

RHI
PROJECT ID: 1170-19-61
WITH: N/A
COUNTY: ONEIDA

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 = 220

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MINOCQUA - MANITOWISH

MINOCQUA BRIDGE TO FRONT STREET

USH 51
ONEIDA COUNTY

STATE PROJECT NUMBER
1170-19-61

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1170-19-61		



DESIGN DESIGNATION			
	SB		NB
A.A.D.T. 2026	= 11,760		9,960
A.A.D.T. 2046	= 13,290		11,255
D.H.V.	= 1601		1566
D.D.	= 61/39		61/39
T.	= 8%		8%
DESIGN SPEED	= 25 MPH		25 MPH
ESALS	= N/A		N/A

CONVENTIONAL SYMBOLS

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

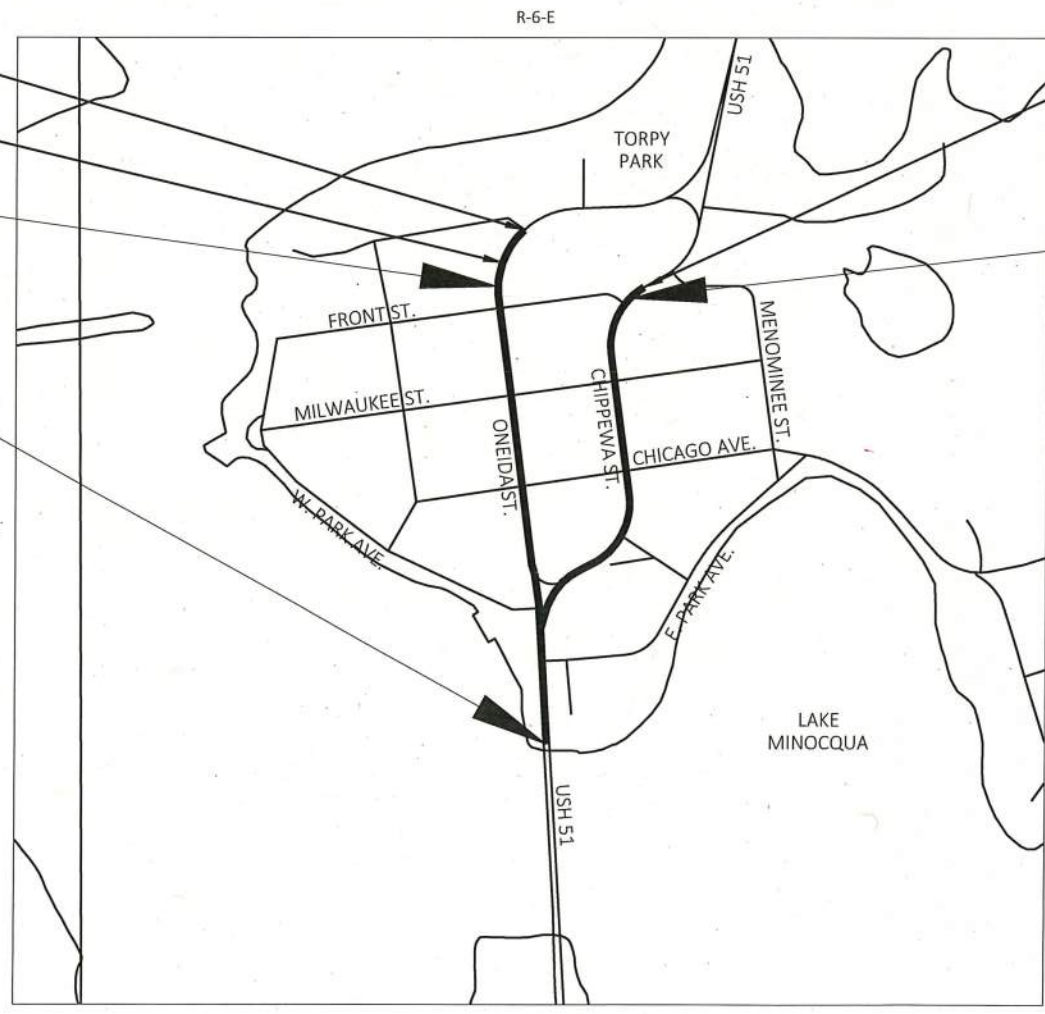
- PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such)
- SPECIAL DITCH
- GRADE ELEVATION
- CULVERT (Profile View)
- UTILITIES
- ELECTRIC
- FIBER OPTIC
- GAS
- SANITARY SEWER
- STORM SEWER
- TELEPHONE
- WATER
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

BEGIN PROJECT
STA 429+69 'NB'
Y = 248,473.58
X = 187,996.56
STA 429+69 'SB'
Y = 248,472.06
X = 187,972.61

END CONSTRUCTION
STA 447+42 'SB'
END CONSTRUCTION
STA 446+07 'SB'
END PROJECT
STA 445+23 'SB'

END CONSTRUCTION
STA 446+89 'NB'

END PROJECT
STA 446+20 'NB'



LAYOUT
SCALE 0 0.125 MI
TOTAL NET LENGTH OF CENTERLINE = 0.607 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ONEIDA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.
ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

MSA

1835 NORTH STEVENS STREET, RHINELANDER, WI 54501
(715) 362-3244 (1-800) 844-7854 FAX: (715) 362-4116

WISCONSIN PROFESSIONAL ENGINEER
ALEX PASSOW
E-464886
MINOCQUA
WI

DATE: 04/23/2025 *Alex Passow*
(PROFESSIONAL ENGINEER)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	FRED OGLES
Regional Examiner	FRED SCHUNK
Regional Supervisor	BETH NEMEC

APPROVED FOR THE DEPARTMENT

DATE: 4/24/2025 *Felix Ogle*
(Signature)

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS SHALL BE FERTILIZED, SEEDED AND EROSION MATTED AS DIRECTED BY THE ENGINEER.

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

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

SECTION 2 ORDER

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- PAVEMENT MARKING
- PEDESTRIAN ACCOMMODATIONS
- TRAFFIC CONTROL

AS-BUILT

- 1177-05-70 (1995)
- 1175-05-75 (1996)
- 1170-19-60 (2019)
- 1170-19-84 (2020)

WISDOT SIGNALS

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

TOWN OF MINOCQUA - STREET LIGHTING

DIRECTOR OF PUBLIC WORKS
MARK PERTILE
415 MENOMINEE STREET
MINOCQUA, WI 54548
PHONE: (715) 365-5296
EMAIL: PUBLICWORKS@TOWNOFMINOCQUA.ORG

DNR LIASON

DEPARTMENT OF NATURAL RESOURCES
WENDY HENNIGES
107 SUTCLIFF AVENUE
RHINELANDER, WI 54501
PHONE: (715) 365-8916
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

UTILITIES

COMMUNICATIONS

FRONTIER COMMUNICATIONS OF WI
CHRISTOPHER POLLACK
521 N 4TH STREET
WAUSAU, WI 54403
PHONE: (715) 847-1240 (WORK)
EMAIL: CHRISTOPHER.POLLACK@FTR.COM

SPECTRUM
DAN LUDWIG
853 MCINTOSH STREET
WAUSAU, WI 54403
PHONE: (715) 722-9424 (WORK)
EMAIL: DAN.LUDWIG@CHARTER.COM

ELECTRICITY

WISCONSIN PUBLIC SERVICE CORP.
RANDY MARVIN
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: (715) 369-7166 (WORK)
PHONE: (715) 902-1491 (MOBILE)
EMAIL: RANDY.MARVIN@WISCONSINPUBLICSERVICE.COM

GAS

WISCONSIN PUBLIC SERVICE CORP.
SHANE SARKKINEN
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: (715) 369-7133 (WORK)
PHONE: (715) 966-1040 (MOBILE)
EMAIL: SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM

SANITARY SEWER

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

WATER

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

* - NOT A MEMBER OF DIGGERS HOTLINE



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

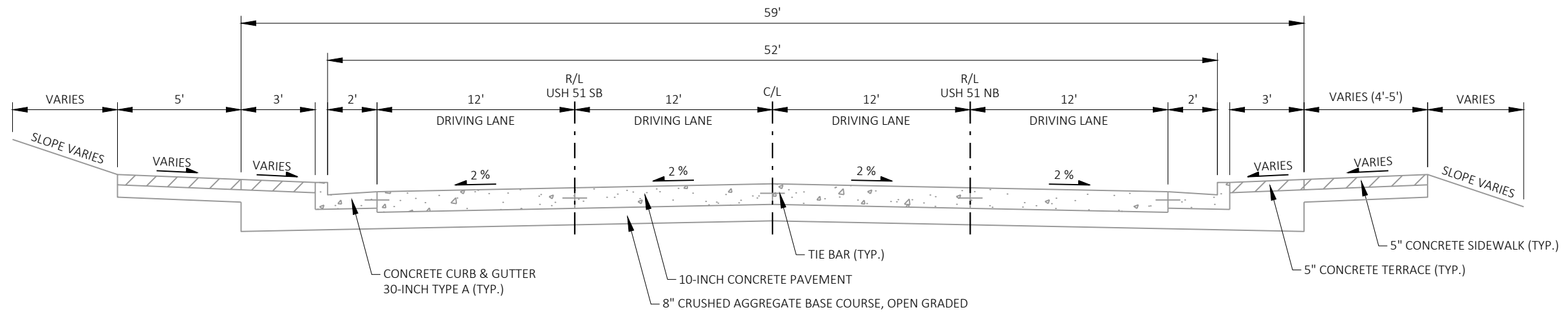
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER		2-6	6 & OVER	0-2	2-6	6 & OVER
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 - 0.60											
ASPHALT:	0.70 - 0.95											
CONCRETE:	0.80 - 0.95											
BRICK:	0.70 - 0.80											
DRIVES, WALKS:	0.75 - 0.85											
ROOFS:	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

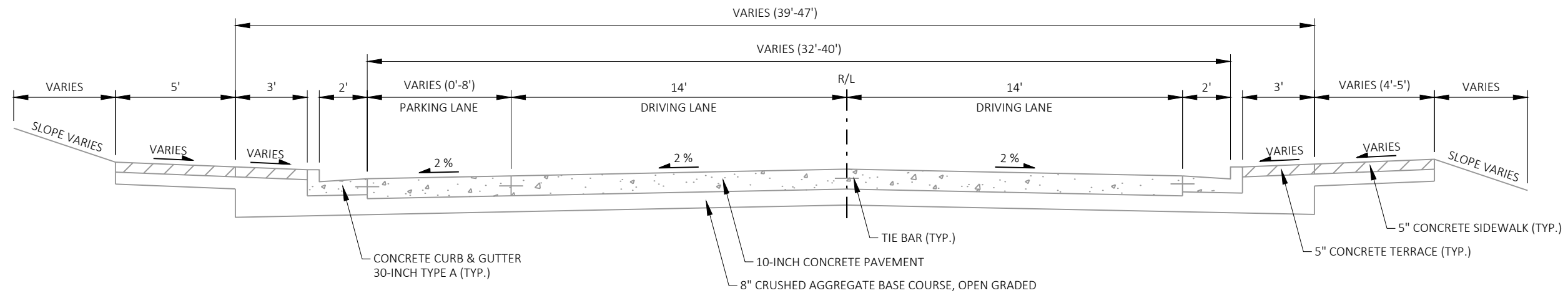
EROSION CONTROL NOTES

RUNOFF COEFFICIENTS FOR THIS PROJECT: EXISTING SIDE SLOPES 0.30, PROPOSED SIDE SLOPES 0.30, EXISTING PAVEMENT 0.95, PROPOSED PAVEMENT 0.95.

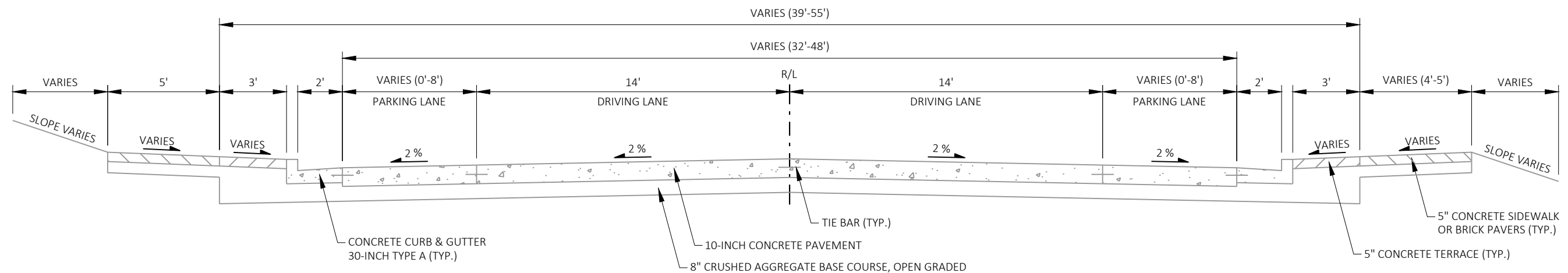
TOTAL PROJECT AREA = 4.04 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.95 ACRES

**EXISTING TYPICAL SECTION**

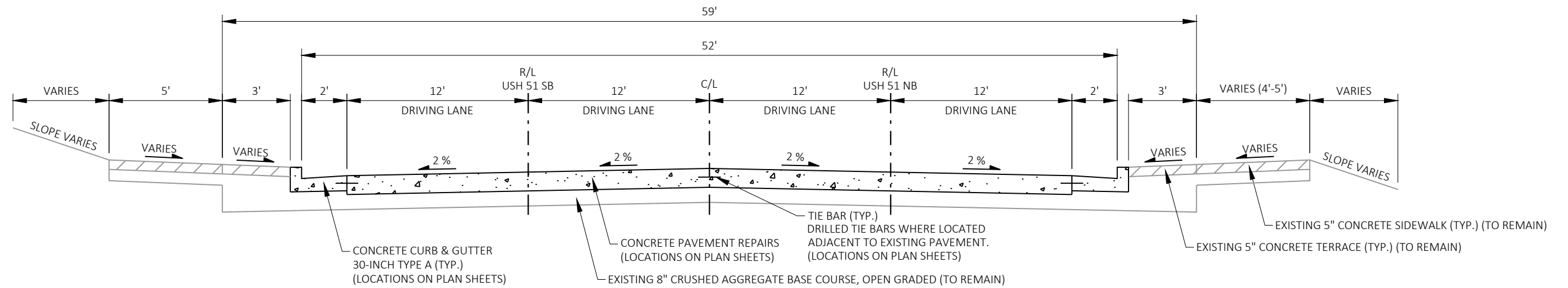
STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)

**EXISTING TYPICAL SECTION**

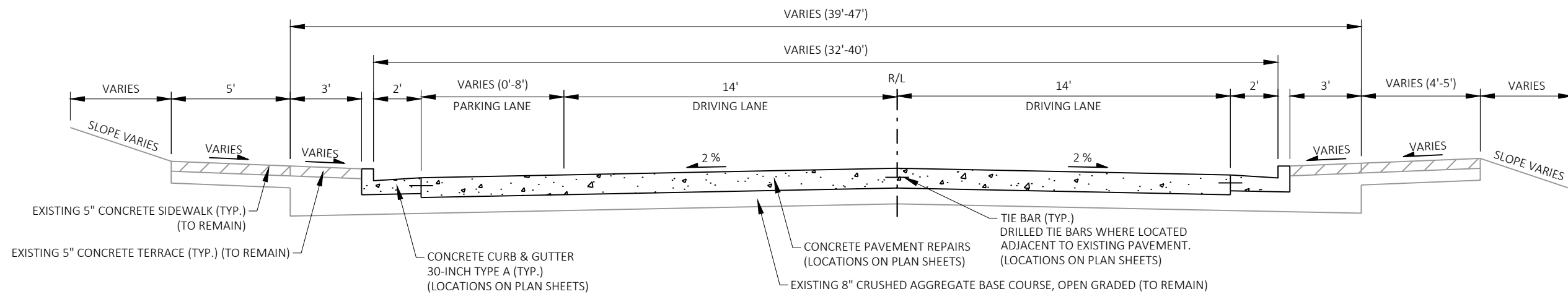
STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)

**EXISTING TYPICAL SECTION**

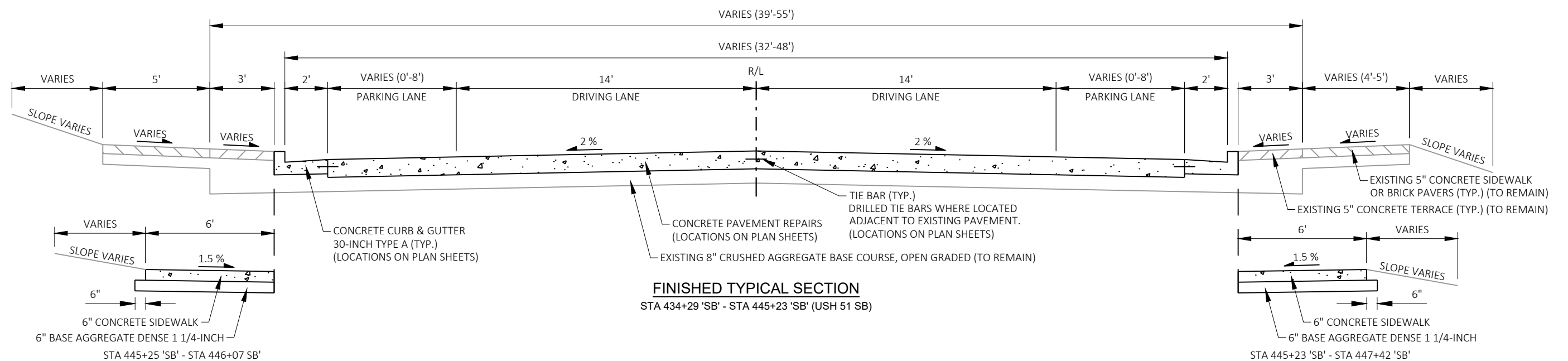
STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)

**FINISHED TYPICAL SECTION**

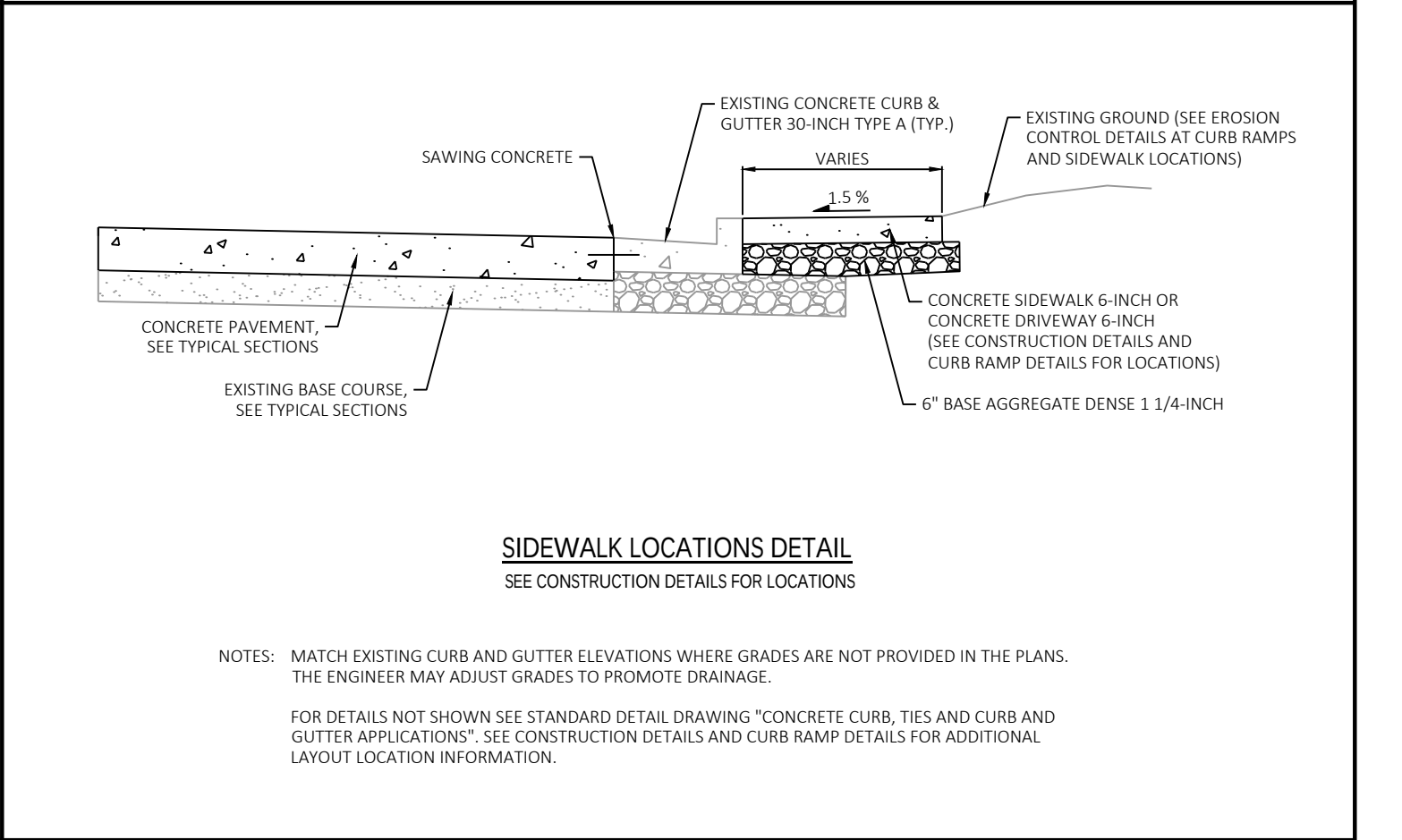
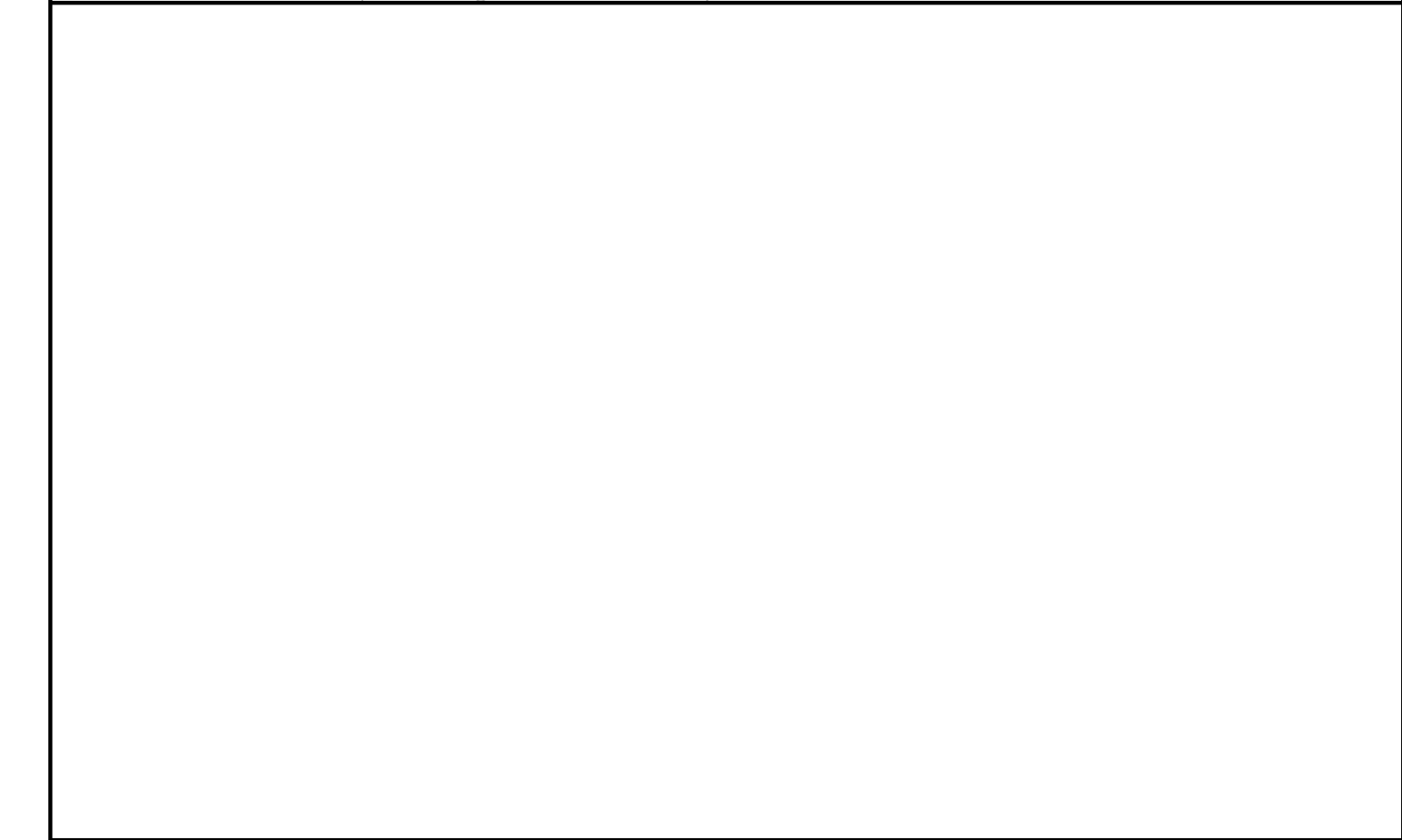
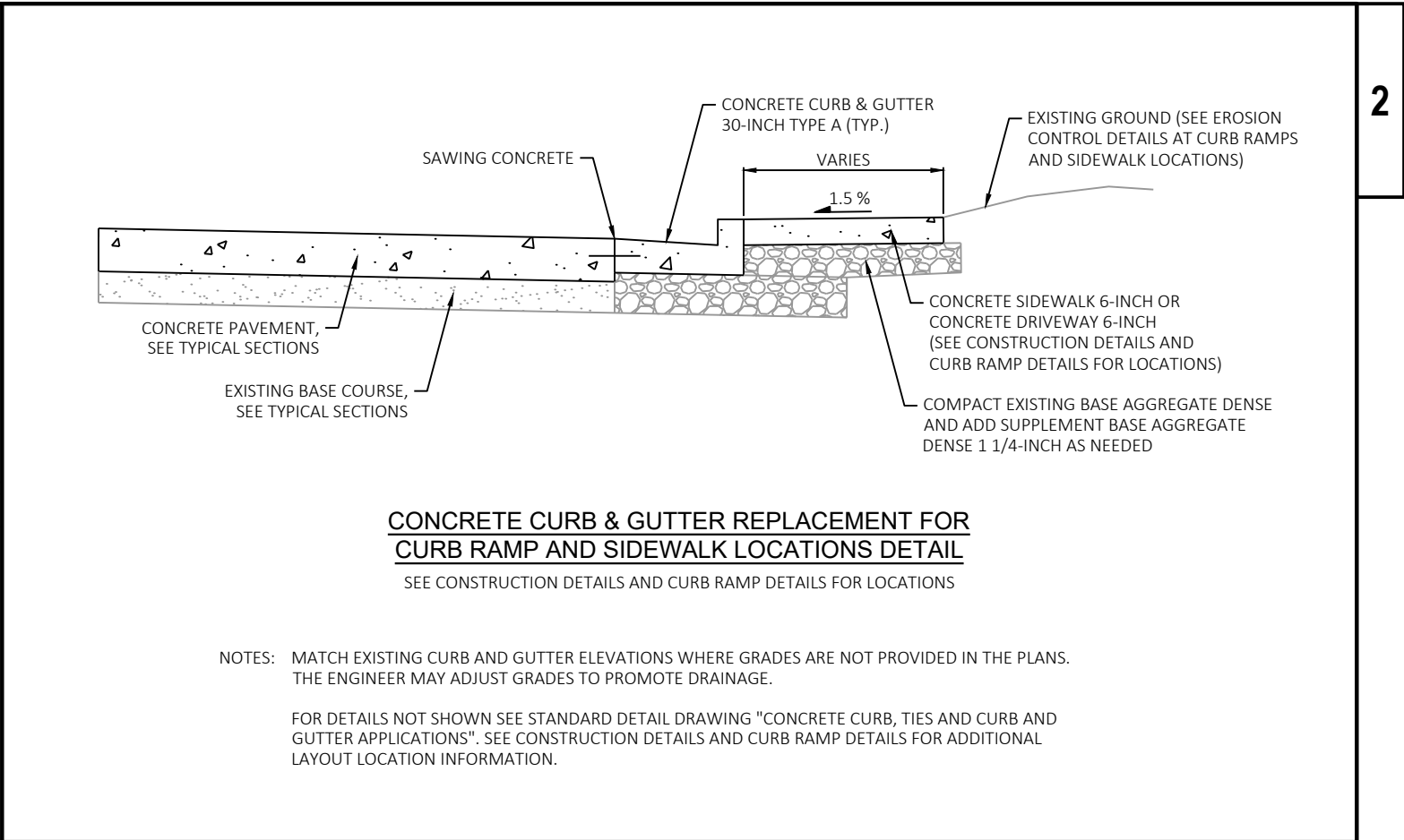
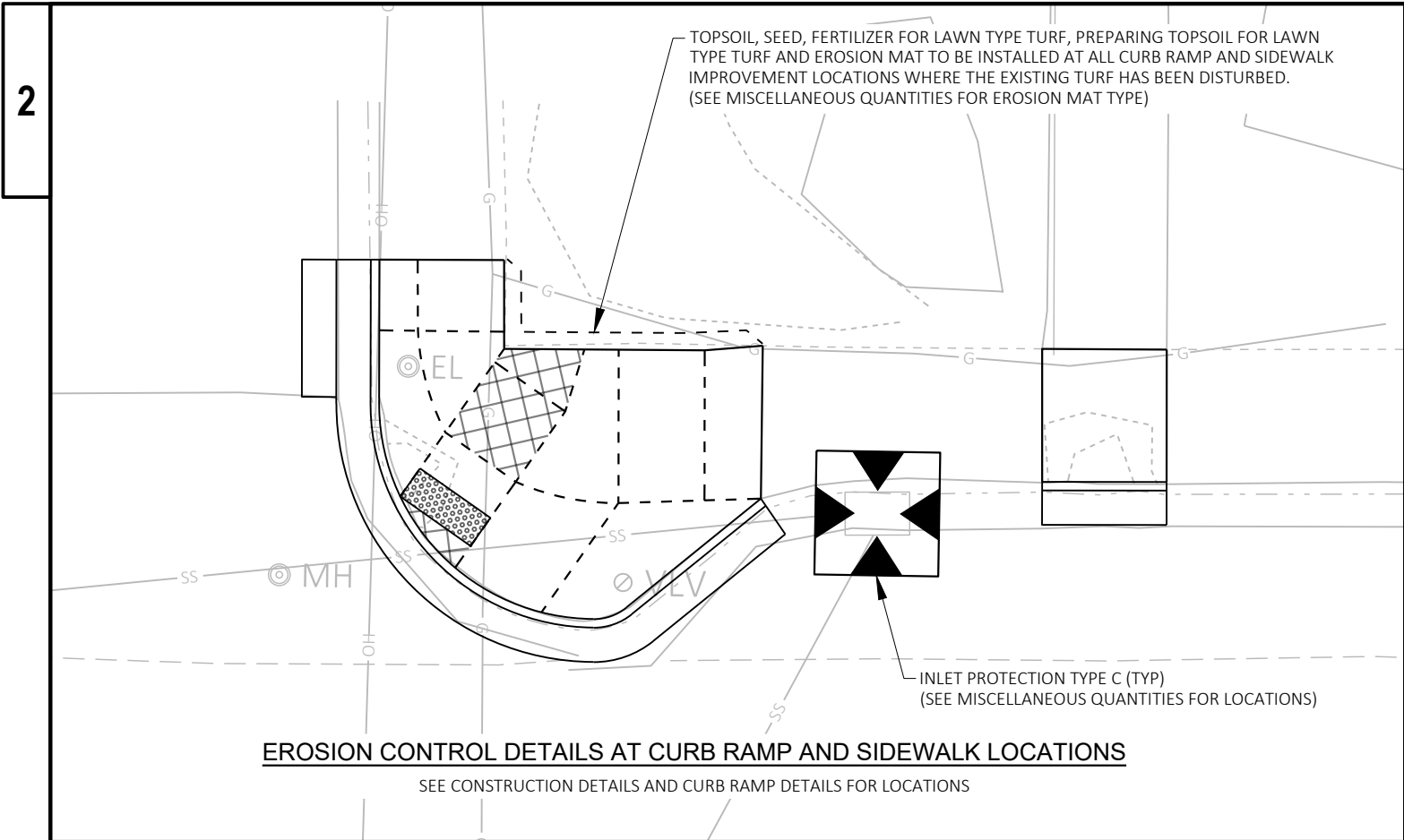
STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)

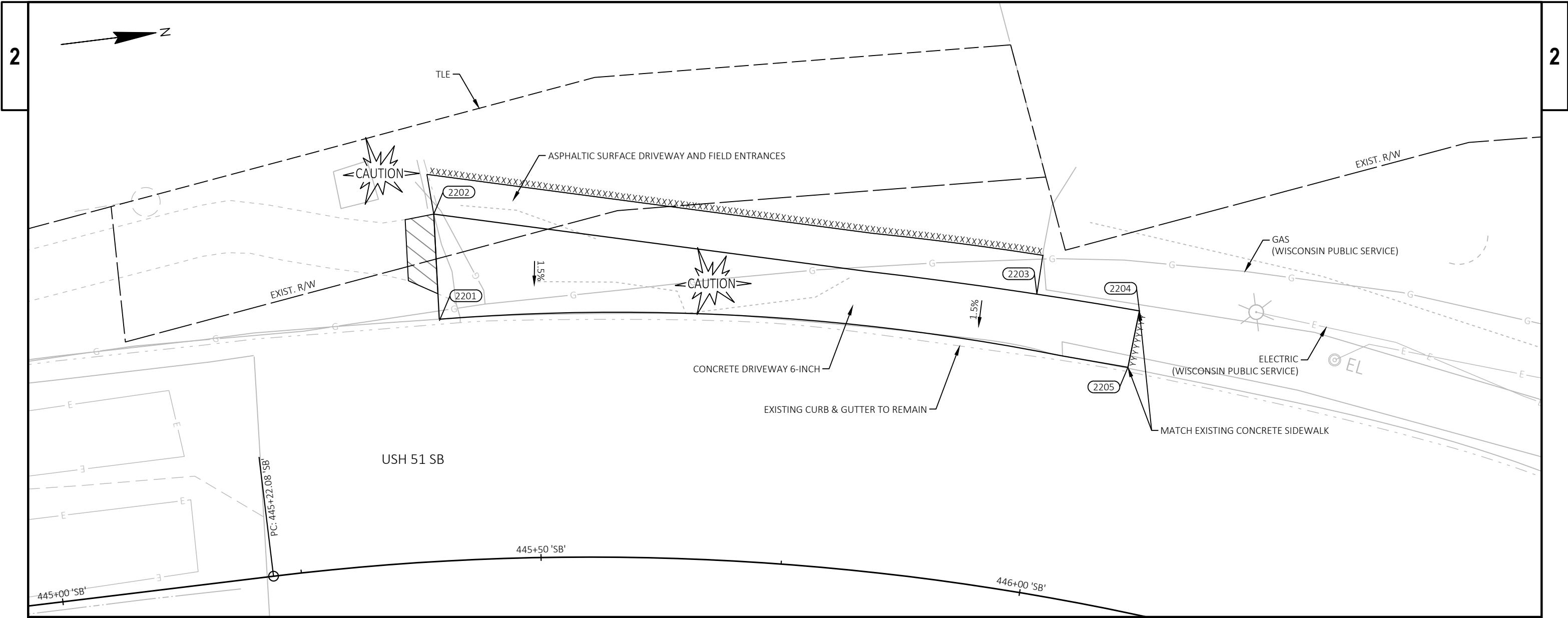
**FINISHED TYPICAL SECTION**

STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)

**FINISHED TYPICAL SECTION**

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)





LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

.XXXX.

SAWING ASPHALT

.AAAA.

SAWING CONCRETE

X.XX%

FLOWLINE/CONCRETE SLOPE

X.XX%*

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

POINT NUMBER & ELEVATION

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

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

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

W SB USH 51 SIDEWALK REPLACEMENT						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2201	445+40.73 'SB'	24.99' L	-	250032.74	187781.29	BOC
2202	445+40.72 'SB'	36.12' L	-	250033.52	187770.19	EOW
2203	445+97.02 'SB'	30.95' L	-	250094.79	187786.18	EOW
2204	446+06.73 'SB'	31.06' L	-	250105.15	187789.22	EOW
2205	446+06.67 'SB'	25.06' L	-	250103.25	187794.91	BOC

- NOTES:
- 1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - 4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
 - 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

E SB USH 51 SIDEWALK REPLACEMENT						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2301	445+19.85 'SB'	27.80' R	-	250010.04	187833.33	BOC
2302	445+19.84 'SB'	33.80' R	-	250010.02	187839.33	EOW
2303	445+82.67 'SB'	28.43' R	-	250066.08	187840.10	BOC
2304	445+76.99 'SB'	34.46' R	-	250059.89	187844.93	EOW
2305	447+42.36 'SB'	27.40' R	-	250189.39	187909.13	BOC
2306	447+42.39 'SB'	33.40' R	-	250185.06	187913.28	EOW

LEGEND:

 EXISTING SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON POST(S)

 .XXXX. SAWING ASPHALT

 .AAAA. SAWING CONCRETE

 X.XX% FLOWLINE/CONCRETE SLOPE

 X.XX%* FLARE SLOPE

 DETECTABLE WARNING FIELD

 LANDING AREA

 REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

 6:1 GRADED FLARE

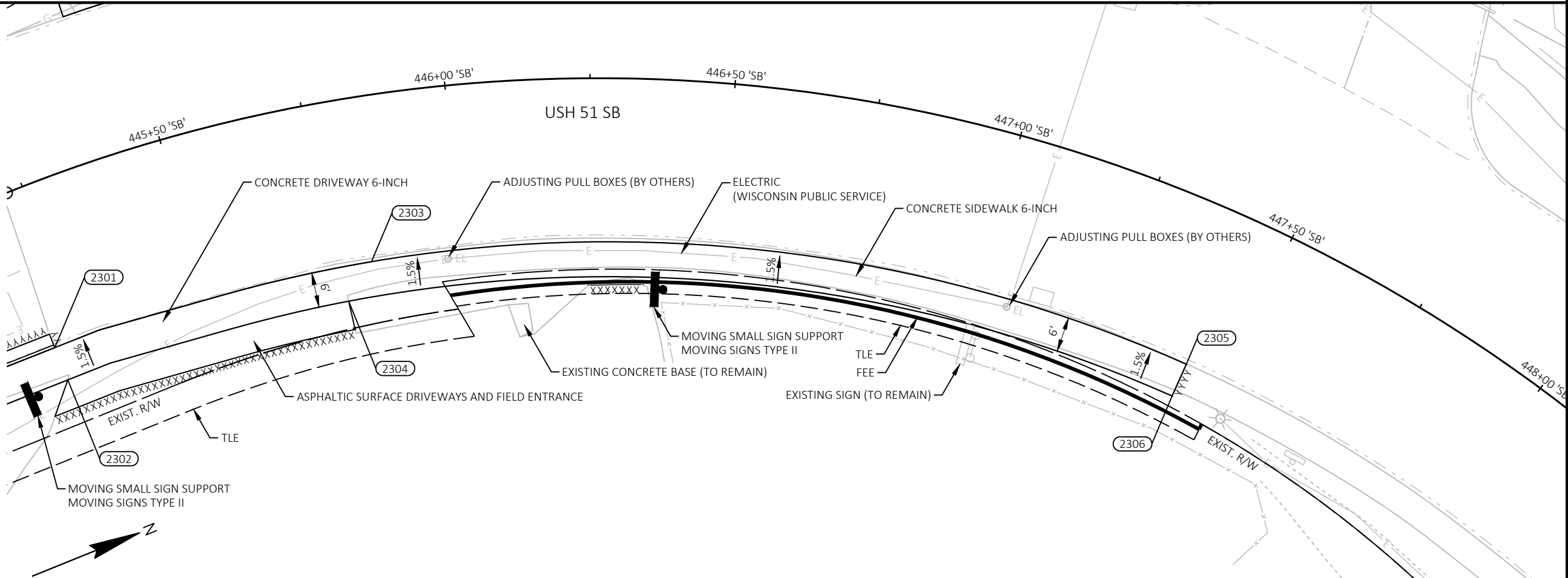
 10:1 CONCRETE FLARE

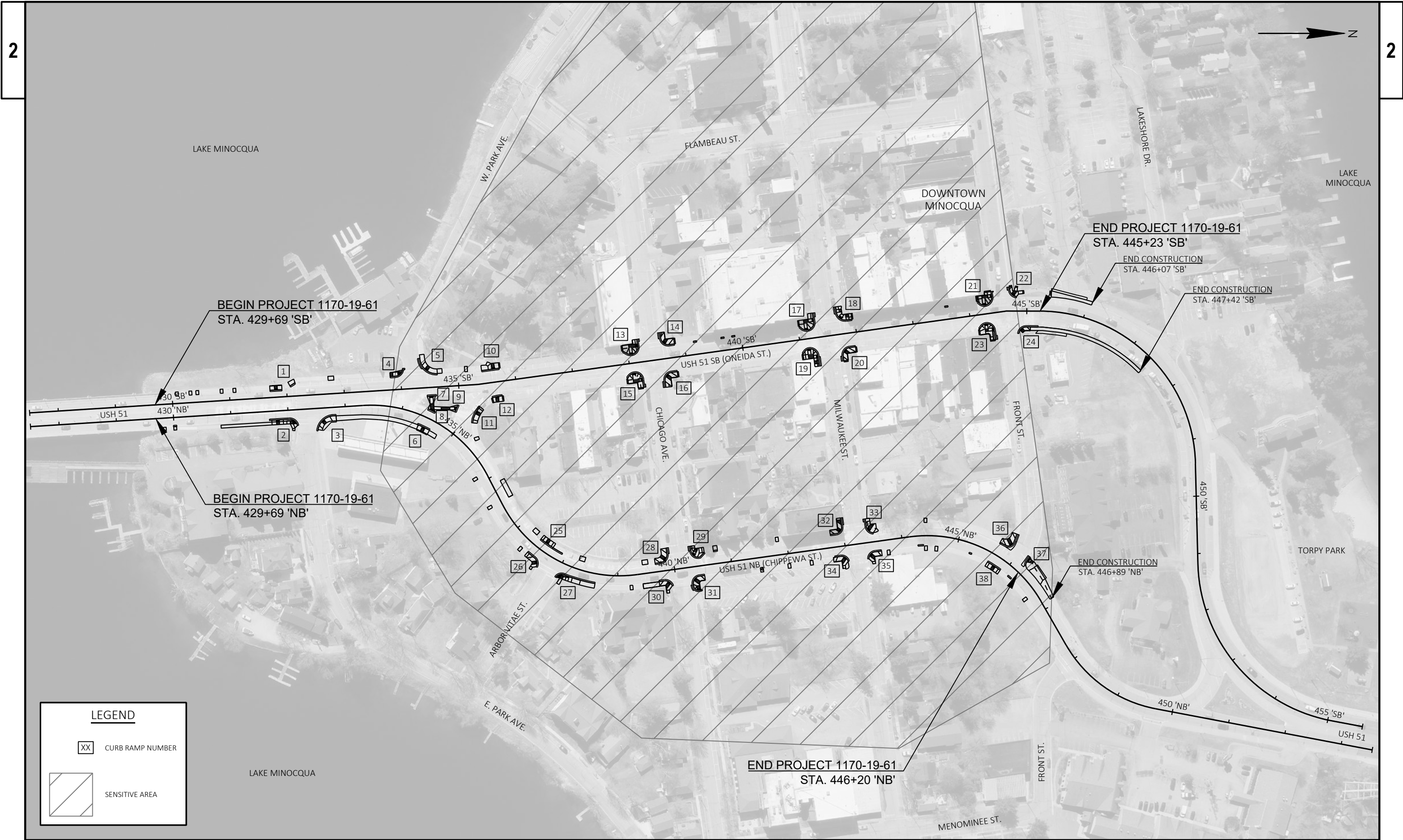
 CONCRETE CURB PEDESTRIAN

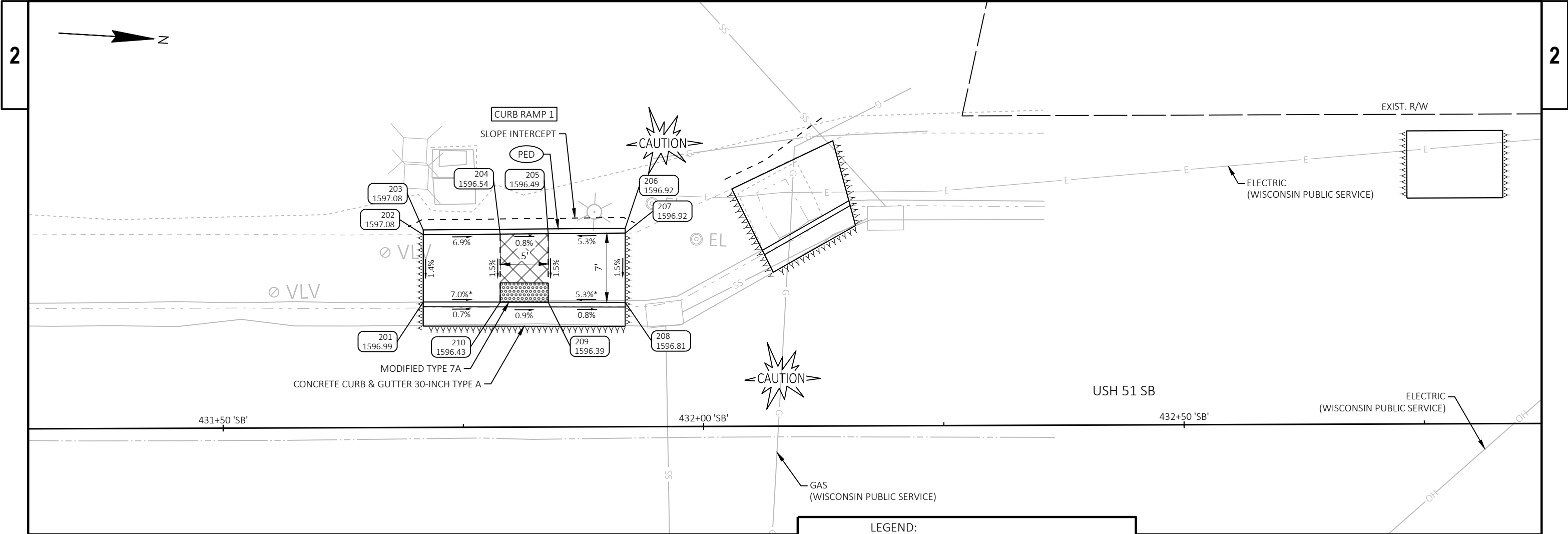
 CONCRETE STEP

 MAXIMUM EXTENT FEASIBLE

 XXXX
YYY.YY POINT NUMBER & ELEVATION







SW USH 51 & E PARK ST INTERSECTION - CURB RAMP 1						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
201	431+70.87 'SB'	13.05' L	1596.99	248669.87	187943.34	BOC
202	431+70.90 'SB'	20.05' L	1597.08	248669.45	187936.35	EOW
203	431+70.90 'SB'	20.55' L	1597.08	248669.42	187935.85	BOC
204	431+78.90 'SB'	20.09' L	1596.54	248677.44	187935.81	EOW
205	431+83.90 'SB'	20.11' L	1596.49	248682.42	187935.46	EOW
206	431+91.91 'SB'	20.65' L	1596.92	248690.38	187934.42	BOC
207	431+91.91 'SB'	20.15' L	1596.92	248690.42	187934.92	EOW
208	431+91.88 'SB'	12.95' L	1596.81	248690.84	187942.10	BOC
209	431+83.87 'SB'	12.99' L	1596.39	248682.84	187942.57	BOC
210	431+78.87 'SB'	13.01' L	1596.43	248677.85	187942.87	BOC

LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

.XXX.

SAWING ASPHALT.AAA.X.XX%X.XX%*GCPEDSTEPMEFXXXX
YYY.YY

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

3.

4.

5.

2

SE USH 51 & E PARK ST INTERSECTION - CURB RAMP 2						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
101	431+70.81 'NB'	23.81' R	1597.24	248673.67	188004.08	EOW
102	431+70.83 'NB'	18.81' R	1597.08	248673.37	187999.08	EOW
103	431+70.84 'NB'	15.81' R	1597.13	248673.19	187996.09	BOC
104	431+78.83 'NB'	18.84' R	1596.62	248681.36	187998.61	EOW
105	431+78.84 'NB'	15.84' R	1596.58	248681.18	187995.62	BOC
106	431+83.84 'NB'	15.87' R	1596.54	248686.17	187995.32	BOC
107	431+83.83 'NB'	18.87' R	1596.58	248686.35	187998.32	EOW
108	431+90.84 'NB'	15.90' R	1596.97	248693.16	187994.91	BOC
109	431+90.83 'NB'	18.90' R	1597.00	248693.34	187997.91	EOW
110	431+96.78 'NB'	18.41' R	1596.94	248699.24	187997.04	BOC
111	431+96.77 'NB'	18.91' R	1596.94	248699.26	187997.54	EOW
112	432+02.71 'NB'	18.92' R	1596.50	248705.19	187997.18	EOW
113	432+07.71 'NB'	19.07' R	1596.45	248710.19	187997.01	EOW
114	432+09.03 'NB'	18.61' R	1596.81	248711.48	187996.46	BOC
115	432+09.70 'NB'	19.13' R	1596.31	248712.19	187996.94	BOC
116	432+13.59 'NB'	24.25' R	1596.25	248716.39	188001.80	BOC

NOTES:

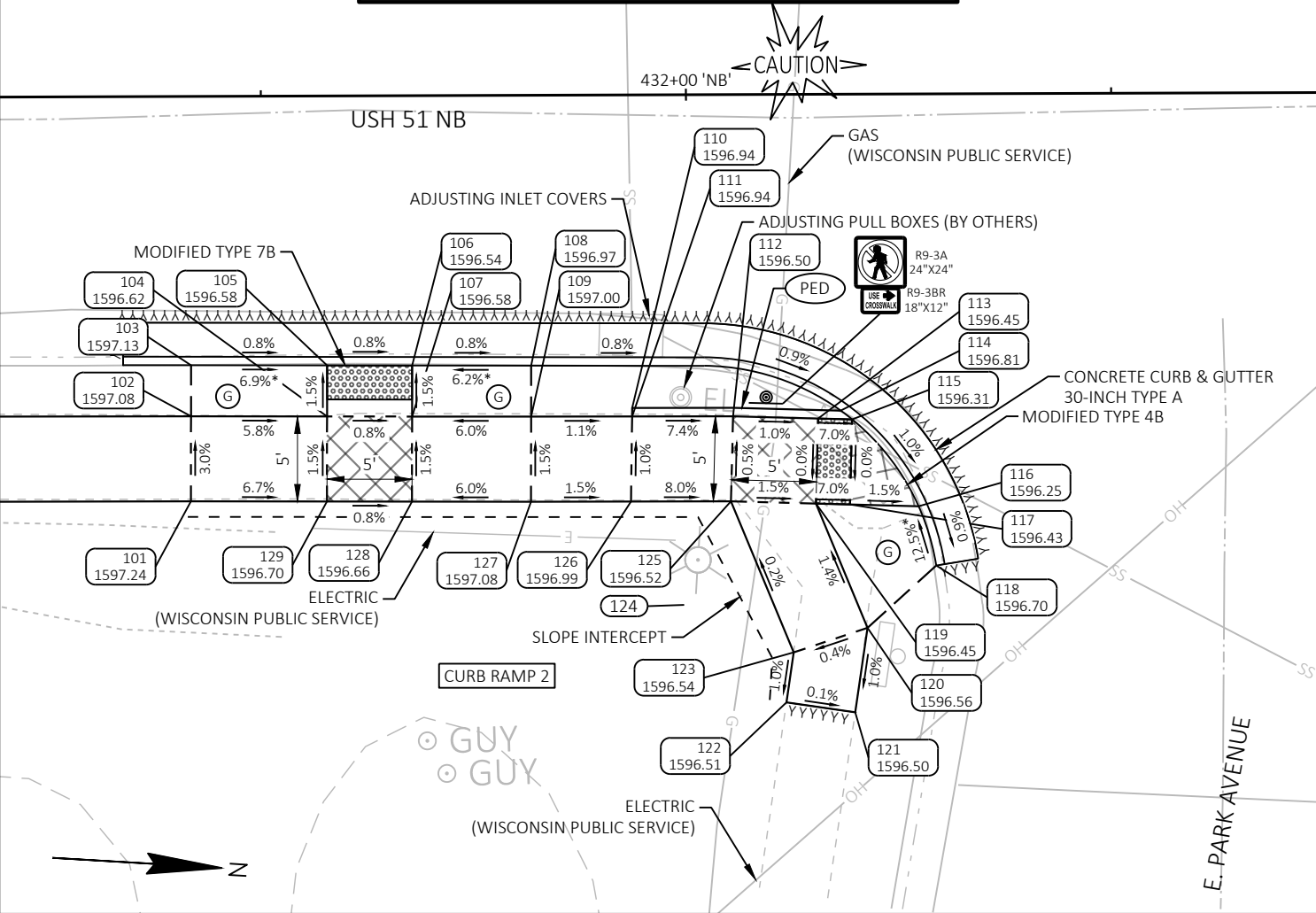
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3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:

- | | |
|---|---|
|  | EXISTING SIGN MOUNTED ON POST(S) |
|  | PROPOSED SIGN MOUNTED ON POST(S) |
|  | SAWING ASPHALT |
|  | SAWING CONCRETE |
|  | FLOWLINE/CONCRETE SLOPE |
|  | FLARE SLOPE |
|  | DETECTABLE WARNING FIELD |
|  | LANDING AREA |
|  | REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS |
|  | 6:1 GRADED FLARE |
|  | 10:1 CONCRETE FLARE |
|  | CONCRETE CURB PEDESTRIAN |
|  | CONCRETE STEP |
|  | MAXIMUM EXTENT FEASIBLE |
|  | POINT NUMBER & ELEVATION |

SE USH 51 & E PARK ST INTERSECTION - CURB RAMP 2						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
117	432+09.56 'NB'	24.12' R	1596.43	248712.36	188001.93	EOW
118	432+14.62 'NB'	27.73' R	1596.70	248717.64	188005.21	BOC
119	432+07.56 'NB'	24.07' R	1596.45	248710.36	188002.00	EOW
120	432+10.57 'NB'	31.39' R	1596.56	248713.83	188009.12	EOW
121	432+09.82 'NB'	36.36' R	1596.50	248713.40	188014.12	EOW
122	432+05.78 'NB'	35.75' R	1596.51	248709.33	188013.78	EOW
123	432+06.22 'NB'	32.82' R	1596.54	248709.58	188010.82	EOW
124	431+99.79 'NB'	30.00' R	-	248702.99	188008.42	17.5' RAD FLAG
125	432+02.56 'NB'	23.92' R	1596.52	248705.36	188002.18	EOW
126	431+96.68 'NB'	23.91' R	1596.99	248699.50	188002.54	EOW
127	431+90.81 'NB'	23.90' R	1597.08	248693.63	188002.90	EOW
128	431+83.81 'NB'	23.87' R	1596.66	248686.64	188003.31	EOW
129	431+78.81 'NB'	23.84' R	1596.70	248681.65	188003.60	EOW

2



PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

11

E

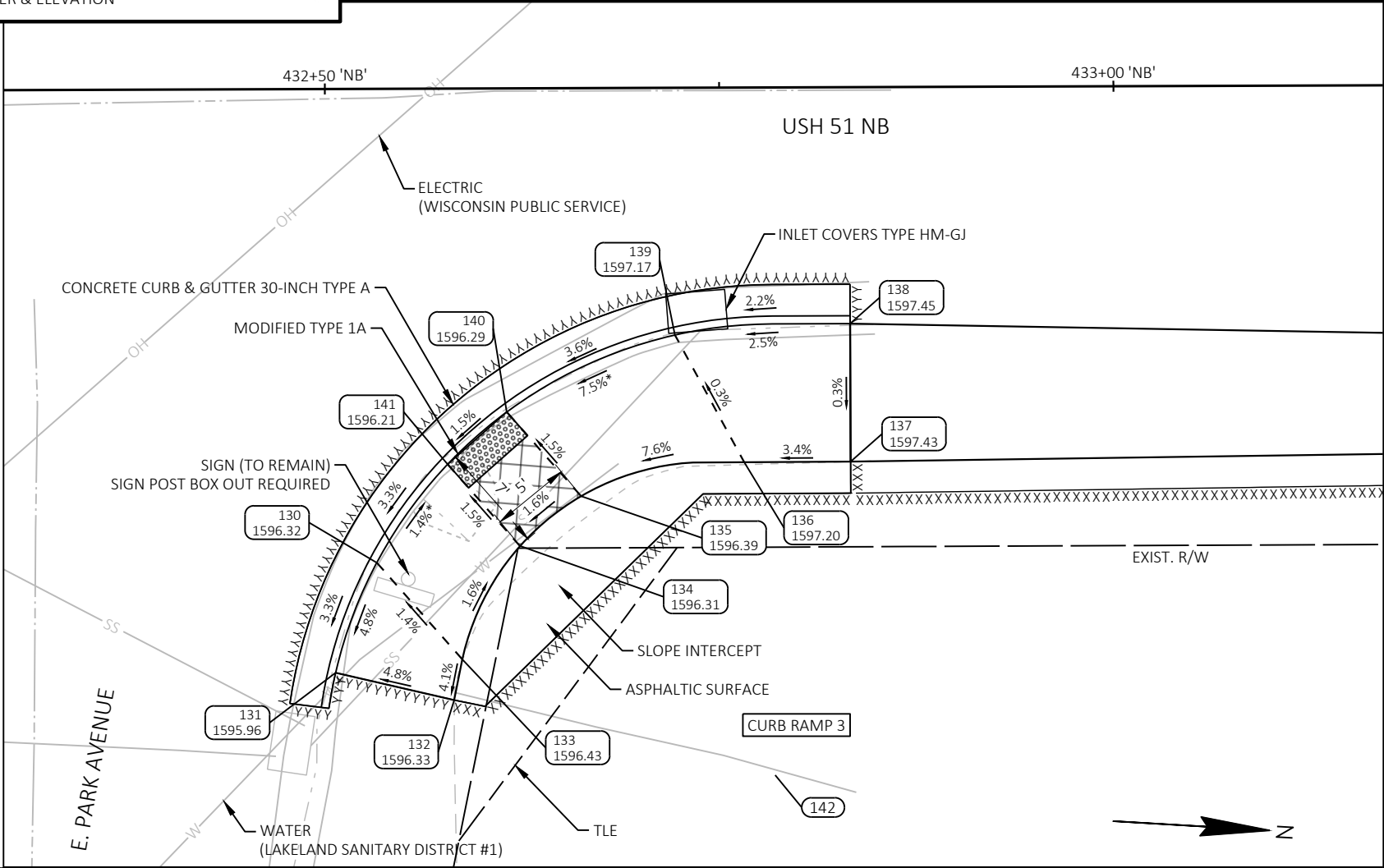
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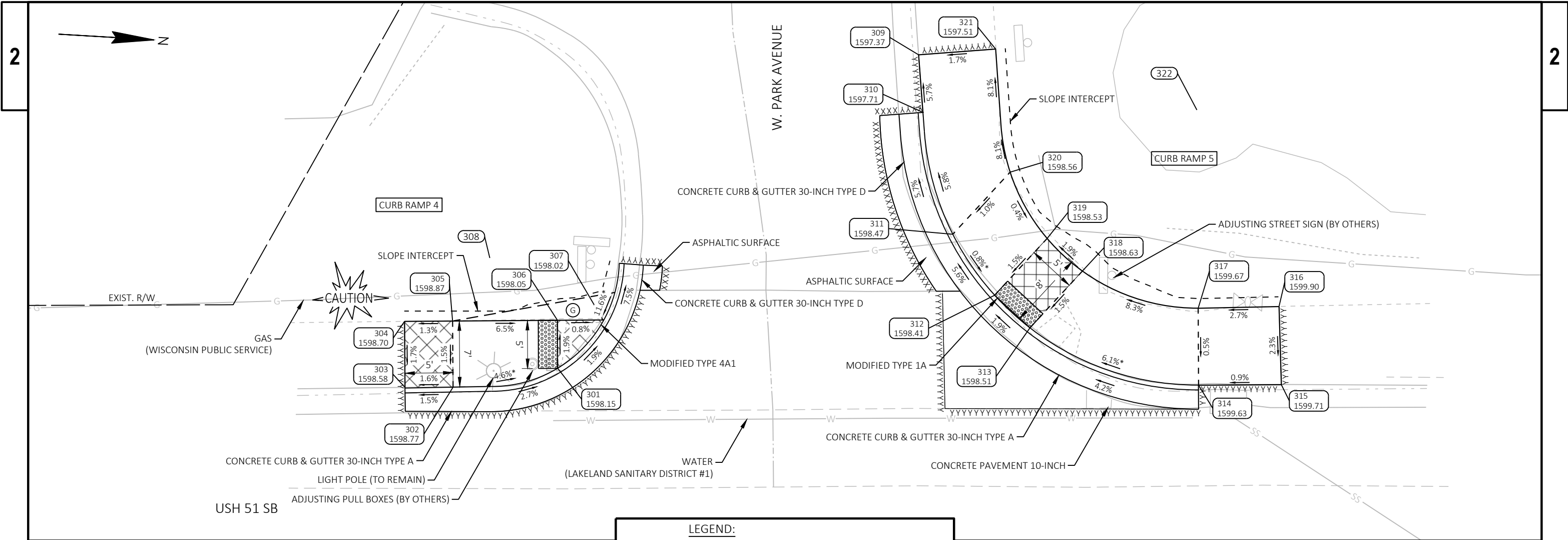
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- 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- 4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
- 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

NE USH 51 & E PARK ST INTERSECTION - CURB RAMP 3						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
130	432+53.19	30.05' R	1596.32	248756.28	188005.08	BOC
131	432+50.55	37.02' R	1595.96	248754.09	188012.20	BOC
132	432+58.06	38.79' R	1596.33	248761.69	188013.49	EOW
133	432+58.59	36.20' R	1596.43	248762.06	188010.88	EOW
134	432+62.28	29.02' R	1596.31	248765.29	188003.48	EOW
135	432+66.16	25.88' R	1596.39	248768.96	188000.09	EOW
136	432+76.50	23.76' R	1597.20	248779.15	187997.32	EOW
137	432+83.25	23.75' R	1597.43	248785.88	187996.89	EOW
138	432+83.25	15.00' R	1597.45	248785.33	187988.15	BOC
139	432+72.15	15.68' R	1597.17	248774.28	187989.54	BOC
140	432+61.46	20.52' R	1596.29	248763.93	187995.05	BOC
141	432+57.70	23.82' R	1596.21	248760.39	187998.58	BOC
142	432+78.32	43.51' R	-	248782.22	188016.92	31' RAD FLAG





SW USH 51 & W PARK ST INTERSECTION - CURB RAMP 4						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
301	433+97.40 'SB'	25.50' L	1598.15	248895.16	187916.54	BOC
302	433+86.51 'SB'	23.56' L	1598.77	248884.41	187919.17	BOC
303	433+81.51 'SB'	23.56' L	1598.58	248879.42	187919.48	BOC
304	433+81.49 'SB'	30.42' L	1598.70	248878.96	187912.64	EOW
305	433+86.49 'SB'	30.45' L	1598.87	248883.95	187912.30	EOW
306	433+97.40 'SB'	30.48' L	1598.05	248894.84	187911.57	EOW
307	434+02.18 'SB'	30.43' L	1598.02	248899.61	187911.33	BOC
308	433+90.38 'SB'	36.99' L	-	248887.42	187905.53	16' RAD FLAG

LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

.XXXX.

SAWING ASPHALT

.AAAA.

SAWING CONCRETE

X.XX%

FLOWLINE/CONCRETE SLOPE

X.XX%*

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MEF

MAXIMUM EXTENT FEASIBLE

XXXX
YYY.YY

POINT NUMBER & ELEVATION

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

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

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

NW USH 51 & W PARK ST INTERSECTION - CURB RAMP 5						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
309	434+35.08 'SB'	57.95' L	1597.37	248930.70	187881.77	BOC
310	434+35.51 'SB'	51.96' L	1597.71	248931.50	187887.72	BOC
311	434+38.57 'SB'	39.28' L	1598.47	248935.37	187900.18	BOC
312	434+42.90 'SB'	32.92' L	1598.41	248940.09	187906.25	BOC
313	434+46.56 'SB'	29.52' L	1598.51	248943.96	187909.42	BOC
314	434+64.09 'SB'	23.50' L	1599.63	248961.84	187914.31	BOC
315	434+72.71 'SB'	23.52' L	1599.71	248970.44	187913.75	BOC
316	434+72.49 'SB'	31.66' L	1599.90	248969.70	187905.63	EOW
317	434+64.08 'SB'	31.50' L	1599.67	248961.31	187906.33	EOW
318	434+52.04 'SB'	35.40' L	1598.63	248949.06	187903.19	EOW
319	434+48.38 'SB'	38.81' L	1598.53	248945.19	187900.03	EOW
320	434+44.56 'SB'	45.72' L	1598.56	248940.94	187893.38	EOW
321	434+43.10 'SB'	58.52' L	1597.51	248938.66	187880.69	EOW
322	434+64.08 'SB'	52.00' L	-	248960.01	187885.87	31' RAD FLAG

434+47 NB RT - CURB RAMP 6						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
401	434+36.89 'NB'	25.68' R	1600.00	248925.53	188011.36	EOW
402	434+36.89 'NB'	26.18' R	1600.00	248925.33	188011.82	BOC
403	434+45.20 'NB'	25.71' R	1599.91	248932.26	188014.37	EOW
404	434+50.83 'NB'	25.71' R	1600.01	248936.77	188016.53	EOW
405	434+60.43 'NB'	26.20' R	1600.45	248944.09	188020.90	BOC
406	434+60.43 'NB'	25.70' R	1600.46	248944.33	188020.46	EOW
407	434+60.37 'NB'	17.84' R	1600.42	248948.06	188013.54	BOC
408	434+50.73 'NB'	17.81' R	1599.89	248940.19	188009.41	BOC
409	434+45.31 'NB'	17.82' R	1599.79	248935.67	188007.26	BOC
410	434+36.92 'NB'	17.89' R	1600.05	248928.58	188004.19	BOC
411	434+12.45 'NB'	18.00' R	-	248907.33	187996.65	BOC
412	434+12.45 'NB'	25.33' R	-	248905.22	188003.67	EOW

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

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3.

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4.

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



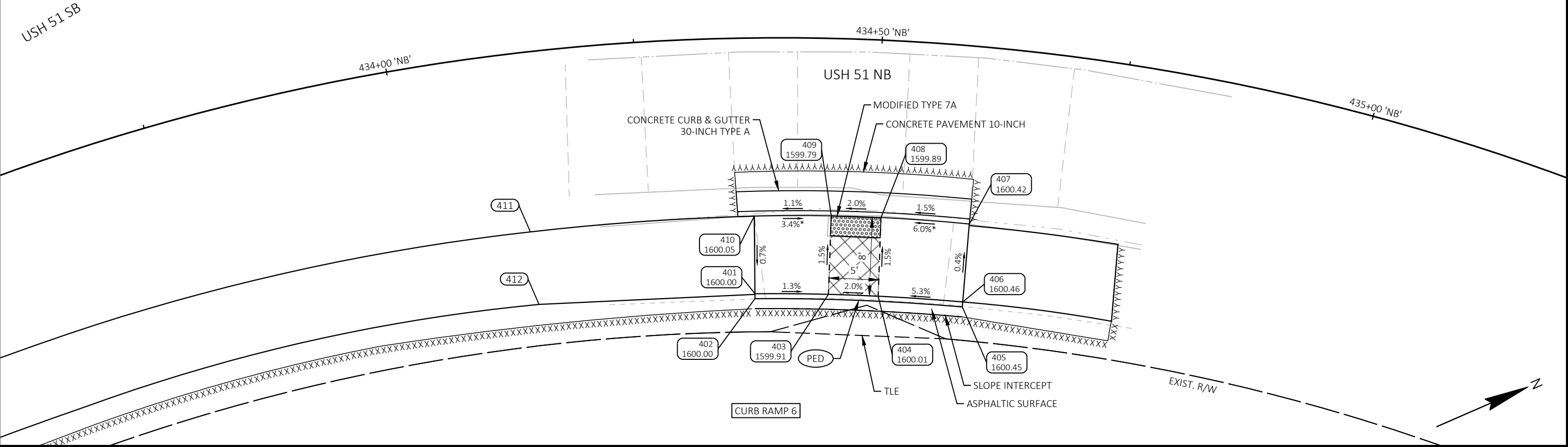
CONCRETE STEP

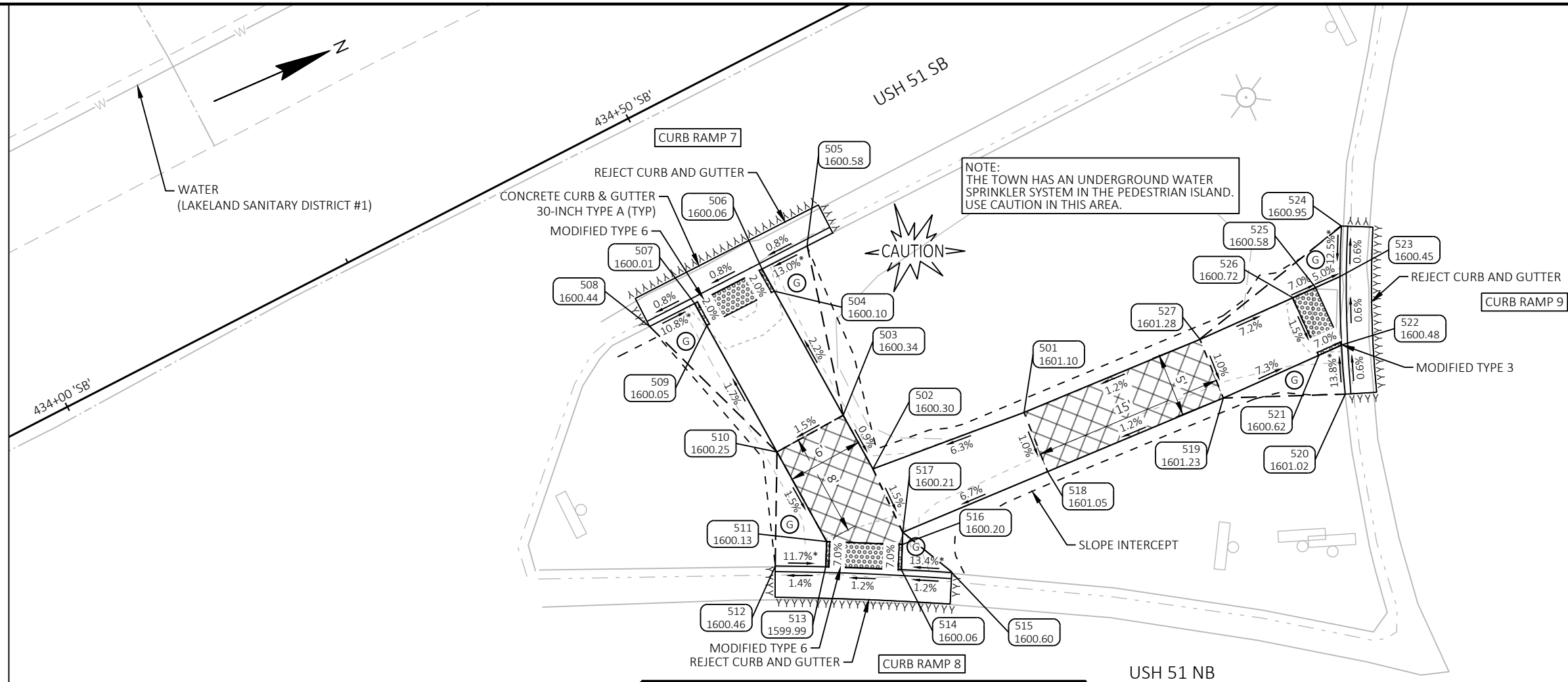


MAXIMUM EXTENT FEASIBLE



POINT NUMBER & ELEVATION





S SPLITTER ISLAND - CURB RAMP 7 AND CURB RAMP 8

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
501	434+58.95 'NB'	28.03' L	1601.10	248968.71	187972.56	EOW
502	434+48.43 'NB'	22.83' L	1600.30	248955.94	187971.87	EOW
503	434+46.18 'NB'	27.00' L	1600.34	248955.48	187967.04	EOW
504	434+41.24 'NB'	36.75' L	1600.10	248954.40	187955.83	EOW
505	434+43.42 'NB'	40.34' L	1600.58	248958.21	187953.60	BOC
506	434+40.39 'NB'	38.50' L	1600.06	248954.21	187953.83	BOC
507	434+35.78 'NB'	35.80' L	1600.01	248948.22	187954.21	BOC
508	434+32.64 'NB'	34.06' L	1600.44	248944.22	187954.45	BOC
509	434+36.59 'NB'	34.04' L	1600.05	248948.41	187956.19	EOW
510	434+41.51 'NB'	24.00' L	1600.25	248949.50	187967.60	EOW
511	434+45.23 'NB'	16.96' L	1600.13	248950.28	187975.69	EOW
512	434+41.45 'NB'	14.96' L	1600.46	248945.77	187975.83	BOC
513	434+45.20 'NB'	14.96' L	1599.99	248949.41	187977.49	BOC
514	434+50.83 'NB'	14.95' L	1600.06	248954.81	187980.10	BOC
515	434+54.59 'NB'	14.96' L	1600.60	248958.38	187981.89	BOC
516	434+50.81 'NB'	16.95' L	1600.20	248955.68	187978.30	EOW
517	434+50.81 'NB'	17.92' L	1600.21	248956.10	187977.42	EOW
518	434+61.00 'NB'	23.52' L	1601.05	248968.54	187977.61	EOW

LEGEND:

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	SAWING ASPHALT
	SAWING CONCRETE
	FLOWLINE/CONCRETE SLOPE
	FLARE SLOPE
	DETECTABLE WARNING FIELD
	LANDING AREA
	REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
	6:1 GRADED FLARE
	10:1 CONCRETE FLARE
	CONCRETE CURB PEDESTRIAN
	CONCRETE STEP
	MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION

NOTES:

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- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
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- REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
- TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

N SPLITTER ISLAND - CURB RAMP 9

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
519	434+72.75 'NB'	30.96' L	1601.23	248983.64	187977.83	EOW
520	434+81.08 'NB'	32.82' L	1601.02	248992.63	187981.42	BOC
521	434+78.82 'NB'	35.50' L	1600.62	248991.95	187977.75	EOW
522	434+80.23 'NB'	36.61' L	1600.48	248993.92	187977.73	BOC
523	434+79.32 'NB'	41.93' L	1600.45	248995.97	187972.70	BOC
524	434+78.84 'NB'	45.89' L	1600.95	248997.68	187969.08	BOC
525	434+77.83 'NB'	40.75' L	1600.58	248993.86	187972.73	EOW
526	434+76.44 'NB'	39.66' L	1600.72	248991.89	187972.75	EOW
527	434+70.58 'NB'	35.31' L	1601.28	248983.81	187972.83	EOW

PROJECT NO: 1170-19-61

HWY: USH 51

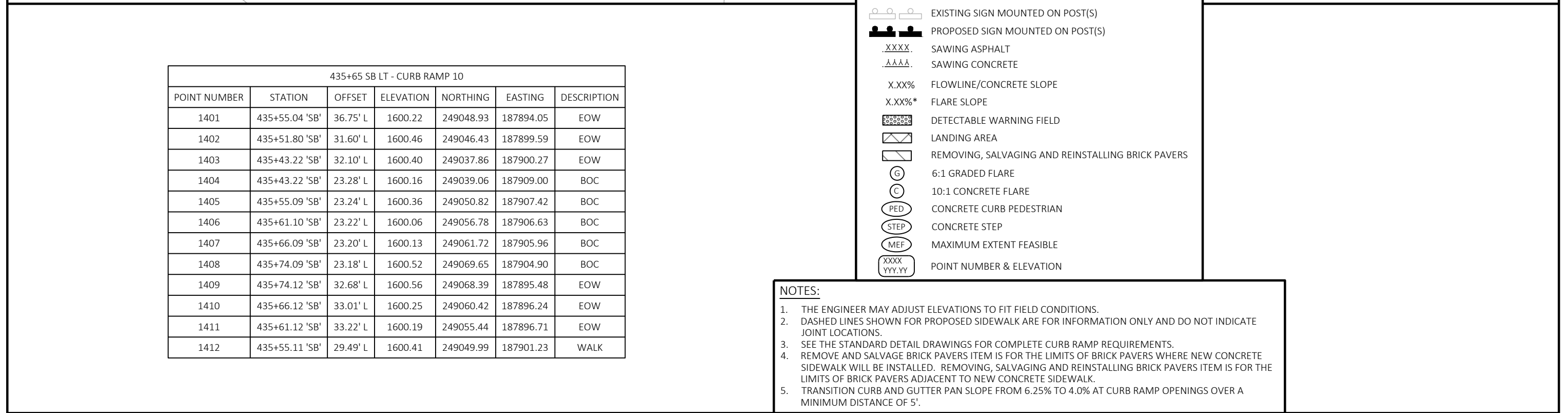
COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

15

E



435+65 SB LT - CURB RAMP 10						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1401	435+55.04 'SB'	36.75' L	1600.22	249048.93	187894.05	EOW
1402	435+51.80 'SB'	31.60' L	1600.46	249046.43	187899.59	EOW
1403	435+43.22 'SB'	32.10' L	1600.40	249037.86	187900.27	EOW
1404	435+43.22 'SB'	23.28' L	1600.16	249039.06	187909.00	BOC
1405	435+55.09 'SB'	23.24' L	1600.36	249050.82	187907.42	BOC
1406	435+61.10 'SB'	23.22' L	1600.06	249056.78	187906.63	BOC
1407	435+66.09 'SB'	23.20' L	1600.13	249061.72	187905.96	BOC
1408	435+74.09 'SB'	23.18' L	1600.52	249069.65	187904.90	BOC
1409	435+74.12 'SB'	32.68' L	1600.56	249068.39	187895.48	EOW
1410	435+66.12 'SB'	33.01' L	1600.25	249060.42	187896.24	EOW
1411	435+61.12 'SB'	33.22' L	1600.19	249055.44	187896.71	EOW
1412	435+55.11 'SB'	29.49' L	1600.41	249049.99	187901.23	WALK

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	SAWING ASPHALT
	SAWING CONCRETE
	FLOWLINE/CONCRETE SLOPE
	FLARE SLOPE
	DETECTABLE WARNING FIELD
	LANDING AREA
	REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
	6:1 GRADED FLARE
	10:1 CONCRETE FLARE
	CONCRETE CURB PEDESTRIAN
	CONCRETE STEP
	MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION

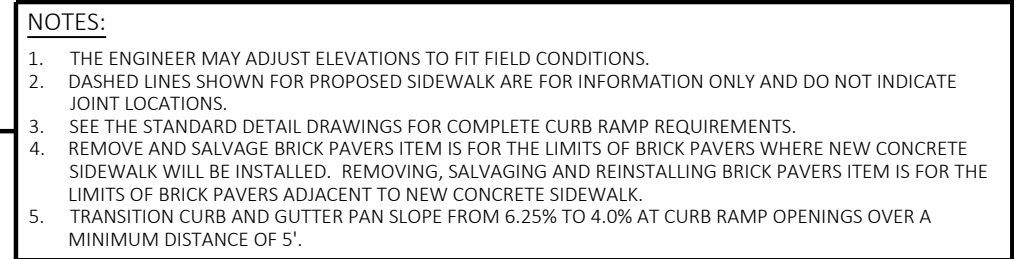
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	SAWING ASPHALT
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	CONCRETE CURB PEDESTRIAN
	CONCRETE STEP
	MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION





SW SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 13						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1621	438+15.40 'SB'	40.22' L	1602.57	249306.40	187855.18	EOW
1622	438+06.15 'SB'	28.25' L	-	249298.87	187868.29	15' RAD FLAG

NW SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 14						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1623	438+60.85 'SB'	46.41' L	1602.35	249350.48	187842.83	BOC
1624	438+63.29 'SB'	46.38' L	1602.69	249352.91	187842.52	EOW
1625	438+67.76 'SB'	46.34' L	1602.79	249357.34	187841.94	EOW
1626	438+62.75 'SB'	40.58' L	1602.68	249353.17	187848.34	WALK
1627	438+67.74 'SB'	34.89' L	1602.23	249358.90	187853.29	EOW
1628	438+67.74 'SB'	33.35' L	1602.25	249359.11	187854.81	EOW
1629	438+73.02 'SB'	33.34' L	1602.32	249364.34	187854.09	EOW
1630	438+82.94 'SB'	33.32' L	1602.79	249374.17	187852.74	EOW
1631	438+82.92 'SB'	23.48' L	1602.58	249375.51	187862.49	BOC
1632	438+72.68 'SB'	23.51' L	1602.66	249365.36	187863.88	BOC
1633	438+66.31 'SB'	25.61' L	1602.17	249358.77	187862.67	BOC
1634	438+62.74 'SB'	29.13' L	1602.11	249354.75	187859.68	BOC
1635	438+60.78 'SB'	38.31' L	1602.44	249351.53	187850.86	BOC
1636	438+73.11 'SB'	35.85' L	-	249364.08	187851.59	15' RAD FLAG

[illegible]

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SE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 15						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1701	438+14.68 'SB'	33.29' R	1602.57	249315.69	187928.10	WALK
1702	438+18.90 'SB'	33.33' R	1602.27	249319.88	187927.56	BOC
1703	438+18.75 'SB'	28.33' R	1602.30	249319.05	187922.63	BOC
1704	438+14.64 'SB'	28.33' R	1602.58	249314.98	187923.19	WALK
1705	438+16.85 'SB'	23.31' R	1602.66	249316.48	187917.92	BOC
1706	438+13.18 'SB'	19.71' R	1602.67	249312.36	187914.84	BOC
1707	438+08.17 'SB'	20.30' R	1602.38	249307.48	187916.11	WALK
1708	438+08.18 'SB'	17.93' R	1602.25	249307.16	187913.76	BOC
1709	438+03.17 'SB'	18.30' R	1602.15	249302.25	187914.81	BOC
1710	438+03.17 'SB'	20.30' R	1602.26	249302.52	187916.79	WALK
1711	437+98.18 'SB'	20.68' R	1602.51	249297.63	187917.85	BOC
1712	437+93.85 'SB'	25.88' R	1602.38	249294.04	187923.59	BOC
1713	437+93.85 'SB'	28.39' R	1602.55	249294.39	187926.08	EOW
1714	437+93.86 'SB'	34.39' R	1602.73	249295.22	187932.02	EOW
1715	438+03.17 'SB'	28.38' R	1602.71	249303.62	187924.80	WALK
1716	438+08.17 'SB'	28.34' R	1602.65	249308.57	187924.08	WALK
1717	438+03.17 'SB'	34.38' R	1602.74	249304.43	187930.74	EOW
1718	438+10.19 'SB'	34.36' R	1602.63	249311.39	187929.77	EOW
1719	438+10.26 'SB'	44.61' R	1603.18	249312.85	187939.91	EOW
1720	438+14.76 'SB'	44.58' R	1603.18	249317.31	187939.27	EOW

SE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 15						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1721	438+18.99 'SB'	44.55' R	1603.11	249321.49	187938.66	BOC
1722	438+06.59 'SB'	30.08' R	-	249307.24	187926.02	15' RAD FLAG
1723	438+06.72 'SB'	32.20' R	-	249307.66	187928.10	17' RAD FLAG

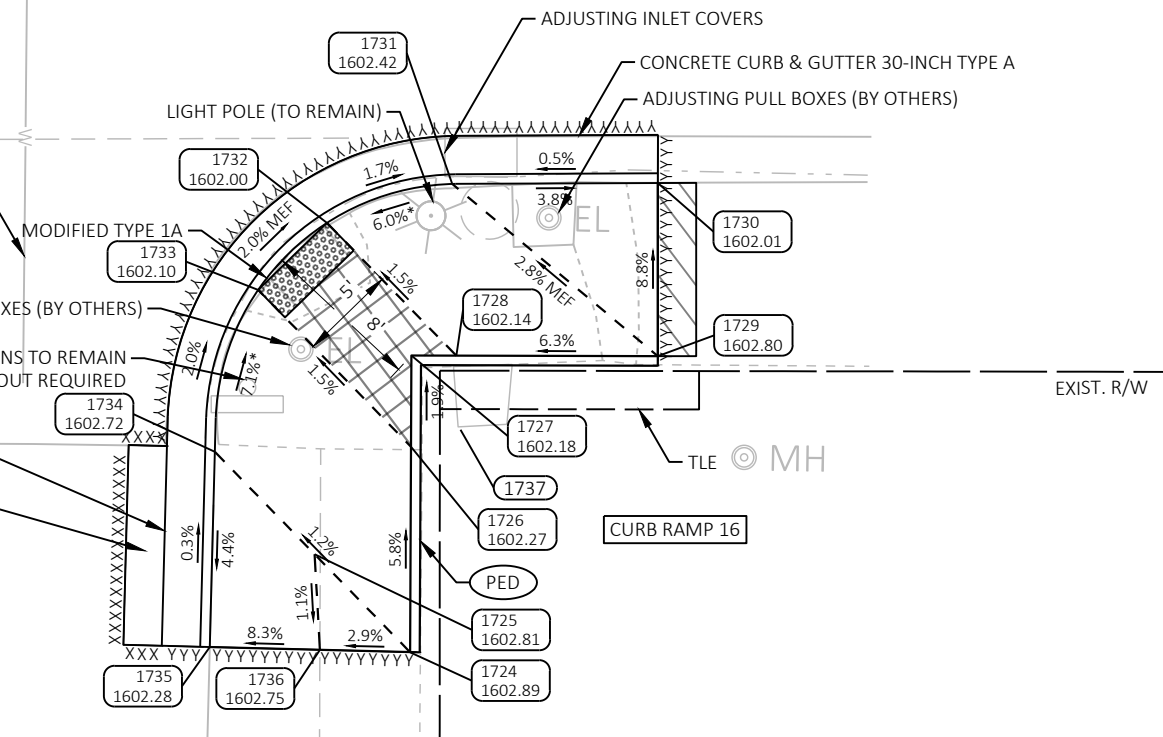
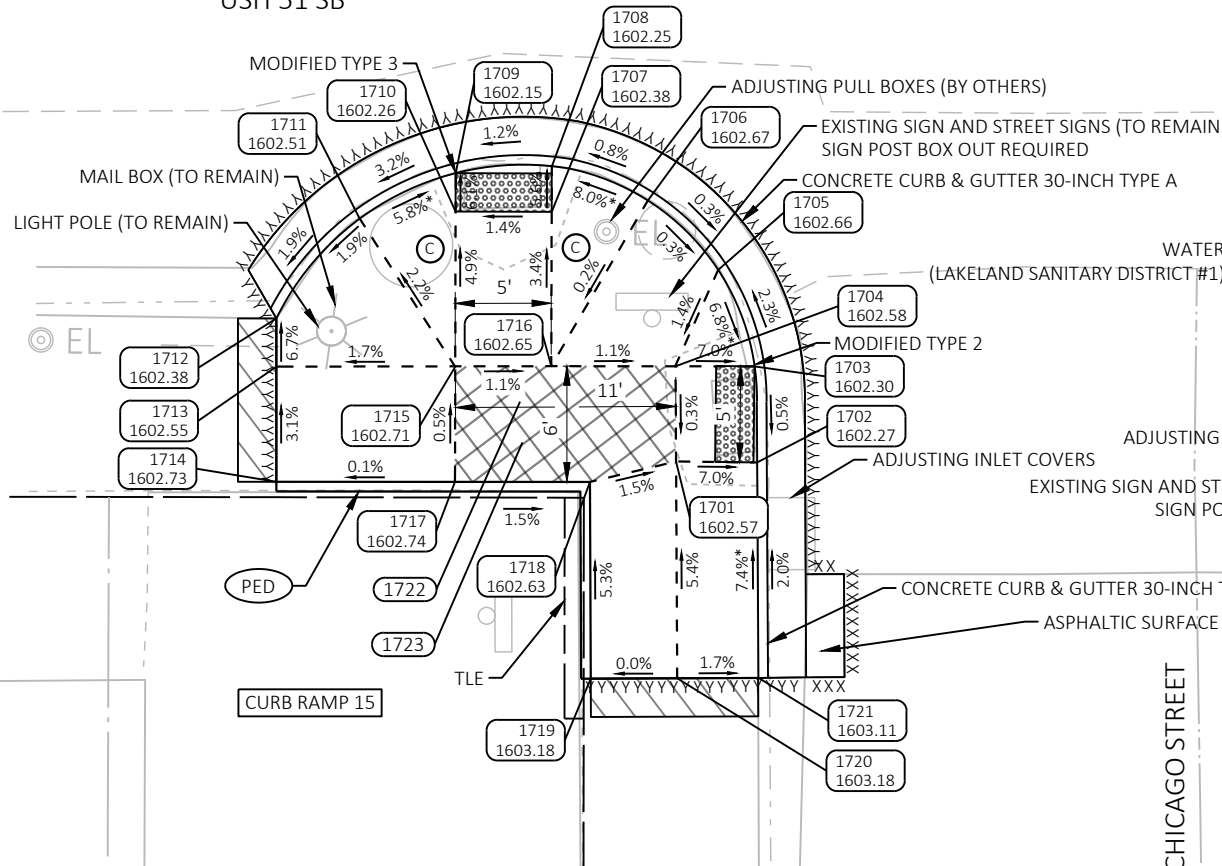
LEGEND:

- | | |
|---|---|
|  | EXISTING SIGN MOUNTED ON POST(S) |
|  | PROPOSED SIGN MOUNTED ON POST(S) |
|  | SAWING ASPHALT |
|  | SAWING CONCRETE |
|  | FLOWLINE/CONCRETE SLOPE |
|  | FLARE SLOPE |
|  | DETECTABLE WARNING FIELD |
|  | LANDING AREA |
|  | REMOVING, SALVAGING AND REINSTALLING BRICK PAVEMENT |
|  | 6:1 GRADED FLARE |
|  | 10:1 CONCRETE FLARE |
|  | CONCRETE CURB PEDESTRIAN |
|  | CONCRETE STEP |
|  | MAXIMUM EXTENT FEASIBLE |
|  | POINT NUMBER & ELEVATION |

NE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 16						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1724	438+68.25 'SB'	49.89' R	1602.89	249371.12	187937.18	EOW
1725	438+63.28 'SB'	44.79' R	1602.81	249365.49	187932.81	WALK
1726	438+68.30 'SB'	39.20' R	1602.27	249369.69	187926.58	EOW
1727	438+68.32 'SB'	34.44' R	1602.18	249369.06	187921.87	EOW
1728	438+70.66 'SB'	34.45' R	1602.14	249371.37	187921.55	EOW
1729	438+81.15 'SB'	34.48' R	1602.80	249381.77	187920.13	EOW
1730	438+81.15 'SB'	25.46' R	1602.01	249380.52	187911.20	BOC
1731	438+70.45 'SB'	25.50' R	1602.42	249369.93	187912.73	BOC
1732	438+63.92 'SB'	27.53' R	1602.00	249363.75	187915.64	BOC
1733	438+60.34 'SB'	31.02' R	1602.10	249360.68	187919.59	BOC
1734	438+58.08 'SB'	39.46' R	1602.72	249359.61	187928.25	BOC
1735	438+57.82 'SB'	49.62' R	1602.28	249360.75	187938.35	BOC
1736	438+63.55 'SB'	49.77' R	1602.75	249366.45	187937.71	EOW
1737	438+70.82 'SB'	38.20' R	-	249372.05	187925.24	15' RAD FLAG

2

USH 51 SP



NOTES

1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'

PROJECT NO: 1170-19-61

HWY: USH 51

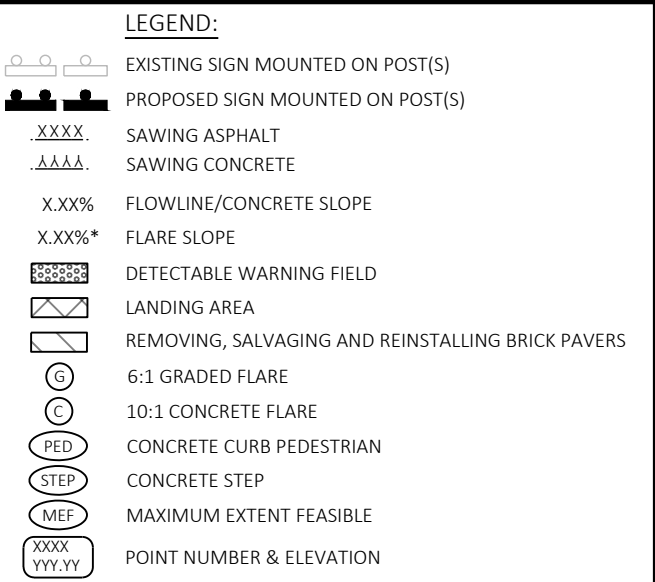
COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

19

E



NW SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 18						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1823	441+74.68 'SB'	38.44' L	1603.38	249662.41	187807.36	WALK
1824	441+75.21 'SB'	31.79' L	1602.88	249663.84	187813.87	WALK
1825	441+73.34 'SB'	29.74' L	1602.64	249662.28	187816.16	BOC
1826	441+76.88 'SB'	26.20' L	1602.67	249666.27	187819.18	BOC
1827	441+78.91 'SB'	28.43' L	1602.93	249667.97	187816.69	WALK
1828	441+85.48 'SB'	27.46' L	1603.45	249674.62	187816.73	WALK
1829	441+85.66 'SB'	23.50' L	1603.00	249675.34	187820.64	BOC
1830	441+90.45 'SB'	23.47' L	1602.90	249680.09	187820.00	BOC
1831	441+95.45 'SB'	23.45' L	1602.83	249685.05	187819.34	BOC
1832	441+95.48 'SB'	27.38' L	1603.32	249684.53	187815.43	EOW
1833	441+90.48 'SB'	27.42' L	1603.53	249679.58	187816.08	WALK
1834	441+95.53 'SB'	33.40' L	1603.63	249683.75	187809.46	EOW
1835	441+90.53 'SB'	33.45' L	1603.62	249678.80	187810.11	EOW
1836	441+85.53 'SB'	33.49' L	1603.61	249673.84	187810.76	EOW
1837	441+83.53 'SB'	33.52' L	1603.54	249671.85	187811.01	EOW
1838	441+79.67 'SB'	33.52' L	1603.40	249668.02	187811.54	EOW
1839	441+79.68 'SB'	36.71' L	1603.46	249667.60	187808.38	EOW
1840	441+79.68 'SB'	38.33' L	1603.45	249667.37	187806.77	EOW
1841	441+79.69 'SB'	43.43' L	1603.42	249666.67	187801.72	EOW
1842	441+80.42 'SB'	46.52' L	1603.42	249666.97	187798.56	EOW
1843	441+79.94 'SB'	46.52' L	1603.42	249666.50	187798.63	EOW
1844	441+80.42 'SB'	48.43' L	1603.42	249666.71	187796.67	EOW

NOTES:

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3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
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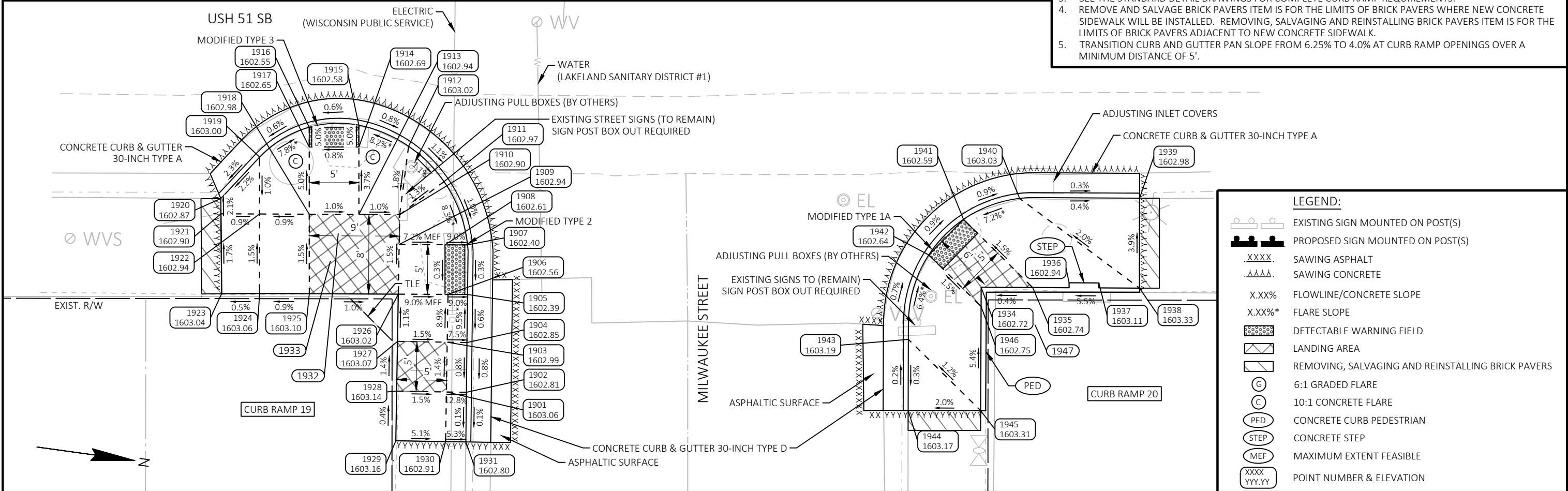
SE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 19						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1901	441+25.26 'SB'	45.06' R	1603.06	249625.00	187896.88	WALK
1902	441+27.28 'SB'	45.09' R	1602.81	249627.00	187896.64	BOC
1903	441+25.35 'SB'	40.05' R	1602.99	249624.39	187891.91	WALK
1904	441+27.34 'SB'	40.08' R	1602.85	249626.37	187891.67	BOC
1905	441+27.40 'SB'	35.25' R	1602.39	249625.76	187886.87	BOC
1906	441+25.43 'SB'	35.24' R	1602.56	249623.80	187887.13	WALK
1907	441+27.39 'SB'	30.25' R	1602.40	249625.06	187881.92	BOC
1908	441+25.13 'SB'	30.25' R	1602.61	249622.82	187882.23	WALK
1909	441+20.51 'SB'	30.21' R	1602.94	249618.24	187882.83	WALK
1910	441+20.56 'SB'	27.21' R	1602.90	249617.88	187879.85	WALK
1911	441+25.03 'SB'	23.89' R	1602.97	249621.84	187875.95	BOC
1912	441+21.46 'SB'	20.33' R	1603.02	249617.82	187872.92	BOC
1913	441+16.46 'SB'	27.19' R	1602.94	249613.81	187880.40	WALK
1914	441+16.46 'SB'	20.41' R	1602.69	249612.88	187873.69	WALK
1915	441+16.46 'SB'	18.20' R	1602.58	249612.57	187871.50	BOC
1916	441+11.46 'SB'	18.41' R	1602.55	249607.65	187872.40	BOC
1917	441+11.46 'SB'	20.41' R	1602.65	249607.92	187874.38	WALK
1918	441+11.46 'SB'	27.17' R	1602.98	249608.86	187881.07	WALK
1919	441+06.46 'SB'	21.41' R	1603.00	249603.11	187876.06	BOC

SE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 19						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1920	441+02.56 'SB'	25.59' R	1602.87	249599.82	187880.74	BOC
1921	441+02.57 'SB'	27.12' R	1602.90	249600.05	187882.25	EOW
1922	441+06.46 'SB'	27.14' R	1602.94	249603.90	187881.73	WALK
1923	441+02.64 'SB'	35.17' R	1603.04	249601.23	187890.21	EOW
1924	441+06.46 'SB'	35.14' R	1603.06	249605.01	187889.66	EOW
1925	441+11.46 'SB'	35.17' R	1603.10	249609.96	187888.99	EOW
1926	441+20.43 'SB'	35.21' R	1603.02	249618.85	187887.80	EOW
1927	441+20.34 'SB'	39.97' R	1603.07	249619.42	187892.52	EOW
1928	441+20.26 'SB'	44.97' R	1603.14	249620.03	187897.49	EOW
1929	441+20.17 'SB'	49.97' R	1603.16	249620.63	187902.45	EOW
1930	441+25.18 'SB'	50.05' R	1602.91	249625.61	187901.84	EOW
1931	441+27.22 'SB'	50.08' R	1602.80	249627.63	187901.59	BOC
1932	441+14.40 'SB'	28.97' R	-	249612.02	187882.45	13.5' RAD FLAG
1933	441+13.62 'SB'	31.75' R	-	249611.63	187885.31	16.4' RAD FLAG

NE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 20						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1934	441+79.10 'SB'	34.52' R	1602.72	249676.87	187879.01	EOW
1935	441+84.29 'SB'	34.55' R	1602.74	249682.01	187878.32	EOW
1936	441+87.96 'SB'	34.07' R	1602.94	249685.57	187877.34	EOW
1937	441+90.96 'SB'	34.09' R	1603.11	249688.55	187876.94	EOW
1938	441+95.04 'SB'	34.62' R	1603.33	249692.67	187876.90	EOW
1939	441+95.05 'SB'	25.56' R	1602.98	249691.42	187867.93	BOC
1940	441+82.98 'SB'	25.59' R	1603.03	249679.47	187869.62	BOC
1941	441+77.33 'SB'	27.71' R	1602.59	249674.17	187872.50	BOC
1942	441+73.83 'SB'	31.27' R	1602.64	249671.19	187876.52	BOC
1943	441+71.77 'SB'	39.77' R	1603.19	249670.33	187885.22	BOC
1944	441+71.75 'SB'	46.92' R	1603.17	249671.30	187892.31	BOC
1945	441+79.06 'SB'	46.94' R	1603.31	249678.54	187891.31	EOW
1946	441+79.09 'SB'	36.46' R	1602.75	249677.13	187880.92	EOW
1947	441+84.47 'SB'	38.19' R	-	249682.69	187881.90	15.2' RAD FLAG

NOTES:

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4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.



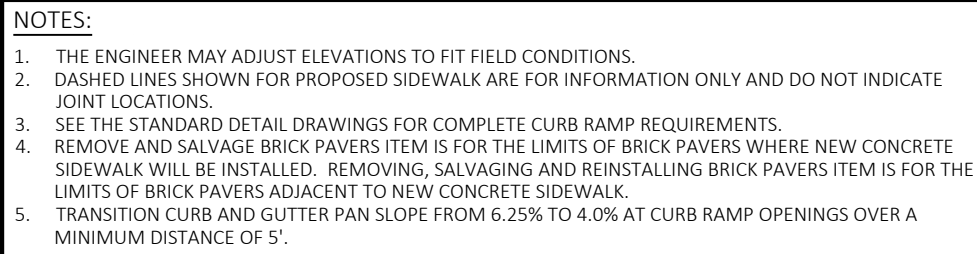
PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET



SW SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 21						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2020	444+41.98 'SB'	27.37' L	1602.14	249928.67	187781.38	BOC
2021	444+42.05 'SB'	32.37' L	1602.07	249928.05	187776.42	BOC
2022	444+35.67 'SB'	32.42' L	1602.52	249921.72	187777.25	WALK
2023	444+28.47 'SB'	29.07' L	-	249915.06	187781.57	13.5' RAD FLAG
2024	444+29.37 'SB'	28.18' L	-	249916.07	187782.33	14.9' RAD FLAG

NW SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 22						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2025	444+77.48 'SB'	35.65' L	1602.46	249967.83	187769.79	EOW
2026	444+72.98 'SB'	30.14' L	1602.35	249963.31	187775.28	BOC
2027	444+76.85 'SB'	26.98' L	1602.32	249967.17	187778.45	BOC
2028	444+82.17 'SB'	25.58' L	1602.67	249972.49	187779.87	BOC
2029	444+85.39 'SB'	29.52' L	1602.50	249975.72	187775.93	EOW
2030	444+93.32 'SB'	30.57' L	1602.72	249983.65	187774.90	EOW
2031	444+92.62 'SB'	35.86' L	1602.73	249982.97	187769.61	EOW
2032	444+84.72 'SB'	34.86' L	1602.58	249975.06	187770.59	EOW
2033	444+83.13 'SB'	34.66' L	1602.47	249973.48	187770.78	EOW
2034	444+83.67 'SB'	41.06' L	1602.88	249974.03	187764.38	EOW
2035	444+79.64 'SB'	41.91' L	1602.92	249969.99	187763.53	EOW
2036	444+73.82 'SB'	43.01' L	1602.88	249964.18	187762.41	EOW
2037	444+69.31 'SB'	42.24' L	1602.93	249959.67	187763.17	BOC
2038	444+69.98 'SB'	38.32' L	1602.91	249960.33	187767.09	BOC
2039	444+74.94 'SB'	35.29' L	1602.56	249965.28	187770.14	EOW
2040	444+82.57 'SB'	37.92' L	-	249972.92	187767.52	14.9' RAD FLAG

<u>LEGEND:</u>	
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	SAWING ASPHALT
	SAWING CONCRETE
	FLOWLINE/CONCRETE SLOPE
	FLARE SLOPE
	DETECTABLE WARNING FIELD
	LANDING AREA
	REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
	6:1 GRADED FLARE
	10:1 CONCRETE FLARE
	CONCRETE CURB PEDESTRIAN
	CONCRETE STEP
	MAXIMUM EXTENT FEASIBLE
	POINT NUMBER & ELEVATION

SE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 23						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2101	444+35.39 'SB'	41.06' R	1602.66	249931.60	187850.07	EOW
2102	444+36.07 'SB'	31.21' R	1602.79	249930.92	187840.22	EOW
2103	444+38.36 'SB'	31.28' R	1602.75	249933.19	187839.97	BOC
2104	444+38.36 'SB'	30.78' R	1602.26	249933.12	187839.48	BOC
2105	444+35.58 'SB'	30.70' R	1602.45	249930.36	187839.78	EOW
2106	444+28.39 'SB'	30.48' R	1602.58	249923.20	187840.56	WALK
2107	444+35.73 'SB'	25.70' R	1602.44	249929.82	187834.81	WALK
2108	444+37.61 'SB'	25.74' R	1602.31	249931.68	187834.59	BOC
2109	444+28.54 'SB'	25.48' R	1602.55	249922.66	187835.59	WALK
2110	444+34.12 'SB'	20.62' R	1602.87	249927.52	187830.00	BOC
2111	444+28.71 'SB'	19.84' R	1602.51	249922.05	187829.98	WALK
2112	444+28.77 'SB'	17.84' R	1602.46	249921.84	187827.99	BOC
2113	444+23.77 'SB'	17.75' R	1602.44	249916.87	187828.58	BOC
2114	444+23.73 'SB'	19.75' R	1602.49	249917.11	187830.57	WALK
2115	444+18.71 'SB'	20.05' R	1602.91	249912.18	187831.57	BOC
2116	444+23.54 'SB'	25.33' R	1602.62	249917.69	187836.13	WALK
2117	444+13.55 'SB'	25.37' R	1602.74	249907.80	187837.55	BOC
2118	444+13.53 'SB'	28.66' R	1602.85	249908.24	187840.81	EOW

SE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 23						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2119	444+13.50 'SB'	34.66' R	1602.99	249909.04	187846.76	EOW
2120	444+23.39 'SB'	30.33' R	1602.67	249918.23	187841.10	WALK
2121	444+23.26 'SB'	34.71' R	1602.73	249918.71	187845.46	EOW
2122	444+24.98 'SB'	34.22' R	1602.73	249920.34	187844.73	EOW
2123	444+24.97 'SB'	34.72' R	1602.73	249920.40	187845.23	EOW
2124	444+30.23 'SB'	40.97' R	1602.73	249926.48	187850.69	EOW
2125	444+30.73 'SB'	40.98' R	1602.73	249926.98	187850.63	EOW
2126	444+30.21 'SB'	46.47' R	1603.11	249927.22	187856.14	EOW
2127	444+35.29 'SB'	46.56' R	1603.03	249932.26	187855.53	EOW
2128	444+35.80 'SB'	46.57' R	1603.03	249932.76	187855.47	EOW
2129	444+38.36 'SB'	46.62' R	1602.94	249935.31	187855.16	BOC
2130	444+26.03 'SB'	29.41' R	-	249920.72	187839.83	14.4' RAD FLAG
2131	444+25.85 'SB'	30.00' R	-	249920.63	187840.43	15' RAD FLAG

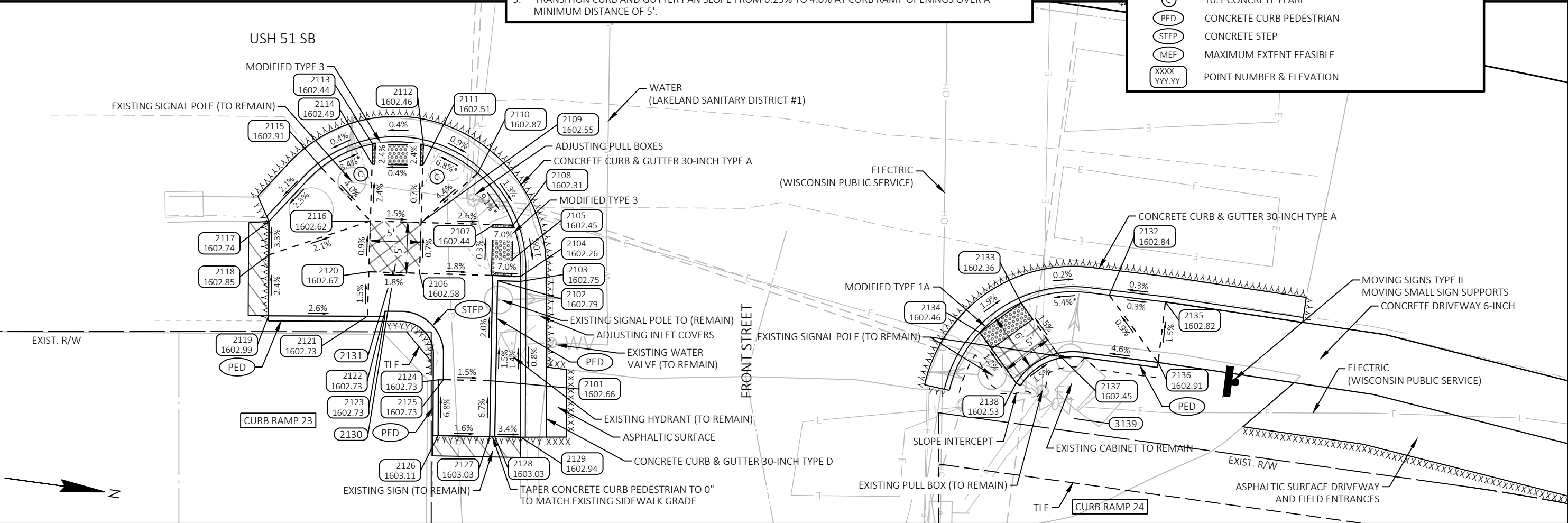
NOTES:

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NE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 24						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
2132	445+00.61 'SB'	27.83' R	1602.84	249990.80	187833.31	BOC
2133	444+92.10 'SB'	29.79' R	1602.36	249982.28	187835.26	BOC
2134	444+88.49 'SB'	33.25' R	1602.46	249978.67	187838.71	BOC
2135	445+06.17 'SB'	27.71' R	1602.82	249996.37	187833.21	BOC
2136	445+06.30 'SB'	33.71' R	1602.91	249996.48	187839.21	EOW
2137	444+96.35 'SB'	34.22' R	1602.45	249986.53	187839.70	EOW
2138	444+92.74 'SB'	37.68' R	1602.53	249982.91	187843.15	EOW
3139	444+98.76 'SB'	40.34' R	-	249988.92	187845.83	15' RAD FLAG

LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION



- 2
- NOTES:
1.

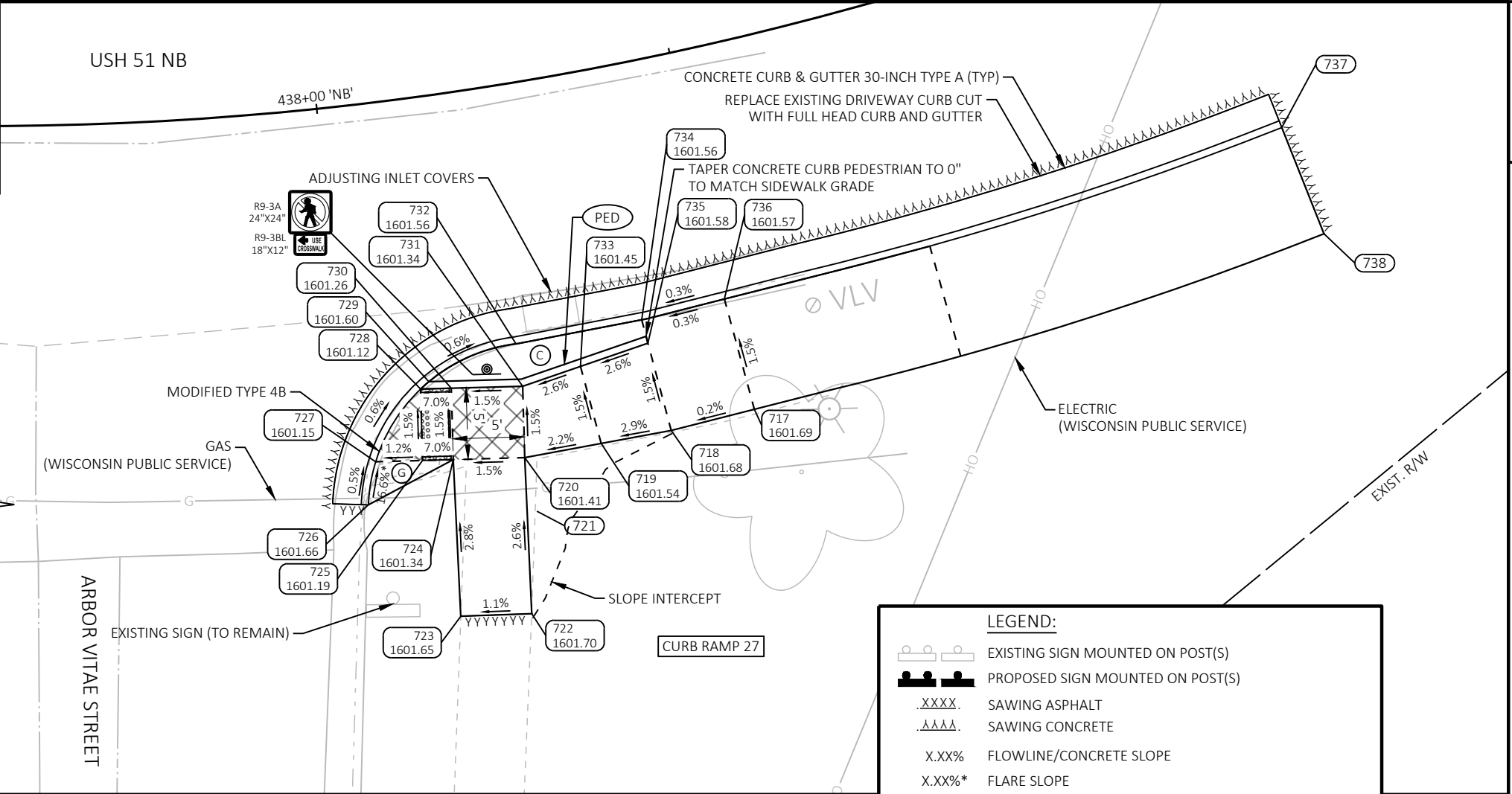
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

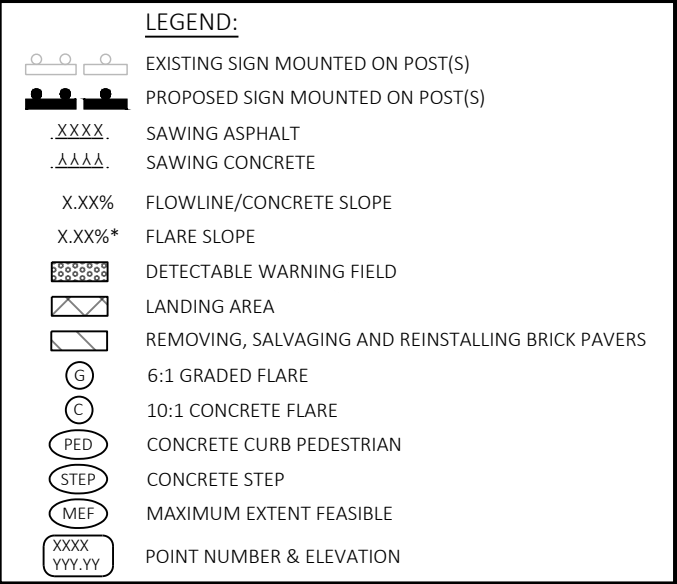
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REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

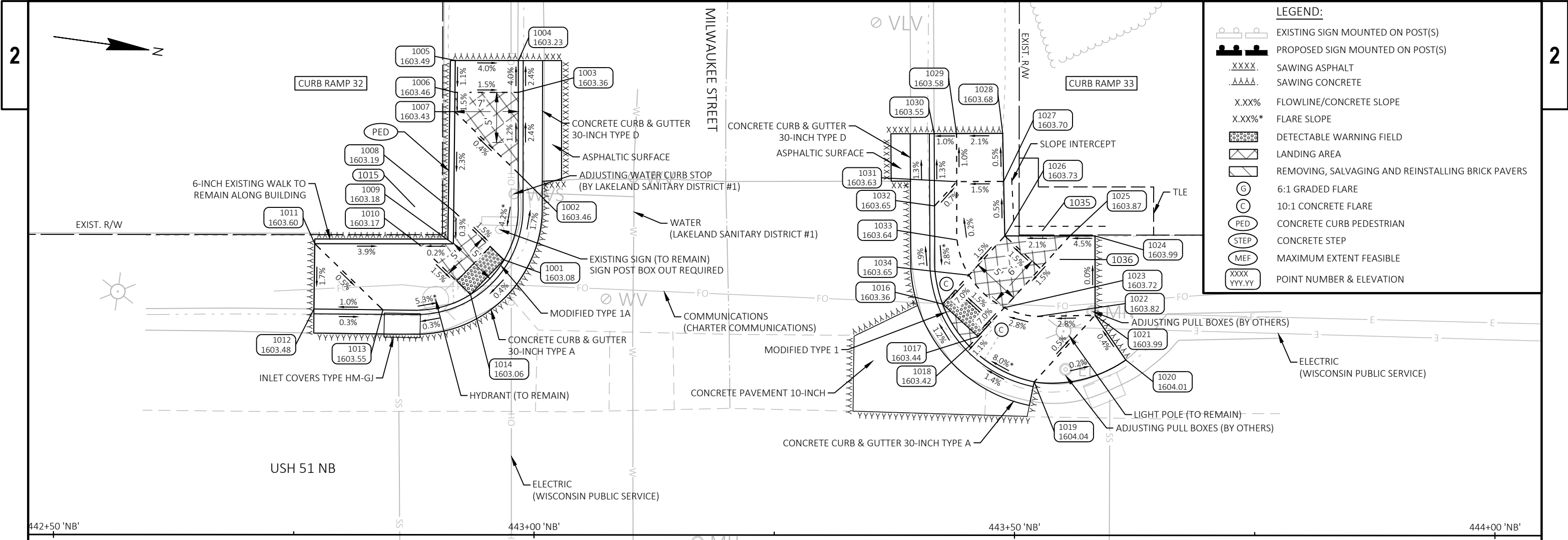
TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.





NW NB USH 51 & E CHICAGO AVE INTERSECTION - CURB RAMP 29						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
930	440+46.62 'NB'	31.13' L	1602.65	249417.85	188218.83	EOW
931	440+44.62 'NB'	31.16' L	1602.64	249415.86	188219.09	EOW
932	440+39.96 'NB'	31.20' L	1602.62	249411.24	188219.68	EOW
933	440+39.95 'NB'	32.20' L	1602.62	249411.10	188218.69	EOW
934	440+39.95 'NB'	36.37' L	1602.65	249410.52	188214.56	EOW
935	440+45.21 'NB'	28.00' L	-	249416.88	188222.13	15' RAD FLAG
936	440+71.24 'NB'	23.50' L	-	249443.28	188223.02	BOC
937	440+78.47 'NB'	23.50' L	-	249450.44	188222.03	BOC

- | | | | | | | | | | |
|-------------|------------|------|--------|---------|--------|-------------------|-------|----|----------|
| PROJECT NO: | 1170-19-61 | HWY: | USH 51 | COUNTY: | ONEIDA | CURB RAMP DETAILS | SHEET | 26 | E |
|-------------|------------|------|--------|---------|--------|-------------------|-------|----|----------|



LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SAWING ASPHALT

SAWING CONCRETE

FLOWLINE/CONCRETE SLOPE

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

POINT NUMBER & ELEVATION

SW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 32						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1001	441+25.84 'NB'	338.10' R	1603.08	249666.06	188187.03	BOC
1002	441+27.33 'NB'	329.09' R	1603.46	249666.29	188177.90	BOC
1003	441+27.34 'NB'	320.68' R	1603.36	249665.14	188169.57	BOC
1004	441+27.35 'NB'	317.37' R	1603.23	249664.69	188166.30	BOC
1005	441+20.78 'NB'	317.36' R	1603.49	249658.19	188167.19	EOW
1006	441+20.74 'NB'	320.67' R	1603.46	249658.60	188170.48	EOW
1007	441+20.72 'NB'	322.67' R	1603.43	249658.86	188172.46	EOW
1008	441+20.61 'NB'	333.02' R	1603.19	249660.18	188182.73	EOW
1009	441+20.58 'NB'	336.43' R	1603.18	249660.62	188186.10	EOW
1010	441+16.93 'NB'	336.42' R	1603.17	249657.01	188186.60	EOW
1011	441+06.15 'NB'	336.41' R	1603.60	249646.33	188188.08	EOW
1012	441+06.07 'NB'	343.20' R	1603.48	249647.19	188194.81	BOC
1013	441+13.24 'NB'	343.29' R	1603.55	249654.30	188193.91	BOC
1014	441+22.36 'NB'	341.69' R	1603.06	249663.11	188191.07	BOC
1015	441+16.67 'NB'	332.68' R	-	249656.24	188182.93	13.1' RAD FLAG

NW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 33						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1016	443+42.50 'NB'	24.03' L	1603.36	249711.90	188185.27	BOC
1017	443+46.19 'NB'	20.66' L	1603.44	249716.02	188188.10	WALK
1018	443+45.27 'NB'	19.65' L	1603.42	249715.25	188189.23	BOC
1019	443+52.04 'NB'	15.94' L	1604.04	249722.46	188191.98	BOC
1020	443+61.57 'NB'	18.23' L	1604.01	249731.59	188188.40	EOW
1021	443+58.37 'NB'	22.87' L	1603.99	249727.78	188184.24	EOW
1022	443+52.40 'NB'	22.75' L	1603.82	249721.88	188185.18	WALK
1023	443+48.93 'NB'	23.66' L	1603.72	249718.32	188184.76	WALK
1024	443+58.36 'NB'	31.13' L	1603.99	249726.64	188176.07	EOW
1025	443+55.75 'NB'	31.12' L	1603.87	249724.05	188176.43	EOW
1026	443+48.97 'NB'	31.11' L	1603.73	249717.34	188177.37	EOW
1027	443+48.85 'NB'	36.78' L	1603.70	249716.44	188171.77	EOW
1028	443+48.74 'NB'	41.78' L	1603.68	249715.65	188166.83	EOW
1029	443+43.94 'NB'	41.76' L	1603.58	249710.89	188167.51	EOW
1030	443+41.61 'NB'	41.74' L	1603.55	249708.59	188167.85	BOC
1031	443+43.96 'NB'	36.76' L	1603.63	249711.61	188172.46	WALK
1032	443+41.65 'NB'	34.23' L	1603.65	249709.66	188175.29	BOC

NW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 33						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1033	443+44.00 'NB'	30.70' L	1603.64	249712.47	188178.46	WALK
1034	443+45.24 'NB'	27.03' L	1603.65	249714.20	188181.92	WALK
1035	443+52.87 'NB'	31.64' L	-	249721.13	188176.31	9' RAD WALK
1036	443+54.67 'NB'	28.68' L	-	249723.32	188178.99	15.5' RAD FLAG

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

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

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

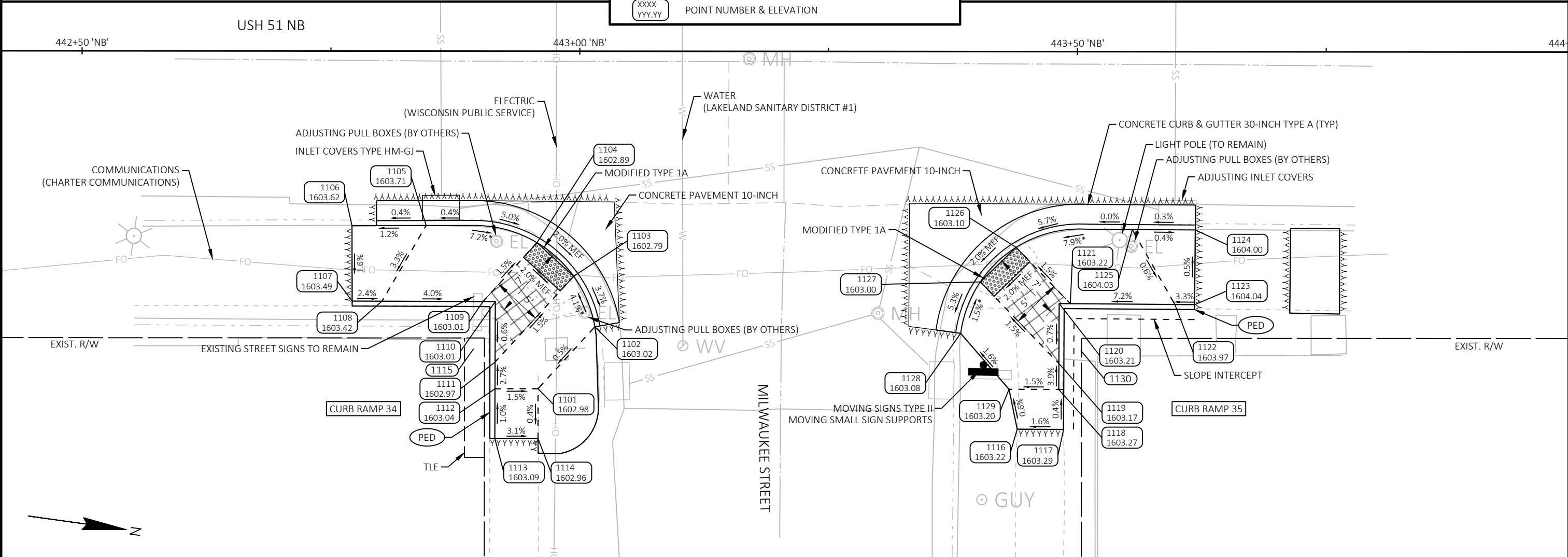
SE NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 34						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1101	442+95.83 'NB'	33.89' R	1602.98	249673.62	188249.04	EOW
1102	443+01.54 'NB'	27.67' R	1603.02	249678.42	188242.11	BOC
1103	442+99.40 'NB'	22.60' R	1602.79	249675.61	188237.37	BOC
1104	442+95.71 'NB'	19.22' R	1602.89	249671.49	188234.54	BOC
1105	442+84.57 'NB'	17.52' R	1603.71	249660.22	188234.37	BOC
1106	442+77.13 'NB'	17.54' R	1603.62	249652.85	188235.42	BOC
1107	442+77.15 'NB'	25.11' R	1603.49	249653.91	188242.91	EOW
1108	442+80.15 'NB'	25.12' R	1603.42	249656.89	188242.51	EOW
1109	442+90.29 'NB'	25.15' R	1603.01	249666.94	188241.15	EOW
1110	442+91.53 'NB'	25.15' R	1603.01	249668.16	188240.98	EOW
1111	442+91.51 'NB'	31.22' R	1602.97	249668.98	188246.99	EOW
1112	442+91.50 'NB'	33.90' R	1603.04	249669.34	188249.65	EOW
1113	442+91.49 'NB'	38.90' R	1603.09	249670.01	188254.61	EOW
1114	442+95.83 'NB'	38.90' R	1602.96	249674.31	188254.01	EOW
1115	442+89.44 'NB'	29.78' R	-	249666.72	188245.86	14.8' RAD FLAG

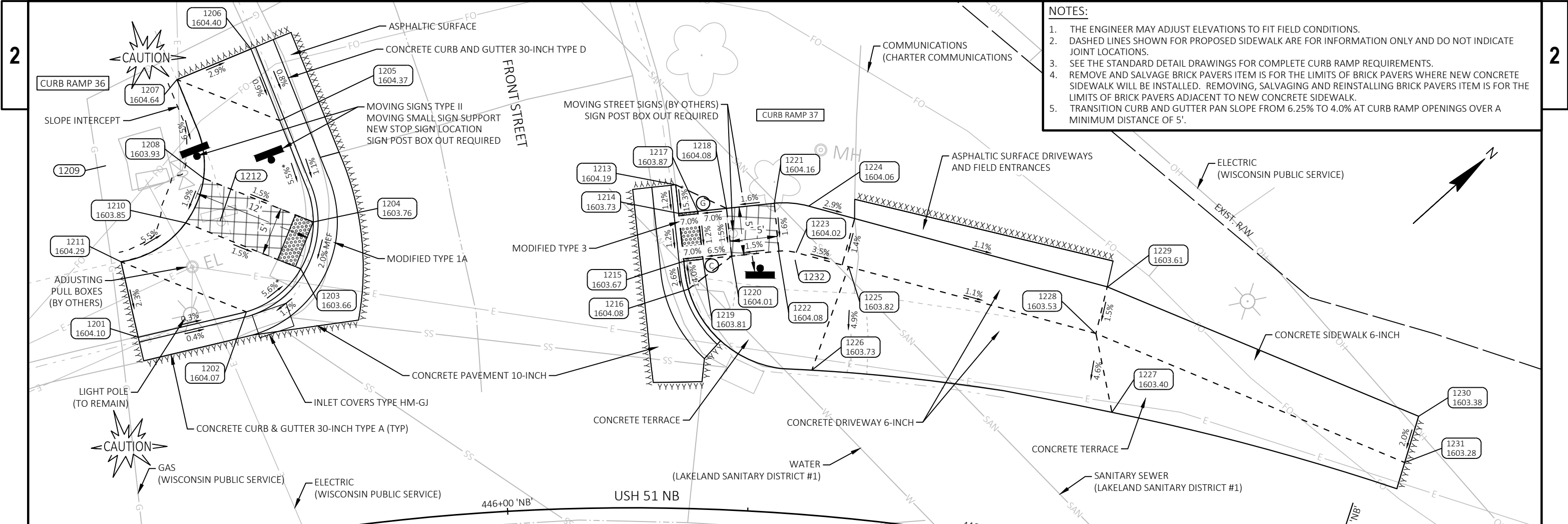
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 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

NE NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 35						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1116	443+43.98 'NB'	37.91' R	1603.22	249721.87	188246.43	EOW
1117	443+48.64 'NB'	37.93' R	1603.29	249726.49	188245.80	EOW
1118	443+48.16 'NB'	33.93' R	1603.27	249725.46	188241.91	EOW
1119	443+48.17 'NB'	31.32' R	1603.17	249725.11	188239.32	EOW
1120	443+48.19 'NB'	25.30' R	1603.21	249724.30	188233.35	EOW
1121	443+49.31 'NB'	25.30' R	1603.22	249725.41	188233.21	EOW
1122	443+59.81 'NB'	25.38' R	1603.97	249735.83	188231.84	EOW
1123	443+61.81 'NB'	25.39' R	1604.04	249737.81	188231.58	EOW
1124	443+61.85 'NB'	17.89' R	1604.00	249736.82	188224.14	BOC
1125	443+55.53 'NB'	17.86' R	1604.03	249730.55	188224.98	BOC
1126	443+43.85 'NB'	19.66' R	1603.10	249719.24	188228.36	BOC
1127	443+40.26 'NB'	23.13' R	1603.00	249716.15	188232.30	BOC
1128	443+38.29 'NB'	28.30' R	1603.08	249714.91	188237.68	BOC
1129	443+43.16 'NB'	33.91' R	1603.20	249720.50	188242.57	EOW
1130	443+50.27 'NB'	29.90' R	-	249727.00	188237.63	14.6' RAD FLAG





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 - 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

SW NB USH 51 & FRONT ST INTERSECTION - CURB RAMP 36						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1201	445+65.91 'NB'	22.99' L	1604.10	249943.87	188208.74	BOC
1202	445+76.40 'NB'	23.57' L	1604.07	249954.01	188214.31	BOC
1203	445+82.03 'NB'	27.17' L	1603.66	249961.21	188214.78	BOC
1204	445+83.73 'NB'	31.82' L	1603.76	249965.43	188212.04	BOC
1205	445+81.94 'NB'	42.73' L	1604.37	249969.90	188201.87	BOC
1206	445+80.33 'NB'	50.51' L	1604.40	249972.66	188194.35	BOC
1207	445+73.67 'NB'	48.57' L	1604.64	249964.82	188191.55	EOW
1208	445+74.50 'NB'	38.00' L	1603.93	249960.00	188201.00	EOW
1209	445+66.31 'NB'	41.15' L	-	249953.44	188193.31	10' RAD BOW
1210	445+72.24 'NB'	33.74' L	1603.85	249955.51	188203.21	EOW
1211	445+65.78 'NB'	31.04' L	1604.29	249947.81	188201.72	EOW
1212	445+75.30 'NB'	33.22' L	-	249958.20	188205.53	12.2' RAD FLAG

NW NB 51 & FRONT ST INTERSECTION - CURB RAMP 37						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1213	446+16.90 'NB'	33.62' L	1604.19	249996.01	188234.44	BOC
1214	446+17.25 'NB'	30.65' L	1603.73	249994.28	188236.87	BOC
1215	446+17.79 'NB'	25.69' L	1603.67	249991.33	188240.91	BOC
1216	446+18.28 'NB'	22.80' L	1604.08	249989.73	188243.37	BOC
1217	446+18.98 'NB'	30.91' L	1603.87	249995.88	188238.04	EOW
1218	446+21.60 'NB'	31.32' L	1604.08	249998.31	188239.80	BOW
1219	446+19.57 'NB'	25.95' L	1603.81	249992.94	188242.08	WALK
1220	446+22.24 'NB'	26.37' L	1604.01	249995.37	188243.85	BOW
1221	446+25.94 'NB'	32.08' L	1604.16	250002.35	188242.74	BOW
1222	446+26.58 'NB'	27.14' L	1604.08	249999.34	188246.73	BOW
1223	446+28.23 'NB'	27.11' L	1604.02	250000.60	188248.07	BOW
1224	446+29.08 'NB'	32.01' L	1604.06	250004.80	188245.36	BOW
1225	446+33.21 'NB'	26.06' L	1603.82	250003.67	188252.82	EOW
1226	446+30.53 'NB'	15.04' L	1603.73	249993.63	188258.24	BOC
1227	446+60.14 'NB'	15.10' L	1603.40	250013.87	188282.42	BOC
1228	446+57.12 'NB'	22.77' L	1603.53	250018.09	188275.23	EOW
1229	446+57.32 'NB'	27.74' L	1603.61	250022.20	188272.43	BOW
1230	446+88.99 'NB'	23.16' L	1603.38	250037.29	188304.10	BOW

NW NB 51 & FRONT ST INTERSECTION - CURB RAMP 37						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1231	446+89.11 'NB'	18.14' L	1603.28	250032.99	188306.70	EOW
1232	446+28.14 'NB'	26.47' L	-	250000.08	188248.44	14' RAD FLAG

LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
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- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

SE NB USH 51 & FRONT ST INTERSECTION - CURB RAMP 38						
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	DESCRIPTION
1301	445+92.56 'NB'	18.07' R	1603.99	249943.55	188257.78	BOC
1302	445+88.23 'NB'	18.09' R	1604.07	249940.33	188255.42	BOC
1303	445+81.15 'NB'	18.12' R	1603.64	249934.98	188251.71	BOC
1304	445+75.72 'NB'	18.14' R	1603.67	249930.79	188248.97	BOC
1305	445+68.12 'NB'	18.18' R	1604.16	249924.83	188245.31	BOC
1306	445+63.77 'NB'	18.19' R	1604.13	249921.36	188243.30	BOC
1307	445+63.60 'NB'	26.22' R	1604.35	249917.24	188250.19	EOW
1308	445+68.08 'NB'	26.28' R	1604.26	249920.64	188252.24	EOW
1309	445+75.65 'NB'	26.25' R	1603.79	249926.35	188255.76	EOW
1310	445+81.30 'NB'	26.22' R	1603.76	249930.54	188258.49	EOW
1311	445+88.27 'NB'	26.21' R	1604.19	249935.60	188262.02	EOW
1312	445+92.79 'NB'	26.14' R	1604.17	249938.86	188264.35	EOW

- NOTES:
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3.

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5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



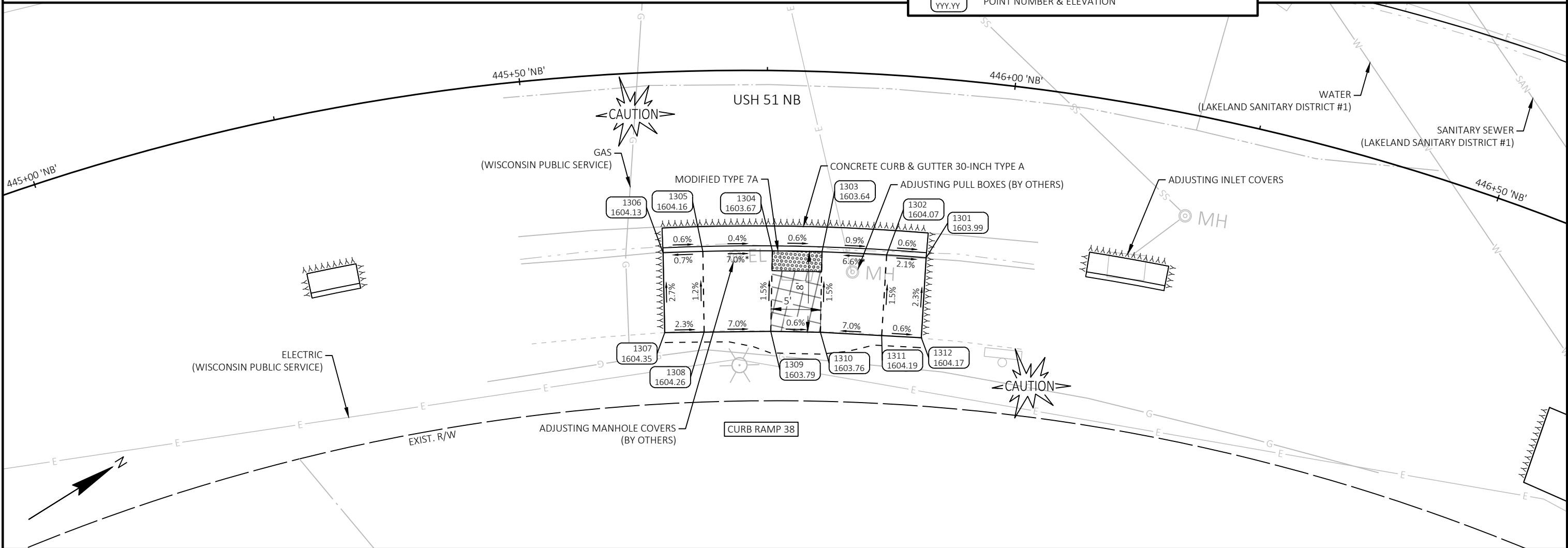
CONCRETE STEP

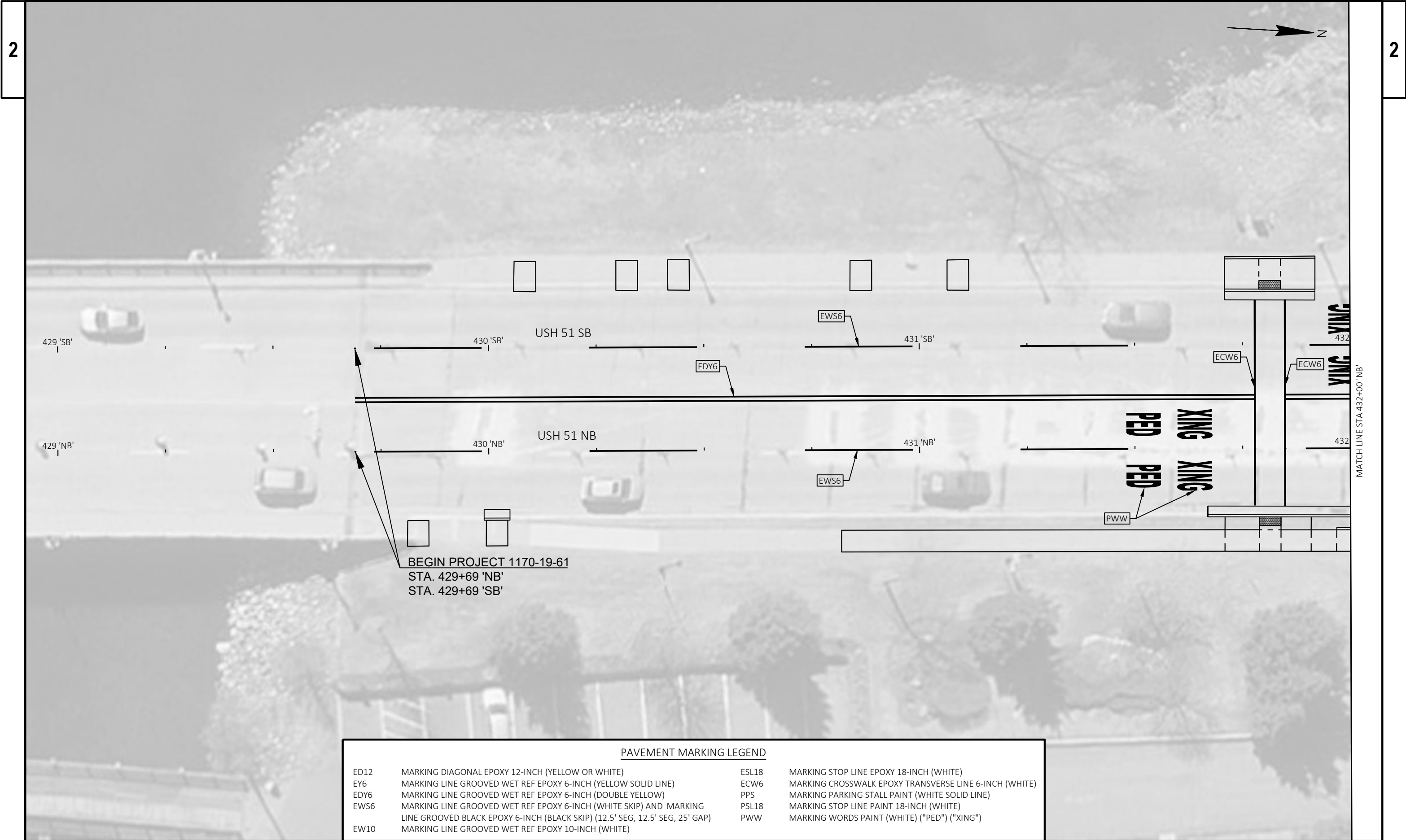


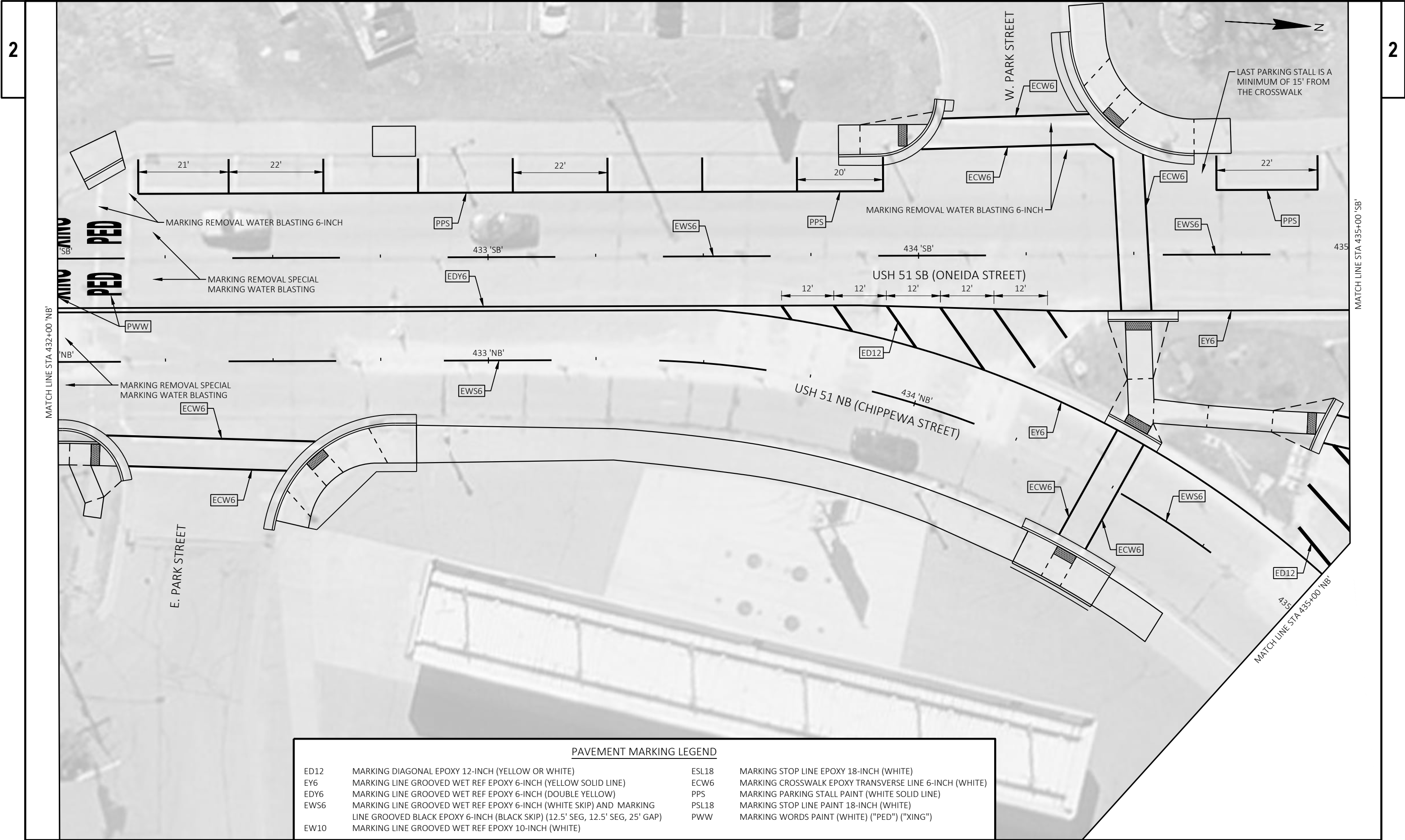
MAXIMUM EXTENT FEASIBLE



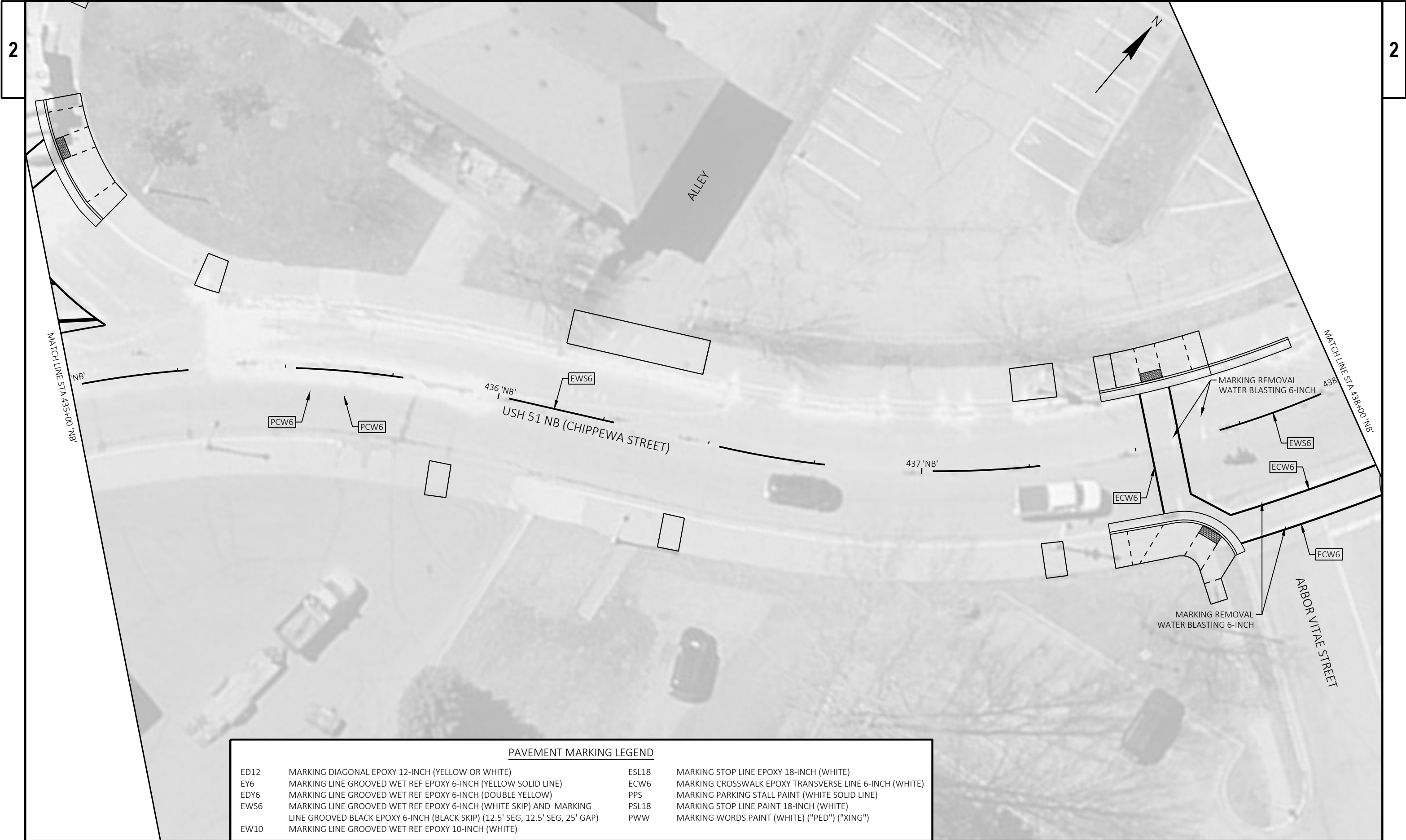
POINT NUMBER & ELEVATION

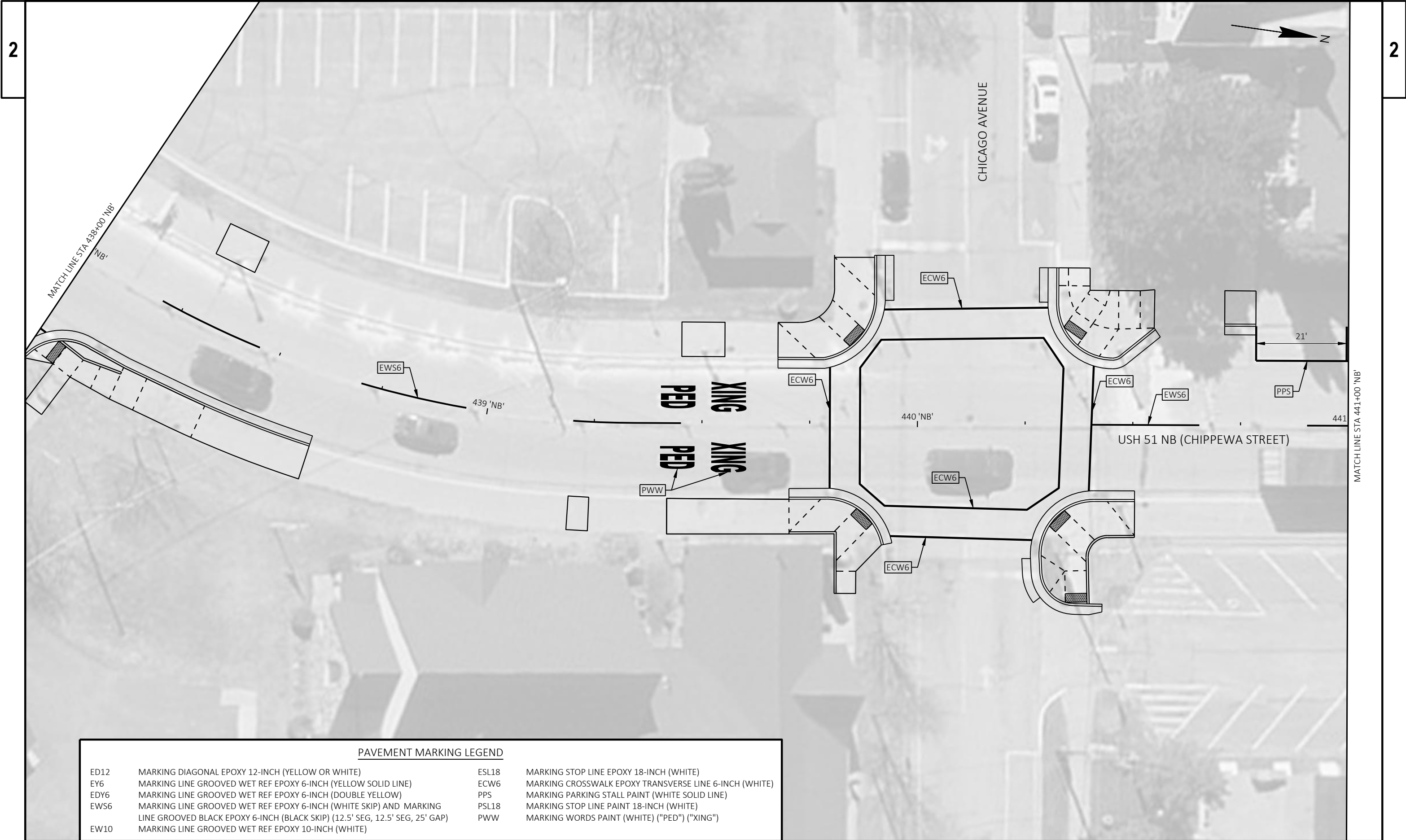


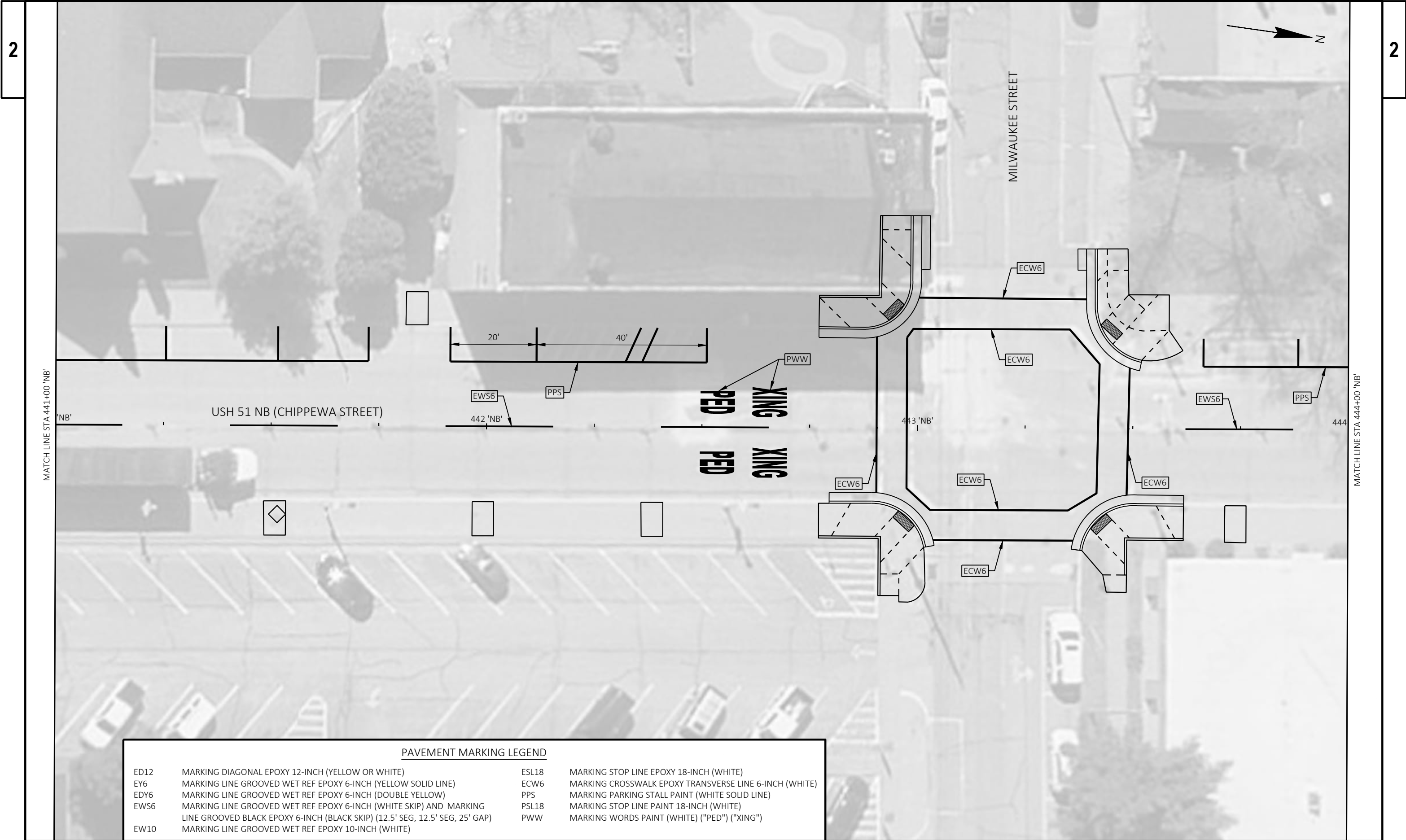




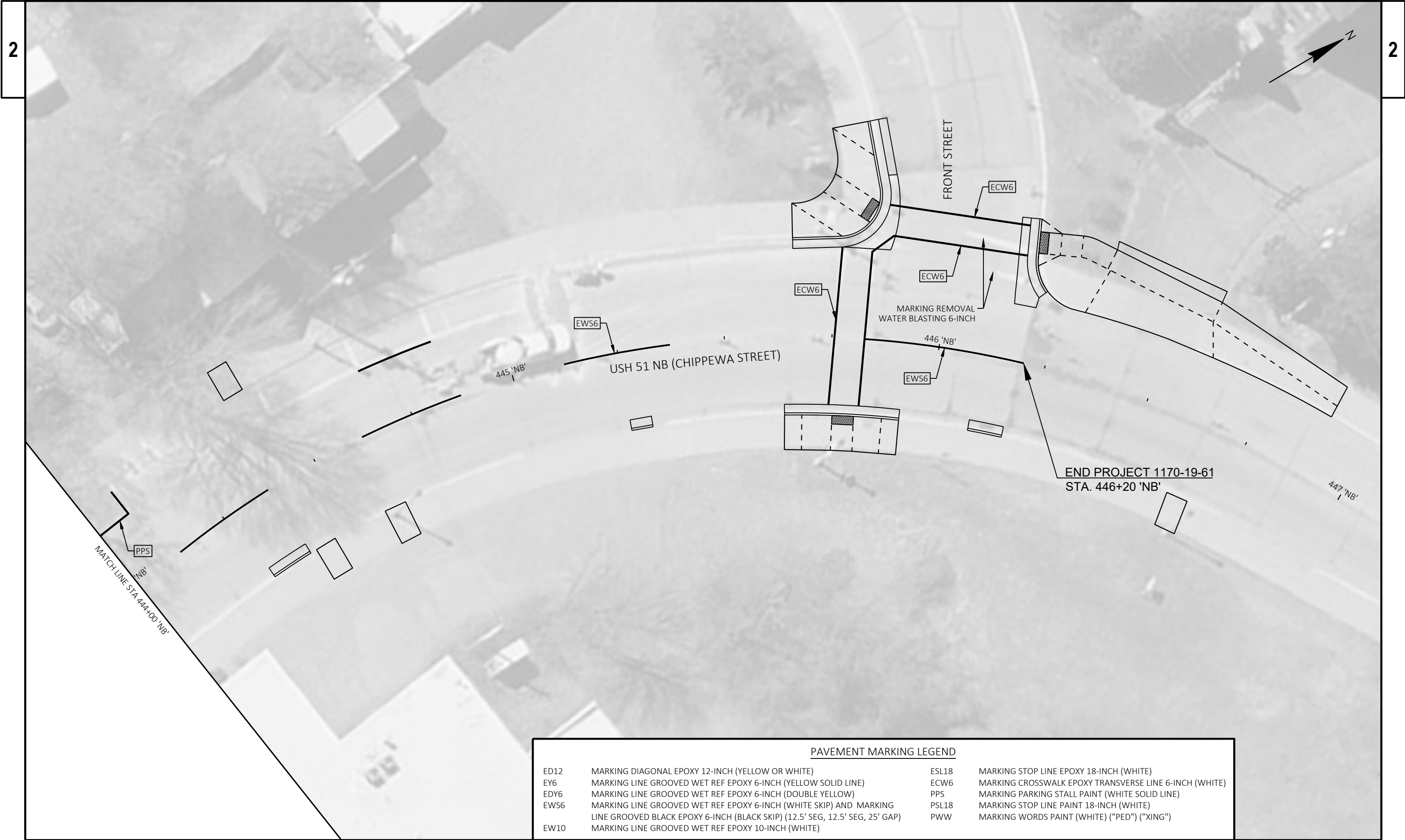
PAVEMENT MARKING LEGEND			
ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")



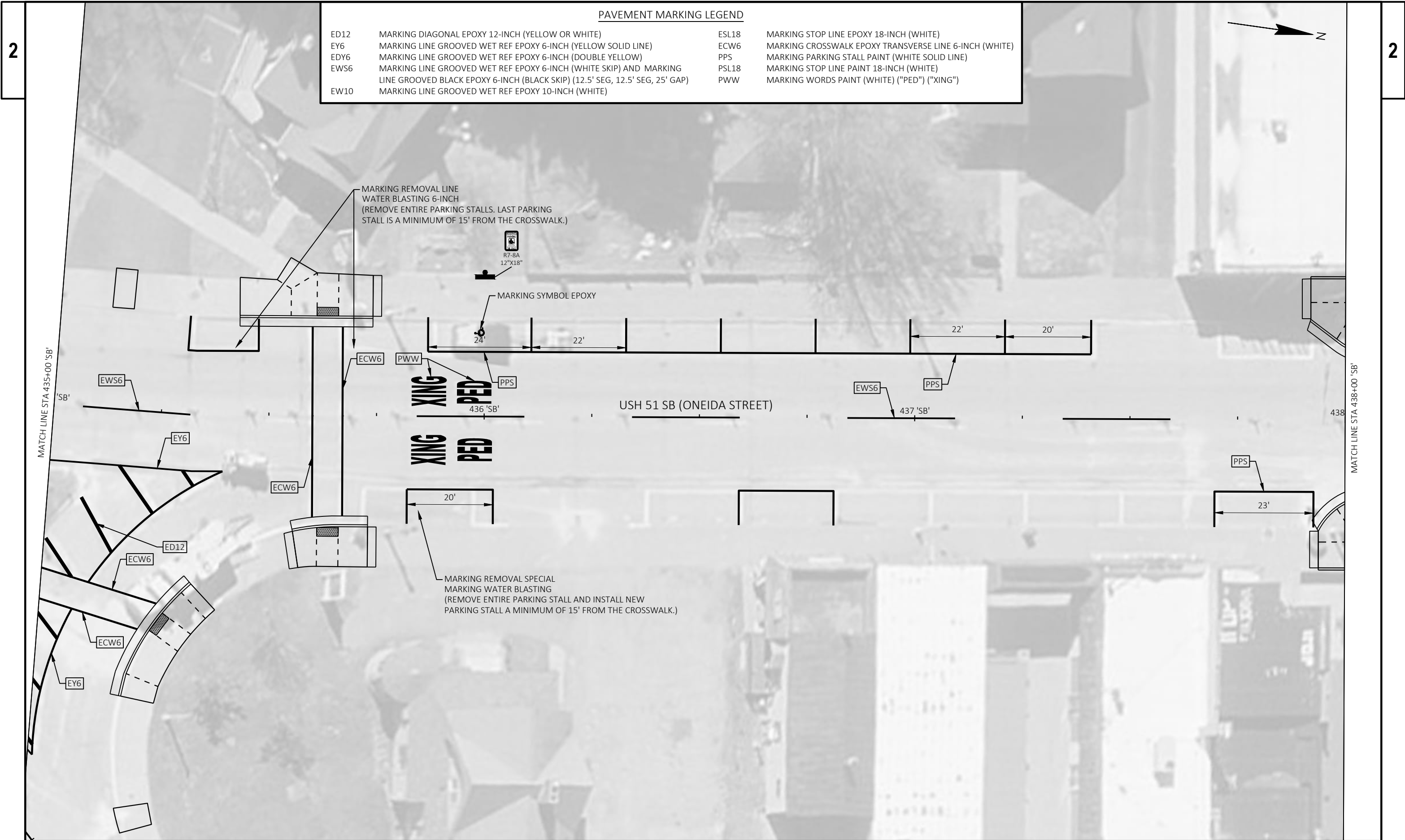


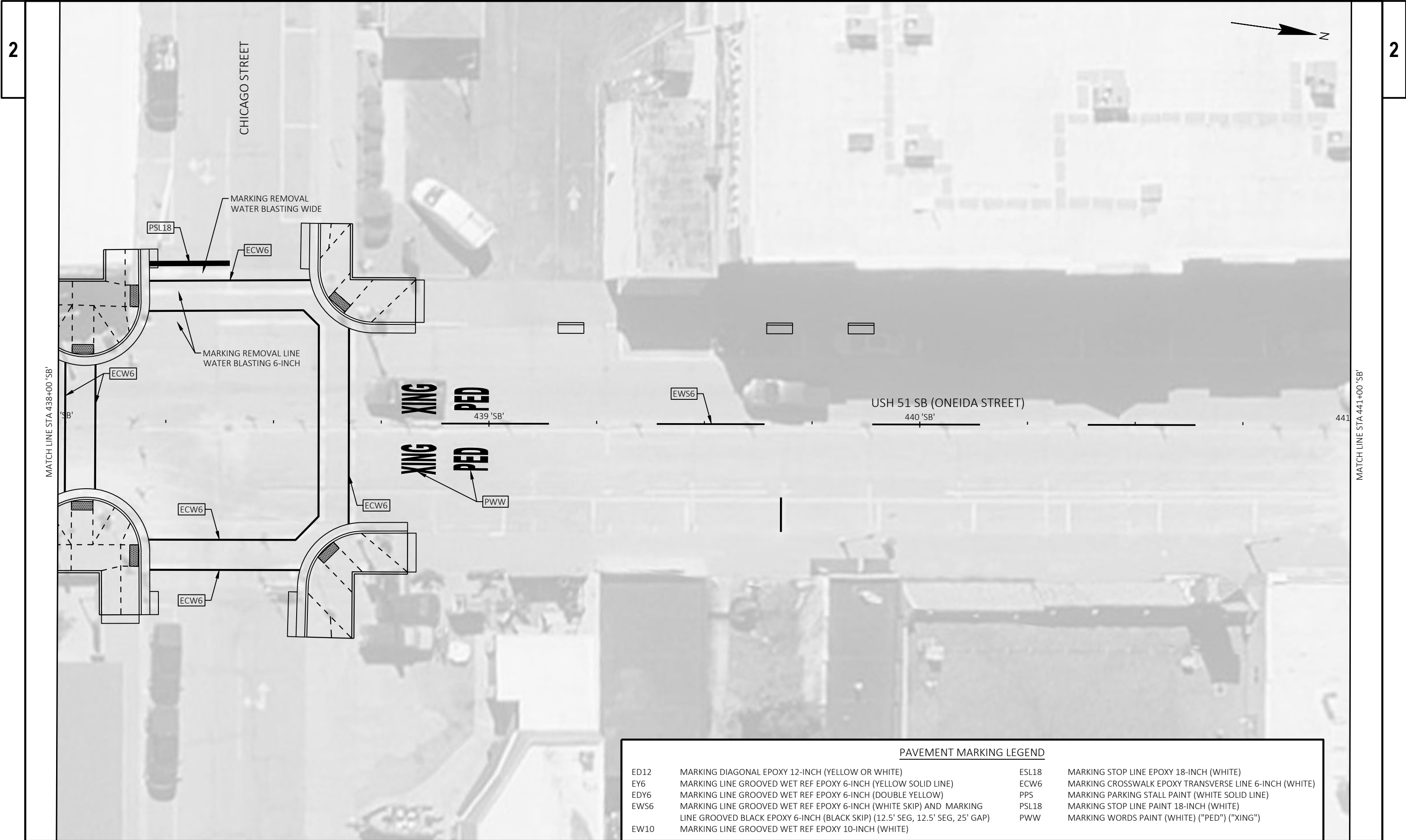


PAVEMENT MARKING LEGEND			
ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
	LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)		

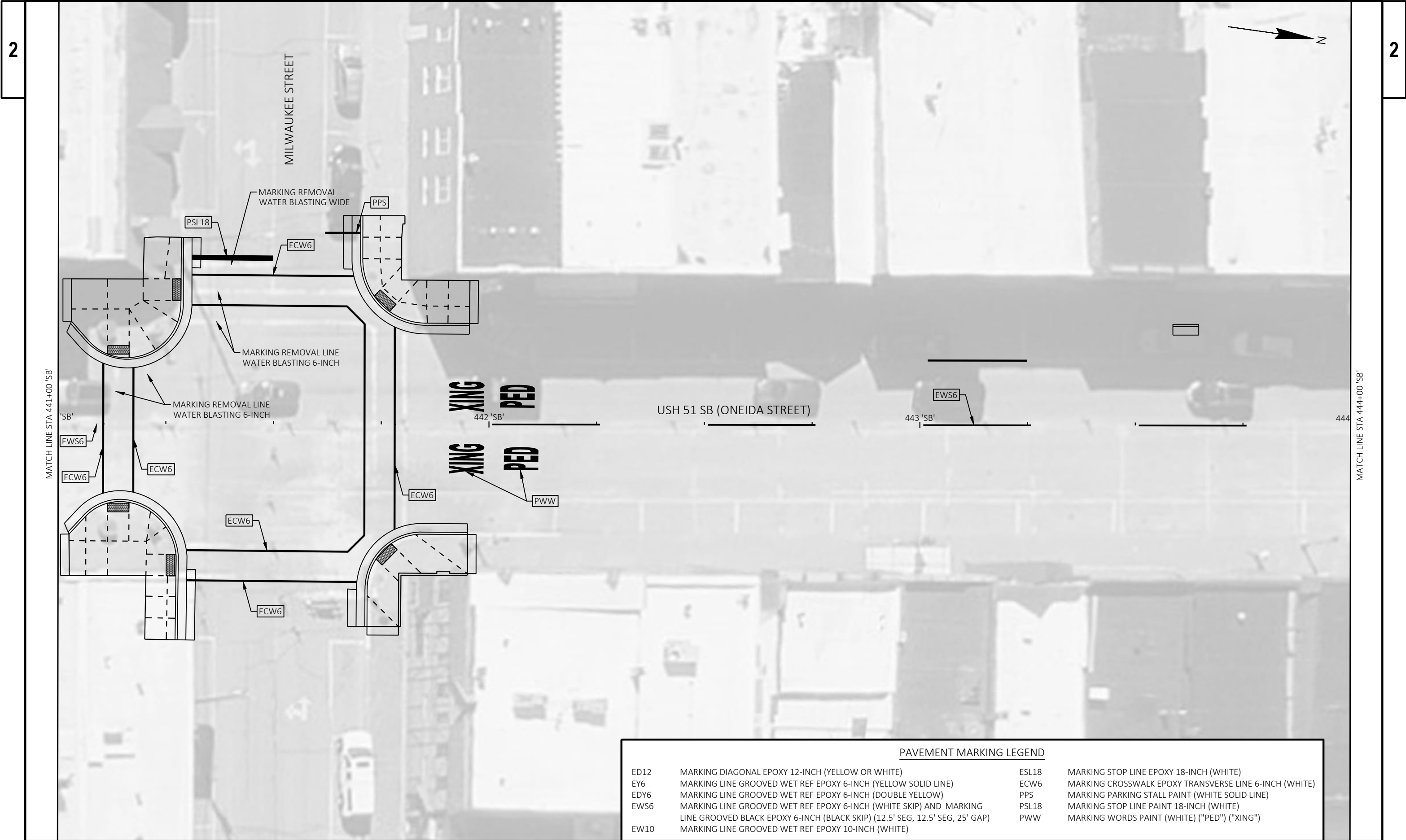


PAVEMENT MARKING LEGEND			
ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
	LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)		





PAVEMENT MARKING LEGEND			
ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
	LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)		



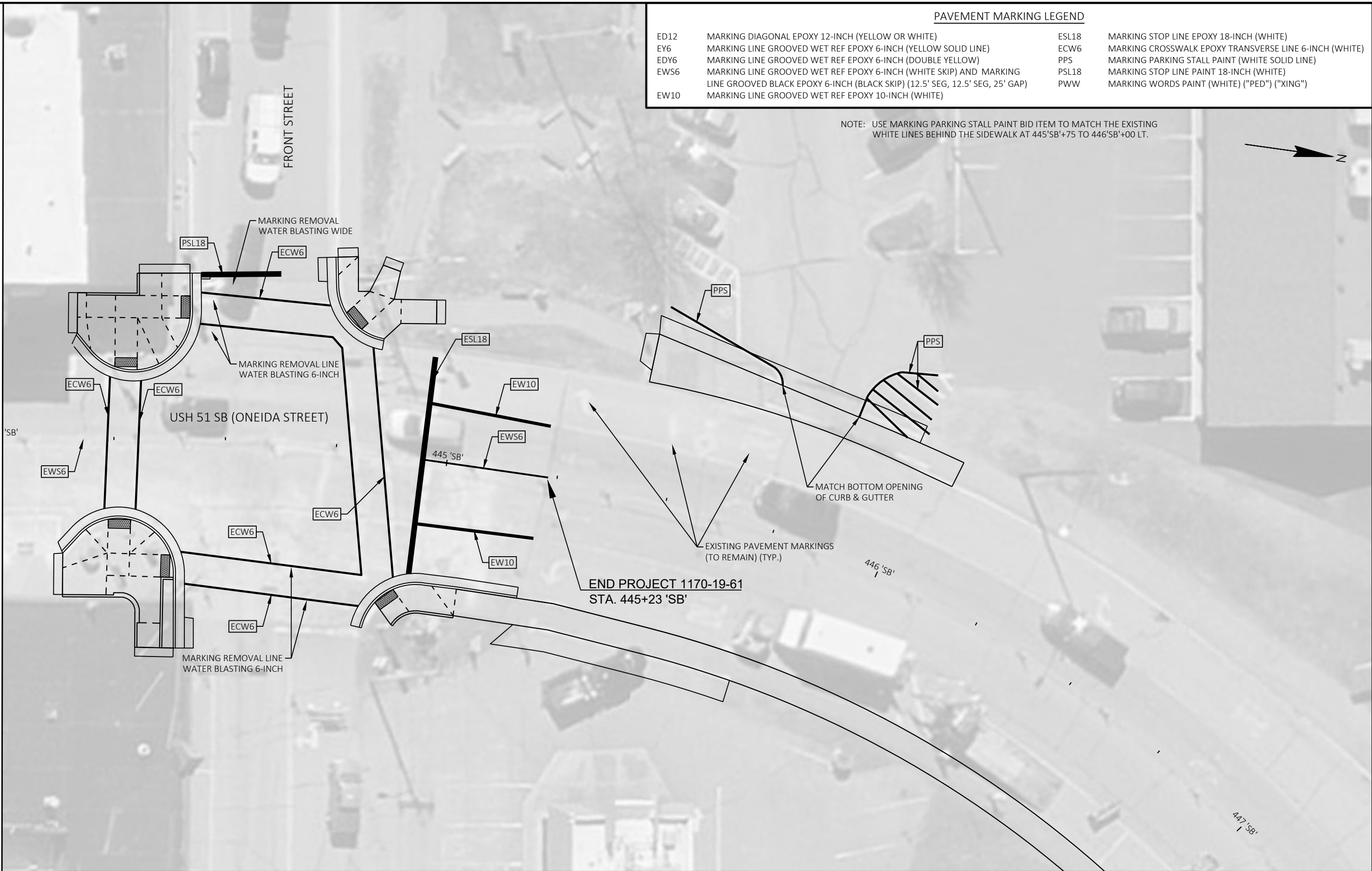
PAVEMENT MARKING LEGEND			
ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
	LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)		

PAVEMENT MARKING LEGEND

ED12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)	ESL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)	ECW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	PPS	MARKING PARKING STALL PAINT (WHITE SOLID LINE)
EWS6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP)	PSL18	MARKING STOP LINE PAINT 18-INCH (WHITE)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	PWW	MARKING WORDS PAINT (WHITE) ("PED") ("XING")

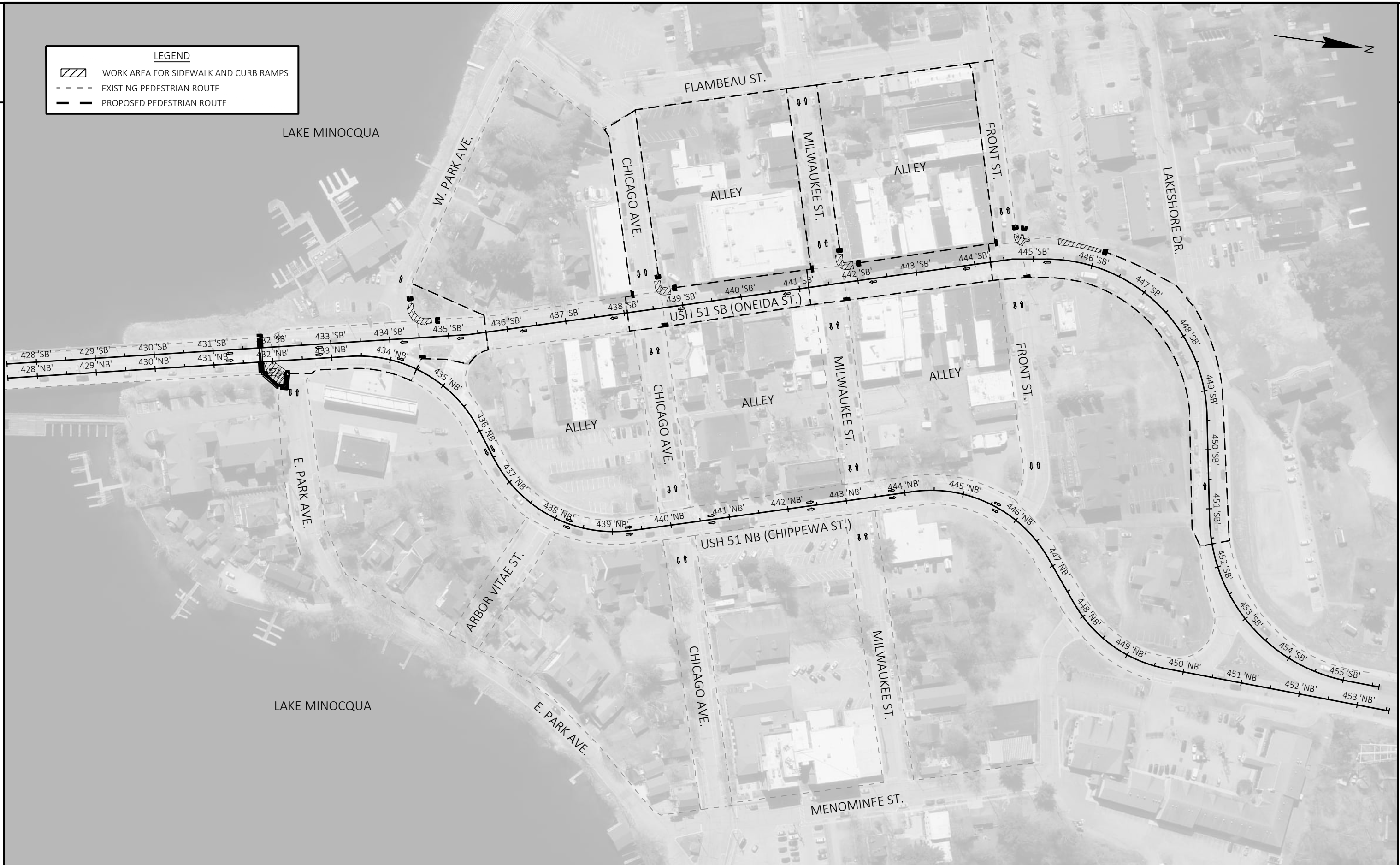
NOTE: USE MARKING PARKING STALL PAINT BID ITEM TO MATCH THE EXISTING WHITE LINES BEHIND THE SIDEWALK AT 445'SB'+75 TO 446'SB'+00 LT.

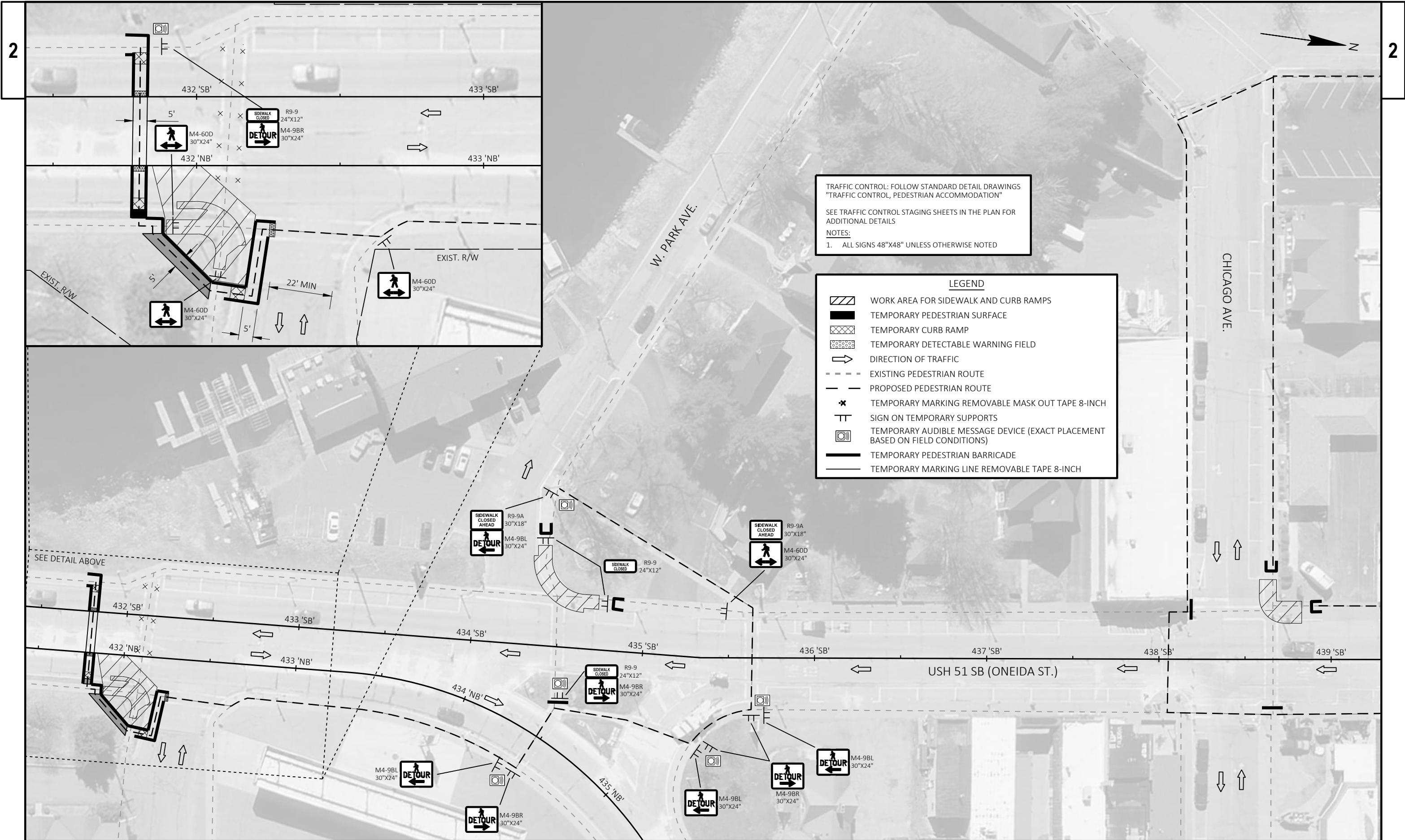
MATCH LINE STA 444+00 'SB'

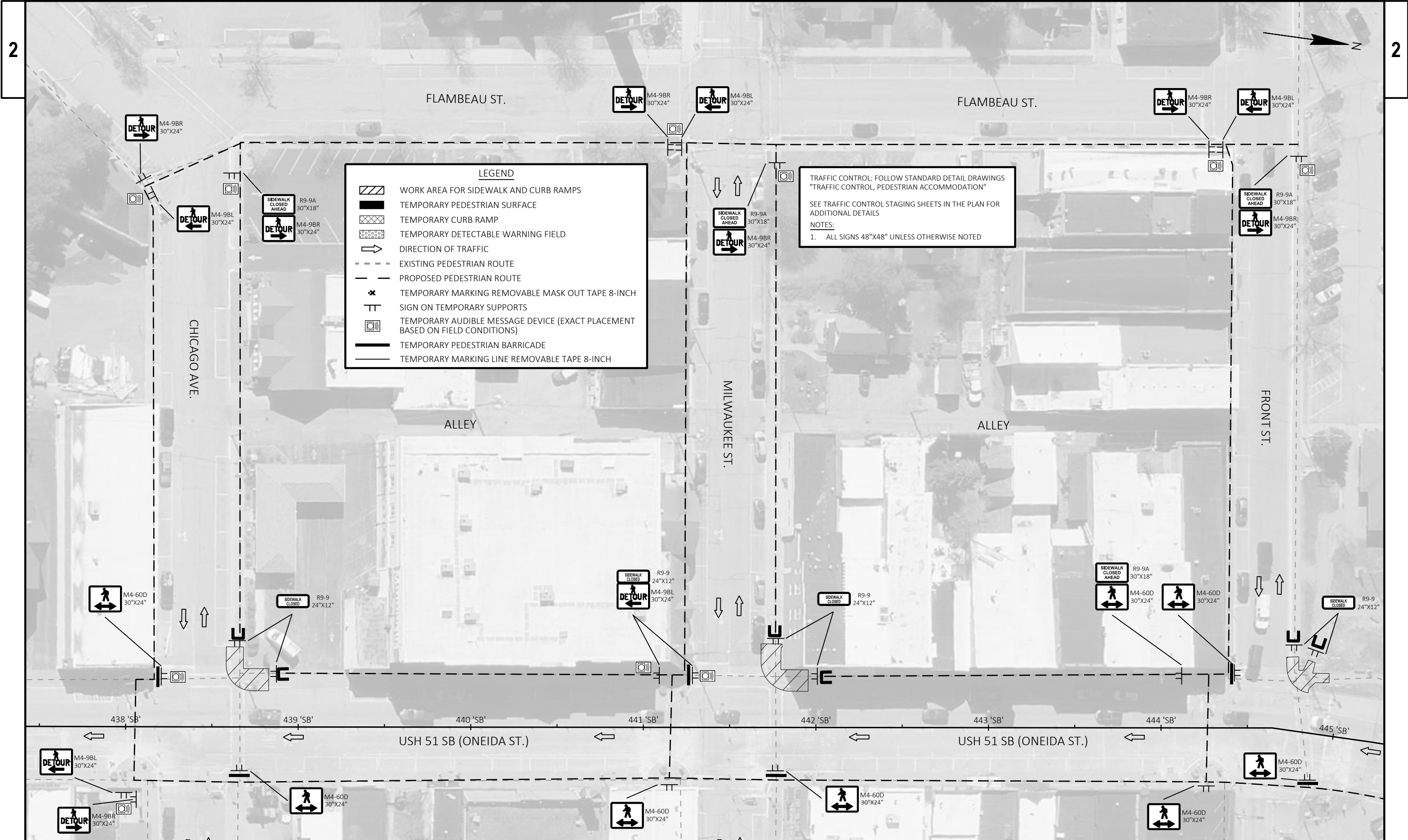


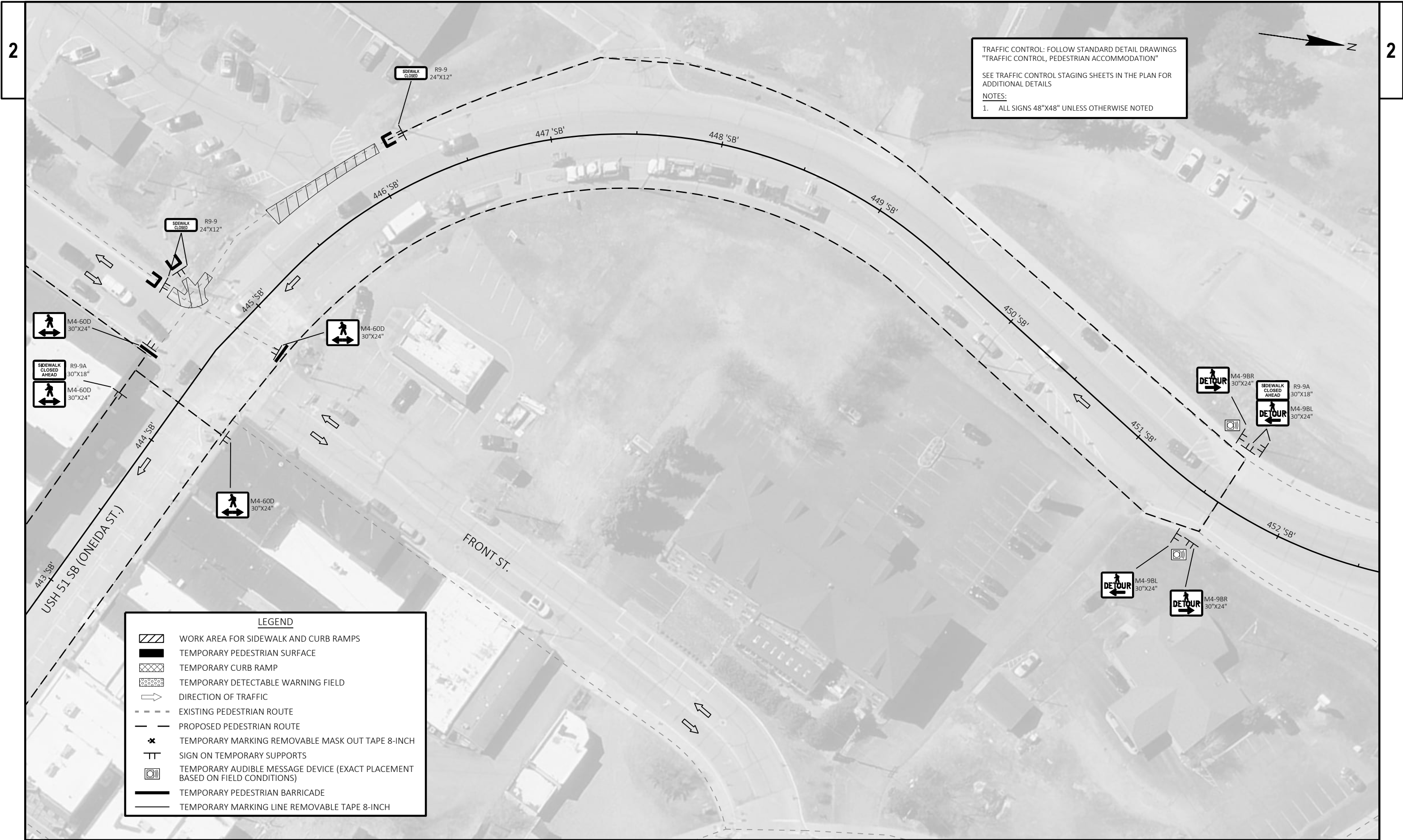
LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE







TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

NOTES:
1. ALL SIGNS 48"X48" UNLESS OTHERWISE NOTED

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMP

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

DIRECTION OF TRAFFIC

EXISTING PEDESTRIAN ROUTE

PROPOSED PEDESTRIAN ROUTE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

SIGN ON TEMPORARY SUPPORTS

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT
BASED ON FIELD CONDITIONS)

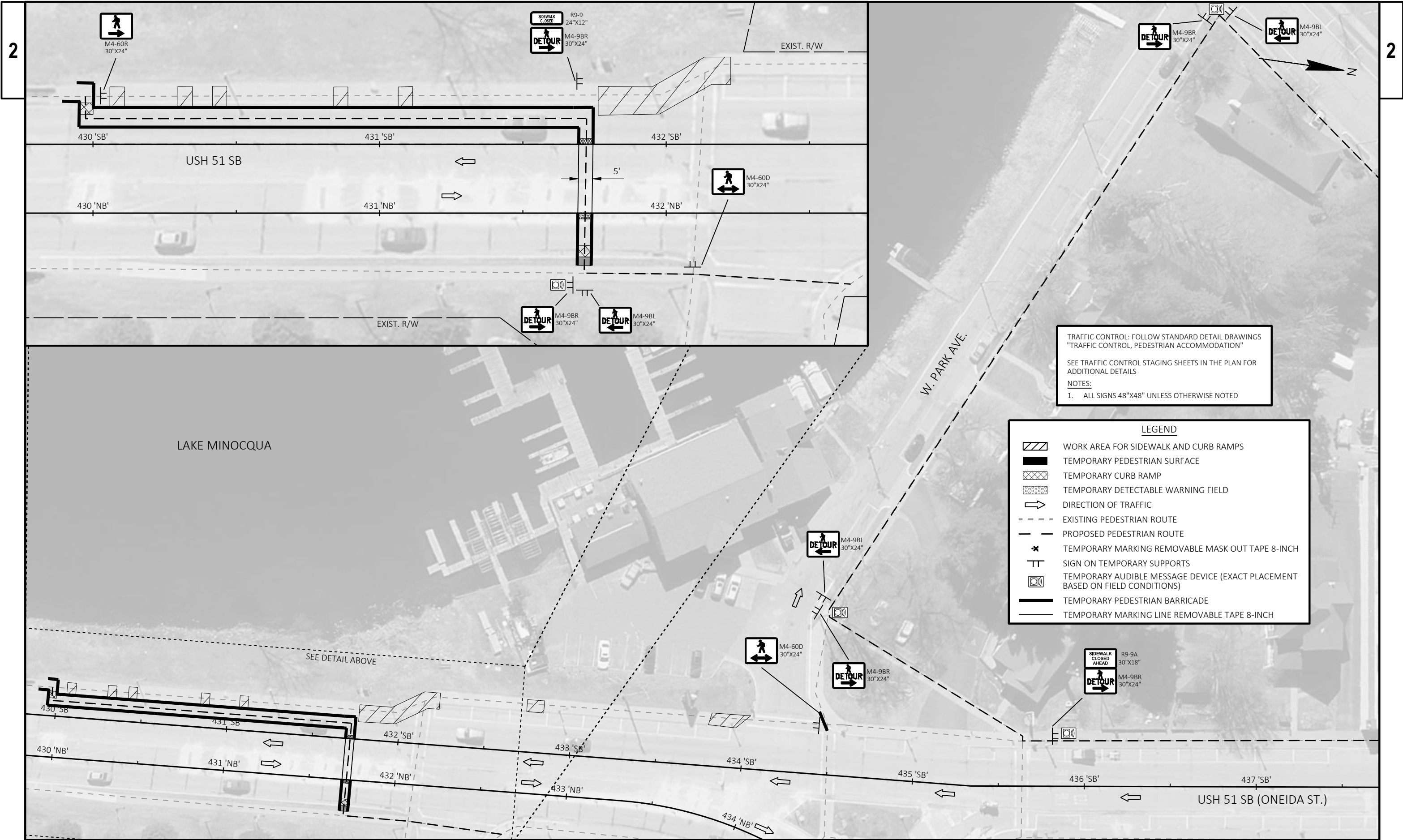
TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE



TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

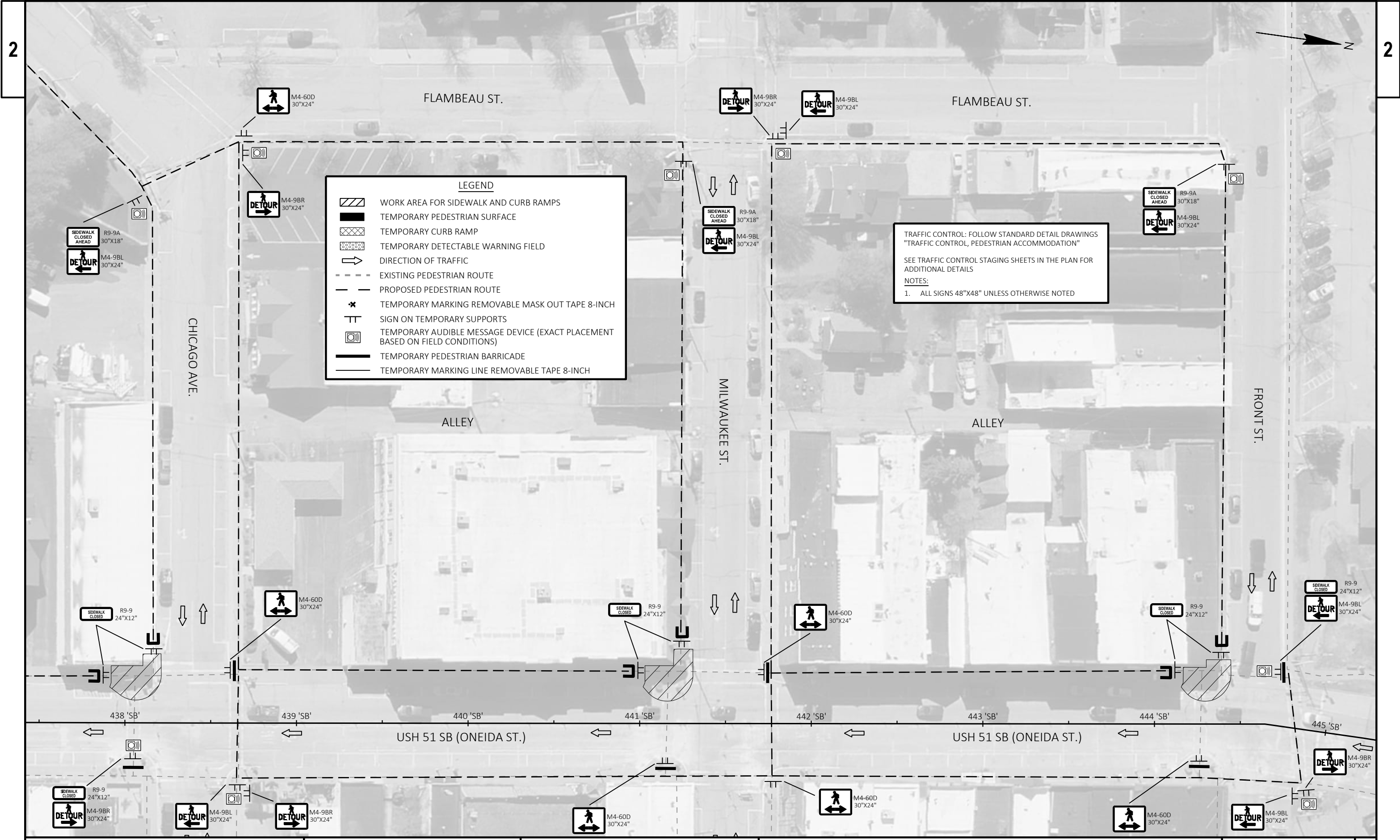
SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

NOTES:

1. ALL SIGNS 48"X48" UNLESS OTHERWISE NOTED

LEGEND

	WORK AREA FOR SIDEWALK AND CURB RAMP
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY CURB RAMP
	TEMPORARY DETECTABLE WARNING FIELD
	DIRECTION OF TRAFFIC
	EXISTING PEDESTRIAN ROUTE
	PROPOSED PEDESTRIAN ROUTE
	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
	SIGN ON TEMPORARY SUPPORTS
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH



LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
- SIGN ON TEMPORARY SUPPORTS
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

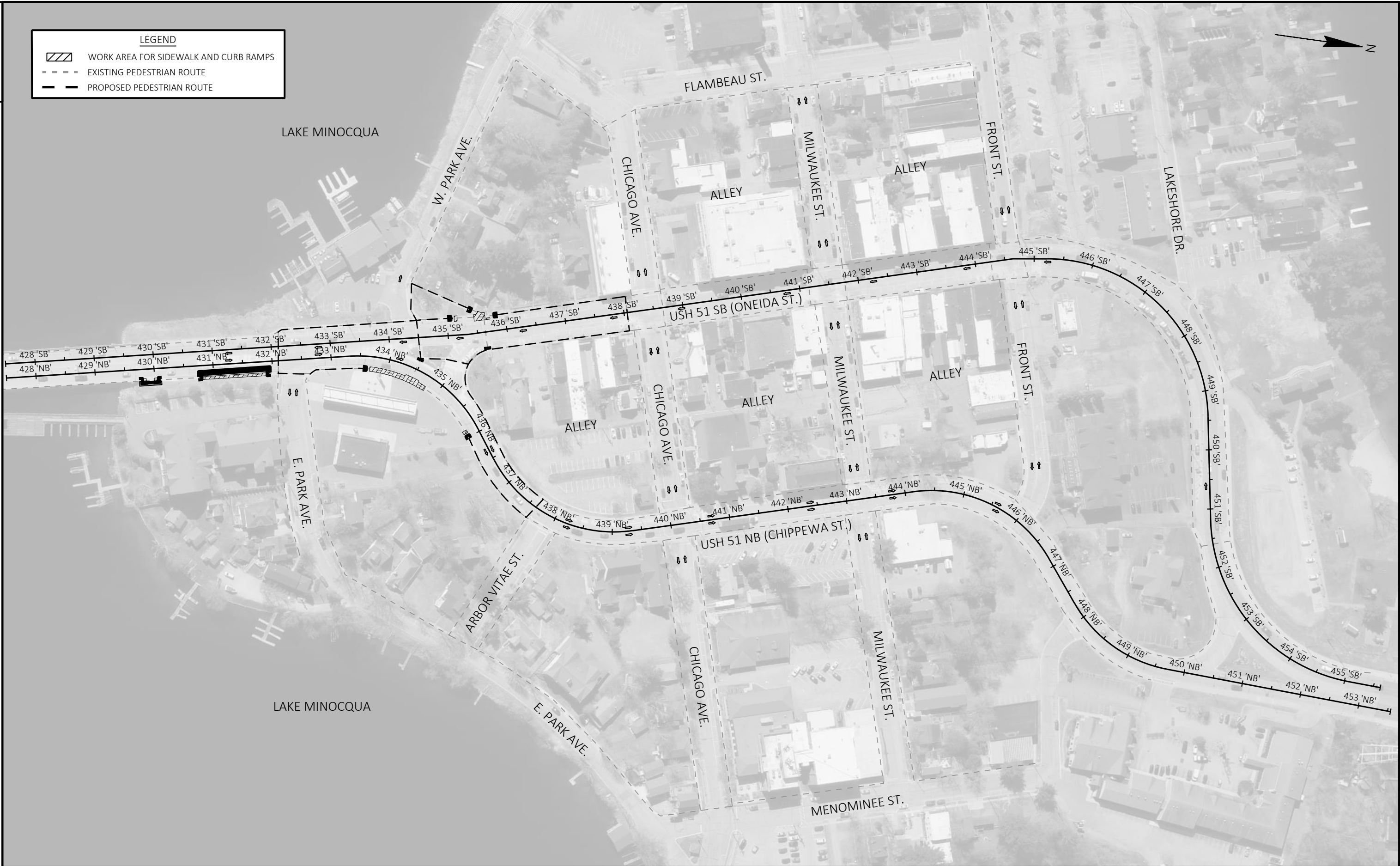
TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

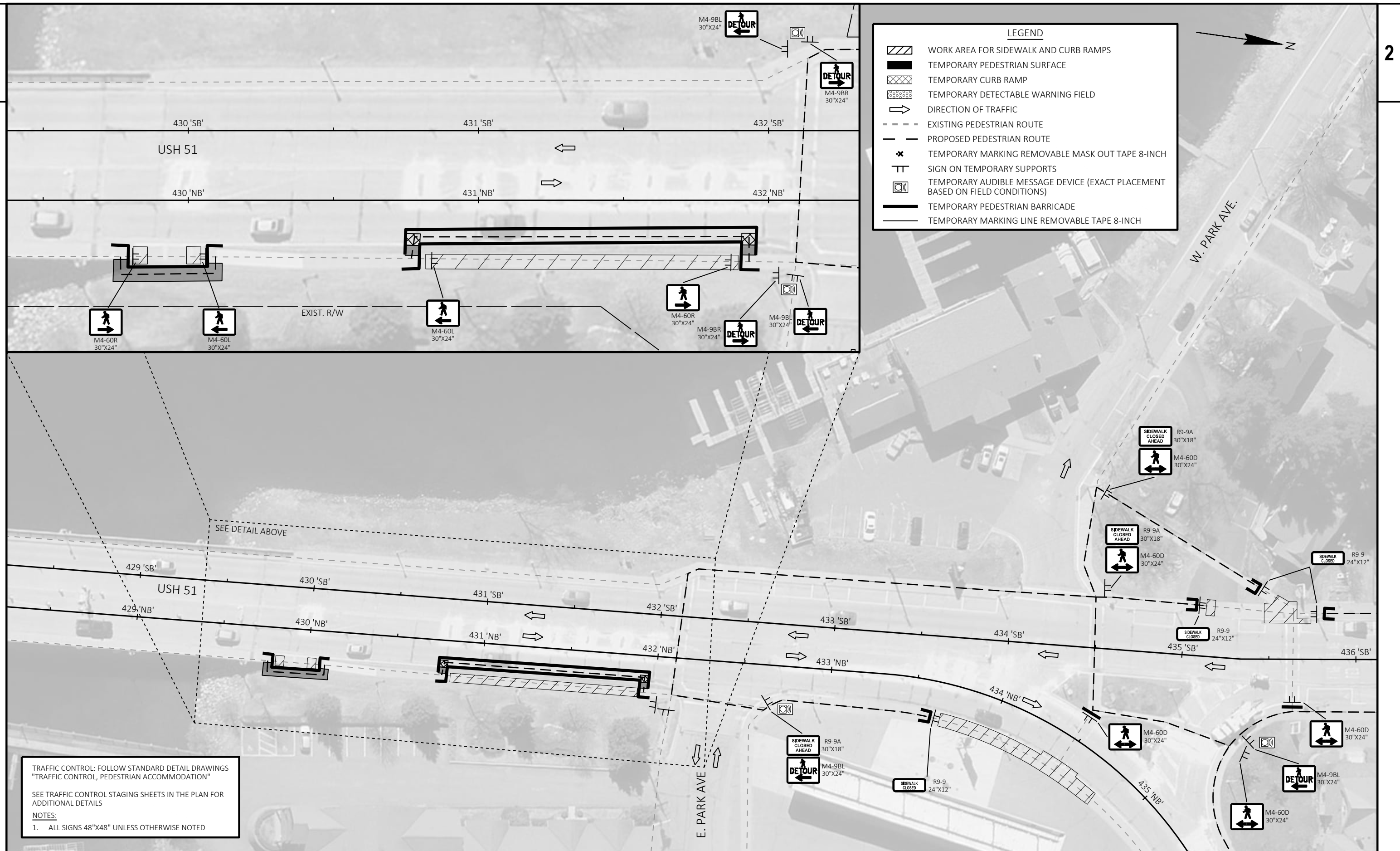
SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

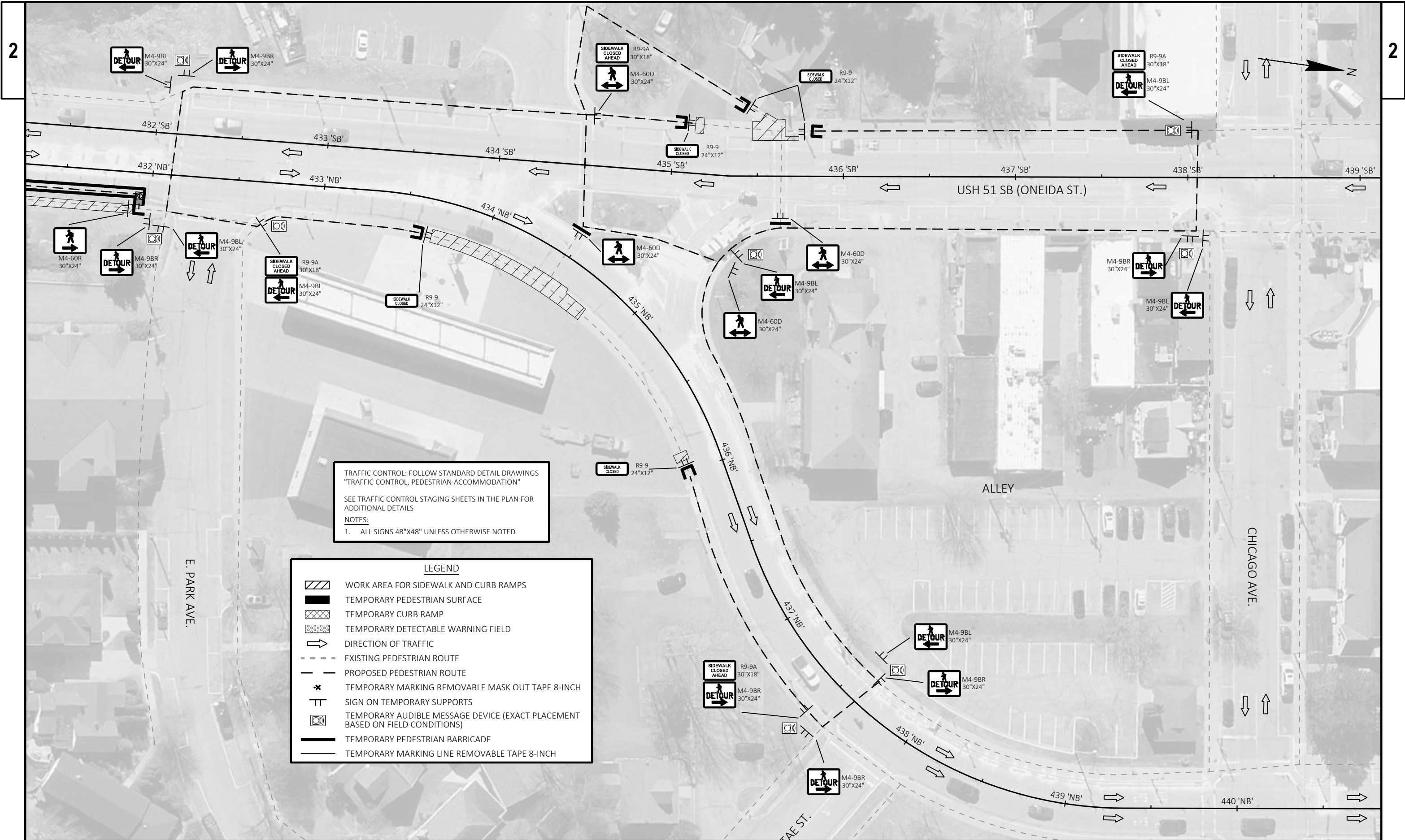
NOTES:
1. ALL SIGNS 48"X48" UNLESS OTHERWISE NOTED

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE





TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

NOTES:

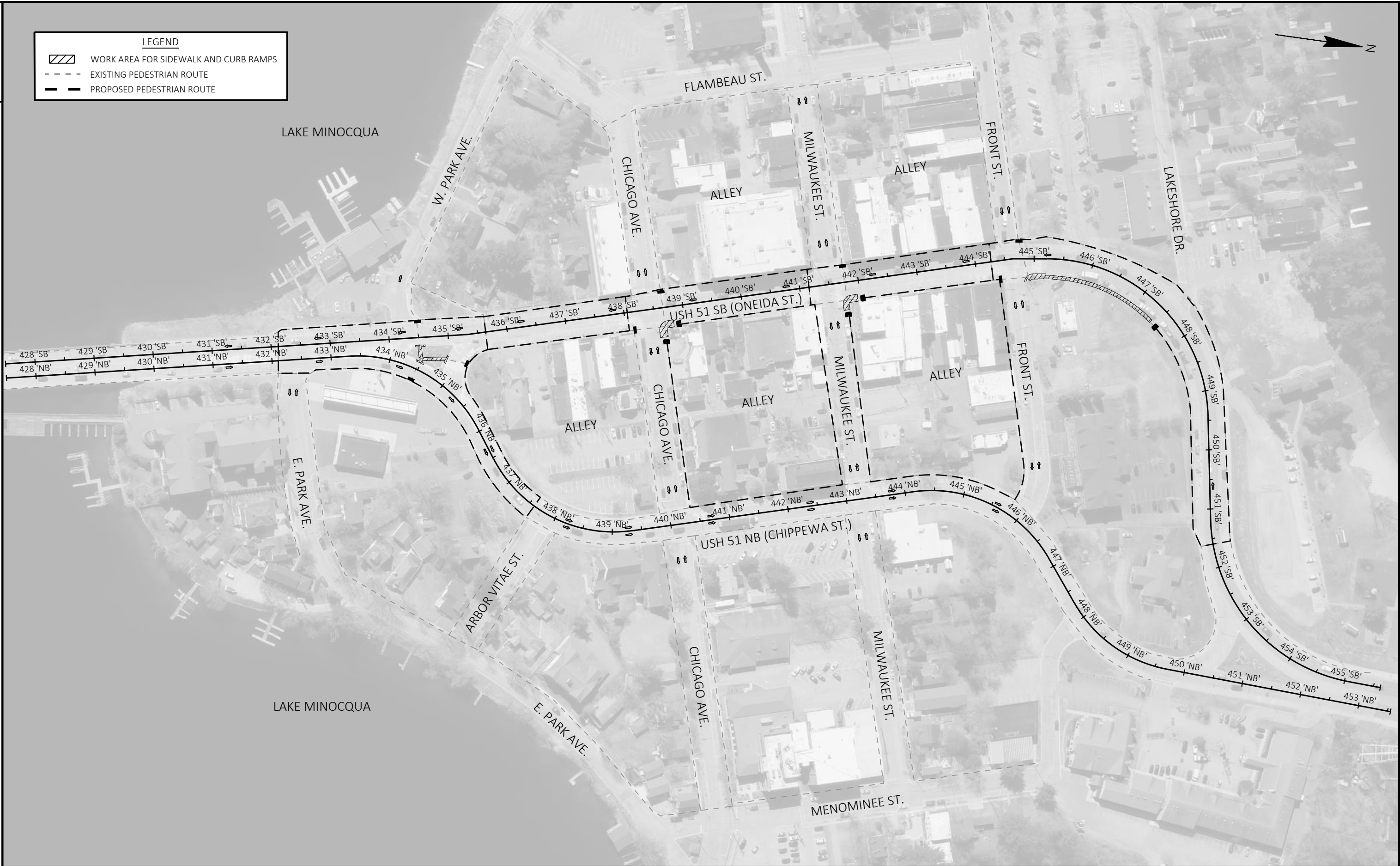
1. ALL SIGNS 48"x48" UNLESS OTHERWISE NOTED

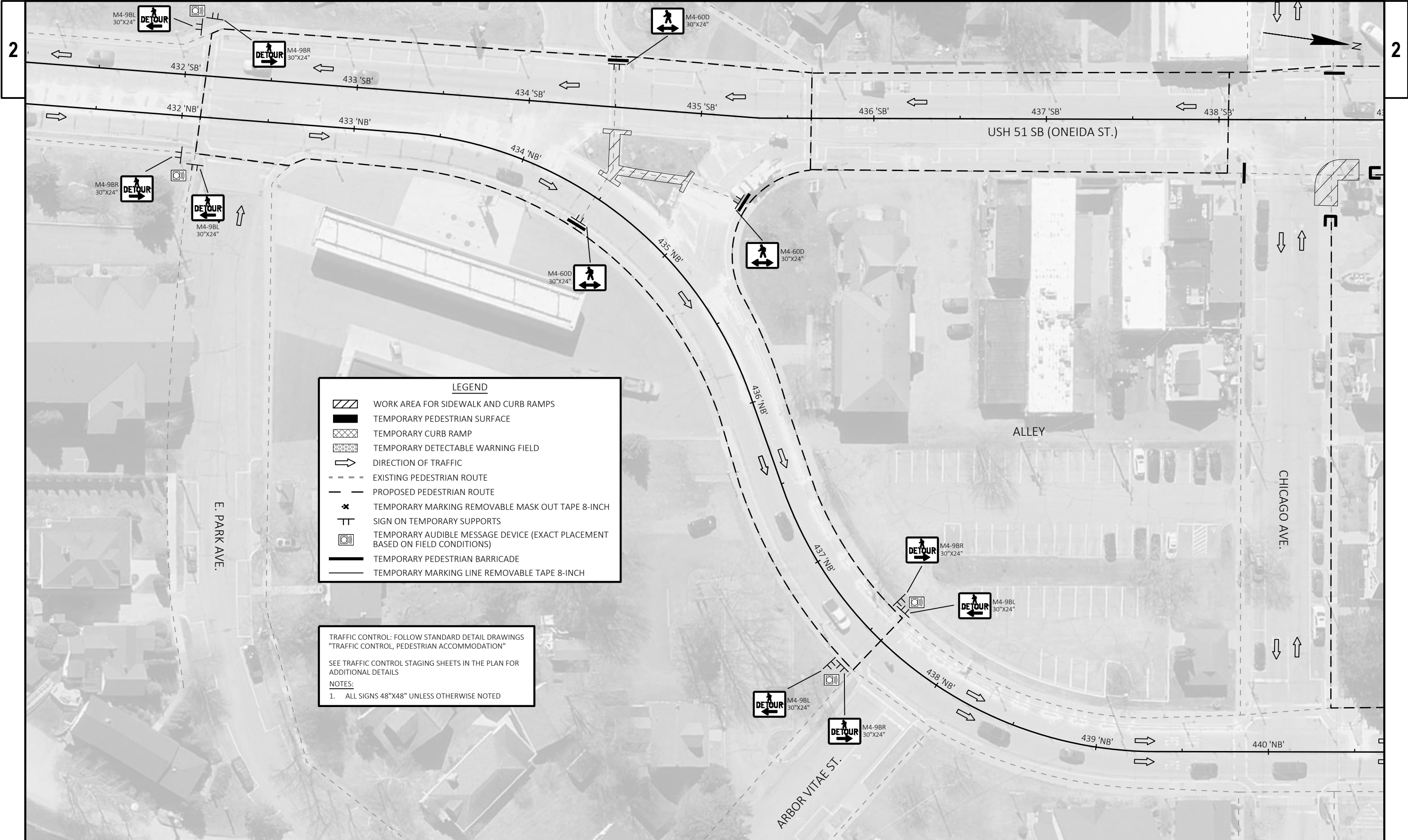
LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
- SIGN ON TEMPORARY SUPPORTS
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE



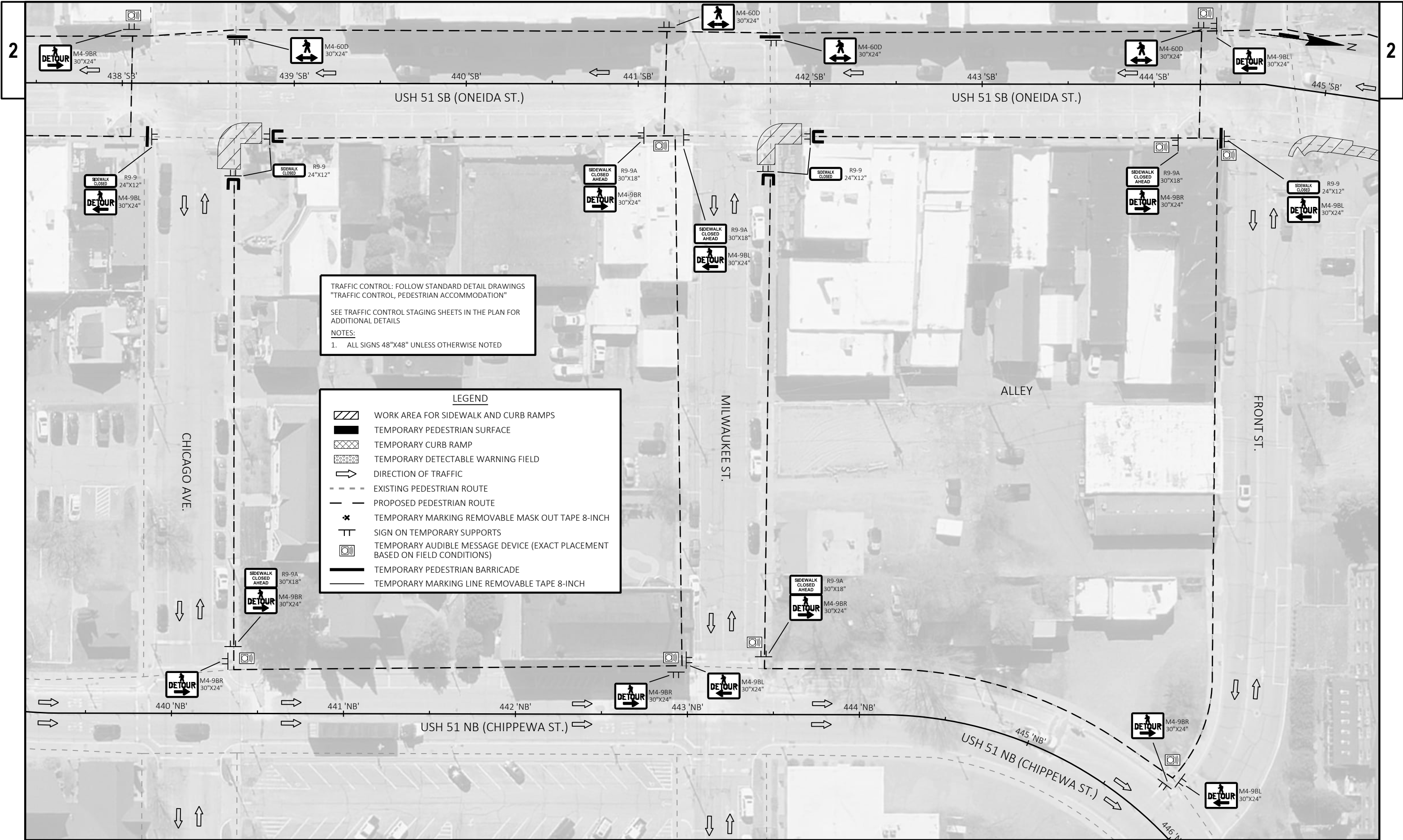
LEGEND

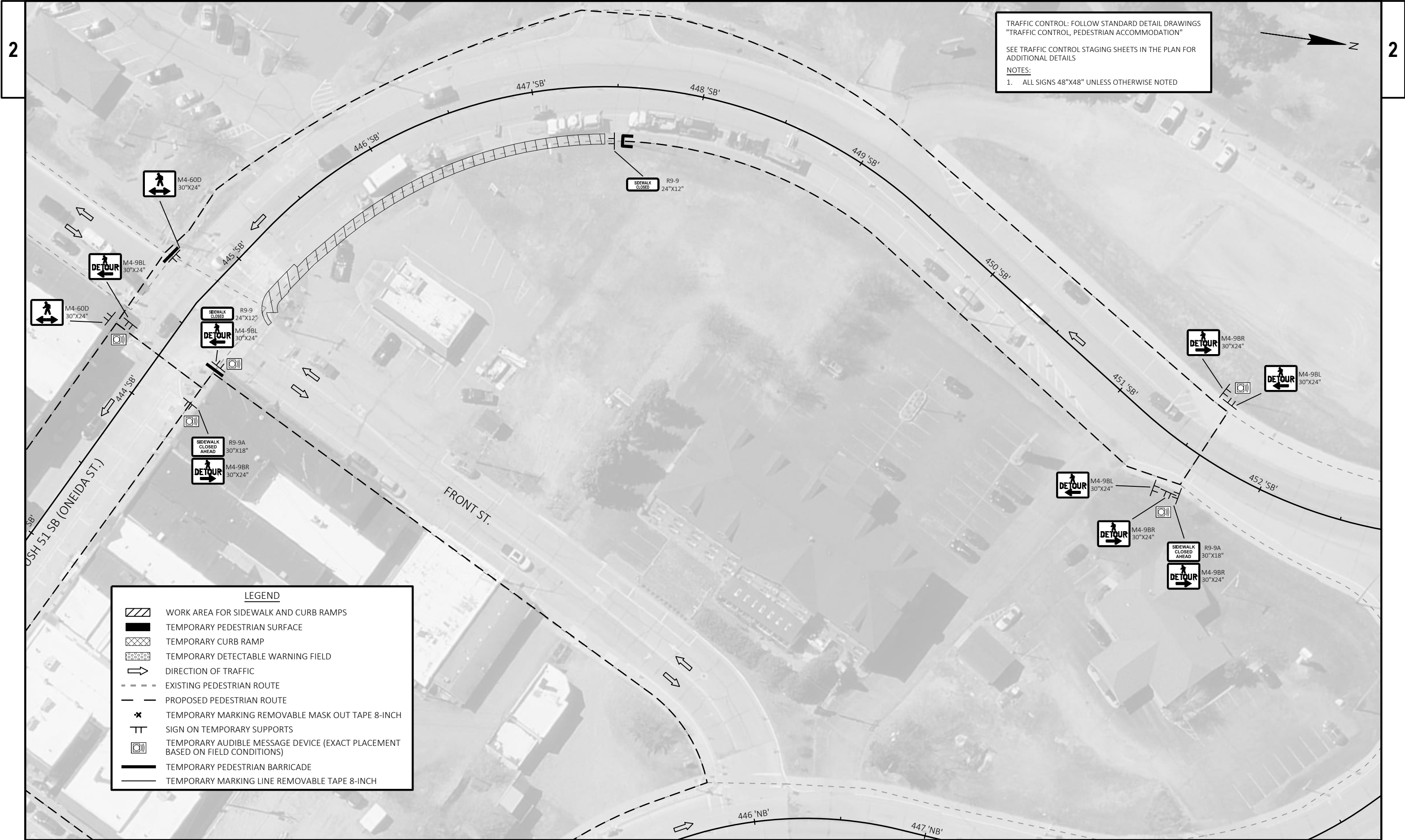
- WORK AREA FOR SIDEWALK AND CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
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- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

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TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS
NOTES:
1. ALL SIGNS 48"X48" UNLESS OTHERWISE NOTED

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMP

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

DIRECTION OF TRAFFIC

EXISTING PEDESTRIAN ROUTE

PROPOSED PEDESTRIAN ROUTE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

SIGN ON TEMPORARY SUPPORTS

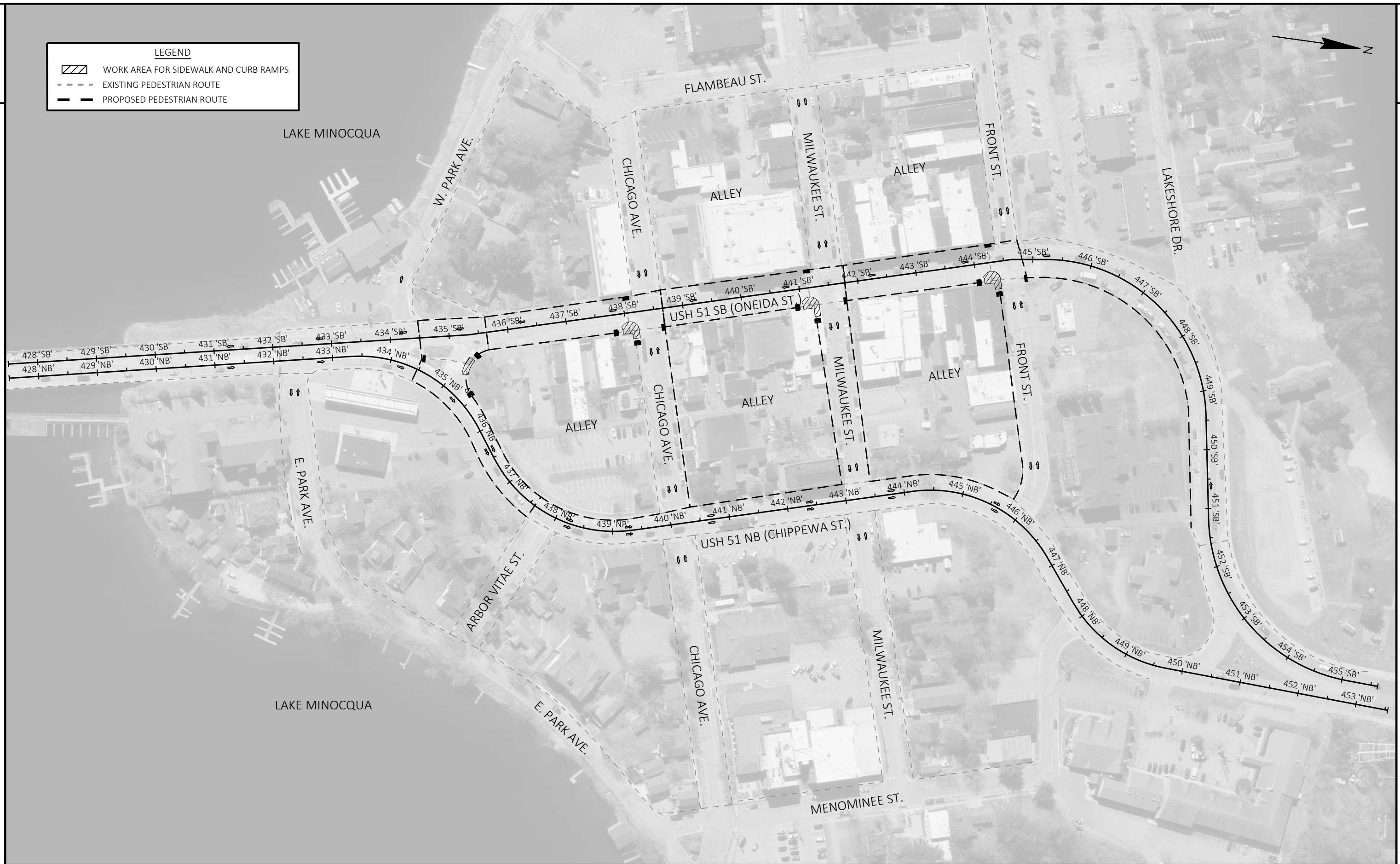
TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT
BASED ON FIELD CONDITIONS)

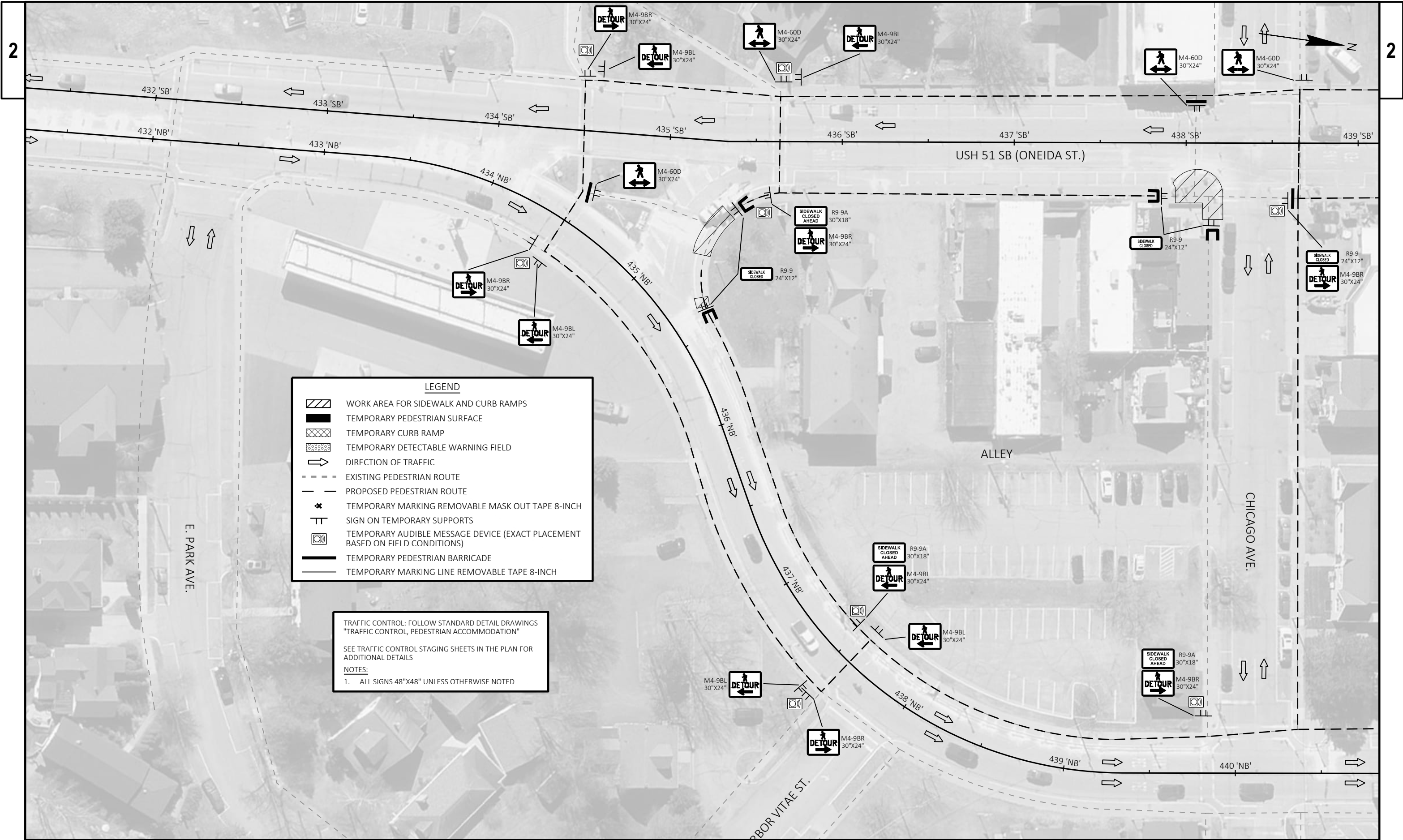
TEMPORARY PEDESTRIAN BARRICADE

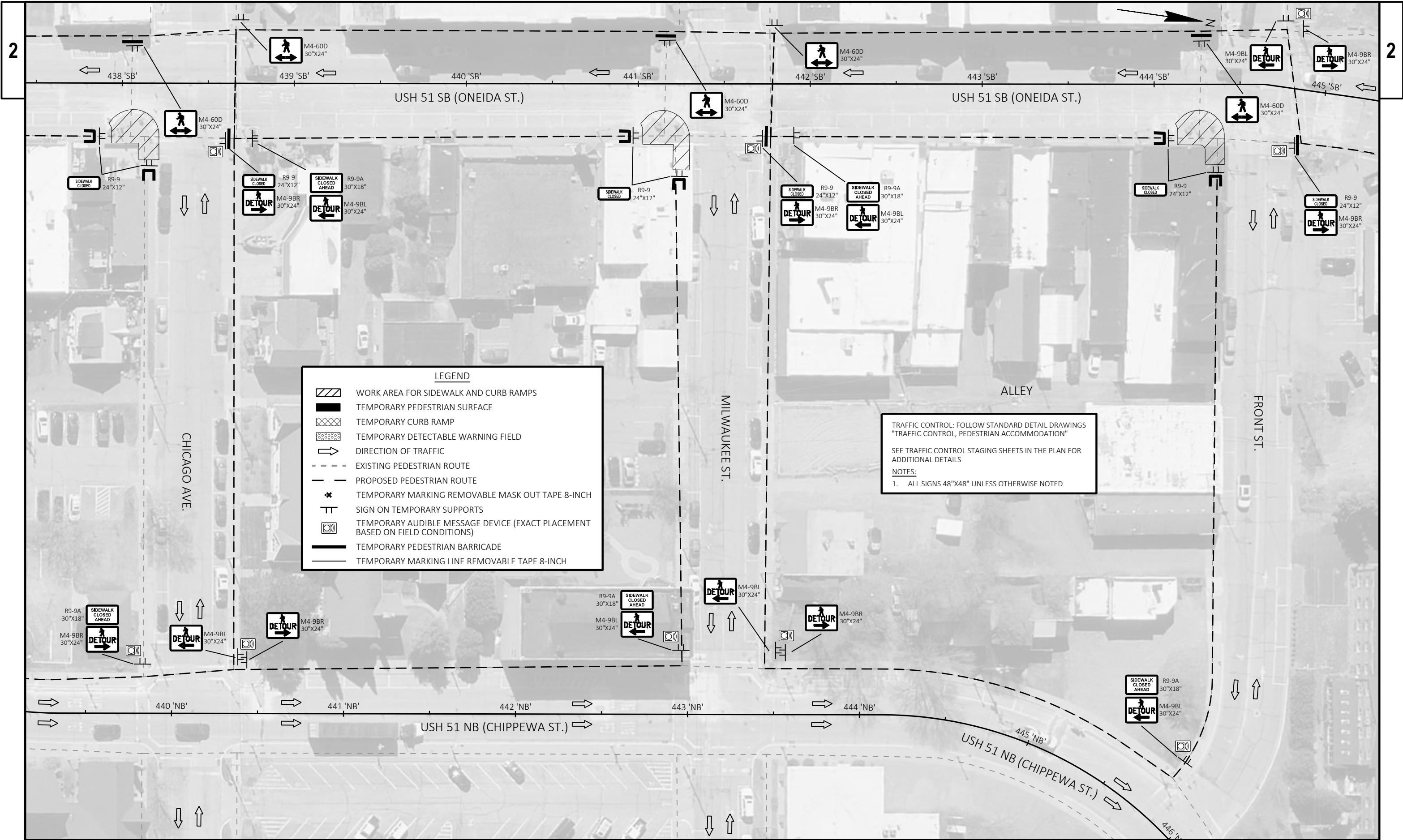
TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

LEGEND

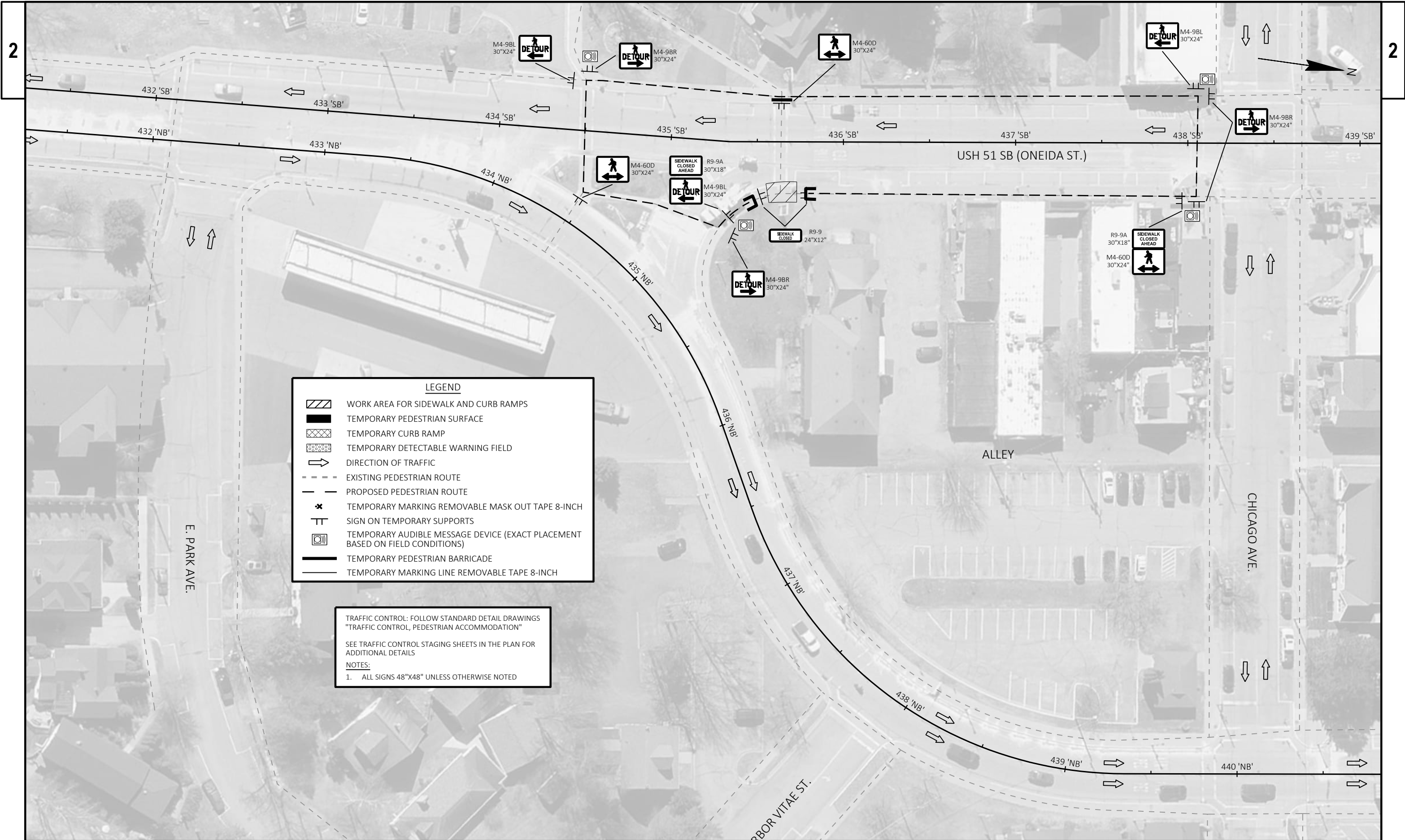
WORK AREA FOR SIDEWALK AND CURB RAMPS

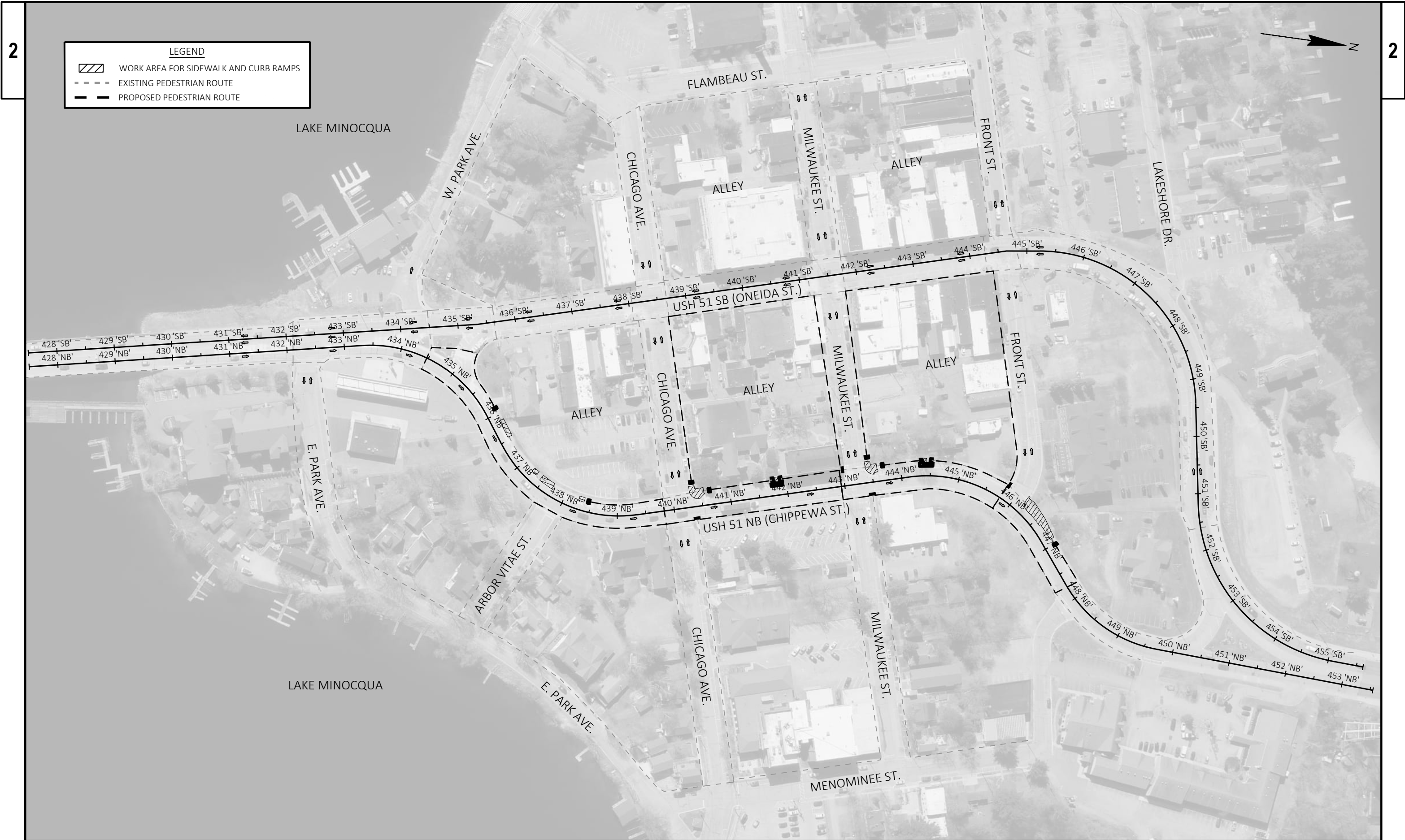
EXISTING PEDESTRIAN ROUTE

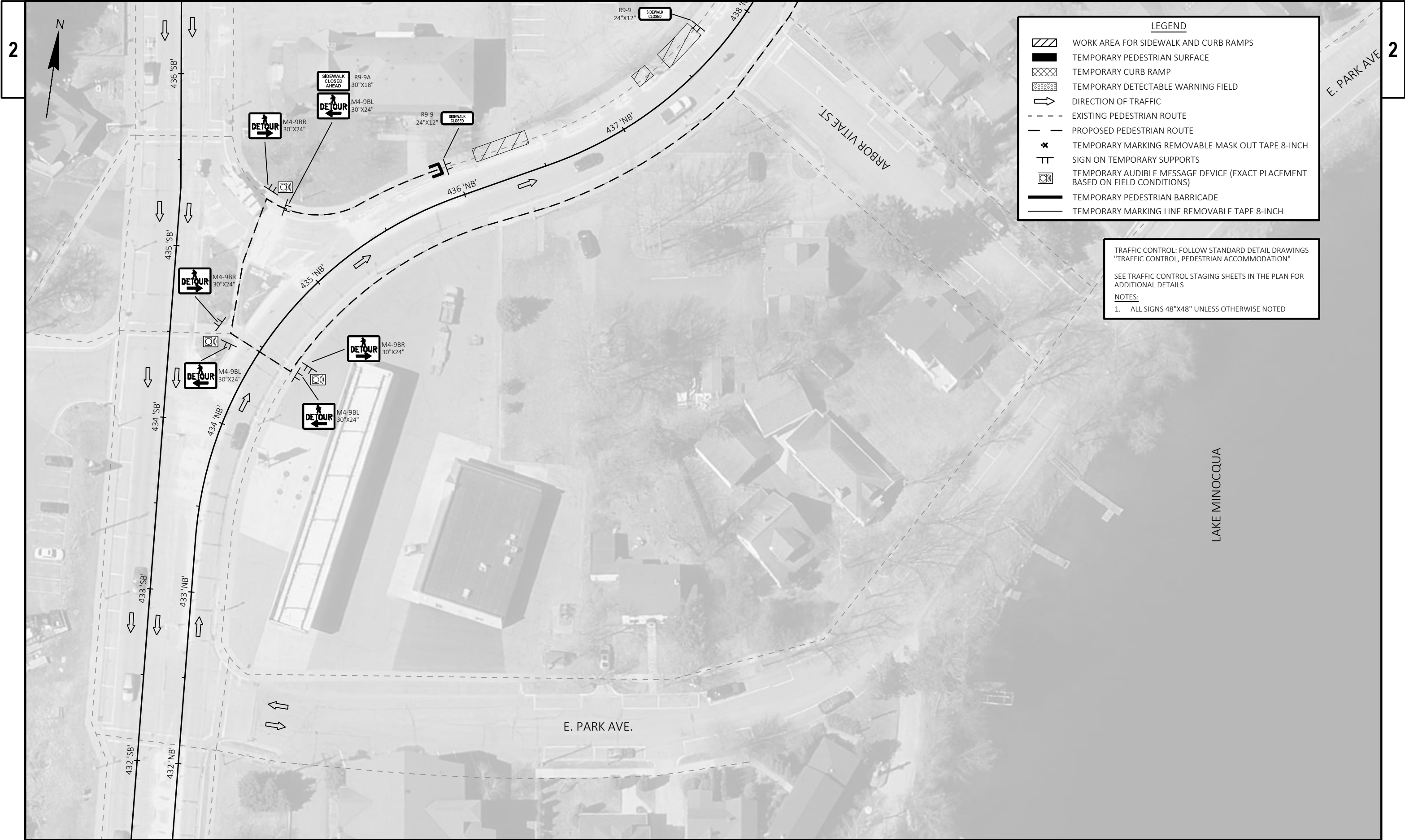


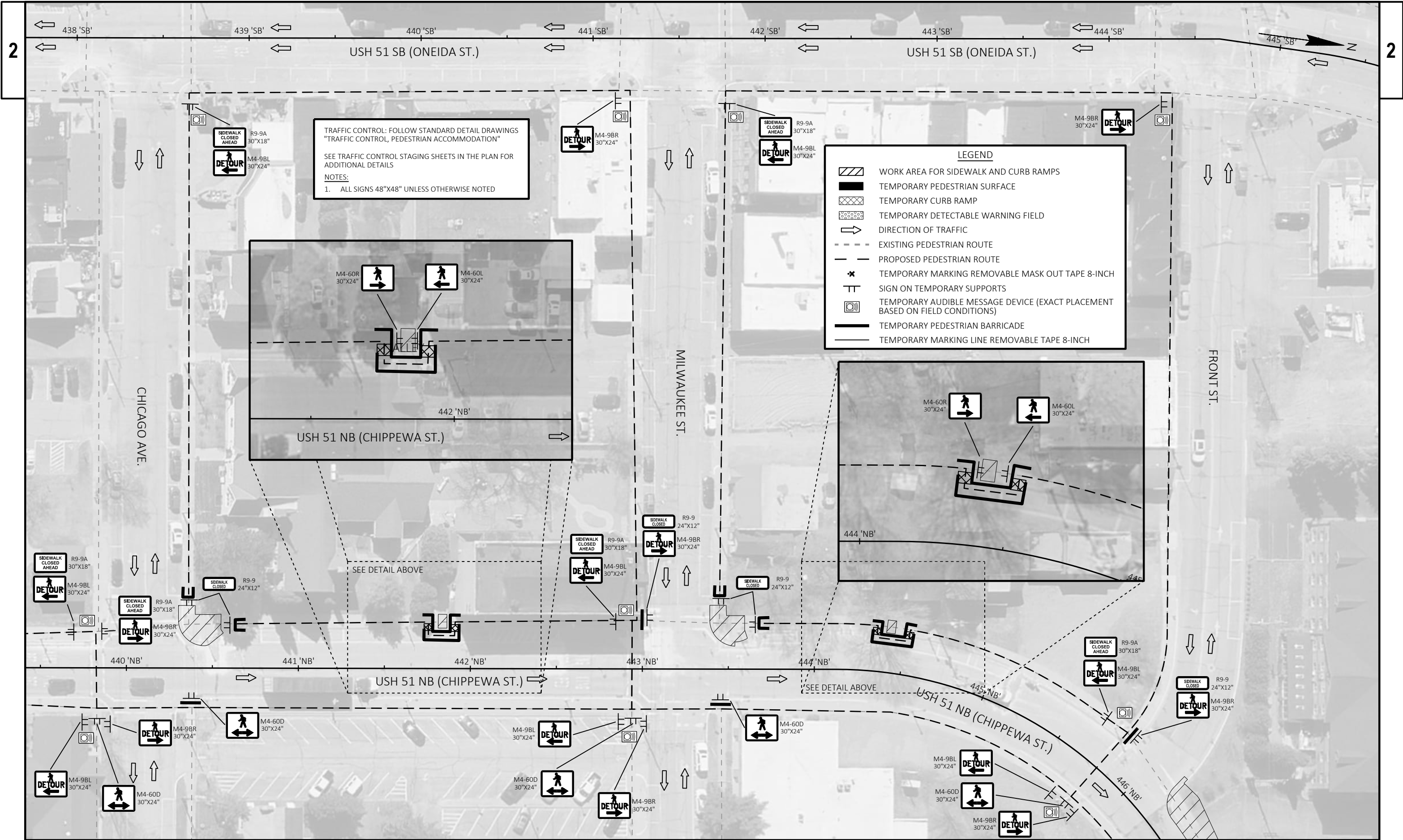


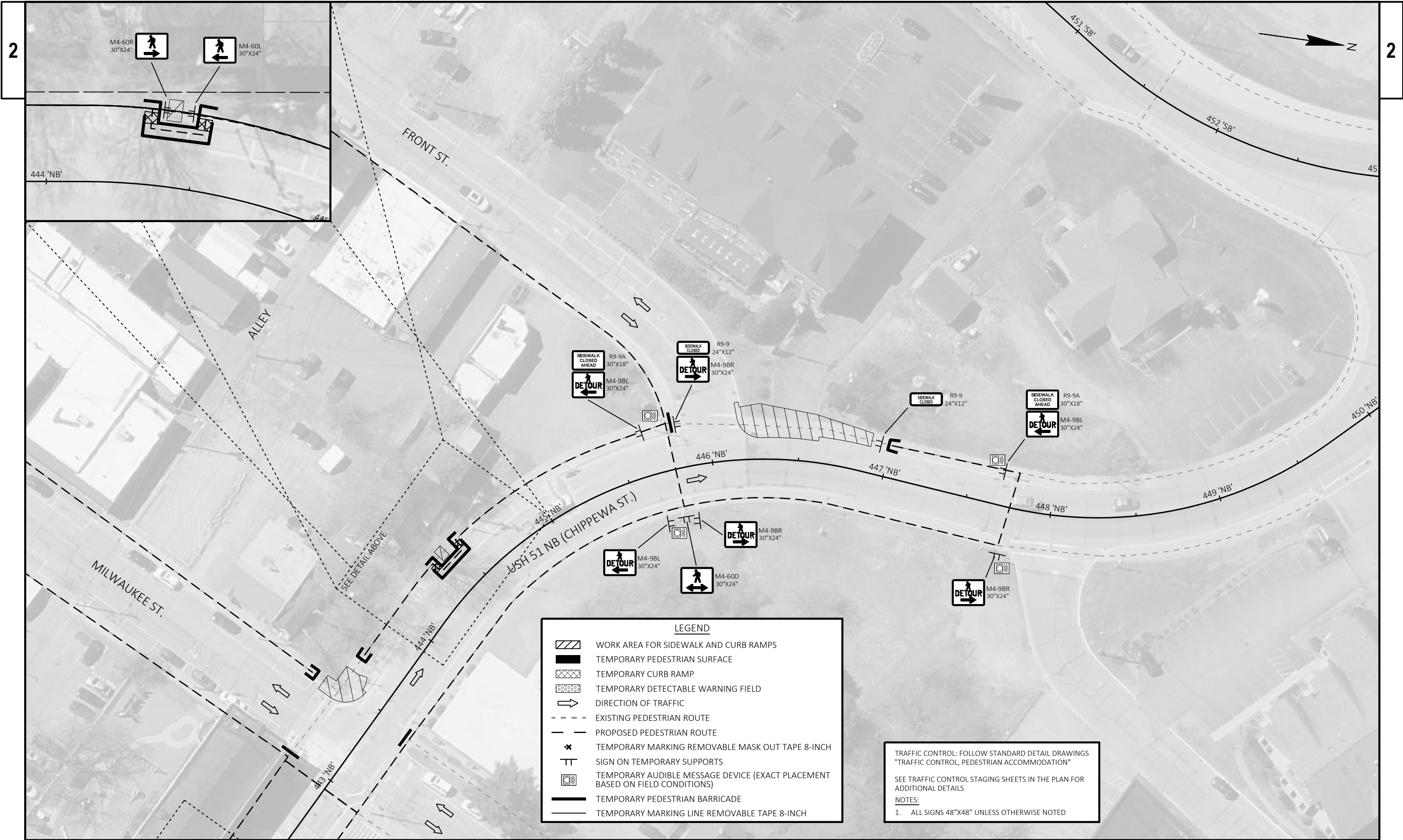






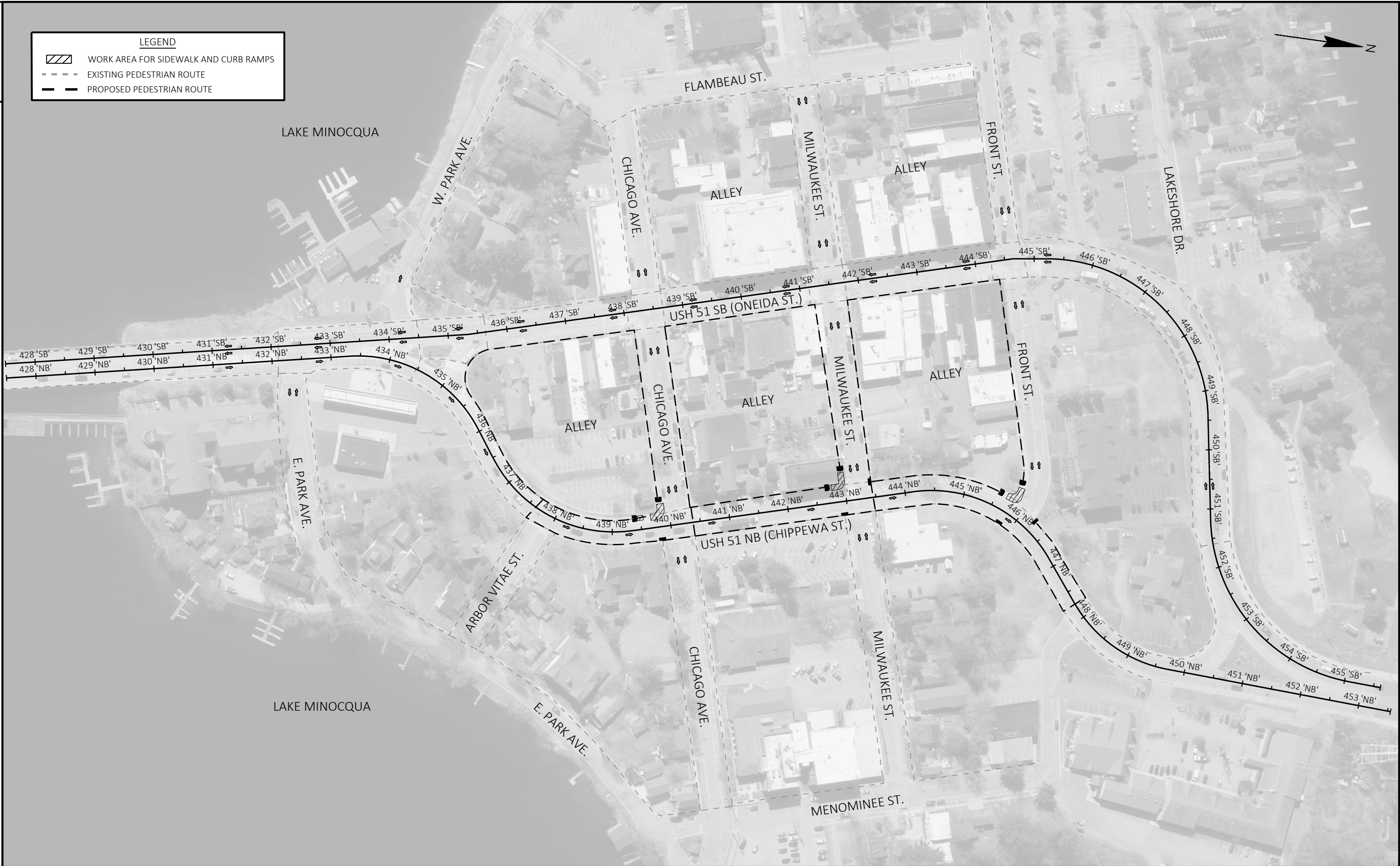


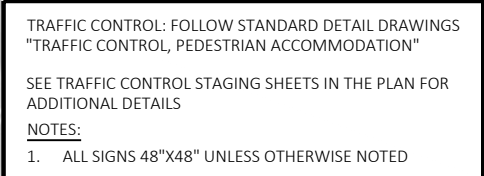


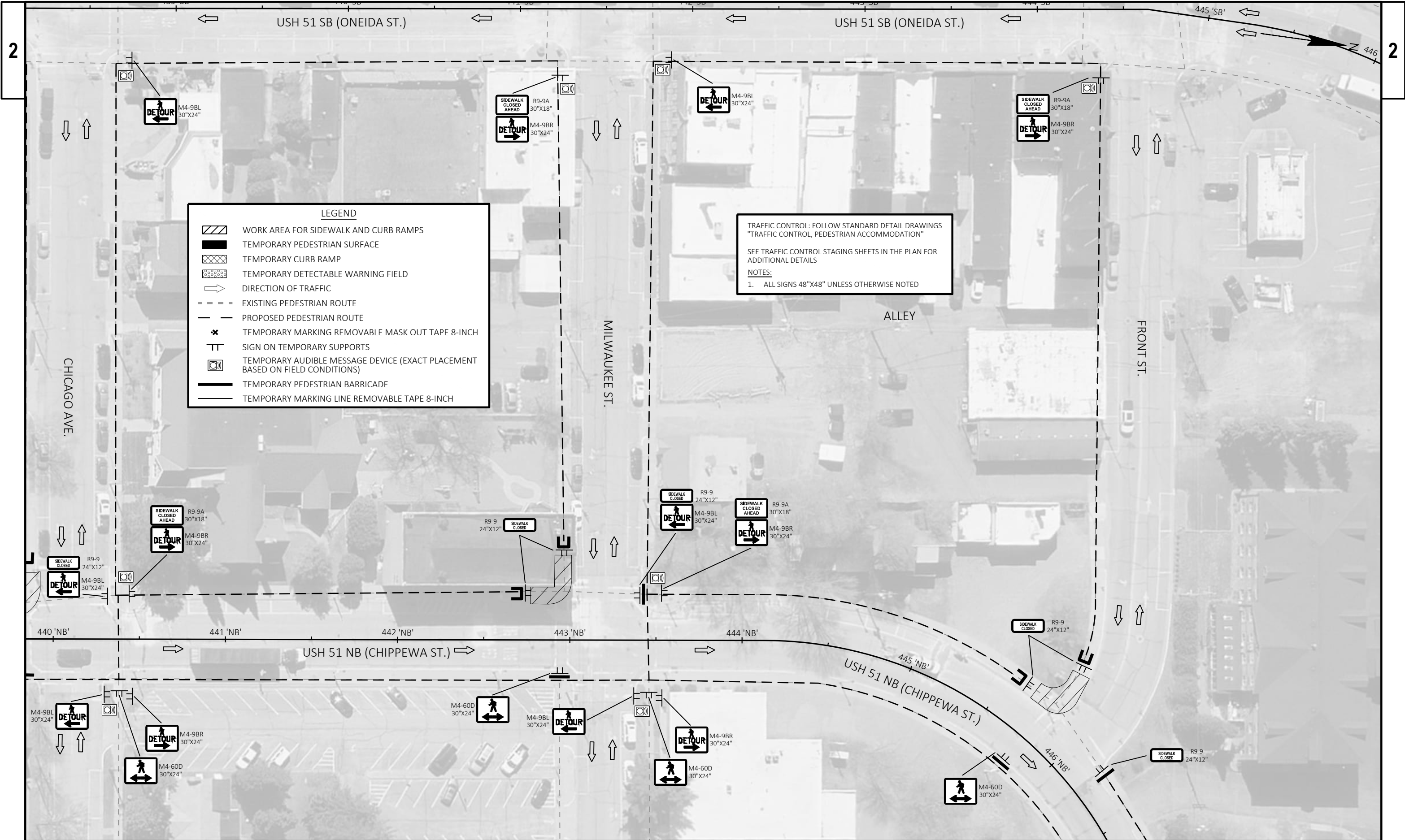


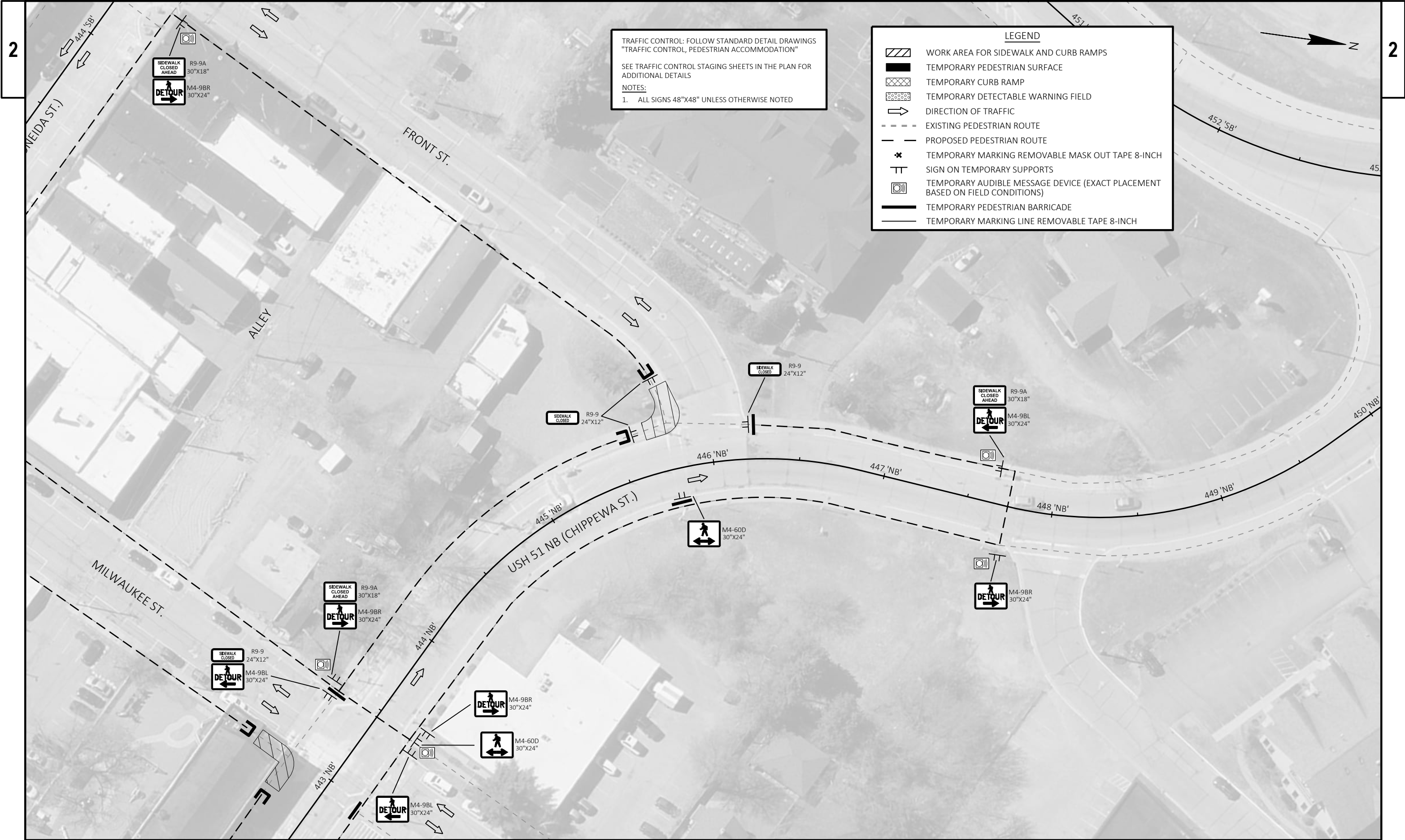
LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE



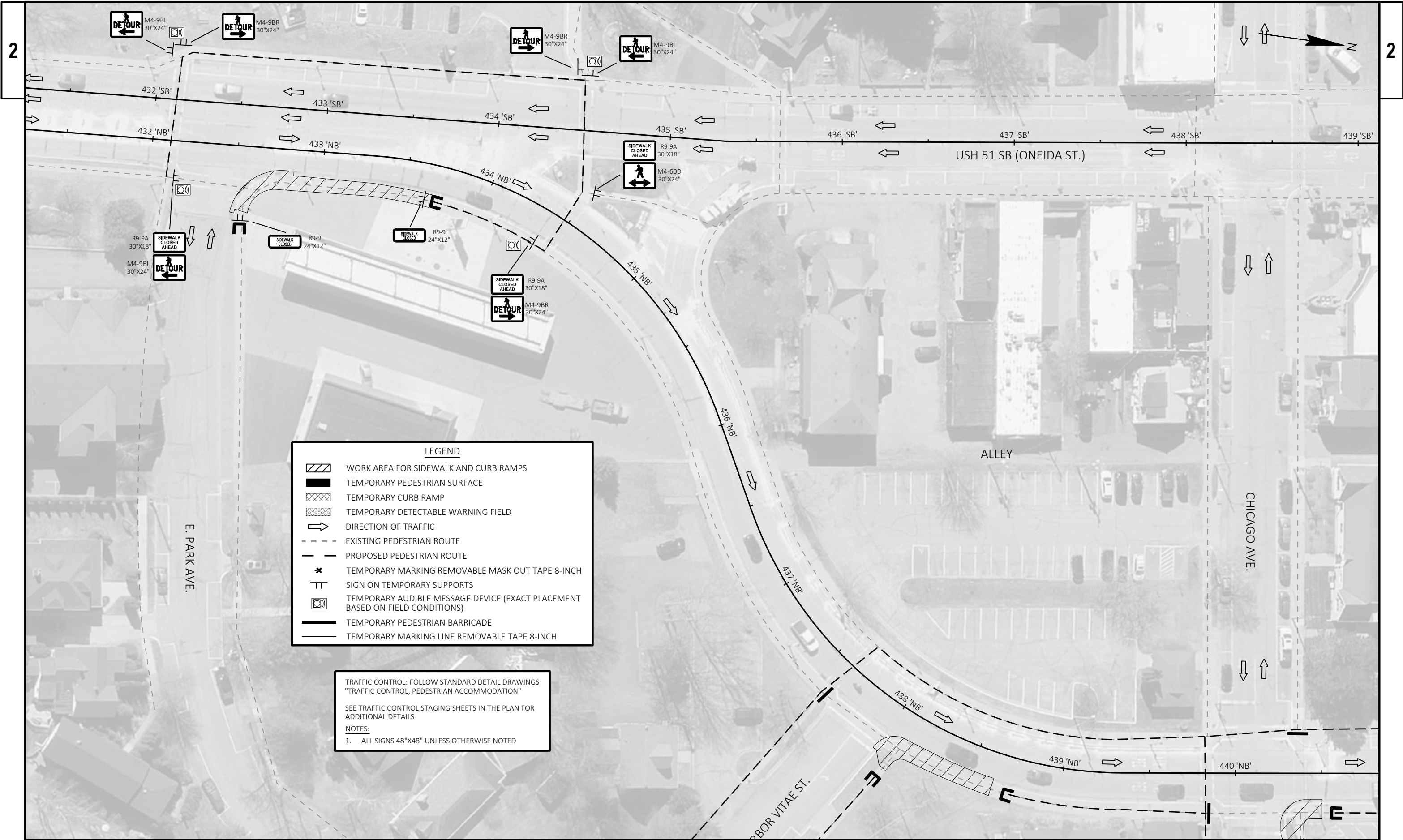




LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE



LEGEND

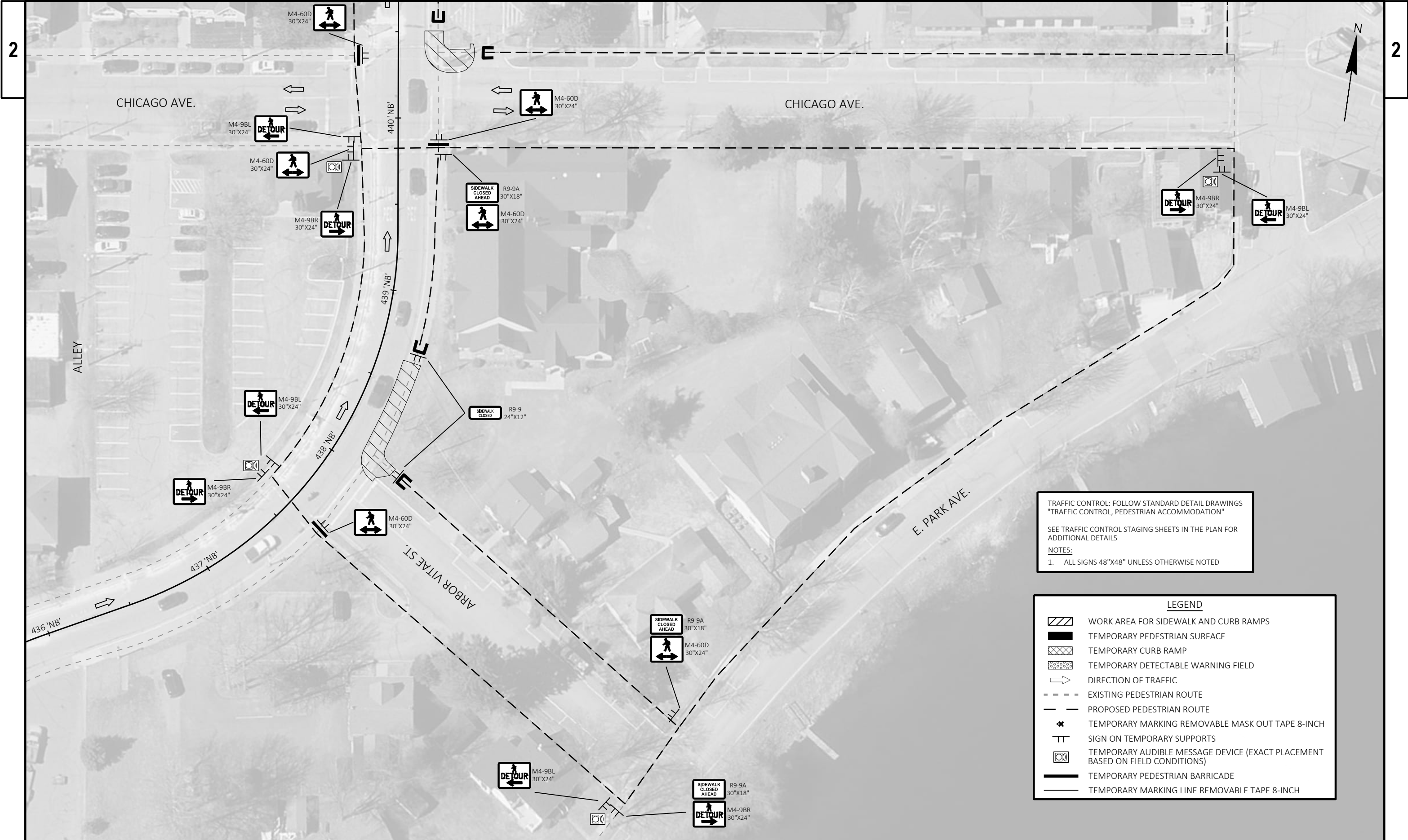
- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
- SIGN ON TEMPORARY SUPPORTS
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

NOTES:

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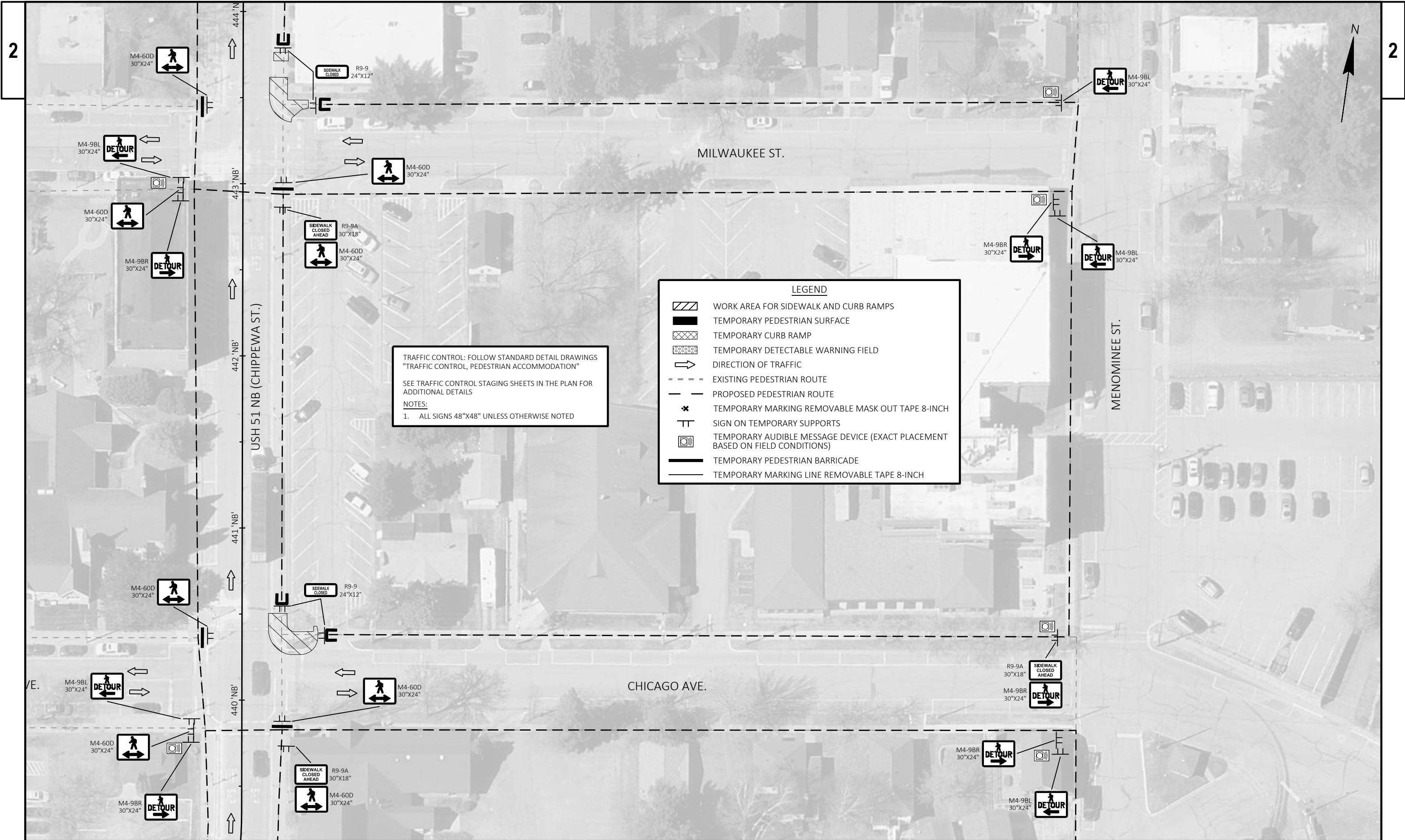
TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

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LEGEND	
	WORK AREA FOR SIDEWALK AND CURB RAMP
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY CURB RAMP
	TEMPORARY DETECTABLE WARNING FIELD
	DIRECTION OF TRAFFIC
	EXISTING PEDESTRIAN ROUTE
	PROPOSED PEDESTRIAN ROUTE
	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
	SIGN ON TEMPORARY SUPPORTS
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH



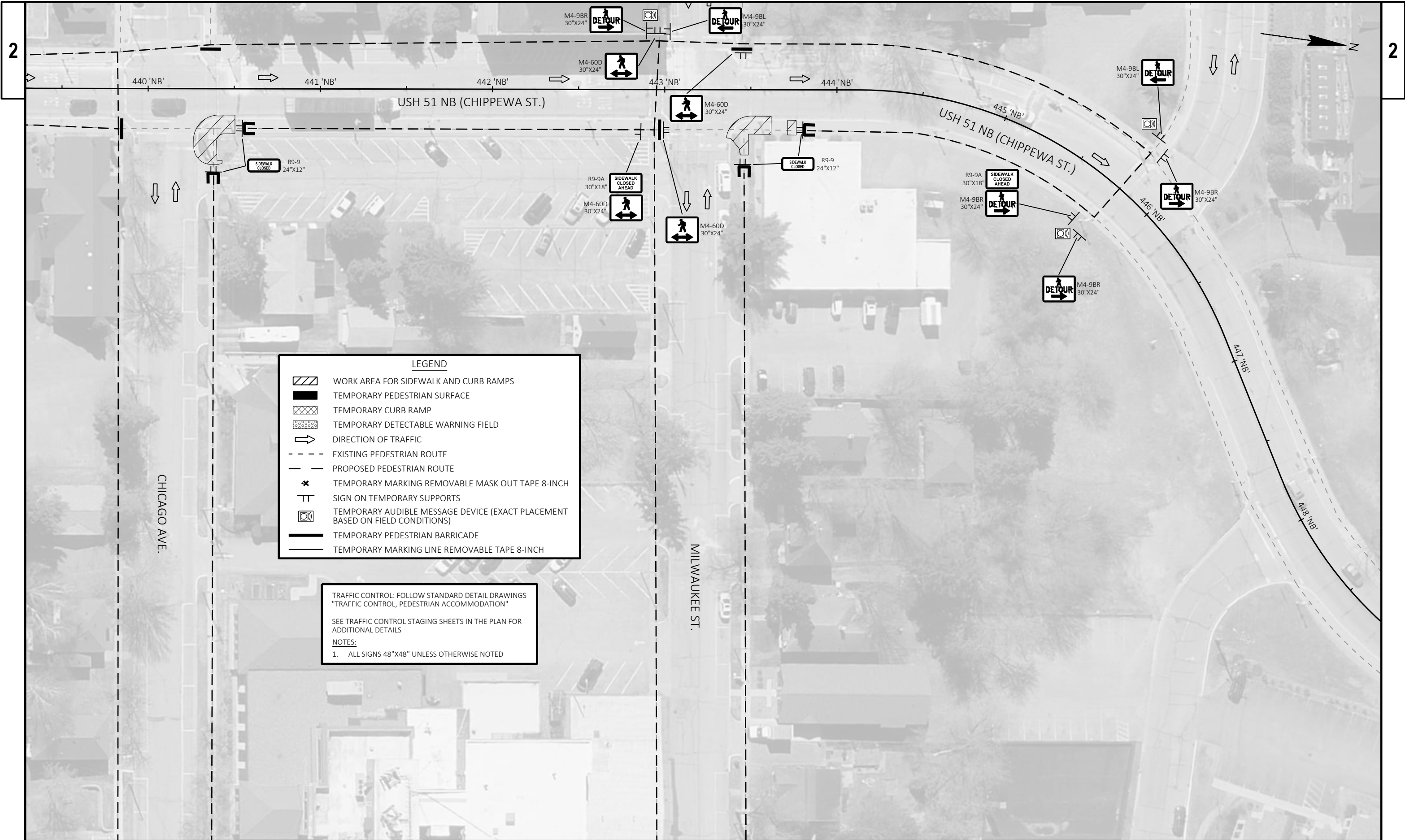
TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
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NOTES:
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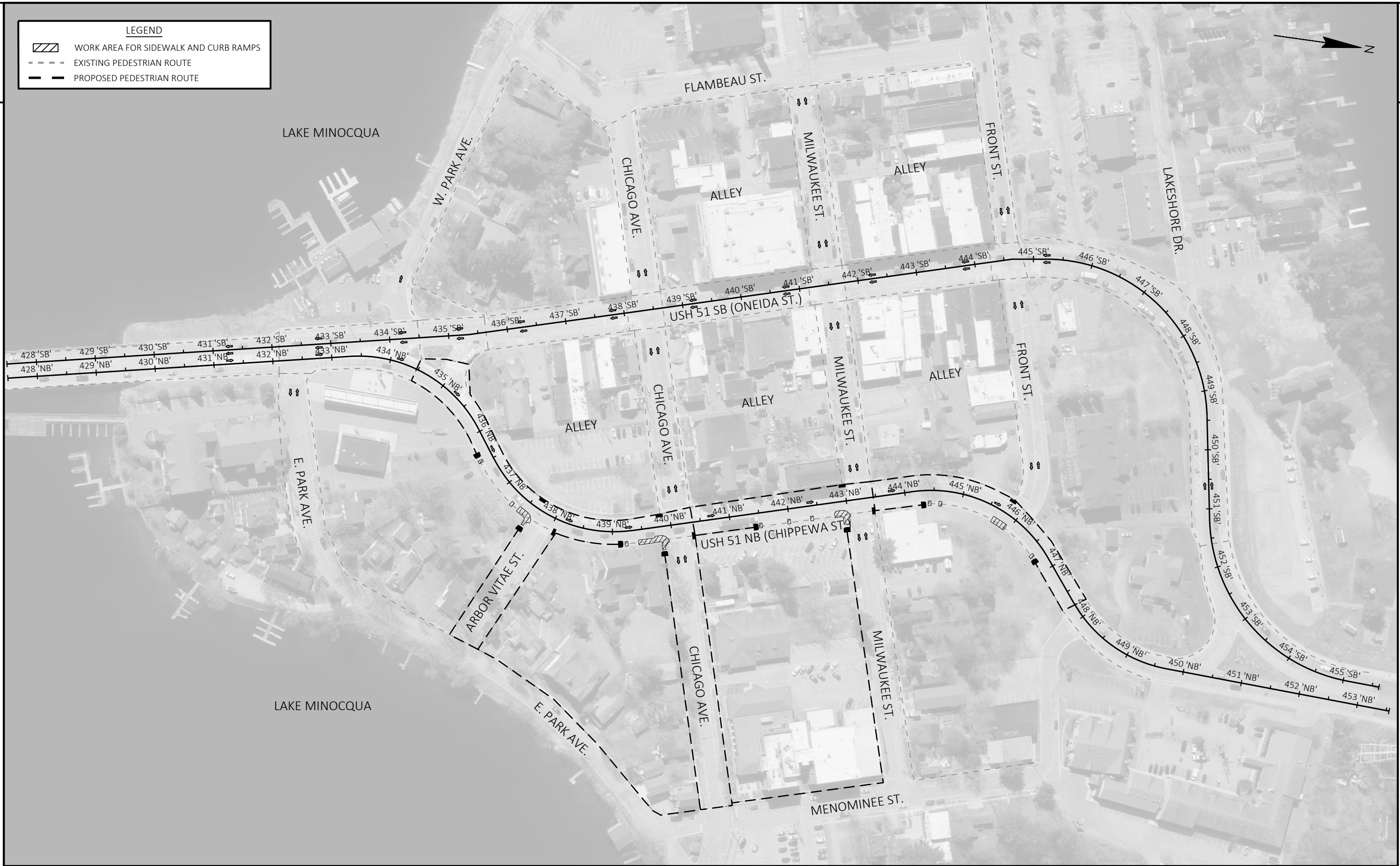
LEGEND

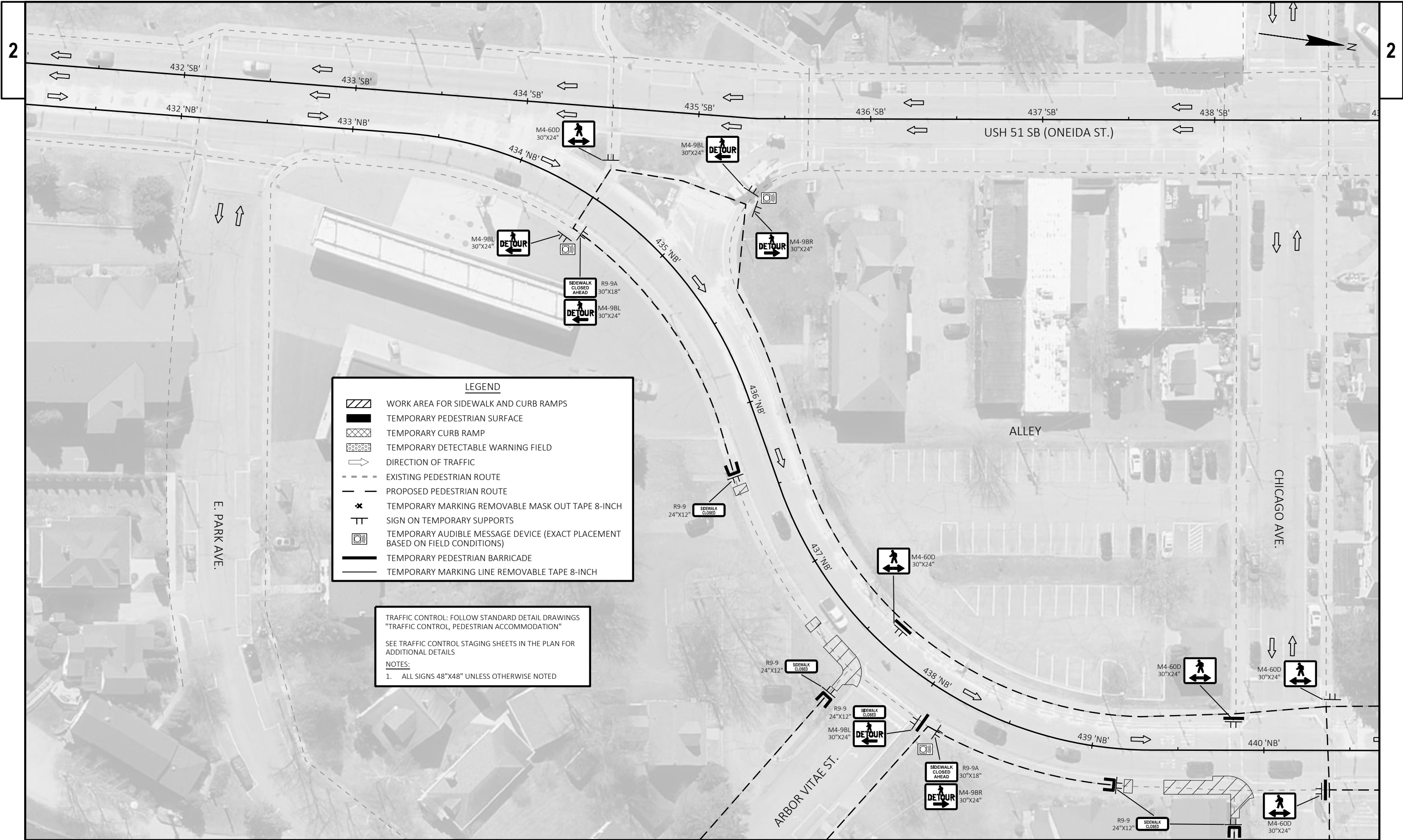
- [Hatched Box] WORK AREA FOR SIDEWALK AND CURB RAMP
- [Solid Black Box] TEMPORARY PEDESTRIAN SURFACE
- [Cross-hatched Box] TEMPORARY CURB RAMP
- [Dotted Box] TEMPORARY DETECTABLE WARNING FIELD
- [Arrow] DIRECTION OF TRAFFIC
- [Dashed Line] EXISTING PEDESTRIAN ROUTE
- [Solid Line] PROPOSED PEDESTRIAN ROUTE
- [X Symbol] TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
- [T Symbol] SIGN ON TEMPORARY SUPPORTS
- [Speaker Symbol] TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
- [Thick Solid Line] TEMPORARY PEDESTRIAN BARRICADE
- [Thin Solid Line] TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

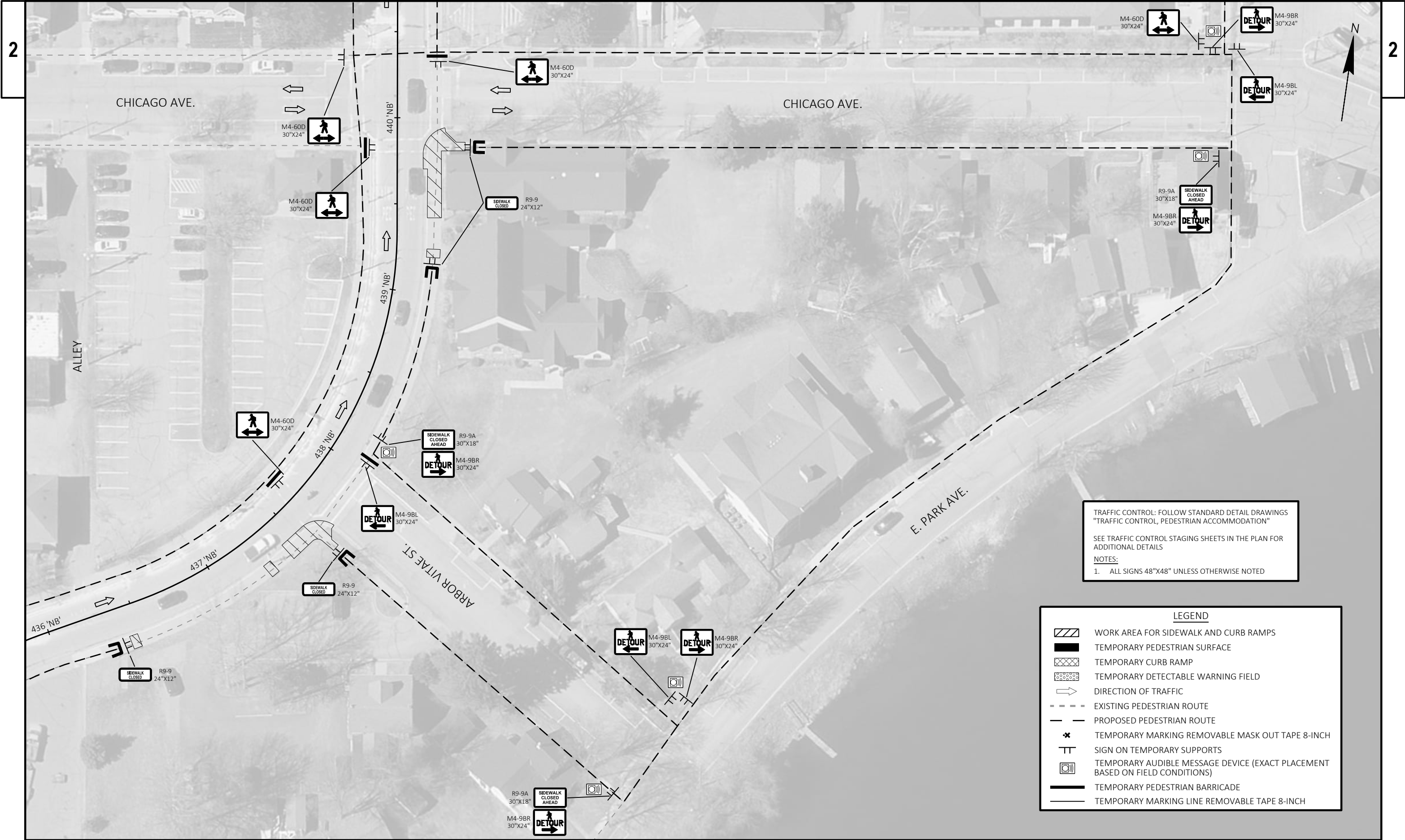


LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE



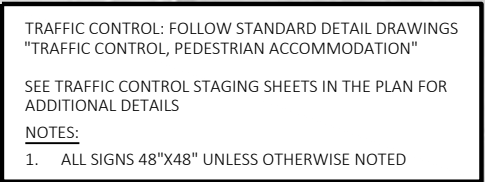


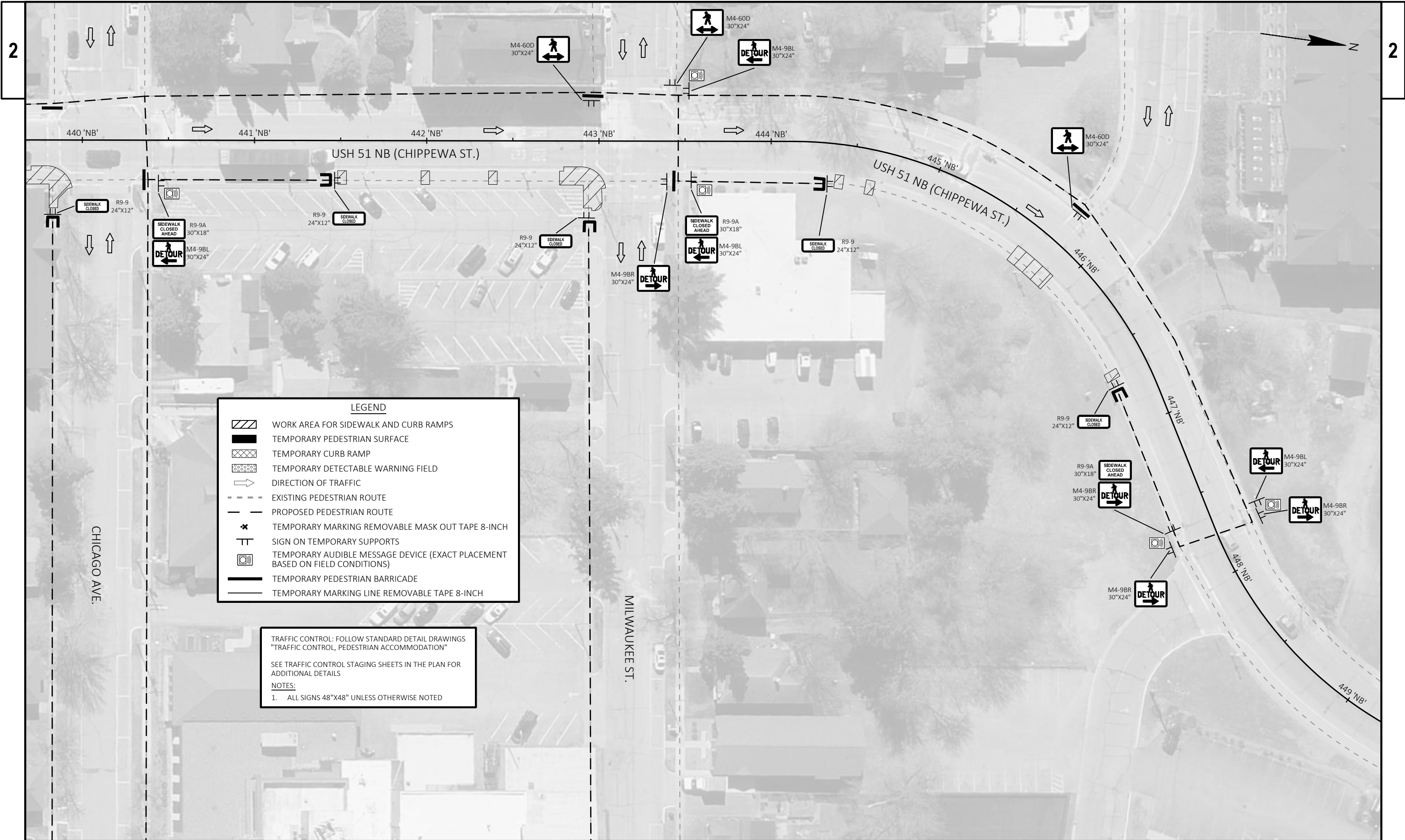
TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

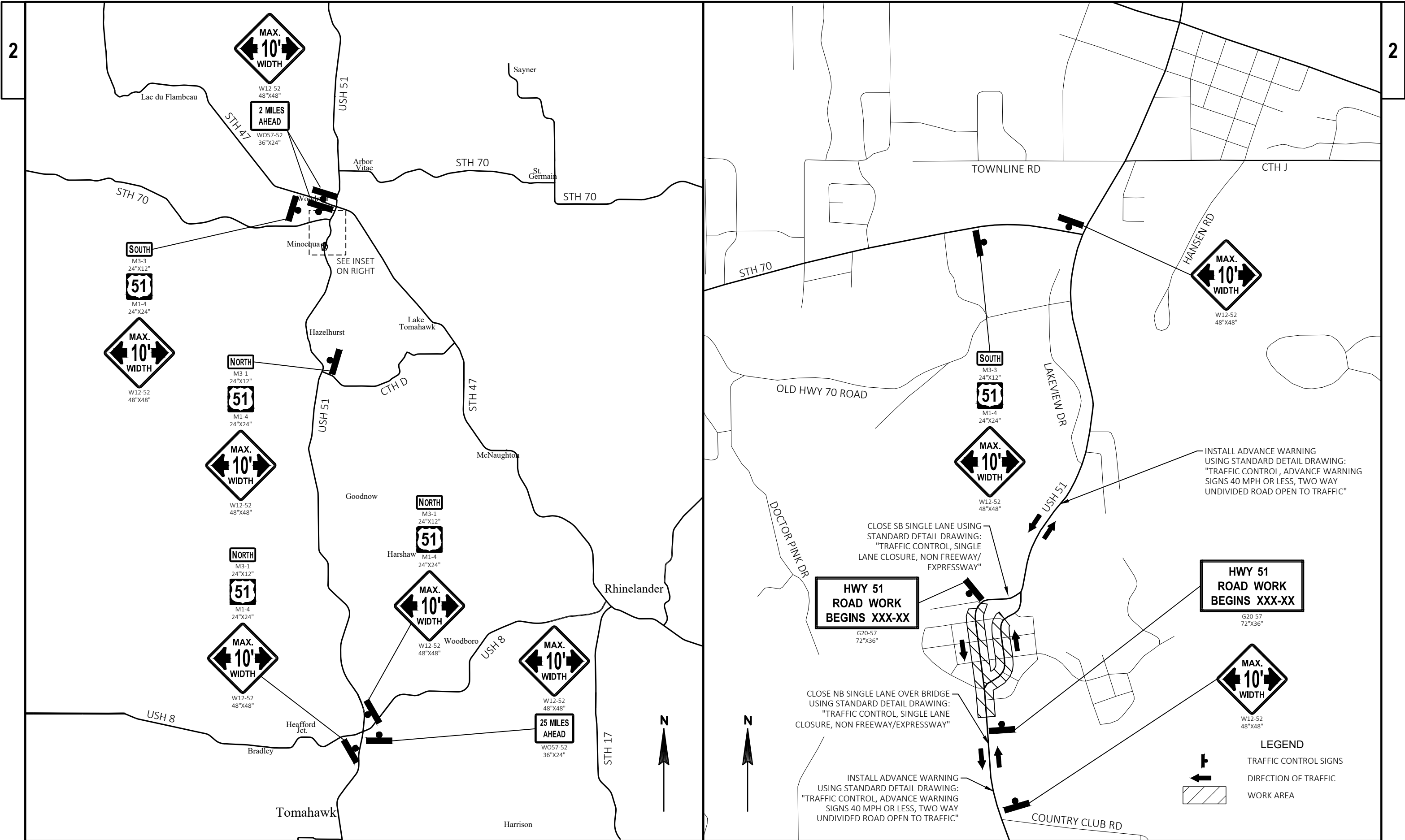
SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR
ADDITIONAL DETAILS

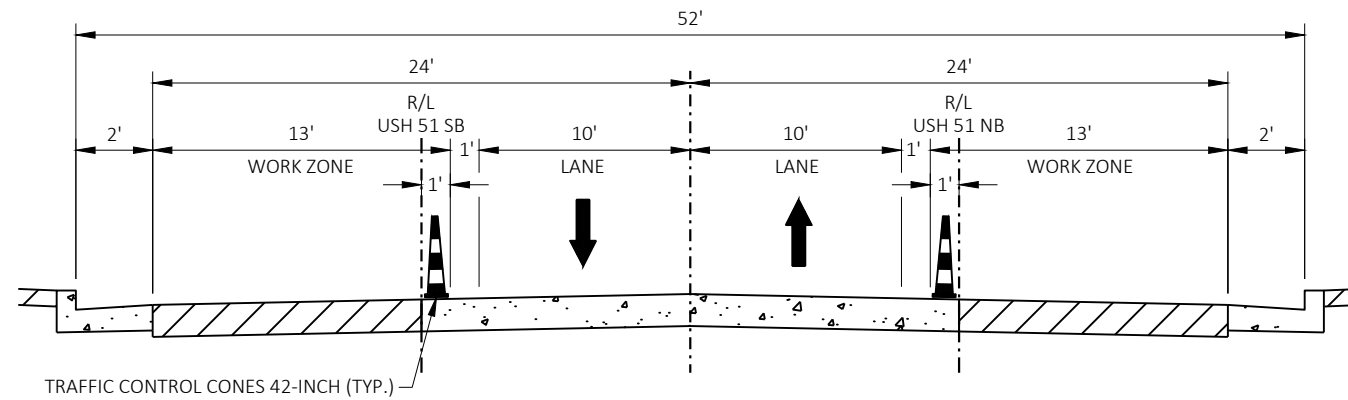
NOTES:
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LEGEND	
	WORK AREA FOR SIDEWALK AND CURB RAMP
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY CURB RAMP
	TEMPORARY DETECTABLE WARNING FIELD
	DIRECTION OF TRAFFIC
	EXISTING PEDESTRIAN ROUTE
	PROPOSED PEDESTRIAN ROUTE
	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
	SIGN ON TEMPORARY SUPPORTS
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH



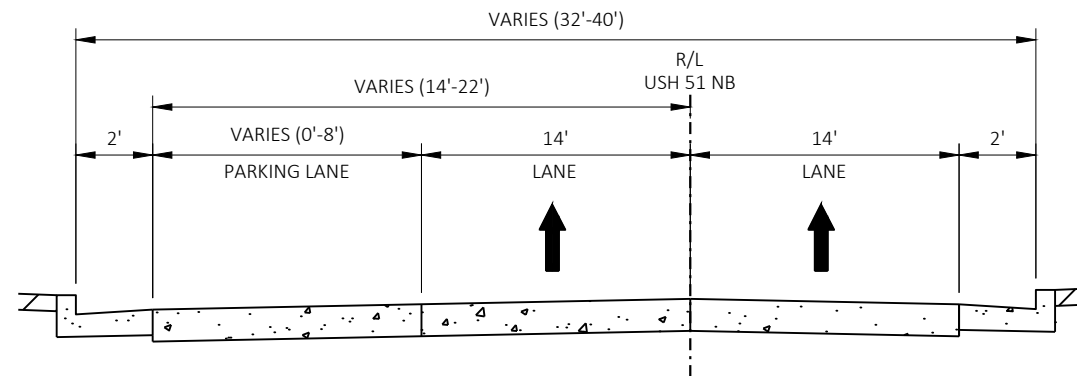






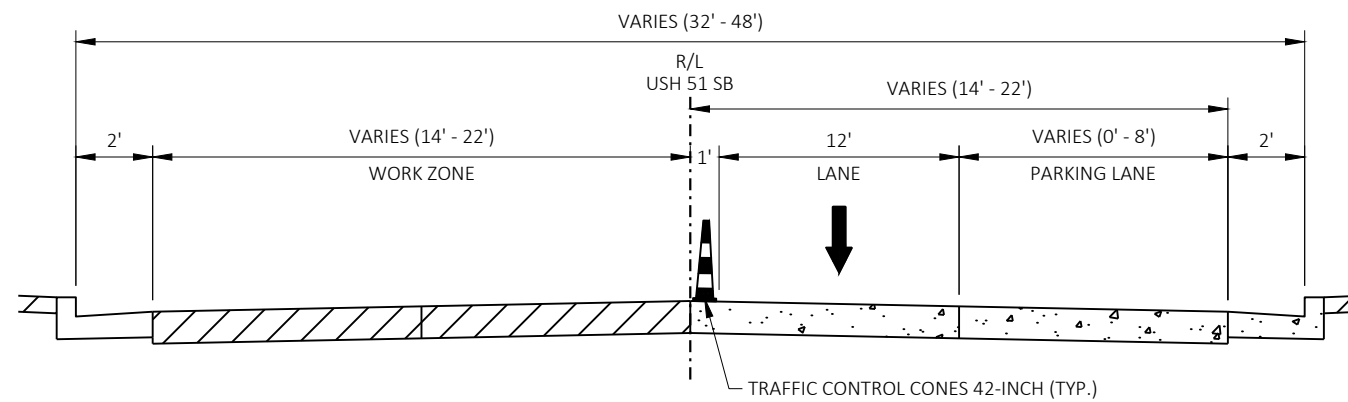
USH 51 NB/SB TRAFFIC CONTROL

STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)



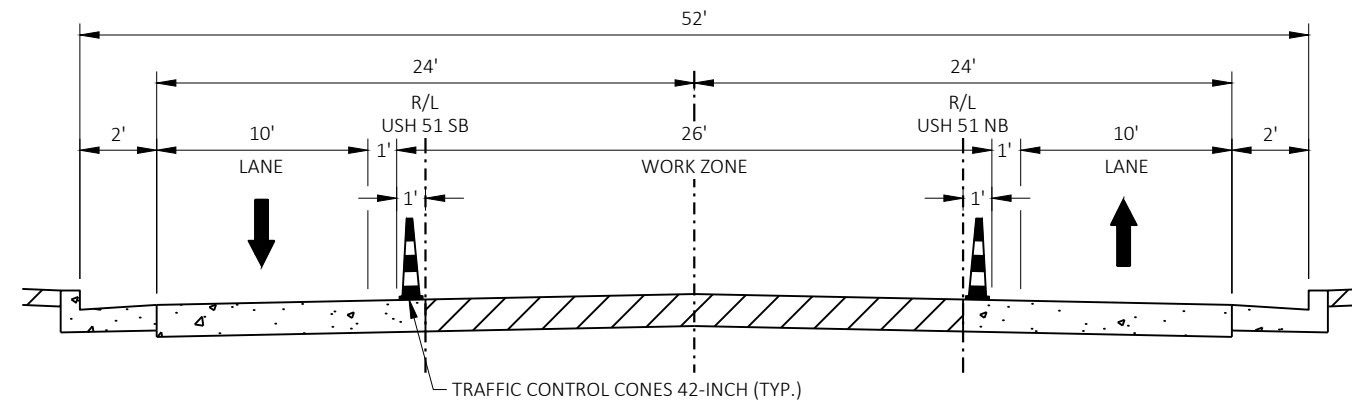
USH 51 NB TRAFFIC CONTROL

STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)



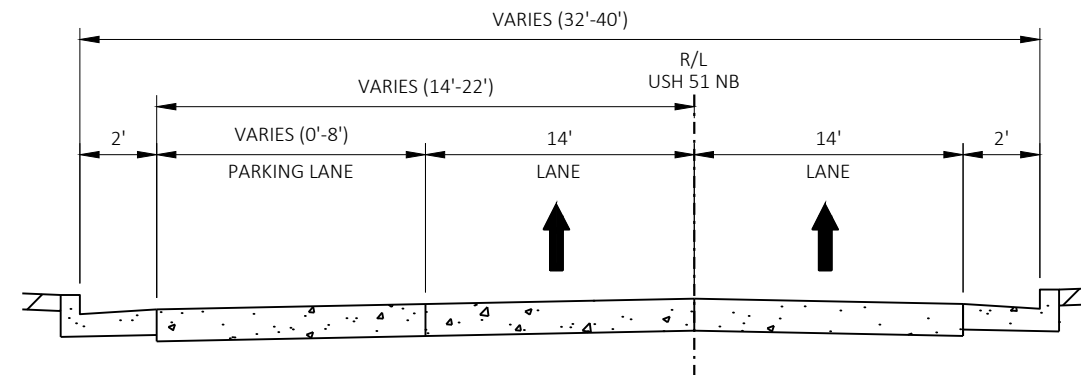
USH 51 SB TRAFFIC CONTROL

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)



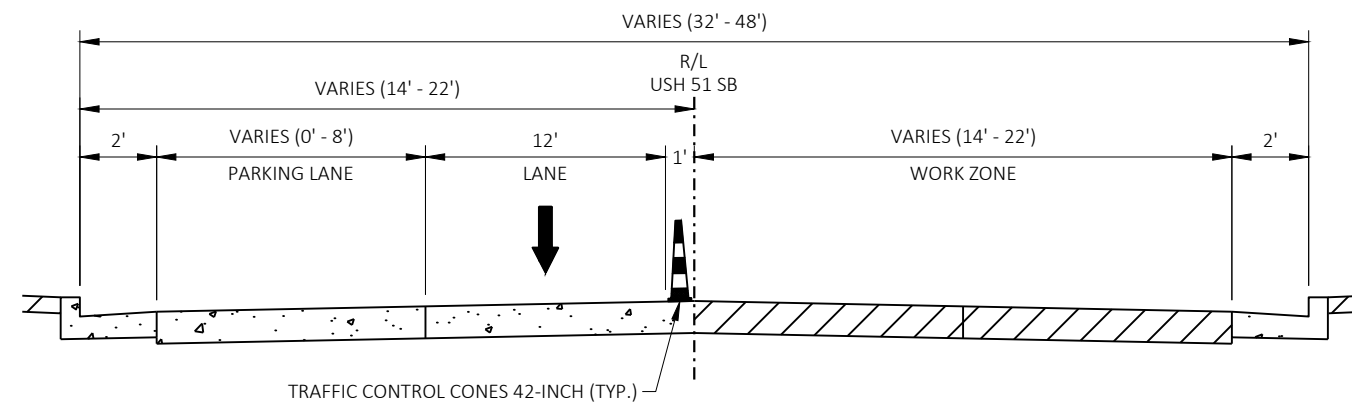
USH 51 NB/SB TRAFFIC CONTROL

STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)



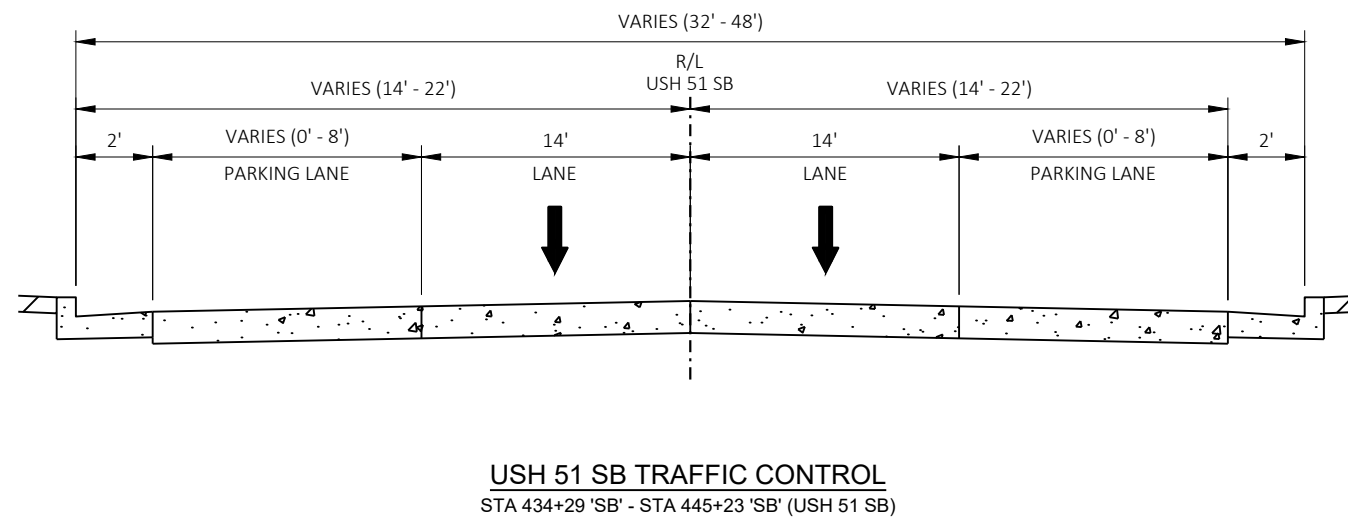
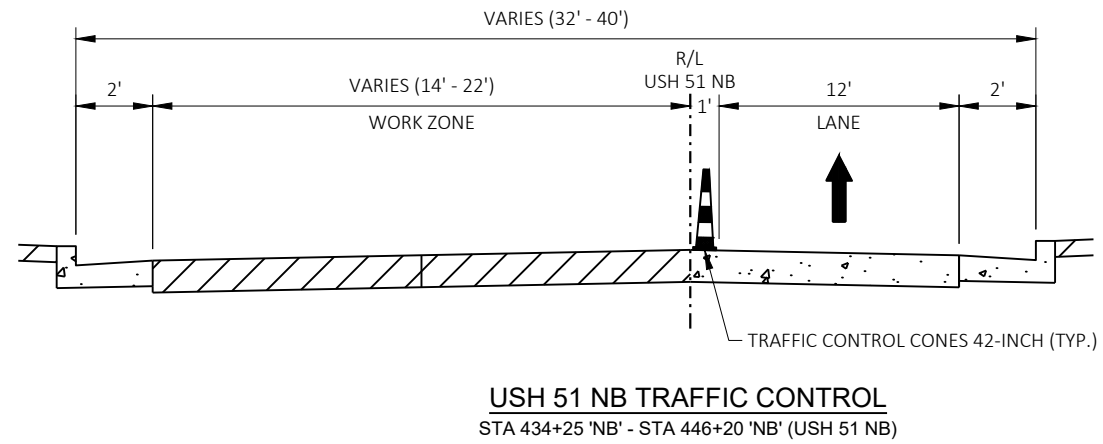
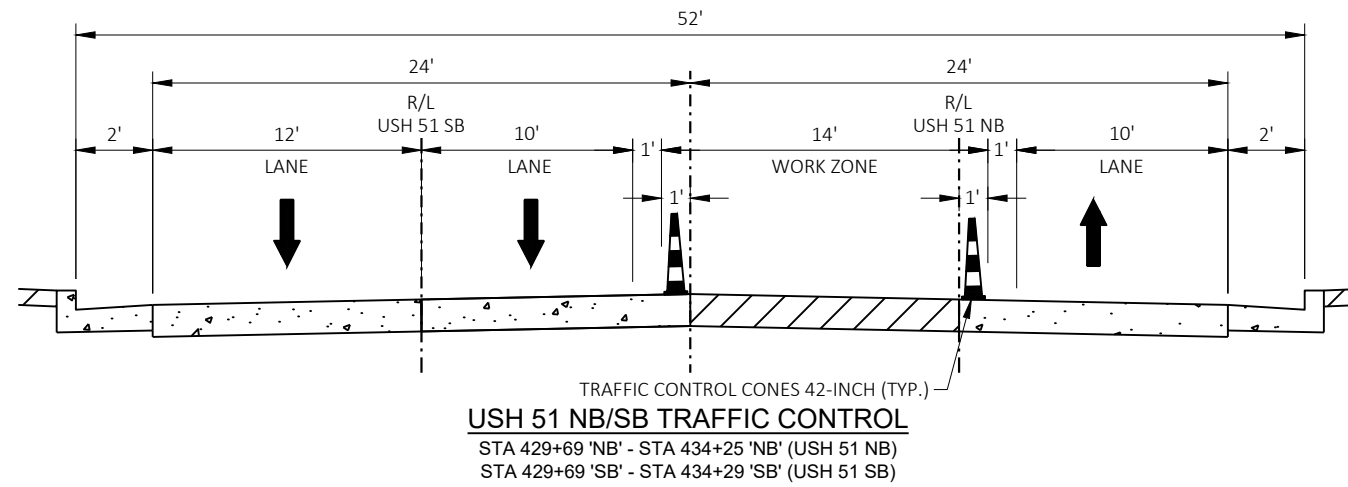
USH 51 NB TRAFFIC CONTROL

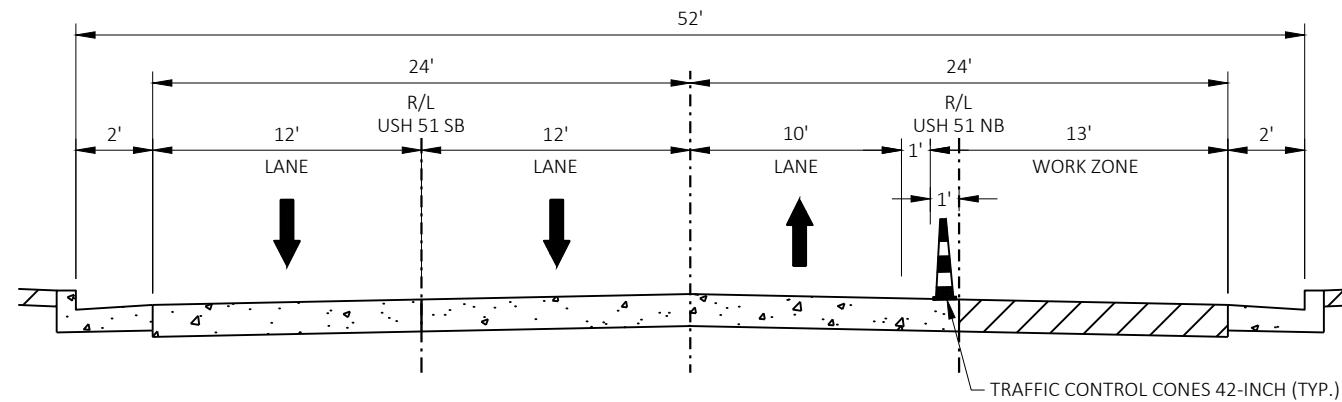
STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)



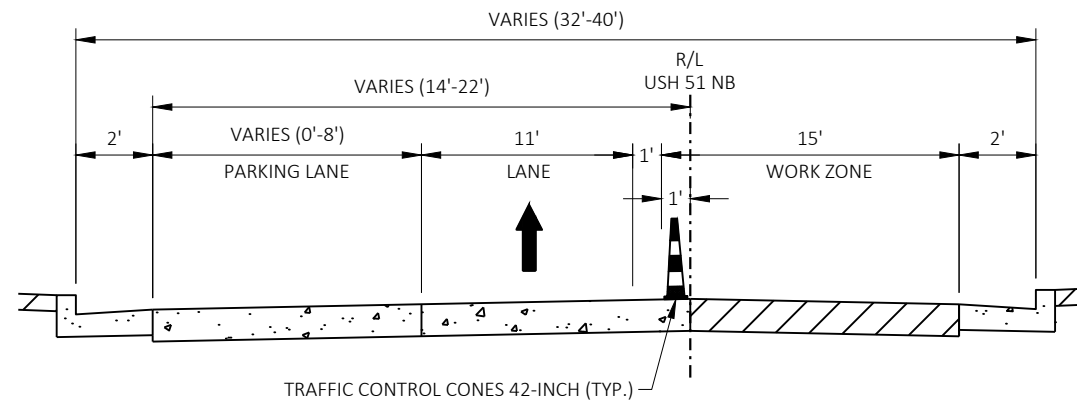
USH 51 SB TRAFFIC CONTROL

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)

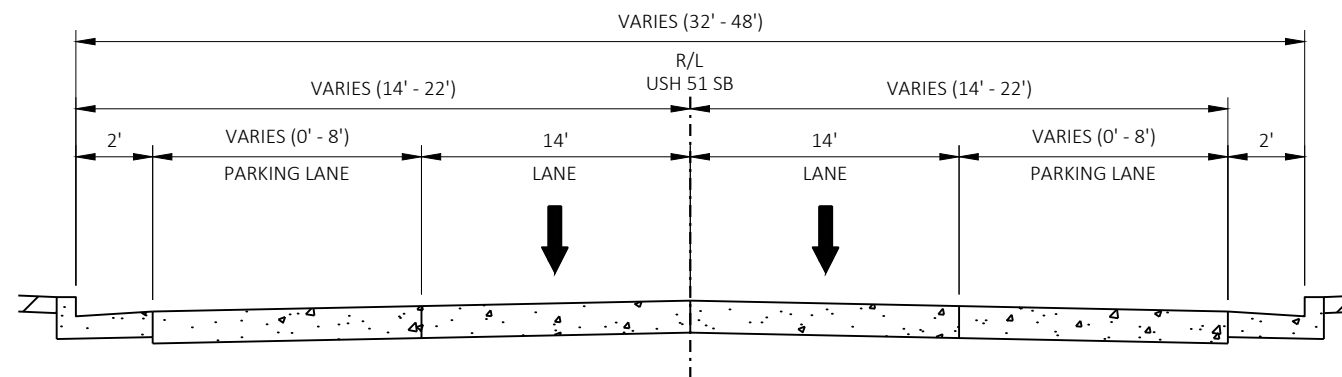


**USH 51 NB/SB TRAFFIC CONTROL**

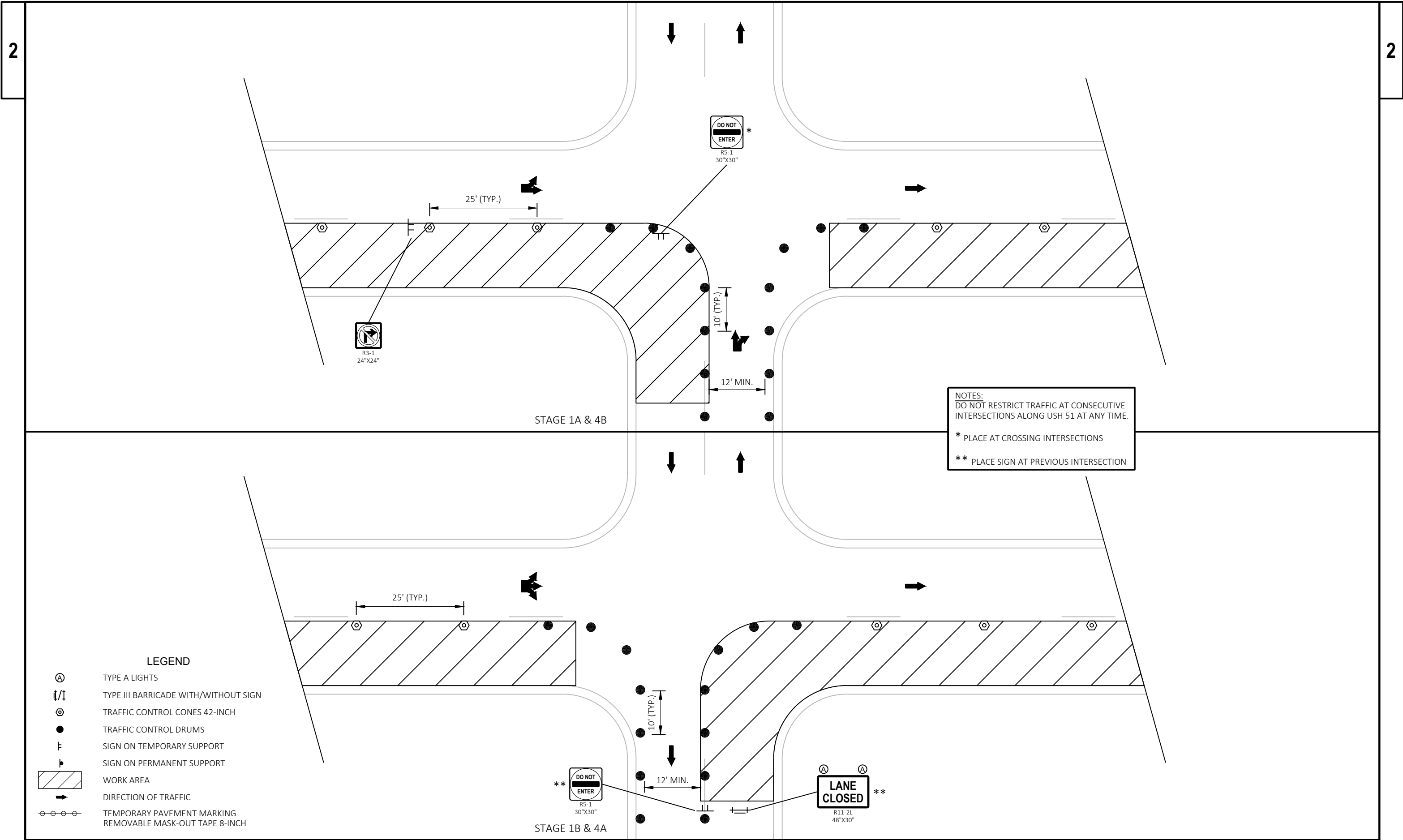
STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)

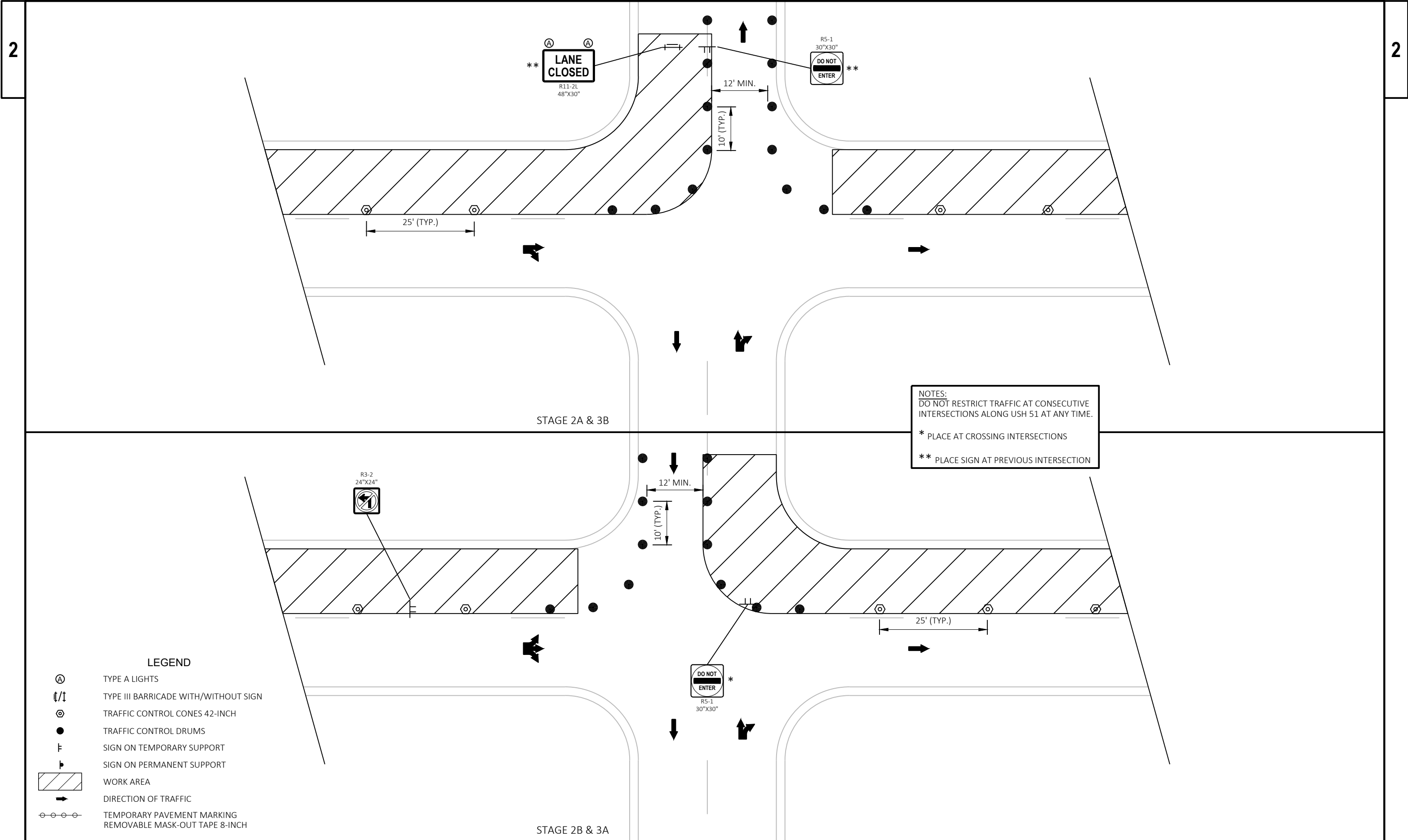
**USH 51 NB TRAFFIC CONTROL**

STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)

**USH 51 SB TRAFFIC CONTROL**

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)

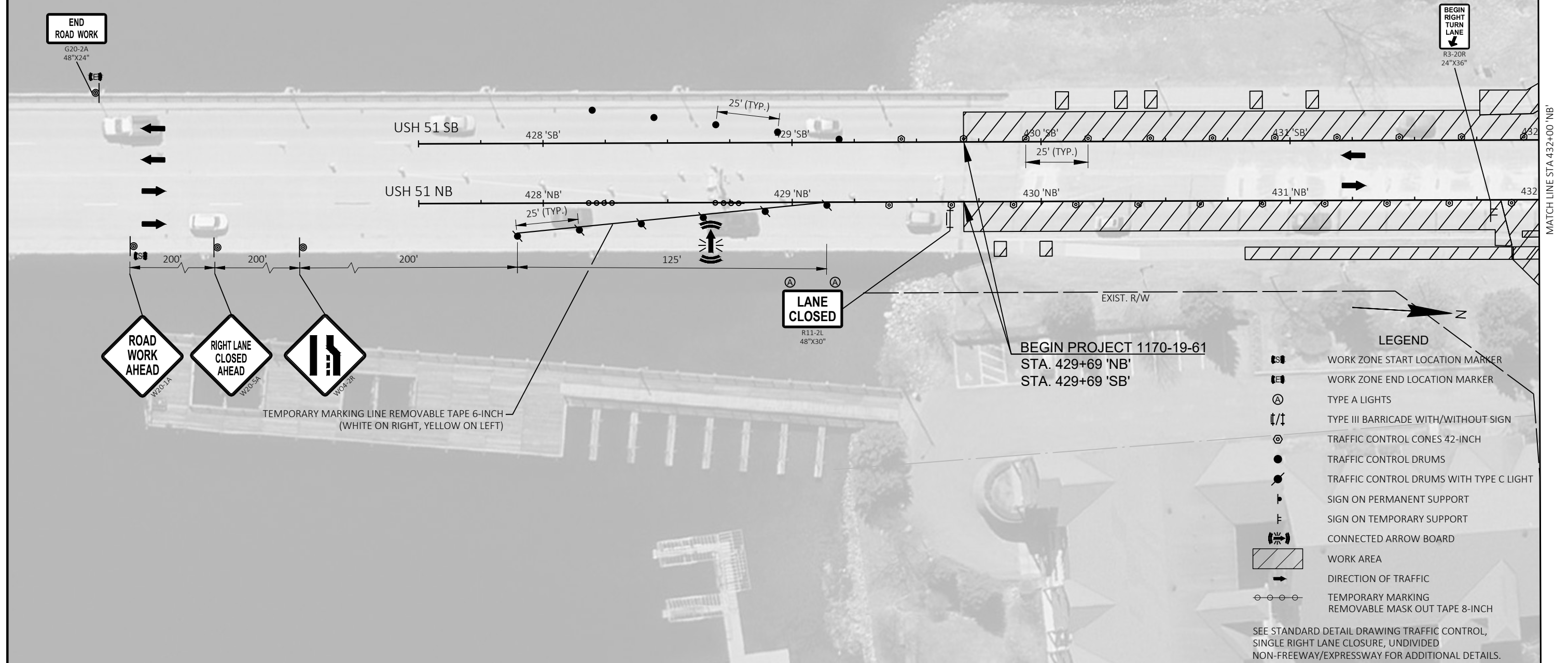


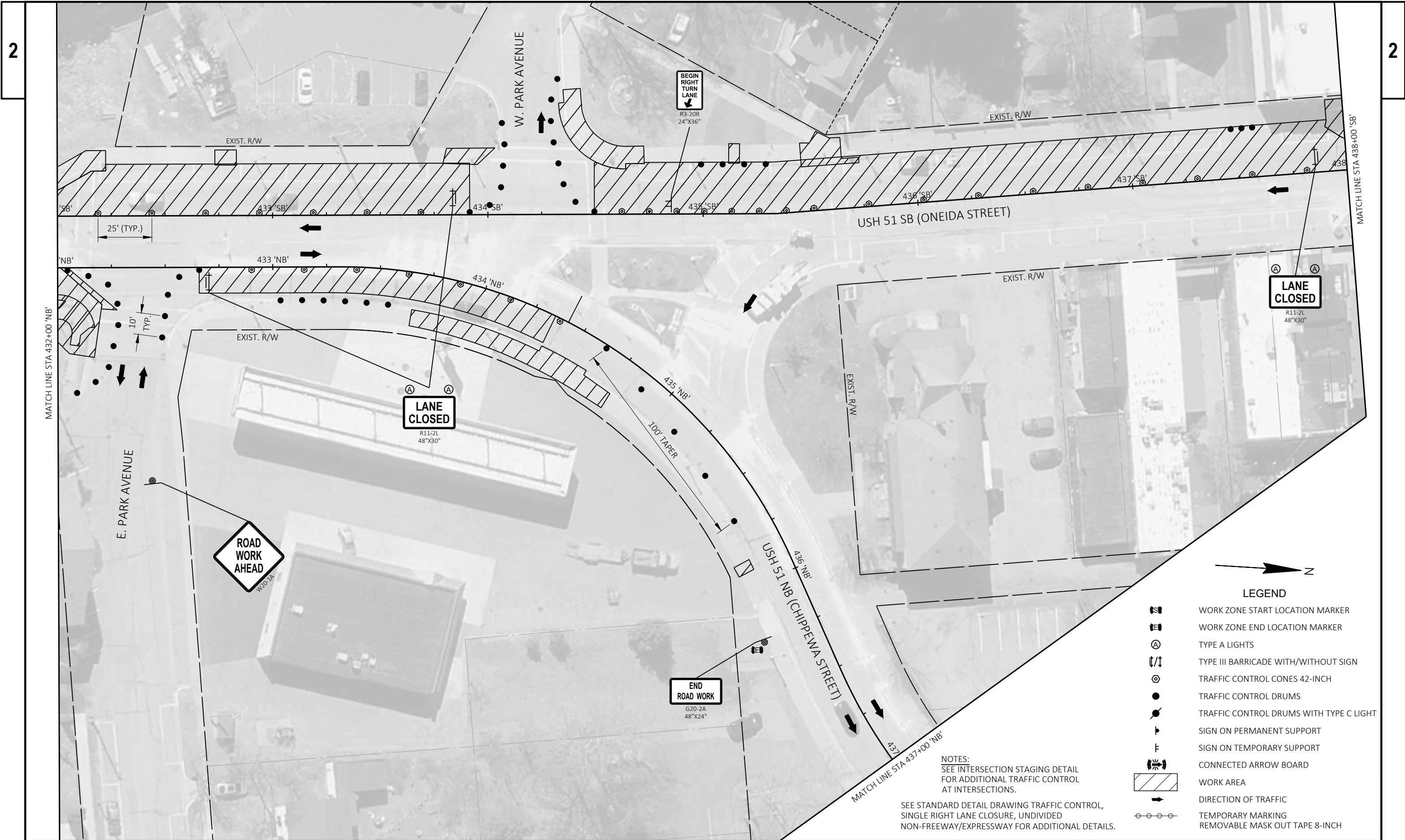


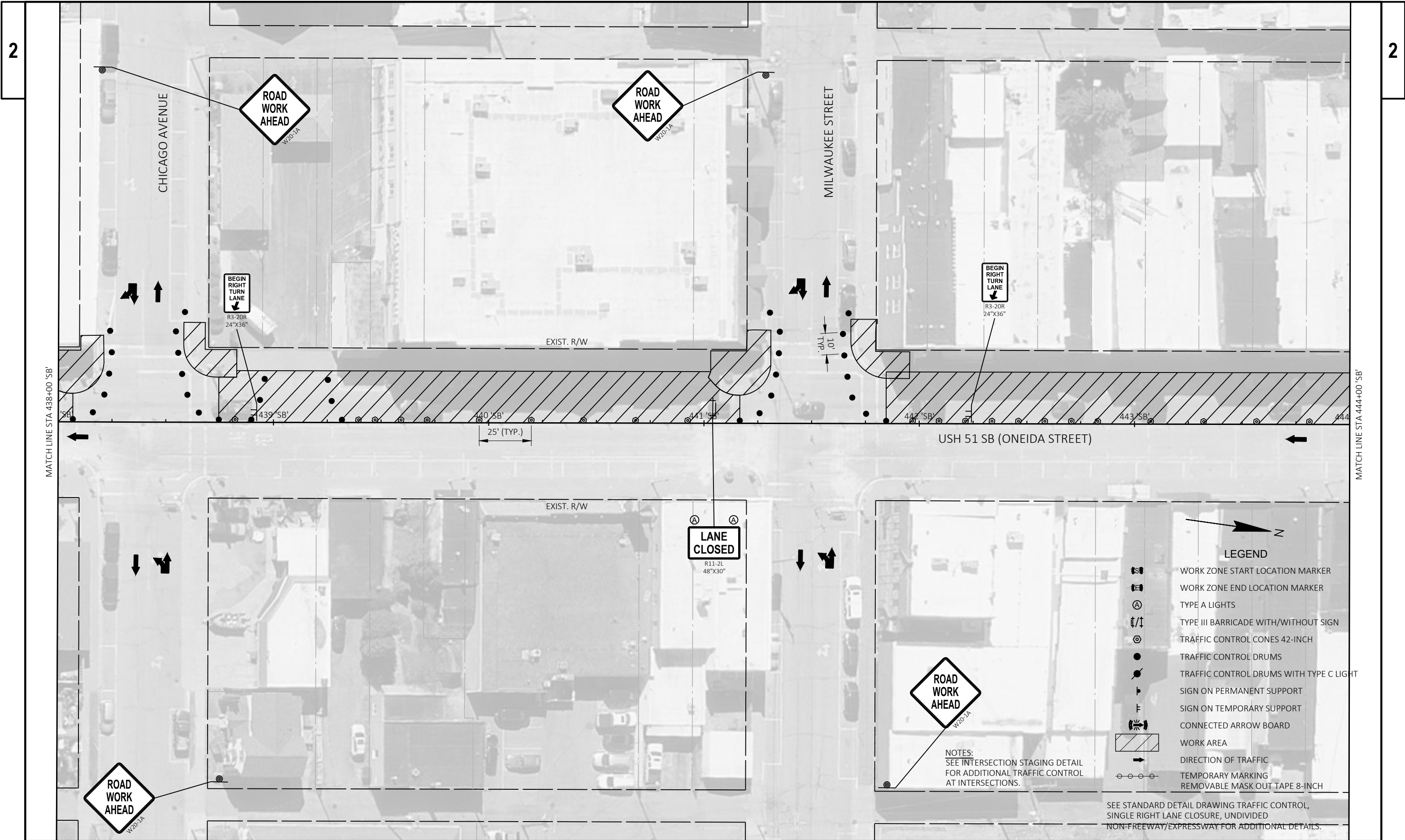
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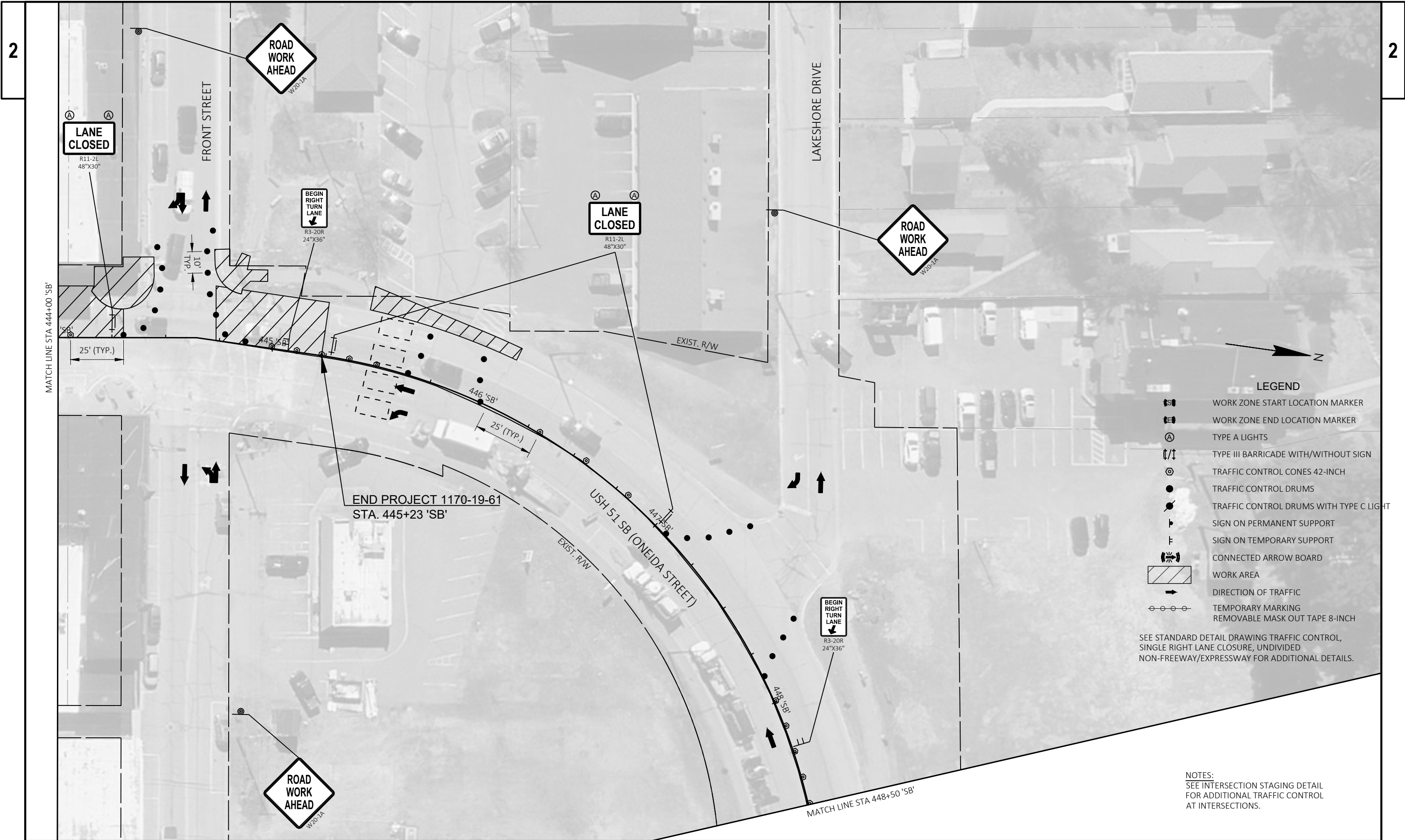
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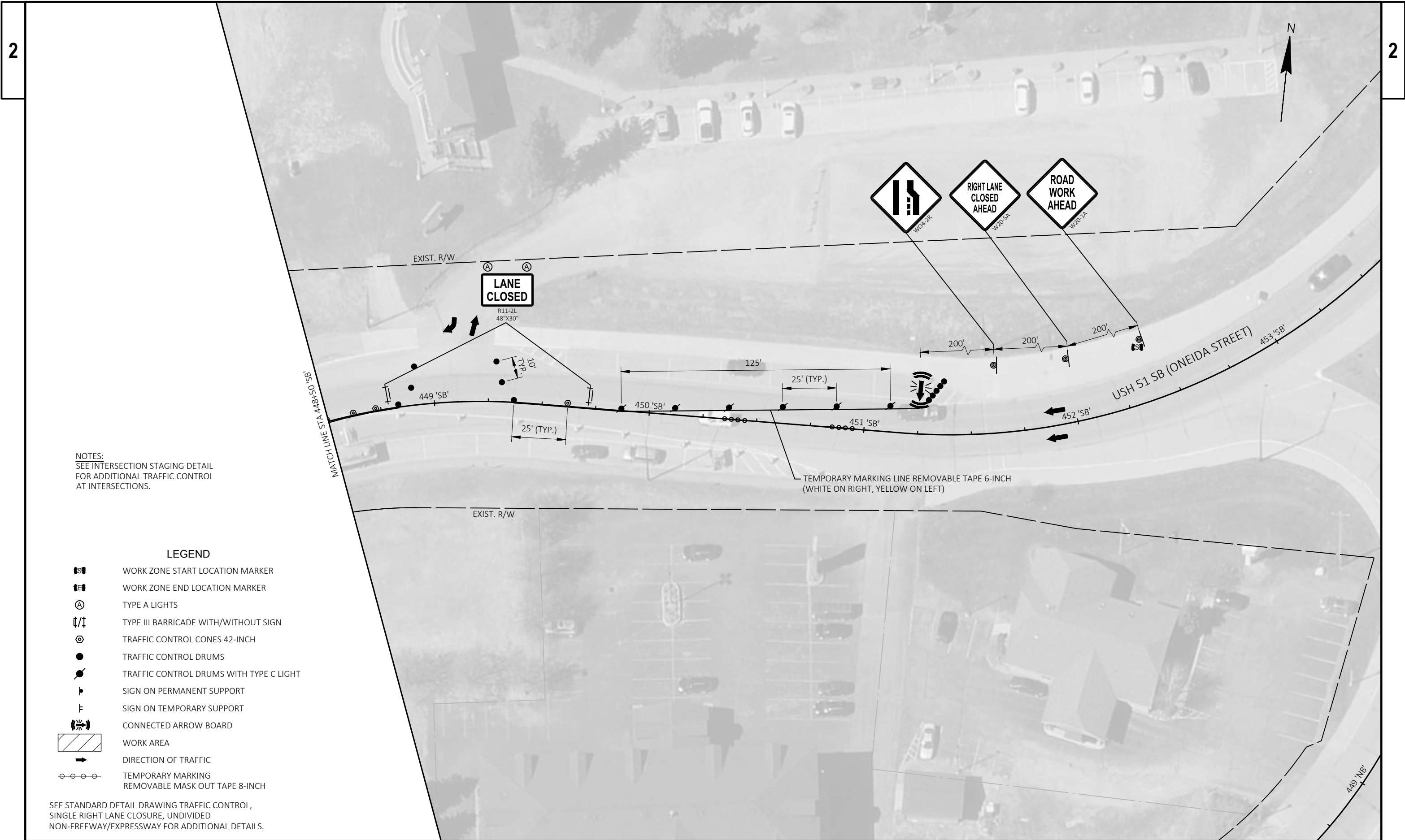
- LEGEND**
- Ⓐ TYPE A LIGHTS
 - || TYPE III BARRICADE WITH/WITHOUT SIGN
 - ⊙ TRAFFIC CONTROL CONES 42-INCH
 - TRAFFIC CONTROL DRUMS
 - ⌋ SIGN ON TEMPORARY SUPPORT
 - ⌋ SIGN ON PERMANENT SUPPORT
 - ▨ WORK AREA
 - ➔ DIRECTION OF TRAFFIC
 - TEMPORARY PAVEMENT MARKING
 - REMOVABLE MASK-OUT TAPE 8-INCH



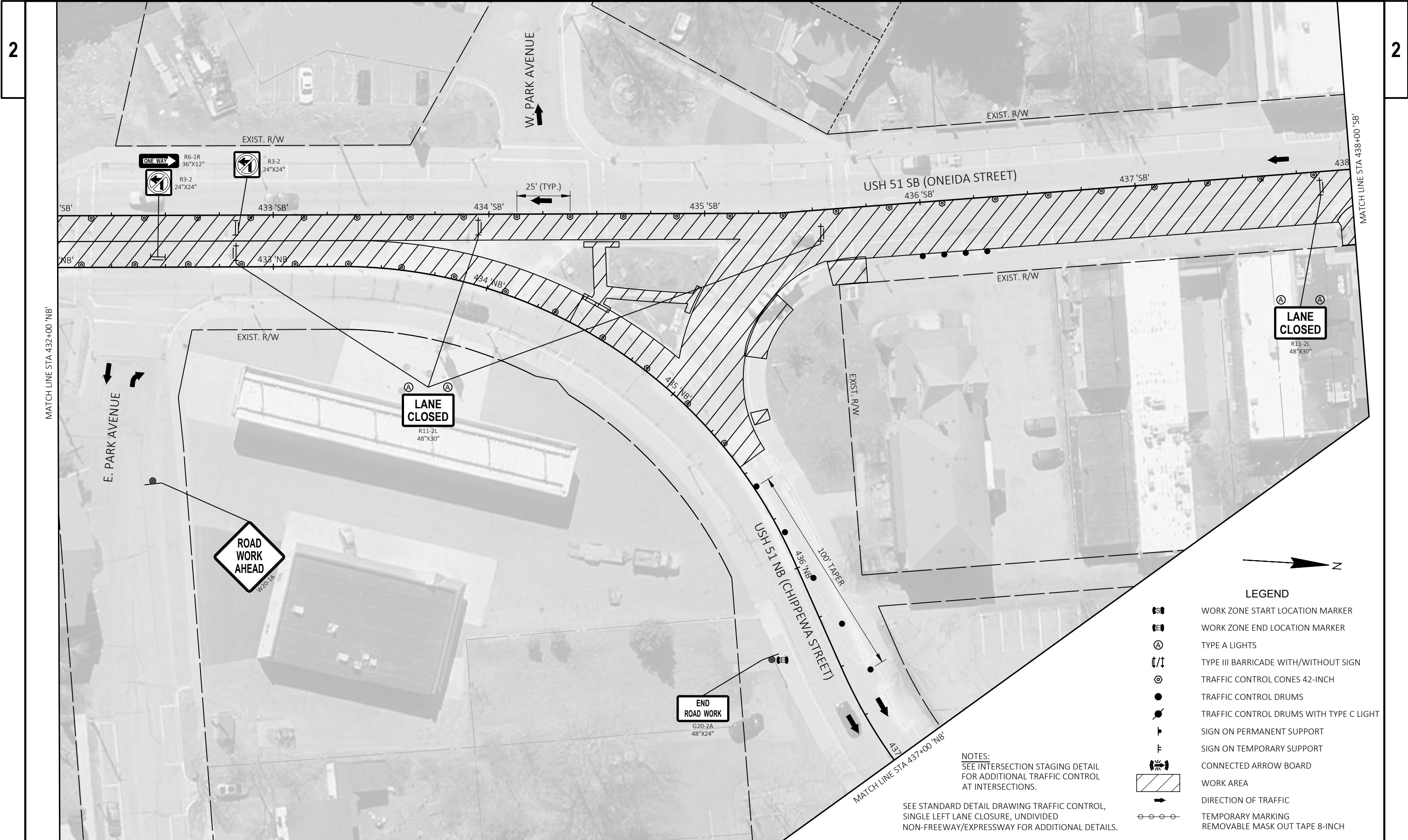


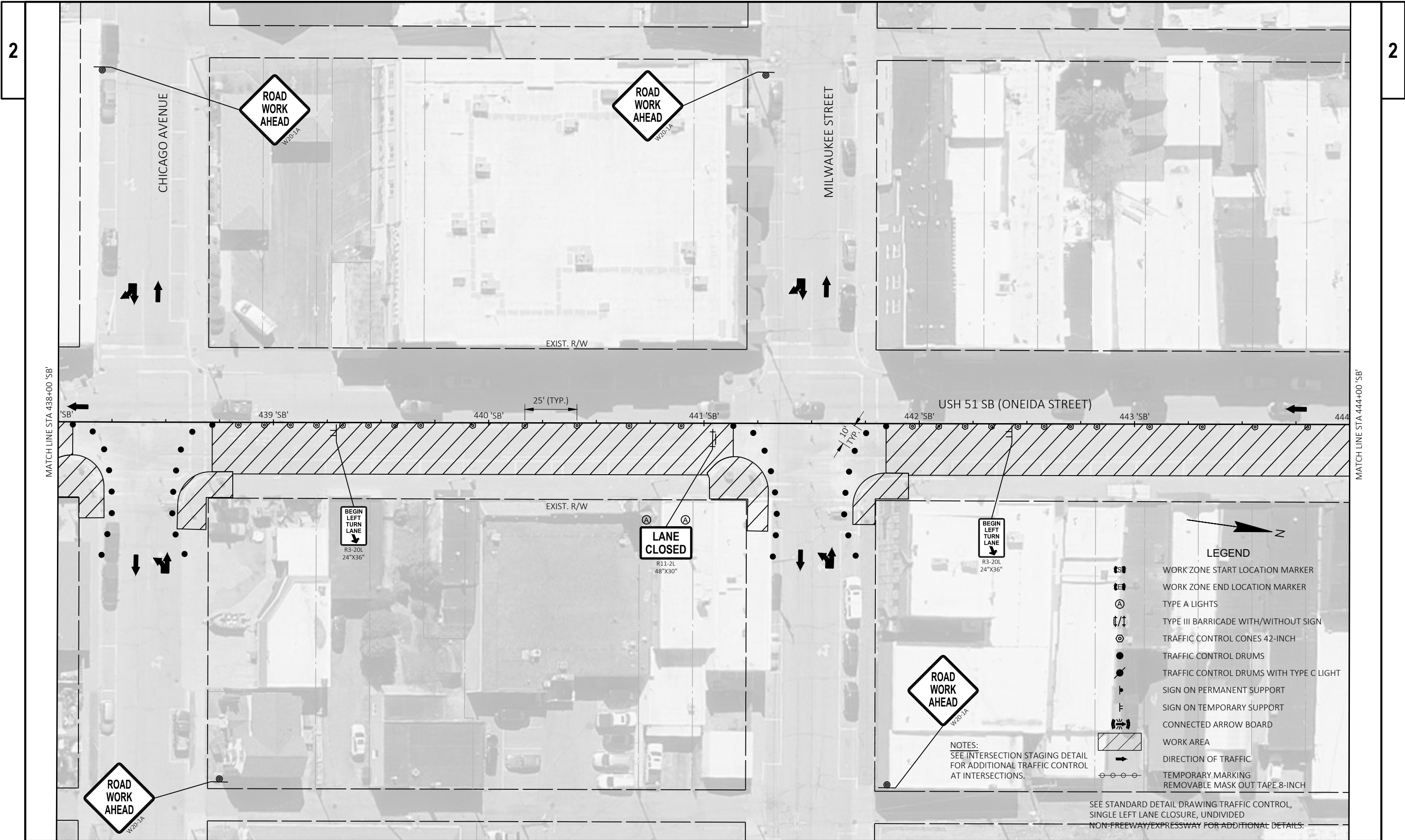














NOTES:
SEE INTERSECTION STAGING DETAIL
FOR ADDITIONAL TRAFFIC CONTROL
AT INTERSECTIONS.

LEGEND

-  WORK ZONE START LOCATION MARKER
-  WORK ZONE END LOCATION MARKER
-  TYPE A LIGHTS
-  TYPE III BARRICADE WITH/WITHOUT SIGN
-  TRAFFIC CONTROL CONES 42-INCH
-  TRAFFIC CONTROL DRUMS
-  TRAFFIC CONTROL DRUMS WITH TYPE C LIGHT
-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  CONNECTED ARROW BOARD
-  WORK AREA
-  DIRECTION OF TRAFFIC
-  TEMPORARY MARKING
REMOVABLE MASK OUT TAPE 8-INCH

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL,
SINGLE LEFT LANE CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS.

LANE
CLOSED

R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
(WHITE ON RIGHT, YELLOW ON LEFT)



PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

TRAFFIC CONTROL STAGE 2

SHEET

95

E

FILE NAME : G:\00\00093\00093707\CADD\SHETSPLAN\025004-TC.DWG
LAYOUT NAME - 15a-tc Stage 2

PLOT DATE : 4/30/2025 4:43 PM

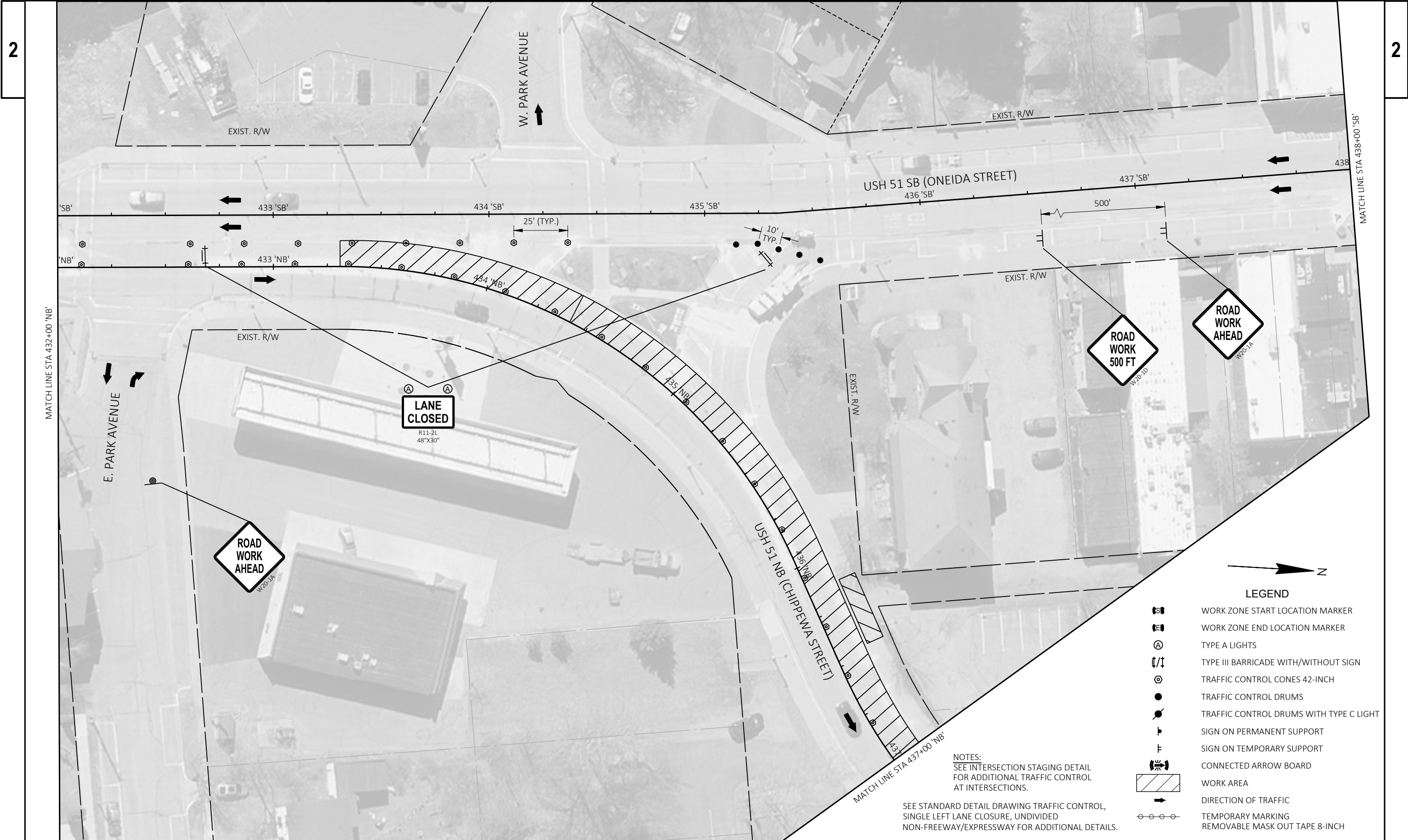
PLOT BY : SHAWN DOLENS

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

WISDOT/CADDs SHEET 42

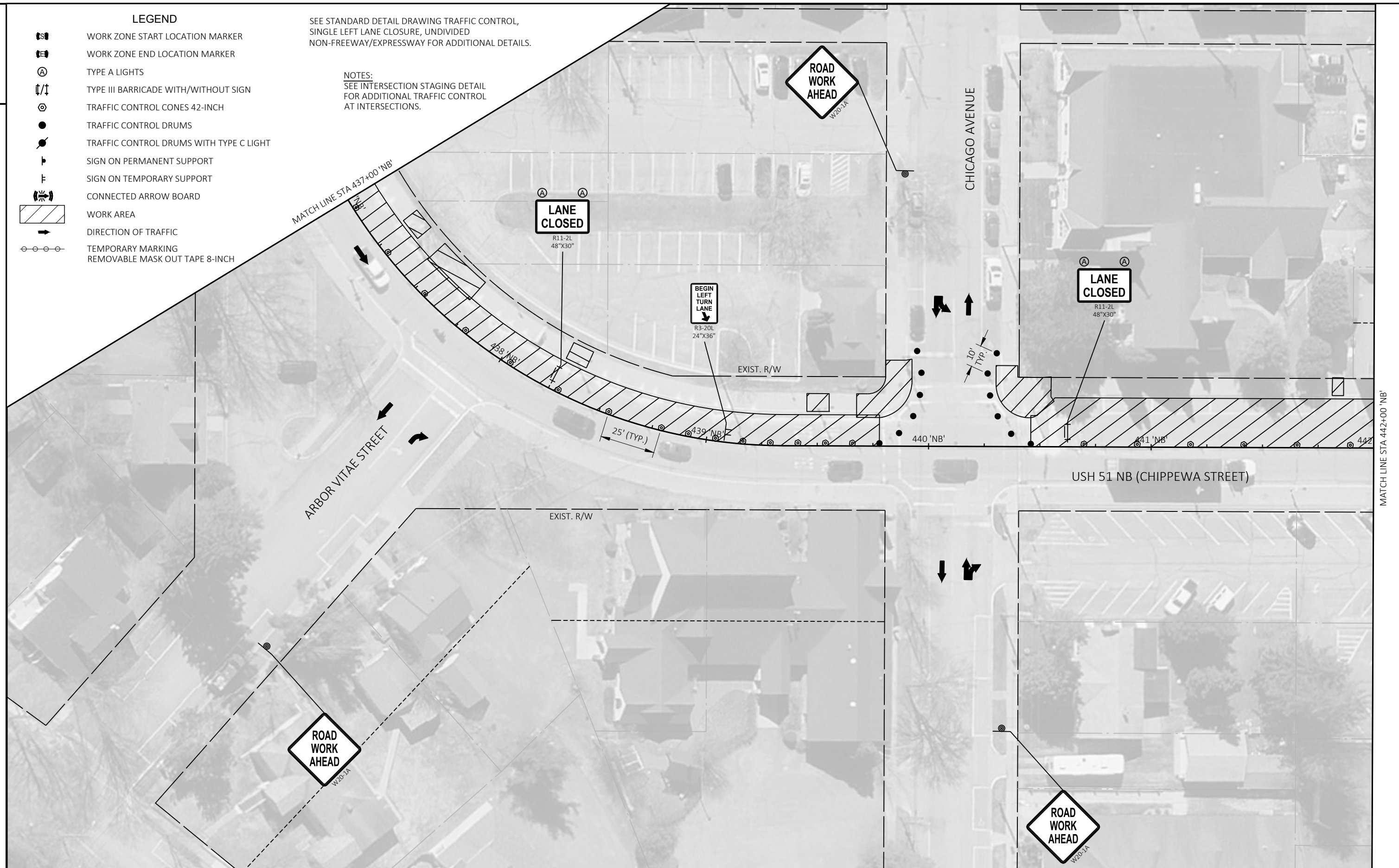




SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL,
SINGLE LEFT LANE CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS.

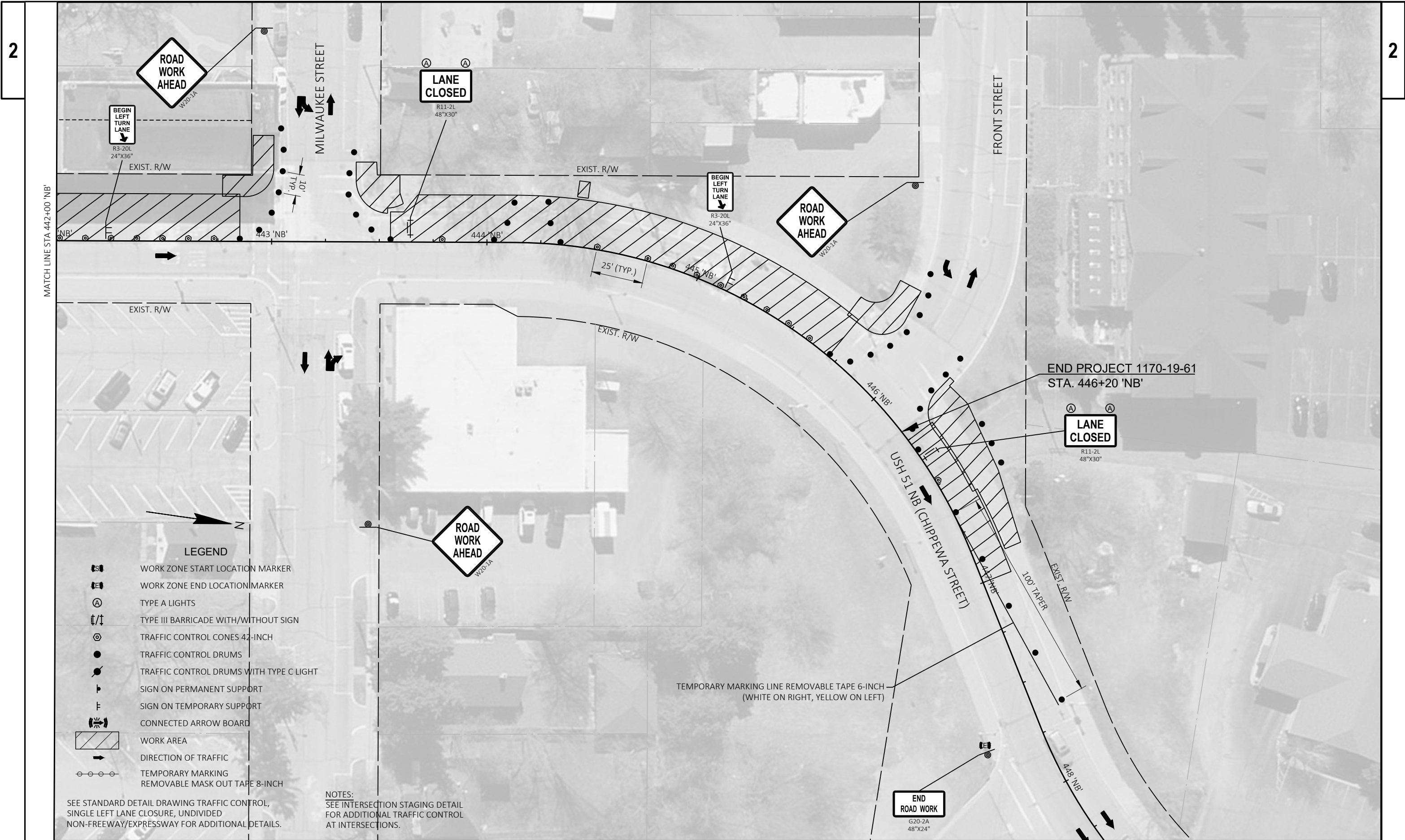
- | | |
|---|---|
|  | WORK ZONE START LOCATION MARKER |
|  | WORK ZONE END LOCATION MARKER |
|  | TYPE A LIGHTS |
|  | TYPE III BARRICADE WITH/WITHOUT SIGN |
|  | TRAFFIC CONTROL CONES 42-INCH |
|  | TRAFFIC CONTROL DRUMS |
|  | TRAFFIC CONTROL DRUMS WITH TYPE C LIGHT |
|  | SIGN ON PERMANENT SUPPORT |
|  | SIGN ON TEMPORARY SUPPORT |
|  | CONNECTED ARROW BOARD |
|  | WORK AREA |
|  | DIRECTION OF TRAFFIC |
|  | TEMPORARY MARKING |
|  | REMOVABLE MASK OUT TAPE 8-INCH |

NOTES:
SEE INTERSECTION STAGING DETAIL
FOR ADDITIONAL TRAFFIC CONTROL
AT INTERSECTIONS.

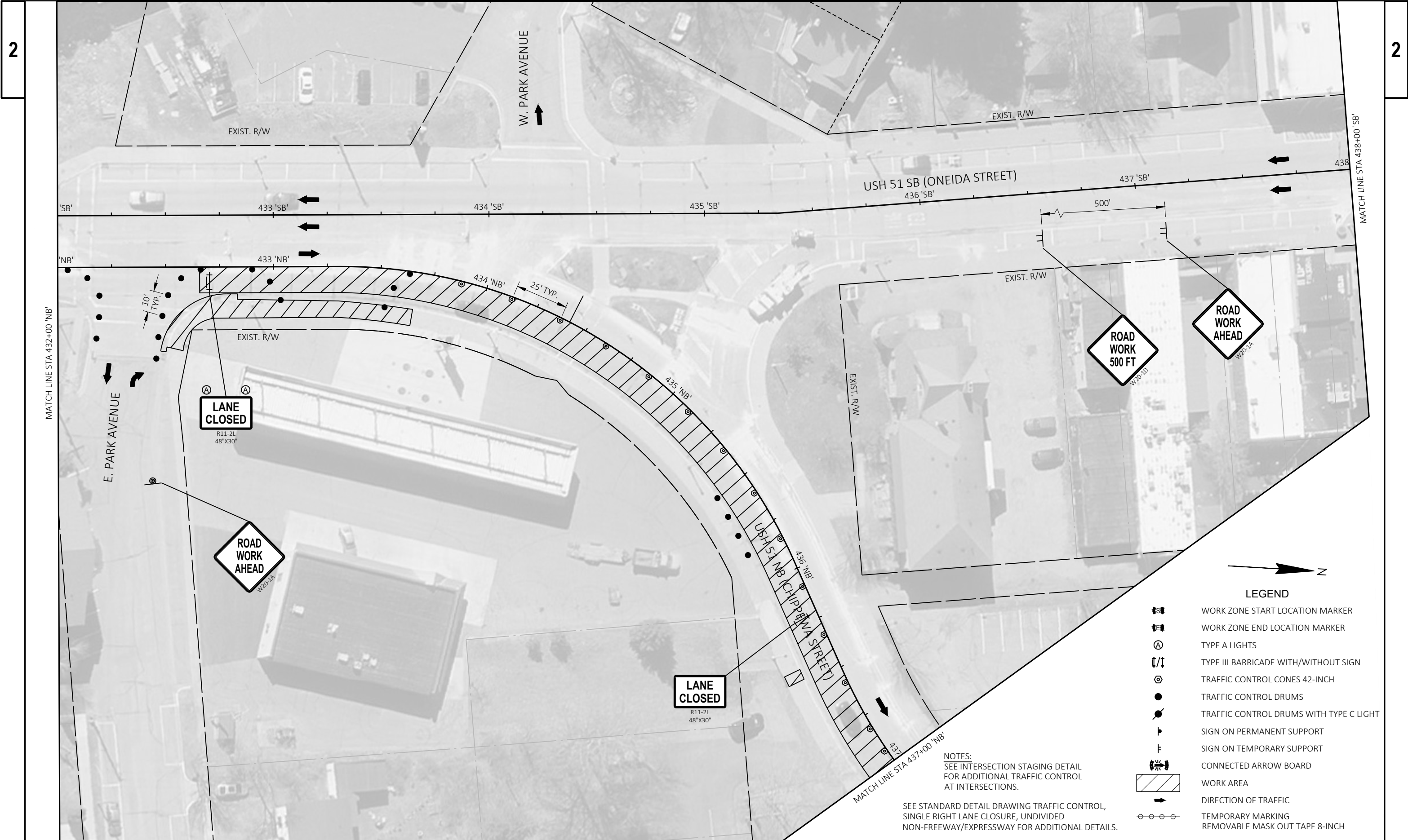


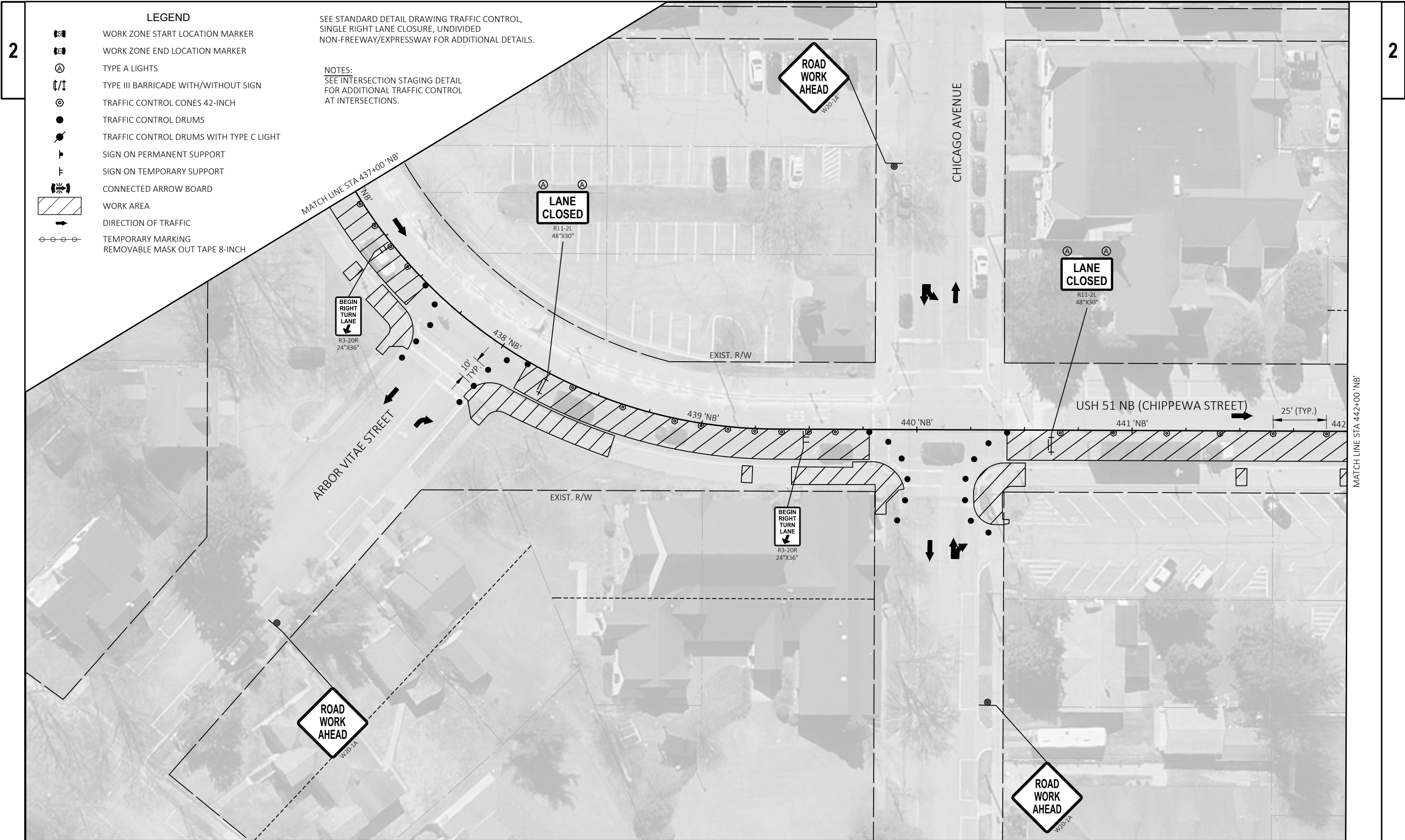
98

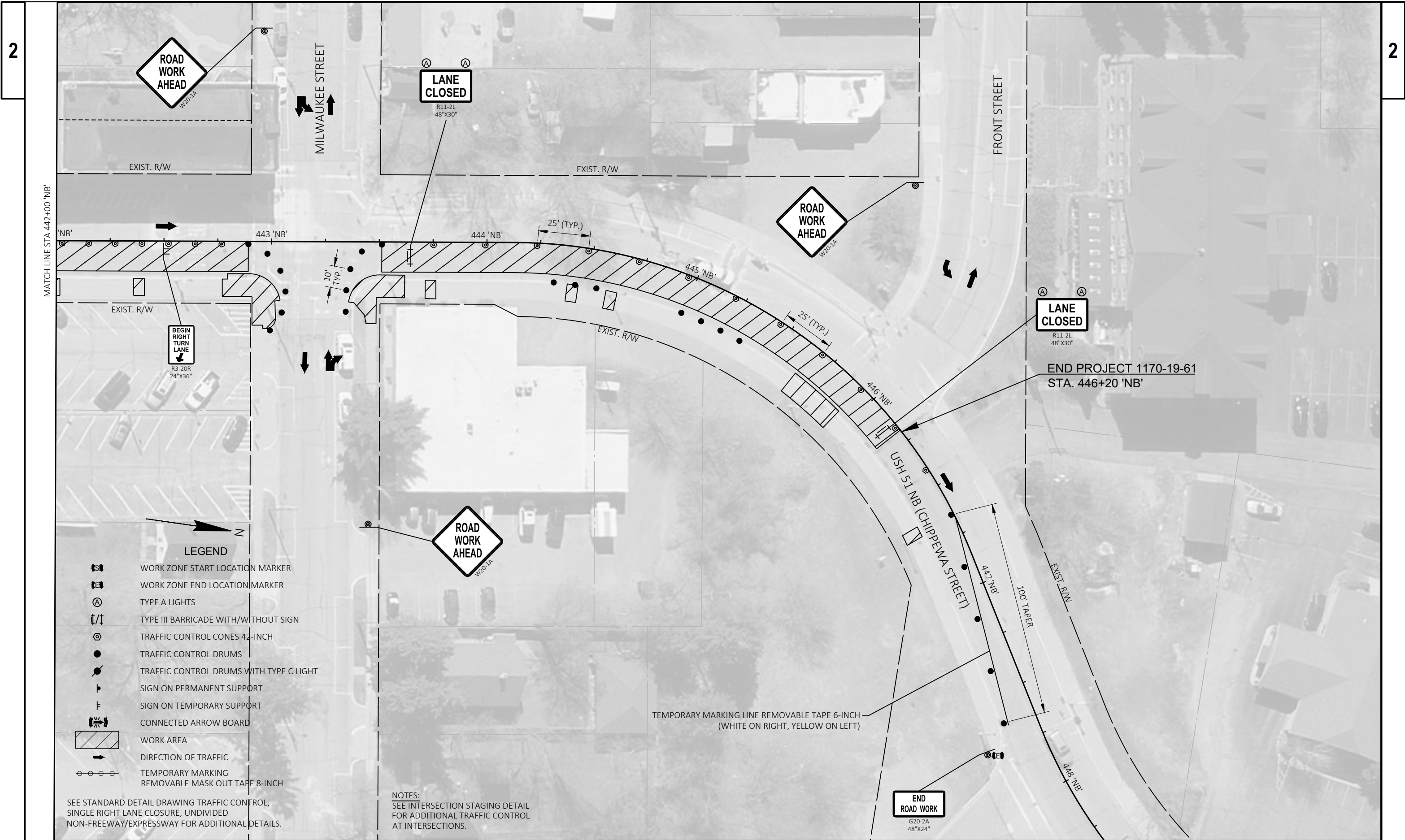
WISDOT/CADDS SHEET 42











Estimate Of Quantities

1170-19-61

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	70.000	70.000
0004	204.0110	Removing Asphaltic Surface	SY	160.000	160.000
0006	204.0150	Removing Curb & Gutter	LF	2,310.000	2,310.000
0008	204.0155	Removing Concrete Sidewalk	SY	1,270.000	1,270.000
0010	205.0100	Excavation Common	CY	70.000	70.000
0012	213.0100	Finishing Roadway (project) 01. 1170-19-61	EACH	1.000	1.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	130.000	130.000
0016	415.0100	Concrete Pavement 10-Inch	SY	59.000	59.000
0018	416.0610	Drilled Tie Bars	EACH	1,010.000	1,010.000
0020	416.0620	Drilled Dowel Bars	EACH	300.000	300.000
0022	416.0750.S	Concrete Pavement Partial Depth Repair Joint Repair	LF	2,780.000	2,780.000
0024	416.0752.S	Concrete Pavement Partial Depth Repair Crack Repair	LF	220.000	220.000
0026	416.0754.S	Concrete Pavement Partial Depth Repair Surface Repair	SF	110.000	110.000
0028	416.0756.S	Concrete Pavement Partial Depth Repair Edge Repair	LF	1,160.000	1,160.000
0030	416.0758.S	Concrete Pavement Partial Depth Repair Full Depth Adjustment	SF	110.000	110.000
0032	416.1710	Concrete Pavement Repair	SY	160.000	160.000
0034	465.0105	Asphaltic Surface	TON	27.000	27.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	12.000	12.000
0038	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,100.000	2,100.000
0040	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	210.000	210.000
0042	601.0600	Concrete Curb Pedestrian	LF	418.000	418.000
0044	602.0415	Concrete Sidewalk 6-Inch	SF	16,000.000	16,000.000
0046	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	464.000	464.000
0048	602.0810	Concrete Driveway 6-Inch	SY	135.000	135.000
0050	602.1500	Concrete Steps	SF	12.000	12.000
0052	611.0630	Inlet Covers Type HM-GJ	EACH	9.000	9.000
0054	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0056	611.8115	Adjusting Inlet Covers	EACH	14.000	14.000
0058	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1170-19-61	EACH	1.000	1.000
0060	619.1000	Mobilization	EACH	1.000	1.000
0062	624.0100	Water	MGAL	5.000	5.000
0064	625.0100	Topsoil	SY	950.000	950.000
0066	628.1504	Silt Fence	LF	150.000	150.000
0068	628.1520	Silt Fence Maintenance	LF	150.000	150.000
0070	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0072	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0074	628.2006	Erosion Mat Urban Class I Type A	SY	950.000	950.000
0076	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0078	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0080	628.7015	Inlet Protection Type C	EACH	36.000	36.000
0082	630.0140	Seeding Mixture No. 40	LB	53.000	53.000
0084	630.0500	Seed Water	MGAL	7.000	7.000
0086	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	2.000	2.000
0088	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	5.000	5.000
0090	637.2210	Signs Type II Reflective H	SF	12.500	12.500
0092	638.2102	Moving Signs Type II	EACH	8.000	8.000
0094	638.4000	Moving Small Sign Supports	EACH	8.000	8.000
0096	642.5001	Field Office Type B	EACH	1.000	1.000
0098	643.0300	Traffic Control Drums	DAY	8,300.000	8,300.000

Estimate Of Quantities

1170-19-61

Line	Item	Item Description	Unit	Total	Qty
0100	643.0420	Traffic Control Barricades Type III	DAY	1,400.000	1,400.000
0102	643.0705	Traffic Control Warning Lights Type A	DAY	2,800.000	2,800.000
0104	643.0715	Traffic Control Warning Lights Type C	DAY	880.000	880.000
0106	643.0810	Traffic Control Connected Arrow Boards	DAY	125.000	125.000
0108	643.0900	Traffic Control Signs	DAY	12,200.000	12,200.000
0110	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0112	643.1070	Traffic Control Cones 42-Inch	DAY	9,300.000	9,300.000
0114	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	125.000	125.000
0116	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	1,400.000	1,400.000
0118	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	500.000	500.000
0120	643.5000	Traffic Control	EACH	1.000	1.000
0122	644.1430	Temporary Pedestrian Surface Plate	SF	60.000	60.000
0124	644.1440	Temporary Pedestrian Surface Matting	SF	460.000	460.000
0126	644.1601	Temporary Pedestrian Curb Ramp	DAY	188.000	188.000
0128	644.1605	Temporary Pedestrian Detectable Warning Field	SF	130.000	130.000
0130	644.1810	Temporary Pedestrian Barricade	LF	3,240.000	3,240.000
0132	644.1900.S	Temporary Audible Message Devices	DAY	1,130.000	1,130.000
0134	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	800.000	800.000
0136	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	2,000.000	2,000.000
0138	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	60.000	60.000
0140	646.5105	Marking Word Paint	EACH	28.000	28.000
0142	646.5205	Marking Symbol Paint	EACH	1.000	1.000
0144	646.6105	Marking Stop Line Paint 18-Inch	LF	58.000	58.000
0146	646.6120	Marking Stop Line Epoxy 18-Inch	LF	48.000	48.000
0148	646.7120	Marking Diagonal Epoxy 12-Inch	LF	170.000	170.000
0150	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,450.000	2,450.000
0152	646.8305	Marking Parking Stall Paint	LF	1,080.000	1,080.000
0154	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	1,070.000	1,070.000
0156	646.9200	Marking Removal Line Wide	LF	70.000	70.000
0158	646.9310	Marking Removal Special Marking Water Blasting	EACH	5.000	5.000
0160	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,310.000	2,310.000
0162	650.9000	Construction Staking Curb Ramps	EACH	46.000	46.000
0164	650.9500	Construction Staking Sidewalk (project) 01. 1170-19-61	EACH	1.000	1.000
0166	650.9911	Construction Staking Supplemental Control (project) 01. 1170-19-61	EACH	1.000	1.000
0168	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0170	690.0150	Sawing Asphalt	LF	730.000	730.000
0172	690.0250	Sawing Concrete	LF	5,120.000	5,120.000
0174	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0176	SPV.0030	Special 01. Fertilizer Lawn Type Turf	CWT	2.000	2.000
0178	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	7.000	7.000
0180	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	13.000	13.000
0182	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	13.000	13.000
0184	SPV.0165	Special 01. Remove, Salvage, and Reinstall Brick Pavers	SF	392.000	392.000
0186	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	950.000	950.000
0188	SPV.0180	Special 02. Remove and Salvage Brick Pavers	SY	480.000	480.000

1170-19-61

REMOVALS									
				204.0100	204.0110	204.0150	204.0155	SPV.0180.02 SPECIAL (02. REMOVE AND SALVAGE BRICK PAVERS)	
				REMOVING CONCRETE PAVEMENT SY	REMOVING ASPHALTIC SURFACE SY	REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY		
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	LF	SY	SY
0010				E PARK AVENUE INTERSECTION, USH 51 NB & SB	--	13	138	89	--
0010				W PARK AVENUE INTERSECTION, USH 51 NB & SB	13	5	232	160	22
0010				ARBOR VITAE STREET INTERSECTION, USH 51 NB	--	--	160	130	--
0010				CHICAGO AVENUE INTERSECTION, USH 51 NB	6	7	186	130	--
0010				MILWAUKEE STREET INTERSECTION, USH 51 NB	26	4	146	120	--
0010				FRONT STREET INTERSECTION, USH 51 NB	14	41	102	110	--
0010				CHICAGO AVENUE INTERSECTION, USH 51 SB	--	7	197	17	150
0010				MILWAUKEE STREET INTERSECTION, USH 51 SB	--	10	206	14	160
0010				FRONT STREET INTERSECTION, USH 51 SB	--	15	177	--	120
0010	434+37	-	434+60	NB, RT	--	3	--	--	--
0010	444+27	-	445+30	NB, RT	--	--	15	--	--
0010	439+16	-	443+64	SB, LT	--	--	24	--	--
0010				UNDISTRIBUTED	11	17	727	87	28
TOTAL 0010					70	122	2,310	857	480
0040				BRIDGE - E PARK AVENUE	--	--	--	77	--
0040				E PARK AVENUE - W PARK AVENUE, USH 51 NB & SB	--	--	--	130	--
0040				W PARK AVENUE - ARBOR VITAE STREET, USH 51 NB	--	--	--	69	--
0040				ARBOR VITAE STREET - CHICAGO AVENUE, USH 51 NB	--	--	--	48	--
0040				CHICAGO AVENUE - MILWAUKEE STREET, USH 51 NB	--	--	--	25	--
0040				MILWAUKEE STREET - FRONT STREET, USH 51 NB	--	--	--	19	--
0040				FRONT STREET - 446+89, USH 51 NB	--	--	--	39	--
0040				W PARK AVENUE - CHICAGO AVENUE, USH 51 SB	--	--	--	6	--
0040	432+83	-	434+36	NB ASPHALT LOT	--	33	--	--	--
0040	434+60	-	434+77	NB ASPHALT LOT	--	4	--	--	--
0040	435+87	-	435+93	NB ASPHALT LOT	--	1	--	--	--
TOTAL 0040					0	38	0	413	0
PROJECT TOTALS					70	160	2,310	1,270	480

EXCAVATION						
CATEGORY	STATION	-	STATION	DIRECTION	205.0100 EXCAVATION COMMON CY	
0030	445+23	-	447+42	SB, RT	50	
0030	445+23	-	446+07	SB, LT	20	
TOTAL 0030					70	
PROJECT TOTALS					70	
BASE AGGREGATE						
CATEGORY	STATION	-	STATION	DIRECTION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010				UNDISTRIBUTED	50	2
TOTAL 0010					50	2
0030	445+23	-	447+42	SB, RT	60	2
0030	445+23	-	446+07	SB, LT	20	1
TOTAL 0030					80	3
PROJECT TOTALS					130	5

PAVEMENT REPAIR

		416.0610	416.0620	416.0750.S	416.0752.S	416.0754.S	416.0756.S	416.0758.S	416.1710
				CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT REPAIR	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR CRACK REPAIR	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR SURFACE REPAIR	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR EDGE REPAIR	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR FULL DEPTH ADJUSTMENT	CONCRETE PAVEMENT REPAIR
CATEGORY	LOCATION	DRILLED TIE BARS EACH	DRILLED DOWEL BARS EACH	LF	LF	SF	LF	SF	SY
0010	NB USH 51	486	116	860	--	--	580	--	80
0010	SB USH 51	446	127	1,290	--	--	400	--	50
0010	UNDISTRIBUTED	68	47	330	200	100	150	100	20
TOTAL 0010		1,000	290	2,480	200	100	1,130	100	150
0020	NB USH 51	--	--	90	--	--	10	--	--
0020	SB USH 51	--	--	160	--	--	10	--	--
0020	UNDISTRIBUTED	10	10	50	20	10	10	10	10
TOTAL 0020		10	10	300	20	10	30	10	10
PROJECT TOTALS		1,010	300	2,780	220	110	1,160	110	160

SURFACING

		415.0100	465.0105	465.0120	602.0810
		CONCRETE PAVEMENT 10-INCH SY	ASPHALTIC SURFACE TON	DRIVEWAYS AND FIELD ENTRANCES TON	CONCRETE DRIVEWAY 6-INCH SY
CATEGORY	LOCATION	DIRECTION			
0010	W PARK AVENUE INTERSECTION	SB	13	2	--
0010	CHICAGO AVENUE INTERSECTION	NB	6	2	--
0010	MILWAUKEE STREET INTERSECTION	NB	26	2	--
0010	FRONT STREET INTERSECTION	NB	14	1	2
0010	CHICAGO AVENUE INTERSECTION	SB	--	2	45
0010	MILWAUKEE STREET INTERSECTION	SB	--	3	--
0010	FRONT STREET INTERSECTION	SB	--	1	--
0010	432+58 - 432+82	NB	--	4	--
0010	434+37 - 434+60	NB	--	1	--
TOTAL 0010			59	18	2
0030	445+23 - 447+42	SB, RT	--	--	5
0030	445+23 - 446+07	SB, LT	--	--	5
TOTAL 0030			0	0	10
0040	432+83 - 434+36	NB, RT	--	6	--
0040	434+60 - 434+77	NB, RT	--	2	--
0040	435+87 - 435+93	NB, RT	--	1	--
TOTAL 0040			0	9	0
PROJECT TOTALS			59	27	12

CURB AND GUTTER

		601.0409	601.0411	650.5500
		CONCRETE CURB & GUTTER 30-INCH TYPE A LF	CONCRETE CURB & GUTTER 30-INCH TYPE D LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
CATEGORY	STATION TO STATION	LOCATION		
0010		E PARK AVENUE INTERSECTION, USH 51 NB & SB	138	--
0010		W PARK AVENUE INTERSECTION, USH 51 NB & SB	209	23
0010		ARBOR VITAE STREET INTERSECTION, USH 51 NB	160	--
0010		CHICAGO AVENUE INTERSECTION, USH 51 NB	158	28
0010		MILWAUKEE STREET INTERSECTION, USH 51 NB	128	18
0010		FRONT STREET INTERSECTION, USH 51 NB	89	13
0010		CHICAGO AVENUE INTERSECTION, USH 51 SB	166	31
0010		MILWAUKEE STREET INTERSECTION, USH 51 SB	162	44
0010		FRONT STREET INTERSECTION, USH 51 SB	163	14
0010	444+27 - 444+38	NB, RT	10	--
0010	445+25 - 445+30	NB, RT	5	--
0010	439+16 - 439+22	SB, LT	6	--
0010	439+64 - 439+70	SB, LT	6	--
0010	439+83 - 439+89	SB, LT	6	--
0010	443+58 - 443+64	SB, LT	6	--
0010		UNDISTRIBUTED	688	39
TOTAL 0010			2,100	210
PROJECT TOTALS			2,100	210

NOTE: MATCH EXISTING ASPHALTIC SURFACE THICKNESS. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES THICKNESS SHALL BE 3-INCHES.

SIDEWALK							
CATEGORY	LOCATION	DIRECTION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.1500 CONCRETE STEPS SF	SPV.0165.01 SPECIAL (01. REMOVE, SALVAGE, AND REINSTALL BRICK PAVERS) SF
0010	E PARK AVENUE INTERSECTION	NB & SB	34	800	40	--	--
0010	W PARK AVENUE INTERSECTION	NB & SB	21	1,760	94	--	60
0010	ARBOR VITAE STREET INTERSECTION	NB	17	1,040	30	--	--
0010	CHICAGO AVENUE INTERSECTION	NB	50	1,200	50	--	--
0010	MILWAUKEE STREET INTERSECTION	NB	84	1,100	40	--	--
0010	FRONT STREET INTERSECTION	NB	--	800	30	--	--
0010	CHICAGO AVENUE INTERSECTION	SB	111	1,490	60	--	100
0010	MILWAUKEE STREET INTERSECTION	SB	31	1,550	60	2	100
0010	FRONT STREET INTERSECTION	SB	70	1,140	60	10	110
TOTAL 0010			418	10,880	464	12	370
0030	STA 445+23 - STA 447+42	SB, RT	--	970	--	--	--
0030	STA 445+25 - STA 446+07	SB, LT	--	510	--	--	--
TOTAL 0030			0	1,480	0	0	0
0040	BRIDGE - E PARK AVENUE	NB & SB	--	690	--	--	--
0040	E PARK AVENUE - W PARK AVENUE	NB & SB	--	1,170	--	--	--
0040	W PARK AVENUE - ARBOR VITAE STREEET	NB	--	620	--	--	--
0040	ARBOR VITAE STREET - CHICAGO AVENUE	NB	--	430	--	--	--
0040	CHICAGO AVENUE - MILWAUKEE STREET	NB	--	160	--	--	--
0040	MILWAUKEE STREET - FRONT STREET	NB	--	170	--	--	--
0040	FRONT STREET - STA 446+89	NB	--	350	--	--	--
0040	W PARK AVENUE - CHICAGO AVENUE	SB	--	50	--	--	--
0040	FRONT STREET - STA 447+42	SB	--	--	--	--	22
TOTAL 0040			0	3,640	0	0	22
PROJECT TOTALS			418	16,000	464	12	392

ADJUSTING ITEMS					
CATEGORY	LOCATION	611.0630 INLET COVERS TYPE HM-GJ EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	653.0900 ADJUSTING PULL BOXES EACH
0010	E PARK AVENUE	1	--	1	--
0010	ARBOR VITAE STREET	1	--	1	--
0010	CHICAGO AVENUE NB	4	--	1	--
0010	MILWAUKEE STREET NB	2	--	1	--
0010	FRONT STREET NB	1	--	1	--
0010	436+47, SB	--	--	1	--
0010	CHICAGO AVENUE SB	--	--	3	--
0010	MILWAUKEE STREET SB	--	--	2	--
0010	FRONT STREET SB	--	--	1	--
0010	UNDISTRIBUTED		2	2	2
TOTAL 0010		9	2	14	2
PROJECT TOTALS		9	2	14	2

INLET PROTECTION					
CATEGORY	INTERSECTION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
0010	E PARK AVENUE	NB	--	--	3
0010	ARBOR VITAE STREET	NB	--	--	2
0010	CHICAGO AVENUE	NB	--	--	7
0010	MILWAUKEE STREET	NB	--	--	6
0010	FRONT STREET	NB	--	--	4
0010	W PARK AVENUE	SB	--	--	3
0010	CHICAGO AVENUE	SB	--	--	3
0010	MILWAUKEE STREET	SB	--	--	2
0010	FRONT STREET	SB	--	--	3
0010	UNDISTIRBUTED		4	2	3
TOTAL 0010			4	2	36
PROJECT TOTALS			4	2	36

3

3

RESTORATION

			625.0100	628.1504	628.1520	628.2006	630.0140	630.0500	SPV.0030.01	SPV.0180.01	REMARKS
					SILT FENCE	EROSION MAT	SEEDING		FERTILIZER FOR	TOPSOIL FOR LAWN	
CATEGORY	LOCATION	DIRECTION	TOPSOIL	SILT FENCE	MAINTENANCE	URBAN CLASS I	MIXTURE NO. 40	SEED WATER	LAWN TYPE TURF	TYPE TURF	
			SY	LF	LF	TYPE A	LB	MGAL	CWT	SY	
0010	BRIDGE - E PARK AVENUE	NB & SB	50	100	100	50	3	0.4	0.1	50	SILT FENCE BEHIND CURB RAMP 1 AND 2
0010	E PARK AVENUE - W PARK AVENUE	NB & SB	20	--	--	20	1	0.2	0.1	20	
0010	W PARK AVENUE - ARBOR VITAE STREEET	NB	40	--	--	40	2	0.3	0.1	40	
0010	ARBOR VITAE STREET - CHICAGO AVENUE	NB	70	--	--	70	4	0.5	0.1	70	
0010	CHICAGO AVENUE - MILWAUKEE STREET	NB	30	--	--	30	2	0.2	0.1	30	
0010	MILWAUKEE STREET - FRONT STREET	NB	50	--	--	50	3	0.4	0.1	50	
0010	FRONT STREET - STA 446+89	NB	40	--	--	40	2	0.3	0.1	40	
0010	W PARK AVENUE - CHICAGO AVENUE	SB	130	--	--	130	6	0.9	0.1	130	
0010	FRONT STREET - STA 447+42	SB	30	--	--	30	2	0.2	0.1	30	
0010		UNDISTRIBUTED	90	50	50	90	5	0.6	0.1	90	
TOTAL 0010			550	150	150	550	30	4.0	1.0	550	
0030	FRONT STREET - STA 447+42	SB	100	--	--	100	5	0.7	0.1	100	
0030		UNDISTRIBUTED	50	--	--	50	3	0.3	0.1	50	
TOTAL 0030			150	0	0	150	8	1.0	0.2	150	
0040	BRIDGE - E PARK AVENUE	NB & SB	80	--	--	80	4	0.6	0.1	80	
0040	E PARK AVENUE - W PARK AVENUE	NB & SB	10	--	--	10	1	0.1	0.1	10	
0040	W PARK AVENUE - ARBOR VITAE STREEET	NB	40	--	--	40	2	0.3	0.1	40	
0040	ARBOR VITAE STREET - CHICAGO AVENUE	NB	40	--	--	40	2	0.3	0.1	40	
0040	MILWAUKEE STREET - FRONT STREET	NB	10	--	--	10	1	0.1	0.1	10	
0040	FRONT STREET - STA 446+89	NB	10	--	--	10	1	0.1	0.1	10	
0040	W PARK AVENUE - CHICAGO AVENUE	SB	10	--	--	10	1	0.1	0.1	10	
0040		UNDISTRIBUTED	50	--	--	50	3	0.4	0.1	50	
TOTAL 0040			250	0	0	250	15	2.0	0.8	250	
PROJECT TOTALS			950	150	150	950	53	7.0	2.0	950	

LAND PARCEL MONUMENT ITEMS

SIGNING

		634.0808	634.0814	637.2210	638.2102	638.4000			SPV.0060.02	SPV.0060.03					
		POSTS TUBULAR	POSTS TUBULAR						SPECIAL	SPECIAL					
		STEEL 2X2-INCH	STEEL 2X2-INCH	SIGNS TYPE II	MOVING SIGNS	MOVING SMALL			(RESEARCH AND LOCATE	(VERIFY AND REPLACE					
		X 8-FT	X 14-FT	REFLECTIVE H	TYPE II	SIGN SUPPORTS			EXISTING LAND PARCEL	EXISTING LAND PARCEL					
CATEGORY	STATION	LOCATION	EACH	EACH	SF	EACH	EACH	REMARKS	CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH
0010		CHICAGO STREET SB, LT	--	--	--	2	2		0010			440+39	NB, LT	1	1
0010		FRONT STREET SB, RT	--	--	--	1	1		0010			442+90	NB, RT	1	1
0010		EAST PARK AVENUE NB, RT	1	--	5.50	--	--	R9-3A (24"X24"); R9-3BR (18"X12")	0010			443+50	NB, LT	1	1
0010		ARBOR VITAE STREET NB, RT	1	--	5.50	--	--	R9-3A (24"X24"); R9-3BL (18"X12")	0010			435+59	SB, RT	1	1
0010		MILWAUKEE STREET NB, RT	--	--	--	1	1		0010			438+10	SB, RT	1	1
0010		FRONT STREET NB, LT	--	--	--	1	1		0010			438+70	SB, RT	1	1
0010	436+00	USH 51 SB, LT	--	1	1.50	--	--	R7-8A (12"X18")	0010			441+19	SB, RT	1	1
0010	446+40	USH 51 SB, RT	--	--	--	1	1		0010			444+29	SB, RT	1	1
0010		UNDISTRIBUTED	--	4	--	2	2		0010	444+75	-	447+00	SB, RT & RT	5	5
		TOTAL 0010	2	5	12.50	8	8						TOTAL 0010	13	13
		PROJECT TOTALS	2	5	12.50	8	8						PROJECT TOTALS	13	13

TRAFFIC CONTROL																	
			643.0300		643.0420		643.0705		643.0715		643.0900		* 643.1000		643.1070		
CATEGORY	LOCATION	DAYS	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS FIXED MESSAGE		TRAFFIC CONTROL CONES 42-INCH		REMARKS
			EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	SF	
0010	PROJECT	7	--	--	--	--	--	--	--	--	--	--	--	36	--	--	WIDTH RESTRICTION/OVERVIEW
0010	PROJECT	80	--	--	--	--	--	--	--	--	25	2,000	--	--	--	--	
0010	STAGE 1	22	140	3,080	15	330	30	660	12	264	57	1,254	--	--	128	2,816	
0010	STAGE 2	22	80	1,760	14	308	28	616	12	264	48	1,056	--	--	114	2,508	
0010	STAGE 3	22	70	1,540	10	220	20	440	6	132	39	858	--	--	68	1,496	
0010	STAGE 4	15	70	1,050	11	242	22	484	6	132	43	946	--	--	71	1,562	PEDESTRIAN ACCOMMODATIONS
0010	STAGE 1A	8	--	--	--	--	--	--	--	--	60	480	--	--	--	--	
0010	STAGE 1B	8	--	--	--	--	--	--	--	--	42	336	--	--	--	--	
0010	STAGE 1C	8	--	--	--	--	--	--	--	--	32	256	--	--	--	--	
0010	STAGE 2A	8	--	--	--	--	--	--	--	--	48	384	--	--	--	--	
0010	STAGE 2B	8	--	--	--	--	--	--	--	--	51	408	--	--	--	--	PEDESTRIAN ACCOMMODATIONS
0010	STAGE 2C	8	--	--	--	--	--	--	--	--	14	112	--	--	--	--	
0010	STAGE 3A	8	--	--	--	--	--	--	--	--	50	400	--	--	--	--	
0010	STAGE 3B	8	--	--	--	--	--	--	--	--	42	336	--	--	--	--	
0010	STAGE 4A	8	--	--	--	--	--	--	--	--	52	416	--	--	--	--	
0010	STAGE 4B	8	--	--	--	--	--	--	--	--	46	368	--	--	--	--	PEDESTRIAN ACCOMMODATIONS
0010	UNDISTRIBUTED		--	870	--	300	--	600	--	88	--	2,590	--	--	--	918	
TOTAL 0010			8,300		1,400		2,800		880		12,200		36		9,300		
PROJECT TOTALS			8,300		1,400		2,800		880		12,200		36		9,300		

*PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION, REMOVE WHEN CONSTRUCTION BEGINS

CONNECTED WORK ZONE						
				643.0810.S		643.1220.S
					CONNECTED WORK ZONE START AND END	CONNECTED WORK ZONE START AND END
			CONNECTED ARROW BOARD	CONNECTED ARROW BOARD	LOCATION MARKERS	LOCATION MARKERS
CATEGORY	LOCATION	STAGE	EA	DAY	EA	DAY
0010	USH 51 NB	STAGE 1	1	22	1	22
0010	USH 51 SB	STAGE 1	1	22	1	22
0010	USH 51 NB	STAGE 2	1	22	1	22
0010	USH 51 SB	STAGE 2	1	22	1	22
0010	USH 51 NB	STAGE 3	1	22	1	22
0010	USH 51 NB	STAGE 4	1	15	1	15
TOTAL 0010				125		125
PROJECT TOTALS				125		125

TEMPORARY TAPE				
		643.3180	643.3980	
		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH	
CATEGORY	LOCATION	LF	LF	REMARKS
0010	STAGE 1	250	64	PEDESTRIAN ACCOMMODATIONS
0010	STAGE 1A	138	135	
0010	STAGE 1B	48	--	
0010	STAGE 2	250	64	
0010	STAGE 3	225	32	
0010	STAGE 4	225	32	
0010	UNDISTRIBUTED	264	173	
TOTAL 0010		1,400	500	
PROJECT TOTALS		1,400	500	

PEDESTRIAN ACCOMMODATIONS										
			644.1430	644.1440	644.1601	644.1605	644.1810	644.1900.S		
			TEMPORARY PEDESTRIAN SURFACE PLATE	TEMPORARY PEDESTRIAN SURFACE MATTING	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	TEMPORARAY AUDIBLE MESSAGE DEVICES		
CATEGORY	LOCATION	DAYS	SF	SF	EACH	DAY	SF	LF	EACH	DAY
0010	STAGE 1A	8	15	140	3	24	30	432	18	144
0010	STAGE 1B	8	--	15	2	16	20	624	13	104
0010	STAGE 1C	8	30	215	2	16	--	432	8	64
0010	STAGE 2A	8	--	--	--	--	--	198	15	120
0010	STAGE 2B	8	--	--	--	--	--	288	15	120
0010	STAGE 2C	8	--	--	--	--	--	48	4	32
0010	STAGE 3A	8	--	--	4	32	--	312	15	120
0010	STAGE 3B	8	--	--	--	--	--	168	13	104
0010	STAGE 4A	8	--	--	--	--	--	204	14	112
0010	STAGE 4B	8	--	--	--	--	--	228	13	104
0010	UNDISTRIBUTED	10	15	90	10	100	80	306		106
TOTAL 0010			60	460		188	130	3,240		1,130
PROJECT TOTALS			60	460		188	130	3,240		1,130

PAVEMENT MARKING																	
				646.2025	646.2040	646.4040	646.5105	646.5205	646.6105	646.6120	646.7120	646.7420	646.8305	646.9012	646.9200	646.9310	
				MARKING LINE	MARKING LINE	MARKING LINE					MARKING	MARKING		MARKING	MARKING	MARKING	
				GROOVED BLACK	GROOVED WET	GROOVED WET			MARKING STOP	MARKING STOP	DIAGONAL	CROSSWALK		REMOVAL LINE	REMOVAL LINE	REMOVAL	
				EPOXY	REF EPOXY	REF EPOXY	MARKING	MARKING	LINE PAINT	LINE EPOXY	EPOXY	EPOXY	MARKING	WATER	WATER	SPECIAL	
				6-INCH	6-INCH	10-INCH	WORD PAINT	SYMBOL PAINT	18-INCH	18-INCH	12-INCH	TRANSVERSE LINE	PARKING STALL	BLASTING	BLASTING	MARKING WATER	
CATEGORY	LOCATION	-	LOCATION	DIRECTION	LF	LF	LF	EACH	EACH	LF	LF	LF	LF	LF	LF	EACH	
0010	MINOCQUA BRIDGE	-	W PARK AVENUE	NB & SB	240	1,420	--	8	--	--	--	70	96	--	122	--	4
0010	W PARK AVENUE	-	CHICAGO AVENUE	NB	130	130	--	4	--	--	--	--	191	--	61	--	--
0010	CHICAGO AVENUE	-	MILWAUKEE STREET	NB	63	63	--	4	--	--	--	--	226	--	--	--	--
0010	MILWAUKEE STREET	-	FRONT STREET	NB	66	66	--	--	--	--	--	--	--	--	--	--	--
0010	W PARK AVENUE	-	CHICAGO AVENUE	SB	86	86	--	4	1	--	--	100	223	--	62	--	1
0010	CHICAGO AVENUE	-	MILWAUKEE STREET	SB	61	61	--	4	--	--	--	--	157	--	166	--	--
0010	MILWAUKEE STREET	-	FRONT STREET	SB	62	62	60	4	--	--	48	--	271	--	--	--	--
0010	E PARK AVENUE INTERSECTION				--	--	--	--	--	--	--	--	195	--	75	--	--
0010	W PARK AVENUE INTERSECTION				--	--	--	--	--	--	--	--	119	--	86	--	--
0010	ARBOR VITAE STREET INTERSECTION			NB	--	--	--	--	--	--	--	--	72	--	72	--	--
0010	CHICAGO AVENUE INTERSECTION			NB	--	--	--	--	--	--	--	--	145	--	--	--	--
0010	MILWAUKEE STREET INTERSECTION			NB	--	--	--	--	--	--	--	--	132	--	--	--	--
0010	FRONT STREET INTERSECTION			NB	--	--	--	--	--	--	--	--	65	--	72	--	--
0010	CHICAGO AVENUE INTERSECTION			SB	--	--	--	--	--	19	--	--	148	--	78	19	--
0010	MILWAUKEE STREET INTERSECTION			SB	--	--	--	--	--	19	--	--	151	--	74	19	--
0010	FRONT STREET INTERSECTION		SB	13	13	--	--	--	--	20	--	--	140	--	140	20	--
			UNDISTRIBUTED	81	101	--	--	--	--	--	--	--	119	--	62	12	--
TOTAL 0010				800	2,000	60	28	1	58	48	170	2,450	0	1,070	70	5	
0020	PROJECT	PROJECT	NB USH 51	--	--	--	--	--	--	--	--	--	--	419	--	--	--
0020			SB USH 51	--	--	--	--	--	--	--	--	--	309	--	--	--	--
0020			UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	352	--	--	--
TOTAL 0020				0	0	0	0	0	0	0	0	0	1,080	0	0	0	
PROJECT TOTALS				800	2,000	60	28	1	58	48	170	2,450	1,080	1,070	70	5	

STAKING				
650.9000 650.9500.01 650.9911.01				
CONSTRUCTION CONSTRUCTION CONSTRUCTION				
STAKING STAKING STAKING				
SUPPLEMENTAL CONTROL				
(PROJECT) (PROJECT) (PROJECT)				
(01. 1170-19-61) (01. 1170-19-61) (01. 1170-19-61)				
CATEGORY	LOCATION	CONSTRUCTION STAKING CURB RAMP	CONSTRUCTION STAKING SIDEWALK (PROJECT)	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT)
		EACH	(01. 1170-19-61) EACH	(01. 1170-19-61) EACH
0010	PROJECT	46	--	1
	TOTAL 0010	46	0	1
0030	PROJECT	--	1	--
	TOTAL 0030	0	1	0
	PROJECT TOTALS	46	1	1

ADJUSTING WATER VALVE BOXES			
SPV.0060.01 SPECIAL (01. ADJUSTING WATER VALVE BOXES)			
CATEGORY	STATION	LOCATION	EACH
0050	430+60 NB	1' LT	1
0050	435+59 SB	25' LT	1
0050	438+05 SB	27' LT	1
0050	440+47 NB	17' LT	1
0050	441+18 SB	24' LT	1
0050	UNDISTRIBUTED		2
	TOTAL 0050		7
	PROJECT TOTALS		7

SAWING			
690.0150 SAWING ASPHALT LF 690.0250 SAWING CONCRETE LF			
CATEGORY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	STAGE 1	--	876
0010	STAGE 2	115	1,070
0010	STAGE 3	126	1,241
0010	STAGE 4	70	1,050
0010	UNDISTRIBUTED	89	283
	TOTAL 0010	400	4,520
0020	STAGE 1	--	--
0020	STAGE 2	--	--
0020	STAGE 3	--	--
0020	STAGE 4	--	--
0020	UNDISTRIBUTED	--	40
	TOTAL 0020	0	40
0030	STAGE 1	65	6
0030	STAGE 2	54	6
0030	STAGE 3	--	--
0030	STAGE 4	--	--
0030	UNDISTRIBUTED	61	48
	TOTAL 0030	180	60
0040	STAGE 1	150	127
0040	STAGE 2	--	--
0040	STAGE 3	--	162
0040	STAGE 4	--	162
0040	UNDISTRIBUTED	--	50
	TOTAL 0040	150	500
	PROJECT TOTALS	730	5,120

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

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—
GAS	—G—
TELEPHONE	—T—
OVERHEAD TRANSMISSION LINES	—OH—
ELECTRIC	—E—
CABLE TELEVISION	—TV—
FIBER OPTIC	—FO—
SANITARY SEWER	—SAN—
STORM SEWER	—SS—
ELECTRIC TOWER	

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4"X24" REBAR) AND ARE PLACED AT THE COMPLETION OF THE CONSTRUCTION PROJECT.

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

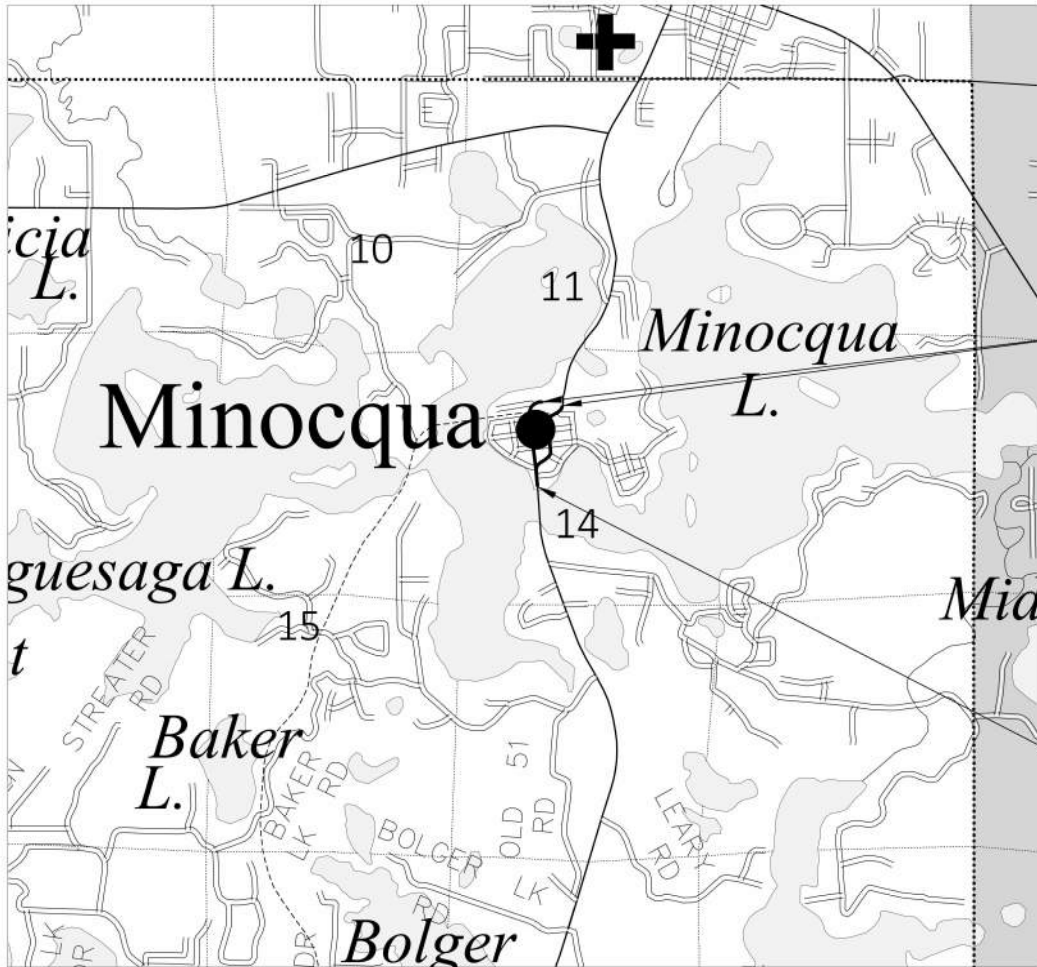
DIMENSIONS FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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

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

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

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



END RELOCATION ORDER
NB AND SB STA. 450+00.00
NB: Y = 50,244.080
X = 188,504.811
SB: Y = 250,285.758
X = 188,128.419

NB: 852.52 FEET WEST AND
1016.20 FEET SOUTH
SB: 1228.91 FEET WEST AND
974.52 FEET SOUTH
OF THE NORTH QUARTER
CORNER OF SECTION 14,
T-39-N, R-6-E, TOWN OF
MINOCQUA, ONEIDA
COUNTY, WI

BEGIN RELOCATION ORDER
NB AND SB STA. 429+69.00
NB: Y = 248,470.755
X = 187,993.116
SB: Y = 248,469.233
X = 187,969.164

NB: 1105.15 FEET WEST AND
2,386.90 FEET NORTH
SB: 1081.22 FEET WEST AND
2388.42 FEET NORTH
OF THE SOUTH QUARTER
CORNER OF SECTION 14,
T-39-N, R-6-E, TOWN OF
MINOCQUA, ONEIDA
COUNTY, WI

LAYOUT
SCALE 0 2,000

TOTAL NET LENGTH OF CENTERLINE = NB: 2031 FEET, SB: 2031 FEET

R/W PROJECT NUMBER 1170-19-23	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	1	2
PLAT OF RIGHT OF WAY REQUIRED FOR USH 51 MINOCQUA BRIDGE - FRONT STREET		
USH 51	ONEIDA COUNTY	
CONSTRUCTION PROJECT NUMBER 1170-19-61		

MSA
146 North Central Ave, Marshfield WI 54449
(715) 384-2133



02/28/2024
(DATE)

Emily K. Pierce
(Professional Land Surveyor)



PROJECT LOCATION

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR
REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO
DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

REVISION DATE

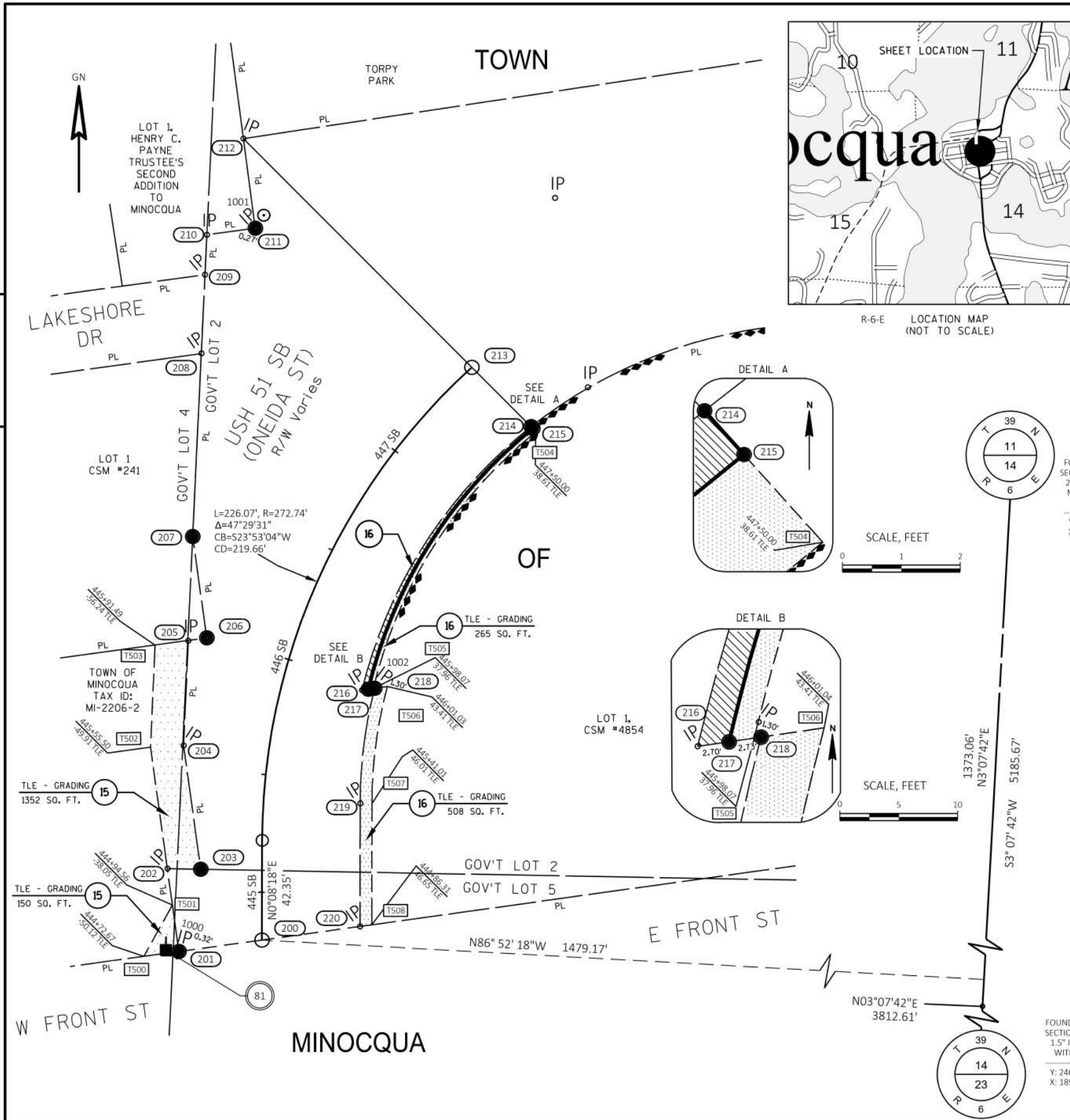
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: 2/28/24

Brent L. Stella
(Signature)

115



RW POINTS				
PNT #	STATION	OFFSET	NORTH (Y)	EAST (X)
200	444+79.73	0.00'	249969.985	187805.437
201	444+74.75	-35.26'	249965.095	187770.163
202	445+09.94	-40.22'	250000.297	187765.287
203	445+09.72	-26.05'	250000.040	187779.455
204	445+57.61	-36.07'	250052.529	187772.184
205	445+96.20	-43.14'	250097.204	187774.199
206	445+98.98	-35.93'	250098.278	187782.005
207	446+31.94	-56.13'	250141.327	187776.042
208	446+86.92	-90.74'	250218.951	187779.692
209	447+07.23	-109.62'	250252.478	187781.269
210	447+16.74	-119.92'	250269.449	187782.067
211	447+27.98	-106.59'	250272.274	187802.627
212	447+44.05	-137.06'	250310.250	187797.583
213	447+48.15	0.00'	250213.185	187894.476
214	447+50.00	35.61'	250187.952	187919.665
215	447+50.00	36.61'	250187.208	187920.333
216	445+95.78	33.54'	250076.091	187847.909
217	445+97.05	36.00'	250076.484	187850.580
218	445+98.35	38.48'	250076.882	187853.280
219	445+40.59	41.02'	250027.954	187847.133
220	444+85.60	41.65'	249975.762	187847.102

R/W PROJECT NUMBER 1170-19-23	SHEET NUMBER	TOTAL SHEETS
CONSTRUCTION PROJECT NUMBER 1170-19-61	2	2

PLAT OF RIGHT OF WAY REQUIRED FOR
USH 51
MINOCQUA BRIDGE - FRONT STREET

USH 51	ONEIDA COUNTY
--------	---------------

TLE COURSE TABLE		
LINE	BEARING	DISTANCE
201-T500	S82° 09' 44"W	15.00'
T500-T501	N29° 00' 04"E	24.99'
T501-T502	N07° 53' 11"W	15.54'
202-T502	N07° 53' 11"W	52.08'
T502-T503	N02° 34' 55"E	43.42'
T503-T505	N82° 09' 54"E	14.23'
205-T504	S02° 34' 55"W	44.72'
204-T503	S07° 53' 11"E	52.99'
203-T502	N88° 57' 40"E	14.17'
202-T501	S07° 53' 11"E	15.54'
T501-T501	S07° 53' 11"E	20.00'

R/W COURSE TABLE		
LINE	BEARING	DISTANCE
200-201	S82° 06' 25"W	35.61'
201-202	N07° 53' 11"W	35.54'
202-203	S88° 57' 40"E	14.17'
203-204	N07° 53' 11"W	52.99'
204-205	N02° 34' 55"E	44.72'
205-206	N82° 09' 43"E	7.88'
206-207	N07° 53' 11"W	43.46'
207-208	N02° 41' 33"E	77.71'
208-209	N02° 41' 33"E	33.56'
209-210	N02° 41' 33"E	16.99'
210-211	N82° 10' 35"E	20.75'
211-212	N07° 33' 58"W	38.31'
212-213	S44° 56' 57"E	137.15'
213-214	S44° 56' 59"E	35.65'
214-215	S41° 57' 50"E	1.00'
215-217	SEE CURVE TABLE	
217-216	S81° 37' 03"W	2.70'
217-218	N81° 37' 03"E	2.73'
219-218	SEE CURVE TABLE	
220-219	N00° 02' 01"E	52.19'
220-200	S82° 06' 25"W	42.06'

TLE COURSE TABLE		
LINE	BEARING	DISTANCE
220-219	N00° 02' 01"E	52.19'
219-218	SEE CURVE TABLE	
218-T506	N81° 37' 03"E	5.43'
T506-T507	SEE CURVE TABLE	
T507-T508	S00° 02' 01"W	51.49'
T508-220	S82° 03' 44"W	5.05'
218-T505	S81° 37' 03"W	0.58'
T505-217	S81° 37' 03"W	2.15'
217-215	SEE CURVE TABLE	
215-T504	S41° 58' 55"E	2.00'
T504-T505	SEE CURVE TABLE	

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 ESTABLISHED FROM PREVIOUS TRANSPORTATION PROJECT PLAT 1174-10-21-4.05 AMENDMENT NO.1 RECORDED IN DOC. #717441 OF THE ONEIDA COUNTY REGISTER OF DEEDS.

EXISTING RIGHT OF WAY OF E. FRONT ST ESTABLISHED MAP OF MINOCQUA RECORDED IN DOC. #P000013, CSM #4854 RECORDED IN DOC. #793773, CSM #2826 RECORDED IN VOL. 4 OF SURVEY MAPS, PAGE 1007, ALL IN ONEIDA COUNTY REGISTER OF DEEDS.

EXISTING RIGHT OF WAY OF LAKESHORE DRIVE ESTABLISHED FROM PREVIOUS TRANSPORTATION PROJECT PLAT 1174-10-21-4.05 AMENDMENT NO.1 RECORDED IN DOC. #717441.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W SF REQUIRED			TLE SF
			NEW	EXISTING	TOTAL	
15	TOWN OF MINOCQUA	TLE	--	--	--	1502
16	KARTAR PROPERTIES, LLC, AN IOWA LIMITED LIABILITY COMPANY	FEE/TLE	235	--	235	773

CURVE	RADIUS	ARC LENGTH	DELTA	CHORD BEARING	CHORD DISTANCE	TANGENT IN	TANGENT OUT
216-214	203.73'	135.37'	38°04'19"	N32°40'44"E	132.90'	N13°38'34"E	N51°42'53"E
215-217	201.82'	133.27'	37°50'08"	S32°12'35"W	130.86'	S51°07'39"W	S13°17'31"W
219-218	198.73'	49.44'	14°15'15"	N7°09'38"E	49.31'	N00°02'01"E	N14°17'16"E
T504-T505	200.01'	131.26'	37°36'07"	S32°20'22"W	128.92'	S51°08'25"W	S13°32'18"W
T506-T507	193.84'	50.29'	14°51'53"	S07°28'05"W	50.15'	S14°54'02"W	S00°02'09"W

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	PARCEL	INTEREST REQUIRED	EASEMENT
81	WISCONSIN PUBLIC SERVICE CORPORATION	1	RELEASE OF RIGHTS	NO EASEMENT OF RECORD

REVISION DATE	DATE 02/28/2024	SCALE, FEET	HWY: 51	STATE R/W PROJECT NUMBER 1170-19-23	PLAT SHEET 4.02
	GRID FACTOR		COUNTY: ONEIDA	CONSTRUCTION PROJECT NUMBER 1170-19-61	PS&E SHEET 116

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
USH 51
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

USH 51

PART OF LOT 1 OF CSM 1942, RECORDED IN VOL. 7, P. 1942 AS DOC. #466714, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

4

W PARK AVE
R/W Varies

NORTHWOODS EQUITY
INVESTMENTS LLC
PID: MI-2206-16

USH 51
(ONEIDA ST.)
GL 5

Varies

N3°40'55"W
10.09'

93 SO. FT. 1

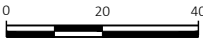
S56°46'42"E
23.19'

N82°00'51"W
31.85'

E PARK AVE
R/W Varies

GN

SCALE, FEET



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	KRIST OIL CO., INC. A/K/A KRIST OIL CO., A MICHIGAN CORPORATION	TLE	120

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A		

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

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
USH 51
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

USH 51

PART OF LOTS 9-10, BLOCK 9 OF MAP OF MINOCQUA; AND PART OF LOT 1 OF CSM 4995, RECORDED IN VOL. 24, P. 4995 AS DOC. #807179; ALL LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

4

LOT 8, BLOCK 9
MAP OF MINOCQUA

LOT 9, BLOCK 9
MAP OF MINOCQUA

LOT 10, BLOCK 9
MAP OF MINOCQUA

113 SO. FT. 2

70.00'

USH 51 SB
(ONEIDA ST.)

GL 5

LOT 1
CSM 4995
VOL. 24, P. 4995
DOC. #807179

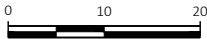
BUILDING

5.00'
25.00'

USH 51 NB
(CHIPPEWA ST.)
R/W Varies

GN

SCALE, FEET



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	RRG MINOCQUA, LLC	TLE	113
3	COACH HOUSE CROSSING LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	125

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A		

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

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

117

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

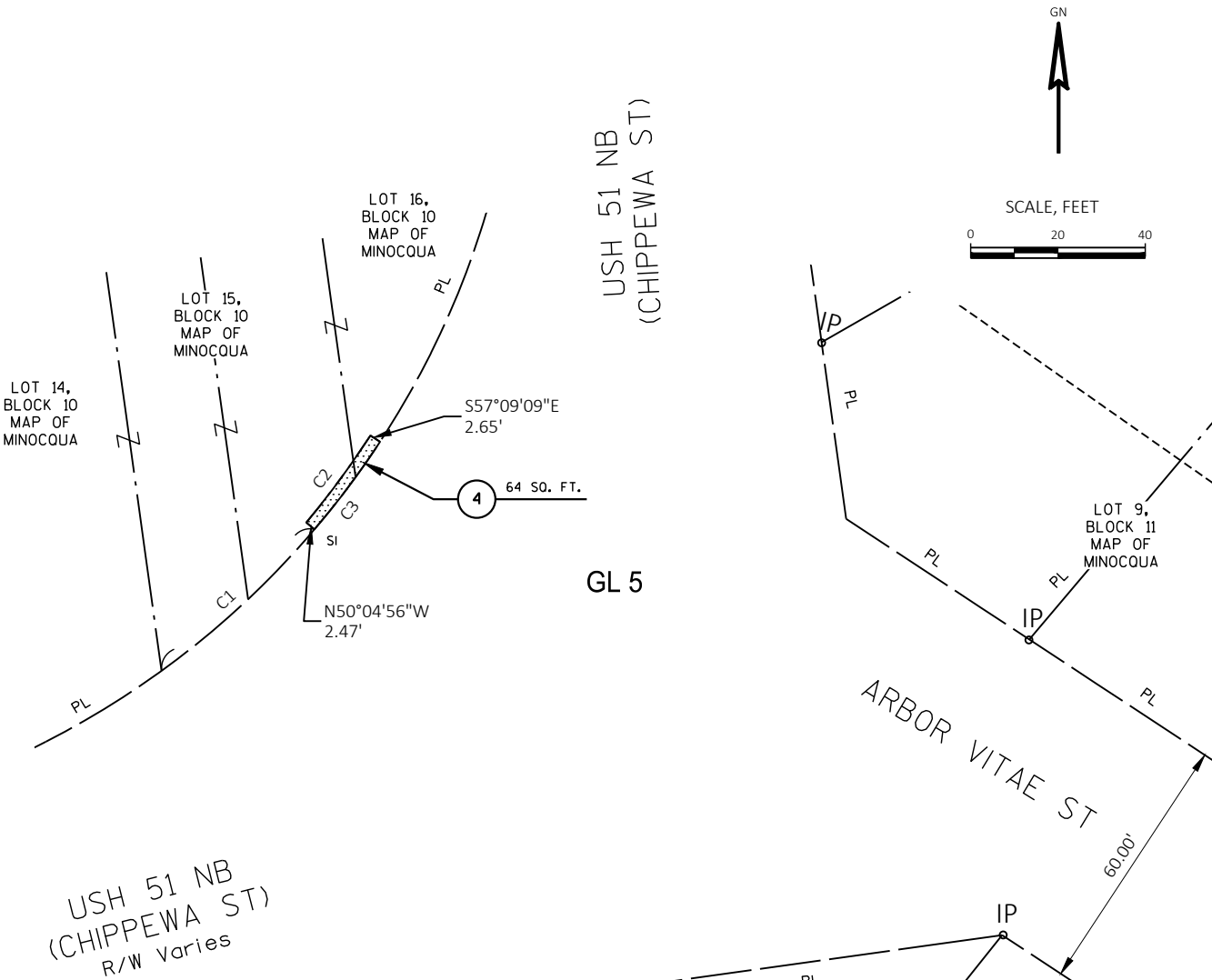
PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
USH 51
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

PART OF LOTS 15-16, BLOCK 10 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	47.86'	200.18'	13°41'55"	N47°13'53"E	47.75'
C2	24.79'	200.87'	7°04'13"	N36°22'58"E	24.77'
C3	25.10'	200.18'	7°11'07"	S36°47'22"W	25.09'



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	TOWN OF MINOCQUA (MUNICIPAL PARKING SYSTEM)	TLE	64

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A		

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

SIGNATURE: Brent L Stella DATE: 2/26/24

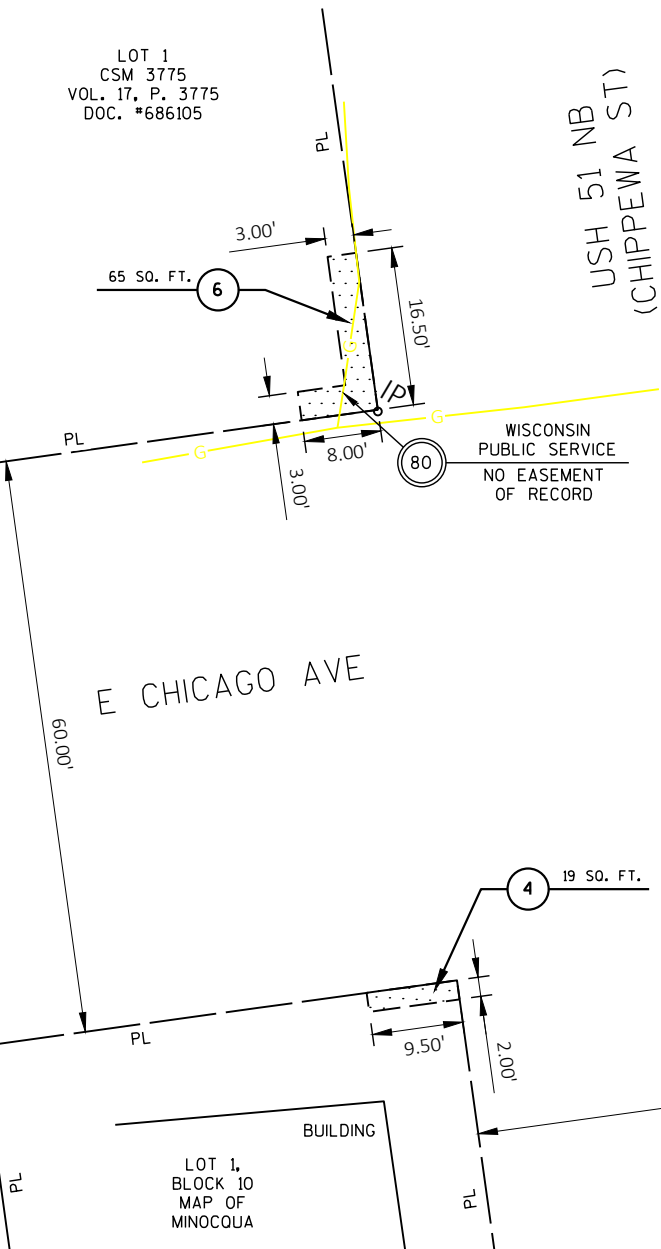
PRINT NAME: **Brent L Stella**

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
80	WISCONSIN PUBLIC SERVICE	RELEASE OF RIGHTS



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	TOWN OF MINOCQUA (MUNICIPAL PARKING SYSTEM)	TLE	119
5	ST. MATTHIAS EPISCOPAL CHURCH, INC. A WISCONSIN CORPORATION	TLE	21
6	THE UNITED METHODIST CHURCH OF THE PINES, INC. AS THEIR INTEREST MAY APPEAR	TLE	65

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

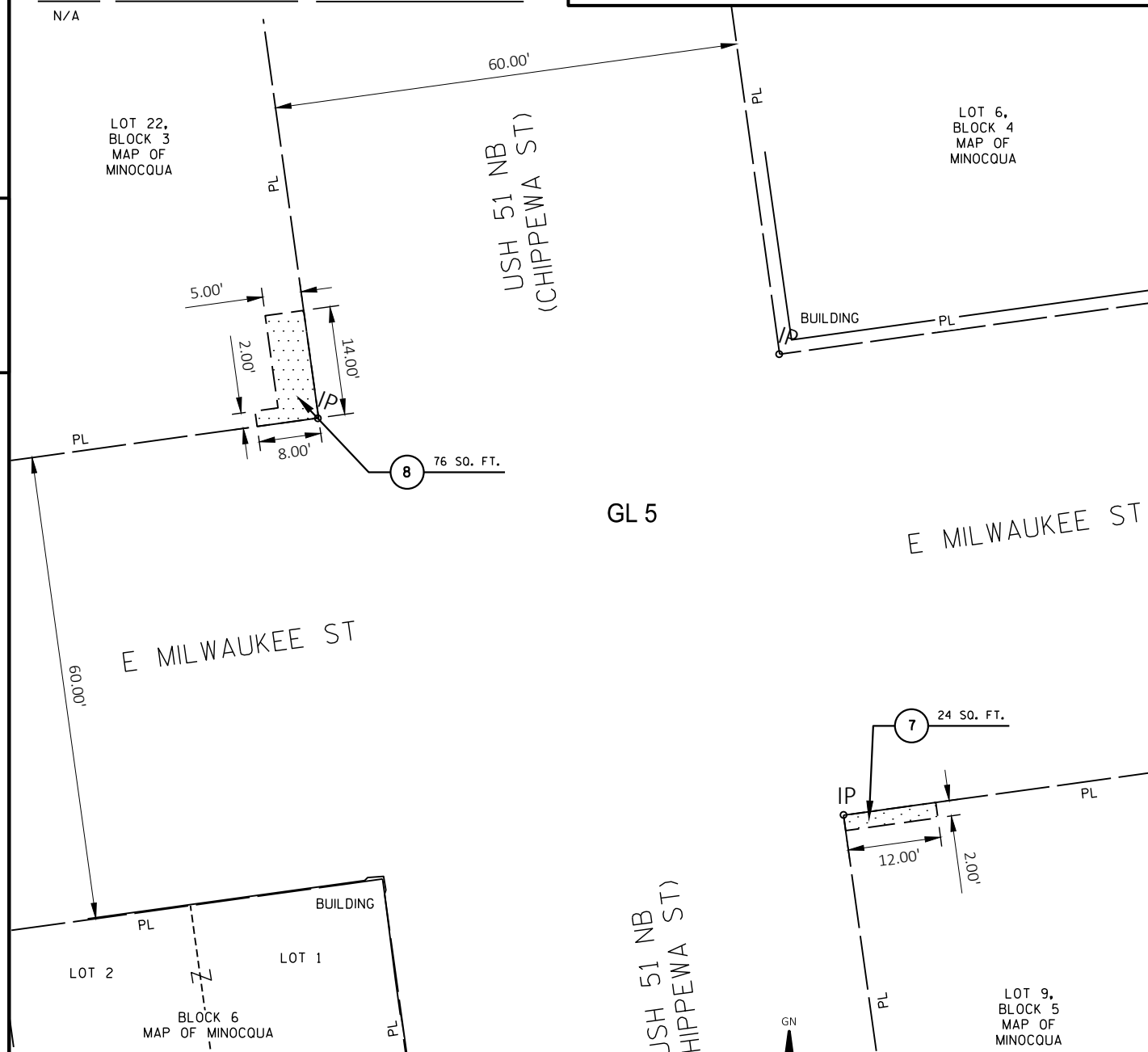
SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A		

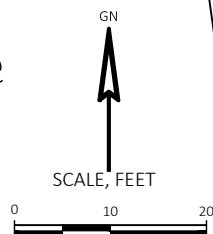


SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	THE TOWN OF MINOQUA, A MUNICIPAL SUBDIVISION OF THE STATE OF WISCONSIN, IN ONEIDA COUNTY	TLE	24
8	WILLIAM O. PIRIE TRUST DATED SEPTEMBER 16, 2004, AN UNDIVIDED ½ INTEREST; ISABELLE L. PIRIE TRUST DATED SEPTEMBER 16, 2004 AN UNDIVIDED ½ INTEREST	TLE	76

USH 51 NB
(CHIPPEWA ST)



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

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 5

TLE ACQUISITION EXHIBIT
USH 51
MINOCQUA BRIDGE - FRONT ST

USH 51 MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

PART OF LOT 9, BLOCK 5 AND PART OF LOT 22, BLOCK 3 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
9	BRIAN O'REILLY	TLE	12
10	EDCO LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	27

UTILITY INTERESTS REQUIRED

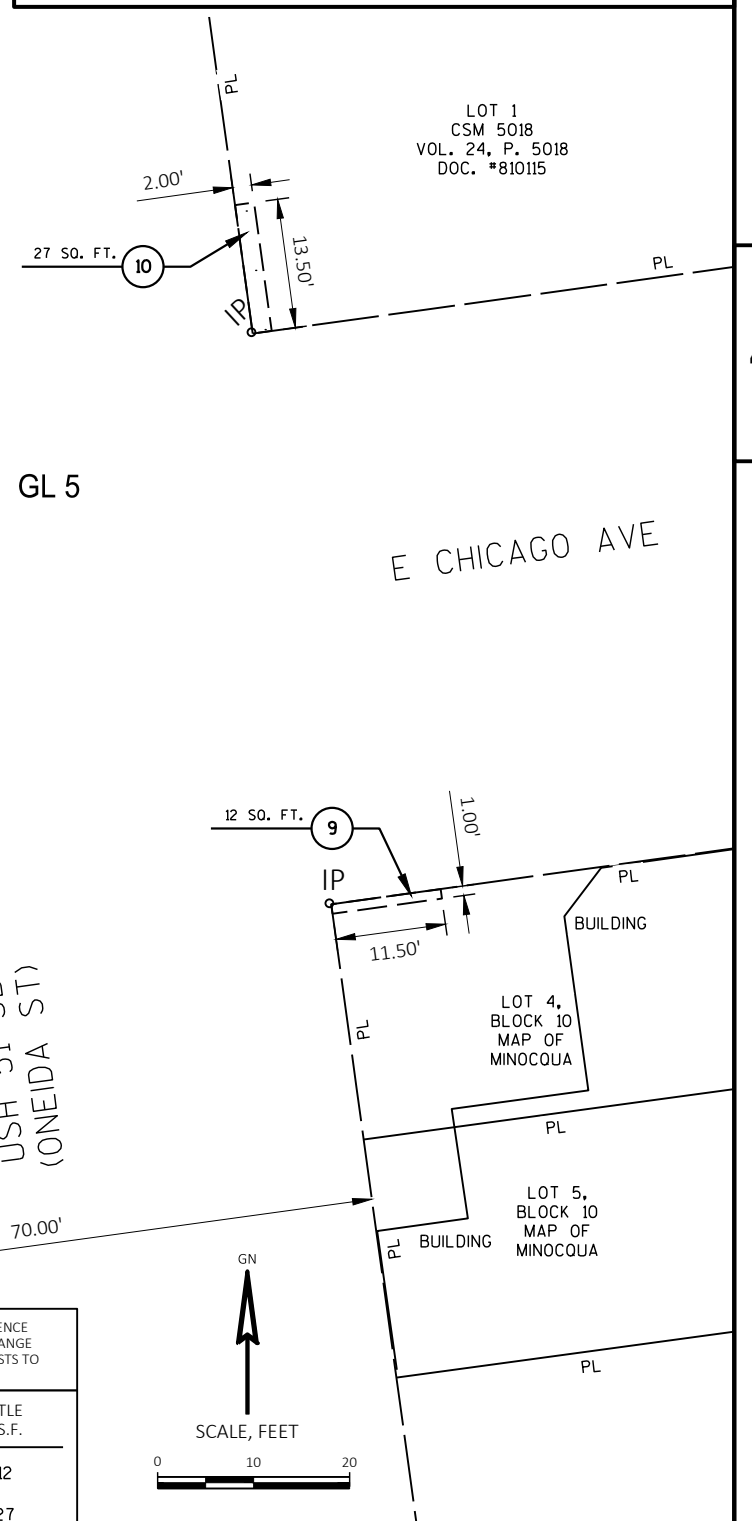
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A		

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 6

TLE ACQUISITION EXHIBIT
USH 51
MINOCQUA BRIDGE - FRONT ST

USH 51	MINOCQUA BRIDGE - FRONT ST	ONEIDA COUNTY
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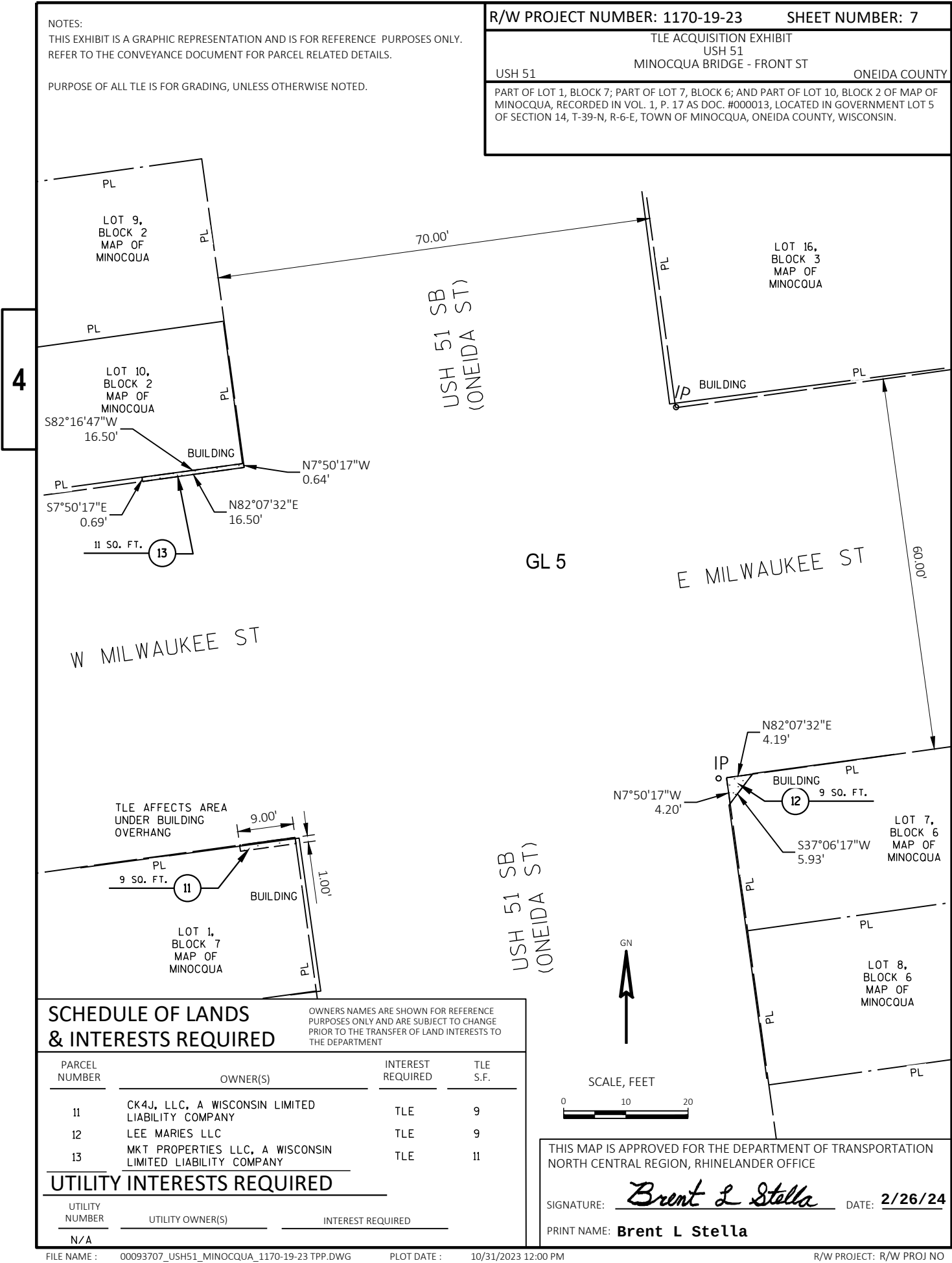
PART OF LOT 4, BLOCK 10 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013; AND PART OF LOT 1 OF CSM 5018, RECORDED IN VOL. 24, P. 5018 AS DOC. #810115; ALL LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.



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

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

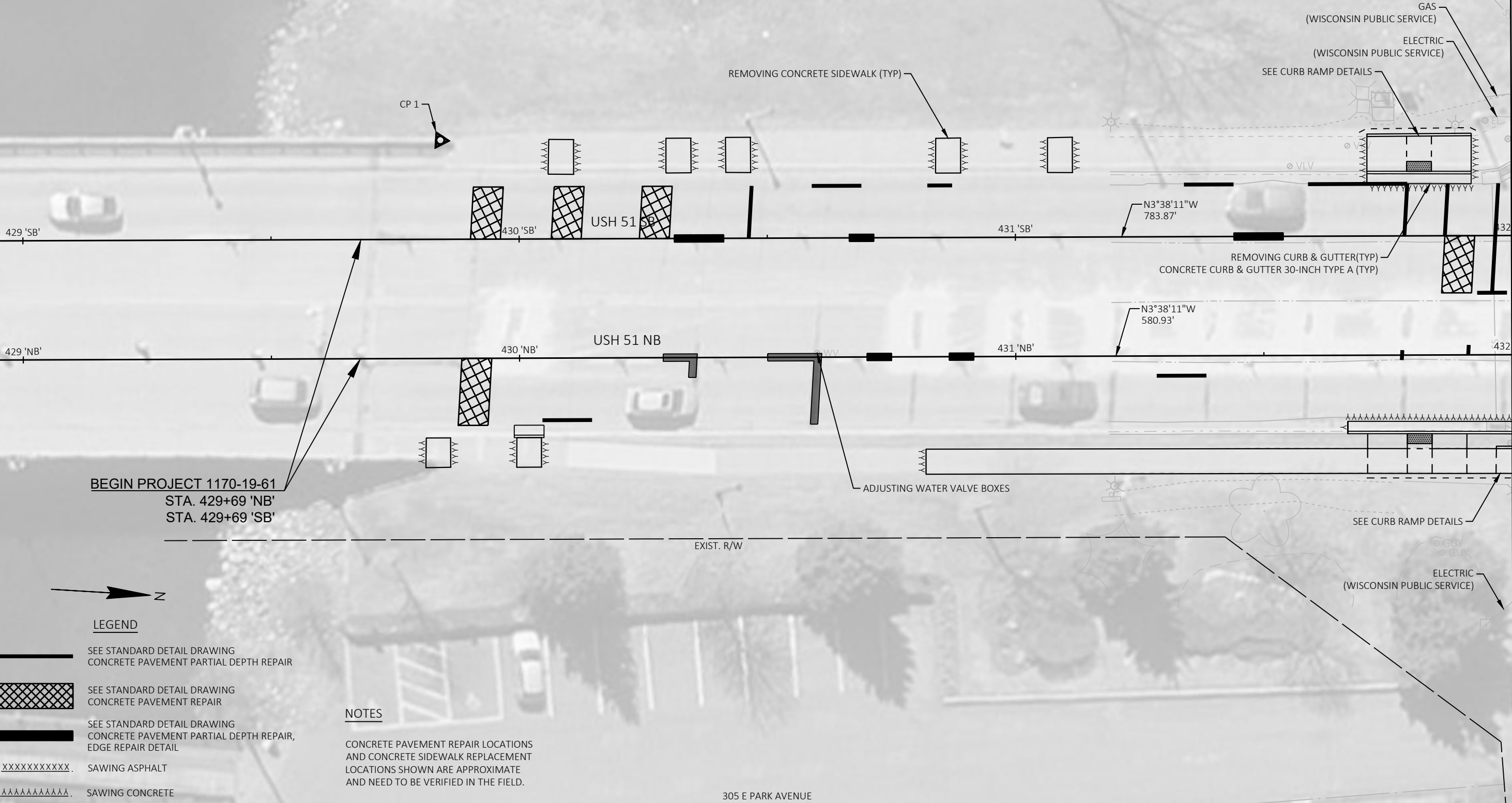


△ CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
1	429+84.19 'SB', 19.95' LT	3/4" IRON ROD W/CAP	248,483.12	187,948.29

LAKE MINOCQUA

5

5

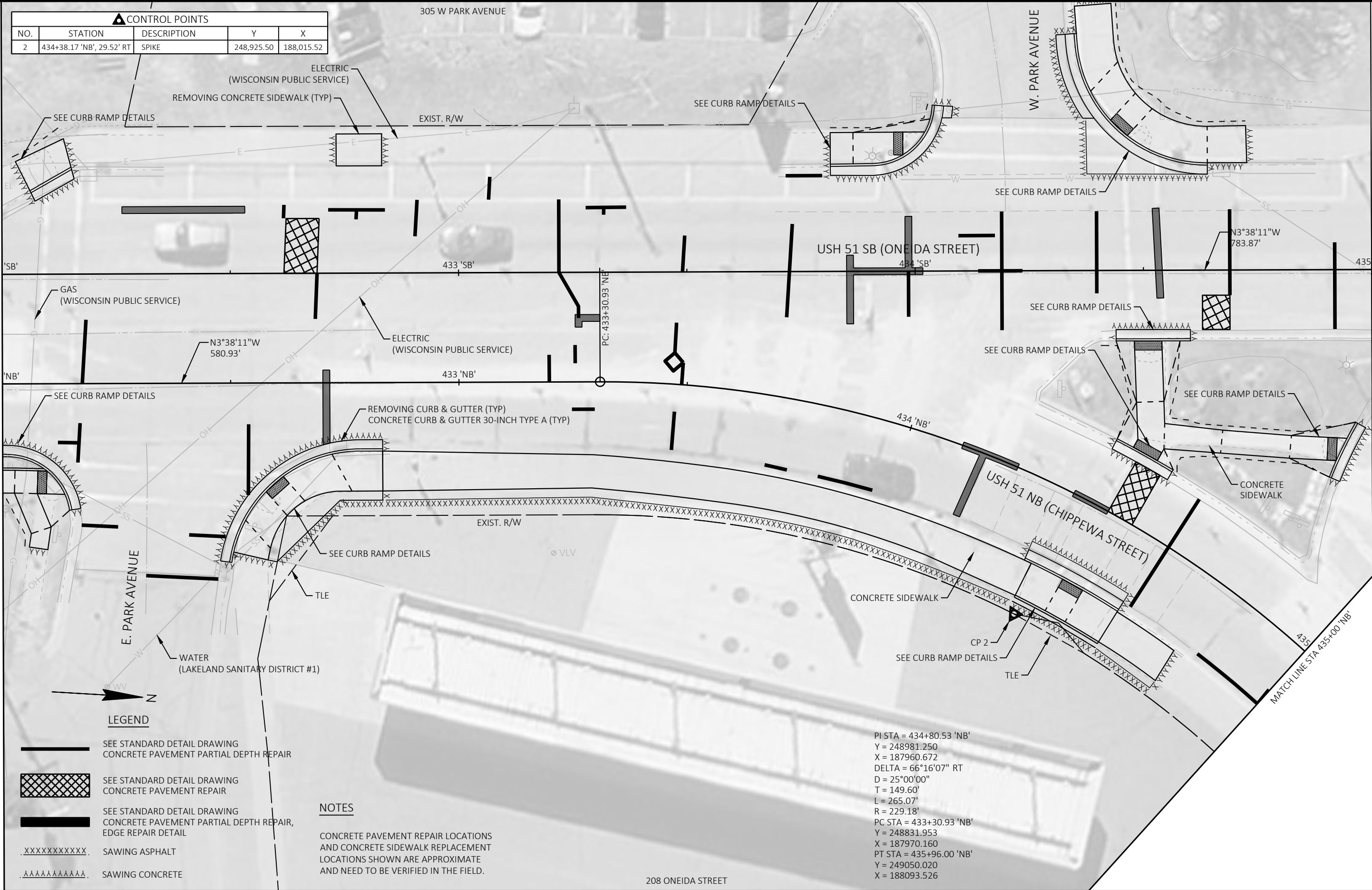


- LEGEND**
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
 - SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
 - SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
 - .XXXXXXXXXX. SAWING ASPHALT
 - .AAAAAAAAAAAA. SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
2	434+38.17 'NB', 29.52' RT	SPIKE	248,925.50	188,015.52



P.I. STA = 434+80.53 'NB'
 Y = 248981.250
 X = 187960.672
 DELTA = 66°16'07" RT
 D = 25°00'00"
 T = 149.60'
 L = 265.07'
 R = 229.18'
 PC STA = 433+30.93 'NB'
 Y = 248831.953
 X = 187970.160
 PT STA = 435+96.00 'NB'
 Y = 249050.020
 X = 188093.526

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
19	437+48.01 'NB'	1603.29	BURY BOLT ON HYDRANT, 51.27' RT

CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
16	435+16.31 'NB', 45.27' LT	60D NAIL	249,032.65	187,997.21

302 ONEIDA STREET

PI STA = 438+14.23 'NB'
Y = 249150.339
X = 188287.325
DELTA = 70°31'09" LT
D = 25°00'00"
T = 162.03'
L = 282.08'
R = 229.18'
PC STA = 436+52.20 'NB'
Y = 249075.854
X = 188143.433
PT STA = 439+34.27 'NB'
Y = 249310.834
X = 188265.091

TOWN OF MINOCQUA

TOWN OF MINOCQUA

TOWN OF MINOCQUA

5

5

LEGEND

- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
- .XXXXXXXXXX. SAWING ASPHALT
- .AAAAAAAAAAAA. SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

208 ONEIDA STREET

PROJECT NO: 1170-19-61

HWY: USH 51

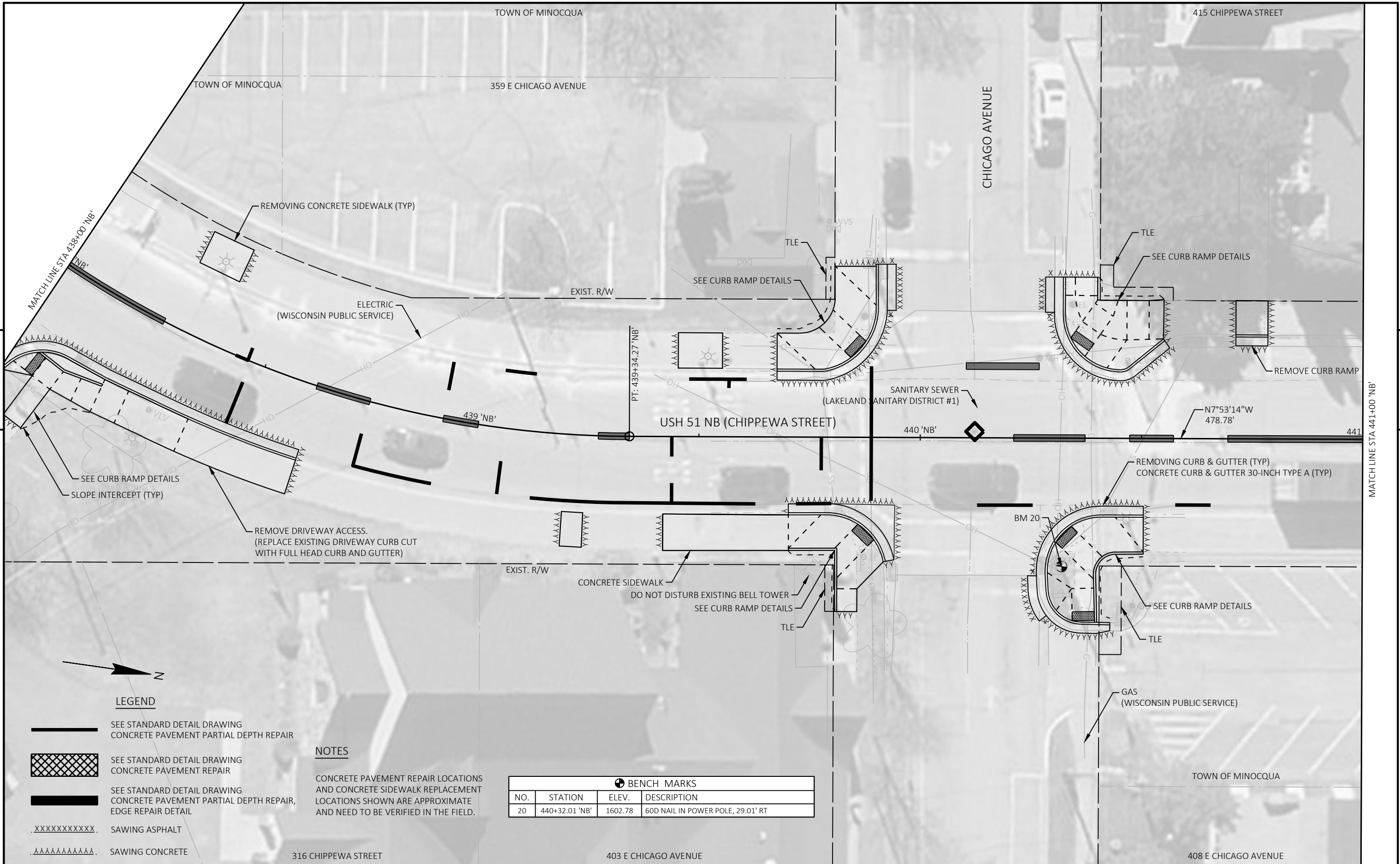
COUNTY: ONEIDA

PLAN

SHEET

123

E



LEGEND

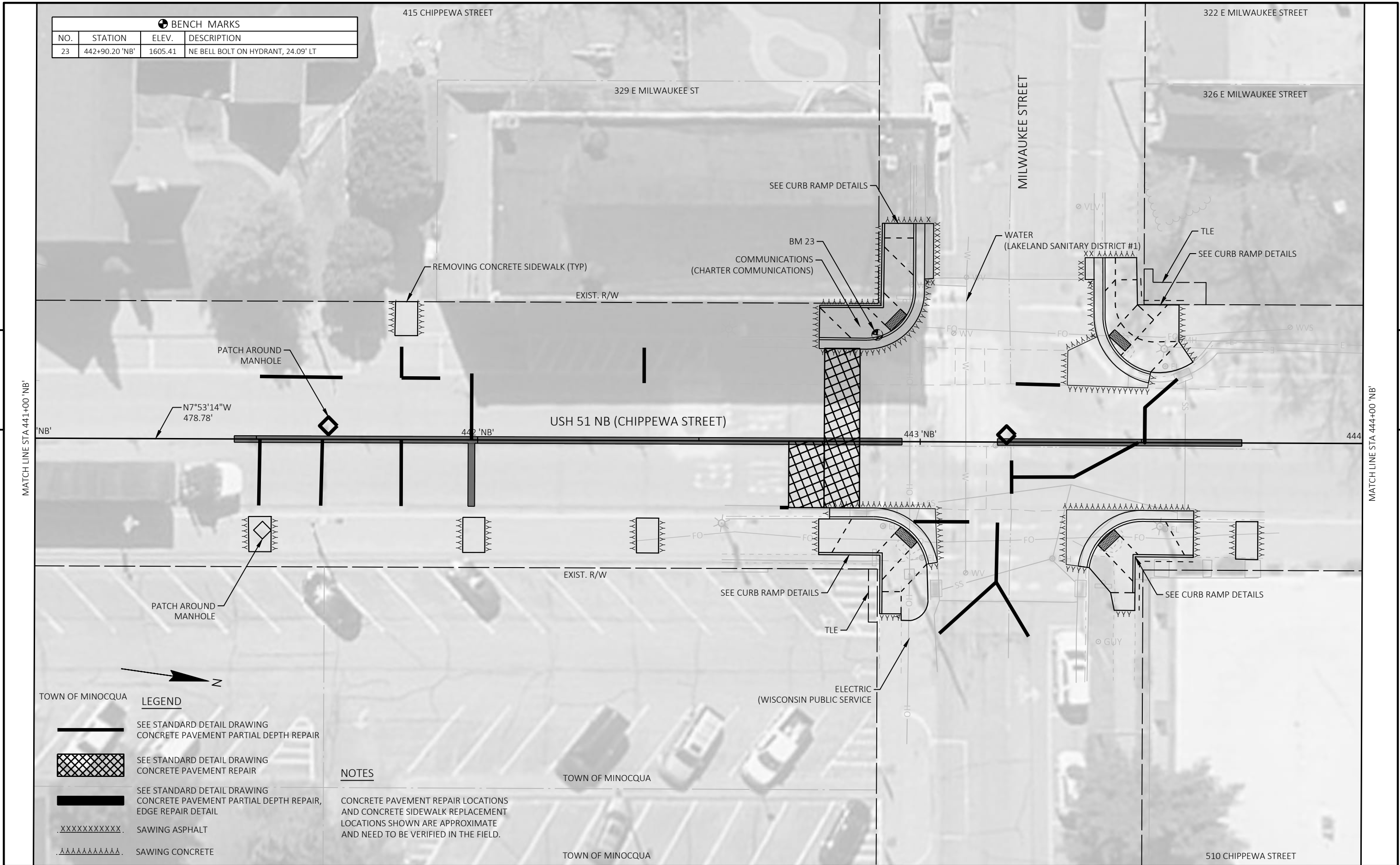
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CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
- .XXXXXXXXXXXX. SAWING ASPHALT
- .AAAAAAAAAAAA. SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

BENCH MARKS

NO.	STATION	ELEV.	DESCRIPTION
20	440+32.01 'NB'	1602.78	60D NAIL IN POWER POLE, 29.01' RT



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
23	442+90.20 'NB'	1605.41	NE BELL BOLT ON HYDRANT, 24.09' LT

TOWN OF MINOCQUA

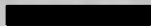
LEGEND



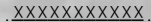
SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR



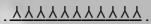
SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR



SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL



SAWING ASPHALT



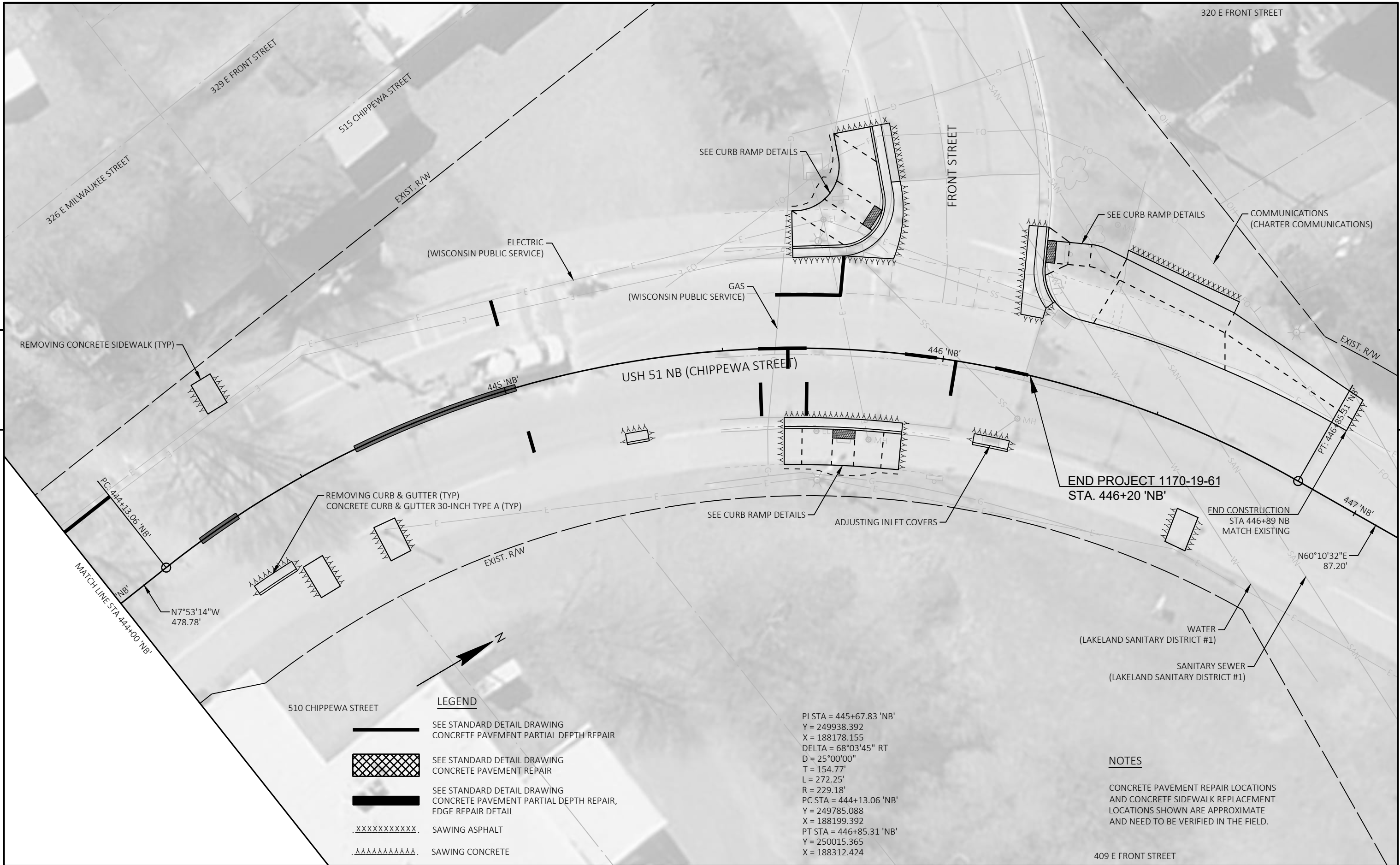
SAWING CONCRETE

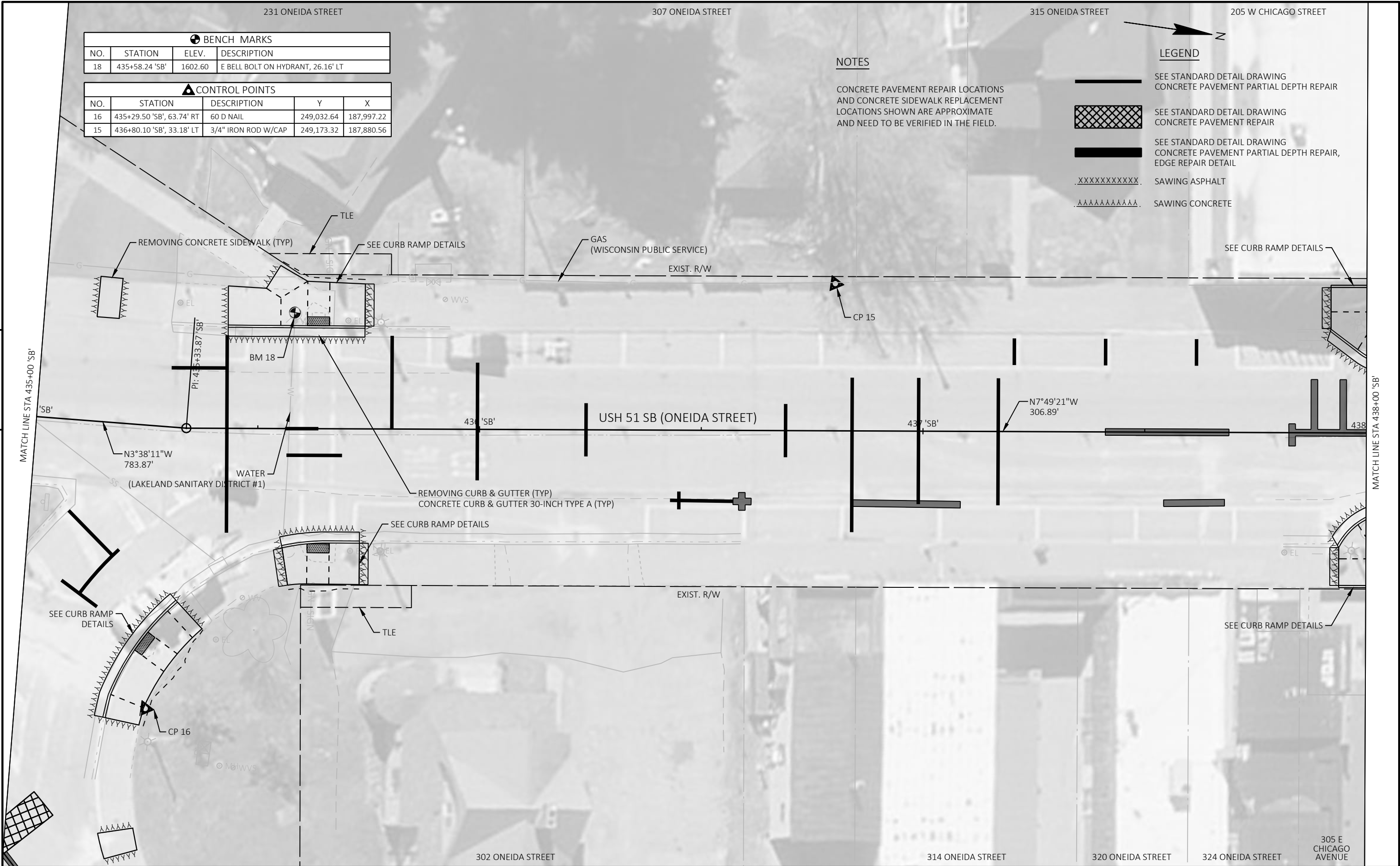
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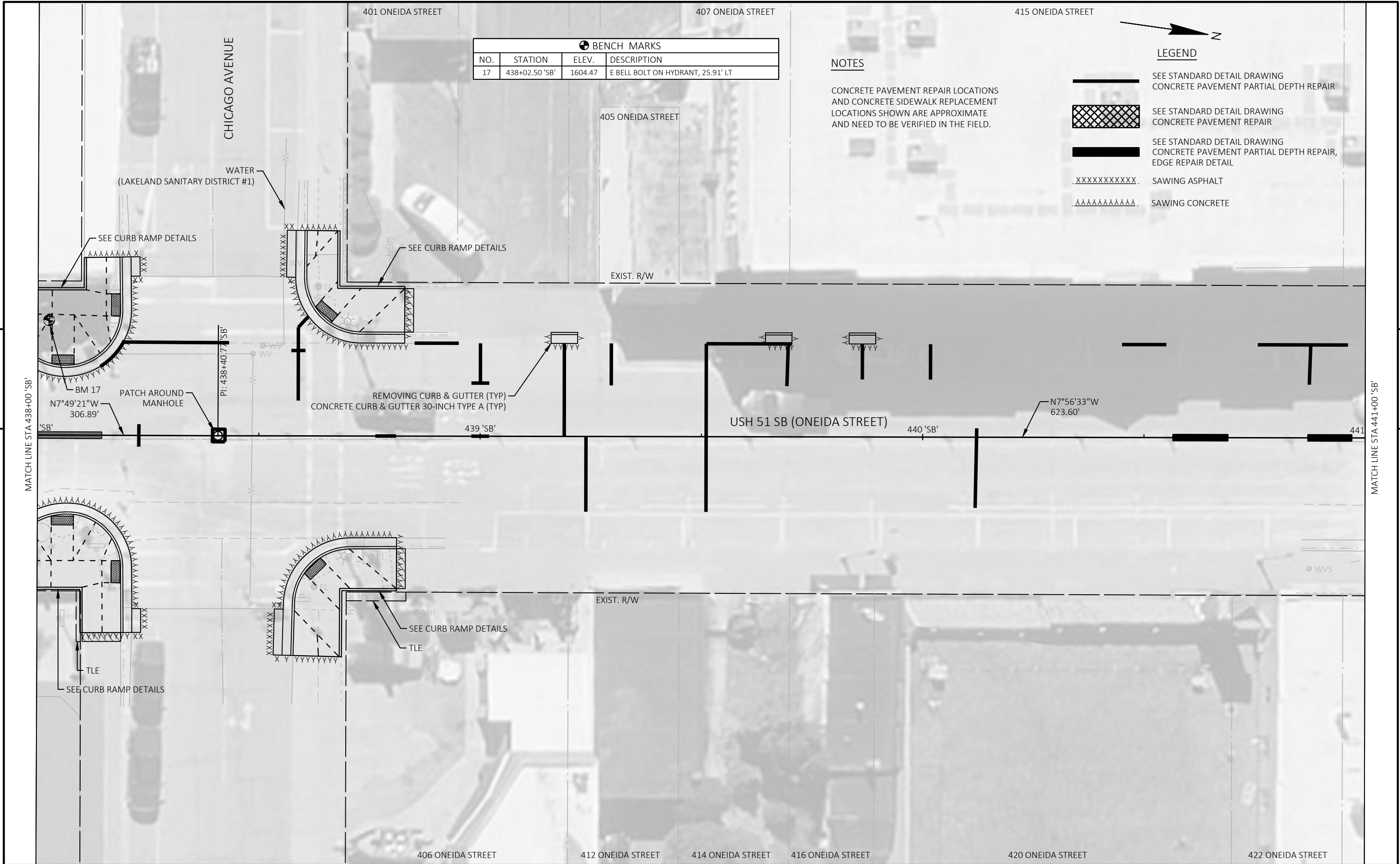
CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

TOWN OF MINOCQUA

TOWN OF MINOCQUA







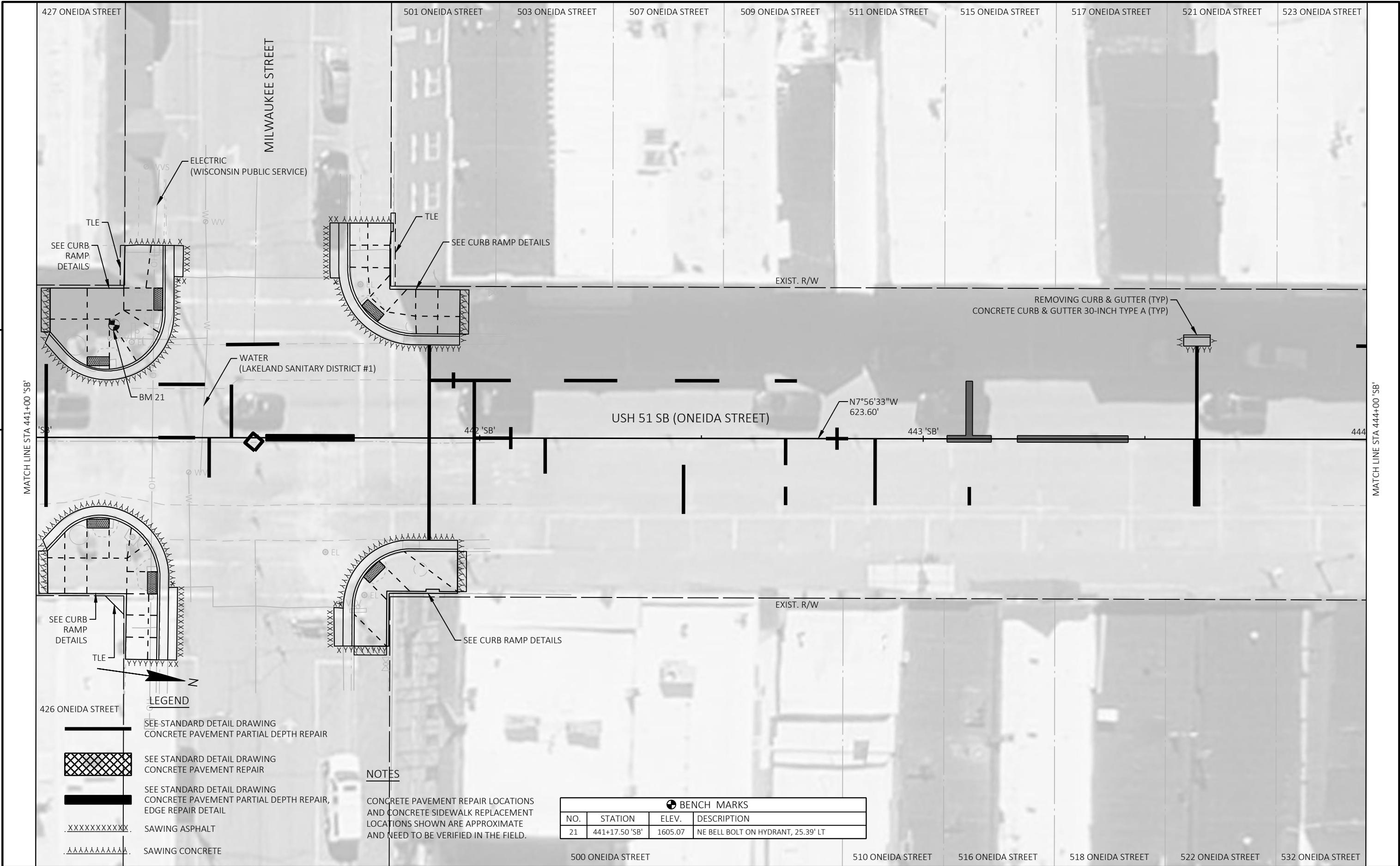
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
17	438+02.50 'SB'	1604.47	E BELL BOLT ON HYDRANT, 25.91' LT

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS AND CONCRETE SIDEWALK REPLACEMENT LOCATIONS SHOWN ARE APPROXIMATE AND NEED TO BE VERIFIED IN THE FIELD.

LEGEND

- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
- .XXXXXXXXXX. SAWING ASPHALT
- .AAAAAAAAAAAA. SAWING CONCRETE



5

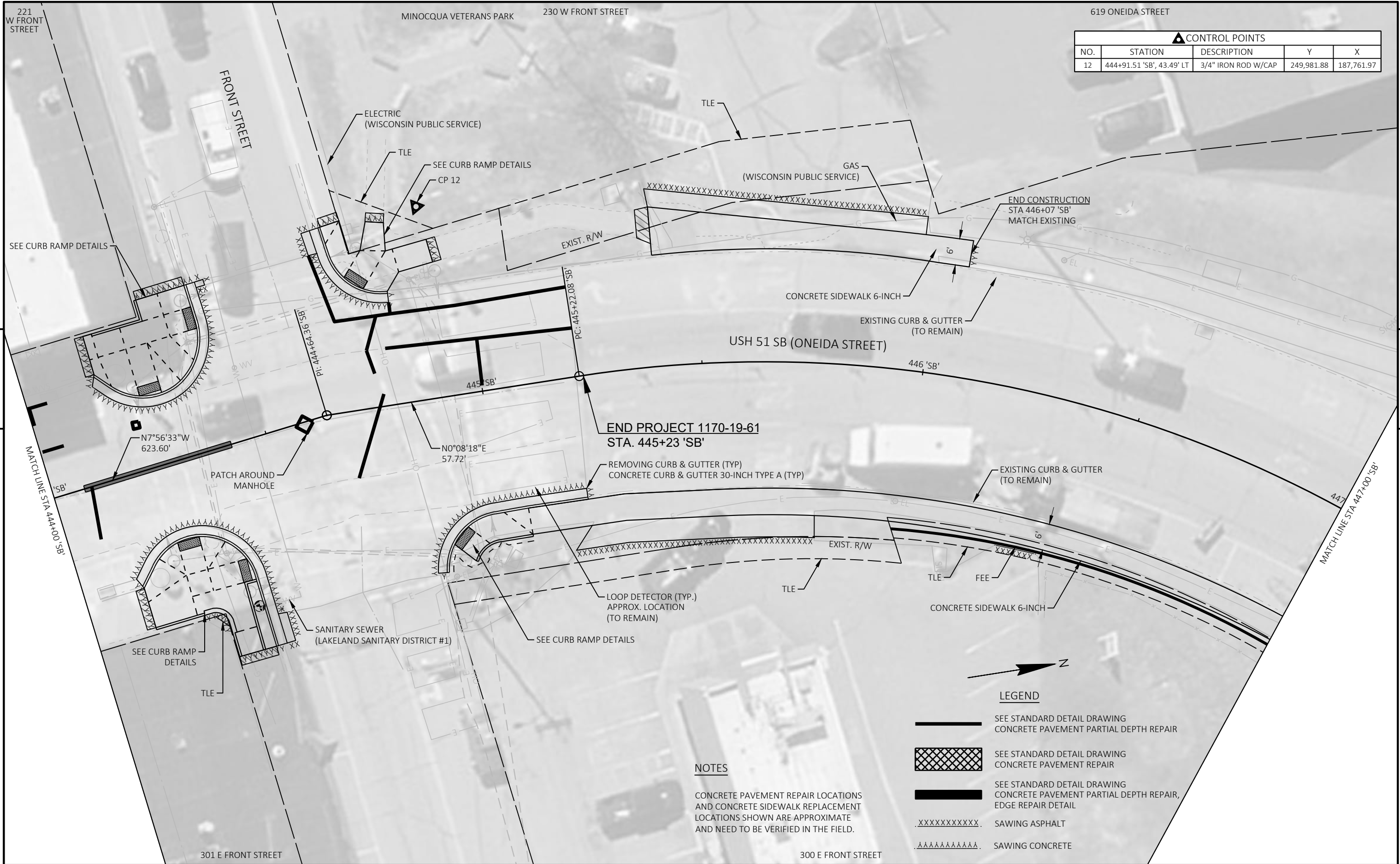
5

- LEGEND
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
 - SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
 - SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
 - .XXXXXXXXXXXX. SAWING ASPHALT
 - .AAAAAAAAAAAA. SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
21	441+17.50 'SB'	1605.07	NE BELL BOLT ON HYDRANT, 25.39' LT



CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
12	444+91.51 'SB', 43.49' LT	3/4" IRON ROD W/CAP	249,981.88	187,761.97

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS AND CONCRETE SIDEWALK REPLACEMENT LOCATIONS SHOWN ARE APPROXIMATE AND NEED TO BE VERIFIED IN THE FIELD.

LEGEND

- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR, EDGE REPAIR DETAIL
- SAWING ASPHALT
- SAWING CONCRETE

PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

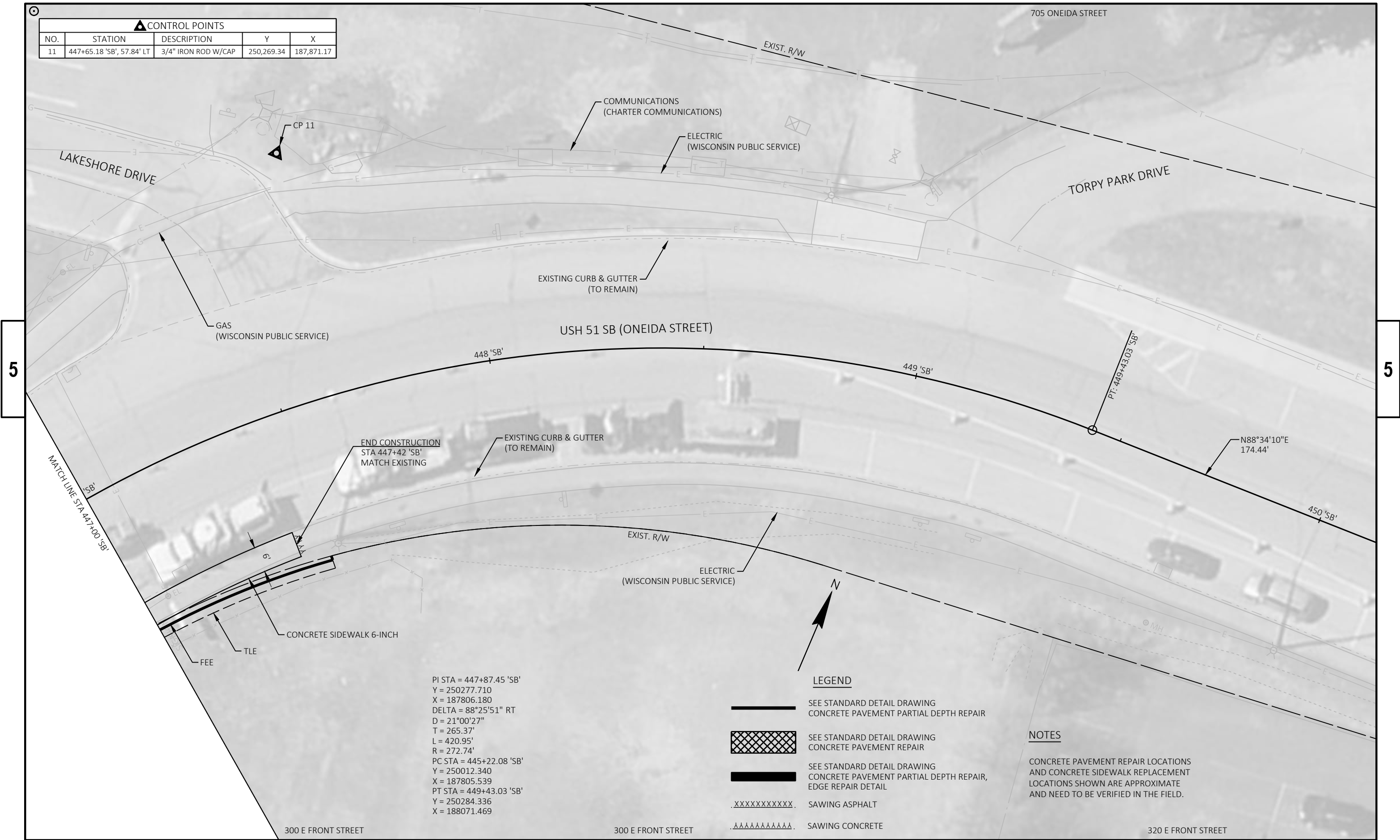
PLAN

SHEET

130

E

△ CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
11	447+65.18 'SB', 57.84' LT	3/4" IRON ROD W/CAP	250,269.34	187,871.17



PI STA = 447+87.45 'SB'
Y = 250277.710
X = 187806.180
DELTA = 88°25'51" RT
D = 21°00'27"
T = 265.37'
L = 420.95'
R = 272.74'
PC STA = 445+22.08 'SB'
Y = 250012.340
X = 187805.539
PT STA = 449+43.03 'SB'
Y = 250284.336
X = 188071.469

LEGEND

- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,
EDGE REPAIR DETAIL
- XXXXXXXXXX SAWING ASPHALT
- AAAAAAAAAA SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS
AND CONCRETE SIDEWALK REPLACEMENT
LOCATIONS SHOWN ARE APPROXIMATE
AND NEED TO BE VERIFIED IN THE FIELD.

PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

PLAN

SHEET

131

E

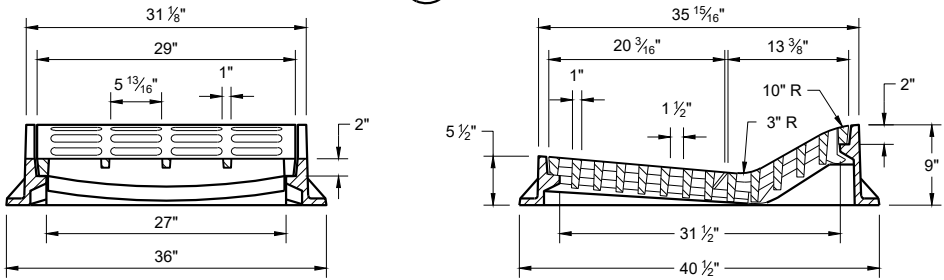
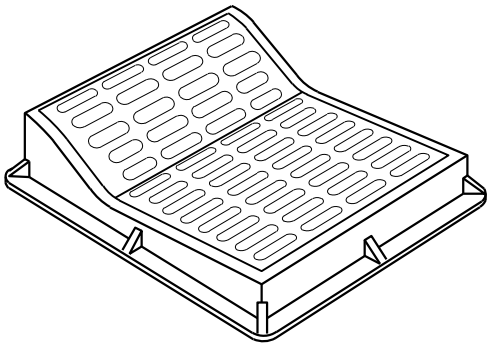
Standard Detail Drawing List

08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-05	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B04-13	PULL BOX
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C08-02	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-10B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-10C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
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
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING

GENERAL NOTES

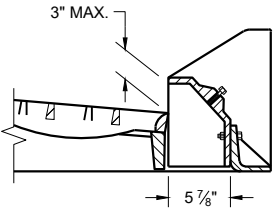
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

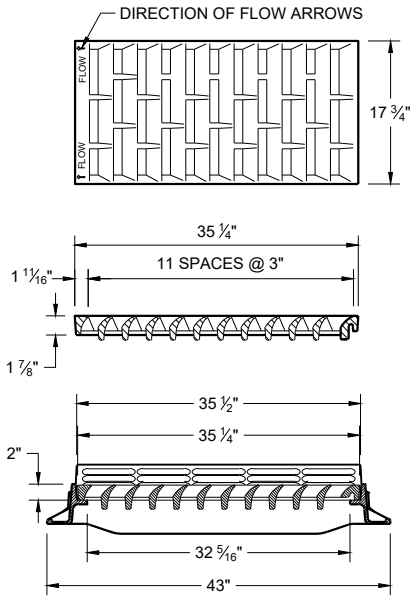


ALTERNATIVE CURB BOX
FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

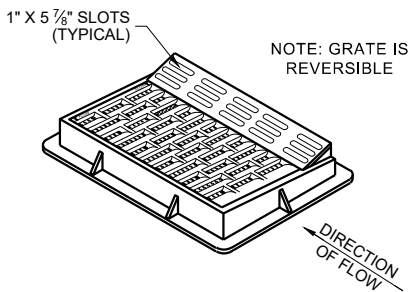
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.

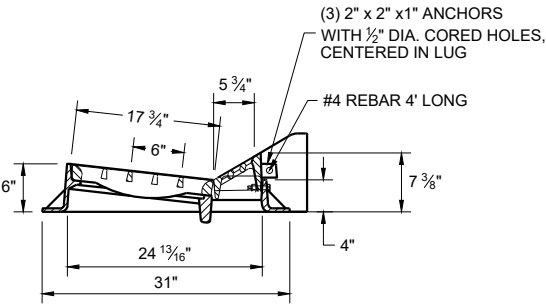


TYPE "HM"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

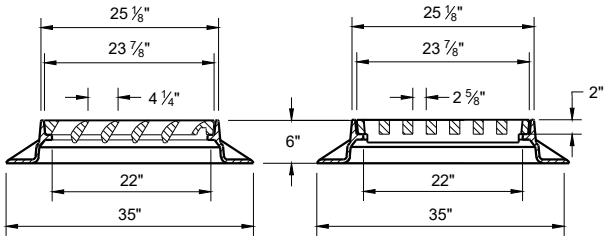
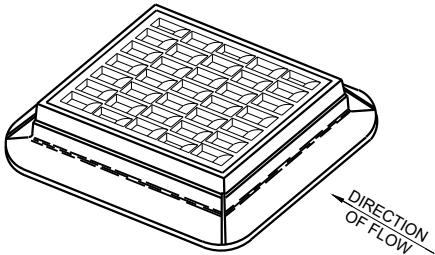


NOTE: GRATE IS REVERSIBLE

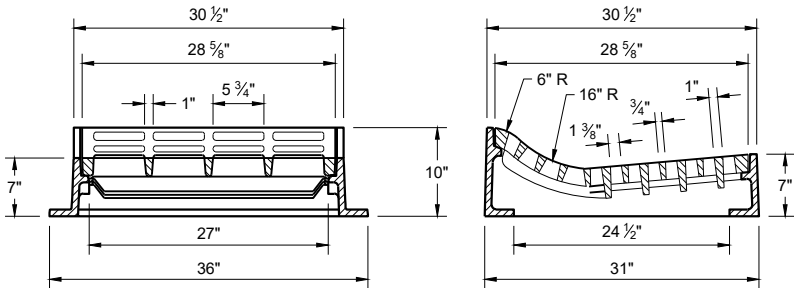
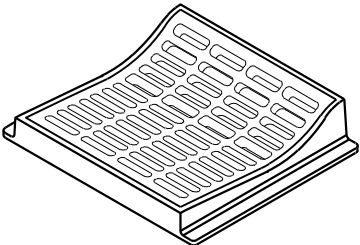


NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



TYPE "S"



TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T,
HM-GJ AND HM-GJ-S

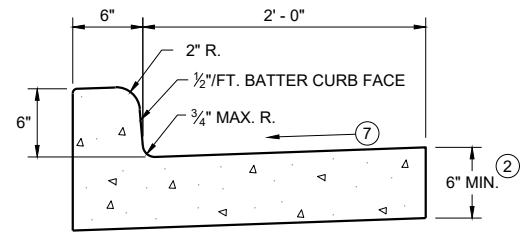
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

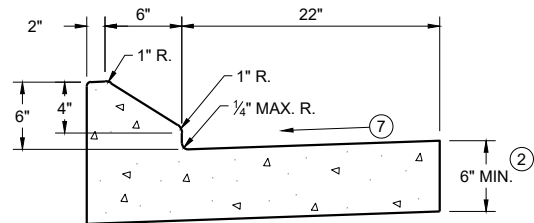
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

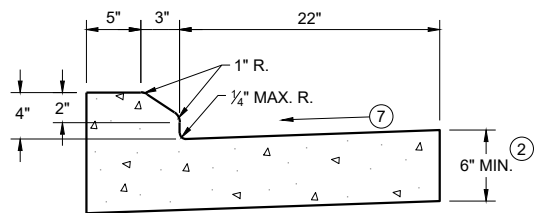
FHWA



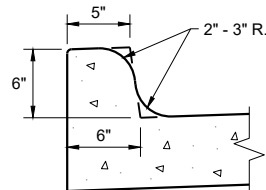
TYPES A^① & D



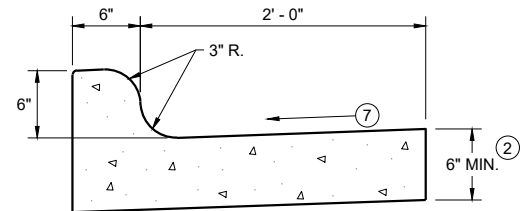
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

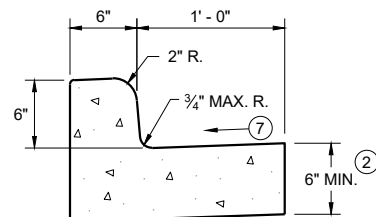


TYPES K^① & L
(OPTIONAL CURB SHAPE)



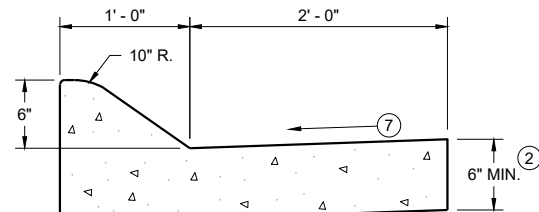
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

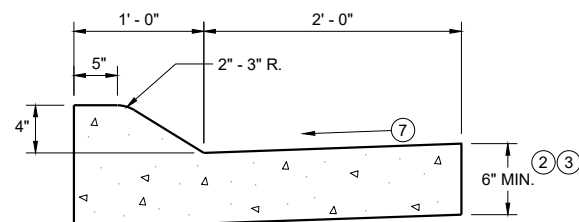


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

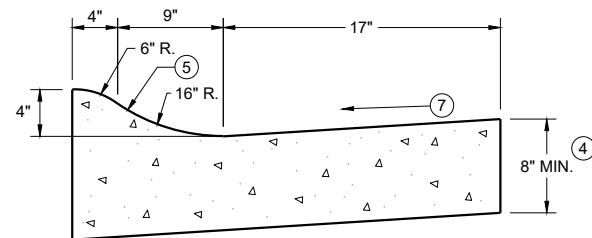


6" SLOPED CURB TYPES A^① & D



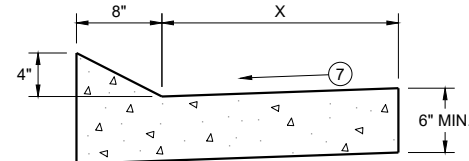
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

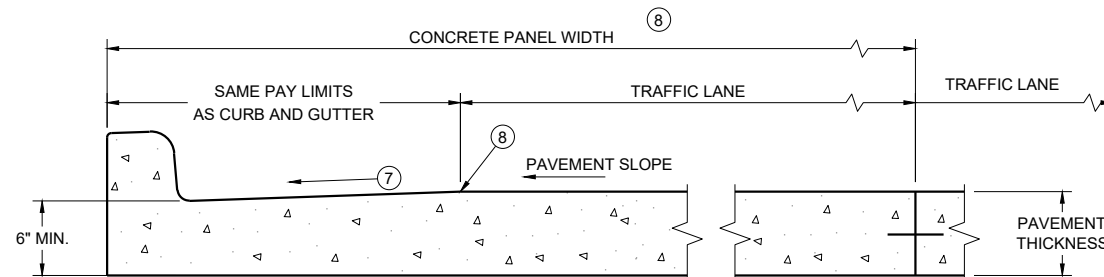


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

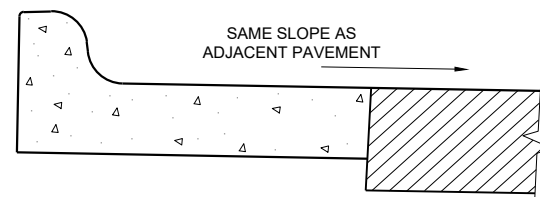
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

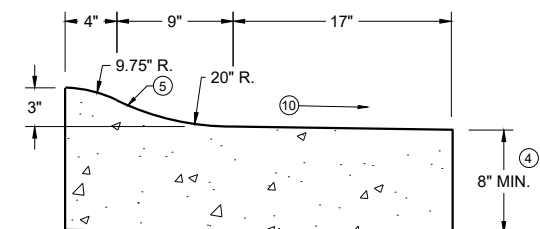


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

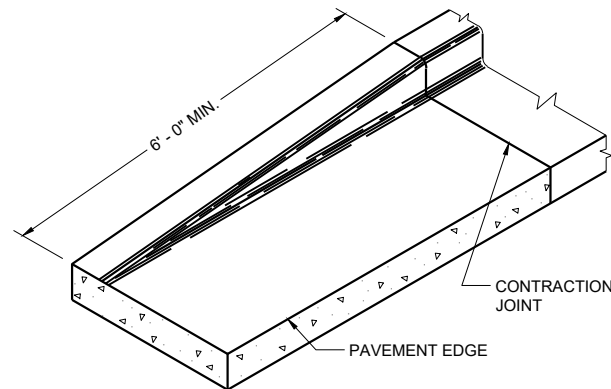
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

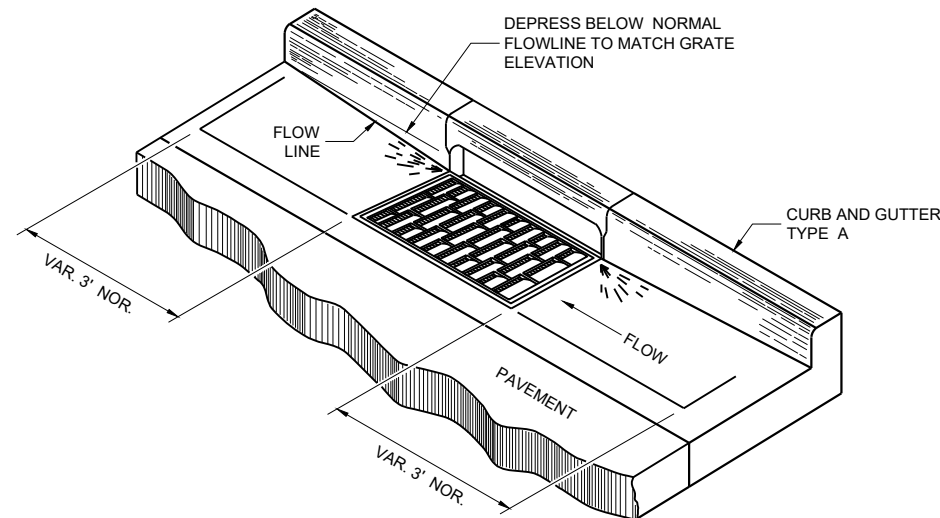
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

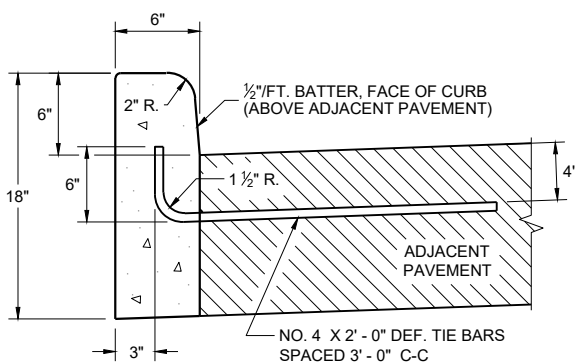


END SECTION CURB AND GUTTER

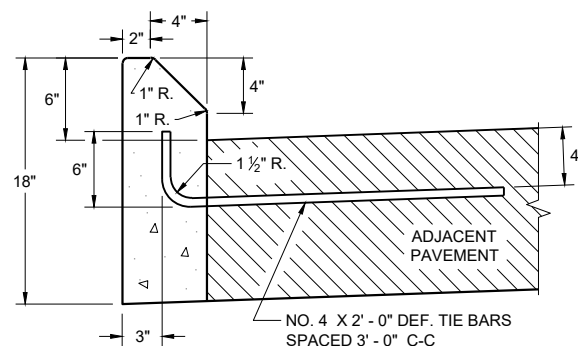


DETAIL OF CURB AND GUTTER AT INLETS

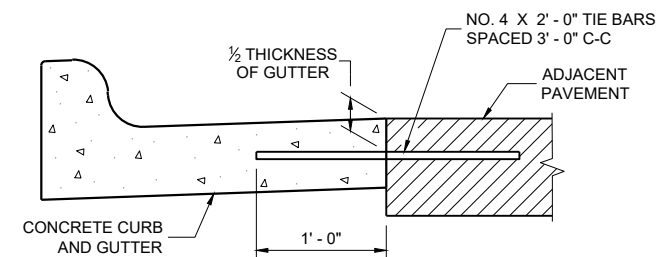
(TYPICAL H INLET COVER SHOWN)



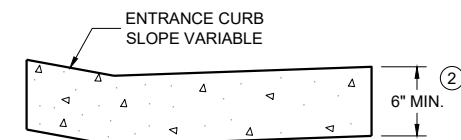
TYPES A^① & D



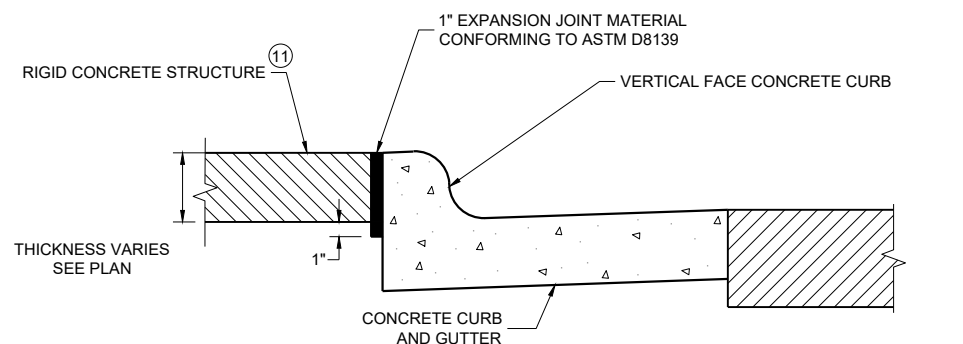
**TYPES G^① & J
CONCRETE CURB**



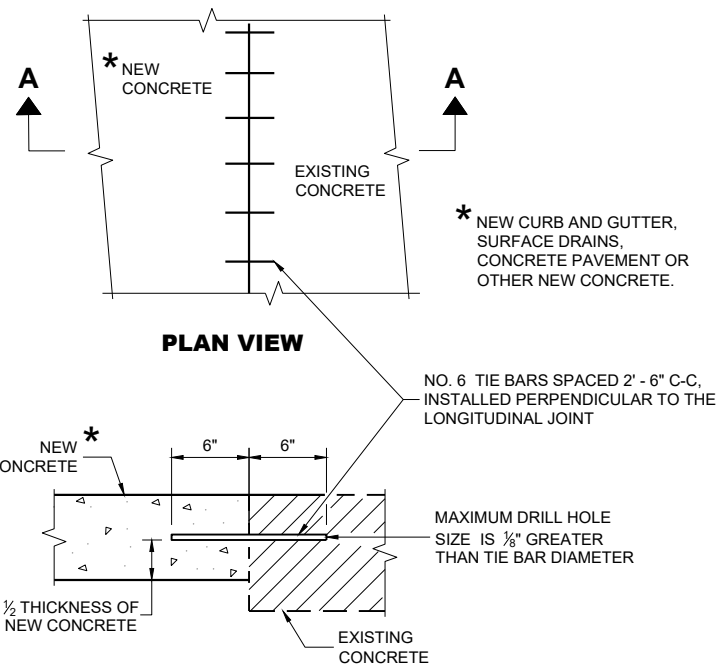
TYPICAL TIE BAR LOCATION^①



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



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



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

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.

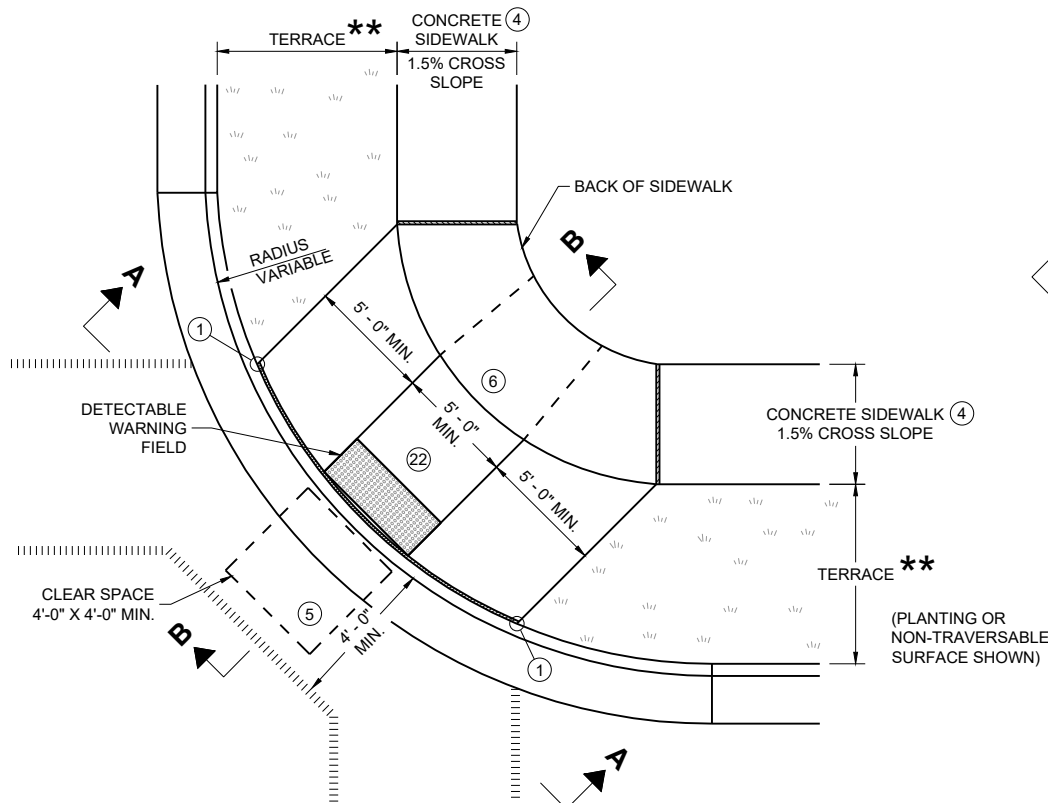
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- 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.

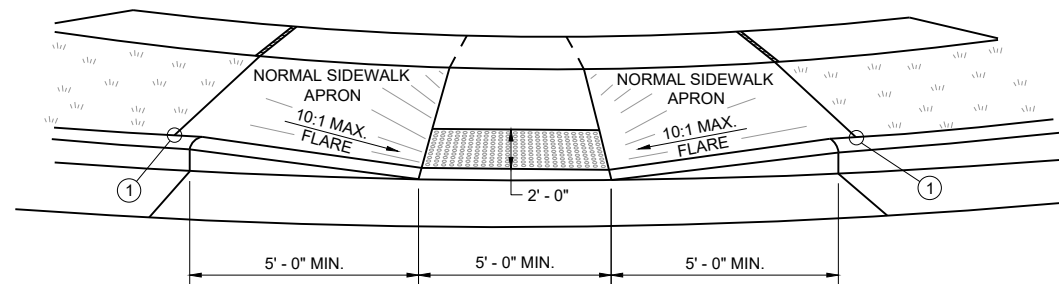
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

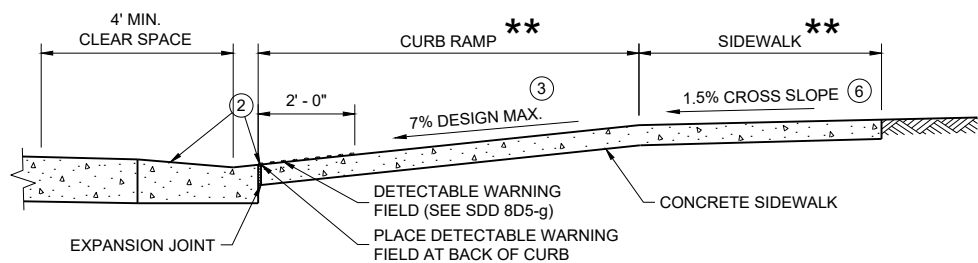
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



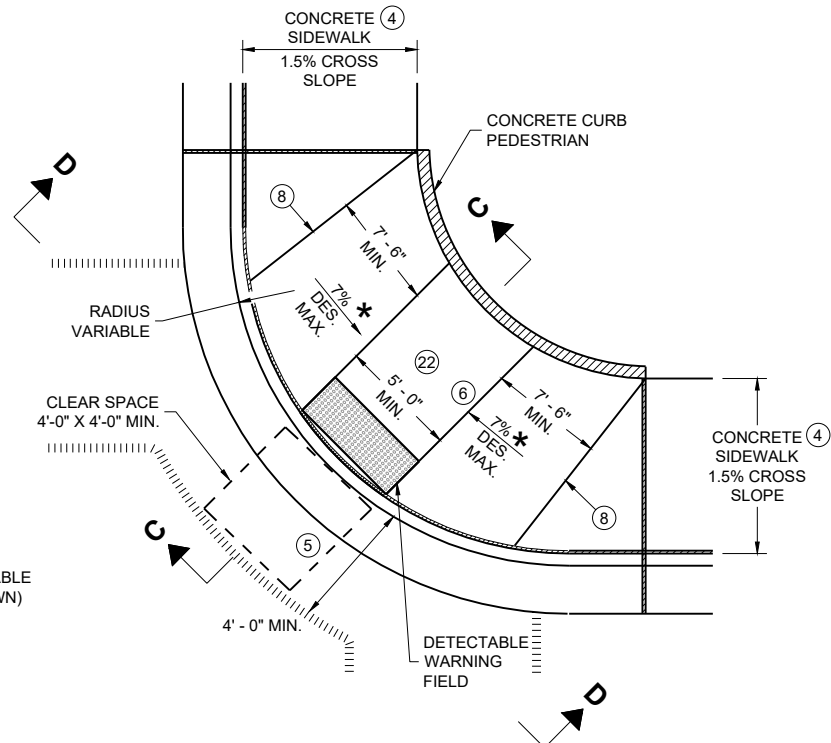
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



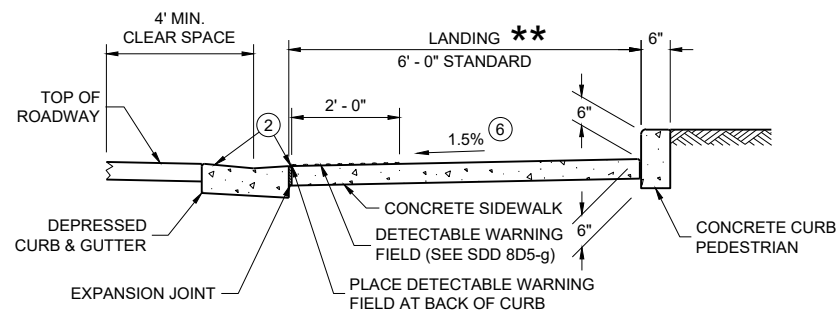
VIEW A - A FOR TYPE 1



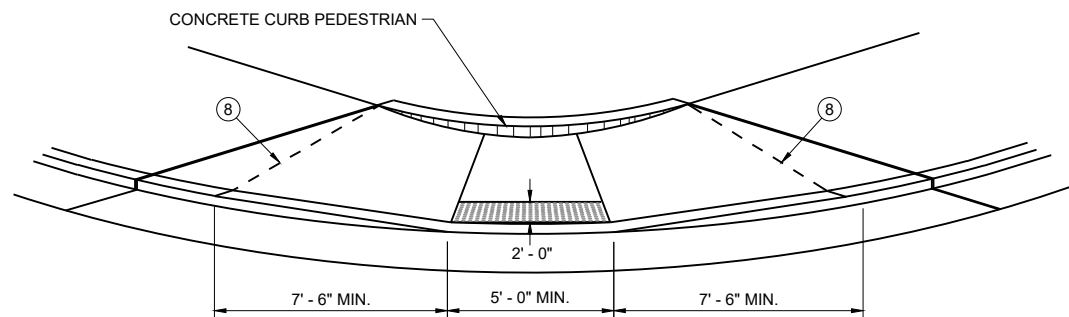
SECTION B - B FOR TYPE 1



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.

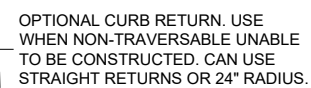
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.

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

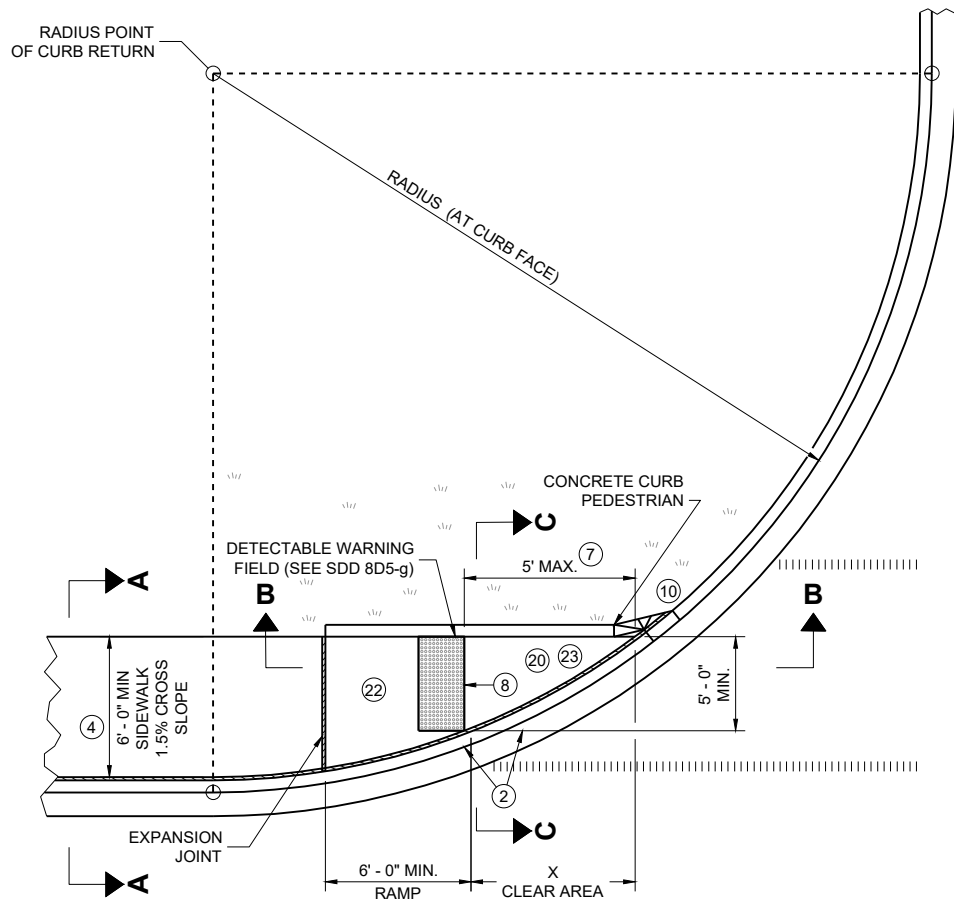
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



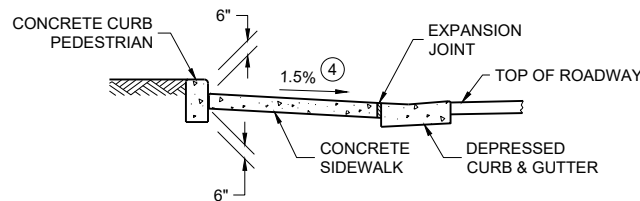
	1/2" EXPANSION JOINT SIDEWALK
	CONTRACTION JOINT SIDEWALK
	PAVEMENT MARKING CROSSWALK (WHITE)
	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
	WIDTH SHOWN ELSEWHERE IN THE PLANS
	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

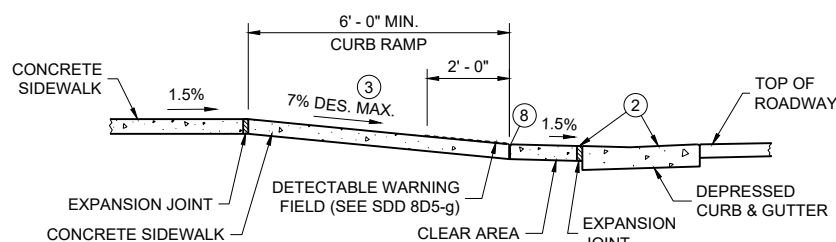
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES 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 GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 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 4A



SECTION C - C FOR TYPE 4A



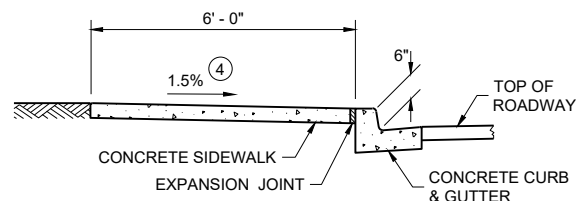
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

LEGEND

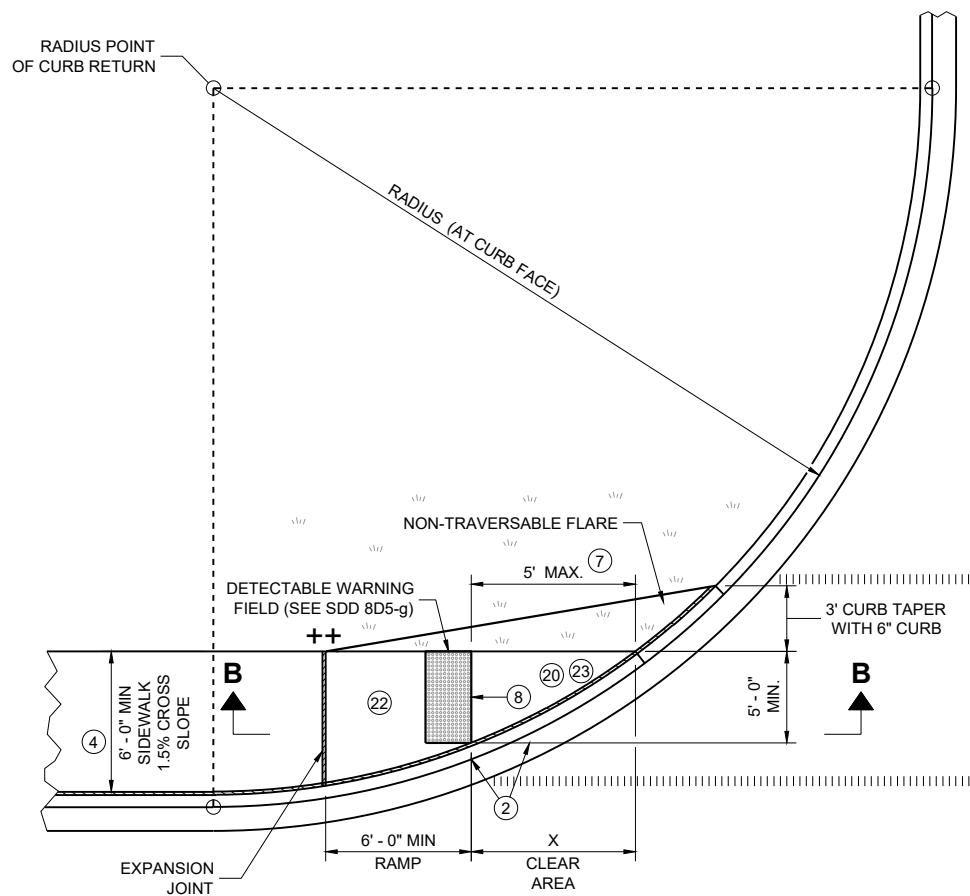
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



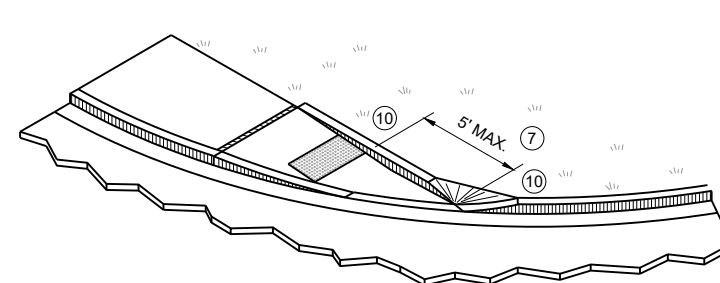
SECTION A - A FOR TYPE 4A



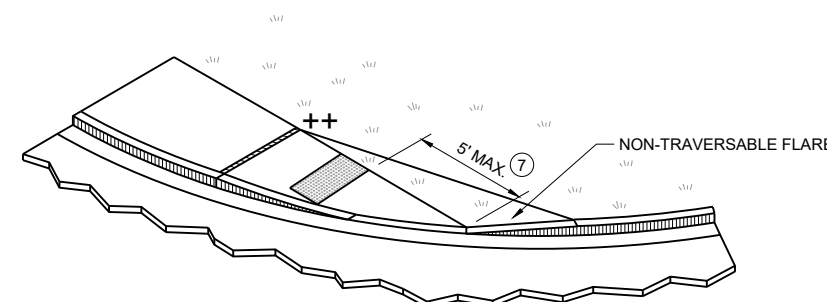
PLAN VIEW
CURB RAMP TYPE 4A1

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.



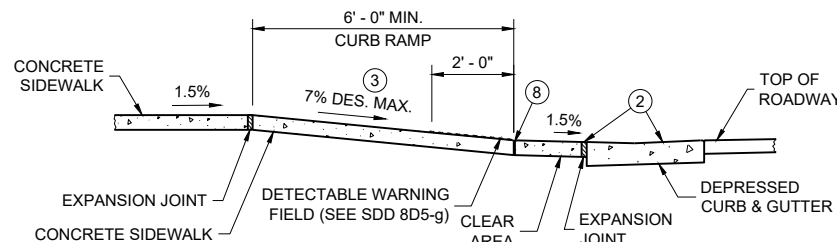
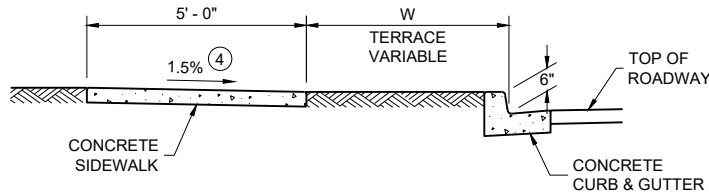
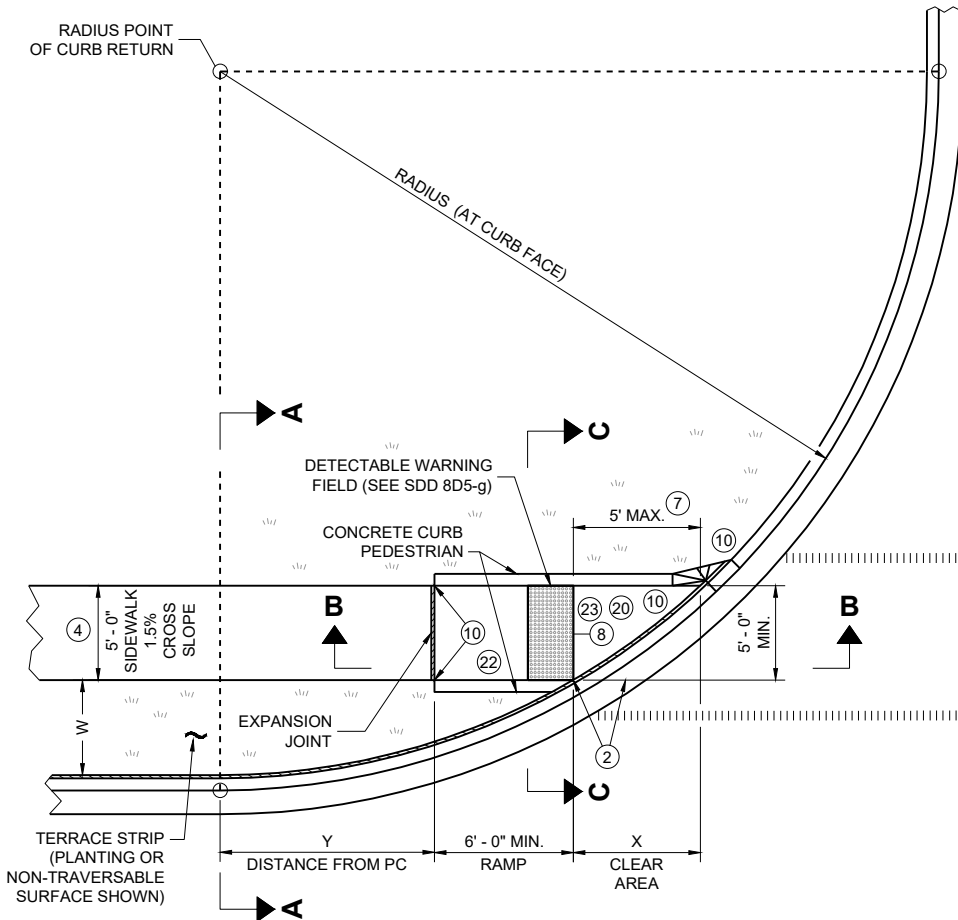
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

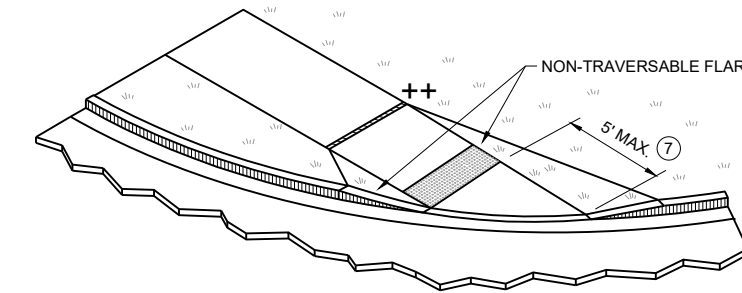
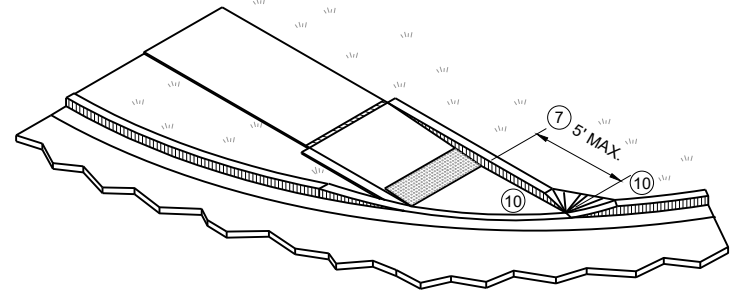
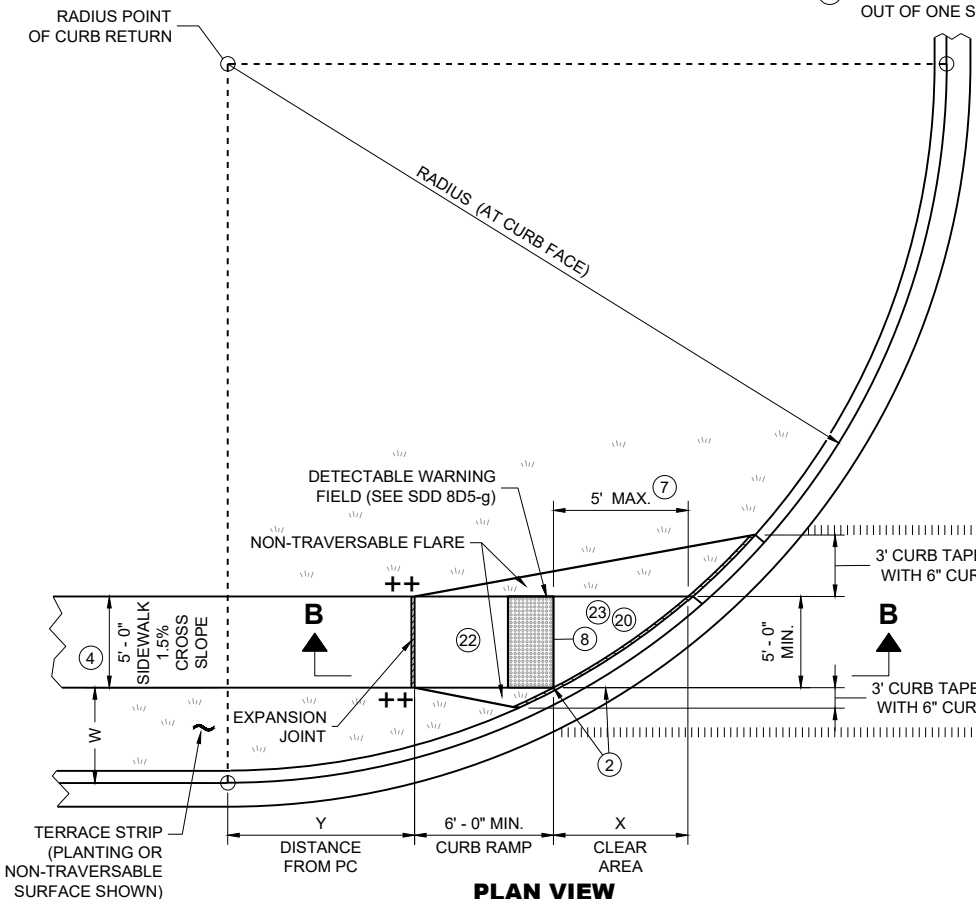
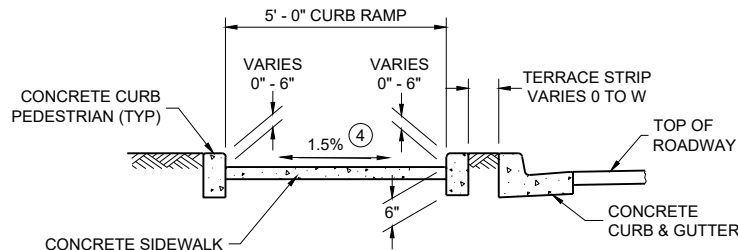
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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



LEGEND

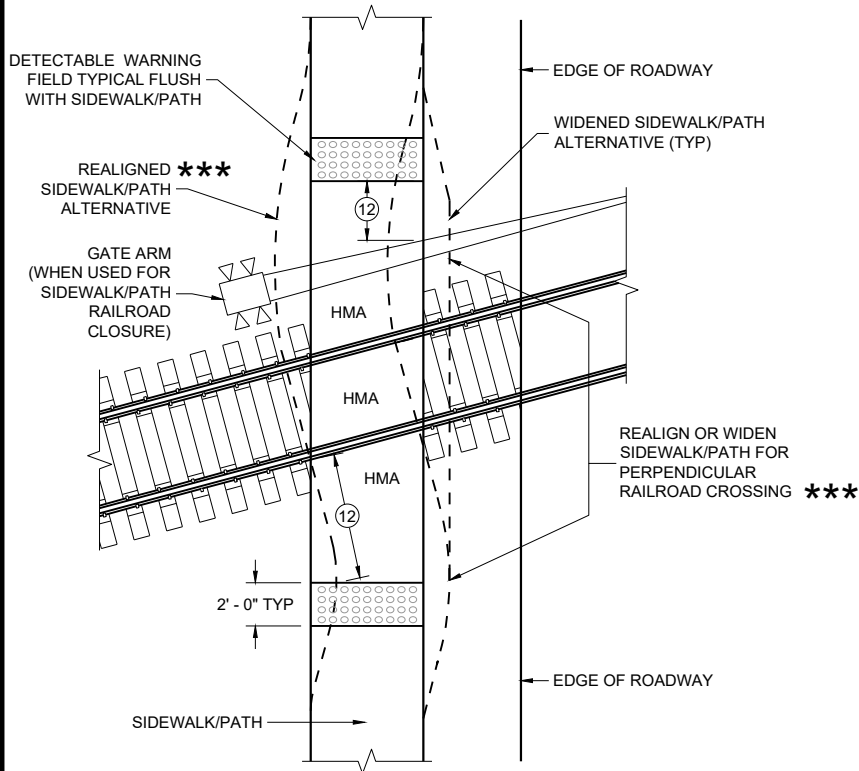
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

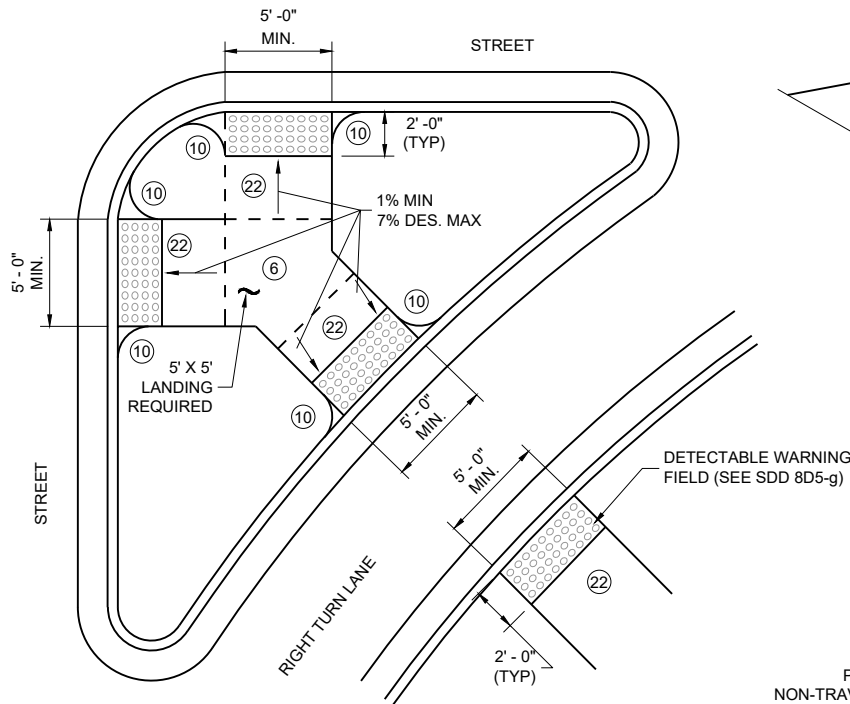
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.

CURB RAMPS
TYPE 4B AND 4B1

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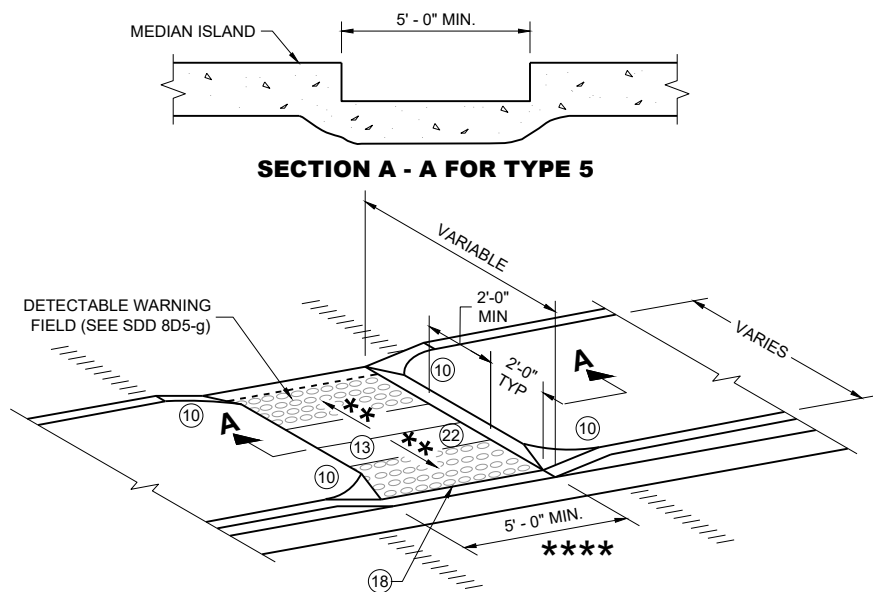


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

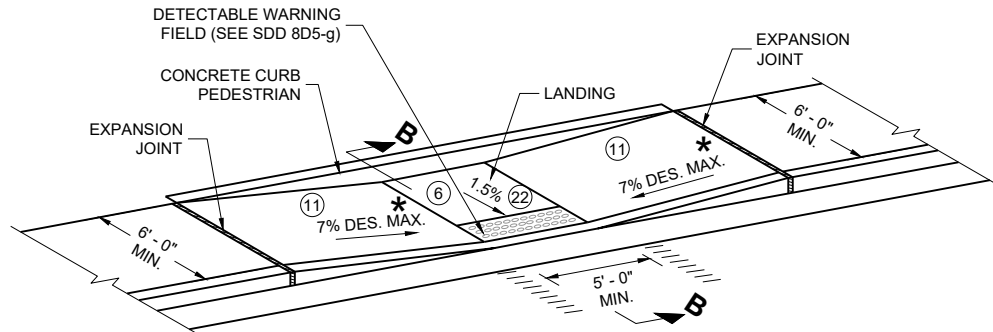


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

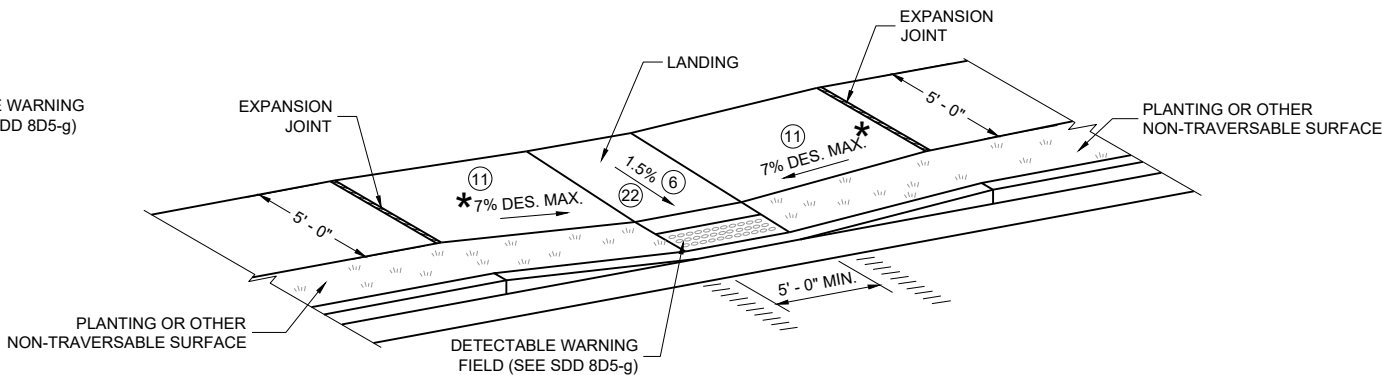
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

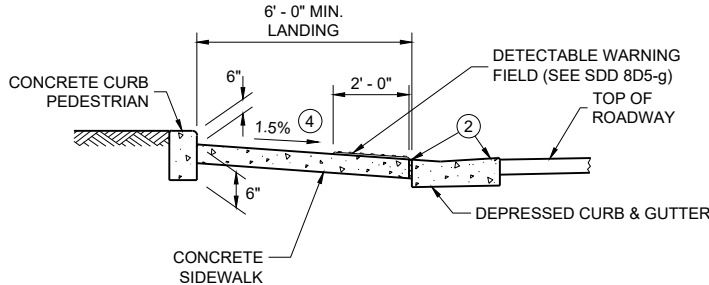
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

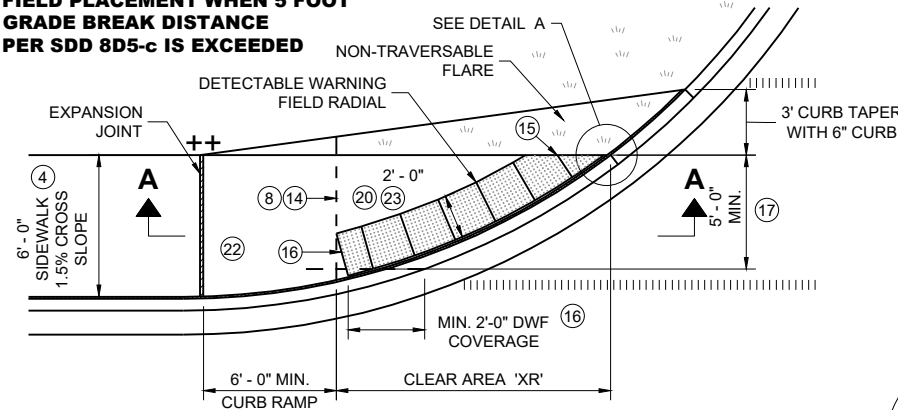


SECTION B - B FOR TYPE 7A

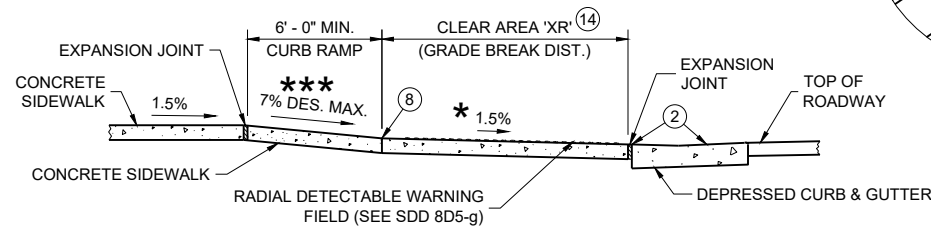
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

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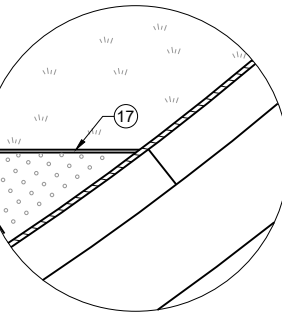
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



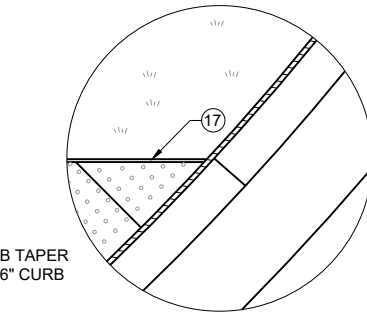
PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



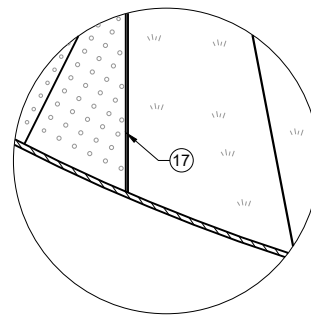
SECTION A - A FOR TYPE 4A1



DETAIL A

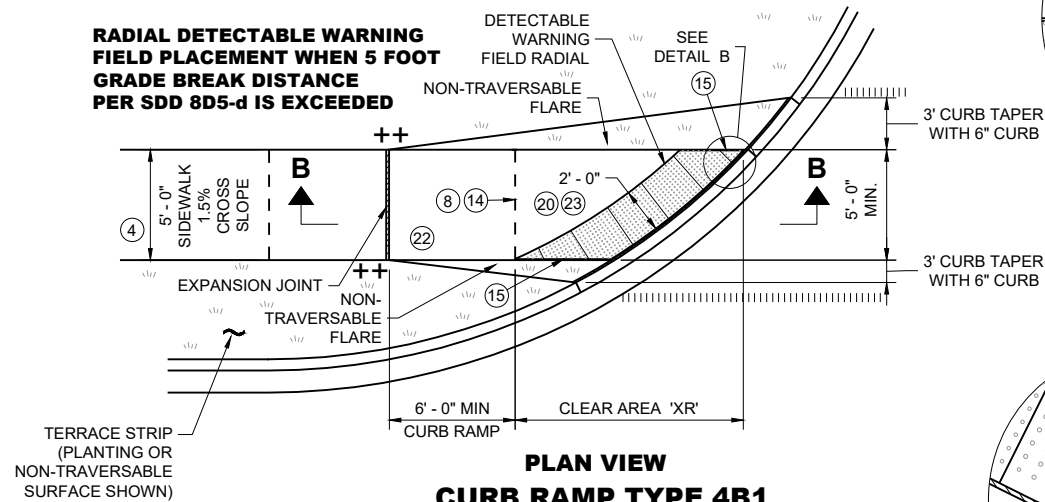


DETAIL B

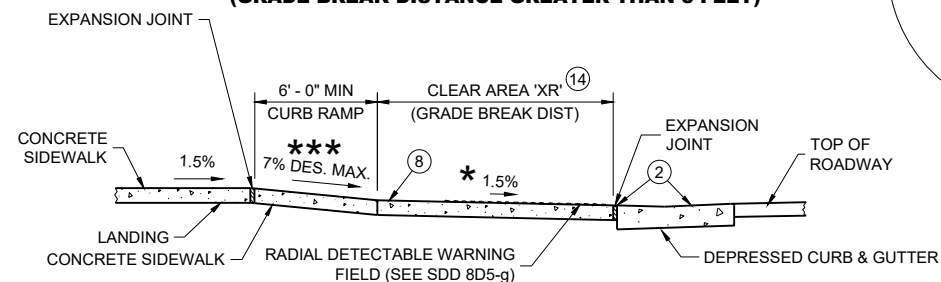


DETAIL C

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



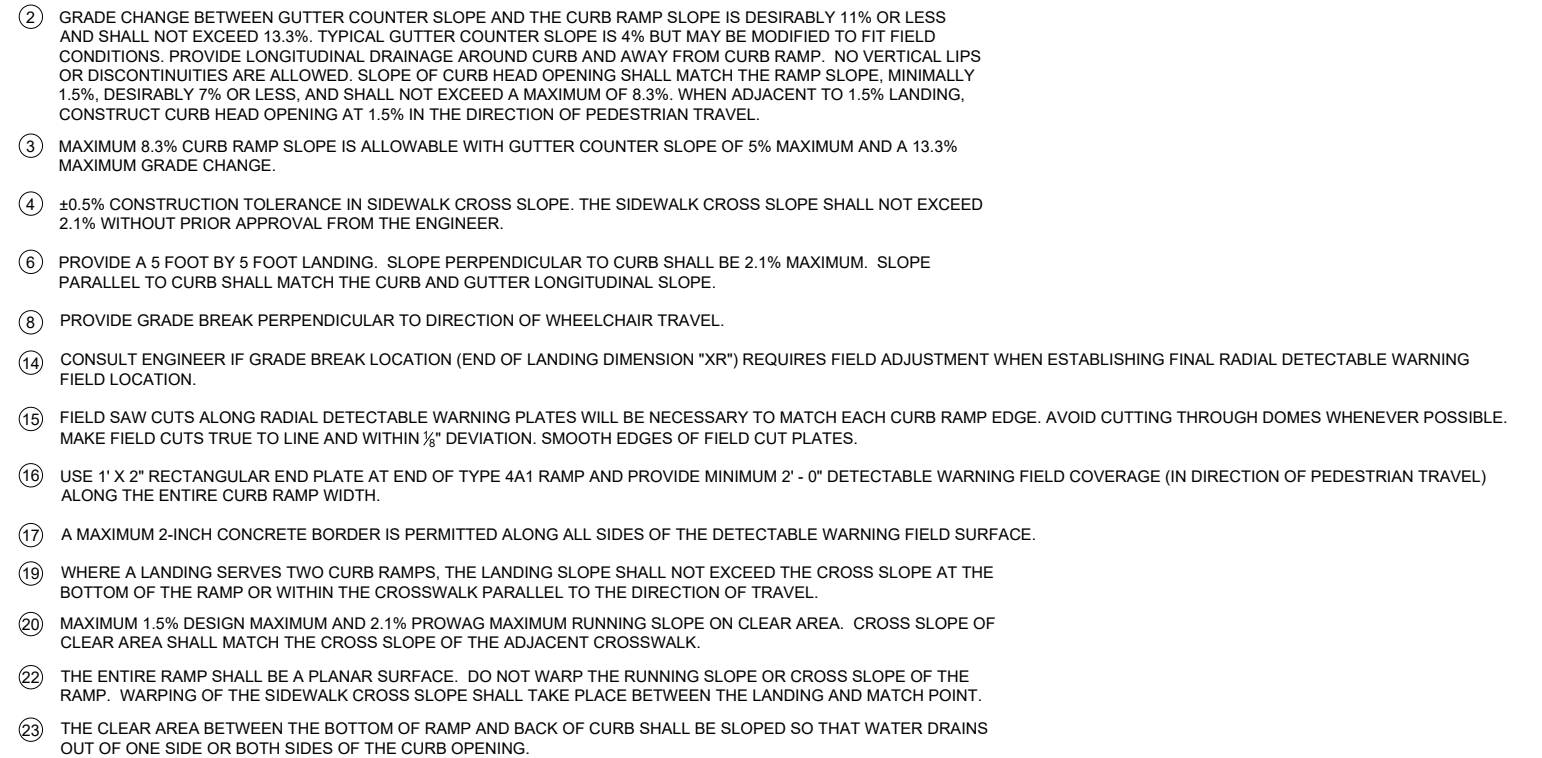
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

LEGEND

	½" 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



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.

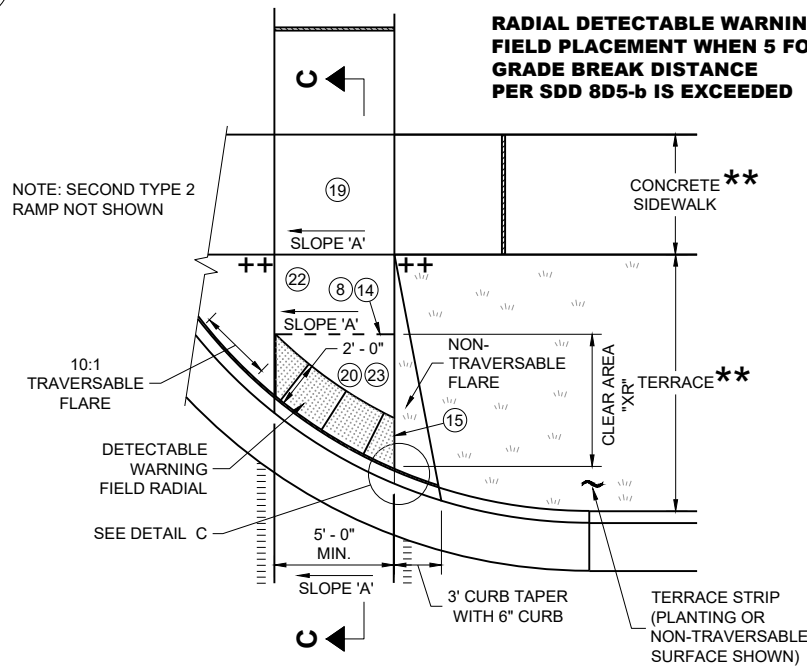
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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.

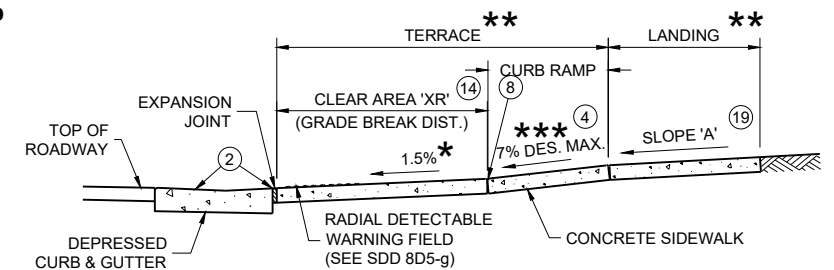
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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.



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



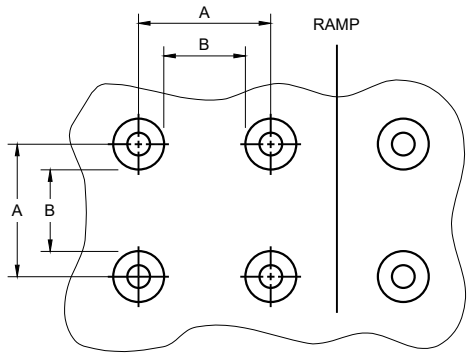
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

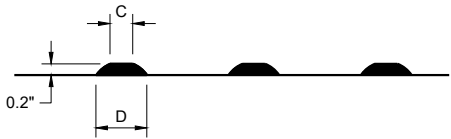
STATE OF WISCONSIN
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

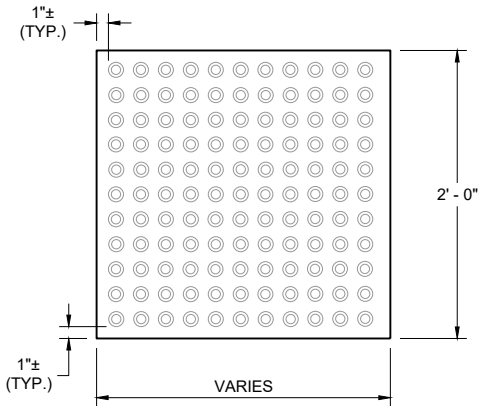


PLAN VIEW

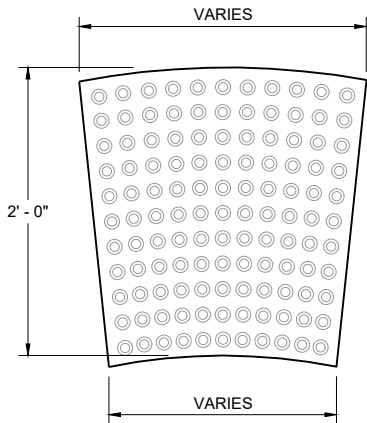


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

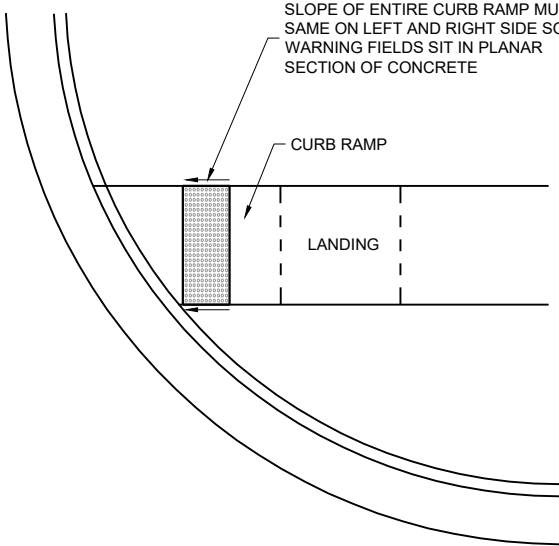


RECTANGULAR
PLATES

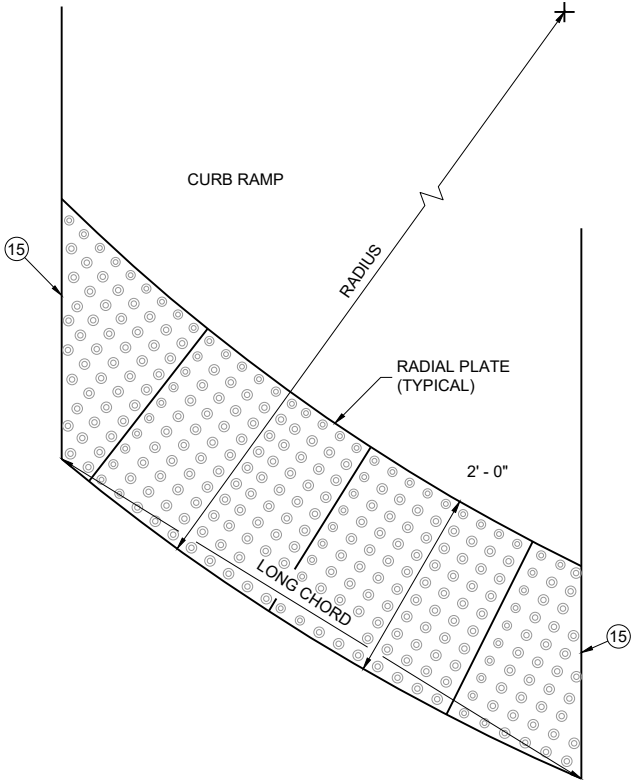


RADIAL
PLATES

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.

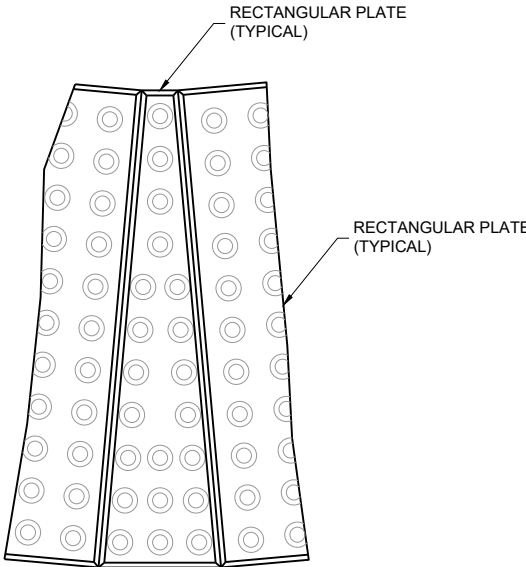
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.



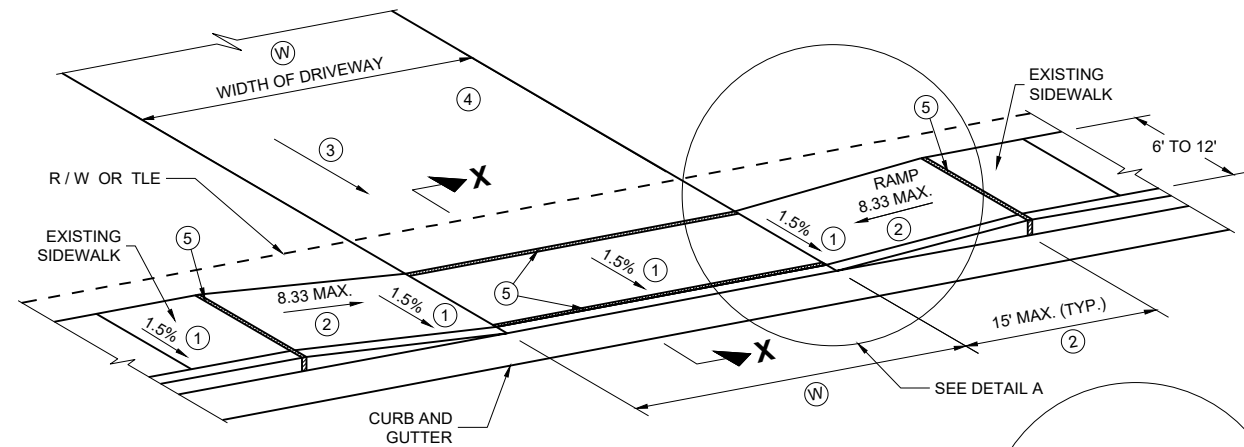
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

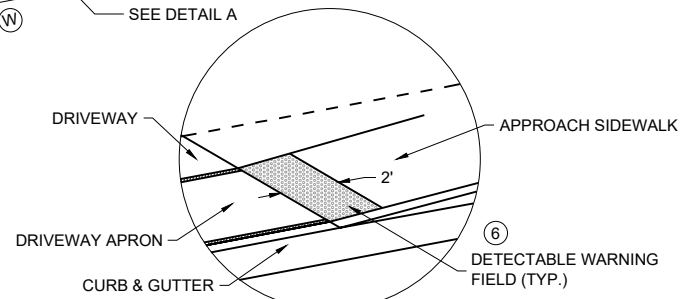
STATE OF WISCONSIN
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APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

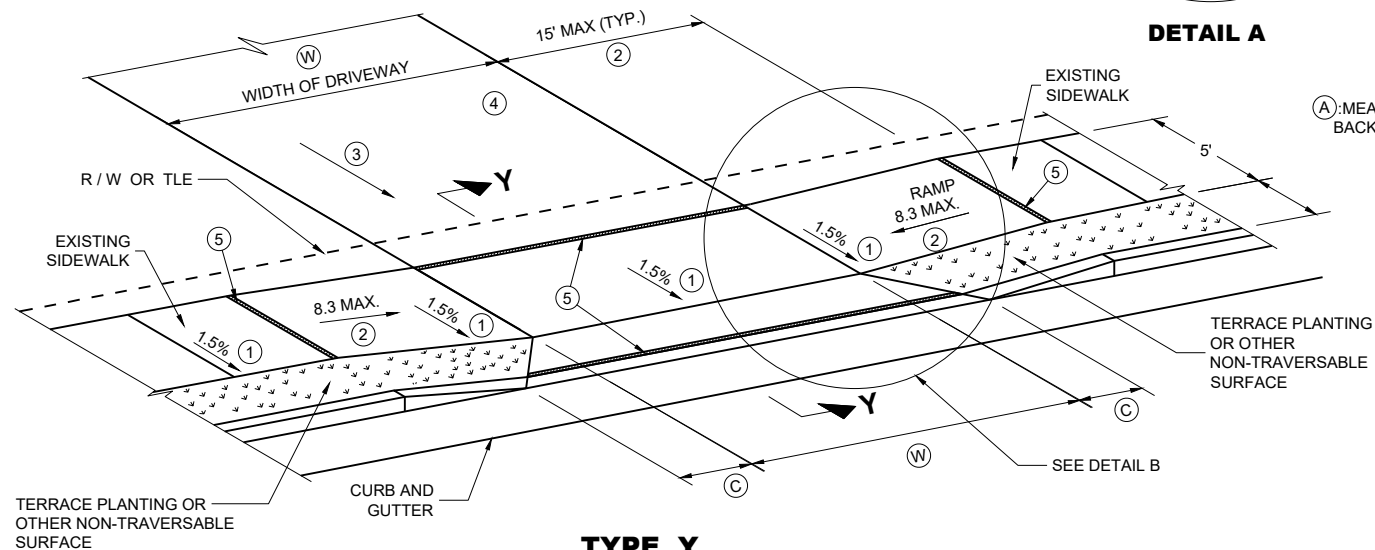


TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A

(A): MEASURE FROM
BACK OF CURB



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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

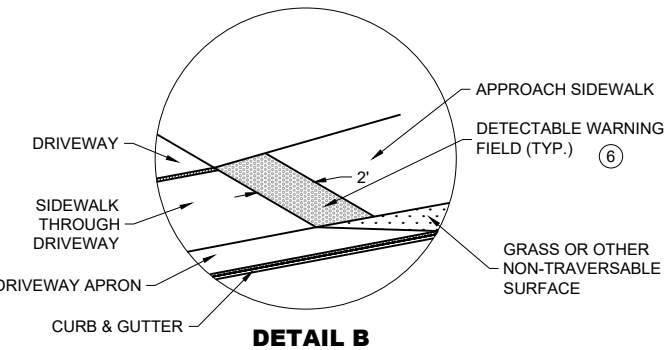
- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

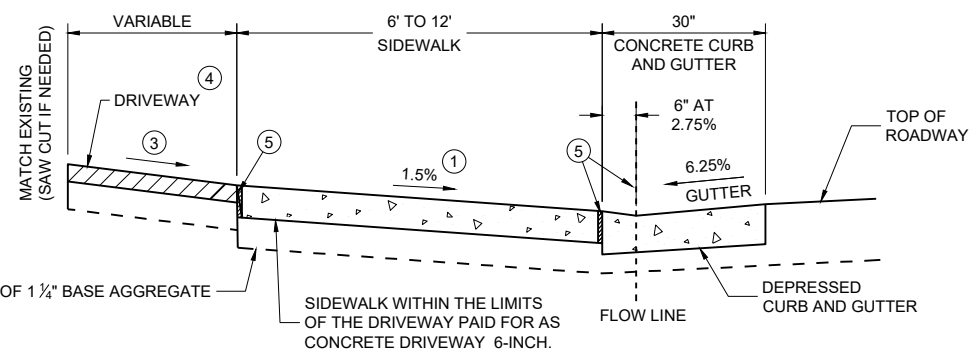
- ④ **DRIVEWAY TYPES**
 - * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - * 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - * 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ 1/2" EXPANSION JOINT FILLER

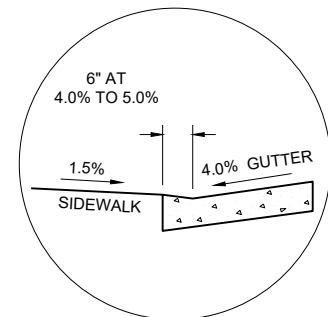
- ⑥ DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B



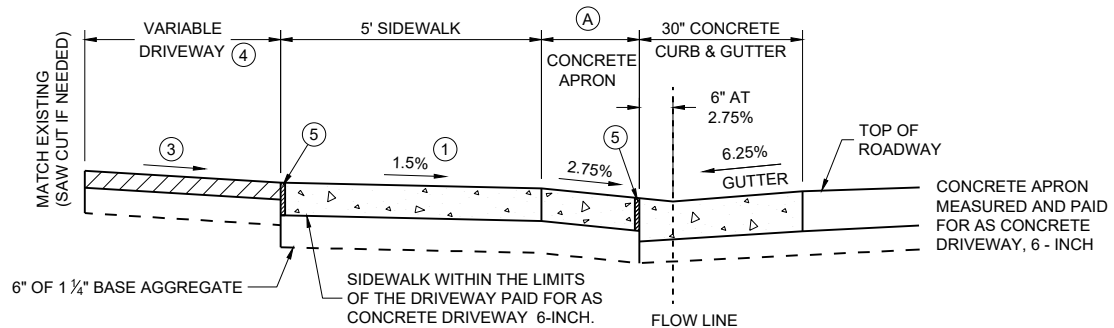
SECTION X - X



SECTION X - X
4% GUTTER SLOPE

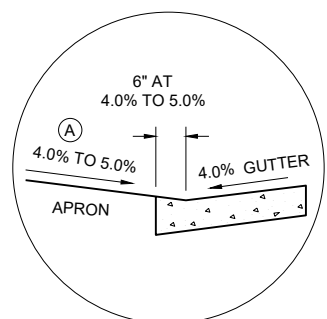
TABLE Y

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



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



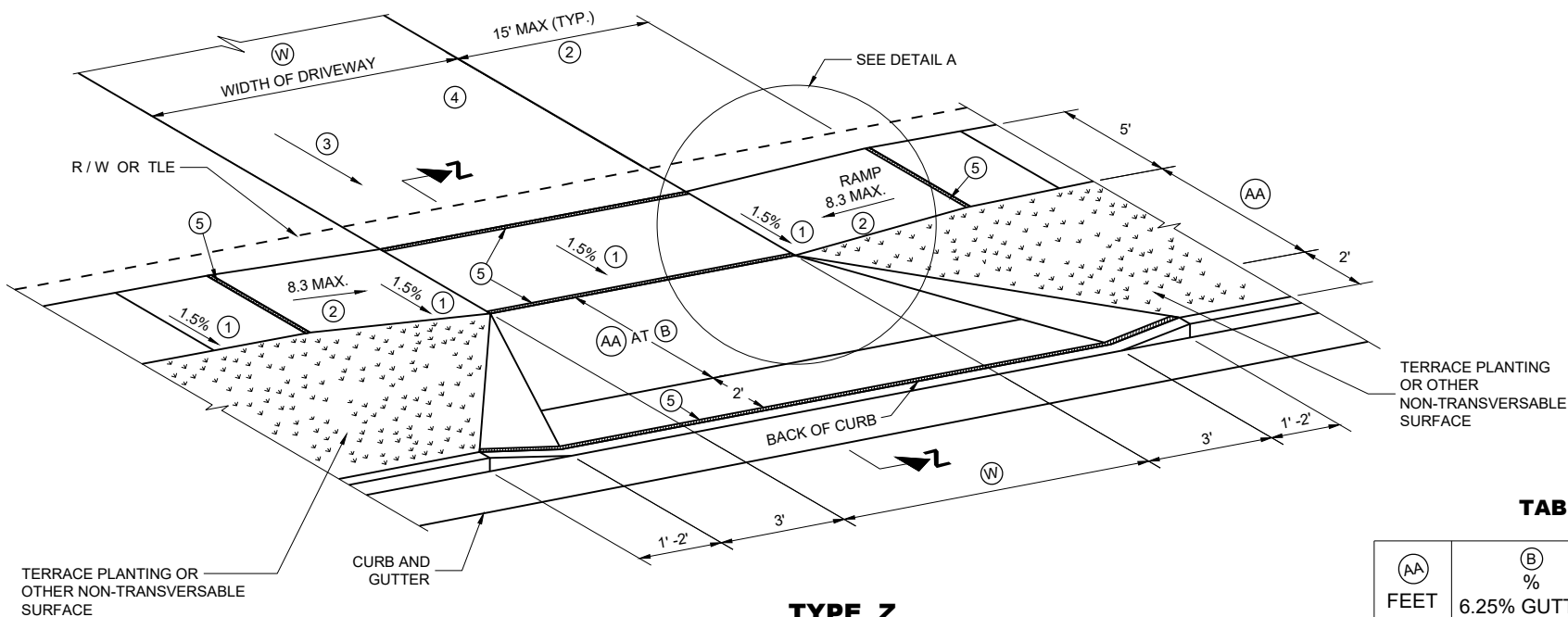
SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

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February 2025 /S/ Rodney Taylor
DATE

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

TABLE Z

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

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

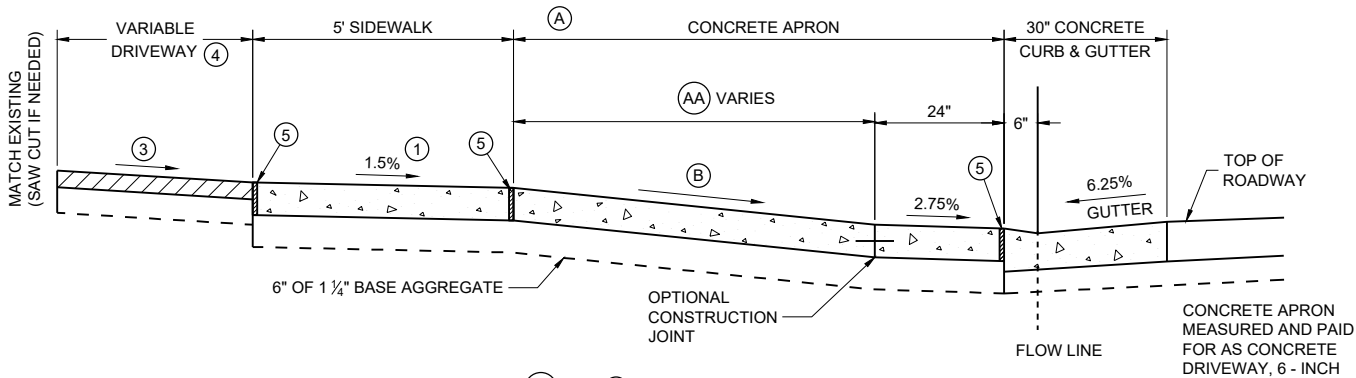
GENERAL NOTES

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

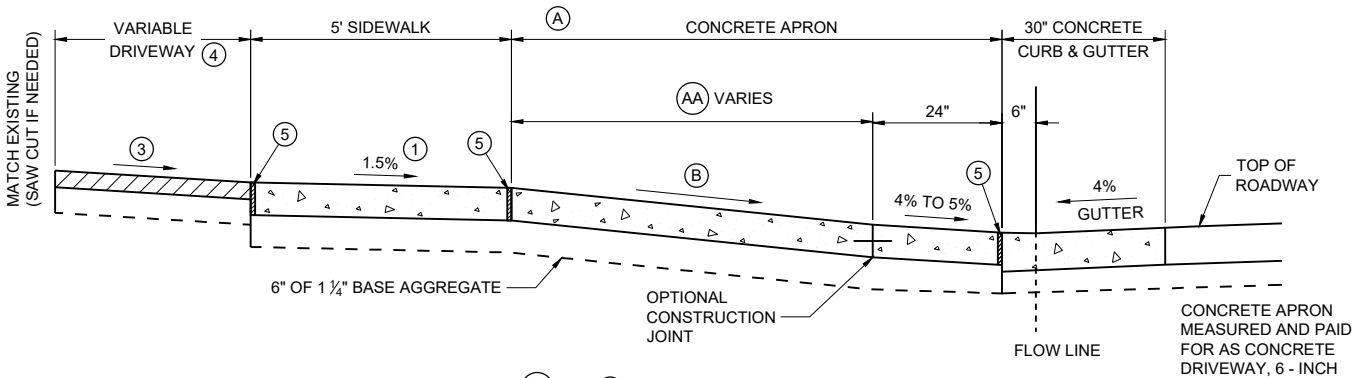
(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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



6.25% GUTTER SLOPE



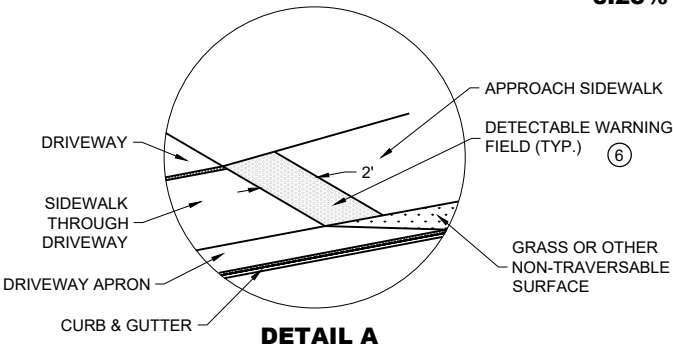
4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SECTION Z - Z

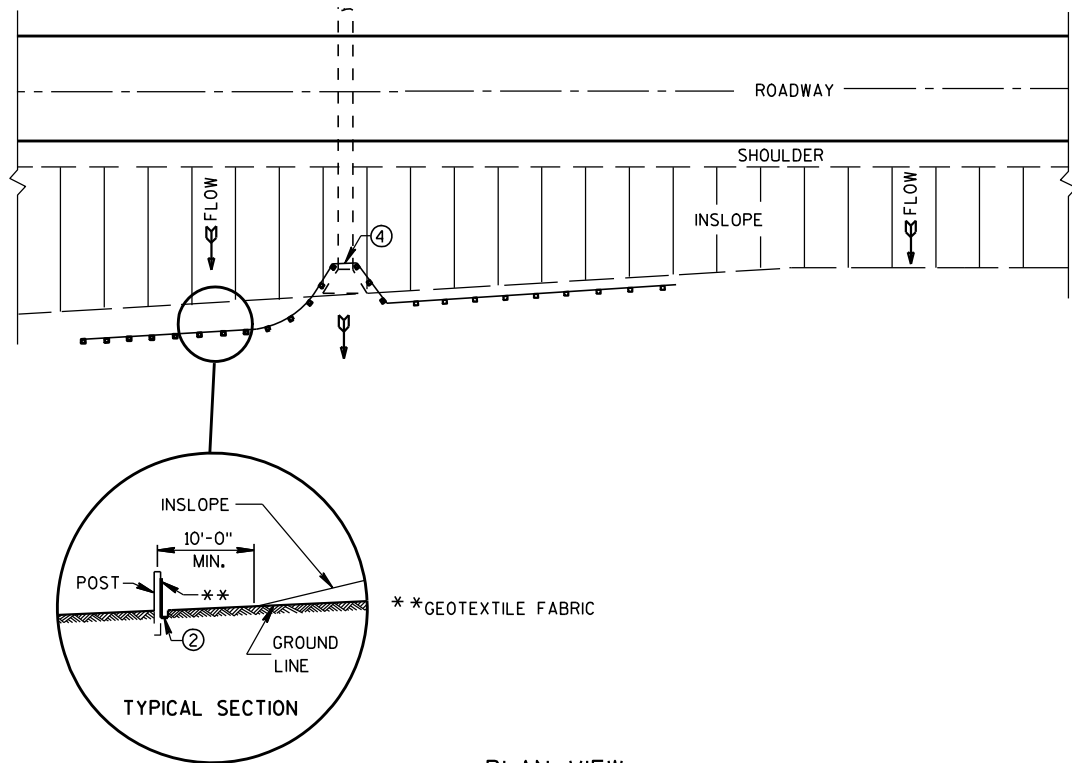
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)



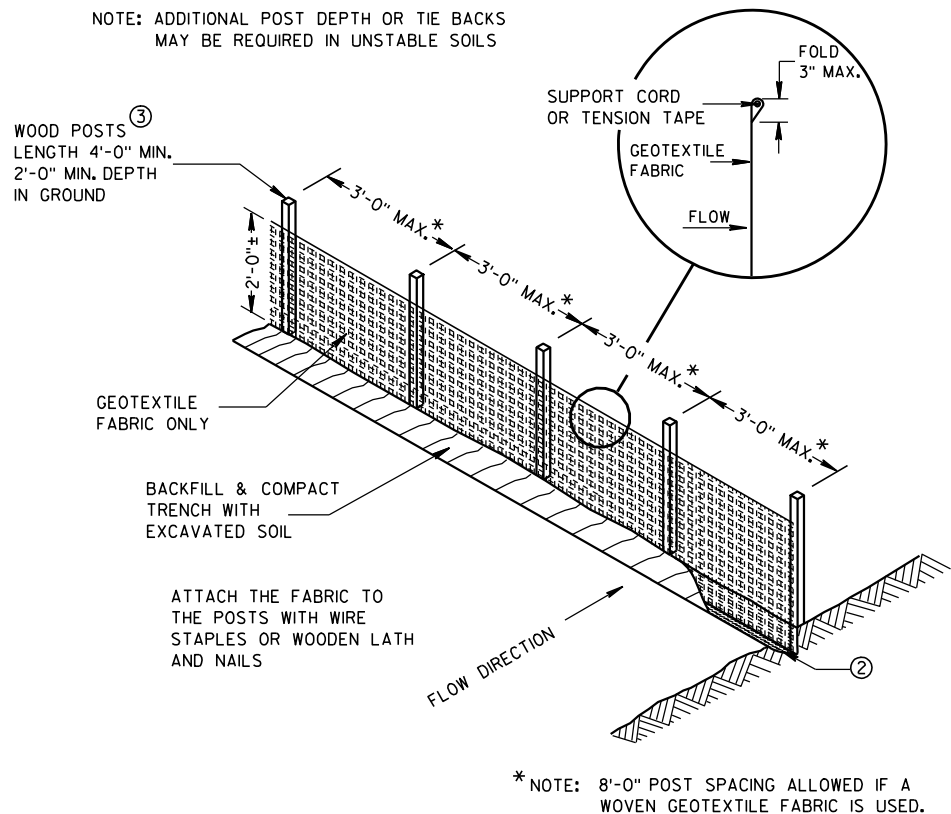
DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

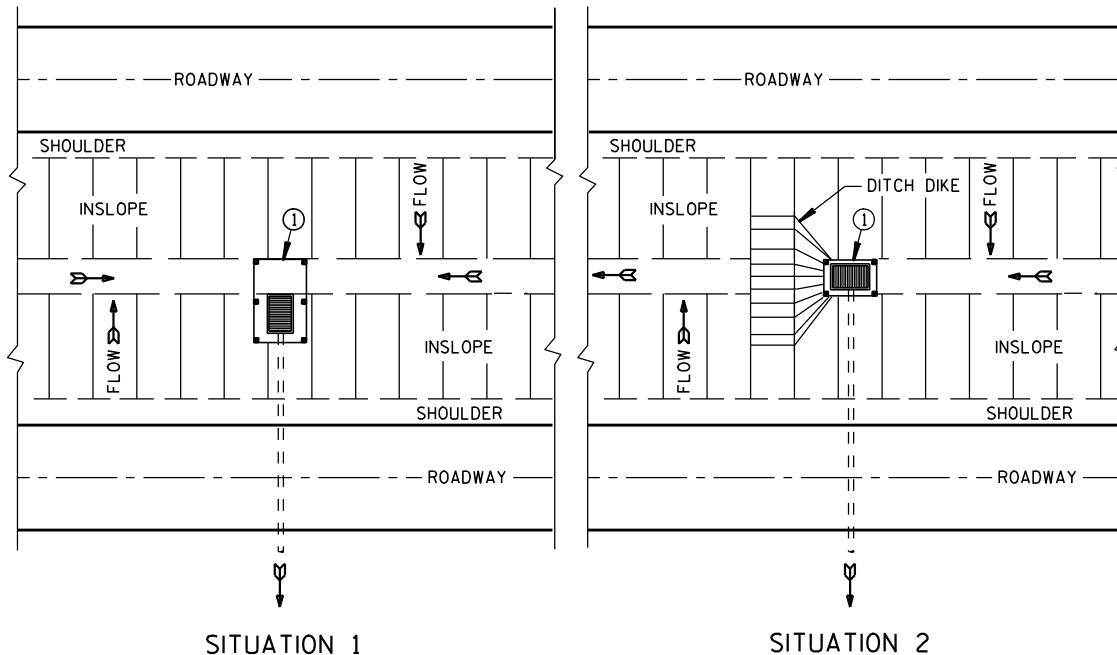
APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



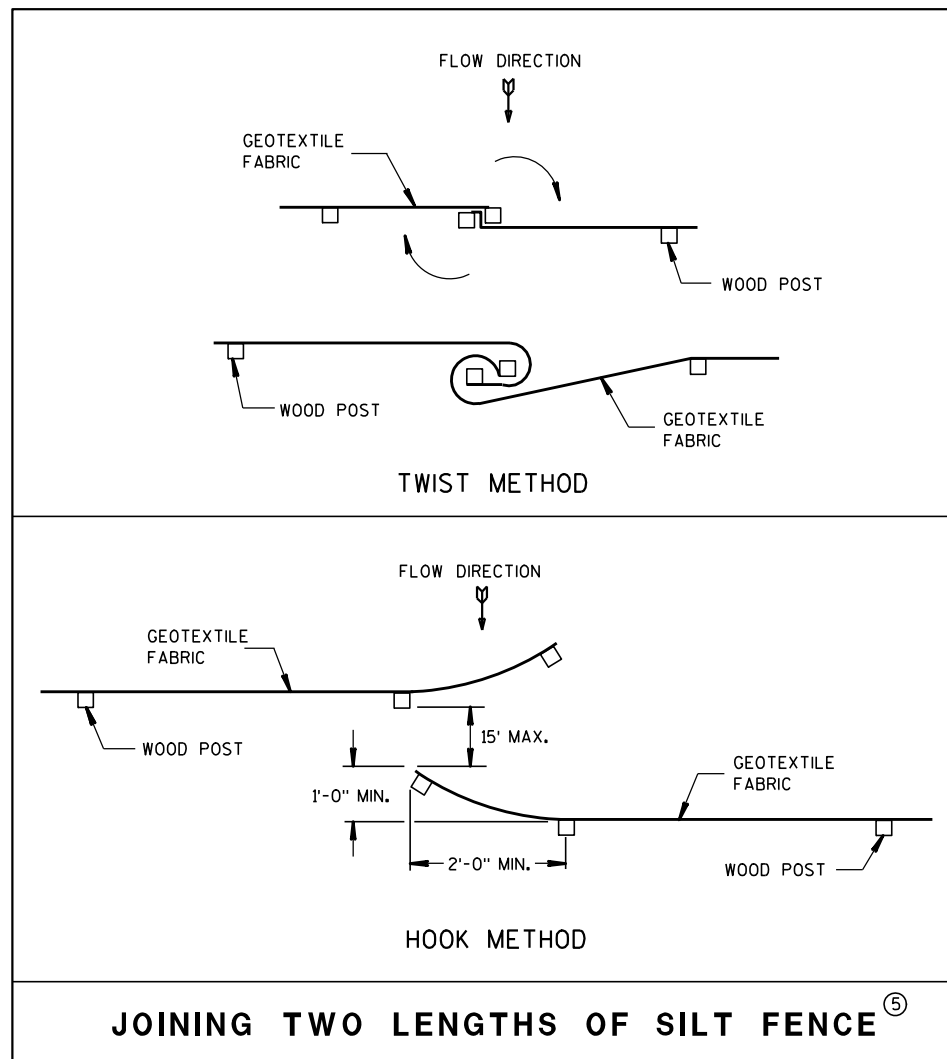
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

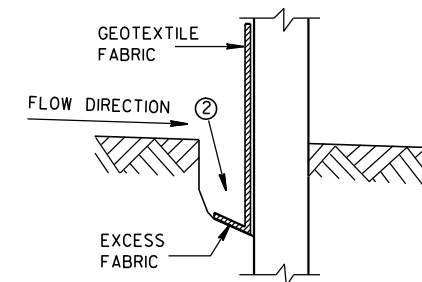


JOINING TWO LENGTHS OF SILT FENCE ⑤

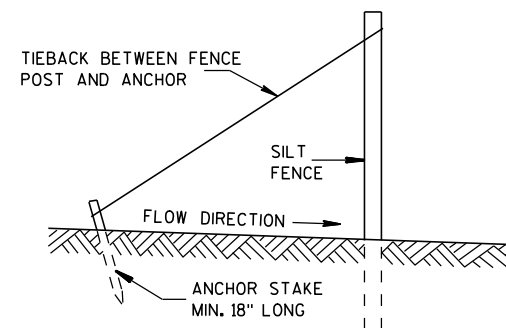
GENERAL NOTES

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

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

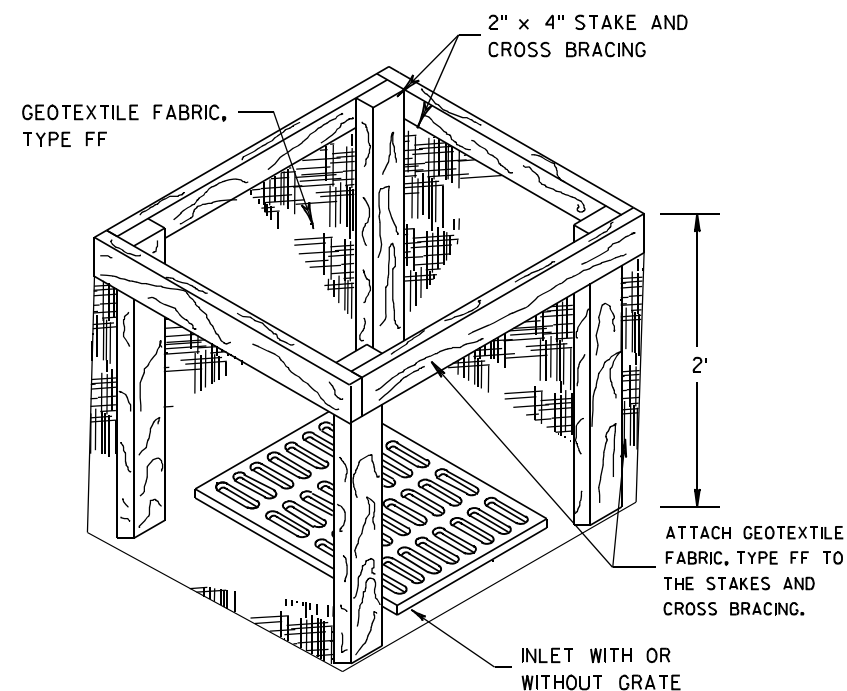
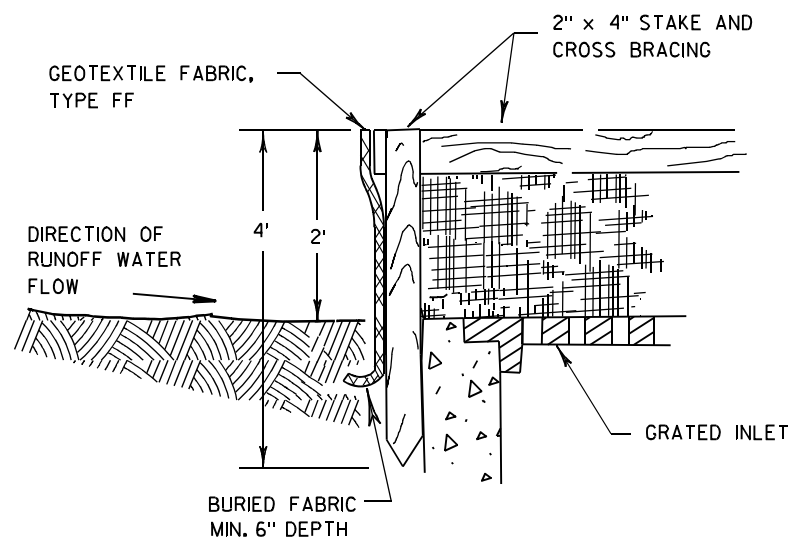


TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Conn CHIEF ROADWAY DEVELOPER 145 ENGINEER
FHWA	



INLET PROTECTION, TYPE A

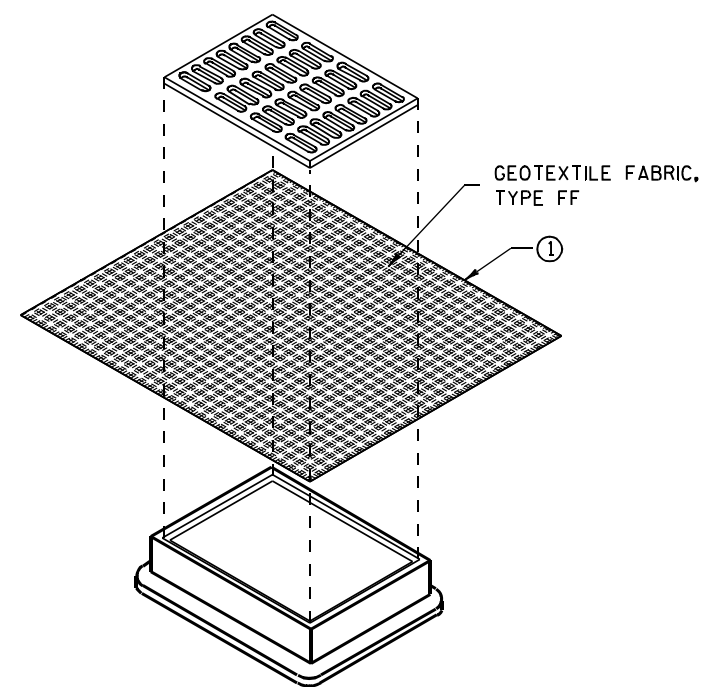
GENERAL NOTES

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

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

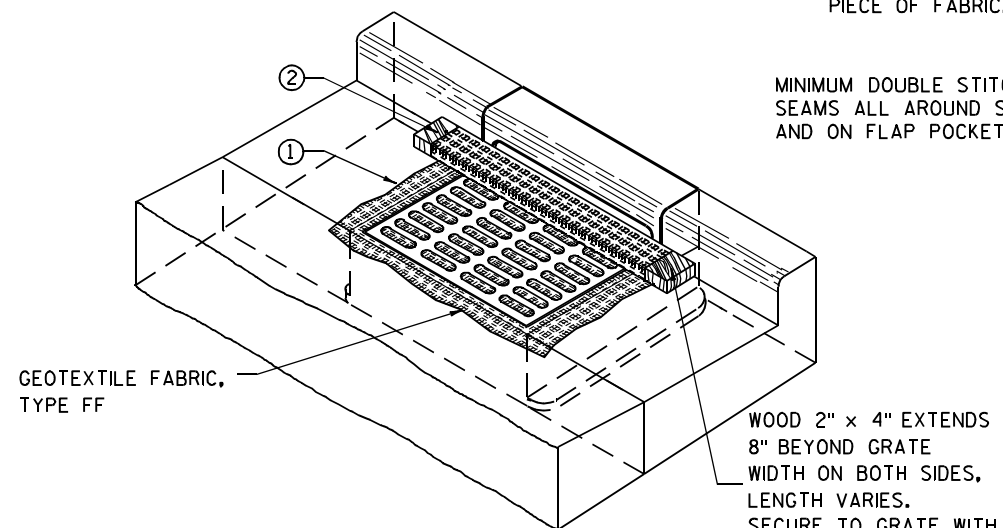
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

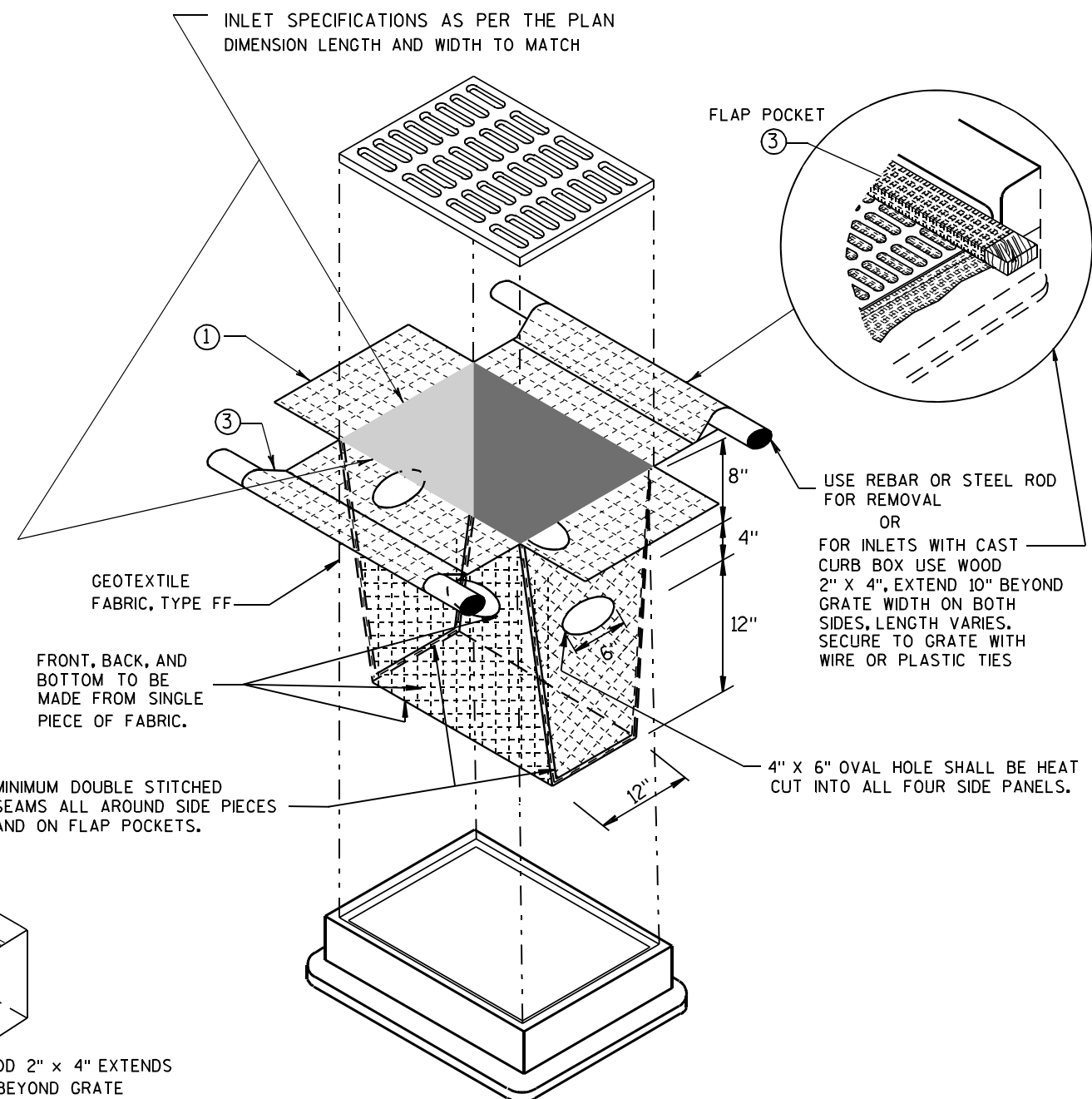
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



INLET PROTECTION, TYPE D

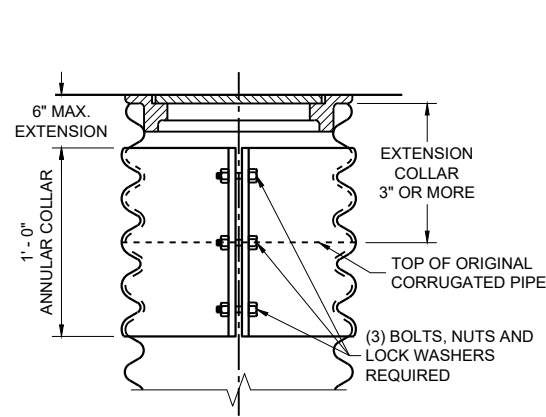
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

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

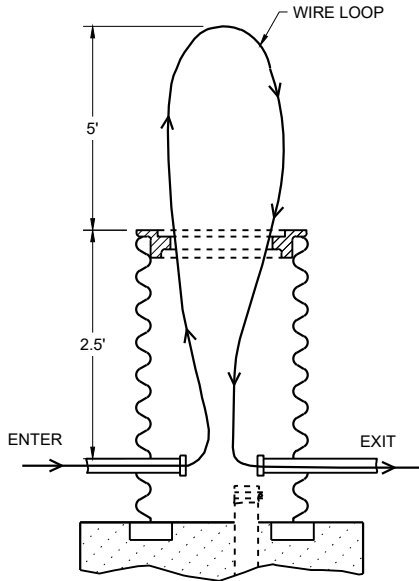
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 146
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

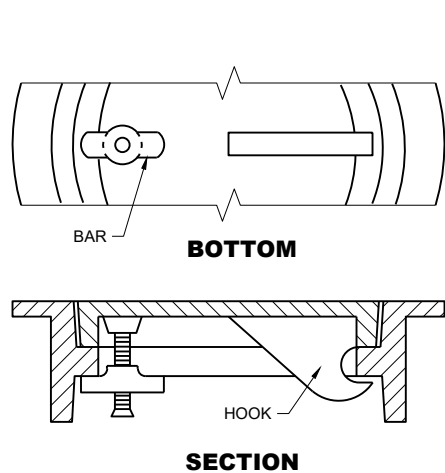
CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



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.

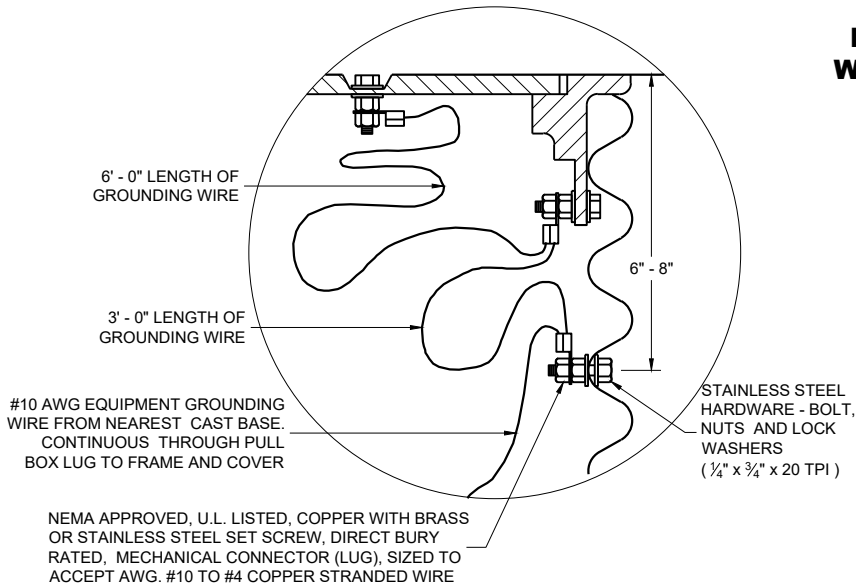
TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

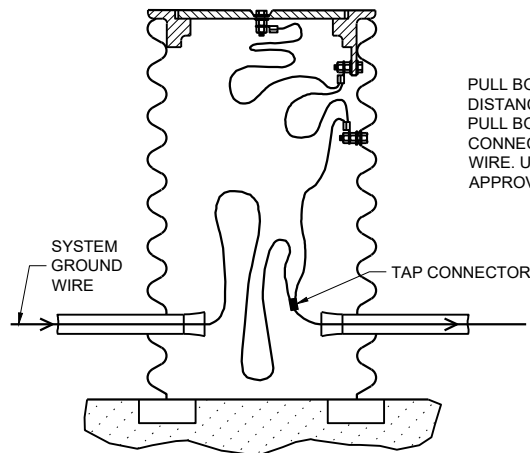
*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** 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

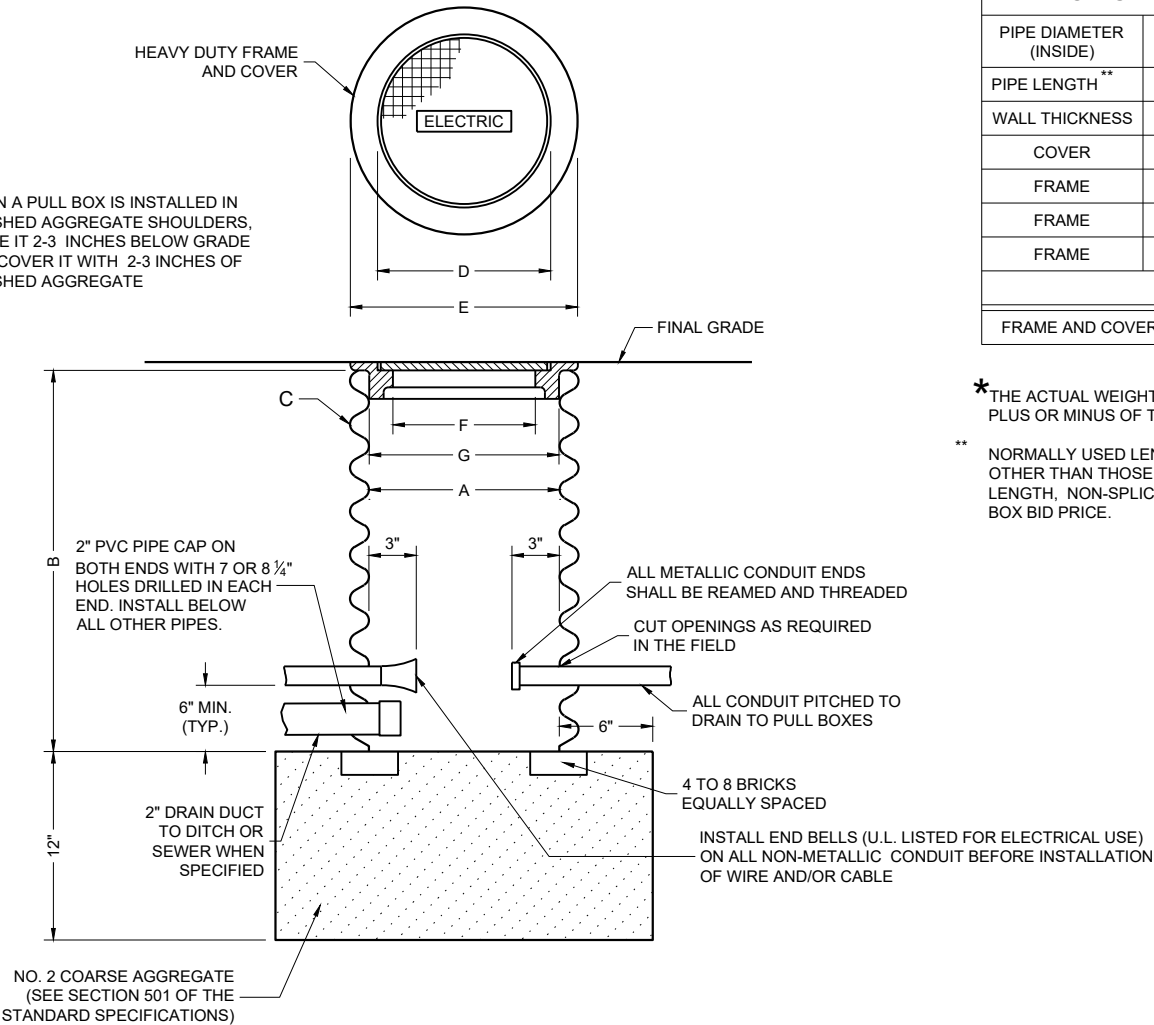


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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.

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



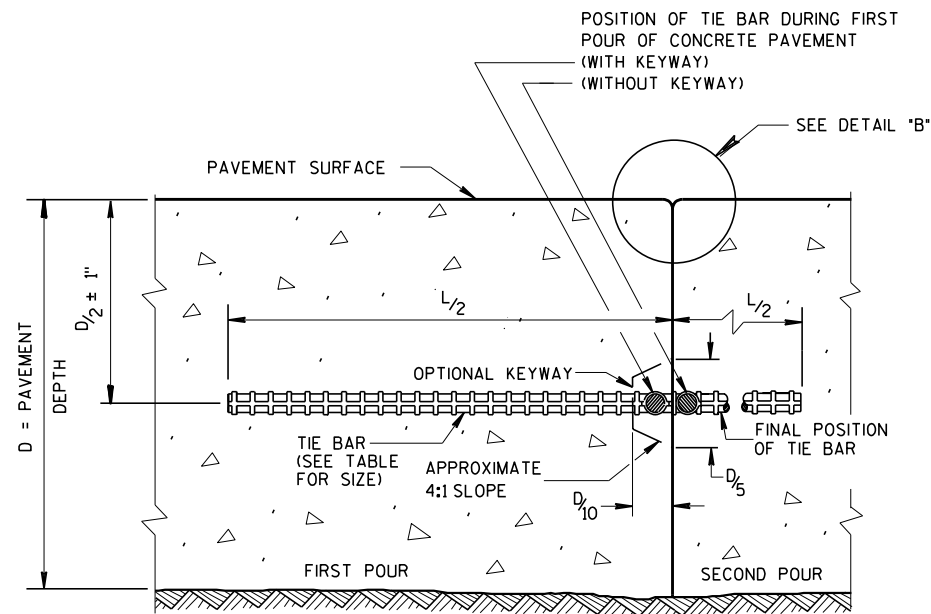
PULL BOX

PULL BOX

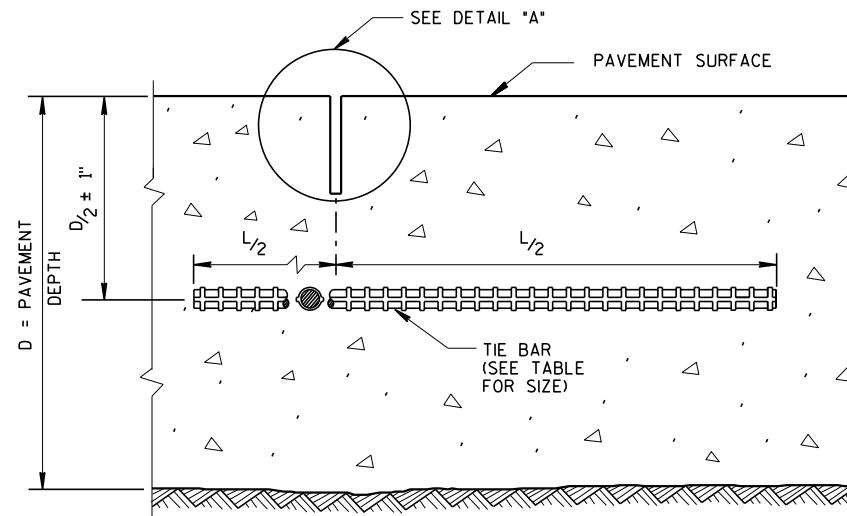
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



CONSTRUCTION JOINT

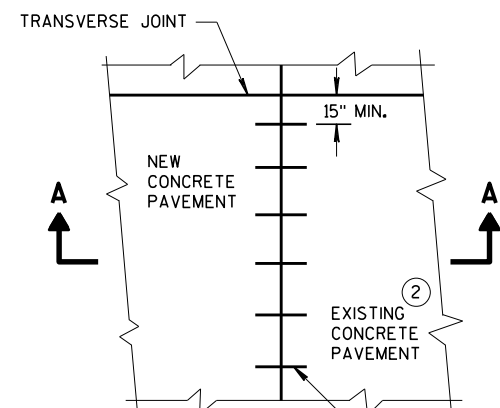


SAWED JOINT

GENERAL NOTES

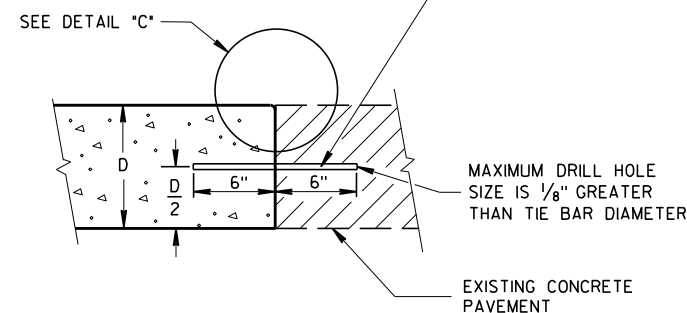
- CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

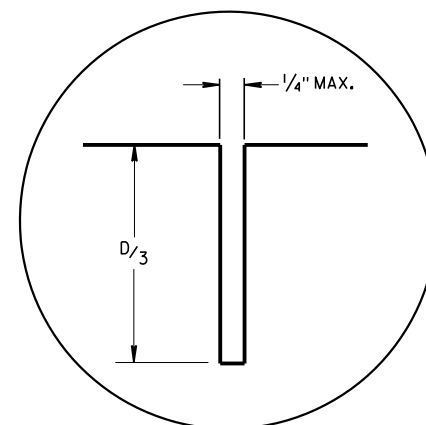


PLAN VIEW

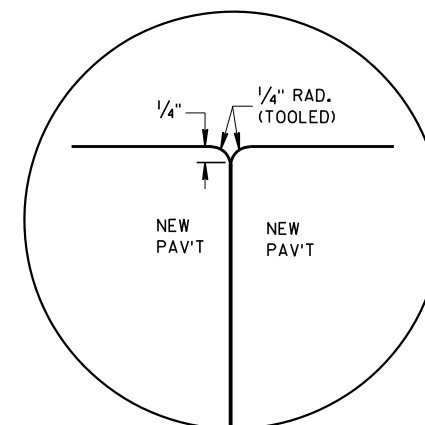
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



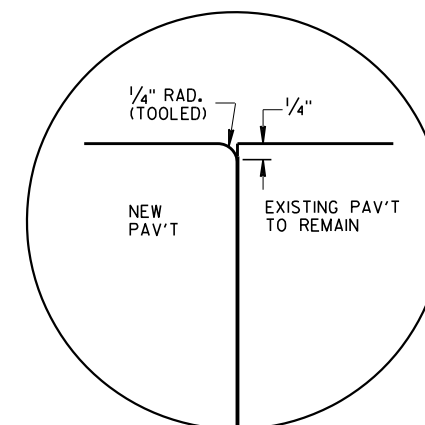
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



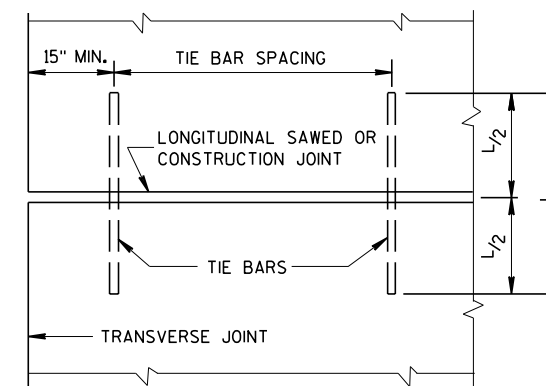
DETAIL "C"

TIE BAR TABLE

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

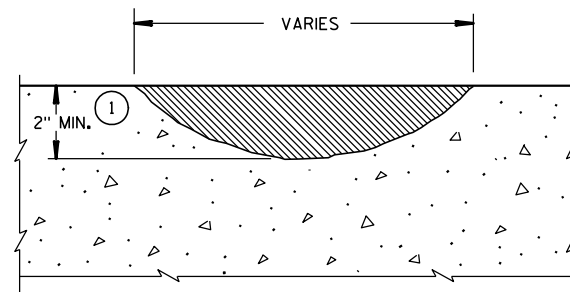
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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

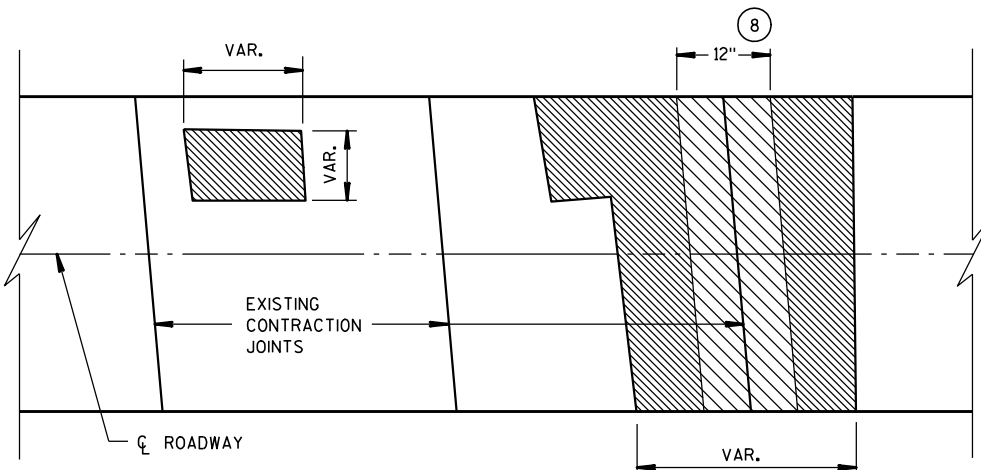
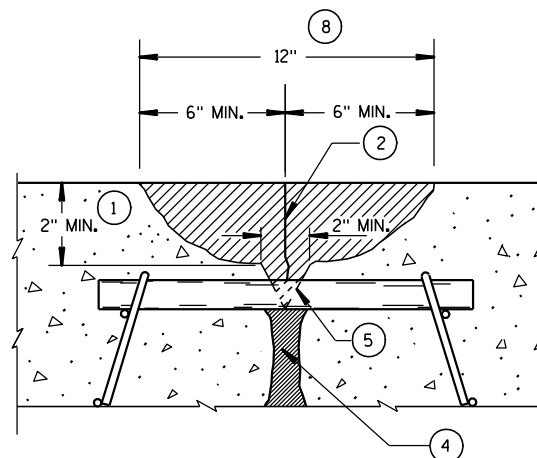
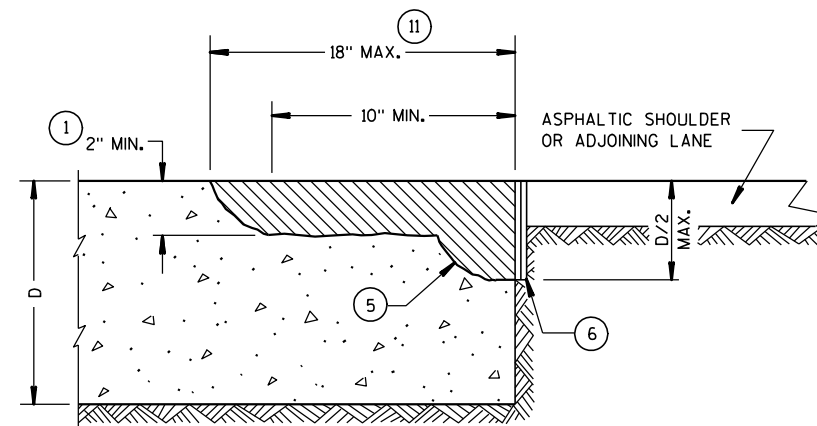


PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Peter Kern PAVEMENT SUPE 148
FHWA	

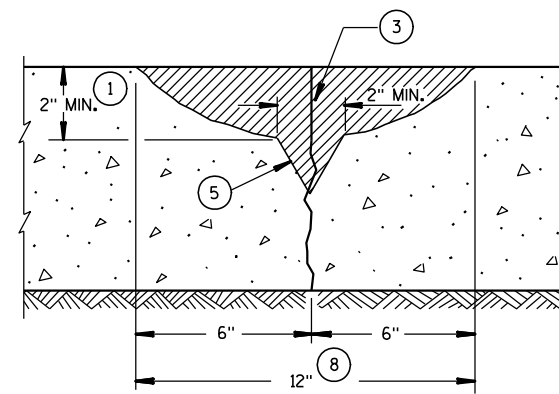


PROFILE VIEW

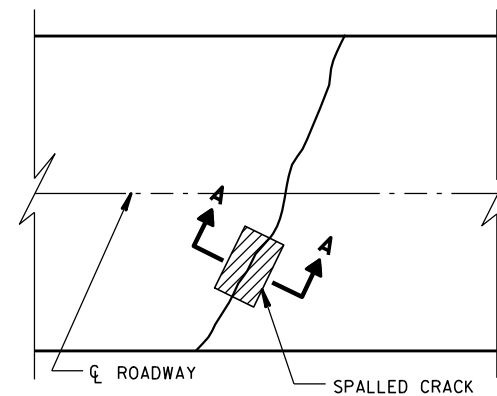
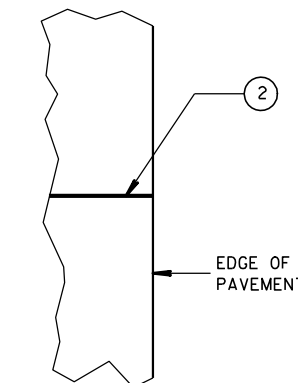
PLAN VIEW
SURFACE REPAIRPROFILE VIEW
JOINT REPAIR

PROFILE VIEW

EDGE REPAIR



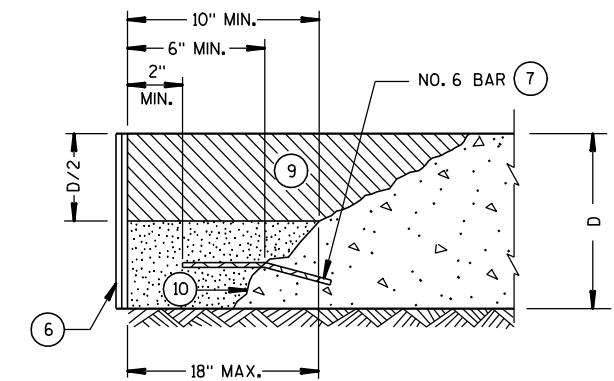
SECTION A-A

PLAN VIEW
CRACK REPAIR

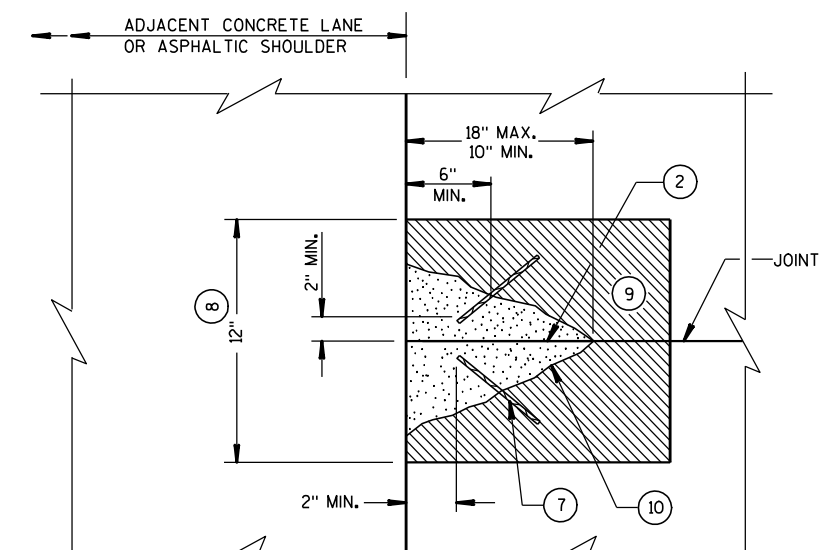
PLAN VIEW

GENERAL NOTES

- ① REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF $\frac{1}{2}$ THE PAVEMENT DEPTH OR TOP OF DOWELS.
- ② IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ($\frac{1}{4}$ "). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- ③ COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ($\frac{1}{4}$ "). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- ④ CLEAN, DRY SAND WHEN NECESSARY.
- ⑤ REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
- ⑥ $\frac{1}{4}$ " MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED, FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
- ⑦ PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
- ⑧ OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
- ⑨ PAID AS JOINT OR CRACK REPAIR.
- ⑩ FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
- ⑪ BEYOND 18" WILL BE PAID AS SURFACE REPAIR.



PROFILE VIEW

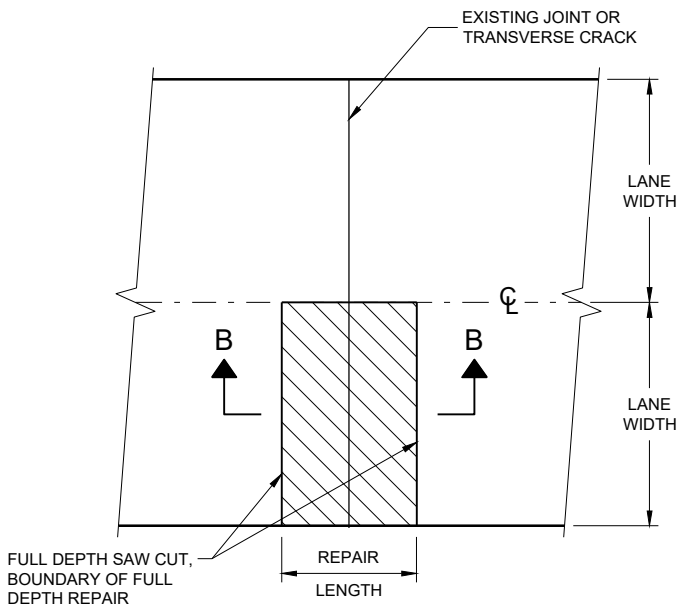
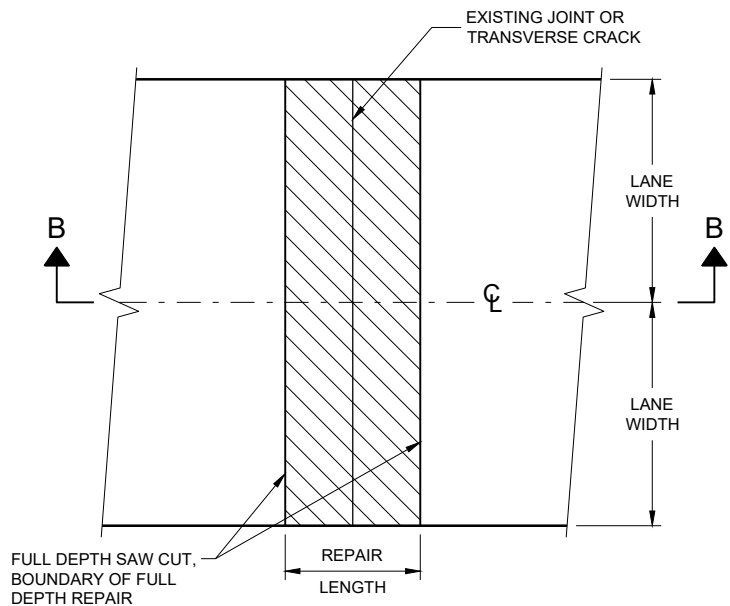
PLAN VIEW
FULL DEPTH REPAIR ADJUSTMENTCONCRETE PAVEMENT
PARTIAL DEPTH REPAIRSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

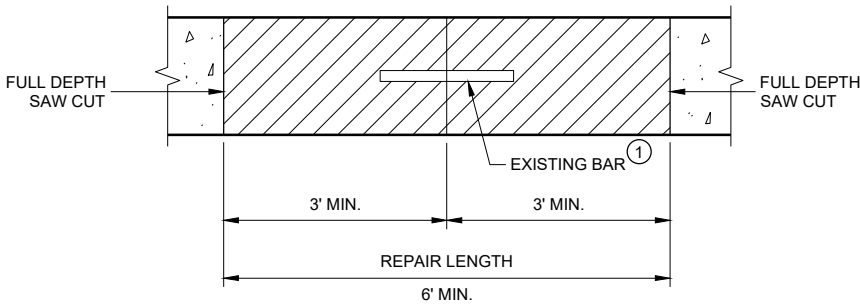
3/21/03
DATE

FHWA

/S/ Bill Duck
PAVEMENT ENGR 149



FULL DEPTH CONCRETE PAVEMENT REMOVAL



CONCRETE REMOVAL

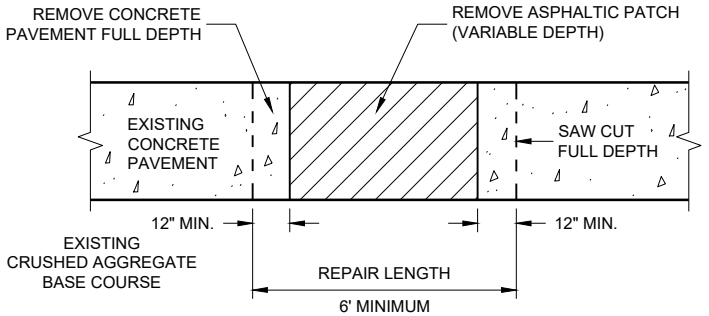
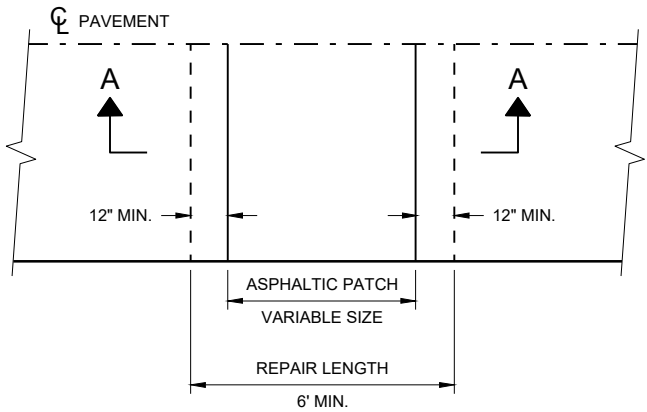
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

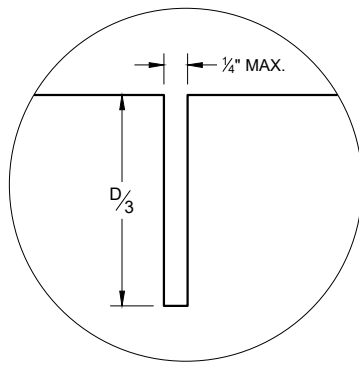
① DOWEL BARS MAY NOT BE PRESENT.



HMA PATCH REMOVAL

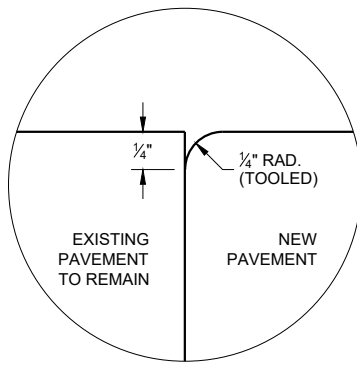
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

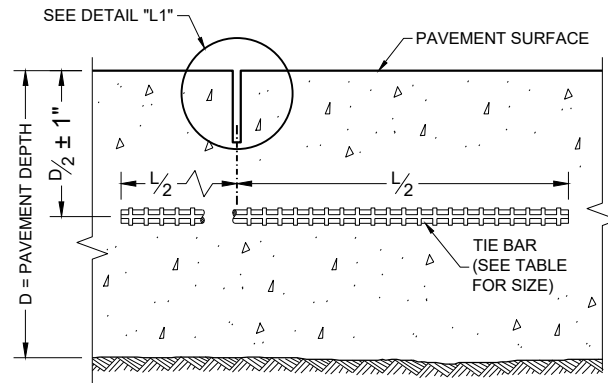


C1

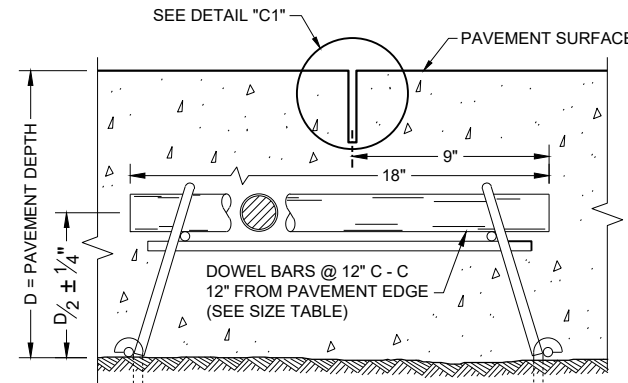
TRANSVERSE JOINTS



C2



**SECTION C - C
SAWED LONGITUDINAL JOINT**



**SECTION F - F
DOWELED CONTRACTION JOINT**

GENERAL NOTES

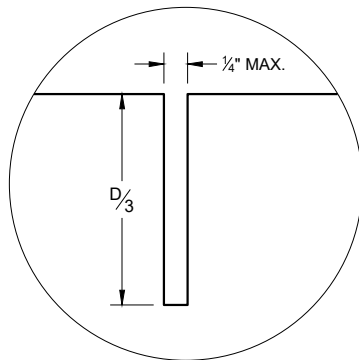
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

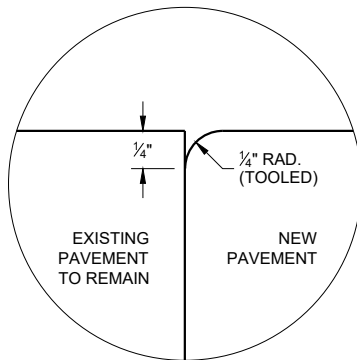
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

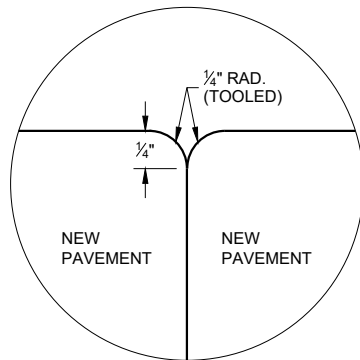


L1

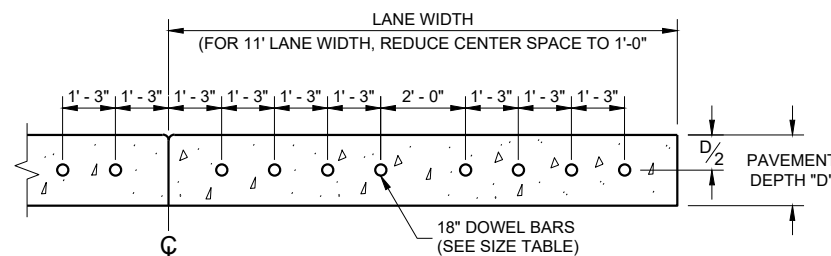


L2

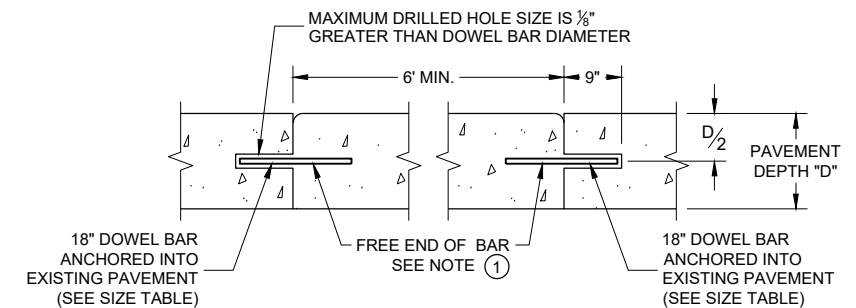
LONGITUDINAL JOINTS



L3



**SECTION E - E
DRILLED DOWEL BAR CONSTRUCTION JOINT**



SECTION D - D

TIE BAR TABLE

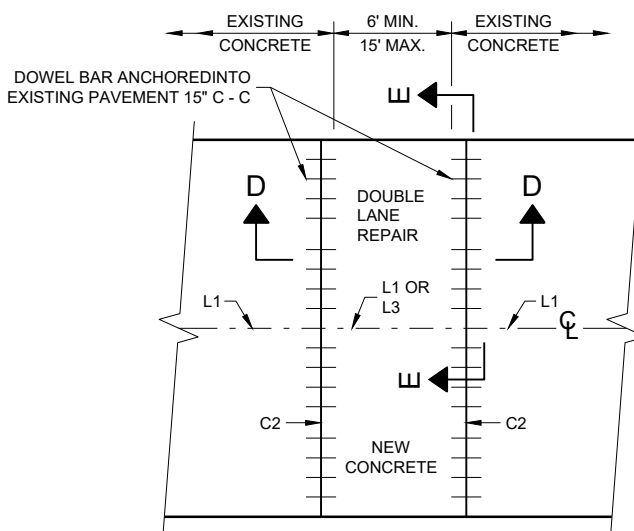
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

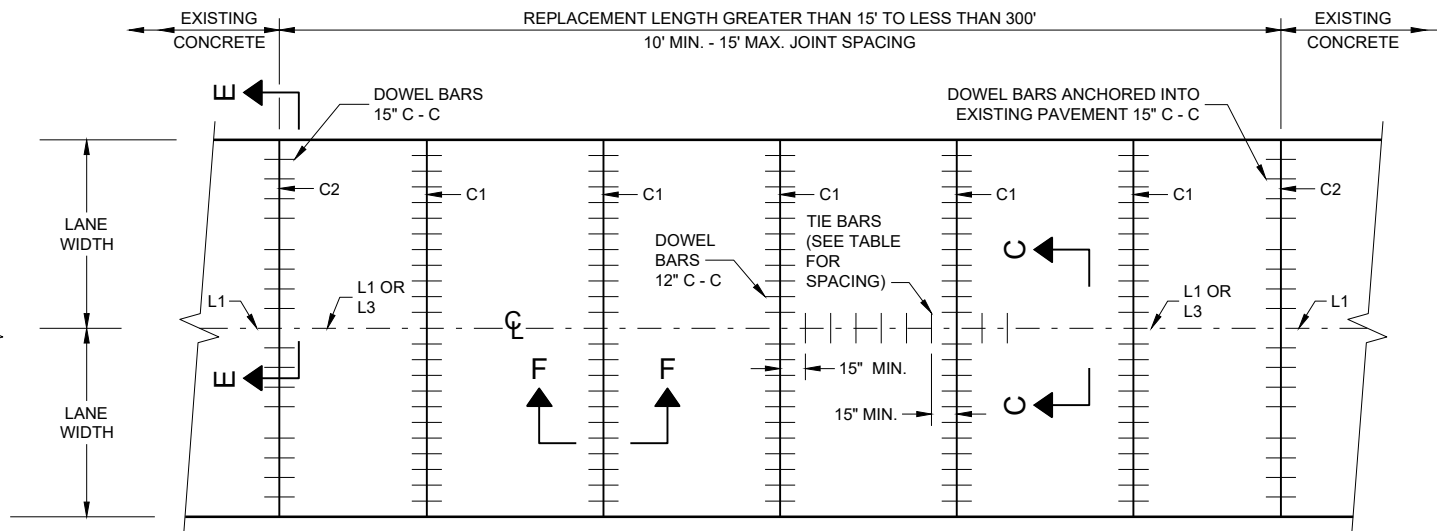
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8" & ABOVE	1 1/4"	1 1/4"	15'



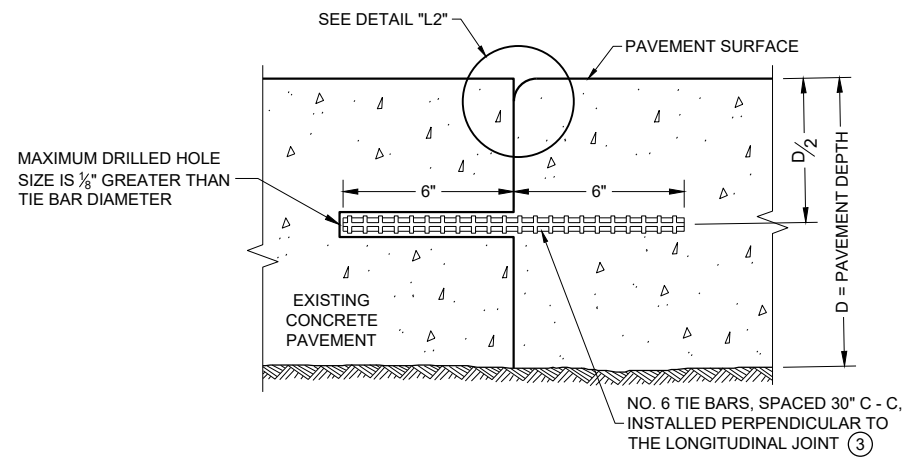
**PLAN VIEW
MULTILANE CONCRETE PAVEMENT REPAIR**



**PLAN VIEW
MULTILANE CONCRETE PAVEMENT REPLACEMENT**

**CONCRETE PAVEMENT
REPAIR AND REPLACEMENT**

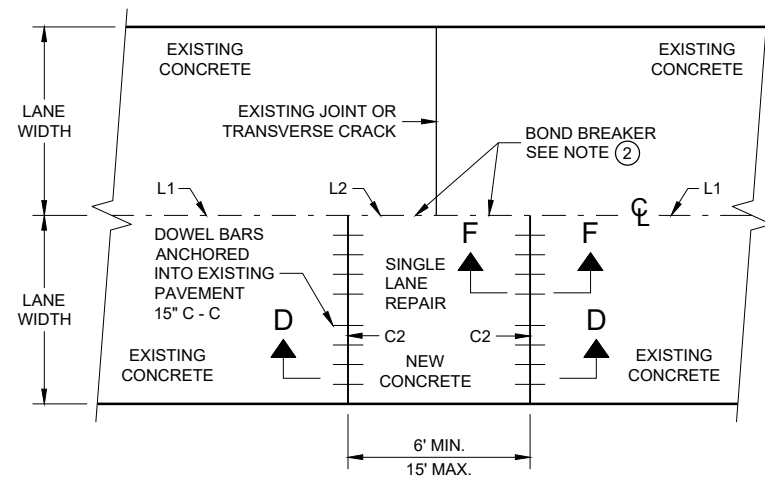
STATE OF WISCONSIN
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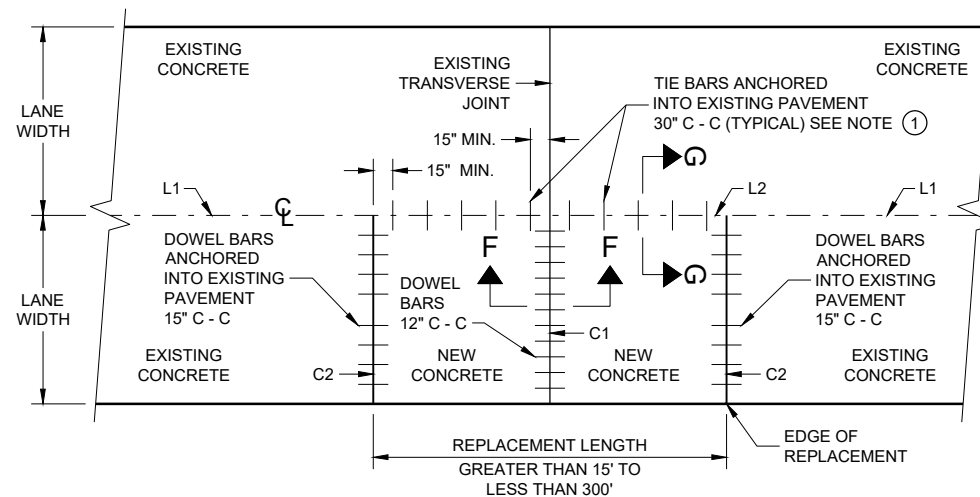
SECTION G - G
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW
SINGLE LANE CONCRETE PAVEMENT REPAIR

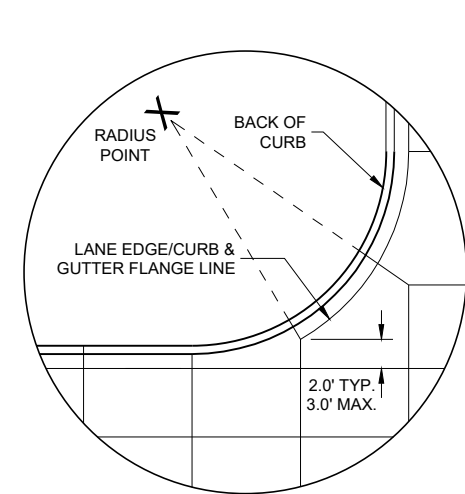


PLAN VIEW
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

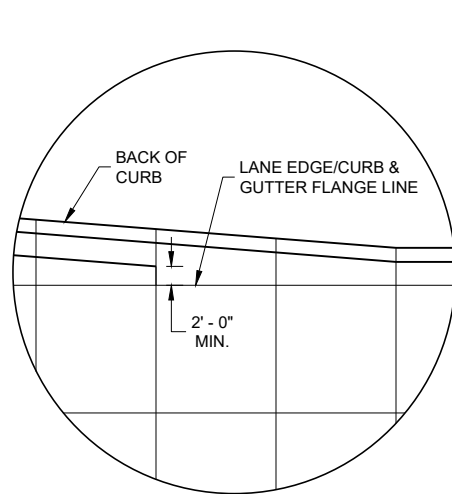
CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

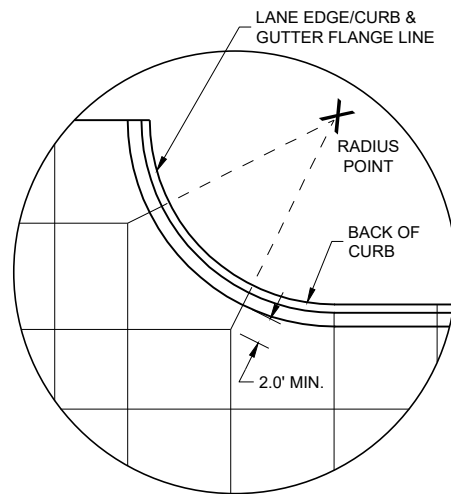
APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 152
FHWA



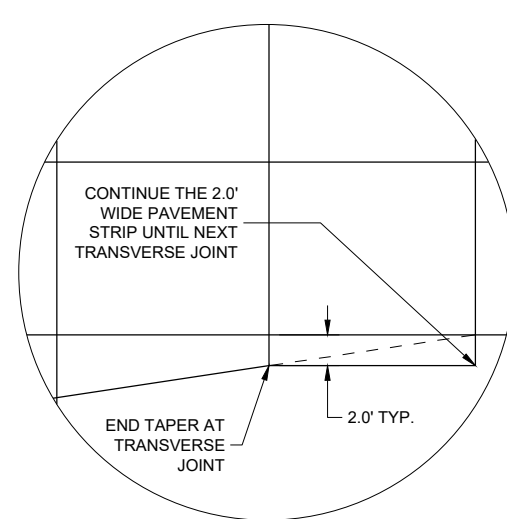
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

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

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

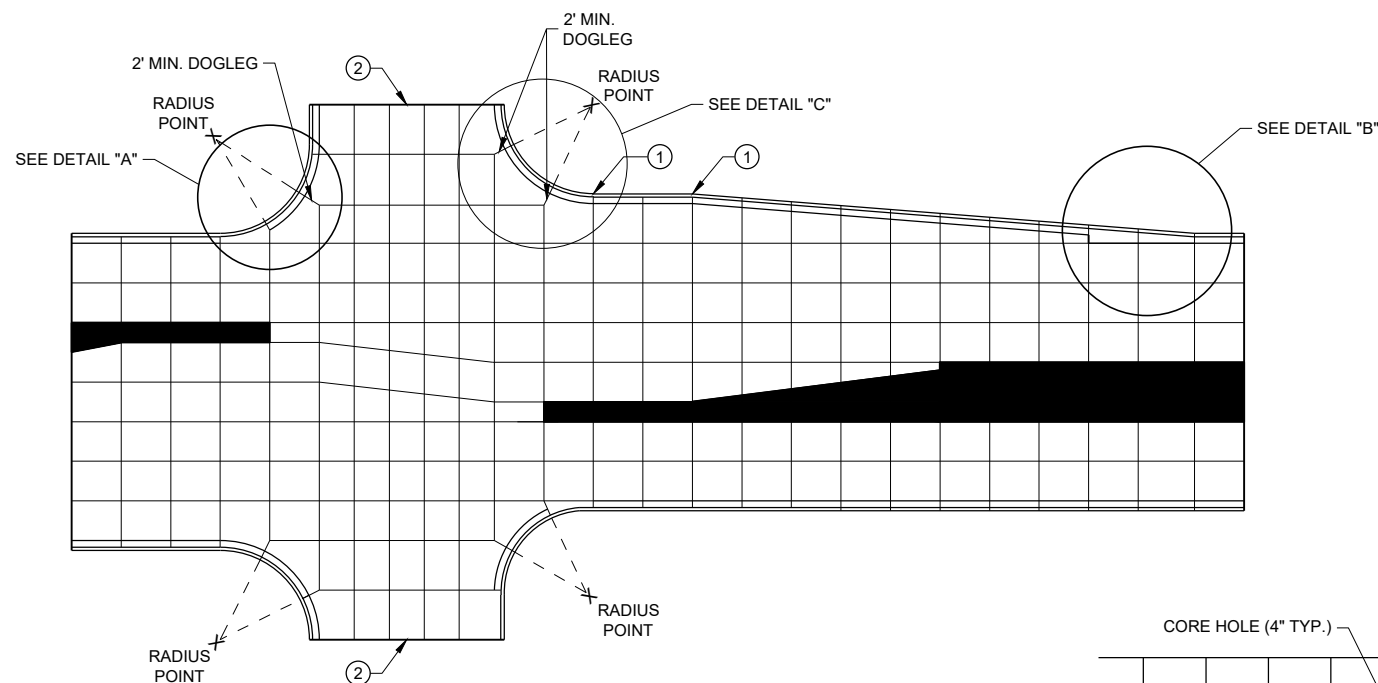
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

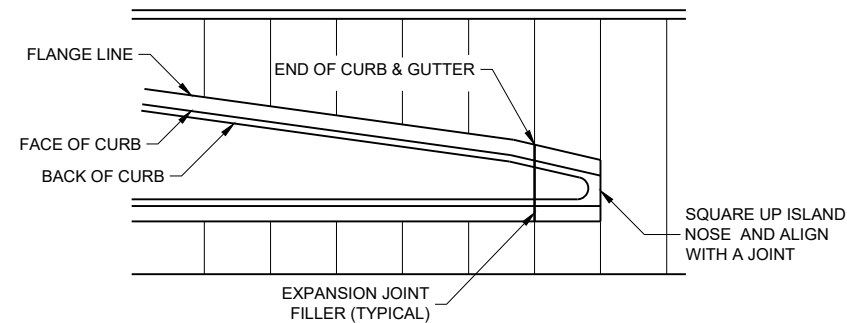
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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

PAVEMENT DEPTH AND JOINT SPACING TABLE

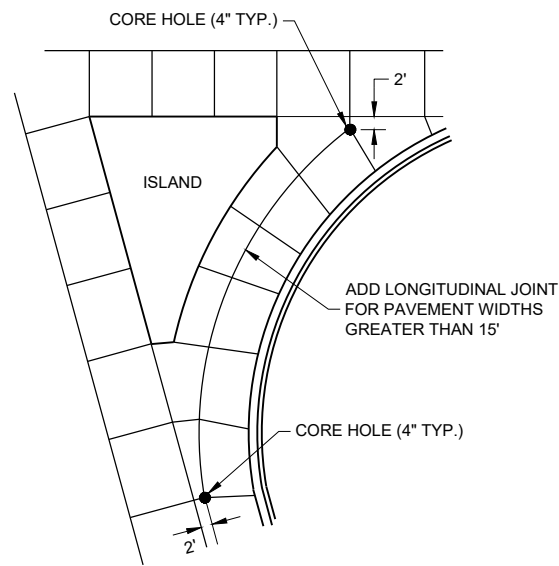
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



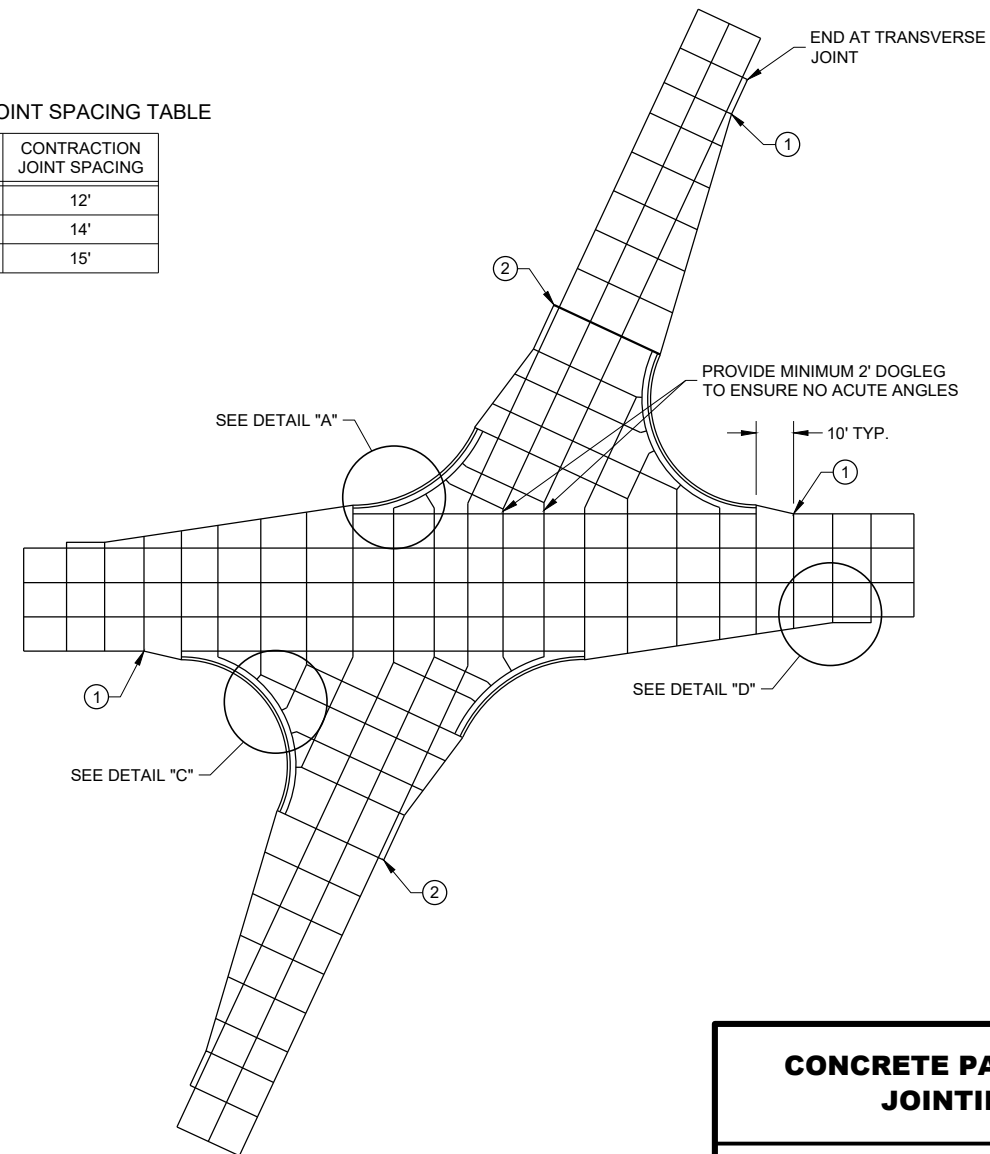
STANDARD INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN



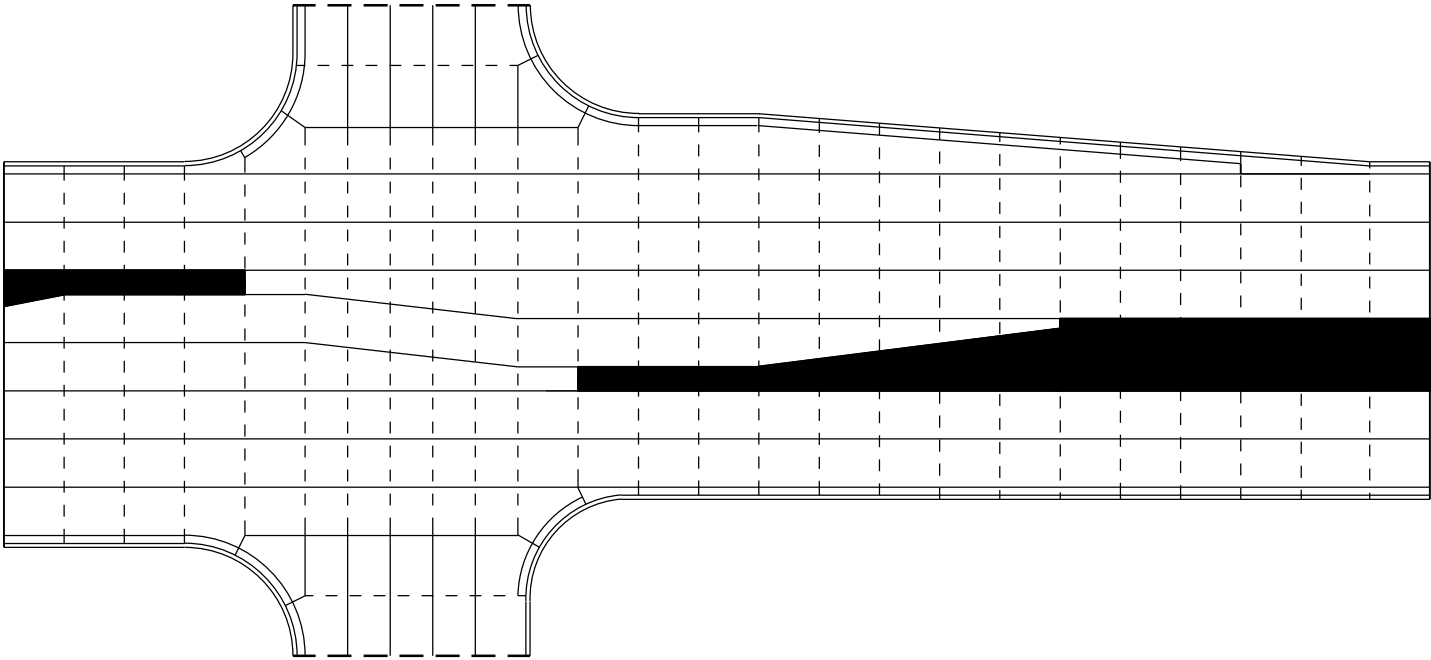
SKewed INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

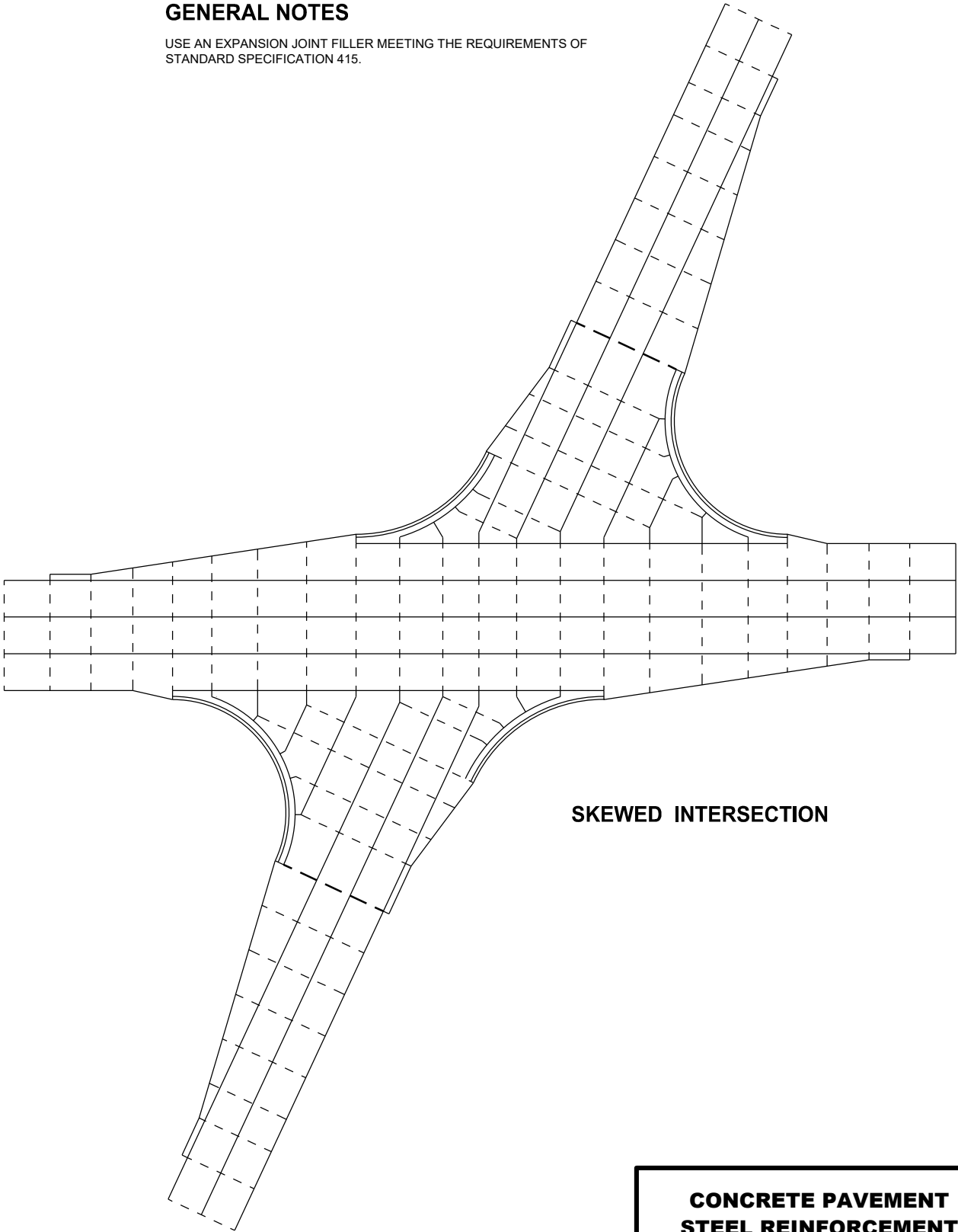
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

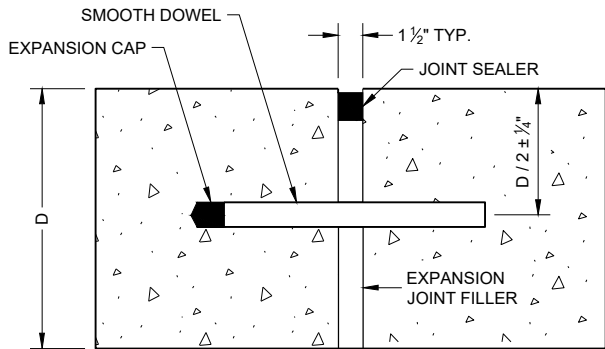
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



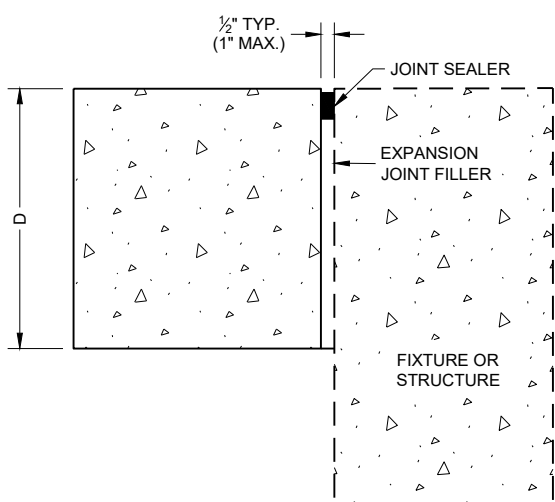
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

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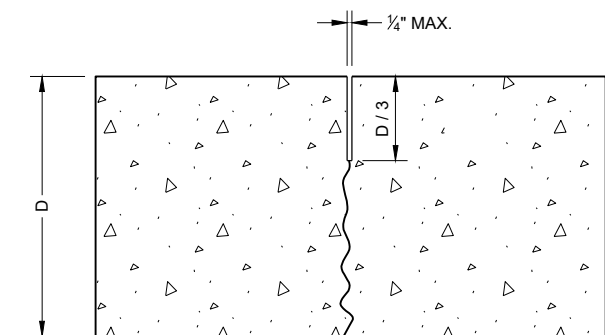


DOWELED TRANSVERSE ①

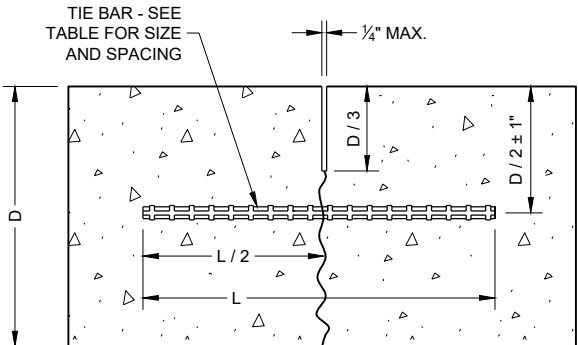


UNTIED - LONGITUDINAL

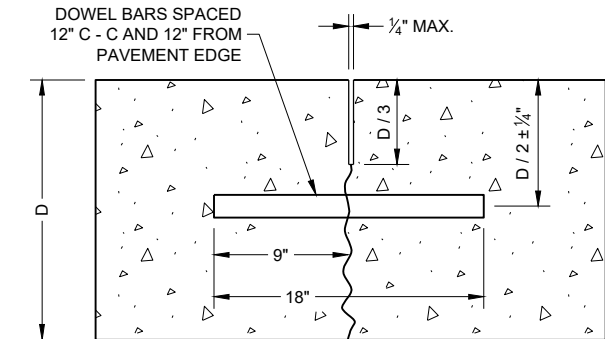
EXPANSION JOINTS



UNDOWELED TRANSVERSE



TIED LONGITUDINAL



DOWELED TRANSVERSE

CONTRACTION JOINTS ②

TIE BAR TABLE

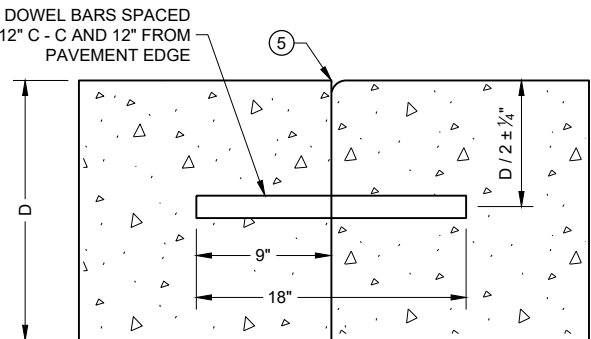
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

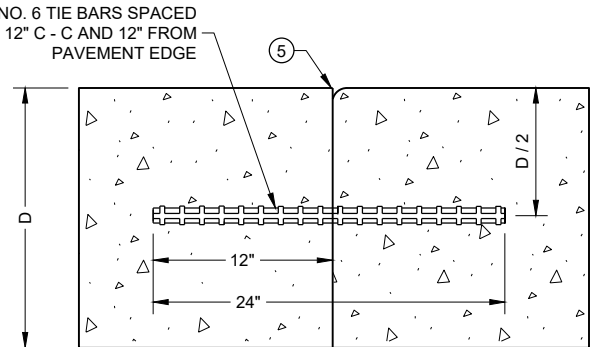
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

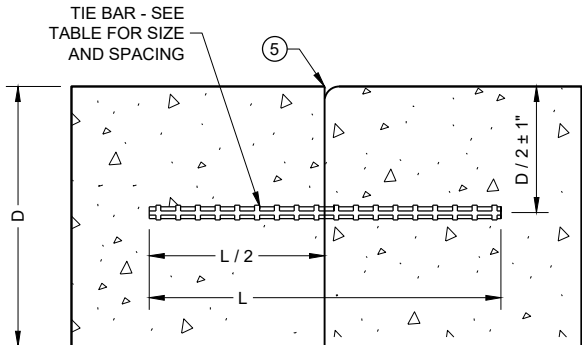
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM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



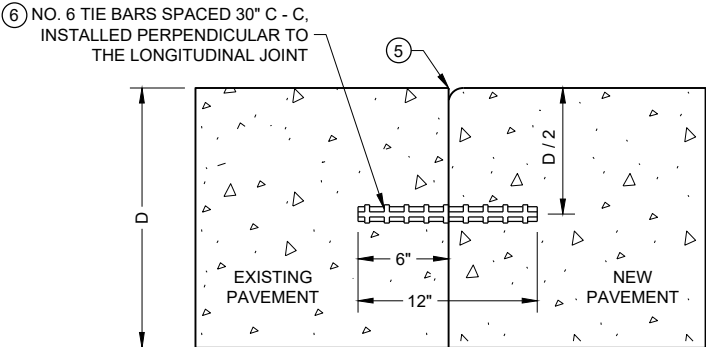
DOWELED TRANSVERSE ③



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



TIED LONGITUDINAL

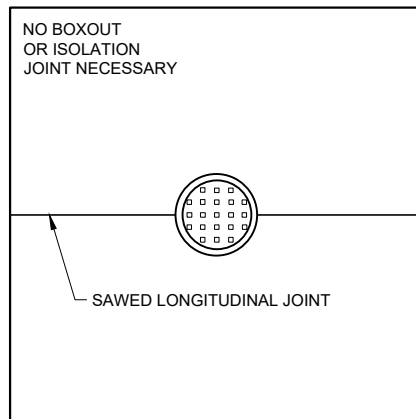


TIED LONGITUDINAL TO EXISTING

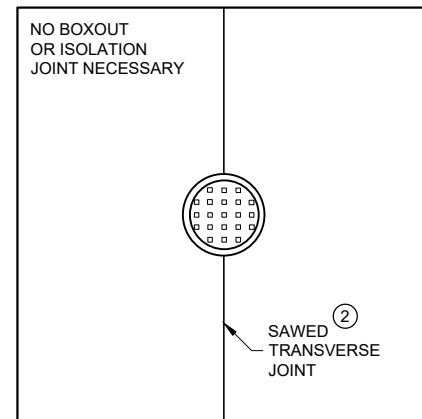
CONSTRUCTION JOINTS ④

CONCRETE PAVEMENT
JOINT TYPES

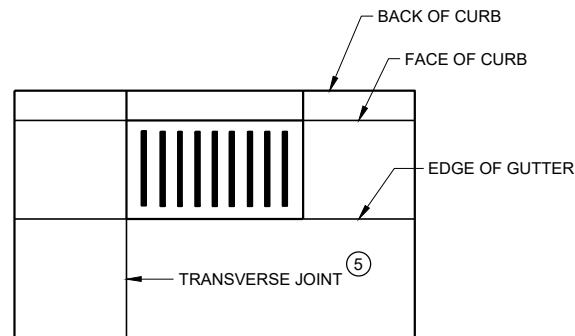
STATE OF WISCONSIN
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**MANHOLE WITH
LONGITUDINAL JOINT**



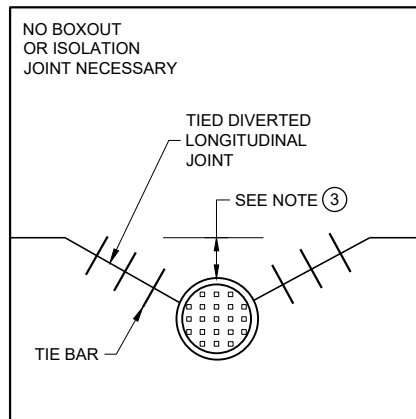
**MANHOLE WITH
TRANSVERSE JOINT**



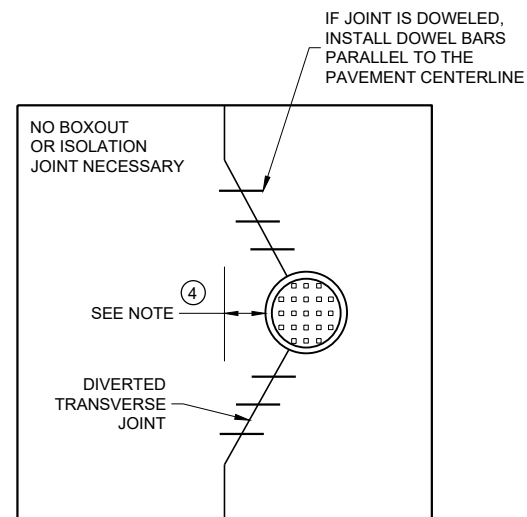
**INLET WITH
TRANSVERSE JOINT**

GENERAL NOTES

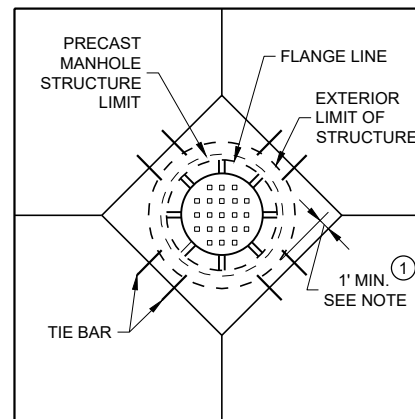
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



**MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT**



**MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT**



**DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS**

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 156

FHWA

LEGEND

DOWELED JOINT

————

TIED JOINT

=====

EXPANSION JOINT

— — — —

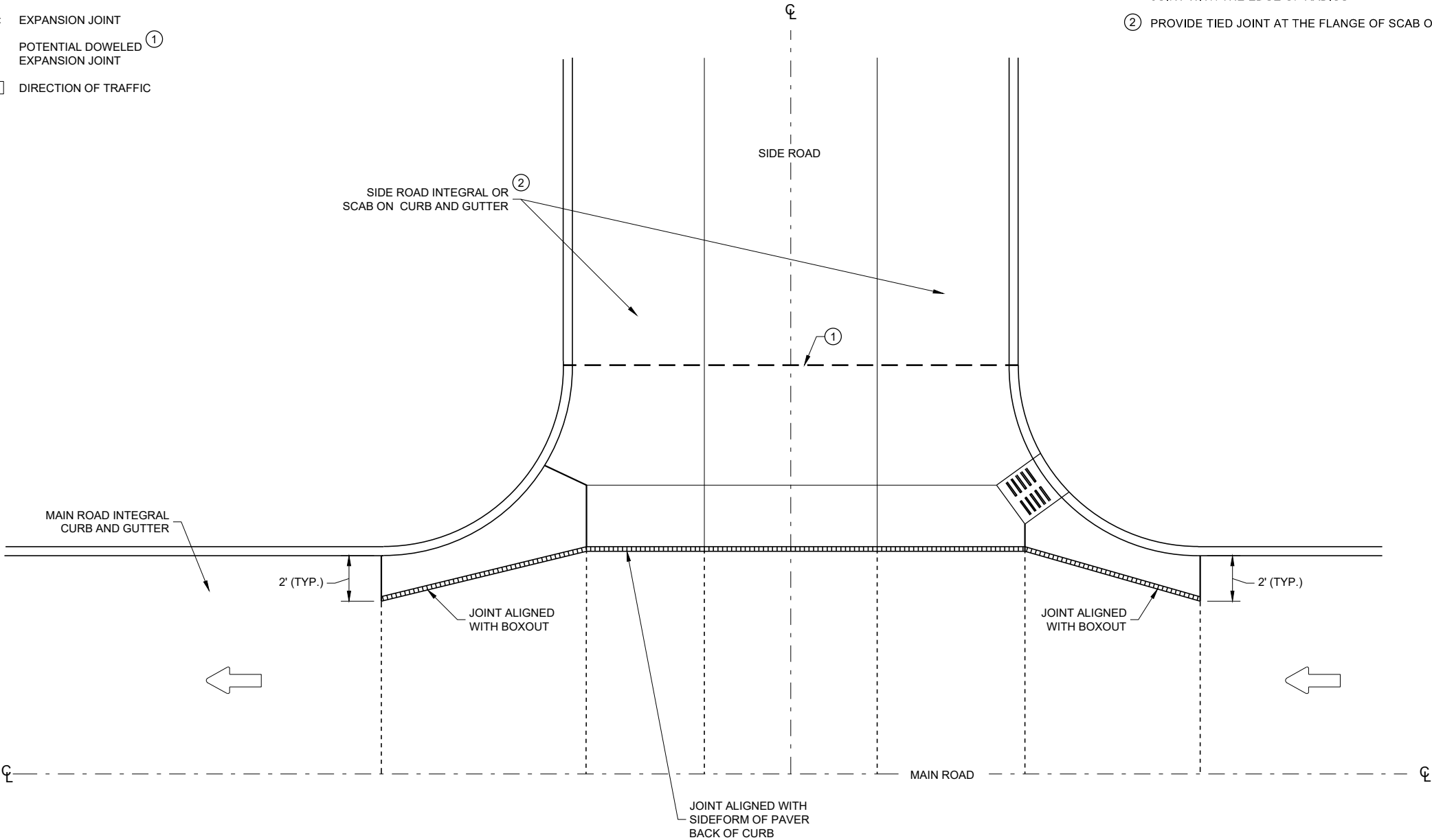
POTENTIAL DOWELED
EXPANSION JOINT ①

←

DIRECTION OF TRAFFIC

GENERAL NOTES

- ① CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.
- ② PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

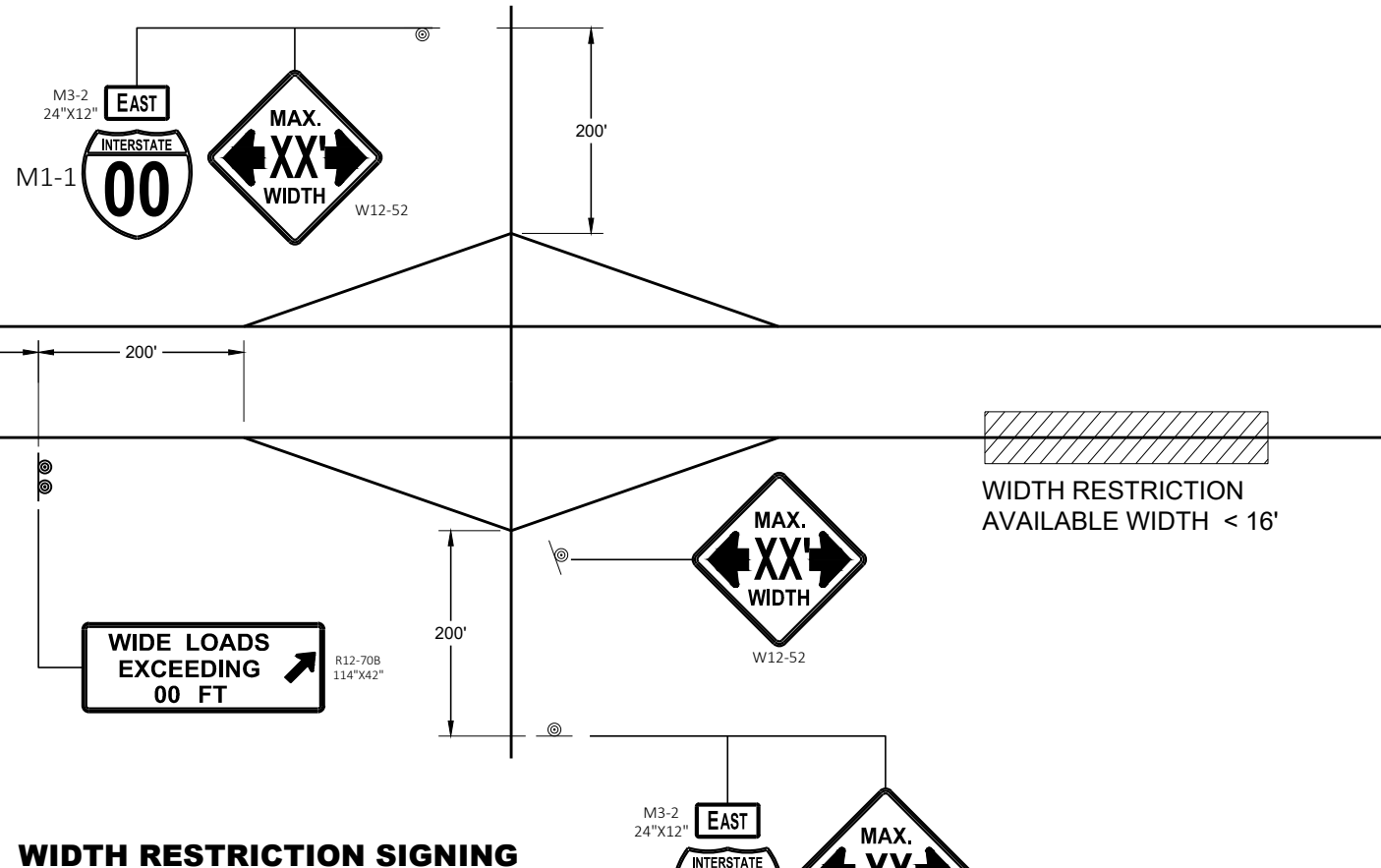


INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

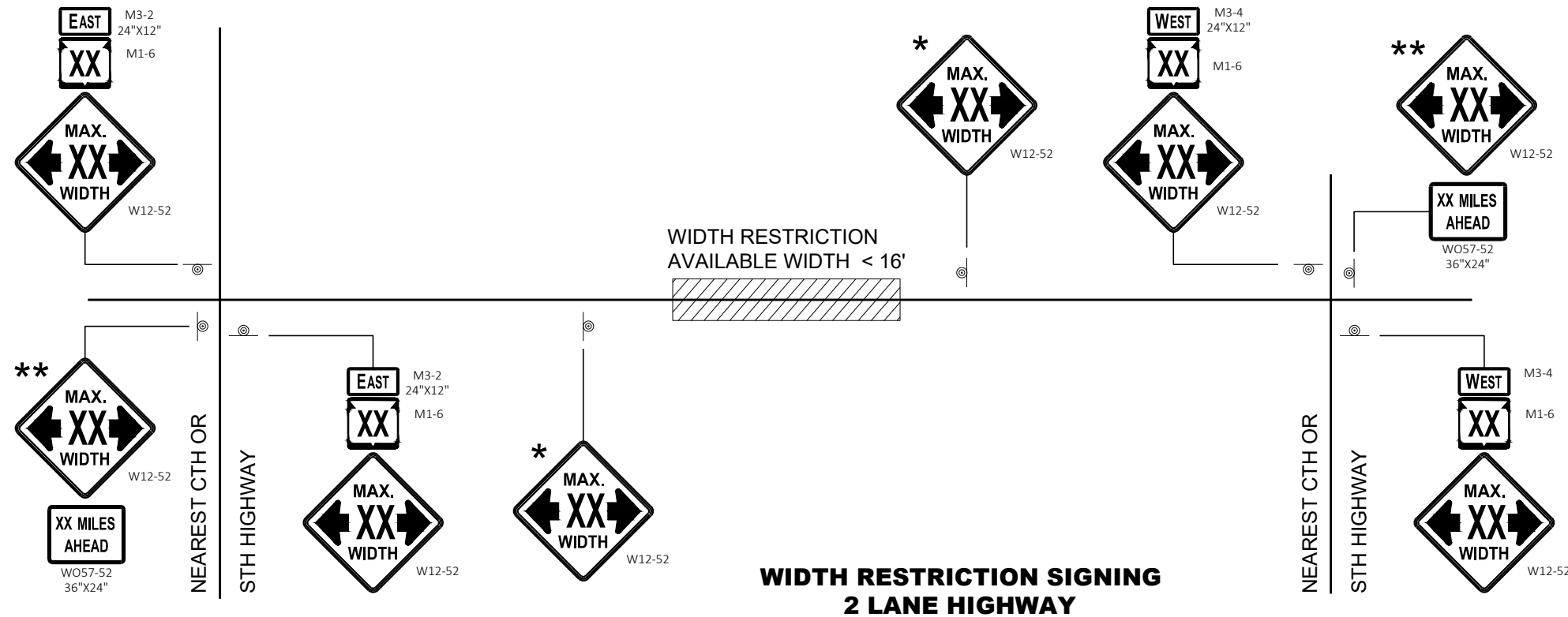
CONCRETE PAVEMENT
INTERSECTION BOXOUT FOR
INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 157
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

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DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 158
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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.

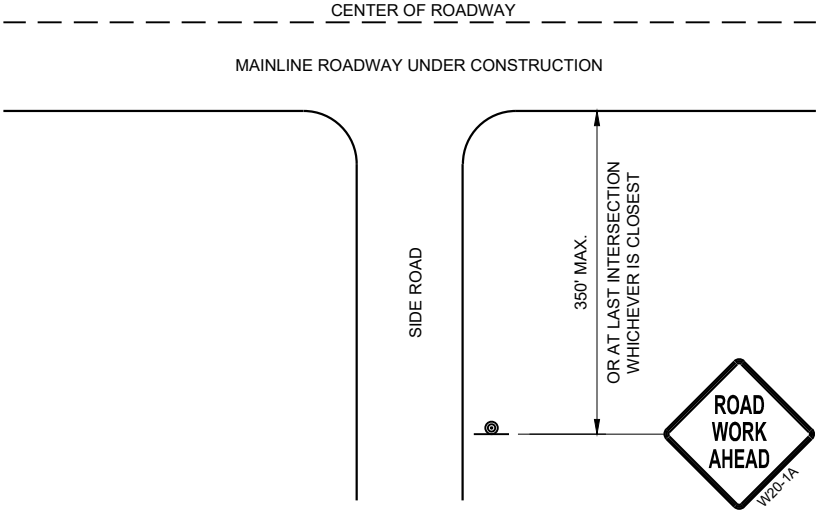
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

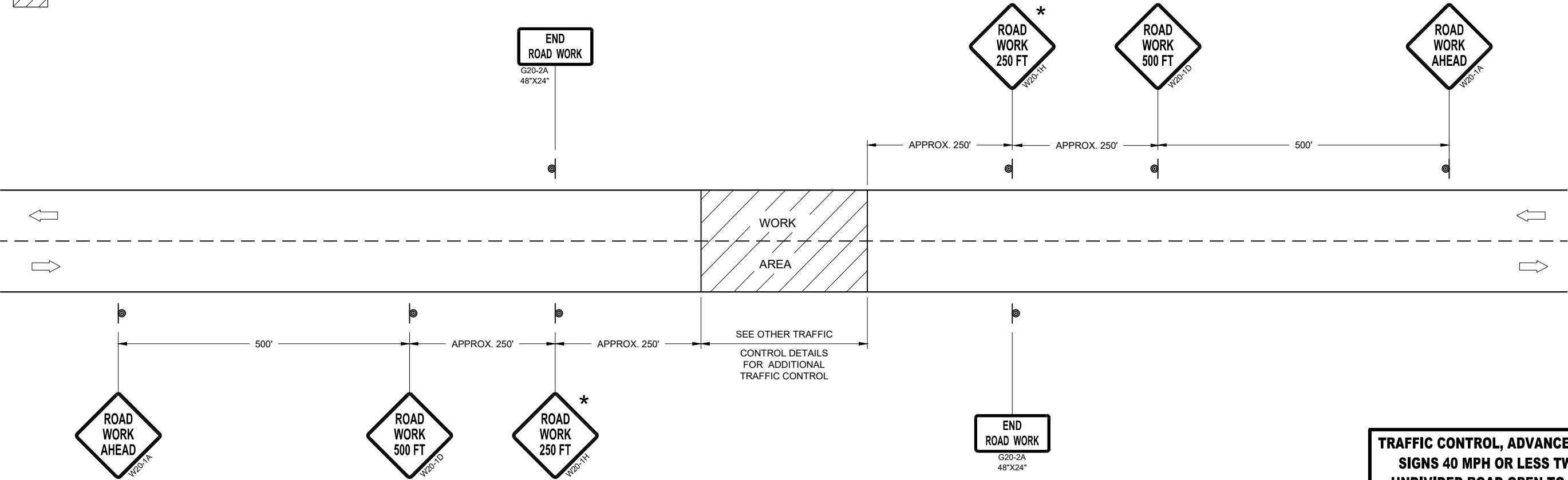
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



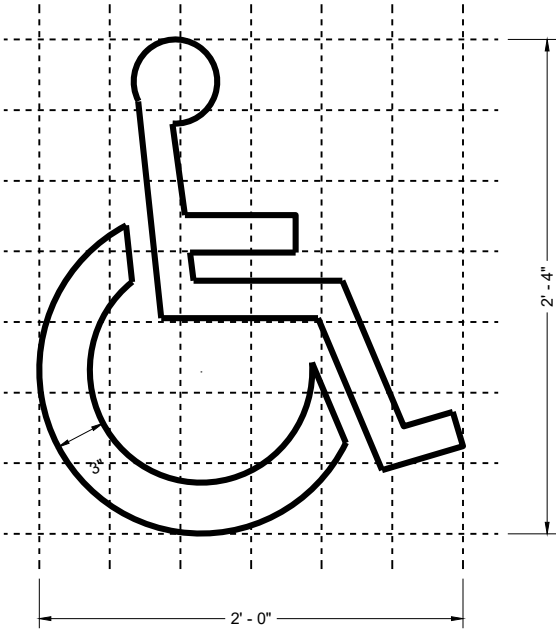
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

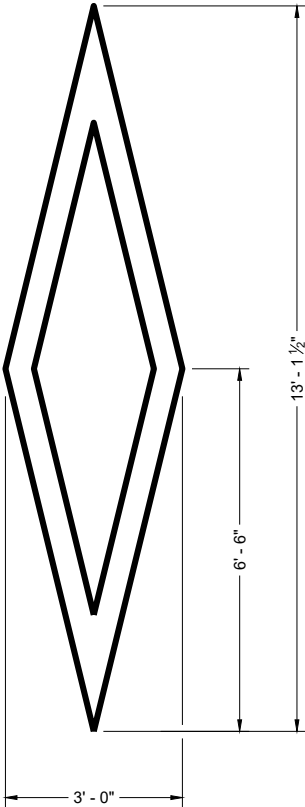
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 159

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HANDICAP SYMBOL

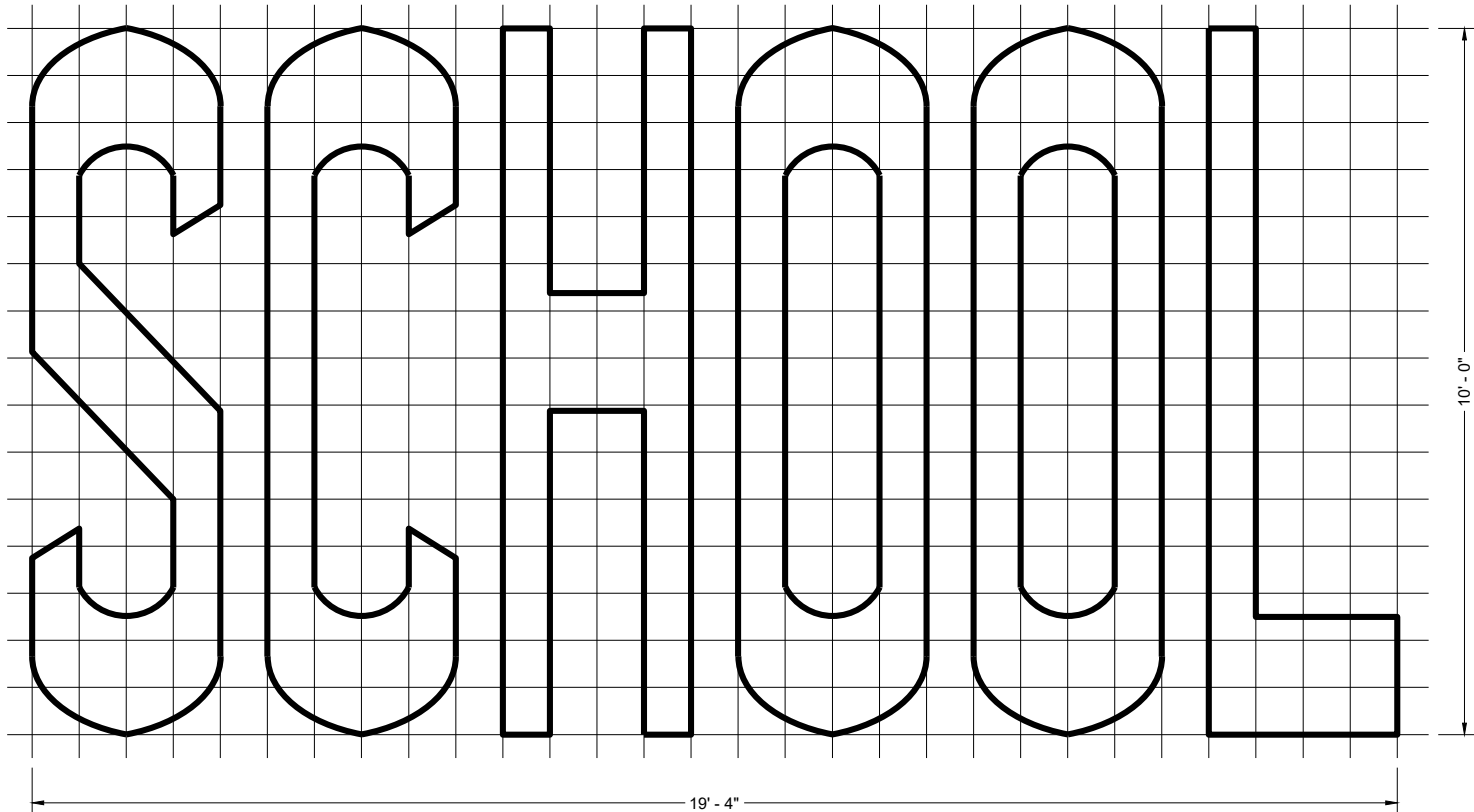
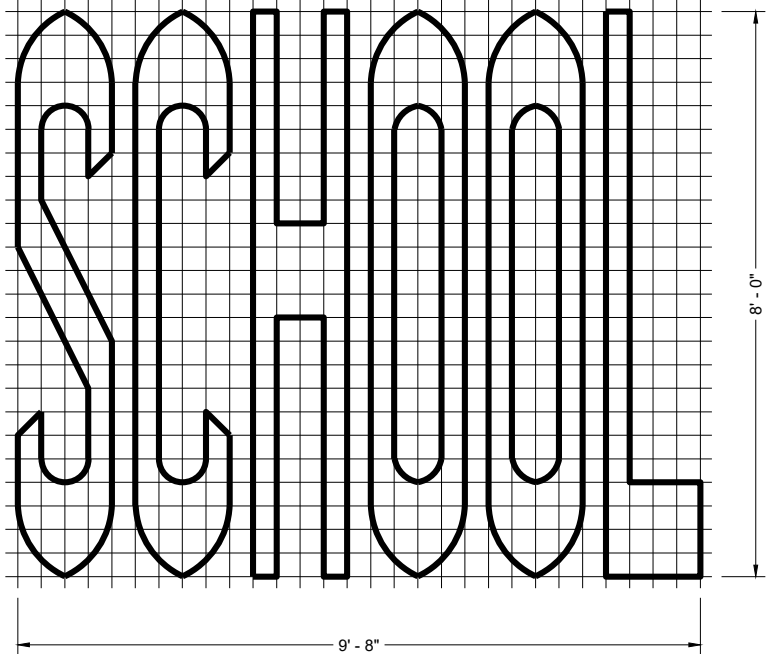
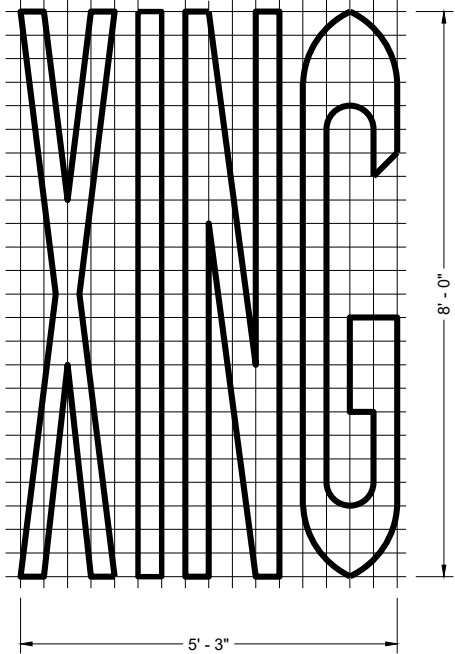
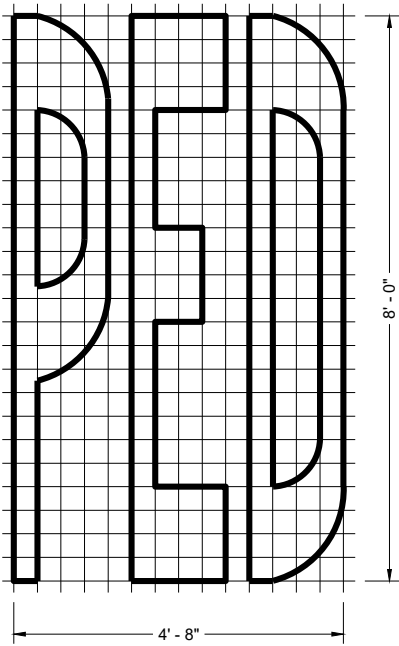
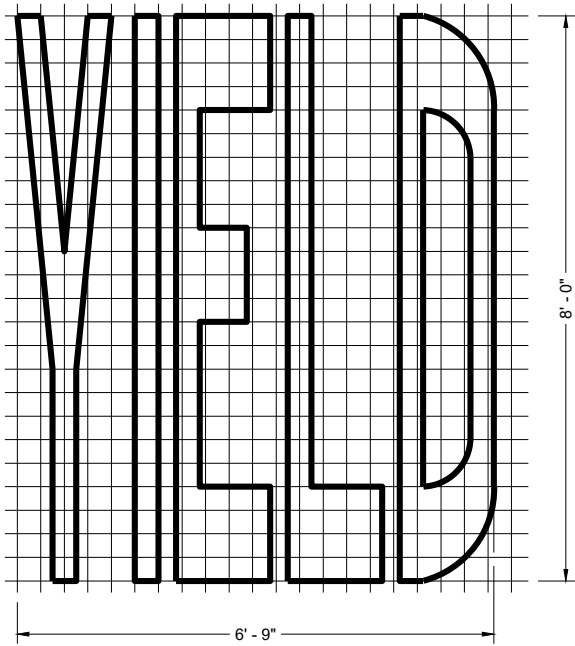
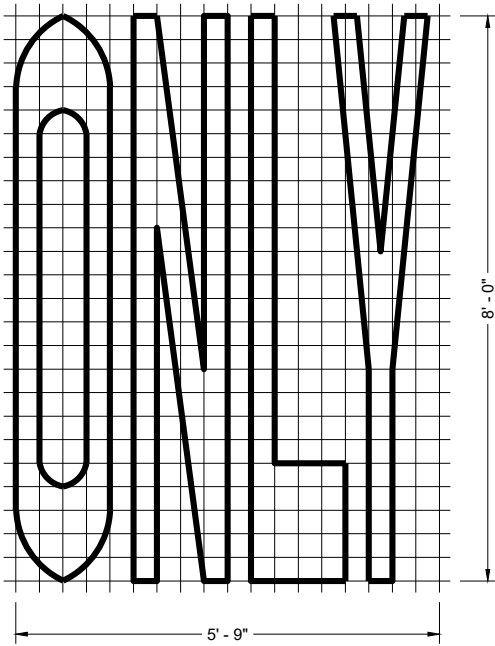
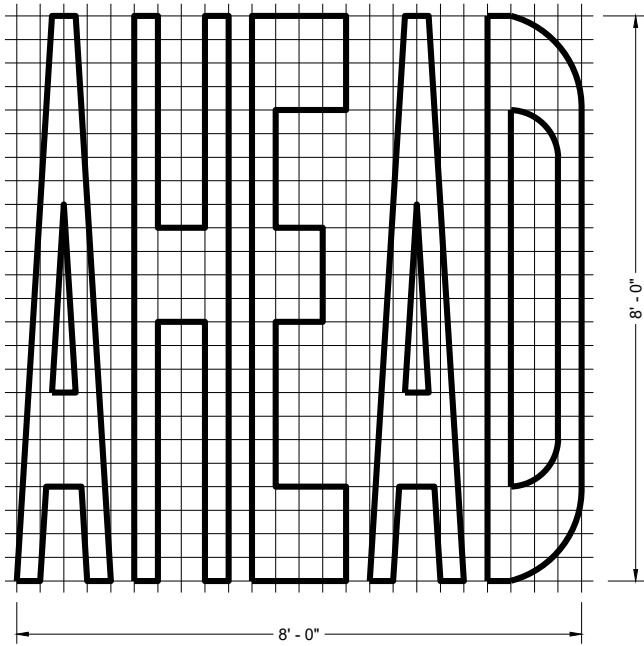
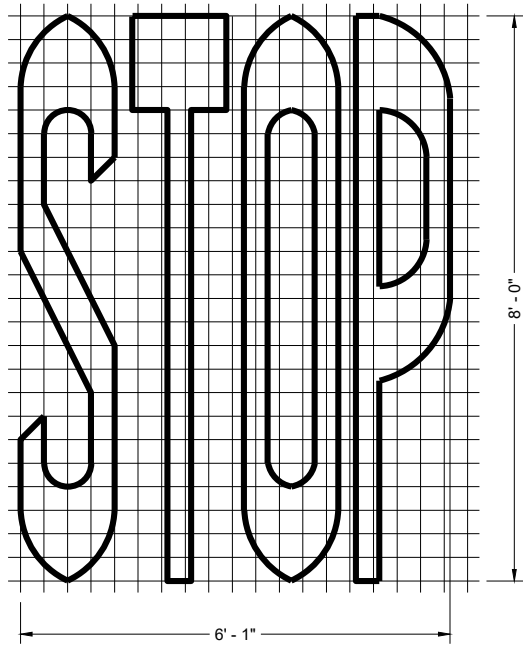


PREFERENTIAL
LANE SYMBOL

GENERAL NOTES

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

PAVEMENT MARKING SYMBOLS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



SINGLE LANE

TWO - LANE

GENERAL NOTES

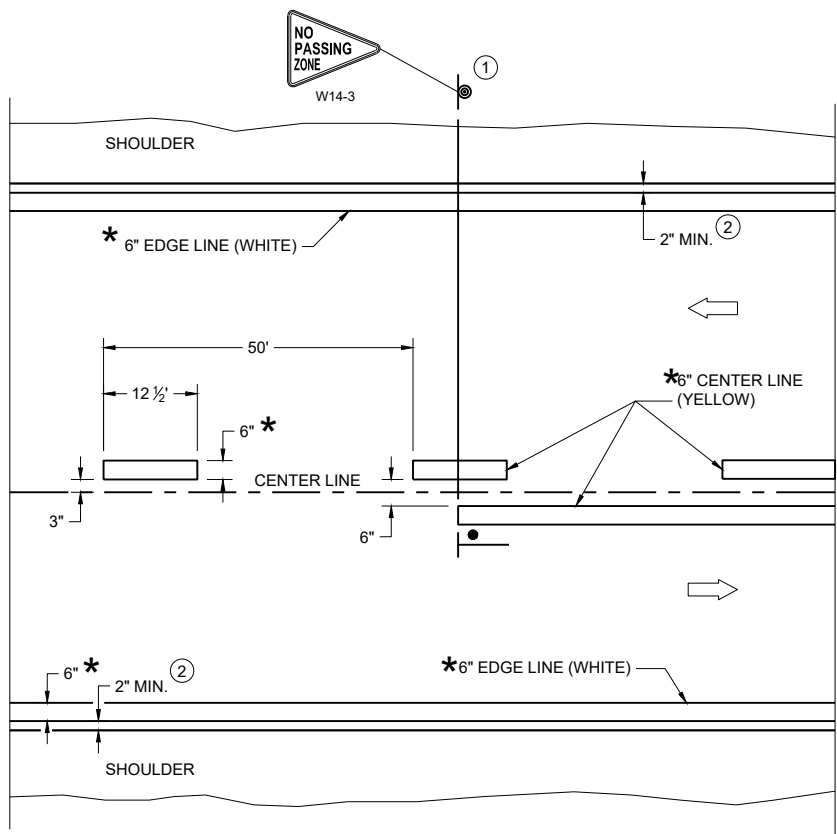
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

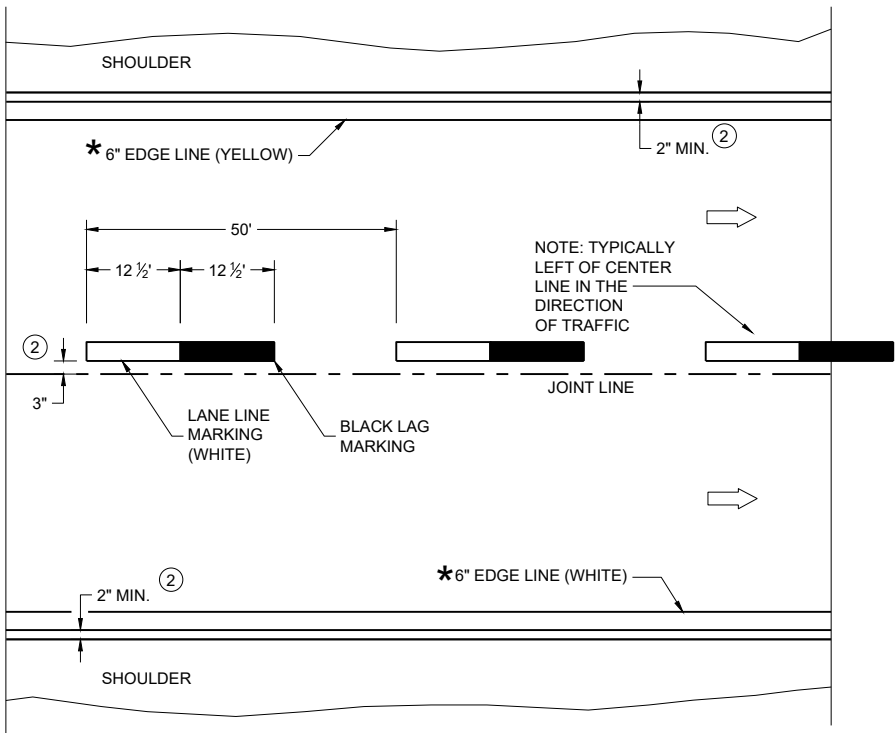
STATE OF WISCONSIN
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APPROVED
November 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

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TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

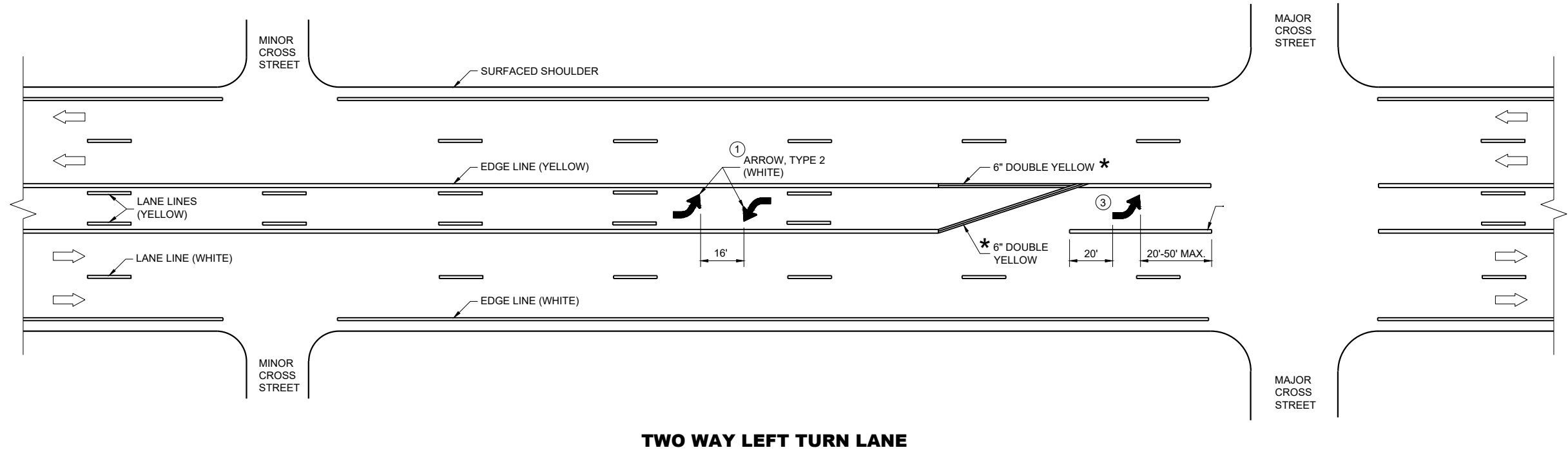
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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 162	



GENERAL NOTES

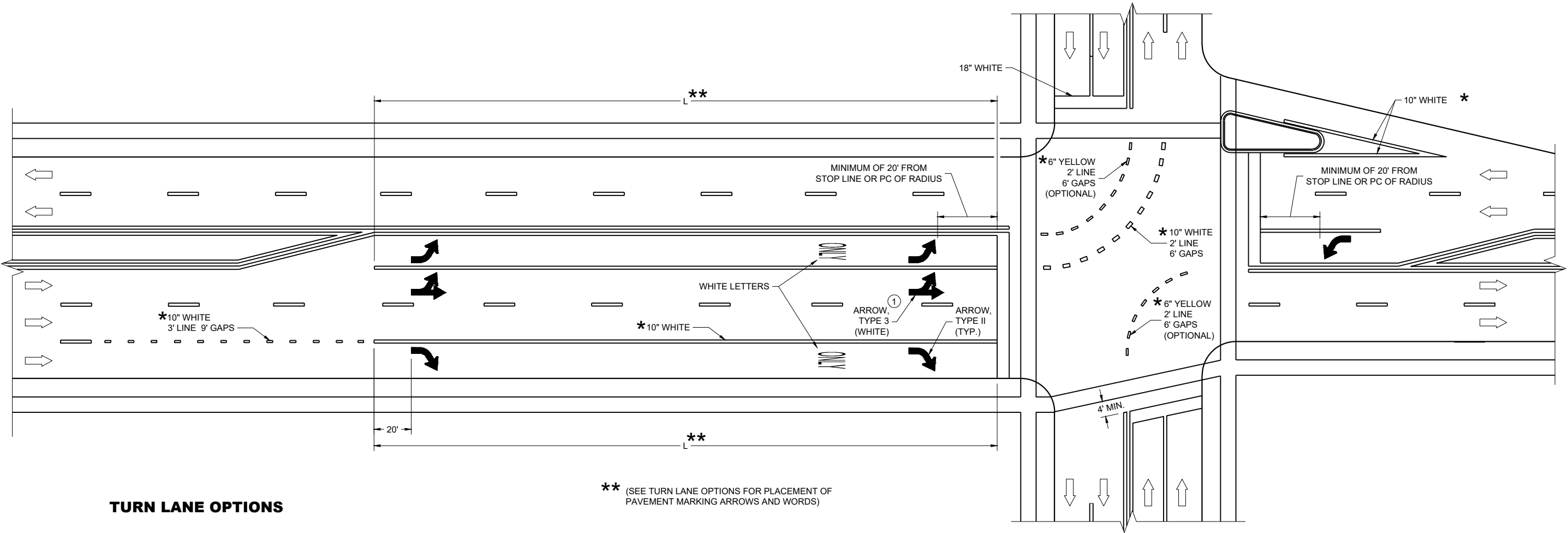
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

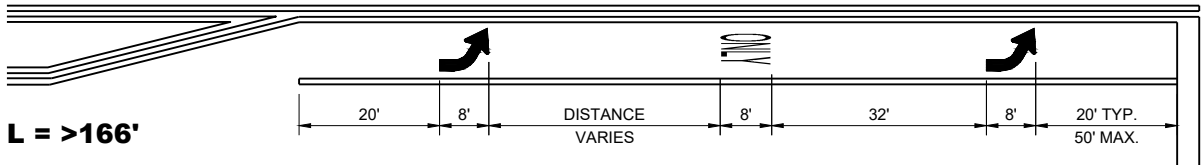
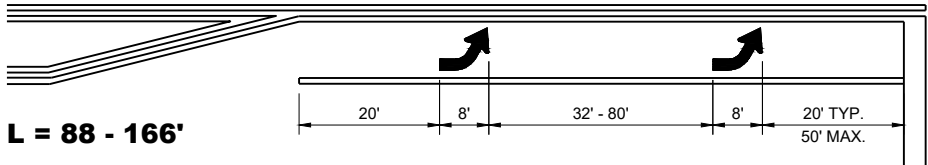
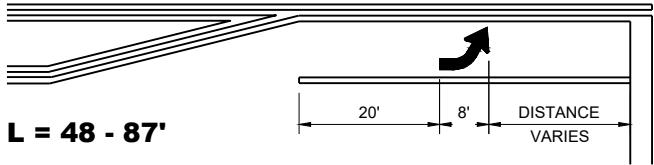
**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TURN LANE OPTIONS

LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

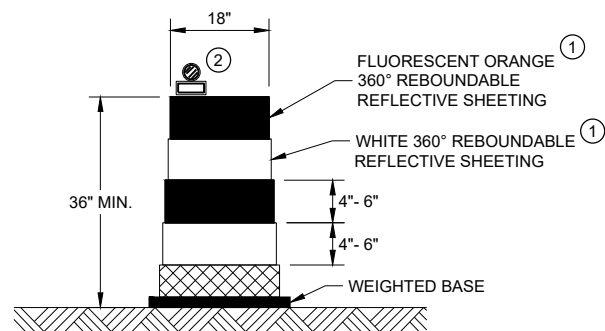
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

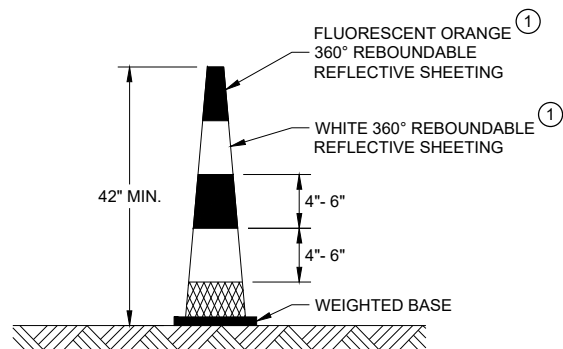
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



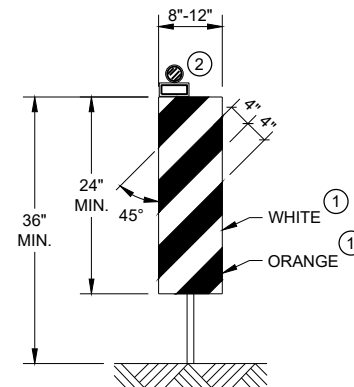
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



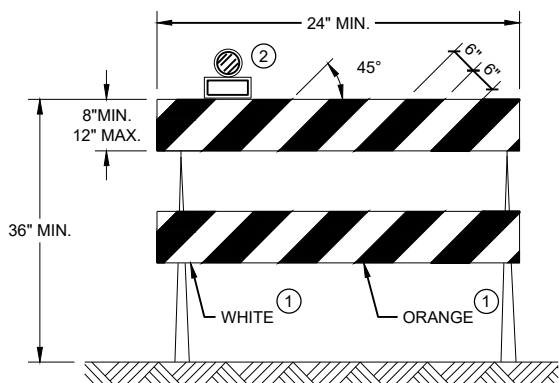
42" CONE

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



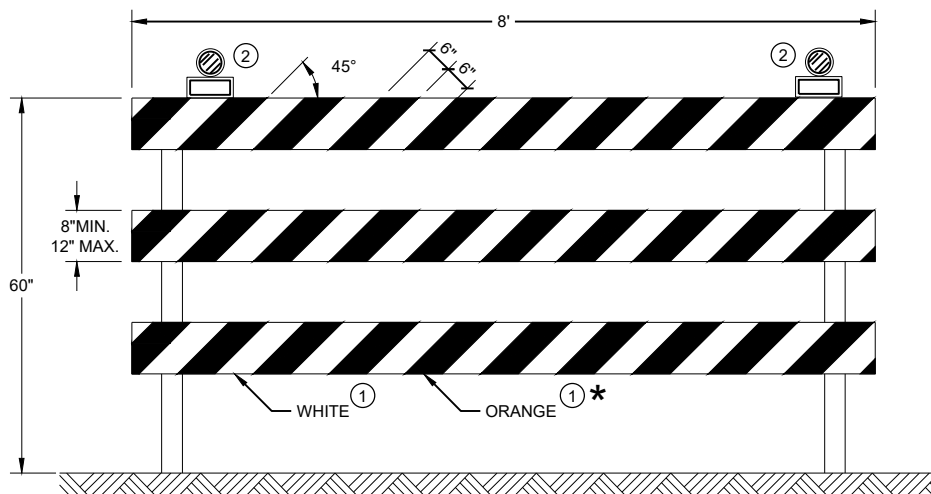
VERTICAL PANEL

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 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 165
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

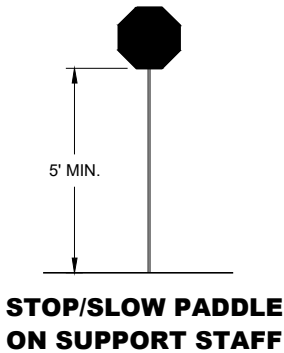
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

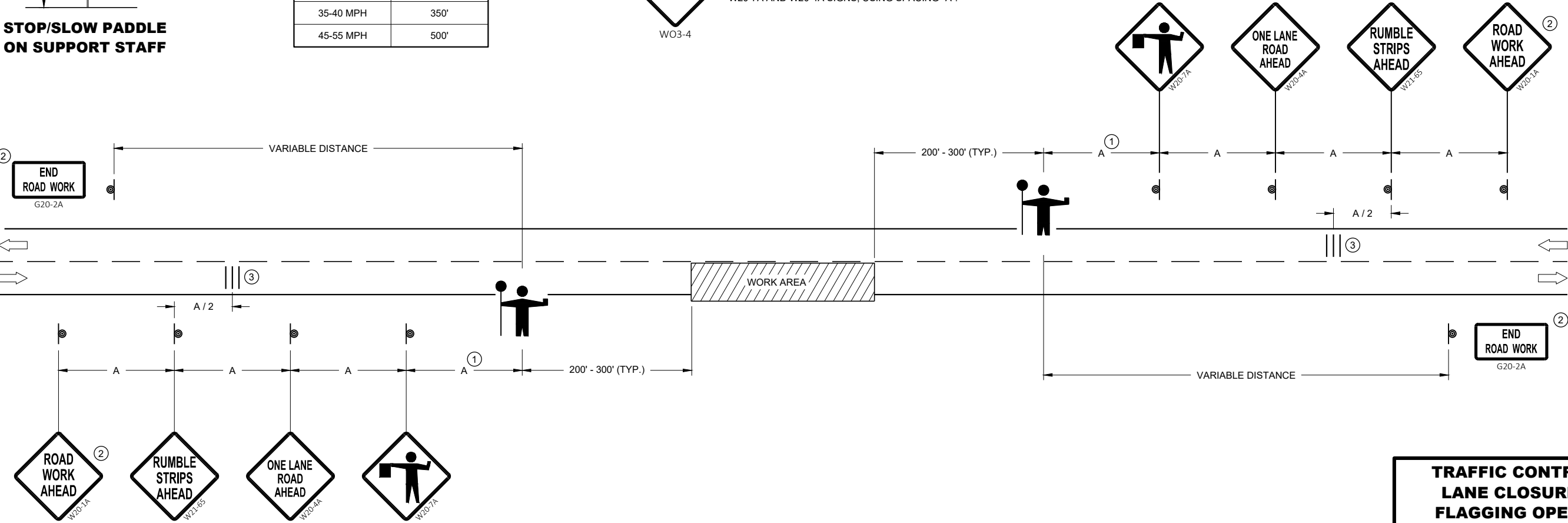


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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".



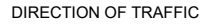
**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 166

FHWA

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



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

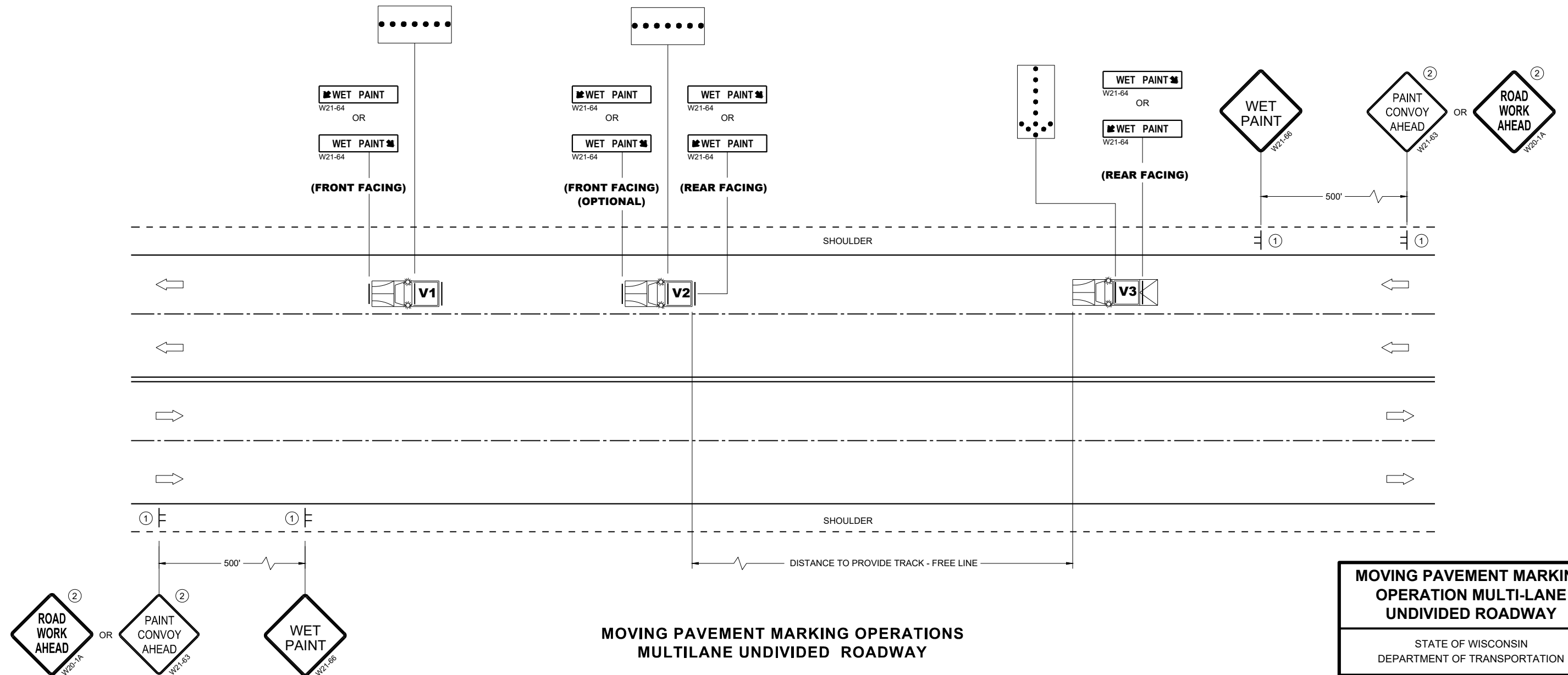
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

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 SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

- 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.



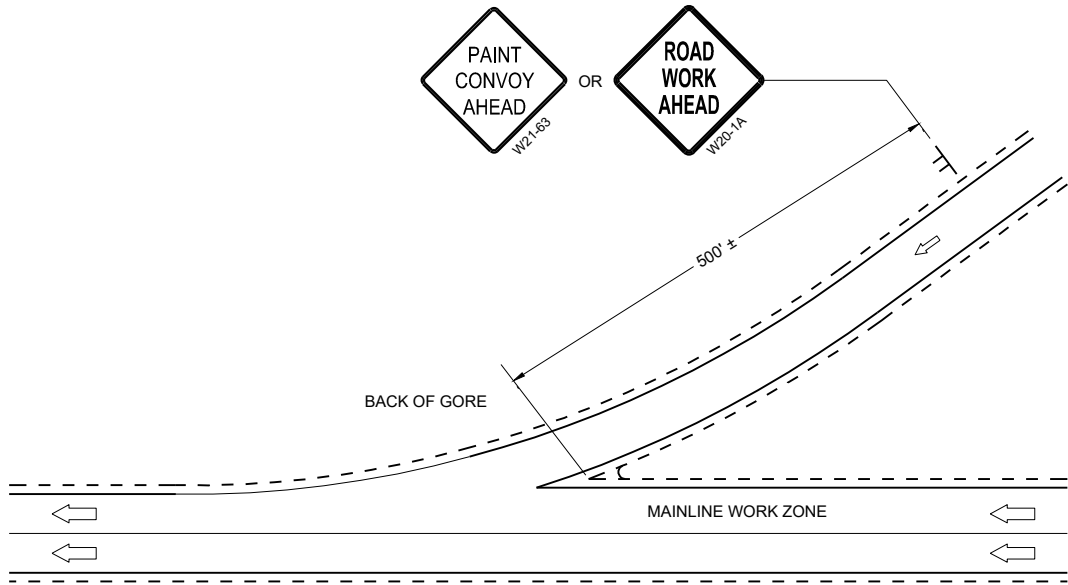
MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- ARROW PANEL (CAUTION)



GENERAL NOTES

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

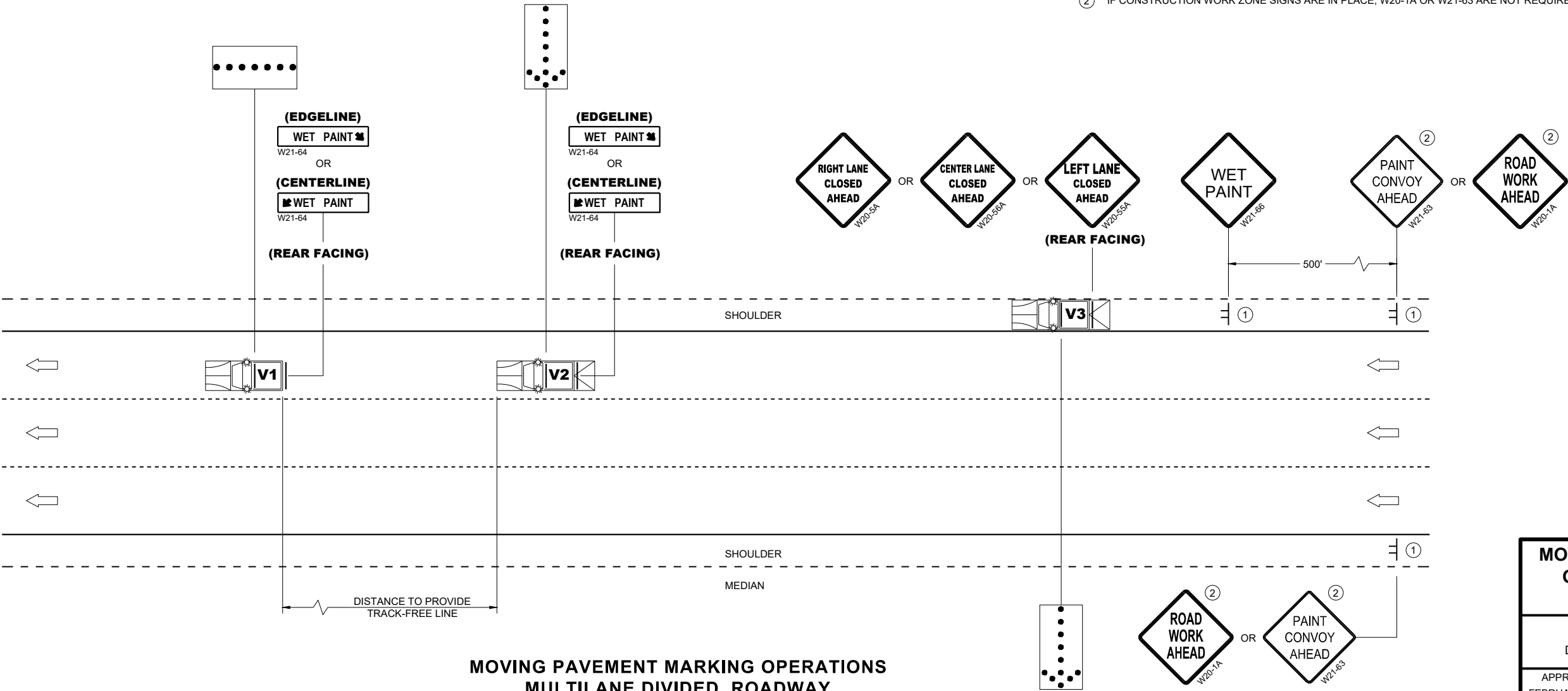
IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

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 HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

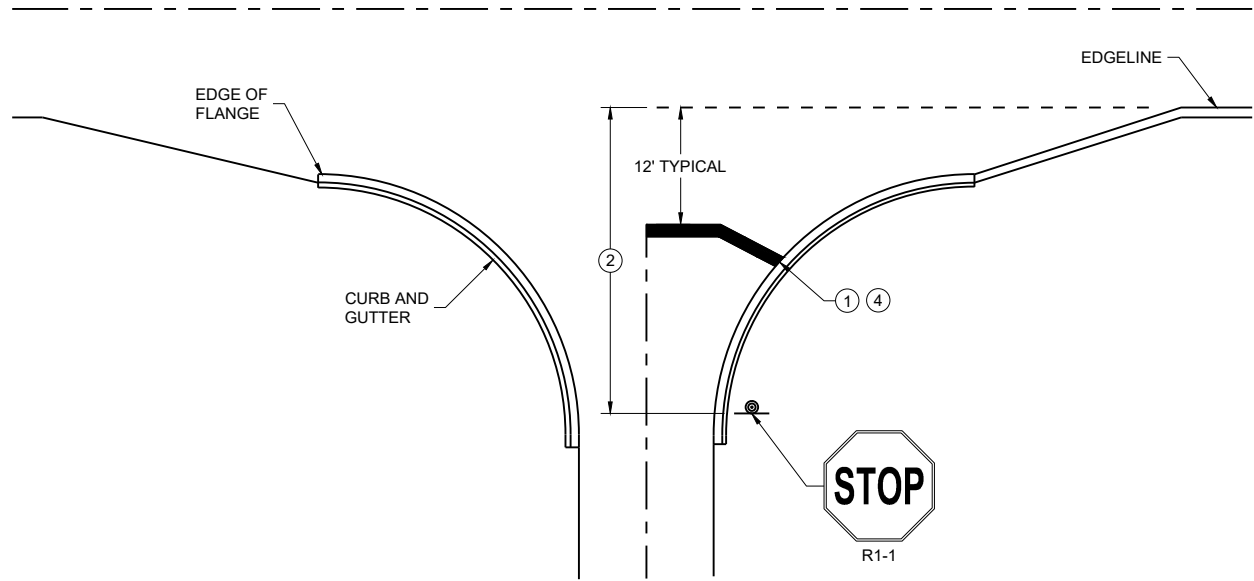


**MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
DIVIDED ROADWAY**

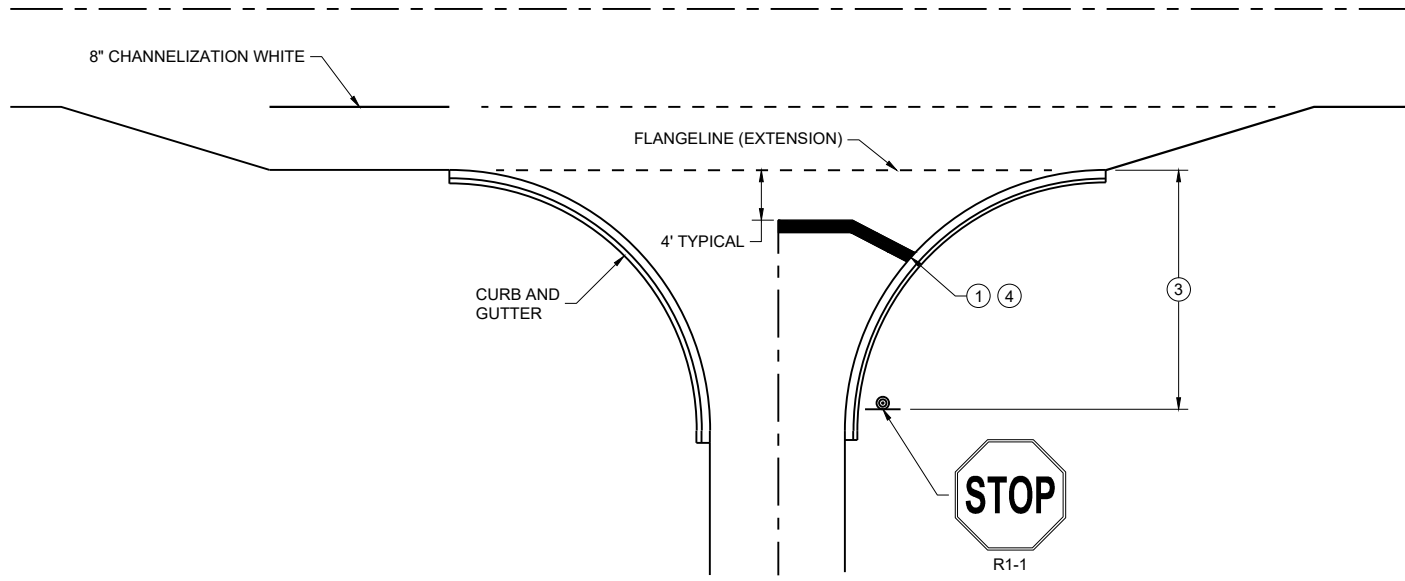
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

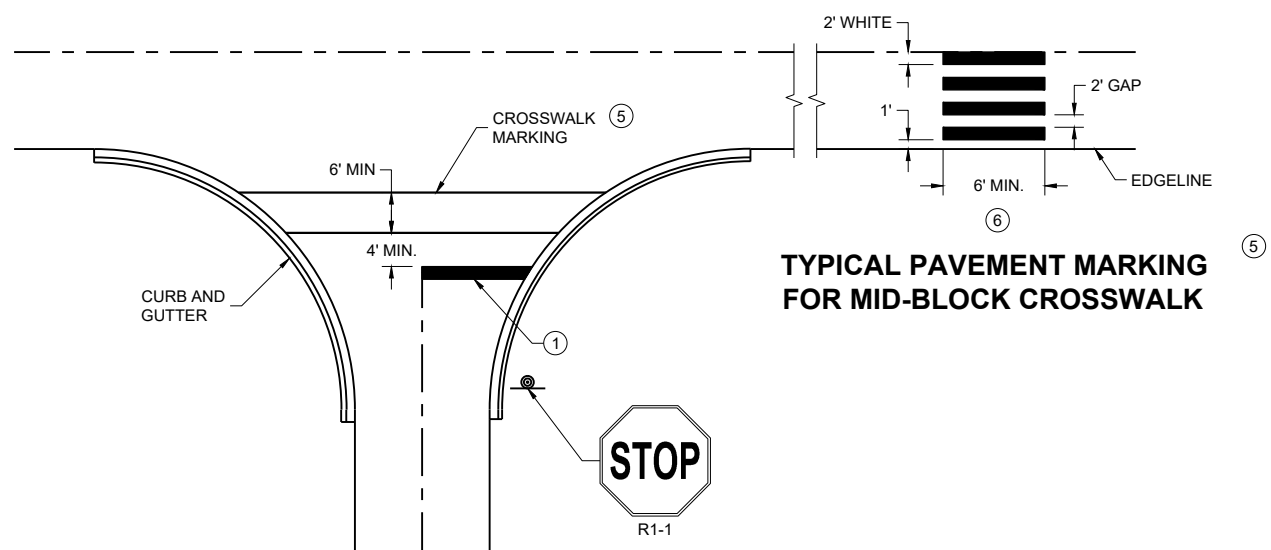
FHWA



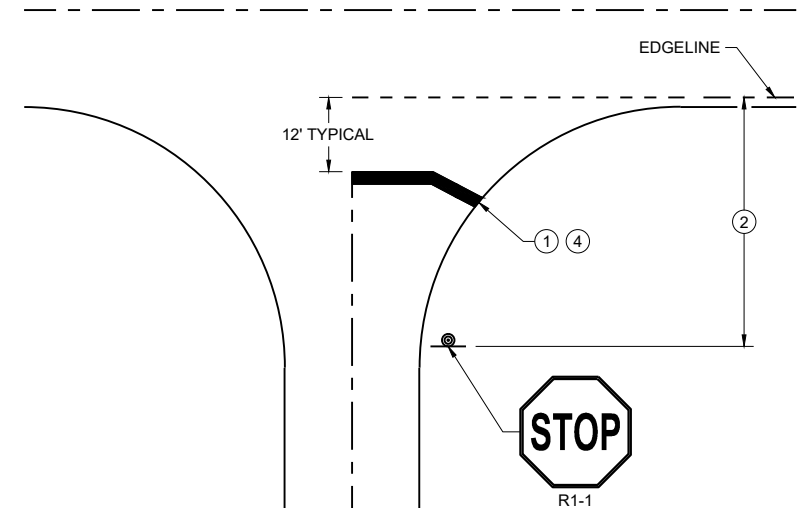
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

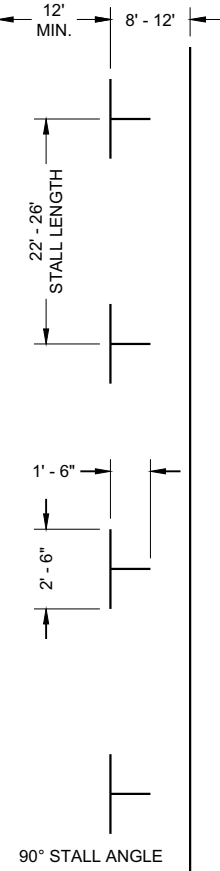
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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

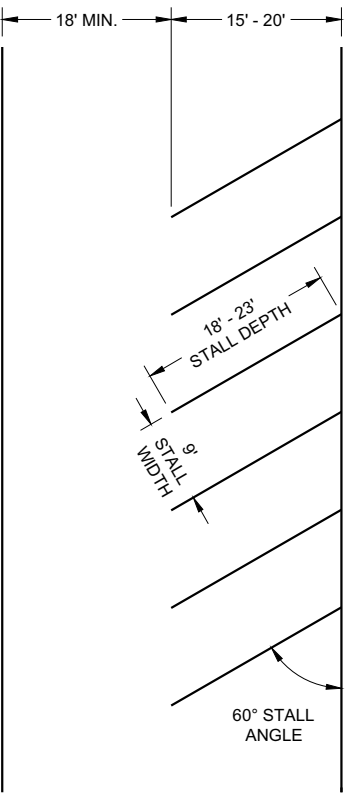
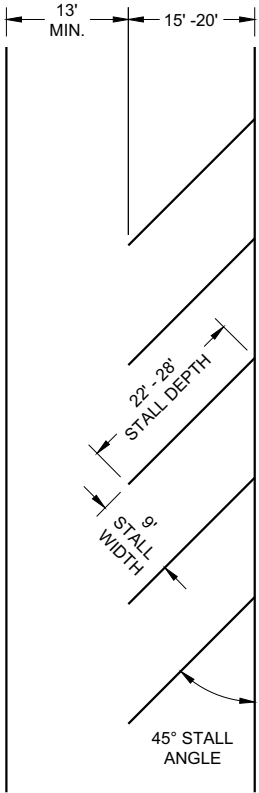
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

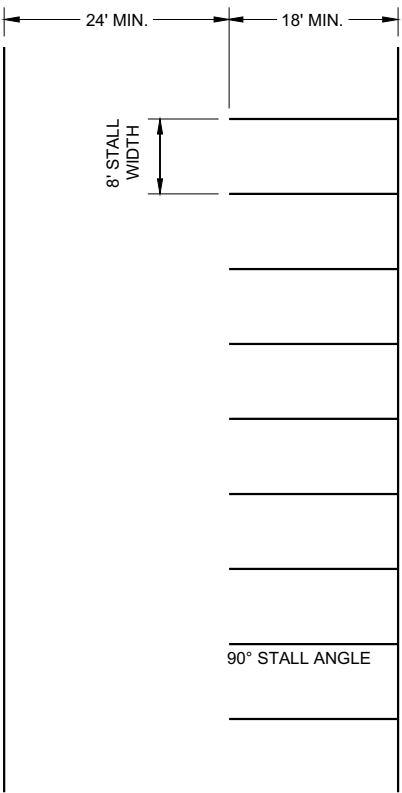


PARALLEL PARKING



ANGLED PARKING

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



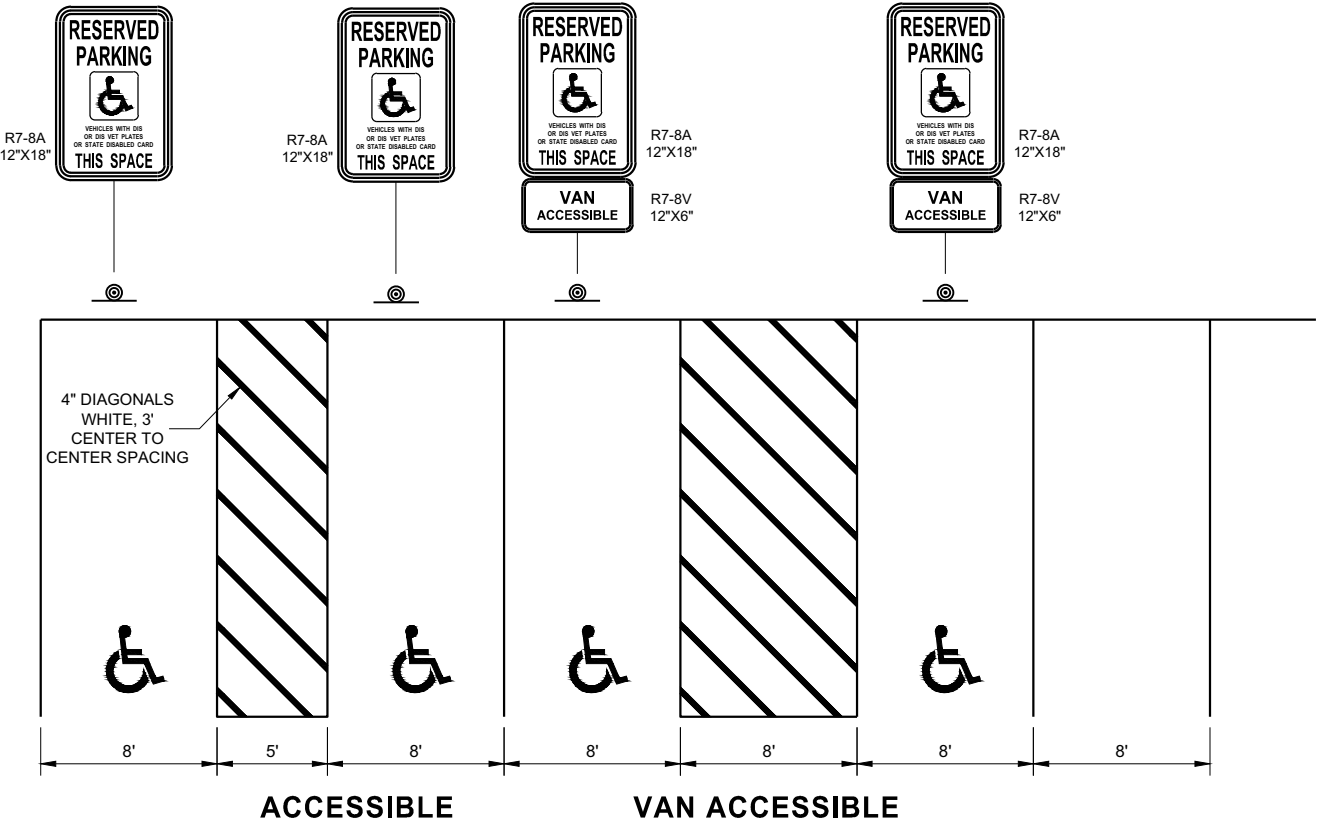
PARKING LOTS

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 MAP ENGINEER 170
FHWA

	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE "A" WARNING LIGHT (FLASHING)
	REMOVING PAVEMENT MARKINGS
	DIRECTION OF TRAFFIC
	WORK AREA
	CONNECTED ARROW BOARD
	WZ START LOCATION MARKER
	WZ END LOCATION MARKER

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

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

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

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

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

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

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

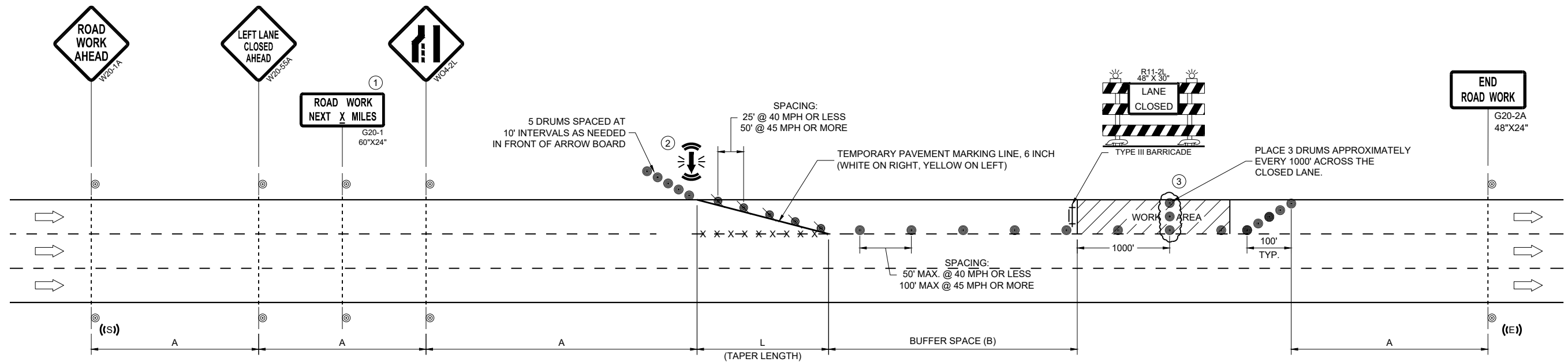
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.
- ③ DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE

IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

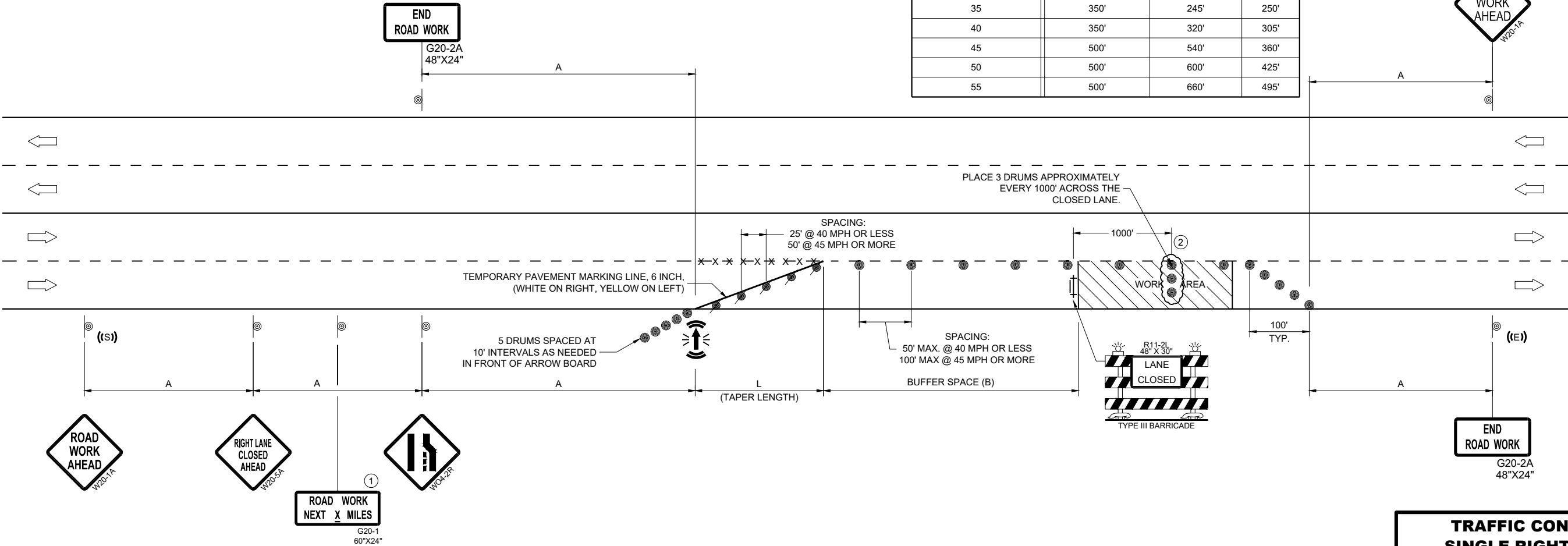
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

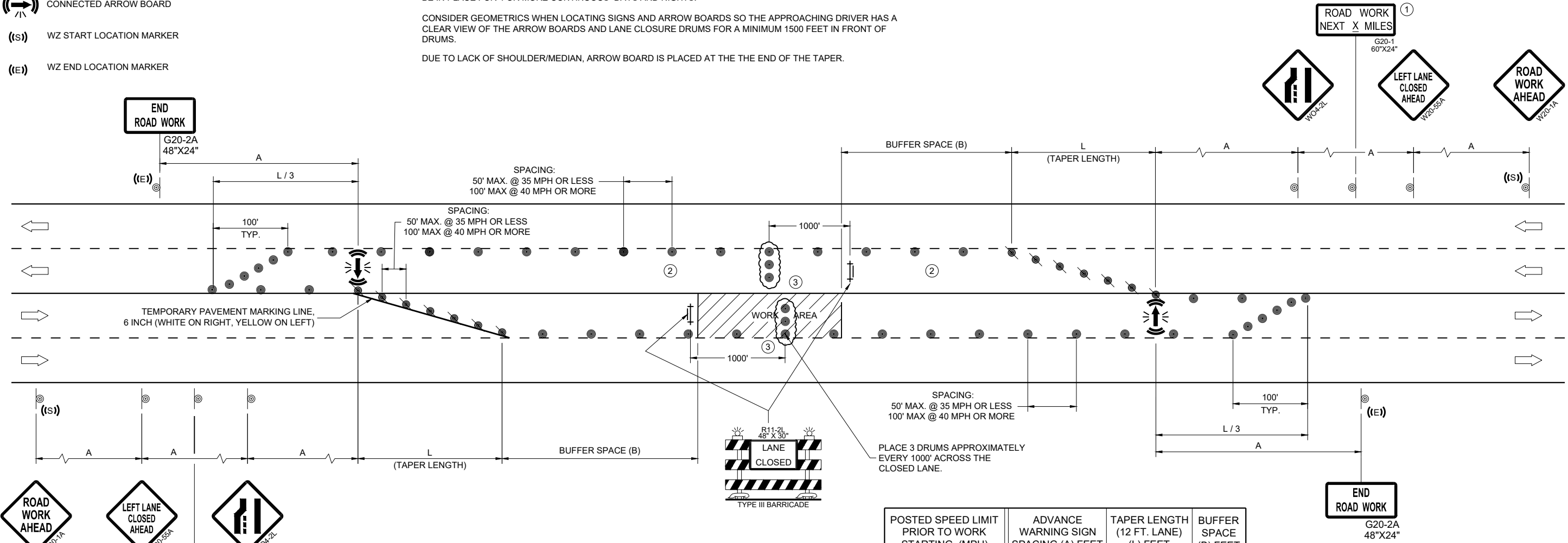
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



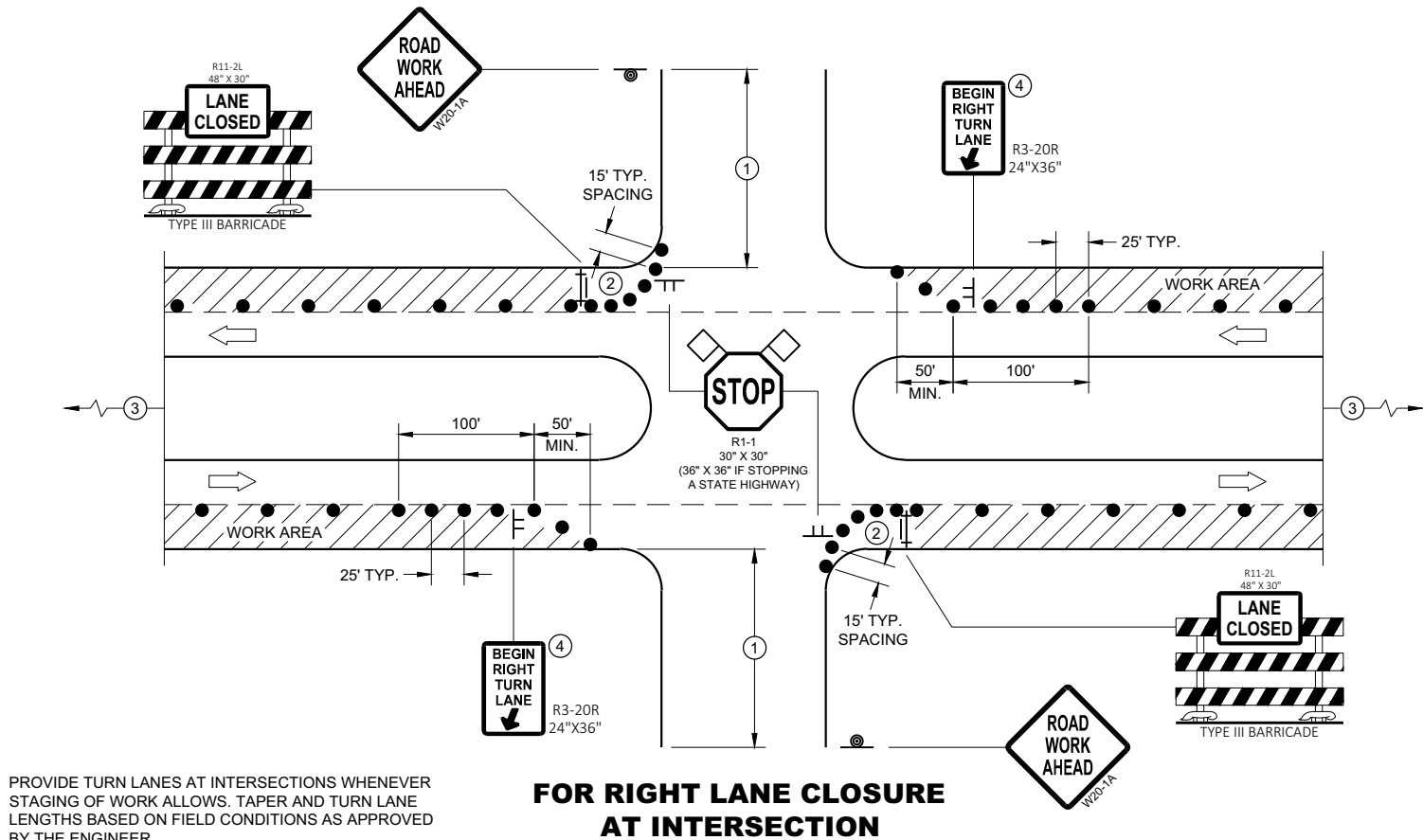
POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



GENERAL NOTES

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

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

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

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

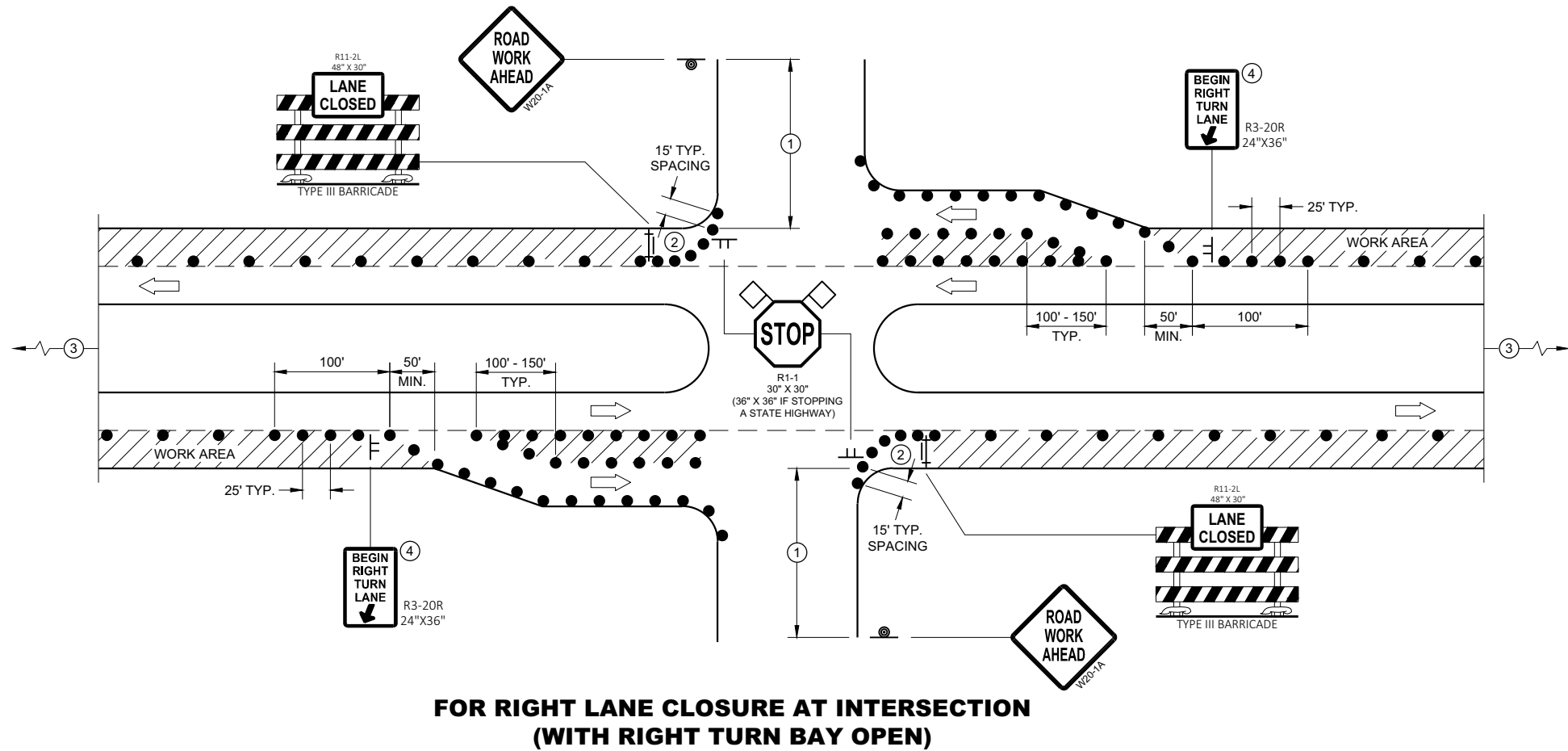
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

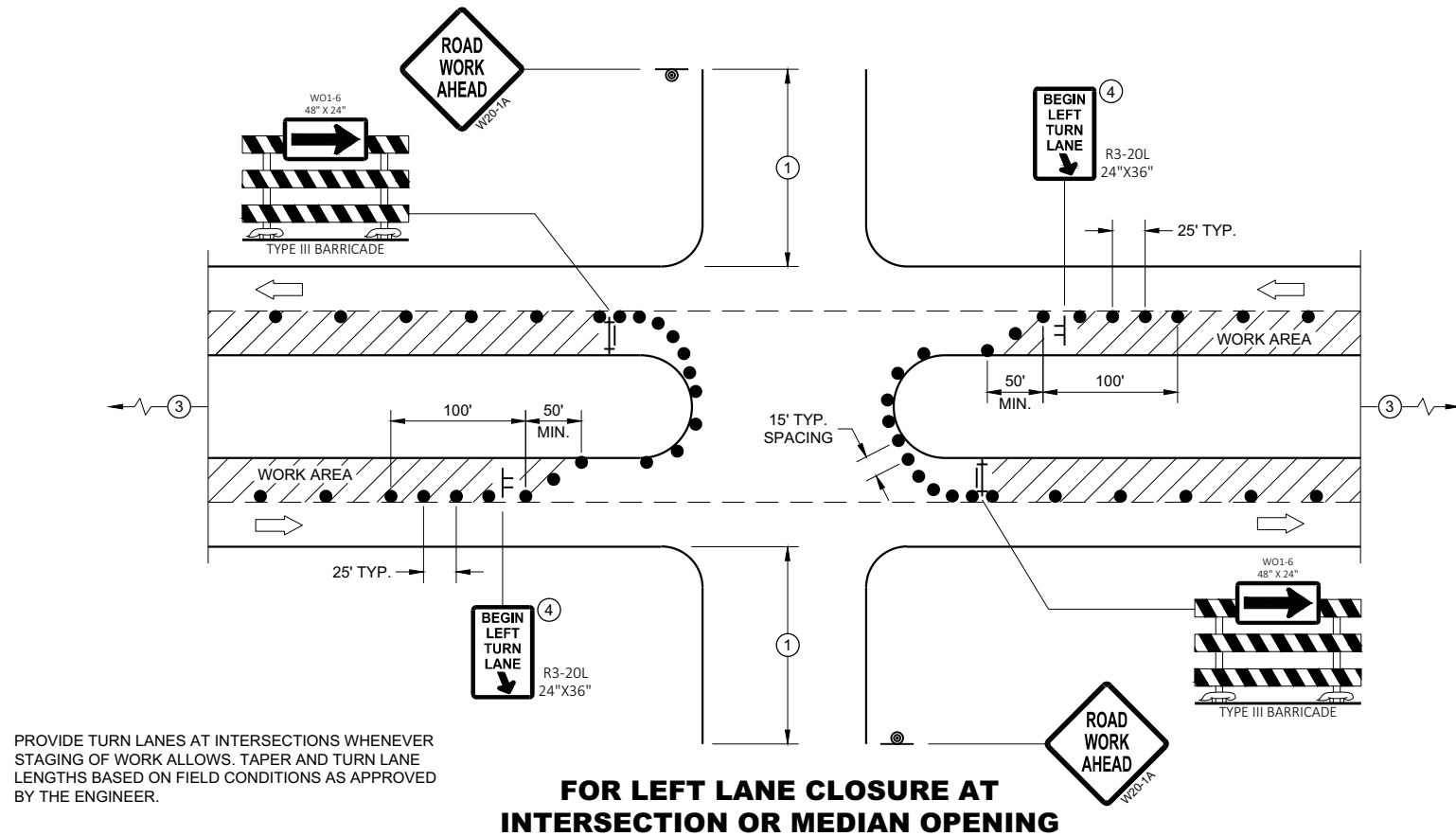


LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 174

**GENERAL NOTES**

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**FOR LEFT LANE CLOSURE AT INTERSECTION
OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)****TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 175
FHWA



GENERAL NOTES

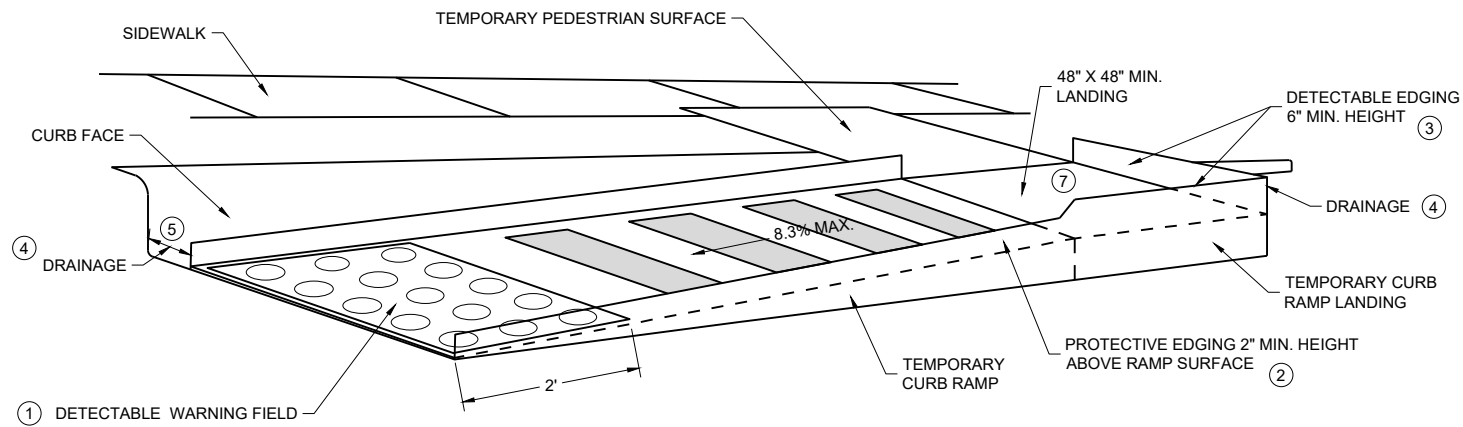
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- 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.

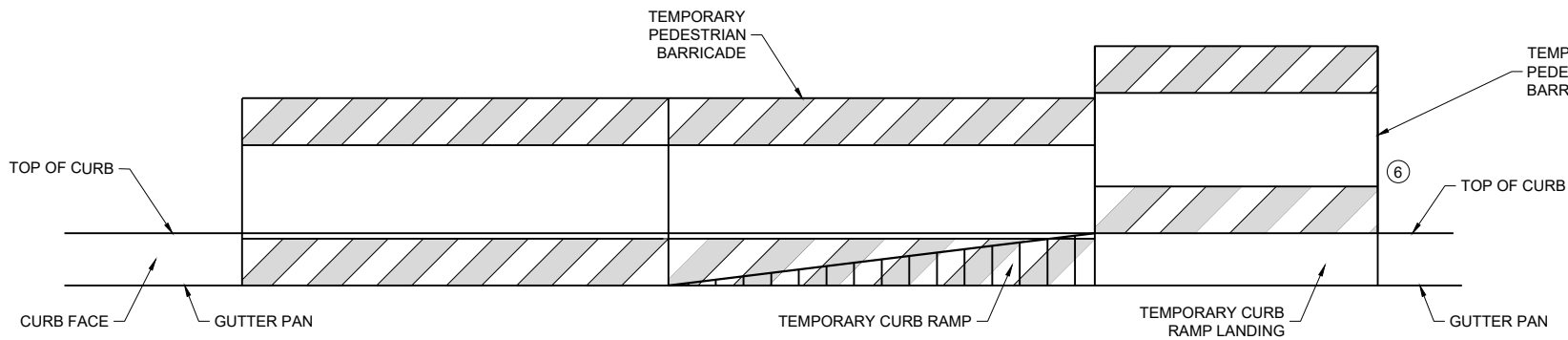
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

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



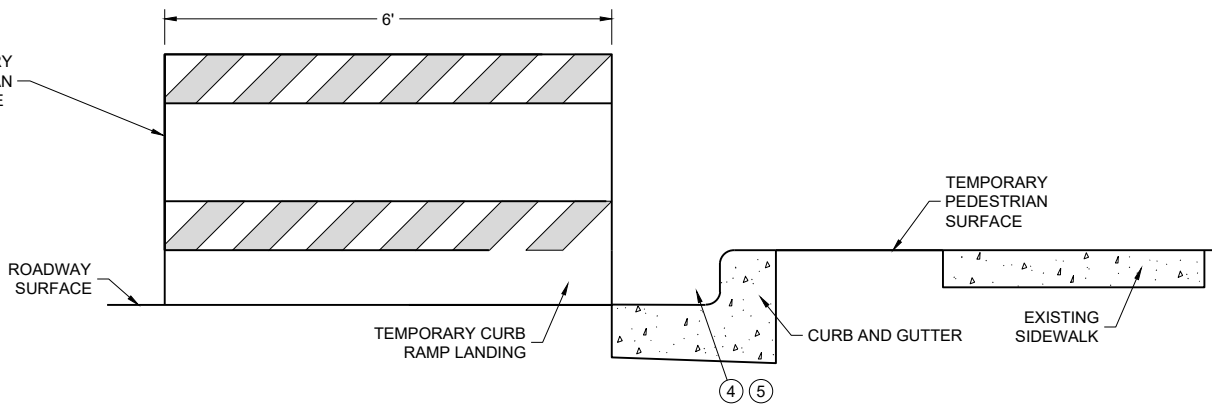


PERSPECTIVE VIEW



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.

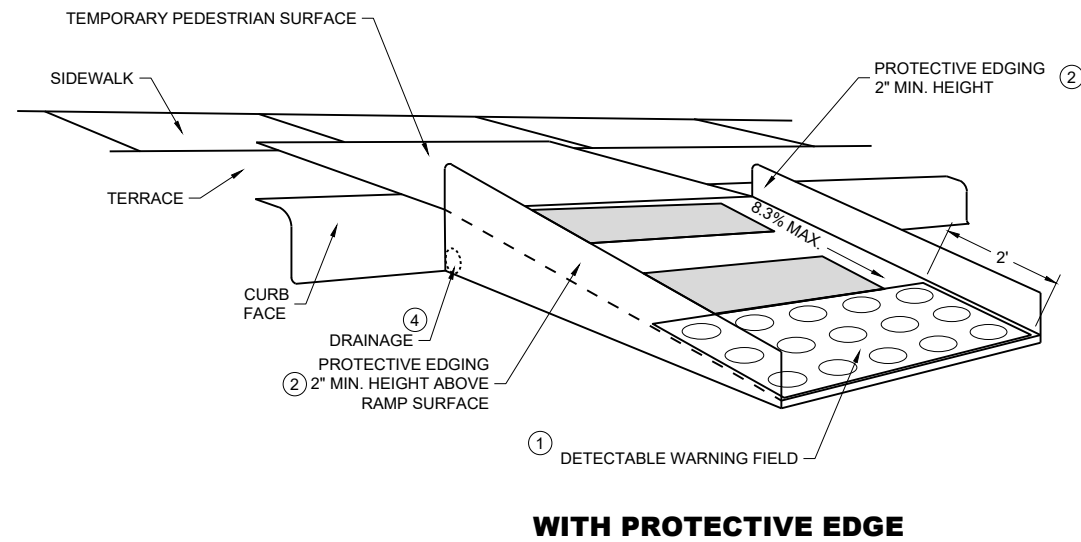
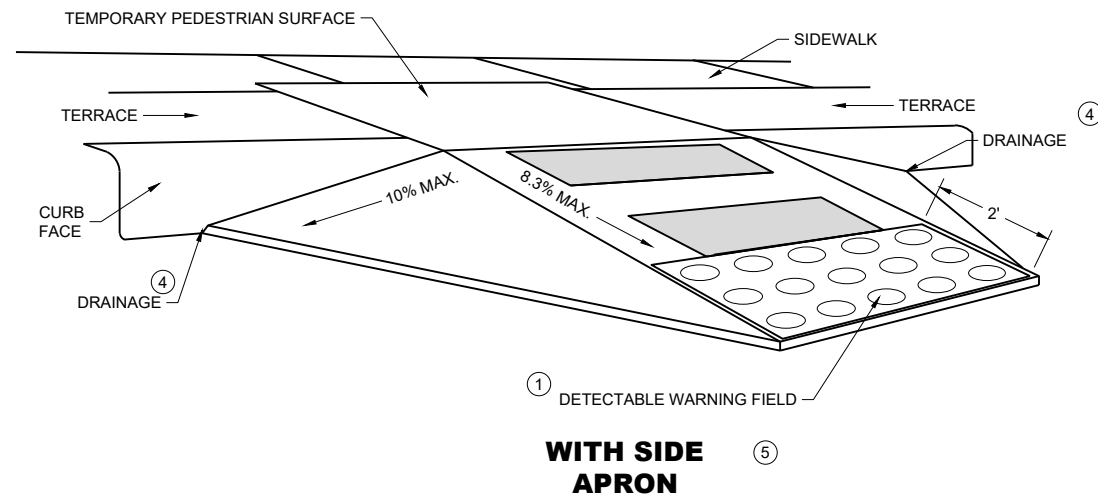
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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.

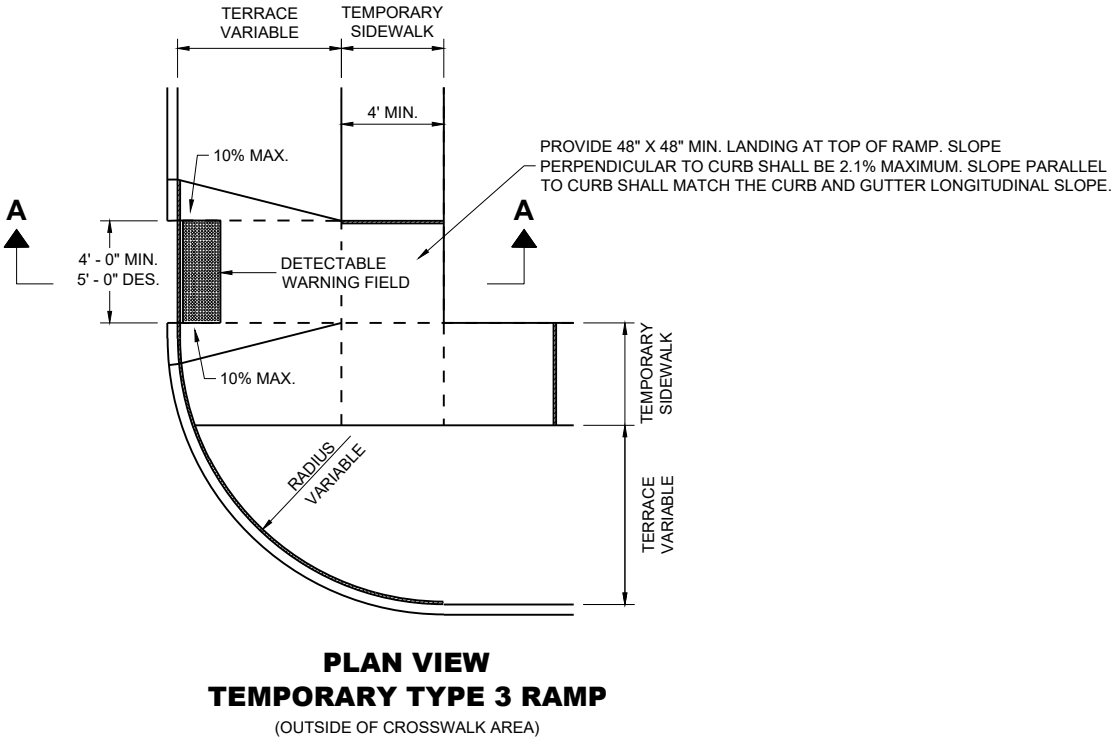
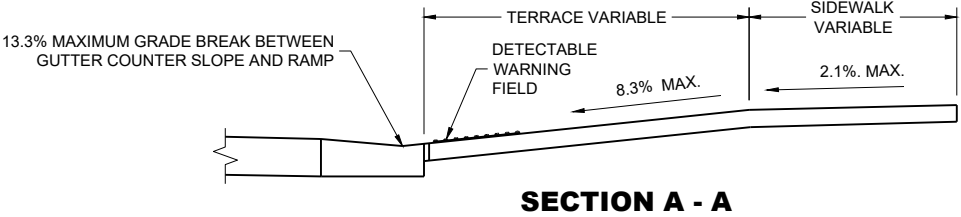
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

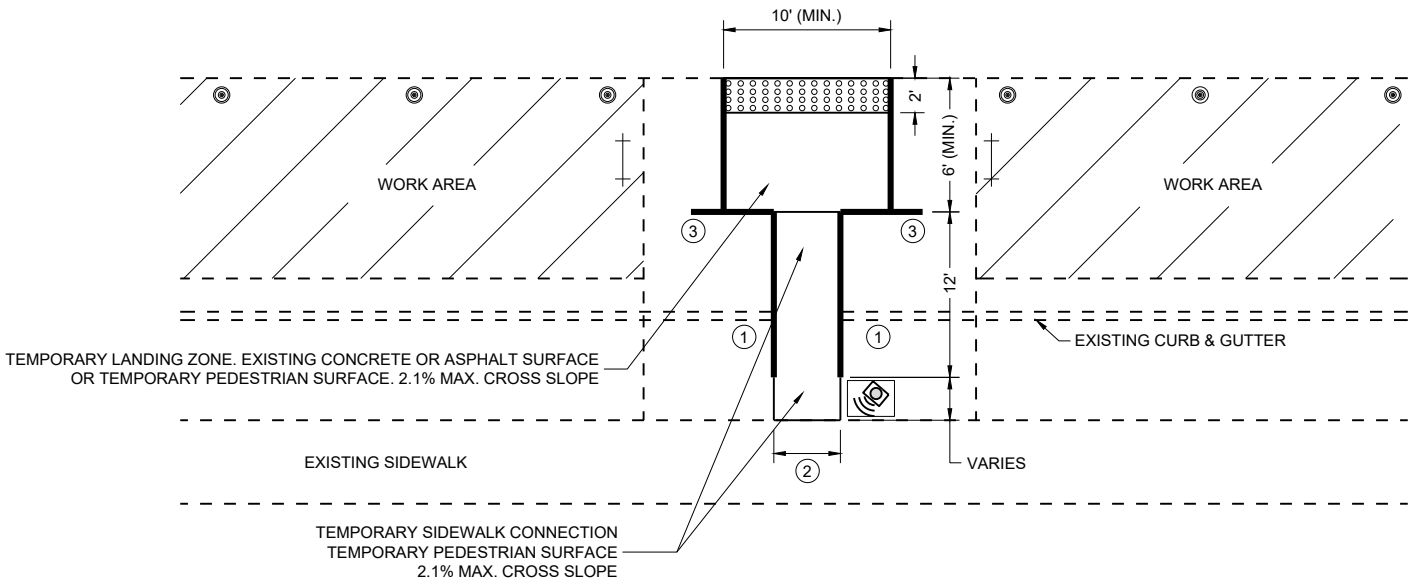
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

- 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.

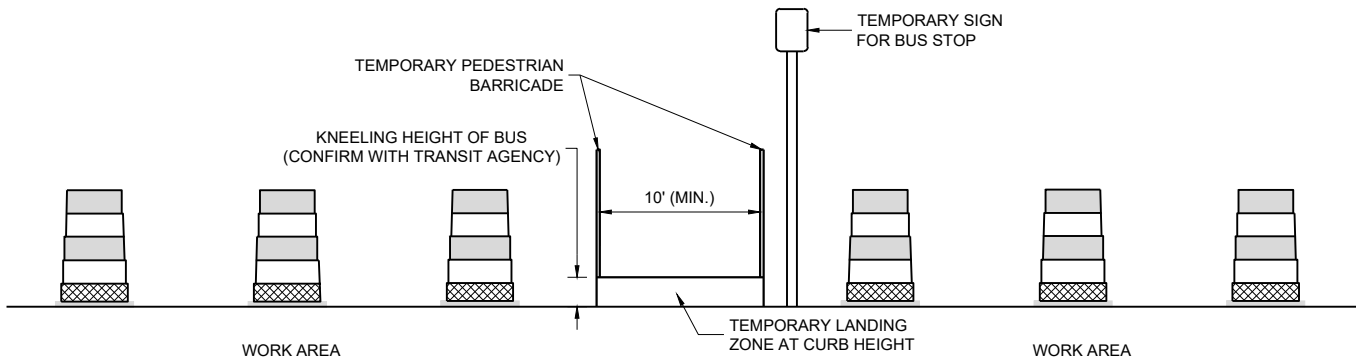
GENERAL NOTES



TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER



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 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".

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

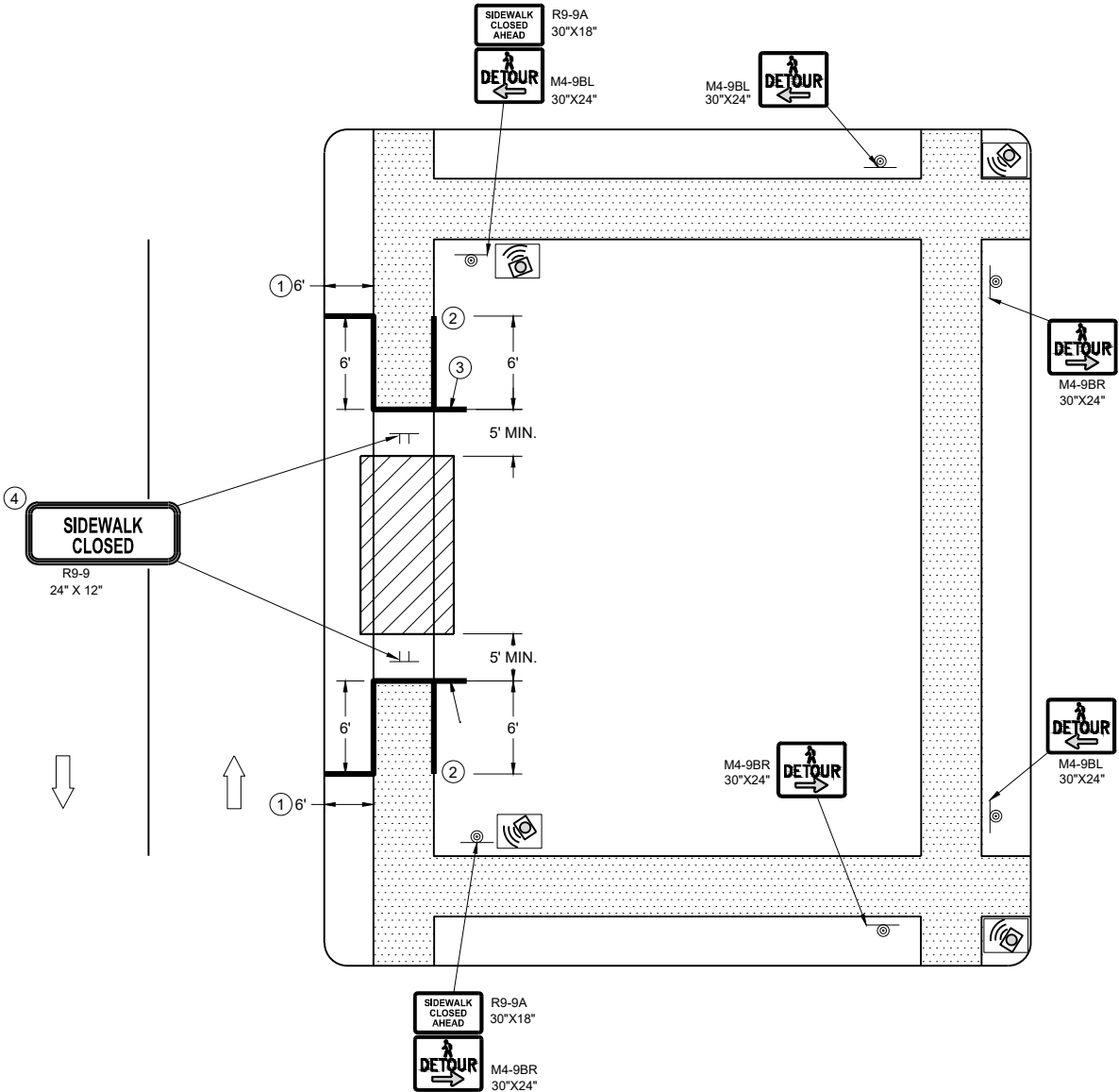
- 1 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 2 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- 3 PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

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

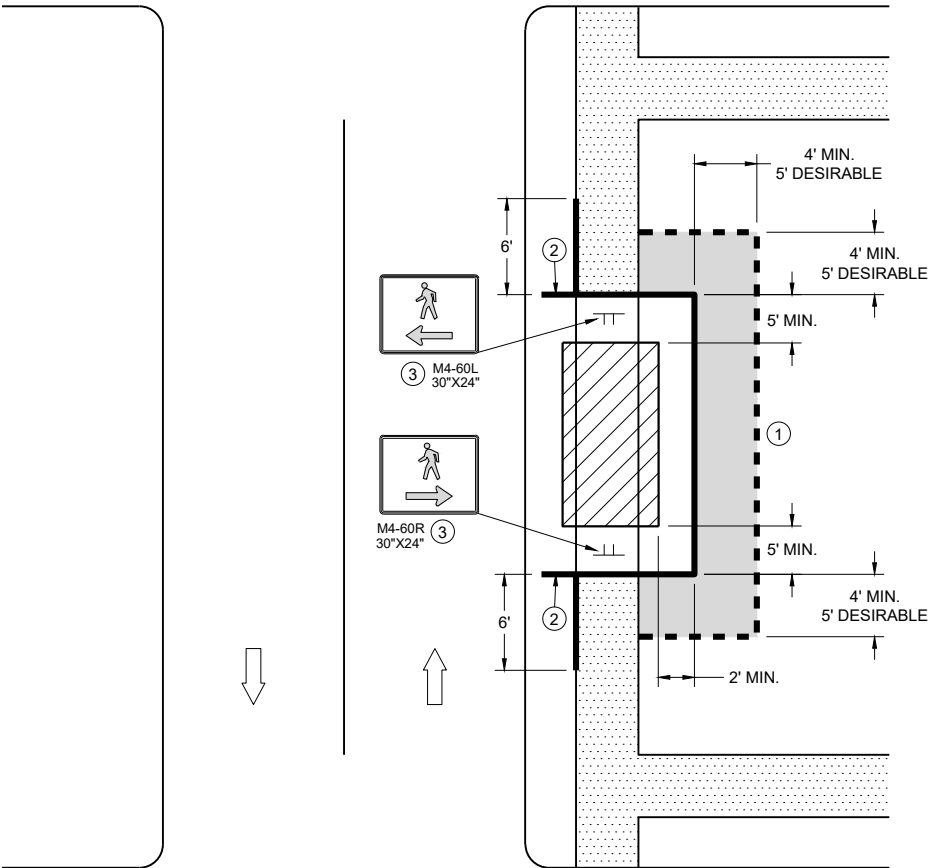
GENERAL NOTES

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.



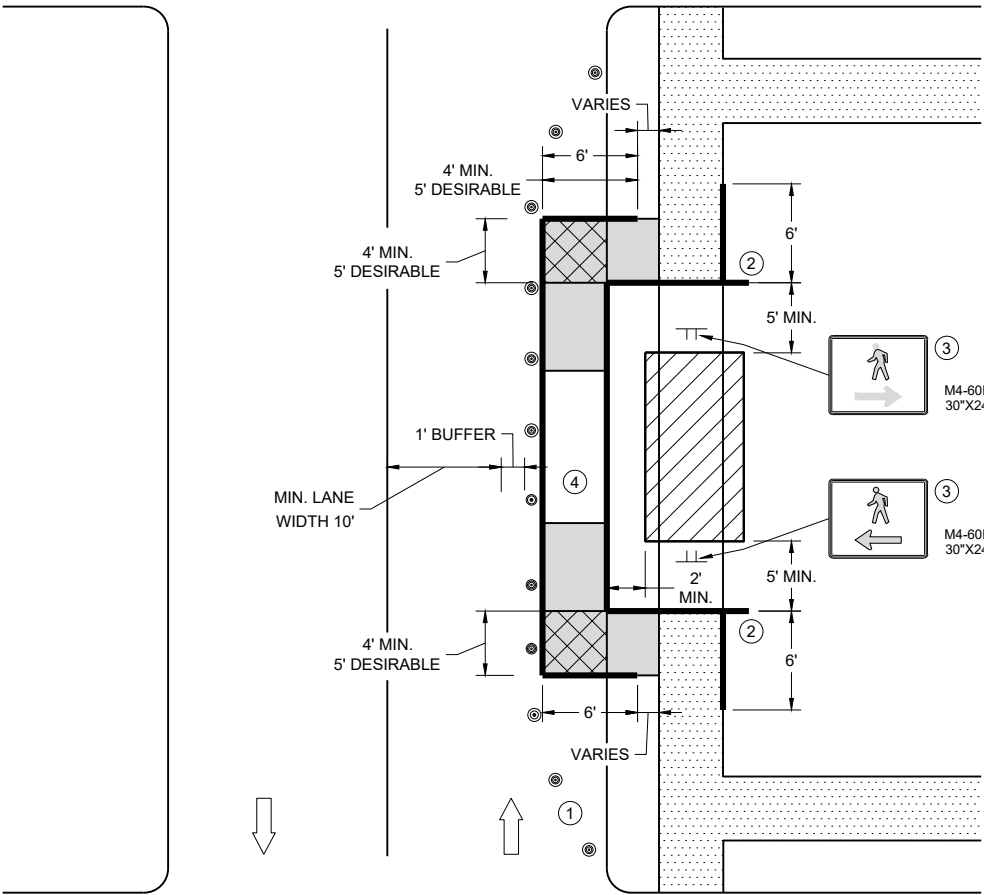
SIDEWALK BYPASS
SINGLE SIDE

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

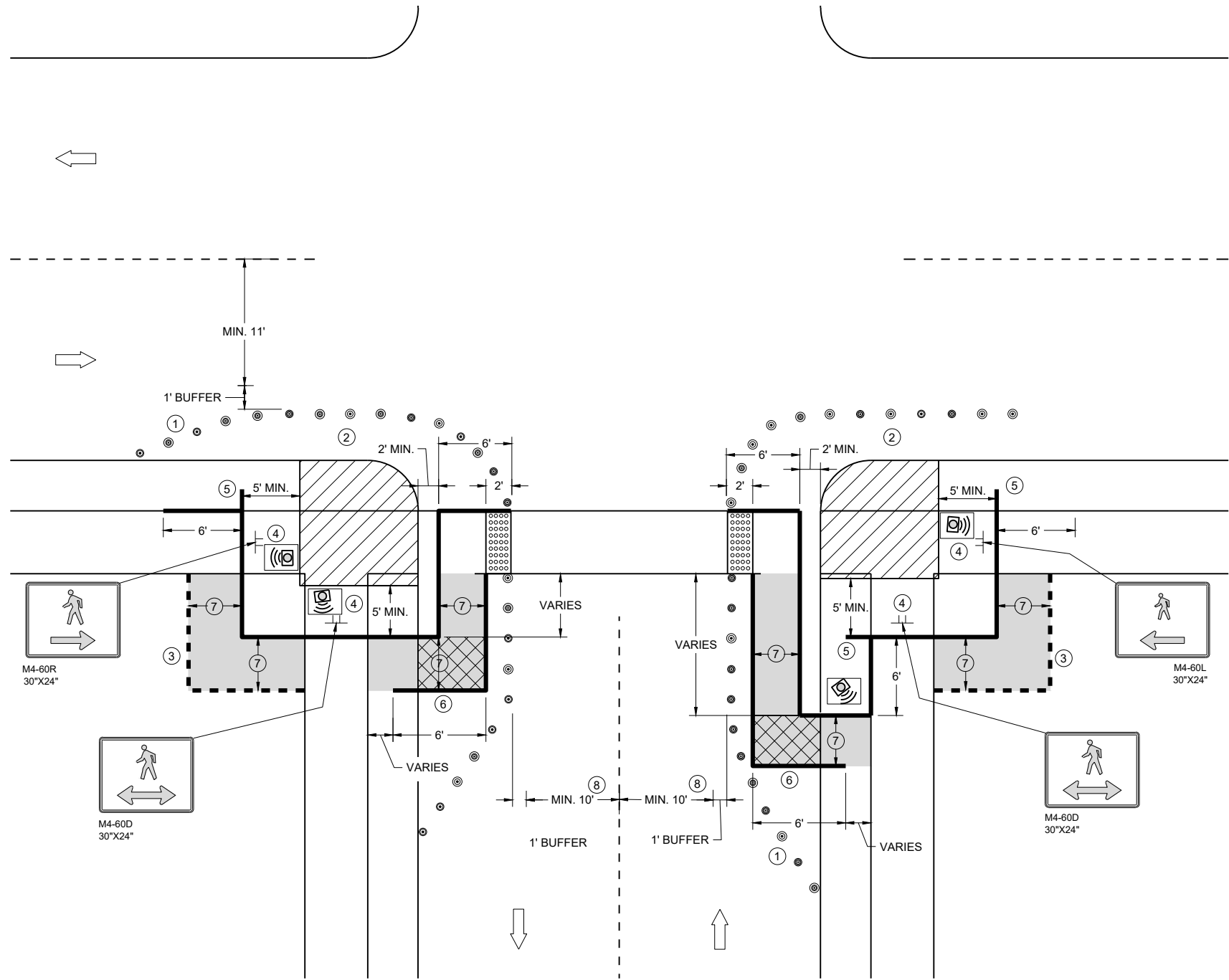
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE 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



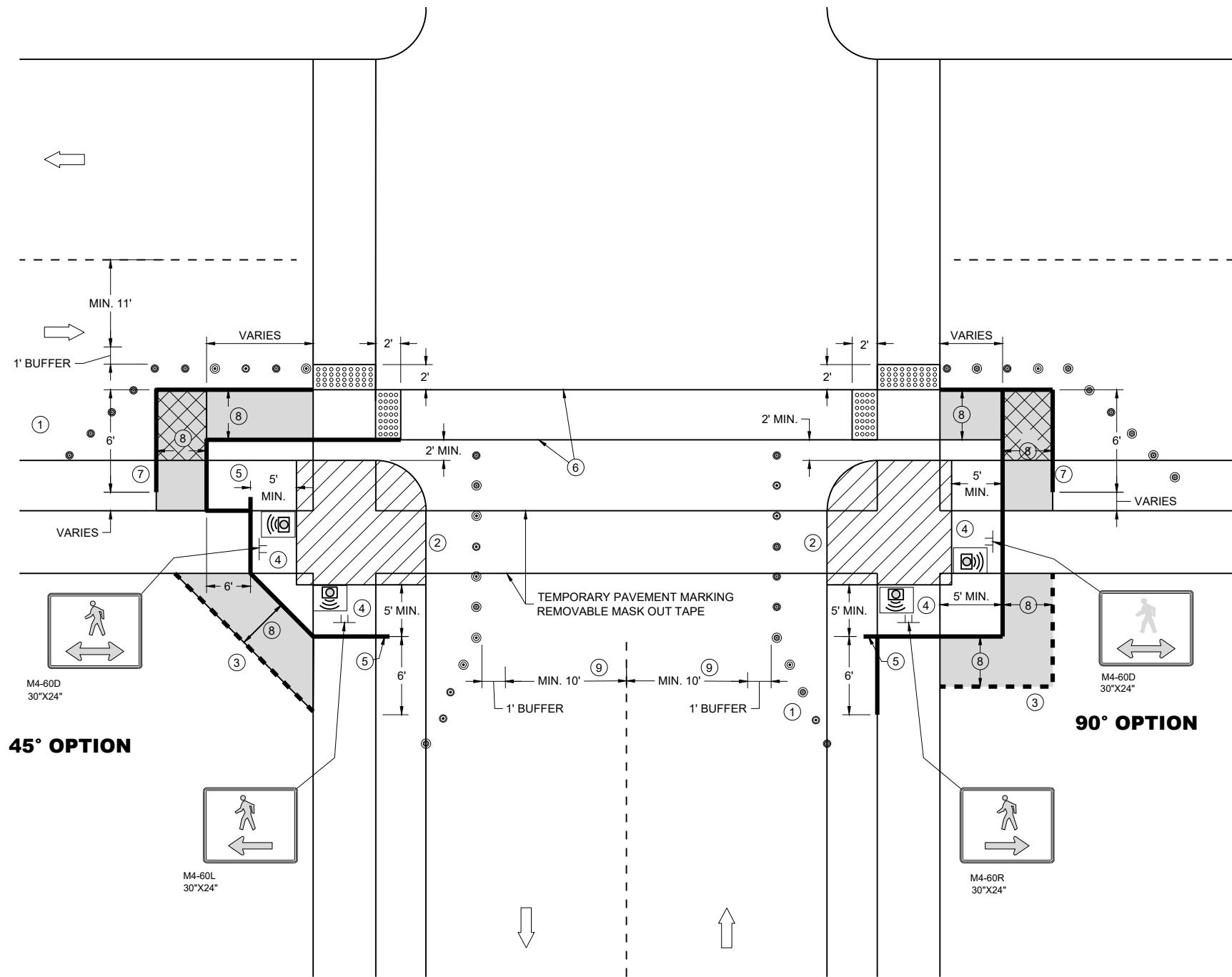
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

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

LEGEND

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



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.

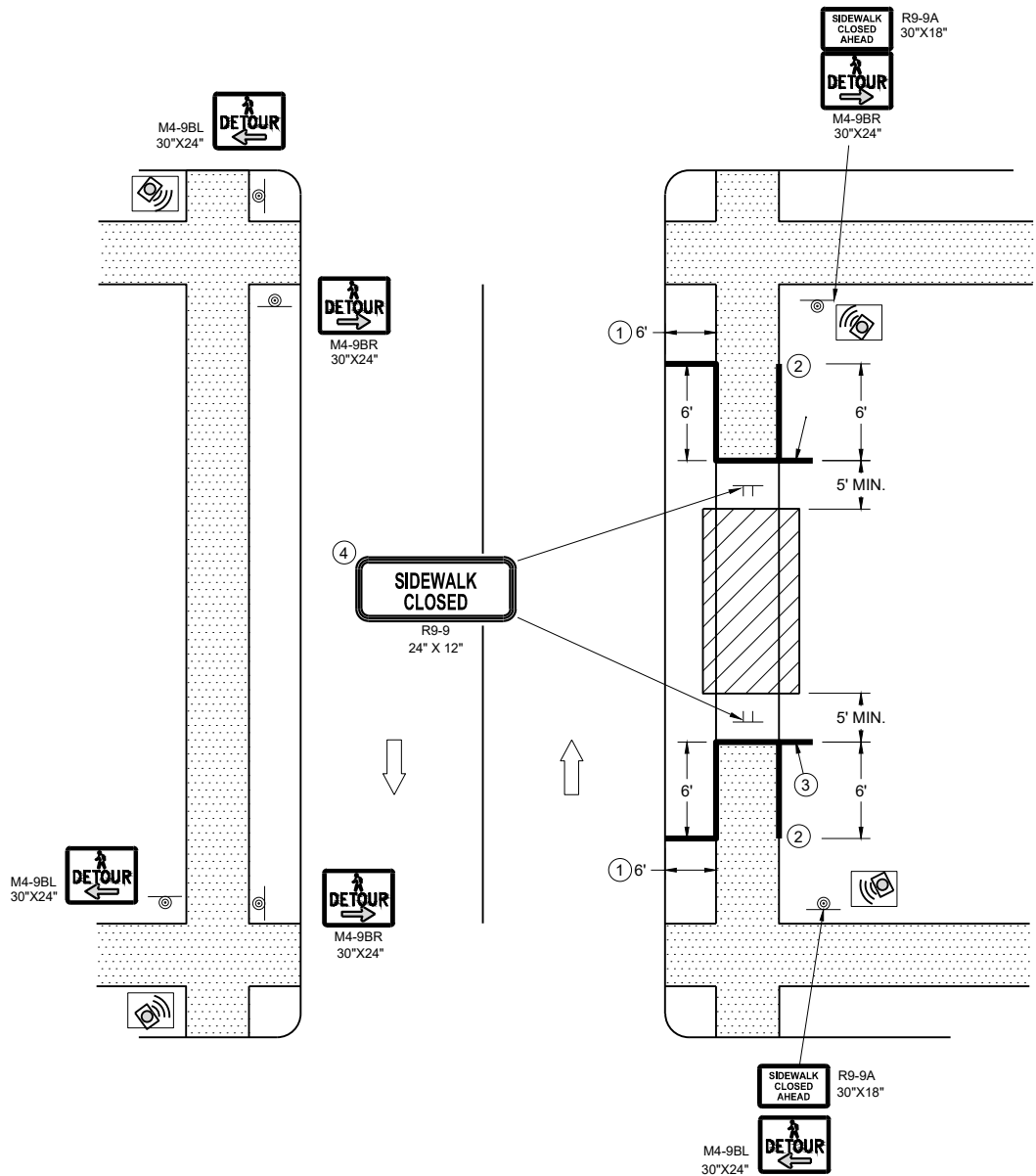
- 1 SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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)

LEGEND

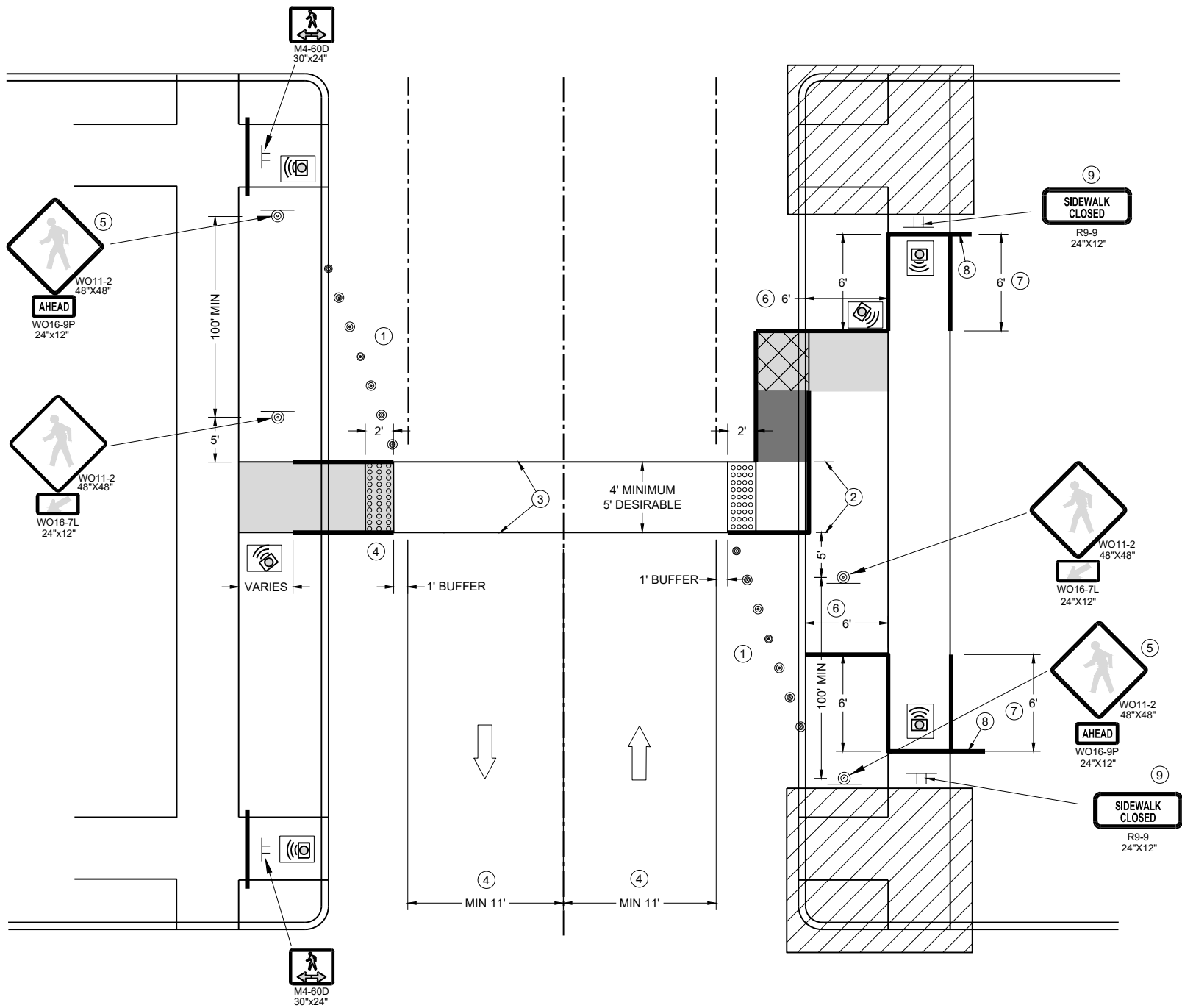
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



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.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

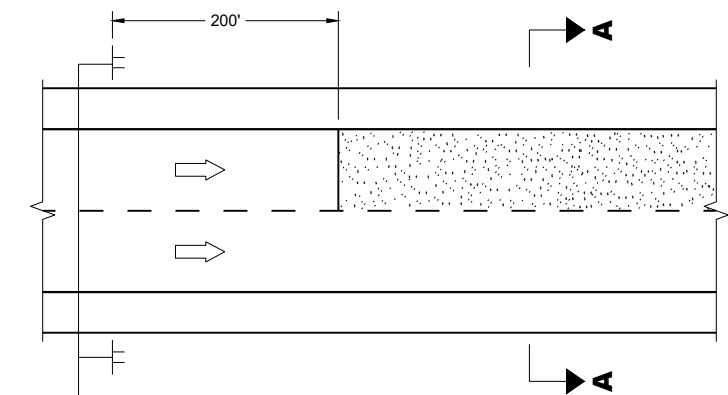
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT
PEDESTRIAN FACILITIES CLOSURES.

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

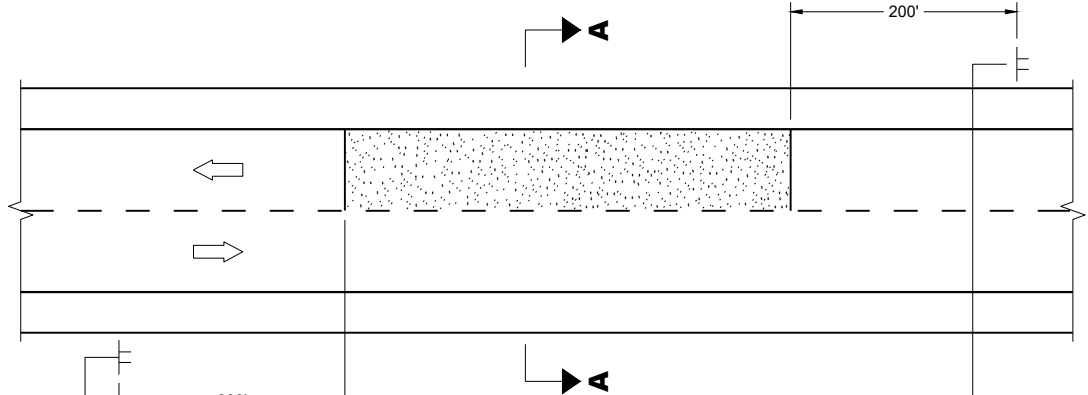
- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMP MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK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

LEGEND

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



MULTI-LANE

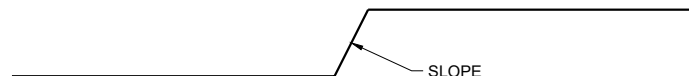


TWO-WAY TWO LANE

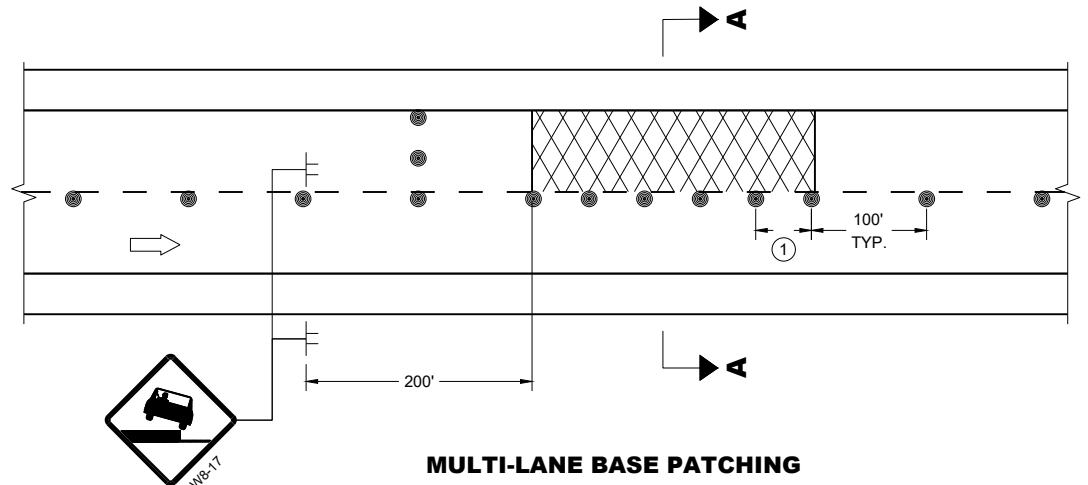


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

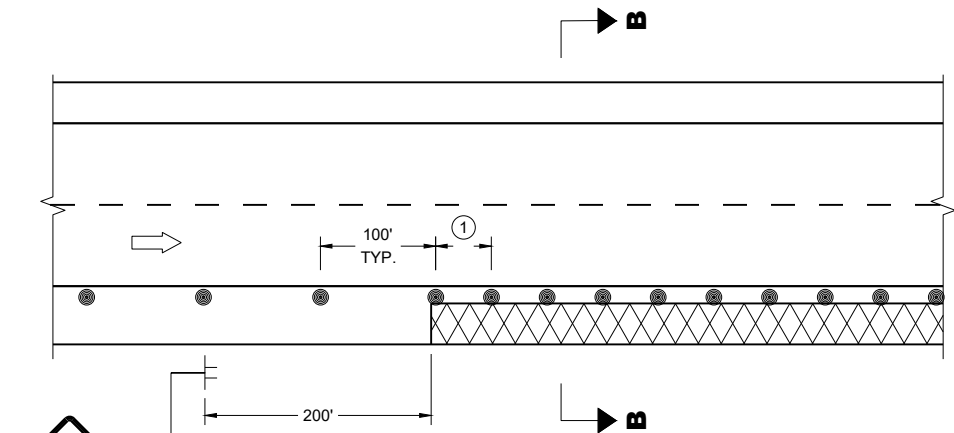
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

★ IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

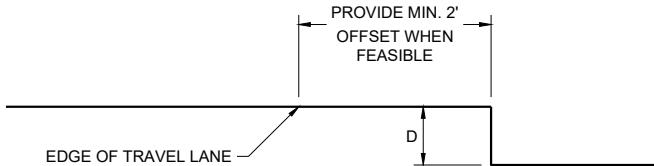
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN ③
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT	

TRAFFIC CONTROL,
DROP-OFF SIGNING

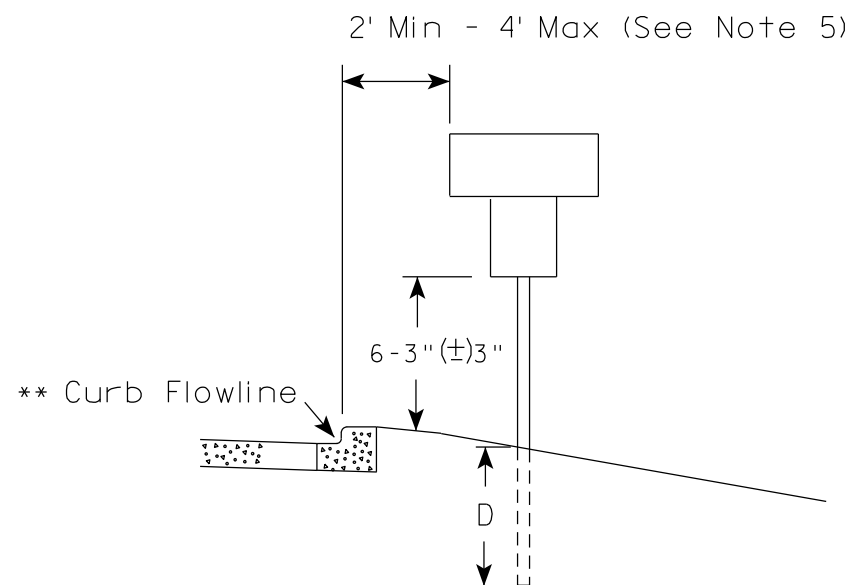
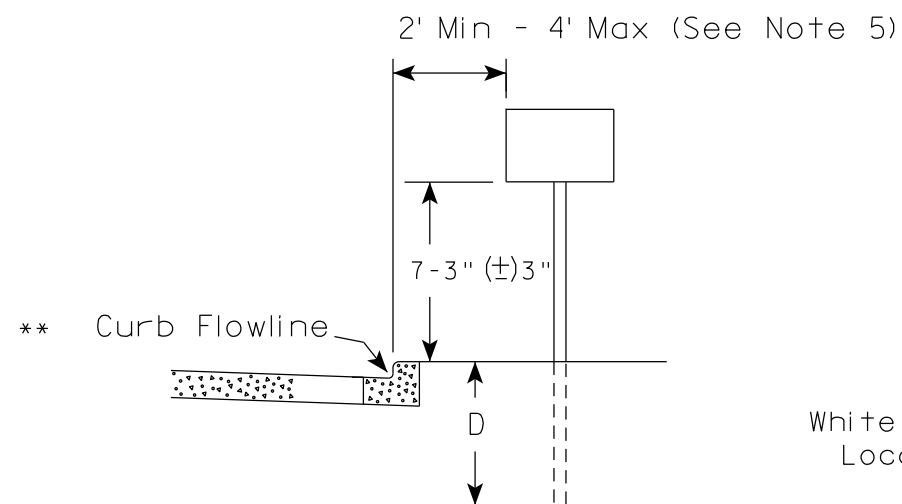
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

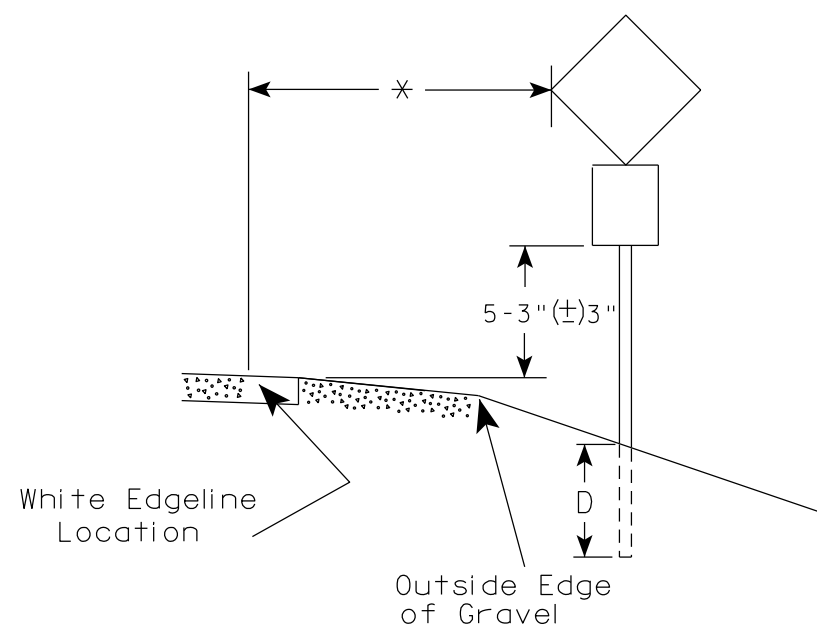
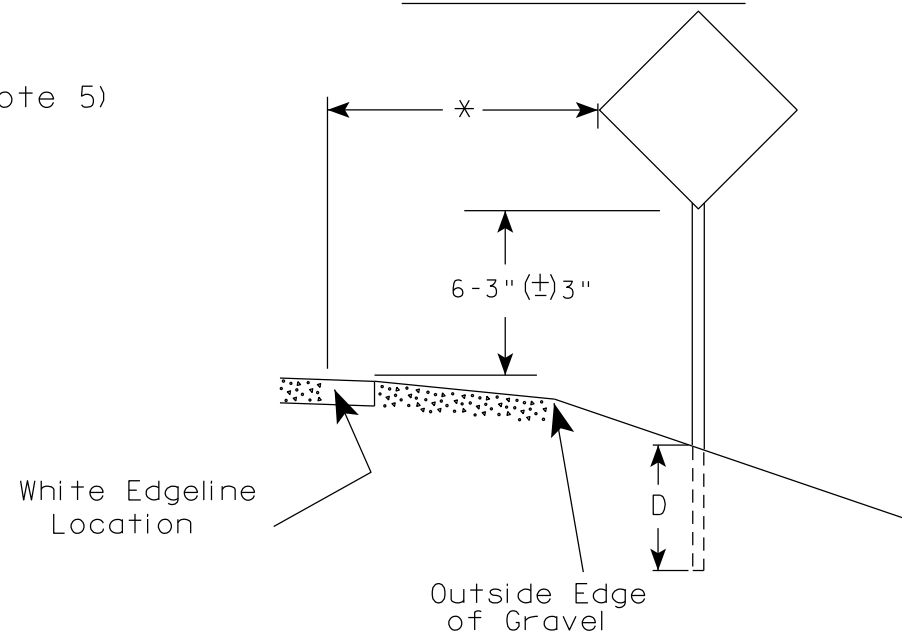
FHWA

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

PROJECT NO:

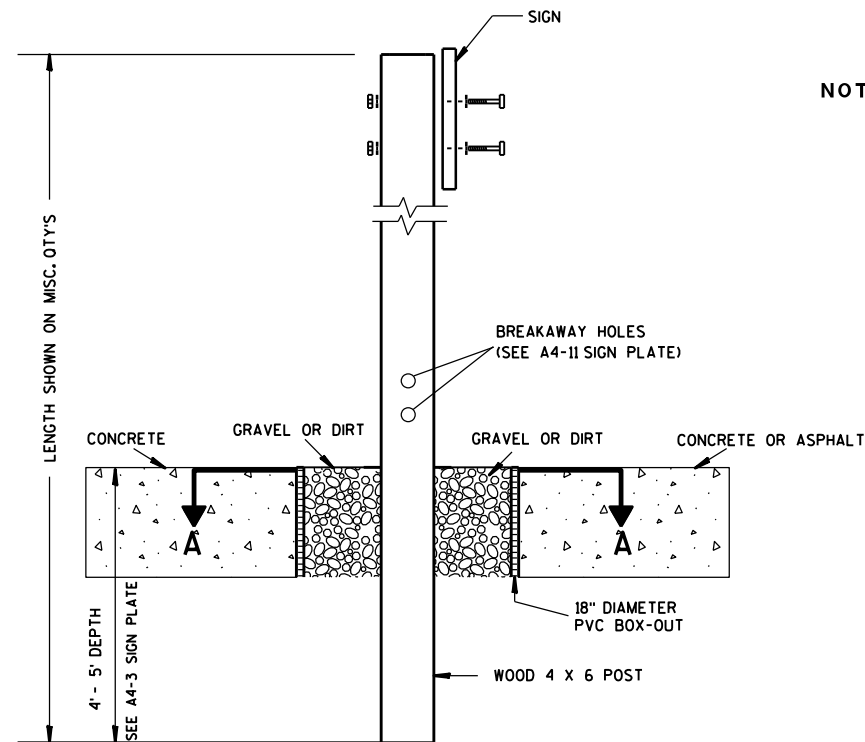
HWY:

COUNTY:

SHEET NO:

189

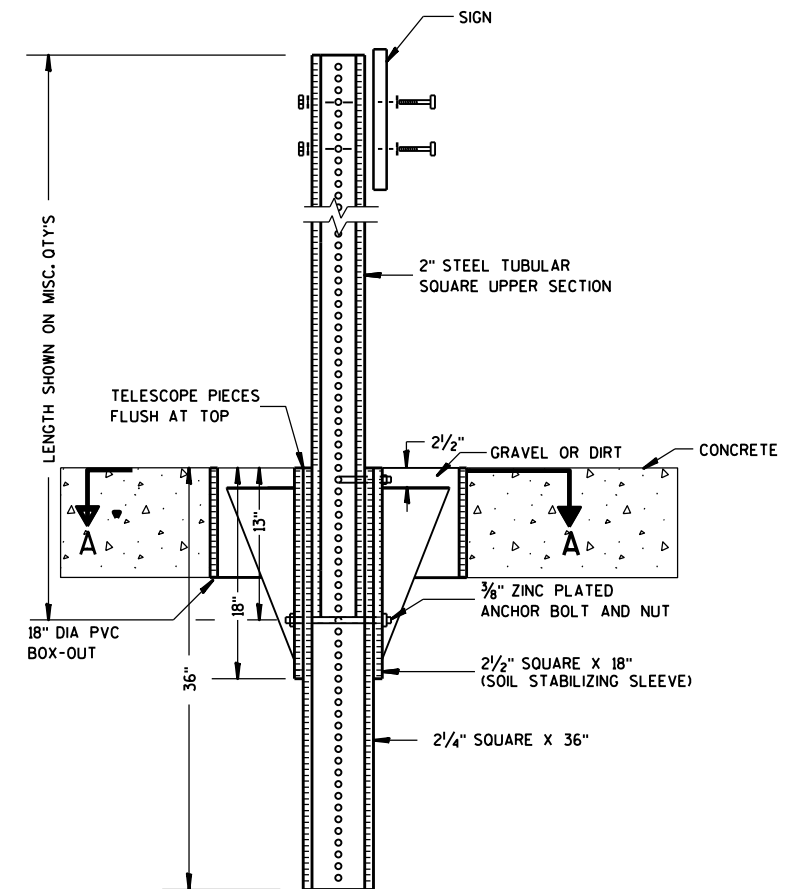
E



ELEVATION VIEW

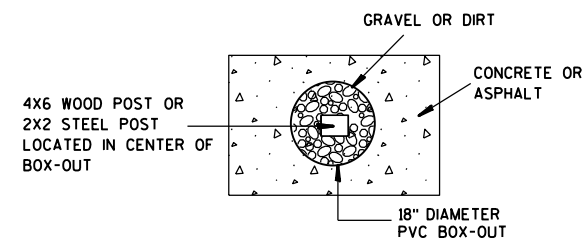
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 190 A4-3B.1

PROJECT NO:

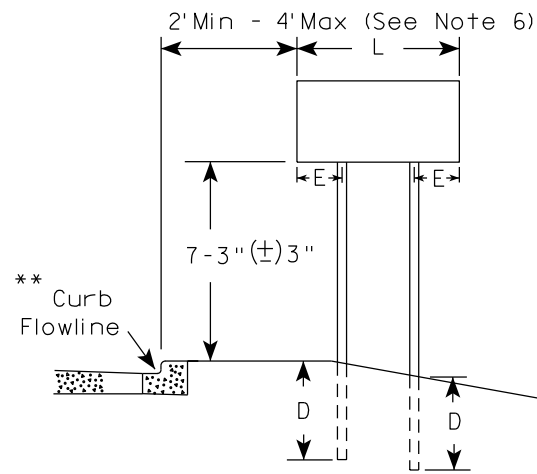
HWY:

COUNTY:

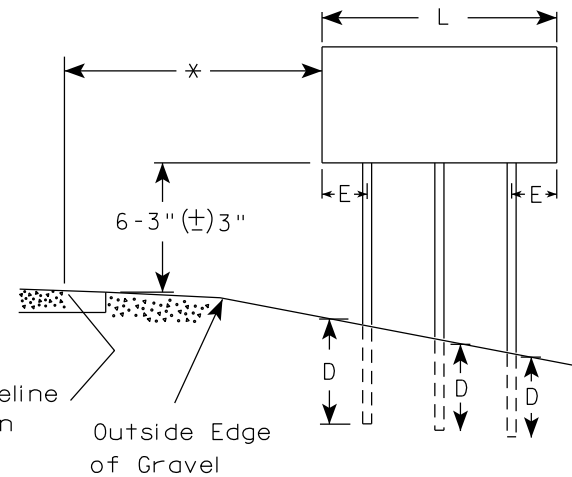
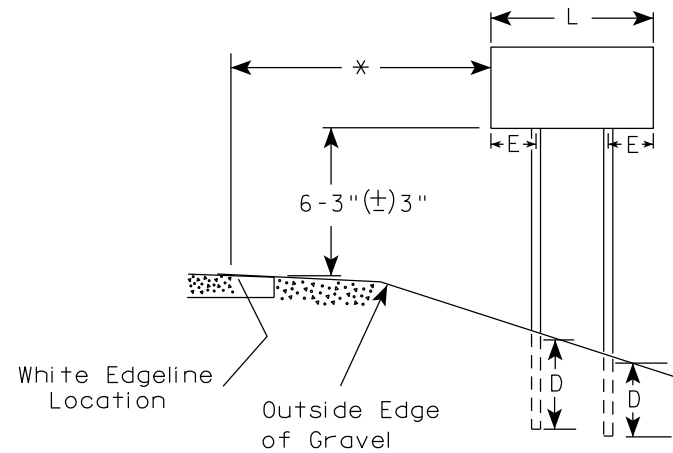
SHEET NO:

E

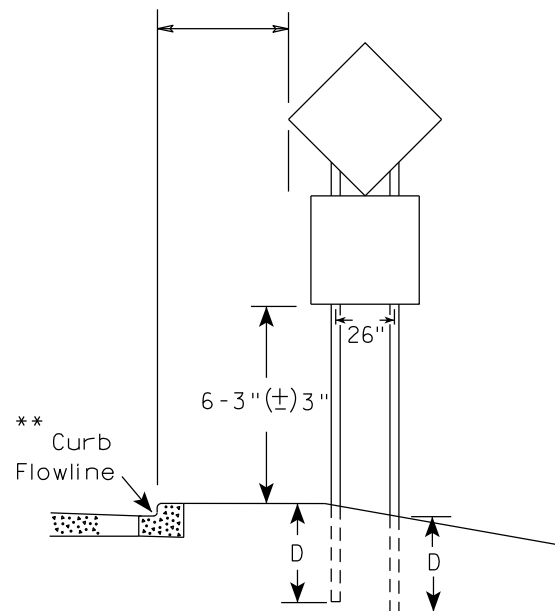
URBAN AREA



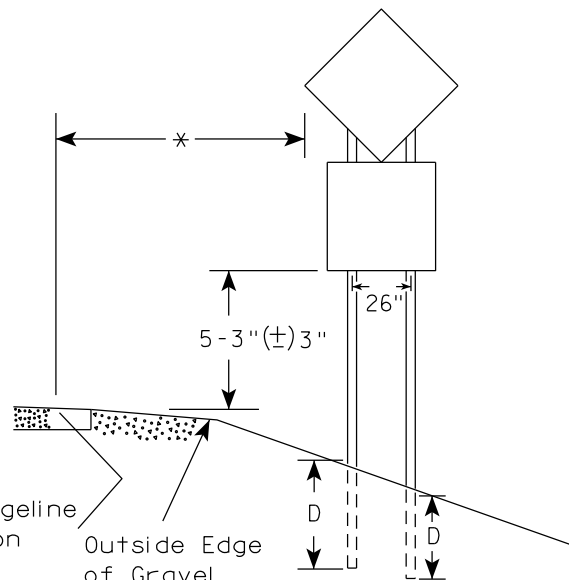
RURAL AREA (See Note 3)



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

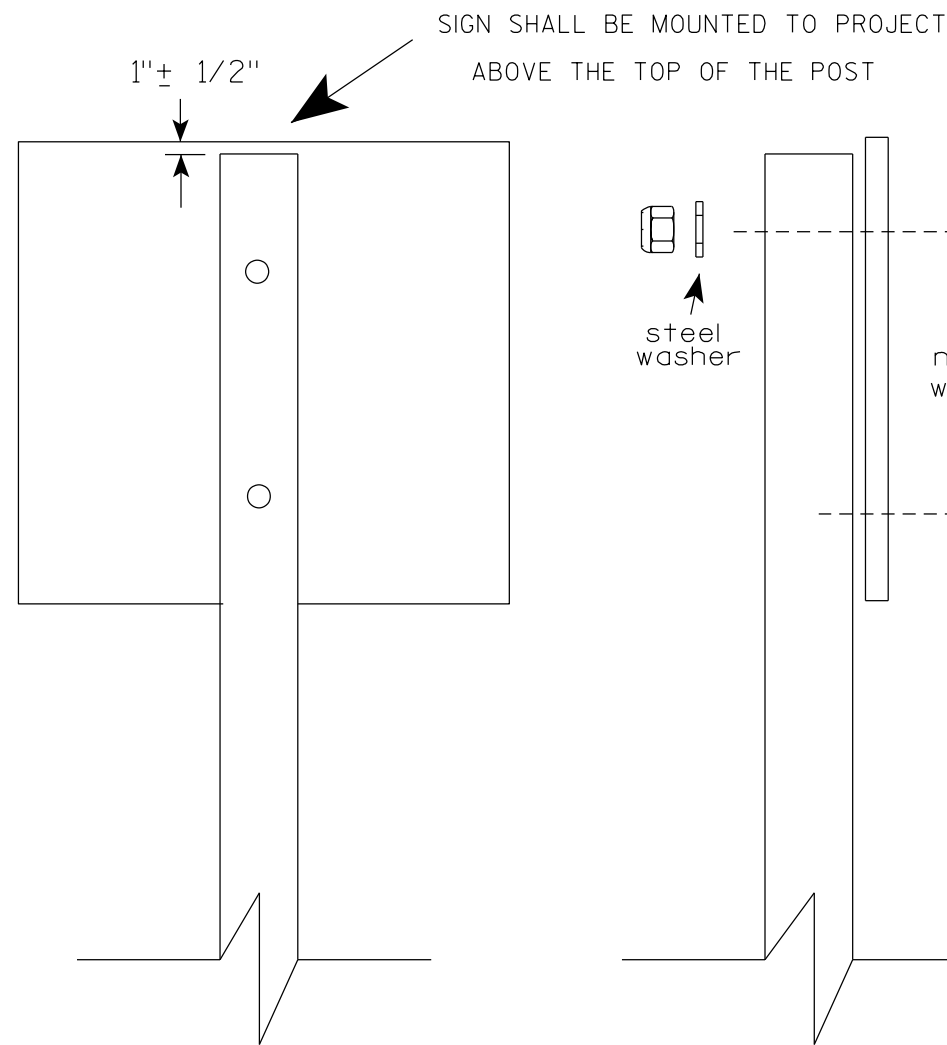
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 191

E



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

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

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

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " 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**

Technical drawing of a rectangular plate with the following specifications:

- Overall height: 36"
- Overall width: 2 1/4"
- Top edge offset: 1"
- Top edge offset: 1/8"
- Hole pattern: ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
- Additional text on the right: 4" ST AS TO OF

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

TELESCOPE PIECES
FLUSH AT TOP

18" DIA SCHEDULE
40 PVC
BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

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

2 1/4" SQUARE X 36"

2" STEEL TUBULAR
SQUARE UPPER SECTION

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

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

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. Q'TYS
- Section A-A: 36" (Total height of the main post section)
- Section B-B: 18" (Height of the upper section)
- Section C-C: 12" (Height of the lower section)

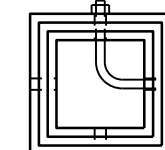
End View Details:

- SIGN:** Indicated at the top.
- 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** (1" spacing)
- $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT**
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**
- 2 1/4" SQUARE X 36"**

Assembly Notes:

- TELESCOPE PIECES FLUSH AT TOP
- Section A-A shows downward arrows indicating load or direction.

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



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 PLATI 193 14-9.9

SHEET NO:

PROJECT NO:

HWY:

COUNTY:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN

PLOT DATE : 05-FEB-2015 17:09

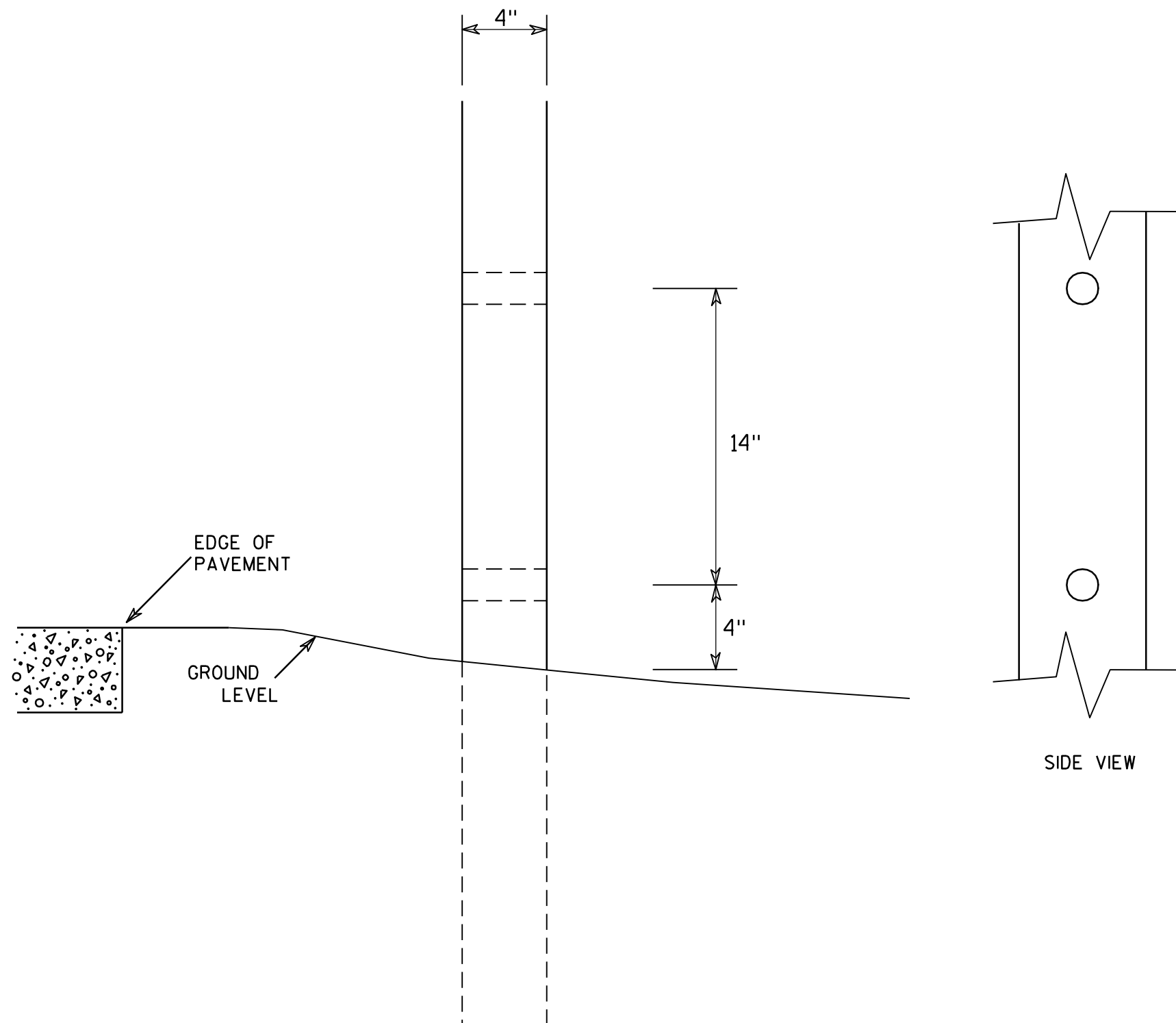
PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42

7



GENERAL NOTES

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

7

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

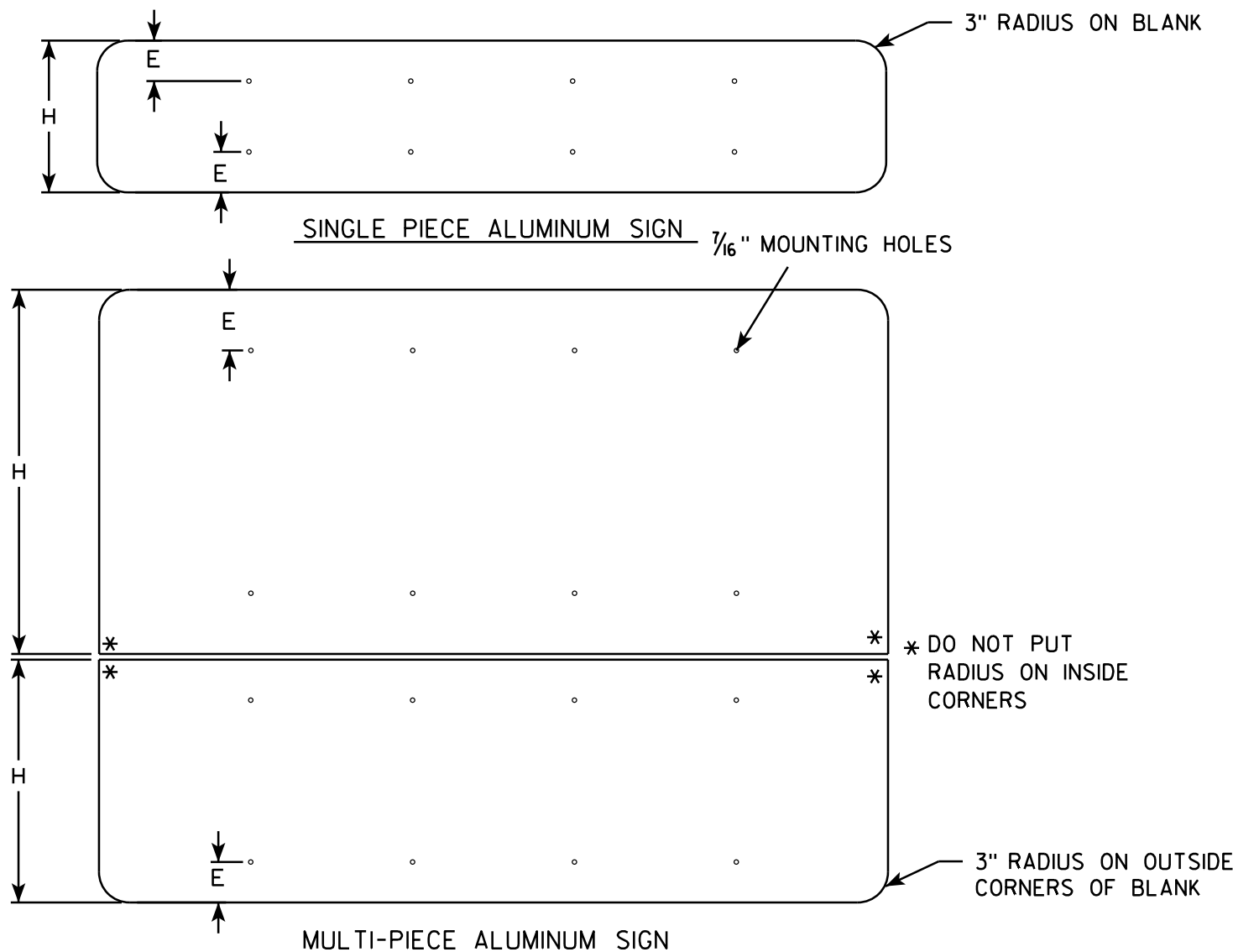
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 194

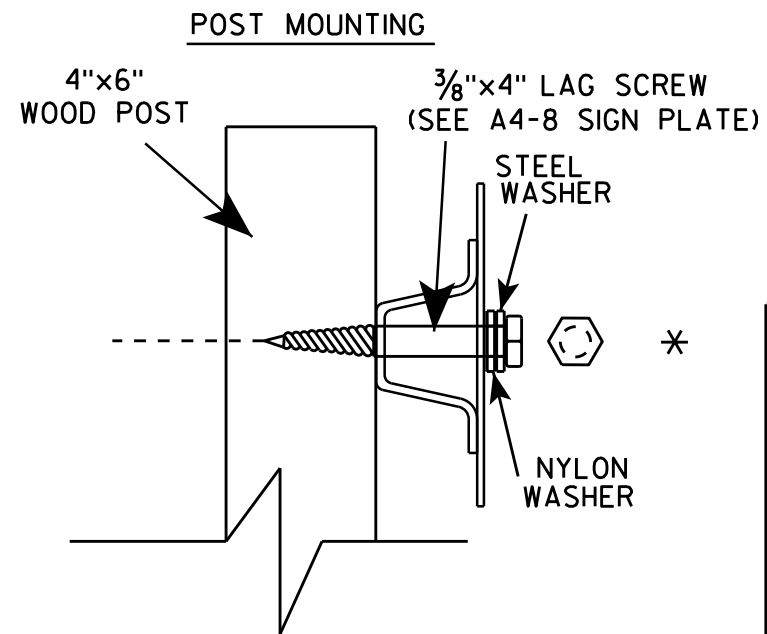
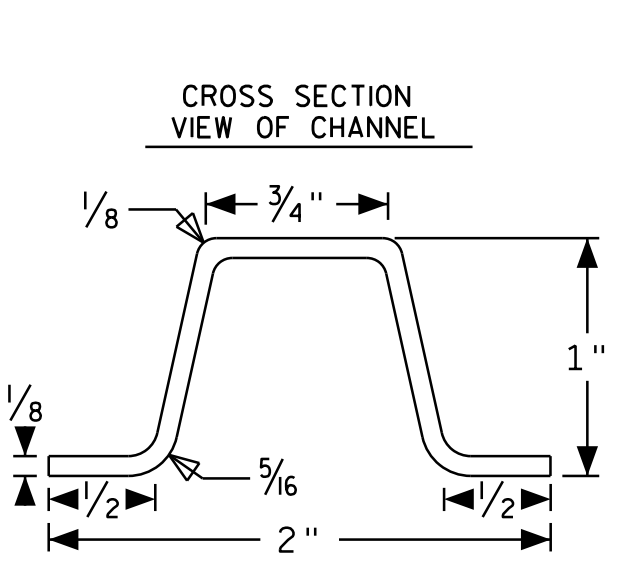
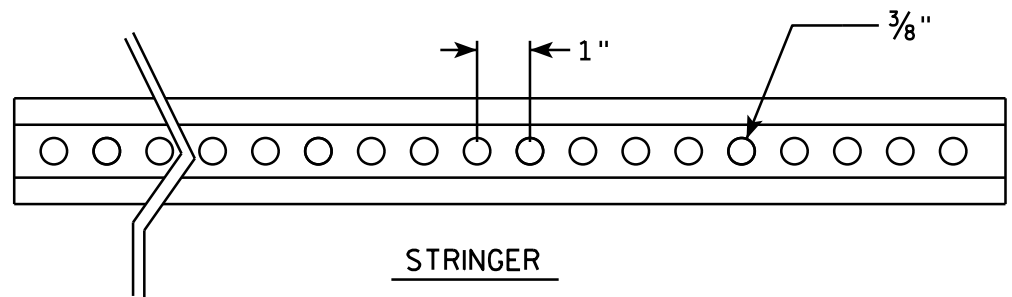
E



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

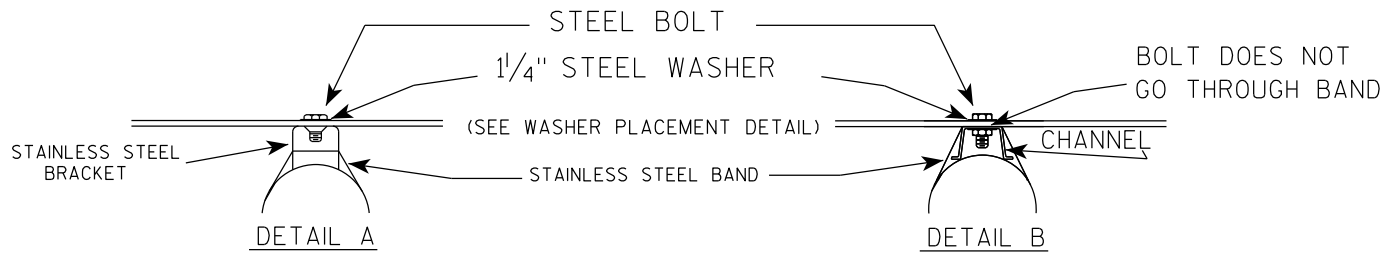
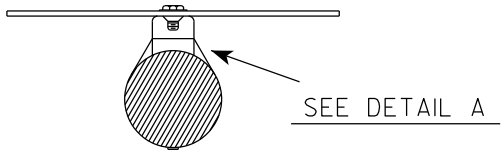
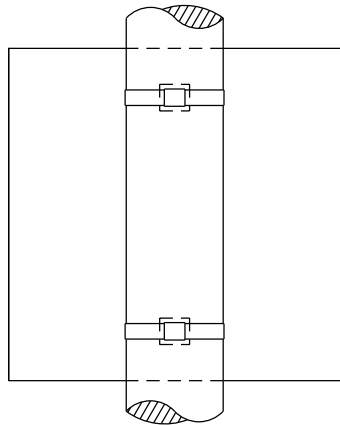
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

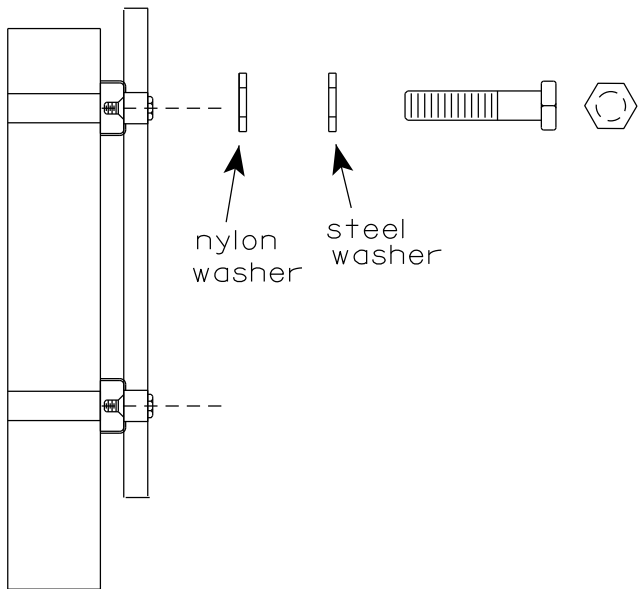
DATE 4/26/16 PLATE No A4-18.1
195

BANDING

SINGLE SIGN



WASHER PLACEMENT

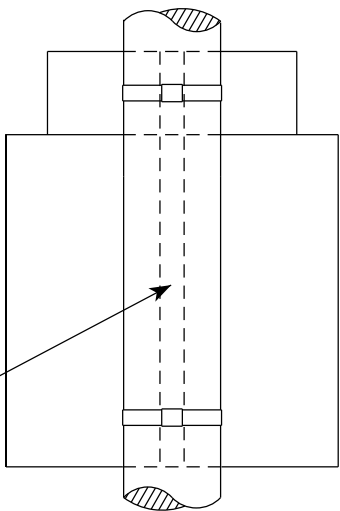


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

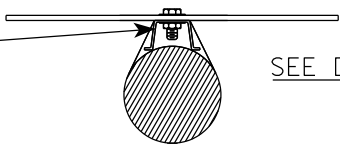
GENERAL NOTES

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

"J" ASSEMBLY



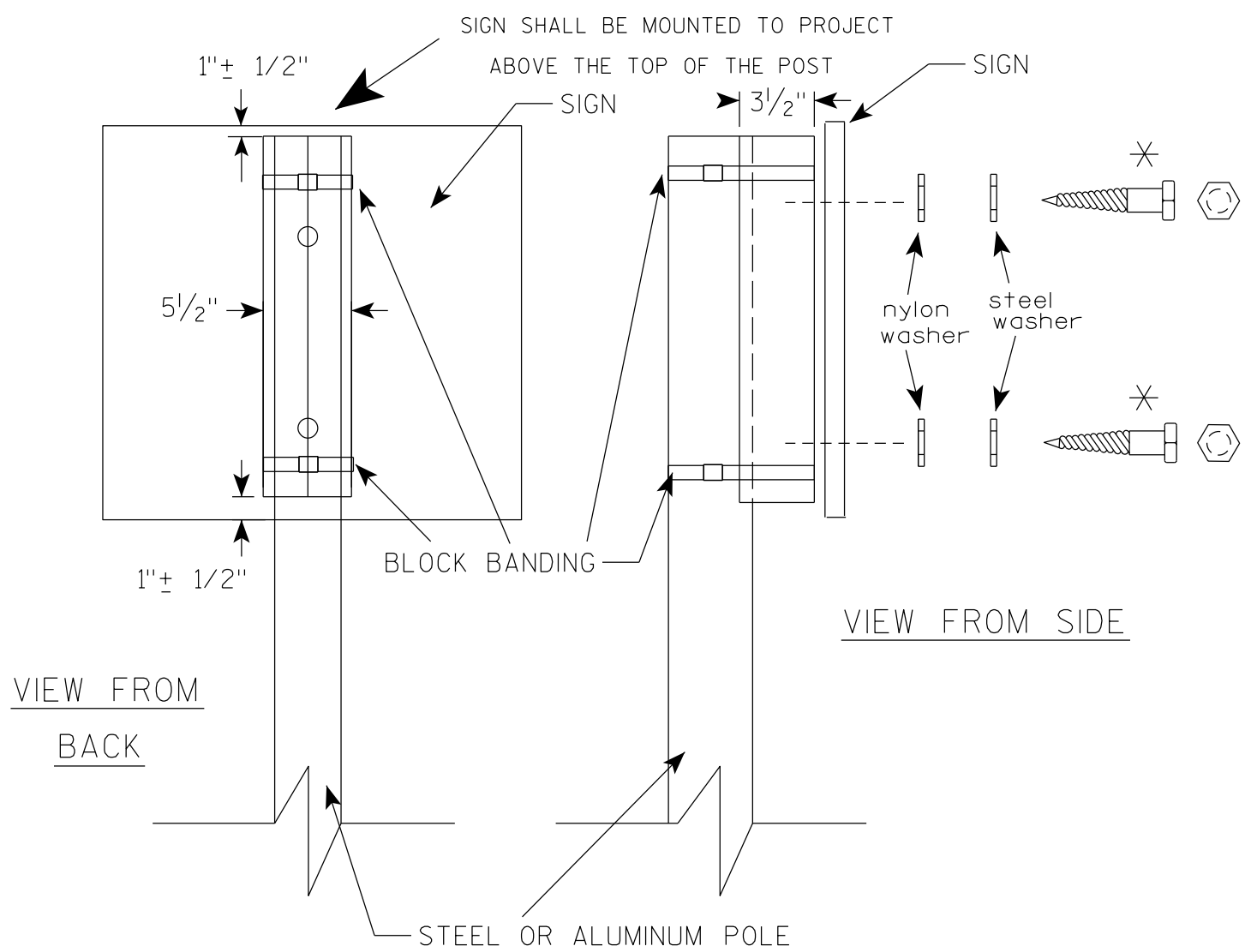
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

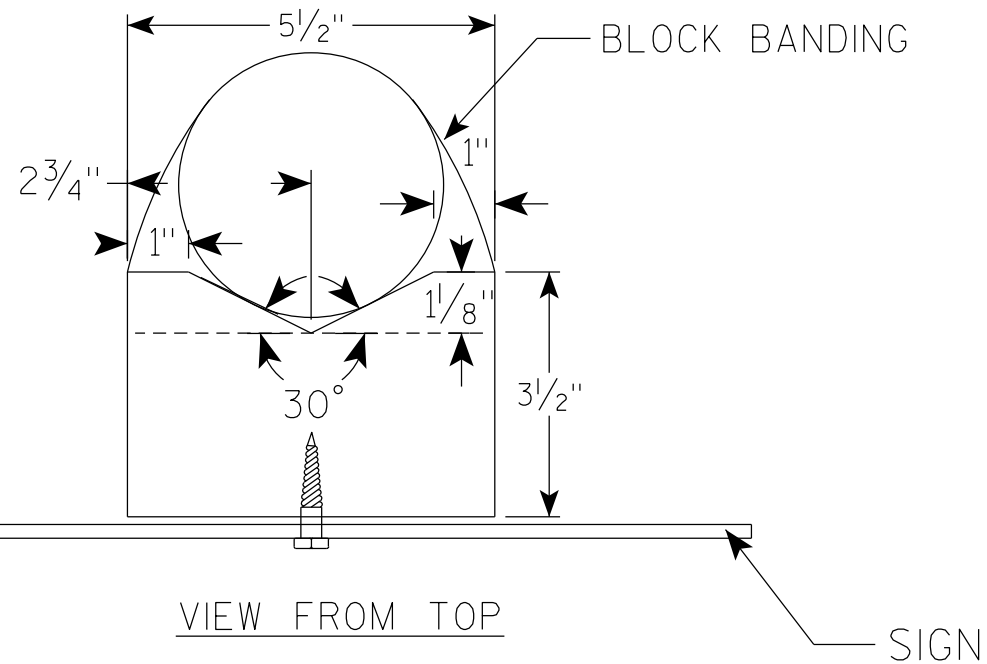
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 197

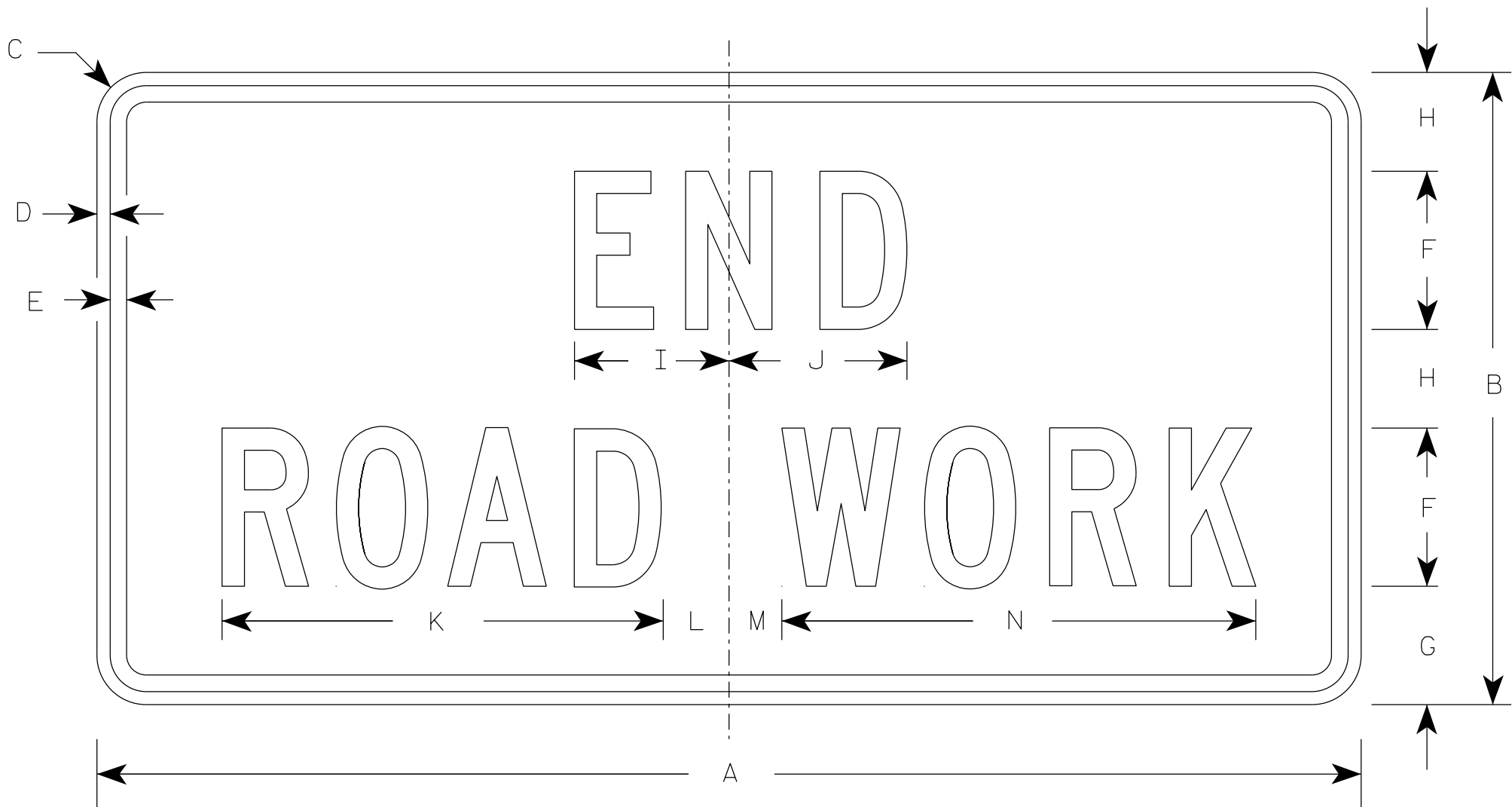
E

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 198

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.



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																											

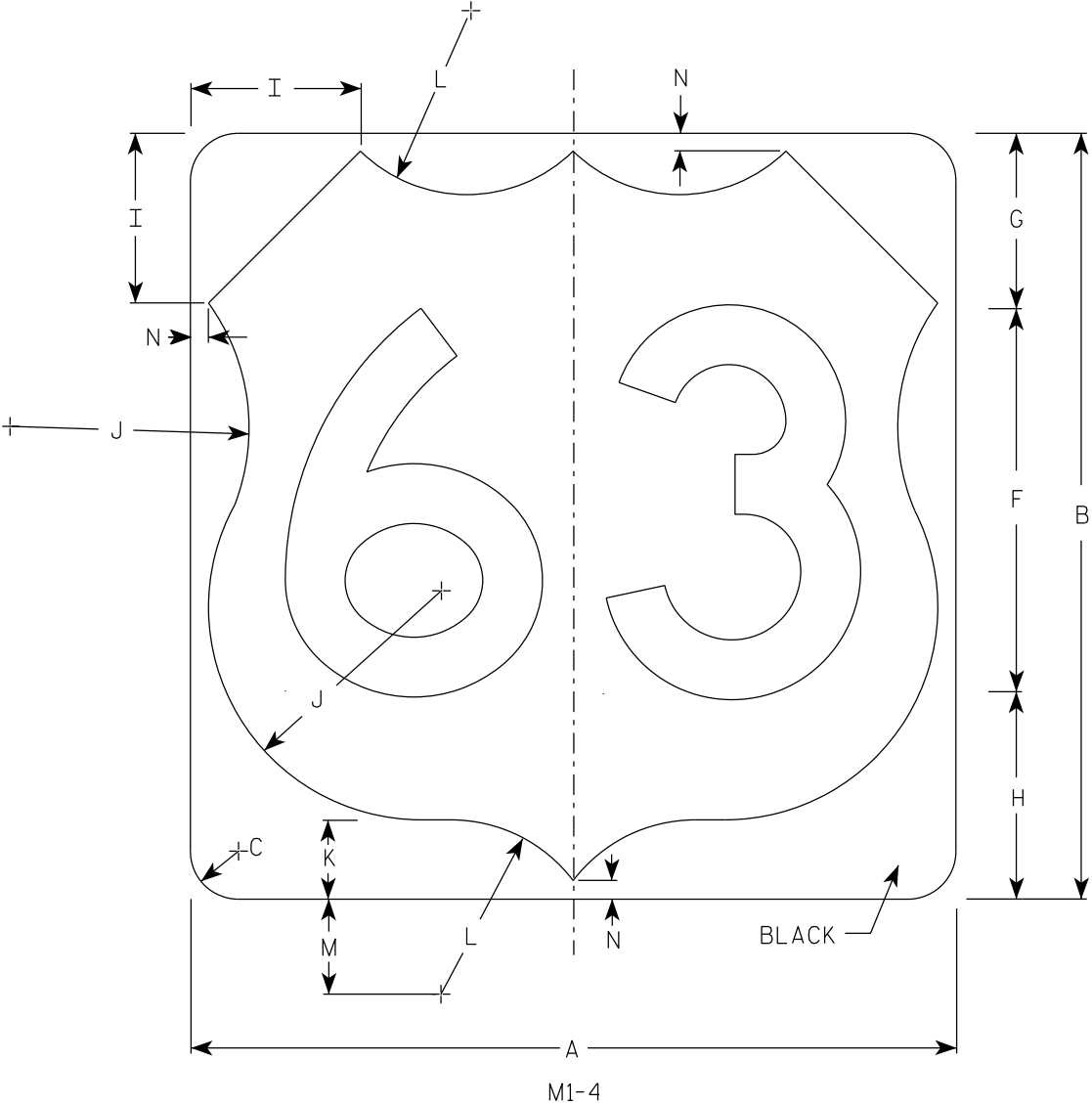
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

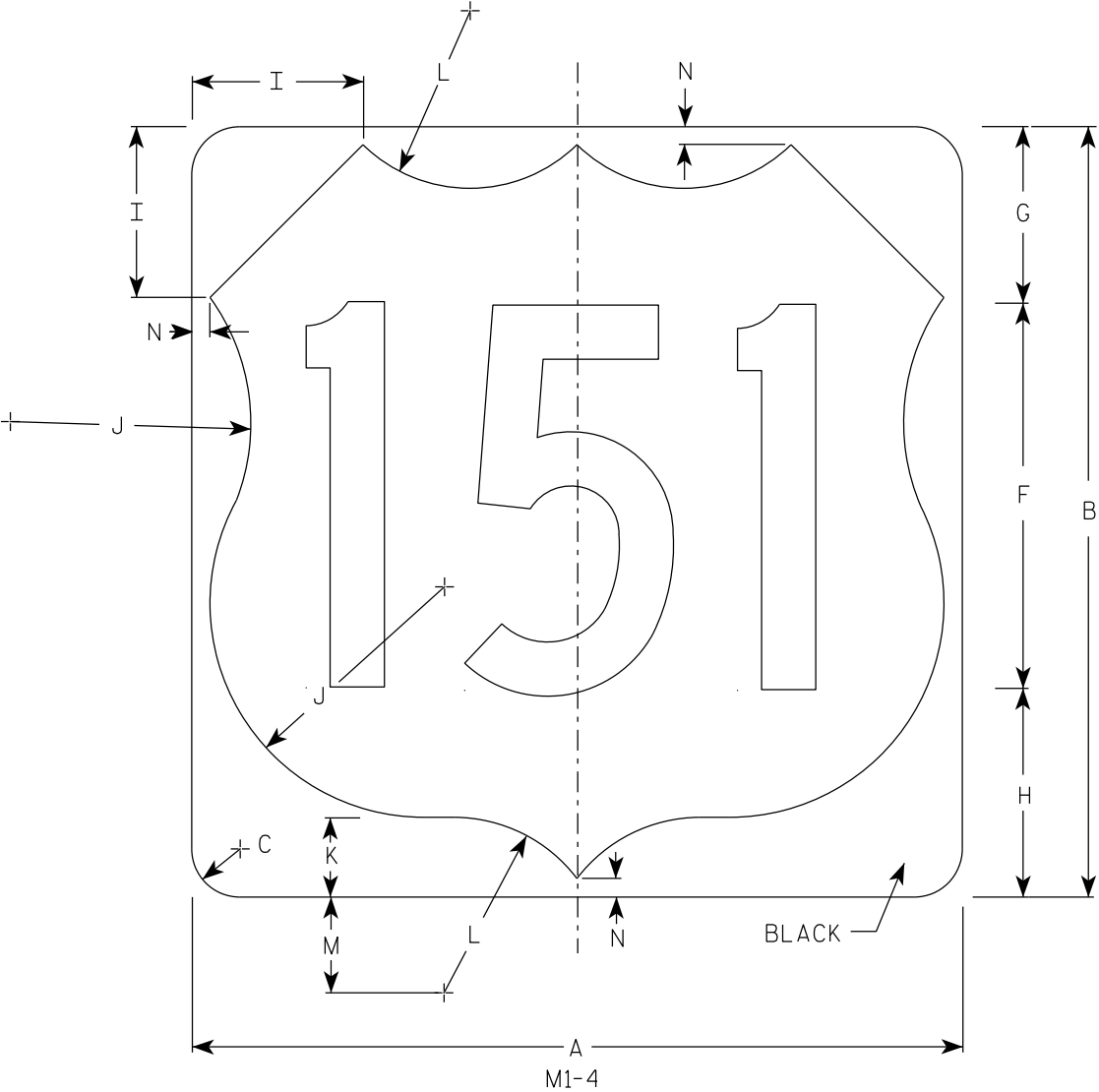
DATE 1/22/19 PLATE NO. G20-57.3

7



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



7

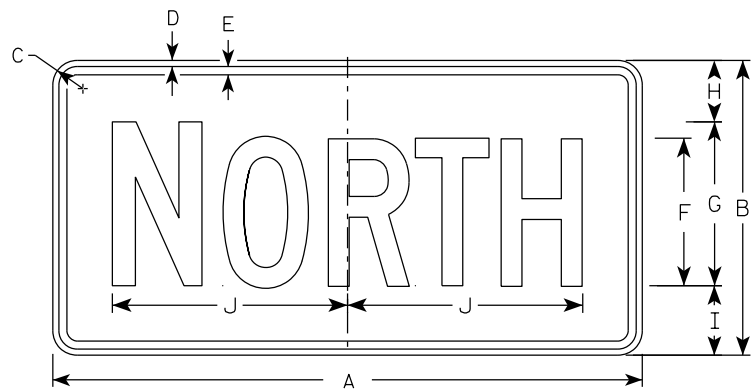
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4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

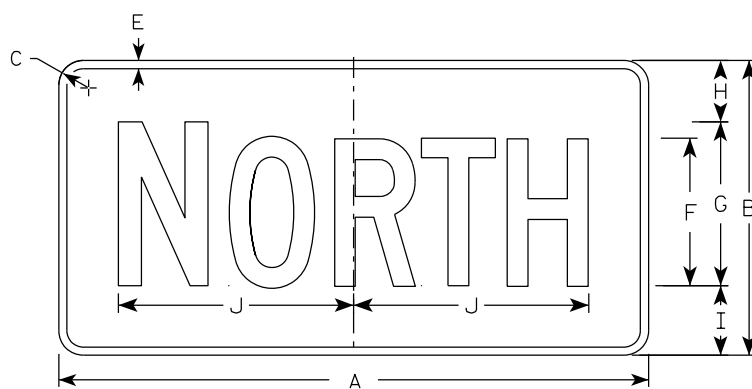
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

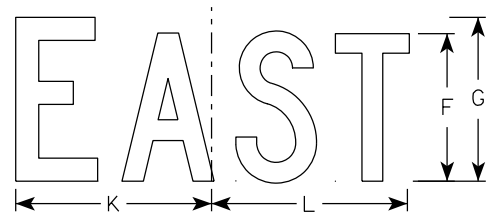
DATE 12/20/22 PLATE NO. M1-4.11



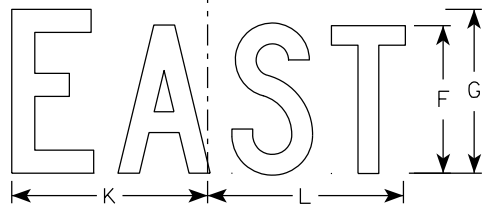
M3-1
MM3-1
MP3-1



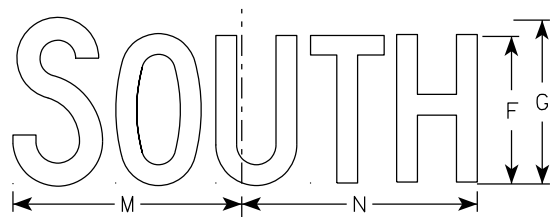
MB3-1
MK3-1
MN3-1



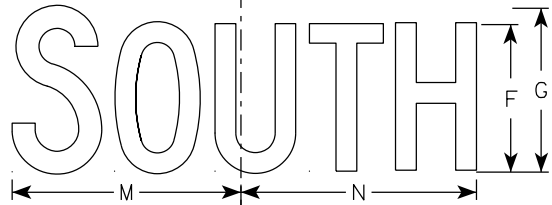
M3-2
MM3-2
MP3-2



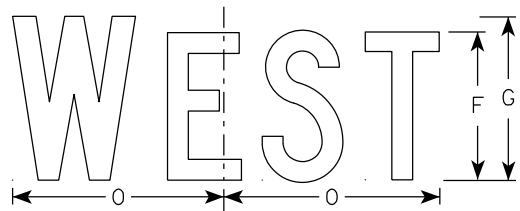
MB3-2
MK3-2
MN3-2



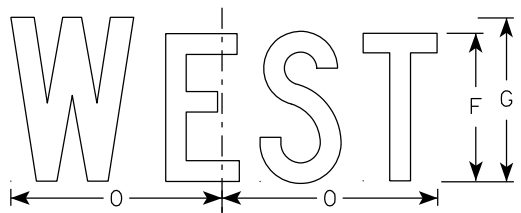
M3-3
MM3-3
MP3-3



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.

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

STANDARD SIGNS M3-1 THRU M3-4 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 2/8/2023

PLATE NO. M3-1.15

PROJECT NO:

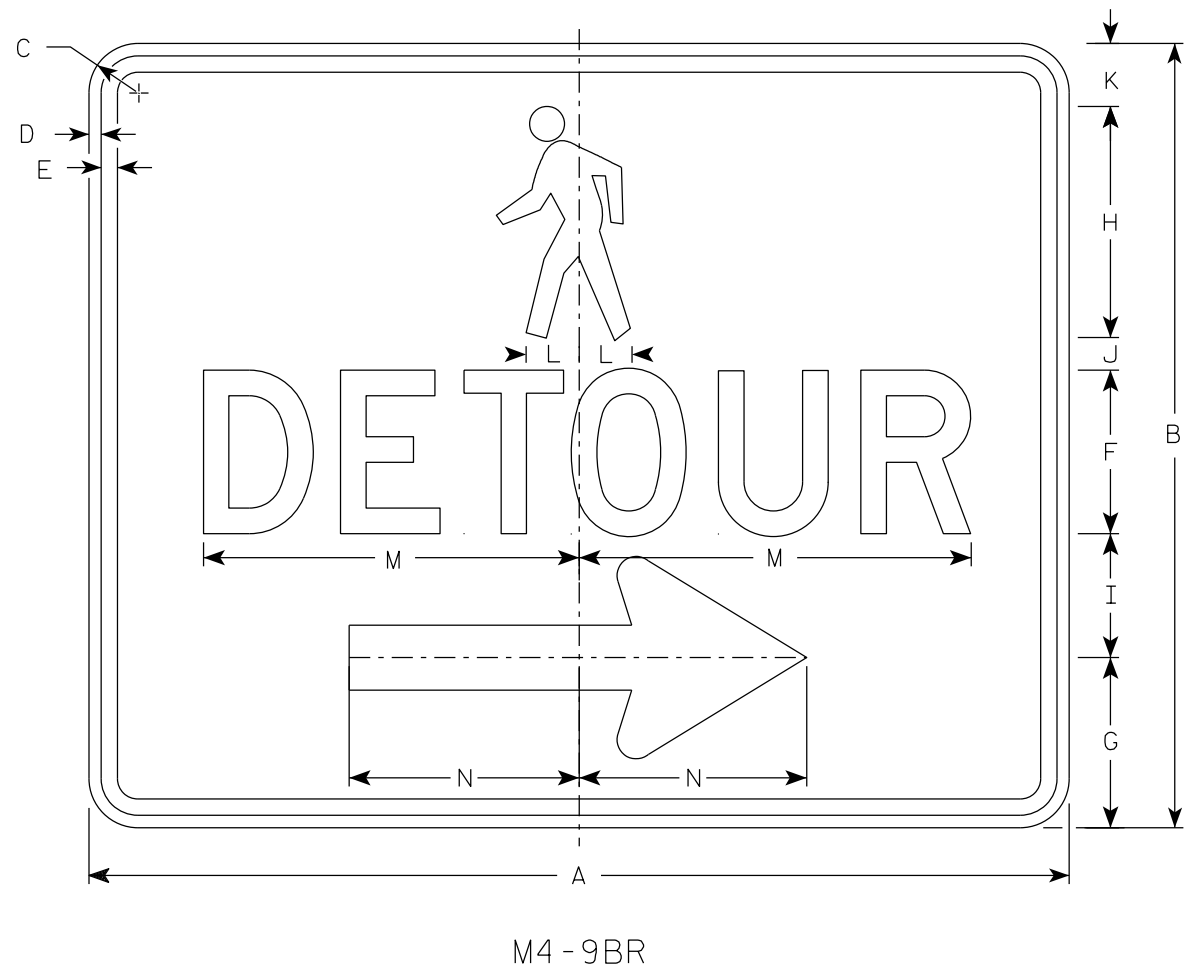
HWY:

COUNTY:

SHEET NO: 201

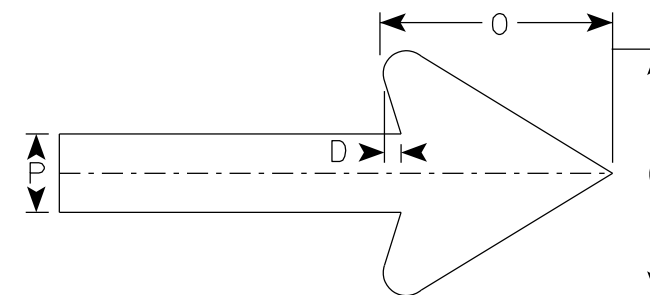
E

7



NOTES

1. Sign is Type II-Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.

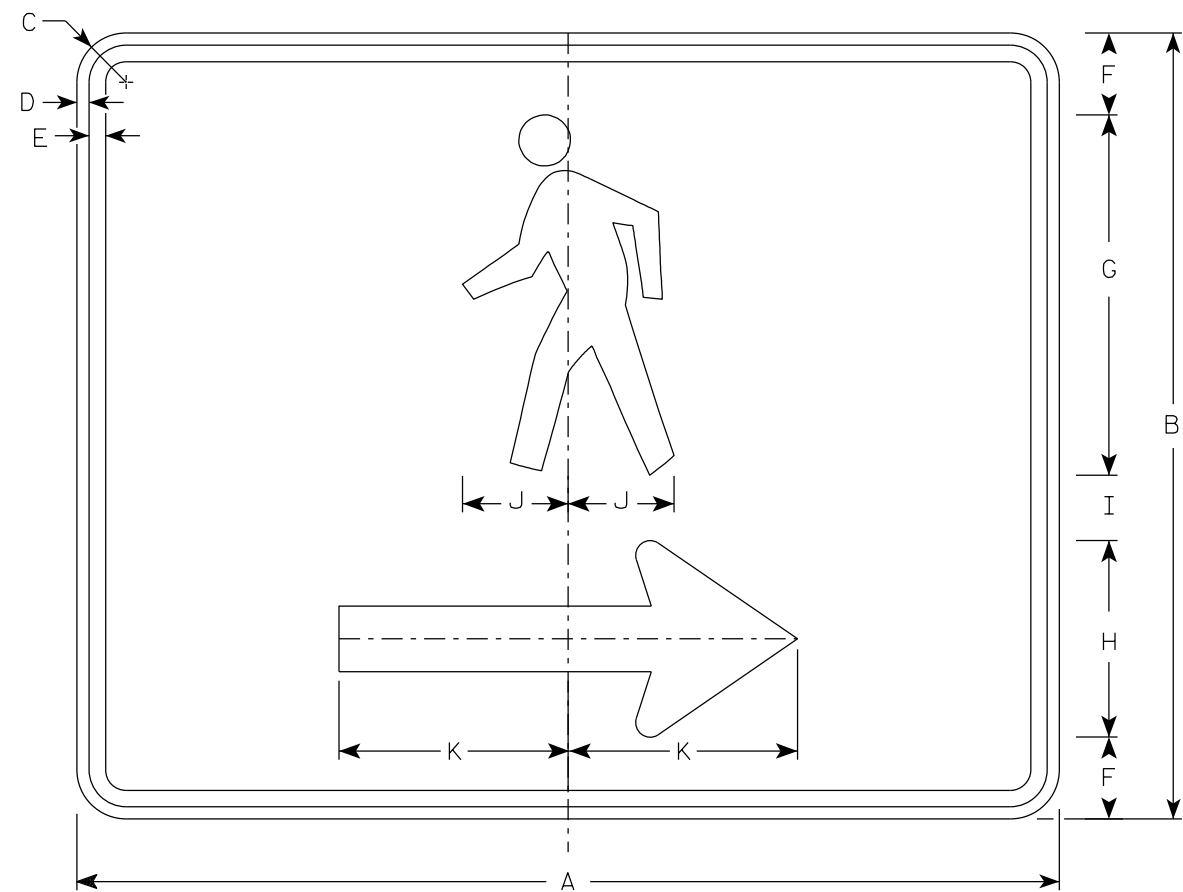


Arrow Detail

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																											

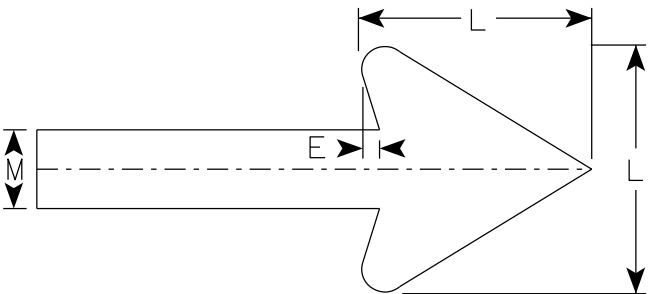
STANDARD SIGN M4-9B L&R	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/9/2023	PLATE NO. M4-9B.4



M4-60R

NOTES

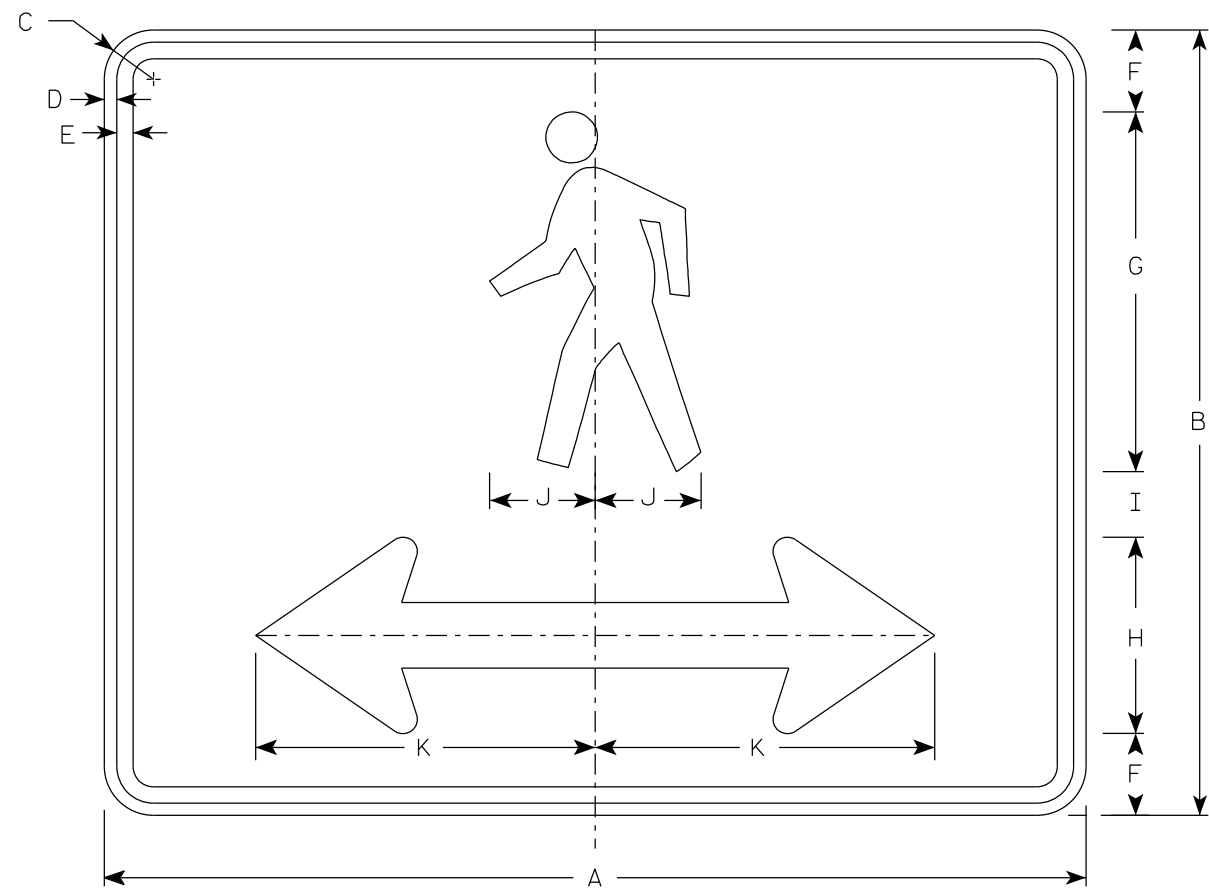
1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the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



Arrow Detail

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

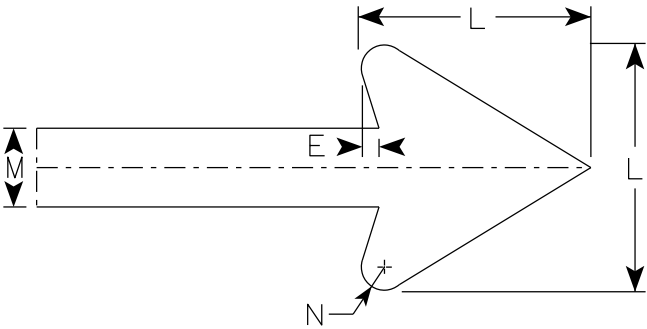
7



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.

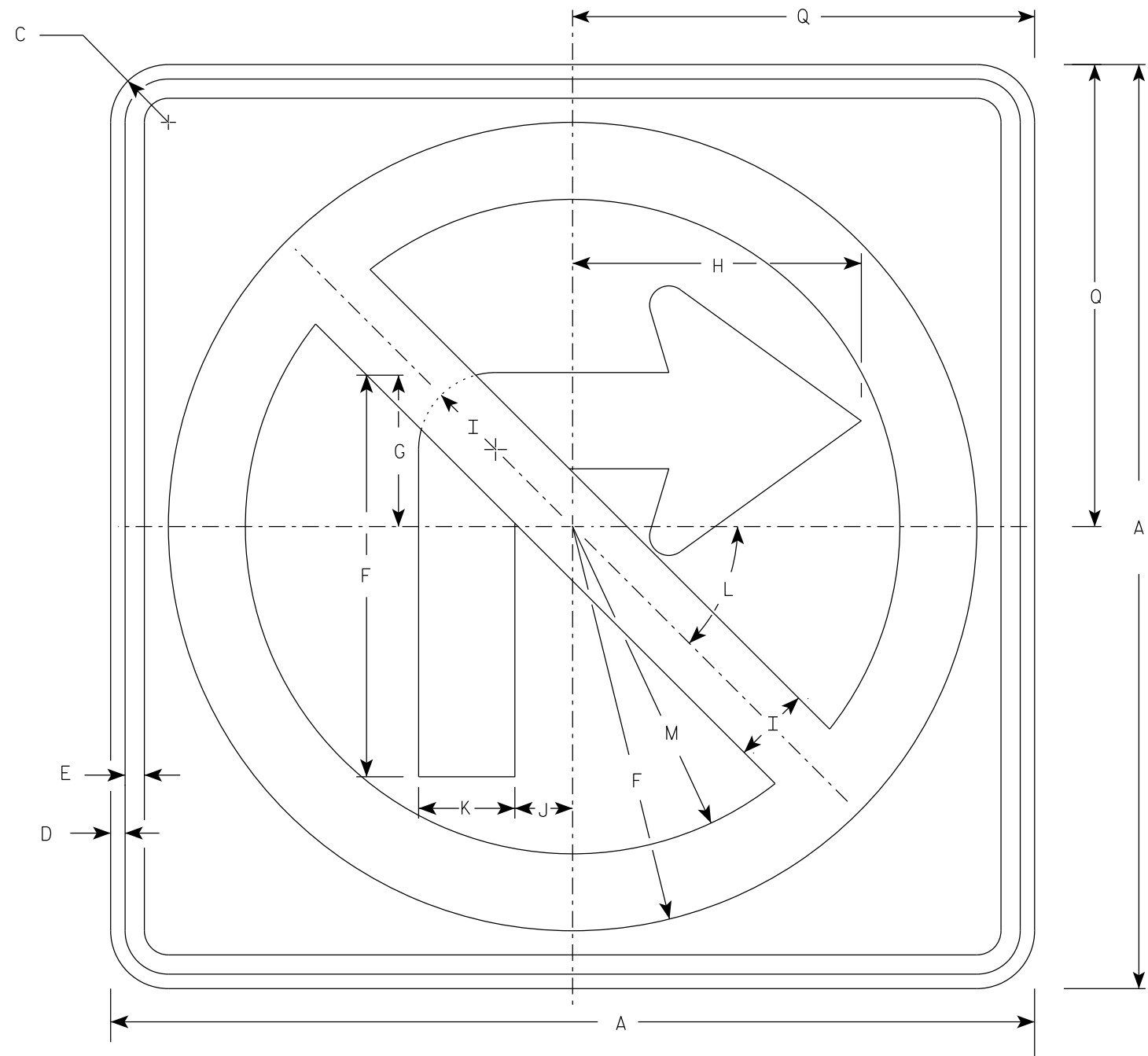


Arrow Detail

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																											

7

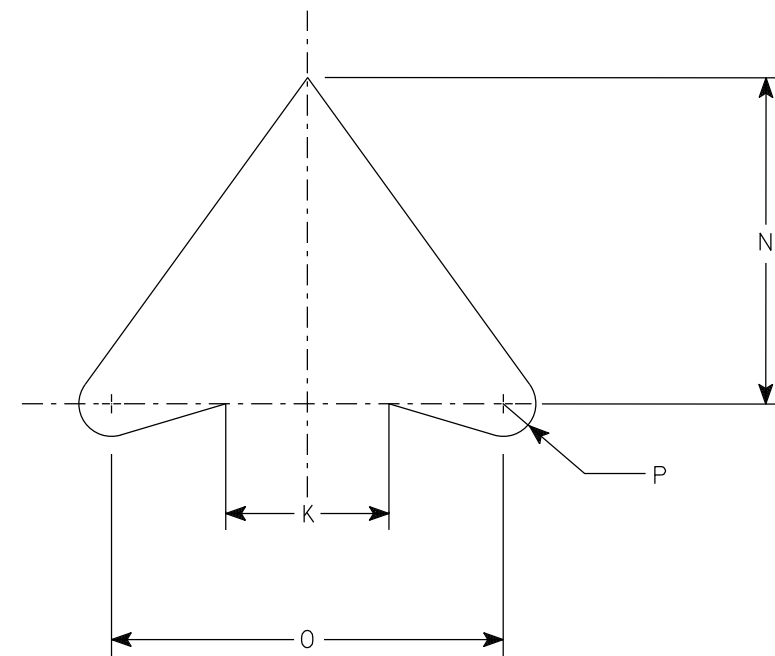
7



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

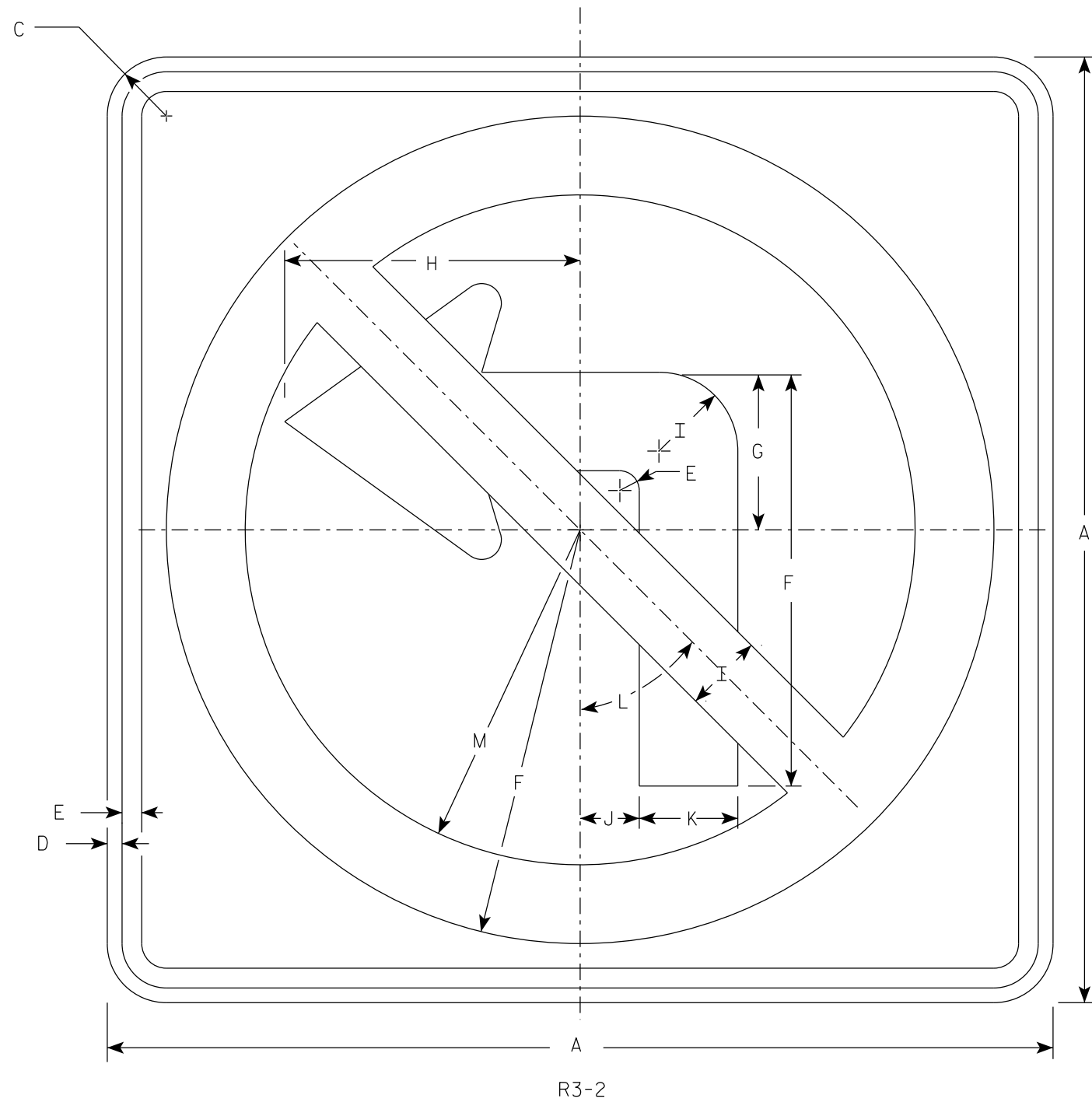


ARROW DETAIL

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	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

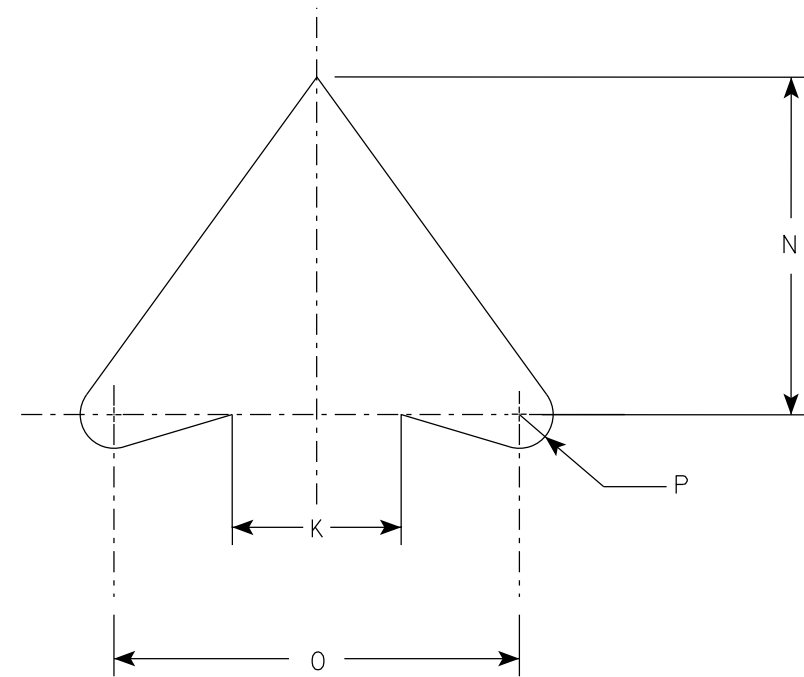
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 205												E
-------------	------	---------	---------------	--	--	--	--	--	--	--	--	--	--	--	---

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 3
- 3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

PROJECT NO:

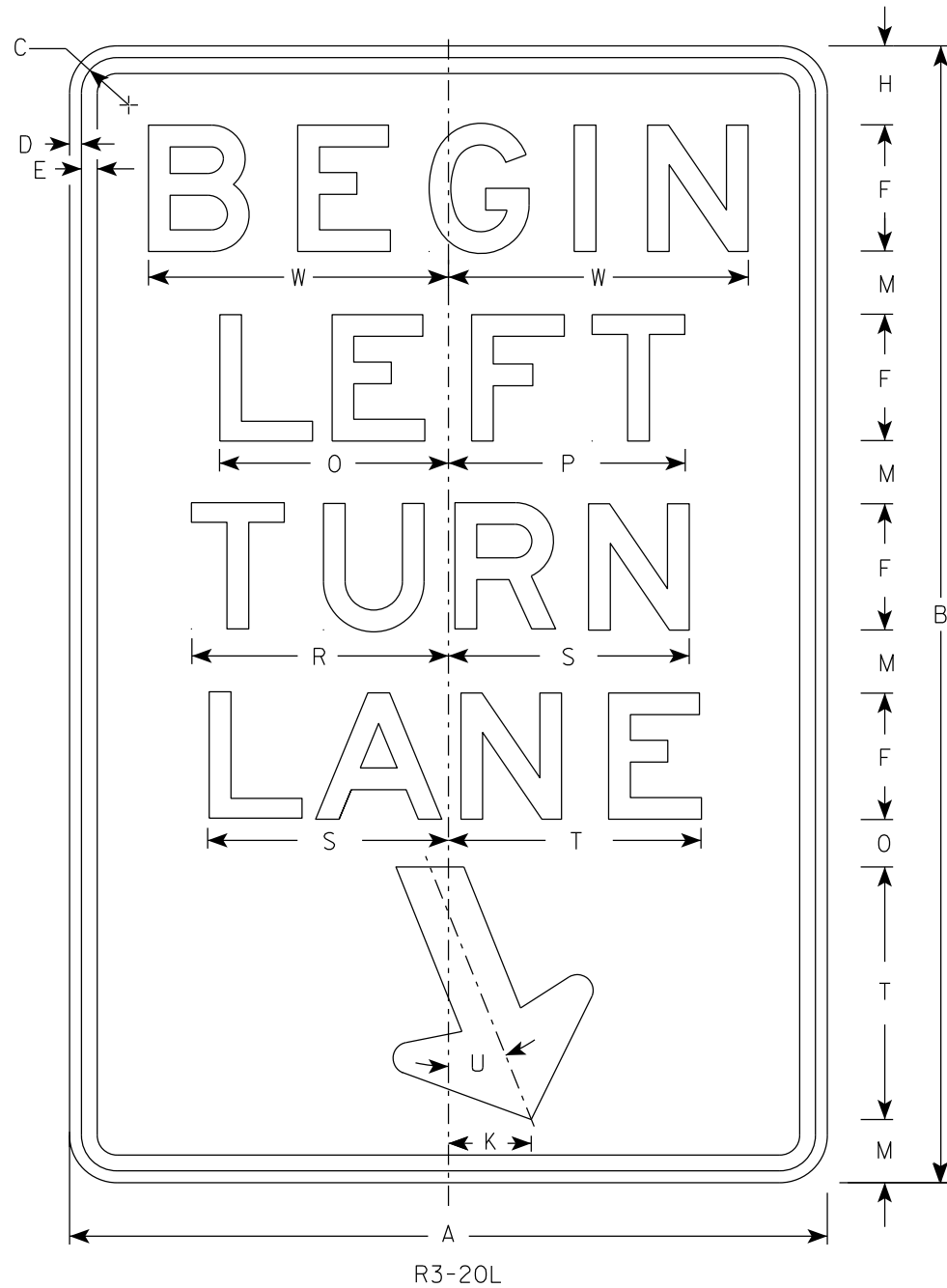
HWY:

COUNTY:

SHEET NO: 206

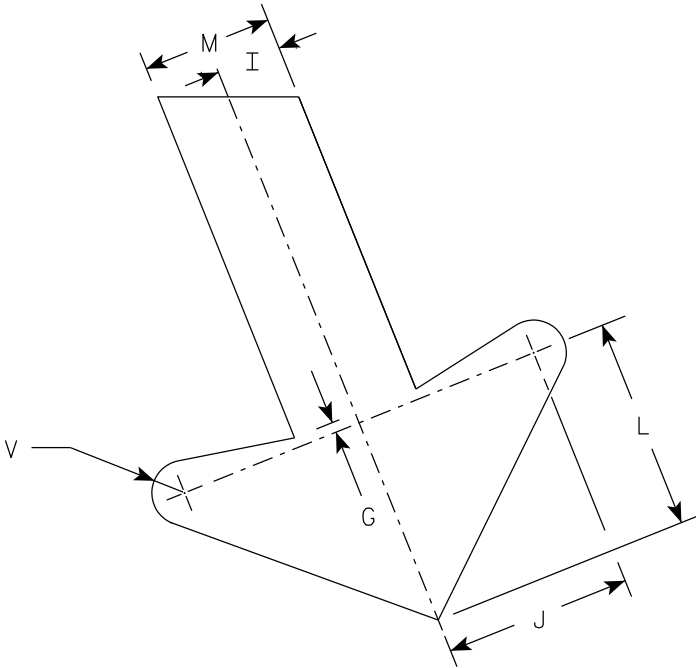
E

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - E



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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

PROJECT NO:

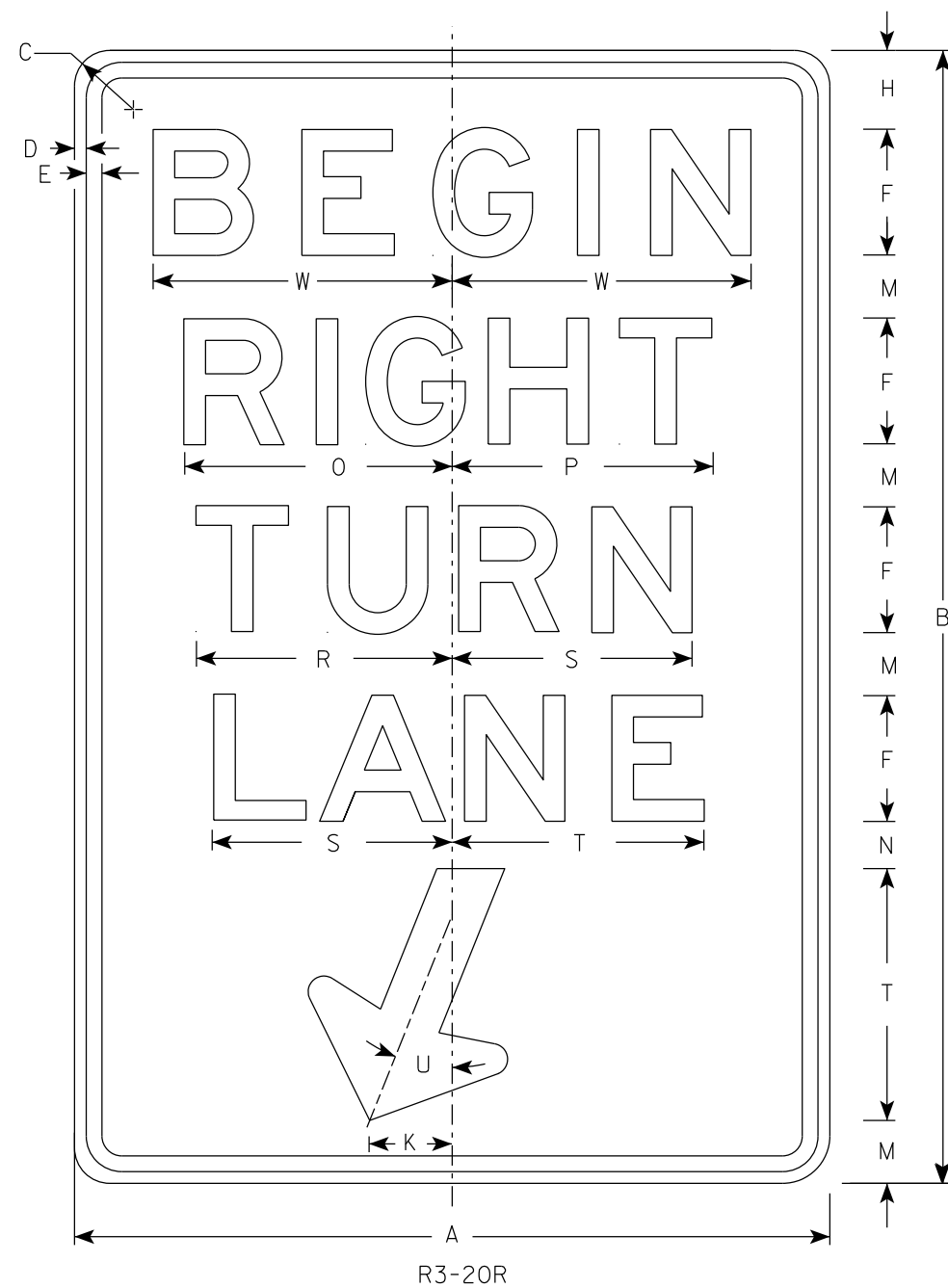
HWY:

COUNTY:

SHEET NO: 207

E

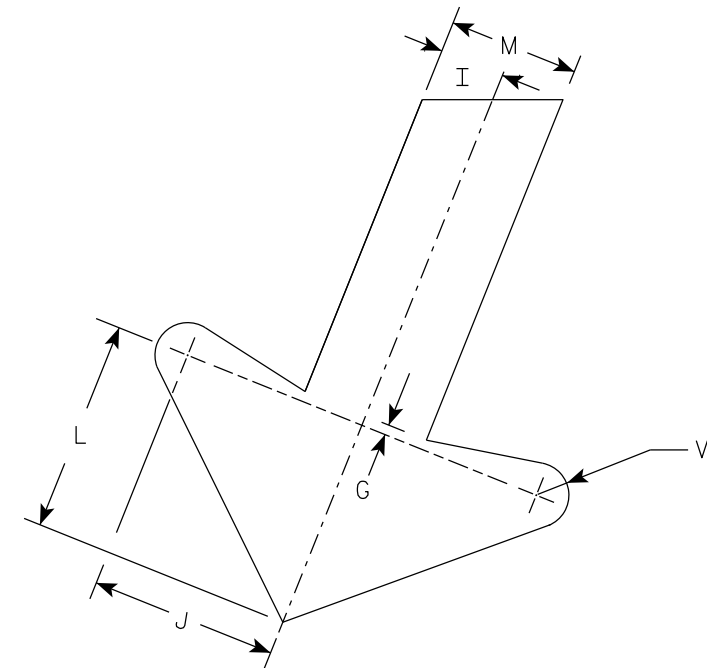
7



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - E



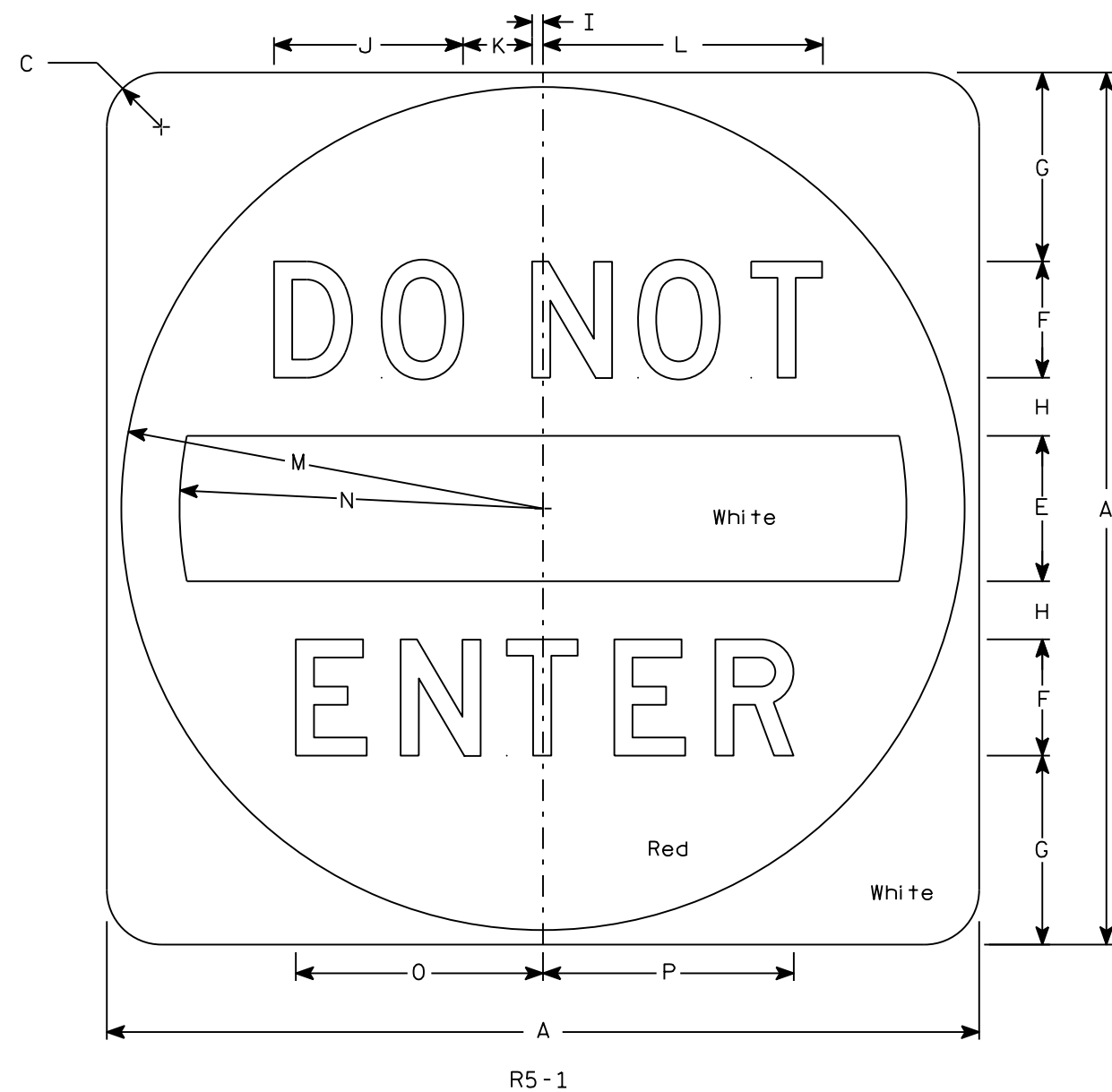
ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 208	E
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7

7



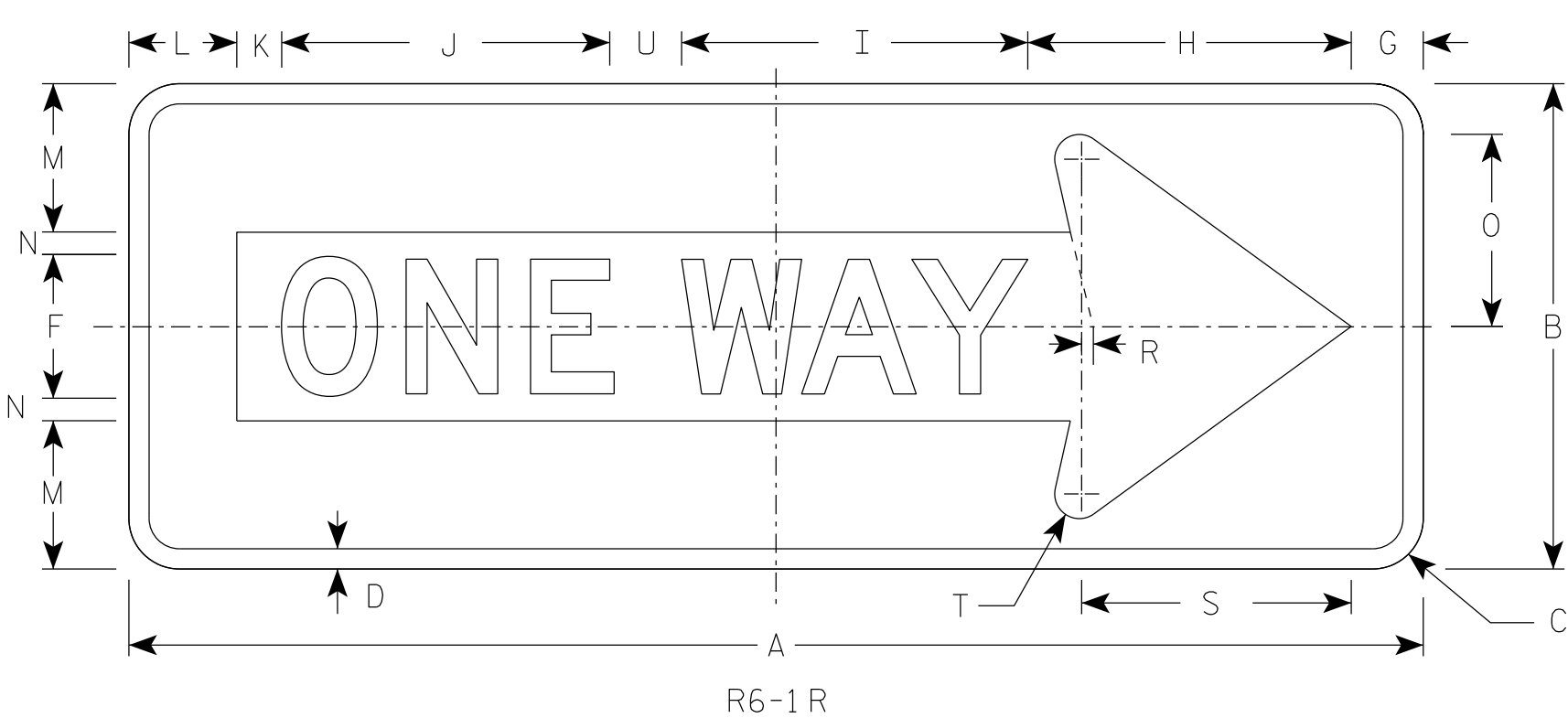
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See detail
Message - White
3. Message Series - D

7

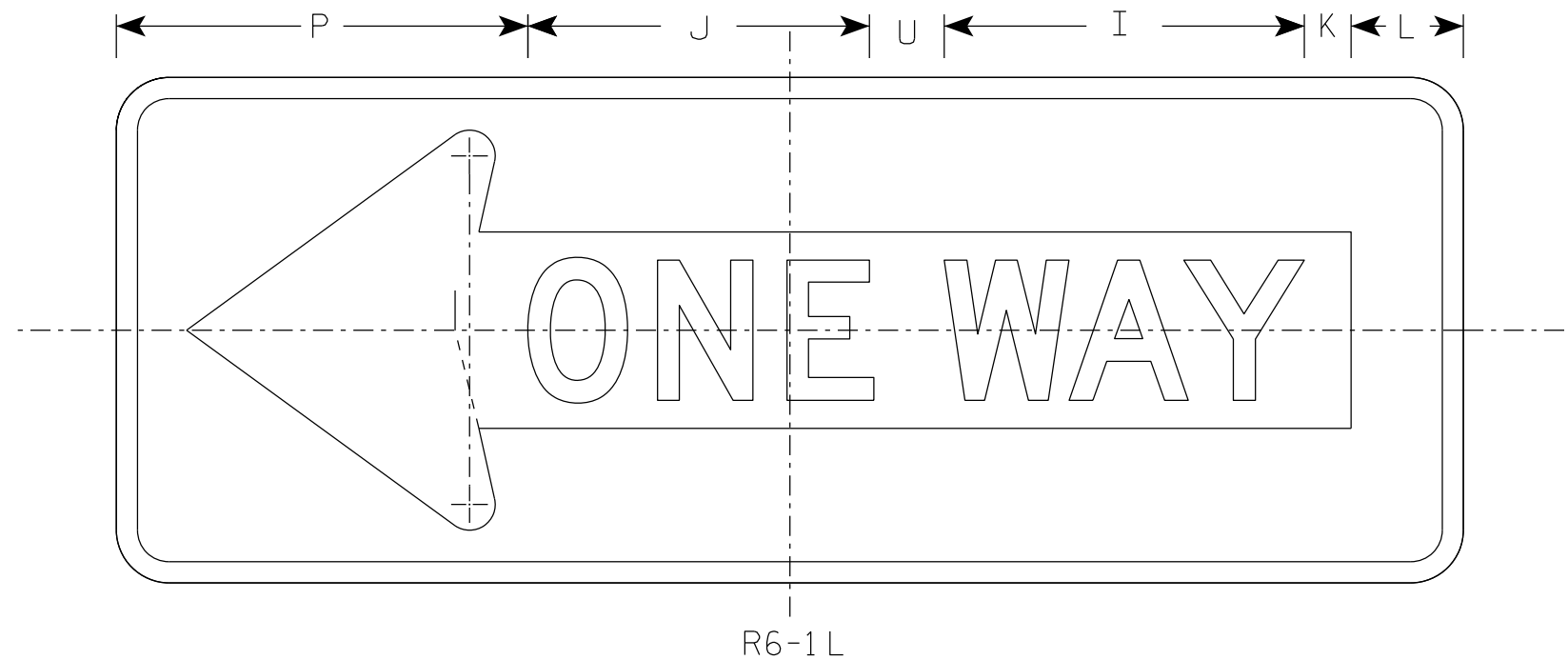
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7⁄8		5	4	6 1⁄2	2	3⁄8	6 1⁄2	2 3⁄8	9 5⁄8	14 1⁄2	12 1⁄2	8 1⁄2	8 5⁄8											6.25
2M	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
3	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
4	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
5	48		3		8	6	11	3	5⁄8	9 3⁄4	3 5⁄8	14 1⁄2	23 1⁄2	20	12 3⁄4	12 7⁄8											16.0

STANDARD SIGN R5-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - Black
Message - Black Legend & White Arrow & Border
3. Message Series - D



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	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2	3/4	2						3.0
2M	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
3	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
4	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
5																											

STANDARD SIGN R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

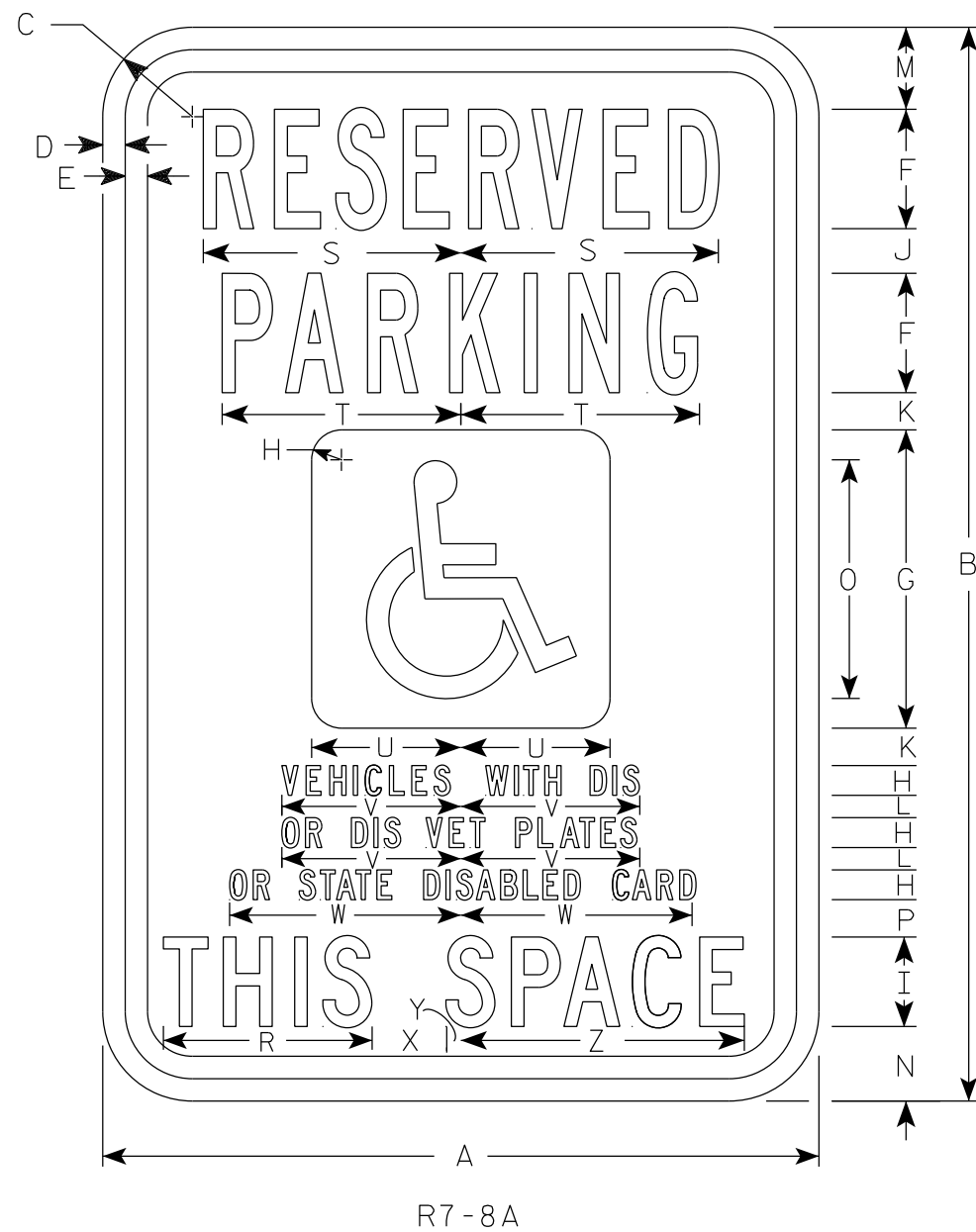
PROJECT NO: SHEET NO: 210 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn

PLOT DATE : 7-APR 2025 1:18

PLOT BY : dotc4c

WISDOT/CADDs SHEET 42



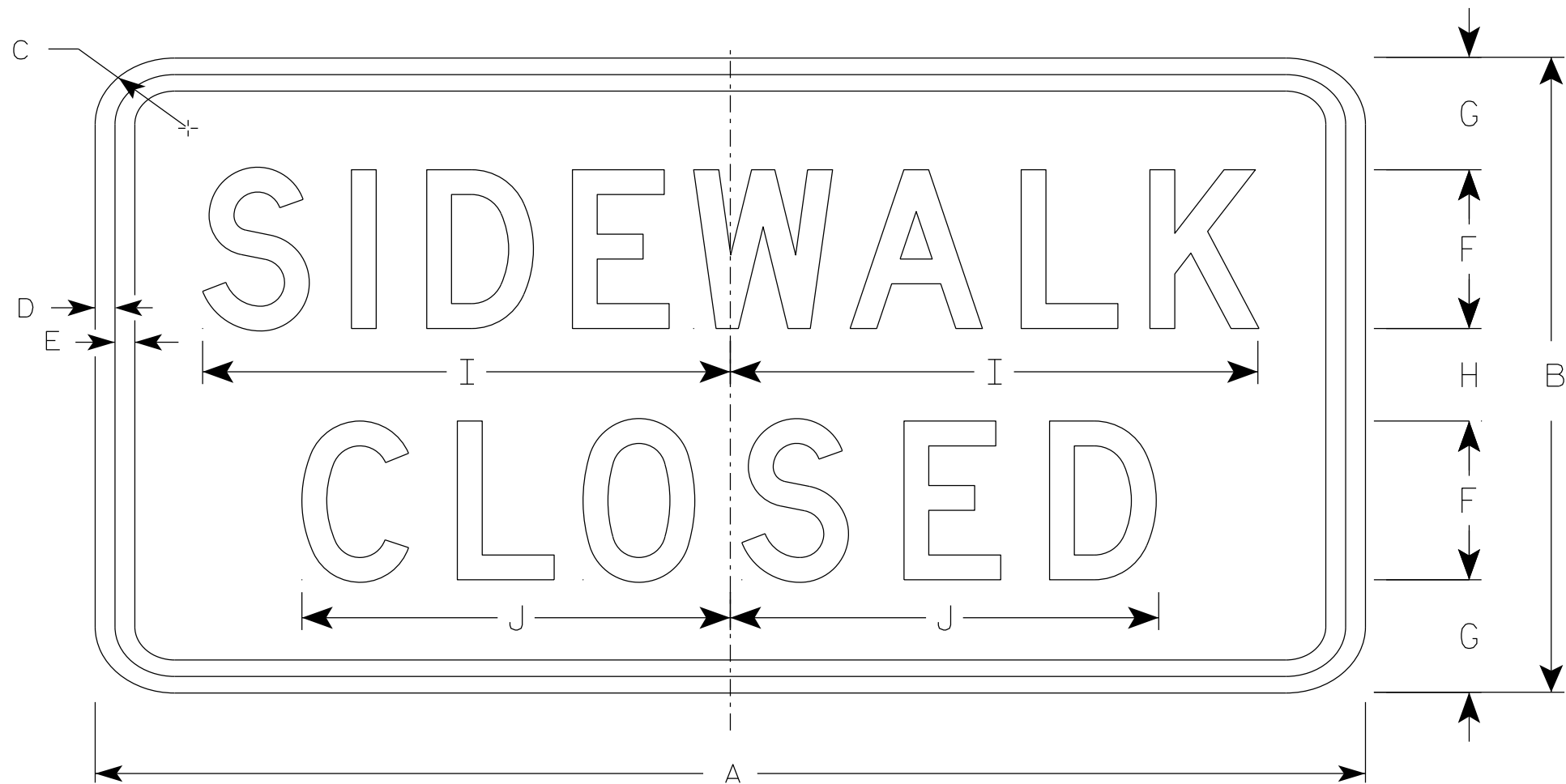
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - Sign is white Type H Reflective; paraplegic background is blue.
Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
Lines 3, 4, 5 & 6 are 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																											
2S	12	18	1 1/2	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

STANDARD SIGN R7-8A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/9/23	PLATE NO. R7-8A.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.

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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																											
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: 212

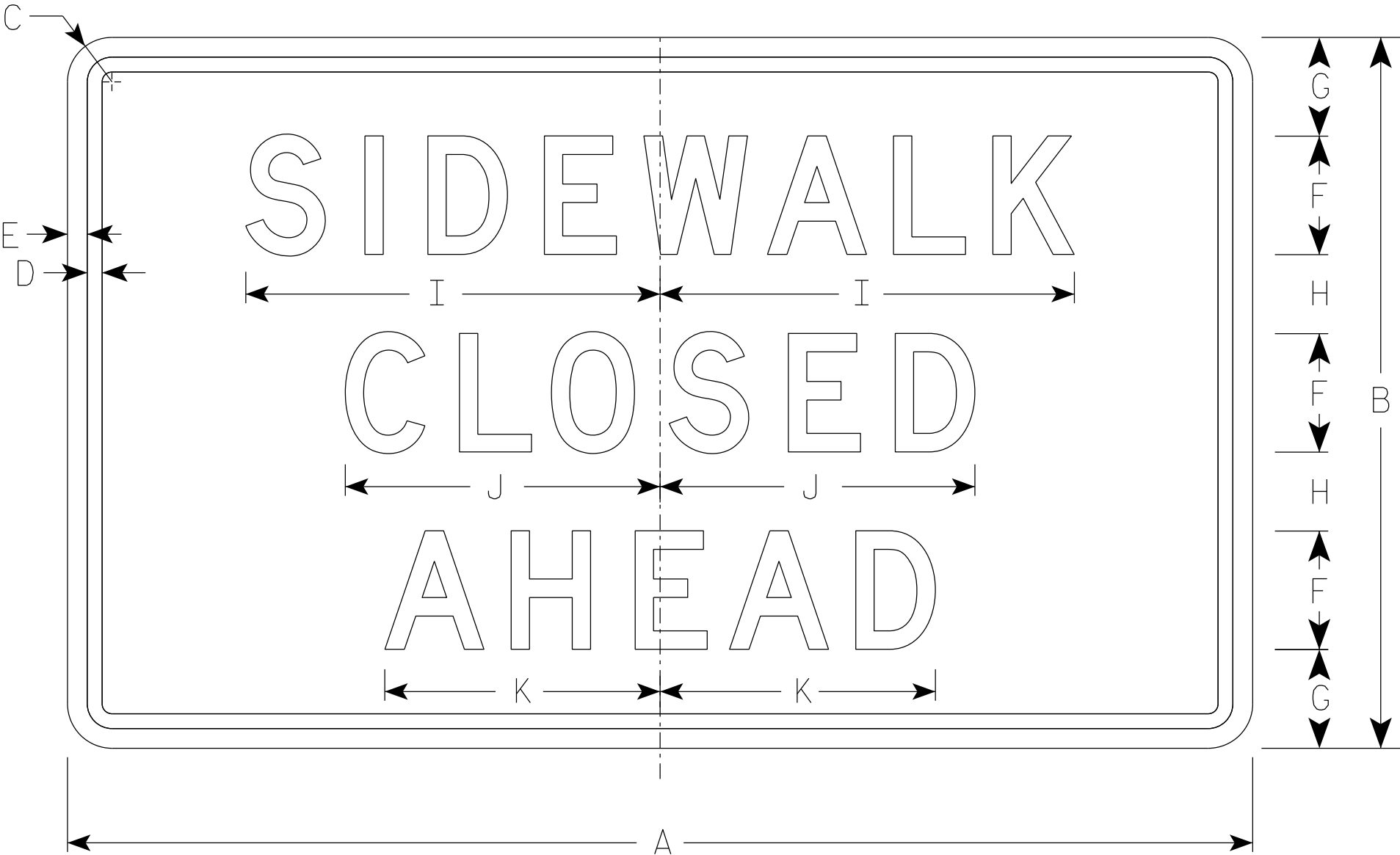
E

NOTES

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

Background - White

Message - Black
3. Message Series - D



R9-9A

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

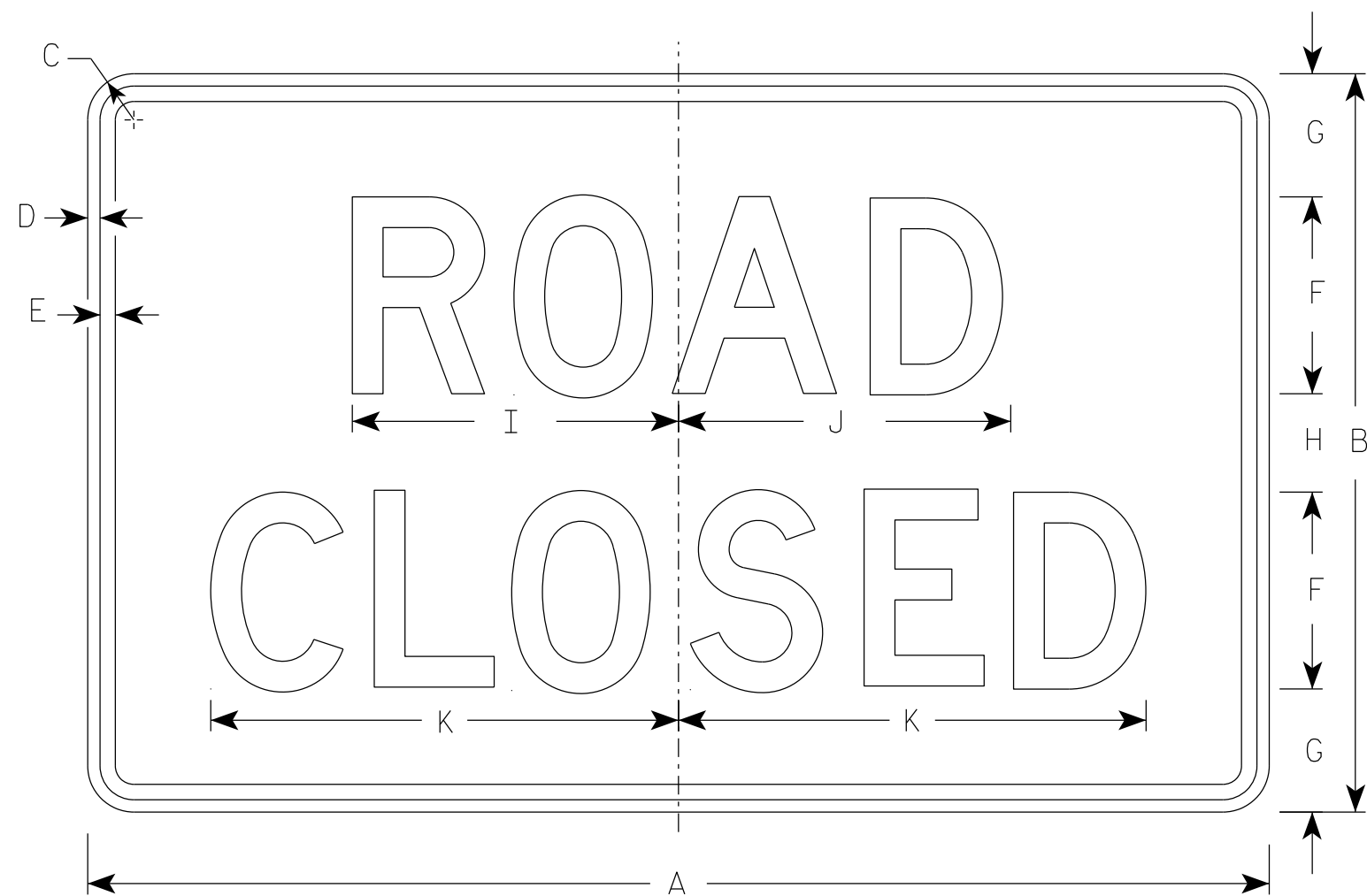
PROJECT NO:

HWY:

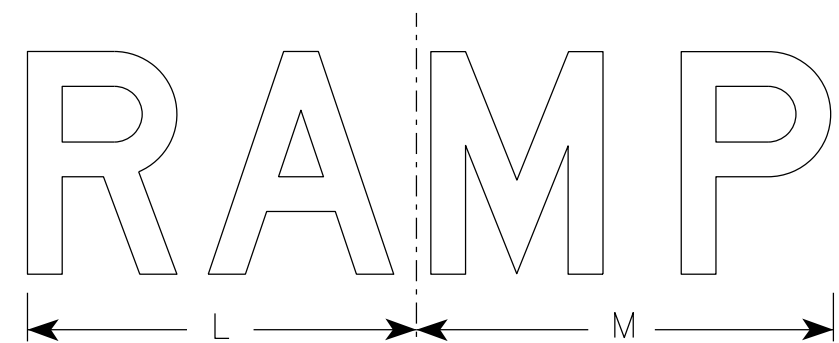
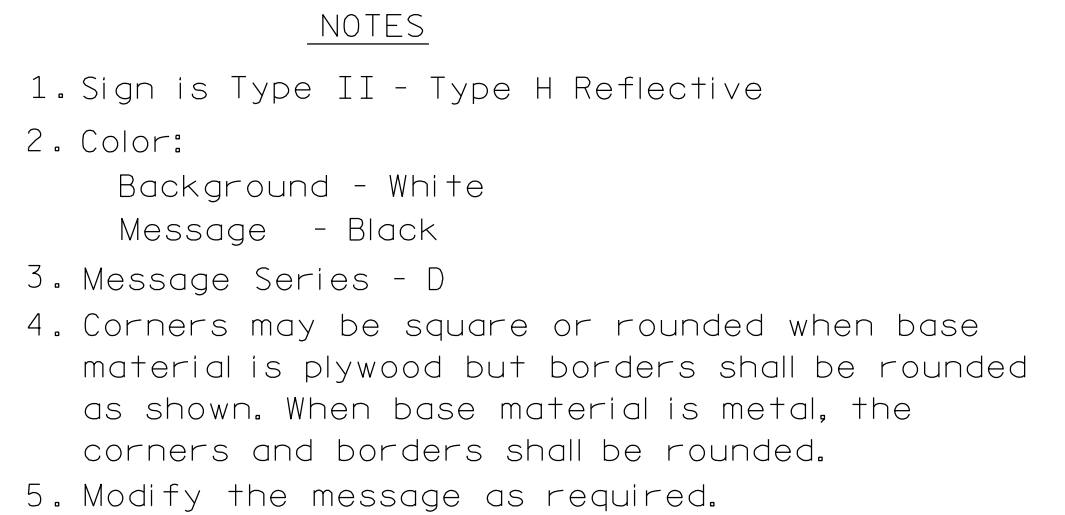
COUNTY:

SHEET NO: 213

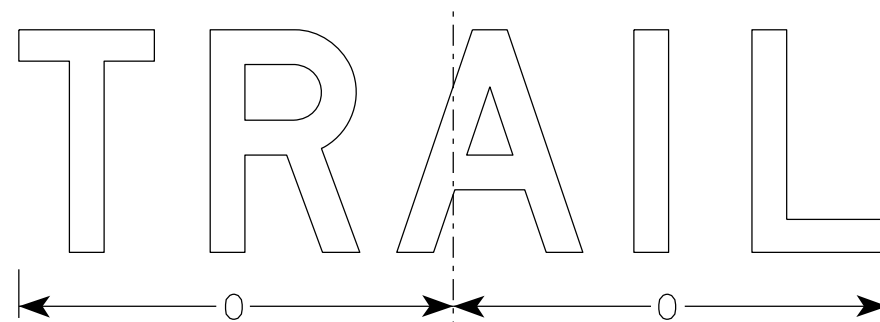
E



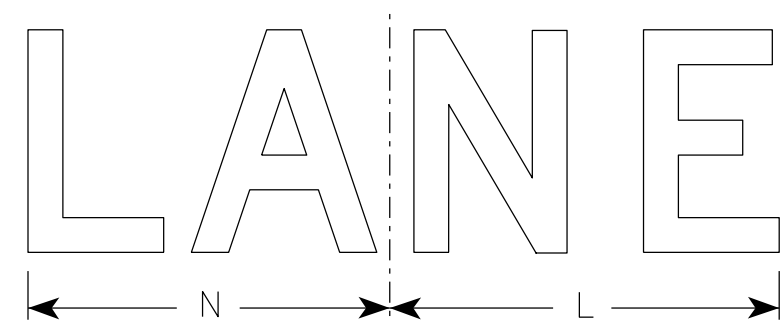
R11-2



R11-2R



R11-2T

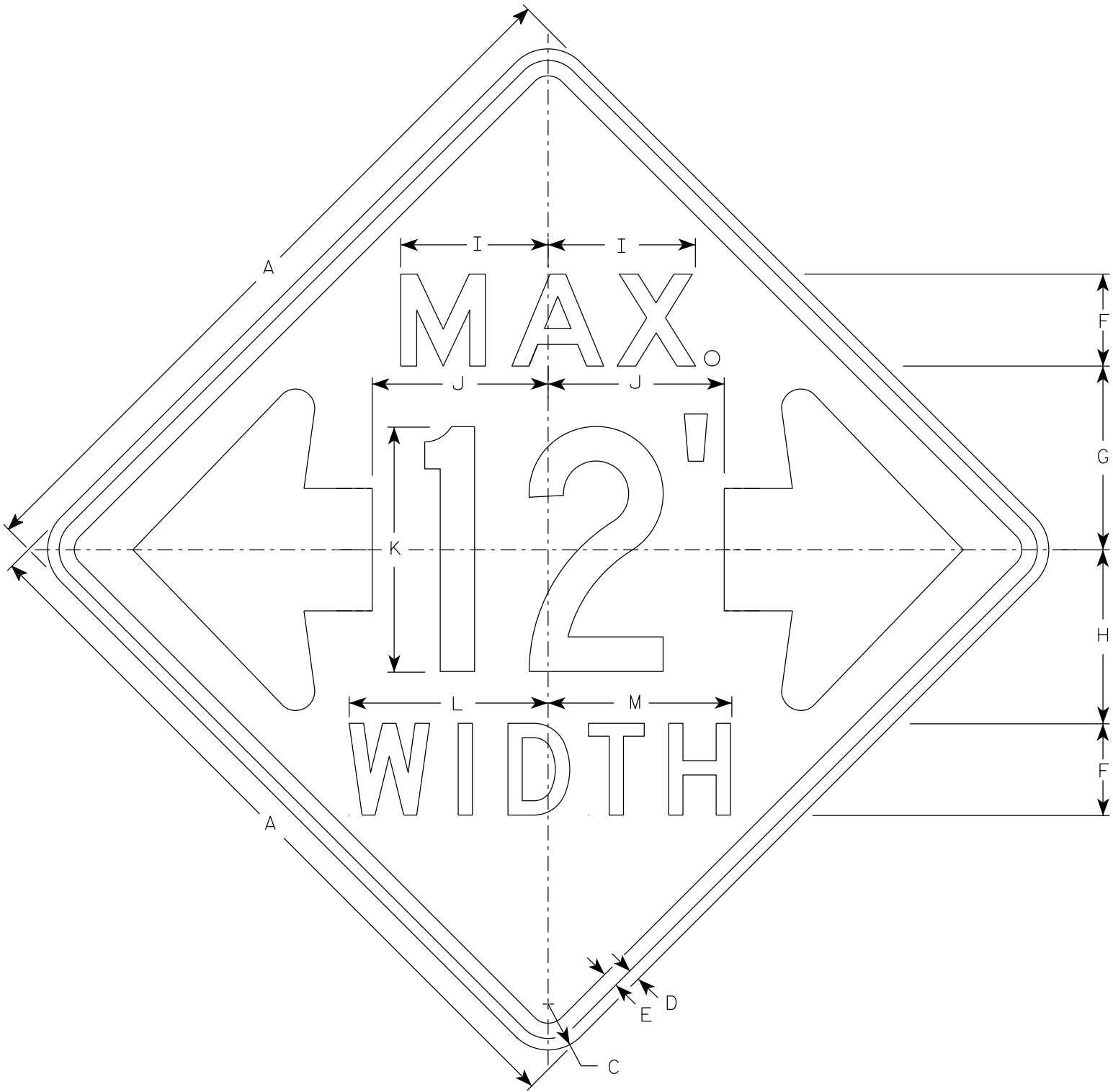


R11-2L

[illegible]

STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

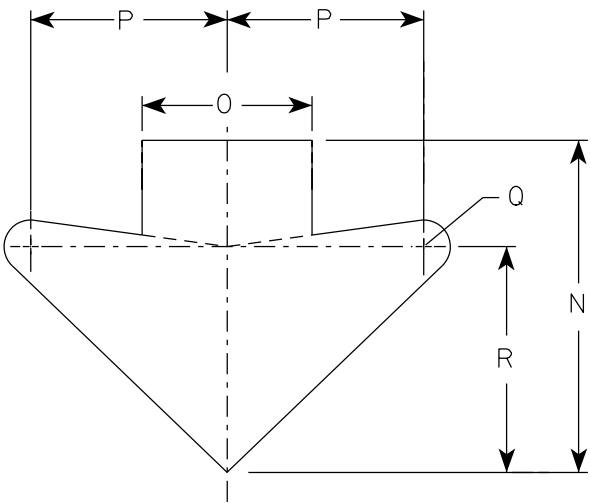
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 214	E
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W12-52

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	$\frac{3}{4}$	1	6	12	$11\frac{3}{8}$	$9\frac{5}{8}$	$11\frac{1}{2}$	16	13	12	$15\frac{5}{8}$	8	$9\frac{1}{4}$	$1\frac{1}{4}$	$10\frac{5}{8}$									16.0
2M	48		3	$\frac{3}{4}$	1	6	12	$11\frac{3}{8}$	$9\frac{5}{8}$	$11\frac{1}{2}$	16	13	12	$15\frac{5}{8}$	8	$9\frac{1}{4}$	$1\frac{1}{4}$	$10\frac{5}{8}$									16.0
3																											
4																											
5																											

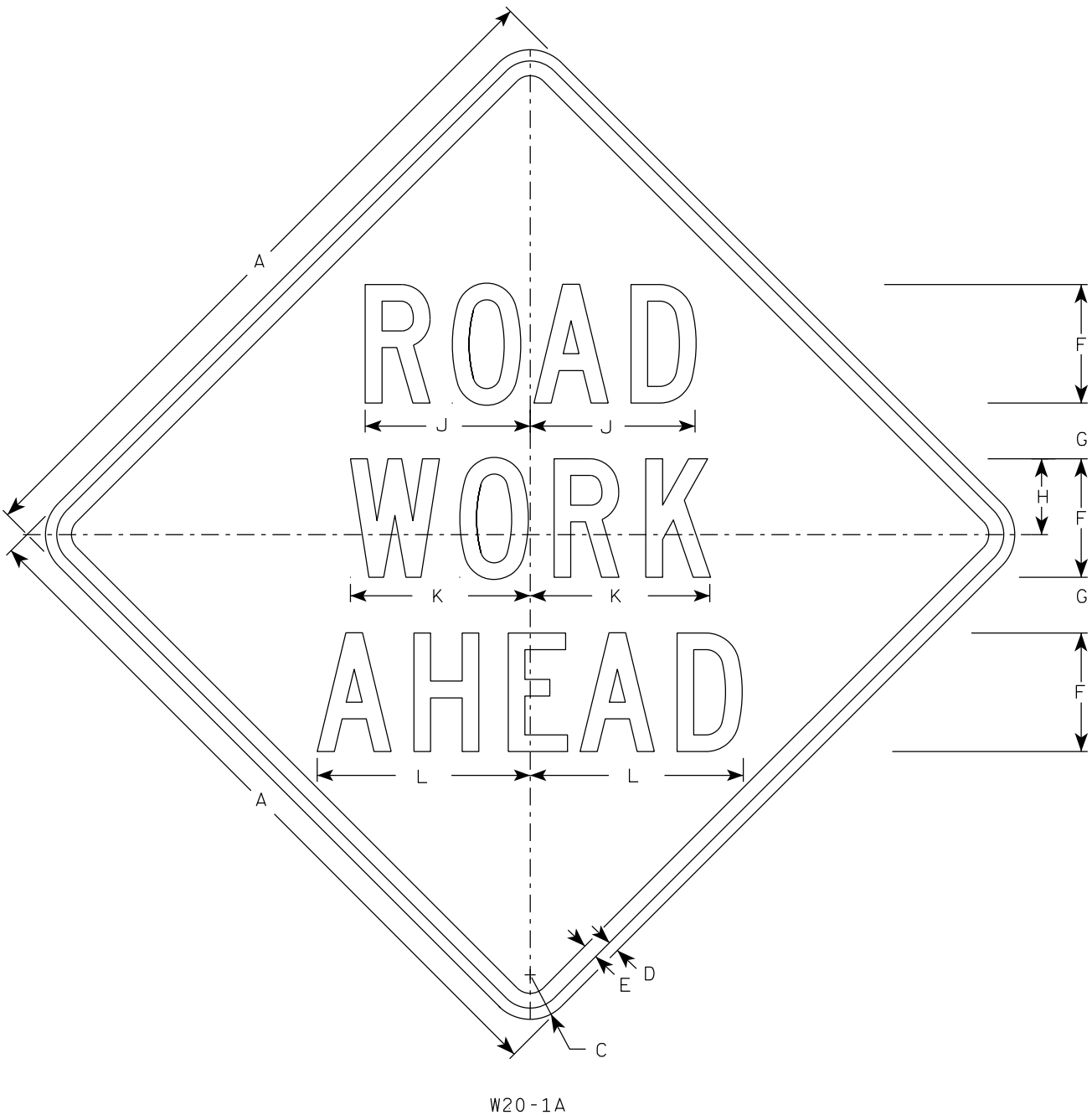
STANDARD SIGN

W12-52

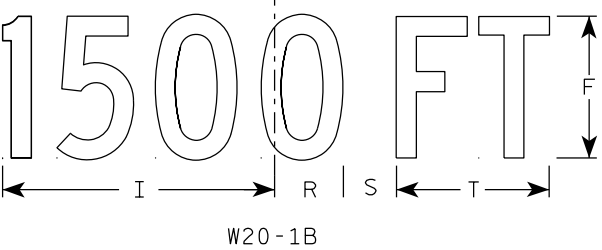
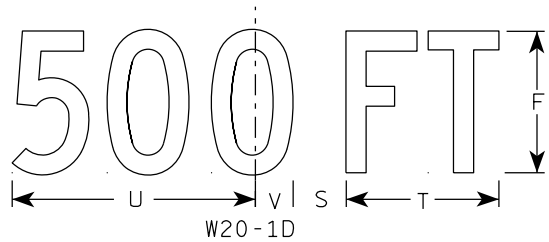
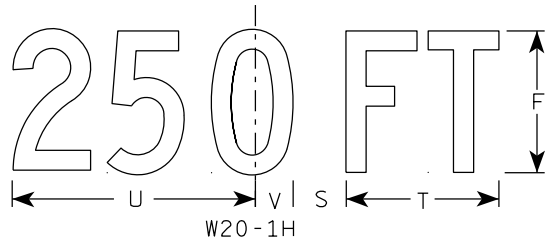
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

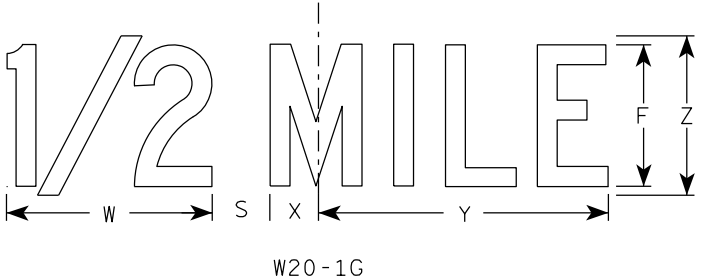


W20-1A

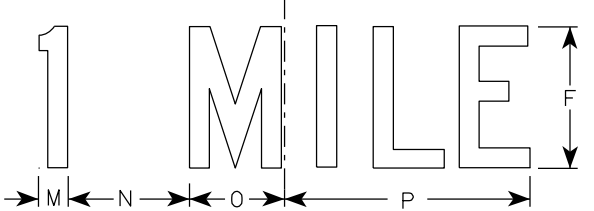


W20-1B

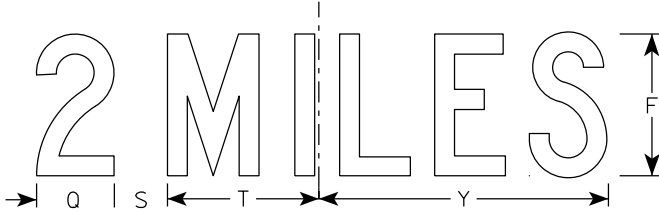
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G

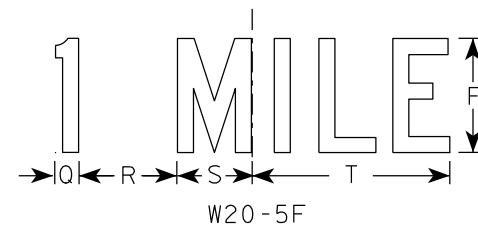
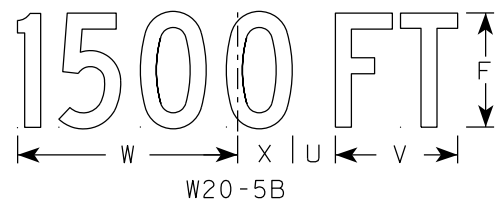
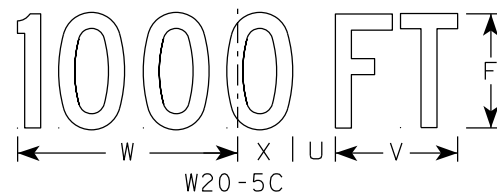
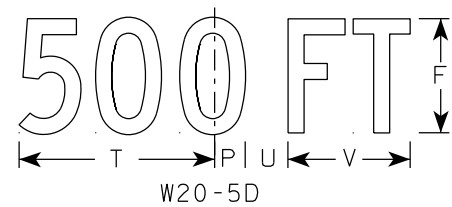
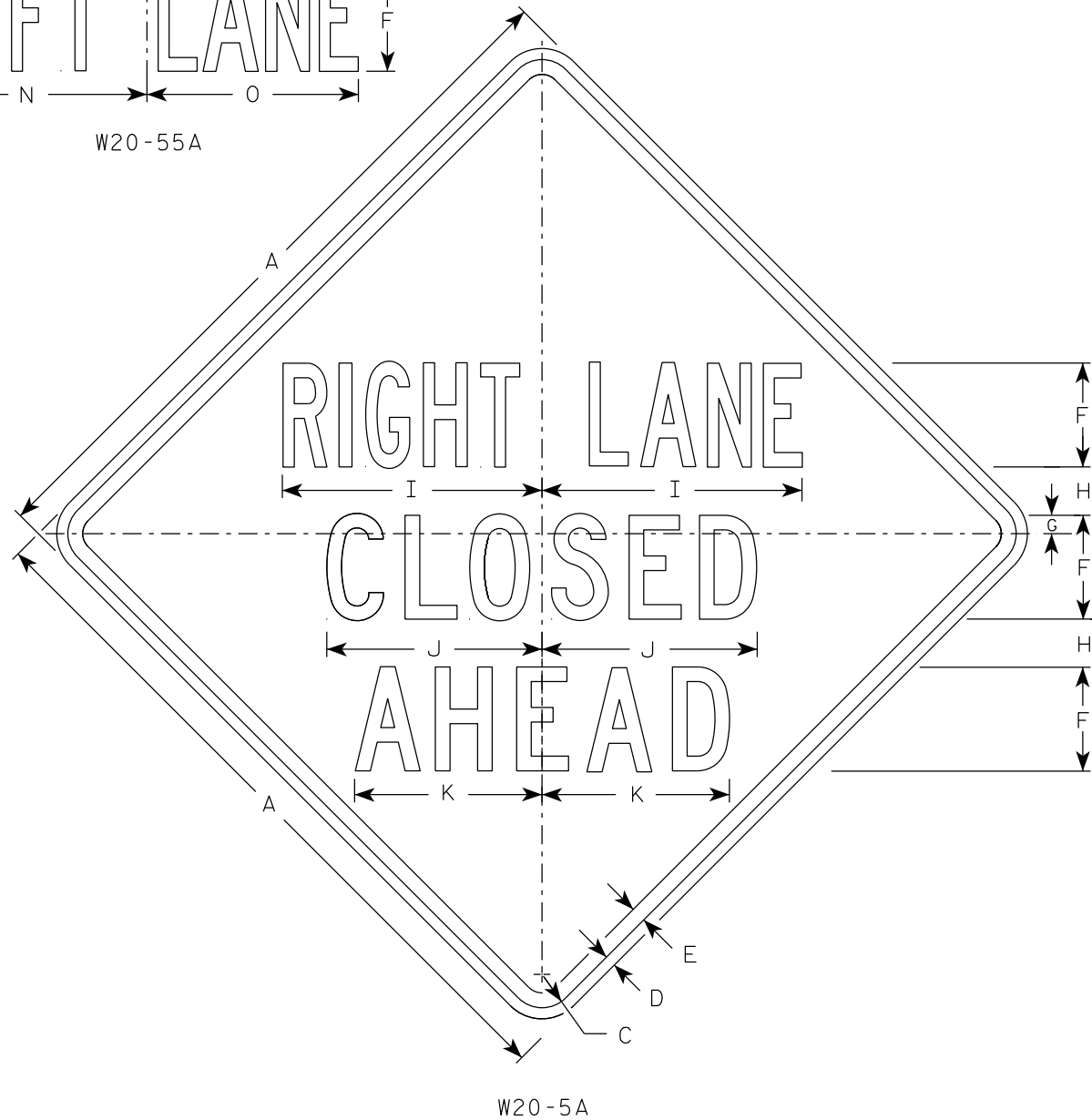
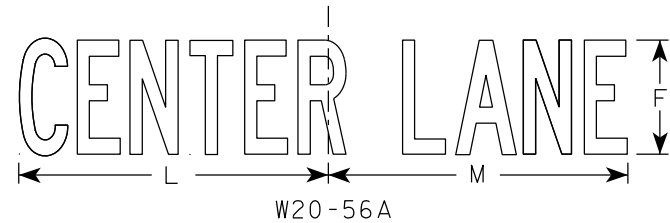


W20-1F



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



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See Note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. " _____ LANE" is Series B.
All other copy is Series C.

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	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

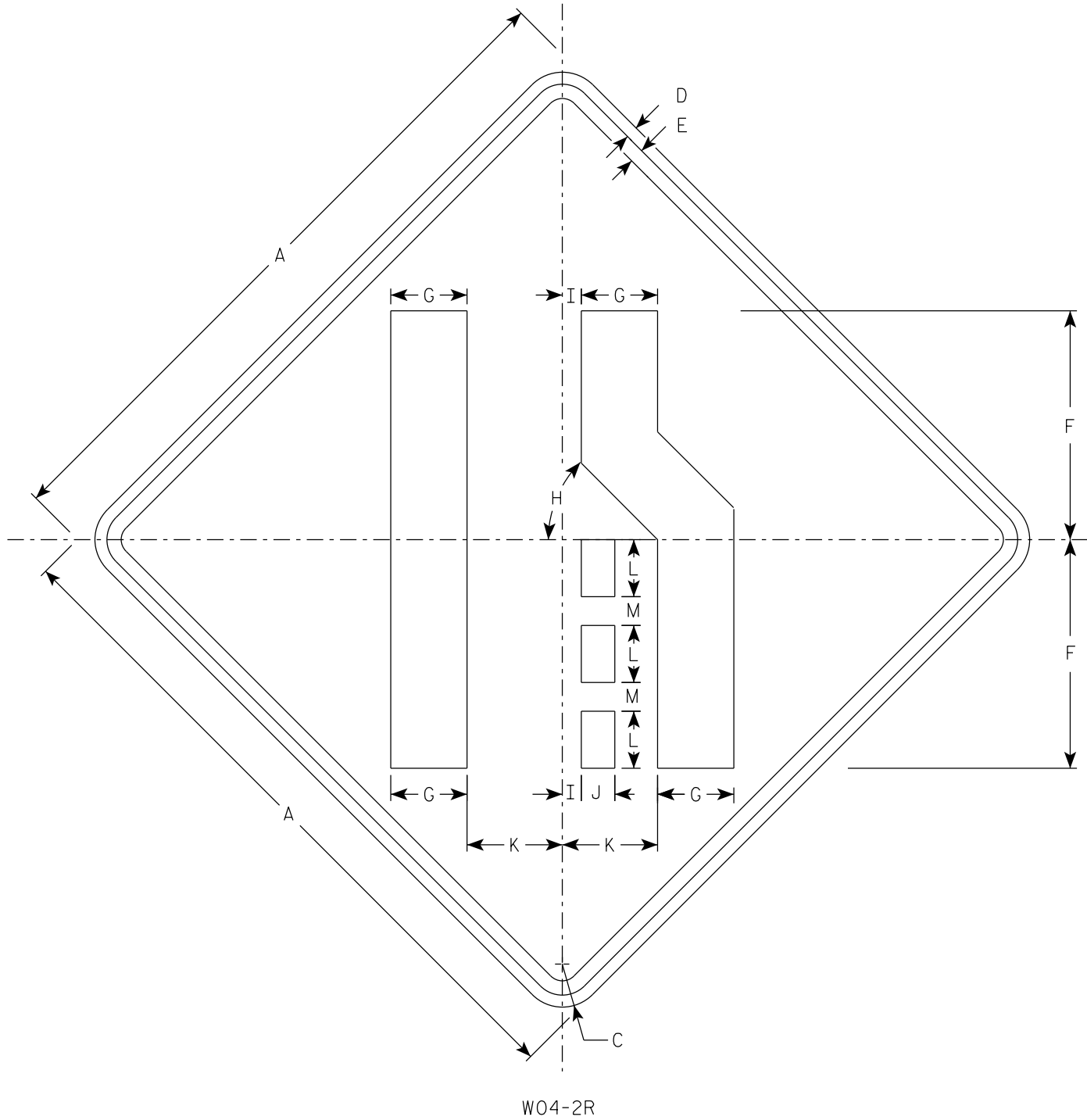
HWY:

COUNTY:

SHEET NO: 217

E

7



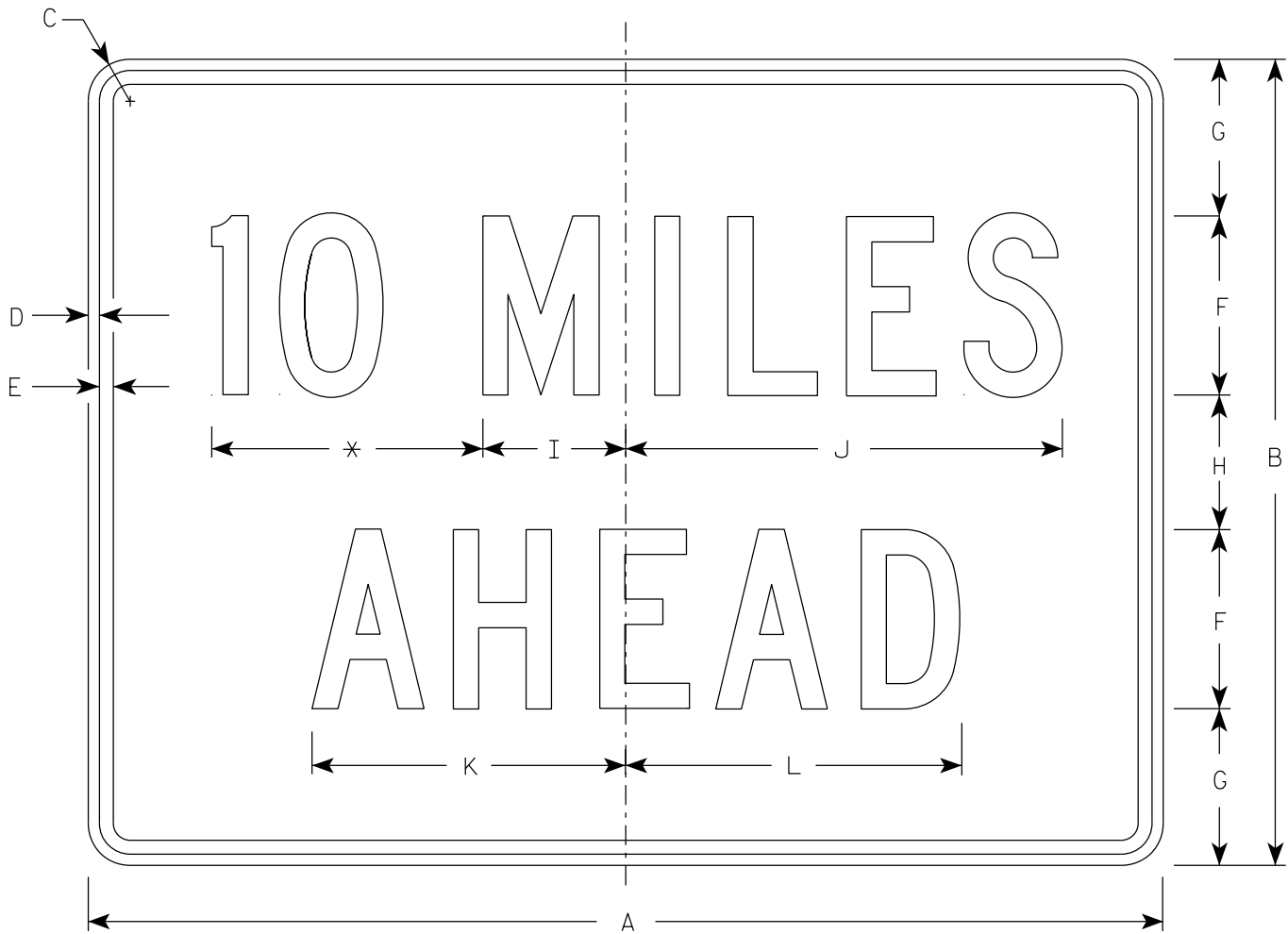
NOTES

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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

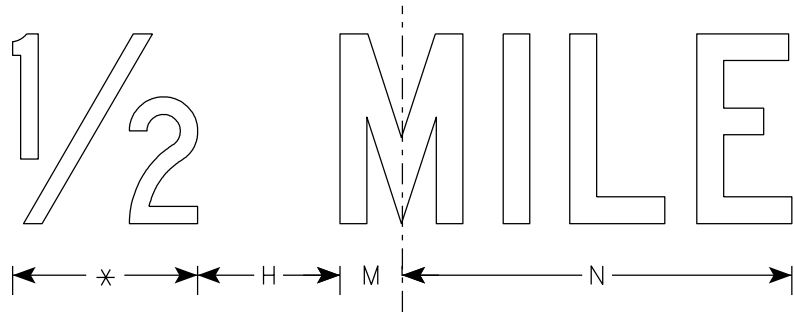
7

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	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

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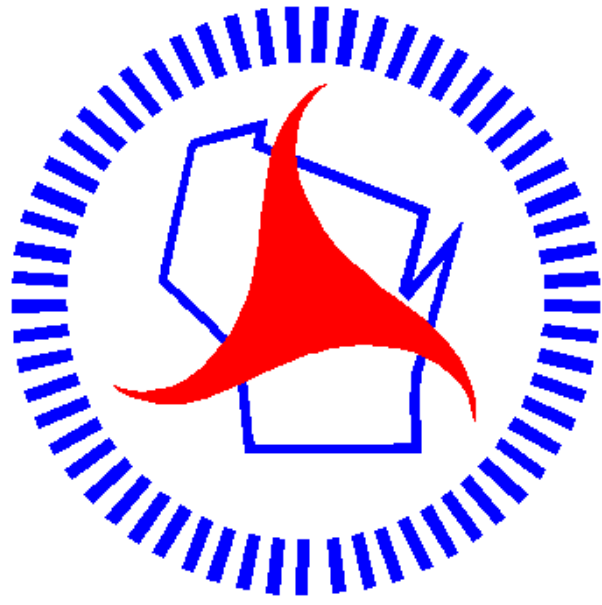
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8												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