

RHI
PROJECT ID: 1175-18-76
WITH: N/A
COUNTY: IRON

DECEMBER 2025
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 = 186



DESIGN DESIGNATION

A.A.D.T.	2026	=	3,920
A.A.D.T.	2046	=	3,920
D.H.V.		=	X,XXX
D.D.		=	69/39
T.		=	18.6%
DESIGN SPEED		=	35/25 MPH
ESALS		=	1,260,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

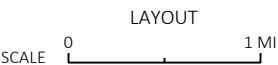
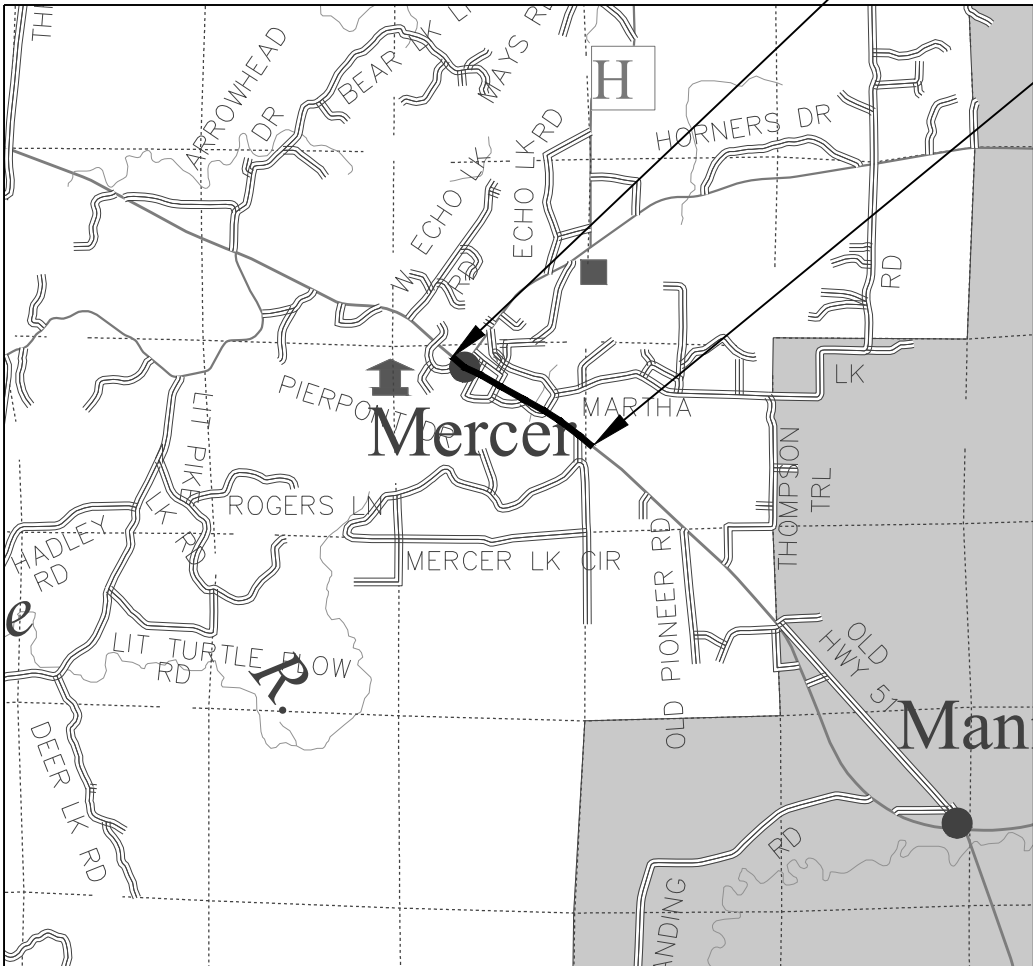
PLAN OF PROPOSED IMPROVEMENT

MANITOWISH - HURLEY

BEACHWAY DRIVE TO LAKEVIEW ROAD

USH 51
IRON COUNTY

STATE PROJECT NUMBER
1175-18-76



TOTAL NET LENGTH OF CENTERLINE = 1.003 MILES

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1175-18-76	WISC 2026026	1

END PROJECT
STA 562+20

BEGIN PROJECT
STA 509+22
X = 776,930.225
Y = 264983.801

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	KYLE GETCHELL
Designer	MICHELLE GUOIN PE
Project Manager	FRED SCHUNKE PE
Regional Examiner	DANIEL ERVA PE
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 10/22/2025 *Michelle Guoin*
(Signature)

E

GENERAL NOTES

1. THE LOCATION OF EXISTING & PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLAN.
2. NOT ALL UTILITIES ARE PART OF DIGGERS HOTLINE AND WILL NEED TO BE CONTACTED DIRECTLY.

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 = 9.036 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.129 ACRES

CONTACTS

BRIGHTSPEED OF NORTHERN WISCONSIN, LLC – COMMUNICATION LINE
1905 WARD AVENUE S
LA CROSSE, WI 54601
BEN BAKER
(980) 376–1560 (CELL)
BEN.BAKER@BRIGHTSPEED.COM

WE ENERGIES – GAS/PETROLEUM
800 INDUSTRIAL PARK DRIVE
IRON MOUNTAIN, MI 49801
ETHAN DOMBROWSKI
(906) 239–2623 (CELL)
(906) 779–2502 (OFFICE)
ETHAN.DOMBROWSKI@WE-ENERGIES.COM

MERCER SANITARY DISTRICT #1 – WATER
5054 N HWY 51
MERCER, WI 54547
RICK GRASER
(715) 776–0162 (CELL)
(715) 476–3574 (OFFICE)
RJGRASER@HOTMAIL.COM

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5054 N HWY 51
MERCER, WI 54547
RICK GRASER
(715) 776–0162 (CELL)
(715) 476–3574 (OFFICE)
RJGRASER@HOTMAIL.COM

XCEL ENERGY – ELECTRICITY
1400 WESTERN AVE
EAU CLAIRE, WI 54701
(715) 737–6020 (OFFICE)
JOHN.KELSER@XCELENERGY.COM

XCEL ENERGY – ELECTRICITY-TRANSMISSION
414 NICOLLET MALL
MINNEAPOLIS, MN 55401
(719) 355–9126 (OFFICE)
JOSHUA.TOMLINSON@XCELENERGY.COM

ORDER OF DETAIL SHEETS:

TITLE SHEET
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL

AS-BUILT PLANS USED

1172-03-70 (1971)
1174-07-70 (1986)
1175-14-70 (2004)
1175-18-70 (2011)
1175-18-72 (2011)
9828-05-70 (2011)

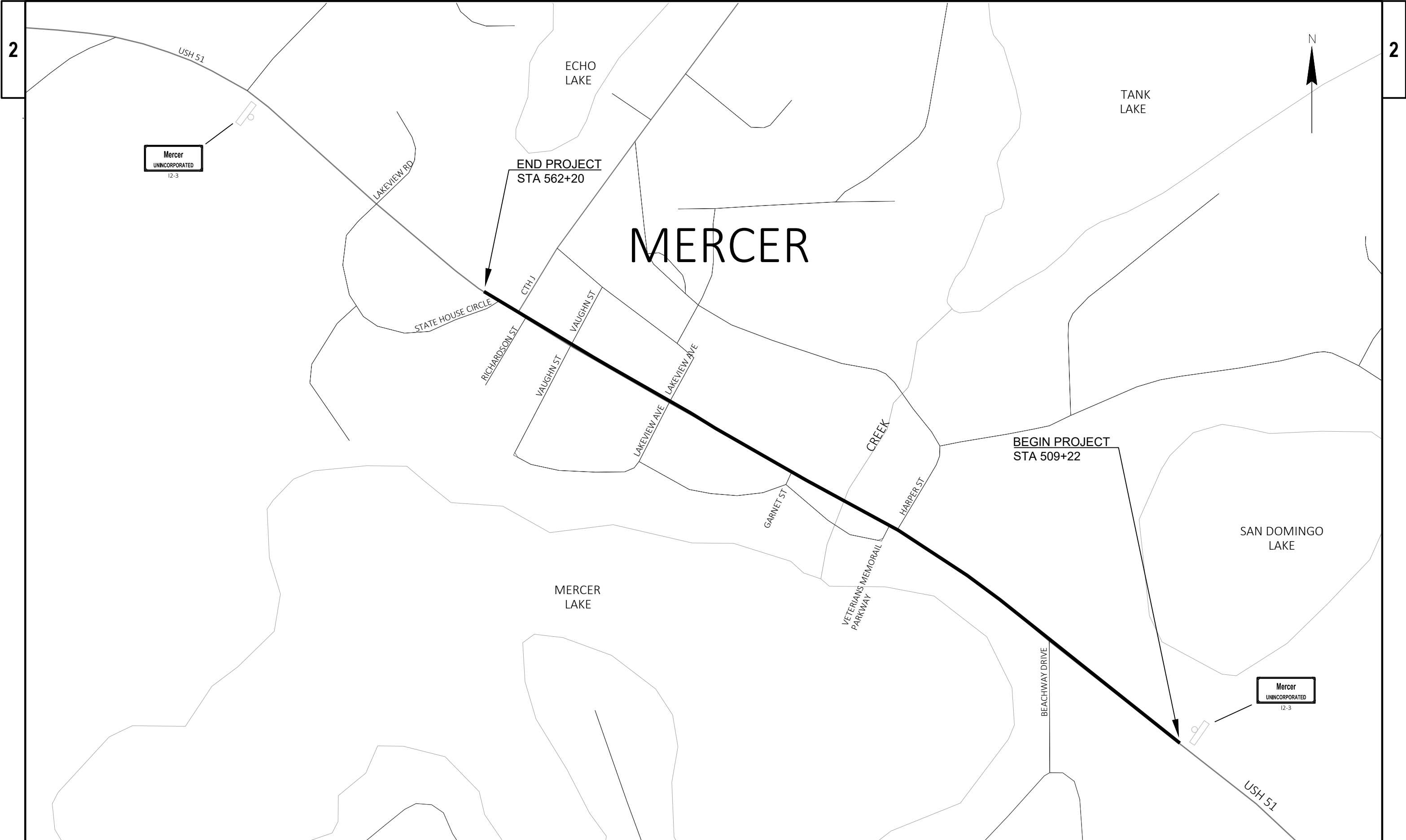
DNR CONTACT

Jon Simonsen
107 Sutliff Ave
Rhinelander, Wi 54501
jonathon.simonsen@wisconsin.gov
715-367-1936

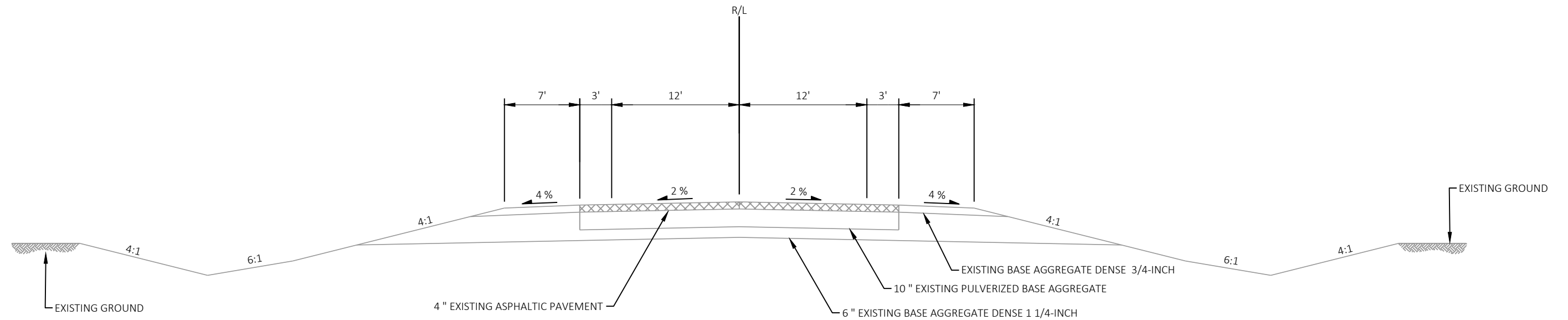
DIGGERSHOTLINE

Dial 811 or (800)242-8511

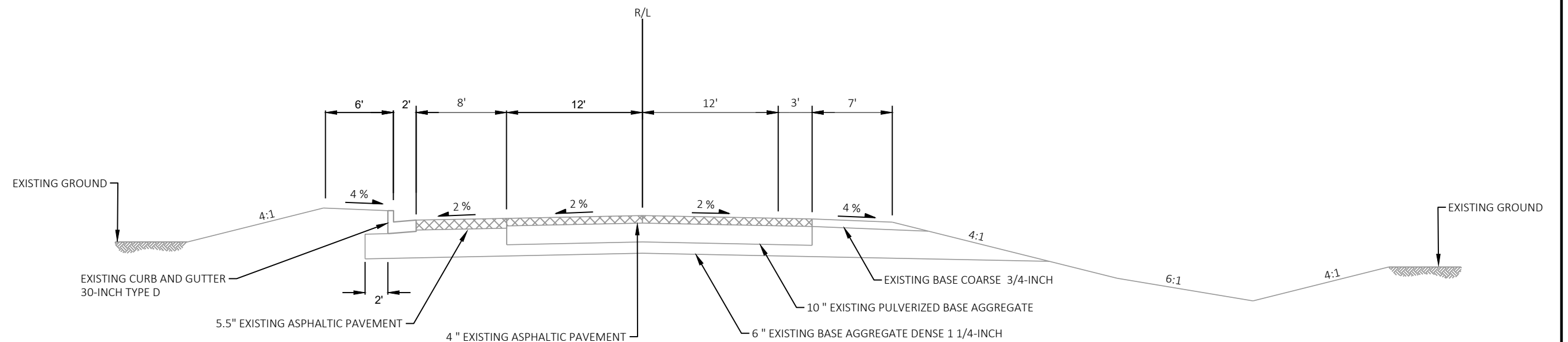
www.DiggersHotline.com



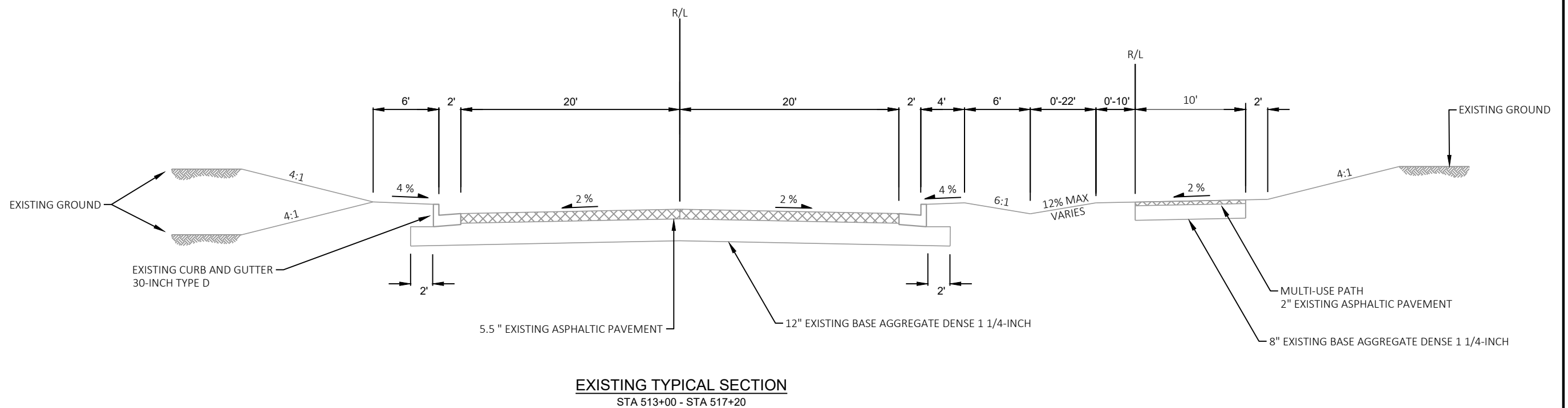
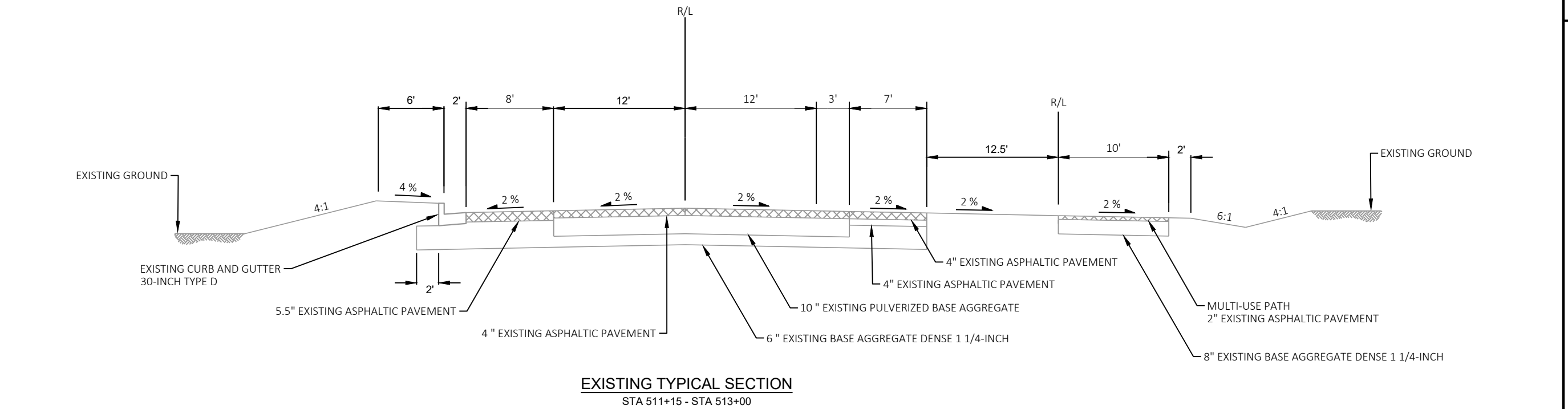
PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PROJECT OVERVIEW	SHEET	E
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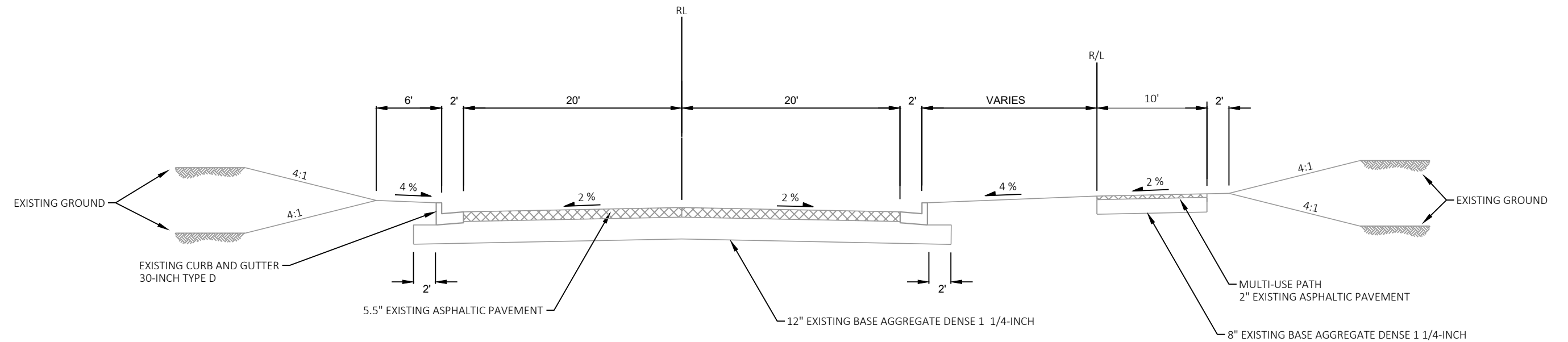


EXISTING TYPICAL SECTION
STA 509+22 - STA 510+25

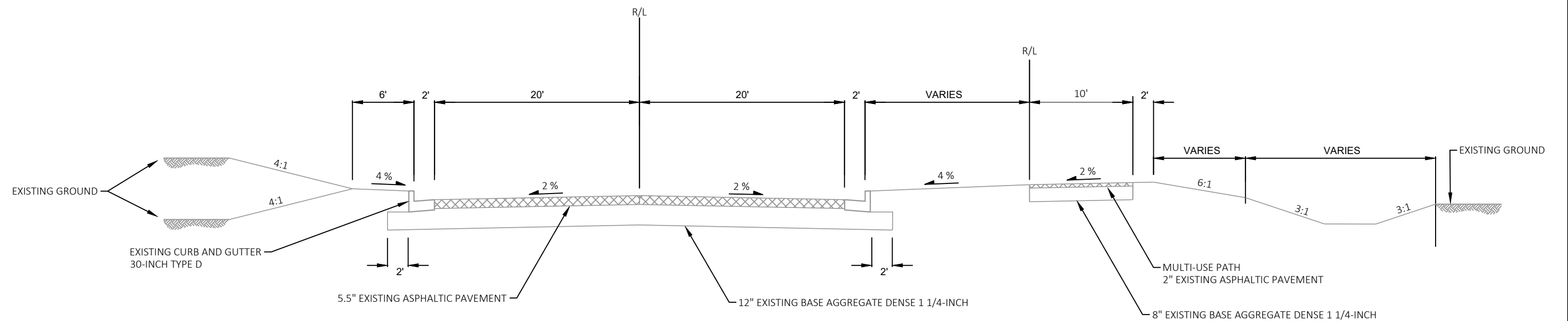


EXISTING TYPICAL SECTION
STA 510+25 - STA 511+15

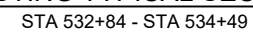
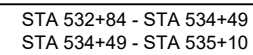


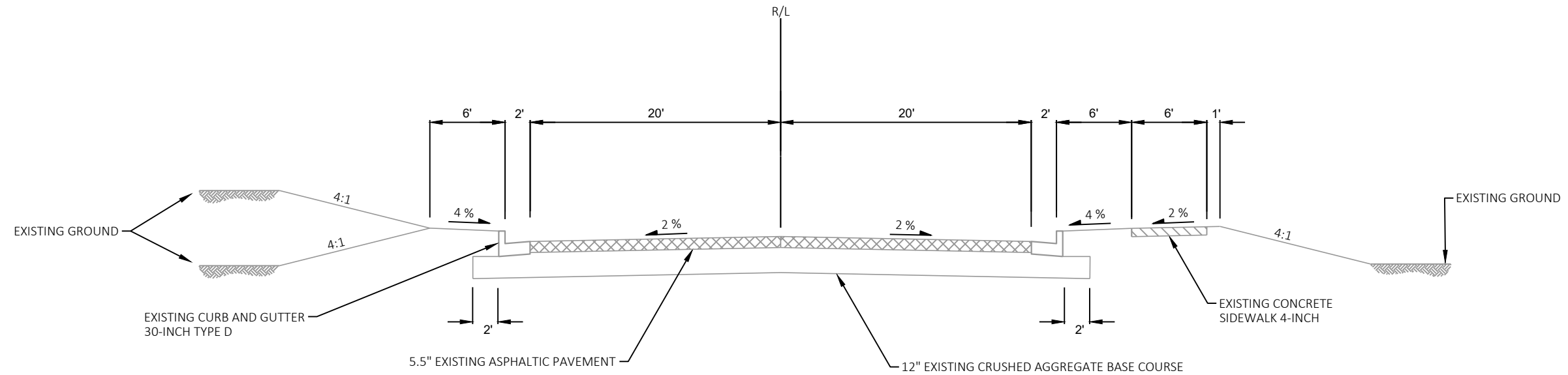


EXISTING TYPICAL SECTION
STA 517+20 - STA 529+50

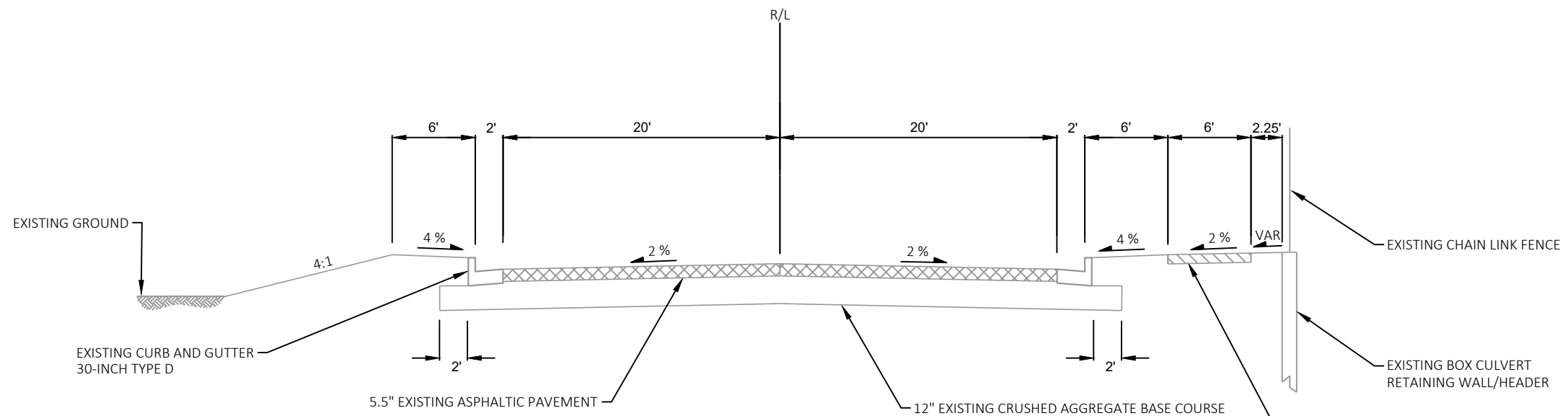


EXISTING TYPICAL SECTION
STA 529+50 - STA 532+00

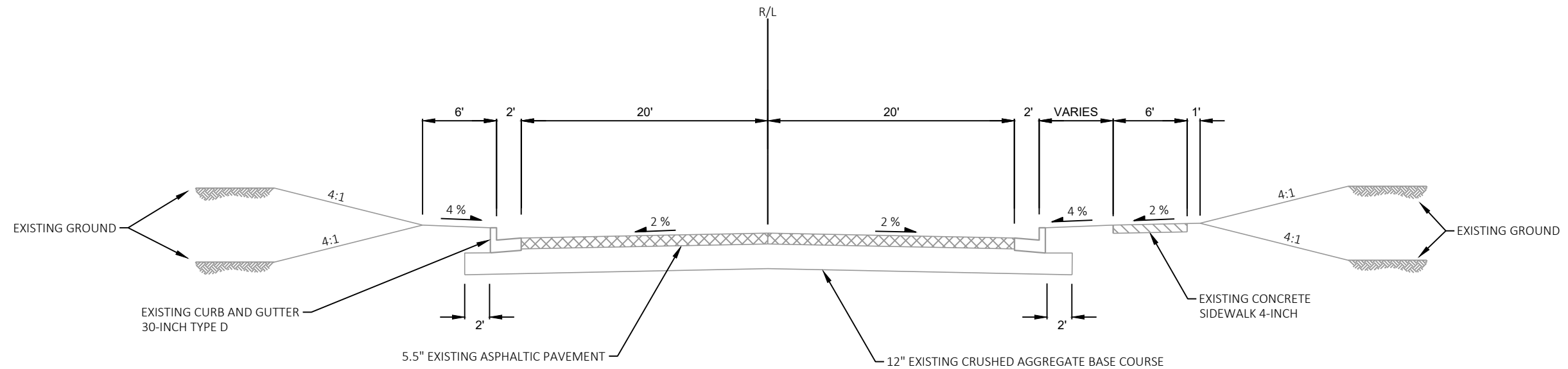




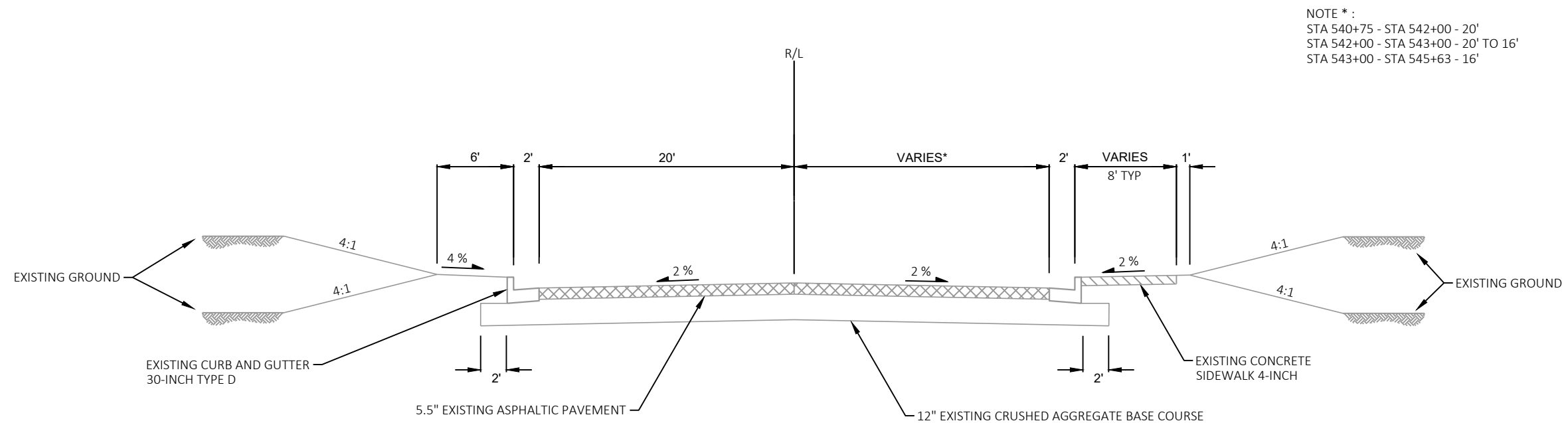
EXISTING TYPICAL SECTION
STA 535+10 - STA 535+45



EXISTING TYPICAL SECTION
STA 535+45 - STA 536+50
STRUCTURE C-26-9714

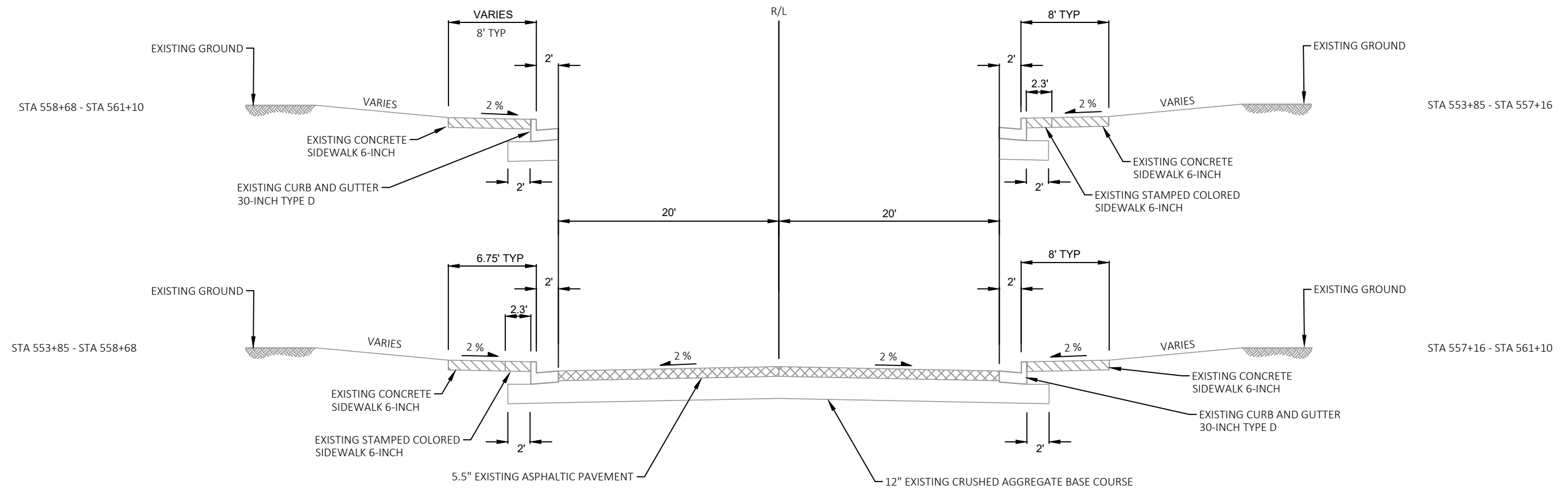


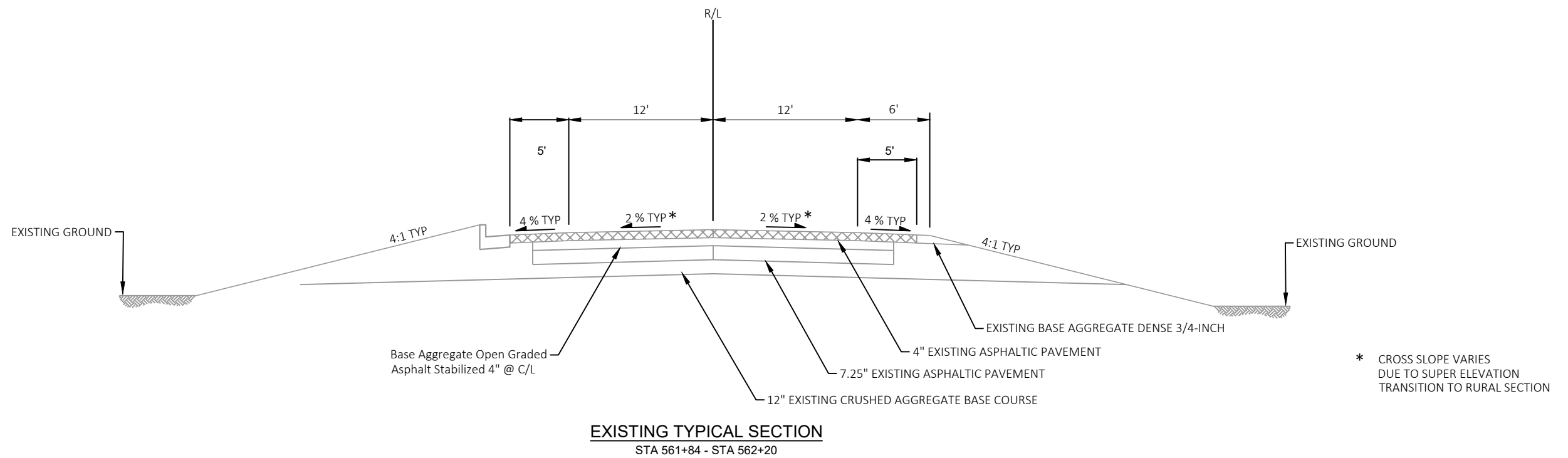
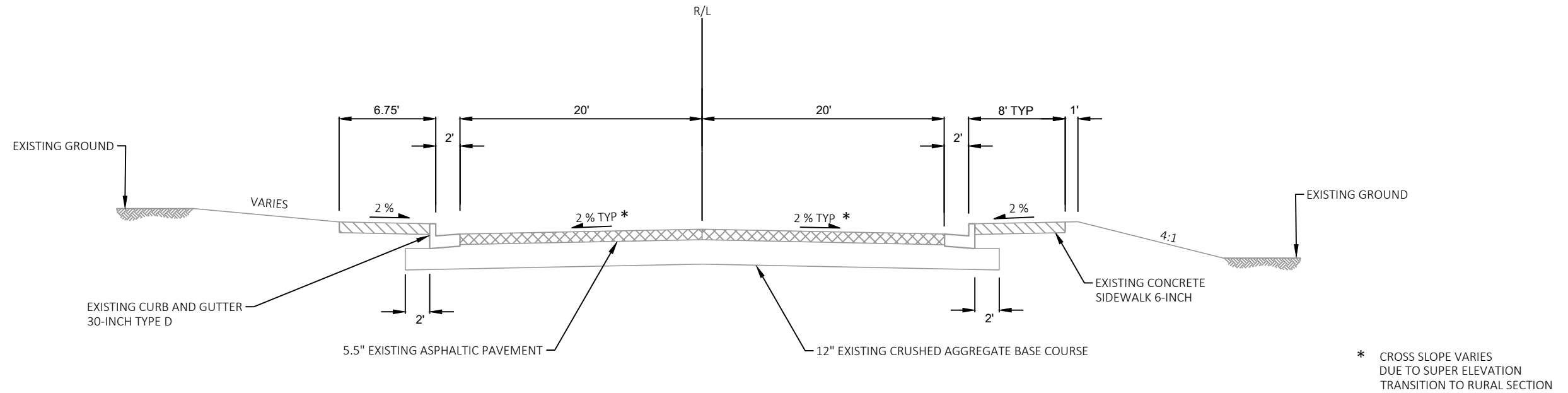
EXISTING TYPICAL SECTION
STA 536+50 - STA 540+75

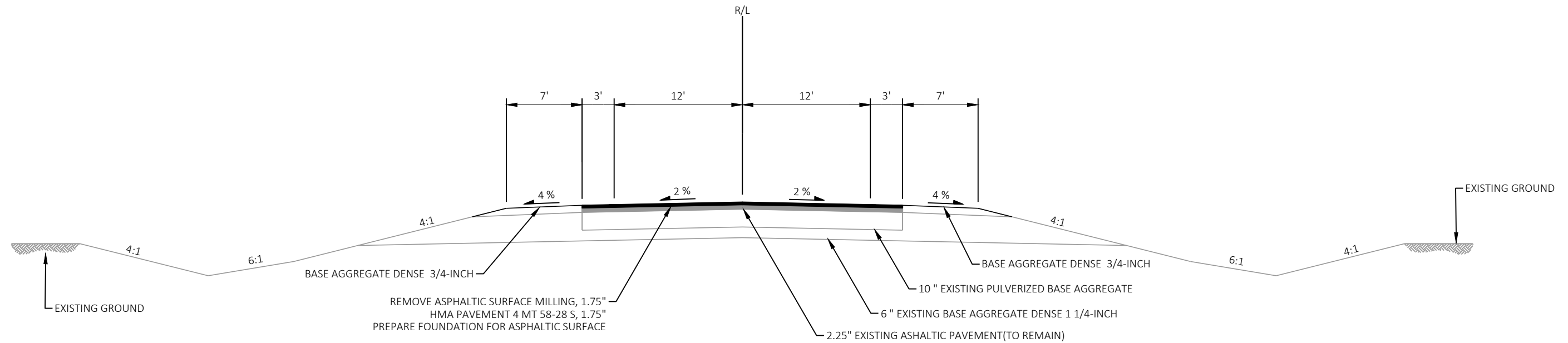


EXISTING TYPICAL SECTION
STA 540+75 - STA 545+63

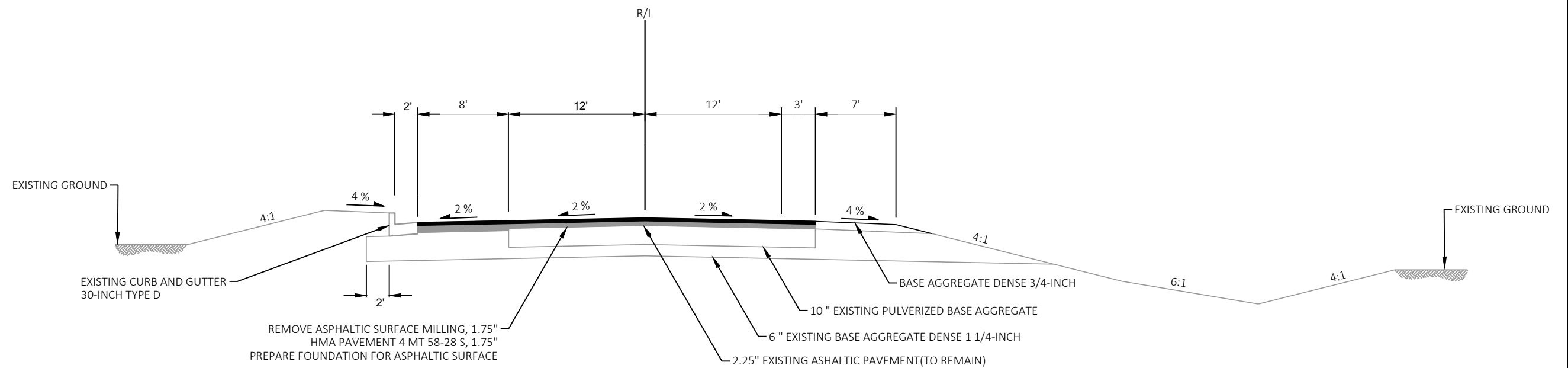
NOTE * :
STA 540+75 - STA 542+00 - 20'
STA 542+00 - STA 543+00 - 20' TO 16'
STA 543+00 - STA 545+63 - 16'







PROPOSED TYPICAL SECTION
STA 509+22 - STA 510+25



PROPOSED TYPICAL SECTION
STA 510+25 - STA 511+15

PROJECT NO: 1175-18-76

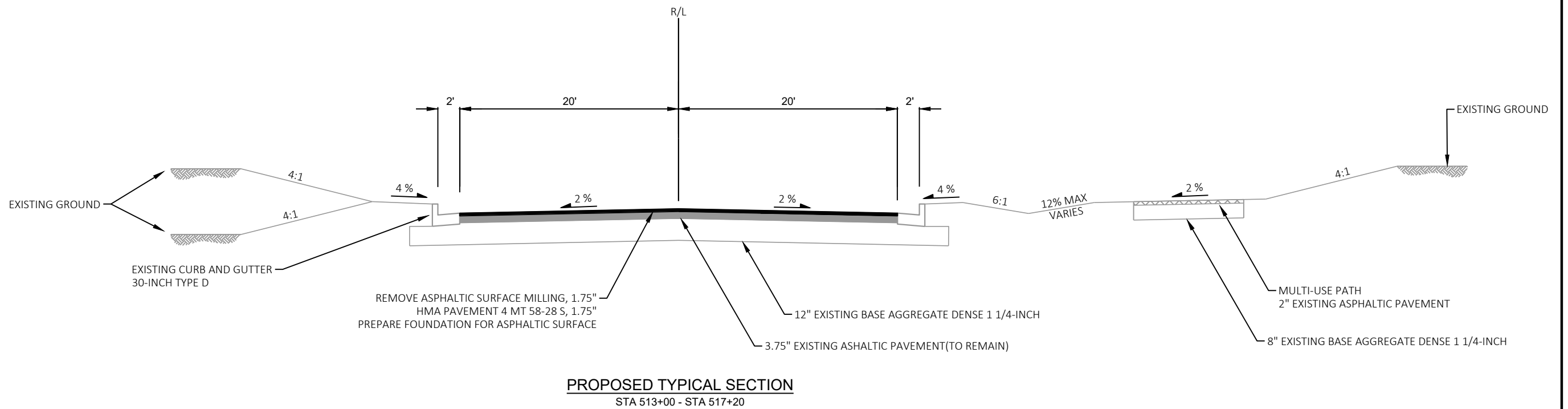
HWY: USH 51

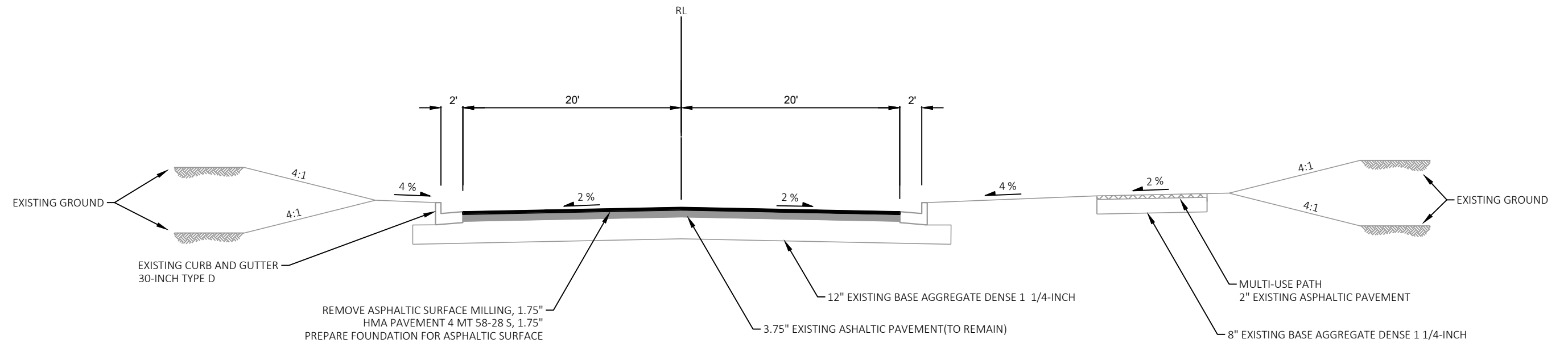
COUNTY: IRON

TYPICAL SECTIONS

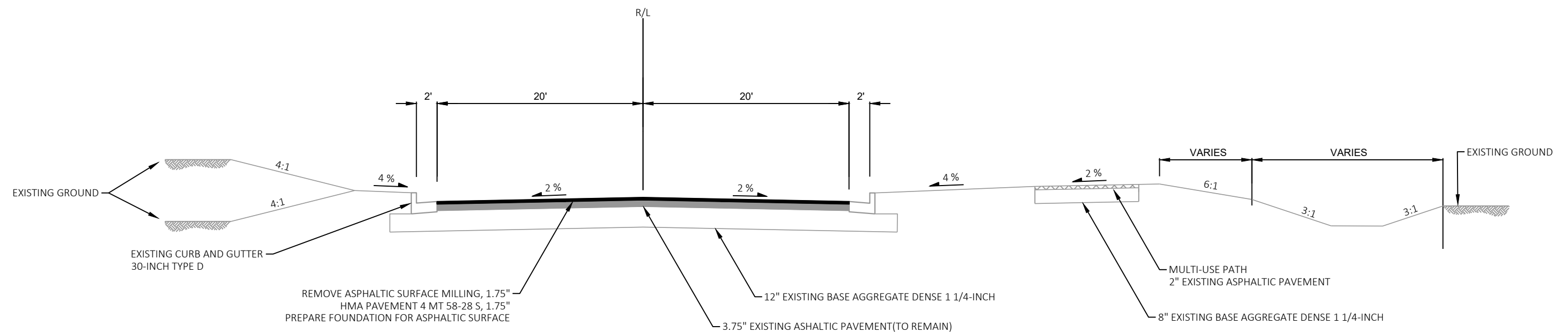
SHEET

E

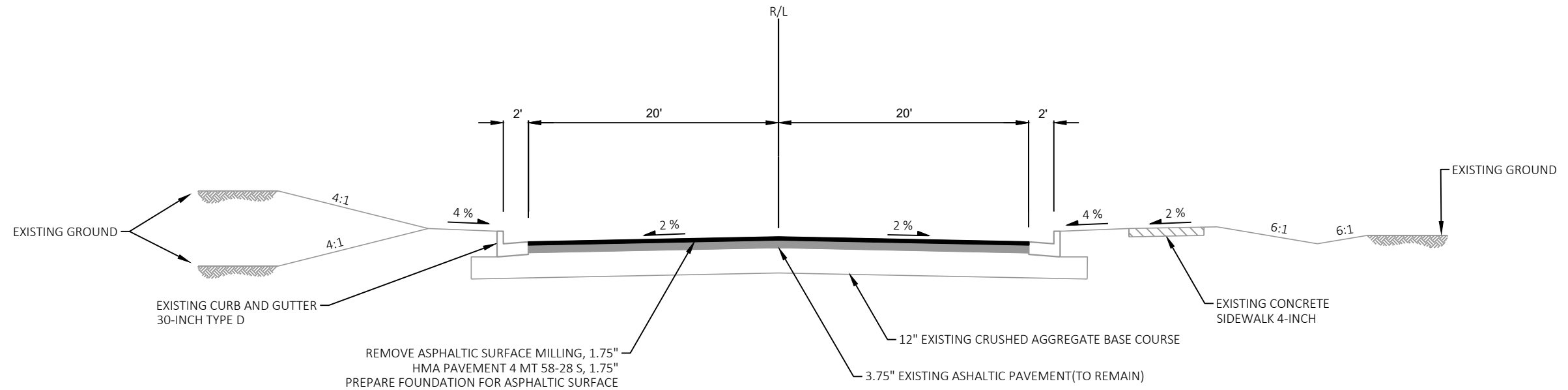




PROPOSED TYPICAL SECTION
STA 517+20 - STA 529+50

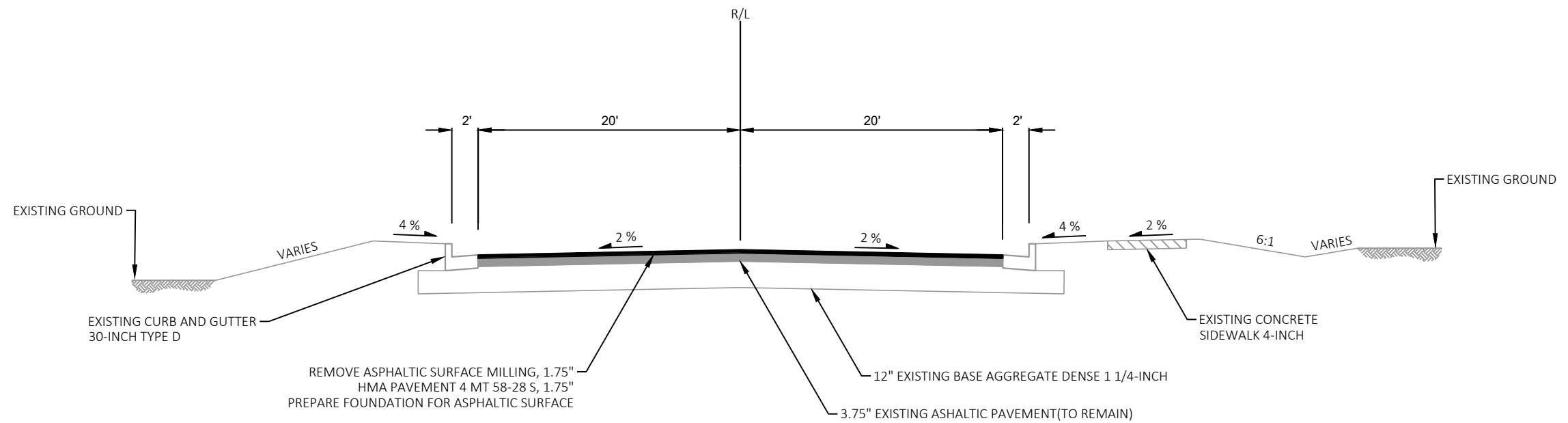


PROPOSED TYPICAL SECTION
STA 529+50 - STA 532+00

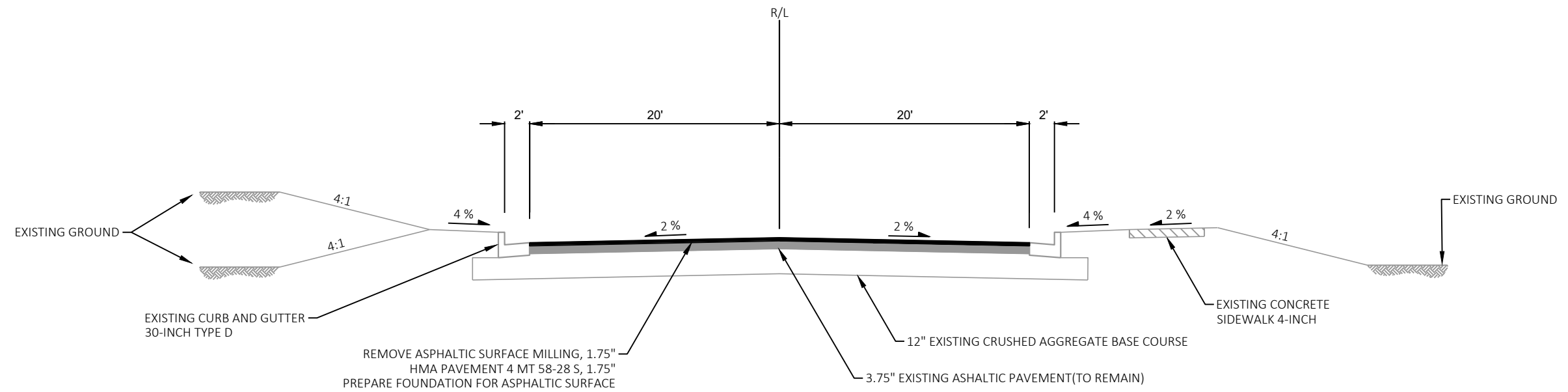
**PROPOSED TYPICAL SECTION**

STA 532+00 - STA 532+84

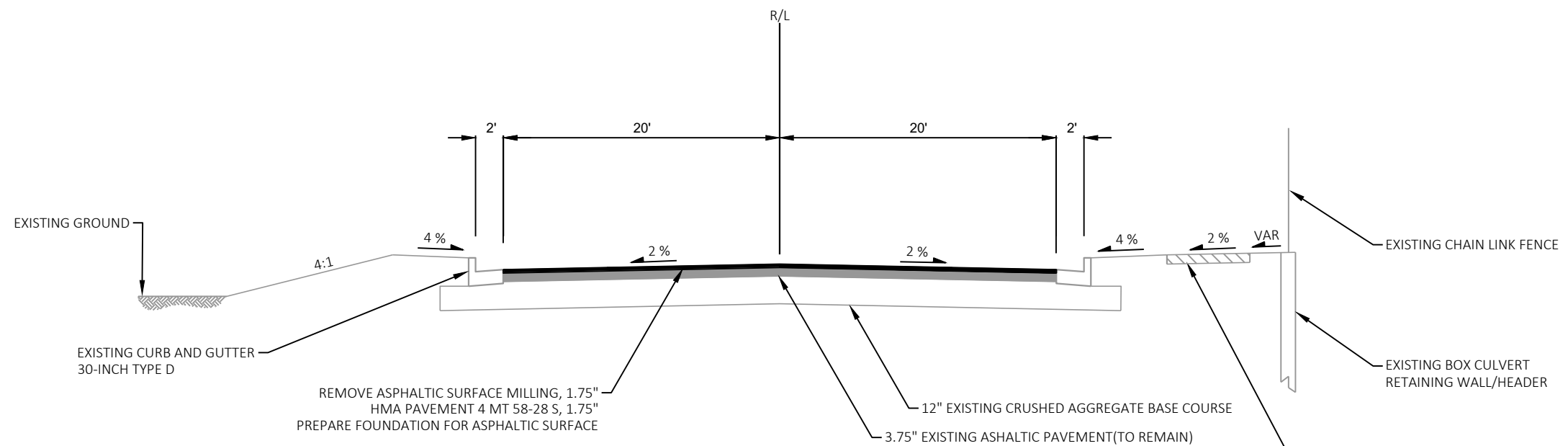
STA 534+49 - STA 535+10

**PROPOSED TYPICAL SECTION**

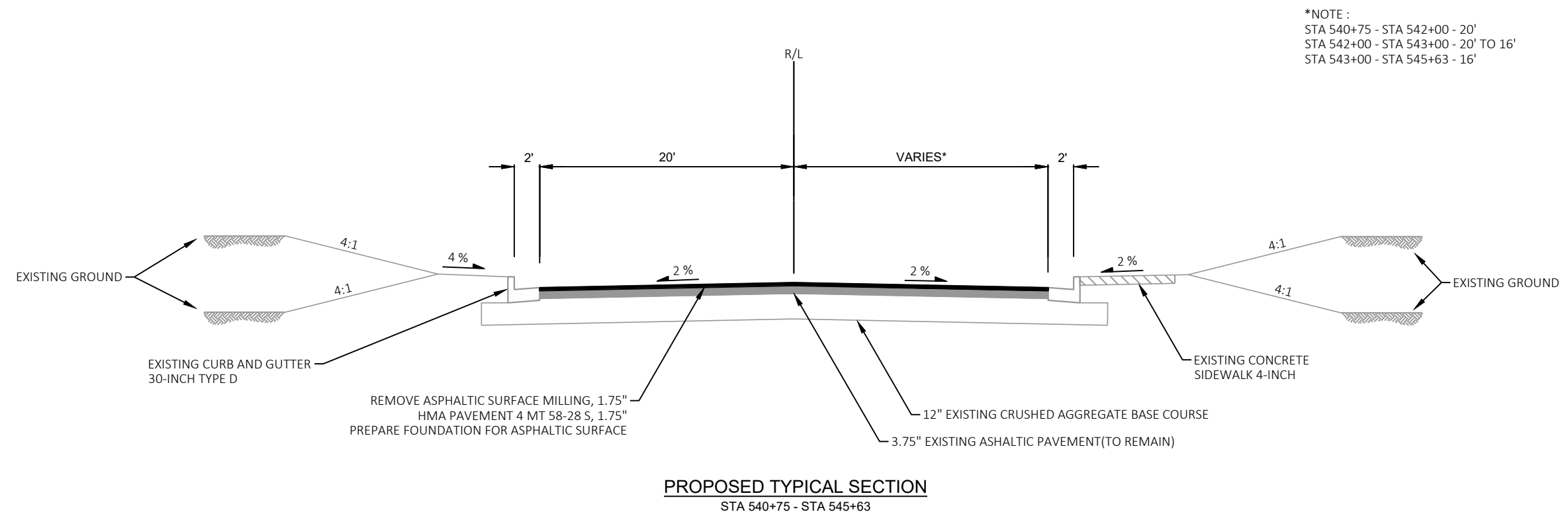
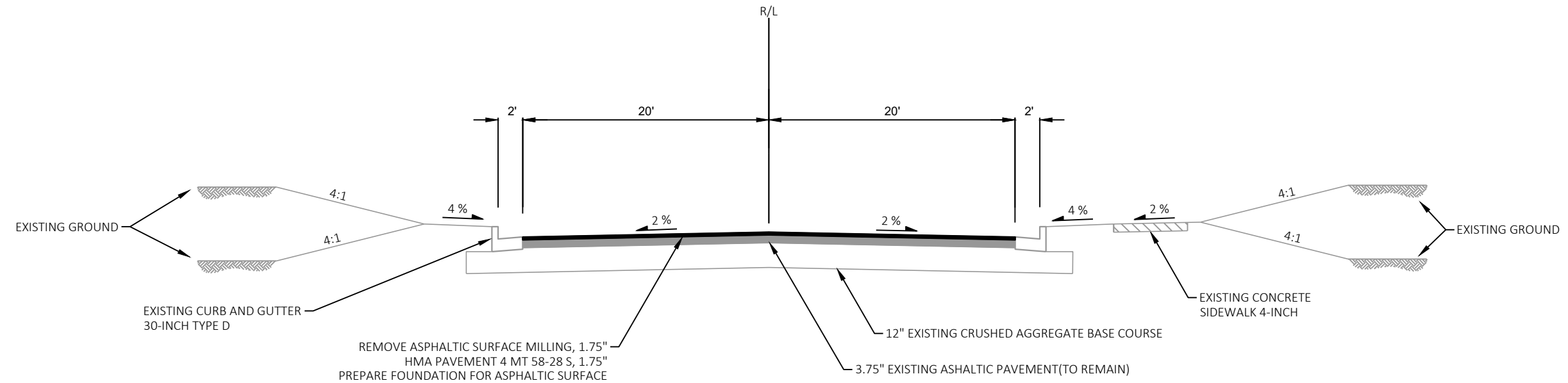
STA 532+84 - STA 534+49

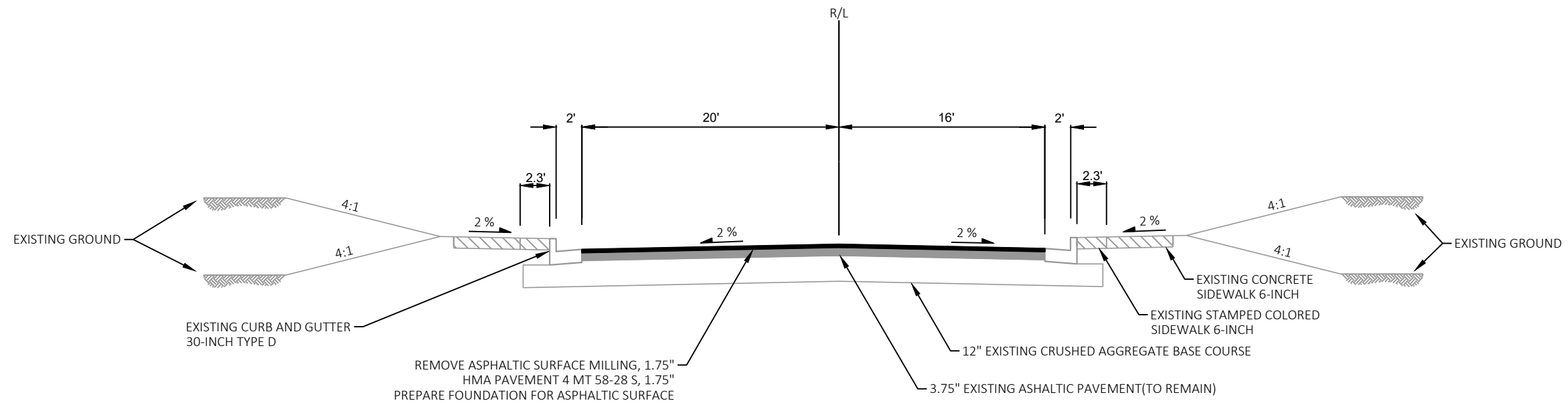


PROPOSED TYPICAL SECTION
STA 535+10 - STA 535+45

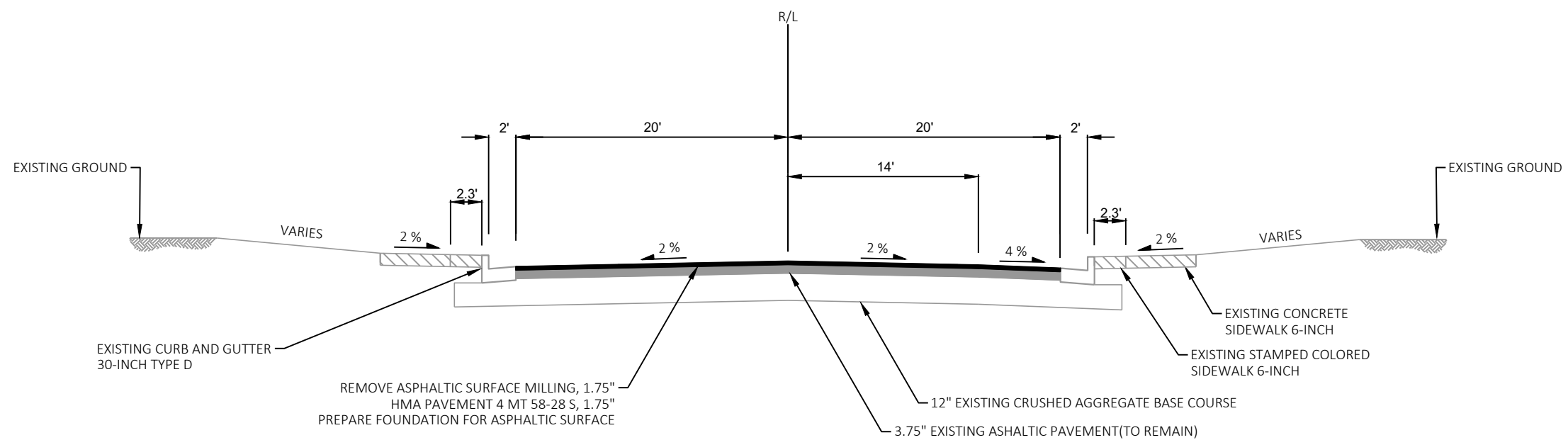


PROPOSED TYPICAL SECTION
STA 535+45 - STA 536+50
STRUCTURE C-26-9714





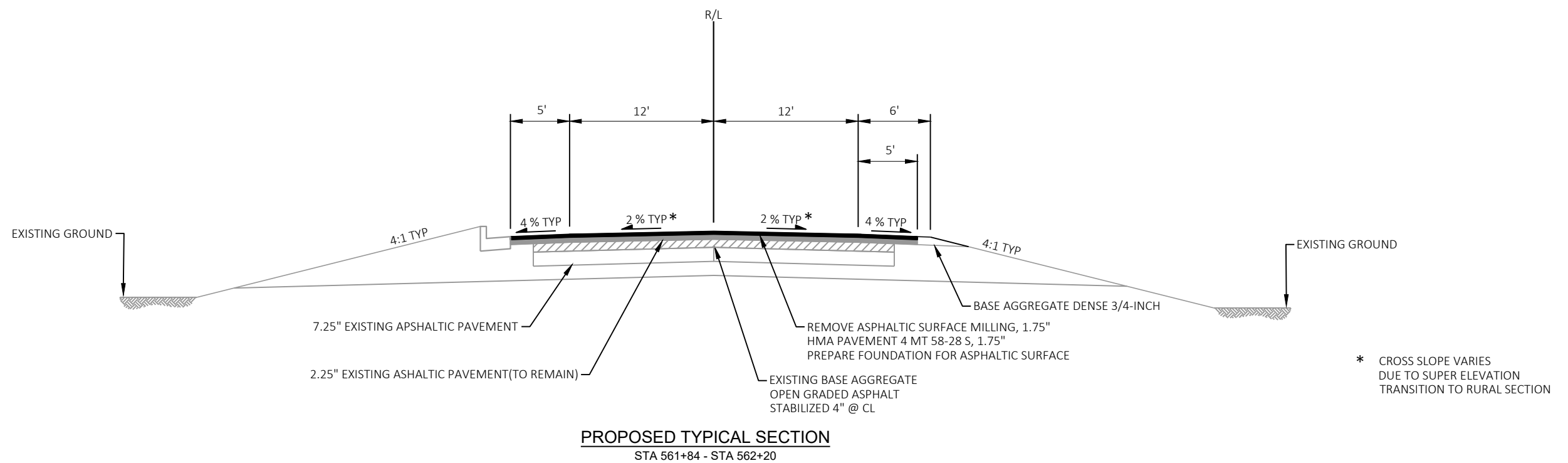
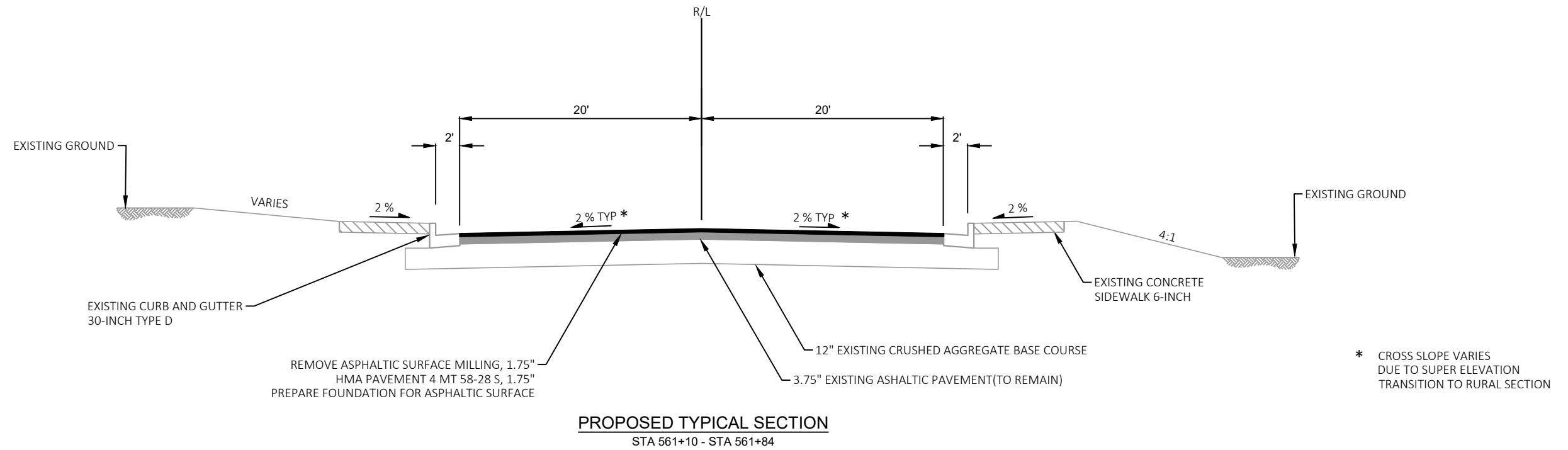
PROPOSED TYPICAL SECTION
STA 545+63 - STA 547+10

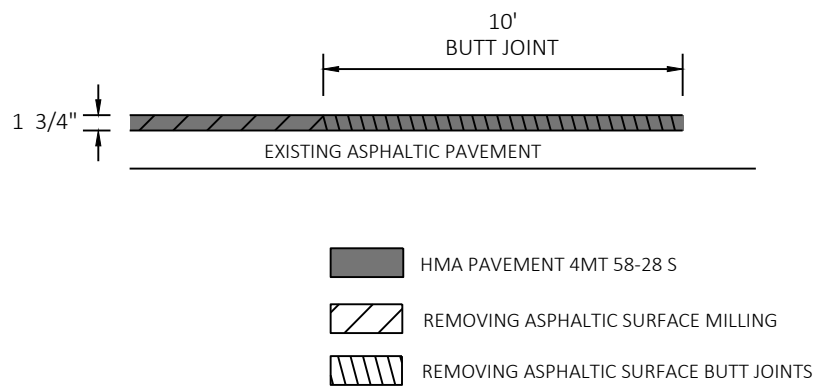


PROPOSED TYPICAL SECTION
STA 547+10 - STA 553+85



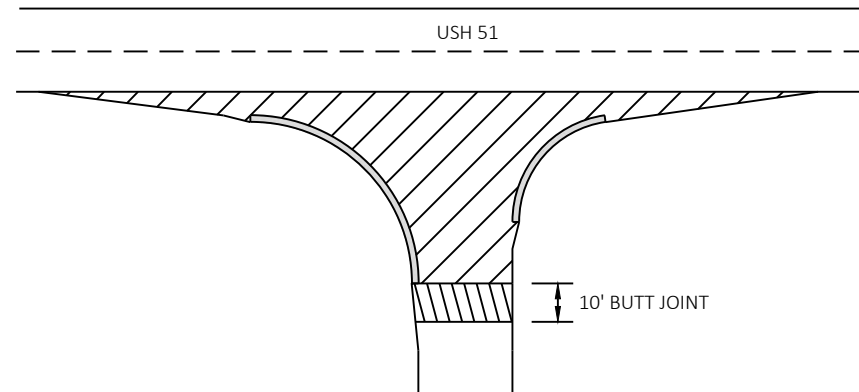
PROJECT NO:	1175-18-76	HWY: USH 51	COUNTY: IRON	TYPICAL SECTIONS	SHEET	E
FILE NAME :	N:\PDS\C3D\11751806\SHEETSP\AN\020301-TS.DWG		PLOT DATE :	10/21/2025 11:16 AM	PLOT BY :	GETCHELL, KYLE JAMES
LAYOUT NAME :	17-10ft		PLOT NAME :		PLOT SCALE :	1 IN:10 FT
			WISDOT/CADDs SHEET 42			





BUTT JOINT

STA 509+22 - STA 509+32
STA 562+10 - STA 562+20
BEACHWAY DRIVE
HARPER STREET
VETERAN'S MEMORIAL PARKWAY
GARNET STREET
LAKEVIEW AVENUE
VAUGHN STREET
RICHARDSON STREET
CTH J
STATE HOUSE CIRCLE



REMOVING ASPHALTIC SURFACE MILLING



REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

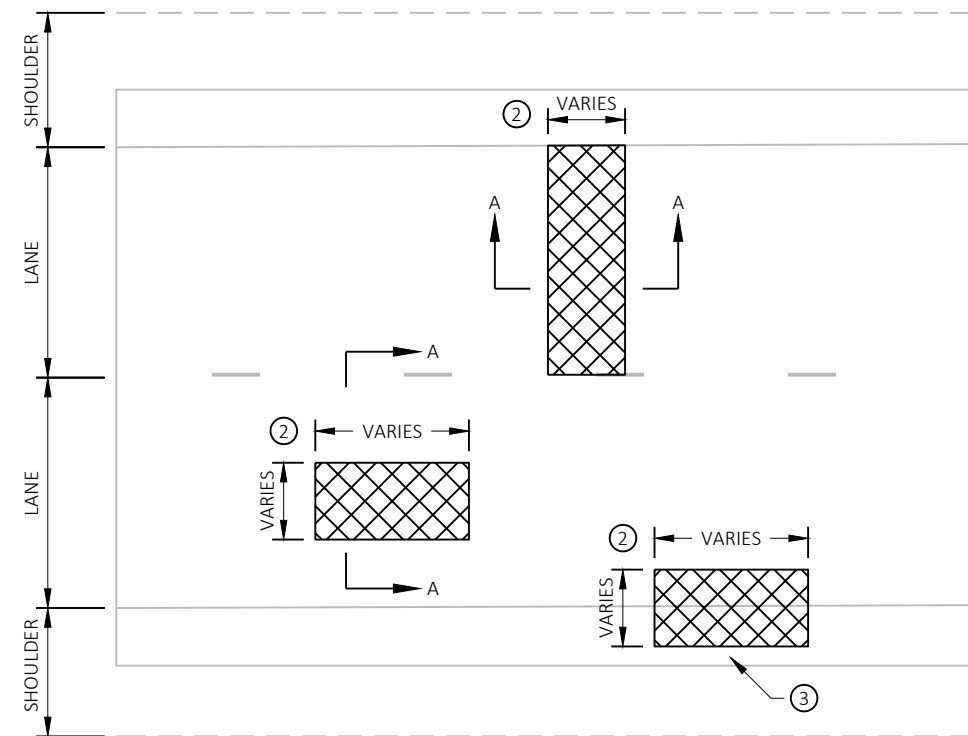
WITH CURB AND GUTTER

BEACHWAY DRIVE
HARPER STREET
VETERAN'S MEMORIAL PARKWAY
GARNET STREET
LAKEVIEW AVENUE
VAUGHN STREET
RICHARDSON STREET
CTH J
STATE HOUSE CIRCLE

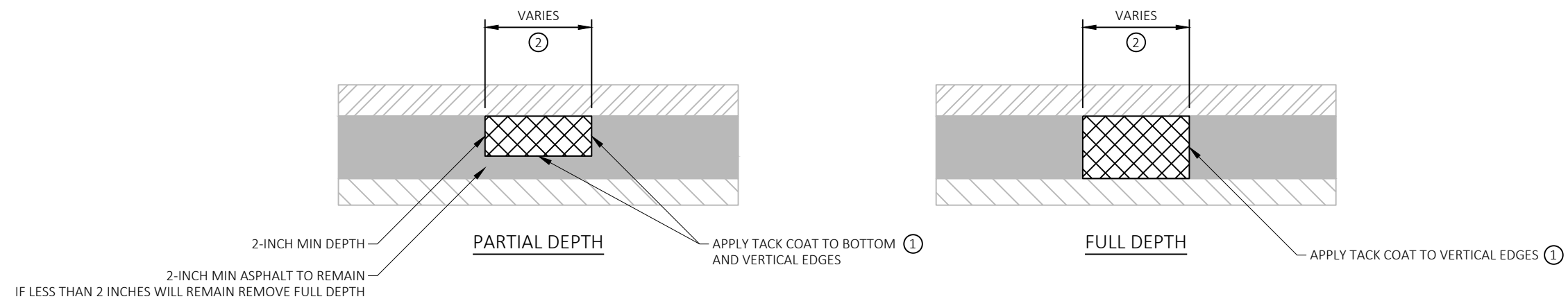
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

- ① MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
- ② THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
- ③ WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW

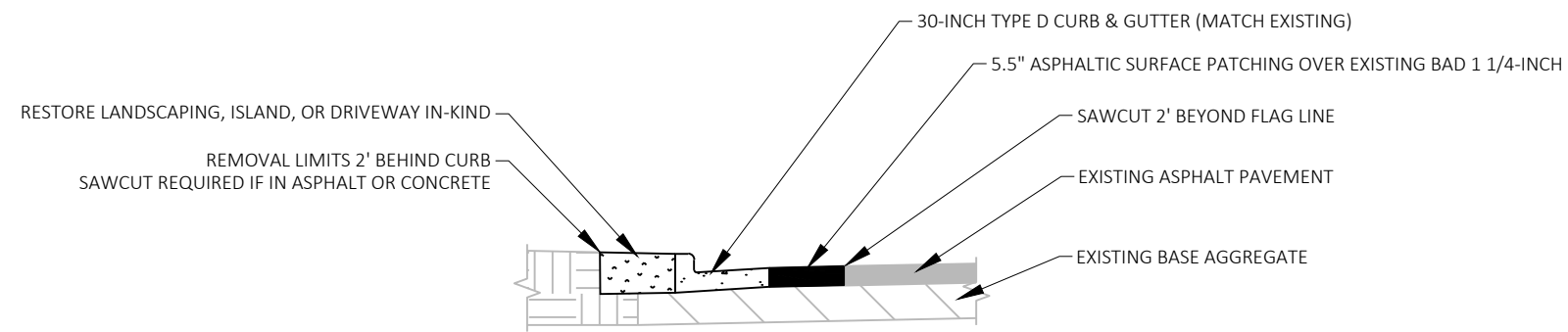


SECTION A-A

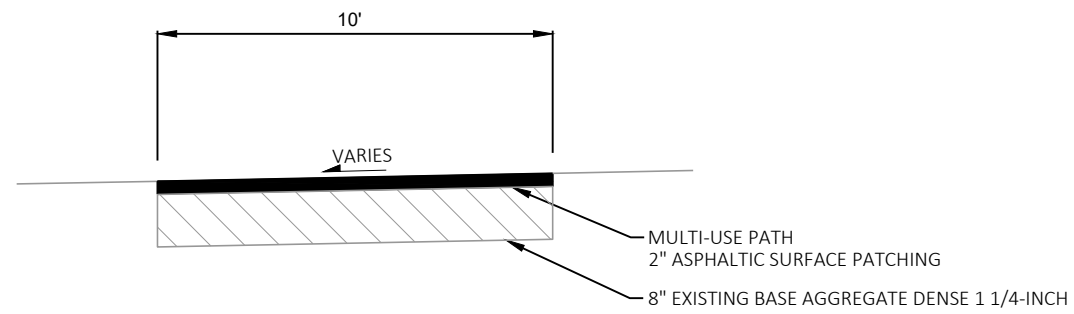
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
- ASPHALTIC SURFACE PATCHING
- EXISTING ASPHALT
- EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

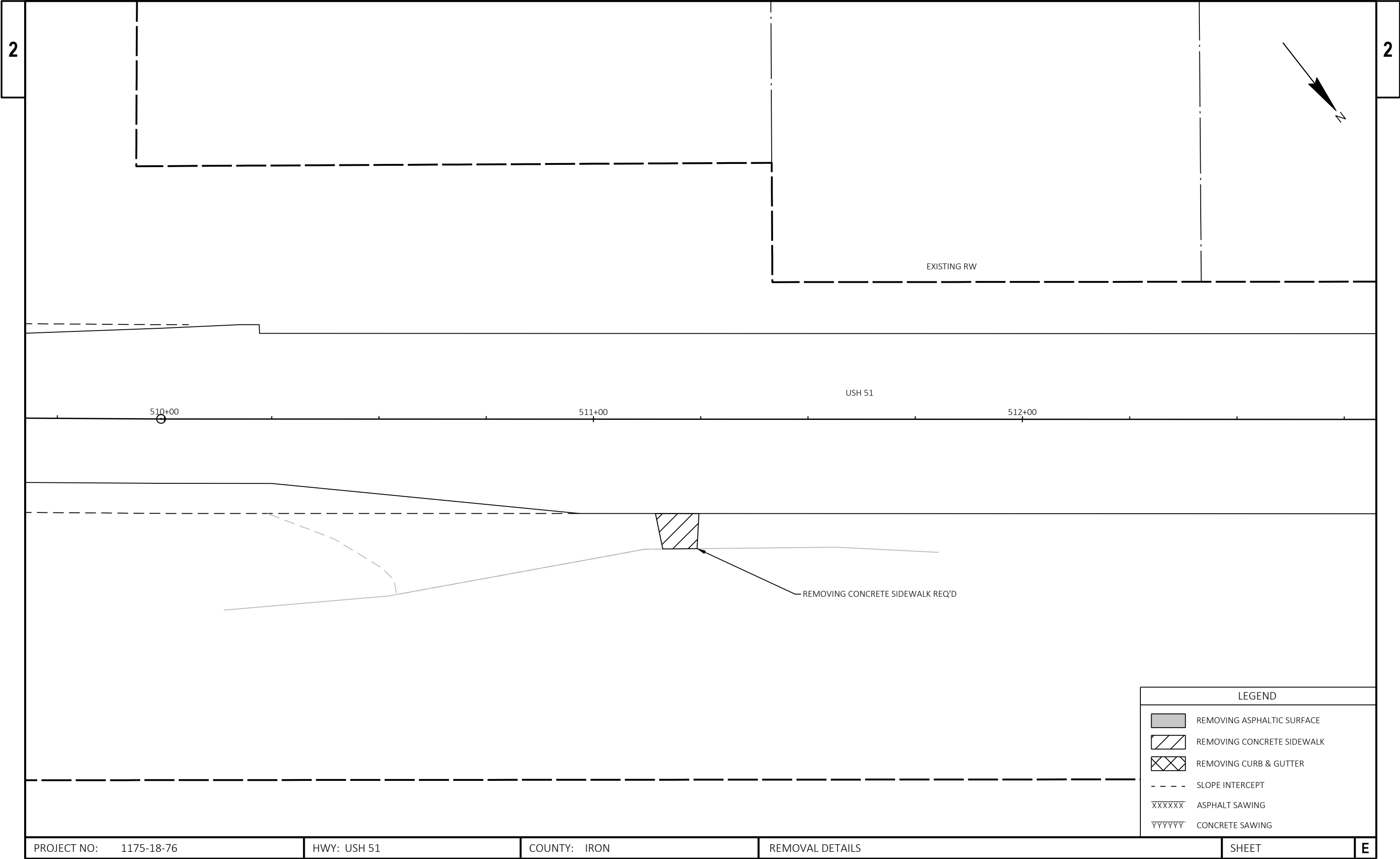


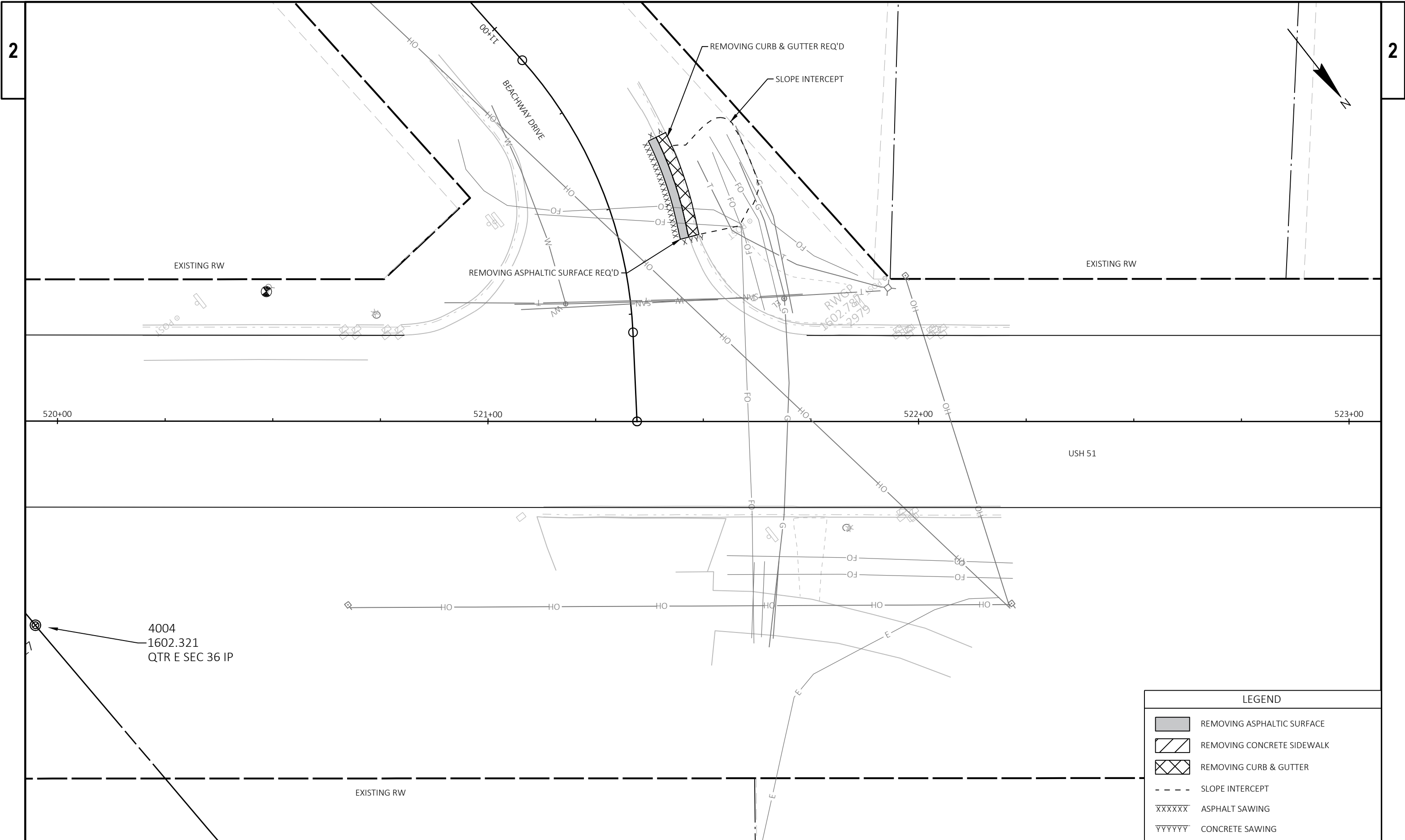
TYPICAL CURB & GUTTER REPLACEMENT
SEE PLAN SHEETS FOR SPECIFIC LOCATIONS
*NOT TO SCALE



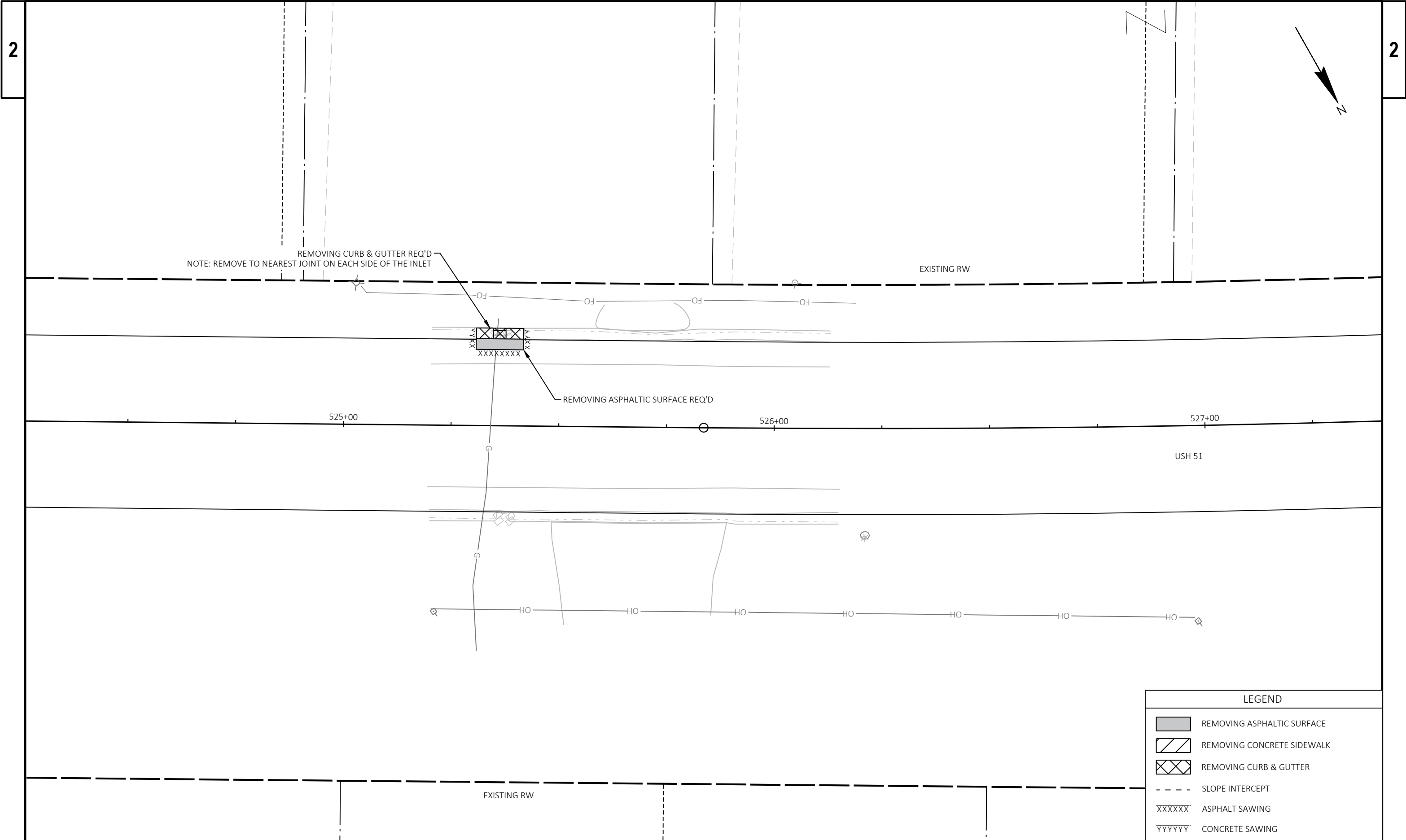
MULTI-USE PATH TYPICAL SECTION

STA 532+00 RT
*NOT TO SCALE

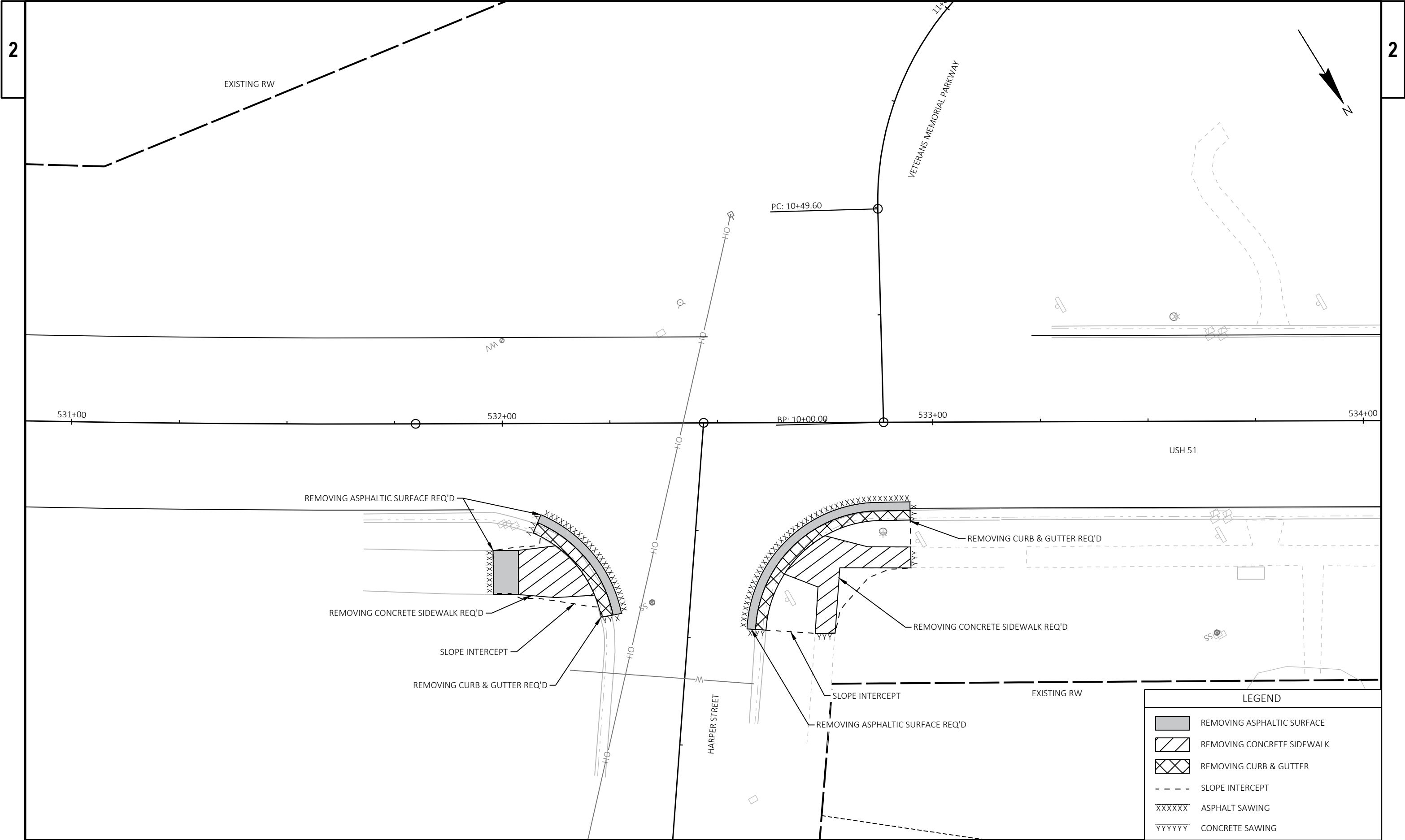


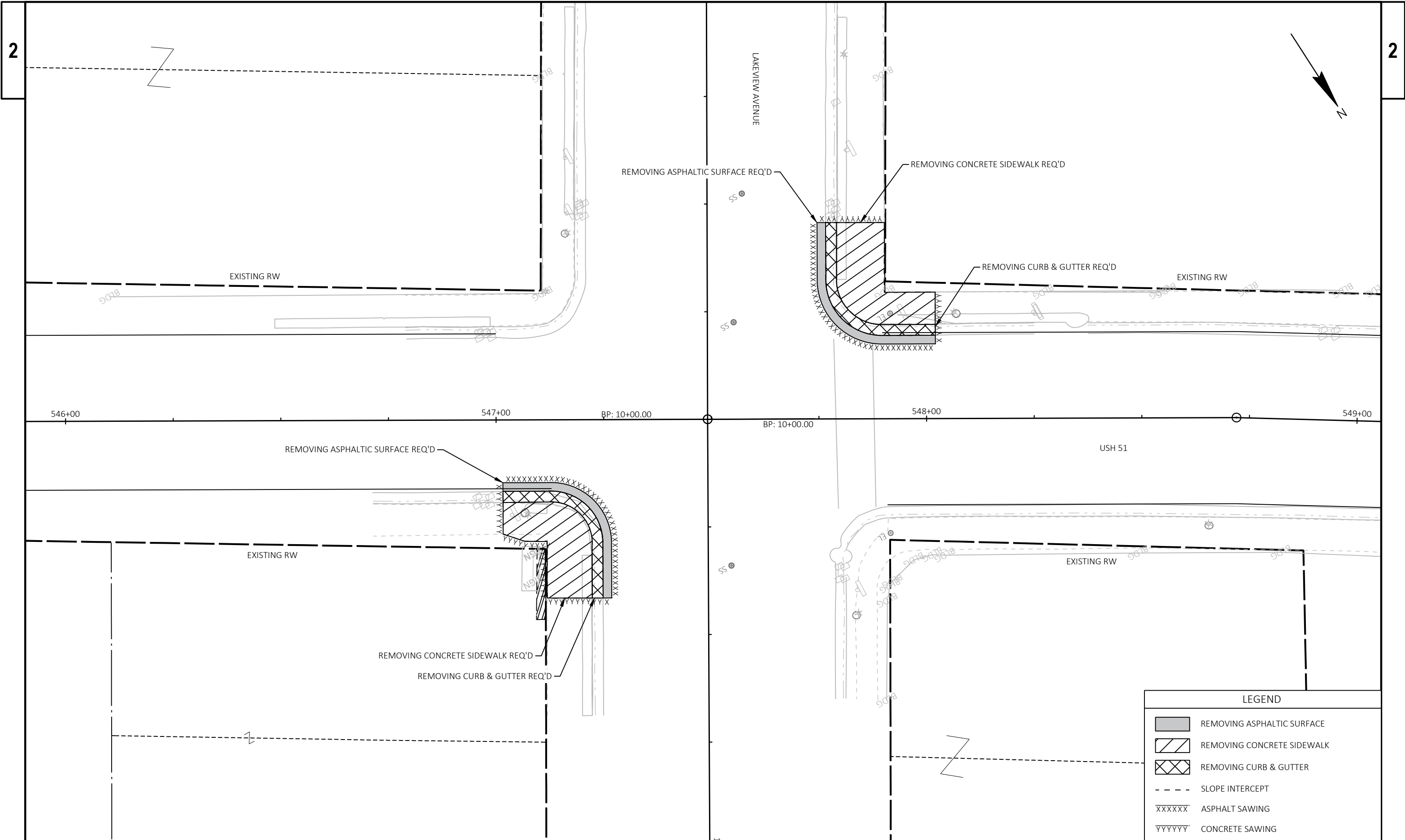


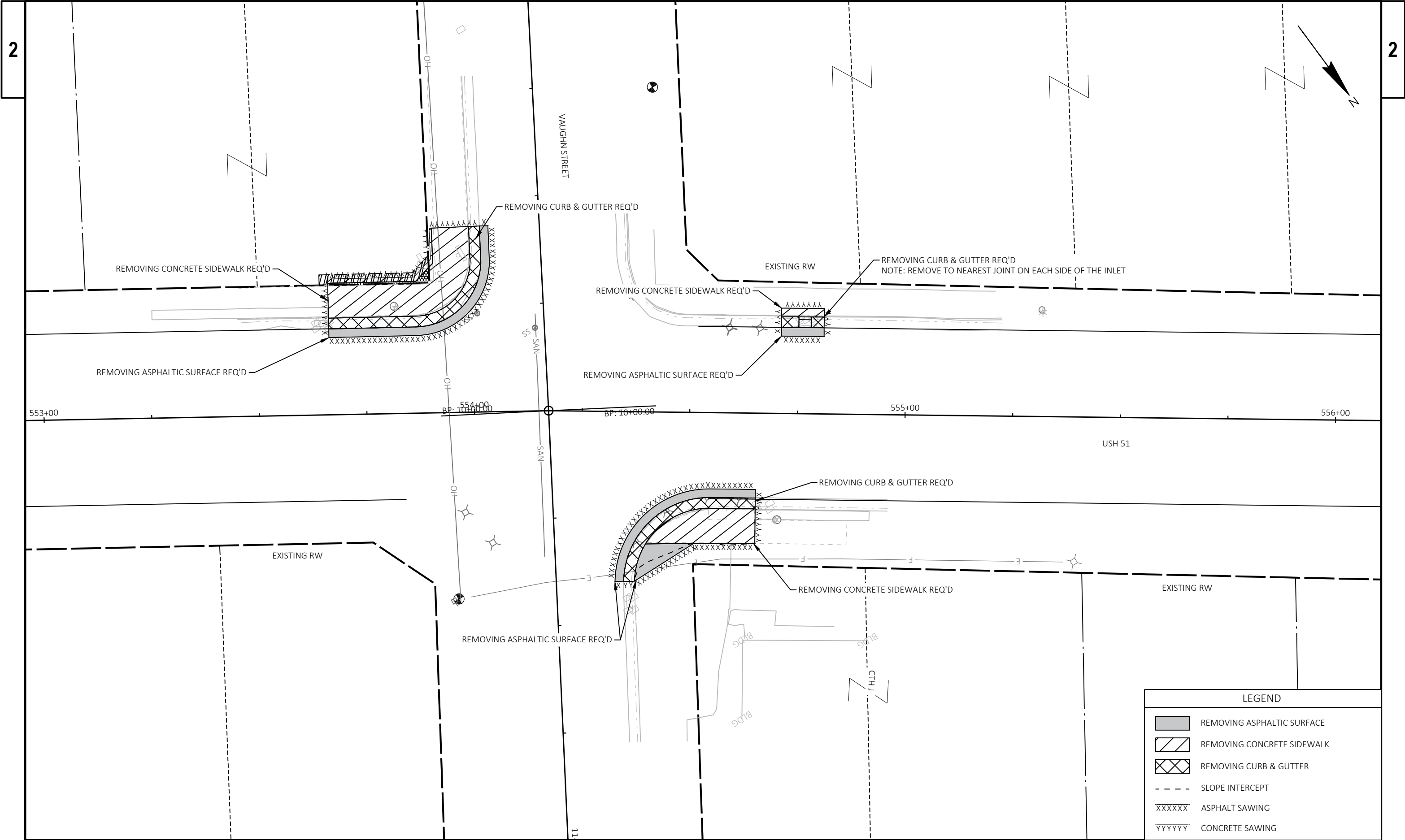
PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	REMOVAL DETAILS	SHEET	E
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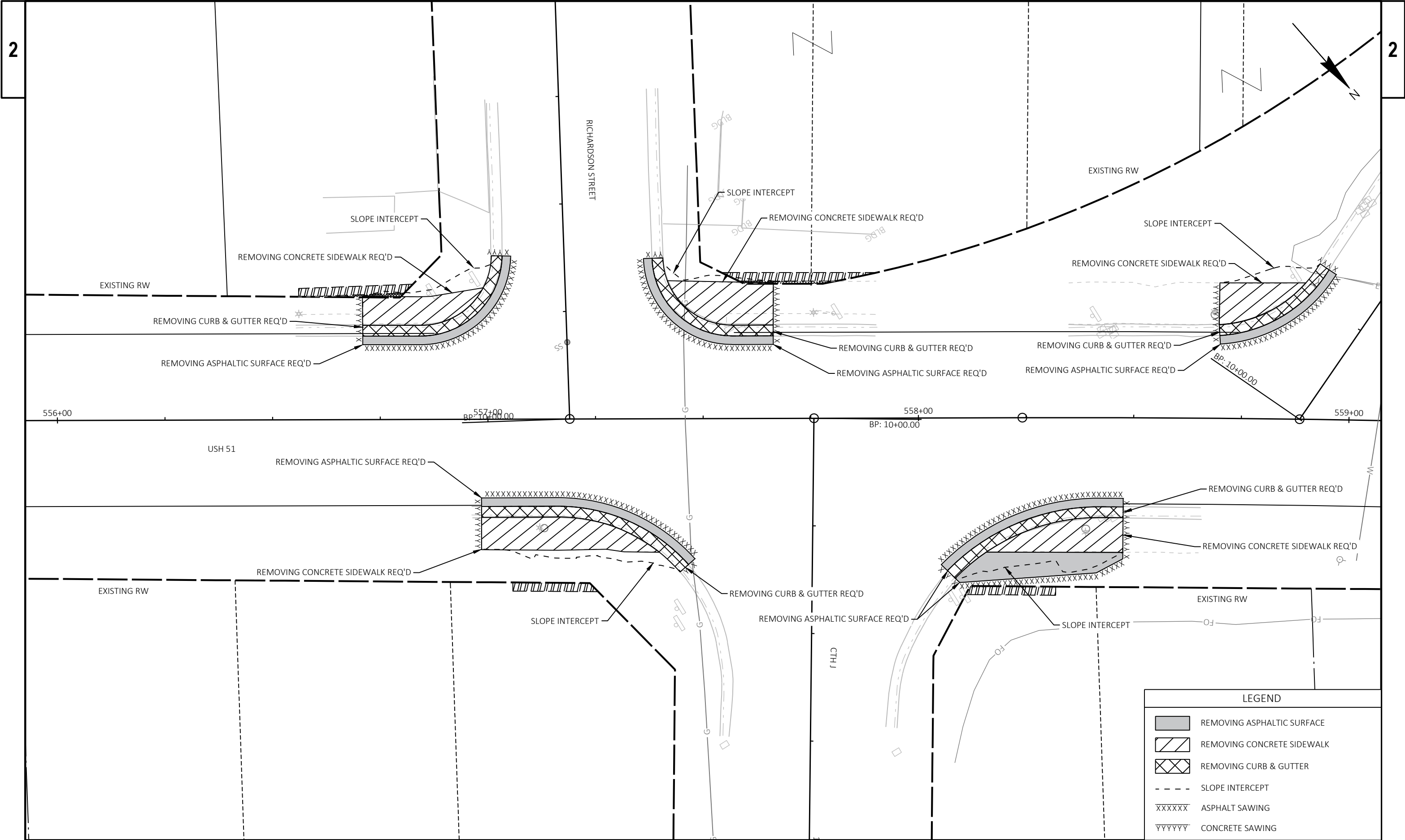


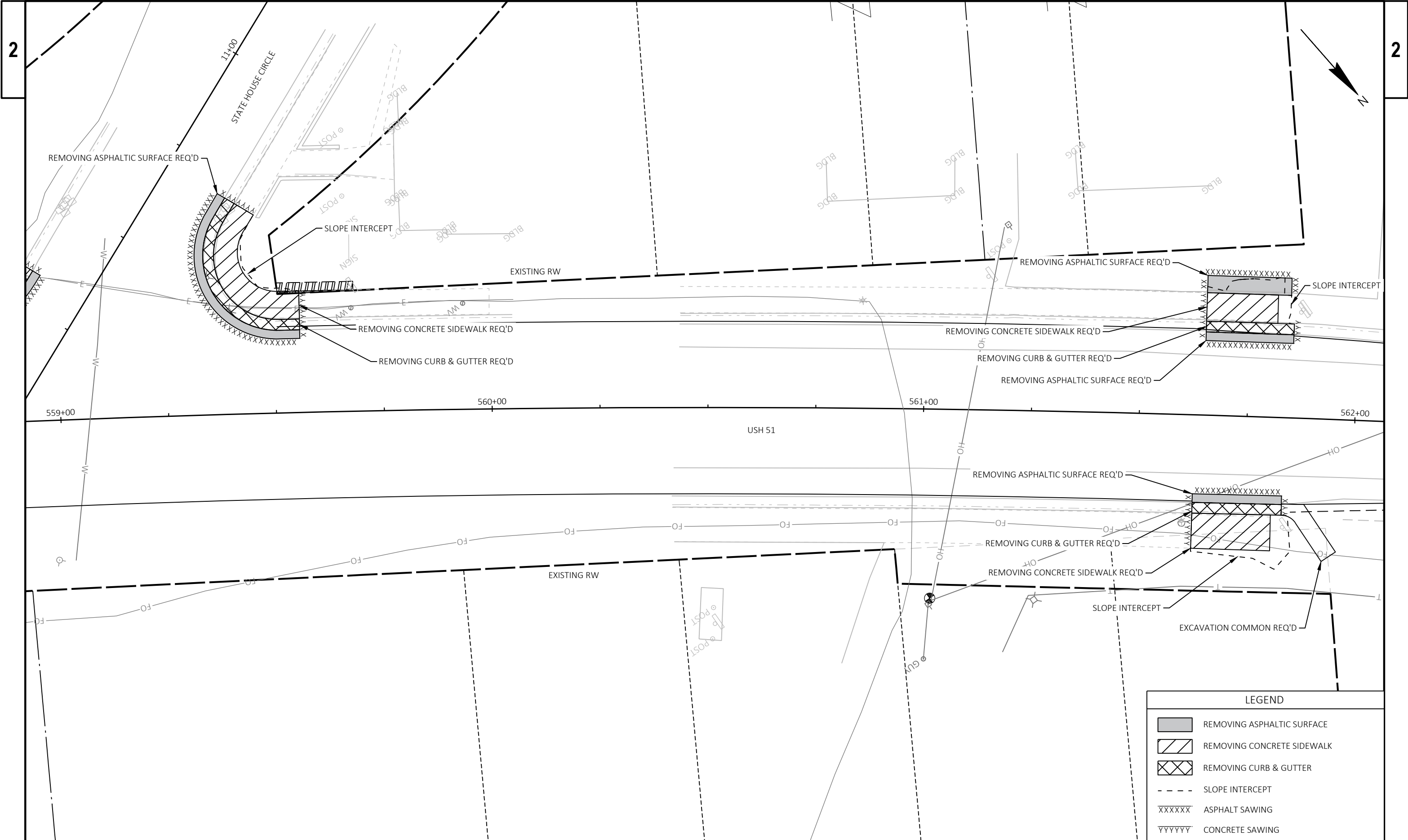
LEGEND	
	REMOVING ASPHALTIC SURFACE
	REMOVING CONCRETE SIDEWALK
	REMOVING CURB & GUTTER
	SLOPE INTERCEPT
	ASPHALT SAWING
	CONCRETE SAWING











NOTES:

1. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

LEGEND

- (X) CURB RAMP TYPE
- (PED) PEDESTRIAN CURB

BEACHWAY DRIVE - SW QUADRANT

BeachwayDr-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	521+39.02	66.04' LT	1599.65	265682.12	775931.40
701	521+41.04	61.62' LT	1599.68	265686.85	775932.53
702	521+42.80	57.10' LT	1599.72	265691.49	775933.92
703	521+45.53	47.79' LT	1599.83	265700.50	775937.50
704	521+46.61	42.84' LT	1599.89	265705.07	775939.70
705	521+41.26	67.14' LT	1600.01	265682.63	775928.95
706	521+42.13	65.33' LT	1600.04	265684.59	775929.38
707	521+43.34	62.59' LT	1599.60	265687.50	775930.11
708	521+45.15	57.94' LT	1599.64	265692.28	775931.55
709	521+47.96	48.35' LT	1600.18	265701.56	775935.24

BeachwayDr-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
710	521+49.02	43.47' LT	1600.23	265706.06	775937.41
711	521+58.38	45.46' LT	1600.35	265710.26	775928.81
712	521+57.75	50.43' LT	1600.32	265705.95	775926.24
713	521+54.60	61.20' LT	1599.76	265695.53	775922.09
714	521+52.55	66.48' LT	1599.70	265690.10	775920.46
715	521+52.81	67.14' LT	1600.37	265689.75	775919.85
716	521+55.08	61.36' LT	1600.35	265695.69	775921.62
717	521+58.24	50.54' LT	1600.32	265706.16	775925.79

USH 51

522+00

BP: 10+00.00

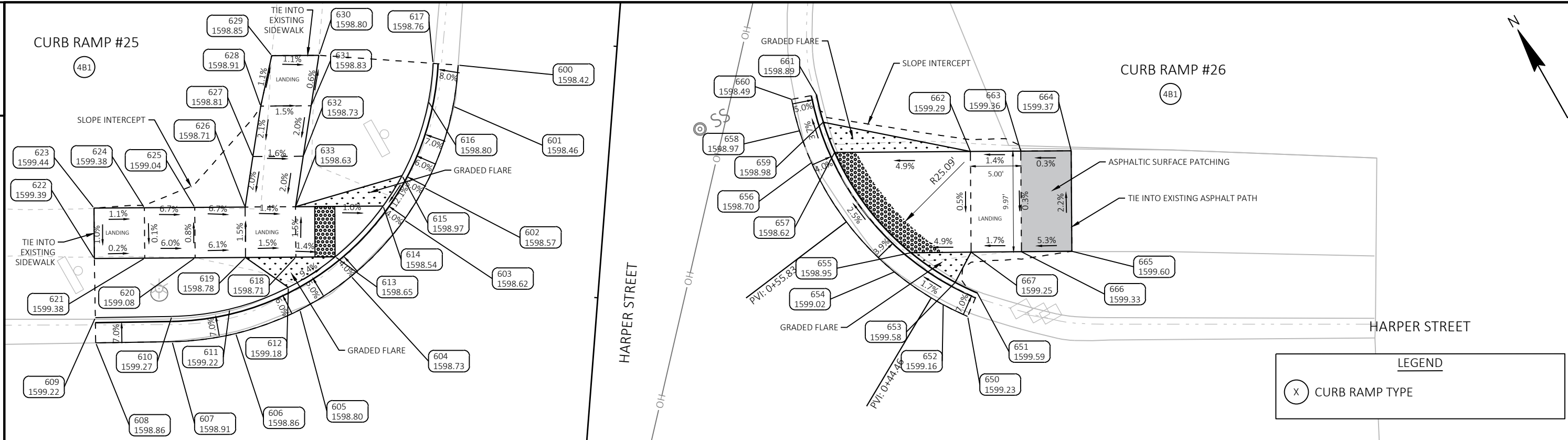
PC: 10+20.71

PI: 521+34.61

BEACHWAY DRIVE

CURB RAMP #29

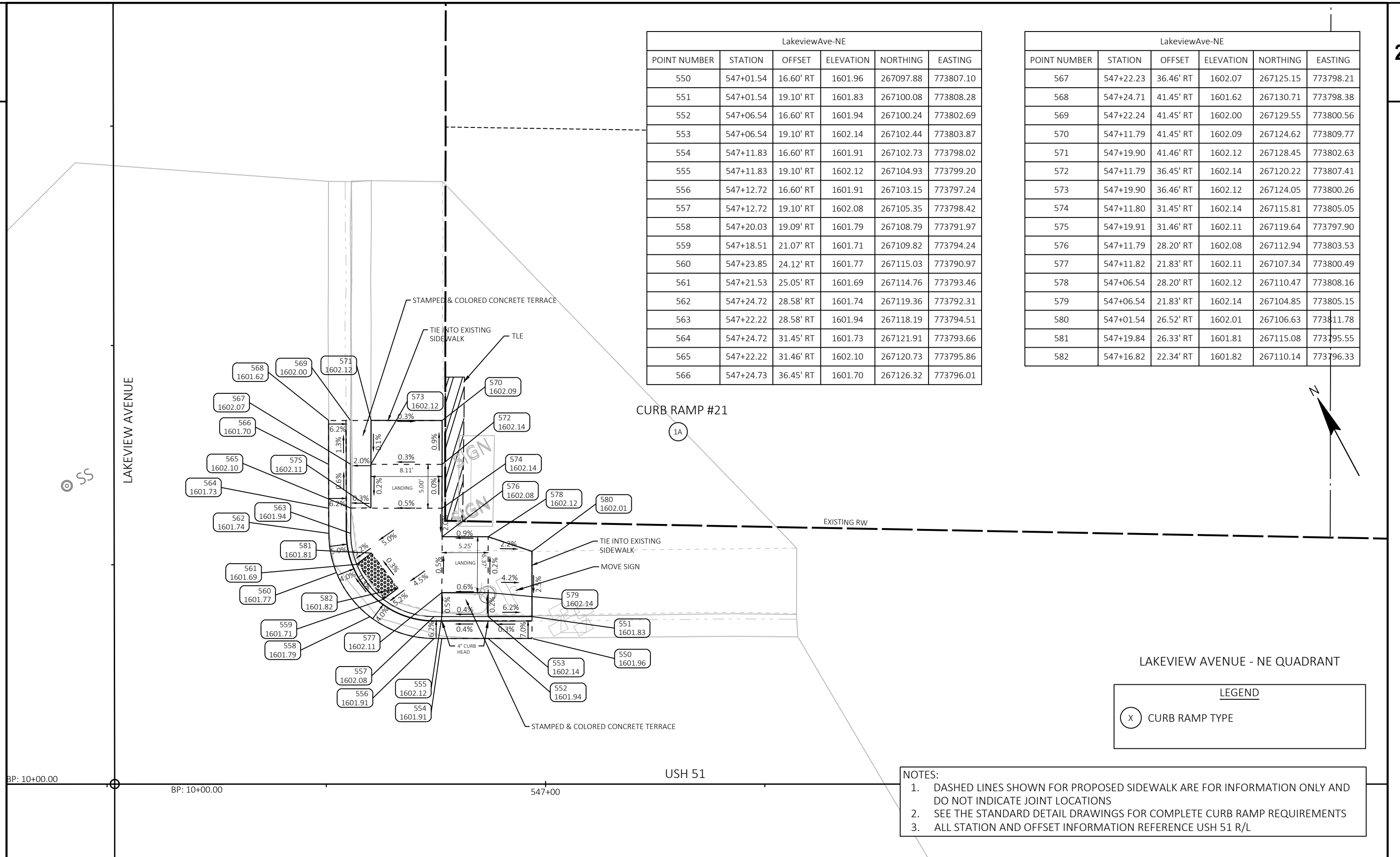
7A



HarperSt-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	532+58.67	48.01' RT	1598.42	266419.22	775081.28
601	532+59.18	43.92' RT	1598.46	266415.91	775078.82
602	532+62.06	35.85' RT	1598.57	266410.30	775072.35
603	532+64.05	32.65' RT	1598.62	266408.49	775069.04
604	532+69.31	27.06' RT	1598.73	266406.21	775061.71
605	532+74.40	23.74' RT	1598.80	266405.83	775055.65
606	532+80.78	21.41' RT	1598.86	266406.93	775048.95
607	532+87.08	20.59' RT	1598.91	266409.32	775043.06
608	532+94.66	20.47' RT	1598.86	266412.94	775036.40
609	532+94.70	22.97' RT	1599.22	266415.14	775037.60
610	532+87.12	23.09' RT	1599.27	266411.51	775044.26
611	532+81.36	23.82' RT	1599.22	266409.32	775049.63
612	532+75.54	25.97' RT	1599.18	266408.32	775055.75
613	532+70.89	29.00' RT	1598.65	266408.67	775061.29
614	532+66.14	34.03' RT	1598.54	266410.72	775067.91
615	532+64.26	37.04' RT	1598.97	266412.42	775071.02
616	532+61.63	44.40' RT	1598.80	266417.53	775076.92
617	532+61.17	48.18' RT	1598.76	266420.60	775079.19
618	532+74.79	28.97' RT	1598.71	266410.57	775057.88
619	532+79.79	28.94' RT	1598.78	266413.00	775053.51

HarperSt-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
620	532+84.79	28.91' RT	1599.08	266415.43	775049.14
621	532+89.79	28.87' RT	1599.38	266417.86	775044.77
622	532+94.79	28.84' RT	1599.39	266420.29	775040.40
623	532+94.83	33.84' RT	1599.44	266424.66	775042.83
624	532+89.83	33.87' RT	1599.38	266422.23	775047.20
625	532+84.83	33.91' RT	1599.04	266419.80	775051.57
626	532+79.83	33.94' RT	1598.71	266417.37	775055.94
627	532+79.05	38.94' RT	1598.81	266421.35	775059.08
628	532+78.27	43.95' RT	1598.91	266425.32	775062.22
629	532+77.18	48.96' RT	1598.85	266429.15	775065.63
630	532+72.50	48.99' RT	1598.80	266426.87	775069.72
631	532+73.27	43.98' RT	1598.83	266422.89	775066.59
632	532+74.05	38.98' RT	1598.73	266418.92	775063.45
633	532+74.83	33.97' RT	1598.63	266414.94	775060.31

HarperSt-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
650	532+08.12	23.05' RT	1599.23	266372.63	775113.02
651	532+07.15	25.35' RT	1599.59	266374.15	775115.00
652	532+10.54	24.21' RT	1599.16	266374.82	775111.48
653	532+09.36	26.41' RT	1599.58	266376.16	775113.60
654	532+15.40	27.47' RT	1599.02	266380.06	775108.86
655	532+13.78	29.37' RT	1598.95	266380.91	775111.21
656	532+23.62	38.31' RT	1598.70	266393.54	775107.03
657	532+21.33	39.32' RT	1598.62	266393.29	775109.52
658	532+24.81	41.48' RT	1598.97	266396.88	775107.55
659	532+22.45	42.32' RT	1598.98	266396.45	775110.02
660	532+25.59	44.58' RT	1598.49	266399.97	775108.40
661	532+23.14	45.07' RT	1598.89	266399.18	775110.77
662	532+07.84	39.41' RT	1599.29	266386.74	775121.31
663	532+02.84	39.44' RT	1599.36	266384.30	775125.68
664	531+97.84	39.48' RT	1599.37	266381.87	775130.05
665	531+97.78	29.50' RT	1599.60	266373.16	775125.20
666	532+02.78	29.46' RT	1599.33	266375.58	775120.83
667	532+07.78	29.43' RT	1599.25	266378.01	775116.46



LakeviewAve-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	547+01.54	16.60' RT	1601.96	267097.88	773807.10
551	547+01.54	19.10' RT	1601.83	267100.08	773808.28
552	547+06.54	16.60' RT	1601.94	267100.24	773802.69
553	547+06.54	19.10' RT	1602.14	267102.44	773803.87
554	547+11.83	16.60' RT	1601.91	267102.73	773798.02
555	547+11.83	19.10' RT	1602.12	267104.93	773799.20
556	547+12.72	16.60' RT	1601.91	267103.15	773797.24
557	547+12.72	19.10' RT	1602.08	267105.35	773798.42
558	547+20.03	19.09' RT	1601.79	267108.79	773791.97
559	547+18.51	21.07' RT	1601.71	267109.82	773794.24
560	547+23.85	24.12' RT	1601.77	267115.03	773790.97
561	547+21.53	25.05' RT	1601.69	267114.76	773793.46
562	547+24.72	28.58' RT	1601.74	267119.36	773792.31
563	547+22.22	28.58' RT	1601.94	267118.19	773794.51
564	547+24.72	31.45' RT	1601.73	267121.91	773793.66
565	547+22.22	31.46' RT	1602.10	267120.73	773795.86
566	547+24.73	36.45' RT	1601.70	267126.32	773796.01

LakeviewAve-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
567	547+22.23	36.46' RT	1602.07	267125.15	773798.21
568	547+24.71	41.45' RT	1601.62	267130.71	773798.38
569	547+22.24	41.45' RT	1602.00	267129.55	773800.56
570	547+11.79	41.45' RT	1602.09	267124.62	773809.77
571	547+19.90	41.46' RT	1602.12	267128.45	773802.63
572	547+11.79	36.45' RT	1602.14	267120.22	773807.41
573	547+19.90	36.46' RT	1602.12	267124.05	773800.26
574	547+11.80	31.45' RT	1602.14	267115.81	773805.05
575	547+19.91	31.46' RT	1602.11	267119.64	773797.90
576	547+11.79	28.20' RT	1602.08	267112.94	773803.53
577	547+11.82	21.83' RT	1602.11	267107.34	773800.49
578	547+06.54	28.20' RT	1602.12	267110.47	773808.16
579	547+06.54	21.83' RT	1602.14	267104.85	773805.15
580	547+01.54	26.52' RT	1602.01	267106.63	773811.78
581	547+19.84	26.33' RT	1601.81	267115.08	773795.55
582	547+16.82	22.34' RT	1601.82	267110.14	773796.33

LAKEVIEW AVENUE - NE QUADRANT

LEGEND

X

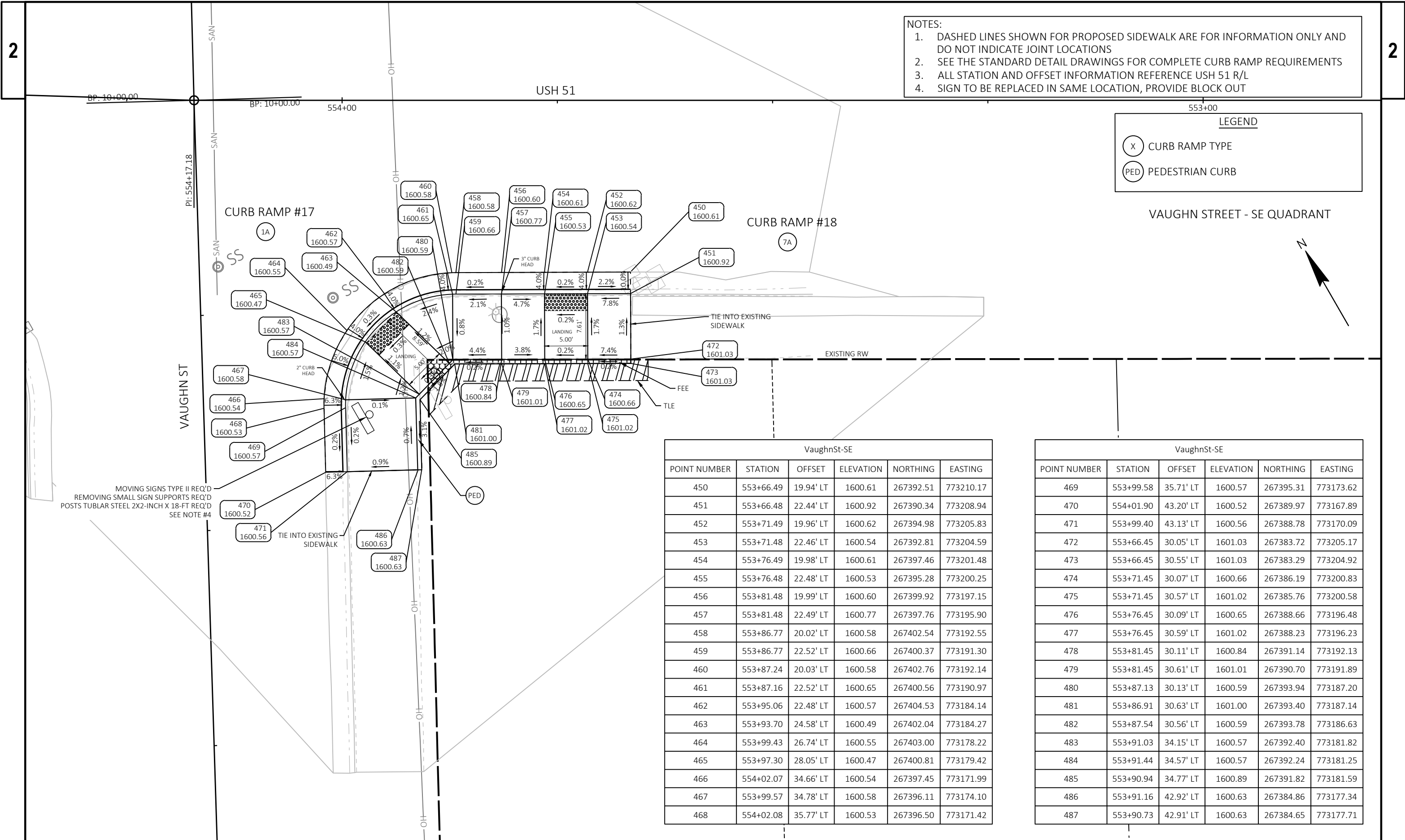
CURB RAMP TYPE

- NOTES:
1.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
2.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
3.

ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L



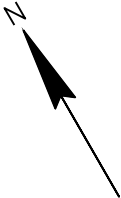
- NOTES:
1. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L
 4. SIGN TO BE REPLACED IN SAME LOCATION, PROVIDE BLOCK OUT

LEGEND

X CURB RAMP TYPE

PED PEDESTRIAN CURB

VAUGHN STREET - SE QUADRANT

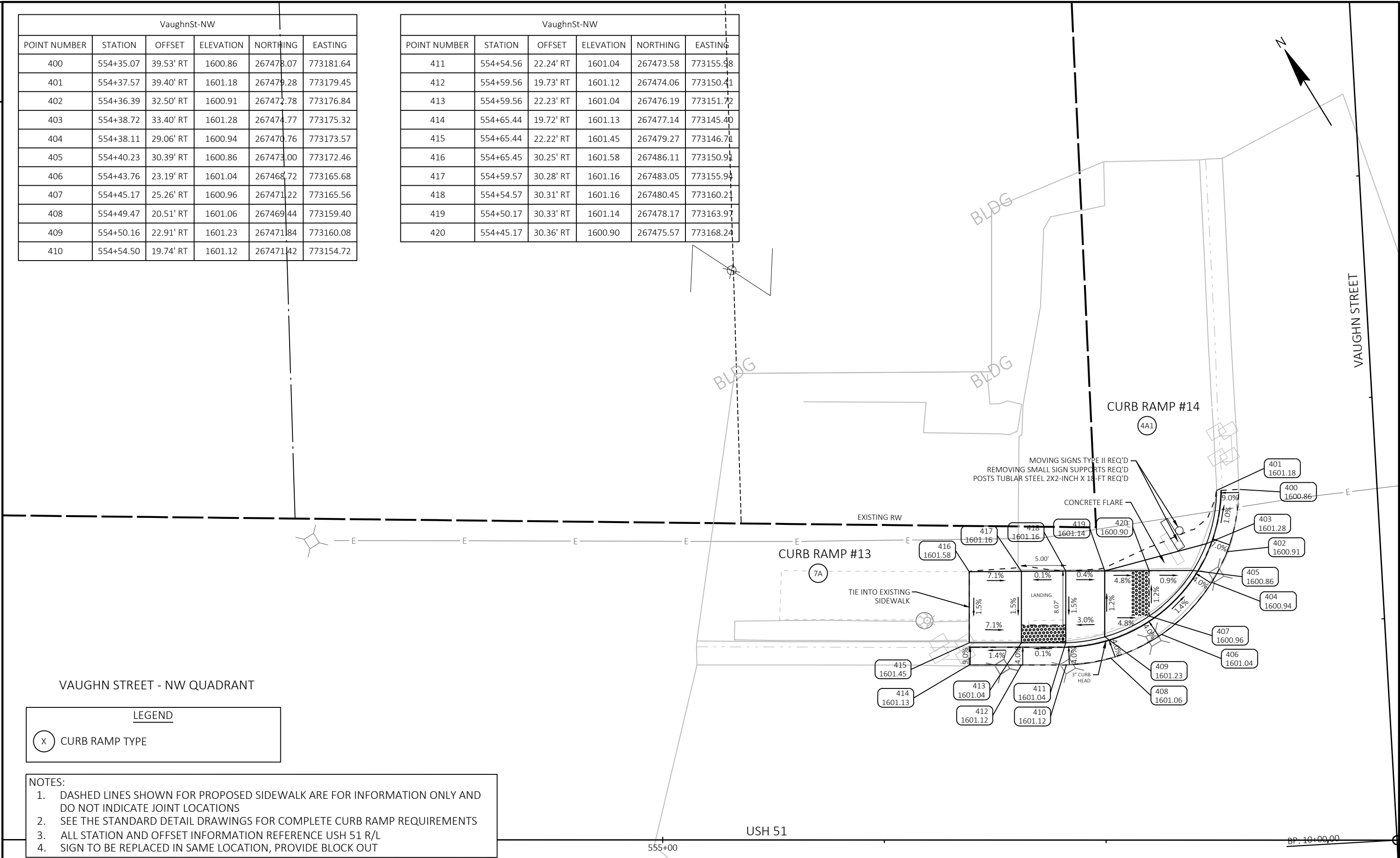


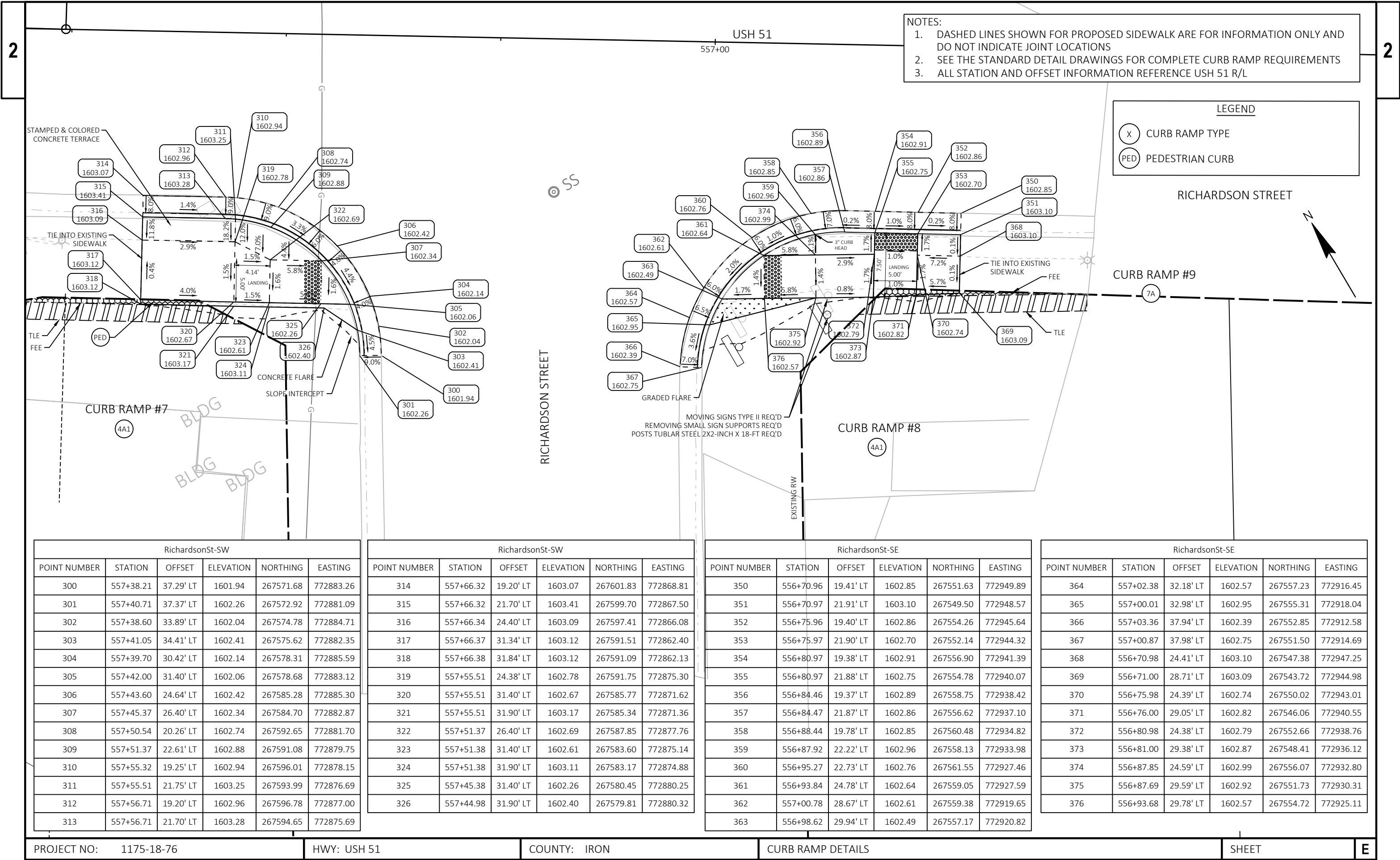
VaughnSt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	553+66.49	19.94' LT	1600.61	267392.51	773210.17
451	553+66.48	22.44' LT	1600.92	267390.34	773208.94
452	553+71.49	19.96' LT	1600.62	267394.98	773205.83
453	553+71.48	22.46' LT	1600.54	267392.81	773204.59
454	553+76.49	19.98' LT	1600.61	267397.46	773201.48
455	553+76.48	22.48' LT	1600.53	267395.28	773200.25
456	553+81.48	19.99' LT	1600.60	267399.92	773197.15
457	553+81.48	22.49' LT	1600.77	267397.76	773195.90
458	553+86.77	20.02' LT	1600.58	267402.54	773192.55
459	553+86.77	22.52' LT	1600.66	267400.37	773191.30
460	553+87.24	20.03' LT	1600.58	267402.76	773192.14
461	553+87.16	22.52' LT	1600.65	267400.56	773190.97
462	553+95.06	22.48' LT	1600.57	267404.53	773184.14
463	553+93.70	24.58' LT	1600.49	267402.04	773184.27
464	553+99.43	26.74' LT	1600.55	267403.00	773178.22
465	553+97.30	28.05' LT	1600.47	267400.81	773179.42
466	554+02.07	34.66' LT	1600.54	267397.45	773171.99
467	553+99.57	34.78' LT	1600.58	267396.11	773174.10
468	554+02.08	35.77' LT	1600.53	267396.50	773171.42

VaughnSt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
469	553+99.58	35.71' LT	1600.57	267395.31	773173.62
470	554+01.90	43.20' LT	1600.52	267389.97	773167.89
471	553+99.40	43.13' LT	1600.56	267388.78	773170.09
472	553+66.45	30.05' LT	1601.03	267383.72	773205.17
473	553+66.45	30.55' LT	1601.03	267383.29	773204.92
474	553+71.45	30.07' LT	1600.66	267386.19	773200.83
475	553+71.45	30.57' LT	1601.02	267385.76	773200.58
476	553+76.45	30.09' LT	1600.65	267388.66	773196.48
477	553+76.45	30.59' LT	1601.02	267388.23	773196.23
478	553+81.45	30.11' LT	1600.84	267391.14	773192.13
479	553+81.45	30.61' LT	1601.01	267390.70	773191.89
480	553+87.13	30.13' LT	1600.59	267393.94	773187.20
481	553+86.91	30.63' LT	1601.00	267393.40	773187.14
482	553+87.54	30.56' LT	1600.59	267393.78	773186.63
483	553+91.03	34.15' LT	1600.57	267392.40	773181.82
484	553+91.44	34.57' LT	1600.57	267392.24	773181.25
485	553+90.94	34.77' LT	1600.89	267391.82	773181.59
486	553+91.16	42.92' LT	1600.63	267384.86	773177.34
487	553+90.73	42.91' LT	1600.63	267384.65	773177.71

VaughnSt-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	554+35.07	39.53' RT	1600.86	267473.07	773181.64
401	554+37.57	39.40' RT	1601.18	267479.28	773179.45
402	554+36.39	32.50' RT	1600.91	267472.78	773176.84
403	554+38.72	33.40' RT	1601.28	267474.77	773175.32
404	554+38.11	29.06' RT	1600.94	267470.76	773173.57
405	554+40.23	30.39' RT	1600.86	267473.00	773172.46
406	554+43.76	23.19' RT	1601.04	267468.72	773165.68
407	554+45.17	25.26' RT	1600.96	267471.22	773165.56
408	554+49.47	20.51' RT	1601.06	267469.44	773159.40
409	554+50.16	22.91' RT	1601.23	267471.84	773160.08
410	554+54.50	19.74' RT	1601.12	267471.42	773154.72

VaughnSt-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
411	554+54.56	22.24' RT	1601.04	267473.58	773155.98
412	554+59.56	19.73' RT	1601.12	267474.06	773150.41
413	554+59.56	22.23' RT	1601.04	267476.19	773151.72
414	554+65.44	19.72' RT	1601.13	267477.14	773145.40
415	554+65.44	22.22' RT	1601.45	267479.27	773146.71
416	554+65.45	30.25' RT	1601.58	267486.11	773150.91
417	554+59.57	30.28' RT	1601.16	267483.05	773155.94
418	554+54.57	30.31' RT	1601.16	267480.45	773160.21
419	554+50.17	30.33' RT	1601.14	267478.17	773163.97
420	554+45.17	30.36' RT	1600.90	267475.57	773168.24





RichardsonSt-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	557+38.21	37.29' LT	1601.94	267571.68	772883.26
301	557+40.71	37.37' LT	1602.26	267572.92	772881.09
302	557+38.60	33.89' LT	1602.04	267574.78	772884.71
303	557+41.05	34.41' LT	1602.41	267575.62	772882.35
304	557+39.70	30.42' LT	1602.14	267578.31	772885.59
305	557+42.00	31.40' LT	1602.06	267578.68	772883.12
306	557+43.60	24.64' LT	1602.42	267585.28	772885.30
307	557+45.37	26.40' LT	1602.34	267584.70	772882.87
308	557+50.54	20.26' LT	1602.74	267592.65	772881.70
309	557+51.37	22.61' LT	1602.88	267591.08	772879.75
310	557+55.32	19.25' LT	1602.94	267596.01	772878.15
311	557+55.51	21.75' LT	1603.25	267593.99	772876.69
312	557+56.71	19.20' LT	1602.96	267596.78	772877.00
313	557+56.71	21.70' LT	1603.28	267594.65	772875.69

RichardsonSt-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
314	557+66.32	19.20' LT	1603.07	267601.83	772868.81
315	557+66.32	21.70' LT	1603.41	267599.70	772867.50
316	557+66.34	24.40' LT	1603.09	267597.41	772866.08
317	557+66.37	31.34' LT	1603.12	267591.51	772862.40
318	557+66.38	31.84' LT	1603.12	267591.09	772862.13
319	557+55.51	24.38' LT	1602.78	267591.75	772875.30
320	557+55.51	31.40' LT	1602.67	267585.77	772871.62
321	557+55.51	31.90' LT	1603.17	267585.34	772871.36
322	557+51.37	26.40' LT	1602.69	267587.85	772877.76
323	557+51.38	31.40' LT	1602.61	267583.60	772875.14
324	557+51.38	31.90' LT	1603.11	267583.17	772874.88
325	557+45.38	31.40' LT	1602.26	267580.45	772880.25
326	557+44.98	31.90' LT	1602.40	267579.81	772880.32

RichardsonSt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	556+70.96	19.41' LT	1602.85	267551.63	772949.89
351	556+70.97	21.91' LT	1603.10	267549.50	772948.57
352	556+75.96	19.40' LT	1602.86	267554.26	772945.64
353	556+75.97	21.90' LT	1602.70	267552.14	772944.32
354	556+80.97	19.38' LT	1602.91	267556.90	772941.39
355	556+80.97	21.88' LT	1602.75	267554.78	772940.07
356	556+84.46	19.37' LT	1602.89	267558.75	772938.42
357	556+84.47	21.87' LT	1602.86	267556.62	772937.10
358	556+88.44	19.78' LT	1602.85	267560.48	772934.82
359	556+87.92	22.22' LT	1602.96	267558.13	772933.98
360	556+95.27	22.73' LT	1602.76	267561.55	772927.46
361	556+93.84	24.78' LT	1602.64	267559.05	772927.59
362	557+00.78	28.67' LT	1602.61	267559.38	772919.65
363	556+98.62	29.94' LT	1602.49	267557.17	772920.82

RichardsonSt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
364	557+02.38	32.18' LT	1602.57	267557.23	772916.45
365	557+00.01	32.98' LT	1602.95	267555.31	772918.04
366	557+03.36	37.94' LT	1602.39	267552.85	772912.58
367	557+00.87	37.98' LT	1602.75	267551.50	772914.69
368	556+70.98	24.41' LT	1603.10	267547.38	772947.25
369	556+71.00	28.71' LT	1603.09	267543.72	772944.98
370	556+75.98	24.39' LT	1602.74	267550.02	772943.01
371	556+76.00	29.05' LT	1602.82	267546.06	772940.55
372	556+80.98	24.38' LT	1602.79	267552.66	772938.76
373	556+81.00	29.38' LT	1602.87	267548.41	772936.12
374	556+87.85	24.59' LT	1602.99	267556.07	772932.80
375	556+87.69	29.59' LT	1602.92	267551.73	772930.31
376	556+93.68	29.78' LT	1602.57	267554.72	772925.11

- NOTES:
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 - 3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

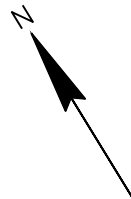
LEGEND

(X) CURB RAMP TYPE

CTH J - NE QUADRANT

CTH-J NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	557+44.63	35.55' RT	1603.54	267637.06	772916.00
251	557+43.54	34.38' RT	1603.52	267635.49	772916.31
252	557+40.30	31.39' RT	1603.00	267631.25	772917.51
253	557+32.45	26.42' RT	1602.92	267622.90	772921.58
254	557+30.45	25.55' RT	1602.91	267621.10	772922.83
255	557+25.44	23.91' RT	1603.38	267617.09	772926.24
256	557+20.44	23.01' RT	1603.35	267613.69	772930.02
257	557+15.43	22.77' RT	1603.33	267610.86	772934.15
258	557+10.43	22.77' RT	1603.28	267608.24	772938.41
259	557+03.45	22.77' RT	1603.23	267604.58	772944.36
260	556+98.45	22.77' RT	1603.21	267601.96	772948.62
261	556+98.44	20.27' RT	1602.87	267599.83	772947.31
262	557+03.44	20.27' RT	1602.88	267602.45	772943.05
263	557+10.42	20.27' RT	1602.92	267606.11	772937.11
264	557+15.42	20.27' RT	1602.97	267608.73	772932.85
265	557+20.72	20.53' RT	1602.98	267611.73	772928.48
266	557+26.05	21.49' RT	1603.00	267615.34	772924.45
267	557+31.38	23.23' RT	1603.03	267619.62	772920.82
268	557+33.54	24.18' RT	1603.05	267621.56	772919.48

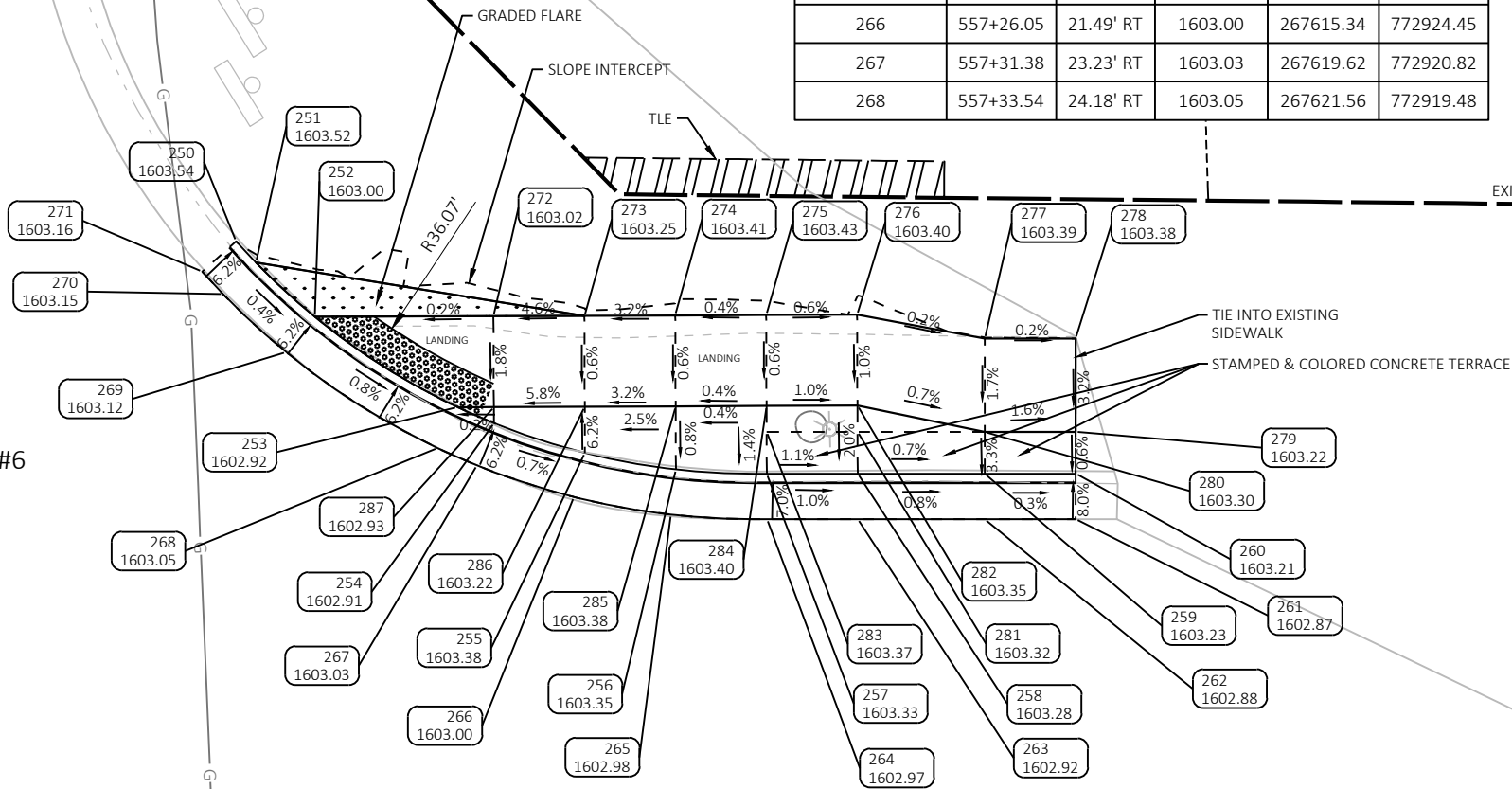
CTH-J NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
269	557+41.88	29.46' RT	1603.12	267630.44	772915.14
270	557+45.34	32.64' RT	1603.15	267634.96	772913.87
271	557+46.49	33.89' RT	1603.16	267636.62	772913.54
272	557+30.47	31.43' RT	1603.02	267626.13	772925.90
273	557+25.47	31.45' RT	1603.25	267623.52	772930.16
274	557+20.47	31.47' RT	1603.41	267620.92	772934.43
275	557+15.47	31.50' RT	1603.43	267618.31	772938.70
276	557+10.47	31.52' RT	1603.40	267615.71	772942.97
277	557+03.45	30.20' RT	1603.39	267610.91	772948.26
278	556+98.45	30.21' RT	1603.38	267608.29	772952.52
279	556+98.45	25.07' RT	1603.22	267603.91	772949.82
280	557+03.45	25.07' RT	1603.30	267606.54	772945.57
281	557+10.44	25.07' RT	1603.32	267610.21	772939.61
282	557+10.45	26.52' RT	1603.35	267611.44	772940.36
283	557+15.44	25.07' RT	1603.37	267612.83	772935.35
284	557+15.45	26.50' RT	1603.40	267614.05	772936.09
285	557+20.45	26.47' RT	1603.38	267616.65	772931.83
286	557+25.45	26.45' RT	1603.22	267619.26	772927.56
287	557+30.45	26.43' RT	1602.93	267621.86	772923.29



CTH J

CURB RAMP #6

4A1

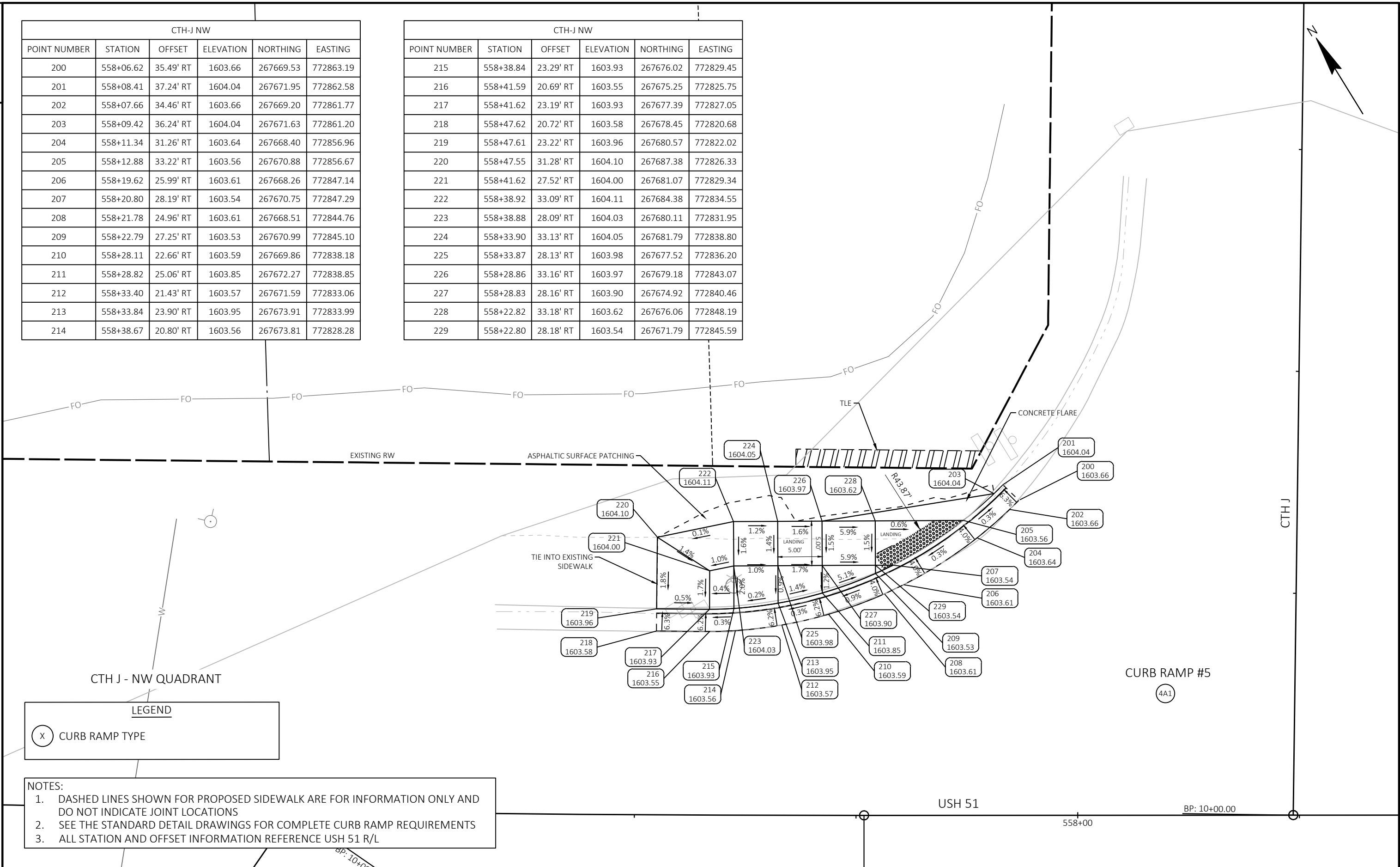


USH 51

557+00

CTH-J NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	558+06.62	35.49' RT	1603.66	267669.53	772863.19
201	558+08.41	37.24' RT	1604.04	267671.95	772862.58
202	558+07.66	34.46' RT	1603.66	267669.20	772861.77
203	558+09.42	36.24' RT	1604.04	267671.63	772861.20
204	558+11.34	31.26' RT	1603.64	267668.40	772856.96
205	558+12.88	33.22' RT	1603.56	267670.88	772856.67
206	558+19.62	25.99' RT	1603.61	267668.26	772847.14
207	558+20.80	28.19' RT	1603.54	267670.75	772847.29
208	558+21.78	24.96' RT	1603.61	267668.51	772844.76
209	558+22.79	27.25' RT	1603.53	267670.99	772845.10
210	558+28.11	22.66' RT	1603.59	267669.86	772838.18
211	558+28.82	25.06' RT	1603.85	267672.27	772838.85
212	558+33.40	21.43' RT	1603.57	267671.59	772833.06
213	558+33.84	23.90' RT	1603.95	267673.91	772833.99
214	558+38.67	20.80' RT	1603.56	267673.81	772828.28

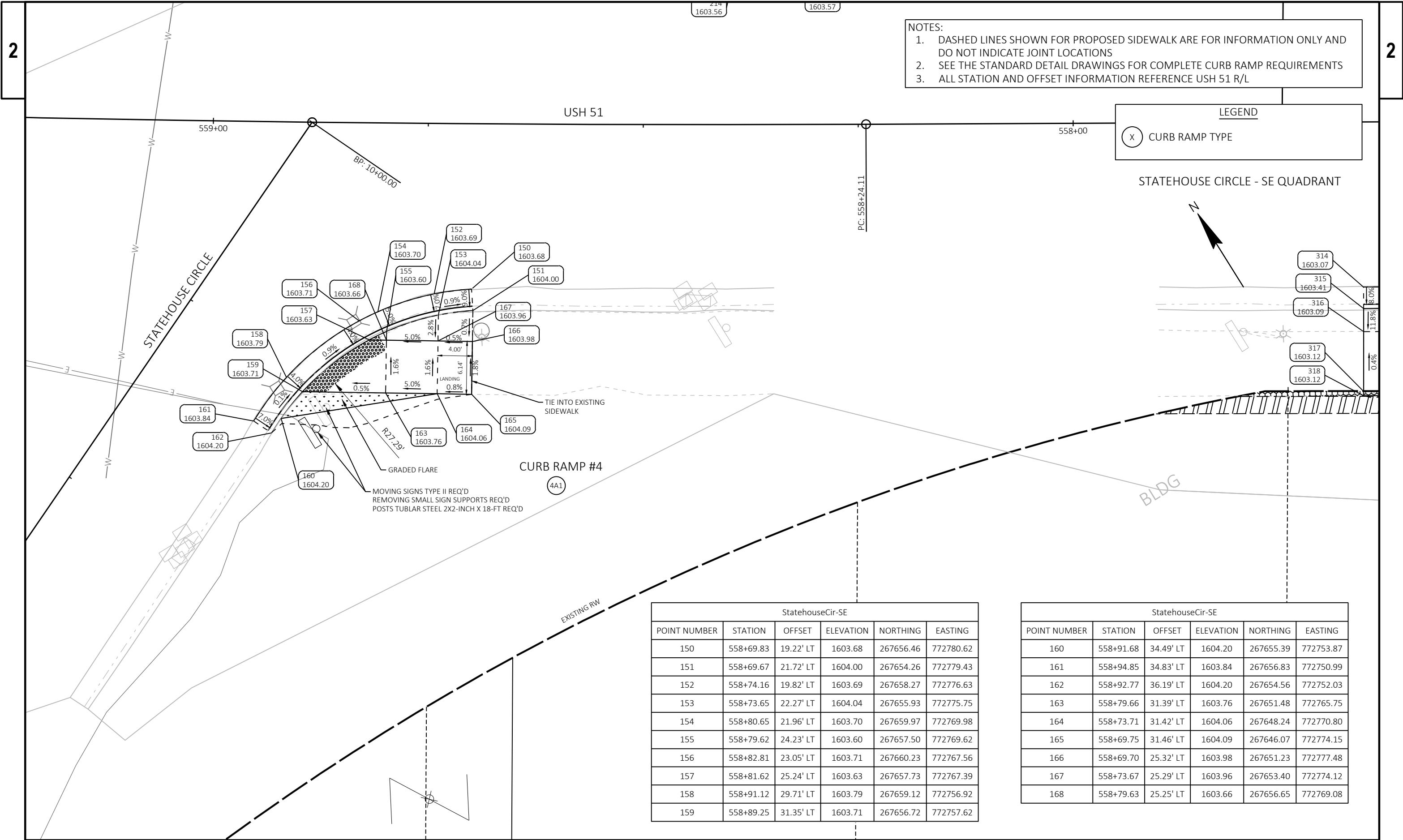
CTH-J NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
215	558+38.84	23.29' RT	1603.93	267676.02	772829.45
216	558+41.59	20.69' RT	1603.55	267675.25	772825.75
217	558+41.62	23.19' RT	1603.93	267677.39	772827.05
218	558+47.62	20.72' RT	1603.58	267678.45	772820.68
219	558+47.61	23.22' RT	1603.96	267680.57	772822.02
220	558+47.55	31.28' RT	1604.10	267687.38	772826.33
221	558+41.62	27.52' RT	1604.00	267681.07	772829.34
222	558+38.92	33.09' RT	1604.11	267684.38	772834.55
223	558+38.88	28.09' RT	1604.03	267680.11	772831.95
224	558+33.90	33.13' RT	1604.05	267681.79	772838.80
225	558+33.87	28.13' RT	1603.98	267677.52	772836.20
226	558+28.86	33.16' RT	1603.97	267679.18	772843.07
227	558+28.83	28.16' RT	1603.90	267674.92	772840.46
228	558+22.82	33.18' RT	1603.62	267676.06	772848.19
229	558+22.80	28.18' RT	1603.54	267671.79	772845.59



LEGEND

(X) CURB RAMP TYPE

- NOTES:
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 2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L



- NOTES:
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 2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

LEGEND

(X) CURB RAMP TYPE

STATEHOUSE CIRCLE - SE QUADRANT



- 314 1603.07
- 315 1603.41
- 316 1603.09
- 317 1603.12
- 318 1603.12

StatehouseCir-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	558+69.83	19.22' LT	1603.68	267656.46	772780.62
151	558+69.67	21.72' LT	1604.00	267654.26	772779.43
152	558+74.16	19.82' LT	1603.69	267658.27	772776.63
153	558+73.65	22.27' LT	1604.04	267655.93	772775.75
154	558+80.65	21.96' LT	1603.70	267659.97	772769.98
155	558+79.62	24.23' LT	1603.60	267657.50	772769.62
156	558+82.81	23.05' LT	1603.71	267660.23	772767.56
157	558+81.62	25.24' LT	1603.63	267657.73	772767.39
158	558+91.12	29.71' LT	1603.79	267659.12	772756.92
159	558+89.25	31.35' LT	1603.71	267656.72	772757.62

StatehouseCir-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
160	558+91.68	34.49' LT	1604.20	267655.39	772753.87
161	558+94.85	34.83' LT	1603.84	267656.83	772750.99
162	558+92.77	36.19' LT	1604.20	267654.56	772752.03
163	558+79.66	31.39' LT	1603.76	267651.48	772765.75
164	558+73.71	31.42' LT	1604.06	267648.24	772770.80
165	558+69.75	31.46' LT	1604.09	267646.07	772774.15
166	558+69.70	25.32' LT	1603.98	267651.23	772777.48
167	558+73.67	25.29' LT	1603.96	267653.40	772774.12
168	558+79.63	25.25' LT	1603.66	267656.65	772769.08

- NOTES:
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 - 3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

LEGEND

(X) CURB RAMP TYPE

STATEHOUSE CIRCLE - SW QUADRANT

560+00

USH 51

CURB RAMP #3

1A

EXISTING RW

TIE INTO EXISTING SIDEWALK

FEE

TLE

SLOPE INTERCEPT

TIE INTO EXISTING SIDEWALK

StatehouseCir-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	559+39.40	50.17' LT	1604.40	267668.53	772704.86
101	559+41.50	48.84' LT	1604.75	267670.81	772703.82
102	559+36.76	45.91' LT	1604.46	267670.62	772709.44
103	559+38.85	44.58' LT	1604.82	267672.89	772708.40
104	559+33.99	37.35' LT	1604.51	267676.23	772716.48
105	559+36.46	37.22' LT	1604.62	267677.71	772714.47
106	559+35.76	28.72' LT	1604.53	267684.43	772719.73
107	559+37.98	29.84' LT	1604.39	267684.72	772717.24
108	559+39.21	23.98' LT	1604.58	267690.30	772719.42
109	559+40.93	25.78' LT	1604.44	267689.75	772716.99
110	559+47.13	19.63' LT	1604.66	267698.31	772715.17
111	559+47.70	22.07' LT	1604.77	267696.60	772713.35

StatehouseCir-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
112	559+51.04	19.17' LT	1604.68	267700.87	772712.15
113	559+51.05	21.67' LT	1604.89	267698.79	772710.76
114	559+55.82	19.16' LT	1604.68	267703.53	772708.16
115	559+55.82	21.66' LT	1605.02	267701.45	772706.77
116	559+55.83	28.15' LT	1605.03	267696.05	772703.17
117	559+50.81	28.17' LT	1604.79	267693.24	772707.37
118	559+45.73	29.34' LT	1604.53	267689.44	772710.99
119	559+42.77	33.39' LT	1604.48	267684.41	772711.25
120	559+42.05	36.92' LT	1604.64	267681.06	772709.92
121	559+43.23	41.79' LT	1604.86	267677.66	772706.23
122	559+45.85	46.07' LT	1604.84	267675.55	772701.67

PROJECT NO: 1175-18-76

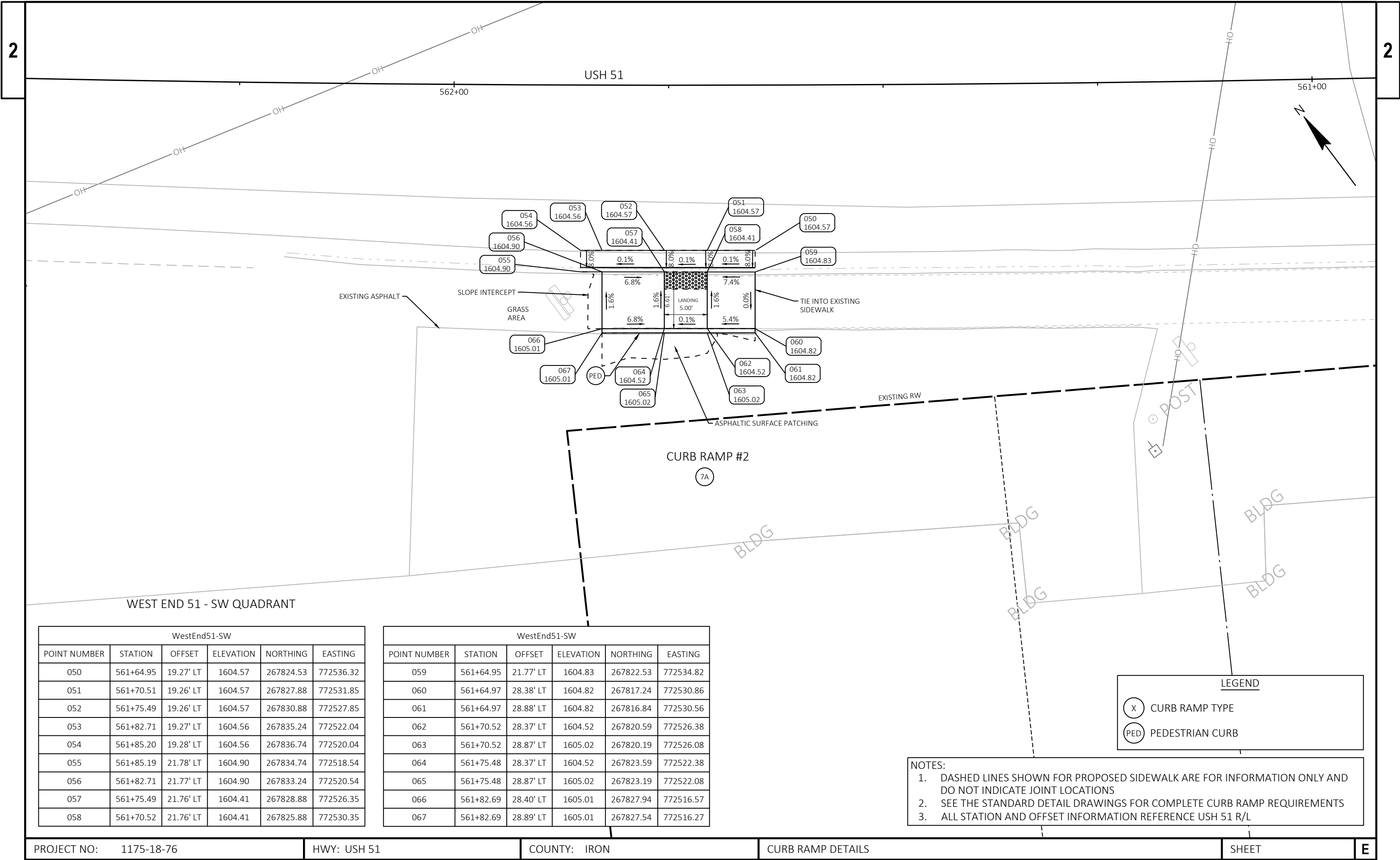
HWY: USH 51

COUNTY: IRON

CURB RAMP DETAILS

SHEET

E



WestEnd51-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
050	561+64.95	19.27' LT	1604.57	267824.53	772536.32
051	561+70.51	19.26' LT	1604.57	267827.88	772531.85
052	561+75.49	19.26' LT	1604.57	267830.88	772527.85
053	561+82.71	19.27' LT	1604.56	267835.24	772522.04
054	561+85.20	19.28' LT	1604.56	267836.74	772520.04
055	561+85.19	21.78' LT	1604.90	267834.74	772518.54
056	561+82.71	21.77' LT	1604.90	267833.24	772520.54
057	561+75.49	21.76' LT	1604.41	267828.88	772526.35
058	561+70.52	21.76' LT	1604.41	267825.88	772530.35

WestEnd51-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
059	561+64.95	21.77' LT	1604.83	267822.53	772534.82
060	561+64.97	28.38' LT	1604.82	267817.24	772530.86
061	561+64.97	28.88' LT	1604.82	267816.84	772530.56
062	561+70.52	28.37' LT	1604.52	267820.59	772526.38
063	561+70.52	28.87' LT	1605.02	267820.19	772526.08
064	561+75.48	28.37' LT	1604.52	267823.59	772522.38
065	561+75.48	28.87' LT	1605.02	267823.19	772522.08
066	561+82.69	28.40' LT	1605.01	267827.94	772516.57
067	561+82.69	28.89' LT	1605.01	267827.54	772516.27

LEGEND

X

CURB RAMP TYPE

PED

PEDESTRIAN CURB

- NOTES:
1.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
2.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
3.

ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

2

NOTES:

1. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
3. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L

LEGEND

(X) CURB RAMP TYPE

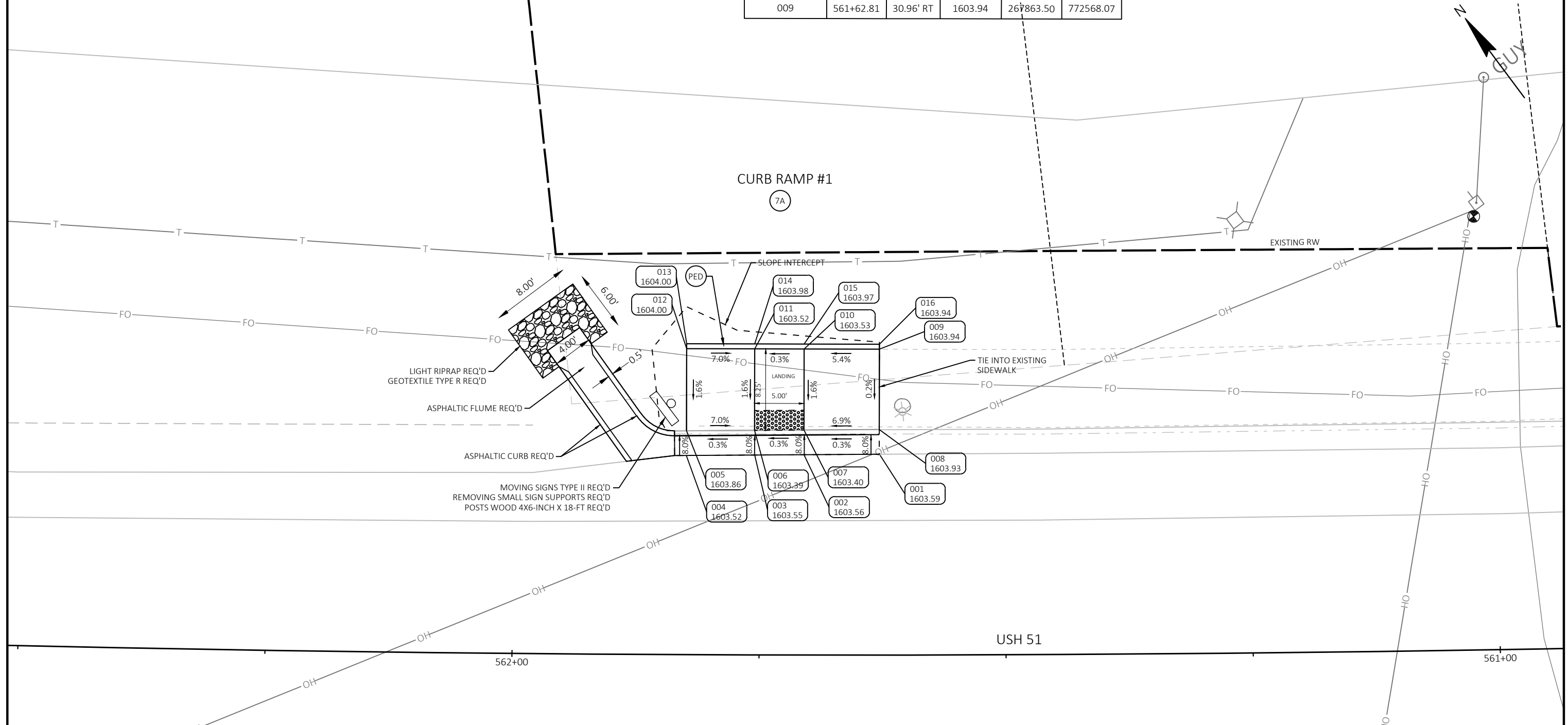
(PED) PEDESTRIAN CURB

WEST END 51 - NW QUADRANT

WestEnd51-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
001	561+62.82	20.33' RT	1603.59	267854.99	772561.71
002	561+70.49	20.27' RT	1603.56	267859.51	772555.57
003	561+75.49	20.23' RT	1603.55	267862.46	772551.56
004	561+82.45	20.16' RT	1603.52	267866.56	772545.99
005	561+82.45	22.66' RT	1603.86	267868.56	772547.49
006	561+75.52	22.73' RT	1603.39	267864.47	772553.04
007	561+70.49	22.77' RT	1603.40	267861.51	772557.07
008	561+62.84	22.82' RT	1603.93	267857.00	772563.19
009	561+62.81	30.96' RT	1603.94	267863.50	772568.07

WestEnd51-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
010	561+70.48	30.97' RT	1603.53	267868.07	772561.99
011	561+75.52	30.97' RT	1603.52	267871.07	772557.99
012	561+82.47	30.97' RT	1604.00	267875.21	772552.48
013	561+82.47	31.47' RT	1604.00	267875.61	772552.78
014	561+75.52	31.47' RT	1603.98	267871.47	772558.29
015	561+70.48	31.47' RT	1603.97	267868.47	772562.29
016	561+62.81	31.46' RT	1603.94	267863.90	772568.37

2



PROJECT NO: 1175-18-76

HWY: USH 51

COUNTY: IRON

CURB RAMP DETAILS

SHEET

E



PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	EROSION CONTROL	SHEET	E
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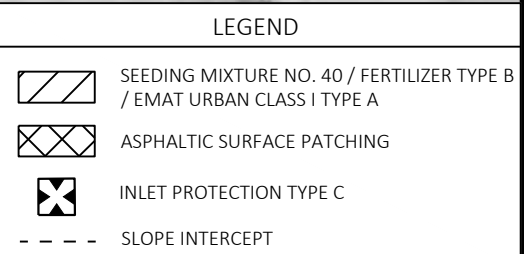




2

2

PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	EROSION CONTROL	SHEET	E
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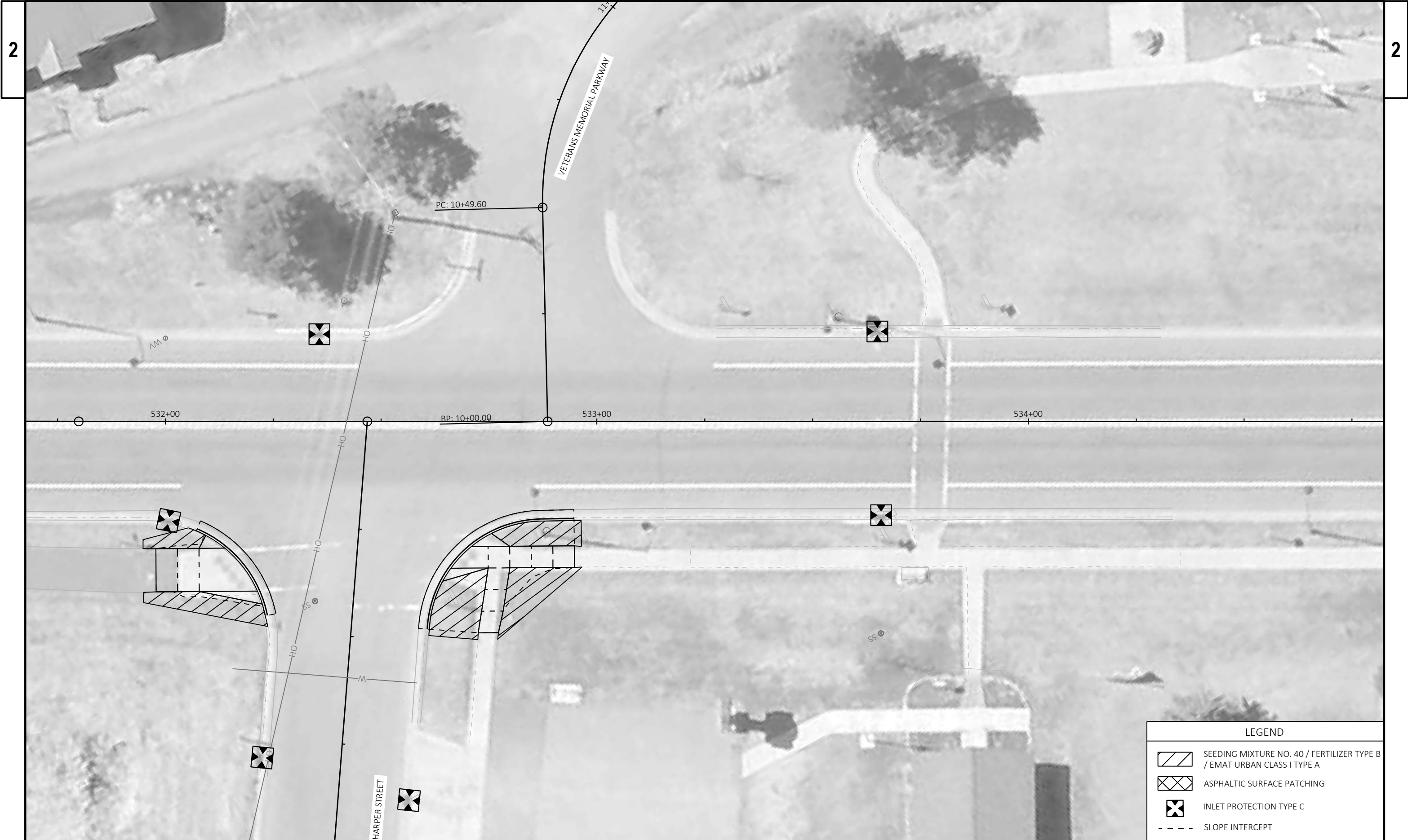


2

2

PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	EROSION CONTROL	SHEET	E
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LEGEND	
	SEEDING MIXTURE NO. 40 / FERTILIZER TYPE B / EMAT URBAN CLASS I TYPE A
	ASPHALTIC SURFACE PATCHING
	INLET PROTECTION TYPE C
	SLOPE INTERCEPT





PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	EROSION CONTROL	SHEET	E
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LEGEND	
	SEEDING MIXTURE NO. 40 / FERTILIZER TYPE B / EMAT URBAN CLASS I TYPE A
	ASPHALTIC SURFACE PATCHING
	INLET PROTECTION TYPE C
	SLOPE INTERCEPT



2

2

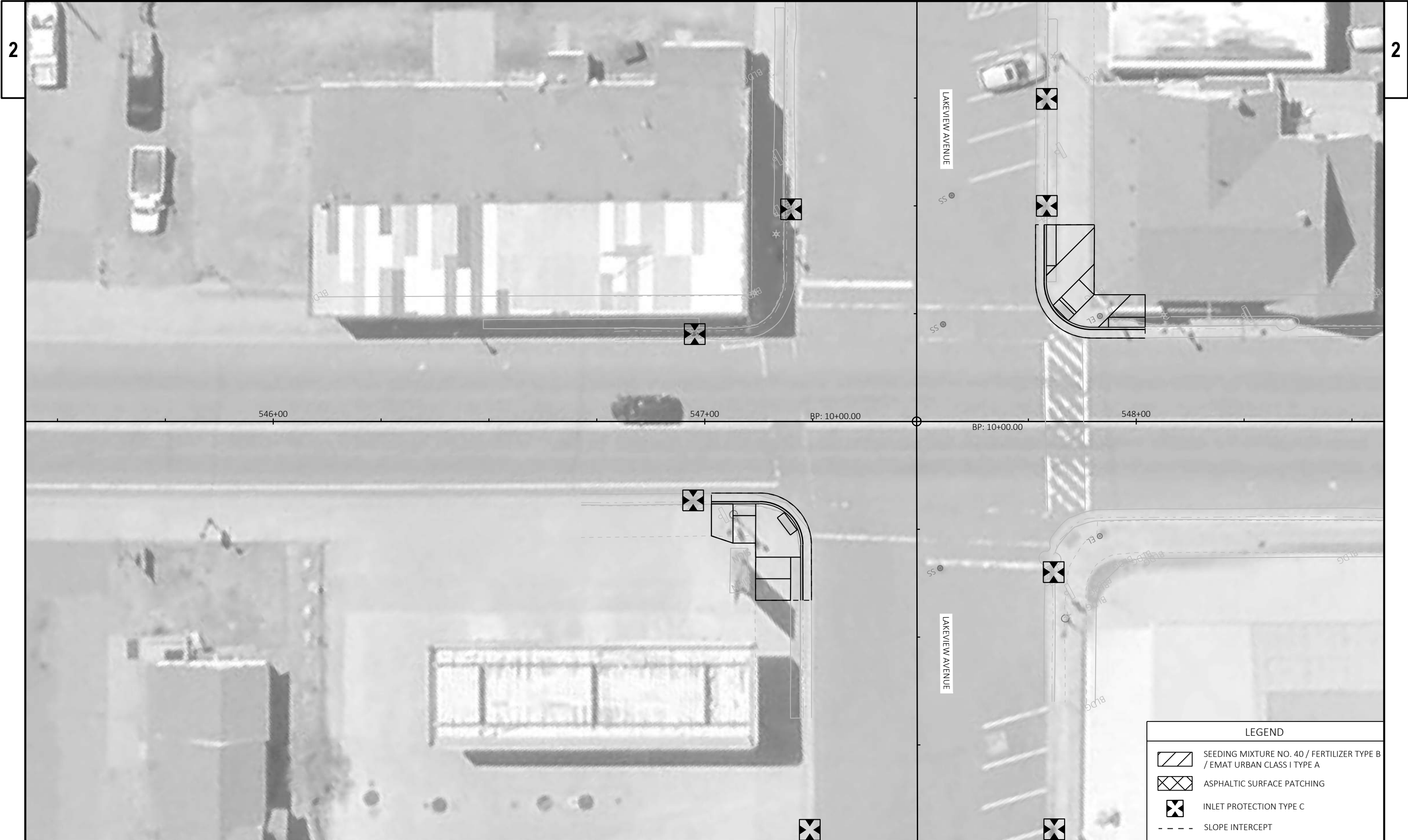
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2

2

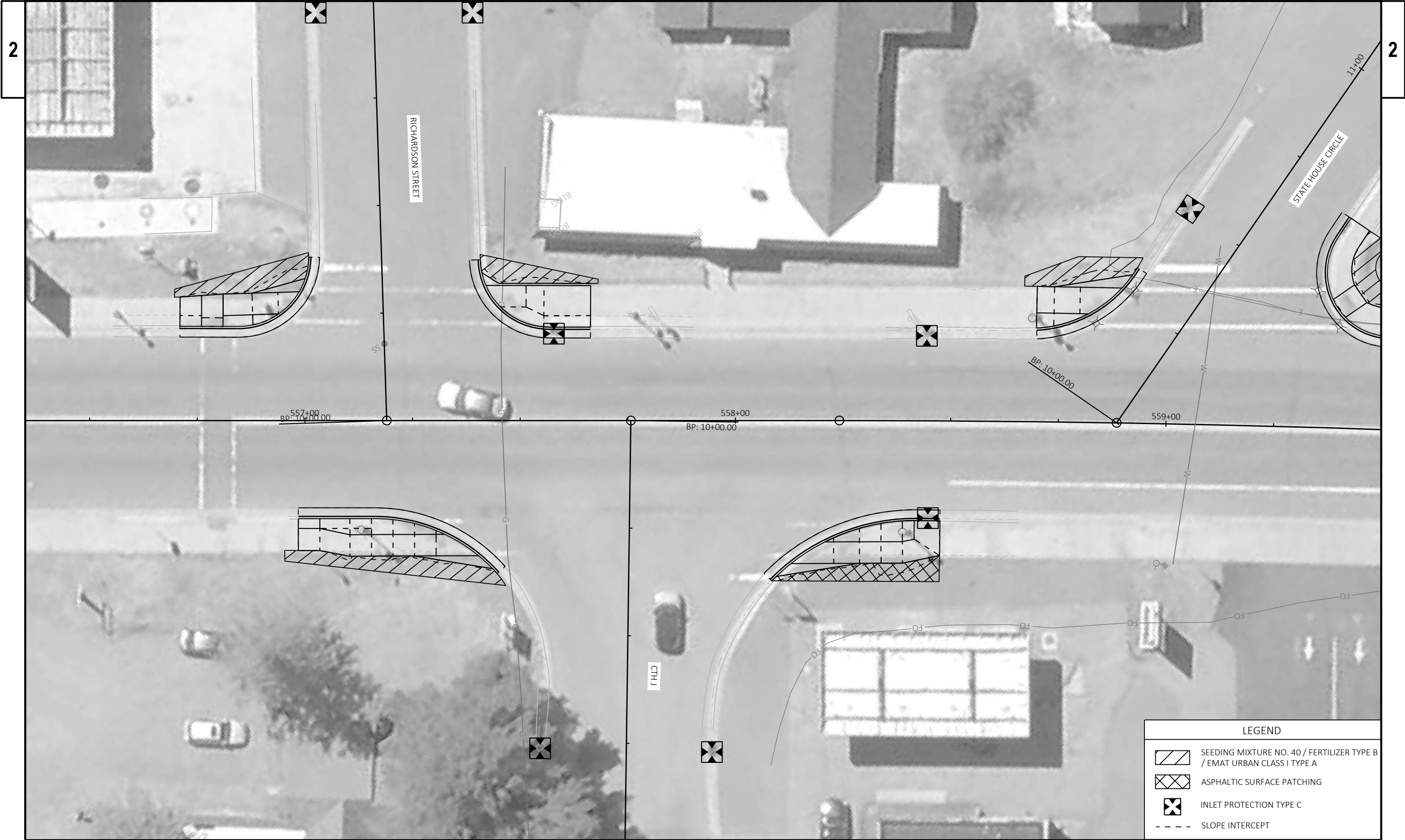
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2

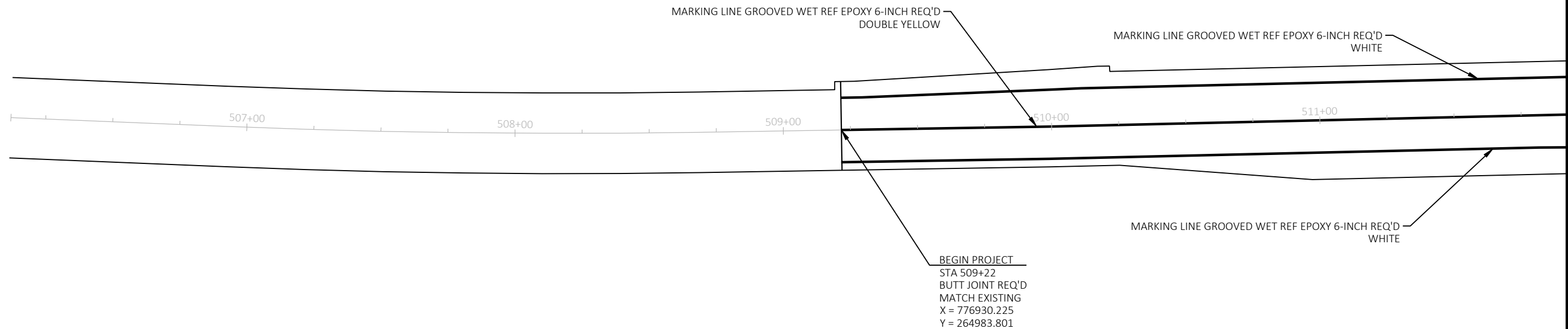
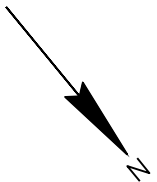
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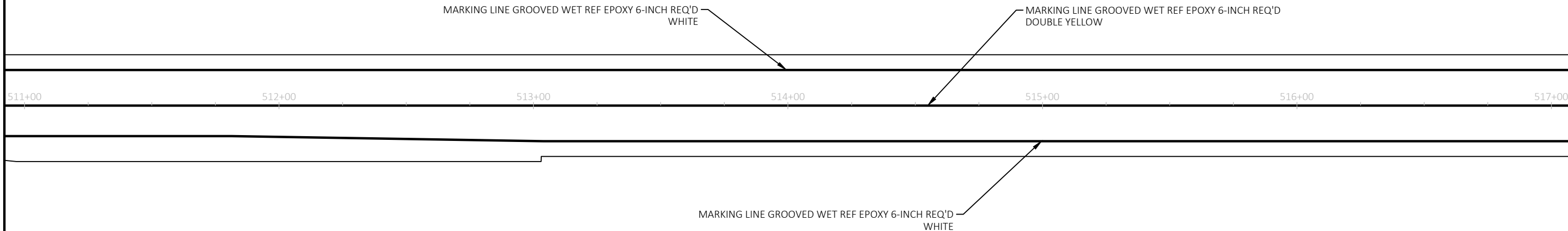
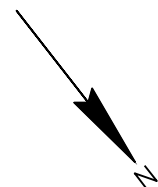


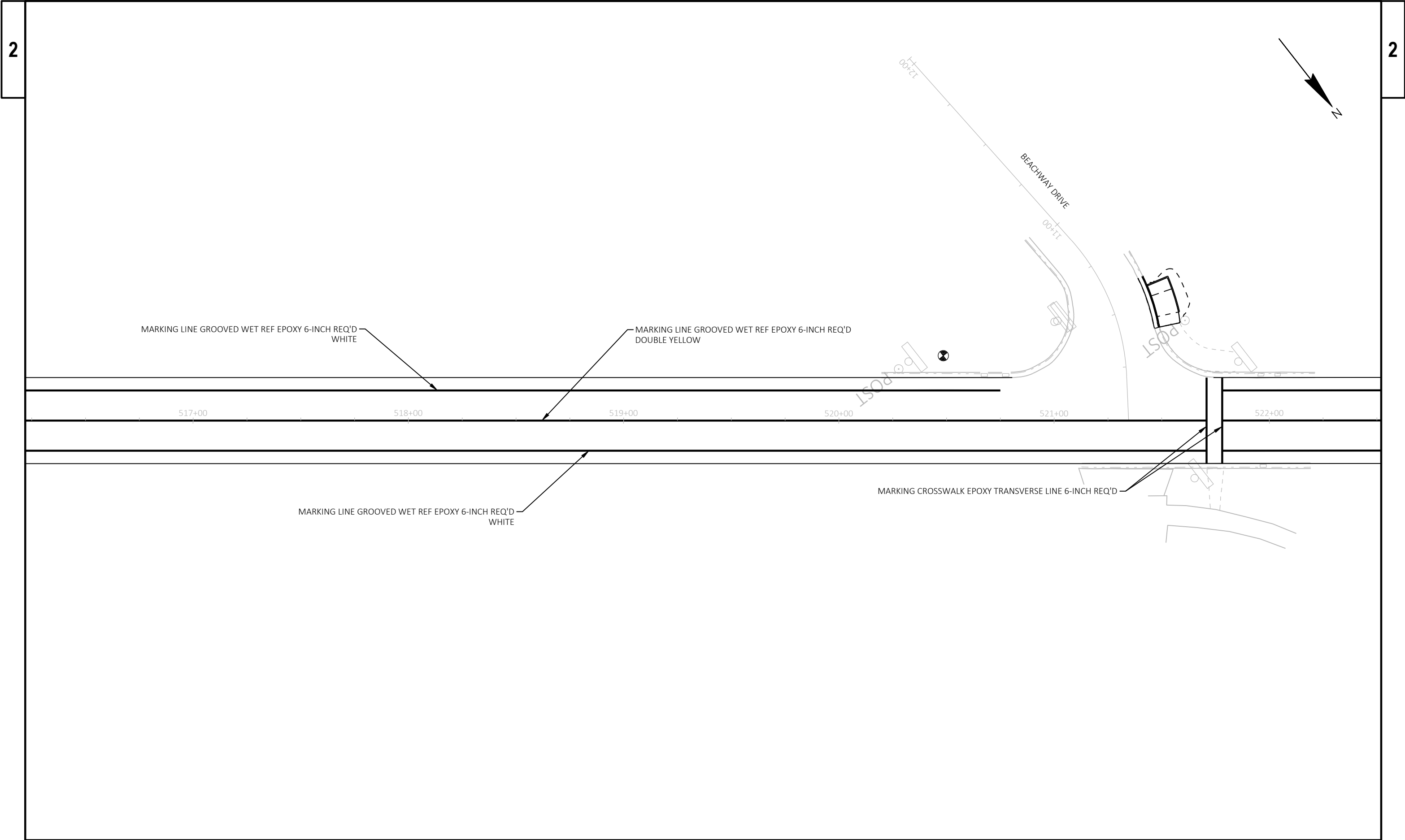
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FILE NAME :	N:\PDS\C3D\11751806\SHEETSPLAN\Q22001-EC.DWG	PLOT DATE :	10/21/2025 11:34 AM	PLOT BY :	GETCHELL, KYLE JAMES	PLOT NAME :		PLOT SCALE :	1 IN=20 FT	WISDOT/CADD SHEET 42
LAYOUT NAME - 19										

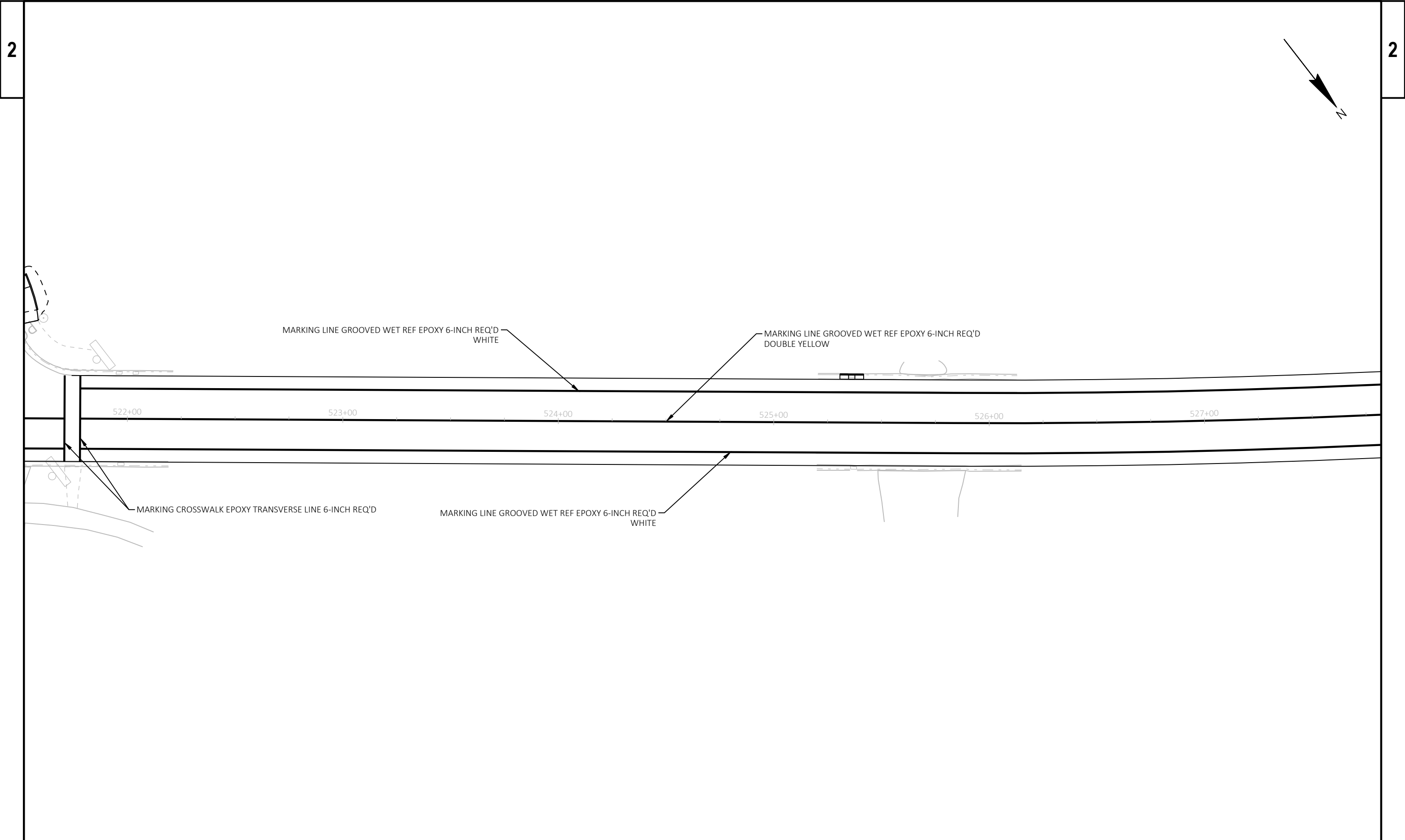
WISDOT/CADDS SHEET 42



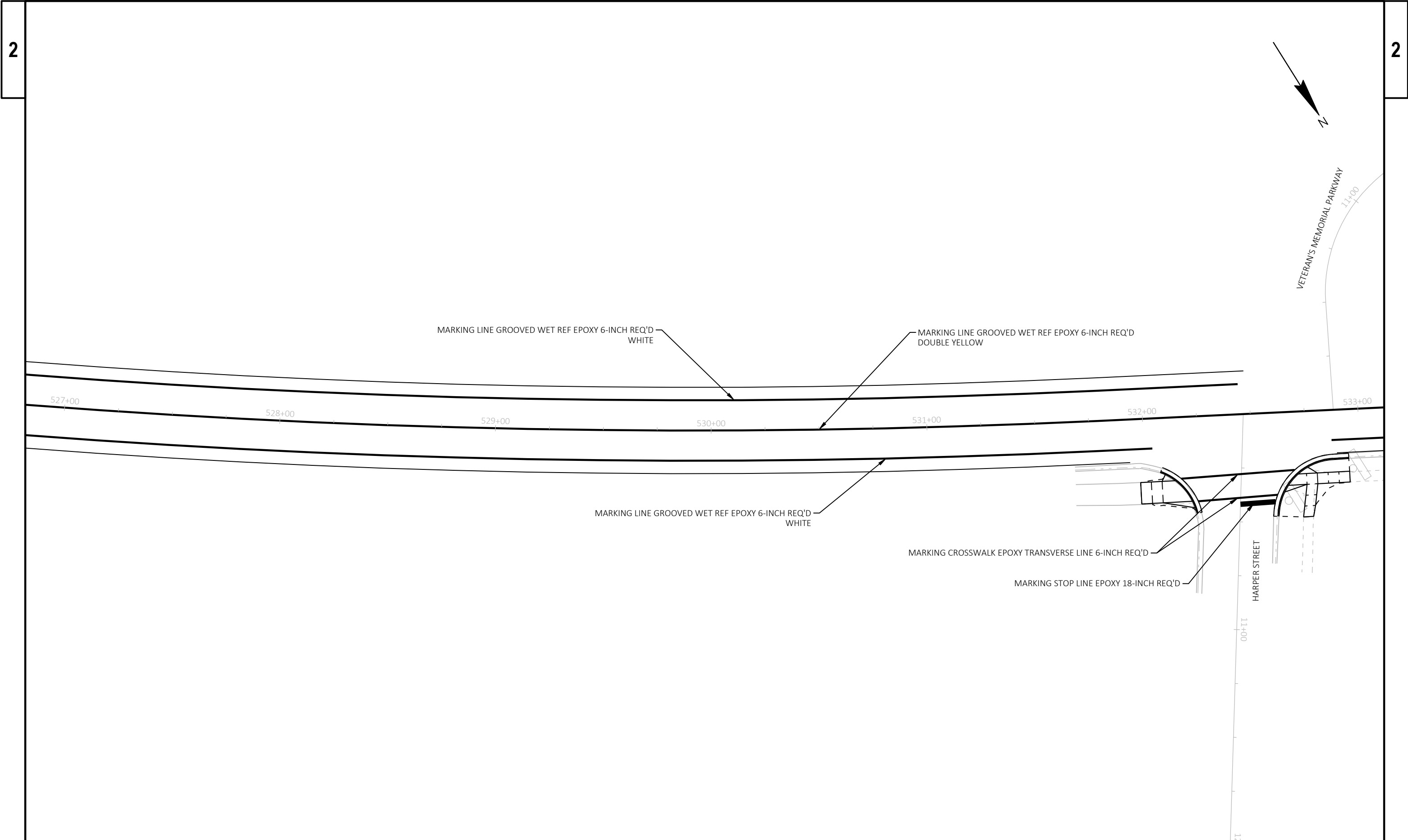




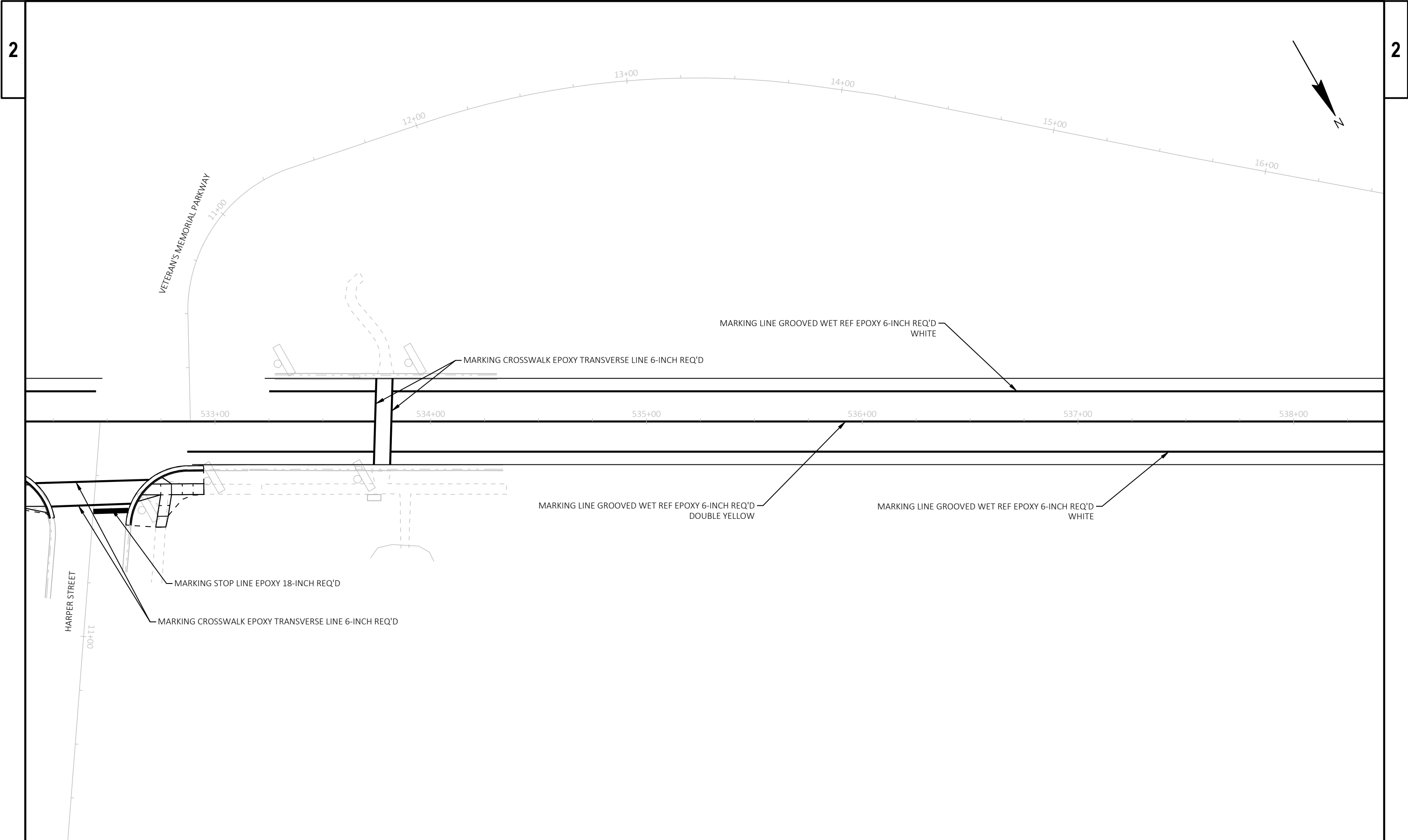
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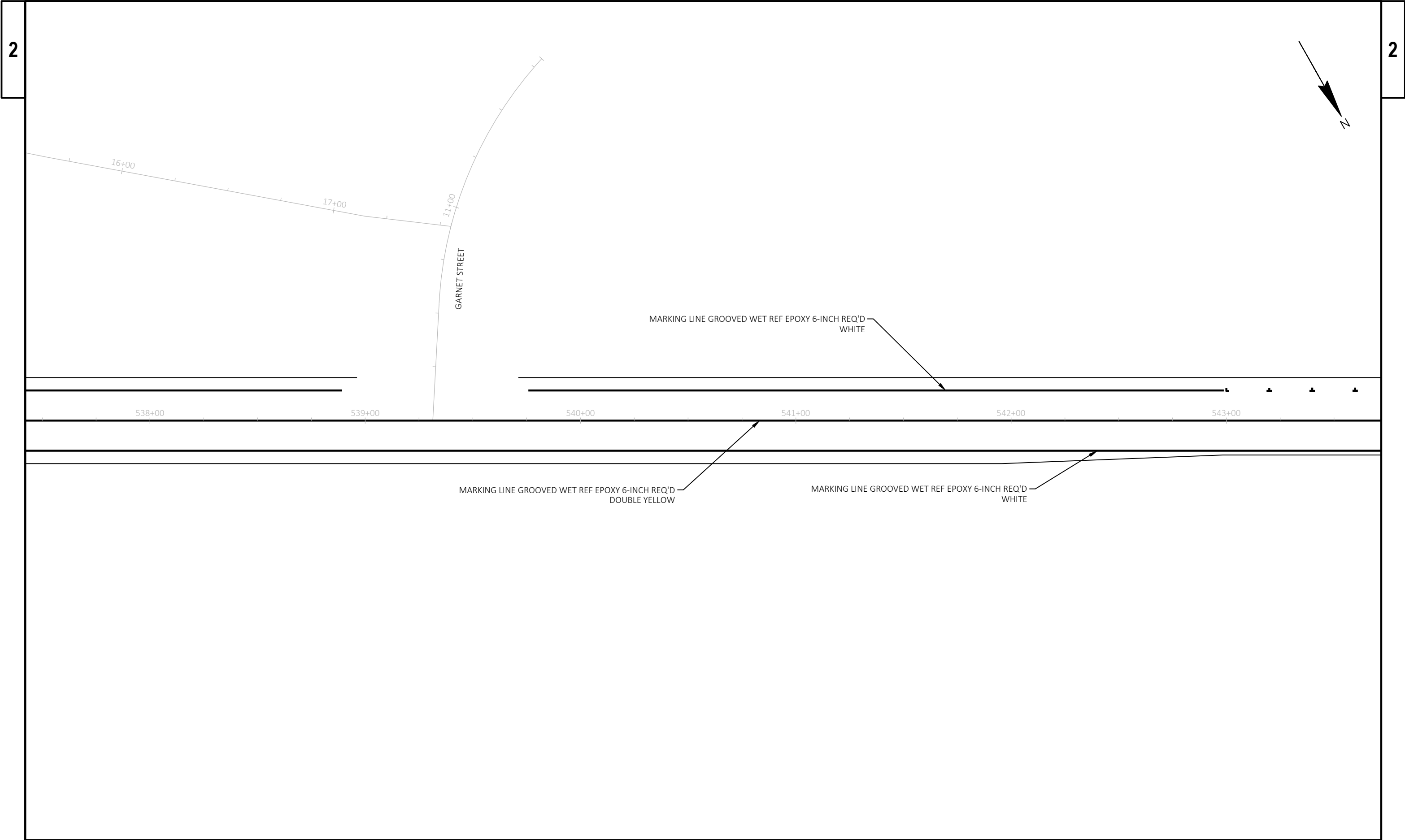
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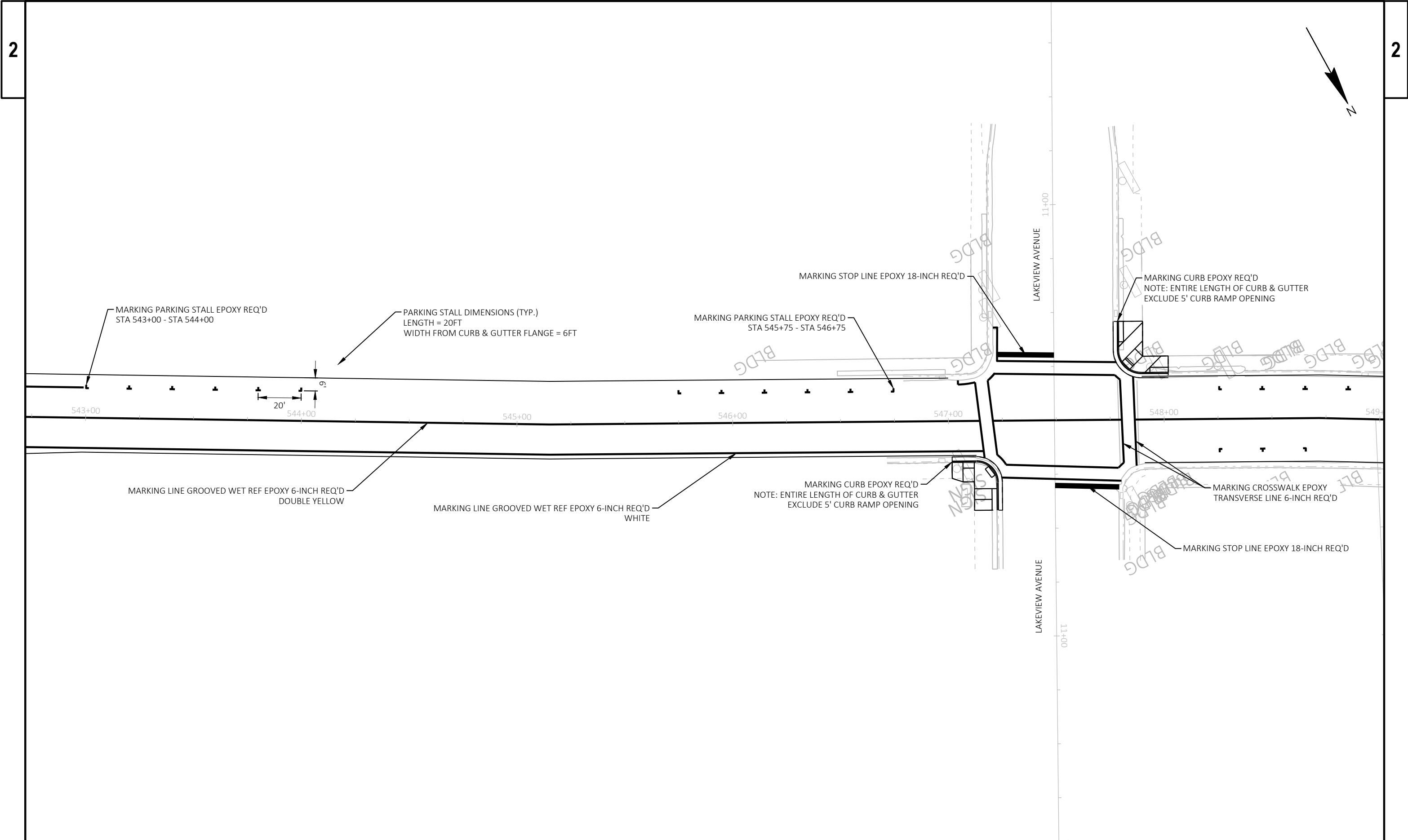
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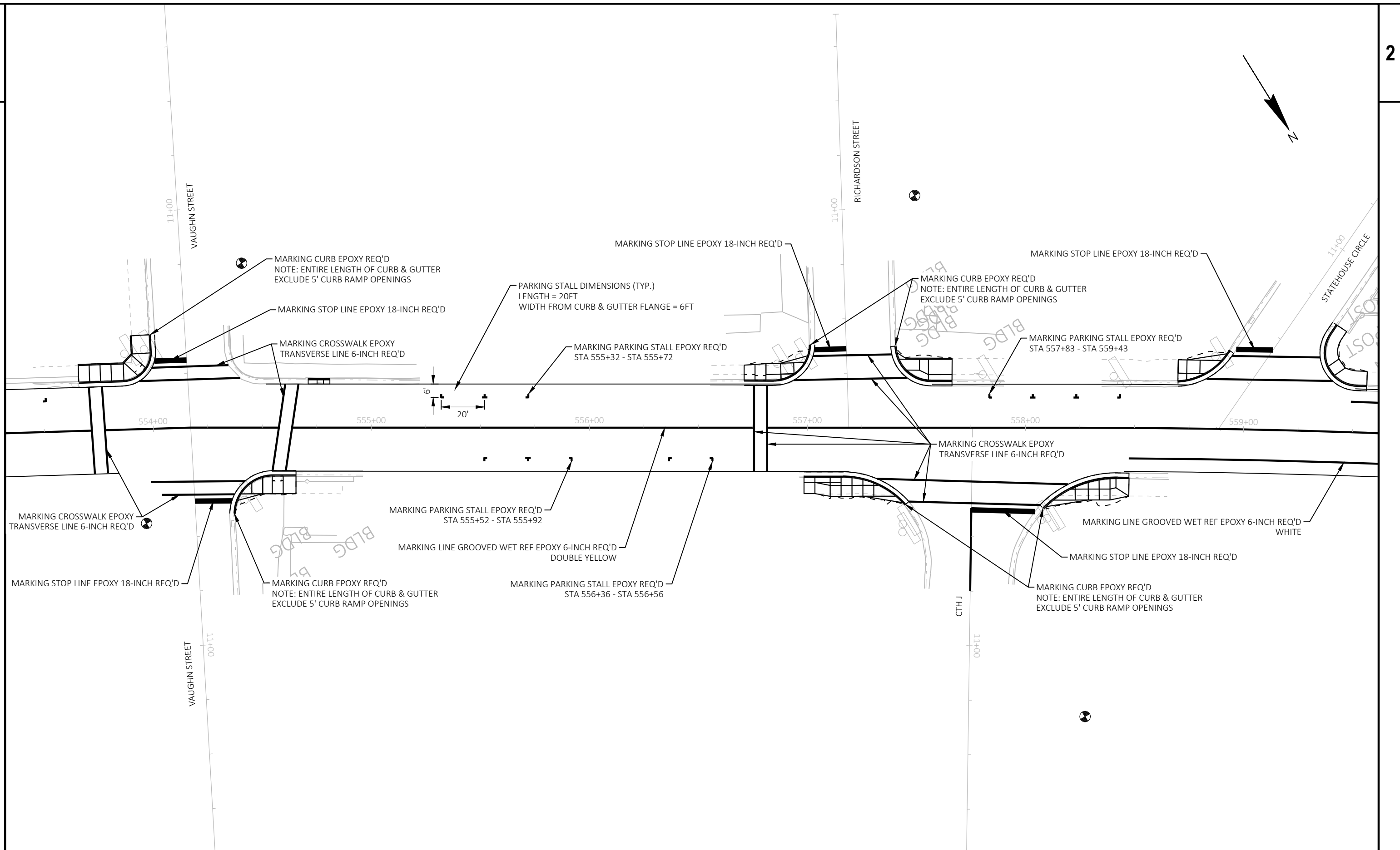
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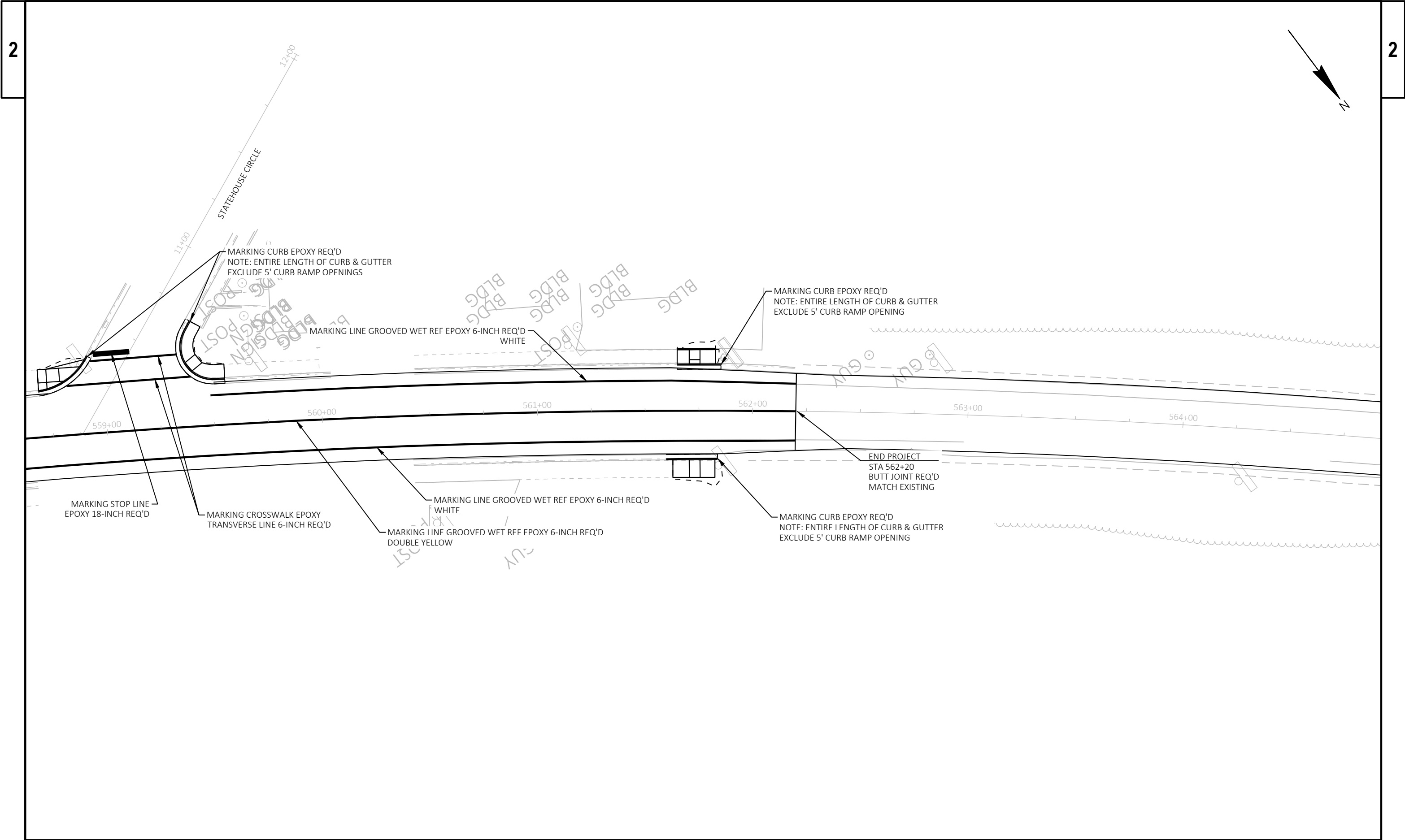


PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PAVEMENT MARKING	SHEET	E
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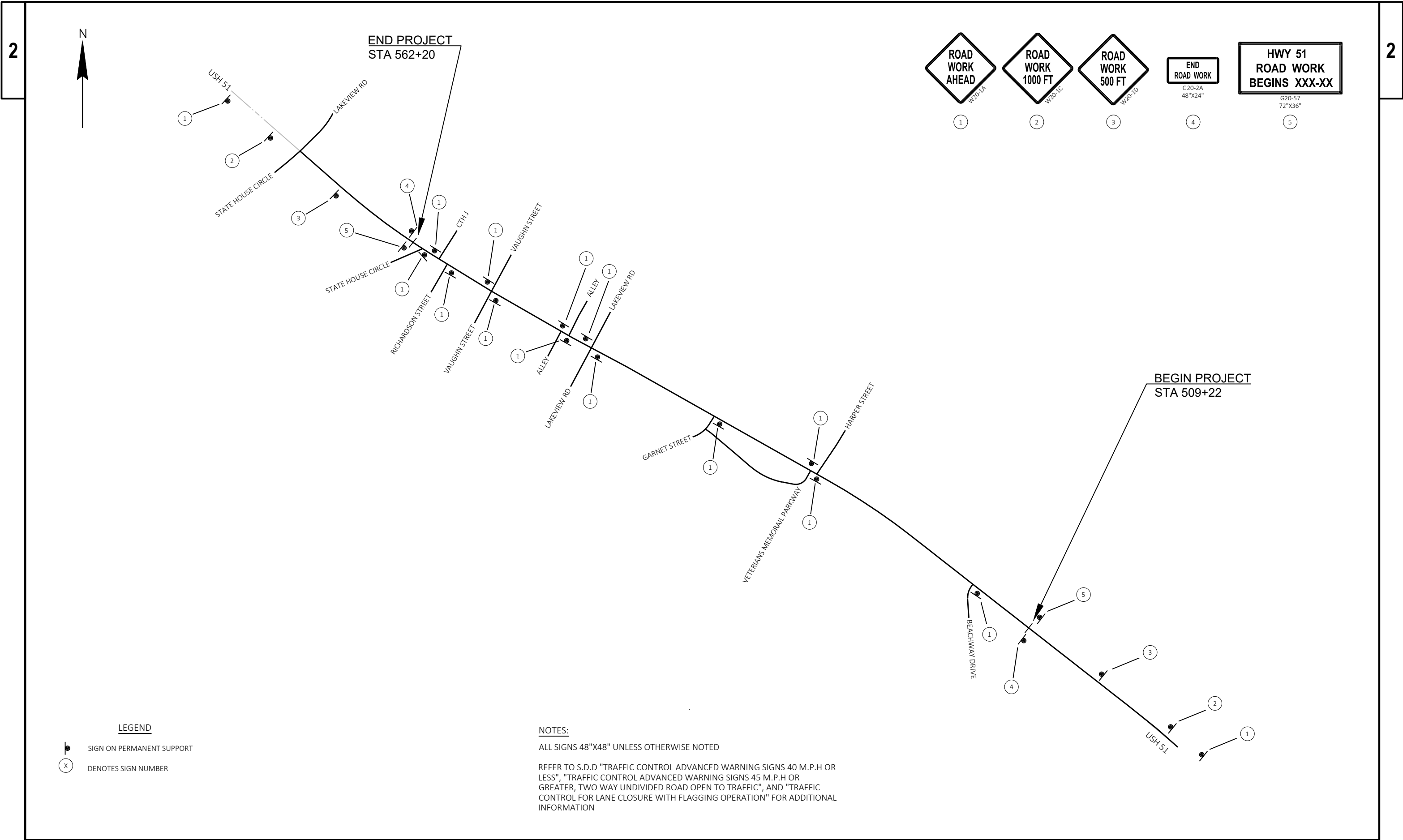


PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PAVEMENT MARKING	SHEET	E
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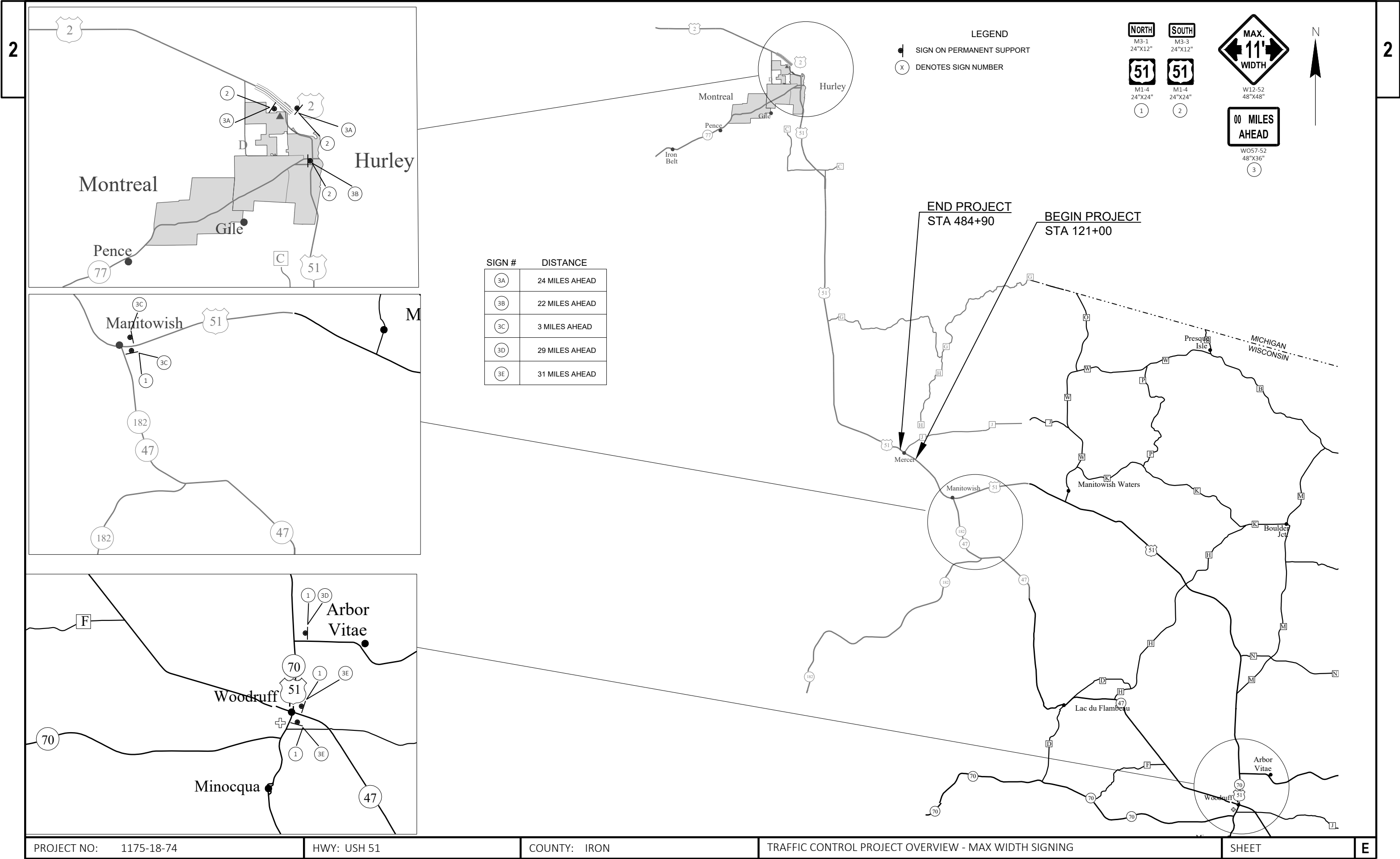




PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PAVEMENT MARKING	SHEET	E
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PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	ADVANCED WARNING SIGNING	SHEET	E
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LEGEND

 WORK AREA FOR SIDEWALK AND CURB RAMPS

 PROPOSED PEDESTRIAN ROUTE

 SIGN TYPE ON TEMPORARY SUPPORT

①

SIDEWALK
CLOSED

R9-9
24"X12"

②

SIDEWALK
CLOSED
AHEAD

R9-9A
30"X18"

③

DETOUR

M4-9BL
30"X24"

④

DETOUR

M4-9BR
30"X24"

⑤

M4-60D
30"X24"



LEGEND



WORK AREA FOR SIDEWALK AND CURB RAMPS



PROPOSED PEDESTRIAN ROUTE



SIGN TYPE ON TEMPORARY SUPPORT

- ①

**SIDEWALK
CLOSED**

R9-9
24"X12"
- ②

**SIDEWALK
CLOSED
AHEAD**

R9-9A
30"X18"
- ③

DETOUR

M4-9BL
30"X24"
- ④

DETOUR

M4-9BR
30"X24"
- ⑤

DETOUR

M4-60D
30"X24"



LEGEND

-  WORK AREA FOR SIDEWALK AND CURB RAMP
-  PROPOSED PEDESTRIAN ROUTE
-  SIGN TYPE ON TEMPORARY SUPPORT

-
-
-
-
-



LEGEND

-  WORK AREA FOR SIDEWALK AND CURB RAMP
-  PROPOSED PEDESTRIAN ROUTE
-  SIGN TYPE ON TEMPORARY SUPPORT

-
-
-
-
-



SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - STAGE 2 DETAIL

LEGEND

-  WORK AREA FOR SIDEWALK AND CURB RAMPS
-  PROPOSED PEDESTRIAN ROUTE
-  SIGN TYPE ON TEMPORARY SUPPORT

- ①  R9-9
24"X12"
- ②  R9-9A
30"X18"
- ③  M4-9BL
30"X24"
- ④  M4-9BR
30"X24"
- ⑤  M4-60D
30"X24"

PROJECT NO: 1175-18-76

HWY: USH 51

COUNTY: IRON

TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - STAGE 2 OVERVIEW

SHEET

E



LEGEND

 WORK AREA FOR SIDEWALK AND CURB RAMP

 PROPOSED PEDESTRIAN ROUTE

①

 SIGN TYPE ON TEMPORARY POST

①

SIDEWALK
CLOSED

R9-9
24"X12"

②

SIDEWALK
CLOSED
AHEAD

R9-9A
30"X18"

③

DETOUR

M4-9BL
30"X24"

④

DETOUR

M4-9BR
30"X24"

⑤

M4-60D
30"X24"





LEGEND

-  WORK AREA FOR SIDEWALK AND CURB RAMPS
-  PROPOSED PEDESTRIAN ROUTE
-  SIGN TYPE ON TEMPORARY SUPPORT

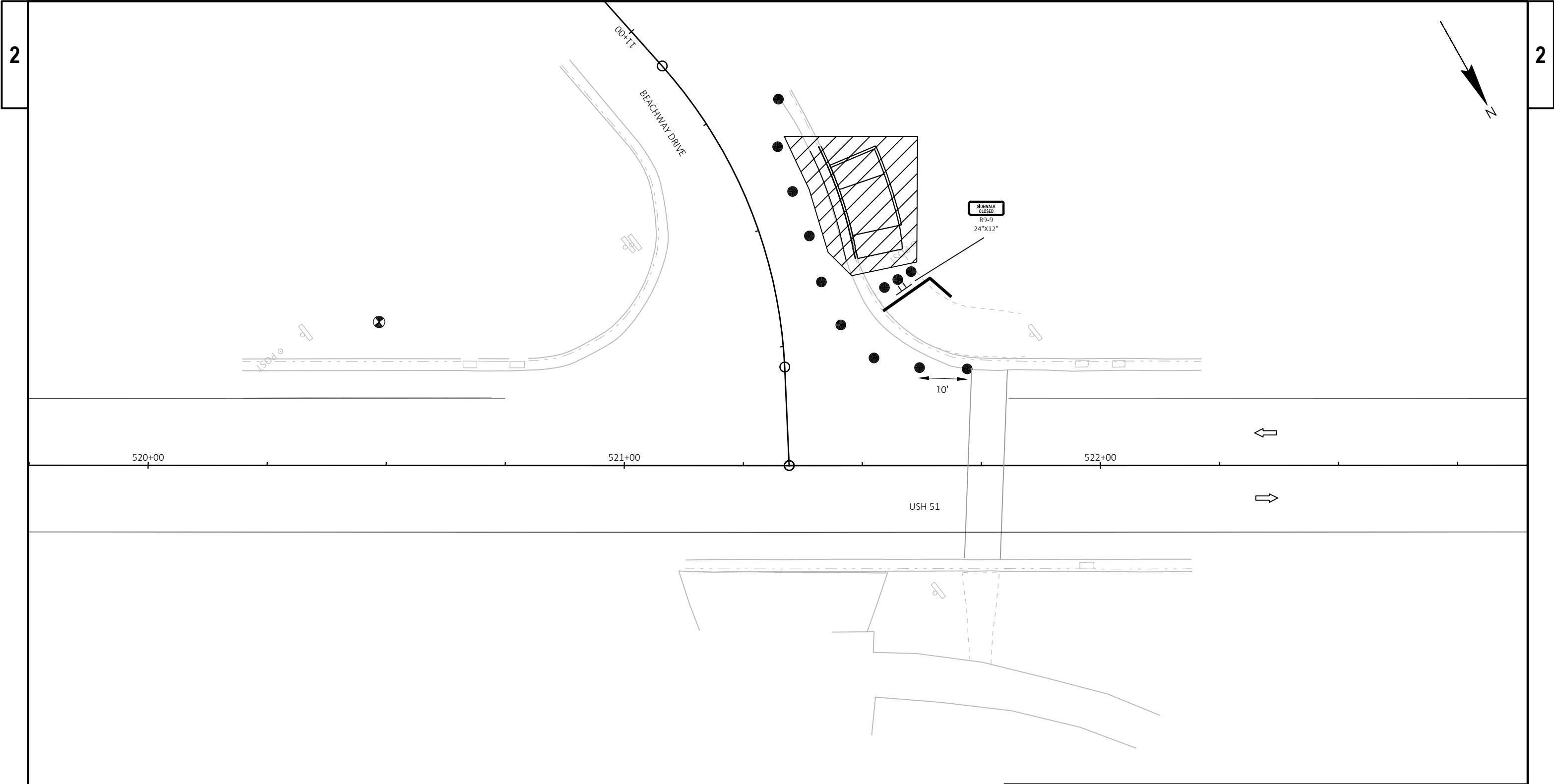
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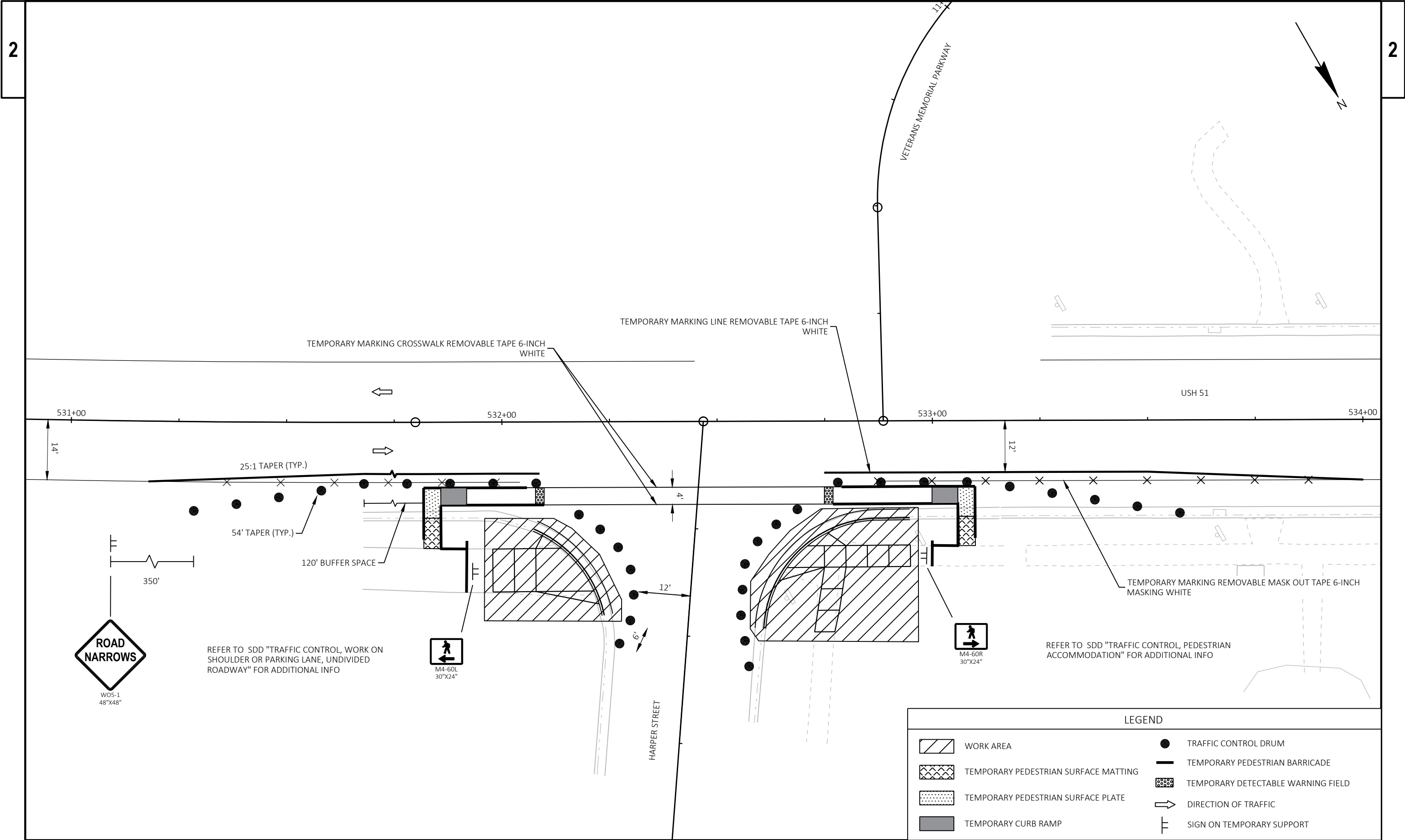
LEGEND

-  WORK AREA FOR SIDEWALK AND CURB RAMP
-  PROPOSED PEDESTRIAN ROUTE
-  SIGN TYPE ON TEMPORARY SUPPORT

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LEGEND	
	WORK AREA
	TEMPORARY PEDESTRIAN SURFACE MATTING
	TEMPORARY PEDESTRIAN SURFACE PLATE
	TEMPORARY CURB RAMP
	TRAFFIC CONTROL DRUM
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY DETECTABLE WARNING FIELD
	DIRECTION OF TRAFFIC
	SIGN ON TEMPORARY SUPPORT

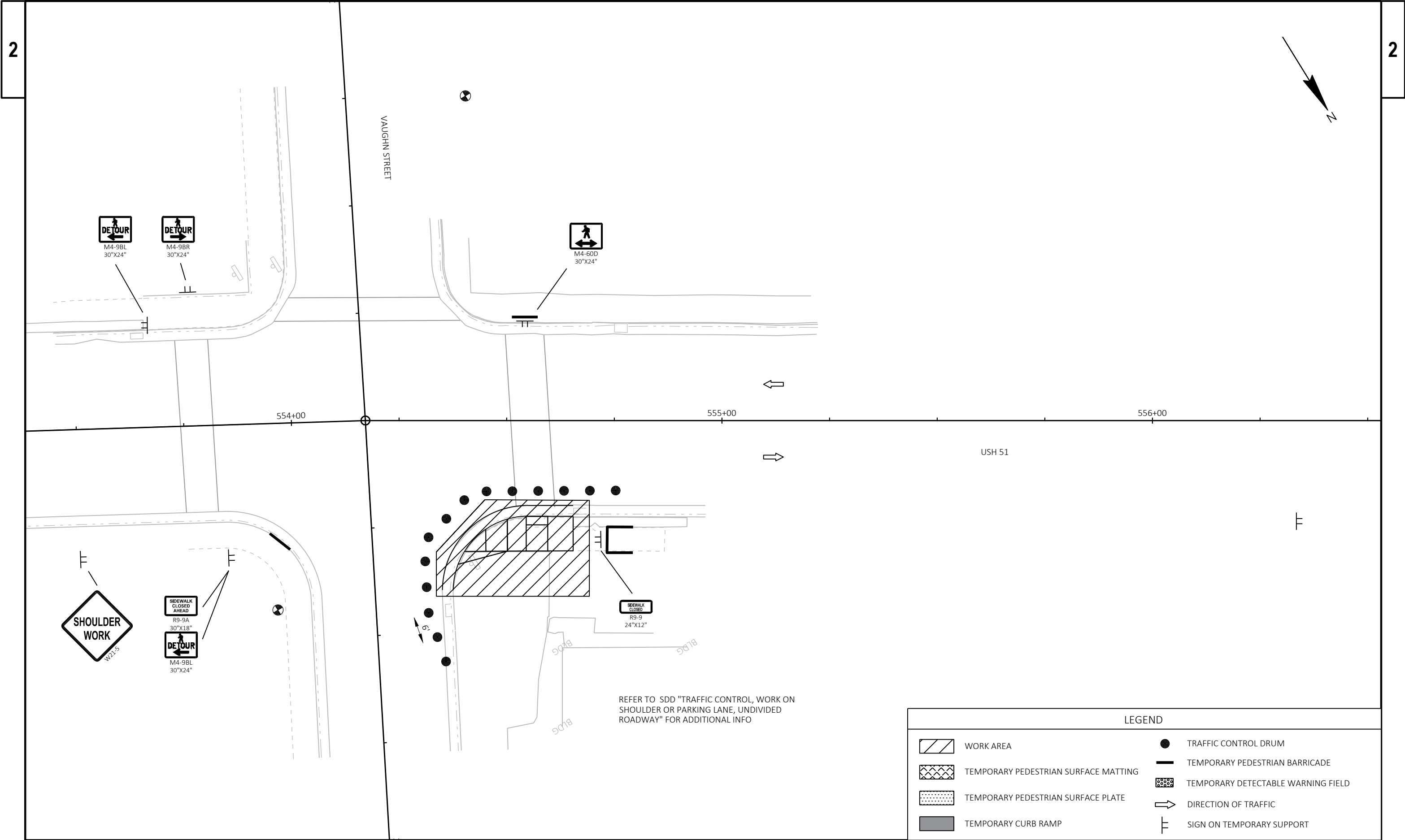


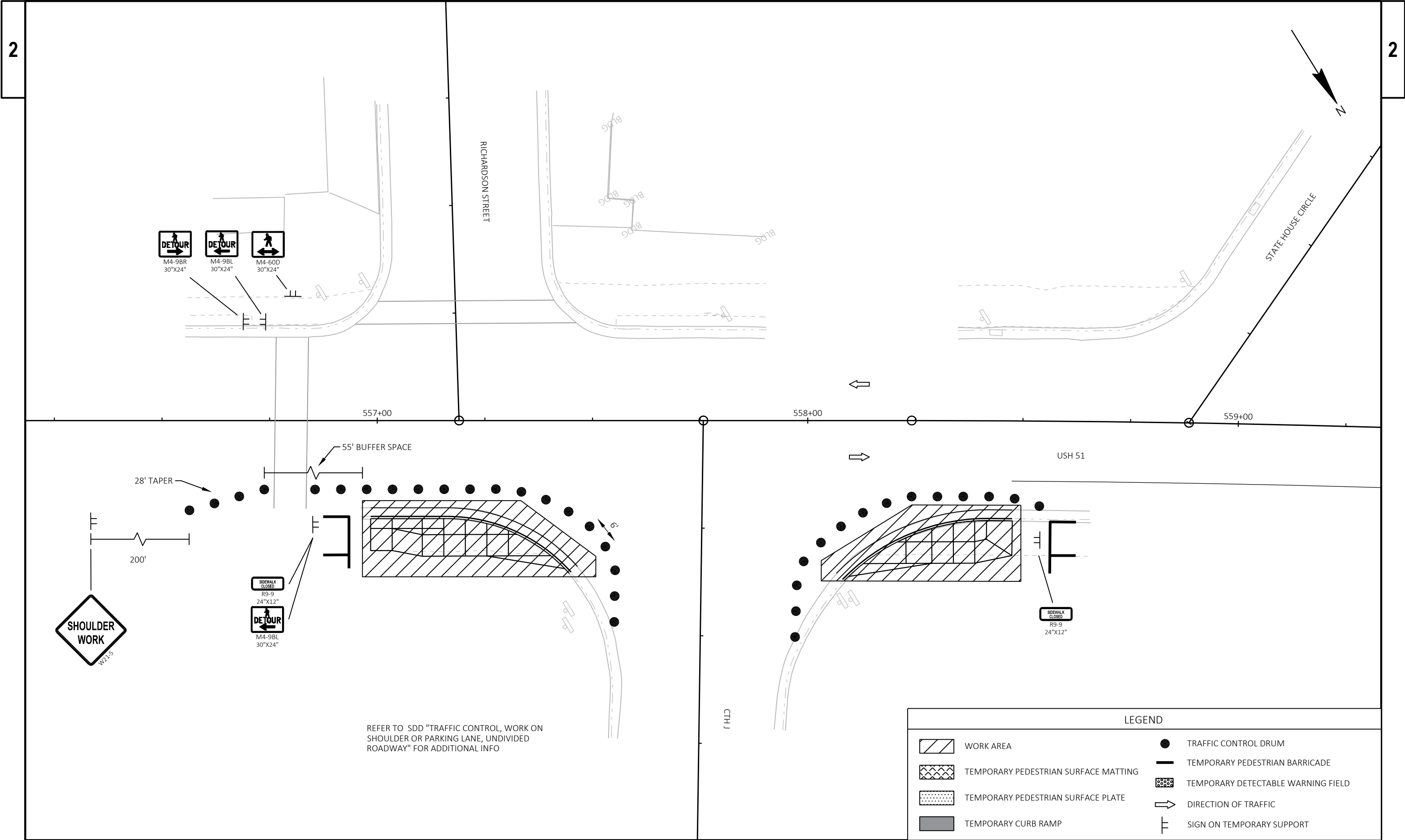
LAKEVIEW AVENUE

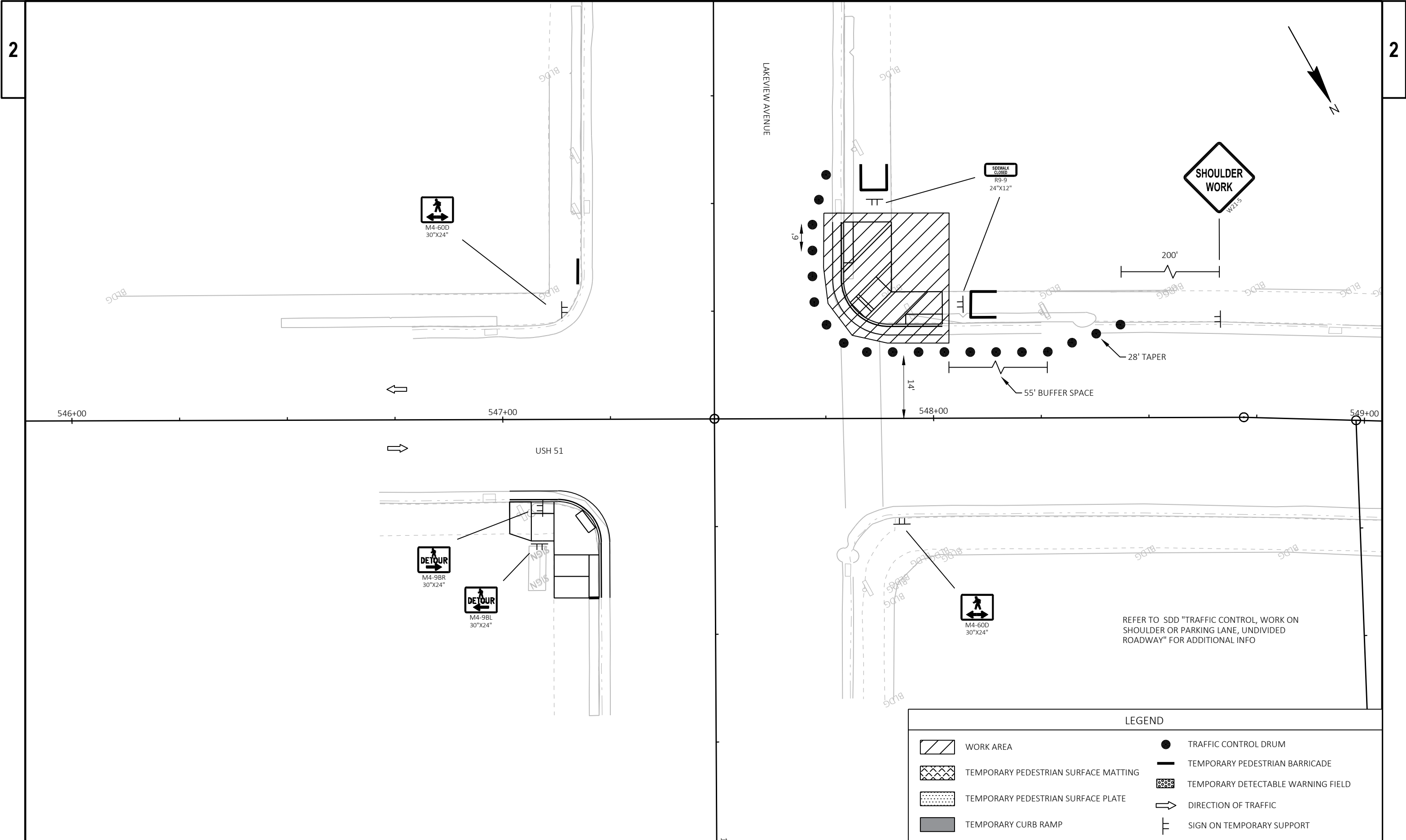


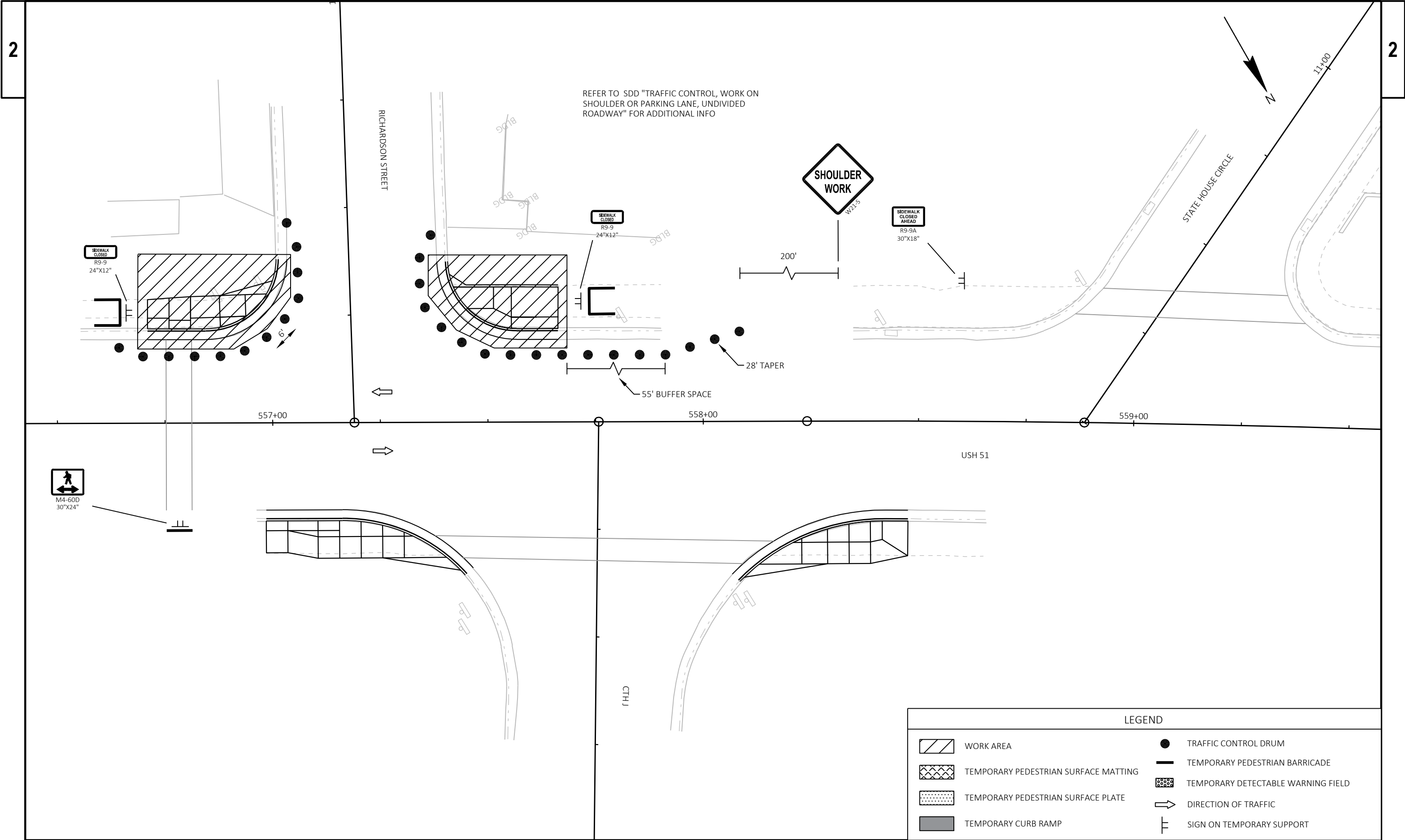
	WORK AREA		TRAFFIC CONTROL DRUM
	TEMPORARY PEDESTRIAN SURFACE MATTING		TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY PEDESTRIAN SURFACE PLATE		TEMPORARY DETECTABLE WARNING FIELD
	TEMPORARY CURB RAMP		DIRECTION OF TRAFFIC
			SIGN ON TEMPORARY SUPPORT

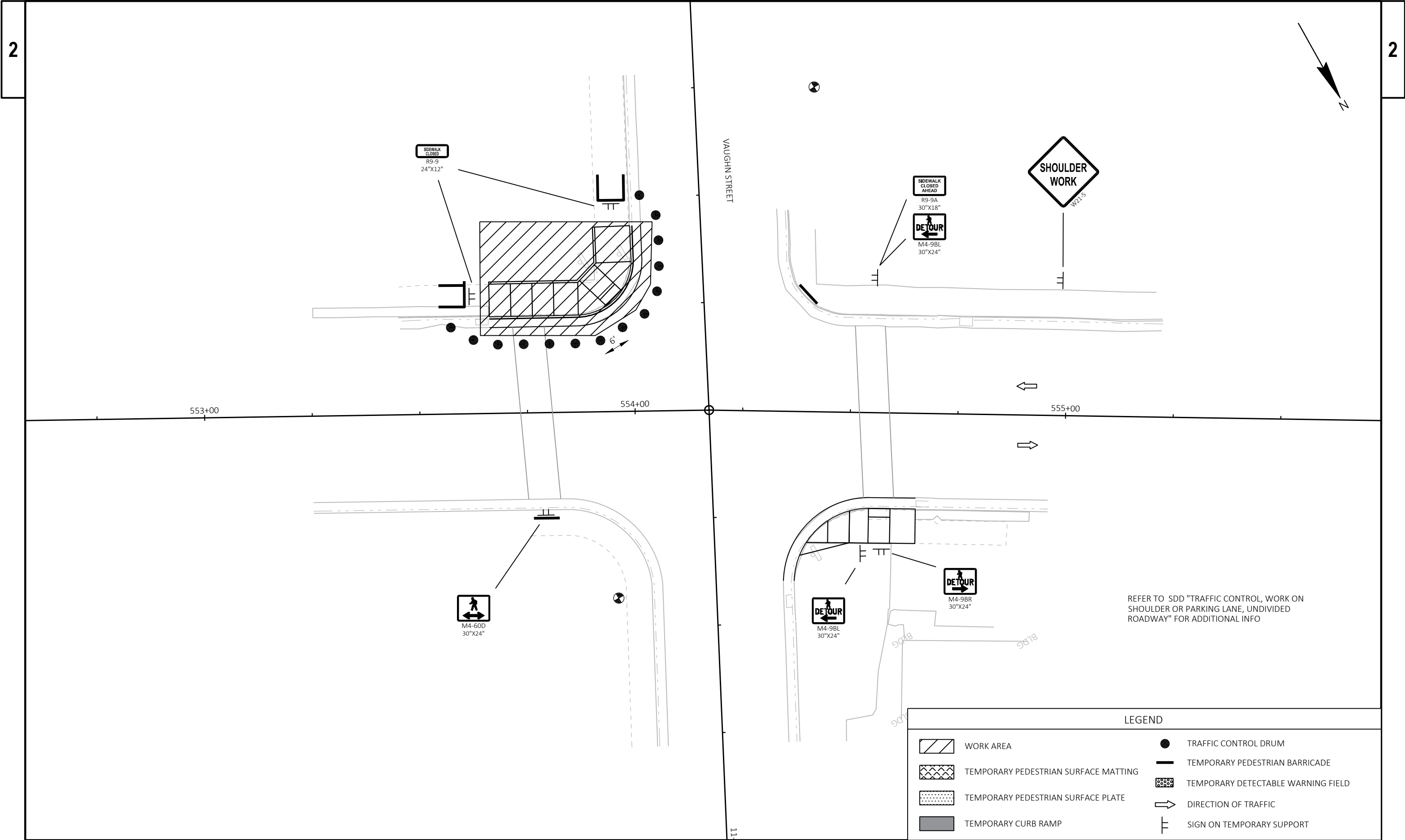
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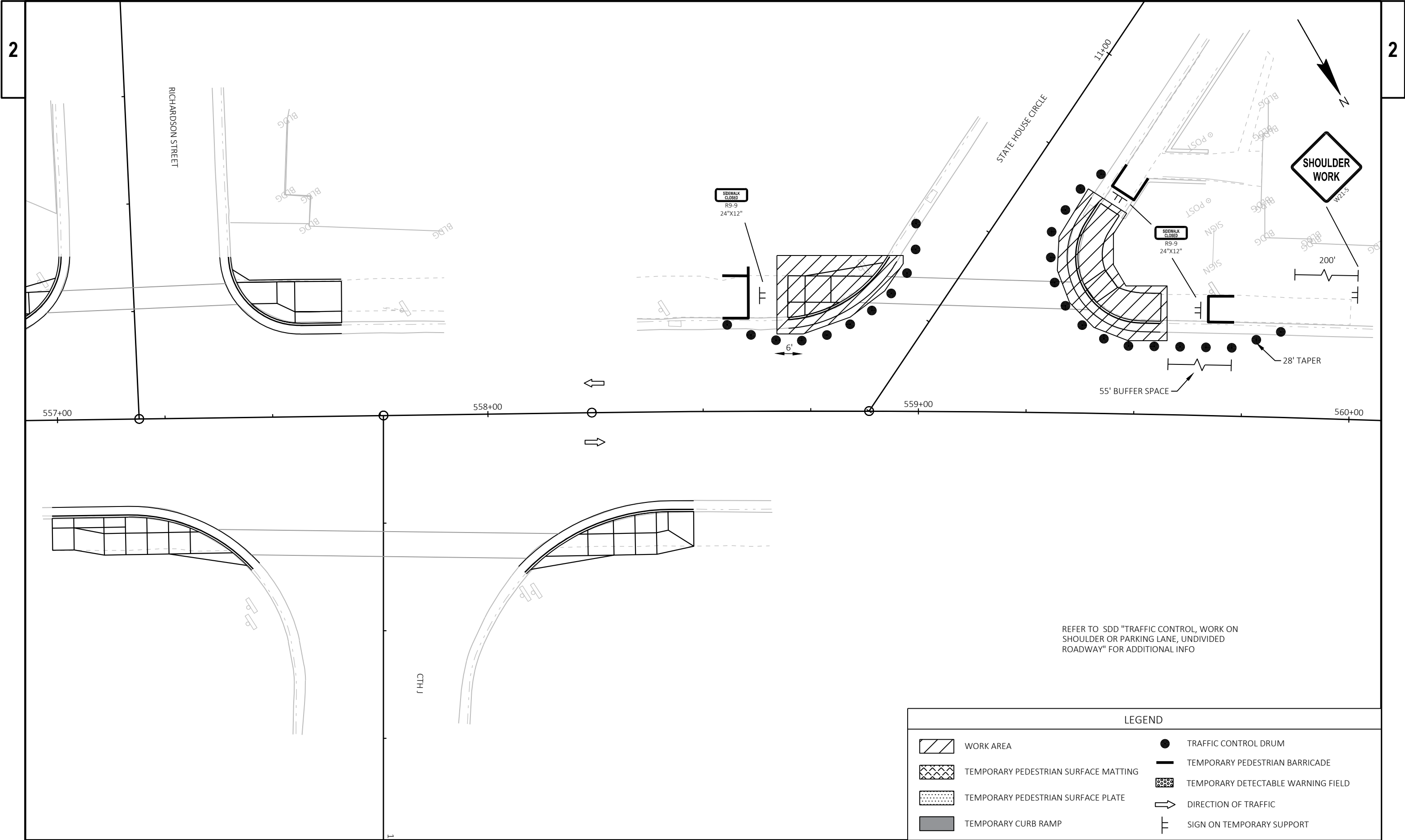


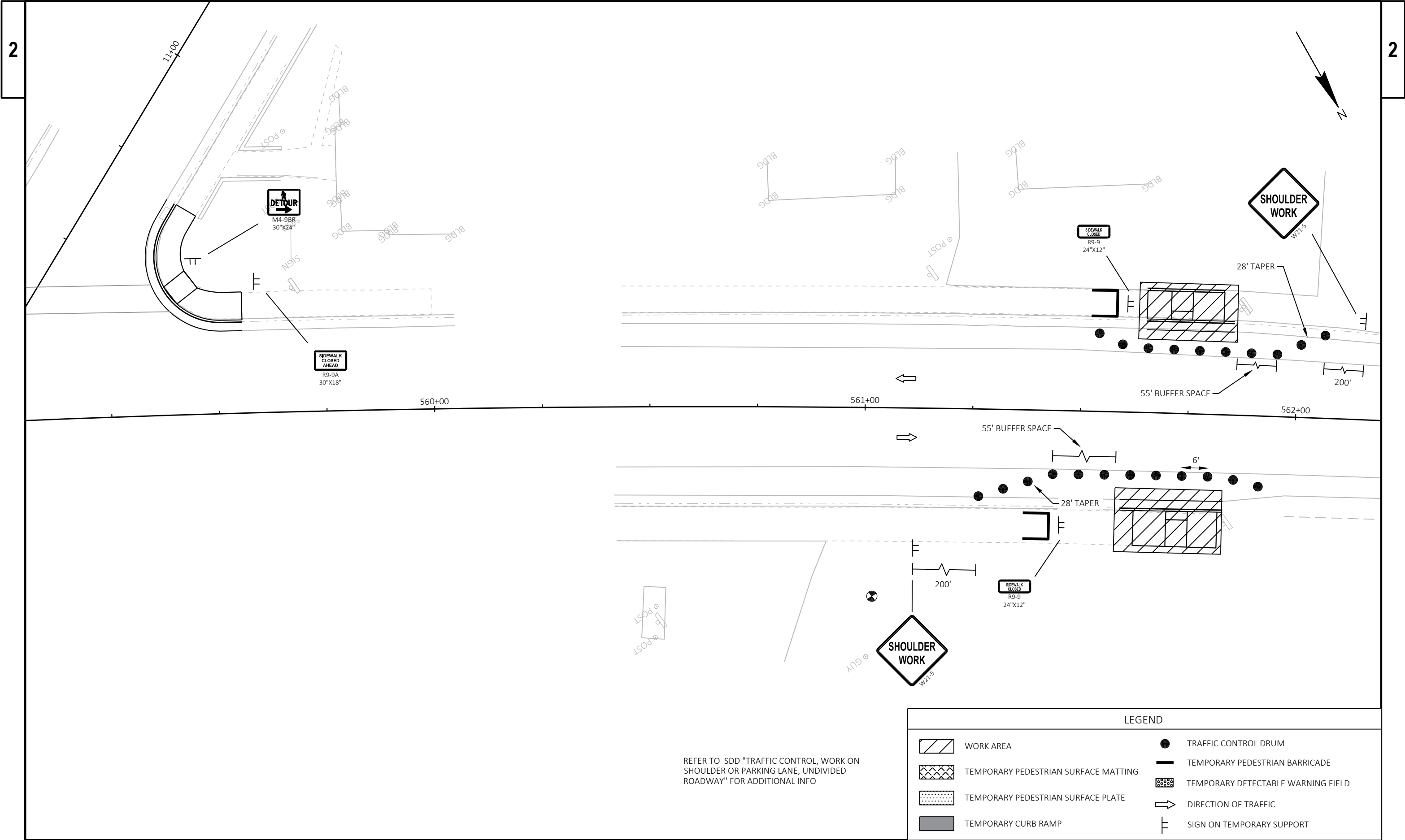












REFER TO SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFO

LEGEND	
	WORK AREA
	TEMPORARY PEDESTRIAN SURFACE MATTING
	TEMPORARY PEDESTRIAN SURFACE PLATE
	TEMPORARY CURB RAMP
	TRAFFIC CONTROL DRUM
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY DETECTABLE WARNING FIELD
	DIRECTION OF TRAFFIC
	SIGN ON TEMPORARY SUPPORT

Estimate Of Quantities

1175-18-76

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	190.000	190.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	520.000	520.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	24,900.000	24,900.000
0008	204.0130	Removing Curb	LF	70.000	70.000
0010	204.0150	Removing Curb & Gutter	LF	600.000	600.000
0012	204.0155	Removing Concrete Sidewalk	SY	350.000	350.000
0014	205.0100	Excavation Common	CY	17.000	17.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1175-18-76	EACH	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 1175-18-76	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	40.000	40.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	35.000	35.000
0024	405.1000	Stamping Colored Concrete	CY	4.000	4.000
0026	450.4000	HMA Cold Weather Paving	TON	620.000	620.000
0028	455.0605	Tack Coat	GAL	1,910.000	1,910.000
0030	460.2000	Incentive Density HMA Pavement	DOL	1,590.000	1,590.000
0032	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,480.000	2,480.000
0034	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0036	465.0310	Asphaltic Curb	LF	25.000	25.000
0038	465.0315	Asphaltic Flumes	SY	8.000	8.000
0040	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	600.000	600.000
0042	601.0600	Concrete Curb Pedestrian	LF	92.000	92.000
0044	602.0415	Concrete Sidewalk 6-Inch	SF	3,380.000	3,380.000
0046	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	140.000	140.000
0048	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	84.000	84.000
0050	606.0100	Riprap Light	CY	2.000	2.000
0052	611.8110	Adjusting Manhole Covers	EACH	11.000	11.000
0054	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0056	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1175-18-76	EACH	1.000	1.000
0058	619.1000	Mobilization	EACH	1.000	1.000
0060	624.0100	Water	MGAL	101.000	101.000
0062	625.0100	Topsoil	SY	220.000	220.000
0064	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0066	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0068	628.2006	Erosion Mat Urban Class I Type A	SY	220.000	220.000
0070	628.7015	Inlet Protection Type C	EACH	68.000	68.000
0072	629.0210	Fertilizer Type B	CWT	0.180	0.180
0074	630.0140	Seeding Mixture No. 40	LB	12.000	12.000
0076	630.0500	Seed Water	MGAL	4.000	4.000
0078	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0080	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	7.000	7.000
0082	638.2102	Moving Signs Type II	EACH	15.000	15.000
0084	638.3000	Removing Small Sign Supports	EACH	8.000	8.000
0086	642.5001	Field Office Type B	EACH	1.000	1.000
0088	643.0300	Traffic Control Drums	DAY	3,770.000	3,770.000
0090	643.0900	Traffic Control Signs	DAY	6,410.000	6,410.000
0092	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0094	643.3165	Temporary Marking Line Paint 6-Inch	LF	28,666.000	28,666.000
0096	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	1,148.000	1,148.000
0098	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	194.000	194.000

Estimate Of Quantities

1175-18-76

Line	Item	Item Description	Unit	Total	Qty
0100	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	1,132.000	1,132.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	644.1430	Temporary Pedestrian Surface Plate	SF	56.000	56.000
0106	644.1440	Temporary Pedestrian Surface Matting	SF	72.000	72.000
0108	644.1601	Temporary Pedestrian Curb Ramp	DAY	40.000	40.000
0110	644.1605	Temporary Pedestrian Detectable Warning Field	SF	32.000	32.000
0112	644.1810	Temporary Pedestrian Barricade	LF	562.000	562.000
0114	645.0130	Geotextile Type R	SY	8.000	8.000
0116	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	18,110.000	18,110.000
0118	646.6120	Marking Stop Line Epoxy 18-Inch	LF	168.000	168.000
0120	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	5,298.000	5,298.000
0122	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,415.000	1,415.000
0124	646.8120	Marking Curb Epoxy	LF	363.000	363.000
0126	646.8320	Marking Parking Stall Epoxy	LF	236.000	236.000
0128	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	600.000	600.000
0130	650.8000	Construction Staking Resurfacing Reference	LF	5,298.000	5,298.000
0132	650.9000	Construction Staking Curb Ramps	EACH	18.000	18.000
0134	650.9911	Construction Staking Supplemental Control (project) 01. 1175-18-76	EACH	1.000	1.000
0136	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0138	690.0150	Sawing Asphalt	LF	840.000	840.000
0140	690.0250	Sawing Concrete	LF	290.000	290.000
0142	740.0440	Incentive IRI Ride	DOL	4,014.000	4,014.000
0144	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0146	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0148	SPV.0060	Special 01. Repairing Storm Sewer Structures	EACH	2.000	2.000
0150	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	189.000	189.000

REMOVALS													
					204.0110	204.0115	204.0120	204.0130	204.0150	204.0155	205.0100	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING)	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE MILLING SY	REMOVING CURB LF	REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY	EXCAVATION COMMON CY		
0010	511+20	-	511+20	USH 51 RT	-	-	-	-	-	8	-	-	
0010	521+35	-	521+35	BEACHWAY DR	-	39	256	-	-	-	-	-	
0010	521+43	-	521+43	BEACHWAY DR SW QUAD	5	-	-	-	26	-	13	-	
0010	525+30	-	525+41	USH 51 LT	3	-	-	-	11	-	-	-	
0010	532+46	-	532+46	HARPER ST	-	36	160	-	-	-	-	-	
0010	532+18	-	532+18	HARPER ST NE QUAD	13	-	-	-	27	18	-	-	
0010	532+70	-	532+70	HARPER ST NW QUAD	12	-	-	-	53	27	-	-	
0010	532+88	-	532+88	VETERAN'S MEMORIAL PKWY	-	37	139	-	-	-	-	-	
0010	539+32	-	539+32	GARNET ST	-	33	134	-	-	-	-	-	
0010	547+49	-	547+49	LAKEVIEW AVE NORTH	-	58	104	-	-	-	-	-	
0010	547+49	-	547+49	LAKEVIEW AVE SOUTH	-	60	96	-	-	-	-	-	
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	10	-	-	-	40	36	-	-	
0010	547+80	-	547+80	LAKEVIEW AVE SW QUAD	11	-	-	-	44	37	-	-	
0010	554+17	-	554+17	VAUGHN ST NORTH	-	30	85	-	-	-	-	-	
0010	554+17	-	554+17	VAUGHN ST SOUTH	-	33	63	-	-	-	-	-	
0010	554+46	-	554+46	VAUGHN ST NW QUAD	16	-	-	-	40	19	-	-	
0010	553+95	-	553+95	VAUGHN ST SE QUAD	12	-	-	32	49	39	-	-	
0010	554+75	-	554+75	USH 51 LT	2	-	-	-	10	2	-	-	
0010	557+19	-	557+19	RICHARDSON ST	-	39	92	-	-	-	-	-	
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	10	-	-	-	40	19	-	-	
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	9	-	-	-	36	23	-	-	
0010	557+75	-	557+75	CTH J	-	39	286	-	-	-	-	-	
0010	557+25	-	557+25	CTH J NE QUAD	12	-	-	-	52	29	-	-	
0010	558+25	-	558+25	CTH J NW QUAD	32	-	-	-	44	21	-	-	
0010	559+11	-	559+11	STATEHOUSE CIR	-	39	135	-	-	-	-	-	
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	7	-	-	-	30	15	-	-	
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	11	-	-	-	43	23	-	-	
0010	561+72	-	561+72	WEST END 51 NW	10	-	-	20	24	17	4	-	INCLUDES ASPHALTIC FLUME REMOVAL
0010	561+72	-	561+72	WEST END 51 SW	13	-	-	18	23	12	-	-	
0010	509+22	-	562+20	USH 51 MAINLINE	-	71	23,286	-	-	-	-	-	
0010	548+75	-	553+00	USH 51 RT	-	-	-	-	-	-	-	189	FROST HEAVE AREA - UNDISTRIBUTED
TOTAL 0010					190	520	24,900	70	600	350	17	189	

BASE AGGREGATE AND HMA														
					305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	450.4000 HMA COLD WEATHER PAVING	455.0605 TACK COAT	460.6224 HMA PAVEMENT 4 MT 58-28 S	465.0110 ASPHALTIC SURFACE PATCHING	465.0310 ASPHALTIC CURB	465.0315 ASPHALTIC FLUMES	624.0100 WATER	
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	GAL	TON	TON	LF	SY	MGAL	REMARKS
0010	521+35	-	521+35	BEACHWAY DR	-	-	-	21	29	-	-	-	-	SIDE ROAD
0010	521+43	-	521+43	BEACHWAY DR SW QUAD	-	9	-	1	-	2	-	-	-	CURB RAMP #29
0010	525+30	-	525+41	USH 51 LT	-	-	-	1	-	1	-	-	-	INLET
0010	532+46	-	532+46	HARPER ST	-	-	-	14	19	-	-	-	-	SIDE ROAD
0010	532+18	-	532+18	HARPER ST NE QUAD	-	2	-	1	-	4	-	-	-	CURB RAMP #26
0010	532+70	-	532+70	HARPER ST NW QUAD	-	2	-	1	-	4	-	-	-	CURB RAMP #25
0010	532+88	-	532+88	VETERAN'S MEMORIAL PKWY	-	-	-	12	17	-	-	-	-	SIDE ROAD
0010	539+32	-	539+32	GARNET ST	-	-	-	12	16	-	-	-	-	SIDE ROAD
0010	547+49	-	547+49	LAKEVIEW AVE NORTH	-	-	-	11	16	-	-	-	-	SIDE ROAD
0010	547+49	-	547+49	LAKEVIEW AVE SOUTH	-	-	-	11	15	-	-	-	-	SIDE ROAD
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	-	2	-	1	-	3	-	-	-	CURB RAMP #21
0010	547+80	-	547+80	LAKEVIEW AVE SW QUAD	-	2	-	1	-	3	-	-	-	CURB RAMP #19
0010	554+17	-	554+17	VAUGHN ST NORTH	-	-	-	8	11	-	-	-	-	SIDE ROAD
0010	554+17	-	554+17	VAUGHN ST SOUTH	-	-	-	7	10	-	-	-	-	SIDE ROAD
0010	554+46	-	554+46	VAUGHN ST NW QUAD	-	1	-	1	-	4	-	-	-	CURB RAMP #13 & #14
0010	553+95	-	553+95	VAUGHN ST SE QUAD	-	2	-	1	-	3	-	-	-	CURB RAMP #17 & #18
0010	554+75	-	554+75	USH 51 LT	-	-	-	1	-	1	-	-	-	INLET
0010	557+19	-	557+19	RICHARDSON ST	-	-	-	9	13	-	-	-	-	SIDE ROAD
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	-	1	-	1	-	3	-	-	-	CURB RAMP #8 & #9
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	-	1	-	1	-	3	-	-	-	CURB RAMP #7
0010	557+75	-	557+75	CTH J	-	-	-	23	32	-	-	-	-	SIDE ROAD
0010	557+25	-	557+25	CTH J NE QUAD	-	2	-	1	-	4	-	-	-	CURB RAMP #6
0010	558+25	-	558+25	CTH J NW QUAD	-	2	-	1	-	8	-	-	-	CURB RAMP #5
0010	559+11	-	559+11	STATEHOUSE CIR	-	-	-	12	17	-	-	-	-	SIDE ROAD
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	-	1	-	1	-	2	-	-	-	CURB RAMP #4
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	-	2	-	1	-	3	-	-	-	CURB RAMP #3
0010	561+72	-	561+72	WEST END 51 NW	-	2	-	1	-	2	25	8	-	CURB RAMP #1
0010	561+72	-	561+72	WEST END 51 SW	-	2	-	1	-	3	-	-	-	CURB RAMP #2
0010	509+22	-	562+20	USH 51	-	-	620	1,635	2,282	-	-	-	101	MAINLINE
0010	509+22	-	511+00	LT & RT	30	-	-	-	-	-	-	-	-	SHOULDER GRAVEL
0010	562+00	-	562+20	RT	10	-	-	-	-	-	-	-	-	SHOULDER GRAVEL
0010	509+22	-	562+20	USH 51	-	-	-	119	-	42	-	-	-	FROST HEAVE AREA - UNDISTRIBUTED
TOTAL 0010					40	35	620	1,910	2,480	100	25	8	101	

COLORING AND STAMPING CONCRETE						
CATEGORY 0020						
					405.1000 STAMPING COLORED CONCRETE	
CATEGORY	STATION	TO	STATION	LOCATION	CY	REMARKS
0020	547+20	-	547+20	LAKEVIEW AVE NE QUAD	1	CURB RAMP #21
0020	547+80	-	547+80	LAKEVIEW AVE SW QUAD	1	CURB RAMP #19
0020	557+48	-	557+48	RICHARDSON ST SW QUAD	1	CURB RAMP #7
0020	557+25	-	557+25	CTH J NE QUAD	1	CURB RAMP #6
TOTAL 0020					4	

CONCRETE												
				601.0411	601.0600	602.0415	602.0515	602.0615	690.0150	690.0250		
				CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE CURB PEDESTRIAN	CONCRETE SIDEWALK 6-INCH	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA	SAWING ASPHALT	SAWING CONCRETE		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	SF	SF	LF	LF	REMARKS	
0010	521+43	-	521+43	BEACHWAY DR SW QUAD	26	-	208	10	29	5		
0010	525+30	-	525+41	USH 51 LT	11	-	-	-	15	5		
0010	532+18	-	532+18	HARPER ST NE QUAD	27	-	185	-	48	5		
0010	532+70	-	532+70	HARPER ST NW QUAD	53	-	236	10	60	15		
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	40	-	307	10	51	48		
0010	547+80	-	547+80	LAKEVIEW AVE SW QUAD	44	-	330	10	54	25		
0010	554+46	-	554+46	VAUGHN ST NW QUAD	40	-	183	20	81	13		
0010	553+95	-	553+95	VAUGHN ST SE QUAD	49	32	333	20	60	56		
0010	554+75	-	554+75	USH 51 LT	10	-	20	-	14	5		
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	40	-	192	20	50	12		
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	36	22	213	10	46	15		
0010	557+25	-	557+25	CTH J NE QUAD	52	-	288	-	58	13		
0010	558+25	-	558+25	CTH J NW QUAD	44	-	270	-	95	14		
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	30	-	128	-	38	16		
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	43	-	208	10	57	17		
0010	561+72	-	561+72	WEST END 51 NW	24	20	159	10	28	14		
0010	561+72	-	561+72	WEST END 51 SW	23	18	119	10	53	13		
TOTAL 0010					600	92	3,380	140	840	290		

RIPRAP

CATEGORY	STATION	TO	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	645.0130 GEOTEXTILE TYPE R SY	REMARKS
0010	561+72	-	561+72	WEST END 51 NW	2	8	CURB RAMP #1
TOTAL 0010					2	8	

LANDSCAPING AND EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7015 INLET PROTECTION TYPE C EACH	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
0010	511+20	-	511+20	RT	13	13	-	0.01	1	-	
0010	521+43	-	521+43	BEACHWAY DR SW QUAD	10	10	-	0.01	1	-	
0010	525+30	-	525+41	USH 51 LT	4	4	-	0.01	1	-	
0010	532+18	-	532+18	HARPER ST NE QUAD	20	20	-	0.02	1	-	
0010	532+70	-	532+70	HARPER ST NW QUAD	45	45	-	0.03	1	-	
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	16	16	-	0.01	1	-	
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	11	11	-	0.01	1	-	
0010	557+25	-	557+25	CTH J NE QUAD	20	20	-	0.02	1	-	
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	14	14	-	0.01	1	-	
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	14	14	-	0.01	1	-	
0010	561+72	-	561+72	WEST END 51 NW	45	45	-	0.03	1	-	
0010	561+72	-	561+72	WEST END 51 SW	3	3	-	0.01	1	-	
0010	509+22	-	562+20	USH 51	-	-	68	-	-	4	PROJECT
TOTAL 0010					220	220	68	0.18	12	4	

SIGNS

CATEGORY	STATION	TO	STATION	LOCATION	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0818 POSTS TUBLAR STEEL 2X2-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	-	1	2	1	PEDESTRIAN CROSSING
0010	547+94	-	547+94	LAKEVIEW AVE SW QUAD	-	1	2	1	PEDESTRIAN CROSSING
0010	554+46	-	554+46	VAUGHN ST NW QUAD	-	1	2	1	STOP & VAUGHN ST
0010	553+95	-	553+95	VAUGHN ST SE QUAD	-	1	2	1	STOP & VAUGHN ST
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	-	2	4	2	STOP, RICHARDSON ST, PEDESTRIAN CROSSING
0010	558+87	-	558+87	STATEHOUSE CIR SE QUAD	-	1	2	1	STOP & STATEHOUSE CIR
0010	561+84	-	561+84	WEST END 51 NW QUAD	1	-	1	1	NO PARKING ANYTIME
TOTAL 0010					1	7	15	8	

STORM SEWER/UTILITIES

CATEGORY	STATION	TO	STATION	LOCATION	611.8110	611.8115	653.0900	SPV.0060.01	REMARKS
					ADJUSTING MANHOLE COVERS EACH	ADJUSTING INLET COVERS EACH	ADJUSTING PULL BOXES EACH	SPECIAL (01. REPAIRING STORM SEWER STRUCTURES) EACH	
0010	512+40	-	512+40	USH 51 RT	1	-	-	-	
0010	514+75	-	514+75	USH 51 RT	1	-	-	-	
0010	516+45	-	516+45	USH 51 RT	1	-	-	-	
0010	10+40	-	10+40	HARPER ST RT	1	-	-	-	
0010	10+25	-	10+25	LAKEVIEW AVE SOUTH	1	-	-	-	
0010	10+30	-	10+30	LAKEVIEW AVE NORTH	1	-	-	-	
0010	10+20	-	10+25	VAUGHN ST SOUTH LT	2	-	-	-	
0010	10+20	-	10+20	RICHARDSON ST	1	-	-	-	
0010	557+58	-	557+58	USH 51 LT	-	1	-	-	
0010	558+44	-	558+44	USH 51 RT	-	1	-	-	
0010	10+65	-	10+65	STATEHOUSE CR RT	-	1	-	-	
0010	547+94	-	547+94	LAKEVIEW SW QUADRANT	-	-	1	-	
0010	525+35	-	525+35	USH 51 LT	1	-	-	1	
0010	554+75	-	554+75	USH 51 LT	1	-	-	1	
TOTAL 0010					11	3	1	2	

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165	643.3180	643.3350	643.3960	646.2040	646.6120	646.6466	646.7420	646.8120	646.8320	REMARKS
					TEMPORARY MARKING LINE PAINT 6-INCH LF	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	MARKING STOP LINE EPOXY 18-INCH LF	COLD WEATHER MARKING EPOXY 6-INCH LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	MARKING CURB EPOXY LF	MARKING PARKING STALL EPOXY LF	
0010	509+22	-	562+20	USH 51	21,192	-	-	-	10,596	-	5,298	-	-	-	YELLOW CENTERLINE / SOLID-SOLID
0010	509+22	-	547+20	USH 51	3,716	-	-	-	3,716	-	-	-	-	-	WHITE / LANE EDGE / NB
0010	558+45	-	562+20	USH 51	375	-	-	-	375	-	-	-	-	-	WHITE / LANE EDGE / NB
0010	509+22	-	543+05	USH 51	3,111	-	-	-	3,111	-	-	-	-	-	WHITE / LANE EDGE / SB
0010	559+48	-	562+20	USH 51	272	-	-	-	272	-	-	-	-	-	WHITE / LANE EDGE / SB
0010	521+35	-	521+35	BEACHWAY DR	-	-	-	-	-	-	-	80	-	-	
0010	532+46	-	532+46	HARPER ST	-	323	140	311	-	16	-	92	-	-	
0010	547+49	-	547+49	LAKEVIEW AVE	-	825	54	821	-	56	-	421	-	-	
0010	554+17	-	554+17	VAUGHN ST	-	-	-	-	-	31	-	323	-	-	
0010	557+19	-	557+19	RICHARDSON ST	-	-	-	-	-	16	-	89	-	-	
0010	557+75	-	557+75	CTH J	-	-	-	-	40	32	-	150	-	-	
0010	559+11	-	559+11	STATEHOUSE CIR	-	-	-	-	-	17	-	100	-	-	
0010	533+80	-	533+80	USH 51	-	-	-	-	-	-	-	80	-	-	
0010	556+78	-	556+78	USH 51	-	-	-	-	-	-	-	80	-	-	
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	-	-	-	-	-	-	-	-	35	-	CURB RAMP #21
0010	547+80	-	547+80	LAKEVIEW AVE SW QUAD	-	-	-	-	-	-	-	-	39	-	CURB RAMP #19
0010	554+46	-	554+46	VAUGHN ST NW QUAD	-	-	-	-	-	-	-	-	35	-	CURB RAMP #13 & #14
0010	553+95	-	553+95	VAUGHN ST SE QUAD	-	-	-	-	-	-	-	-	39	-	CURB RAMP #17 & #18
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	-	-	-	-	-	-	-	-	35	-	CURB RAMP #8 & #9
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	-	-	-	-	-	-	-	-	31	-	CURB RAMP #7
0010	557+25	-	557+25	CTH J NE QUAD	-	-	-	-	-	-	-	-	47	-	CURB RAMP #6
0010	558+25	-	558+25	CTH J NW QUAD	-	-	-	-	-	-	-	-	39	-	CURB RAMP #5
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	-	-	-	-	-	-	-	-	25	-	CURB RAMP #4
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	-	-	-	-	-	-	-	-	38	-	CURB RAMP #3
0010	561+72	-	561+72	WEST END 51 NW	-	-	-	-	-	-	-	-	-	-	CURB RAMP #1
0010	561+72	-	561+72	WEST END 51 SW	-	-	-	-	-	-	-	-	-	-	CURB RAMP #2
0010	543+00	-	544+00	USH 51 RT	-	-	-	-	-	-	-	-	-	22	PARKING STALL
0010	545+75	-	546+75	USH 51 RT	-	-	-	-	-	-	-	-	-	22	PARKING STALL
0010	548+25	-	549+25	USH 51 RT	-	-	-	-	-	-	-	-	-	22	PARKING STALL
0010	549+70	-	550+10	USH 51 RT	-	-	-	-	-	-	-	-	-	10	PARKING STALL
0010	550+54	-	551+74	USH 51 RT	-	-	-	-	-	-	-	-	-	26	PARKING STALL
0010	552+31	-	553+51	USH 51 RT	-	-	-	-	-	-	-	-	-	26	PARKING STALL
0010	555+32	-	555+72	USH 51 RT	-	-	-	-	-	-	-	-	-	10	PARKING STALL
0010	557+83	-	559+43	USH 51 RT	-	-	-	-	-	-	-	-	-	14	PARKING STALL
0010	548+25	-	548+65	USH 51 LT	-	-	-	-	-	-	-	-	-	10	PARKING STALL
0010	549+31	-	551+51	USH 51 LT	-	-	-	-	-	-	-	-	-	46	PARKING STALL
0010	552+03	-	552+83	USH 51 LT	-	-	-	-	-	-	-	-	-	18	PARKING STALL
0010	555+52	-	555+92	USH 51 LT	-	-	-	-	-	-	-	-	-	10	PARKING STALL
0010	556+36	-	556+56	USH 51 LT	-	-	-	-	-	-	-	-	-	6	PARKING STALL
TOTAL 0010					28,666	1,148	194	1,132	18,110	168	5,298	1,415	363	236	

TRAFFIC CONTROL											
CATEGORY	STATION	TO	STATION	LOCATION	DAYS NEEDED / NUMBER	643.0300	DAYS NEEDED / NUMBER	643.0900	DAYS NEEDED / NUMBER	643.1000	REMARKS
						TRAFFIC CONTROL DRUMS DAY		TRAFFIC CONTROL SIGNS DAY		SIGNS FIXED MESSAGE SF	
0010	509+22	-	562+20	STAGE 1	15 / 151	2,265	15 / 39	585	-	-	TEMPORARY PEDESTRIAN DETOUR, OVERVIEW AND DETAIL SHEETS
0010	509+22	-	562+20	STAGE 2	11 / 58	638	11 / 31	341	-	-	TEMPORARY PEDESTRIAN DETOUR, OVERVIEW AND DETAIL SHEETS
0010	509+22	-	562+20	STAGE 3	11 / 47	517	11 / 26	286	-	-	TEMPORARY PEDESTRIAN DETOUR, OVERVIEW AND DETAIL SHEETS
0010	509+22	-	562+20	STAGE 4	10 / 35	350	10 / 11	110	-	-	TEMPORARY PEDESTRIAN DETOUR, OVERVIEW AND DETAIL SHEETS
0010	509+22	-	562+20	PROJECT	-	-	96 / 23	2,208	-	-	ADVANCED WARNING SIGNING
0010	509+22	-	562+20	PROJECT	-	-	96 / 30	2,880	-	-	MAX WIDTH SIGNING
0010	509+22	-	562+20	PROJECT	-	-	-	-	7 / 2	36	"HWY 51 ROAD WORK BEGINS XXX-XX"
TOTAL 0010						3,770		6,410		36	

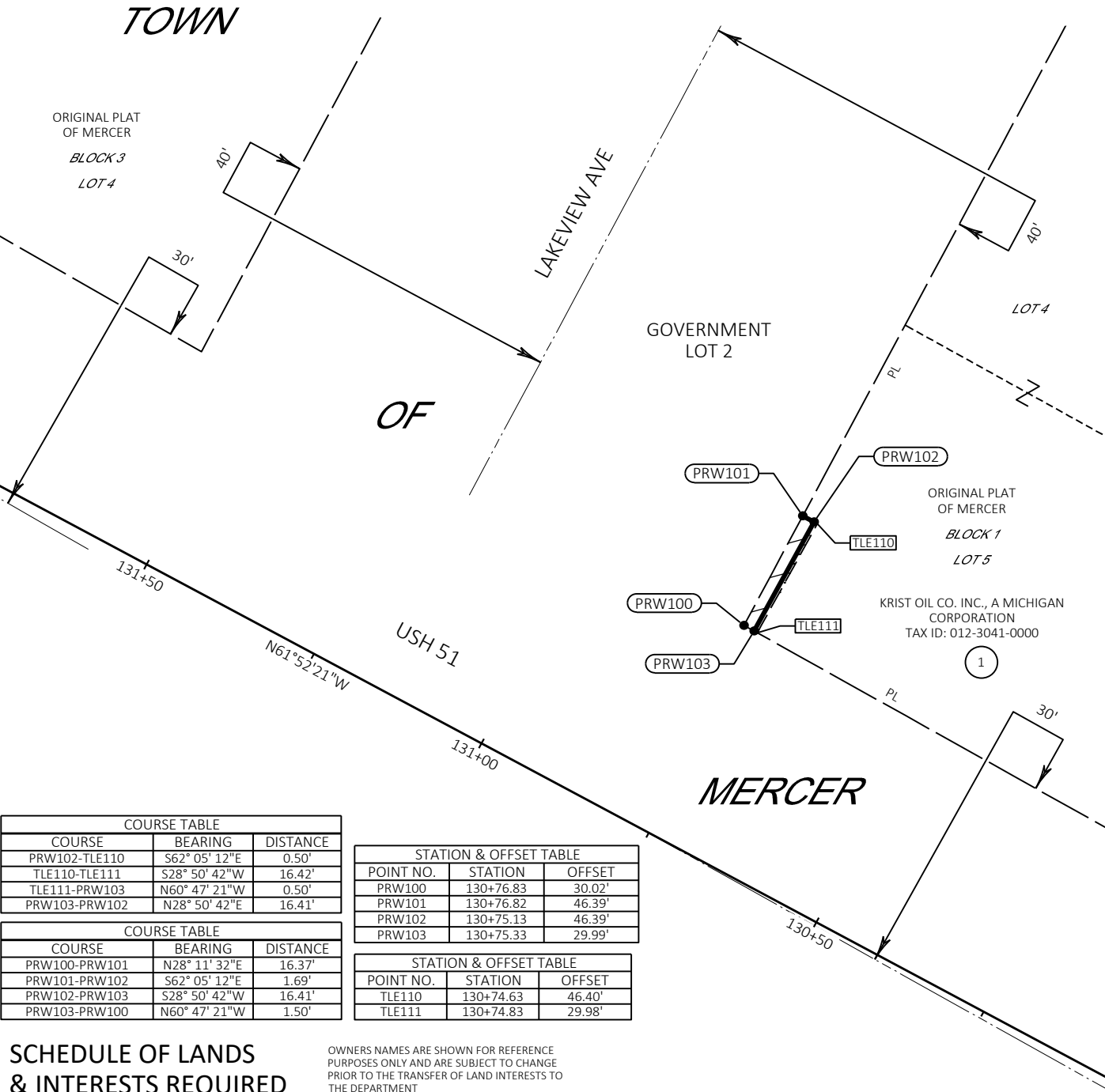
TEMPORARY PEDESTRIAN ITEMS										
CATEGORY	STATION	TO	STATION	LOCATION	644.1430	644.1440	644.1601	644.1605	644.1810	REMARKS
					TEMPORARY PEDESTRIAN SURFACE PLATE	TEMPORARY PEDESTRIAN SURFACE MATTING	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	
					SF	SF	DAY	SF	LF	
0010	521+35	-	521+35	BEACHWAY DR	-	-	-	-	18	STAGE 1
0010	532+46	-	532+46	HARPER ST	56	56	20	16	196	STAGE 1
0010	547+49	-	547+49	LAKEVIEW AVE	-	16	20	16	54	STAGE 1
0010	554+17	-	554+17	VAUGHN ST	-	-	-	-	30	STAGE 1
0010	557+75	-	557+75	CTH J	-	-	-	-	48	STAGE 1
0010	547+49	-	547+49	LAKEVIEW AVE	-	-	-	-	42	STAGE 2
0010	557+19	-	557+19	RICHARDSON ST	-	-	-	-	42	STAGE 2
0010	554+17	-	554+17	VAUGHN ST	-	-	-	-	36	STAGE 3
0010	559+11	-	559+11	STATEHOUSE CIR	-	-	-	-	60	STAGE 3
0010	561+72	-	561+72	USH 51	-	-	-	-	36	STAGE 4
TOTAL 0010					56	72	40	32	562	

STAKING								
CATEGORY	STATION	TO	STATION	LOCATION	650.5500	650.8000	650.9000	REMARKS
					CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING CURB RAMPS	
					LF	LF	EACH	
0010	521+43	-	521+43	BEACHWAY DR SW QUAD	26	-	1	CURB RAMP #29
0010	525+30	-	525+41	USH 51 LT	11	-	-	
0010	532+18	-	532+18	HARPER ST NE QUAD	27	-	1	CURB RAMP #26
0010	532+70	-	532+70	HARPER ST NW QUAD	53	-	1	CURB RAMP #25
0010	547+20	-	547+20	LAKEVIEW AVE NE QUAD	40	-	1	CURB RAMP #21
0010	547+80	-	547+80	LAKEVIEW AVE SW QUAD	44	-	1	CURB RAMP #19
0010	554+46	-	554+46	VAUGHN ST NW QUAD	40	-	2	CURB RAMP #13 & #14
0010	553+95	-	553+95	VAUGHN ST SE QUAD	49	-	2	CURB RAMP #17 & #18
0010	554+75	-	554+75	USH 51 LT	10	-	-	
0010	556+92	-	556+92	RICHARDSON ST SE QUAD	40	-	2	CURB RAMP #8 & #9
0010	557+48	-	557+48	RICHARDSON ST SW QUAD	36	-	1	CURB RAMP #7
0010	557+25	-	557+25	CTH J NE QUAD	52	-	1	CURB RAMP #6
0010	558+25	-	558+25	CTH J NW QUAD	44	-	1	CURB RAMP #5
0010	558+82	-	558+82	STATEHOUSE CIR SE QUAD	30	-	1	CURB RAMP #4
0010	559+42	-	559+42	STATEHOUSE CIR SW QUAD	43	-	1	CURB RAMP #3
0010	561+72	-	561+72	WEST END 51 NW	24	-	1	CURB RAMP #1
0010	561+72	-	561+72	WEST END 51 SW	23	-	1	CURB RAMP #2
0010	509+22	-	562+20	USH 51 MAINLINE	-	5,298	-	
TOTAL 0010					600	5,298	18	

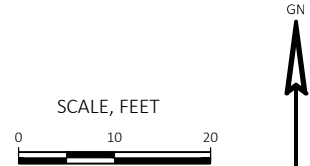
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1175-18-26	EXHIBIT NUMBER: 1
ACQUISITION EXHIBIT MANITOWISH - HURLEY BEACHWAY DRIVE TO LAKEVIEW ROAD	
USH 51	IRON COUNTY
THAT PART OF LOT 5, BLOCK 1 OF THE ORIGINAL PLAT OF MERCER, LOCATED IN GOVERNMENT LOT 2, SECTION 36, TOWNSHIP 43 NORTH, RANGE 3 EAST, TOWN OF MERCER, IRON COUNTY, WISCONSIN.	



PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
1	KRIST OIL CO. INC., A MICHIGAN CORPORATION	FEE/TLE	26	8



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

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : ACQUISITION EXHIBITS.DWG

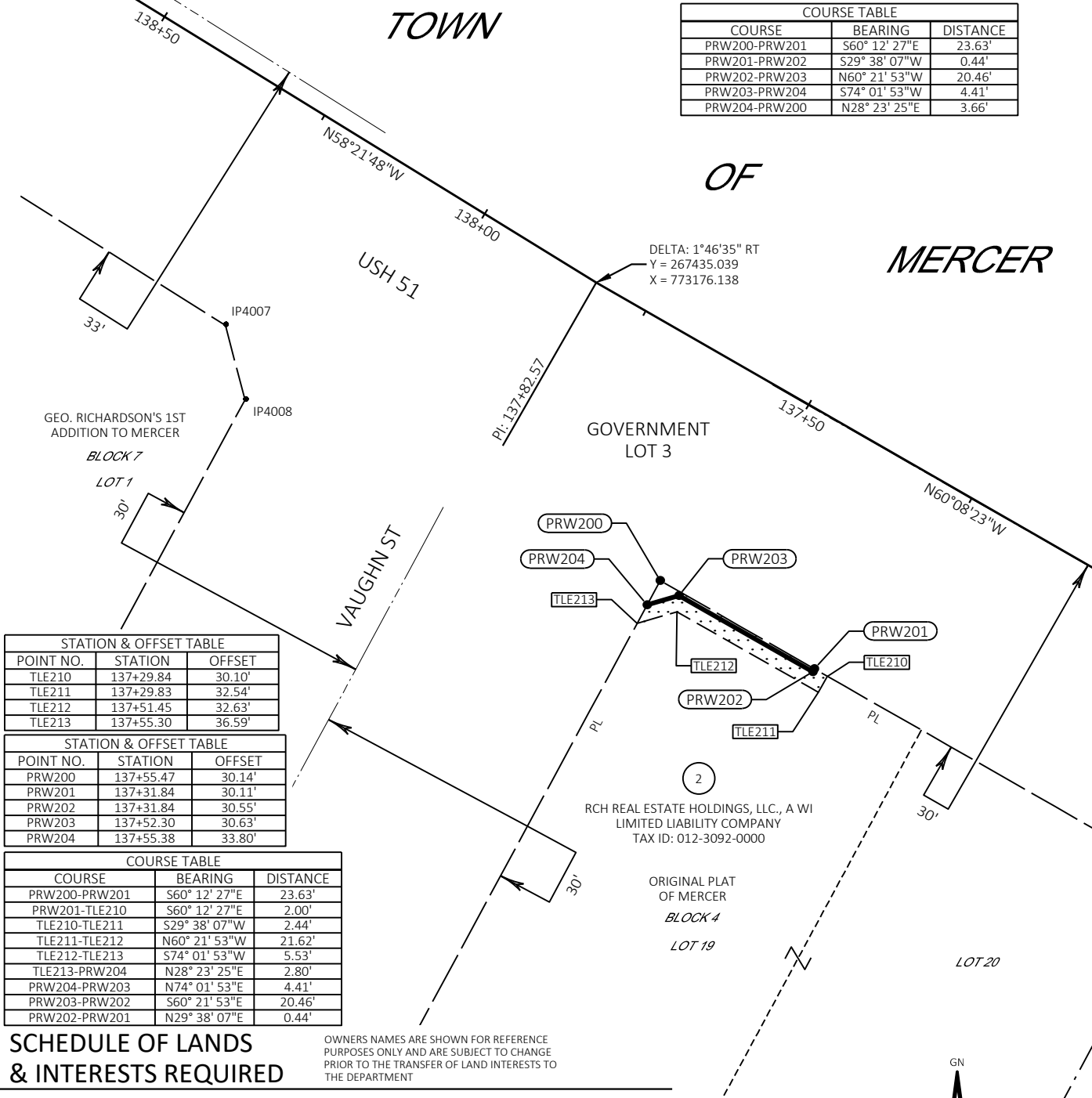
PLOT DATE : 7/22/2024 3:09 PM

R/W PROJECT: 1175-18-26

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1175-18-26	EXHIBIT NUMBER: 2
ACQUISITION EXHIBIT MANITOWISH - HURLEY BEACHWAY DRIVE TO LAKEVIEW ROAD	
USH 51	IRON COUNTY
THAT PART OF LOT 19, BLOCK 4 OF THE ORIGINAL PLAT OF MERCER, LOCATED IN GOVERNMENT LOT 3, SECTION 36, TOWNSHIP 43 NORTH, RANGE 3 EAST, TOWN OF MERCER, IRON COUNTY, WISCONSIN.	



PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
2	RCH REAL ESTATE HOLDINGS, LLC., A WI LIMITED LIABILITY COMPANY	FEE/TLE	16	55

EXISTING MONUMENTS			
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP4007	267429.486	773126.900	PROP CHISX
IP4008	267419.559	773129.546	PROP CHISX

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

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : ACQUISITION EXHIBITS.DWG

PLOT DATE : 7/22/2024 3:09 PM

R/W PROJECT: 1175-18-26

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

EXHIBIT NUMBER: 3

ACQUISITION EXHIBIT
MANITOWISH - HURLEY
BEACHWAY DRIVE TO LAKEVIEW ROAD

THAT PART OF LOTS 5, 7 & 8, BLOCK 7 OF GEO. RICHARDSON'S 1ST ADDITION TO MERCER, LOCATED IN GOVERNMENT LOT 3, SECTION 36, TOWNSHIP 43 NORTH, RANGE 3 EAST, TOWN OF MERCER, IRON COUNTY, WISCONSIN.

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW301-TLE310	S57° 45' 27"E	1.83'
TLE310-TLE311	S31° 14' 40"W	1.92'
TLE311-TLE312	N60° 20' 51"W	26.58'
TLE312-PRW302	N75° 55' 32"E	2.89'
PRW302-PRW301	S60° 20' 51"E	22.71'
USH 51/RICHARDSON ST-TLE513	N32° 05' 20"W	5.46'
TLE313-TLE314	N58° 12' 27"W	36.21'
TLE314-PRW303	SEE CURVE DATA	
PRW303-PRW306	S58° 12' 27"E	22.66'
PRW306-TLE313	S32° 05' 20"E	4.54'

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW300-PRW301	S57° 45' 27"E	21.71'
PRW301-PRW302	N60° 20' 51"W	22.71'
PRW302-PRW300	N75° 55' 32"E	1.42'
SEE CURVE DATA		
PRW303-PRW304	S58° 12' 27"E	18.25'
PRW304-PRW305	S32° 05' 20"E	1.36'
PRW305-PRW306	N58° 12' 27"W	22.66'

SCHEDULE OF LANDS

COURSE	BEARING	DISTANCE
PRW300-PRW301	S57° 45' 27"E	21.71'
PRW301-PRW302	N60° 20' 51"W	22.71'
PRW302-PRW300	N75° 55' 32"E	1.42'
PRW303-PRW304	SEE CURVE DATA	
PRW304-PRW305	S58° 12' 27"E	18.25'
PRW305-PRW306	S32° 05' 20"E	1.36'
PRW306-PRW303	N58° 12' 27"W	22.66'

GOVERNMENT LOT 3

LOT 8

GEO. RICHARDSON'S 1ST ADDITION TO MERCER
BLOCK 7
LOT 7

(4)

MERCER PROPERTY RENTALS, LLC A WISCONSIN LIMITED LIABILITY COMPANY, AS VENDOR AND MR & MRS C INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS VENDEE
TAX ID: 012-3110-0000

RICHARDSON ST

PL

30'

PRW300
PRW302
TLE312
PRW301
TLE310
TLE311

(3)

LOTTER II, L.L.C.
TAX ID: 012-3108-0000

GEO. RICHARDSON'S 1ST ADDITION TO MERCER
BLOCK 7
LOT 5

LOT 4

OWNERS NAMES ARE SHOWN FOR REFERENCE

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
3	LOTTER II, L.L.C.	FEE/TLE	11	51
4	MERCER PROPERTY RENTALS, LLC A WISCONSIN LIMITED LIABILITY COMPANY, AS VENDOR AND MR & MRS C INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS VENDOR.	FEE/TLE	12	59

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE310	140+21.50	28.59'
TLE311	140+21.48	30.51'
TLE312	140+48.05	31.43'
TLE313	141+19.69	33.93'
TLE314	141+55.90	33.84'

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

SIGNATURE: _____ DATE: _____

PRINT NAME:

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW300	140+45.04	28.34'
PRW301	140+23.33	28.57'
PRW302	140+46.03	29.36'
PRW303	141+46.42	31.86'
PRW304	141+43.23	31.27'
PRW305	141+24.98	31.32'
PRW306	141+23.76	31.92'

FILE NAME : ACQUISITION EXHIBITS.DWG

PLOT DATE : 7/22/2024 3:09 PM

R/W PROJECT: 1175-18-26

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

GN

SCALE, FEET

0 10 20

7

INTER CITY OIL CO., INC., A CORPORATION
TAX ID: 012-3105-0000

RICHARDSON'S 1ST
ADDITION TO MERCER

BLOCK 6

LOT 8

LOT 9

EXHIBIT NUMBER: 4

ACQUISITION EXHIBIT
MANITOWISH - HURLEY
BEACHWAY DRIVE TO LAKEVIEW ROAD

THAT PART OF LOTS 6 & 8, BLOCK 6 OF RICHARDSON'S 1ST ADDITION TO MERCER,
LOCATED IN GOVERNMENT LOT 3, SECTION 36, TOWNSHIP 43 NORTH,
RANGE 3 EAST, TOWN OF MERCER, IRON COUNTY, WISCONSIN.

COURSE TABLE		
COURSE	BEARING	DISTANCE
TLE403-TLE400	N12° 42' 43"W	2.83'
TLE400-TLE401	S57° 45' 27"E	19.86'
TLE401-TLE402	S32° 14' 33"W	2.00'
TLE402-TLE403	N57° 45' 27"W	17.86'
TLE404-TLE405	N57° 45' 27"W	19.85'
TLE405-TLE406	N32° 14' 33"E	2.00'
TLE406-TLE407	S57° 45' 27"E	20.89'
TLE407-TLE404	S59° 38' 44"W	2.25'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
6	FRED K. TOMKO AND SUSAN J. VOSS, AS JOINT TENANTS WITH RIGHTS OF SURVIVORSHIP	TLE	---	38
7	INTER CITY OIL CO., INC., A CORPORATION	TLE	---	41

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE400	140+90.91	40.15'
TLE401	140+71.05	39.94'
TLE402	140+71.07	37.94'
TLE403	140+88.93	38.13'
TLE404	141+77.30	39.07'
TLE405	141+97.23	39.27'
TLE406	141+97.21	41.27'
TJF407	141+76.25	41.06'

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

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

FILE NAME : ACQUISITION EXHIBITS.DWG

PLOT DATE : 7/22/2024 3:09 PM

R/W PROJECT: 1175-18-26

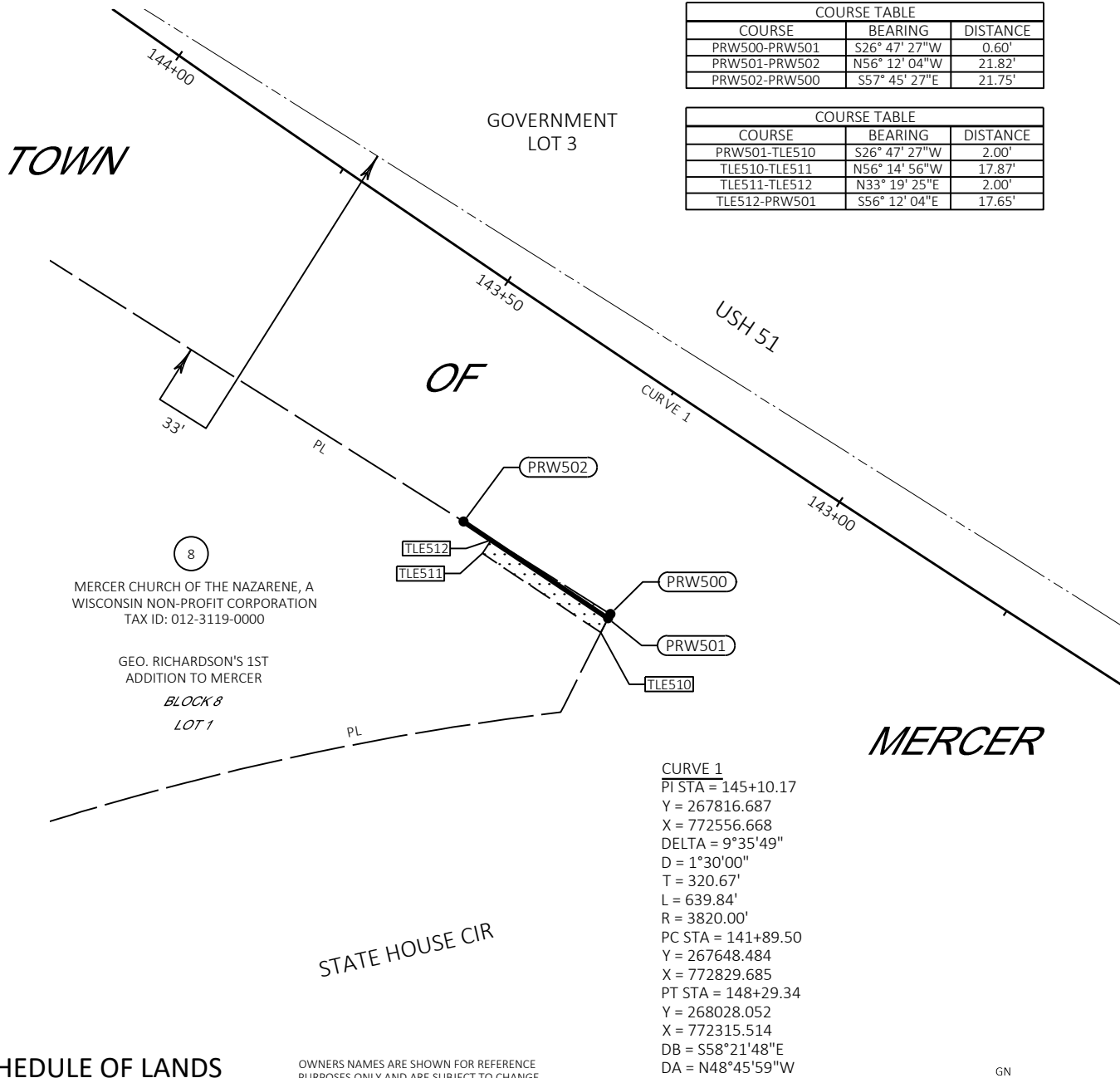
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1175-18-26	EXHIBIT NUMBER: 5
ACQUISITION EXHIBIT MANITOWISH - HURLEY BEACHWAY DRIVE TO LAKEVIEW ROAD	
USH 51	IRON COUNTY
THAT PART OF LOT 1, BLOCK 8 OF GEO. RICHARDSON'S 1ST ADDITION TO MERCER, LOCATED IN GOVERNMENT LOT 3, SECTION 36, TOWNSHIP 43 NORTH, RANGE 3 EAST, TOWN OF MERCER, IRON COUNTY, WISCONSIN.	

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW500-PRW501	S26° 47' 27"W	0.60'
PRW501-PRW502	N56° 12' 04"W	21.82'
PRW502-PRW500	S57° 45' 27"E	21.75'

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW501-TLE510	S26° 47' 27"W	2.00'
TLE510-TLE511	N56° 14' 56"W	17.87'
TLE511-TLE512	N33° 19' 25"E	2.00'
TLE512-PRW501	S56° 12' 04"E	17.65'



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
8	MERCER CHURCH OF THE NAZARENE, A WISCONSIN NON-PROFIT CORPORATION	FEE/TLE	6	35

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE510	143+15.93	30.16'
TLE511	143+33.66	30.13'
TLE512	143+33.68	28.13'

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW500	143+16.23	27.58'
PRW501	143+16.16	28.17'
PRW502	143+37.82	28.13'

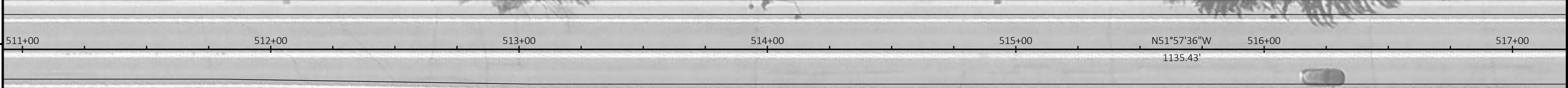
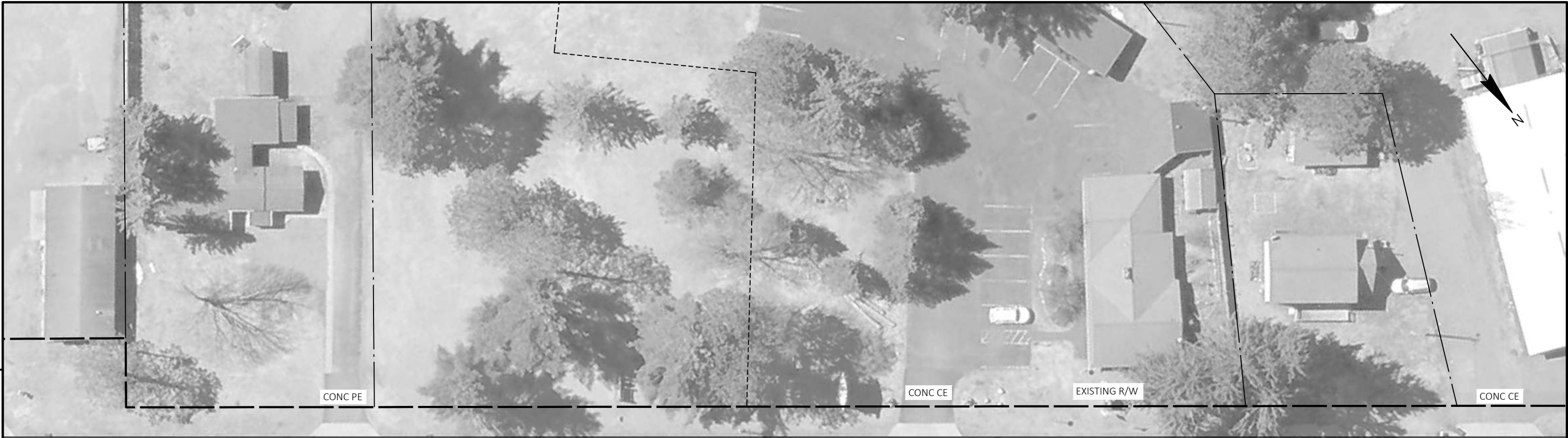
THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - RHINELANDER

SIGNATURE: _____ DATE: _____

PRINT NAME: _____



PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PLAN	SHEET	E
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PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PLAN	SHEET	E
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BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
729	520+48	1604.94	BOLT HYDRANT, 30' LT





PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PLAN	SHEET	E
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5

5

PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PLAN	SHEET	E
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PROJECT NO:	1175-18-76	HWY:	USH 51	COUNTY:	IRON	PLAN	SHEET	E
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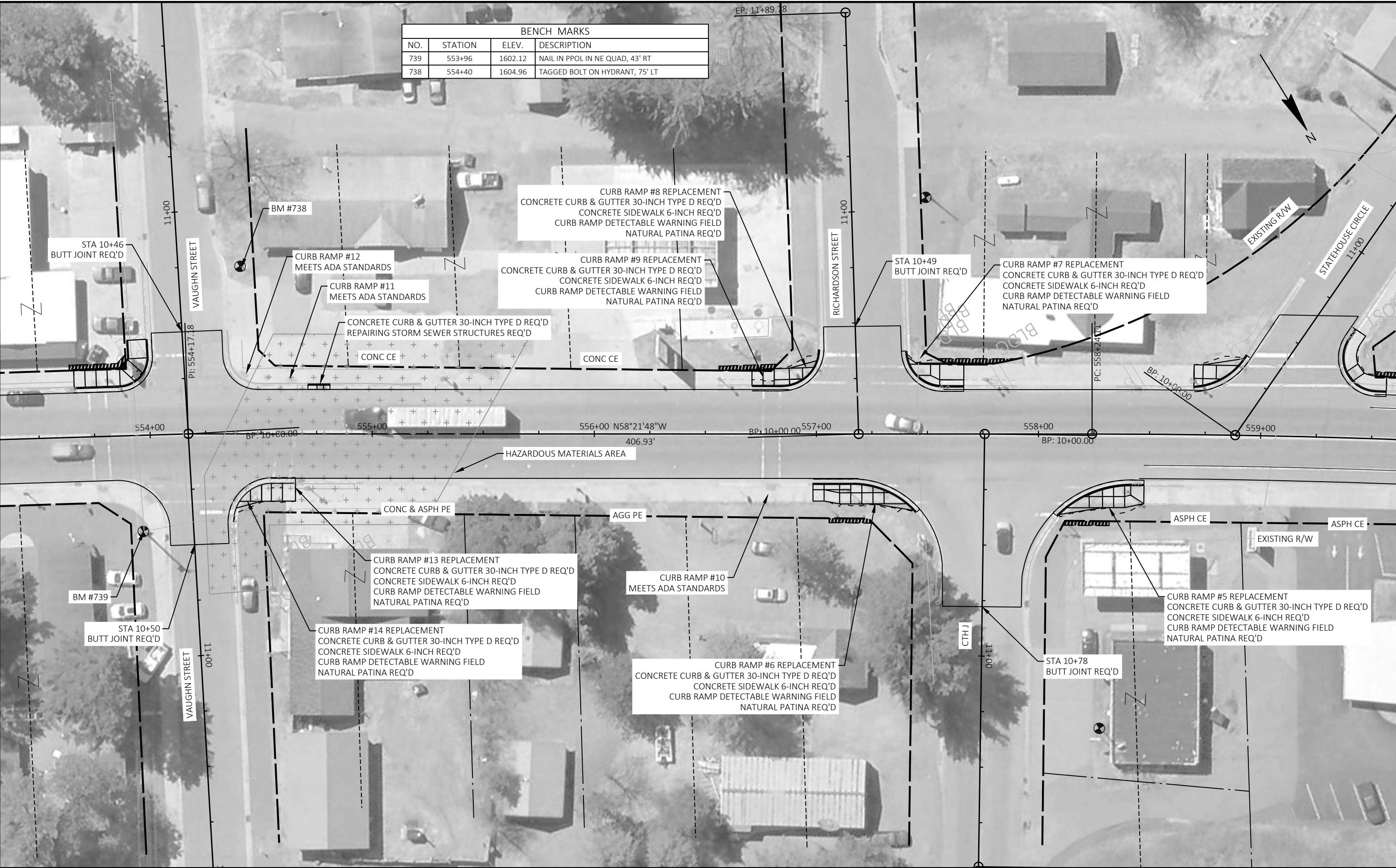


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
739	553+96	1602.12	NAIL IN PPOL IN NE QUAD, 43' RT

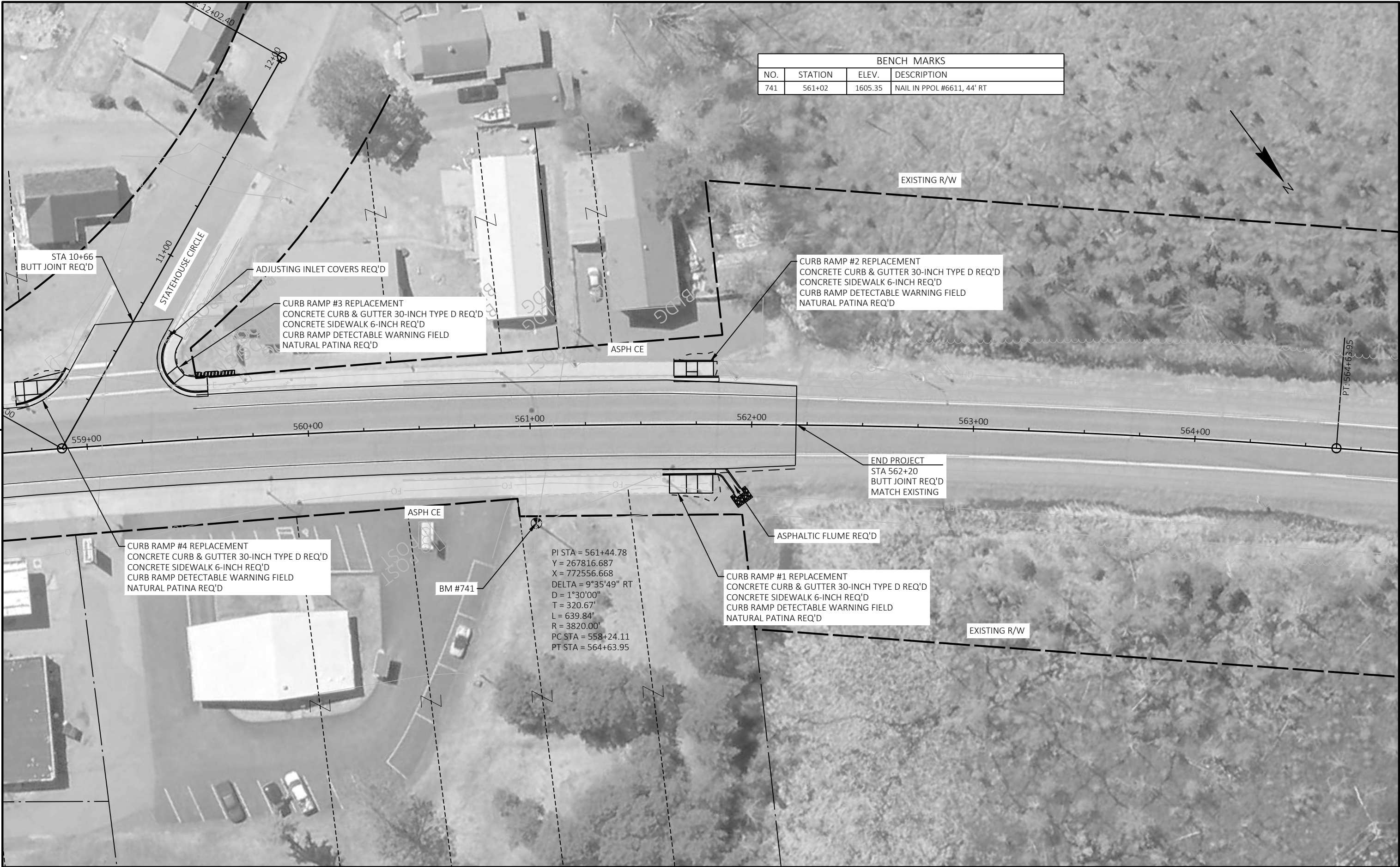
5

5

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
739	553+96	1602.12	NAIL IN PPOL IN NE QUAD, 43' RT
738	554+40	1604.96	TAGGED BOLT ON HYDRANT, 75' LT



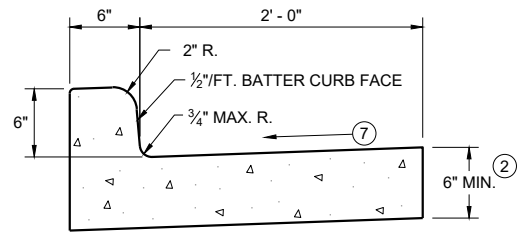
PROJECT NO: 1175-18-76	HWY: USH 51	COUNTY: IRON	PLAN	SHEET	E
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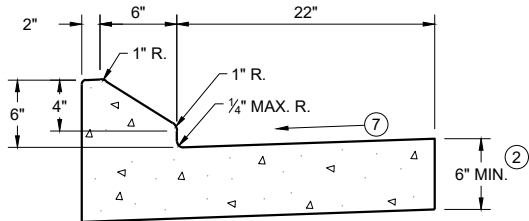
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
741	561+02	1605.35	NAIL IN PPOL #6611, 44' RT

Standard Detail Drawing List

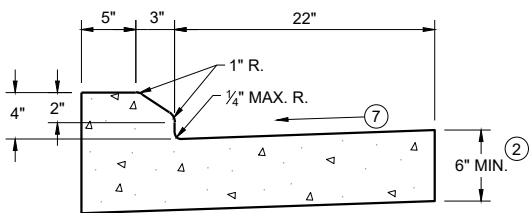
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B04-13	PULL BOX
09B16-03	PULL BOX NON-CONDUCTIVE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
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
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION



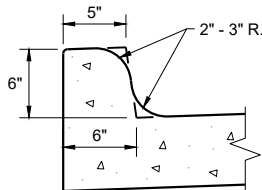
TYPES A^① & D



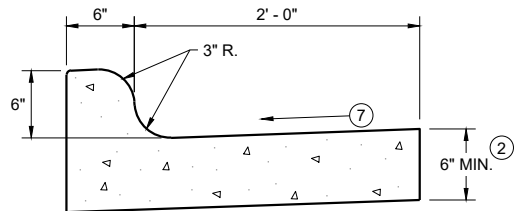
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

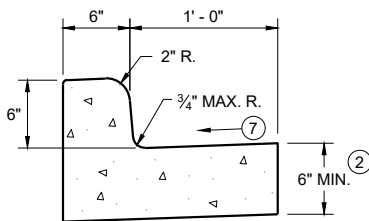


TYPES K^① & L
(OPTIONAL CURB SHAPE)



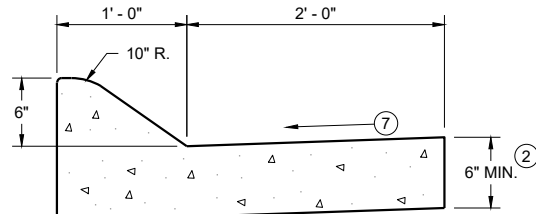
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

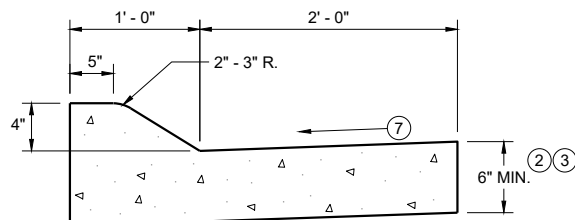


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

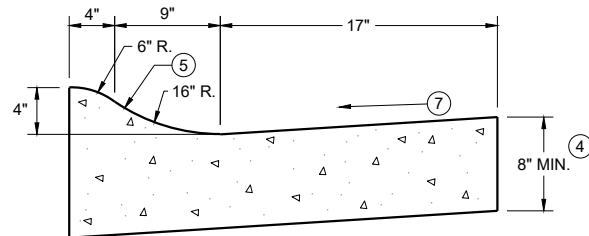


6" SLOPED CURB TYPES A^① & D



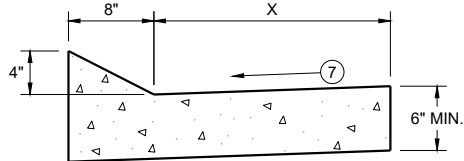
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

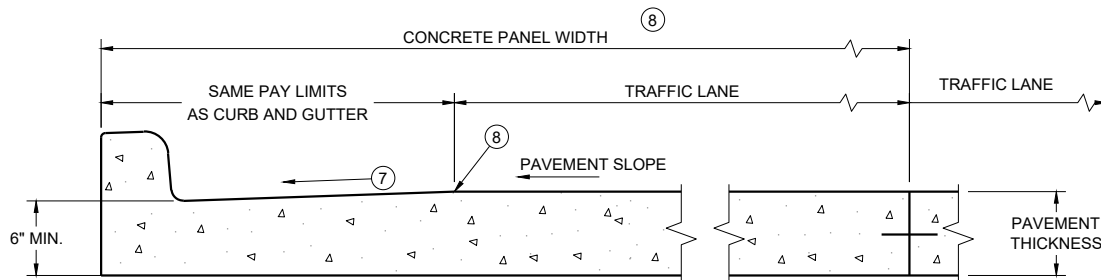


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

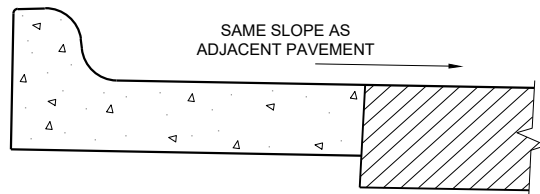
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

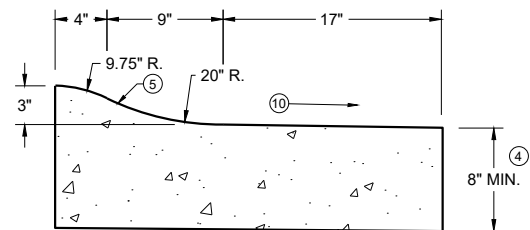


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

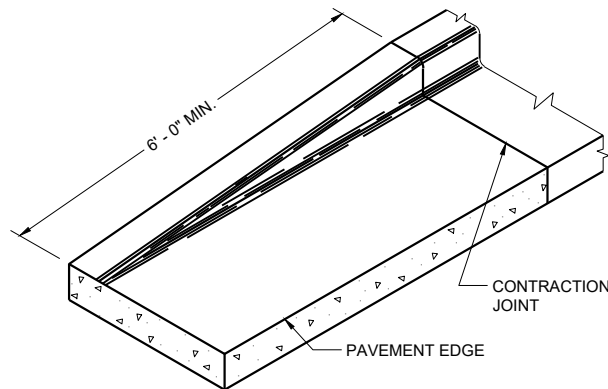
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

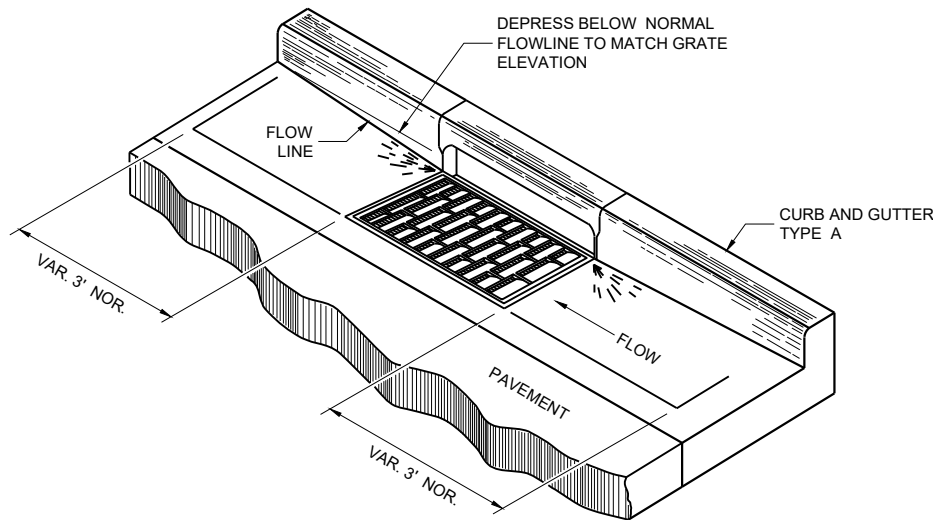
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

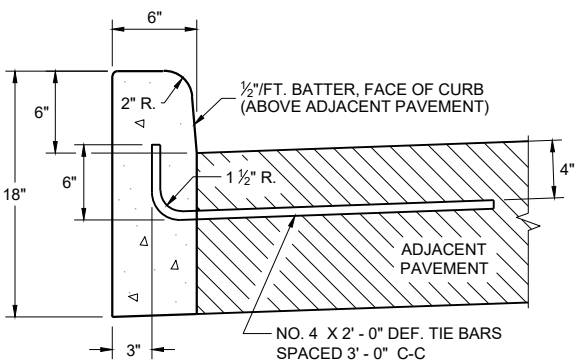


END SECTION CURB AND GUTTER

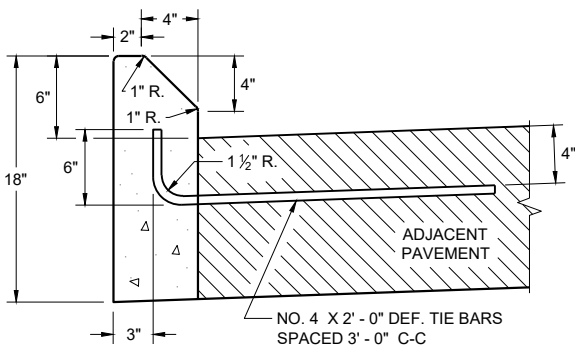


DETAIL OF CURB AND GUTTER AT INLETS

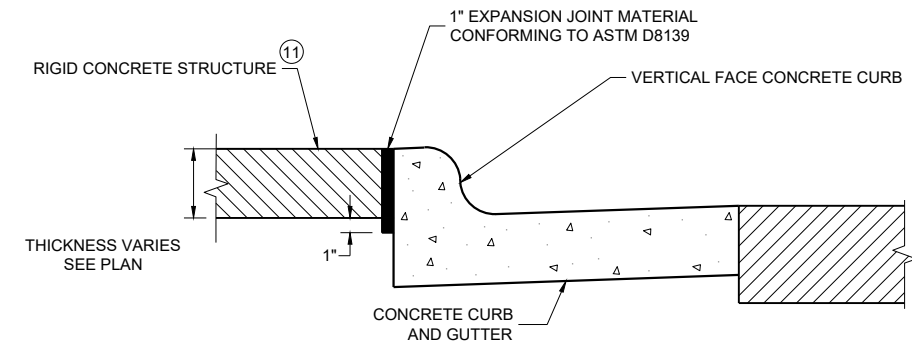
(TYPICAL H INLET COVER SHOWN)



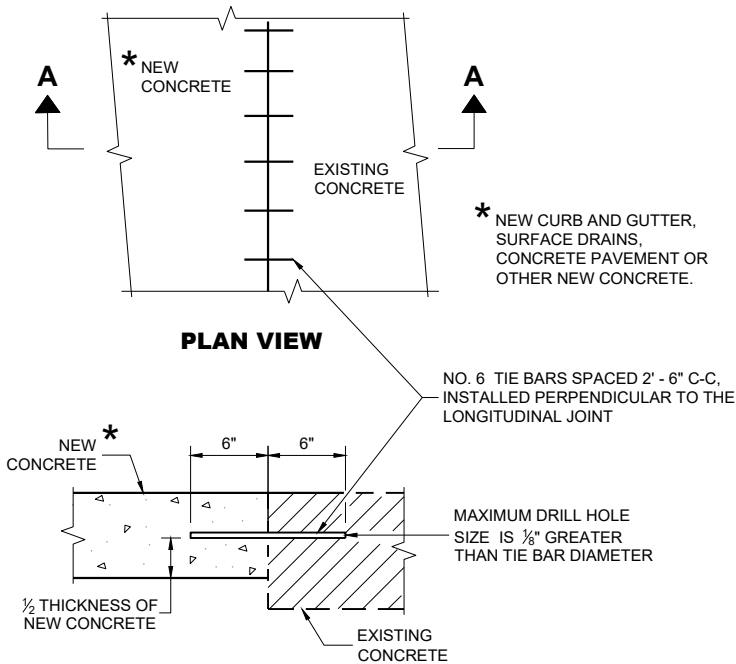
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

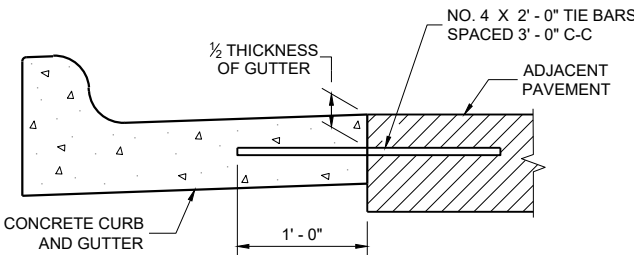
GENERAL NOTES

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

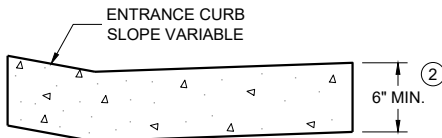
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



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

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

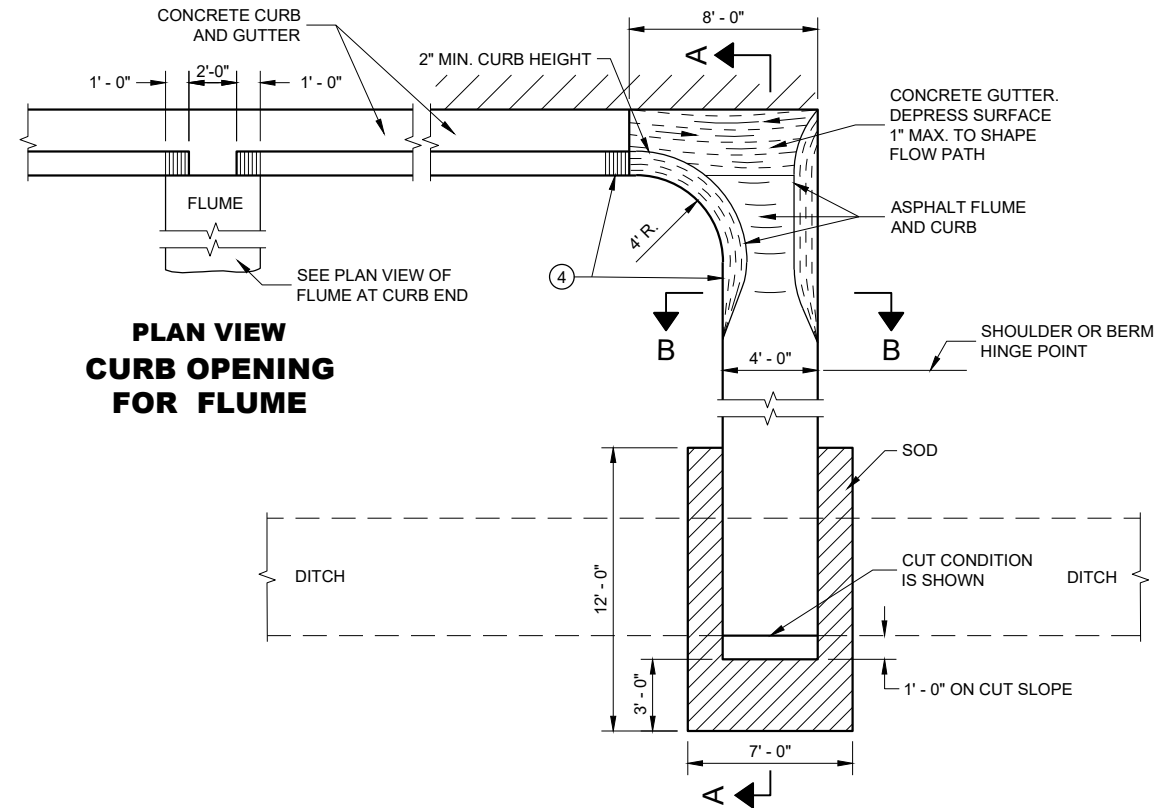
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

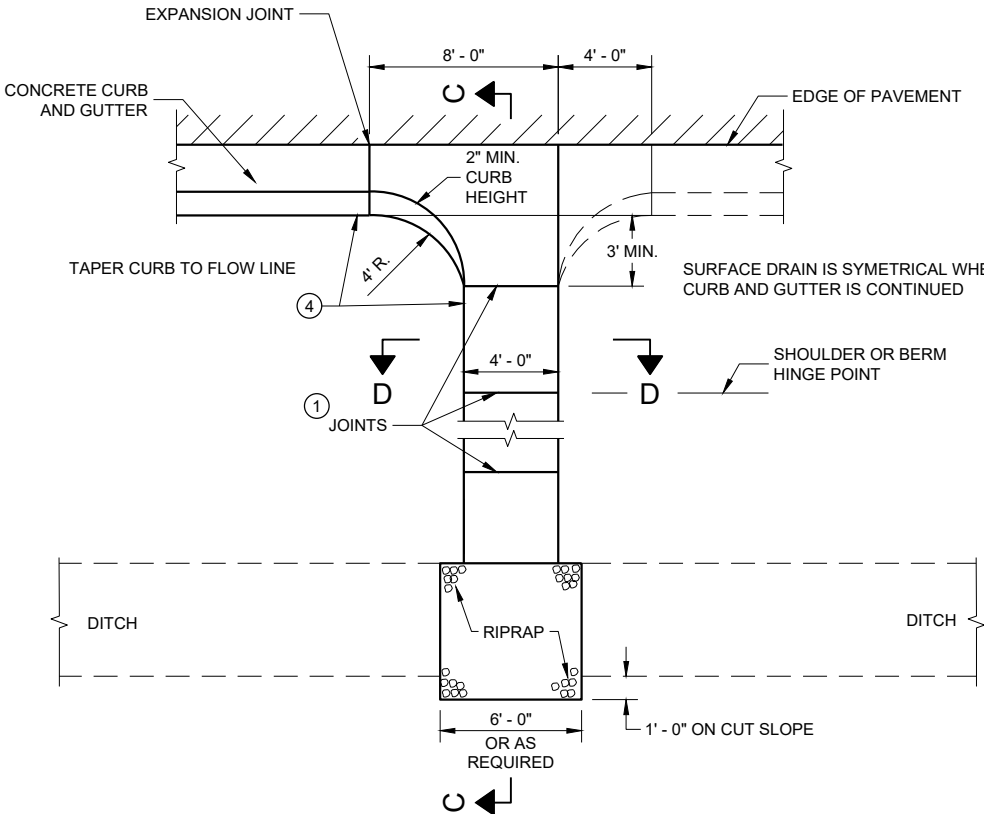
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING
FOR FLUME

PLAN VIEW
FLUME AT CURB END



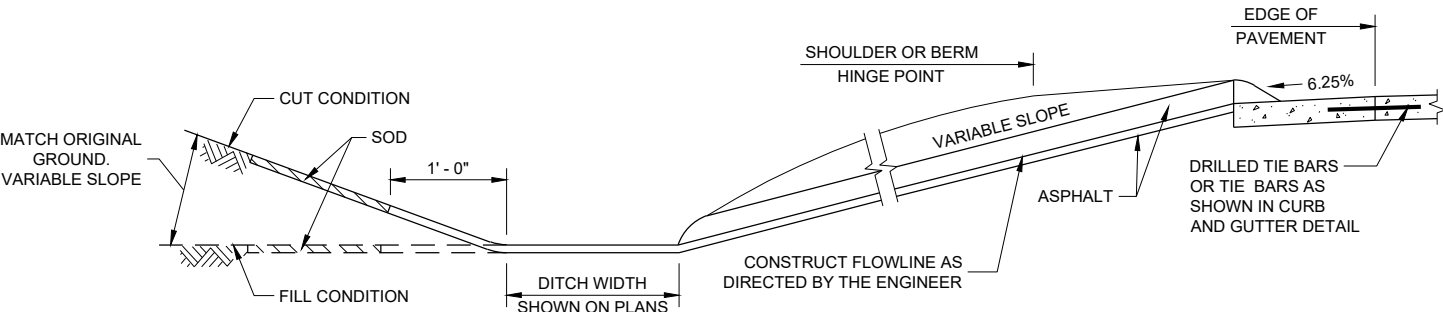
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

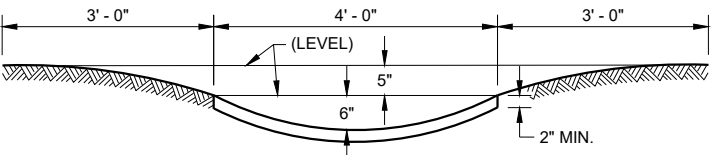
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

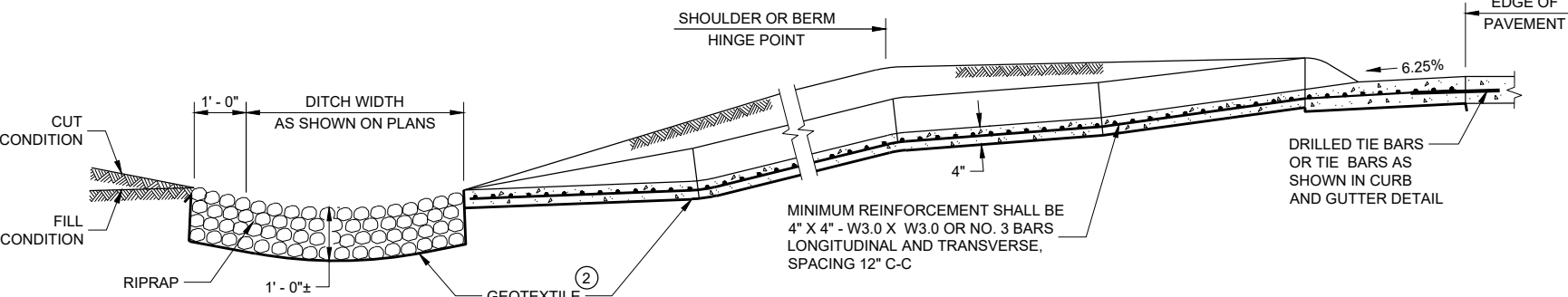
- JOINTS SHALL BE $\frac{1}{8}$ " TO $\frac{1}{4}$ " WIDE BY $\frac{1}{2}$ " DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



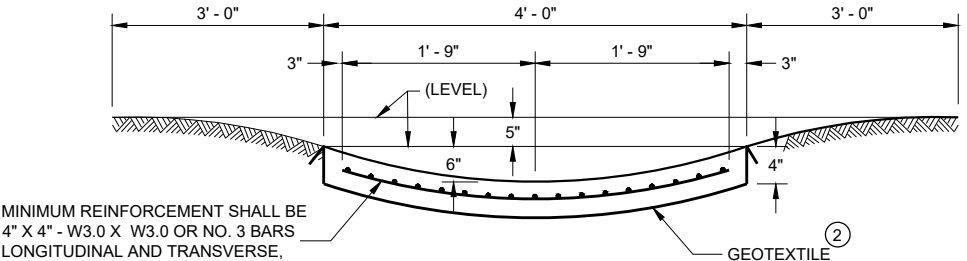
SECTION A - A



SECTION B - B



SECTION C - C

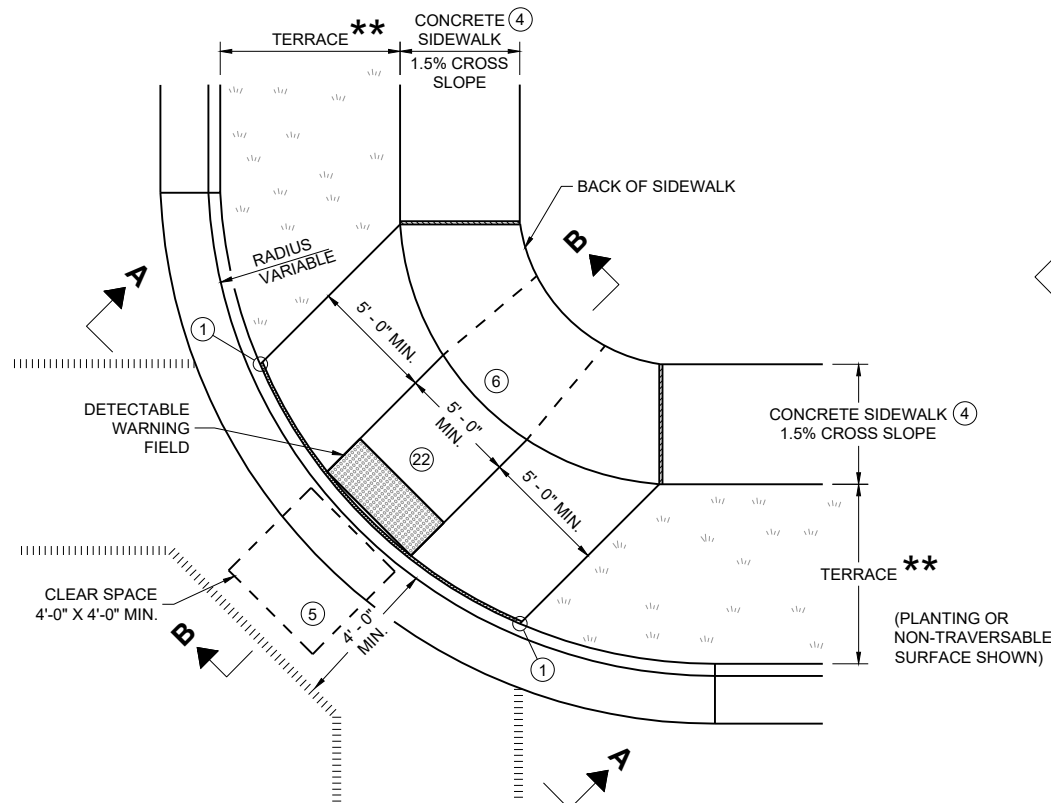


SECTION D - D

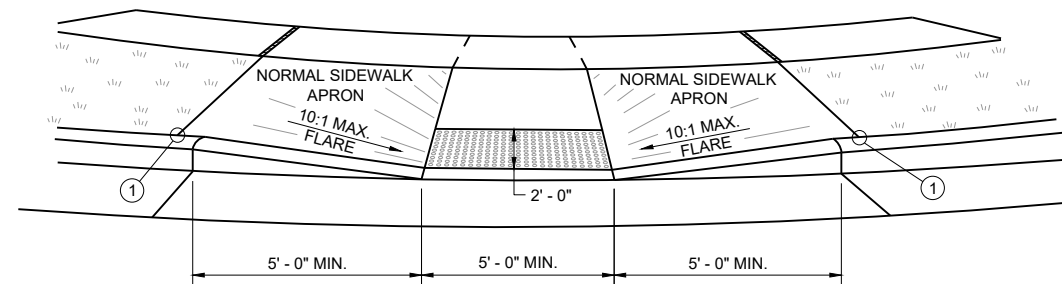
CONCRETE SURFACE
DRAINS AND
ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

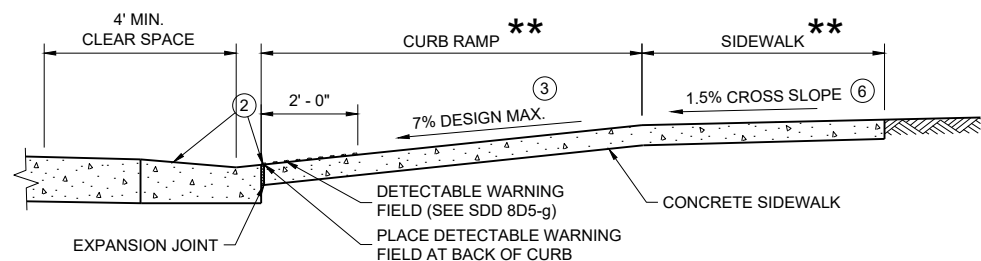
APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



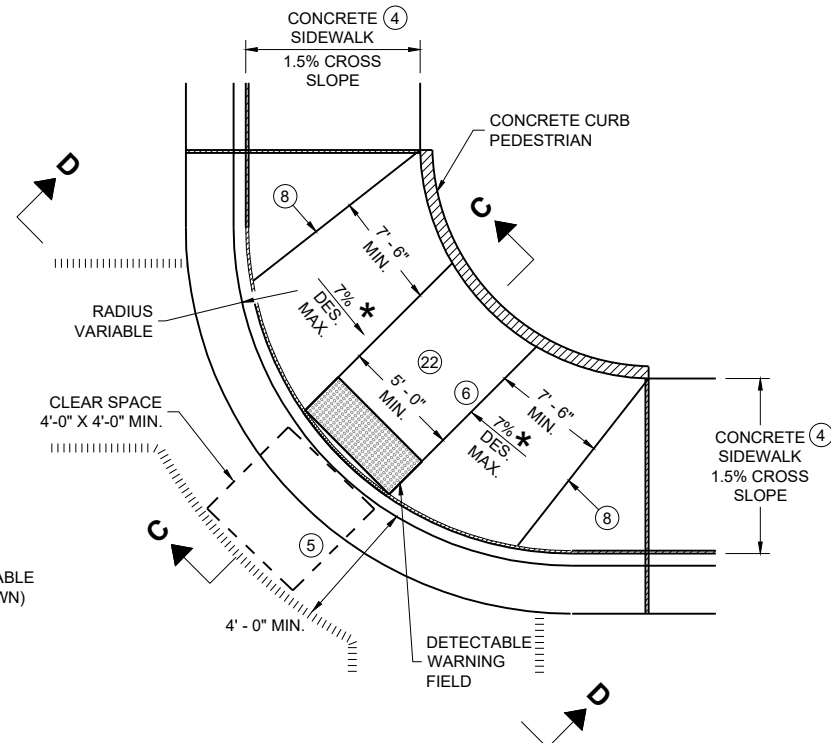
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



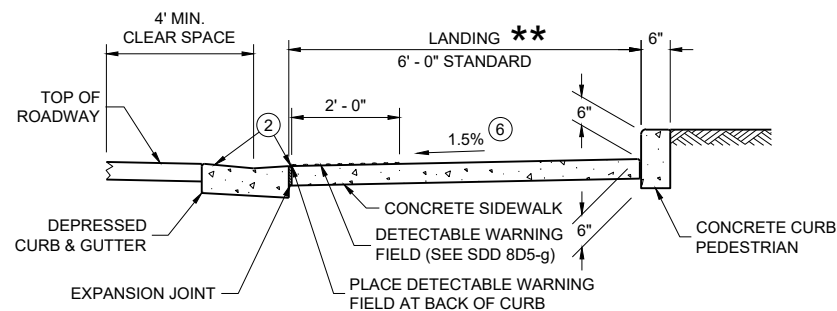
VIEW A - A FOR TYPE 1



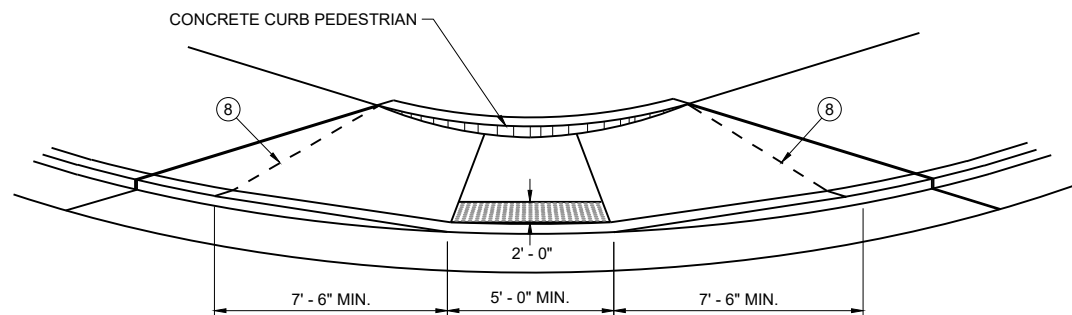
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑬ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑭ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

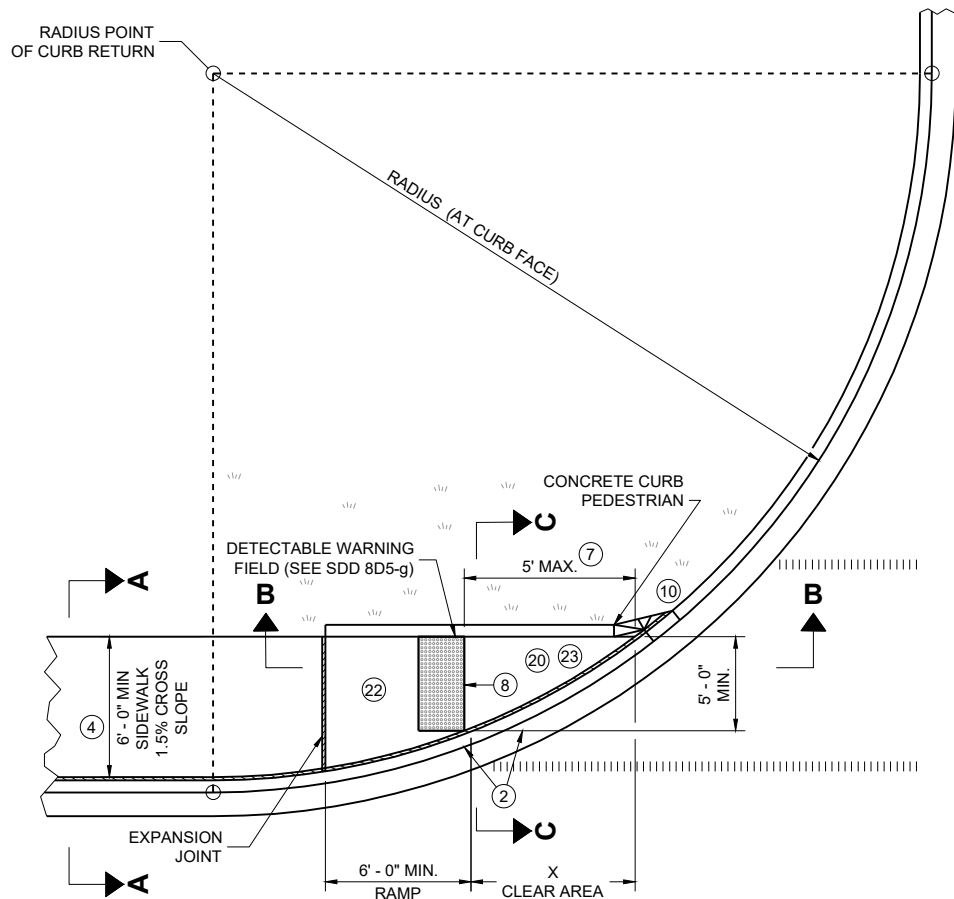
LEGEND

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

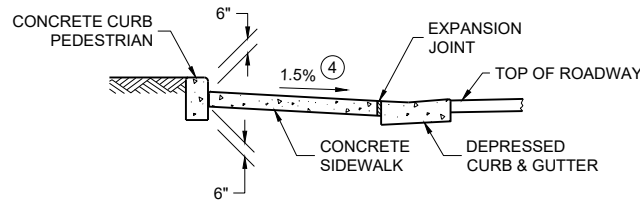
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

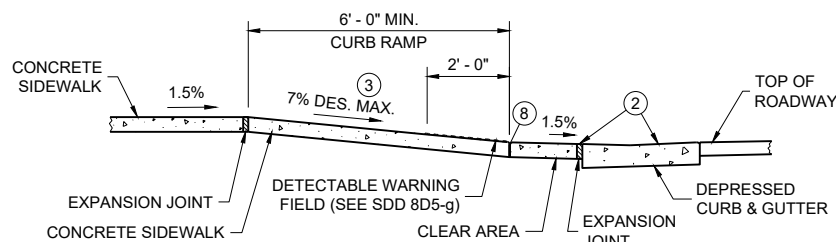




PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

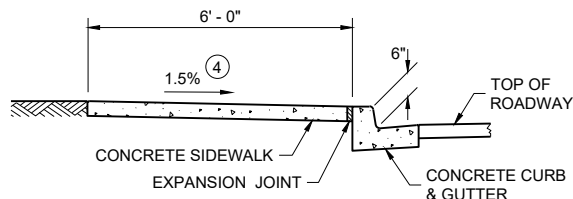


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

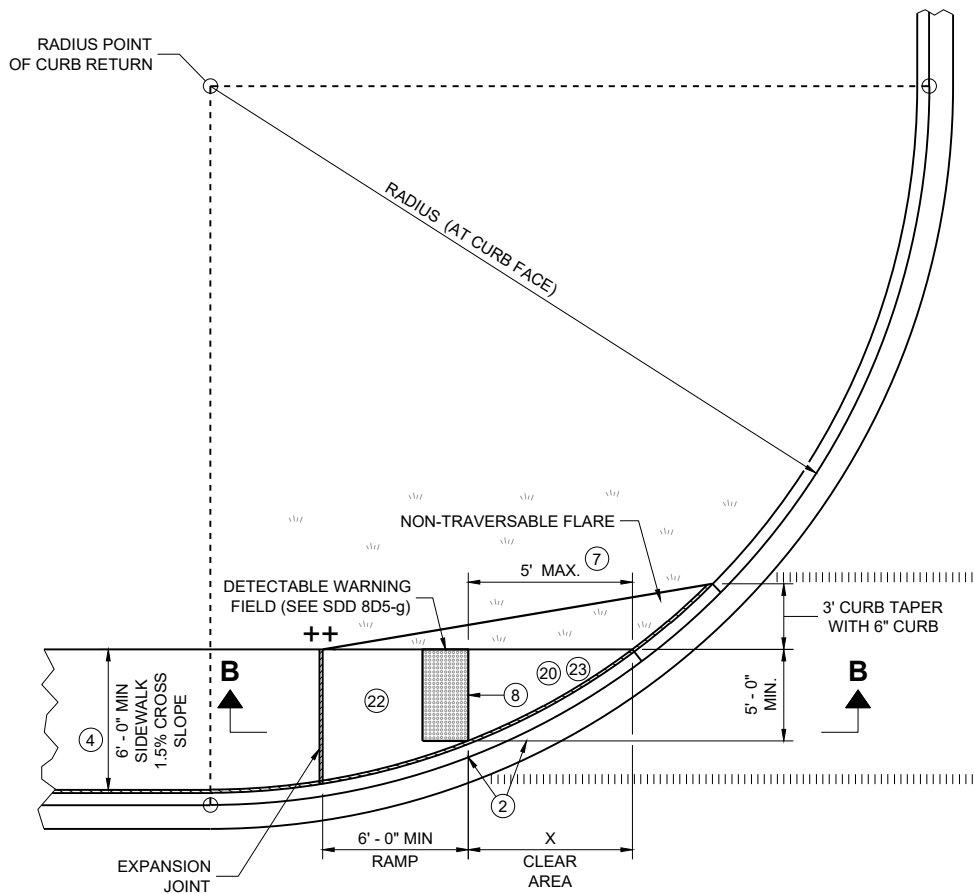
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



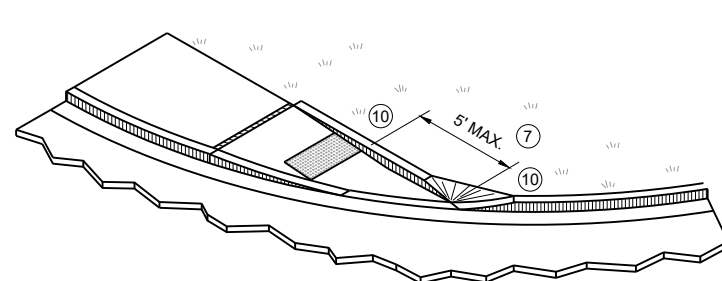
SECTION A - A FOR TYPE 4A



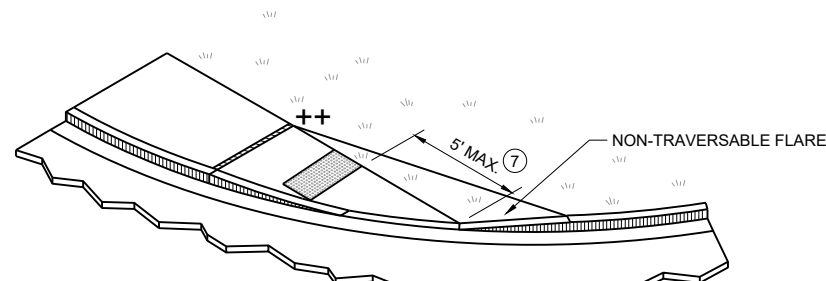
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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



LEGEND

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

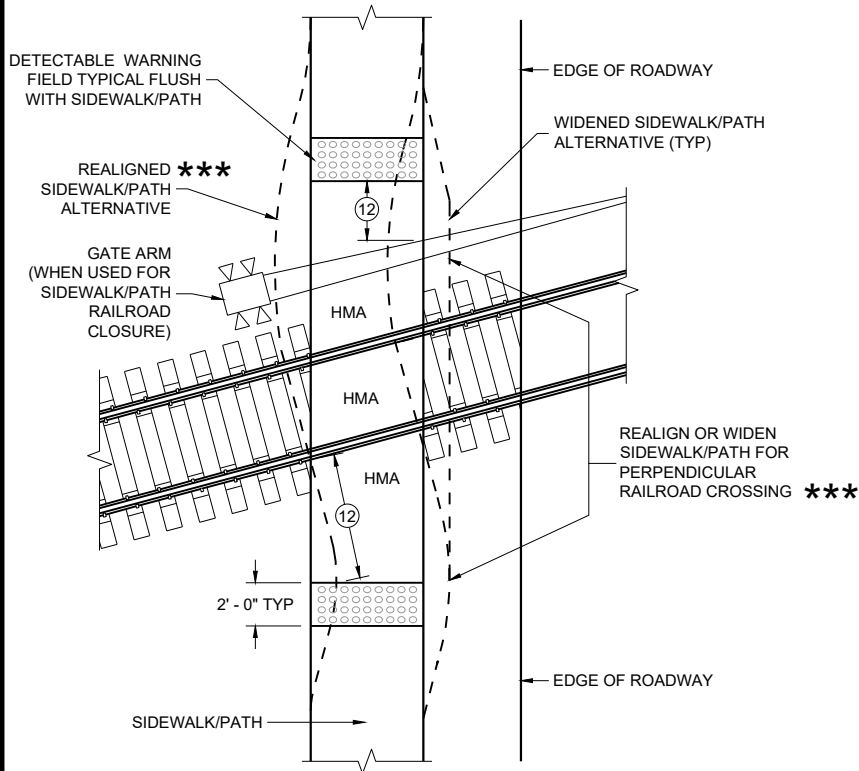
GENERAL NOTES

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

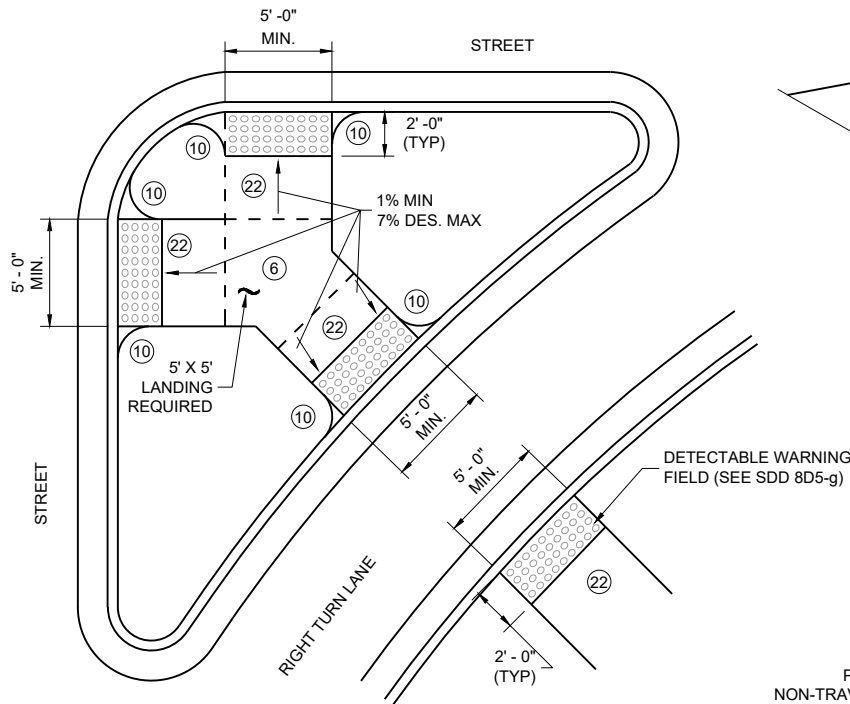
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑦ WHEN 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- ⑫ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ⑫ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

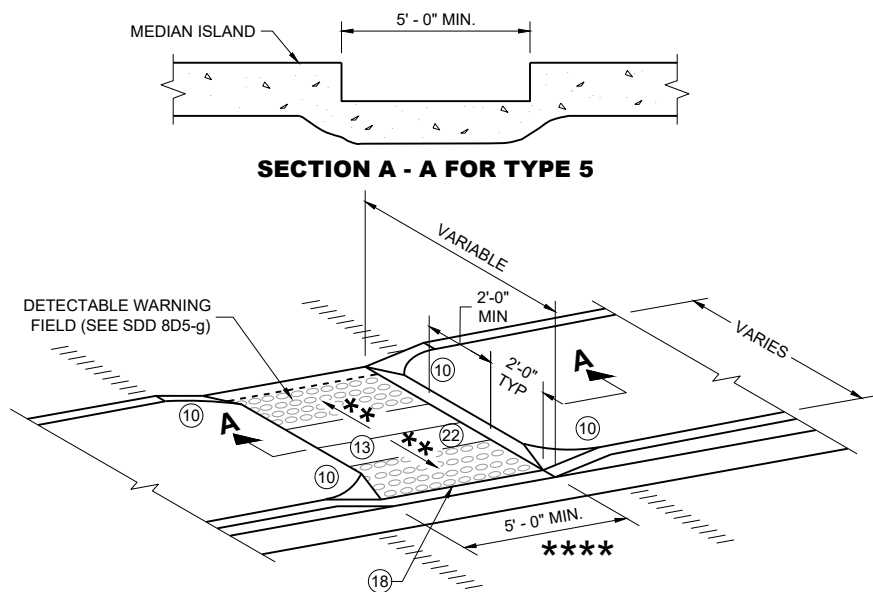


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

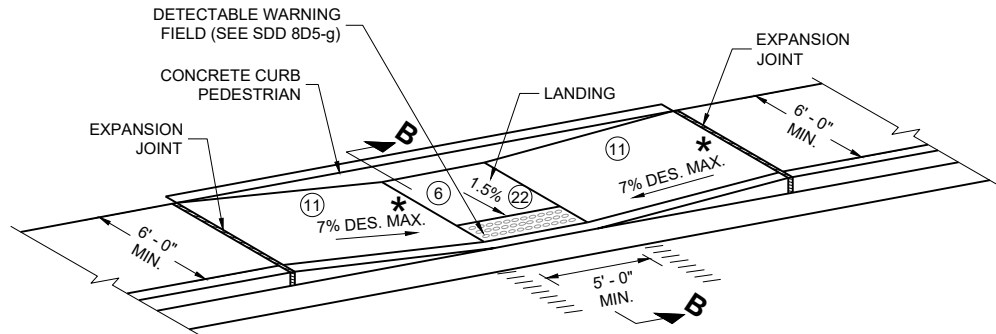


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

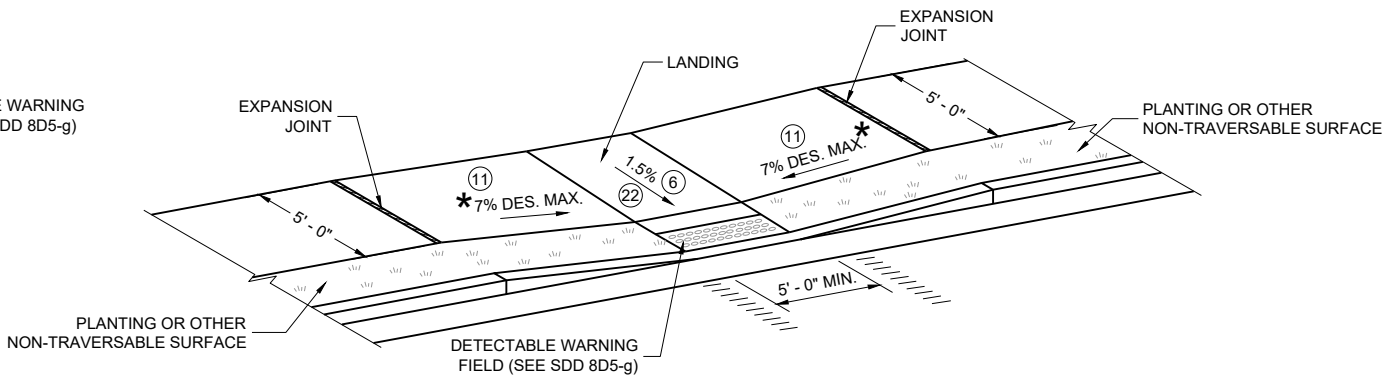
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

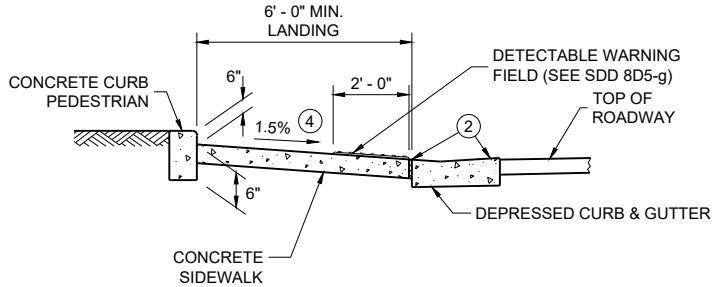
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

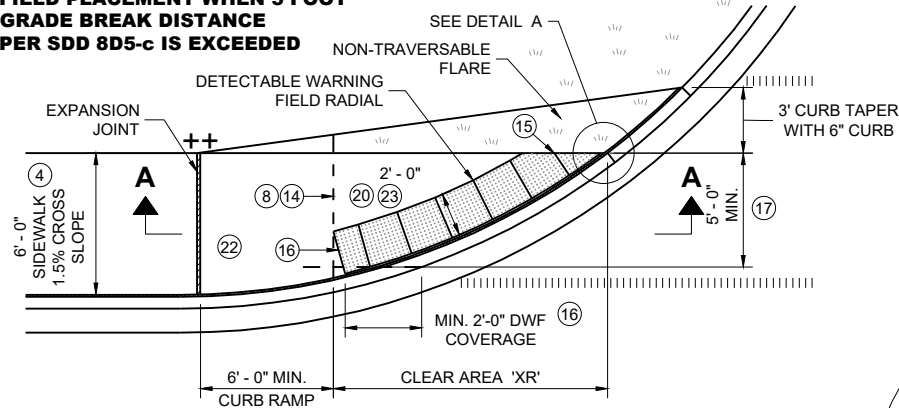


SECTION B - B FOR TYPE 7A

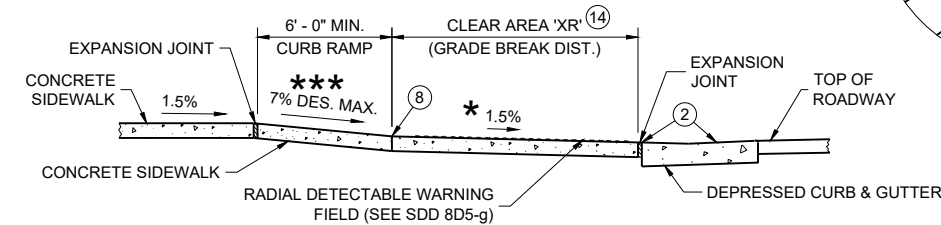
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

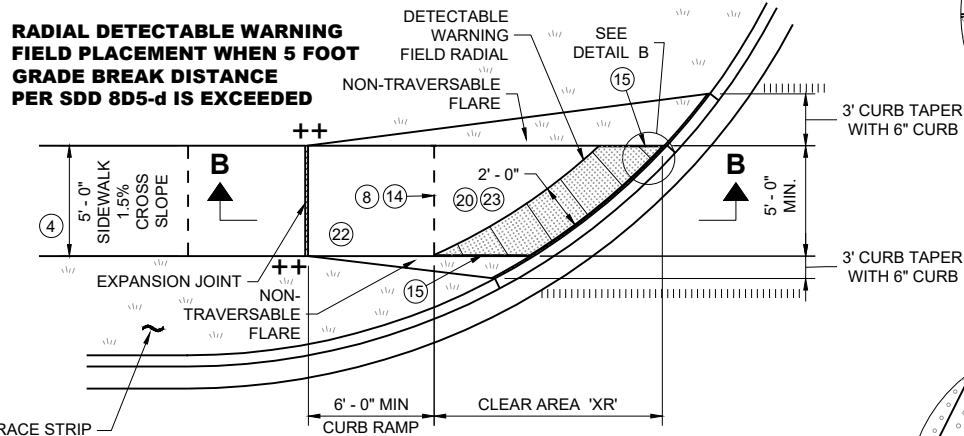


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

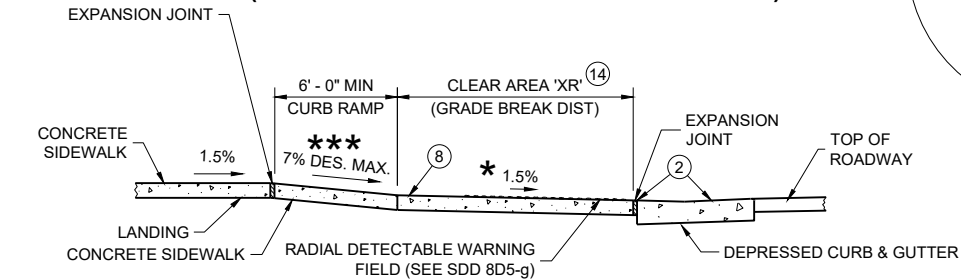


SECTION A - A FOR TYPE 4A1

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



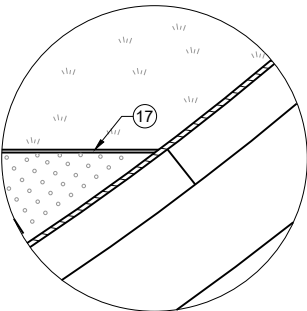
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



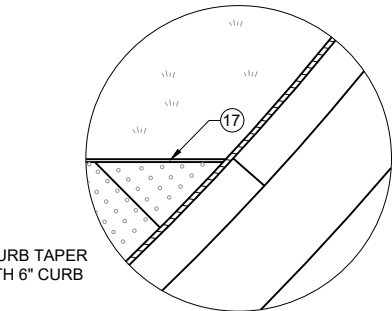
SECTION B - B FOR TYPE 4B1

LEGEND

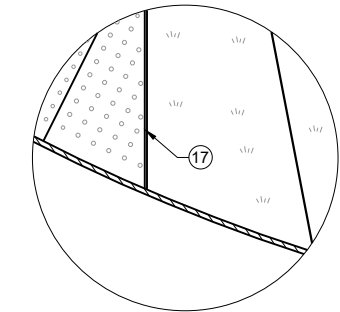
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

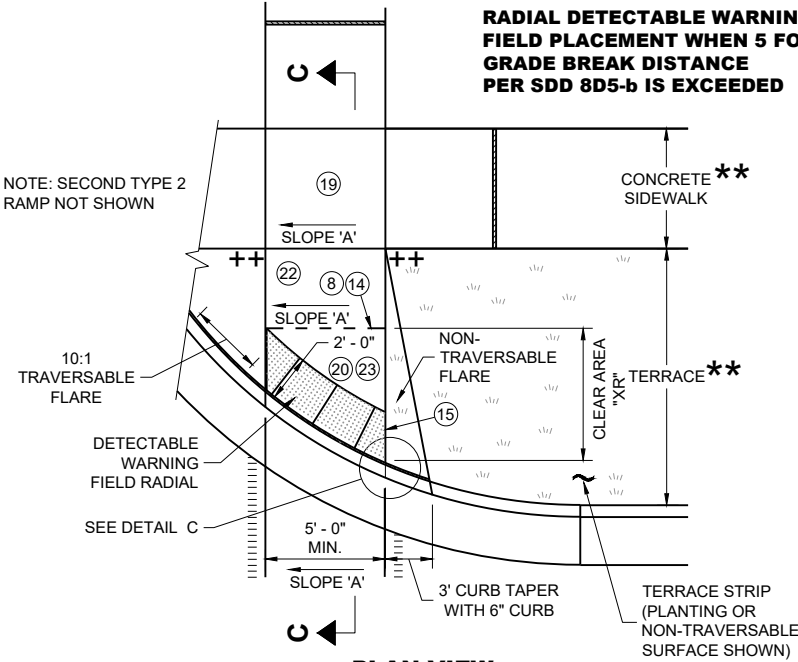
APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

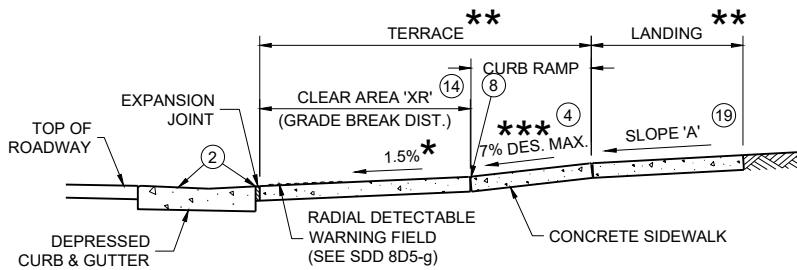
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 19 WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- 20 MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- 23 THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



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



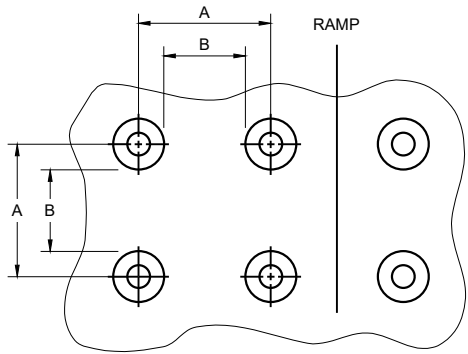
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

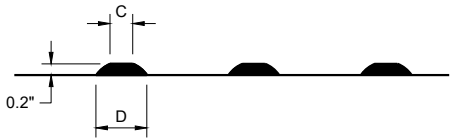
STATE OF WISCONSIN
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

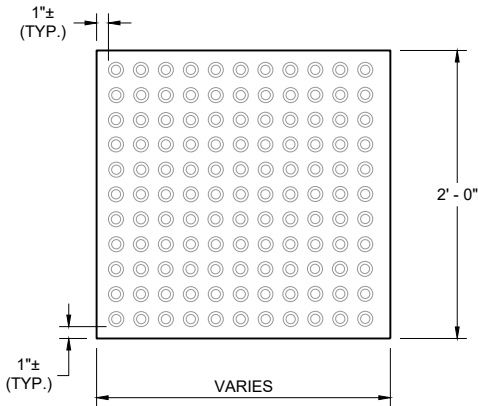


PLAN VIEW

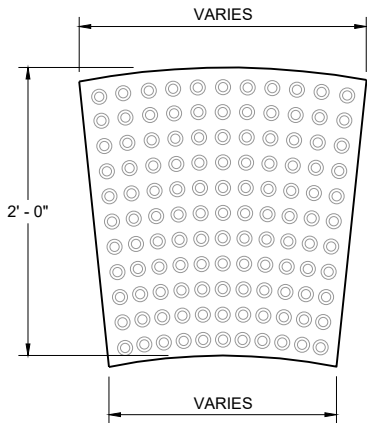


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

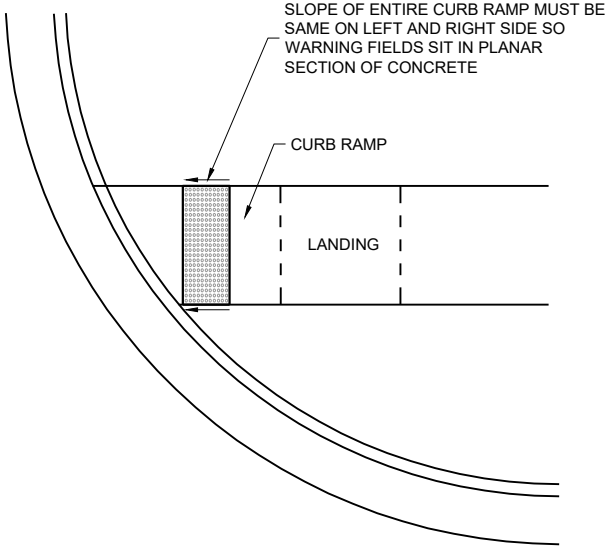


RECTANGULAR
PLATES

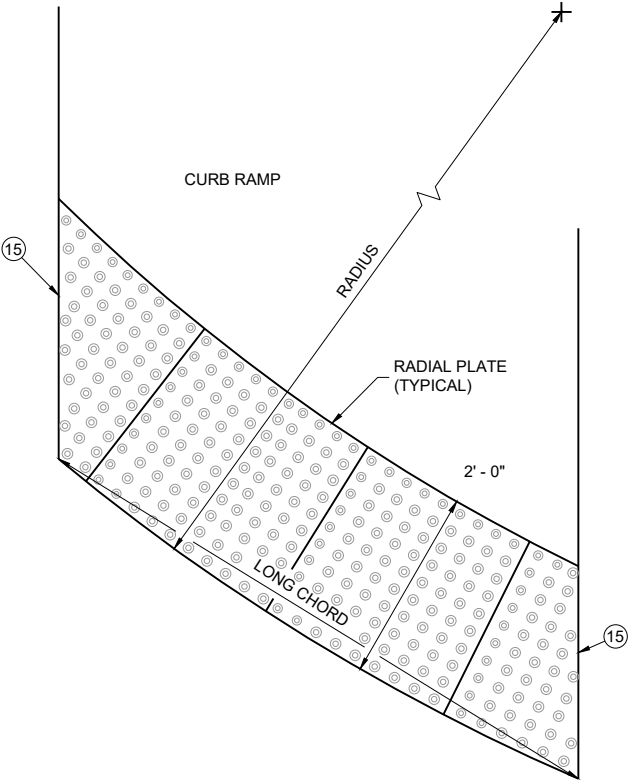


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

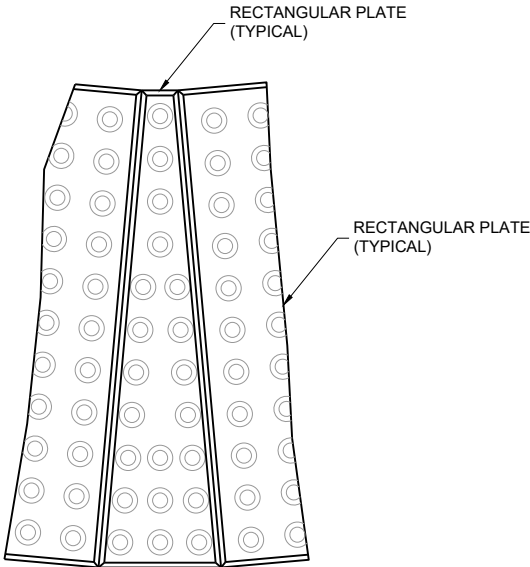
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

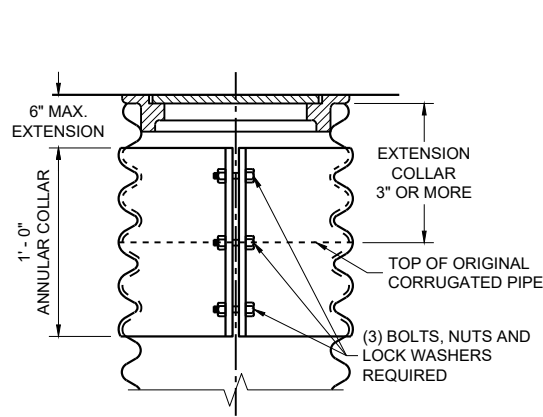
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

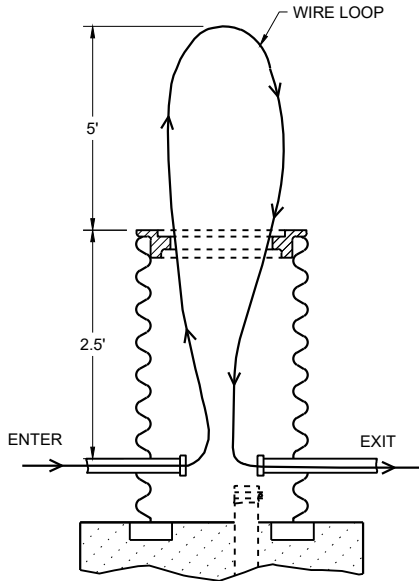
APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

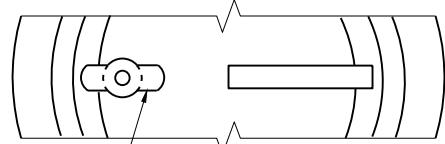
CORRUGATED PIPE EXTENDER



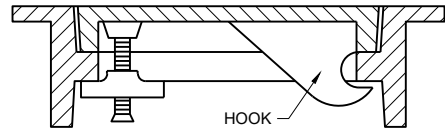
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM



SECTION



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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 PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

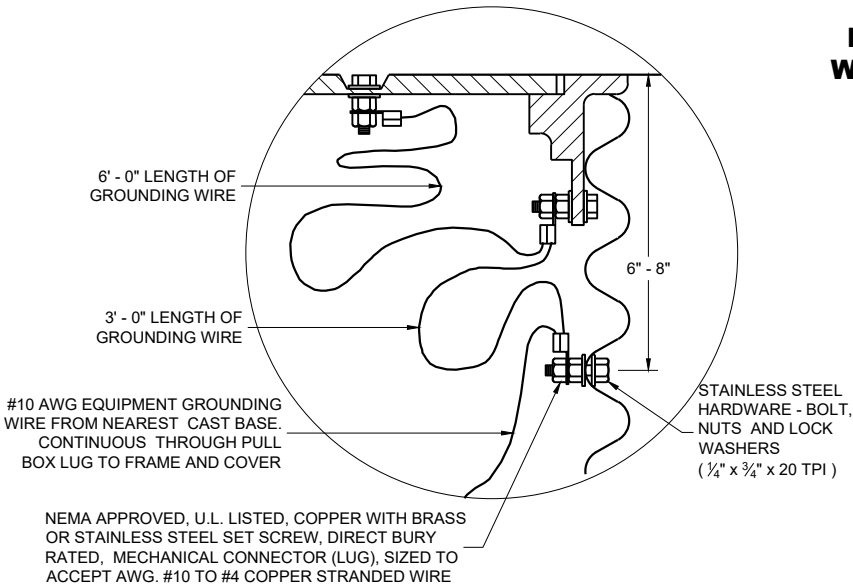
TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
		12	12	12	18	18	18	24	24	24
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

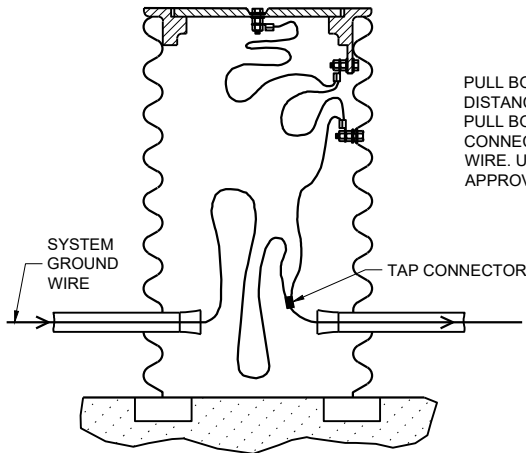
*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



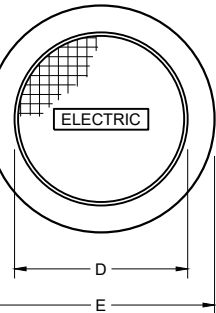
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



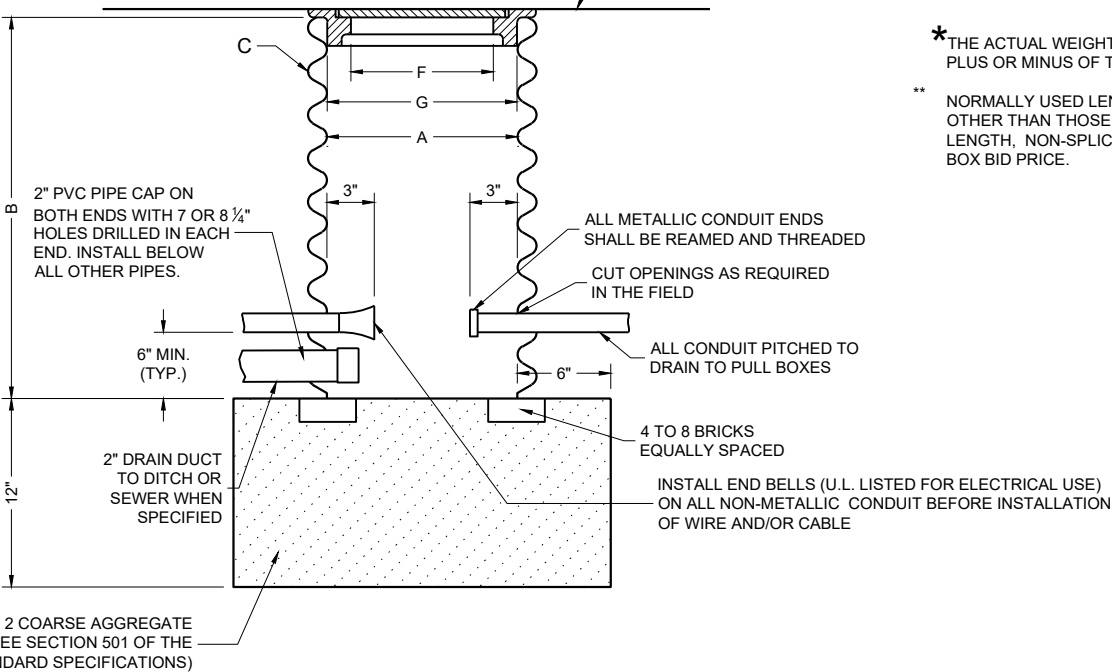
PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

HEAVY DUTY FRAME AND COVER

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



FINAL GRADE



PULL BOX

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER

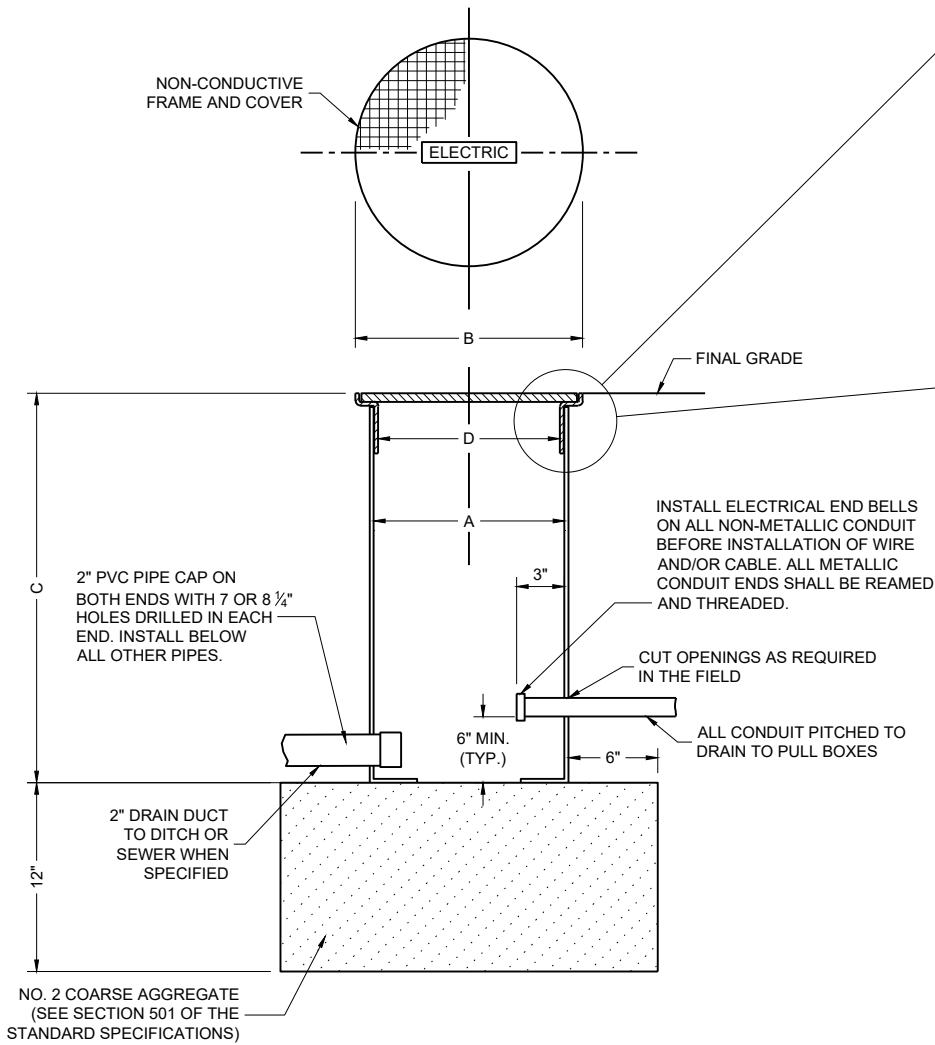
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TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

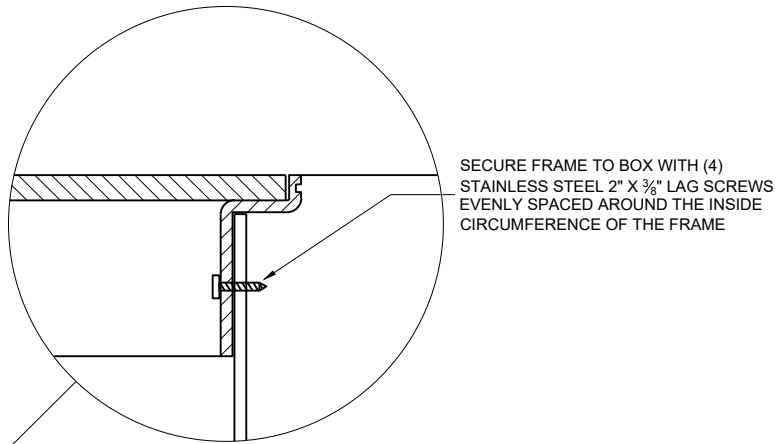
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

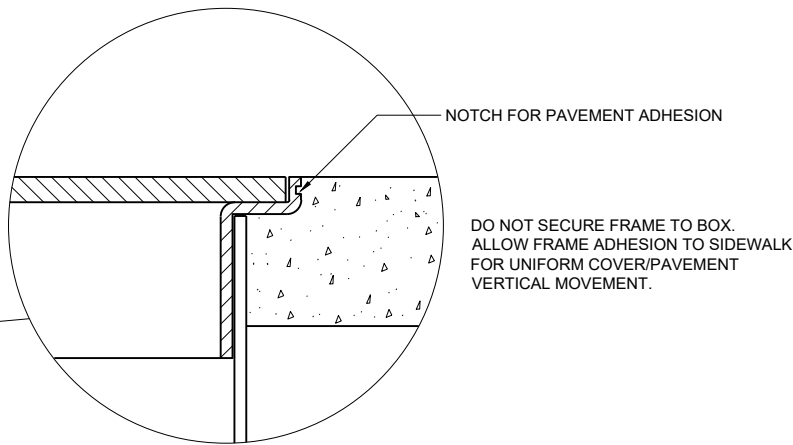
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



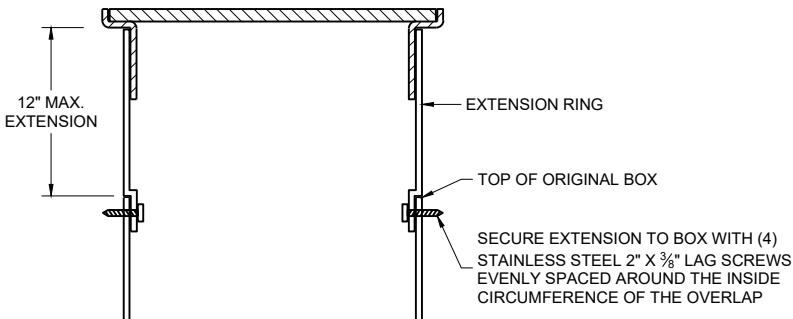
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD
OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DISCONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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 ¼".

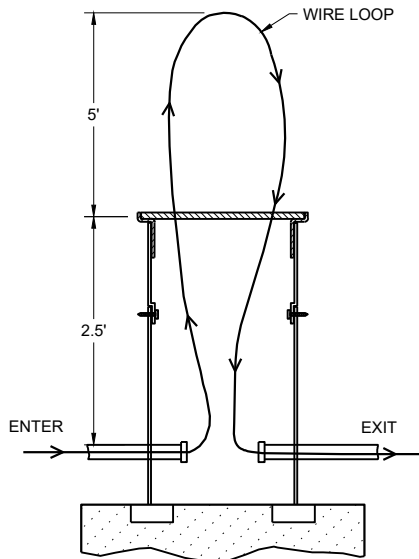
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



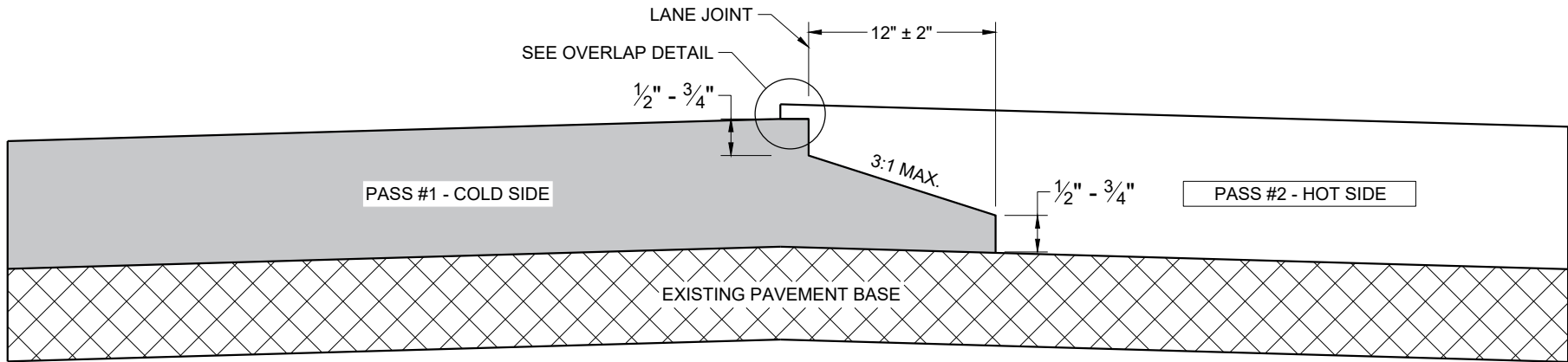
MEASUREMENT DETAIL FOR
WIRE/CABLE IN THE PULL BOX

PULL BOXES
NON-CONDUCTIVE

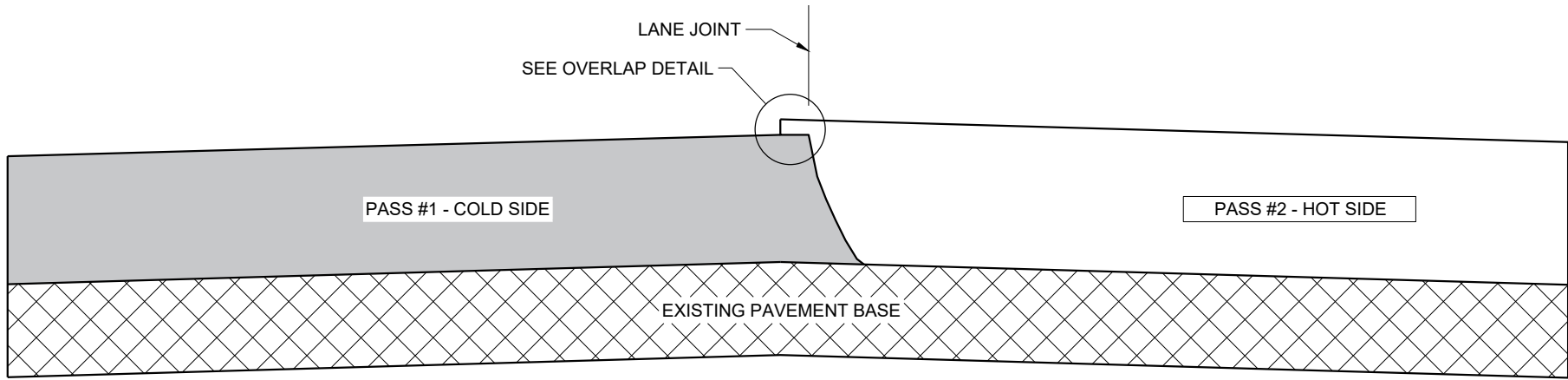
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER

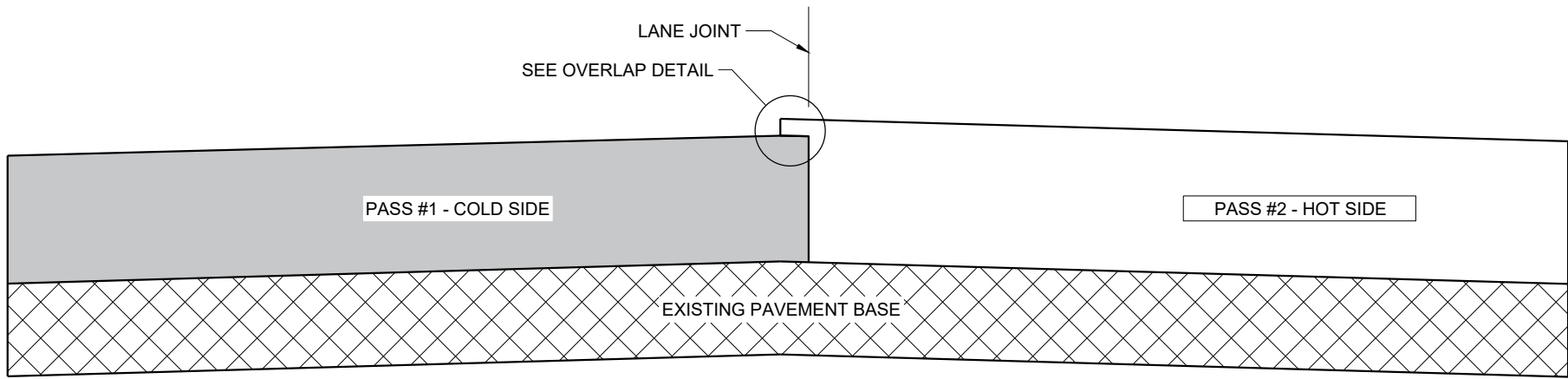
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TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

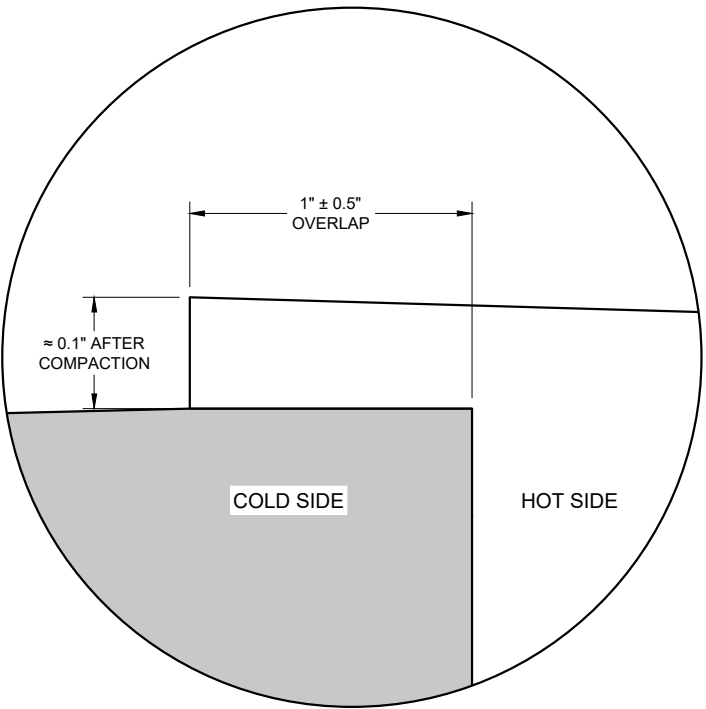
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

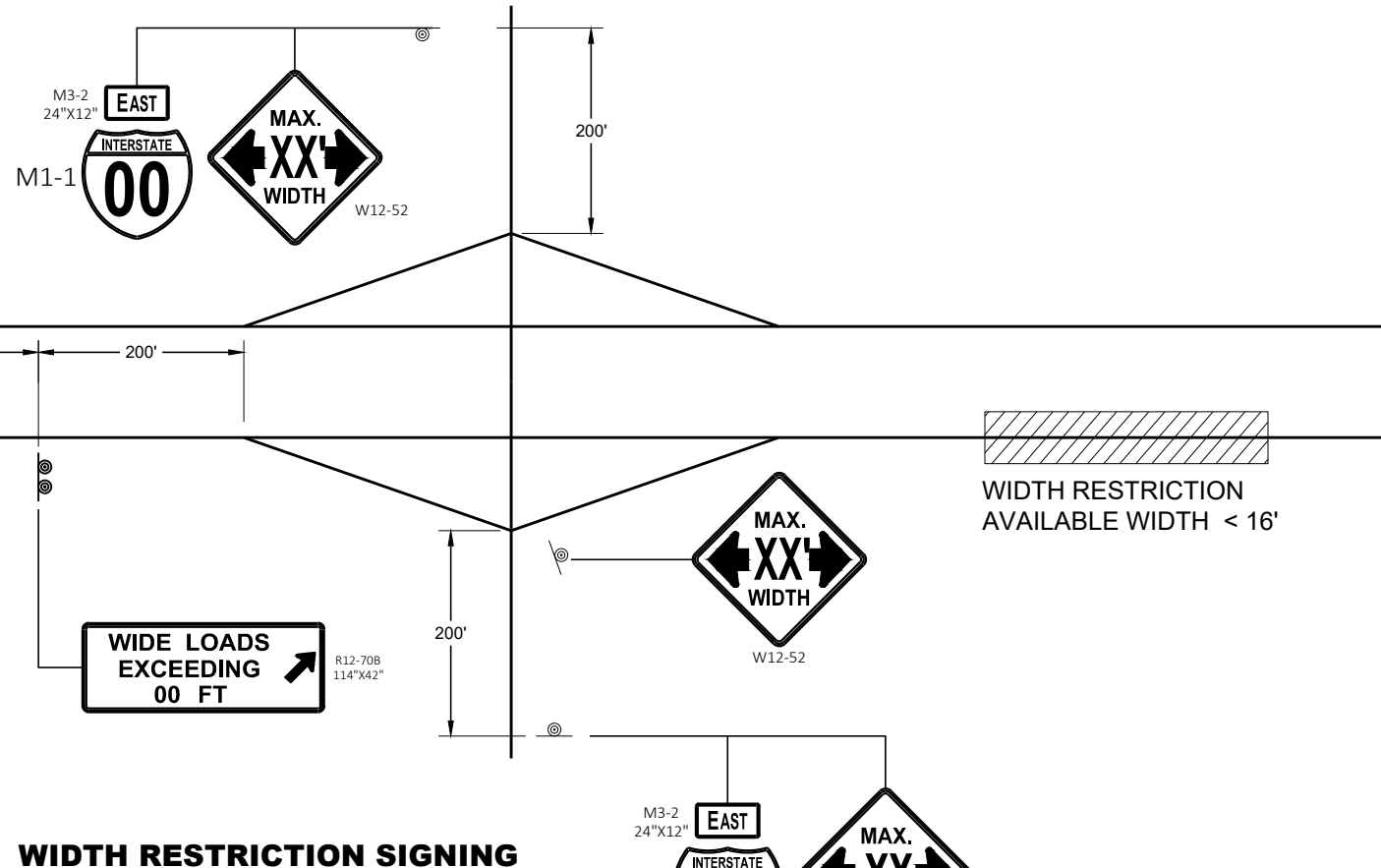


OVERLAP DETAIL (TYPICAL)

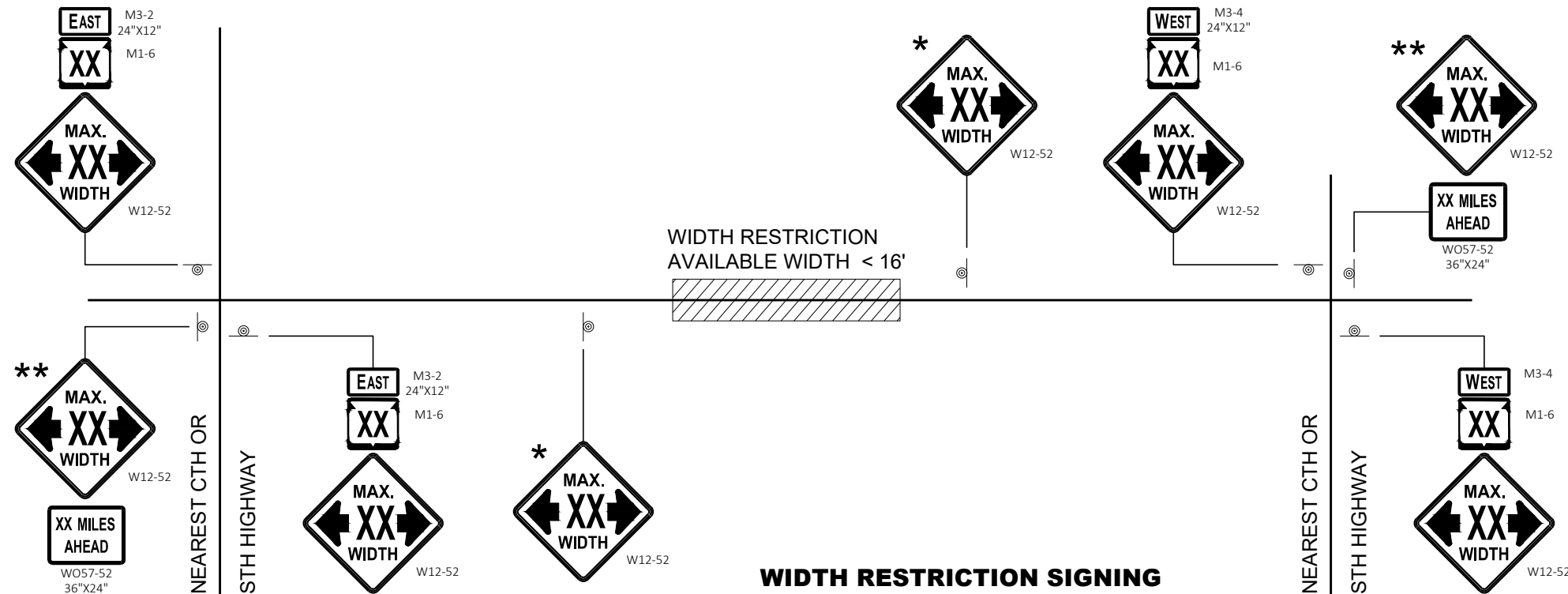
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

- * PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.
- ** SIGN SHALL BE VISIBLE FROM ROADWAY.
- *** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH
RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

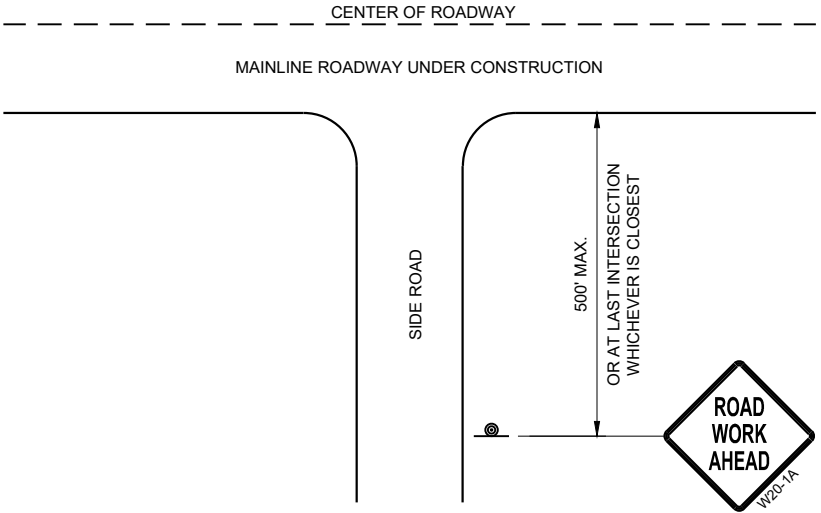
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

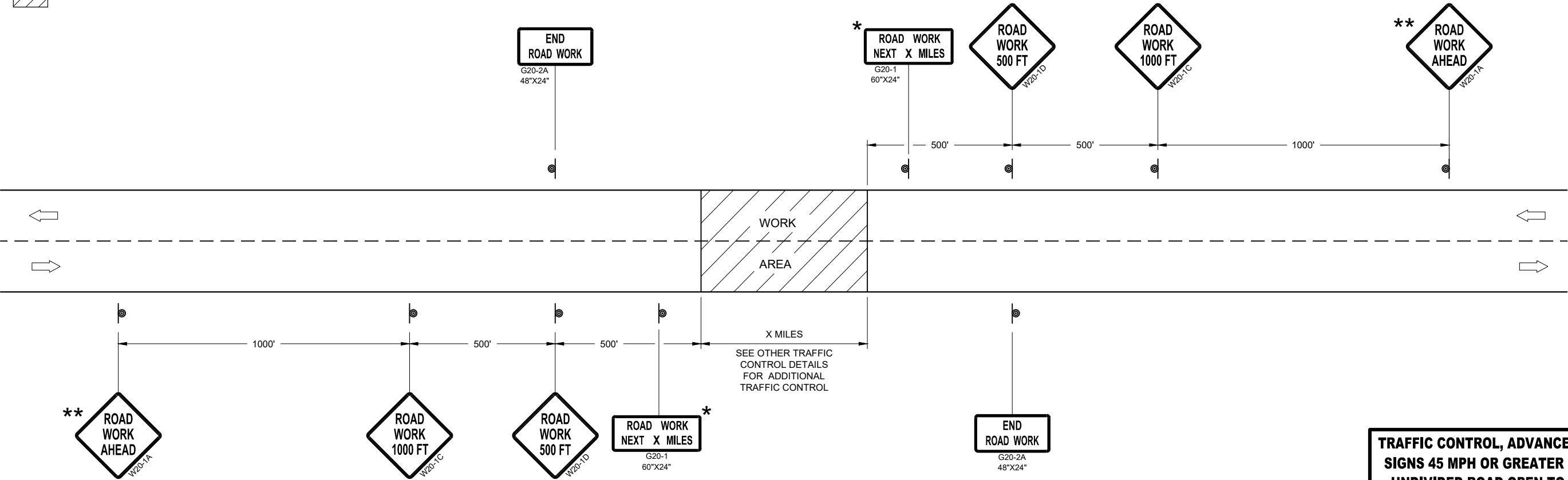
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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
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.

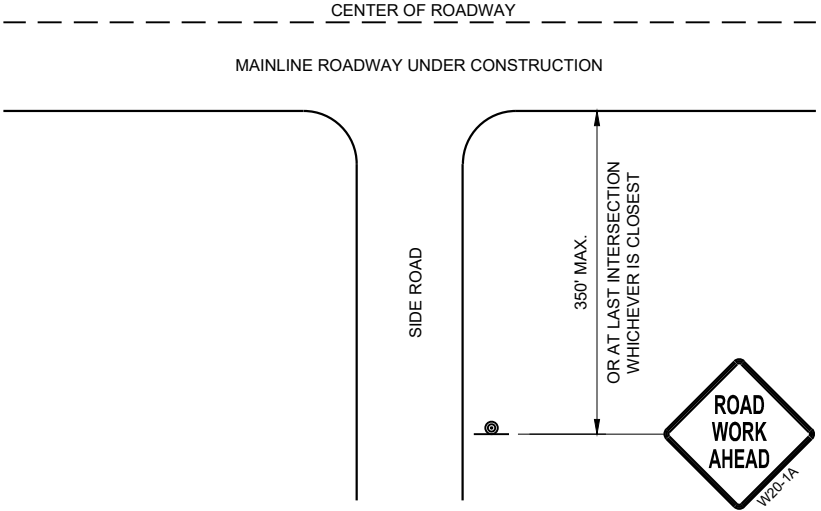
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

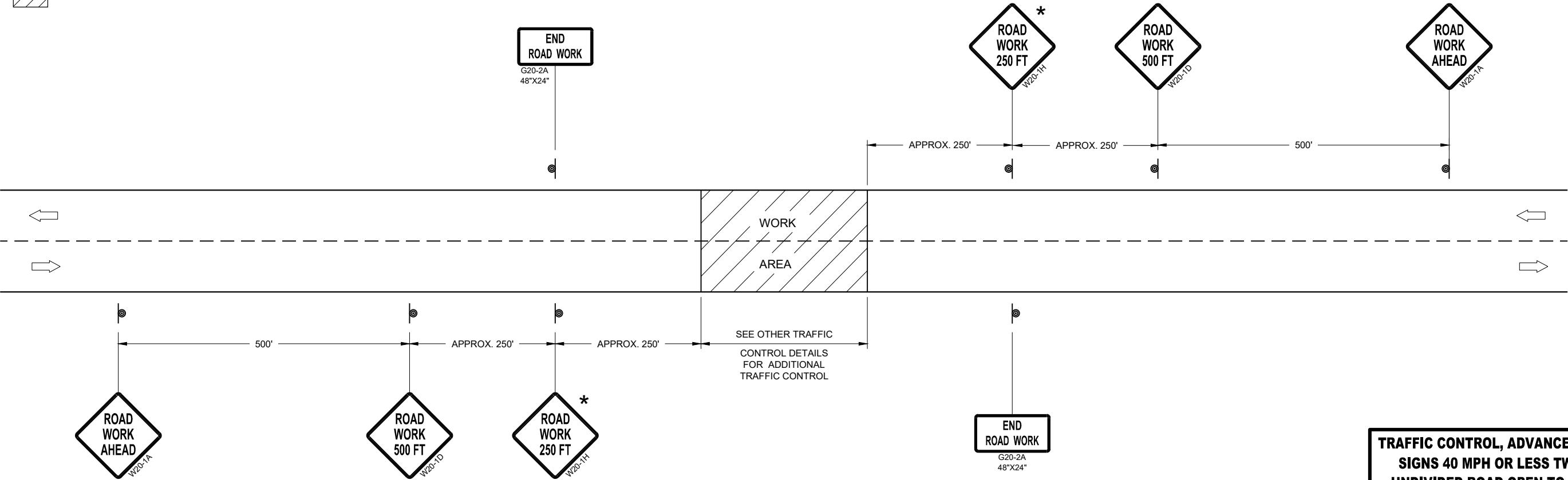
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

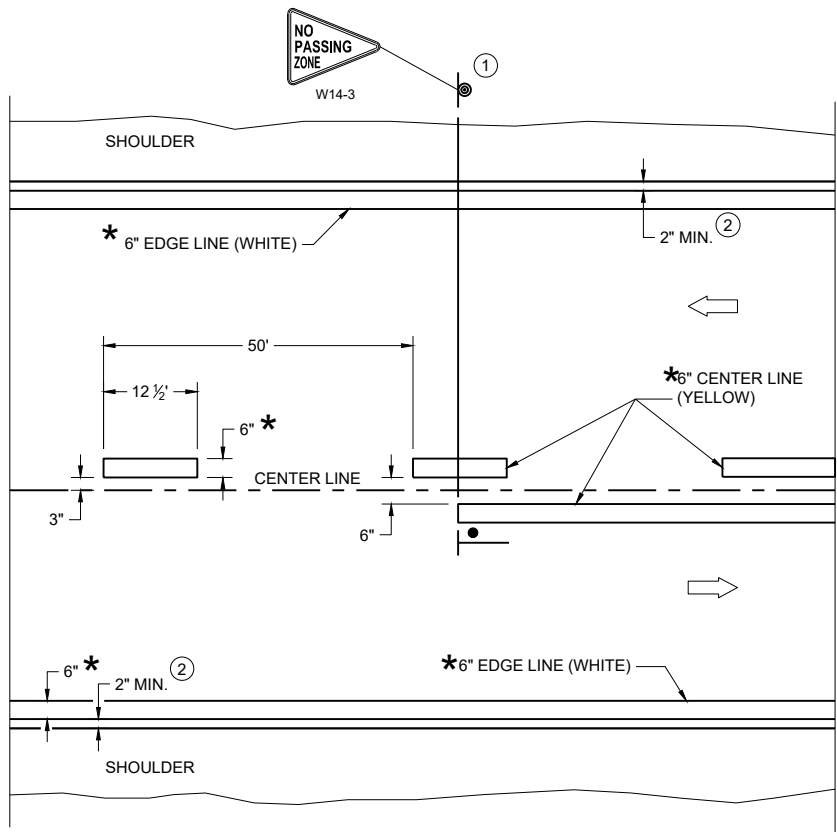


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

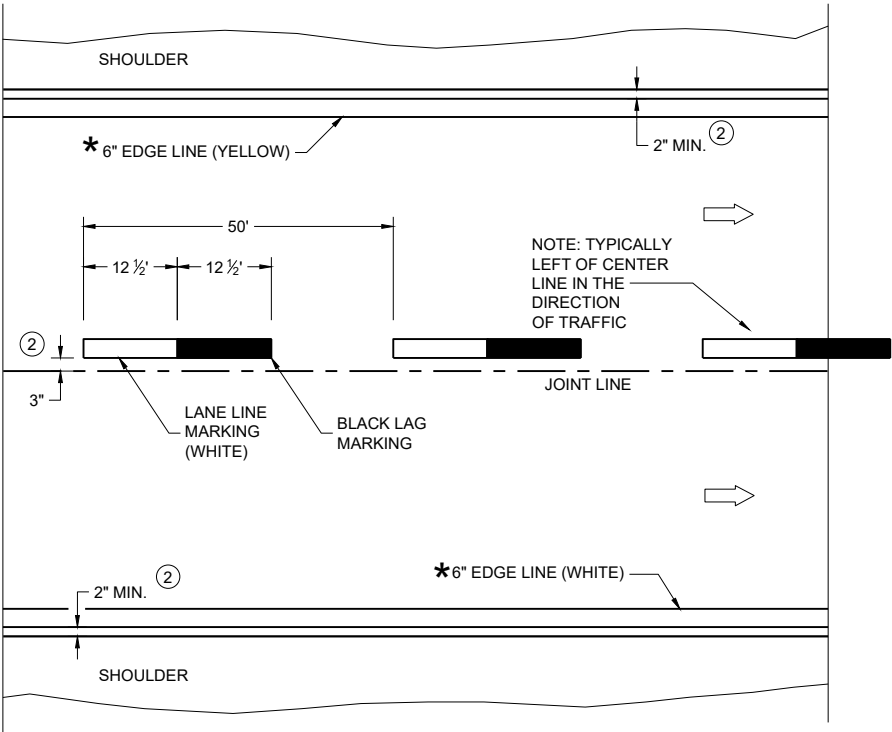
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

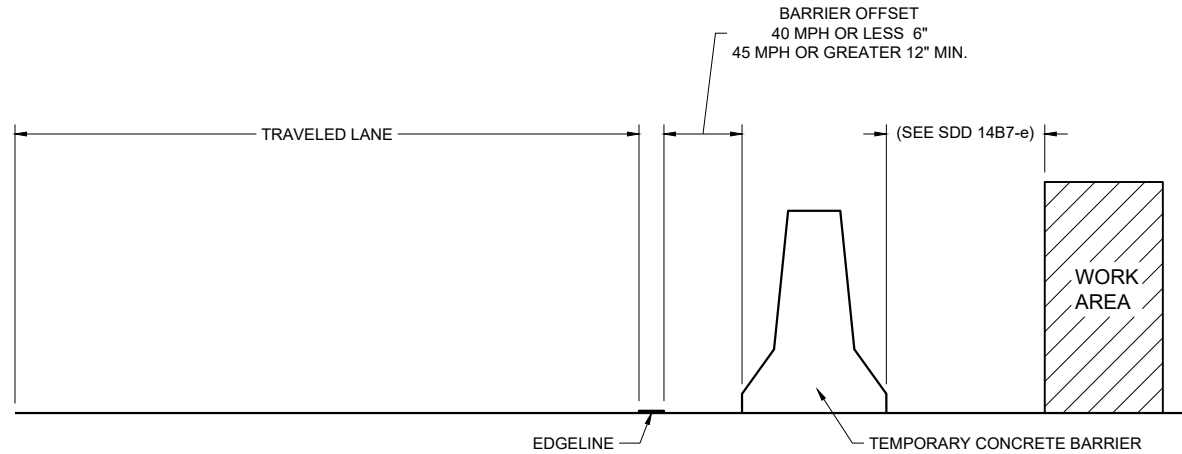
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

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



TEMPORARY BARRIER OFFSET FROM EDGE LINE

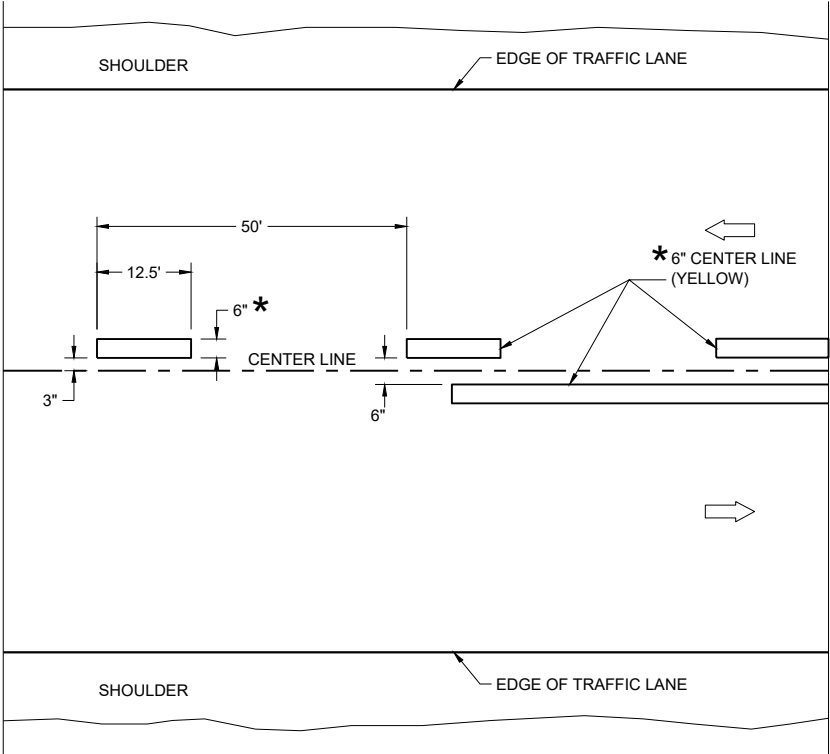
GENERAL NOTES

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

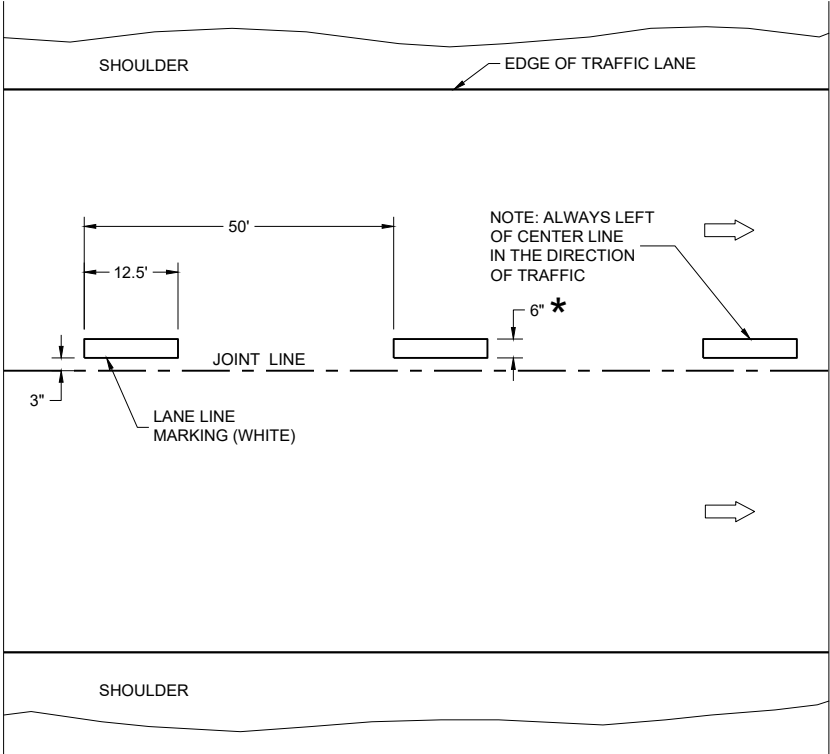
LEGEND

DIRECTION OF TRAFFIC

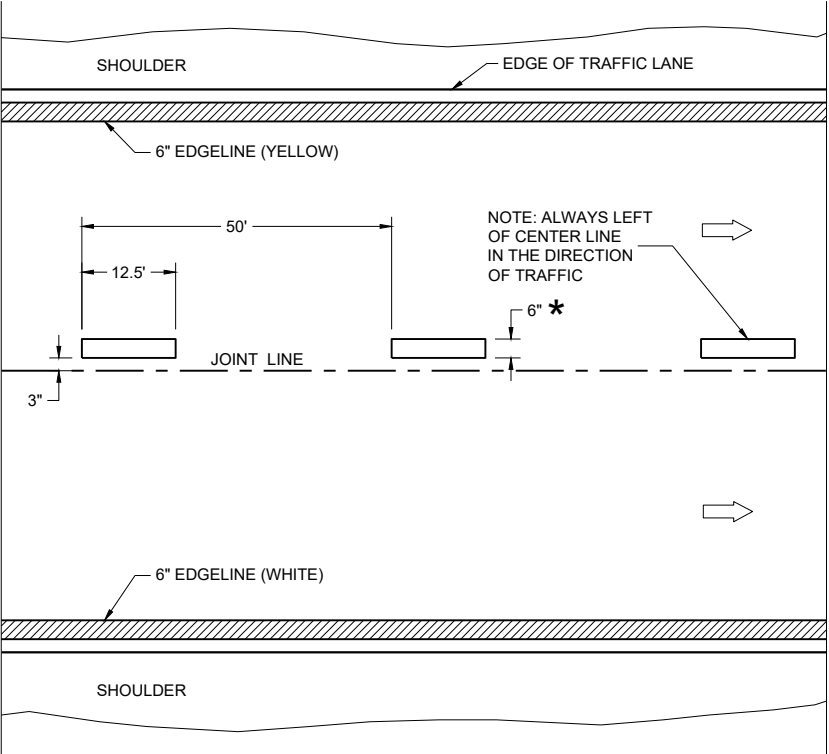
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



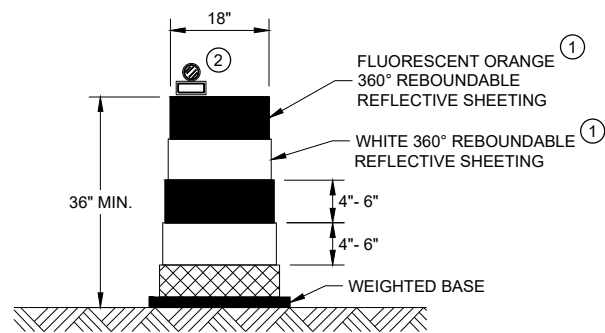
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

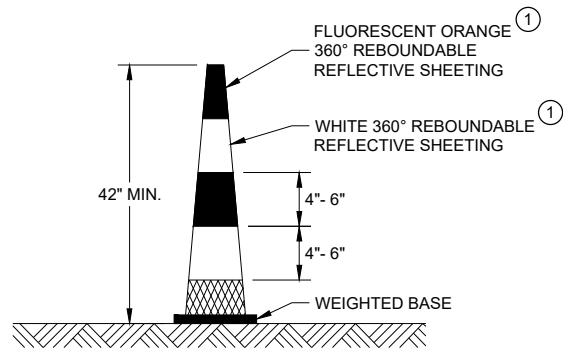
TEMPORARY PAVEMENT MARKING

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



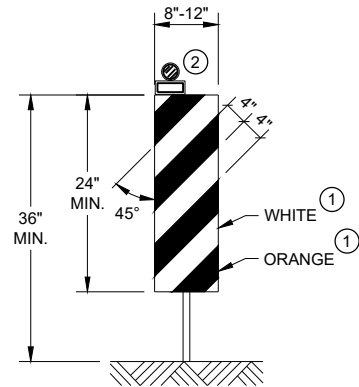
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



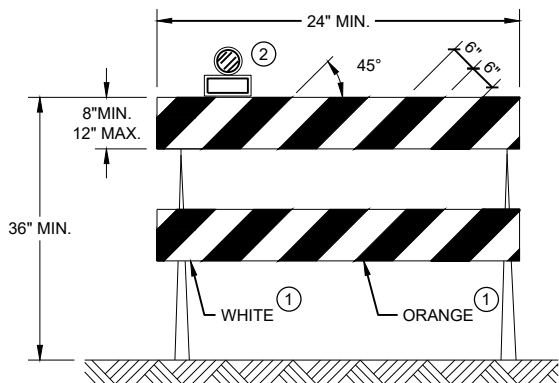
42" CONE

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



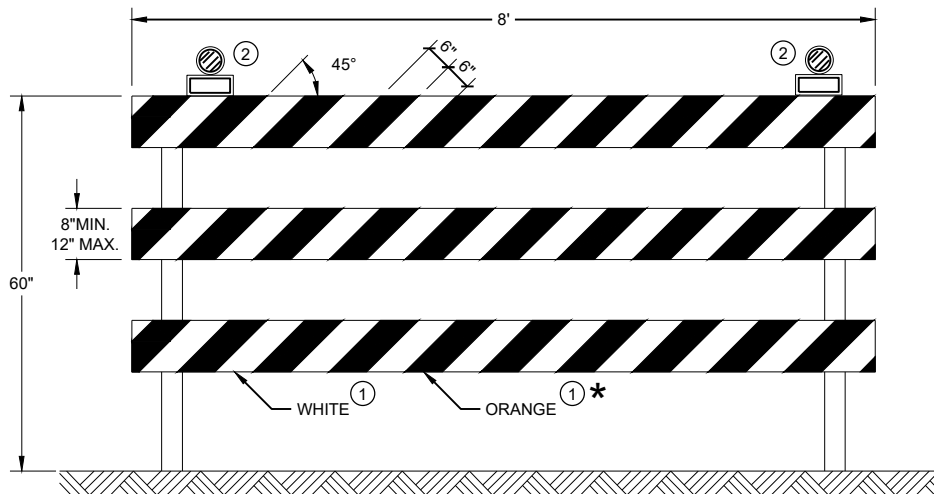
VERTICAL PANEL

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

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.

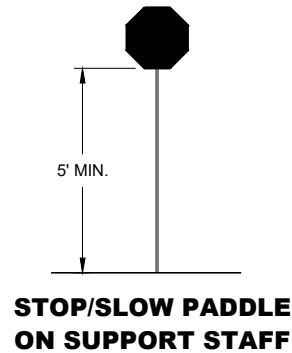
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

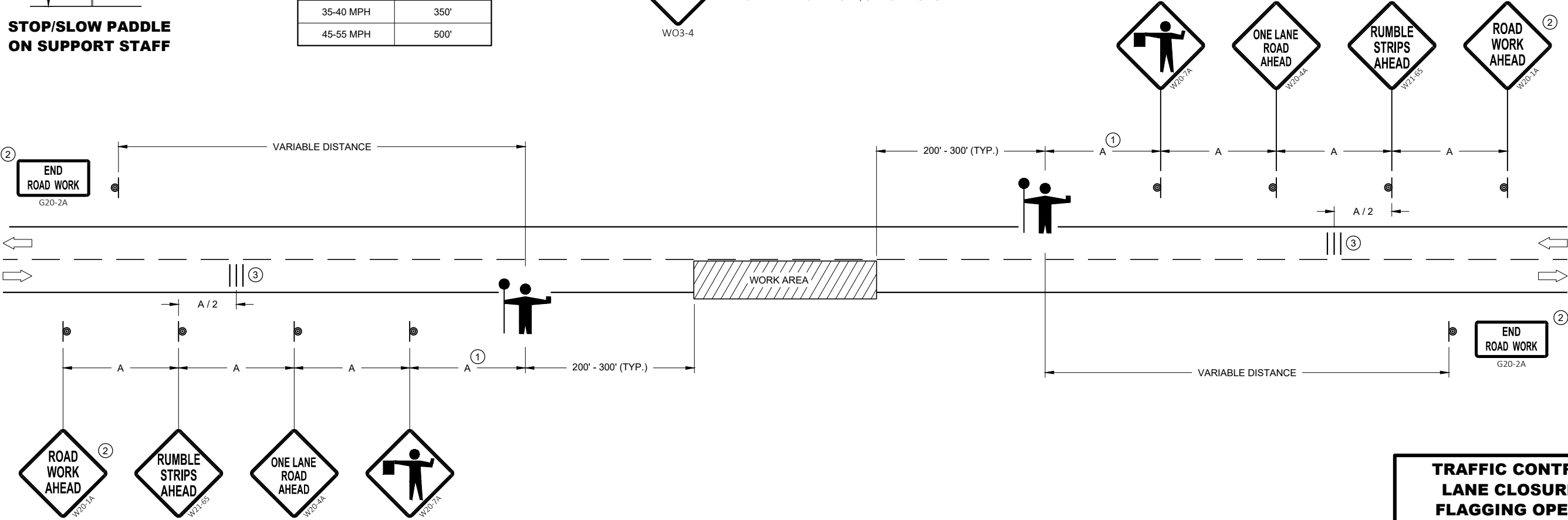


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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
FHWA	

GENERAL NOTES

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL CONE 42-INCH
-  TRAFFIC CONTROL DRUM
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

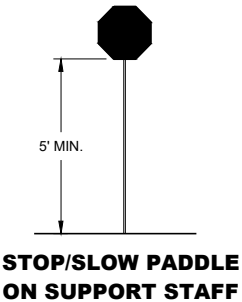
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

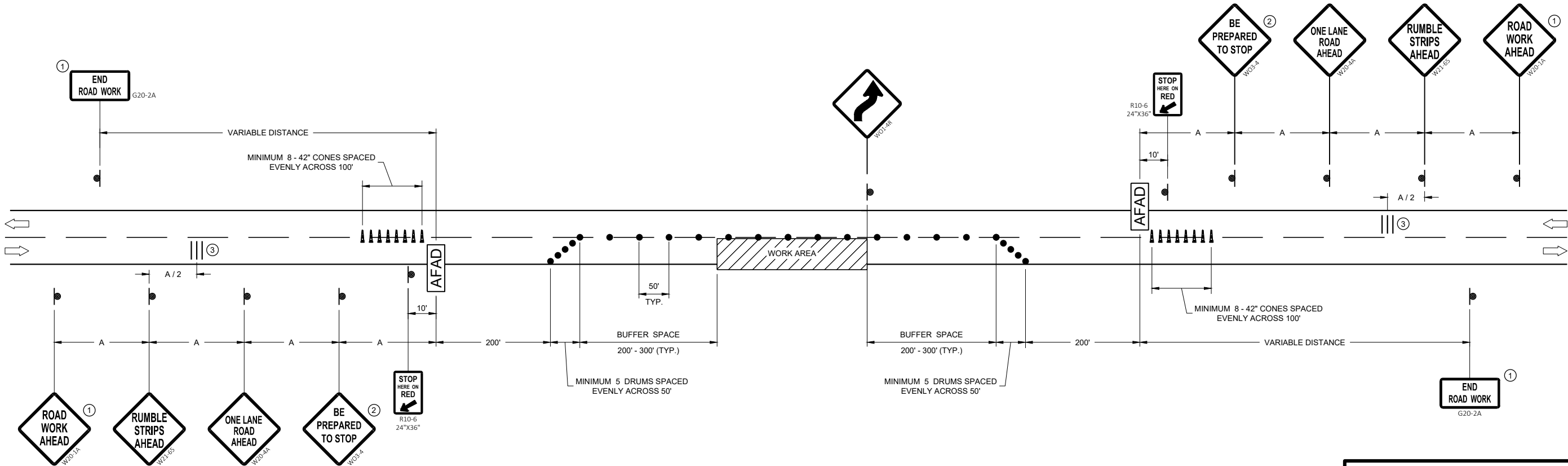
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



**SIGN AND TEMPORARY RUMBLE
STRIP ARRAY SPACING TABLE**

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



**TRAFFIC CONTROL, LANE
CLOSURE WITH AUTOMATED
FLAGGER ASSISTANCE DEVICE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

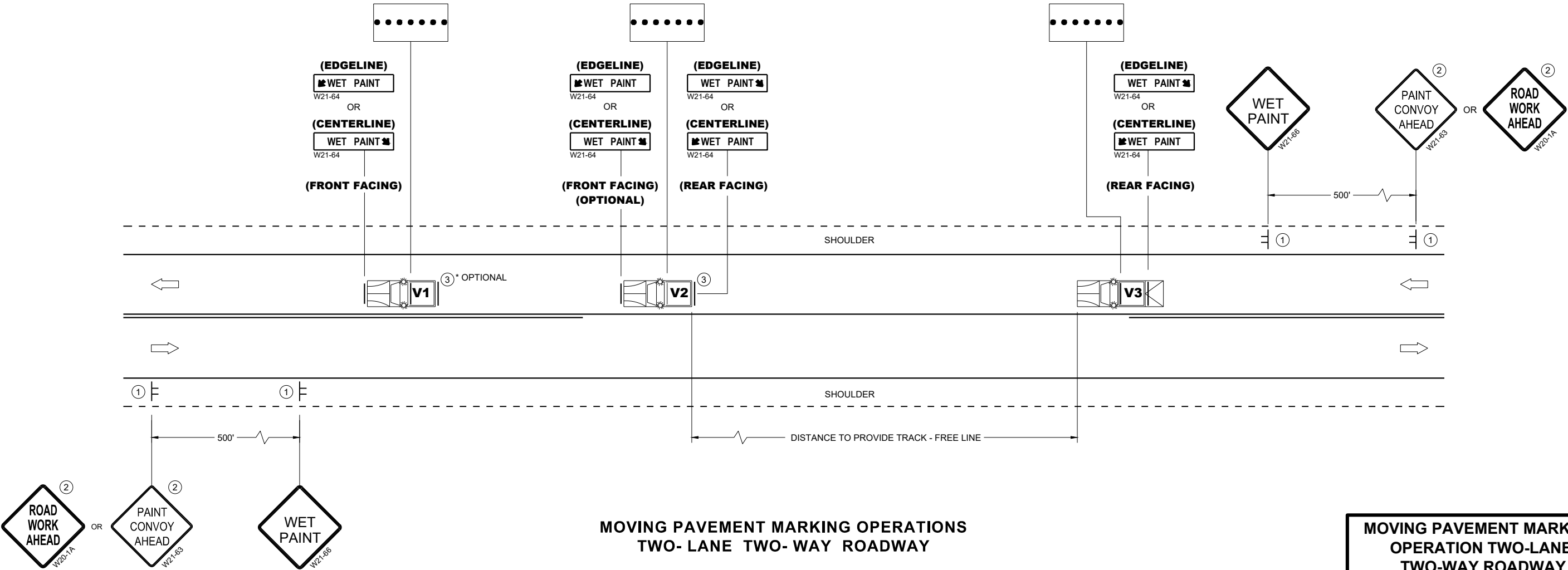
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- 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.

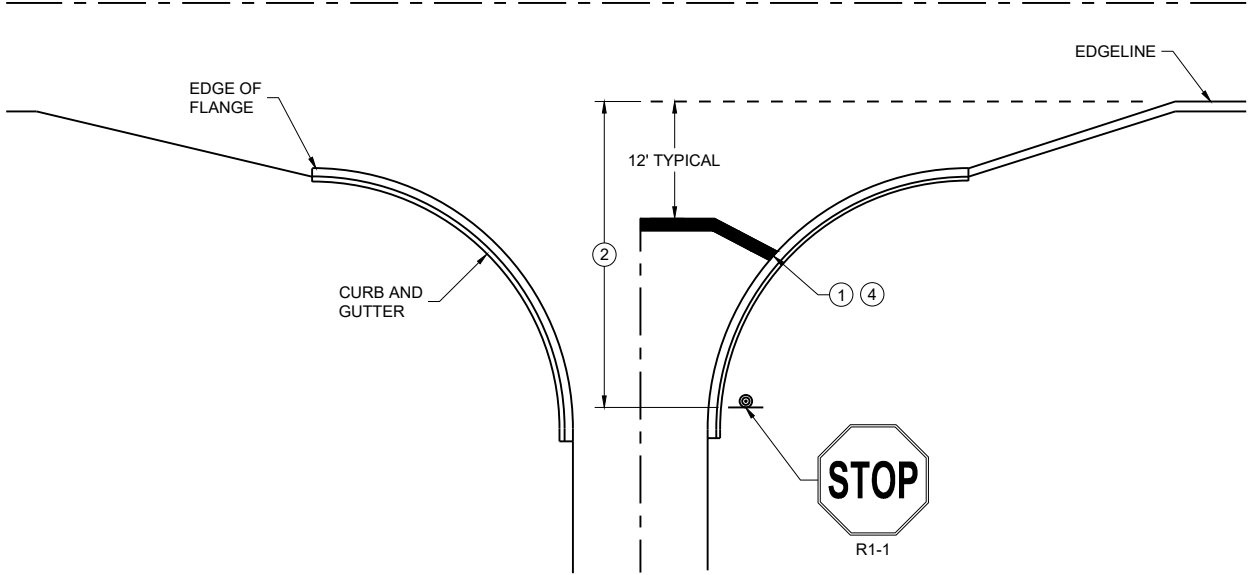


MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

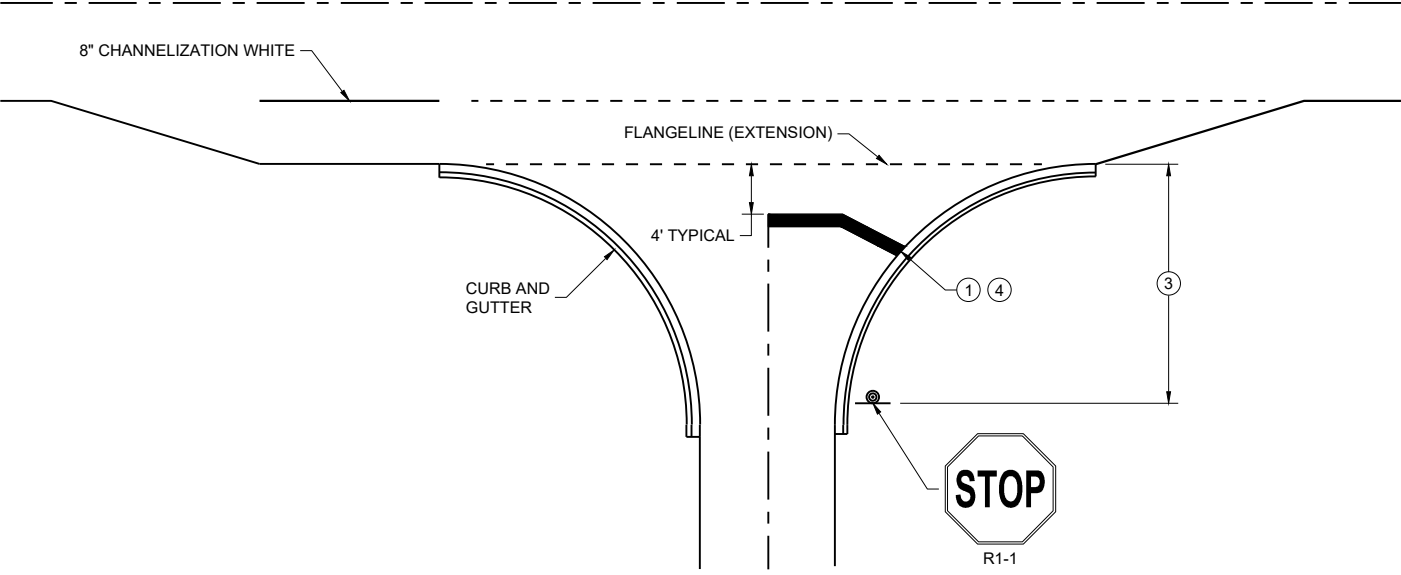
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

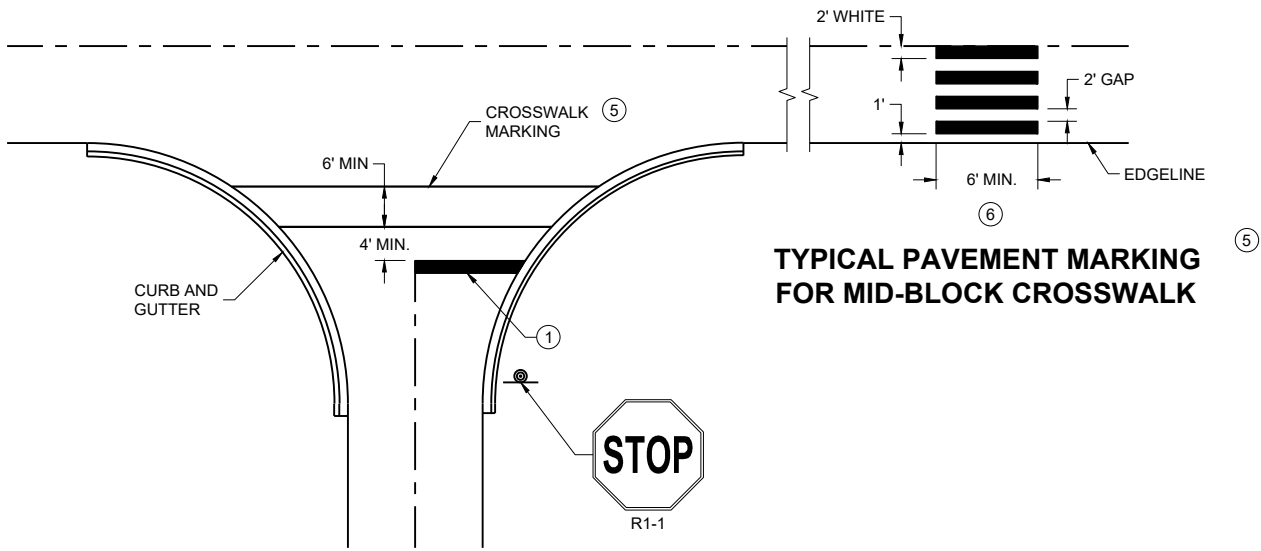
APPROVED
FEBRUARY 2025 /S/ Andrew Heidtke
DATE STATE ELECTRICAL ENGINEER
FHWA



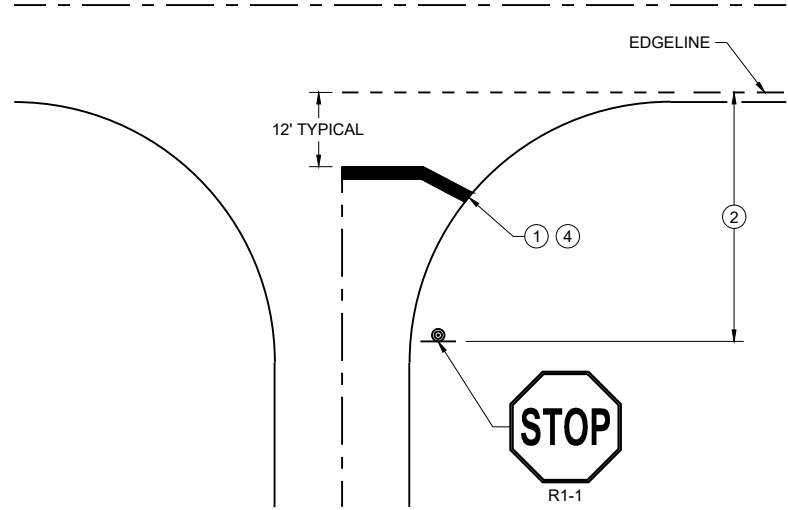
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

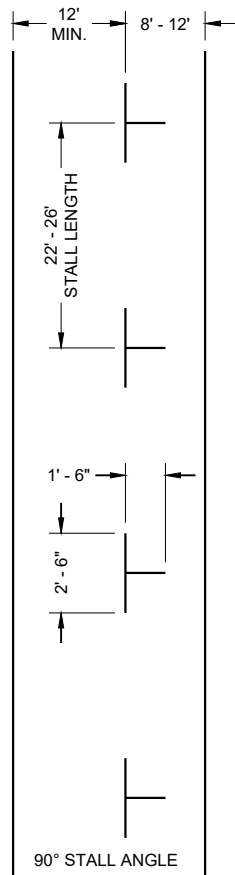
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

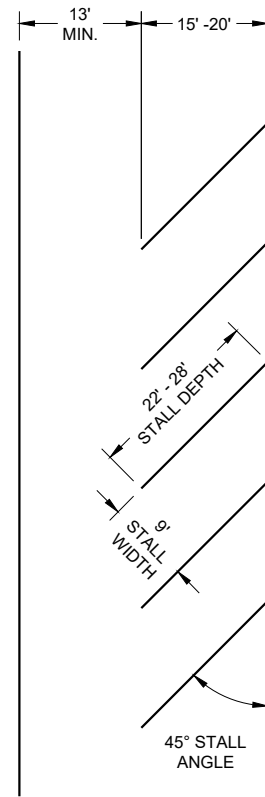
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

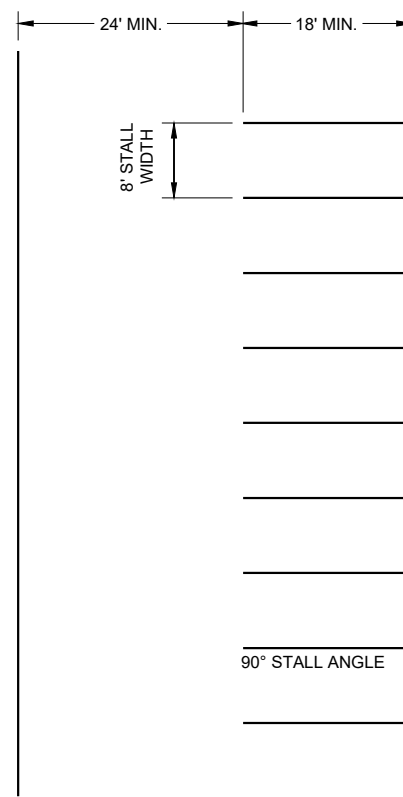
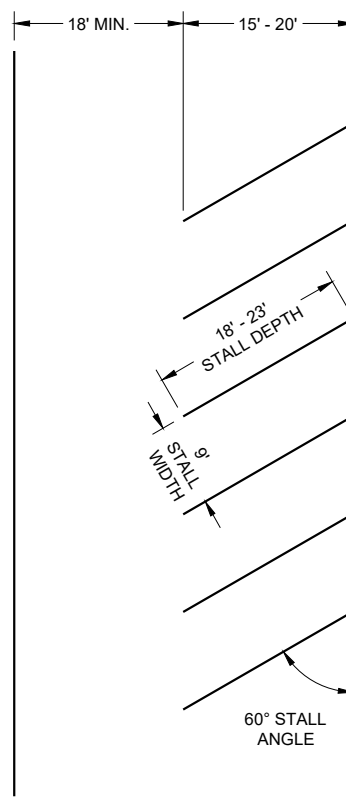


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

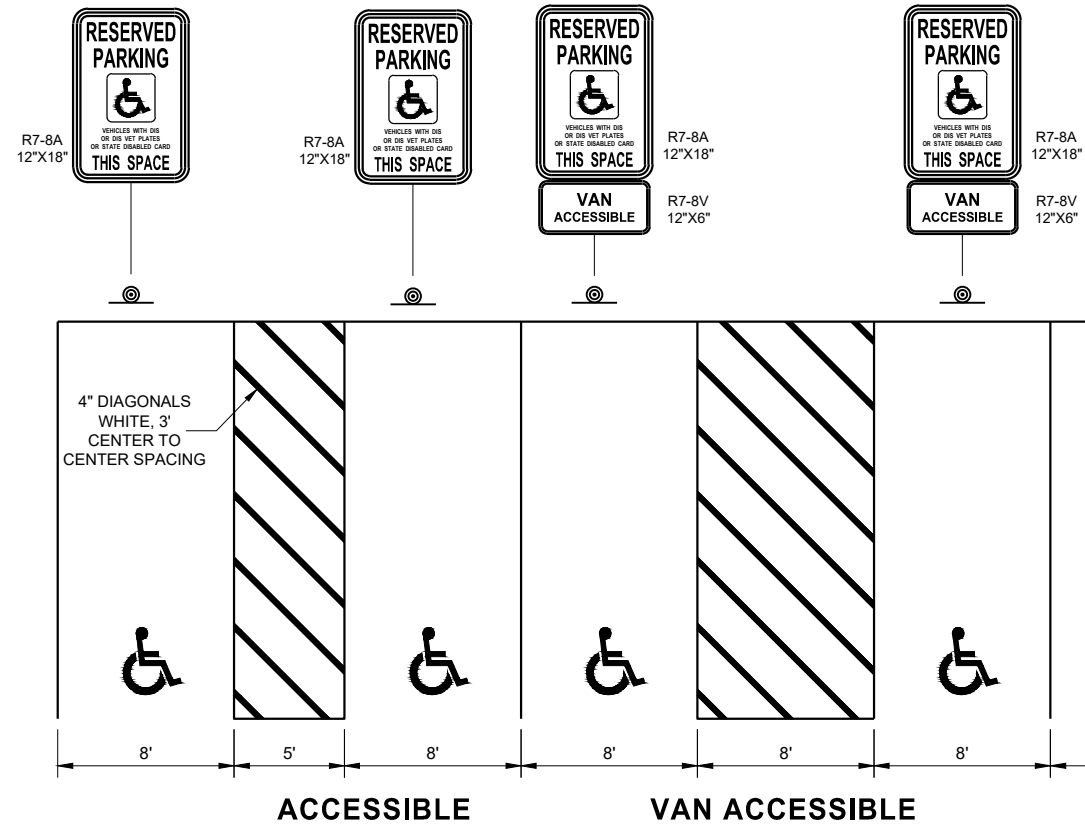
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

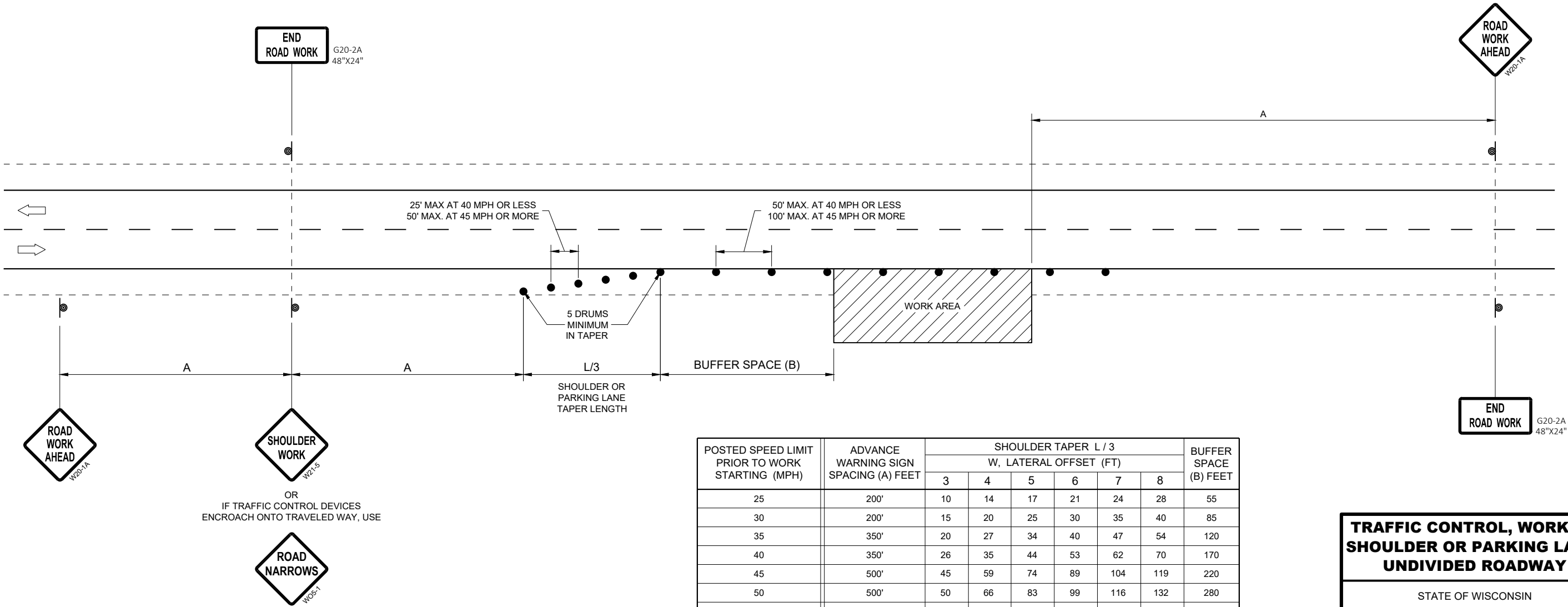
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

6

6



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

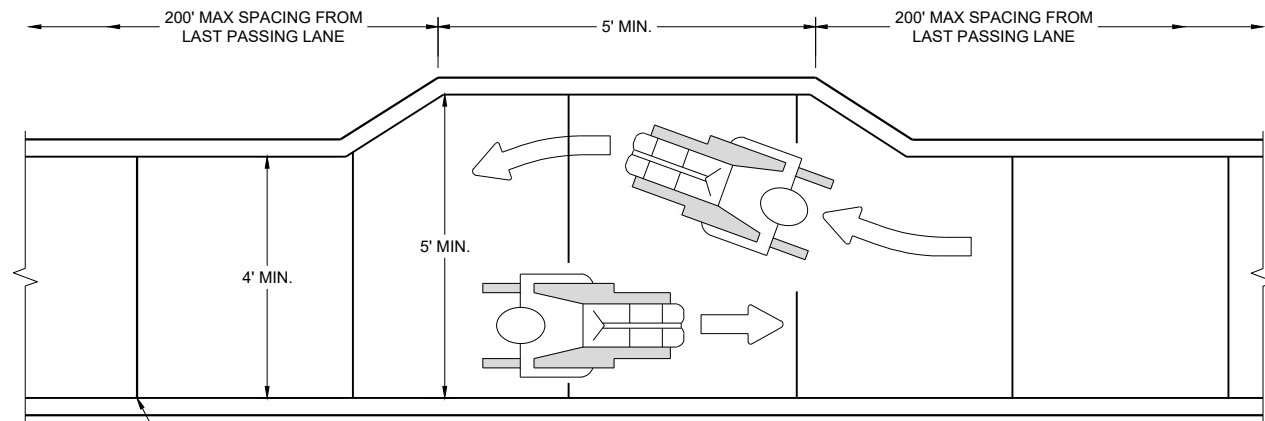
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

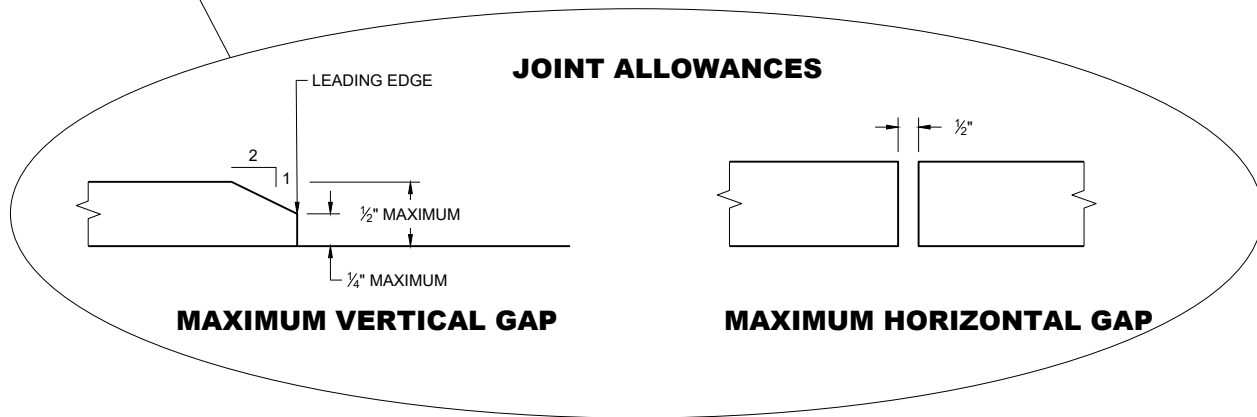
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

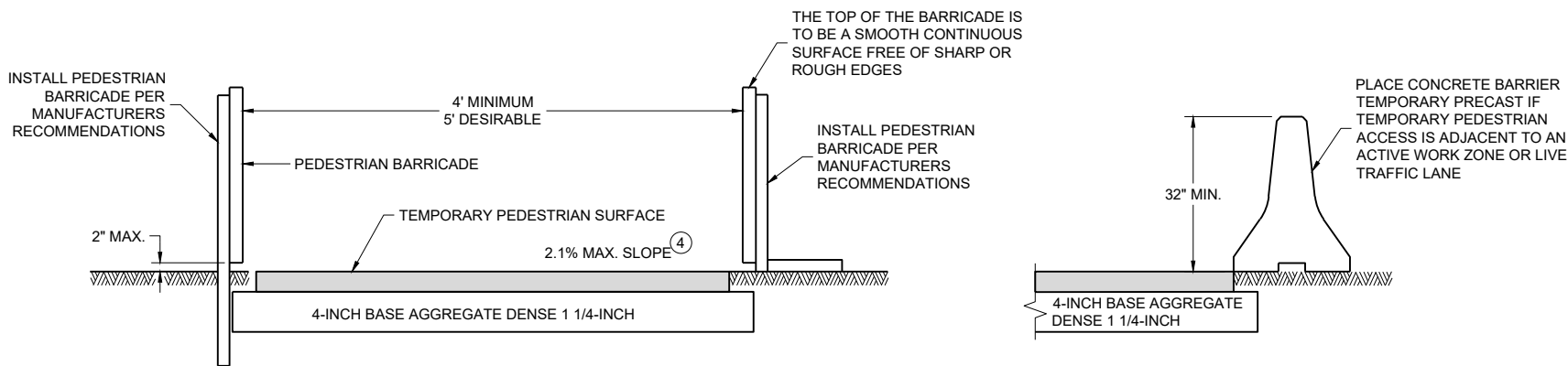


NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN ACCESS

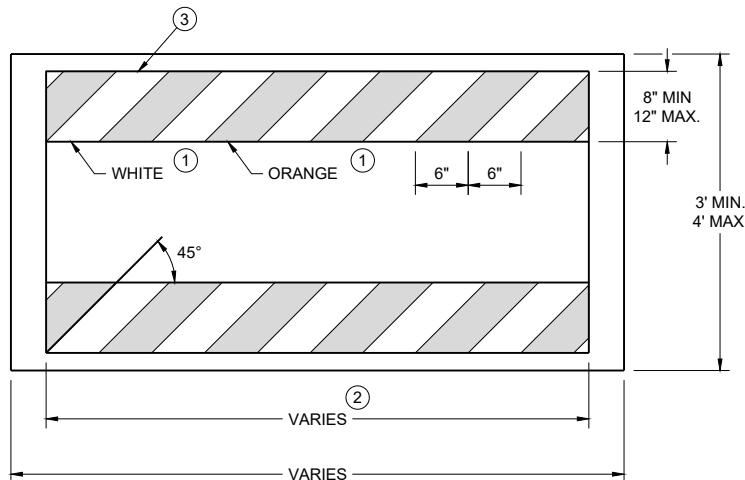
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

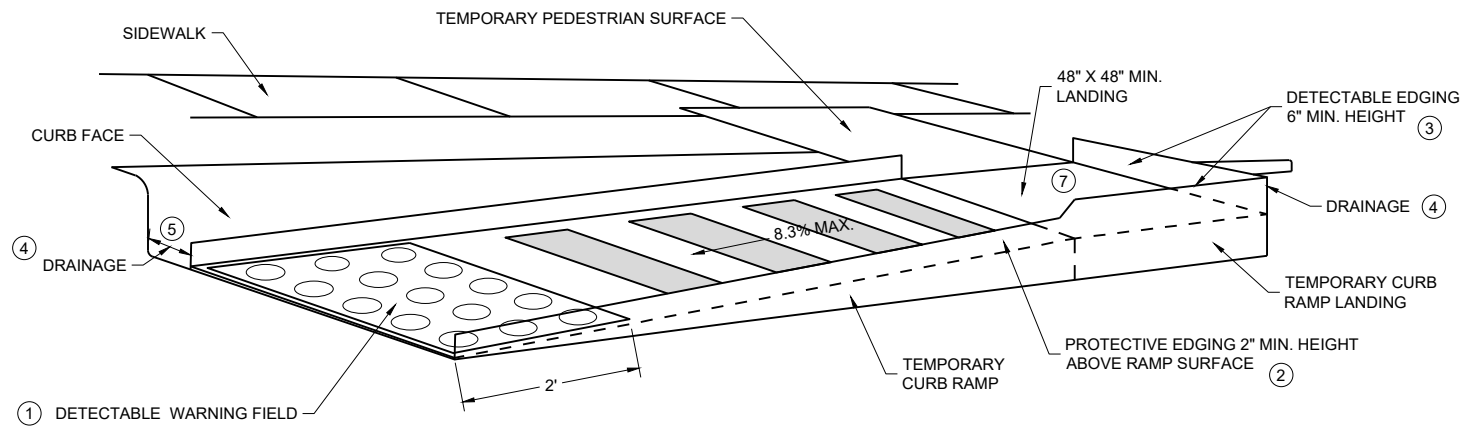
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



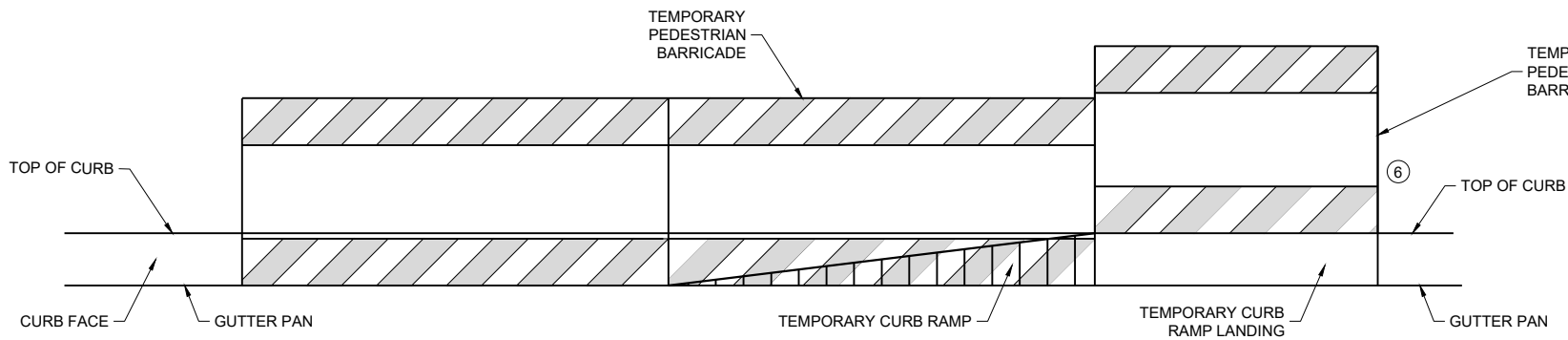
TEMPORARY PEDESTRIAN BARRICADE *

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

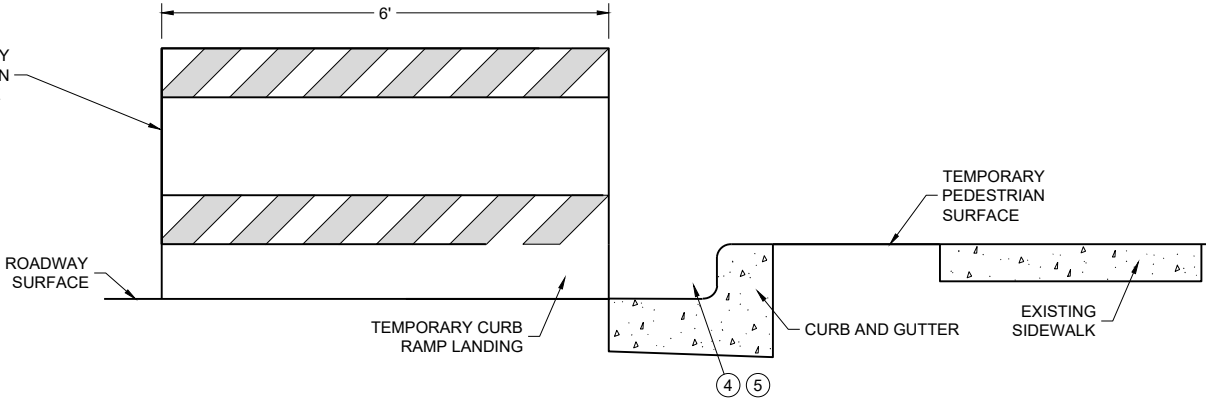


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

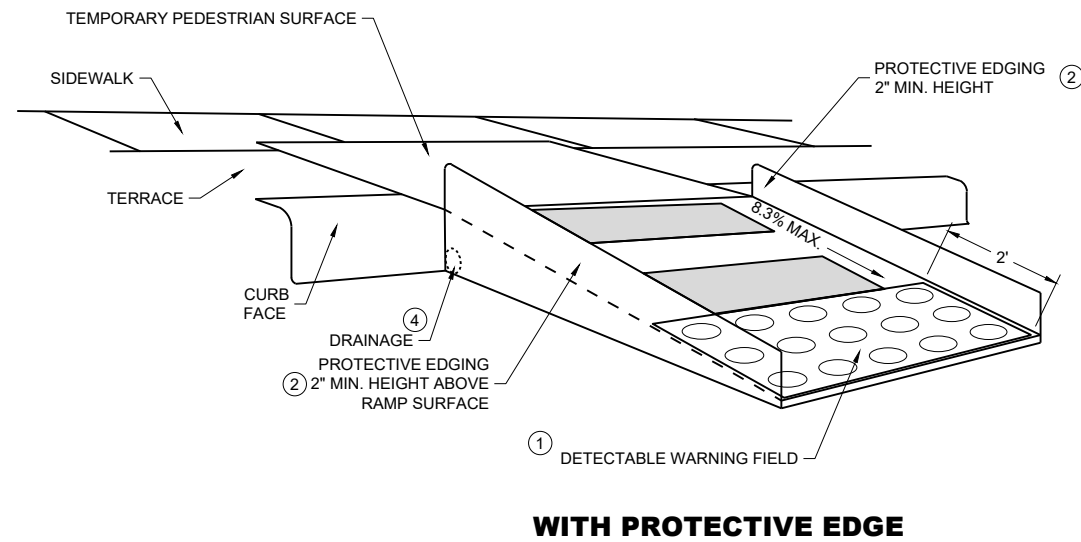
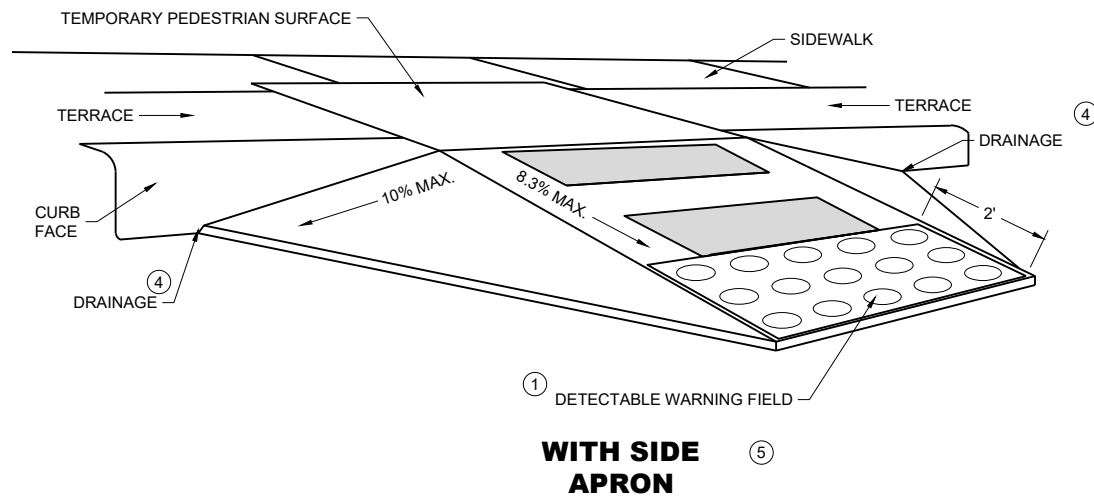
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

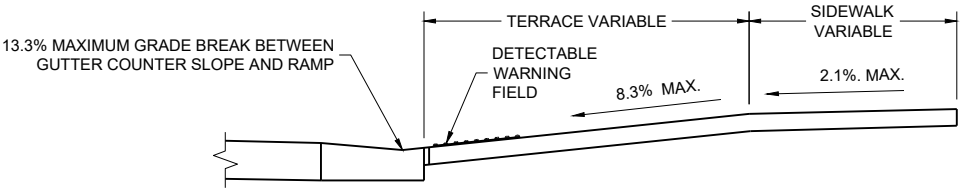
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

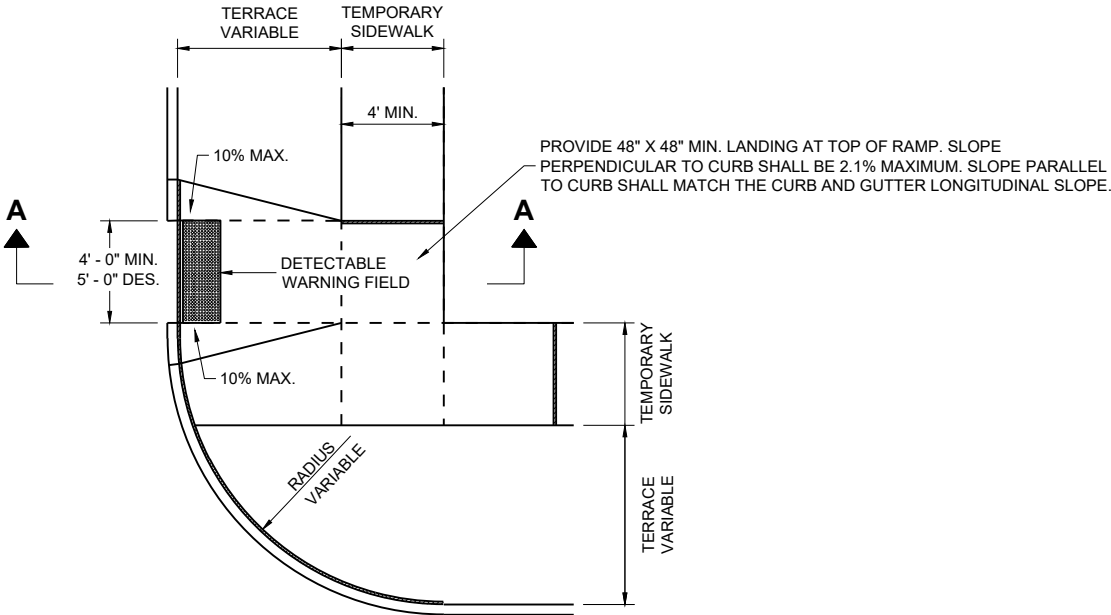
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES



SECTION A - A



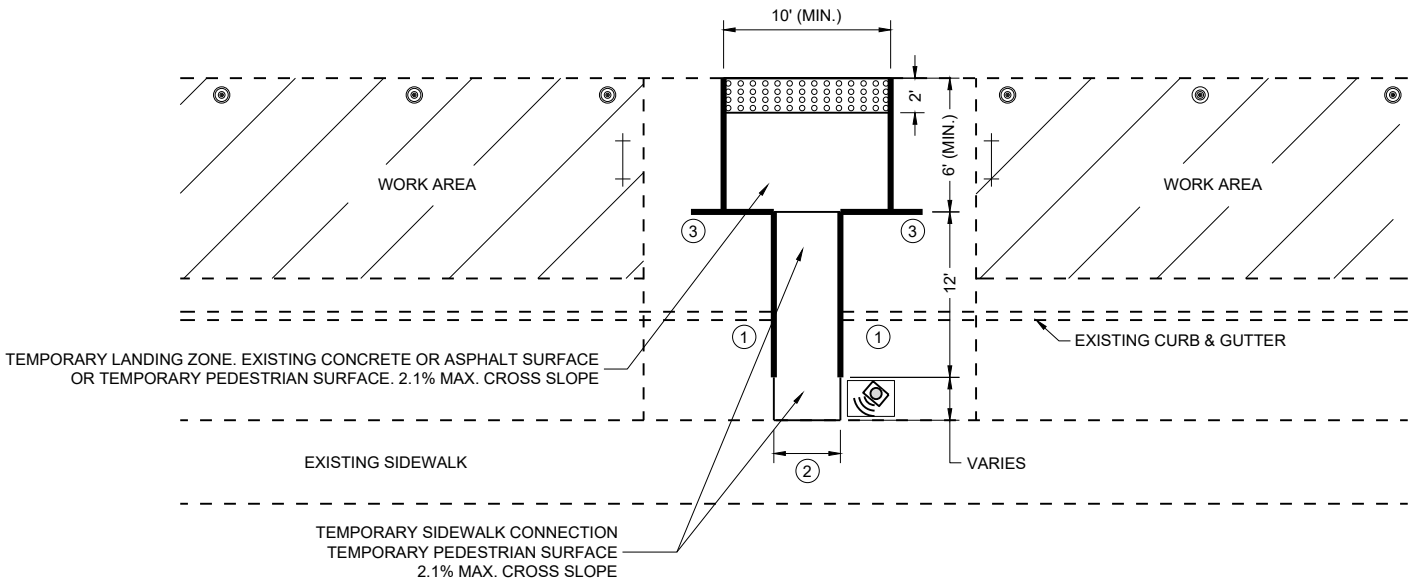
PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

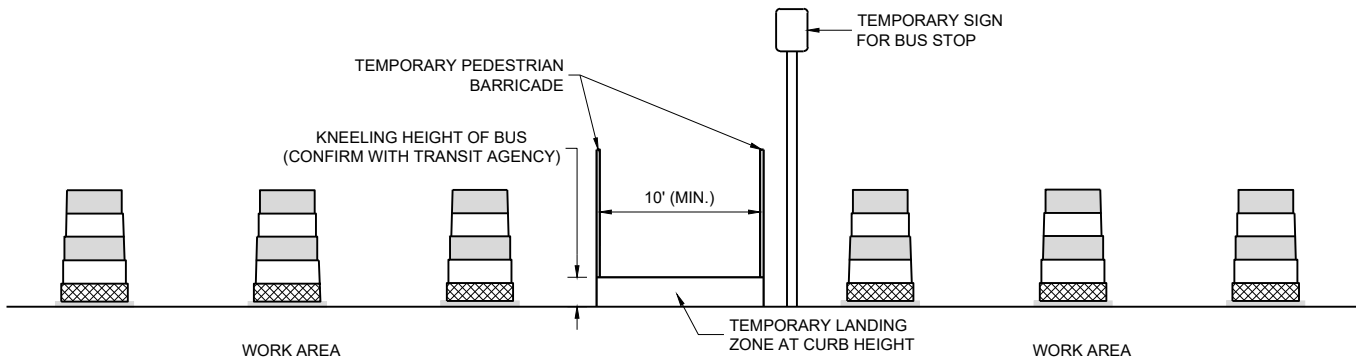
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

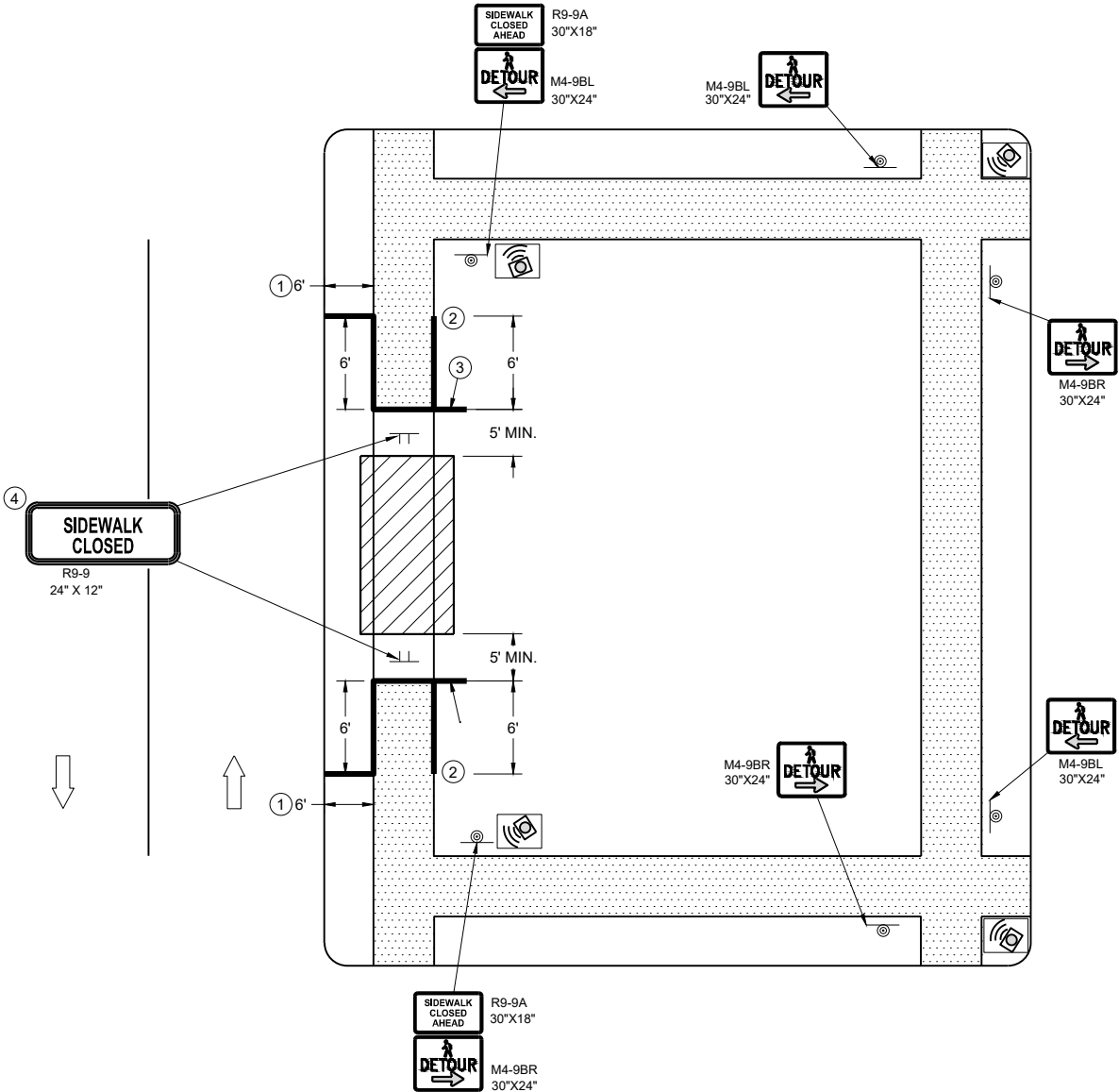
- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- ⊙ TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- ⊞ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC
-  TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

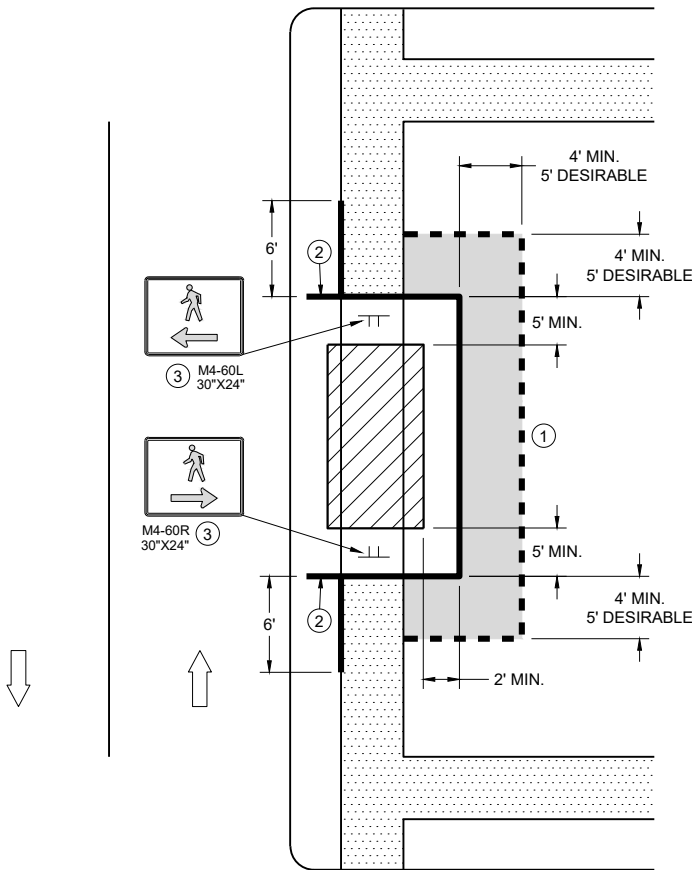
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

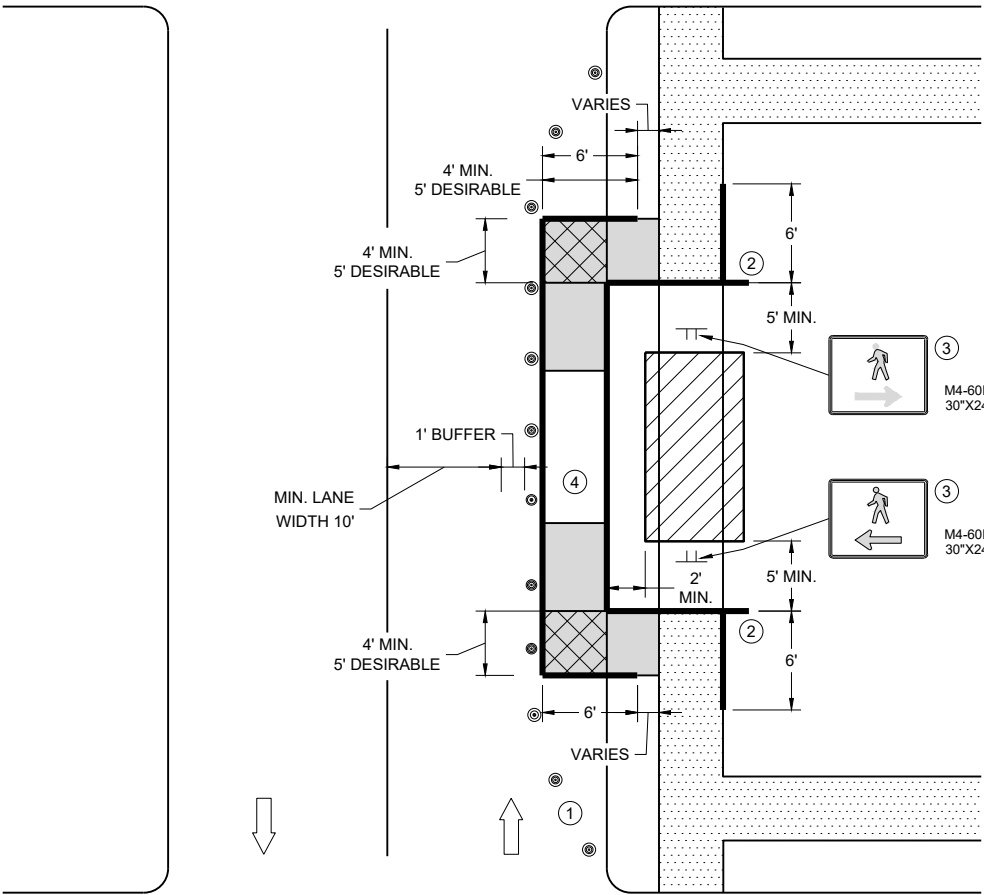
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

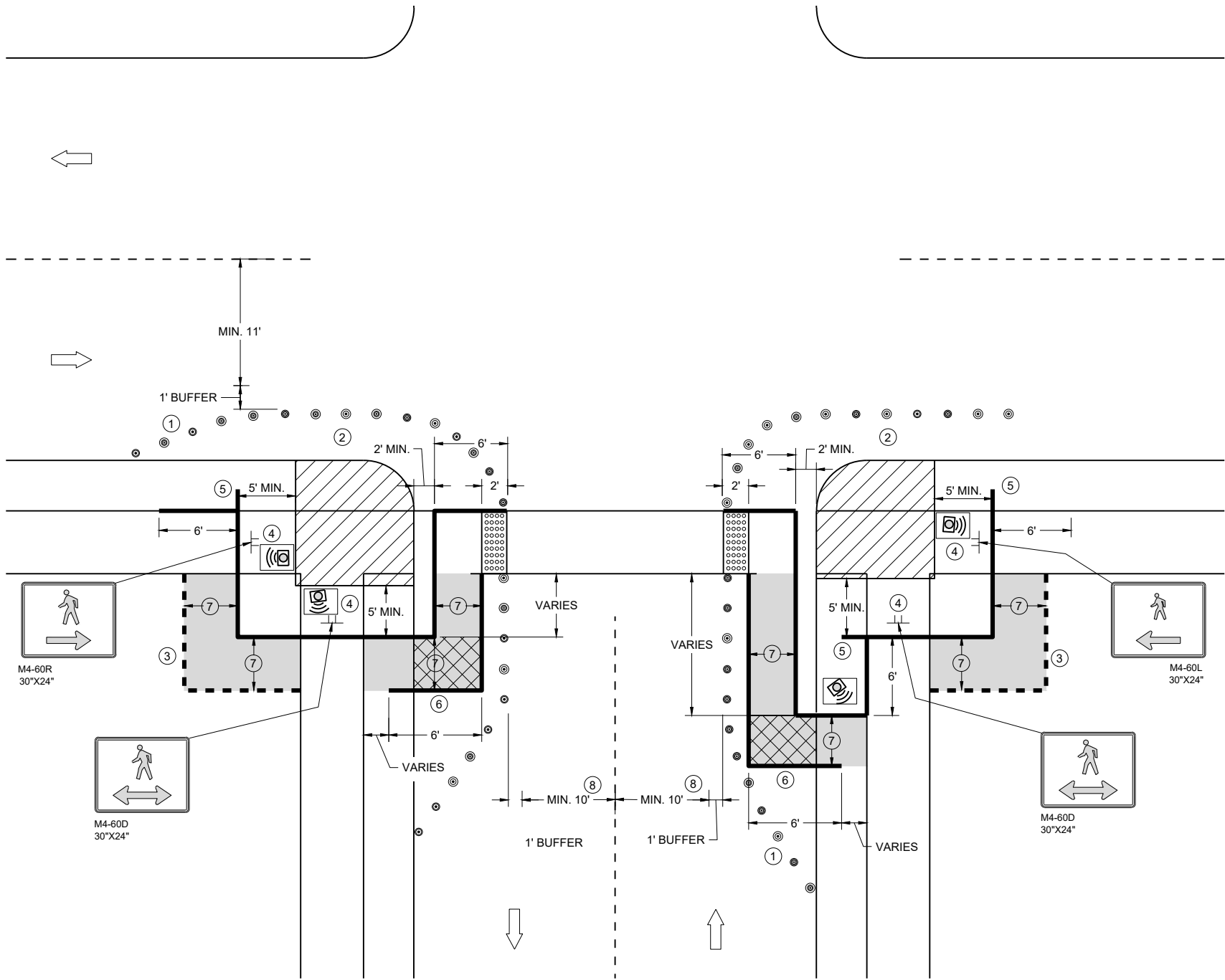
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

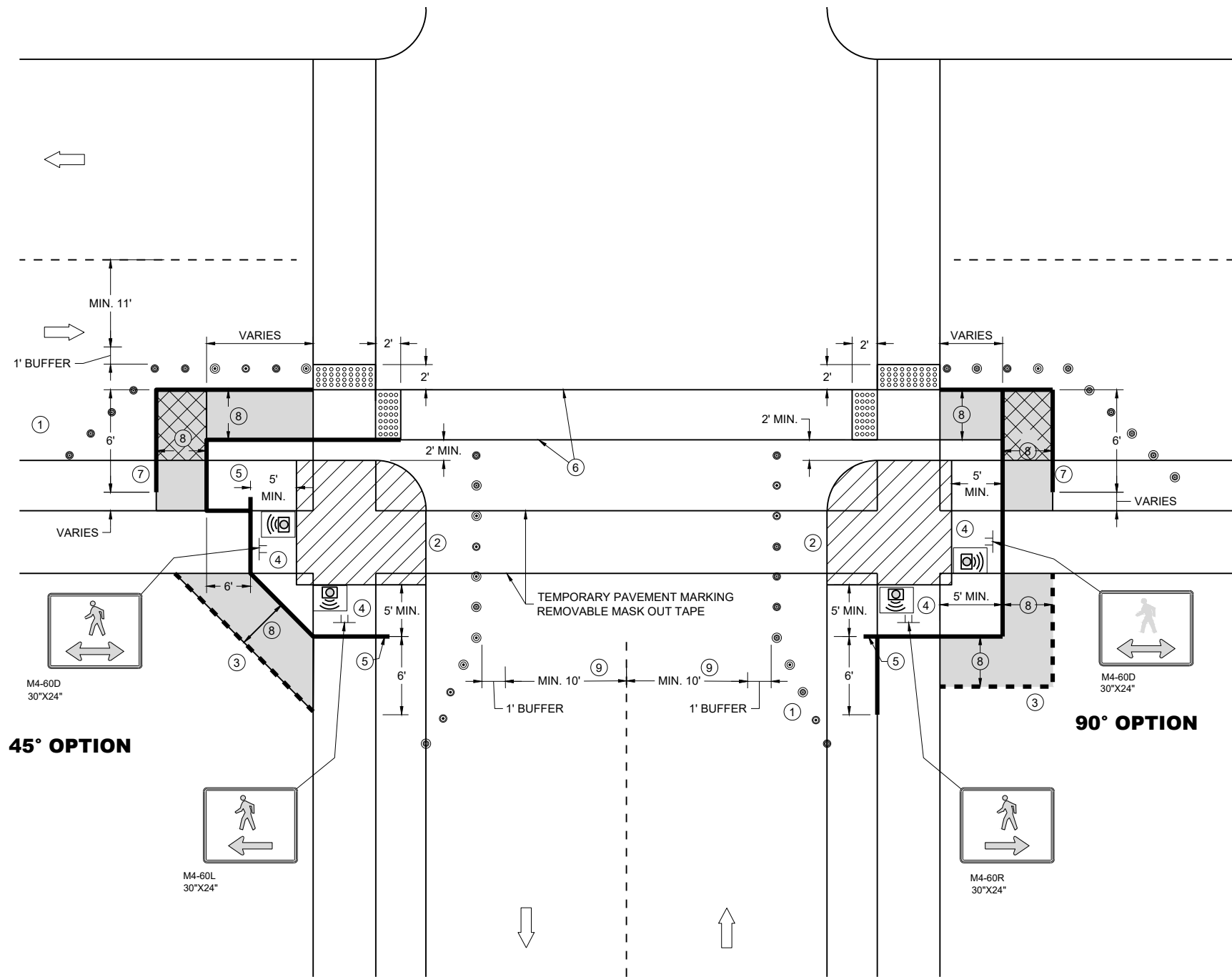
- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK,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

LEGEND

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

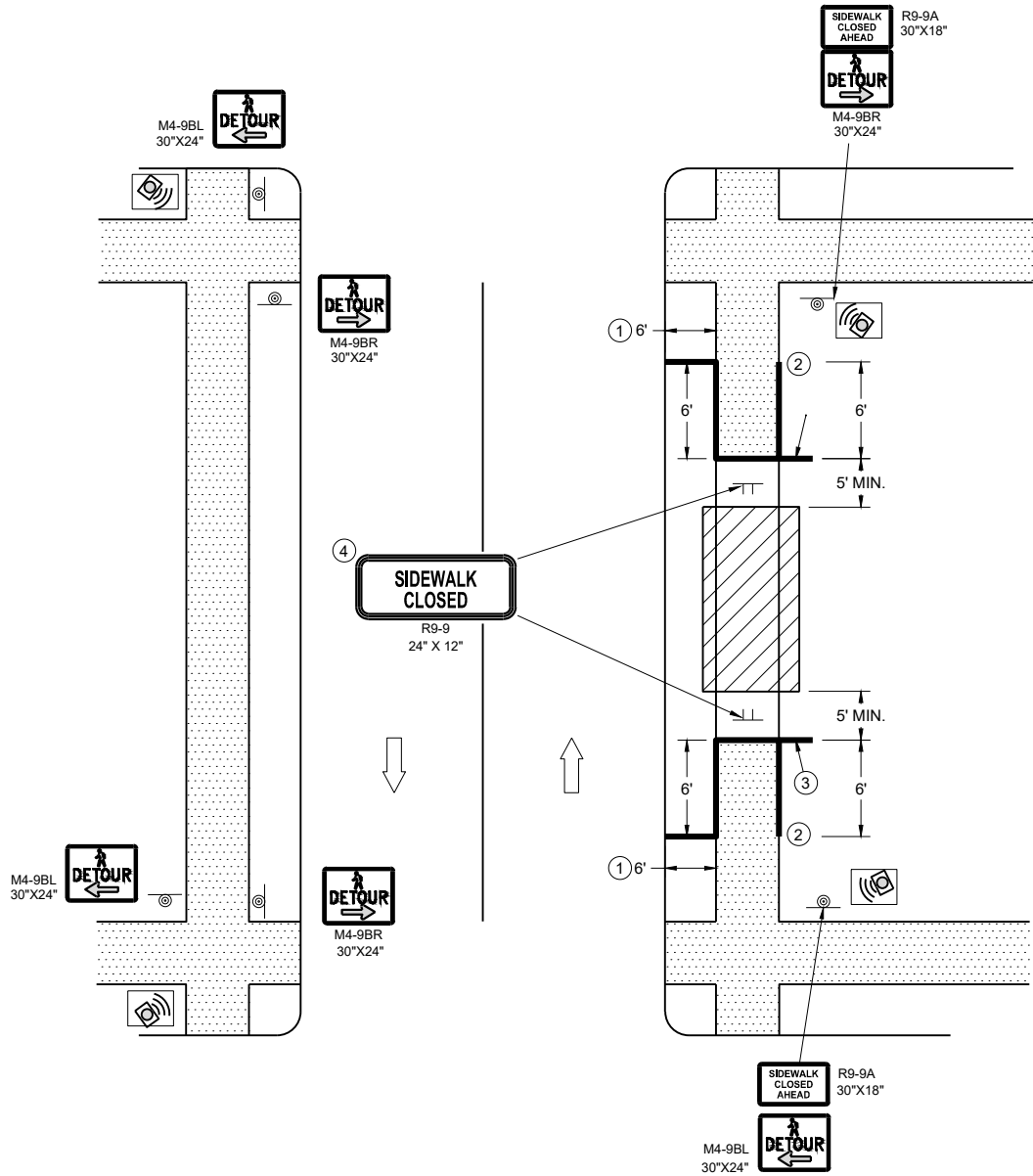
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



- ① SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② 4 FEET MINIMUM, 5 FEET DESIRABLE.
- ③ WHITE 6" TEMPORARY PAVEMENT MARKING.
- ④ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
- ⑤ IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- ⑥ IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ⑦ PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ⑧ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ⑨ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

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

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

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

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

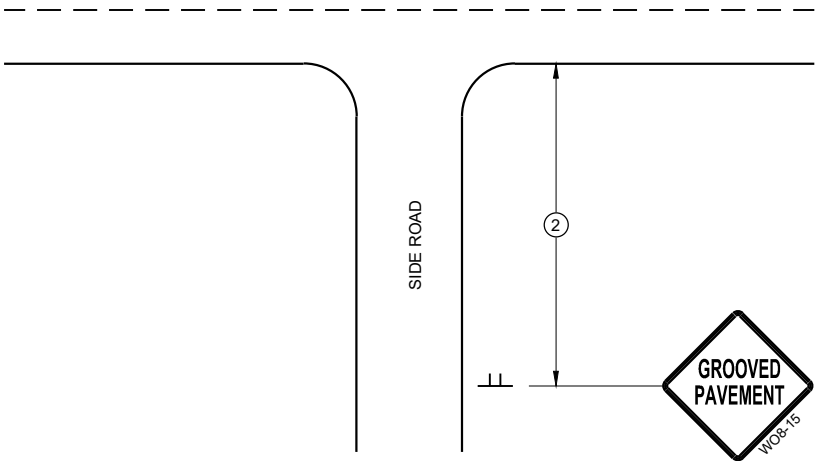
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

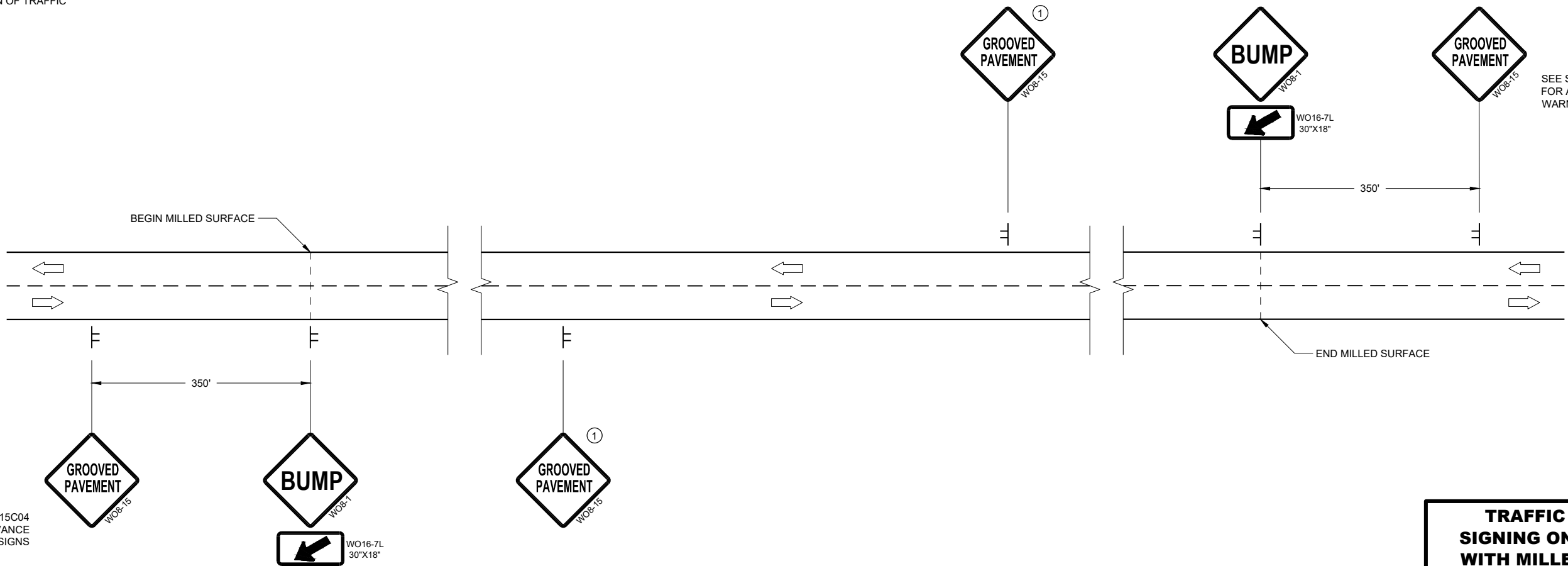
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

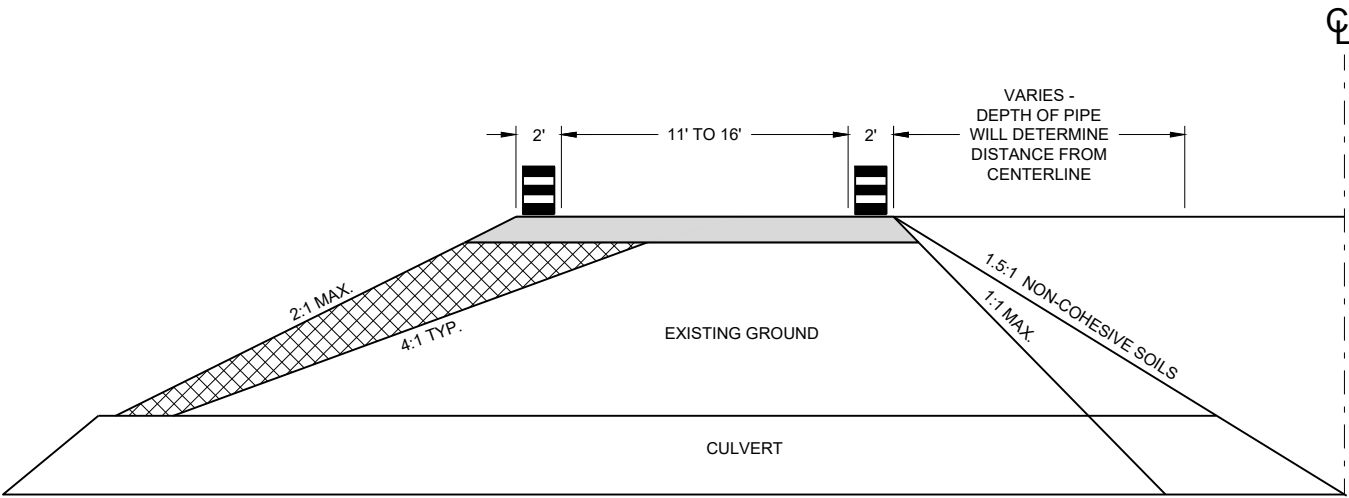
DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

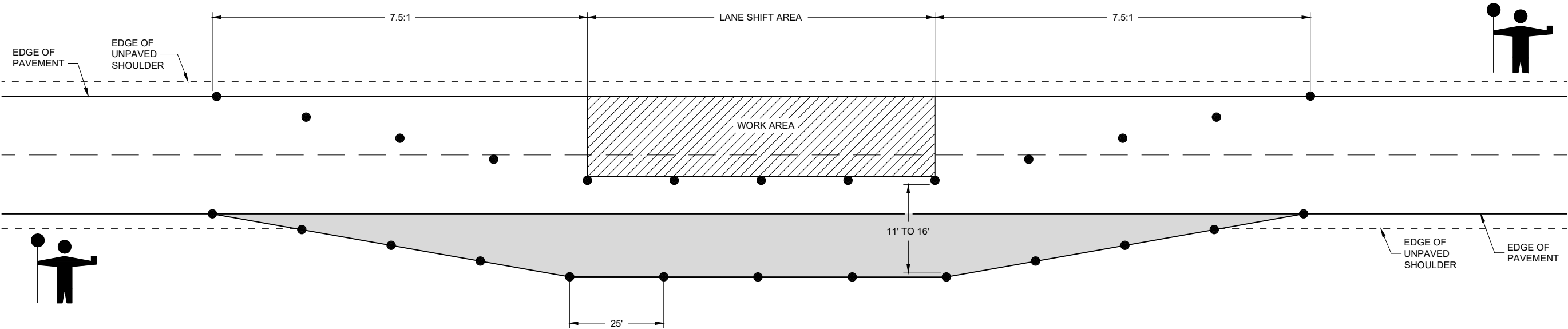
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 1/4" - INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

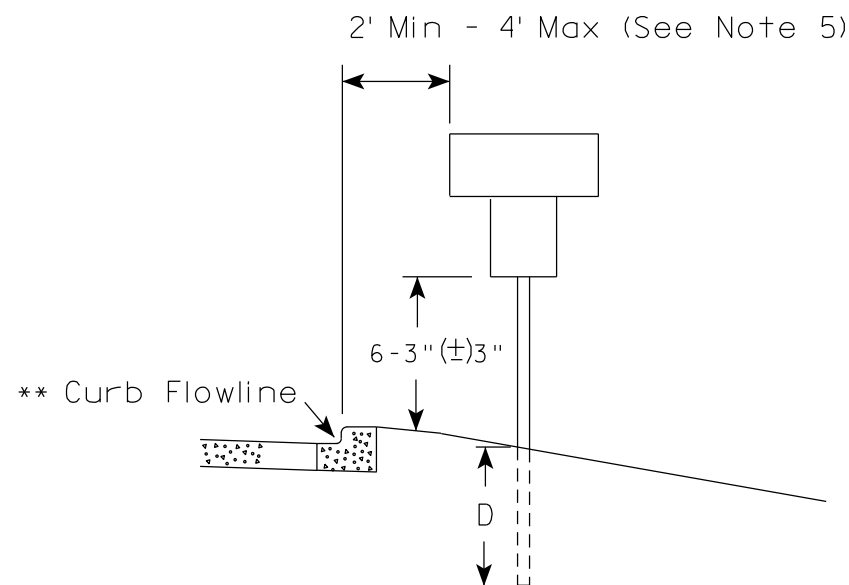
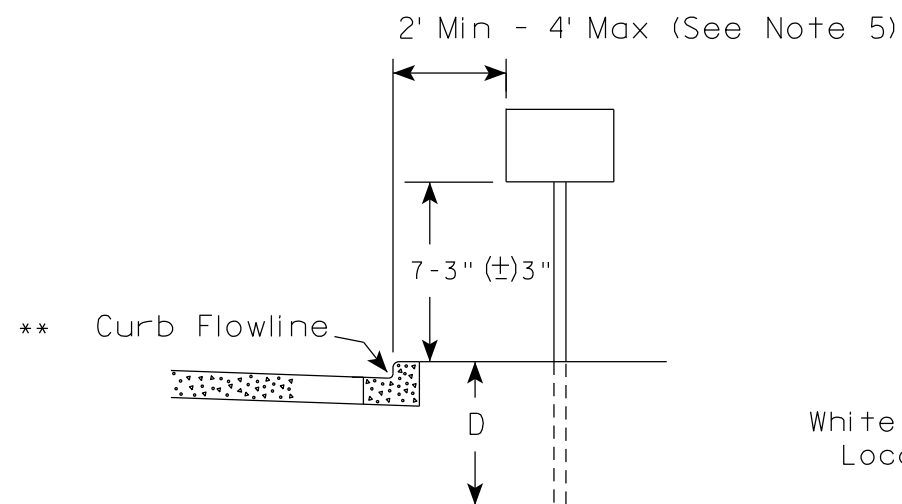
TRAFFIC CONTROL,
TEMPORARY LANE SHIFT
DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Andrew Heidtke
WORK ZONE ENGINEER

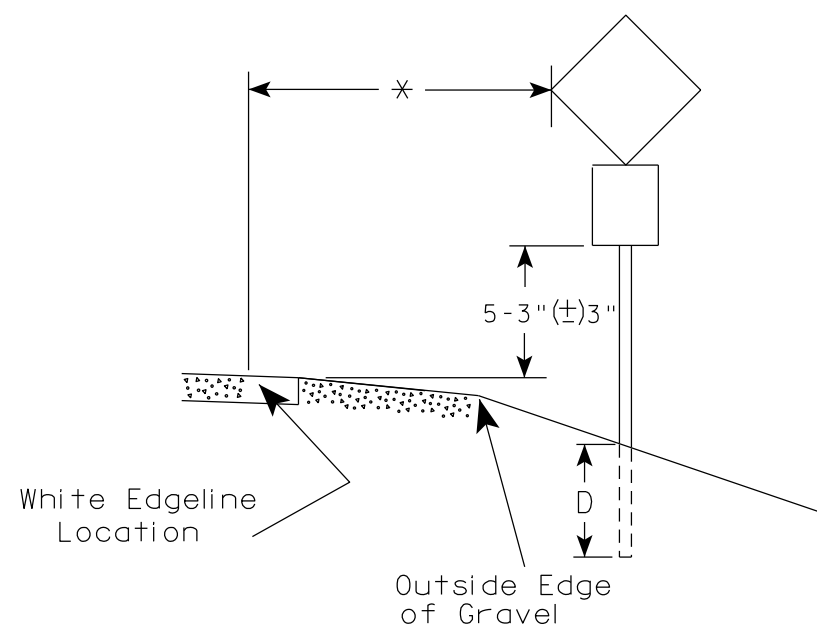
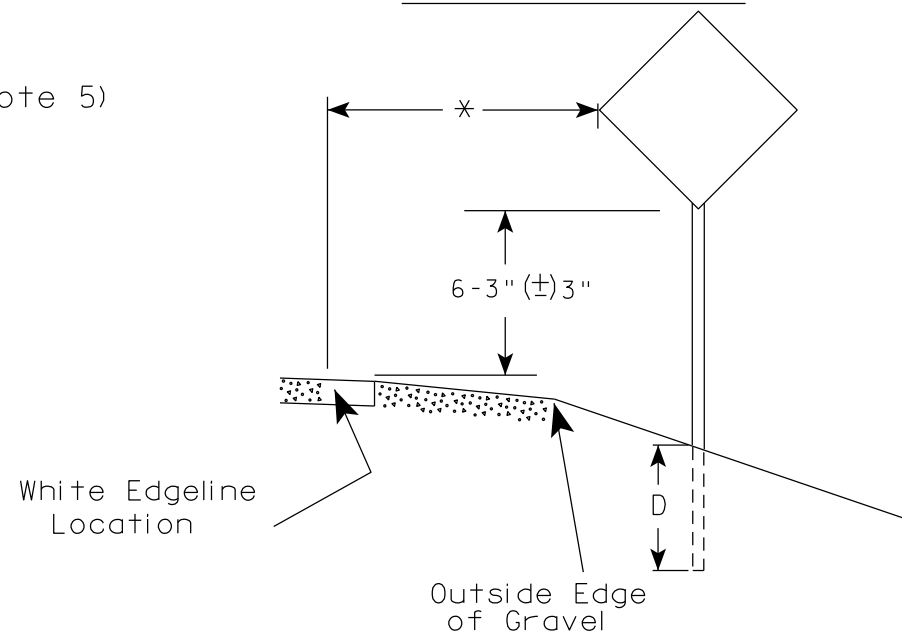
FHWA

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.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

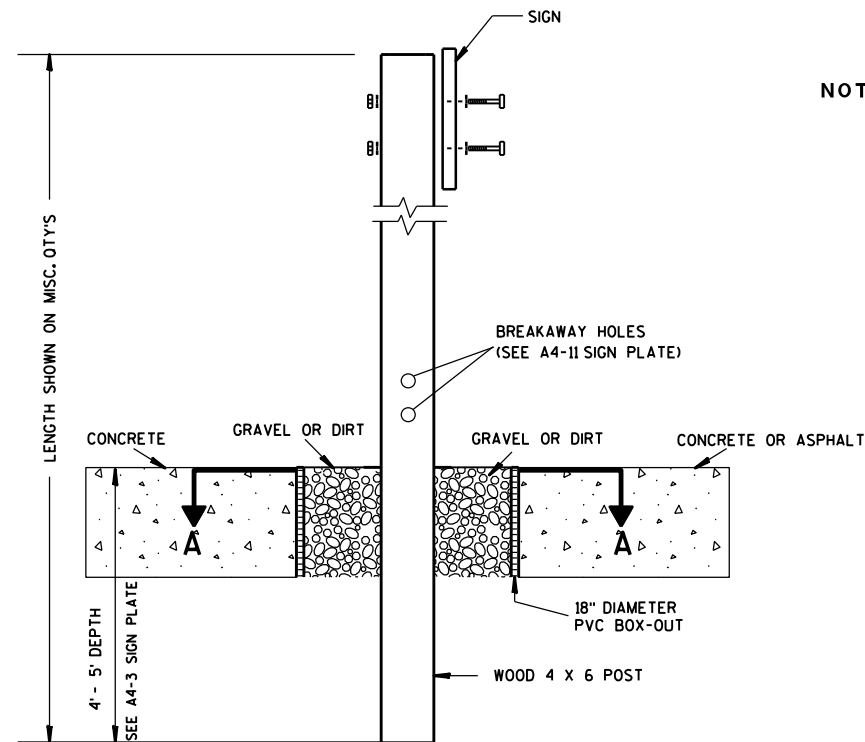
- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

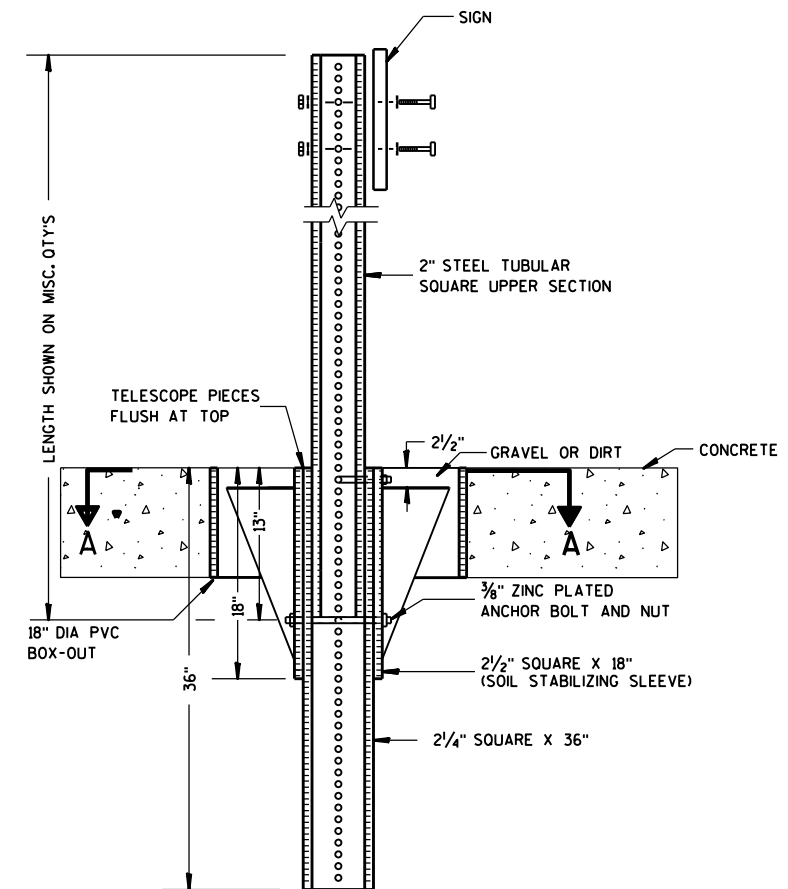
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

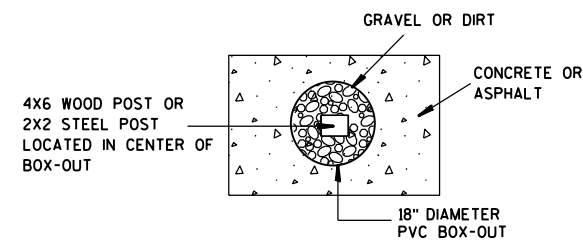
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:

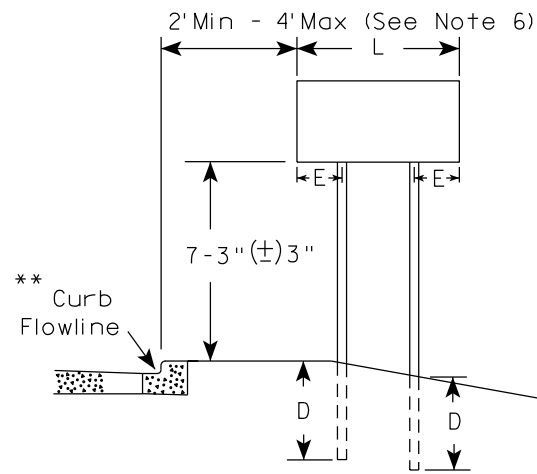
HWY:

COUNTY:

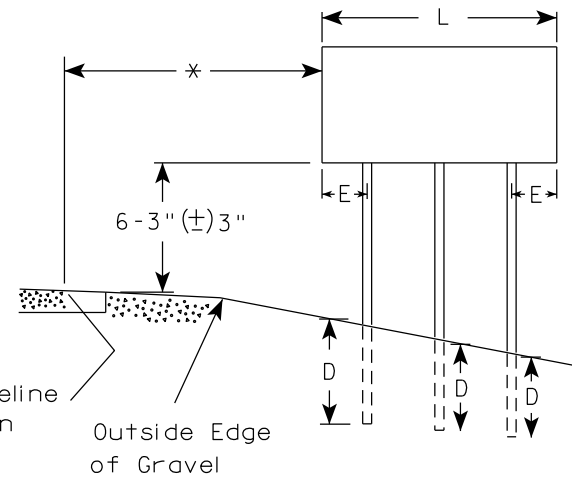
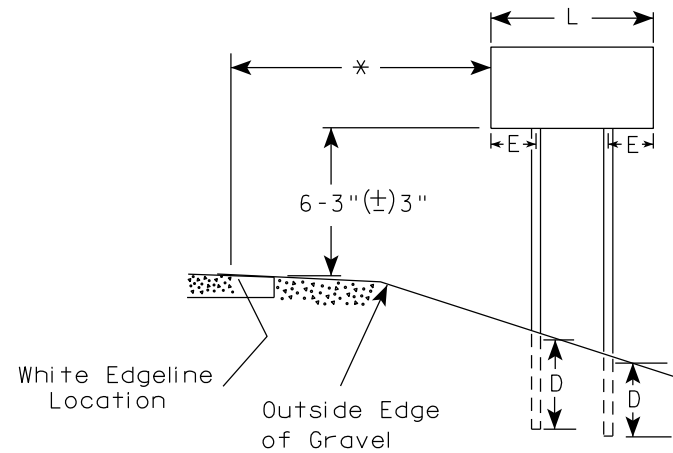
SHEET NO:

E

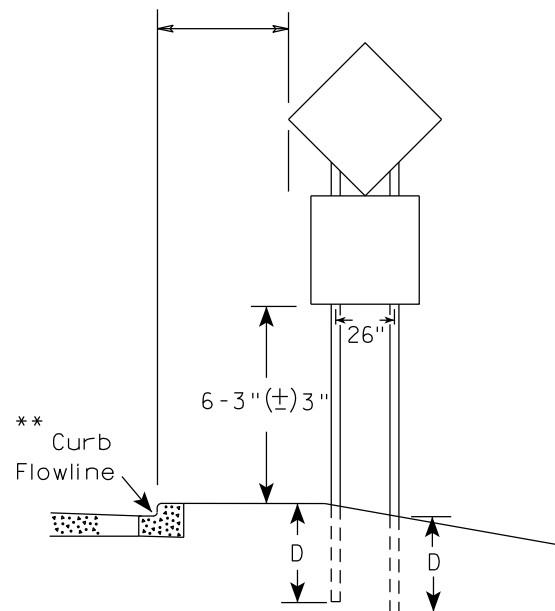
URBAN AREA



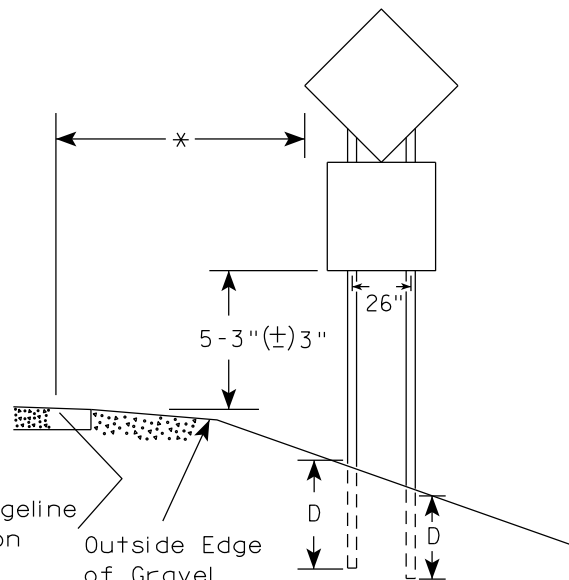
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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

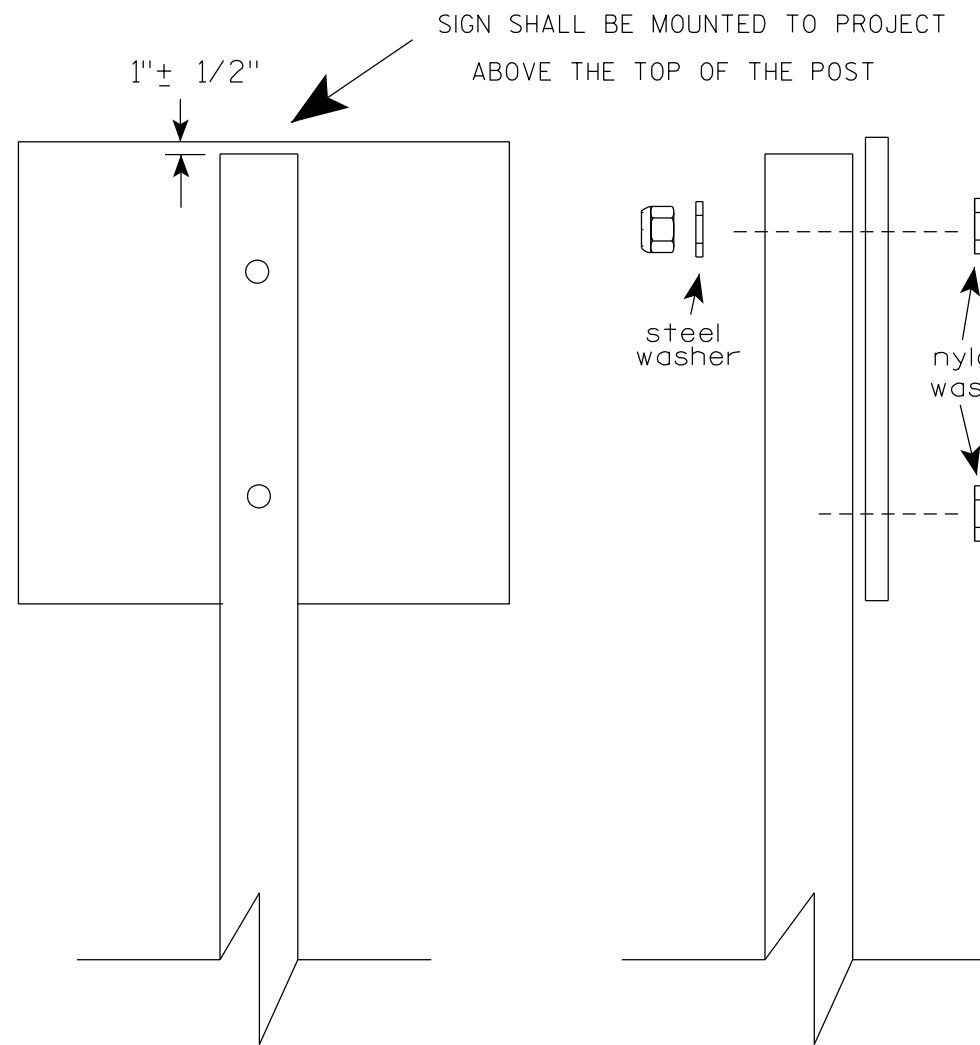
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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.

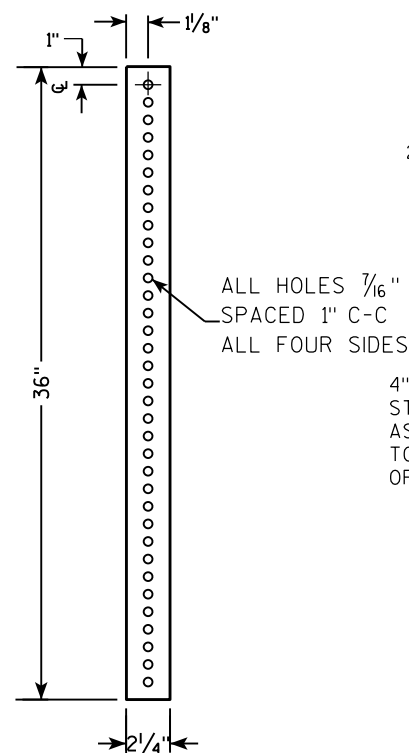
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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" TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

10'

4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELES PAR TUBE

TECHNICAL DRAWING OF A SIGN POST ASSEMBLY.

Side View Labels:

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

Cross Section Labels:

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

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. Q'TYS
- Section 1: 2" STEEL TUBULAR SQUARE UPPER SECTION
- Section 2: 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- Section 3: 2 1/4" SQUARE X 36"
- Section 4: 36" (Total length of the lower square section)
- Section 5: 18"
- Section 6: 12"

Top View Details:

- TELESCOPE PIECES FLUSH AT TOP
- ALL HOLES 7/16" SPACED 1" C-C
- ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- 1"
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT

Sign Assembly Details:

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

DIRECTION
OF TRAFFIC

SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

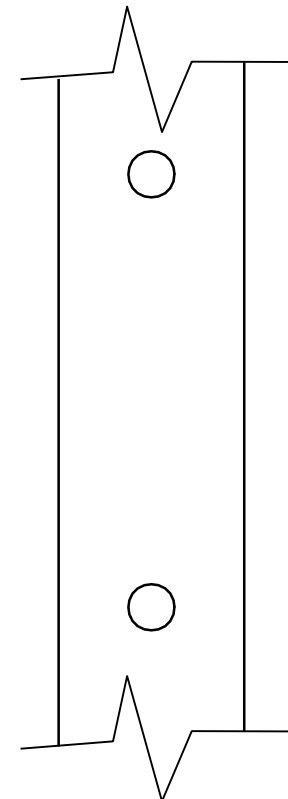
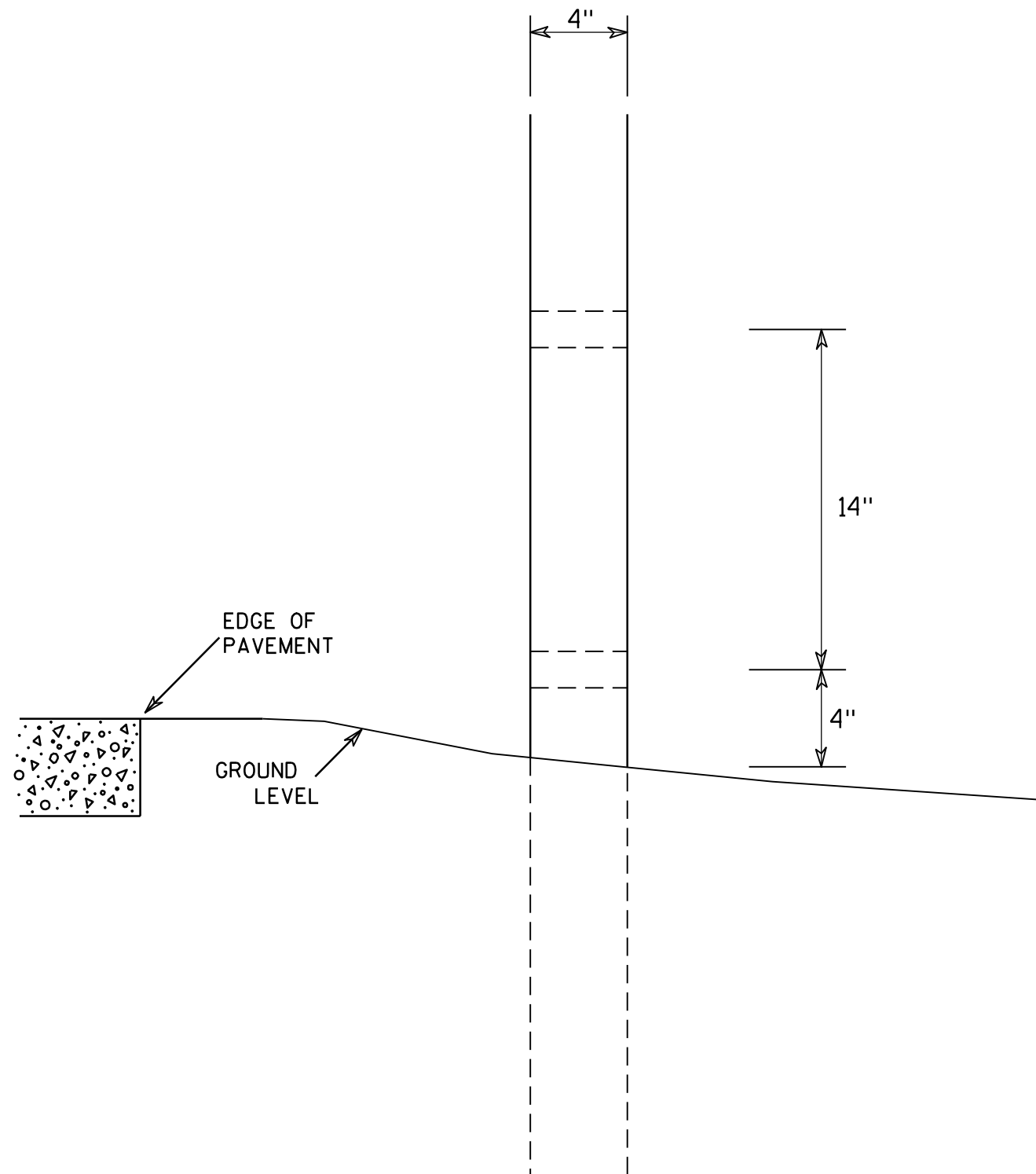
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 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

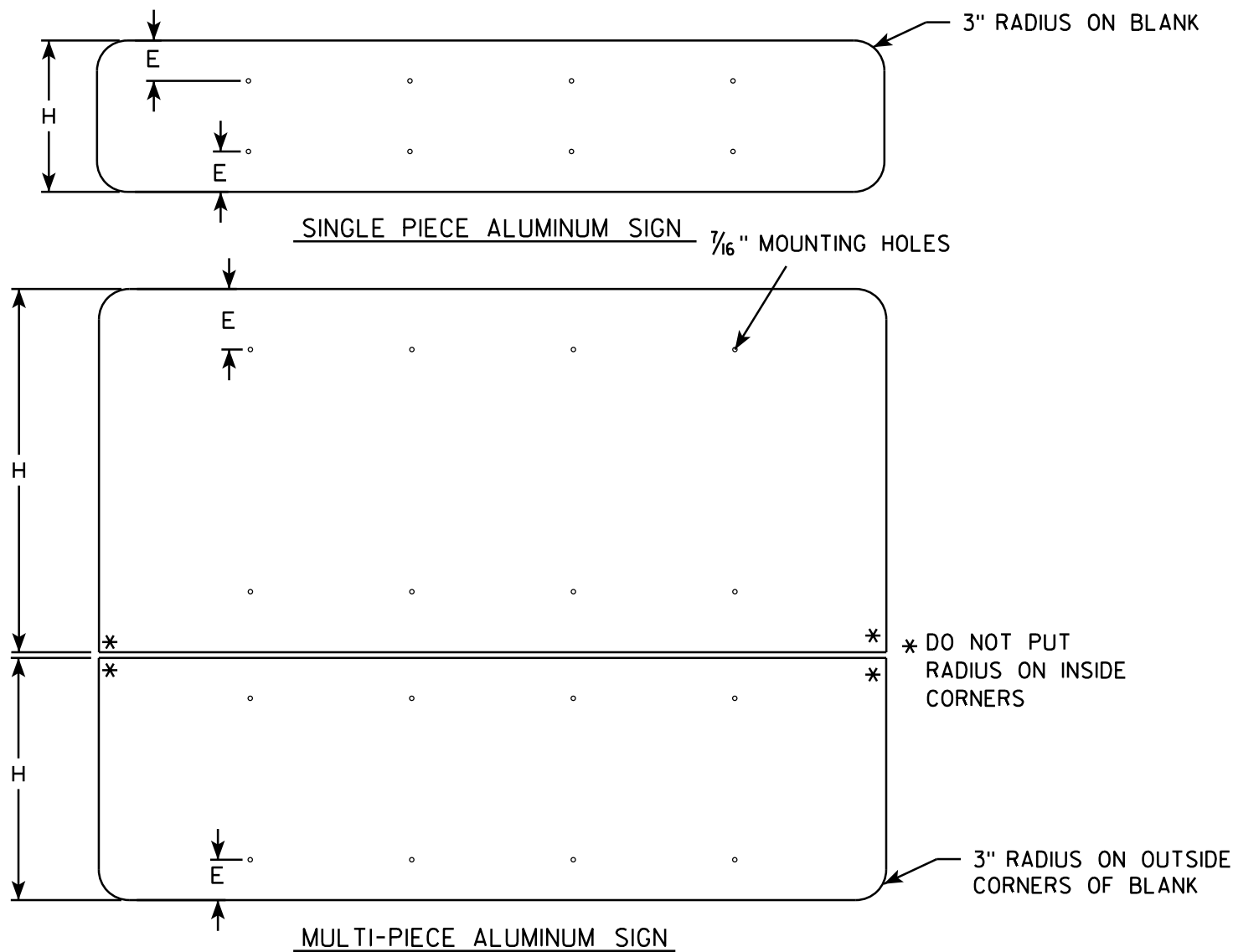
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

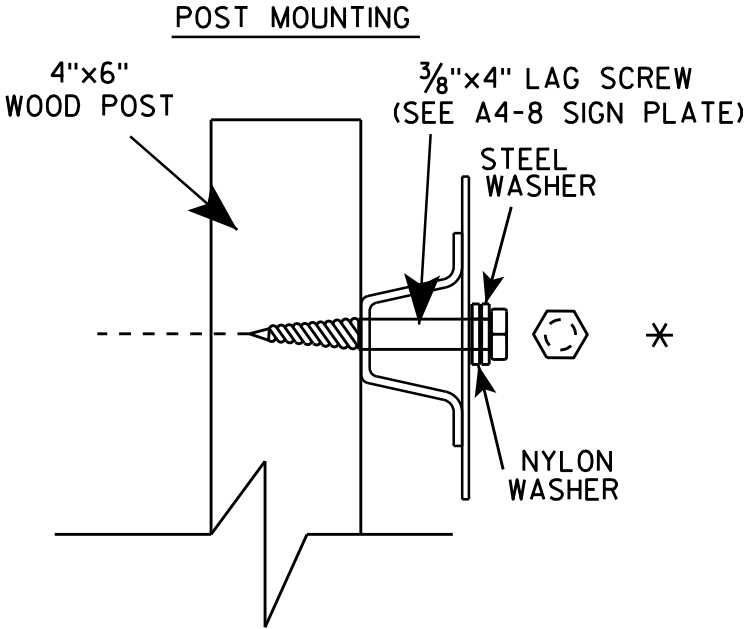
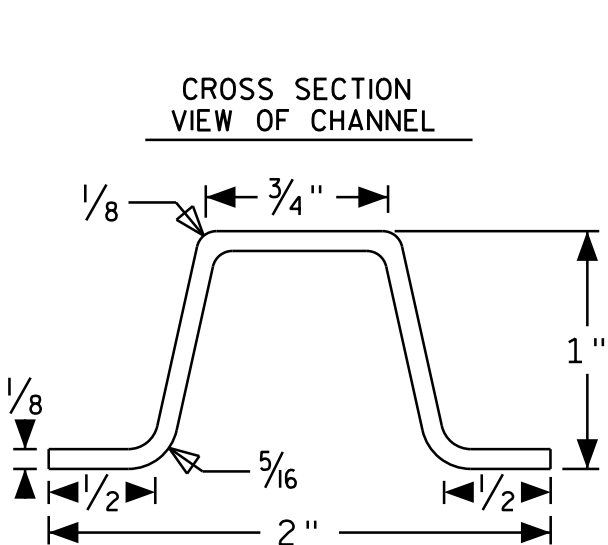
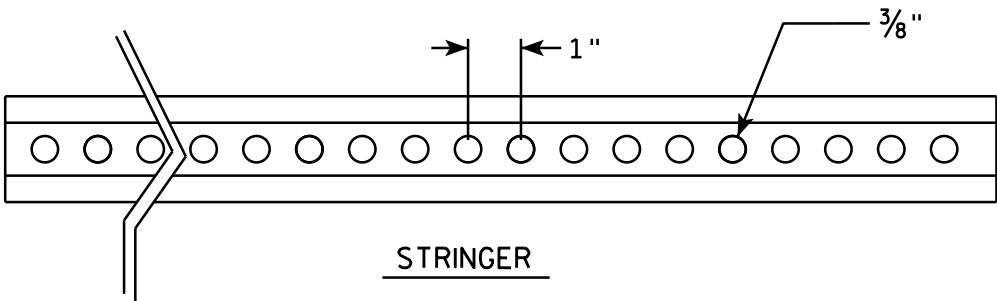
E



GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES			
78"	72"	2	16"	15"	31"	47"	63"
84"	72"	2	17"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
114"	108"	3	15"	12"	27"	42"	57" 72" 87" 102"
120"	108"	3	16"	12"	28"	44"	60" 76" 92" 108"
126"	108"	3	17"	12"	29"	46"	63" 80" 97" 114"
132"	126"	3	18"	12"	30"	48"	66" 84" 102" 120"
138"	126"	3	19"	12"	31"	50"	69" 88" 107" 126"
144"	126"	3	20"	12"	32"	52"	72" 92" 112" 132"



SIGN STRINGER
MOUNTING REQUIREMENTS

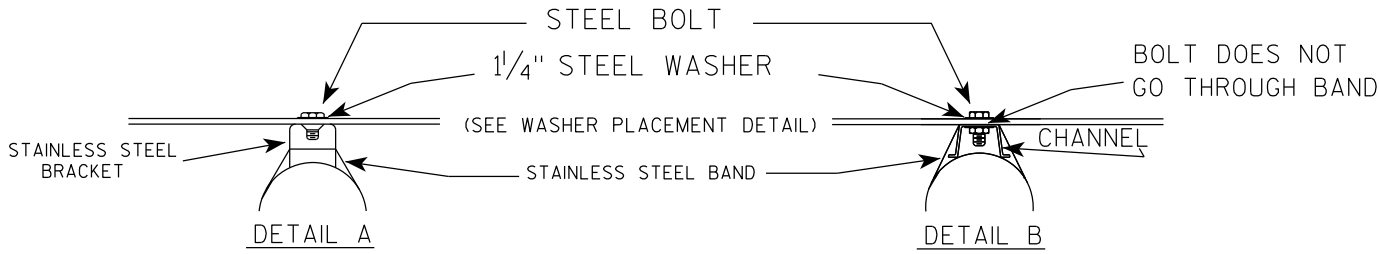
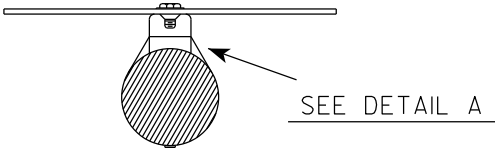
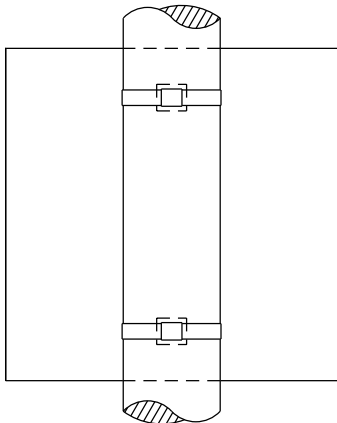
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/26/16 PLATE NO. A4-18.1

BANDING

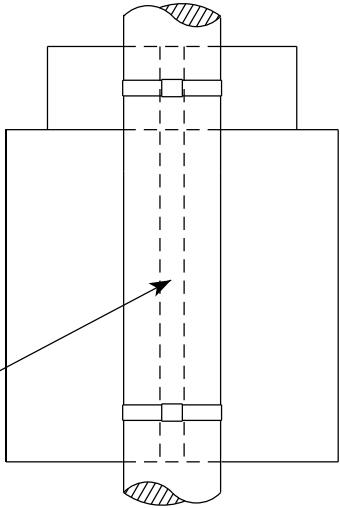
SINGLE SIGN



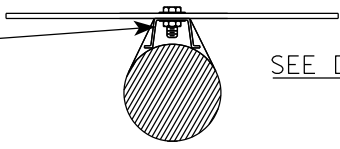
GENERAL NOTES

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

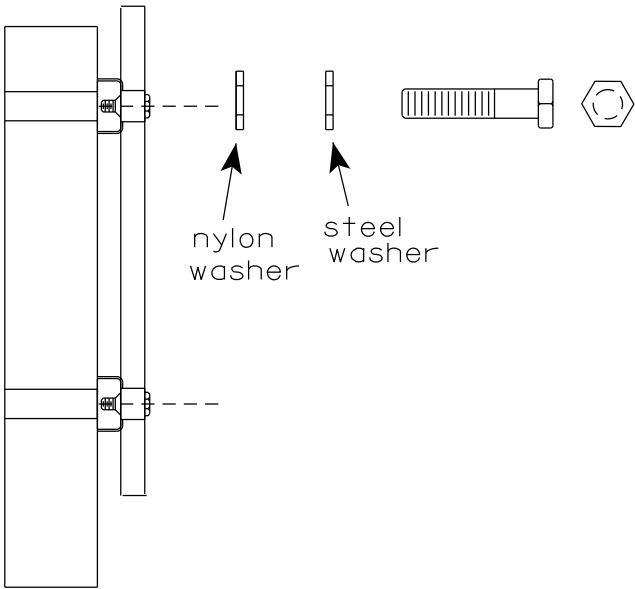
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



WASHER PLACEMENT



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

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

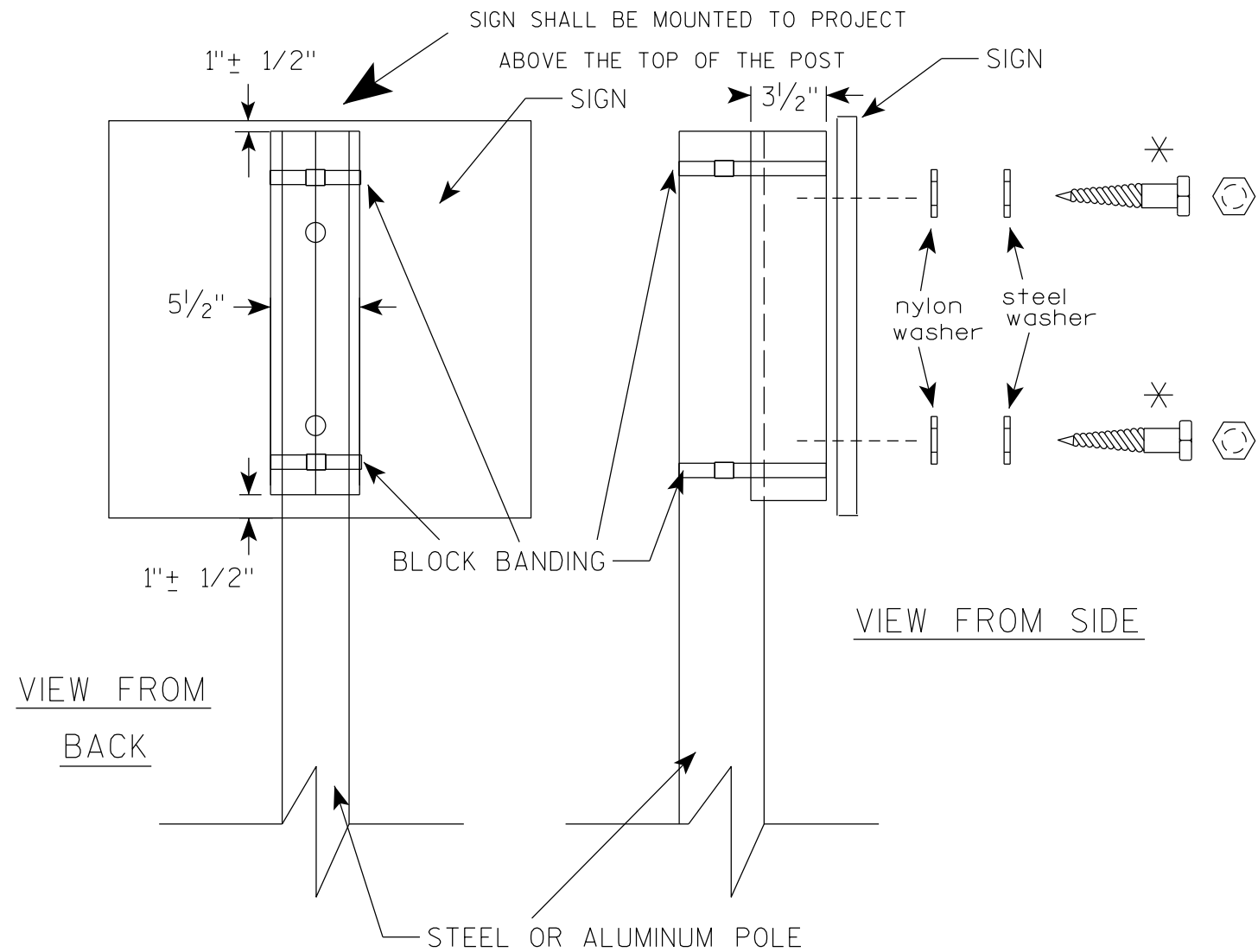
VIEW FROM
BACK

7

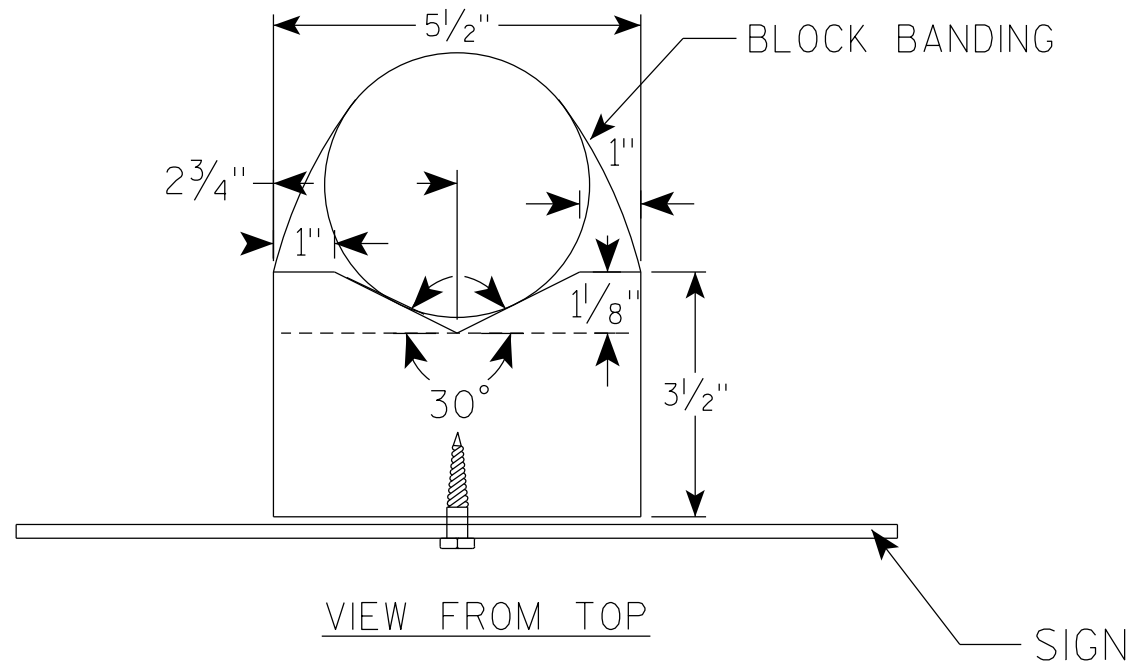
PROJECT NO:

SHEET NO:

E



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

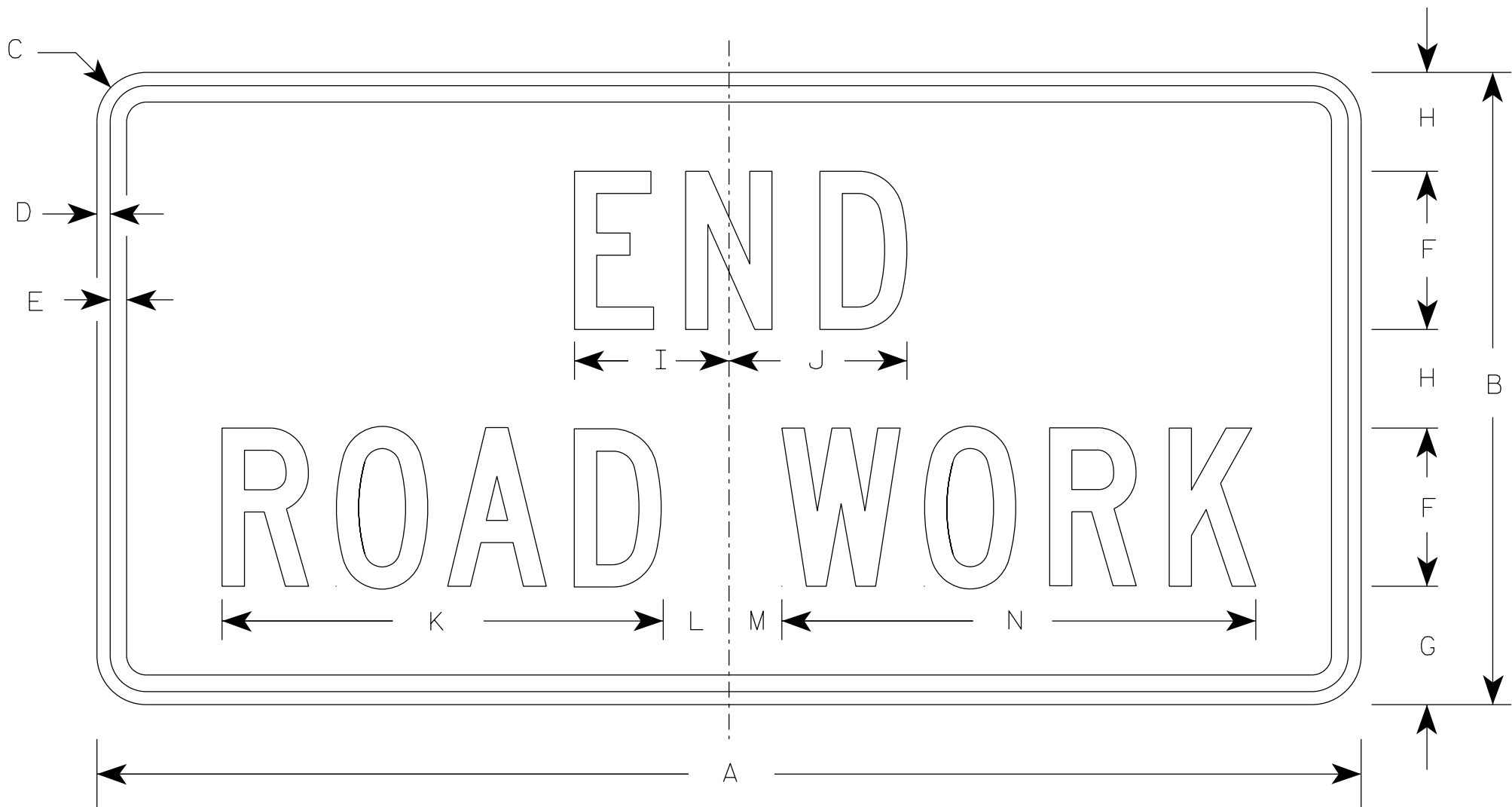
DATE 4/19/2022 PLATE NO. A5-10.3

NOTES

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

Background - Orange

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



G20-2A

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

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D
- 4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

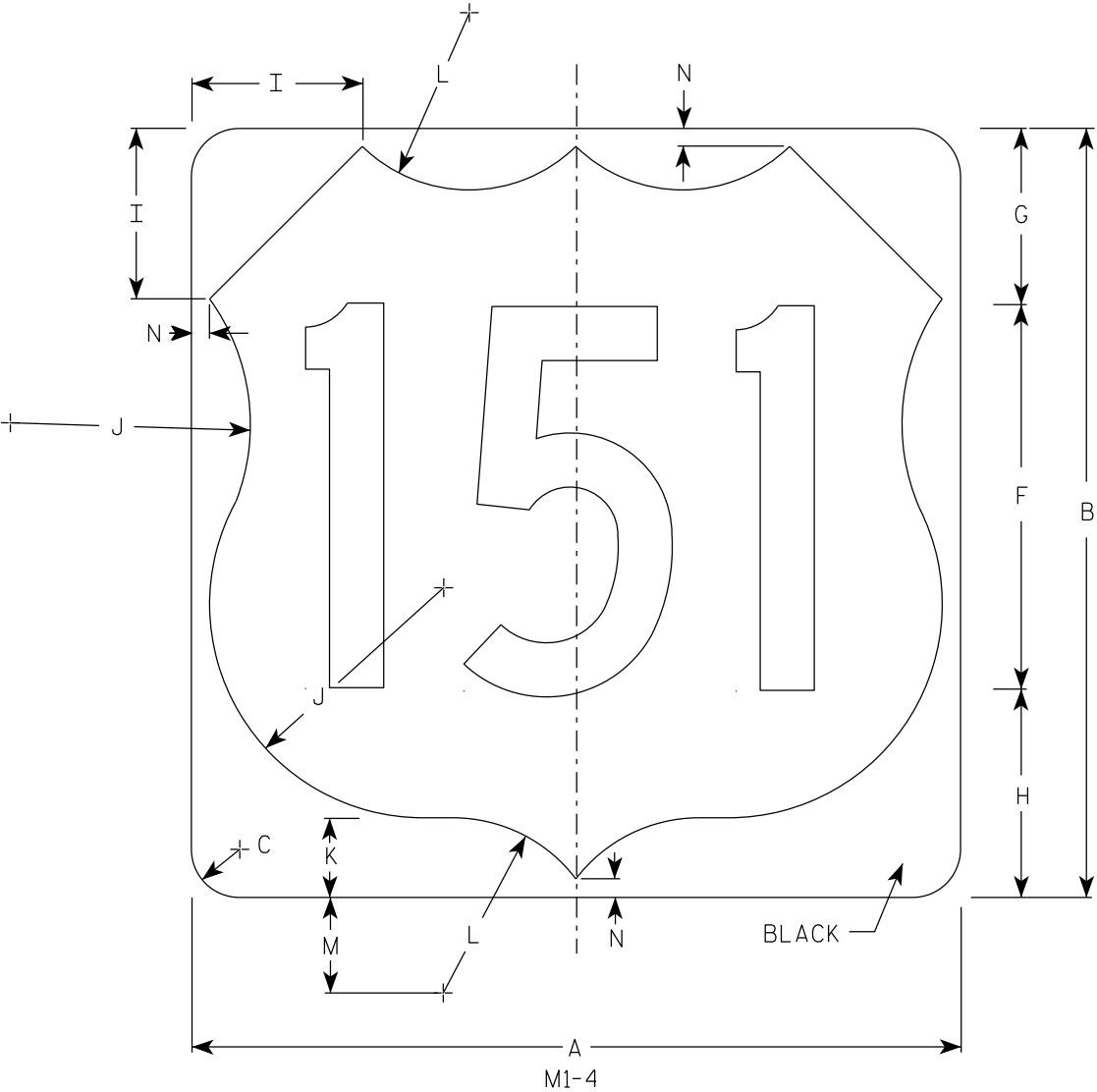
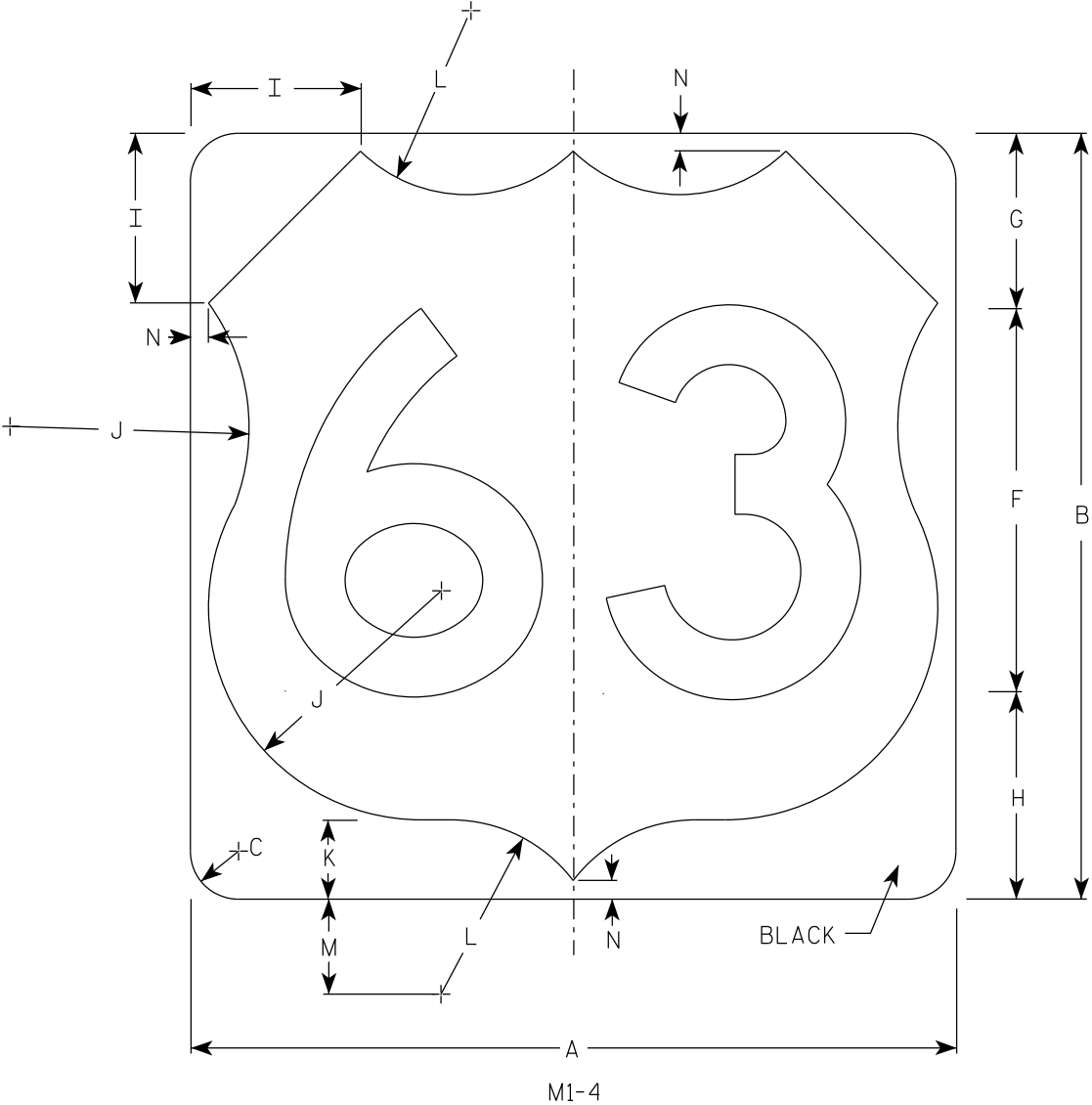
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3



NOTES

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

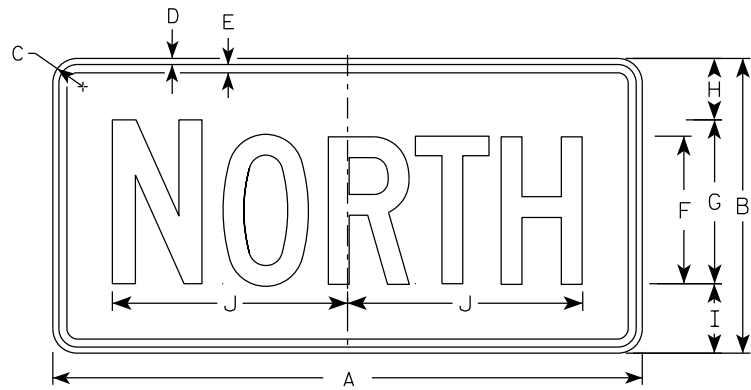
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER
M1-4 FOR ASSEMBLIES

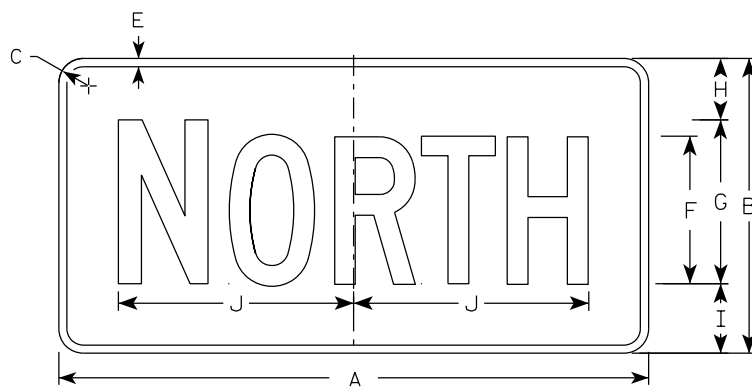
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

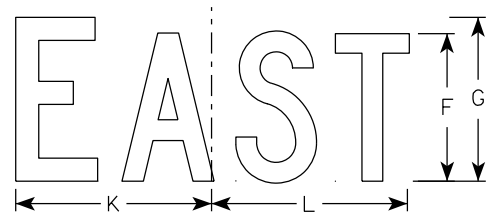
DATE 12/20/22 PLATE NO. M1-4.11



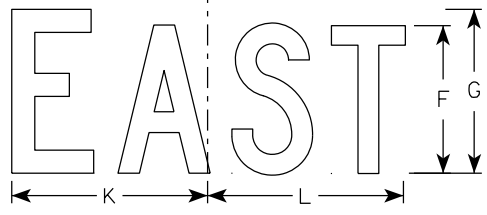
M3-1
MM3-1
MP3-1



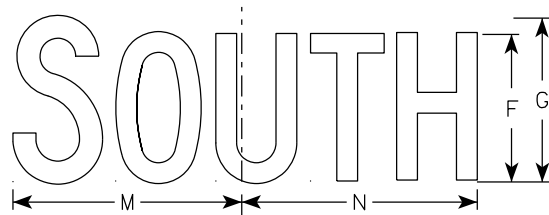
MB3-1
MK3-1
MN3-1



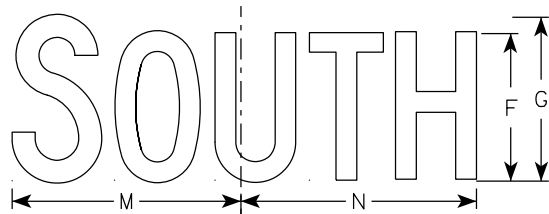
M3-2
MM3-2
MP3-2



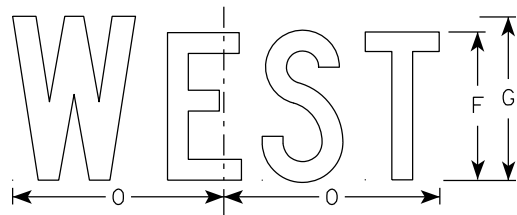
MB3-2
MK3-2
MN3-2



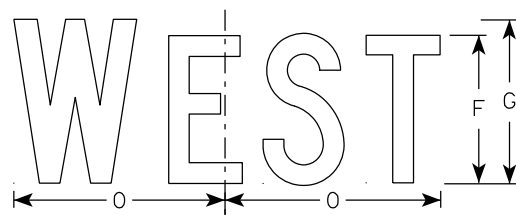
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

- All Signs Type II - Type H Reflective
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- 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.
- M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.

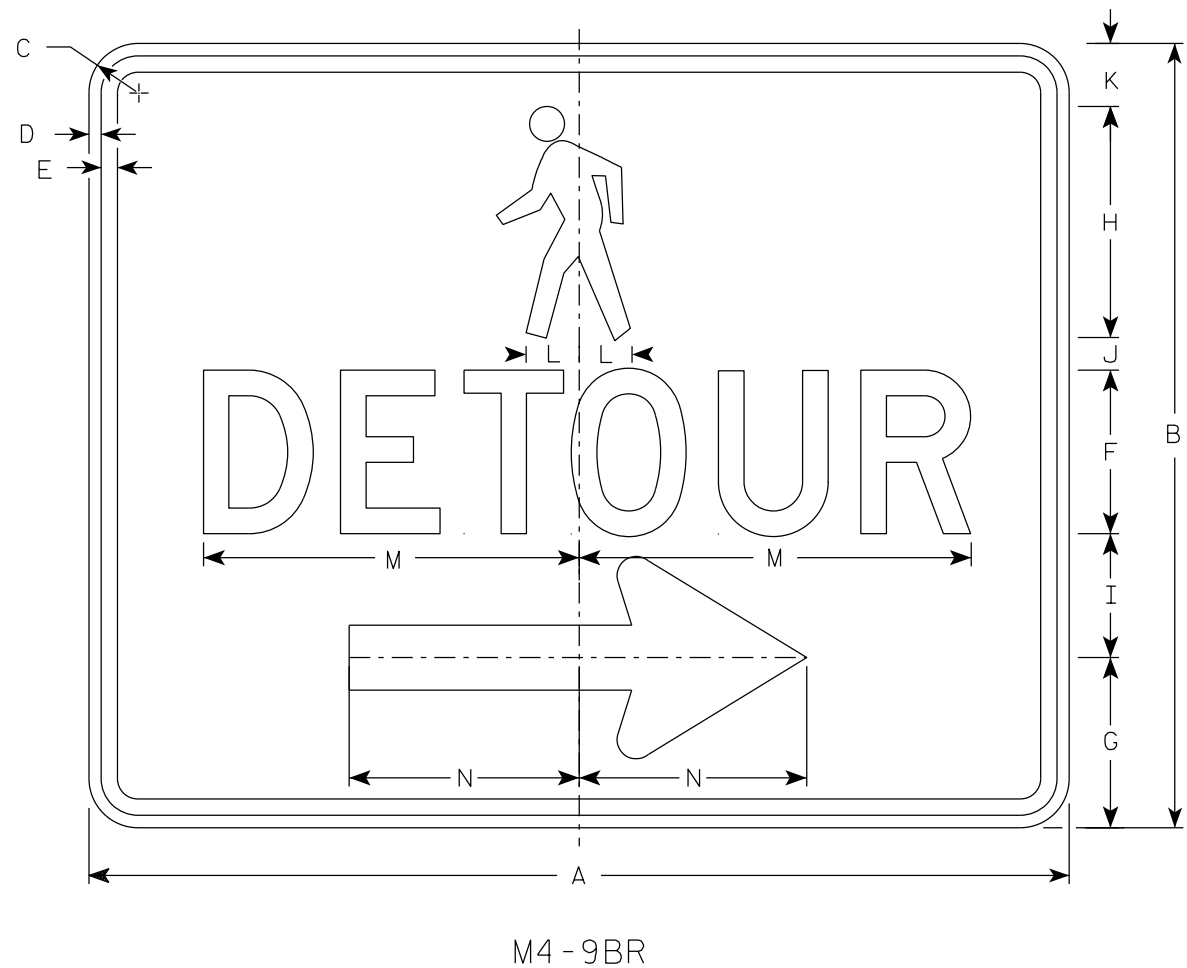
7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

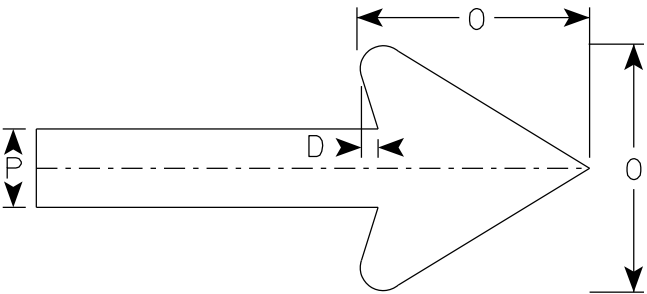
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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7



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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

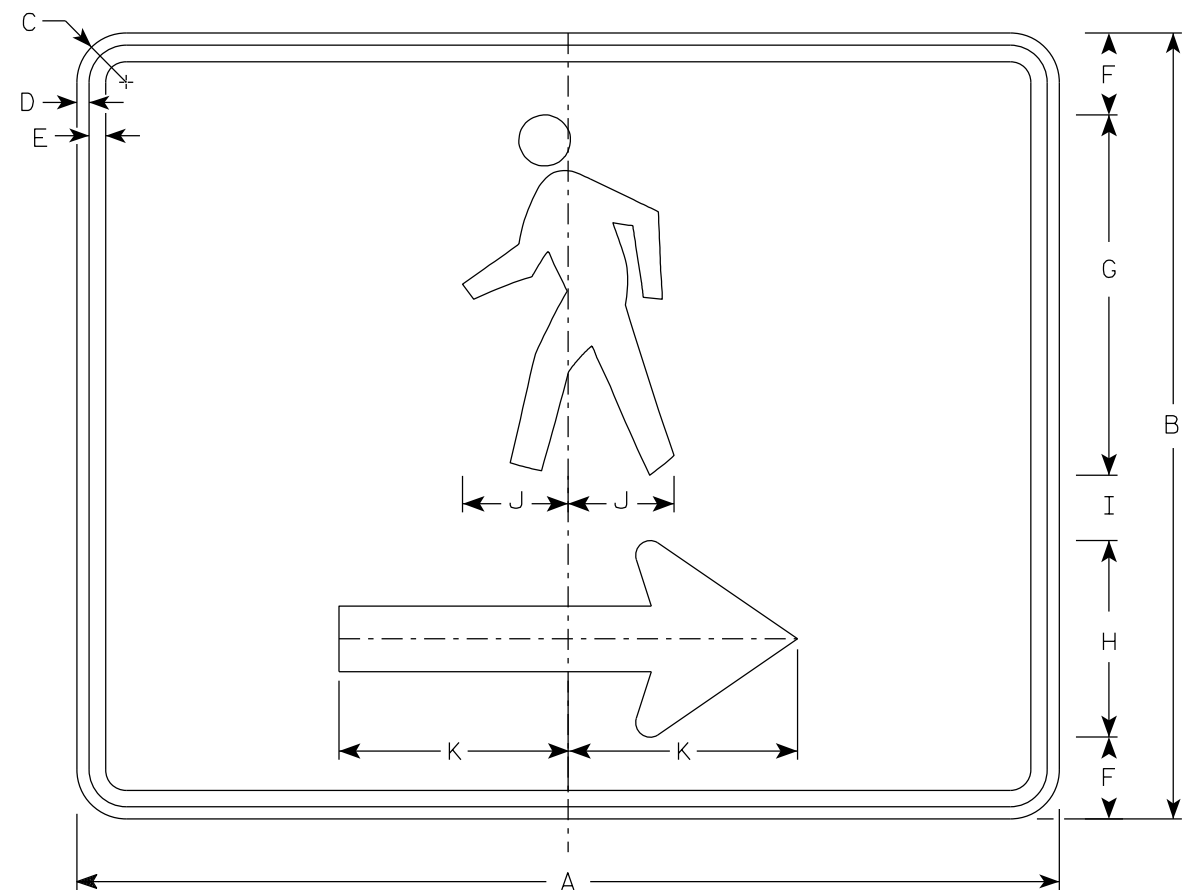
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

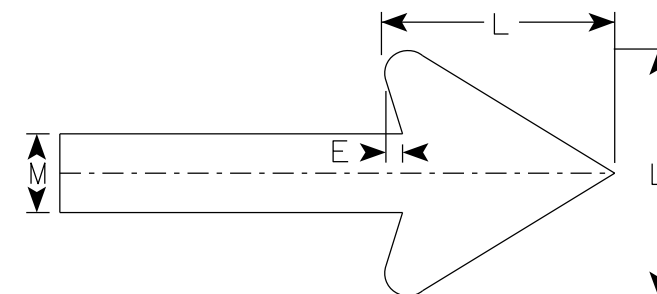
7



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.



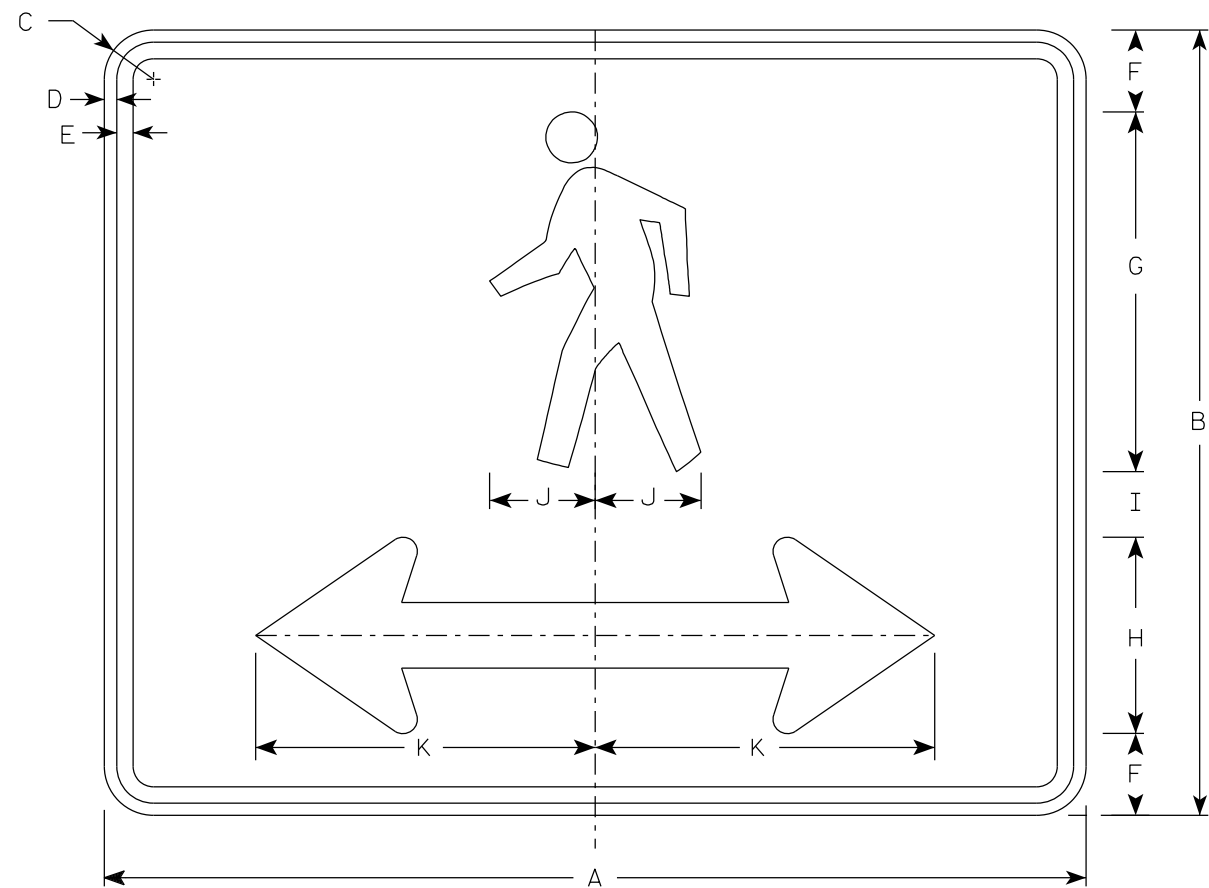
Arrow Detail

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	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:	E
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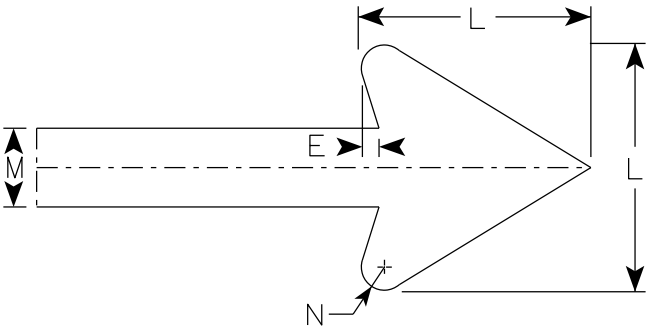
7



M4-60D

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

STANDARD SIGN
M4-60D

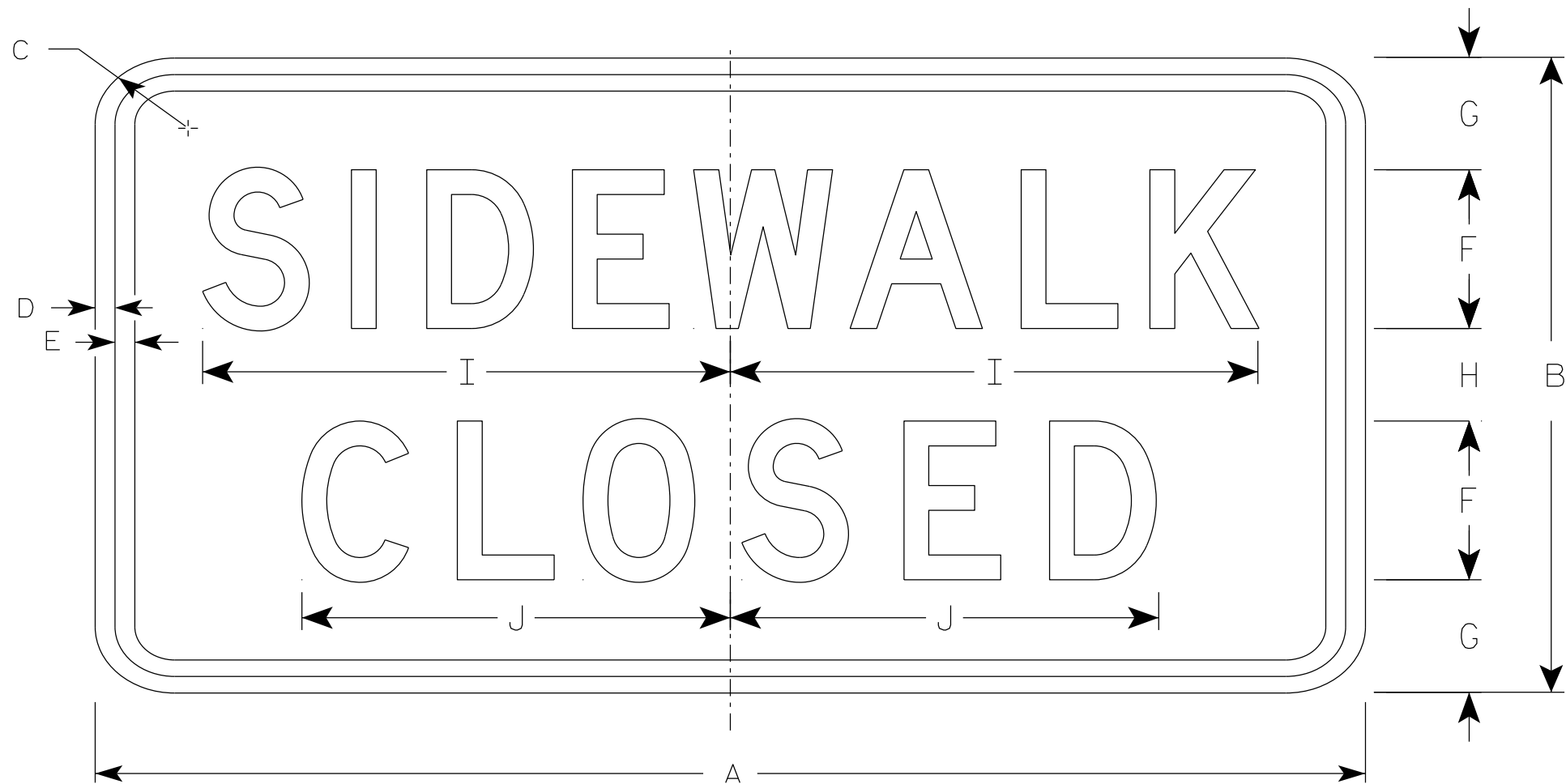
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

7

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:

E

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

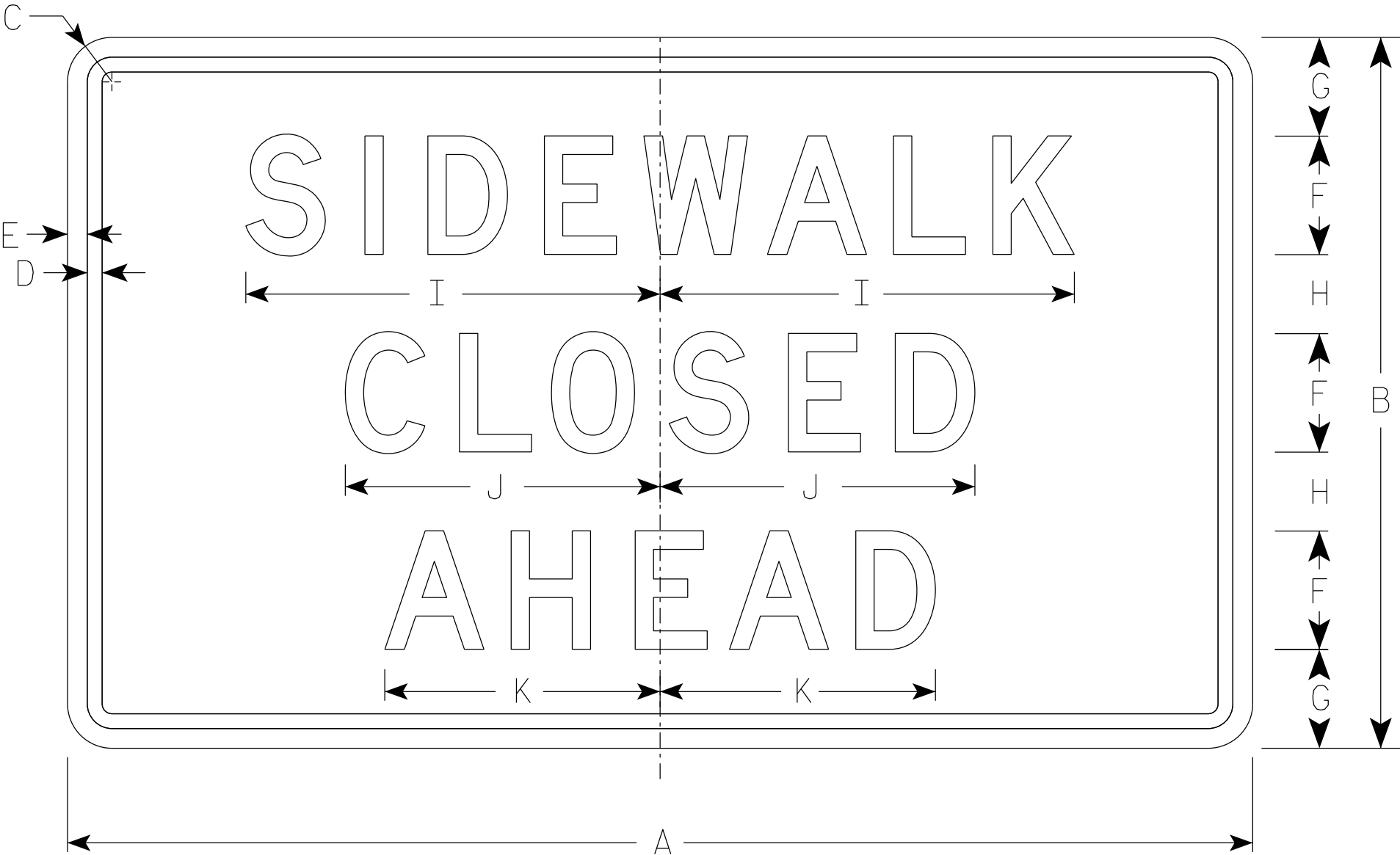
DATE 1/24/24 PLATE NO. R9-9.7

NOTES

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

Background - White

Message - Black
3. Message Series - D



R9-9A

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

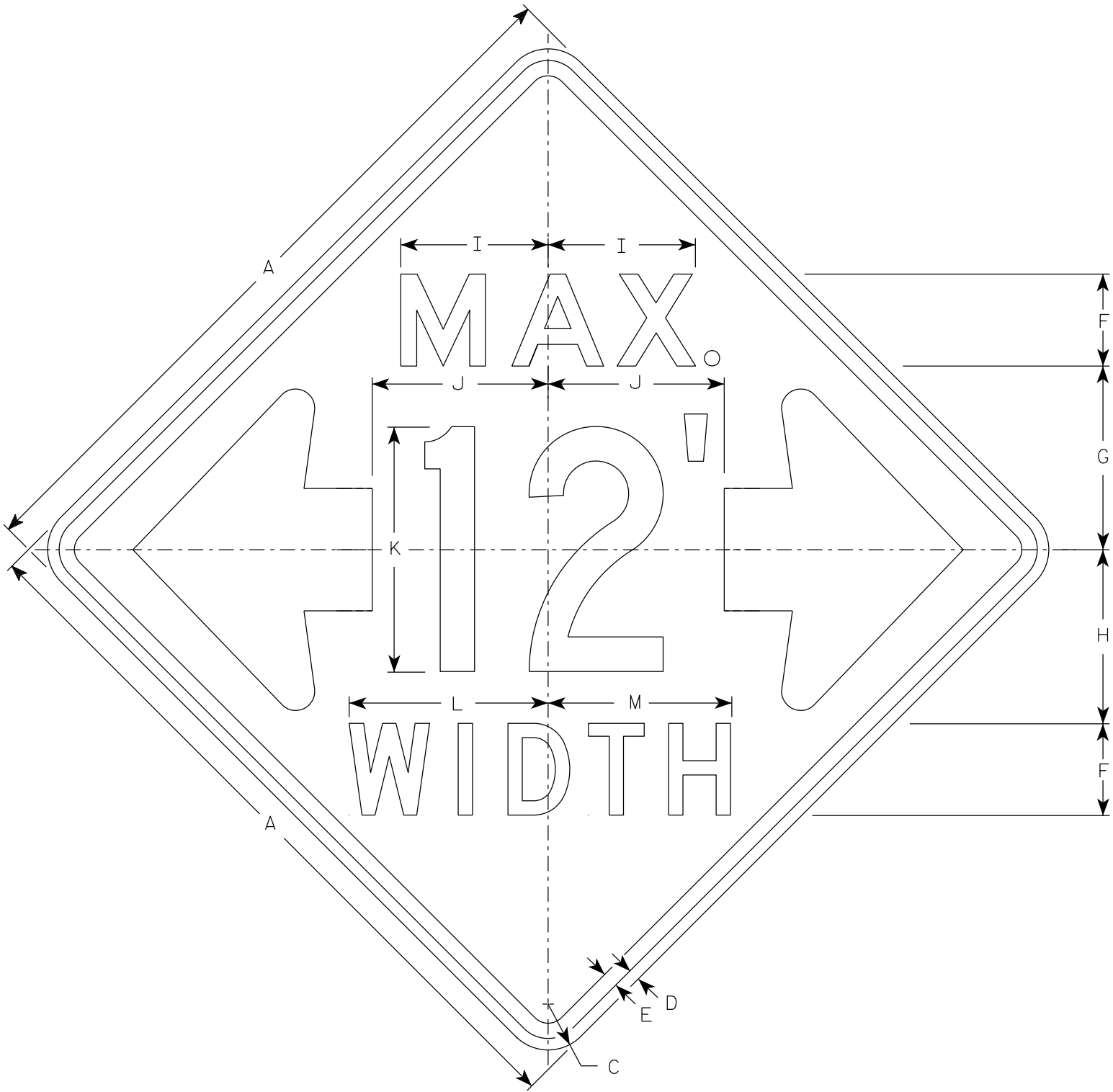
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

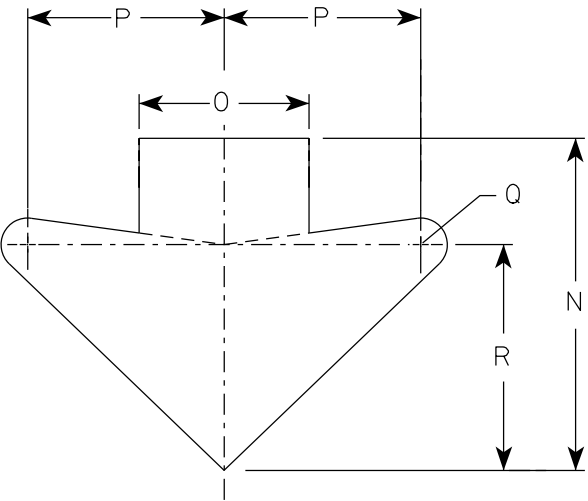
E



W12-52

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See note 5
- 4. The top line is series E, the numerals are series C, and the bottom line is series D.
- 5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

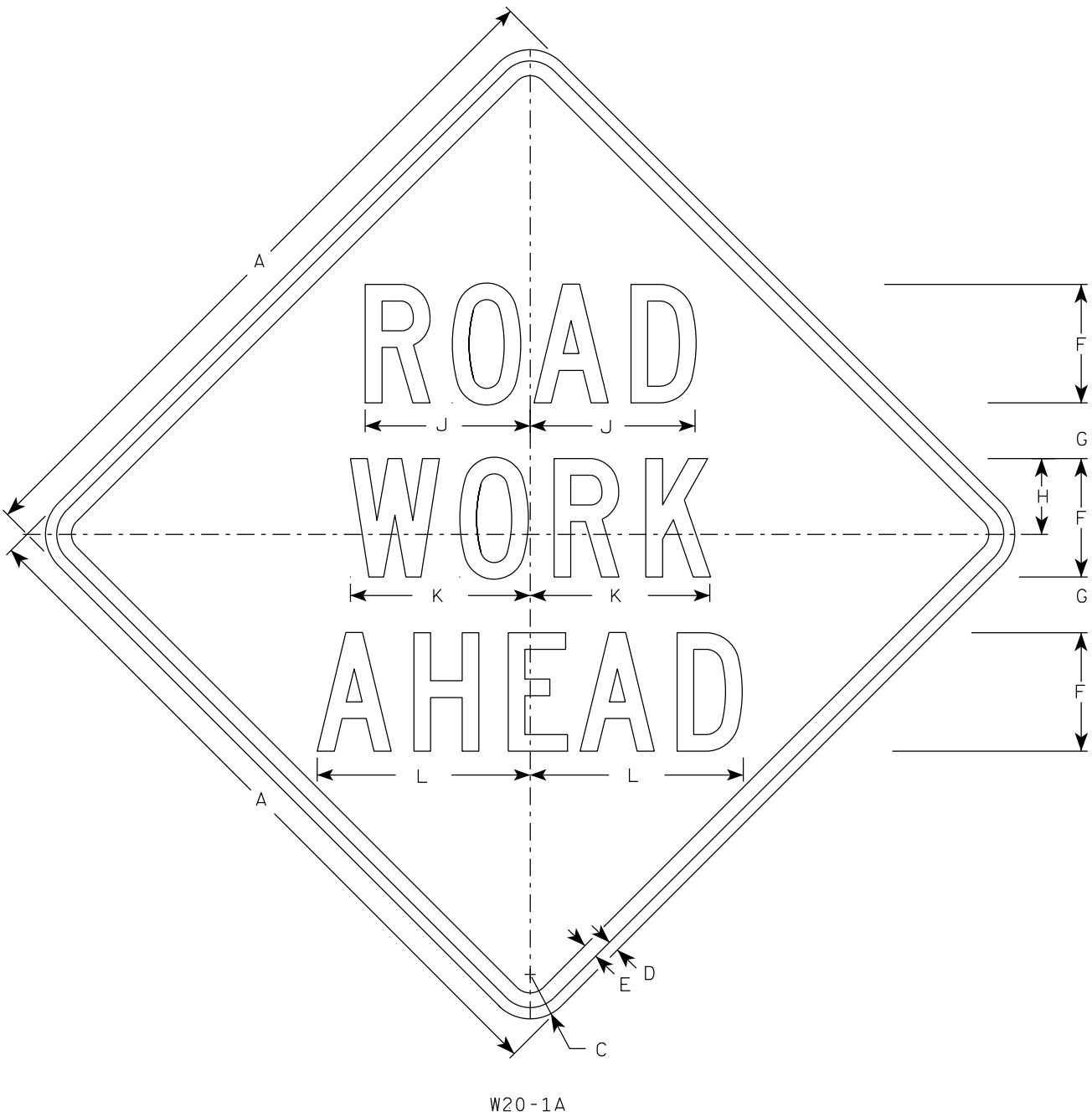
STANDARD SIGN

W12-52

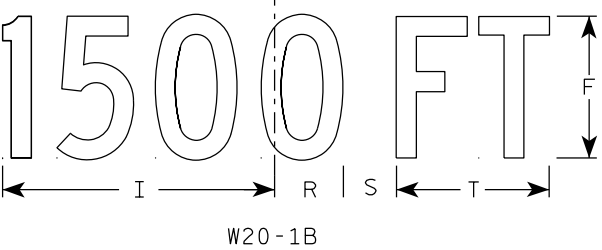
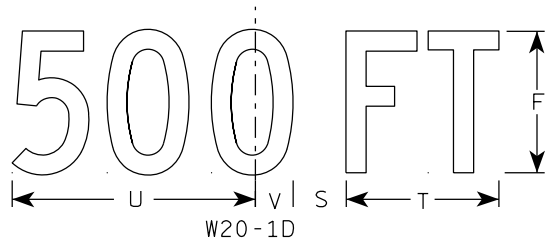
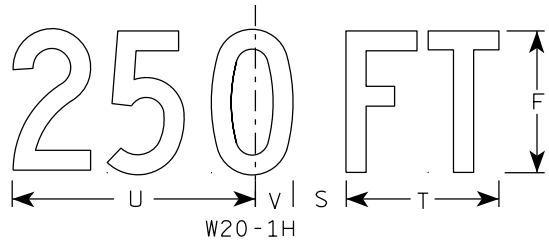
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

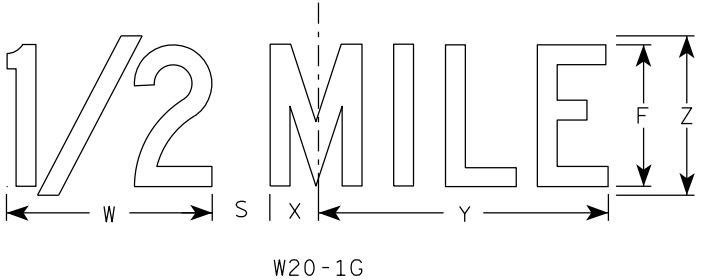


W20-1A

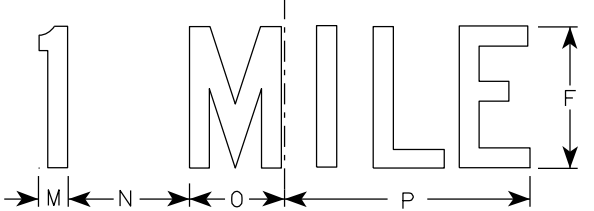


W20-1B

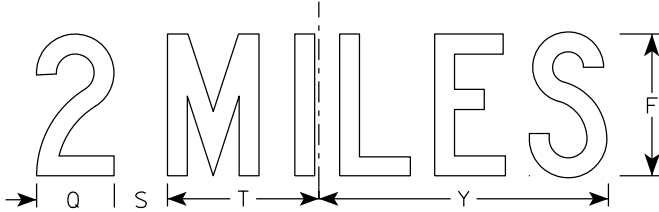
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



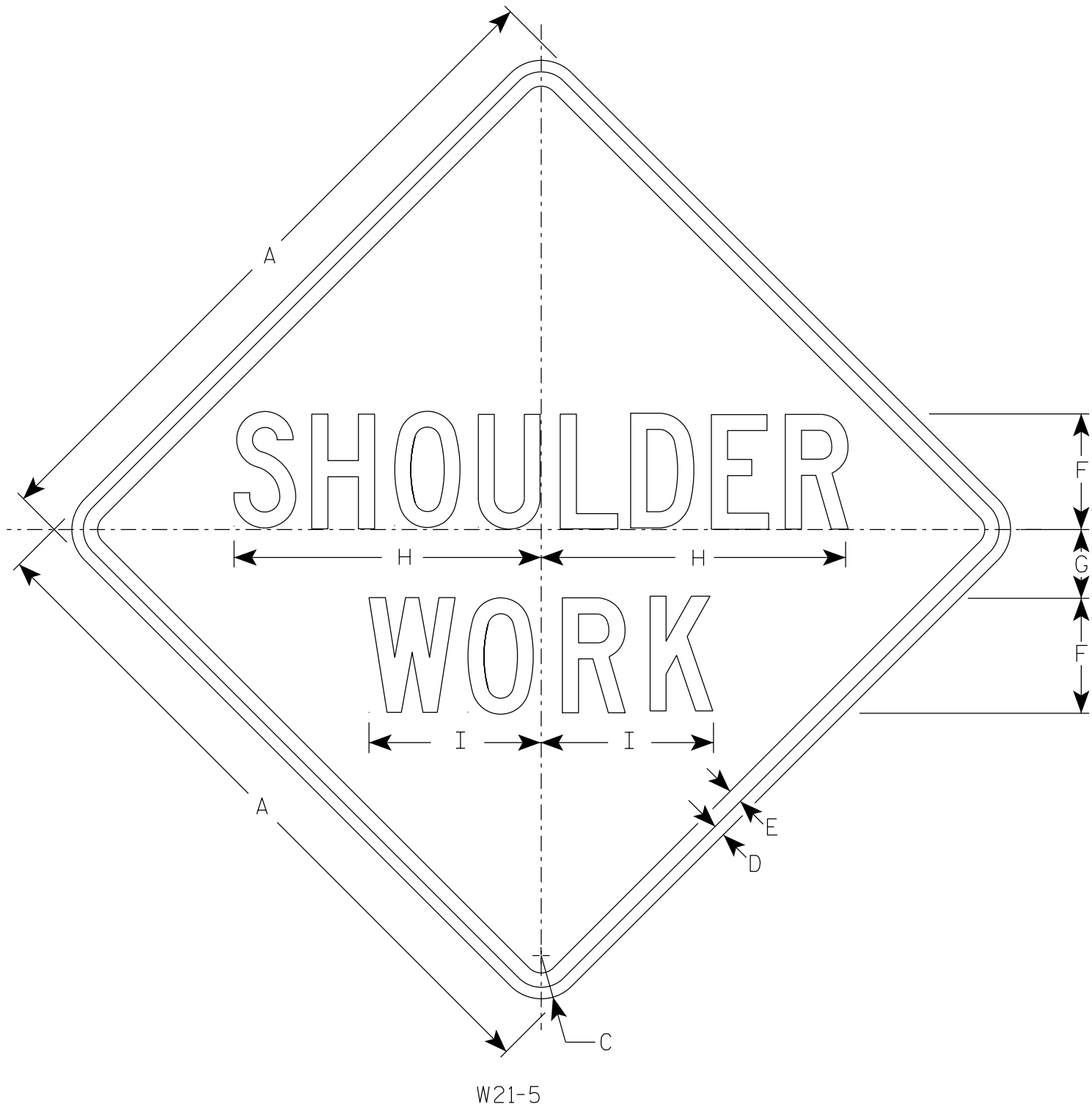
W20-1F



W20-1E

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

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN

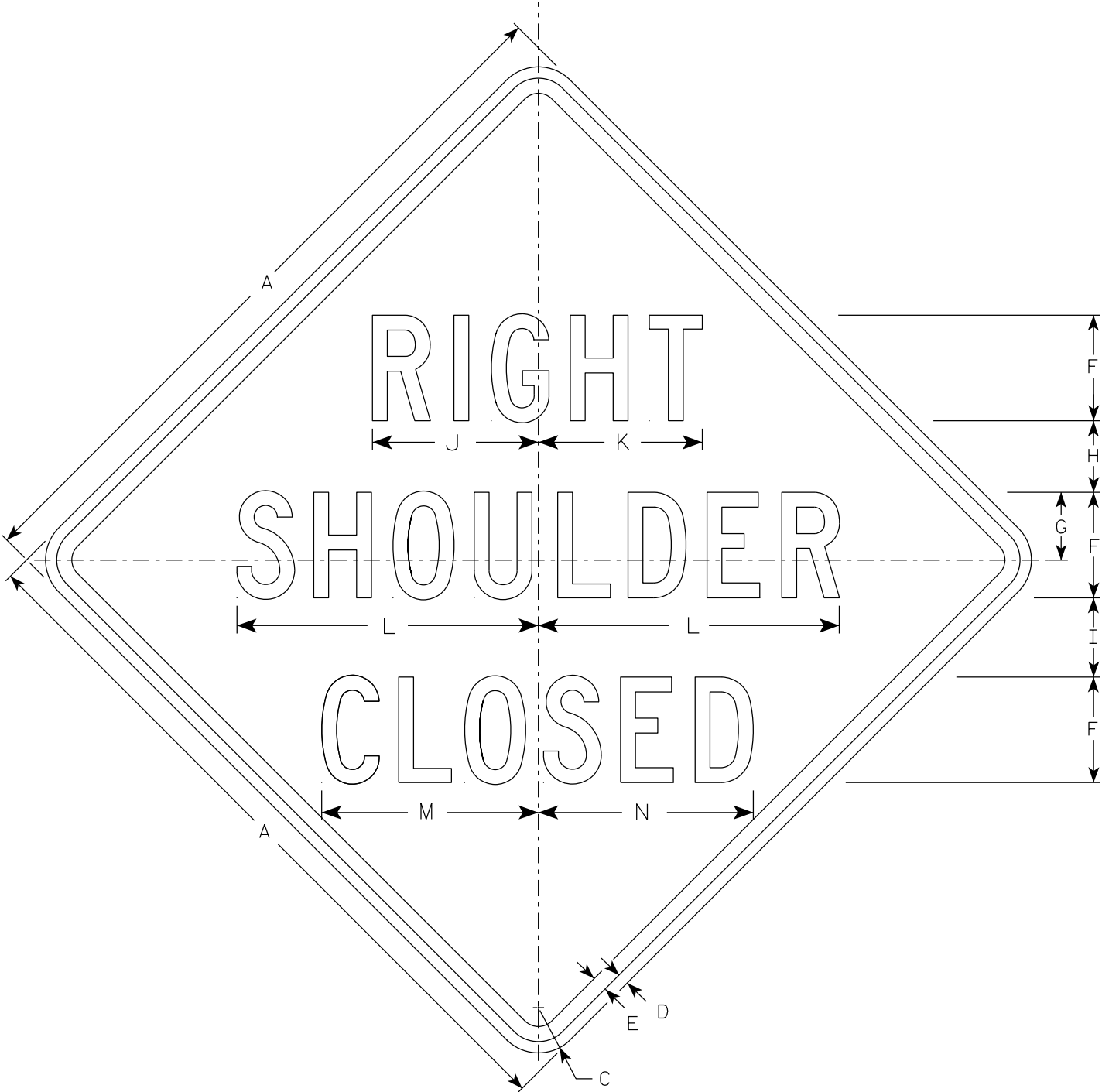
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

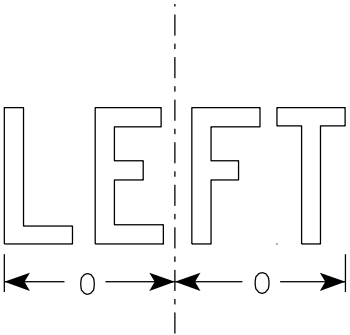
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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W21-5A

NOTES

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



W21-5AL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

PROJECT NO:

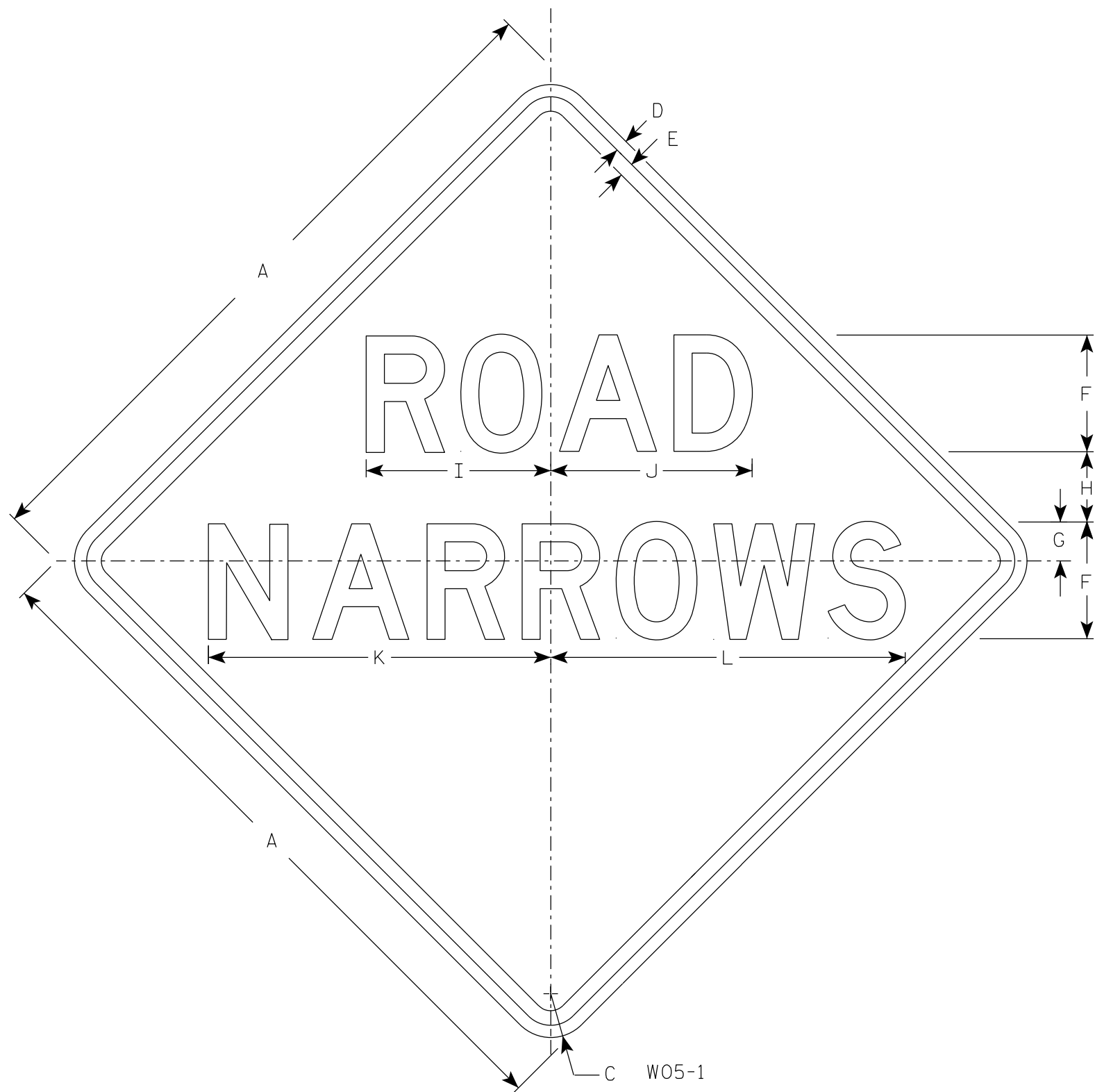
HWY:

COUNTY:

SHEET NO:

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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

PROJECT NO:

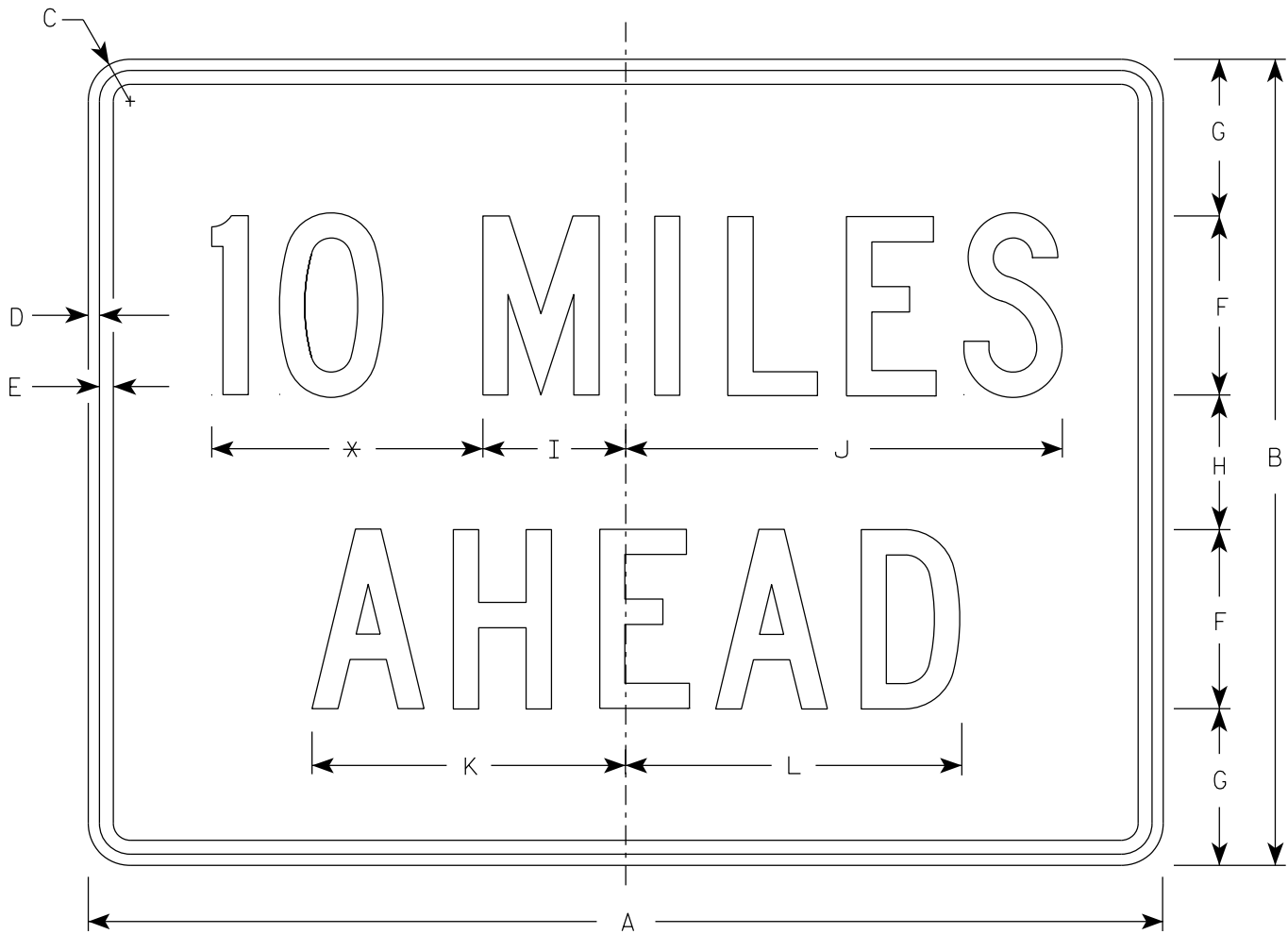
HWY:

COUNTY:

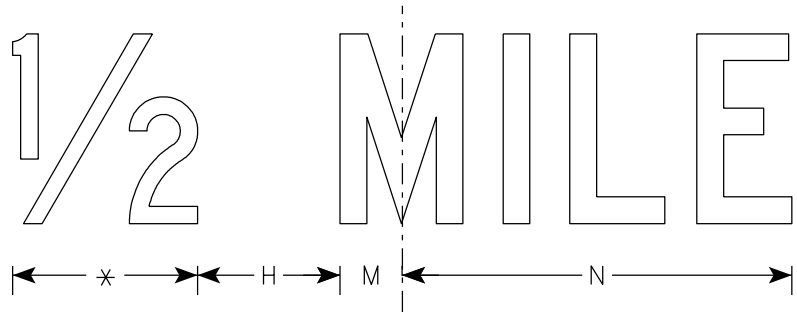
SHEET NO:

E

7



W057-52



* See note 5

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

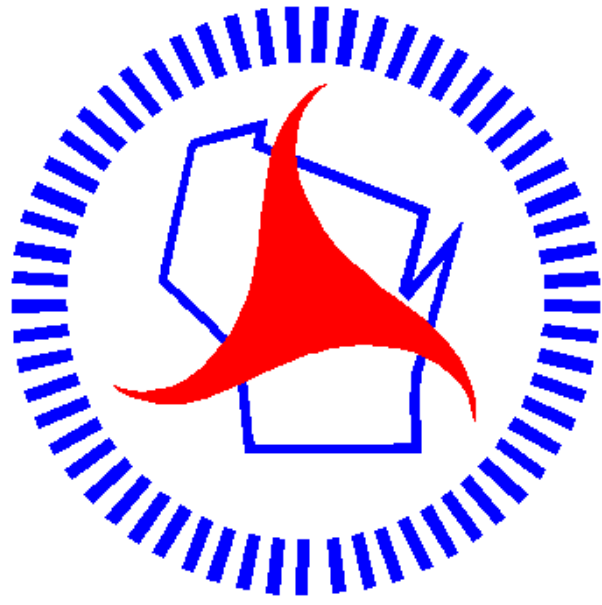
STANDARD SIGN

W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3



Wisconsin Department of Transportation

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