RHI

APRIL 2017

PROJECT ID: 9250-14-60

WITH:

COUNTY: IRON

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.	5	Plan
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans

TOTAL SHEETS = 204

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

MELLEN-HURLEY

UPSON LAKE ROAD TO MONTREAL

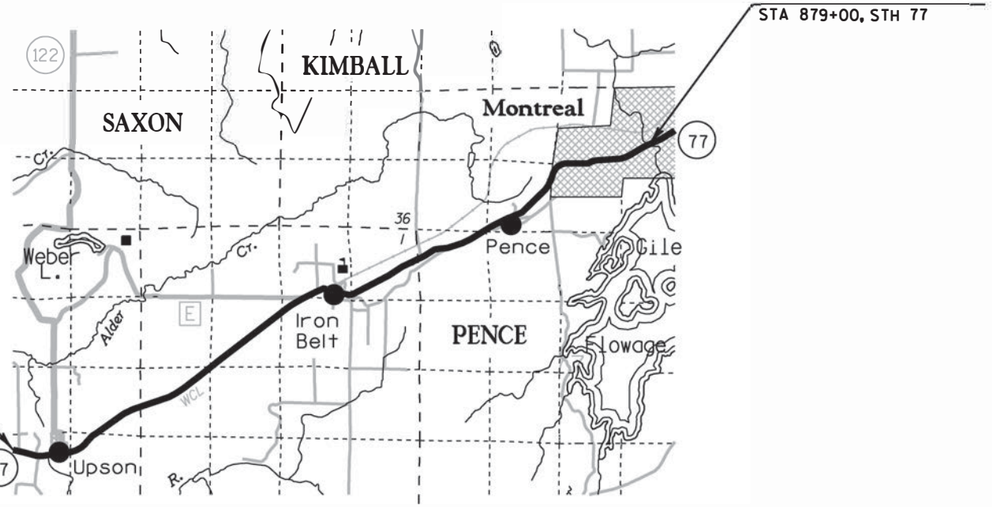
STH 77

IRON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9250-14-60	WISC 2017173	1

STATE PROJECT NUMBER

9250-14-60



N

DESIGN DESIGNATION

A.A.D.T. 2014	=	1040
A.A.D.T. 2034	=	1220
D.H.V.	=	8.2
D.D.	=	58/42
T.	=	10.3%
DESIGN SPEED	=	55 MPH
ESALS	=	262,800

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS	
REFERENCE LINE	
COMBUSTIBLE FLUIDS	CAUTION

UTILITIES

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

LAYOUT

SCALE 0 MI.

TOTAL NET LENGTH OF CENTERLINE = 10.51 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ' *IRON* ' COUNTY, NAD 1983 (2007)

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL AMERICAN VERTICAL DATUM OF 1988 NGVD 88 (2007).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	COLEMAN & EMCS
Designer	BILL GROSKOPF/TED SMITH
ProjectManager	JIM L. VOLKMANN
RegionalExaminer	CHERYL L. SIMON
RegionalSupervisor	MIKE M. WENDT
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 2/01/2017 (Signature)

E

GENERAL NOTES

1. WHEN THE QUANITY OF AGGREGATE DENSE, OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OF THICKNESS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL DEPTH WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL BY THE ENGINEER IN THE FEILD.

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

3. MILL AND REPLACE TO EXISTING CROSS SLOPE, MAINTAIN EXISTING RUN OUT, TRANSITION LENGTH AND RATE OF SUPERELEVATION ON CURVES.

4. STATIONING FOR MAINLINE, TOWN ROADS, PE'S AND CULVERT PIPES ARE APPROXIMATE.

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL AND DRAINAGE
STORM SEWER
SIGNING
TRAFFIC CONTROL
ALIGNMENT (LINE DIAGRAM)

OTHER CONTACTS

DEPARTMENT OF NATURAL RESOURCES
NORTH CENTRAL DISTRICT
107 SUTLIFF AVENUE
RHINELANDER, WI. 54501
JON SIMONSEN
715-367-1936

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

UTILITIES

GARY TARASEWICZ
BAYFIELD ELECTRIC COOPERATIVE-ELECTRICITY
68460 DISTRICT STREET PO BOX 68
IRON RIVER, WI 54847
715-372-4287 OFFICE
715-413-0516 MOBILE
GARY.TARASEWICZ@BAYFIELDELECTRIC.COM

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CENTURYLINK-COMMUNICATION LINE
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SOLON SPRINGS, WI 54873
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ALAN.NICKELL@CENTURYLINK.COM

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120 E. MAIN STREET
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906-235-9623 MOBILE
JEFFERY.GREGG@CHARTER.COM

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MURRAY.T.SMERER@XCELENERGY.COM

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715-682-6928
MURRAY.T.SMERER@XCELENERGY.COM

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8701 MONTICELLO LANE
MAPLE GROVE, MN 55369
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715-737-1576 MOBILE
CHARLES.G.DIENGER@XCELLENERGY.COM

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1496 BELLEVUE STREET, SUITE 502
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JOSH.GERRITS@CEDARCORP.COM

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1496 BELLEVUE STREET, SUITE 502
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HEYWOOD1975@YAHOO.COM

MIKE PATERNOSTER
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418 WHITESIDE STREET
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715-561-2580 OFFICE
715-367-5590 MOBILE
MTPOTSIE@CHARTER.NET

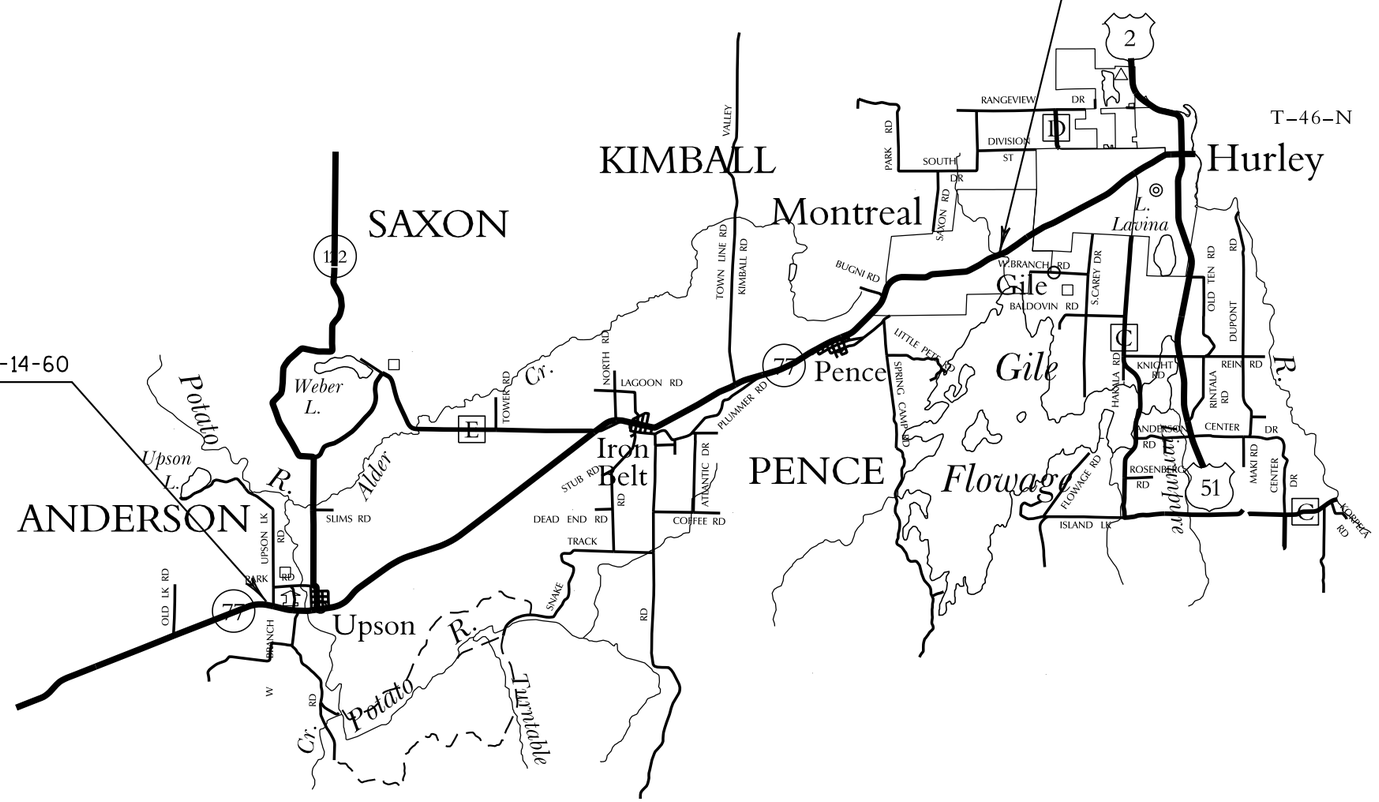
MIKE PATERNOSTER
CITY OF PENCE-SEWER
418 WHITESIDE STREET
PENCE, WI 54550
715-561-2580 OFFICE
715-367-5590 MOBILE
MTPOTSIE@CHARTER.NET

2

N

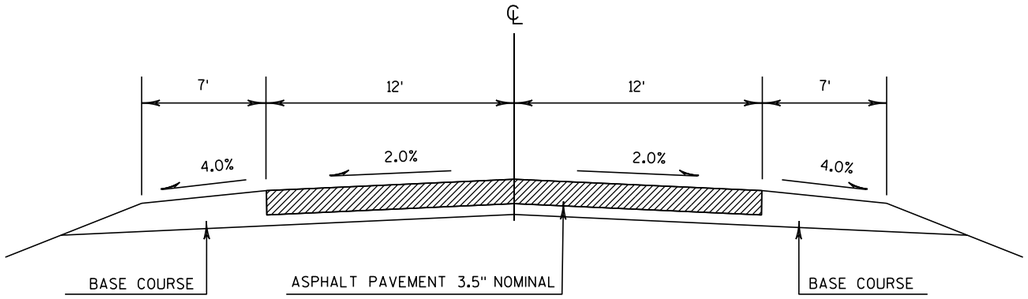
END PROJECT 9250-14-60
STA 679+00, STH 77
(MONTREAL RIVER BRIDGE)

BEGIN PROJECT 9250-14-60
STA 324+00, STH 77
(UPSON LAKE ROAD)



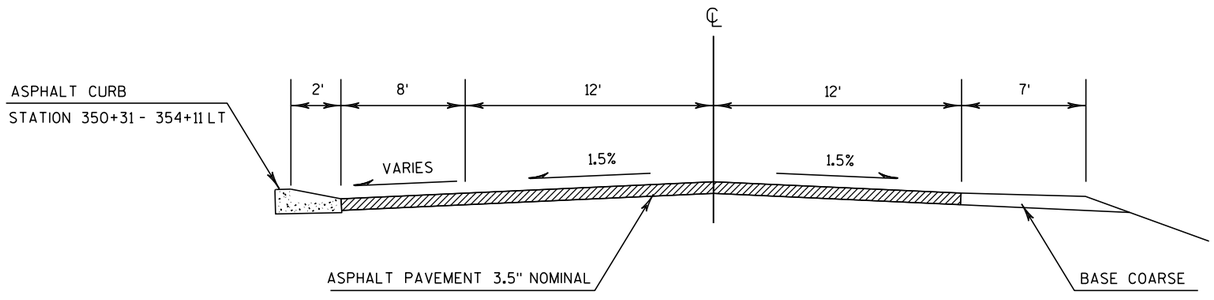
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PROJECT OVERVIEW	SHEET	E

2



EXISTING TYPICAL SECTION

STA 324+00 - STA 349+60
STA 358+90 - STA 596+35
STA 618+52 - STA 728+00
STA 759+20 - STA 792+00

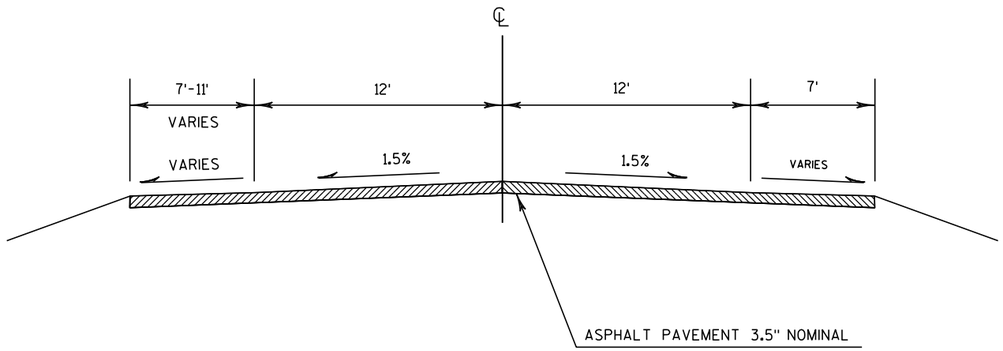


EXISTING TYPICAL SECTION

STA 349+60 - STA 351+48
STA 354+00 - STA 358+90

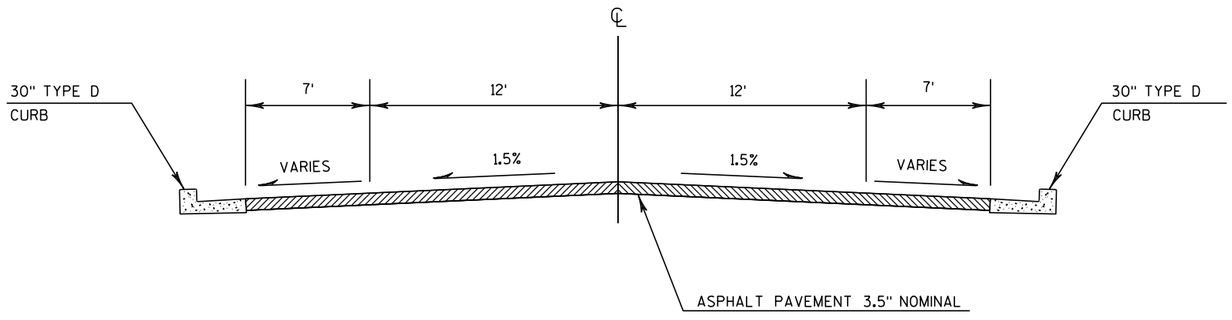
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



EXISTING TYPICAL SECTION

STA. 351+48 - STA. 354+00

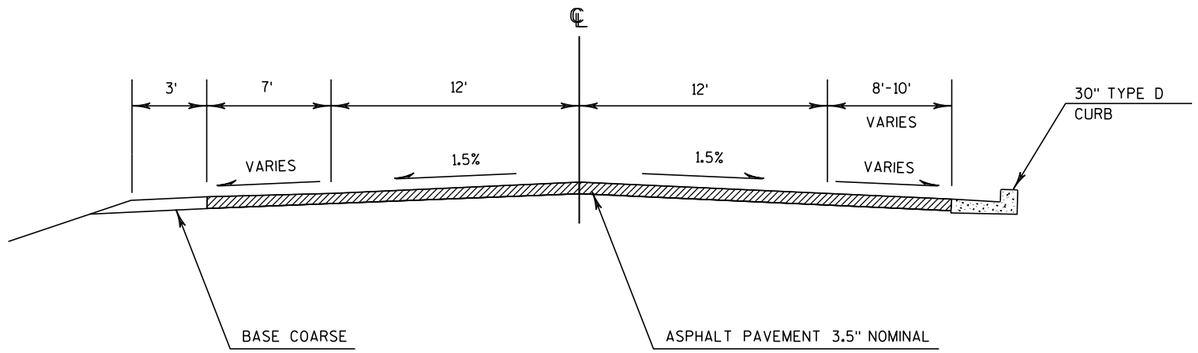


EXISTING TYPICAL SECTION

STA 596+35 - STA 618+52
STA 728+00 - STA 742+33

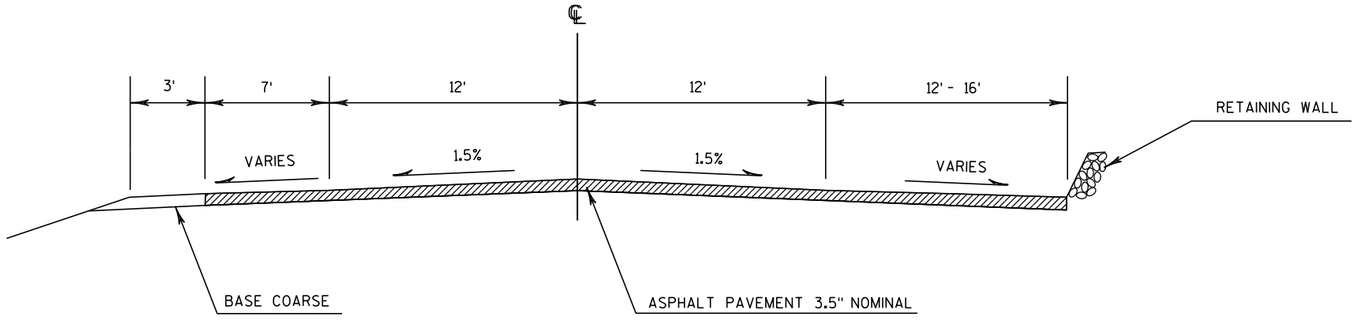
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



EXISTING TYPICAL SECTION

STA 742+33 - STA 756+00

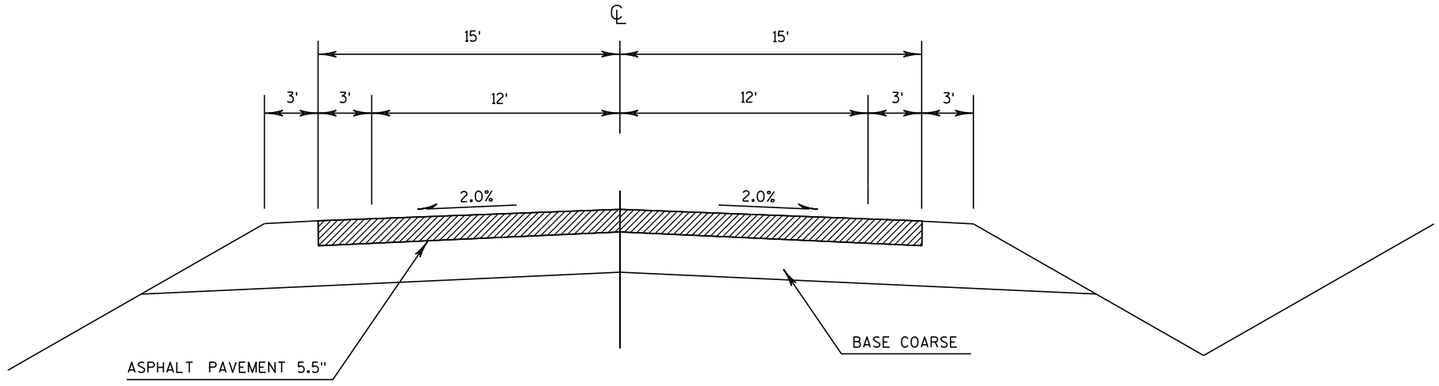


EXISTING TYPICAL SECTION

STA 756+00 - STA 759+20

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2

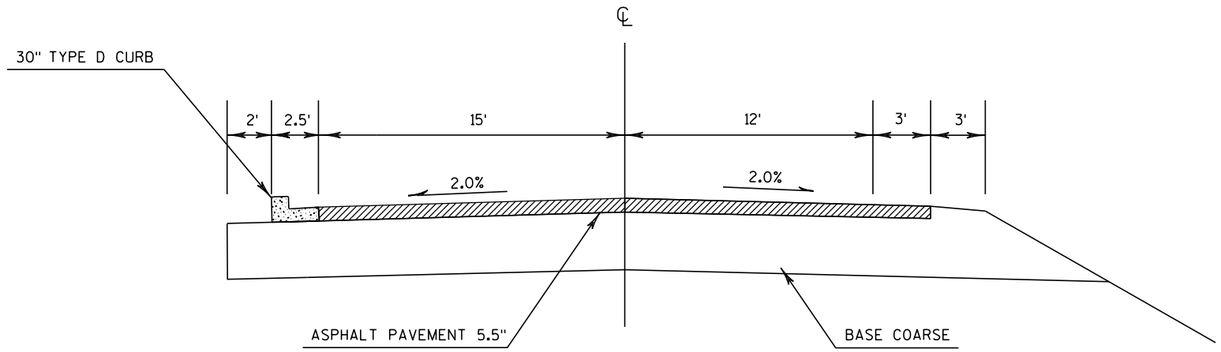


EXISTING TYPICAL SECTION

STA 792+00 - STA 798+40
STA 800+00 - STA 809+93

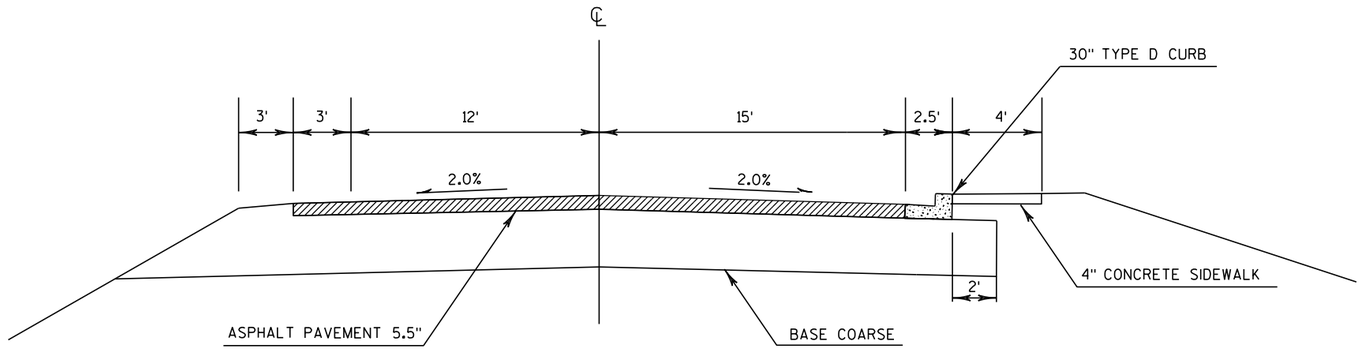
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



EXISTING TYPICAL SECTION

STA 798+40 - STA 800+00

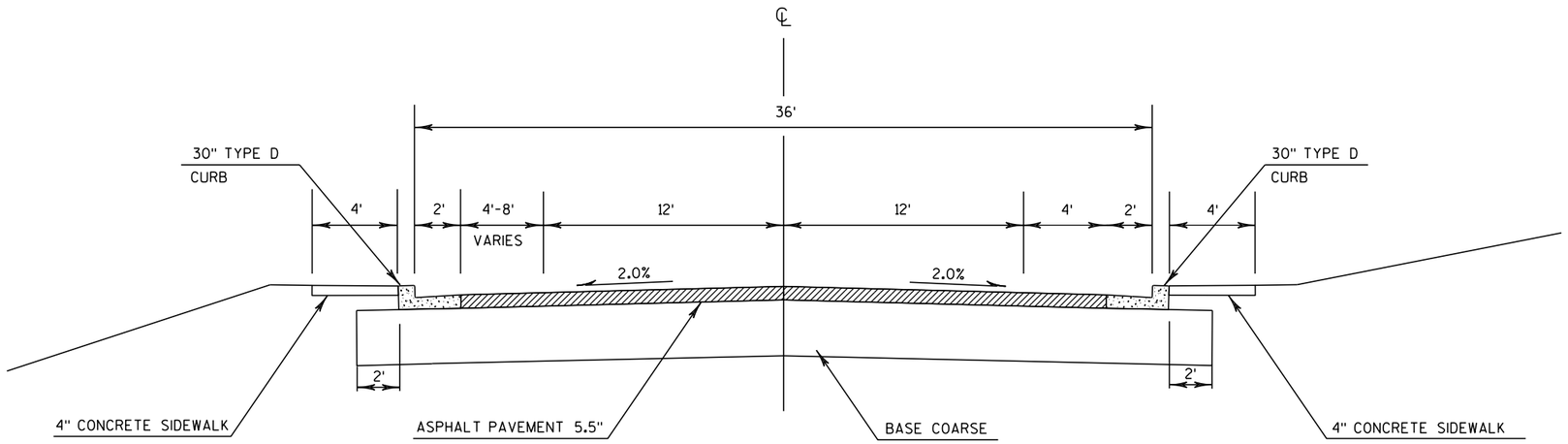


EXISTING TYPICAL SECTION

STA 809+93 - STA 814+70

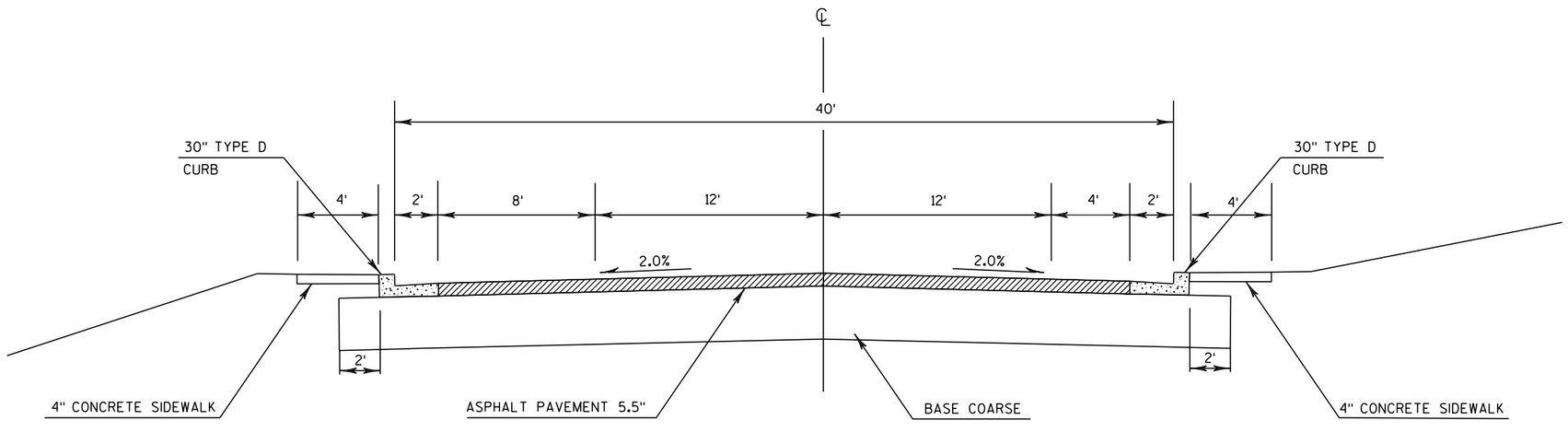
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



EXISTING TYPICAL SECTION

STA 821+78 - STA 822+18 (10:1 TAPER LT)

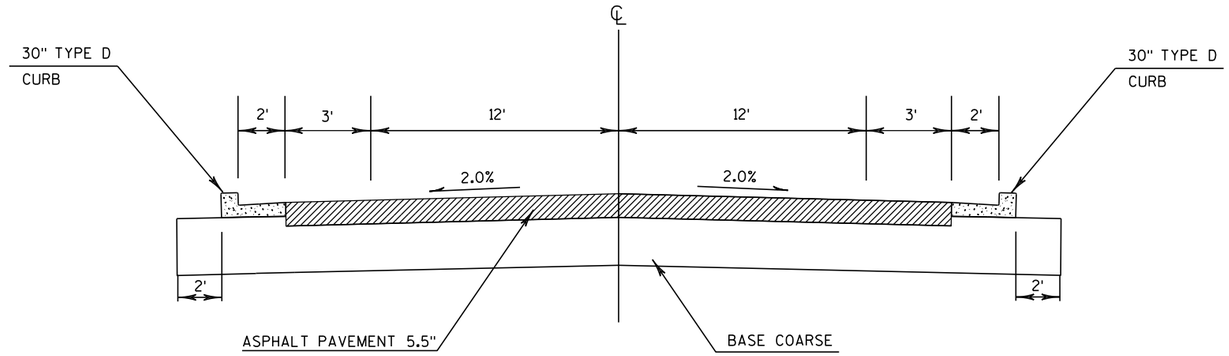


EXISTING TYPICAL SECTION

STA 822+18 - STA 823+55

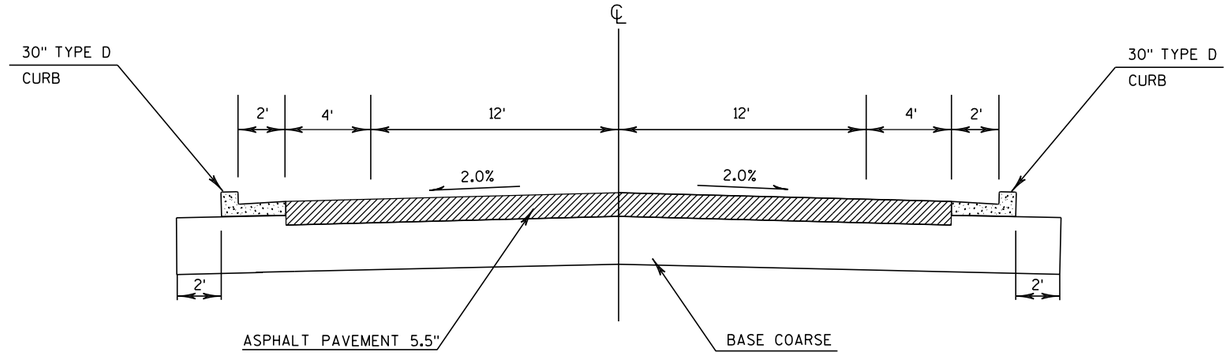
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



EXISTING TYPICAL SECTION

STA 829+01.57 - STA 858+60

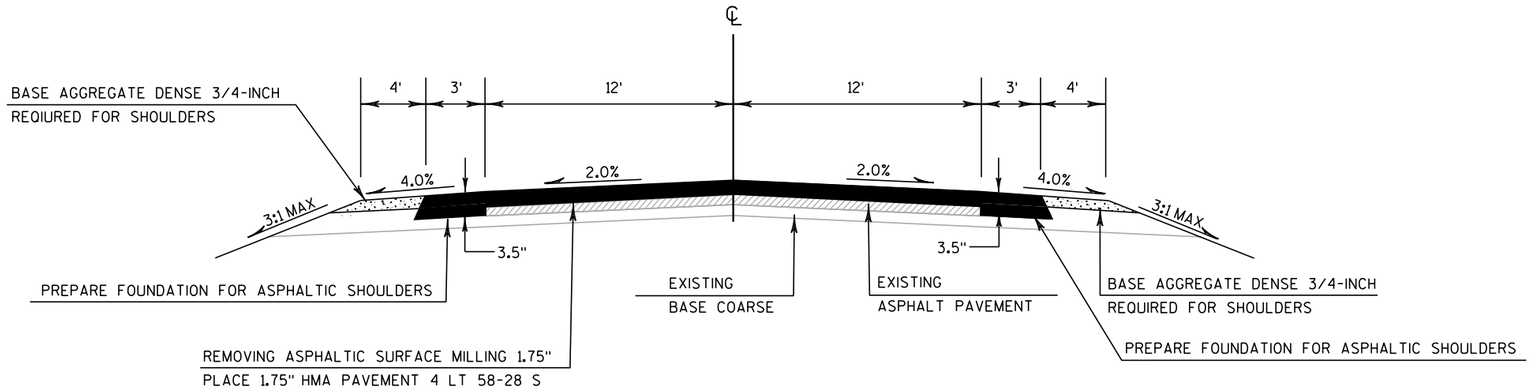


EXISTING TYPICAL SECTION

STA 814+70 - STA 821+78
STA 823+55 - STA 829+01.57
STA 858+60 - STA 879+00

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

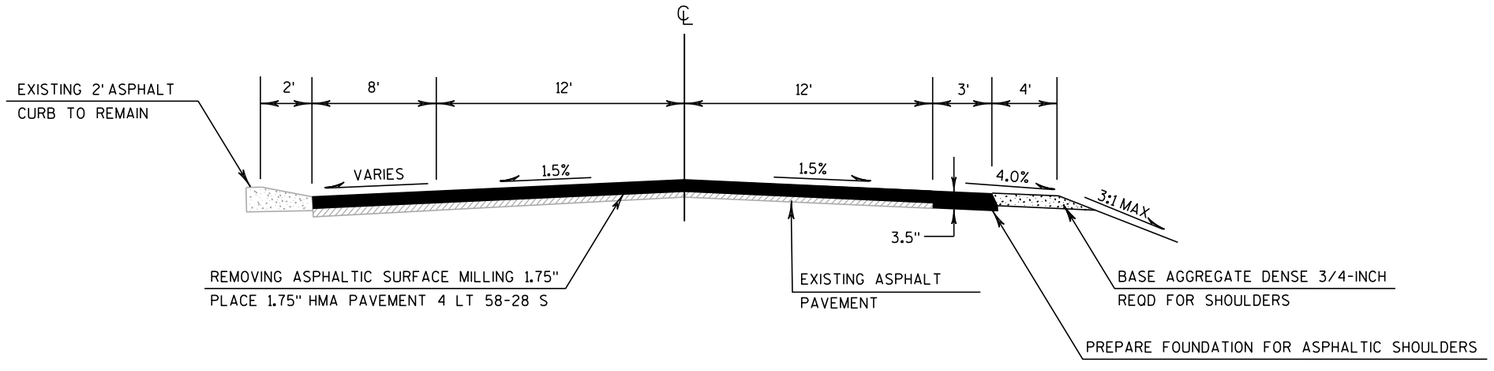
2



PROPOSED TYPICAL SECTION

STA 324+00 - STA 349+60
STA 358+90 - STA 596+35
STA 618+52 - STA 728+00
STA 759+20 - STA 792+00

NOTE: PAVED SHOULDERS TO BE PLACED IN TWO 1 3/4-INCH LAYERS.



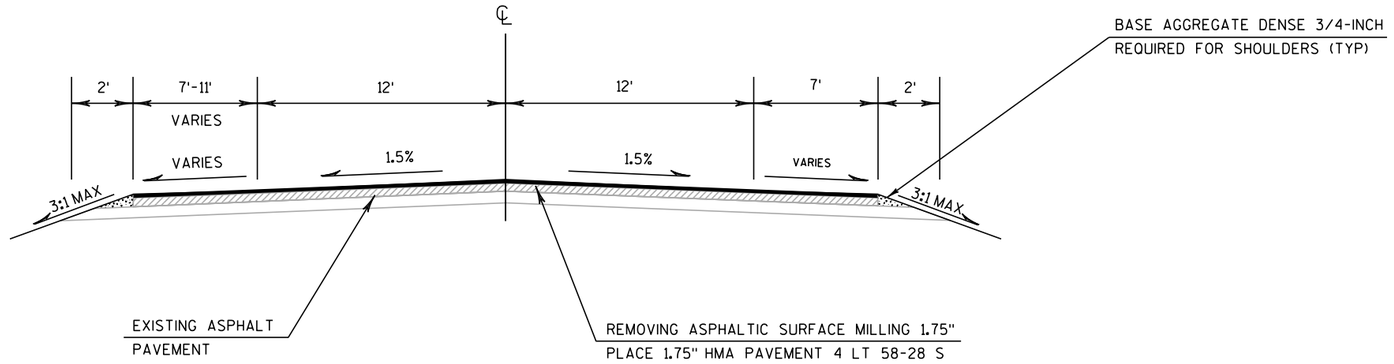
PROPOSED TYPICAL SECTION

STA 349+60 - STA 351+48
STA 354+00 - STA 358+90

NOTE: PAVED SHOULDERS TO BE PLACED IN TWO 1 3/4-INCH LAYERS.

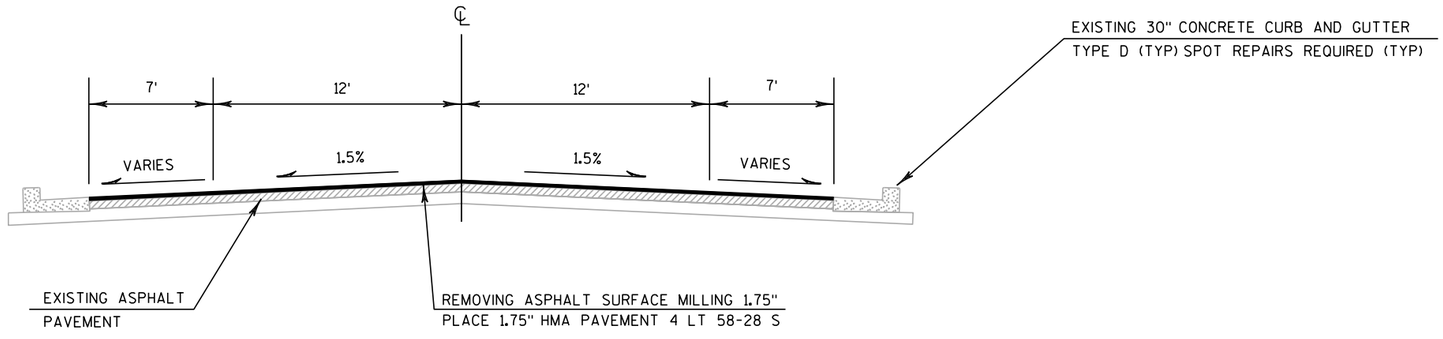
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



PROPOSED TYPICAL SECTION

STA 351+48 - STA 354+00

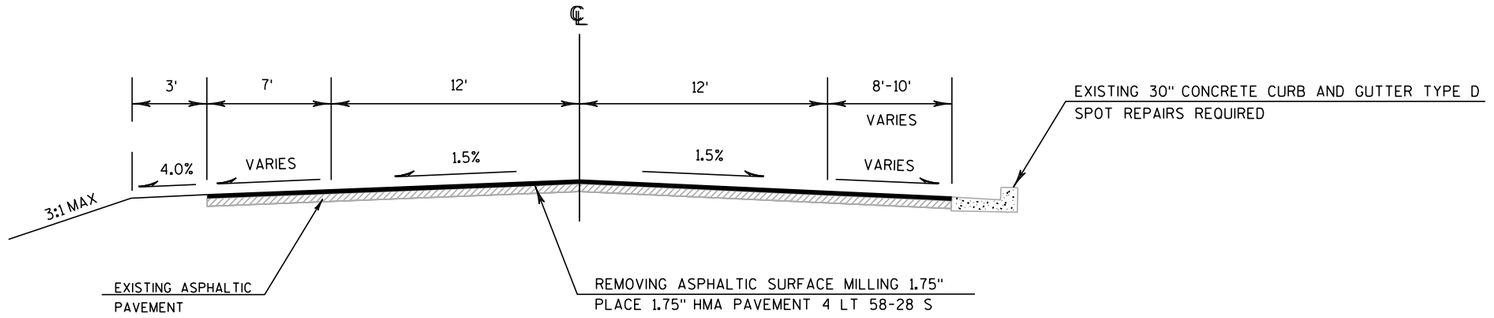


PROPOSED TYPICAL SECTION

STA 596+35 - STA 618+52
STA 728+00 - STA 742+33

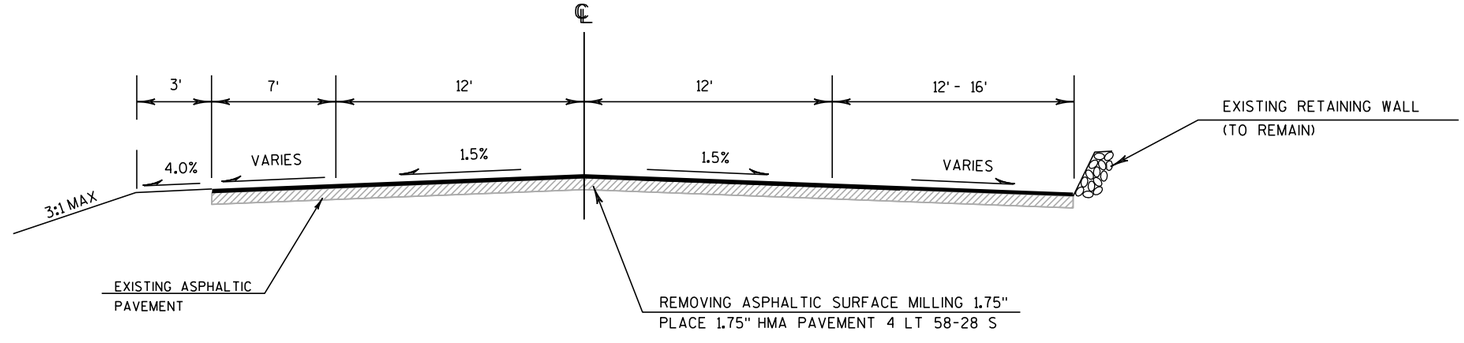
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



PROPOSED TYPICAL SECTION

STA 742+33 - STA 756+00

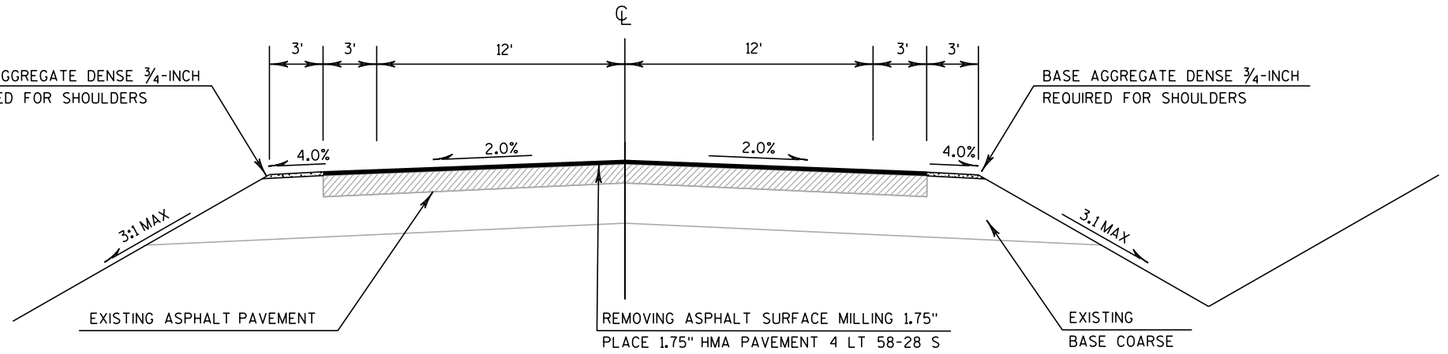


PROPOSED TYPICAL SECTION

STA 756+00 - STA 759+20

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

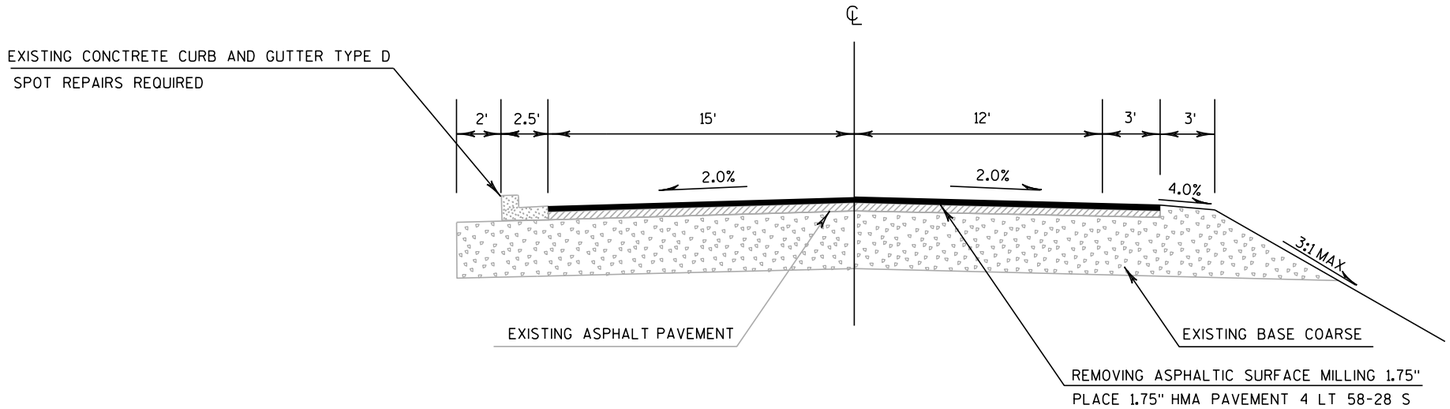
2



PROPOSED TYPICAL SECTION

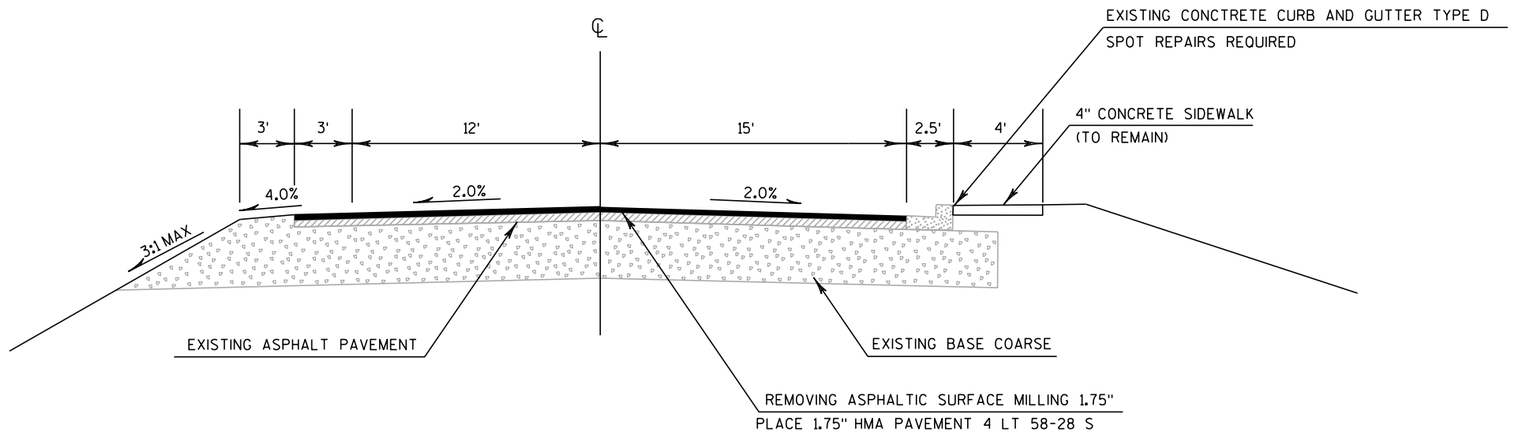
STA 792+00 - STA 798+40
STA 800+00 - STA 809+93

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E



PROPOSED TYPICAL SECTION

STA 798+40 - STA 800+00

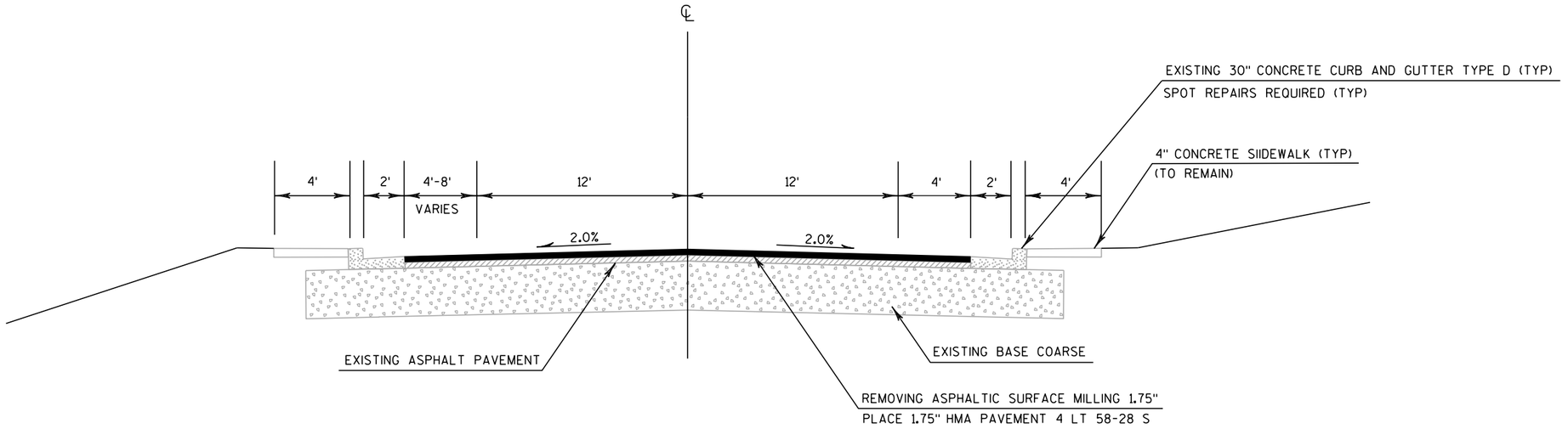


PROPOSED TYPICAL SECTION

STA 809+93 - STA 814+70

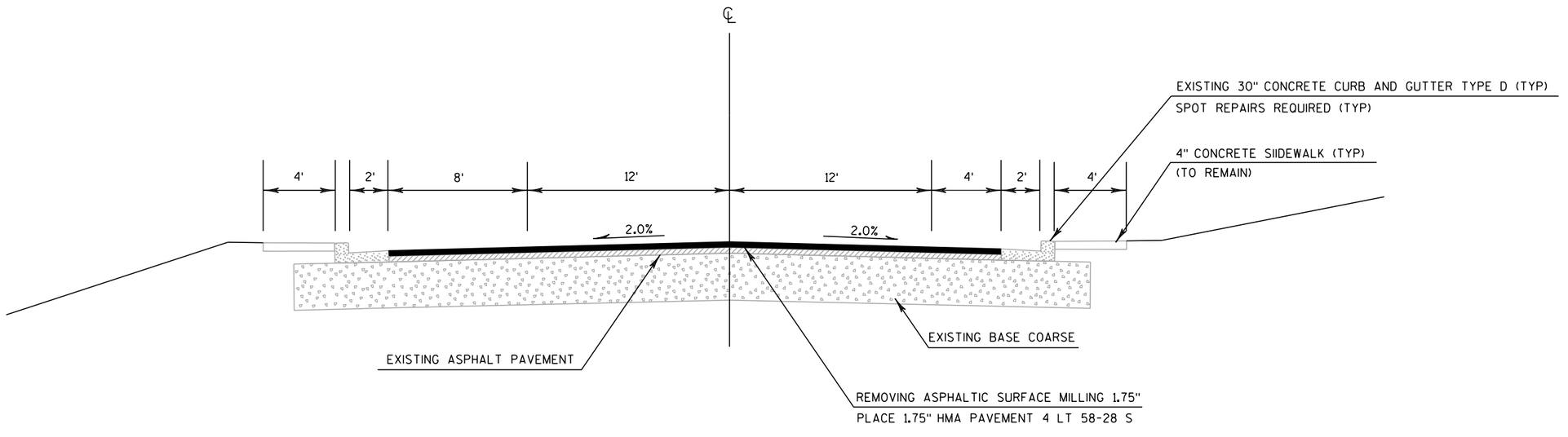
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



PROPOSED TYPICAL SECTION

STA 821+78 - STA 822+18 (10:1 TAPER LT)

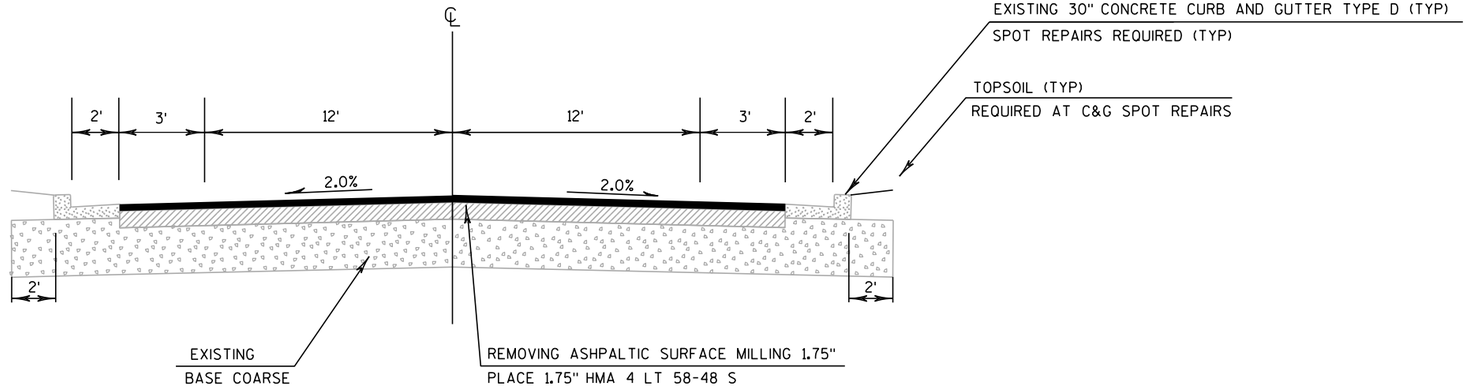


PROPOSED TYPICAL SECTION

STA 822+18 - STA 823+55

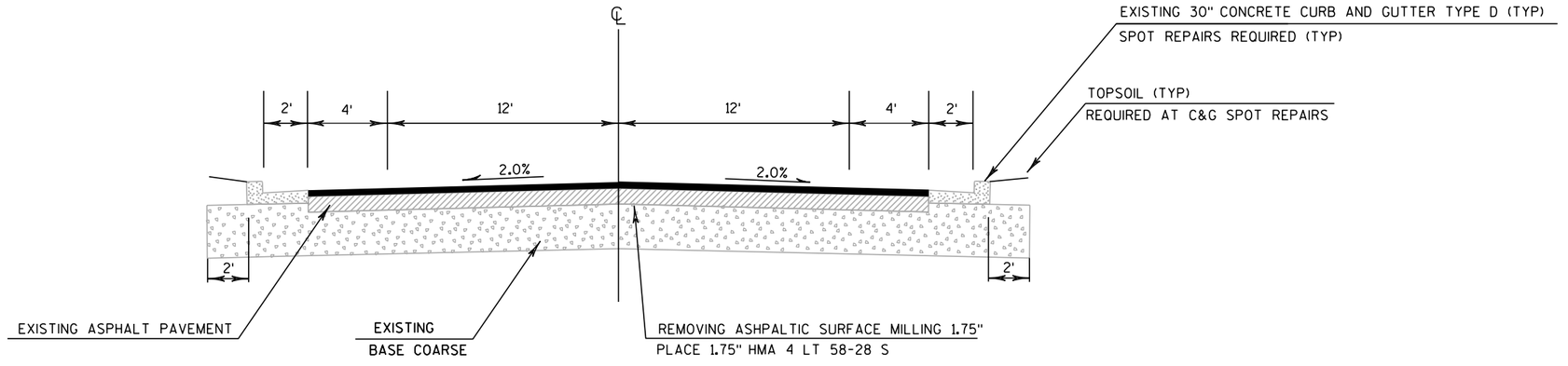
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E

2



PROPOSED TYPICAL SECTION

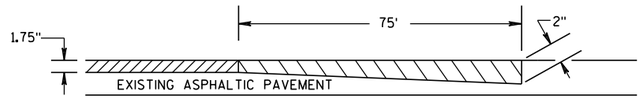
STA 829+01.57 - STA 858+60



PROPOSED TYPICAL SECTION

STA 814+70 - STA 821+78
STA 823+55 - STA 829+01.57
STA 858+60 - STA 879+00

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TYPICAL SECTION	SHEET	E



REMOVING ASPHALTIC SURFACE BUTT JOINT

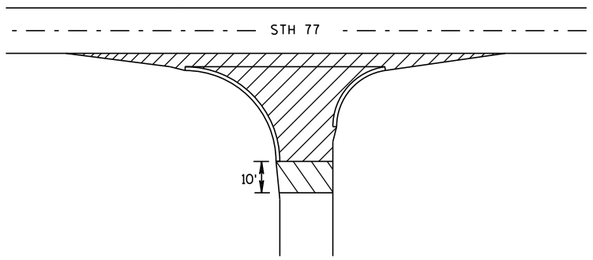
MAINLINE BUTT JOINT DETAIL

STA 324+00 - STA 324+78

REMOVING ASPHALTIC SURFACE BUTT JOINT

BUTT JOINT DETAIL

SIDE ROADS AND DRIVEWAYS

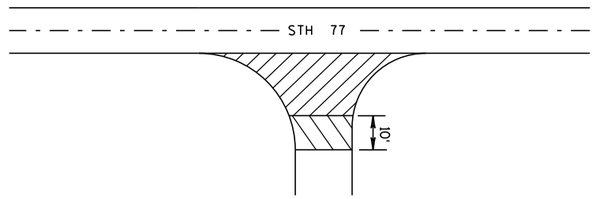


REMOVING ASPHALTIC SERVICE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINT

BUTT JOINT DETAIL

SIDE ROADS WITH CURB AND GUTTER

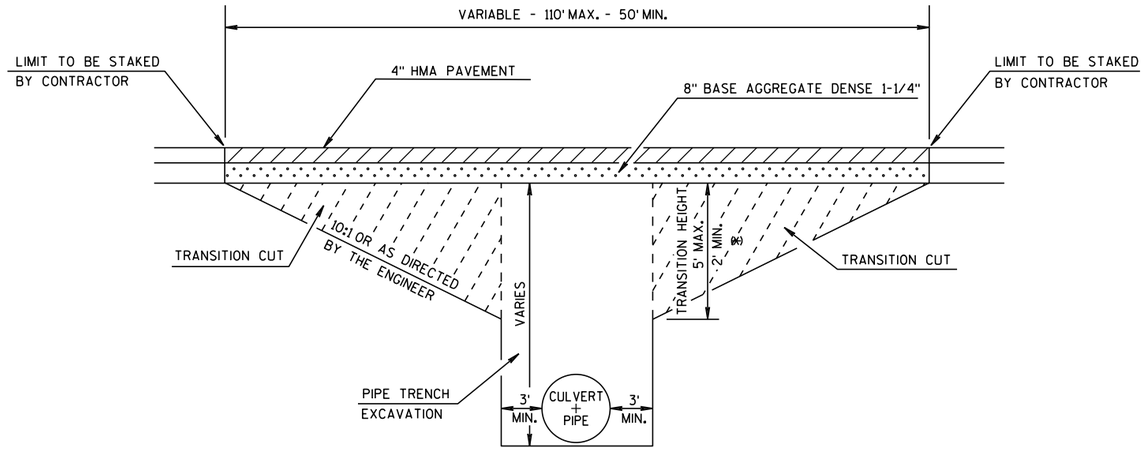


REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINT

BUTT JOINT DETAIL

PE'S AND CE'S



LOCATIONS	CULVERT ID #	SIZE	TRANSITION HEIGHT	LENGHT OF TRANSITION CUT	CUT VOLUME
STA 628+72	26-077-050	30"	4'	89'	240 CY
STA 764+88	26-077-057	24"	2'	50'	60 CY

CULVERT PIPE TRANSITION

TO BE COMPLETED AT ALL CULVERT PIPE REPLACEMENT LOCATIONS

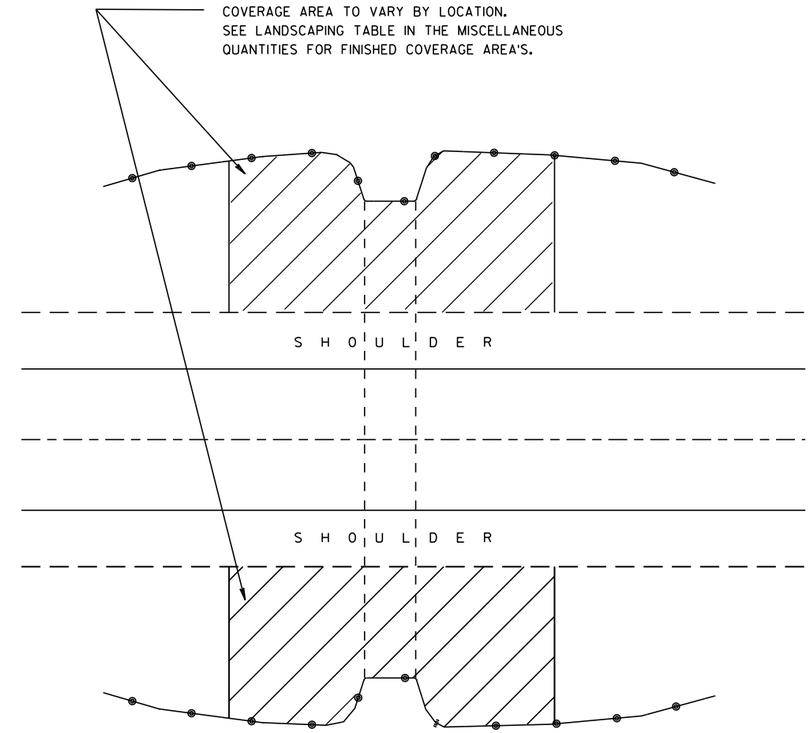
NOTE: REUSE MATERIAL REMOVED IN THE TRANSITION CUT AND PIPE TRENCH EXCAVATIONS AS BACKFILL UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER TO USE AS BACKFILL GRANULAR.

PIPE TRENCH EXCAVATION, EXCLUDING TRANSITION CUT IS CONSIDERED INCIDENTAL TO PIPE INSTALLATION. TRANSITION CUT WILL BE PAID FOR AS CULVERT PIPE TRANSITION.

TRANSITION CUT WIDTH WILL BE TO EDGE OF SHOULDER ON EACH SIDE OF CENTERLINE.

COMPLETE PIPE REPLACEMENT THROUGH ASPHALTIC SURFACE PATCHING PRIOR TO MILLING AND OVERLAYING THE EXISTING PAVEMENT.

Ø NOTE: IF ANY PART OF THE PIPE DIAMETER FALLS WITHIN THE TRANSITION HEIGHT THEN EXCAVATE THE TRANSITION CUT DOWN TO THE BOTTOM OF THE PIPE.

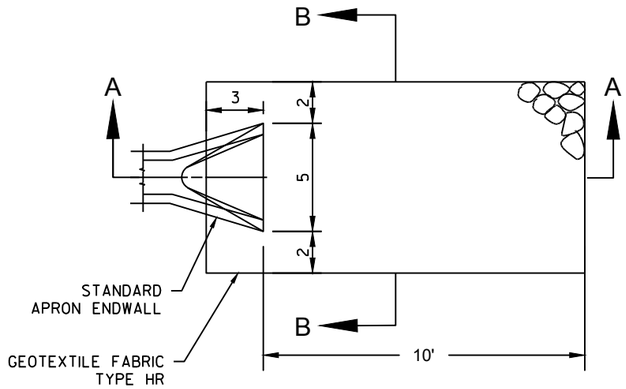


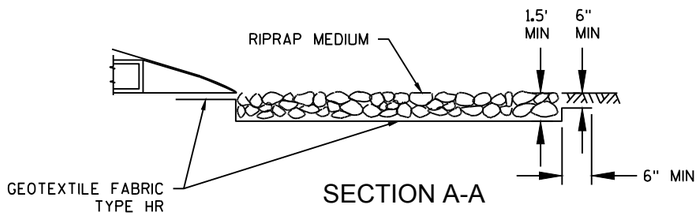
EROSION MAT, TOPSOIL, FERTILIZER & SEED

SILT FENCE

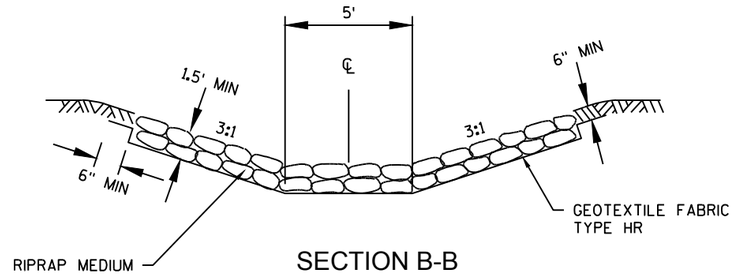
DETAIL FOR EROSION CONTROL

STA 628+72 LT/RT
STA 764+88 LT/RT





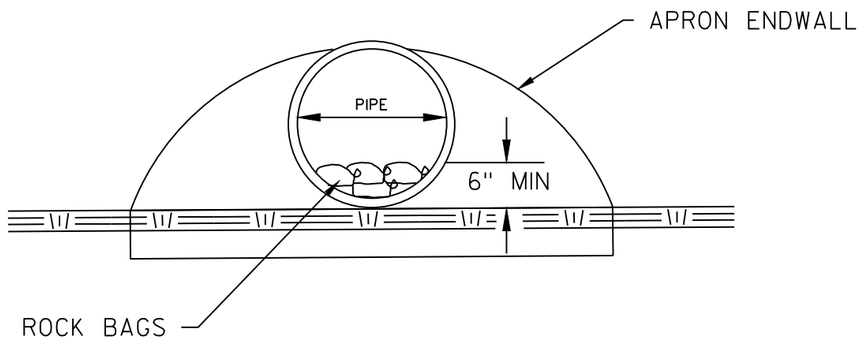
SECTION A-A



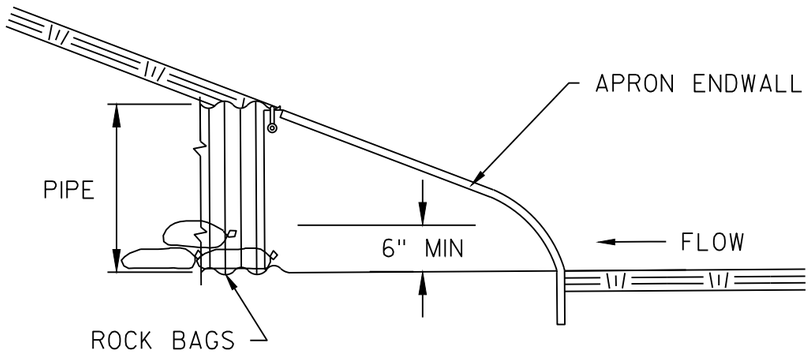
SECTION B-B

RIP RAP AND GEOTEXTILE FABRIC

STA 628+72 LT



END VIEW

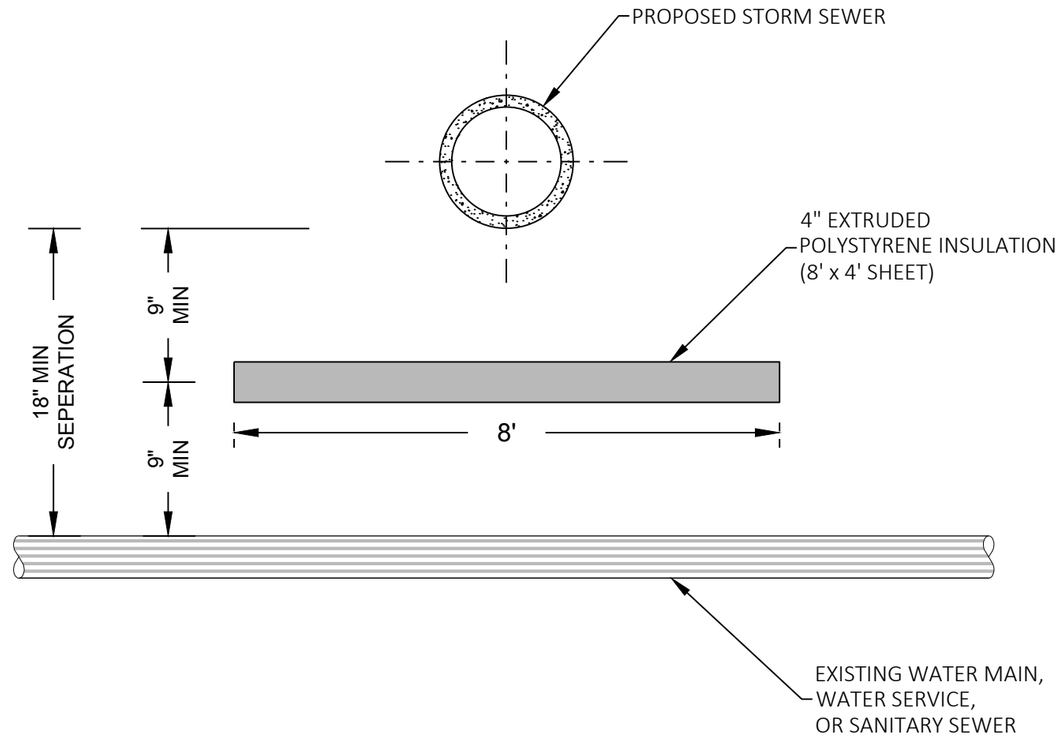


SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

2

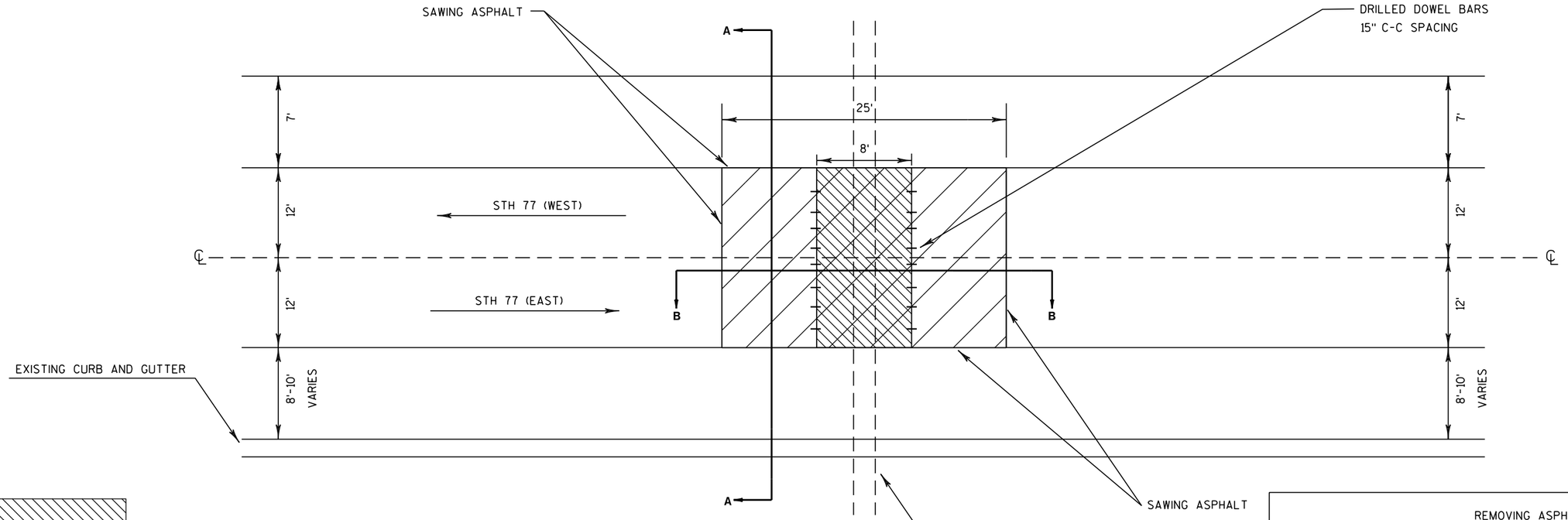


TYPICAL INSULATION DETAIL

STA 607+84, 22' LT
STA 607+85, 30' LT

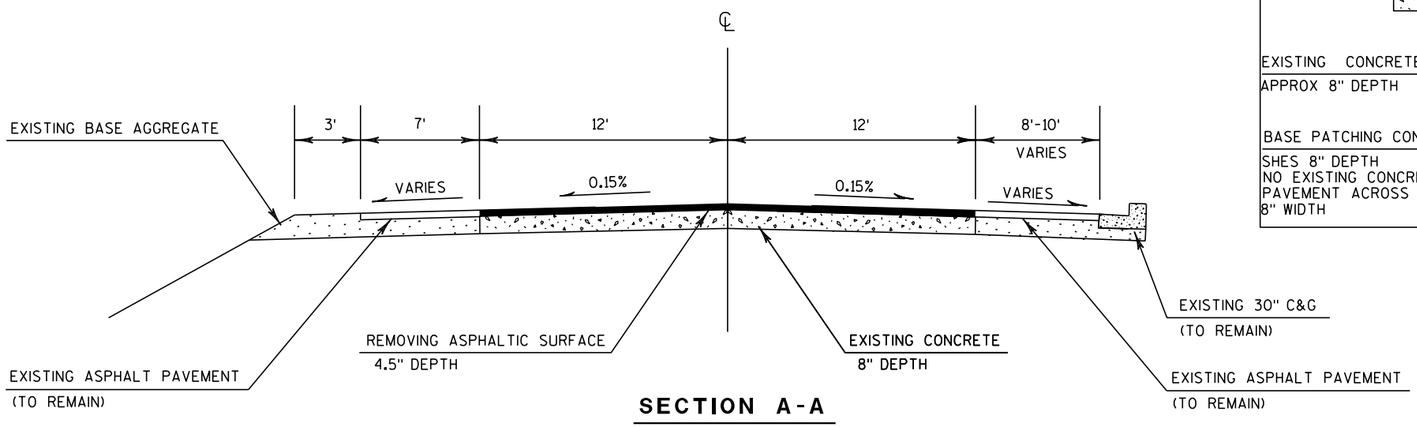
2

NOT TO SCALE

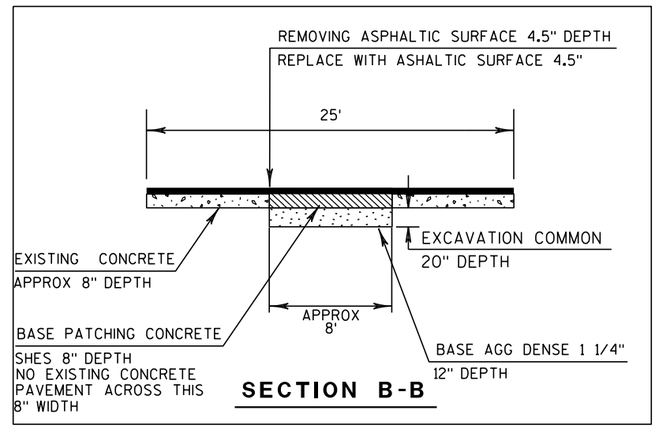


BASE PATCHING CONCRETE SHES

REMOVING ASPHALTIC SURFACE



SECTION A-A



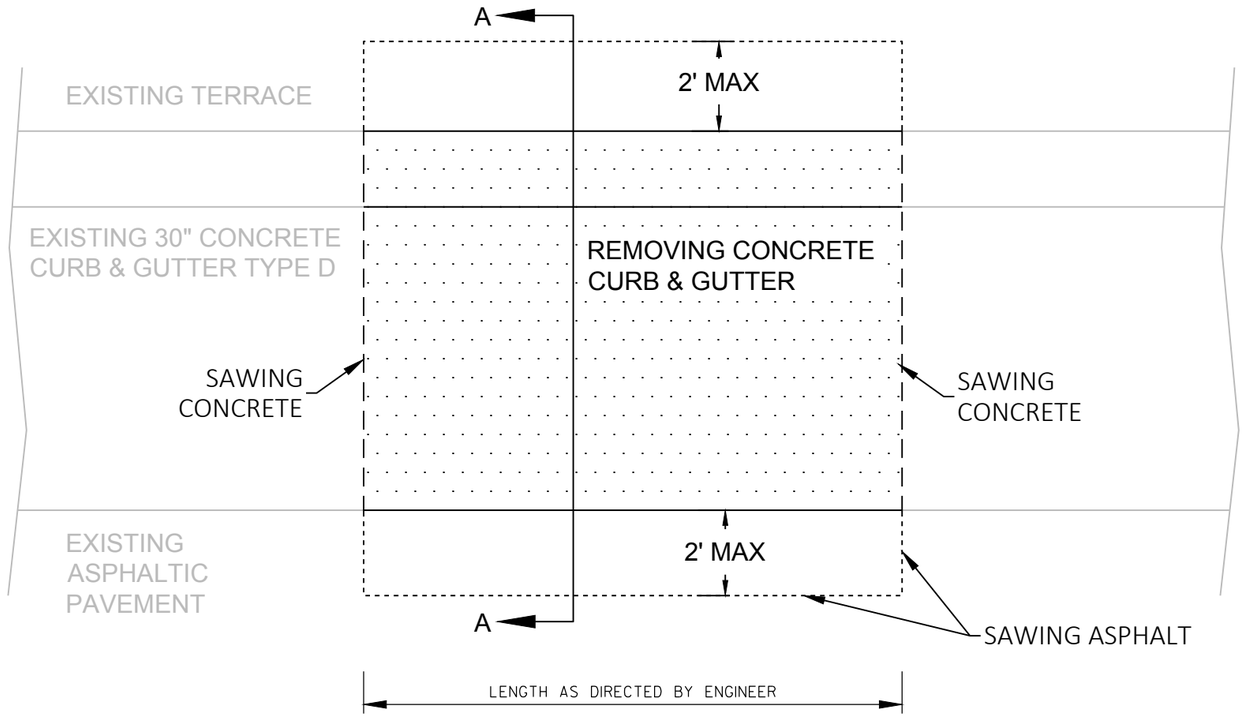
SECTION B-B

BASE PATCHING CONCRETE

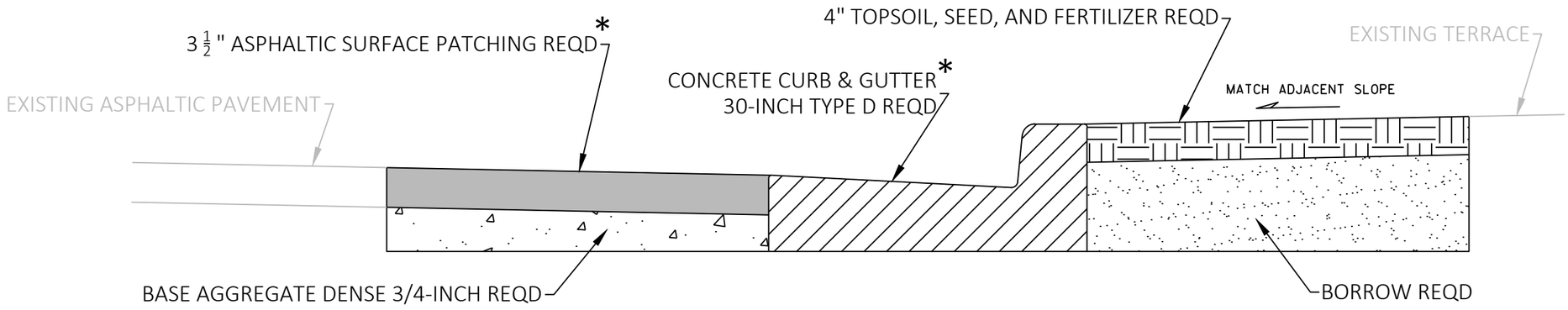
STA 745+34

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAIL	SHEET	E

2



PLAN VIEW



PROFILE VIEW

SECTION A-A

* - PLACE PRIOR TO ASPHALTIC MILLING AND HMA OVERLAY

DETAIL FOR CURB & GUTTER SPOT REPAIRS

N

EXISTING RIGHT OF WAY

342+85.99, -15.0' LT

343+61.28, -20.3' LT

343+86.28, -19.3' LT

344+11.25, -18.3' LT

15:1

15:1

250.0'

PC: 346+16.27

346+68.03, -18.3' LT

346+93.27, -19.3' LT

347+18.54, -20.3' LT

347+94.31, -15.0' LT

15:1

15:1

343+00

344+00

345+00

346+00

347+00

348+00

15:1

15:1

15:1

15:1

343+86.09, 15.0' RT

344+61.44, 20.3' RT

344+86.43, 19.3' RT

345+11.41, 18.3' RT

212.5'

347+29.08, 18.3' RT

347+53.79, 19.3' RT

347+78.54, 20.3' RT

348+53.35, 15.0' RT

FO

EXISTING RIGHT OF WAY

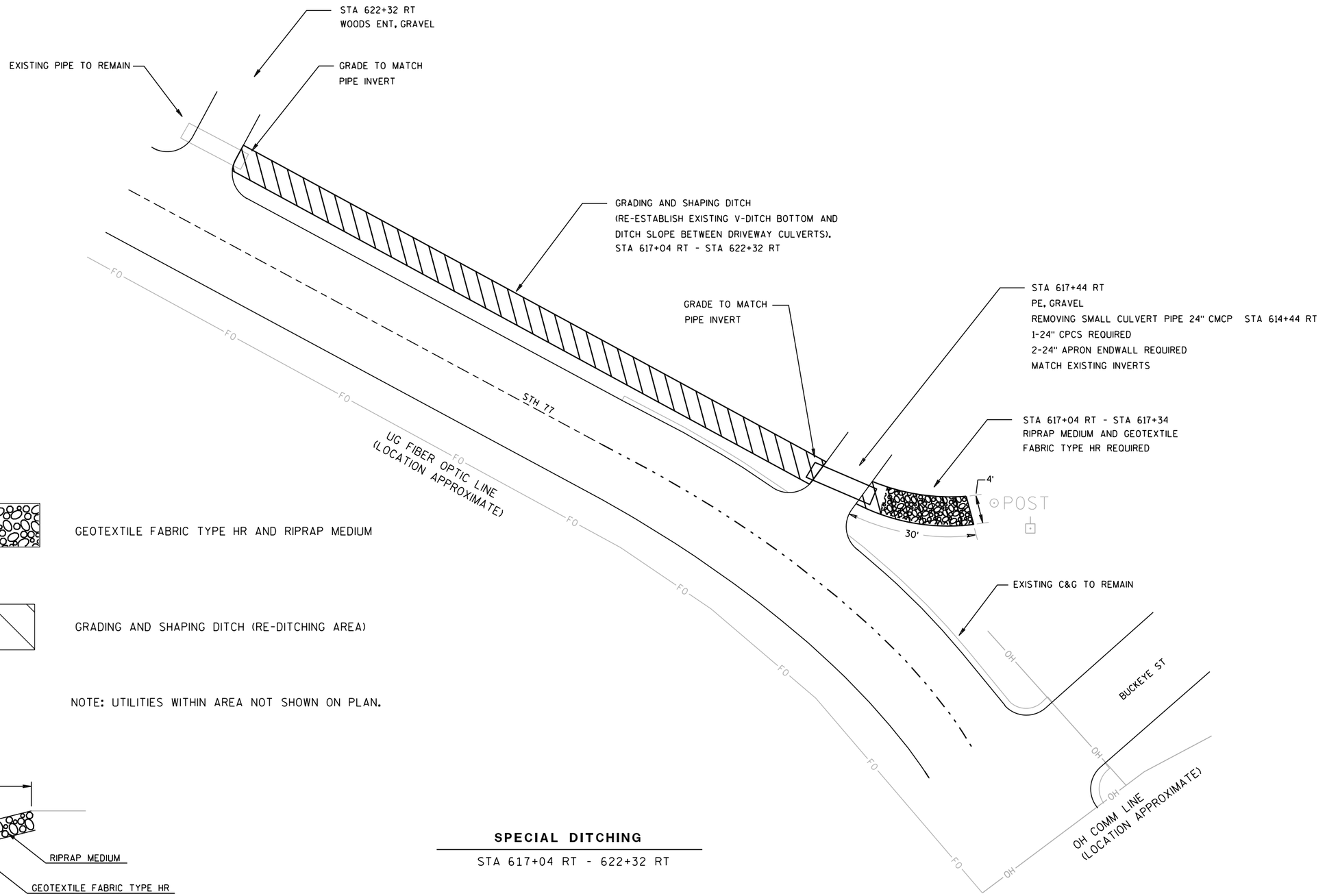
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	POTATO RIVER BEAMGUARD	SHEET 24	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\021006_CD.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

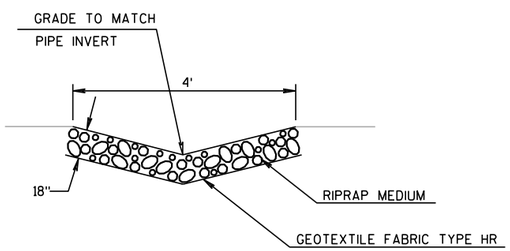
NOT TO SCALE



GEOTEXTILE FABRIC TYPE HR AND RIPRAP MEDIUM

GRADING AND SHAPING DITCH (RE-DITCHING AREA)

NOTE: UTILITIES WITHIN AREA NOT SHOWN ON PLAN.



SPECIAL DITCHING

STA 617+04 RT - 622+32 RT

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAIL SPECIAL DITCHING	SHEET	E

FILE NAME : N:\pds\project_id\9250-14-30-60 Mellen - Hurley STH77\Cadds\021008_cd.dgn PLOT DATE : 28-JUL-2016 14:03 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 200:1

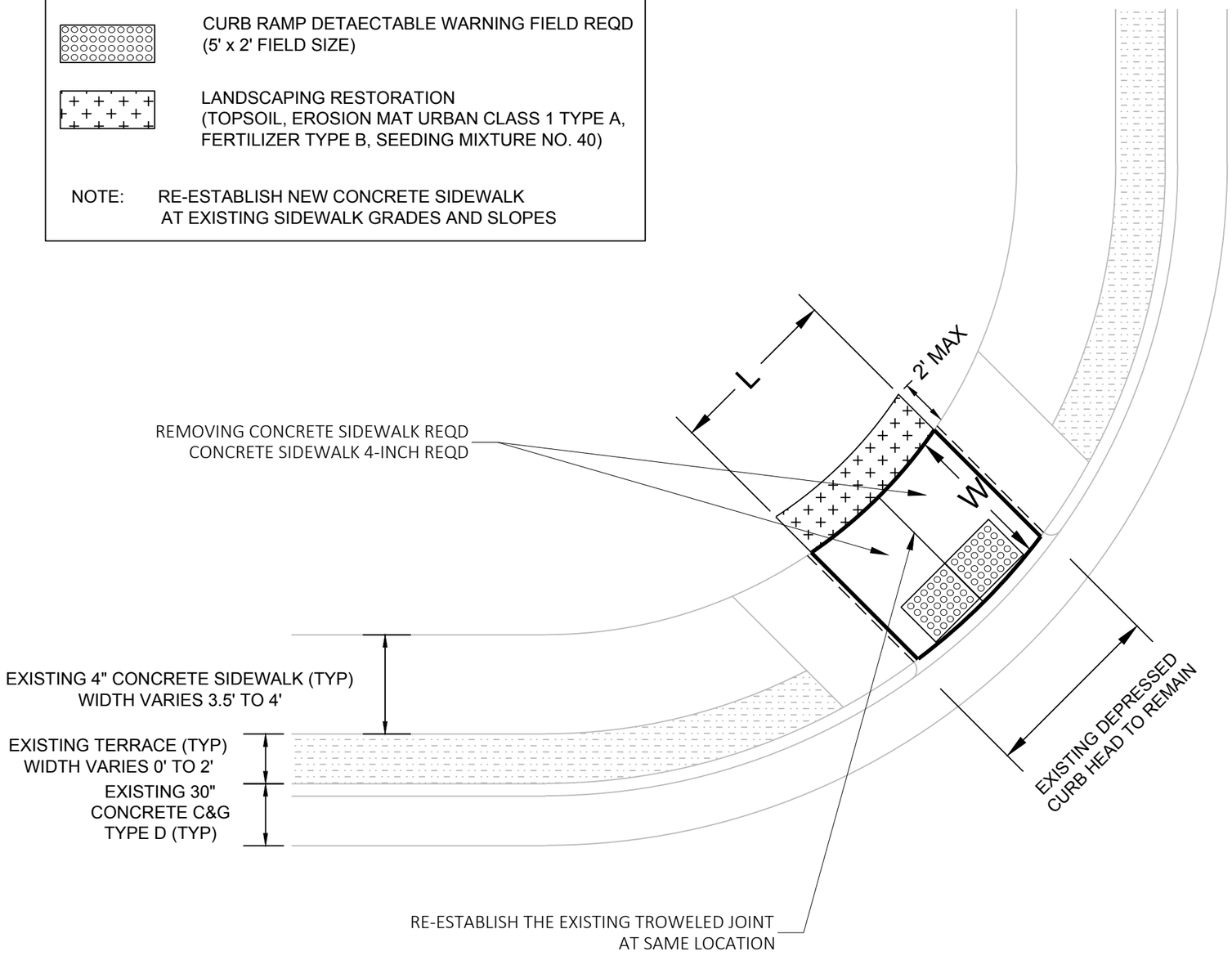
2

SAWING CONCRETE REQD
(AT EXISTING TROWELED JOINT)

CURB RAMP DETAECTABLE WARNING FIELD REQD
(5' x 2' FIELD SIZE)

LANDSCAPING RESTORATION
(TOPSOIL, EROSION MAT URBAN CLASS 1 TYPE A,
FERTILIZER TYPE B, SEEDING MIXTURE NO. 40)

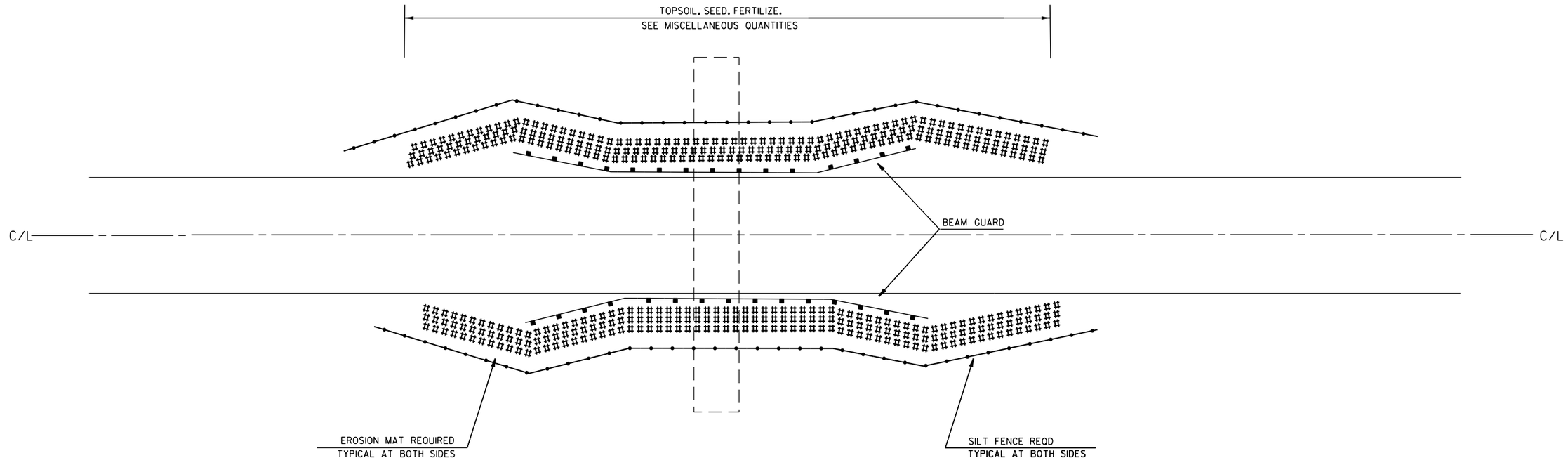
NOTE: RE-ESTABLISH NEW CONCRETE SIDEWALK
AT EXISTING SIDEWALK GRADES AND SLOPES



MONTREAL CURB RAMP REPLACEMENTS

LOCATION		L (LF)	W (LF)
ELM ST	SE QUADRANT	6.0	4.0
BESSEMER ST	SW QUADRANT	8.6	4.0
BESSEMER ST	SE QUADRANT	5.7	4.0
BESSEMER ST	NW QUADRANT	7.0	4.0
BESSEMER ST	NE QUADRANT	7.8	4.0
TEXAS AVE	SW QUADRANT	7.9	4.0
TEXAS AVE	SE QUADRANT	8.6	4.0
SAXON RD	NW QUADRANT	6.9	5.4
SAXON RD	NE QUADRANT	10.0	5.3
LAWRENCE ST	SW QUADRANT	9.4	5.3
LAWRENCE ST	SE QUADRANT	11.5	5.0
LAWRENCE ST	NW QUADRANT	12.0	5.6
LAWRENCE ST	NE QUADRANT	11.4	5.5
HAMILTON ST	SW QUADRANT	11.0	5.4
HAMILTON ST	SE QUADRANT	10.2	5.1
HAMILTON ST	NW QUADRANT	10.5	5.3
HAMILTON ST	NE QUADRANT	12.5	5.0
STRATFORD ST	NW QUADRANT	10.6	5.5
STRATFORD ST	NE QUADRANT	11.1	5.4
NUMBER 4 RD	SW QUADRANT	10.5	5.6
NUMBER 4 RD	SE QUADRANT	9.7	5.2
MONTREAL ST	SW QUADRANT	6.6	5.4
MONTREAL ST	SE QUADRANT	11.1	4.0
MONTREAL ST	NW QUADRANT	10.3	7.7
MONTREAL ST	NE QUADRANT	7.2	6.2
CITY HALL RD	SW QUADRANT	11.2	4.0
CITY HALL RD	SE QUADRANT	6.6	4.0
PLANT ST	NW QUADRANT	10.8	4.0

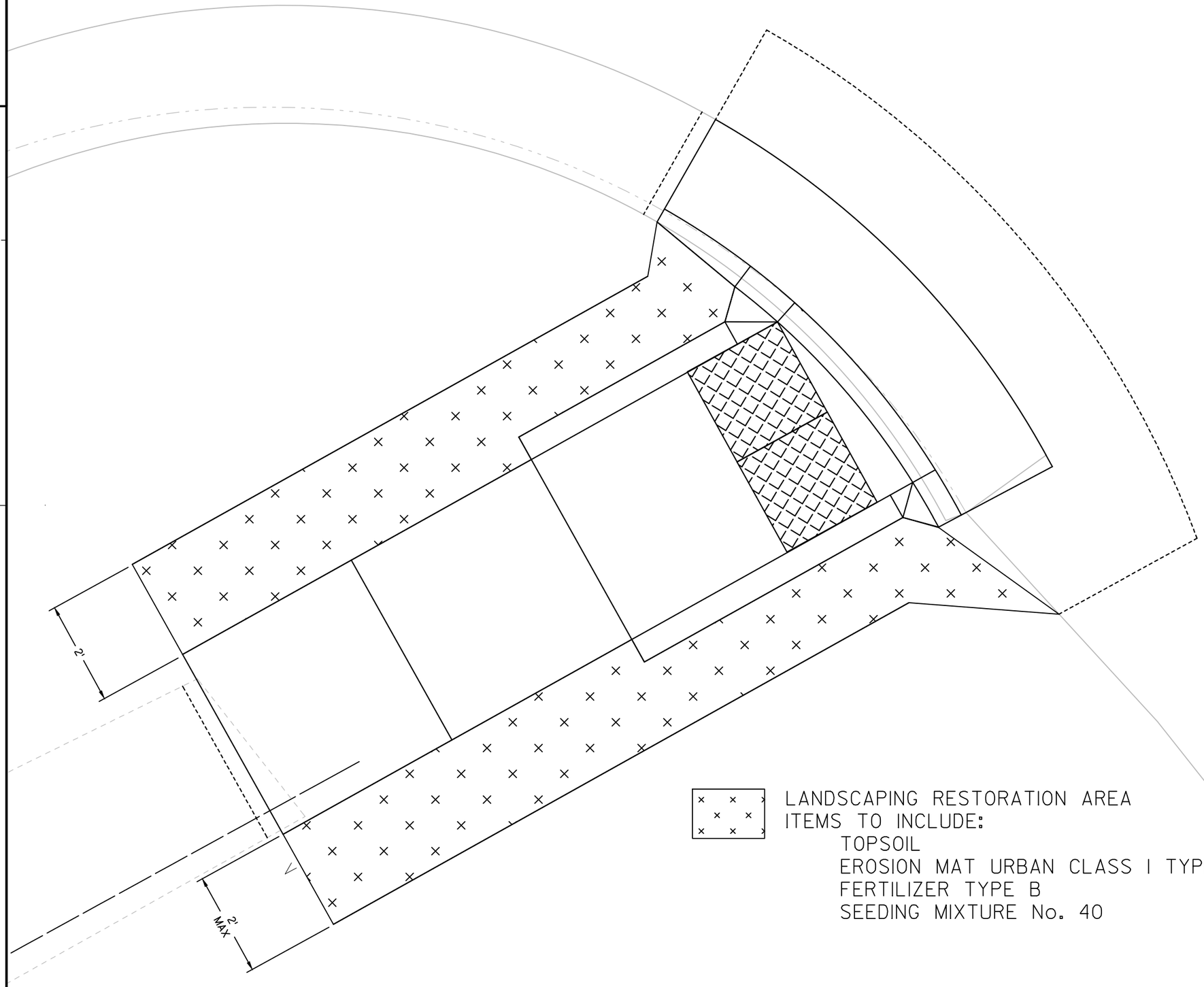
2



EROSION CONTROL

TYPICAL GUARDRAIL DETAIL

NOT TO SCALE.
FOR EROSION CONTROL AND GUARDRAIL LOCATIONS
SEE LINE DIAGRAM AND MISCELLANEOUS QUANTITIES.



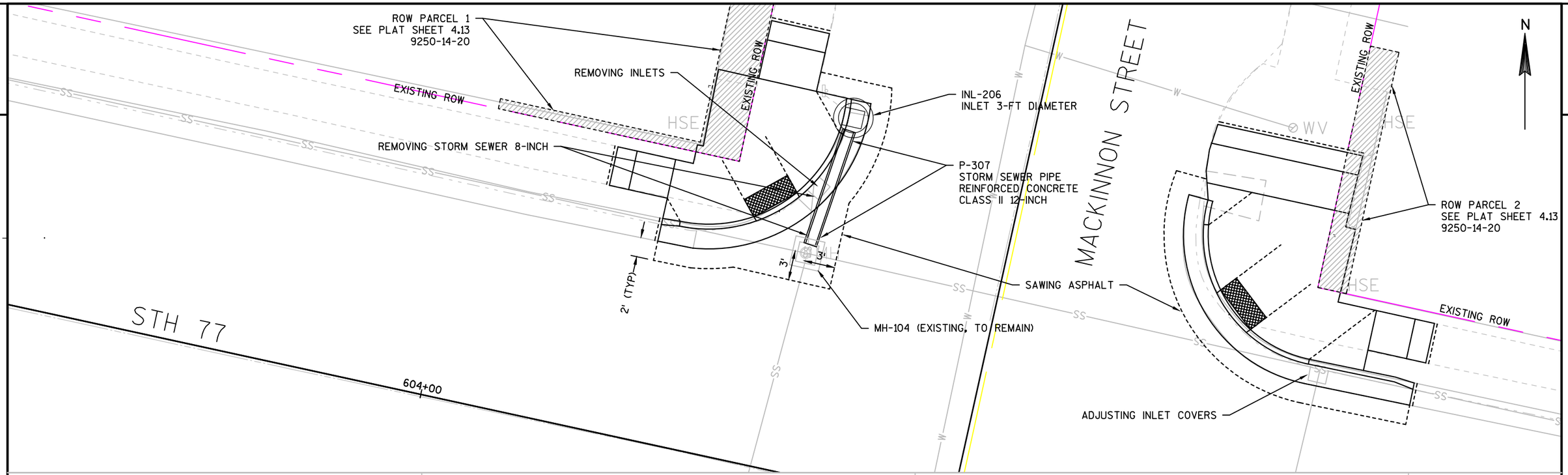
LOCATIONS

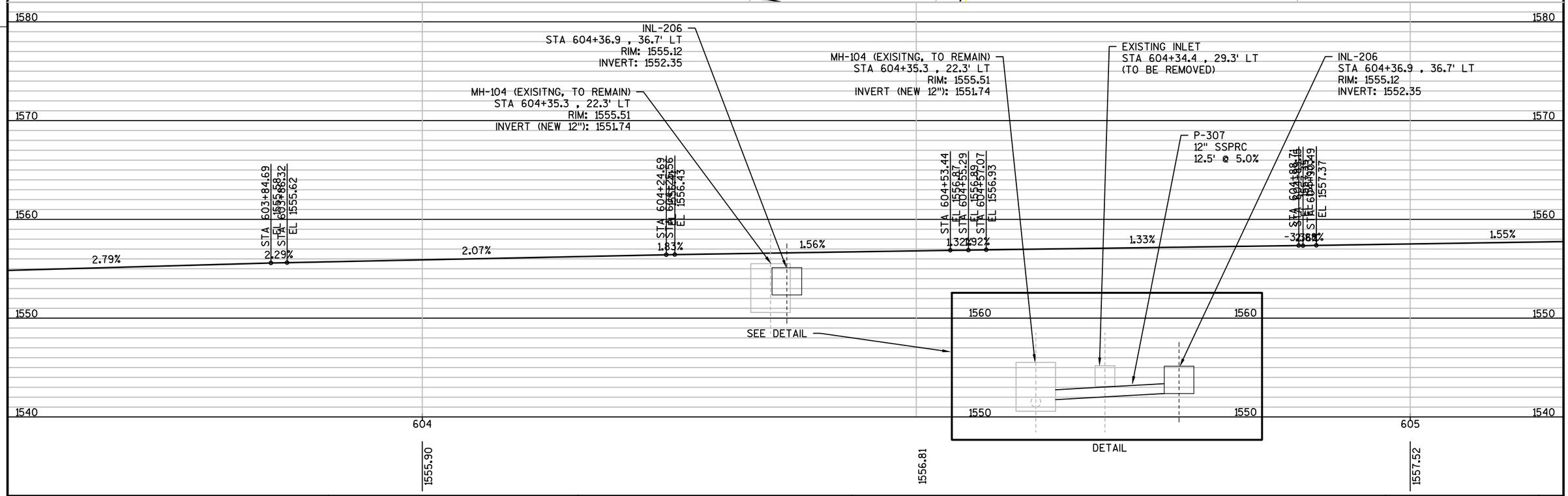
NE	CORRIGAN	ST	&	STH 77	IRONBELT
NW	MACKINNON	ST	&	STH 77	IRONBELT
NE	MACKINNON	ST	&	STH 77	IRONBELT
SW	MACKINNON	ST	&	STH 77	IRONBELT
SE	MACKINNON	ST	&	STH 77	IRONBELT
NW	ATLANTIC	ST	&	STH 77	IRONBELT
NE	ATLANTIC	ST	&	STH 77	IRONBELT
SW	ATLANTIC	ST	&	STH 77	IRONBELT
SE	ATLANTIC	ST	&	STH 77	IRONBELT
NW	JOHNSON	ST	&	STH 77	IRONBELT
SW	JOHNSON	ST	&	STH 77	IRONBELT
SW	OAK	ST	&	STH 77	PENCE
SE	OAK	ST	&	STH 77	PENCE
SW	HEMLOCK	ST	&	STH 77	PENCE
SE	HEMLOCK	ST	&	STH 77	PENCE
SW	SPRUCE	ST	&	STH 77	PENCE
SE	SPRUCE	ST	&	STH 77	PENCE
SW	LINDEN	ST	&	STH 77	PENCE
SE	LINDEN	ST	&	STH 77	PENCE
SW	MAPLE	ST	&	STH 77	PENCE
SE	MAPLE	ST	&	STH 77	PENCE
SW	CEDAR	ST	&	STH 77	PENCE
SE	CEDAR	ST	&	STH 77	PENCE
SW	BIRCH	ST	&	STH 77	PENCE
SE	BIRCH	ST	&	STH 77	PENCE

LANDSCAPING RESTORATION AREA
ITEMS TO INCLUDE:
TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE No. 40

N

PROJECT NO: 9250-14-30	HWY: IRON	COUNTY: IRON	EROSION CONTROL - CURB RAMPS	SHEET 28	E





PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 29	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_STORM-SEWER_PLAN-PROFILE.DWG
LAYOUT NAME - SS 1 IN 10 FT MacKinnon-South
PLOT DATE : 8/8/2016 9:31 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 41

2

2

N

STH 77

15

605+00

EXISTING ROW

11.3'

CONCRETE COLLARS FOR PIPE
(JOIN NEW 12" SS TO EXISTING 8" SS)

SAWING ASPHALT

RECONSTRUCTING INLETS

REMOVING STORM SEWER 8-INCH
REMOVE 8' LENGTH OR TO FIRST
AVAILABLE PIPE JOINT NORTH OF
EXISTING INLET

ROW PARCEL 3
SEE PLAT SHEET 4.14
9250-14-20

P-306
STORM SEWER PIPE
REINFORCED CONCRETE CLASS III 12-INCH

19.6'

REMOVING INLETS
CONCRETE FILLED

2' (TYP)

INL-205
INLET 3-FT DIAMETER

EXISTING ROW

MACKINNON STREET

HSE

EXISTING ROW

INL-205
STA 604+33.6 , 34.5' RT
RIM: 1556.10
INVERT: 1553.70

CONCRETE COLLARS FOR PIPE
STA 604+33.1 , 21.5' RT
INVERT: 1553.28

EXISTING INLET
STA 604+32.7 , 30.3' RT
(TO BE REMOVED)

INL-205
STA 604+33.6 , 34.5' RT
RIM: 1556.10
INVERT: 1553.70

P-306
12" SSPRC
12' @ 3.65%

CONCRETE COLLARS FOR PIPE
STA 604+33.1 , 21.5' RT
INVERT: 1553.28
CONNECT TO EXISITNG 8" SS PIPE
AT A POINT 8' NORTH OF EXISTING
INLET OR TO FIRST AVAILABLE
EXISTING PIPE JOINT

STA 603+84.69
EL 1555.62

STA 604+24.69
EL 1556.43

STA 604+53.44
EL 1556.93

STA 604+88.71
EL 1557.37

2.79%
2.29%
2.07%
1.83%
1.56%
1.32%
1.33%

SEE DETAIL

EXISTING 8" SS PIPE
CONNECTS TO EXISITING MH-104
AT A SLOPE OF 3.65%

DETAIL

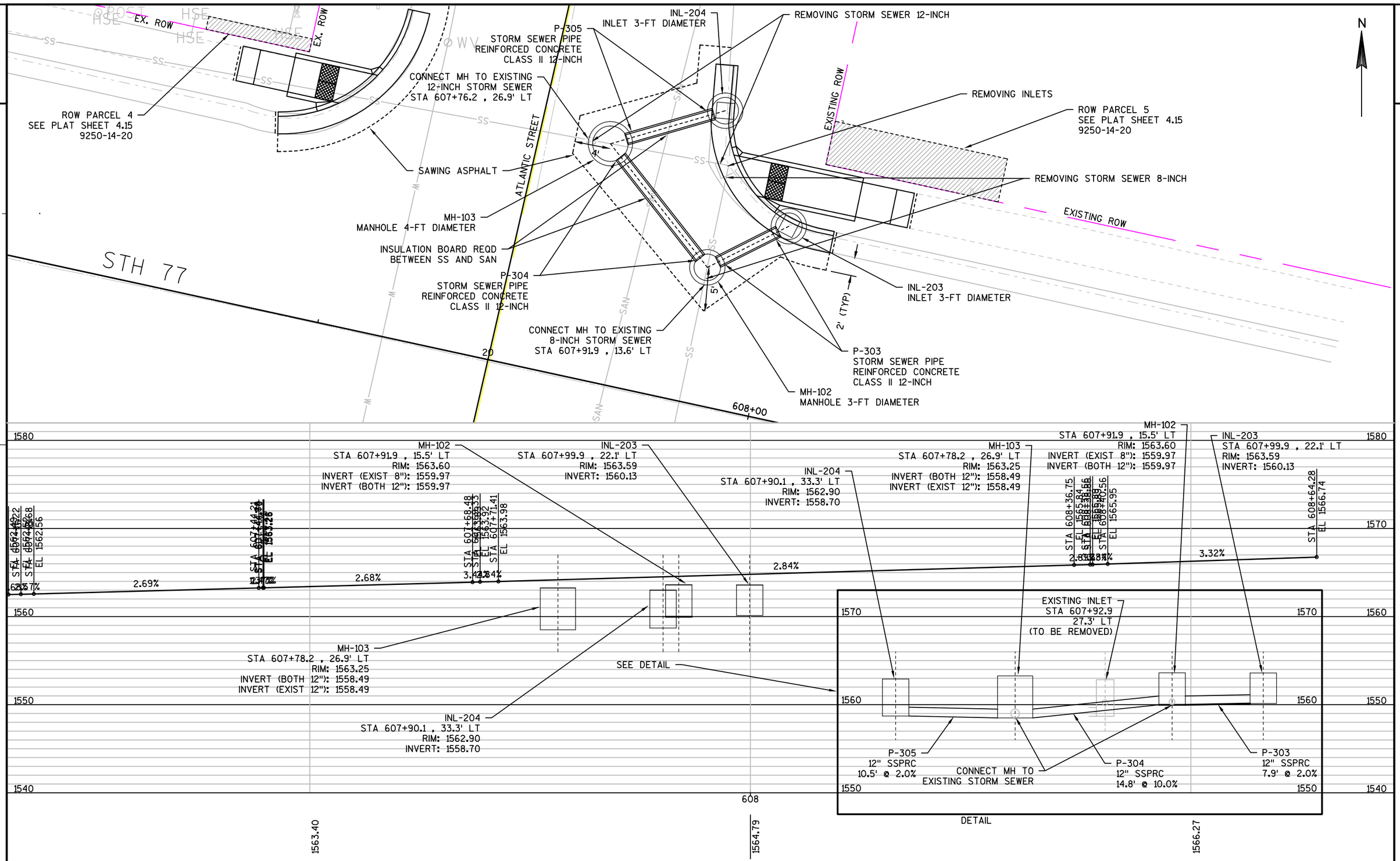
REMOVE EXISTING 8" SS PIPE,
8' LENGTH OR TO FIRST AVAILABLE
EXISTING PIPE JOINT NORTH OF EXISTING
INLET

1580
1570
1560
1550
1540

604
605

1554.62
1555.90
1556.81
1557.52

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 30	E



PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 31	E

2

N

608+00

CONNECT MH TO EXISTING
8-INCH STORM SEWER
STA 607+92 , 14.0' RT

MH-101
MANHOLE 4-FT DIAMETER

P-302
STORM SEWER PIPE
REINFORCED CONCRETE
CLASS II 12-INCH

REMOVING STORM SEWER 8-INCH

SAWING ASPHALT

P-301
STORM SEWER PIPE
REINFORCED CONCRETE
CLASS II 12-INCH

INL-202
INLET 3-FT DIAMETER

INL-201
INLET 3-FT DIAMETER

REMOVING INLETS

2' (TYP)

2' (TYP)

STH 77

ATLANTIC STREET

EXISTING ROW

EXISTING ROW

EXISTING ROW

EXISTING ROW

M

SAN

SS

OH

1580

1570

1560

1550

1540

EXISTING INLET
STA 607+92 , 26.6' RT
(TO BE REMOVED)

INL-201
607+88.9 , 30.4' RT
RIM: 1563.20
INVERT: 1560.45

MH-101
607+92.0 , 16.0' RT
RIM: 1563.82
INVERT (ALL 3 PIPES): 1560.21

INL-202
608+03.6 , 21.5' RT
RIM: 1563.64
INVERT: 1560.41

INL-201
607+88.9 , 30.4' RT
RIM: 1563.20
INVERT: 1560.45

MH-101
607+92.0 , 16.0' RT
RIM: 1563.82
INVERT (3 PIPES): 1560.21

INL-202
608+03.6 , 21.5' RT
RIM: 1563.64
INVERT: 1560.41

STA 607+15.79
EL 1562.56

STA 607+44.21
EL 1563.28

STA 607+68.48
EL 1563.92

STA 607+71.41
EL 1563.98

STA 608+36.75
EL 1565.84

STA 608+40.56
EL 1565.95

STA 608+64.28
EL 1566.74

2.69%

2.68%

2.84%

3.32%

SEE DETAIL

DETAIL

1560

1550

P-301
12" SSPRC
11.8' @ 2.0%

CONNECT MH TO EXISTING
8-INCH STORM SEWER
STA 607+92 , 14.0' RT

P-302
12" SSPRC
9.8' @ 2.0%

608

1563.40

1564.79

1566.27

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 32	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_STORM-SEWER_PLAN-PROFILE.DWG
LAYOUT NAME - SS 1 IN 10 FT Atlantic-South

PLOT DATE : 8/8/2016 9:33 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1" = 10'_XREF

2

STORM SEWER INFORMATION

MANHOLES AND INLETS

STRUCTURE NUMBER	STATION	OFFSET (*)	LOCATION ALONG STH 77	MANHOLE TYPE	INLET TYPE	COVER TYPE	GRATE ELEV. (**)	DEPTH (***)	REMARKS
INL-201	607+88.9	30.4' RT	S.E. ATLANTIC ST.	-	INLET 3-FT DIAMETER	A	1563.20	1560.45	
INL-202	608+03.6	21.5' RT	S.E. ATLANTIC ST.	-	INLET 3-FT DIAMETER	A	1563.64	1560.41	
MH-101	607+92.0	16.0' RT	S.E. ATLANTIC ST.	MANHOLE 4-FT DIAMETER	-	J	1563.82	1560.21	DEPTH TO INVERTS IS FOR ALL 3 PIPES
MH-102	607+91.9	15.5' LT	N.E. ATLANTIC ST.	MANHOLE 3-FT DIAMETER	-	J	1563.60	1559.97	DEPTH TO INVERTS IS FOR ALL 3 PIPES
INL-203	607+99.9	22.1' LT	N.E. ATLANTIC ST.	-	INLET 3-FT DIAMETER	A	1563.59	1560.13	
INL-204	607+90.1	33.3' LT	N.E. ATLANTIC ST.	-	INLET 3-FT DIAMETER	A	1562.90	1558.70	
MH-103	607+78.2	26.9' LT	N.E. ATLANTIC ST.	MANHOLE 4-FT DIAMETER	-	J	1563.25	1558.49	DEPTH TO INVERTS IS FOR ALL 3 PIPES
INL-205	604+33.6	34.5' RT	S.W. MACKINNON ST.	-	INLET 3-FT DIAMETER	A	1556.10	1553.70	
CONC. COLLAR	604+33.1	21.5' RT	S.W. MACKINNON ST.	-	-	-	-	1553.28	CONCRETE COLLARS FOR PIPE
INL-206	604+36.9	36.7' LT	N.W. MACKINNON ST.	-	INLET 3-FT DIAMETER	A	1555.12	1552.35	
MH-104	604+35.3	22.3' LT	N.W. MACKINNON ST.	EXISTING MANHOLE	-	EXISTING	1555.51	1551.74	DEPTH TO INVERT IS FOR NEW 12" SS (NORTH SIDE OF MH)

STORM SEWER

PIPE NUMBER	LOCATION FROM	LOCATION TO	INVERT ELEV. INLET	INVERT ELEV. DISCHARGE	SIZE (IN)	LENGTH (FT)	GRADE (%)	TYPE & CLASS
P-301	INL-201	MH-101	1560.45	1560.21	12	11.8	2.0	SSPRC CL II
P-302	INL-202	MH-101	1560.41	1560.21	12	9.8	2.0	SSPRC CL II
P-303	INL-203	MH-102	1560.13	1559.97	12	7.9	2.0	SSPRC CL II
P-304	MH-102	MH-103	1559.97	1558.49	12	14.8	10.0	SSPRC CL II
P-305	INL-204	MH-103	1558.70	1558.49	12	10.5	2.0	SSPRC CL II
P-306	INL-205	COLLAR	1553.70	1553.28	12	12.0	3.65	SSPRC CL III
P-307	INL-206	MH-104	1552.35	1551.74	12	12.5	5.0	SSPRC CL II

(*) OFFSETS ARE TO CENTER OF STRUCURE

(**) REFERRED TO AS "RIM" IN STORM SEWER PLAN,
GRATE ELEVATIONS FOR INLETS ARE TO FLOWLINE,
GRATE ELEVATIONS FOR MANHOLES ARE TO TOP OF LID

(***) DEPTH IS FROM GRATE ELEVATION TO INVERT ELEVATION

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_STORM-SEWER_PLAN-PROFILE.DWG
LAYOUT NAME - ****
PLOT DATE : 7/1/2015 8:57 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

2

BEGIN PROJECT 9250-14-60
STA. 324+00

1 STOP R1-1 30" X 30" ● ■ ▲ STA 324+87 LT
2 NO PASSING ZONE W14-3 48" X 36" ● ■ ▲ STA 326+11 LT
3A W11-6 30" X 30" ● ■ ▲ STA 328+22 RT
3B NO PASSING ZONE W14-3 48" X 36" ● ■ ▲ STA 328+22 RT
4 REDUCED SPEED AHEAD 35 M.P.H. ● ■ REMOVE STA 331+92 RT
5 SPEED LIMIT 55 ● ■ REMOVE STA 337+20 LT
6 SPEED LIMIT 35 ● ■ REMOVE STA 337+20 RT
7 UPSON UNINCORPORATED I2-3 54" X 24" ● ■ ▲ STA 337+72 RT
8 STOP R1-1 30" X 30" ● ■ ▲ STA 337+75 LT
9 SPEED LIMIT 35 W3-5 36" X 36" ▲ STA 340+00 RT
10 STOP R1-1 30" X 30" ● ■ ▲ STA 341+00 RT
11 JCT M2-1 21" X 15" 122 M1-6 24" X 24" J1-1 24" X 39" ● ■ ▲ STA 343+00 RT
12A SPEED LIMIT 55 R2-1 24" X 30" ▲ STA 345+00 LT
12B SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 345+12 RT
13 NORTH SOUTH 122 77 ● ■ REMOVE STA 346+20 RT
14 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 349+50 LT
15 STOP R1-1 30" X 30" ● ■ ▲ STA 350+00 LT
16 Hurley Saxon D1-2 54" x 30" ● ■ ▲ STA 350+00 RT
17 SPEED LIMIT 35 R2-1 24" X 30" ▲ 351+00 LT
18A SPEED LIMIT 35 ● ■ REMOVE STA 353+56 LT
18B WEST 77 M3-4 24" X 12" M1-6 24" X 24" J4-1 24" X 36" ● ■ ▲
19 NORTH 122 M3-1 24" X 12" M1-6 24" X 24" M6-1 21" X 21" J3-1 24" x 57" ● ■ ▲ STA 354+00 RT
20 STOP R1-1 36" x 36" ● ■ ▲ STA 354+11 LT
21A EAST 77 WEST 77 M3-2 24" X 12" M3-4 24" X 12" M1-6 24" X 24" M1-6 24" X 24" M6-1 21" X 21" M6-1 21" X 21" J3-2 48" X 57"
21B W1-7 48" X 24" ● ■ ▲ STA 354+11 RT
22A WEST 77 NORTH 122 ● ■ REMOVE STA 355+11 LT
22B NORTH M3-1 24" X 12" 122 M1-6 24" X 24" → M6-1 21" X 21" J3-1 24" X 57" ▲ STA 355+11 LT
23 EAST M3-2 24" X 12" 77 M1-6 24" X 24" J4-1 24" X 36" ● ■ ▲ STA 355+68 RT
24 Mellon Saxon D1-2 54" x 30" ● ■ ▲ STA 356+73 LT
25 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 357+26 RT
26 STOP R1-1 30" X 30" ● ■ ▲ STA 357+92 LT
27 NO LONGER EXISTS
28 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 358+84 LT
29 JCT M2-1 21" X 15" 122 M1-6 24" X 24" J1-1 24" X 39" ● ■ ▲ STA 359+90 LT
30 STOP R1-1 30" X 30" ● ■ ▲ STA 361+79 LT
31A UPSON UNINCORPORATED I2-3 54" X 24" ● ■ ▲ STA 364+65 LT
31B SPEED LIMIT 35 ● ■ REMOVE
32 SPEED LIMIT 55 R2-1 24" X 30" ● ■ ▲ STA 364+65 RT
33 SPEED LIMIT 35 R2-1 24" X 30" ▲ STA 367+00 LT
34 REDUCED SPEED AHEAD 35 M.P.H. ● ■ REMOVE STA 370+52 LT
35 SPEED LIMIT 35 W3-5 36" X 36" ▲ STA 372+00 LT

STA 320+00
STA 325+00
STA 330+00
STA 335+00
STA 340+00
STA 345+00
STA 350+00
STA 355+00
STA 360+00
STA 365+00
STA 370+00
STA 375+00
STA 380+00
STA 325+00 UPSON LAKE RD
PC 333+27
STA 337+75 LOVERS LA
PT 338+94
STA 341+00 O BRIAN LAKE RD
Potato River
PC 346+87
STA 347+50 WOODS PE
PT 378+03
STA 350+31 HOYT ST
STA 351+47 TRAIN LOADING CE
STA 352+00 PE
STA 353+05 TURNOUT
STA 354+11 STH 122
STA 357+92 MOORE AVE
STA 361+79 SESSIONS AVE
PC 363+83

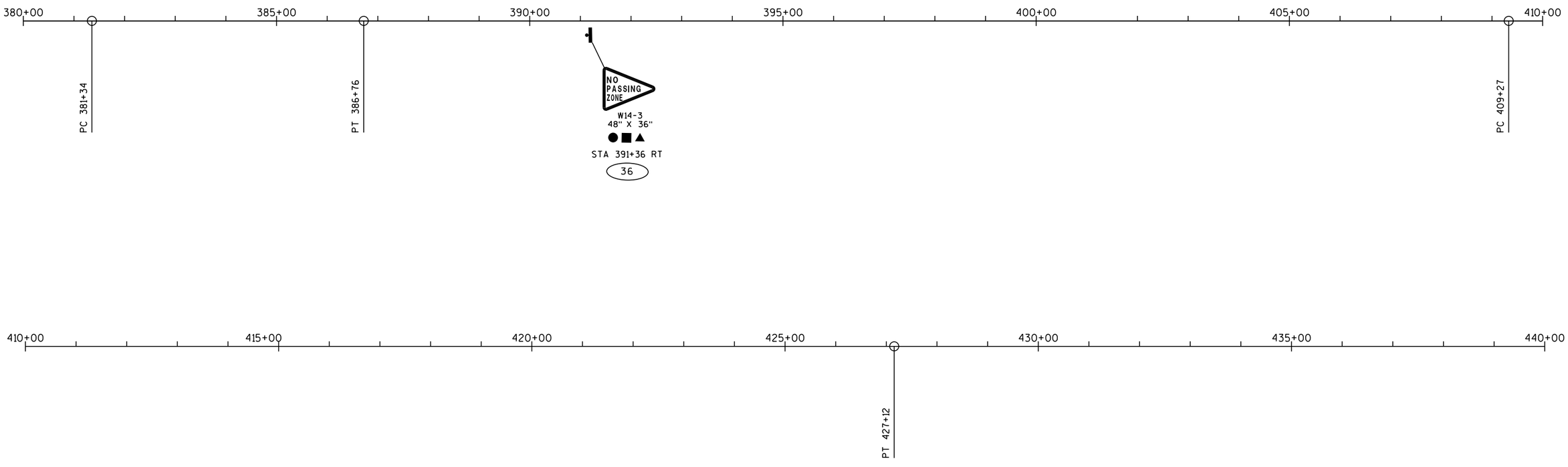
KEY

- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
- ⊢ SIGNS ON DOUBLE SUPPORT
- ⊣ SIGNS ON SINGLE SUPPORT

✳ PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMENANT SIGNING	SHEET	E

2



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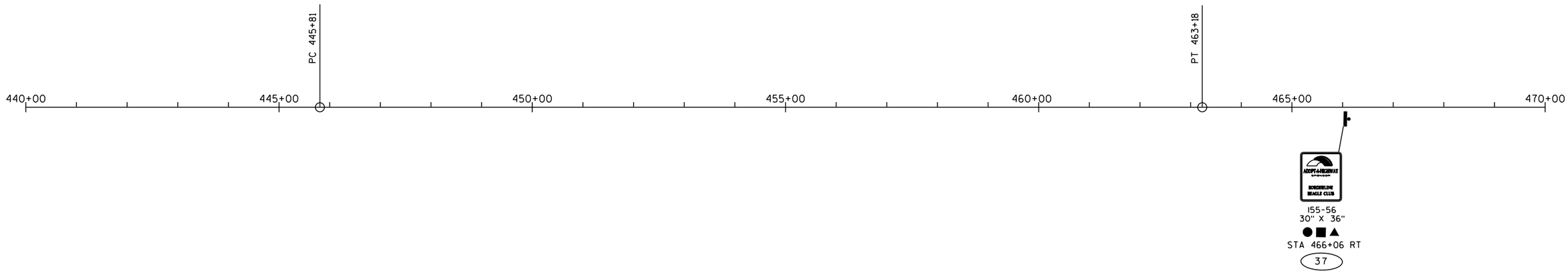
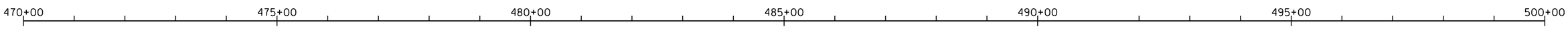
- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\pds\project_id\9250-14-30-60 Mellen - Hurley STH77\Cadds\023202_ps.dgn PLOT DATE : 20-JUN-2016 12:40 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

2





KEY

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- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
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PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

2

500+00 505+00 510+00 515+00 520+00 525+00 530+00

ROAD TO
WEBER LK
County Park
1 MILE

D7-68
60" X 42"
● ■ ▲
STA 521+08 RT
38

530+00 535+00 540+00 545+00 550+00 555+00 560+00

KEY

- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
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PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

KEY

- ● REMOVING SIGNS TYPE 2
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2

43 SPEED LIMIT 55 ● ■ REMOVE STA 570+04 LT

44 WEST M3-4 24" X 12" / 77 M1-6 24" X 24" J4-1 24" X 36" ● ■ ▲ STA 571+63 LT

46 ADOPT-A-HIGHWAY BORDERLINE EAGLE CLUB I55-56 30" X 36" ▲ STA 573+00 LT

48 77 M1-6 24" X 24" / M6-4 21" X 21" J13-1 24" X 45" ● ■ ▲ STA 575+16 LT

50 STOP R1-1 36" X 36" ● ■ ▲ STA 575+33 LT

52 COUNTY E M1-5A 24" X 24" / M6-1 21" X 21" J13-1 24" X 45" ▲ STA 575+75 LT

STA 575+33 CTH E

53 COUNTY E M1-5A 24" X 24" / M6-1 21" X 21" ● ■ REMOVE STA 576+25 LT

54 ADOPT-A-HIGHWAY BORDERLINE EAGLE CLUB ● ■ REMOVE STA 576+89 LT

57 SPEED LIMIT 55 R2-1 24" X 30" ▲ STA 578+00 LT

60 NO PASSING ZONE W14-3 48" X 36" ● ■ ▲ STA 580+01 LT

61 WEBER LK County Park D7-68R 60" X 36" ● ■ ▲ STA 581+05 LT

62 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 582+19 LT

64 JCT M2-1 21" X 15" / COUNTY E M1-5A 24" X 24" J1-1 24" X 39" ● ■ ▲ STA 583+24 LT

65 W1-6 48" X 24" ● ■ ▲ STA 584+30 LT

560+00 565+00 570+00 575+00 580+00 585+00 590+00

39 SPEED LIMIT 35 ● ■ REMOVE STA 563+33 RT

40 JCT M2-1 21" X 15" / COUNTY E M1-5A 24" X 24" J1-1 24" X 39" ● ■ ▲ STA 563+71 RT

41 WEBER LAKE County Park D7-68L 60" X 36" ▲ STA 567+73 RT

EXISTING TO REMAIN WHITECAP MT 3 SKYE GOLF STA 569+73 RT

42 SPEED LIMIT 35 ● ■ REMOVE STA 570+04 RT

45 E D9-2 24" X 24" / M6-1 21" X 21" ● ■ REMOVE STA 572+16 RT

47 SPEED LIMIT 35 W3-5 36" X 36" ▲ STA 573+00 RT

49 COUNTY E M1-5A 24" X 24" / M6-1 21" X 21" J13-1 24" X 45" ▲ STA 575+16 RT

51 ADOPT-A-HIGHWAY HURLEY EDU ASSOC ● ■ REMOVE STA 575+33 RT

STA 577+41 OLD 77 RD

55 STOP R1-1 30" X 30" ● ■ ▲ STA 577+41 RT

56 EAST 77 ● ■ REMOVE STA 577+93 RT

58 SPEED LIMIT 35 R2-1 24" X 30" ▲ STA 578+00 RT

59 EAST M3-2 24" X 12" / 77 M1-6 24" X 24" J4-1 24" X 36" ▲ STA 580+00 RT

PC 582+33

63A SPEED LIMIT 35 ● REMOVE

63B Iron Belt UNINCORPORATED I2-3 54" X 24" ● ■ ▲ STA 582+19 RT

66 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 589+05 RT

67 STOP R1-1 30" X 30" ● ■ ▲ STA 590+46 LT

STA 590+56 LAGOON RD

69 STOP R1-1 30" X 30" ● ■ ▲ STA 594+50 LT

STA 594+50 OLD HWY 77 RD

72 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 598+56 LT

73 STOP R1-1 30" X 30" ● ■ ▲ STA 601+55 LT

STA 601+55 CORRIGAN ST

75 STOP R1-1 30" X 30" ● ■ ▲ STA 604+55 LT

STA 604+55 MCKINNON ST

78 STOP R1-1 30" X 30" ● ■ ▲ STA 607+69 LT

STA 607+69 ATLANTIC ST

80 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 608+06 LT

81 STOP R1-1 30" X 30" ● ■ ▲ STA 610+85 LT

STA 610+85 JOHNSON ST

84 SPEED LIMIT 35 R2-1 24" X 30" ▲ STA 614+40 LT

POWER POLE LT

PC 615+28

PT 617+97

87 ROAD TO WEBER LK County Park 1 MILE D7-68 60" X 42" ● ■ ▲ STA 619+15 LT

590+00 595+00 600+00 605+00 610+00 615+00 620+00

68 STOP R1-1 30" X 30" ● ■ ▲ STA 590+66 RT

STA 590+53 NORTH RD

70 STOP R1-1 30" X 30" ● ■ ▲ STA 594+50 RT

STA 594+50 OLD HWY 77 RD

PT 594+84

71 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 598+03 RT

POWER POLE

74 STOP R1-1 30" X 30" ● ■ ▲ STA 601+55 RT

STA 601+55 JACKSON ST

76 STOP R1-1 30" X 30" ● ■ ▲ STA 604+55 RT

STA 604+55 MCKINNON ST

77 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 605+95 RT

79 STOP R1-1 30" X 30" ● ■ ▲ STA 607+69 RT

STA 607+69 ATLANTIC ST

82 STOP R1-1 30" X 30" ● ■ ▲ STA 610+85 RT

STA 610+85 JOHNSON ST

83 SPEED LIMIT 35 R2-1 24" X 30" ● ■ ▲ STA 611+76 RT

85 STOP R1-1 30" X 30" ● ■ ▲ STA 614+95 RT

STA 614+95 BUCKEYE ST

86 W1-6 48" X 24" ● ■ ▲ STA 616+51 RT

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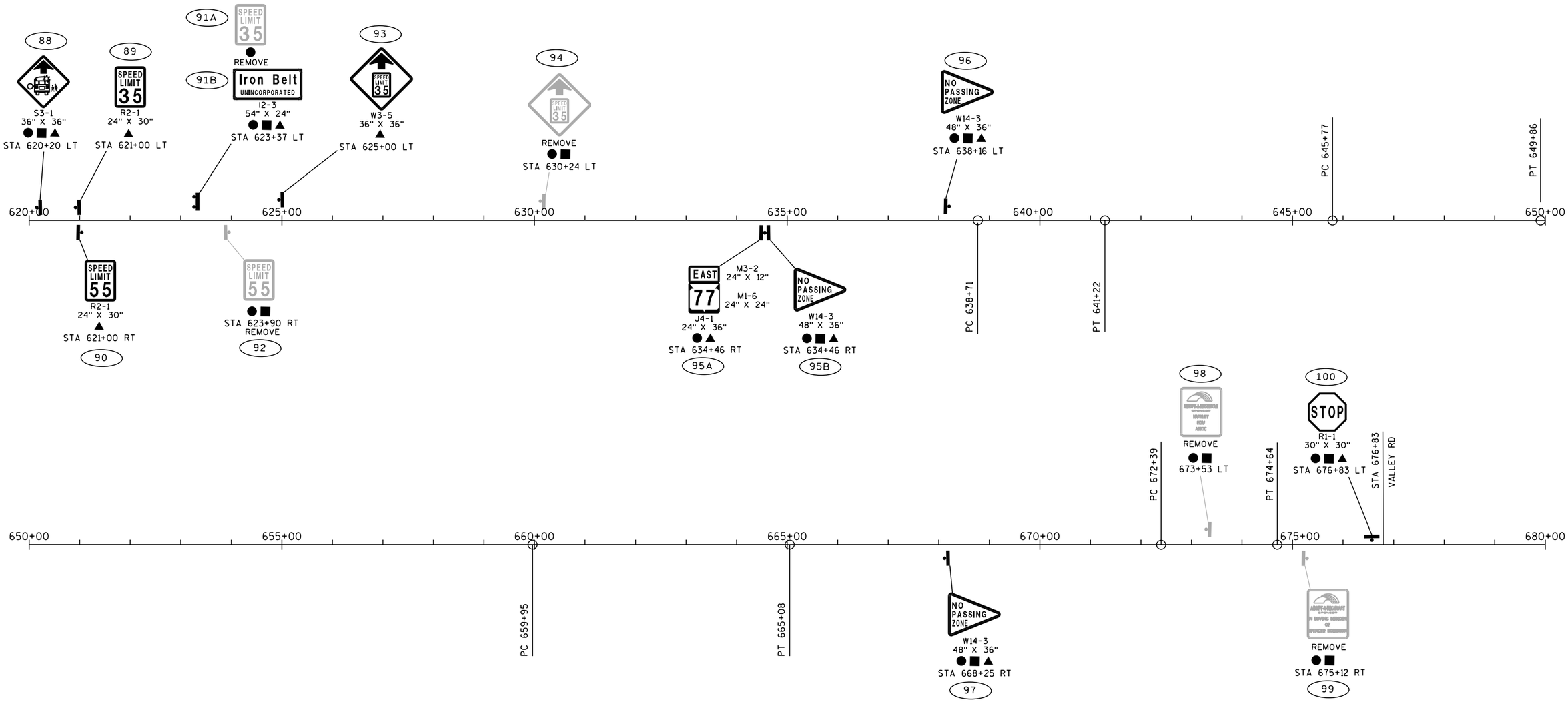
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\pds\project_id\9250-14-30-60 Mellen - Hurley STH77\Cadds\023205_ps.dgn PLOT DATE : 20-JUN-2016 12:40 PLOT BY : dotgvb PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

2



KEY

- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

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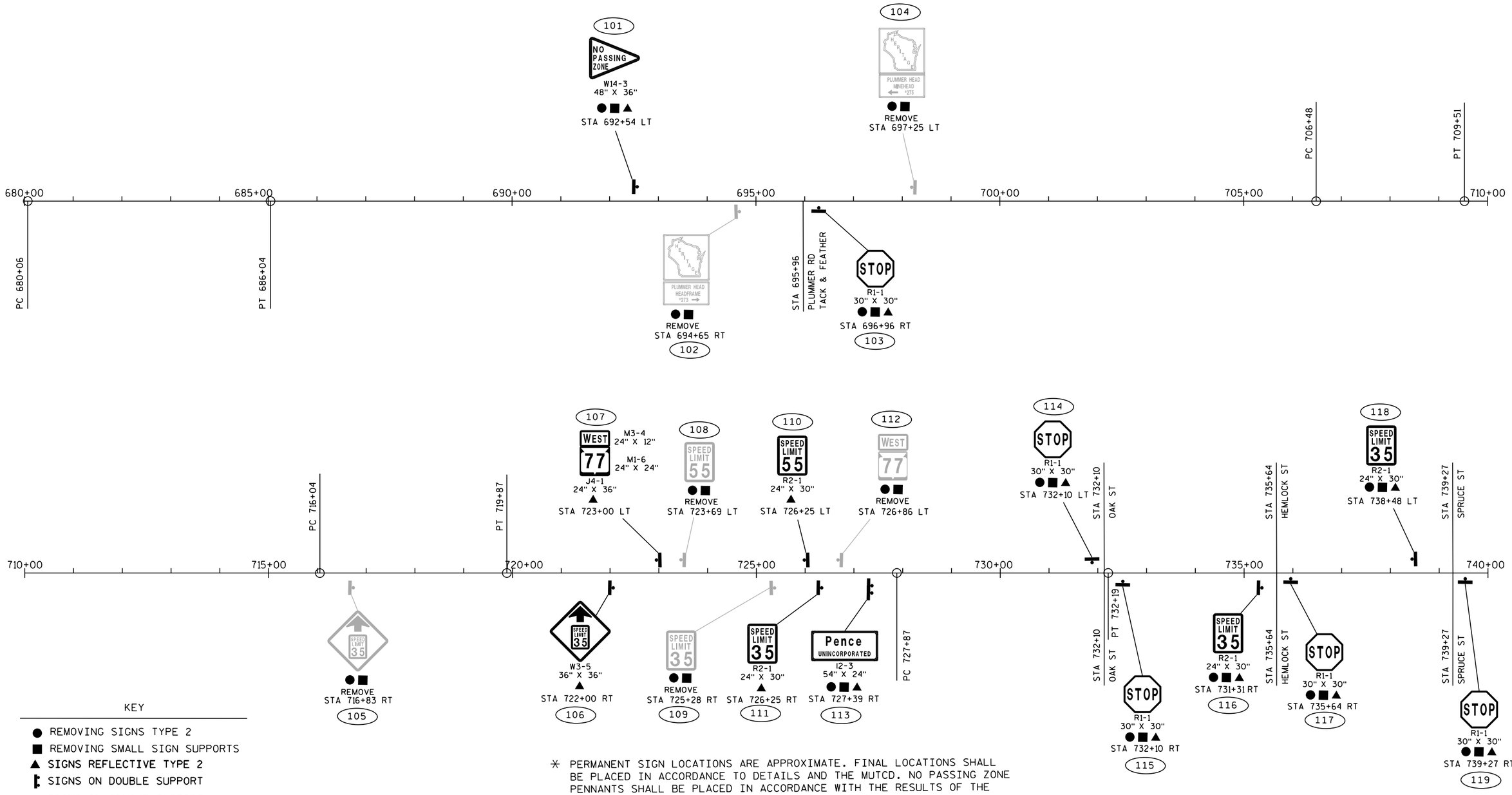
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

2



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PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

2

740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00

120 — SPEED LIMIT 35 — R2-1 — 24" X 30" — STA 742+17 RT

STA 742+83 LINDEN ST

121 — STOP — R1-1 — 30" X 30" — STA 742+83 RT

PC 745+01

123 — SPEED LIMIT 35 — R2-1 — 24" X 30" — STA 747+98 LT

STA 746+54 MAPLE ST

122 — STOP — R1-1 — 30" X 30" — STA 746+54 RT

PT 748+57

STA 750+23 CEDAR ST

124 — STOP — R1-1 — 30" X 30" — STA 750+23 RT

STA 753+86 BIRCH ST

125 — STOP — R1-1 — 30" X 30" — STA 753+86 RT

STA 754+63 DUMP RD

126 — SPEED LIMIT 35 — R2-1 — 24" X 30" — STA 754+11 RT

PC 758+55

127 — SPEED LIMIT 35 — R2-1 — 24" X 30" — STA 760+00 LT

128 — SPEED LIMIT 55 — R2-1 — 24" X 30" — STA 760+00 RT

129 A — SPEED LIMIT 35 — REMOVE

129 B — Pence UNINCORPORATED — I2-3 — 54" X 24" — STA 762+18 LT

130 — SPEED LIMIT 55 — REMOVE — STA 763+29 RT

PT 764+40

131 — SPEED LIMIT 35 — W3-5 — 36" X 36" — STA 765+00 LT

132 — REDUCED SPEED AHEAD 35 M.P.H — REMOVE — STA 771+21 LT

133 — NO PASSING ZONE — W14-3 — 48" X 36" — STA 773+85 RT

134 — NO PASSING ZONE — W14-3 — 48" X 36" — STA 778+08 LT

135 — SPEED LIMIT 35 — REMOVE — STA 781+24 RT

PC 784+58

136 — SPEED LIMIT 35 — W3-5 — 36" X 36" — STA 785+80 RT

137 — Montreal POPULATION 807 — I2-3 — 60" X 24" — STA 789+16 RT

138 — SPEED LIMIT 55 — R2-1 — 24" X 30" — STA 791+80 LT

139 — SPEED LIMIT 35 — R2-1 — 24" X 30" — STA 791+80 RT

140 — STOP — R1-1 — 30" X 30" — STA 793+65 LT

STA 793+65 BUCHRD

PT 793+80

STA 793+65 SOUTH ELM ST

141 — STOP — R1-1 — 30" X 30" — STA 793+65 RT

142 — ADOPT A HIGHWAY — REMOVE — STA 793+75 LT

STA 798+33 INDIANA AVE

143 — STOP — R1-1 — 30" X 30" — STA 798+33 RT

KEY

- ● REMOVING SIGNS TYPE 2
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PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

2

800+00
805+00
810+00
815+00
820+00
825+00
830+00

144B
SPEED LIMIT 35
R2-1
24" X 30"
STA 807+00 LT

146
REMOVE
STA 811+87 LT

PT 813+44.9

147
STOP
R1-1
30" X 30"
STA 823+55 LT

STA 823+55
BESSER ST NORTH

149
SPEED LIMIT 35
R2-1
24" X 30"
STA 825+60 LT

PC 827+31.3

REMOVE
805+00 RT
144

SPEED LIMIT 35
R2-1
24" X 30"
STA 807+00 RT
144C

STA 809+93
ELM ST

STOP
R1-1
30" X 30"
STA 809+93 RT
145

STA 823+55
BESSER ST SOUTH

STOP
R1-1
30" X 30"
STA 823+55 RT
148

SPEED LIMIT 35
R2-1
24" X 30"
STA 825+60 RT
150

STA 828+53
TEXAS AVE

STOP
R1-1
30" X 30"
STA 828+53 RT
151

152
STOP
R1-1
30" X 30"
STA 831+06 LT

STA 831+06
SAXON RD

153
SPEED LIMIT 35
R2-1
24" X 30"
STA 835+10 LT

154
STOP
R1-1
30" X 30"
STA 836+28 LT

PT 830+65.43

PC 831+371.07

PT 834+17.90

STA 836+30
LAURENCE ST NORTH

159
STOP
R1-1
30" X 30"
STA 842+30 LT

STA 842+30
HAMILTON ST

PI 842+50.51
Δ = 0°06'49" RT

161
SPEED LIMIT 35
R2-1
24" X 30"
STA 846+19 LT

POWER POLE

163
STOP
R1-1
30" X 30"
STA 851+04 LT

STA 851+04
STRATFORD STREET NORTH

PT 813+44.9

STA 858+17
MONTREAL ST N

166
STOP
R1-1
30" X 30"
STA 858+17 LT

STA 836+30
LAURENCE ST NORTH

SPEED LIMIT 35
R2-1
24" X 30"
STA 837+21 RT
156

GEOGRAPHICAL MARKER
1/2 MILE
D5-67
60" X 36"
STA 839+00 RT
158

STA 842+28
HAMILTON

STOP
R1-1
30" X 30"
STA 842+30 RT
160

SPEED LIMIT 35
R2-1
24" X 30"
STA 846+19 RT
162

SPEED LIMIT 35
R2-1
24" X 30"
STA 853+58 RT
164

STA 793+65
NO. 4 ROAD S

STOP
R1-1
30" X 30"
STA 855+23 RT
165

STA 858+15
MONTREAL ST S

STOP
R1-1
30" X 30"
STA 858+17 RT
167

STOP
R1-1
30" X 30"
STA 836+28 RT
155

GEOGRAPHICAL MARKER
1/2 MILE
REMOVE
STA 837+74 RT
157

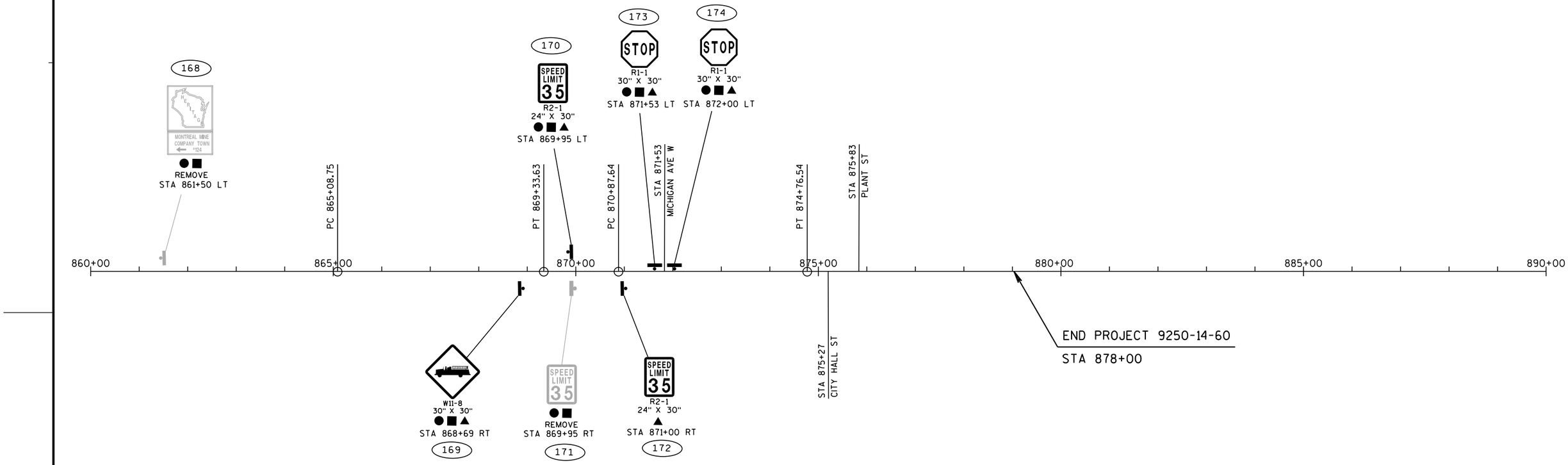
KEY

- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

✳ PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

2



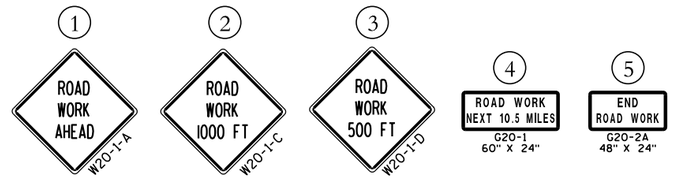
✳ Station is approximate. Signs to be placed at existing locations unless otherwise directed by the engineer.There are signs within the project limits not shown on the plan which are to remain.

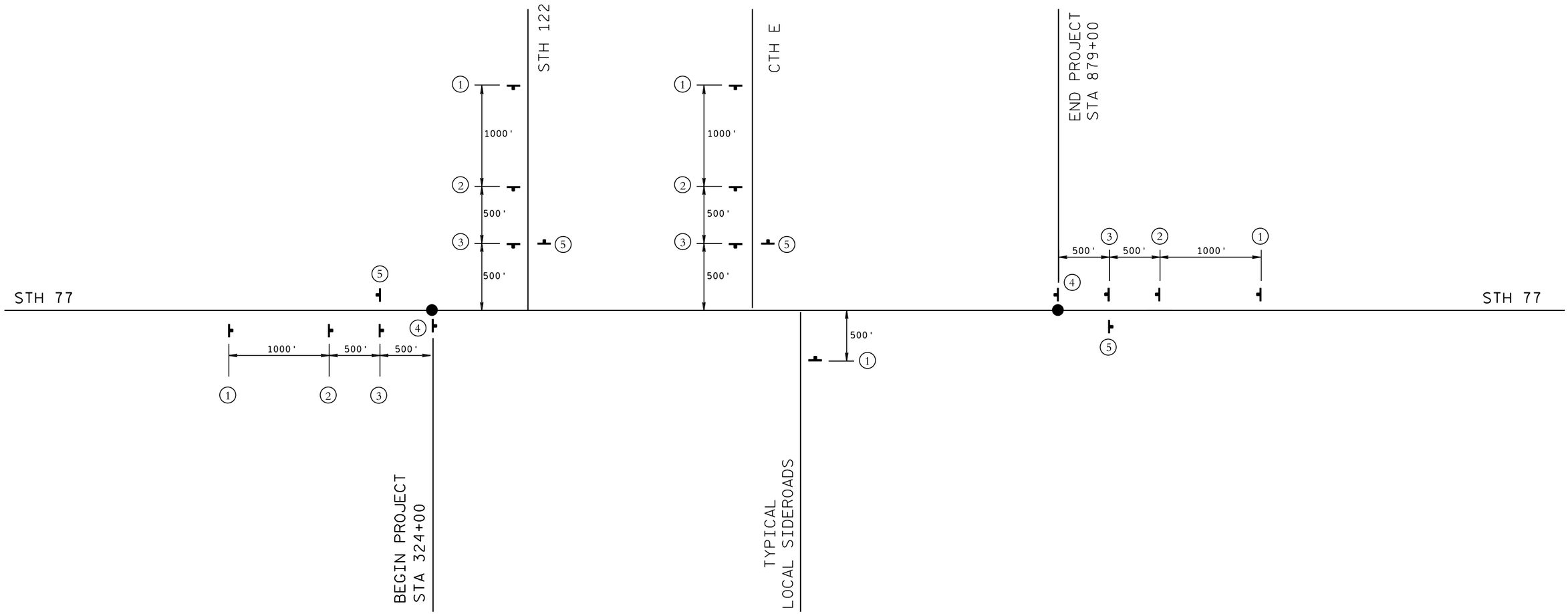
KEY

- ● REMOVING SIGNS TYPE 2
- ■ REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET	E

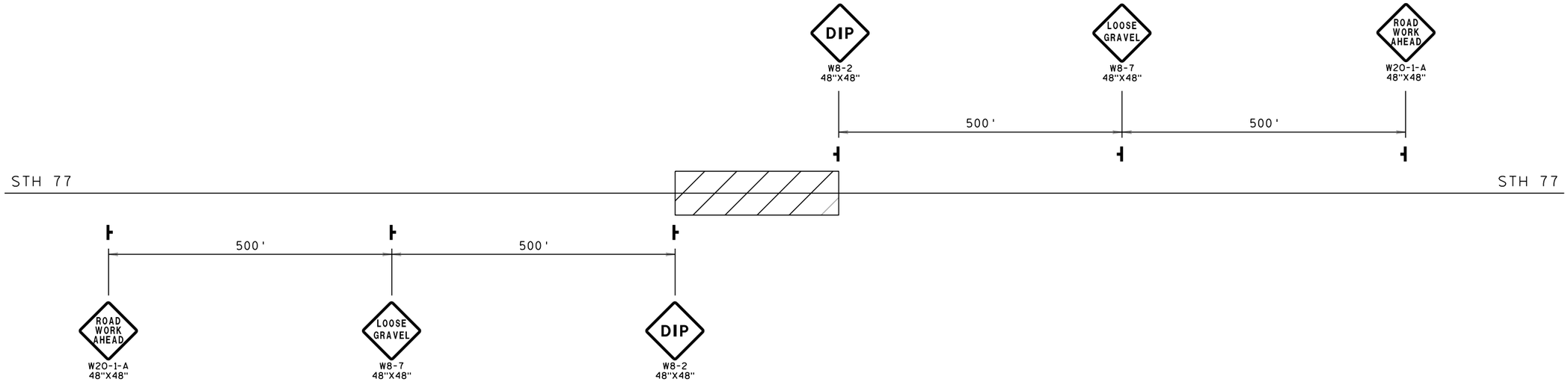
2





PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL SHEET	SHEET	E

2



CULVERT PIPE TRANSITION AREA

NOTE: SIGNS TO BE IN PLACE WHILE REPLACING PIPE AND UNTIL ASPHALTIC SURFACE PATCH HAS BEEN PLACED.

TEMPORARY SIGNING AT CULVERT PIPE REPLACEMENT

STA 628+72
STA 764+88

GENERAL NOTES

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

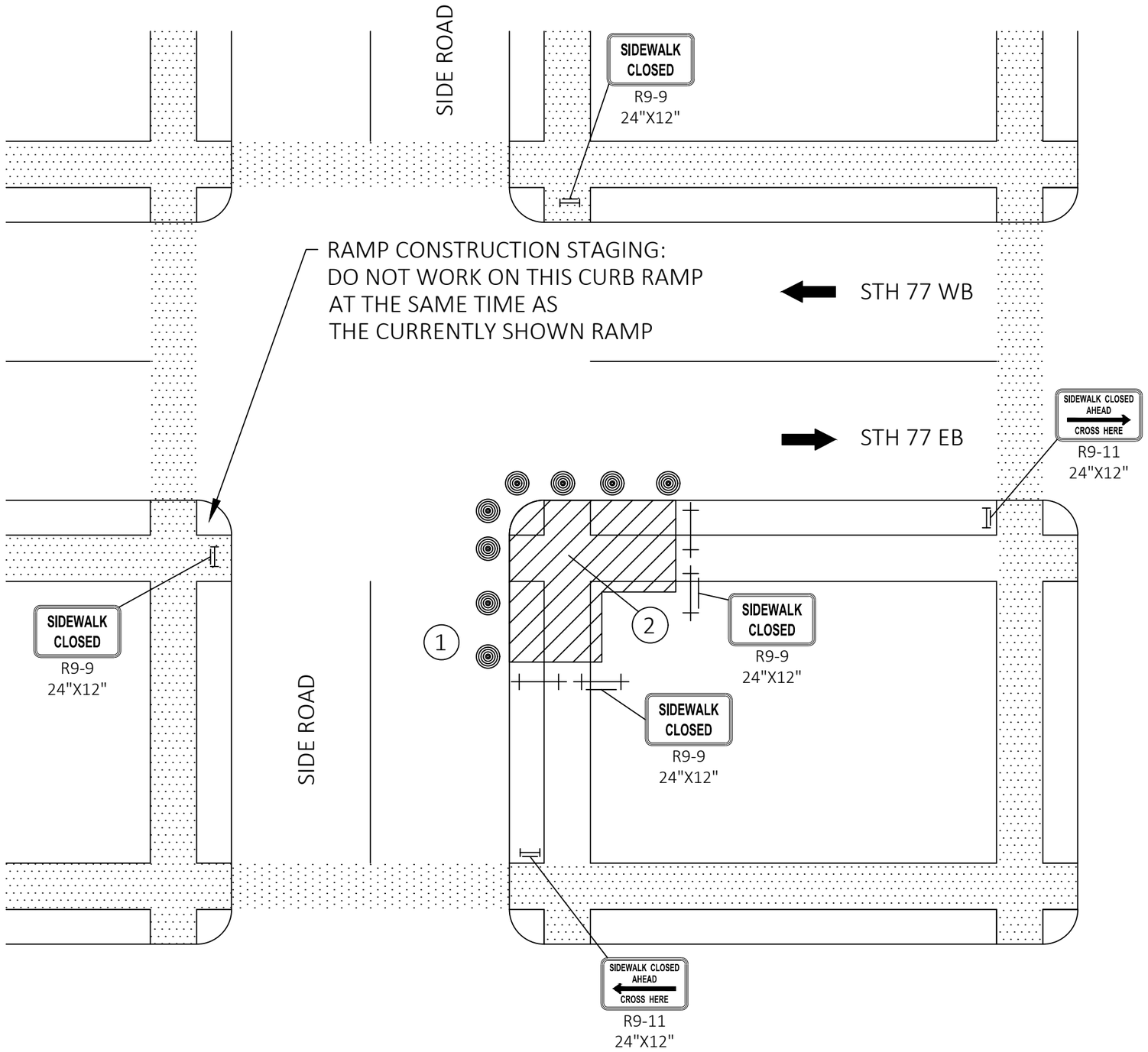
FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK, USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

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

1. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
2. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

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



9250-14-60

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	2.000	2.000
0020	201.0205	Grubbing	STA	2.000	2.000
0030	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0040	204.0100	Removing Pavement	SY	16.000	16.000
0050	204.0110	Removing Asphaltic Surface	SY	240.500	240.500
0060	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,402.000	1,402.000
0070	204.0120	Removing Asphaltic Surface Milling	SY	199,958.000	199,958.000
0080	204.0150	Removing Curb & Gutter	LF	2,574.700	2,574.700
0090	204.0155	Removing Concrete Sidewalk	SY	397.300	397.300
0100	204.0165	Removing Guardrail	LF	650.000	650.000
0110	204.0180	Removing Delineators and Markers	EACH	50.000	50.000
0120	204.0220	Removing Inlets	EACH	3.000	3.000
0130	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	37.100	37.100
0140	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	13.700	13.700
0150	204.9060.S	Removing (item description) 01. Inlets Concrete Filled	EACH	1.000	1.000
0160	205.0100	Excavation Common	CY	102.000	102.000
0170	208.0100	Borrow	CY	230.000	230.000
0180	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 9250-14-60	LS	1.000	1.000
0200	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,103.000	1,103.000
0210	213.0100	Finishing Roadway (project) 01. 9250-14-60	EACH	1.000	1.000
0230	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,800.000	6,800.000
0240	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	240.000	240.000
0260	390.0403	Base Patching Concrete Shes	SY	22.000	22.000
0280	416.0620	Drilled Dowel Bars	EACH	19.000	19.000
0290	440.4410	Incentive IRI Ride	DOL	42,040.000	42,040.000
0300	455.0605	Tack Coat	GAL	16,386.000	16,386.000
0310	460.2000	Incentive Density HMA Pavement	DOL	14,330.000	14,330.000
0320	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	55,500.000	55,500.000
0330	460.5224	HMA Pavement 4 LT 58-28 S	TON	22,383.000	22,383.000
0340	465.0105	Asphaltic Surface	TON	100.000	100.000
0350	465.0110	Asphaltic Surface Patching	TON	347.600	347.600
0360	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	30.000	30.000
0370	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	35,448.000	35,448.000
0380	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0390	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	60.000	60.000
0400	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	74.000	74.000
0410	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0420	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	2.000	2.000

9250-14-60

Line	Item	Item Description	Unit	Total	Qty
		30-Inch			
0430	525.0424	Steel Apron Endwalls for Aluminum Culvert Pipe 24-Inch	EACH	2.000	2.000
0440	529.0124	Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	LF	30.000	30.000
0450	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,601.000	2,601.000
0470	601.0600	Concrete Curb Pedestrian	LF	338.500	338.500
0480	602.0405	Concrete Sidewalk 4-Inch	SF	3,607.200	3,607.200
0490	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	513.000	513.000
0500	606.0200	Riprap Medium	CY	18.000	18.000
0510	608.0212	Storm Sewer Pipe Reinforced Concrete Class II 12-Inch	LF	67.300	67.300
0520	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	12.000	12.000
0530	611.0430	Reconstructing Inlets	EACH	10.000	10.000
0540	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0550	611.0600	Inlet Covers Type A	EACH	10.000	10.000
0560	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0570	611.0627	Inlet Covers Type HM	EACH	4.000	4.000
0580	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0590	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0600	611.3003	Inlets 3-FT Diameter	EACH	5.000	5.000
0610	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0620	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0630	611.9710	Salvaged Inlet Covers	EACH	3.000	3.000
0640	612.0902.S	Insulation Board Polystyrene (inch) 01. 4-Inch	SY	7.200	7.200
0650	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	226.000	226.000
0660	614.2300	MGS Guardrail 3	LF	462.500	462.500
0670	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0690	618.0100	Maintenance And Repair of Haul Roads (project) 01. 9250-14-60	EACH	1.000	1.000
0710	619.1000	Mobilization	EACH	0.900	0.900
0720	624.0100	Water	MGAL	150.000	150.000
0730	625.0100	Topsoil	SY	865.000	865.000
0740	628.1504	Silt Fence	LF	1,500.000	1,500.000
0750	628.1520	Silt Fence Maintenance	LF	1,500.000	1,500.000
0760	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0770	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0780	628.2006	Erosion Mat Urban Class I Type A	SY	505.000	505.000
0790	628.2008	Erosion Mat Urban Class I Type B	SY	400.000	400.000
0800	628.2023	Erosion Mat Class II Type B	SY	655.000	655.000
0810	628.7015	Inlet Protection Type C	EACH	60.000	60.000

9250-14-60

Line	Item	Item Description	Unit	Total	Qty
0820	628.7504	Temporary Ditch Checks	LF	24.000	24.000
0830	628.7555	Culvert Pipe Checks	EACH	35.000	35.000
0840	628.7570	Rock Bags	EACH	20.000	20.000
0850	629.0210	Fertilizer Type B	CWT	1.100	1.100
0860	630.0130	Seeding Mixture No. 30	LB	19.000	19.000
0870	630.0140	Seeding Mixture No. 40	LB	9.700	9.700
0890	633.5200	Markers Culvert End	EACH	50.000	50.000
0900	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	137.000	137.000
0910	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	17.000	17.000
0920	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	3.000	3.000
0930	637.2210	Signs Type II Reflective H	SF	779.600	779.600
0940	637.2230	Signs Type II Reflective F	SF	173.500	173.500
0950	638.2602	Removing Signs Type II	EACH	158.000	158.000
0960	638.3000	Removing Small Sign Supports	EACH	154.000	154.000
0970	642.5201	Field Office Type C	EACH	1.000	1.000
0980	643.0100	Traffic Control (project) 01. 9250-14-60	EACH	1.000	1.000
1000	643.0300	Traffic Control Drums	DAY	1,900.000	1,900.000
1010	643.0410	Traffic Control Barricades Type II	DAY	850.000	850.000
1020	643.0420	Traffic Control Barricades Type III	DAY	850.000	850.000
1030	643.0705	Traffic Control Warning Lights Type A	DAY	850.000	850.000
1040	643.0900	Traffic Control Signs	DAY	6,150.000	6,150.000
1070	645.0120	Geotextile Type HR	SY	65.000	65.000
1080	646.0106	Pavement Marking Epoxy 4-Inch	LF	120,013.000	120,013.000
1090	646.0406	Pavement Marking Same Day Epoxy 4-Inch	LF	67,840.000	67,840.000
1100	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	22.000	22.000
1110	648.0100	Locating No-Passing Zones	MI	10.500	10.500
1120	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	8,864.000	8,864.000
1140	650.4000	Construction Staking Storm Sewer	EACH	9.000	9.000
1150	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,000.000	2,000.000
1160	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
1170	650.8000	Construction Staking Resurfacing Reference	LF	55,503.000	55,503.000
1180	650.9910	Construction Staking Supplemental Control (project) 01. 9250-14-60	LS	1.000	1.000
1200	690.0150	Sawing Asphalt	LF	3,074.000	3,074.000
1210	690.0250	Sawing Concrete	LF	720.300	720.300
1220	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
1230	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
1240	SPV.0060	Special 01. Culvert Pipe Transition	EACH	2.000	2.000
1250	SPV.0090	Special 01. Grading And Shaping Ditch	LF	528.000	528.000

3

CLEARING AND GRUBBING

STATION		STATION		LOCATION	COMMENTS	201.0105 CLEARING (STA)	201.0205 GRUBBING (STA)
628+25	LT	629+10	LT	LT	CULVERT 26-077-050	1	1
628+25	RT	629+10	RT	RT	CULVERT 26-077-050	1	1
					TOTALS:	2	2

REMOVING SMALL PIPE CULVERTS

LOCATION	LENGTH LF	DIAMETER INCH	APPROXIMATE DEPTH TO PIPE FLOWLINE	203.0100 REMOVING SMALL PIPE CULVERTS EACH
STA 628+72 PIPE 26-077-050	56	30	6.5'	1
STA 764+88 PIPE 26-077-057	70	24	4'	1
STA 617+44 P.E.	30	24	3'	1
TOTAL				3

3

REMOVALS
CURB RAMPS (IRONBELT, PENCE)

STATION	LOCATION	204.0110 (*) REMOVING ASPHALTIC SURFACE SY	204.0150 (*) REMOVING CURB & GUTTER LF	204.0155 (*) REMOVING CONCRETE SIDEWALK SY	690.0150 (*) SAWING ASPHALT LF	690.0250 (*) SAWING CONCRETE LF
601+50, 26.2' LT	NE CORRIGAN (JACKSON) ST	7.9	29.9	7.0	40.5	6.4
604+50, 24.4' LT	NE MAC KINNON ST	9.1	36.0	34.9	46.4	21.4
604+50, 25.5' LT	NW MAC KINNON ST	12.2	15.2	24.8	49.1	12.4
604+50, 25.4' RT	SW MAC KINNON ST	9.3	12.2	8.8	39.8	8.6
604+50, 25.0' RT	SE MAC KINNON ST	6.7	26.1	24.2	39.0	12.3
607+75, 24.7' LT	NE ATLANTIC ST	6.8	26.7	8.5	67.3	6.4
607+75, 25.3' LT	NW ATLANTIC ST	5.9	23.9	6.0	34.3	6.5
607+75, 25.7' RT	SW ATLANTIC ST	7.4	29.4	6.4	40.6	6.3
607+75, 25.3' RT	SE ATLANTIC ST	9.3	36.8	6.0	58.6	6.4
610+60, 25.3' LT	NW JOHNSON ST	5.9	22.7	8.4	32.6	9.5
610+60, 25.9' RT	SW JOHNSON ST	5.6	22.8	5.6	31.1	6.3
732+10, 33.3' RT	SW OAK ST	2.8	9.3	4.2	15.1	6.1
732+10, 33.5' RT	SE OAK ST	2.2	7.3	3.2	11.8	6.4
735+60, 33.4' RT	SW HEMLOCK ST	2.9	8.9	2.5	16.7	6.0
735+60, 33.4' RT	SE HEMLOCK ST	4.6	17.8	4.7	25.0	6.2
739+25, 33.4' RT	SW SPRUCE ST	3.3	9.3	1.0	18.3	5.7
739+25, 32.8' RT	SE SPRUCE ST	2.9	8.4	7.0	16.4	7.4
742+77, 31.2' RT	SW LINDEN ST	4.1	14.6	11.6	22.6	9.9
742+77, 31.1' RT	SE LINDEN ST	3.3	10.5	4.9	18.7	7.6
746+50, 28.8' RT	SW MAPLE ST	6.5	25.1	16.5	34.7	12.4
746+50, 26.6' RT	SE MAPLE ST	7.8	30.2	10.2	40.3	9.7
750+20, 29.0' RT	SW CEDAR ST	6.5	27.2	25.1	35.2	20.7
750+20, 31.6' RT	SE CEDAR ST	3.7	12.0	13.8	20.6	7.2
753+84, 30.9' RT	SW BIRCH ST	3.8	12.4	6.5	21.3	6.7
	TOTALS	140.5 (*)	474.7 (*)	251.8 (*)	776.0 (*)	214.5 (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVALS
CURB RAMPS (MONTREAL)

STATION	LOCATION		204.0155 (*) REMOVING CONCRETE SIDEWALK SY	690.0250 (*) SAWING CONCRETE LF
809+93 RT	ELM ST	SE RADIUS RETURN	2.7	8.0
823+55 RT	BESSEMER ST	SW RADIUS RETURN	3.8	8.0
823+55 RT	BESSEMER ST	SE RADIUS RETURN	2.5	8.0
823+55 LT	BESSEMER ST	NW RADIUS RETURN	3.1	8.0
823+55 LT	BESSEMER ST	NE RADIUS RETURN	3.5	8.0
828+53 RT	TEXAS AVE	SW RADIUS RETURN	3.5	8.0
828+53 RT	TEXAS AVE	SE RADIUS RETURN	3.8	8.0
831+06 LT	SAXON RD	NW RADIUS RETURN	4.1	10.8
831+06 LT	SAXON RD	NE RADIUS RETURN	5.9	10.6
836+30 RT	LAWRENCE ST	SW RADIUS RETURN	5.5	10.6
836+30 RT	LAWRENCE ST	SE RADIUS RETURN	6.4	10.0
836+30 LT	LAWRENCE ST	NW RADIUS RETURN	7.5	11.2
836+30 LT	LAWRENCE ST	NE RADIUS RETURN	7.0	11.0
842+28 RT	HAMILTON ST	SW RADIUS RETURN	6.6	10.8
842+28 RT	HAMILTON ST	SE RADIUS RETURN	5.8	10.2
842+28 LT	HAMILTON ST	NW RADIUS RETURN	6.2	10.6
842+28 LT	HAMILTON ST	NE RADIUS RETURN	6.9	10.0
851+04 LT	STRATFORD ST	NW RADIUS RETURN	6.5	11.0
851+04 LT	STRATFORD ST	NE RADIUS RETURN	6.7	10.8
793+65 RT	NUMBER 4 RD	NW RADIUS RETURN	6.5	11.2
793+65 RT	NUMBER 4 RD	NE RADIUS RETURN	5.6	10.4
858+15 RT	MONTREAL ST	SW RADIUS RETURN	4.0	10.8
858+15 RT	MONTREAL ST	SE RADIUS RETURN	4.9	8.0
858+15 LT	MONTREAL ST	NW RADIUS RETURN	8.8	15.4
858+15 LT	MONTREAL ST	NE RADIUS RETURN	5.0	12.4
875+27 RT	CITY HALL ST	SW RADIUS RETURN	5.0	8.0
875+27 RT	CITY HALL ST	SE RADIUS RETURN	2.9	8.0
875+83 LT	PLANT ST	NW RADIUS RETURN	4.8	8.0
		TOTALS	145.5	275.8
(*) NOTE: ADDITIOANL QUANTITIES SHOWN ELSEWHERE			(*)	(*)

3

CONCRETE BASE PATCHING

LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 (*) REMOVING ASPHALTIC SURFACE SY	205.0100 (*) EXCAVATION COMMON CY	390.0403 BASE PATCHING CONCRETE SHES SY	416.0620 DRILLED DOWEL BARS EACH
STA 745+34	16	100	12	22	19
TOTAL	16	100	12	22	19
		(*)	(*)		

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING CURB & GUTTER

LOCATION	204.0150 (*) REMOVING CURB & GUTTER LF
STA 598+56 – 619+15 (SPOT REMOVALS)	200
STA 729+50 – 759+60 (SPOT REMOVALS)	300
STA 810+23 – 878+03 (SPOT REMOVALS)	1500
UNDISTRIBUTED	100
TOTAL	2100
	(*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	204.0115 SY
STA 324+00 – 324+75 MAINLINE	200
STA 350+31 LT HOYT ST	27
STA 354+11 LT STH 122	33
STA 357+92 LT MOORE AVE	23
STA 361+79 LT SESSIONS AVE	23
STA 575+33 LT CTH E	25
STA 577+44 RT OLD 77 RD	21
STA 590+53 RT NORTH RD	21
STA 590+56 LT LAGOON RD	25
STA 594+50 RT OLD STH 77	24
STA 601+55 LT & RT JACKSON ST	58
STA 604+55 LT & RT MCKINNON ST	43
STA 607+69 LT & RT ATLANTIC ST	58
STA 610+85 LT & RT JOHNSON ST	58
STA 614+95 RT BUCKEYE ST	29
STA 732+10 LT & RT OAK ST	25
STA 735+64 RT HEMLOCK ST	29
STA 739+27 RT SPRUCE ST	29
STA 742+83 RT LINDEN ST	29
STA 746+54 RT MAPLE ST	29
STA 750+23 RT CEDAR ST	29
STA 753+86 RT BIRCH ST	29
STA 793+65 RT S ELM ST	34
STA 798+33 RT INDIANA AVE	41
STA 809+93 RT ELM ST	24
STA 823+55 LT & RT BESSEMER ST	62
STA 828+53 RT TEXAS AVE	42
STA 831+06 RT SAXON RD	42
STA 836+30 LT & RT LAURENCE ST	56
STA 842+28 LT & RT HAMILTON ST	56
STA 851+04 LT STRATFORD ST	28
STA 855+23 RT NO. 4 ROAD	28
STA 858+15 LT & RT MONTREAL ST	56
STA 871+53 LT MICHIGAN AVE	37
STA 875+27 RT CITY HALL ST	29
TOTAL	1402

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
MAIN LINE TOTALS	
STA 324+00 – 349+60 LT & RT	8534
STA 349+60 – 351+48 LT & RT	732
STA 351+48 – 354+00 LT & RT	1120
STA 354+00 – 358+90 LT & RT	1906
STA 358+90 – 596+35 LT & RT	79150
STA 596+35 – 618+52 LT & RT	9361
STA 618+52 – 728+00 LT & RT	36494
STA 728+00 – 742+33 LT & RT	6051
STA 742+33 – 756+00 LT & RT	6076
STA 756+00 – 759+20 LT & RT	1600
STA 759+20 – 792+00 LT & RT	10934
STA 792+00 – 798+40 LT & RT	2134
STA 798+40 – 800+00 LT & RT	534
STA 800+00 – 809+93 LT & RT	3310
STA 809+93 – 814+70 LT & RT	1590
STA 814+70 – 821+78 LT & RT	2518
STA 821+78 – 822+18 LT & RT	152
STA 822+18 – 823+55 LT & RT	548
STA 823+55 – 829+01.57 LT & RT	1944
STA 829+01.57 – 858+60 LT & RT	9862
STA 858+60 – 879+00 LT & RT	7254
(MAINLINE COLUMN SUB-TOTALS):	191804

SIDE ROAD TOTALS	204.0120 SY
STA 325+00 LT UPSON LK RD	319
STA 341+00 RT O BRIAN LK RD	759
STA 350+31 LT HOYT ST	103
STA 354+11 LT STH 122	119
STA 357+92 LT MOORE AVE	166
STA 361+79 LT SESSIONS AVE	283
STA 575+33 LT CTH E	1170
STA 577+44 RT OLD 77 RD	494
STA 590+53 RT NORTH RD	239
STA 590+56 LT LAGOON RD	135
STA 594+50 RT OLD STH 77	584
STA 601+55 LT & RT JACKSON ST	254
STA 604+55 LT & RT MCKINNON ST	214
STA 607+69 LT & RT ATLANTIC ST	254
STA 610+85 LT & RT JOHNSON ST	254
STA 614+95 RT BUCKEYE ST	127
STA 732+10 LT & RT OAK ST	158
STA 735+64 RT HEMLOCK ST	79
STA 739+27 RT SPRUCE ST	79
STA 742+83 RT LINDEN ST	79
STA 746+54 RT MAPLE ST	79
STA 750+23 RT CEDAR ST	79
STA 753+86 RT BIRCH ST	79
STA 793+65 RT S ELM ST	117
STA 798+33 RT INDIANA AVE	78
(SIDE ROAD COLUMN SUB-TOTALS):	6,301

SIDE ROAD TOTALS (CONTINUED)	204.0120 SY
STA 809+93 RT ELM ST	166
STA 823+55 LT & RT BESSEMER ST	182
STA 828+53 RT TEXAS AVE	203
STA 831+06 LT SAXON RD	203
STA 836+30 LT & RT LAURENCE ST	183
STA 842+28 LT & RT HAMILTON ST	183
STA 851+04 LT STRATFORD ST	91
STA 855+23 NO. 4 ROAD RT	91
STA 858+15 LT & RT MONTREAL ST	183
STA 871+53 LT MICHIGAN AVE	226
STA 875+27 RT CITY HALL ST	142
(SIDE ROAD COLUMN SUB-TOTALS):	1,853

REMOVING ASPHALTIC SURFACE MILLING (TOTAL SY): 199,958

3

REMOVING GUARDRAIL

LOCATION	204.0165 LF
STA 345+02 – 348+02 RT	300
STA 343+72 – 347+22 LT	350
TOTAL	650

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0100 LS
PROJECT 9250-14-60	1
TOTAL	1

WATER

LOCATION	624.0100 MGAL
PROJECT LIMITS	150
TOTAL	150

HMA PAVEMENT

LOCATIONS	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON
STA 324+00 – 878+03 MAINLINE	13910	18,786
STA 324+00 – 349+60 LT & RT PAVED SHOULDER	120	167
STA 354+11 – 596+35 LT & RT PAVED SHOULDER	1100	1583
STA 618+52 – 728+00 LT & RT PAVED SHOULDER	512	715
STA 759+12 – 792+00 LT & RT PAVED SHOULDER	154	215
STA 324+00 – 878+03 SIDE ROADS	590	917
TOTALS:	16386	22,383

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STATION
STA 324+00 LT – STA 340+89 LT	17
STA 324+00 RT – STA 340+89 RT	17
STA 342+00 LT – 344+00 LT	2
STA 342+00 RT – 345+64 RT	4
STA 347+23 LT – 349+87 LT	3
STA 348+28 RT – 351+98 RT	4
STA 358+24 LT – 598+03 LT	240
STA 354+09 RT – 598+03 RT	244
STA 619+15 LT – STA 728+97 LT	220
STA 619+15 RT – STA 728+97 RT	220
STA 759+60 LT – STA 792+00 LT	66
STA 759+60 RT – STA 792+00 RT	66
TOTAL	1103

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	
STA 324+00 – STA 879+00	55500
TOTAL	55500

BASE AGGREGATE DENSE

LOCATION	305.0110 B.A.D. 3/4 INCH TON	305.0120 B.A.D. 1 1/4 INCH TON
STA 324+00 – 349+60 LT & RT	330	
STA 349+60 – 351+48 RT	20	
STA 354+00 – 358+90 RT	40	
STA 358+90 – 596+35 LT & RT	3520	
STA 618+60 – 728+00 LT & RT	1630	
STA 742+63 – 756+88 RT	80	
STA 756+88 – 792+00 LT & RT	530	
STA 792+00 – 809+76 LT & RT	270	
PE'S PROJECT	170	
UNDISTRIBUTED	210	
STA 628+72 CULVERT PIPE TRANSITION		110
STA 764+88 CULVERT PIPE TRANSITION		110
STA 745+34 TRANSITION		20
TOTAL	6800	240

ASPHALT ITEMS

LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0110 (*) ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES TON
PE'S & CE'S			15
STA 628+72 CULVERT REPLACEMENT		45	
STA 764+88 CULVERT REPLACEMENT		45	
CURB & GUTTER AND INLET REPAIR AREAS:			
STA 598+56 – 619+15		6	
CURB & GUTTER REPAIR AREAS:			
STA 729+50 – 759+60		12	
CURB & GUTTER AND INLET REPAIR AREAS:			
STA 810+23 – 878+03		106	
STA 745+34 CONCRETE PAVEMENT REPAIR		20	
UNDISTRIBUTED	100	50	15
TOTALS:	100	284 (*)	30

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

ASPHALT SURFACE PATCHING

STATION	LOCATION	465.0110 (*) ASPHALTIC SURFACE PATCHING TON
601+50, 26.2' LT	NE CORRIGAN (JACKSON) ST	2.7
604+50, 24.4' LT	NE MAC KINNON ST	3.2
604+50, 25.5' LT	NW MAC KINNON ST	4.3
604+50, 25.4' RT	SW MAC KINNON ST	3.2
604+50, 25.0' RT	SE MAC KINNON ST	2.3
607+75, 24.7' LT	NE ATLANTIC ST	13.0
607+75, 25.3' LT	NW ATLANTIC ST	2.1
607+75, 25.7' RT	SW ATLANTIC ST	2.6
607+75, 25.3' RT	SE ATLANTIC ST	7.3
610+60, 25.3' LT	NW JOHNSON ST	2.1
610+60, 25.9' RT	SW JOHNSON ST	2.0
732+10, 33.3' RT	SW OAK ST	1.0
732+10, 33.5' RT	SE OAK ST	0.7
735+60, 33.4' RT	SW HEMLOCK ST	1.0
735+60, 33.4' RT	SE HEMLOCK ST	1.6
739+25, 33.4' RT	SW SPRUCE ST	1.2
739+25, 32.8' RT	SE SPRUCE ST	1.0
742+77, 31.2' RT	SW LINDEN ST	1.4
742+77, 31.1' RT	SE LINDEN ST	1.2
746+50, 28.8' RT	SW MAPLE ST	2.1
746+50, 26.6' RT	SE MAPLE ST	2.7
750+20, 29.0' RT	SW CEDAR ST	2.3
750+20, 31.6' RT	SE CEDAR ST	1.3
753+84, 30.9' RT	SW BIRCH ST	1.3
	TOTALS:	63.6
(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE		(*)

CURB & GUTTER

LOCATION	601.0411 (*) CONCRETE CURB & GUTTER 30 INCH TYPE D LF
STA 598+56 - 619+15 (SPOT REPAIRS)	200
STA 729+50 - 759+60 (SPOT REPAIRS)	300
STA 810+23 - 878+03 (SPOT REPAIRS)	1500
UNDISTRIBUTED	100
TOTAL	2100 (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALT RUMBLE STRIPS

LOCATION	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL PROJECT 9250-14-60 LF
STA 327+00 - 335+75	875
STA 364+65 - 573+33	20,868
STA 621+00 - 726+25	10,525
STA 760+00 - 791+80	3180
TOTAL	35,448

3

CULVERT REPLACEMENTS

LOCATION	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH L.F.	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH L.F.	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	525.0424 STEEL APRON ENDWALLS FOR ALUMINUM CULVERT PIPE 24-INCH EACH	529.0124 CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED 24-INCH (**) L.F.	205.0100 (*) EXCAVATION COMMON CY	208.0100 BORROW (*) CY	SPV.0060.01 CULVERT PIPE TRANSITION EACH
STA 628+72 PIPE 26-077-050			60	2			90	155	1
STA 764+88 PIPE 26-077-057	74	2						15	1
STA 617+44 P.E.					2	30			
TOTALS:	74	2	60	2	2	30 (**)	90 (*)	170 (*)	2

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

(**) MINIMUM WALL THICKNESS OF 0.064-INCHES

JOINT TIES FOR CONCRETE PIPE TO BE PLACED AT ALL JOINTS. JOINT TIES INCIDENTAL TO CONCRETE CULVERT PIPE PAY ITEMS.

STORM SEWER

STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 8-INCH LF	204.0245.02 REMOVING STORM SEWER 12-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0212 STORM SEWER PIPE REINFORCED CONCRETE CLASS II 12-INCH LF	611.0530 MANHOLE COVERS TYPE J EACH	611.0600 (*) INLET COVERS TYPE A EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	204.9060.S.01 REMOVING INLETS CONCRETE FILLED EACH	612.0902.S INSULATION BOARD POYSTYRENE 4-INCH (SY)
604+50, 25.5' LT	NW MAC KINNON ST	1	7.0	-	-	-	12.5	-	1	-	-	1	-	-
604+50, 25.4' RT	SW MAC KINNON ST	-	8.0	-	1	12.0	-	-	1	-	-	-	1	-
607+75, 24.7' LT	NE ATLANTIC	1	11.8	13.7	-	-	33.2	2	2	1	1	2	-	-
607+75, 25.3' RT	SE ATLANTIC	1	10.3	-	-	-	21.6	1	2	-	1	2	-	-
607+84, 22' LT	OVER SANITARY LINE	-	-	-	-	-	-	-	-	-	-	-	-	3.6
607+85, 30' LT	OVER SANITARY LINE	-	-	-	-	-	-	-	-	-	-	-	-	3.6
	TOTALS	3	37.1	13.7	1	12	67.3	3	6 (*)	1	2	5	1	7.2

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE

CURB RAMPS (IRONBELT, PENCE)

STATION	LOCATION	601.0411 (*) CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 (*) CONCRETE SIDEWALK 4 INCH SF	602.0505 (*) CURB RAMP DETECTABLE WARING FIELD YELLOW SF
601+50, 26.2' LT	NE CORRIGAN (JACKSON) ST	29.9	20.1	57.5	8
604+50, 24.4' LT	NE MAC KINNON ST	36.0	0.0	334.9	10
604+50, 25.5' LT	NW MAC KINNON ST	29.5	0.0	235.0	10
604+50, 25.4' RT	SW MAC KINNON ST	24.2	19.1	71.2	10
604+50, 25.0' RT	SE MAC KINNON ST	26.1	8.0	218.3	10
607+75, 24.7' LT	NE ATLANTIC ST	26.7	25.0	65.7	8
607+75, 25.3' LT	NW ATLANTIC ST	23.9	14.2	44.7	8
607+75, 25.7' RT	SW ATLANTIC ST	29.4	15.5	47.9	8
607+75, 25.3' RT	SE ATLANTIC ST	36.8	15.2	47.6	8
610+60, 25.3' LT	NW JOHNSON ST	22.7	14.4	71.6	8
610+60, 25.9' RT	SW JOHNSON ST	22.8	14.9	47.1	8
732+10, 33.3' RT	SW OAK ST	9.3	20.7	57.6	8
732+10, 33.5' RT	SE OAK ST	7.3	11.7	39.8	8
735+60, 33.4' RT	SW HEMLOCK ST	8.9	11.7	39.3	8
735+60, 33.4' RT	SE HEMLOCK ST	17.8	11.9	40.5	8
739+25, 33.4' RT	SW SPRUCE ST	9.3	11.6	46.4	8
739+25, 32.8' RT	SE SPRUCE ST	8.4	18.1	67.5	10
742+77, 31.2' RT	SW LINDEN ST	14.6	31.7	164.0	18
742+77, 31.1' RT	SE LINDEN ST	10.5	14.1	55.9	12
746+50, 28.8' RT	SW MAPLE ST	25.1	24.7	149.1	14
746+50, 26.6' RT	SE MAPLE ST	30.2	9.3	76.1	10
750+20, 29.0' RT	SW CEDAR ST	27.2	0.0	215.1	10
750+20, 31.6' RT	SE CEDAR ST	12.0	13.2	54.6	12
753+84, 30.9' RT	SW BIRCH ST	12.4	13.4	50.6	11
	TOTALS:	501.0 (*)	338.5	2298.0 (*)	233 (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CONCRETE

CURB RAMPS (MONTREAL)

STATION	LOCATION		602.0405 (*) CONCRETE SIDEWALK 4 INCH SF	602.0505 (*) CURB RAMP DETECTABLE WARING FIELD YELLOW SF
809+93 RT	ELM ST	SE RADIUS RETURN	24.0	10
823+55 RT	BESSEMER ST	SW RADIUS RETURN	34.4	10
823+55 RT	BESSEMER ST	SE RADIUS RETURN	22.8	10
823+55 LT	BESSEMER ST	NW RADIUS RETURN	28.0	10
823+55 LT	BESSEMER ST	NE RADIUS RETURN	31.2	10
828+53 RT	TEXAS AVE	SW RADIUS RETURN	31.6	10
828+53 RT	TEXAS AVE	SE RADIUS RETURN	34.4	10
831+06 LT	SAXON RD	NW RADIUS RETURN	37.3	10
831+06 LT	SAXON RD	NE RADIUS RETURN	53.0	10
836+30 RT	LAWRENCE ST	SW RADIUS RETURN	49.8	10
836+30 RT	LAWRENCE ST	SE RADIUS RETURN	57.5	10
836+30 LT	LAWRENCE ST	NW RADIUS RETURN	67.2	10
836+30 LT	LAWRENCE ST	NE RADIUS RETURN	62.7	10
842+28 RT	HAMILTON ST	SW RADIUS RETURN	59.4	10
842+28 RT	HAMILTON ST	SE RADIUS RETURN	52.0	10
842+28 LT	HAMILTON ST	NW RADIUS RETURN	55.7	10
842+28 LT	HAMILTON ST	NE RADIUS RETURN	62.5	10
851+04 LT	STRATFORD ST	NW RADIUS RETURN	58.3	10
851+04 LT	STRATFORD ST	NE RADIUS RETURN	59.9	10
793+65 RT	NUMBER 4 RD	NW RADIUS RETURN	58.8	10
793+65 RT	NUMBER 4 RD	NE RADIUS RETURN	50.4	10
858+15 RT	MONTREAL ST	SW RADIUS RETURN	35.6	10
858+15 RT	MONTREAL ST	SE RADIUS RETURN	44.4	10
858+15 LT	MONTREAL ST	NW RADIUS RETURN	79.3	10
858+15 LT	MONTREAL ST	NE RADIUS RETURN	44.6	10
875+27 RT	CITY HALL ST	SW RADIUS RETURN	44.8	10
875+27 RT	CITY HALL ST	SE RADIUS RETURN	26.4	10
875+83 LT	PLANT ST	NW RADIUS RETURN	43.2	10
		TOTALS:	1309.2 (*)	280 (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INLET REPAIR

LOCATION	611.0430 RECONSTRUCTING INLETS EACH	611.0600 (*) INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.9710 SALVAGED INLET COVERS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	628.7015 INLET PROTECTION TYPE C EACH
STA 601+55 LT N/E QUADRANT JACKSON ST	1	1	–	–	–	–	–	–
STA 601+55 RT S/E QUADRANT JACKSON ST	1	1	–	–	–	–	–	–
STA 604+55 RT S/E QUADRANT MACKINNON ST	1	1	–	–	–	–	–	–
STA 604+88 LT N/E QUADRANT MACKINNON ST	–	–	–	–	–	–	1	–
STA 851+46 LT (STRATFORD ST NORTH)	–	–	1	–	–	–	–	–
STA 871+61 LT N/E QUADRANT MICHIGAN AVE	1	–	–	1	–	–	–	–
STA 875+43 RT (CITY HALL ST)	1	–	–	1	–	–	–	–
STA 858+10 RT (MONTREAL ST)	1	–	–	1	–	–	–	–
UNDISTRIBUTED	4	1	1	1	3	4	–	–
PROJECT 324+00 - 878+00	–	–	–	–	–	–	–	60
TOTALS:	10	4 (*)	2	4	3	4	1	60

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

BARRIER SYSTEM GRADING SHAPING FINISHING

LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	208.0100 (*) BORROW CY	625.0100(*) TOPSOIL SY	629.0210(*) FERTILIZER TYPE B CWT	630.0130(*) SEEDING MIX NO. 30 LB
STA 343+61 - 347+18 LT	250	2	119	30	100	0.2	4
STA 344+61 - 347+78 RT	212.5	2	107	30	100	0.2	4
TOTALS:	462.5	4	226	60 (*)	200 (*)	0.4 (*)	8 (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ESLEWHERE

EROSION CONTROL

LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH	628.2006 (*) EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	629.0210 (*) FERTILIZER TYPE B CWT	625.0100 (*) TOPSOIL SY	630.0130 (*) SEEDING MIXTURE NO. 30 LB	630.0140 (*) SEEDING MIXTURE NO. 40 LB	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7570 ROCK BAGS (EACH)
PROJECT 9250-14-60	–	–	4	4	–	–	–	–	–	–	–	–	–	–
STA 343+61 - 347+18 LT (GUARDRAIL)	510	510	–	–	–	200	–	–	–	–	–	–	–	–
STA 344+61 - 347+78 RT (GUARDRAIL)	470	470	–	–	–	200	–	–	–	–	–	–	–	–
STA 628+72 LT & RT (PIPE NO. 26-077-050)	170	170	–	–	–	–	80	0.03	80	1	–	–	15	–
STA 764+88 LT & RT (PIPE NO. 26-077-057)	250	250	–	–	–	–	80	0.03	80	1	–	8	20	–
STA 815+03 - 879+03 (C & G SPOT REPAIRS)	–	–	–	–	300	–	–	0.20	300	–	6	–	–	–
STA 617+04 - 622+32 RT (DITCH CLEANING)	–	–	–	–	–	–	435	0.28	–	8	–	8	–	–
UNDISTRIBUTED	100	100	–	–	–	–	60	0.03	–	1	–	8	–	20
TOTALS:	1500	1500	4	4	300 (*)	400	655	0.57 (*)	460 (*)	11 (*)	6 (*)	24	35	20

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EROSION CONTROL

CURB RAMPS (IRONBELT, PENCE)

(SHEET 1) (IRONBELT, PENCE)		625.0100 (*) TOPSOIL	628.2006 (*) EROSION MAT URBAN CLASS 1 TYPE A	629.0210 (*) FERTILIZER TYPE B	630.0140 (*) SEEDING MIXTURE NO. 40
STATION	LOCATION	SY	SY	CWT	LB
601+50, 26.2' LT	NE CORRIGAN (JACKSON) ST	9.5	9.5	0.006	0.17
604+50, 24.4' LT	NE MAC KINNON ST	1.4	1.4	0.001	0.03
604+50, 25.5' LT	NW MAC KINNON ST	6.0	6.0	0.004	0.11
604+50, 25.4' RT	SW MAC KINNON ST	3.0	3.0	0.002	0.05
604+50, 25.0' RT	SE MAC KINNON ST	6.1	6.1	0.004	0.11
607+75, 24.7' LT	NE ATLANTIC ST	9.3	9.3	0.006	0.17
607+75, 25.3' LT	NW ATLANTIC ST	7.1	7.1	0.004	0.13
607+75, 25.7' RT	SW ATLANTIC ST	9.3	9.3	0.006	0.17
607+75, 25.3' RT	SE ATLANTIC ST	7.6	7.6	0.005	0.14
610+60, 25.3' LT	NW JOHNSON ST	6.9	6.9	0.004	0.12
610+60, 25.9' RT	SW JOHNSON ST	6.9	6.9	0.004	0.12
732+10, 33.3' RT	SW OAK ST	6.7	6.7	0.004	0.12
732+10, 33.5' RT	SE OAK ST	5.0	5.0	0.003	0.09
735+60, 33.4' RT	SW HEMLOCK ST	4.9	4.9	0.003	0.09
735+60, 33.4' RT	SE HEMLOCK ST	7.2	7.2	0.005	0.13
739+25, 33.4' RT	SW SPRUCE ST	5.5	5.5	0.003	0.10
739+25, 32.8' RT	SE SPRUCE ST	5.8	5.8	0.004	0.10
742+77, 31.2' RT	SW LINDEN ST	8.0	8.0	0.005	0.14
742+77, 31.1' RT	SE LINDEN ST	5.2	5.2	0.003	0.09
746+50, 28.8' RT	SW MAPLE ST	9.2	9.2	0.006	0.17
746+50, 26.6' RT	SE MAPLE ST	4.7	4.7	0.003	0.08
750+20, 29.0' RT	SW CEDAR ST	0	0	0	0.00
750+20, 31.6' RT	SE CEDAR ST	5.1	5.1	0.003	0.09
753+84, 30.9' RT	SW BIRCH ST	5.2	5.2	0.003	0.09
	SHEET 1 SUB-TOTALS:	145.6	145.6	0.09	2.6

EROSION CONTROL

CURB RAMPS (MONTREAL)

(SHEET 2) (MONTREAL)		625.0100 (*) TOPSOIL	628.2006 (*) EROSION MAT URBAN CLASS 1 TYPE A	629.0210 (*) FERTILIZER TYPE B	630.0140 (*) SEEDING MIXTURE NO. 40
STATION	LOCATION	SY	SY	CWT	LB
809+93 RT	SE ELM ST	1.3	1.3	0.001	0.02
823+55 RT	SW BESSEMER ST	1.9	1.9	0.001	0.03
823+55 RT	SE BESSEMER ST	1.3	1.3	0.001	0.02
823+55 LT	NW BESSEMER ST	2.7	2.7	0.002	0.05
823+55 LT	NE BESSEMER ST	1.7	1.7	0.001	0.03
828+53 RT	SW TEXAS AVE	1.7	1.7	0.001	0.03
828+53 RT	SE TEXAS AVE	1.9	1.9	0.001	0.03
831+06 LT	NW SAXON RD	1.5	1.5	0.001	0.03
831+06 LT	NE SAXON RD	2.2	2.2	0.001	0.04
836+30 RT	SW LAWRENCE ST	2.1	2.1	0.001	0.04
836+30 RT	SE LAWRENCE ST	2.6	2.6	0.002	0.05
836+30 LT	NW LAWRENCE ST	2.7	2.7	0.002	0.05
836+30 LT	NE LAWRENCE ST	2.5	2.5	0.002	0.05
842+28 RT	SW HAMILTON ST	2.4	2.4	0.002	0.04
842+28 RT	SE HAMILTON ST	2.3	2.3	0.001	0.04
842+28 LT	NW HAMILTON ST	2.3	2.3	0.001	0.04
842+28 LT	NE HAMILTON ST	2.8	2.8	0.002	0.05
851+04 LT	NW STRATFORD ST	2.3	2.3	0.001	0.04
851+04 LT	NE STRATFORD ST	2.5	2.5	0.002	0.05
793+65 RT	NW NUMBER 4 RD	2.3	2.3	0.001	0.04
793+65 RT	NE NUMBER 4 RD	2.1	2.1	0.001	0.04
858+15 RT	SW MONTREAL ST	1.5	1.5	0.001	0.03
858+15 RT	SE MONTREAL ST	2.5	2.5	0.002	0.05
858+15 LT	NW MONTREAL ST	2.3	2.3	0.001	0.04
858+15 LT	NE MONTREAL ST	1.6	1.6	0.001	0.03
875+27 RT	SW CITY HALL ST	2.5	2.5	0.002	0.05
875+27 RT	SE CITY HALL ST	1.5	1.5	0.001	0.03
875+83 LT	NW PLANT ST	2.4	2.4	0.002	0.04
	SHEET 2 SUB-TOTALS:	59.4	59.4	0.04	1.1
	TOTALS:	205.0	205.0	0.13	3.7
		(*)	(*)	(*)	(*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PERMANENT SIGNING

SHEET 1

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
1	STA 324+87	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
2	STA 326+11	LT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
3A	STA 328+22	RT	W11-6	30 x 30	1	1	-	6.25	1	-	-	-	SNOWMOBILE CROSSING
3B	STA 328+22	RT	W14-3	48 x 36	1	-	-	6.00	-	-	-	3A	NO PASSING ZONE
4	STA 331+92	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
5	STA 337+20	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
6	STA 337+20	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
7	STA 337+72	RT	I2-3	54 X 24	1	1	9.00	-	2	-	-	-	MUNICIPALITY SIGN: UPSON UNINCORPORATED
8	STA 337+75	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
9	STA 340+00	RT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
10	STA 341+00	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
11	STA 343+00	RT	J1-1	24 x 39	1	1	6.50	-	1	-	-	-	JUNCTION ASSEMBLY
			M2-1	21 x 15									JCT
			M1-6	24 x 24									122
12A	STA 345+00	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
12B	STA 345+12	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 55
13	STA 346+20	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
14	STA 349+50	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
15	STA 350+00	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
16	STA 350+00	RT	D1-2	54 X 30	1	1	11.25	-	2	-	-	-	DESINATION SIGN: HURLEY (UA), SAXON (LA)
17	STA 351+00	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
18A	STA 353+56	LT	-	-	1	-	-	-	-	-	-	-	- REMOVAL ONLY -
18B	STA 353+56	LT	J4-1	24 x 36	1	1	6.00	-	-	1	-	-	REASSURANCE ASSEMBLY
			M3-4	24 x 12									WEST
			M1-6	24 x 24									77
19	STA 354+00	RT	J3-1	24 x 57	1	1	9.50	-	-	1	-	-	DIRECTIONAL ASSEMBLY
			M3-1	24 x 12									NORTH
			M1-6	24 x 24									122
			M6-1	21 x 21									DIRECTIONAL ARROW (LA)
20	STA 354+11	LT	R1-1	36 x 36	1	1	7.50	-	1	-	-	-	STOP
21A	STA 355+11	RT	J3-2	48 x 57	1	1	19.00	-	-	1	-	-	DIRECTIONAL ASSEMBLY
			M3-2	24 x 12									EAST
			M1-6	24 x 24									122
			M6-1	21 x 21									DIRECTIONAL ARROW (LA)
			M3-4	24 x 12									WEST
			M1-6	24 x 24									122
			M6-1	21 x 21									DIRECTIONAL ARROW (RA)
21B	STA 355+11	RT	W1-7	48 x 24	-	-	-	8.00	-	-	-	21A	TWO-DIRECTIONAL LARGE ARROW
22A	STA 355+11	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
22B	STA 355+11	LT	J3-1	24 x 57	-	-	9.50	-	-	1	-	-	DIRECTIONAL ASSEMBLY
			M3-1	24 x 12									NORTH
			M1-6	24 x 24									122
			M6-1	21 x 21									DIRECTIONAL ARROW (RA)
	SUB-TOTALS (SHEET 1):				22	20	118.97	35.25	17	4	0		

PERMANENT SIGNING

SHEET 2

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
23	STA 355+68	RT	J4-1	24 x 36	1	1	6.00	-	1	-	-	-	REASSURANCE ASEMBLY EAST 77
24	STA 356+73	LT	D1-2	54 X 30	1	1	11.25	-	1	-	-	-	DESINATION SIGN: MELLON (UA), SAXON (RA)
25	STA 357+26	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
26	STA 357+92	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
27	STA 358+32	RT	-	-	-	-	-	-	-	-	-	-	- SIGN NO LONGER EXISTS -
28	STA 358+84	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
29	STA 359+90	LT	J1-1 M2-1 M1-6	24 x 39 21 x 15 24 x 24	1	1	6.50	-	1	-	-	-	JUNCTION ASSEMBLY JCT 122
30	STA 361+79	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
31A	STA 364+65	LT	I2-3	54 X 24	1	2	9.00	-	-	2	-	-	MUNICIPALITY SIGN: UPSON UNINCORPORATED
31B	STA 364+65	LT	-	-	1	-	-	-	-	-	-	-	- REMOVAL ONLY -
32	STA 364+65	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 55
33	STA 367+00	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
34	STA 370+52	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
35	STA 372+00	LT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
36	STA 391+36	RT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
37	STA 466+06	RT	I55-56	30 x 36	1	1	7.50	-	1	-	-	-	AAH: BORDERLINE BEAGLE CLUB
38	STA 521+08	RT	D7-68	60 X 42	1	2	17.50	-	-	2	-	-	ROAD TO WEBER LK COUNTY PARK 1 MILE
39	STA 563+33	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
40	STA 563+71	RT	J1-1 M2-1 M1-5A	24 x 39 21 x 15 24 x 24	1	1	6.50	-	-	1	-	-	JUNCTION ASSEMBLY JCT COUNTY E
41	STA 567+73	RT	D7-68L	60 x 36	-	-	15.00	-	-	2	-	-	WEBER LAKE COUNTY PARK (LA)
42	STA 570+04	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
43	STA 570+04	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
44	STA 571+63	LT	J4-1 M3-4 M1-6	24 x 36 24 x 12 24 x 24	1	1	6.00	-	1	-	-	-	REASSURANCE ASEMBLY WEST 77
45	STA 572+16	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
46	STA 573+00	LT	I55-56	30 x 36	-	-	7.50	-	1	-	-	-	AAH: BORDERLINE BEAGLE CLUB
47	STA 573+00	RT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
48	STA 575+16	LT	J13-1 M1-6 M6-4	24 x 45 24 x 24 21 x 21	1	1	7.50	-	1	-	-	-	DIRECTIONAL ASSEMBLY 77 DOUBLE DIRECTIONAL ARROWS
49	STA 575+16	RT	J13-1 M1-5A M6-1	24 x 45 24 x 24 21 x 21	-	-	7.50	-	1	-	-	-	DIRECTIONAL ASSEMBLY COUNTY E DIRECTIONAL ARROW (LA)
50	STA 575+33	LT	R1-1	36 x 36	1	1	7.46	-	1	-	-	-	STOP
51	STA 575+33	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
	SUB-TOTALS (SHEET 2):				23	24	145.57	24.00	18	7	0		

PERMANENT SIGNING

SHEET 3

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
52	STA 575+75	LT	J13-1 M1-5A M6-1	24 x 45 24 x 24 21 x 21	-	-	7.50	-	1	-	-	-	DIRECTIONAL ASSEMBLY COUNTY E DIRECTIONAL ARROW (LA)
53	STA 576+25	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
54	STA 576+89	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
55	STA 577+41	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
56	STA 577+93	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
57	STA 578+00	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
58	STA 578+00	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 55
59	STA 580+00	RT	J4-1 M3-2 M1-6	24 x 36 24 x 12 24 x 24	-	-	6.00	-	1	-	-	-	REASSURANCE ASSEMBLY EAST 77
60	STA 580+01	LT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
61	STA 581+05	LT	D7-68R	60 x 36	1	2	15.00	-	-	2	-	-	WEBER LAKE COUNTY PARK (RA)
62	STA 582+19	LT	R2-1	24 x 30	1	1	-	5.00	-	-	-	-	SPEED LIMIT 35
63A	STA 582+19	RT	-	-	1	-	-	-	-	-	-	-	- REMOVAL ONLY -
63B	STA 582+19	RT	I2-3	54 X 24	1	2	10.00	-	2	-	-	-	MUNICIPALITY SIGN: IRON BELT UNINCORPORATED
64	STA 583+24	LT	J1-1 M2-1 M1-5A	24 x 39 21 x 15 24 x 24	1	1	6.50	-	1	-	-	-	JUNCTION ASSEMBLY JCT COUNTY E
65	STA 584+30	LT	W1-6	48 x 24	1	1	-	8.00	1	-	-	-	ONE-DIRECTION LARGE ARROW (RA)
66	STA 589+05	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
67	STA 590+46	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
68	STA 590+66	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
69	STA 594+50	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
70	STA 594+50	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
71	STA 598+03	RT	R2-1	24 x 30	1	-	5.00	-	1	-	-	-	SPEED LIMIT 35 (REMOVE FROM POWER POLE)
72	STA 598+56	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
73	STA 601+55	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
74	STA 601+55	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
75	STA 604+55	LT	R1-1	30 x 30	1	1	5.18	-	-	-	1	-	STOP
76	STA 604+55	RT	R1-1	30 x 30	1	1	5.18	-	-	-	1	-	STOP
77	STA 605+95	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
78	STA 607+69	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
79	STA 607+69	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
80	STA 608+06	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
81	STA 610+85	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
82	STA 610+85	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
83	STA 611+76	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
84	STA 614+40	LT	R2-1	24 x 30	1	-	5.00	-	1	-	-	-	SPEED LIMIT 35 (REMOVE FROM POWER POLE)
85	STA 614+95	RT	R1-1	30 x30	1	1	5.18	-	1	-	-	-	STOP
86	STA 616+51	RT	W1-6	48 x 24	1	1	-	8.00	1	-	-	-	ONE-DIRECTION LARGE ARROW (RA)
		SUB-TOTALS (SHEET 3):			32	31	162.52	27.00	29	2	2		

PERMANENT SIGNING

SHEET 4

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
87	STA 619+15	LT	D7-68	60 X 42	1	2	17.50	-	-	2	-	-	ROAD TO WEBER LK COUNTY PARK 1 MILE
88	STA 620+20	LT	S3-1	36 x 36	1	1	-	9.00	1	-	-	-	SCHOOL BUS STOP AHEAD
89	STA 621+00	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
90	STA 621+00	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 55
91A	STA 623+37	LT	-	-	1	-	-	-	-	-	-	-	- REMOVAL ONLY -
91B	STA 623+37	LT	I2-3	54 X 24	1	2	10.00	-	-	2	-	-	MUNICIPALITY SIGN: IRON BELT UNINCORPORATED
92	STA 623+90	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
93	STA 625+00	LT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
94	STA 630+24	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
95A	STA 634+46	RT	J4-1 M3-2 M1-6	24 x 36 24 x 12 24 x 24	1	1	6.00	-	1	-	-	-	REASSURANCE ASSEMBLY EAST 77
95B	STA 634+46	RT	W14-3	48 x 36	1	-	-	6.00	-	-	-	95A	NO PASSING ZONE
96	STA 638+16	LT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
97	STA 668+25	RT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
98	STA 673+53	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
99	STA 675+12	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
100	STA 676+83	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
101	STA 692+54	LT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
102	STA 694+65	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
103	STA 696+96	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
104	STA 697+25	LT	-	-	1	1	-	-	1	-	-	-	- REMOVAL ONLY -
105	STA 716+83	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
106	STA 722+00	RT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
107	STA 723+00	LT	J4-1 M3-4 M1-6	24 x 36 24 x 12 24 x 24	1	1	6.00	-	1	-	-	-	REASSURANCE ASSEMBLY WEST 77
108	STA 723+69	LT	-	-	1	1	5.00	-	1	-	-	-	- REMOVAL ONLY -
109	STA 725+28	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
110	STA 726+25	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 55
111	STA 726+25	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
112	STA 726+86	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
113	STA 727+39	RT	I2-3	54 x 24	1	1	9.00	-	2	-	-	-	MUNICIPALITY SIGN: PENCE UNINCORPORATED
114	STA 732+10	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
115	STA 732+10	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
116	STA 731+31	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
117	STA 735+64	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
118	STA 738+48	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
119	STA 739+27	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
120	STA 742+17	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
121	STA 742+83	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
122	STA 746+54	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
		SUB-TOTALS (SHEET 4):			32	32	129.94	51.00	27	4	0		

PERMANENT SIGNING

SHEET 5

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
123	STA 747+98	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
124	STA 750+23	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
125	STA 753+86	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
126	STA 754+11	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
127	STA 760+00	LT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
128	STA 760+00	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 55
129A	STA 762+18	LT	-	-	1	-	-	-	-	-	-	-	- REMOVAL ONLY -
129B	STA 762+18	LT	I2-3	54 x 24	1	1	9.00	-	2	-	-	-	MUNICIPALITY SIGN: PENCE UNINCORPORATED
130	STA 763+29	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
131	STA 765+00	LT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
132	STA 771+21	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
133	STA 773+85	RT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
134	STA 778+08	LT	W14-3	48 x 36	1	1	-	6.00	1	-	-	-	NO PASSING ZONE
135	STA 781+24	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
136	STA 785+80	RT	W3-5	36 x 36	-	-	-	9.00	1	-	-	-	SPEED REDUCTION AHEAD 35
137	STA 789+16	RT	I2-3	60 x 24	1	1	10.00	-	2	-	-	-	MUNICIPALITY SIGN: MONTREAL POPULATION 807
138	STA 791+80	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 55
139	STA 791+80	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
140	STA 793+65	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
141	STA 793+65	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
142	STA 793+75	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
143	STA 798+33	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
144	STA 805+00	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
144B	STA 807+00	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
144C	STA 807+00	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
145	STA 809+93	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
146	STA 811+87	LT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
147	STA 823+55	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
148	STA 823+55	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
149	STA 825+60	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
150	STA 825+60	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
151	STA 828+53	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
152	STA 831+06	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
153	STA 835+10	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
154	STA 836+28	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
155	STA 836+28	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
156	STA 837+21	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
157	STA 837+74	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
158	STA 839+00	RT	D5-67	60 x 36	-	-	15.00	-	1	-	-	-	GEOGRAPHICAL MARKER 1/2 MILE
159	STA 842+30	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
160	STA 842+30	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
161	STA 846+19	LT	R2-1	24 x 30	1	-	5.00	-	-	-	-	-	SPEED LIMIT 55
		SUB-TOTALS (SHEET 5):			37	35	171.52	30.00	35	0	0		

PERMANENT SIGNING

SHEET 6

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (INCHES)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0614 WOOD POSTS 4x6-INCH x 14 FOOT (EACH)	634.0616 WOOD POSTS 4x6-INCH x 16 FOOT (EACH)	634.0812 POST TUBULAR STEEL 2x2-INCH x 12-FT (EACH)	MOUNT ON SAME POST AS SIGN #	DESCRIPTION
162	STA 846+19	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 55
163	STA 851+04	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
164	STA 853+58	RT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
165	STA 855+23	RT	R1-1	30 x 30	1	1	5.18	-		-	1	-	STOP
166	STA 858+17	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
167	STA 858+17	RT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
168	STA 861+50	LT	-	-	1	1	-	-	1	-	-	-	- REMOVAL ONLY -
169	STA 868+69	RT	W11-8	30 x 30	1	1	-	6.25	1	-	-	-	FIRE TRUCK CROSSING SIGN
170	STA 869+95	LT	R2-1	24 x 30	1	1	5.00	-	1	-	-	-	SPEED LIMIT 35
171	STA 869+95	RT	-	-	1	1	-	-	-	-	-	-	- REMOVAL ONLY -
172	STA 871+00	RT	R2-1	24 x 30	-	-	5.00	-	1	-	-	-	SPEED LIMIT 35
173	STA 871+53	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
174	STA 872+00	LT	R1-1	30 x 30	1	1	5.18	-	1	-	-	-	STOP
		SUB-TOTALS (SHEET 6):			12	12	51.08	6.25	11	0	1		
		PROJECT TOTALS:			158	154	779.60	173.50	137	17	3		

TRAFFIC CONTROL

LOCATION	643.0100 TRAFFIC CONTROL PROJECT 9250-14-60 EACH	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0900 TRAFFIC CONTROL SIGNS DAYS
PROJECT LIMITS AND SIDE ROADS	1	-	-	-	-	5610
GUARDRAIL REPLACEMENT	-	120	-	-	-	-
CULVERT REPAIRS	-	130	-	-	-	84
INLET REPAIR AREAS	-	150	-	-	-	-
C&G SPOT REPAIRS (NOT INCLUDING CURB RAMPS)	-	300	-	-	-	-
STORM SEWER - IRONBELT	-	100	-	-	-	-
CURB RAMPS - IRONBELT	-	220	176	176	176	88
CURB RAMPS - PENCE	-	260	208	208	208	104
CURB RAMPS - MONTREAL	-	560	448	448	448	224
UNDISTRIBUTED	-	60	18	18	18	40
TOTALS:	1	1900	850	850	850	6150

PAVEMENT MARKING

STATION		STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH LF	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	648.0100 LOCATING NO PASSING ZONES MILE	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH LF
STA 325+00	-	STA 879+00	CENTER LINE	29683	67840	-	10.5	8864
STA 325+00	-	STA 879+00	EDGE LINE	90330	-	-	-	-
STA 354+11 LT			STH 122	-	-	22	-	-
			TOTAL	120013	67840	22	10.5	8864

NOTE: NO EDGE LINE PAVEMENT MARKING REQUIRED IN URBAN CURB & GUTTER AREAS (IRONBELT, PENCE, MONTREAL).

3

MARKERS CULVERT END

LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	633.5200 MARKERS CULVERT END EACH
STA 327+69 PIPE 26-77-028	2	2
STA 367+29 PIPE 26-77-029	2	2
STA 375+21 PIPE 26-77-030	2	2
STA 394+75 PIPE 26-77-031	2	2
STA 404+78 PIPE 26-77-032	2	2
STA 412+17 PIPE 26-77-033	2	2
STA 510+68 PIPE 26-77-040	2	2
STA 520+56 PIPE 26-77-041	2	2
STA 534+08 PIPE 26-77-042	2	2
STA 543+96 PIPE 26-77-043	2	2
STA 567+53 PIPE 26-77-044	2	2
STA 584+43 PIPE 26-77-045	2	2
STA 587+03 PIPE 26-77-046	2	2
STA 589+49 PIPE 26-77-047	2	2
STA 596+88 PIPE 26-77-048	2	2
STA 623+80 PIPE 26-77-049	2	2
STA 632+78 PIPE 26-77-050	2	2
STA 643+26 PIPE 26-77-051	2	2
STA 656+26 PIPE 26-77-052	2	2
STA 666+14 PIPE 26-77-053	2	2
STA 675+50 PIPE 26-77-054	2	2
STA 709+48 PIPE 26-77-055	2	2
STA 727+66 PIPE 26-77-056	2	2
STA 764+64 PIPE 26-77-057	2	2
STA 792+33 PIPE 26-77-058	2	2
TOTALS:	50	50

CLEAN EXISTING DITCH

LOCATION	SPV.0090.01 GRADING AND SHAPING DITCH LF	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
STA 617+04 - 622+32 RT	528	-	-
STA 617+04 - 617+34 RT	-	10	45
STA 628+72 LT	-	8	20
TOTALS:	528	18	65

CONSTRUCTION STAKING

LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.5500 CONSTRUCTION STAKING CURB, GUTTER, AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 9250-14-60 LS
STA 628+72 (PIPE 26-077-050)	-	-	1	-	-
STA 764+88 (PIPE 26-077-057)	-	-	1	-	-
STA 604+34 - 608+04 (MONTREAL STORM SEWER)	9	-	-	-	-
UNDISTRIBUTED (*)		2000			
PROJECT 324+00 - 879+00	-	-	-	55503	1
TOTALS:	9	2000	2	55503	1
		(*)			

(*) FOR USE, IF NEEDED, AT THE SHORT LENGTH C&G SPOT REPAIRS AND OTHER SHORT LENGTH C&G REPLACEMENTS

SAWING ASPHALT

LOCATION	690.0150 (*) LF
STA 628+72 CULVERT REPLACEMENT	48
STA 764+88 CULVERT REPLACEMENT	48
CURB & GUTTER AND INLET REPAIR AREAS:	
STA 598+56 - 619+15	104
CURB & GUTTER REPAIR AREAS:	
STA 729+50 - 759+60	204
CURB & GUTTER AND INLET REPAIR AREAS:	
STA 810+23 - 878+03	1704
STA 745+34 CONCRETE PAVEMENT REPAIR	90
UNDISTRIBUTED	100
TOTAL	2298
	(*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SAWING CONCRETE

LOCATION	690.0250 (*) LF
CURB & GUTTER AND INLET REPAIR AREAS:	
STA 598+56 - 619+15	20
CURB & GUTTER REPAIR AREAS:	
STA 729+50 - 759+60	30
CURB & GUTTER AND INLET REPAIR AREAS:	
STA 810+23 - 878+03	100
UNDISTRIBUTED	80
TOTAL	230
	(*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
9250-14-20		
FEDERAL PROJECT NUMBER	4.01	21

PLAT OF RIGHT-OF-WAY REQUIRED FOR

MELLEN - HURLEY
UPSON LAKE ROAD - MONTREAL

STH 77 IRON COUNTY

CONSTRUCTION PROJECT NUMBER
9250-14-60

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	T

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT (SET)	(1" IP W/CAP)	EXISTING H.E. LINE	
R/W MONUMENT (SET)	(3" SURVEY SPIKE)	PROPERTY LINE	
FOUND R/W MONUMENT		LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		RESTRICTED ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	2	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	60	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

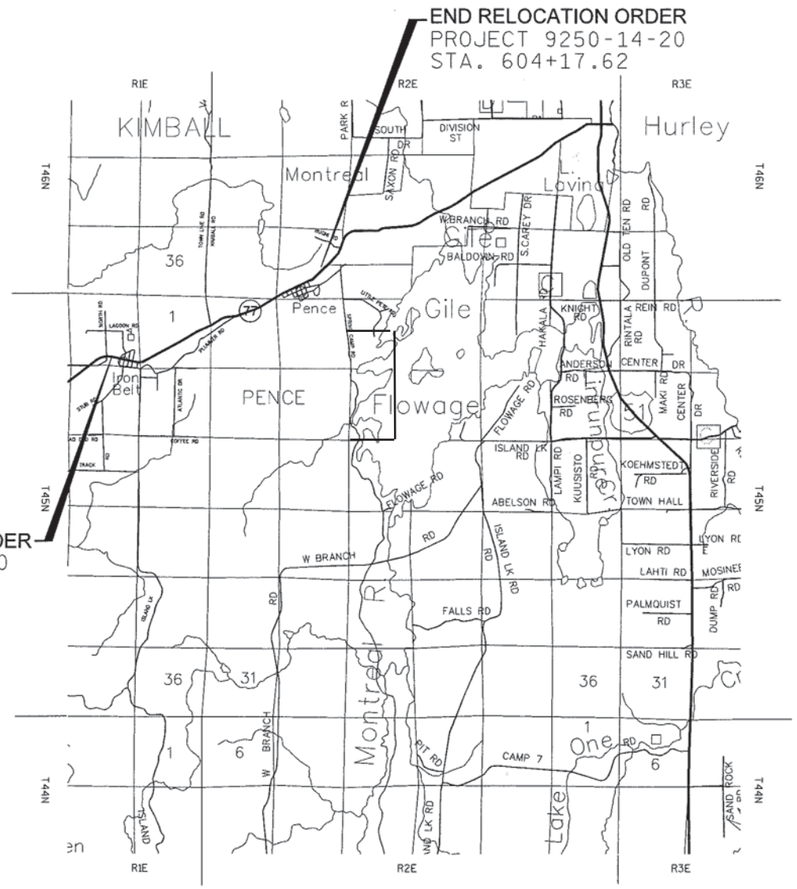
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
FIBER OPTIC	FO	
CABLE TELEVISION	TV	
SANITARY SEWER	SAN	
STORM SEWER	SS	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

37.91' NORTH AND 855.22' WEST OF OF THE EAST QUARTER CORNER OF SECTION 32, TOWNSHIP 46 NORTH, RANGE 2 EAST, IRON COUNTY, WISCONSIN.
Y = 360067.731
X = 723061.985

END RELOCATION ORDER
PROJECT 9250-14-20
STA. 604+17.62

803.932' NORTH AND 1893.41' WEST OF OF THE SOUTHEAST CORNER OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 1 EAST, IRON COUNTY, WISCONSIN.
Y = 352947.211
X = 706995.439

BEGIN RELOCATION ORDER
PROJECT 9250-14-20
STA. 113+17.61



LAYOUT
SCALE 0 1.0 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.43 MI.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IRON COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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 LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

BASIS OF EXISTING RIGHT-OF-WAY: ORIGINAL PLAT OF TOWN OF PENCE. PROJECT DIVISION JOB NUMBER 7031 AND S 0106 (6). DOCUMENT 91820 RECORDED IN VOL 2 OF CSM PAGE 86-87. COLEMAN ENGINEERING JOB SI-05270 DATED 8-9-2005 AND JOB S-94646 LAST REVISION DATE 11-8-94. LOT B SUBDIVISION OF THE TOWN OF PENCE. IRON BELT ALIGNMENT PROVIDED BY EMCS.

WISCONSIN
RONALD K. JACOBSON
S-2059
IRONWOOD, MI
LAND SURVEYOR

COLEMAN ENGINEERING COMPANY
200 EAST AYER STREET
IRONWOOD, MICHIGAN 49938

REVISION	DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 4-21-15 (Signature)

E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101_RP.DWG PLOT DATE : 4/13/2015 7:06 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHE

LAYOUT NAME - ****

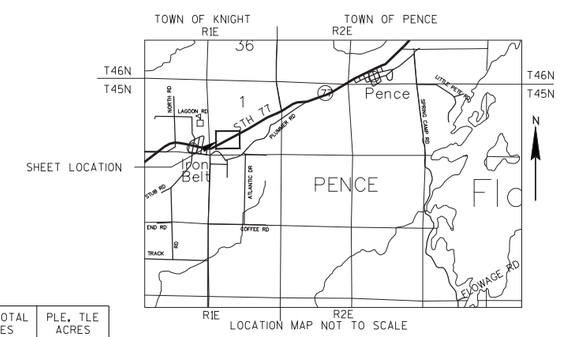
TRANSPORTATION PROJECT PLAT NO: 9250-14-20 - 4.22

THAT PART OF THE SE-SW, SECTION 1, TOWNSHIP 45 NORTH, RANGE 1 EAST,
TOWN OF KNIGHT, IRON COUNTY, WISCONSIN.

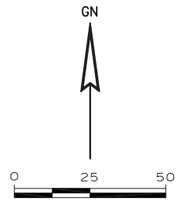
RELOCATION ORDER STH 77 IRON COUNTY UPSON LAKE ROAD - MONTREAL

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

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



LOCATION MAP NOT TO SCALE



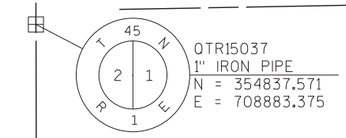
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 9250-14-20 -4.22
AMENDMENT NO:...

SHEET 1 OF 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE ACRES
13	4.22	Frank James	FEE	0.07	0.86	0.93	-----

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



QTR15037
1" IRON PIPE
N = 354837.571
E = 708883.375

POINT TABLE		
POINT	NORTHING	EASTING
ERW2442	353219.208	710180.758
ERW2443	353292.729	710178.335
ERW2444	353522.264	710608.366
ERW2445	353524.948	710753.556

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N28°03'29"W	22.00'
L2	N61°54'30"E	80.00'
L3	S28°03'29"E	22.00'
L4	S61°54'30"W	80.00'
L5	N61°54'30"E	80.00'
L6	S28°05'30"E	17.00'
L7	S61°54'30"W	80.00'
L8	N28°05'30"W	17.00'

SECC15035
RR SPIKE
N = 352143.290
E = 708888.846

MON TO MON
S0°06'59"E 2694.29'

1189.02'

1366.05'
N90° 00' 00"W

SIXTEENTH LINE

TOWN OF KNIGHT

FRANK JAMES
DOC. NO. 145565

OF

KNIGHT

SE-SW
SEC 1

ERW2443
457+19.16
-33.78' LT

ERW2444
462+06.61
-34.07' LT

ERW2445
463+36.00
31.86' RT

ERW2442
456+86.71
32.24' RT

458+83.19 N=353389.383
-55.88' E=710312.695

458+83.20 N=353369.975
-33.88' E=710323.055

458+03.19 N=353351.713
-55.83' E=710242.120

N=353332.304 458+03.20
E=710252.479 -33.83'

458+83.23 N=353314.333
32.12' E=710356.228

458+83.24 N=353299.336
49.12' E=710364.233

N=353274.072 458+03.23
E=710283.544 32.17'

N=353257.310 458+03.24
E=710292.491 49.17'

N61° 54' 30"E 84.05'

N61° 54' 30"E 116.51'

N61° 54' 30"E 323.41'

N61° 54' 30"E 649.29'

N61°56'31"E 224.40'

S88°56'28"W 145.22'

N1°53'15"W 73.56'

1760 S.F. (0.04 ACRES)

1360 S.F. (0.03 ACRES)

452.78'

66'

S.T.H. 77

456

457

458

459

460

461

462

463

L1 L2 L3 L4 L5 L6 L7 L8

FO

13

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	T

CONVENTIONAL UTILITY SYMBOLS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
R/W MONUMENT (SET)	(1" IP W/CAP)	EXISTING H.E. LINE	
R/W MONUMENT (SET)	(3" SURVEY SPIKE)	PROPERTY LINE	
FOUND R/W MONUMENT		LOT & TIE LINES	
SIGN	ISIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		RESTRICTED ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	2	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	60	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IRON COUNTY, NAD 83 (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 1"X24" IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE 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".

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 LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN RHINELANDER.

BASIS OF EXISTING RIGHT-OF-WAY: RIGHT-OF-WAY PROJECT NO. 9250-14-30 PREPARED BY COLEMAN ENGINEERING COMPANY. ORIGINAL PLAT OF TOWN OF PENCE. PROJECT DIVISION JOB NUMBER 7031 AND S 0106 (6). DOCUMENT 91820 RECORDED IN VOL 2 OF CSM PAGE 86-87. COLEMAN ENGINEERING JOB SI-05270 DATED 8-9-2005 AND JOB S-94646 LAST REVISION DATE 11-8-94. LOT B SUBDIVISION OF THE TOWN OF PENCE. IRON BELT ALIGNMENT PROVIDED BY EMCS.

COLEMAN ENGINEERING COMPANY
200 EAST AYER STREET
IRONWOOD, MICHIGAN 49938

I, RONALD K. JACOBSON, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 9250-14-20 - 4.22 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN RONALD K. JACOBSON S-2059 IRONWOOD, MI LAND SURVEYOR

SIGNATURE _____ DATE 11/30/2015
RONALD K. JACOBSON, R.L.S. S-2059
COLEMAN ENGINEERING COMPANY
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, NORTHEAST REGION
SIGNATURE Brent L Stella DATE 11-30-15
Brent L Stella

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\92501430\SHEETSPLAN\040101-RP_FEE.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 11/30/2015 8:51 AM PLOT BY : ANDY MCRAE PLOT NAME : PLOT SCALE : 1 IN:50 FT

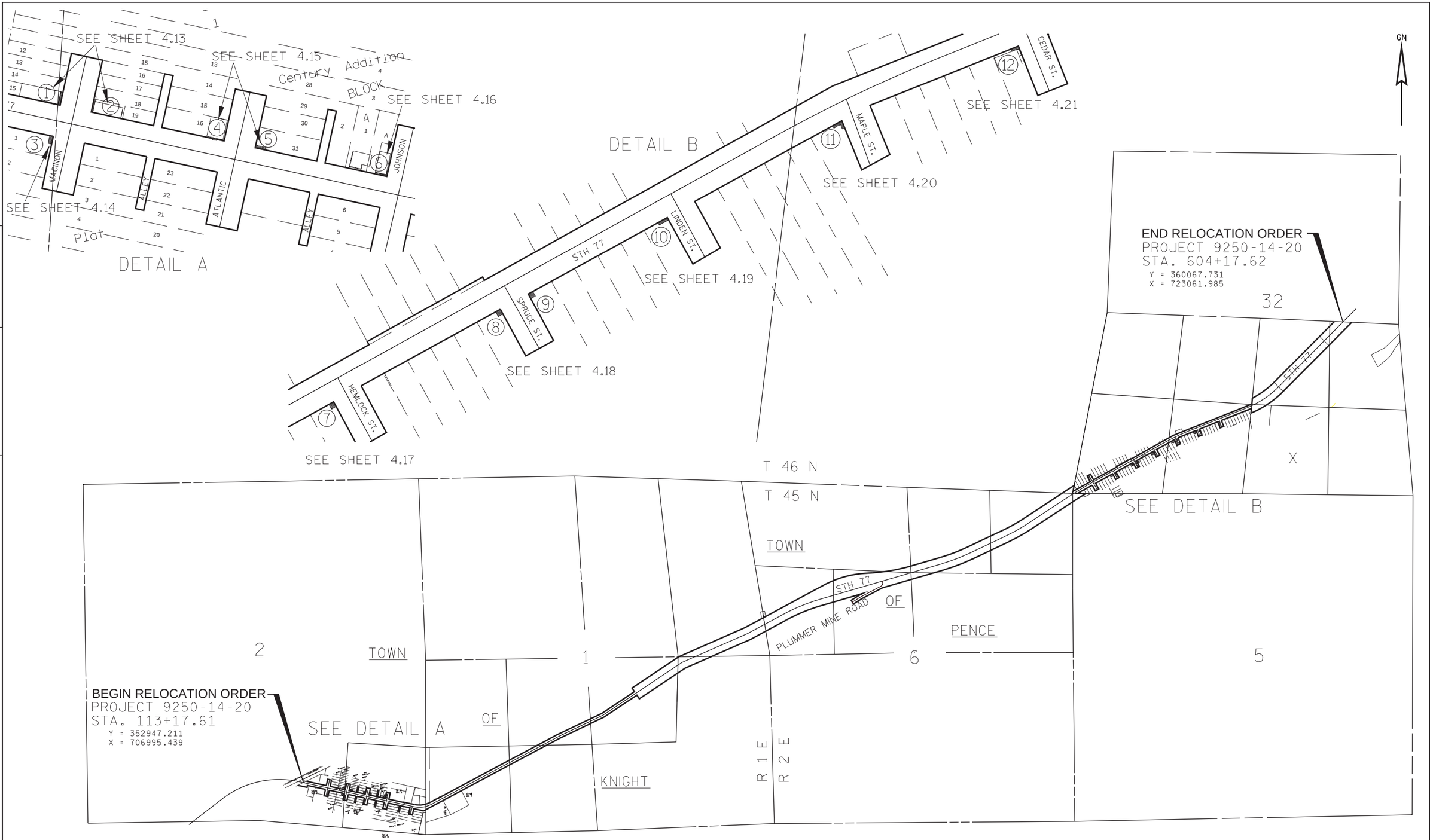
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

4

4

SCHEDULE OF LANDS & INTERESTS REQUIRED							
PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW ACRES	R/W EXISTING ACRES	R/W TOTAL ACRES	PLE, TLE SF
1	4.13	Ryszard Borys	TLE	---	---	---	128
2	4.13	Paul J. Castagna	TLE	---	---	---	72
3	4.14	Robert A. Proksch	TLE	---	---	---	105
4	4.15	Ralph Carson	TLE	---	---	---	18
5	4.15	Ricky L. Saippa	TLE	---	---	---	100
6	4.16	Scott F. Sivula	TLE	---	---	---	52
7	4.17	Anna Vokolek	TLE	---	---	---	100
8	4.18	John C. Wegner II	TLE	---	---	---	100
9	4.18	Beth Ann McKeague John Bracket and Jane Bracket	TLE	---	---	---	100
10	4.19	Andrew Hamm and Renee Olson	TLE	---	---	---	100
11	4.20	Sno-Bus Manufacturing Co. Inc.	TLE	---	---	---	147
12	4.21	Frederick A. and Judy A. Valenti	TLE	---	---	---	79



REVISION DATE	DATE 03/24/2015	SCALE: FEET 0 --- NA	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.03	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 67	E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_LAYOUT SHEET.DWG PLOT DATE : 4/13/2015 7:08 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

REVISION DATE	DATE 03/24/2015

BEGIN RELOCATION ORDER
PROJECT 9250-14-20
STA. 113+17.61
Y = 352947.211
X = 706995.439

PI STA = 416+52.60
DELTA = 50°01'17"
D = 3°59'57"
T = 668.40'
L = 1250.80'
R = 1432.70'
PC STA = 409+84.19
PT STA = 422+34.99

SOO LINE RAILROAD

STA 426+95.16 =
STA 1+29.97
Y = 352865.167
X = 707372.510

APPROXIMATE SIXTEENTH LINE

TOWN Original Plat

BLOCK 2

BLOCK 1

2nd Addition SE-SE SEC 2

BLOCK 1

SEE SHEET #4.13

SEE SHEET #4.15

SEE SHEET #4.14

SEE SHEET 4.05

STH 77

60'

OE

SW-SE SEC 2

JACKSON

CHISELED "X" ON BRICK

MACKINNON

ALLEY

ATLANTIC

Original Plat BLOCK 3 KNIGHT

Addition to Original BLOCK 4

BLOCK 4

MATCH LINE

S77°43'29"E 1936.89' (C199-EAST LINE SEC 2)
S77°43'29"E 1827.80' (PT-PC)
S77°43'29"E 1753.52' (C199-PC)

PC: 440+62.79

2067.81'

S90°00'00"W
926.34'

626.48'

MON TO MON
S0°06'59"E 2694.29'

QTR15037
1" IRON PIPE
Y = 354837.571
X = 708883.375

SECC15035
RR SPIKE
Y = 352143.289
X = 7088888.846

STA 429+93.36 =
STA 1+30.07
Y = 352801.769
X = 707663.886

STA 1+29.97
STA 432+80.93 =

GN

0 50 100

RIGHT-OF-WAY COURSE TABLE		
PT-PT	BEARING	DISTANCE
C199-ERW2405	N64°07'52"E	48.81'
ERW2405-ERW2406	S77°42'19"E	317.29'
ERW2406-C171	N12°17'41"E	100.00'
C171-C172	S77°42'19"E	60.00'
C172-ERW2409	S12°17'41"W	100.00'
ERW2409-ERW2410	S77°42'19"E	240.00'
ERW2410-C173	N12°17'41"E	100.00'
C173-C174	S77°42'19"E	60.00'
C174-ERW2413	S12°17'41"W	100.00'
ERW2413-ERW2414	S77°42'19"E	120.00'
ERW2414-C175	N12°17'41"E	100.00'
C175-C176	S77°42'19"E	16.00'
C176-ERW2417	S12°17'41"W	100.00'
ERW2417-ERW2418	S77°42'19"E	120.00'
ERW2418-ERW2419	S12°17'41"W	60.00'
ERW2419-ERW2416	N77°42'19"W	120.00'
ERW2416-C193	S12°17'41"W	100.00'
C193-C194	N77°42'18"W	16.00'
C194-ERW2415	N12°17'41"E	100.00'
ERW2415-ERW2412	N77°42'19"W	120.00'
ERW2412-C195	S12°17'41"W	100.00'
C195-C196	N77°42'19"W	60.00'
C196-ERW2411	N12°17'41"E	100.00'
ERW2411-ERW2408	N77°42'19"W	240.00'
ERW2408-C197	S12°17'41"W	100.00'
C197-C198	N77°42'19"W	60.00'
C198-ERW2407	N12°17'41"E	100.00'
ERW2407-ERW2404	N77°42'19"W	284.22'
ERW2404-ERW2403	S12°17'41"W	30.00'
ERW2403-ERW2402	N77°42'19"W	147.58'
ERW2402-C199	N64°07'52"E	96.85'

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C171	352998.650	707370.658	426+64.97	130.04
C172	352985.874	707429.282	427+24.97	130.02
C173	352934.768	707663.778	429+64.97	129.94
C174	352921.992	707722.402	430+24.97	129.91
C175	352896.439	707839.650	431+44.97	129.87
C176	352893.032	707855.283	431+60.97	129.87
C193	352638.995	707799.919	431+60.89	130.13
C194	352642.402	707784.286	431+44.89	130.13
C195	352667.955	707667.038	430+24.89	130.09
C196	352680.731	707608.414	429+64.89	130.06
C197	352731.837	707373.918	427+24.89	129.98
C198	352744.613	707315.294	426+64.89	129.96
C199	352947.211	706995.439	423+09.27	0.00
ERW2402	352904.956	706908.299	422+33.01	59.81
ERW2403	352873.530	707052.496	423+80.69	59.87
ERW2404	352902.842	707058.884	423+80.70	29.87
ERW2405	352968.506	707039.356	423+47.66	30.15
ERW2406	352900.944	707349.364	426+64.94	30.04
ERW2407	352842.320	707336.588	426+64.92	29.96
ERW2408	352829.543	707395.212	427+24.92	29.98
ERW2409	352888.167	707407.988	427+24.94	30.02
ERW2410	352837.062	707642.484	429+64.94	29.94
ERW2411	352778.438	707629.708	429+64.92	30.07
ERW2412	352765.662	707688.332	430+24.92	30.09
ERW2413	352824.286	707701.108	430+24.94	29.91
ERW2414	352798.733	707818.356	431+44.94	29.87
ERW2415	352740.109	707805.579	431+44.92	30.13
ERW2416	352736.702	707821.213	431+60.92	30.13
ERW2417	352795.326	707833.989	431+60.94	29.87
ERW2418	352769.773	707951.237	432+80.94	29.83
ERW2419	352711.149	707938.460	432+80.92	30.17

SCALE: FEET 0 50 100	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.04	
	COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 68	E

REVISION DATE				DATE 03/24/2015

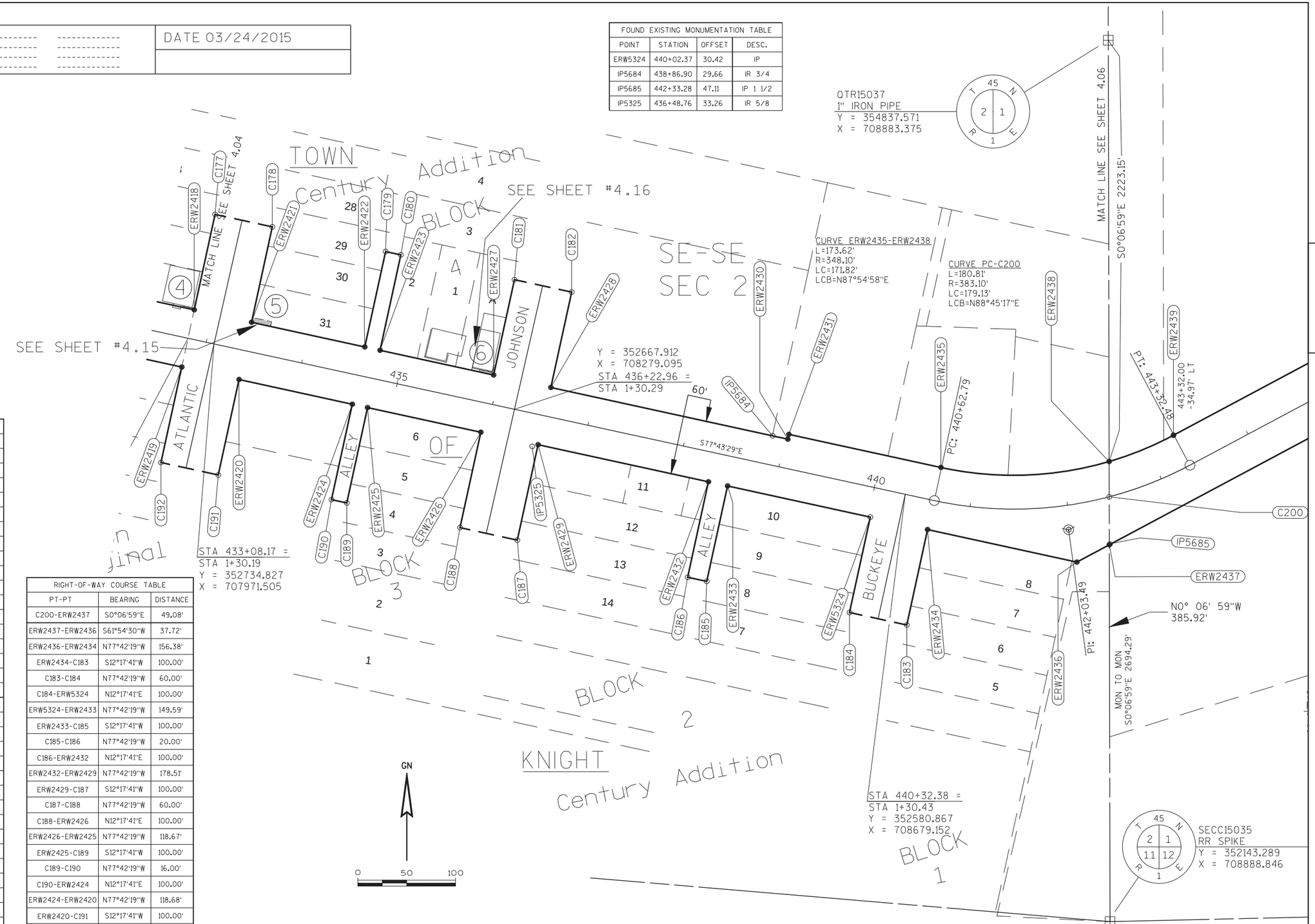
FOUND EXISTING MONUMENTATION TABLE			
POINT	STATION	OFFSET	DESC.
ERW5324	440+02.37	30.42	IP
IP5684	438+86.90	29.66	IR 3/4
IP5685	442+33.28	47.11	IP 1 1/2
IP5325	436+48.76	33.26	IR 5/8

RIGHT-OF-WAY COURSE TABLE			
PT-PT	BEARING	DISTANCE	
ERW2418-C177	N12°17'41"E	100.00'	
C177-C178	S77°42'19"E	60.00'	
C178-ERW2421	S12°17'41"W	100.00'	
ERW2421-ERW2422	S77°42'19"E	118.68'	
ERW2422-C179	N12°17'41"E	100.00'	
C179-C180	S77°42'19"E	16.00'	
C180-ERW2423	S12°17'41"W	100.00'	
ERW2423-ERW2427	S77°42'19"E	119.00'	
ERW2427-C181	N12°17'41"E	100.00'	
C181-C182	S77°42'19"E	60.00'	
C182-ERW2428	S12°17'41"W	100.00'	
ERW2428-ERW2430	S77°42'19"E	248.28'	
ERW2430-ERW2431	N12°17'41"E	5.00'	
ERW2431-ERW2435	S77°42'19"E	159.30'	
ERW2435-ERW2438	N87°54'58"E	171.82'	*
ERW2438-C200	S0°06'59"E	36.14'	

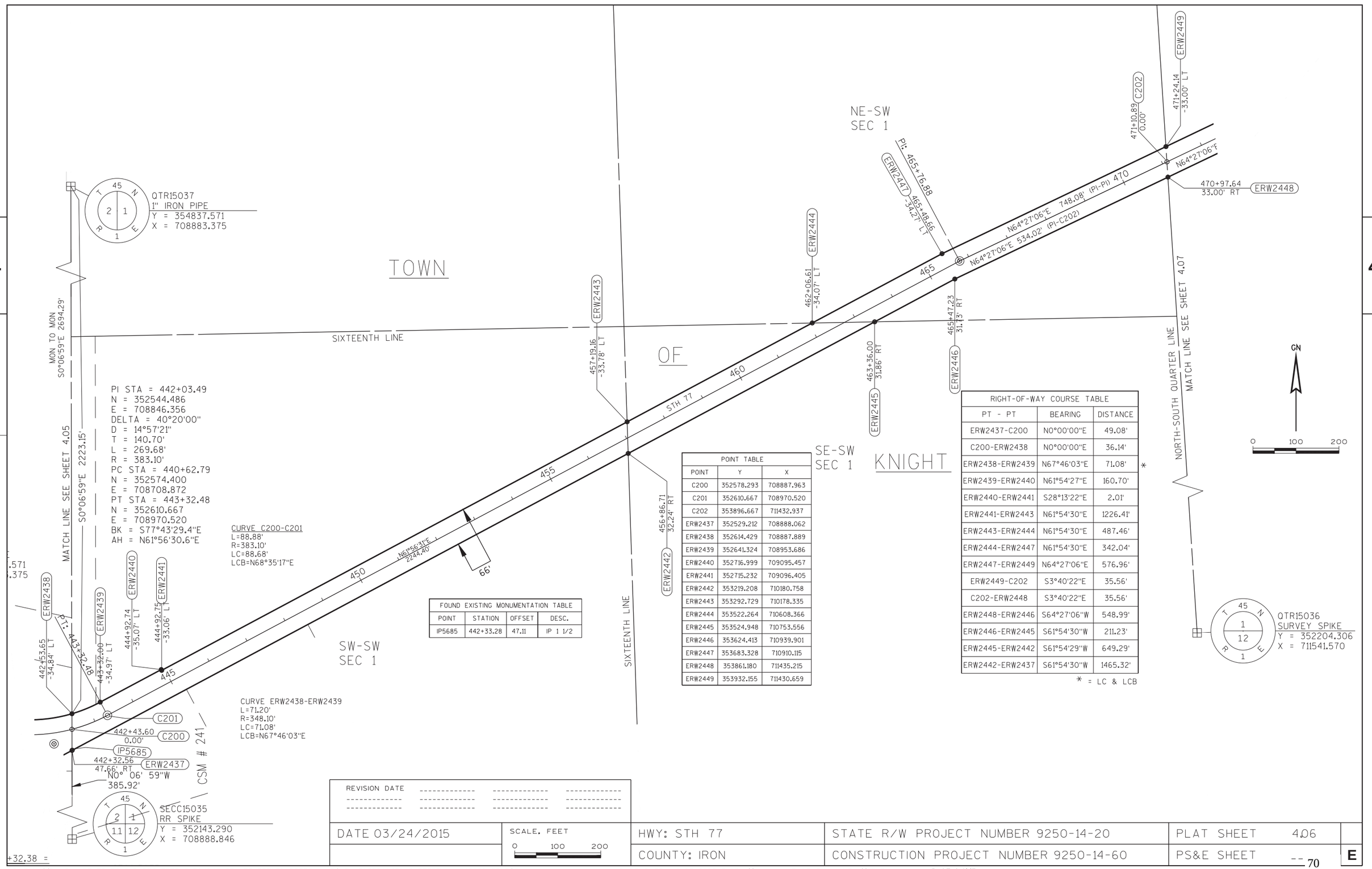
* = LC & LC

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C177	352867.480	707972.531	432+80.97	129.83
C178	352854.703	708031.155	433+40.97	129.81
C179	352829.432	708147.113	434+59.65	129.76
C180	352826.025	708162.746	434+75.65	129.76
C181	352800.685	708279.017	435+94.65	129.72
C182	352787.908	708337.640	436+54.65	129.70
C183	352447.042	708680.691	440+62.33	130.44
C184	352459.818	708622.067	440+02.33	130.42
C185	352491.672	708475.908	438+52.74	130.37
C186	352495.931	708456.366	438+32.74	130.36
C187	352533.942	708281.950	436+54.23	130.30
C188	352546.719	708223.327	435+94.23	130.28
C189	352571.987	708107.381	434+75.57	130.24
C190	352575.395	708091.748	434+59.57	130.23
C191	352600.666	707975.790	433+40.89	130.19
C192	352613.443	707917.166	432+80.89	130.17
C200	352578.293	708887.963	442+43.60	0.00
ERW2420	352698.373	707997.084	433+40.92	30.19
ERW2421	352756.997	708009.861	433+40.94	29.81
ERW2422	352731.725	708125.819	434+59.62	29.77
ERW2423	352728.318	708141.452	434+75.62	29.76
ERW2424	352673.101	708113.042	434+59.60	30.23
ERW2425	352669.694	708128.675	434+75.60	30.24
ERW2426	352644.425	708244.620	435+94.27	30.28
ERW2427	352702.978	708257.723	435+94.62	29.72
ERW2428	352690.202	708316.347	436+54.62	29.70
ERW2429	352631.649	708303.244	436+54.27	30.30
ERW2430	352637.333	708558.932	439+02.90	29.62
ERW2431	352642.219	708559.996	439+02.90	34.62
ERW2432	352593.637	708477.660	438+32.78	30.36
ERW2433	352589.378	708497.202	438+52.78	30.37
ERW2434	352544.748	708701.985	440+62.37	30.44
ERW2435	352608.297	708715.643	440+62.20	34.56
ERW2436	352511.448	708854.782	442+00.94	58.92
ERW2437	352529.212	708888.062	442+32.56	47.66
ERW2438	352614.429	708887.889	442+53.65	34.84

RIGHT-OF-WAY COURSE TABLE		
PT-PT	BEARING	DISTANCE
C200-ERW2437	S0°06'59"E	49.08'
ERW2437-ERW2436	S61°54'30"W	37.72'
ERW2436-ERW2434	N77°42'19"W	156.38'
ERW2434-C183	S12°17'41"W	100.00'
C183-C184	N77°42'19"W	60.00'
C184-ERW5324	N12°17'41"E	100.00'
ERW5324-ERW2433	N77°42'19"W	149.59'
ERW2433-C185	S12°17'41"W	100.00'
C185-C186	N77°42'19"W	20.00'
C186-ERW2432	N12°17'41"E	100.00'
ERW2432-ERW2429	N77°42'19"W	178.51'
ERW2429-C187	S12°17'41"W	100.00'
C187-C188	N77°42'19"W	60.00'
C188-ERW2426	N12°17'41"E	100.00'
ERW2426-ERW2425	N77°42'19"W	118.67'
ERW2425-C189	S12°17'41"W	100.00'
C189-C190	N77°42'19"W	16.00'
C190-ERW2424	N12°17'41"E	100.00'
ERW2424-ERW2420	N77°42'19"W	118.68'
ERW2420-C191	S12°17'41"W	100.00'
C191-C192	N77°42'19"W	60.00'
C192-ERW2419	N12°17'41"E	100.00'
ERW2419-ERW2418	N12°17'41"E	60.00'



SCALE, FEET	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.05	
0 50 100	COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 69	E



FOUND EXISTING MONUMENTATION TABLE			
POINT	STATION	OFFSET	DESC.
IP5685	442+33.28	47.11	IP 1 1/2

POINT TABLE		
POINT	Y	X
C200	352578.293	708887.963
C201	352610.667	708970.520
C202	353896.667	711432.937
ERW2437	352529.212	708888.062
ERW2438	352614.429	708887.889
ERW2439	352641.324	708953.686
ERW2440	352716.999	709095.457
ERW2441	352715.232	709096.405
ERW2442	353219.208	710180.758
ERW2443	353292.729	710178.335
ERW2444	353522.264	710608.366
ERW2445	353524.948	710753.556
ERW2446	353624.413	710939.901
ERW2447	353683.328	710910.115
ERW2448	353861.180	711435.215
ERW2449	353932.155	711430.659

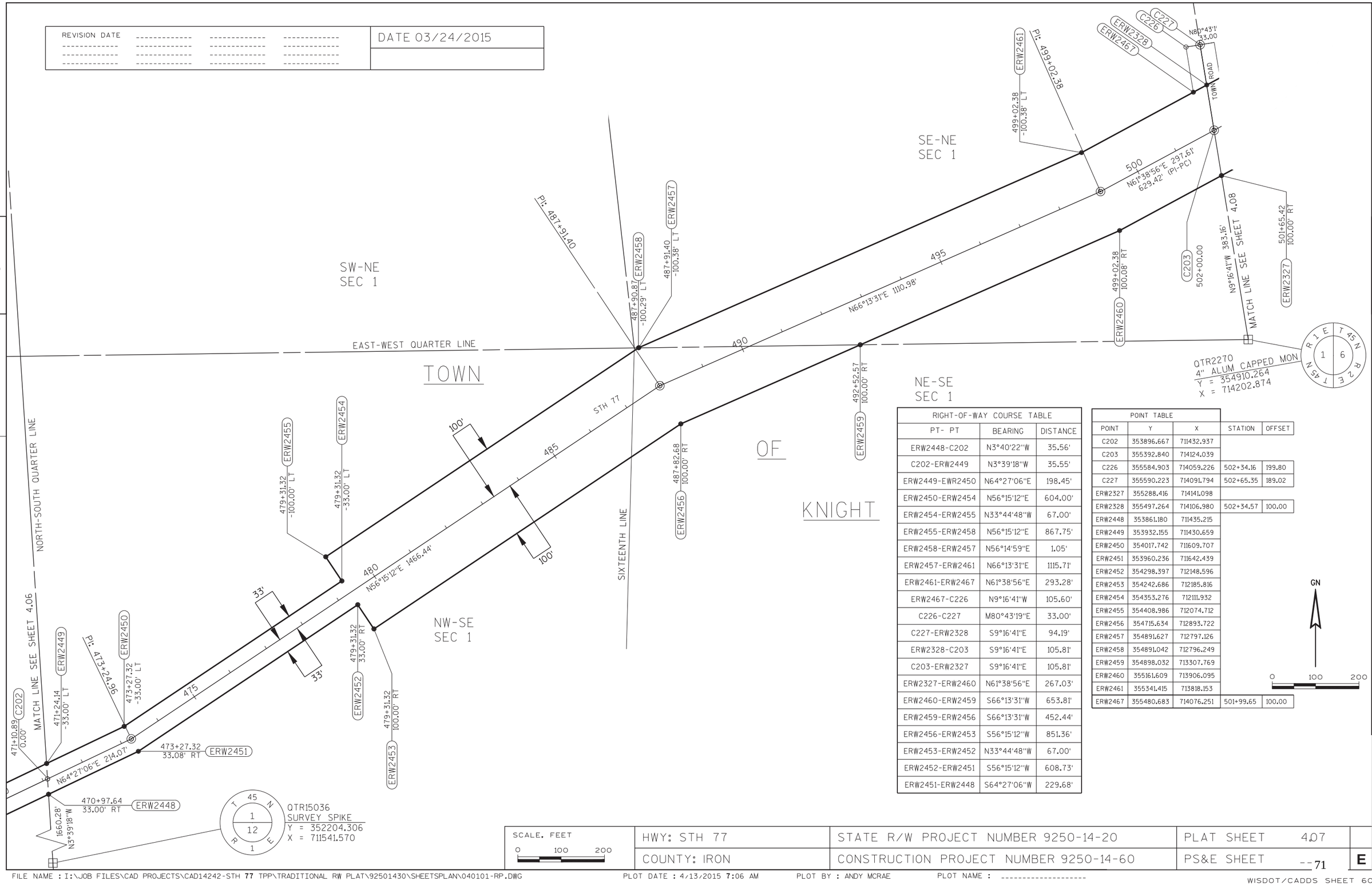
RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
ERW2437-C200	N0°00'00"E	49.08'
C200-ERW2438	N0°00'00"E	36.14'
ERW2438-ERW2439	N67°46'03"E	71.08' *
ERW2439-ERW2440	N61°54'27"E	160.70'
ERW2440-ERW2441	S28°13'22"E	2.01'
ERW2441-ERW2443	N61°54'30"E	1226.41'
ERW2443-ERW2444	N61°54'30"E	487.46'
ERW2444-ERW2447	N61°54'30"E	342.04'
ERW2447-ERW2449	N64°27'06"E	576.96'
ERW2449-C202	S3°40'22"E	35.56'
C202-ERW2448	S3°40'22"E	35.56'
ERW2448-ERW2446	S64°27'06"W	548.99'
ERW2446-ERW2445	S61°54'30"W	211.23'
ERW2445-ERW2442	S61°54'29"W	649.29'
ERW2442-ERW2437	S61°54'30"W	1465.32'

* = LC & LCB

REVISION DATE			

DATE 03/24/2015	SCALE, FEET 0 100 200	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.06
		COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET -- 70 E

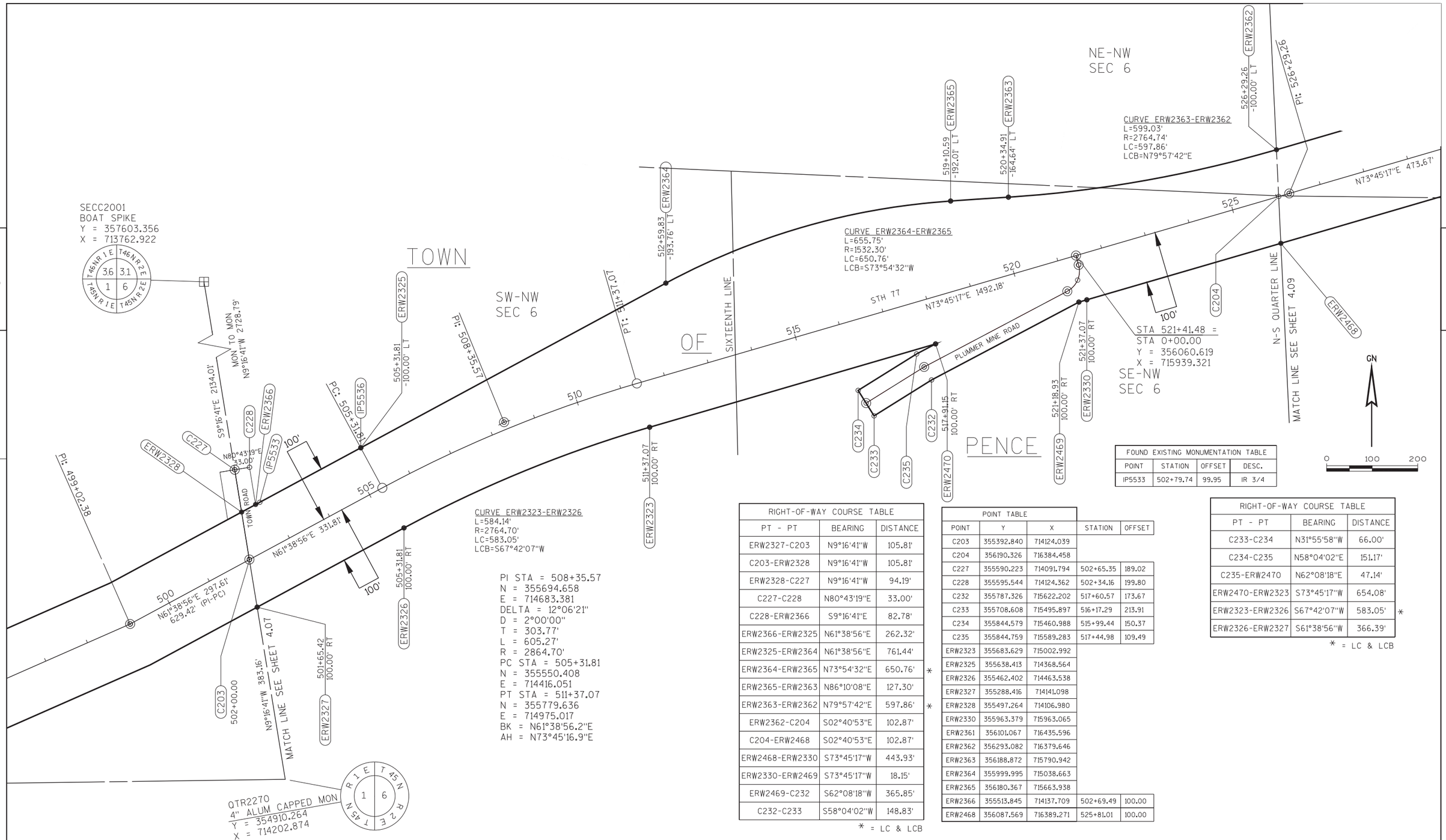
REVISION DATE	DATE 03/24/2015



RIGHT-OF-WAY COURSE TABLE		
PT- PT	BEARING	DISTANCE
ERW2448-C202	N3°40'22"W	35.56'
C202-ERW2449	N3°39'18"W	35.55'
ERW2449-EWR2450	N64°27'06"E	198.45'
ERW2450-ERW2454	N56°15'12"E	604.00'
ERW2454-ERW2455	N33°44'48"W	67.00'
ERW2455-ERW2458	N56°15'12"E	867.75'
ERW2458-ERW2457	N56°14'59"E	1.05'
ERW2457-ERW2461	N66°13'31"E	1115.71'
ERW2461-ERW2467	N61°38'56"E	293.28'
ERW2467-C226	N9°16'41"W	105.60'
C226-C227	M80°43'19"E	33.00'
C227-ERW2328	S9°16'41"E	94.19'
ERW2328-C203	S9°16'41"E	105.81'
C203-ERW2327	S9°16'41"E	105.81'
ERW2327-ERW2460	N61°38'56"E	267.03'
ERW2460-ERW2459	S66°13'31"W	653.81'
ERW2459-ERW2456	S66°13'31"W	452.44'
ERW2456-ERW2453	S56°15'12"W	851.36'
ERW2453-ERW2452	N33°44'48"W	67.00'
ERW2452-ERW2451	S56°15'12"W	608.73'
ERW2451-ERW2448	S64°27'06"W	229.68'

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C202	353896.667	711432.937		
C203	355392.840	714124.039		
C226	355584.903	714059.226	502+34.16	199.80
C227	355590.223	714091.794	502+65.35	189.02
ERW2327	355288.416	714141.098		
ERW2328	355497.264	714106.980	502+34.57	100.00
ERW2448	353861.180	711435.215		
ERW2449	353932.155	711430.659		
ERW2450	354017.742	711609.707		
ERW2451	353960.236	711642.439		
ERW2452	354298.397	712148.596		
ERW2453	354242.686	712185.816		
ERW2454	354353.276	712111.932		
ERW2455	354408.986	712074.712		
ERW2456	354715.634	712893.722		
ERW2457	354891.627	712797.126		
ERW2458	354891.042	712796.249		
ERW2459	354898.032	713307.769		
ERW2460	355161.609	713906.095		
ERW2461	355341.415	713818.153		
ERW2467	355480.683	714076.251	501+99.65	100.00

SCALE: FEET 0 100 200	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.07	
	COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --71	E



CURVE ERW2323-ERW2326
L=584.14'
R=2764.70'
LC=583.05'
LCB=S67°42'07"W

PI STA = 508+35.57
N = 355694.658
E = 714683.381
DELTA = 12°06'21"
D = 2°00'00"
T = 303.77'
L = 605.27'
R = 2864.70'
PC STA = 505+31.81
N = 355550.408
E = 714416.051
PT STA = 511+37.07
N = 355779.636
E = 714975.017
BK = N61°38'56.2"E
AH = N73°45'16.9"E

CURVE ERW2364-ERW2365
L=655.75'
R=1532.30'
LC=650.76'
LCB=S73°54'32"W

CURVE ERW2363-ERW2362
L=599.03'
R=2764.74'
LC=597.86'
LCB=N79°57'42"E

FOUND EXISTING MONUMENTATION TABLE			
POINT	STATION	OFFSET	DESC.
IP5533	502+79.74	99.95	IR 3/4

RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
ERW2327-C203	N9°16'41"W	105.81'
C203-ERW2328	N9°16'41"W	105.81'
ERW2328-C227	N9°16'41"W	94.19'
C227-C228	N80°43'19"E	33.00'
C228-ERW2366	S9°16'41"E	82.78'
ERW2366-ERW2325	N61°38'56"E	262.32'
ERW2325-ERW2364	N61°38'56"E	761.44'
ERW2364-ERW2365	N73°54'32"E	650.76' *
ERW2365-ERW2363	N86°10'08"E	127.30'
ERW2363-ERW2362	N79°57'42"E	597.86' *
ERW2362-C204	S02°40'53"E	102.87'
C204-ERW2468	S02°40'53"E	102.87'
ERW2468-ERW2330	S73°45'17"W	443.93'
ERW2330-ERW2469	S73°45'17"W	18.15'
ERW2469-C232	S62°08'18"W	365.85'
C232-C233	S58°04'02"W	148.83'

* = LC & LCB

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C203	355392.840	714124.039		
C204	356190.326	716384.458		
C227	355590.223	714091.794	502+65.35	189.02
C228	355595.544	714124.362	502+34.16	199.80
C232	355787.326	715622.202	517+60.57	173.67
C233	355708.608	715495.897	516+17.29	213.91
C234	355844.579	715460.988	515+99.44	150.37
C235	355844.759	715589.283	517+44.98	109.49
ERW2323	355683.629	715002.992		
ERW2325	355638.413	714368.564		
ERW2326	355462.402	714463.538		
ERW2327	355288.416	714141.098		
ERW2328	355497.264	714106.980		
ERW2330	355963.379	715963.065		
ERW2361	356101.067	716435.596		
ERW2362	356293.082	716379.646		
ERW2363	356188.872	715790.942		
ERW2364	355999.995	715038.663		
ERW2365	356180.367	715663.938		
ERW2366	355513.845	714137.709	502+69.49	100.00
ERW2468	356087.569	716389.271	525+81.01	100.00

RIGHT-OF-WAY COURSE TABLE		
PT - PT	BEARING	DISTANCE
C233-C234	N31°55'58"W	66.00'
C234-C235	N58°04'02"E	151.17'
C235-ERW2470	N62°08'18"E	47.14'
ERW2470-ERW2323	S73°45'17"W	654.08'
ERW2323-ERW2326	S67°42'07"W	583.05' *
ERW2326-ERW2327	S61°38'56"W	366.39'

* = LC & LCB

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 100 200	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.08
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 72 E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP.DWG PLOT DATE : 4/13/2015 7:06 AM PLOT BY : ANDY MCRAE PLOT NAME :

WISDOT/CADDS SHEET 60

POINT TABLE		
POINT	Y	X
C204	356190.326	716384.458
C207	357404.810	718882.3912
ERW2311	357447.838	718888.3905
ERW2312	357537.478	718905.4995
ERW2313	357285.111	718881.5672
ERW2314	357452.310	718771.8196
ERW2315	356862.460	718237.6645
ERW2316	357029.659	718127.9169
ERW2317	356843.368	717796.4635
ERW2318	356662.694	717882.2353
ERW2319	356401.690	717332.4432
ERW2320	356582.364	717246.6714
ERW2321	356425.591	716834.4012
ERW2322	356233.576	716890.3513
ERW2462	357422.123	718725.8305
ERW2468	356087.569	716389.271

TOWN

OF

PENCE

SECC2001
BOAT SPIKE
Y = 357603.356
X = 713762.922

QTR718
1¼"IRON ROD
Y = 360210.125
X = 719415.610

QTR
NOT RECOVERED
Y = 357509.881
X = 716322.656

SECC62
SURVEY SPIKE
N = 357416.406
E = 718882.391

NW-NE
SEC 6

SE-SE
SEC 31

NE-NE
SEC 6

SW-NE
SEC 6

S87° 54' 31"E
5122.88'

N10° 48' 21"E
2844.45'

BLOCK 21

BLOCK 20

PI STA = 543+66.49
N = 356837.710
E = 718017.722
DELTA = 7°53'07"
D = 2°00'00"
T = 197.45'
L = 394.28'
R = 2864.90'
PC STA = 541+69.04
N = 356753.031
E = 717839.349
PT STA = 545+63.32
N = 356946.059
E = 718182.791
BK = N64°36'17.4"E
AH = N56°43'10.3"E

PC-C207
L=66.37'
R=5729.70'
LC=66.37'
LCB=S57°03'05"W

ERW2317-ERW2316
L=380.52'
R=2764.90'
LC=380.22'
LCB=N60°39'44"E

ERW2315-ERW2318
L=408.04'
R=2964.90'
LC=407.72'
LCB=N60°39'44"E

ERW2321-ERW2320
L=441.54'
R=2764.90'
LC=441.07'
LCB=N69°10'47"E

ERW2319-ERW2322
L=473.48'
R=2964.90'
LC=472.98'
LCB=N69°10'47"E

PI STA = 533+32.17
N = 356393.714
E = 717082.466
DELTA = 9°08'59"
D = 2°00'00"
T = 229.24'
L = 457.51'
R = 2864.90'
PC STA = 531+02.92
N = 356329.583
E = 716862.376
PT STA = 535+60.44
N = 356492.027
E = 717289.557
BK = N73°45'16.9"E
AH = N64°36'17.4"E

N56°43'10"E 770.22'
N64°36'17"E 608.60'
N73°45'17"E 473.67'

SIXTEENTH LINE

N-S QUARTER LINE

MATCH LINE SEE SHEET 4.08

MATCH LINE SEE SHEET 4.10

STH 77

RIGHT-OF-WAY COURSE TABLE			
PT- PT	BEARING	DISTANCE	
SECC62-C207	S0°00'00"E	11.60'	
C207-ERW2313	S0°23'40"W	119.70'	
ERW2313-ERW2315	S56°43'10"W	784.01'	
ERW2315-ERW2318	S60°39'44"W	407.72'	*
ERW2318-ERW2319	S64°36'17"W	622.38'	
ERW2319-ERW2322	S69°10'47"W	472.98'	*
ERW2322-ERW2468	S73°45'17"W	302.92'	
ERW2468-C204	N16°14'43"W	100.00'	
C204-ERW2362	N16°14'43"W	100.00'	
ERW2362-ERW2321	N73°45'17"E	302.92'	
ERW2321-ERW2320	N69°10'47"E	441.07'	*
ERW2320-ERW2317	N64°36'17"E	608.60'	
ERW2317-ERW2316	N69°10'47"E	380.22'	*
ERW2316-ERW2462	N56°43'10"E	715.21'	
ERW2462-ERW2314	N56°43'10"E	55.01'	
ERW2314-ERW2312	N57°29'54"E	158.51'	
ERW2312-ERW2311	S10°48'21"W	91.26'	
ERW2311-SECC62	S10°48'21"W	32.00'	

* = LC & LCB

GN

0 100 200

REVISION DATE				DATE 03/24/2015

SCALE. FEET	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 409	
0 100 200	COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --73	E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP.DWG PLOT DATE : 4/13/2015 7:06 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

FOUND EXISTING MONUMENTATION TABLE			
POINT	STATION	OFFSET	DESC.
IP413	557+93.08	44.01	IP 1
IP2337	563+51.67	36.82	IP 1 1/4
IP2338	564+01.39	28.31	IP 2
IP5736	555+31.12	25.42	IP 3/4
IP5737	55+80.89	23.84	IP 3/4
IP5739	558+91.73	36.97	IR 1/2
IP5740	559+92.91	35.78	IR 3/4
IP5741	560+42.52	35.95	IR 3/4
IP5746	562+51.30	33.35	IR 3/4
IP5749	566+51.88	36.43	IR 3/4

RIGHT-OF-WAY COURSE TABLE		
PT-PT	BEARING	DISTANCE
SECC62-ERW2311	N10°48'21"E	32.00'
ERW2311-ERW2307	N60°50'21"E	305.28'
ERW2307-C210	N29°04'05"W	100.00'
C210-C211	N60°50'20"E	60.00'
C211-ERW2308	S29°04'05"E	100.00'
ERW2308-ERW2304	N60°50'21"E	301.67'
ERW2304-ERW2303	N60°50'21"E	60.01'
ERW2303-ERW2367	N60°50'20"E	49.82'
ERW2367-ERW2368	N28°25'12"W	7.00'
ERW2368-ERW2369	N60°50'21"E	249.03'
ERW2369-ERW2300	S29°09'40"E	7.00'
ERW2300-ERW2299	N60°50'20"E	60.00'
ERW2299-ERW2295	N60°50'21"E	298.52'
ERW2295-ERW2296	N60°50'20"E	60.00'
ERW2296-C205	N60°50'20"E	254.47'
C205-C206	S6°46'11"W	79.92"
C206-ERW2293	N61°14'28"W	207.86'
ERW2293-C218	S28°54'33"E	100.00'

RIGHT-OF-WAY COURSE TABLE		
PT-PT	BEARING	DISTANCE
C218-C219	S59°31'23"W	60.02'
C219-ERW2294	N28°54'33"W	100.00'
ERW2294-ERW2297	S61°12'29"W	298.83'
ERW2297-C220	S28°37'06"E	100.00'
C220-C221	S61°12'29"W	60.00'
C221-ERW2298	N28°37'06"W	100.00'
ERW2298-ERW2301	S61°12'29"W	299.17'
ERW2301-C222	S28°23'31"E	100.00'
C222-C223	S59°52'55"W	60.03'
C223-ERW2302	N28°23'31"W	100.00'
ERW2302-ERW2305	S60°51'58"W	300.95'
ERW2305-C224	S29°04'05"E	100.00'
C224-C225	S60°51'58"W	60.00'
C225-ERW2306	N29°04'05"W	100.00'
ERW2306-ERW2309	S60°51'58"W	260.52'
ERW2309-ERW2310	S89°52'10"E	133.56'
ERW2310-ERW2313	S57°58'30"W	246.70' *
ERW2313-C207	N0°23'40"E	119.70'
C207-SECC62	N0°00'00"E	11.60'

* = LC & LCB

PI STA = 555+51.61
N = 357488.373
E = 719008.998
DELTA = 4°21'33"
D = 1°00'00"
T = 218.07'
L = 435.93'
R = 5729.70'
PC STA = 553+33.54
N = 357368.711
E = 718826.693
PT STA = 557+69.47
N = 357593.833
E = 719199.870
BK = N56°43'10.3"E
AH = N61°04'43.3"E

QTR718
1¼"IRON ROD
N = 360231.065
E = 719347.022

C207-PT
L=369.55'
R=5729.70'
LC=369.49'
LCB=S59°13'51"W

SECC62
SURVEY SPIKE
Y = 357416.406
X = 718882.391

553+33.54
100.00' RT
ERW2313

554+28.00
-33.08' LT

554+89.33
-100.00' LT

ERW2310-ERW2313
L=246.72'
R=5629.70'
LC=246.70'
LCB=S57°58'30"W

STA 557+63.10 =
STA 1+37.07
Y = 357590.752
X = 719194.301

STA 561+21.11 =
STA 0+00.00
Y = 357763.892
X = 719507.660

STA 564+79.91 =
STA 0+00.00
Y = 357937.409
X = 719821.711

Y = 358110.670
X = 720135.296
STA 0+00.00 =
STA 568+38.18

N61°04'44"E 1281.89'

VARIABLE

SEE SHEET #4.17

SEE SHEET #4.18

SEE SHEET #4.19

SEE SHEET 4.09 MATCH LINE

SEE SHEET 4.11 MATCH LINE

TOWN
SW-SW
SEC 32

BLOCK 20
BLOCK 21
BLOCK 22
BLOCK 23
BLOCK 24
BLOCK 8
BLOCK 7
BLOCK 6
BLOCK 5
BLOCK 4

ORIGINAL PLAT OF PENCE

OAK ST.
HEMLOCK ST.
SPRUCE ST.
LINDEN ST.
STH 77

PC: 570+62.85

APPROX. SIXTEENTH LINE

GN

0 50 100

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C205	358275.651	720371.959	571+24.46	30.62
C206	358196.285	720362.537	570+78.68	34.91
C207	357404.810	718882.391	553+99.91	0.00
C218	358008.740	720228.661	568+70.60	134.37
C219	357978.297	720176.931	568+10.60	136.00
C220	357834.125	719914.595	565+11.26	135.32
C221	357805.227	719862.012	564+51.26	135.19
C222	357660.950	719599.481	561+51.70	134.51
C223	357630.829	719547.558	560+91.68	135.76
C224	357484.879	719285.718	557+91.92	136.88
C225	357455.667	719233.309	557+31.00	137.16
ERW2293	358096.279	720180.318	568+70.63	134.37
ERW2294	358065.836	720128.589	568+10.62	36.00
ERW2295	358122.418	720097.342	568+10.64	28.64
ERW2296	358151.654	720149.737	568+70.64	28.89
ERW2297	357921.908	719866.698	565+11.79	35.32
ERW2298	357893.010	719814.115	564+51.79	35.19
ERW2299	357976.960	719836.659	565+12.12	27.39
ERW2300	357947.723	719784.262	564+52.12	27.14
ERW2301	357748.921	719551.931	561+52.62	34.51
ERW2302	357718.800	719500.008	560+92.61	35.77
ERW2303	357802.059	719523.209	561+53.18	25.89
ERW2304	357772.821	719470.809	560+93.18	25.64
ERW2305	357572.283	719237.134	557+91.66	36.88
ERW2306	357543.072	719184.725	557+31.42	36.98
ERW2307	357596.590	719154.976	557+31.66	24.25
ERW2308	357625.826	719207.371	557+91.50	24.38
ERW2309	357416.236	718957.162	554+69.42	30.26
ERW2310	357415.931	719090.720	555+84.64	100.00
ERW2311	357447.838	718888.391	554+28.00	33.08
ERW2313	357285.111	718881.567	553+33.54	100.00
ERW2367	357826.336	719566.717	562+03.00	26.10
ERW2368	357832.493	719563.385	562+03.06	33.10
ERW2369	357953.836	719780.851	564+52.09	34.14

REVISION DATE			

DATE 03/24/2015	SCALE. FEET 0 50 100	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.10
		COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --74 E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP.DWG PLOT DATE : 4/13/2015 7:06 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

RIGHT-OF-WAY COURSE TABLE		
PT-PT	BEARING	DISTANCE
ERW2283-ERW2286	S68°14'42"W	500.00'
ERW2286-C212	S21°35'49"E	100.00'
C212-C213	S68°15'24"W	60.04'
C213-ERW2287	N21°35'49"W	100.00'
ERW2287-ERW2288	S68°14'46"W	300.39'
ERW2288-C214	S21°36'44"E	100.00'
C214-C215	S68°14'46"W	60.00'
C215-ERW2289	N21°36'44"W	100.00'
ERW2289-ERW2290	S68°14'46"W	300.97'
ERW2290-C216	S22°01'19"E	100.00'
C216-C217	S61°24'53"W	60.40'
C217-ERW2291	N22°01'19"W	100.00'
ERW2291-C206	S61°14'28"W	108.16'
C206-C205	N6°46'11"E	79.92'
C205-ERW2292	N60°50'21"E	78.75'
ERW2292-ERW2370	N68°14'46"E	651.91'
ERW2370-ERW2464	N68°14'46"E	636.34'
ERW2464-ERW2284	N68°14'47"E	15.57'
ERW2284-C208	S5°45'41"W	25.22'
C208-ERW2283	S5°53'21"W	42.48'

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C205	358275.651	720371.959	571+24.46	30.62
C206	358196.285	720362.537	570+78.68	34.91
C208	358772.201	721649.163	584+92.14	0.00
C210	357683.994	719106.391	557+32.06	124.25
C211	357713.230	719158.786	557+91.25	124.37
C212	358451.595	721217.223	579+71.98	135.25
C213	358429.353	721161.455	579+11.94	135.19
C214	358318.033	720882.484	576+11.58	134.92
C215	358295.796	720826.756	575+51.58	134.87
C216	358184.516	720547.884	572+43.29	129.47
C217	358155.619	720494.850	571+80.07	132.25
ERW2283	358729.893	721644.799	584+70.96	36.73
ERW2284	358797.243	721651.690	585+05.14	21.61
ERW2286	358544.574	721180.415	579+72.34	35.25
ERW2287	358522.332	721124.647	579+12.30	35.19
ERW2288	358411.003	720845.652	576+11.91	34.92
ERW2289	358388.766	720789.924	575+51.91	34.87
ERW2290	358277.220	720510.388	572+49.09	29.63
ERW2291	358248.323	720457.354	571+88.10	32.56
ERW2292	358314.024	720440.729	572+02.28	33.71
ERW2293	358096.279	720180.318	568+70.63	134.37
ERW2370	358555.633	721046.209	578+51.84	24.86
ERW2464	358791.474	721637.232	584+89.35	22.50

FOUND EXISTING MONUMENTATION TABLE			
POINT	STATION	OFFSET	DESC.
IP2087	580+72.30	35.26	IR 3/4
IP5756	577+00.60	36.21	IP 2 1/2
IP5759	583+88.98	36.79	IR 5/8
IP5760	583+21.99	36.33	IR 1 1/2
IP5761	582+21.97	37.44	IR 3/4
IP5762	581+72.07	35.54	IR 3/4
IP5764	577+40.00	29.96	IP 2

APPROX. SIXTEENTH LINE
MATCH LINE
SEE SHEET 4.10

TOWN

PI STA = 572+41.05
N = 358305.503
E = 720487.926
DELTA = 7°07'00"
D = 1°59'58"
T = 178.20'
L = 355.94'
R = 2865.66'
PC STA = 570+62.85
N = 358219.324
E = 720331.951
PT STA = 574+18.79
N = 358371.694
E = 720653.377
BK = N61°04'43.3"E
AH = N68°11'43.3"E

SEE SHEET #4.21

OF

PENCE

SEE SHEET #4.20

SIXTEENTH LINE

PC: 584+16.89

ERW2464 584+89.35 -22.50' LT

ERW2285

ERW2284

ERW2310

IP5764

580

N68°12'59"E 998.10'

BIRCH ST.

IP5759

IP5760

ERW2282

ERW2283

C208

ERW2286

IP2087

IP5762

IP5761

BLOCK 1

N5° 53' 23"E
1326.47'

N-S QUARTER LINE
MATCH LINE SEE SHEET 4.12

PT: 574+18.79

575

ERW2292

PI: 572+41.05

VARIABLE

12

CEDAR ST.

IP5756

ERW2287

C213

C212

ERW2288

BLOCK 2

ORIGINAL PLAT OF PENCE

C214

BLOCK 3

ERW2289

C215

ERW2290

MAPLE ST.

11

C205

C206

ERW2291

C216

C217

GN

0 50 100

STA 575+75.38 =
STA 0+00.00
Y = 358429.855
X = 720798.756

STA 579+43.40 =
STA 0+00.00
Y = 358566.554
X = 721140.447

QTR40
1" DRILL STEEL
Y = 357410.424
X = 721508.685

T 46 N R 2 E
32
5
T 45 N R 2 E

SW-SE
SEC 32

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 50 100	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.11	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 75	E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP.DWG PLOT DATE : 4/13/2015 7:06 AM PLOT BY : ANDY MCRAE PLOT NAME :

WISDOT/CADDS SHEET 60

POINT TABLE			
POINT	Y	X	FND. MON.
ERW2278	360073.693	722926.986	IR 3/4
ERW2279	360061.768	723196.984	IR 3/4
ERW2280	358992.728	722135.552	IR 3/4
ERW2281	359133.643	721993.627	IR 3/4
ERW2282	358657.814	721637.363	IR 3/4
ERW2283	358729.893	721644.799	IR 3/4
ERW2284	358797.243	721651.690	IR 3/4
ERW2285	358889.009	721660.382	IR 3/4
ERW2331	359843.271	722698.204	IR 3/4
ERW2332	359702.355	722840.129	IR 3/4
ERW2463	358782.486	721875.367	IR 3/4
ERW2465	359714.662	722852.348	IR 3/4
ERW2466	360001.873	722855.677	IR 3/4

POINT TABLE				
POINT	Y	X	STATION	OFFSET
C208	358772.201	721649.163	584+92.14	0.00
C209	360067.731	723061.985		

END RELOCATION ORDER
PROJECT 9250-14-20
STA. 604+17.62
Y = 360067.731
X = 723061.985

C209 604+17.62 END OF PROJECT
ERW2278 603+26.73 -100.00' LT
ERW2466 602+25.52 -100.00' LT
ERW2331 600+02.02 -100.00' LT
605
E-W QUARTER LINE
605+08.50 100.00' RT ERW2279
600
600+19.37 100.00' RT ERW2465
ERW2332 600+02.02 100.00' RT
100'
595
100'
N44°47'43"E 1697.98' (PC-EP)
N44°47'43"E 1415.59' (PI-C209)
SE-NE SEC 32
NE-SE SEC 32
NW-SE SEC 32
SW-SE SEC 32
SIXTEENTH LINE
MATCH LINE SEE SHEET 4.11
TOWN OF PENCE
STH 77
ERW2281 590+02.02 -100.00' LT
PT: 590+02.02
590
ERW2285-ERW2281
L=415.07'
R=1332.72'
LC=413.40'
LCB=N53°43'04"E
C208-PT
L=509.89'
R=1432.71'
LC=507.20'
LCB=N54°59'27"E
ERW2285 585+55.80 -100.00' LT
ERW2284 585+05.14 -21.91'
PC: 584+16.89
PC-C208
L=75.24'
R=1432.71'
LC=75.23'
LCB=N66°41'27"E
584
586+88.71 100.00' RT ERW2463
590+02.02 100.00' RT ERW2280
ERW2280-ERW2463
L=335.18'
R=1532.71'
LC=334.51'
LCB=S51°03'37"W
PI: 587+13.59
ERW2463-ERW2282
L=269.03'
R=1532.71'
LC=268.68'
LCB=S62°21'12"W
584+37.24 100.00' RT ERW2282
584+70.96 36.73' RT ERW2283
C208
N5° 53' 23"E 1254.01'
QTR40
1" DRILL STEEL
N = 357410.424
E = 721508.685
T 45 N R 2 E
32 5

PI STA = 587+13.59
N = 358852.639
E = 721855.542
DELTA = 23°24'00"
D = 3°59'57"
T = 296.70'
L = 585.13'
R = 1432.71'
PC STA = 584+16.89
N = 358742.432
E = 721580.069
PT STA = 590+02.02
N = 359063.185
E = 722064.590
BK = N68°11'43.3"E
AH = N44°47'43.3"E

PI STA = 587+13.59
N = 358852.639
E = 721855.542
DELTA = 23°24'00"
D = 3°59'57"
T = 296.70'
L = 585.13'
R = 1432.71'
PC STA = 584+16.89
N = 358742.432
E = 721580.069
PT STA = 590+02.02
N = 359063.185
E = 722064.590
BK = N68°11'43.3"E
AH = N44°47'43.3"E

QTR1107
1" IRON PIPE
Y = 360029.825
X = 723920.209
T 46 N R 2 E
32 33

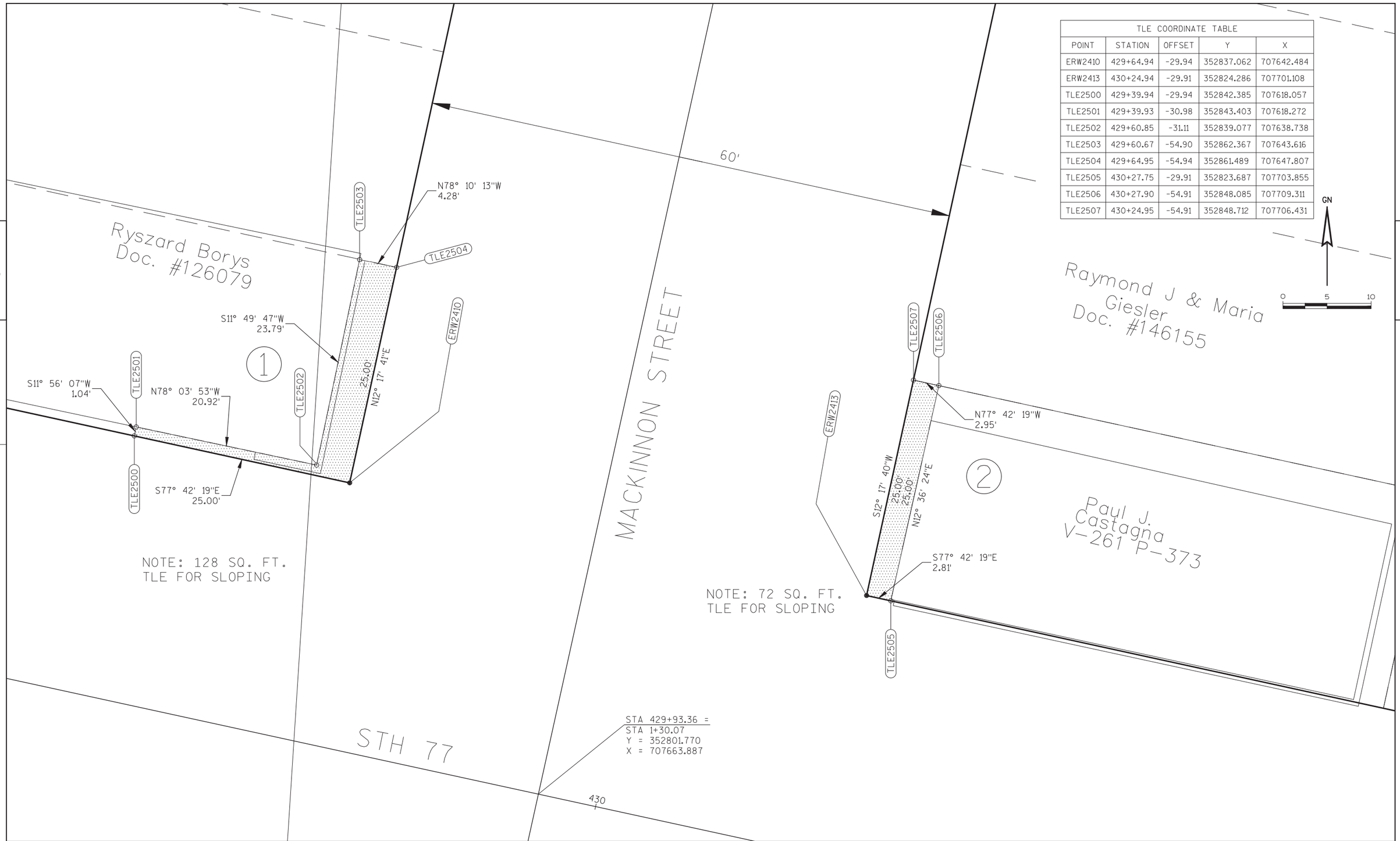
RIGHT-OF-WAY COURSE TABLE			
PT-PT	BEARING	DISTANCE	
ERW2282-ERW2283	N5°53'23"E	72.46'	
ERW2283-C208	N5°53'21"E	42.53'	
C208-ERW2284	N5°45'41"E	25.17'	
ERW2284-ERW2285	N5°24'40"E	92.18'	
ERW2285-ERW2281	N53°43'04"E	413.40'	*
ERW2281-ERW2331	N44°47'43"E	1000.00'	
ERW2331-ERW2466	N44°47'43"E	223.50'	
ERW2466-ERW2278	N44°47'43"E	101.21'	
ERW2278-C209	S87°28'16"E	135.13'	
C209-ERW2279	S87°28'16"E	135.13'	
ERW2279-ERW2465	S44°47'43"W	489.14'	
ERW2465-ERW2332	S44°47'43"W	17.34'	
ERW2332-ERW2280	S44°47'43"W	1000.00'	
ERW2280-ERW2463	S51°03'37"W	334.51'	*
ERW2463-ERW2282	S62°21'12"W	268.68'	*

* = LC & LCB

GN
0 100 200

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 100 200	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.12	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 76	E

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2410	429+64.94	-29.94	352837.062	707642.484
ERW2413	430+24.94	-29.91	352824.286	707701.108
TLE2500	429+39.94	-29.94	352842.385	707618.057
TLE2501	429+39.93	-30.98	352843.403	707618.272
TLE2502	429+60.85	-31.11	352839.077	707638.738
TLE2503	429+60.67	-54.90	352862.367	707643.616
TLE2504	429+64.95	-54.94	352861.489	707647.807
TLE2505	430+27.75	-29.91	352823.687	707703.855
TLE2506	430+27.90	-54.91	352848.085	707709.311
TLE2507	430+24.95	-54.91	352848.712	707706.431



REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.13
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --77 E

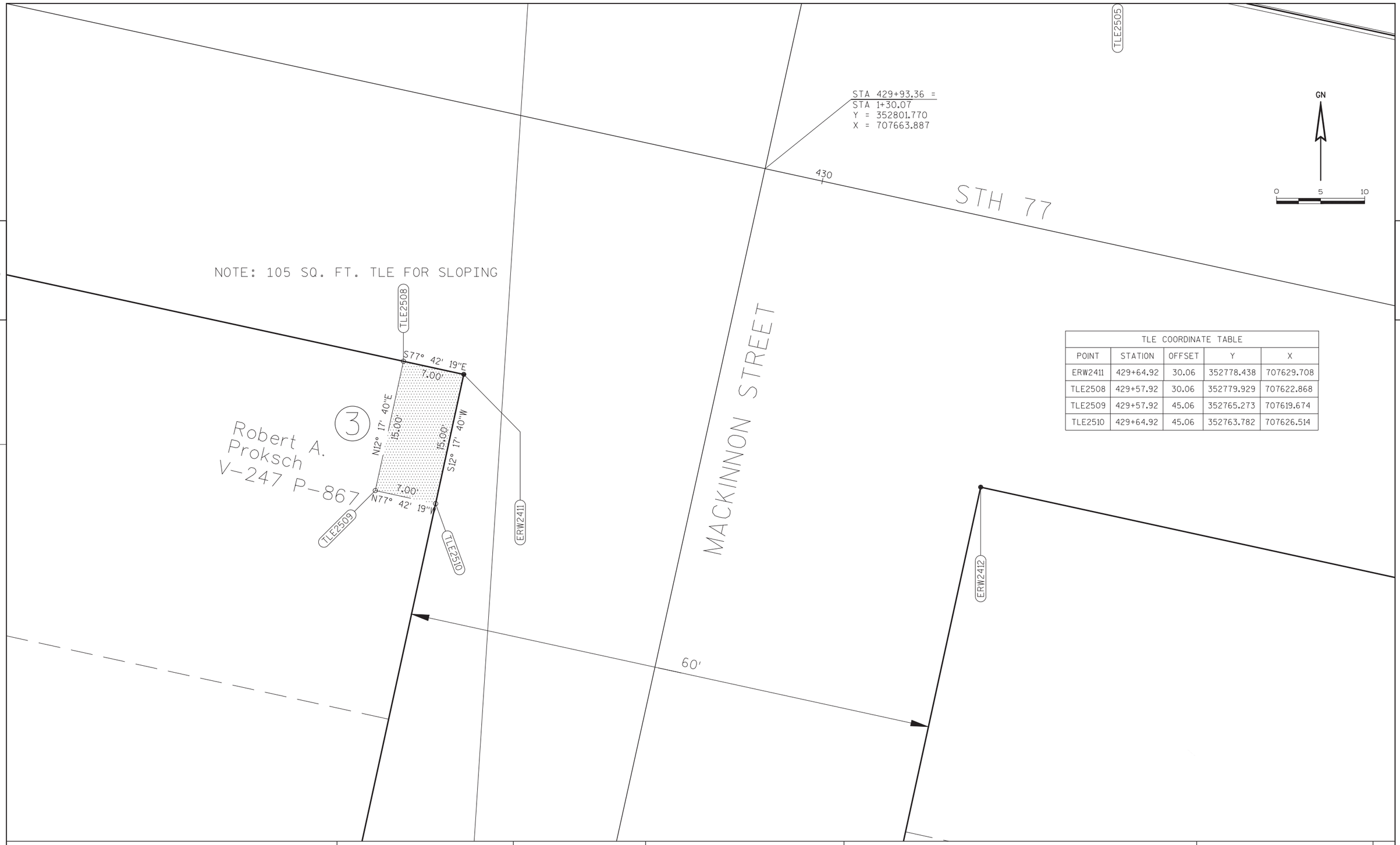
FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

NOTE: 105 SQ. FT. TLE FOR SLOPING

STA 429+93.36 =
STA 1+30.07
Y = 352801.770
X = 707663.887

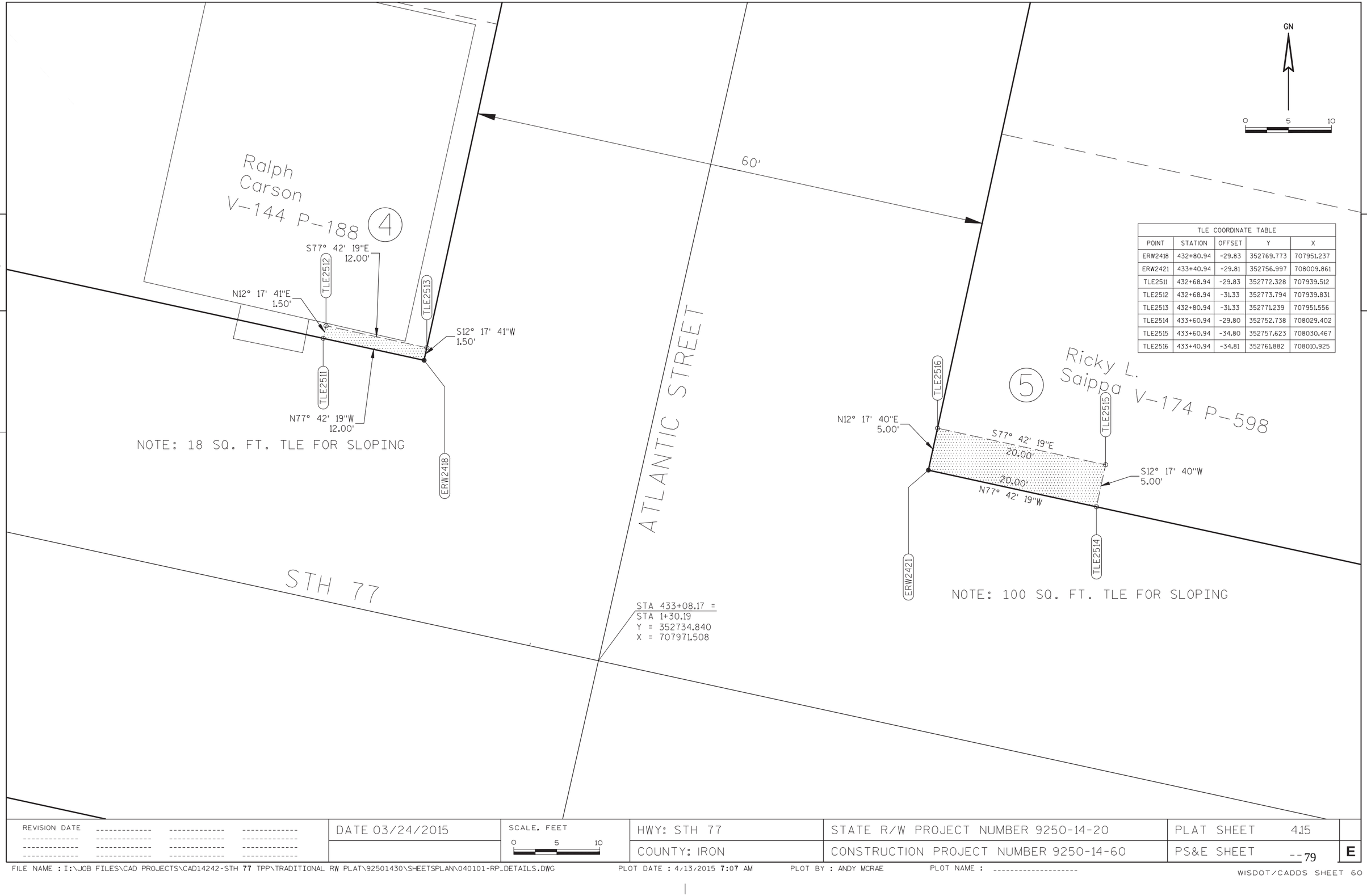
TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2411	429+64.92	30.06	352778.438	707629.708
TLE2508	429+57.92	30.06	352779.929	707622.868
TLE2509	429+57.92	45.06	352765.273	707619.674
TLE2510	429+64.92	45.06	352763.782	707626.514



REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.14
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --78 E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

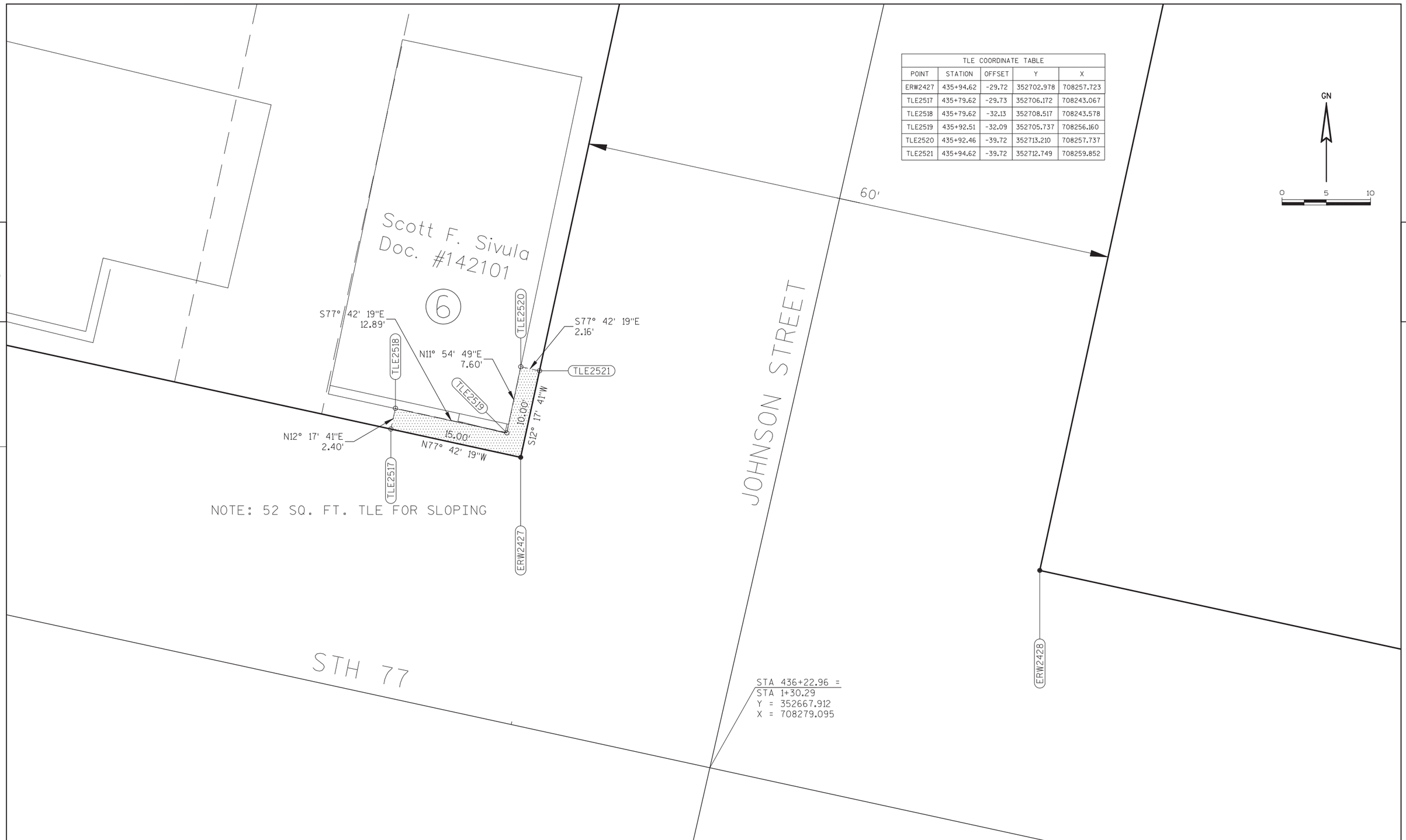
WISDOT/CADDS SHEET 60



TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2418	432+80.94	-29.83	352769.773	707951.237
ERW2421	433+40.94	-29.81	352756.997	708009.861
TLE2511	432+68.94	-29.83	352772.328	707939.512
TLE2512	432+68.94	-31.33	352773.794	707939.831
TLE2513	432+80.94	-31.33	352771.239	707951.556
TLE2514	433+60.94	-29.80	352752.738	708029.402
TLE2515	433+60.94	-34.80	352757.623	708030.467
TLE2516	433+40.94	-34.81	352761.882	708010.925

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.15	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 79	E

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2427	435+94.62	-29.72	352702.978	708257.723
TLE2517	435+79.62	-29.73	352706.172	708243.067
TLE2518	435+79.62	-32.13	352708.517	708243.578
TLE2519	435+92.51	-32.09	352705.737	708256.160
TLE2520	435+92.46	-39.72	352713.210	708257.737
TLE2521	435+94.62	-39.72	352712.749	708259.852



NOTE: 52 SQ. FT. TLE FOR SLOPING

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.16
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --80 E

STA 561+21.11 =
STA 0+00.00
Y = 357763.889
X = 719507.662

STH 77

HEMLOCK STREET

60'

ERW2301

ERW2302

TLE2524

TLE2522

TLE2523

IP5741

N60° 51' 58"E 10.00'

S28° 23' 31"E 10.00'

N28° 23' 31"W 10.00'

S60° 51' 58"W 10.00'

NOTE: 100 SQ. FT. TLE FOR SLOPING

7

Anna
Vokolek
Doc. #85983
Vol-130 Pg-515
Doc. #154409

GN

0 5 10

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2302	560+92.61	35.77	357718.800	719500.008
TLE2522	560+92.52	45.77	357710.003	719504.763
TLE2523	560+82.52	45.80	357705.135	719496.028
TLE2524	560+82.61	35.80	357713.932	719491.273

REVISION DATE	DATE 03/24/2015	SCALE: FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.17	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --81	E

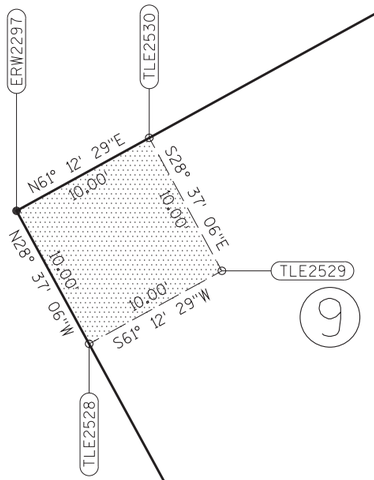
FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

STH 77

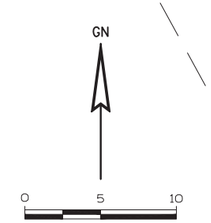
STA 564+79.91 =
STA 0+00.00
Y = 357937.407
X = 719821.712

NOTE: 100 SQ. FT. TLE FOR SLOPING

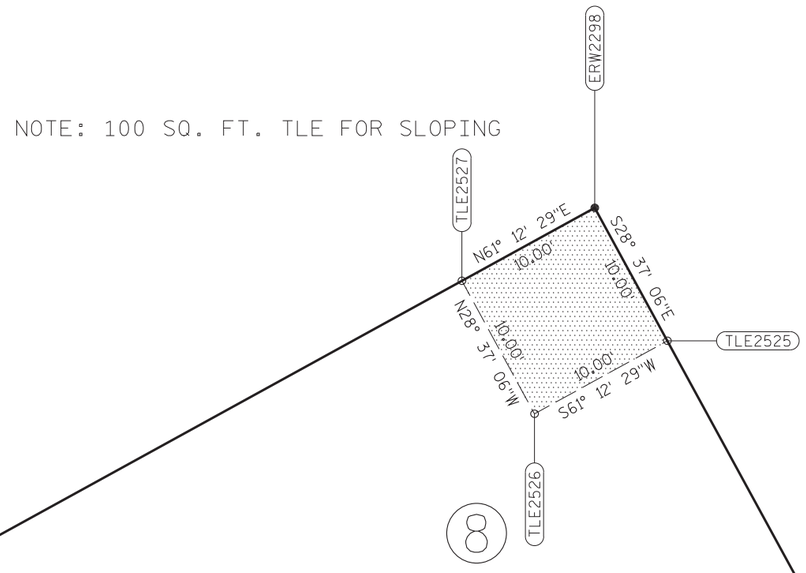


Beth Ann McKeague
John Brackett
Jane Brackett
Doc. #145785

Doc. #129725
Vol–259 Pg–790



NOTE: 100 SQ. FT. TLE FOR SLOPING



John C. Wegner, II
Doc. #139162

SPRUCE STREET

60'

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2297	565+11.79	35.32	357921.908	719866.698
ERW2298	564+51.79	35.19	357893.010	719814.115
TLE2525	564+51.74	45.19	357884.232	719818.905
TLE2526	564+41.74	45.17	357879.416	719810.141
TLE2527	564+41.79	35.17	357888.194	719805.351
TLE2528	565+11.74	45.32	357913.130	719871.487
TLE2529	565+21.74	45.35	357917.946	719880.251
TLE2530	565+21.79	35.35	357926.724	719875.461

REVISION DATE	DATE 03/24/2015	SCALE, FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.18
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --82 E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

STH 77

STA 0+00.00 =
STA 568+38.18
Y = 358110.669
X = 720135.299

NOTE: 100 SQ. FT. TLE FOR SLOPING

ERW2294

S28° 54' 33"E
5.00'

TLE2533

N61° 12' 29"E
20.00'

20.00'
S61° 12' 29"W

N28° 54' 33"W
5.00'

TLE2531

TLE2532

10

Andrew Hamm &
Renee Olson
Doc. #150981

ERW2293

GN

0 5 10

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2294	568+10.62	36.00	358065.836	720128.589
TLE2531	568+10.62	41.00	358061.459	720131.006
TLE2532	567+90.62	40.95	358051.826	720113.478
TLE2533	567+90.63	35.95	358056.203	720111.061

LINDEN STREET

60'

4

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 4.19	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --83	E

STA 572+13.83 =
STA 0+00.00
Y = 358288.821
X = 720465.959

STH 77

ERW2290

GN

0 5 10

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2291	571+88.10	32.56	358248.323	720457.354
TLE2534	571+67.88	33.31	358238.700	720439.821
TLE2535	571+68.06	38.30	358234.317	720442.227
TLE2536	571+82.61	37.78	358241.233	720454.828
TLE2537	571+81.87	47.12	358232.542	720458.343
TLE2538	571+86.93	47.51	358234.417	720462.979

NOTE: 147 SQ. FT. TLE FOR SLOPING

ERW2291

TLE2534

S61° 14' 28"W
20.00'

N22° 01' 19"W
15.00'

S28° 45' 32"E
5.00'

14.37'
N61° 14' 28"E

TLE2536

TLE2538

TLE2535

S22° 01' 19"E
9.37'

TLE2537

N67° 58' 41"E
5.00'

11

Sno-Bus Manufacturing Co. Inc.
Doc. #151374

MAPLE STREET

60'

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 420	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET --84	E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

TLE COORDINATE TABLE				
POINT	STATION	OFFSET	Y	X
ERW2289	575+51.91	34.87	358388.766	720789.924
TLE2539	575+36.91	34.86	358383.206	720775.992
TLE2540	575+36.91	39.32	358379.064	720777.645
TLE2541	575+46.45	39.38	358382.549	720786.524
TLE2542	575+46.44	40.45	358381.549	720786.917
TLE2543	575+50.70	40.48	358383.104	720790.878
TLE2544	575+50.67	44.87	358379.022	720792.480
TLE2545	575+51.88	44.87	358379.469	720793.607

STH 77

STA 575+75.38 =
STA 0+00.00
Y = 358429.854
X = 720798.757

GN

0 5 10

ERW2288

ERW2289

NOTE: 79 SQ. FT. TLE FOR SLOPING

TLE2539

N21° 45' 14"W
4.46'

N68° 14' 46"E
15.00'

S21° 36' 44"E
10.00'

9.54'

S68° 33' 57"W

TLE2545

S68° 23' 16"W
1.21'

TLE2541

TLE2542

TLE2543

TLE2544

TLE2540

N21° 26' 03"W
1.07'

S68° 33' 57"W
4.26'

N21° 26' 03"W
4.39'

12

Frederick A. & Judy A.
Valenti
Doc. #143664

CEDAR STREET

60'

REVISION DATE	DATE 03/24/2015	SCALE. FEET 0 5 10	HWY: STH 77	STATE R/W PROJECT NUMBER 9250-14-20	PLAT SHEET 421	
			COUNTY: IRON	CONSTRUCTION PROJECT NUMBER 9250-14-60	PS&E SHEET 85	E

FILE NAME : I:\JOB FILES\CAD PROJECTS\CAD14242-STH 77 TPP\TRADITIONAL RW PLAT\92501430\SHEETSPLAN\040101-RP_DETAILS.DWG PLOT DATE : 4/13/2015 7:07 AM PLOT BY : ANDY MCRAE PLOT NAME : ----------

WISDOT/CADDS SHEET 60

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

N

EXISTING ROW

BLDG

CORRIGAN (JACKSON) ST.

EXISTING ROW

HSE

EXISTING ROW

RECONSTRUCTING INLETS REQD

I

3

F

C

H

H2

H3

B , E

A , D

G (4'x2')

4.0'

3

9.0' MIN (*)

J

CURB RAMP TYPE 4B

HSE

HSE

GUY

EXISTING ROW

601+00

STH 77

BP: 10+00.00

MH

WV

602+00

EXISTING ROW

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURBS RAMPS - IRONBELT (CORRIGAN ST)	SHEET 86 E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 10:55 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

N

MACKINNON STREET

EXISTING ROW

ROW PARCEL 1
SEE PLAT SHEET 4.13
9250-14-20

INLET REQD
(SEE STORM SEWER PLAN)

REMOVING INLETS REQD
(SEE STORM SEWER PLAN)

CURB RAMP TYPE 1A

ROW PARCEL 2
SEE PLAT SHEET 4.13
9250-14-20

ADJUSTING INLET COVERS REQD

STH 77

604+00

605+00

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURBS RAMPS - IRONBELT (MACKINNON ST - NORTH)	SHEET 87	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 10:56 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

604+00

605+00

15

STH 77

EXISTING ROW

ROW PARCEL 3
SEE PLAT SHEET 4.14
9250-14-20

ROW PARCEL 2
SEE PLAT SHEET 4.13
9250-14-20

CONCRETE COLLAR REQD
(SEE STORM SEWER PLAN)

CURB RAMP TYPE 4A

CURB RAMP TYPE 1A

REMOVING INLETS CONCRETE FILLED REQD
(SEE STORM SEWER PLAN)

INLET REQD
(SEE STORM SEWER PLAN)

RECONSTRUCTING INLETS REQD

MACKINNON STREET

6.2'

6.4' MIN (*)

6.4'

5.0'

6.0'

4.1'

4.0'

5.8'

N

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURBS RAMPS - IRONBELT (MACKINNON ST - SOUTH)	SHEET 88	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ####

PLOT DATE : 8/8/2016 10:56 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

ROW PARCEL 4
SEE PLAT SHEET 4.15
9250-14-20

EXISTING ROW

CURB RAMP TYPE 4B

6.0' MIN (*)

4.0'

MANHOLE REQD
(SEE STORM SEWER PLAN)

ATLANTIC STREET

INLET REQD
(SEE STORM SEWER PLAN)

REMOVING INLETS
(SEE STORM SEWER PLAN)

ROW PARCEL 5
SEE PLAT SHEET 4.15
9240-14-20

11.4' MIN (*)

INLET REQD
(SEE STORM SEWER PLAN)

MANHOLE REQD
(SEE STORM SEWER PLAN)

NEW INLET
(SEE STORM SEWER PLAN)

607+00

STH 77

20

608+00

N

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURBS RAMPS - IRONBELT (ATLANTIC ST - NORTH)	SHEET 89	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 10:57 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

N

6.0' MIN (*)

607+00

EXISTING ROW

MANHOLE REQD
(SEE STORM SEWER PLAN)

INLET REQD
(SEE STORM SEWER PLAN)

4.0'

11.4' MIN (*)

ROW PARCEL 5
SEE PLAT SHEET 4.15
9250-14-20

CURB RAMP TYPE 4B

20

608+00

STH 77

5

CURB RAMP TYPE 4B

J

6.0' MIN (*)

3

B , E

G (4'x2')

A , D

I

4.0'

H3

H2

H

F

C

EXISTING ROW

CURB RAMP TYPE 4B

A , D

MANHOLE REQD
(SEE STORM SEWER PLAN)

G (4'x2')

6.0' MIN (*)

REMOVING INLETS REQD
(SEE STORM SEWER PLAN)

INLET REQD
(SEE STORM SEWER PLAN)

INLET REQD
(SEE STORM SEWER PLAN)

3

J

B , E

A , D

I

3

F

4.0'

J

C

H3

H2

H

EXISTING ROW

ATLANTIC STREET

EXISTING ROW

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURBS RAMPS - IRONBELT (ATLANTIC ST - SOUTH)	SHEET 90 E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\IRONBELT_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 10:57 AM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE

ROW PARCEL 6
SEE PLAT SHEET 4.16
9250-14-20

CURB RAMP TYPE 4B

CURB RAMP TYPE 4B

EXISTING ROW

JOHNSON STREET

STH 77

610+00

611+00

BLDG

HSE

MH

7.2'

3.5'

4.0'

6.0' MIN (*)

N

5

5

25

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

PT: 732+16.32

732+00

STH 77

EXISTING ROW

CURB RAMP TYPE 4B REQD

6.0' MIN (*)

3 H3 H2 J H A , D G (4'x2') B , E I C F 4.0'

CURB RAMP TYPE 4B REQD

10.4' MIN (*)

J A , D G (4'x2') B , E 3 H2 H H3 I J 4.0' C F

EXISTING ROW

EXISTING ROW

EXISTING ROW

OAK STREET

HSE

HSE

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (OAK ST)	SHEET 92	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 1:18 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

736+00

735+00

STH 77

EXISTING ROW

CURB RAMP TYPE 4B REQD

6.0' MIN (*)

J

H2

H3

H

J

4.0'

3

A , D

G (4'x2')

B , E

C

F

3

I

EX. INLET

ROW PARCEL 7
SEE PLAT SHEET 4.17
9250-14-20

HEMLOCK STREET

HSE

OH

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (HEMLOCK ST)	SHEET 93	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 1:19 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

STH 77

739+00

CURB RAMP TYPE 4B

6.0' MIN (*)

J

A , D

G (4'x2')

B , E

I

H

H2

3.75'

H3

J

4.0'

F

3

C

CURB RAMP TYPE 4B

9.3' MIN (*)

H3

H2

J

H

3

5.0'

J

A , D

G (5'x2')

B , E

I

F

C

3

ROW PARCEL 9
SEE PLAT SHEET 4.18
9250-14-20

ROW PARCEL 8
SEE PLAT SHEET 4.18
9250-14-20

EXISTING ROW

EXISTING ROW

EXISTING ROW

EXISTING ROW

SPRUCE STREET

HSE

POST

MH

OH

G

T

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (SPRUCE ST)	SHEET 94	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ####

PLOT DATE : 8/8/2016 1:20 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

743+00

EXISTING ROW

STH 77

CURB RAMPS TYPE 4B

15.1' MIN (*)

A , D

G (7.5'x2' and 1.5'x2')

B , E

I

J

H

C

3

H2

H3

F

7.7'

EXISTING ROW

ROW PARCEL 10
SEE PLAT SHEET 4.19
9250-14-20

EXISTING ROW

HSE

CURB RAMPS TYPE 4B

6.9' MIN (*)

J

H

H2

H3

J

4.8'

A , D

G (4'x2' and 2'x2')

B , E

I

C

F

3

EXISTING ROW

HSE

EXISTING ROW

LINDEN STREET

HO

N

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (LINDEN ST)	SHEET 95	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 1:20 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D. (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

STH 77

746+00

747+00

EXISTING ROW

OH

HSE

CURB RAMP TYPE 4A

6.2' MIN (*)

7.4'

H3

H2

H

J

A , D

G (5'x2')

B , E

I

C

F

3

CURB RAMP TYPE 4B

6.0' MIN (*)

4'

G (5'x2' and 2'x2')

5.9'

4.5'

4.1'

ROW PARCEL 11
SEE PLAT SHEET 4.20
9250-14-20

MAPLE STREET

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (MAPLE ST)	SHEET 96	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 1:21 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

STH 77

750+00

EXISTING ROW

CURB RAMP TYPE 1A

CURB RAMP TYPE 4B

6.0'

5.0'

12.9'

6.6' MIN (*)

4.9'

EXISTING ROW

ROW PARCEL 12
SEE PLAT SHEET 4.21
9250-14-20

BLDG

CEDAR STREET

EXISTING ROW

EXISTING ROW

OH

5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (CEDAR ST)	SHEET 97	E

FILE NAME : N:\PDS\C3D\92501430\DESIGN\ALIPROFS\PENCE_SIDEWALK-RAMPS_PLAN.DWG
LAYOUT NAME - ****

PLOT DATE : 8/8/2016 1:21 PM PLOT BY : SMITH, THEODORE A PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

*	MINIMUM DISTANCE TO MAINTAIN 12H:1V SLOPE
3	TRANSITION NOSE (SEE GENERAL NOTES, CURB RAMP S.D.D.) (INCIDENTAL TO CONCRETE CURB PEDESTRIAN)
A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER 30-INCH TYPE D
F	CONCRETE CURB PEDESTRIAN
G	CURB RAMP DETECTABLE WARNING FIELD YELLOW
H	CONCRETE SIDEWALK 4-INCH (12H:1V SLOPE)
H2	CONCRETE SIDEWALK 4-INCH (LANDING AREA, 4' LENGTH)
H3	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH, FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE SHOWN ON PLAN)
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G)
J	SAWING CONCRETE

N

EXISTING ROW

754+00

STH 77

753+00

CURB RAMP TYPE 4B

J

A , D

G (4'x2' and 2'x2')

6.6' MIN (*)

B , E

H

3

I

H2

H3

J

4.6'

3

F

C

EXISTING ROW

EXISTING ROW

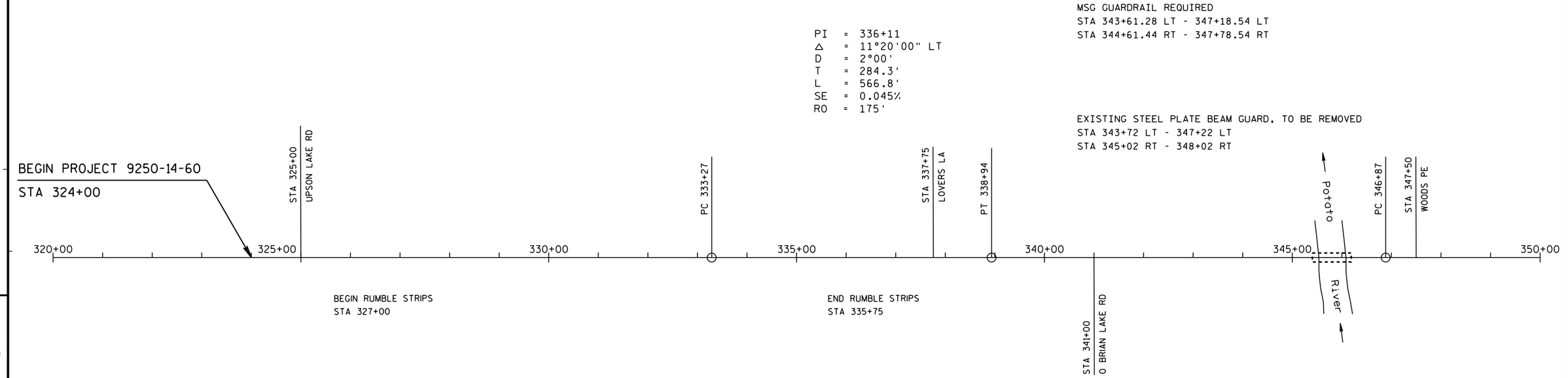
BIRCH STREET

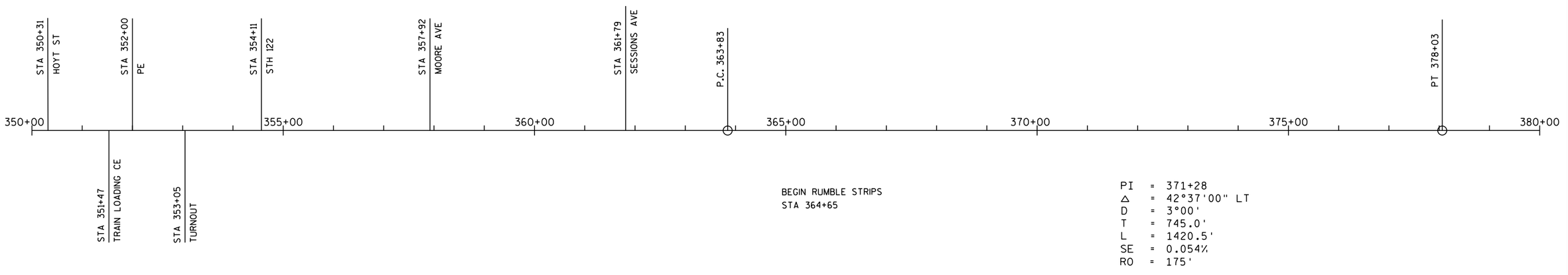
EXISTING ROW

5

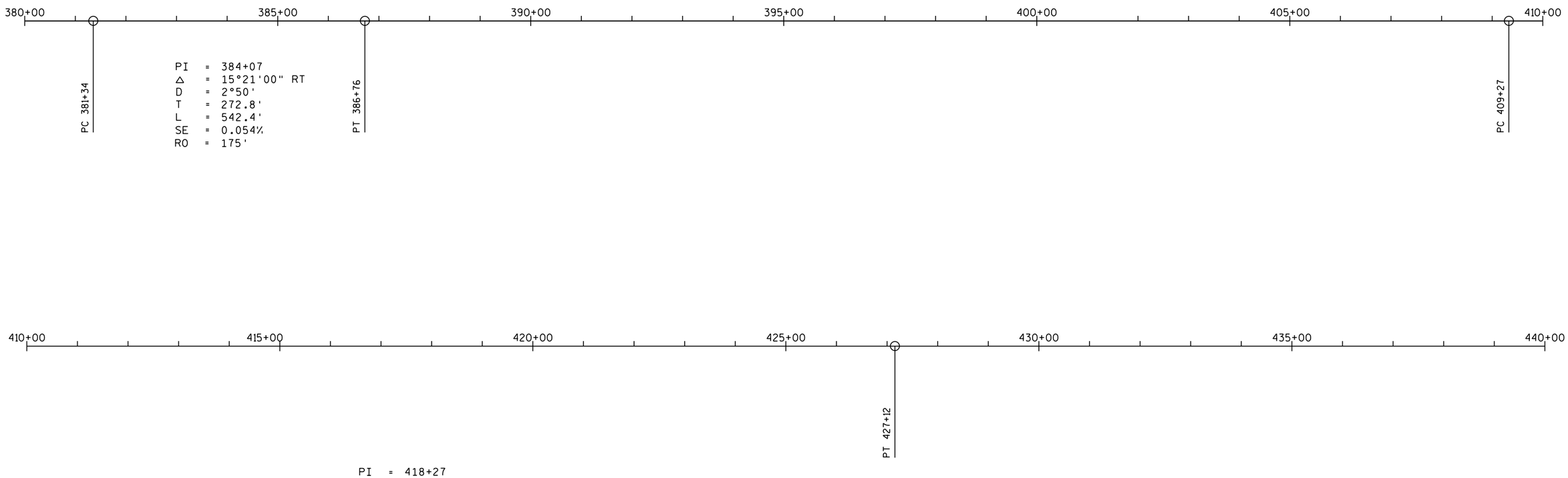
5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PLAN: CURB RAMPS - PENCE (BIRCH ST)	SHEET 98	E



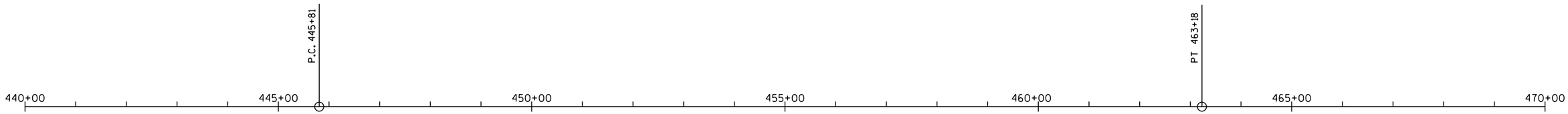


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 320+00 - STA 380+00	SHEET E

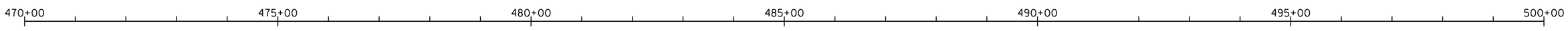


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 380+00 - STA 440+00	SHEET	E

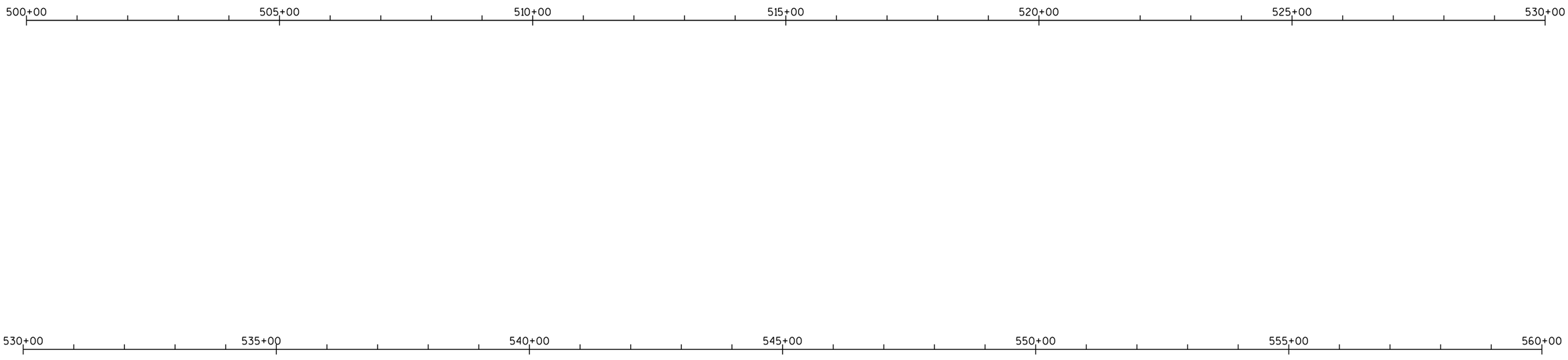
FILE NAME : N:\pds\project_id\9250-14-30-60 Mellen - Hurley STH77\Cadds\050402_ld.dgn PLOT DATE : 30-OCT-2014 15:00 PLOT BY : dotjvo PLOT NAME : PLOT SCALE : 200:1



PI = 454+58
Δ = 20°16'00" LT
D = 1°10'
T = 877.7'
L = 1737.2'
SE = 0.030%
RO = 175'



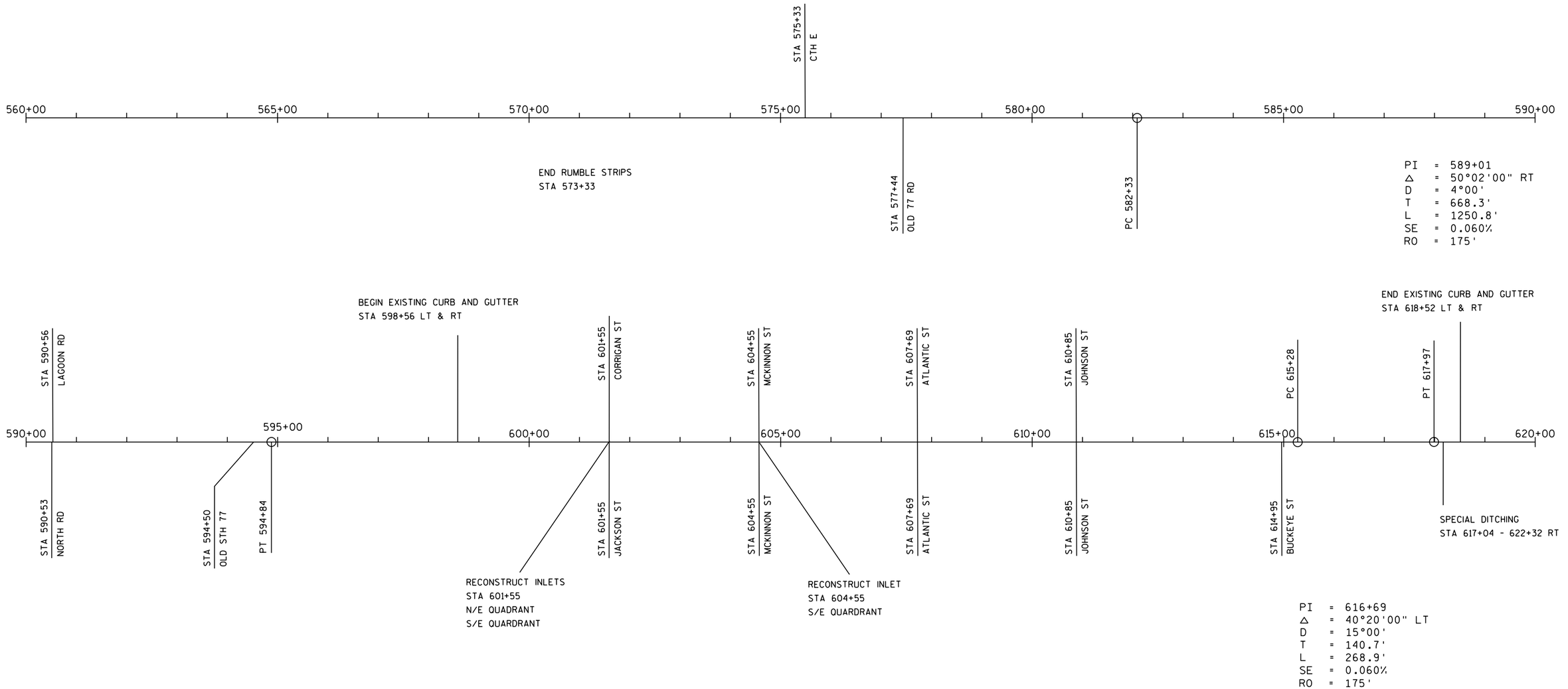
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 440+00 - STA 500+00	SHEET	E



5

5

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 500+00 - STA 560+00	SHEET	E



PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 560+00 - STA 620+00	SHEET	E

FILE NAME : N:\pds\project_id\9250-14-30-60 Mellen - Hurley STH77\Cadds\050405_ld.dgn PLOT DATE : 30-OCT-2014 15:00 PLOT BY : dotjvo PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 44

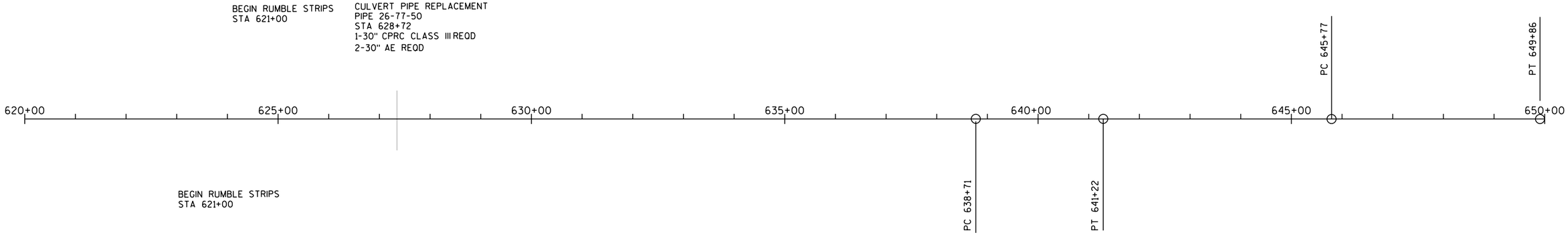
REMOVING SMALL PIPE CULVERTS
STA 628+72

BEGIN RUMBLE STRIPS
STA 621+00

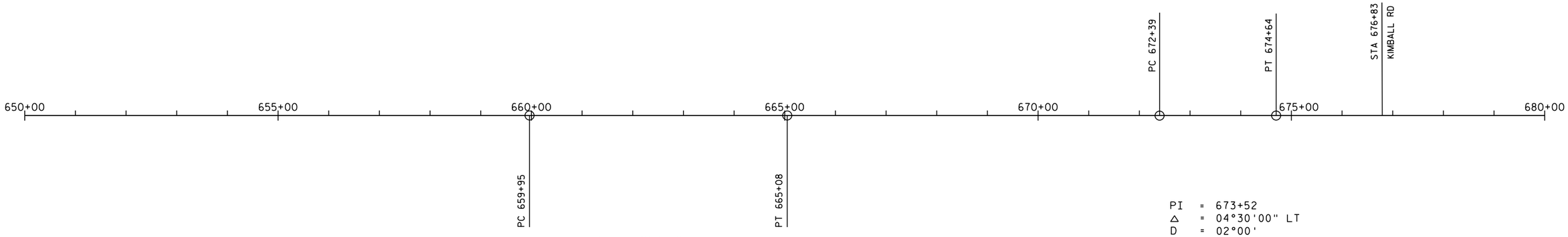
CULVERT PIPE REPLACEMENT
PIPE 26-77-50
STA 628+72
1-30" CPRC CLASS III REQD
2-30" AE REQD

PI = 639+96
Δ = 02°31'00" RT
D = 01°00'
T = 125.9'
L = 251.7'
SE = 0.027%
RO = 175'

PI = 647+82
Δ = 08°11'00" LT
D = 02°00'
T = 204.9'
L = 409.0'
SE = 0.045%
RO = 175'



BEGIN RUMBLE STRIPS
STA 621+00



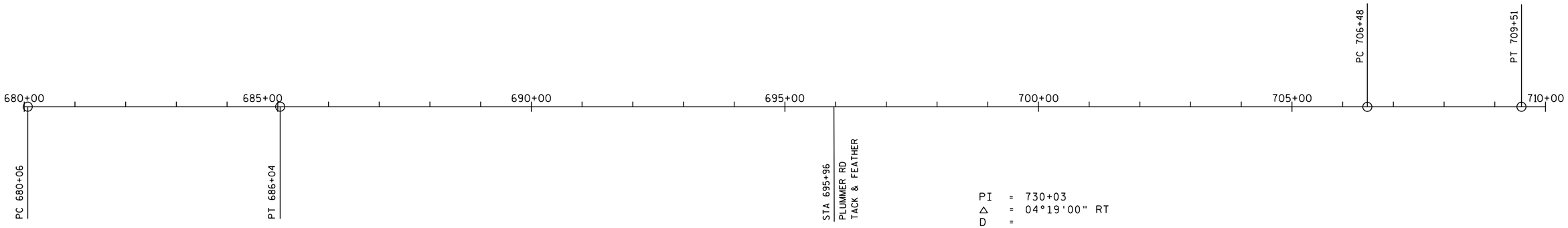
PI = 662+52
Δ = 10°15'00" RT
D = 02°00'
T = 257.0'
L = 512.5'
SE = 0.045%
RO = 175'

PI = 673+52
Δ = 04°30'00" LT
D = 02°00'
T = 112.5'
L = 225.0'
SE = 0.044%
RO = 175'

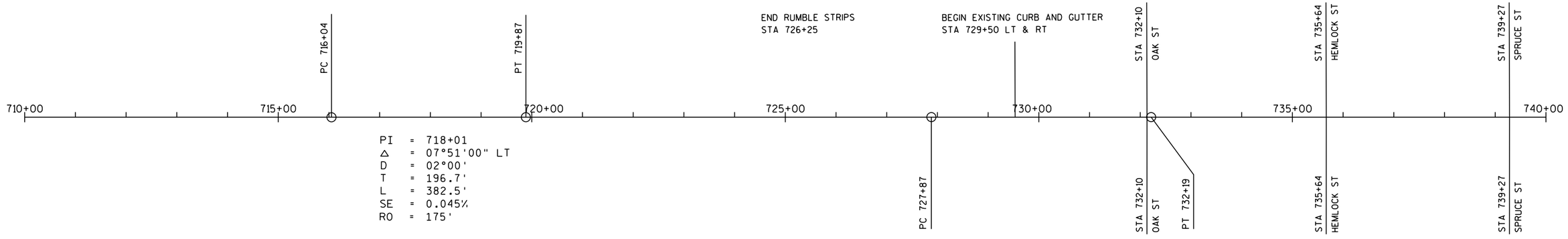
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 620+00 - STA 680+00	SHEET E

PI = 683+06
△ = 11°58'00" RT
D = 02°00'
T = 300.5'
L = 598.8'
SE = 0.045%
RO = 175'

PI = 707+99
△ = 09°12'00" LT
D = 03°02'
T = 151.6'
L = 303.3'
SE = 0.055%
RO = 175'



PI = 730+03
△ = 04°19'00" RT
D =
T = 216.0'
L = 431.7'
SE = 0.010%
TRANSITION 30'



PI = 718+01
△ = 07°51'00" LT
D = 02°00'
T = 196.7'
L = 382.5'
SE = 0.045%
RO = 175'

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 680+00 - STA 740+00	SHEET	E

PI = 761+52
△ = 23°24'00" LT
D = 04°00'
T = 296.7'
L = 585.0'
SE = 0.040%
RO = 125'

REMOVING SMALL PIPE CULVERTS
STA 764+88

END EXISTING CURB AND GUTTER
STA 742+33 LT

BEGIN RUMBLE STRIPS
STA 760+00

CONCRETE BASE PATCHING
STA 745+34

STA 754+63
DUMP RD

PC 758+55

PT 764+40

740+00 | 745+00 | 750+00 | 755+00 | 760+00 | 765+00 | 770+00

STA 742+83
LINDEN ST

PC 745+01

STA 746+54
MAPLE ST

PT 748+57

STA 750+23
CEDAR ST

STA 753+86
BIRCH ST

END EXISTING CURB & GUTTER
STA 756+00

EXISTING RETAINING WALL
STA 756+00 - 759+20 RT

CULVERT PIPE REPLACEMENT
PIPE 26-77-57
STA 764+88
1-24" CPRC CLASS IV REOD
2-24" AE REOD

PI = 746+79
△ = 07°07'00" RT
D = 02°00'
T = 178.2'
L = 355.8'
SE = 0.023%
RO = 100'

PI = 789+28
△ = 27°39'00" LT
D = 03°00'
T = 470.0'
L = 922.0'
SE = 0.055%
RO = 175'

PC 784+58

STA 793+65
TRAIL

PT 793+80

STA 798+40
CE

STA 800+00
CE

770+00 | 775+00 | 780+00 | 785+00 | 790+00 | 795+00 | 800+00

STA 793+65
SOUTH ELM ST

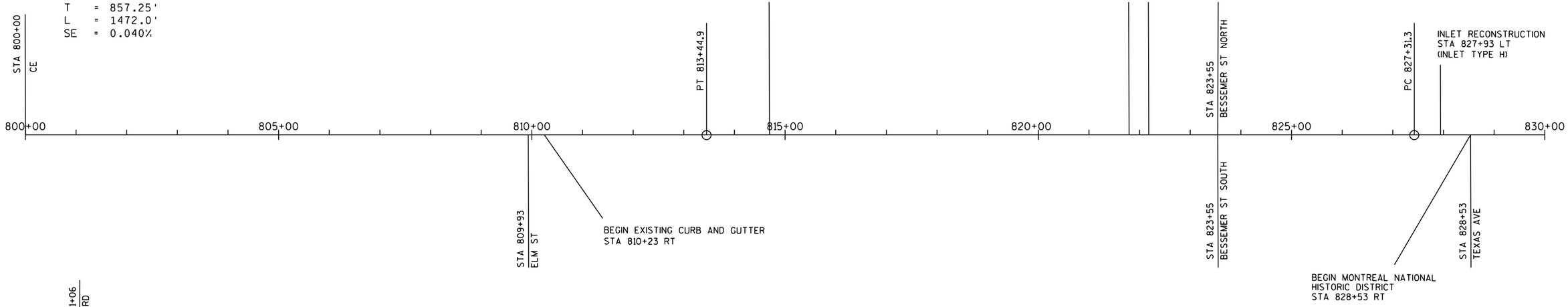
STA 798+40
INDIANNA AVE

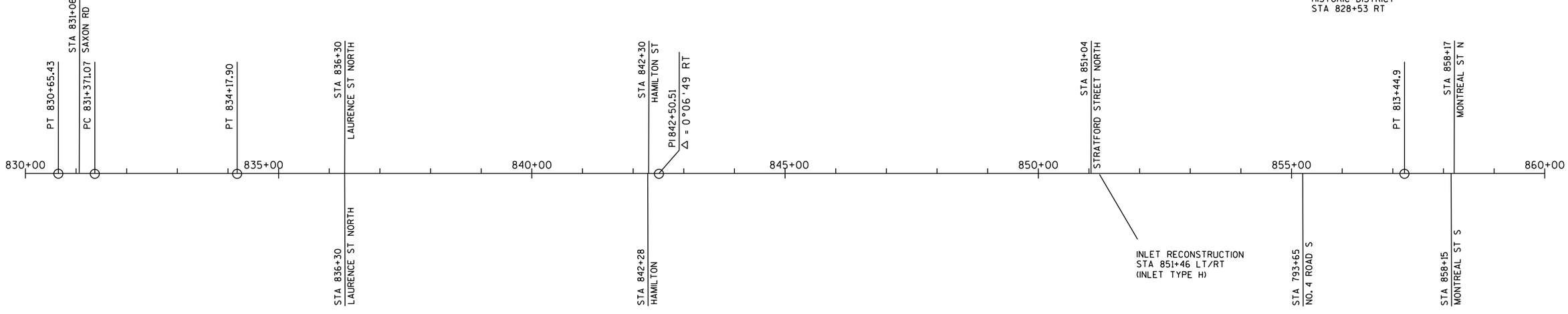
END RUMBLE STRIPS
STA 791+80

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 740+00 - STA 800+00	SHEET	E

AH = 804+87.65
BK = 807+30.15
Δ = 73°36'00"
D = 5°00'00"
T = 857.25'
L = 1472.0'
SE = 0.040%

AH = 828+93.46
BK = 829+03.27
Δ = 33°24'48.5"
R = 572.96'
D = 10°00'00"
T = 171.97'
L = 334.14'
SE = 0.0535%

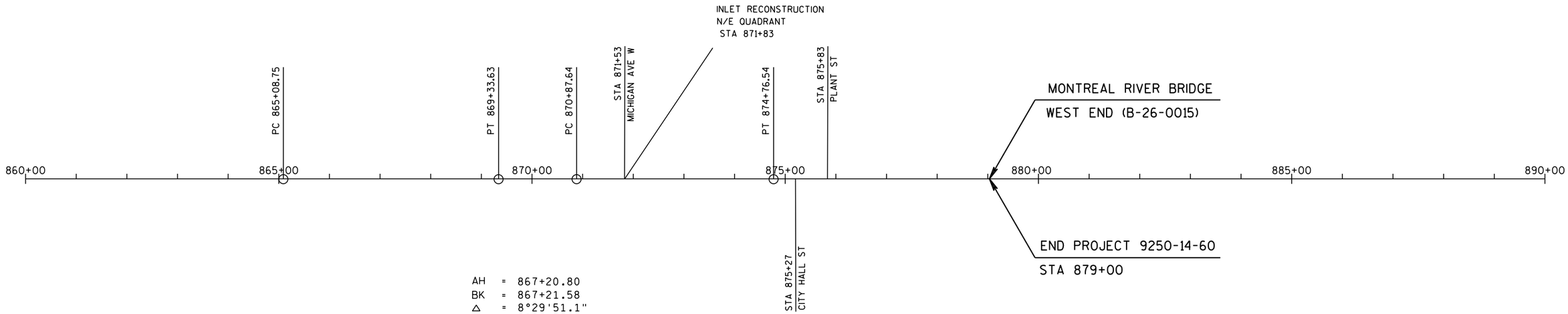




AH = 832+74.61
BK = 832+80.36
Δ = 28°04'58.6"
R = 572.96'
D = 10°00'00"
T = 143.29'
L = 280.83'
SE = 0.035%

AH = 856+05.02
BK = 856+08.24
Δ = 23°10'58"
R = 572.96'
D = 10°00'00"
T = 117.52'
L = 231.83'
SE = 0.0535%

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 800+00 - STA 860+00	SHEET E



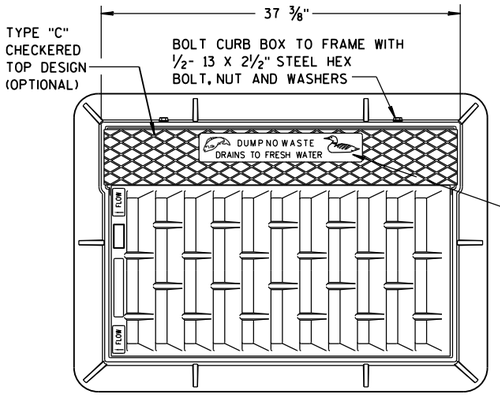
AH = 867+20.80
BK = 867+21.58
Δ = 8°29'51.1"
R = 2864.79'
D = 2°00'00"
T = 212.83'
L = 424.88'
SE = 0.0225%

AH = 872+80.89
BK = 872+83.29
Δ = 15°33'21.3"
R = 1432.39'
D = 4°00'00"
T = 195.65'
L = 388.90'
SE = 0.035%

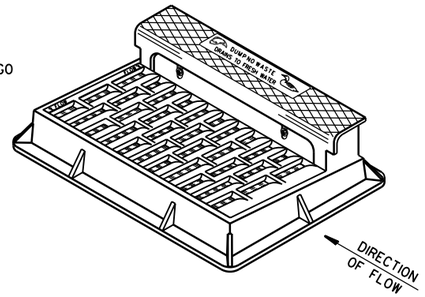
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	LINE DIAGRAM STA 860+00 - STA 890+00	SHEET	E

Standard Detail Drawing List

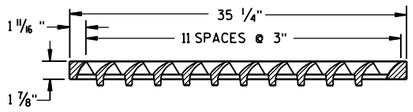
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-17A	CURB RAMPS TYPES 1 AND 1-A
08D05-17B	CURB RAMPS TYPES 2 AND 3
08D05-17C	CURB RAMPS TYPES 4A AND 4A1
08D05-17D	CURB RAMPS TYPE 4B AND 4B1
08D05-17E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C14-06A	BASE PATCHING CONCRETE
13C14-06B	BASE PATCHING CONCRETE
13C14-06C	BASE PATCHING CONCRETE
14B28-03	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-02B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-02C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

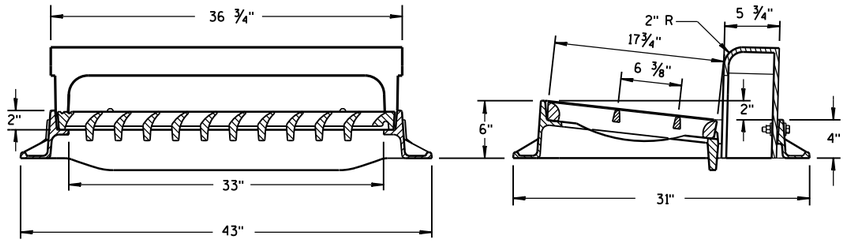


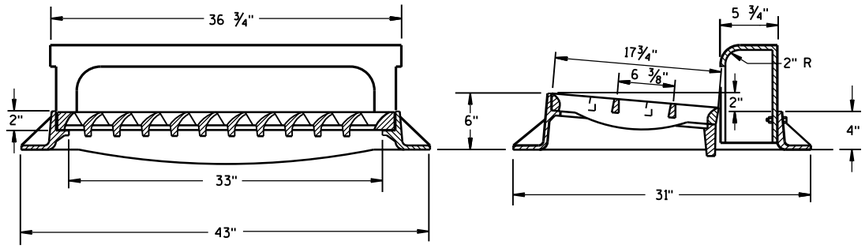
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

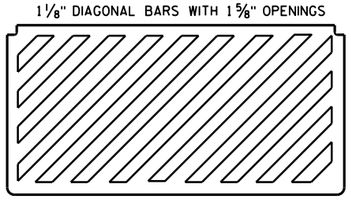






TYPE "H"

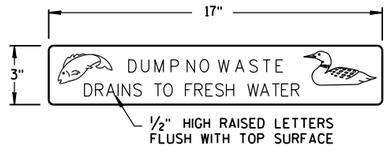
NOTE: EITHER CASTING IS ACCEPTABLE



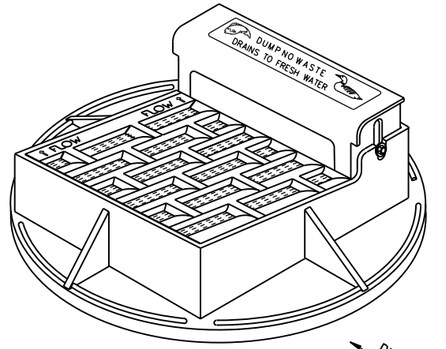
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

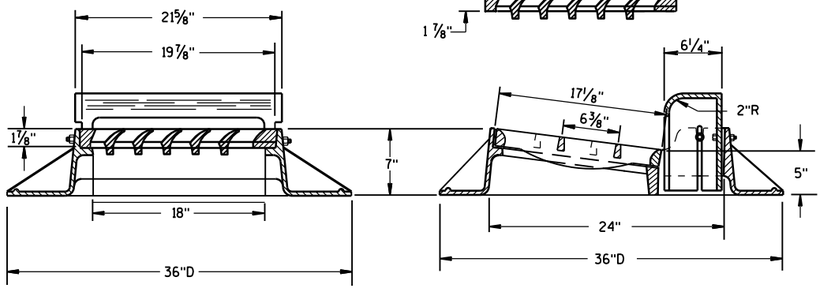


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



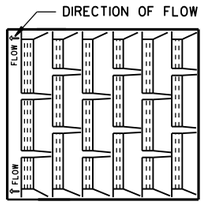
TYPE "A"

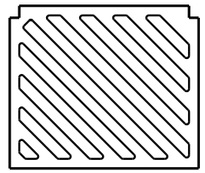
GENERAL NOTES

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

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

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

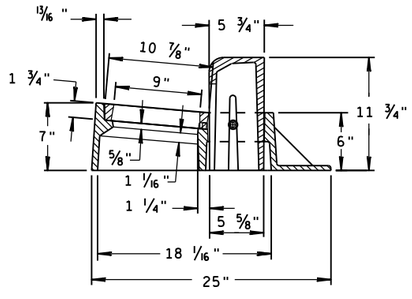


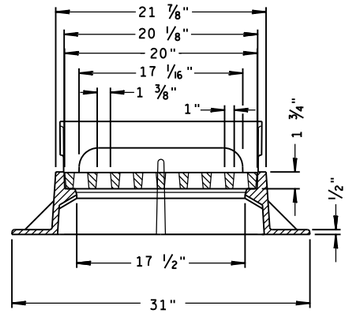


SPECIAL GRATE FOR TYPE "A" COVER

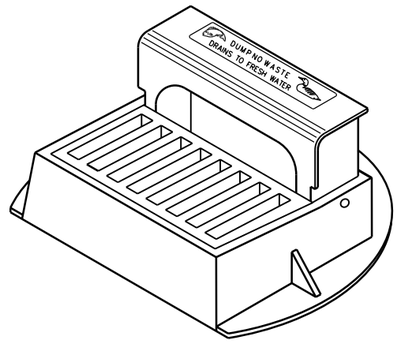
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



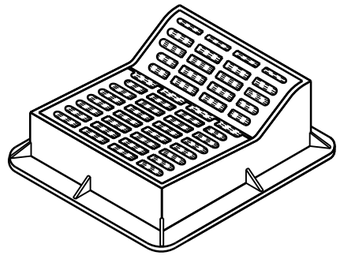
INLET COVERS TYPE A, H, A-S, H-S & Z

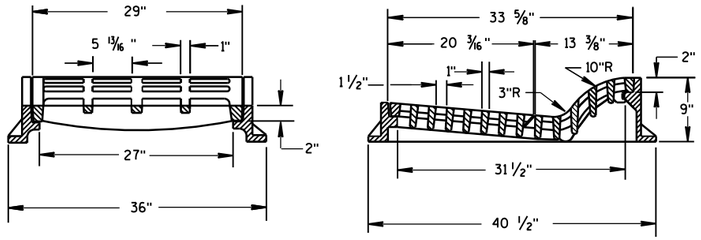
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

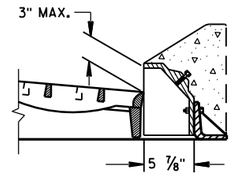
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

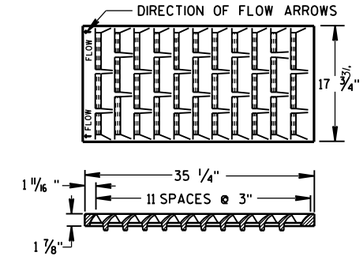
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

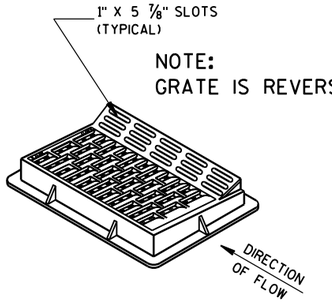
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

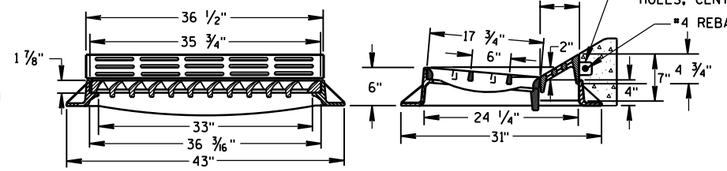
GENERAL NOTES

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.



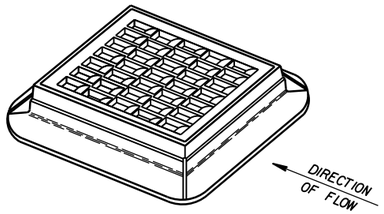


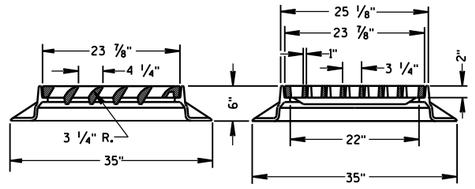


TYPE "HM"

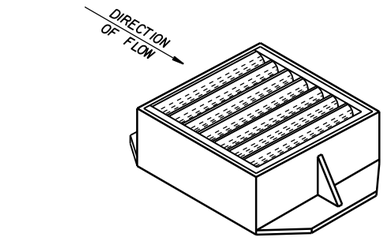
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

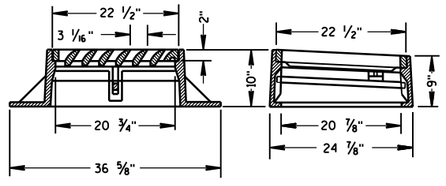
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



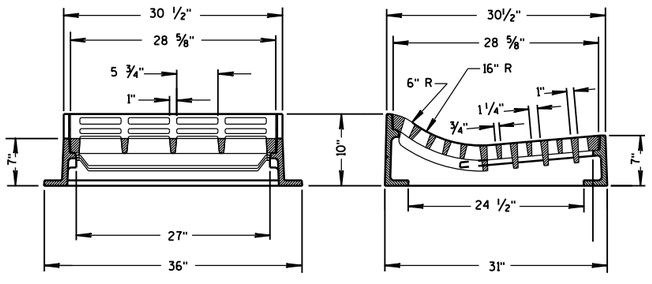


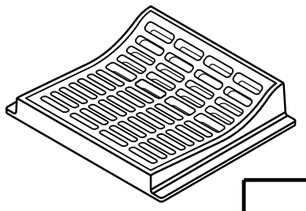
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

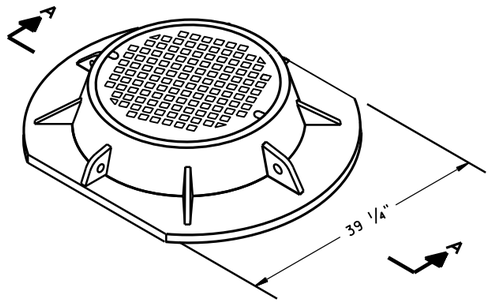
APPROVED
11/27/2013
DATE

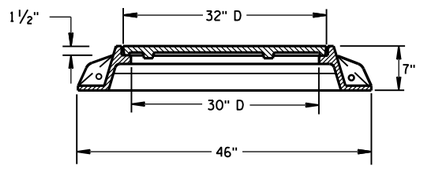
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

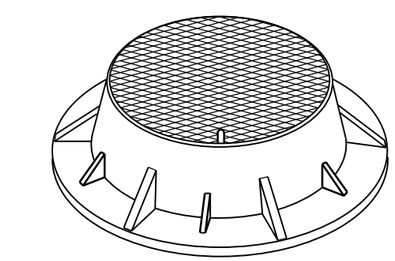
6

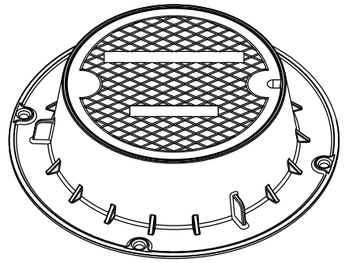
S.D.D. 8 A 5-19c

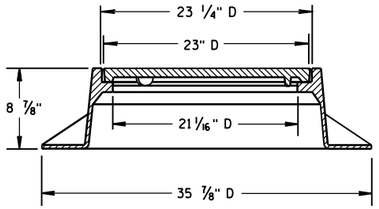


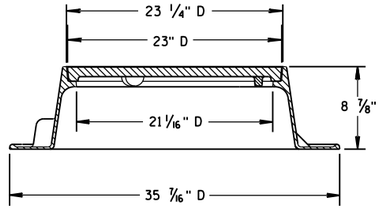


SECTION A-A
TYPE "K"









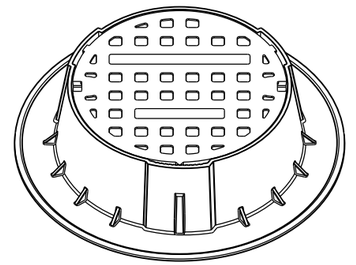
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

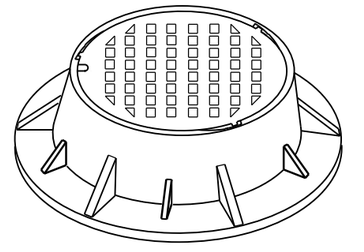
GENERAL NOTES

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.

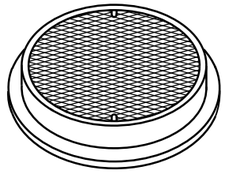
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

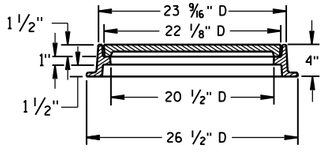
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



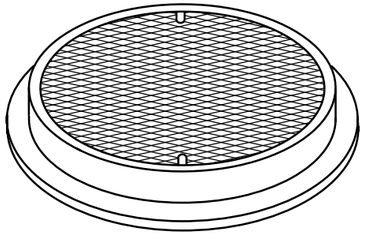


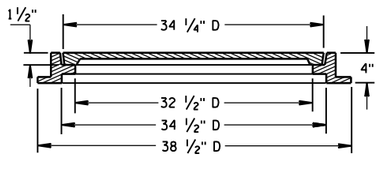
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



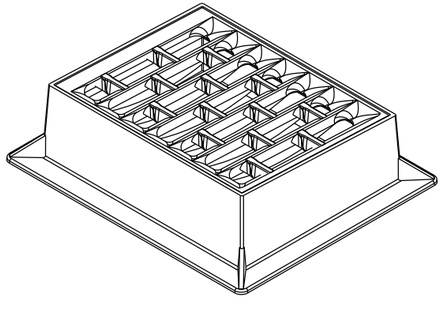


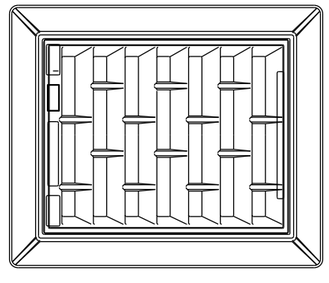
TYPE "L"

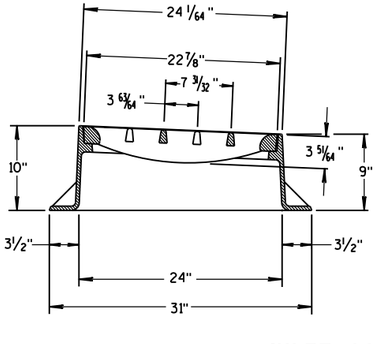


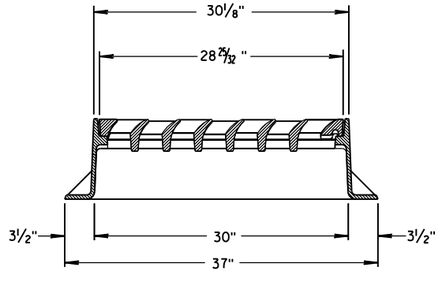


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

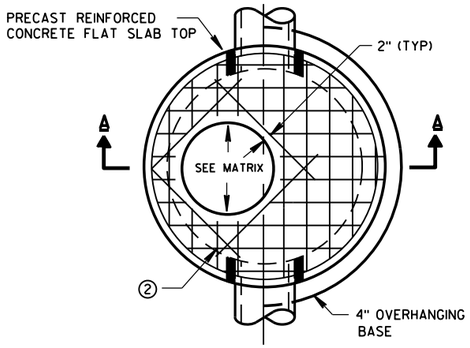
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

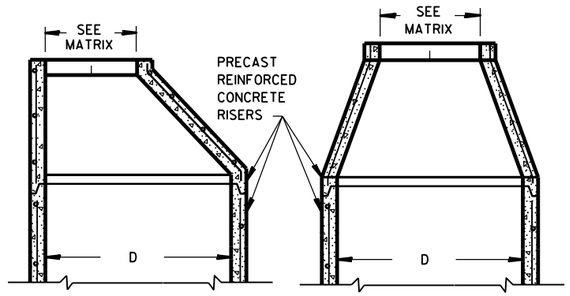
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 A 5-19d

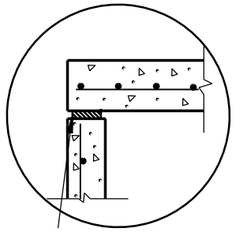


PLAN VIEW CIRCULAR OPENING

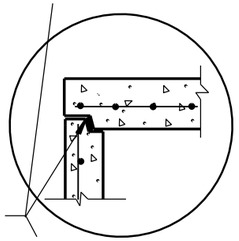


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

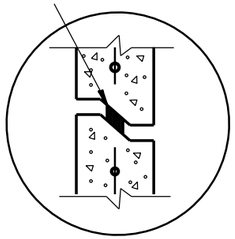


TOP WITH PLAIN END JOINT



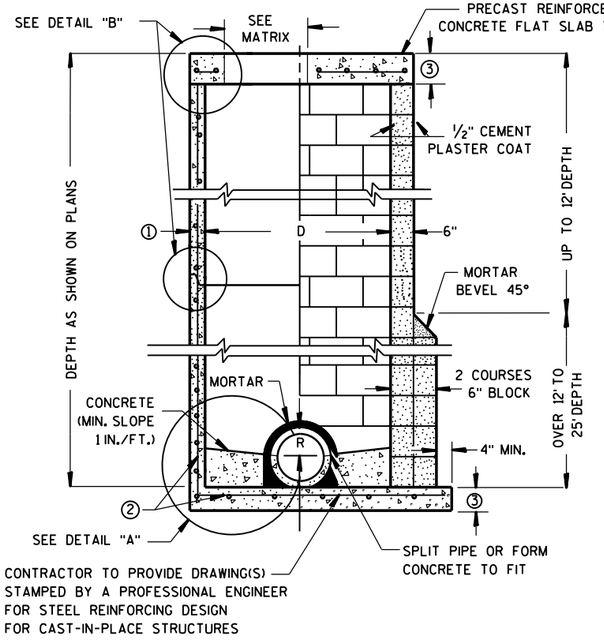
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



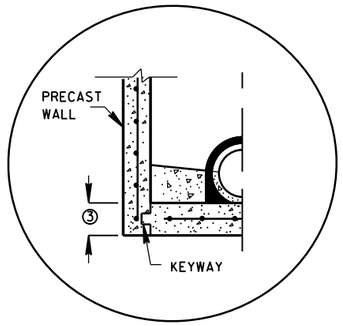
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

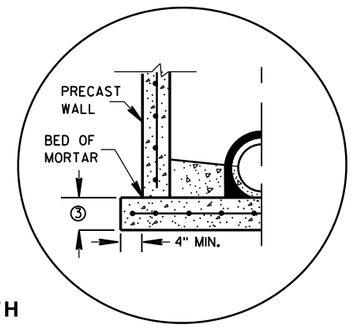


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

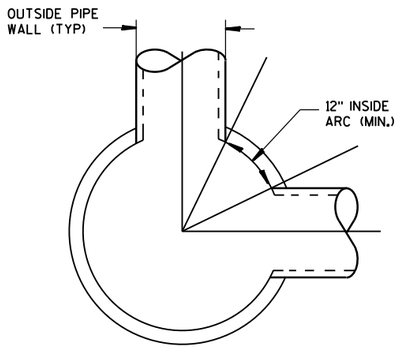


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

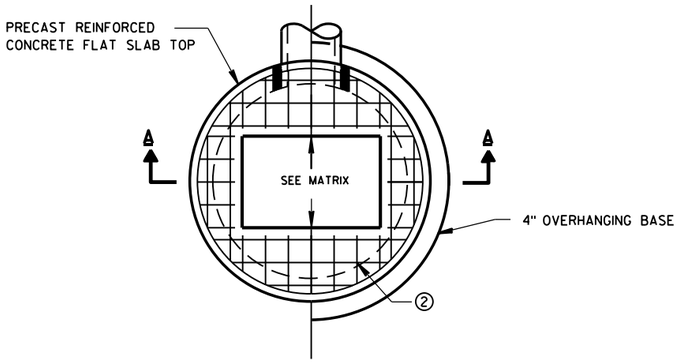
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

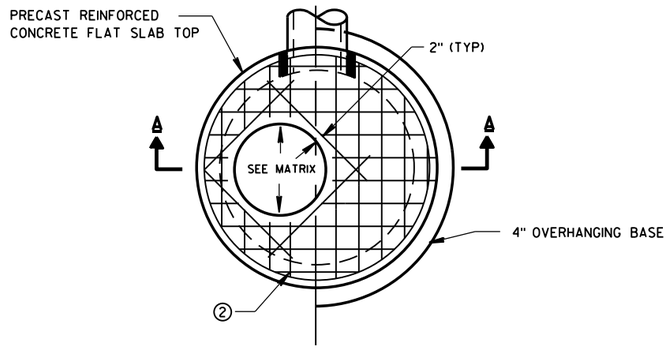
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

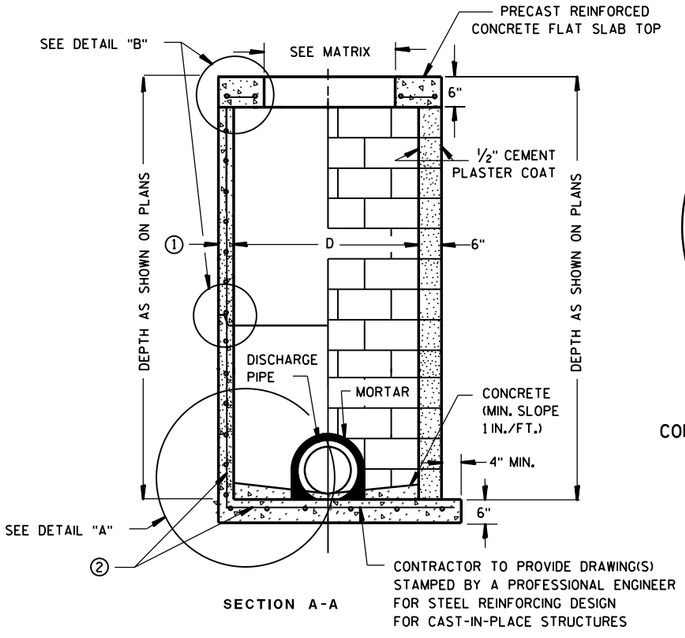
6
S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

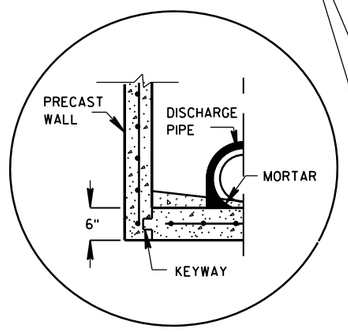


SECTION A-A

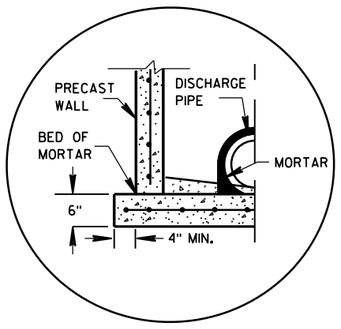
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

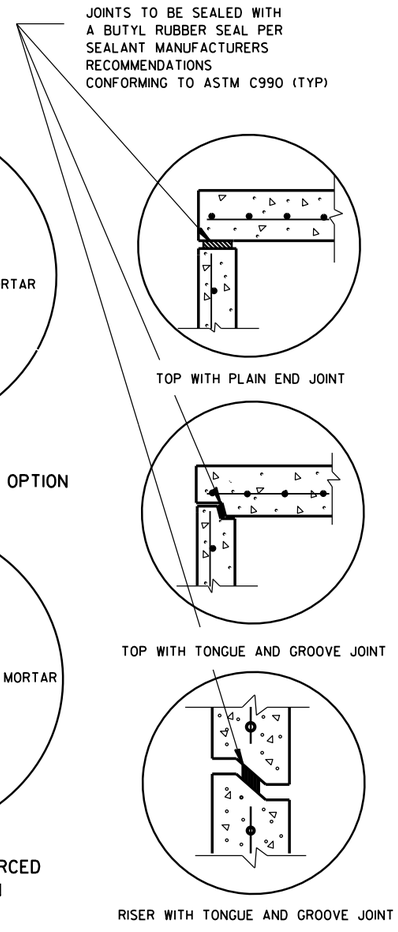


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

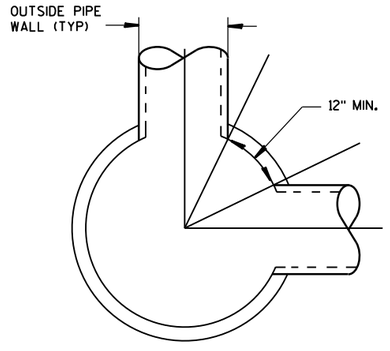
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
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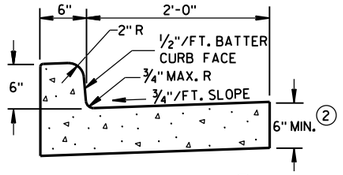
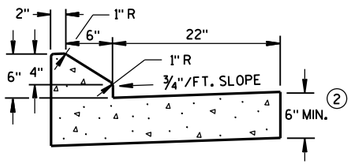
INLETS 3-FT AND 4-FT DIAMETER

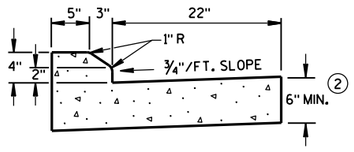
6
S.D.D. 8 C 6-1



TYPES A & D ①

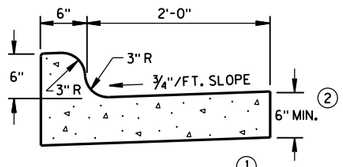


6" SLOPED CURB TYPES G & J ①

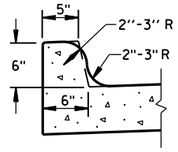


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

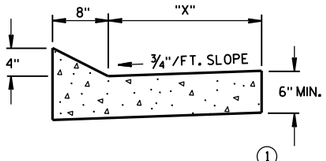


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

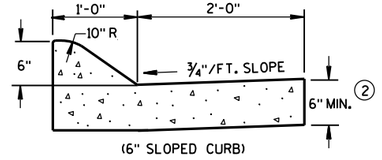
CONCRETE CURB & GUTTER 30"



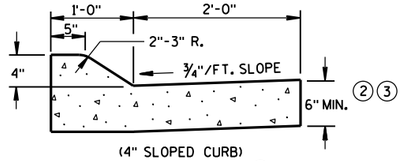
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

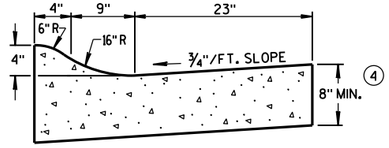


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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 GUTTER TYPES A, G, K, R AND TBTT.

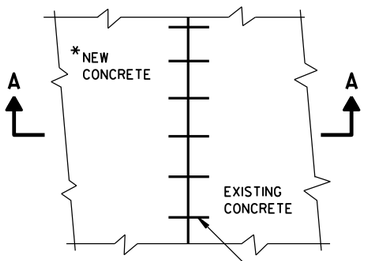
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

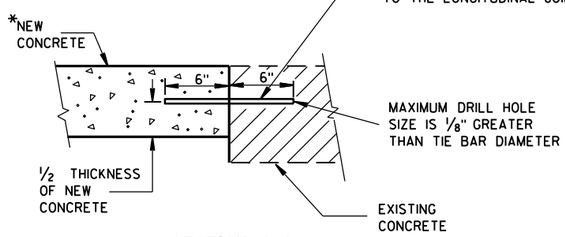
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



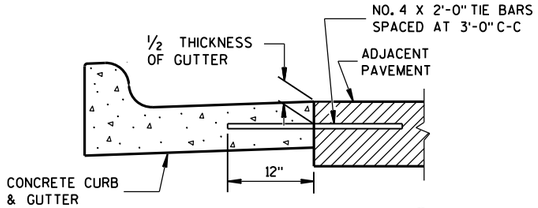
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

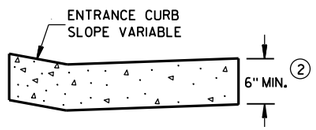


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

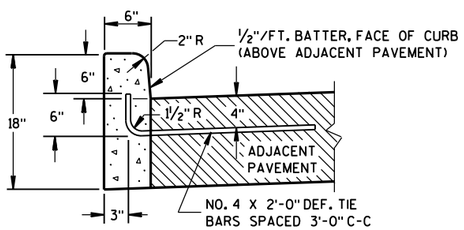


TYPICAL TIE BAR LOCATION ①

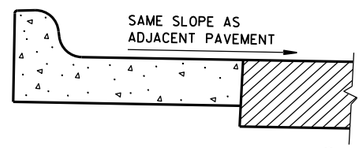


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

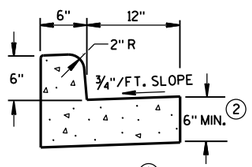


① TYPES A & D



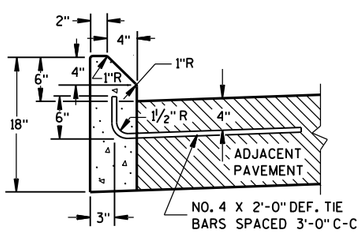
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



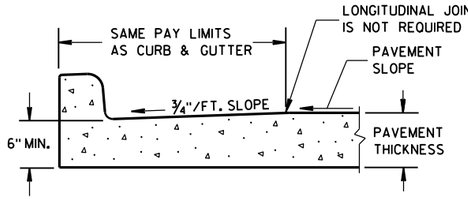
① TYPES A & D

CONCRETE CURB & GUTTER 18"

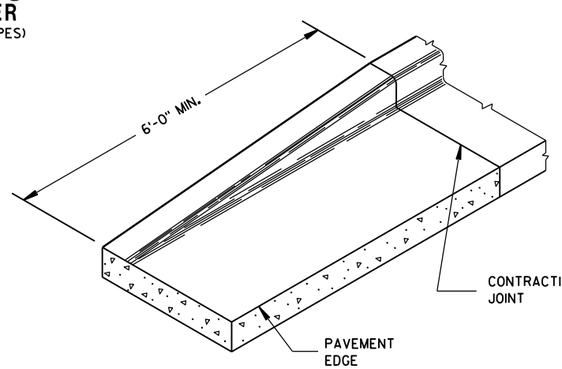


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

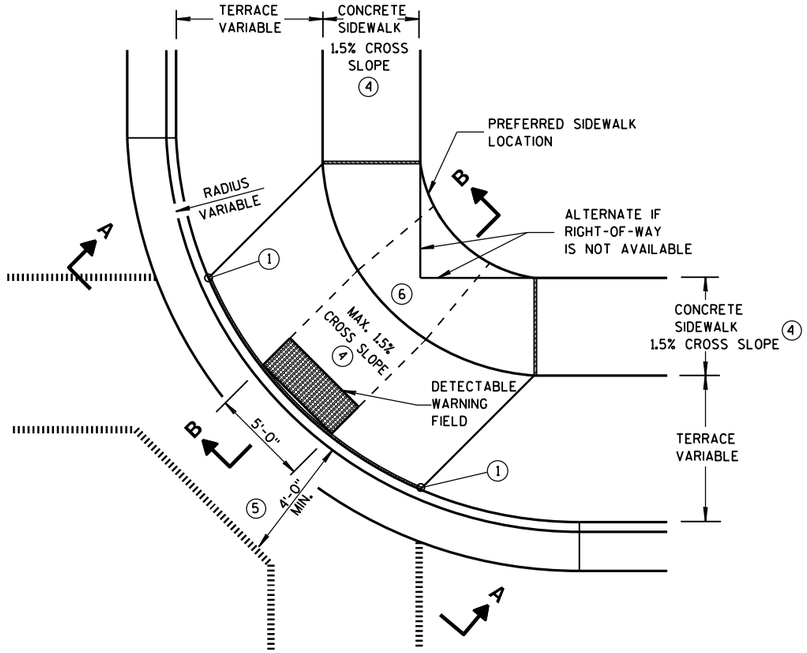
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

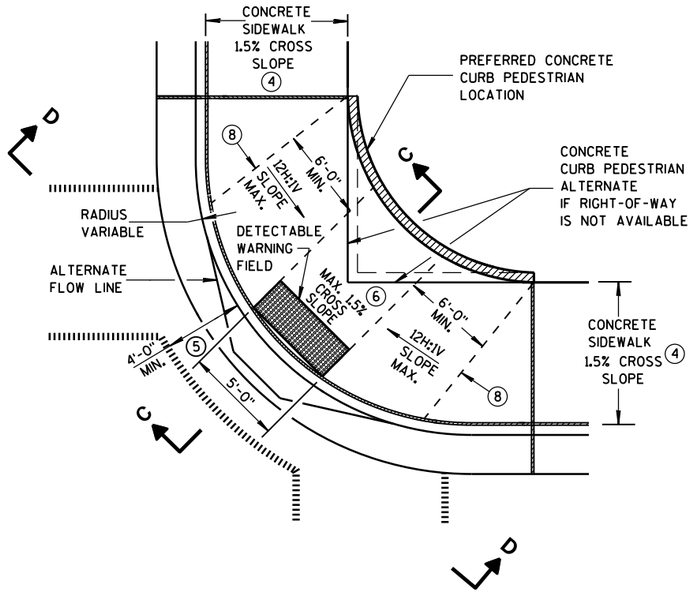
S.D.D. 8 D 1-19



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

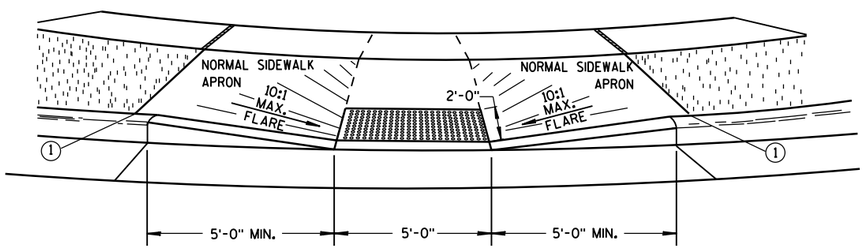
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

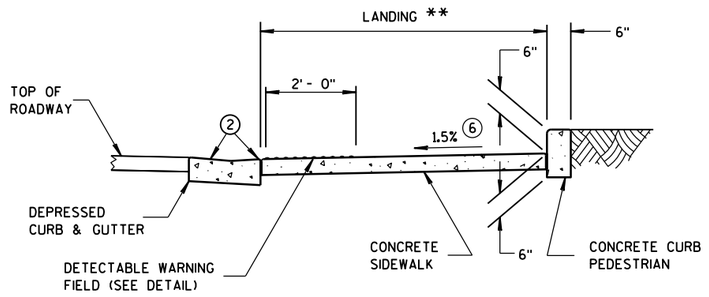
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

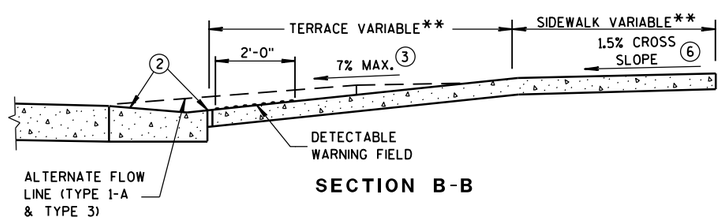
** WIDTH SHOWN ELSEWHERE IN THE PLANS



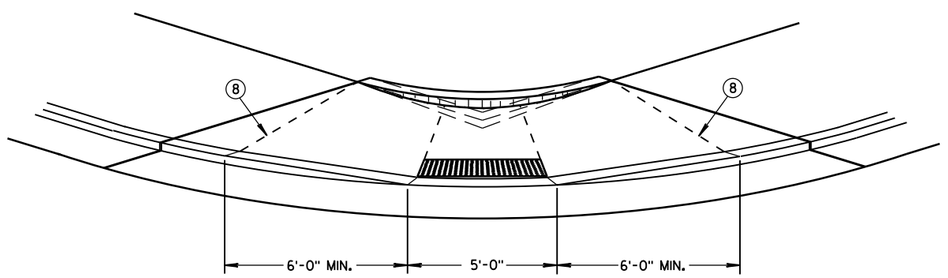
SECTION C-C

LEGEND

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



SECTION B-B



VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

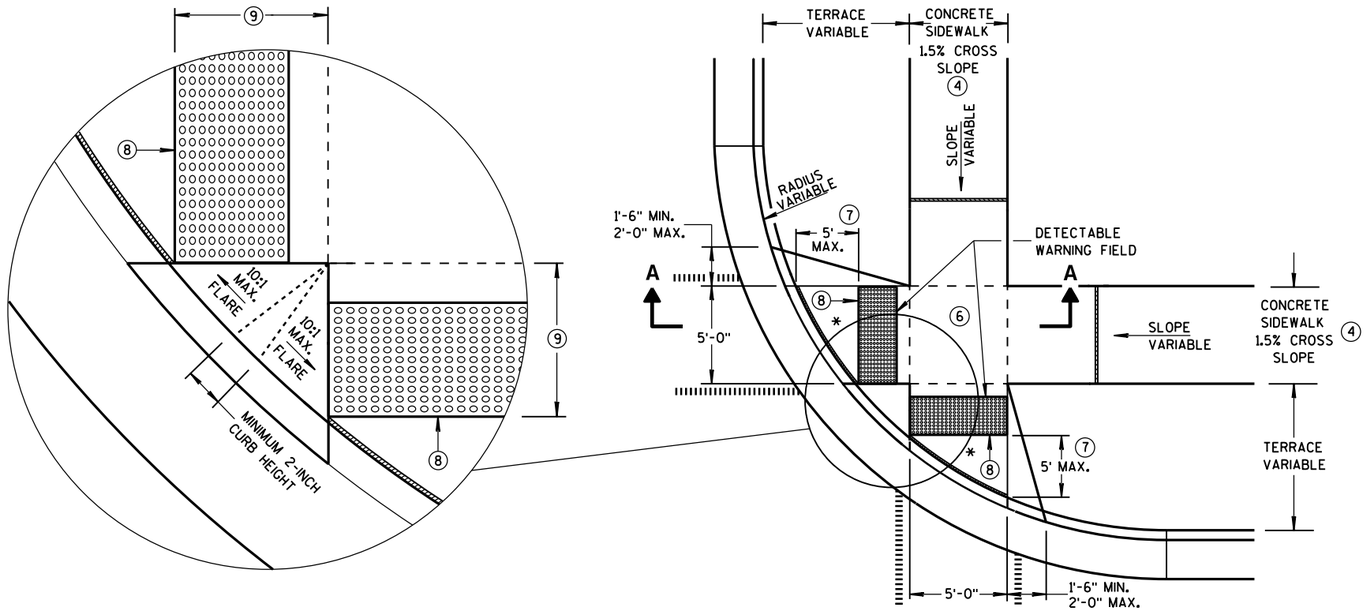
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-17a

6

S.D.D. 8 D 5-17a

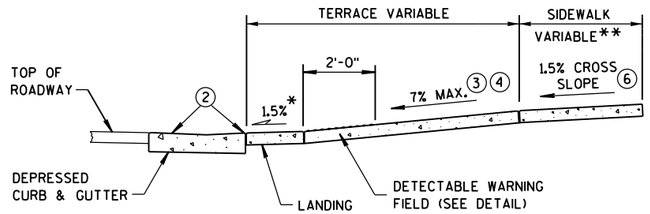


PLAN VIEW

TYPE 2 RAMP

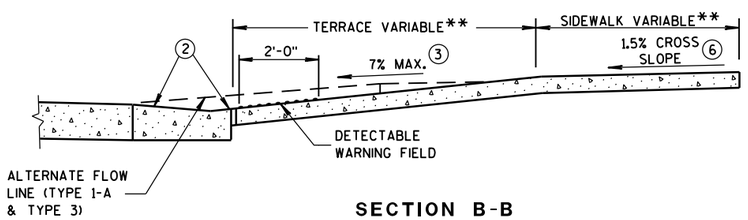
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

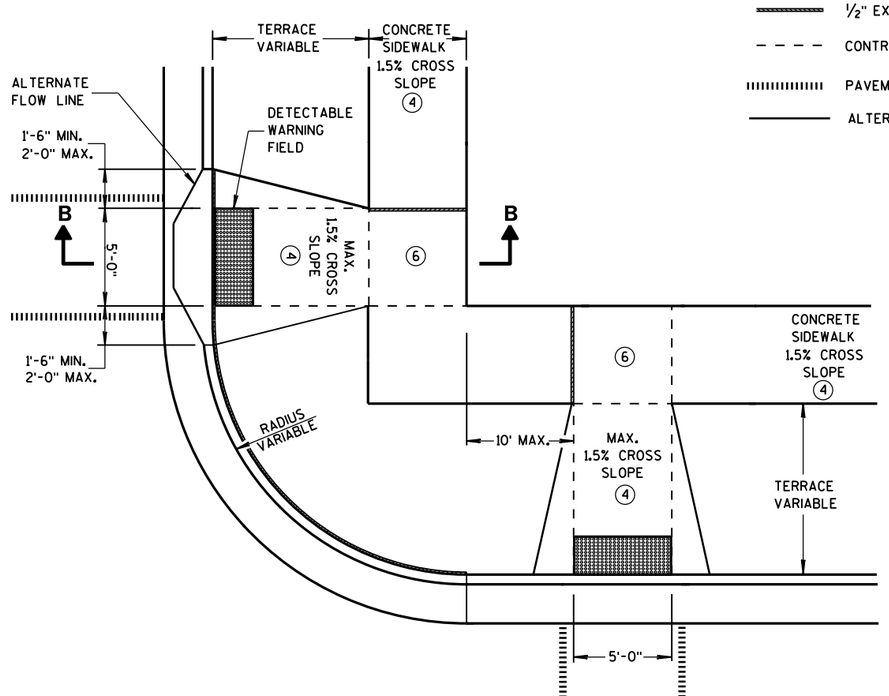
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

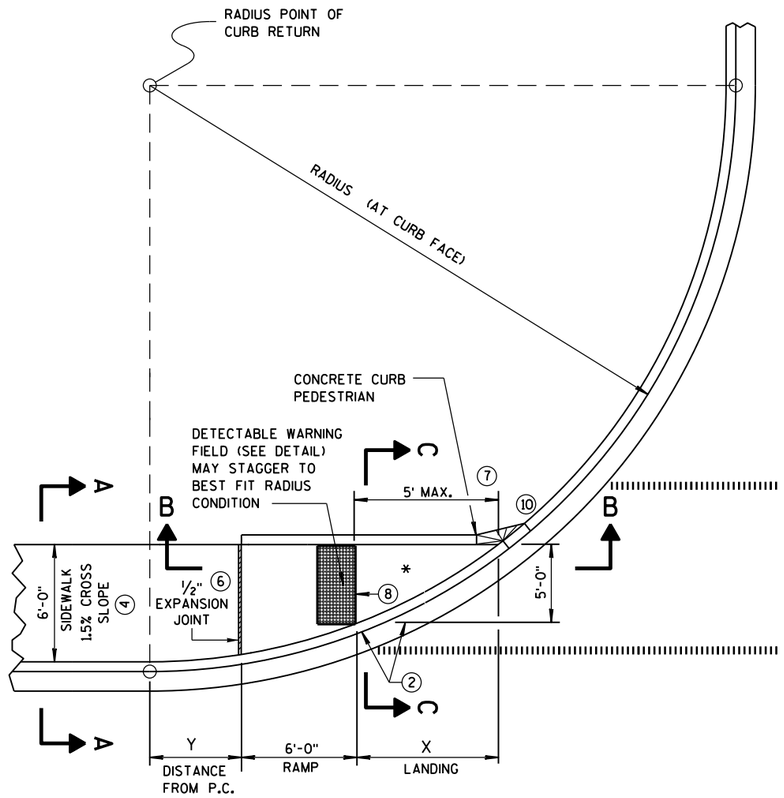
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

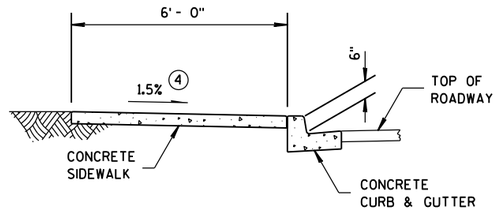
S.D.D. 8 D 5-17b



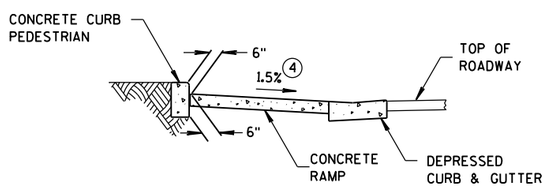
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

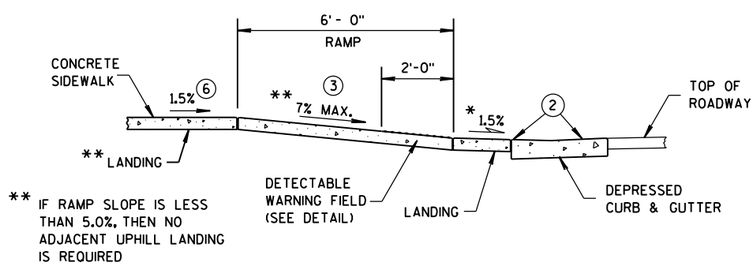
INTERMEDIATE RADII CAN BE INTERPOLATED



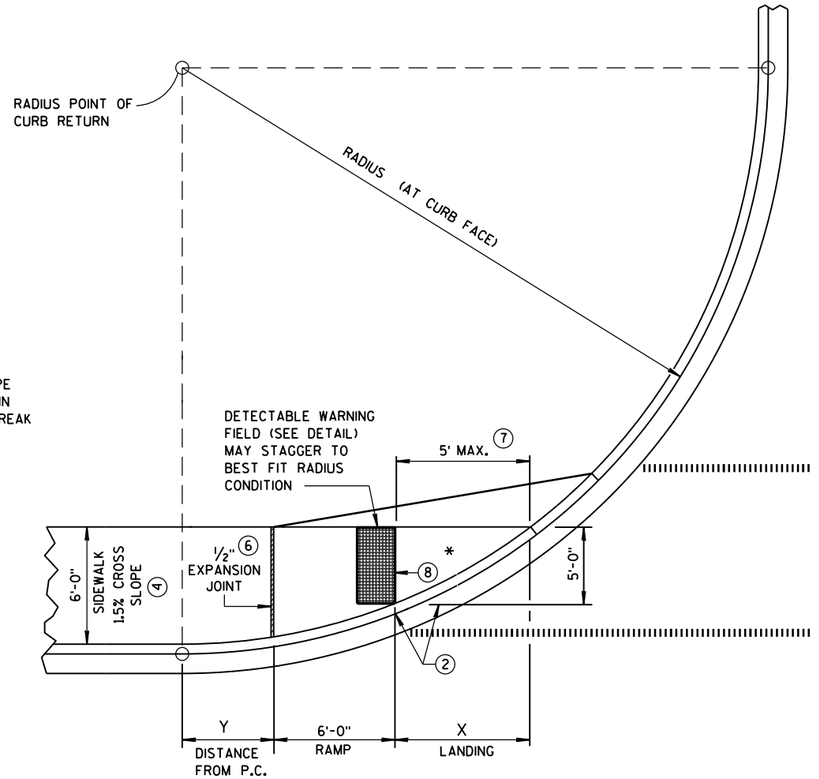
SECTION A-A FOR TYPE 4A



SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



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

CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

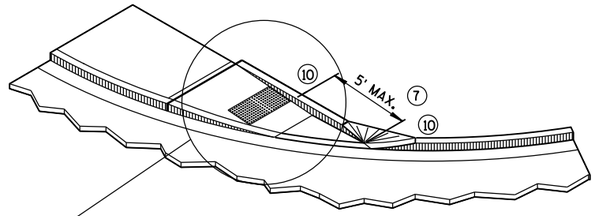
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

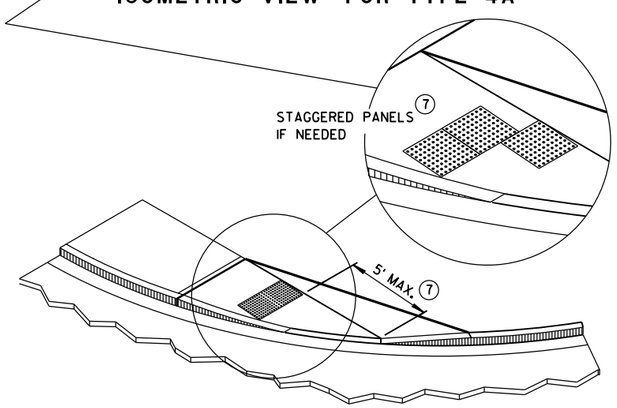
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

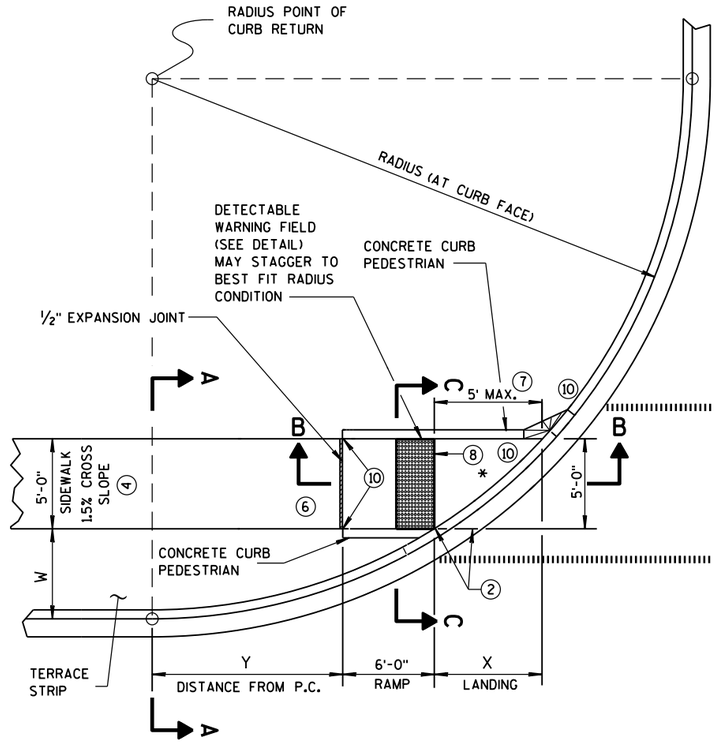
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

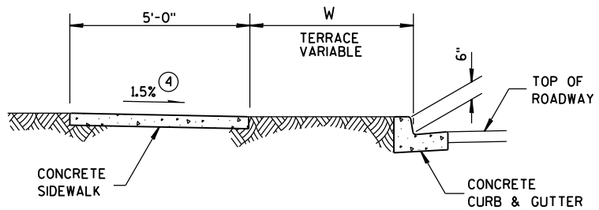
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

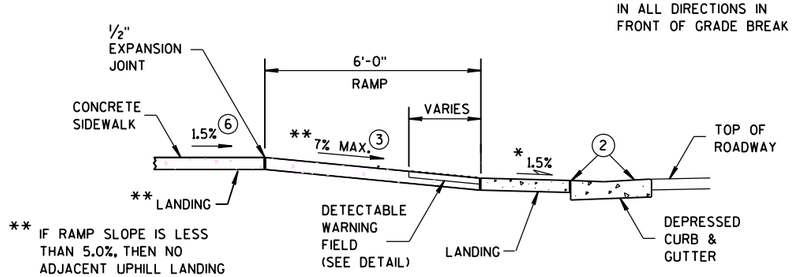
S.D.D. 8 D 5-17c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



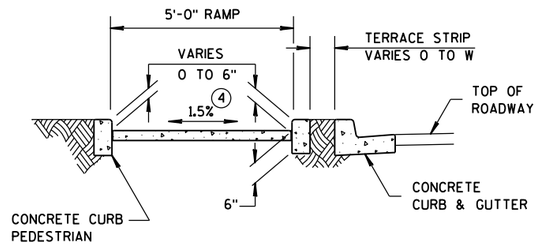
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

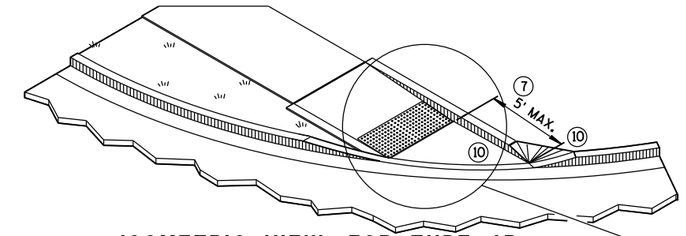
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

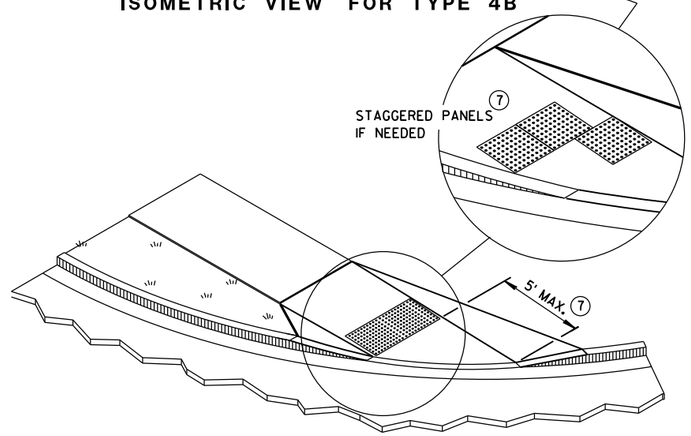
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

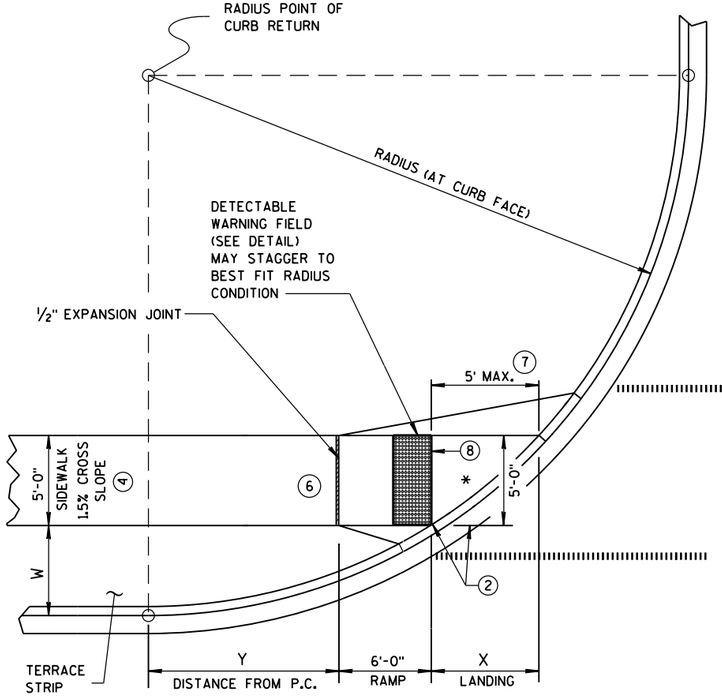
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



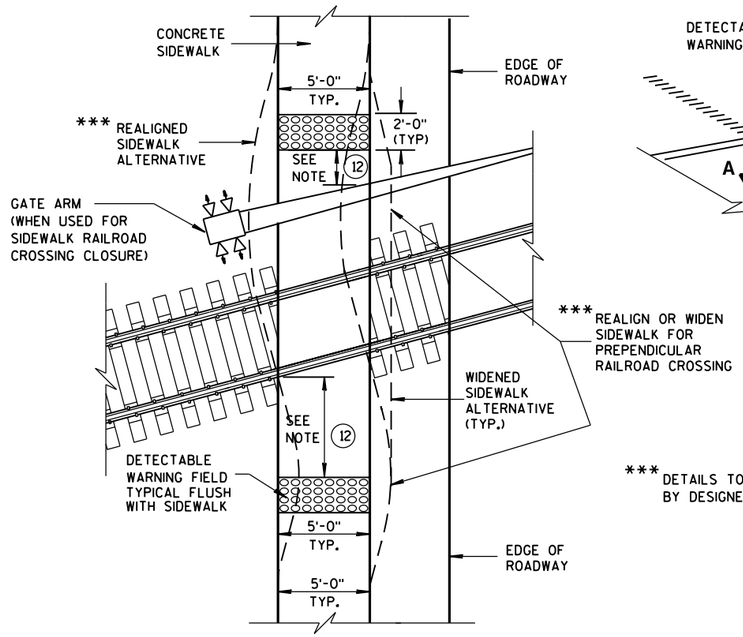
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

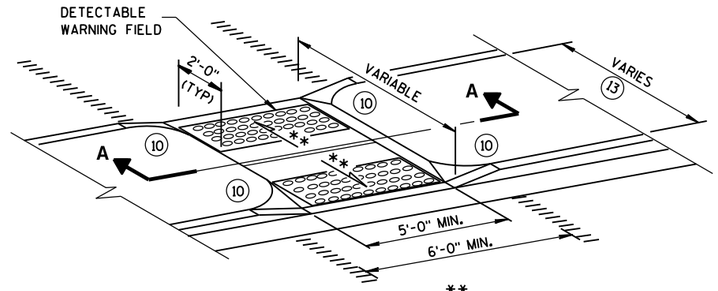
6

S.D.D. 8 D 5-17d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

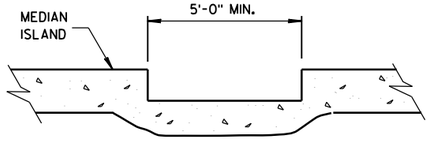
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

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

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

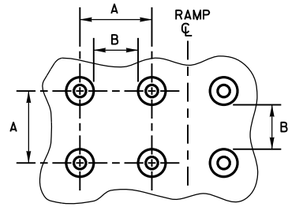
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



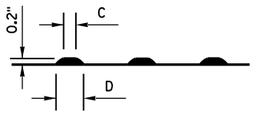
SECTION A-A

	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.

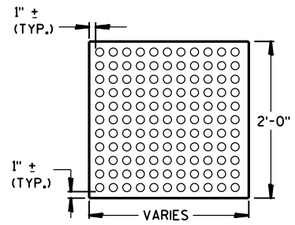


PLAN VIEW

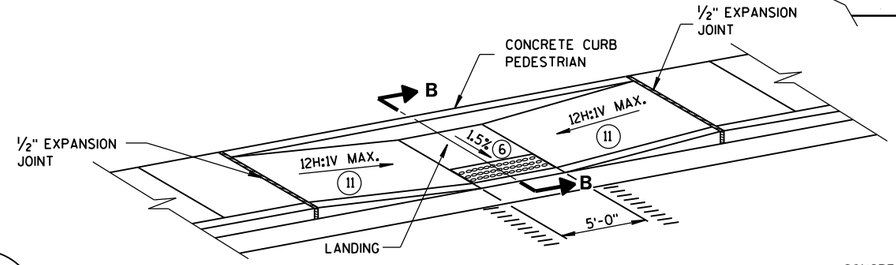


ELEVATION VIEW

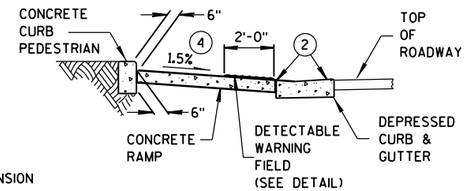
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

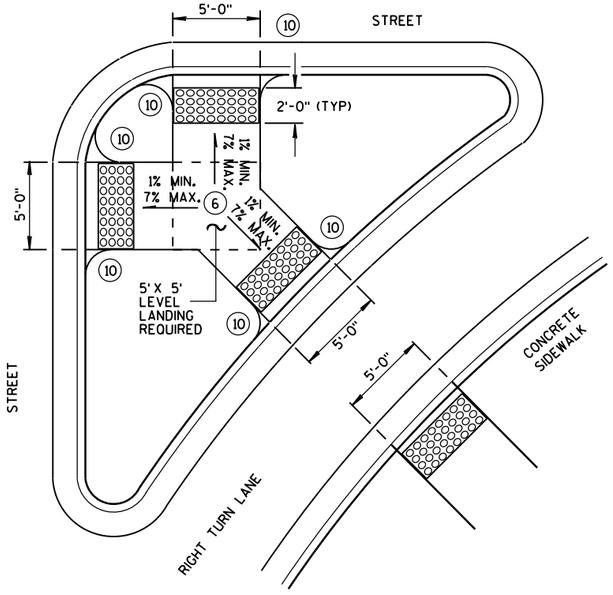


MID-BLOCK CROSSING
TYPE 7A

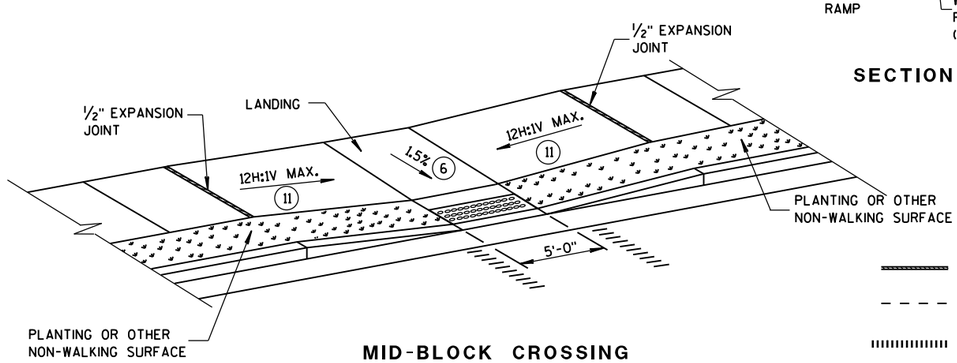


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

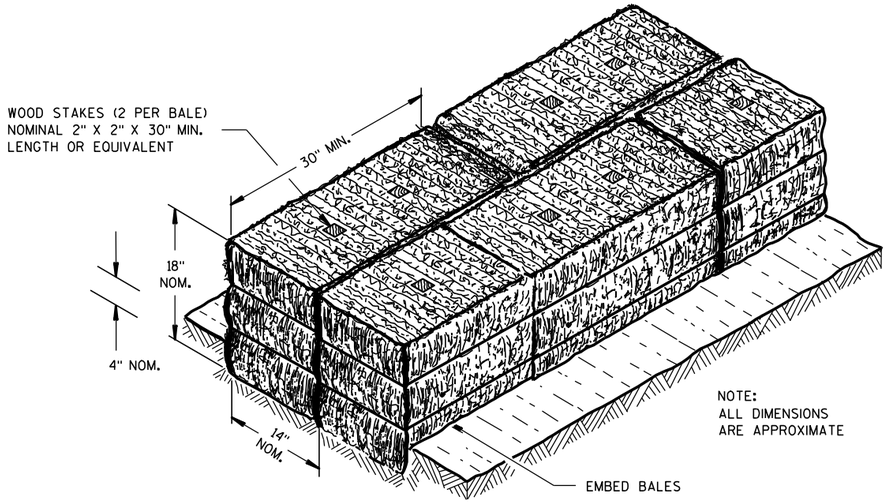
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

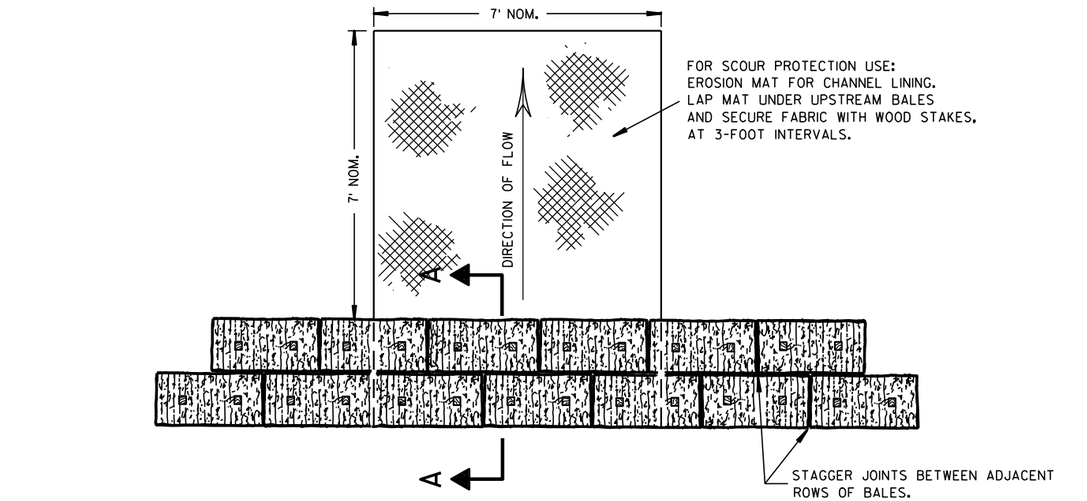
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

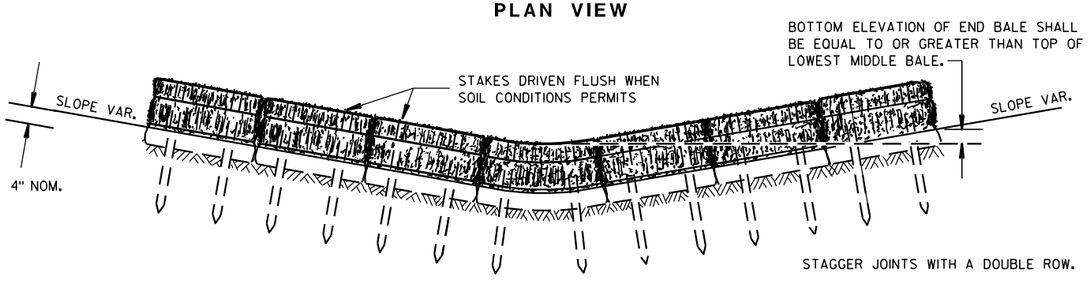
6
S.D.D. 8 D 5-17e



SECTION A-A



PLAN VIEW



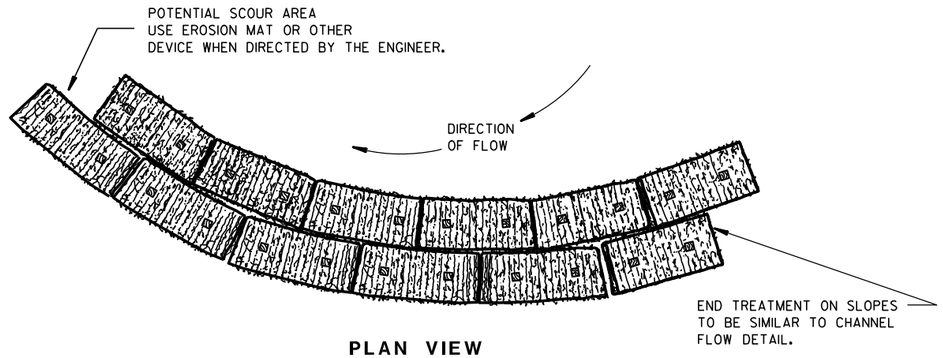
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

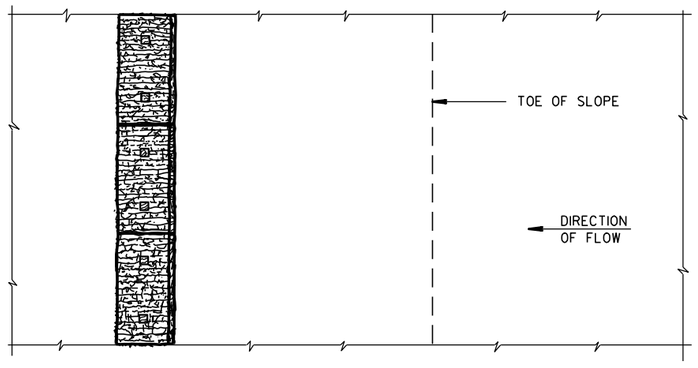
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

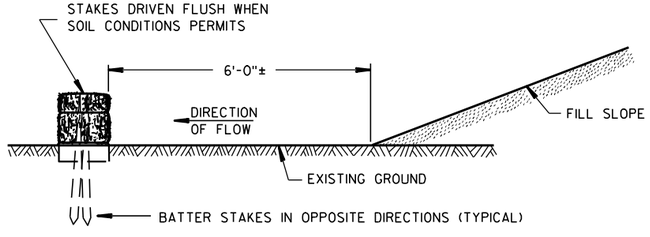


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

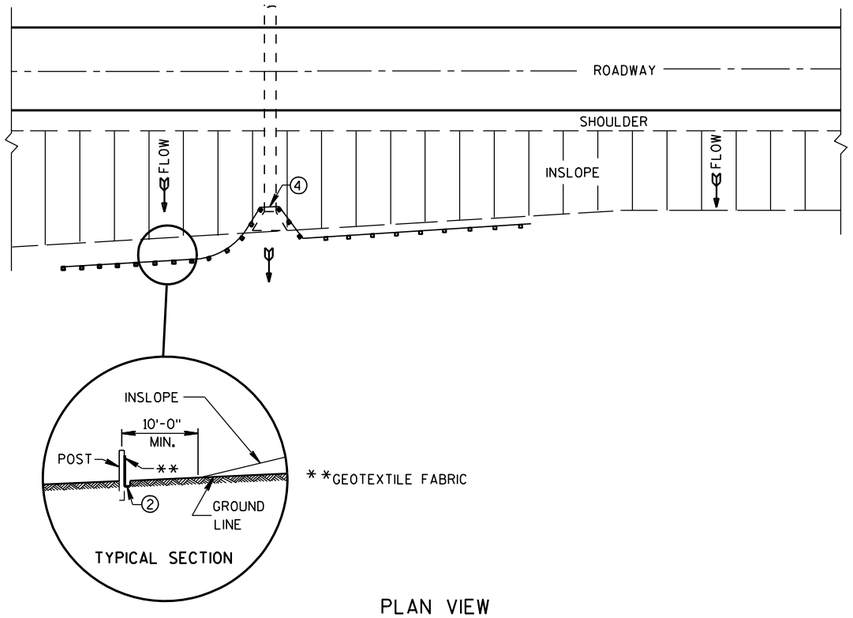
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

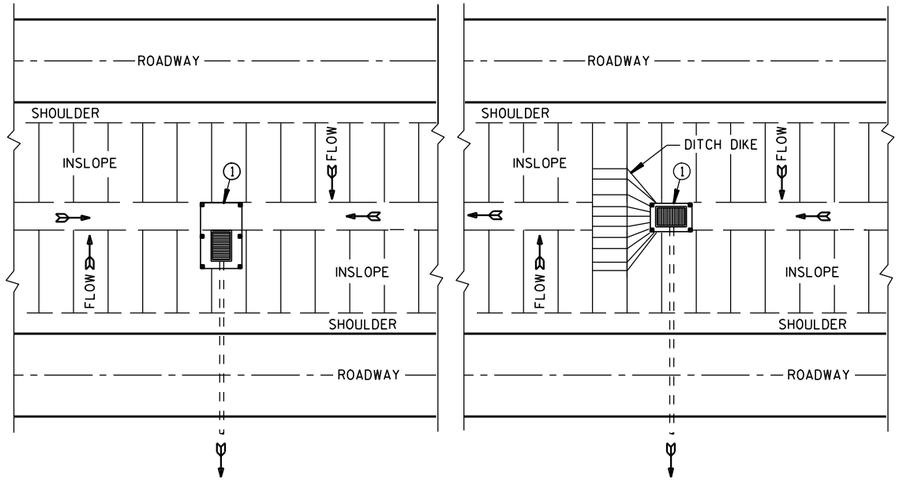
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



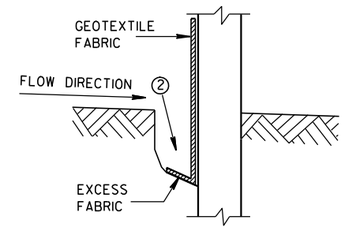
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

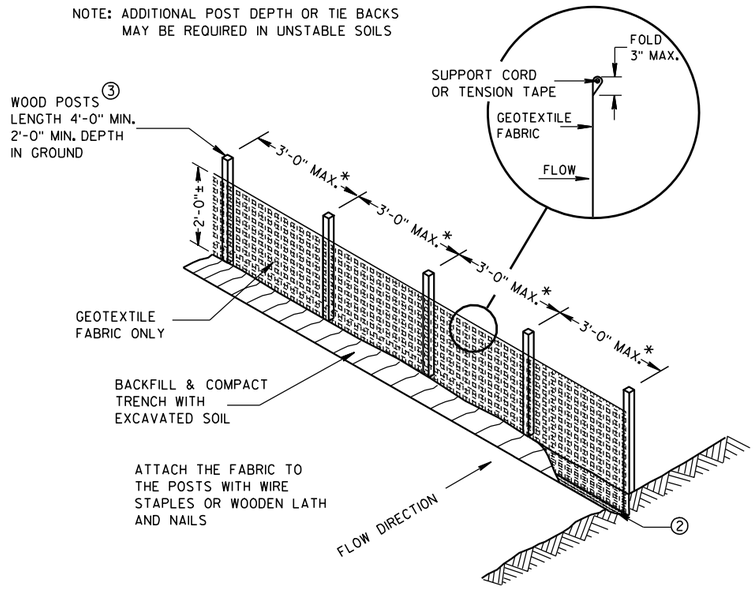
GENERAL NOTES

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

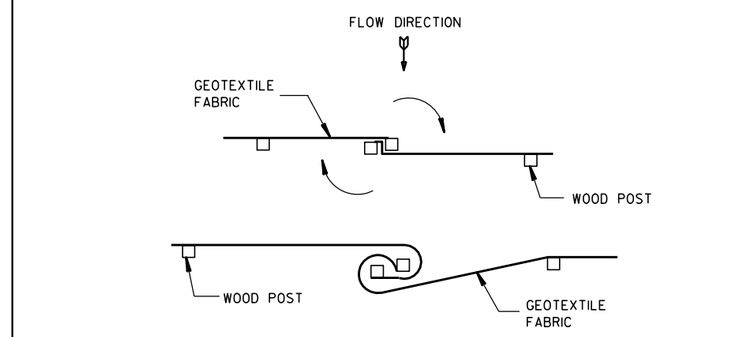
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



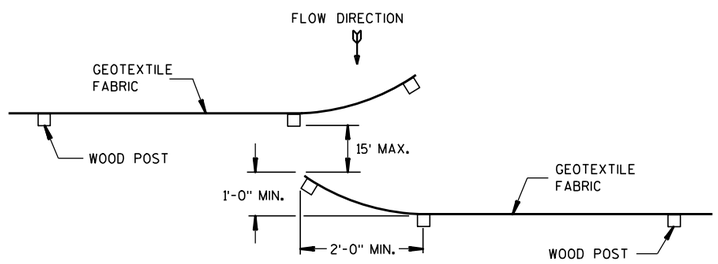
TRENCH DETAIL



SILT FENCE

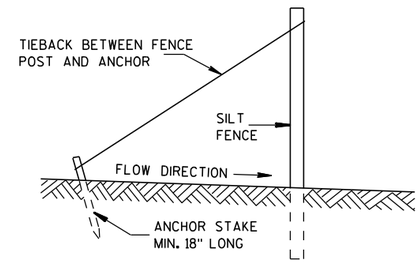


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

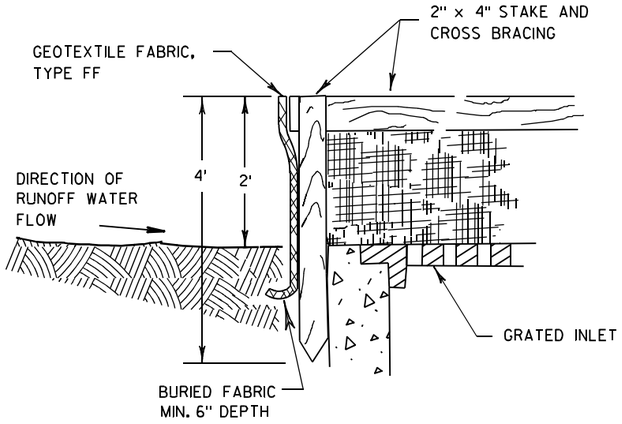
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

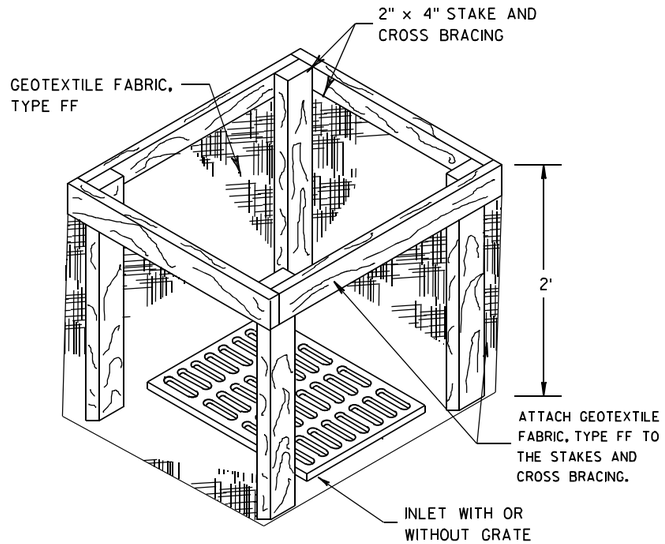
6

S.D.D. 8 E 9-6

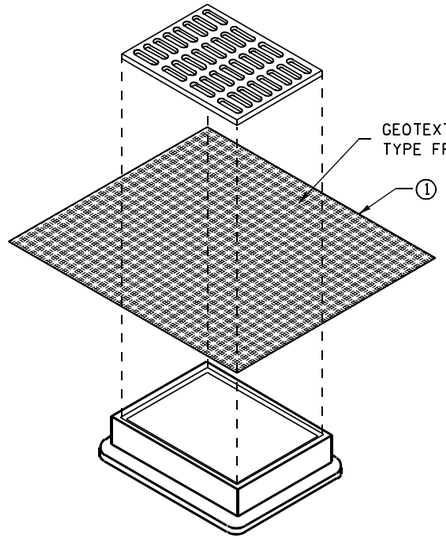
6

S.D.D. 8 E 9-6



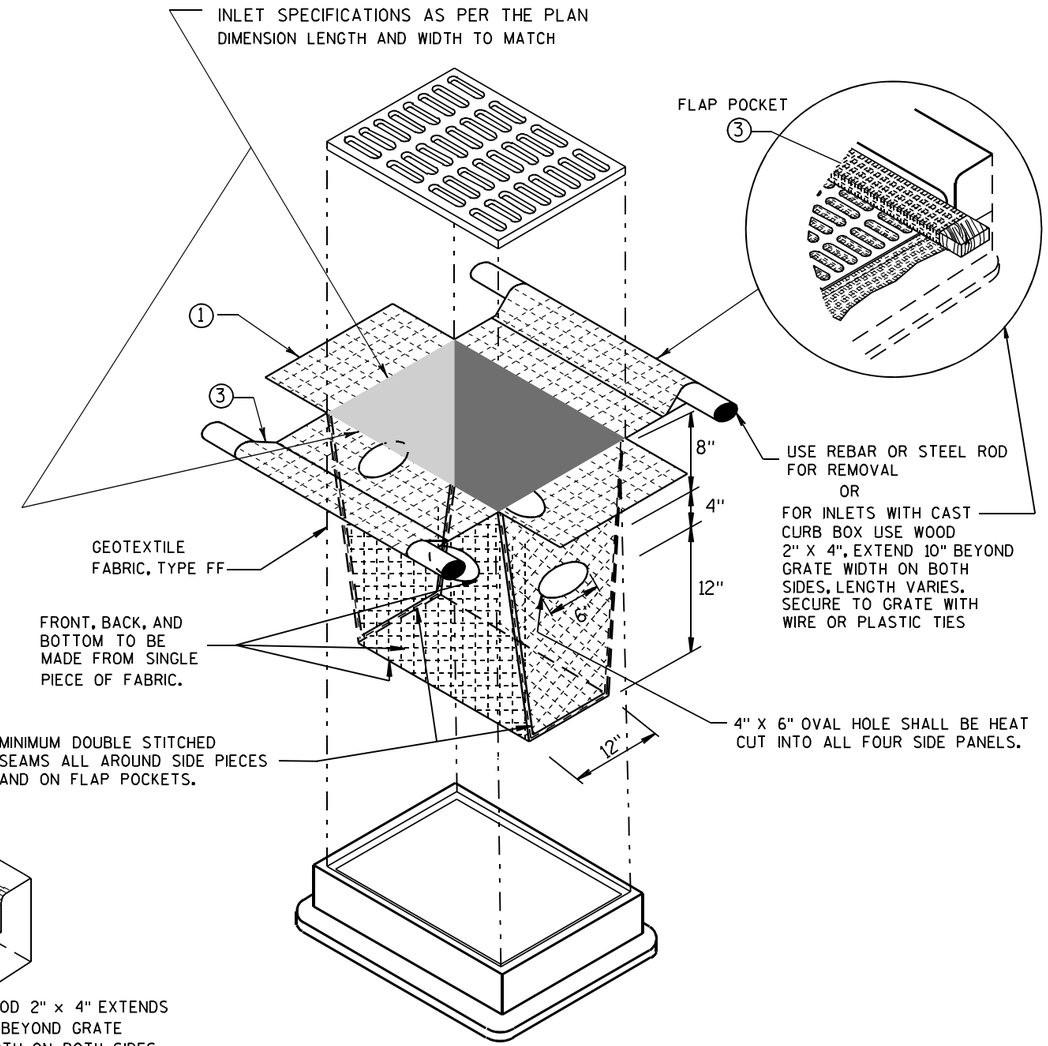


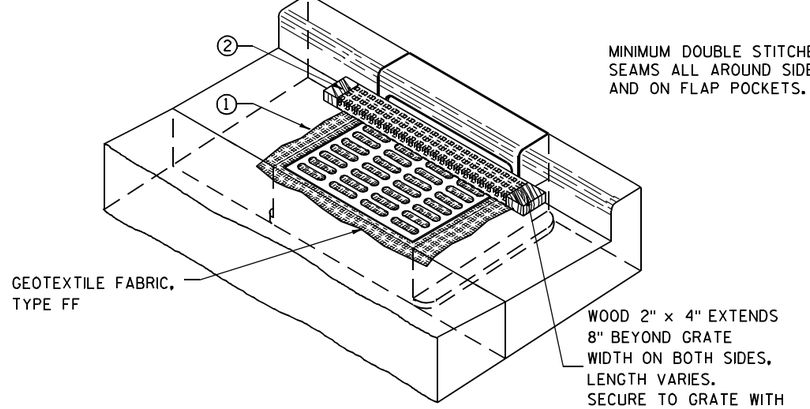
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

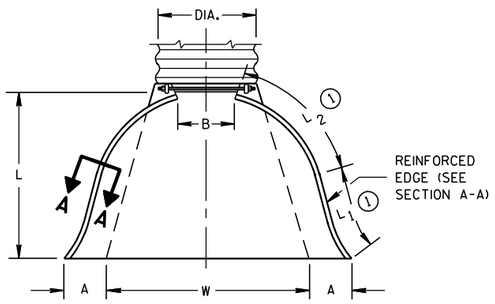
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

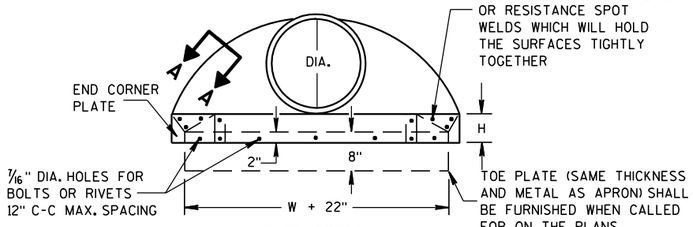
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

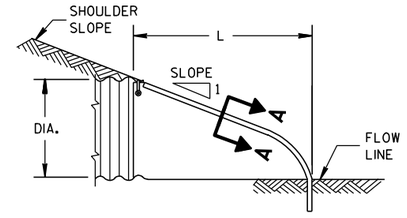
*MINIMUM
**MAXIMUM



PLAN VIEW

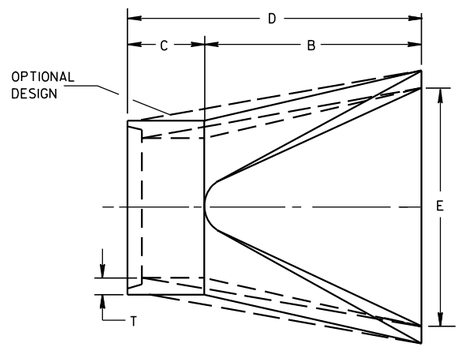


END VIEW

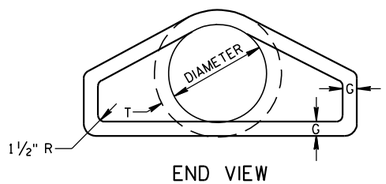


SIDE ELEVATION

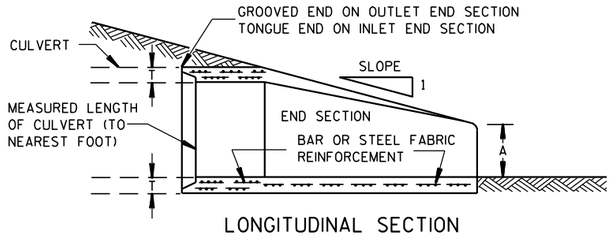
METAL ENDWALLS



PLAN

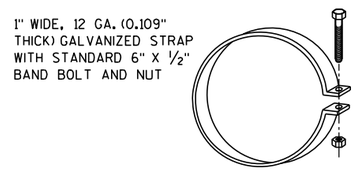


END VIEW



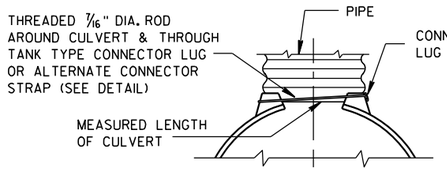
LONGITUDINAL SECTION

CONCRETE ENDWALLS

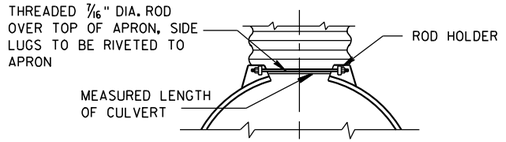


ALTERNATE FOR TYPE 1 CONNECTION

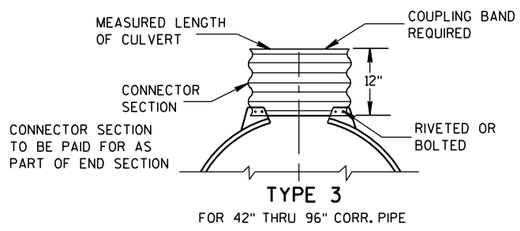
END SECTION CONNECTOR STRAP



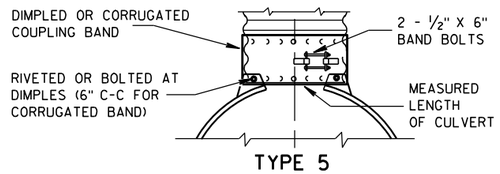
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

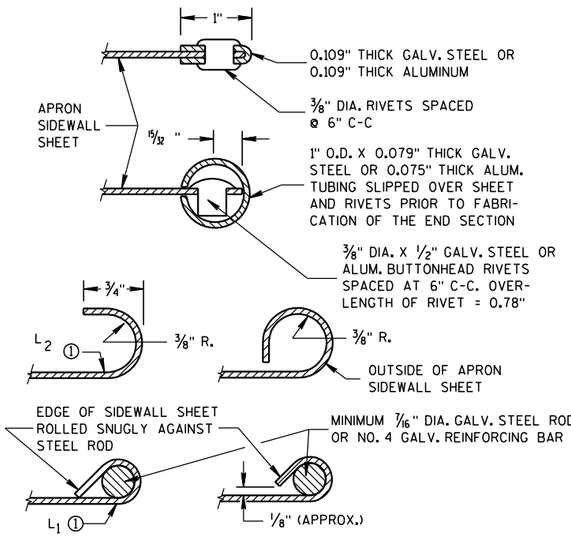
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

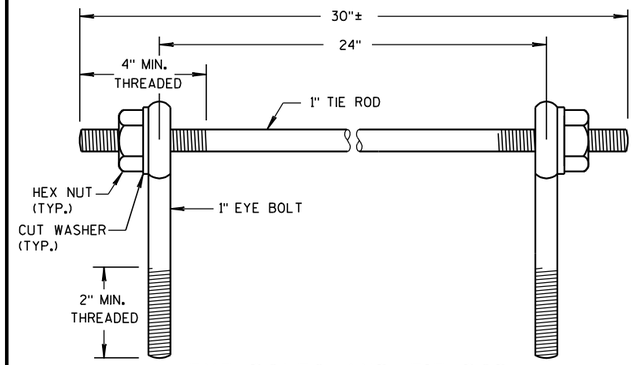
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

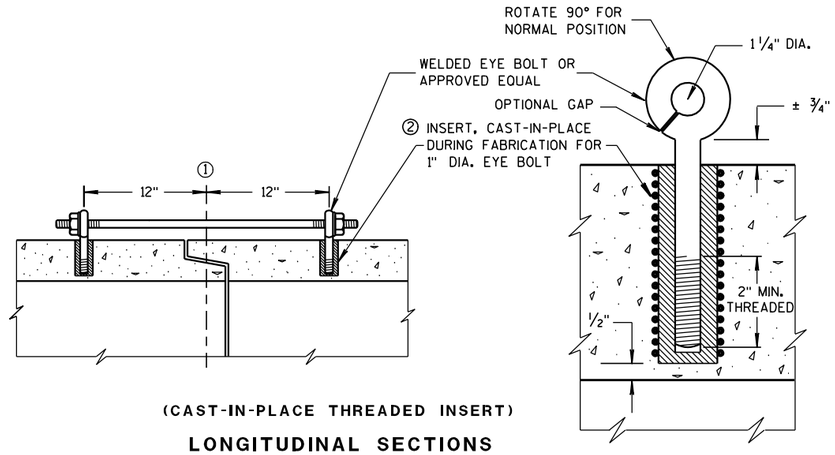
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

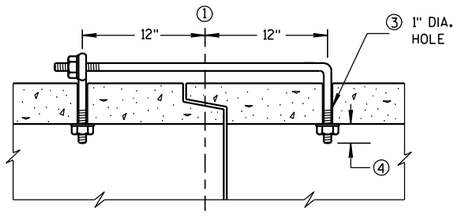
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

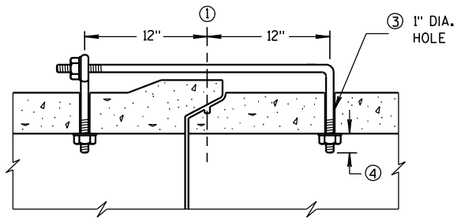
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

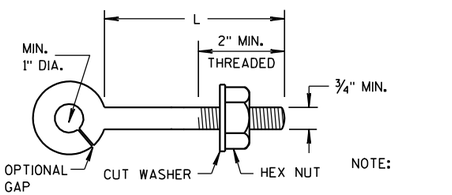


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

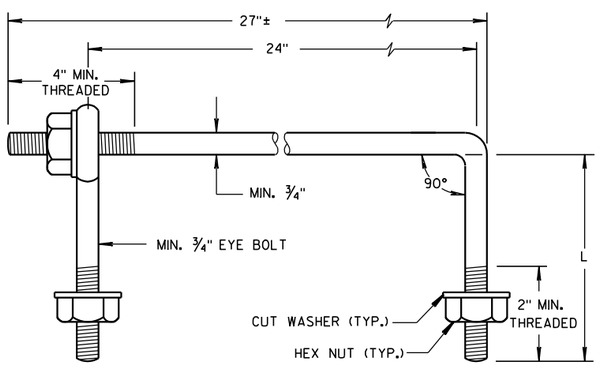
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

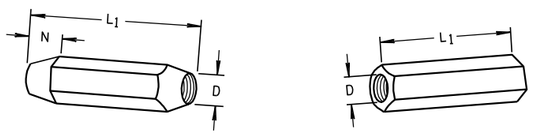
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

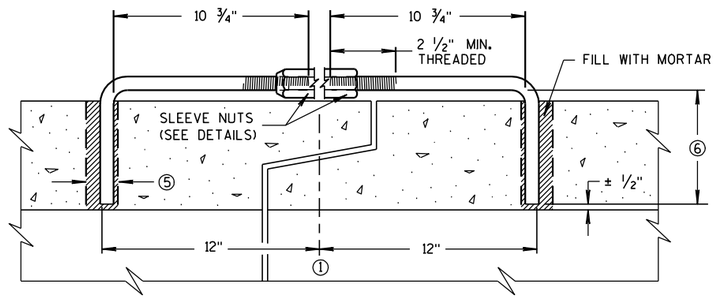
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

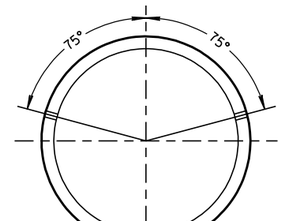
SLEEVE NUTS



LONGITUDINAL SECTION

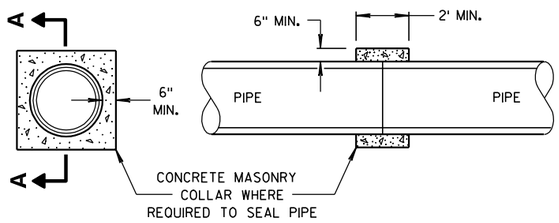
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
125
FHWA

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S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

GENERAL NOTES

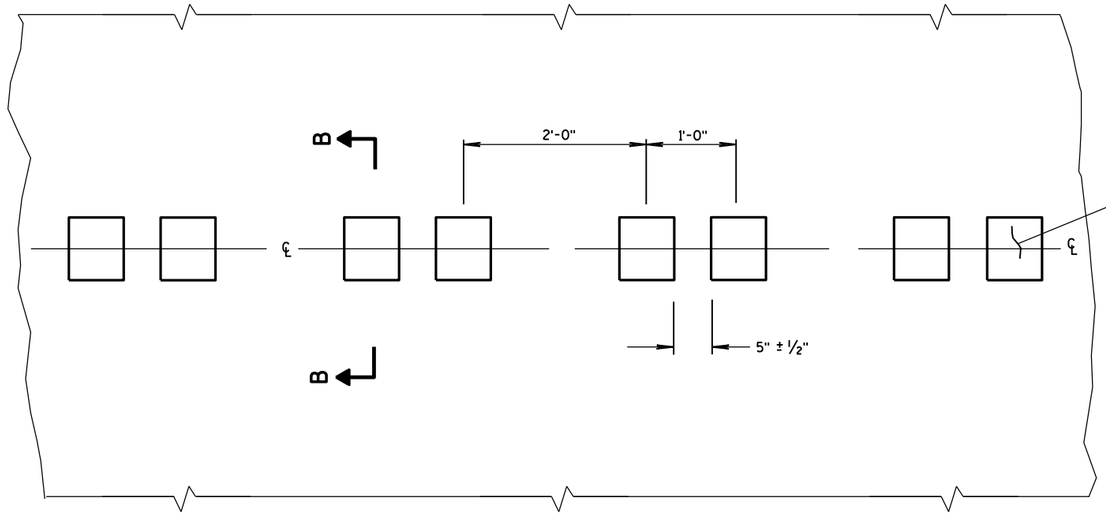
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

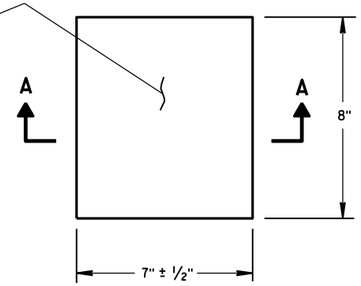
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

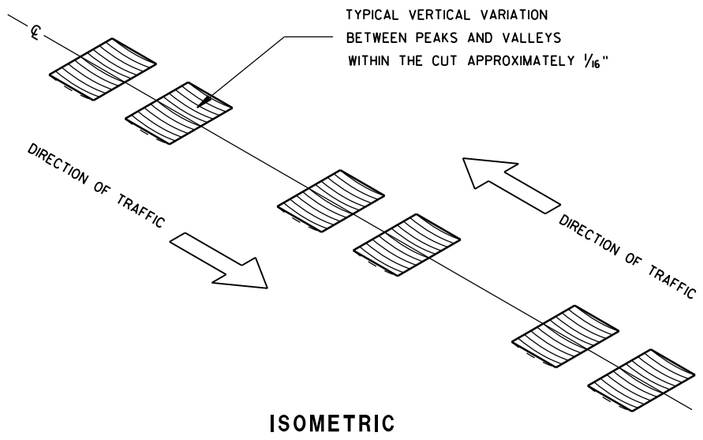


PLAN VIEW
CENTER LINE WITH GROOVES

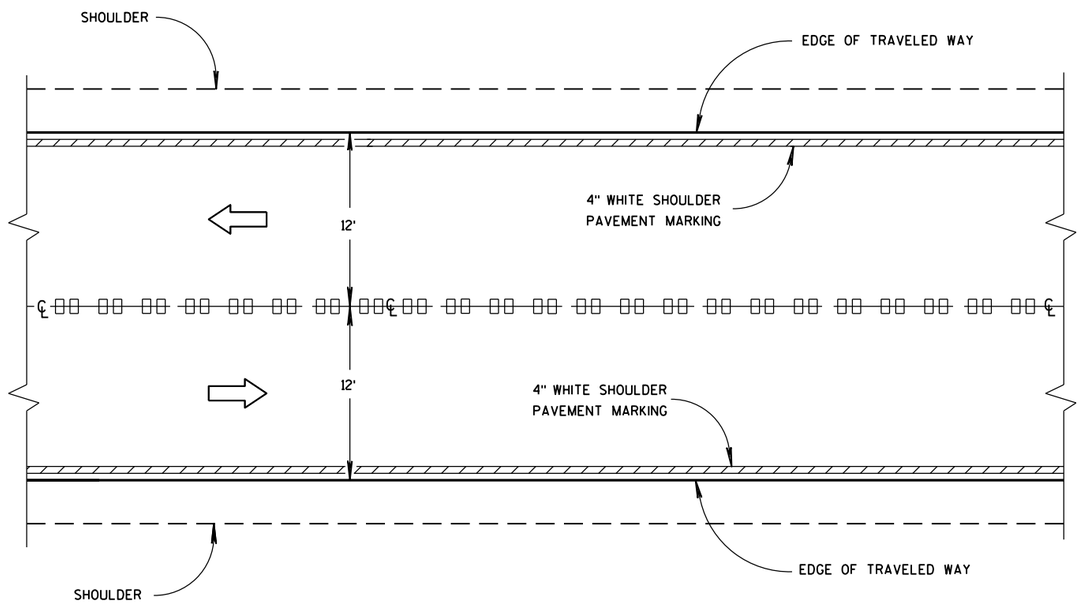


PLAN VIEW
(SINGLE GROOVE)

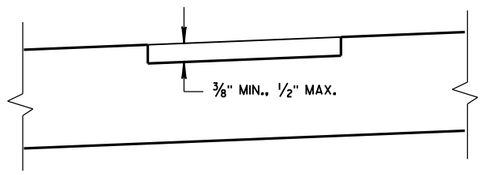
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



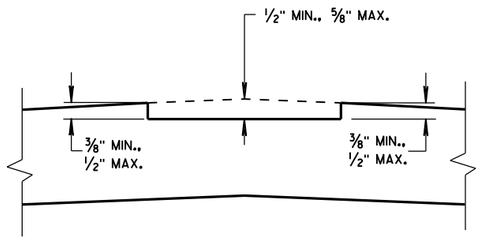
ISOMETRIC



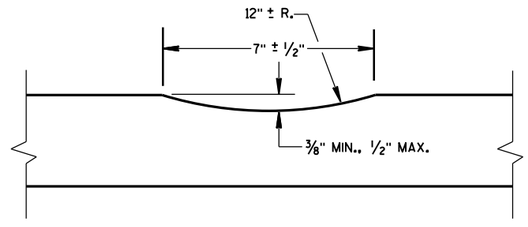
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



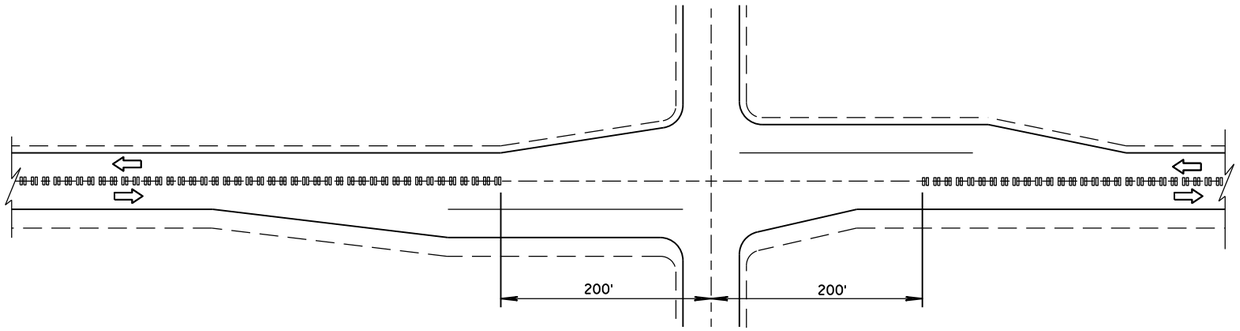
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

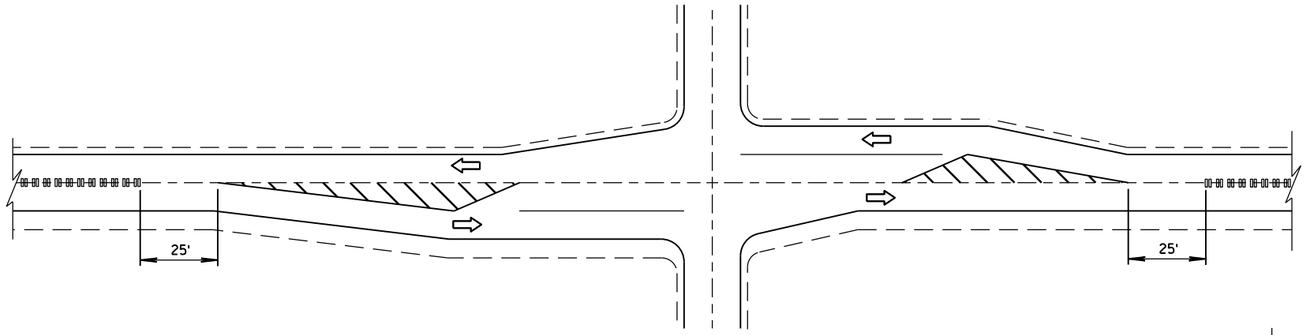
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

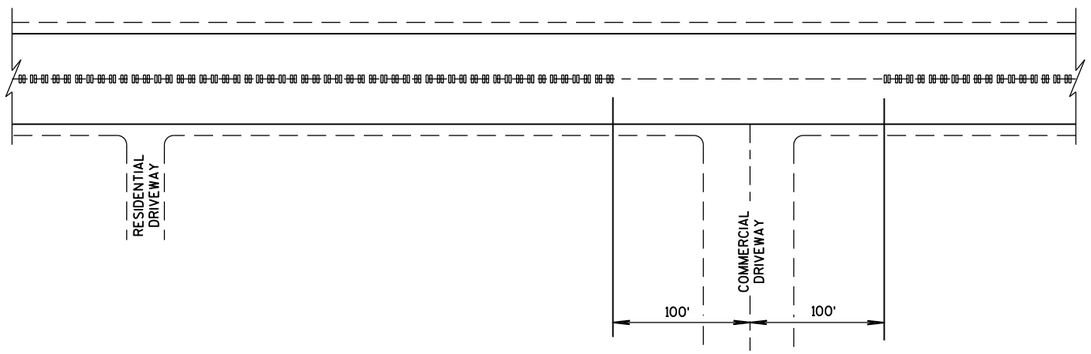
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

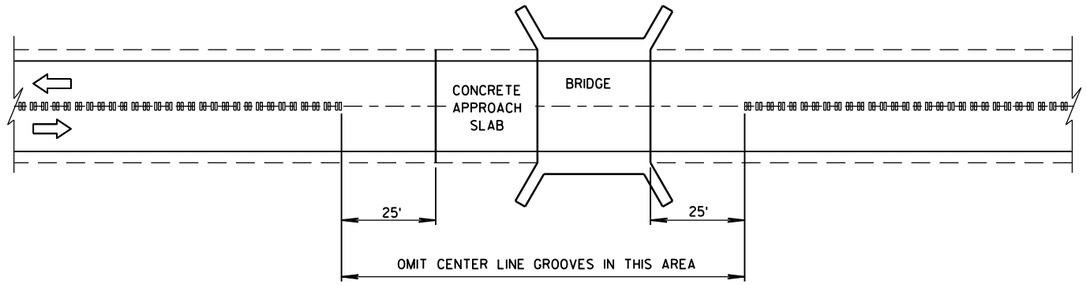


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

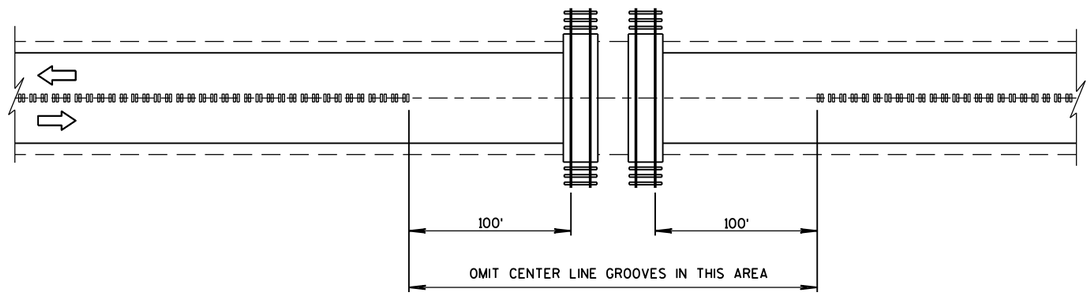


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

NT

FHWA

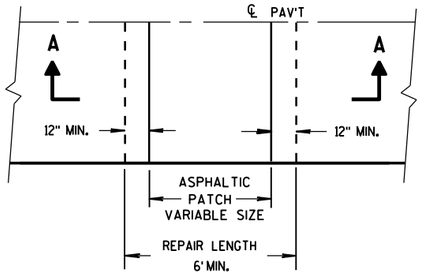
GENERAL NOTES

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.

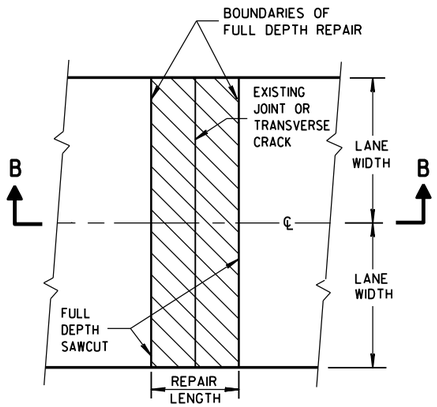
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

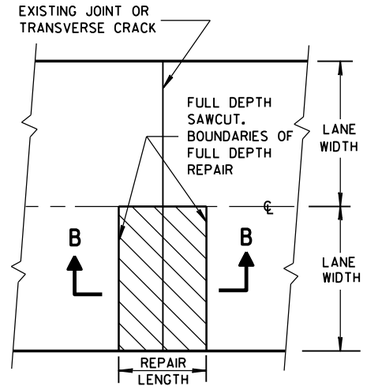
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

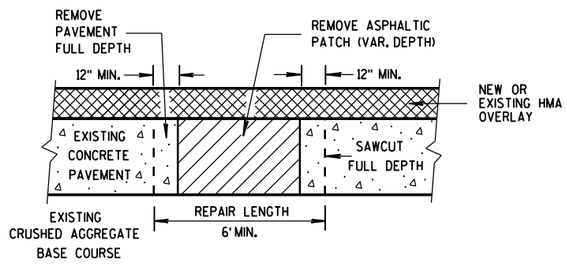


PLAN VIEW
(DOUBLE LANE REPAIR)



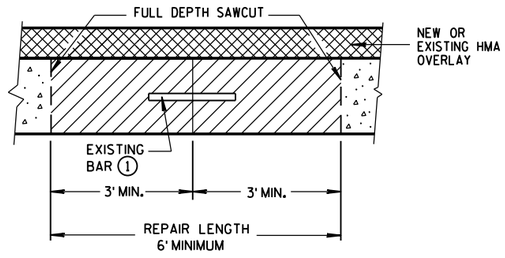
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 C 14-6a

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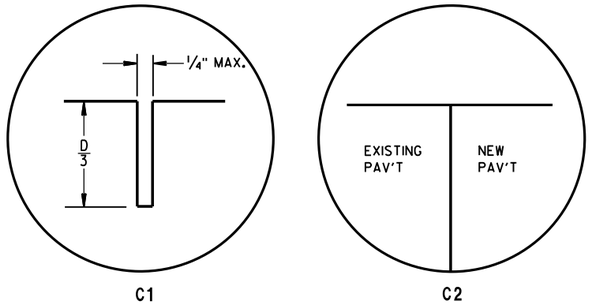
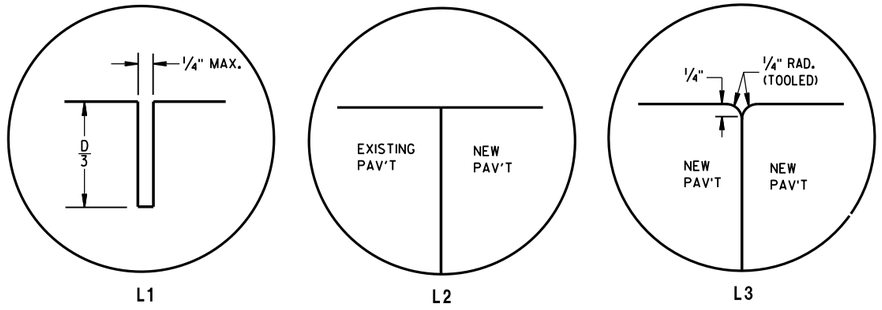
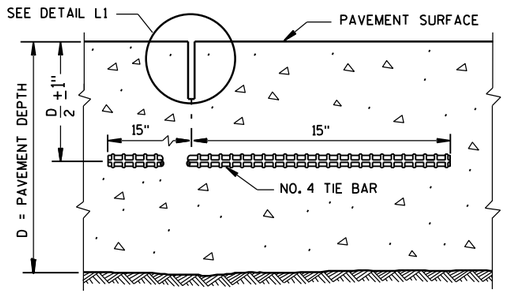
S.D.D. 13 C 14-6a



TRANSVERSE JOINTS

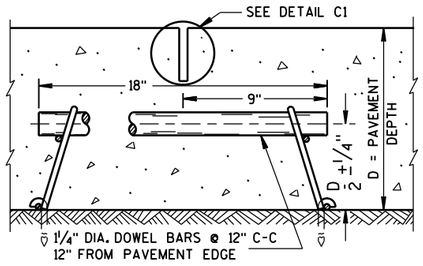


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

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

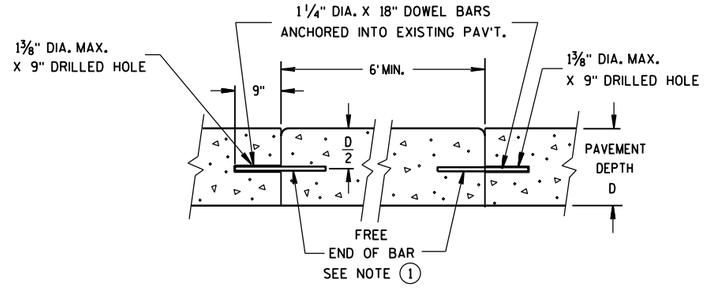
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

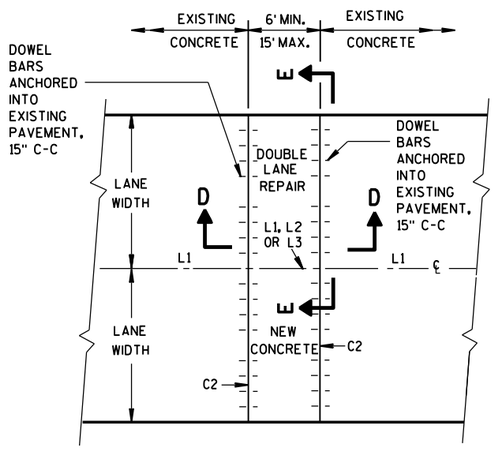
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE 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.

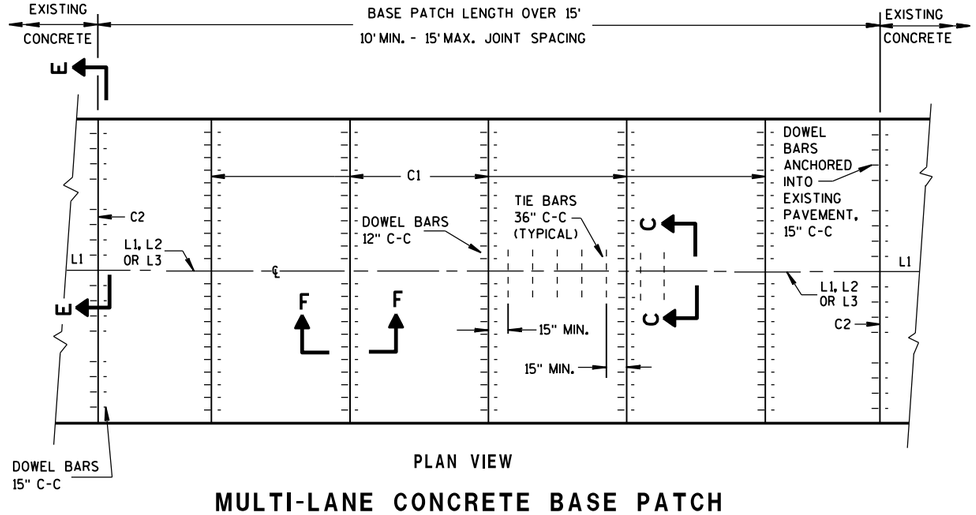


SECTION D-D



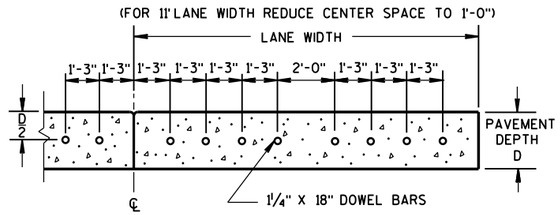
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

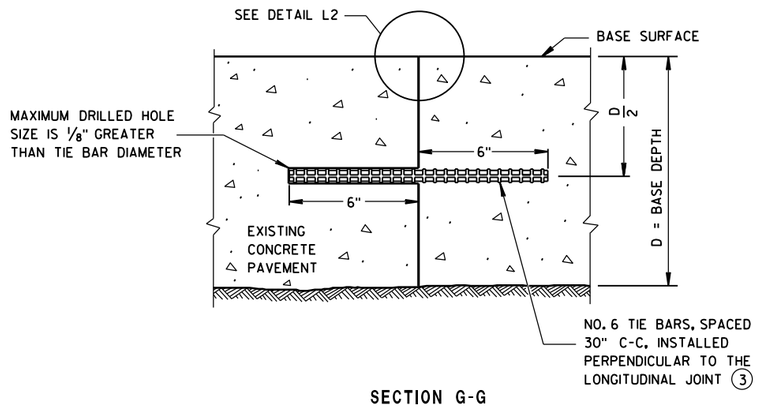
MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE



SECTION G-G

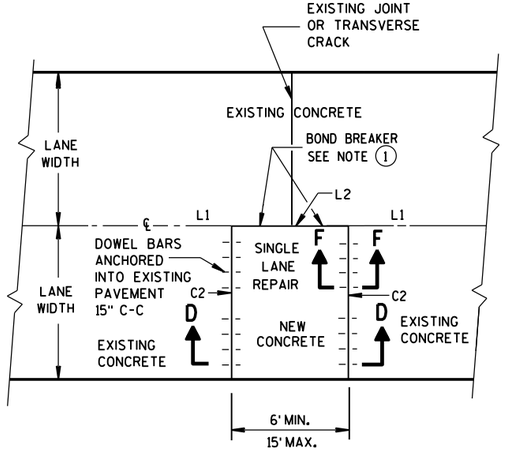
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

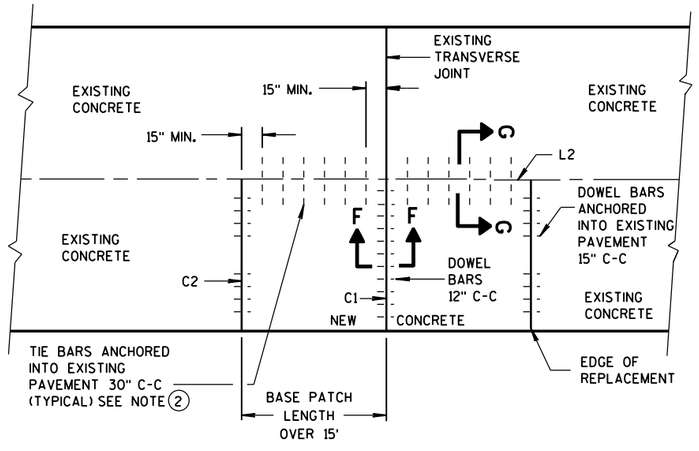
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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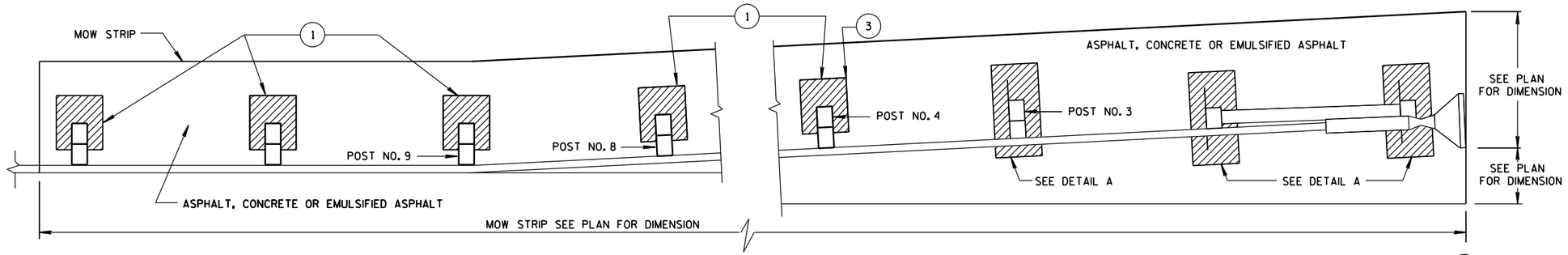
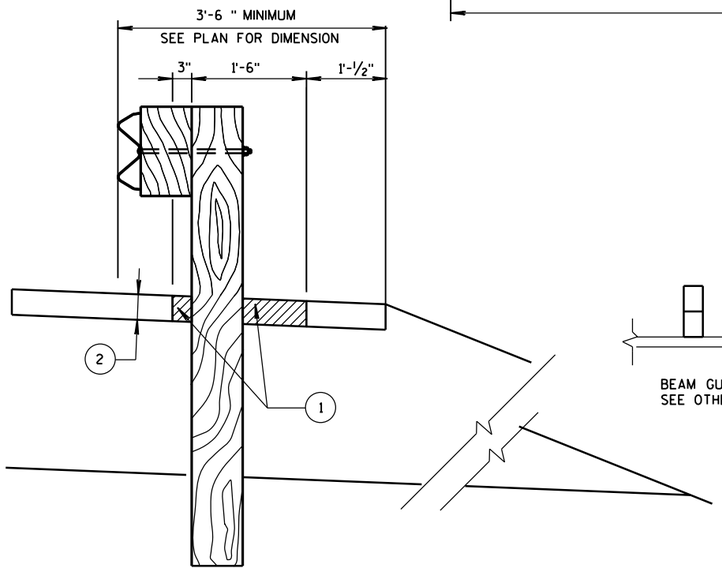
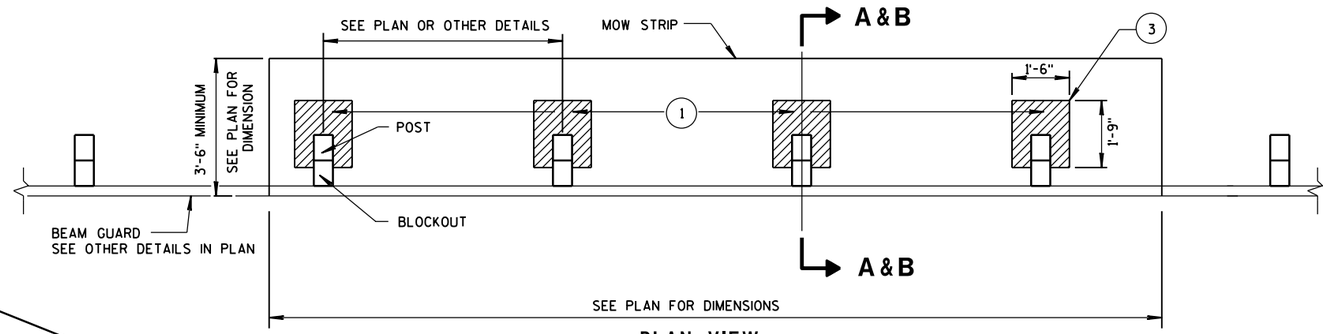


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

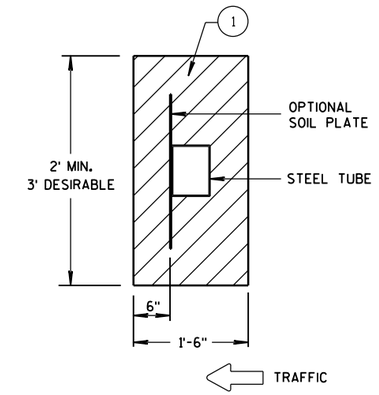


SECTION A-A

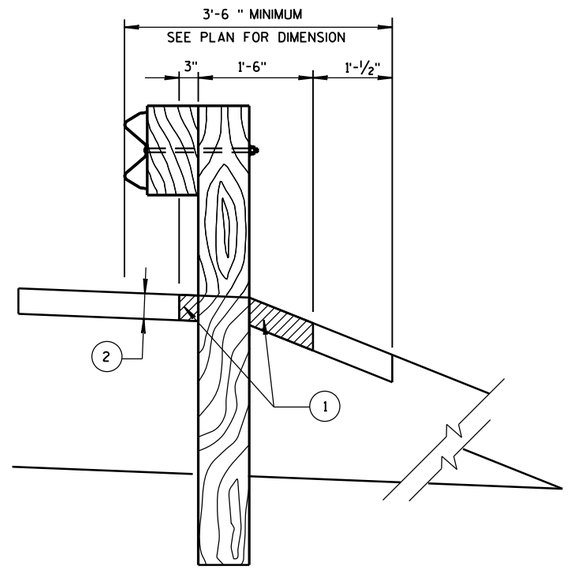


PLAN VIEW

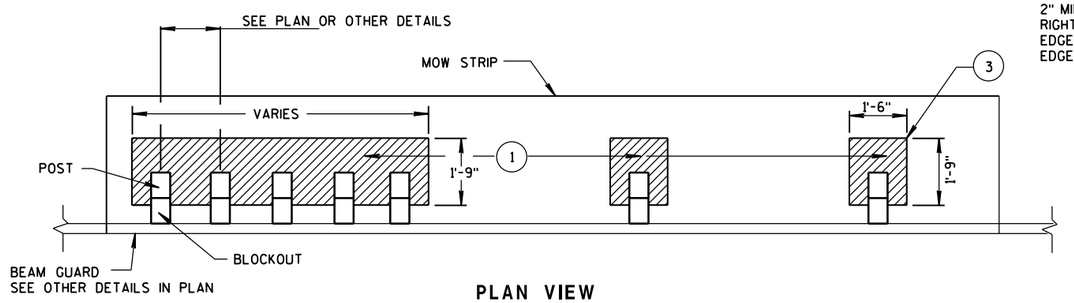
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

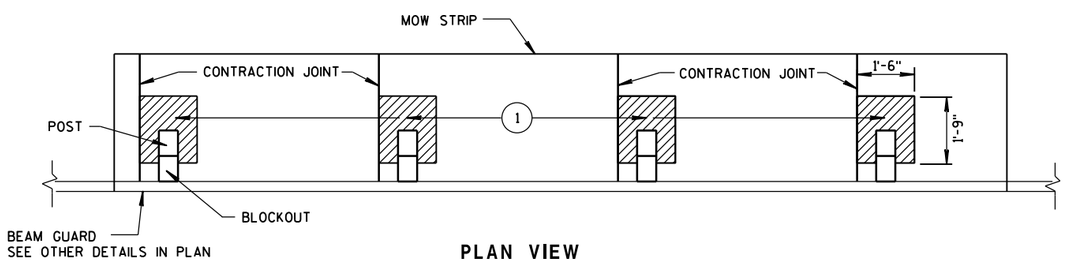


SECTION B-B



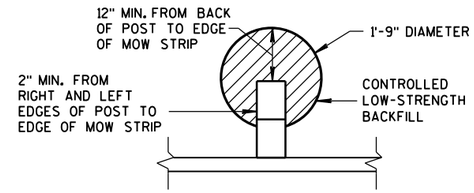
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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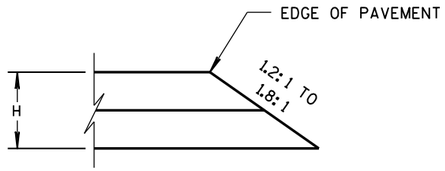
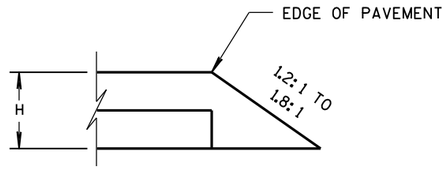


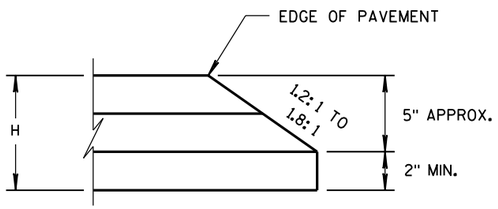
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



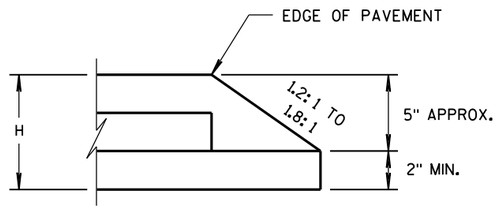
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

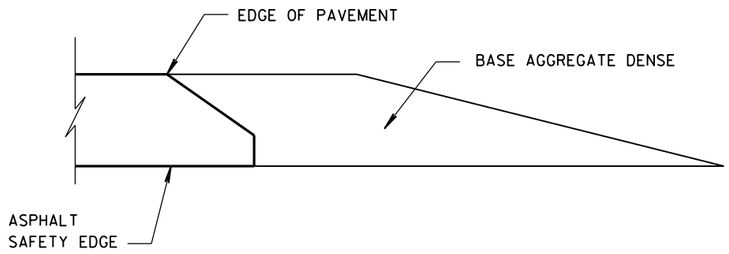
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

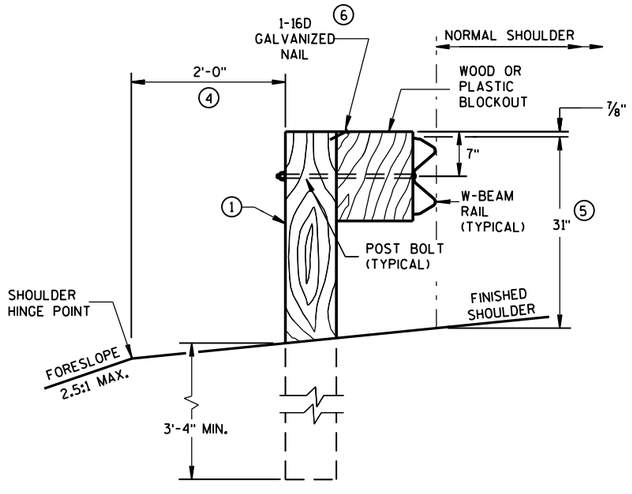
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

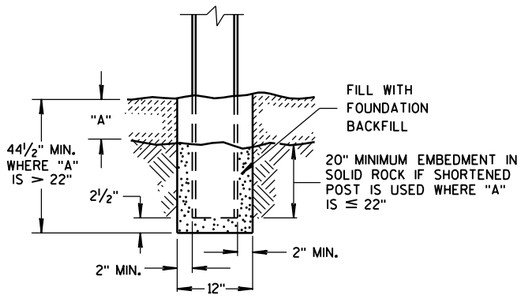
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



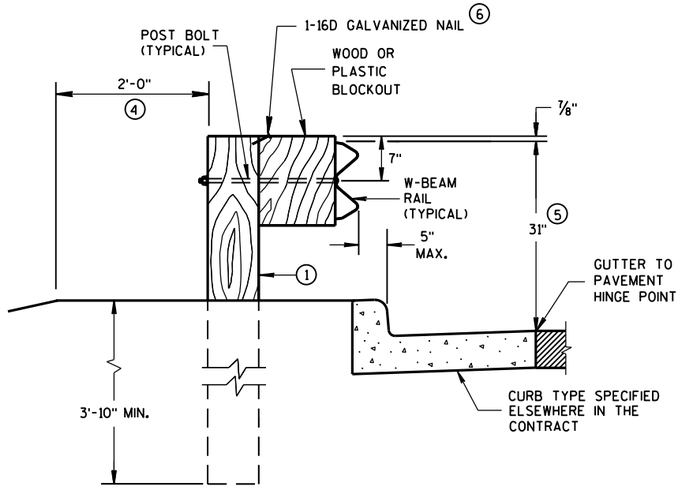
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



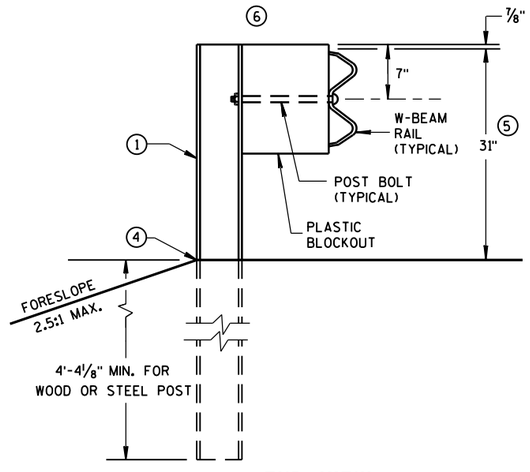
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



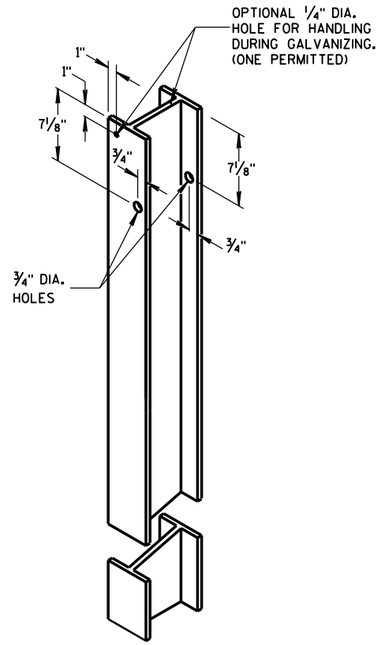
END VIEW

LOCATED ALONG A CURBED ROADWAY

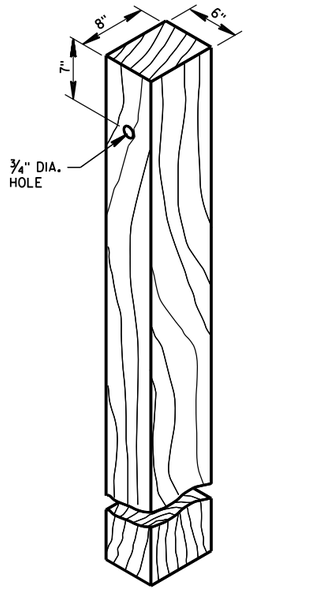


END VIEW

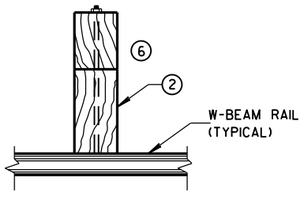
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



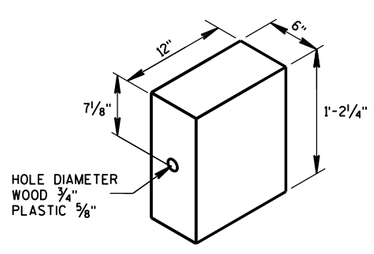
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



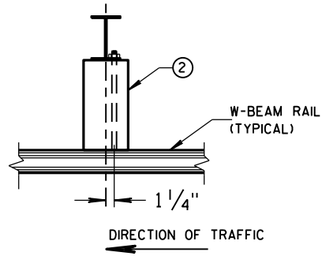
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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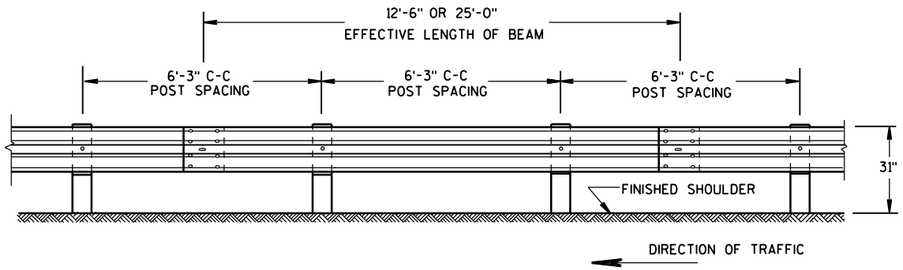
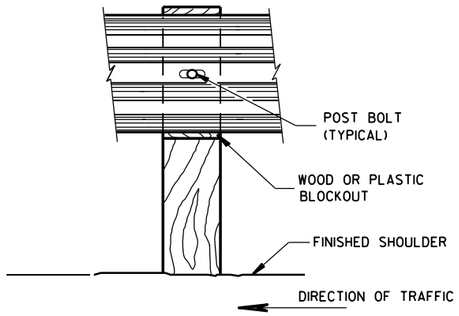


FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

7. PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

8. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

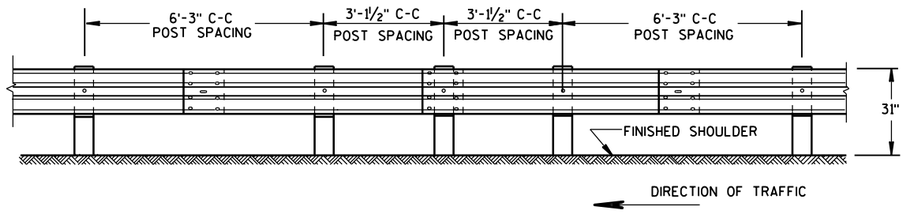
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

10. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

11. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

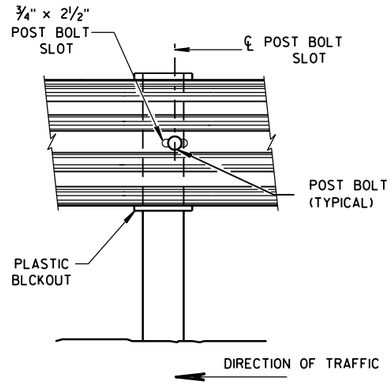
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

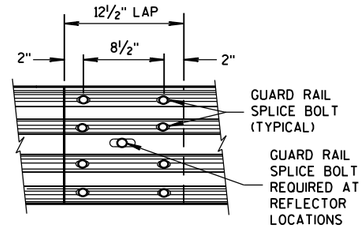


FRONT VIEW

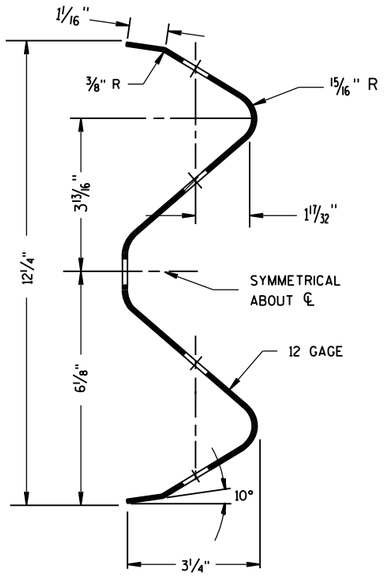
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



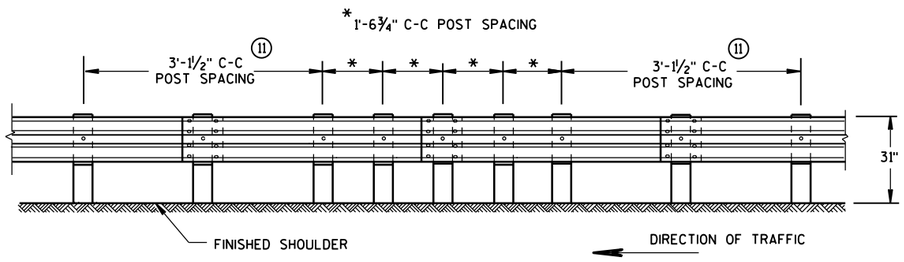
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

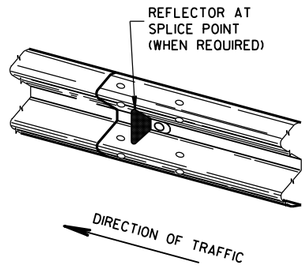


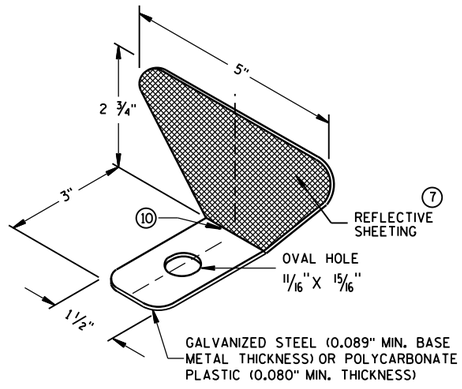
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 (9) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 (10)	3

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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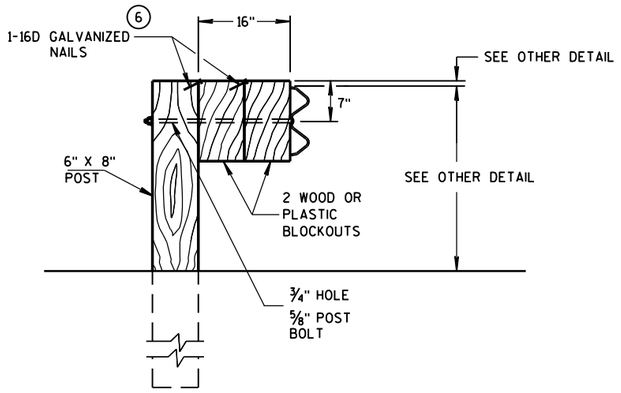
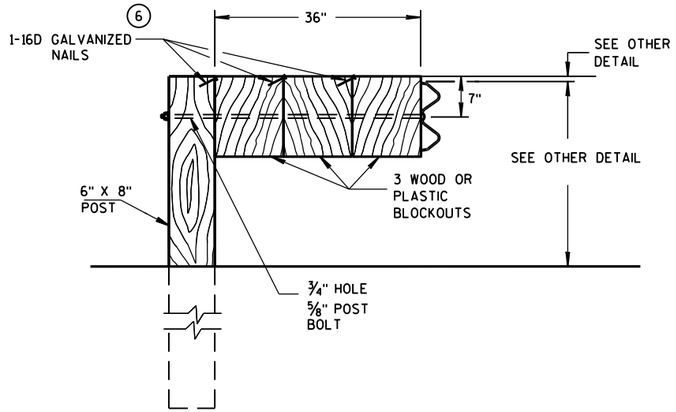


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

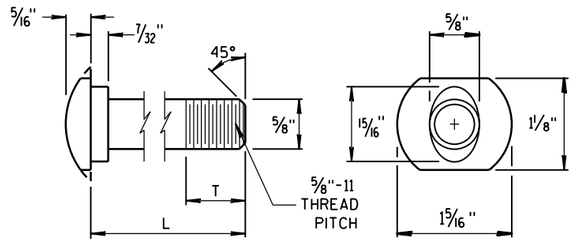


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

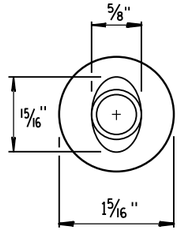
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

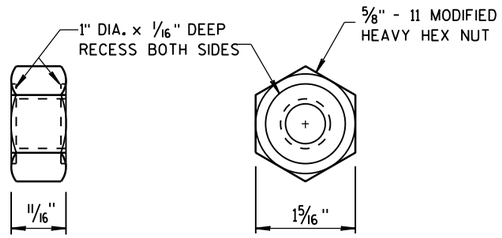


POST BOLT TABLE

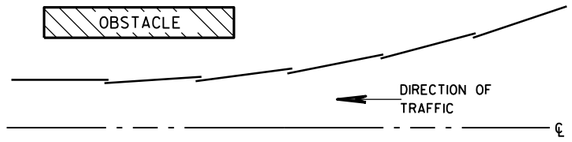
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

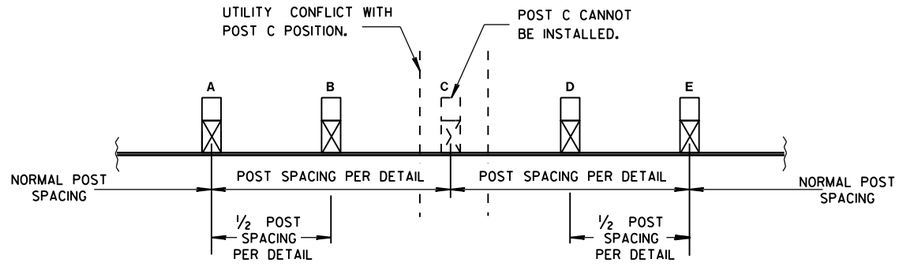


POST BOLT, SPLICE BOLT AND RECESS NUT

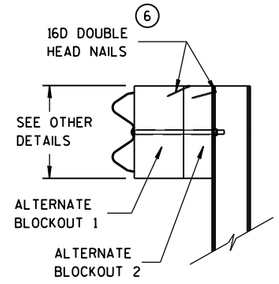


PLAN VIEW

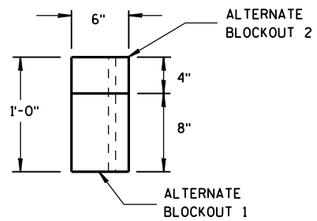
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 42-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

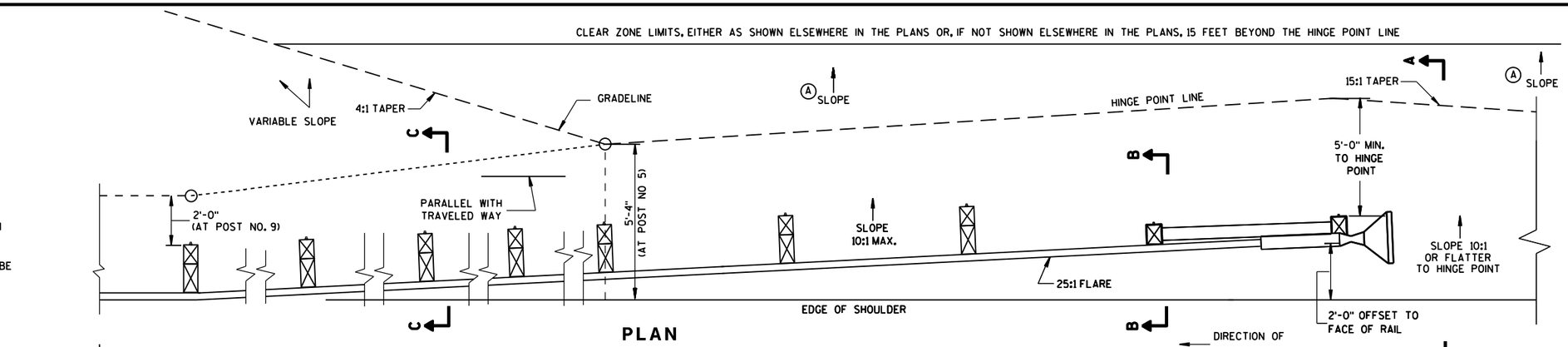
SEE SDD 14B42 FOR MORE INFORMATION.

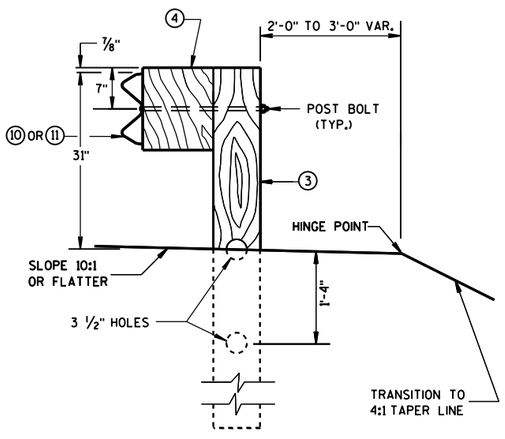
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

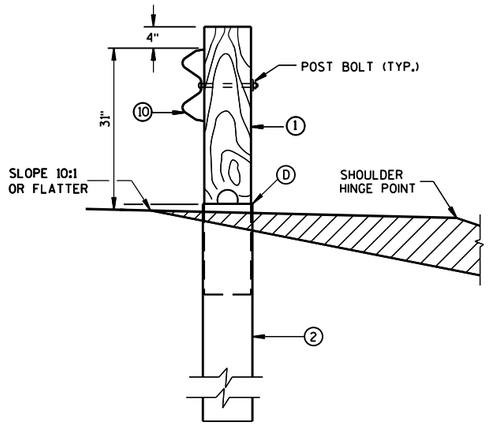
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

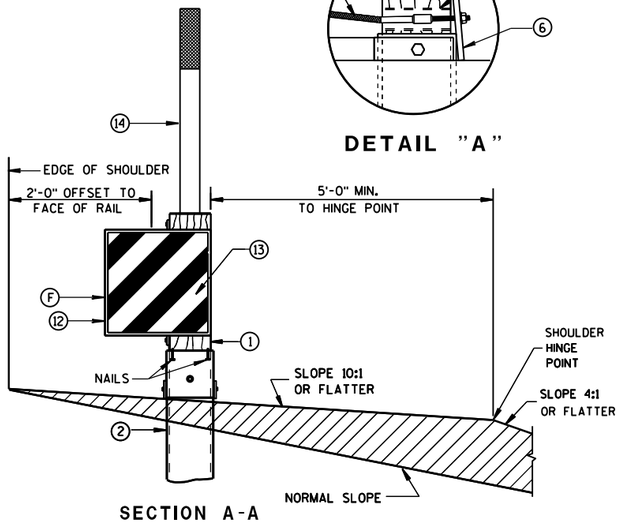




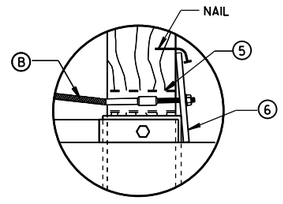
SECTION C-C
TYPICAL AT POST NOS. 3-9



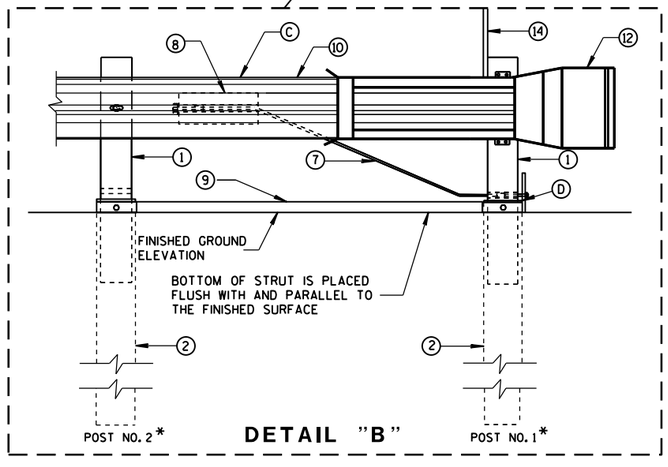
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



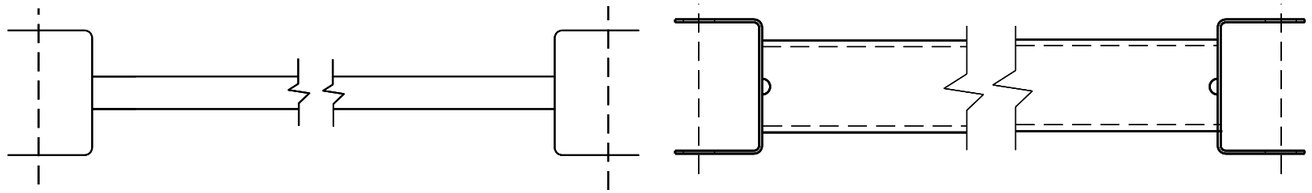
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

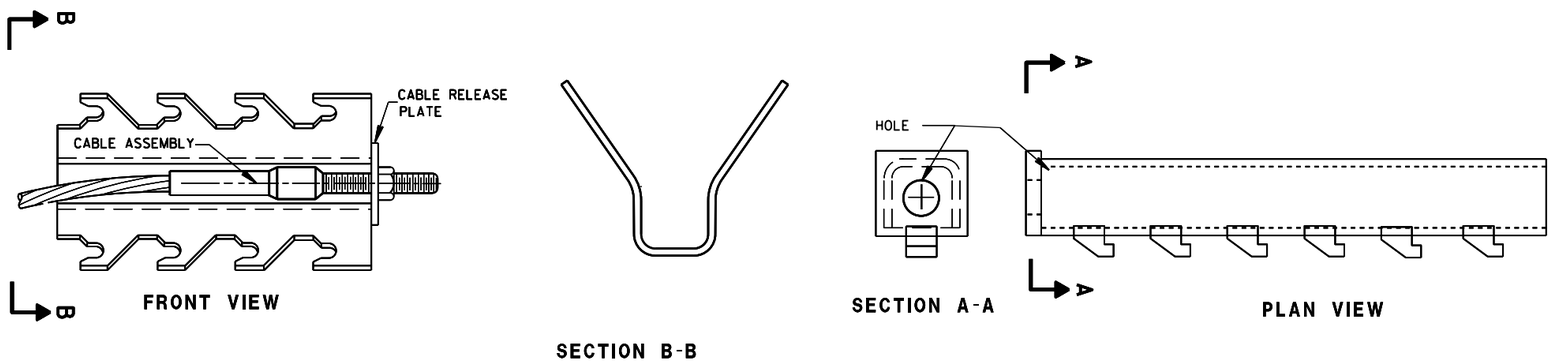
S.D.D. 14 B 44-2a



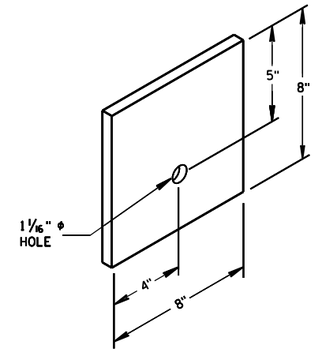
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



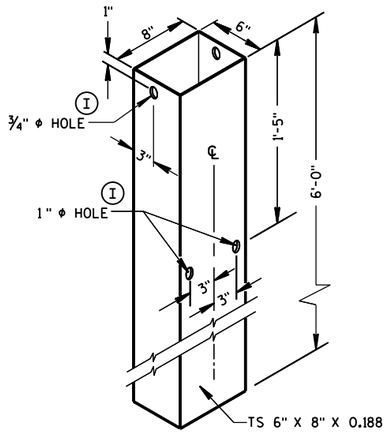
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

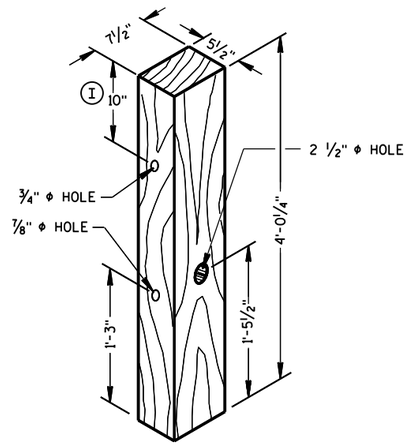
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

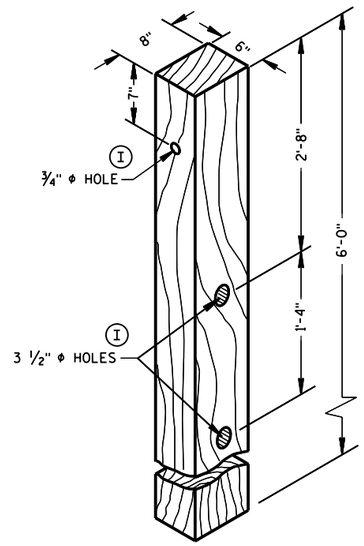


FOUNDATION TUBE (2)



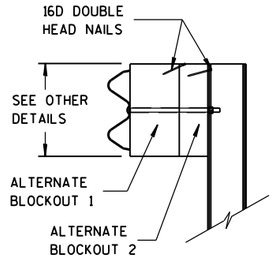
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

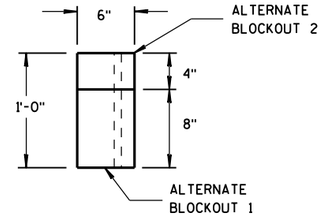


POSTS NUMBER 3-9

WOOD CRT POST (3)

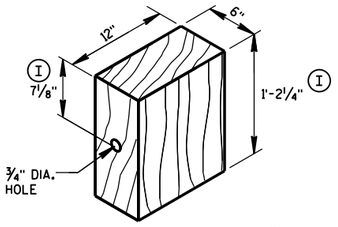


SIDE VIEW



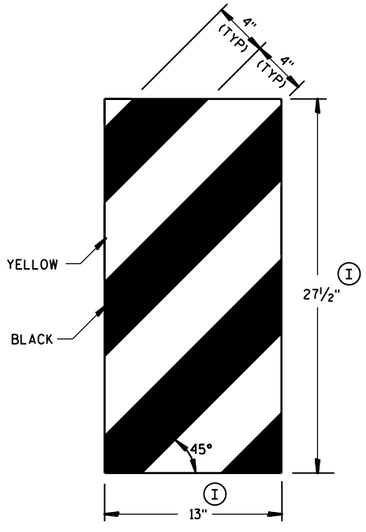
TOP VIEW

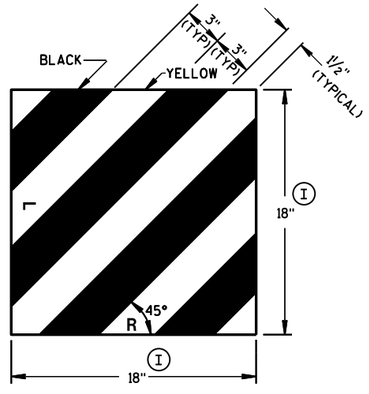
ALTERNATE WOOD BLOCKOUT DETAIL



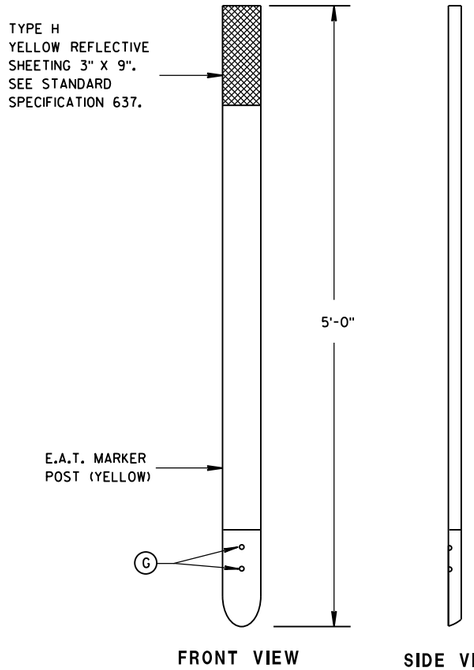
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





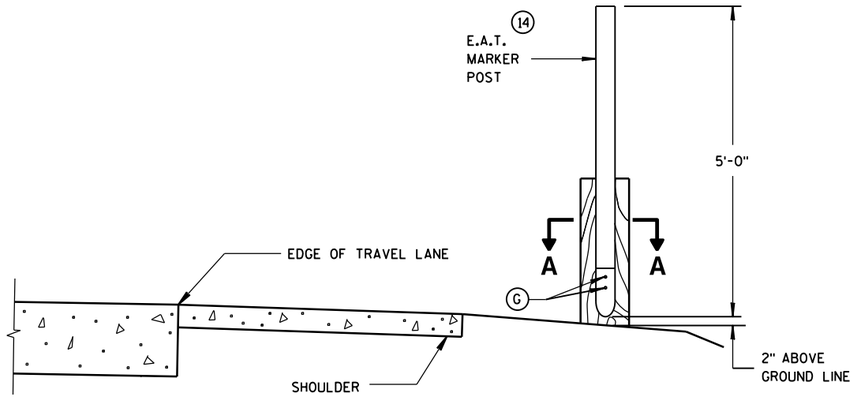
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

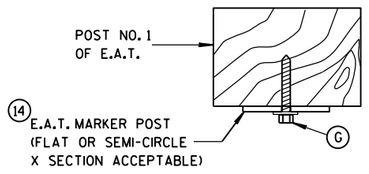
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

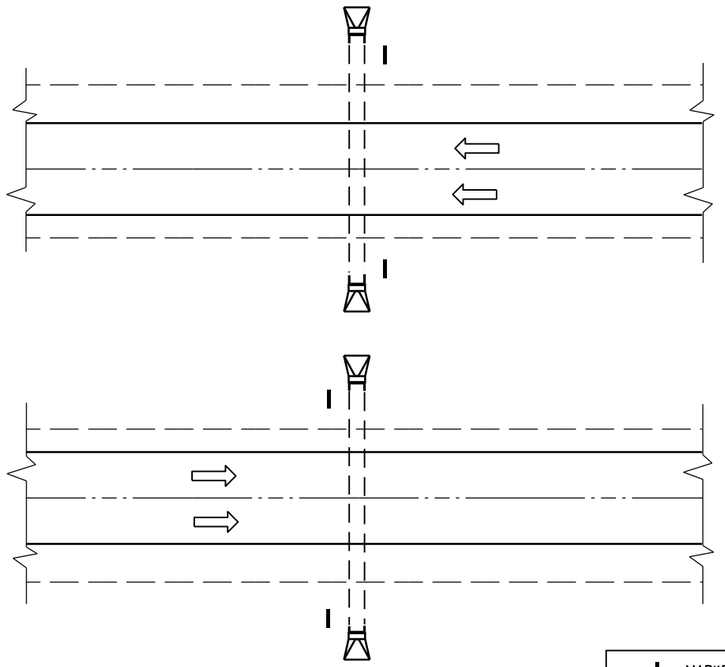
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

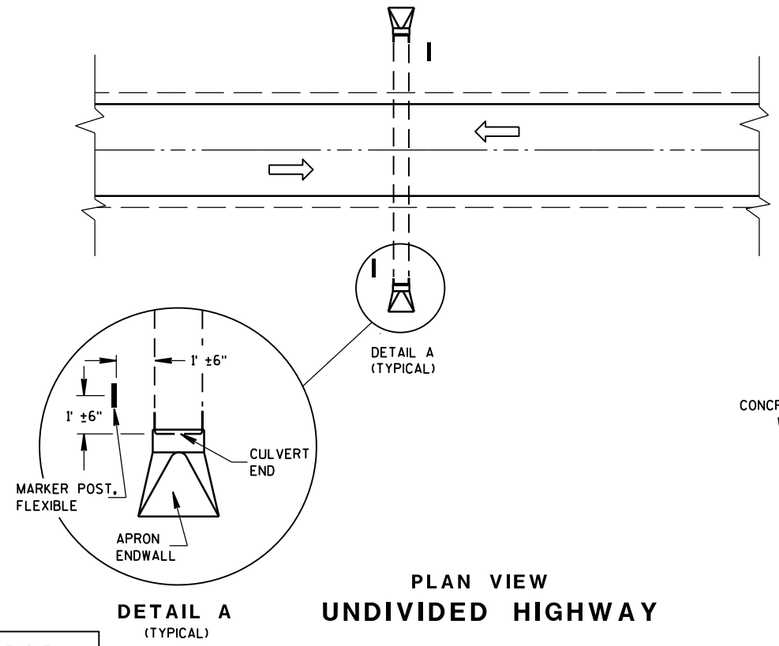
6

S.D.D. 14 B 44-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

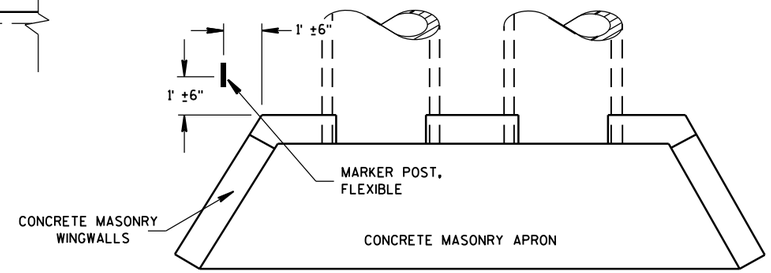
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

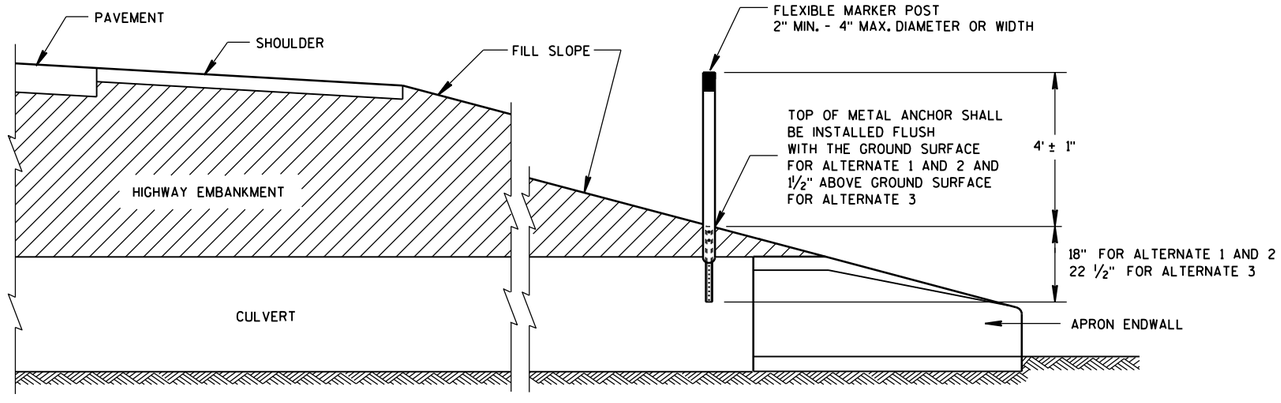
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



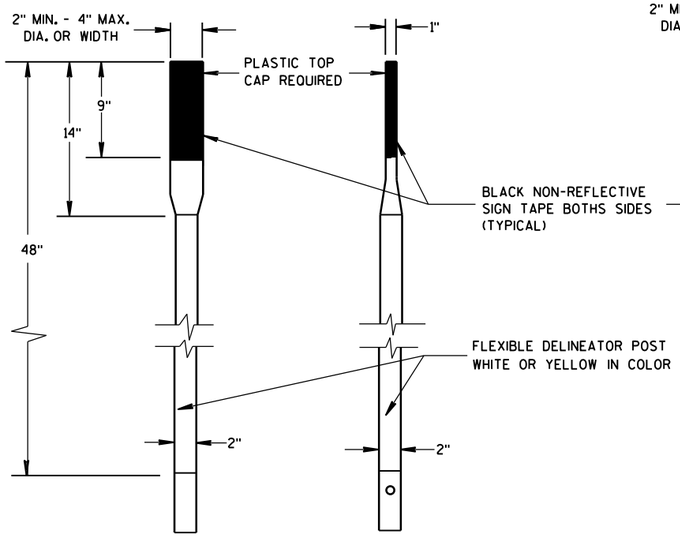
CROSS SECTION

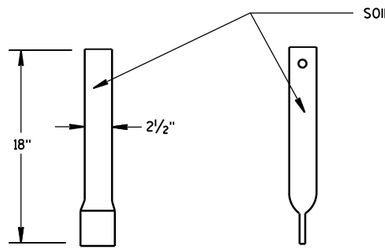
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

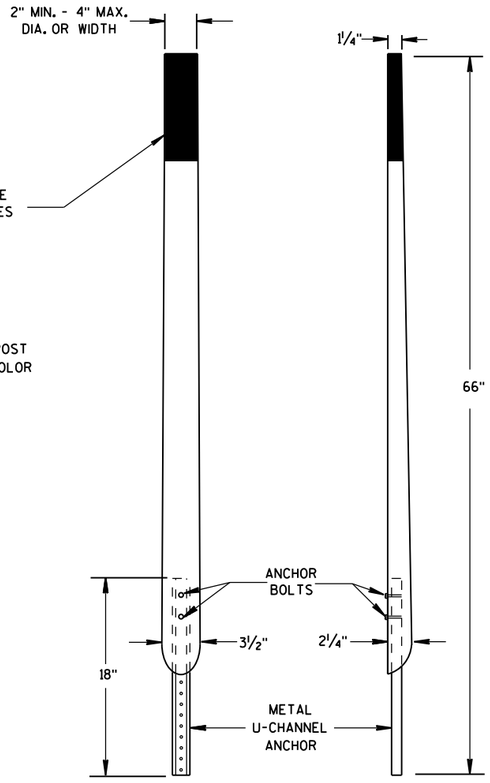
6 S.D.D. 15 A 3-2a





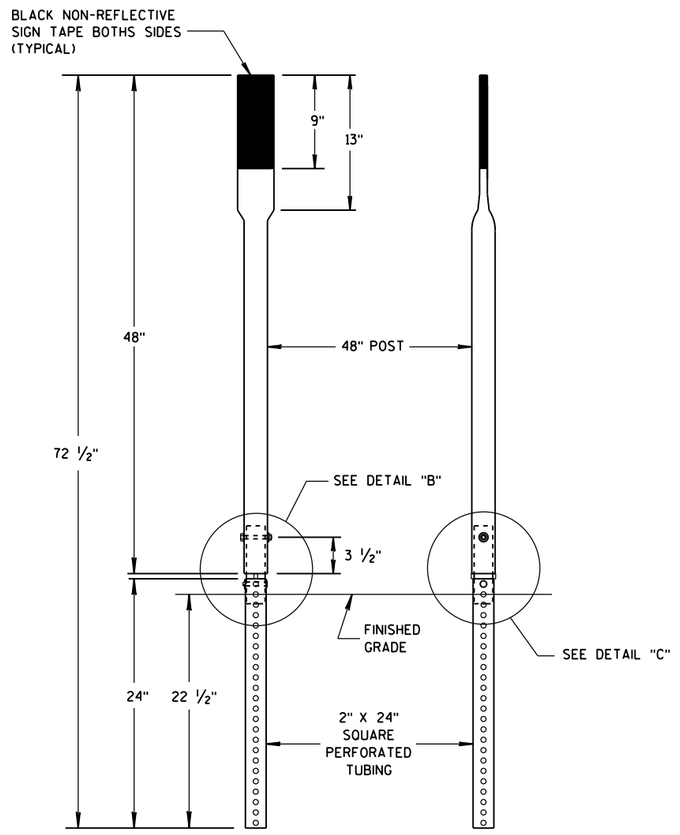
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

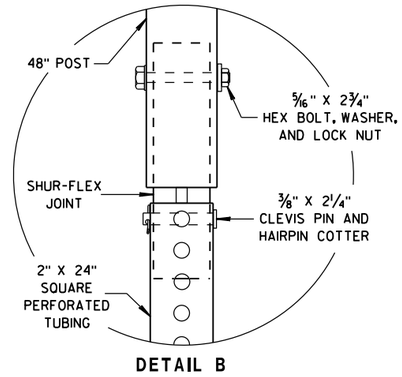
ALTERNATE 2



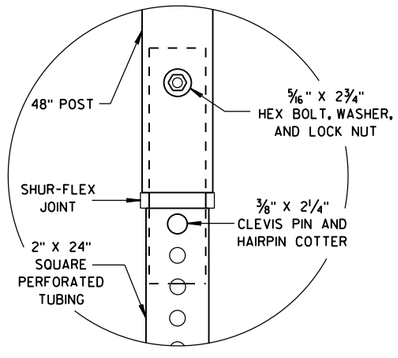
FRONT VIEW SIDE VIEW

ALTERNATE 3

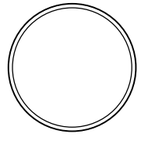
FLEXIBLE MARKER POSTS



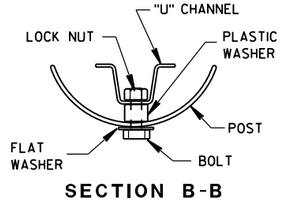
DETAIL B



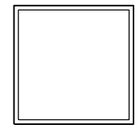
DETAIL C



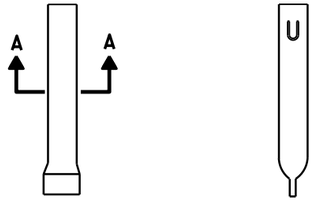
SECTION A-A



SECTION B-B

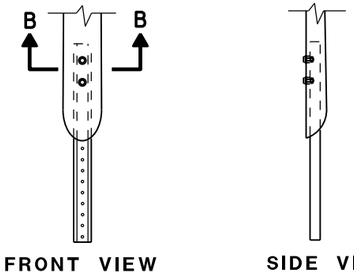


SECTION C-C



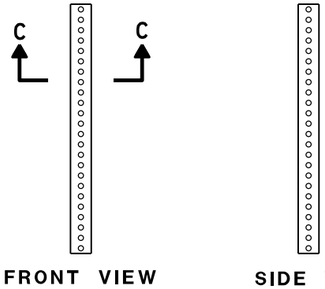
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

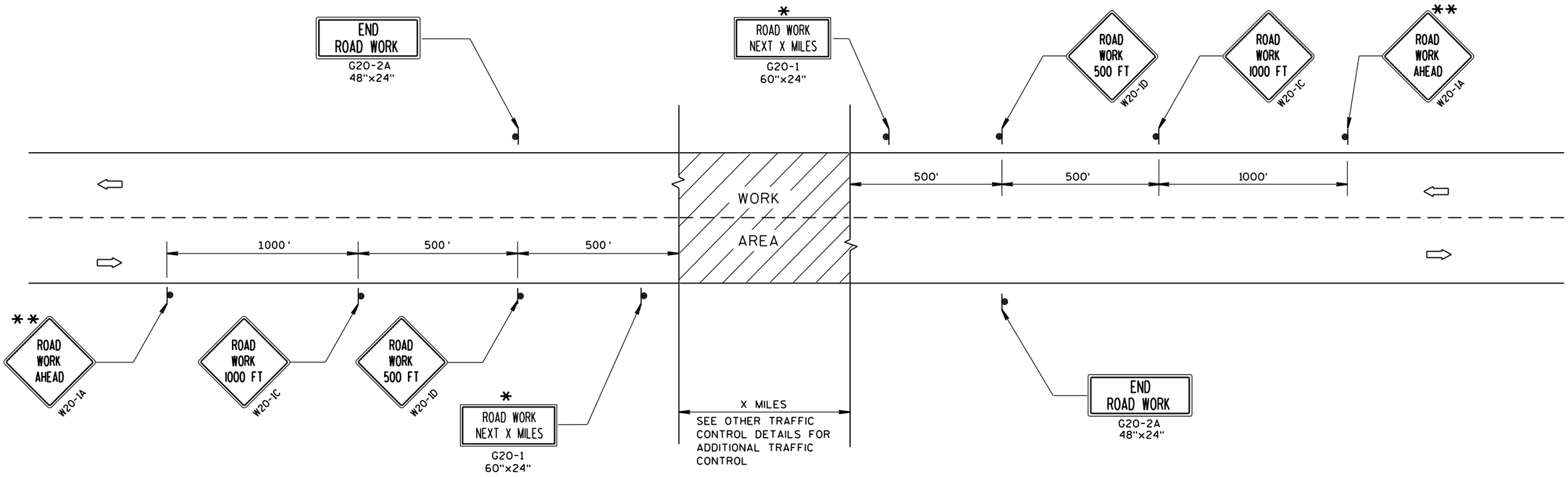
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

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.

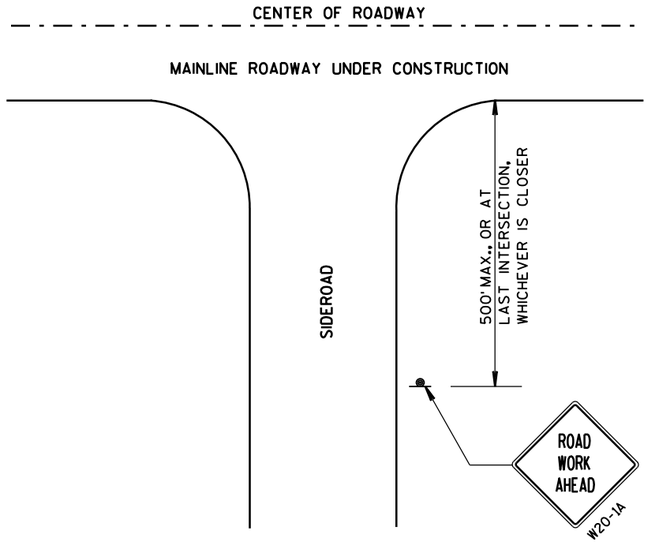
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

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

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

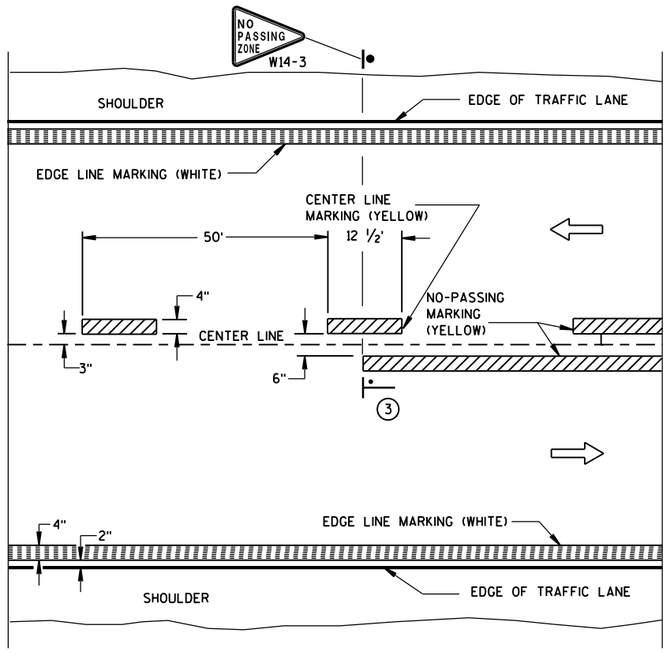
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

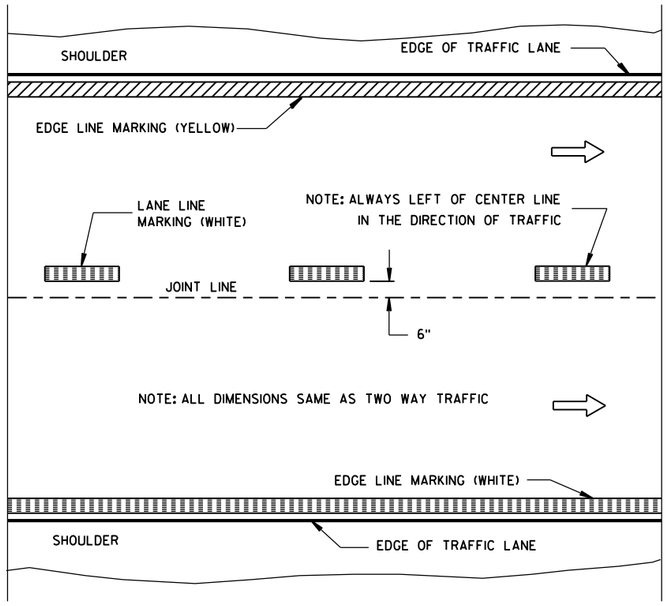
S.D.D. 15 C 4-3

6

S.D.D. 15 C 4-3

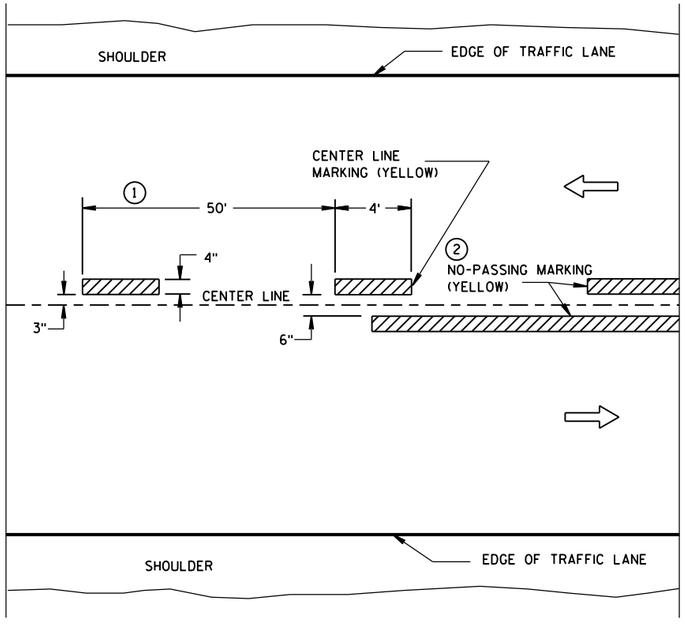


TWO WAY TRAFFIC

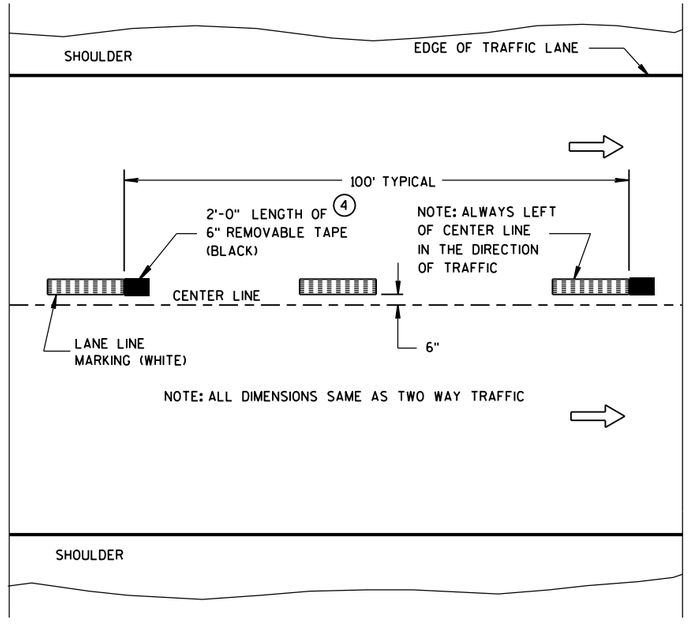


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

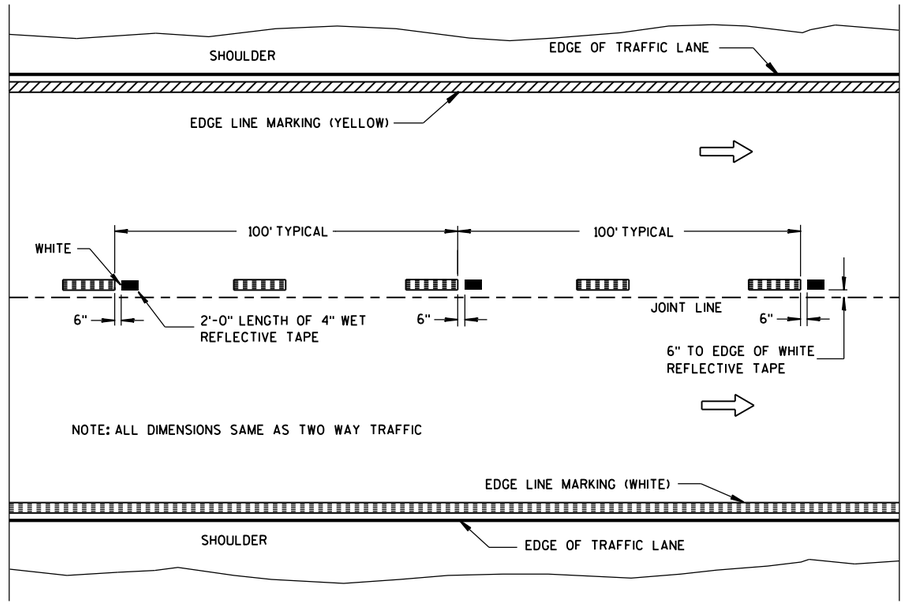
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 DATE

/S/ Travis Feltes STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

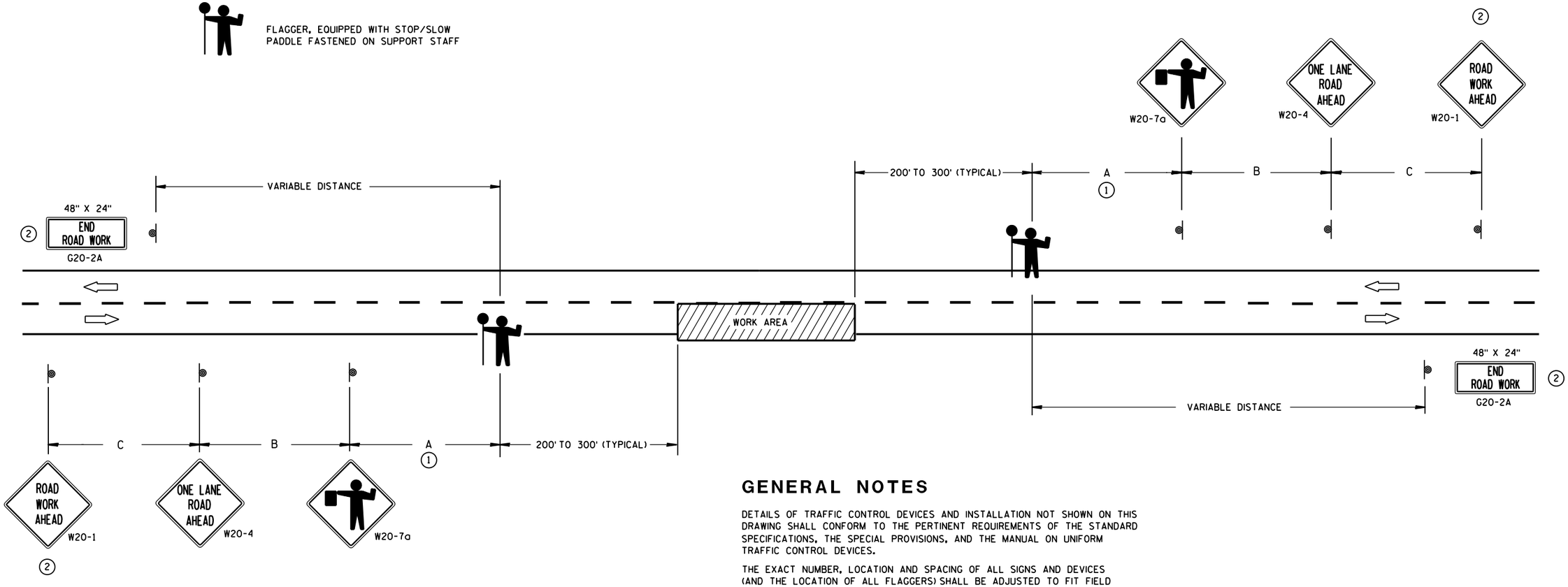
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

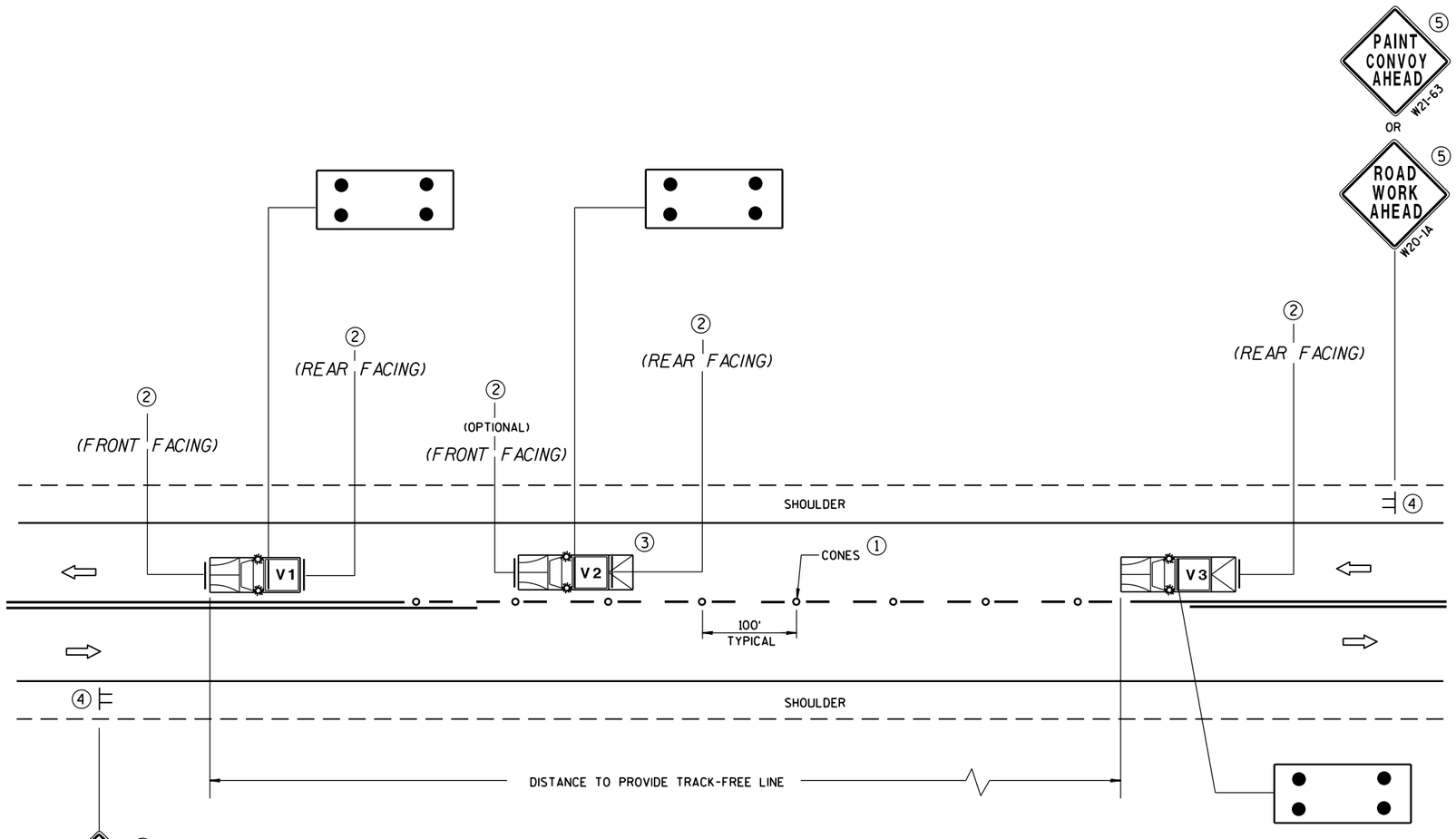
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

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.

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

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

6

S.D.D. 15 C 19-4a

6

S.D.D. 15 C 19-4a

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

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

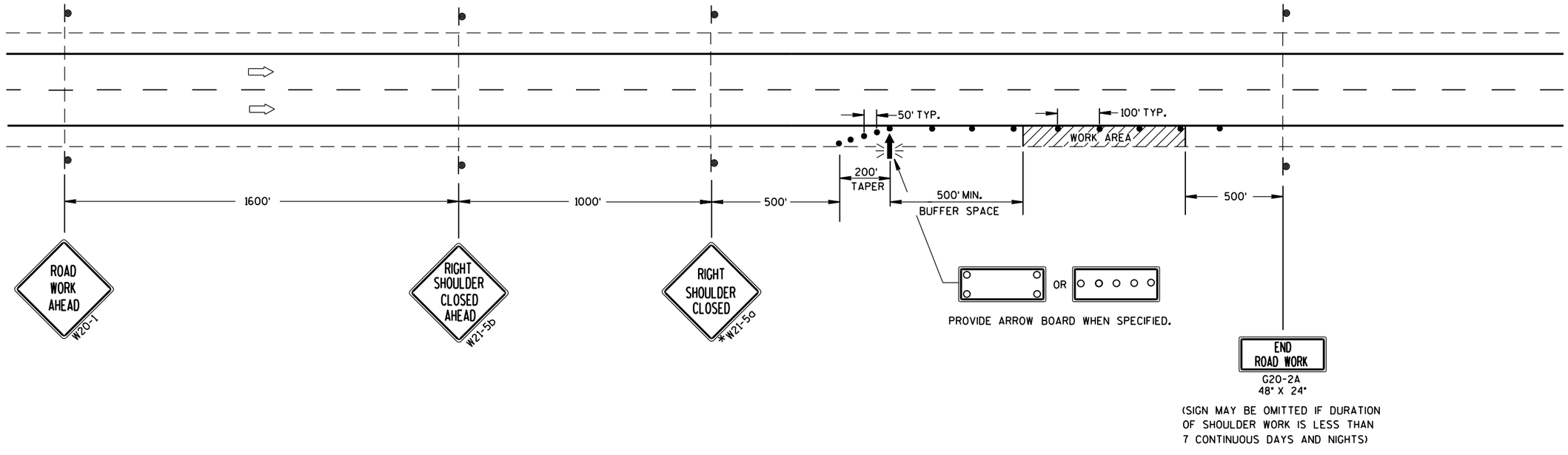
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

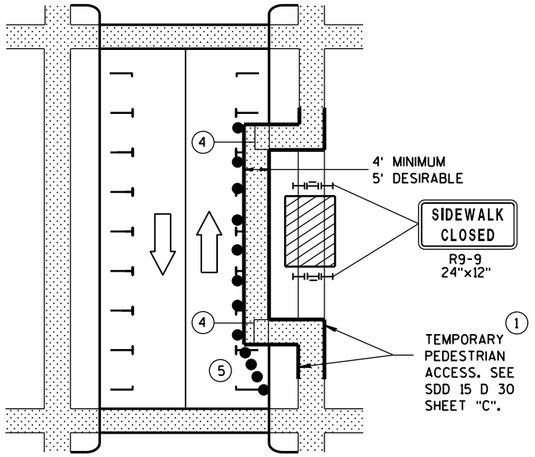
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

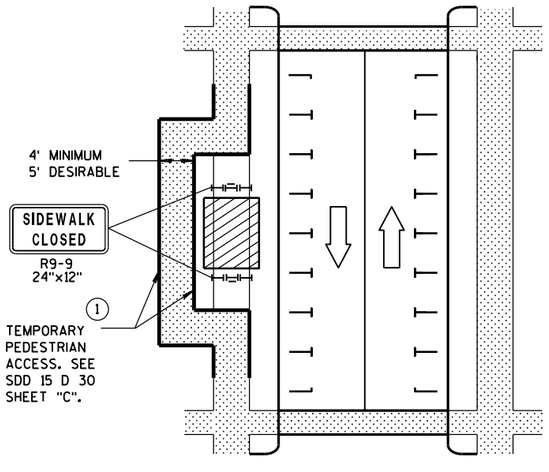
S.D.D. 15 D 27-2

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

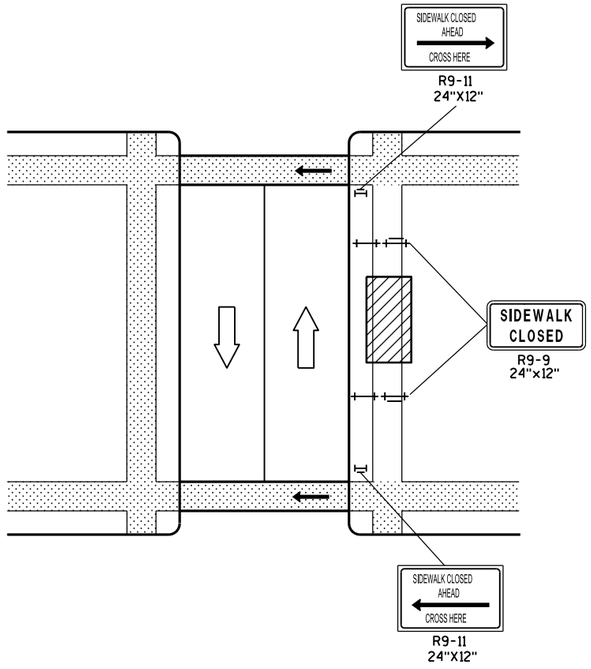


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

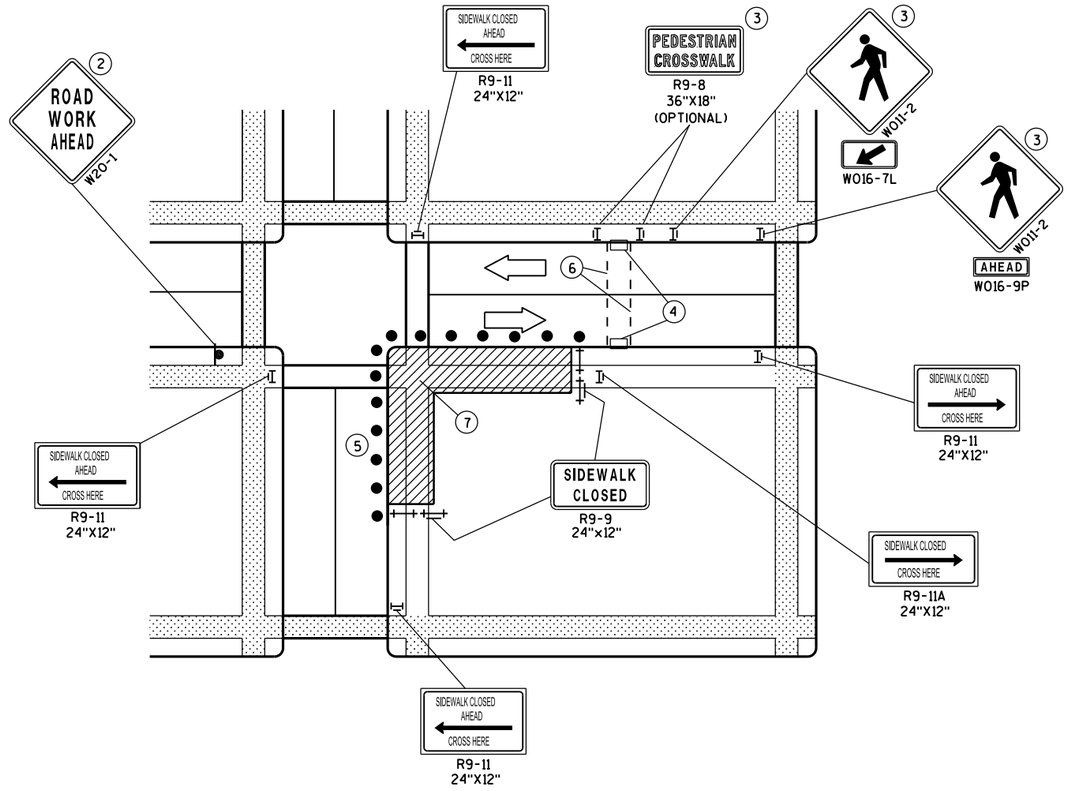
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

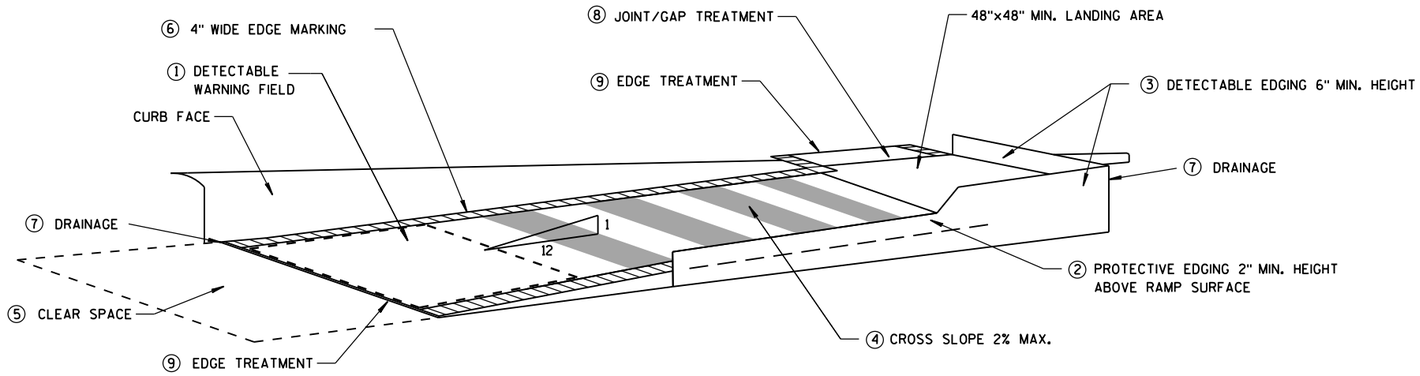
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 30-2a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

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

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

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

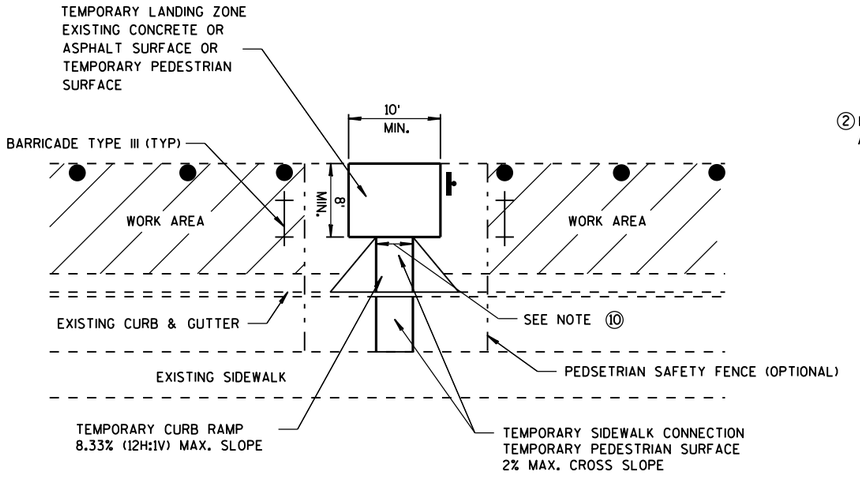
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

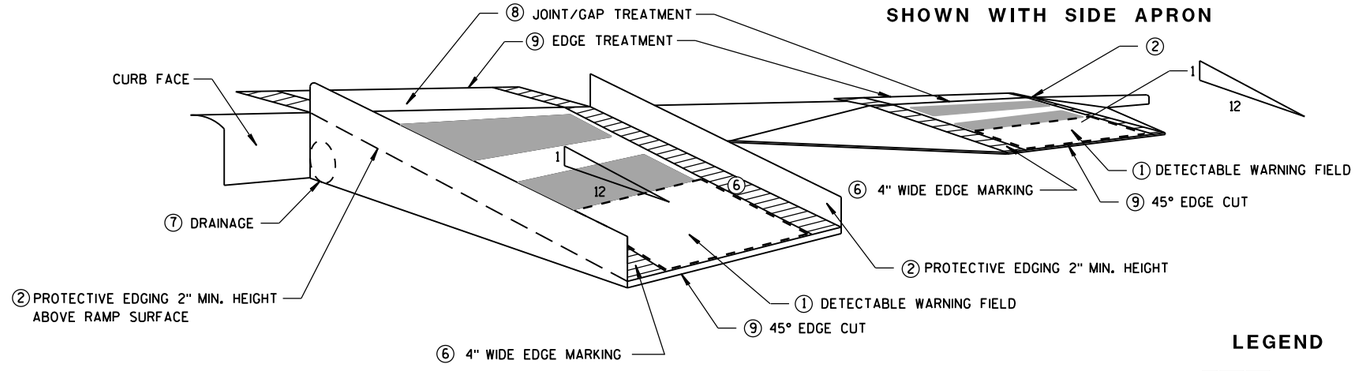
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — SIGN

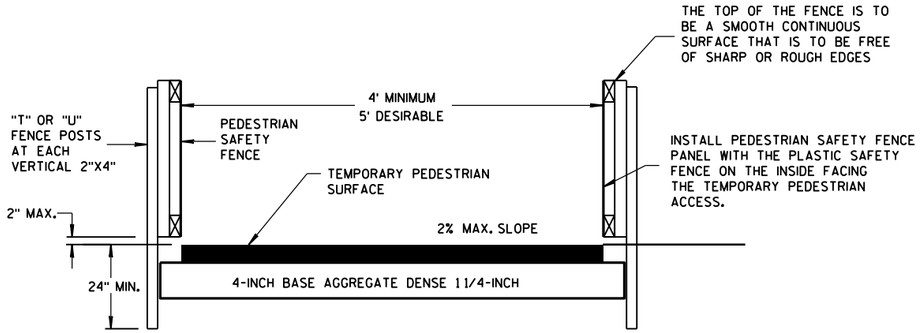
FHWA

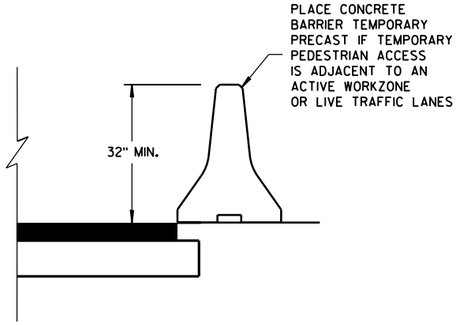
6

S.D.D. 15 D 30-2b

6

S.D.D. 15 D 30-2b

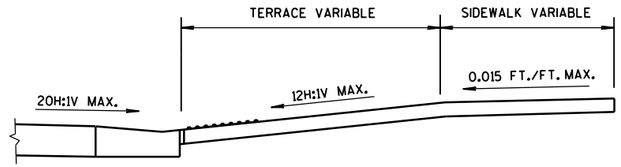




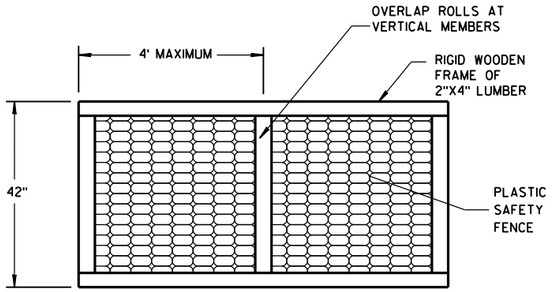
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

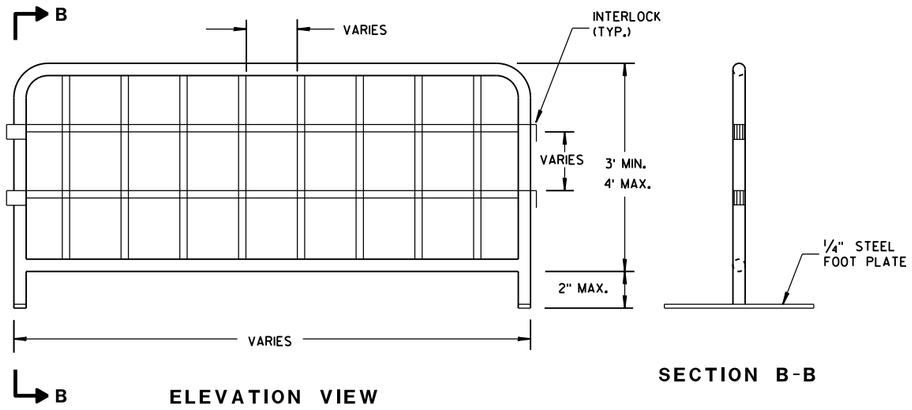
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



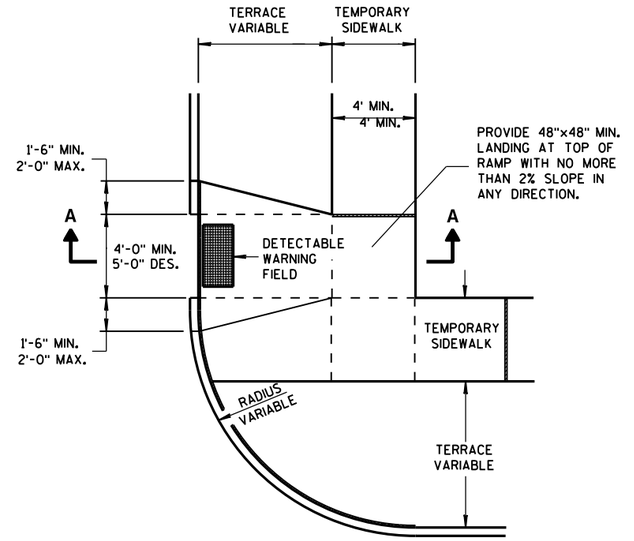
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

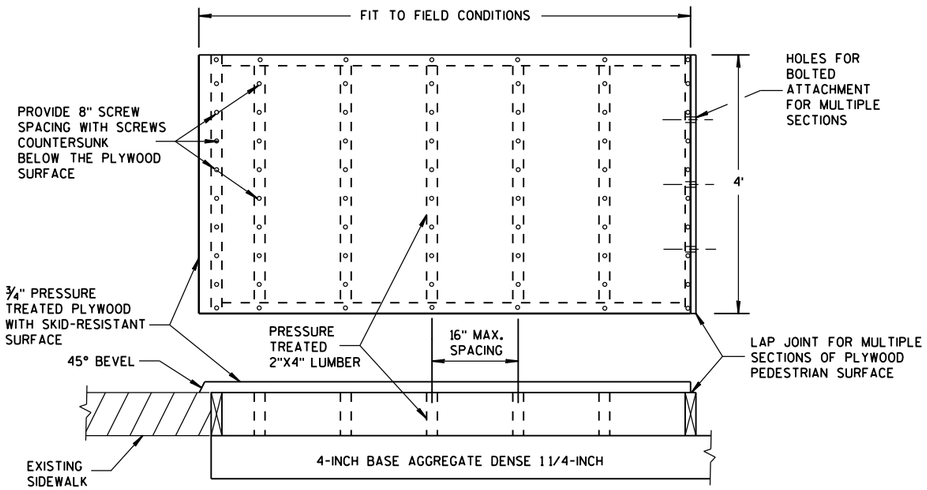
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



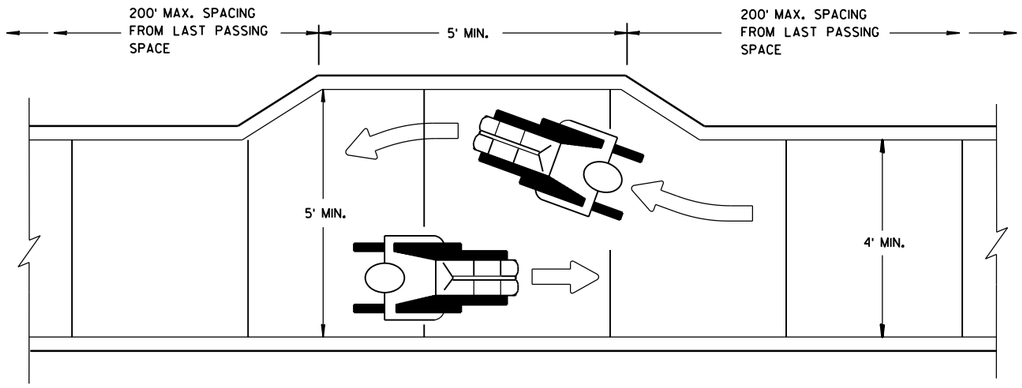
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

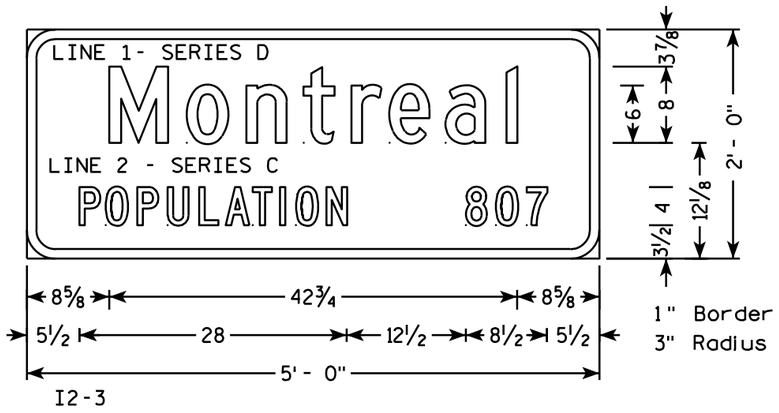
APPROVED
March 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

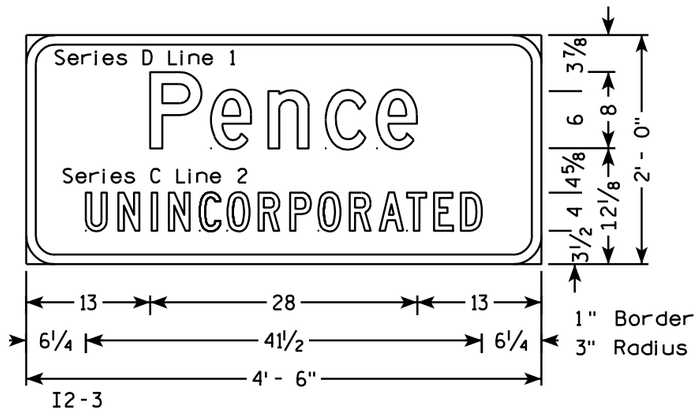
6

S.D.D. 15 D 30-2c

6

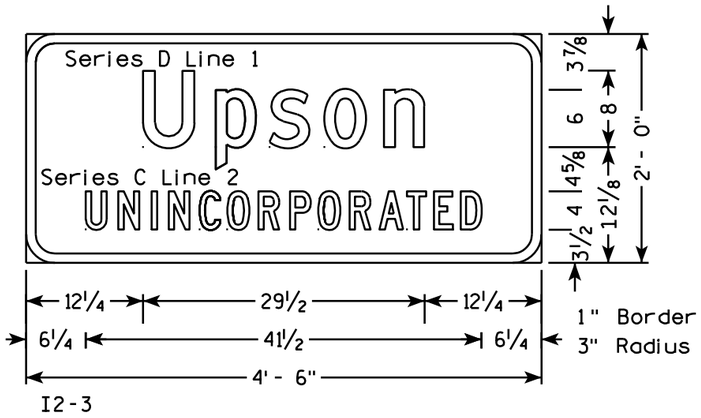
S.D.D. 15 D 30-2c

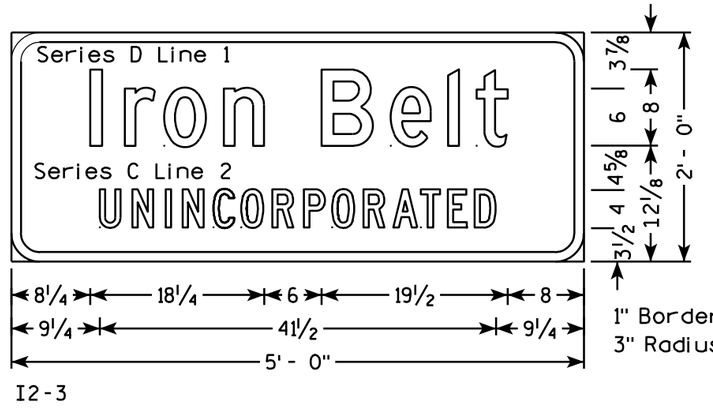


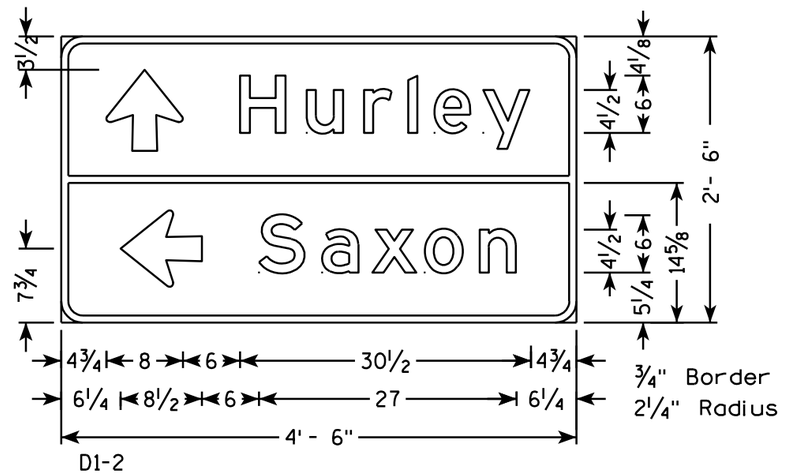


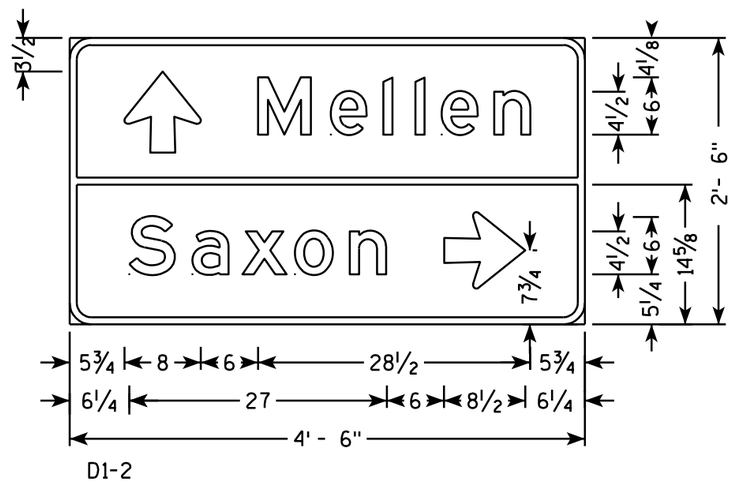
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown









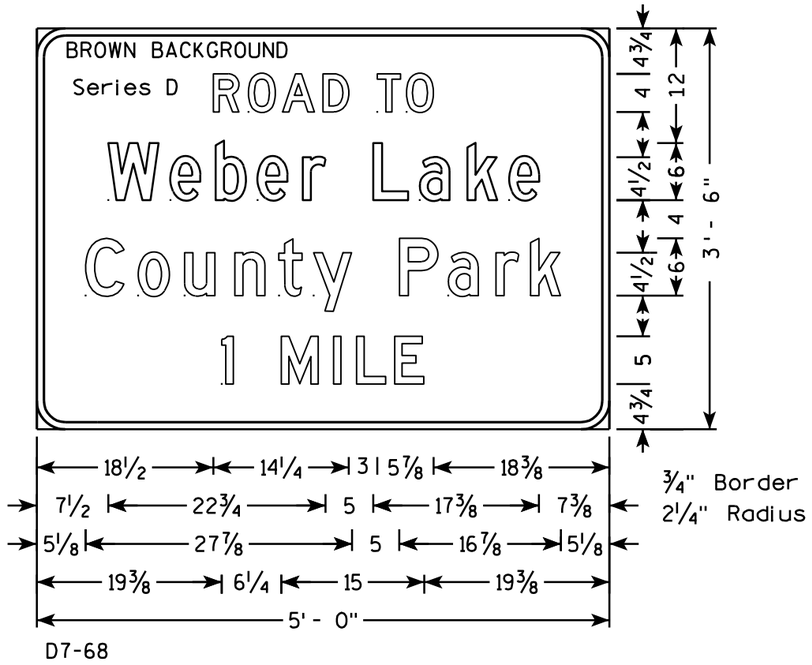
7

7

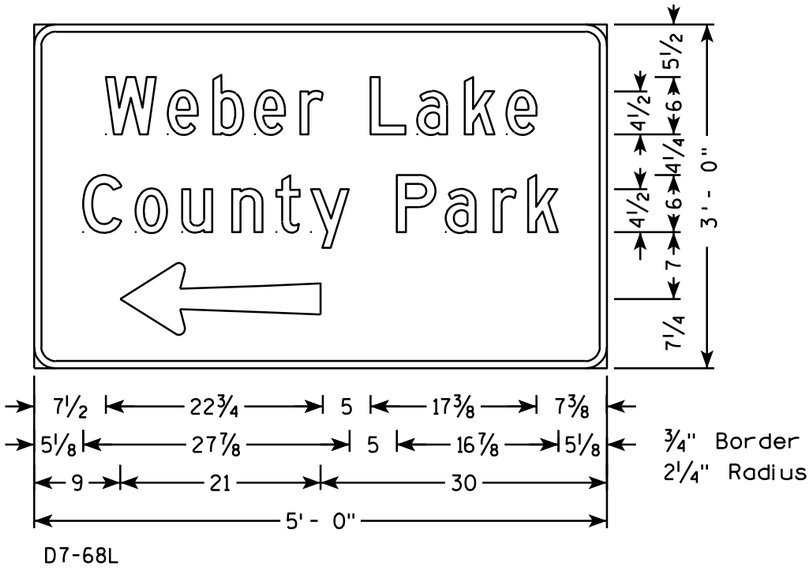
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET NO: 149	E

NOTES

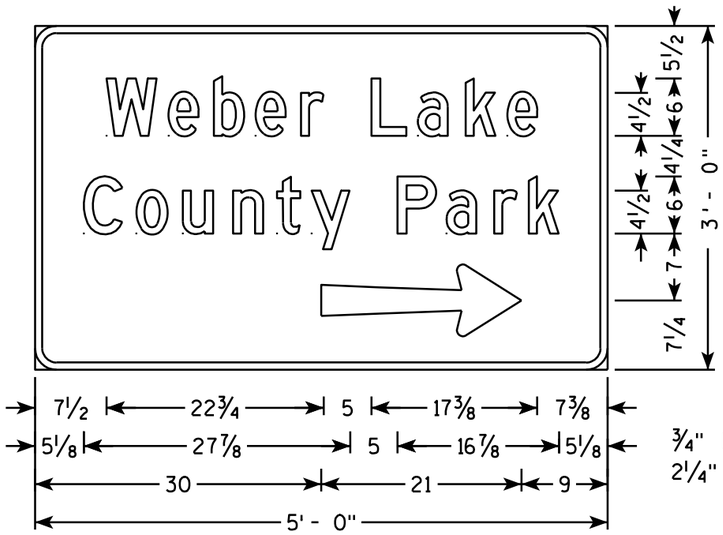
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BROWN
   Message - WHITE
3. Message Series - D



D7-68



D7-68L



D7-68R

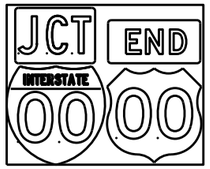
7

7

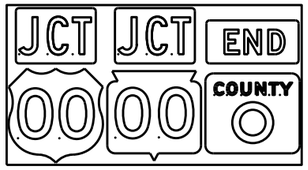
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING	SHEET NO: 150	E

TYPICAL ASSEMBLIES

J1-1

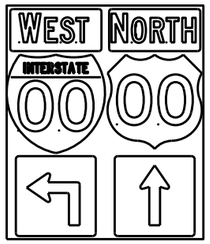


J1-2

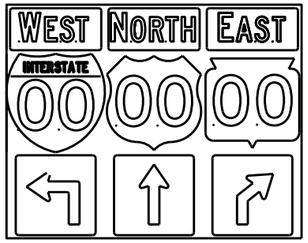


J1-3

J2-1



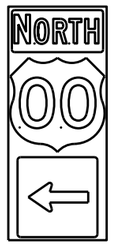
J2-2



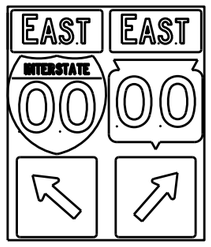
J2-3

JV

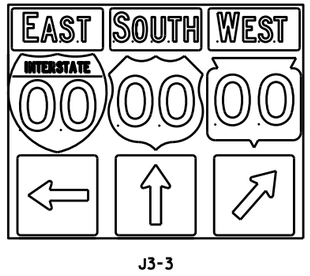
(Typical Vertical J-Assembly
See Note 10 and 11)



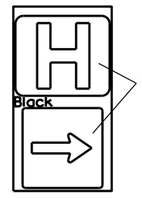
J3-1



J3-2



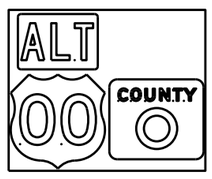
J3-3



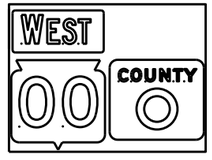
Blue Background

JH-1

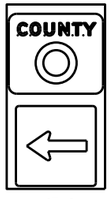
J4-1



J4-2



J4-2



J13-1

J12-1

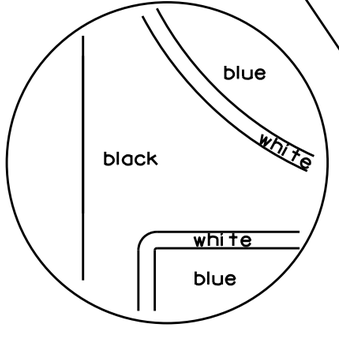
J32-1

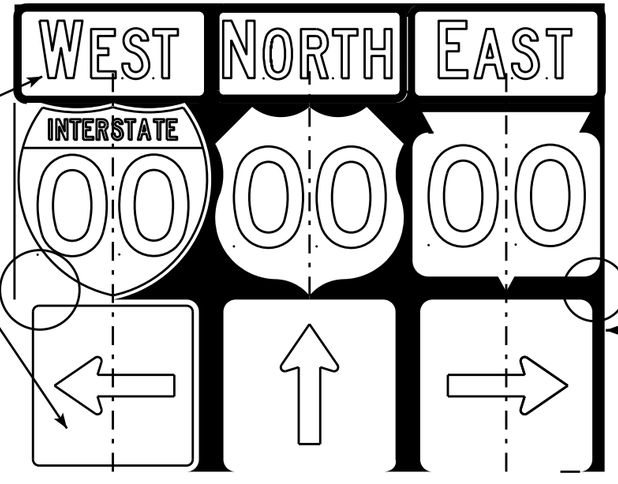
J33-1

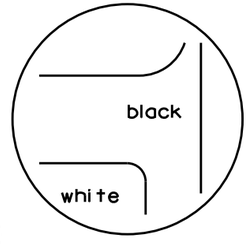
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

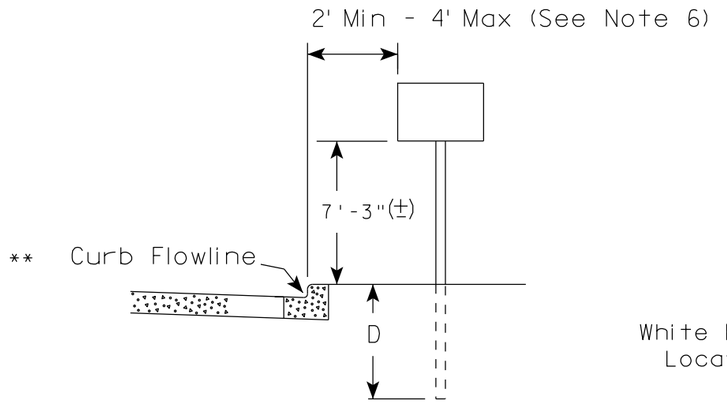
PROJECT NO:

SHEET NO: E

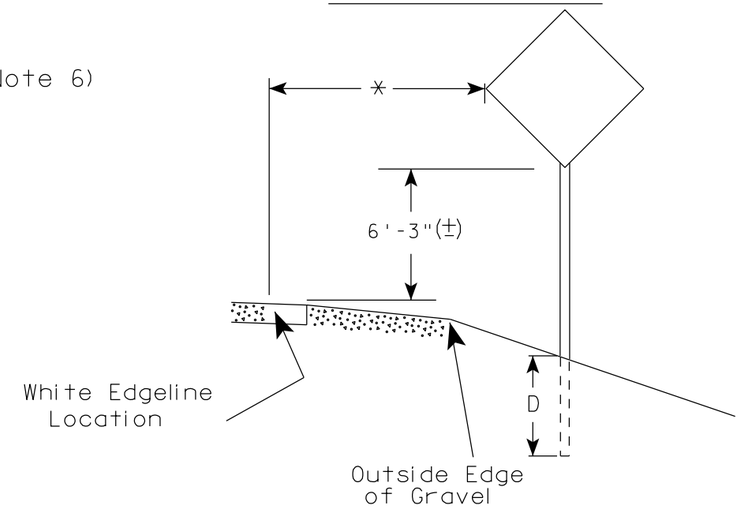
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

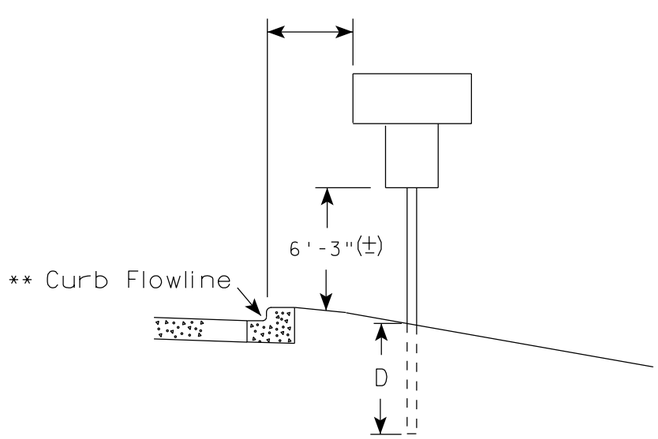
WISDOT/CADDS SHEET 42

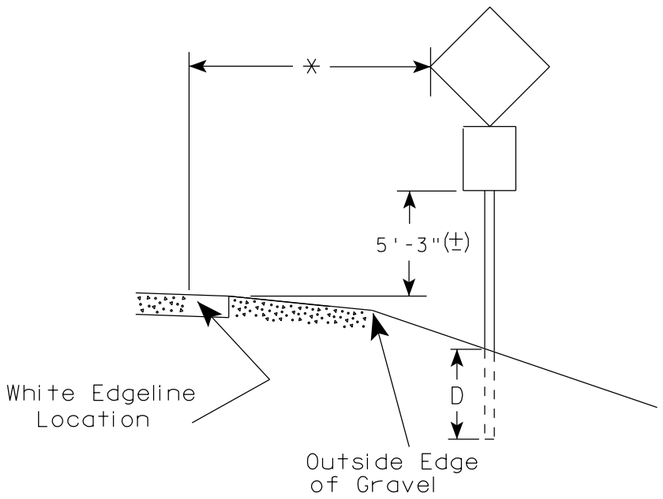
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

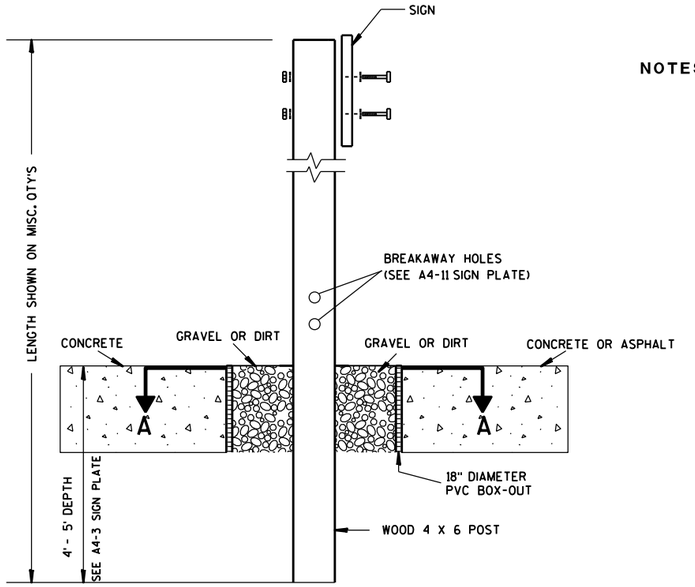
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

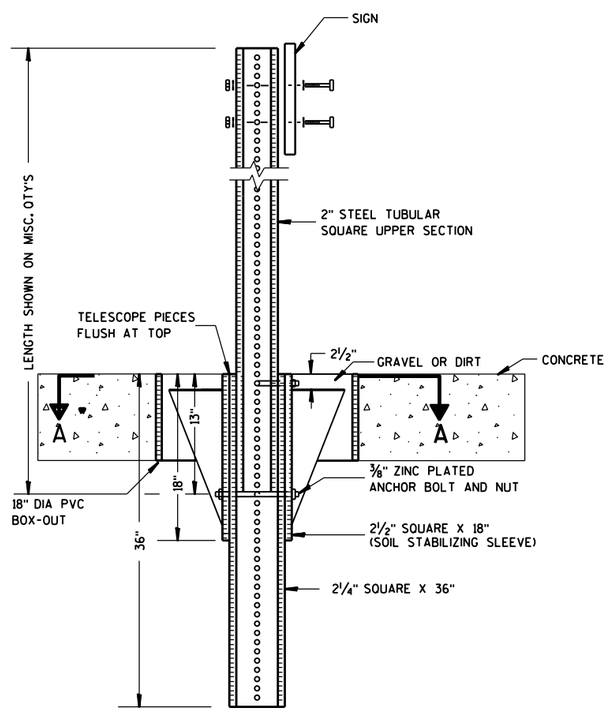
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

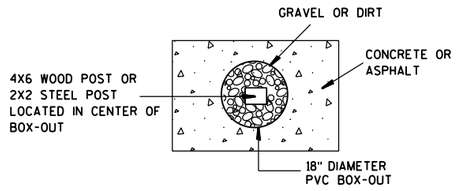
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

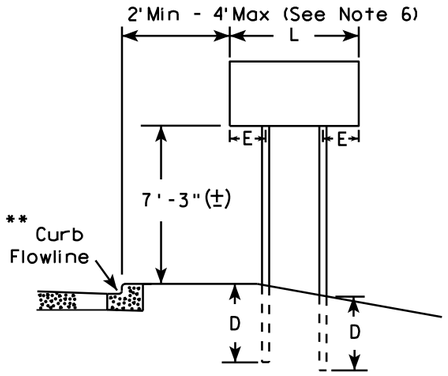
APPROVED Matthew R Rauch
for State Traffic Engineer

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

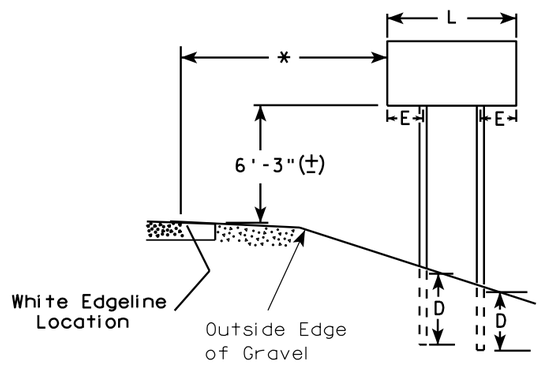
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

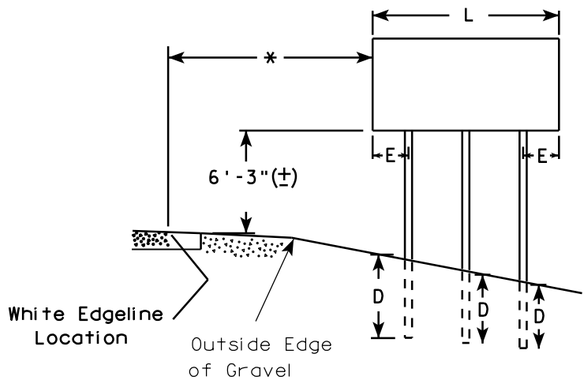
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

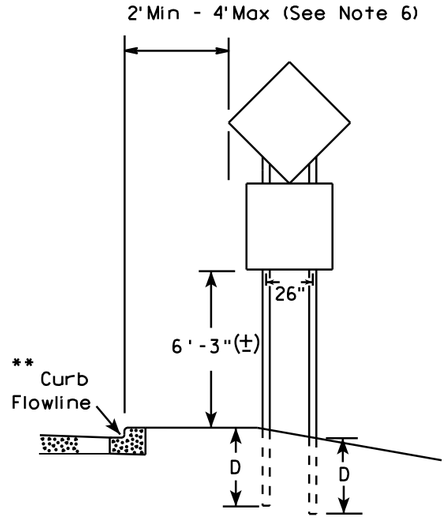
URBAN AREA



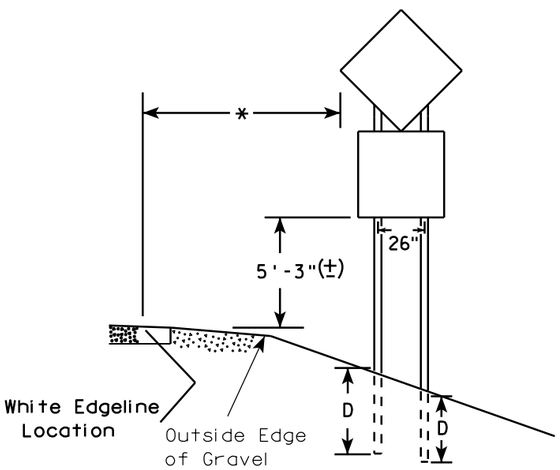
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

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

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

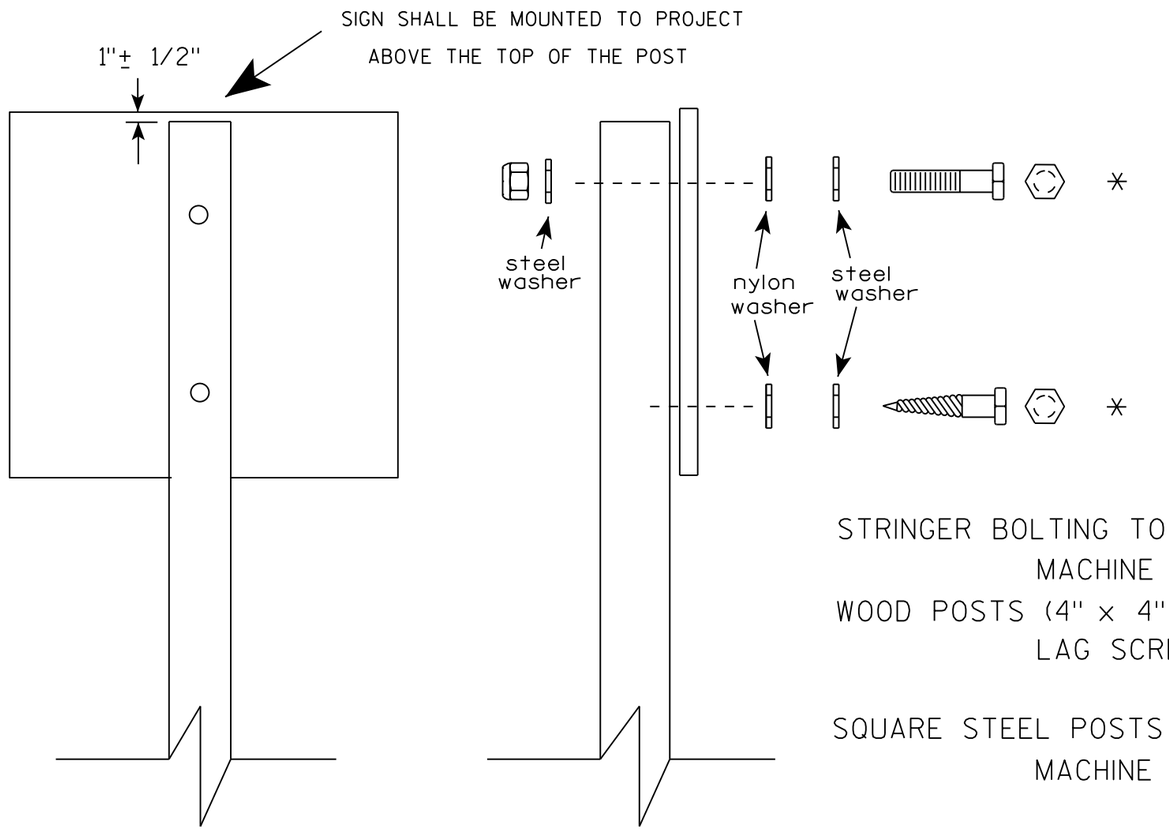
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 154 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42



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

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

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

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

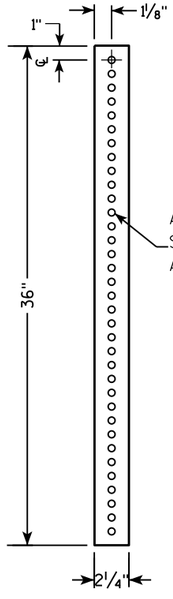
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

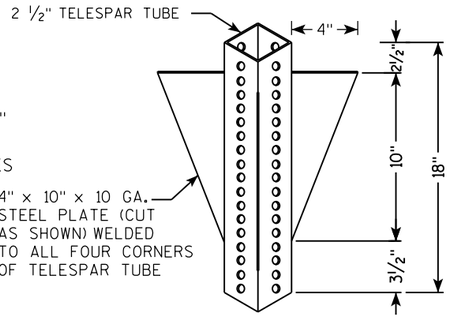
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

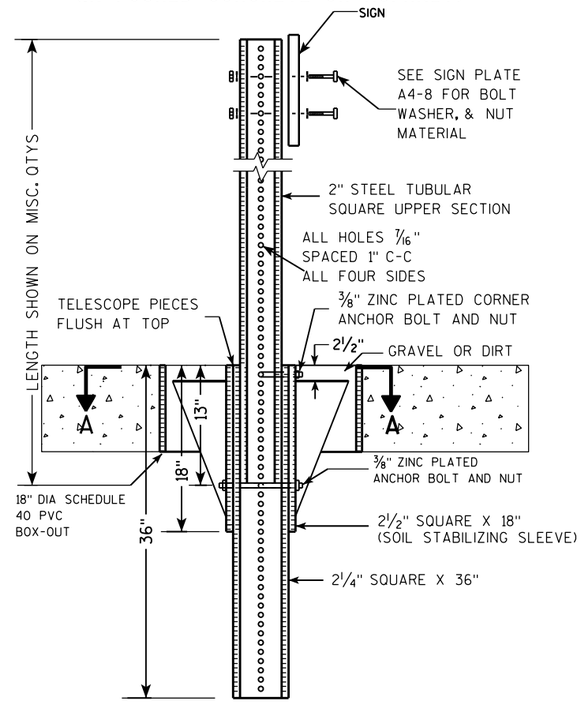
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



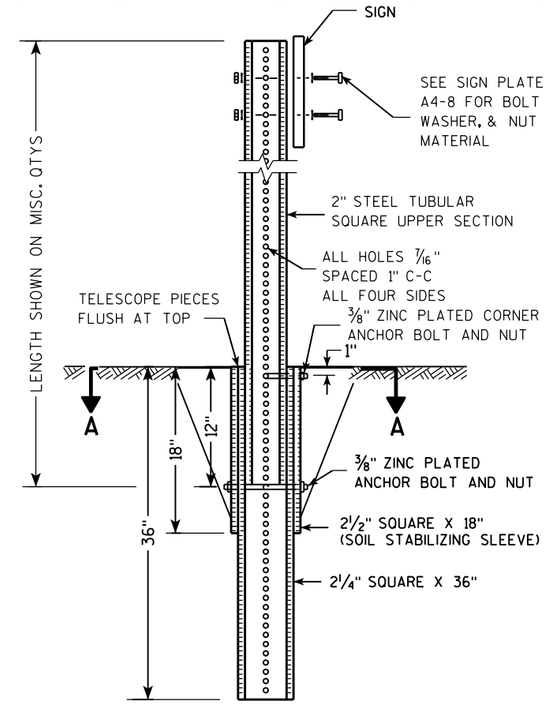
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

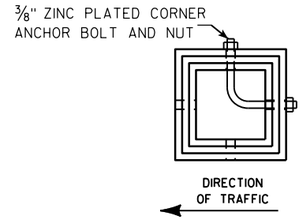


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

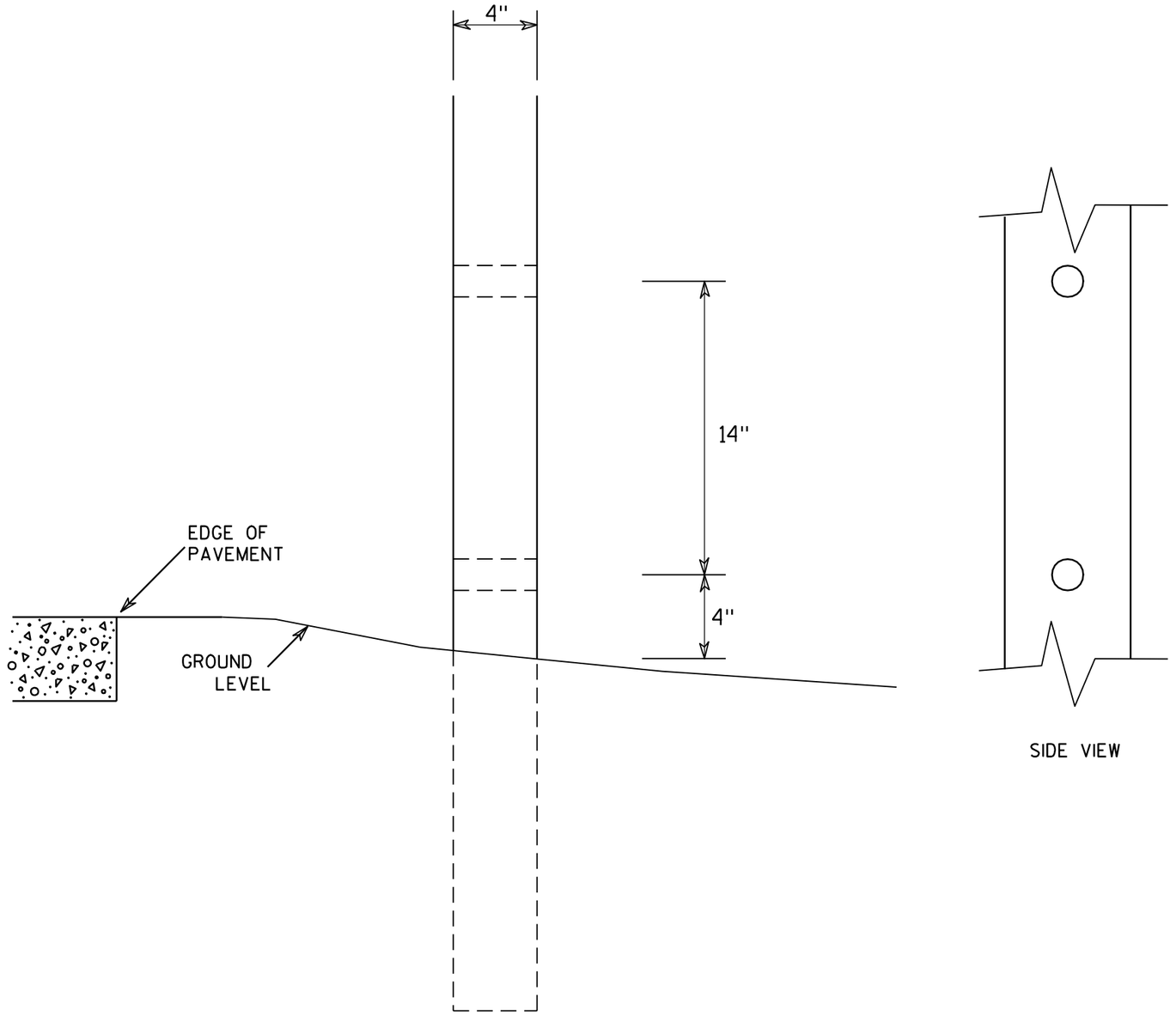
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

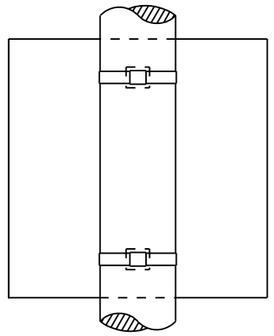
APPROVED Chester J Spang for State Traffic Engineer

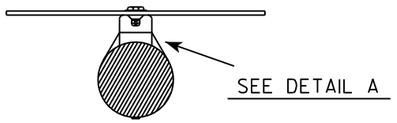
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E

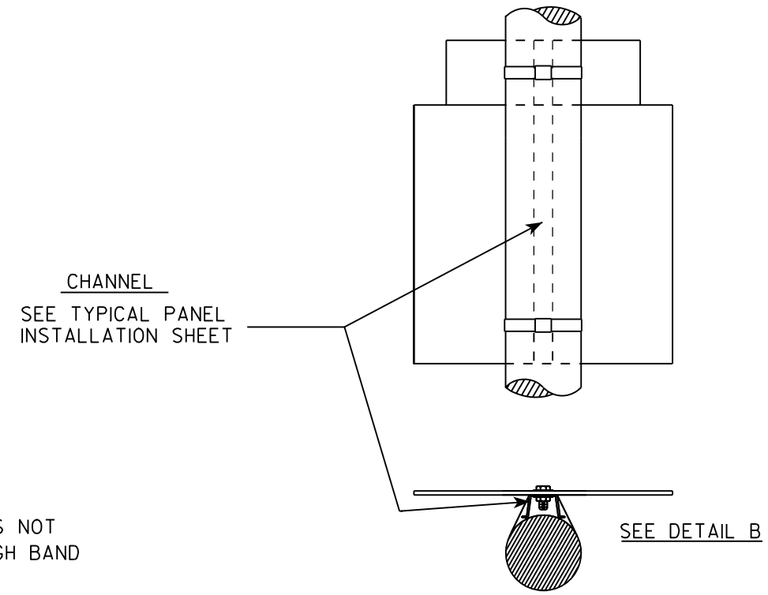
BANDING

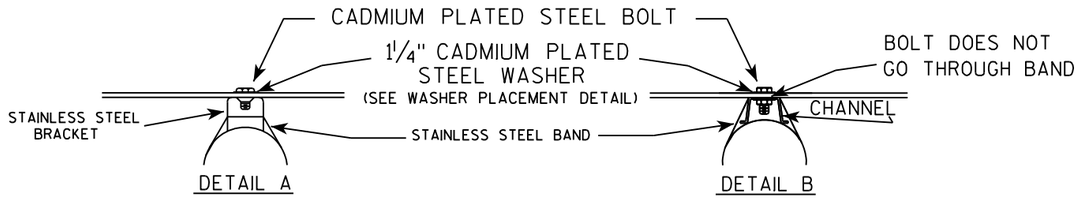
SINGLE SIGN



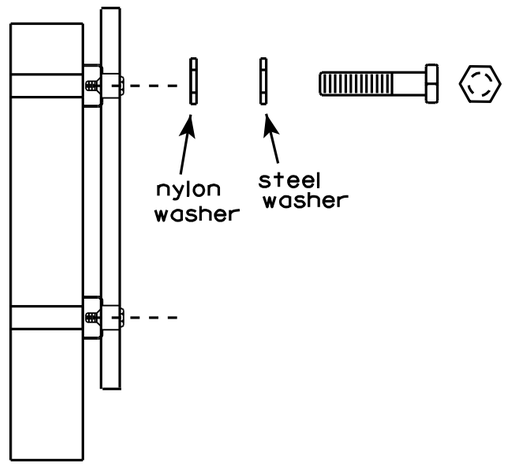


"J" ASSEMBLY





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.

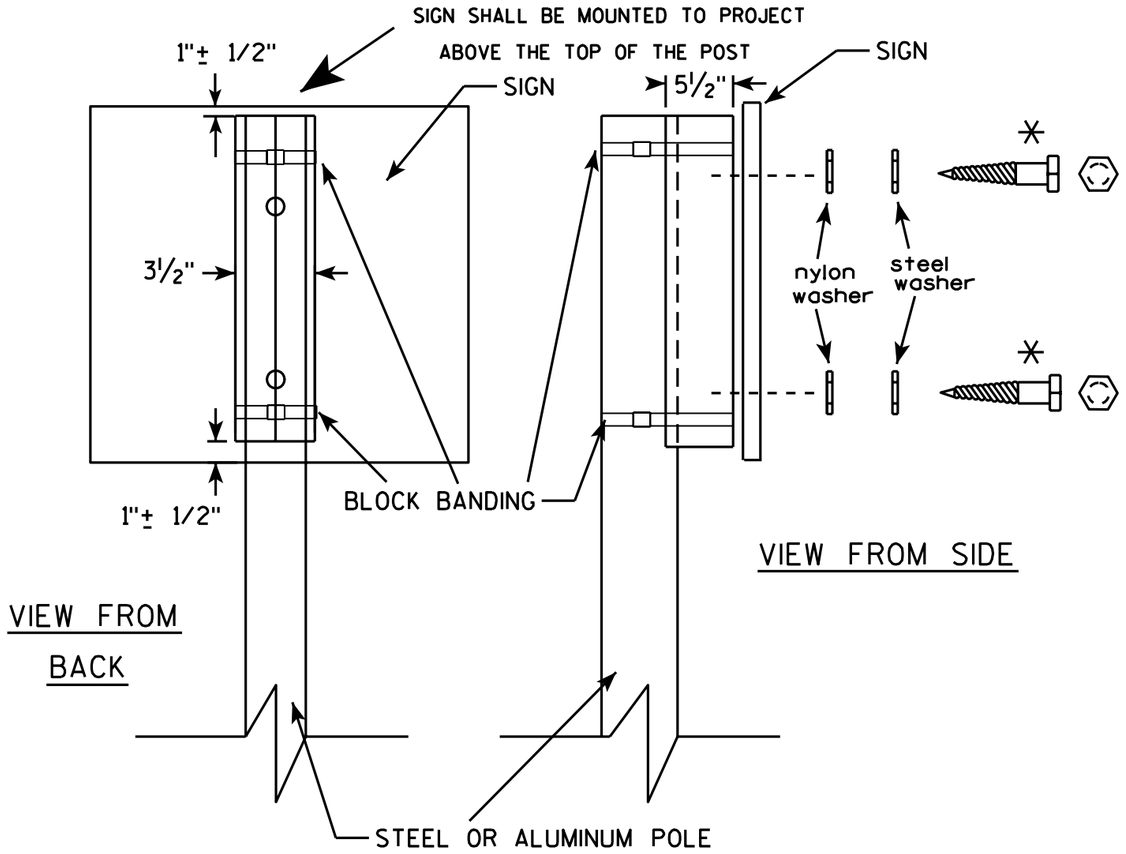
STANDARD SIGN
SIGN BANDING DETAILS

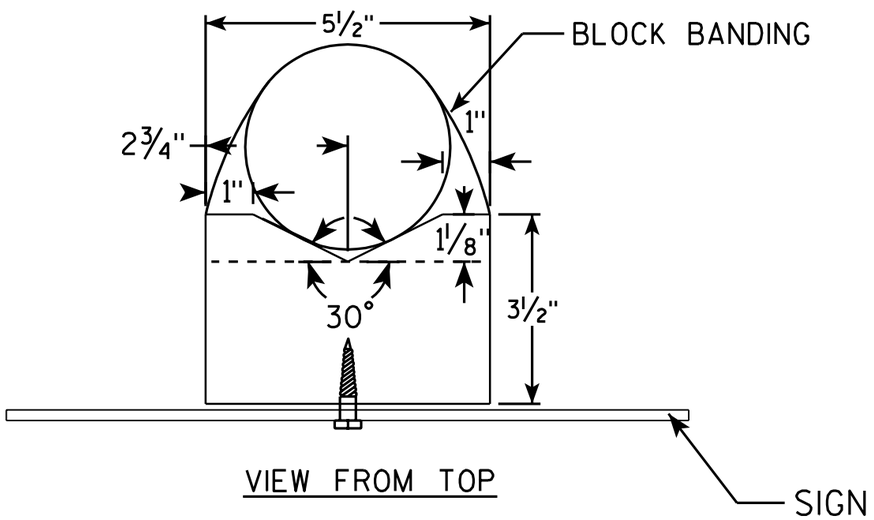
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 158	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

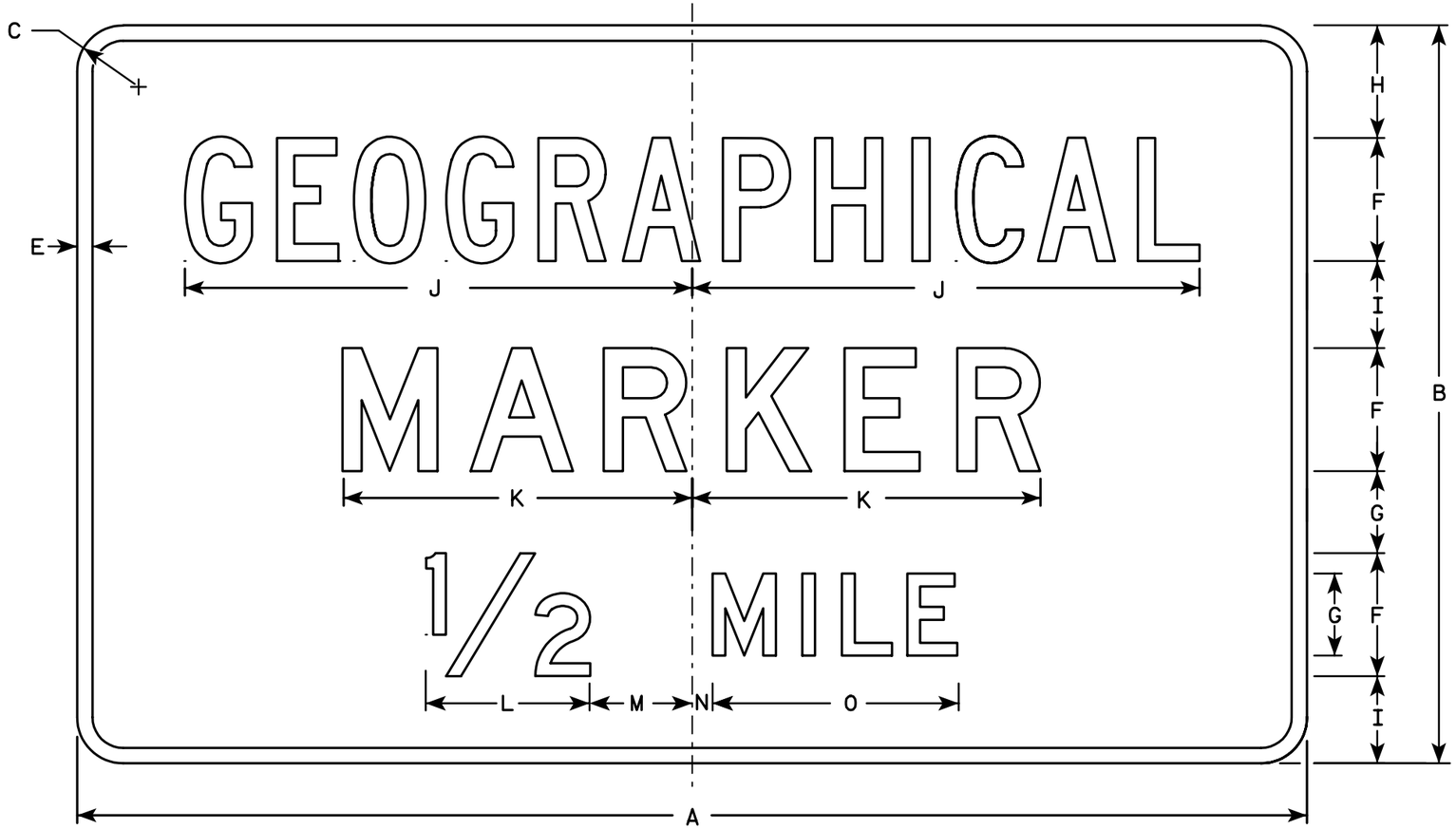
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 159 E



D5-67

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	60	36	2 1/4		3/4	6	4	5 1/2	4 1/4	24 3/4	17	8	5	1	12												15.0	1.35
3																												
4																												
5																												

STANDARD SIGN
D5-67

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spang for State Traffic Engineer

DATE 6/13/97 PLATE NO. D5-67.9

STATE PROJECT NUMBER:

SHEET NO: 160 E

58.59.60.61.62.63

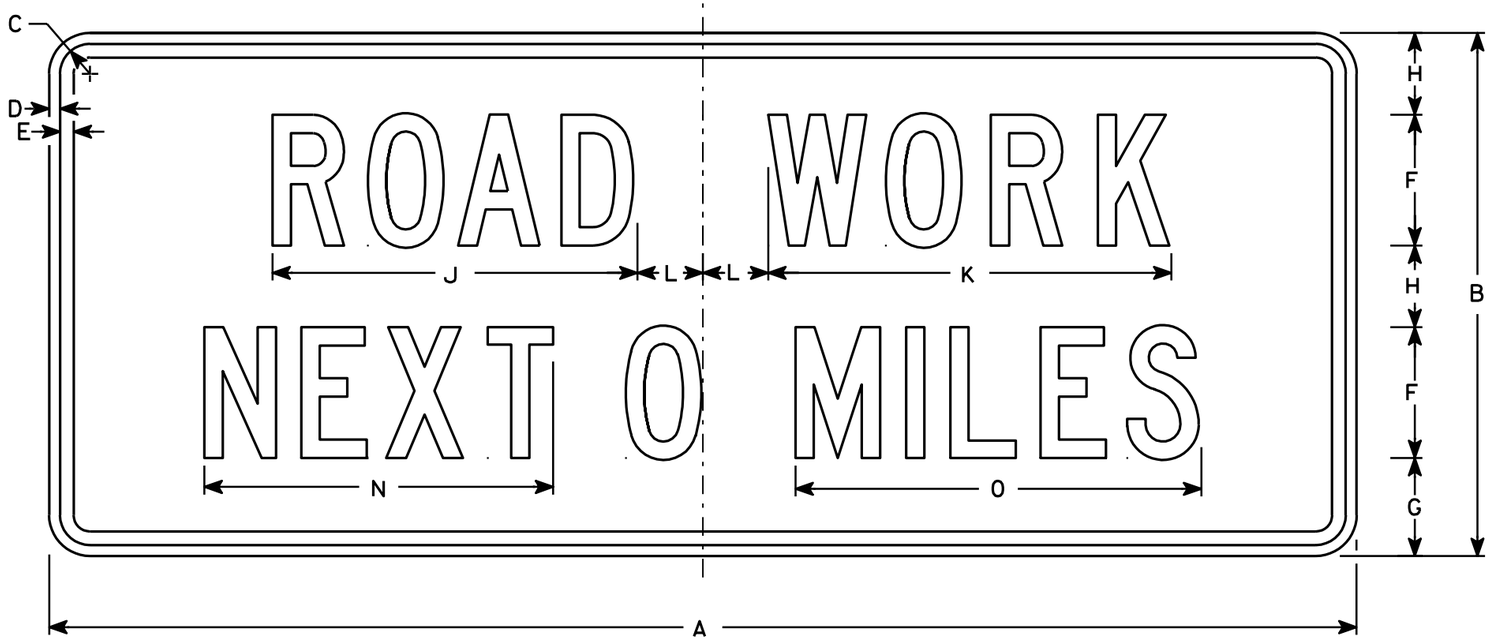
LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\D567.DGN PLOT DATE : 09-JAN-2002 13:40 ORG DATE : 6/13/97 Originator : Don Kluever

WISDOT/CADDS SHEET 42

7

7



G20-1

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
5																												

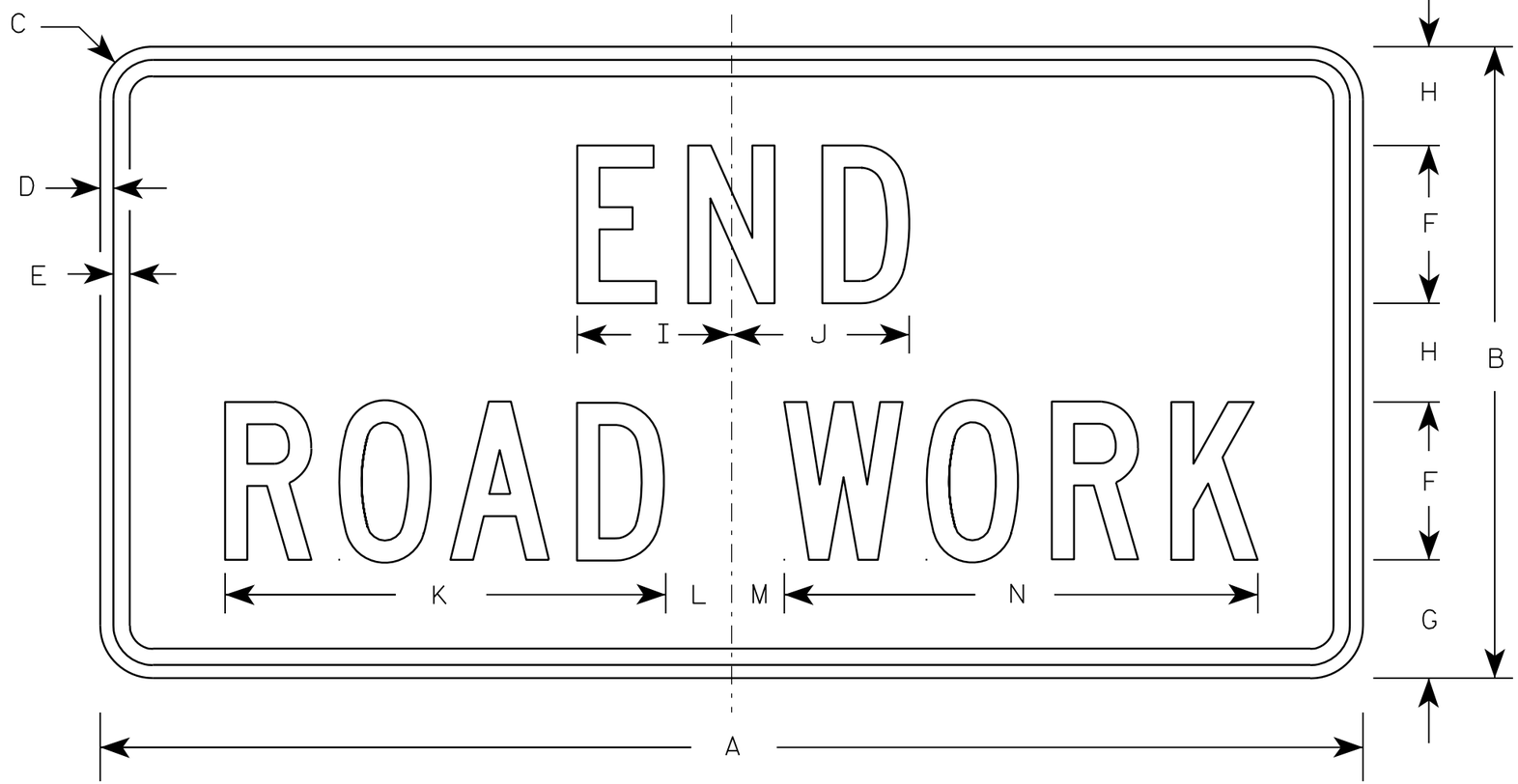
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 4/8/97 PLATE NO. G20-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E



G20-2A

NOTES

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

Metric equivalent for this sign is:

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

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

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

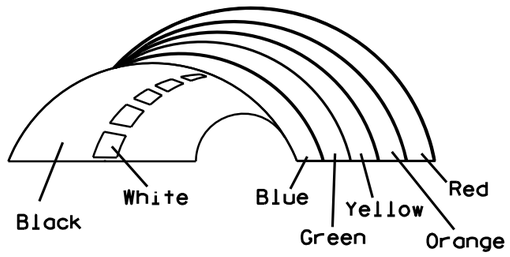
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	E

* VARIES

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (See Note 6)
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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

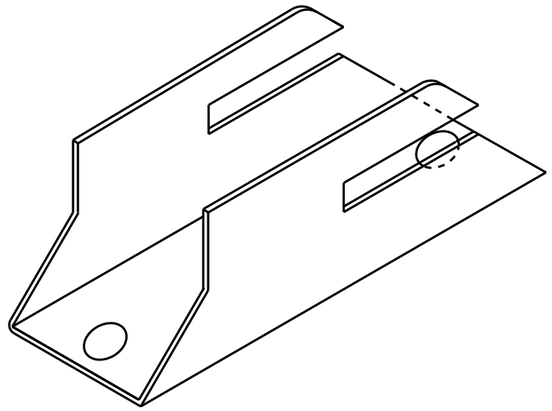
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

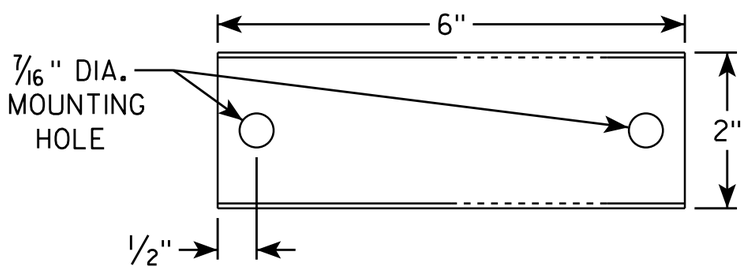
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163

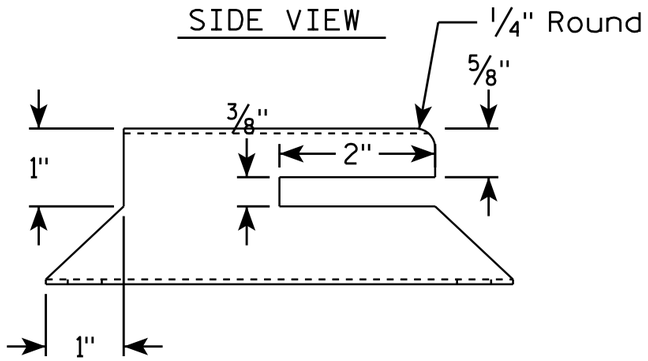
ISOMETRIC VIEW



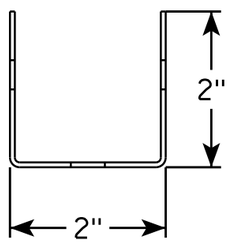
TOP VIEW



SIDE VIEW



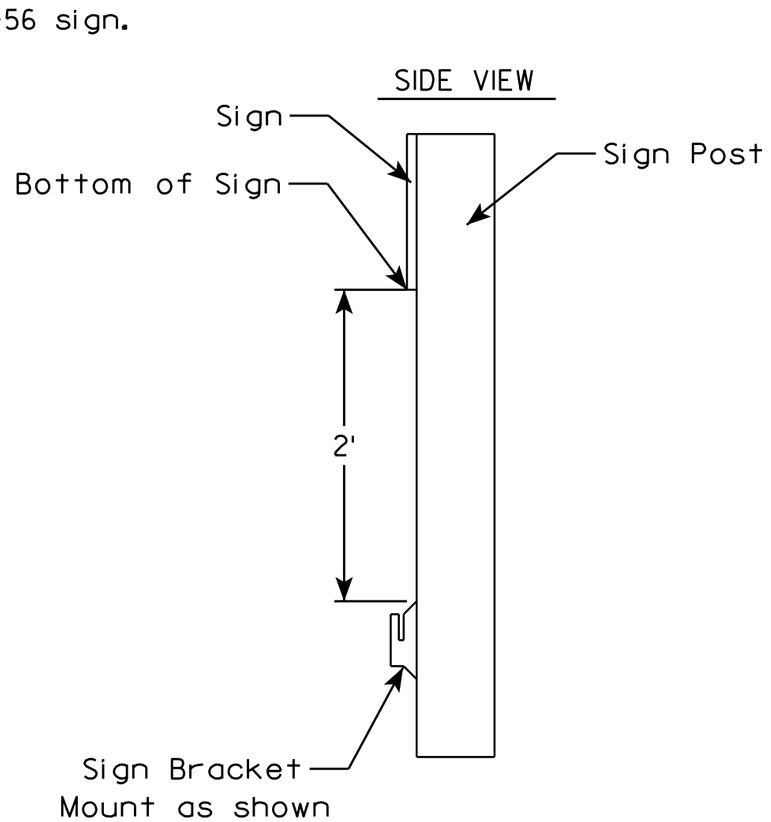
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

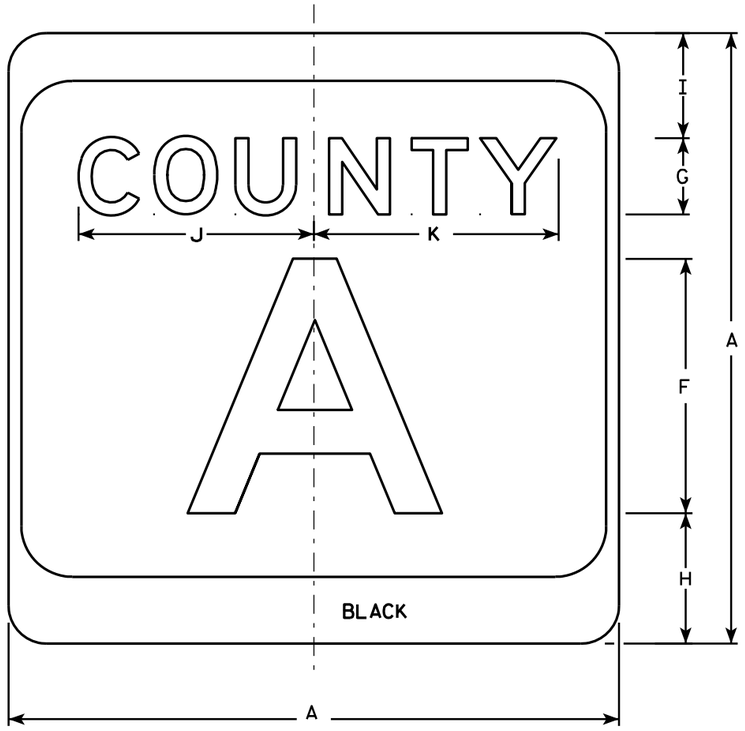
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

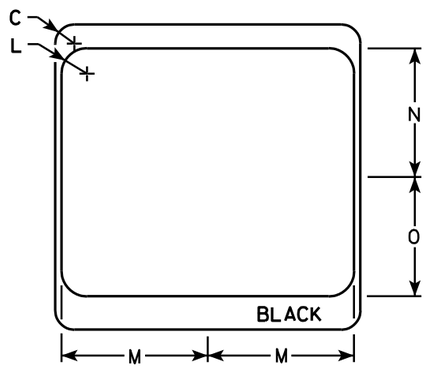
DATE 4/26/16 PLATE I55-56B.2

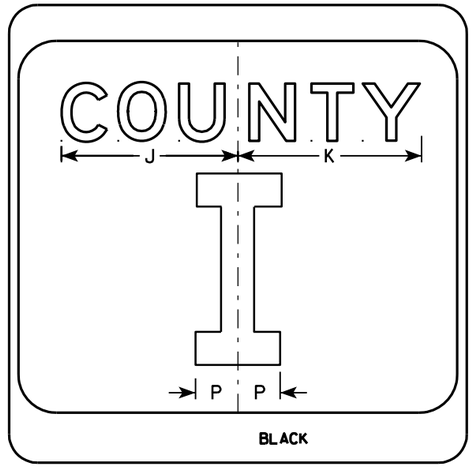
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

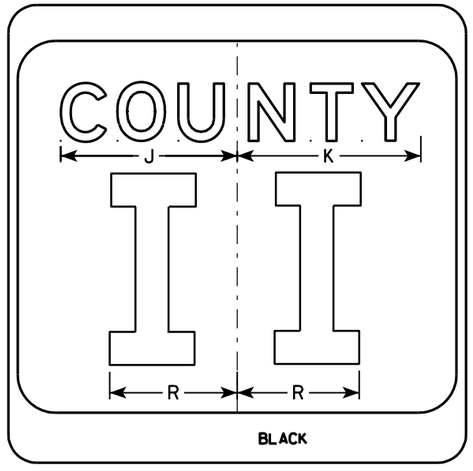
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

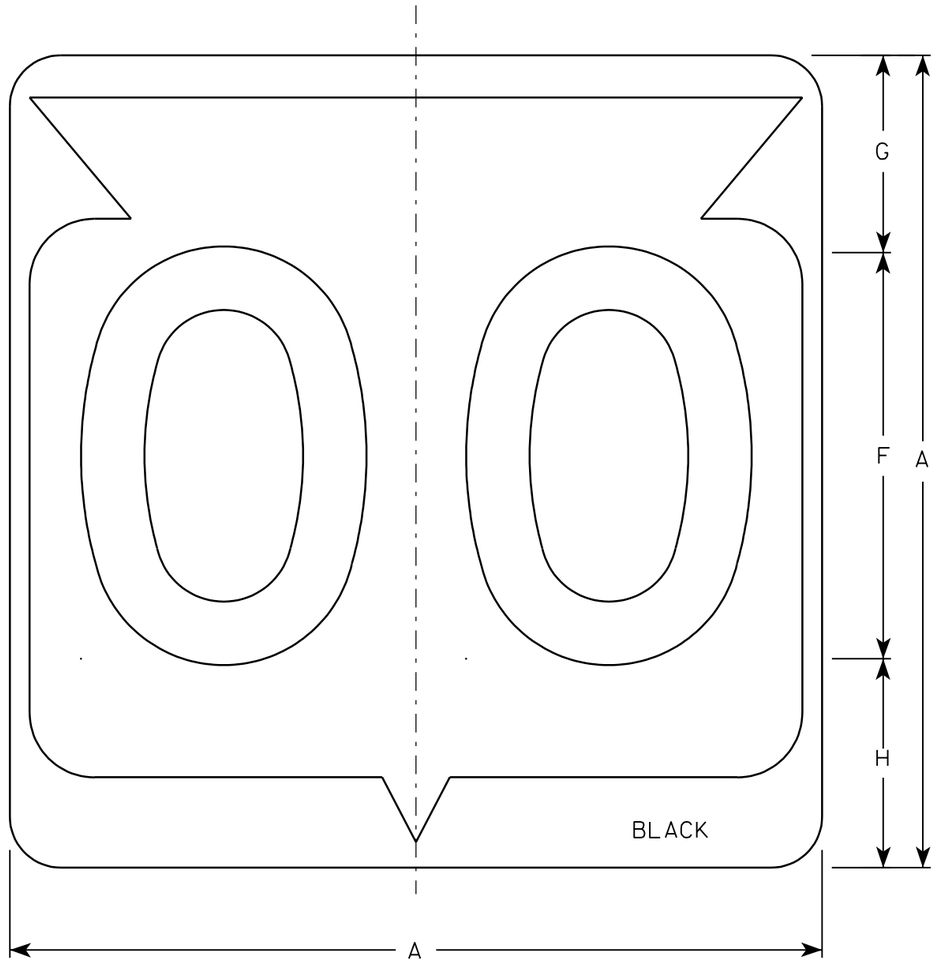
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

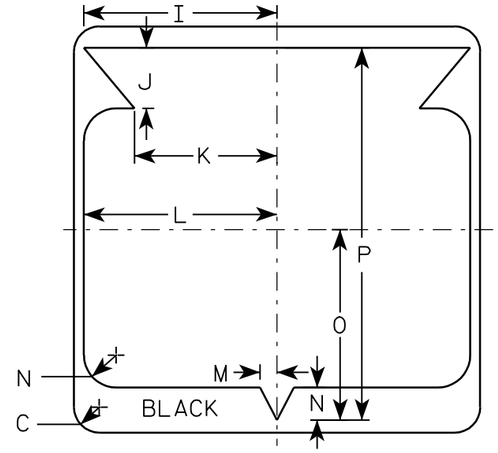
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

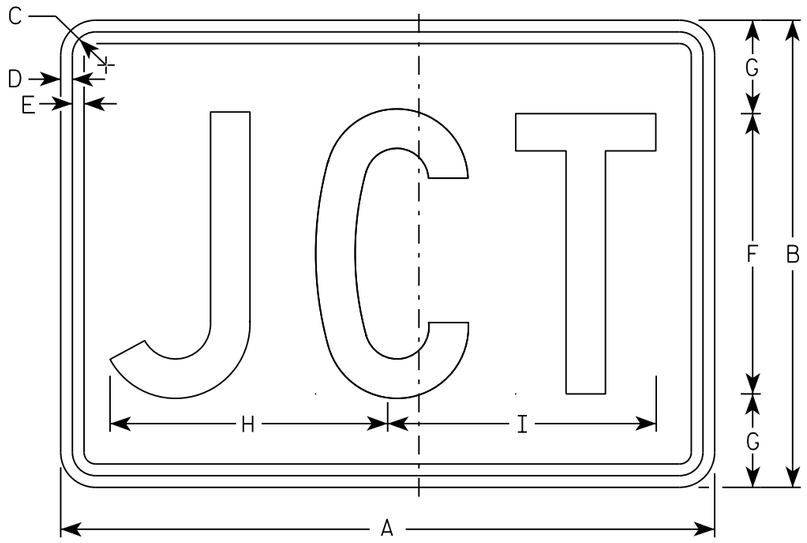
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

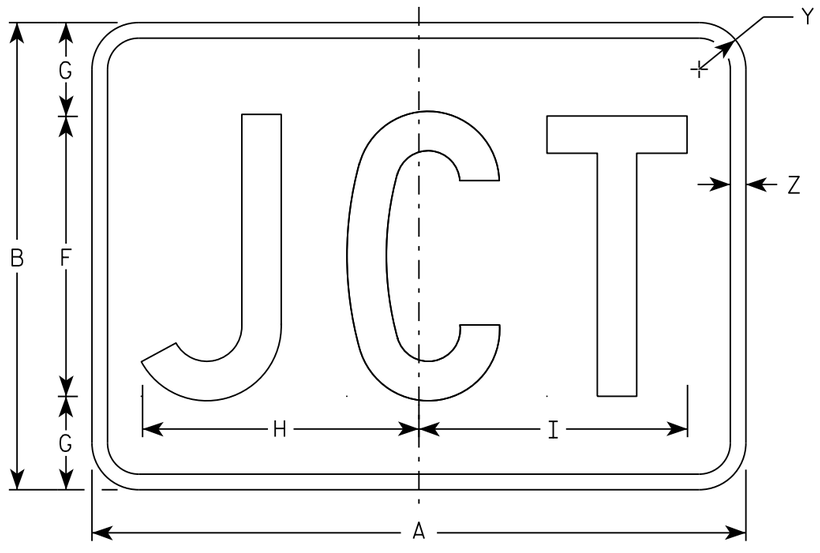
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

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



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

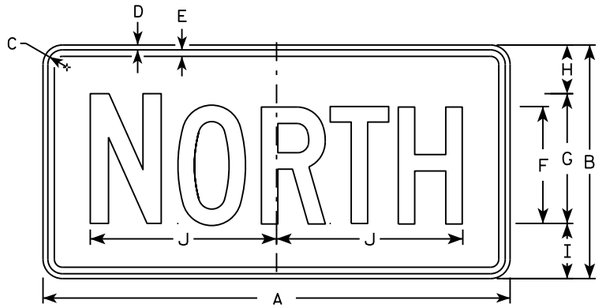
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

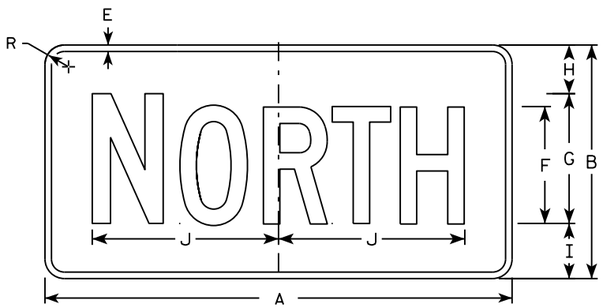
DATE 10/15/15 PLATE 167 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



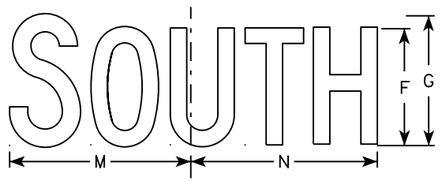
M3-1
MM3-1
MP3-1



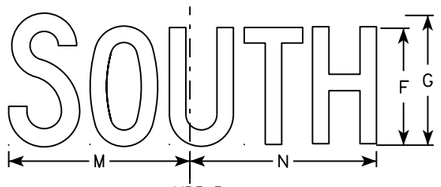
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

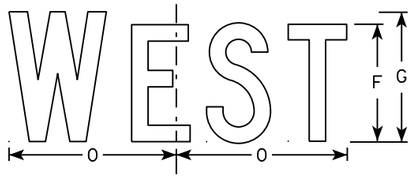
MB3-2
MK3-2
MN3-2



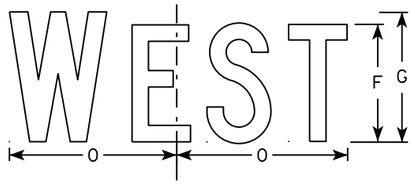
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

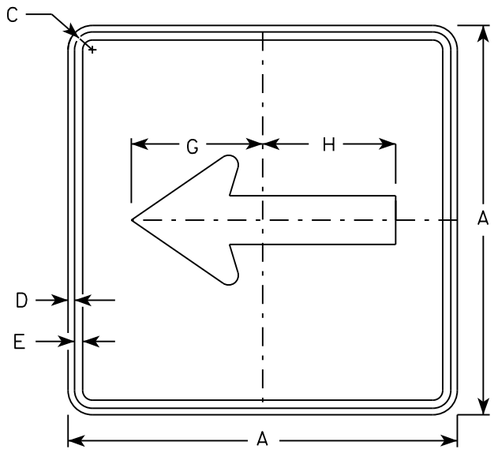
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

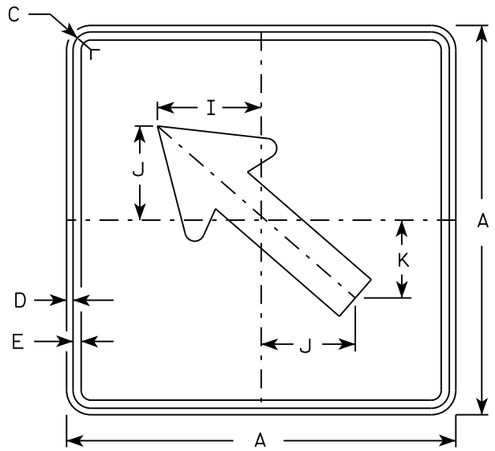
DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



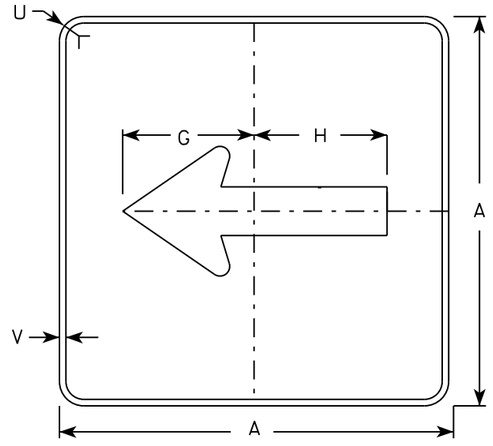
M6-1
MM6-1
MO6-1
MP6-1



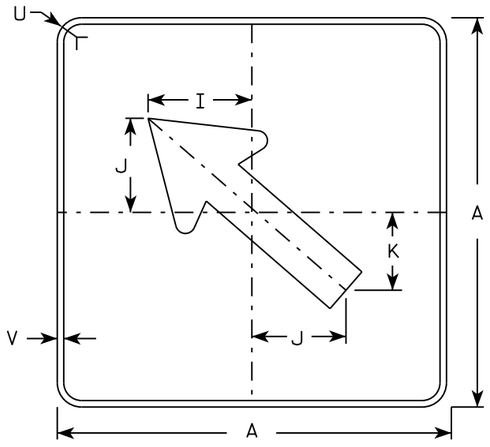
M6-2
MM6-2
MO6-2
MP6-2

NOTES

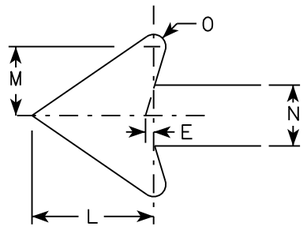
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

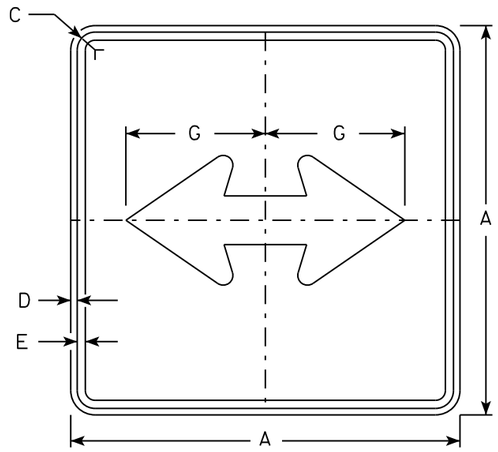
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

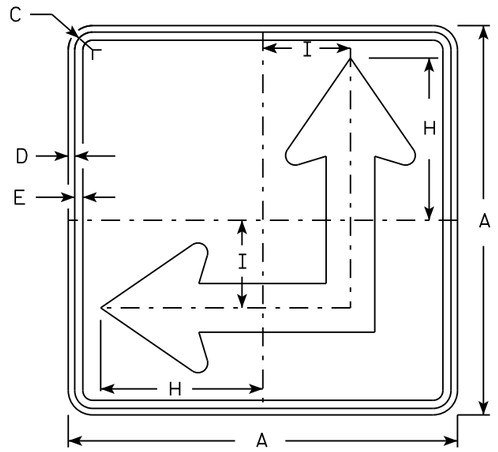
DATE 10/15/15 PLATE 169 M6-1.15

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



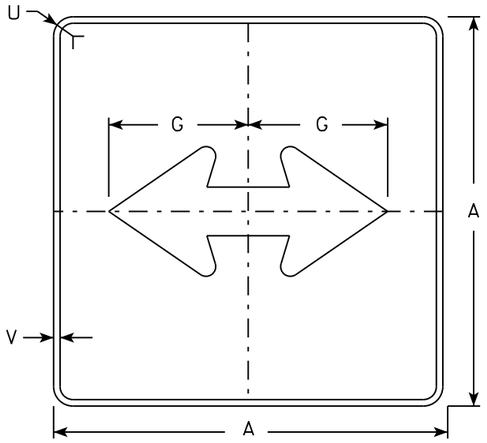
M6-4
MM6-4
MO6-4
MP6-4



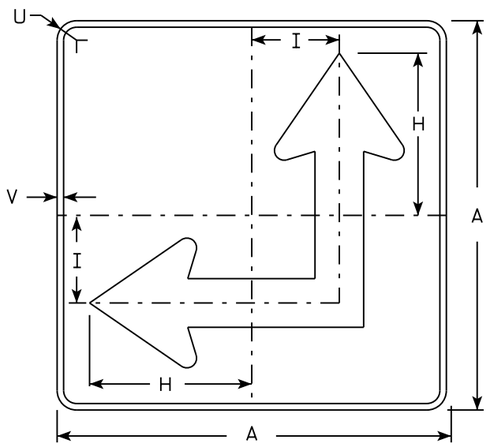
M6-6
MM6-6
MO6-6
MP6-6

NOTES

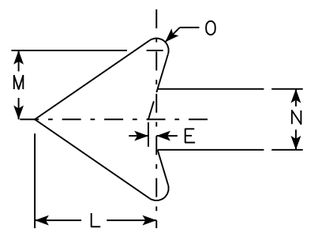
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



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	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

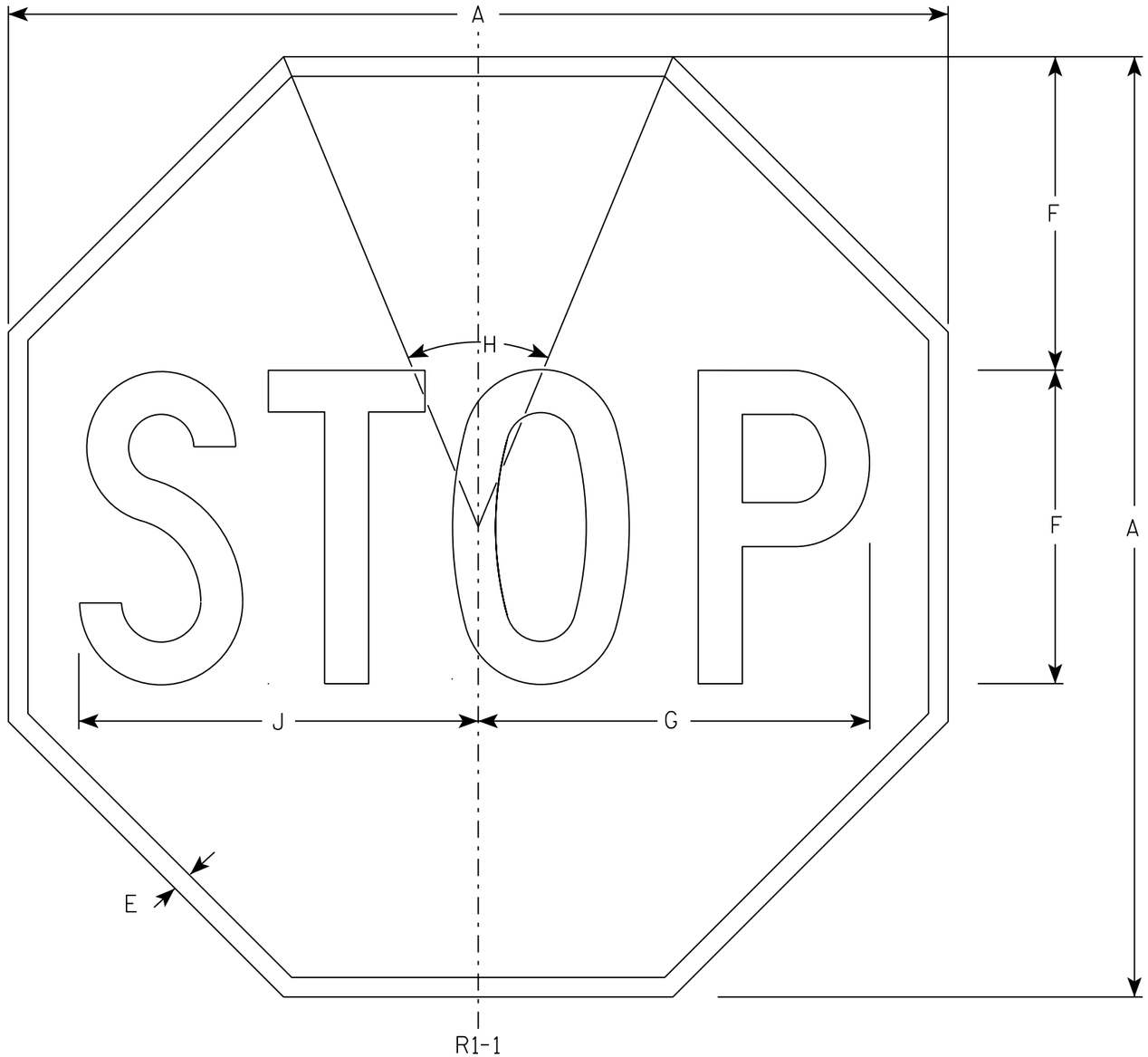
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 170 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

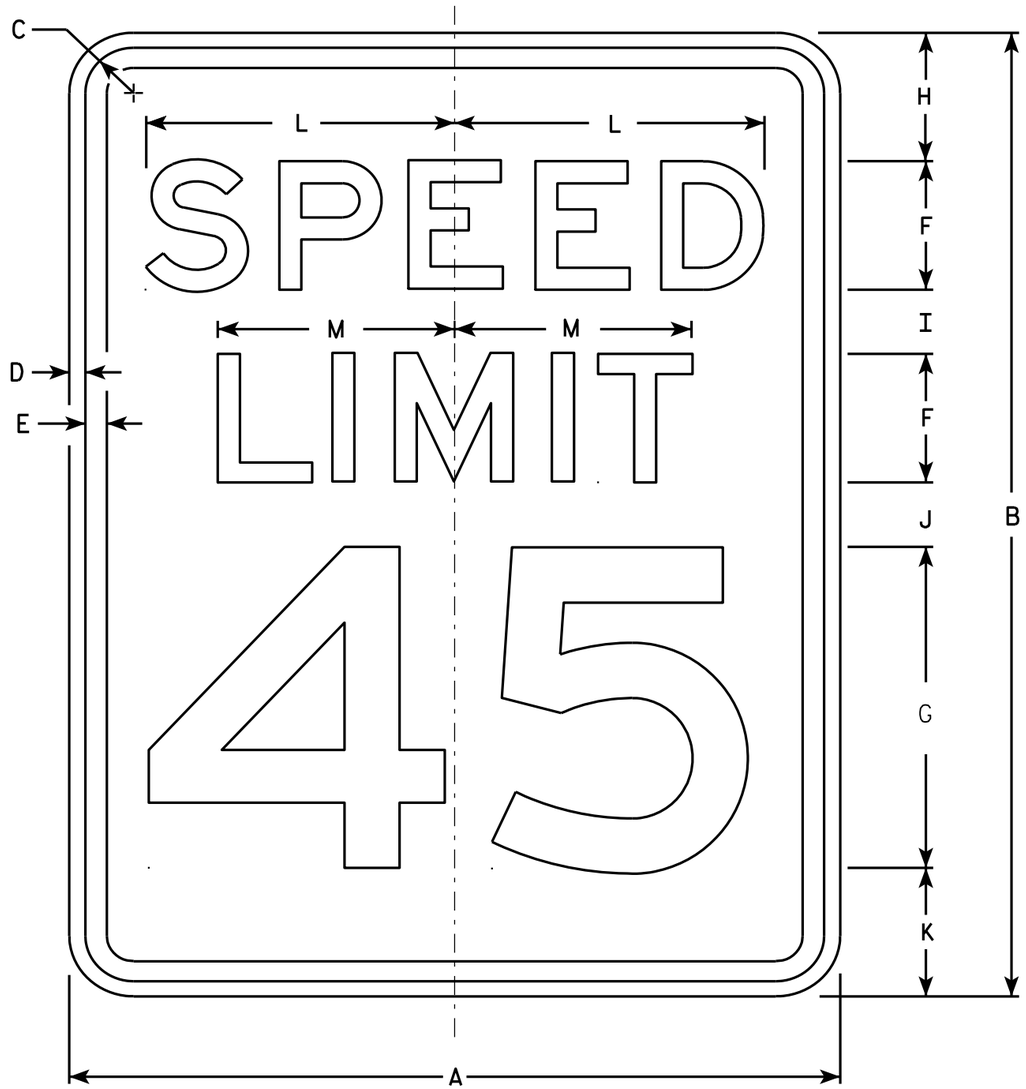
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 171 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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 and optically 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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

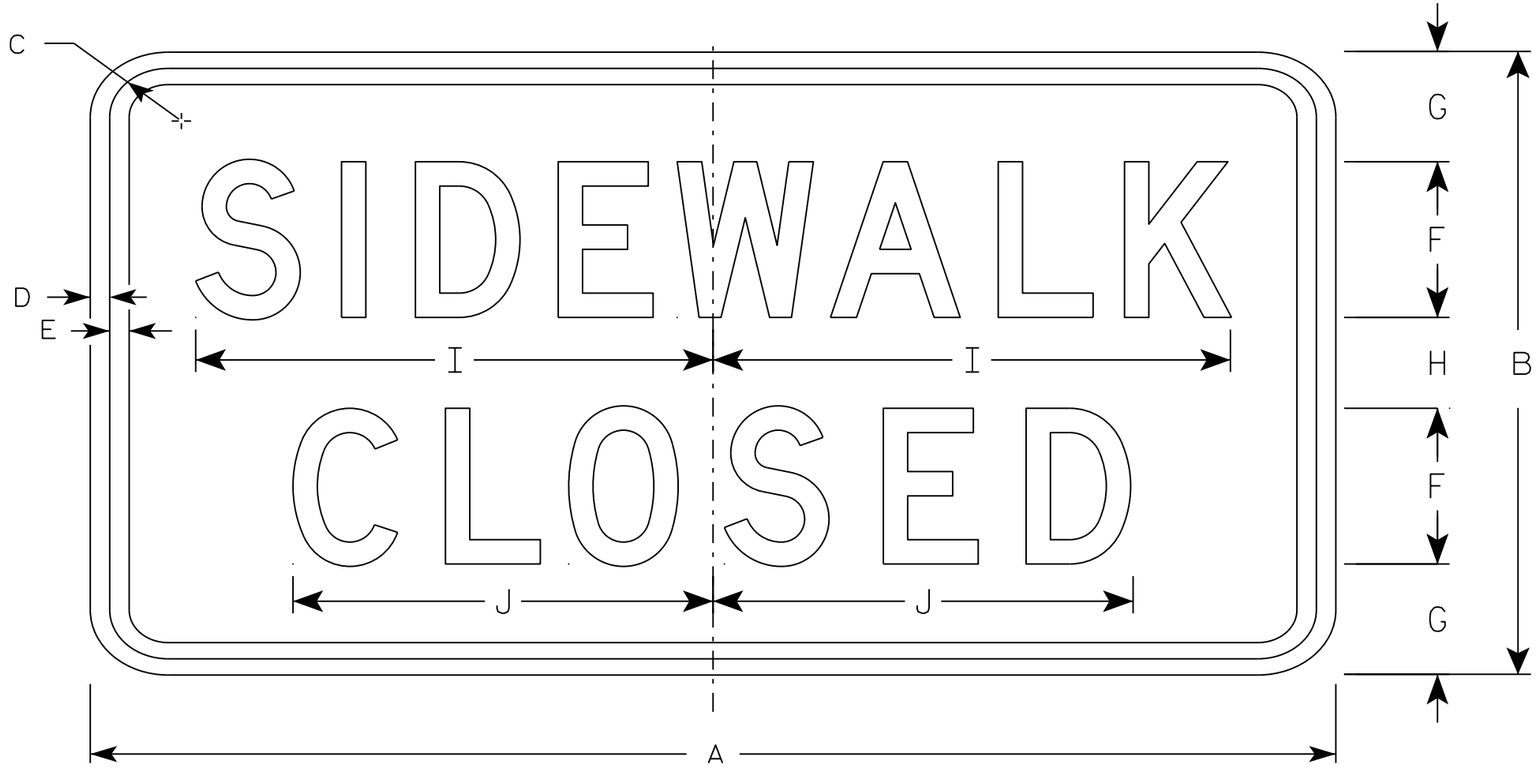
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 172 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R9-9

NOTES

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

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

STANDARD SIGN
R9-9

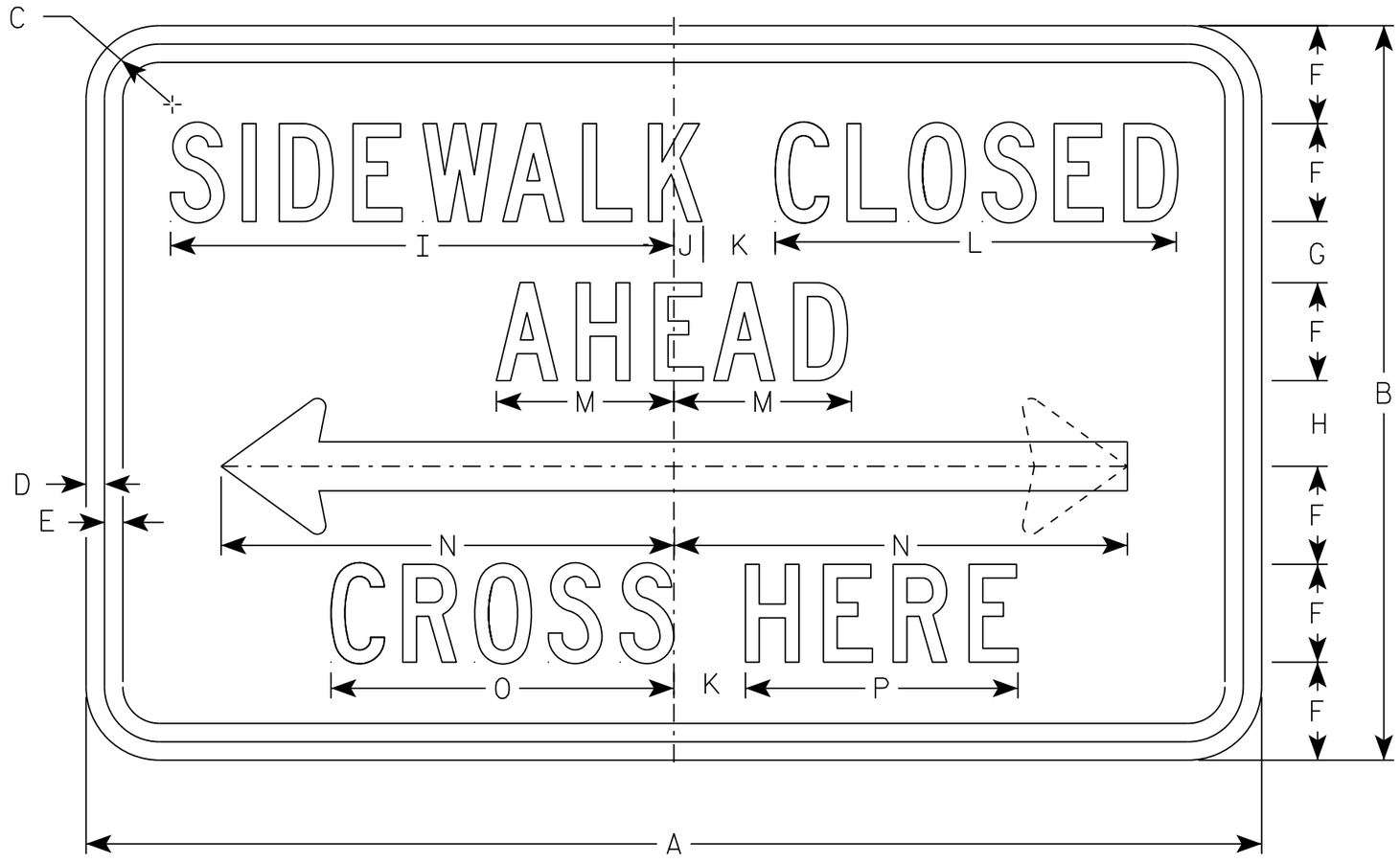
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

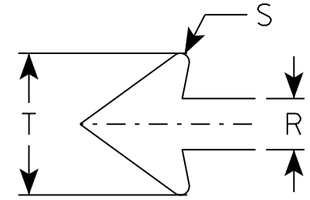
DATE 8/11/16 PLATE 173 R9-9.6

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

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



R9-11



NOTES

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

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

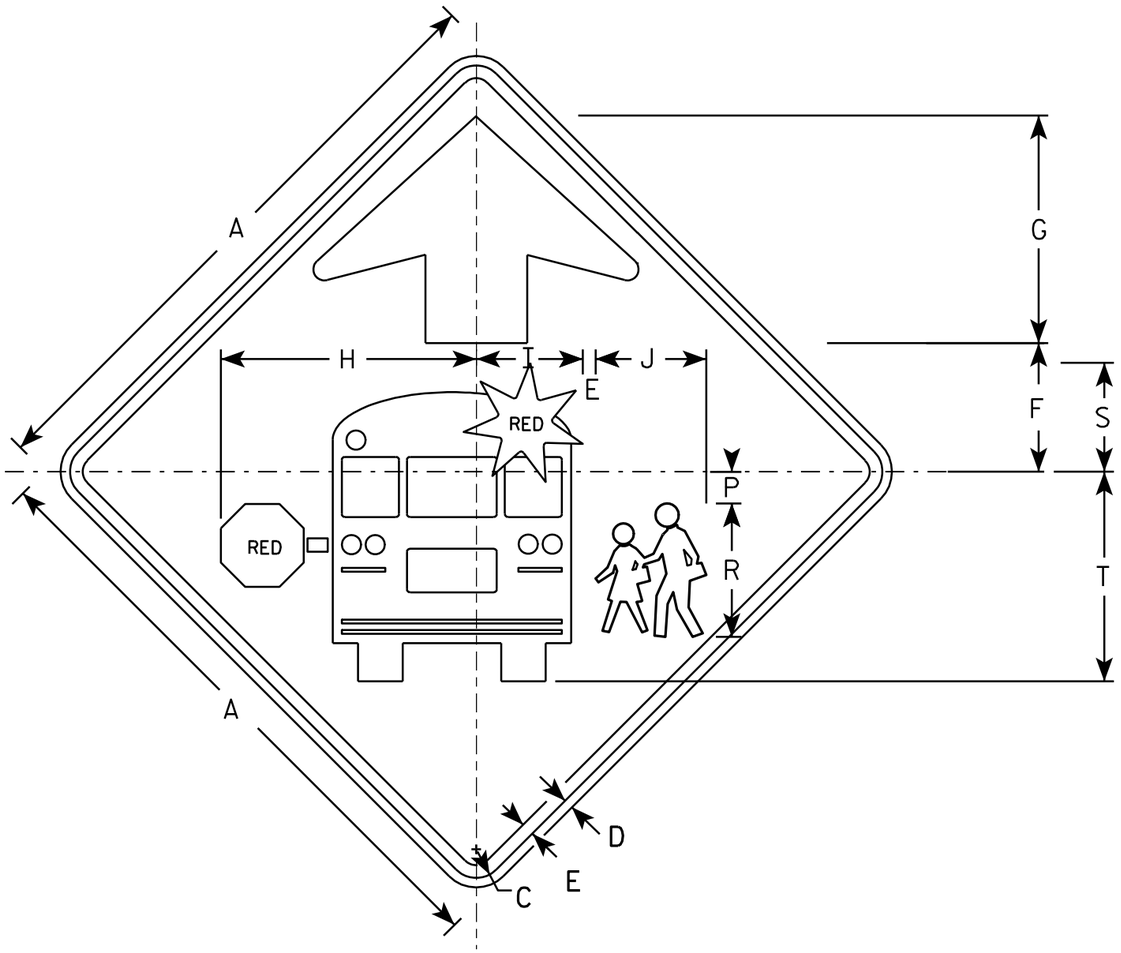
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

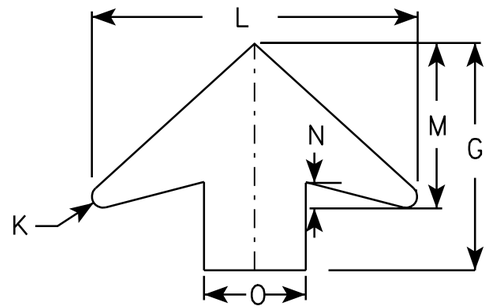
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E



S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

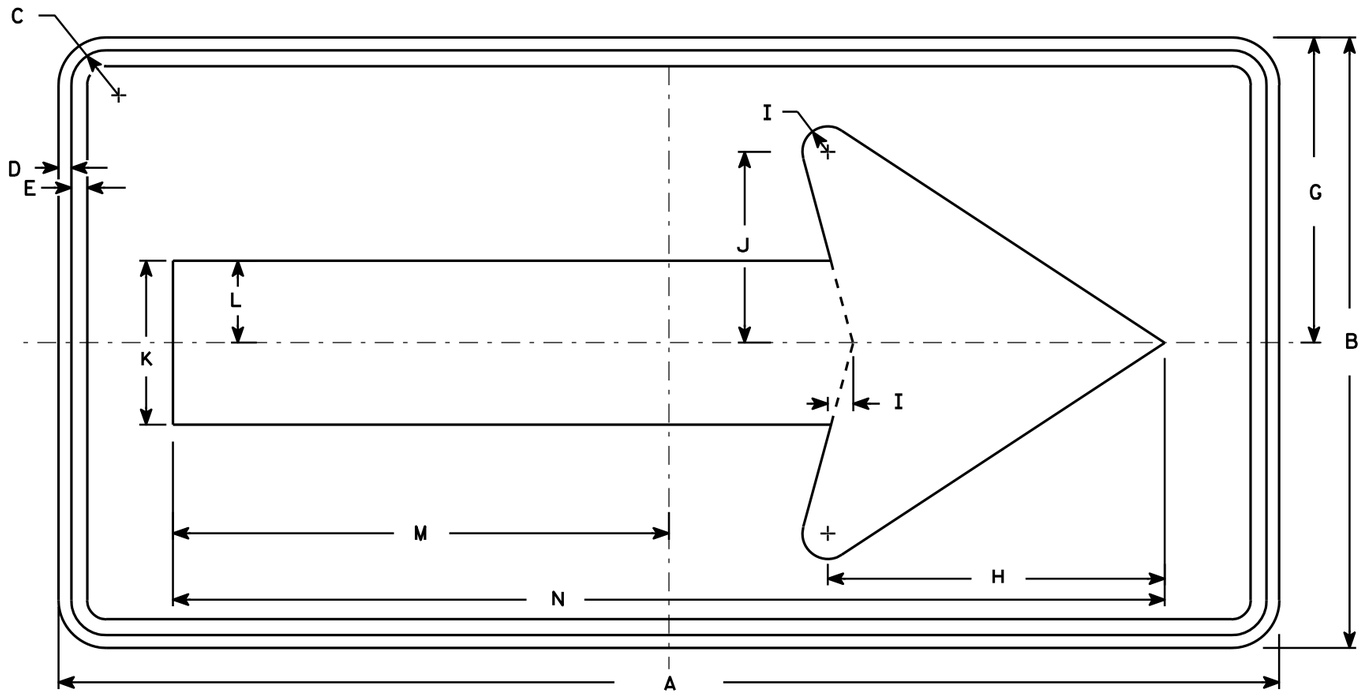
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

SHEET NO: 175 E



W1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

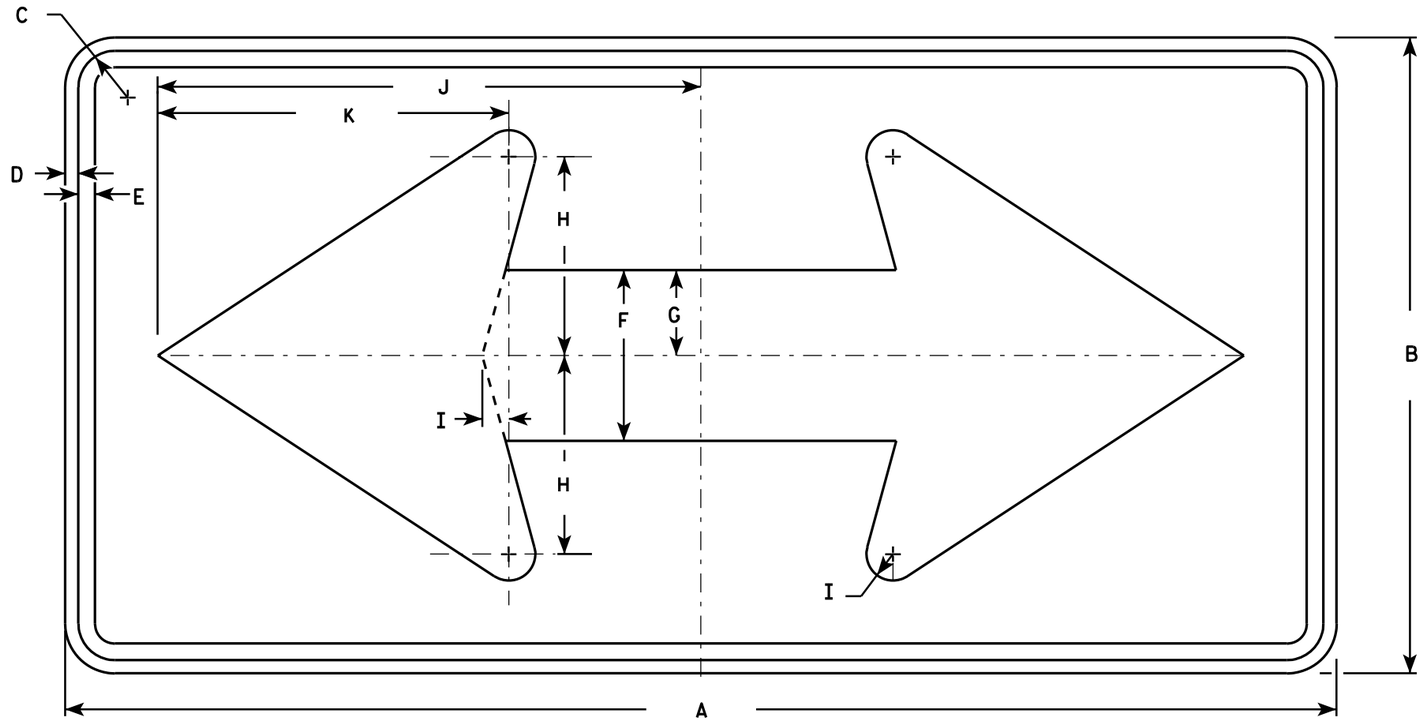
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 176



W1-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

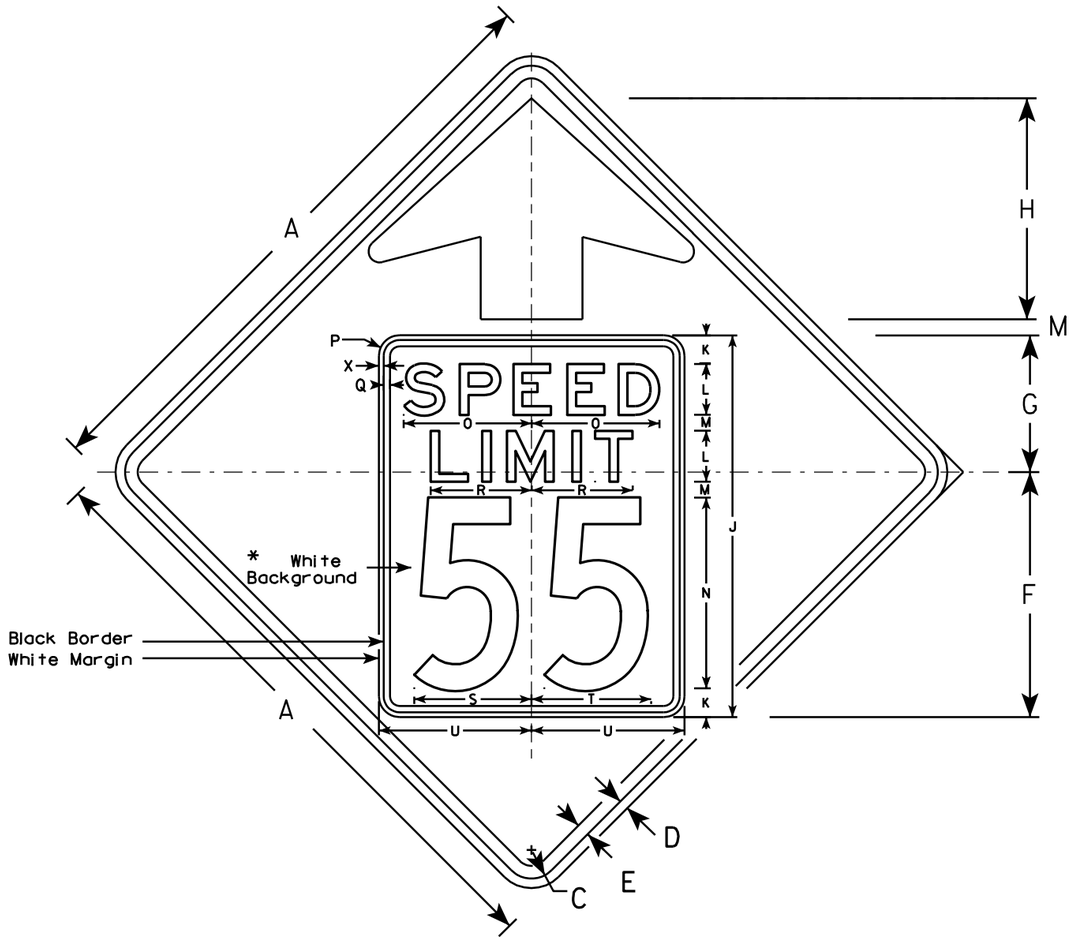
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E

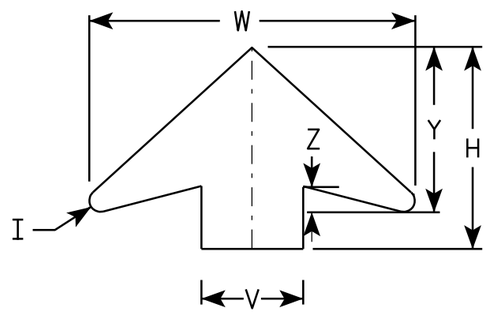


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



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	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

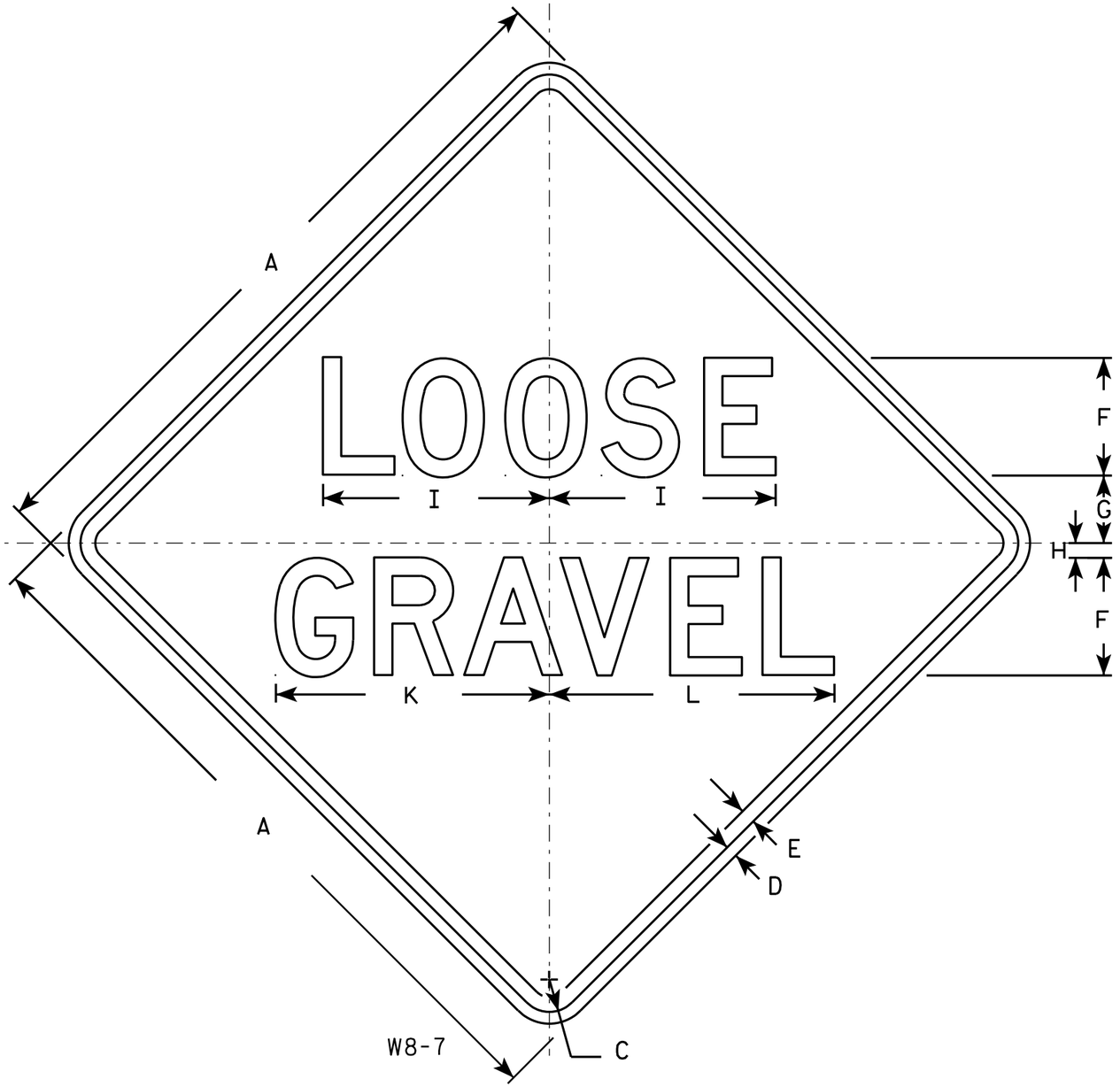
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 178 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - 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.

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 1/8	3/8	1/2	4	2 3/4	1/2	7 3/4		9 1/4	9 3/4															4.0
2S	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
2M	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
3	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
4	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
5	48		2 1/4	3/4	1	8	5 1/2	1	15 1/2		18 5/8	19 3/8															16.0

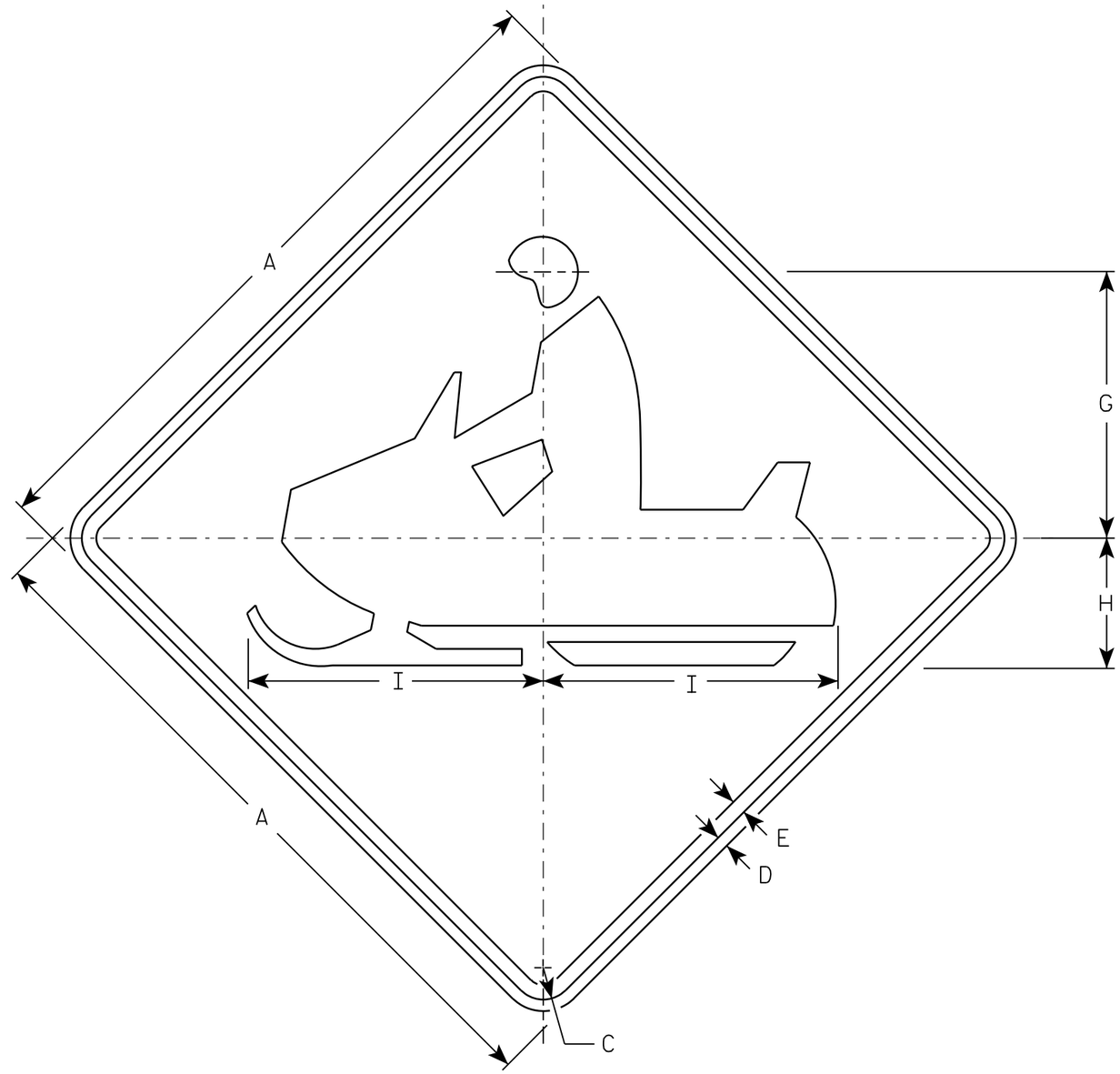
STANDARD SIGN
W8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. W8-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E



W11-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		9 1/2	4 1/2	10 1/4																		4.0
2S	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
2M	30		1 3/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
3	36		1 5/8	5/8	3/4		14 1/8	6 3/4	15 1/4																		9.0
4	48		2 1/4	3/4	1		19	9	20 1/2																		16.0
5																											

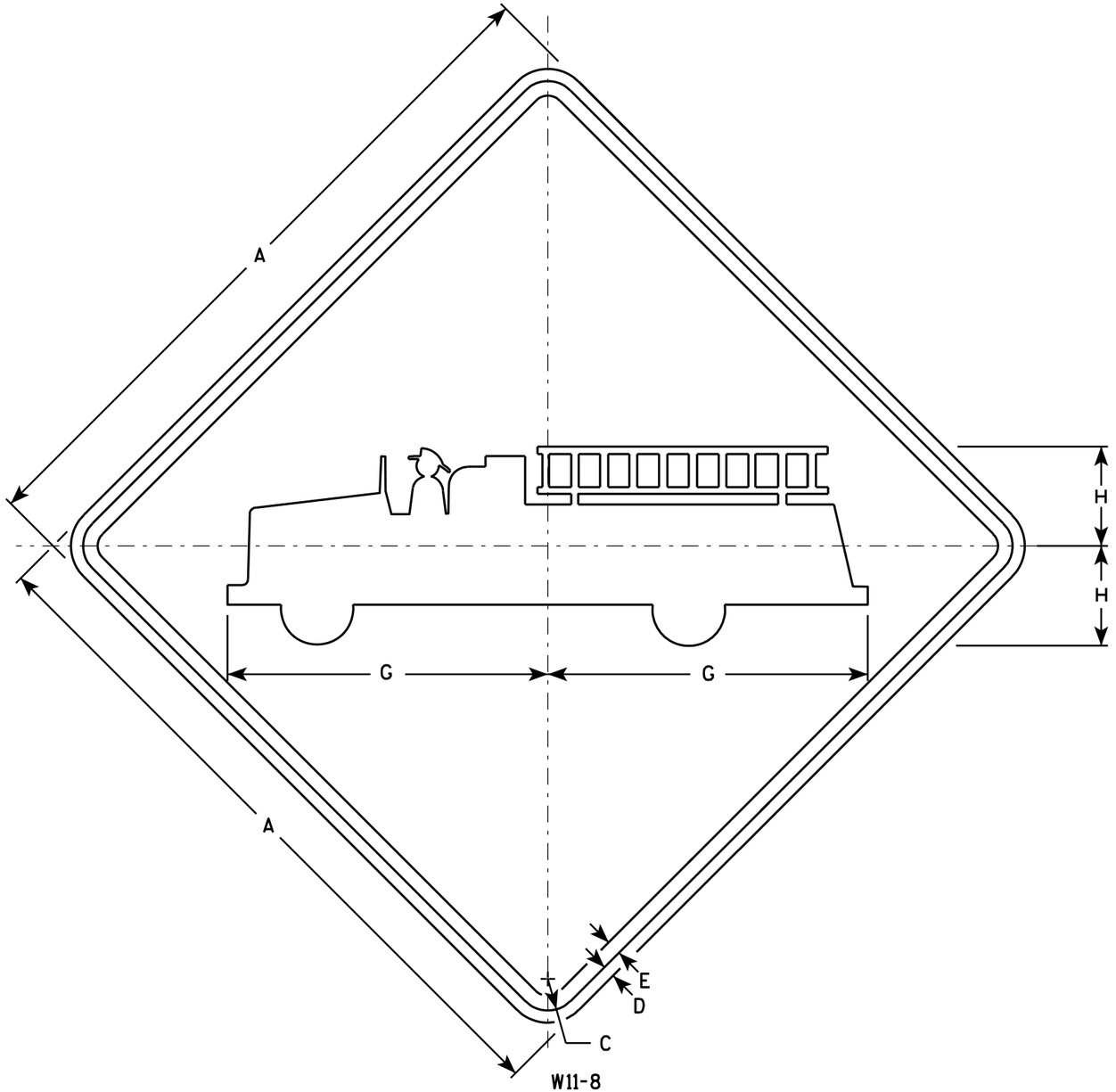
STANDARD SIGN
W11-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 180	E



W11-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

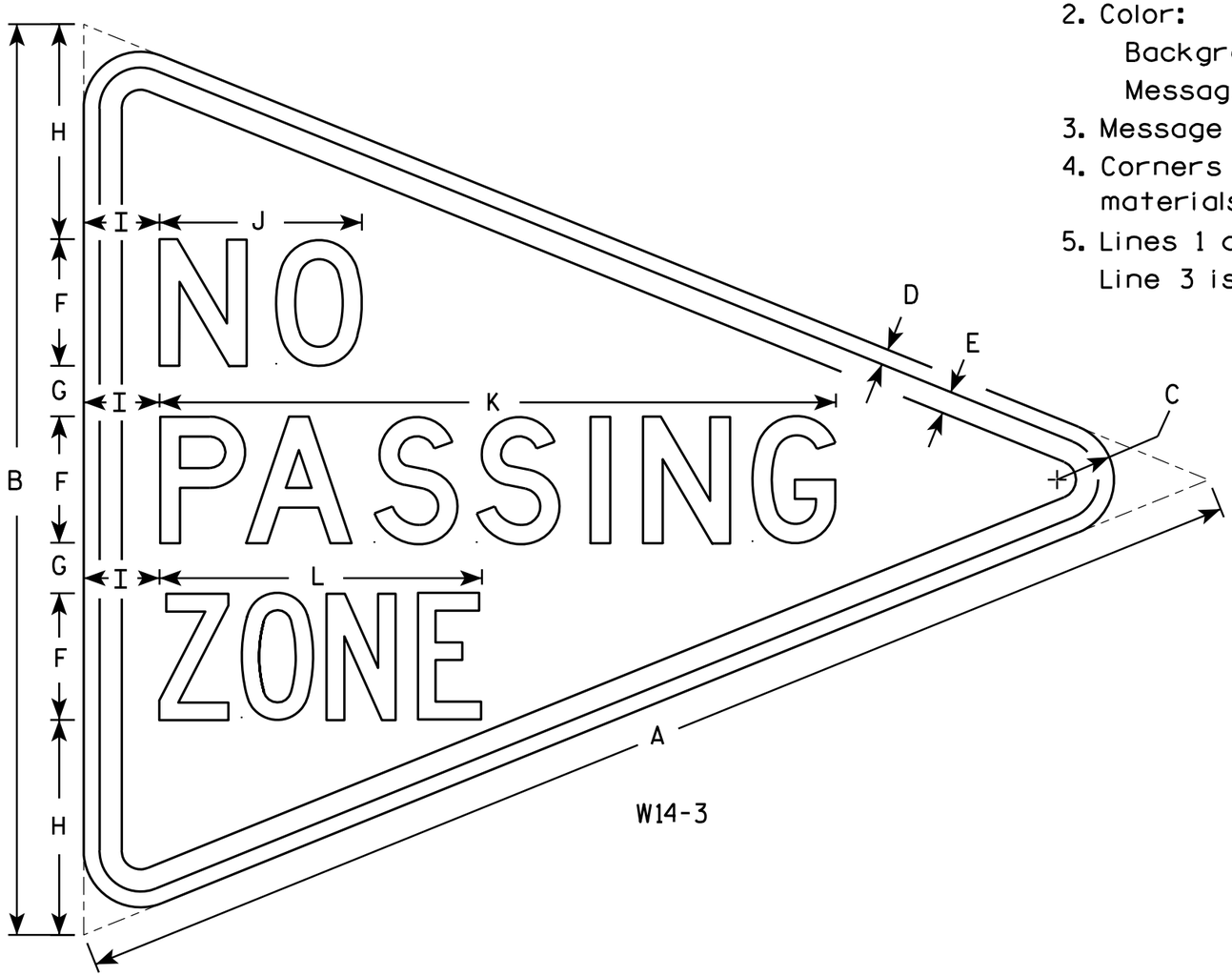
DATE 3/13/13 PLATE NO. W11-8.7

PROJECT NO:

SHEET NO: 181 E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

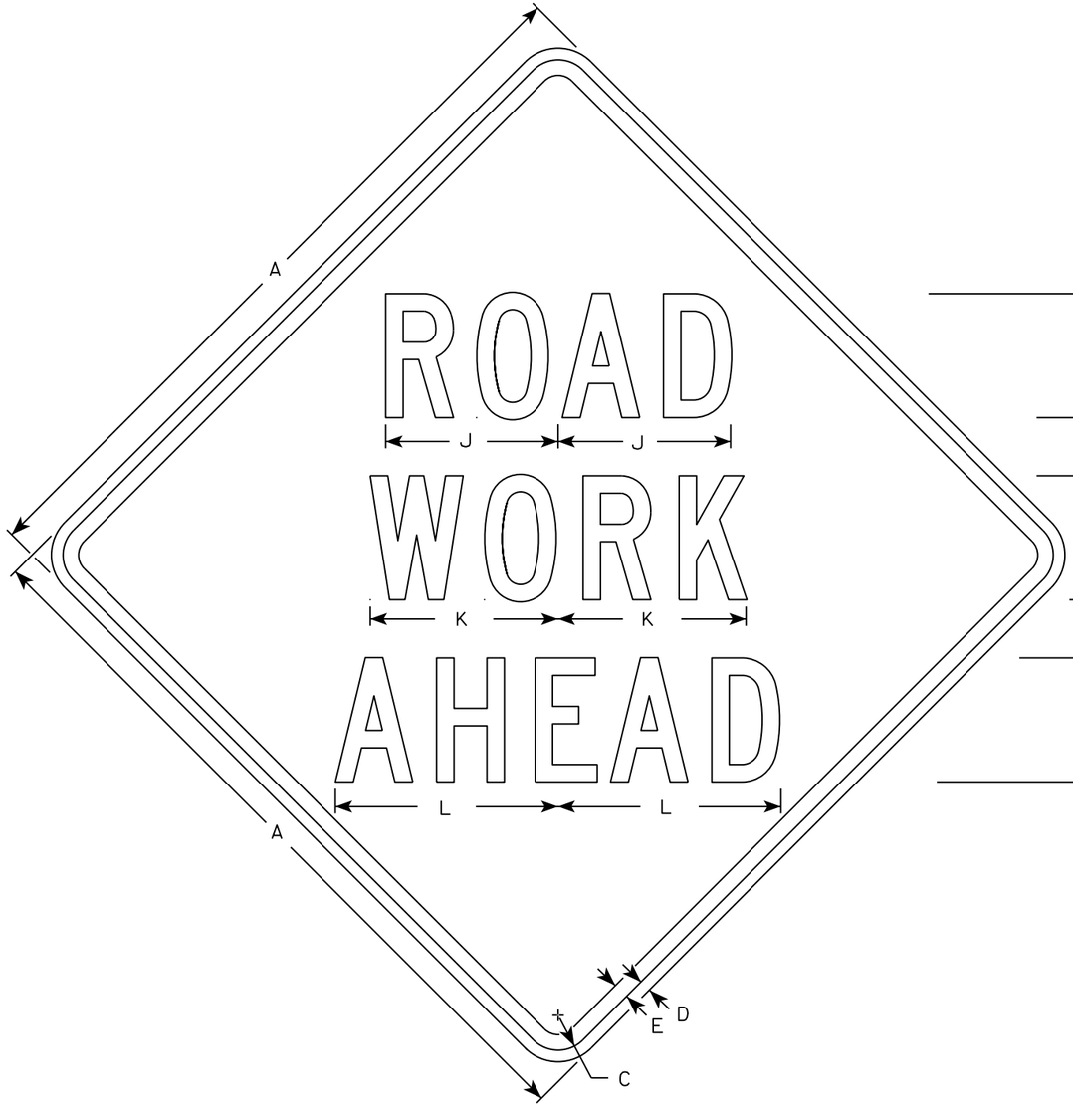
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

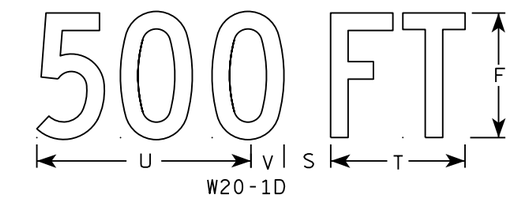
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

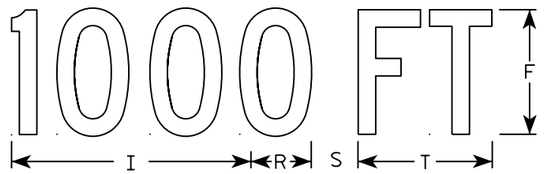
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



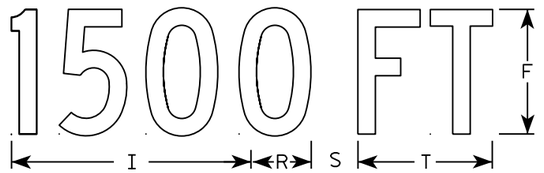
W20-1A



W20-1D

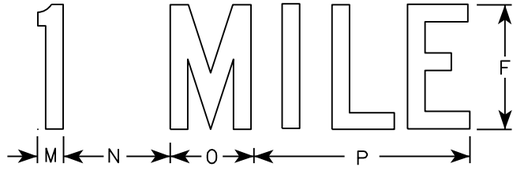


W20-1C

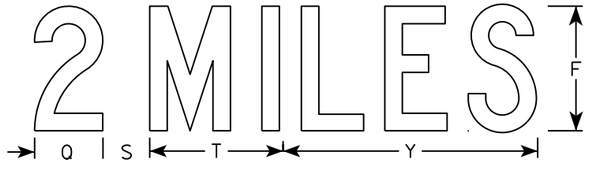


W20-1B

W20-1G



W20-1F



W20-1E

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.

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

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

WISCONSIN DEPT OF TRANSPORTATION

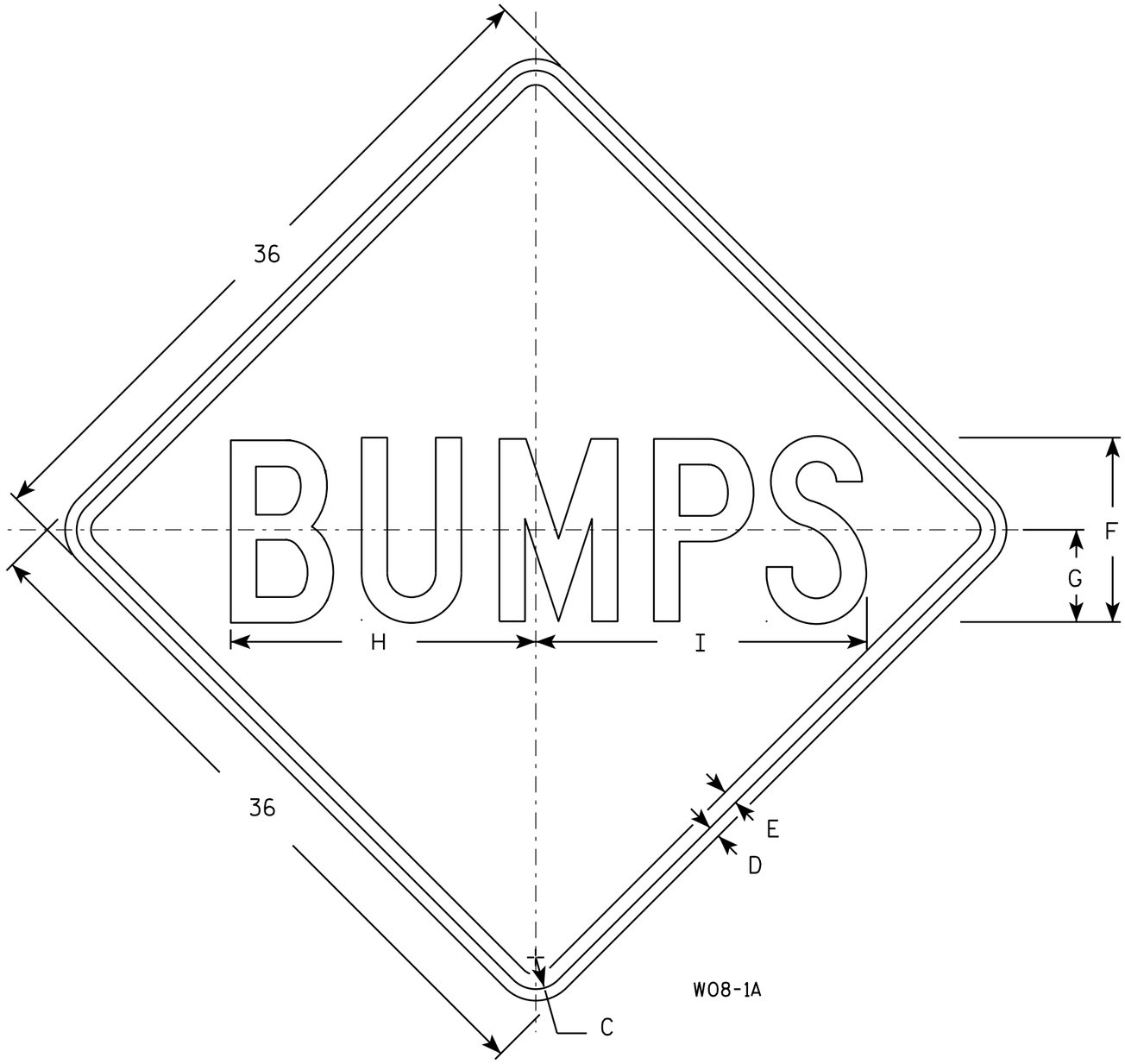
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



W08-1A

NOTES

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

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	Areq. sq. ft.
1	36		1 5/8	5/8	3/4	9	4 1/2	15	16 1/4																		9.0
2S	48		2 1/4	3/4	1	12	6	19 7/8	21 1/2																		16.0
2M	48		2 1/4	3/4	1	12	6	19 7/8	21 1/2																		16.0
3	48		2 1/4	3/4	1	12	6	19 7/8	21 1/2																		16.0
4	48		2 1/4	3/4	1	12	6	19 7/8	21 1/2																		16.0
5	48		2 1/4	3/4	1	12	6	19 7/8	21 1/2																		16.0

STANDARD SIGN
W08-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W08-1A.1

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

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

343+00

4.0:1 1489.03 -28.51
1488.25 -25.41
2.0%
1490.42 0.00
2.0%
4.0:1 1488.70 21.96
1489.58 21.57

342+88

4.0:1 1488.49 -26.73
2.0%
1490.87 0.00
2.0%
4.0:1 1489.58 21.96

BEGIN PAVED SHOULDER TAPER

342+58

4.0:1 1490.59 -21.97
2.0%
1491.98 0.00
2.0%
4.0:1 1490.17 21.96
1490.89 21.07

BEGIN SHOULDER TAPER

10 FT
10 FT

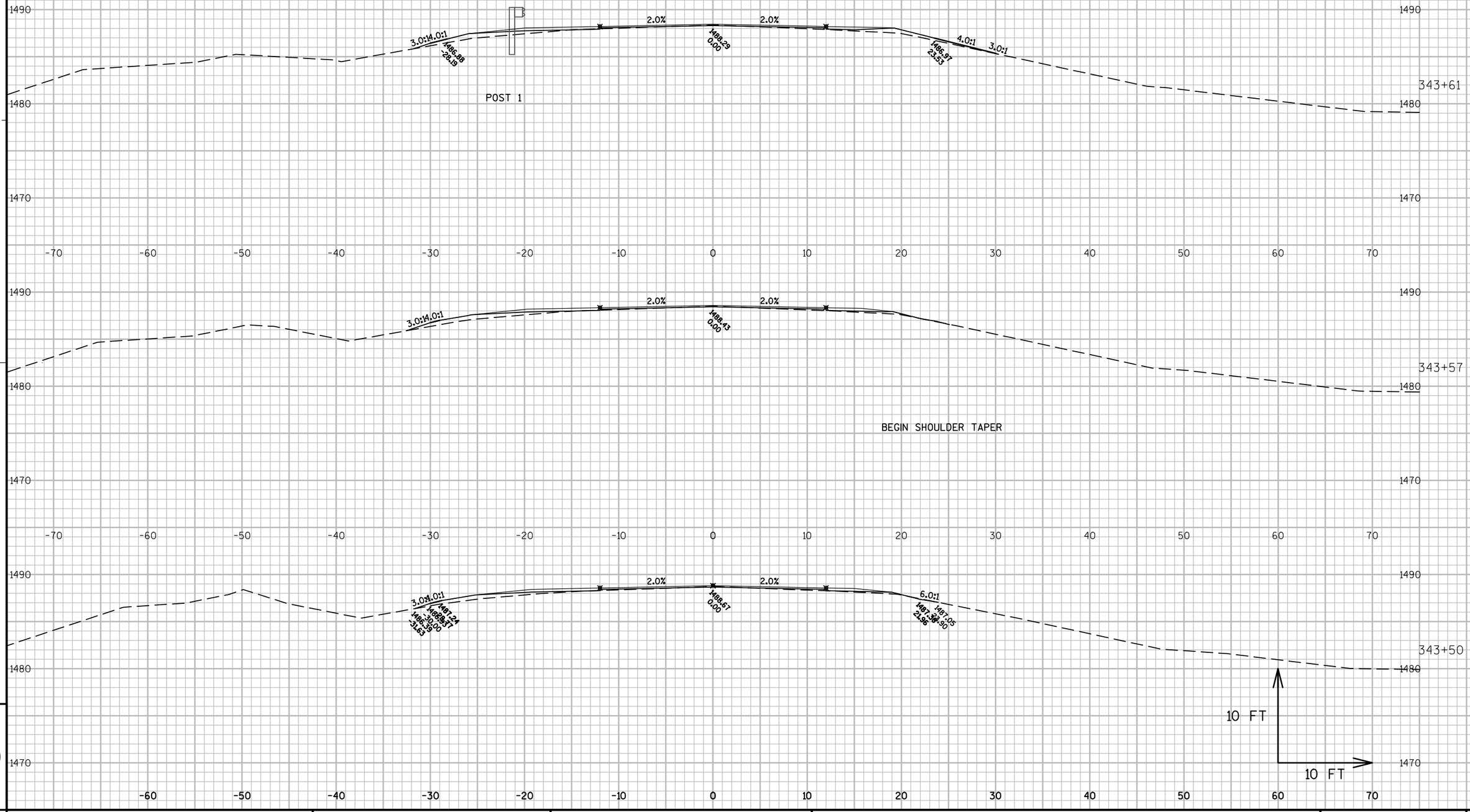
1500
1490
1480
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 185	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

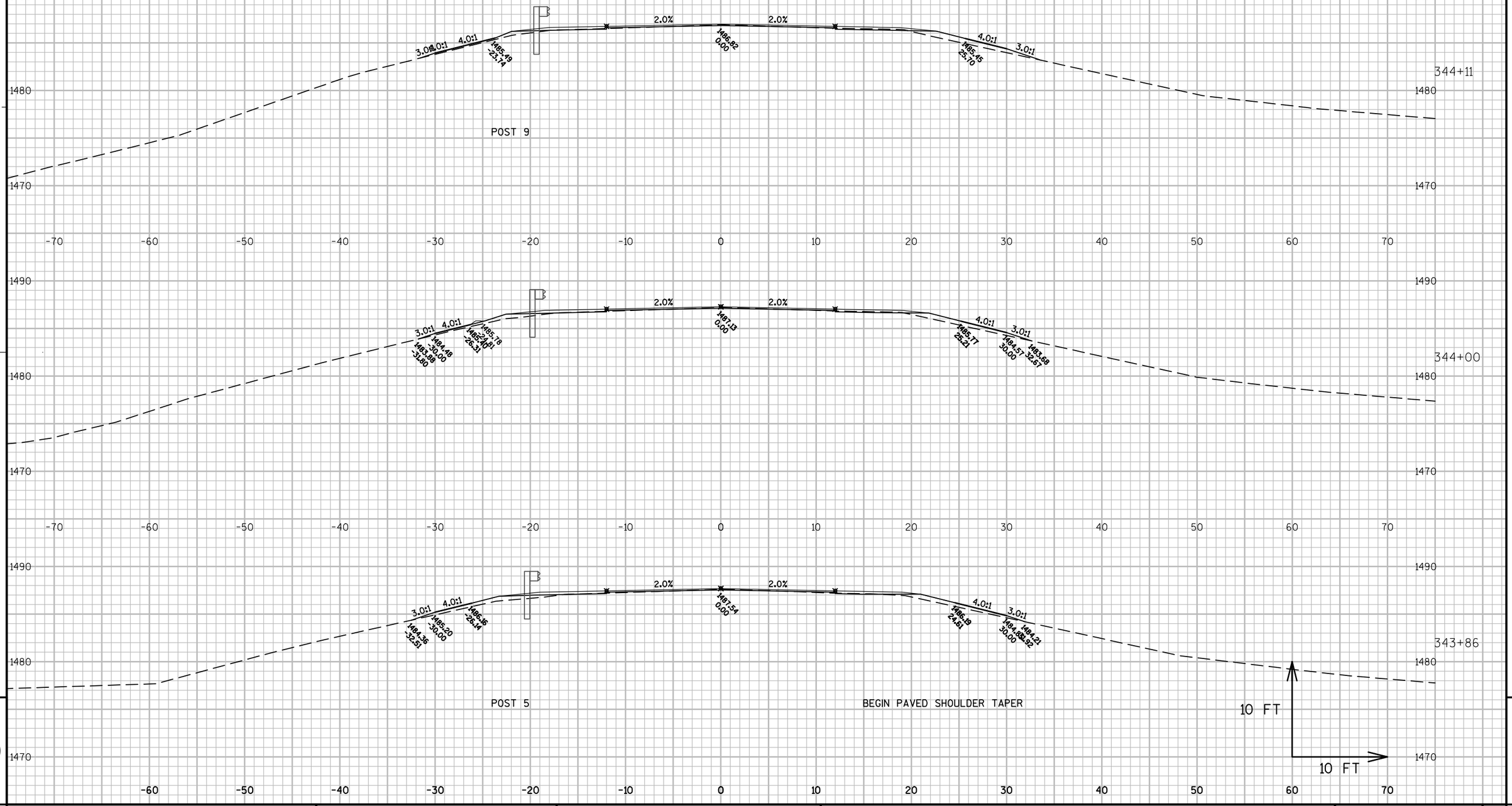


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS



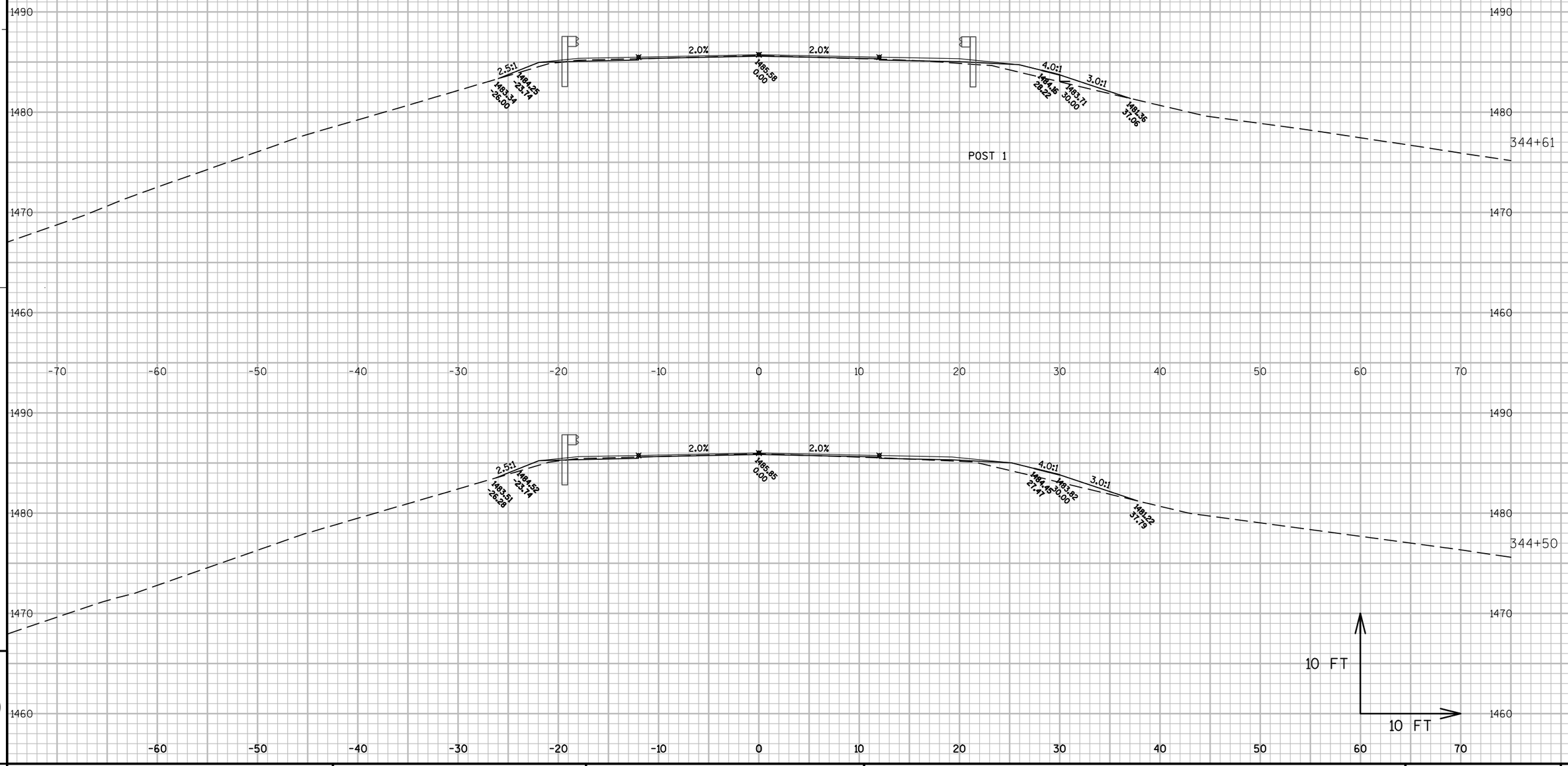
9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 187	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

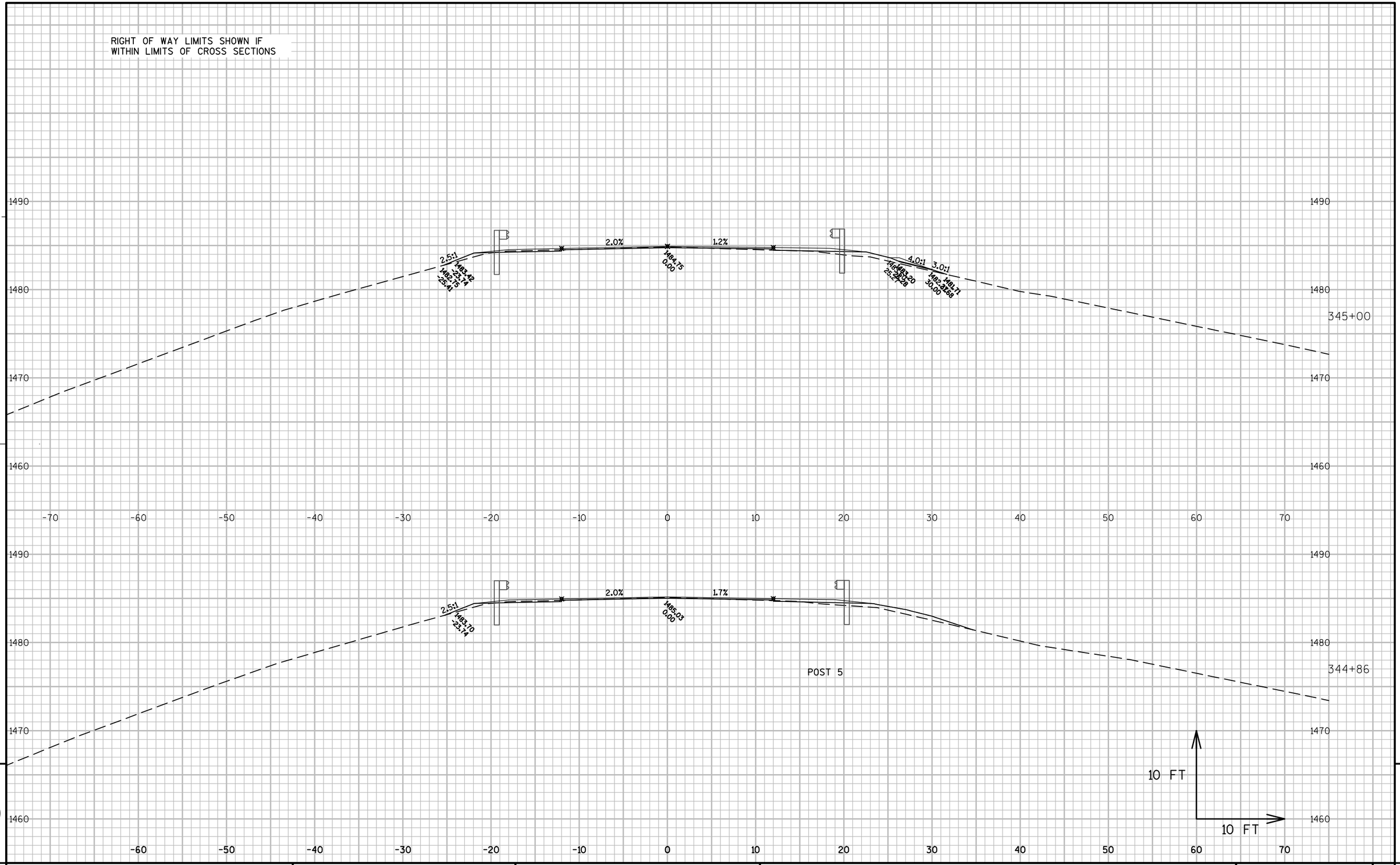


9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 188	E

9

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

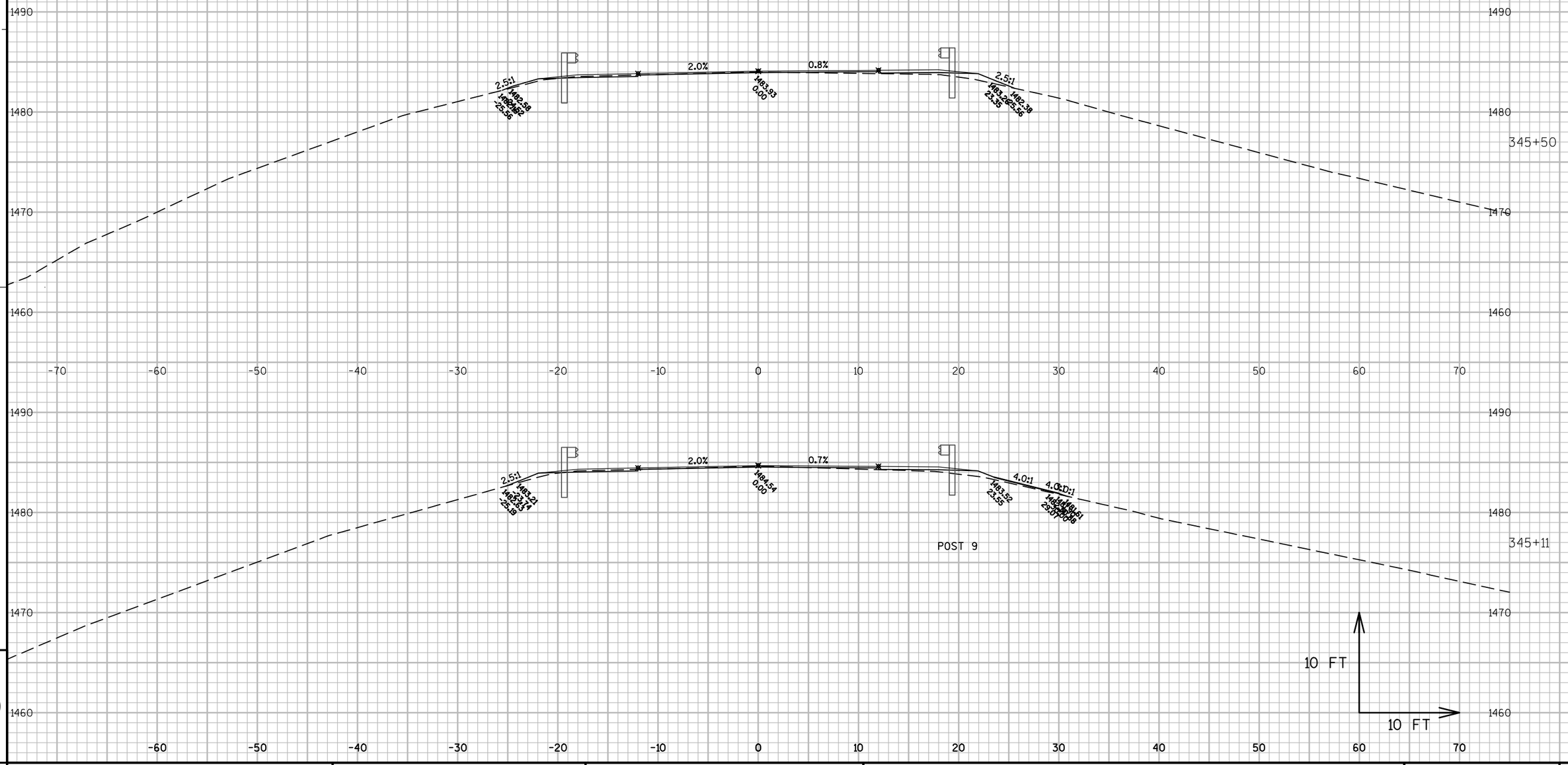


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 189	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

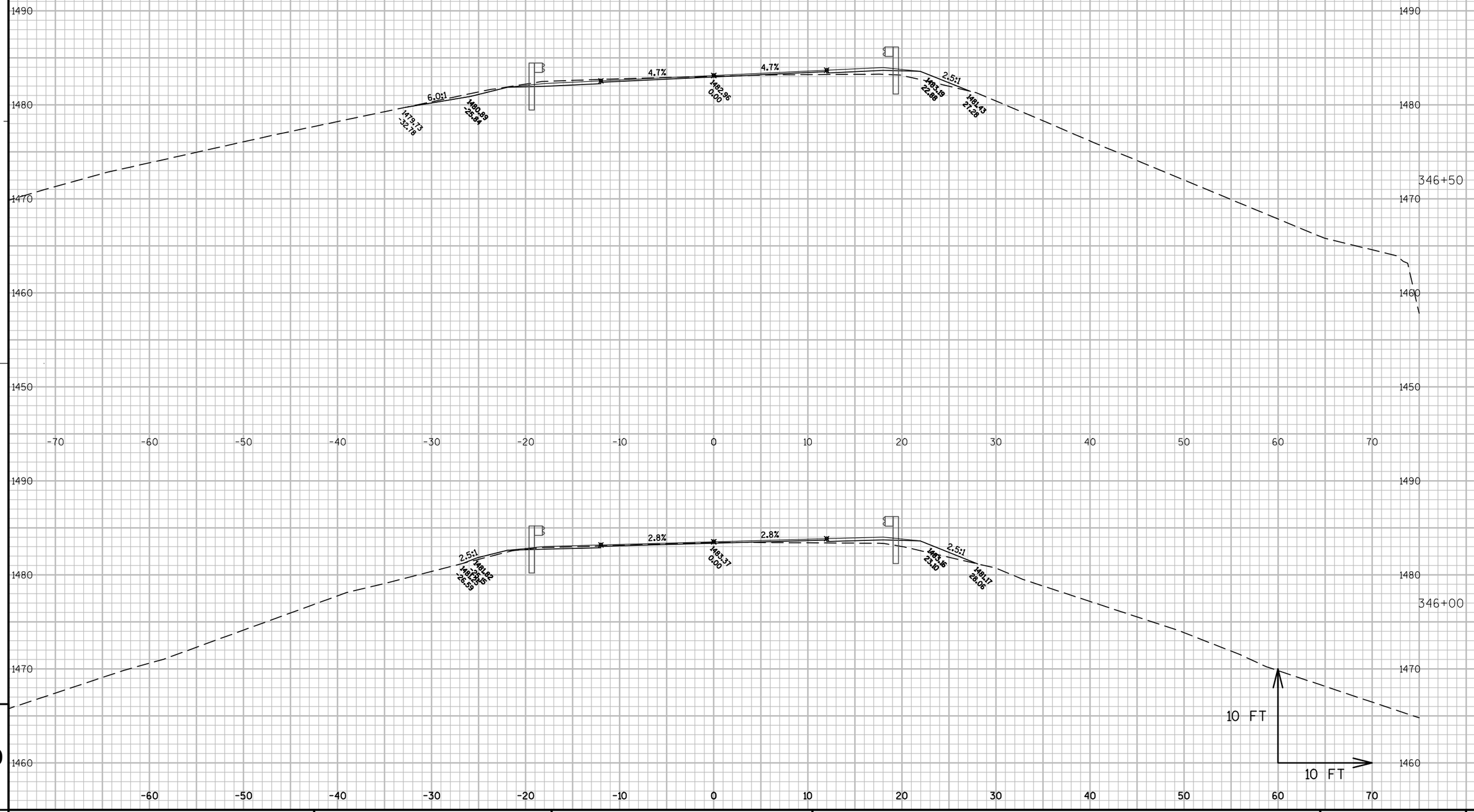


9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 190	E

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS



9

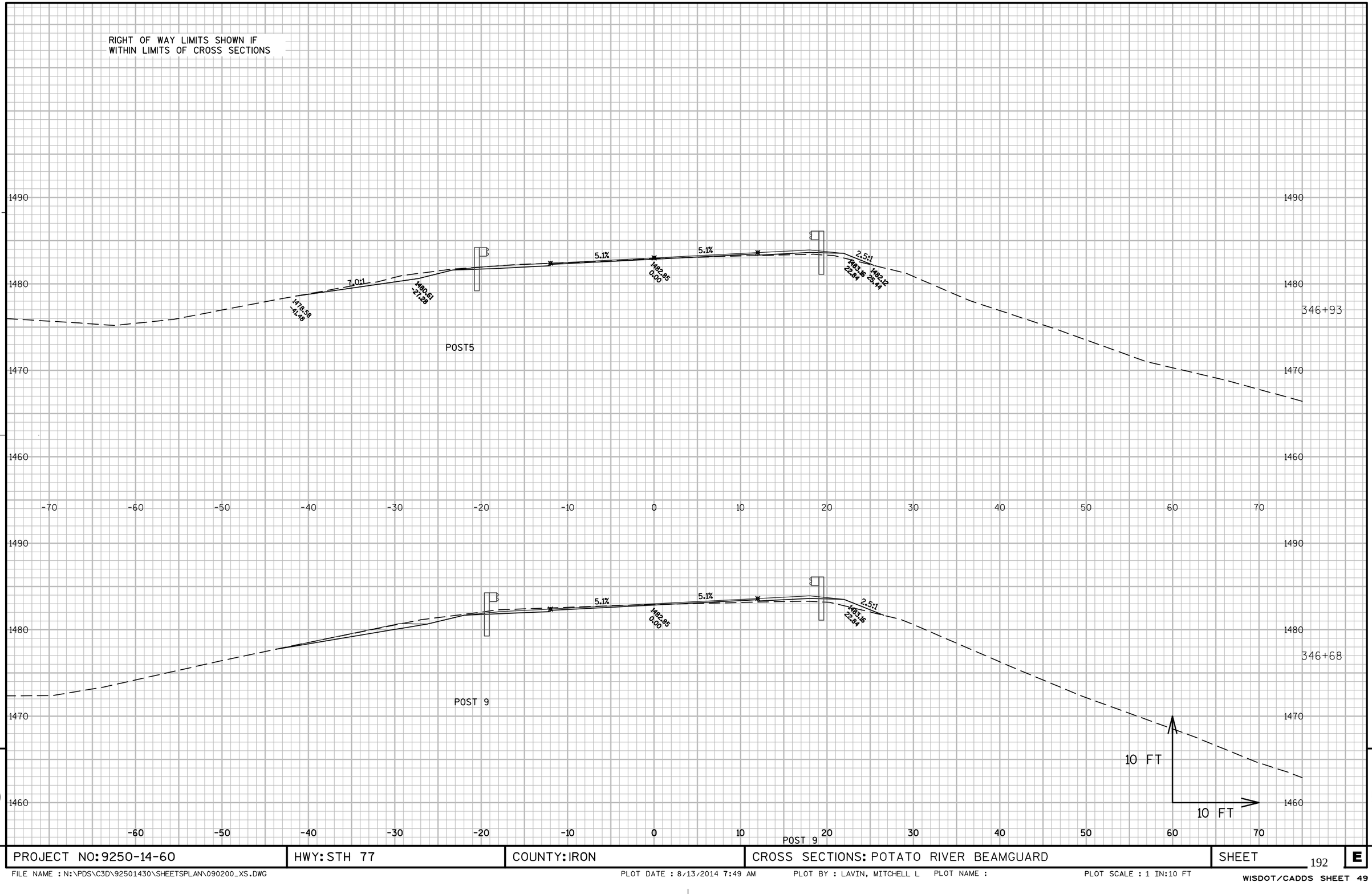
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 191	E

9

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

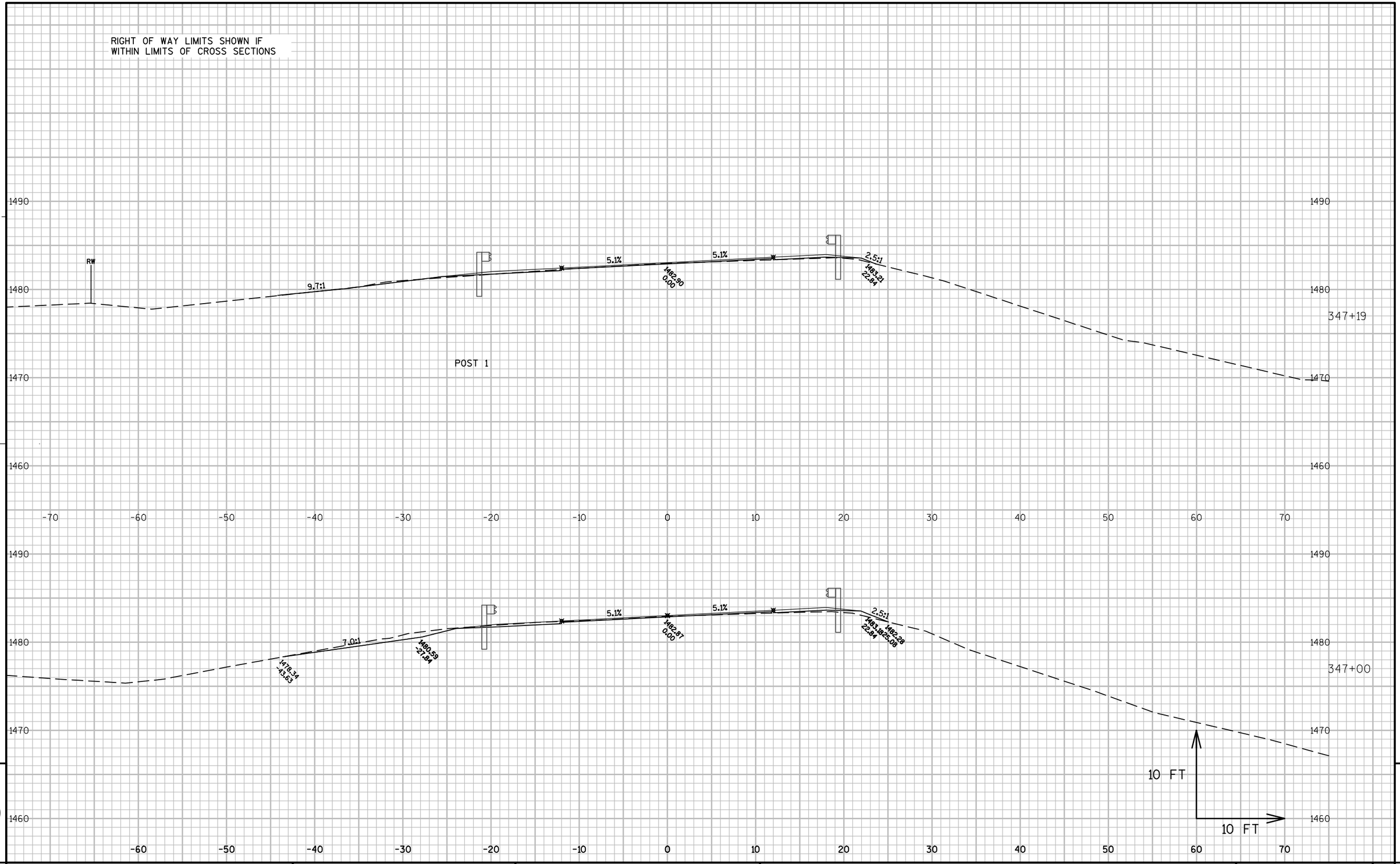


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS



9

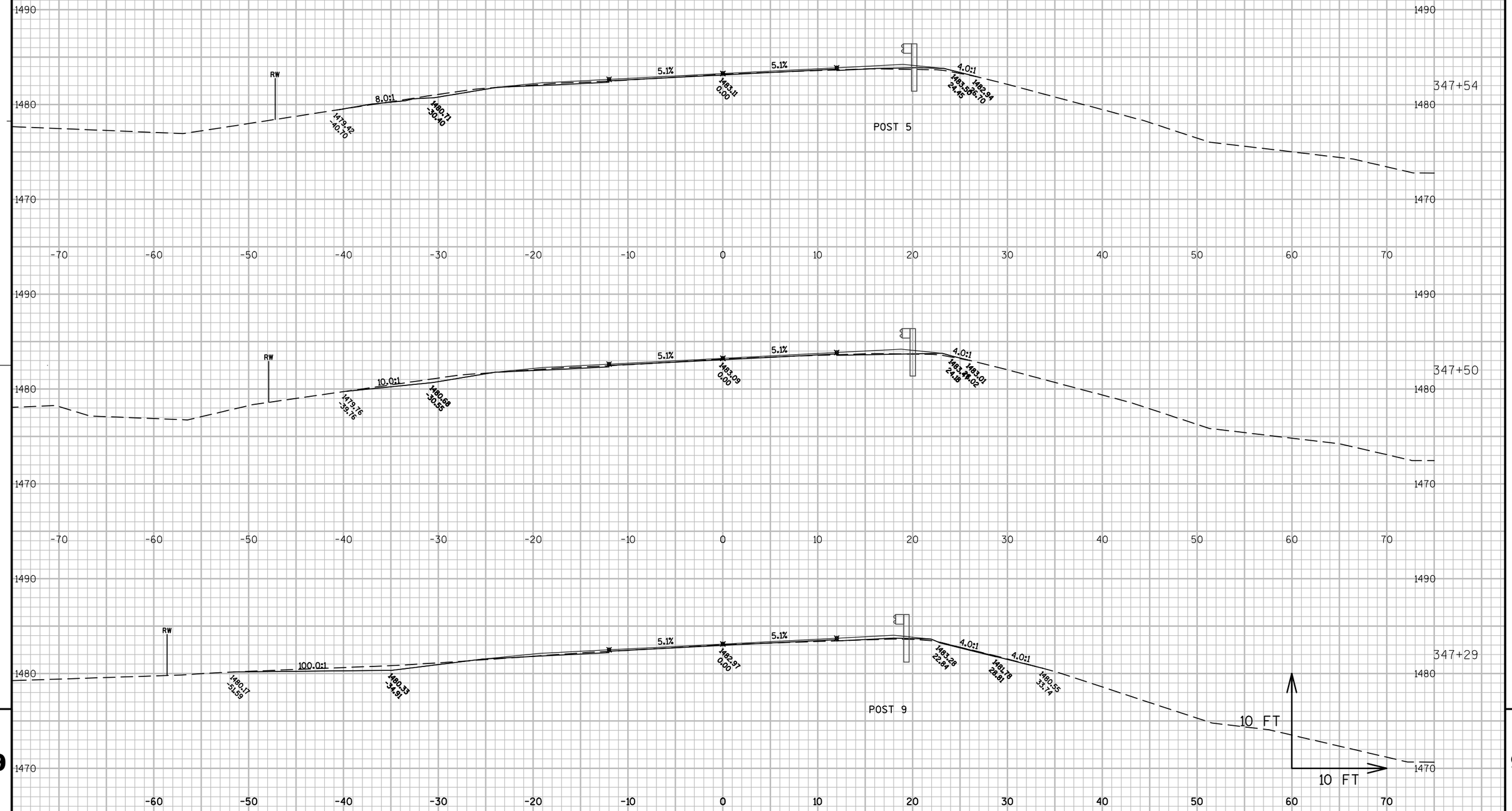
9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 193	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

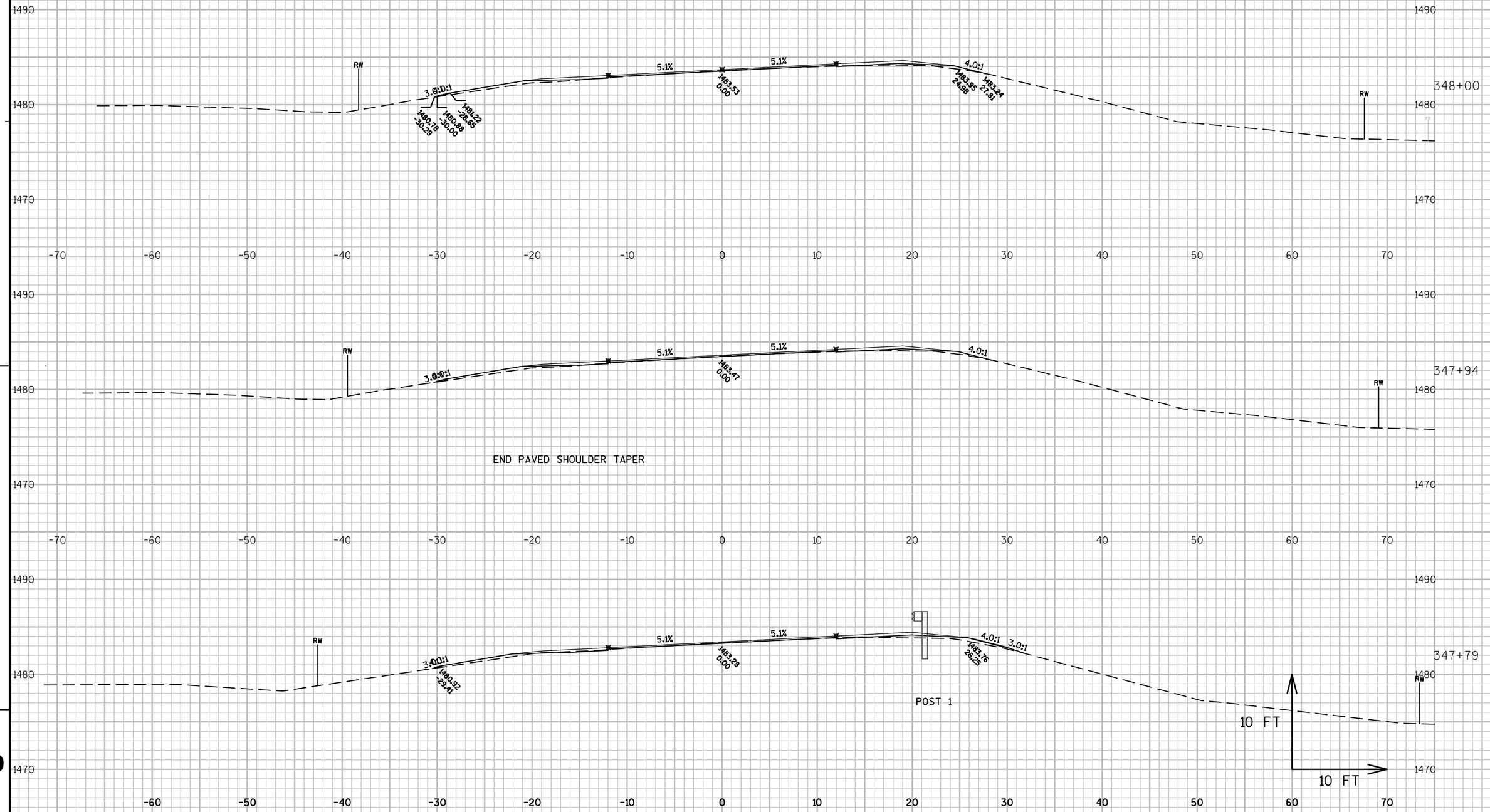


9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 194	E

RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

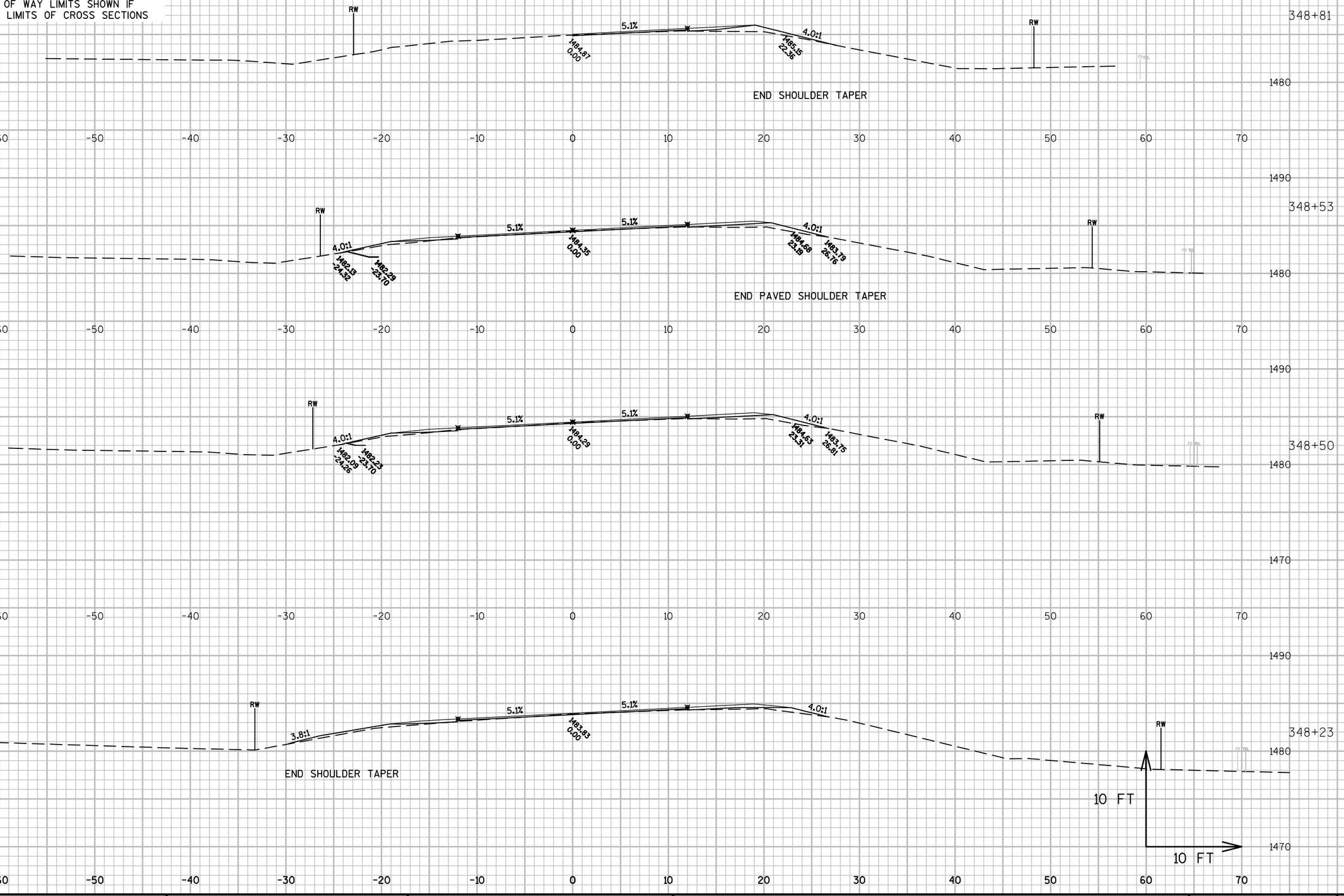


PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 195	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

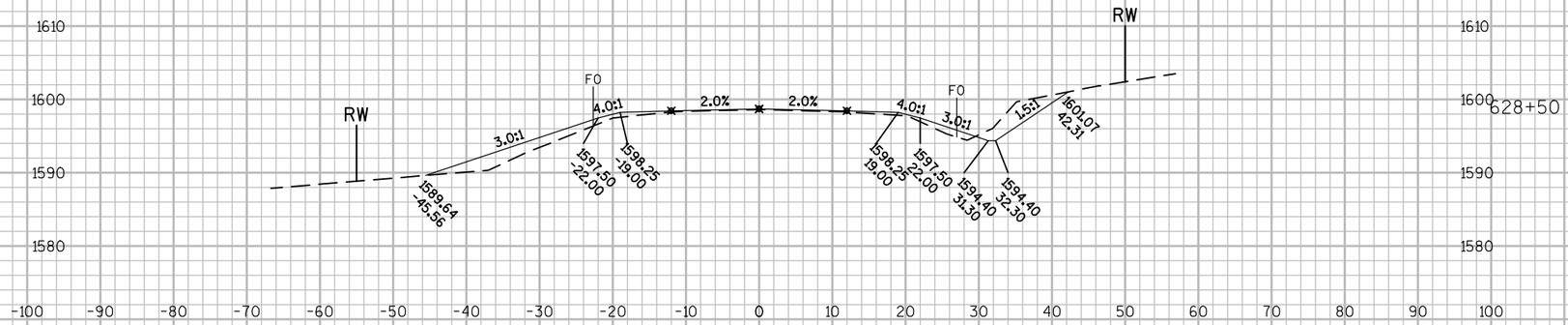
RIGHT OF WAY LIMITS SHOWN IF
WITHIN LIMITS OF CROSS SECTIONS

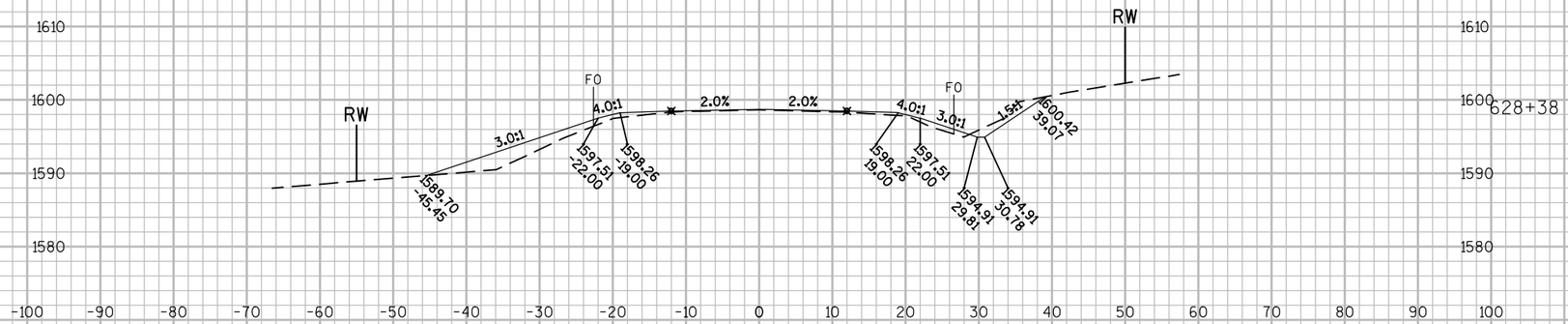


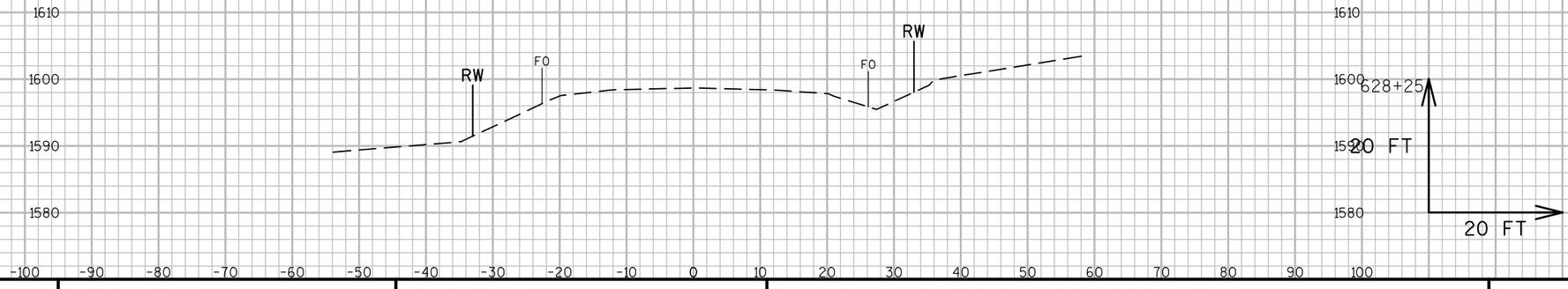
PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: POTATO RIVER BEAMGUARD	SHEET 196	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090200_XS.DWG PLOT DATE : 8/13/2014 7:49 AM PLOT BY : LAVIN, MITCHELL L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49





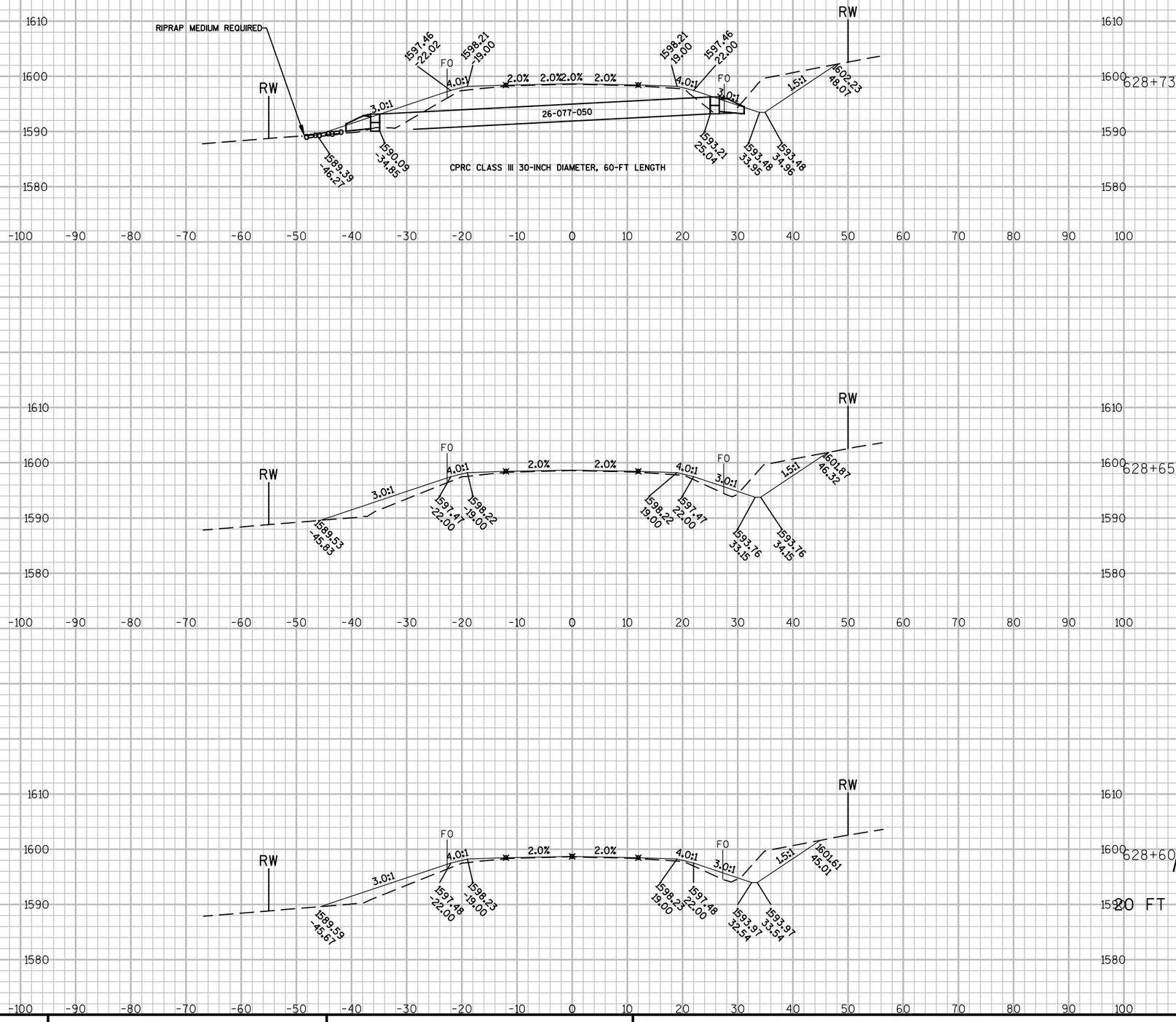


9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-050	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090201_XS-CULVERTS.DWG
LAYOUT NAME - SECTION SHEET - (1)
PLOT DATE : 11/24/2015 9:17 AM PLOT BY : BLUMENSCHEIN, CHAD PPLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

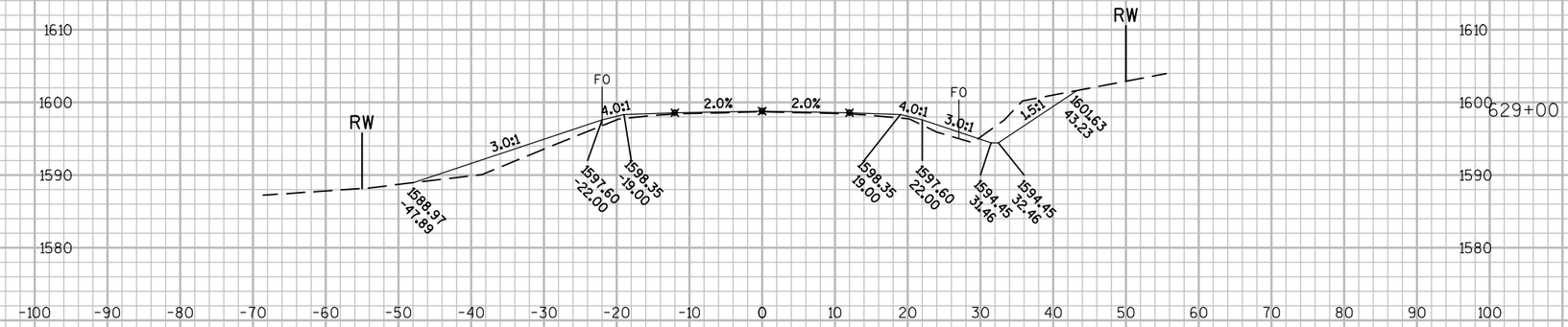


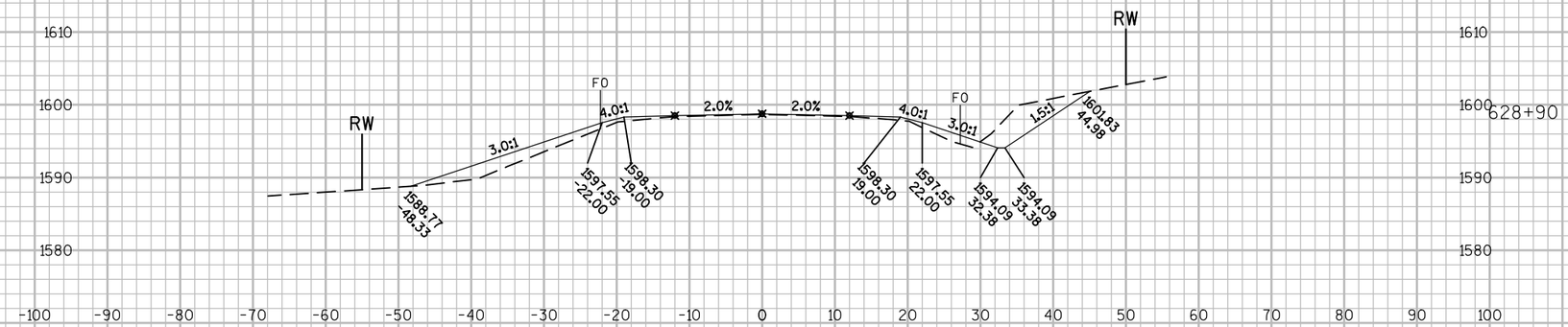
9

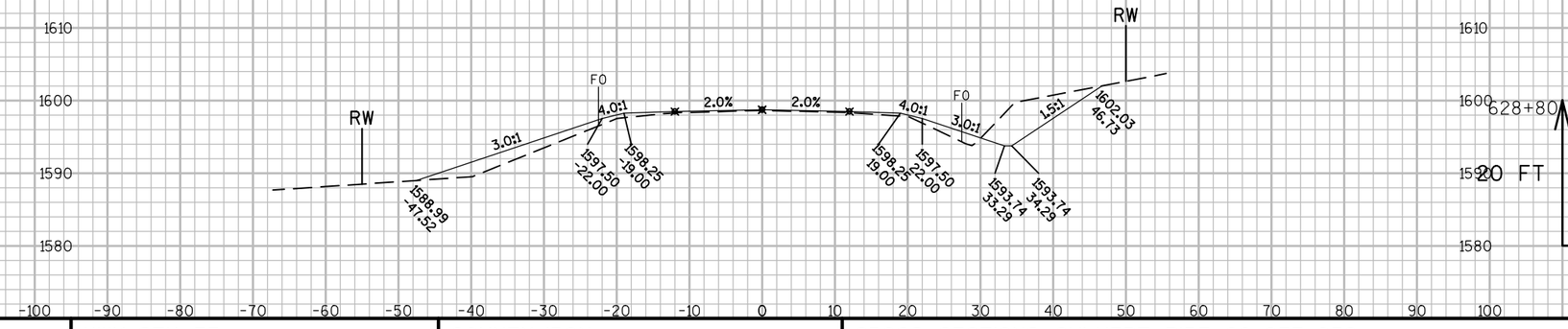
9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-050	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090201_XS-CULVERTS.DWG
LAYOUT NAME - SECTION SHEET - (2)
PLOT DATE : 11/24/2015 9:17 AM PLOT BY : BLUMENSCHEIN, CHAD PPLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







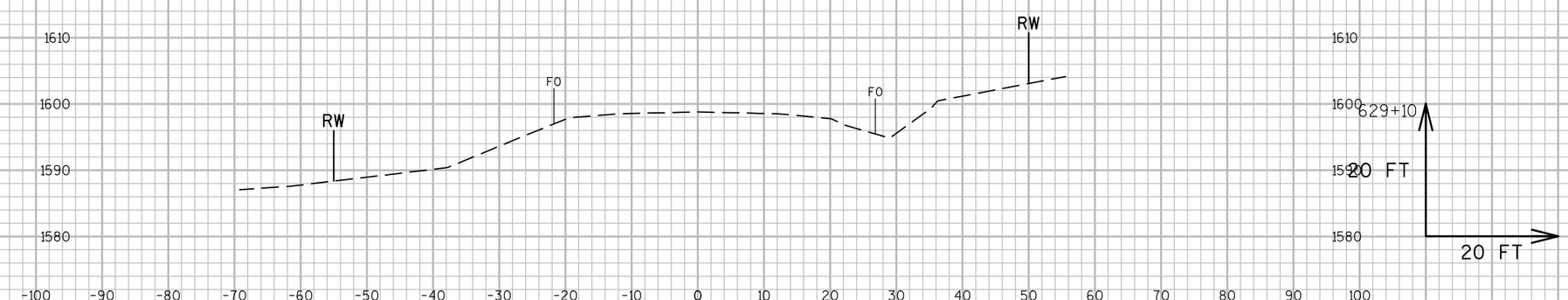
9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-050	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090201_XS-CULVERTS.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 11/24/2015 9:18 AM PLOT BY : BLUMENSCHEIN, CHAD PPLOT NAME : PLOT SCALE : 1 IN:20 FT



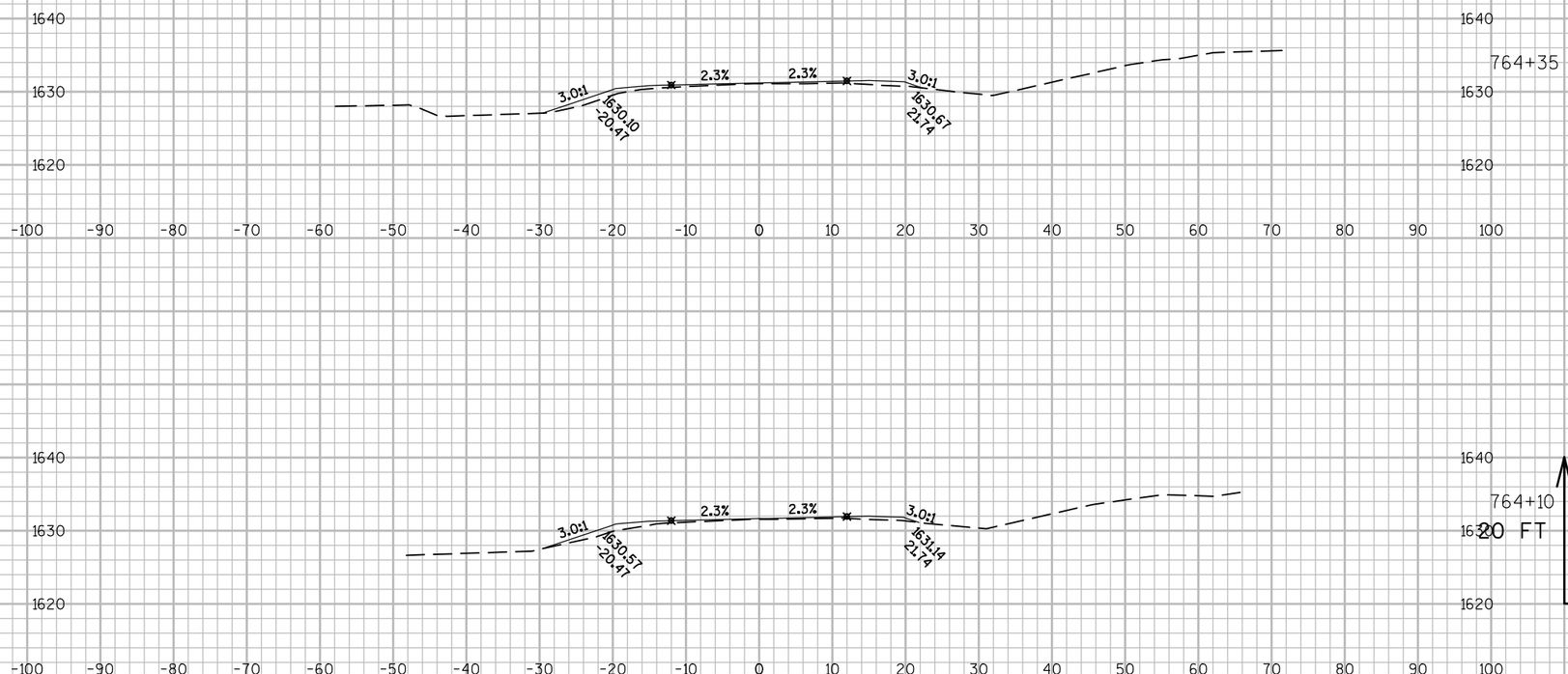
9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-050	SHEET 200	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090201_XS-CULVERTS.DWG
LAYOUT NAME - SECTION SHEET - (4)

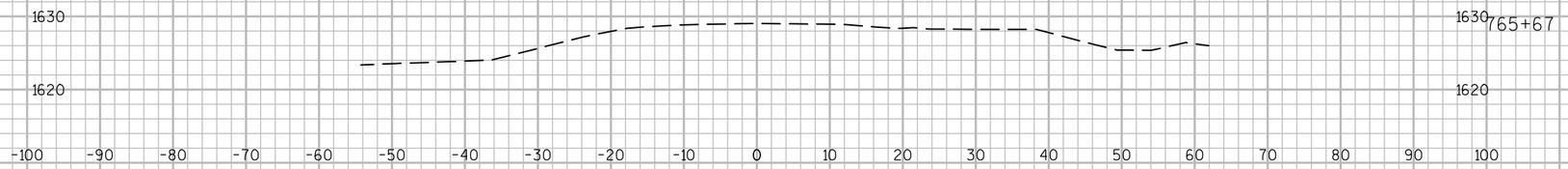
PLOT DATE : 11/24/2015 9:19 AM PLOT BY : BLUMENSCHEIN, CHAD PPLOT NAME : PLOT SCALE : 1 IN:20 FT

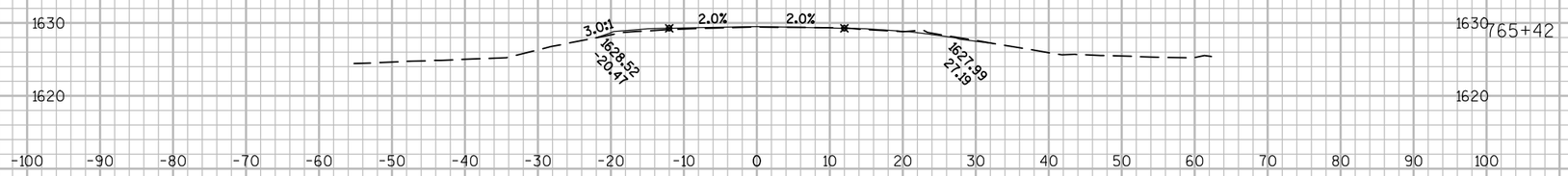


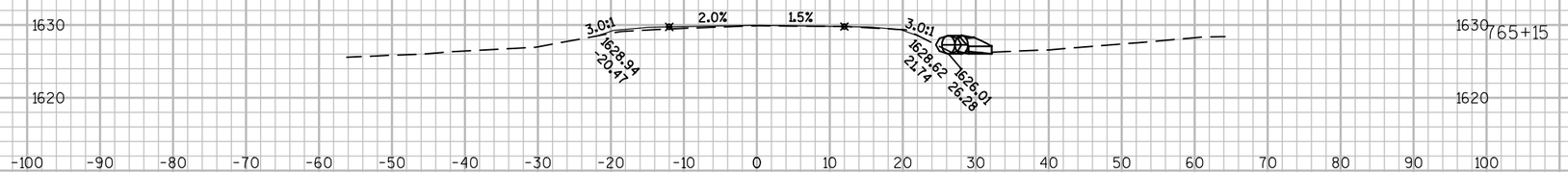
9

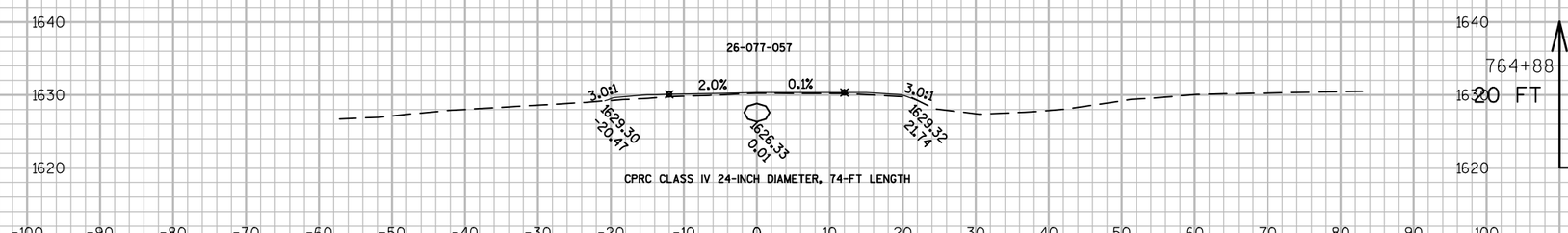
9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-057	SHEET 201	E









9

9

PROJECT NO: 9250-14-60	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: CULVERT PIPE 26-077-057	SHEET	E

FILE NAME : N:\PDS\C3D\92501430\SHEETSPLAN\090201_XS-CULVERTS.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 11/24/2015 9:19 AM PLOT BY : BLUMENSCHEIN, CHAD PPLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

RHI

APRIL 2017

PROJECT ID: 9250-15-70

COUNTY: IRON

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 = 84

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9250-15-70	WISC 2017174	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

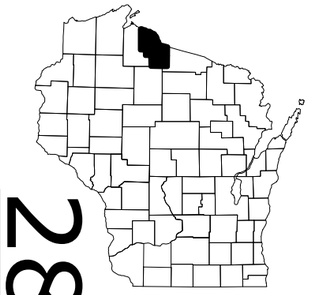
PLAN OF PROPOSED IMPROVEMENT

MELLEN - HURLEY

WEST FORK MONTREAL RIVER BRIDGE TO ODANAH ROAD

STH 77

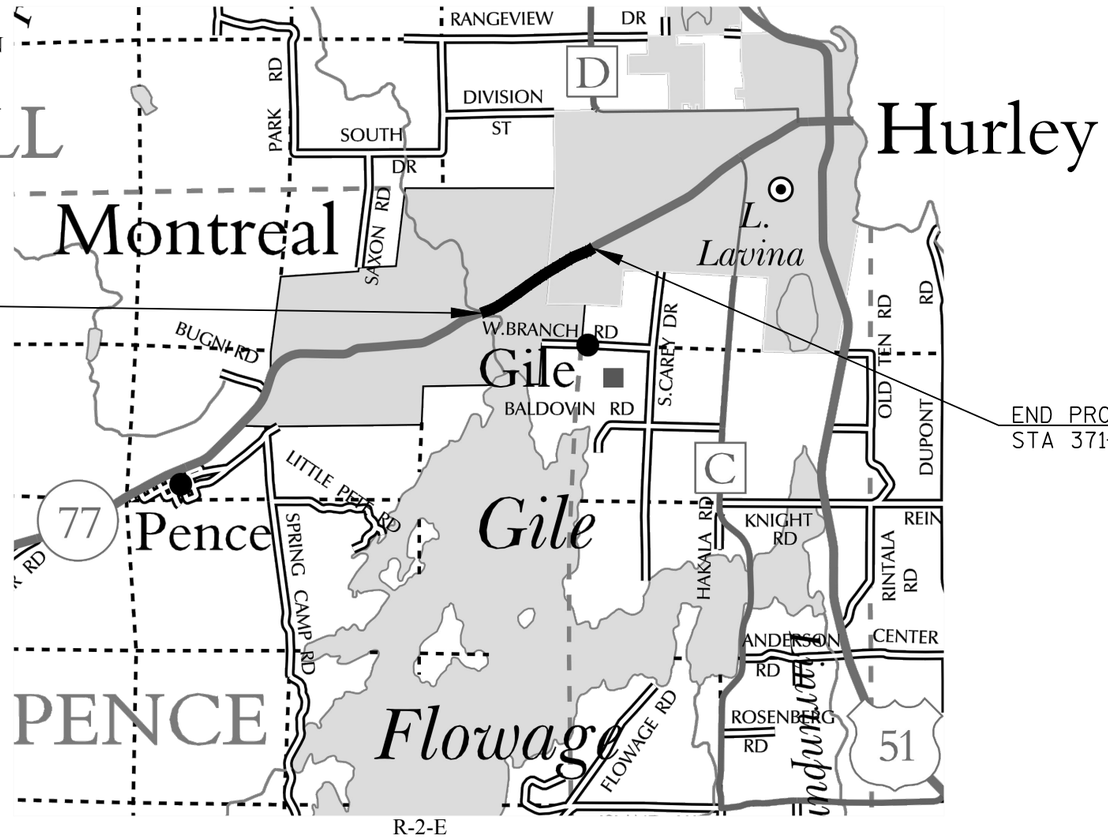
IRON COUNTY



28

N

STATE PROJECT NUMBER
9250-15-70



DESIGN DESIGNATION

A.A.D.T.	2019	= 4920
A.A.D.T.	2039	= 5480
D.H.V.		= 14.8
D.D.		= 59/41
T.		= 17.2%
DESIGN SPEED		= 35 MPH
ESALS		= 262,800

BEGIN PROJECT 9250-15-70
STA 326+62.64, W FORK MONTREAL RIVER

END PROJECT 9250-15-70
STA 371+45.20, ODANAH RD

CONVENTIONAL SYMBOLS

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

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

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

R-2-E

LAYOUT

SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.849 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, IRON COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CHRIS STEBBINS
Designer	EVAN MAVES
Project Manager	MICHAEL GRAGE
Regional Examiner	CHERYL SIMON
Regional Supervisor	MICHAEL WENDT

APPROVED FOR THE DEPARTMENT

DATE: 2/1/2017 (Signature)

E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - ****

PLOT DATE : 2/1/2017 9:13 AM

PLOT BY : MAVES, EVAN A

PLOT NAME :

WISDOT/CADDS SHEET 10

GENERAL NOTES

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

CONSTRUCT INSIDE EDGE OF SIDEWALK 0.04' HIGHER THAN TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.

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

ORDER OF CONSTRUCTION DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
PROPOSED TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
EROSION CONTROL
PERMANENT SIGNING & PAVEMENT MARKING
TRAFFIC CONTROL

AS-BUILT PLANS

9250-00-21
9250-00-70

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

DEPARTMENT OF NATURAL RESOURCES
NORTH CENTRAL DISTRICT
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
JON SIMONSEN
JONATHON.SIMONSEN@WISCONSIN.GOV
(715)-365-8916

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

UTILITIES & OTHER CONTACTS

CHARTER-COMMUNICATIONS-COMMUNICATION LINE
115 MCLEOD AVENUE
IRONWOOD, MI 49938
JEFF GREGG
(906) 553-7867 (OFFICE)
(906) 235-9623 (MOBILE)
JEFFERY.GREG@CHARTER.COM

CITY OF HURLEY-SEWER
405 5TH AVENUE N
HURLEY, WI 54534
MARK BLUSE
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(715) 862-2990 (MOBILE)
JEFFERY.GREG@CHARTER.COM

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MONTREALWATERSEWER@GMAIL.COM

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MARK HAEGER
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MONTREALWATERSEWER@GMAIL.COM

NORTHERN NATURAL GAS COMPANY-GAS/PETROLEUM
1995 NORTHERN NATURAL GAS ROAD
CARLTON, MN 55718
KAREN PERREAULT
(402) 530-3102 (MOBILE)
KARE.PERREAULT@NNGCO.COM

EXCEL ENERGY-ELECTRICITY
2400 FARM ROAD
ASHLAND, WI 54806
MURRAY SMERER
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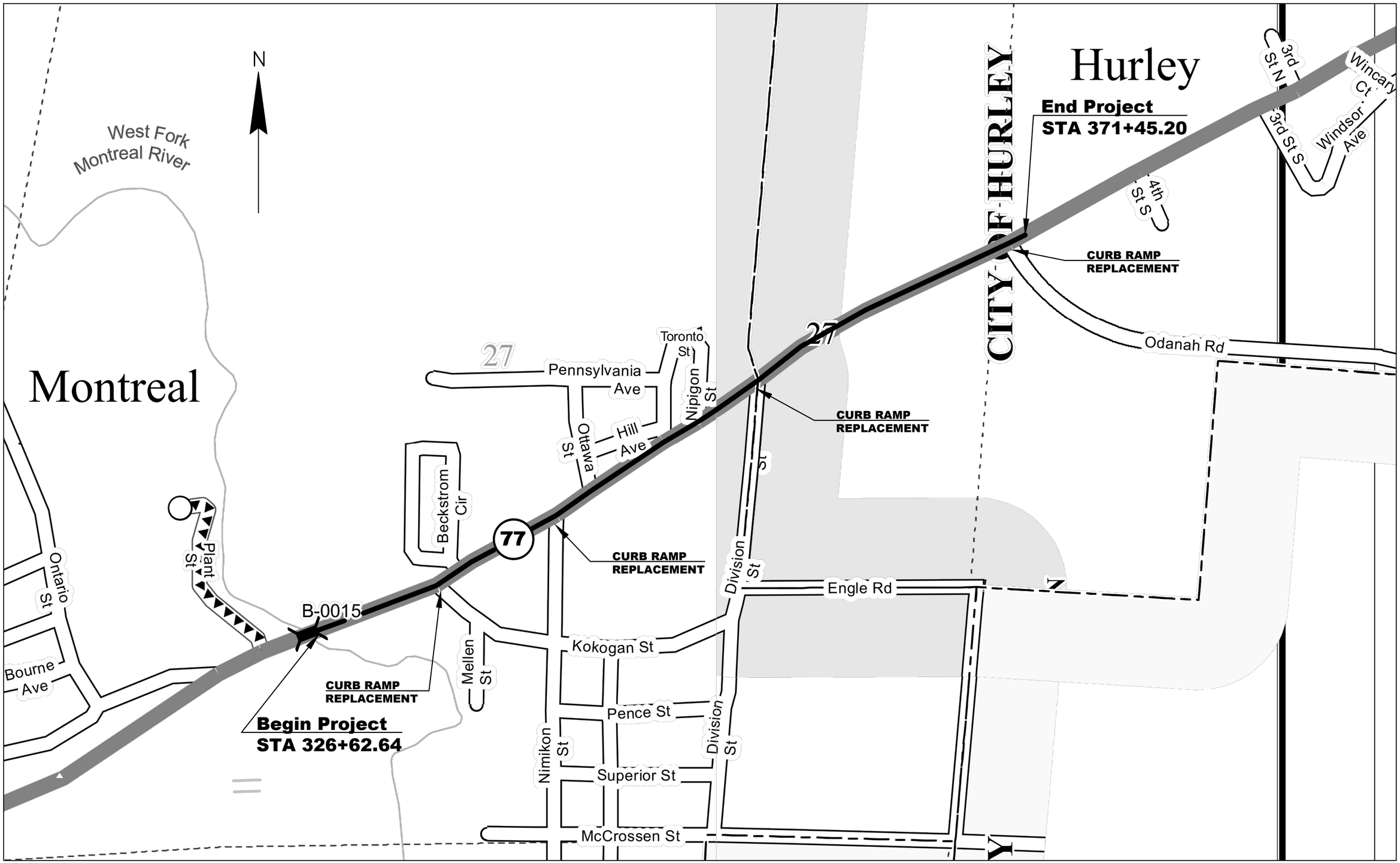
EXCEL ENERGY-GAS/PETROLEUM
2400 FARM ROAD
ASHLAND, WI 54806
MURRAY SMERER
(715) 682-6928 (OFFICE)
MURRAY.J.SMERER@XCELENERGY.COM

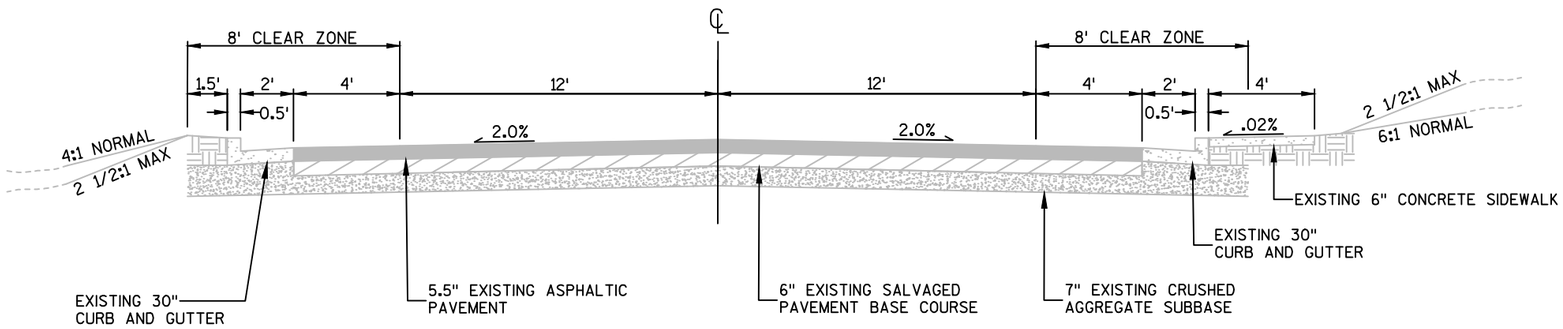


PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\020201_PO.DWG PLOT DATE : 5/19/2016 8:51 AM PLOT BY : MAVES, EVAN A PLOT NAME : PLOT SCALE : 0.624366

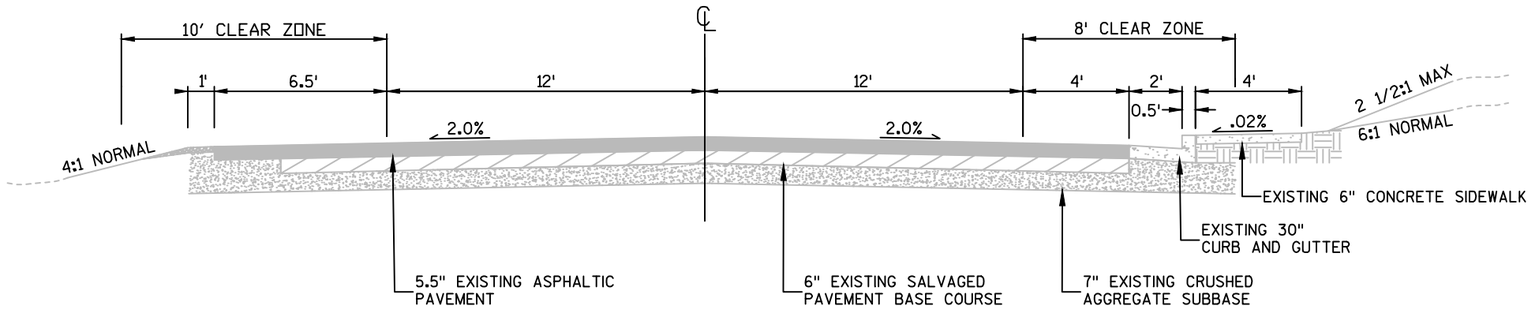
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION STH 77

STA 326+62.64 TO STA 370+80

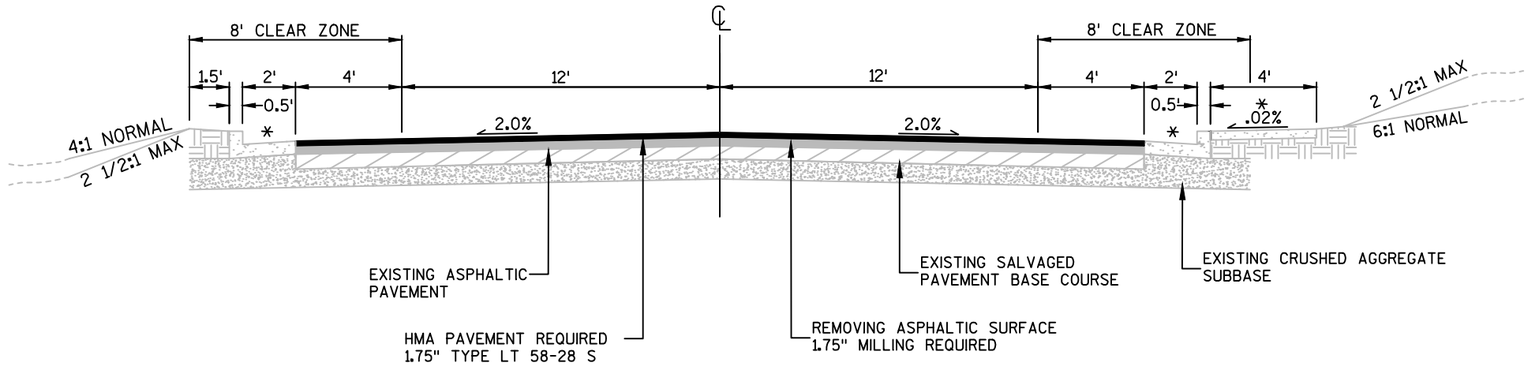


EXISTING TYPICAL SECTION STH 77

STA 370+80 TO STA 371+45.20

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	EXISTING TYPICAL SECTIONS	SHEET 4	E

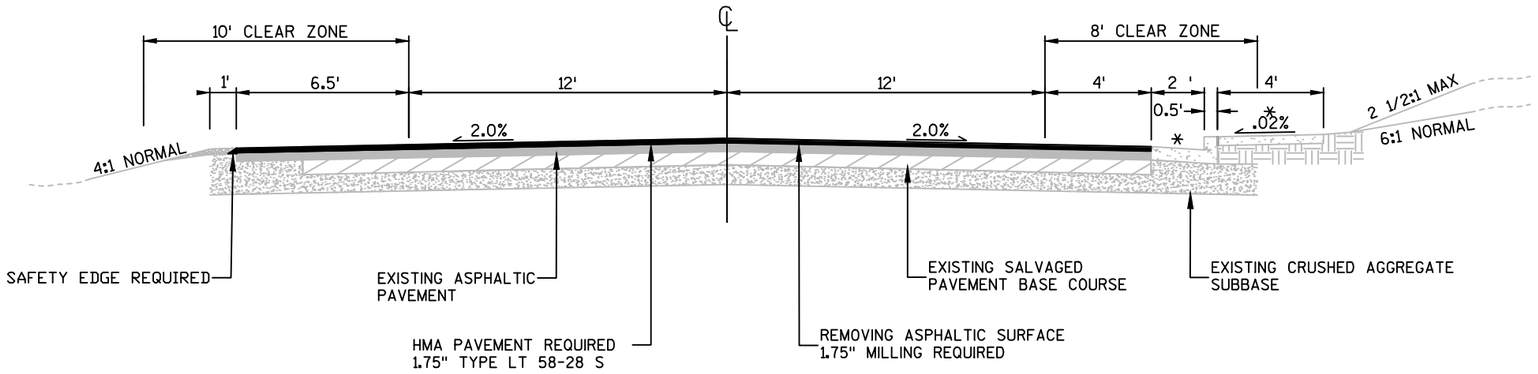
FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/1/2016 7:58 AM PLOT BY : OETTINGER, JEFFERY MPLOT NAME : PLOT SCALE : 1 IN:10 FT



PROPOSED TYPICAL SECTION STH 77

STA 326+62.64 TO STA 370+80

* NOTE:
SEE PLAN SHEETS FOR SPOT LOCATIONS REPLACEMENT



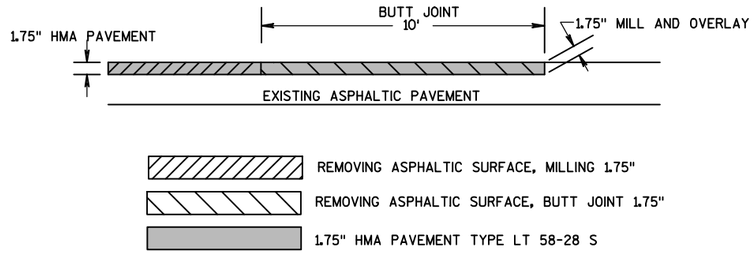
PROPOSED TYPICAL SECTION STH 77

STA 370+80 TO STA 371+45.20

* NOTE:
SEE PLAN SHEETS FOR SPOT LOCATION REPLACEMENT

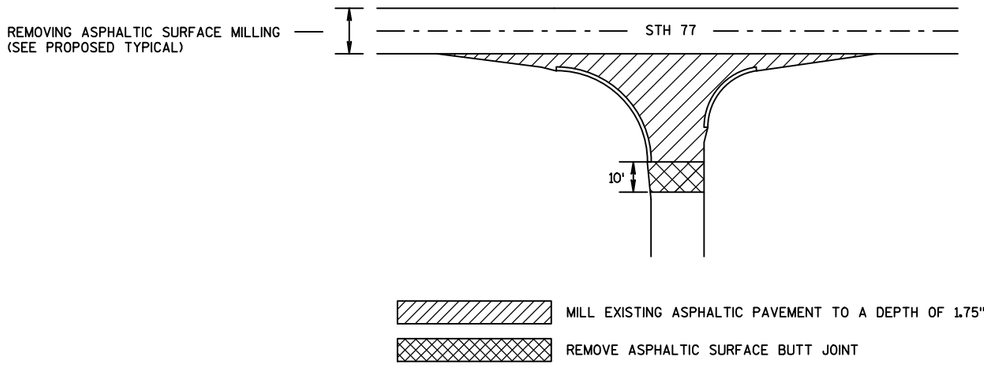
PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PROPOSED TYPICAL SECTIONS	SHEET 5	E

2



BUTT JOINT DETAIL

MAINLINE
SIDE ROADS



BUTT JOINT DETAIL

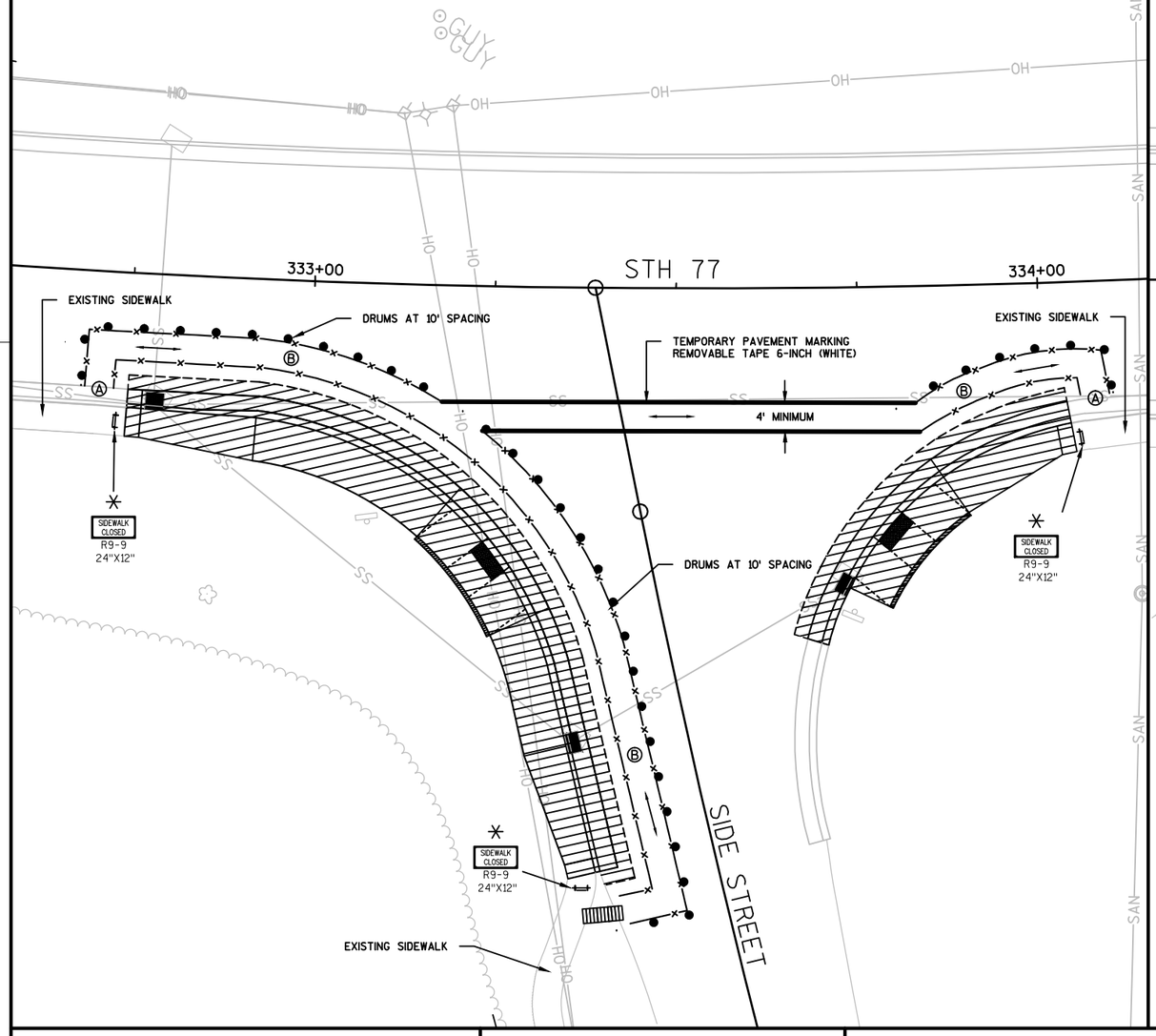
SIDE ROADS WITH CURB AND GUTTER

NOTE: SEE PLAN SHEETS TO SEE MORE BUTT JOINT DETAILS FOR BECKSTROM COURT, OTTAWA STREET AND TORONTO STREET.

2

LEGEND

- INSTALL SIGNS WITH BARRICADES WHEN SIDEWALK WITHIN WITHIN PROJECT LIMITS IS CLOSED FOR CONSTRUCTION
- BARRICADE WITH SIGN AND ONE WARNING LIGHT TYPE A
- DIRECTION OF PEDESTRIAN ACCESS
- Ⓐ TEMPORARY CURB RAMP
- Ⓑ WIDTH OF TEMPORARY PEDESTRIAN PATH (5' DESIRABLE, 4' MINIMUM)
- ● CHANNELIZER DRUM OR TRAFFIC CONTROL DRUM
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD WHERE TERRACE IS GRASS
- PEDESTRIAN FENCE SAFETY
- WORK AREA FOR SIDEWALK CURB RAMP REPLACEMENT



LEGEND

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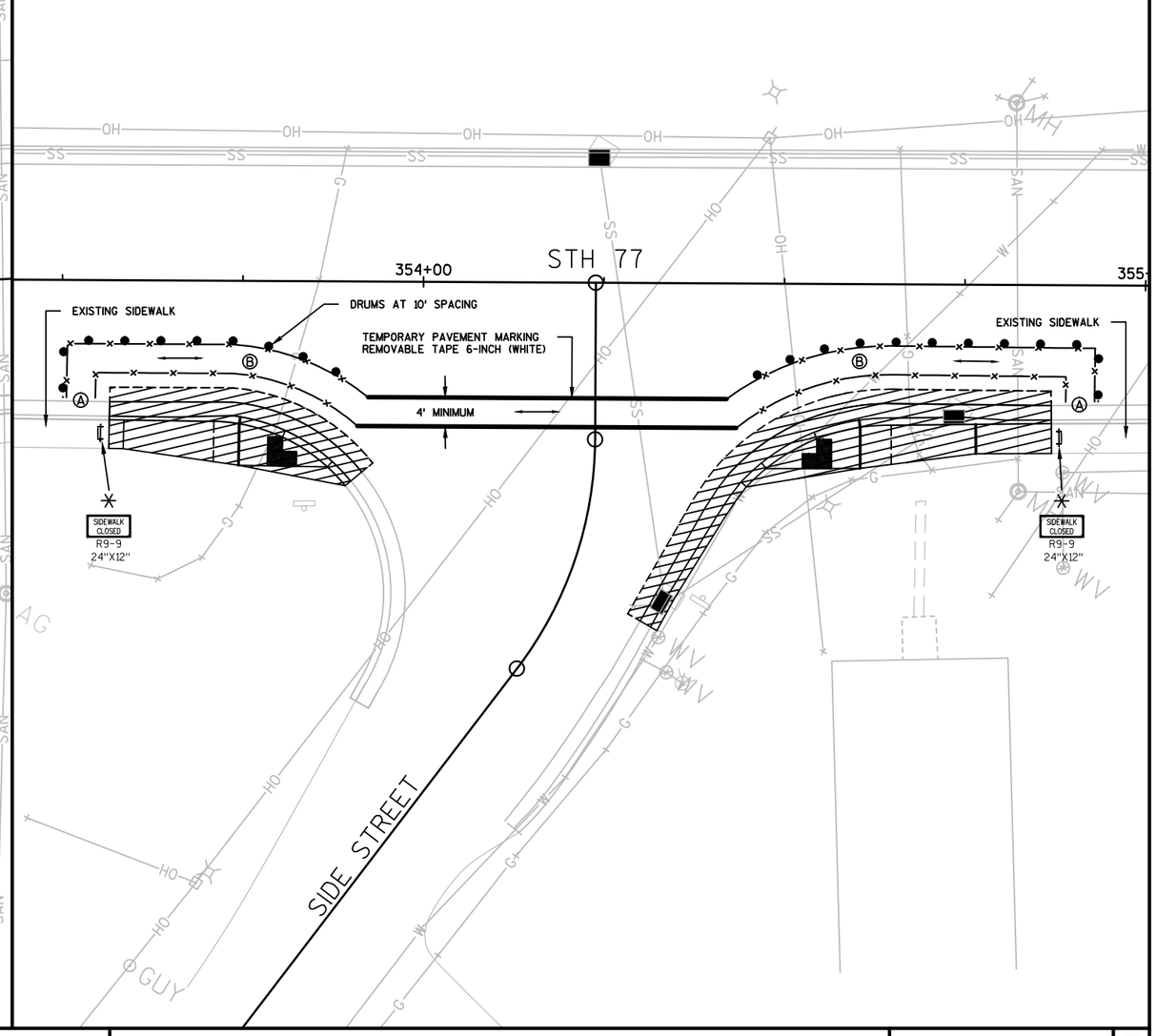
- BARRICADE WITH SIGN AND ONE WARNING LIGHT TYPE A
- DIRECTION OF PEDESTRIAN ACCESS
- Ⓐ TEMPORARY CURB RAMP
- Ⓑ WIDTH OF TEMPORARY PEDESTRIAN PATH (5' DESIRABLE, 4' MINIMUM)
- ● CHANNELIZER DRUM OR TRAFFIC CONTROL DRUM
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD WHERE TERRACE IS GRASS
- PEDESTRIAN FENCE SAFETY
- WORK AREA FOR SIDEWALK CURB RAMP REPLACEMENT

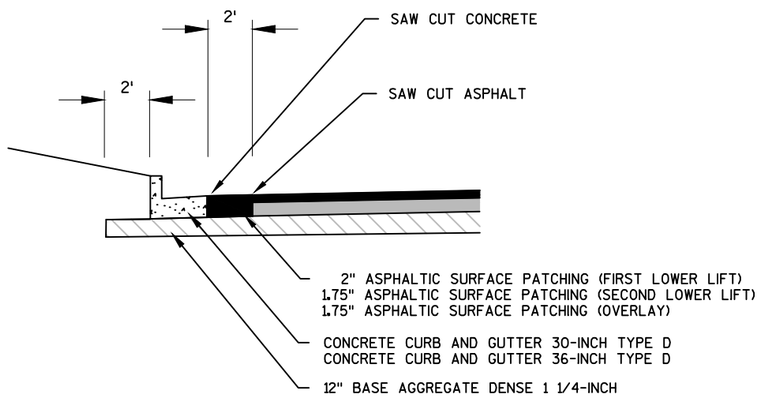


PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAILS: TEMPORARY CURB RAMPS	SHEET 7	E

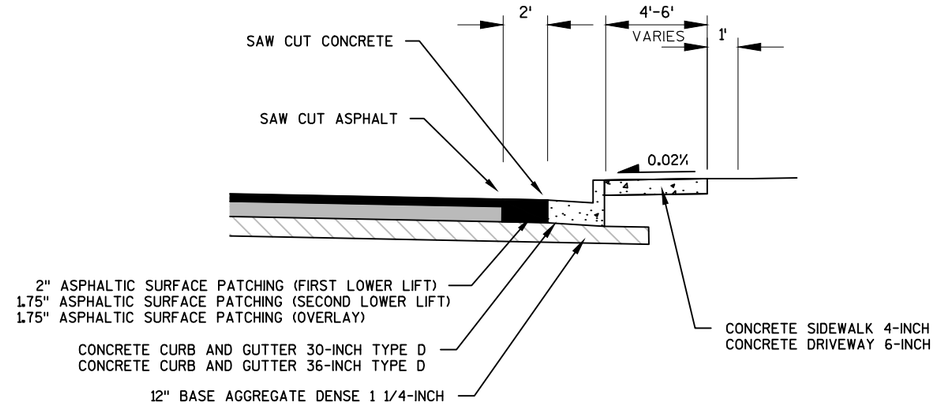
FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - KOKOGAN ST S

PLOT DATE : 10/13/2016 11:36 AM PLOT BY : MAVES, EVAN A PLOT SCALE : **********

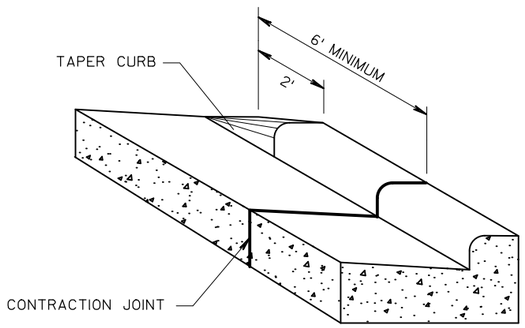
WISDOT/CADDS SHEET 42



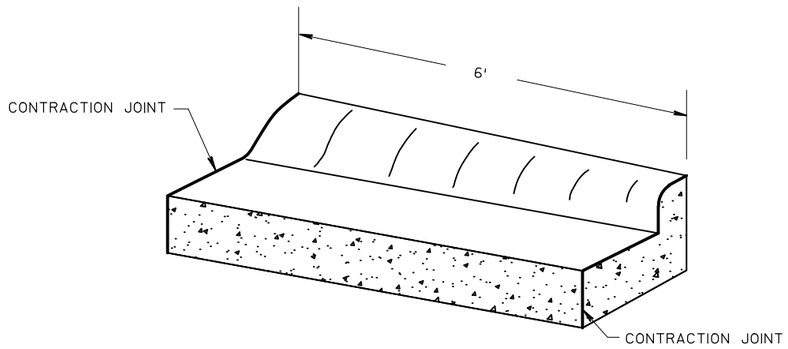
ASPHALTIC SURFACE PATCH CURB & GUTTER WITHOUT SIDEWALK



ASPHALTIC SURFACE PATCH CURB & GUTTER WITH SIDEWALK

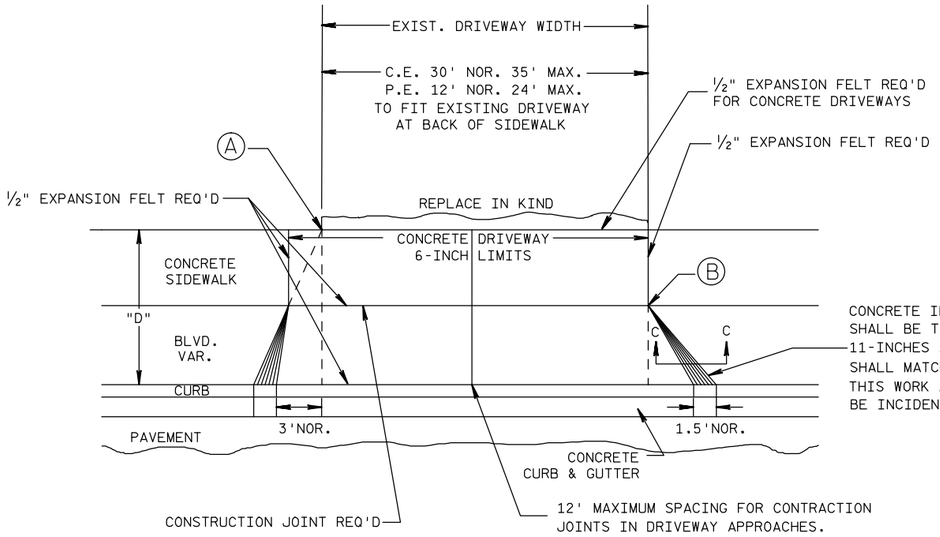


DETAIL OF DRIVEWAY ENTRANCE CURB & GUTTER



DETAIL OF CURB & GUTTER TRANSITION

36" TYPE "D" CURB & GUTTER TO 30" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)

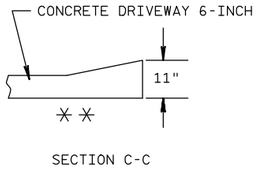


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

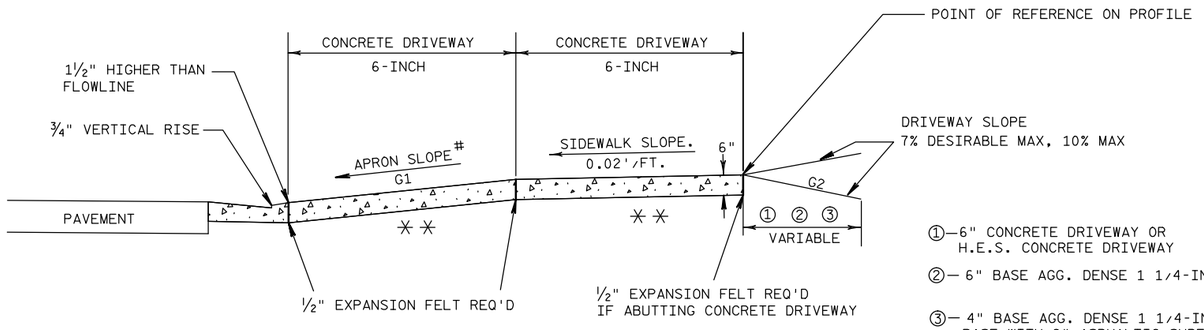
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

①—6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

②— 6" BASE AGG. DENSE 1 1/4-INCH

③— 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

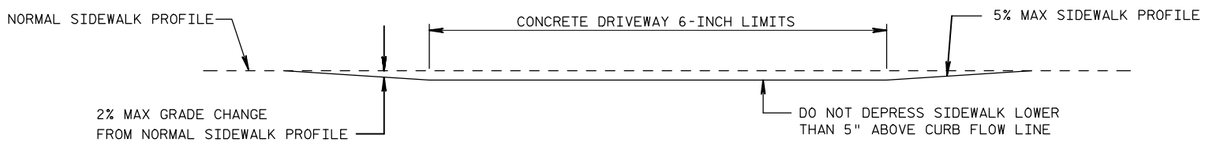
✳✳= 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE	APRON SLOPE (G1)		
WIDTH	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



DEPRESSED SIDEWALK PROFILE DETAIL

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

LEGEND

A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER TYPE D 30-INCH OR 36-INCH
F	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' PANEL)
G	CONCRETE SIDEWALK 4-INCH (5' WIDTH AND 12H:1V SLOPE MAX)
G2	CONCRETE SIDEWALK 4-INCH (LANDING AREA 5' LENGTH AND 5' WIDTH)
G3	CONCRETE SIDEWALK 4-INCH (16' TRANSITION LANDING LENGTH)
G4	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE NOTED OR SHOWN ON PLAN)
H	CONCRETE CURB PEDESTRIAN
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE
K	CURB & GUTTER TRANSITION (SEE CURB & GUTTER CONSTRUCTION DETAILS)
L	SLOPE GUTTER PAN AT RAMP TO DRAIN AWAY FROM PEDESTRIAN CROSSING

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
507	334+00.78, 46.3' RT	CP 39IN FENO ALUM CAP	1477.80

STH 77

BP: 0+00.00

334+00

PC: 0+31.62

KOKOGAN ST S

STA 332+74.94
16.2' RT, 1472.92

CURB RAMP TYPE 1-A

27.4'

49.1' R

STA 332+88.99
67.21' RT

STA 333+42.50
80.2' RT, 1478.30

18.0'

STA 333+67.79
48.6' RT, 1476.72

CURB RAMP TYPE 1-A

41.4' R

STA 334+03.43
16.6' RT, 1476.83

507
1477.800
CP 39IN FENO ALUM CAP

STA 334+08.24
60.09' RT

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	INTERSECTION DETAILS: CURB RAMPS - KOKOGAN ST S	SHEET 10	E

LEGEND

A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER TYPE D 30-INCH OR 36-INCH
F	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' PANEL)
G	CONCRETE SIDEWALK 4-INCH (5' WIDTH AND 12H:1V SLOPE MAX)
G2	CONCRETE SIDEWALK 4-INCH (LANDING AREA 5' LENGTH AND 5' WIDTH)
G3	CONCRETE SIDEWALK 4-INCH (16' TRANSITION LANDING LENGTH)
G4	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE NOTED OR SHOWN ON PLAN)
H	CONCRETE CURB PEDESTRIAN
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE
K	CURB & GUTTER TRANSITION (SEE CURB & GUTTER CONSTRUCTION DETAILS)
L	SLOPE GUTTER PAN AT RAMP TO DRAIN AWAY FROM PEDESTRIAN CROSSING

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
508	341+17.88, 31.9' RT	CP 39IN FENO ALUM CAP	1498.60

STH 77

BP: 10+00.00

341+00

PC: 10+27.58

NIMIKON ST S

STA 339+60.80
16.3' RT, 1491.78

CURB RAMP TYPE 1-A

CURB RAMP TYPE 1-A

CURB RAMP TYPE 1-A

STA 339+64.28
53.41' RT

STA 339+95.46
72.9' RT, 1495.02

STA 341+07.39
16.1' RT, 1497.77

STA 340+43.92
50.5' RT, 1494.94

STA 340+92.73
67.12' RT

34.9' R

48.9' R

29.3'

16.6'

4.0'

6.0'

EXISTING ROW

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	INTERSECTION DETAILS: CURB RAMPS - NIMIKON ST S	SHEET 11	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - NIMIKON ST S

PLOT DATE : 9/7/2016 2:23 PM PLOT BY : MAVES, EVAN A PLOT SCALE : 1 IN:10 FT

LEGEND

A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER TYPE D 30-INCH OR 36-INCH
F	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' PANEL)
G	CONCRETE SIDEWALK 4-INCH (5' WIDTH AND 12H:1V SLOPE MAX)
G2	CONCRETE SIDEWALK 4-INCH (LANDING AREA 5' LENGTH AND 5' WIDTH)
G3	CONCRETE SIDEWALK 4-INCH (16' TRANSITION LANDING LENGTH)
G4	CONCRETE SIDEWALK 4-INCH, TRANSITION LENGTH FROM EDGE OF LANDING AREA TO EXISTING SIDEWALK (2' LENGTH TYPICAL, UNLESS OTHERWISE NOTED OR SHOWN ON PLAN)
H	CONCRETE CURB PEDESTRIAN
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE
K	CURB & GUTTER TRANSITION (SEE CURB & GUTTER CONSTRUCTION DETAILS)
L	SLOPE GUTTER PAN AT RAMP TO DRAIN AWAY FROM PEDESTRIAN CROSSING

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
509	353+76.16, 46.1' RT	CP 39IN FENO ALUM CAP	1553.63

STH 77

BP: 50+00.00

354+00

355+00

STA 353+56.64
16.8' RT, 1552.21

1/2" EXPANSION JOINT
CURB RAMP TYPE 4A1

STA 353+91.59
26.4' RT, 1553.11

STA 353+71.58
42.24' RT

509
1553.430
CP 39IN FENO ALUM CAP

EXISTING ROW

DIVISION ST S

PC: 50+21.71

PT: 50+55.84

STA 354+30.25
46.8' RT, 1553.68

1/2" EXPANSION JOINT
CURB RAMP TYPE 4A1

STA 354+87.00
16.7' RT, 1555.08

STA 354+64.71
46.59' RT

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	INTERSECTION DETAILS: CURB RAMPS - DIVISION ST S	SHEET 12 E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - DIVISION ST S

PLOT DATE : 9/7/2016 2:23 PM

PLOT BY : MAVES, EVAN A

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

A	REMOVING ASPHALTIC SURFACE
B	REMOVING CURB & GUTTER
C	REMOVING CONCRETE SIDEWALK
D	ASPHALTIC SURFACE PATCHING
E	CONCRETE CURB & GUTTER TYPE D 30-INCH OR 36-INCH
F	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' PANEL)
G	CONCRETE SIDEWALK 4-INCH (5' WIDTH AND 12H:1V SLOPE MAX)
G2	CONCRETE SIDEWALK 4-INCH (LANDING AREA 5' LENGTH AND 5' WIDTH)
G3	CONCRETE SIDEWALK 4-INCH (16' TRANSITION LANDING LENGTH)
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H	CONCRETE CURB PEDESTRIAN
I	SAWING ASPHALT (2' OFFSET FROM FLANGE C&G, OR AS SHOWN)
J	SAWING CONCRETE
K	CURB & GUTTER TRANSITION (SEE CURB & GUTTER CONSTRUCTION DETAILS)
L	SLOPE GUTTER PAN AT RAMP TO DRAIN AWAY FROM PEDESTRIAN CROSSING

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
510	368+69.30, 24.6' RT	CP 39IN FENO ALUM CAP	1579.83
601	370+22.74, 346.6' RT	NGS 8F88	1580.95

STH 77

BP: 60+00.00

371+00

ODANAD RD

EXISTING ROW

STA 369+72.23
27.0' RT, 1577.57

STA 369+60.53
77.50' RT

51.0' R

CURB RAMP TYPE 1-A

STA 370+04.90
49.3' RT, 1577.01

STA 370+97.40
26.7' RT, 1574.85

CURB RAMP TYPE 1-A

34.0' R

STA 370+63.70
63.0' RT, 1576.43

STA 370+99.41
62.77' RT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	INTERSECTION DETAILS: CURB RAMPS - ODANAH RD	SHEET 13	E

2

2

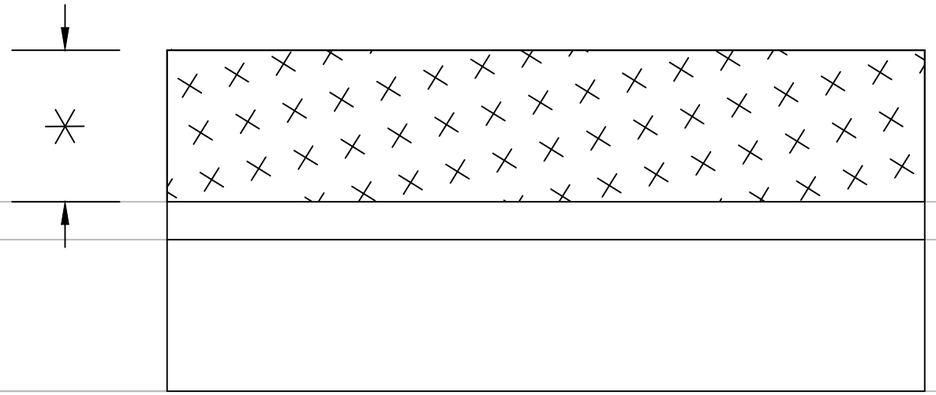
EXISTING ROW

LANDSCAPING RESTORATION AREA
ITEMS TO INCLUDE:
TOPSOIL
EROSION MAT URBAN CLASS 1 TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE No. 40

2' MAX

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	EROSION CONTROL: CURB RAMPS	SHEET 14	E

2



LANDSCAPING RESTORATION AREA
ITEMS TO INCLUDE:
- TOPSOIL
- EROSION MAT URBAN CLASS 1 TYPE A
- FERTILIZER TYPE B
- SEEDING MIXTURE No. 40

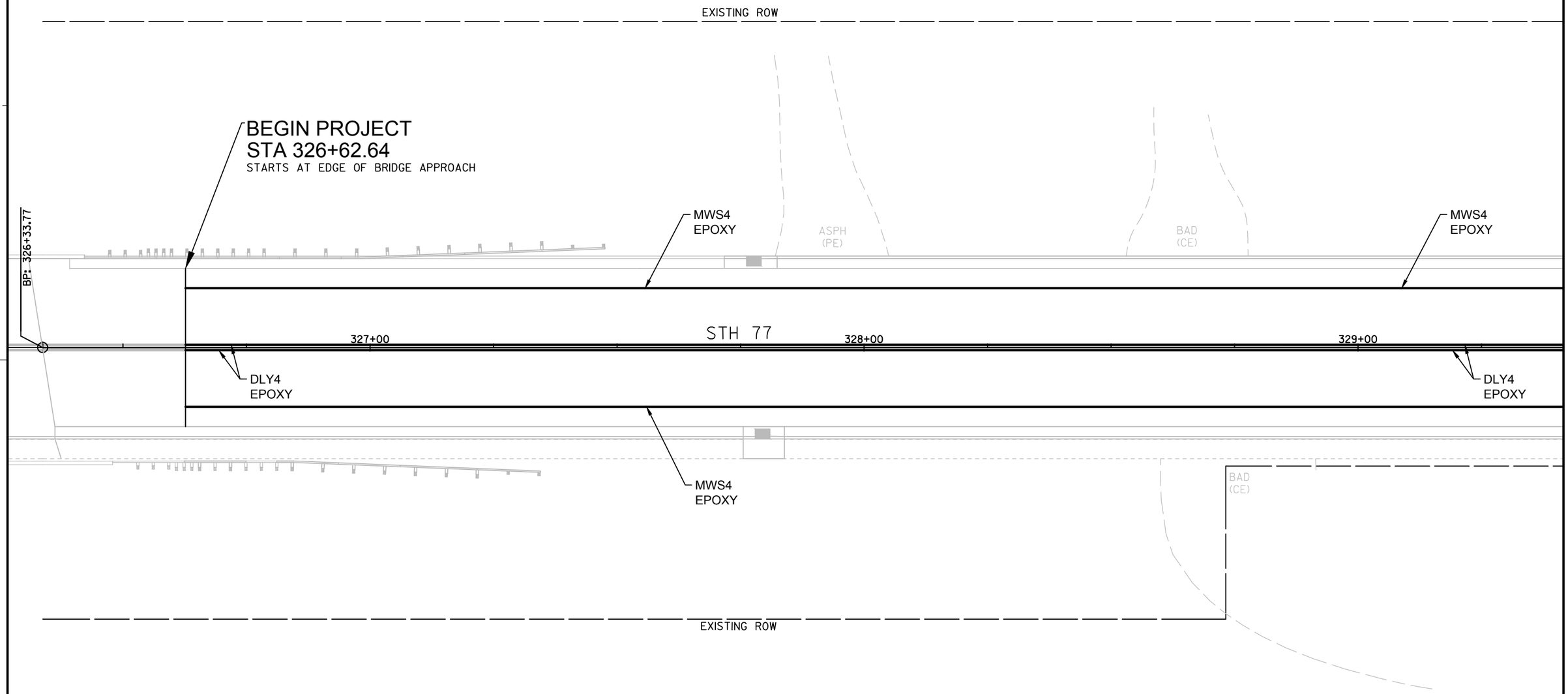
2' MAX

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	EROSION CONTROL: CURB & GUTTER	SHEET 15	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 02
PLOT DATE : 8/29/2016 1:02 PM PLOT BY : MAVES, EVAN A PLOT SCALE : 1 IN:1 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
NO PASSING ZONE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LOCATING NO PASSING ZONE ITEM.
USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.



KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

NOTE:
PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.
NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
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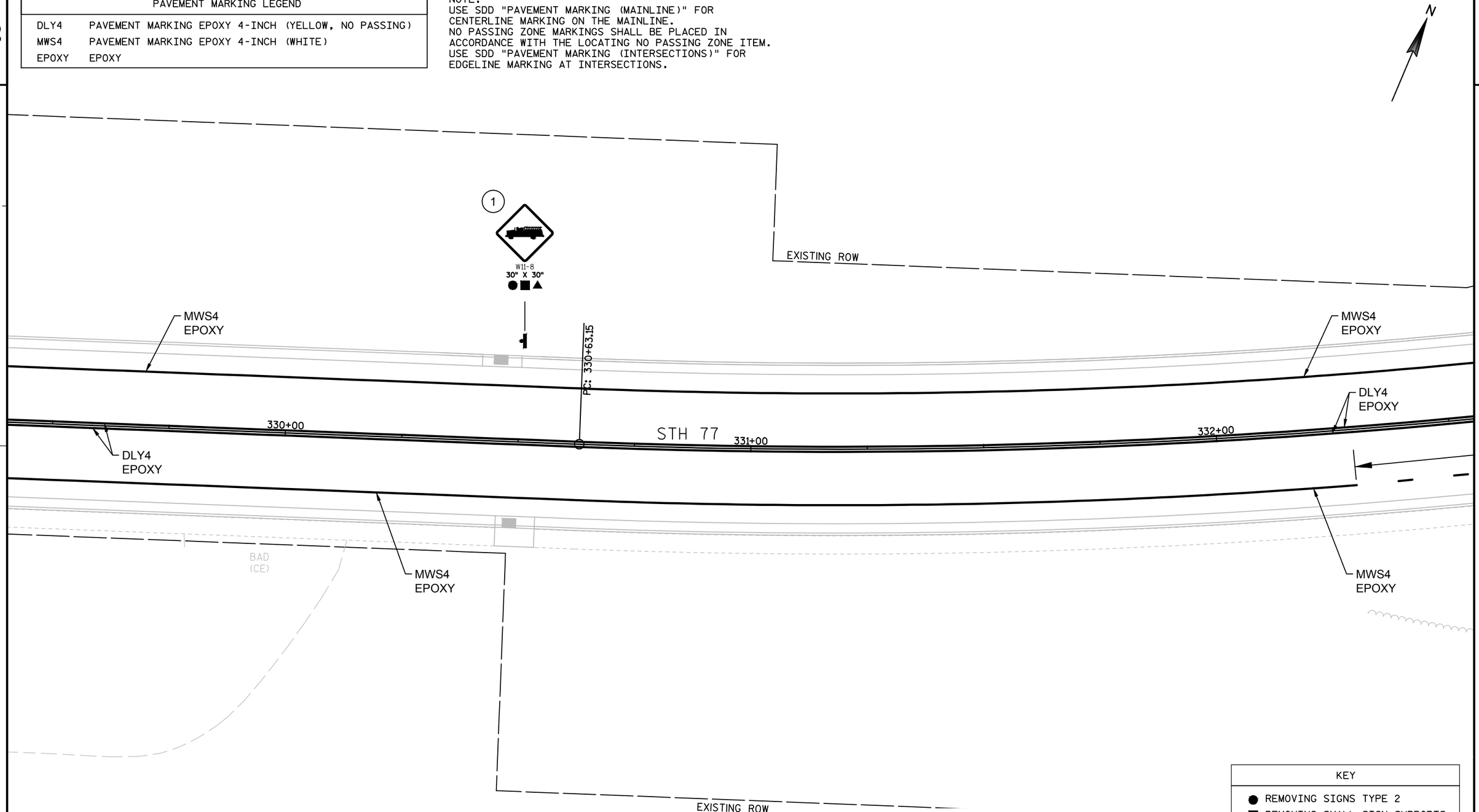

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KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 17	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
NO PASSING ZONE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LOCATING NO PASSING ZONE ITEM.
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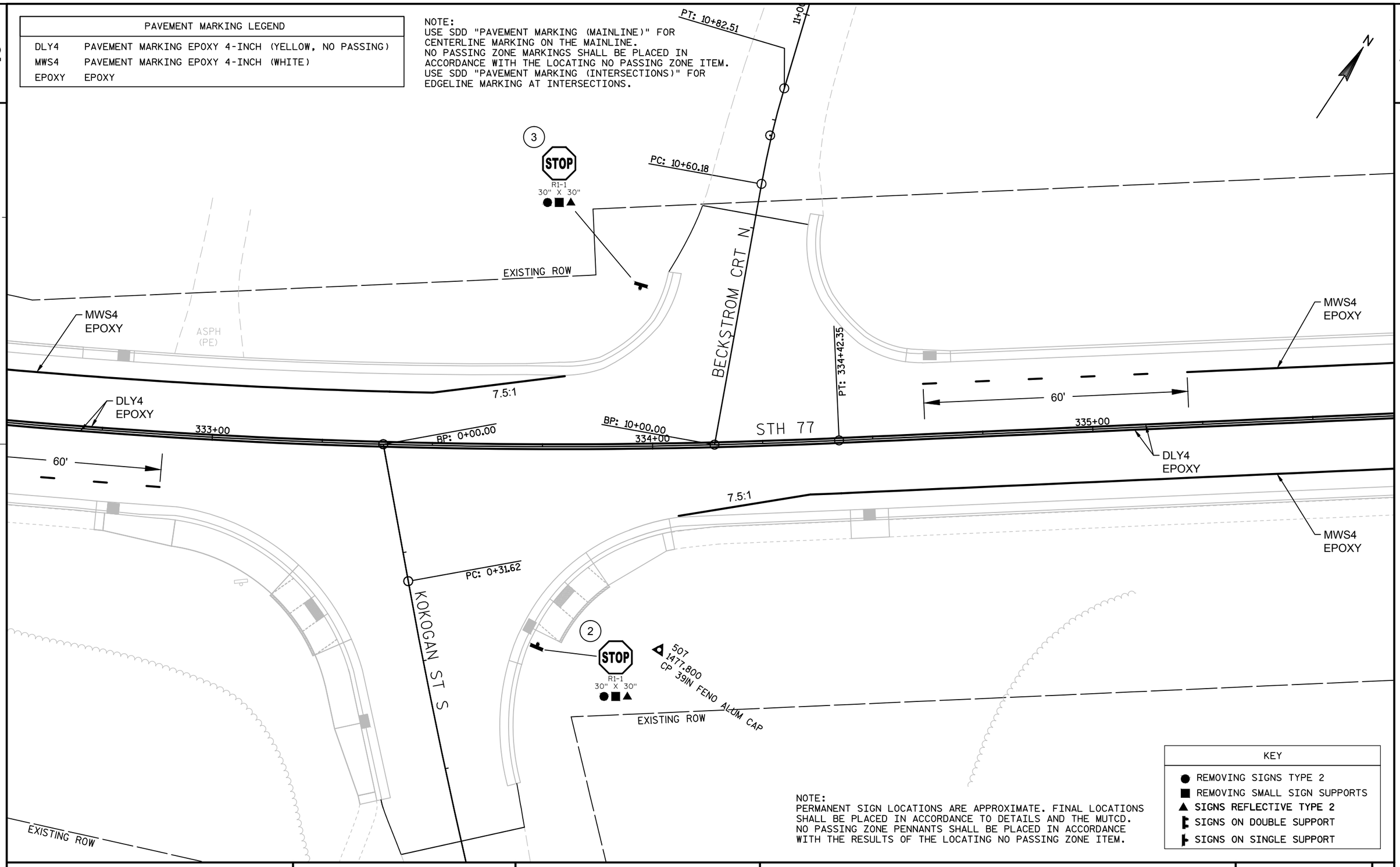

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

NOTE:
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PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 18	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
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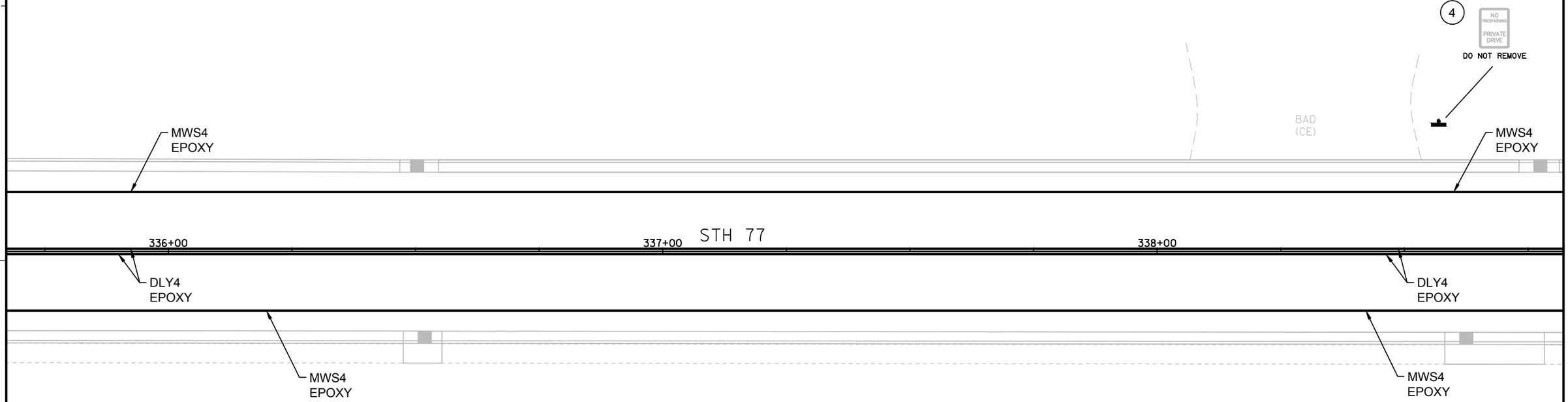
EXISTING ROW



EXISTING ROW

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KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 19	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
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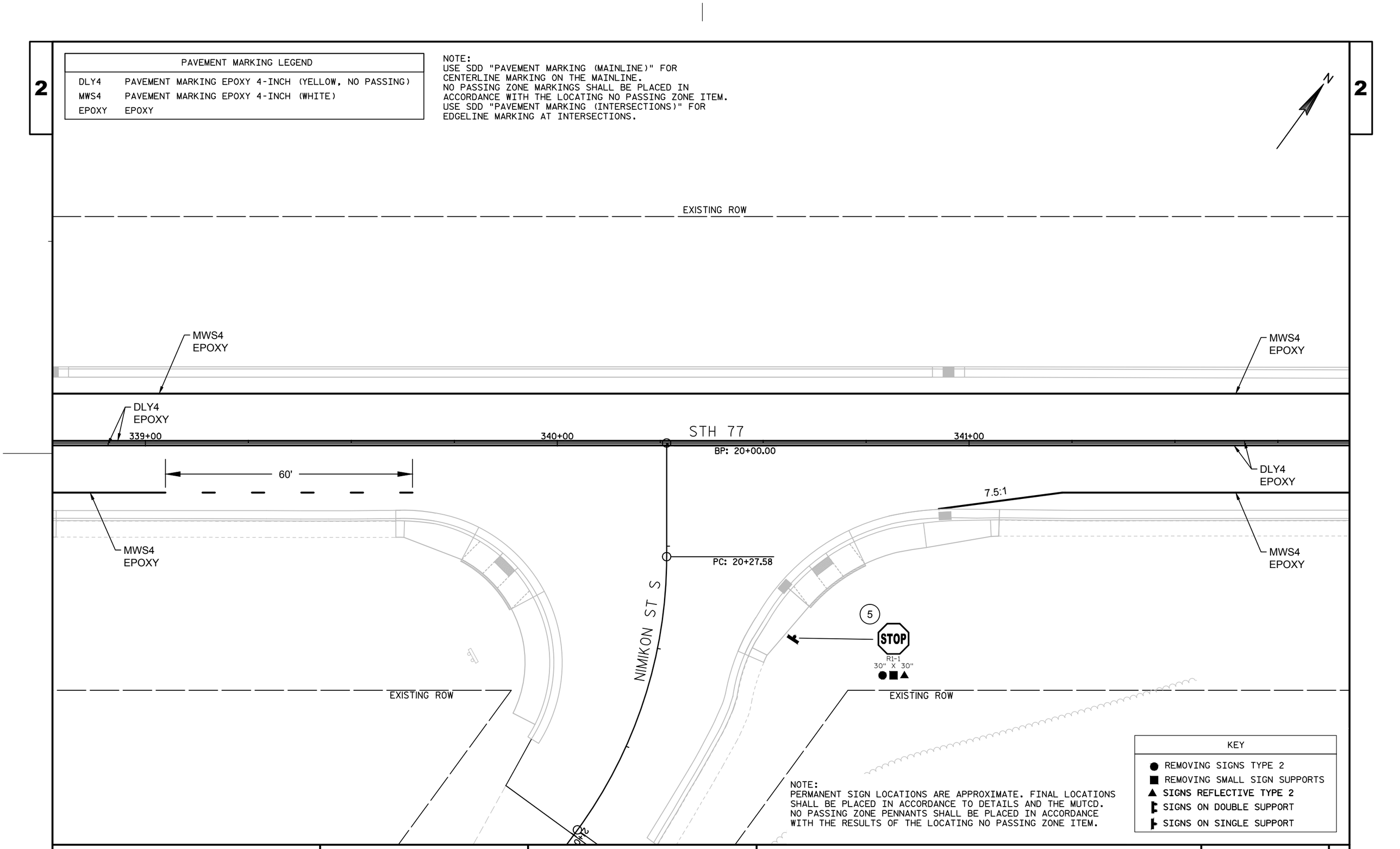

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PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
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USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.

N

PT: 30+82.45

EXISTING ROW

6

STOP
R1-1
30" X 30"

OTTAWA ST N

EXISTING ROW

MWS4
EPOXY

PC: 30+15.90

7.5:1

MWS4
EPOXY

60'

342+00

BP: 30+00.00

343+00

STH 77

344+00

345+00

DLY4
EPOXY

DLY4
EPOXY

MWS4
EPOXY

BAD
(PE)

MWS4
EPOXY

EXISTING ROW

KEY	
●	REMOVING SIGNS TYPE 2
■	REMOVING SMALL SIGN SUPPORTS
▲	SIGNS REFLECTIVE TYPE 2
	SIGNS ON DOUBLE SUPPORT
	SIGNS ON SINGLE SUPPORT

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PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 21	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
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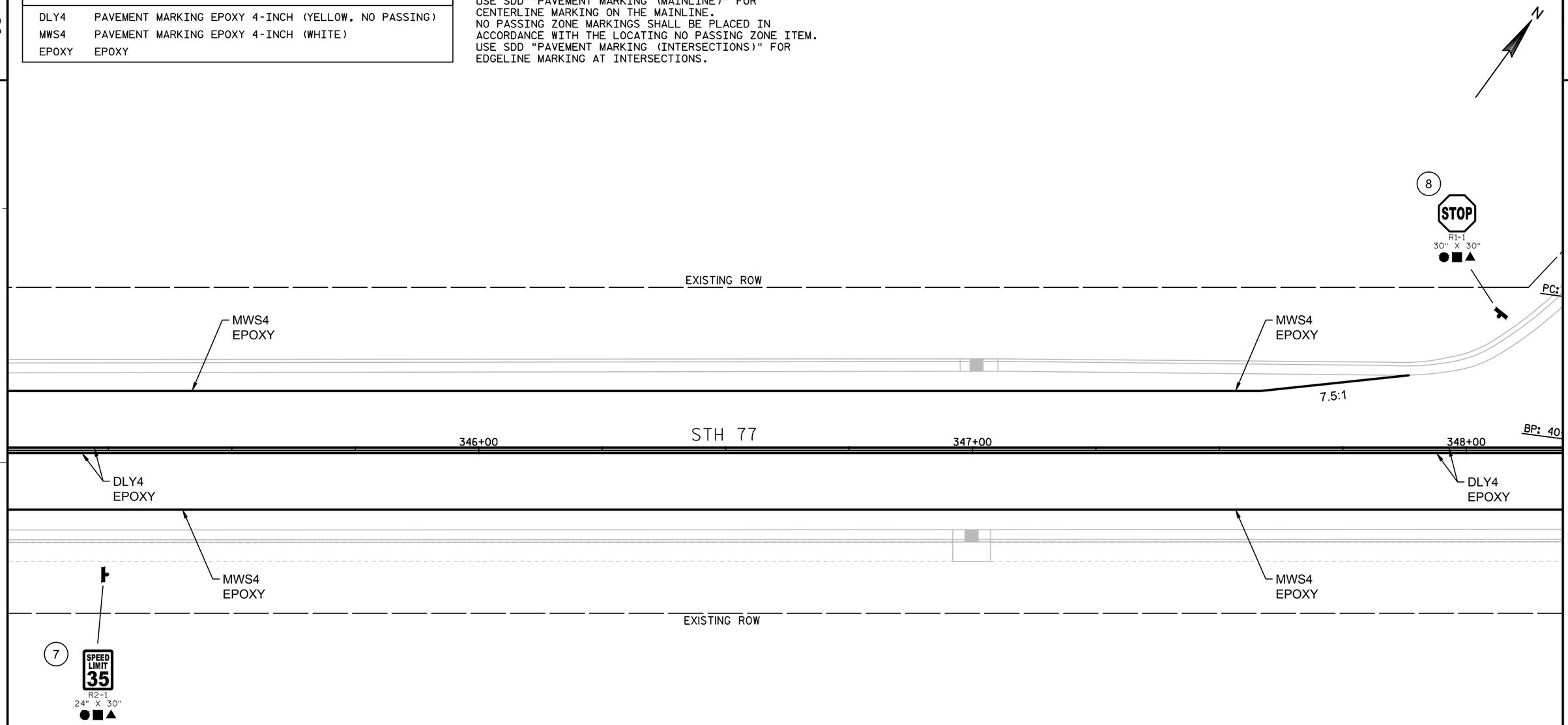
USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.



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KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

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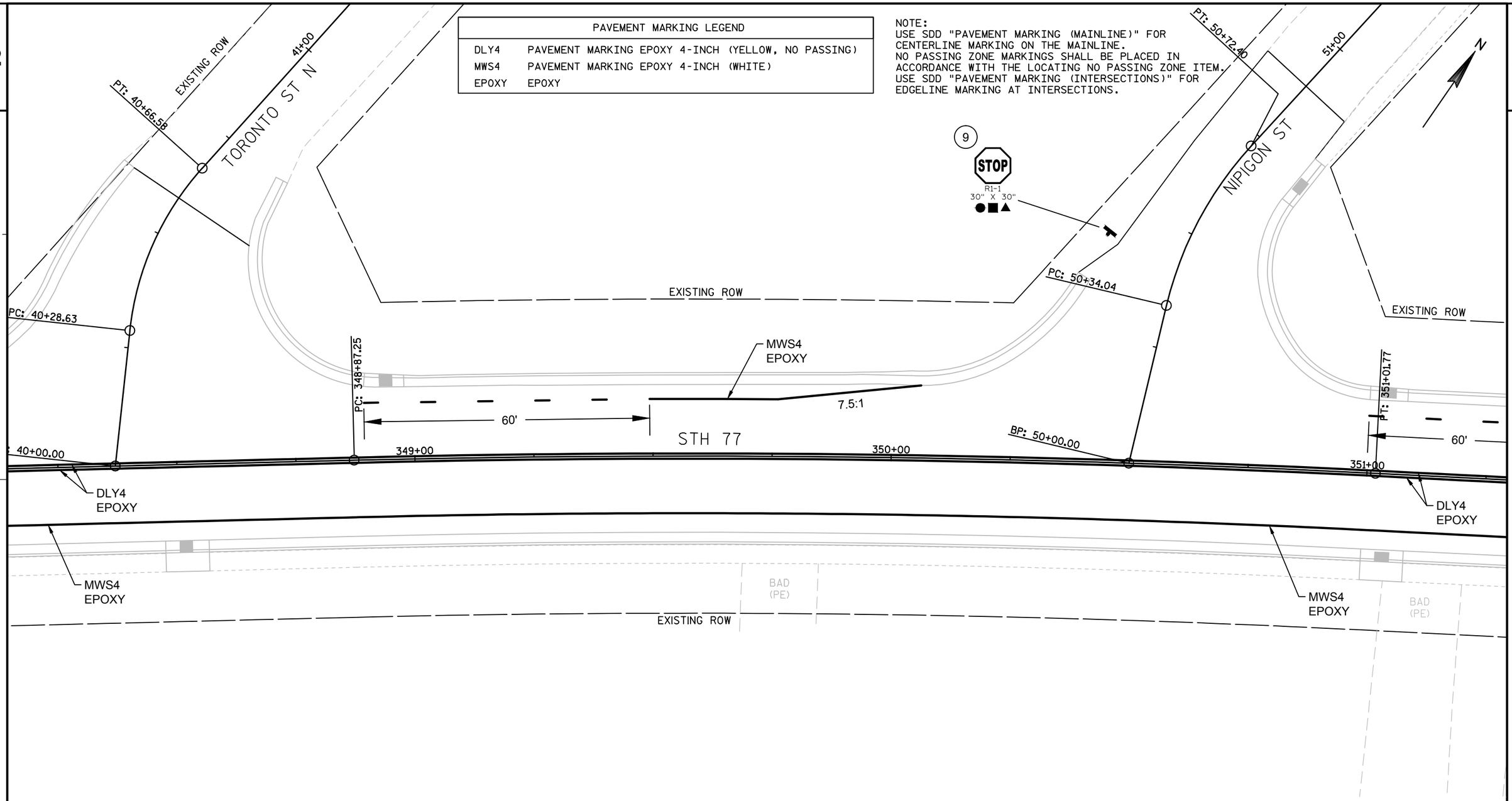

KEY	
●	REMOVING SIGNS TYPE 2
■	REMOVING SMALL SIGN SUPPORTS
▲	SIGNS REFLECTIVE TYPE 2
⊢	SIGNS ON DOUBLE SUPPORT
⊢	SIGNS ON SINGLE SUPPORT

NOTE:
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PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 23	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
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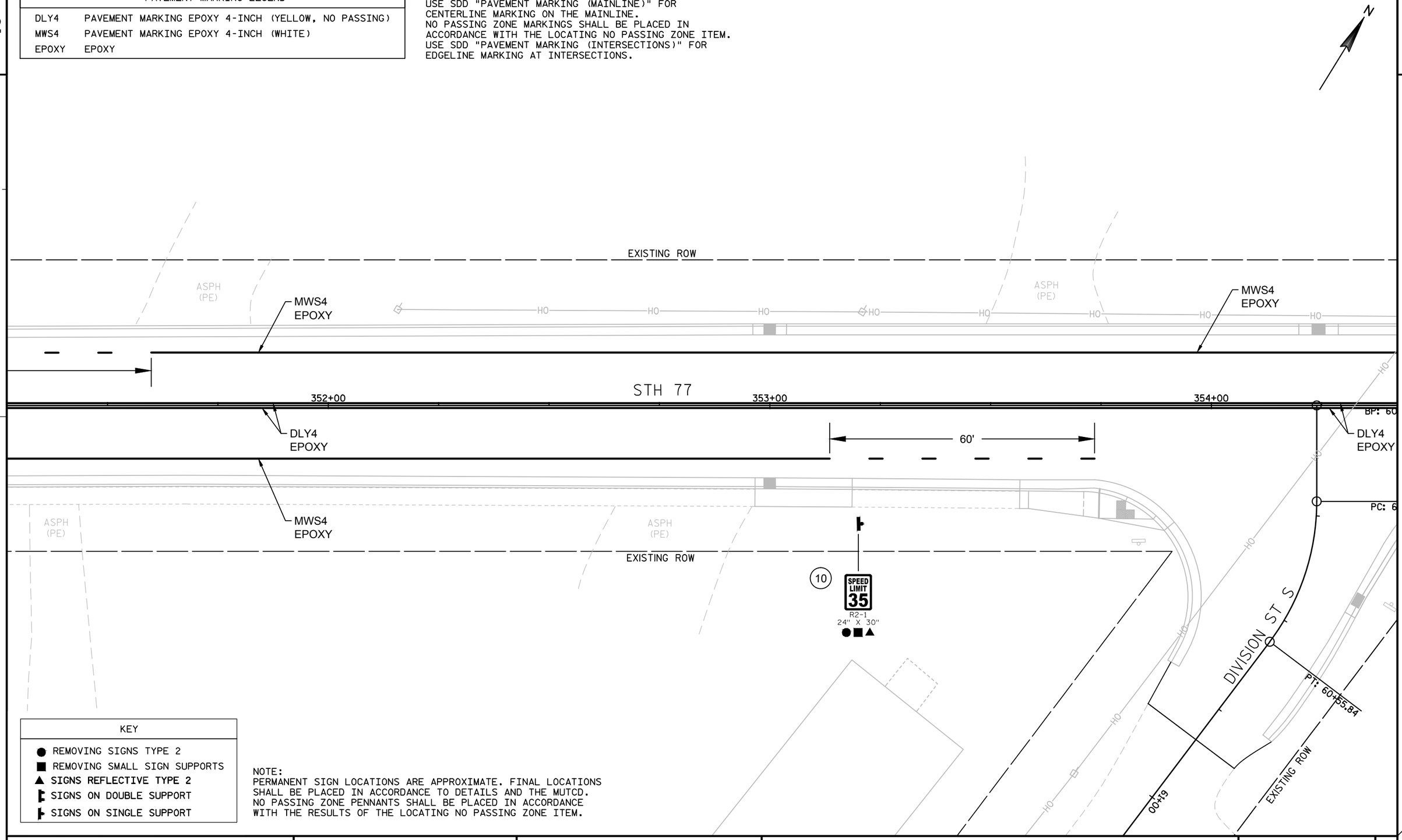

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

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PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 24	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
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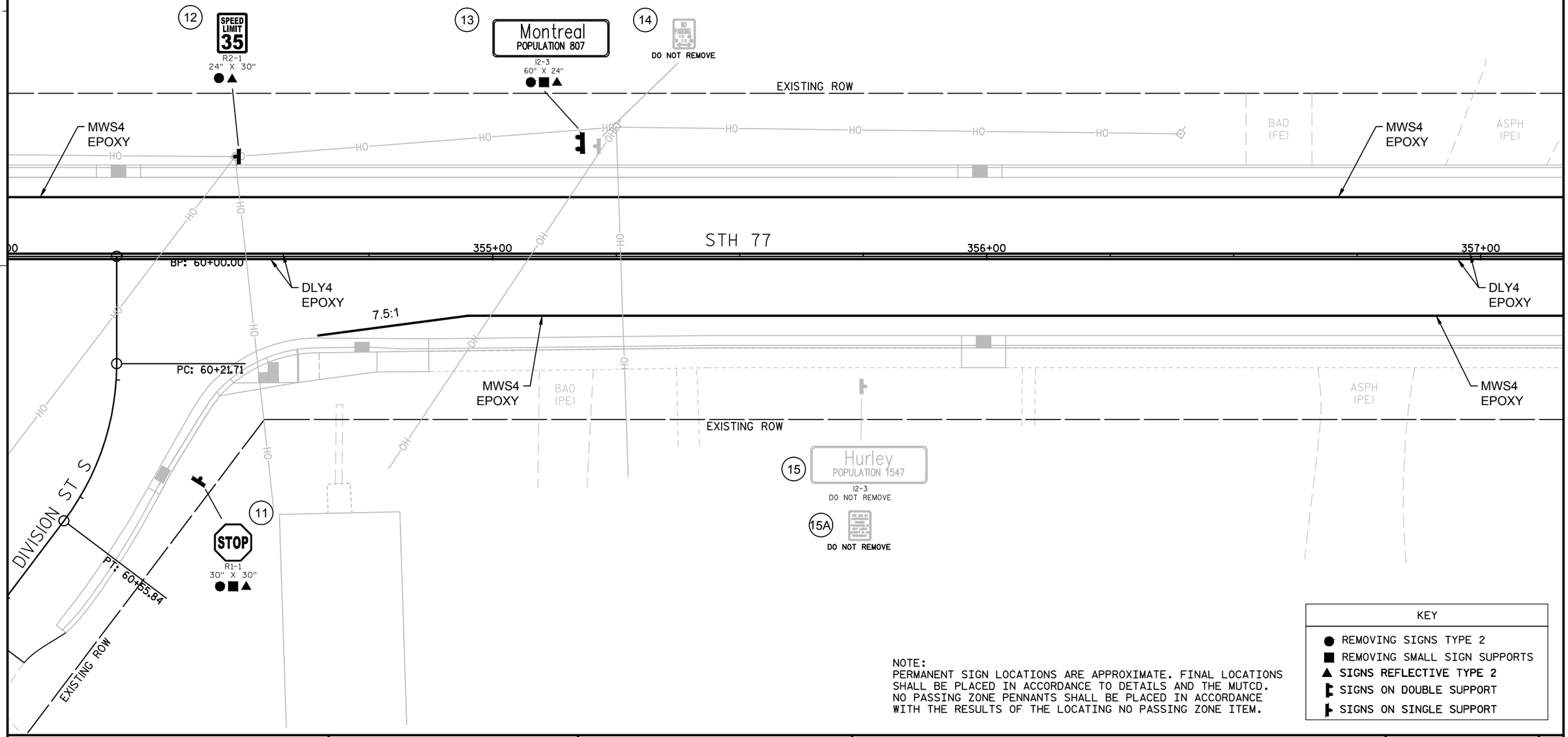

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

NOTE:
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PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

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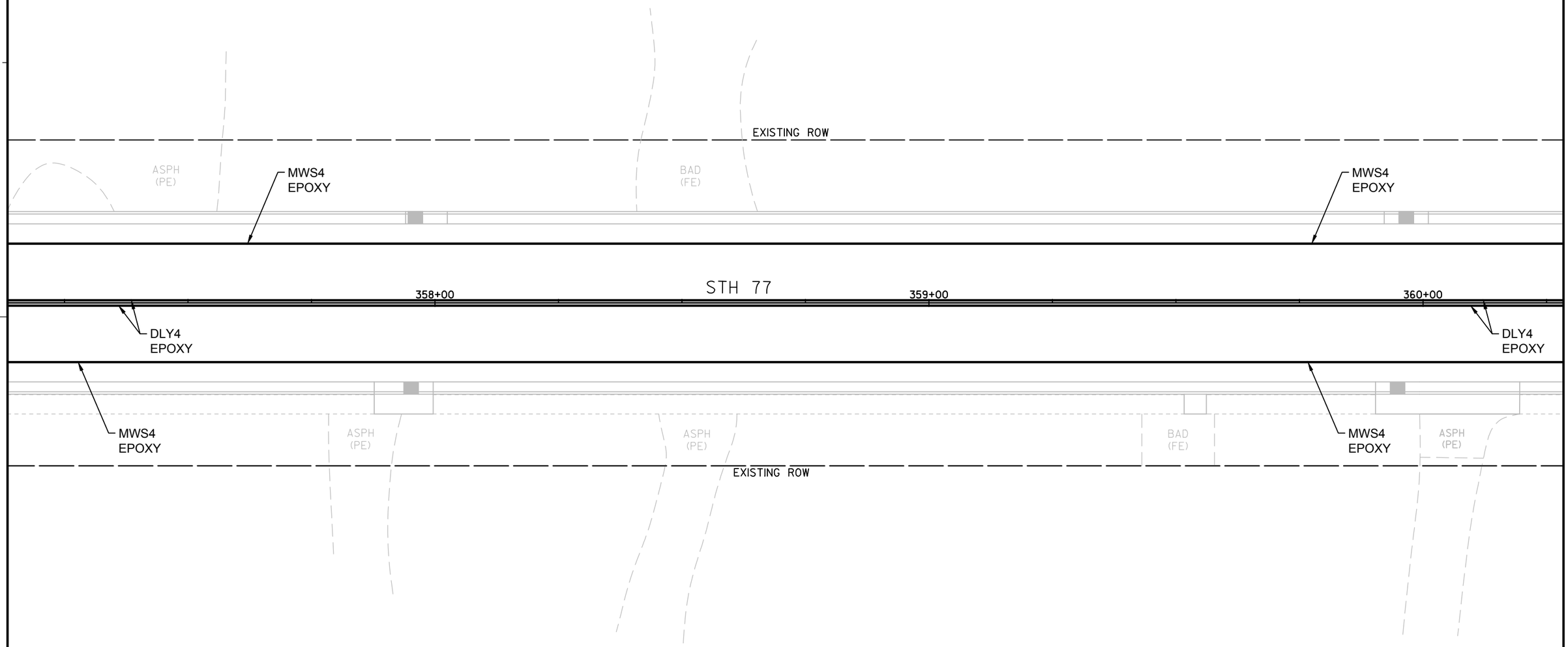

KEY	
●	REMOVING SIGNS TYPE 2
■	REMOVING SMALL SIGN SUPPORTS
▲	SIGNS REFLECTIVE TYPE 2
┣	SIGNS ON DOUBLE SUPPORT
┠	SIGNS ON SINGLE SUPPORT

NOTE:
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PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 26	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
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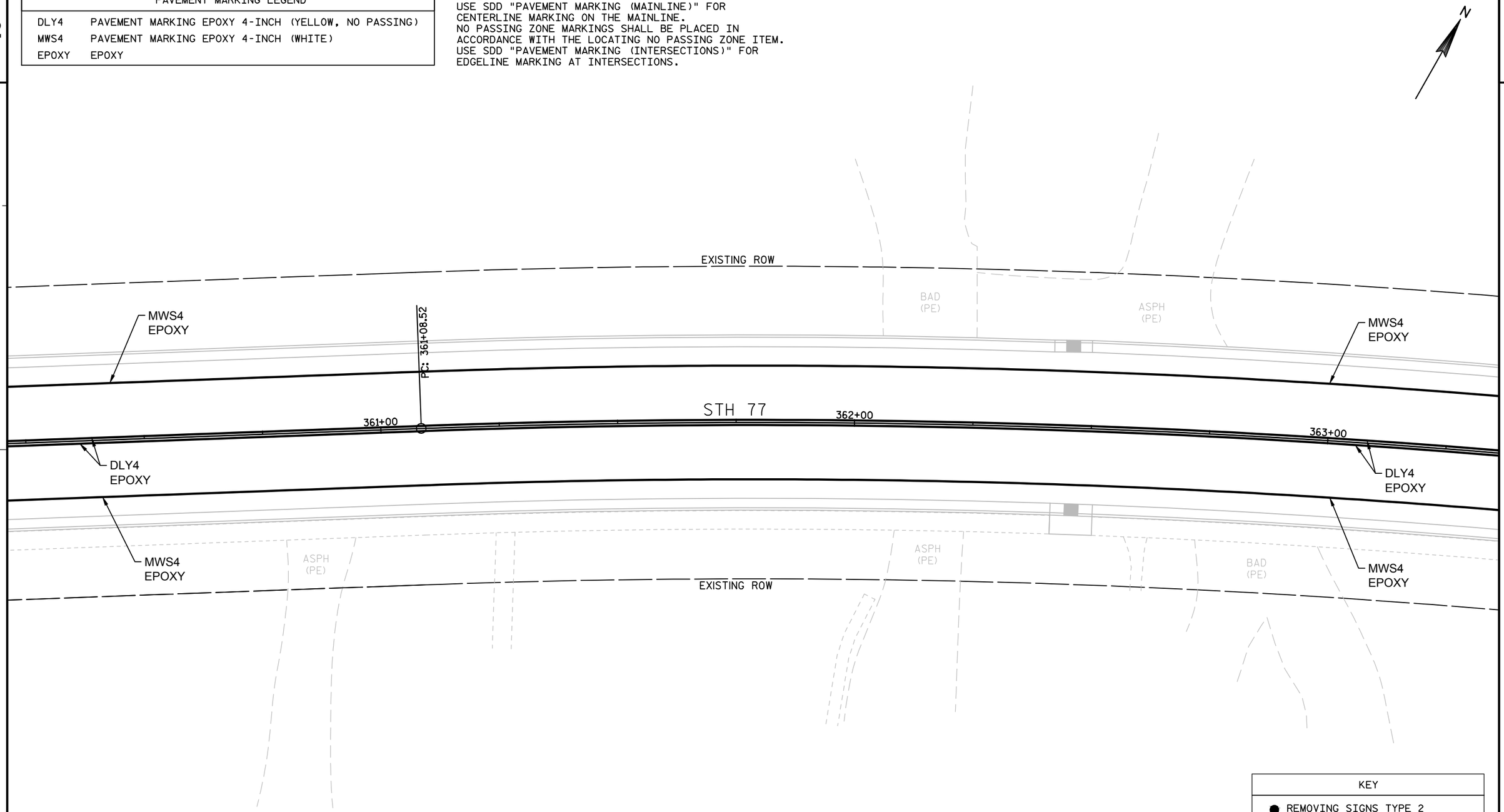

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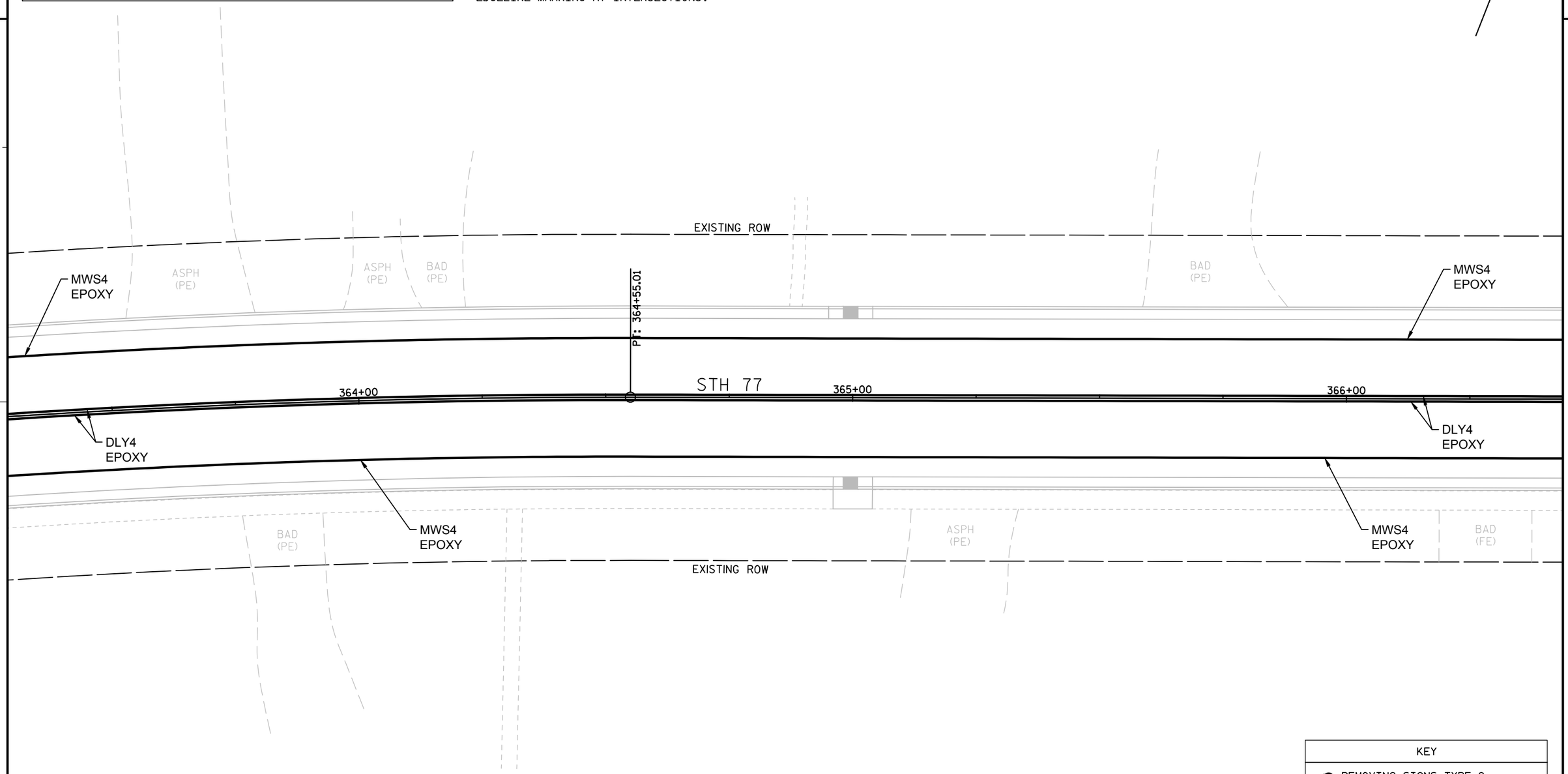
NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 27	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
NO PASSING ZONE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LOCATING NO PASSING ZONE ITEM.
USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.



NOTE:
PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.
NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

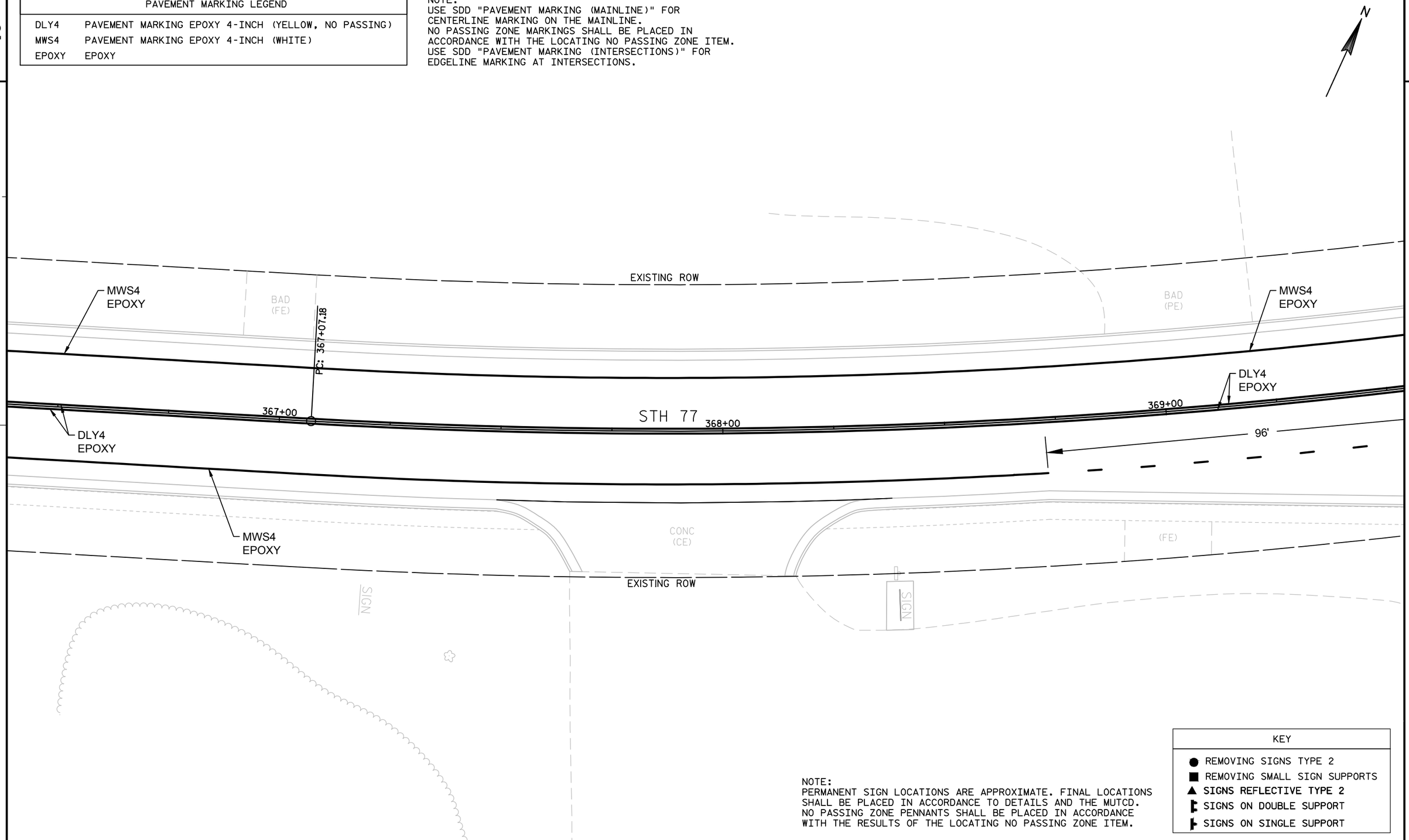
KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 28	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\023201_PS_PM.DWG
LAYOUT NAME - SHEET - (13)
PLOT DATE : 9/7/2016 3:07 PM PLOT BY : MAVES, EVAN A PLOT NAME : PLOT SCALE : 1 IN:20 FT

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
NO PASSING ZONE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LOCATING NO PASSING ZONE ITEM.
USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.



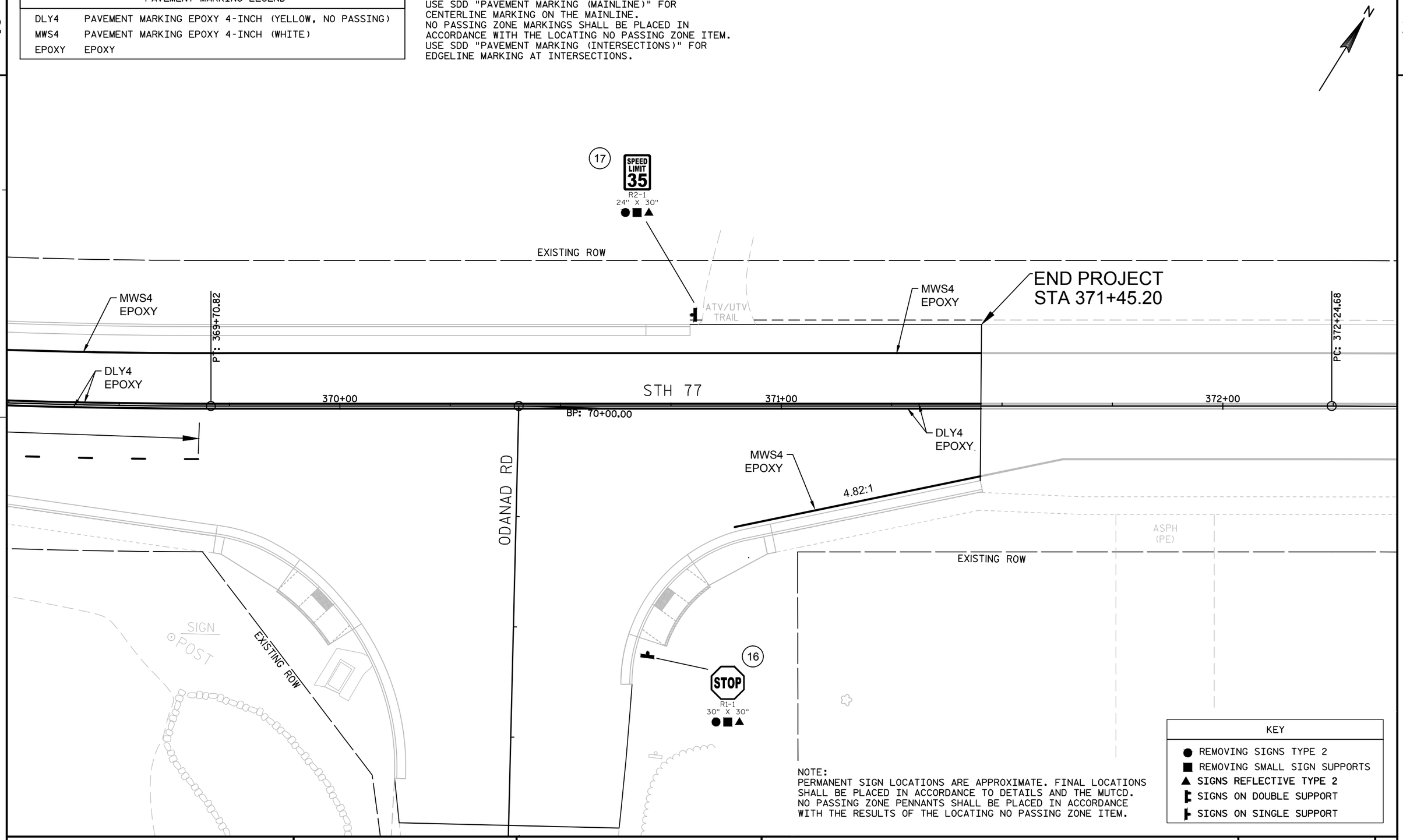
NOTE:
PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.
NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 29	E

PAVEMENT MARKING LEGEND	
DLY4	PAVEMENT MARKING EPOXY 4-INCH (YELLOW, NO PASSING)
MWS4	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
EPOXY	EPOXY

NOTE:
USE SDD "PAVEMENT MARKING (MAINLINE)" FOR CENTERLINE MARKING ON THE MAINLINE.
NO PASSING ZONE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LOCATING NO PASSING ZONE ITEM.
USE SDD "PAVEMENT MARKING (INTERSECTIONS)" FOR EDGELINE MARKING AT INTERSECTIONS.



NOTE:
PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.
NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 30	E

9250-15-70

Line	Item	Item Description	Unit	Total	Qty
0050	204.0110	Removing Asphaltic Surface	SY	219.000	219.000
0060	204.0115	Removing Asphaltic Surface Butt Joints	SY	361.000	361.000
0070	204.0120	Removing Asphaltic Surface Milling	SY	18,252.000	18,252.000
0080	204.0150	Removing Curb & Gutter	LF	891.000	891.000
0090	204.0155	Removing Concrete Sidewalk	SY	263.000	263.000
0190	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 9250-15-70	LS	1.000	1.000
0220	213.0100	Finishing Roadway (project) 02. 9250-15-70	EACH	1.000	1.000
0230	305.0110	Base Aggregate Dense 3/4-Inch	TON	1.000	1.000
0240	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	367.000	367.000
0250	305.0500	Shaping Shoulders	STA	1.000	1.000
0270	416.0160	Concrete Driveway 6-Inch	SY	25.000	25.000
0290	440.4410	Incentive IRI Ride	DOL	3,400.000	3,400.000
0300	455.0605	Tack Coat	GAL	1,306.000	1,306.000
0310	460.2000	Incentive Density HMA Pavement	DOL	1,220.000	1,220.000
0330	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,876.000	1,876.000
0350	465.0110	Asphaltic Surface Patching	TON	57.000	57.000
0450	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	446.000	446.000
0460	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	445.000	445.000
0470	601.0600	Concrete Curb Pedestrian	LF	107.000	107.000
0480	602.0405	Concrete Sidewalk 4-Inch	SF	2,856.000	2,856.000
0490	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	84.000	84.000
0620	611.8115	Adjusting Inlet Covers	EACH	44.000	44.000
0680	616.0700.S	Fence Safety	LF	1,200.000	1,200.000
0700	618.0100	Maintenance And Repair of Haul Roads (project) 02. 9250-15-70	EACH	1.000	1.000
0710	619.1000	Mobilization	EACH	0.100	0.100
0720	624.0100	Water	MGAL	30.000	30.000
0730	625.0100	Topsoil	SY	227.000	227.000
0760	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0770	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0780	628.2006	Erosion Mat Urban Class I Type A	SY	227.000	227.000
0810	628.7015	Inlet Protection Type C	EACH	44.000	44.000
0850	629.0210	Fertilizer Type B	CWT	0.220	0.220
0870	630.0140	Seeding Mixture No. 40	LB	5.000	5.000
0880	631.0300	Sod Water	MGAL	5.000	5.000
0900	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	14.000	14.000
0930	637.2210	Signs Type II Reflective H	SF	80.000	80.000
0940	637.2230	Signs Type II Reflective F	SF	9.000	9.000
0950	638.2602	Removing Signs Type II	EACH	14.000	14.000

9250-15-70

Line	Item	Item Description	Unit	Total	Qty
0960	638.3000	Removing Small Sign Supports	EACH	14.000	14.000
0990	643.0100	Traffic Control (project) 02. 9250-15-70	EACH	1.000	1.000
1000	643.0300	Traffic Control Drums	DAY	2,000.000	2,000.000
1020	643.0420	Traffic Control Barricades Type III	DAY	310.000	310.000
1030	643.0705	Traffic Control Warning Lights Type A	DAY	310.000	310.000
1040	643.0900	Traffic Control Signs	DAY	960.000	960.000
1050	644.1420.S	Temporary Pedestrian Surface Plywood	SF	2,272.000	2,272.000
1060	644.1601.S	Temporary Curb Ramp	EACH	10.000	10.000
1080	646.0106	Pavement Marking Epoxy 4-Inch	LF	16,705.000	16,705.000
1110	648.0100	Locating No-Passing Zones	MI	0.850	0.850
1120	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	8,965.000	8,965.000
1130	649.0600	Temporary Pavement Marking Removable Tape 6-Inch	LF	520.000	520.000
1170	650.8000	Construction Staking Resurfacing Reference	LF	4,483.000	4,483.000
1190	650.9910	Construction Staking Supplemental Control (project) 01. 9250-15-70	LS	1.000	1.000
1200	690.0150	Sawing Asphalt	LF	1,215.500	1,215.500
1210	690.0250	Sawing Concrete	LF	403.000	403.000
1260	SPV.0180	Special 01. Thermoplastic Coating At Snowmobile Trail Crossing	SY	57.000	57.000

3

REMOVING CURB & GUTTER AND SIDEWALK

STATION TO STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
327+72 - 327+82	LT	2.4	11	---	15	5
327+76 - 327+84	RT	1.9	8.5	4	12.5	13
330+42 - 330+50	LT	1.9	8.5	---	12.5	5
330+46 - 330+54	RT	1.9	8.5	4	12.5	13
332+69 - 332+81	LT	2.7	12	---	16	5
334+44 - 334+53	RT	2.0	9	4	13	13
334+58 - 334+68	LT	2.2	10	---	14	5
336+47 - 336+55	LT	1.8	8	---	12	5
336+48 - 336+55	RT	1.8	8	4	12	13
338+58 - 338+78	RT	4.6	20.5	9.5	24.5	13
338+73 - 338+81	LT	1.9	8.5	---	12.5	5
340+91 - 340+99	LT	1.8	8	---	12	5
342+28 - 342+38	LT	2.4	11	---	15	5
342+70 - 342+78	RT	1.9	8.5	4	12.5	13
343+04 - 343+08	LT	1.9	8.5	---	12.5	5
343+38 - 343+46	LT	1.8	8	---	12	5
344+94 - 345+02	RT	1.8	8	4	12	13
346+96 - 347+04	RT	1.8	8	4	12	13
346+98 - 347+05	LT	1.8	8	---	12	5
348+47 - 348+56	RT	2.1	9.5	4.5	13.5	13
348+90 - 348+98	LT	1.9	8.5	---	12.5	5
350+80 - 350+86	LT	2.0	9	---	13	5
350+99 - 351+08	RT	2.0	9	4	13	13
351+00 - 351+08	LT	1.8	8	---	12	5
352+96 - 353+04	LT	1.8	8	---	12	5
352+97 - 353+19	RT	4.9	22	10	26	13
354+20 - 354+29	LT	2.0	9	---	13	5
355+94 - 356+03	LT	2.0	9	---	13	5
355+95 - 356+04	RT	2.0	9	4	13	13
357+88 - 358+00	RT	2.7	12	5.5	16	13
357+94 - 358+03	LT	1.9	8.5	---	12.5	5
359+51 - 359+56	RT	---	---	2	---	8
359+90 - 360+20	RT	15.6	29.5	4	54	13
359+92 - 360+01	LT	2.0	9	---	13	5
362+42 - 362+50	LT	1.8	8	---	12	5
362+42 - 362+51	RT	2.0	9	4	13	13
364+95 - 365+04	LT	2.0	9	---	13	5
364+96 - 365+04	RT	1.8	8	4	12	13
370+70 - 370+80	LT	2.5	10	---	14	2.5
	TOTALS =	**94.7** (*)	**384.5** (*)	**80** (*)	**557** (*)	**323.5** (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS AND QUANTITIES ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING CURB RAMPS

STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
333+25, RT 37.5'	SE KOKOGAN ST S	26.0	105	45.0	118	11
333+79, RT 33.5'	NE KOKOGAN ST S	12.0	50	15.0	58	10
339+88, RT 29'	SE NIMIKON ST S	20.0	78	30.5	95	8
340+65, RT 28'	NE NIMIKON ST S	18.0	76	32.0	85	14
353+78, RT 21.5'	SE DIVISION ST S	9.0	36	15.0	44	10
354+59, RT 21.5'	NE DIVISION ST S	16.0	69	20.0	78	10
360+97, RT 43'	SE ODANAH RD	9.5	40	12.0	47	9
370+73, RT 43'	NE ODANAH RD	13.5	52	14.0	66	7
	TOTALS =	**124.0** (*)	**506** (*)	**183.5** (*)	**591** (*)	**79** (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)
326+62.64 - 327+37.64	BEGIN PROJECT	36
333+50 RT	KOKOGAN ST S	33
334+08 LT	BECKSTROM CRT N	30
340+35 RT	NIMIKON ST S	43
342+80 LT	OTTAWA ST S	32
348+35 LT	TORONTO ST N	37
342+80 LT	NIPIGON ST	25
340+35 RT	DIVISION ST S	29
370+40 RT	ODANAH RD	57
370+70.20 - 371+45.20	END PROJECT	39
	TOTAL =	**361**

REMOVING ASPHALTIC SURFACE MILLING

STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)
327+37.64 - 370+70.20	MAINLINE	15,885
333+50 RT	KOKOGAN ST S	323
334+08 LT	BECKSTROM CRT N	122
340+35 RT	NIMIKON ST S	409
342+80 LT	OTTAWA ST S	212
348+35 LT	TORONTO ST N	169
342+80 LT	NIPIGON ST	237
340+35 RT	DIVISION ST S	243
370+40 RT	ODANAH RD	652
	TOTAL =	**18,252**

3

BASE AGGREGATE

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	305.0500 SHAPING SHOULDERS (STA)	624.0100 WATER (MGAL)	REMARKS
327+72	-	370+89	LT/RT	---	367	---	29.5	30 -INCH & 36-INCH CURB & GUTTER
370+80		371+45.2	LT	1	---	1	0.5	SHOULDER
			TOTALS =	**1**	**367**	**1**	**30.0**	

HMA PAVEMENT

STATION	LOCATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)
326+62.64 - 370+80	MAINLINE	1,100	1,595
370+80 - 371+45.20	MAINLINE	18	26
333+50 RT	KOKOGAN ST S	25	35
334+08 LT	BECKSTROM CRT N	11	14
340+35 RT	NIMIKON ST S	32	44
342+80 LT	OTTAWA ST S	17	23
348+35 LT	TORONTO ST N	14	19
342+80 LT	NIPIGON ST	19	25
340+35 RT	DIVISION ST S	20	26
370+40 RT	ODANAH RD	50	69
	TOTALS =	**1,306**	**1,876**

CURB RAMPS

STATION	LOCATION	465.0110 ASPHALTIC SURFACE PATCHING (TON)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	602.0505 CURP RAMP DETECTABLE WARNING FIELD YELLOW (SF)	611.8115 ADJUSTING INLET COVERS (EACH)
333+25, RT 37.5'	SE KOKOGAN ST S	7.9	10	95	18	560	10	2
333+79, RT 33.5'	NE KOKOGAN ST S	3.7	---	50	18	210	10	1
339+88, RT 29'	SE NIMIKON ST S	6.1	---	78	18	390	10	---
340+65, RT 28'	NE NIMIKON ST S	5.5	6	70	18	395	10	2
353+78, RT 21.5'	SE DIVISION ST S	2.8	10	26	---	150	12	---
354+59, RT 21.5'	NE DIVISION ST S	4.9	6	63	---	185	12	2
360+97, RT 43'	SE ODANAH RD	2.9	40	---	17	205	10	---
370+73, RT 43'	NE ODANAH RD	4.1	52	---	18	215	10	1
	TOTALS =	**37.9** (*)	**124** (*)	**382** (*)	**107**	**2,310** (*)	**84**	**8** (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS AND QUANTITIES ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CURB & GUTTER AND SIDEWALK

STATION TO STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH (SY)	465.0110 ASPHALTIC SURFACE PATCHING (TON)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	611.8115 ADJUSTING INLET COVERS (EACH)
327+72 - 327+82	LT	---	0.5	11.0	---	---	1
327+76 - 327+84	RT	---	0.4	8.5	---	34	1
330+42 - 330+50	LT	---	0.4	8.5	---	---	1
330+46 - 330+54	RT	---	0.4	8.5	---	34	1
332+69 - 332+81	LT	---	0.6	12.0	---	---	1
334+44 - 334+53	RT	---	0.4	9.0	---	36	1
334+58 - 334+68	LT	---	0.5	---	10.0	---	1
336+47 - 336+55	LT	---	0.4	8.0	---	---	1
336+48 - 336+55	RT	---	0.4	8.0	---	32	1
338+58 - 338+78	RT	---	1.0	20.5	---	82	1
338+73 - 338+81	LT	---	0.4	8.5	---	---	1
340+91 - 340+99	LT	---	0.4	8.0	---	---	1
342+28 - 342+38	LT	---	0.5	---	11.0	---	---
342+70 - 342+78	RT	---	0.4	8.5	---	34	1
343+04 - 343+08	LT	---	0.4	---	8.5	---	1
343+38 - 343+46	LT	---	0.4	---	8.0	---	1
344+94 - 345+02	RT	---	0.4	8.0	---	32	1
346+96 - 347+04	RT	---	0.4	8.0	---	32	1
346+98 - 347+05	LT	---	0.4	8.0	---	---	1
348+47 - 348+56	RT	---	0.5	9.5	---	38	1
348+90 - 348+98	LT	---	0.4	---	8.5	---	1
350+80 - 350+86	LT	---	0.4	---	9.0	---	1
350+99 - 351+08	RT	4	0.4	9.0	---	---	1
351+00 - 351+08	LT	---	0.4	---	8.0	---	1
352+96 - 353+04	LT	---	0.4	8.0	---	---	1
352+97 - 353+19	RT	---	1.1	22.0	---	88	1
354+20 - 354+29	LT	---	0.4	9.0	---	---	1
355+94 - 356+03	LT	---	0.4	9.0	---	---	1
355+95 - 356+04	RT	---	0.4	9.0	---	36	1
357+88 - 358+00	RT	5.5	0.6	12.0	---	---	1
357+94 - 358+03	LT	---	0.4	8.5	---	---	1
359+51 - 359+56	RT	2	---	---	---	---	---
359+90 - 360+20	LT	---	0.4	9.0	---	---	1
359+92 - 360+01	RT	13.5	1.4	29.5	---	---	1
362+42 - 362+50	RT	---	0.4	9.0	---	36	1
362+42 - 362+51	LT	---	0.4	8.0	---	---	1
364+95 - 365+04	LT	---	0.4	9.0	---	---	1
364+96 - 365+04	RT	---	0.4	8.0	---	32	1
370+70 - 370+80	LT	---	0.5	10.0	---	---	---
	TOTALS =	**25.0**	**18.7** (*)	**321.5** (*)	**63.0** (*)	**546** (*)	**36** (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EROSION CONTROL

STATION	LOCATION	625.0100 TOPSOIL (SY)	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	628.7015 INLET PROTECTION TYPE C (EACH)	629.0210 FERTILIZER TYPE B (CWT)	630.0140 SEEDING MIXTURE NO. 40 (LB)	631.0300 SOD WATER (MGAL)
326+63 - 371+45, LT/RT	MAINLINE	90	---	---	90	36	0.07	1.8	1.8
333+25, RT 37.5'	SE KOKOGAN ST S	22.0	---	---	22.0	2	0.02	0.5	0.5
333+79, RT 33.5'	NE KOKOGAN ST S	9.5	---	---	9.5	1	0.01	0.2	0.2
339+88, RT 29'	SE NIMIKON ST S	15.0	---	---	15.0	---	0.02	0.4	0.4
340+65, RT 28'	NE NIMIKON ST S	16.0	---	---	16.0	2	0.02	0.4	0.4
353+78, RT 21.5'	SE DIVISION ST S	7.5	---	---	7.5	---	0.01	0.2	0.2
354+59, RT 21.5'	NE DIVISION ST S	15.0	---	---	15.0	2	0.02	0.4	0.4
360+97, RT 43'	SE ODANAH RD	10.0	---	---	10.0	1	0.01	0.2	0.2
370+73, RT 43'	NE ODANAH RD	12.0	---	---	12.0	---	0.02	0.3	0.3
UNDISTRIBUTED	---	30	---	---	30	---	0.02	0.6	0.6
PROJECT 9250-15-70	---	---	3	2	---	---	---	---	---
TOTALS =		**227.0**	**3**	**2**	**227.0**	**44**	**0.22**	**5.0**	**5.0**

PERMANENT SIGNING

SIGN NUMBER	STATION	LOCATION	SIGN CODE	DESCRIPTION	SIZE	634.0614 WOOD POSTS 4x6-INCH 14 FOOT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
1	330+95	LT	W11-8	FIRE TRUCK ENTRANCE	30" X 30"	1	---	9.00	1	1	
2	333+74	RT	R1-1	STOP KOKOGAN ST S	30" X 30"	1	5.18	---	1	1	
3	333+98	LT	R1-1	STOP BECKSTROM CRT N S	30" X 30"	1	5.18	---	1	1	
4	338+57	LT	---	NO TRESPASSING PRIVATE DRIVE	---	---	---	---	---	---	DO NOT REMOVE
5	340+56	RT	R1-1	STOP NIMIKON ST S	30" X 30"	1	5.18	---	1	1	
6	342+57	LT	R1-1	STOP OTTAWA ST N	30" X 30"	1	5.18	---	1	1	
7	345+25	RT	R2-1	SPEED LIMIT 35	24" X 30"	1	5.00	---	1	1	
8	348+07	LT	R1-1	STOP TORONTO ST N	30" X 30"	1	5.18	---	1	1	
9	350+44	LT	R1-1	STOP NIPIGON ST	30" X 30"	1	5.18	---	1	1	
10	353+21	RT	R2-1	SPEED LIMIT 35	24" X 30"	1	5.00	---	1	1	
11	354+41	RT	R1-1	STOP DIVISION ST	30" X 30"	1	5.18	---	1	1	
12	354+48	LT	R2-1	SPEED LIMIT 35	24" X 30"	---	5.00	---	1	---	
13	355+17	LT	I2-3	MONTREAL POPULATION	60" X 24"	2	10.00	---	1	2	
14	355+21	LT	---	NO PARKING (TIME TO TIME)	---	---	---	---	---	---	DO NOT REMOVE
15	355+75	RT	---	HURLEY POPULATION	---	---	---	---	---	---	DO NOT REMOVE
15A			---	NO PARKING (TIME TO TIME)	---	---	---	---	---	---	DO NOT REMOVE
16	370+70	RT	R1-1	STOP ODANAH RD	30" X 30"	1	6.25	---	1	1	
17	370+80	LT	R2-1	SPEED LIMIT 35	24" X 30"	1	5.00	---	1	1	
					TOTALS =	**14**	**72.51**	**9.00**	**14**	**14**	

ALL ITEMS AND QUANTITIES ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

TRAFFIC CONTROL

LOCATION	616.0700.S FENCE SAFETY (LF)	643.0100 TRAFFIC CONTROL (PROJECT) 9250-15-70 (EACH)	643.0300 DRUMS (DAYS)	643.0420 BARRICADES TYPE III (EACH)	643.0420 BARRICADES TYPE III (DAYS)	643.0705 WARNING LIGHTS TYPE A (EACH)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0900 SIGNS (DAYS)	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1601.S TEMPORARY CURB RAMP (EACH)	649.0600 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 6-INCH (LF)
PROJECT 9250-15-70	---	1	---	---	---	---	---	650	---	---	---
CURB RAMP REPLACEMENT	1,050	---	1,000	8	60	8	60	60	32	8	520
CURB & GUTTER REPLACEMENT	150	---	1,000	34	250	34	250	250	2,240	2	---
TOTALS =	**1,200**	**1**	**2,000**		**310**		**310**	**960**	**2,272**	**10**	**520**

CONSTRUCTION STAKING

LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 9250-15-70 (LS)
STA 326+62.64 - STA 371+45.20	4,483	1
TOTALS =	**4,483**	**1**

3

PAVEMENT MARKING

STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW CENTERLINE) (LF)	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE EDGELINE) (LF)	648.0100 LOCATING NO-PASSING ZONES (MI)	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH (LF)
326+62.64	-	371+45.20	CENTERLINE	8,965	---	0.85	8,965
326+62.64	-	332+29	EDGELINE RT	---	568	---	---
326+62.64	-	333+80	EDGELINE LT	---	715	---	---
332+29	-	332+89	DASHED EDGELINE RT	---	15	---	---
334+62	-	335+22	DASHED EDGELINE LT	---	15	---	---
334+06	-	339+05	EDGELINE RT	---	500	---	---
335+22	-	342+28	EDGELINE LT	---	707	---	---
339+05	-	339+65	DASHED EDGELINE RT	---	15	---	---
340+93	-	353+14	EDGELINE RT	---	1,221	---	---
343+38	-	343+98	DASHED EDGELINE LT	---	15	---	---
343+98	-	347+88	EDGELINE LT	---	391	---	---
348+90	-	349+49	DASHED EDGELINE LT	---	15	---	---
349+49	-	350+06	EDGELINE LT	---	58	---	---
351+00	-	351+60	DASHED EDGELINE LT	---	15	---	---
351+60	-	371+45.20	EDGELINE LT	---	1,986	---	---
353+14	-	353+74	DASHED EDGELINE RT	---	15	---	---
354+65	-	368+72	EDGELINE RT	---	1,408	---	---
368+72	-	369+68	DASHED EDGELINE RT	---	24	---	---
370+89	-	371+45.20	EDGELINE RT	---	57	---	---
			SUBTOTAL =	**8,965**	**7,740**	**0.85**	**8,965**
			TOTALS =	**16,705**		**0.85**	**8,965**

ALL ITEMS AND QUANTITIES ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

SAWING ASPHALT

STATION	LOCATION	690.0150 SAWING ASPHALT (LF)
326+62.64	BEGIN PROJECT	32
371+45.20	END PROJECT	35.5
	TOTAL =	**67.5** (*)

(*) NOTE: ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SNOWMOBILE TRAIL CROSSING

STATION	TO	STATION	LOCATION	SPV.0180.01 THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING (SY)
367+17.5	-	367+33.5	CL	57
			TOTAL =	**57**

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
600	325+50.66, 18.3' LT	NGS 8F87	1464.72

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

BEGIN PROJECT
STA 326+62.64
STARTS AT EDGE OF BRIDGE APPROACH
PER RW PLAT/PLANS
BUTT JOINT REQD

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ASPH
(PE)

BAD
(CE)

BP: 326+33.77

5

5

327+00

STH 77

328+00

329+00

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

BAD
(CE)

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 37	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

PC: 330+63.15

5

330+00

STH 77

331+00

332+00

5

HO

SS

BAD
(CE)

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

GUY POLE

GUY POLE

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 38	E

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
507	334+00.78, 46.3' RT	CP 39IN FENO ALUM CAP	1477.80

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

PT: 10+82.51

PC: 10+60.18

END CONSTRUCTION 53.0' LT
BUTT JOINT REQD

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING ROW

BECKSTROM CRT N

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

PT: 334+42.35

5

5

333+00

BP: 0+00.00

BP: 10+00.00

334+00

STH 77

335+00

PC: 0+31.62

KOKOGAN ST S

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

EXISTING ROW

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

507
1477.800
CP 39IN FENO ALUM CAP

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

EXISTING ROW

END CONSTRUCTION 91.9' LT
BUTT JOINT REQD

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 39	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

OH OH OH OH OH OH OH OH OH OH OH OH OH

BAD
(CE)

5

5

STH 77

336+00 337+00 338+00

SS SS SS

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 40	E

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
508	341+17.88, 31.9' RT	CP 39IN FENO ALUM CAP	1498.60

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

5

339+00

340+00

STH 77

BP: 20+00.00

341+00

5

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-NCH TYPE D

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

PC: 20+27.58

NIMIKON ST S

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

508
1498.600
CP 39IN FENO ALUM CAP

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

EXISTING ROW

EXISTING ROW

END CONSTRUCTION 100.1' LT
BUTT JOINT REQD

PT: 20+98.54

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 41	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

PT: 30+82.45

31+

END CONSTRUCTION 65.9' LT
BUTT JOINT REQD

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

OH

OH

OTTAWA ST N

PC: 30+15.90

5

5

BP: 30+00.00

342+00

343+00

STH 77

344+00

345+00

SS

SS

SS

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

BAD
(PE)

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 42	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

PC:

5

5

STH 77

346+00

347+00

348+00

BP: 40

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 43	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

PT: 40+66.58

EXISTING ROW

TORONTO ST N

41+00

END CONSTRUCTION 56.0' LT
BUTT JOINT REQD

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

EXISTING ROW

PC: 40+28.63

PC: 348+87.25

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

END CONSTRUCTION 80.6' LT
BUTT JOINT REQD

PT: 50+72.40

51+00

NIPIGON ST

N

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

EXISTING ROW

PC: 50+34.04

PT: 351+01.77

5

5

40+00.00

349+00

STH 77

350+00

BP: 50+00.00

351+00

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

BAD
(PE)

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE DRIVEWAY 6-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

BAD
(PE)

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 44	E

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
509	353+76.16, 46.1' RT	CP 39IN FENO ALUM CAP	1553.63

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING ROW

ASPH (PE)

OH

SS

G

STH 77

352+00

353+00

354+00

BP: 60

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

PC: 6

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

CURB RAMP TYPE 4A1
SEE INTERSECTION DETAILS

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

509
1553.630
CP 39IN FENO ALUM CAP

DIVISION ST S

PT: 60+55.84

END CONSTRUCTION 83.6' LT
BUTT JOINT REQD

00+19

EXISTING ROW

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 45	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - SHEET - (09)

PLOT DATE : 2/1/2017 7:25 AM PLOT BY : MAVES, EVAN A PLOT NAME : PLOT SCALE : 1 IN:20 FT

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

5

5

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

BAD
(FE)

ASPH
(PE)

STH 77

355+00

356+00

357+00

BP: 60+00.00

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

PC: 60+21.71

CURB RAMP TYPE 4A1
SEE INTERSECTION DETAILS

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 36-INCH TYPE D

DIVISION ST S

PT: 60+55.84

EXISTING ROW

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

BAD
SAN

SAN

ASPH
(PE)

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 46	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

ASPH
(PE)

EXISTING ROW

BAD
(FE)

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

5

5

STH 77

358+00

359+00

360+00

AN

SAN

SAN

SAN

SAN

ASPH
(PE)

ASPH
(PE)

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE DRIVEWAY 6-INCH

REMOVING ASPHALTIC SURFACE
CONCRETE DRIVEWAY 6-INCH

BAD
(FE)

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE DRIVEWAY 6-INCH

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

XXXX XXXX XXXX

ASPH
(PE)

SAWING ASPHALTIC PE

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 47	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

EXISTING ROW

BAD
(PE)

ASPH
(PE)

5

PC: 361+08.52

361+00

STH 77

362+00

363+00

5

ASPH
(PE)

ASPH
(PE)

BAD
(PE)

EXISTING ROW

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 48	E

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

ASPH (PE)

ASPH (PE)

BAD (PE)

BAD (PE)

HO

HO

W

5

5

PT: 364+55.01

STH 77

364+00

365+00

366+00

BAD (PE)

ADJUSTING INLET COVERS
INLET PROTECTION TYPE C

ASPH (PE)

BAD (FE)

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 4-INCH

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 49	E

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
510	368+69.30, 24.6' RT	CP 39IN FENO ALUM CAP	1579.83

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

THERMOPLASTIC COATING AT
SNOWMOBILE TRAIL CROSSING
STA 367+17.5 - STA 367+33.5

GUY POLE

EXISTING ROW

BAD
(FE)

BAD
(PE)

PC: 367+07.18

5

5

367+00

368+00

369+00

STH 77

CONC
(CE)

510
1579.830
CP 39IN FENO ALUM CAP

(FE)

EXISTING ROW

SIGN

SIGN

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 50	E

FILE NAME : N:\PDS\C3D\92501500\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - SHEET - (14)

PLOT DATE : 2/1/2017 7:25 AM PLOT BY : MAVES, EVAN A PLOT NAME : PLOT SCALE : 1 IN:20 FT

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEVATION
601	370+22.74, 346.6' RT	NGS 8F88	1580.95

SAWING ASPHALT AND REMOVING ASPHALTIC SURFACE
(SEE TYPICAL SECTIONS FOR DETAILS)

TRANSITION OF 30" CURB & GUTTER TO 36" CURB & GUTTER
(SEE CURB & GUTTER CONSTRUCTION DETAILS)

N

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D
(TAPERED END - SEE CURB & GUTTER CONSTRUCTION DETAILS)

EXISTING ROW

ATV/UTV TRAIL

PT: 369+70.82

PC: 372+24.68

END PROJECT
STA 371+45.20
BUTT JOINT REQD

STH 77

370+00

371+00

372+00

BP: 70+00.00

ODANAD RD

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

EXISTING ROW

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

CURB RAMP TYPE 1-A
SEE INTERSECTION DETAILS

REMOVING CONCRETE CURB & GUTTER
CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING ROW

ASPH (PE)

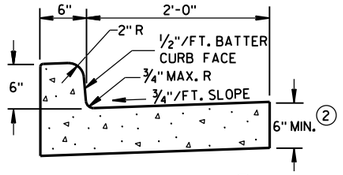
END CONSTRUCTION 95.0' LT
BUTT JOINT REQD

PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PLAN SHEET	SHEET 51 E

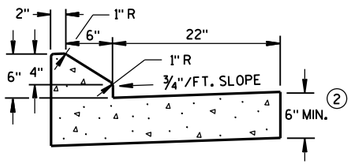
Standard Detail Drawing List

08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-17A	CURB RAMPS TYPES 1 AND 1-A
08D05-17B	CURB RAMPS TYPES 2 AND 3
08D05-17C	CURB RAMPS TYPES 4A AND 4A1
08D05-17D	CURB RAMPS TYPE 4B AND 4B1
08D05-17E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
14B29-01	SAFETY EDGE
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-04	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

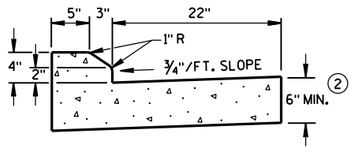
6



TYPES A & D ①

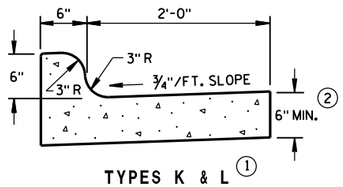


6" SLOPED CURB TYPES G & J ①

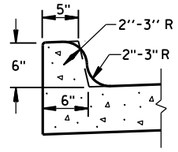


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

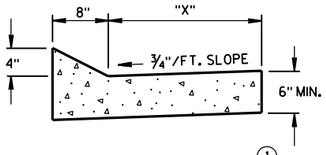


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

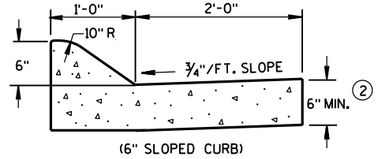
CONCRETE CURB & GUTTER 30"



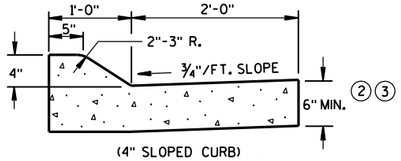
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

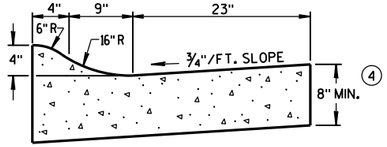


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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 GUTTER TYPES A, G, K, R AND TBTT.

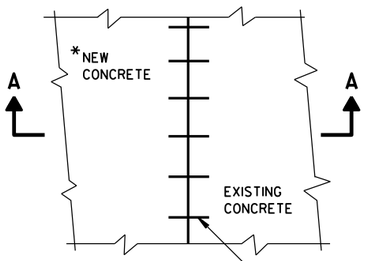
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

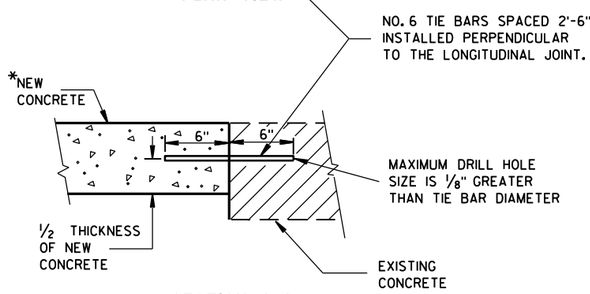
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



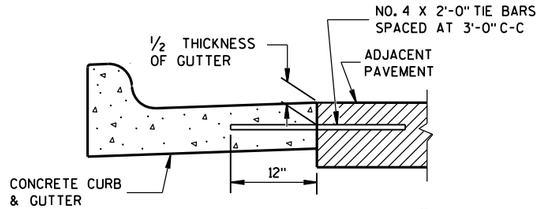
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

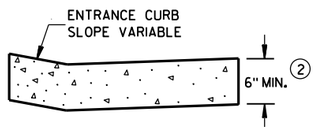


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

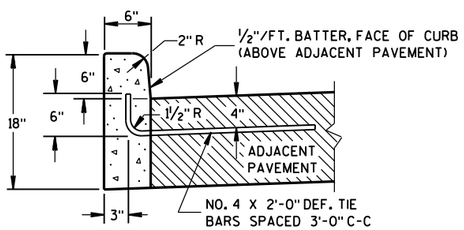


TYPICAL TIE BAR LOCATION ①

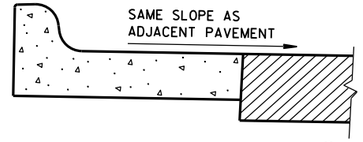


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

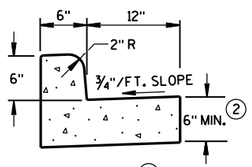


① TYPES A & D



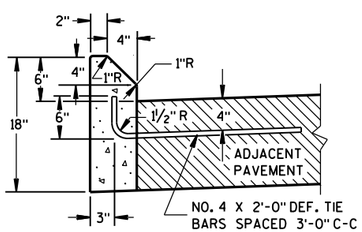
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



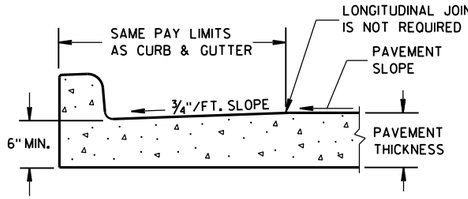
① TYPES A & D

CONCRETE CURB & GUTTER 18"

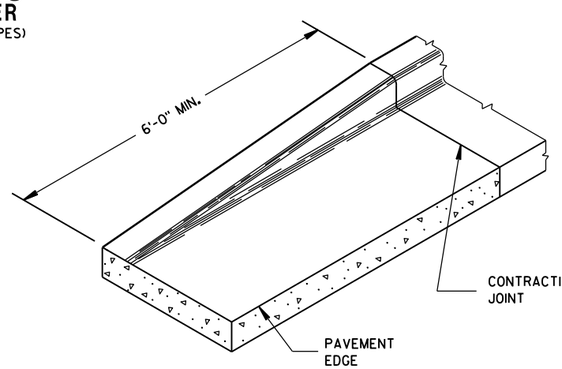


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2016 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

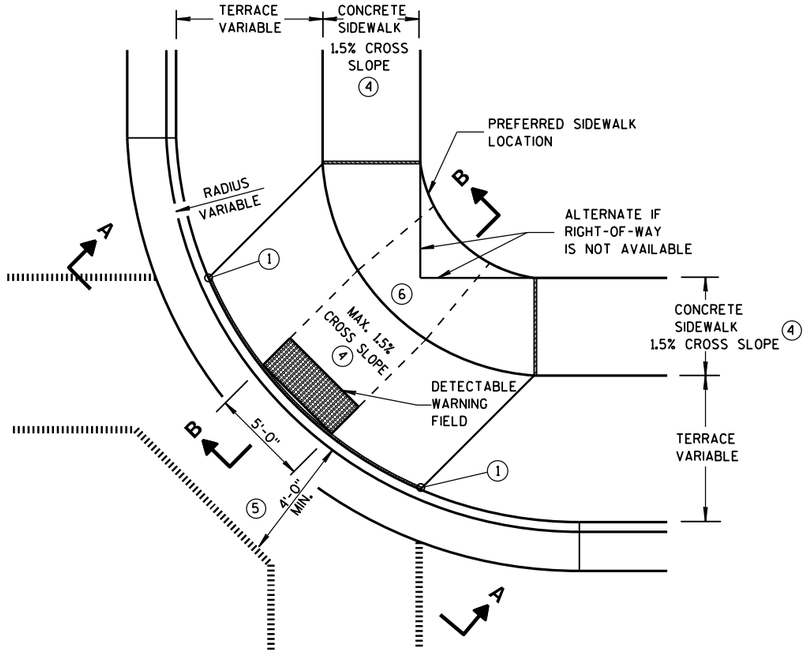
FHWA

6

S.D.D. 8 D 1-19

6

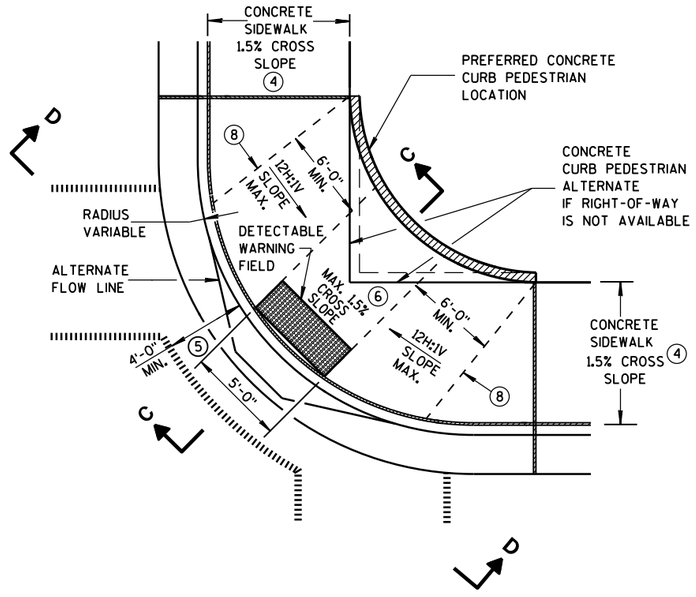
S.D.D. 8 D 1-19



PLAN VIEW

TYPE 1 RAMP

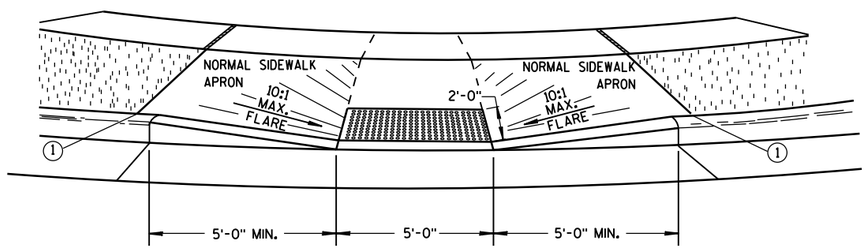
(CENTER OF CORNER RADIUS)



PLAN VIEW

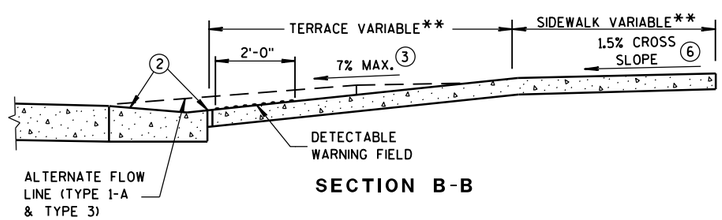
TYPE 1-A RAMP

(NO TERRACE)

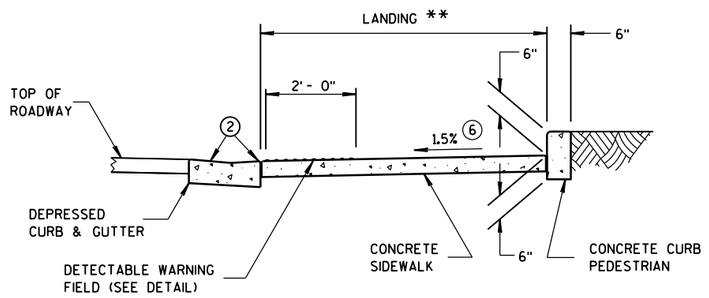


VIEW A-A

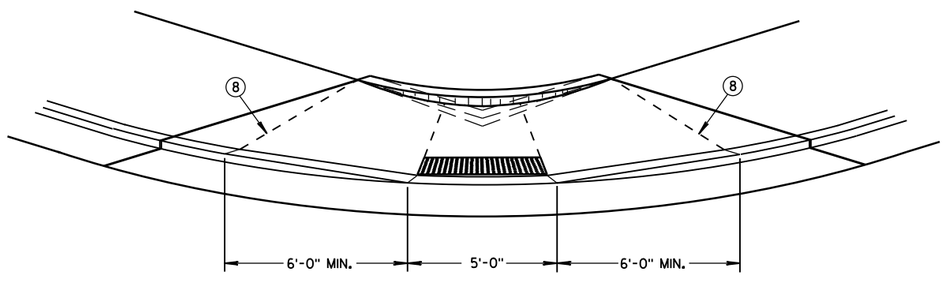
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

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.

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

LEGEND

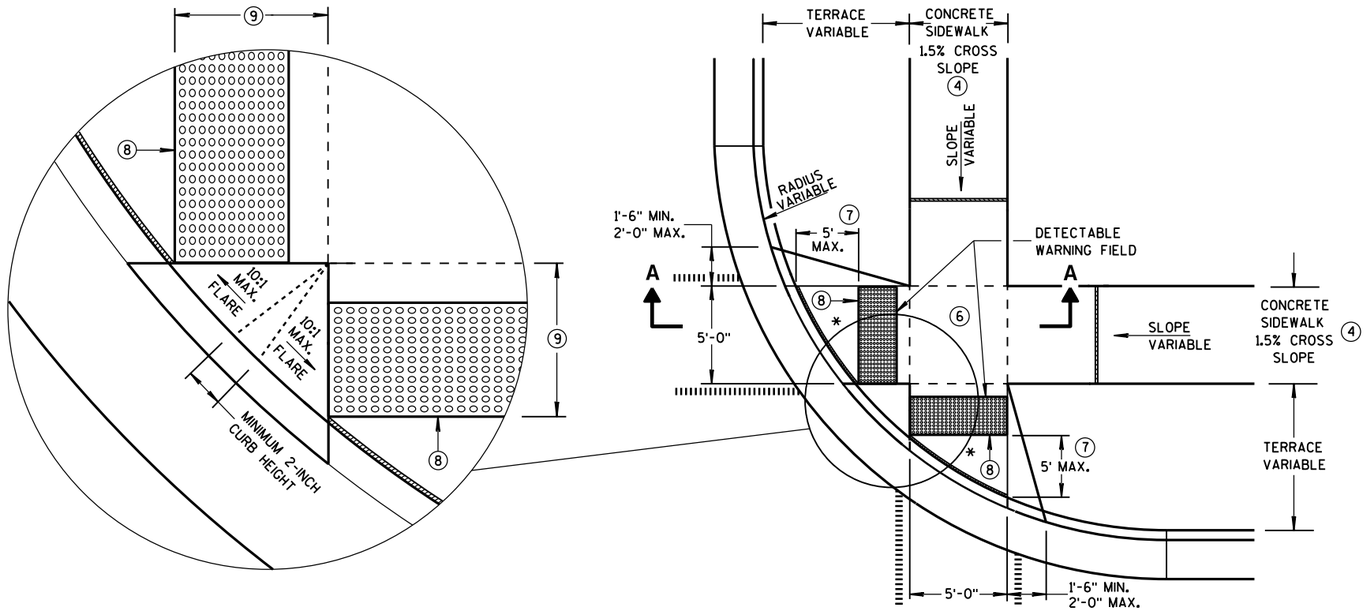
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-17a

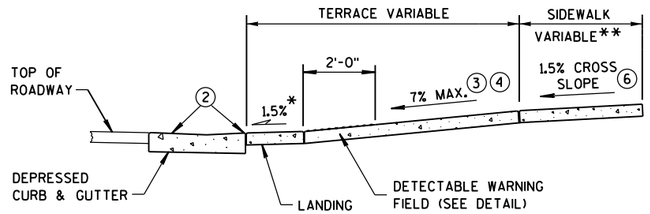


PLAN VIEW

TYPE 2 RAMP

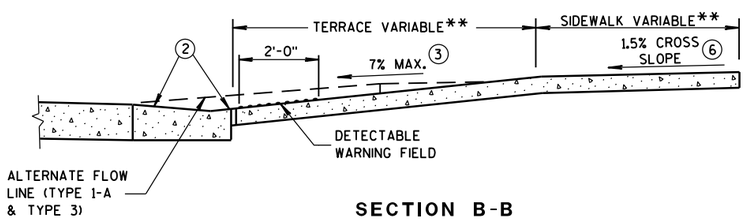
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

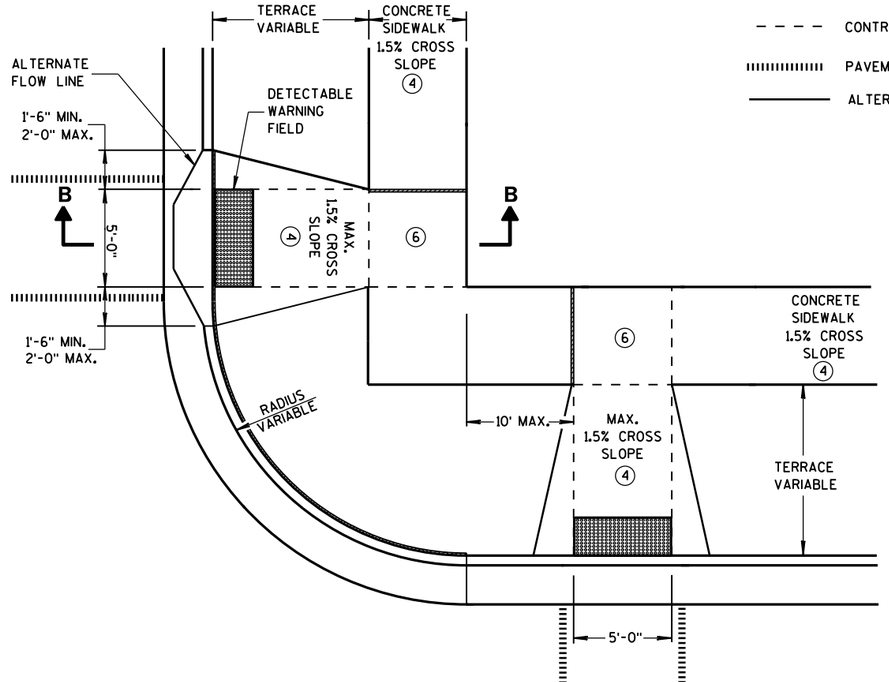
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

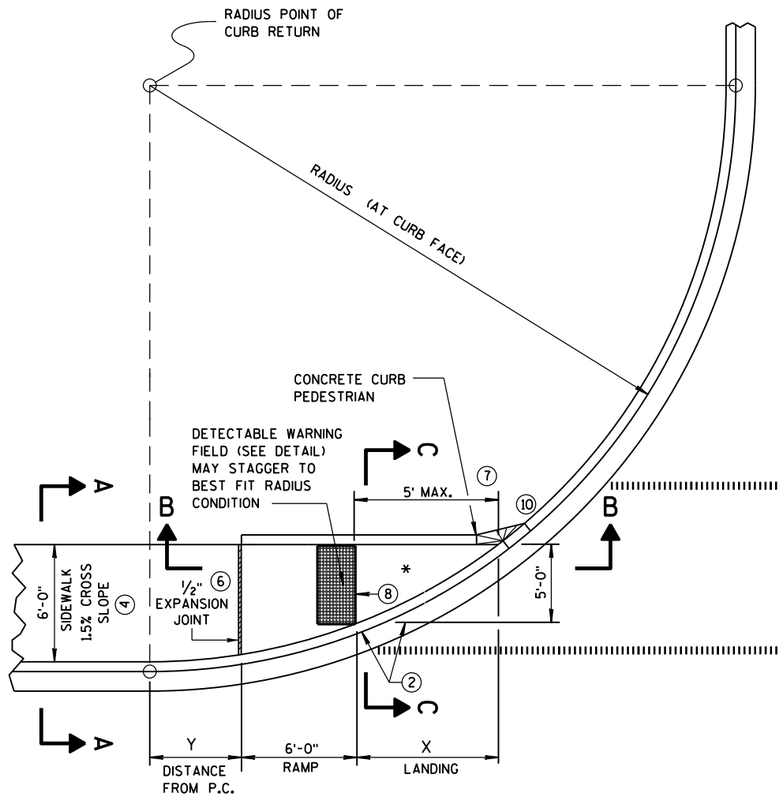
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

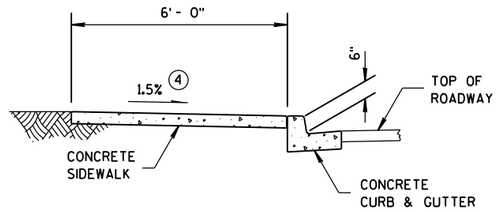
S.D.D. 8 D 5-17b



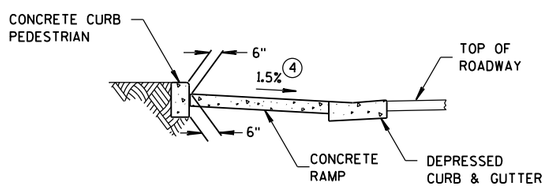
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

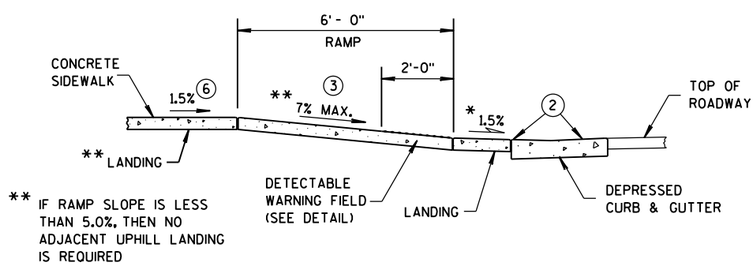
INTERMEDIATE RADII CAN BE INTERPOLATED



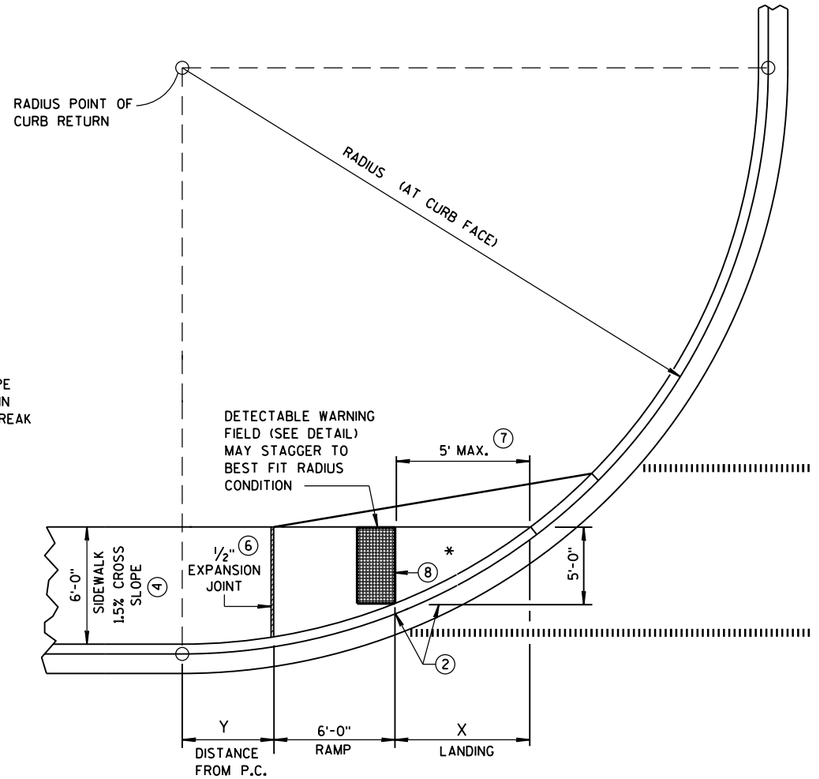
SECTION A-A FOR TYPE 4A



SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



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

CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

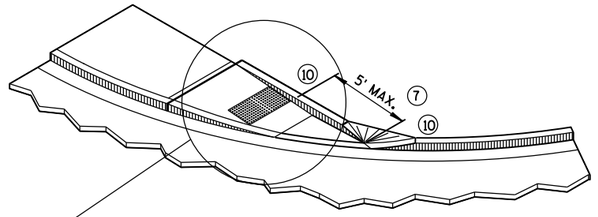
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

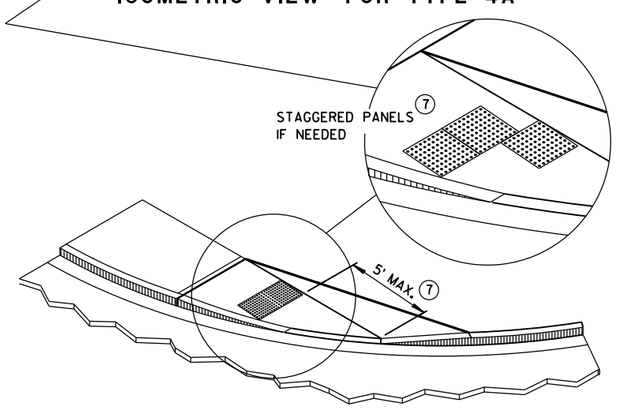
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

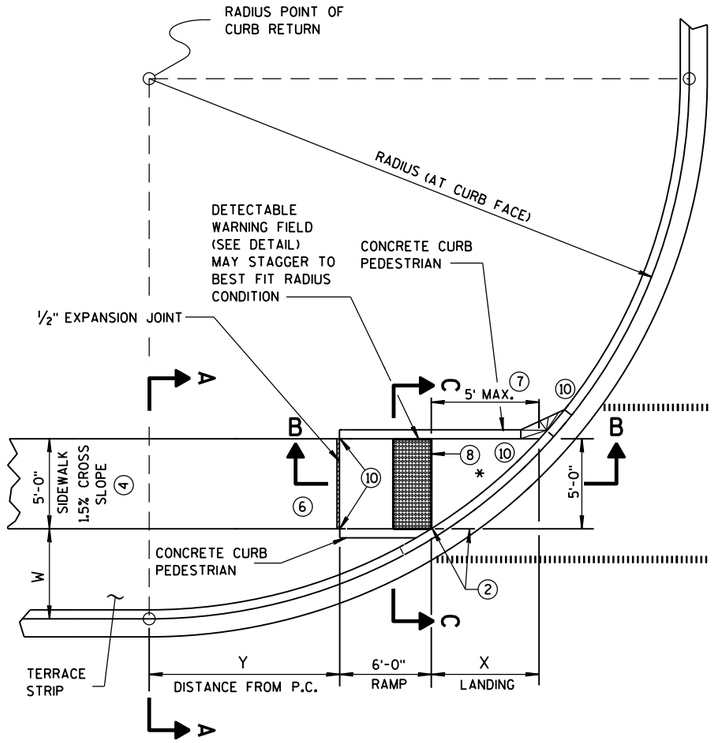
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

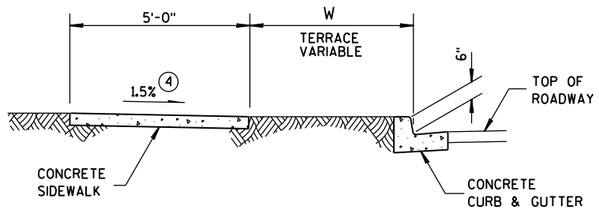
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

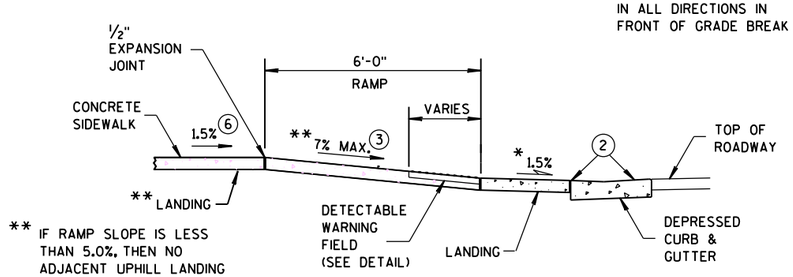
S.D.D. 8 D 5-17c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



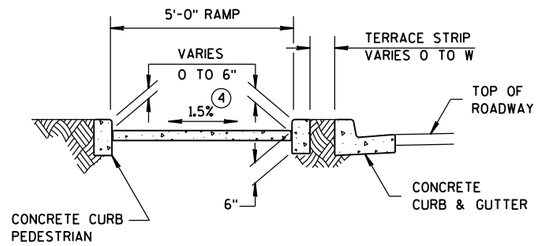
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

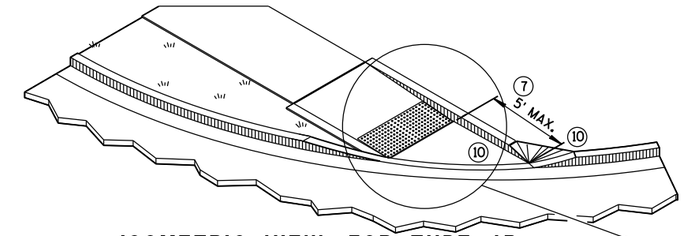
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

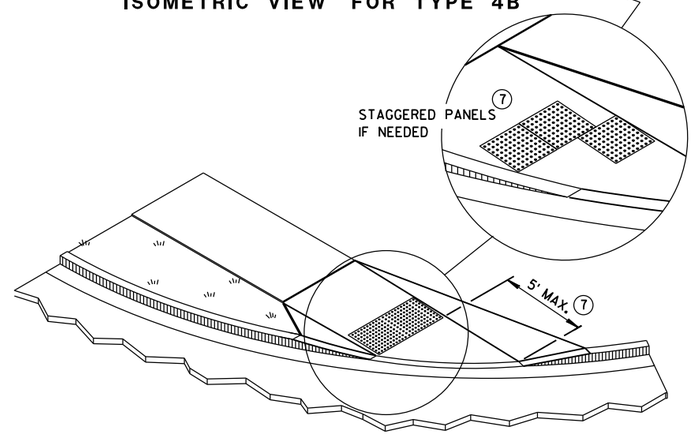
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

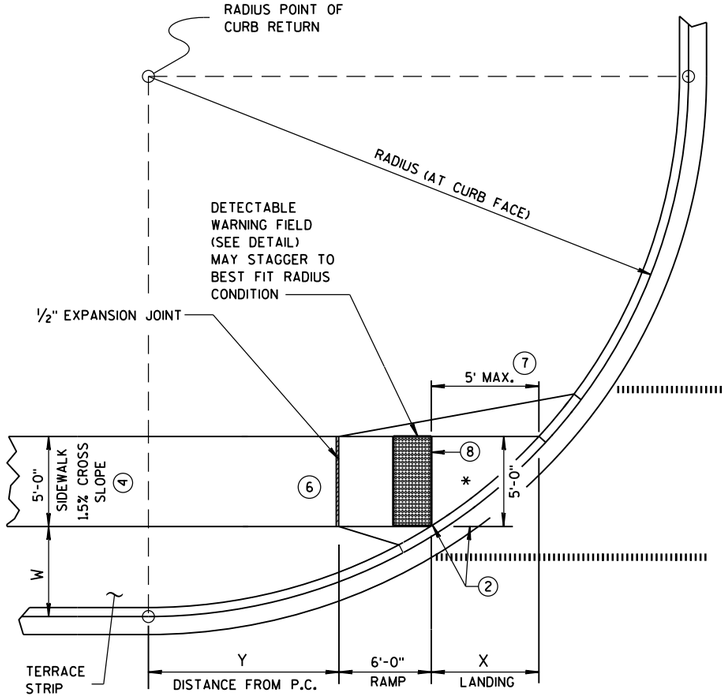
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



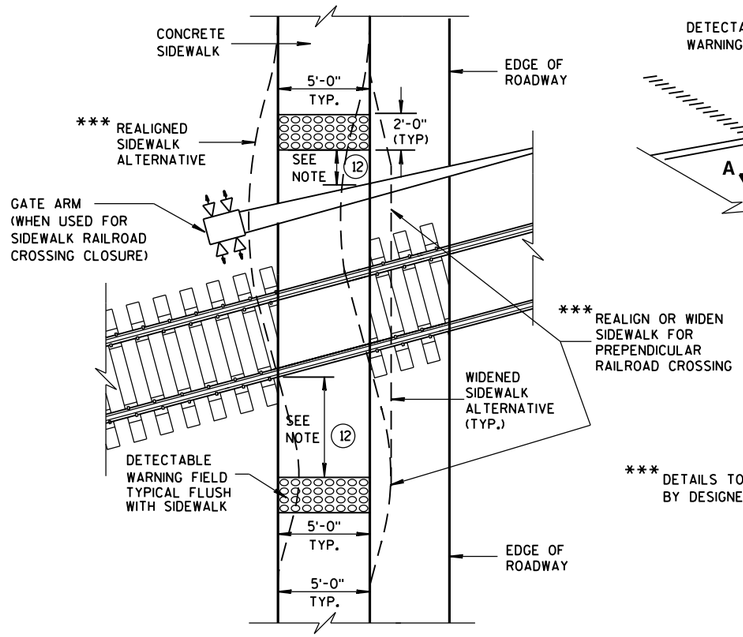
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

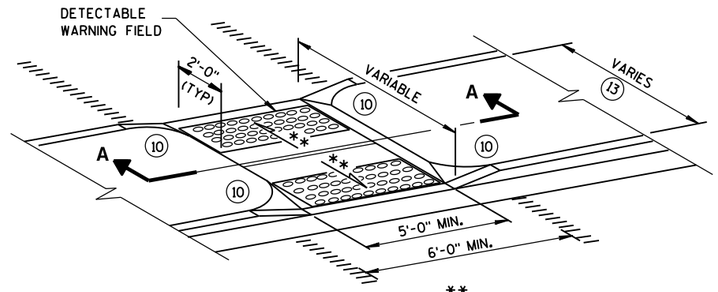
6

S.D.D. 8 D 5-17d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

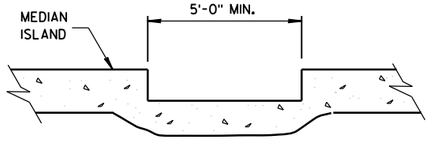
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

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

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

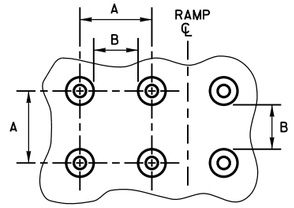
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



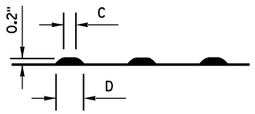
SECTION A-A

	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.

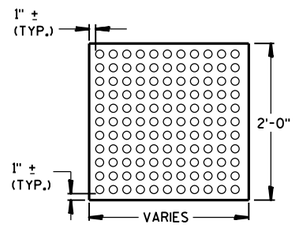


PLAN VIEW

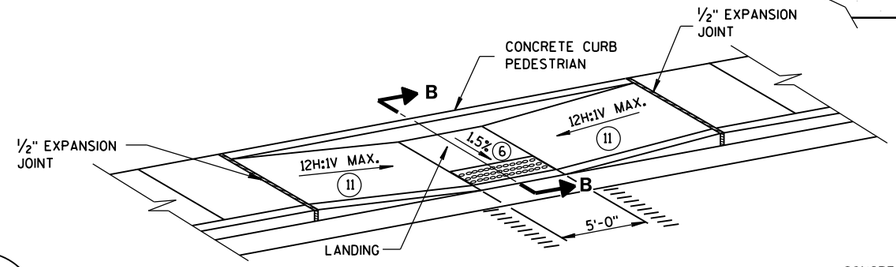


ELEVATION VIEW

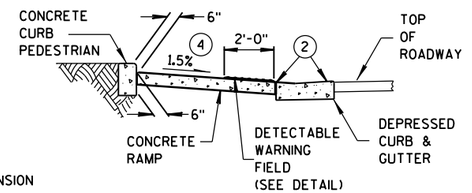
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

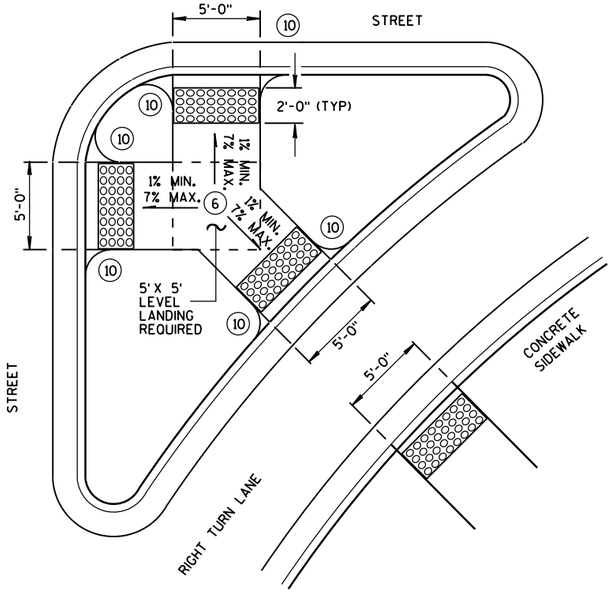


MID-BLOCK CROSSING
TYPE 7A

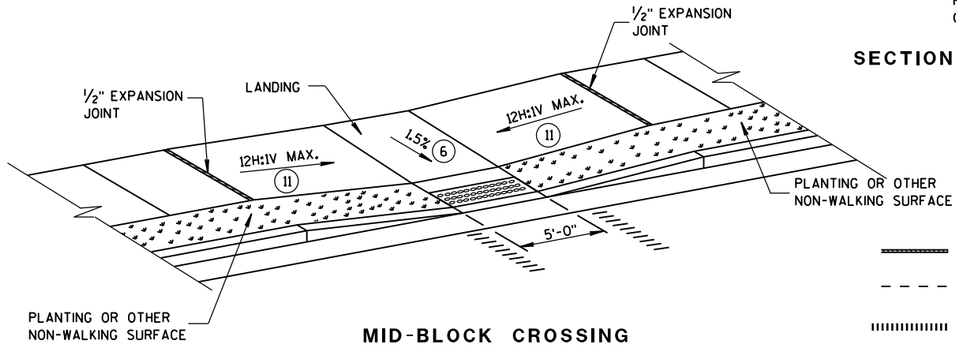


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

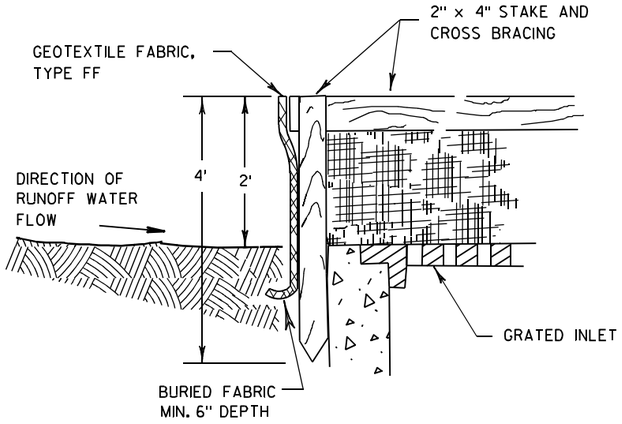
APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

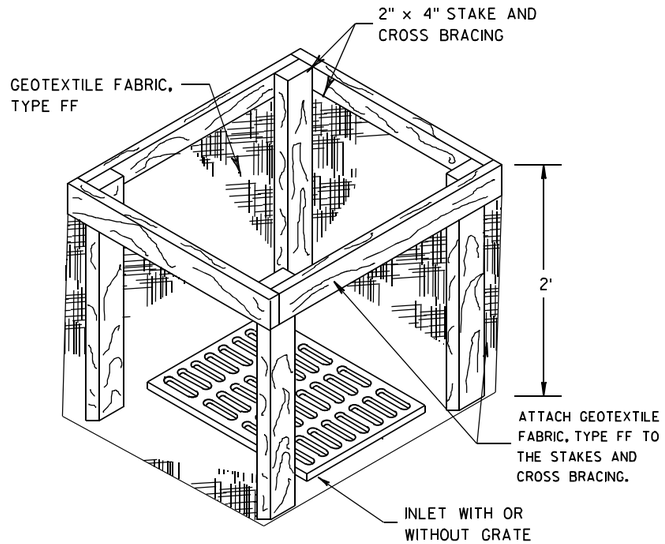
6

S.D.D. 8 D 5-17e

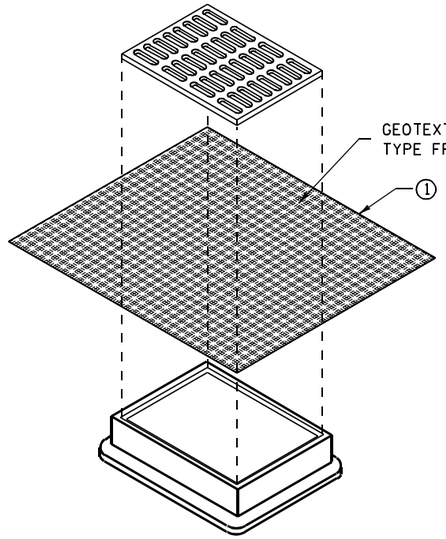
6

S.D.D. 8 D 5-17e



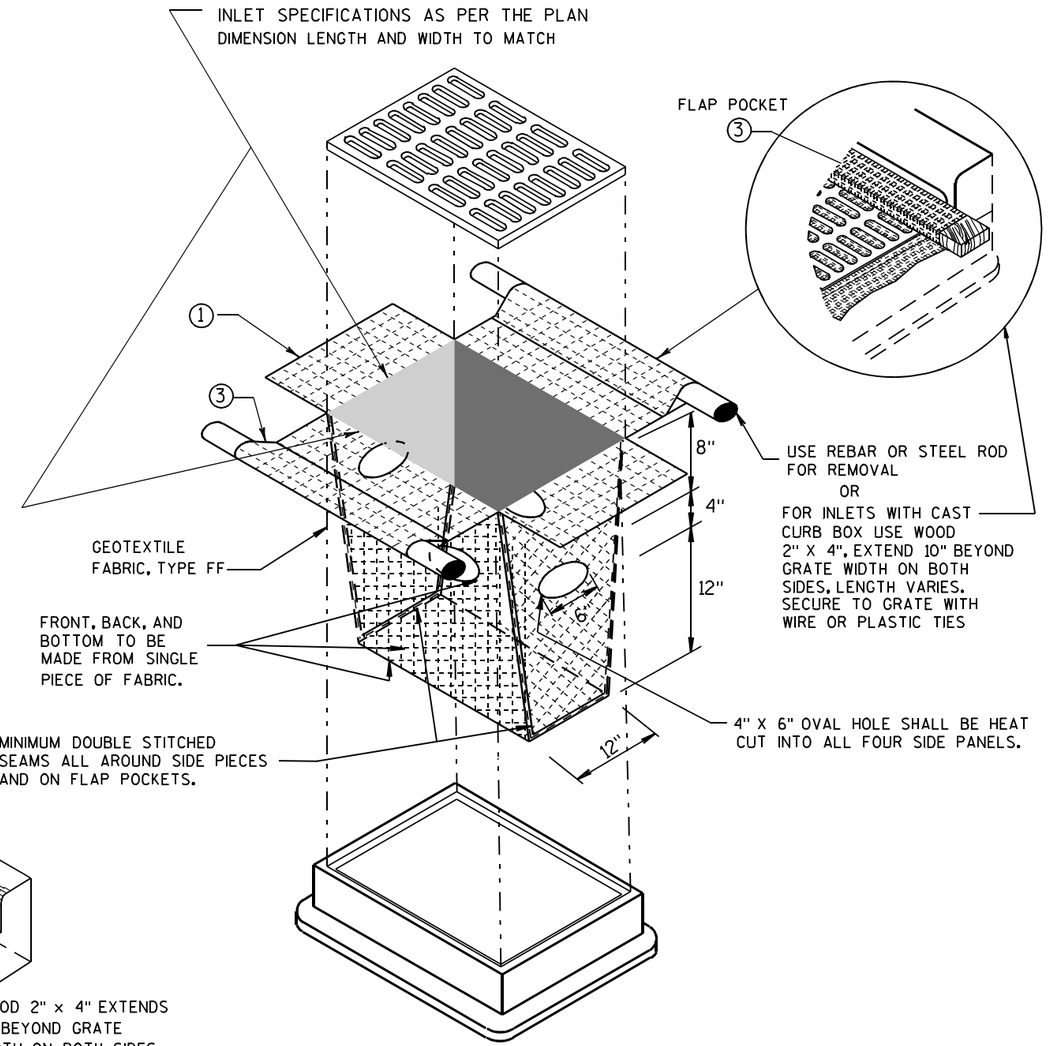


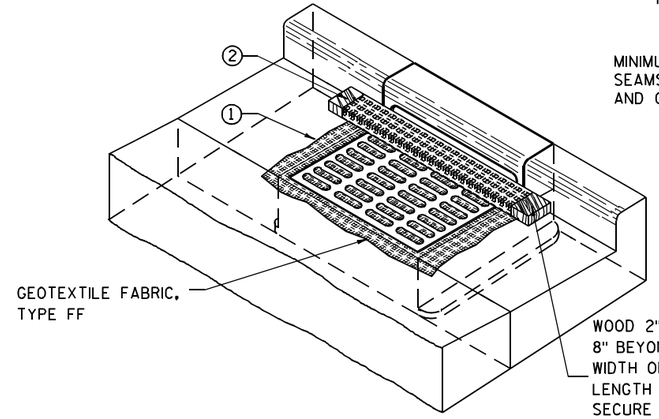
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

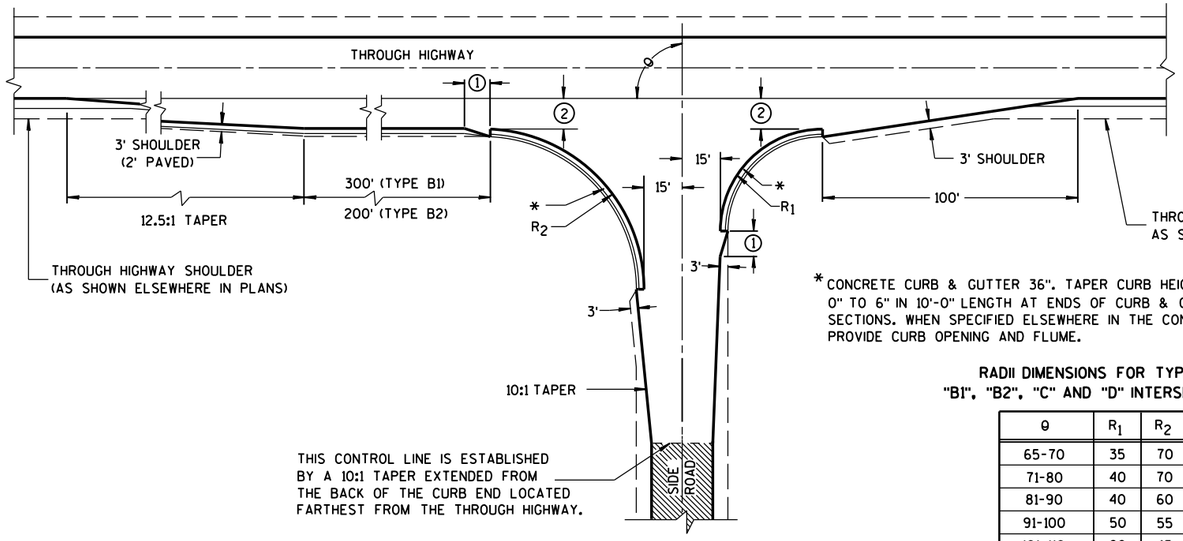
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

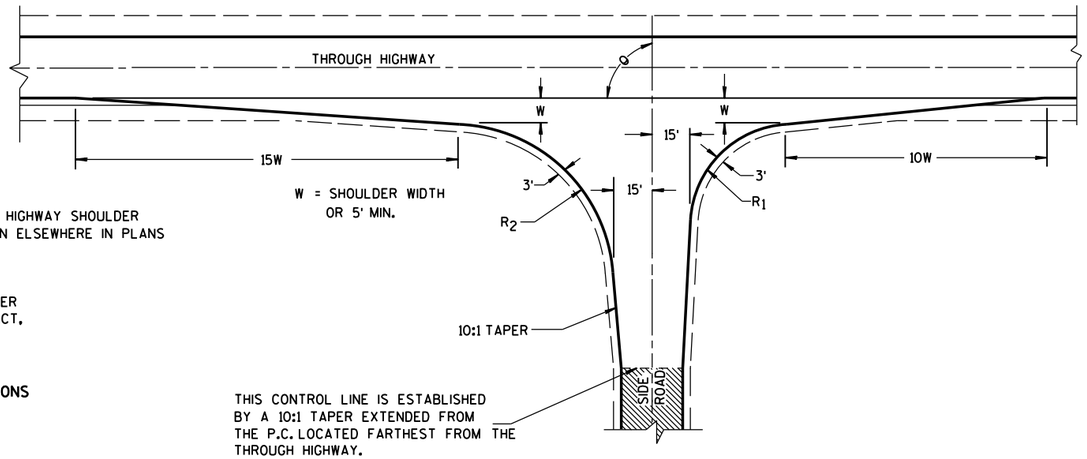


TYPE "B1" AND "B2"

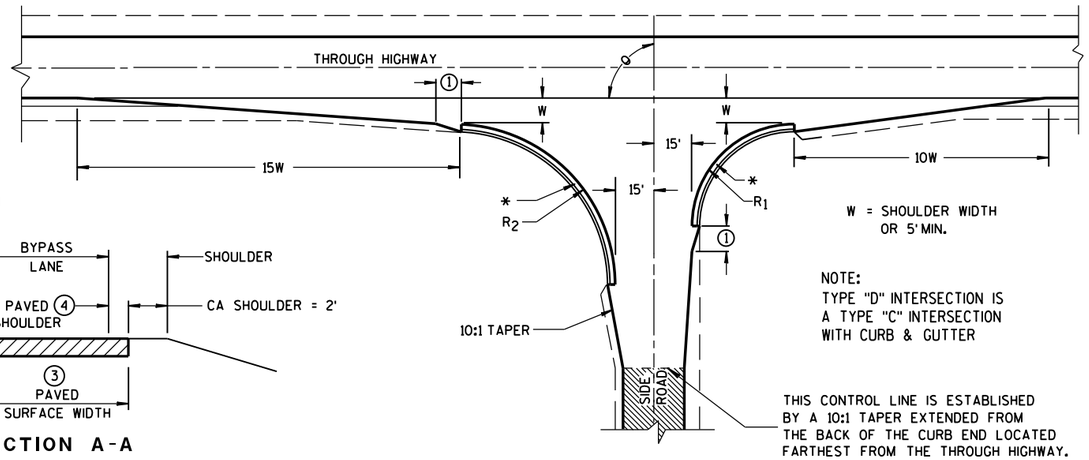
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

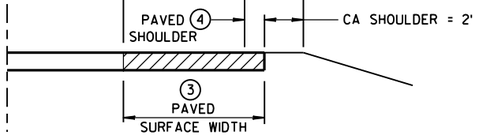
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

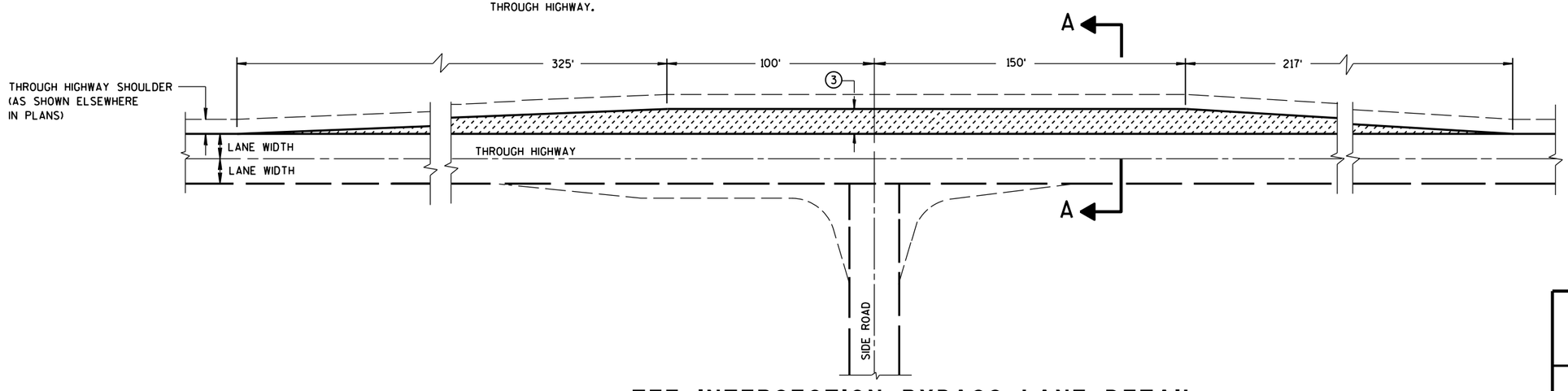
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



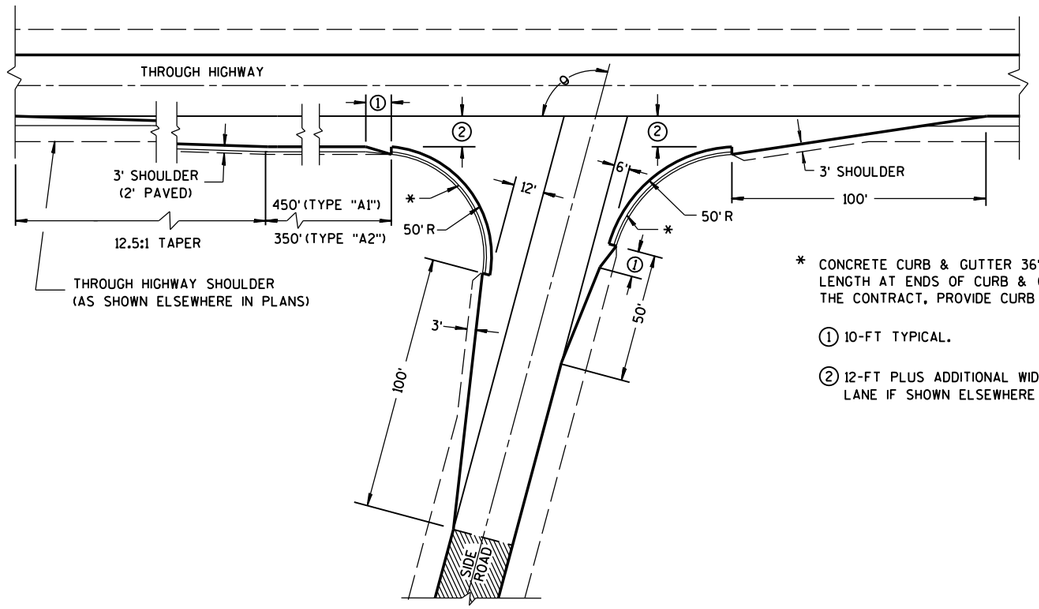
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 A 1-13a



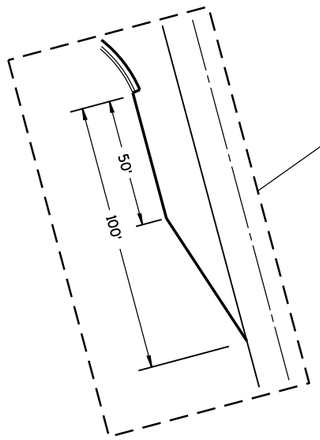
θ = MORE THAN 80°

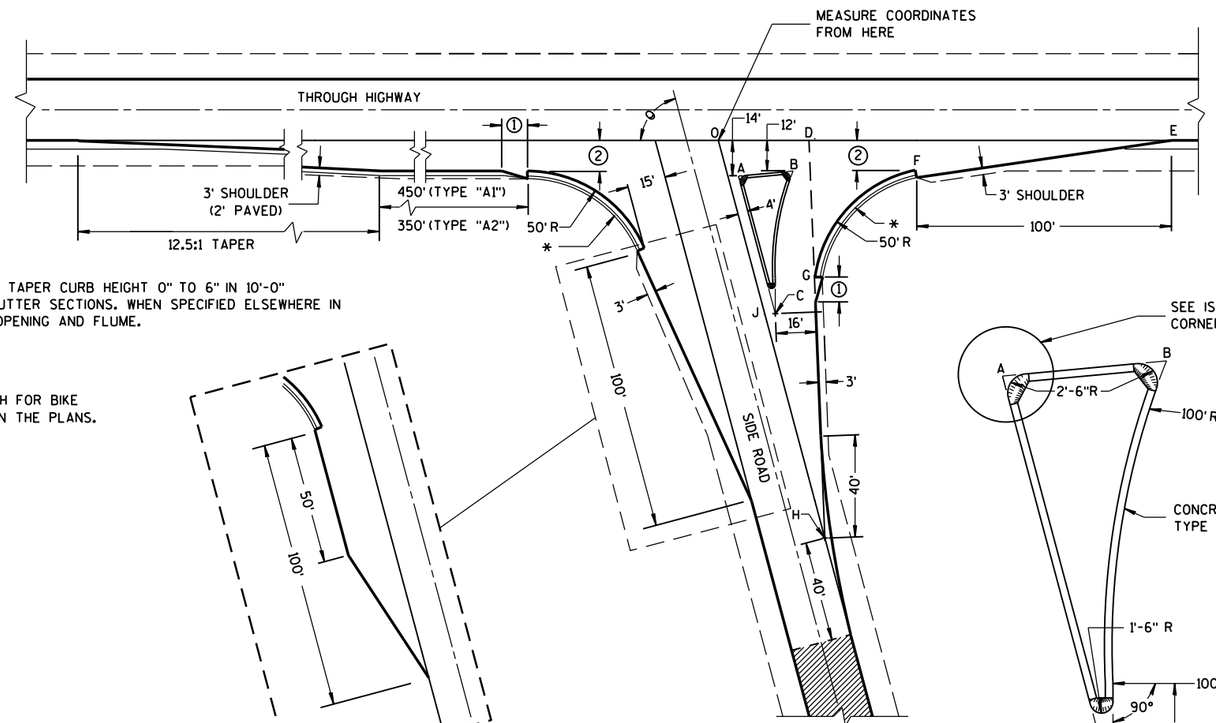
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

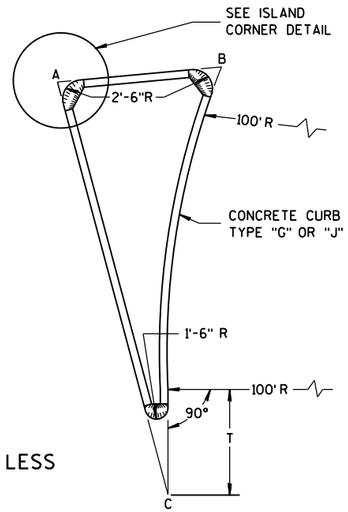
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

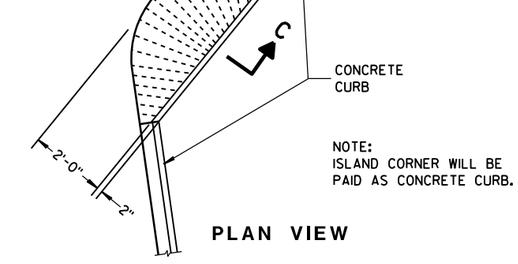




θ = ACUTE ANGLES 80° OR LESS

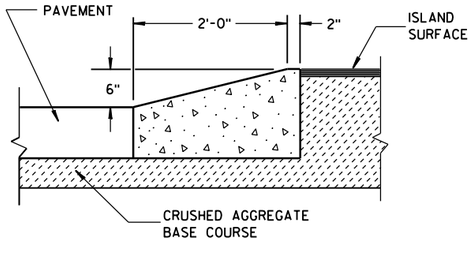


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

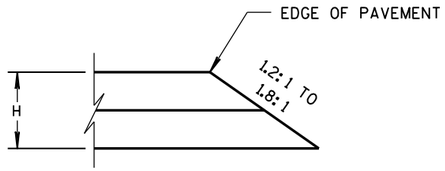
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

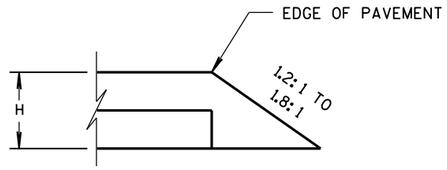
S.D.D. 9 A 1-13b

S.D.D. 9 A 1-13b



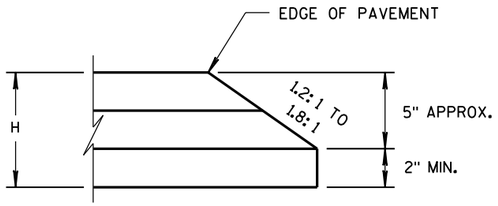
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



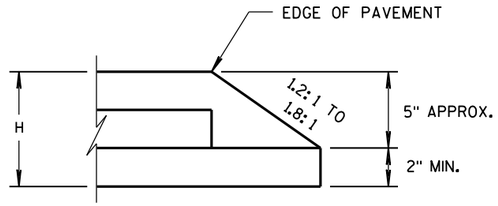
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

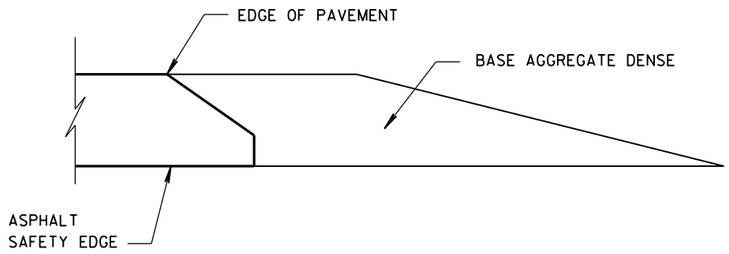
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

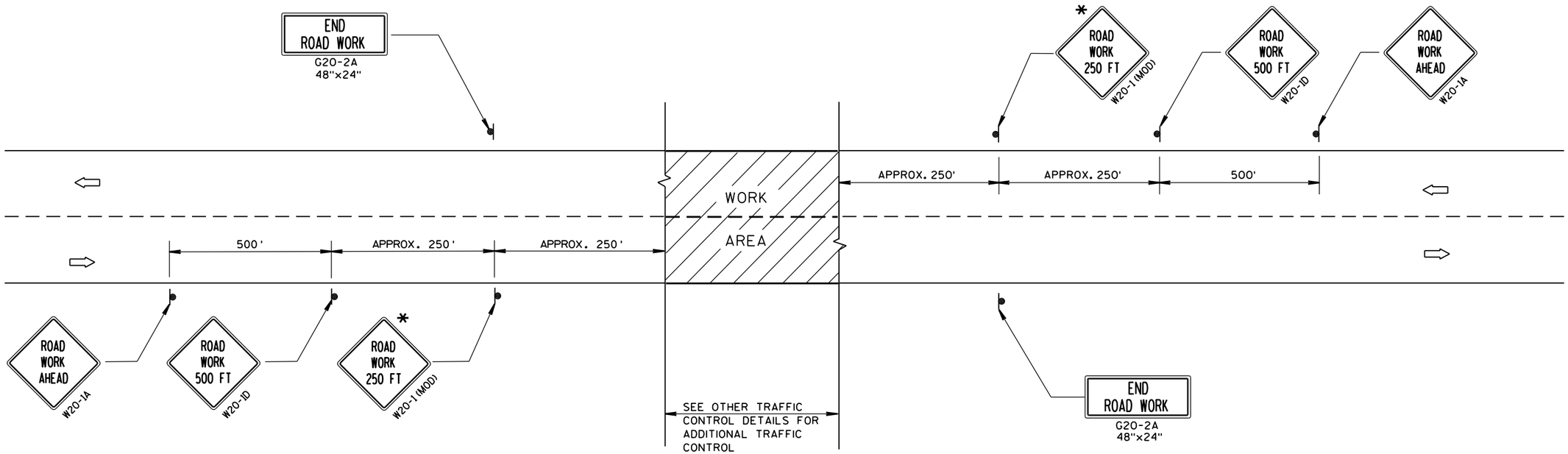
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

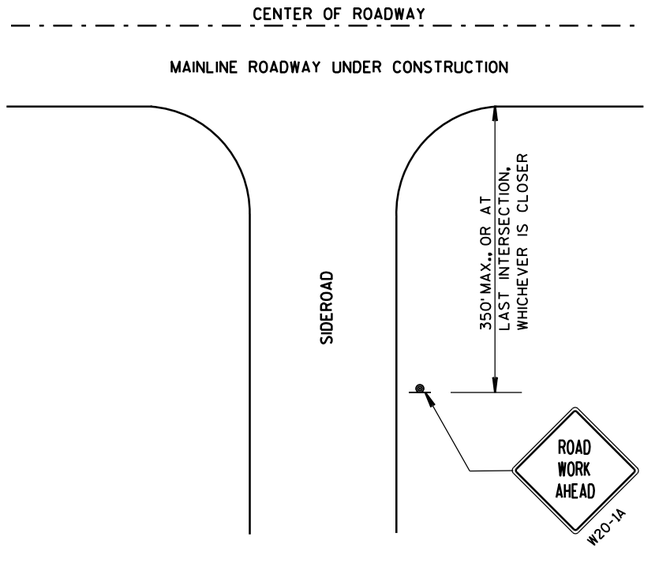
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" 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

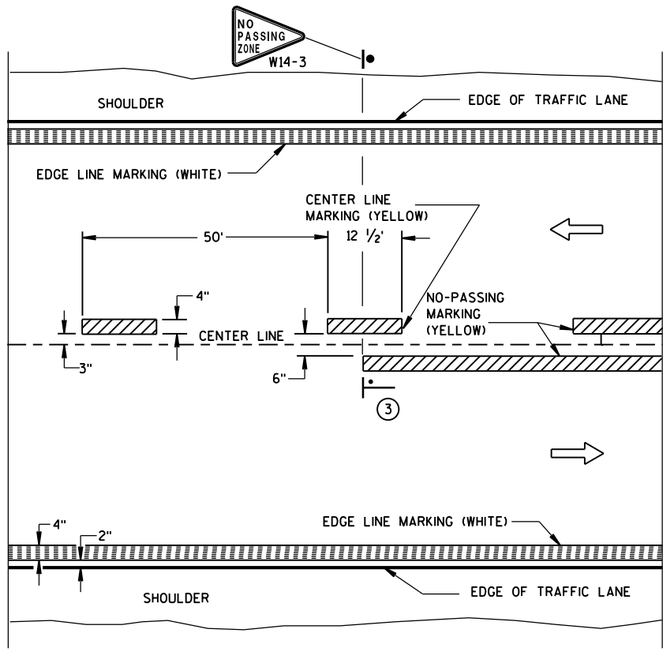
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

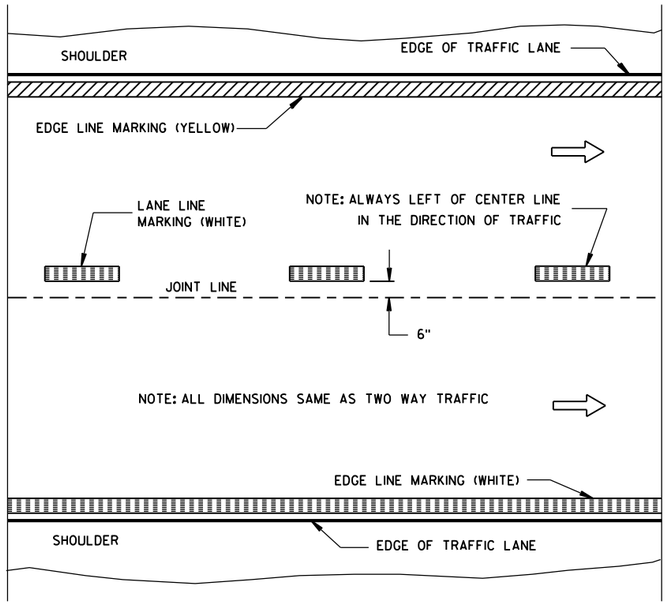
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 5-3

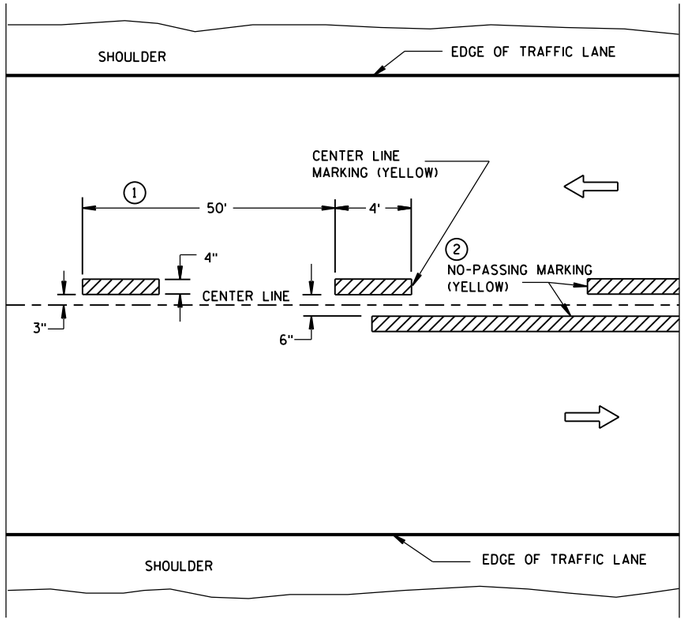


TWO WAY TRAFFIC

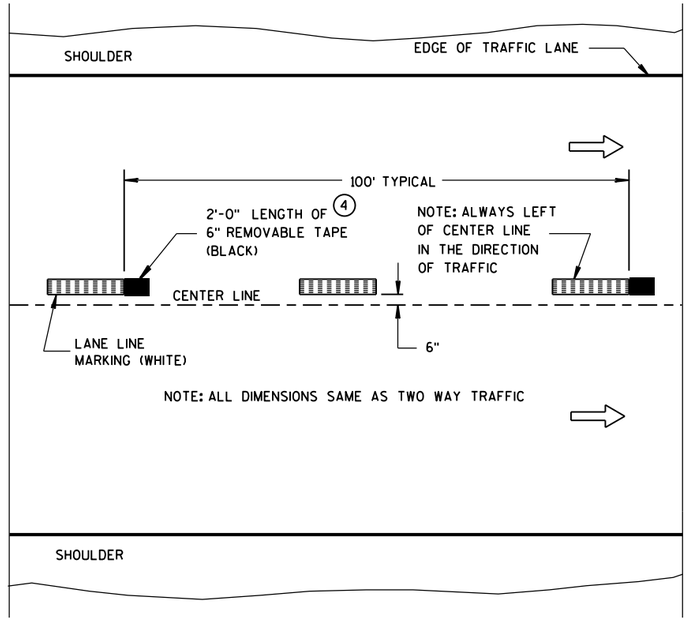


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

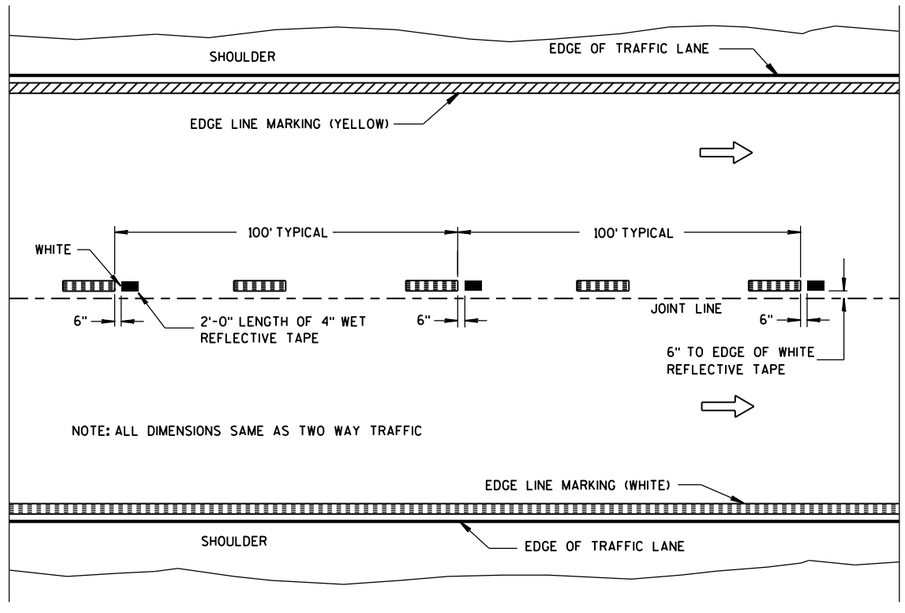
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

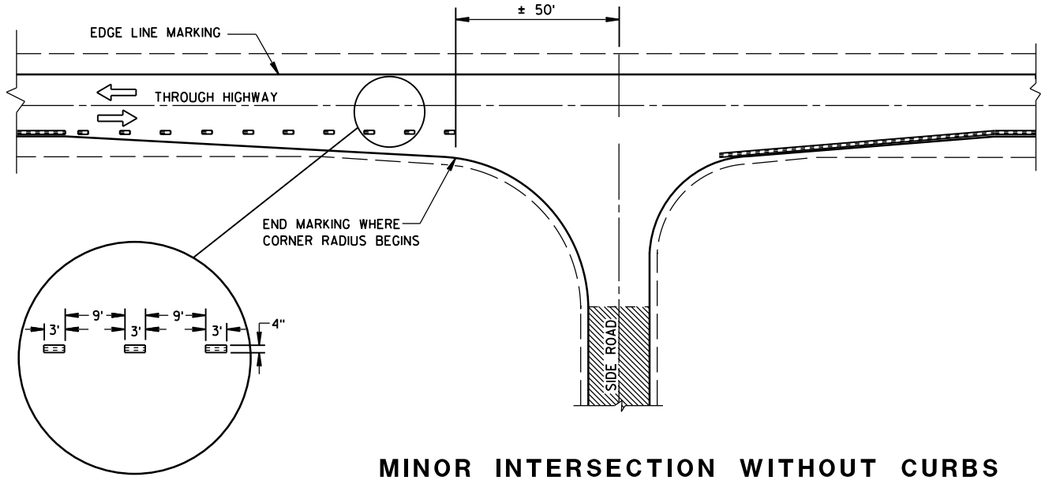
FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

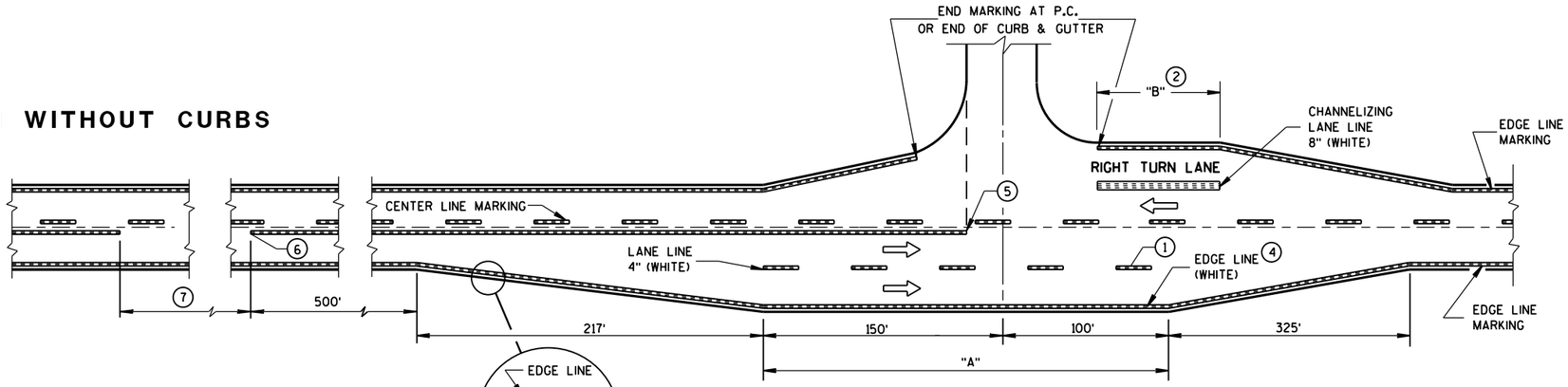
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

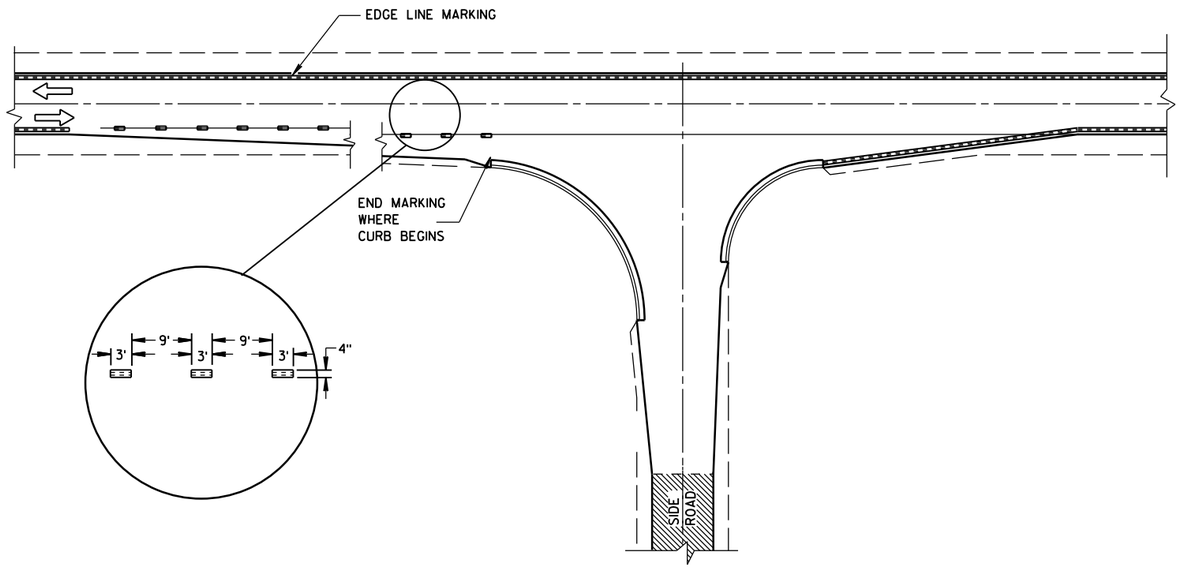
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



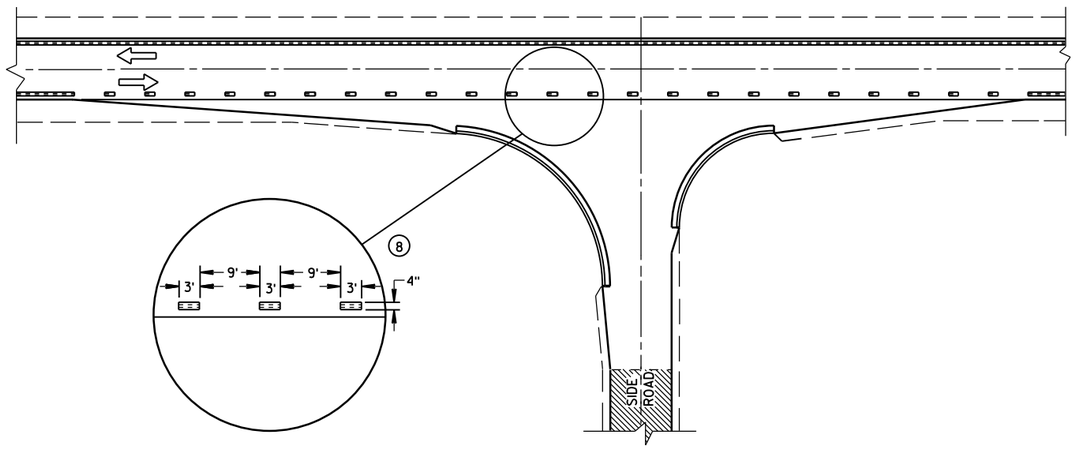
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 65

6

S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

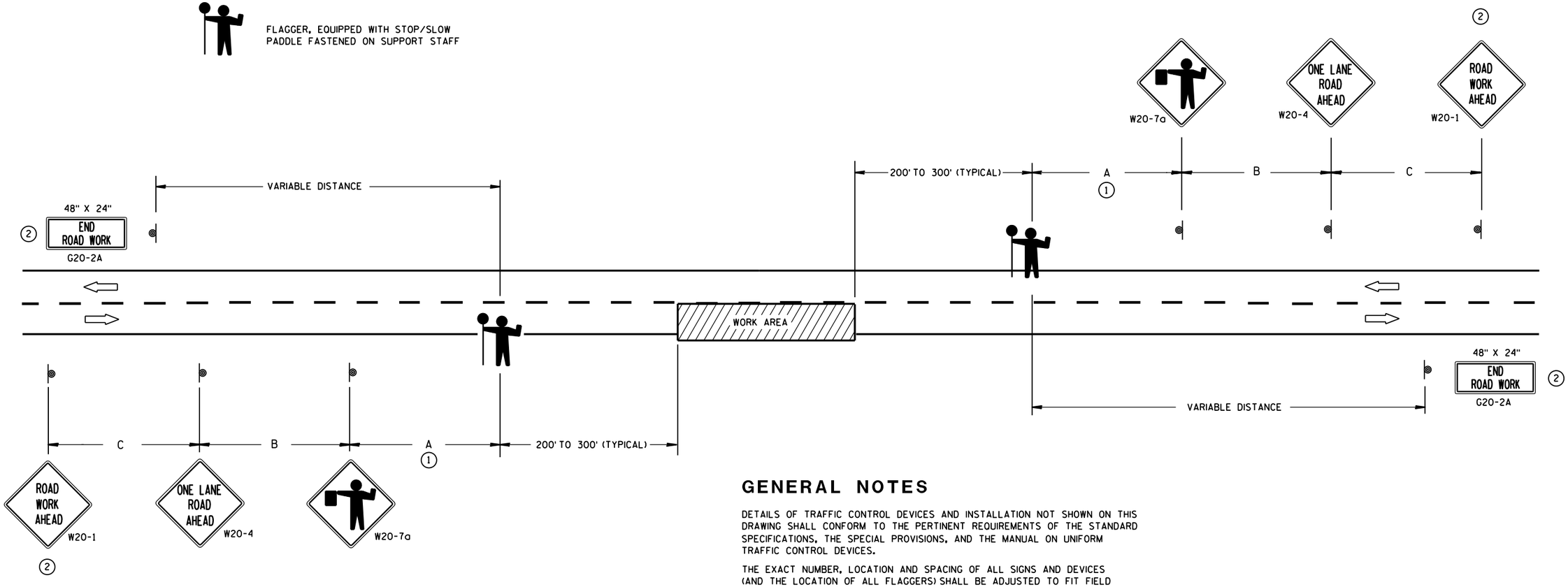
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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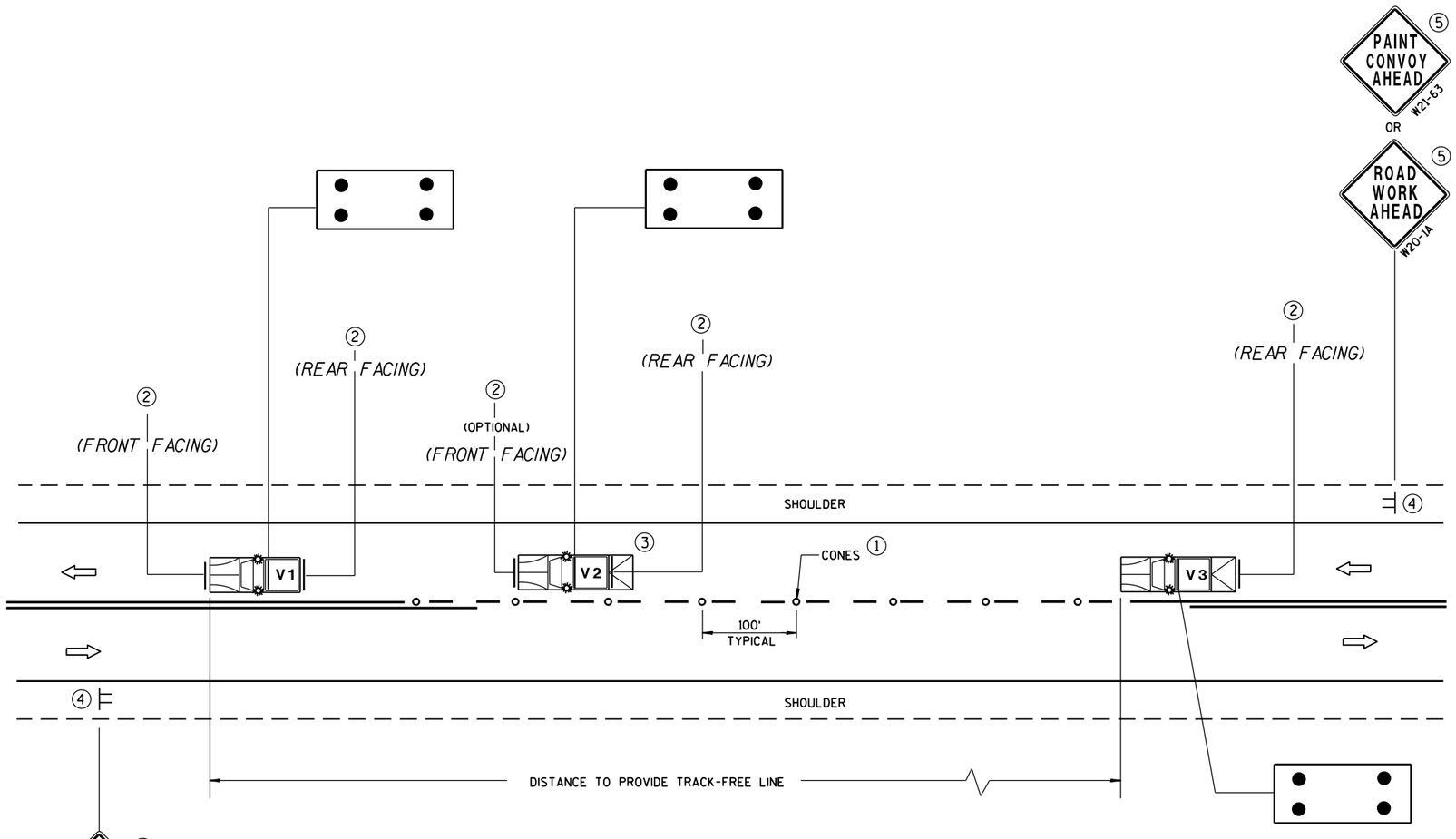
S.D.D. 15 C 12-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

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.

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

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE FHWA	/S/ Peter Amakobe Atepe STATEWIDE WORK ZON 67 SAFETY ENGINE

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S.D.D. 15 C 19-4a

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S.D.D. 15 C 19-4a

GENERAL NOTES

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

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

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

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

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.

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

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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

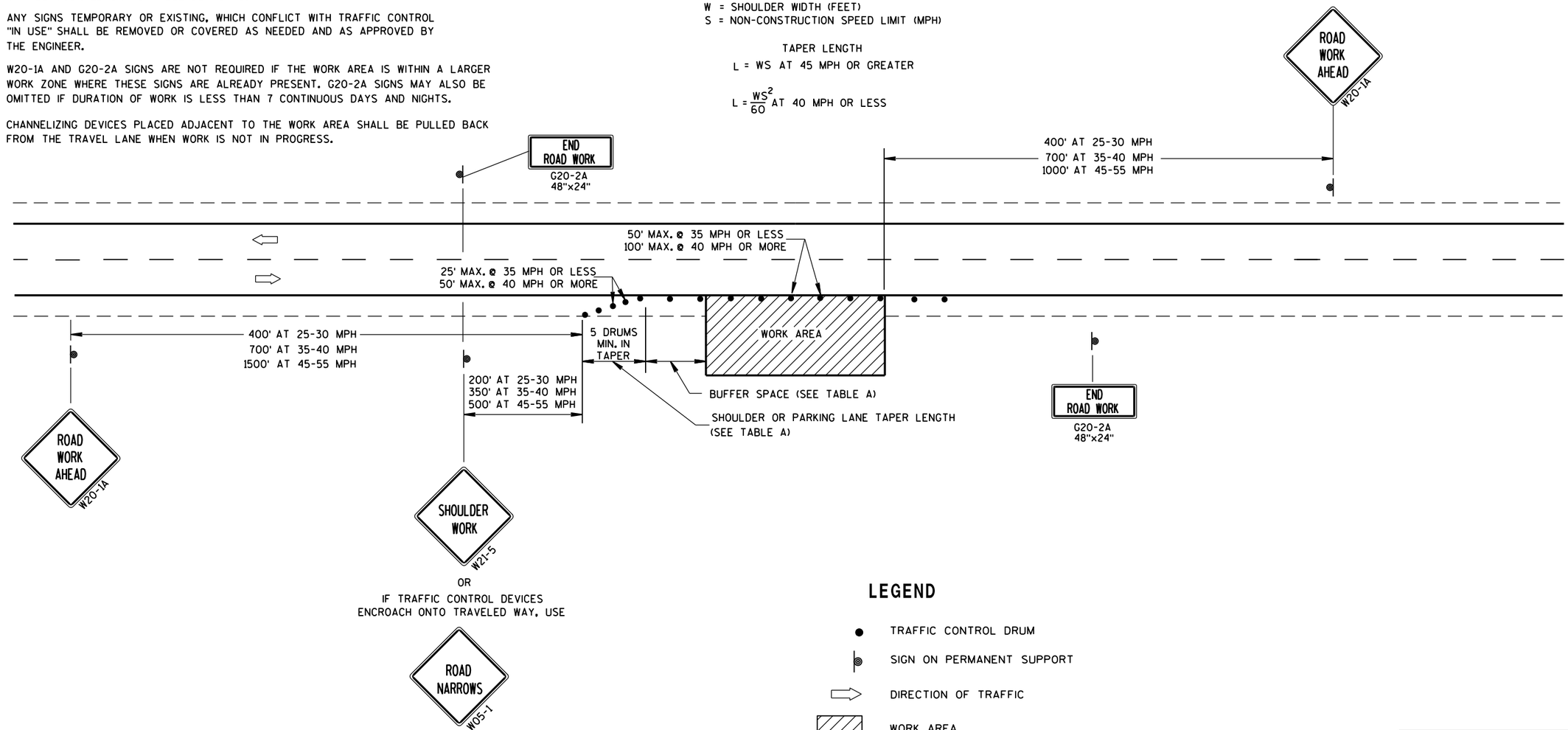
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGII[illegible] FIC

FHWA

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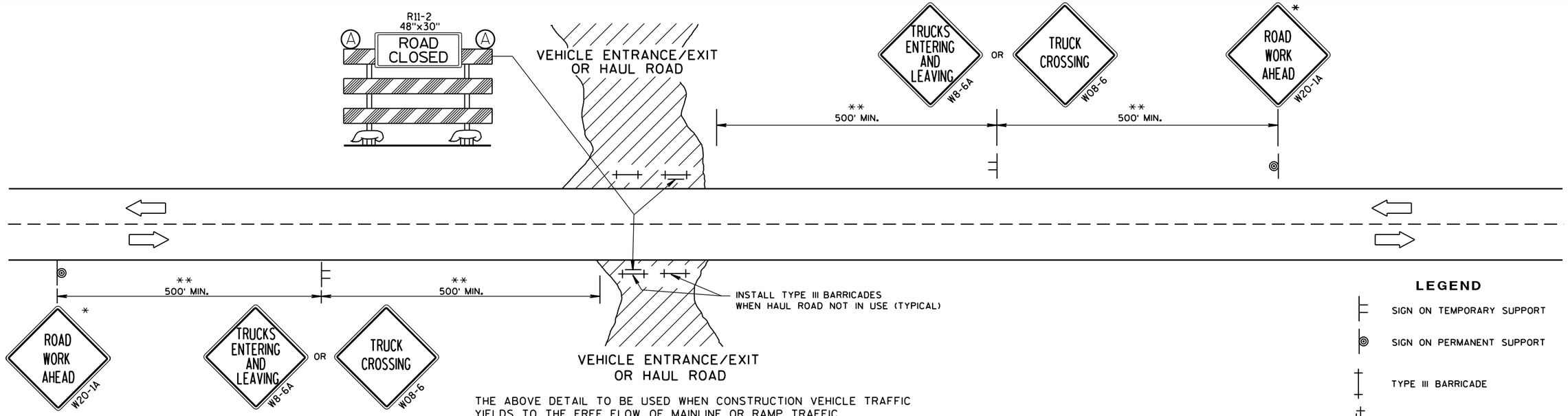


THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

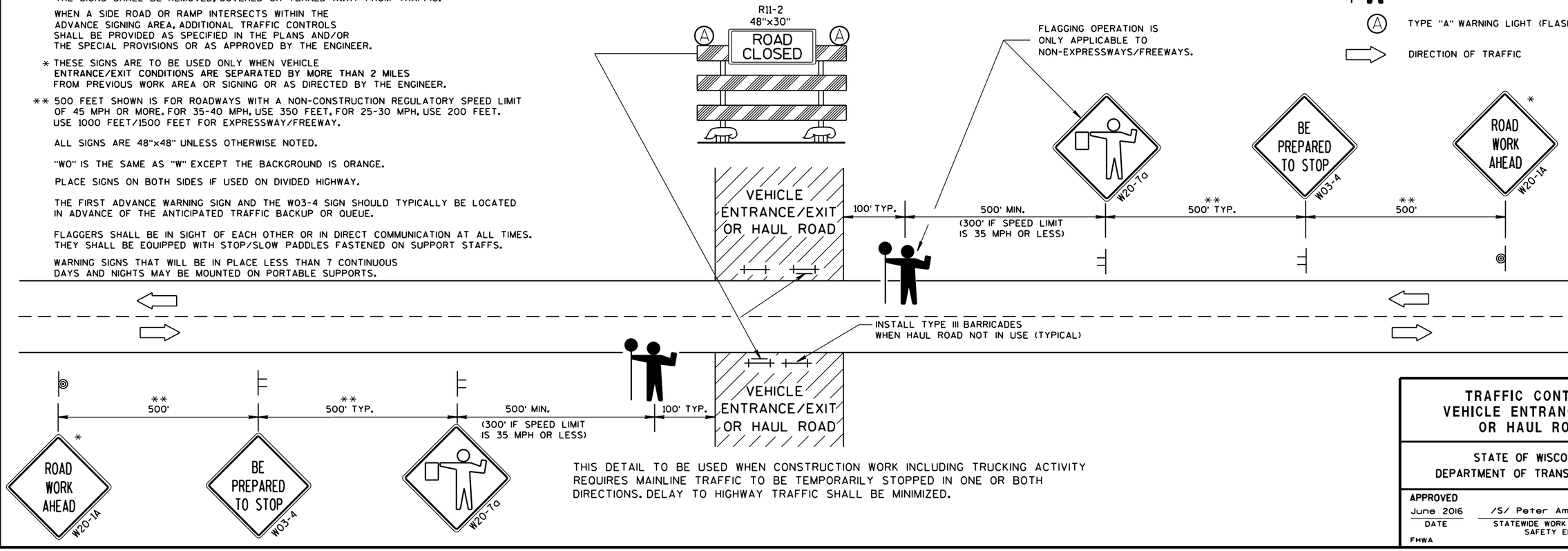
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W03-4 SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

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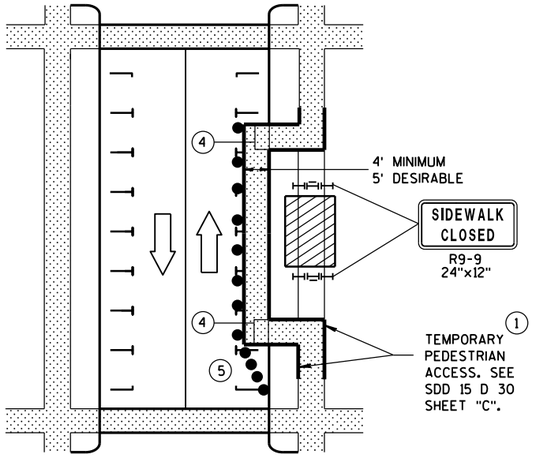
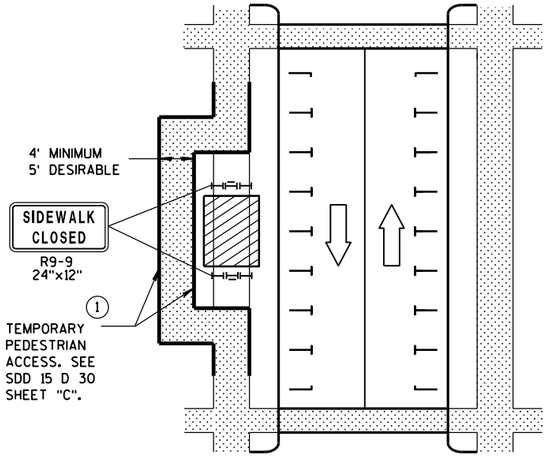
S.D.D. 15 D 29-4

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

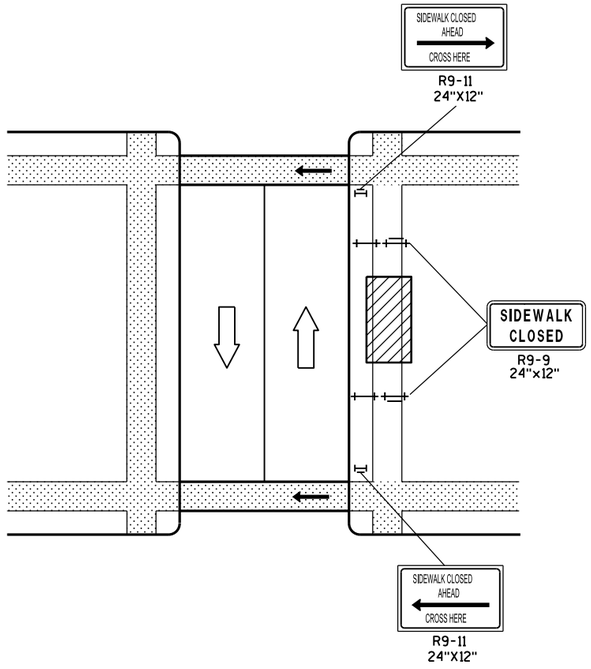


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

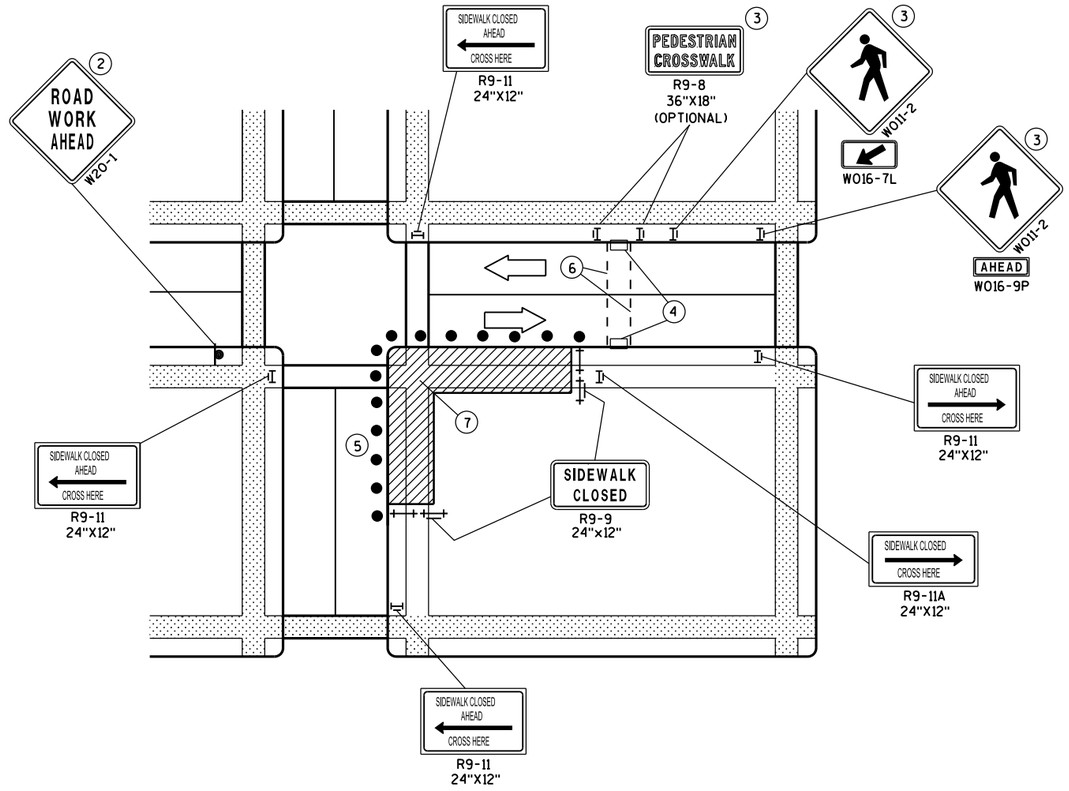
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 30-3a

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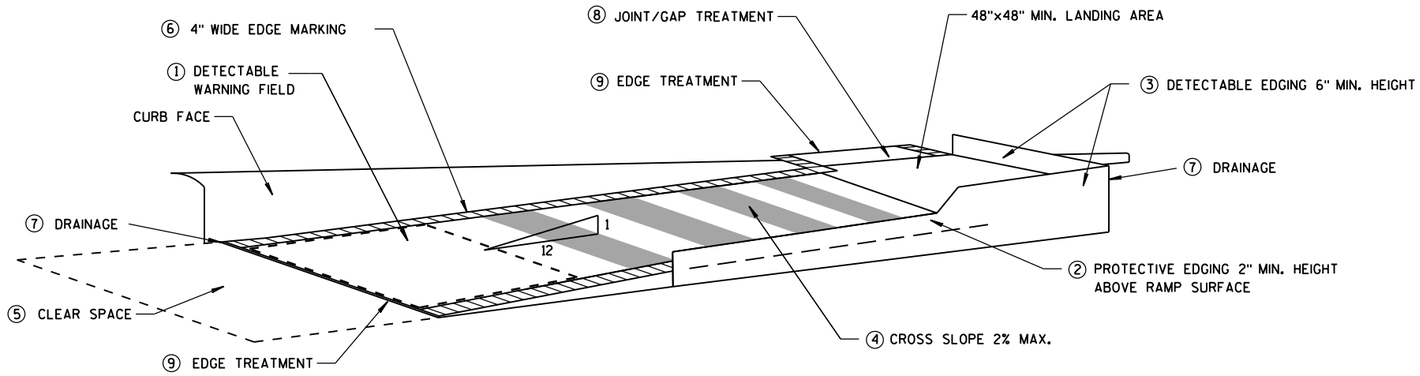
S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

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

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

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

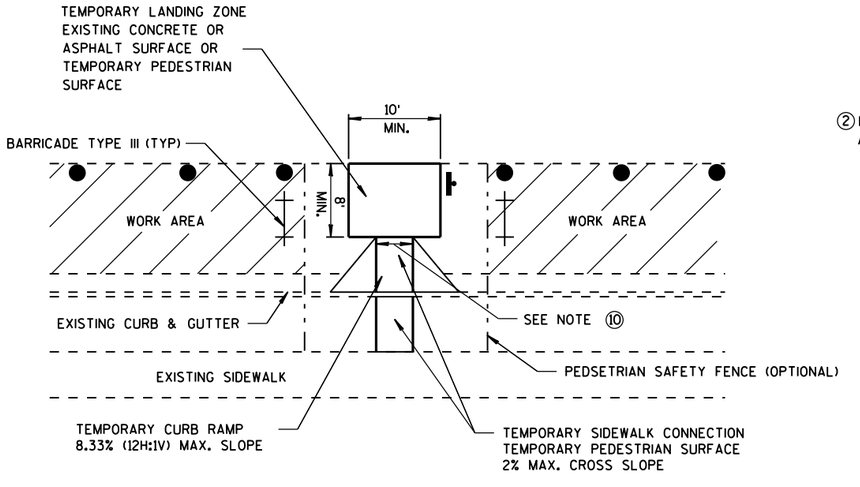
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

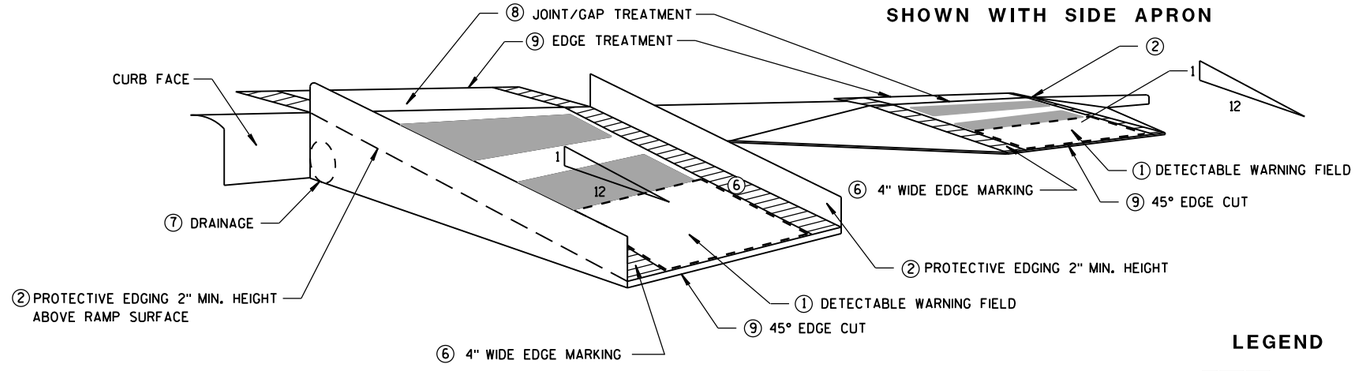
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

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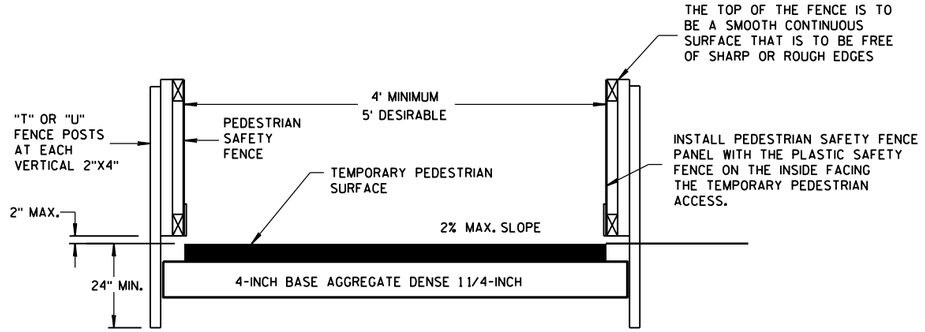
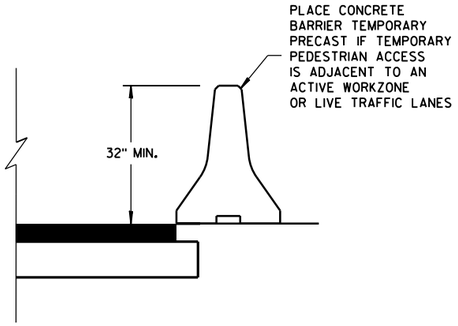
S.D.D. 15 D 30-3b

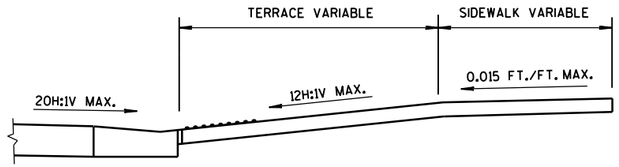




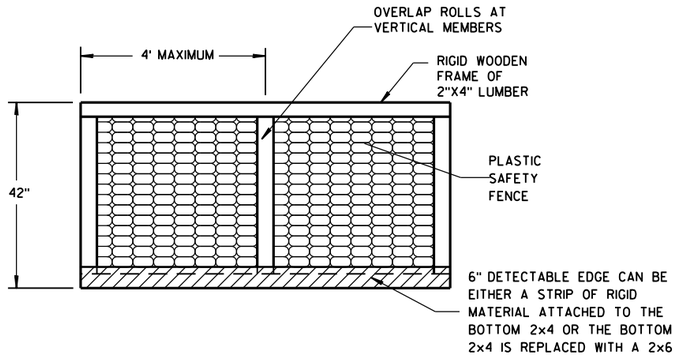
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

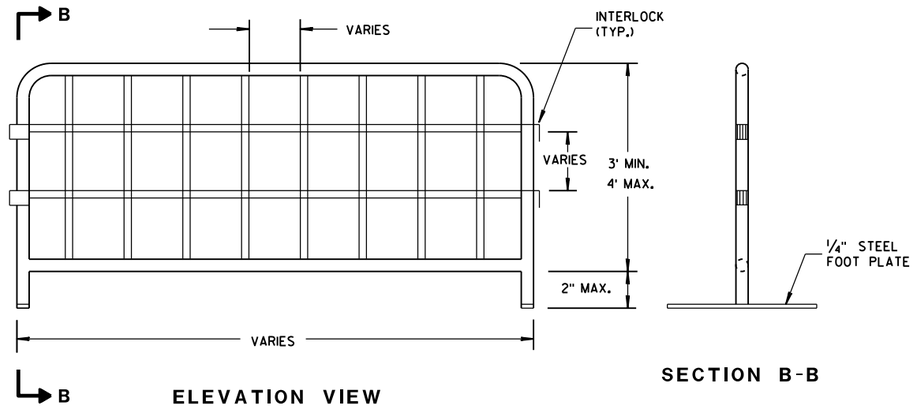
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



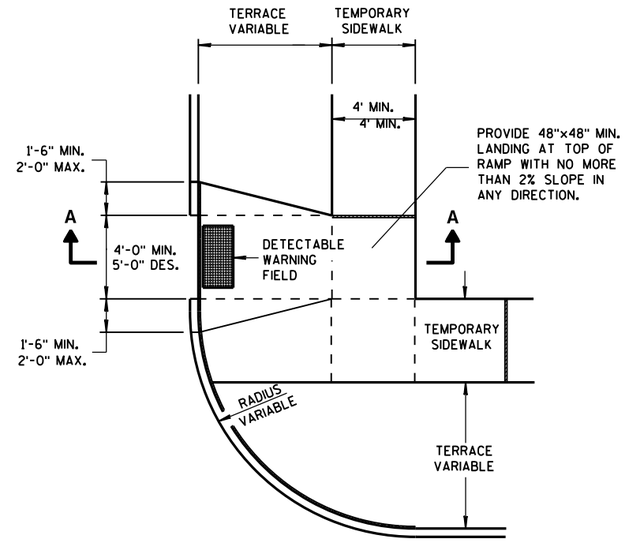
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

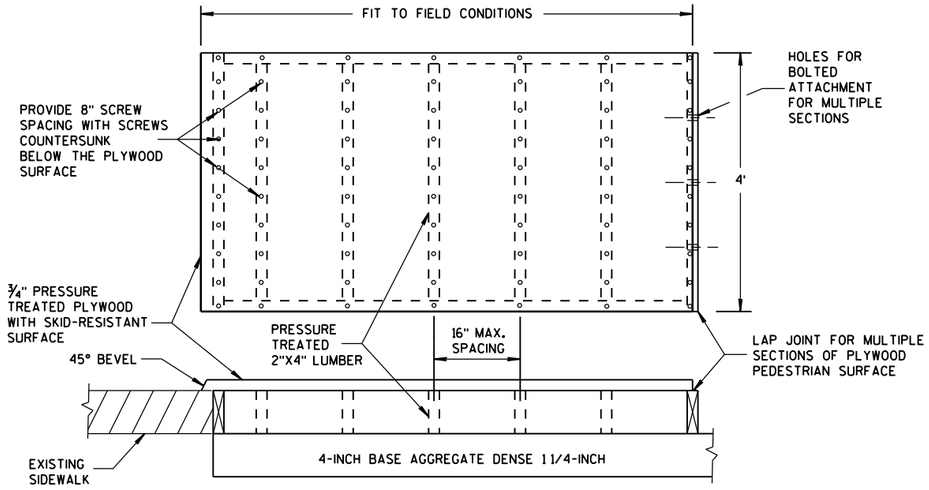
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



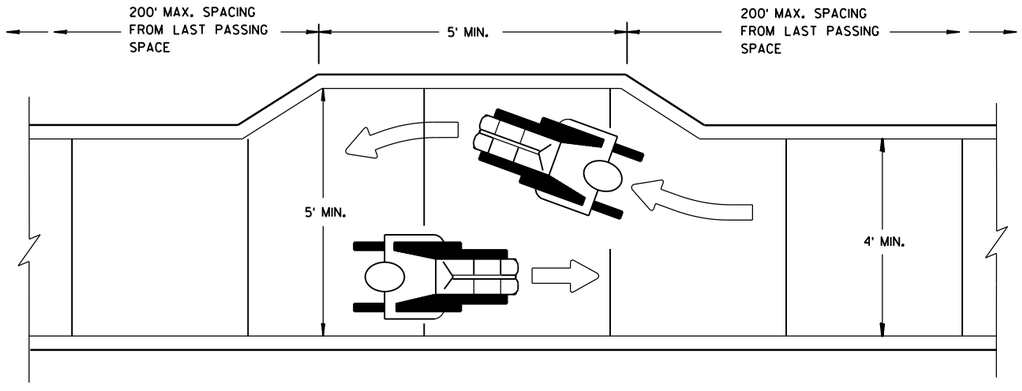
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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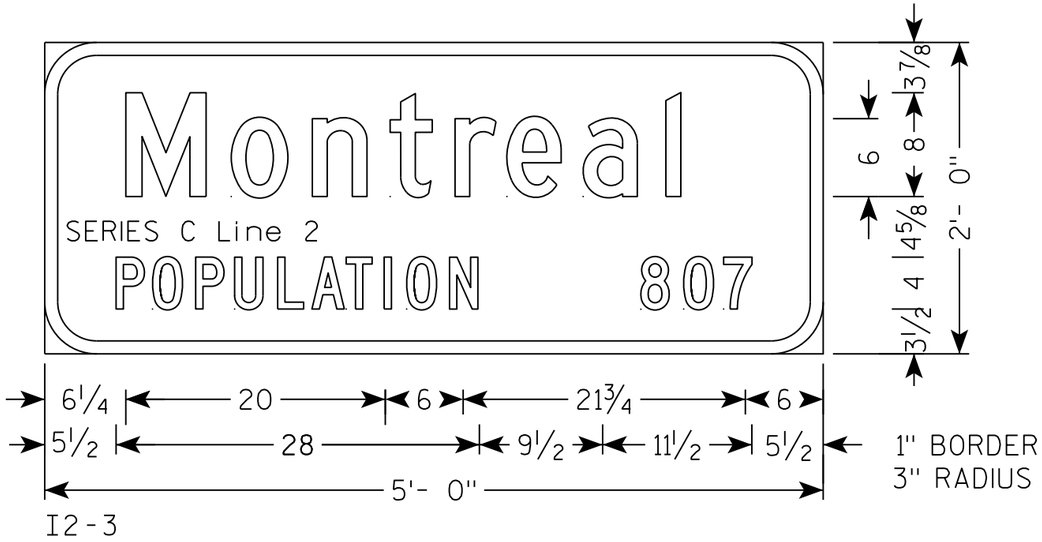
S.D.D. 15 D 30-3c

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - D except as Shown



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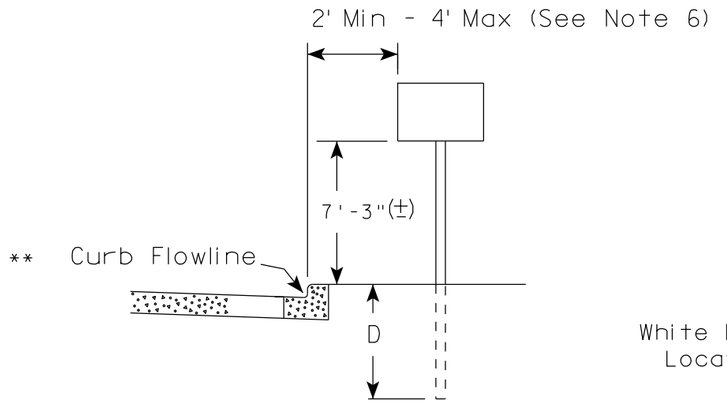
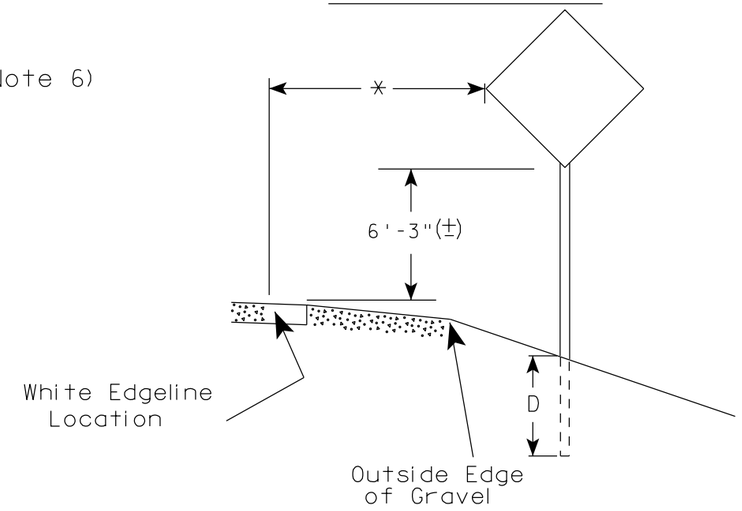
PROJECT NO: 9250-15-70	HWY: STH 77	COUNTY: IRON	PERMENANT SIGNING	SHEET NO:	E

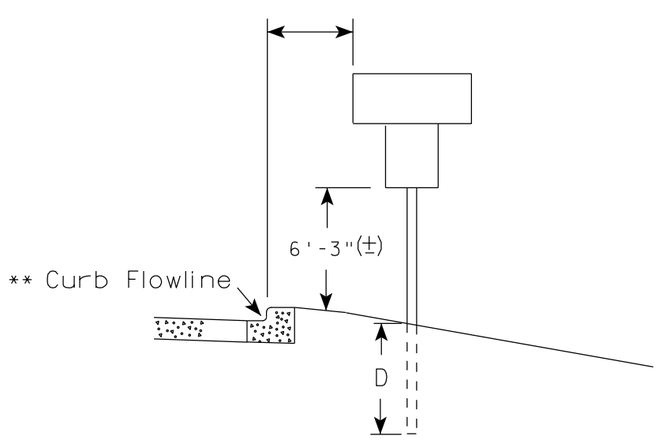
FILE NAME : C:\CAEfiles\Projects\tr_d7\72614N14.DGN PLOT DATE : 10-NOV-2016 14:49 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

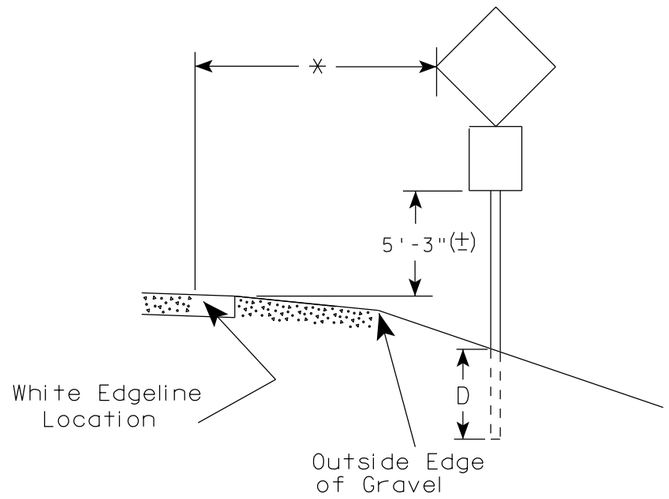
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

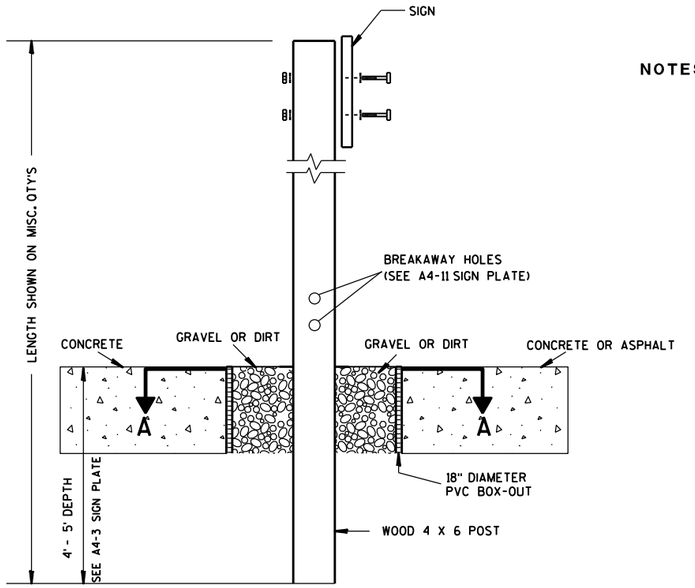
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

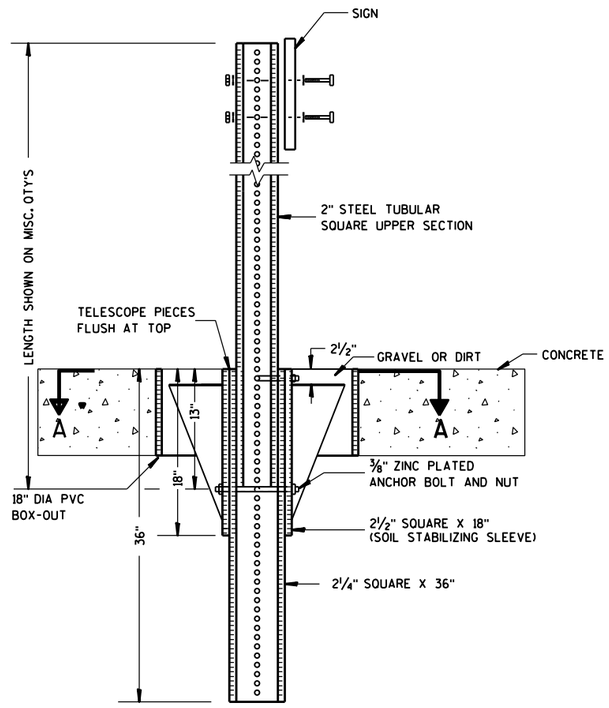
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

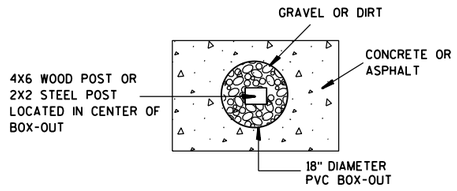
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

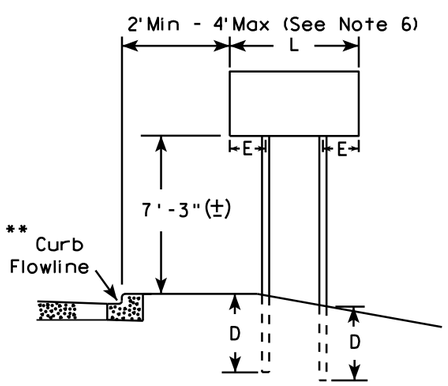
APPROVED Matthew R Rauch
for State Traffic Engineer

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

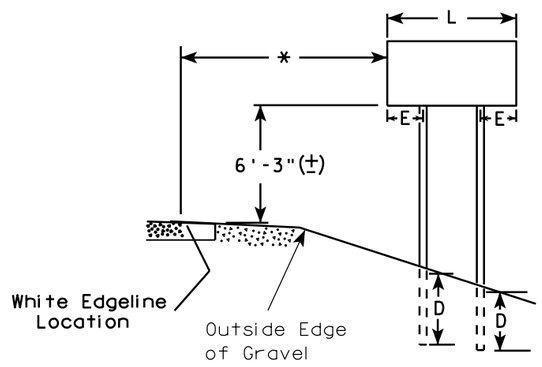
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

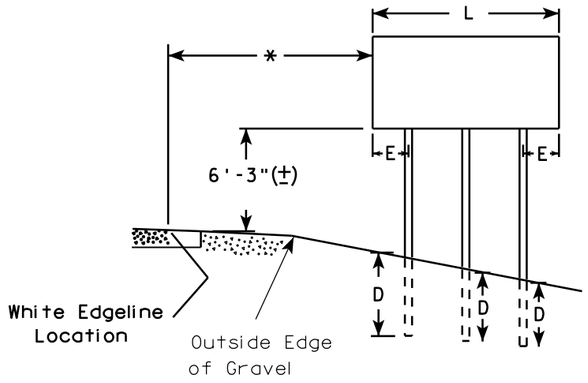
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

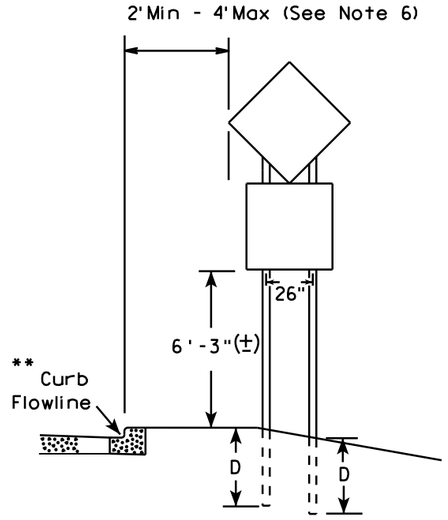
URBAN AREA



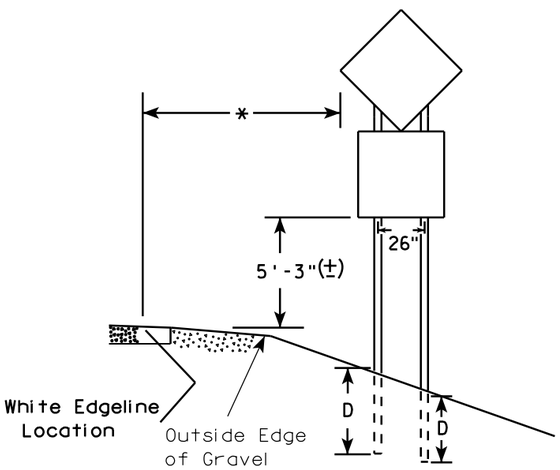
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

* 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 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

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

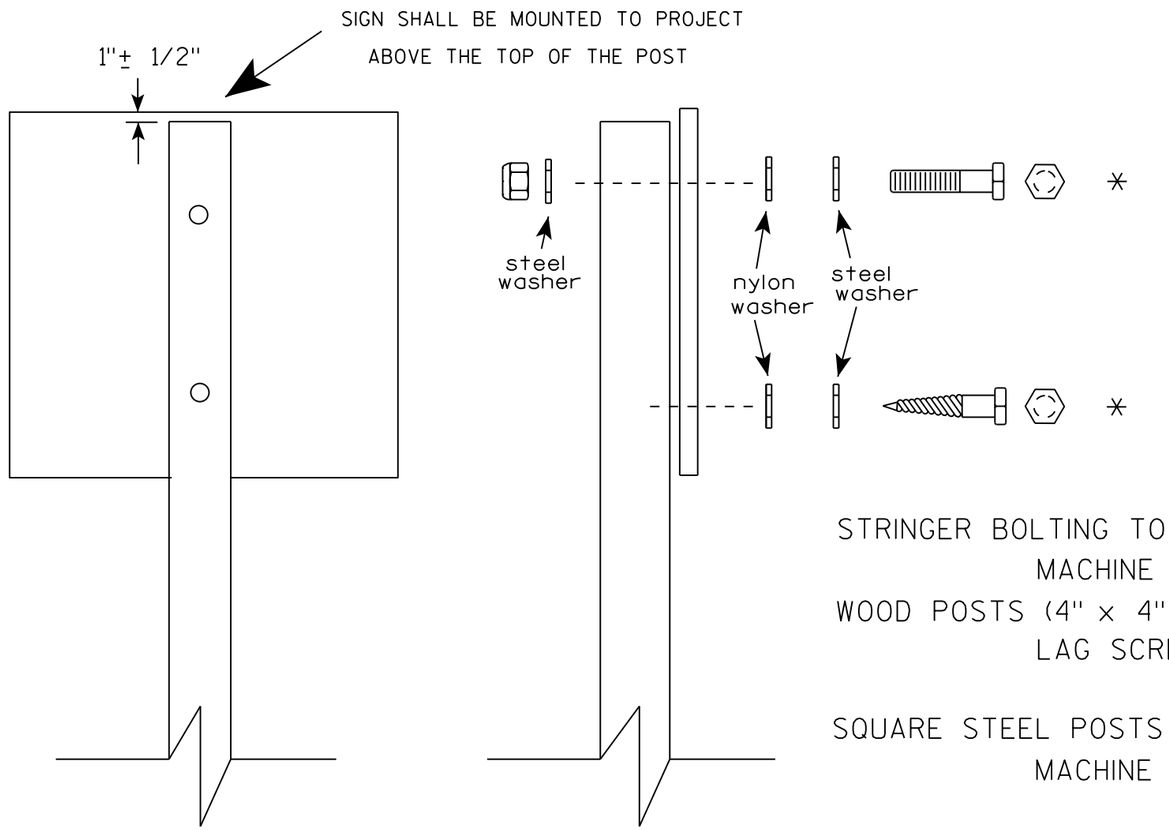
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

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

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

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

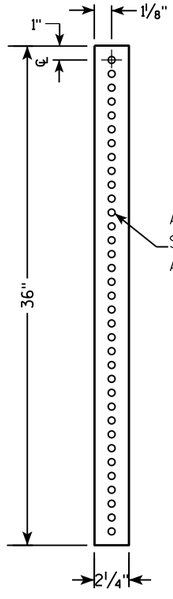
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

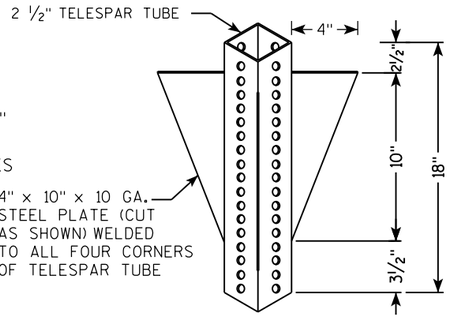
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

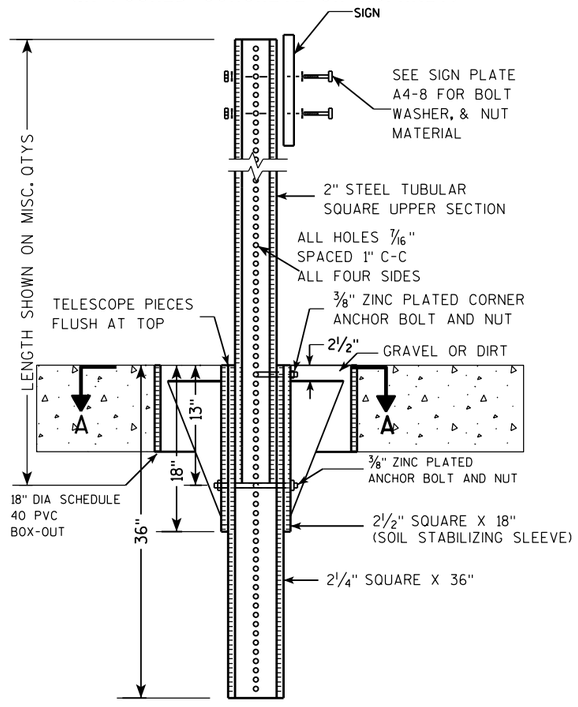
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



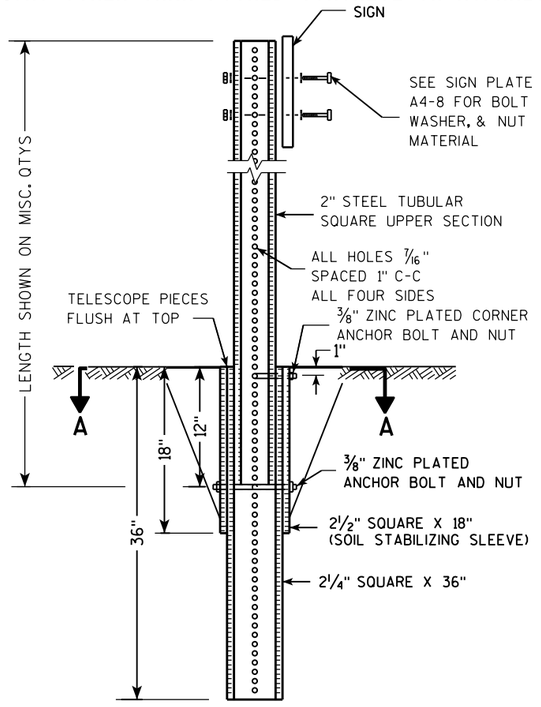
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

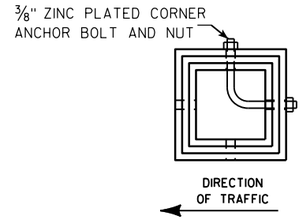


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

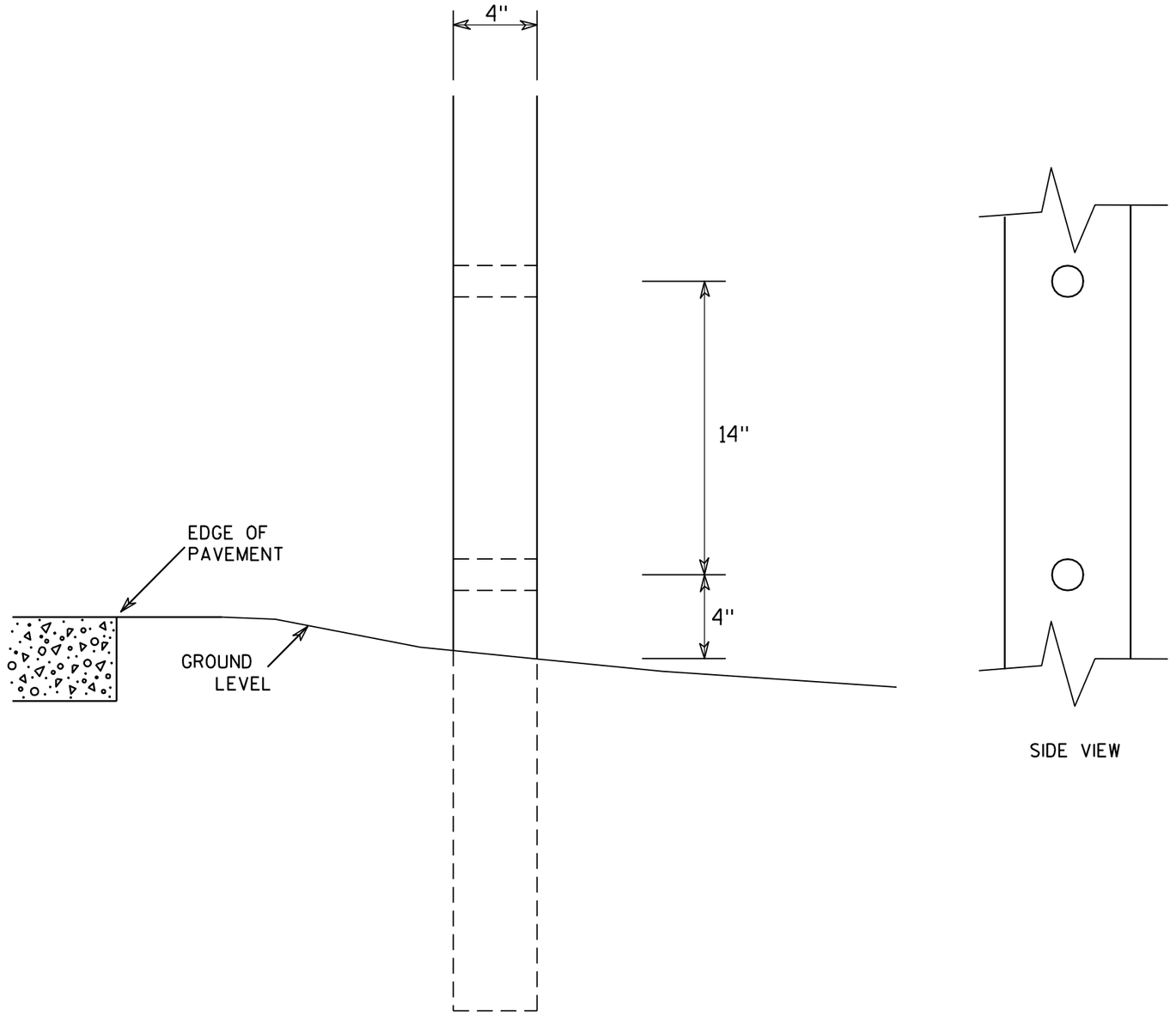
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 78 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000



SIDE VIEW

GENERAL NOTES

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

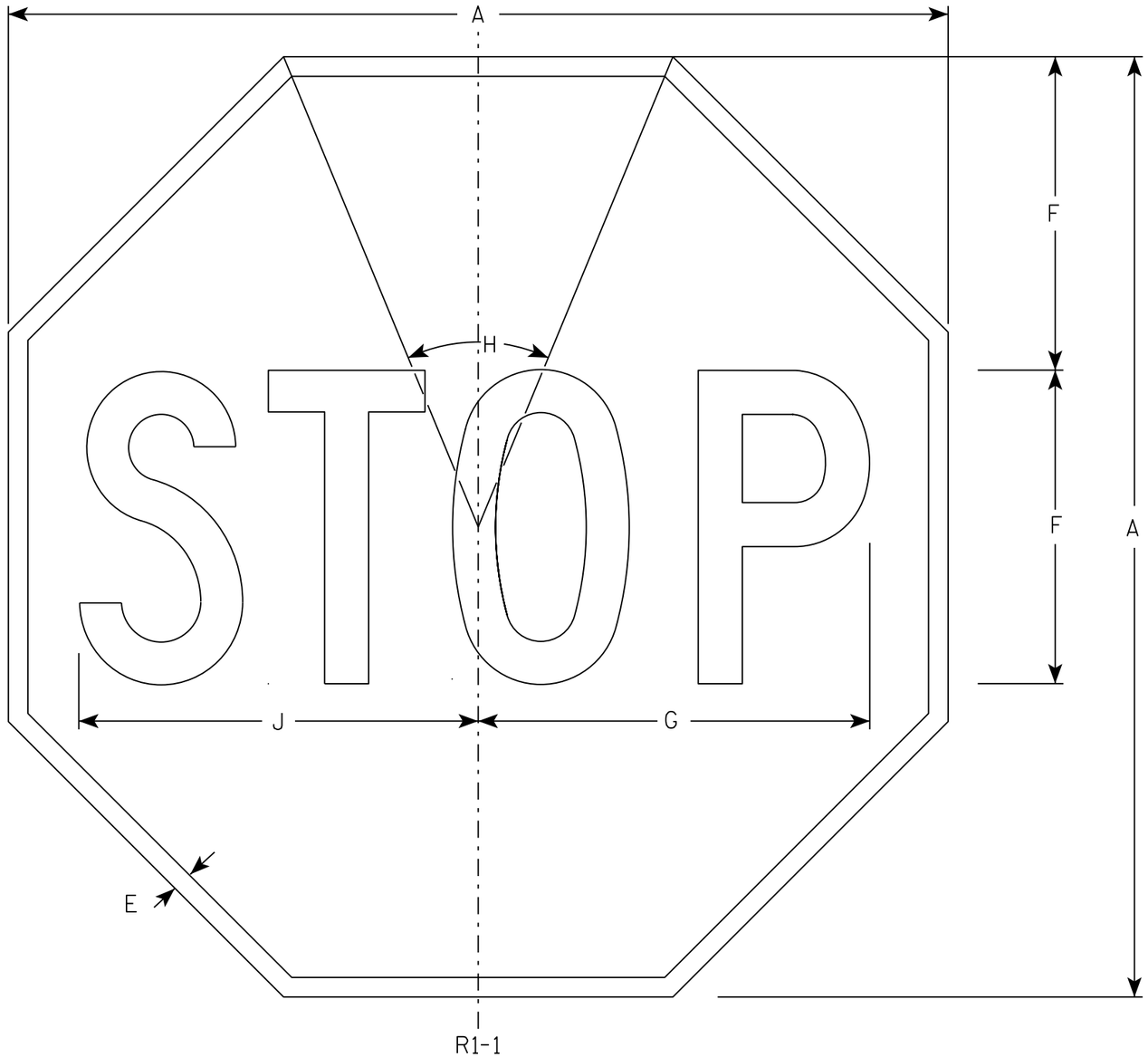
4 X 6 WOOD POST MODIFICATIONS

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: 79	E



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

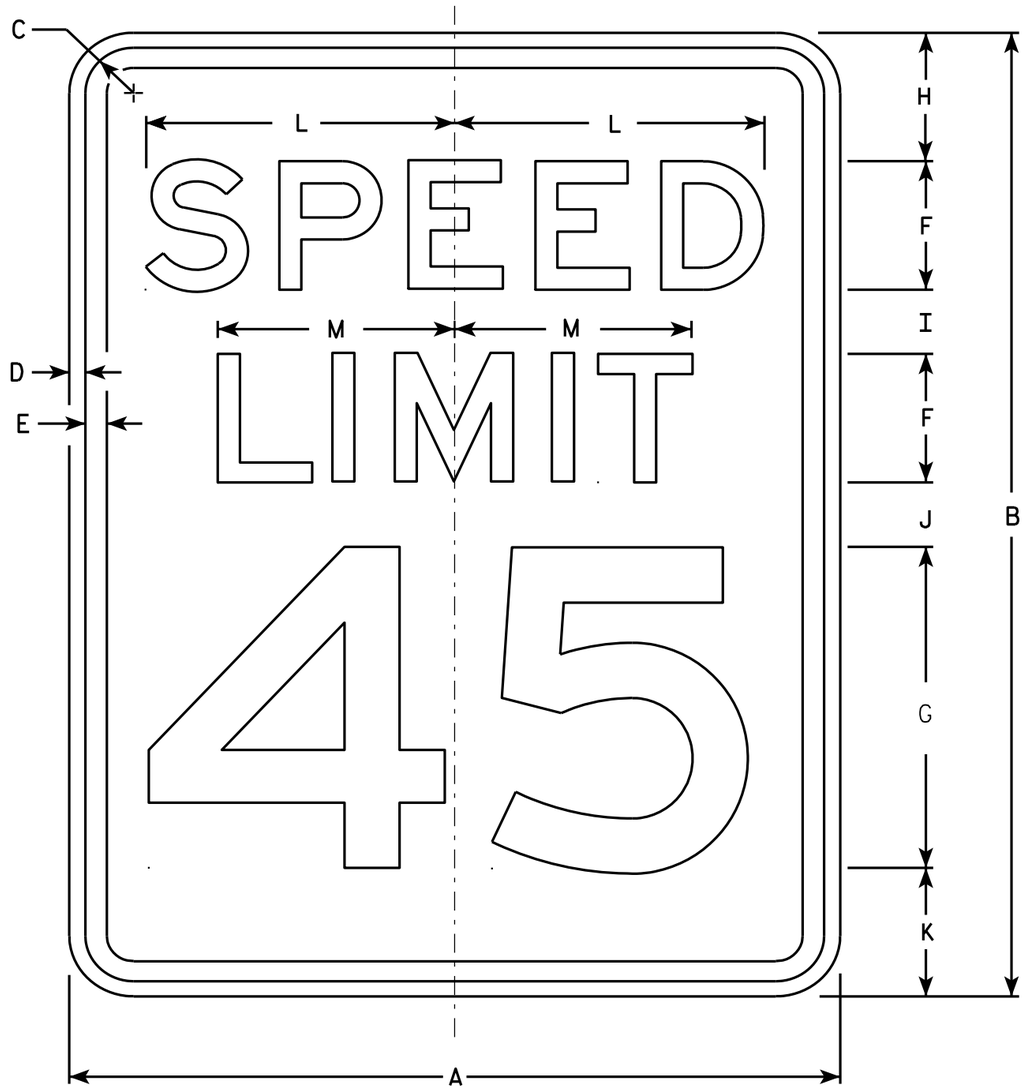
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 80 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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 and optically 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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

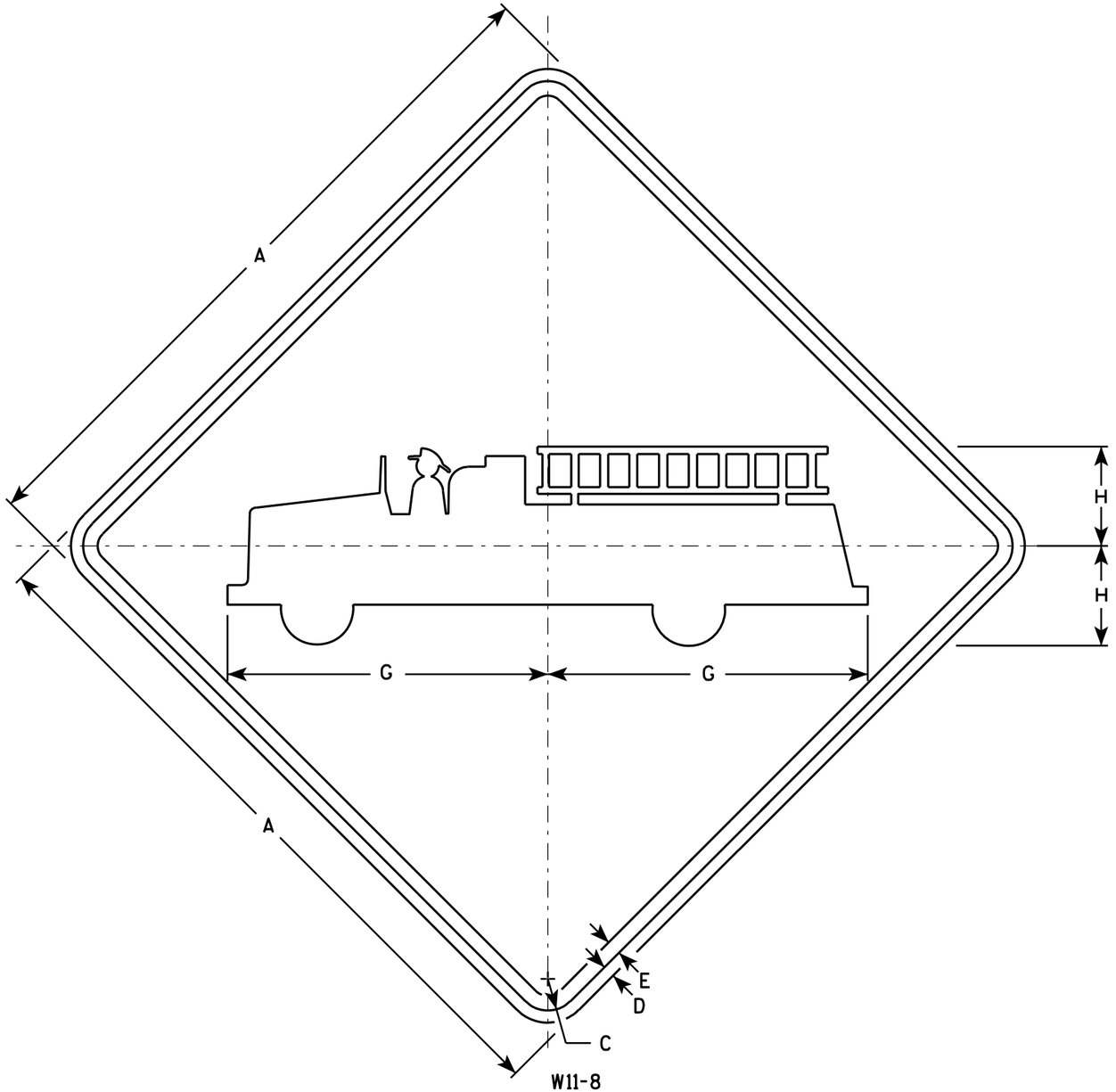
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 81 | E



W11-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-8.7

PROJECT NO:

SHEET NO: 82 E

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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