

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C WAUTOMA, S CAMBRIDGE ST

STH 22 S TO STH 22 N

STH 21

WAUSHARA COUNTY

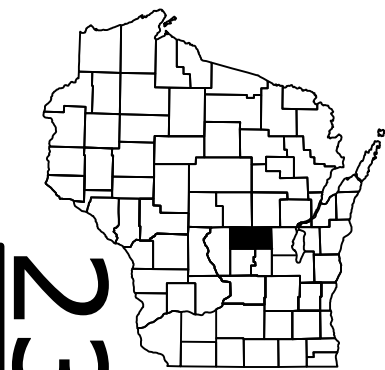
STATE PROJECT NUMBER
6170-00-61

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6170-00-61		

ORDER OF SHEETS

Section No.	Title
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 = 64



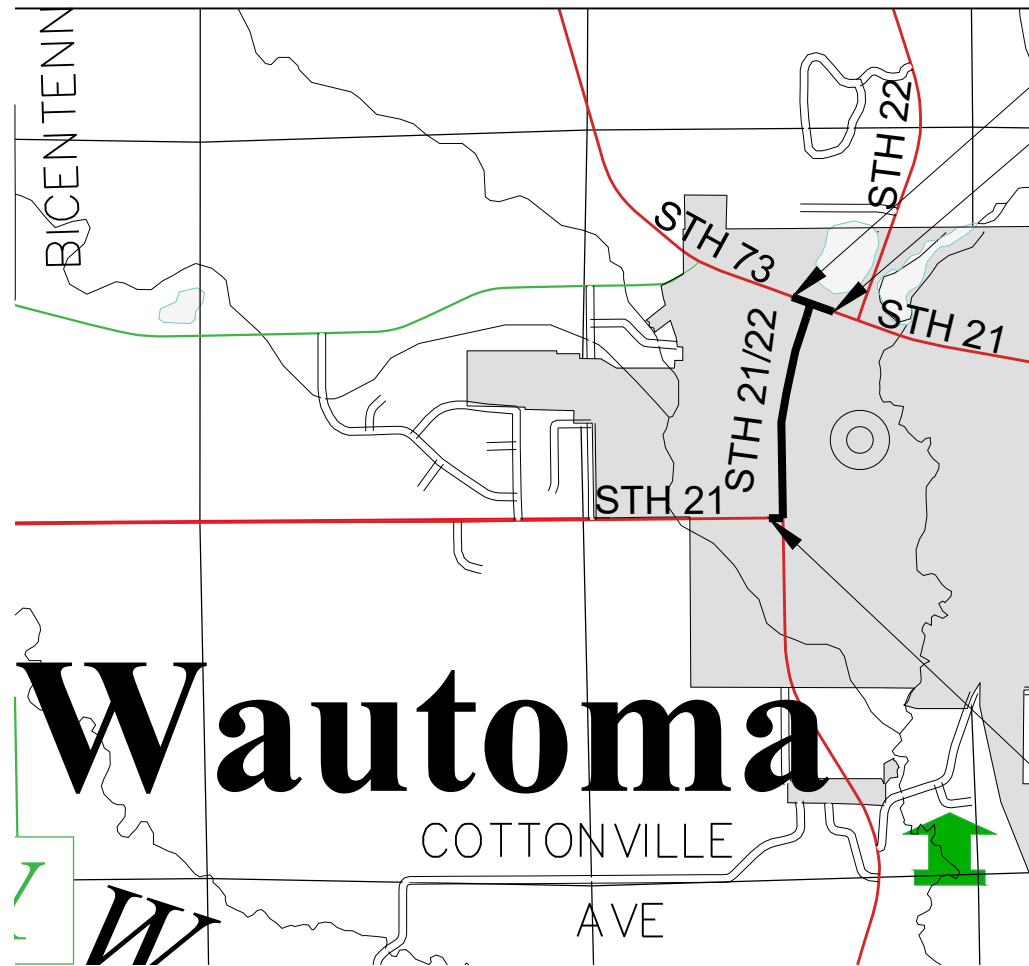
DESIGN DESIGNATION 6170-00-31

A.A.D.T. (2021)	=	7,800
A.A.D.T. (2041)	=	8,800
D.H.V. (K30)	=	12.4%
D.D.	=	60/40
T.	=	13.4%
DESIGN SPEED	=	40 MPH
ESALS	=	2,795,900

CONVENTIONAL SYMBOLS

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

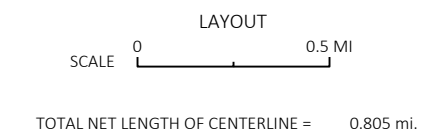
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



END PROJECT
STA 104+91.22

BEGIN CONSTRUCTION
STA 96+37.47

BEGIN PROJECT
STA 691+50.00
X: 345,555.09
Y: 175,721.96



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUSHARA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012), U.S. SURVEY FEET. GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

AMANDA E. ZACHARIAS
E-35716
MILWAUKEE
WISCONSIN

PROFESSIONAL ENGINEER

DATE: 10/26/20
Amanda Zacharias
(Professional Engineer Signature)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	NC REGION
Designer	ALFRED BENESCH & CO
Project Manager	JEFF STEWART
Regional Examiner	CHERYL SIMON
Regional Supervisor	MICHAEL KRETSCHMER

APPROVED FOR THE DEPARTMENT

DATE: 10/30/2020
[Signature]
(Signature)

E

PROJECT ID: 6170-00-61

COUNTY: WAUSHARA

UTILITY CONTACTS

ALLIANT ENERGY – ELECTRIC
 880 N. WISCONSIN ST.
 BERLIN, WI 54923
 (920) 290-0827
 MARK VILLARS
 markvillars@alliantenergy.com

CHARTER COMMUNICATIONS - COMMUNICATION
 1515 W WASHINGTON ST
 WEST BEND, WI 53095
 NICK FRASE
 (920) 304-6797
 Nick.Frase@charter.com

WE ENERGIES – GAS/PETROLEUM
 1921 8TH ST. SOUTH
 WISCONSIN RAPIDS, WI 54494
 LARRY KOCH
 (715) 421-7249
 Larry.Koch@we-energies.com

CENTURYLINK - COMMUNICATION
 130 4TH STREET
 BARABOO, WI 53913
 STEVE BISHOP
 (608) 963-8594
 Steven.bishop@centurylink.com

CITY OF WAUTOMA – SEWER & WATER
 PO BOX 428
 WAUTOMA, WI 54982
 AARON SPEES
 (920) 787-4044
 wautomawater@centurytel.net

GENERAL NOTES

1. 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.

OTHER AGENCIES

WISDNR
 DNR NORTH CENTRAL REGION
 473 GRIFFITH AVE
 WISCONSIN RAPIDS, WI 54494
 BRAD BETTHAUSER
 (715) 421-7851
 Bradley.Betthouser@Wisconsin.gov

ORDER OF SECTION 2 SHEETS

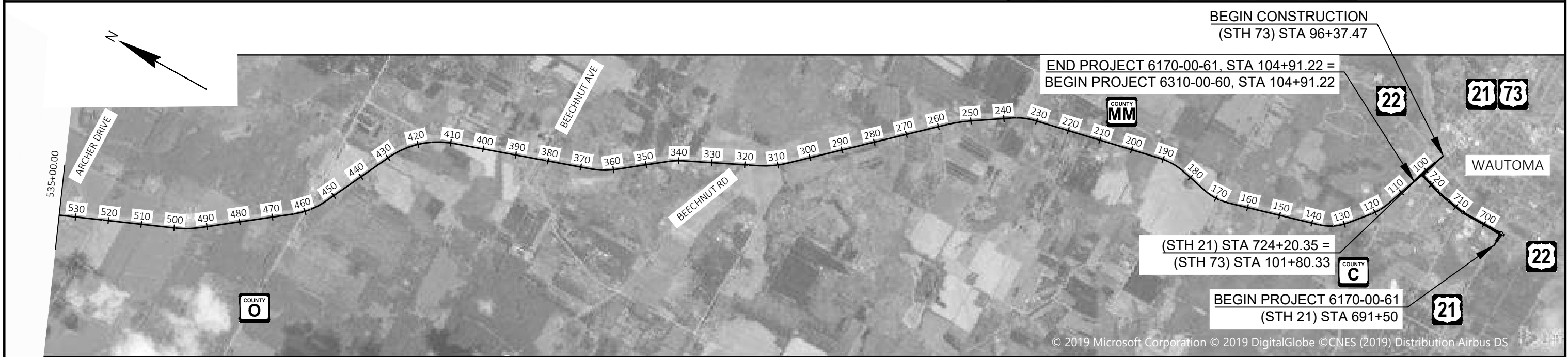
PROJECT OVERVIEW
 TYPICAL SECTIONS
 CONSTRUCTION DETAILS
 CURB RAMP DETAILS
 PAVEMENT MARKING
 TRAFFIC CONTROL

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30
			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	0.70 - 0.95											
CONCRETE	0.80 - 0.95											
BRICK	0.70 - 0.80											
DRIVES, WALKS	0.75 - 0.85											
ROOFS	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

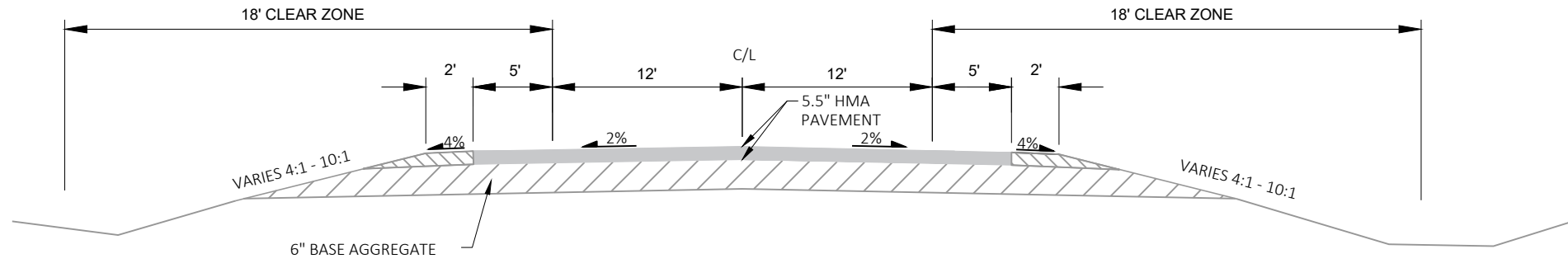
TOTAL PROJECT AREA = 4.34 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.00 ACRES



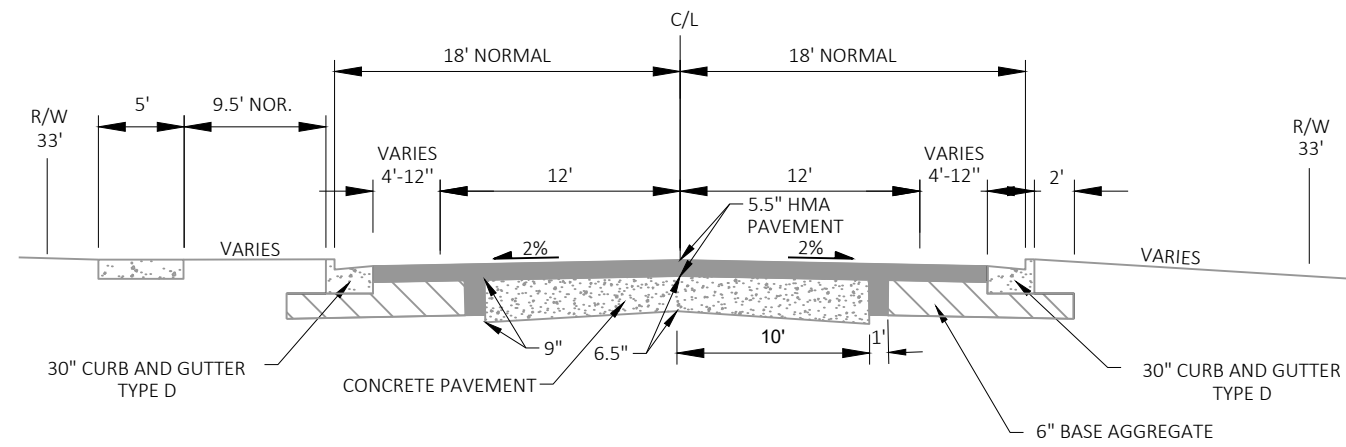
Dial 811 or (800) 242-8511
www.DiggersHotline.com



PROJECT NO: 6170-00-61/6310-00-60/6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PROJECT OVERVIEW	SHEET	E
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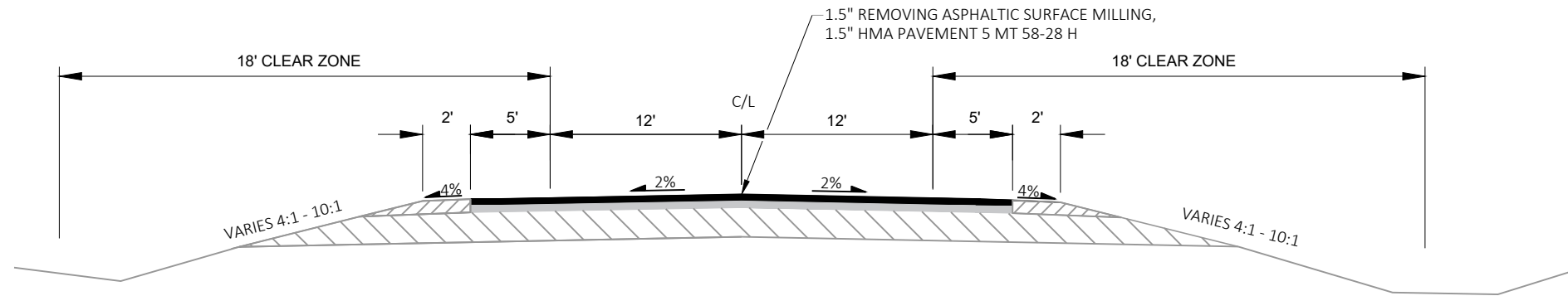
EXISTING STH 21 TYPICAL SECTION
 STA 691+50 - 724+20



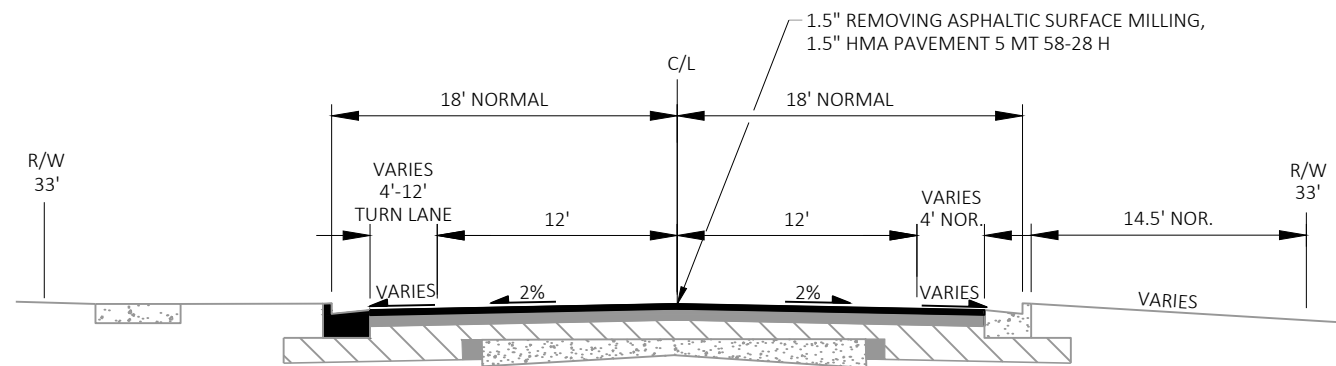
EXISTING STH 73 TYPICAL SECTION
 STA 96+37 - 104+91

LEGEND

-  CONCRETE
-  BASE AGGREGATE DENSE 1-1/4"
-  BASE AGGREGATE DENSE 1-1/4"
-  EXISTING HMA PAV'T








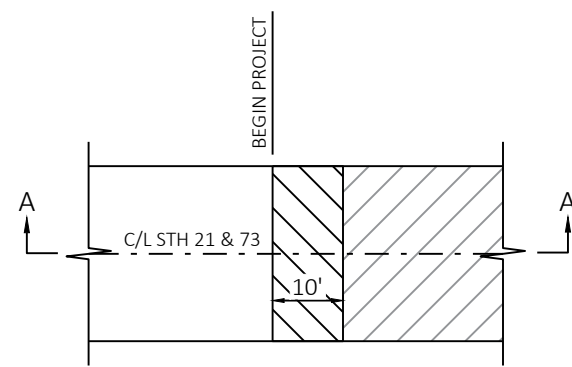
FINISHED STH 21 TYPICAL SECTION
 STA 691+50 - 724+20



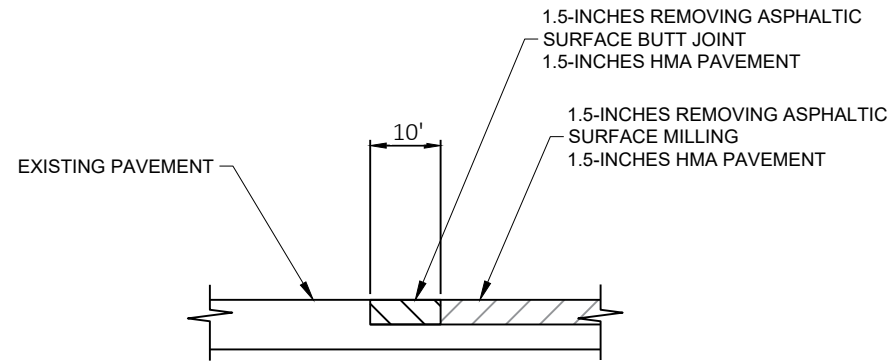
FINISHED STH 73 TYPICAL SECTION
 STA 96+37 - 104+91

LEGEND

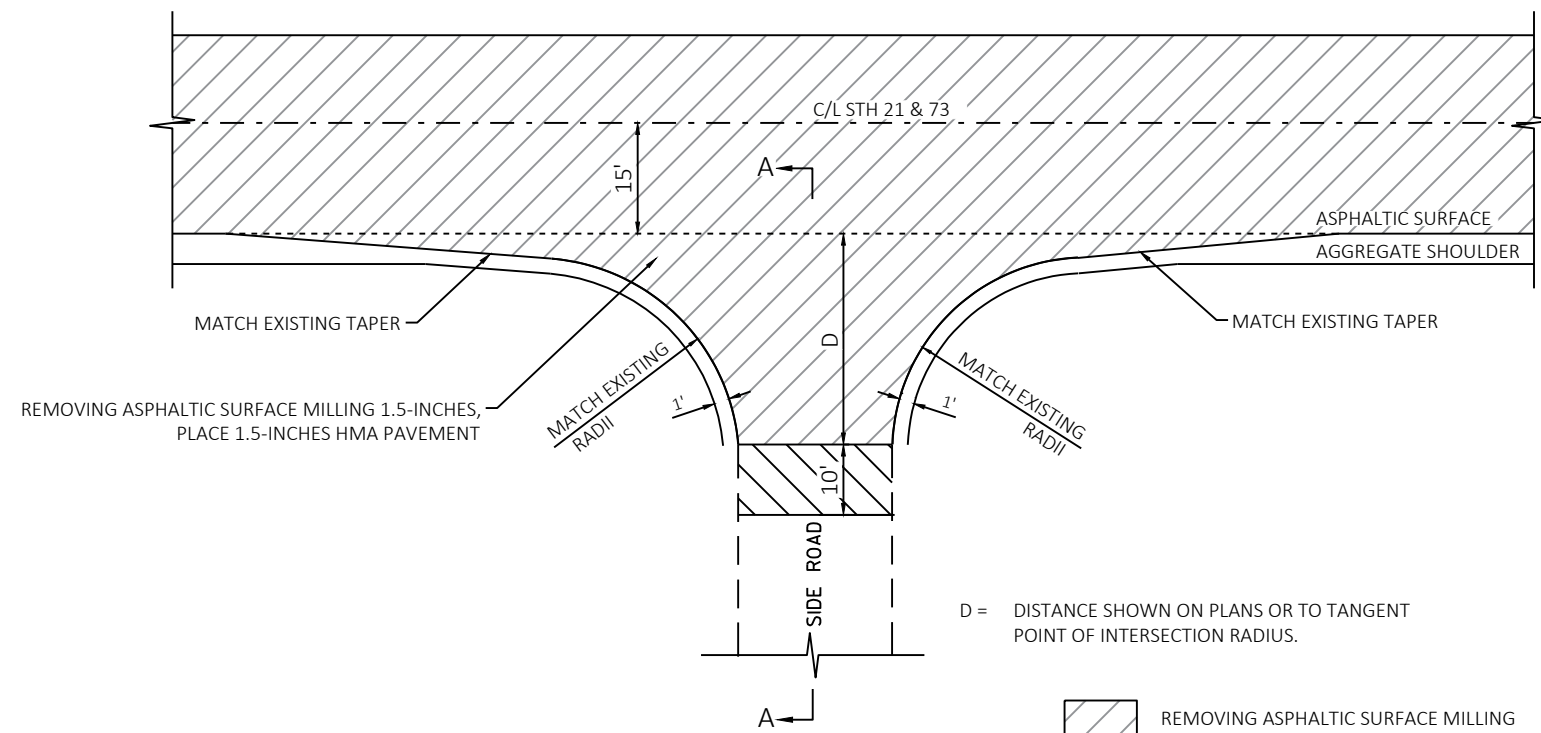
-  CONCRETE
-  BASE AGGREGATE DENSE 1-1/4"
-  BASE AGGREGATE DENSE 1-1/4"
-  EXISTING HMA PAV'T
-  PROPOSED HMA PAV'T



TYPICAL MAINLINE DETAIL



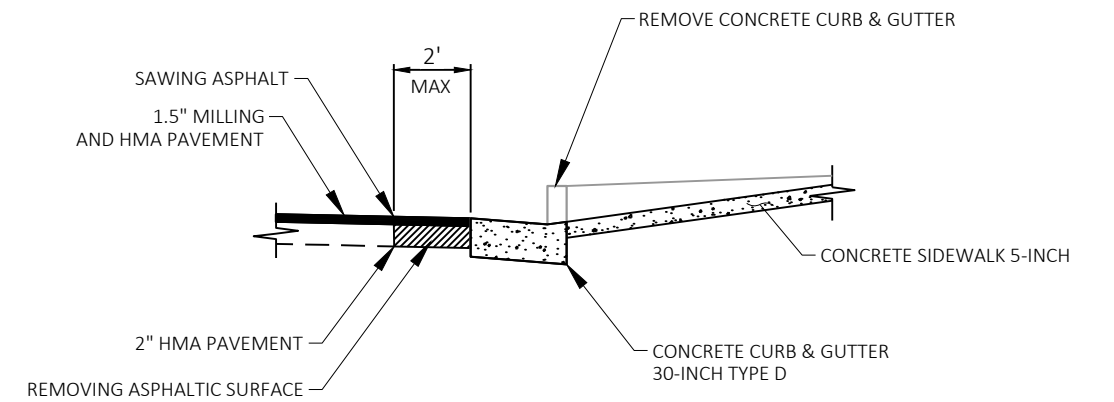
SECTION A-A



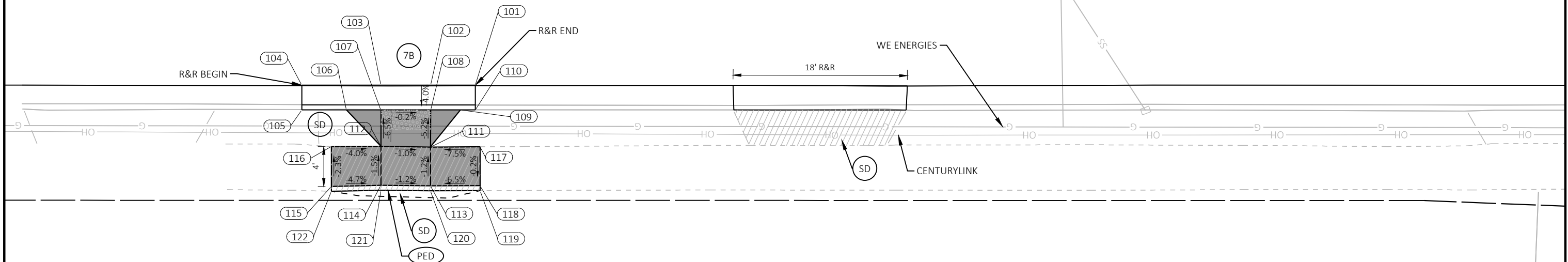
TYPICAL SIDE ROAD DETAIL

D = DISTANCE SHOWN ON PLANS OR TO TANGENT POINT OF INTERSECTION RADIUS.

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINT



CURB RAMP RECONSTRUCT DETAIL



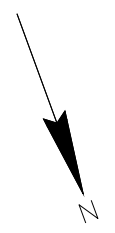
CHARTER COMMUNICATIONS IN THE VICINITY OF WORK

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SW5)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

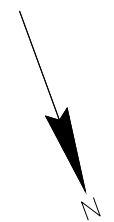
CambridgeNE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	100+88.14	21.37' RT	866.00	134213.94	379820.00
102	100+83.64	21.38' RT	866.07	134212.39	379824.24
103	100+78.62	21.37' RT	866.09	134210.66	379828.94
104	100+70.64	21.37' RT	866.12	134207.91	379836.44
105	100+70.64	23.86' RT	866.54	134210.26	379837.30
106	100+75.14	23.87' RT	866.52	134211.81	379833.07
107	100+78.62	23.92' RT	866.01	134213.05	379829.82
108	100+83.64	23.87' RT	866.00	134214.74	379825.09
109	100+86.64	23.87' RT	866.49	134215.77	379822.27
110	100+88.14	23.87' RT	866.49	134216.28	379820.86
111	100+83.62	27.61' RT	866.19	134218.24	379826.40
112	100+78.62	27.53' RT	866.24	134216.44	379831.06

CambridgeNE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
113	100+83.62	31.51' RT	866.24	134221.91	379827.74
114	100+78.62	31.45' RT	866.30	134220.13	379832.41
115	100+73.62	31.57' RT	866.54	134218.52	379837.15
116	100+73.62	27.55' RT	866.44	134214.75	379835.77
117	100+88.62	27.58' RT	866.57	134219.93	379821.69
118	100+88.62	31.50' RT	866.56	134223.61	379823.04
119	100+88.62	32.00' RT	866.56	134224.08	379823.21
120	100+83.62	32.03' RT	866.74	134222.39	379827.92
121	100+78.62	31.95' RT	866.80	134220.60	379832.58
122	100+73.62	32.06' RT	866.55	134218.98	379837.32

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
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LEGEND

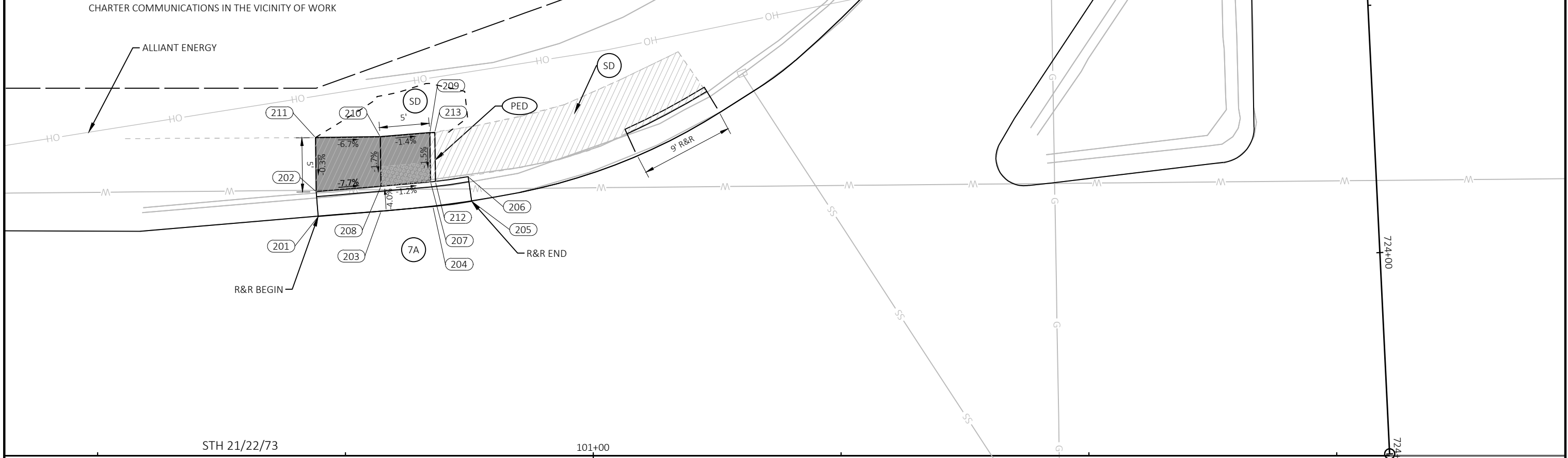
- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 31049	MAG NAIL	101+30.77	49.3' LT	134,162.21	379,755.65	865.51
CP 730100	PK NAIL	102+29.65	167.9' LT	134,084.89	379,622.01	866.61
CP 730101	PK NAIL	103+52.20	49.3' LT	134,238.45	379,547.76	867.20

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 731048	FLANGE BOLT	102+41	87' LT	869.03

CambridgeSE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	100+72.25	24.17' LT	865.79	134165.72	379819.26
202	100+72.04	26.66' LT	866.16	134163.30	379818.60
203	100+78.59	24.70' LT	865.73	134167.39	379813.13
204	100+83.82	25.15' LT	865.67	134168.77	379808.06
205	100+87.73	25.69' LT	865.62	134169.60	379804.21
206	100+87.38	28.17' LT	866.05	134167.16	379803.68
207	100+83.57	27.64' LT	865.59	134166.35	379807.43
208	100+78.58	27.20' LT	865.65	134165.04	379812.27
209	100+83.51	32.62' LT	865.67	134161.65	379805.78
210	100+78.51	32.20' LT	865.74	134160.32	379810.62
211	100+71.97	32.12' LT	866.18	134158.15	379816.78
212	100+84.07	27.69' LT	866.09	134166.48	379806.95
213	100+84.01	32.63' LT	866.17	134161.81	379805.31

CAMBRIDGE ST (STH 21/22)



WEIm-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	717+73.56	19.99' RT	868.56	133602.24	379552.44
201	717+78.63	17.39' RT	868.50	133607.83	379551.41
202	717+78.58	20.08' RT	868.52	133607.00	379553.98
203	717+78.46	27.08' RT	868.84	133604.86	379560.64
204	717+73.42	26.99' RT	868.86	133600.10	379559.11
205	717+73.33	31.99' RT	869.03	133598.56	379563.86
206	717+78.37	32.08' RT	869.06	133603.32	379565.40
207	717+78.28	37.08' RT	869.14	133601.79	379570.16
208	717+73.23	36.98' RT	869.10	133597.03	379568.62
209	717+77.46	44.42' RT	869.25	133598.89	379576.95
210	717+72.86	43.95' RT	869.17	133594.67	379575.19

CAMBRIDGE ST (STH 21/22)

718+00

ALLIANT & CENTURYLINK

WE ENERGIES

ALLIANT & CENTURYLINK

FO

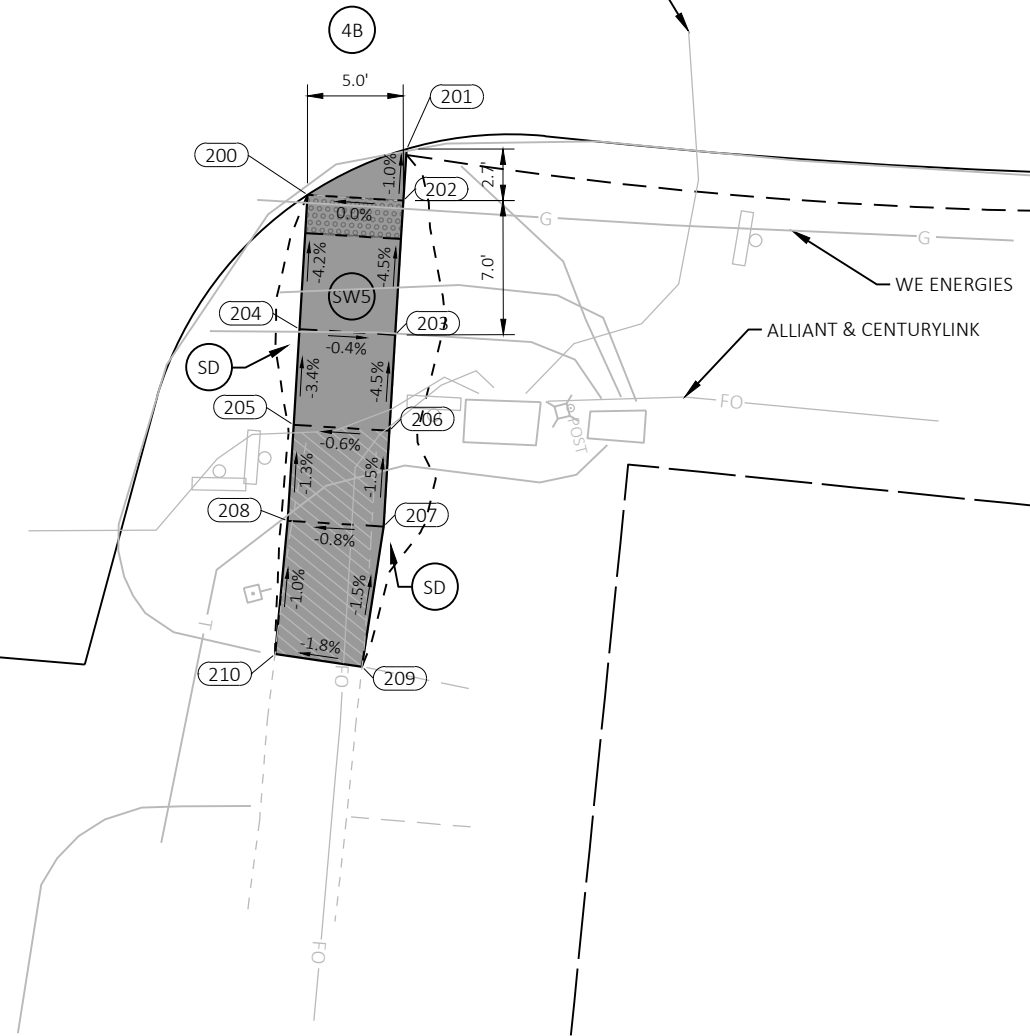
W ELM ST

©MMH

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L





CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 31050	MAG NAIL	707+07.36	30.37' LT	132,565.02	379,297.65	866.12

RiverSE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	707+04.45	21.52' RT	865.04	132558.58	379349.22
102	707+09.79	24.74' RT	864.90	132563.61	379352.79
103	707+04.72	25.12' RT	864.98	132558.61	379352.82
104	707+05.22	31.60' RT	864.90	132558.66	379359.32
105	707+10.31	31.22' RT	864.83	132563.66	379359.29
106	707+10.36	36.23' RT	864.63	132563.35	379364.29
107	707+05.63	36.59' RT	864.68	132558.72	379364.32
108	707+06.04	41.57' RT	864.46	132558.79	379369.32
109	707+10.41	41.25' RT	864.42	132563.04	379369.30
110	707+10.45	45.31' RT	864.26	132562.79	379373.35
111	707+06.38	45.62' RT	864.28	132558.84	379373.38

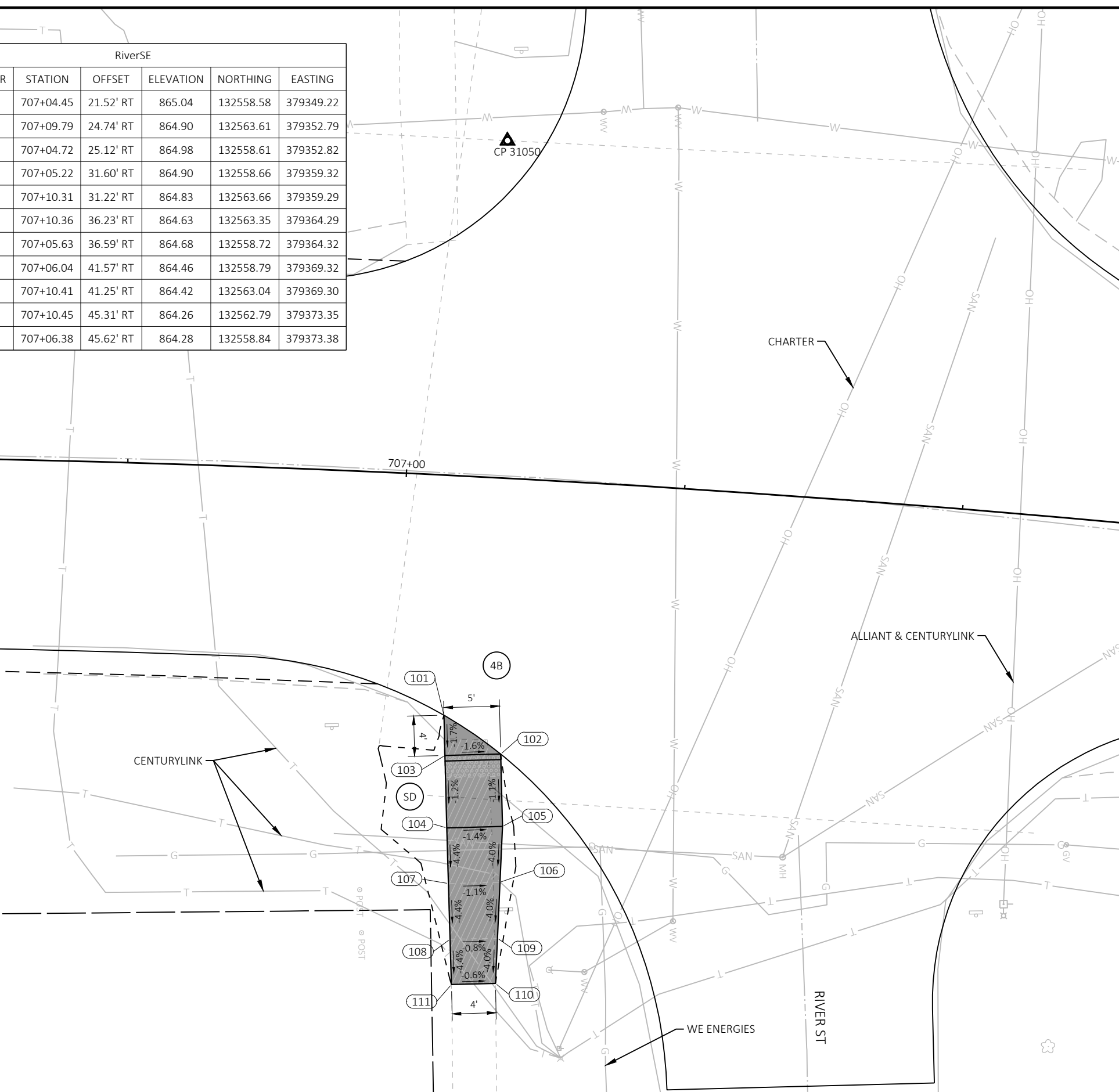
CAMBRIDGE ST (STH 21/22)

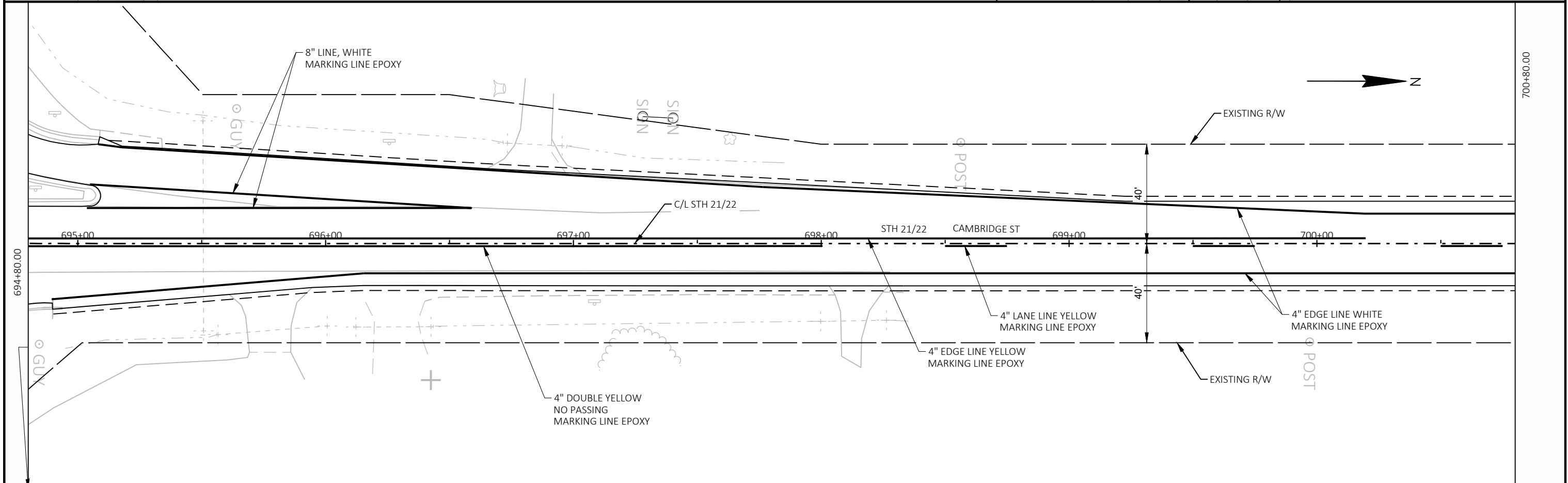
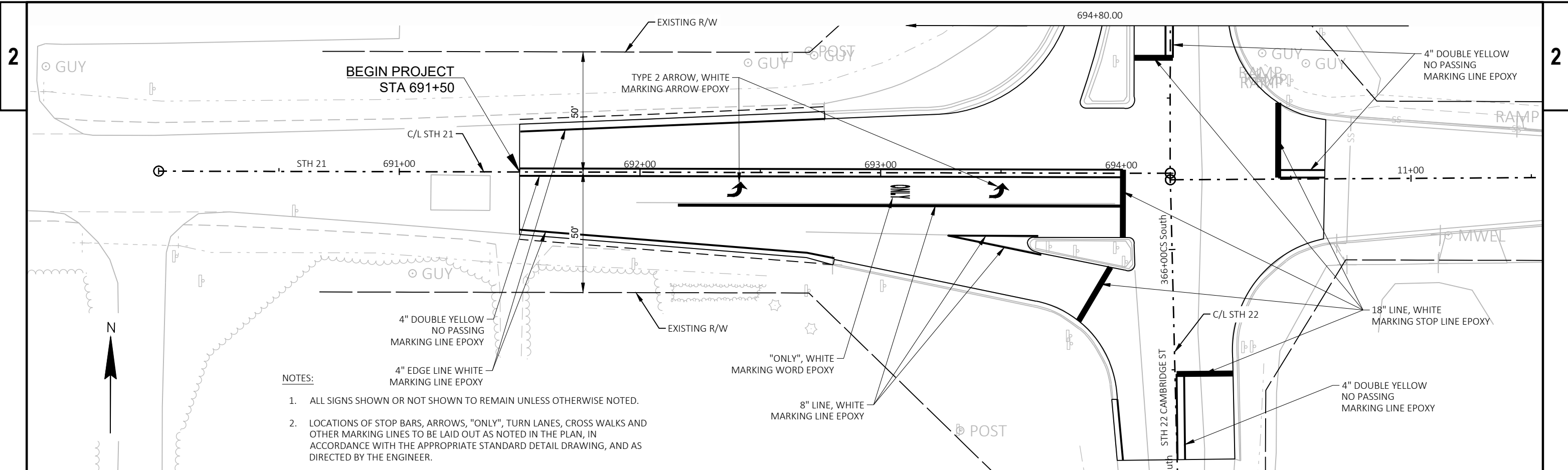
707+00

LEGEND

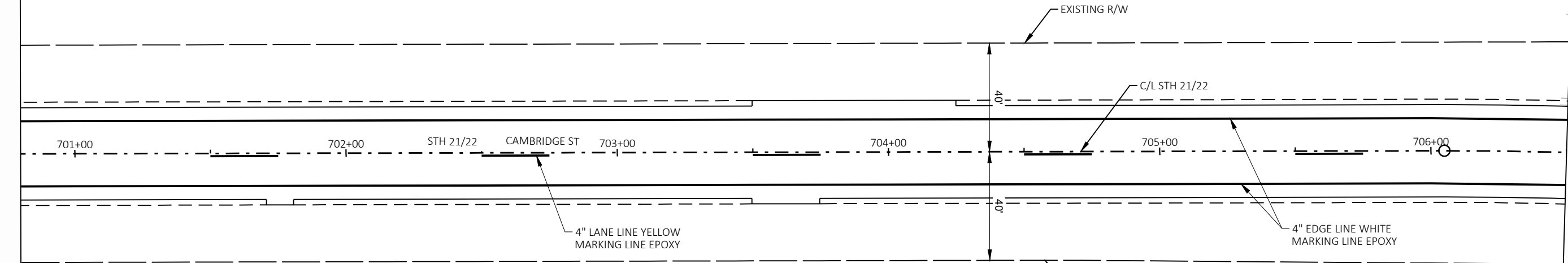
- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
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- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
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 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L





PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKING	SHEET	E
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NOTES:

- 1. ALL SIGNS SHOWN OR NOT SHOWN TO REMAIN UNLESS OTHERWISE NOTED.
- 2. LOCATIONS OF STOP BARS, ARROWS, "ONLY", TURN LANES, CROSS WALKS AND OTHER MARKING LINES TO BE LAID OUT AS NOTED IN THE PLAN, IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.

700+80.00

EXISTING R/W

40'

40'

C/L STH 21/22

4" EDGE LINE WHITE MARKING LINE EPOXY

4" LANE LINE YELLOW MARKING LINE EPOXY

701+00

702+00

STH 21/22

CAMBRIDGE ST

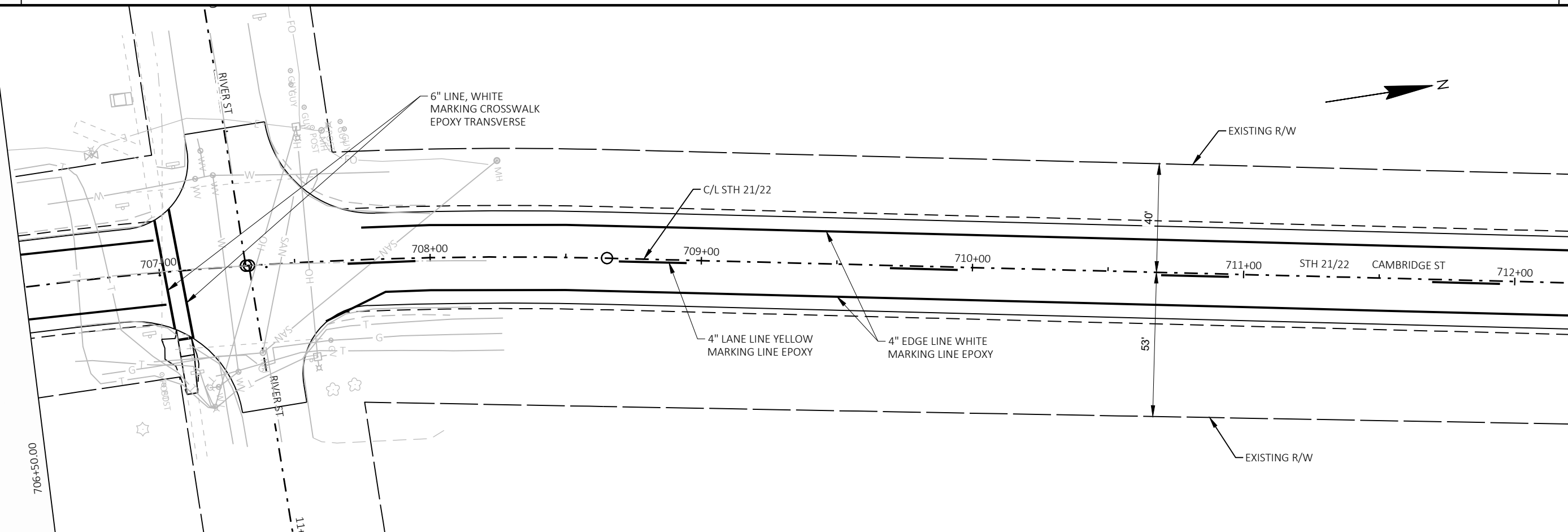
703+00

704+00

705+00

706+00

712+25.00



EXISTING R/W

40'

55'

C/L STH 21/22

4" LANE LINE YELLOW MARKING LINE EPOXY

4" EDGE LINE WHITE MARKING LINE EPOXY

6" LINE, WHITE MARKING CROSSWALK EPOXY TRANSVERSE

707+00

708+00

709+00

710+00

711+00

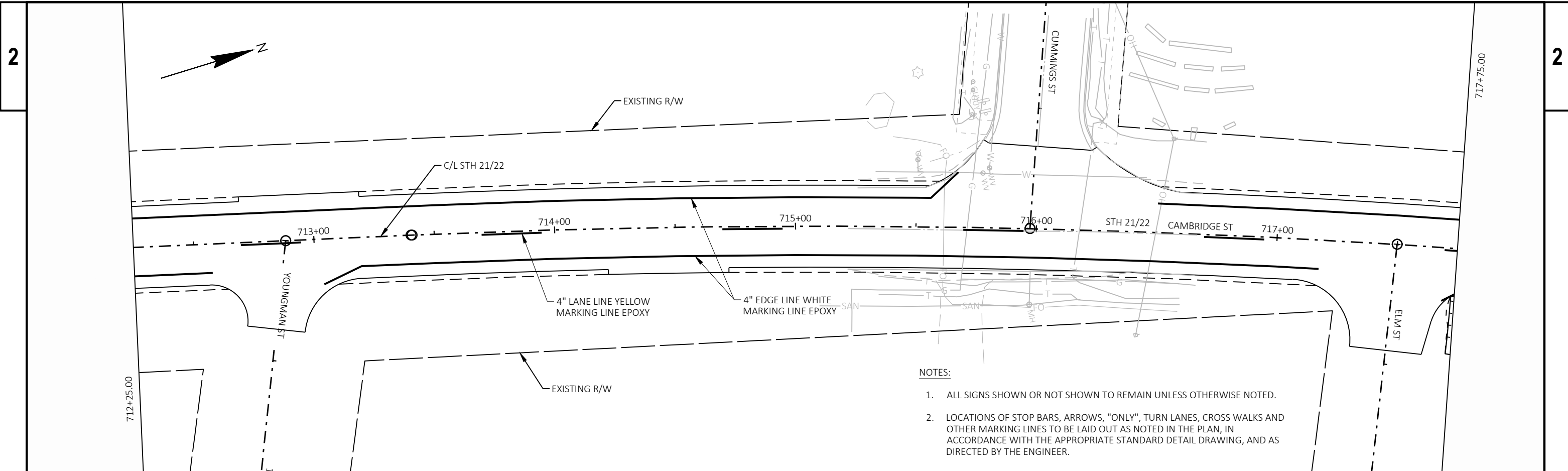
STH 21/22

CAMBRIDGE ST

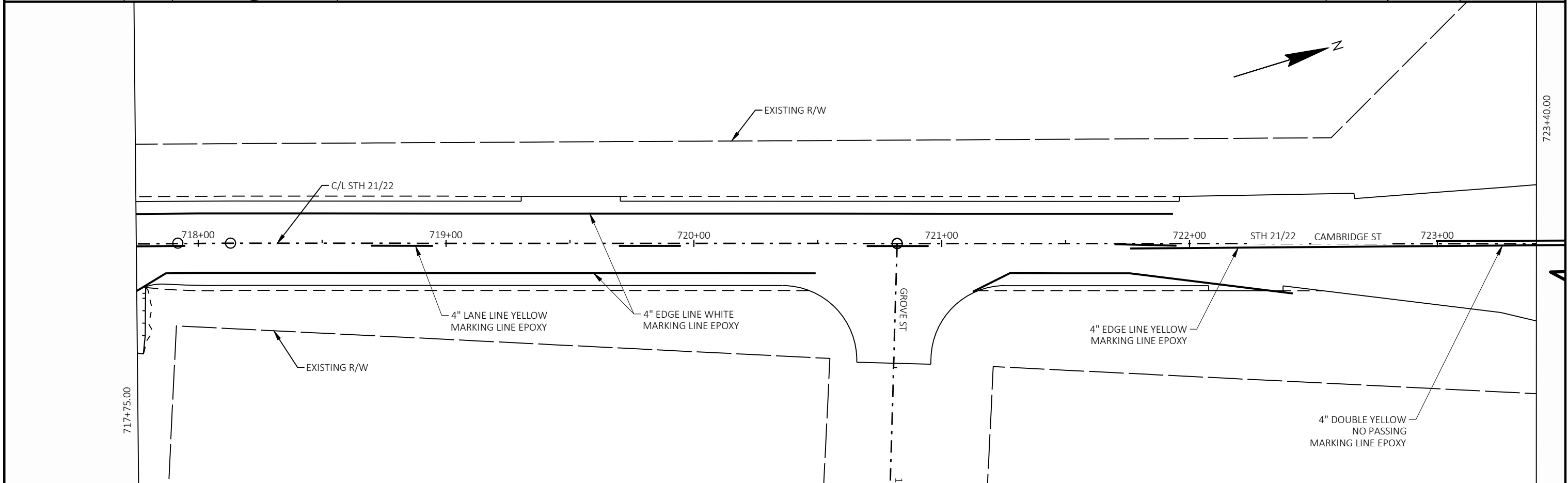
712+00

706+50.00

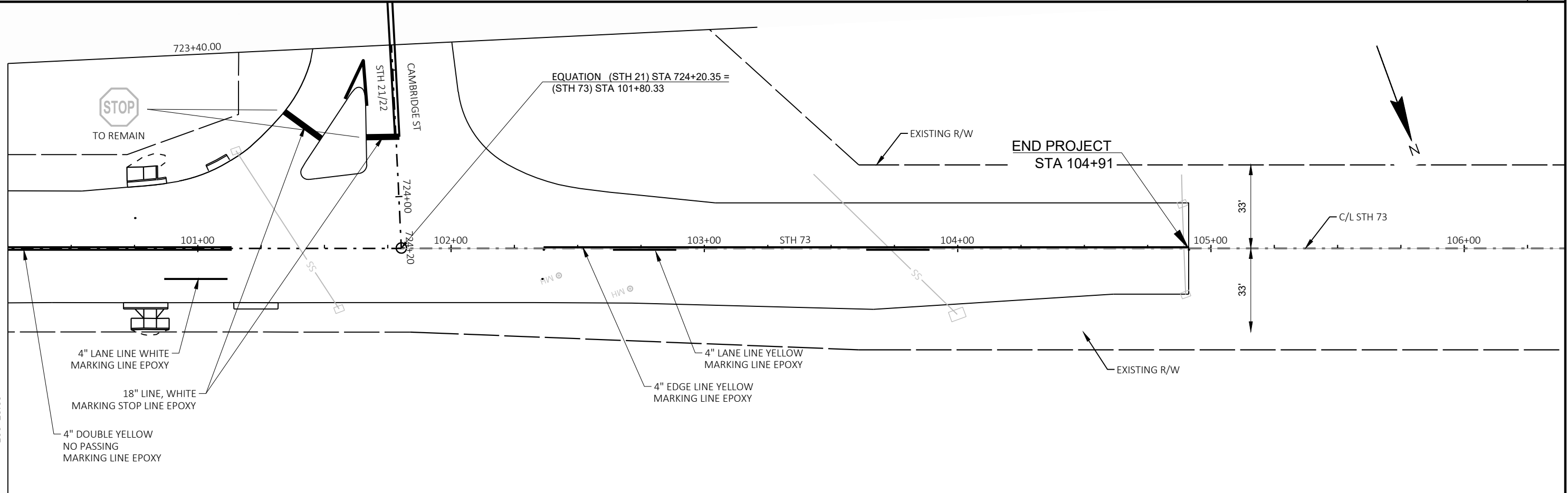
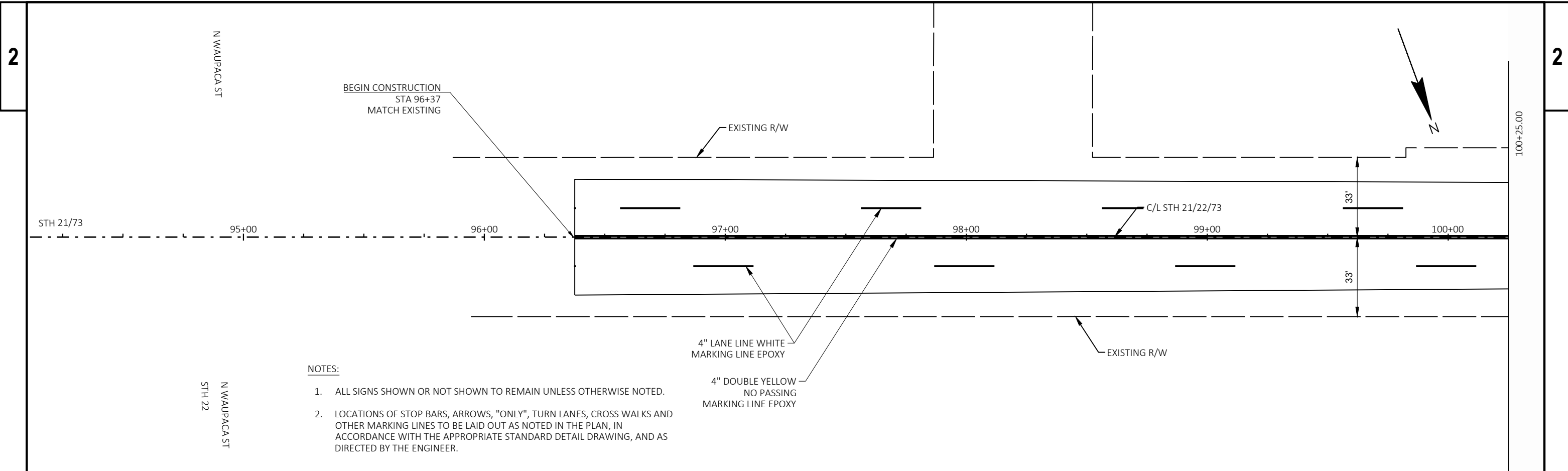
EXISTING R/W



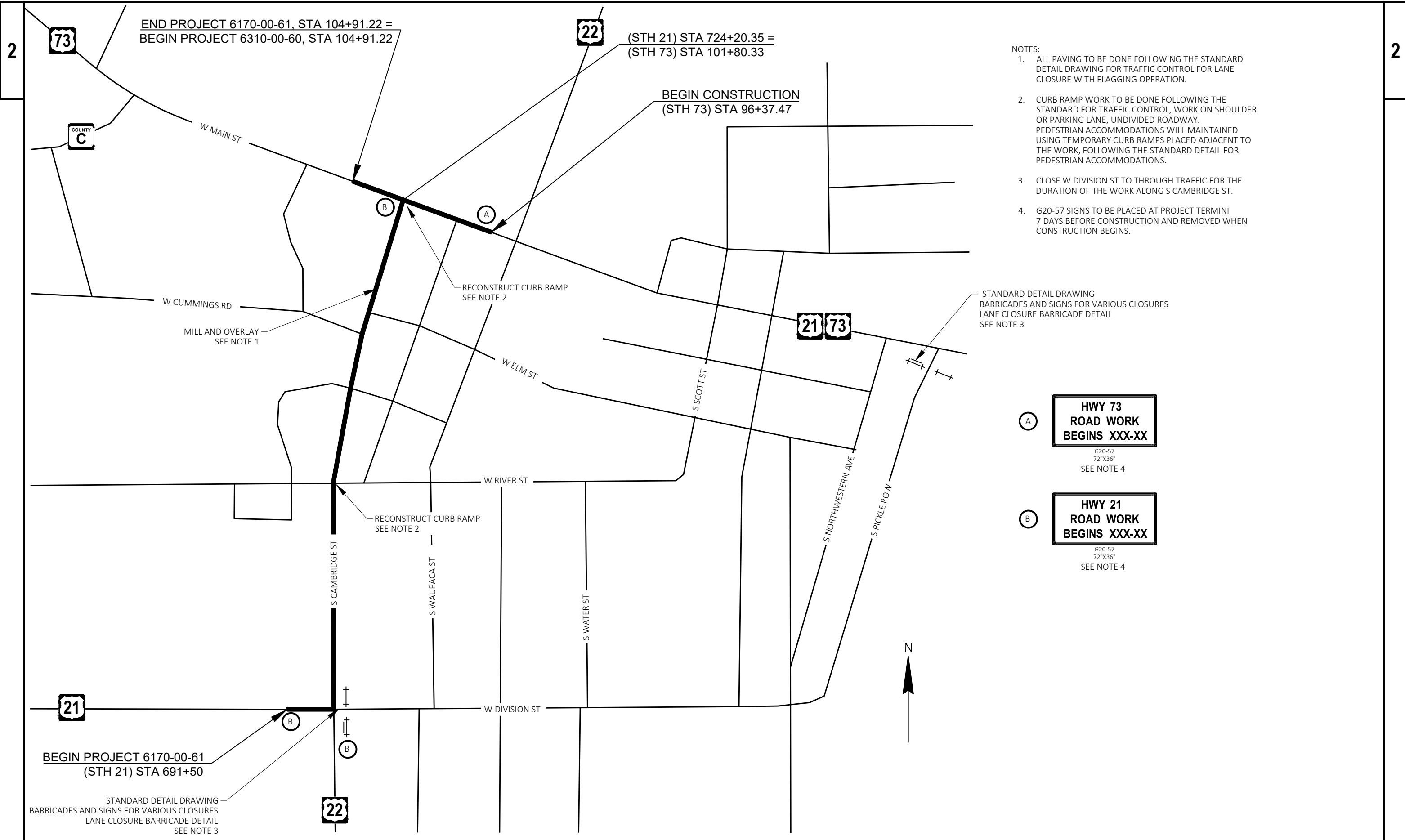
- NOTES:**
1. ALL SIGNS SHOWN OR NOT SHOWN TO REMAIN UNLESS OTHERWISE NOTED.
 2. LOCATIONS OF STOP BARS, ARROWS, "ONLY", TURN LANES, CROSS WALKS AND OTHER MARKING LINES TO BE LAID OUT AS NOTED IN THE PLAN, IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.



PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKING	SHEET	E
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PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKING	SHEET	E
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- NOTES:
1. ALL PAVING TO BE DONE FOLLOWING THE STANDARD DETAIL DRAWING FOR TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.
 2. CURB RAMP WORK TO BE DONE FOLLOWING THE STANDARD FOR TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY. PEDESTRIAN ACCOMMODATIONS WILL MAINTAINED USING TEMPORARY CURB RAMP PLACED ADJACENT TO THE WORK, FOLLOWING THE STANDARD DETAIL FOR PEDESTRIAN ACCOMMODATIONS.
 3. CLOSE W DIVISION ST TO THROUGH TRAFFIC FOR THE DURATION OF THE WORK ALONG S CAMBRIDGE ST.
 4. G20-57 SIGNS TO BE PLACED AT PROJECT TERMINI 7 DAYS BEFORE CONSTRUCTION AND REMOVED WHEN CONSTRUCTION BEGINS.

STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR VARIOUS CLOSURES LANE CLOSURE BARRICADE DETAIL SEE NOTE 3

(A)

HWY 73 ROAD WORK BEGINS XXX-XX

G20-57
72"x36"
SEE NOTE 4

(B)

HWY 21 ROAD WORK BEGINS XXX-XX

G20-57
72"x36"
SEE NOTE 4

Estimate Of Quantities By Plan Sets

6170-00-61

Line	Item	Item Description	Unit	Total	Qty
0008	204.0110	Removing Asphaltic Surface	SY	10.000	10.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	487.000	487.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	19,591.000	19,591.000
0014	204.0150	Removing Curb & Gutter	LF	42.000	42.000
0016	204.0155	Removing Concrete Sidewalk	SY	47.000	47.000
0028	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6170-00-61	LS	1.000	1.000
0036	213.0100	Finishing Roadway (project) 01. 6170-00-61	EACH	1.000	1.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	41.000	41.000
0046	455.0605	Tack Coat	GAL	1,410.000	1,410.000
0052	460.2000	Incentive Density HMA Pavement	DOL	600.000	600.000
0062	460.6425	HMA Pavement 5 MT 58-28 H	TON	1,692.000	1,692.000
0086	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	43.000	43.000
0088	601.0600	Concrete Curb Pedestrian	LF	20.000	20.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	370.000	370.000
0092	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	40.000	40.000
0106	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6170-00-61	EACH	1.000	1.000
0112	619.1000	Mobilization	EACH	0.250	0.250
0114	621.0100	Landmark Reference Monuments	EACH	1.000	1.000
0116	624.0100	Water	MGAL	1.000	1.000
0118	625.0100	Topsoil	SY	62.000	62.000
0124	628.1504	Silt Fence	LF	100.000	100.000
0126	628.1520	Silt Fence Maintenance	LF	100.000	100.000
0128	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0130	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0132	628.2006	Erosion Mat Urban Class I Type A	SY	62.000	62.000
0140	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0148	629.0205	Fertilizer Type A	CWT	0.100	0.100
0152	630.0140	Seeding Mixture No. 40	LB	4.000	4.000
0158	630.0500	Seed Water	MGAL	1.000	1.000
0168	642.5201	Field Office Type C	EACH	0.250	0.250
0170	643.0300	Traffic Control Drums	DAY	475.000	475.000
0172	643.0410	Traffic Control Barricades Type II	DAY	70.000	70.000
0174	643.0420	Traffic Control Barricades Type III	DAY	65.000	65.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	130.000	130.000
0180	643.0900	Traffic Control Signs	DAY	150.000	150.000
0182	643.5000	Traffic Control	EACH	0.250	0.250
0184	644.1410	Temporary Pedestrian Surface Asphalt	SF	75.000	75.000
0186	644.1601	Temporary Pedestrian Curb Ramp	DAY	21.000	21.000

Estimate Of Quantities By Plan Sets

6170-00-61

Line	Item	Item Description	Unit	Total	Qty
0190	646.1020	Marking Line Epoxy 4-Inch	LF	6,200.000	6,200.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	611.000	611.000
0196	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0198	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0200	646.6120	Marking Stop Line Epoxy 18-Inch	LF	130.000	130.000
0202	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	90.000	90.000
0206	648.0100	Locating No-Passing Zones	MI	0.300	0.300
0208	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,069.000	3,069.000
0210	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	3,529.000	3,529.000
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	63.000	63.000
0216	650.8000	Construction Staking Resurfacing Reference	LF	4,125.000	4,125.000
0218	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0220	650.9910	Construction Staking Supplemental Control (project) 01. 6170-00-61	LS	1.000	1.000
0226	690.0150	Sawing Asphalt	LF	43.000	43.000
0228	690.0250	Sawing Concrete	LF	37.000	37.000
0230	740.0440	Incentive IRI Ride	DOL	3,220.000	3,220.000

3

3

REMOVALS

	204.0110	204.0115	204.0120	204.0150	204.0155
	REMOVING ASPHALTIC SURFACE	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE MILLING	REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK
LOCATION	(SY)	(SY)	(SY)	(LF)	(SY)
96+37.47 to 96+47.47	STH 73	-	54	-	-
96+47.47 to 104+81.22	STH 73	-	4141	-	-
W Cambridge Intersection	STH 73	10	-	42	32
104+81.22 to 104+91.22	STH 73	-	40	-	-
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691+50.00 to 691+60.00	STH 21	-	52	-	-
691+60.00 to 694+45.00	STH 21	-	-	2600	-
STH 22 S Leg	STH 21	-	55	-	-
W Division St	STH 21	-	58	-	-
694+45.00 to 724+20.35	STH 21	-	-	12850	-
W River St	STH 21	-	62	-	10
W Youngman St	STH 21	-	29	-	-
W Cumming Rd	STH 21	-	67	-	-
W Elm St	STH 21	-	35	-	5
W Grove St	STH 21	-	35	-	-
<hr/>					
Project	-	-	-	-	-
<hr/>					
TOTALS	10	487	19591	42	47

PREPARE FOUNDATION

	211.0100
	FOR ASPHALTIC PAVING 6170-00-61
LOCATION	(LS)
STH 21 691+50.00 to 724+20.35	1
STH 73 96+37.47 to 101+80.30	1
<hr/>	
TOTALS	1

PAVEMENT

	455.0605	460.6425	
	TACK COAT	HMA PAVEMENT 5 MT 58-28 H	
LOCATION	(GAL)	(TON)	
96+37.47 to 96+47.47	STH 73	4	5
96+47.47 to 104+81.22	STH 73	290	348
W Cambridge Intersection	STH 73	-	-
104+81.22 to 104+91.22	STH 73	3	4
<hr/>			
691+50.00 to 691+60.00	STH 21	4	5
691+60.00 to 694+45.00	STH 21	182	219
STH 22 S Leg	STH 21	4	5
W Division St	STH 21	5	5
694+45.00 to 724+20.35	STH 21	900	1080
W River St	STH 21	5	6
W Youngman St	STH 21	2	3
W Cumming Rd	STH 21	5	6
W Elm St	STH 21	3	3
W Grove St	STH 21	3	3
<hr/>			
Project	-	-	-
<hr/>			
TOTALS	1410	1692	

BASE AGGREGATE DENSE

	305.0110	624.0100
	BAD 3/4-INCH	WATER
LOCATION	(TON)	(MGAL)
691+50 to 724+20	41	0.8
<hr/>		
TOTALS	41	1

SIDEWALK

	601.0411	601.0600	602.0410	602.0505
	CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE CURB PEDESTRIAN	CONCRETE SIDEWALK 5-INCH	CURB RAMP DETECTABLE WARNING FIELD YELLOW
LOCATION	(LF)	(LF)	(SF)	(SF)
Main & Cambridge NE	18	15	78	10
Main & Cambridge SE	25	5	60	10
Cambridge & River SE	-	-	105	10
Cambridge & Elm NE	-	-	127	10
<hr/>				
Project	-	-	-	-
<hr/>				
TOTALS	43	20	370	40

EROSION CONTROL

	628.1504	628.1520	628.1905	628.1910	628.7015
	SILT FENCE	SILT FENCE MAINTENANCE	MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL	INLET PROTECTION TYPE C
LOCATION	(LF)	(LF)	(EACH)	(EACH)	(EACH)
Main & Cambridge NE	-	-	-	-	1
Main & Cambridge SE	-	-	-	-	1
Cambridge & River SE	-	-	-	-	-
<hr/>					
Project	100	100	1	1	-
<hr/>					
TOTALS	100	100	1	1	2

RESTORATION

	625.0100	628.2006	629.0205	630.0140	630.0500
	TOPSOIL	EROSION MAT URBAN CLASS I TYPE A	FERTILIZER TYPE A	SEEDING MIXTURE NO. 40	SEED WATER
LOCATION	(SY)	(SY)	(CWT)	(EACH)	(MGAL)
Main & Cambridge NE	7	7	0.01	1	0.2
Main & Cambridge SE	20	20	0.02	1	0.4
Cambridge & River SE	15	15	0.01	1	0.3
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Project	20	20	0.02	1	0.4
<hr/>					
TOTALS	62	62	0.1	4	1

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6170-00-61

HWY: STH 21

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

TRAFFIC CONTROL

LOCATION	DESCRIPTION	DURATION CALENDAR DAYS	643.0300 TC DRUMS		643.0410 TC BARRICADES TYPE II		643.0420 TC BARRICADES TYPE III		643.0705 TC WARNING LIGHTS TYPE A		643.0900 TC SIGNS		644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT		644.1601 TEMPORARY CURB RAMP		643.5000 TC		
			#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	(SF)	#	(DAY)	(EACH)	(EACH)
			W Division Closure	Lane Closure	14	12	168	-	-	4	56	8	112	2	28	-	-	-	-
Main & Cambridge NE		7	10	70	2	14	-	-	-	-	4	28	25	1	7	-	-		
Main & Cambridge SE	Work on Parking Lane	7	10	70	2	14	-	-	-	-	4	28	25	1	7	-	-		
Cambridge & River SE	& Ped Accommodation	7	10	70	2	14	-	-	-	-	4	28	25	1	7	-	-		
Cambridge & Elm NE		7	10	70	2	14	-	-	-	-	4	28	-	-	-	-	-		
<i>UNDISTRIBUTED</i>				27		14		9		18		10		-		-	0.25		
TOTALS				475		70		65		130		150		75		21	0.25		

SAWING

LOCATION	690.0150 SAWING ASPHALT		690.0250 SAWING CONCRETE	
	(LF)	(LF)	(LF)	(LF)
Main & Cambridge NE	18	14		
Main & Cambridge SE	25	15		
Cambridge & River SE	-	4		
Cambridge & Elm NE	-	4		
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Project	-	-		
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	43	37		

PAVEMENT MARKING

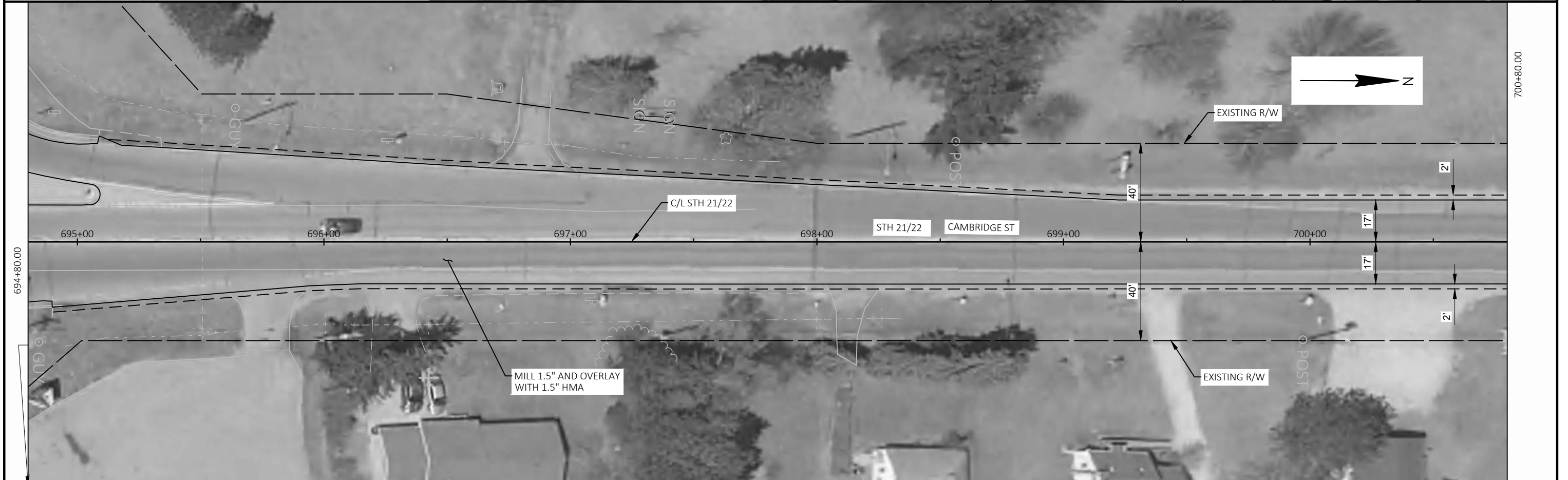
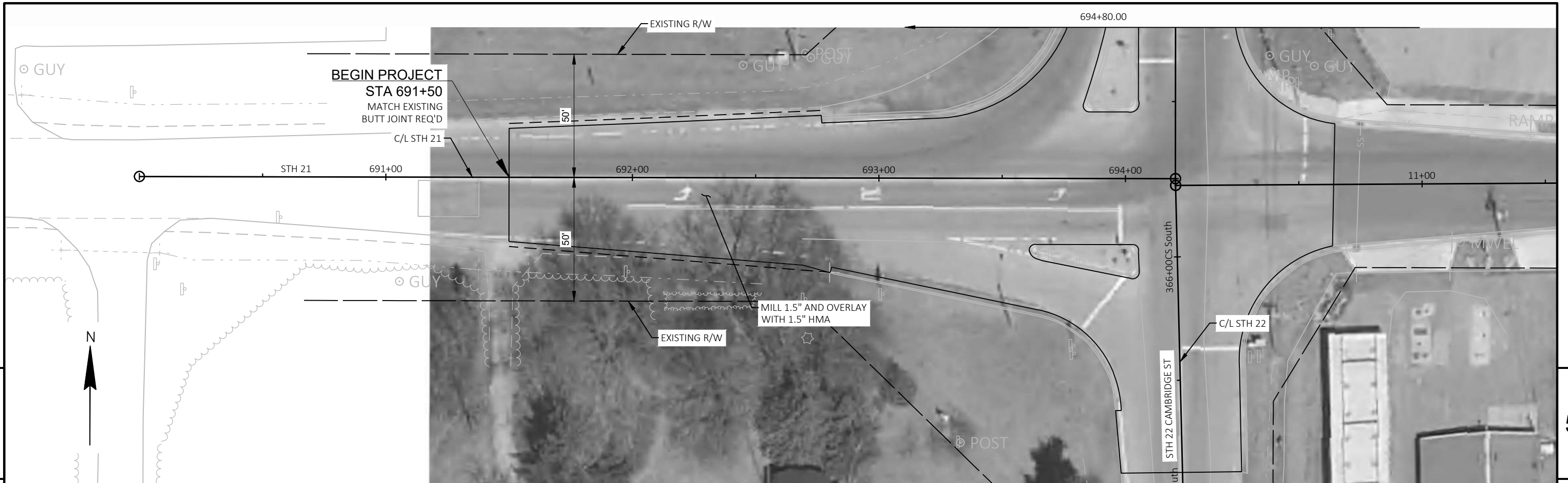
LOCATION*	646.1020	646.3020	649.0120	646.6120	646.5020	646.5120	646.7420	648.0100	649.0105
	MARKING	MARKING	TEMPORARY	MARKING	MARKING	MARKING	MARKING	LOCATING	TEMPORARY
	LINE	LINE	MARKING	STOP	ARROW	WORD	CROSSWALK	NO-PASSING	MARKING
	EPOXY	EPOXY	LINE	LINE EPOXY	EPOXY	EPOXY	EPOXY	ZONES	LINE
	4-INCH	8-INCH	EPOXY 4-INCH	18-INCH			TRANSVERSE		PAINT 4-INCH
	(WHITE)	(WHITE)	(YELLOW)	(WHITE)	(EACH)	(EACH)	LINE 6-INCH	(MI)	(YELLOW)
	(LF)	(LF)	(LF)	(LF)			(LF)		(LF)
96+37.47 to 101+13.00	STH 73	-	951	-	-	-	-	-	951
96+37.47 to 102+36.00	STH 73 WB	150	-	-	-	-	-	-	-
96+37.47 to 101+13.00	STH 73 EB	119	-	-	-	-	-	-	-
W Cambridge Intersection		36		32					
102+36.00 to 104+91.22	STH 73	-	319	-	-	-	-	-	276
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691+50.00 to 694+00.00	STH 21	258	-	500	-	-	-	-	500
W Division St Intersection	STH 21	25	575	112	98	2	1	-	112
694+66.00 to 698+40.00	STH 21	748	-	748	-	-	-	-	748
698+40.00 to 707+00.00	STH 21	1720	-	215	-	-	-	-	69
W River St Intersection		-	-	-	-	-	90	-	-
707+00.00 to 721+76.00	STH 21	2952	-	369	-	-	-	-	118
721+76.00 to 722+90.00	STH 21	228	-	143	-	-	-	-	123
722+90.00 to 723+76.00	STH 73	-	-	172	-	-	-	-	172
<hr/>									
PROJECT		-	-	-	-	-	-	0.30	-
TOTALS		6200	611	3529	130	2	1	90	3069

CONSTRUCTION STAKING

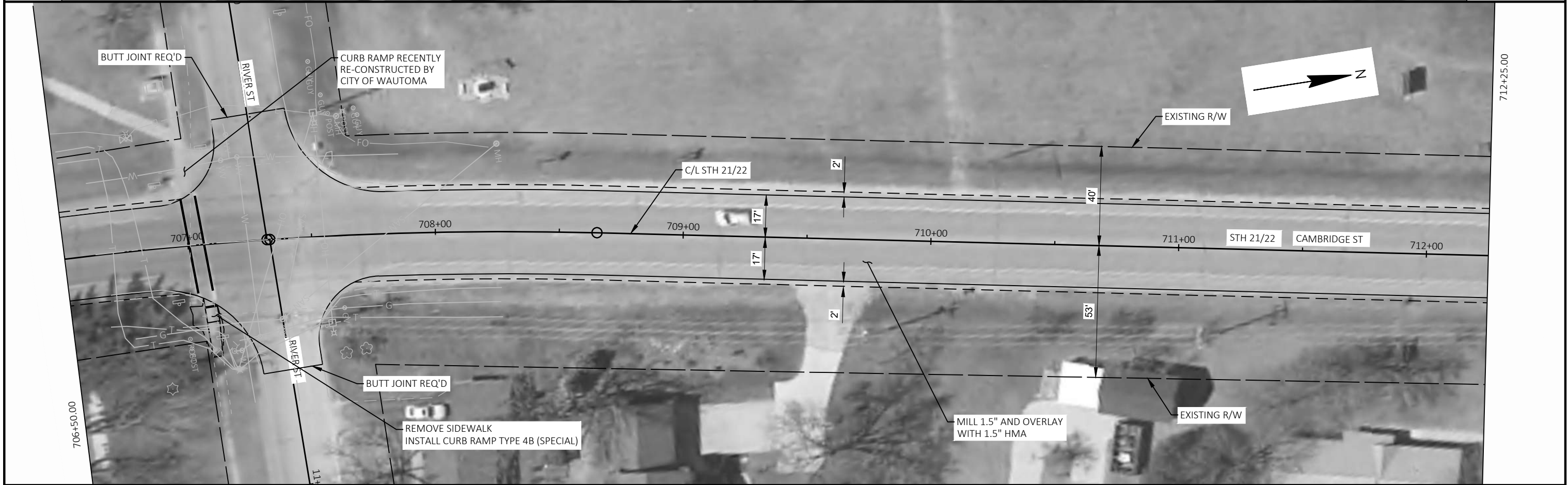
LOCATION	621.0100	650.5500	650.8000	650.9000	650.9910
	LANDMARK	CURB	RESURFACING	CURB	SUPPLEMENTAL
	REFERENCE	GUTTER AND	REFERENCE	RAMPS	CONTROL
	MONUMENTS	CURB & GUTTER			(6170-00-61)
	(EA)	(LF)	(LF)	(EACH)	(LS)
Main & Cambridge NE	-	33	-	1	-
Main & Cambridge SE	-	30	-	1	-
Cambridge & River SE	-	-	-	1	-
Cambridge & Elm NE	-	-	-	1	-
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96+37.47 to 104+91.22	-	-	854	-	-
691+50.00 to 724+20.35	-	-	3271	-	-
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Project	1	-	-	-	1
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	1	63	4125	4	1

* LOCATIONS OF PASSING ZONES GIVEN FOR ESTIMATION ONLY. ACTUAL MARKINGS IN THE FIELD TO BE BASED ON LOCATING NO-PASSING ZONES. IT IS ANTICIPATED THAT THE TEMPORARY PAINT WILL BE APPLIED AFTER THE MILLING OPERATION REMOVES THE EXISTING CENTERLINE. THE TEMPORARY EPOXY WILL BE USED IMMEDIATELY FOLLOWING THE PAVING OPERATION. THE YELLOW EPOXY WILL BE USED FOLLOWING THE MILLING OF THE CENTERLINE RUMBLE STRIPS.

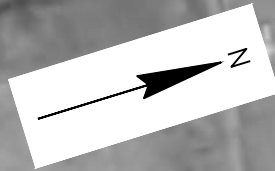
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PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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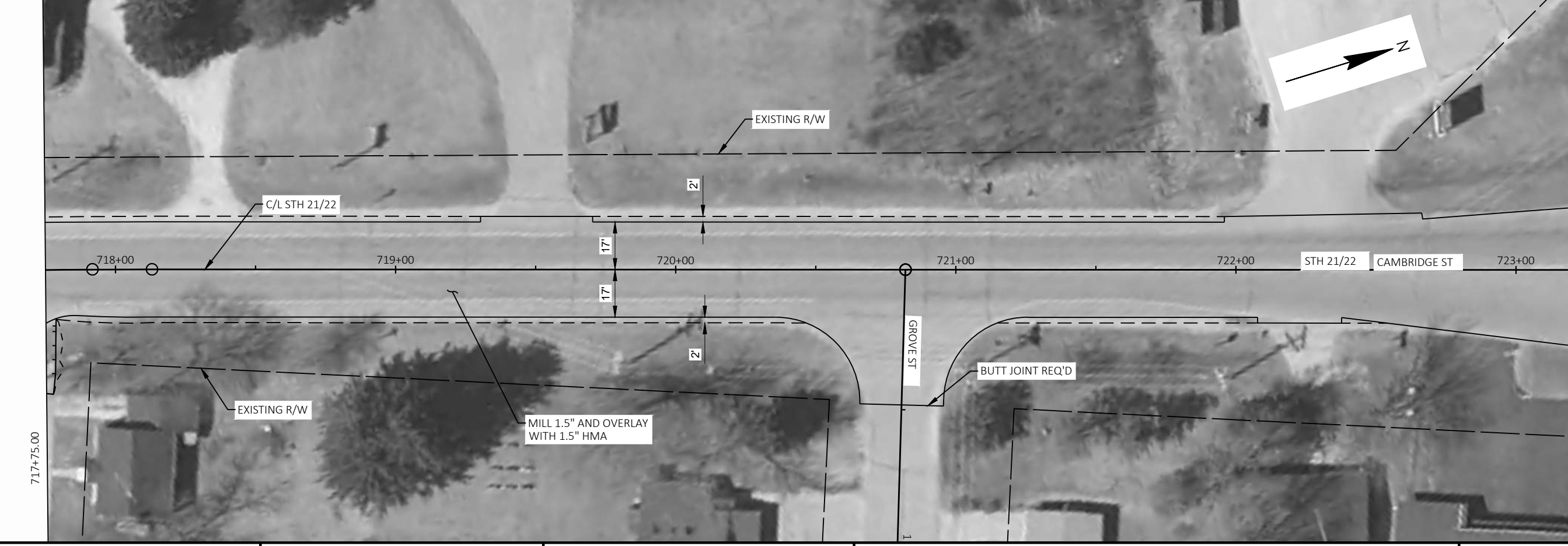
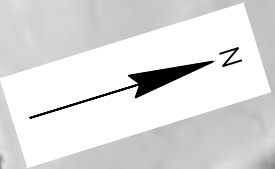


PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6170-00-61

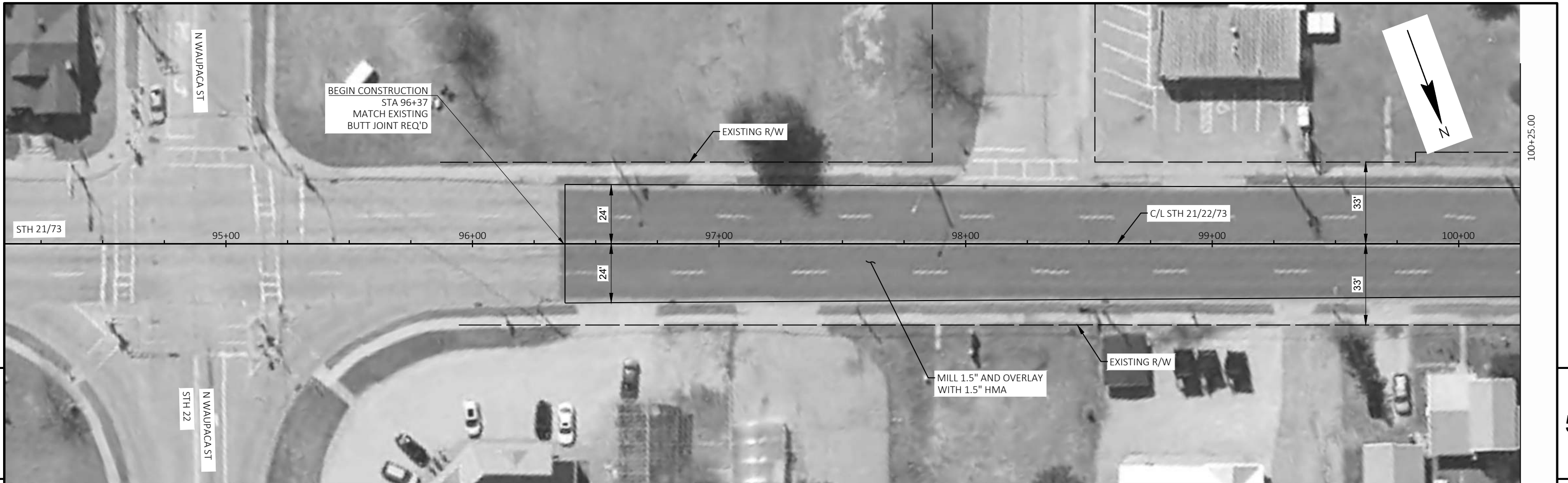
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

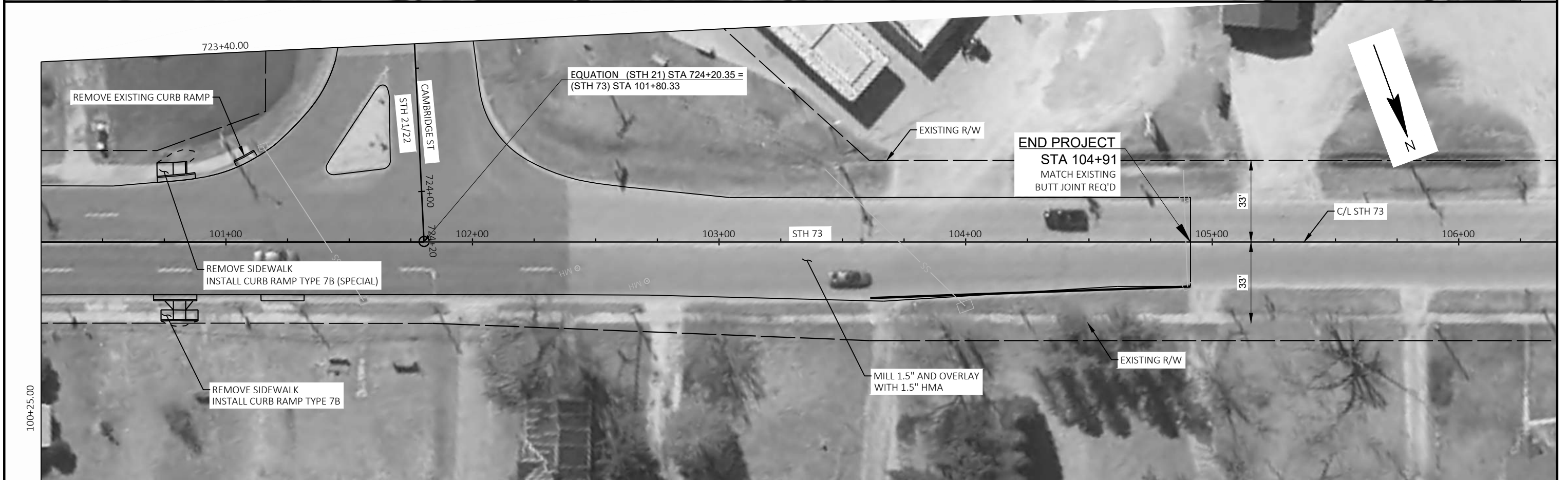
SHEET

E



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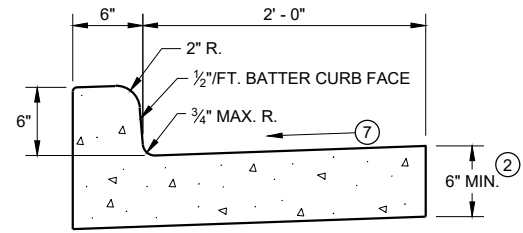
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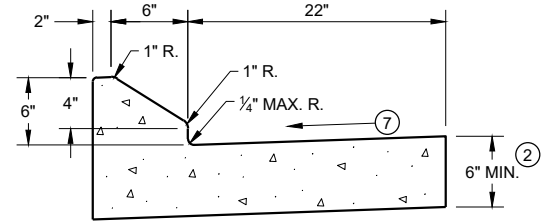
PROJECT NO: 6170-00-61	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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Standard Detail Drawing List

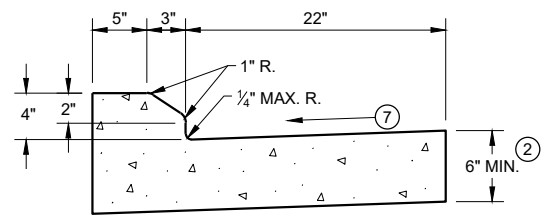
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-02	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



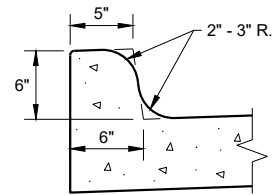
TYPES A^① & D



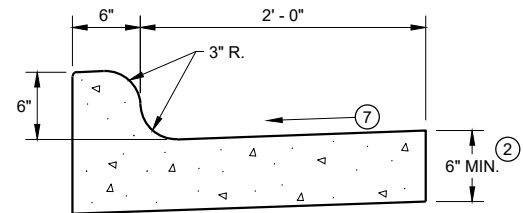
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

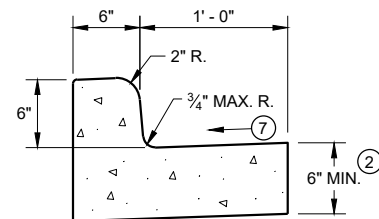


TYPES K^① & L
(OPTIONAL CURB SHAPE)



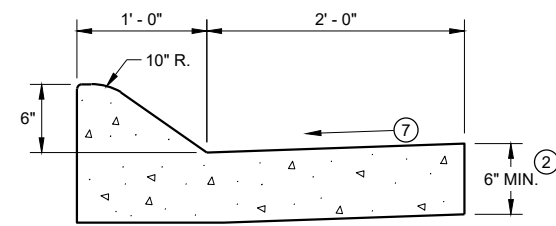
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

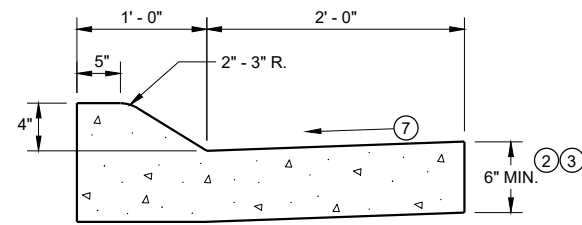


TYPES A^① & D

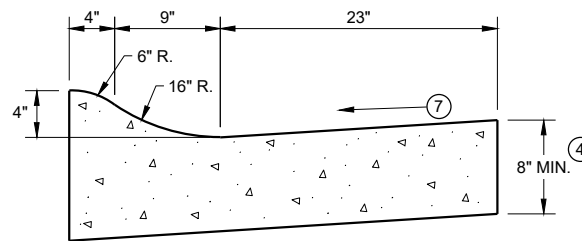
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



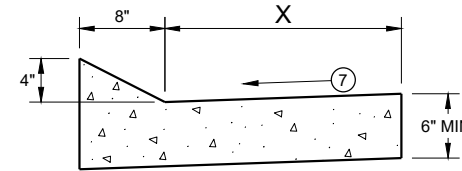
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

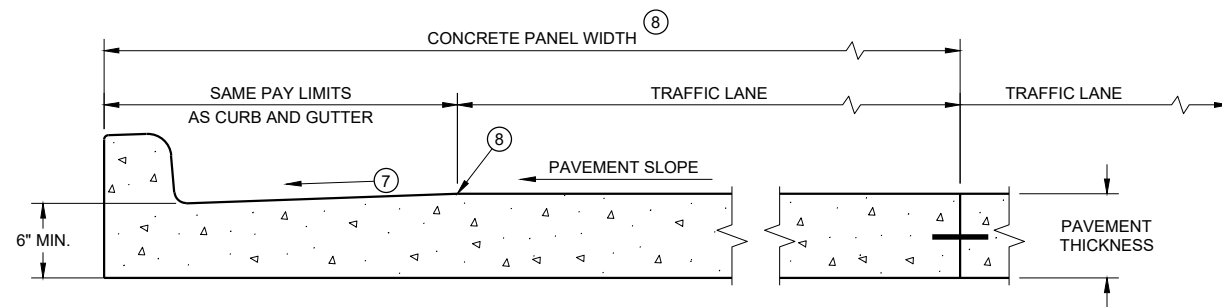


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

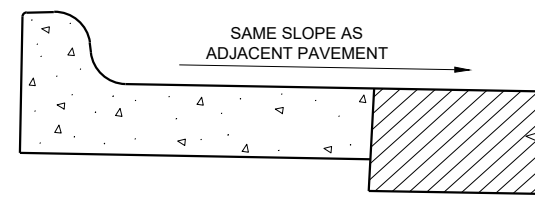
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

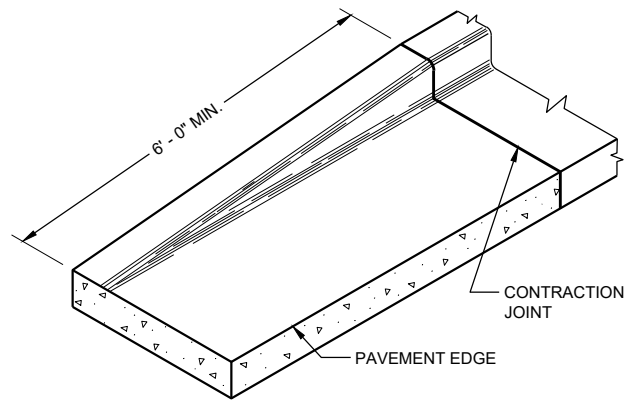
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

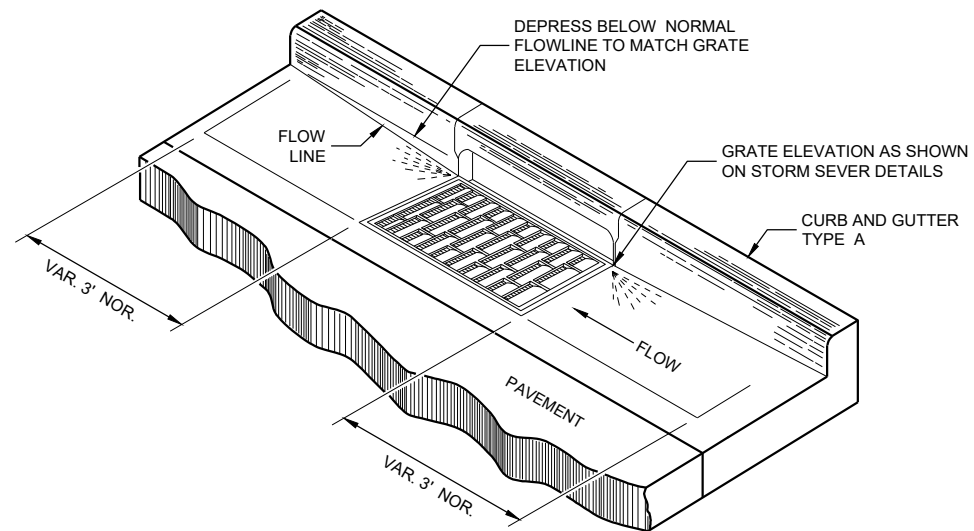
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

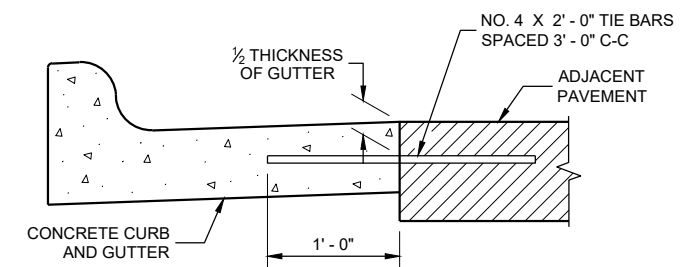
GENERAL NOTES

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

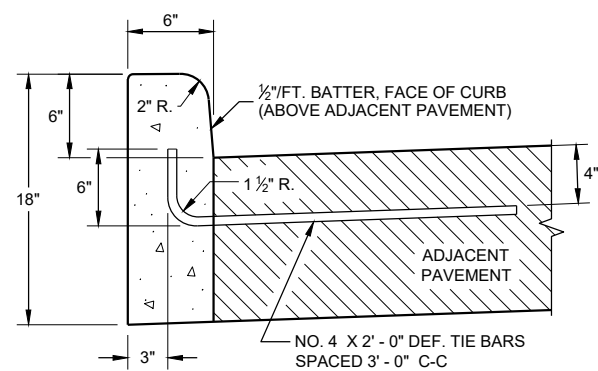
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

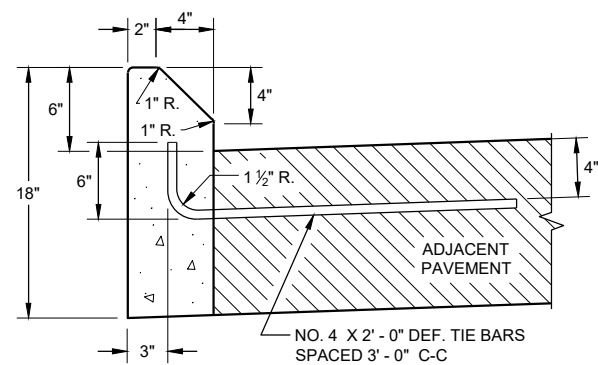
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION ①

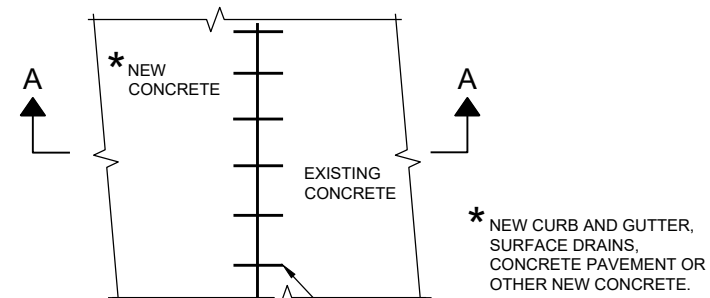


TYPES A ① & D

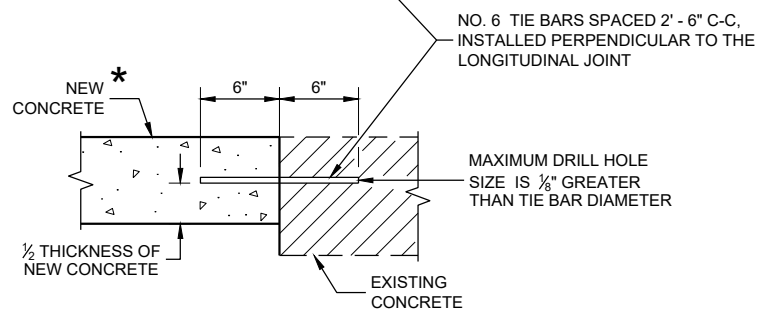


TYPES G ① & J

CONCRETE CURB

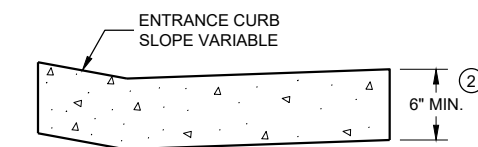


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



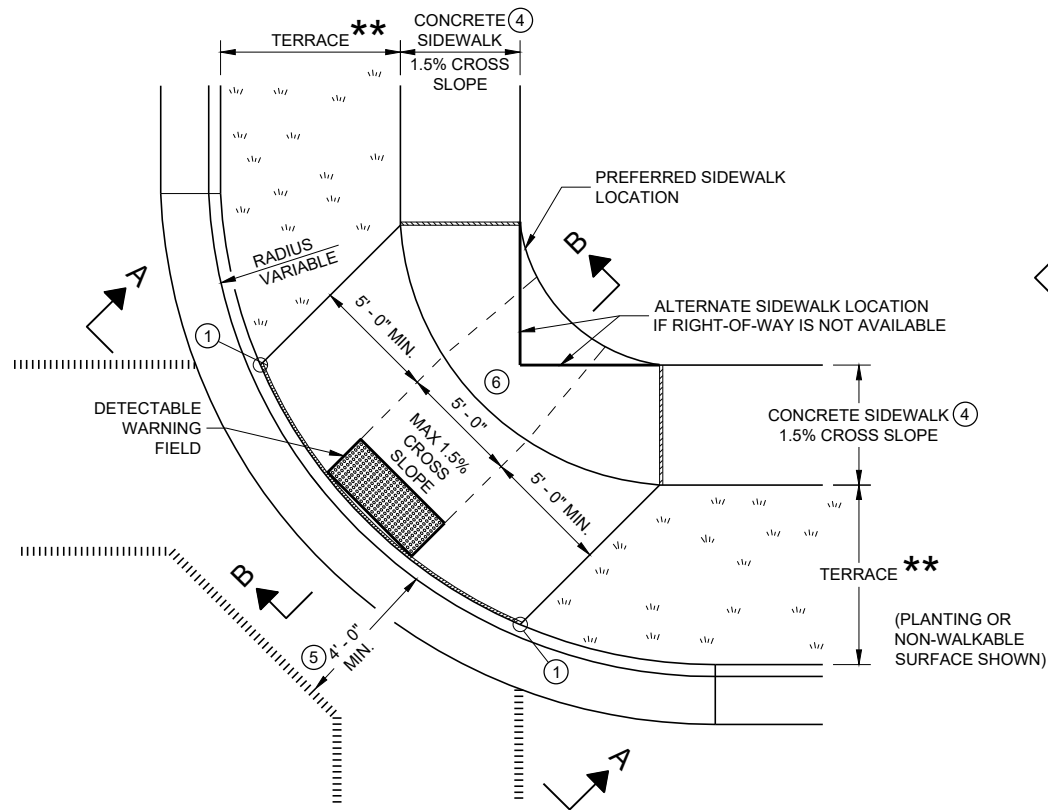
DRIVEWAY ENTRANCE CURB ⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

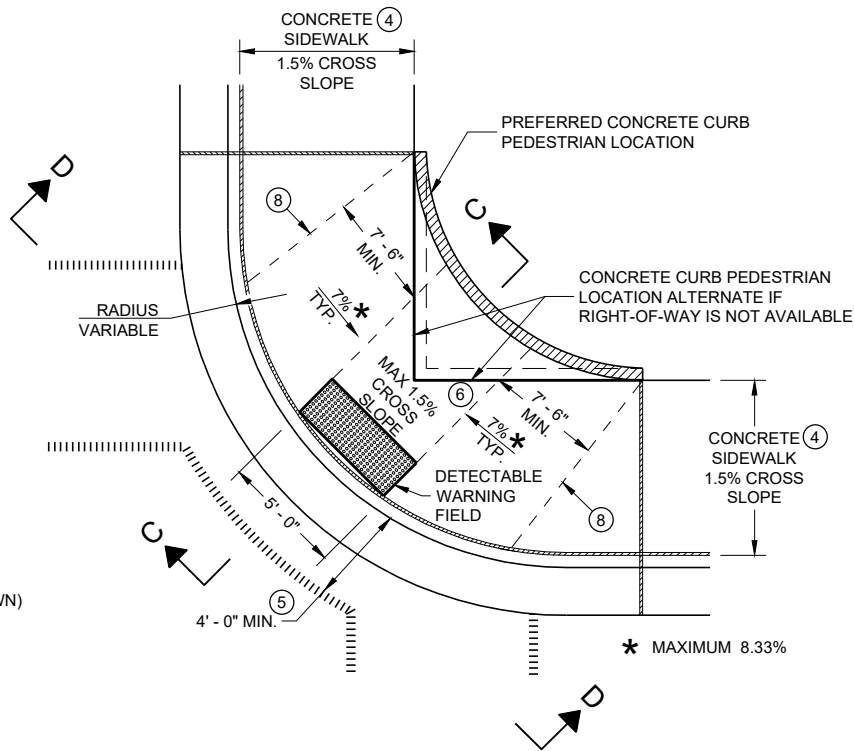
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

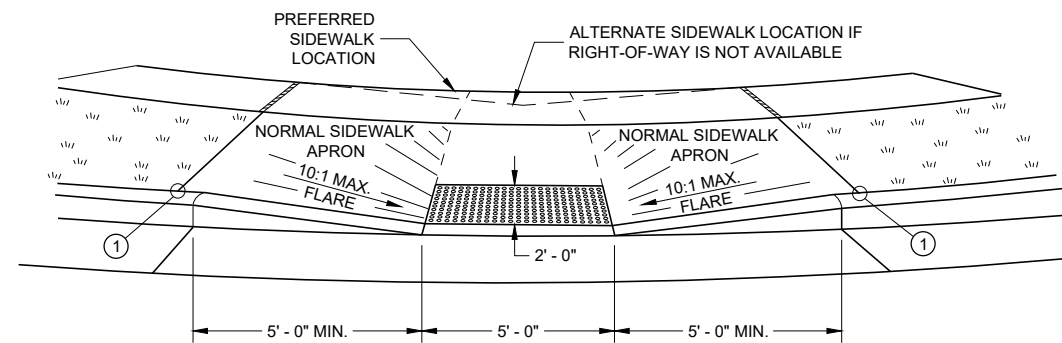
FHWA



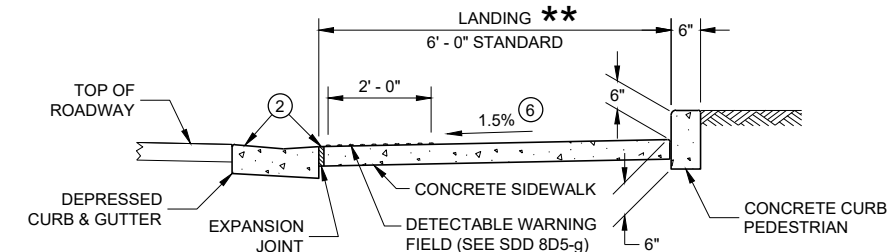
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



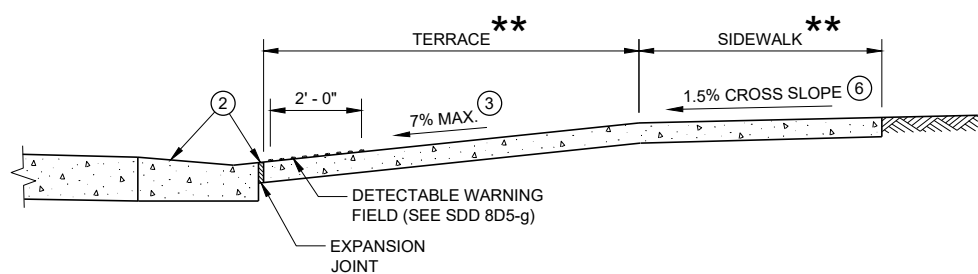
PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)



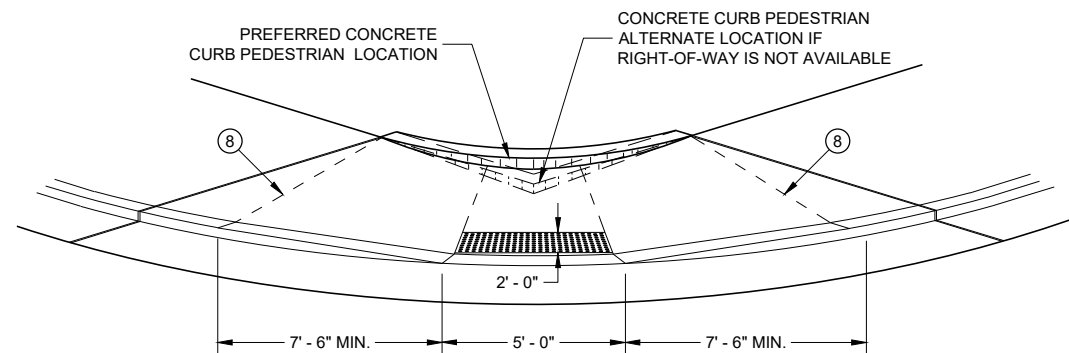
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
 DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
 TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

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

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

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

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

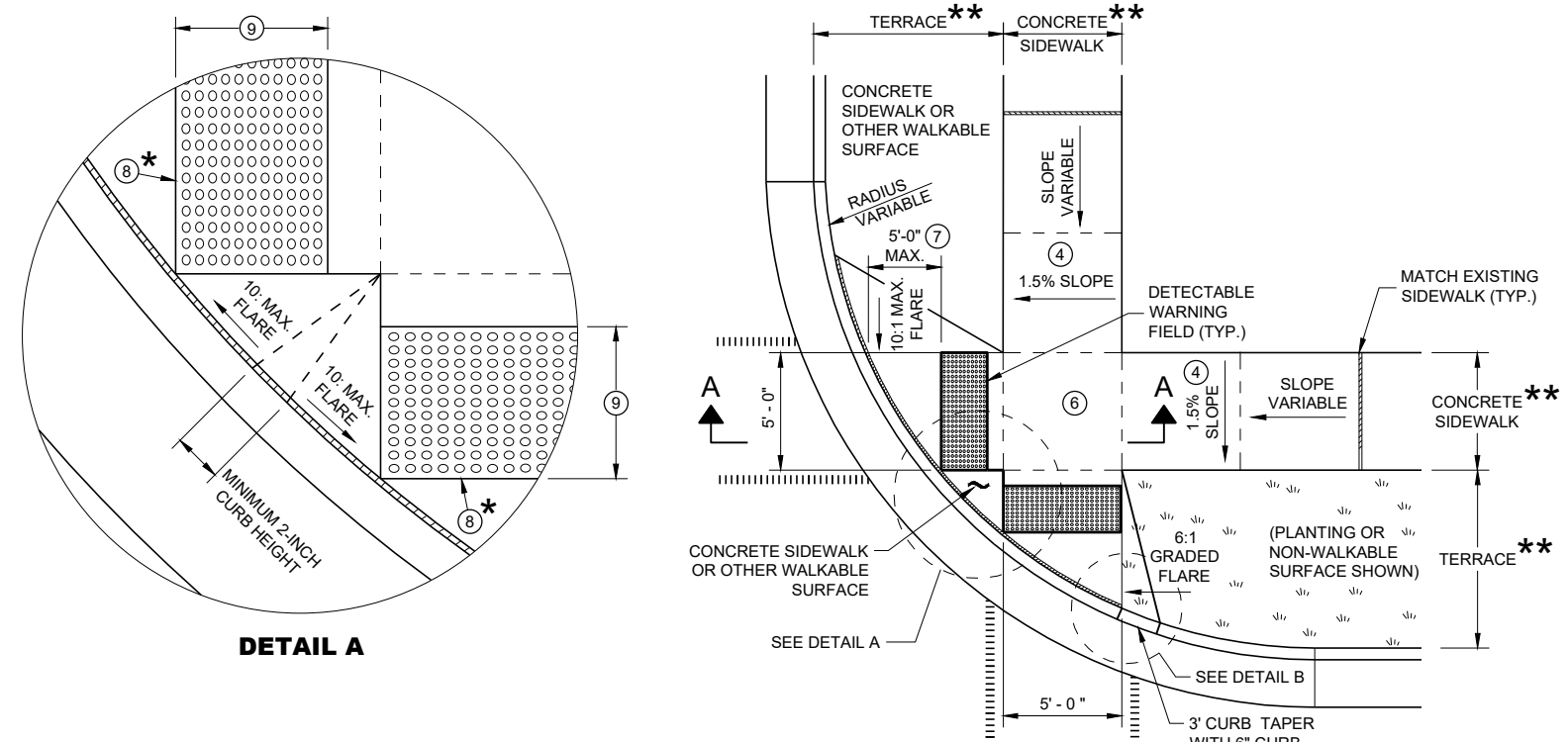
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

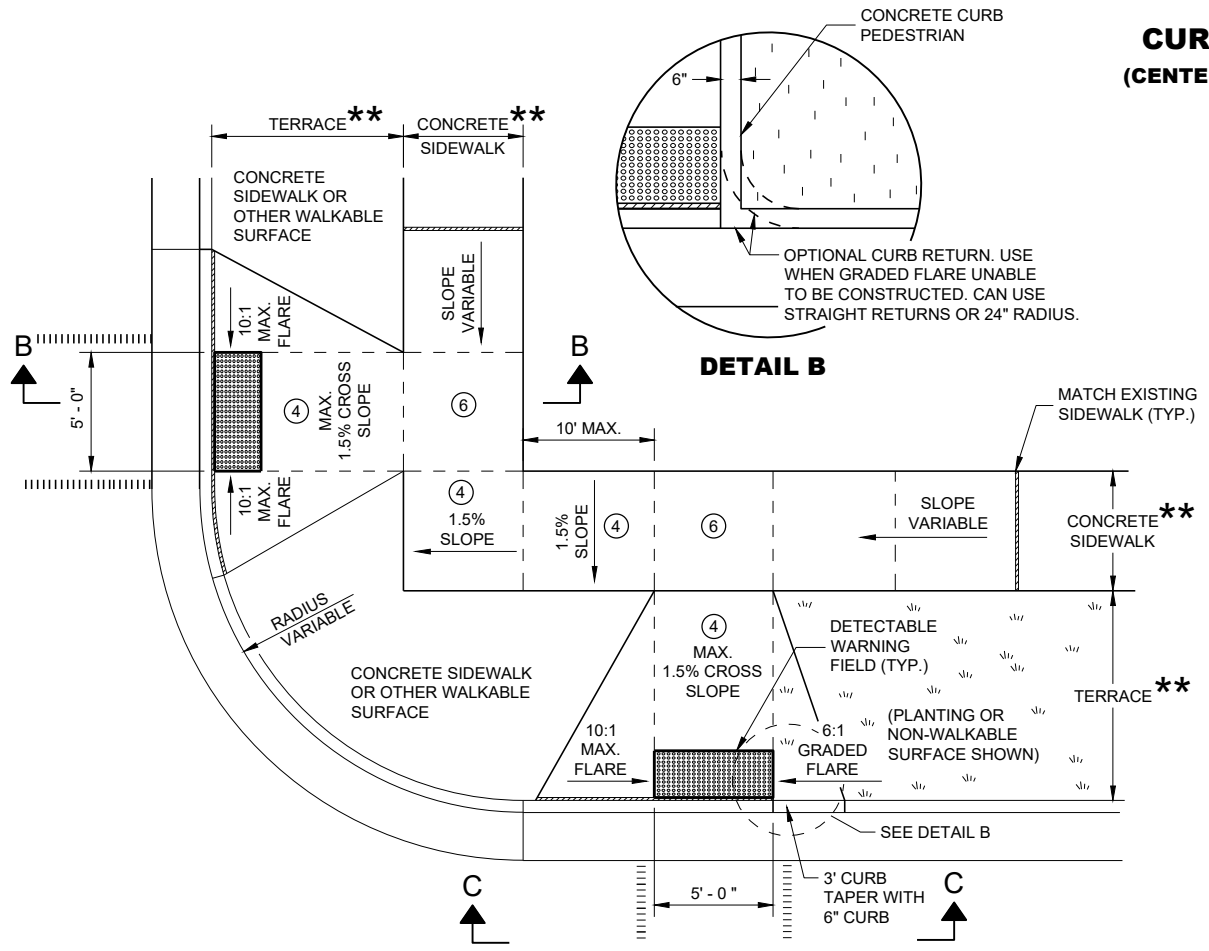
- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

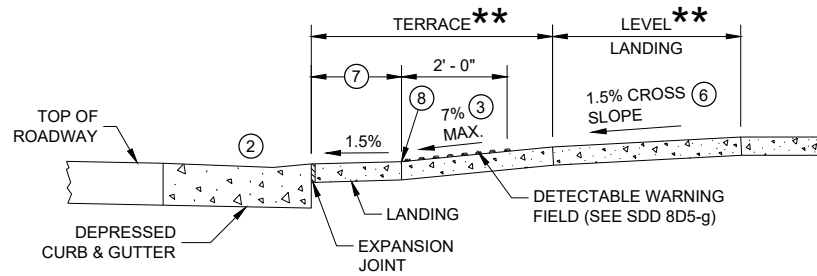
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



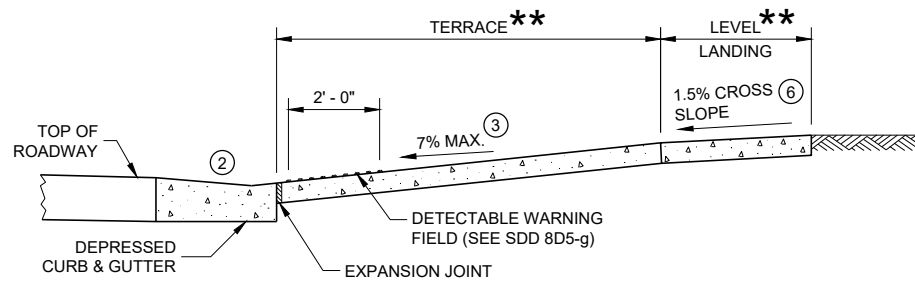
PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)



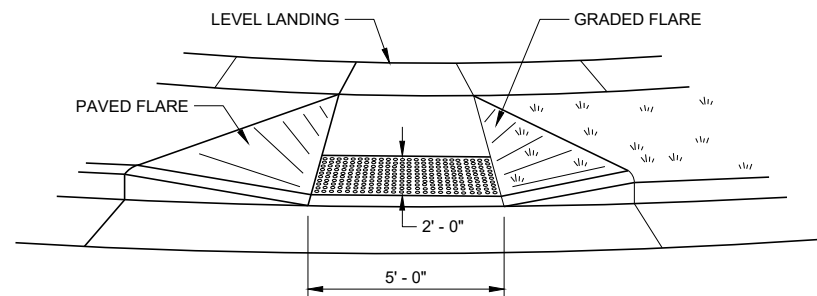
PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

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

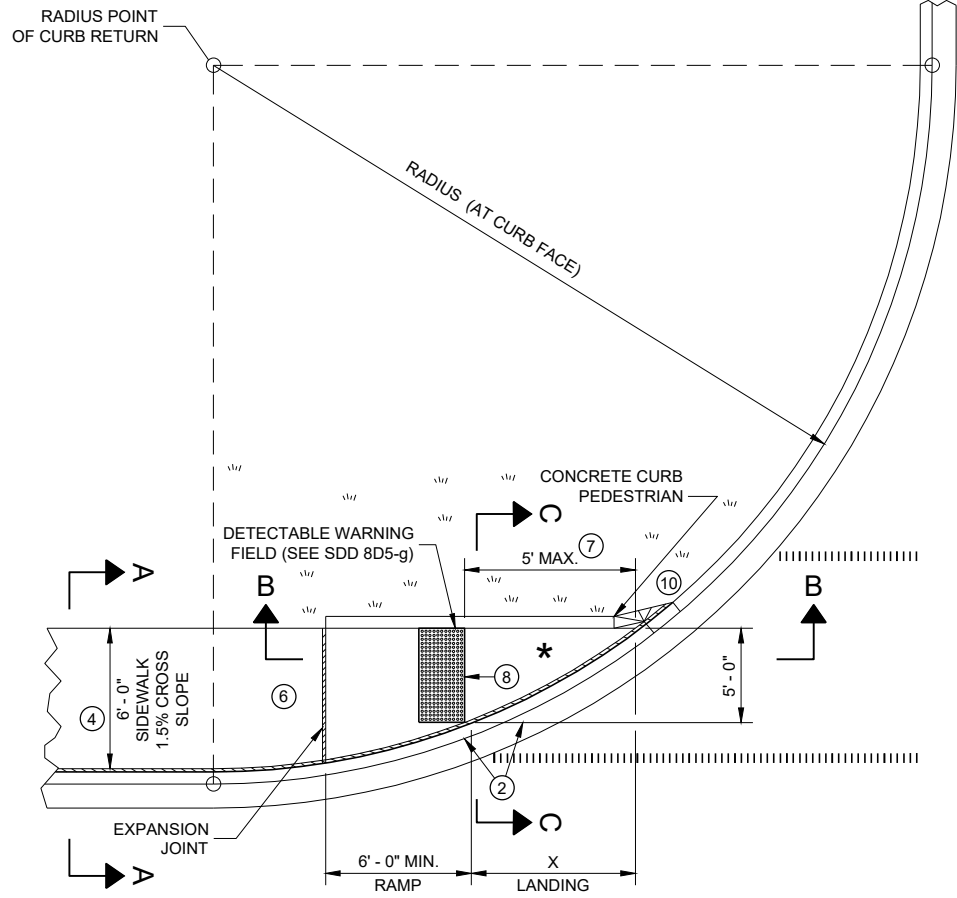
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

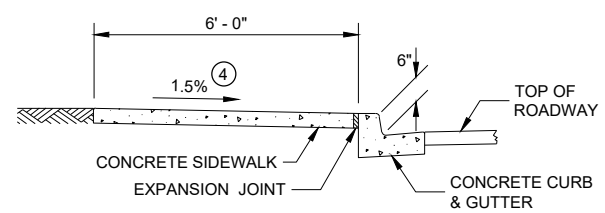
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



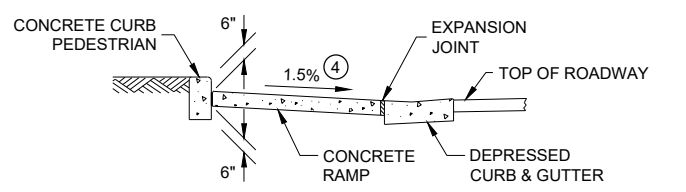
SECTION A - A FOR TYPE 4A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

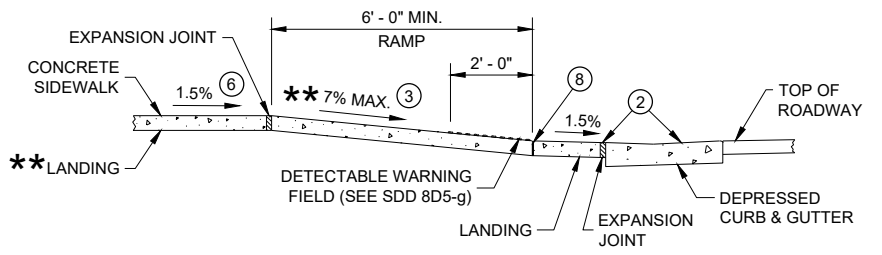
LEGEND

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



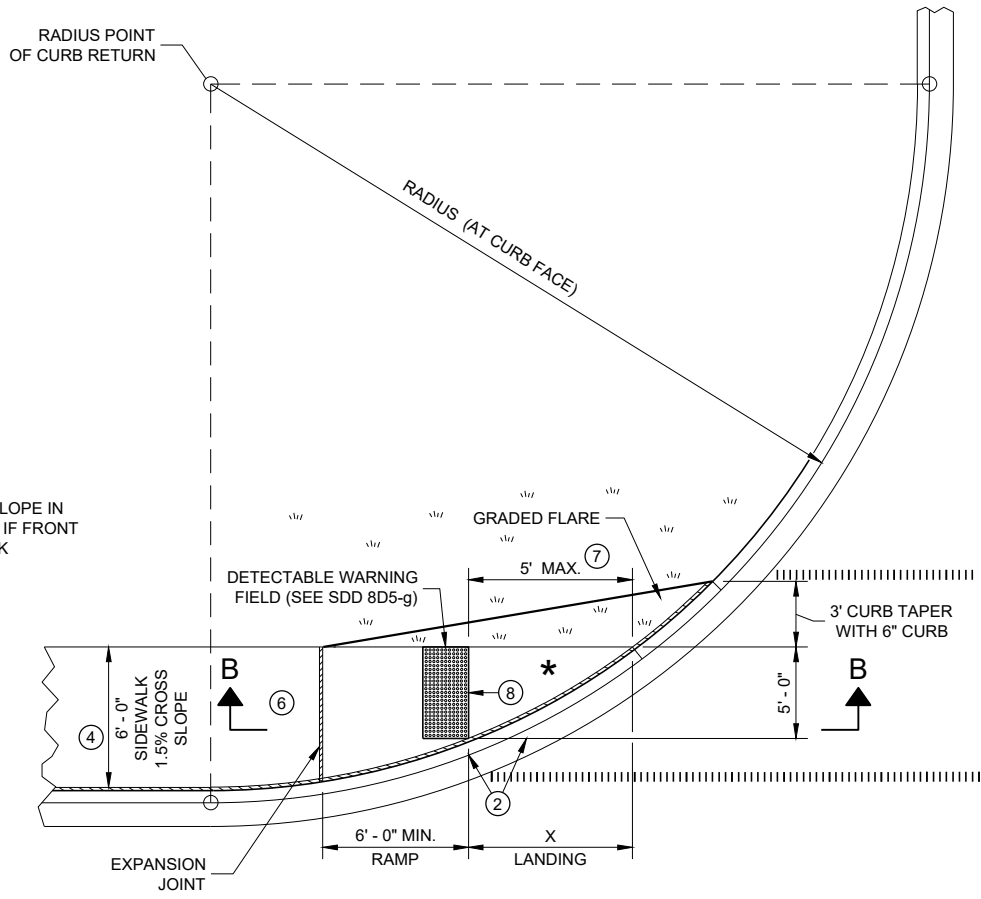
SECTION C - C FOR TYPE 4A

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

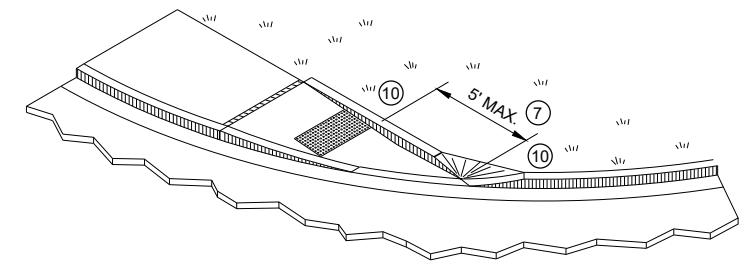


**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

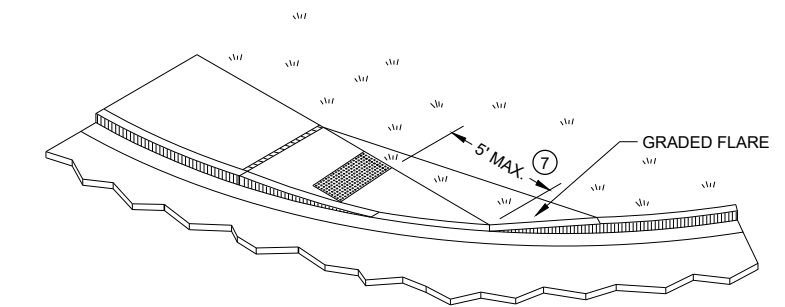
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW
CURB RAMP TYPE 4A1**



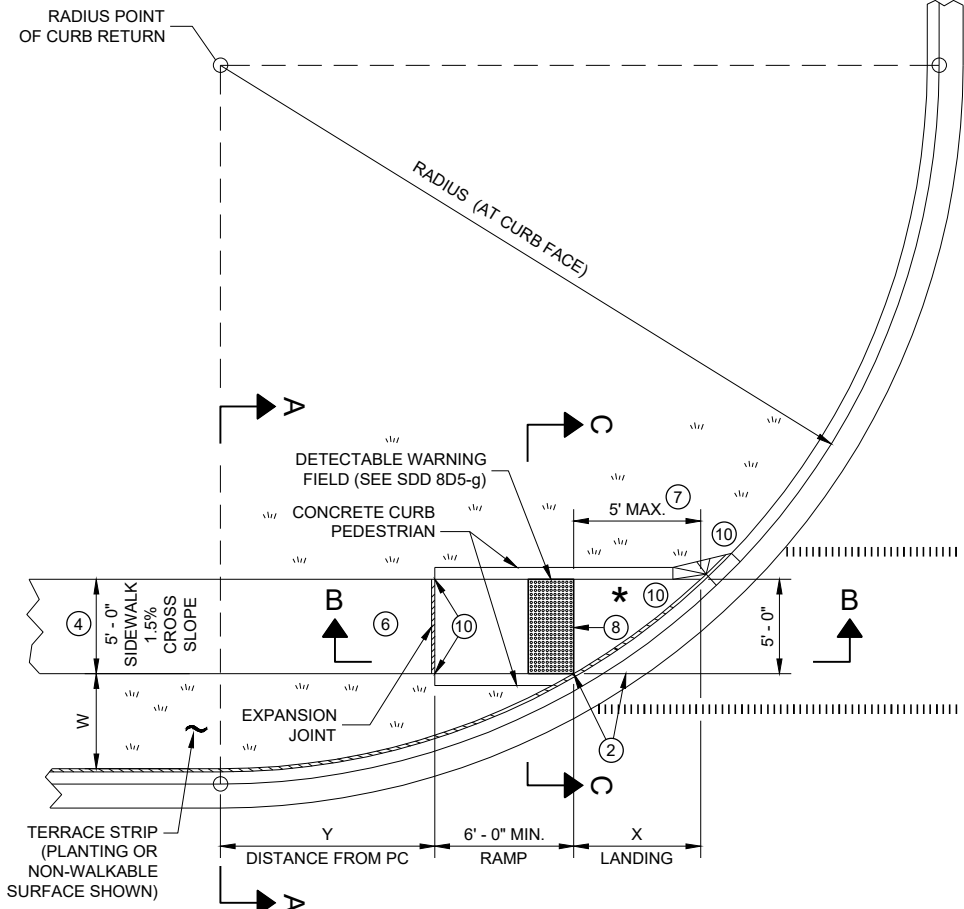
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

STATE OF WISCONSIN
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PLAN VIEW CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

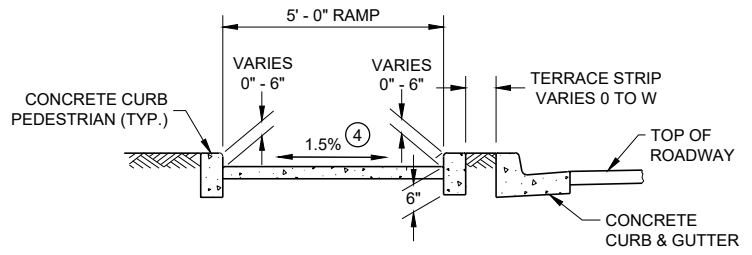
INTERMEDIATE RADII CAN BE INTERPOLATED
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

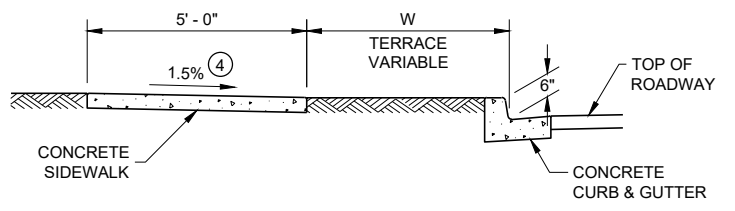
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

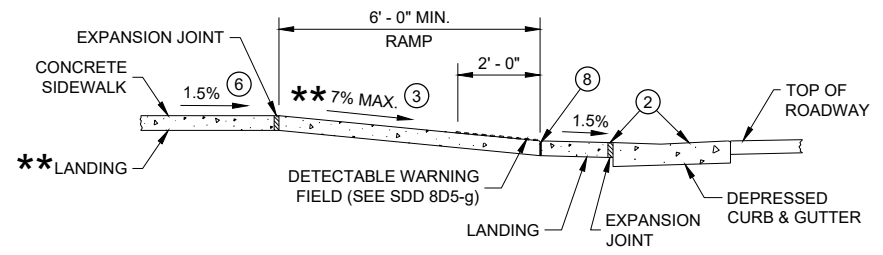


SECTION C - C FOR TYPE 4B



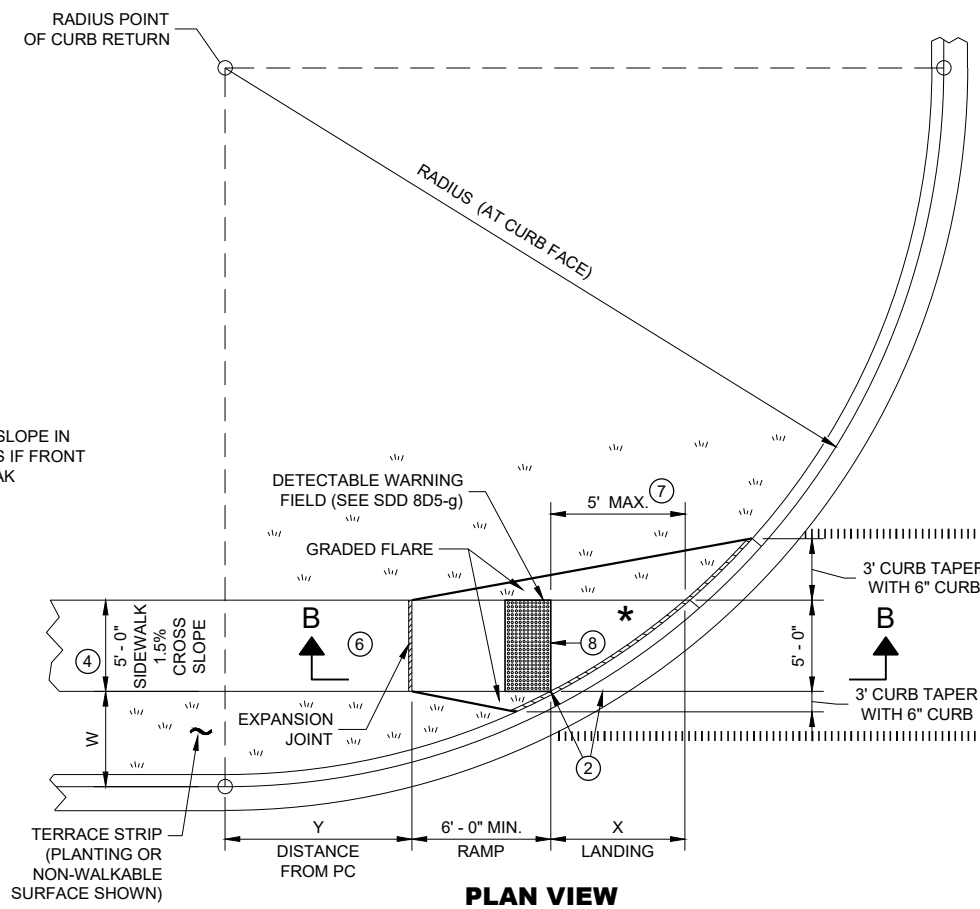
SECTION A - A FOR TYPE 4B

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

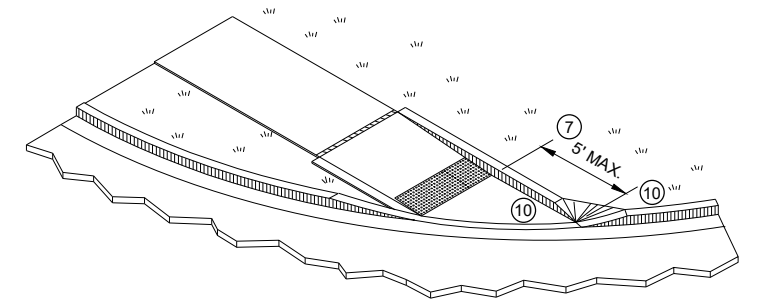


SECTION B - B FOR TYPE 4B AND TYPE 4B1

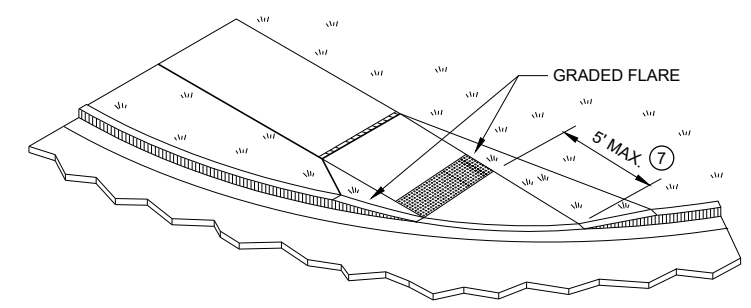
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



PLAN VIEW CURB RAMP TYPE 4B1



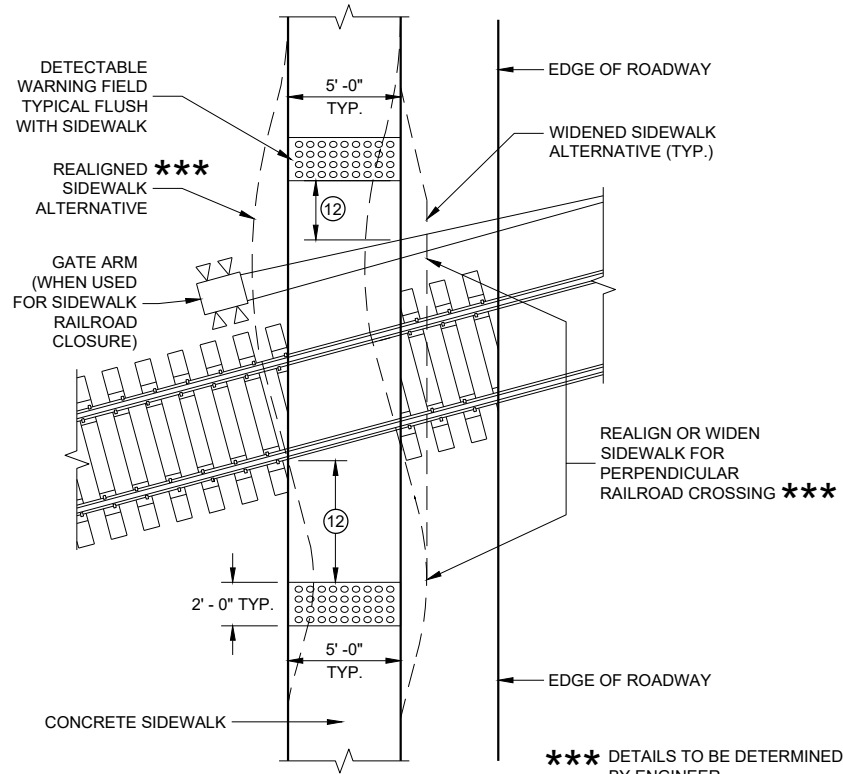
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

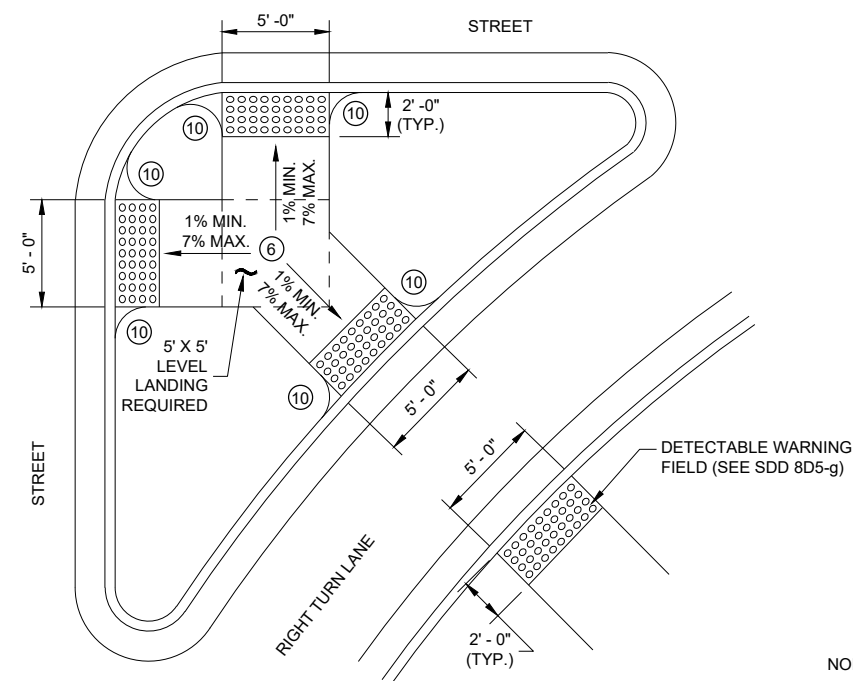
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

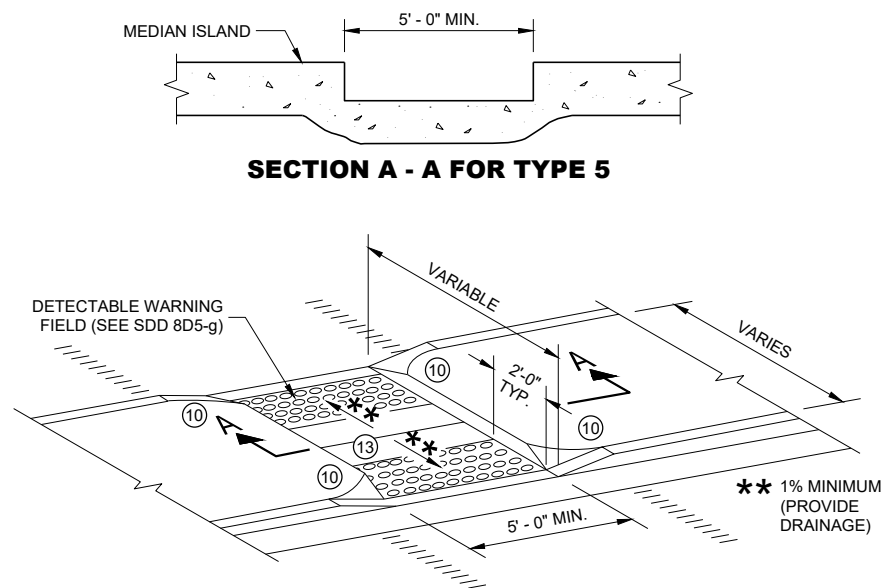
DETECTABLE WARNINGS AT RAILROAD CROSSING



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

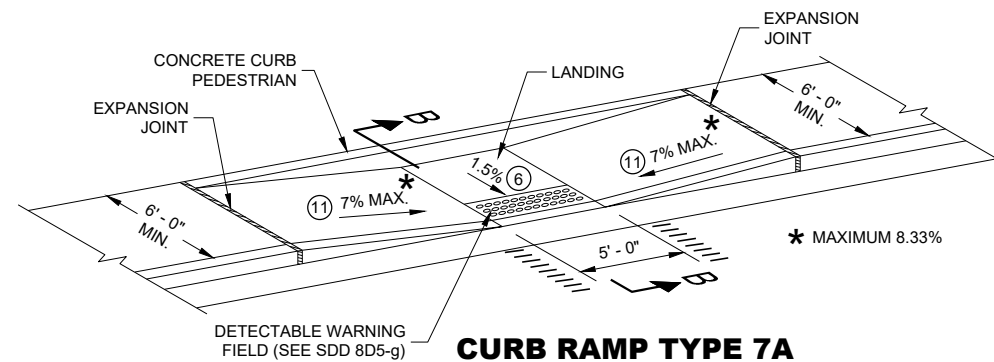
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



SECTION A - A FOR TYPE 5

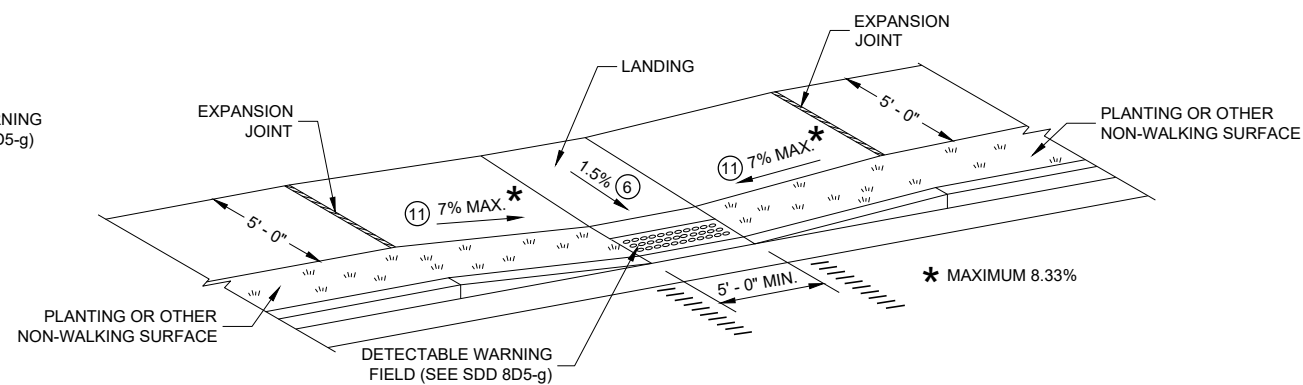
CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



CURB RAMP TYPE 7A

MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

GENERAL NOTES

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

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

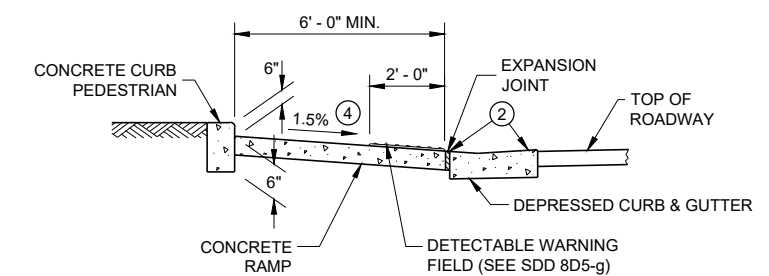
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (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 AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

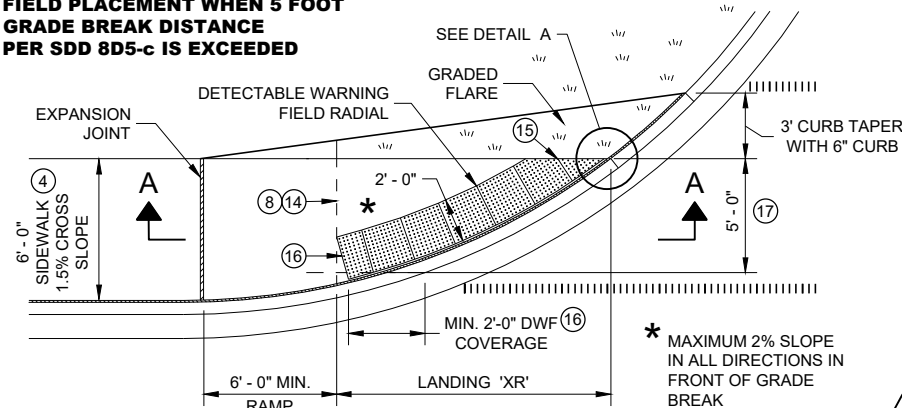


SECTION B - B FOR TYPE 7A

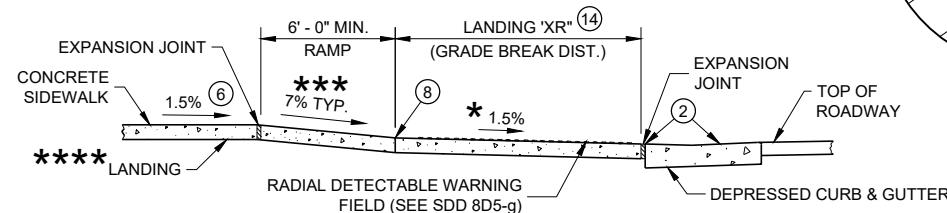
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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

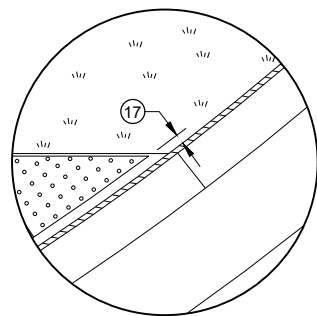


SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

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

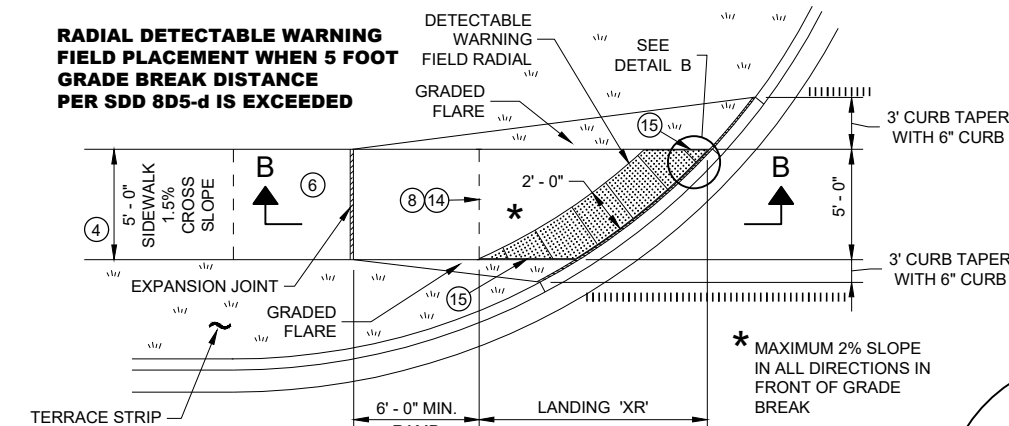


DETAIL A

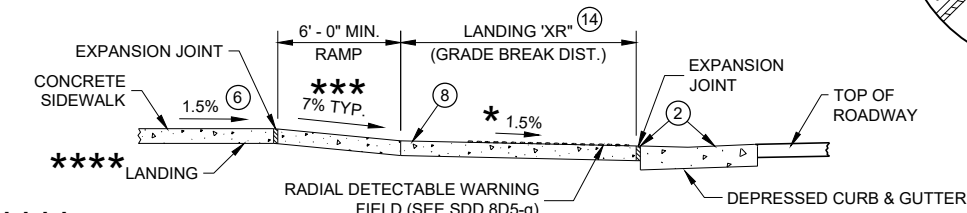
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



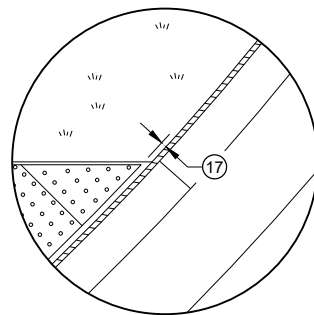
PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

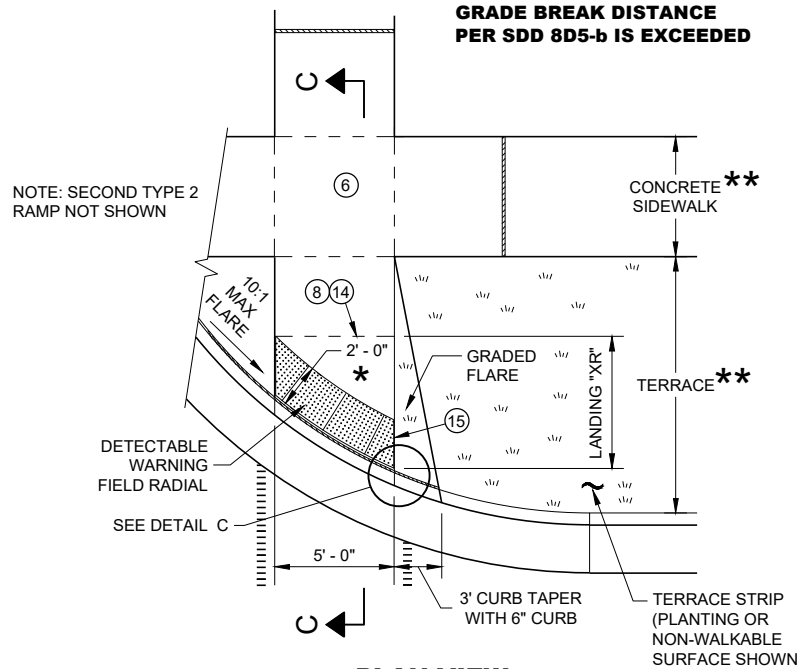
**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%



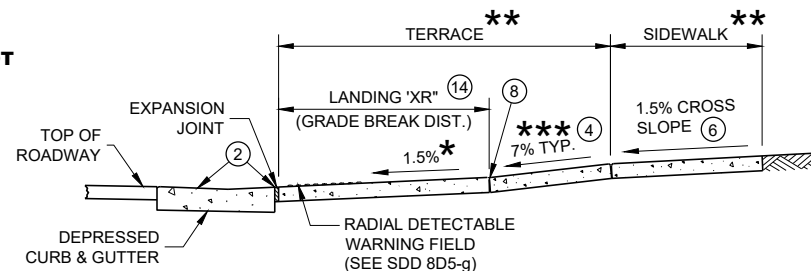
DETAIL B

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



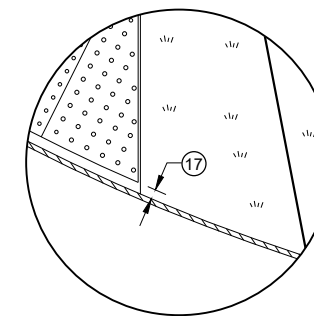
PLAN VIEW CURB RAMP TYPE 2 (GRADE BREAK DISTANCE GREATER THAN 5 FEET) (ON LINE WITH SIDEWALK)

NOTE: SECOND TYPE 2 RAMP NOT SHOWN



SECTION C - C FOR TYPE 2

- * MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.33%



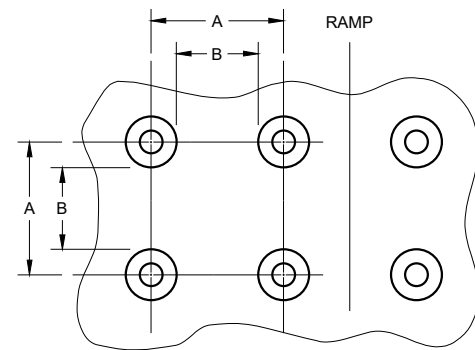
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

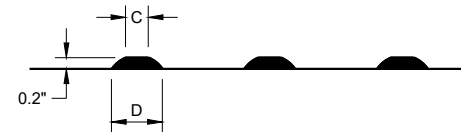
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

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

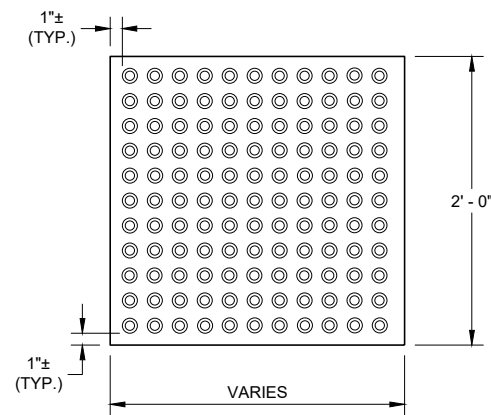


PLAN VIEW

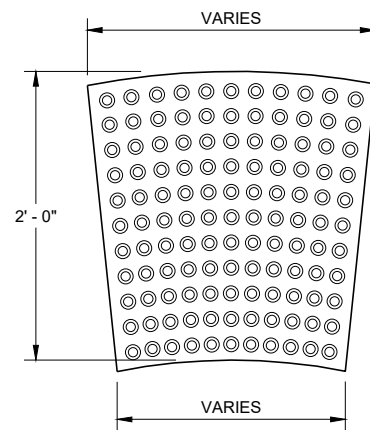


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

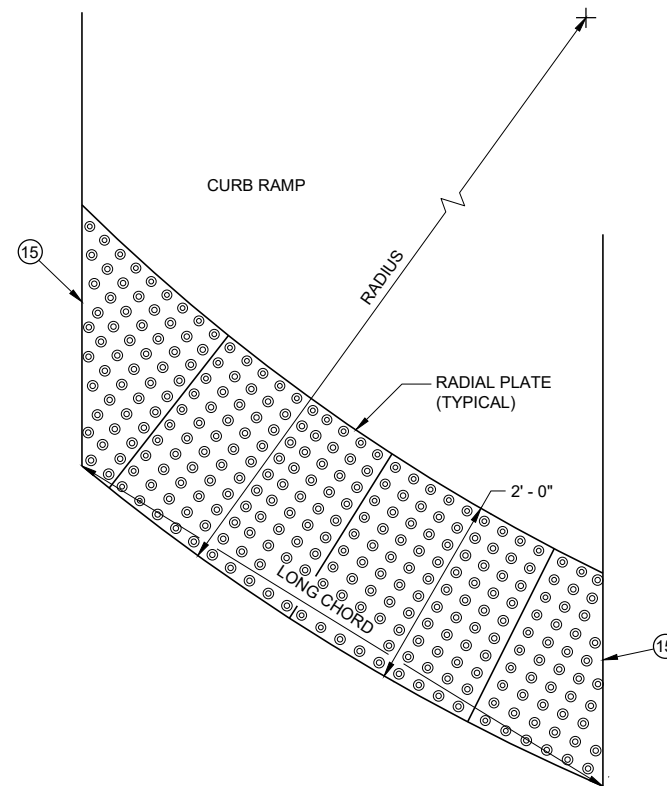


RECTANGULAR
PLATES

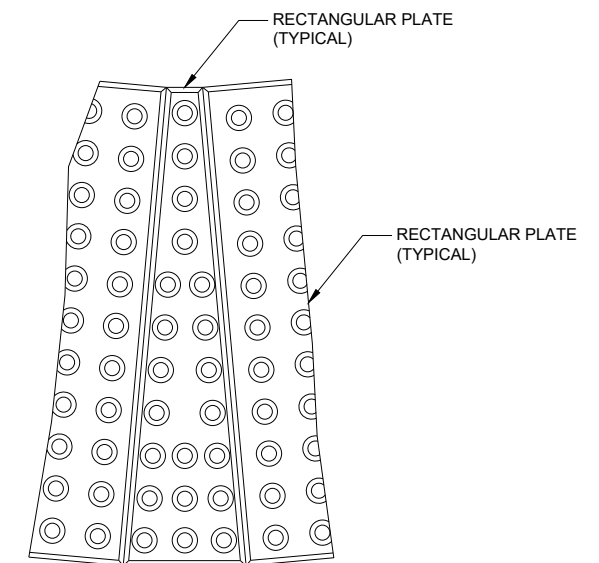


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

GENERAL NOTES

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

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

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

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

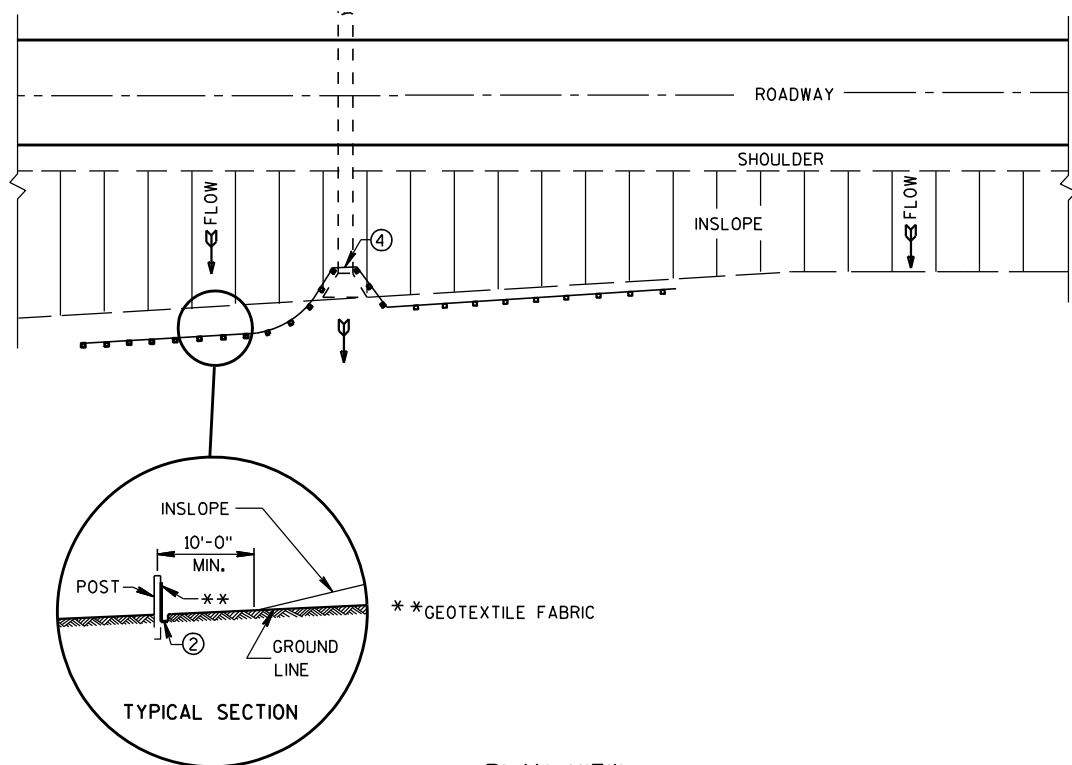
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

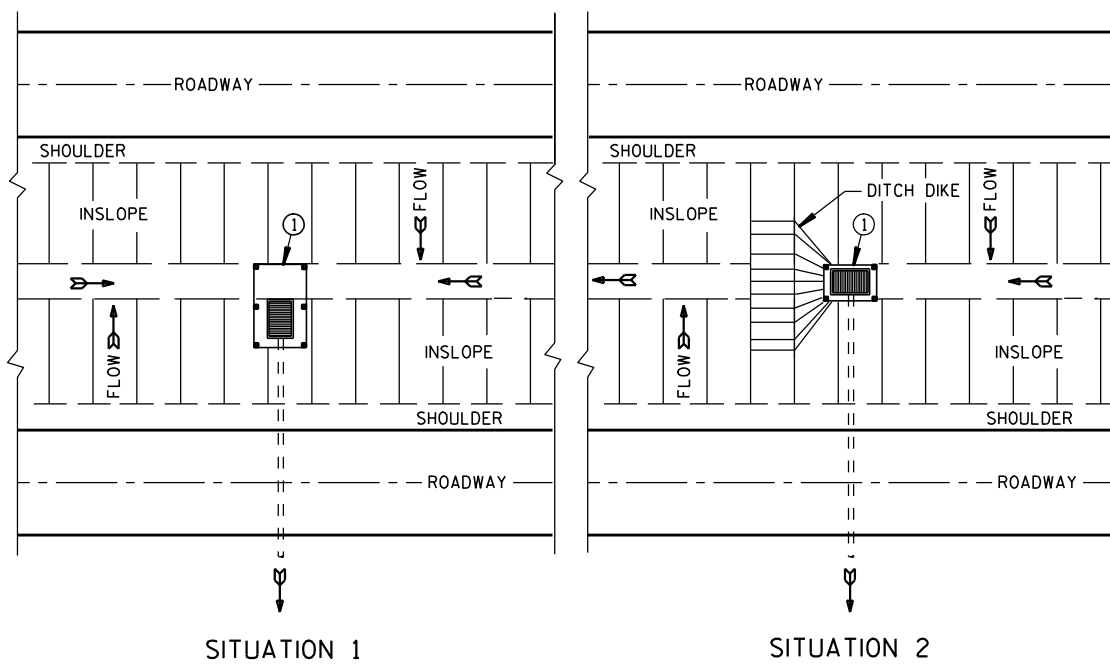
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

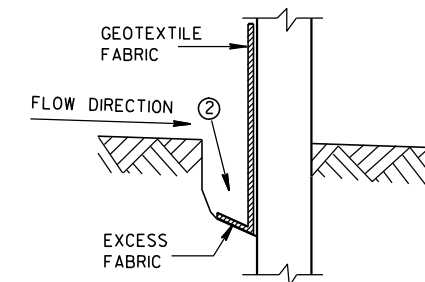


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

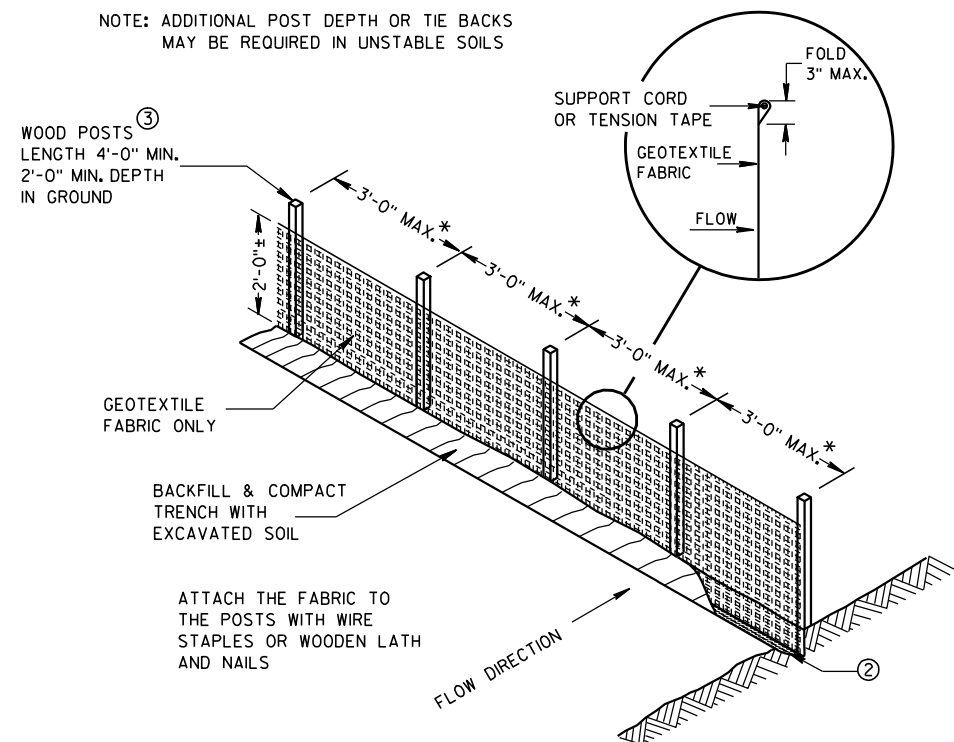
GENERAL NOTES

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

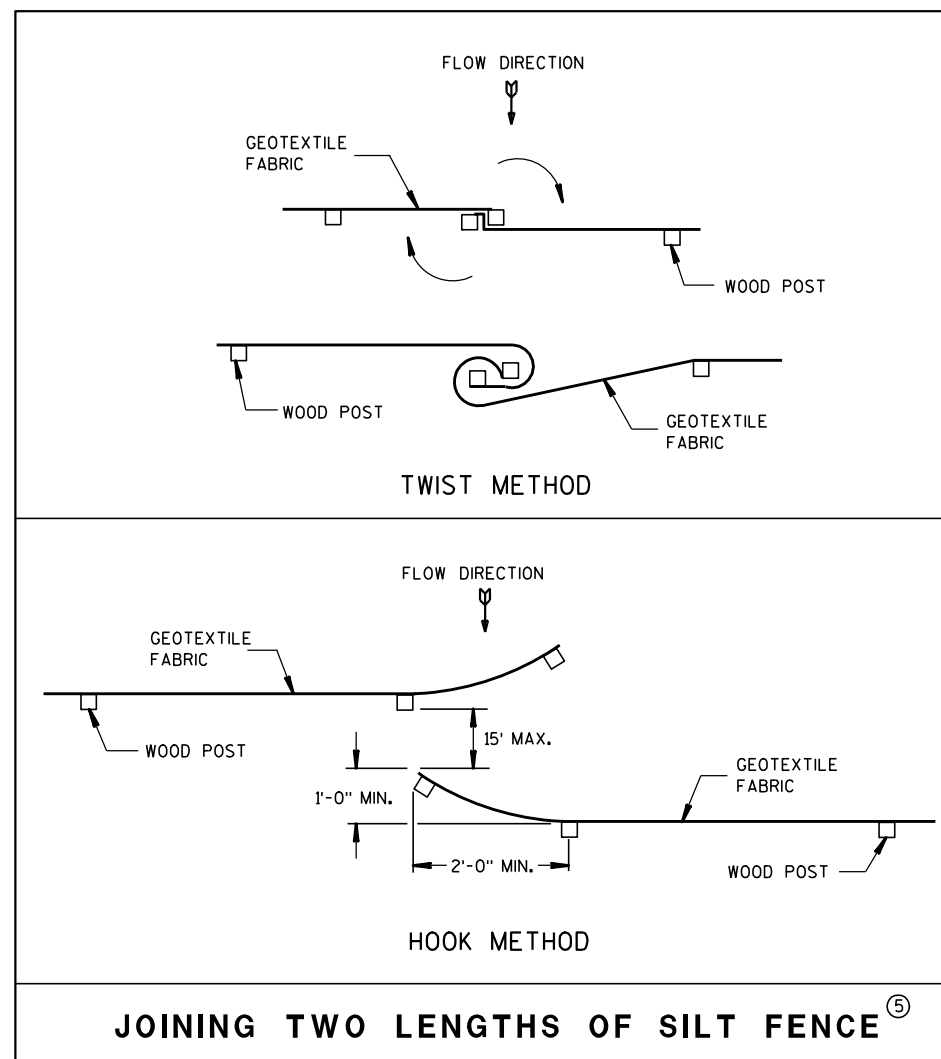
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS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



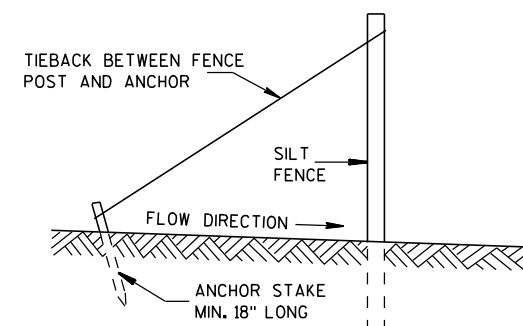
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

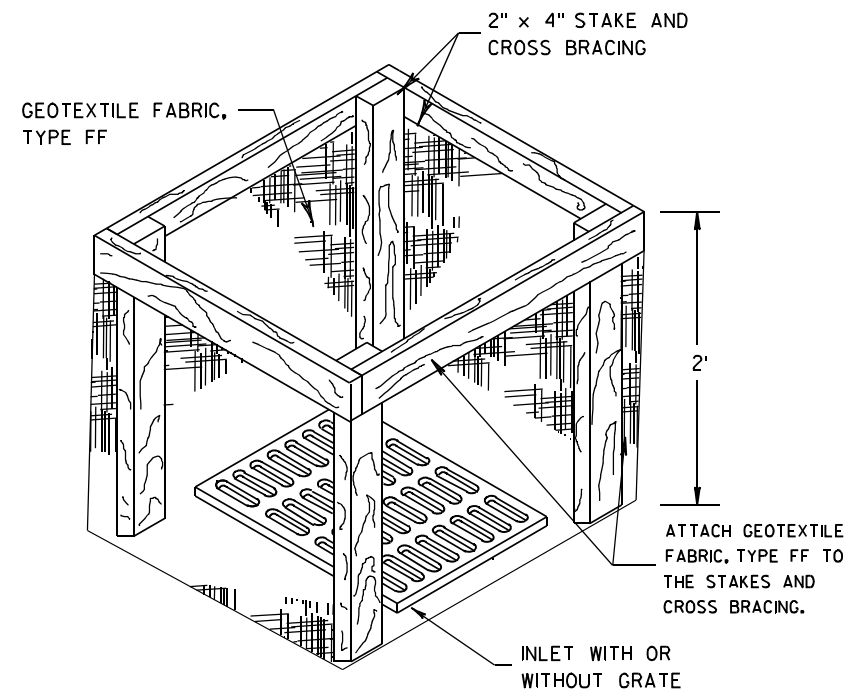
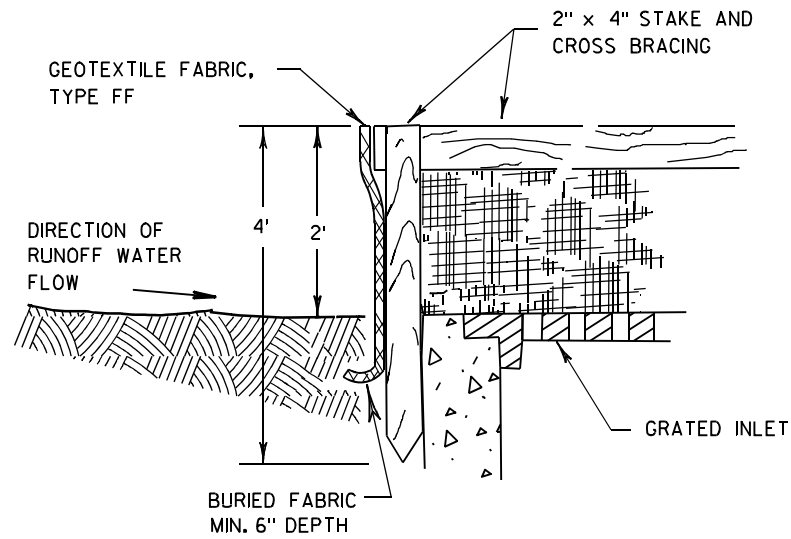
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05
DATE

FHWA

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

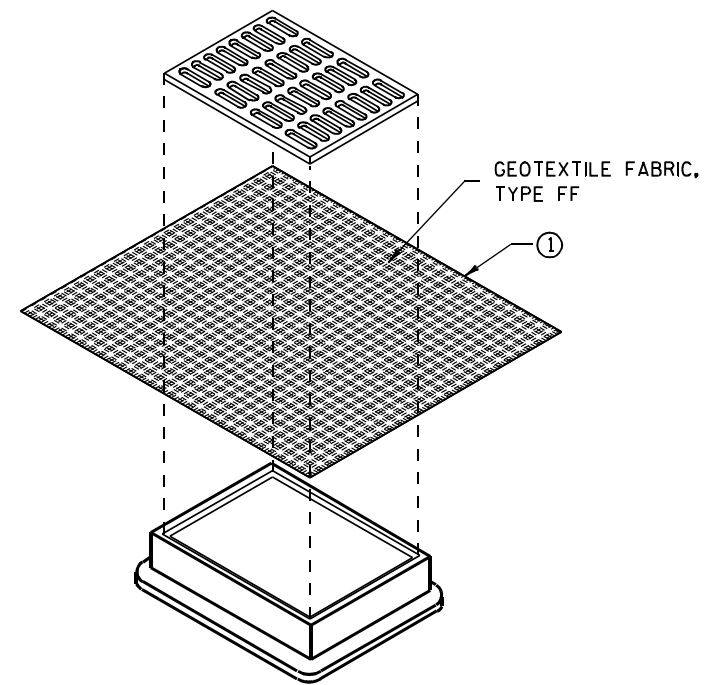
GENERAL NOTES

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

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

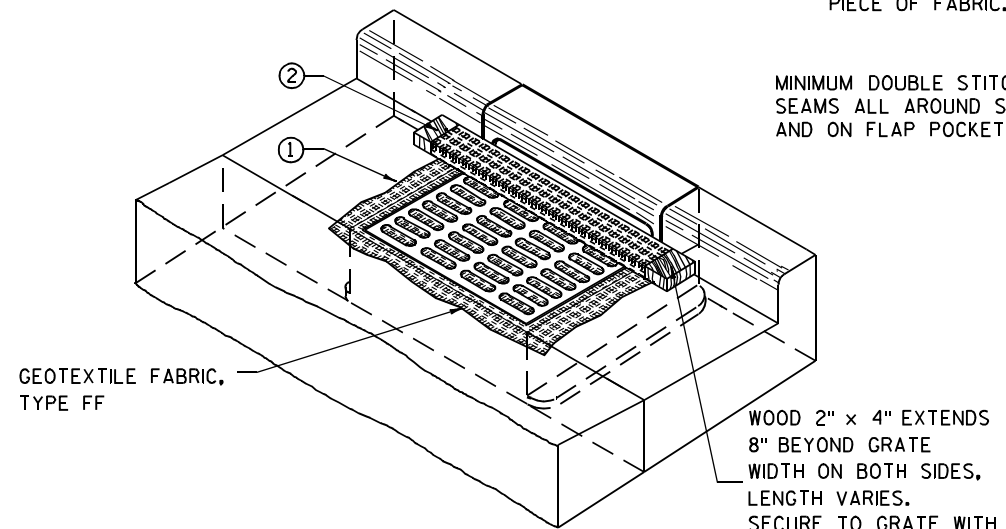
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

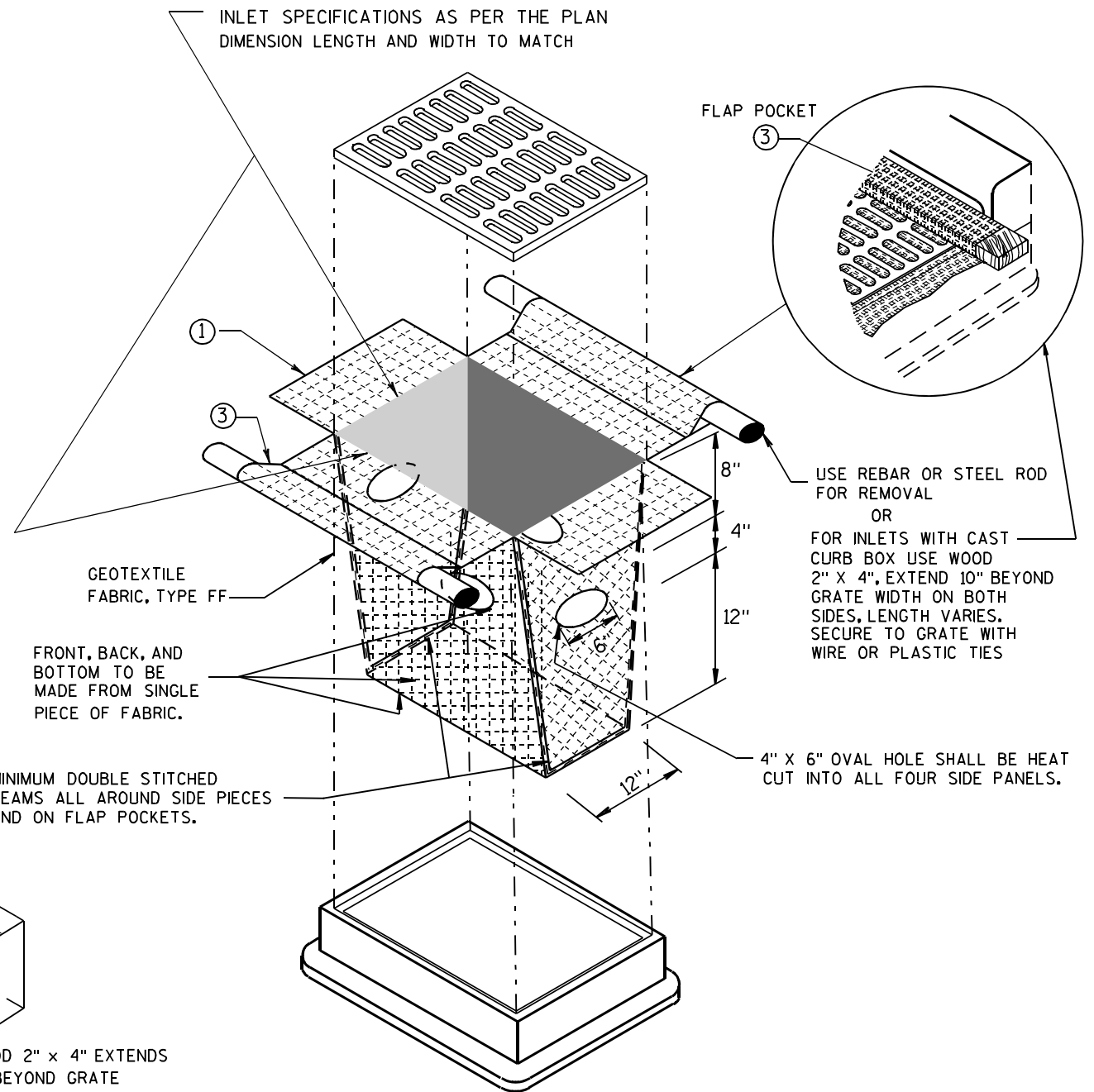
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

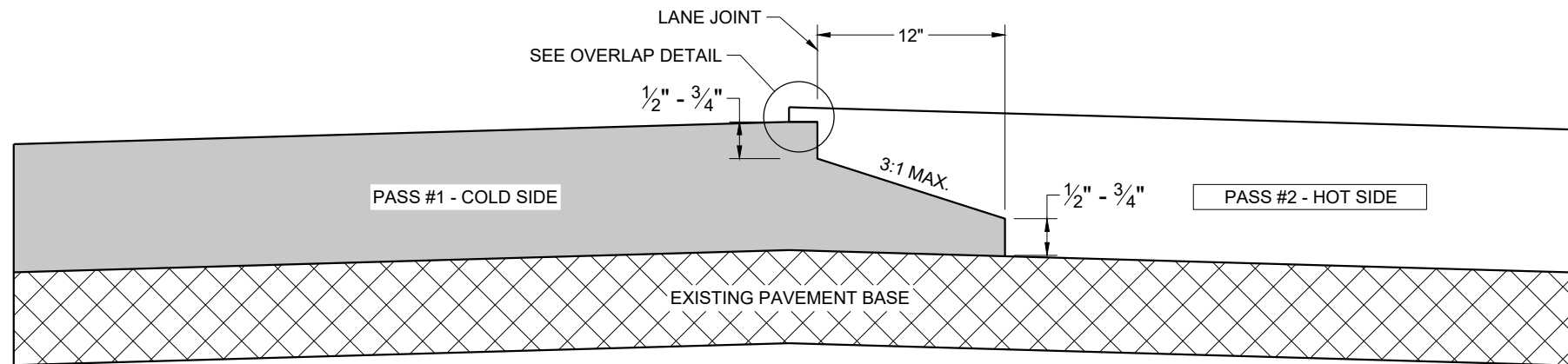
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



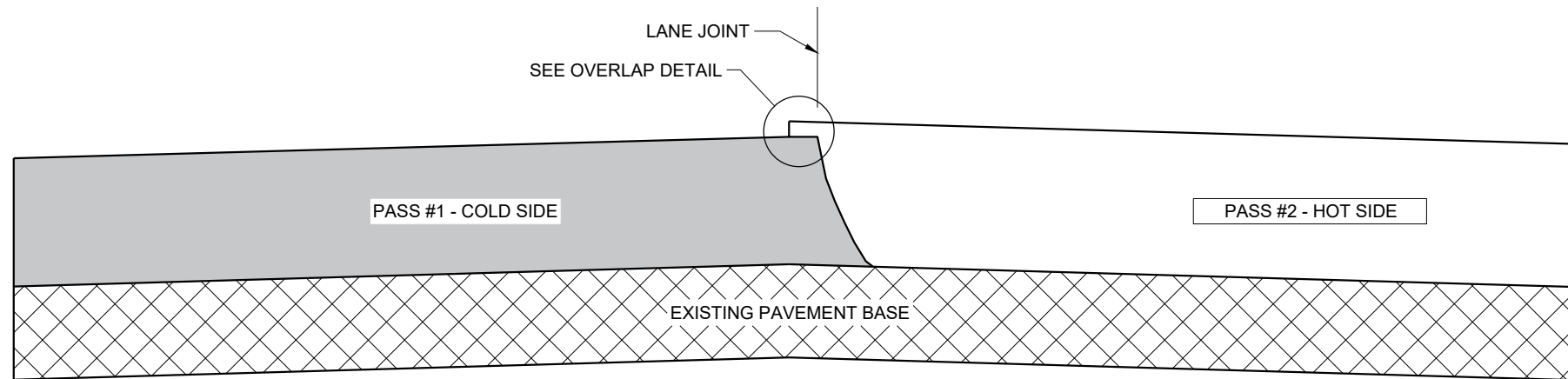
INLET PROTECTION, TYPE D

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

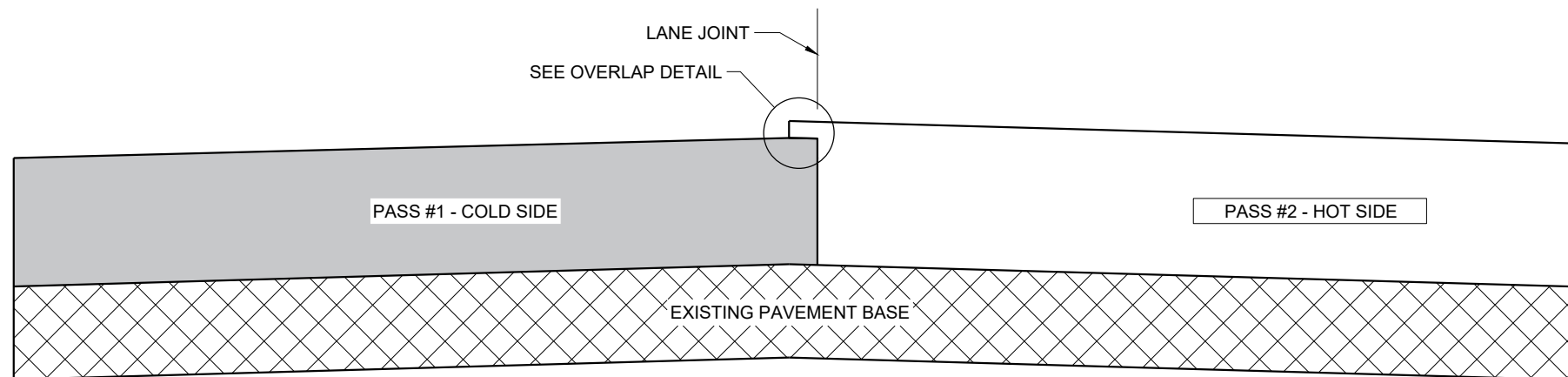
INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Connestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



TYPICAL PAVEMENT CROSS SECTION OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

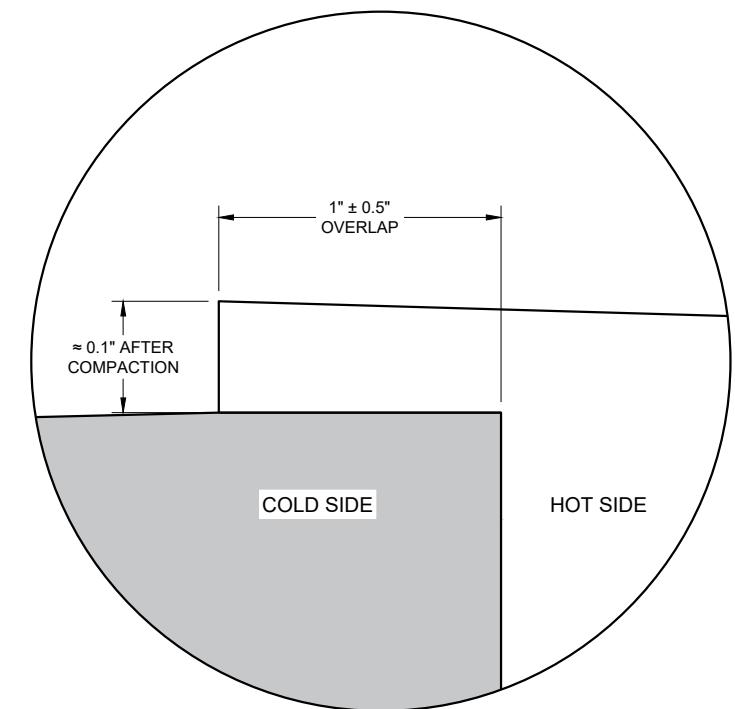
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

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

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

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



OVERLAP DETAIL (TYPICAL)

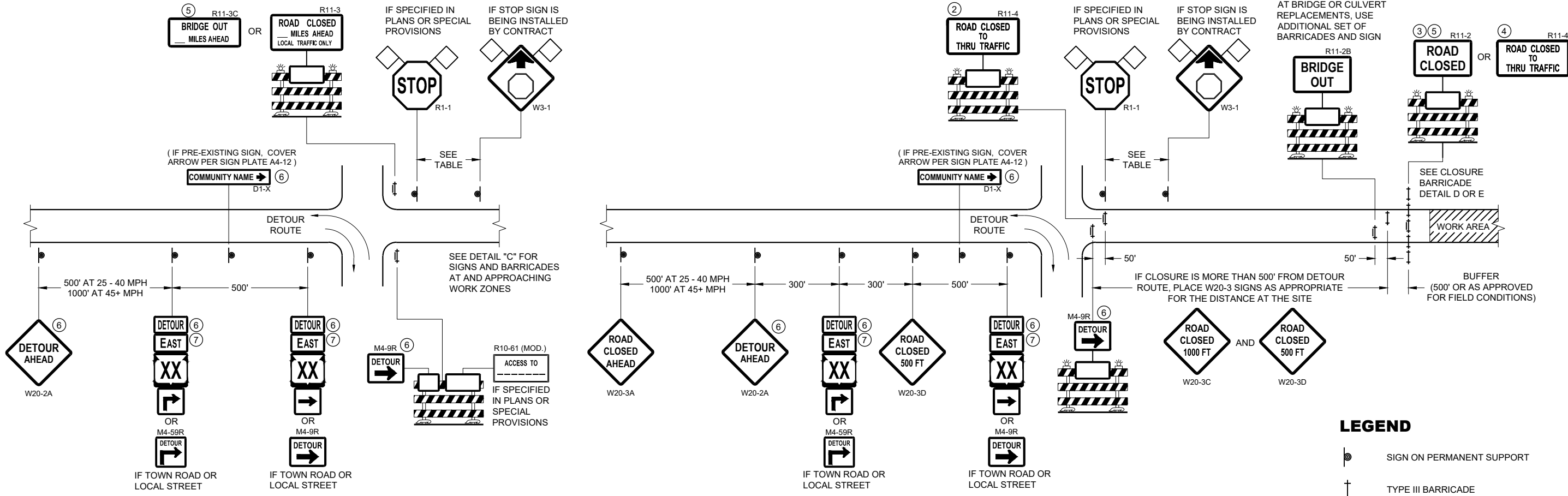
6

6

SDD 13C19 - 02

SDD 13C19 - 02

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
<small>FHWA</small>	



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

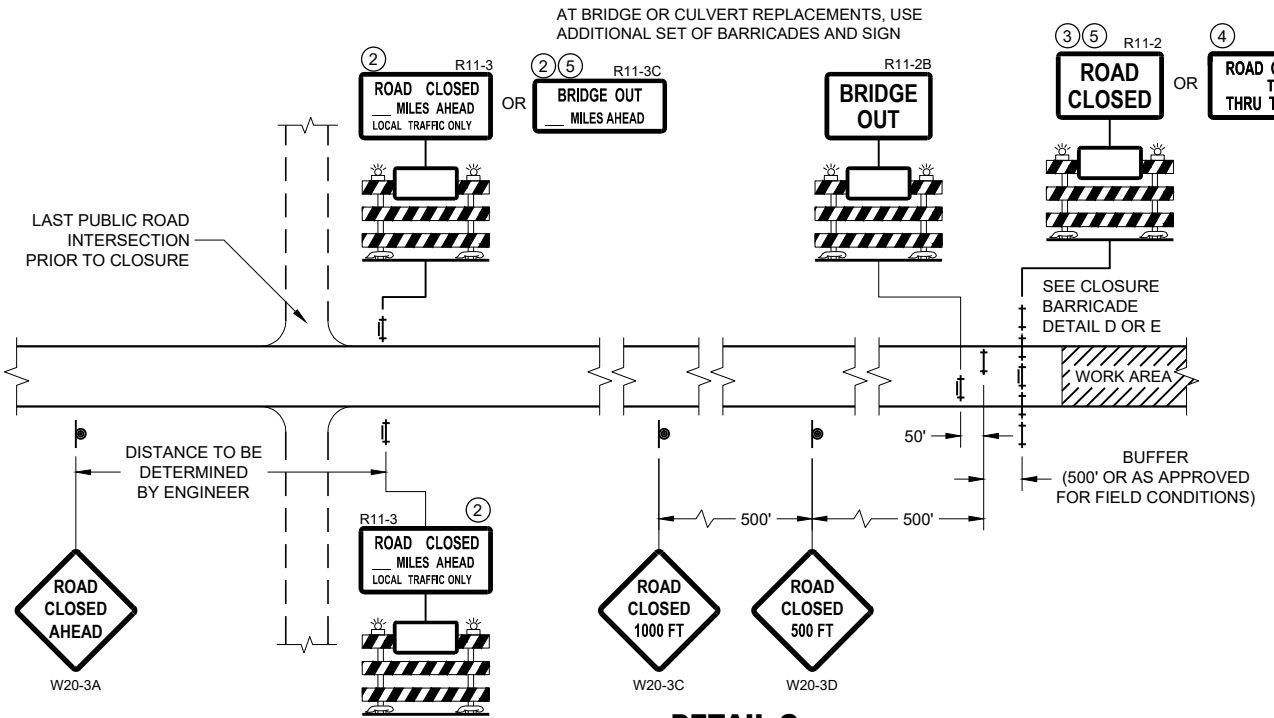
**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- M4 - 8
- M3 - X
- M1 - 4 OR M1 - 6 OR M1 - 5A
- M05 - 1 OR M06 - 1

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750



**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

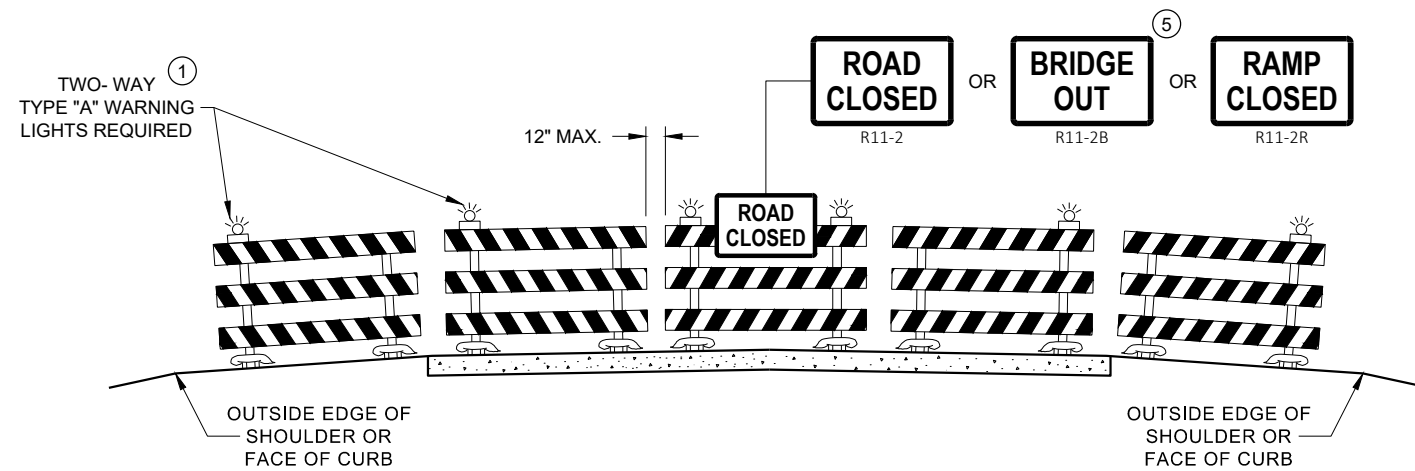
SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

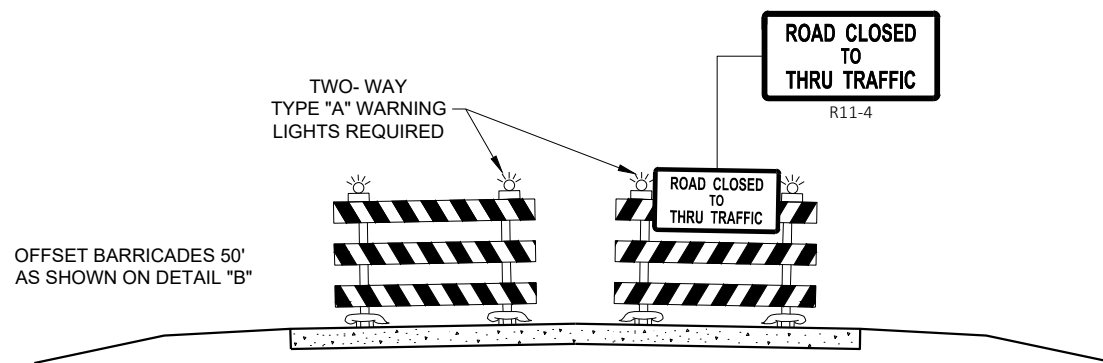
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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




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

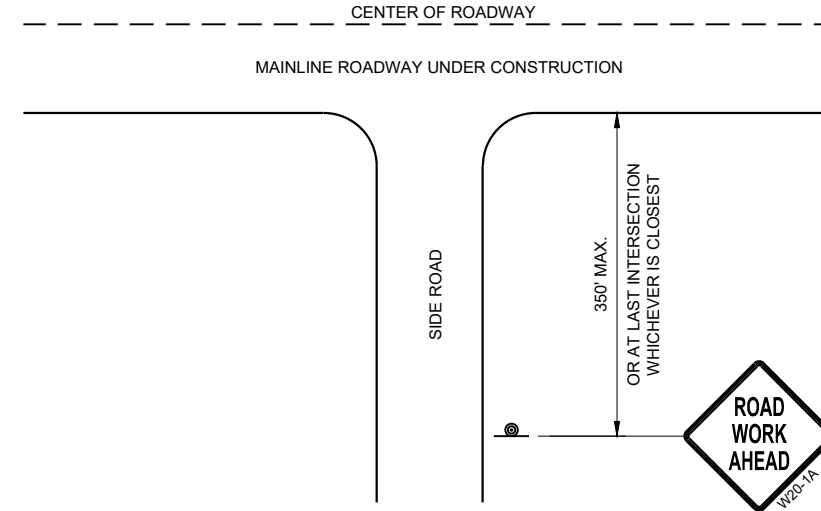
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

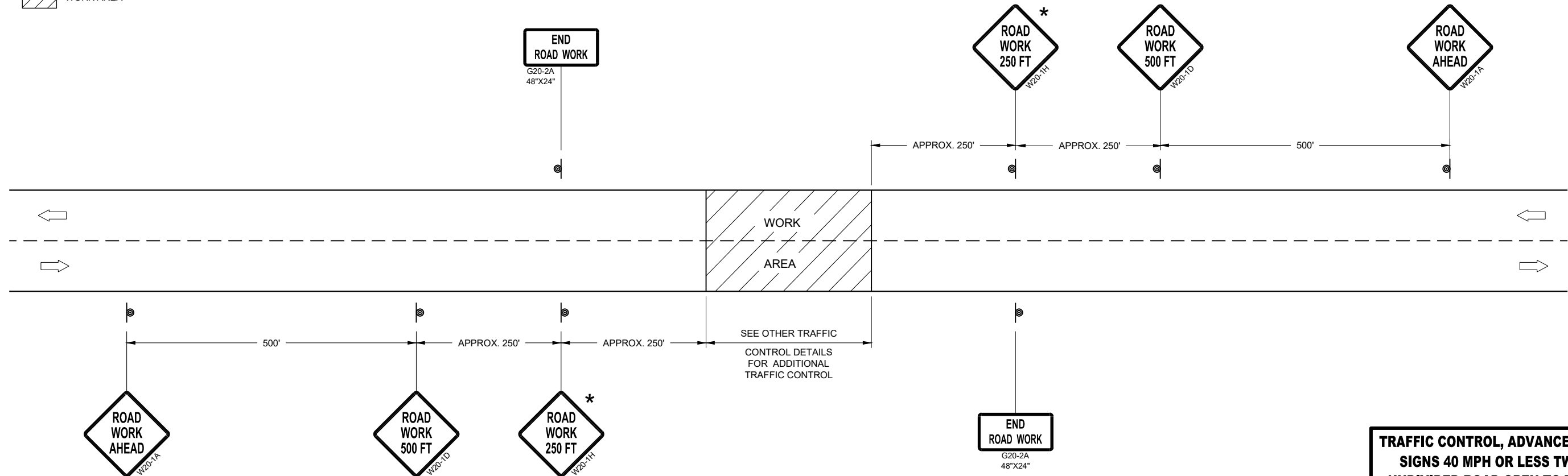
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



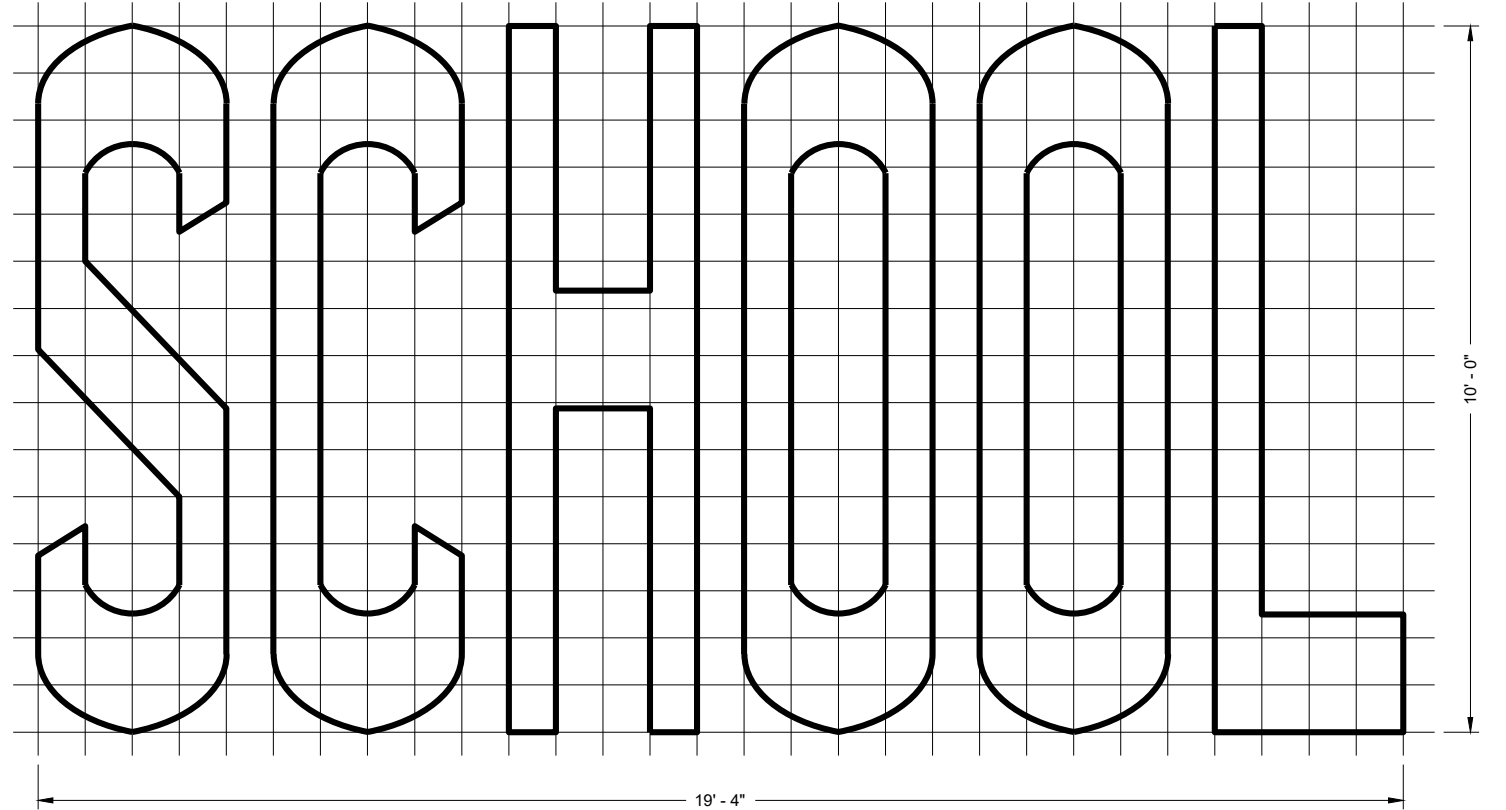
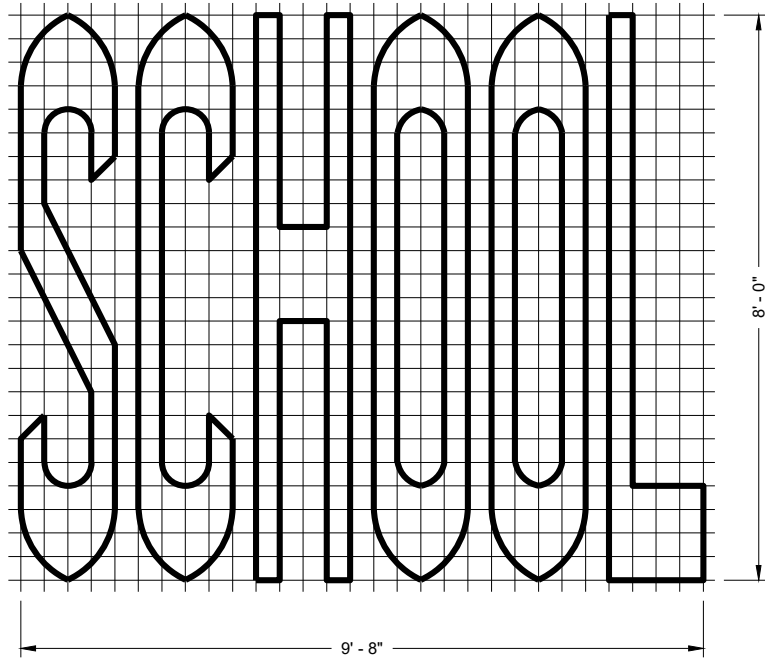
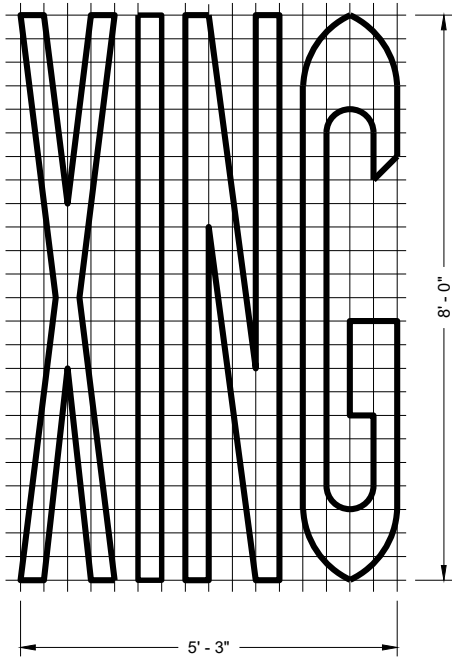
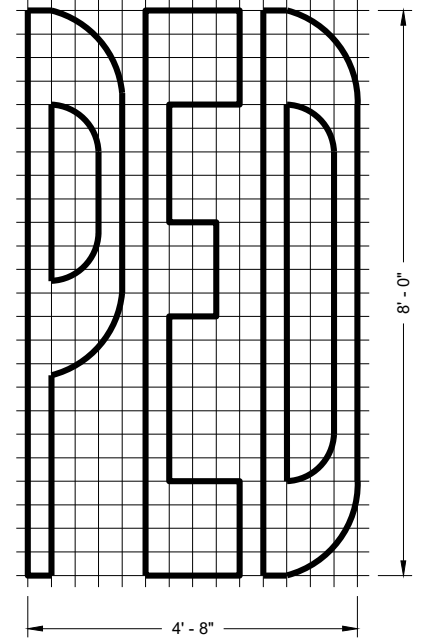
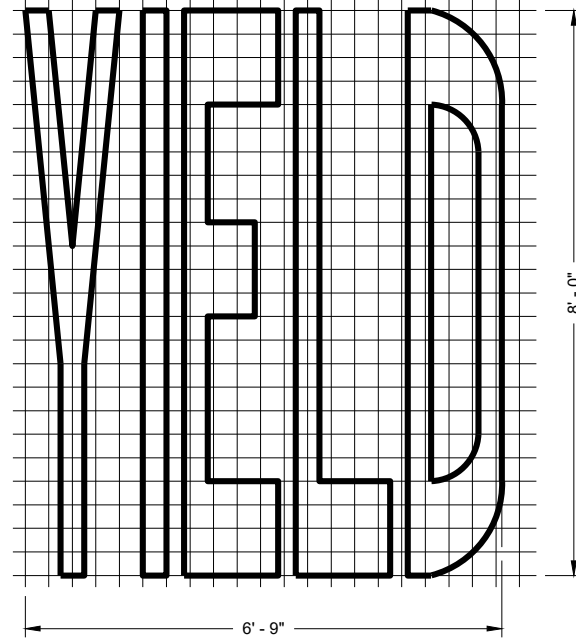
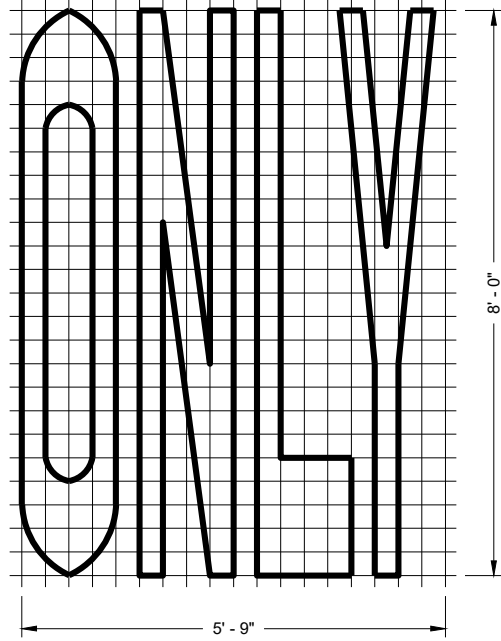
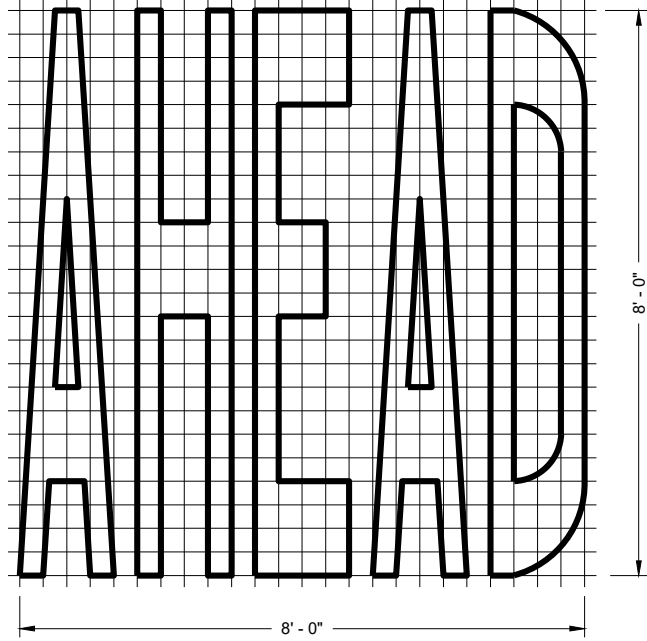
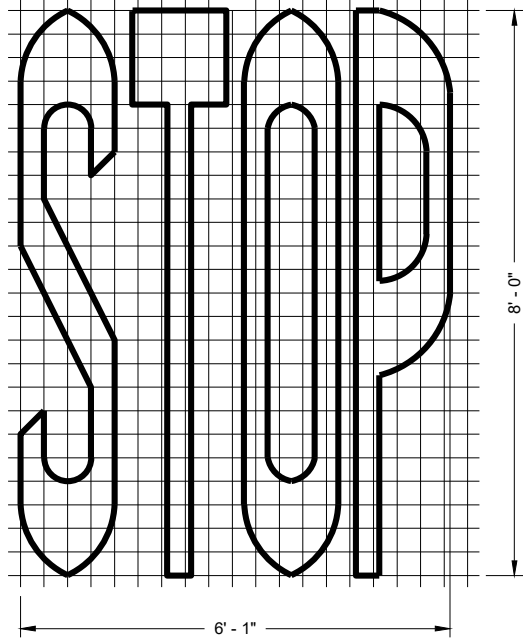
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

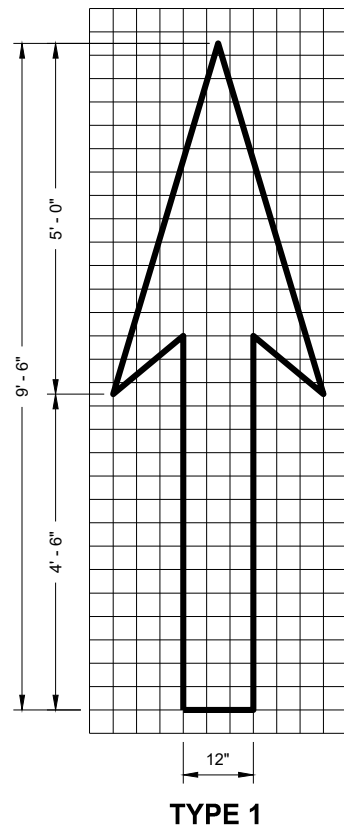
APPROVED

November 2019

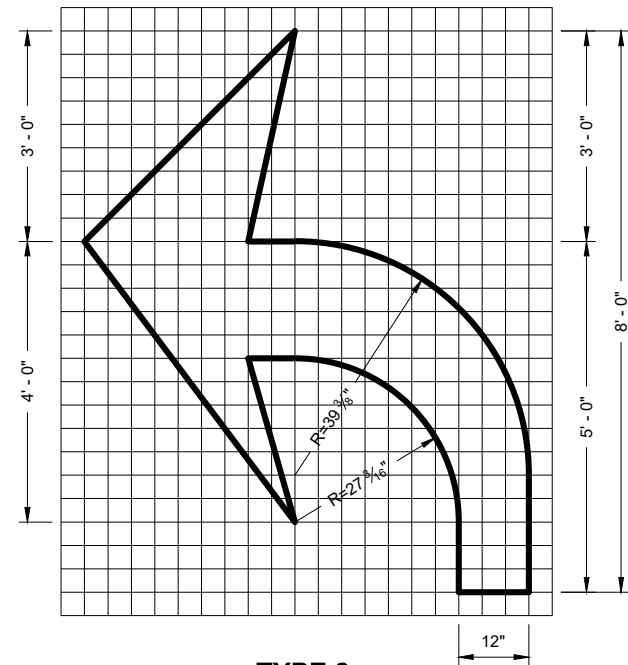
DATE

FHWA

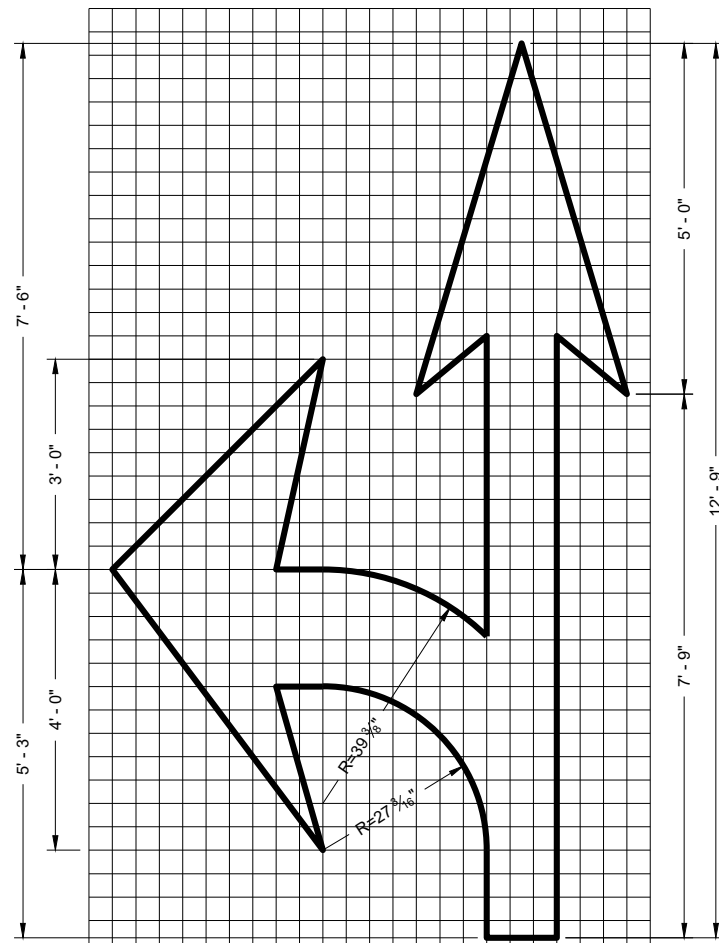
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER



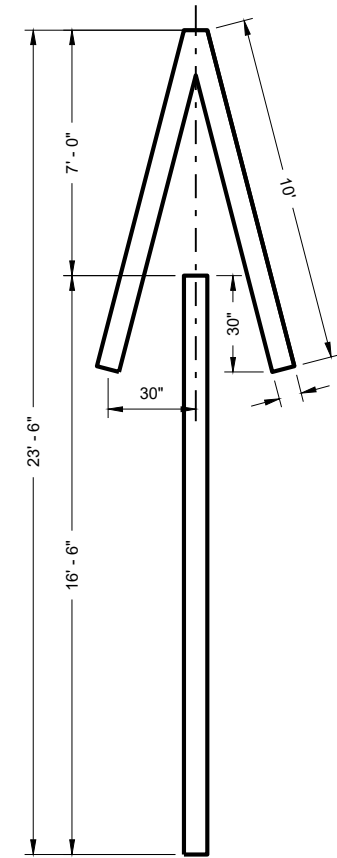
TYPE 1



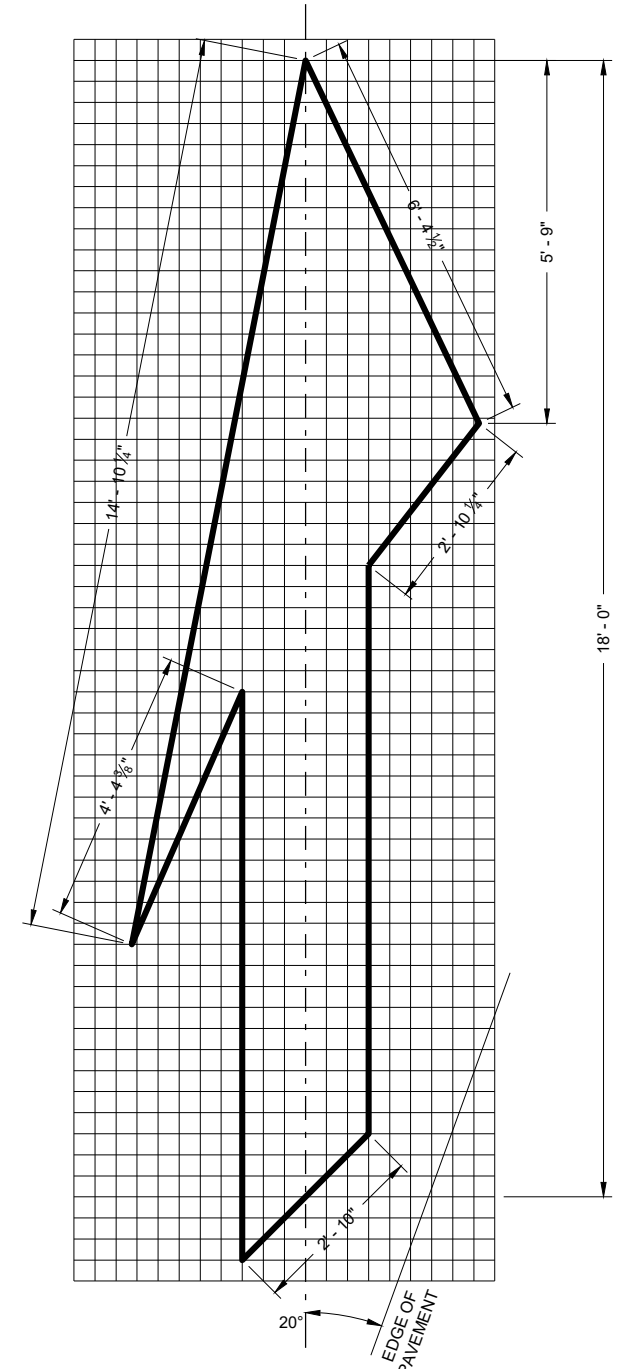
TYPE 2



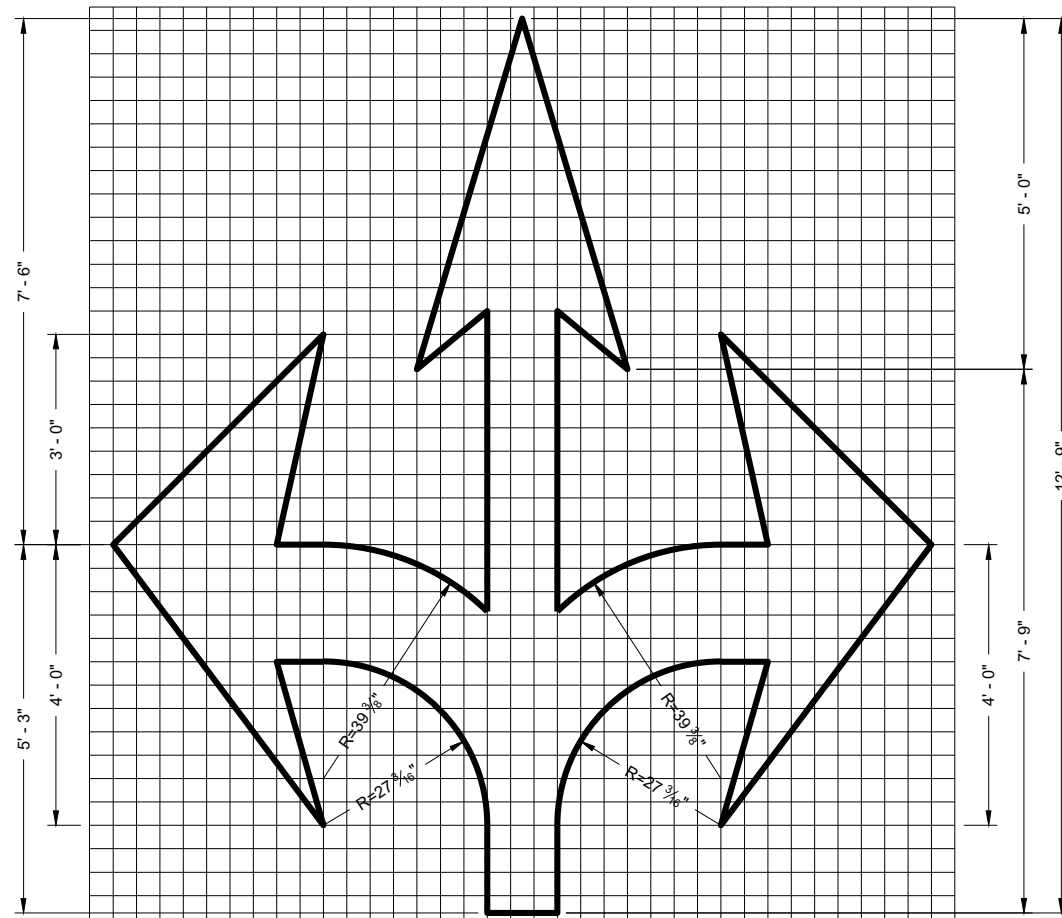
TYPE 3



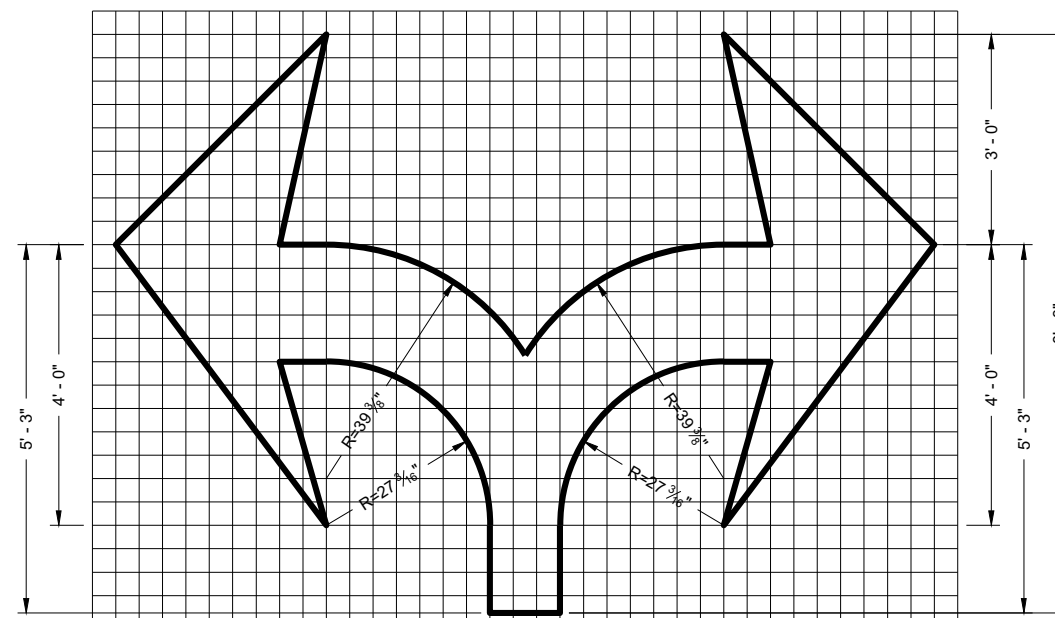
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

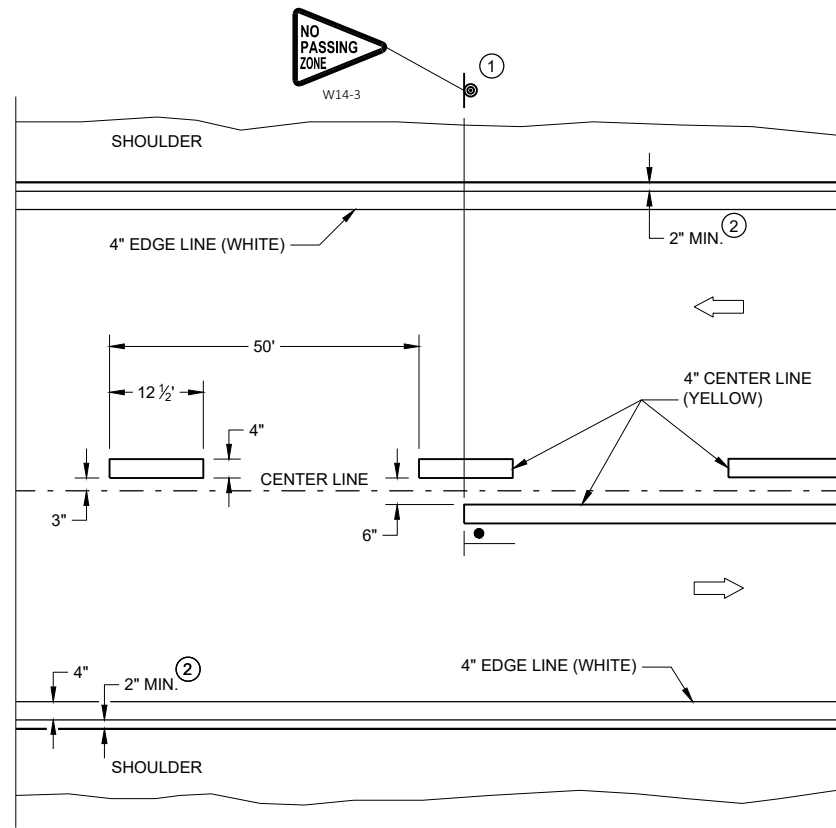
APPROVED

November 2019

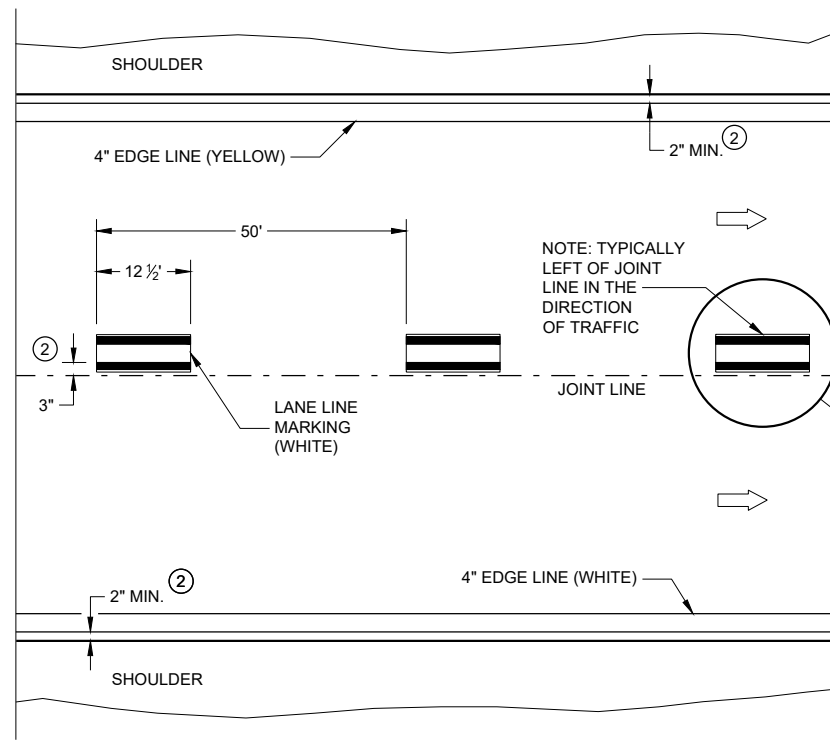
DATE

FHWA

/s/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

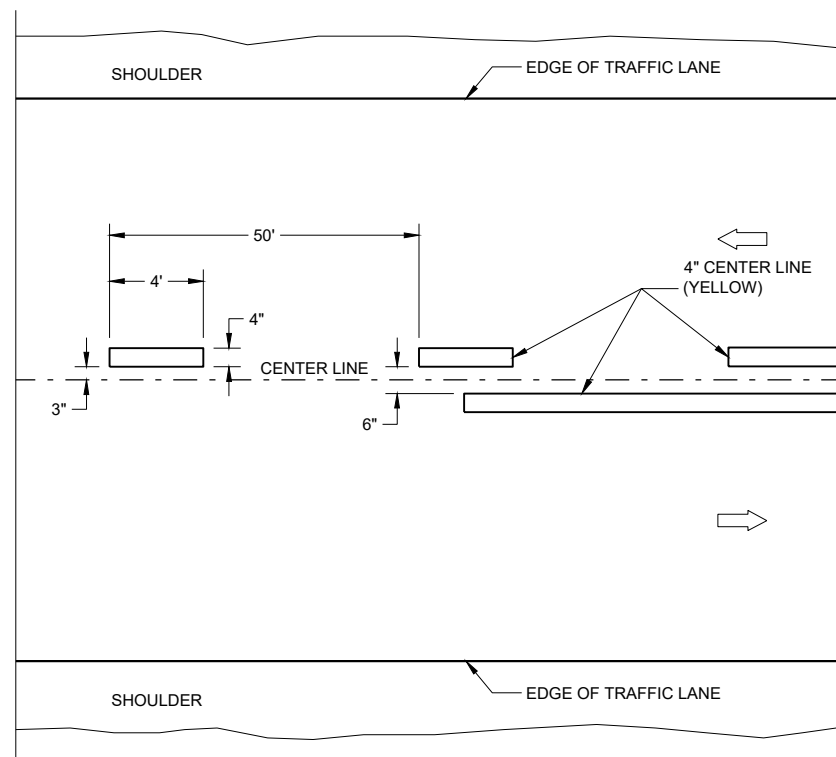


TWO WAY TRAFFIC

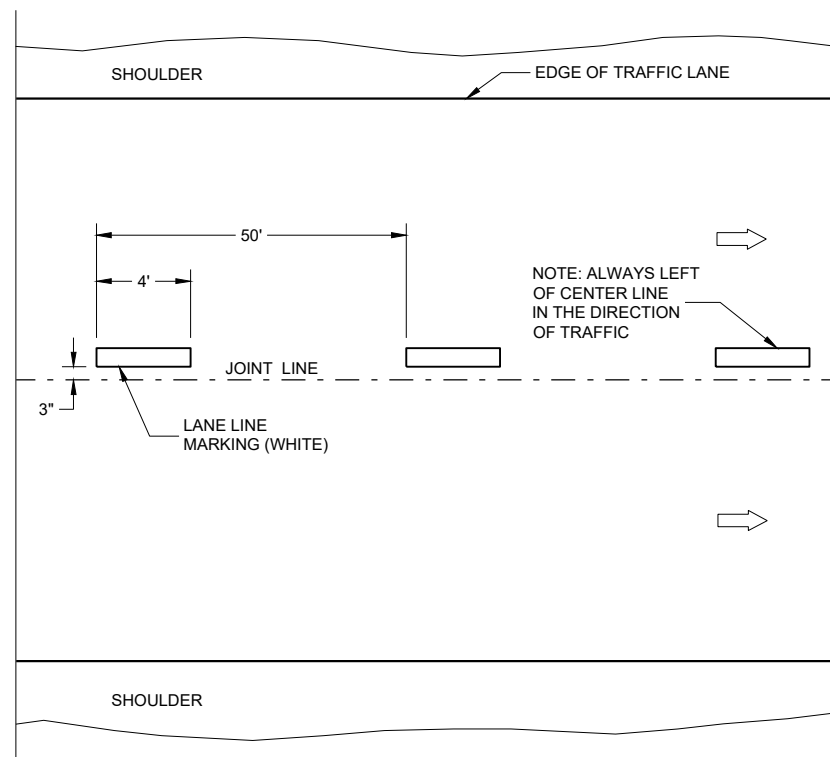


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

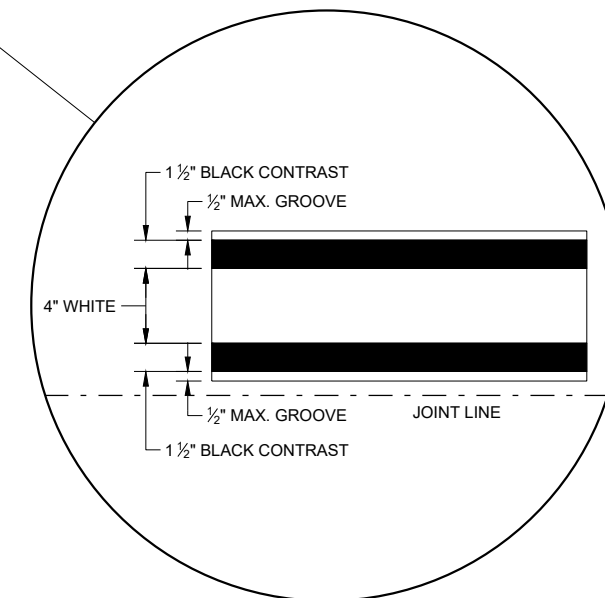
GENERAL NOTES

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

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

LEGEND

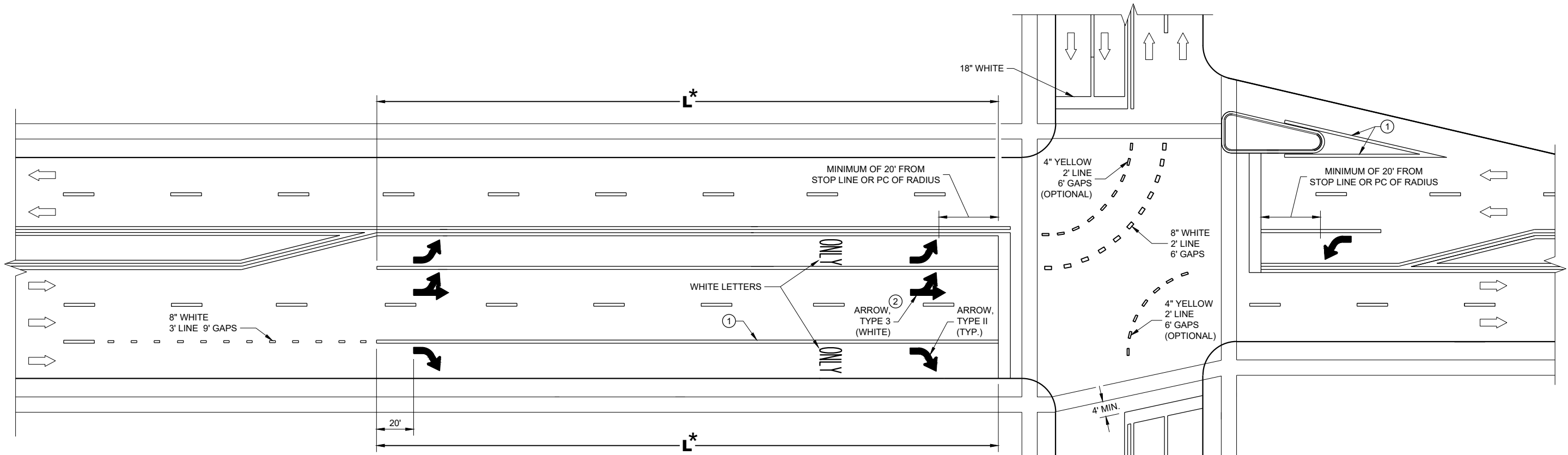
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

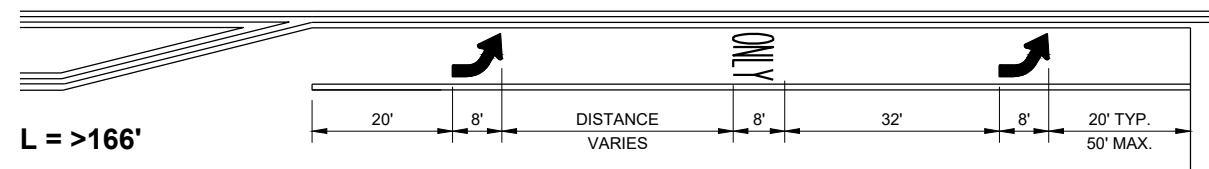
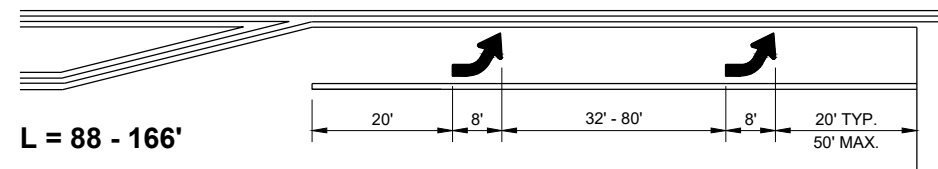
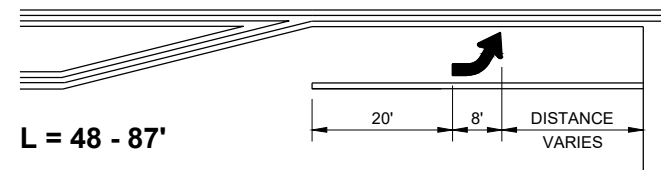
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING
ENGINEER
FHWA



TURN LANE OPTIONS

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



*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

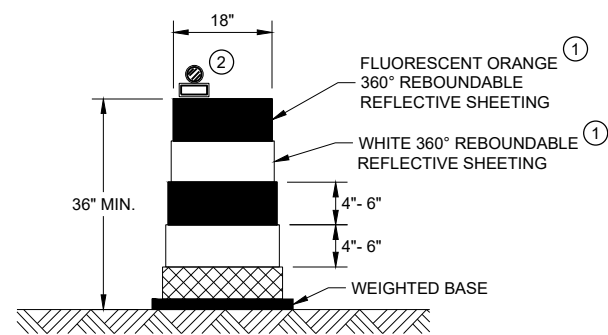
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

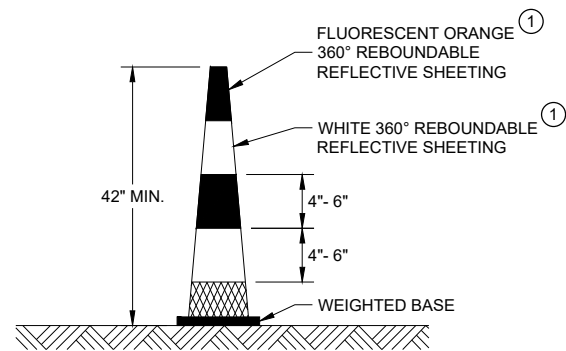
L = LENGTH OF TURN BAY

**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

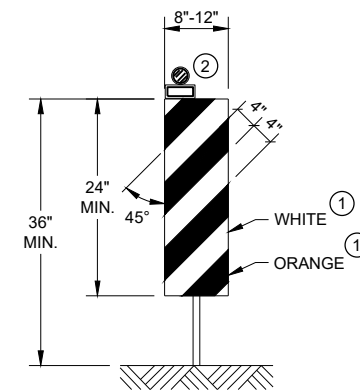


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

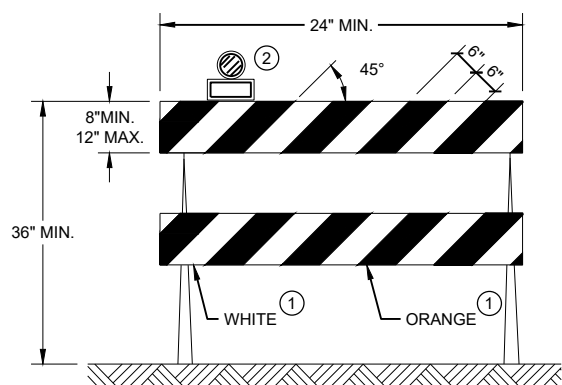


VERTICAL PANEL

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

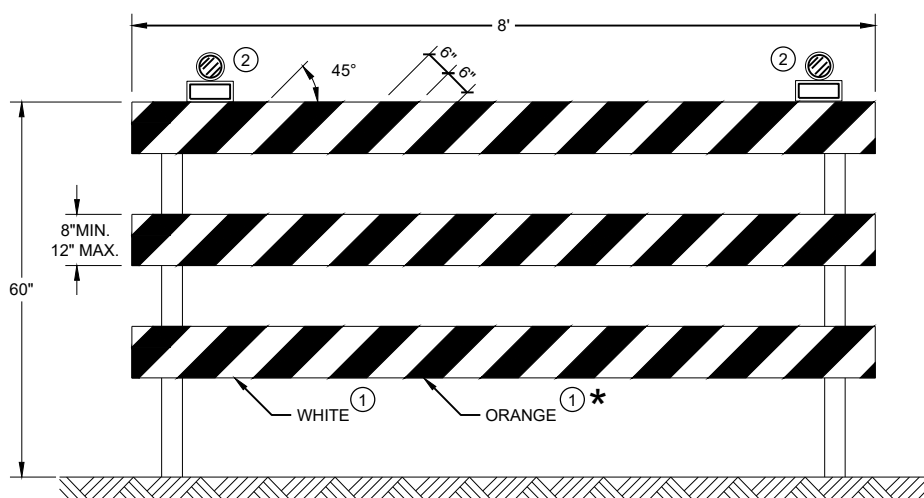
GENERAL NOTES

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



TYPE II BARRICADE

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








TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

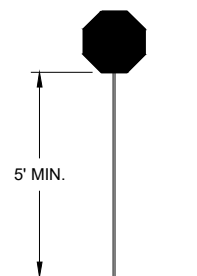
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.
- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
 - ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



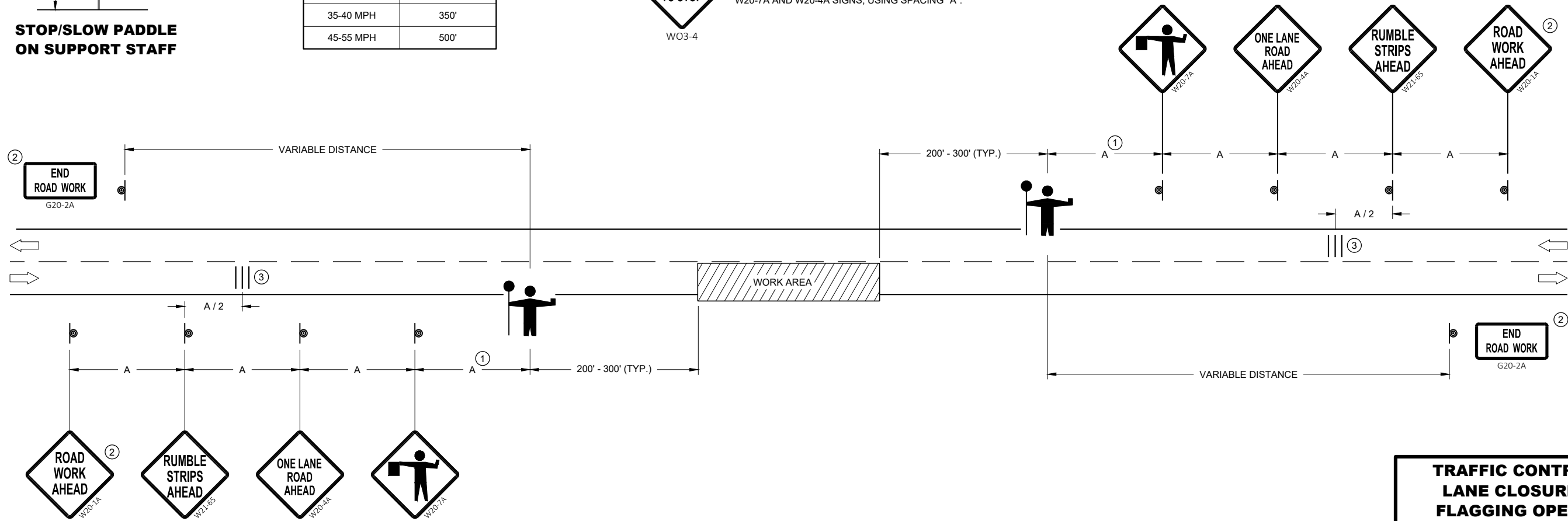
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

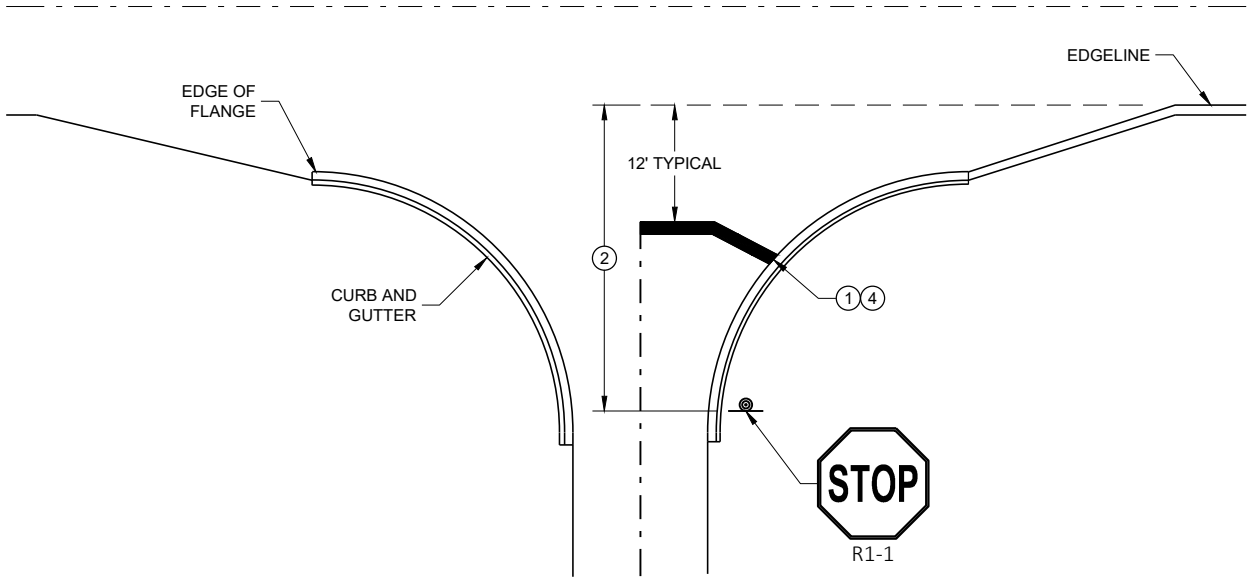
APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

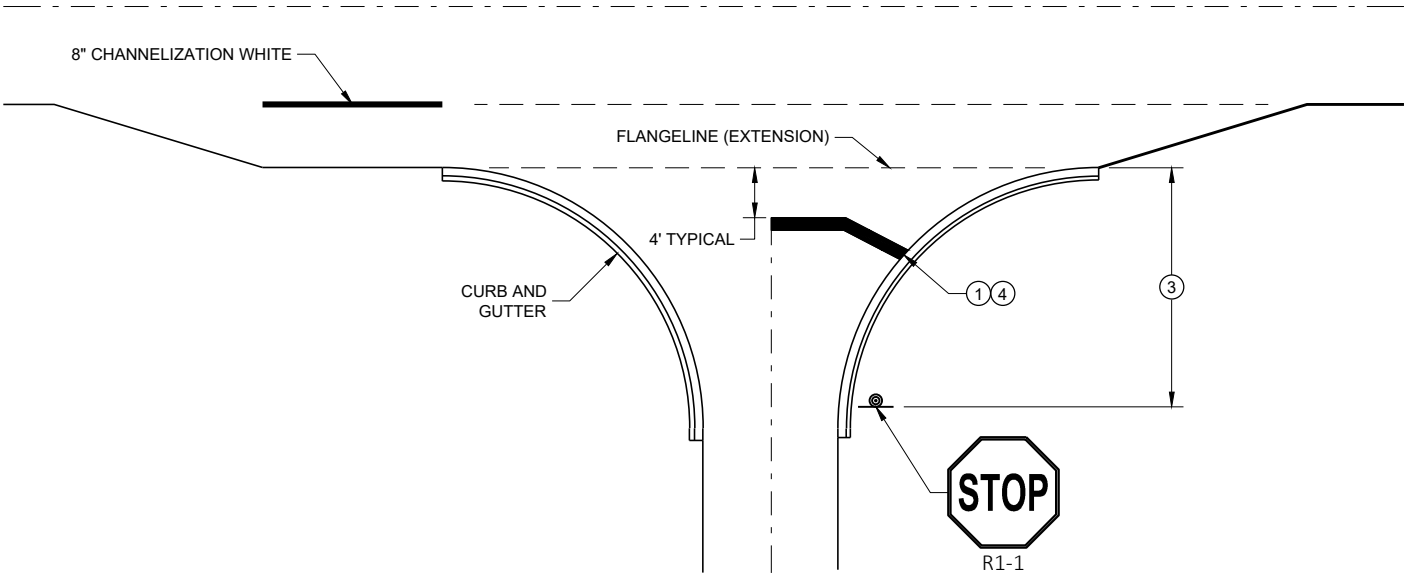
GENERAL NOTES

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

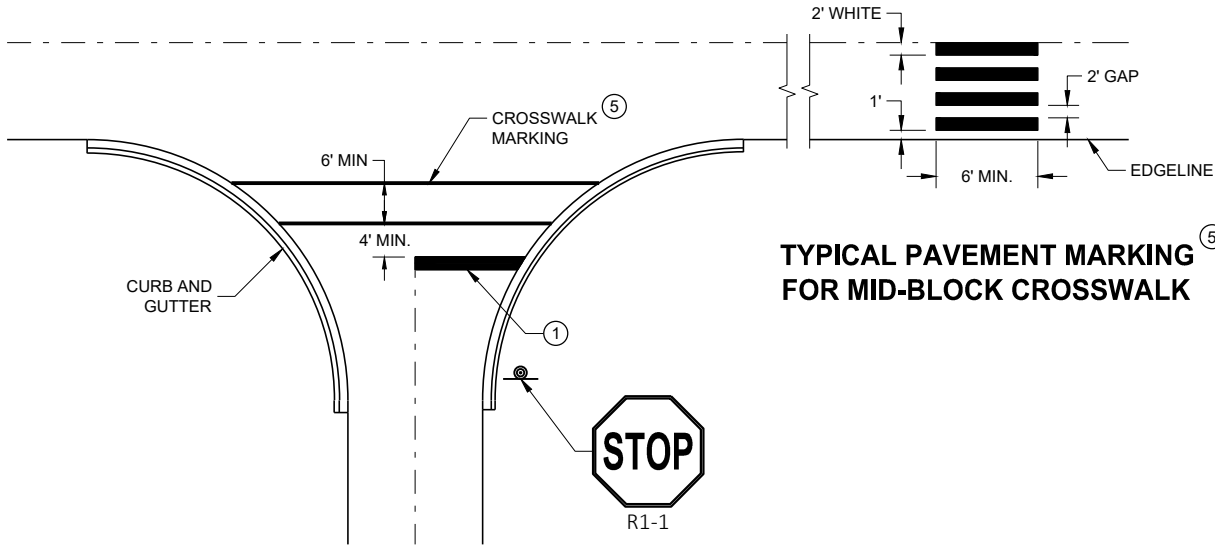
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

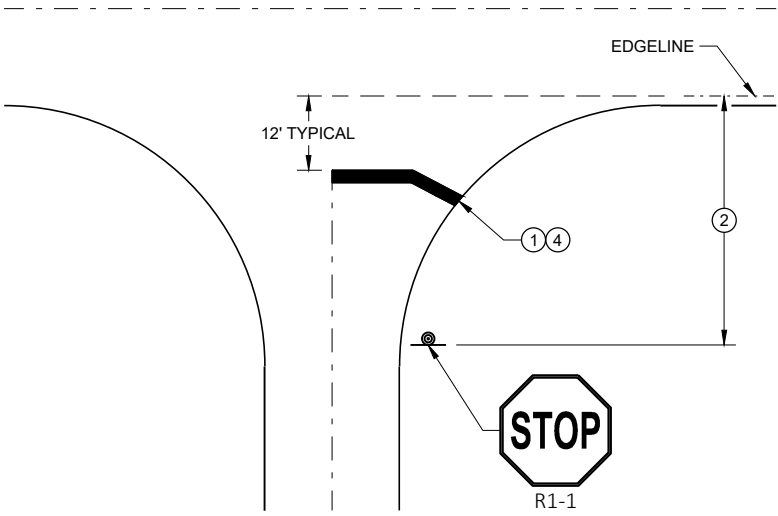


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

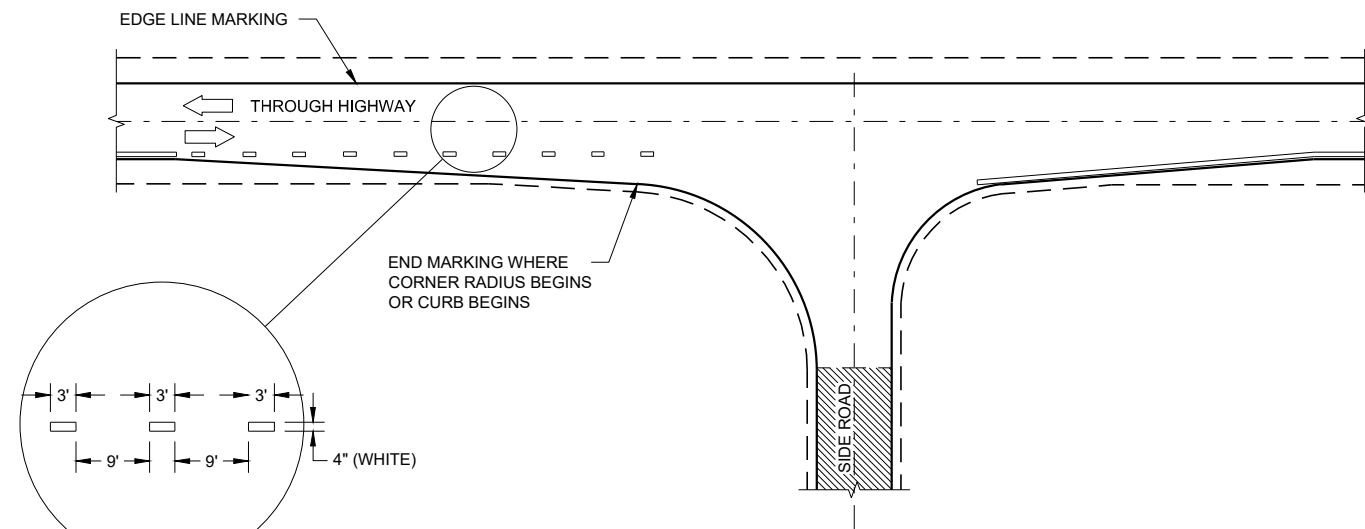
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

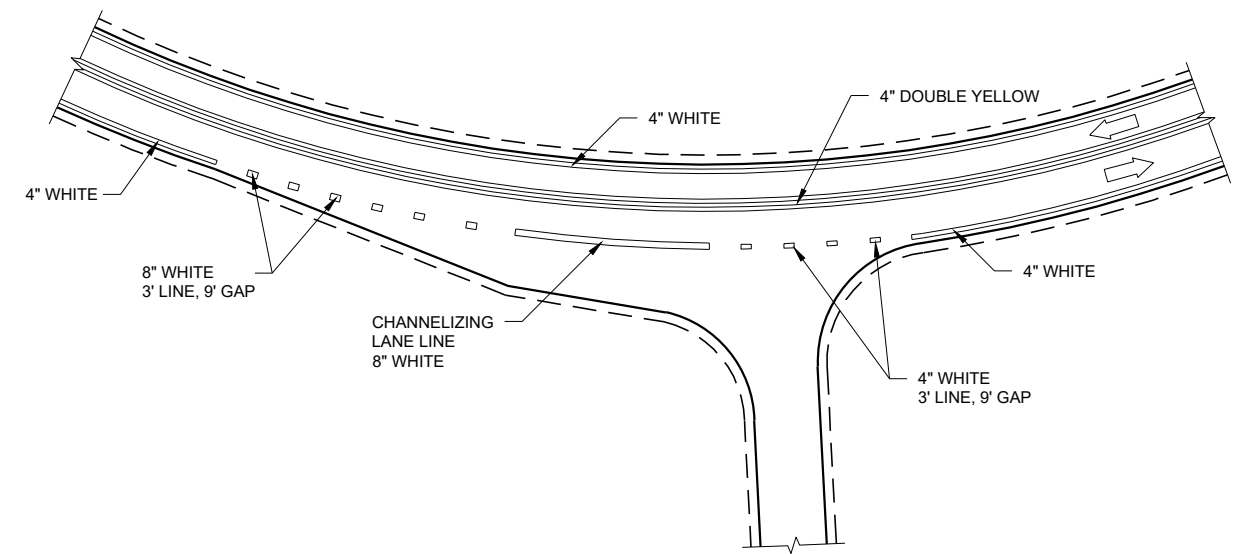
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

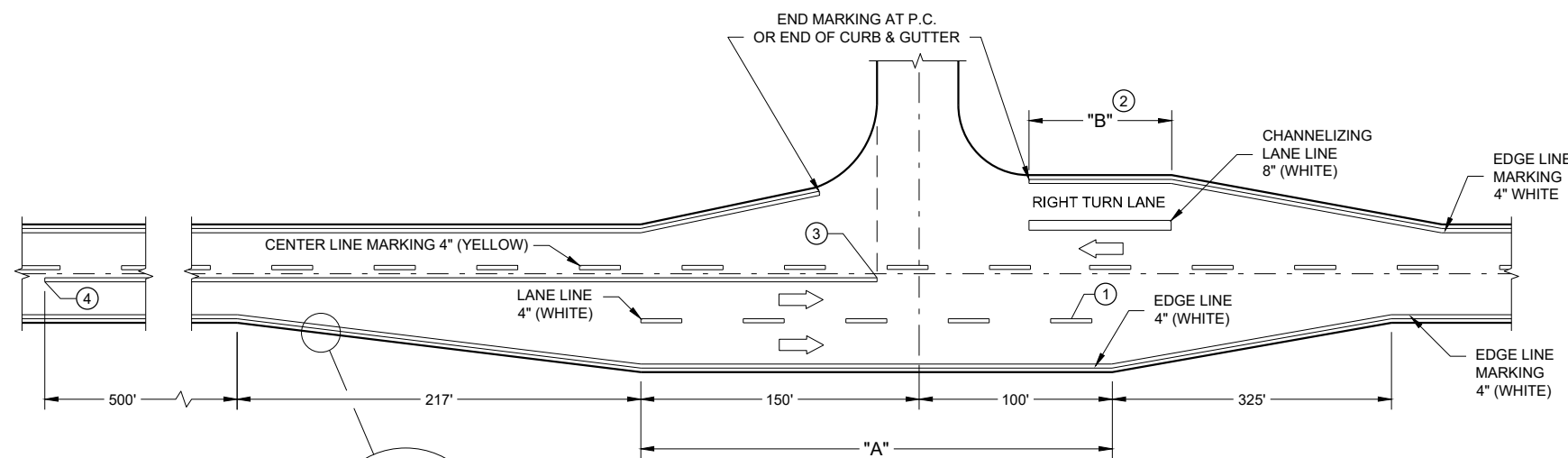
➡ DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE







**MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
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LEGEND

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

GENERAL NOTES

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

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

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

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

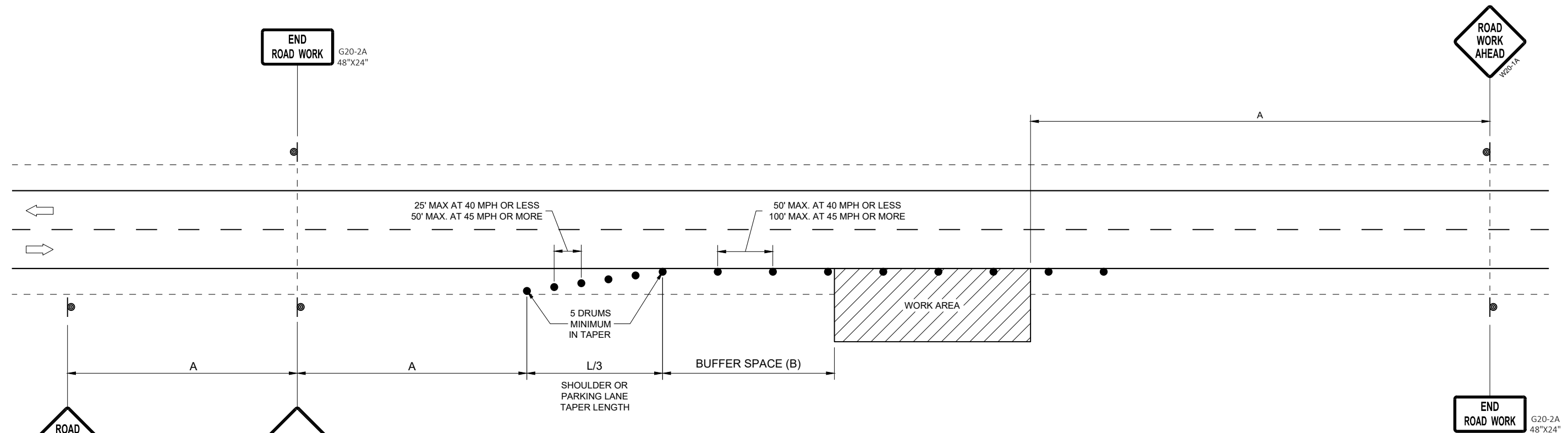
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

6

6



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

OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE



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

STATE OF WISCONSIN
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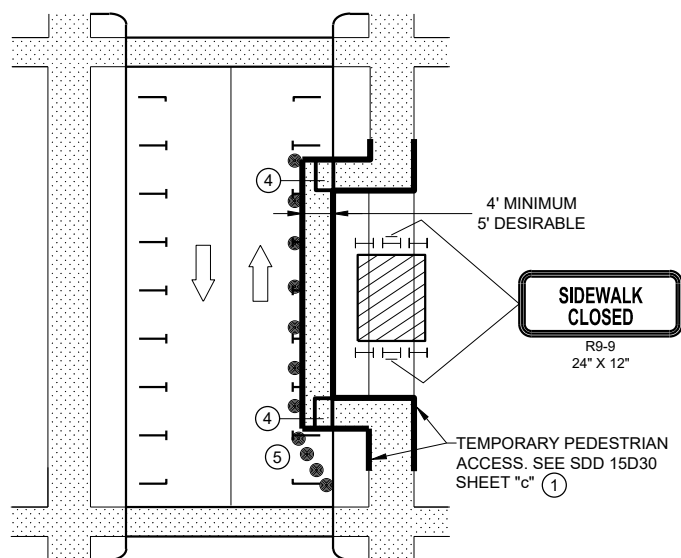
APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

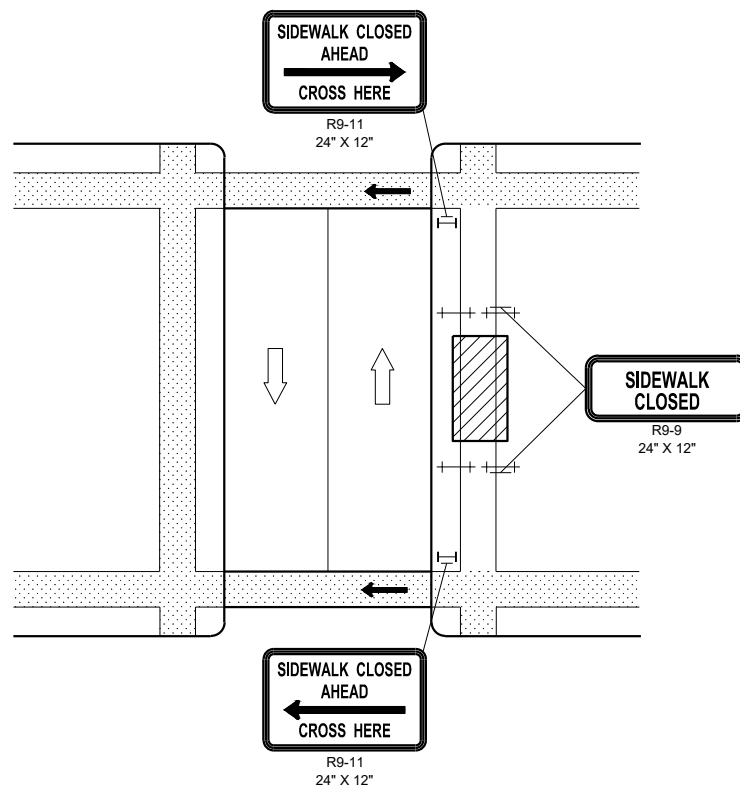
SDD 15D28 - 04

SDD 15D28 - 04

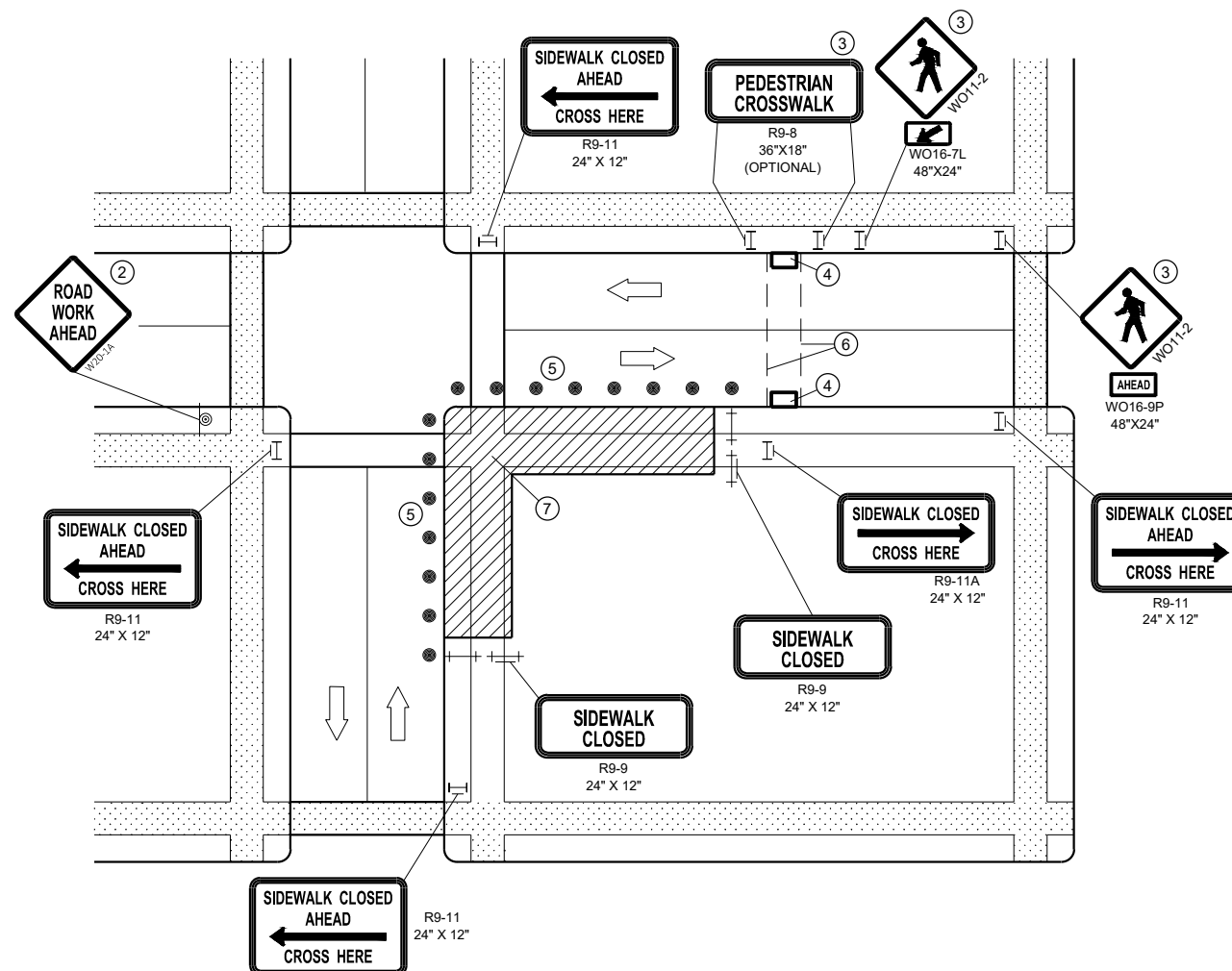
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

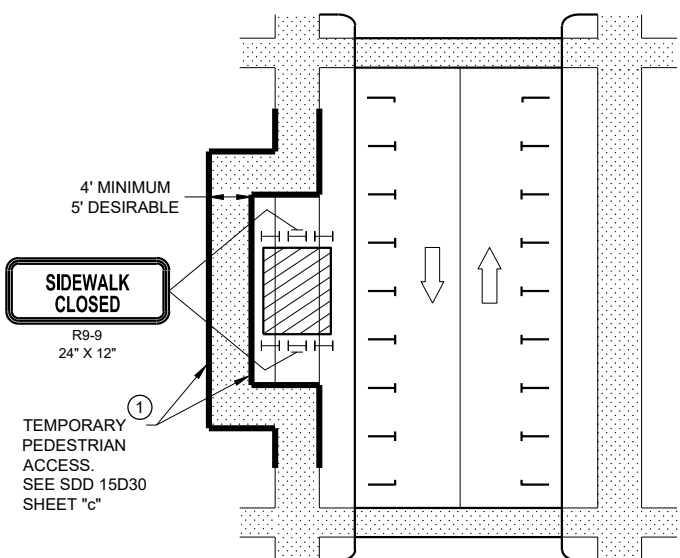


MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 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
- TRAFFIC CONTROL DRUM
- 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)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

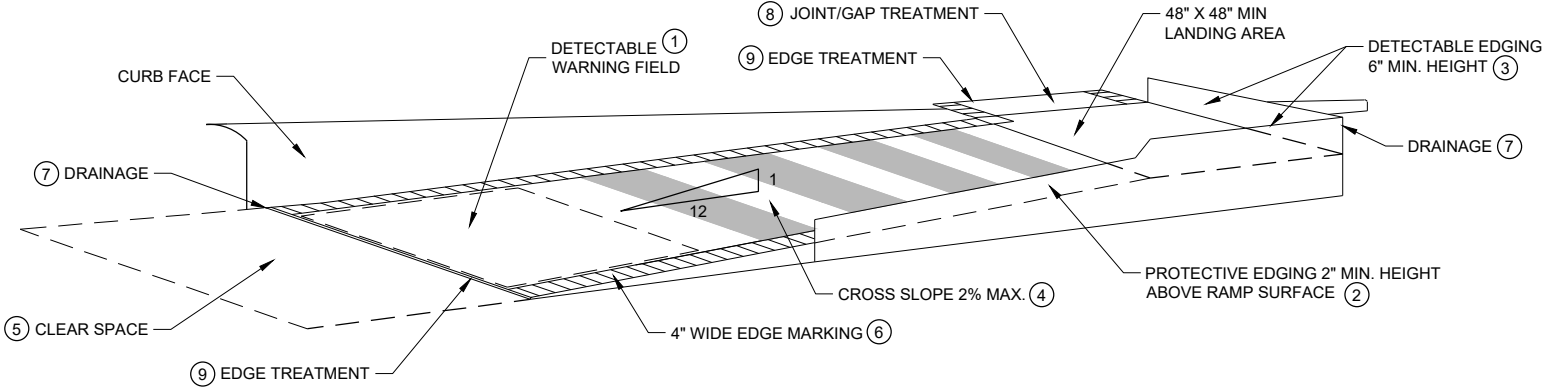
STATE OF WISCONSIN
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GENERAL NOTES

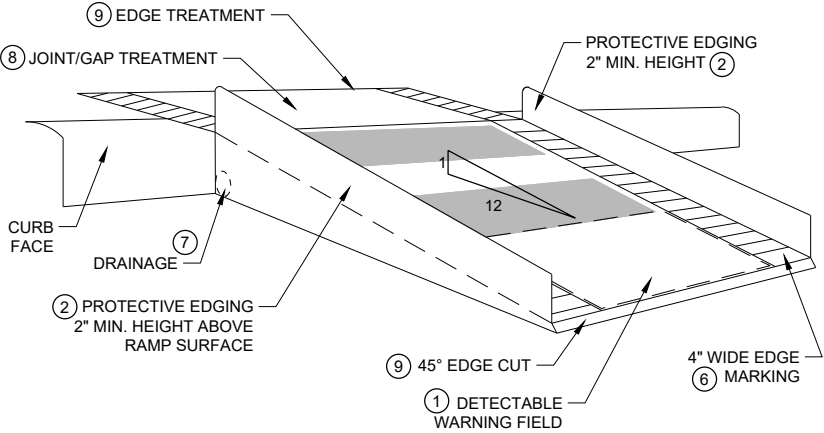
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

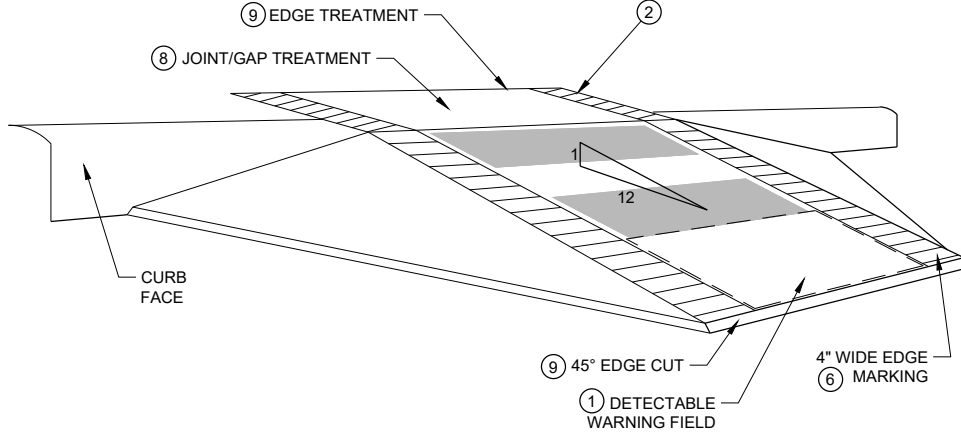
- ① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A 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" X 48" 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 PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



TEMPORARY CURB RAMP PARALLEL TO CURB

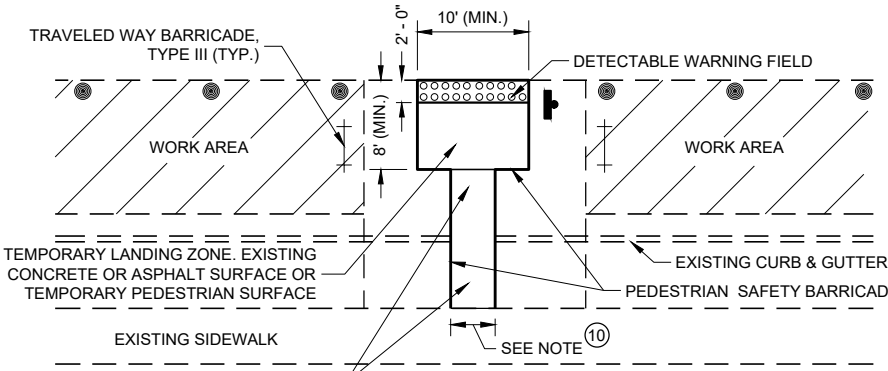


WITH PROTECTIVE EDGE

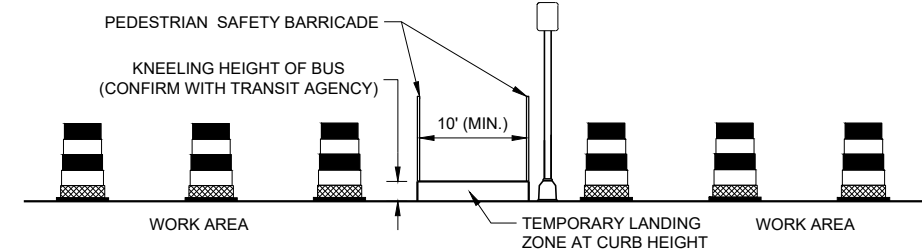


WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- ▨ WORK AREA

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

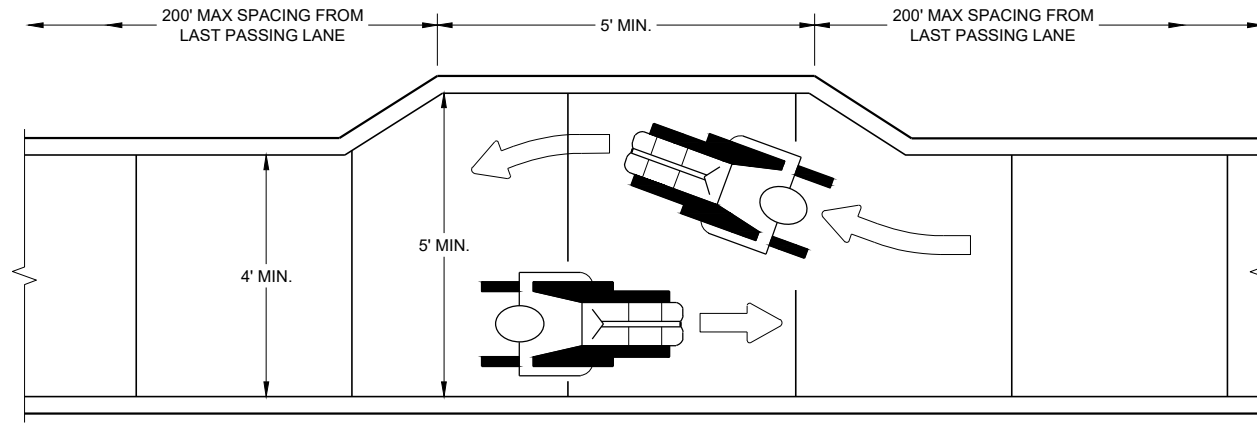
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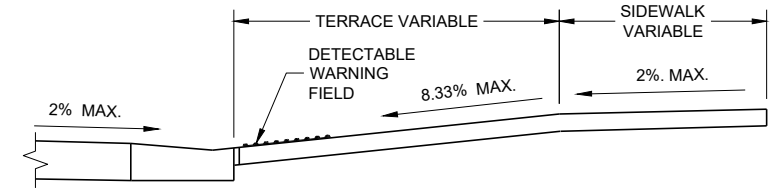
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SDD 15D30 - 06b

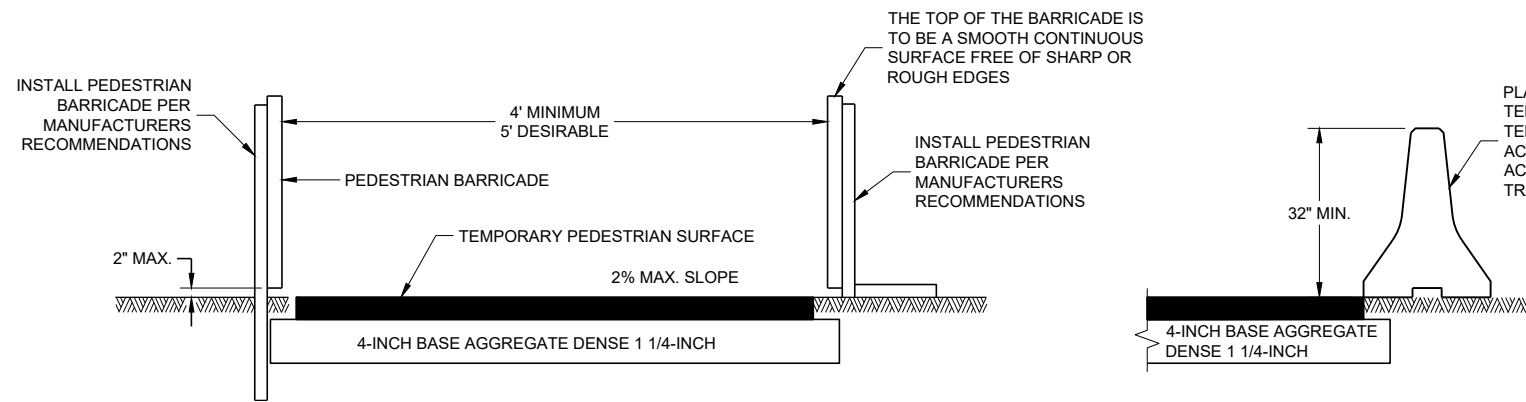
SDD 15D30 - 06b



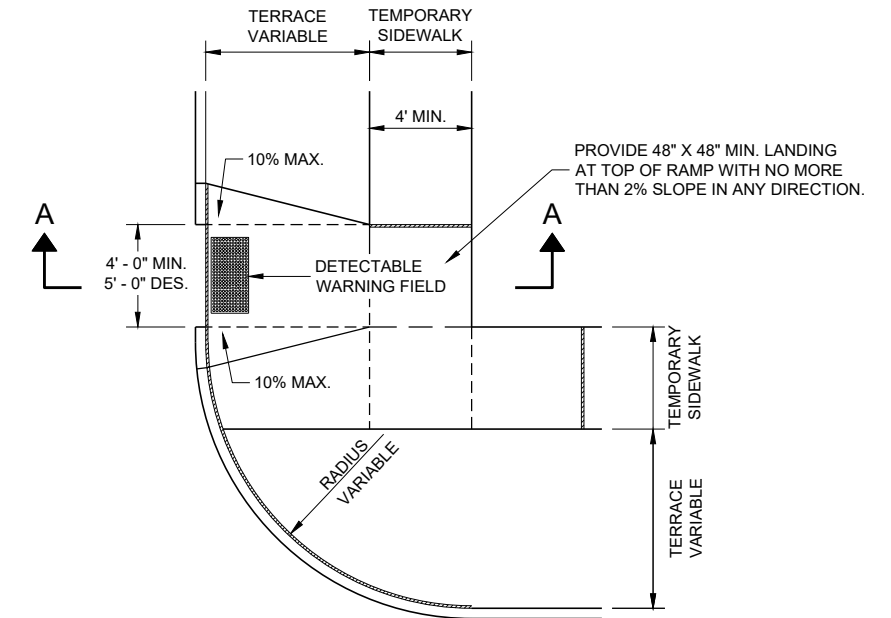
NARROW SIDEWALK PASSING DETAIL



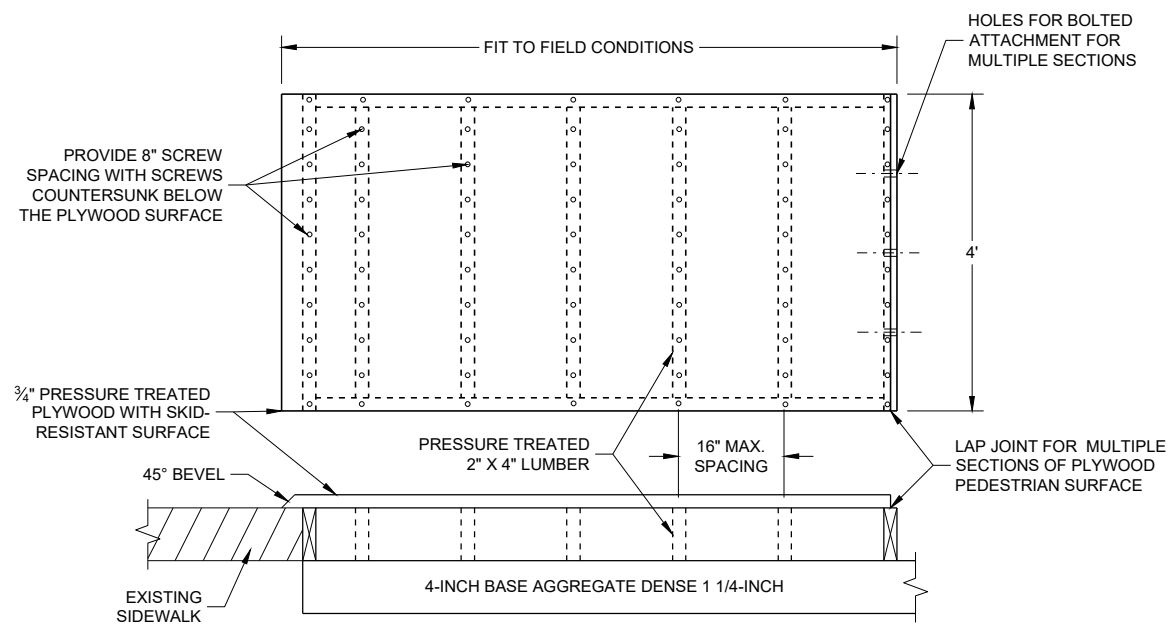
SECTION A - A



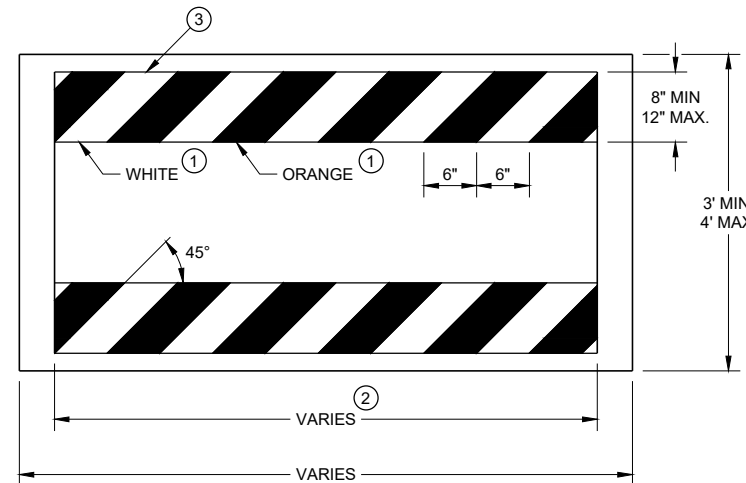
TEMPORARY PEDESTRIAN ACCESS



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

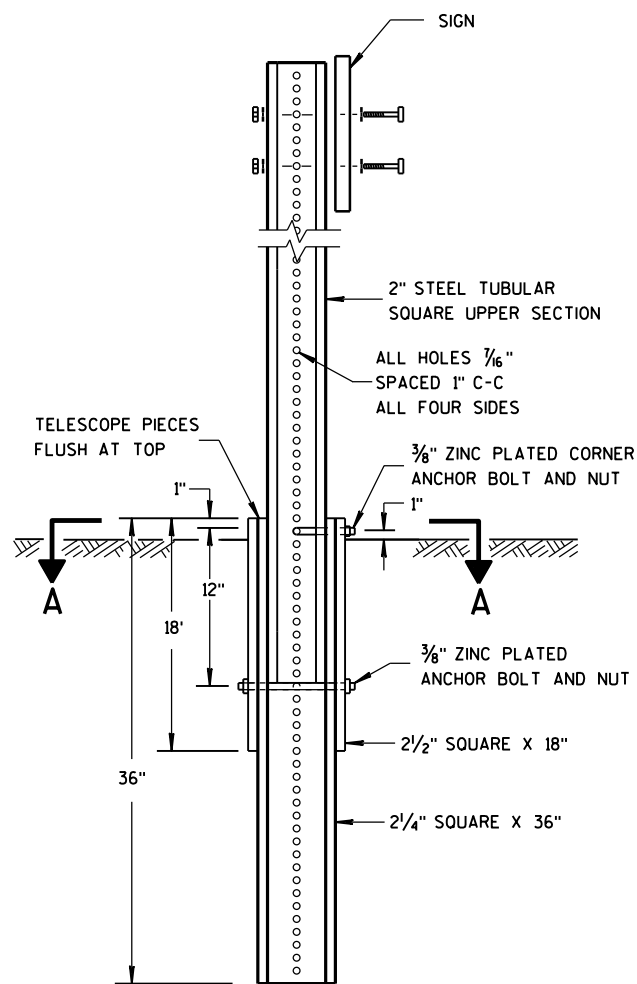
- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



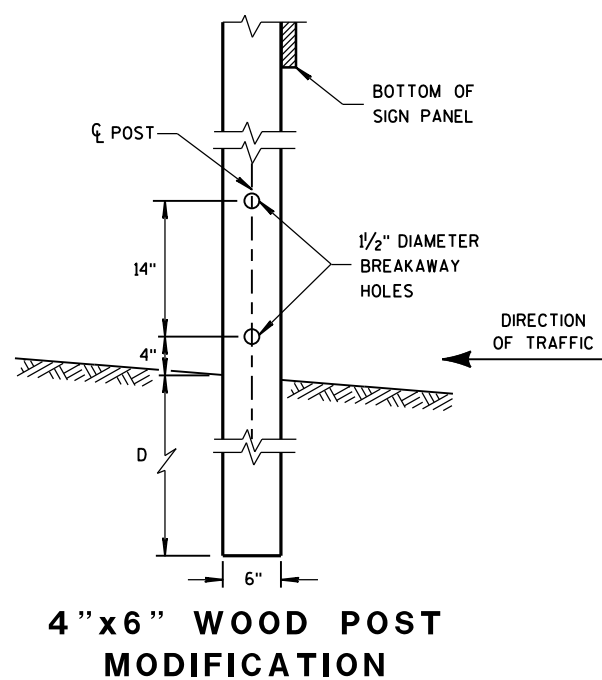
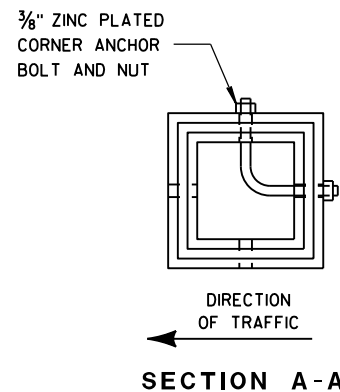
DETAIL OF TUBULAR STEEL SIGN POST

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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

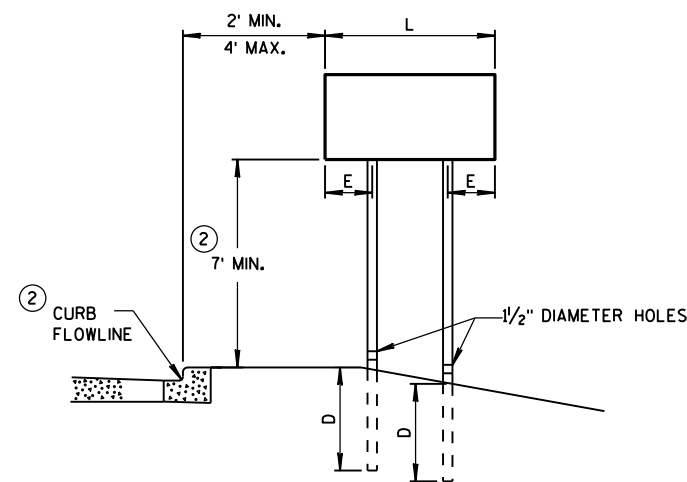
SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.



GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- 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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

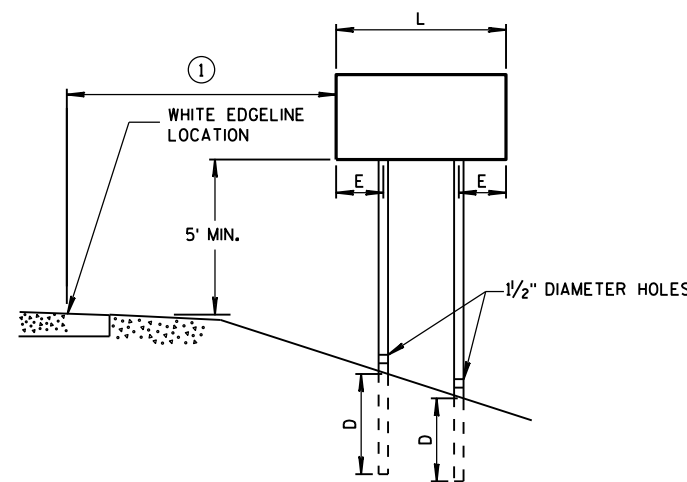


URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



RURAL AREA

4\"/>

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48\"/>		

SEE NOTE ③

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

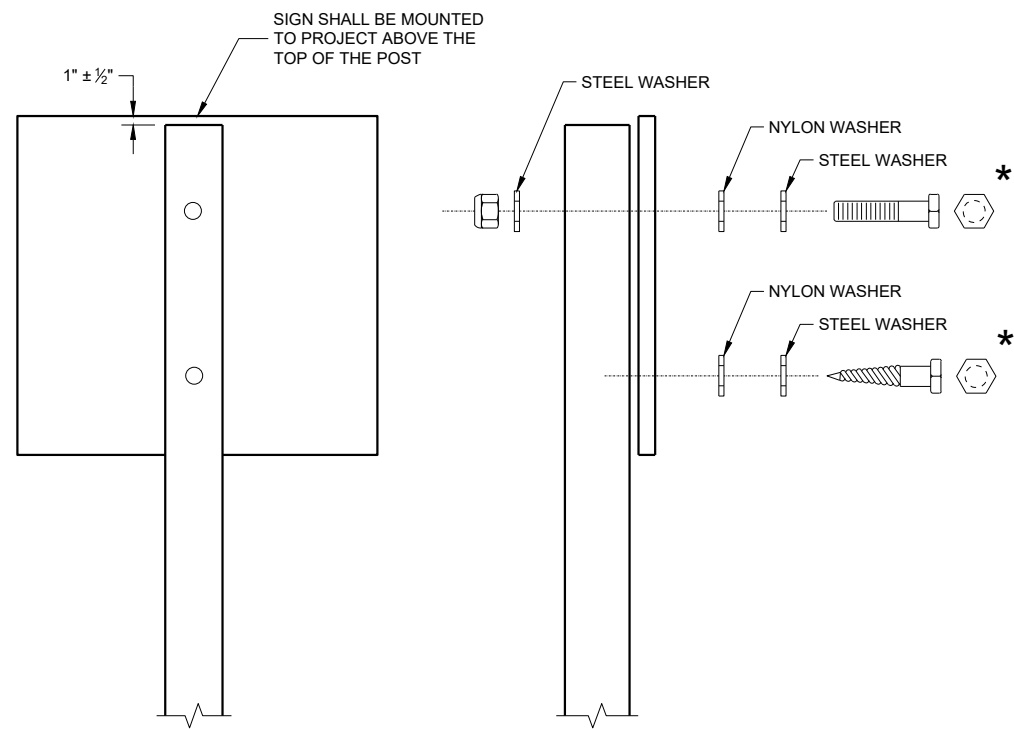
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S.D.D. 15 D 38-2a

S.D.D. 15 D 38-2a



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.

WOOD POST (4" x 6")
 LAG SCREWS - ¾" x 3"
 MACHINE BOLTS - ½" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
 MACHINE BOLTS - ¾" x 3 ¼" LENGTH W/NUTS
 RIVETS - ⅜" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
 BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
 GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
 1 ¼" O.D. x ⅜" I.D. x ⅛" STEEL
 1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

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

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

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

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



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

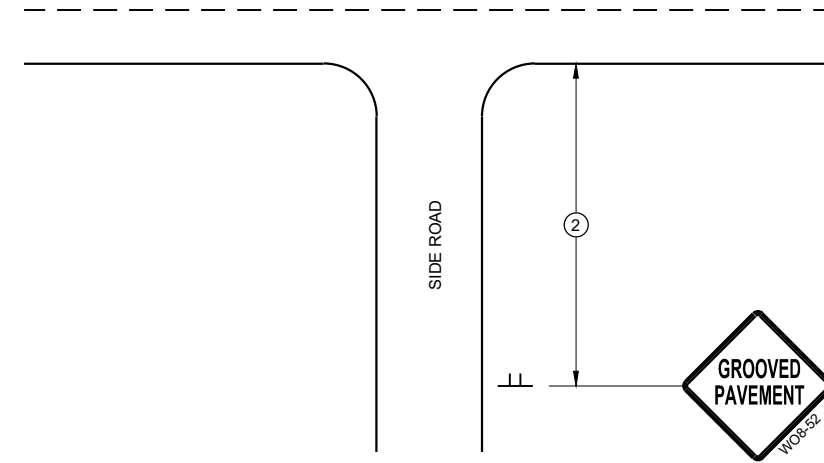
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

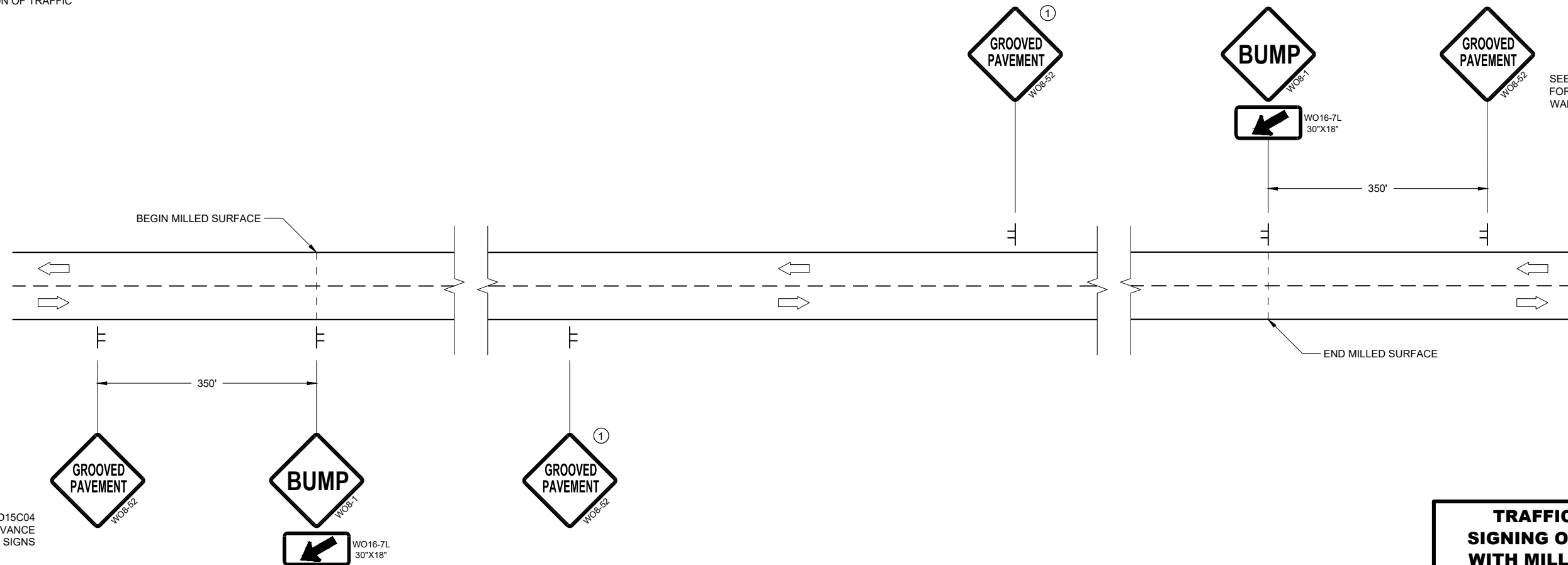
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

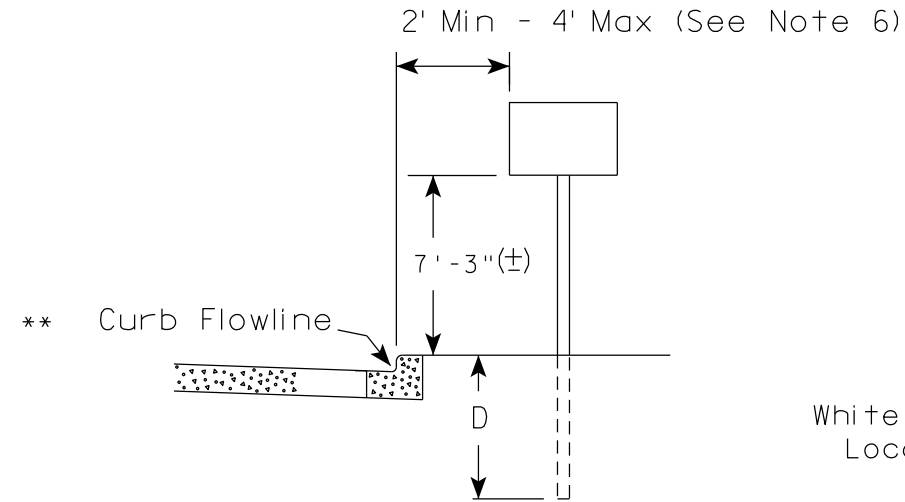
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

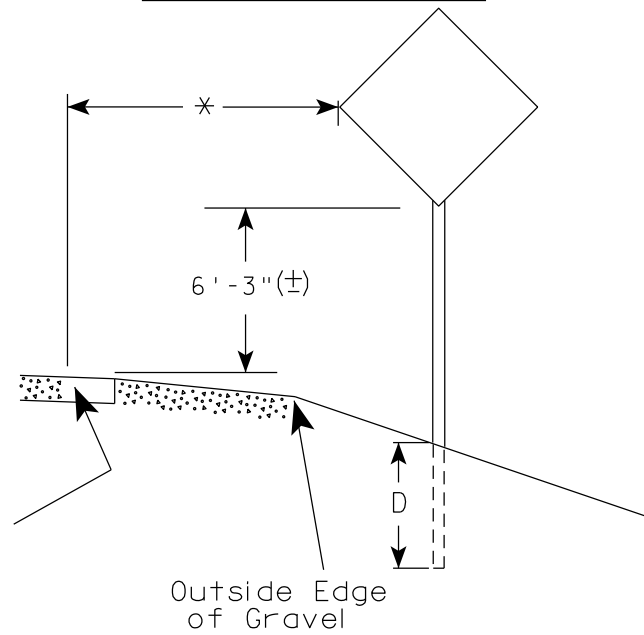
FHWA

URBAN AREA

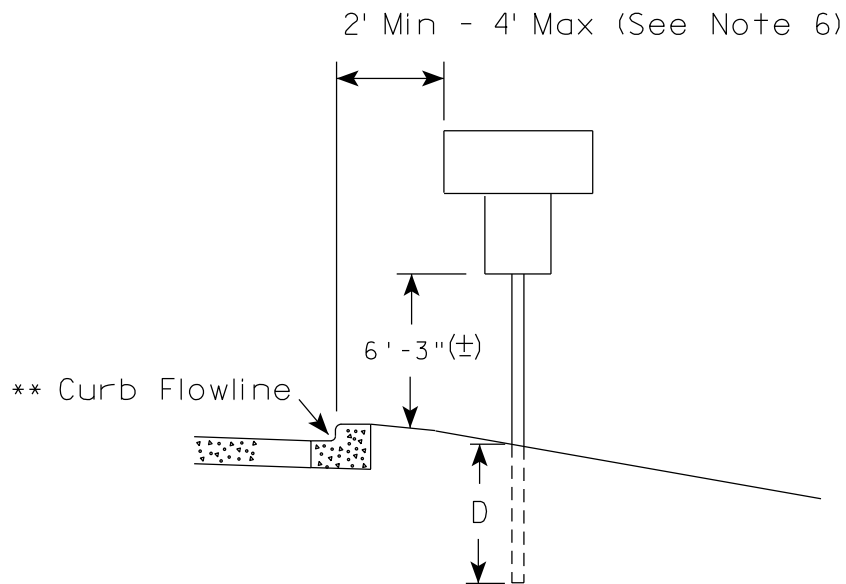
RURAL AREA (See Note 2)



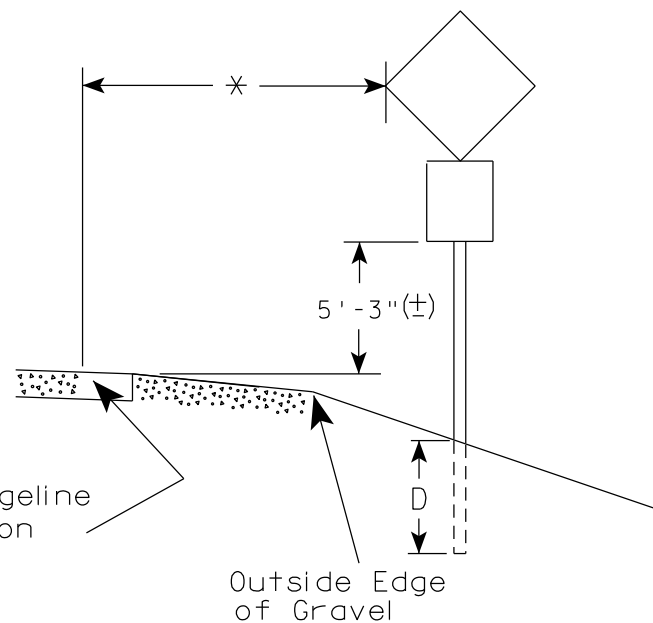
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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 or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) 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" (±).
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 signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

7

7

* * 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.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22



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

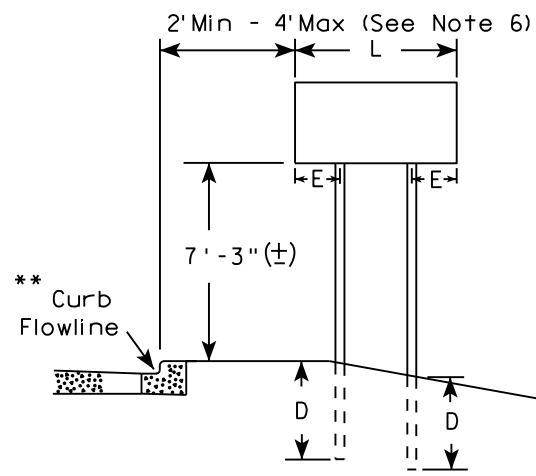
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
<small>DATE 1/27/14</small>	<small>PLATE NO. A4-3B.1</small>

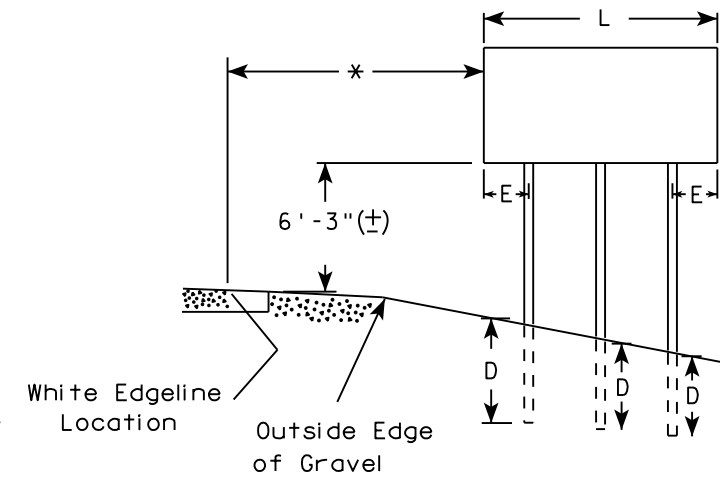
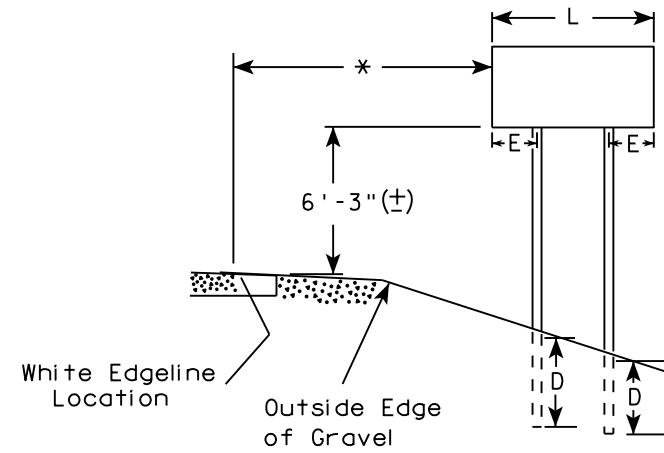
GENERAL NOTES

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. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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" (±).

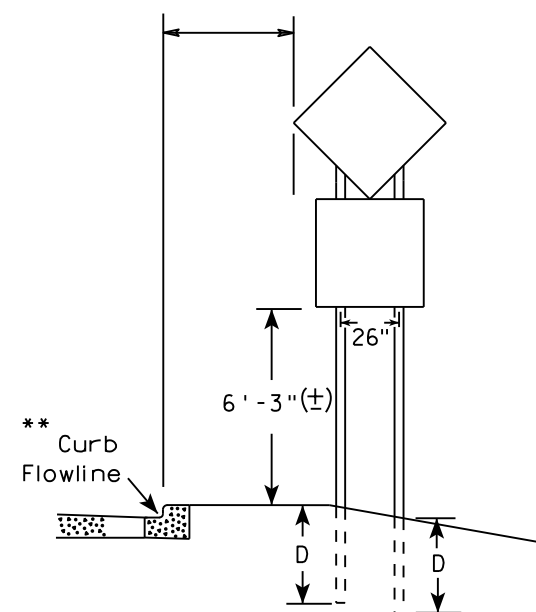
URBAN AREA



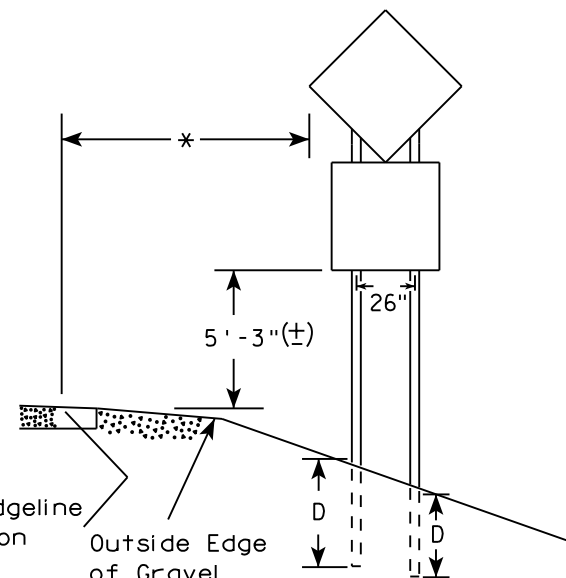
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

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

POST EMBEDMENT DEPTH

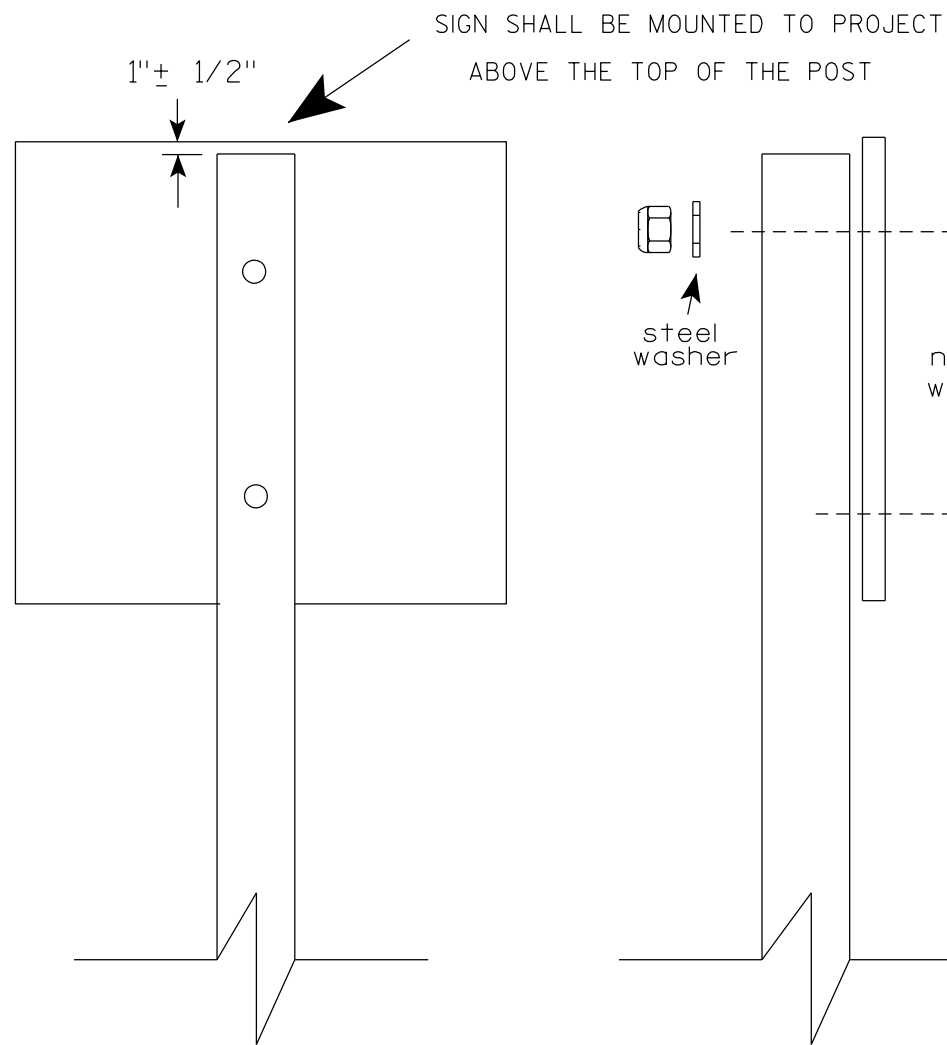
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

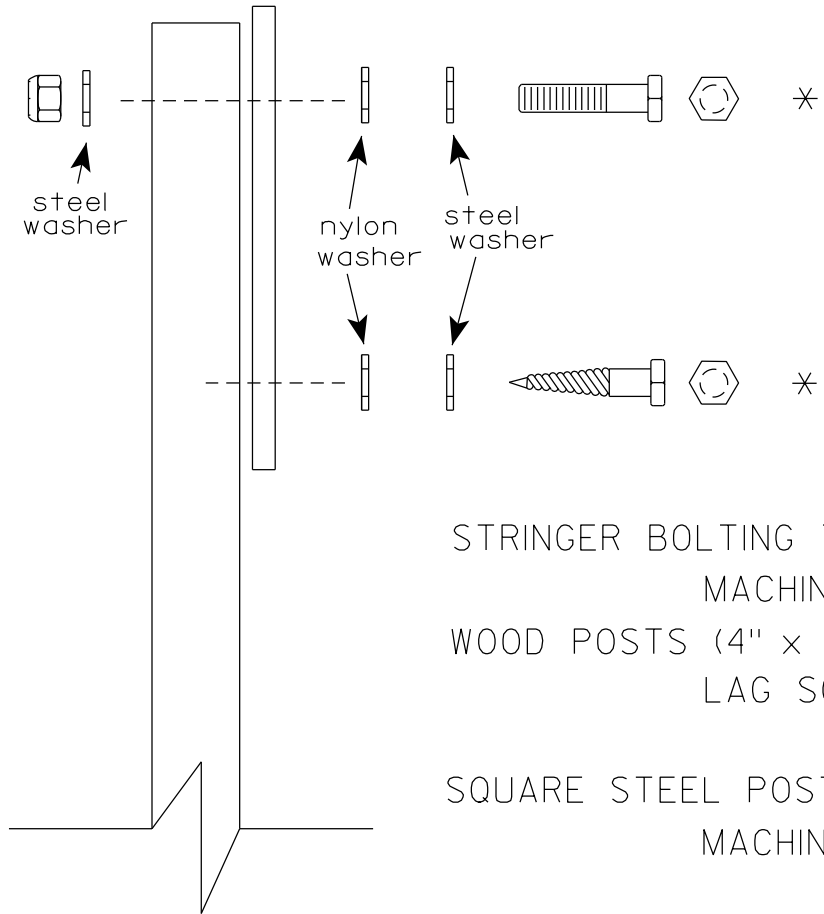
DATE 8/21/17 PLATE NO. A4-4.15



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

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

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



STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
 3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
 O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

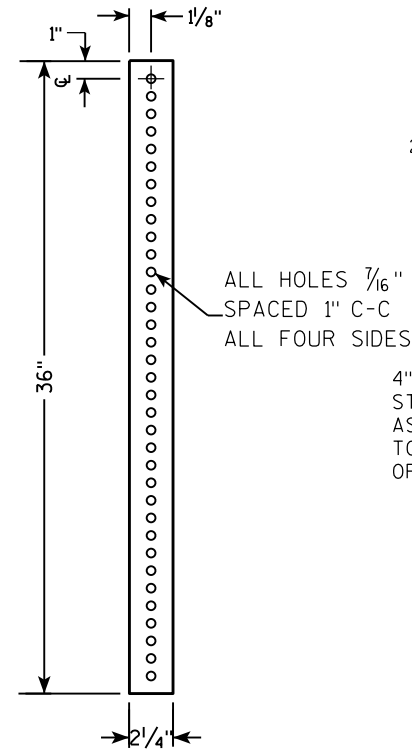
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

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

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

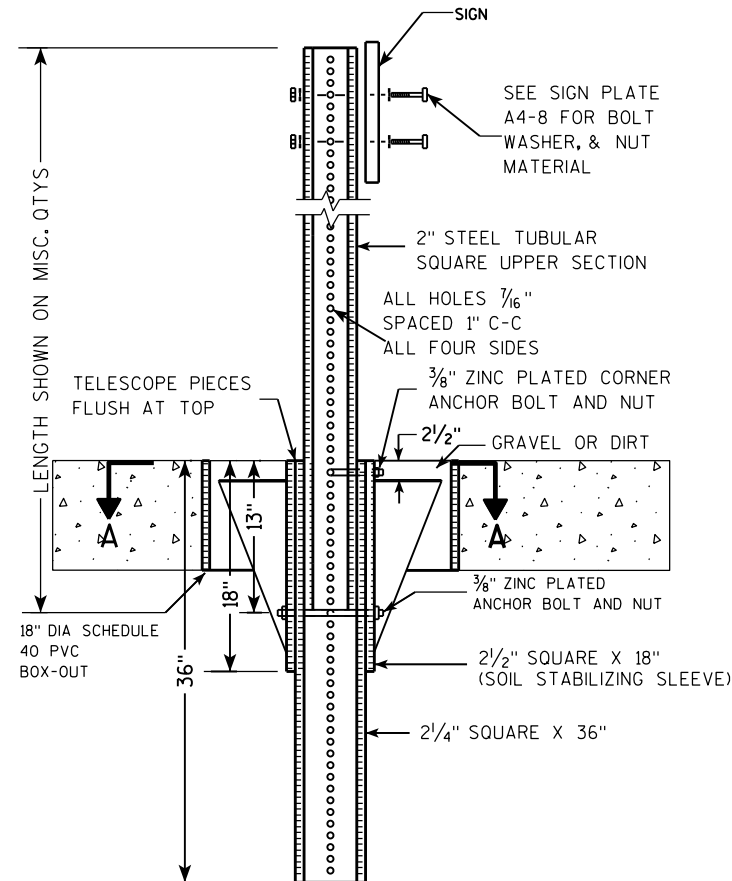
**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



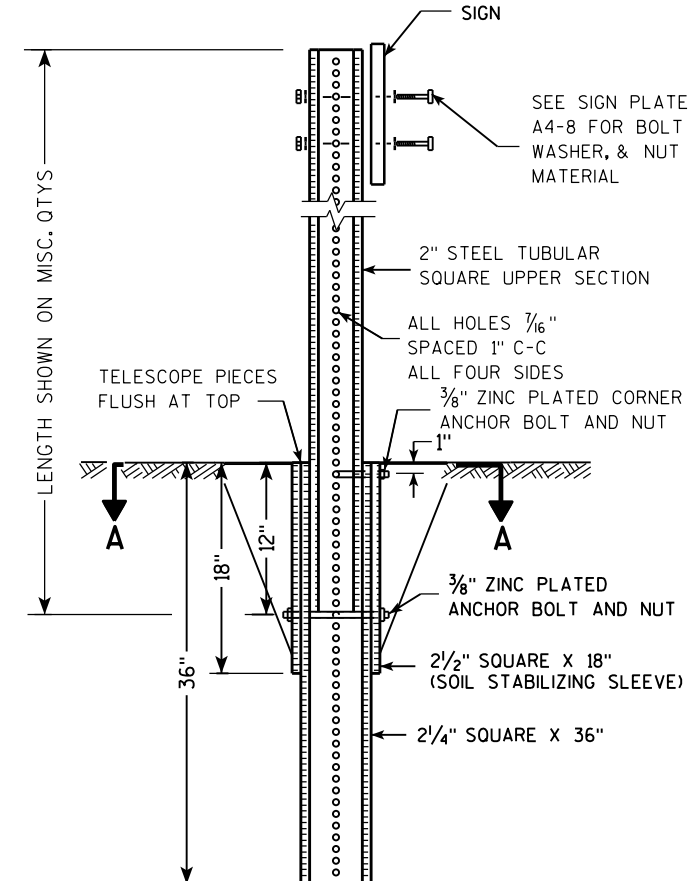
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



**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)**



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

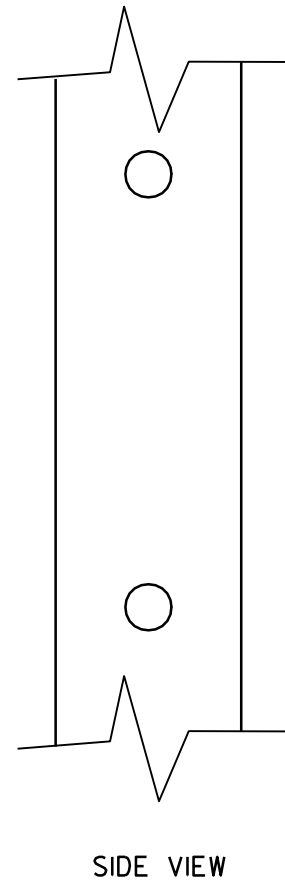
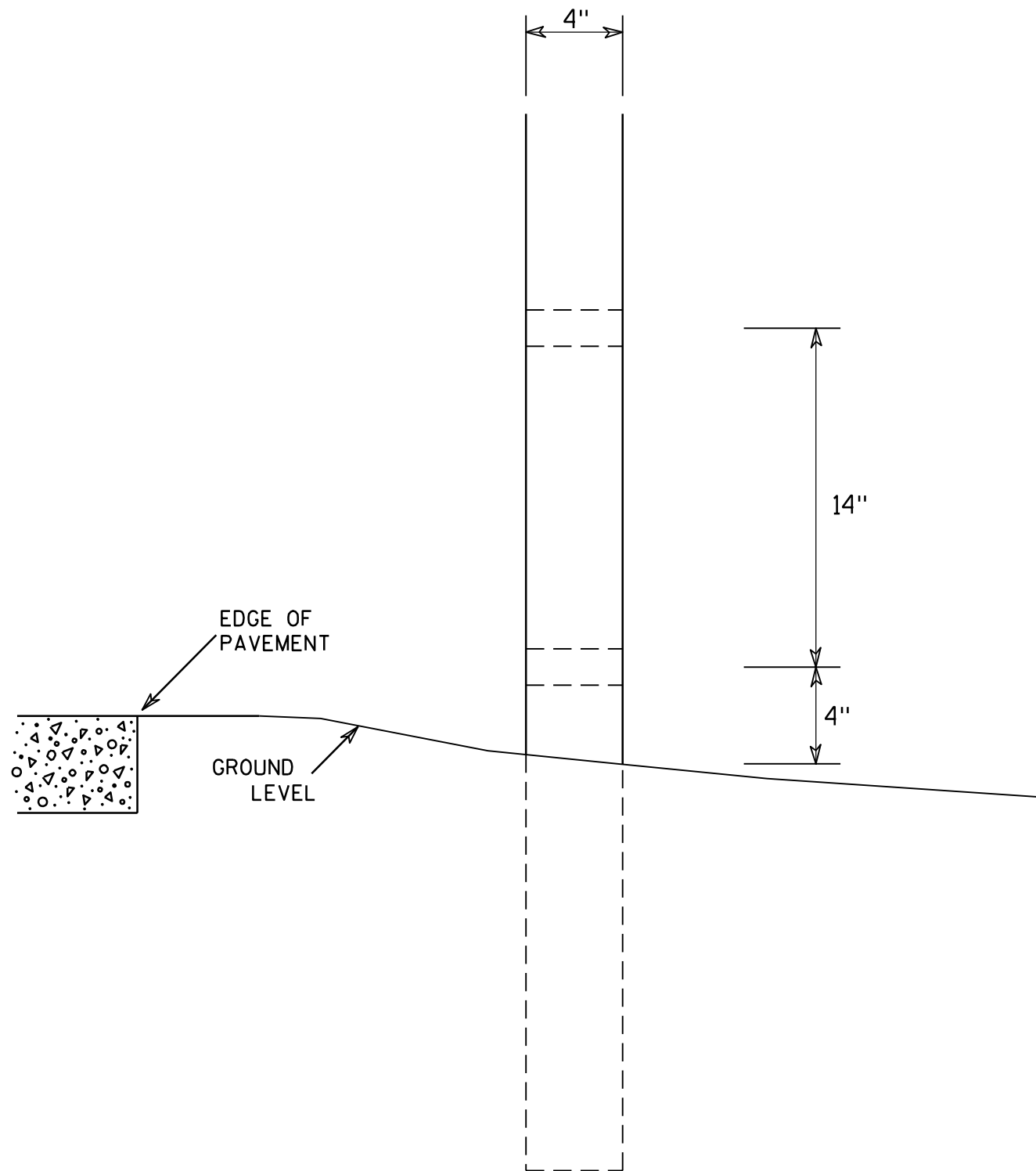
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



GENERAL NOTES

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

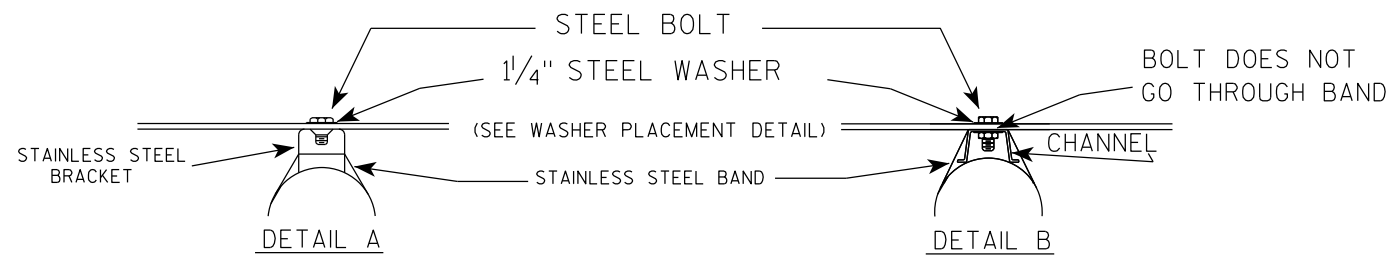
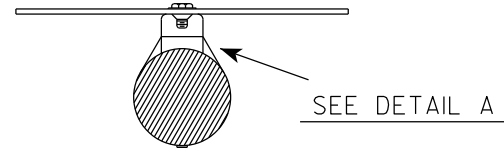
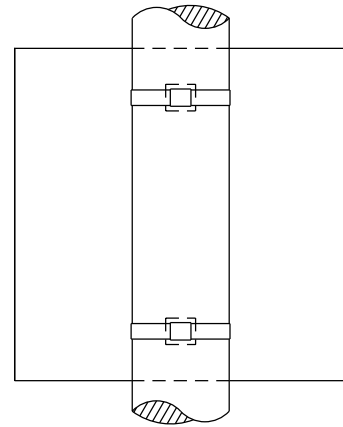
7

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4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

BANDING

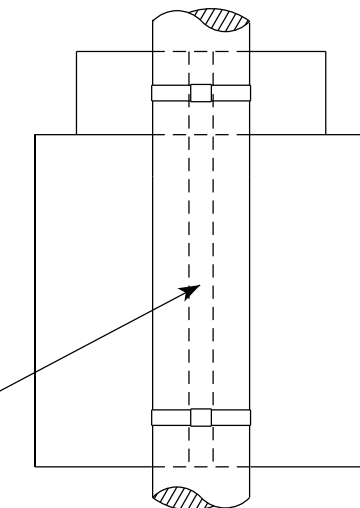
SINGLE SIGN



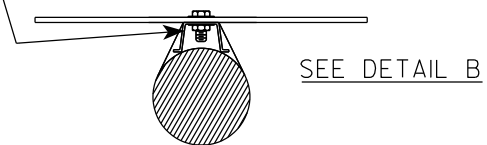
GENERAL NOTES

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

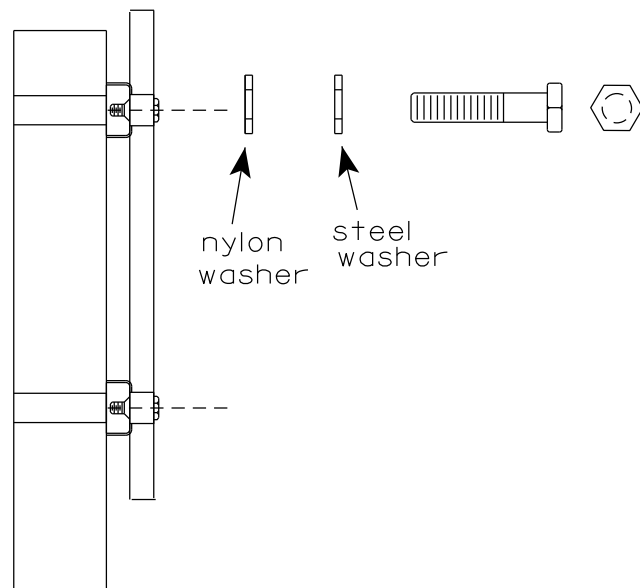
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET

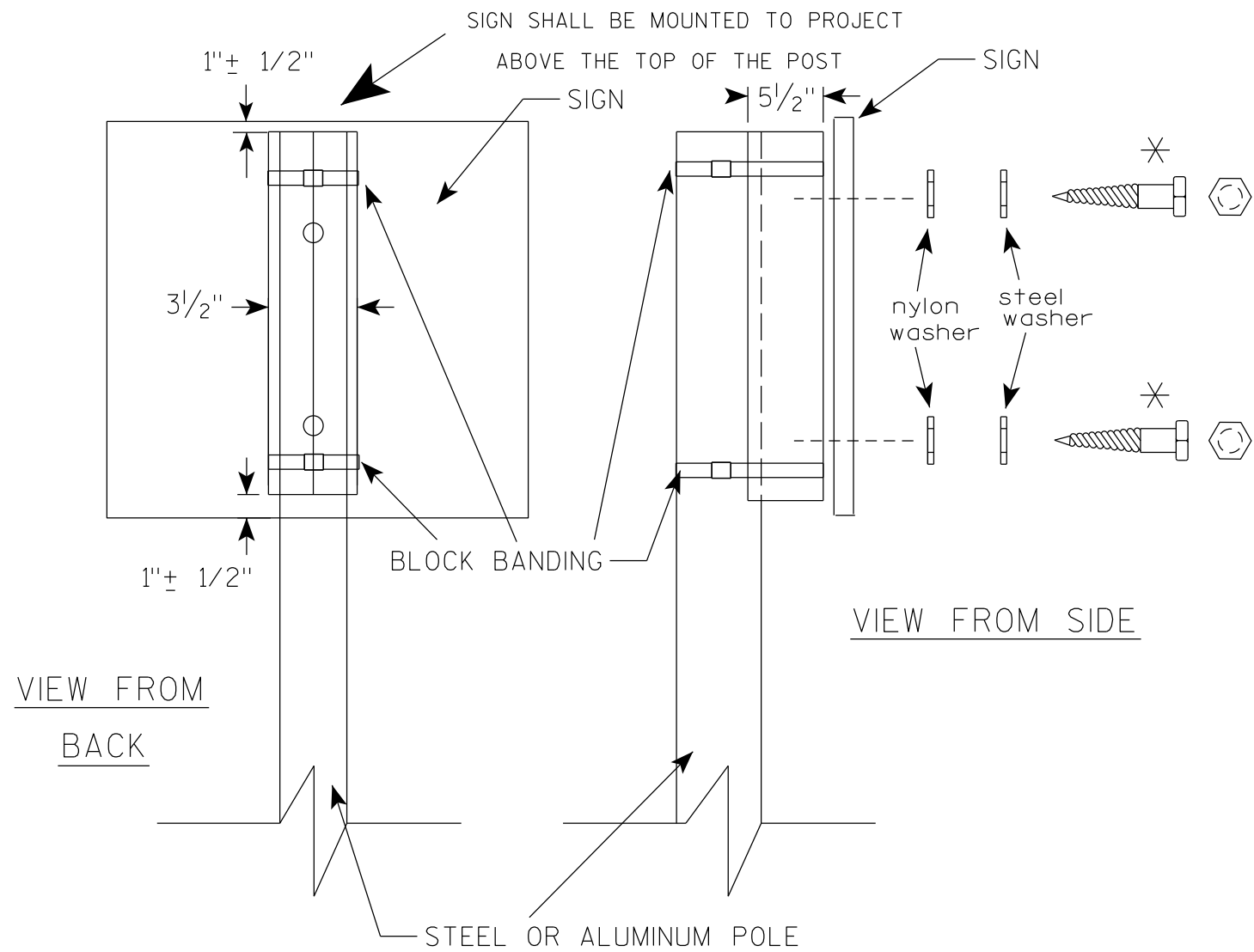


WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 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

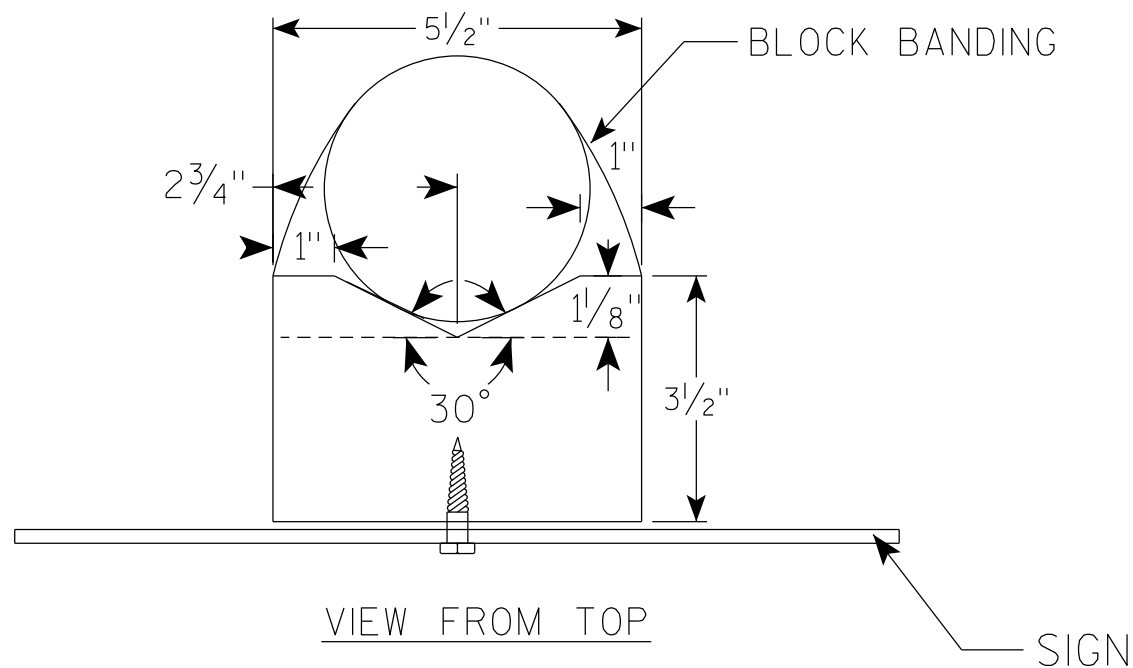
STANDARD SIGN
SIGN BANDING DETAILS
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4



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

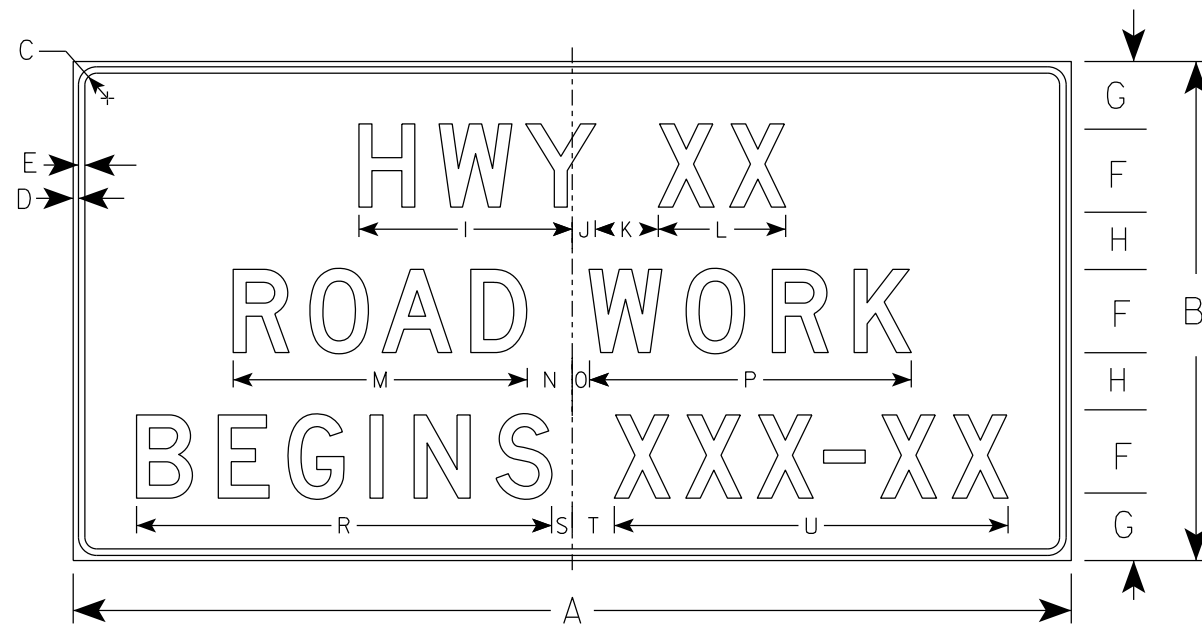
* LAG BOLTS SHALL BE 3/8" X 2 1/2"



BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE 6/10/19	PLATE NO. A5-10.2

NOTES

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



G20-57

7

7

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

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

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

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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

WIS FEBRUARY 2021

PROJECT ID: 6310-00-60
 WITH: 6170-00-61 & 6321-00-72

COUNTY: WAUSHARA

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 = 182



DESIGN DESIGNATION 6310-00-30

A.A.D.T.	(2021)	=	4,800
A.A.D.T.	(2041)	=	5,550
D.H.V.	(K 30)	=	13.7%
D.D.		=	61/39
T.		=	22.8%
DESIGN SPEED		=	60 M.P.H.
ESALS		=	1,810,400

CONVENTIONAL SYMBOLS

PLAN

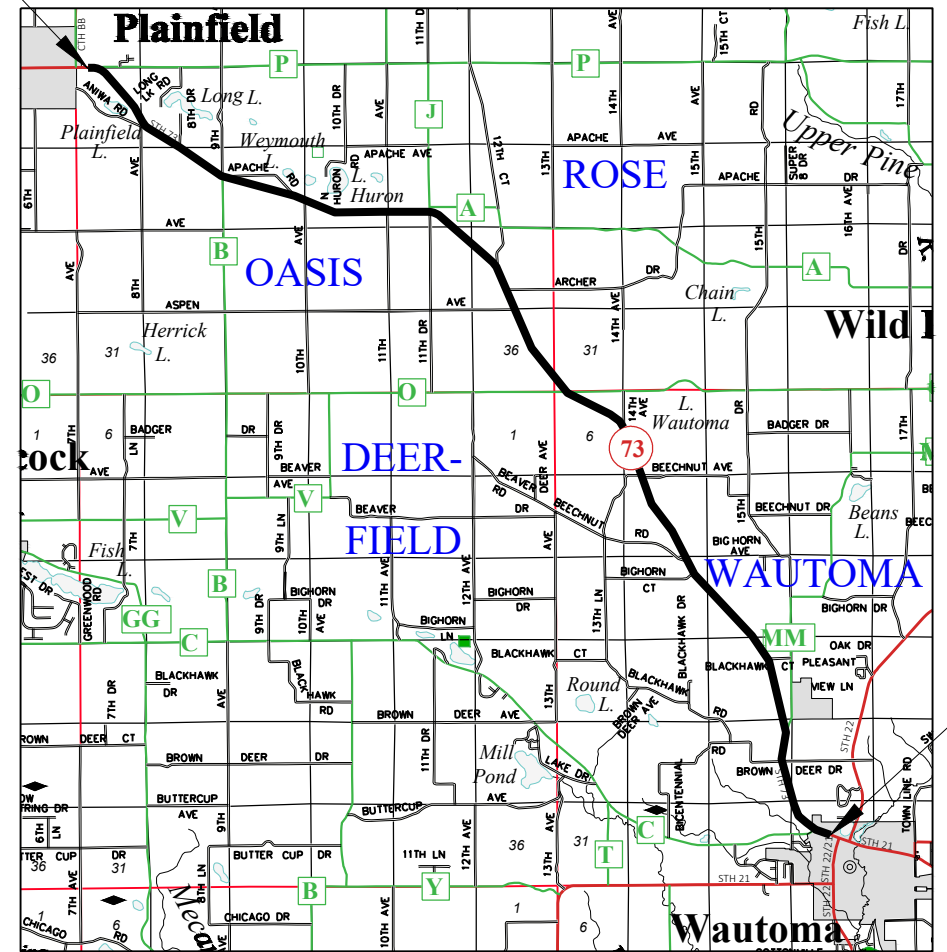
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	



END PROJECT
 STA 859+39.06

STATE PROJECT NUMBER
6310-00-60

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 PLAN OF PROPOSED IMPROVEMENT
PRINCETON - PLAINFIELD
 STH 22 S TO CTH BB
STH 73
 WAUSHARA COUNTY



LAYOUT
 SCALE 0 2 MI
 TOTAL NET LENGTH OF CENTERLINE = 14.290 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WAUSHARA 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. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012) U.S. SURVEY FEET.

BEGIN PROJECT
 STA 104+91.22
 X: 379,434.18
 Y: 134,332.55

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6310-00-60	WISC 2021180	1

ORIGINAL PLANS PREPARED BY

AMANDA E. ZACHARIAS
 E-35716
 MILWAUKEE
 WISCONSIN

PROFESSIONAL ENGINEER

DATE: 10/26/20 Amanda Zacharias
 (Professional Engineer Signature)

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

PREPARED BY	Surveyor	NC REGION
Designer	ALFRED BENESCH & CO	
Project Manager	JEFF STEWART	
Regional Examiner	CHERYL SIMON	
Regional Supervisor	MICHAEL KRETSCHMER	

APPROVED FOR THE DEPARTMENT
 DATE: 10/30/2020
 (Signature)

E

UTILITY CONTACTS

ATC MANAGEMENT, INC - TRANSMISSION
 2489 RINDEN ROAD
 COTTAGE GROVE, WI 53527
 (608) 877-7650
 dvosberg@atcllc.com

ADAMS-COLUMBIA ELECTRIC COOP - ELECTRIC
 401 E LAKE ST
 FRIENDSHIP, WI 53934
 DUANE MOORE
 (800) 831-8629
 dmoore@acecwi.com

ALLIANT ENERGY - ELECTRIC
 880 N. WISCONSIN ST.
 BERLIN, WI 54923
 MARK A. VILLARS
 (920) 290-0827
 markvillars@alliantenergy.com

CENTURYLINK - COMMUNICATION
 130 4th STREET
 BARABOO, WI 53913
 (608) 963-8594
 STEVE BISHOP
 Steven.bishop@centurylink.com

CHARTER COMMUNICATIONS - COMMUNICATION
 1515 W WASHINGTON ST
 WEST BEND, WI 53095
 NICK FRASE
 (920) 304-6797
 Nick.Frase@charter.com

CITY OF WAUTOMA - SEWER & WATER
 PO BOX 428
 WAUTOMA, WI 54982
 AARON SPEES
 (920) 787-4044
 wautomawater@centurytel.net

PLAINFIELD WASTEWATER TREATMENT FACILITY - SEWER
 114 S. MAIN STREET
 PLAINFIELD, WI 54966
 JOHN ZOUSKI
 (715) 213-6501
 plfdpw@uniontel.net

UNION TELEPHONE CO - COMMUNICATION
 100 W. NORTH ST.
 PLAINFIELD, WI 54966
 RONALD BOWDEN
 (715) 572-9648
 rbowden@uniontel.net

VILLAGE OF PLAINFIELD - WATER
 114 S. MAIN ST.
 PLAINFIELD, WI 54966
 JOHN ZOUSKI
 (715) 213-6501
 plfdpw@uniontel.net

WISCONSIN INDEPENDENT NETWORK, LLC - COMMUNICATION
 4955 BULLIS FARM ROAD
 EAU CLAIRE, WI 54701
 KEN WHITING
 (920) 376-2996
 Ken.whiting@wintechnology.com

WE ENERGIES - GAS/PETROLEUM
 1921 8th ST. SOUTH
 WISCONSIN RAPIDS, WI 54494
 LARRY KOCH
 (715) 421-7249
 Larry.koch@we-energies.com

GENERAL NOTES

1. 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.
2. PAVEMENT MARKINGS TO BE LAID OUT IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.

OTHER AGENCIES

WISDNR
 DNR NORTH CENTRAL REGION
 473 GRIFFITH AVE
 WISCONSIN RAPIDS, WI 54494
 BRAD BETTHAUSER
 (715) 421-7851
 Bradley.Betthausen@Wisconsin.gov

ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- MGS GUARDRAIL DETAILS
- CULVERT DETAILS
- EROSION CONTROL PLAN

RUNOFF COEFFICIENT TABLE

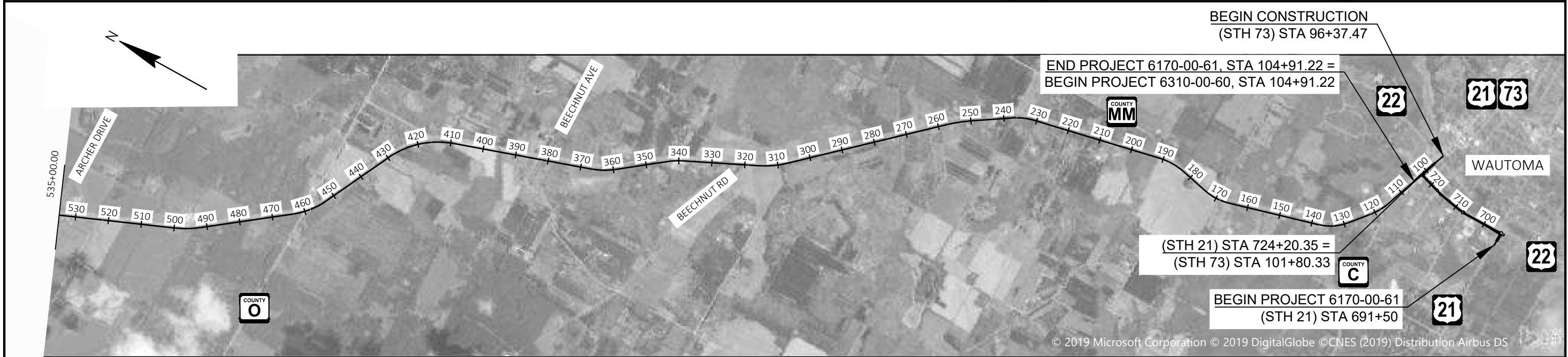
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30
			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	0.70 - 0.95											
CONCRETE	0.80 - 0.95											
BRICK	0.70 - 0.80											
DRIVES, WALKS	0.75 - 0.85											
ROOFS	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

TOTAL PROJECT AREA = 59.19 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.48 ACRES

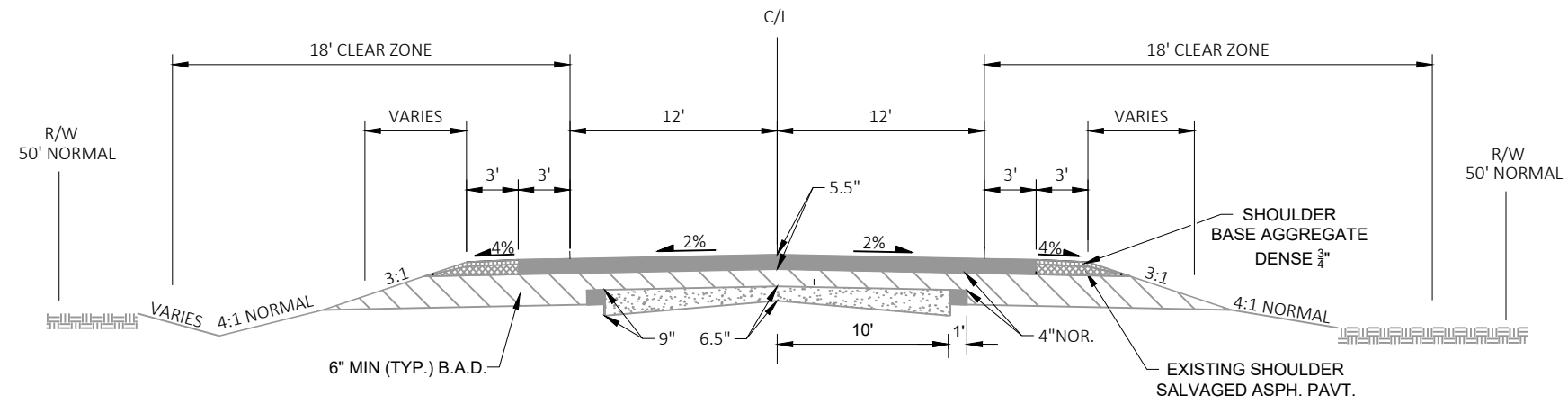
PAVEMENT LOCATION	TOTAL PAVEMENT THICKNESS	LAYER	TYPE
MAINLINE PAVING	1.5"	1.5" UPPER	5 MT 58-28 S
SHOULDER WIDENING	3.5"	1.5" UPPER 2" LOWER	5 MT 58-28 S



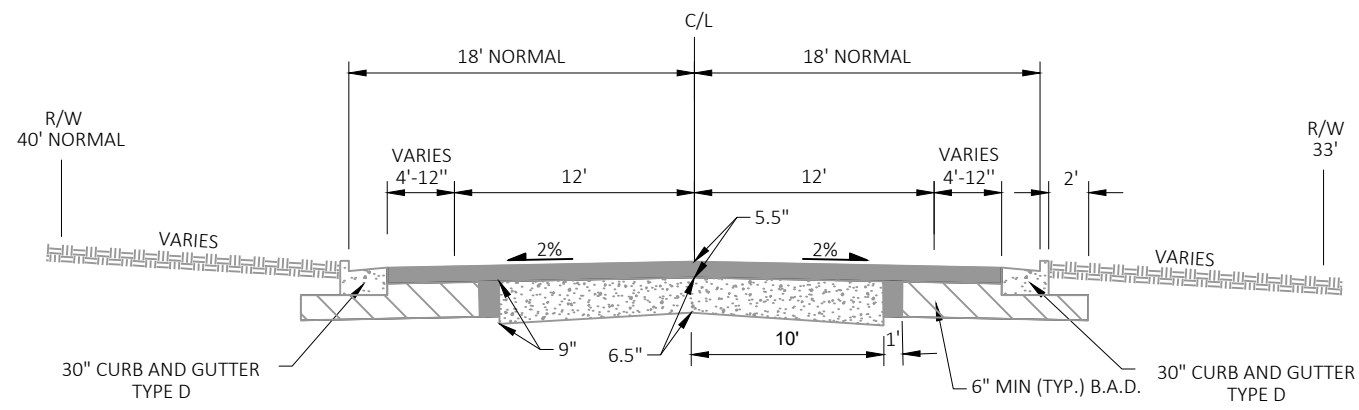
Dial 811 or (800) 242-8511
www.DiggersHotline.com



PROJECT NO: 6170-00-61/6310-00-60/6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PROJECT OVERVIEW	SHEET	E
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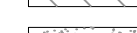
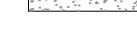


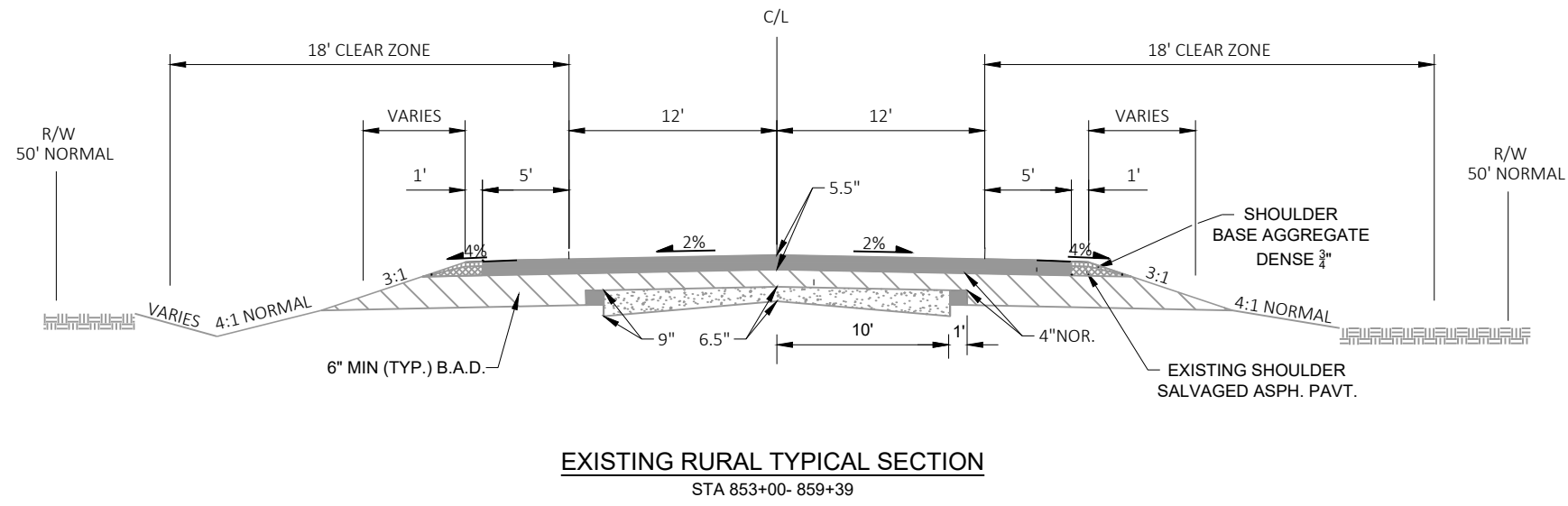
EXISTING RURAL TYPICAL SECTION
STA 122+00 - 853+00



EXISTING URBAN TYPICAL SECTION
STA 104+91 - 122+00







LEGEND

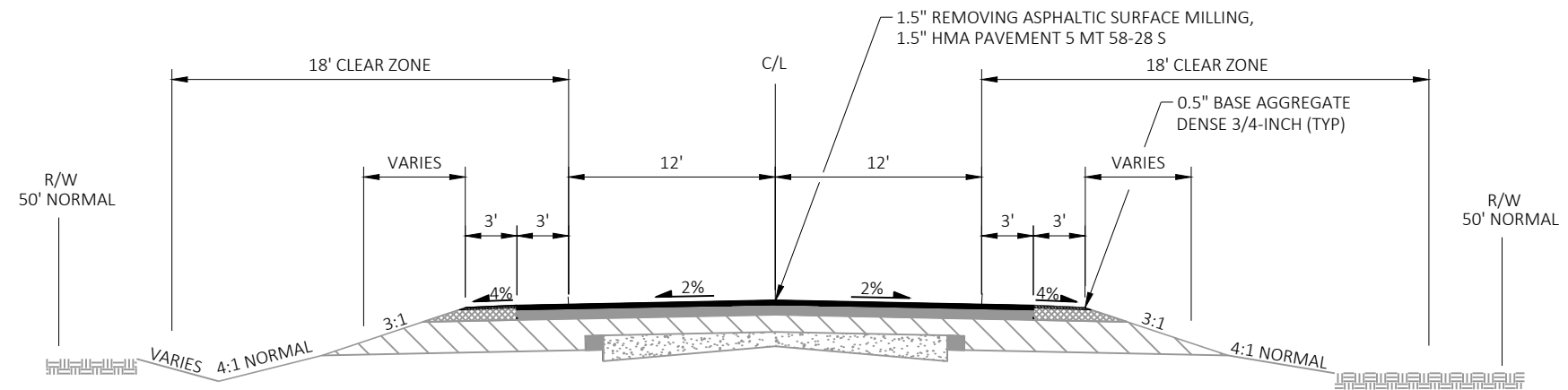
-  EXISTING HMA PAV'T
-  BASE AGGREGATE DENSE 3/4"
-  SALVAGED SHOULDER ASPH PAV'T
-  BASE AGGREGATE DENSE (B.A.D.)
-  CONCRETE (CRACKED AND SEATED)
-  EXISTING GROUND



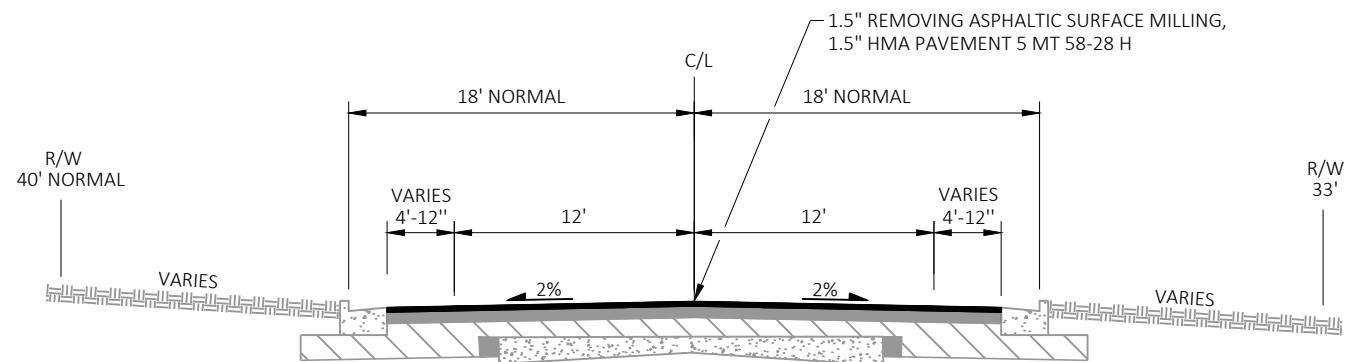
EXISTING RURAL TYPICAL SECTION
STA 853+00- 859+39

LEGEND

-  EXISTING HMA PAV'T
-  BASE AGGREGATE DENSE 3/4"
-  SALVAGED SHOULDER ASPH PAV'T
-  BASE AGGREGATE DENSE (B.A.D.)
-  CONCRETE (CRACKED AND SEATED)
-  EXISTING GROUND

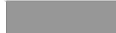
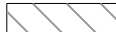




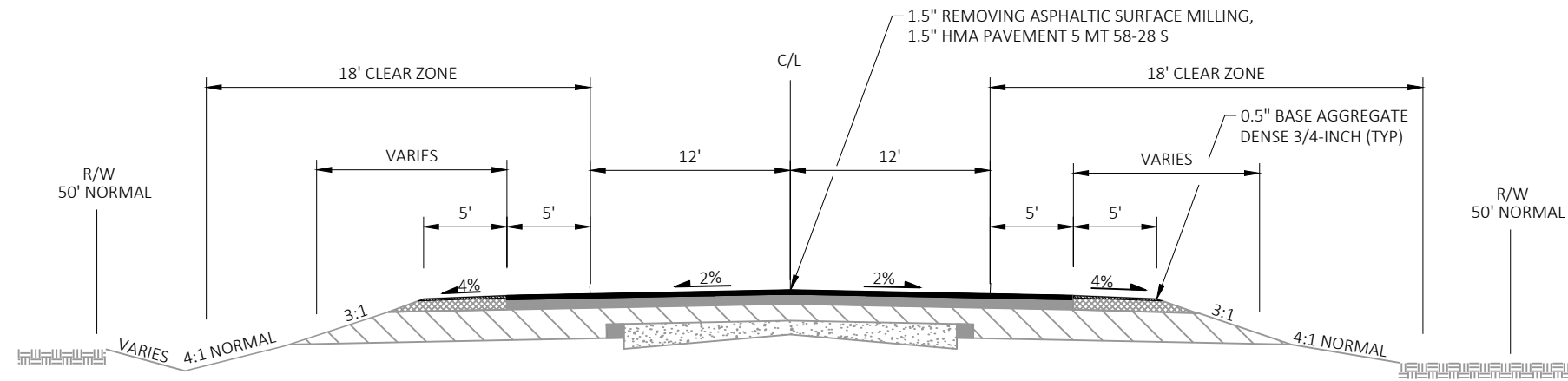
FINISHED RURAL TYPICAL SECTION
 STA 122+00 - 853+00



FINISHED URBAN TYPICAL SECTION
 STA 104+91 - 122+00



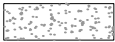

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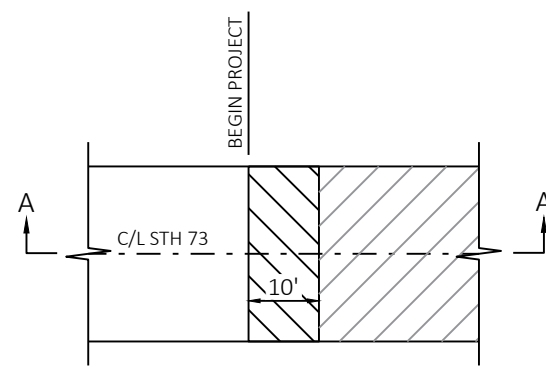
-  EXISTING HMA PAV'T
-  BASE AGGREGATE DENSE (B.A.D.)
-  CONCRETE (CRACKED AND SEATED)
-  EXISTING GROUND



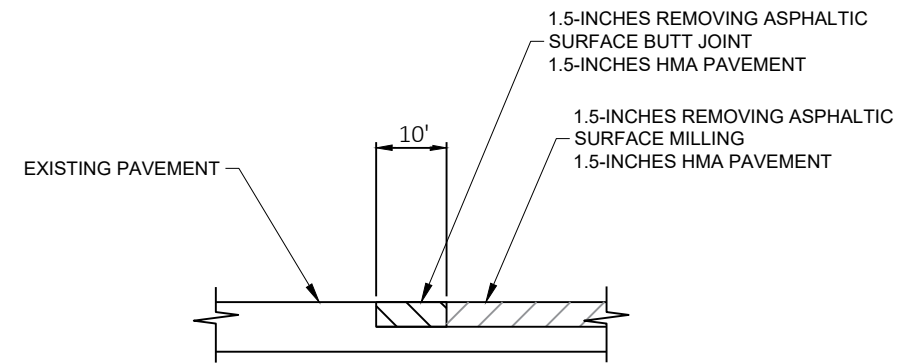
FINISHED RURAL TYPICAL SECTION
 STA 853+00 - 859+39

LEGEND

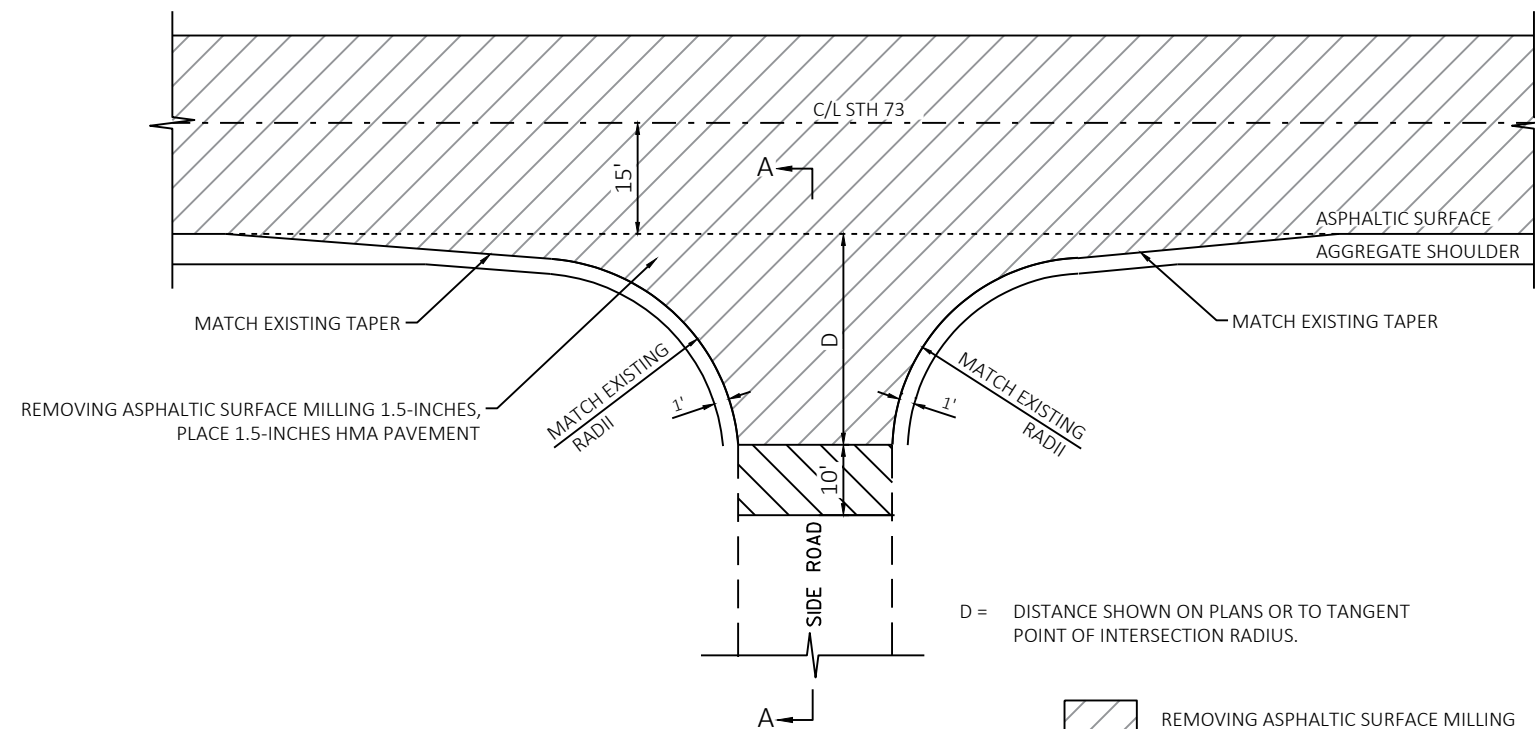
-  EXISTING HMA PAV'T
-  BASE AGGREGATE DENSE (B.A.D.)
-  CONCRETE (CRACKED AND SEATED)
-  EXISTING GROUND





TYPICAL MAINLINE DETAIL

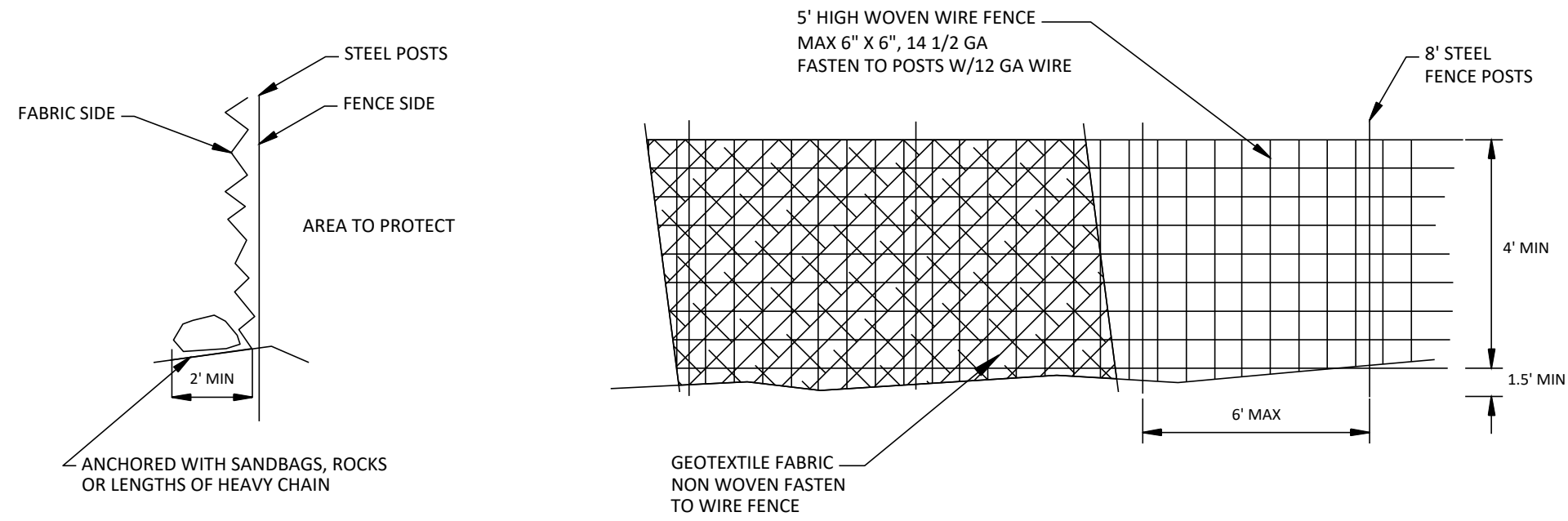


SECTION A-A

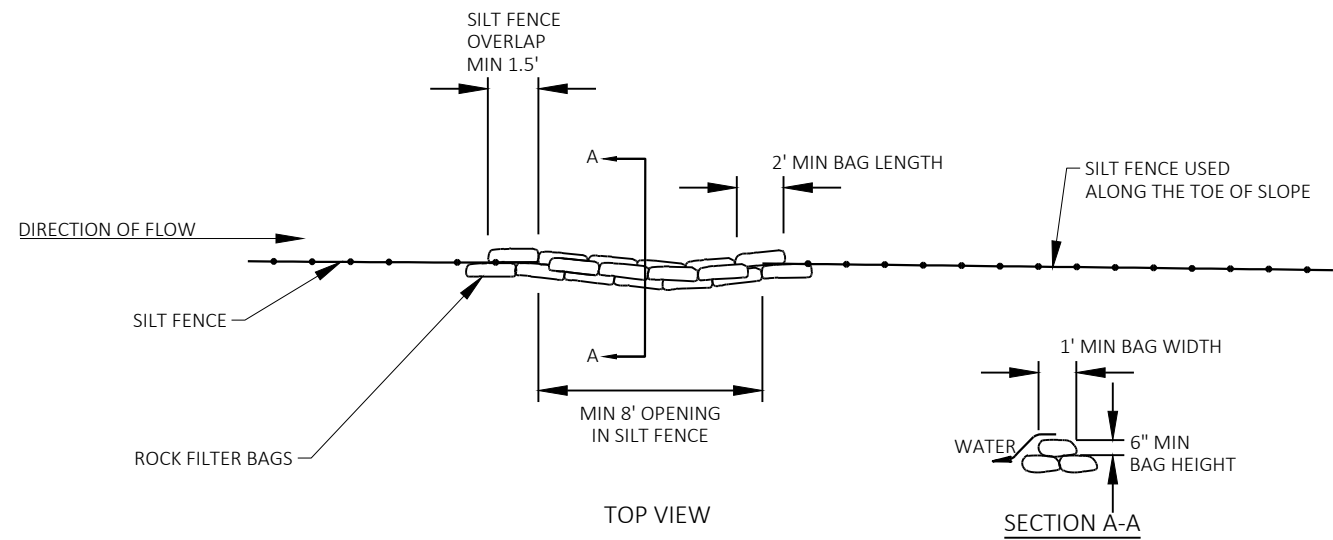


TYPICAL SIDE ROAD DETAIL

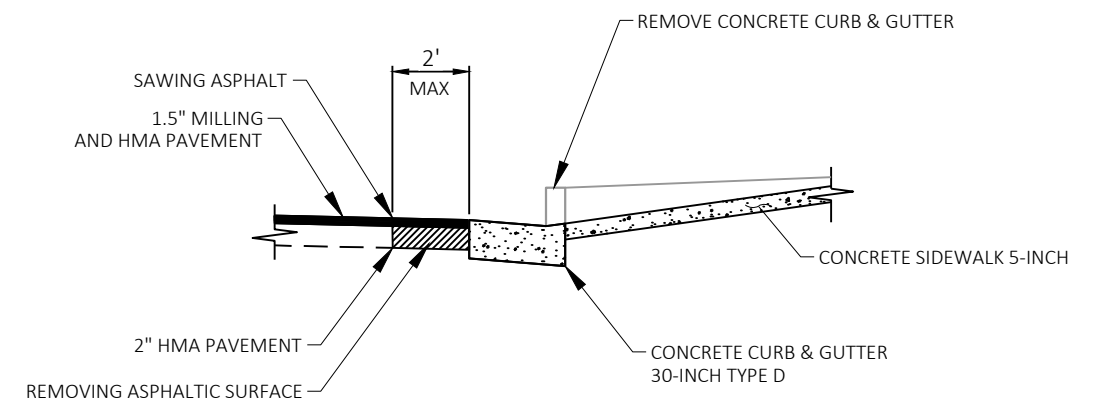
-  REMOVING ASPHALTIC SURFACE MILLING
-  REMOVING ASPHALTIC SURFACE BUTT JOINT



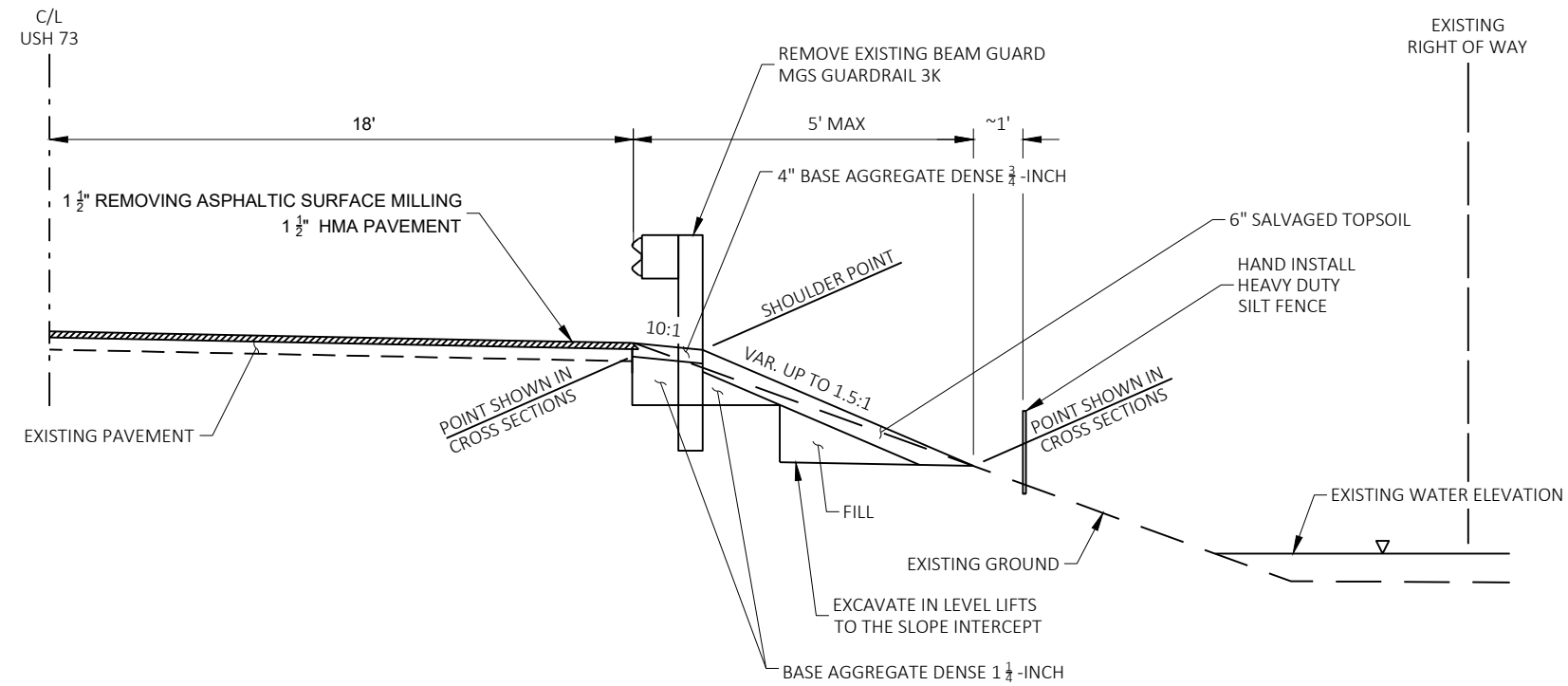
SILT FENCE HEAVY DUTY



ROCK BAGS USED FOR SILT FENCE RELIEF



CURB RAMP RECONSTRUCT DETAIL



NOTES:

WHERE THE EXISTING SHOULDER FROM THE EDGE OF ASPHALT TO THE SHOULDER POINT IS 10:1 OR FLATTER, NO GRADING WILL BE DONE BEYOND THE SHOULDER POINT.

STRIP AND STOCKPILE ALL TOPSOIL ON SITE. ALL TOPSOIL SHALL BE REUSED FOR RESTORATION.

SLOPE FROM BACK OF GUARDRAIL TO SLOPE INTERCEPT TO BE RESTORED USING SEEDING 70A, TEMPORARY SEEDING, AND EROSION MAT CLASS II TYPE C.

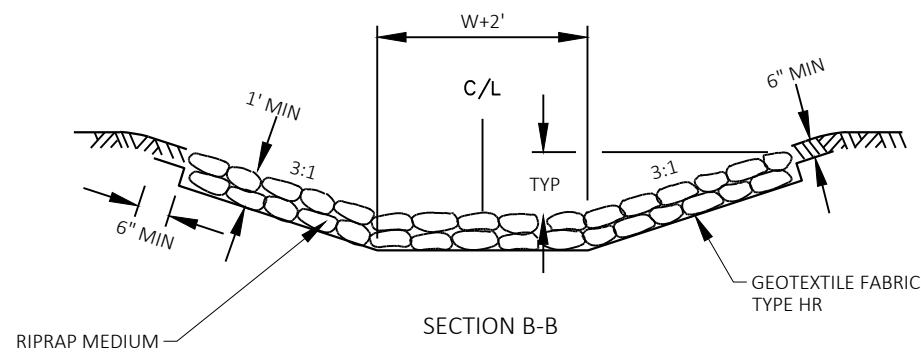
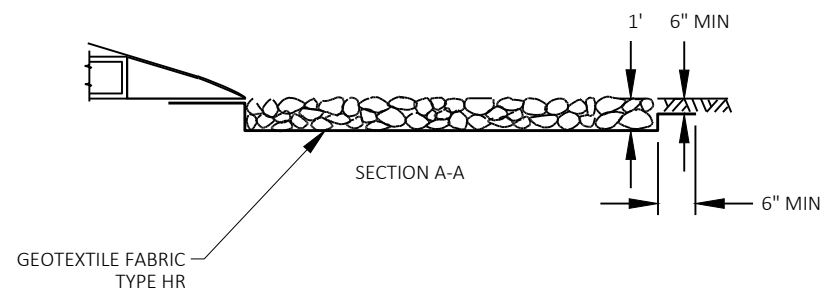
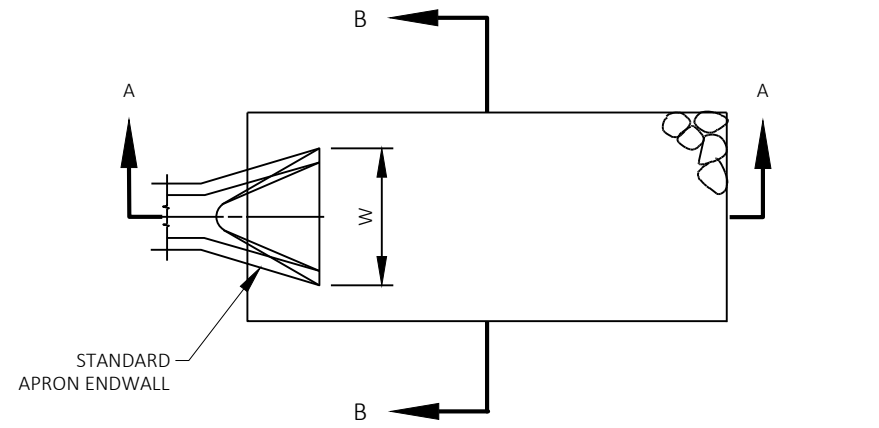
EXCAVATION COMMON, FILL, AND BORROW ARE INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING.

BARRIER SYSTEM GRADING SHAPING FINISHING WILL BE MEASURED BY THE ENTIRE BARRIER SYSTEM INCLUDING GRADING REQUIRED FOR BOTH TERMINALS AND BEHIND THE GUARDRAIL IN BETWEEN.

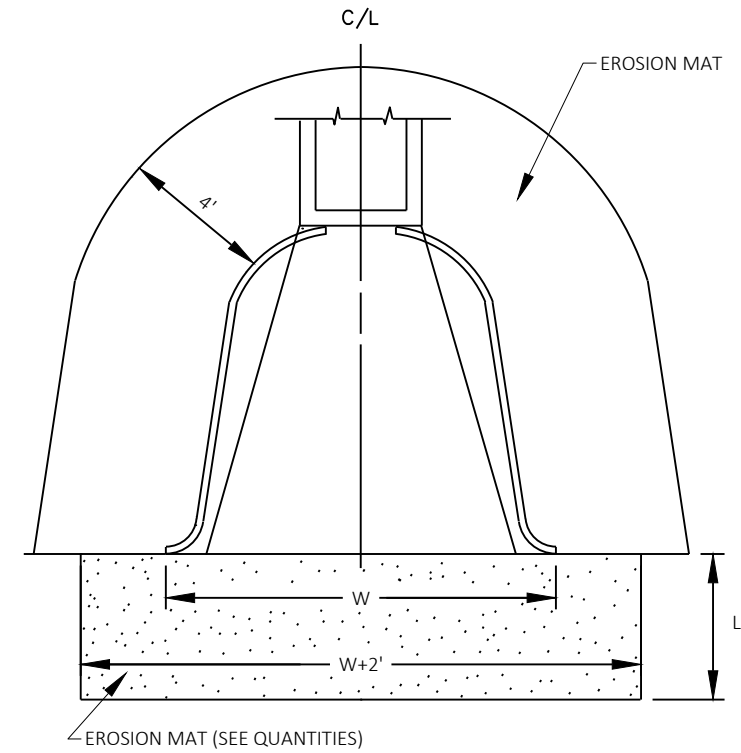
SEE STANDARD DETAIL DRAWINGS FOR MORE INFORMATION.

MGS GUARDRAIL GRADING, SHAPING, AND FINISHING

806+29 - 810+10 LT
822+09 - 829+48 RT
825+15 - 830+15 LT

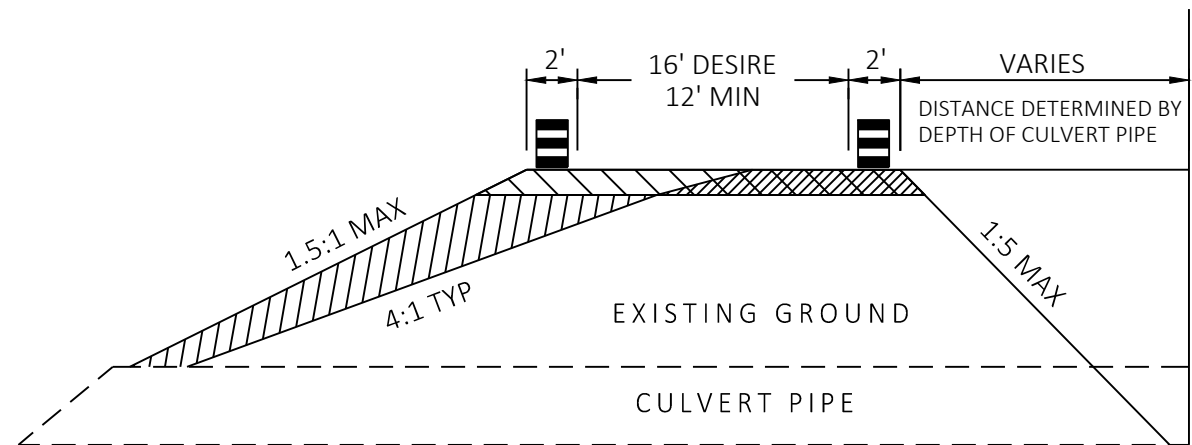
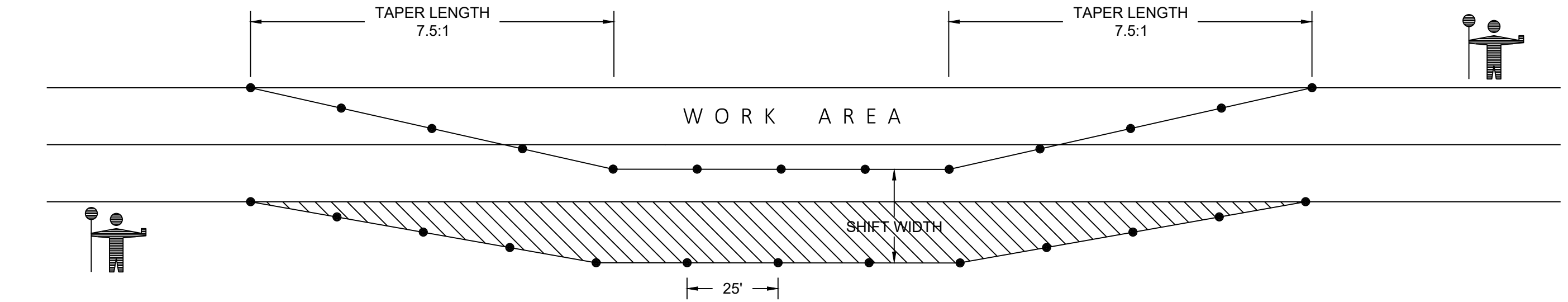


RIPRAP AND GEOTEXTILE



EROSION CONTROL AT PIPE ENDS

L = 3 TIMES DIAMETER OR 10' MIN.
INCREASE IF WARRANTED

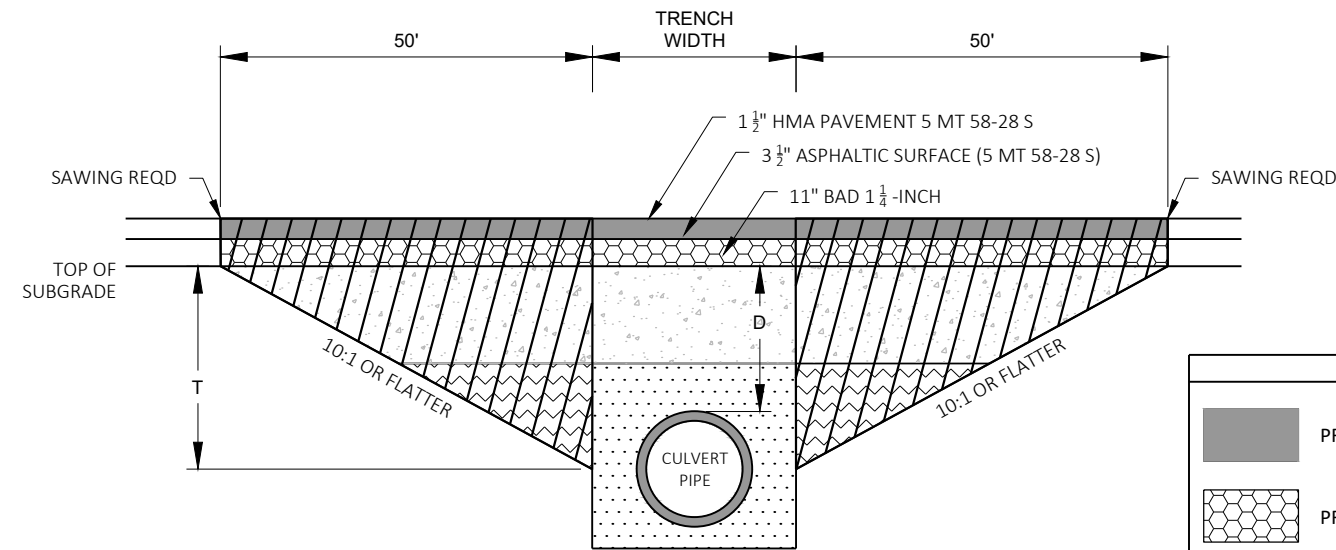


- NOTES**
1. EXTEND TAPERS ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION
 2. WHEN WORK IS NOT IN PROGRESS:
 - REMOVE OR COVER ALL LANE CLOSURE SIGNS
 - MOVE ALL DEVICES A SAFE DISTANCE OUTSIDE THE SHOULDER
 - RESTORE LANES TO A SAFE OPERATING CONDITION
 3. USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

KEY	
●	TRAFFIC CONTROL DRUM
▨	EXISTING PAVE SURFACE
▧	6" BASE AGGREGATE DENSE 1 1/4 INCH - INCIDENTAL TO LANE SHIFT SYSTEM
▩	FILL - INCIDENTAL TO LANE SHIFT SYSTEM

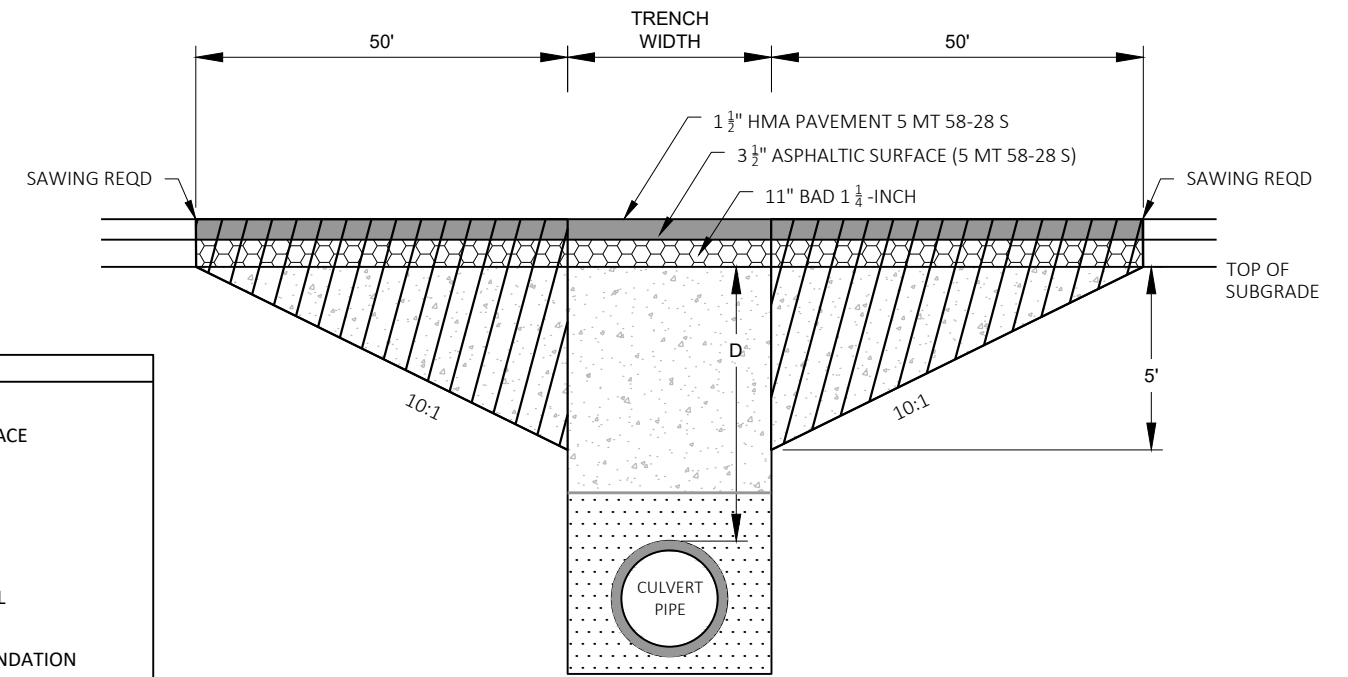
LANE SHIFT DETAIL

STA 574+60
 STA 704+92
 STA 813+45







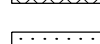
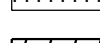
TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

DEPTH D < 6 FT



DEPTH D ≥ 6 FT

KEY

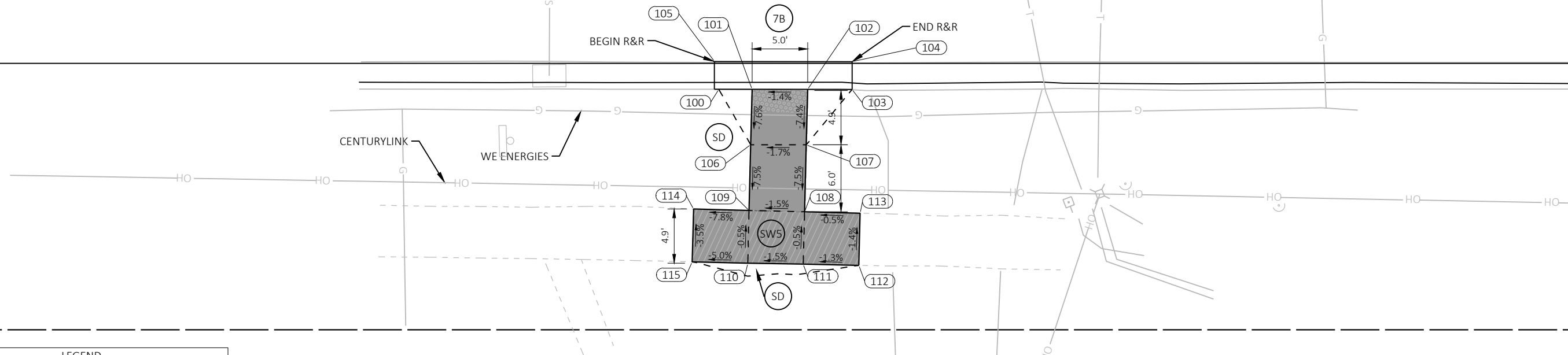
-  PROPOSED SURFACE
-  PROPOSED BASE
-  TRENCH BACKFILL
-  TRENCH OR FOUNDATION BACKFILL
-  FOUNDATION BACKFILL
-  TRANSITION CUT

NOTES

- TRANSITION CUT IS PAID AS EXCAVATION COMMON.
- TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
- BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
- PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
- PLACE 5" HMA PAVEMENT 5 MT 58-28 S AFTER CULVERT PIPE INSTALLATION AND BEFORE MILLING AND PAVING.
- AT CATTLE PASSES: EXCAVATE TO TOP OF CONCRETE CATTLE PASS, REMOVE SUFFICIENT PORTION OF CONCRETE TOP TO ALLOW PROPER COMPACTION OF TRENCH BACKFILL AROUND PROPOSED PIPE.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 73	574+60	17.7	30	C 69073007-418 (EXISTING 72"x42" CATTLE PASS)
STH 73	704+92	5.7	30	C 69073009-079 (EXISTING 72"x42" CATTLE PASS)
STH 73	813+45	0.8	24	C-69073007-097



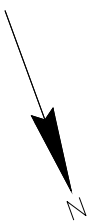
LEGEND

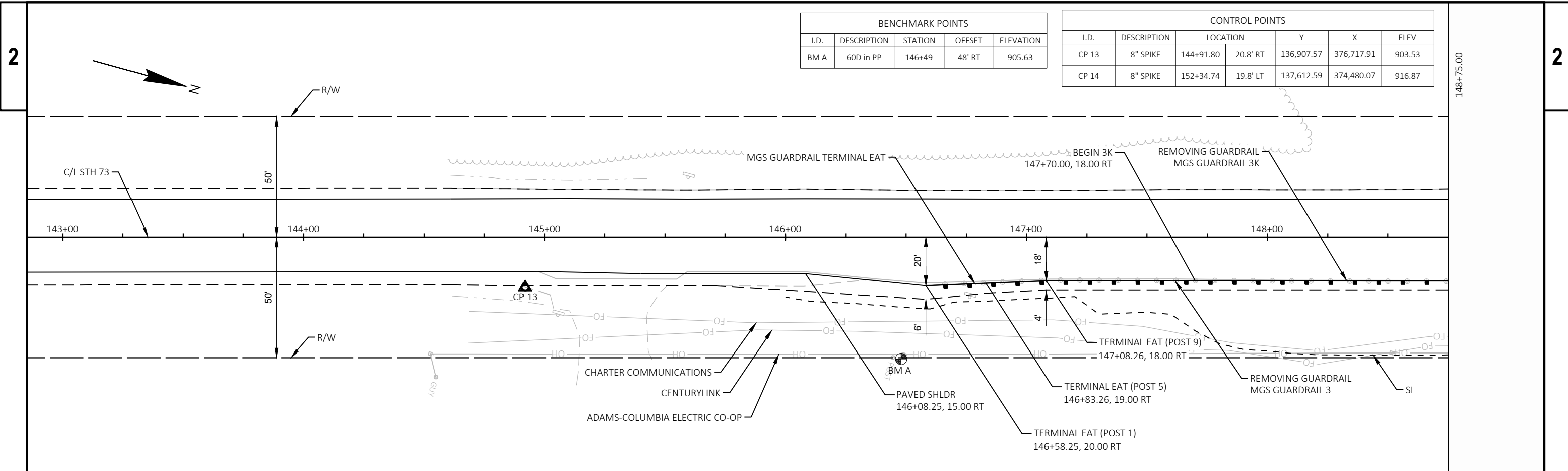
- CURB RAMP TYPE
- SEEDING
- CONCRETE SIDEWALK 5-INCH
- CONCRETE CURB PEDESTRIAN
- POINT NUMBER
- SIDEWALK 5-INCH
- REMOVING CONCRETE SIDEWALK
- DETECTABLE WARNING FIELD
- GRADED FLARE
- REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

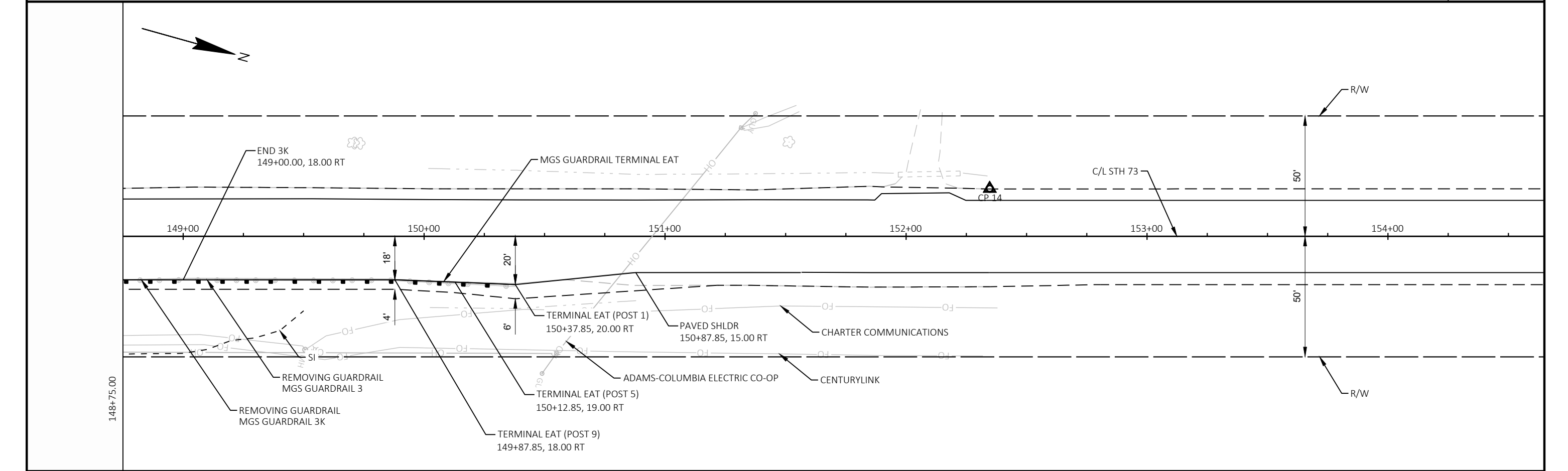
MarketSquareNE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	107+58.23	18.35' RT	871.22	134441.64	379189.78
101	107+61.23	18.34' RT	870.82	134442.66	379186.96
102	107+66.24	18.35' RT	870.89	134444.39	379182.27
103	107+70.23	18.36' RT	871.47	134445.77	379178.52
104	107+70.23	15.86' RT	871.05	134443.43	379177.65
105	107+57.84	15.84' RT	870.84	134439.15	379189.28
106	107+61.11	23.34' RT	870.44	134447.31	379188.80
107	107+66.11	23.35' RT	870.53	134449.04	379184.10
108	107+65.96	29.38' RT	870.07	134454.65	379186.32
109	107+60.96	29.26' RT	870.00	134452.82	379190.97
110	107+60.84	34.01' RT	870.02	134457.24	379192.72
111	107+65.83	34.08' RT	870.10	134459.03	379188.06
112	107+70.84	34.20' RT	870.16	134460.86	379183.39
113	107+70.96	29.50' RT	870.10	134456.49	379181.67
114	107+55.96	29.13' RT	869.61	134450.98	379195.62
115	107+55.84	33.89' RT	869.77	134455.41	379197.37



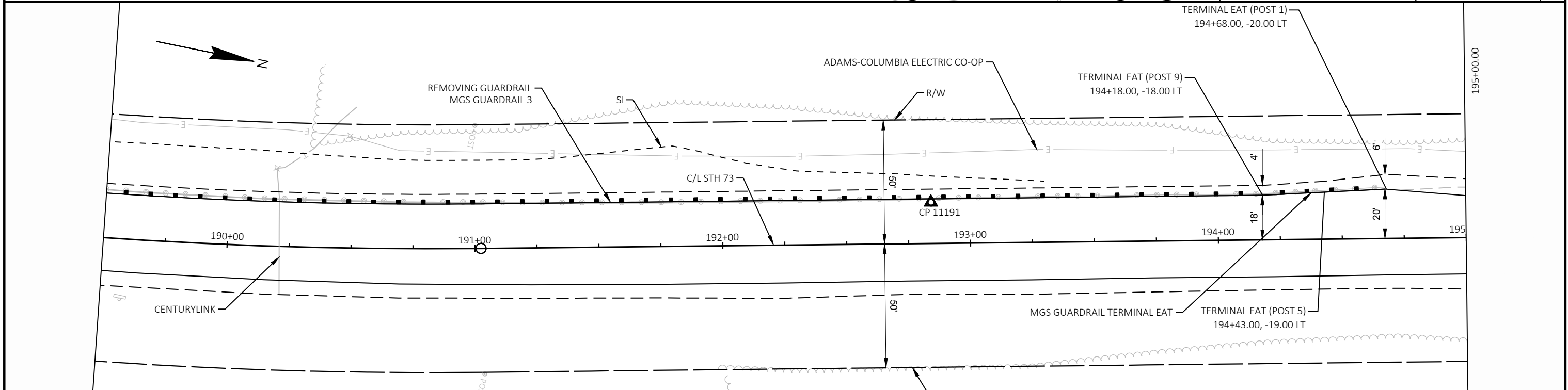
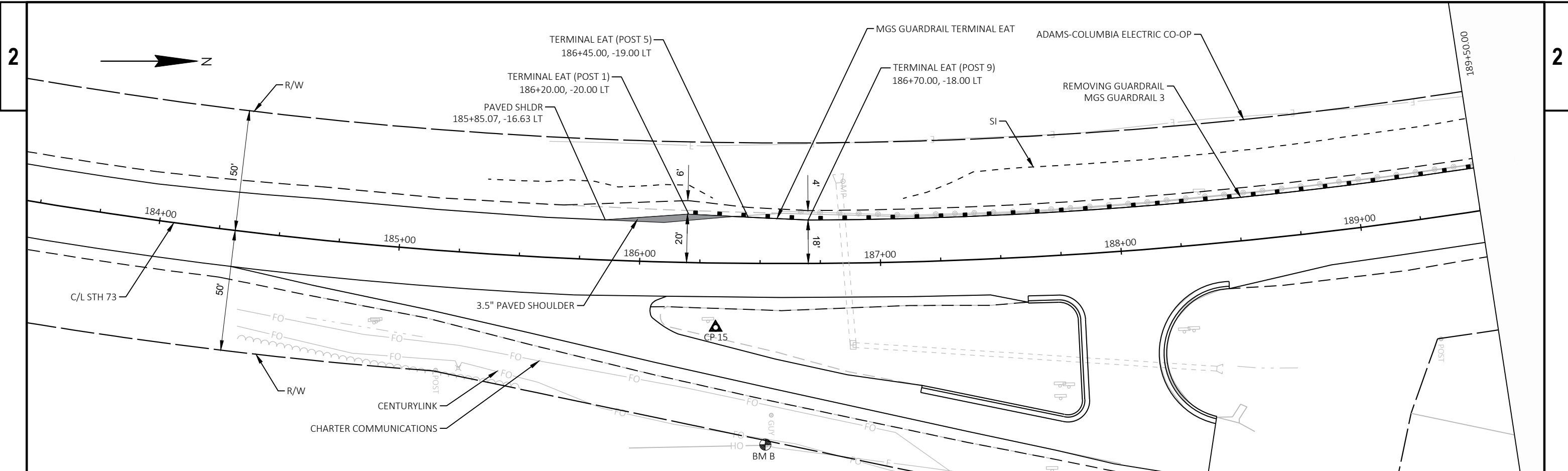


BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM A	60D in PP	146+49	48' RT	905.63

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 13	8" SPIKE	144+91.80	20.8' RT	136,907.57	376,717.91	903.53
CP 14	8" SPIKE	152+34.74	19.8' LT	137,612.59	374,480.07	916.87



PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA MGS GUARDRAIL DETAILS - STA 148+75 SHEET E

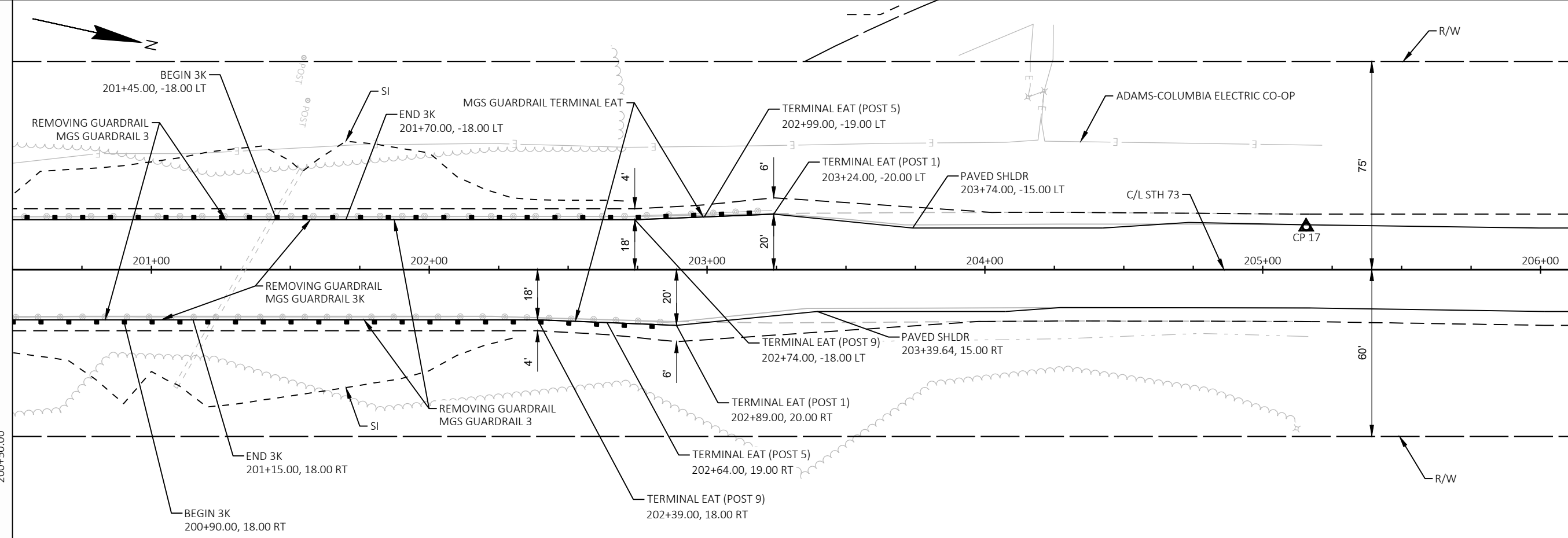
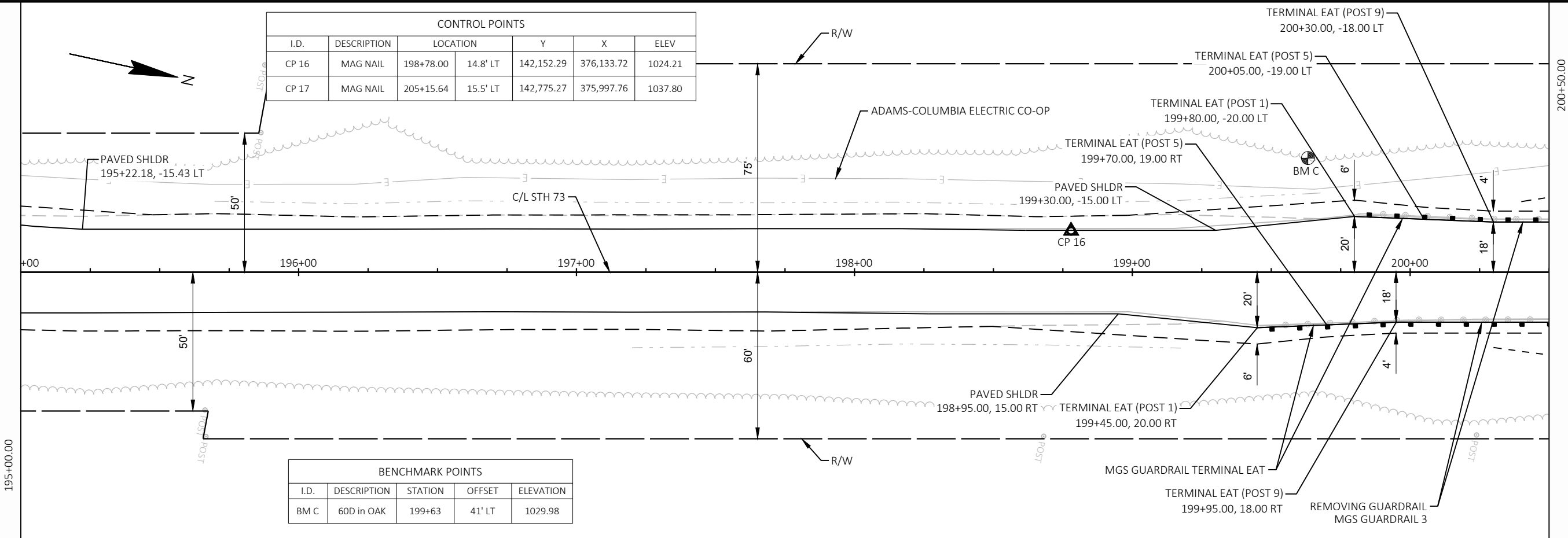


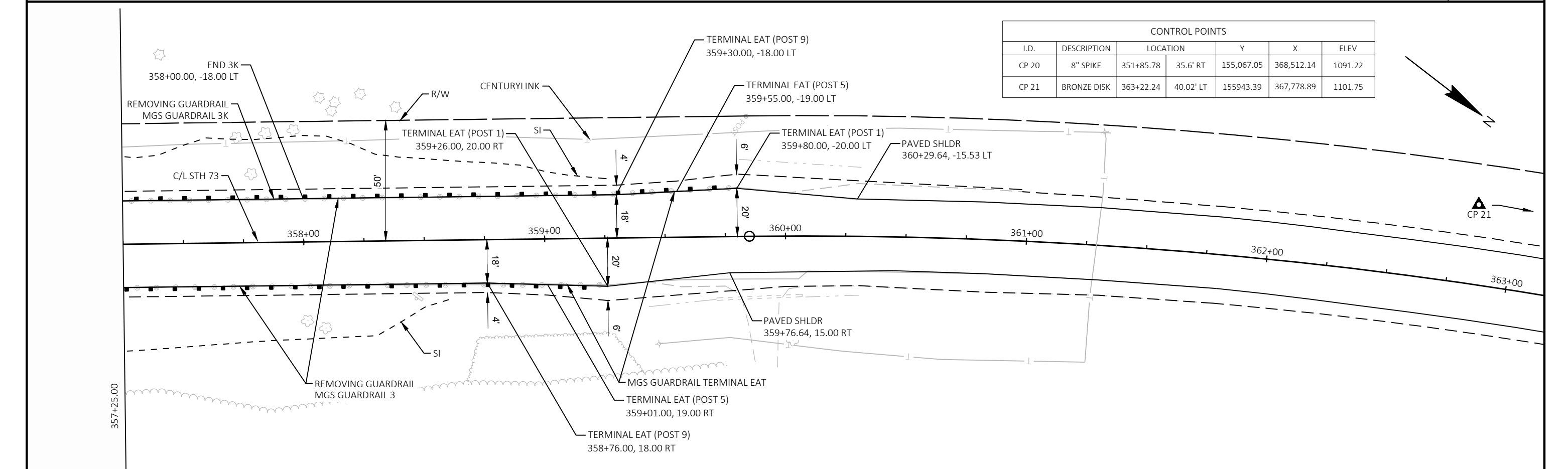
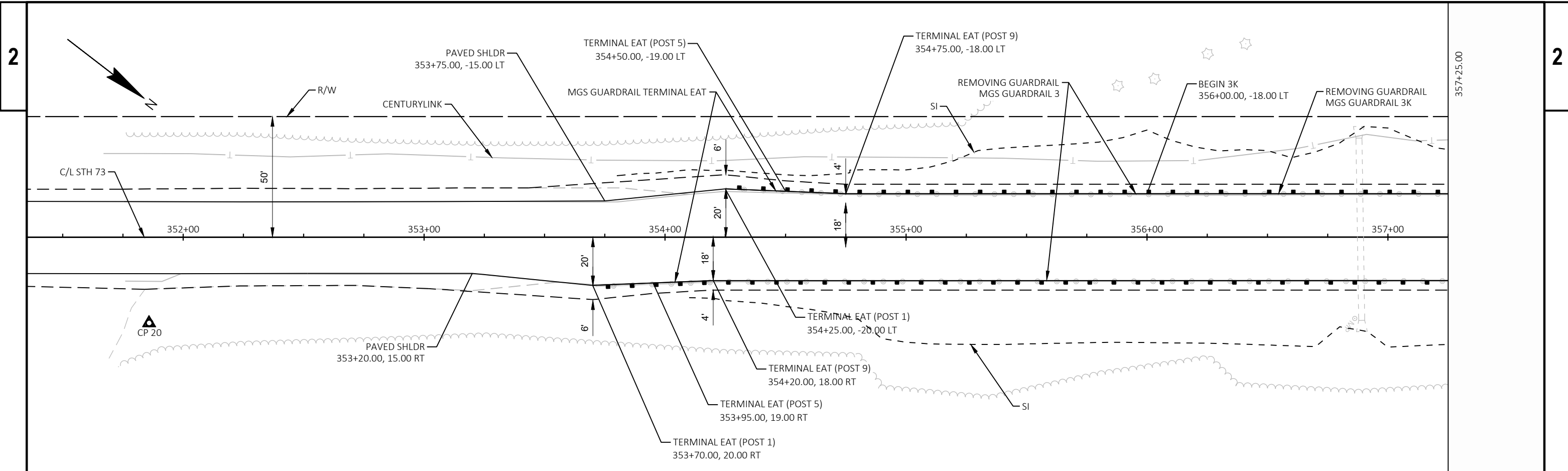
CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 15	8" SPIKE	186+31.91 26.8' RT	140,929.26	376,382.04	965.02
CP 11191	PK NAIL	192+84.19 16.6' LT	141,571.63	376,258.00	994.35

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM B	60D in PP	186+82	75' RT	962.48

CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 16	MAG NAIL	198+78.00 14.8' LT	142,152.29	376,133.72	1024.21
CP 17	MAG NAIL	205+15.64 15.5' LT	142,775.27	375,997.76	1037.80

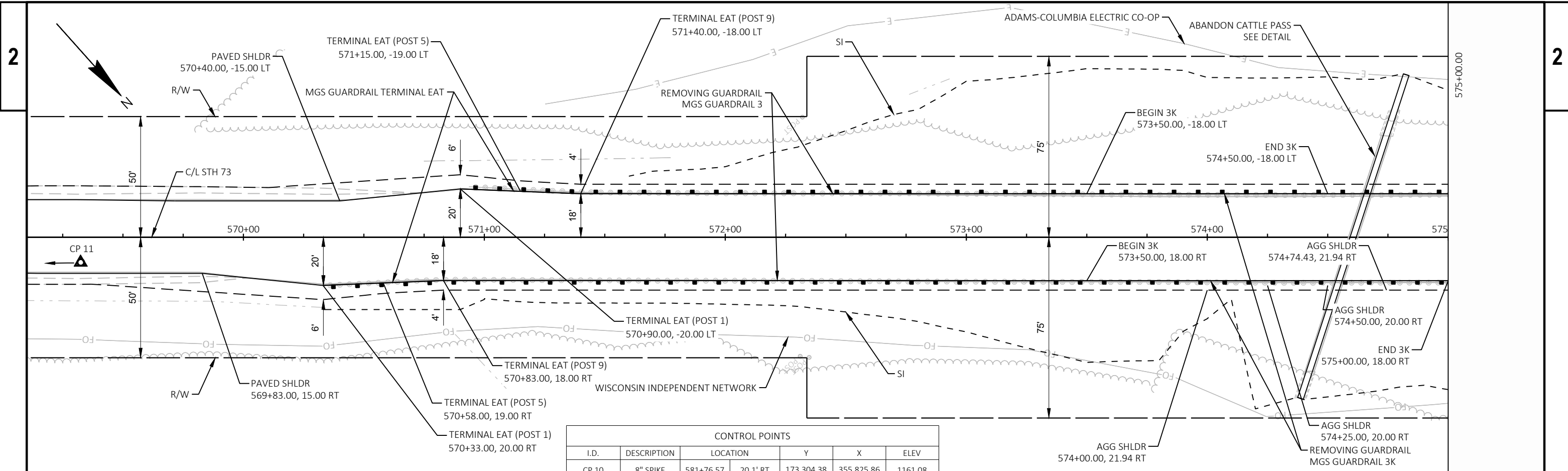
BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM C	60D in OAK	199+63	41' LT	1029.98



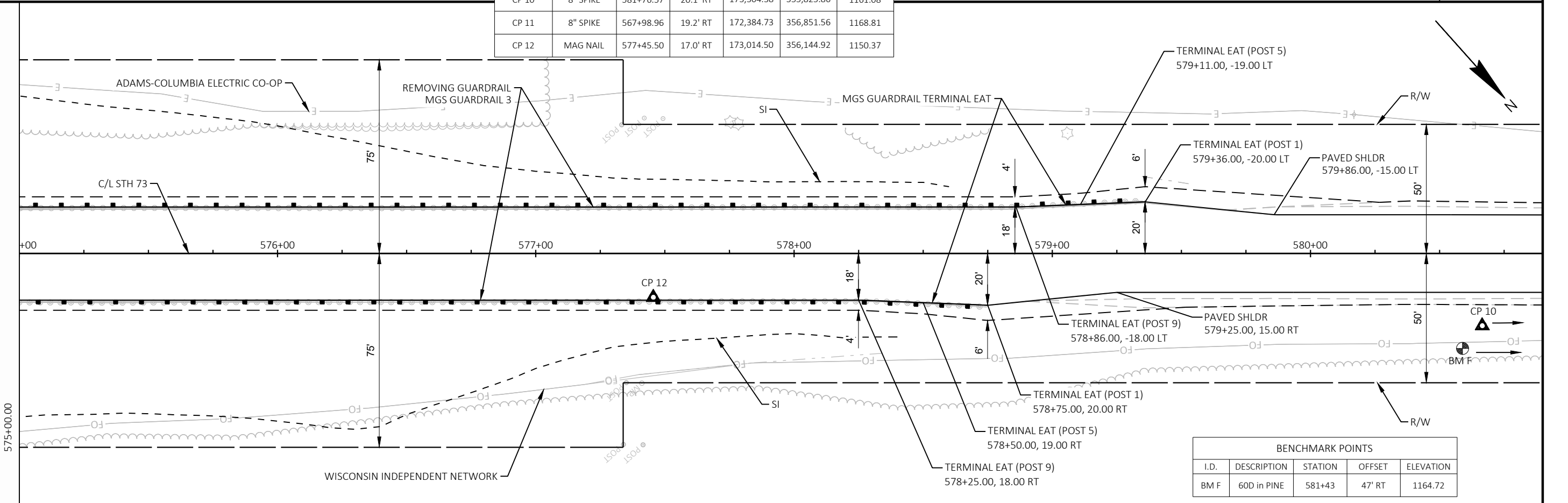


CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 20	8" SPIKE	351+85.78	35.6' RT	155,067.05	368,512.14	1091.22
CP 21	BRONZE DISK	363+22.24	40.02' LT	155943.39	367,778.89	1101.75

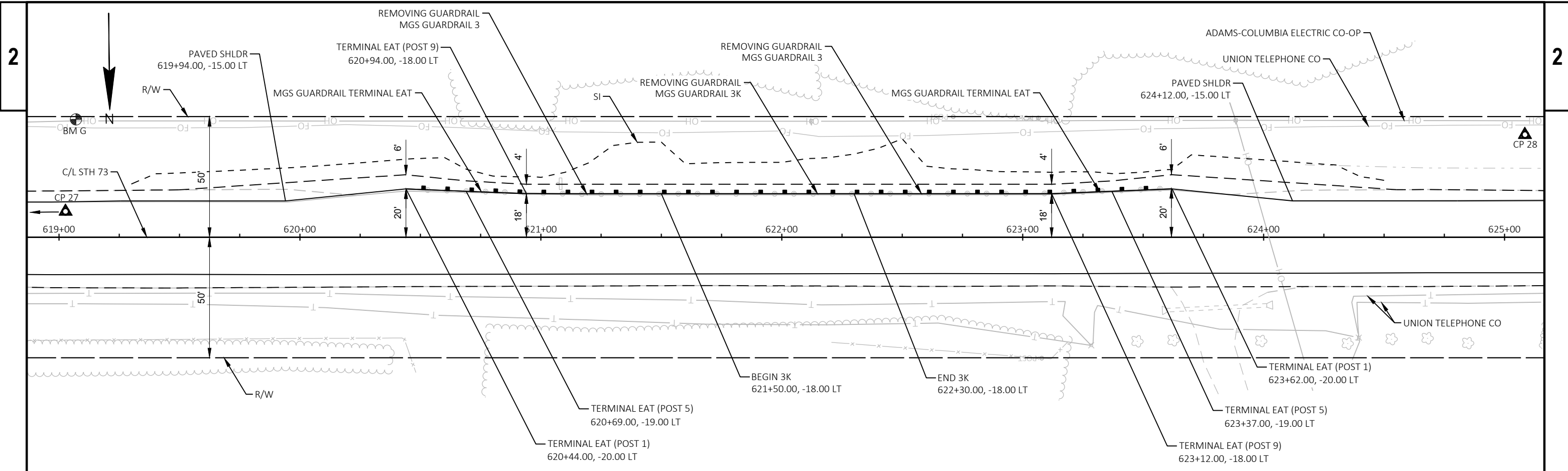
PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA MGS GUARDRAIL DETAILS - STA 357+25 SHEET E



CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 10	8" SPIKE	581+76.57 20.1' RT	173,304.38	355,825.86	1161.08
CP 11	8" SPIKE	567+98.96 19.2' RT	172,384.73	356,851.56	1168.81
CP 12	MAG NAIL	577+45.50 17.0' RT	173,014.50	356,144.92	1150.37

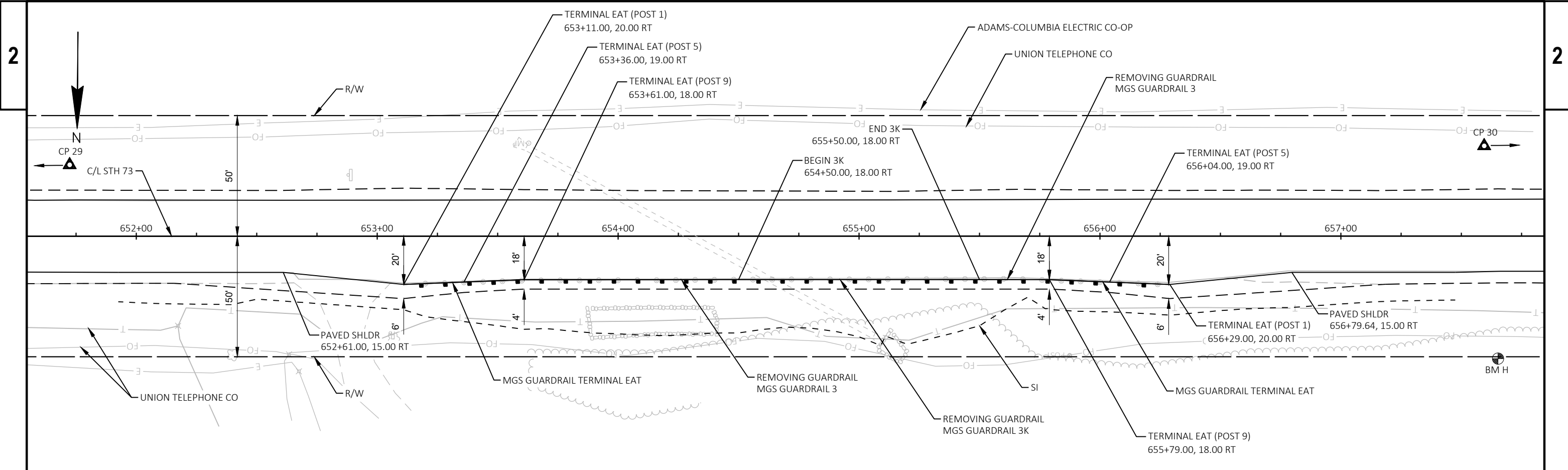


BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM F	60D in PINE	581+43	47' RT	1164.72



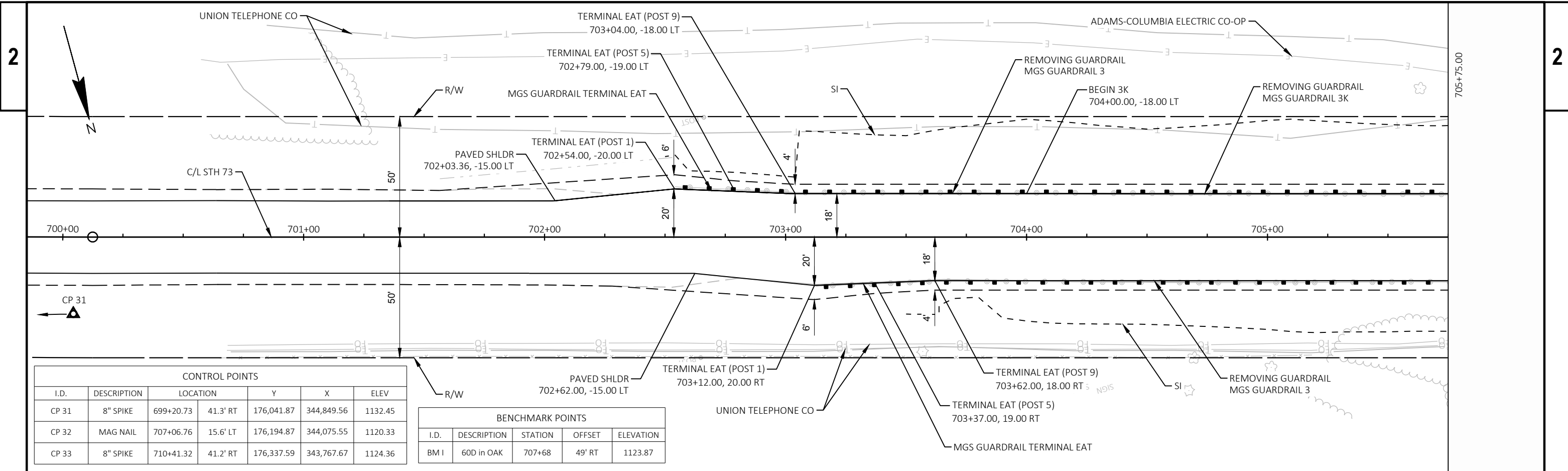
CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 27	8" SPIKE	617+05.93 24.5' LT	174,836.09	352,831.30	1153.50
CP 28	60D SPIKE	625+08.48 42.5' LT	174,827.17	352,028.61	1149.71

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM G	60D in PP	619+07	49' LT	1154.68



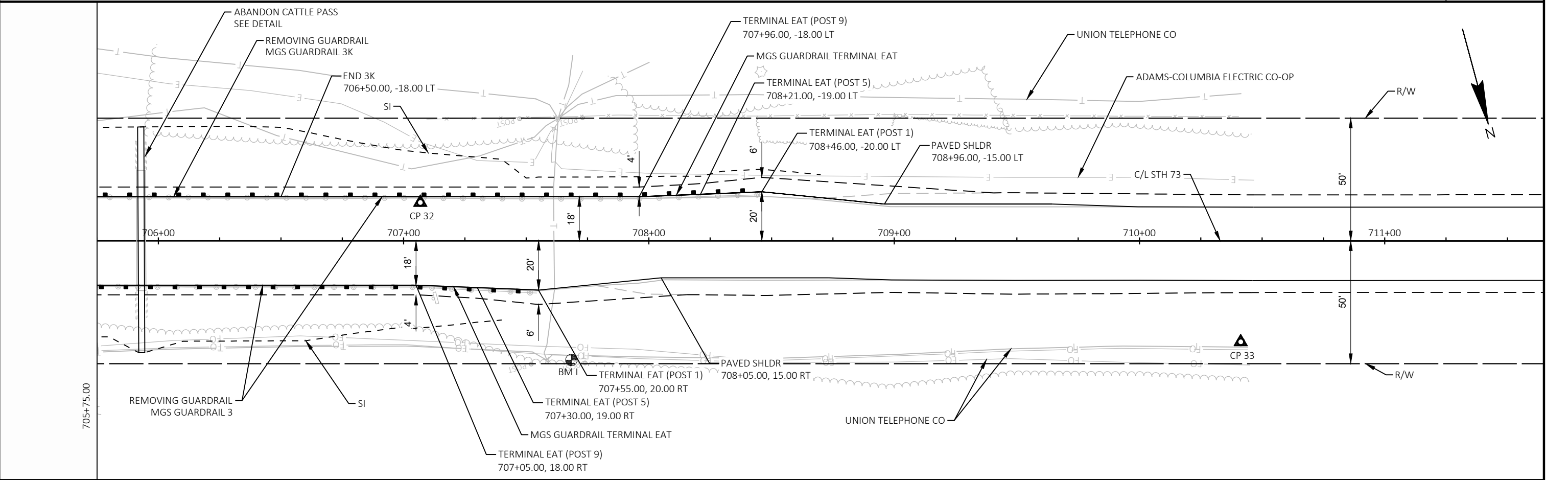
CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 29	8" SPIKE	651+05.15	37.9' LT	174,855.41	349,432.93	1142.88
CP 30	8" SPIKE	657+97.99	49.9' LT	174,836.77	348,740.24	1147.99

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM H	60D in OAK	657+65	51' RT	1148.39



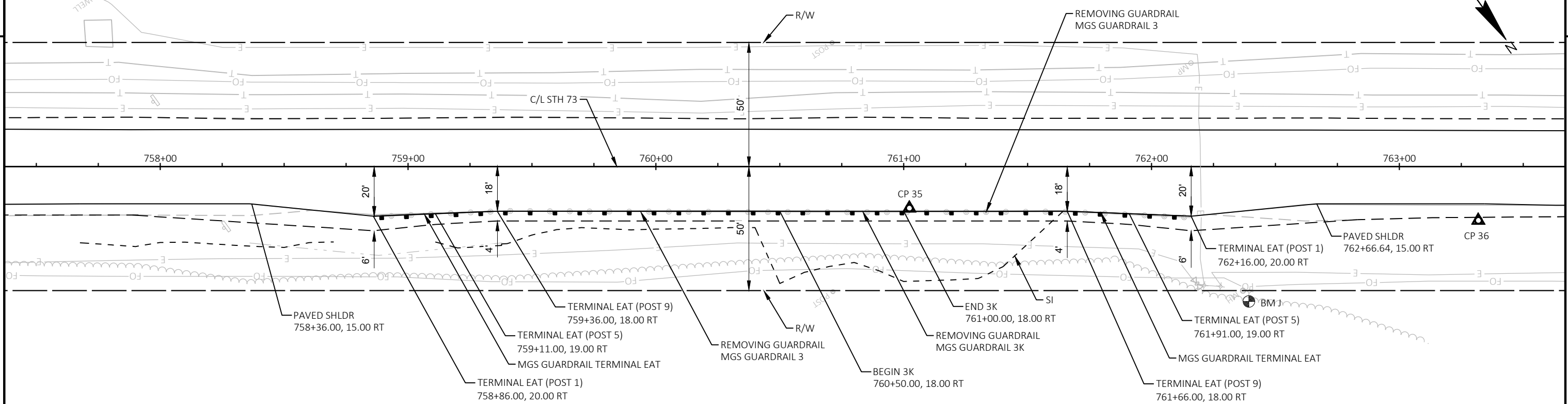
CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 31	8" SPIKE	699+20.73 41.3' RT	176,041.87	344,849.56	1132.45
CP 32	MAG NAIL	707+06.76 15.6' LT	176,194.87	344,075.55	1120.33
CP 33	8" SPIKE	710+41.32 41.2' RT	176,337.59	343,767.67	1124.36

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM I	60D in OAK	707+68	49' RT	1123.87



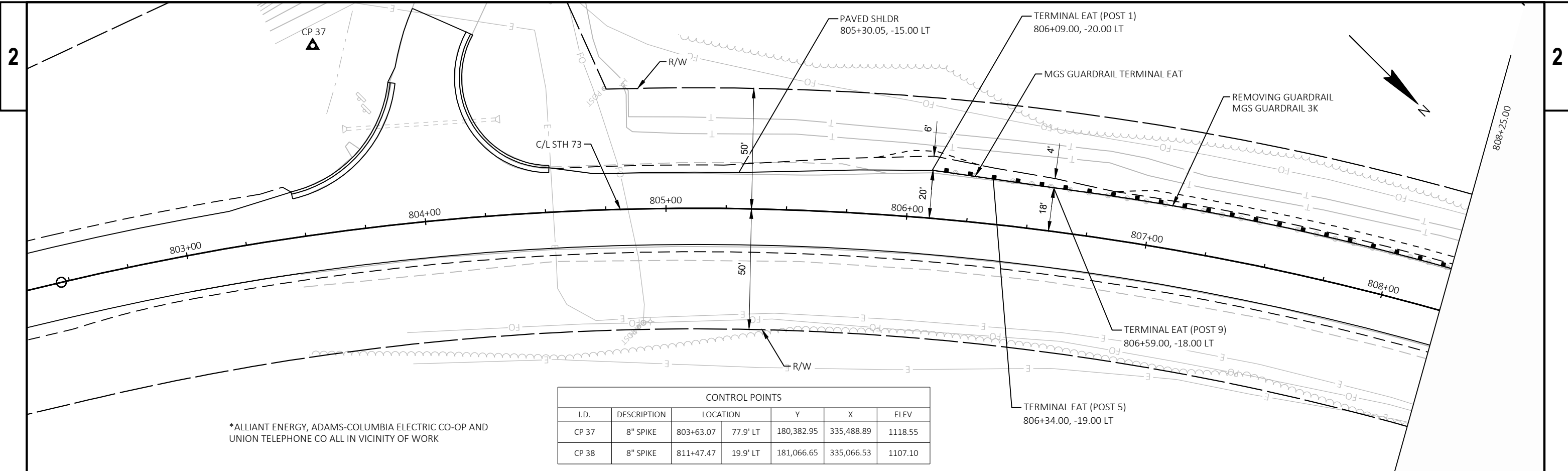
PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA MGS GUARDRAIL DETAILS - STA 705+75 SHEET E

*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK



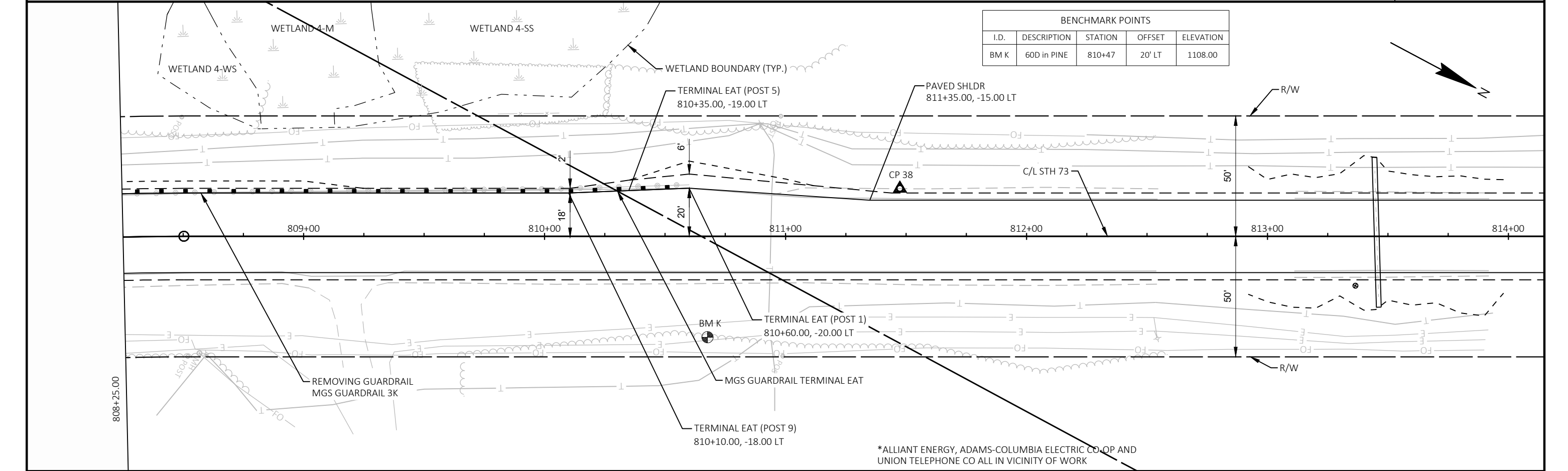
CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 35	MAG NAIL	761+02.25	16.8' RT	178,112.42	339,100.19	1124.32
CP 36	8" SPIKE	763+31.85	21.8' RT	178,250.64	338,916.78	1123.01

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM J	60D in OAK	762+39	54' RT	1122.76



*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 37	8" SPIKE	803+63.07 77.9' LT	180,382.95	335,488.89	1118.55
CP 38	8" SPIKE	811+47.47 19.9' LT	181,066.65	335,066.53	1107.10



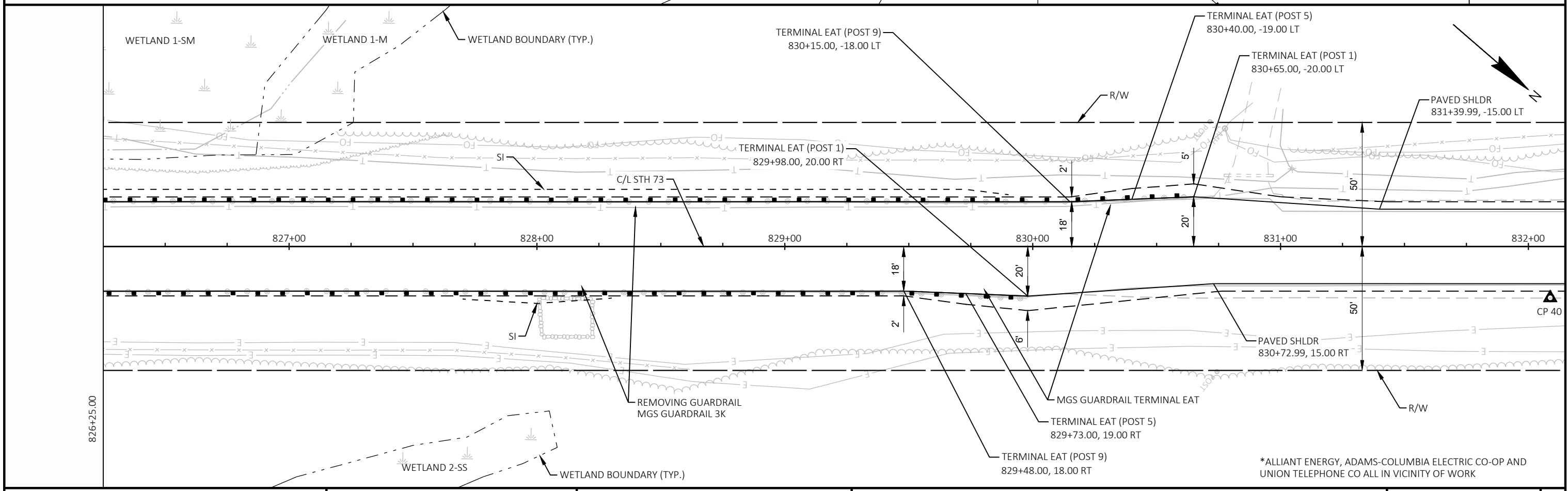
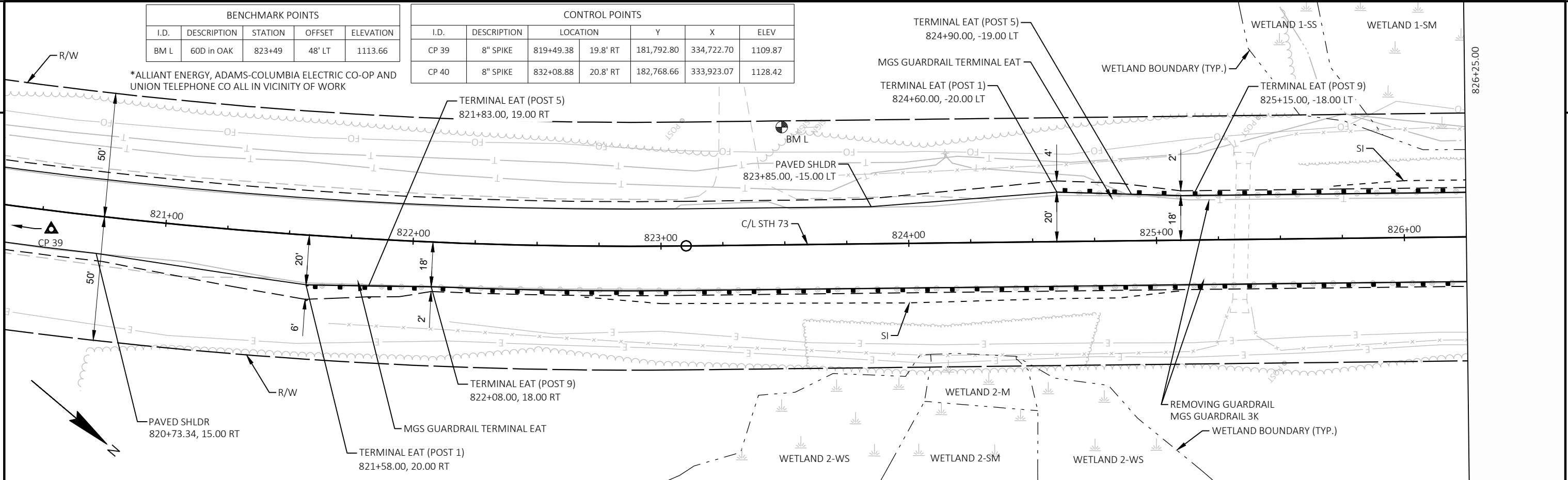
BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM K	60D in PINE	810+47	20' LT	1108.00

*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM L	60D in OAK	823+49	48' LT	1113.66

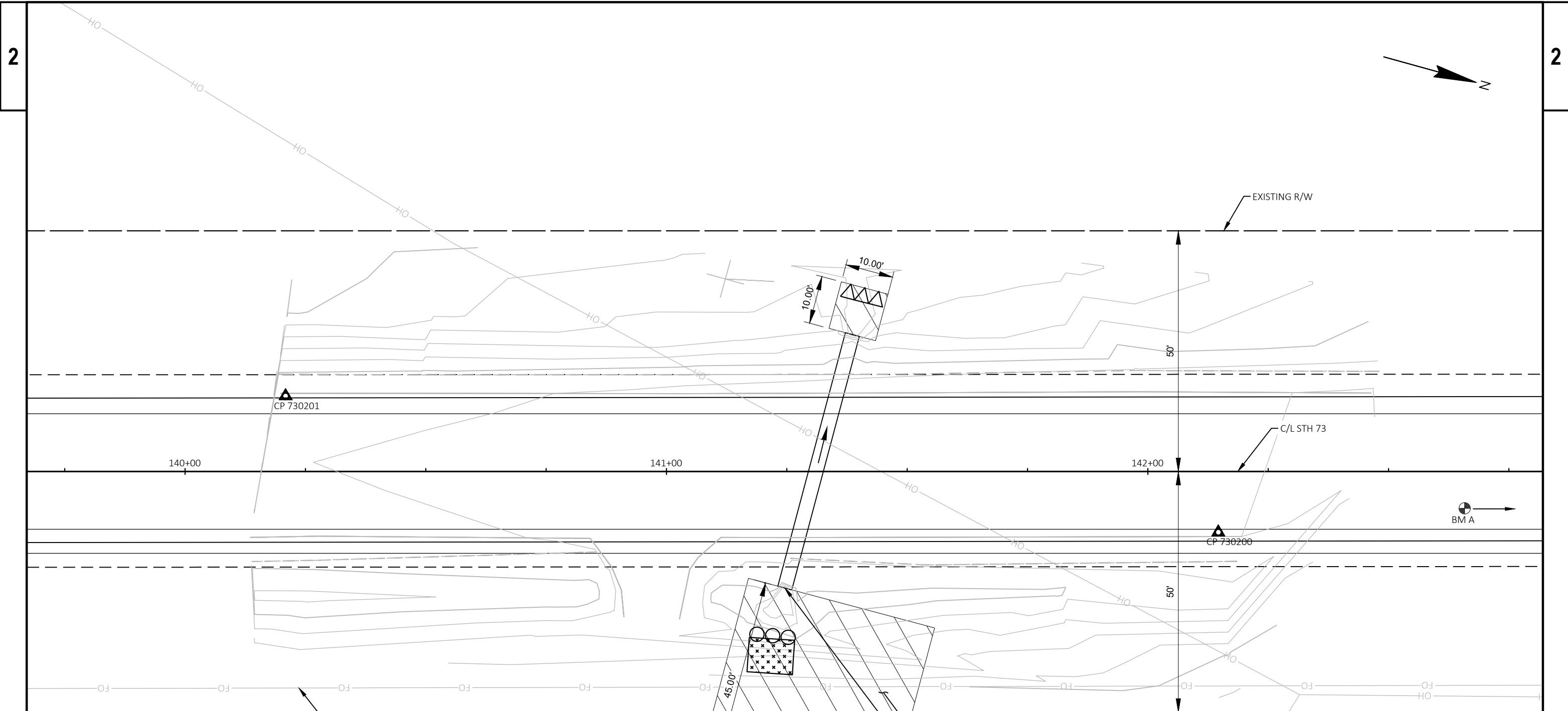
CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 39	8" SPIKE	819+49.38	19.8' RT	181,792.80	334,722.70	1109.87
CP 40	8" SPIKE	832+08.88	20.8' RT	182,768.66	333,923.07	1128.42

*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK



*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	MGS GUARDRAIL DETAILS - STA 826+25	SHEET	E
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BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM A	60D in PP	146+49	48' RT	905.63

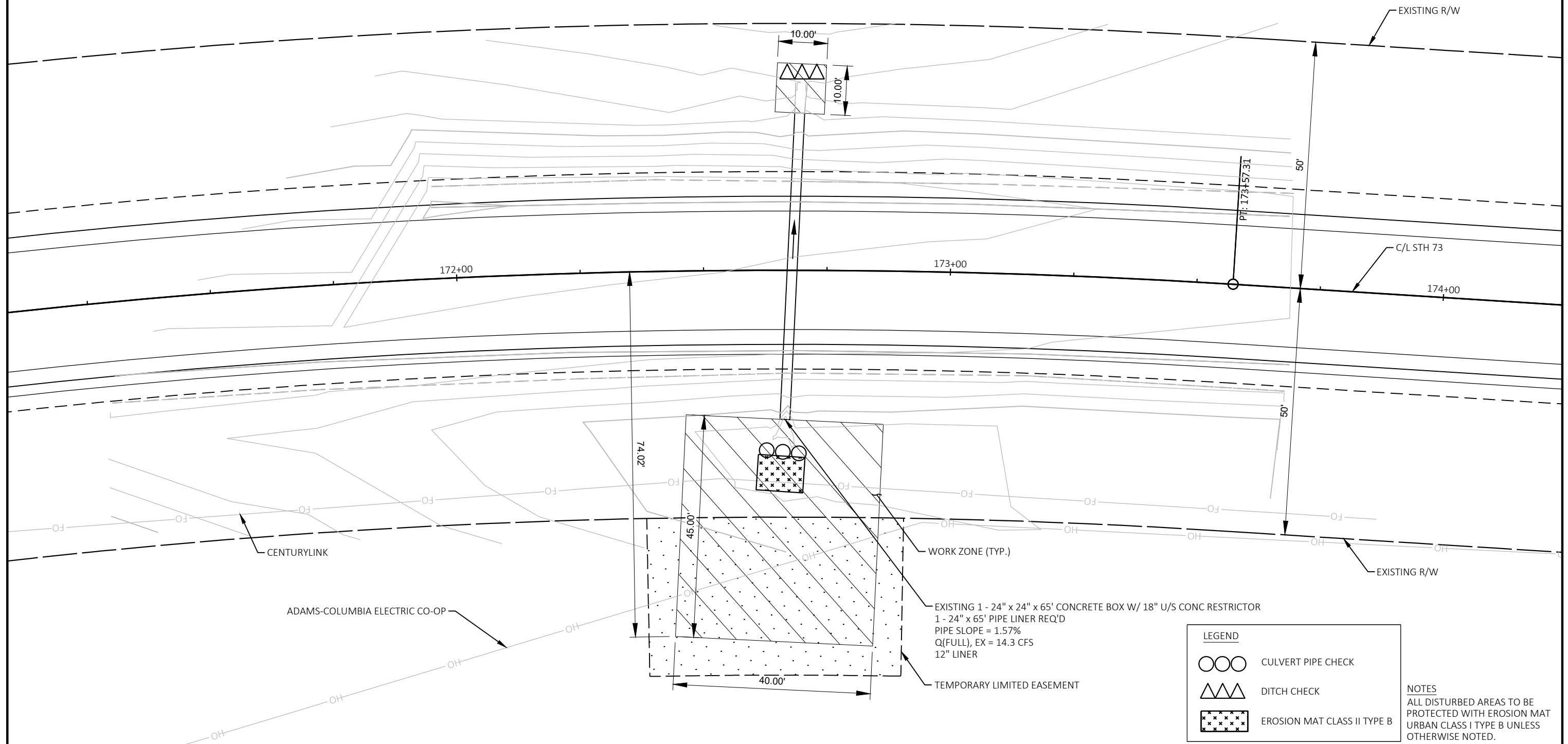
CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 730200	PK NAIL	142+14.64	12.6' RT	136,638.32	376,784.15	901.97
CP 730201	PK NAIL	140+20.88	15.7' LT	136,444.06	376,808.73	900.62

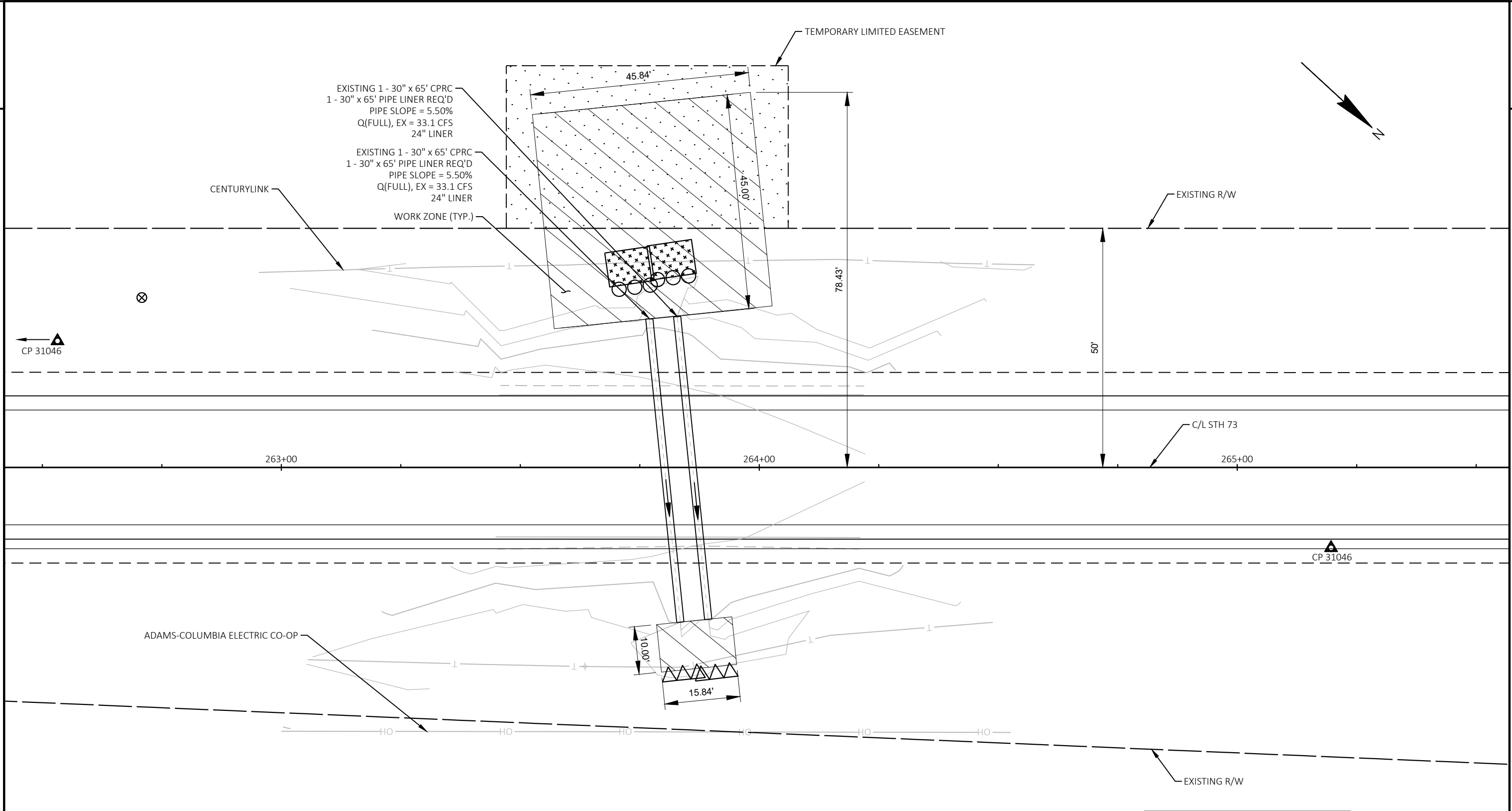
WORK ZONE (TYP.)
 EXISTING 1 - 36" x 55' CPRC
 1 - 36" x 55' PIPE LINER REQ'D
 PIPE SLOPE = 3.20%
 Q(FULL), EX = 129.3 CFS
 30" LINER
 TEMPORARY LIMITED EASEMENT

LEGEND

- CULVERT PIPE CHECK
- △△△ DITCH CHECK
- ✖✖✖ EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.





EXISTING 1 - 30" x 65' CPRC
 1 - 30" x 65' PIPE LINER REQ'D
 PIPE SLOPE = 5.50%
 Q(FULL), EX = 33.1 CFS
 24" LINER

EXISTING 1 - 30" x 65' CPRC
 1 - 30" x 65' PIPE LINER REQ'D
 PIPE SLOPE = 5.50%
 Q(FULL), EX = 33.1 CFS
 24" LINER

WORK ZONE (TYP.)

CP 31046

CP 31046

263+00

264+00

265+00

ADAMS-COLUMBIA ELECTRIC CO-OP

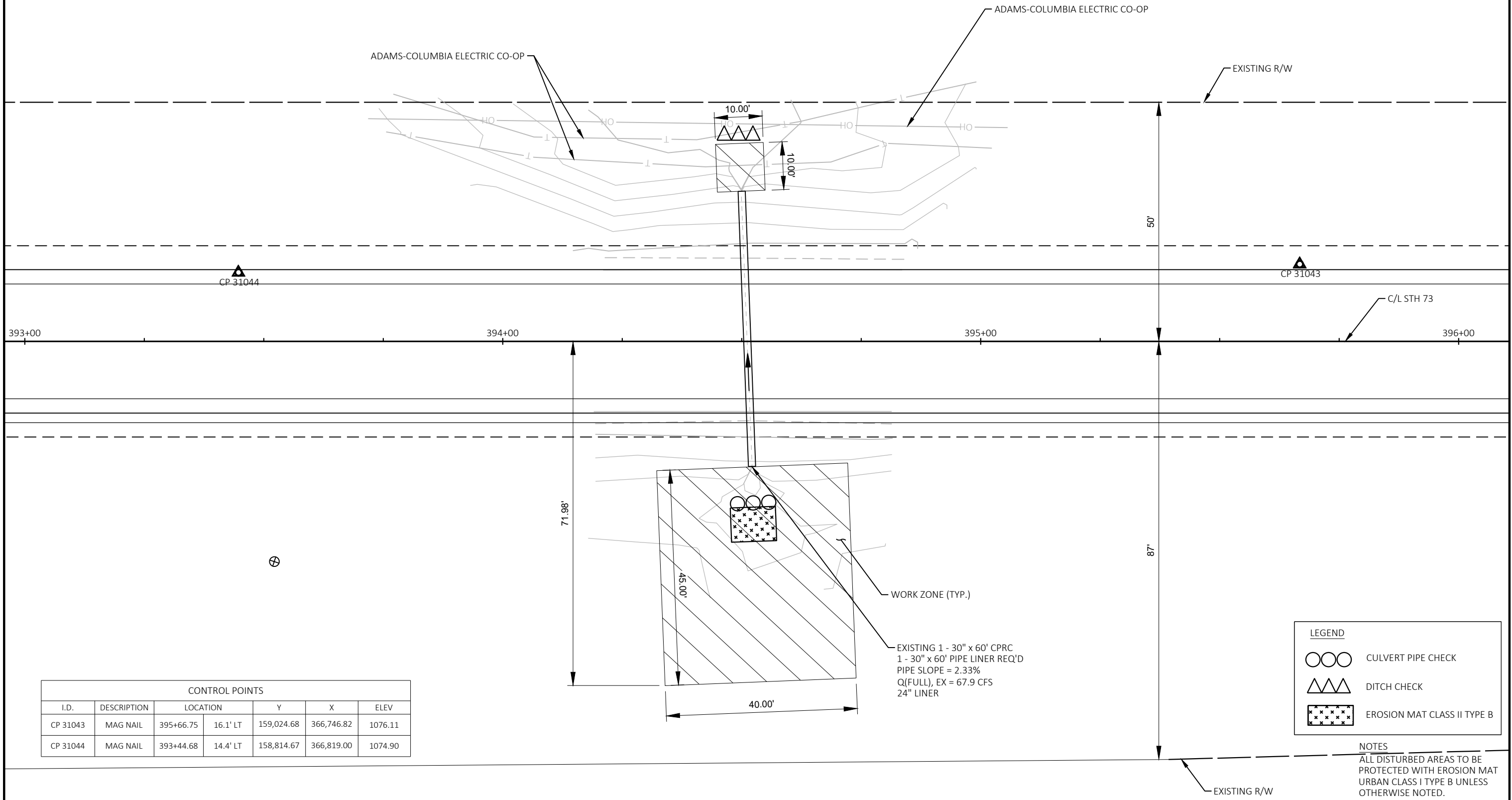
EXISTING R/W

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 31045	MAG NAIL	262+01.61	17.4' LT	147,857.96	373,749.21	1008.96
CP 31046	MAG NAIL	265+19.68	16.8' RT	148,115.08	373,558.88	1005.15

LEGEND



- CULVERT PIPE CHECK
- DITCH CHECK
- EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.

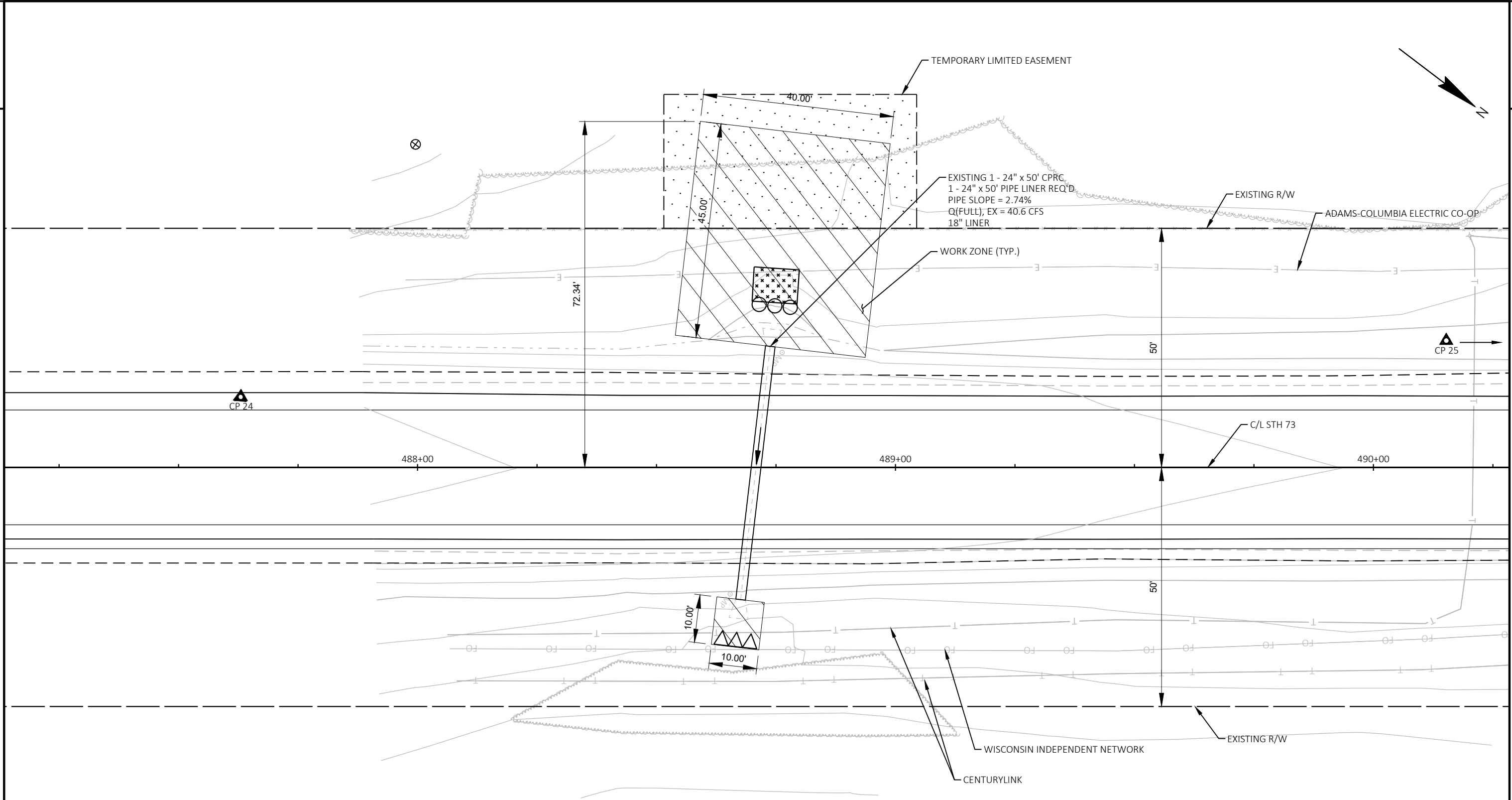


CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 31043	MAG NAIL	395+66.75 16.1' LT	159,024.68	366,746.82	1076.11
CP 31044	MAG NAIL	393+44.68 14.4' LT	158,814.67	366,819.00	1074.90

LEGEND

-  CULVERT PIPE CHECK
-  DITCH CHECK
-  EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.

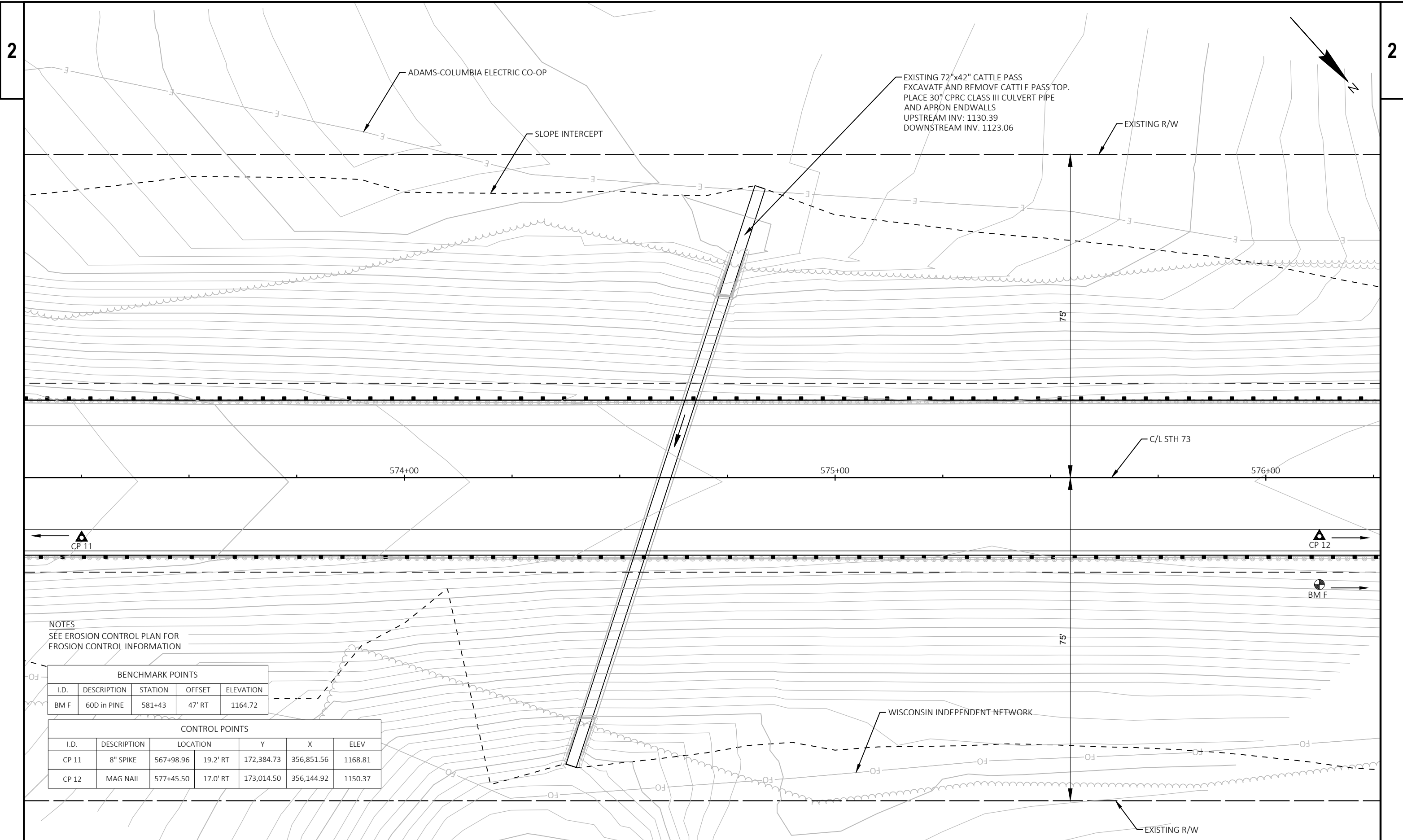


CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 24	MAG NAIL	487+63.03	14.7' LT	165,414.86	360,647.82	1183.15
CP 25	8" SPIKE	495+42.65	44' LT	166,030.90	360,163.12	1183.10

LEGEND

- CULVERT PIPE CHECK
- DITCH CHECK
- EROSION MAT CLASS II TYPE B

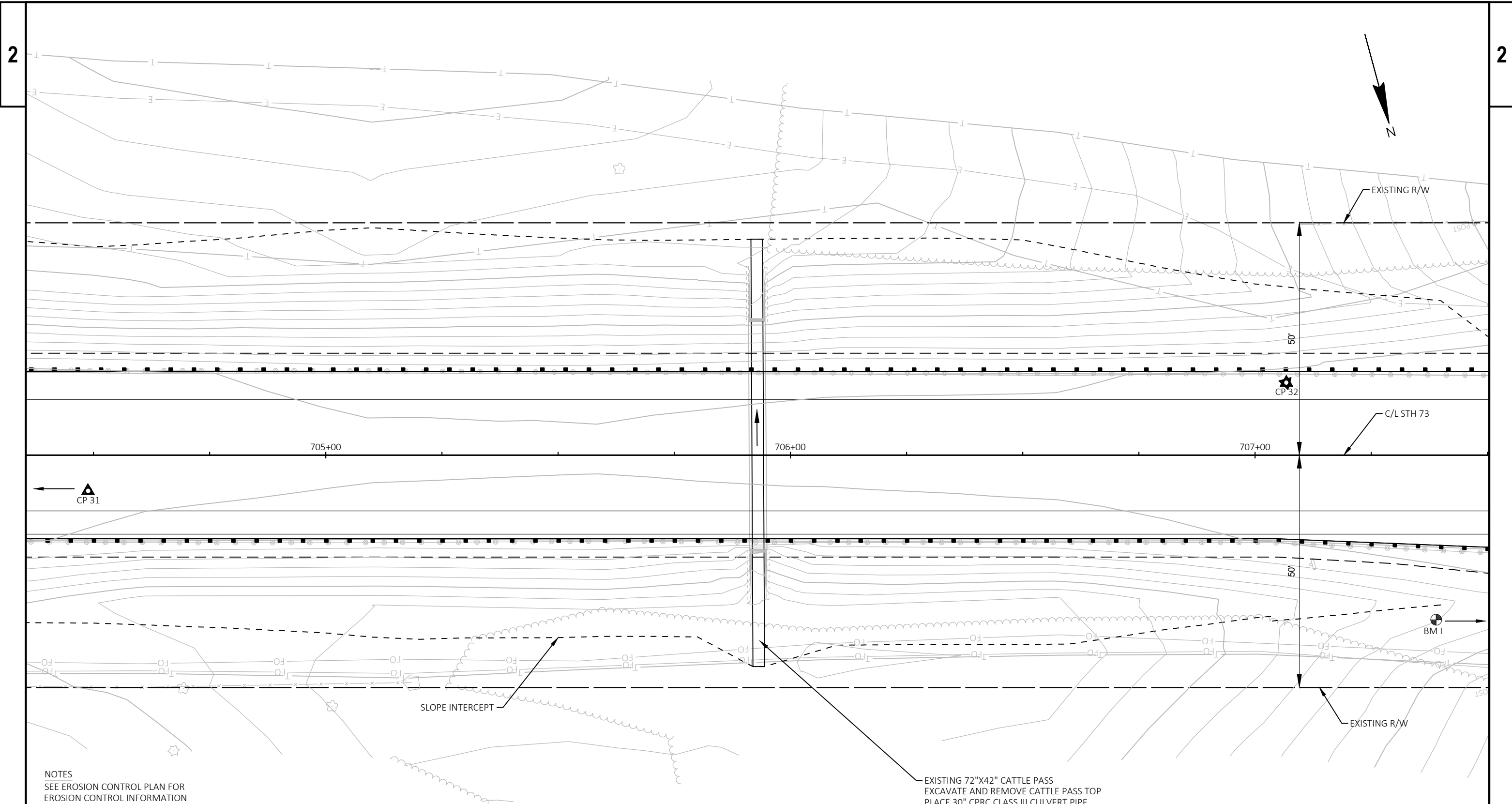
NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.



NOTES
SEE EROSION CONTROL PLAN FOR
EROSION CONTROL INFORMATION

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM F	60D in PINE	581+43	47' RT	1164.72

CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 11	8" SPIKE	567+98.96 19.2' RT	172,384.73	356,851.56	1168.81
CP 12	MAG NAIL	577+45.50 17.0' RT	173,014.50	356,144.92	1150.37



NOTES
SEE EROSION CONTROL PLAN FOR
EROSION CONTROL INFORMATION

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 31	8" SPIKE	699+20.73	41.3' RT	176,041.87	344,849.56	1132.45
CP 32	MAG NAIL	707+06.76	15.6' LT	176,194.87	344,075.55	1120.33

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 1	60D in OAK	707+68	49' RT	1123.87

EXISTING 72"x42" CATTLE PASS
EXCAVATE AND REMOVE CATTLE PASS TOP
PLACE 30" CPRC CLASS III CULVERT PIPE
AND APRON ENDWALLS
UPSTREAM INV: 112.32
DOWNSTREAM INV: 1107.89

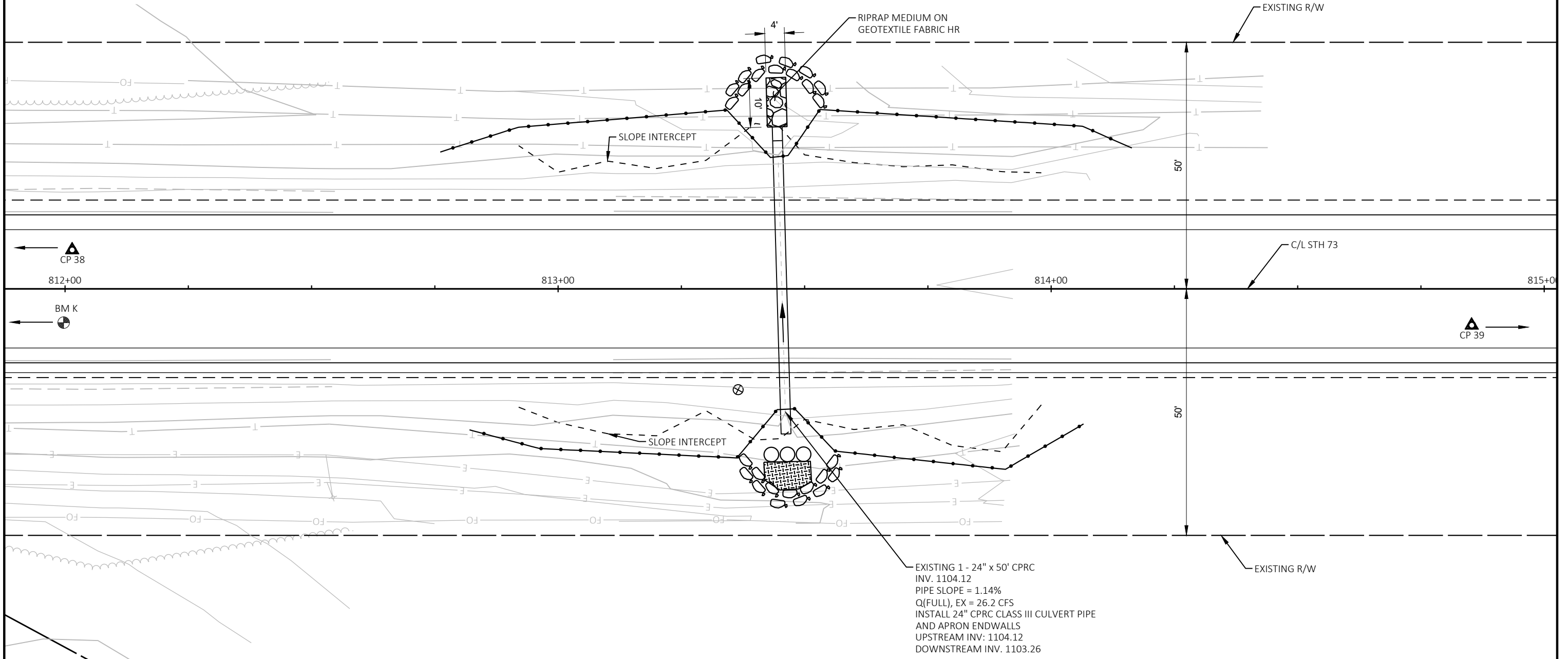
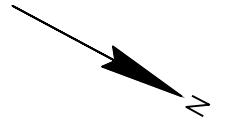
*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND
UNION TELEPHONE CO ALL IN VICINITY OF WORK

NOTES

1. ISOLATE WORK AREA FOR CULVERT WORK USING COFFERDAM.
2. IF DEWATERING OPERATIONS TAKE PLACE, PROPERLY TREAT THE PUMPED WATER BEFORE DISCHARGING.
3. STRIP AND STOCKPILE TOPSOIL ON SITE. ALL TOPSOIL STRIPPED FOR LANE SHIFT SHALL BE REUSED FOR RESTORATION AFTER CULVERT IS PLACED.
4. LIMITS OF GRADING FOR LANE SHIFT SHALL NOT EXCEED THE IMPACTS REQUIRED FOR CULVERT RESTORATION.
5. ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT CLASS I TYPE A UNLESS OTHERWISE NOTED.
6. NATIVE SEEDING (70A) SHALL BE USED IN UPLAND AREAS. NATIVE WETLAND SEEDING SHALL BE USED IN WET AREAS.

LEGEND

- CULVERT PIPE CHECK
- HEAVY DUTY SILT FENCE
- ▒ EROSION MAT CLASS II TYPE C
- ☒ COFFERDAM

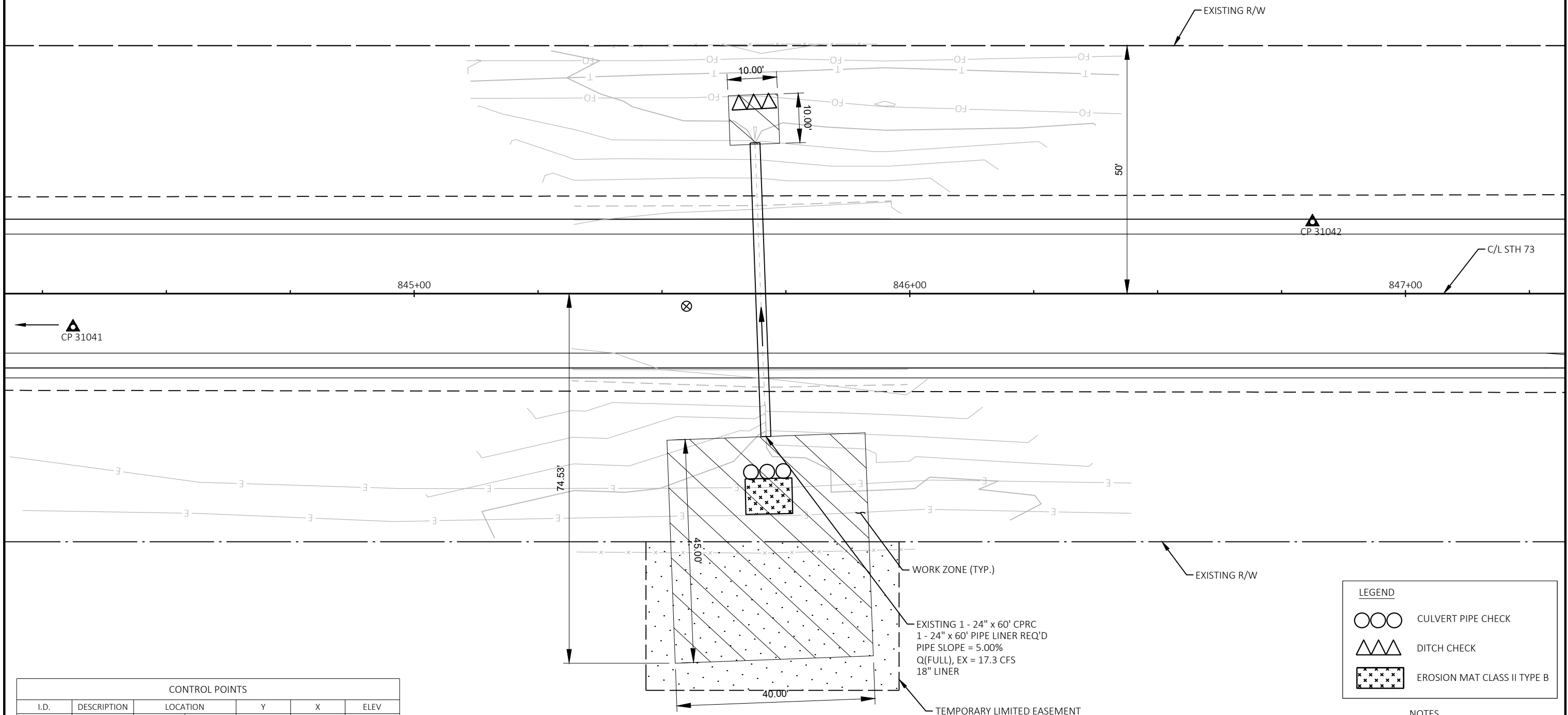
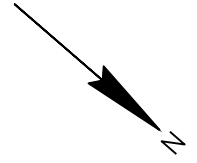


EXISTING 1 - 24" x 50' CPRC
 INV. 1104.12
 PIPE SLOPE = 1.14%
 Q(FULL), EX = 26.2 CFS
 INSTALL 24" CPRC CLASS III CULVERT PIPE
 AND APRON ENDWALLS
 UPSTREAM INV: 1104.12
 DOWNSTREAM INV. 1103.26

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 38	8" SPIKE	811+47.47	19.9' LT	181,066.65	335,066.52	1107.10
CP 39	8" SPIKE	819+49.38	19.8' RT	181,792.89	334,722.70	1109.87

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM K	60D in PINE	810+47	20' LT	1108.00

*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK



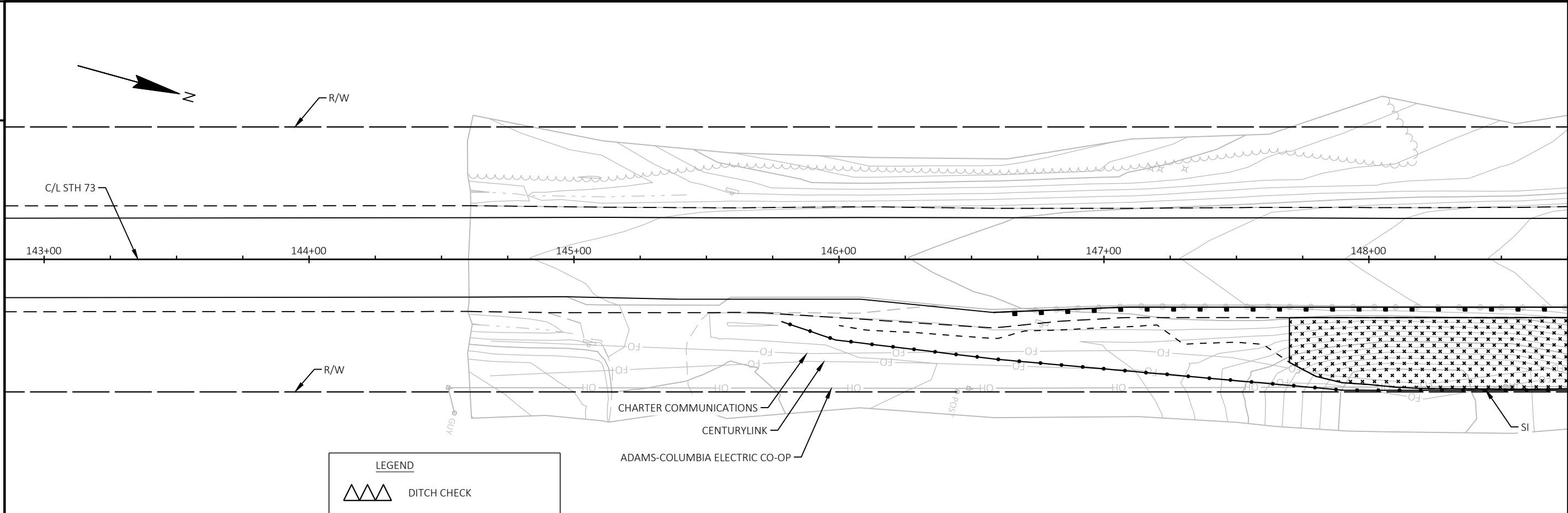
CONTROL POINTS					
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV
CP 31041	MAG NAIL	842+80.93 17.4' RT	183,576.21	333,217.96	1148.26
CP 31042	MAG NAIL	846+81.23 14.4' LT	183,857.73	332,931.62	1149.48

LEGEND

- CULVERT PIPE CHECK
- DITCH CHECK
- EROSION MAT CLASS II TYPE B

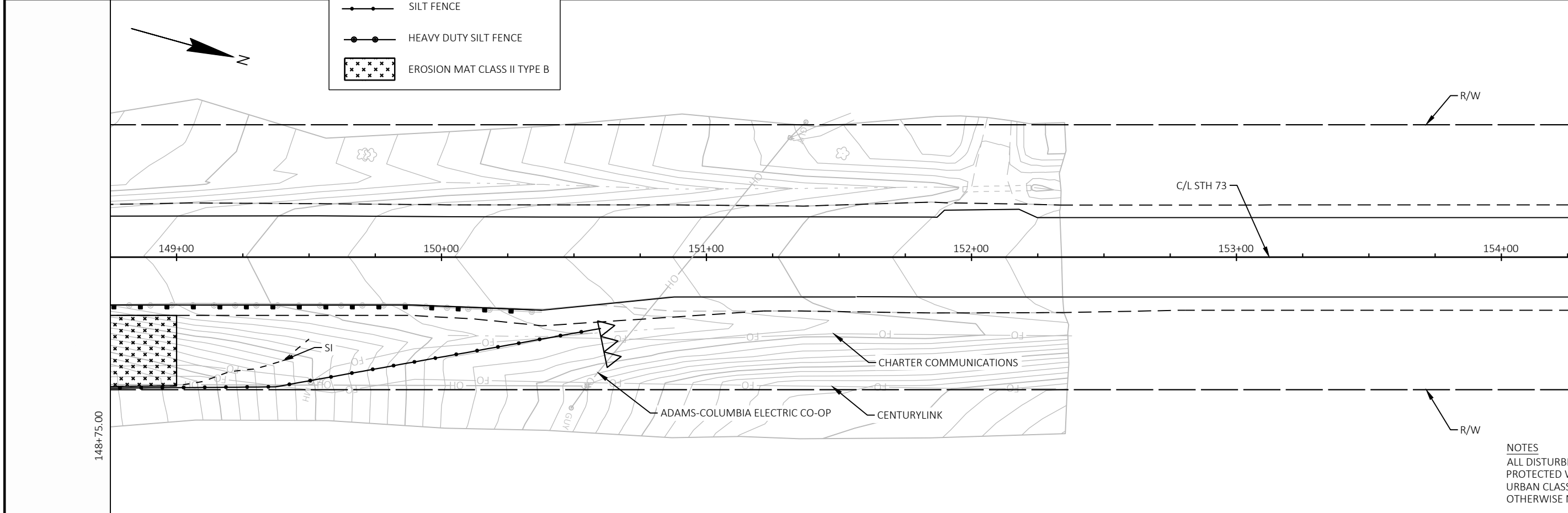
NOTES
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*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

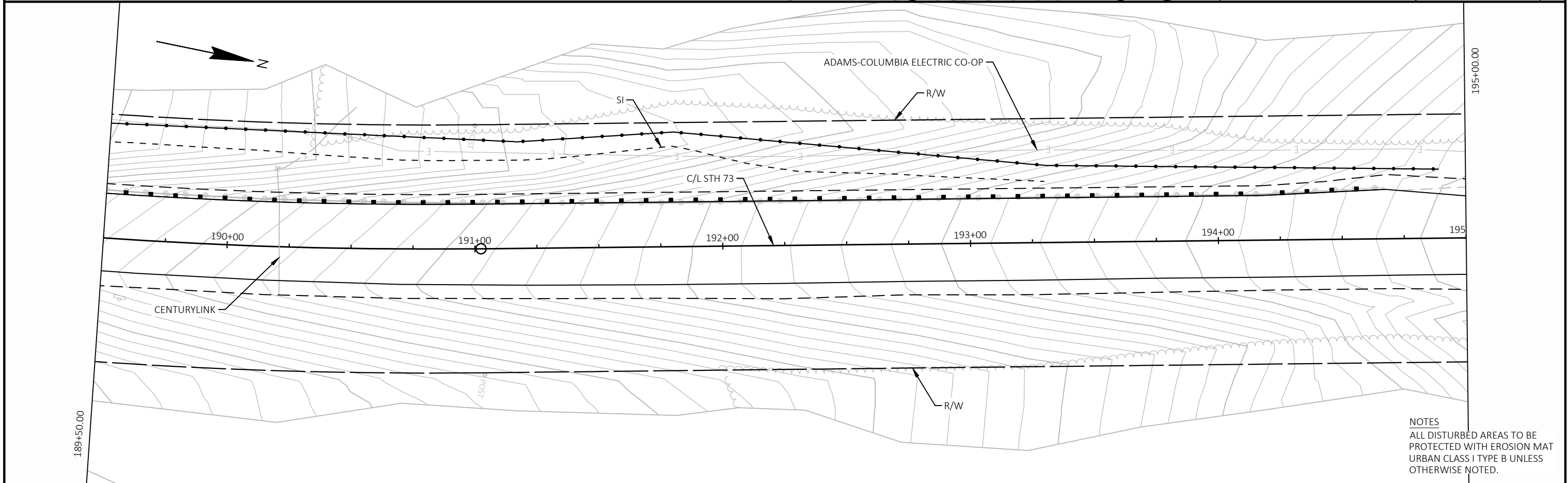
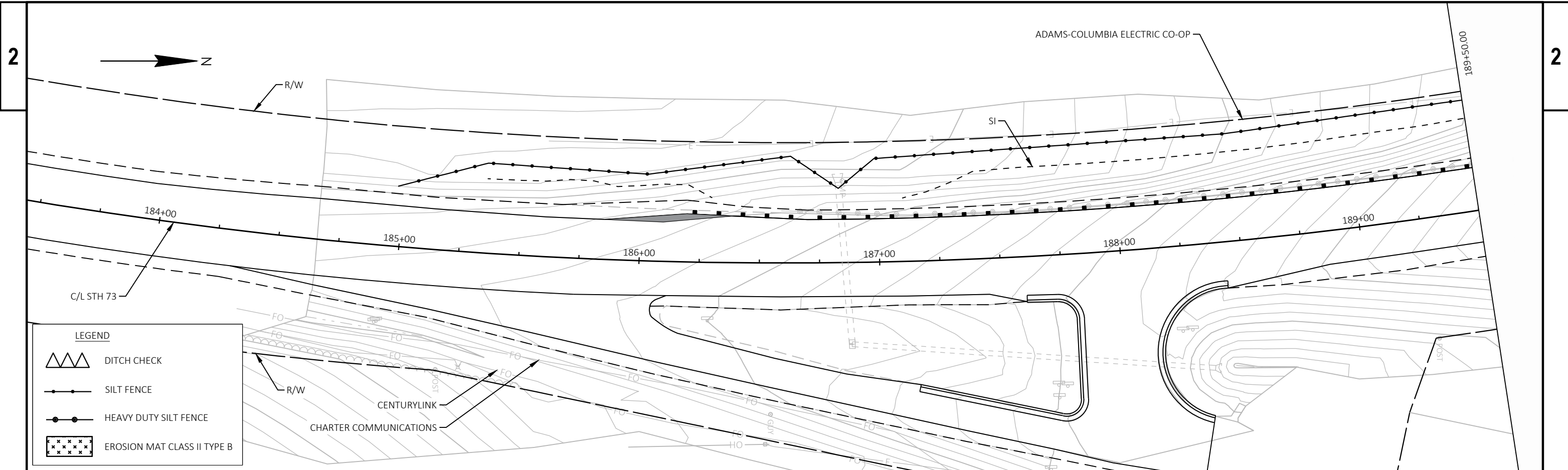


LEGEND

- DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION MAT CLASS II TYPE B

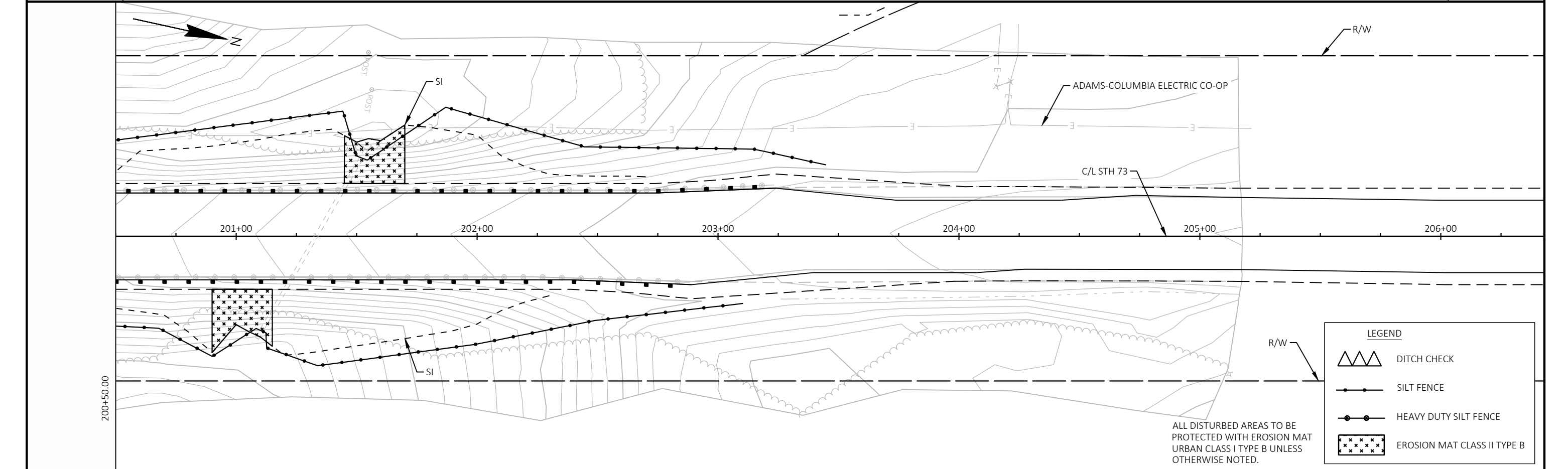
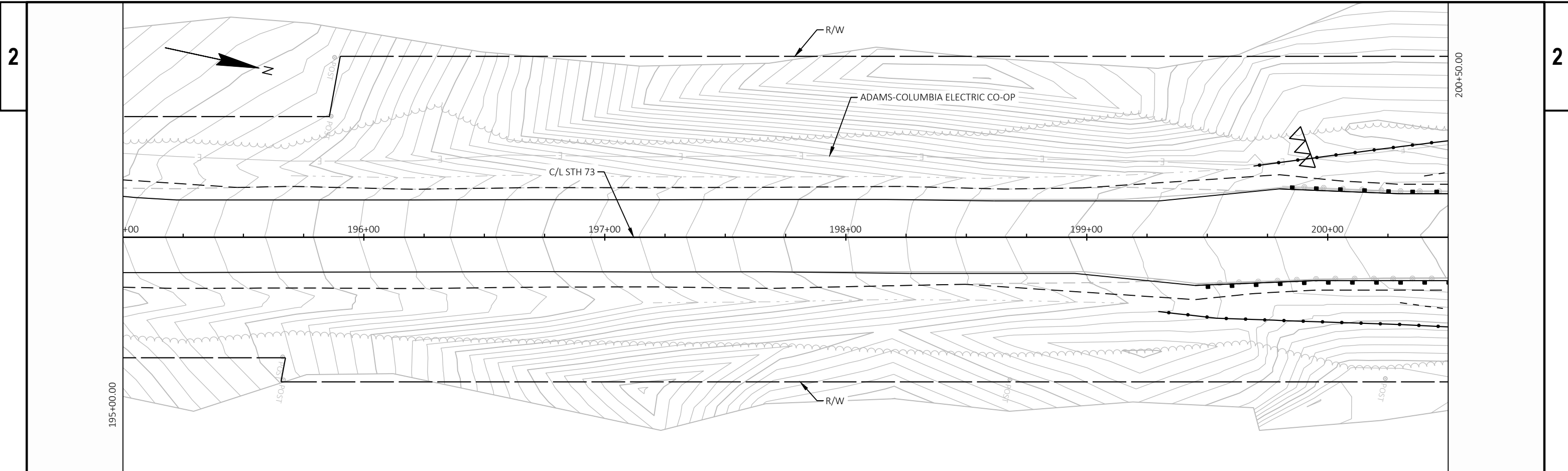


NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.



NOTES
 ALL DISTURBED AREAS TO BE
 PROTECTED WITH EROSION MAT
 URBAN CLASS I TYPE B UNLESS
 OTHERWISE NOTED.

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	EROSION CONTROL PLANS	SHEET	E
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PROJECT NO: 6310-00-60

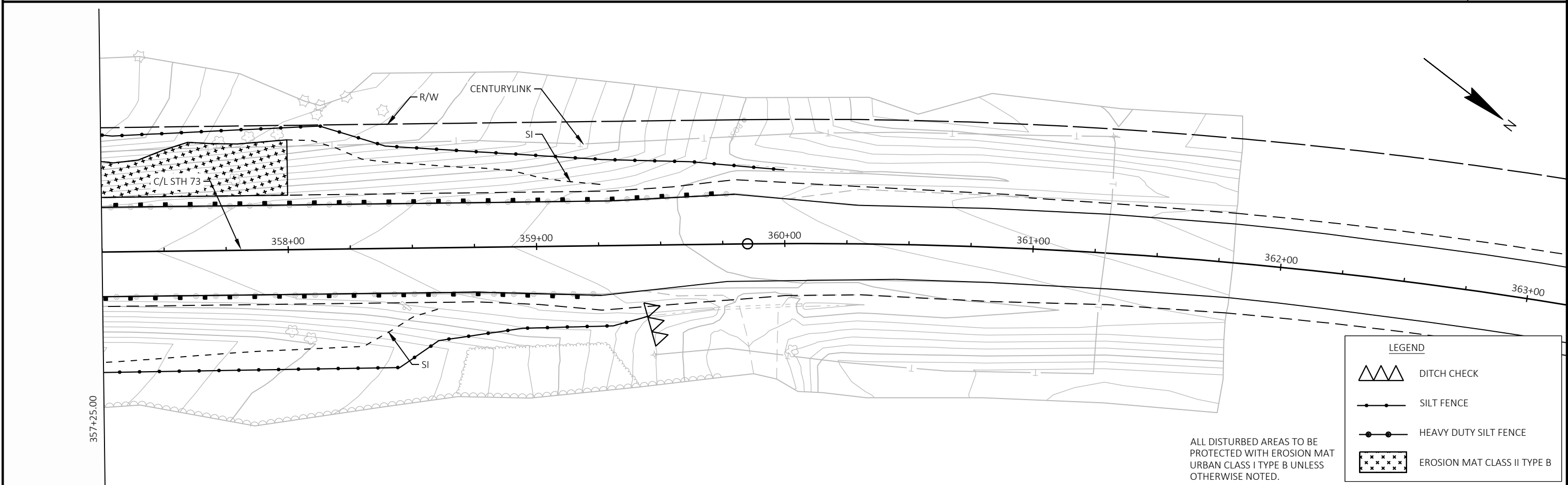
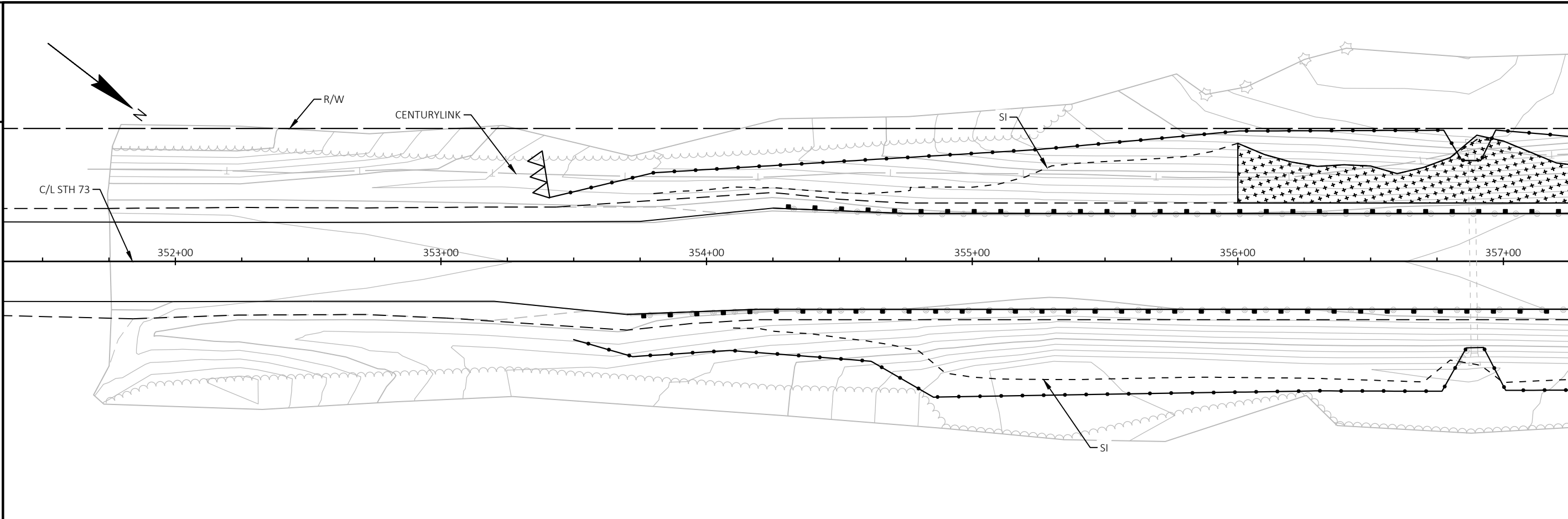
HWY: STH 73

COUNTY: WAUSHARA





EROSION CONTROL PLANS

SHEET

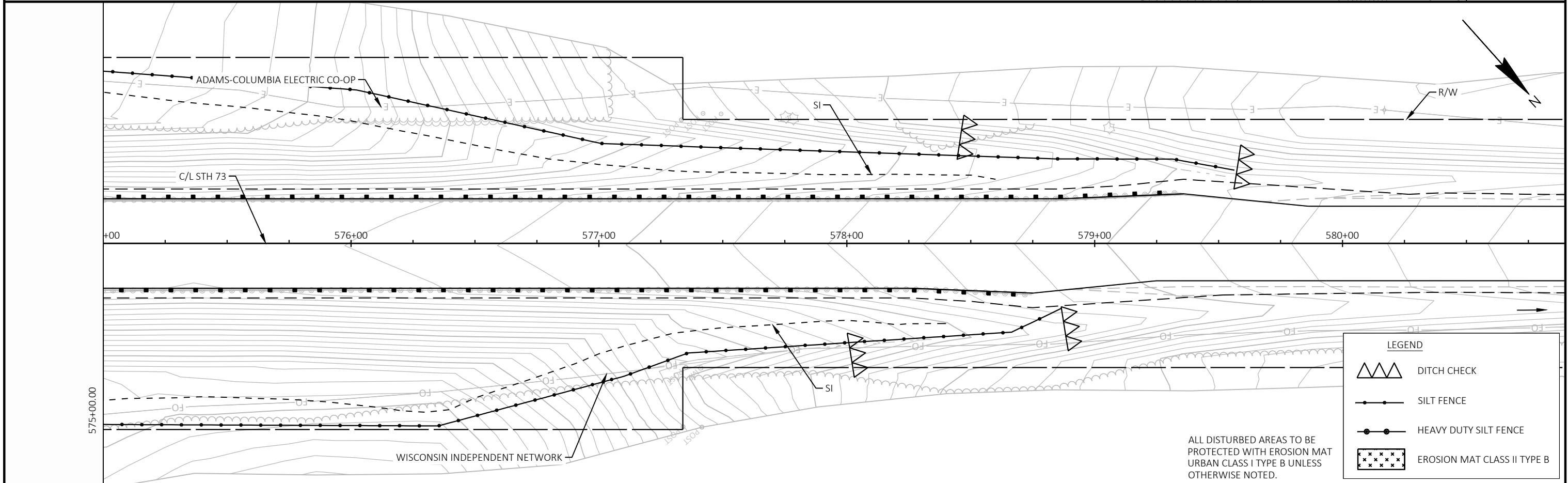
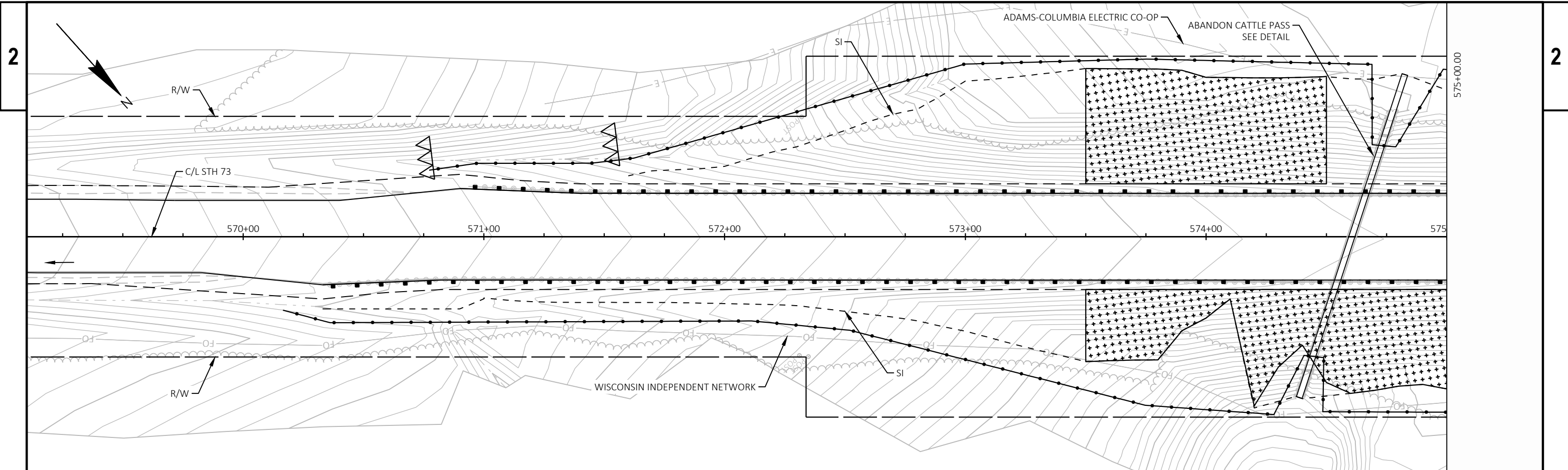
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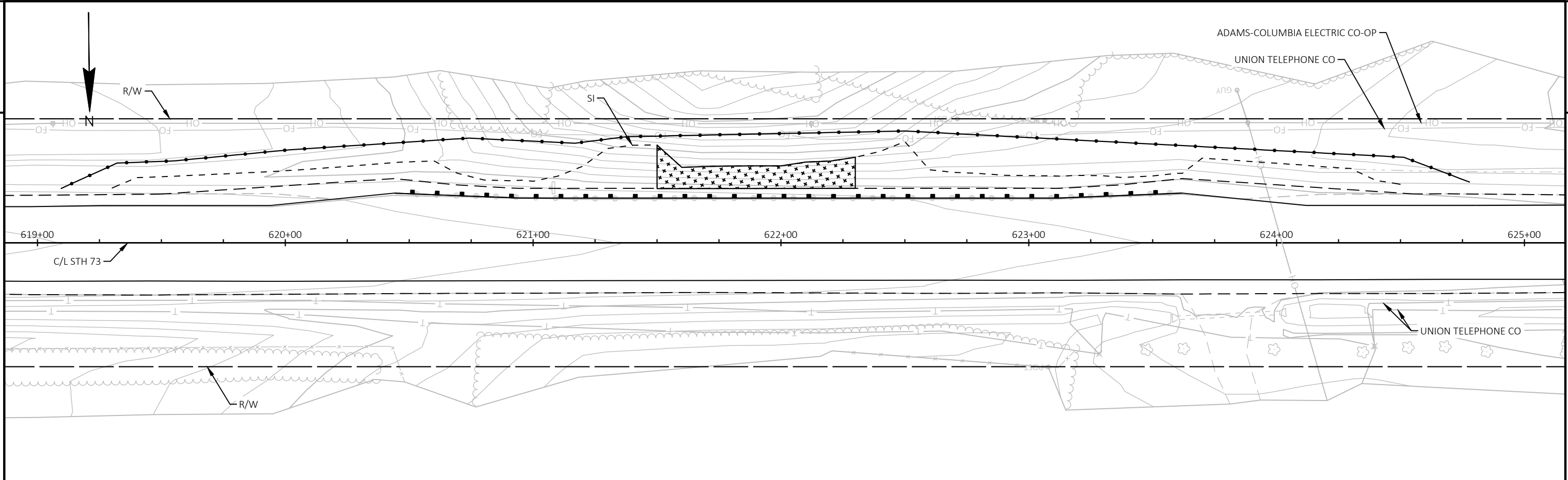
LEGEND

-  DITCH CHECK
-  SILT FENCE
-  HEAVY DUTY SILT FENCE
-  EROSION MAT CLASS II TYPE B





ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.



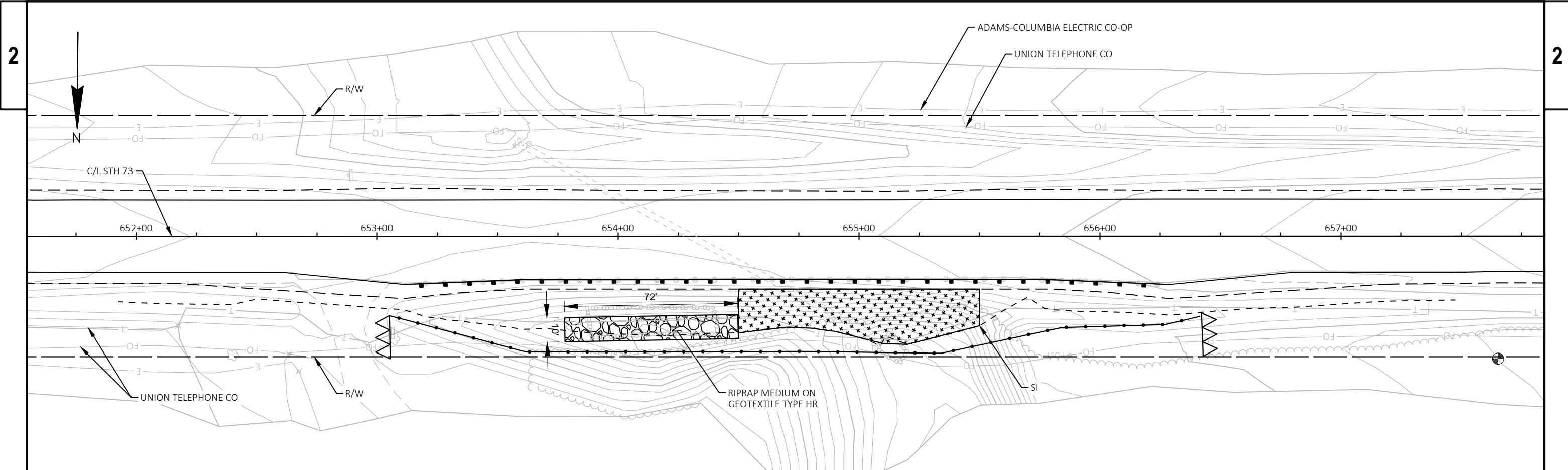
PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA EROSION CONTROL PLANS SHEET E



LEGEND

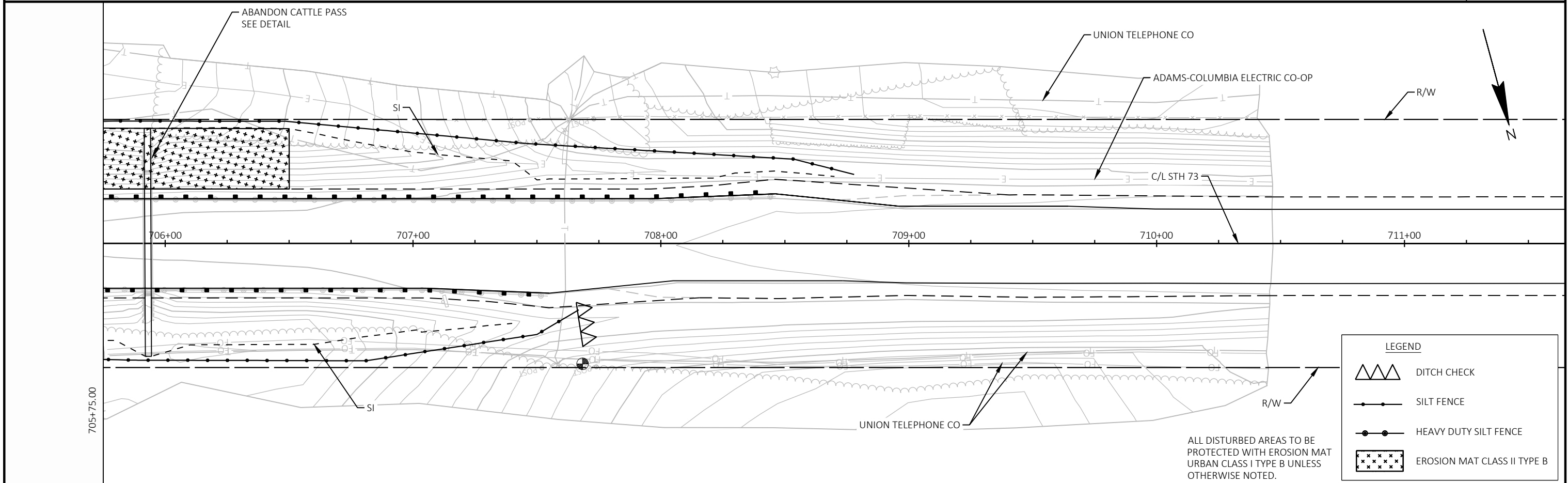
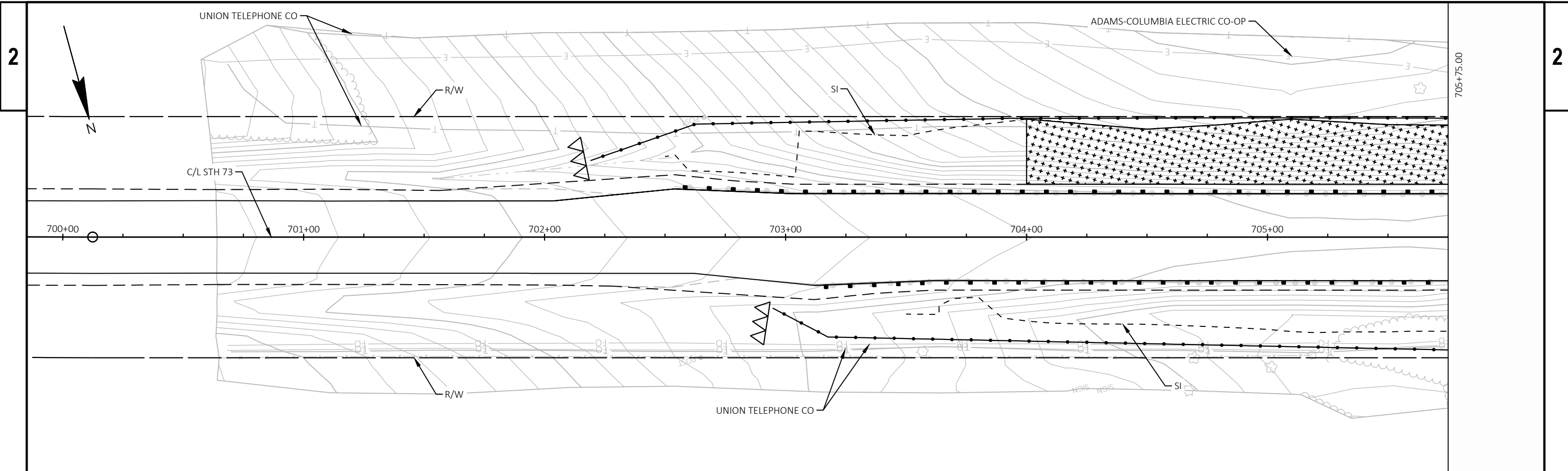
-  DITCH CHECK
-  SILT FENCE
-  HEAVY DUTY SILT FENCE
-  EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.



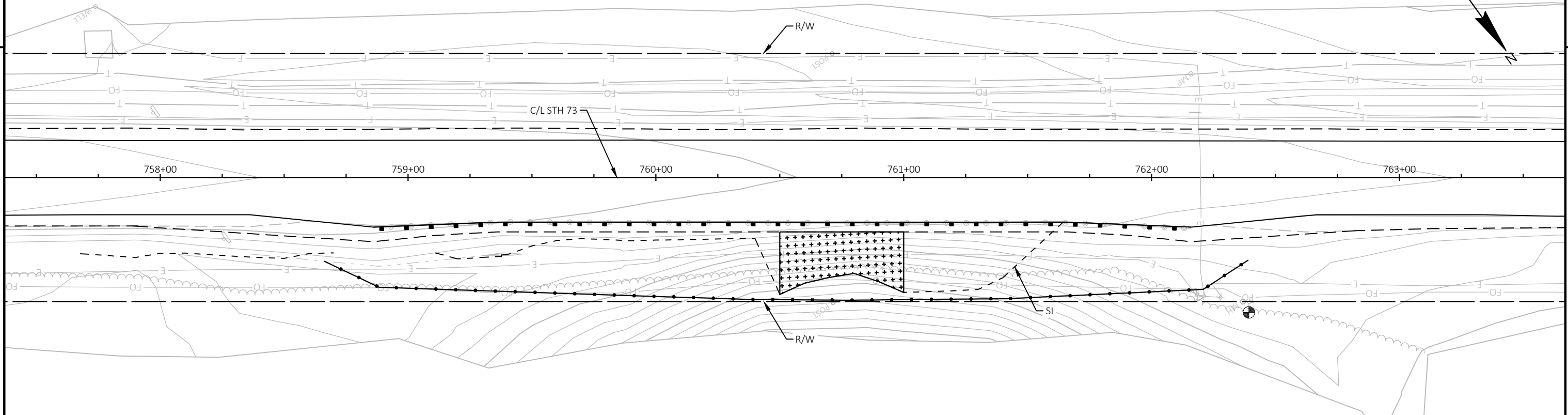
LEGEND	
	DITCH CHECK
	SILT FENCE
	HEAVY DUTY SILT FENCE
	EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.







PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA EROSION CONTROL PLANS SHEET **E**

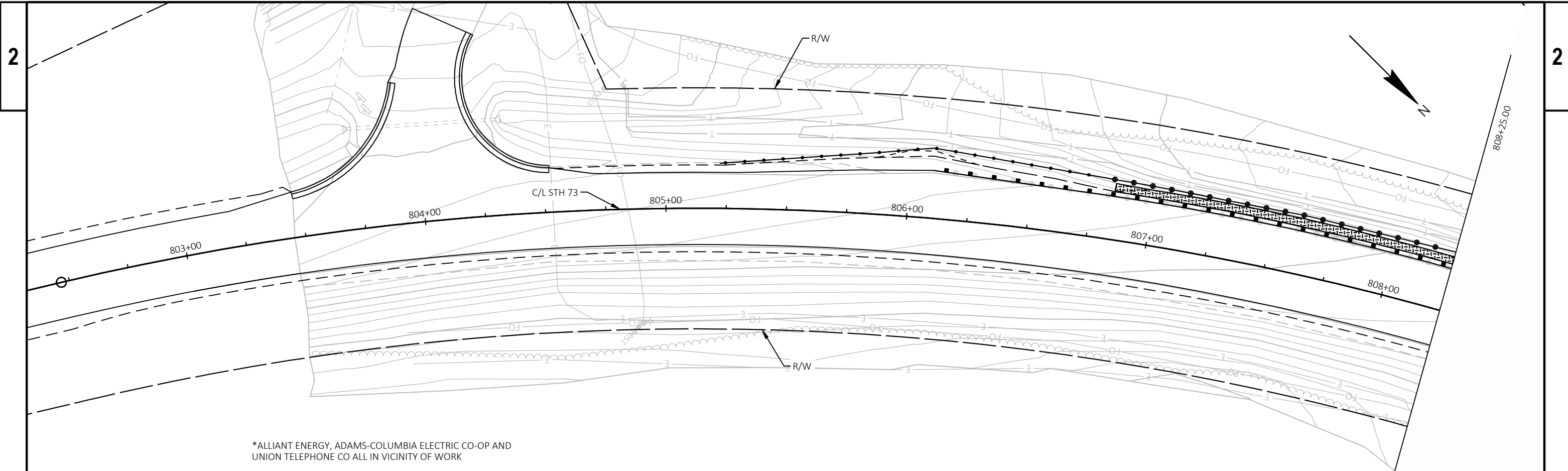
*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK



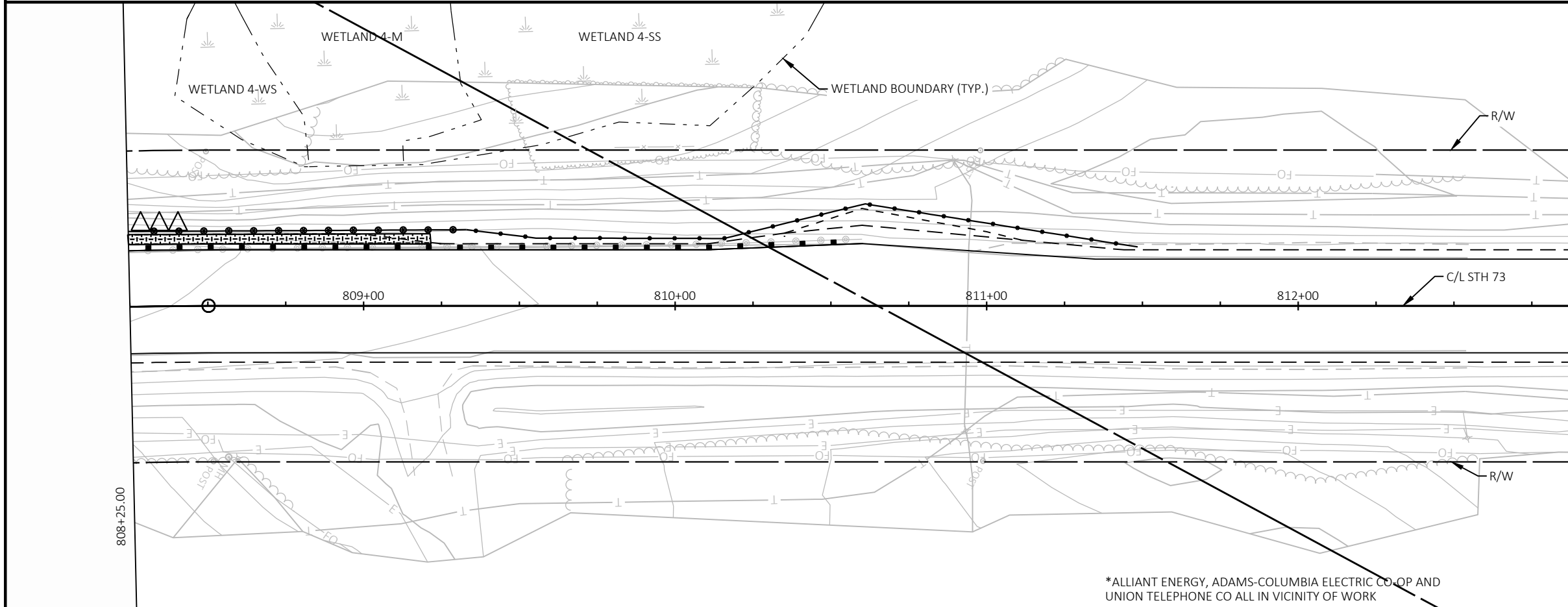
LEGEND

-  DITCH CHECK
-  SILT FENCE
-  HEAVY DUTY SILT FENCE
-  EROSION MAT CLASS II TYPE B

NOTES
 ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT URBAN CLASS I TYPE B UNLESS OTHERWISE NOTED.



*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

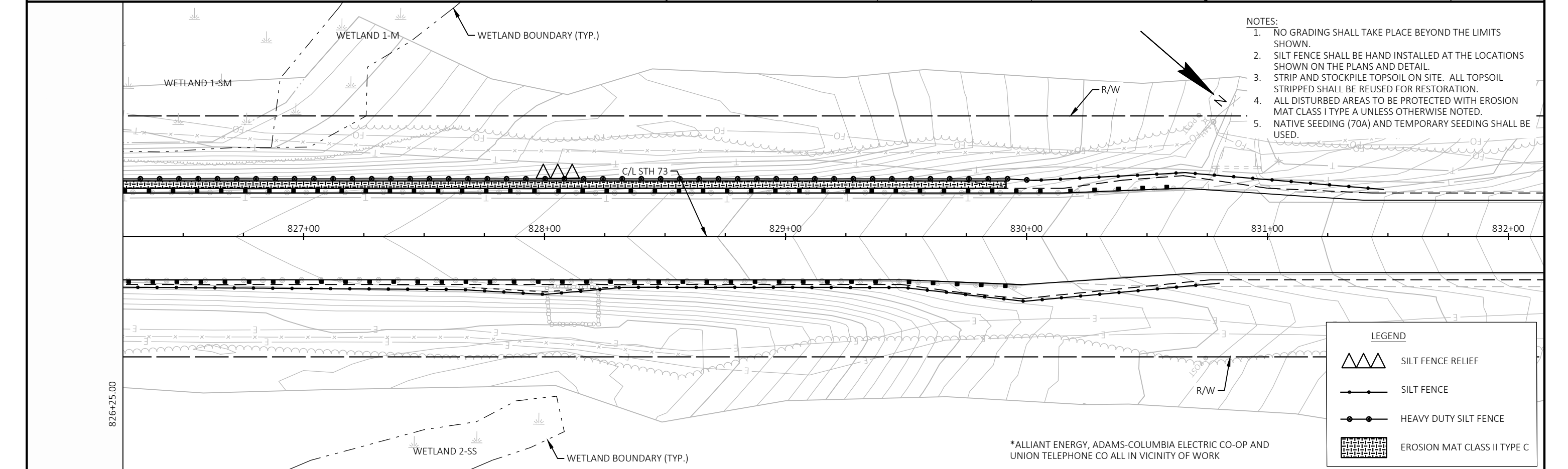
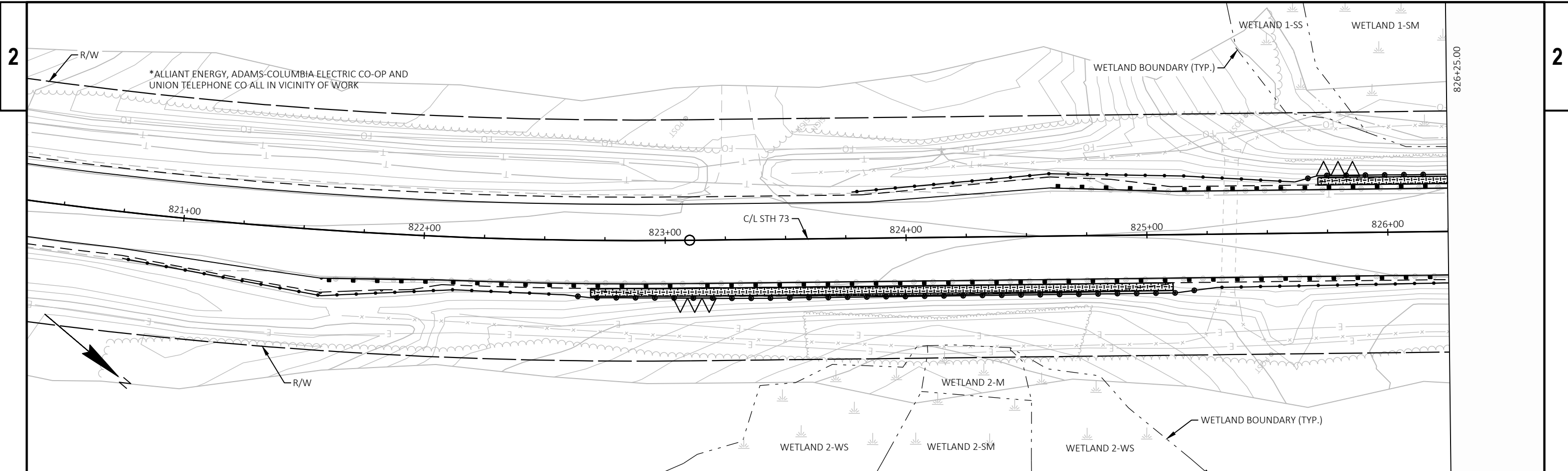


*ALLIANT ENERGY, ADAMS-COLUMBIA ELECTRIC CO-OP AND UNION TELEPHONE CO ALL IN VICINITY OF WORK

- NOTES:
1. NO GRADING SHALL TAKE PLACE BEYOND THE LIMITS SHOWN.
 2. SILT FENCE SHALL BE HAND INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS AND DETAIL.
 3. STRIP AND STOCKPILE TOPSOIL ON SITE. ALL TOPSOIL STRIPPED SHALL BE REUSED FOR RESTORATION.
 4. ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT CLASS I TYPE A UNLESS OTHERWISE NOTED.
 5. NATIVE SEEDING (70A) AND TEMPORARY SEEDING SHALL BE USED.

LEGEND

- SILT FENCE RELIEF
- SILT FENCE
- HEAVY DUTY SILT FENCE
- EROSION MAT CLASS II TYPE C



- NOTES:
1. NO GRADING SHALL TAKE PLACE BEYOND THE LIMITS SHOWN.
 2. SILT FENCE SHALL BE HAND INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS AND DETAIL.
 3. STRIP AND STOCKPILE TOPSOIL ON SITE. ALL TOPSOIL STRIPPED SHALL BE REUSED FOR RESTORATION.
 4. ALL DISTURBED AREAS TO BE PROTECTED WITH EROSION MAT CLASS I TYPE A UNLESS OTHERWISE NOTED.
 5. NATIVE SEEDING (70A) AND TEMPORARY SEEDING SHALL BE USED.

LEGEND	
	SILT FENCE RELIEF
	SILT FENCE
	HEAVY DUTY SILT FENCE
	EROSION MAT CLASS II TYPE C

PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA EROSION CONTROL PLANS SHEET E

Estimate Of Quantities By Plan Sets

6310-00-60

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	36.000	36.000
0004	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0006	204.0100	Removing Concrete Pavement	SY	788.000	788.000
0008	204.0110	Removing Asphaltic Surface	SY	3.000	3.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	961.000	961.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	267,690.000	267,690.000
0014	204.0150	Removing Curb & Gutter	LF	12.000	12.000
0016	204.0155	Removing Concrete Sidewalk	SY	8.000	8.000
0018	204.0165	Removing Guardrail	LF	8,612.000	8,612.000
0020	204.9060.S	Removing (item description) 01. Cattle Pass Top	EACH	2.000	2.000
0026	205.0100	Excavation Common	CY	1,891.000	1,891.000
0030	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 6310-00-60	LS	1.000	1.000
0038	213.0100	Finishing Roadway (project) 02. 6310-00-60	EACH	1.000	1.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,535.000	1,535.000
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,191.000	1,191.000
0046	455.0605	Tack Coat	GAL	18,914.000	18,914.000
0048	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0050	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0052	460.2000	Incentive Density HMA Pavement	DOL	240.000	240.000
0054	460.2005	Incentive Density PWL HMA Pavement	DOL	17,750.000	17,750.000
0056	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	29,524.000	29,524.000
0058	460.2010	Incentive Air Voids HMA Pavement	DOL	21,970.000	21,970.000
0060	460.6225	HMA Pavement 5 MT 58-28 S	TON	21,968.000	21,968.000
0062	460.6425	HMA Pavement 5 MT 58-28 H	TON	619.000	619.000
0064	465.0105	Asphaltic Surface	TON	331.000	331.000
0066	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	73,810.000	73,810.000
0068	520.9700.S	Culvert Pipe Liners (size) 01. 12-Inch	LF	65.000	65.000
0070	520.9700.S	Culvert Pipe Liners (size) 02. 18-Inch	LF	110.000	110.000
0072	520.9700.S	Culvert Pipe Liners (size) 03. 24-Inch	LF	190.000	190.000
0074	520.9700.S	Culvert Pipe Liners (size) 04. 30-Inch	LF	55.000	55.000
0076	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	7.000	7.000
0078	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	50.000	50.000
0080	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	193.000	193.000
0082	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0084	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000
0086	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	15.000	15.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	125.000	125.000

Estimate Of Quantities By Plan Sets

6310-00-60

Line	Item	Item Description	Unit	Total	Qty
0092	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10.000	10.000
0094	606.0200	Riprap Medium	CY	43.000	43.000
0098	614.0010	Barrier System Grading Shaping Finishing	EACH	32.000	32.000
0100	614.2300	MGS Guardrail 3	LF	4,230.000	4,230.000
0102	614.2330	MGS Guardrail 3 K	LF	2,689.000	2,689.000
0104	614.2610	MGS Guardrail Terminal EAT	EACH	32.000	32.000
0108	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6310-00-60	EACH	1.000	1.000
0112	619.1000	Mobilization	EACH	0.500	0.500
0114	621.0100	Landmark Reference Monuments	EACH	1.000	1.000
0116	624.0100	Water	MGAL	54.000	54.000
0118	625.0100	Topsoil	SY	5,800.000	5,800.000
0120	625.0500	Salvaged Topsoil	SY	458.000	458.000
0122	628.1104	Erosion Bales	EACH	120.000	120.000
0124	628.1504	Silt Fence	LF	9,909.000	9,909.000
0126	628.1520	Silt Fence Maintenance	LF	12,269.000	12,269.000
0128	628.1905	Mobilizations Erosion Control	EACH	25.000	25.000
0130	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0132	628.2006	Erosion Mat Urban Class I Type A	SY	82.000	82.000
0134	628.2008	Erosion Mat Urban Class I Type B	SY	8,016.000	8,016.000
0136	628.2023	Erosion Mat Class II Type B	SY	3,053.000	3,053.000
0138	628.2027	Erosion Mat Class II Type C	SY	470.000	470.000
0140	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0142	628.7504	Temporary Ditch Checks	LF	120.000	120.000
0144	628.7555	Culvert Pipe Checks	EACH	150.000	150.000
0146	628.7570	Rock Bags	EACH	140.000	140.000
0148	629.0205	Fertilizer Type A	CWT	4.200	4.200
0150	630.0120	Seeding Mixture No. 20	LB	186.000	186.000
0154	630.0171	Seeding Mixture No. 70A	LB	4.000	4.000
0156	630.0200	Seeding Temporary	LB	30.000	30.000
0158	630.0500	Seed Water	MGAL	141.000	141.000
0160	633.5200	Markers Culvert End	EACH	6.000	6.000
0162	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0164	638.2102	Moving Signs Type II	EACH	10.000	10.000
0166	638.4000	Moving Small Sign Supports	EACH	10.000	10.000
0168	642.5201	Field Office Type C	EACH	0.500	0.500
0170	643.0300	Traffic Control Drums	DAY	5,500.000	5,500.000
0180	643.0900	Traffic Control Signs	DAY	825.000	825.000
0182	643.5000	Traffic Control	EACH	0.500	0.500
0188	645.0120	Geotextile Type HR	SY	84.000	84.000

Estimate Of Quantities By Plan Sets

6310-00-60

Line	Item	Item Description	Unit	Total	Qty
0190	646.1020	Marking Line Epoxy 4-Inch	LF	85,787.000	85,787.000
0192	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	147,684.000	147,684.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	250.000	250.000
0206	648.0100	Locating No-Passing Zones	MI	14.290	14.290
0208	649.0105	Temporary Marking Line Paint 4-Inch	LF	71,587.000	71,587.000
0210	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	84,242.000	84,242.000
0214	650.6000	Construction Staking Pipe Culverts	EACH	5.000	5.000
0216	650.8000	Construction Staking Resurfacing Reference	LF	75,448.000	75,448.000
0218	650.9000	Construction Staking Curb Ramps	EACH	1.000	1.000
0222	650.9910	Construction Staking Supplemental Control (project) 02. 6310-00-60	LS	1.000	1.000
0226	690.0150	Sawing Asphalt	LF	15.000	15.000
0228	690.0250	Sawing Concrete	LF	219.000	219.000
0230	740.0440	Incentive IRI Ride	DOL	57,160.000	57,160.000
0232	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,400.000	2,400.000
0234	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,980.000	1,980.000
0236	SPV.0060	Special 01. Lane Shift	EACH	6.000	6.000
0240	SPV.0085	Special 01. Seeding Mixture Wetland	LB	1.000	1.000
0242	SPV.0090	Special 01. Heavy Duty Silt Fence	LF	2,360.000	2,360.000
0244	SPV.0105	Special 01. Cofferdam Special	LS	1.000	1.000
0246	SPV.0180	Special 01. Salvaged Topsoil Wetland	SY	24.000	24.000

3

3

REMOVALS

LOCATION	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)
104+91.22 to 107+85.00	-	36	1072	-	-
Market Square NE	3	-	-	12	8
107+85.00 to 118+25.00	-	-	4214	-	-
CTH C	-	39	-	-	-
118+25.00 to 121+40.00	-	-	1975	-	-
N Oakridge Ct	-	30	-	-	-
121+40.00 to 168+70.00	-	-	16488	-	-
Brown Deer Dr	-	60	-	-	-
168+70.00 to 188+40.00	-	-	7866	-	-
CTH MM	-	29	-	-	-
188+40.00 to 236+20.00	-	-	16574	-	-
Blackhawk Ct	-	30	-	-	-
236+20.00 to 310+10.00	-	-	24874	-	-
Bighorn Ct	-	33	-	-	-
310+10.00 to 318+80.00	-	-	3193	-	-
Beechnut Rd	-	30	-	-	-
318+80.00 to 381+90.00	-	-	22169	-	-
13th Ln	-	60	-	-	-
381+90.00 to 416+00.00	-	-	11791	-	-
14th Ave	-	30	-	-	-
416+00.00 to 458+25.00	-	-	15310	-	-
CTH O	-	77	-	-	-
458+25.00 to 521+80.00	-	-	22393	-	-
Aspen Ave	-	30	-	-	-
521+80.00 to 535+60.00	-	-	5095	-	-
Archer Rd	-	30	-	-	-
535+60.00 to 551+90.00	-	-	5894	-	-
12th Ct	-	30	-	-	-
551+90.00 to 573+88.00	-	-	7764	-	-
575+28.00 to 608+50.00	-	-	11775	-	-
11th Dr	-	72	-	-	-
608+50.00 to 635+80.00	-	-	9795	-	-
11th Ave	-	33	-	-	-
635+80.00 to 690+50.00	-	-	18754	-	-
10th Ave	-	30	-	-	-
690+50.00 to 698+50.00	-	-	3060	-	-
Apache Rd	-	30	-	-	-
698+50.00 to 705+39.00	-	-	2663	-	-
706+37.00 to 745+50.00	-	-	14077	-	-
9th Ave	-	99	-	-	-
745+50.00 to 803+85.00	-	-	20483	-	-
Aniwa Rd	-	60	-	-	-
803+85.00 to 812+92.00	-	-	3369	-	-
813+98.00 to 852+80.00	-	-	14131	-	-
CTH P	-	55	-	-	-
852+80.00 to 859+39.06	-	38	2911	-	-
Project	-	-	-	-	-
TOTALS	3	961	267690	12	8

CLEARING

LOCATION	201.0120 CLEARING (ID)
Undistributed Culvert Location:	36
	36

PREPARE FOUNDATION

LOCATION	211.0100 FOR ASPHALTIC PAVING 6321-00-72 (LS)
STH 73 859+39.06 to 959+85.66	1
	1

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

CULVERT PIPE TRANSITION

CULVERT	LIMITS	LENTH (FT)	"D" DEPTH (FT)	PIPE DIA (IN)	DEPTH TO CENTER OF PIPE (FT)	"T" DEPTH (FT)	TRENCH WIDTH (FT)	SHOULDER POINT TO SHOULDER POINT PERPENDICULAR (FT)	SHOULDER POINT TO SHOULDER POINT ALONG TRENCH (FT)	PAVEMENT AND BASE REMOVAL (CF)	LENGTH OF CUT (FT)	TRANSITION CUT VOLUME W/O PAVEMENT (CF)	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.9060.S REMOVING CATTLE PASS TOP (EACH)	205.0100 EXCAVATION COMMON (CY)
C 69073007418	573+88 to 575+28	140	17.7	30	18.92	5.00	5	38	38	8764	135	12825	312	1	800
C 69073009079	705+39 to 706+47	108	5.7	30	6.92	5.00	5	38	40	6686	103	10300	240	1	630
C 69073007097	812+92 to 813+98	106	0.8	24	1.77	1.77	4	47	47	8190	102	4235	236	-	461
TOTAL													788	2	1891

CULVERT PIPE LINERS

LOCATION	520.9700.S CULVERT PIPE LINERS (12-INCH) (LF)	520.9700.S CULVERT PIPE LINERS (18-INCH) (LF)	520.9700.S CULVERT PIPE LINERS (24-INCH) (LF)	520.9700.S CULVERT PIPE LINERS (30-INCH) (LF)	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION (EACH)
C 69073007074	-	-	-	55	1
C 69073007076	65	-	-	-	1
C 69073007080	-	-	65	-	1
C 69073007081	-	-	65	-	1
C 69073007089	-	-	60	-	1
C 69073007092	-	50	-	-	1
C 69073007099	-	60	-	-	1
TOTALS	65	110	190	55	7

CULVERT PIPE

LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)	522.0124 CULVERT PIPE RC CLASS III 24-INCH (LF)	522.0130 CULVERT PIPE RC CLASS III 30-INCH (LF)	522.1024 APRON ENDWALLS FOR CULVERT PIPE (EACH)	522.1030 APRON ENDWALLS FOR CULVERT PIPE (EACH)	LT INVERT ELEV.	RT INVERT ELEV.	633.5200 MARKERS CULVERT ENDS (EACH)	SPV.0060.02 LANE SHIFT (EA)
C 69073007418	-	-	113	-	2	1130.39	1123.06	2	2
C 69073009079	-	-	80	-	2	1107.89	1112.32	2	2
C 69073007097	1	50	-	2	-	1103.26	1104.12	2	2
TOTALS	1	50	193	2	4			6	6

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

PWL MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
STH 73 LANES	121+40 to 859+39	UPPER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-28 S	18815	1.50	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE PWL HMA PAVEMENT 460.2005
STH 73 SHOULDERS	121+40 to 859+39	UPPER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-28 S	4987	1.50	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
STH 73 LANES	96+37 to 121+40 868+19 to 926+05	UPPER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-28 H	2601	1.50	QMP AS PER SS 460	INCENTIVE HMA PAVEMENT 460.2000
STH 21 LANES	691+50 to 724+20							
STH 73 SHOULDERS	96+37 to 121+40 868+19 to 926+05	UPPER LAYER	MILLED EXISTING HMA SURFACE	5 MT 58-28 H	1820	1.50	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
STH 21 SHOULDERS	691+50 to 724+20							

BASE AGGREGATE DENSE

LOCATION	305.0110	305.0120	624.0100
	BAD 3/4-INCH (TON)	BAD 1 1/4-INCH (TON)	WATER (MGAL)
<i>Projectwide</i>	1362	-	27.2
806+09.00 to 810+60.00 Lt	21	34	1.1
821+58.00 to 829+98.00 Rt	38	63	2.0
824+60.00 to 830+65.00 Lt	27	45	1.4
<i>Culverts</i>			
573+88 to 575+28 C 69073007418	34	415	9.0
705+39 to 706+47 C 69073009079	27	320	6.9
812+92 to 813+98 C 69073007097	26	314	6.8
TOTALS	1535	1191	54

SIDEWALK

LOCATION	601.0411	602.0410	602.0505
	CONCRETE CURB & GUTTER 30-INCH TYPED (LF)	CONCRETE SIDEWALK 5-INCH (SF)	CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)
Market Square NE	15	125	10
TOTALS	15	125	10

PAVEMENT

LOCATION	455.0605	460.6225	460.6425	465.0105	465.0475
	TACK COAT (GAL)	HMA PAVEMENT (TON)	HMA PAVEMENT (TON)	ASPHALTIC SURFACE (TON)	ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)
104+91.22 to 107+85.00 Market Square Dr	76	-	91	-	-
107+85.00 to 118+25.00 CTH C	3	-	4	-	-
118+25.00 to 121+40.00 N Oakridge Ct	295	-	354	-	-
121+40.00 to 168+70.00 Brown Deer Dr	3	-	4	-	-
168+70.00 to 188+40.00 CTH MM	139	-	166	-	-
188+40.00 to 236+20.00 Blackhawk Ct	3	3	-	-	-
236+20.00 to 310+10.00 Bighorn Ct	1155	1385	-	-	4730
310+10.00 to 318+80.00 Beechnut Rd	5	6	-	-	-
318+80.00 to 381+90.00 13th Ln	551	661	-	-	1970
381+90.00 to 416+00.00 14th Ave	3	3	-	-	-
416+00.00 to 458+25.00 CTH O	1161	1393	-	-	4780
458+25.00 to 521+80.00 Aspen Ave	3	3	-	-	-
521+80.00 to 535+60.00 Archer Rd	1742	2090	-	-	7390
535+60.00 to 551+90.00 12th Ct	3	3	-	-	-
551+90.00 to 573+88.00	3	3	-	-	-
573+88.00 to 575+28.00 C 69073007418	1552	1863	-	-	6310
575+28.00 to 608+50.00 11th Dr	5	6	-	-	-
608+50.00 to 635+80.00 11th Ave	826	991	-	-	3410
635+80.00 to 690+50.00 10th Ave	3	3	-	-	-
690+50.00 to 698+50.00 Apache Rd	1072	1287	-	-	4225
698+50.00 to 705+39.00	6	7	-	-	-
705+39.00 to 706+47.00 C 69073009079	1568	1881	-	-	6355
706+47.00 to 745+50.00 9th Ave	3	3	-	-	-
745+50.00 to 803+85.00 Aniw a Rd	357	428	-	-	1380
803+85.00 to 812+92.00	3	3	-	-	-
812+92.00 to 813+98.00 C 69073007097	413	496	-	-	1630
813+98.00 to 852+80.00 CTH P	3	3	-	-	-
852+80.00 to 859+39.06	544	653	-	-	2198
Project	33	-	-	131	140
TOTALS	18914	21968	619	331	73810

ALL ITEMS ON THIS PAGE ARE CATEGORY U010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

3

3

MGS GUARDRAIL

LOCATION	204.0165 REMOVING GUARDRAIL (LF)	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING (EACH)	614.2300 MGS GUARDRAIL 3 (LF)	614.2330 MGS GUARDRAIL 3K (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)	* EXCAVATION COMMON (CY)	* FILL (CY)	* BORROW (CY)	* TOPSOIL (SY)	* FERTILIZER TYPE B (CWT)	* SEEDING MIXTURE NO. 30 (LB)
146+58.25 to 150+37.85 Rt	380	2	143.5	130	2	-	300	300	590	0.38	11
186+20.00 to 194+68.00 Lt	848	2	742.0	-	2	-	270	270	665	0.42	12
199+45.00 to 202+89.00 Rt	344	2	212.5	25	2	-	70	70	365	0.23	7
199+80.00 to 203+24.00 Lt	344	2	212.5	25	2	-	100	100	360	0.23	7
353+70.00 to 359+26.00 Rt	556	2	450.0	-	2	-	390	390	900	0.57	17
354+25.00 to 359+80.00 Lt	555	2	250.0	200	2	-	135	135	760	0.48	14
570+33.00 to 578+75.00 Rt	842	2	587.5	150	2	-	820	820	**	**	**
570+90.00 to 579+36.00 Lt	846	2	637.5	100	2	-	1570	1570	**	**	**
620+44.00 to 623+62.00 Lt	318	2	132.0	80	2	-	40	40	440	0.28	8
653+11.00 to 656+29.00 Rt	318	2	112.5	100	2	-	145	145	690	0.44	13
703+12.00 to 707+55.00 Rt	443	2	337.5	-	2	-	395	395	**	**	**
702+54.00 to 708+46.00 Lt	592	2	237.5	250	2	-	745	745	**	**	**
758+86.00 to 762+16.00 Rt	330	2	175.0	50	2	-	90	90	460	0.29	9
806+09.00 to 810+60.00 Lt	451	2	-	345	2	28	-	-	**	**	**
821+58.00 to 829+98.00 Rt	840	2	-	734	2	31	-	-	**	**	**
824+60.00 to 830+65.00 Lt	605	2	-	500	2	56	-	-	**	**	**
TOTALS	8,612	32	4,230	2,689	32						

* NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY, ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING.

** ITEMS COVERED UNDER RESTORATION

RESTORATION

LOCATION	625.0100 TOPSOIL (SY)	625.0500 SALVAGED TOPSOIL (SY)	SPV.0180.01 SALVAGED TOPSOIL WETLAND (SY)	629.0205 FERTILIZER TYPE A (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0171 SEEDING MIXTURE NO. 70A (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)	SPV.0085.01 SEEDING MIXTURE WETLAND (LB)	SPV.0105.01 COFFERDAM SPECIAL (LS)
Market Square	10	-	-	0.01	1	-	-	0.2	-	-
C 69073007074	-	-	-	0.08	4	-	-	-	-	-
C 69073007076	-	-	-	0.08	4	-	-	-	-	-
C 69073009079	1840	-	-	1.16	50	-	-	41.3	-	-
C 69073007080	-	-	-	0.08	4	-	-	-	-	-
C 69073007081	-	-	-	0.08	4	-	-	-	-	-
C 69073007089	-	-	-	0.08	4	-	-	-	-	-
C 69073007092	-	-	-	0.08	4	-	-	-	-	-
C 69073007097	-	-	24	-	-	1	1	0.5	1	1
C 69073007099	-	-	-	0.08	4	-	-	-	-	-
C 69073007418	3950	-	-	2.49	107	-	-	88.7	-	-
806+09.00 to 810+60.00 Lt	-	112	-	-	-	1	4	2.5	-	-
821+58.00 to 829+98.00 Rt	-	123	-	-	-	1	4	2.8	-	-
824+60.00 to 830+65.00 Lt	-	223	-	-	-	1	7	5.0	-	-
Project	-	-	-	-	-	-	14	-	-	-
TOTALS	5800	458	24	4.2	186	4	30	141	1	1

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

3

3

EROSION CONTROL

LOCATION	606.0200 RIPRAP MEDIUM	628.1104 EROSION BALES	628.1504 SILT FENCE	SPV.0090.01 HEAVY DUTY SILT FENCE	628.1520 SILT FENCE MAINTENANCE	628.1905 MOBILIZATIONS EROSION CONTROL	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL	628.2006 EROSION MAT URBAN CLASS I TYPE A	628.2008 EROSION MAT URBAN CLASS I TYPE B	628.2023 EROSION MAT CLASS II TYPE B	628.2027 EROSION MAT CLASS II TYPE C	628.7015 INLET PROTECTION TYPE C	628.7504 TEMPORARY DITCH CHECKS	628.7555 CULVERT PIPE CHECKS	628.7570 ROCK BAGS	645.0120 GEOTEXTILE TYPE HR
	(CY)	(EA)	(LF)	(LF)	(LF)	(EACH)	(EACH)	(SY)	(SY)	(SY)	(SY)	(EACH)	(LF)	(EACH)	(EA)	(SY)
Market Square	-	-	-	-	-	1	-	10	-	-	-	2	-	-	-	-
C 69073007074	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007076	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073009079	SEE BELOW STATION 702+54 TO 708+46															
C 69073007080	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007081	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007089	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007092	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007097	3	-	-	1335	1335	1	-	24	-	-	12	-	-	15	-	4
C 69073007099	-	-	100	-	100	1	-	-	-	7	-	-	-	15	-	-
C 69073007418	SEE BELOW STATION 570+33 TO 578+75															
146+58.25 to 150+37.85	Rt	-	-	495	-	495	1	-	-	217	373	-	-	-	-	-
186+20.00 to 194+68.00	Lt	-	-	981	-	981	1	-	-	665	-	-	-	-	-	-
199+45.00 to 202+89.00	Rt	-	-	396	-	396	1	-	-	311	54	-	-	-	-	-
199+80.00 to 203+24.00	Lt	-	-	400	-	400	1	-	-	306	54	-	-	-	-	-
353+70.00 to 359+26.00	Rt	-	-	623	-	623	1	-	-	900	-	-	-	-	-	-
354+25.00 to 359+80.00	Lt	-	-	676	-	676	1	-	-	364	396	-	-	-	-	-
570+33.00 to 578+75.00	Rt	-	-	919	-	919	1	-	12	1464	516	-	-	-	-	-
570+90.00 to 579+36.00	Lt	-	-	939	-	939	1	-	12	1461	509	-	-	15	-	-
620+44.00 to 623+62.00	Lt	-	-	573	-	573	1	-	-	349	91	-	-	-	-	-
653+11.00 to 656+29.00	Rt	40	-	339	-	339	1	-	-	482	208	-	-	-	-	80
703+12.00 to 707+55.00	Rt	-	-	478	-	478	1	-	12	660	-	-	-	15	-	-
702+54.00 to 708+46.00	Lt	-	-	662	-	662	1	-	12	489	691	-	-	-	-	-
758+86.00 to 762+16.00	Rt	-	-	378	-	378	1	-	-	348	112	-	-	-	-	-
806+09.00 to 810+60.00	Lt	-	-	350	250	600	1	-	-	-	-	112	-	-	20	-
821+58.00 to 829+98.00	Rt	-	-	725	275	1000	1	-	-	-	-	123	-	-	20	-
824+60.00 to 830+65.00	Lt	-	-	275	500	775	1	-	-	-	-	223	-	-	20	-
Projectwide	-	120	-	-	-	-	-	3	-	-	-	-	120	-	80	-
TOTALS	43	120	9909	2360	12269	25	3	82	8016	3053	470	2	120	150	140	84

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

PERMANENT SIGNING

LOCATION	634.0616 POSTS WOOD 4x6-INCH x 16-FT (EA)	638.2102 MOVING SIGNS TYPE II (EA)	638.4000 MOVING SMALL SIGN SUPPORTS (EA)
PASSING ZONE RELOCATIONS	4	10	10
TOTALS	4	10	10

TRAFFIC CONTROL

LOCATION	DESCRIPTION	DURATION CALENDAR DAYS	643.0300 TC DRUMS		643.0900 TC SIGNS		643.5000 TC
			#	(DAYS)	#	(DAYS)	(EACH)
C 69073007418	Lane Shift	10	90	900	*	-	-
C 69073009079	Lane Shift	10	90	900	*	-	-
C 69073007097	Lane Shift	10	90	900	*	-	-
146+58.25 to 150+37.85	Rt Work on Shoulder	10	14	140	5	50	-
186+20.00 to 194+68.00	Lt Work on Shoulder	10	18	180	5	50	-
199+45.00 to 202+89.00	Rt Work on Shoulder	10	13	130	5	50	-
199+80.00 to 203+24.00	Lt Work on Shoulder	10	13	130	5	50	-
353+70.00 to 359+26.00	Rt Work on Shoulder	10	15	150	5	50	-
354+25.00 to 359+80.00	Lt Work on Shoulder	10	15	150	5	50	-
570+33.00 to 578+75.00	Rt Work on Shoulder	10	18	180	5	50	-
570+90.00 to 579+36.00	Lt Work on Shoulder	10	18	180	5	50	-
620+44.00 to 623+62.00	Lt Work on Shoulder	10	13	130	5	50	-
653+11.00 to 656+29.00	Rt Work on Shoulder	10	13	130	5	50	-
703+12.00 to 707+55.00	Rt Work on Shoulder	10	14	140	5	50	-
702+54.00 to 708+46.00	Lt Work on Shoulder	10	16	160	5	50	-
758+86.00 to 762+16.00	Rt Work on Shoulder	10	13	130	5	50	-
806+09.00 to 810+60.00	Lt Work on Shoulder	10	14	140	5	50	-
821+58.00 to 829+98.00	Rt Work on Shoulder	10	18	180	5	50	-
824+60.00 to 830+65.00	Lt Work on Shoulder	10	16	160	5	50	-
UNDISTRIBUTED				390		25	0.5
TOTALS				5,500		825	0.5

* COSTS FOR FLAGGING AND ASSOCIATED SIGNS ARE INCIDENTAL TO THE CONTRACT AS PER STANDARD SPECIFICATION 104.6.1

PAVEMENT MARKING

LOCATION*	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) (LF)	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (YELLOW) (LF)	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) (LF)	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) (LF)	648.0100 LOCATING NO-PASSING ZONES (MI)	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (LF)
	104+91 to 107+50	-	324	324	-	324
107+50 to 111+00	-	88	-	-	88	28
111+00 to 117+00	-	750	-	-	750	648
117+00 to 117+75	19	94	-	-	94	81
117+75 to 119+00	31	250	-	-	250	250
119+00 to 120+00	25	200	100	100	200	200
120+00 to 121+75	-	350	175	-	350	350
121+75 to 136+00	-	2850	2850	-	2850	2850
136+00 to 146+50	-	1313	2100	-	1313	1134
146+50 to 153+00	-	163	1300	-	163	52
153+00 to 164+50	-	1438	2300	-	1438	1242
164+50 to 167+75	-	650	650	-	650	650
167+75 to 169+50	-	350	88	-	350	350
169+50 to 184+00	-	2900	2900	-	2900	2900
CTH MM	470	840	820	-	840	-
189+00 to 201+75	-	2550	2550	-	2550	2550
201+75 to 222+50	-	2594	4150	-	2594	2241
222+50 to 234+75	-	2450	2450	-	2450	2450
234+75 to 245+25	-	1313	2100	-	1313	1134
245+25 to 246+50	-	250	250	-	250	250
246+50 to 253+50	-	875	1400	-	875	756
253+50 to 254+50	-	25	200	-	25	8
254+50 to 265+00	-	1313	2100	-	1313	1134
265+00 to 299+00	-	850	6800	-	850	272
299+00 to 310+00	-	1375	2200	-	1375	1188
310+00 to 312+75	-	550	550	-	550	550
312+75 to 323+50	-	1881	2150	-	1881	-
323+50 to 331+00	-	188	1500	-	188	60
331+00 to 362+25	-	3906	6250	-	3906	3375
362+25 to 366+50	-	850	850	-	850	850
366+50 to 377+25	-	1344	2150	-	1344	1161
377+25 to 402+00	-	619	4950	-	619	198
402+00 to 413+00	-	1375	2200	-	1375	1188
413+00 to 425+50	-	2500	2500	-	2500	2500
425+50 to 436+25	-	1344	2150	-	1344	1161
436+25 to 445+50	-	231	1850	-	231	74
445+50 to 455+50	-	1250	2000	-	1250	1080
455+50 to 472+75	-	3450	3450	-	3450	3450
472+75 to 507+00	-	4281	6850	-	4281	3699
507+00 to 541+50	-	863	6900	-	863	276
541+50 to 553+00	-	1438	2300	-	1438	1242
553+00 to 581+50	-	5700	5700	-	5700	5700
581+50 to 602+50	-	2625	4200	-	2625	2268
602+50 to 608+50	-	1200	1200	-	1200	1200
608+50 to 618+00	-	1188	1900	-	1188	1026
618+00 to 653+00	-	875	7000	-	875	280
653+00 to 663+75	-	1344	2150	-	1344	1161
663+75 to 672+00	-	1650	1650	-	1650	1650
672+00 to 682+00	-	1250	2000	-	1250	1080

CONTINUED ON NEXT PAGE

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

3

3

PAVEMENT MARKING

LOCATION *	646.1020		646.1040	646.3020	649.0120	648.0100	649.0105
	MARKING		MARKING	MARKING	TEMPORARY	LOCATING	TEMPORARY
	LINE		GROOVED	LINE	MARKING	NO-PASSING	MARKING
	EPOXY		WET REF EPOXY	EPOXY	LINE	ZONES	LINE
	4-INCH	4-INCH	8-INCH	EPOXY 4-INCH		PAINT 4-INCH	
	(WHITE)	(YELLOW)	(WHITE)	(WHITE)	(YELLOW)	(MI)	(LF)
	(LF)	(LF)	(LF)	(LF)	(LF)		(LF)
682+00 to 687+00	-	125	1000	-	125	-	40
687+00 to 695+00	-	1000	1600	-	1000	-	864
695+00 to 698+25	-	81	650	-	81	-	26
698+25 to 707+50	-	1156	1850	-	1156	-	999
707+50 to 733+25	-	644	5150	-	644	-	206
733+25 to 745+25	-	1500	2400	-	1500	-	1296
745+25 to 747+50	-	450	450	-	450	-	450
747+50 to 759+00	-	1438	2300	-	1438	-	1242
759+00 to 793+00	-	850	6800	-	850	-	272
793+00 to 850+75	-	7219	11550	-	7219	-	6237
850+75 to 852+25	-	300	300	150	300	-	300
852+25 to 859+39	-	1428	1428	-	1428	-	1428
Sideroads	-	1000	-	-	-	-	-
Project	-	-	-	-	-	14.29	-
TOTALS		85787	147684	250	84242	14.29	71587

* LOCATIONS OF PASSING ZONES GIVEN FOR ESTIMATION ONLY. ACTUAL MARKINGS IN THE FIELD TO BE BASED ON IT IS ANTICIPATED THAT THE TEMPORARY PAINT WILL BE APPLIED AFTER THE MILLING OPERATION REMOVES THE EXISTING CENTERLINE. THE TEMPORARY EPOXY WILL BE USED IMMEDIATELY FOLLOWING THE PAVING OPERATION. THE YELLOW EPOXY WILL BE USED FOLLOWING THE MILLING OF THE CENTERLINE RUMBLE STRIPS.

CONSTRUCTION STAKING

LOCATION	621.0100	650.6000	650.8000	650.9000	650.9910
	LANDMARK	PIPE	RESURFACING	CURB	SUPPLEMENTAL
	REFERENCE	CULVERTS	REFERENCE	RAMPS	CONTROL
	MONUMENTS				(6310-00-60)
	(EA)	(EA)	(LF)	(EACH)	(LS)
C 69073007418	-	2	-	-	-
C 69073009079	-	2	-	-	-
C 69073007097	-	1	-	-	-
Market Square NE	-	-	-	1	-
146+58.25 to 150+37.85	Rt	-	-	-	-
186+20.00 to 194+68.00	Lt	-	-	-	-
199+45.00 to 202+89.00	Rt	-	-	-	-
199+80.00 to 203+24.00	Lt	-	-	-	-
353+70.00 to 359+26.00	Rt	-	-	-	-
354+25.00 to 359+80.00	Lt	-	-	-	-
570+33.00 to 578+75.00	Rt	-	-	-	-
570+90.00 to 579+36.00	Lt	-	-	-	-
620+44.00 to 623+62.00	Lt	-	-	-	-
653+11.00 to 656+29.00	Rt	-	-	-	-
703+12.00 to 707+55.00	Rt	-	-	-	-
702+54.00 to 708+46.00	Lt	-	-	-	-
758+86.00 to 762+16.00	Rt	-	-	-	-
806+09.00 to 810+60.00	Lt	-	-	-	-
821+58.00 to 829+98.00	Rt	-	-	-	-
824+60.00 to 830+65.00	Lt	-	-	-	-
Project	1	-	75448	-	1
TOTALS	1	5	75448	1	1

SAWING

LOCATION	690.0150	690.0250
	SAWING	SAWING
	ASPHALT	CONCRETE
	(LF)	(LF)
Market Square NE	15	15
C 69073007418	-	72
C 69073009079	-	72
C 69073007097	-	60
TOTALS	15	219

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6310-00-60

HWY: STH 73

COUNTY: WAUSHARA

MISCELLANEOUS QUANTITIES

SHEET

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

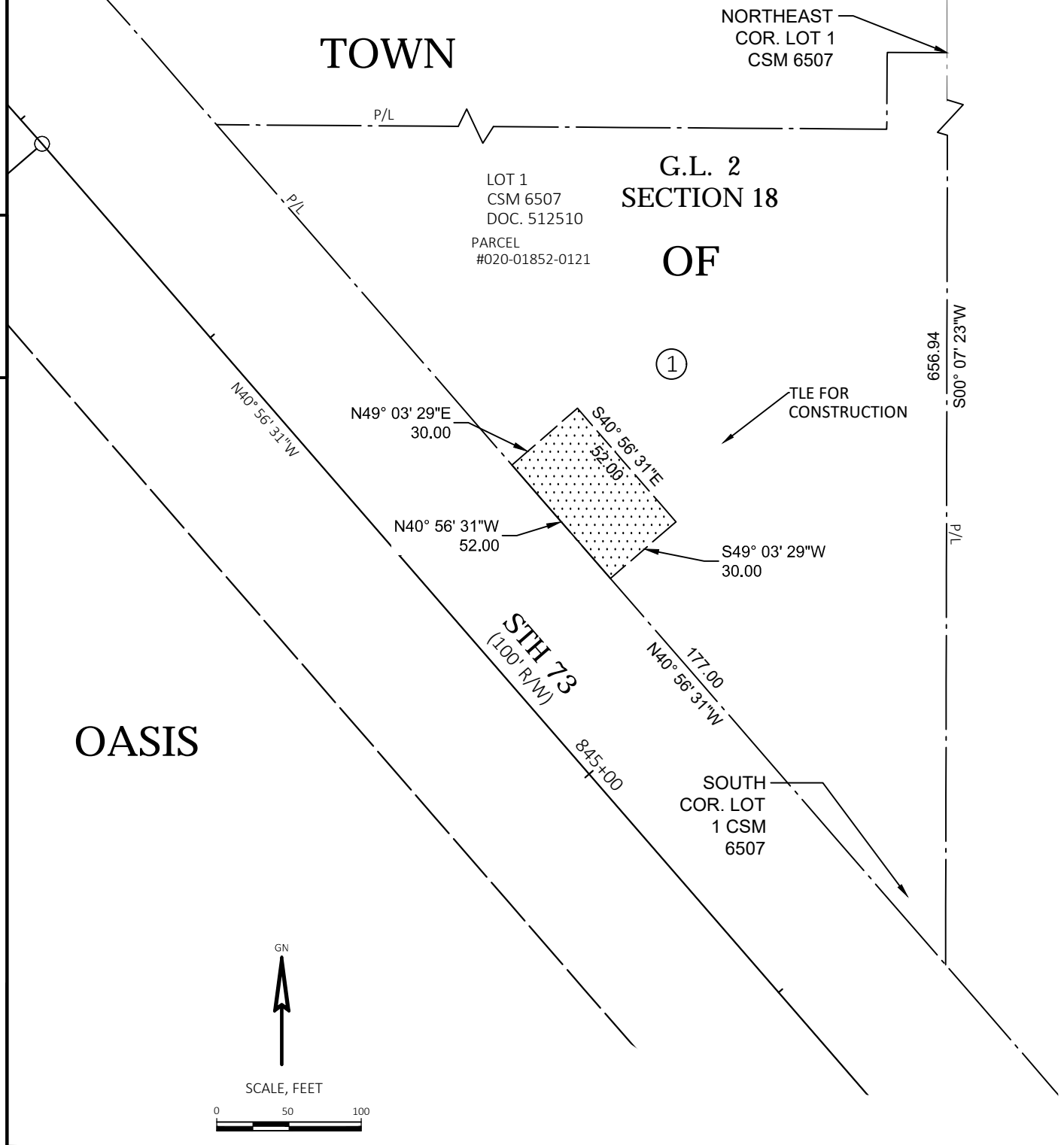
ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

NOTES:
 THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
 THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

R/W PROJECT NUMBER: 6310-00-20 SHEET NUMBER: 1
 TLE ACQUISITION EXHIBIT
 PRINCETON - PLAINFIELD
 S.T.H. 22N TO CTH "BB" WAUSHARA COUNTY
 G.L. 2 OF SEC. 18, T20N, R9E, TOWN OF OASIS, WAUSHARA COUNTY, WI



4

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

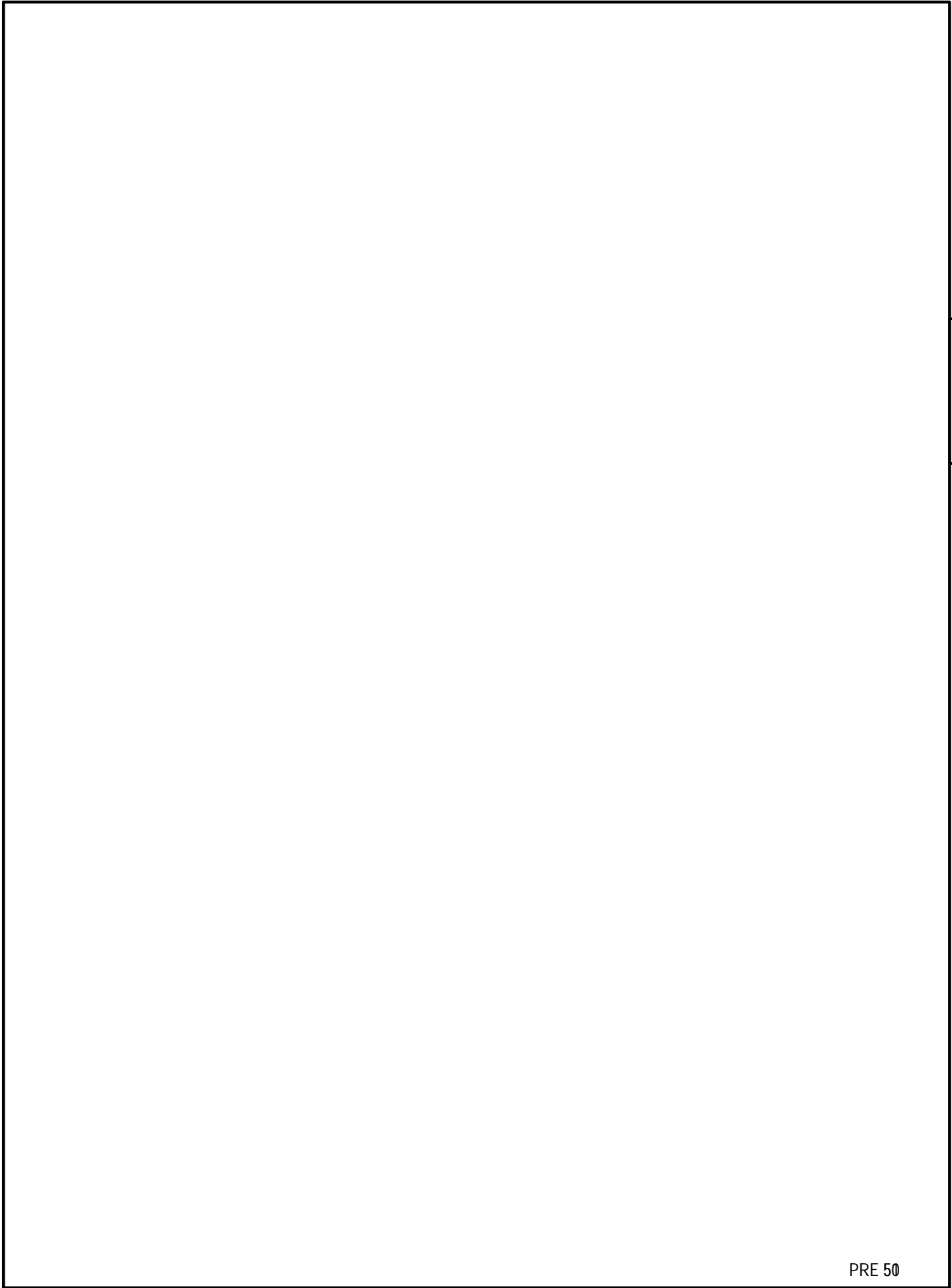
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	ANDREW J LAUER	TLE	1560

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

SIGNATURE: _____ DATE: _____

PRINT NAME: _____



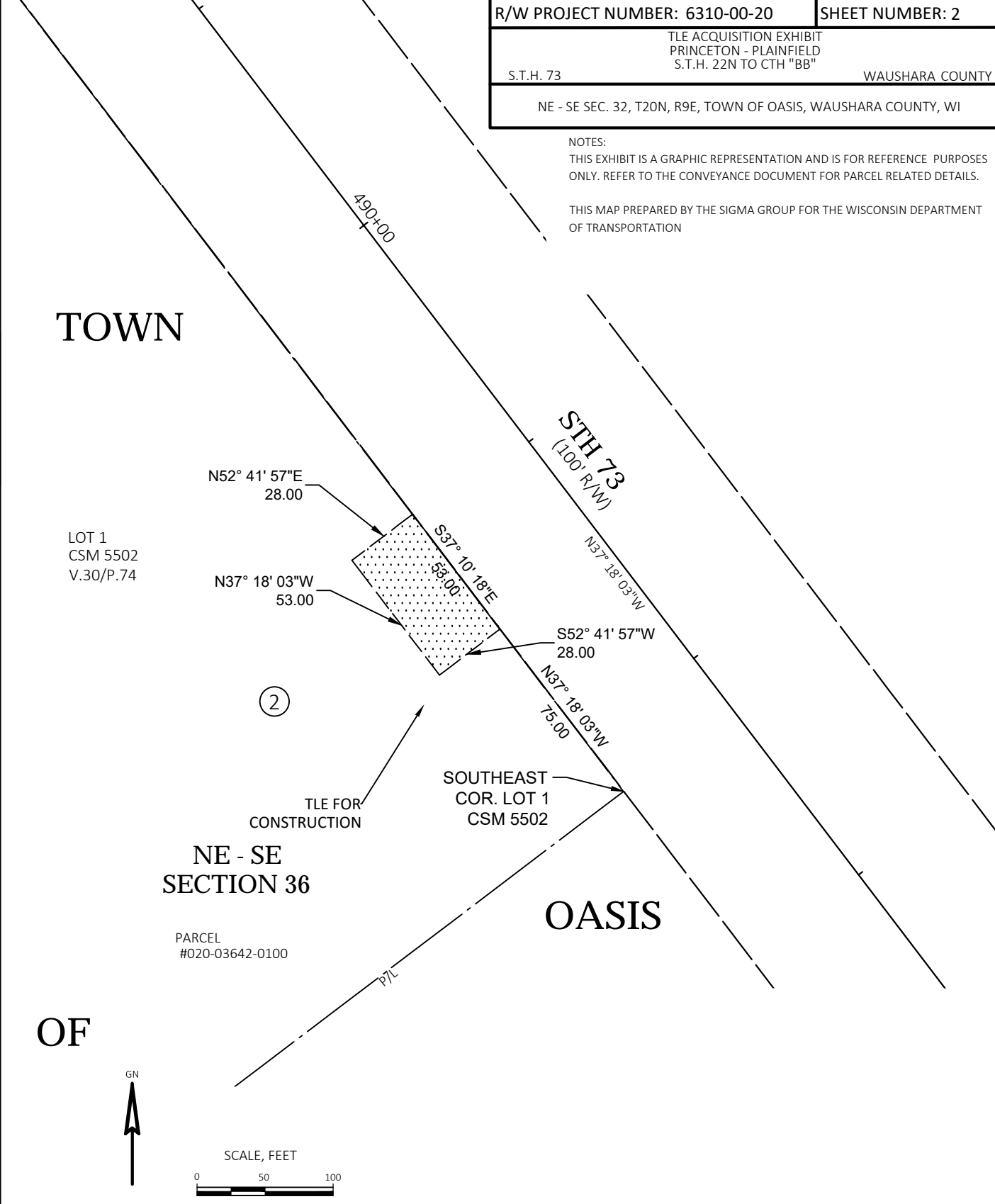
R/W PROJECT NUMBER: 6310-00-20 SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
PRINCETON - PLAINFIELD
S.T.H. 22N TO CTH "BB" WAUSHARA COUNTY

NE - SE SEC. 32, T20N, R9E, TOWN OF OASIS, WAUSHARA COUNTY, WI

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

THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION



SCHEDULE OF LANDS & INTERESTS REQUIRED			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	TODD M ANDERSON, THEODORE M ANDERSON	TLE	1484

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

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

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

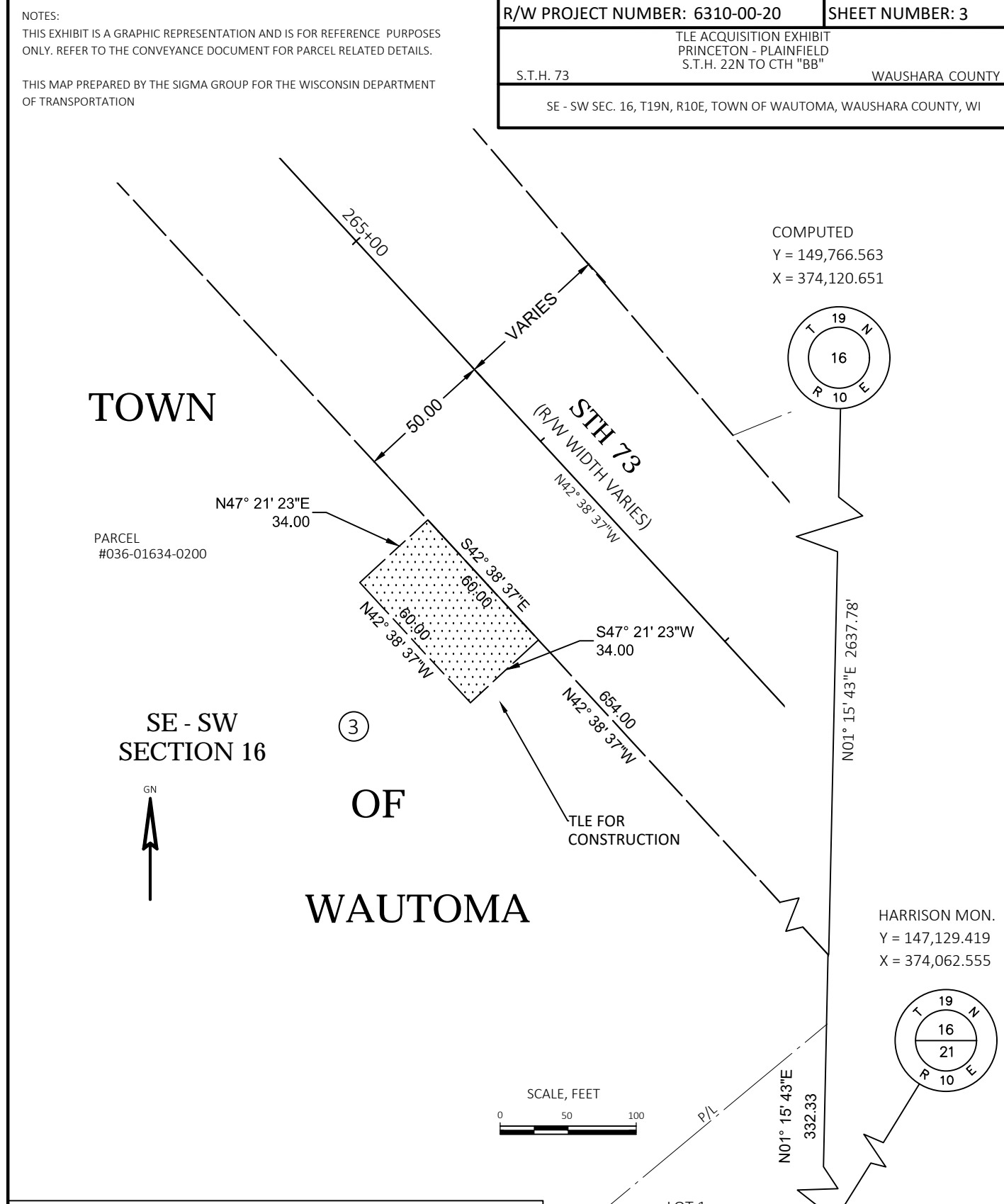
R/W PROJECT NUMBER: 6310-00-20 SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
PRINCETON - PLAINFIELD
S.T.H. 22N TO CTH "BB" WAUSHARA COUNTY

SE - SW SEC. 16, T19N, R10E, TOWN OF WAUTOMA, WAUSHARA COUNTY, WI

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

THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION



SCHEDULE OF LANDS & INTERESTS REQUIRED			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
3	MATTHEW P BROWN LLC	TLE	2040

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

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION REGION AND CITY REGION OFFICE

SIGNATURE: _____ DATE: _____

PRINT NAME: _____

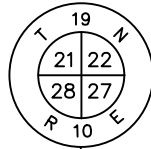
PRE 52

R/W PROJECT NUMBER: 6310-00-20 SHEET NUMBER: 4
 TLE ACQUISITION EXHIBIT
 PRINCETON - PLAINFIELD
 S.T.H. 22N TO CTH "BB"
 S.T.H. 73 WAUSHARA COUNTY
 SE - NE SEC. 28, T19N, R10E, TOWN OF WAUTOMA, WAUSHARA COUNTY, WI

NOTES:
 THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
 THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

TOWN
 HARRISON MON.
 Y = 141,878.769
 X = 376,745.561

SE - NE SECTION 28
OF
WAUTOMA



PARCEL #036-002814-0100

④

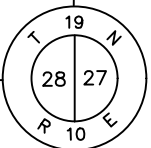
N81° 54' 14"W
 32.00

L=358.58
 LCH = 357.60
 LCB = N00° 45' 18"E
 R=1399.30

TLE FOR CONSTRUCTION



BRASS CAP
 Y = 139,212.498
 X = 376,733.389



603.78
 S88° 45' 19"W

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	LEE L & FAYE L SIEBOLD IRREVOCABLE TRUST	TLE	1659

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

SIGNATURE: _____ DATE: _____
 PRINT NAME: _____

R/W PROJECT NUMBER: 6310-00-20 SHEET NUMBER: 5
 TLE ACQUISITION EXHIBIT
 PRINCETON - PLAINFIELD
 S.T.H. 22N TO CTH "BB"
 S.T.H. 73 WAUSHARA COUNTY
 SW - SW SEC. 27, T19N, R10E, TOWN OF WAUTOMA, WAUSHARA COUNTY, WI
 NW - NW SEC. 34, T19N, R10 E, TOWN OF WAUTOMA, WAUSHARA COUNTY, WI

NOTES:
 THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
 THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

TOWN

PARCEL #036-02733-0410

SW - SW SECTION 27

LOT 2
 CSM 4801
 V. 25 P. 8

⑥

N74° 29' 23"E
 27.00

S15° 30' 37"E
 40.98

⑤

SOUTHWEST COR. LOT 2
 CSM 4801

N15° 30' 37"W
 33.38

N15° 30' 37"W
 19.33

SECTION LINE S89° 47' 59"E
 PL 2637.01

S15° 30' 37"E
 11.74

PARCEL #036-03422-0300

PLAT OF SURVEY
 7/12/2000

TLE FOR CONSTRUCTION

NW - NW SECTION 34

WAUTOMA

LOT 2
 CSM 1009
 V.4/P.167



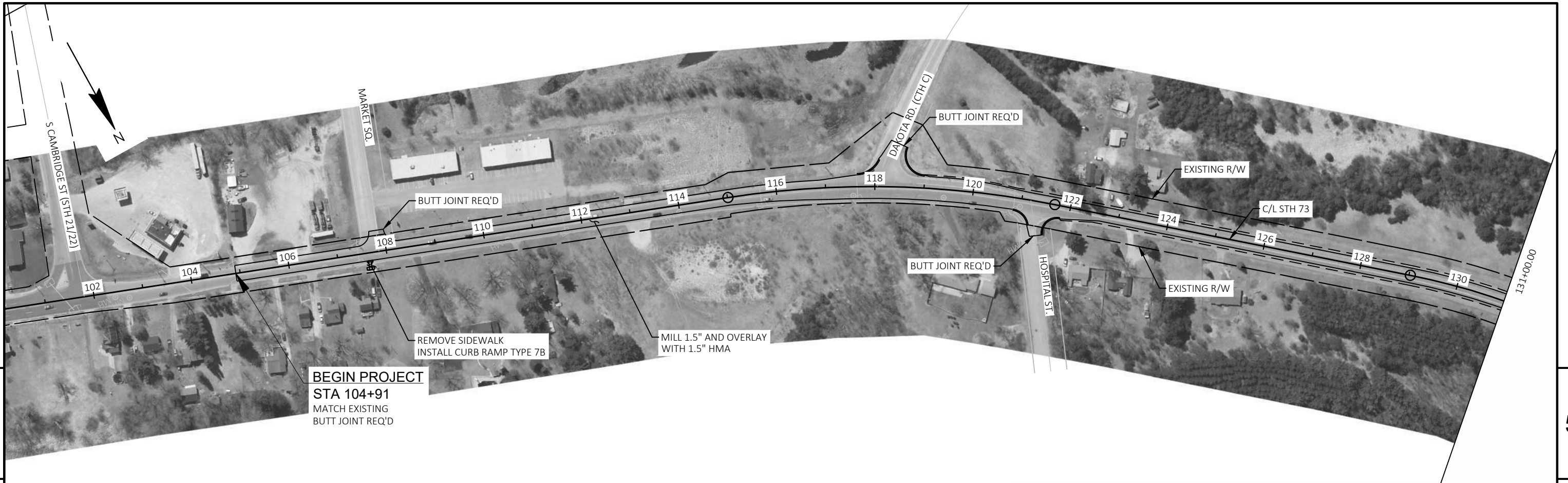
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
5	HANNELORE R STOLTZ	TLE	419
6	BELTER TUBE BENDING LLC	TLE	1004

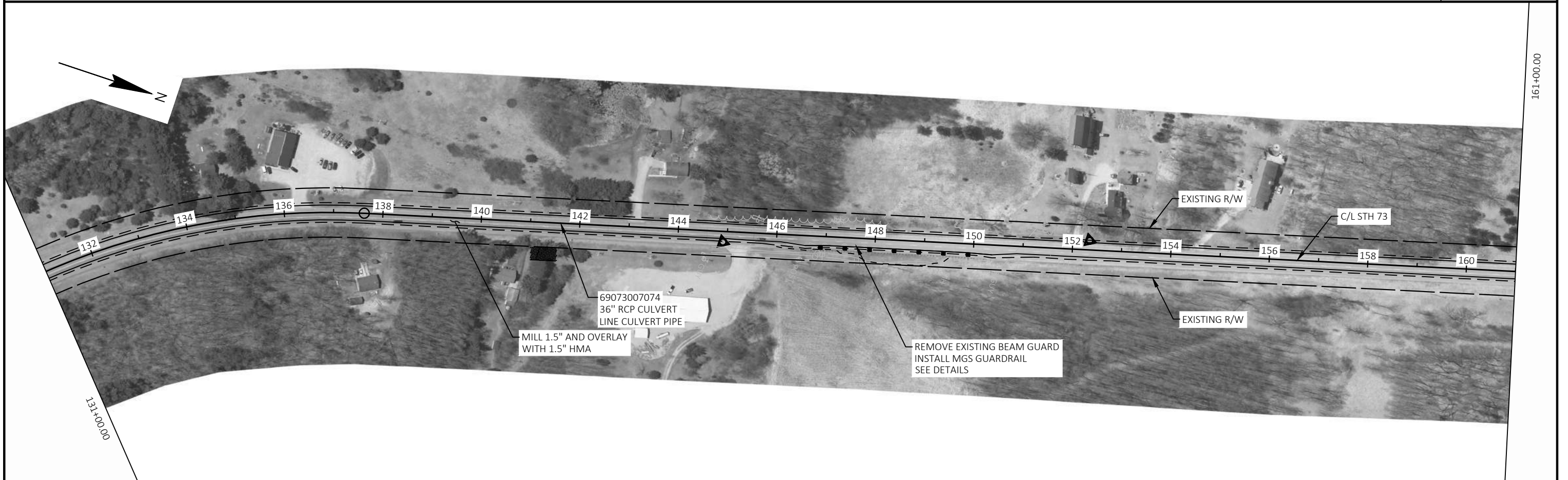
THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION REGION AND CITY REGION OFFICE

SIGNATURE: _____ DATE: _____
 PRINT NAME: _____

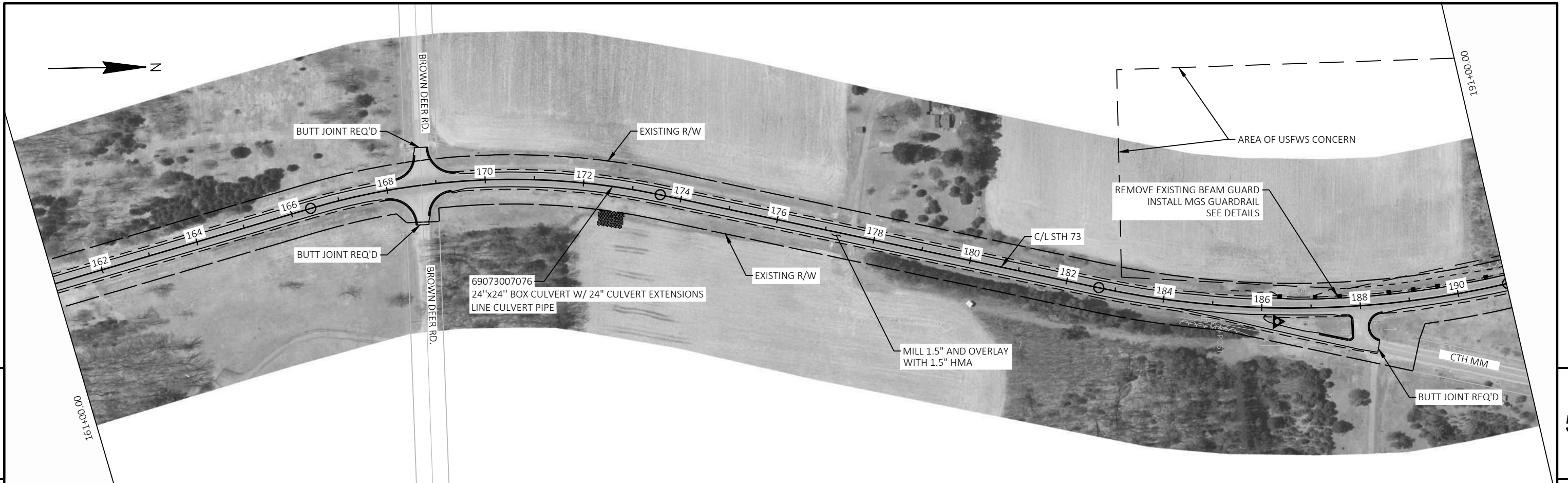


5

5

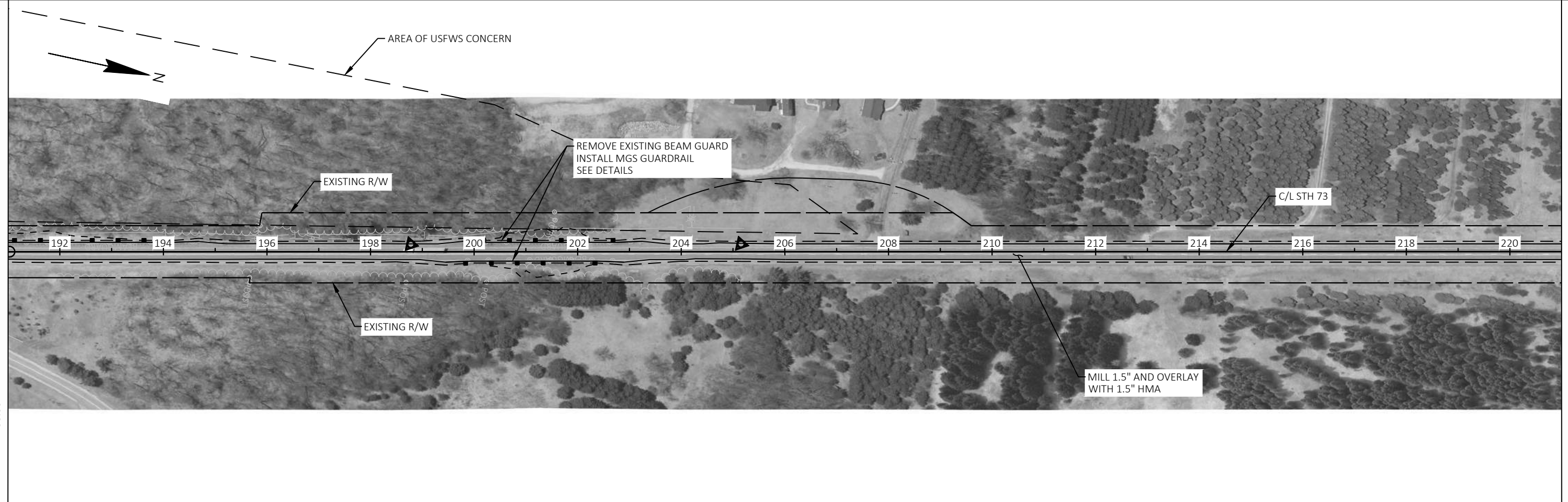


PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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5

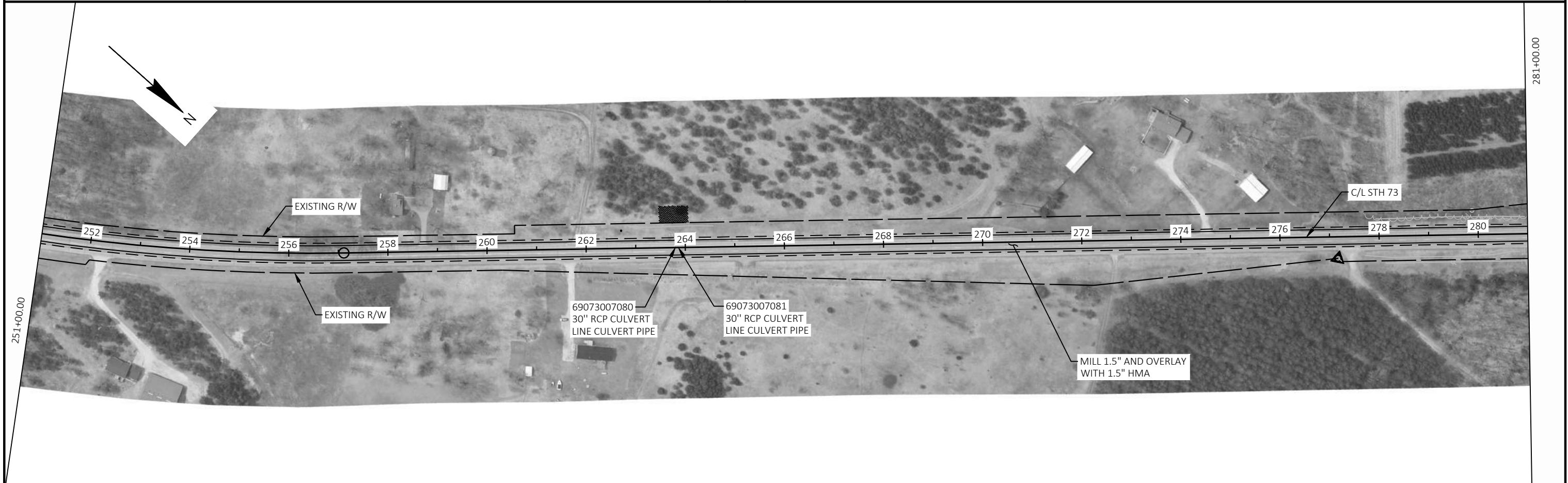
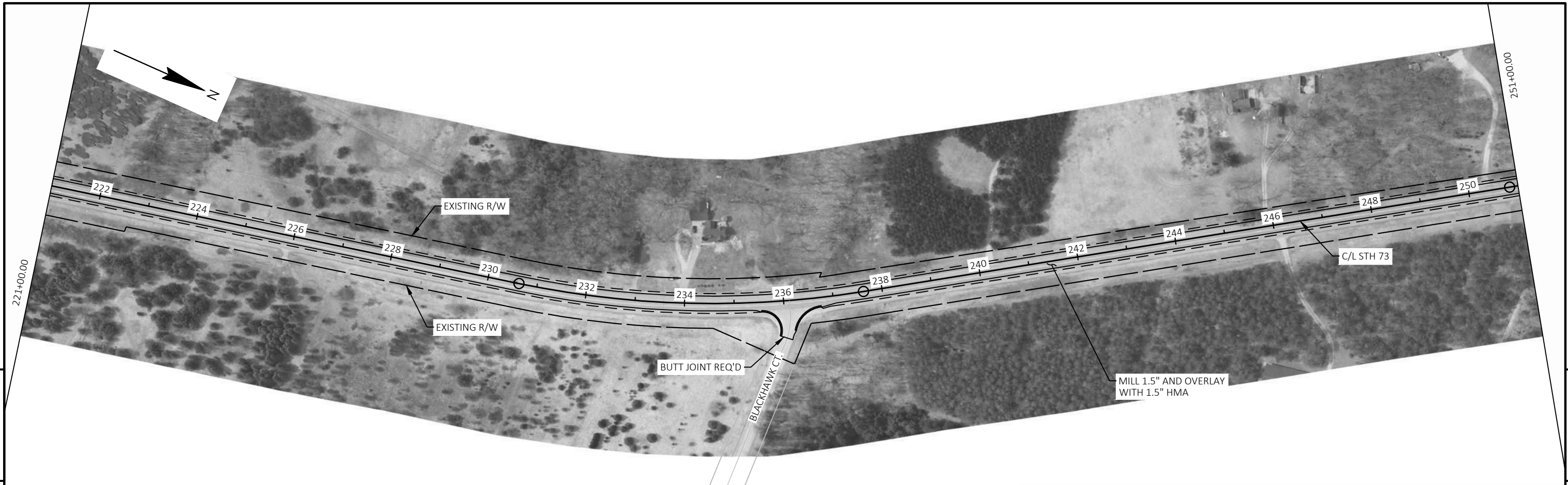
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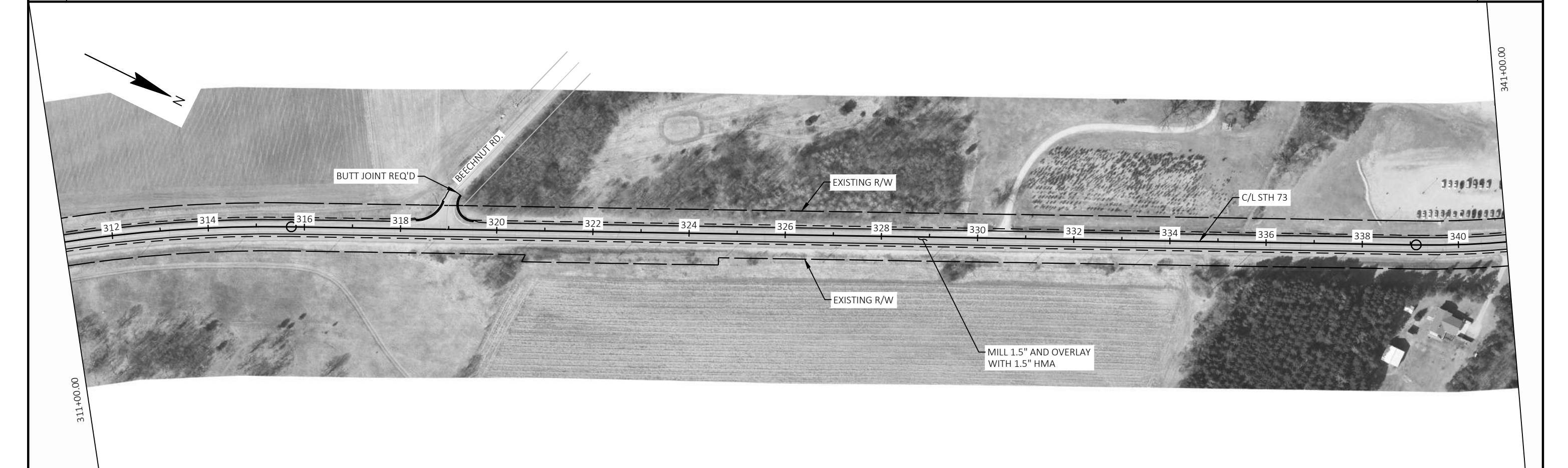
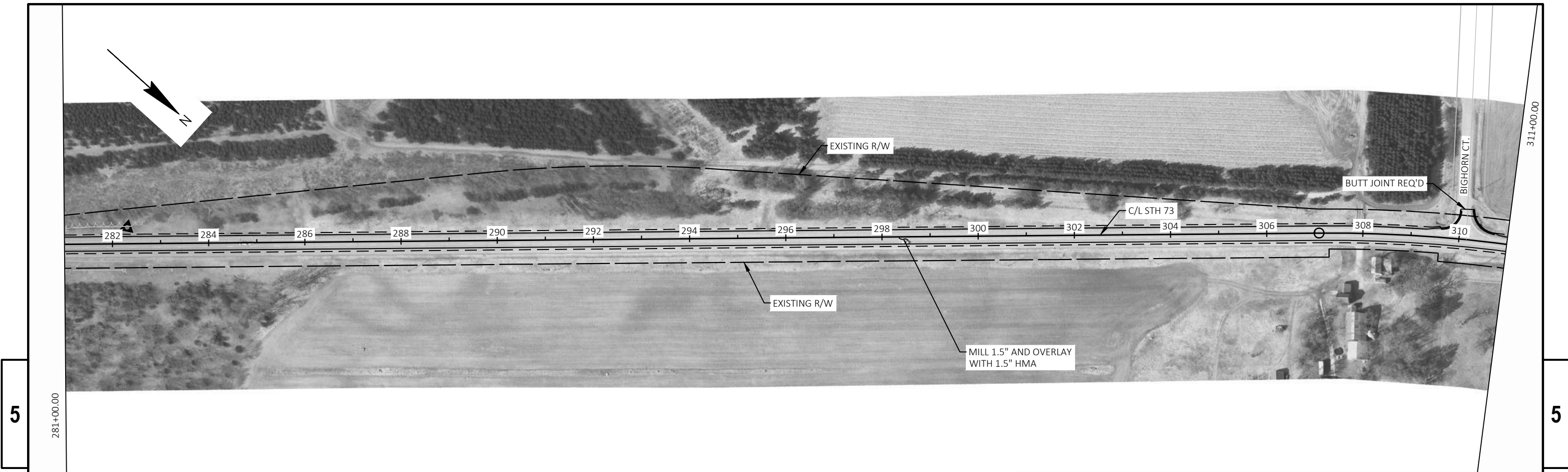
191+00.00

221+00.00

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6310-00-60

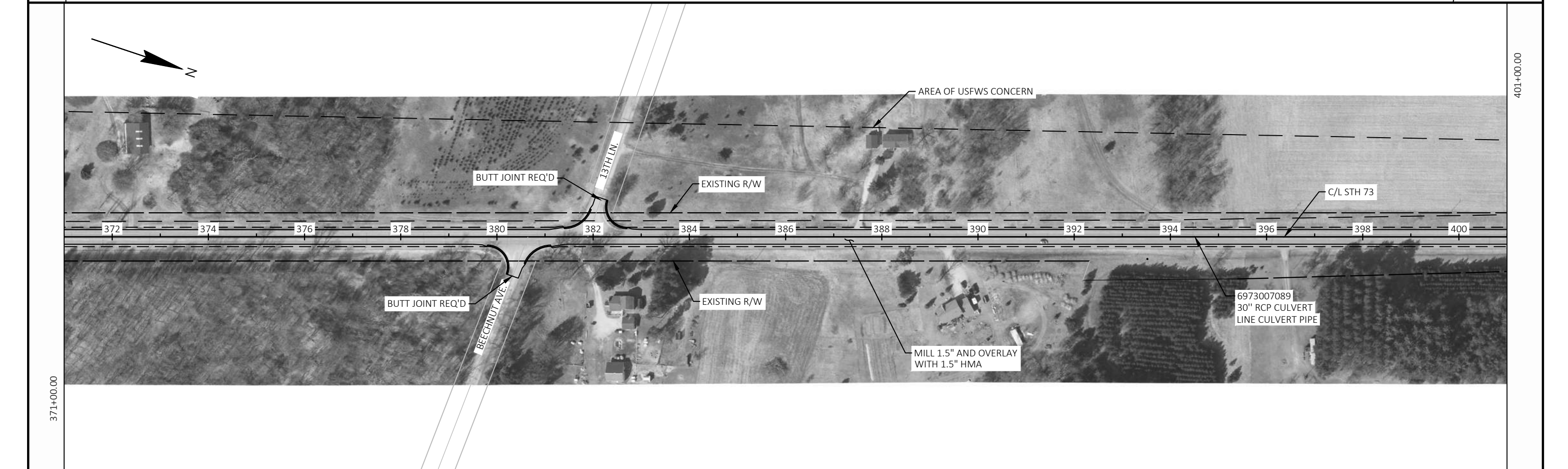
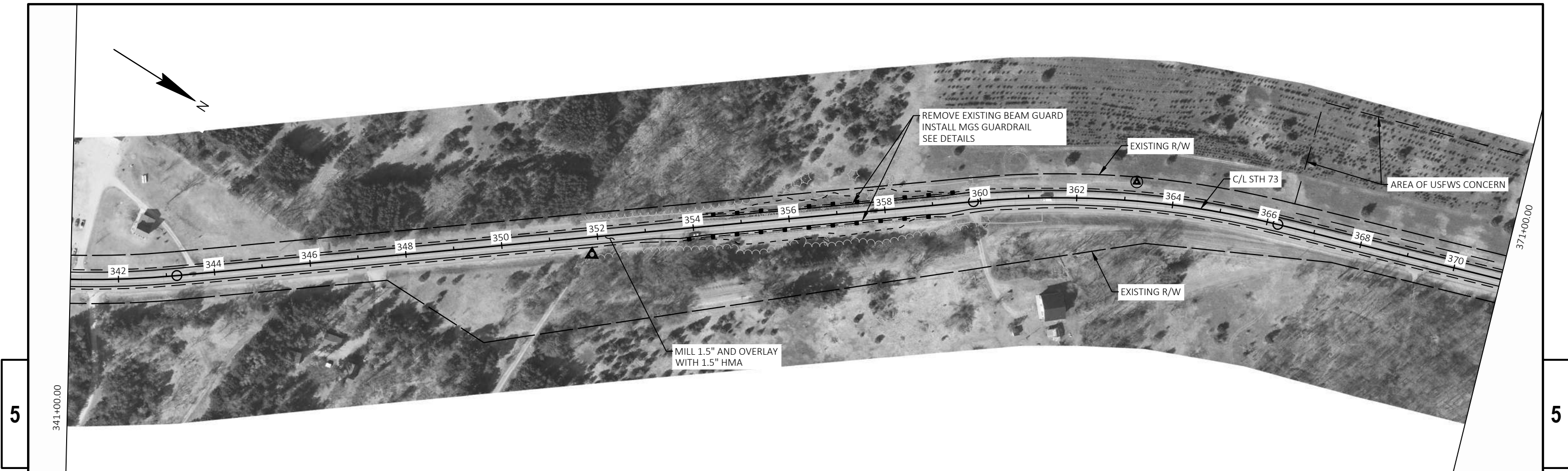
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

SHEET

E



PROJECT NO: 6310-00-60

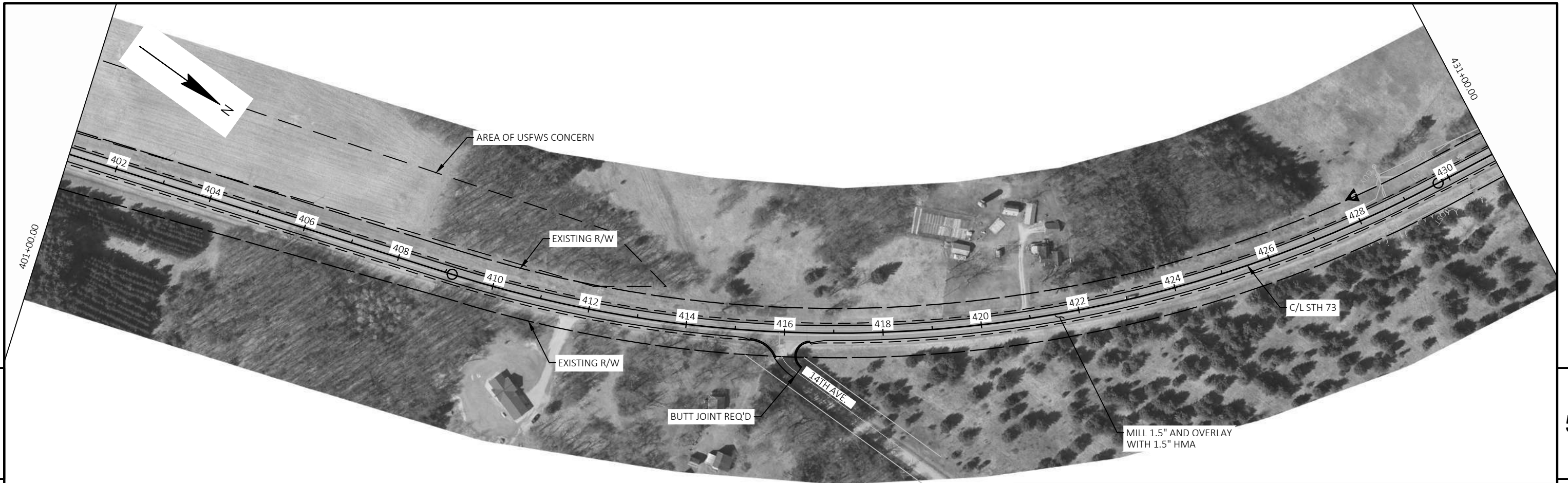
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

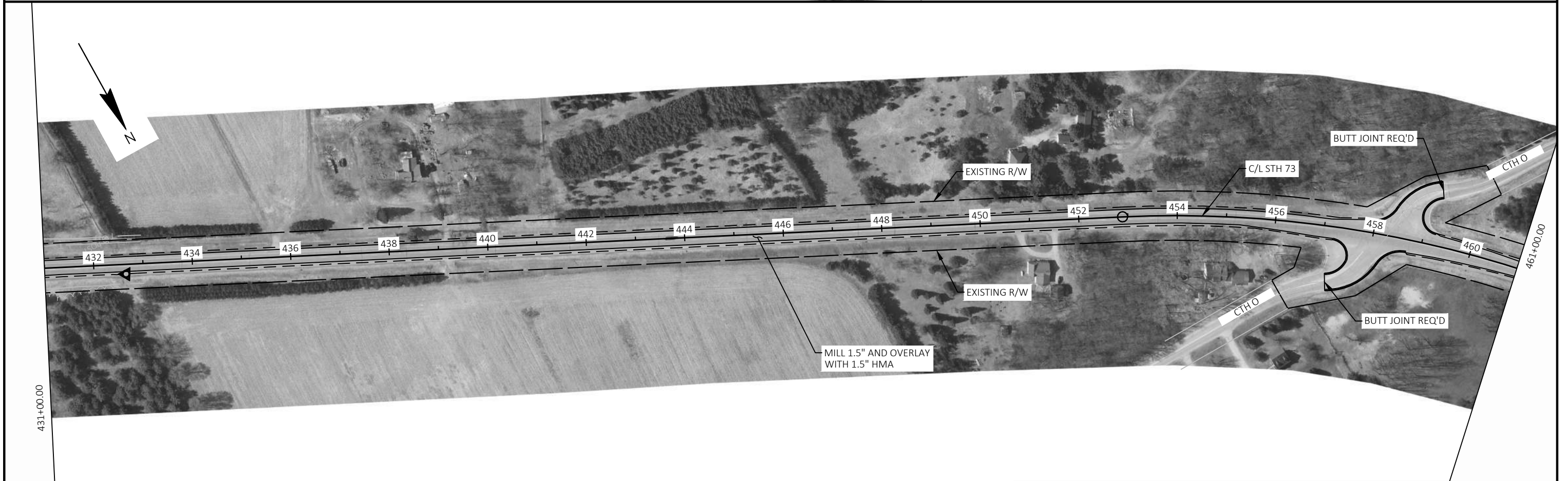
SHEET

E



5

5



PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6310-00-60

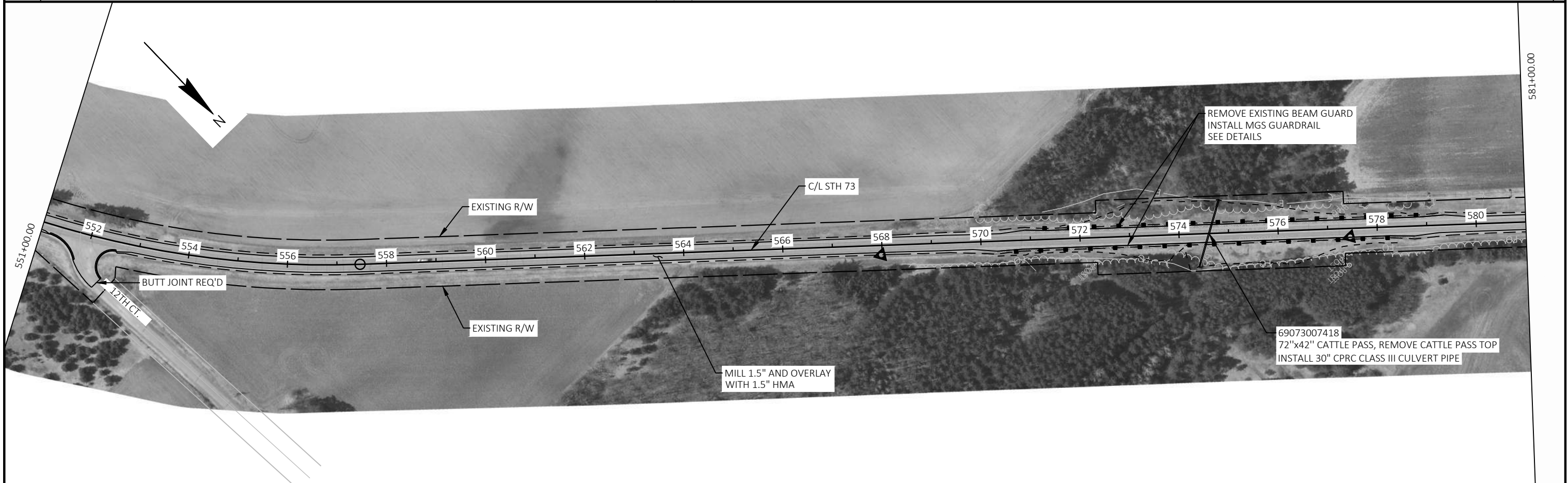
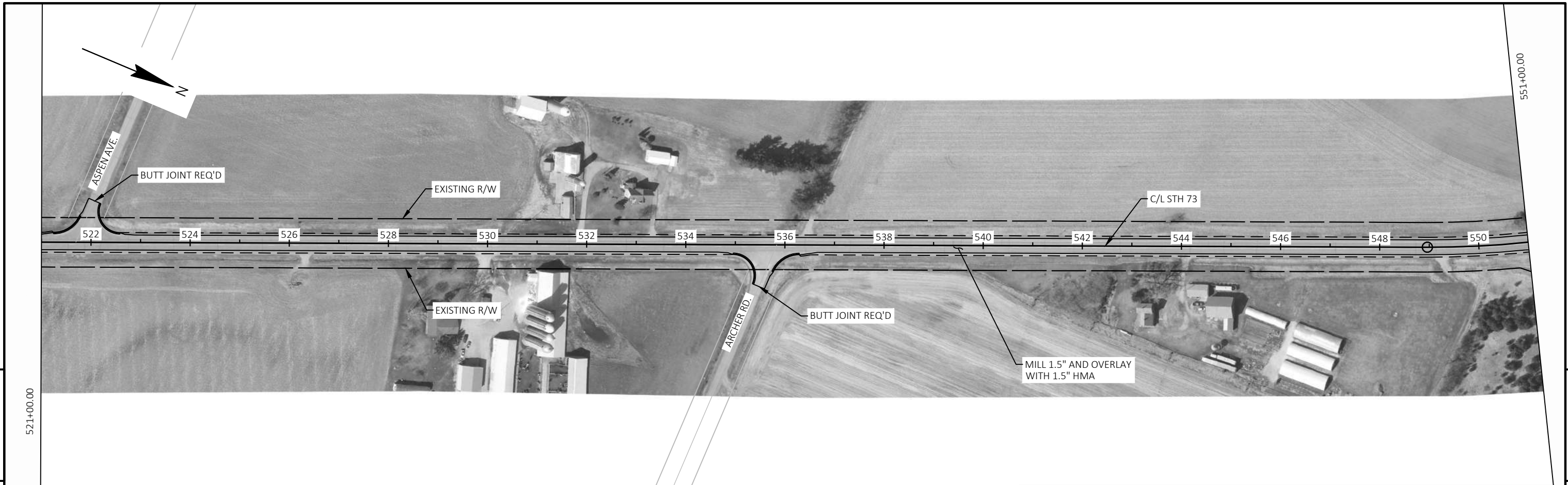
HWY: STH 73

COUNTY: WAUSHARA

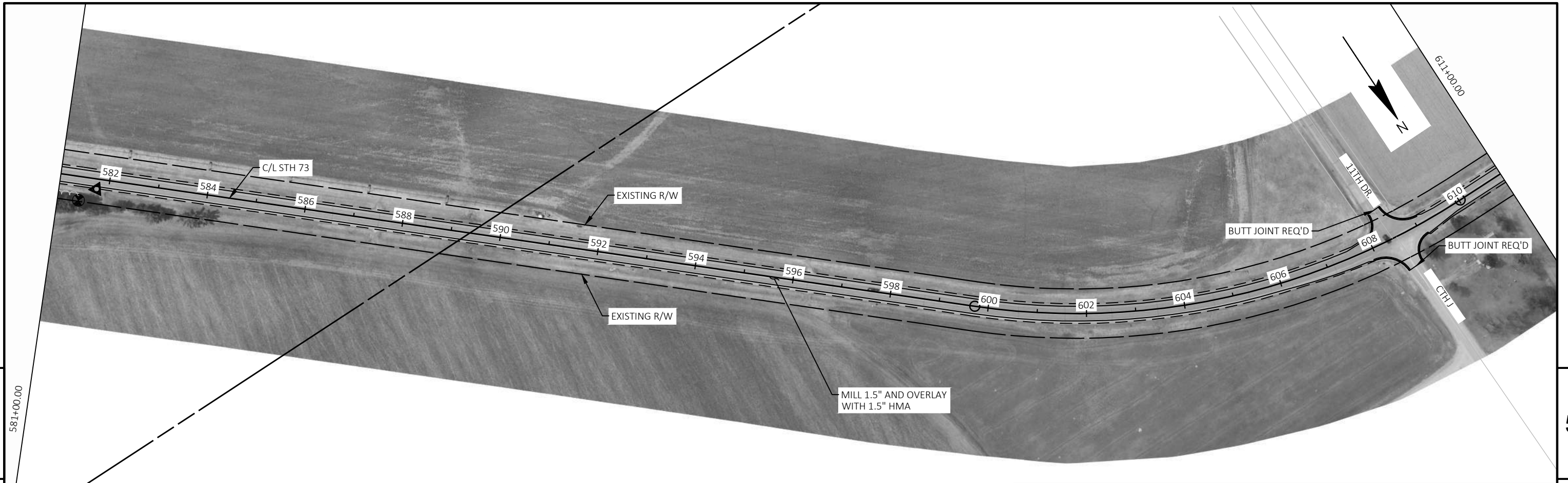
PLAN DETAILS

SHEET

E

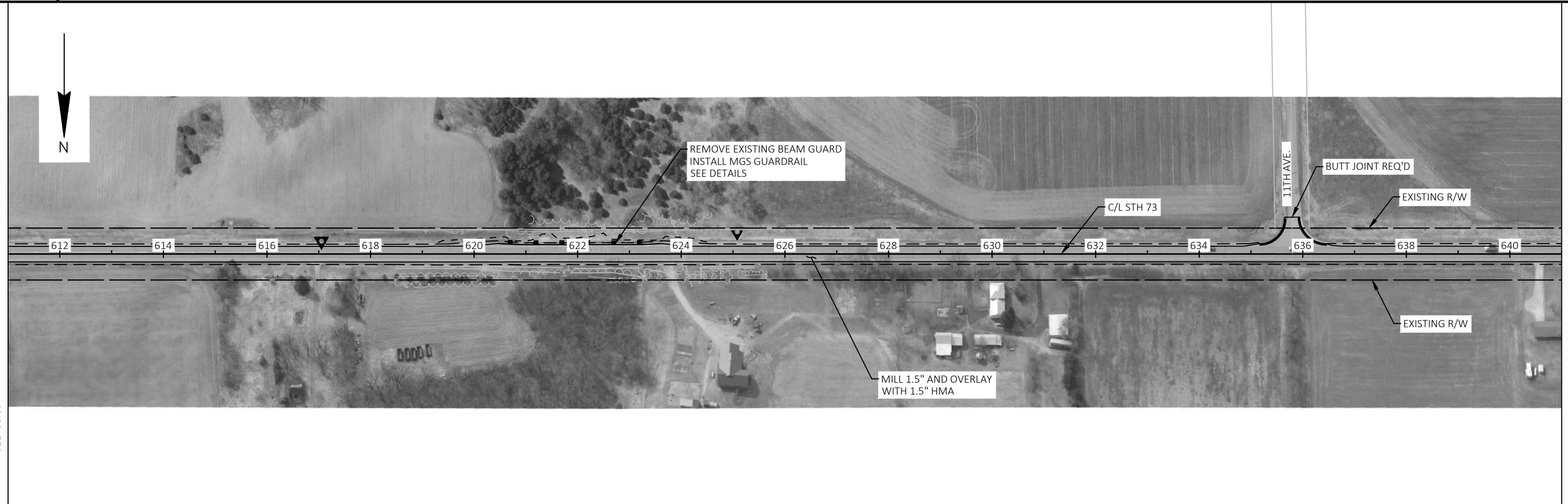


PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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5
581+00.00

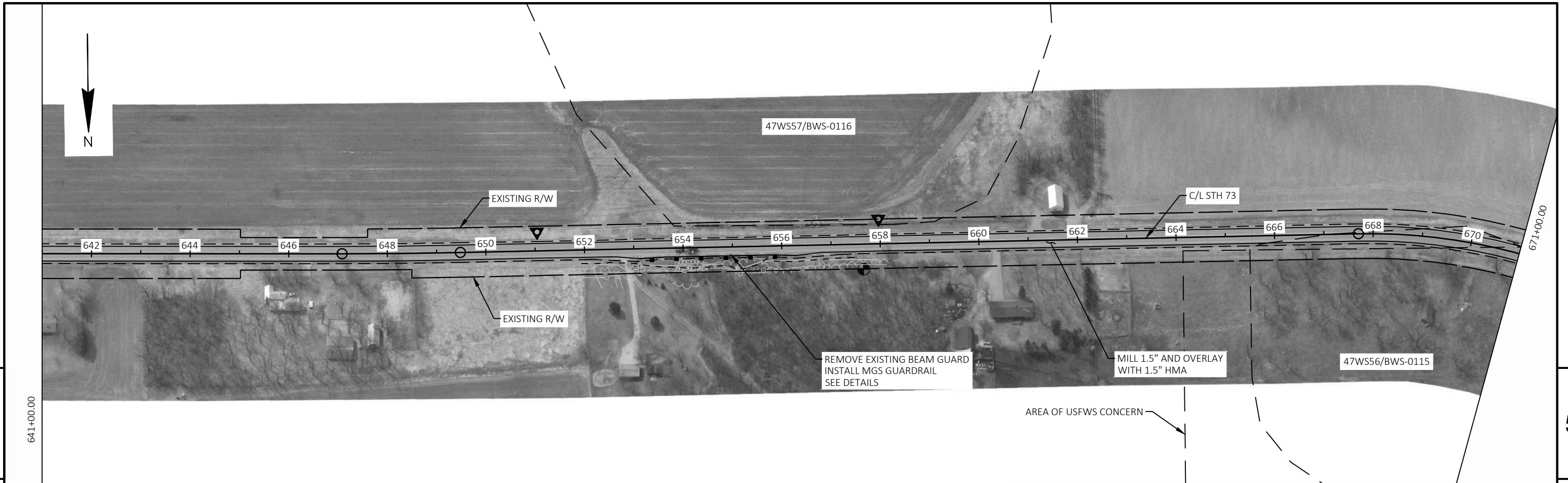
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611+00.00



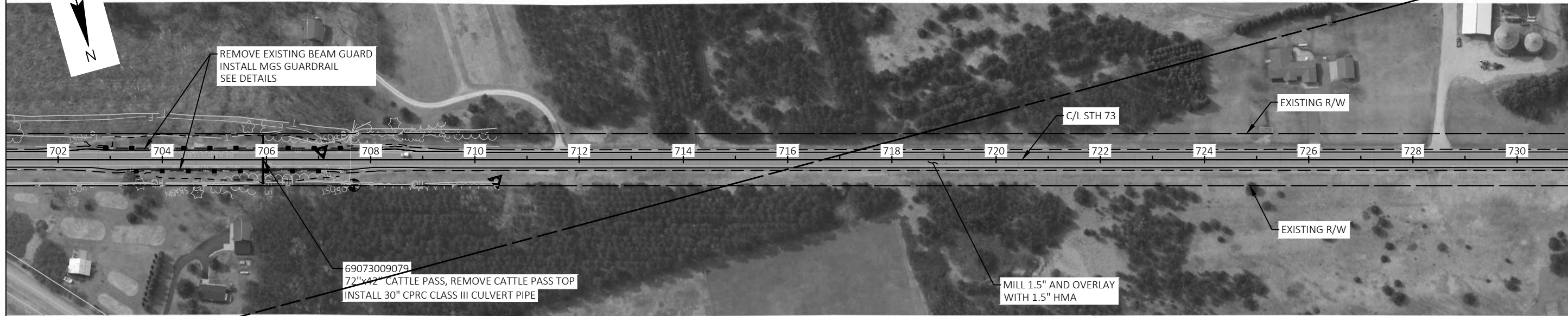
611+00.00

641+00.00

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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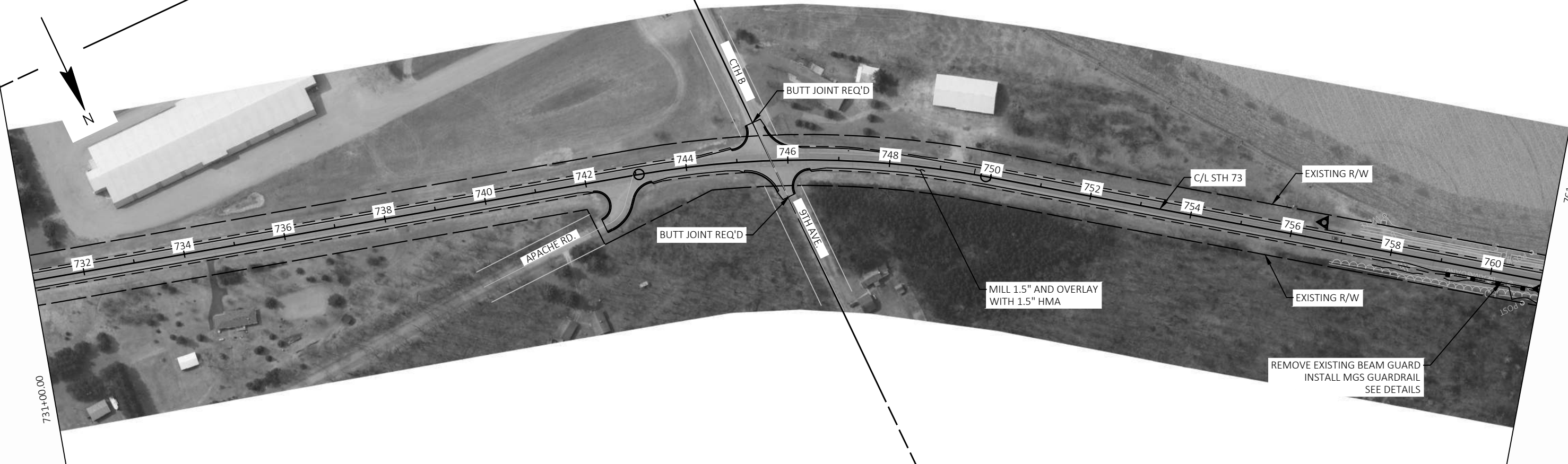


701+00.00

5

731+00.00

5



731+00.00

761+00.00

PROJECT NO: 6310-00-60

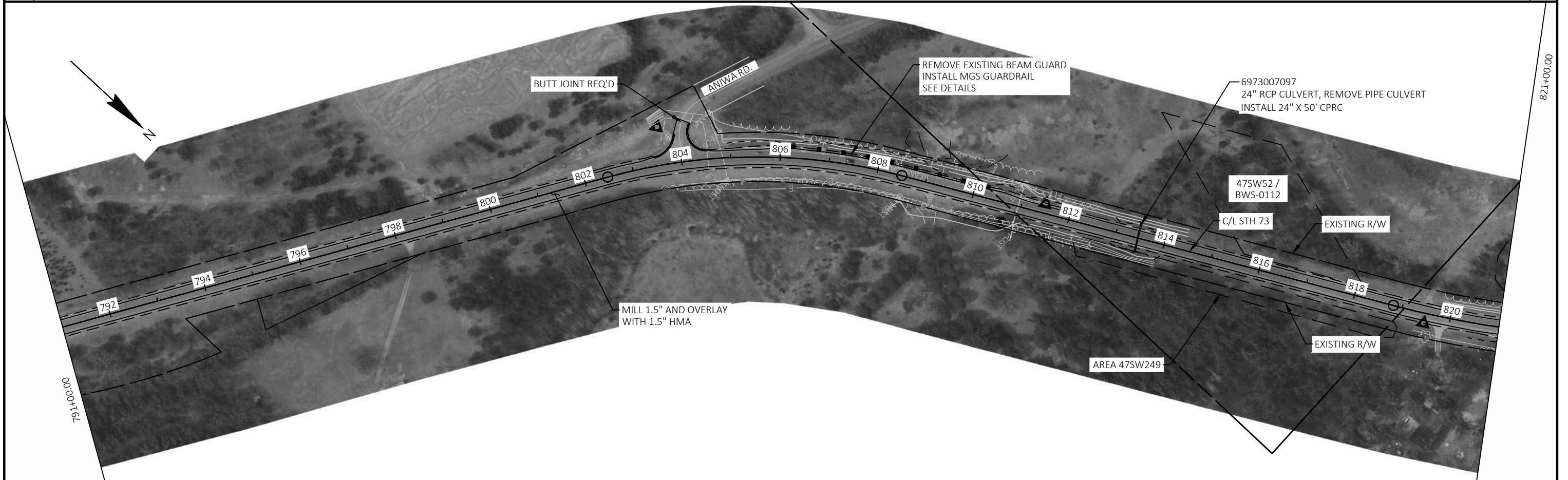
HWY: STH 73

COUNTY: WAUSHARA

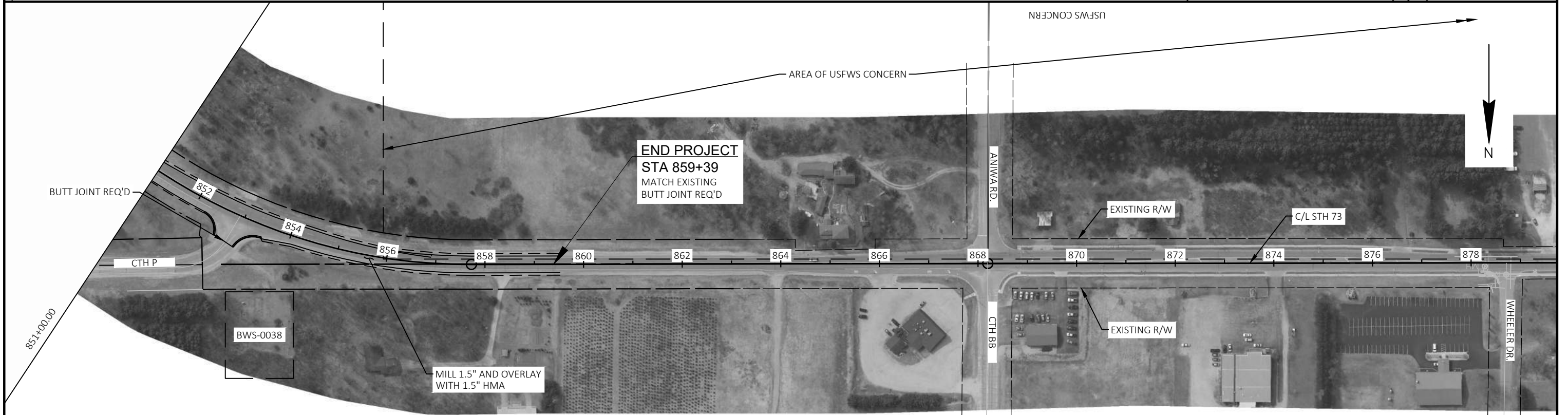
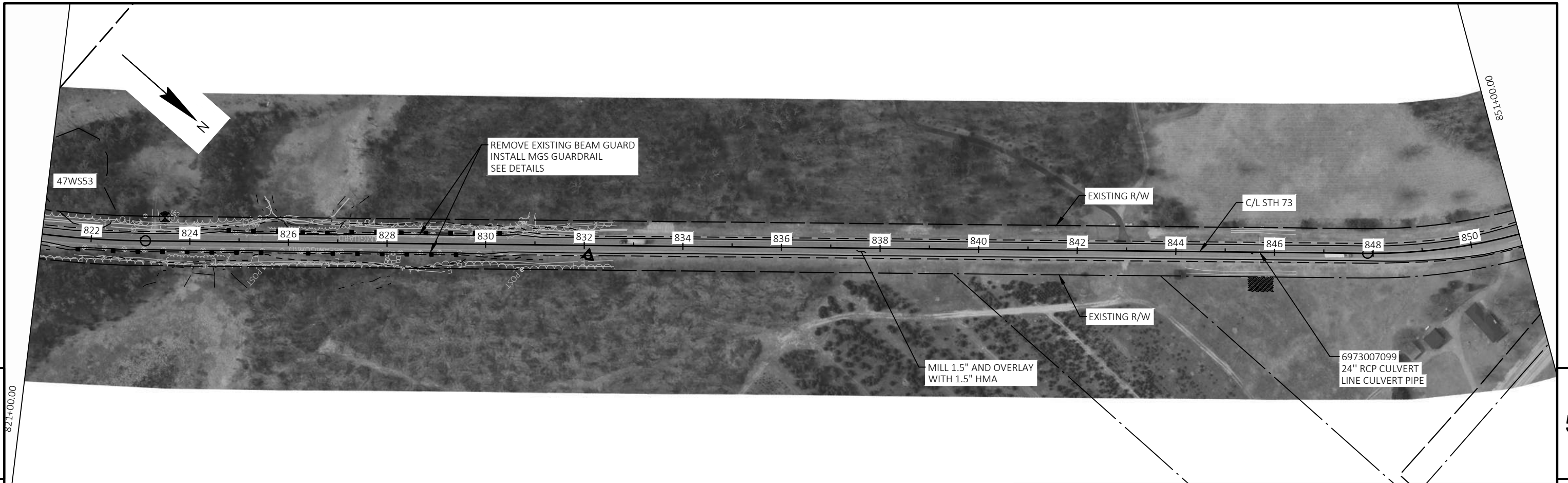
PLAN DETAILS

SHEET

E



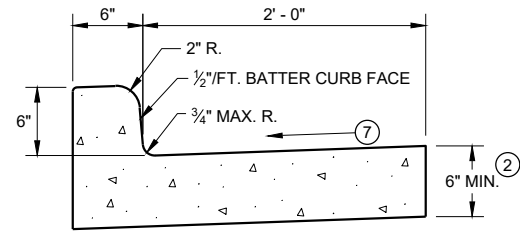
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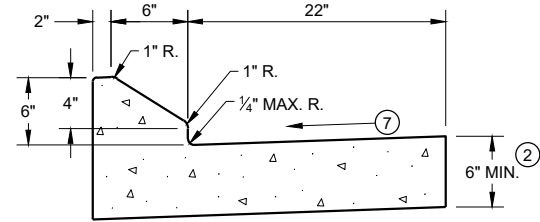
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Standard Detail Drawing List

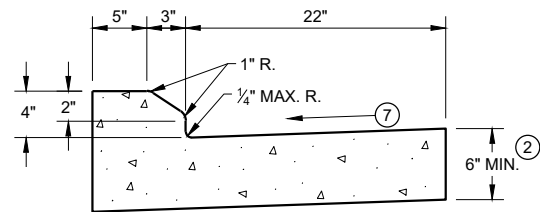
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-02	HMA LONGITUDINAL JOINTS
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



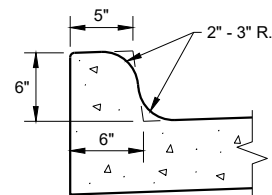
TYPES A^① & D



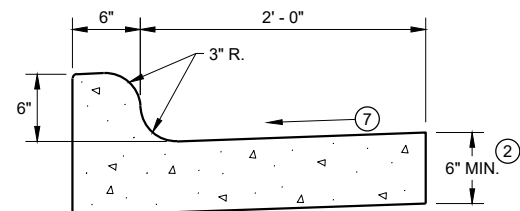
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

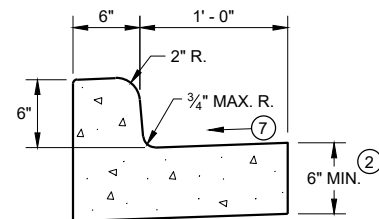


TYPES K^① & L
(OPTIONAL CURB SHAPE)



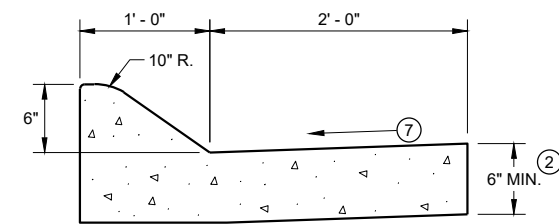
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

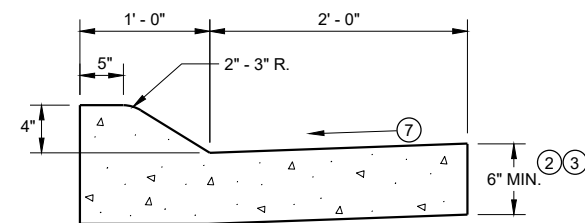


TYPES A^① & D

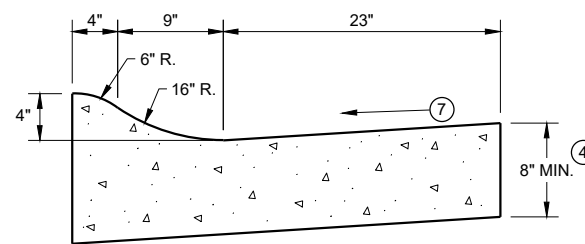
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



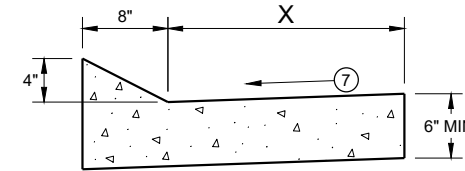
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

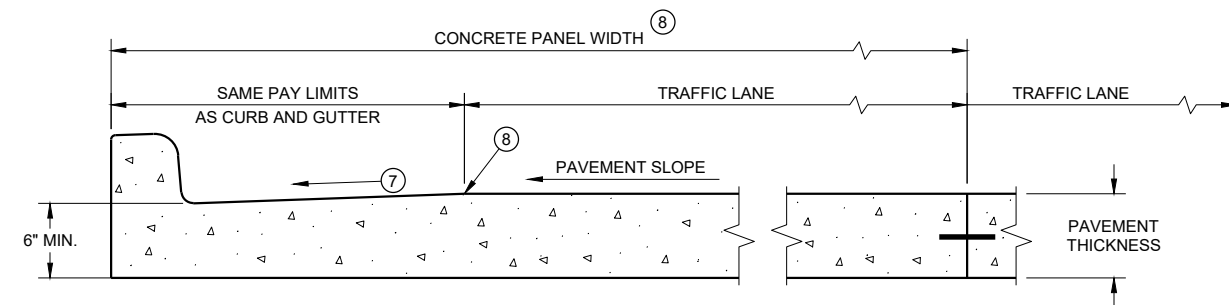


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

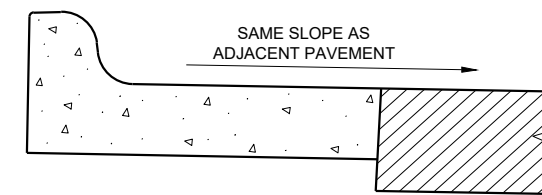
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

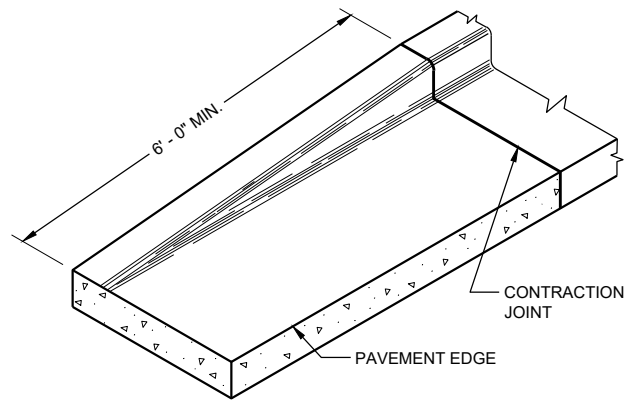
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

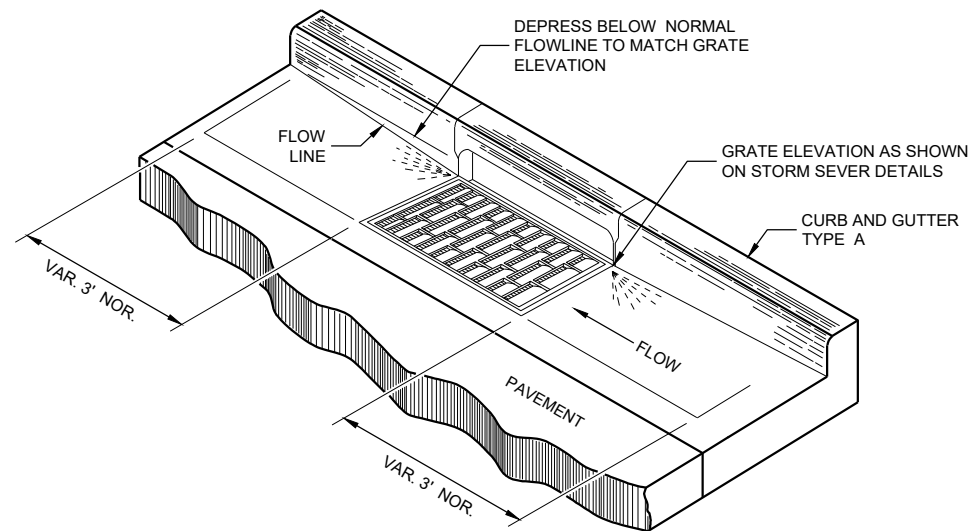
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

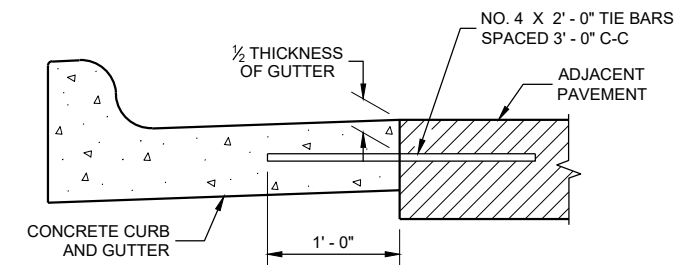
GENERAL NOTES

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

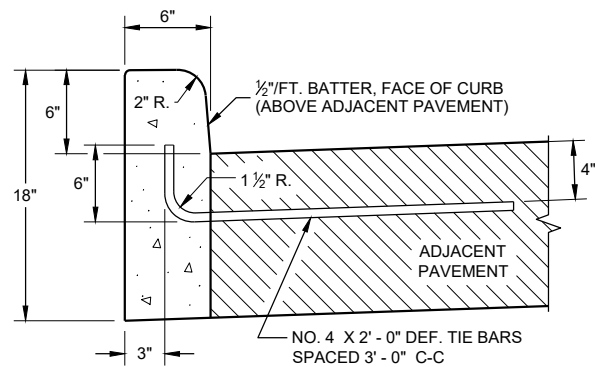
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

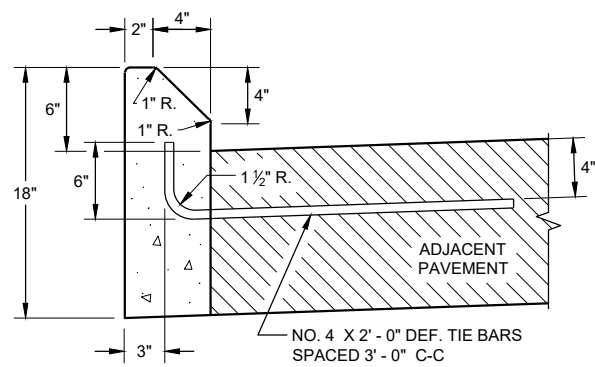
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION ①

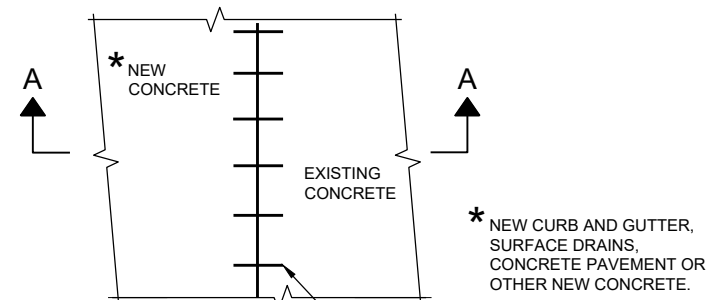


TYPES A ① & D

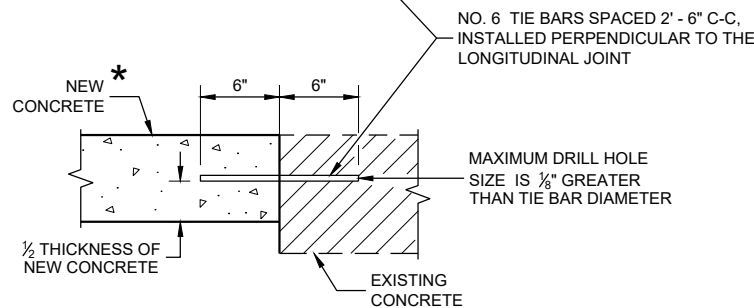


TYPES G ① & J

CONCRETE CURB

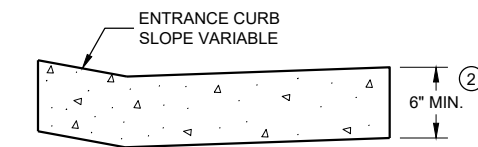


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



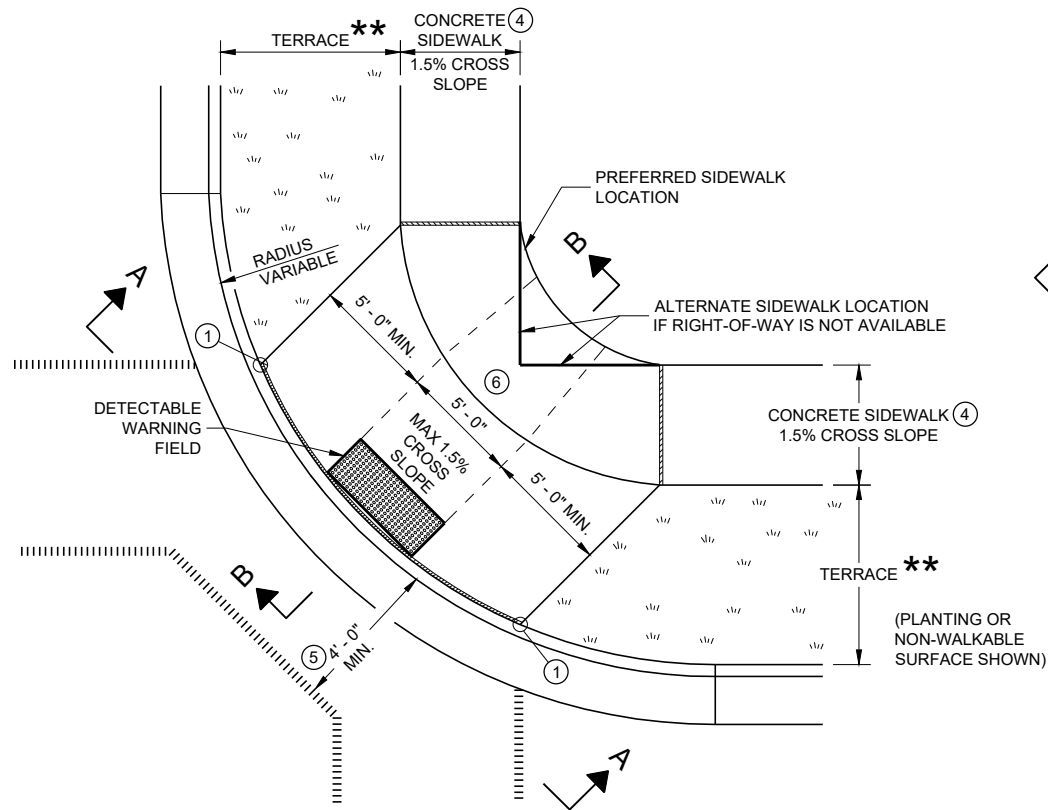
DRIVEWAY ENTRANCE CURB ⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

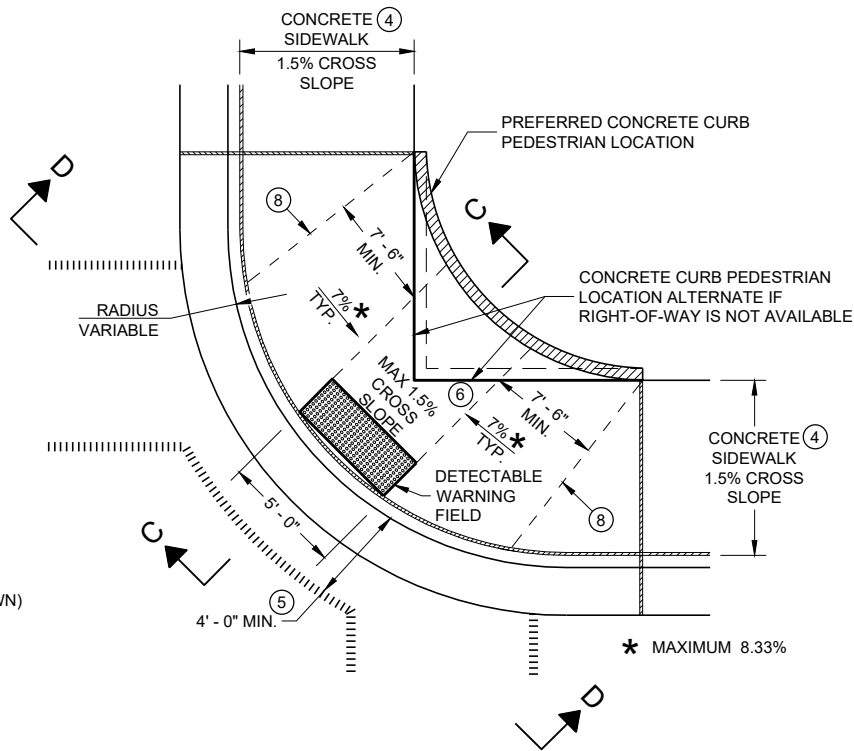
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

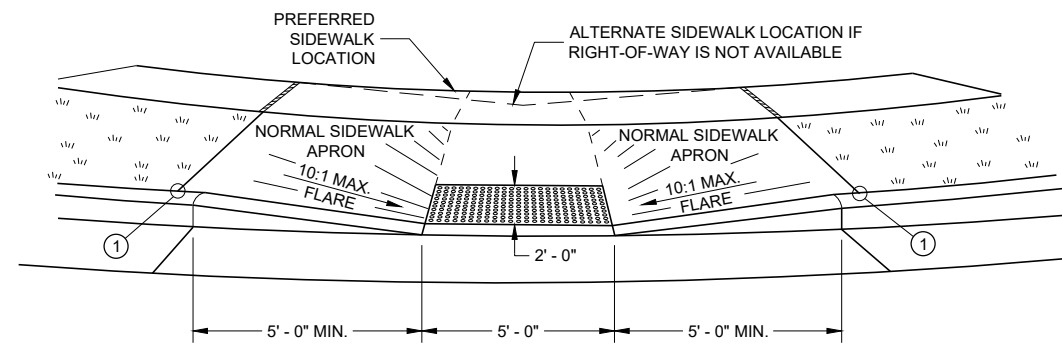
FHWA



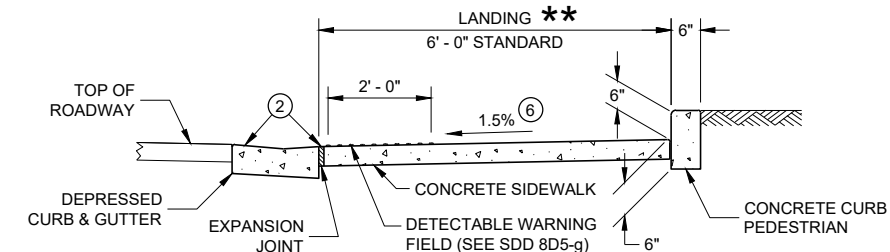
**PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)**



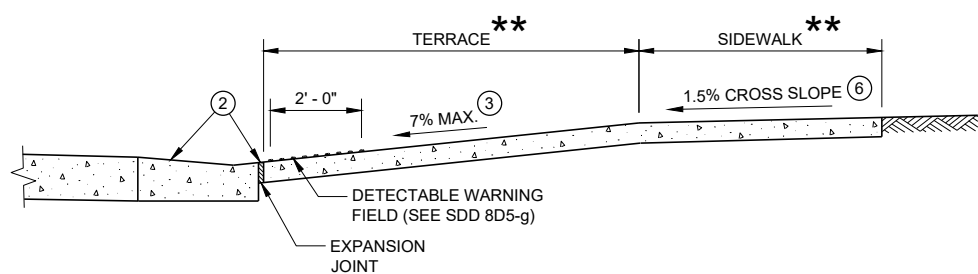
**PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)**



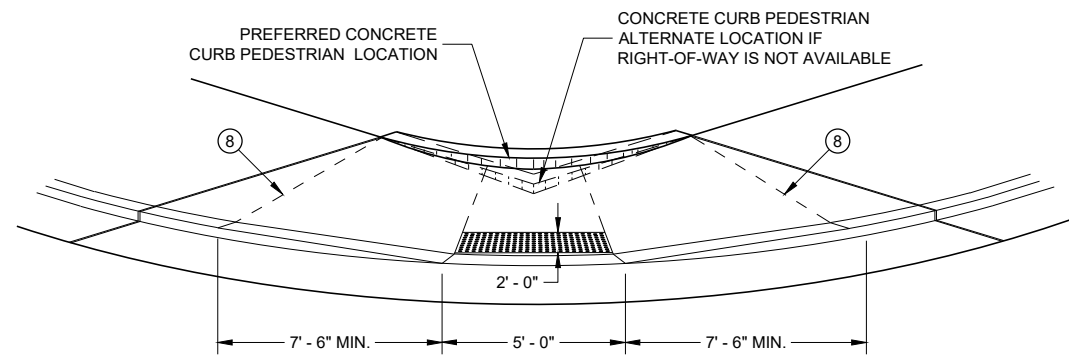
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

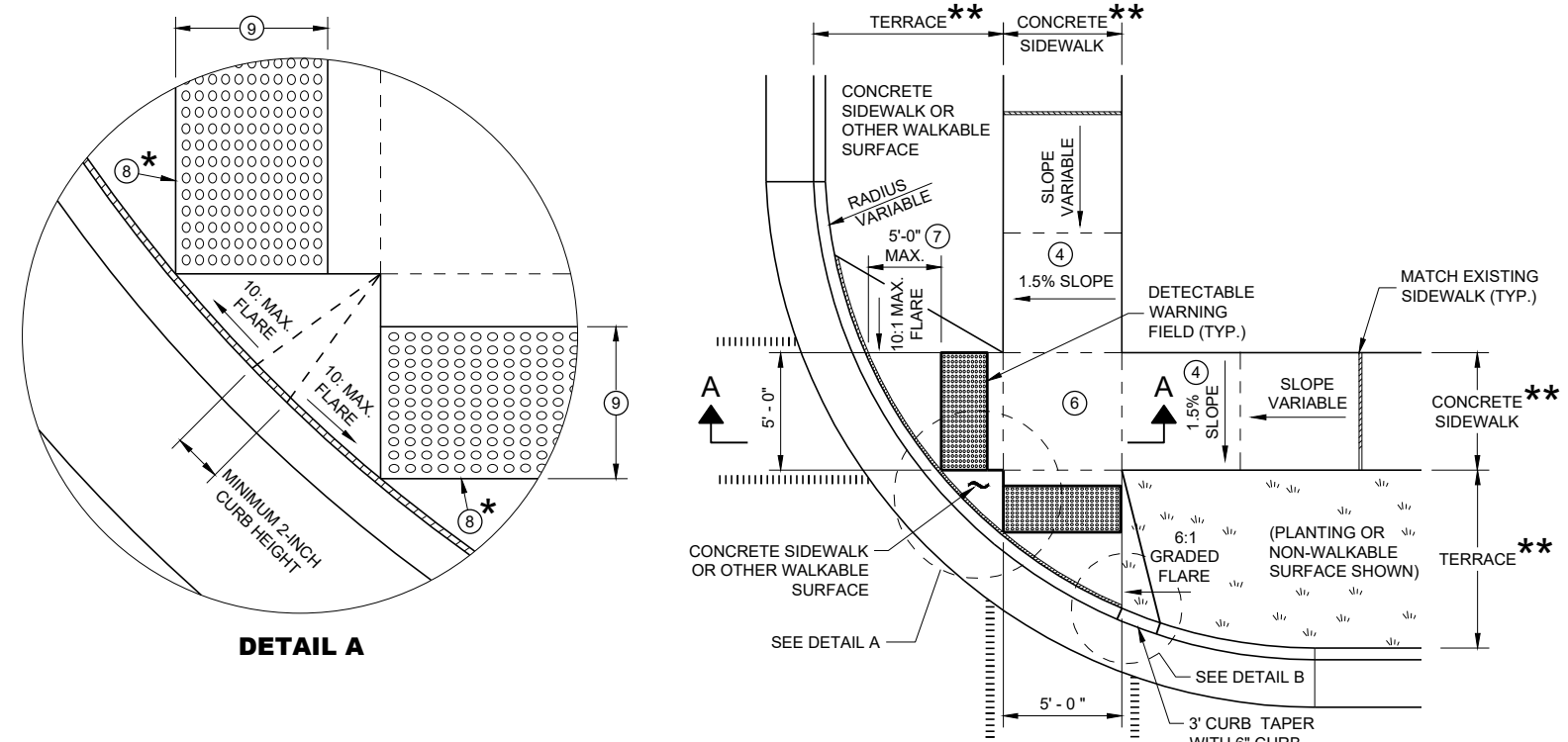
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- 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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

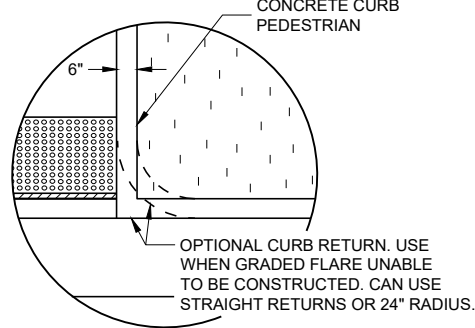
- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS
TYPE 1 AND 1-A**

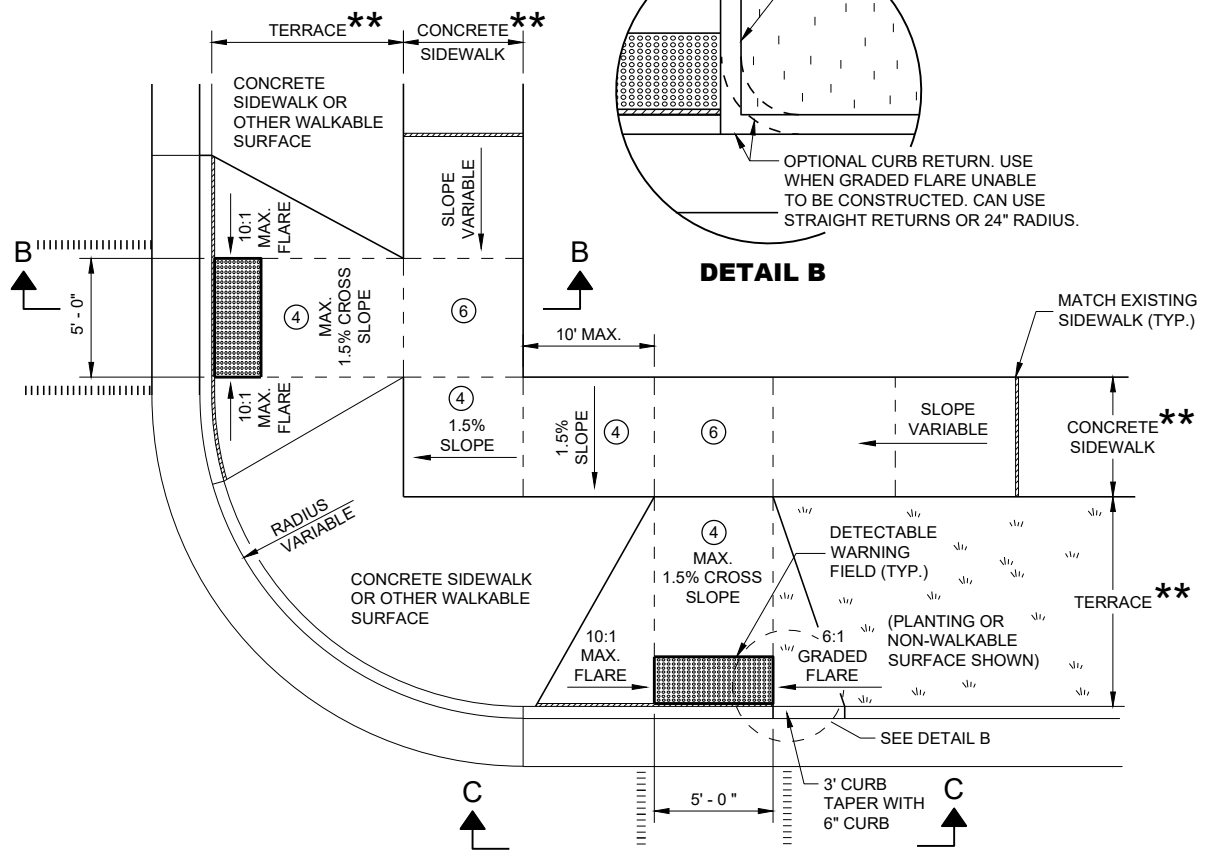
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



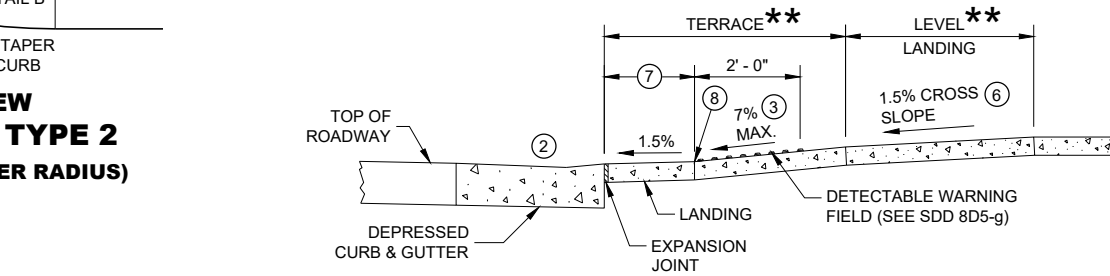
PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)



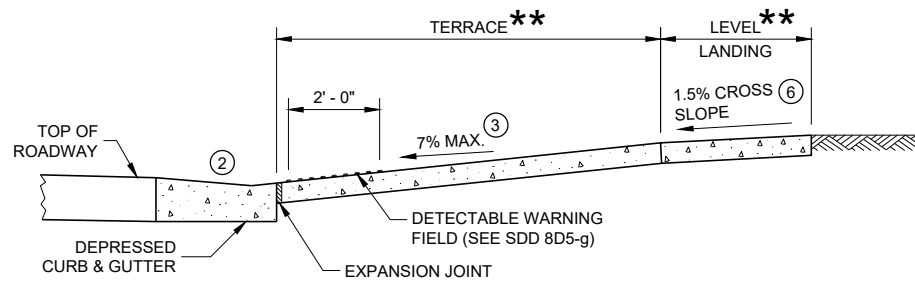
DETAIL B



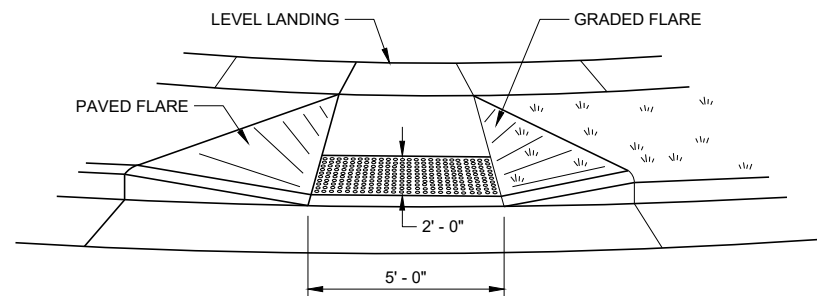
PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

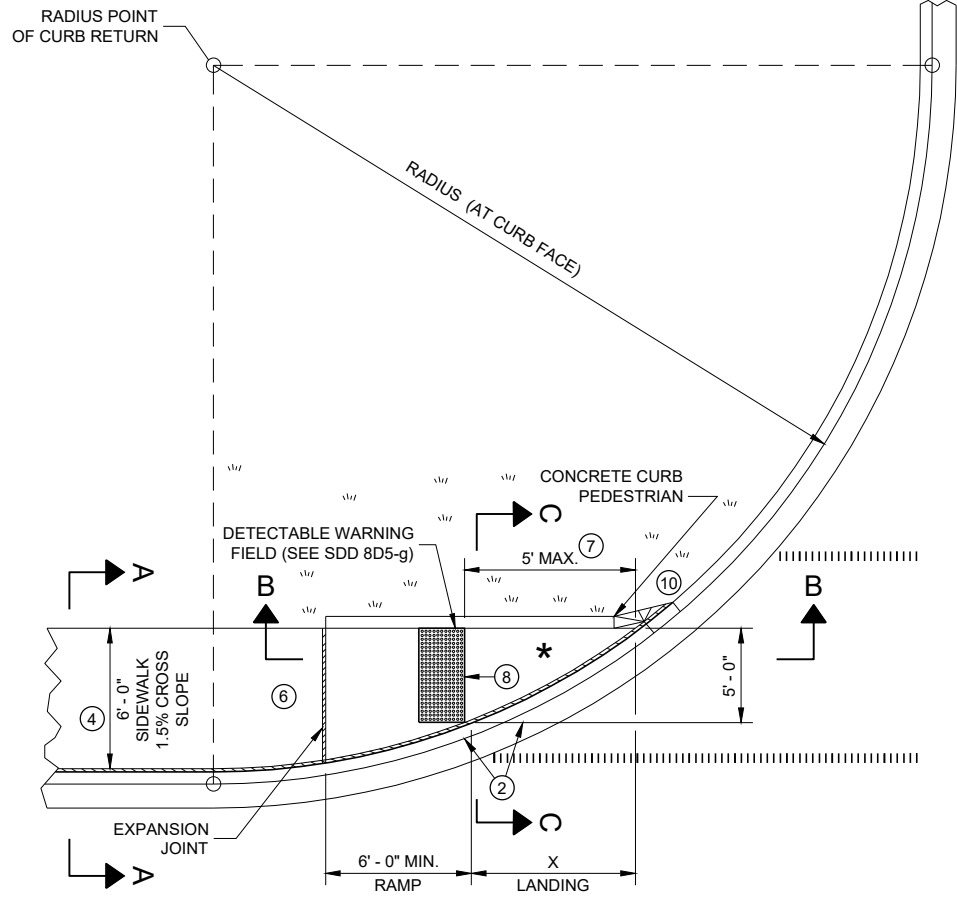
- * MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

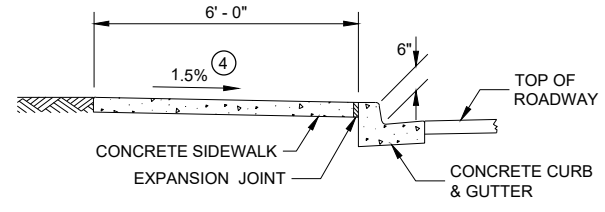
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



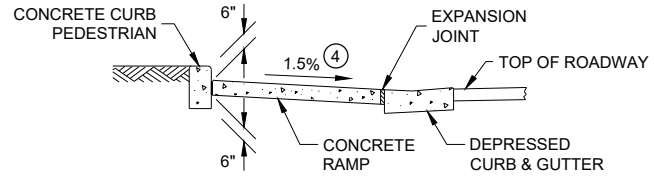
SECTION A - A FOR TYPE 4A

GENERAL NOTES

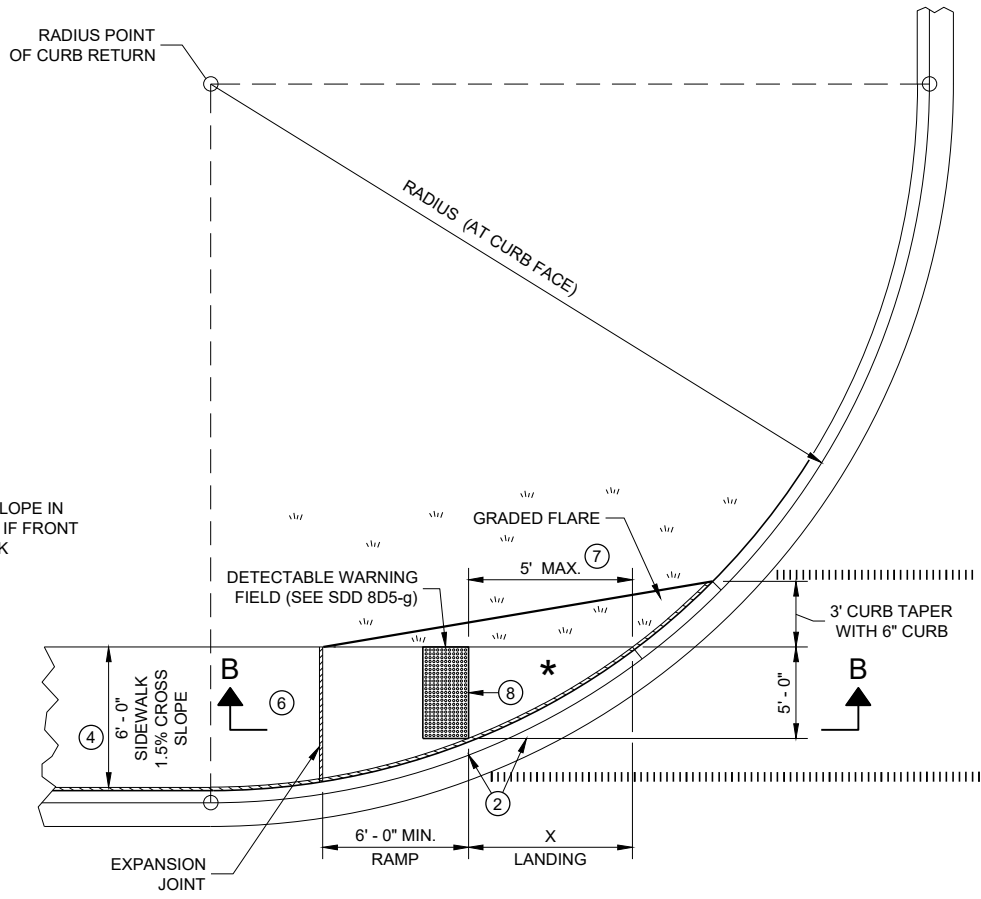
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

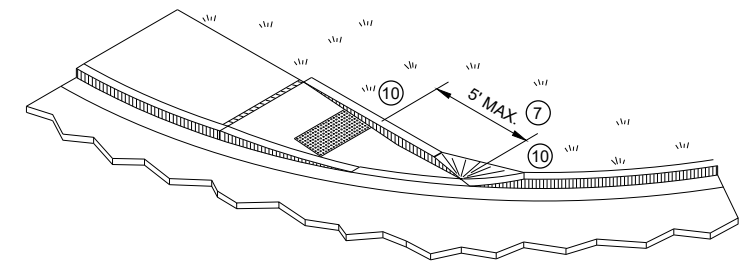
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



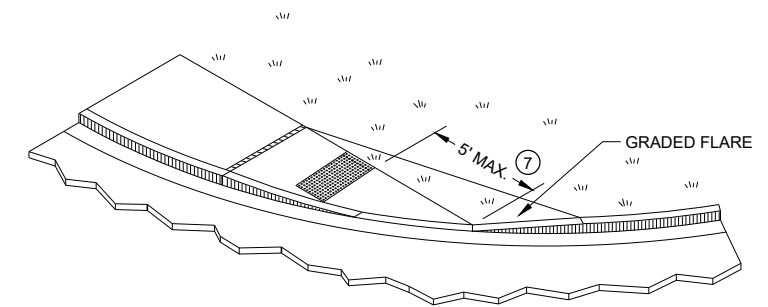
SECTION C - C FOR TYPE 4A



**PLAN VIEW
CURB RAMP TYPE 4A1**

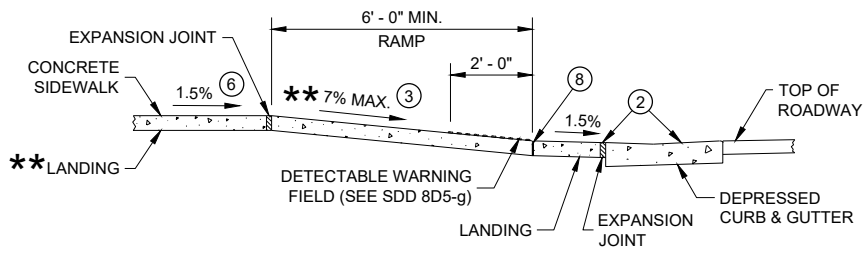


ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

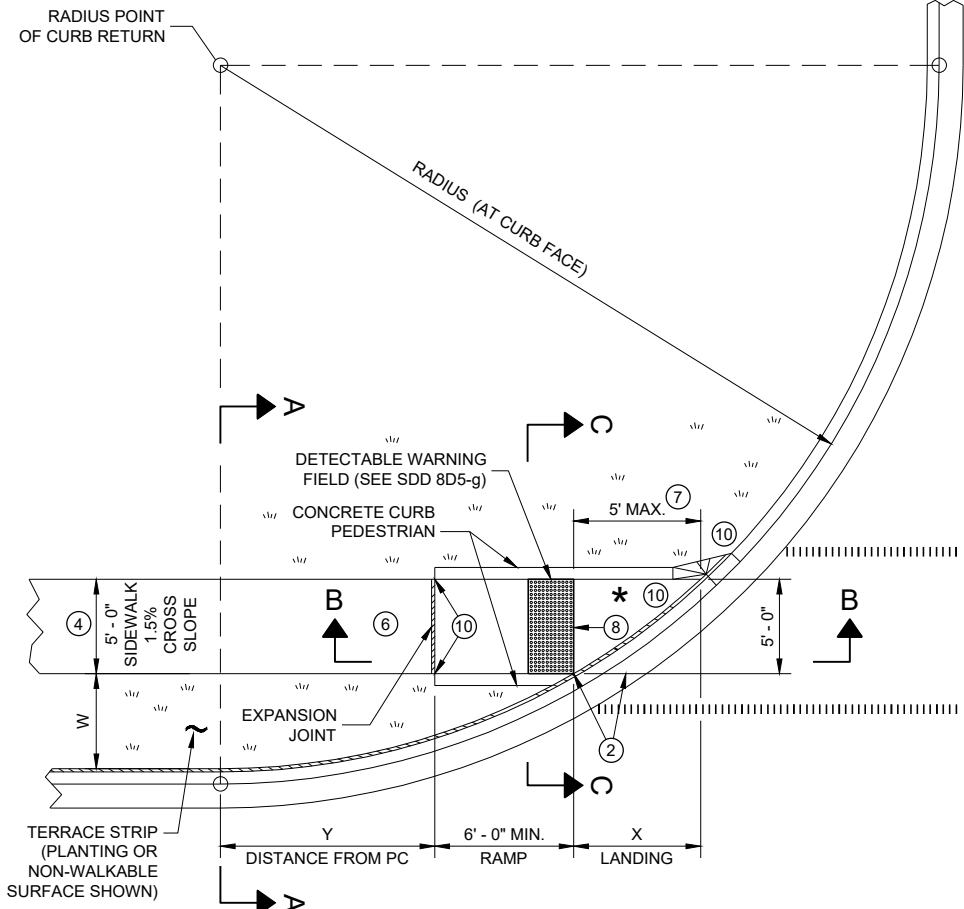


**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

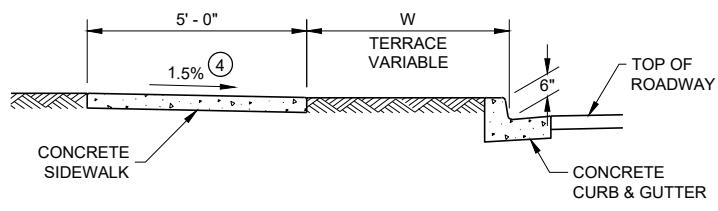
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

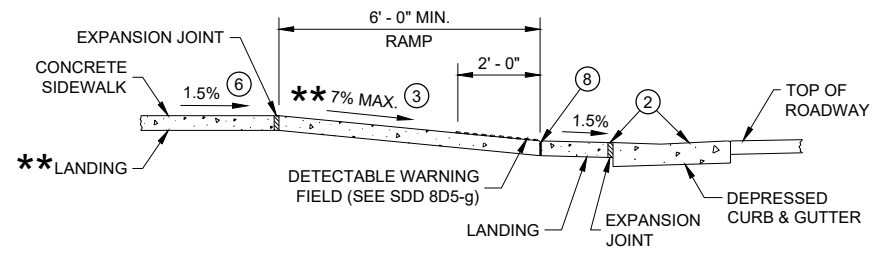
STATE OF WISCONSIN
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PLAN VIEW CURB RAMP TYPE 4B



SECTION A - A FOR TYPE 4B

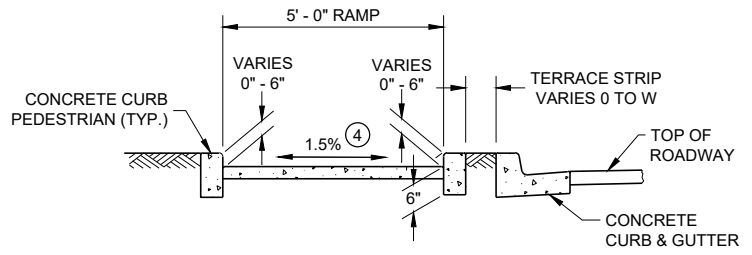


SECTION B - B FOR TYPE 4B AND TYPE 4B1

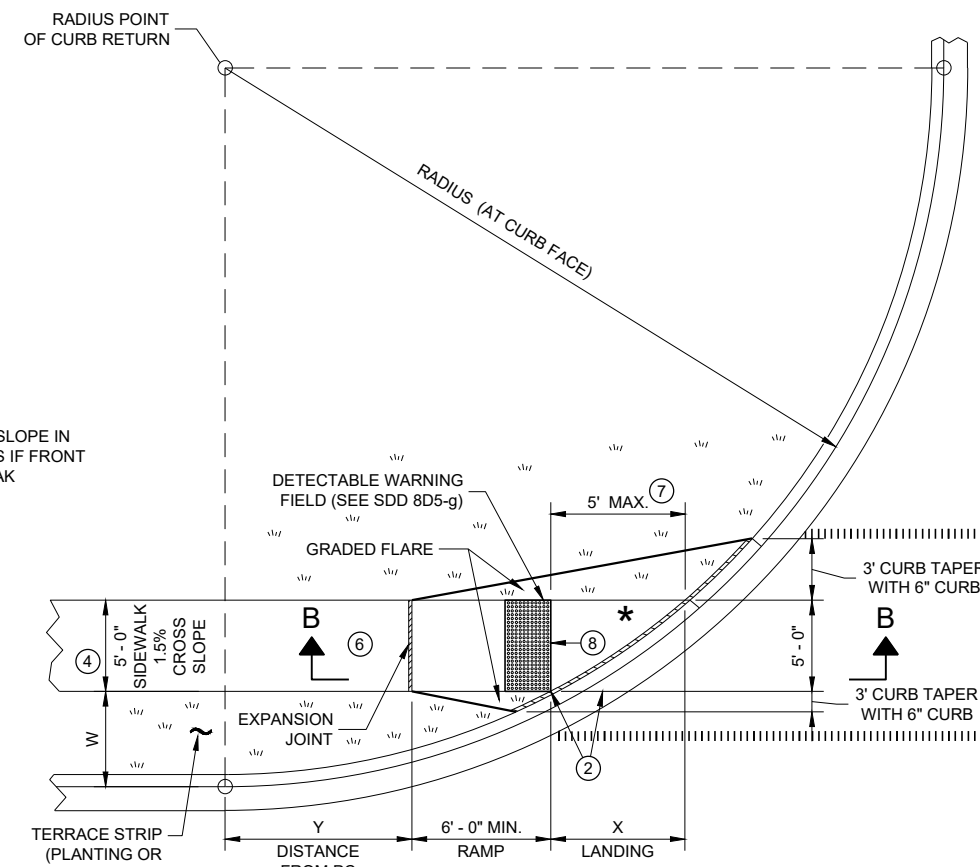
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

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



SECTION C - C FOR TYPE 4B



PLAN VIEW CURB RAMP TYPE 4B1

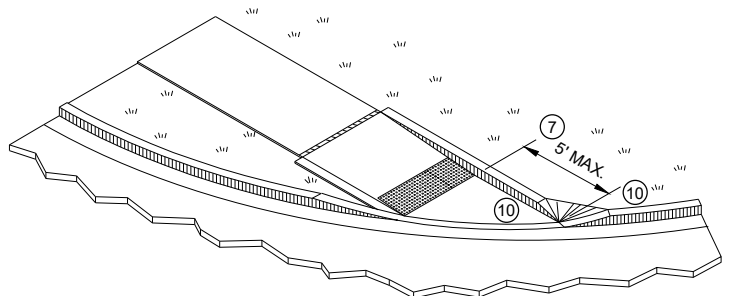
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

LEGEND

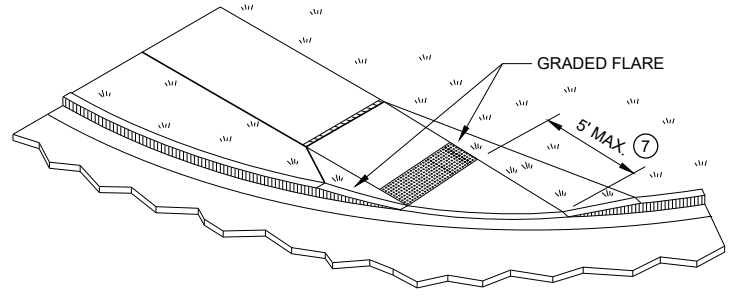
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 7 WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



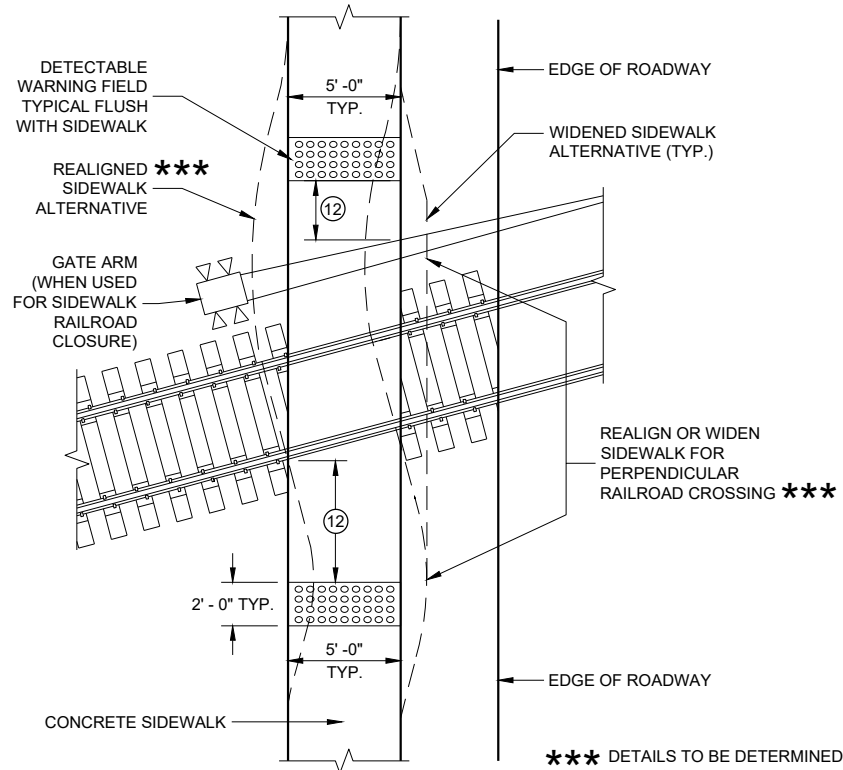
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

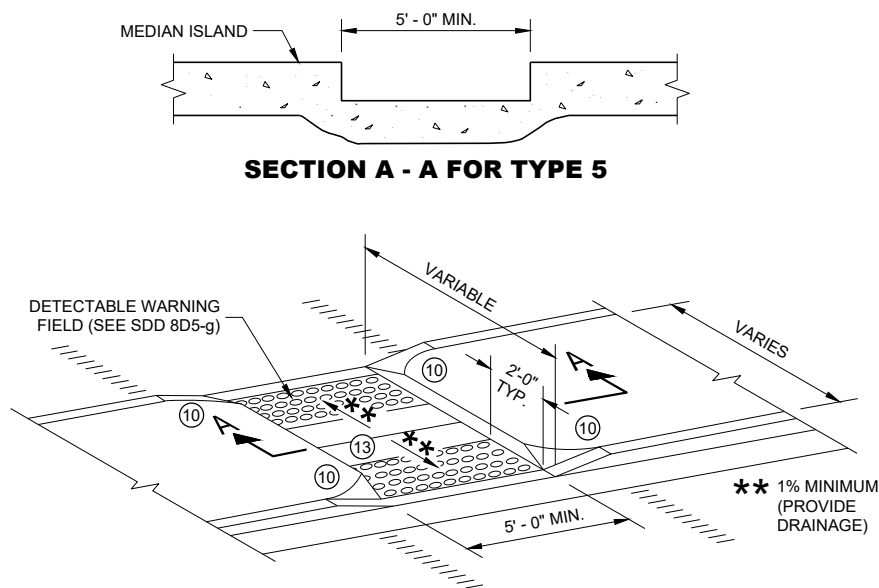
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY ENGINEER



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**

GENERAL NOTES

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

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

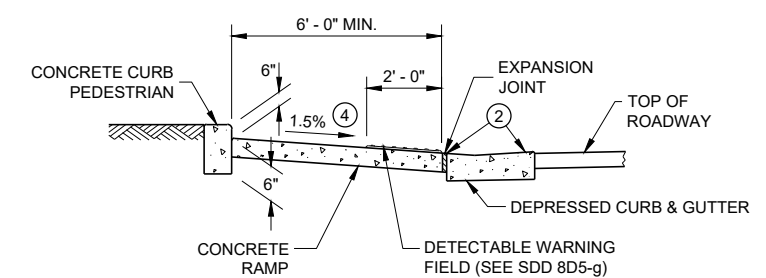
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

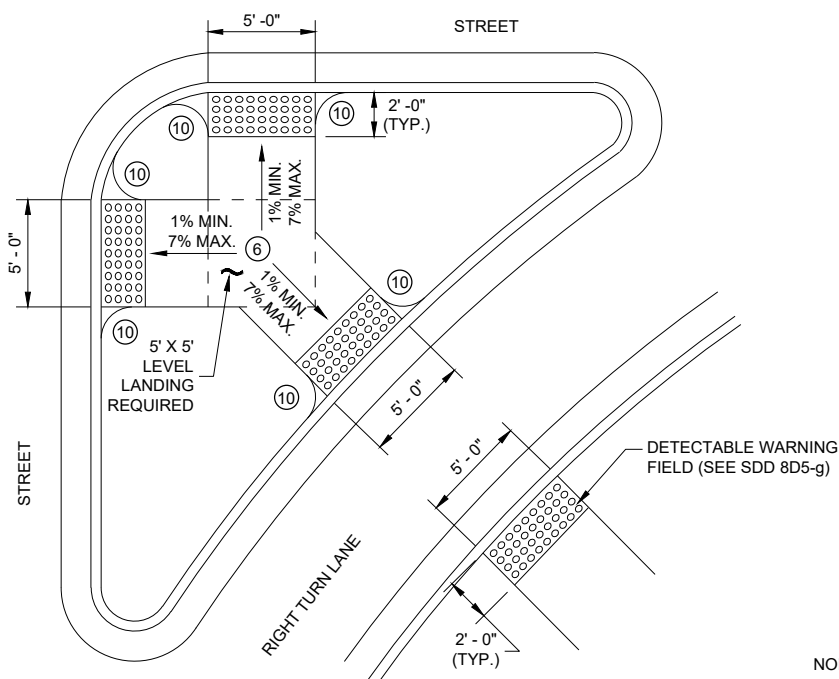
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 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 AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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



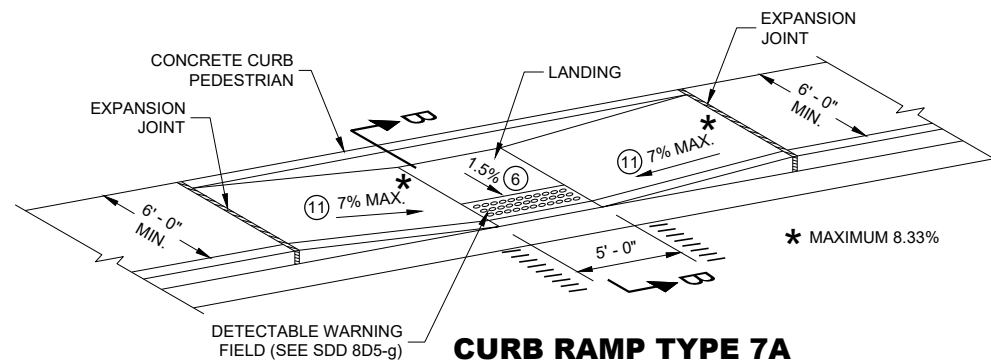
SECTION B - B FOR TYPE 7A



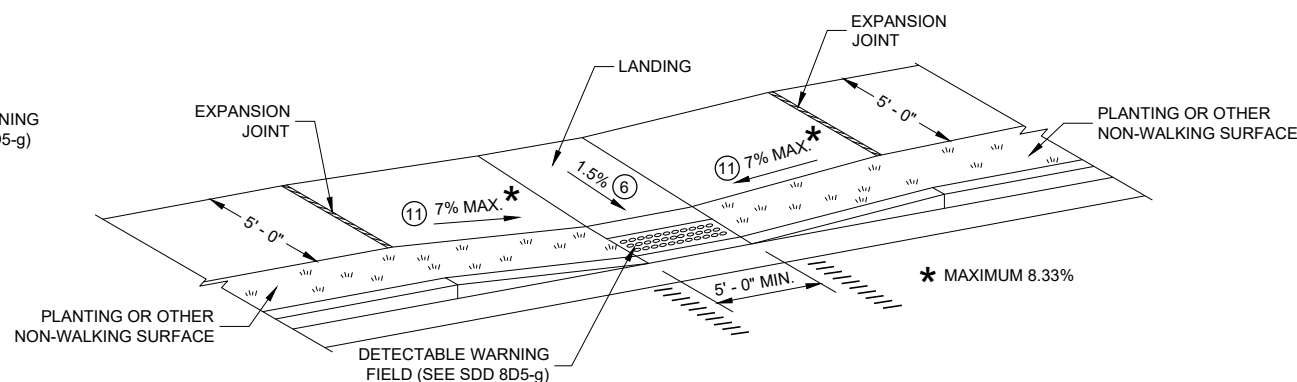
CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



**CURB RAMP TYPE 7A
MID BLOCK CROSSING**



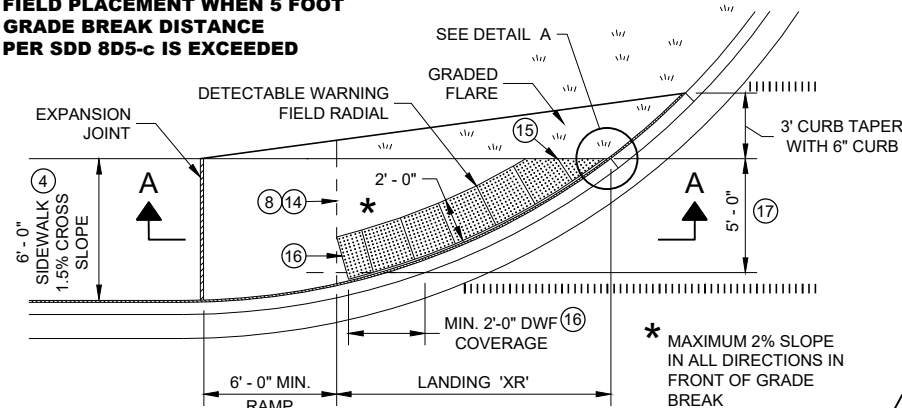
**CURB RAMP TYPE 7B
MID BLOCK CROSSING**

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

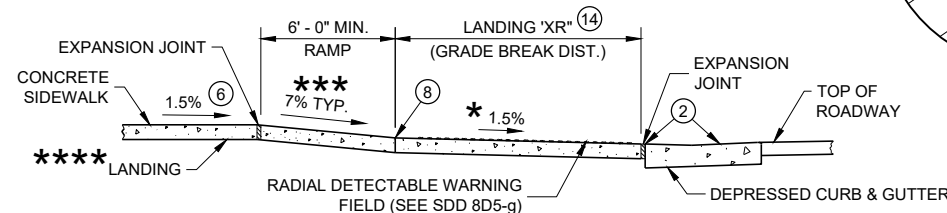
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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

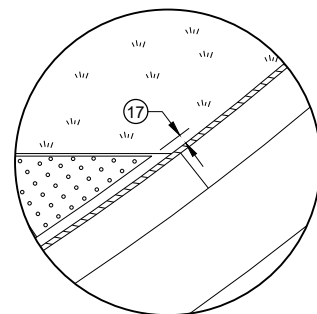


SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

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

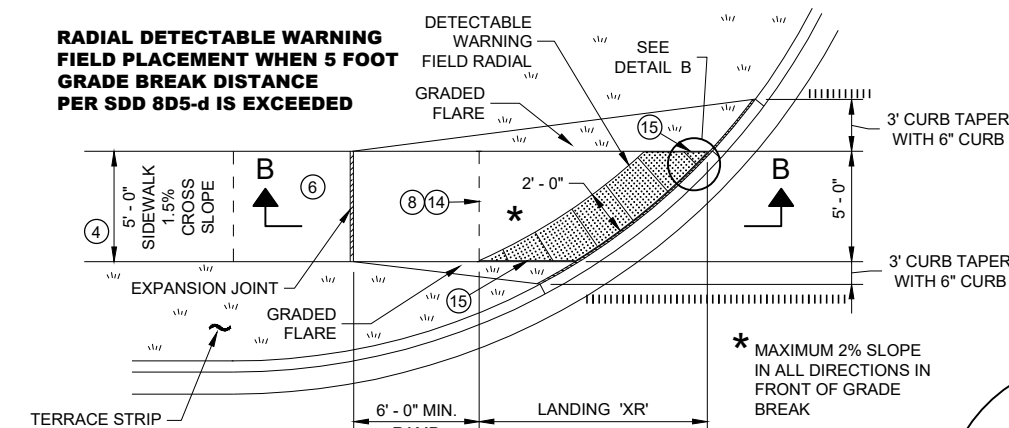


DETAIL A

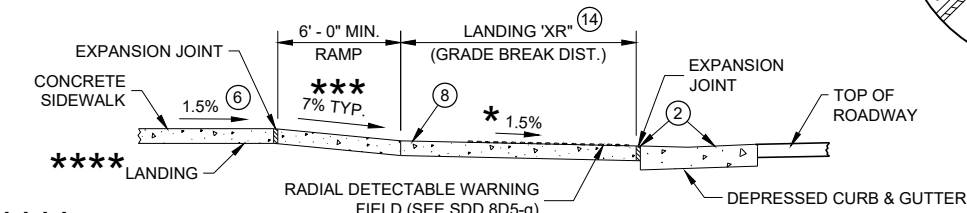
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



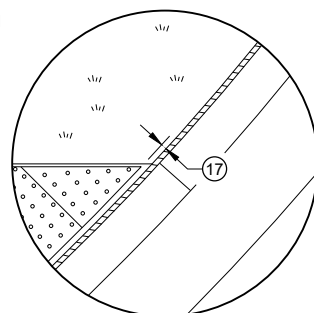
PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

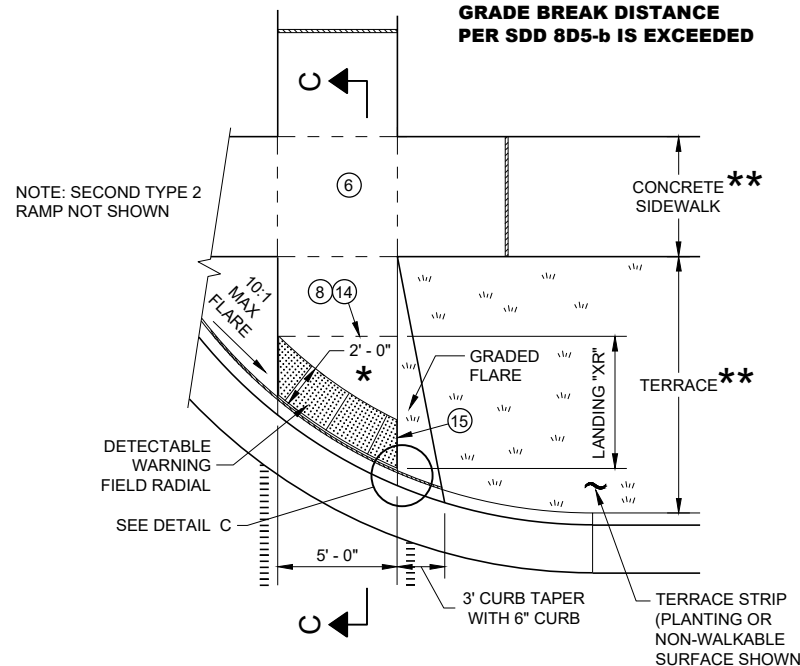
**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%



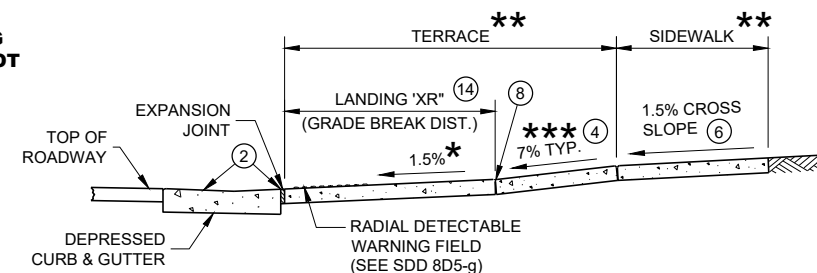
DETAIL B

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



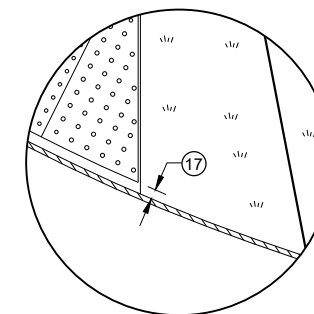
PLAN VIEW CURB RAMP TYPE 2 (GRADE BREAK DISTANCE GREATER THAN 5 FEET) (ON LINE WITH SIDEWALK)

NOTE: SECOND TYPE 2 RAMP NOT SHOWN



SECTION C - C FOR TYPE 2

- * MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.33%



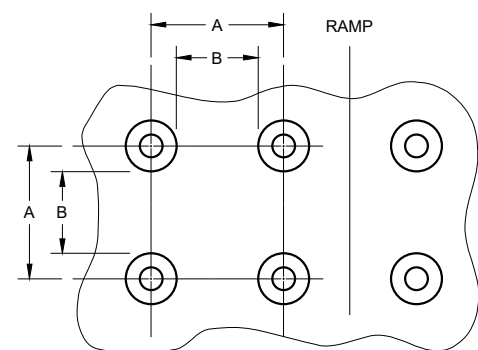
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

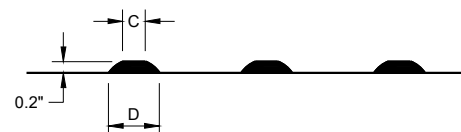
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

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

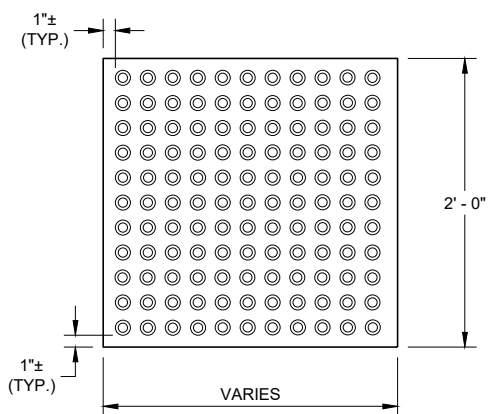


PLAN VIEW

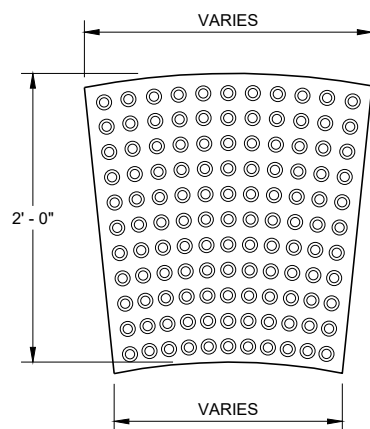


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

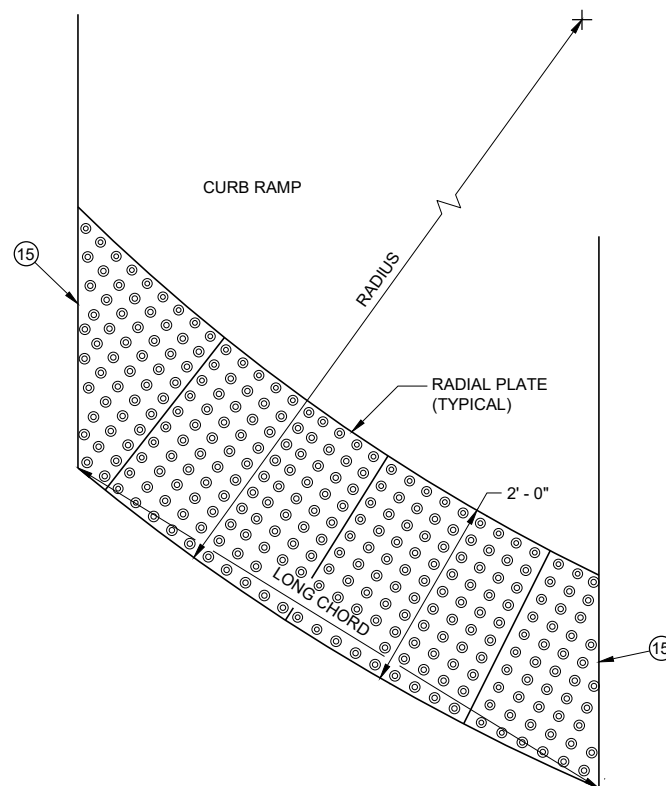


**RECTANGULAR
PLATES**

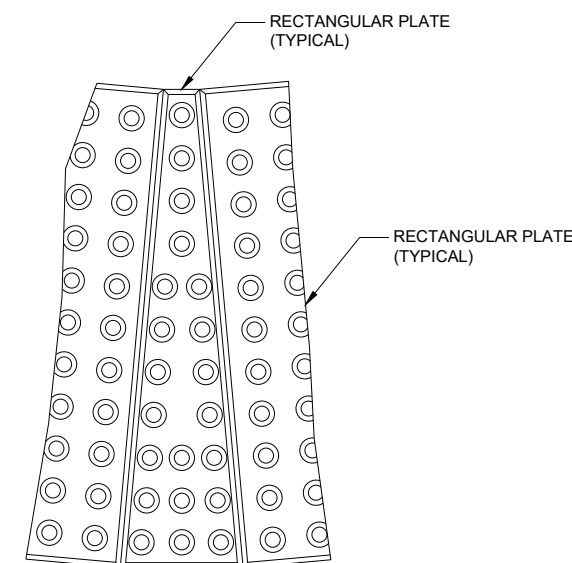


**RADIAL
PLATES**

**PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES**



**PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL**

GENERAL NOTES

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

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

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

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

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

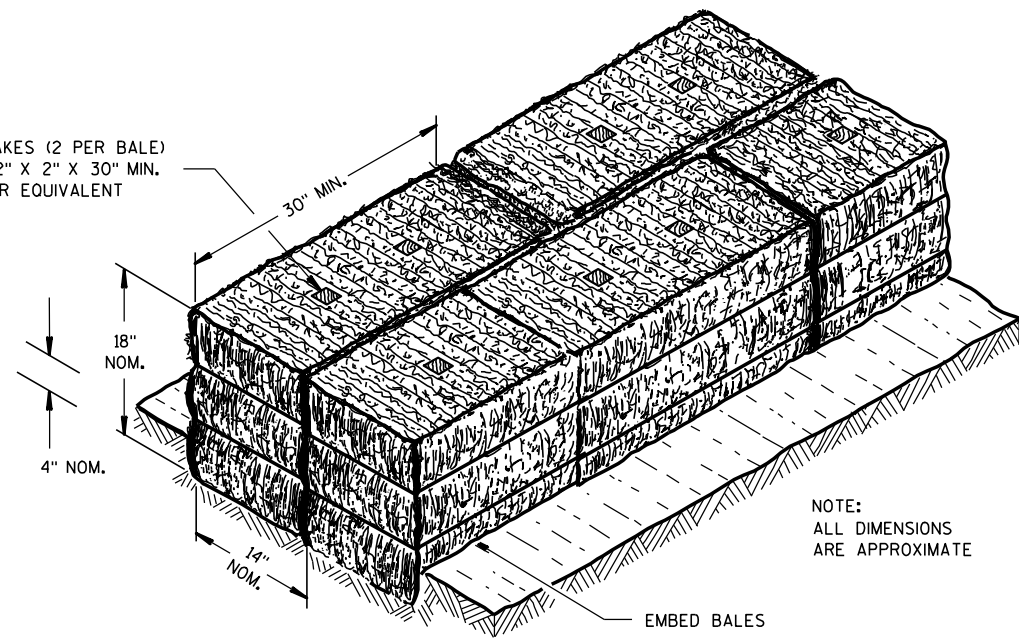
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	

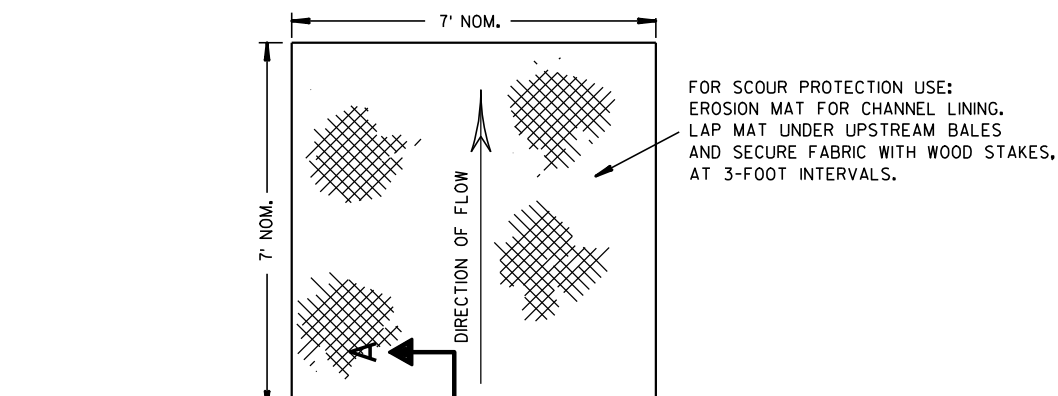
WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



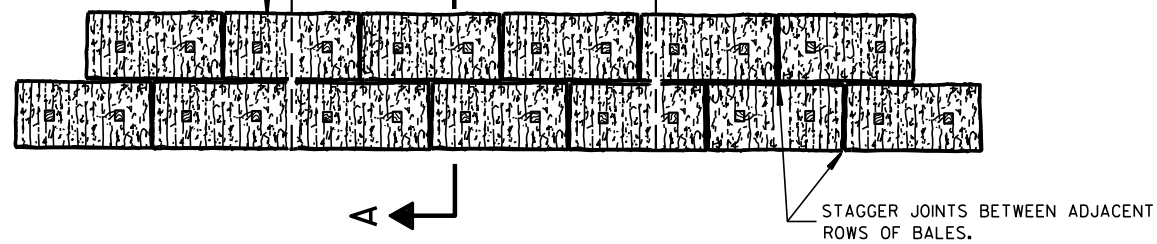
NOTE:
ALL DIMENSIONS
ARE APPROXIMATE

EMBED BALES

SECTION A-A

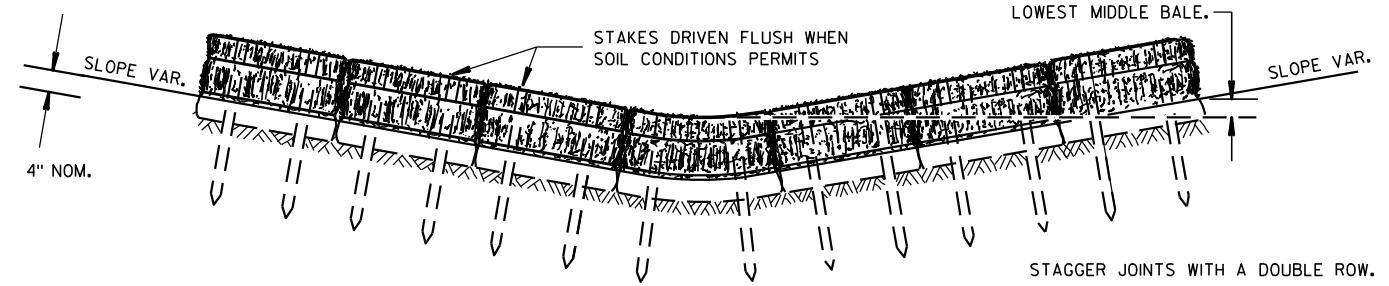


FOR SCOUR PROTECTION USE:
EROSION MAT FOR CHANNEL LINING.
LAP MAT UNDER UPSTREAM BALES
AND SECURE FABRIC WITH WOOD STAKES,
AT 3-FOOT INTERVALS.



PLAN VIEW

BOTTOM ELEVATION OF END BALE SHALL
BE EQUAL TO OR GREATER THAN TOP OF
LOWEST MIDDLE BALE.



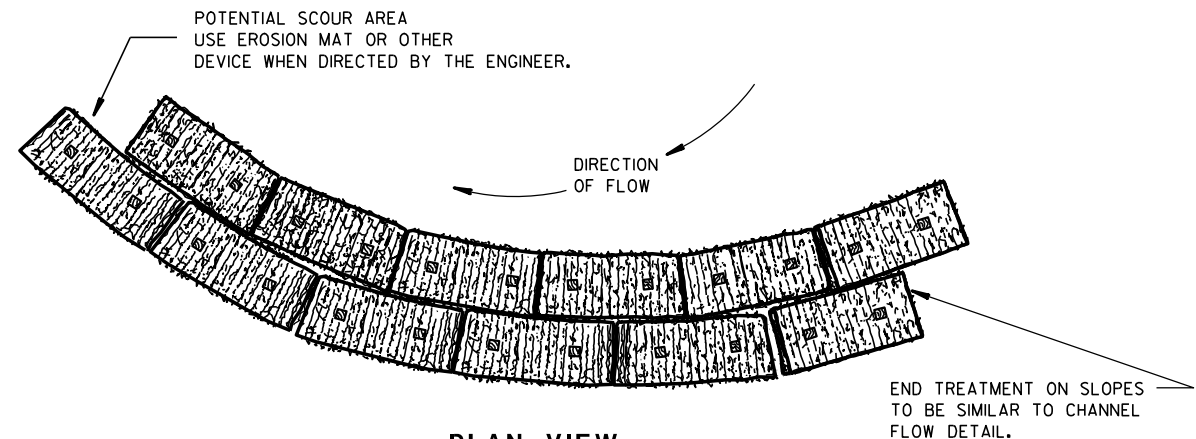
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

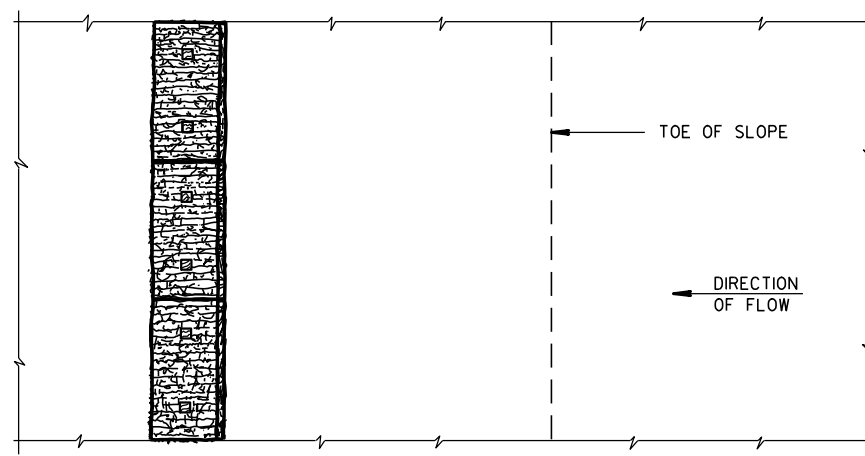
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- 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.

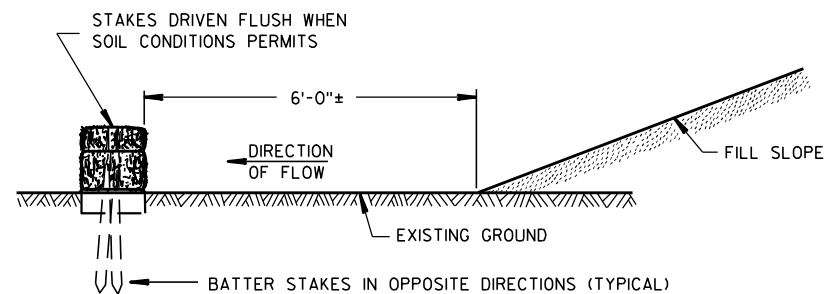


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

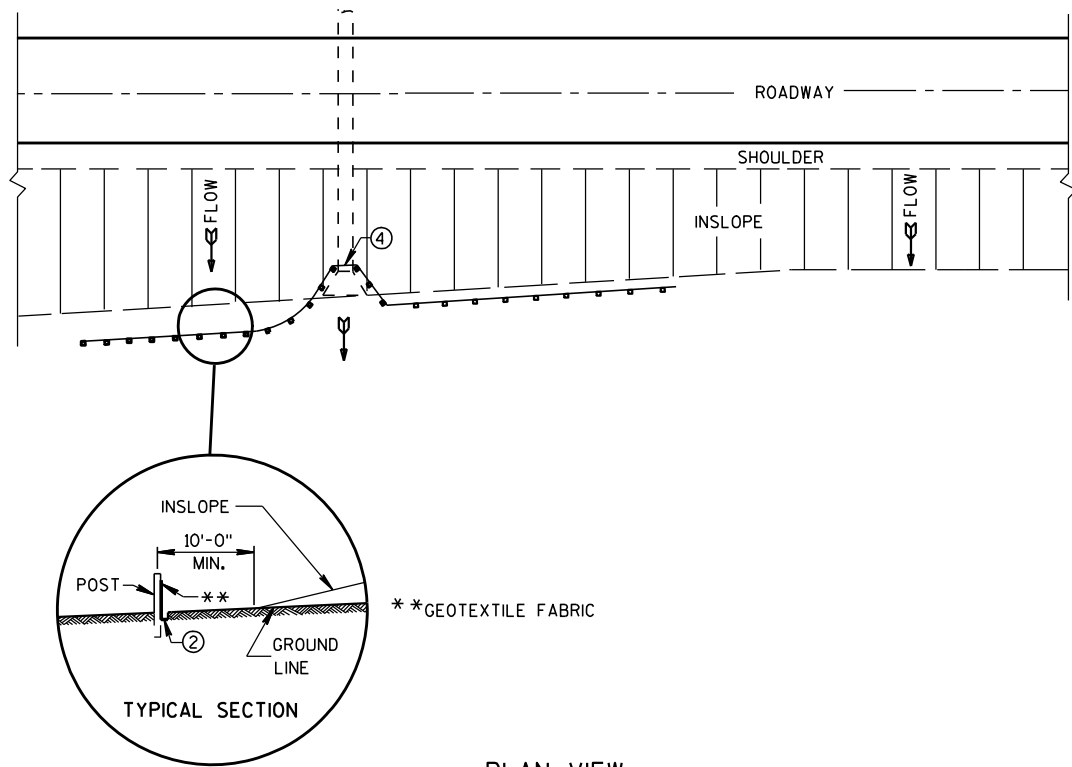
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

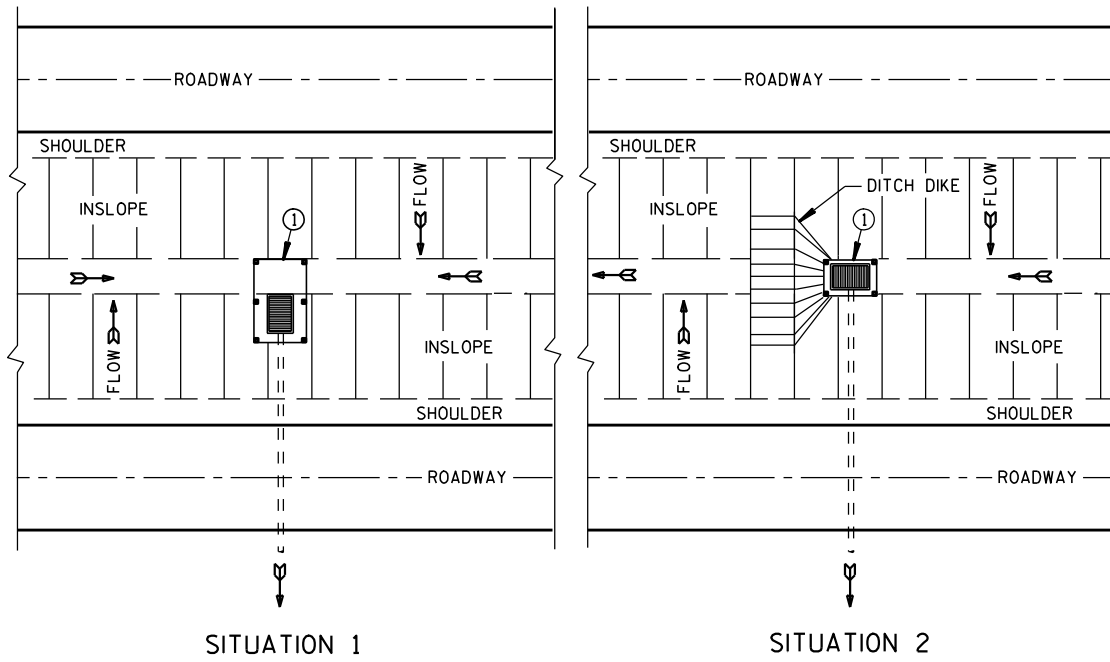
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

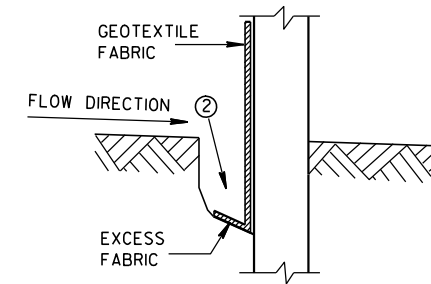


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

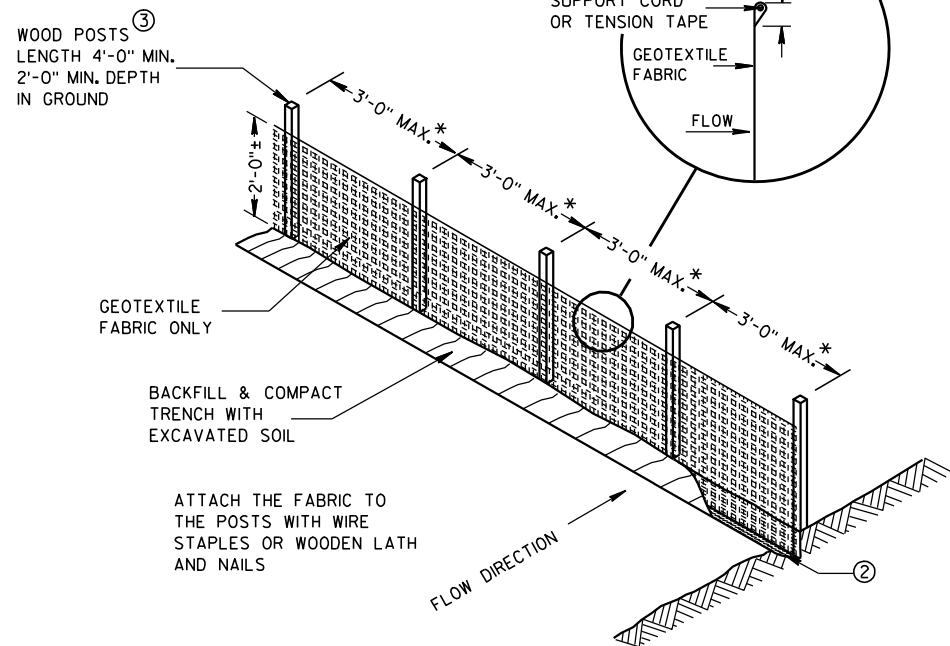
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



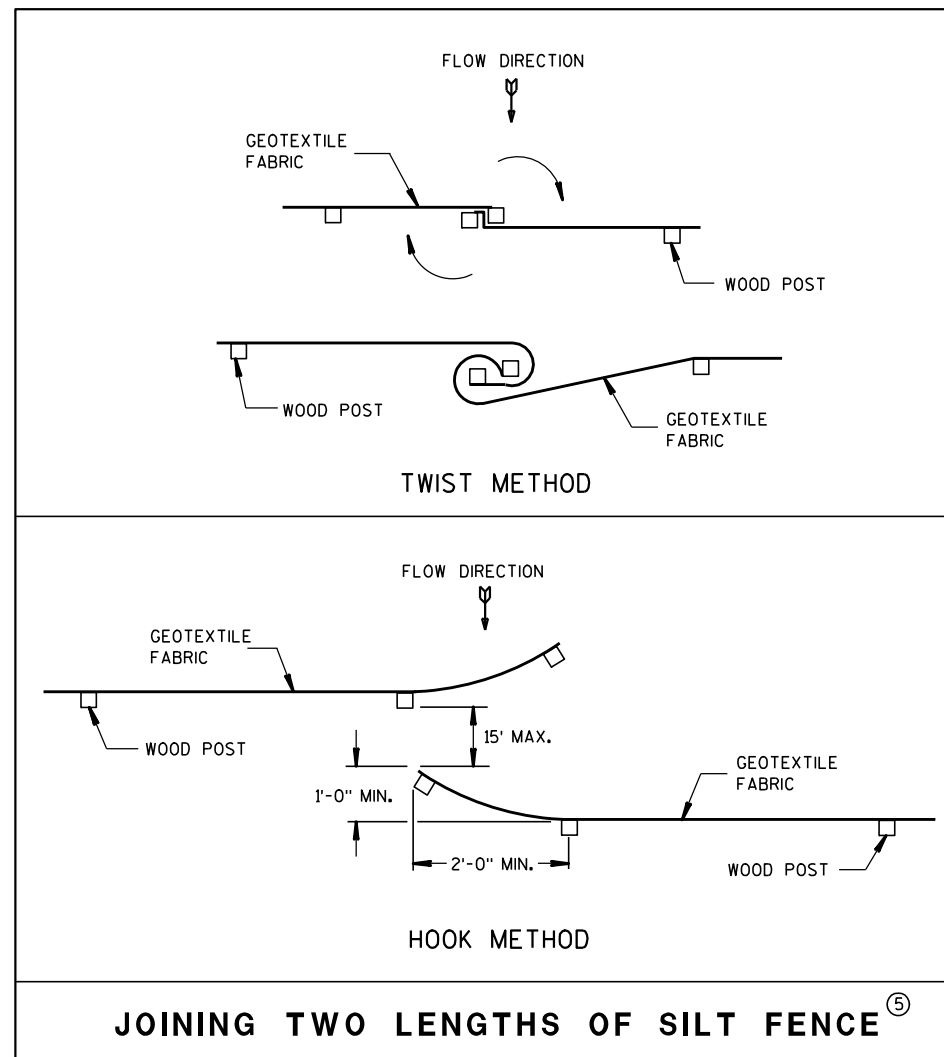
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

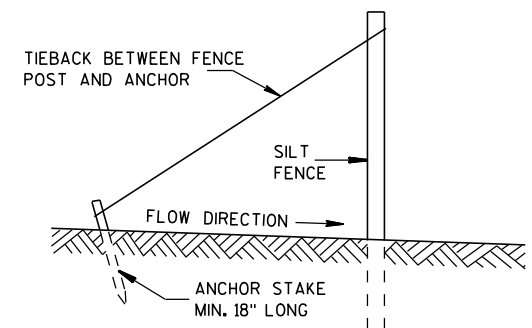


SILT FENCE

* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

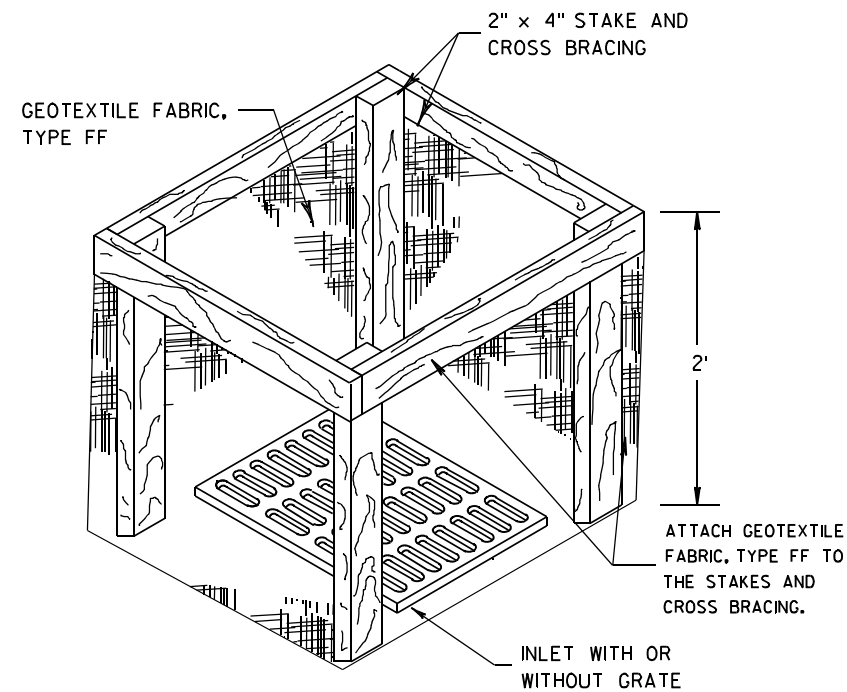
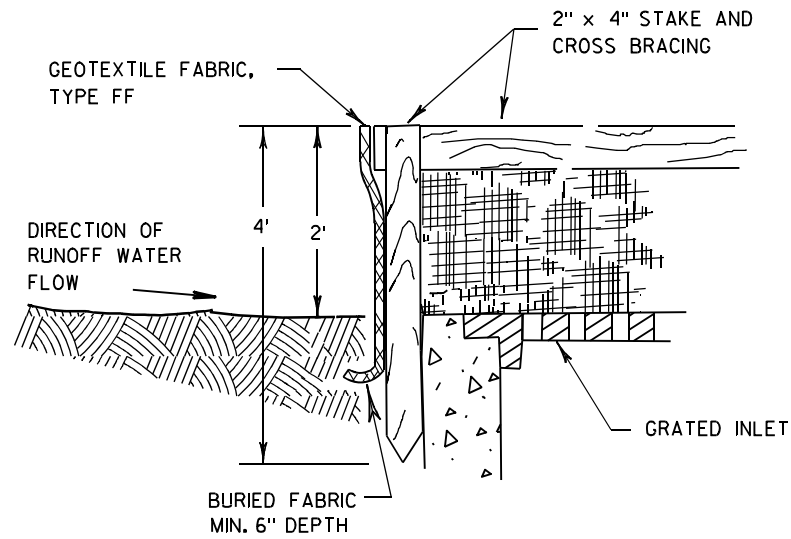
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05
DATE

FHWA

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

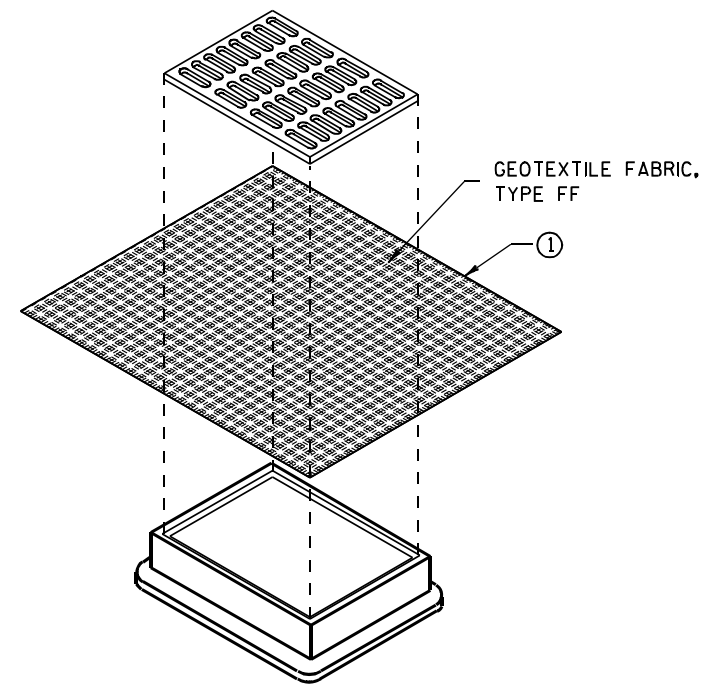
GENERAL NOTES

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

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

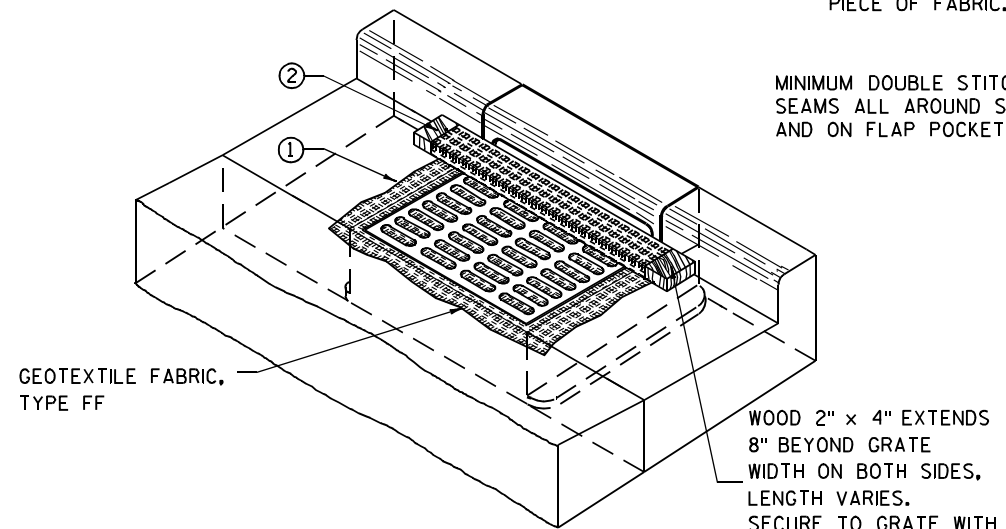
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

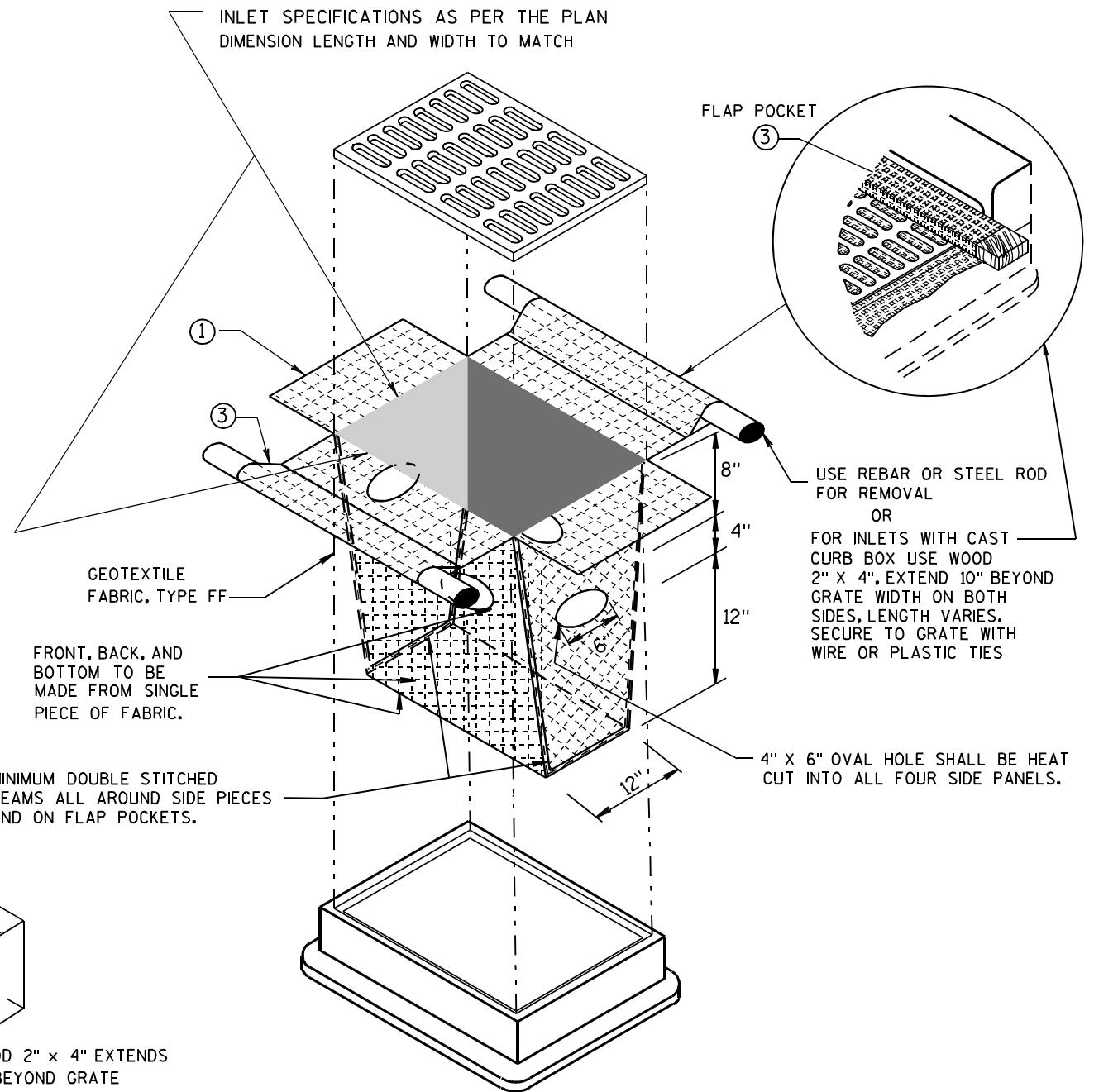
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



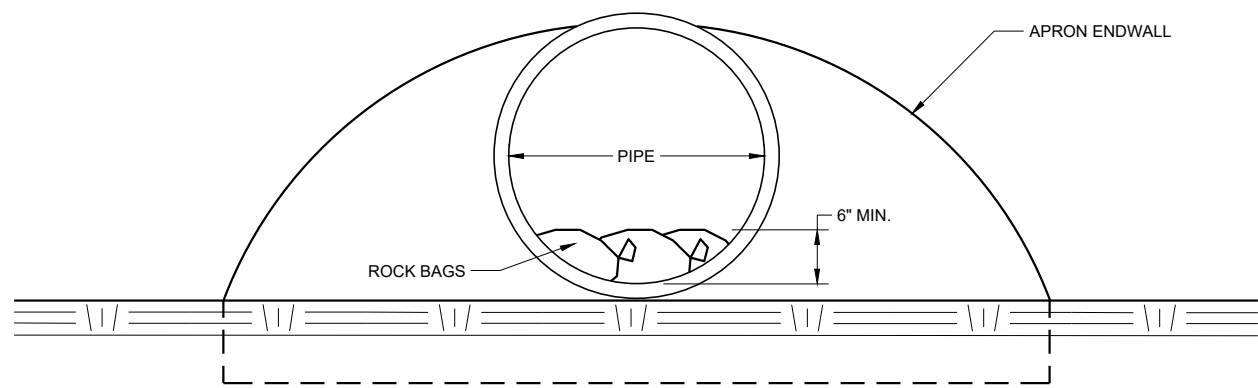
INLET PROTECTION, TYPE D

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

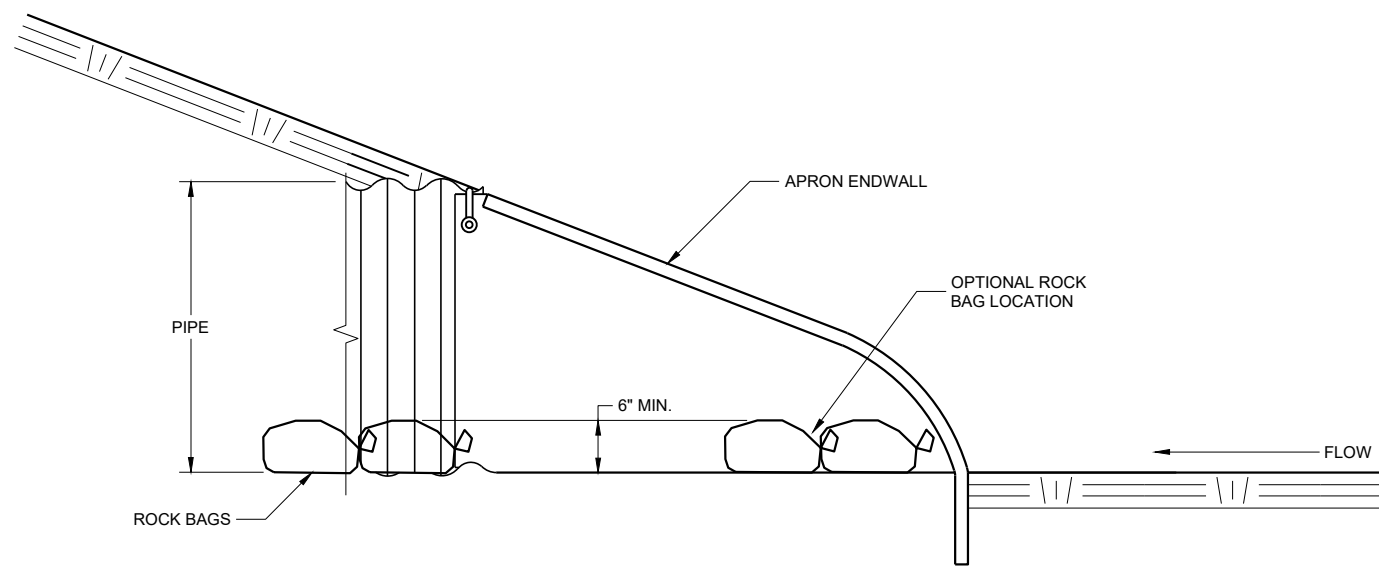
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK
 (INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
 May 2019 /S/ Daniel Schave
 DATE EROSION CONTROL ENGINEER

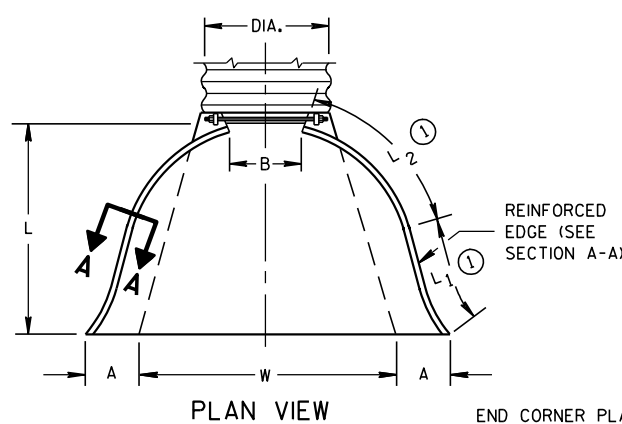
FHWA

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1	L2	W (±2")		
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	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

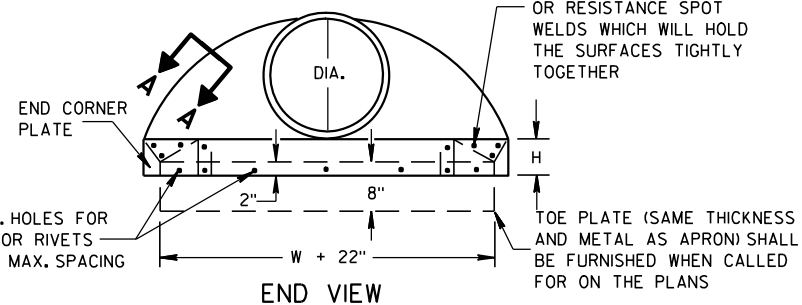
* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS									
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE	
	T	A	B	C	D	E	G		
12	2	4	24	48 1/8	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 1/2 to 1	
60	6	30-35	60	39	99	96	5	2 to 1	
66	6 1/2	30-35	72-78	21-27	99	102	5 1/2	2 to 1	
72	7	30-35	78	21	99	108	6	2 to 1	
78	7 1/2	30-35	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	

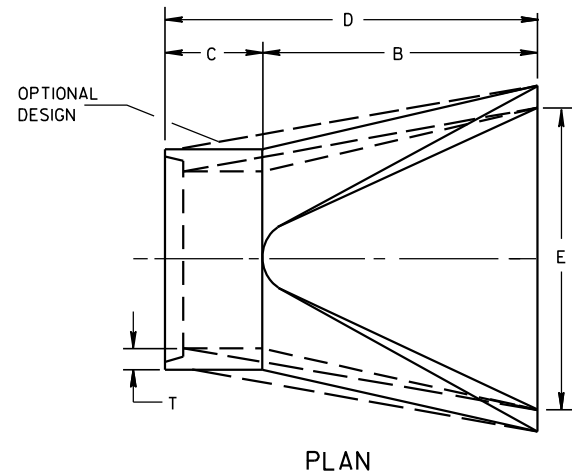
* MINIMUM
** MAXIMUM



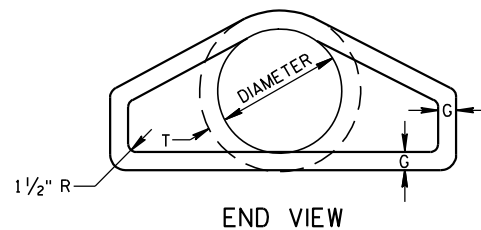
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



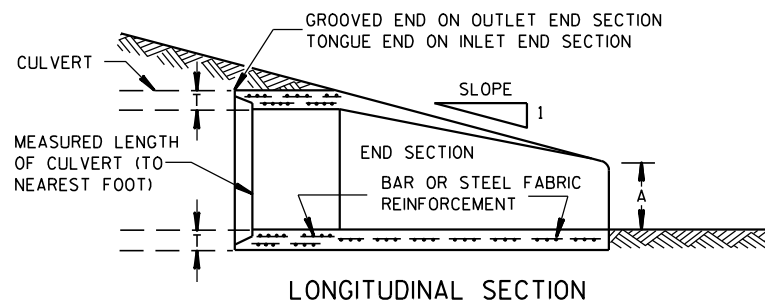
SIDE ELEVATION
METAL ENDWALLS



PLAN

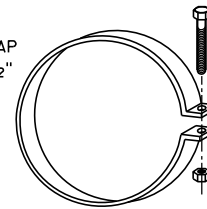


END VIEW

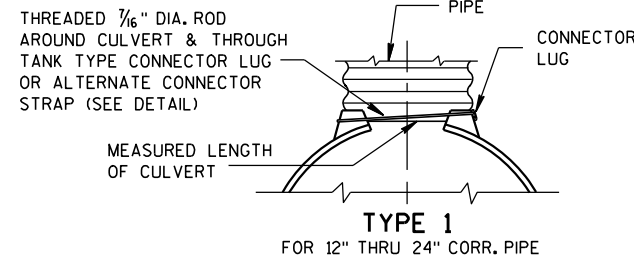


LONGITUDINAL SECTION
CONCRETE ENDWALLS

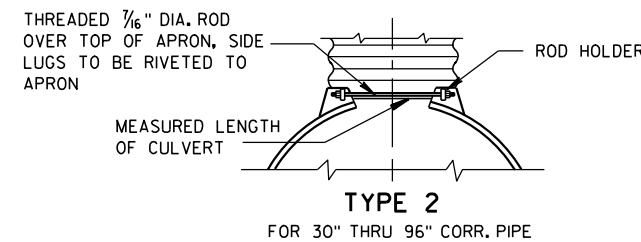
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



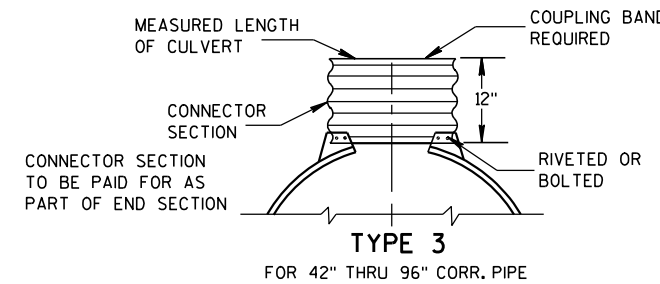
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



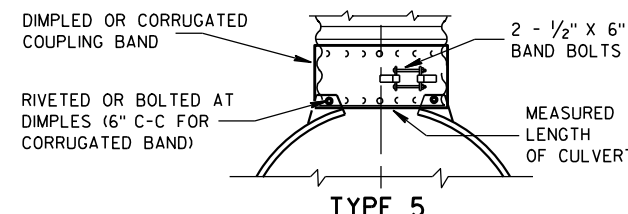
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

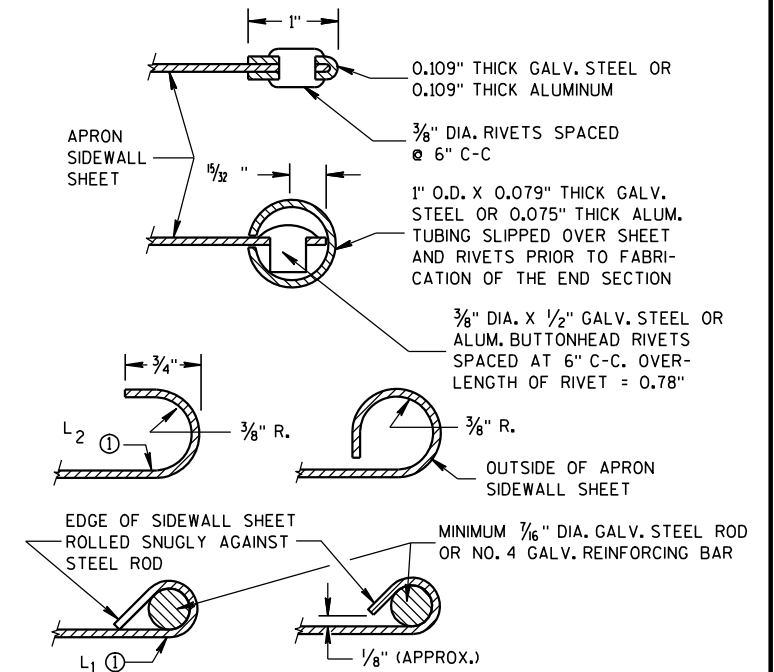
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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 VICE 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.

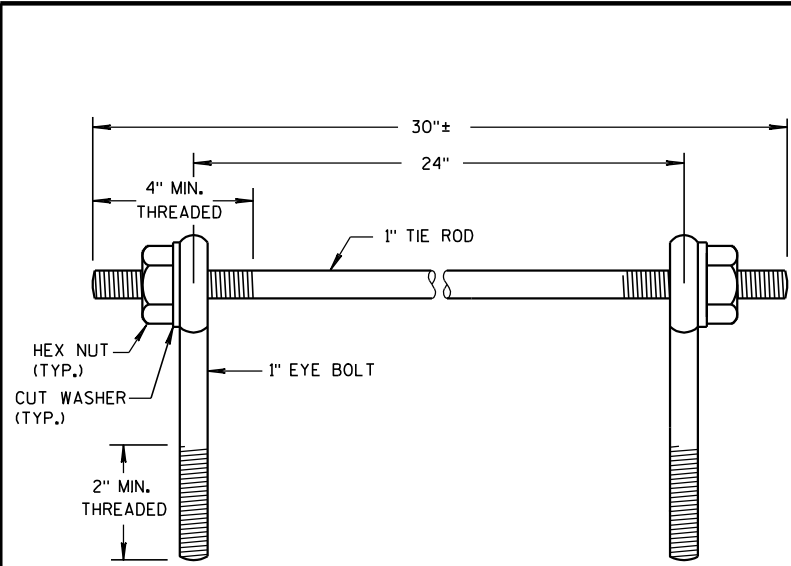
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

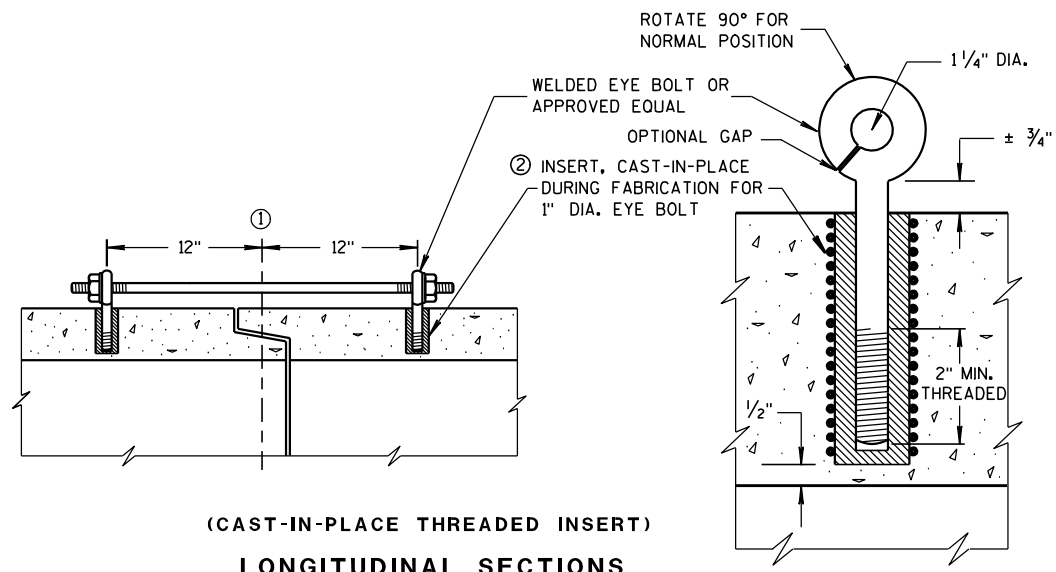
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



EYE BOLTS AND TIE ROD

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



(CAST-IN-PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

GENERAL NOTES

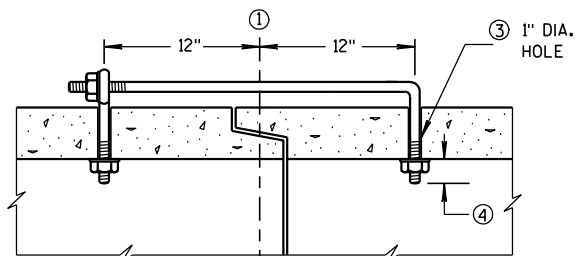
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

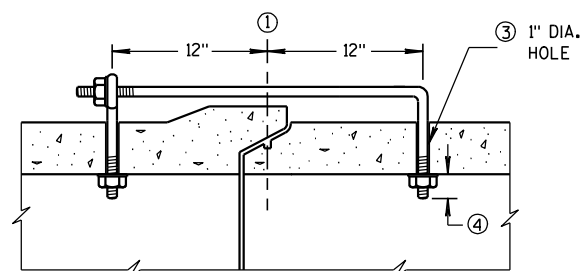
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

- ① ϕ 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 ϕ 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

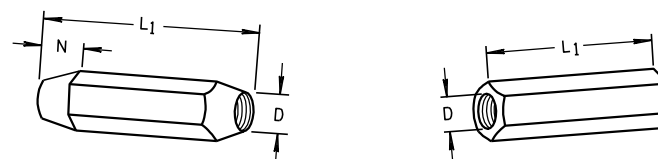
EYE BOLT DIMENSION TABLE

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"	

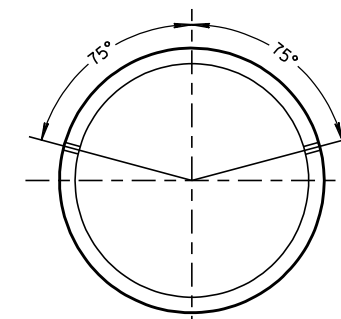
ADJUSTABLE TIE ROD TABLE

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 1/6

DIMENSIONS SHOWN ARE IN INCHES

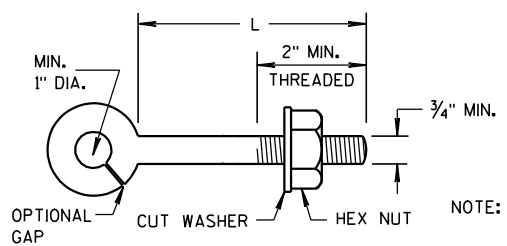


TAPERED PLAIN
RIGHT AND LEFT THREADS
SLEEVE NUTS



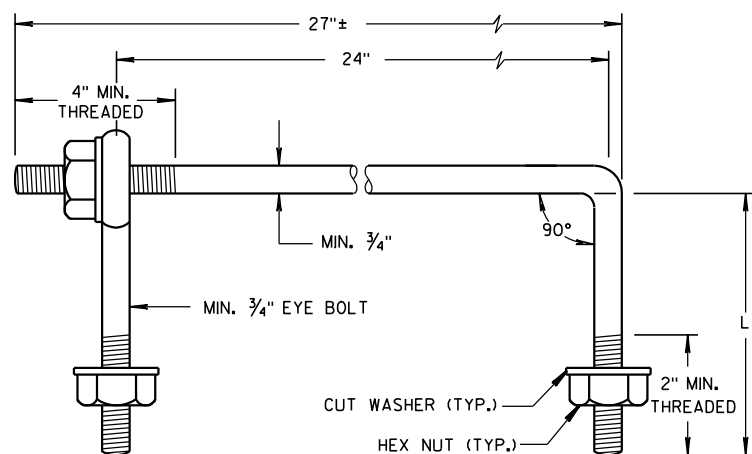
PLACEMENT OF (2) CAST-IN-PLACE
INSERTS OR HOLES DURING FABRICATION
FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



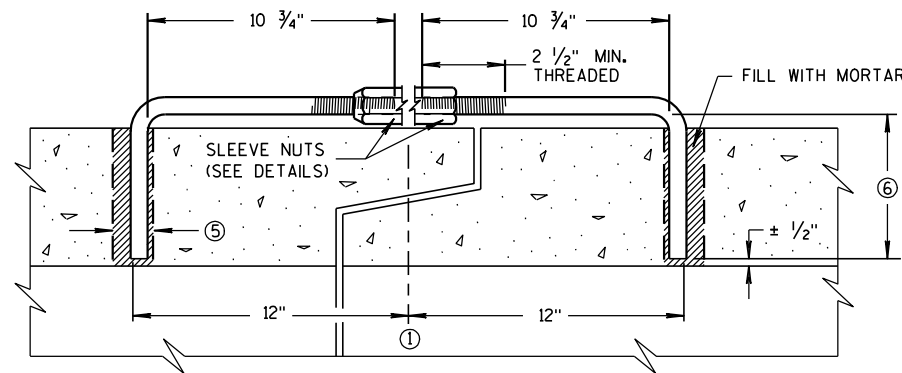
EYE BOLT

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

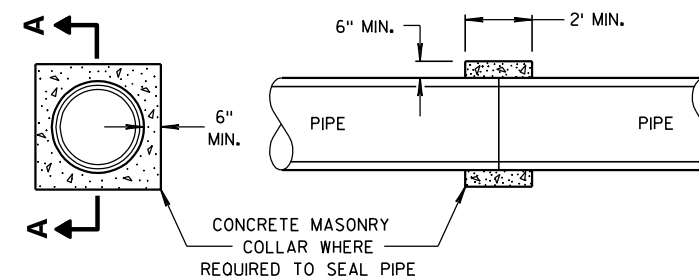


EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



LONGITUDINAL SECTION
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)
ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

GENERAL NOTES

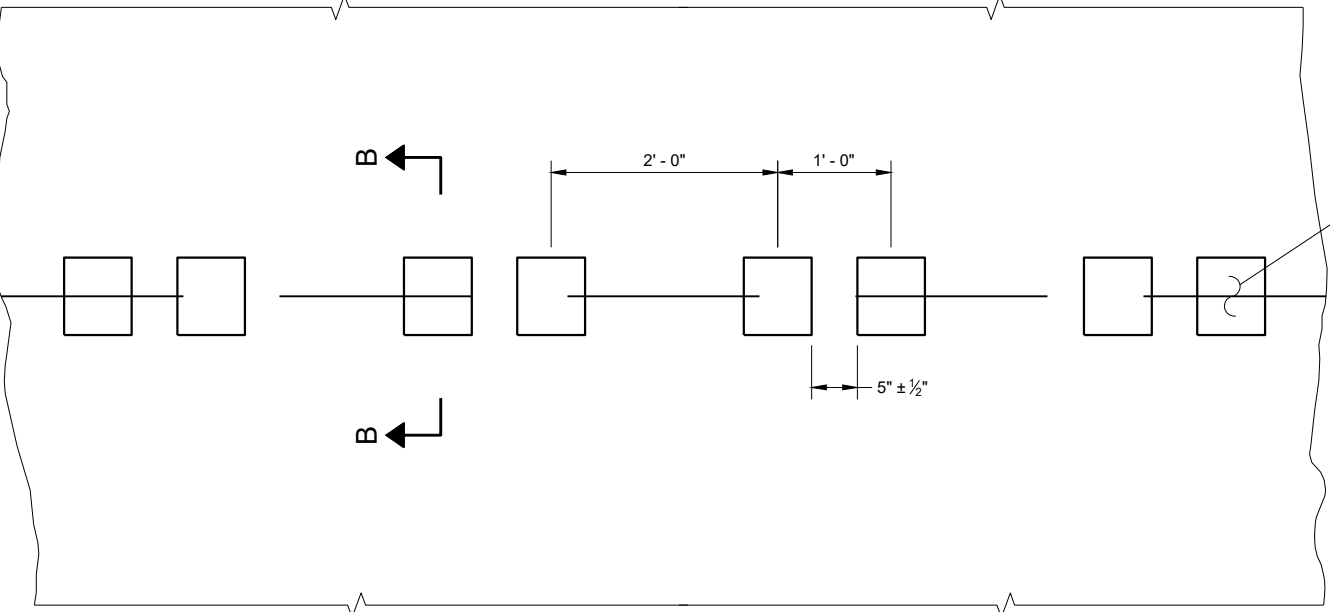
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

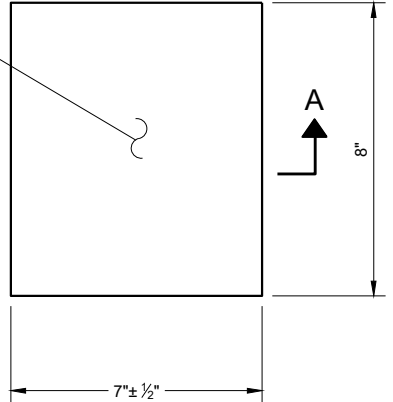
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

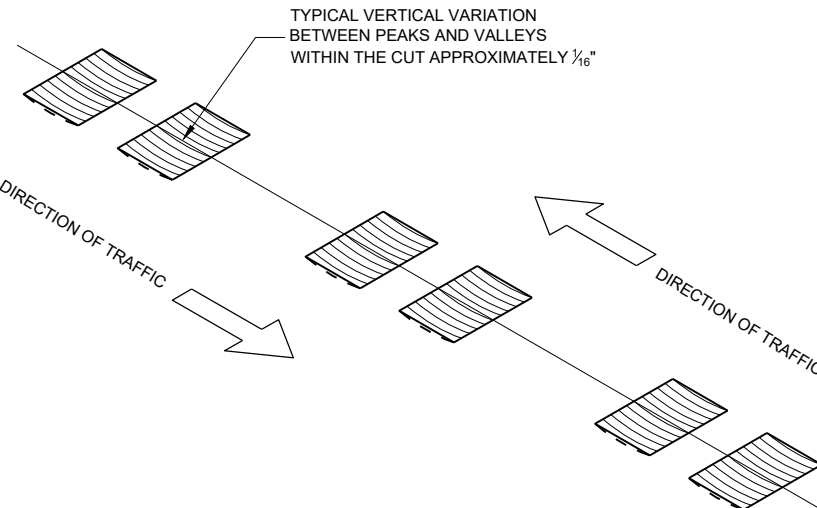
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



**PLAN VIEW
SHOULDER WITH GROOVES**

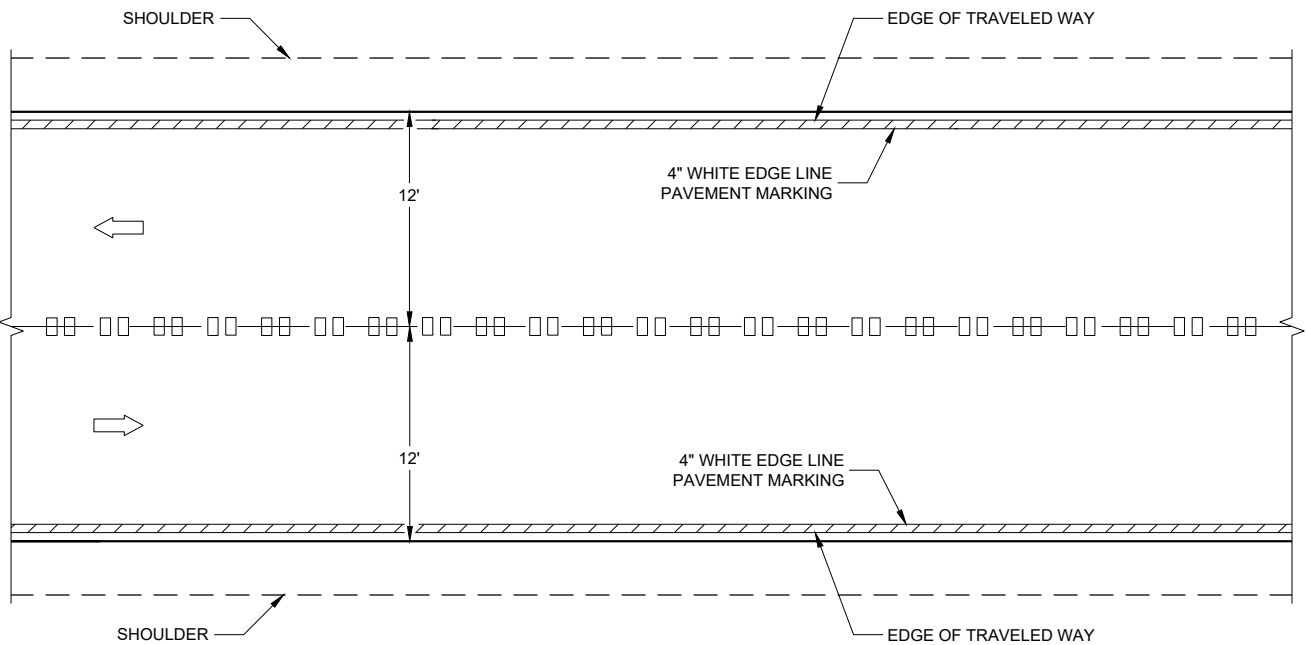


**PLAN VIEW
(SINGLE GROOVE)**

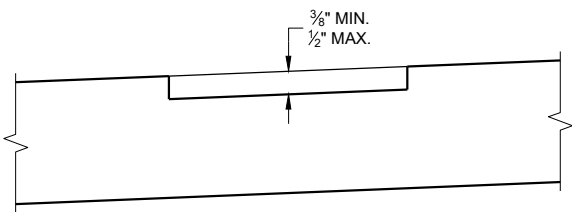


ISOMETRIC

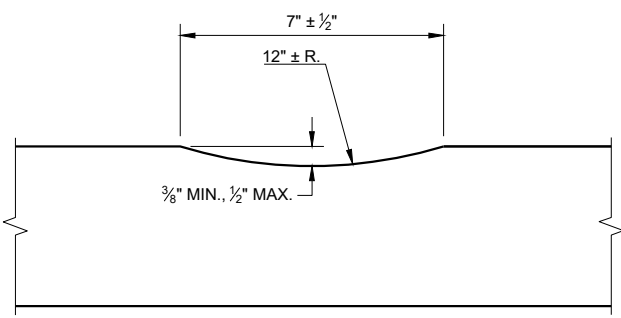
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



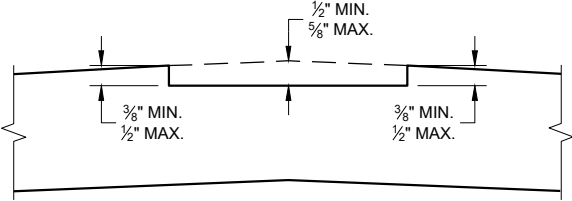
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



**SECTION B - B
SUPERELEVATED ROADWAY**



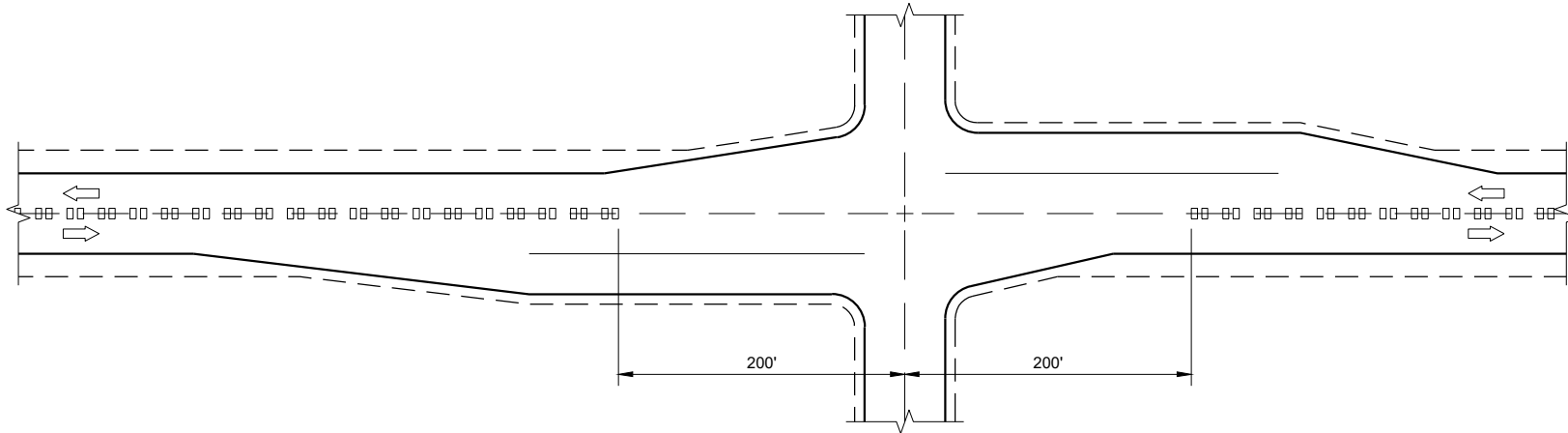
SECTION A - A



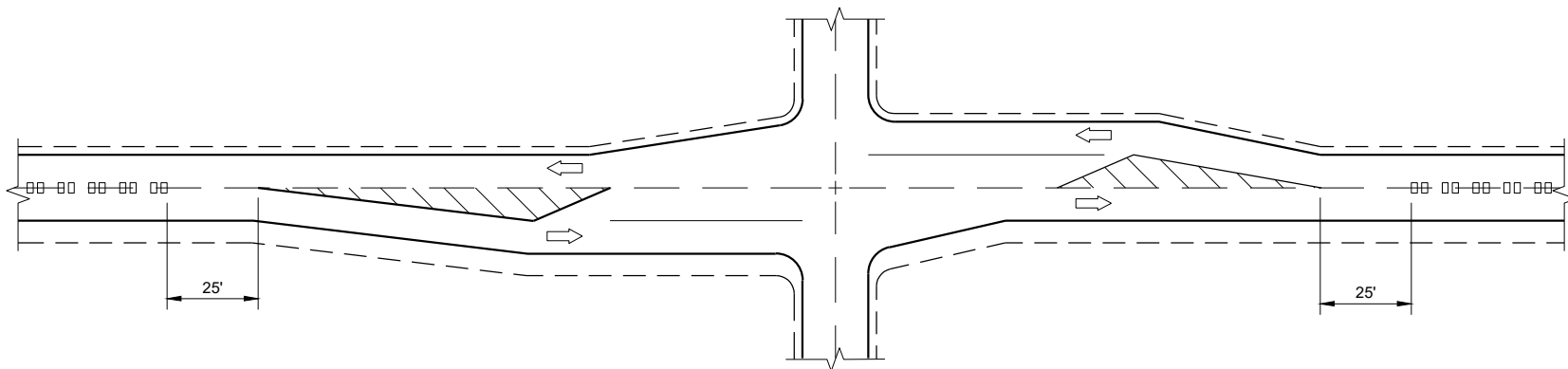
**SECTION B - B
CROWNED ROADWAY**

**2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING**

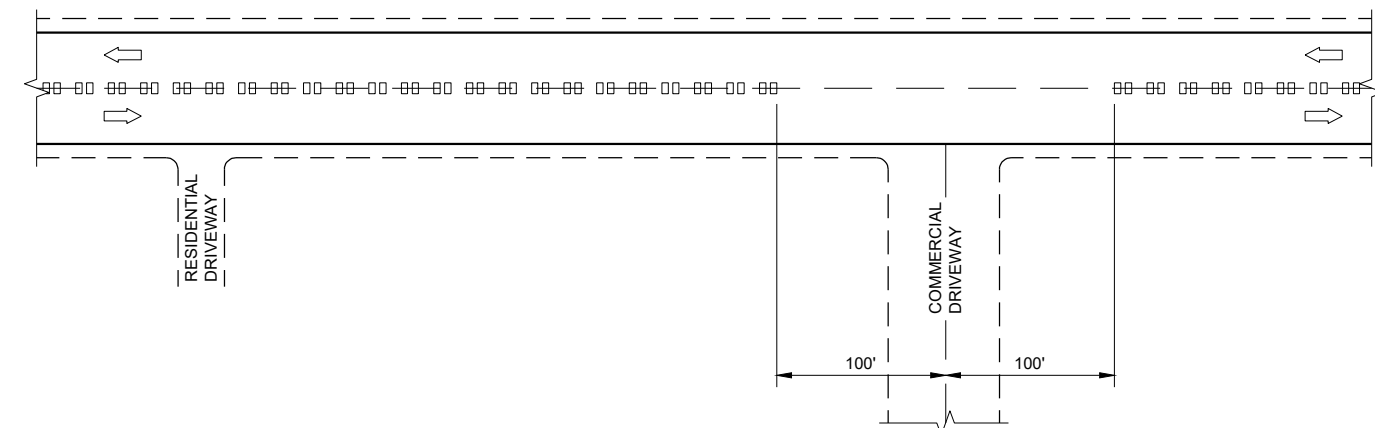
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



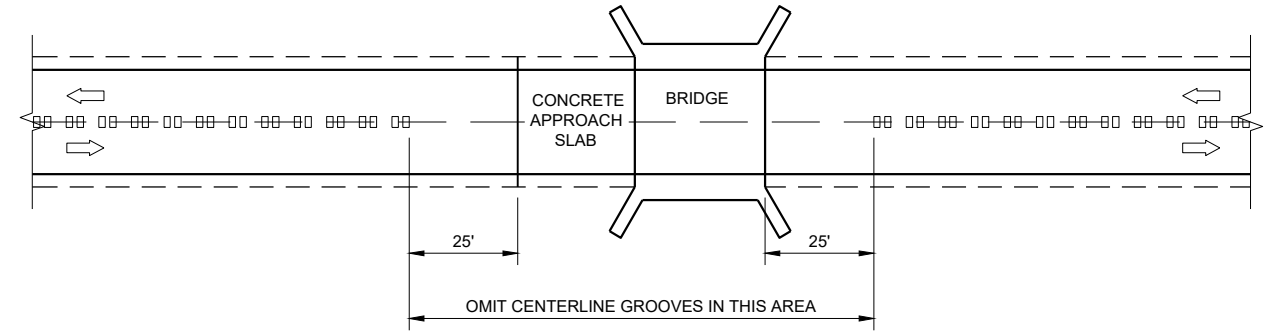
**CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)**



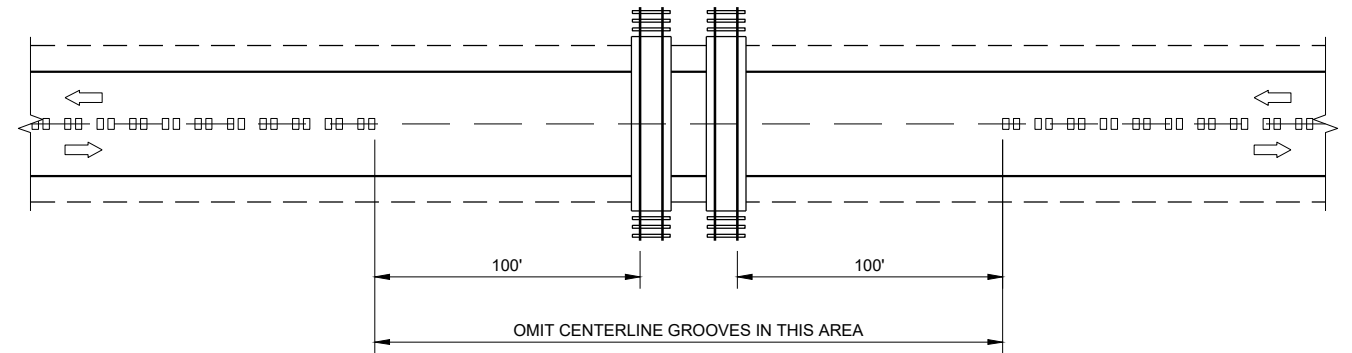
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES

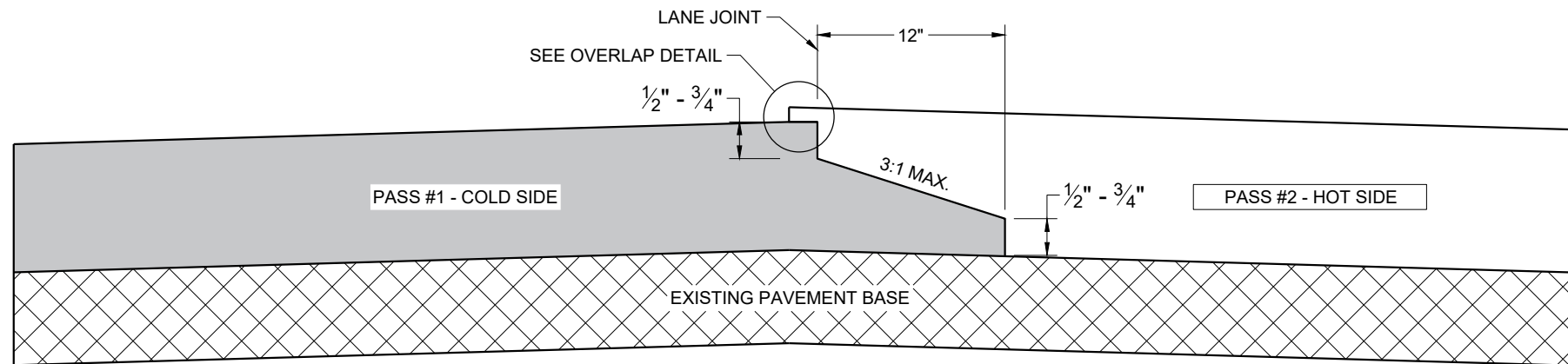


CENTERLINE GROOVES AT RAILROADS

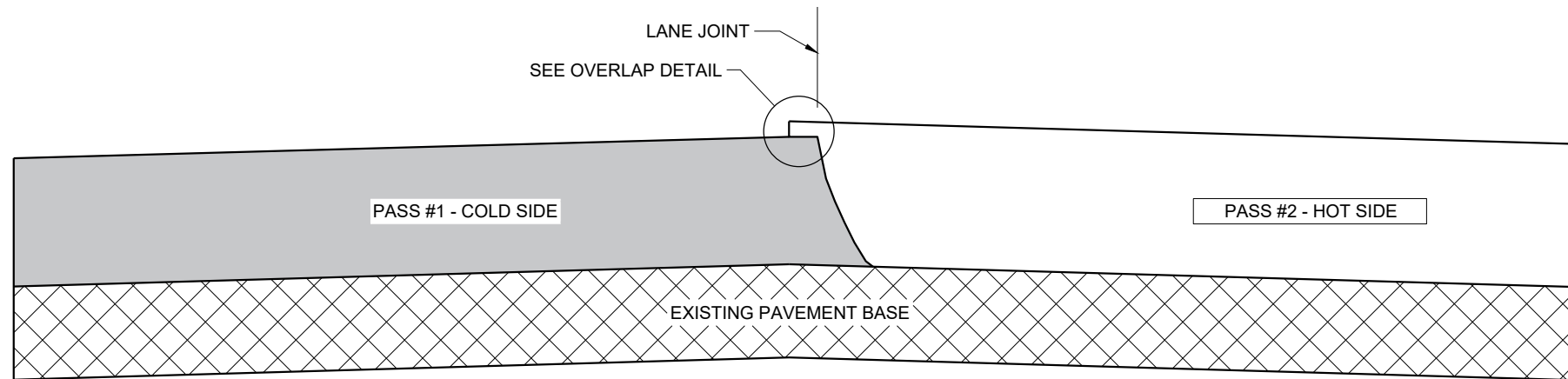
6

6

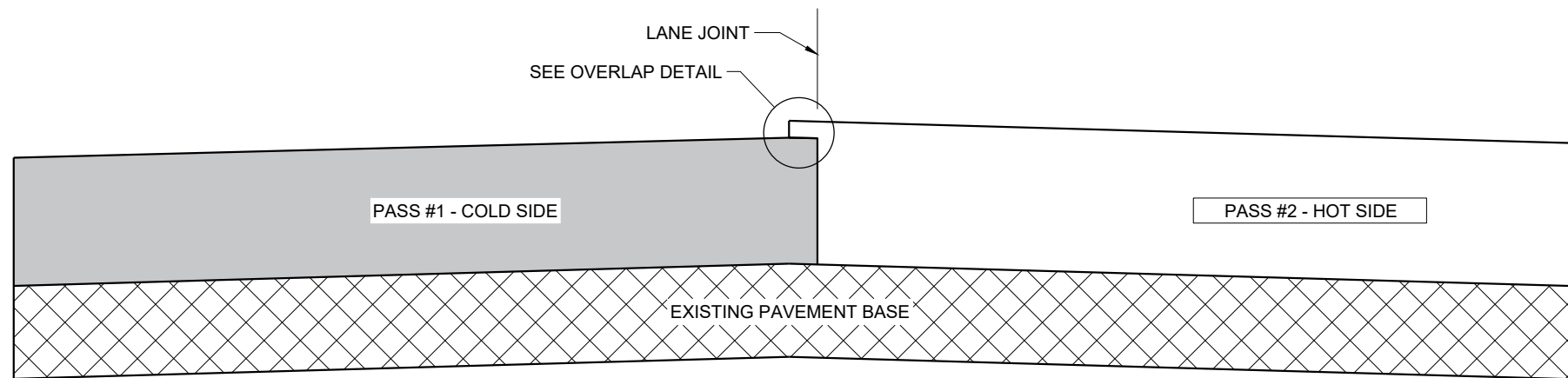
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



TYPICAL PAVEMENT CROSS SECTION OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION OF VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

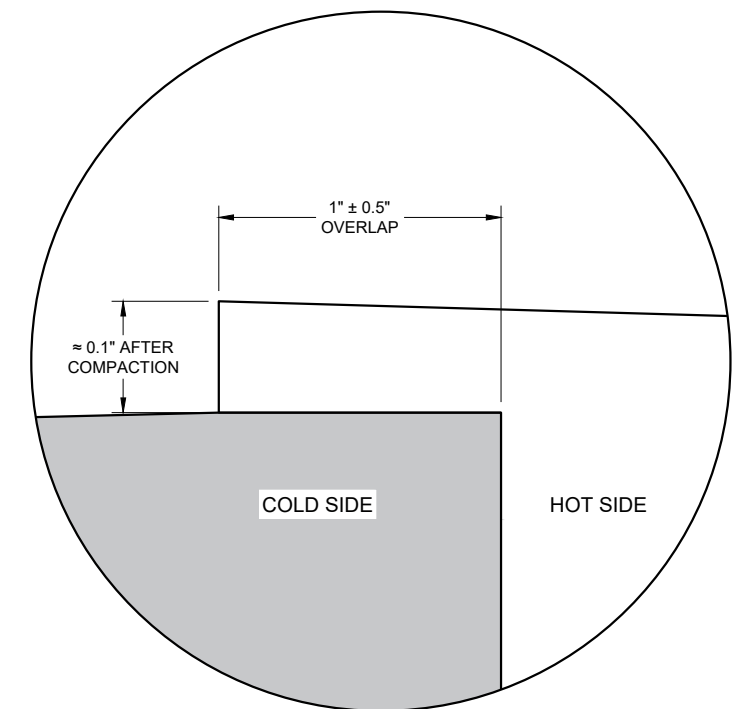
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

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

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

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



OVERLAP DETAIL (TYPICAL)

6

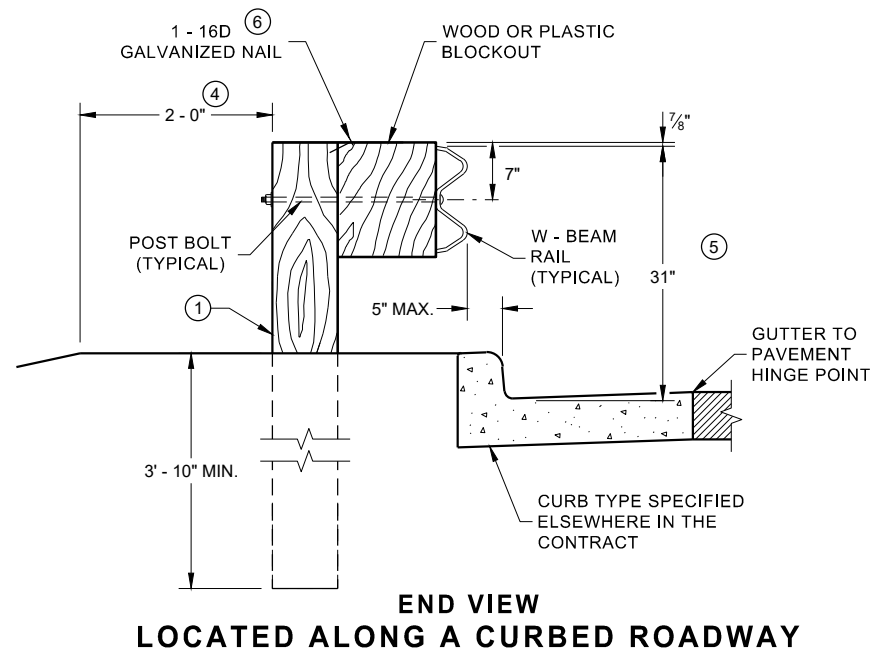
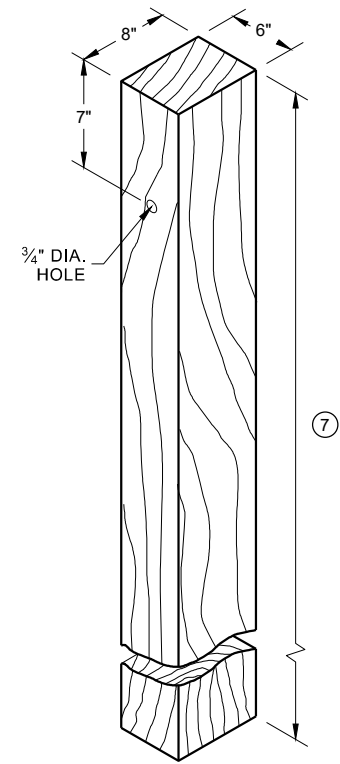
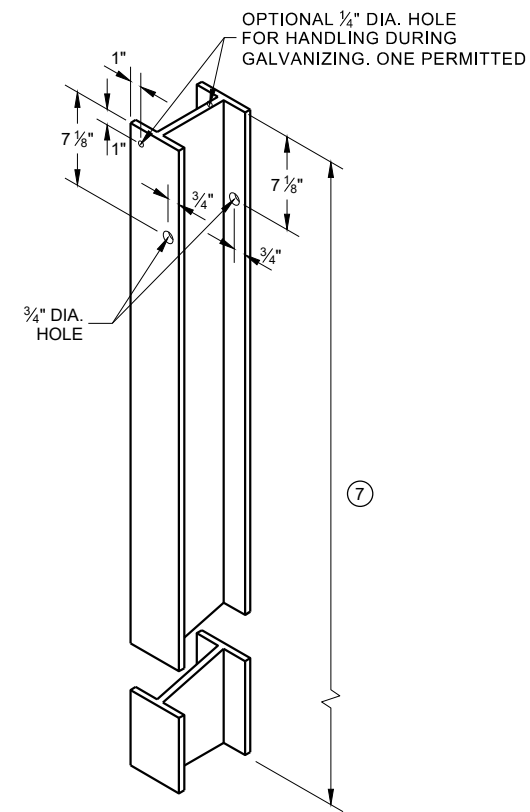
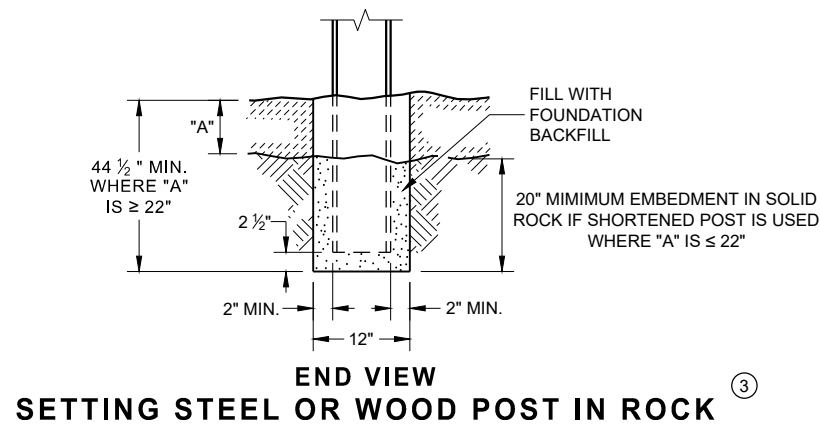
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SDD 13C19 - 02

SDD 13C19 - 02

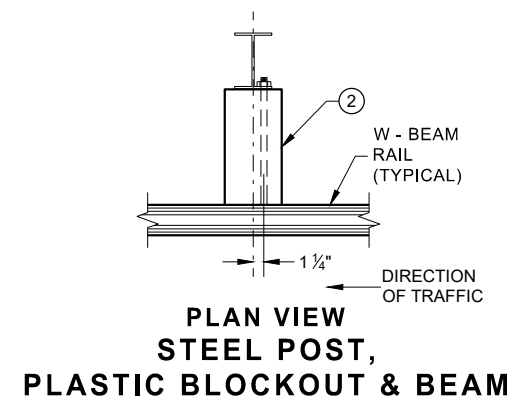
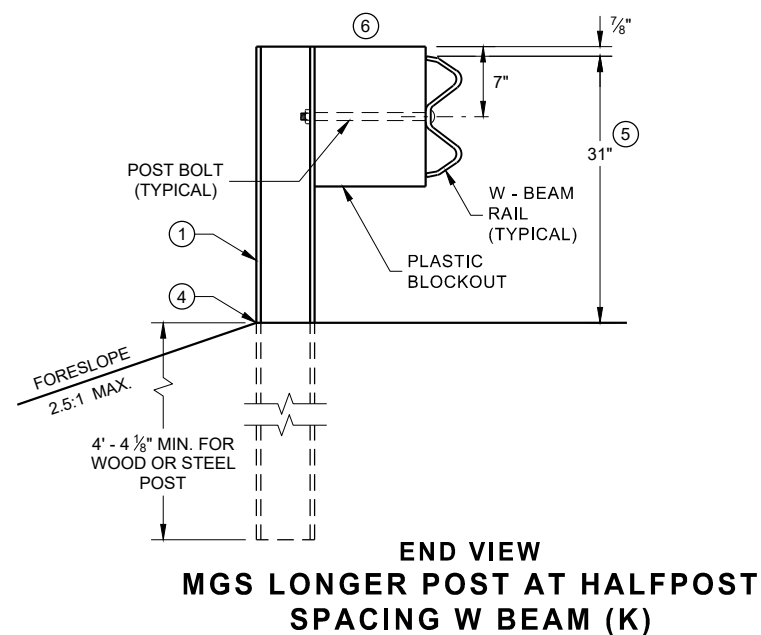
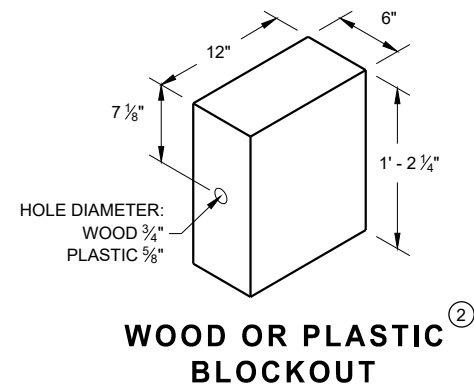
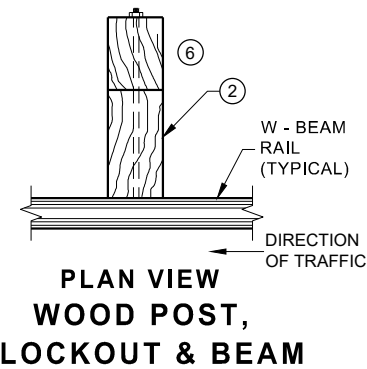
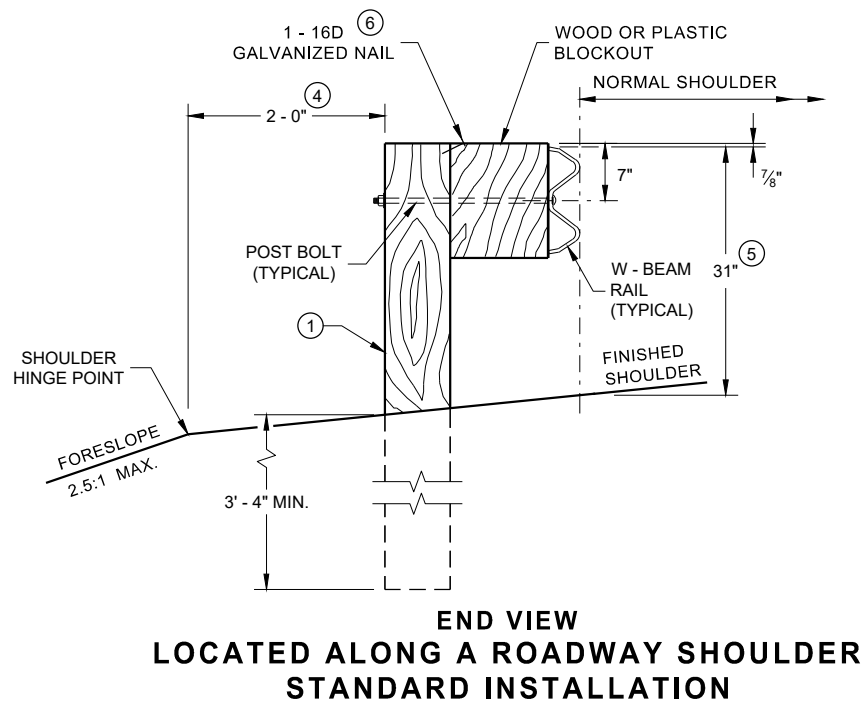
HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
<small>FHWA</small>	

- 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 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AND 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 27 3/4" 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.
- ⑦ TOTAL POST LENGTH FOR TYPE K IS 7' - 0". TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



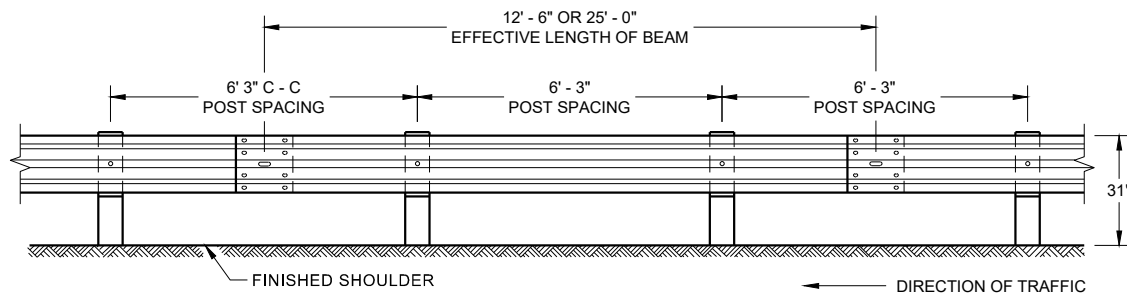
**STEEL POST & HOLE PUNCHING DETAIL
(W 6 X 9)** ①

**WOOD POST
(6" X 8") NOMINAL** ①

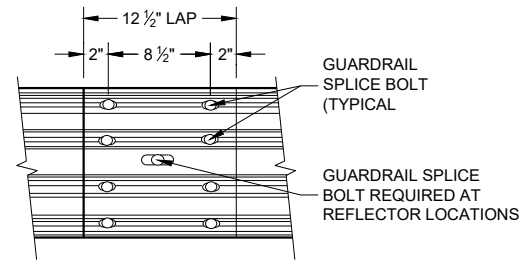


**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



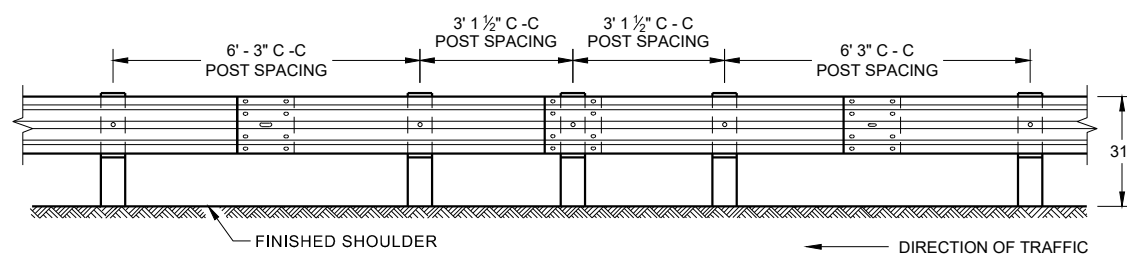
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



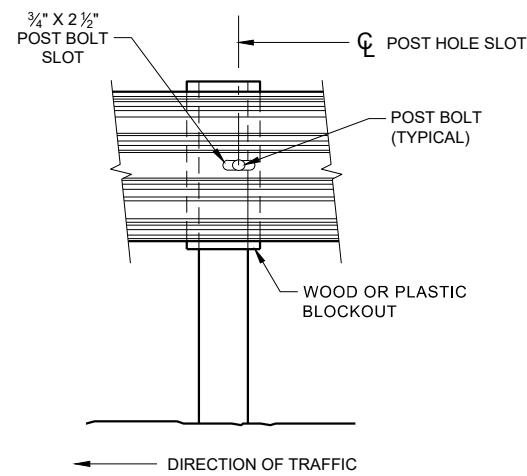
**FRONT VIEW
MID-SPAN BEAM SPLICE**

GENERAL NOTES

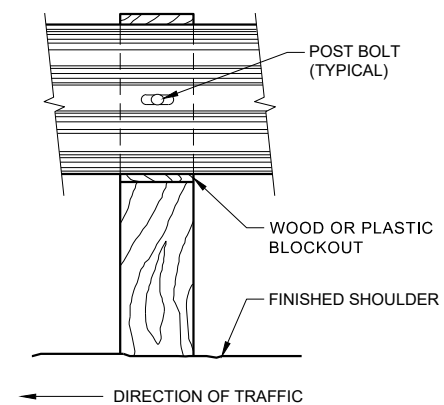
- ⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
 - ⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.
- POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
- GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



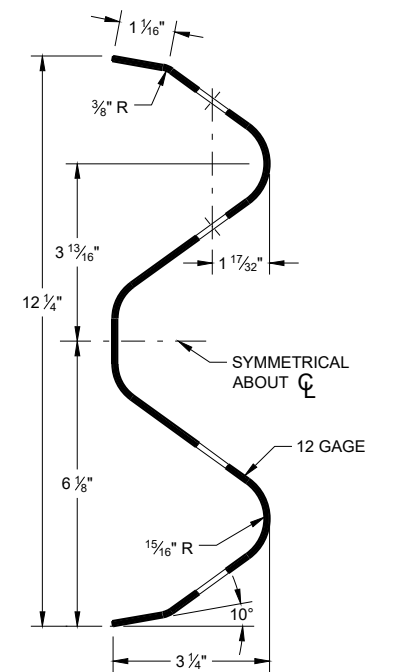
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



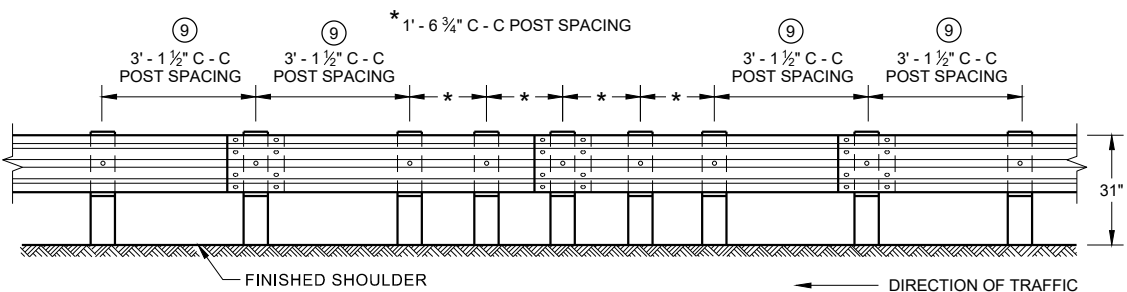
FRONT VIEW AT STEEL POST



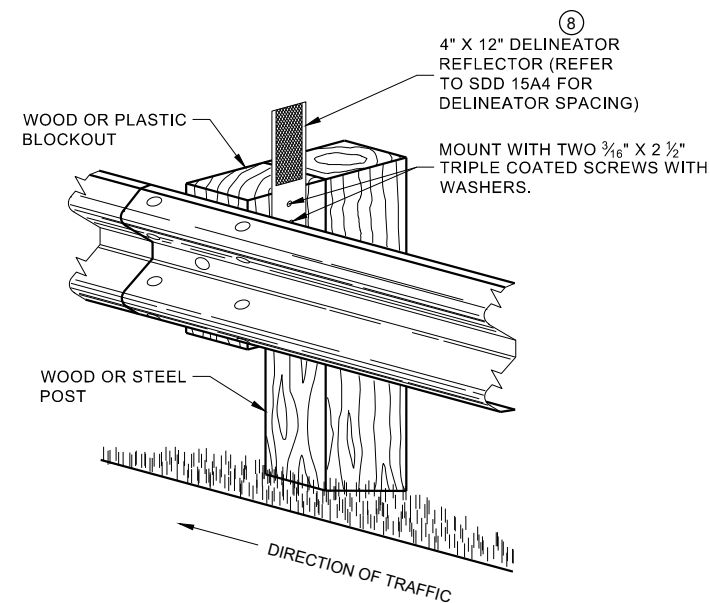
FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



**FRONT VIEW
QUARTER POST SPACING (QS)**



**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

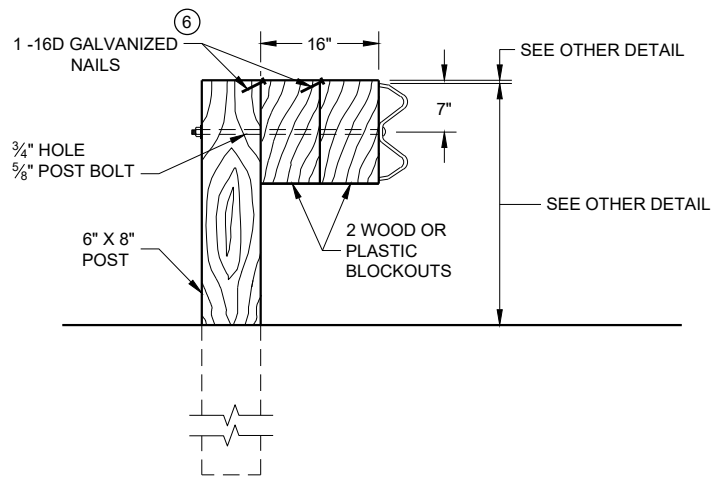
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 14B42 - 06b

SDD 14B42 - 06b

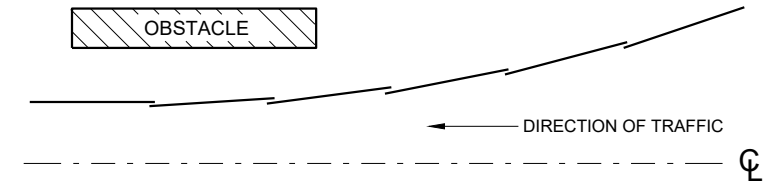
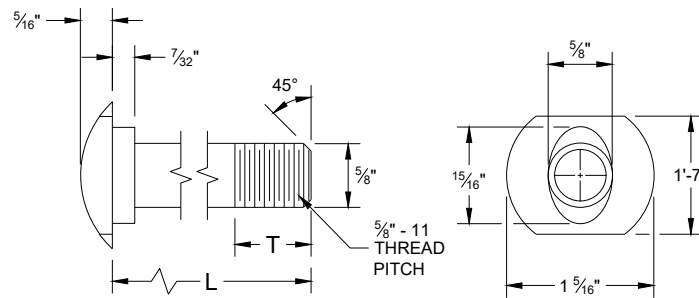


DETAIL FOR 16" BLOCKOUT DEPTH

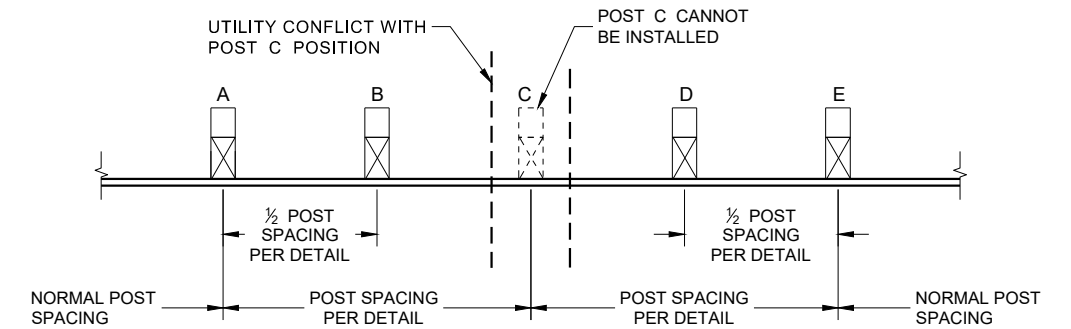
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

NOTE:

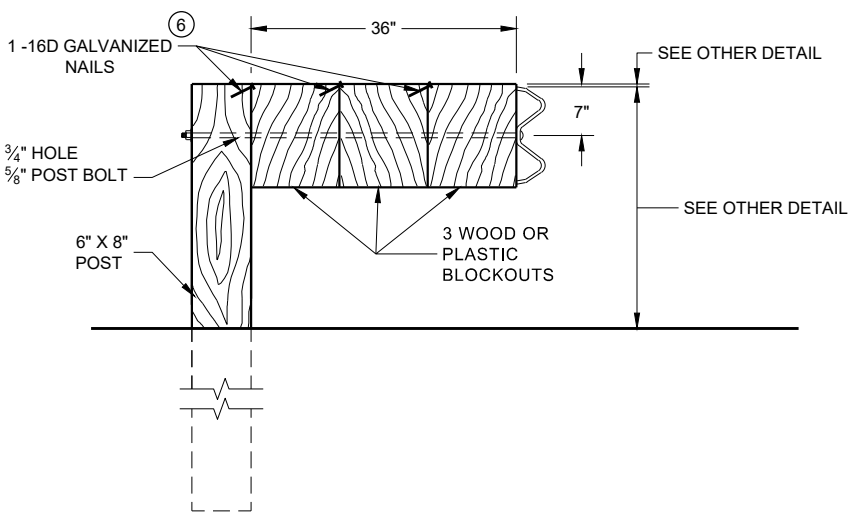
1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.



**PLAN VIEW
BEAM LAPPING DETAIL**



**POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION**

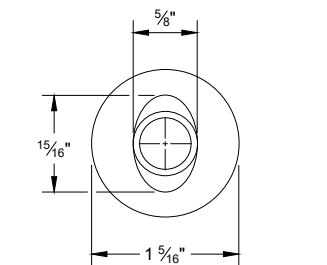


DETAIL FOR 36" BLOCKOUT DEPTH

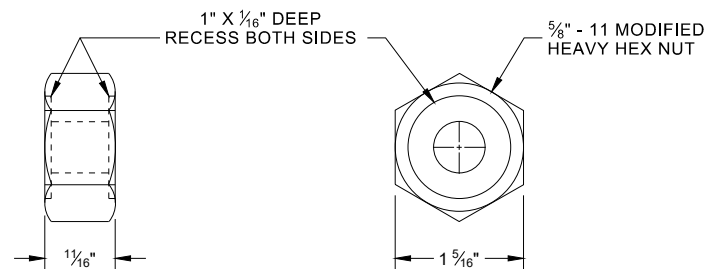
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

POST BOLT TABLE

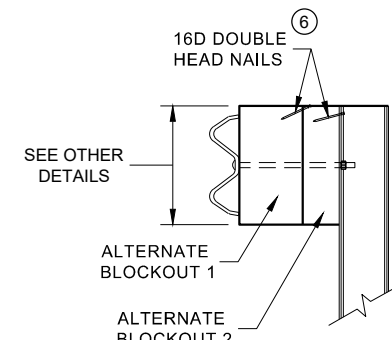
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



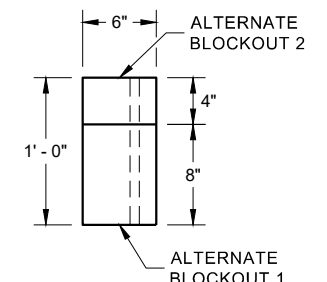
ALTERNATE BOLT HEAD



**POST BOLT, SPLICE BOLT
AND RECESS NUT**



SIDE VIEW



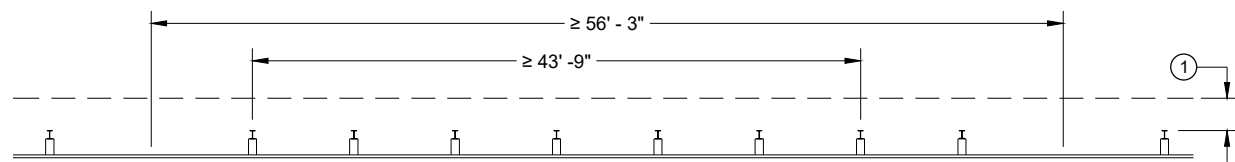
PLAN VIEW

**ALTERNATE WOOD
BLOCKOUT DETAIL**

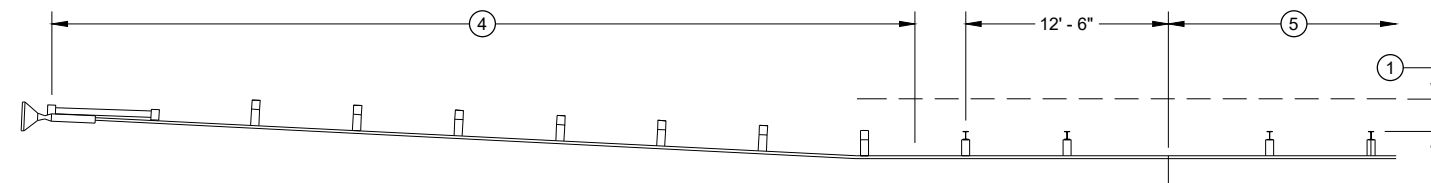
6 WHEN USING STEEL POST AND WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

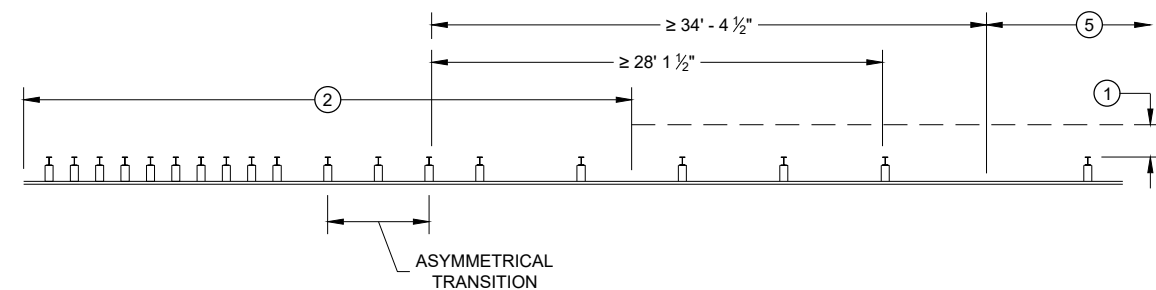
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



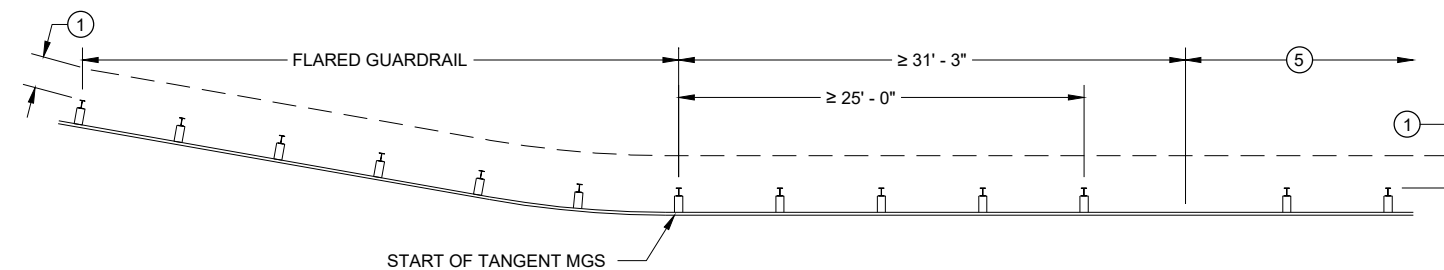
MISSING POST IN NORMAL BEAM GUARD RUN



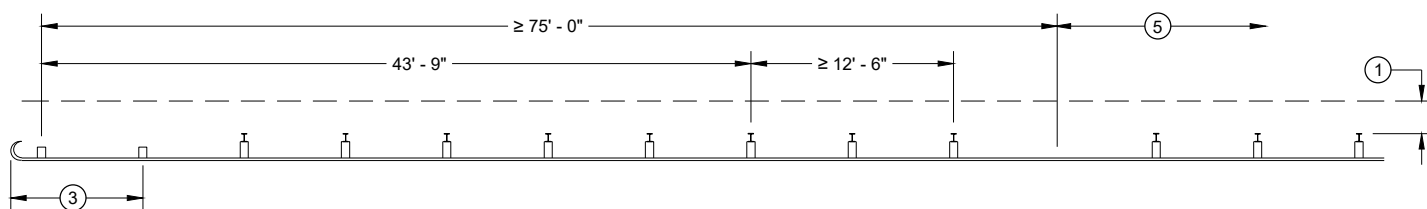
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



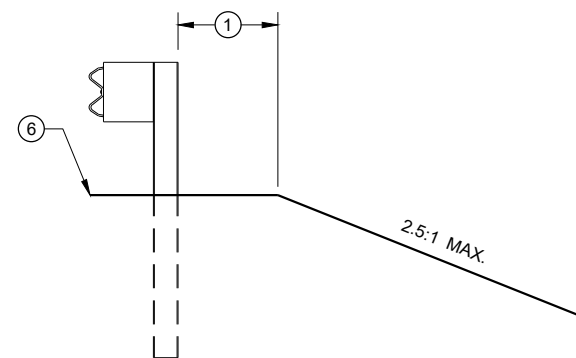
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

- ① MINIMUM OF 2 FEET OF GRADING BEHIND POST.
- ② SEE SDD 14B45 FOR MORE DETAILS.
- ③ SEE SDD 14B47 FOR MORE DETAILS.
- ④ SEE SDD 14B44 FOR MORE DETAILS.
- ⑤ SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
- ⑥ SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

GENERAL NOTES

- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE 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 MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.
 - (D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.
 - (E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.
- DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

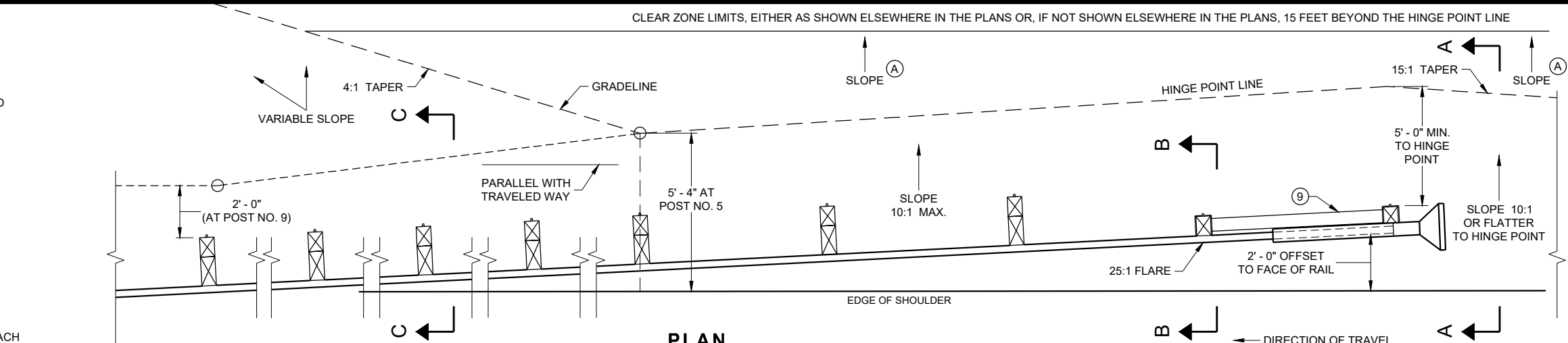
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

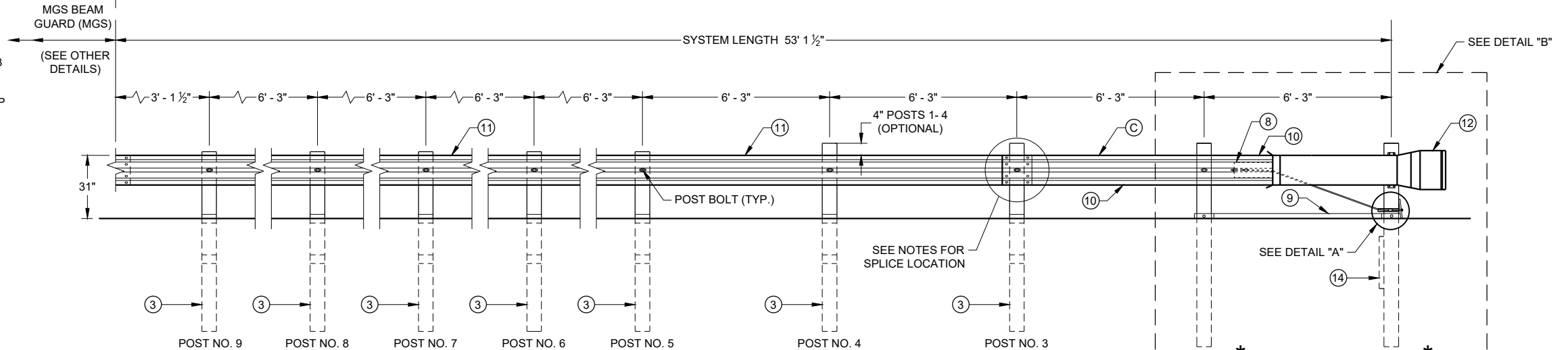
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

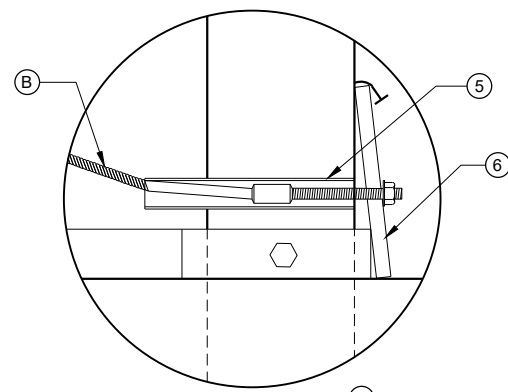
THE CENTER OF THE UPPER 3 1/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



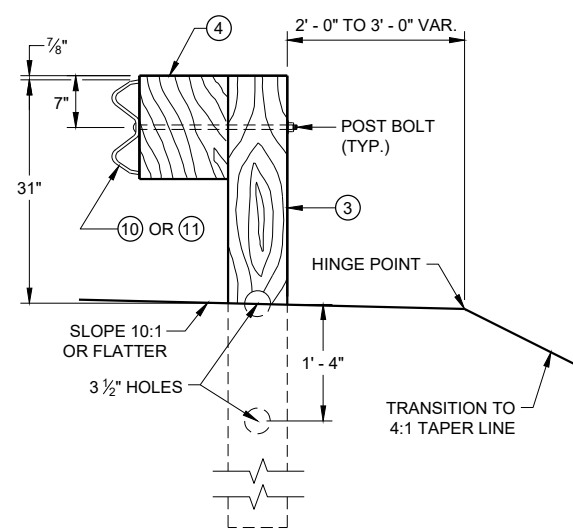
PLAN



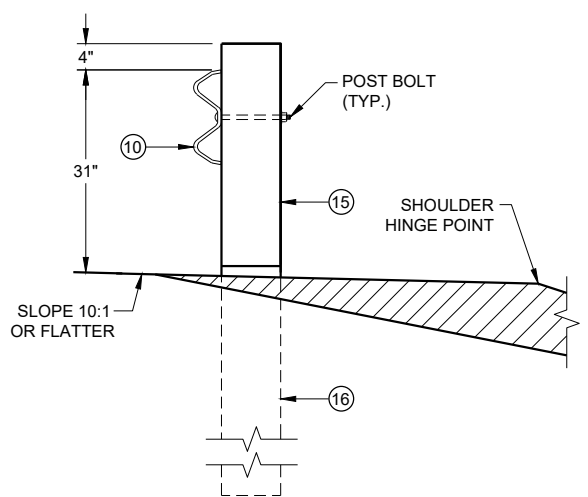
ELEVATION



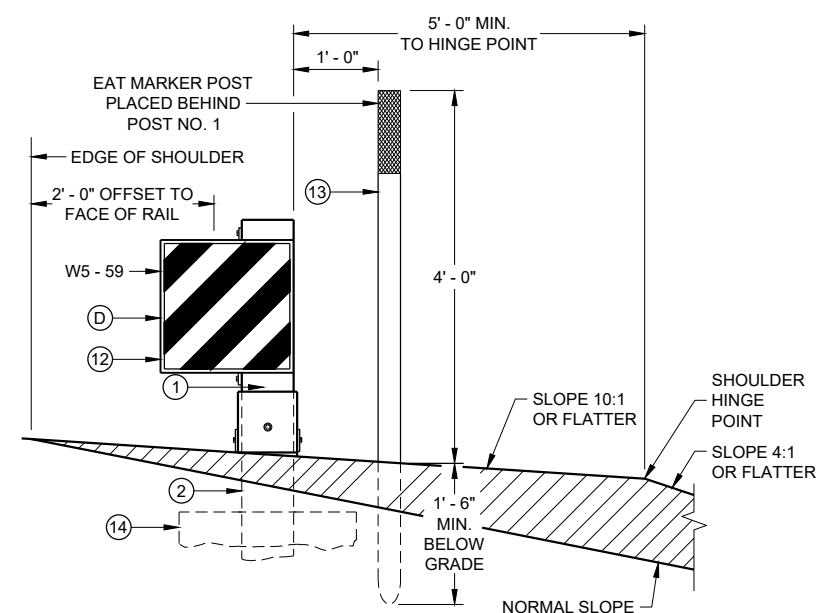
DETAIL "A"



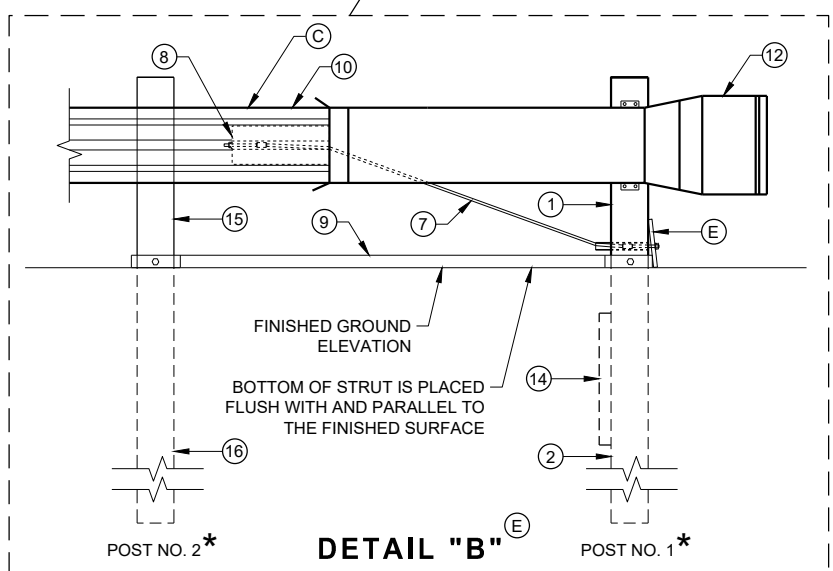
**SECTION C - C
TYPICAL AT POST NOS. 3 - 9**



**SECTION B - B
TYPICAL AT POST NO. 2***



**SECTION A - A
TYPICAL AT POST NO. 1***



DETAIL "B"

**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

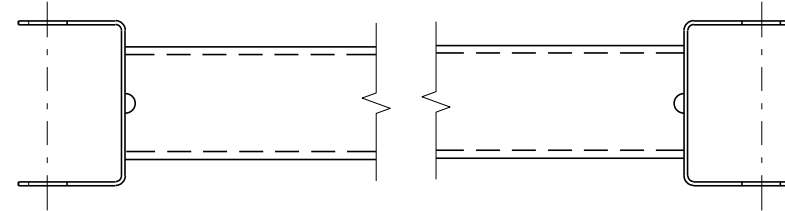
6

SDD 14B44 - 04a

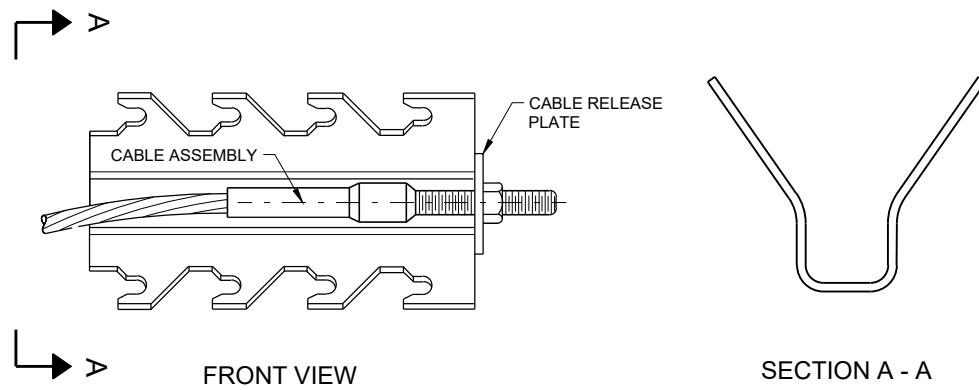
SDD 14B44 - 04a

BILL OF MATERIALS

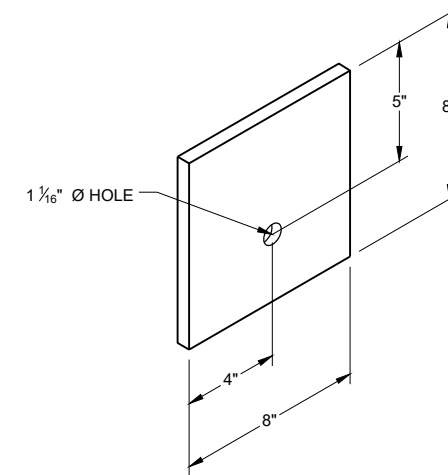
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC GROUND STRUT ⑨ ⑤



GENERIC ANCHOR CABLE BOX ⑨ ⑤



BEARING PLATE ⑥ ⑤

6

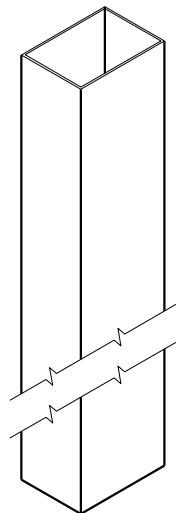
6

SDD 14B44 - 04b

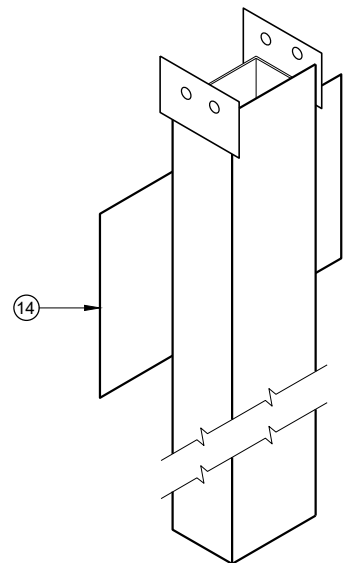
SDD 14B44 - 04b

**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

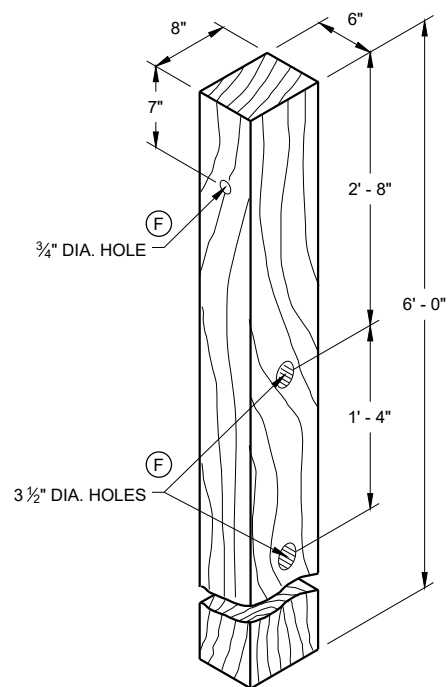
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



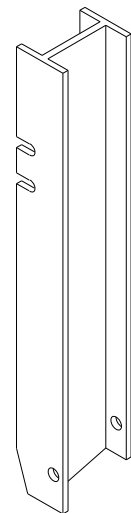
UPPER POST NO. 1 ⁽¹⁾ (E)



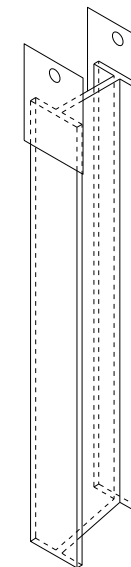
LOWER POST NO. 1 ⁽²⁾ (E)



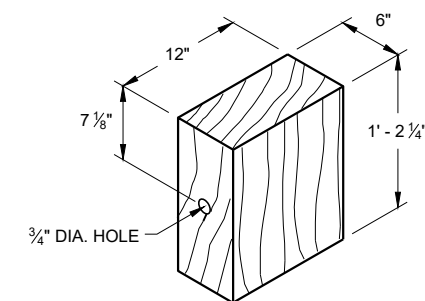
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



UPPER POST NO. 2 ⁽¹⁵⁾ (E)

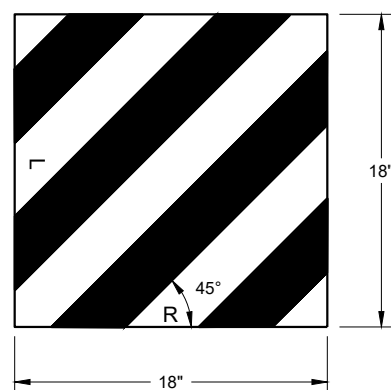


LOWER POST NO. 2 ⁽¹⁶⁾ (E)



WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

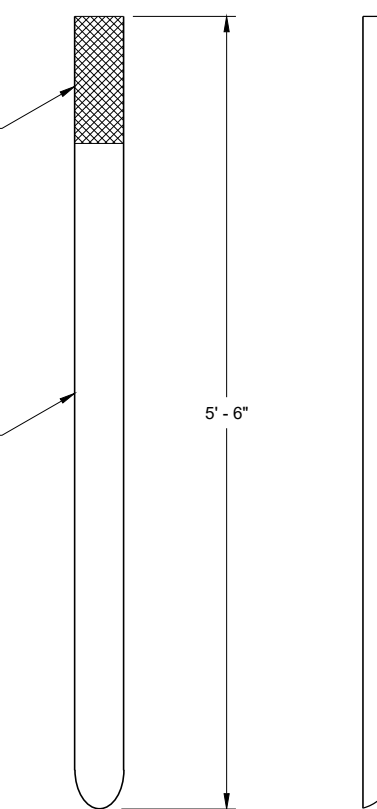
6



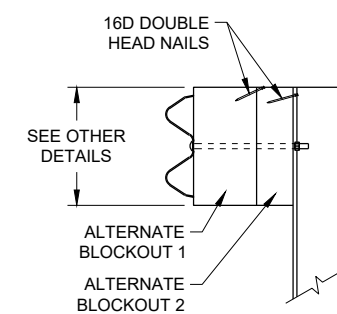
REFLECTIVE SHEETING DETAIL ^(E)

TYPE H
YELLOW REFLECTIVE
SHEETING 3" X 9".
SEE STANDARD
SPECIFICATION 637.

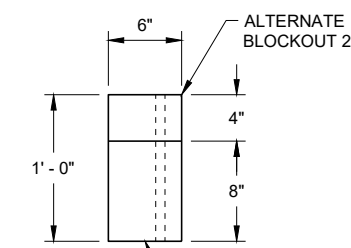
E.A.T. MARKER
POST (YELLOW)



FRONT VIEW SIDE VIEW
E.A.T. MARKER POST ⁽¹³⁾



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

6

SDD 14B44 - 04c

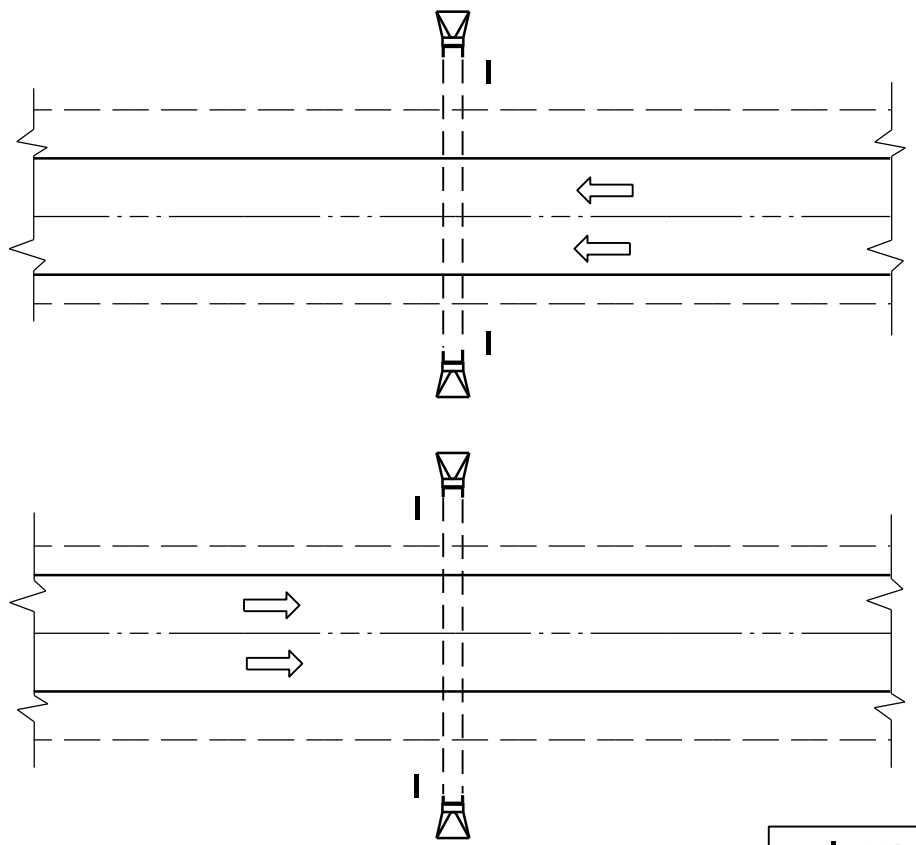
SDD 14B44 - 04c

**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

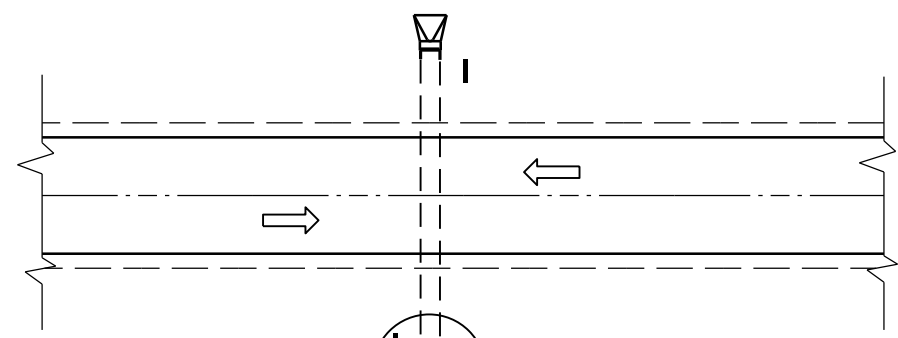
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

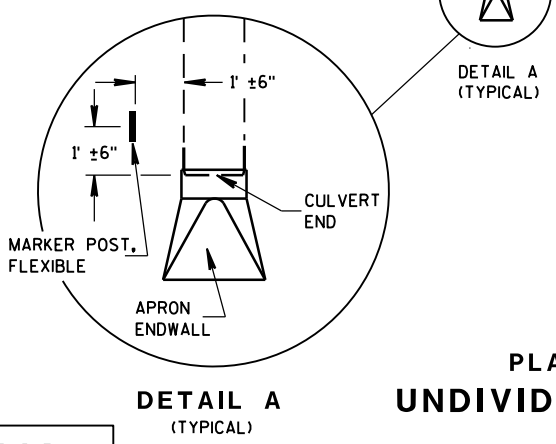
FHWA



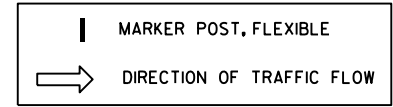
PLAN VIEW
DIVIDED HIGHWAY



PLAN VIEW
UNDIVIDED HIGHWAY

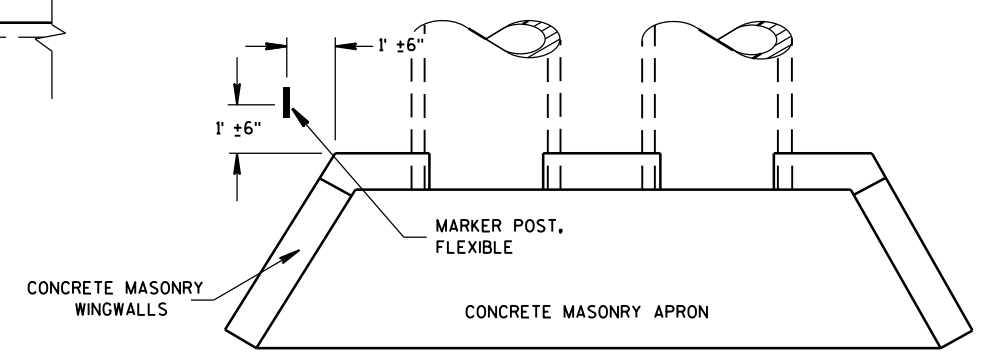


DETAIL A
(TYPICAL)



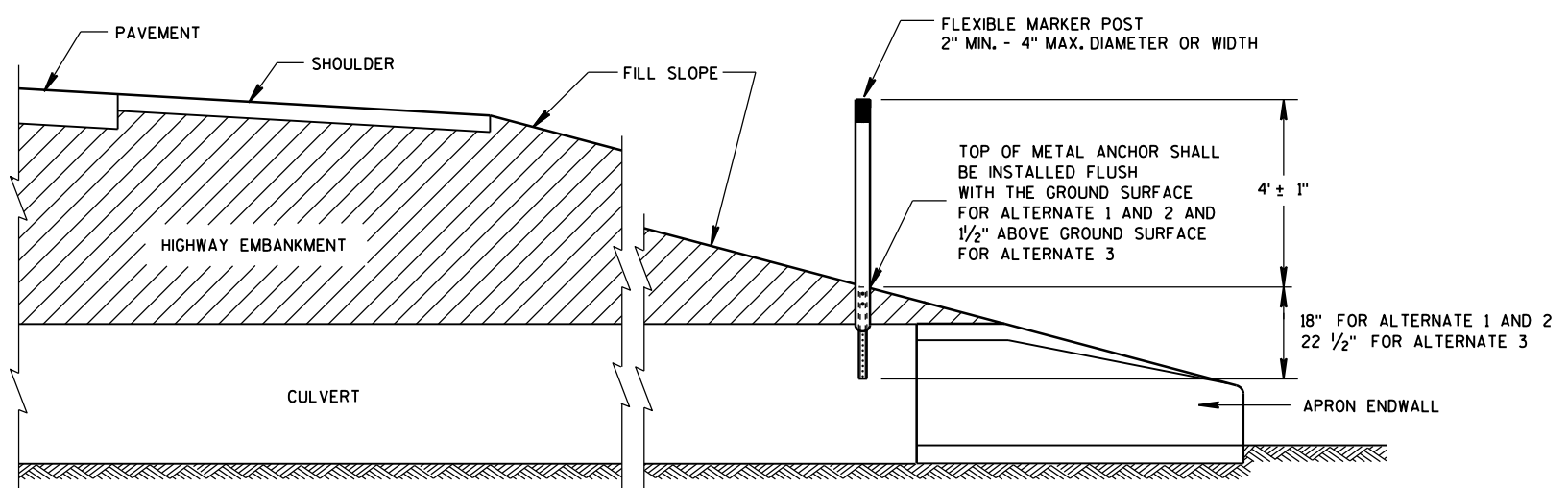
GENERAL NOTES

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**

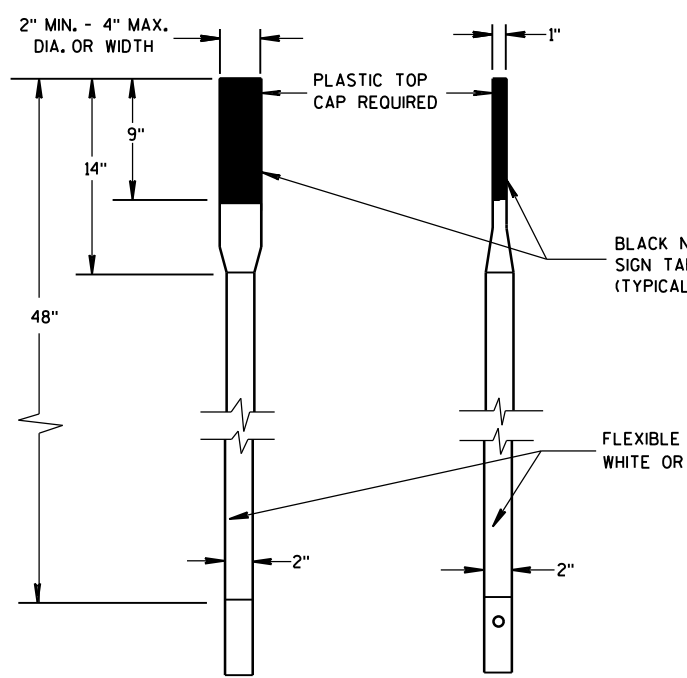
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

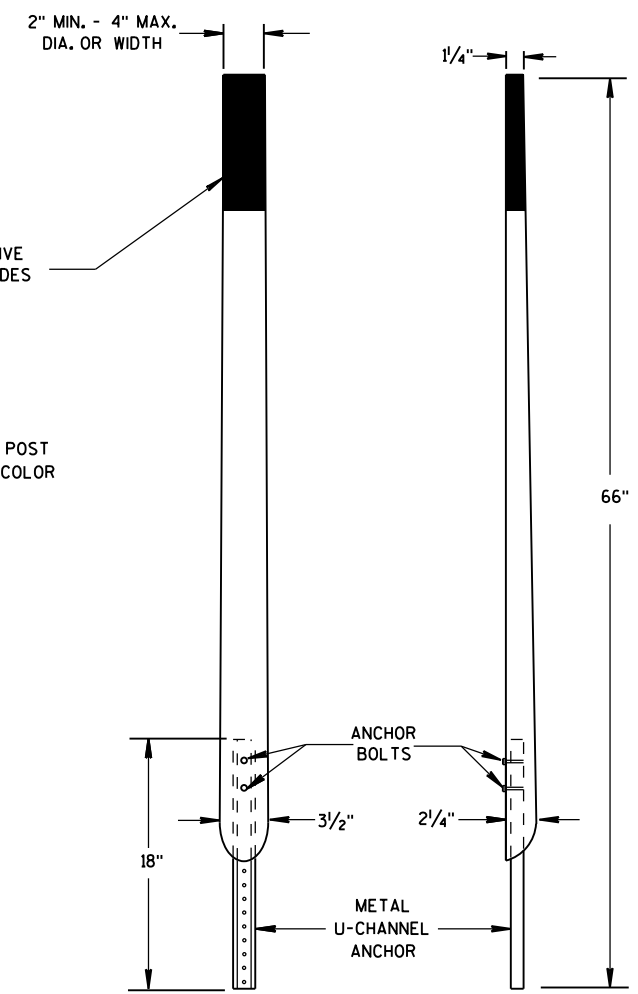
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S.D.D. 15 A 3-2a

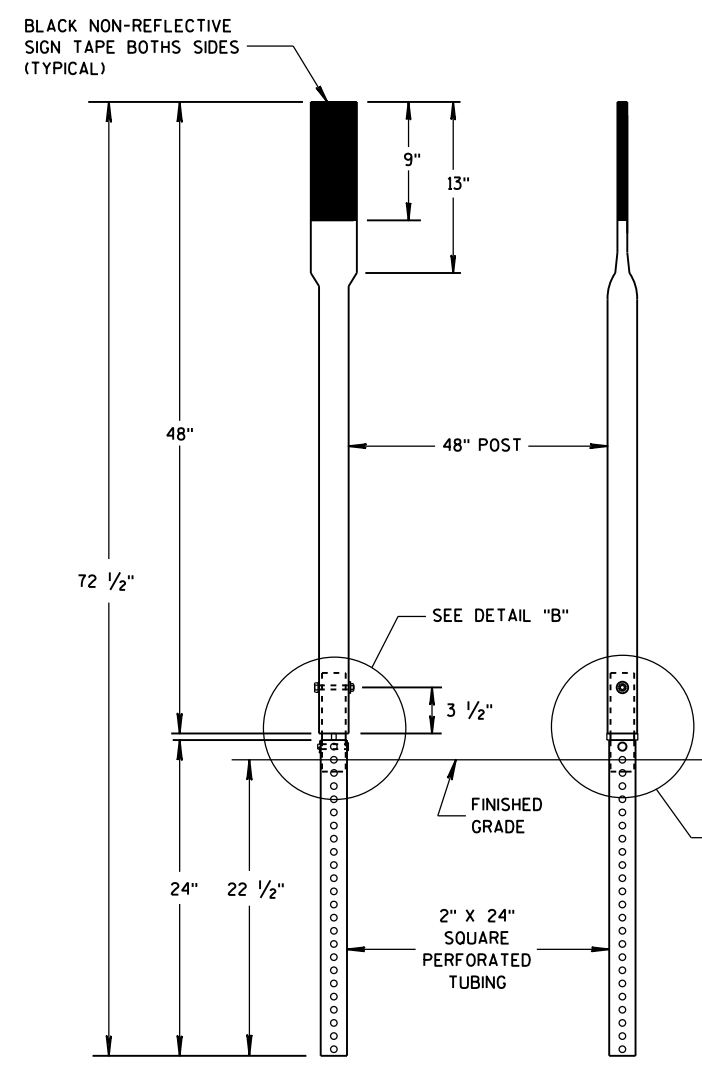
S.D.D. 15 A 3-2a



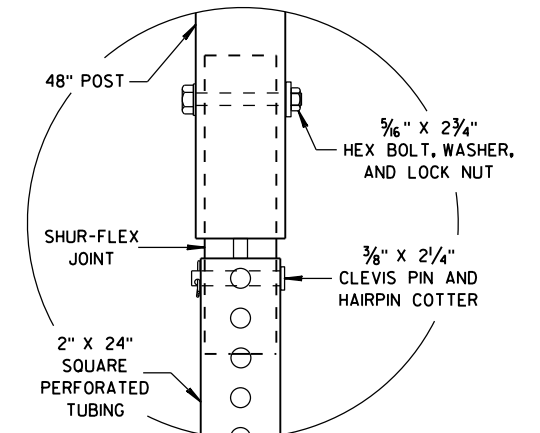
FRONT VIEW SIDE VIEW
ALTERNATE 1



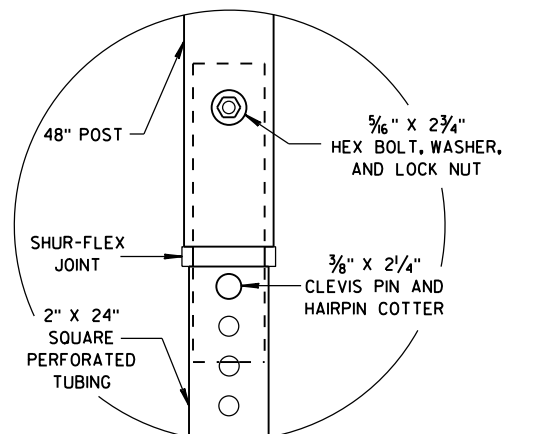
FRONT VIEW SIDE VIEW
ALTERNATE 2



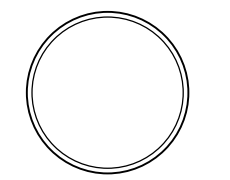
FRONT VIEW SIDE VIEW
ALTERNATE 3



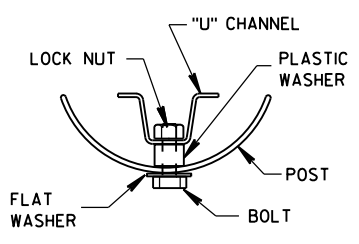
DETAIL B



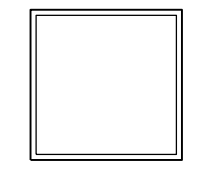
DETAIL C



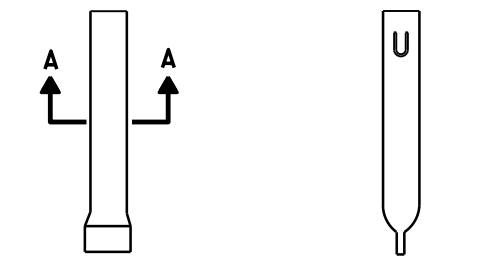
SECTION A-A



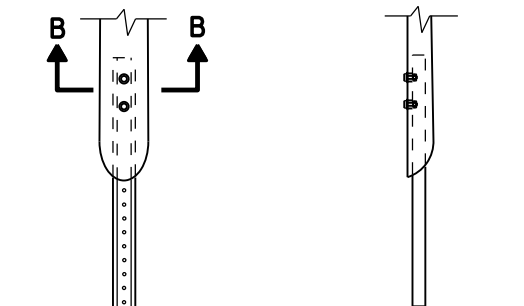
SECTION B-B



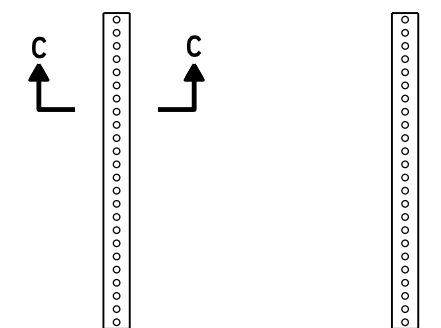
SECTION C-C



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 OF DESIGN
FHWA	

GENERAL NOTES

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

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




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

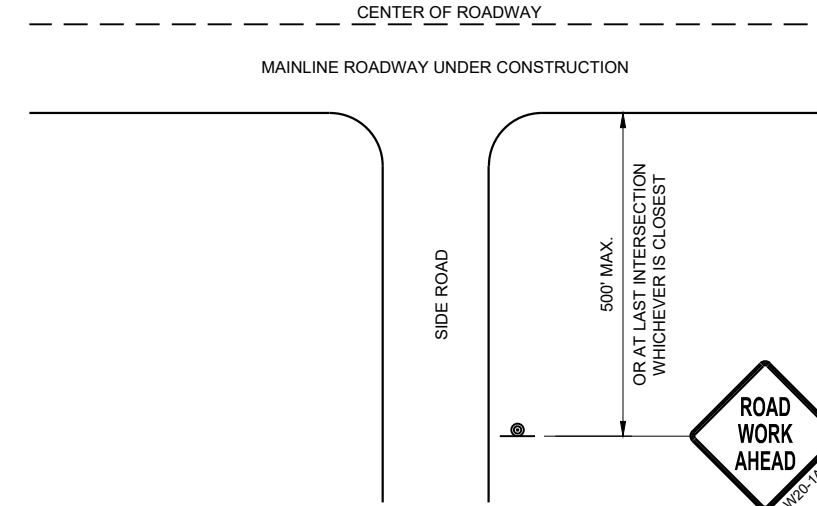
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

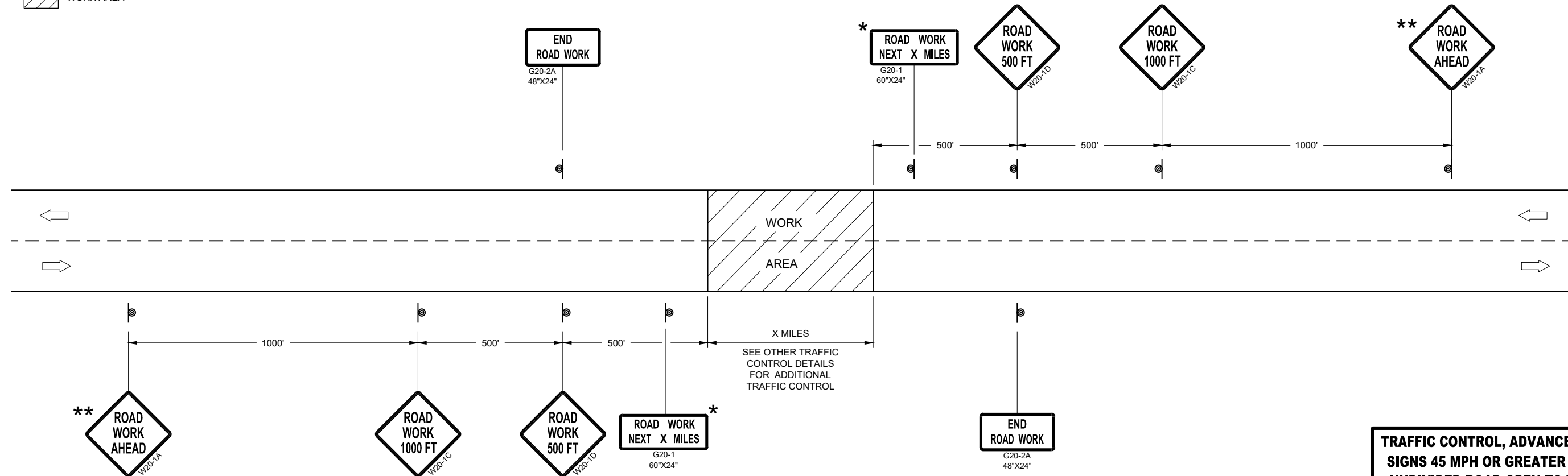
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



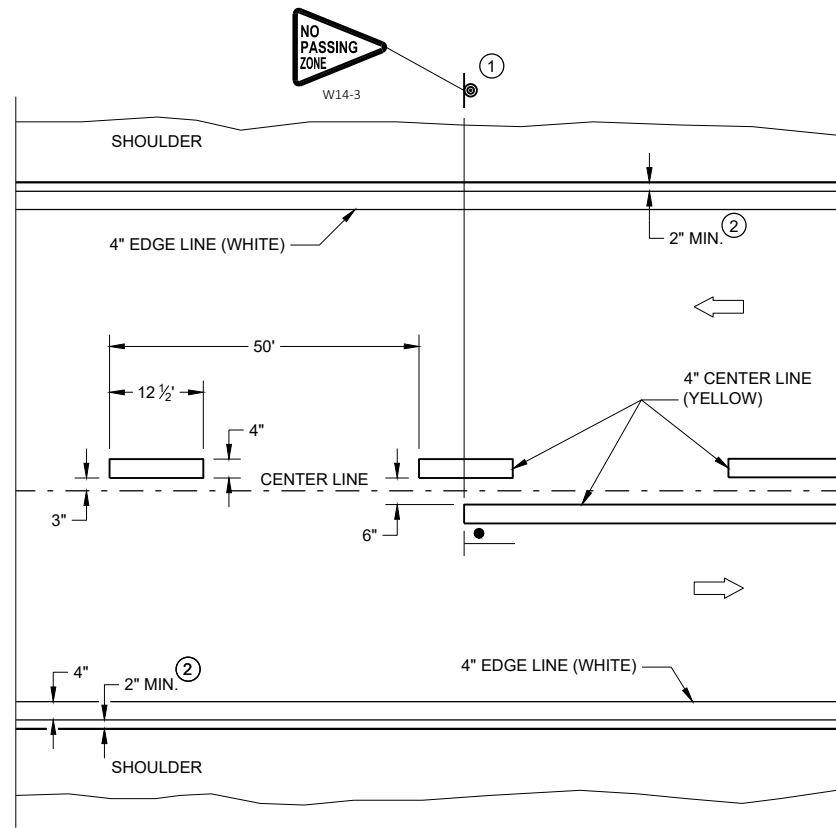
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

**TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE**

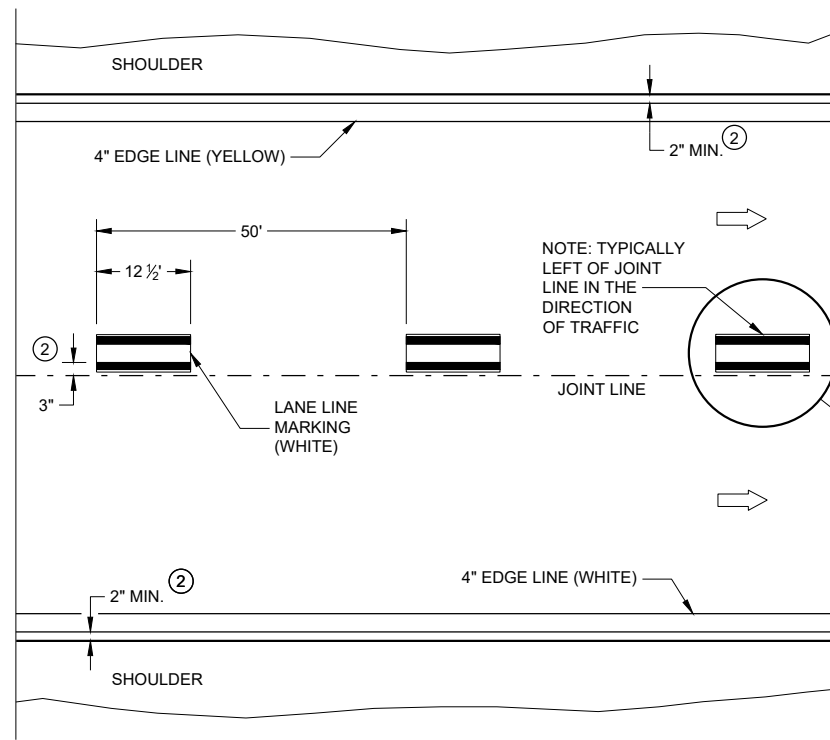
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

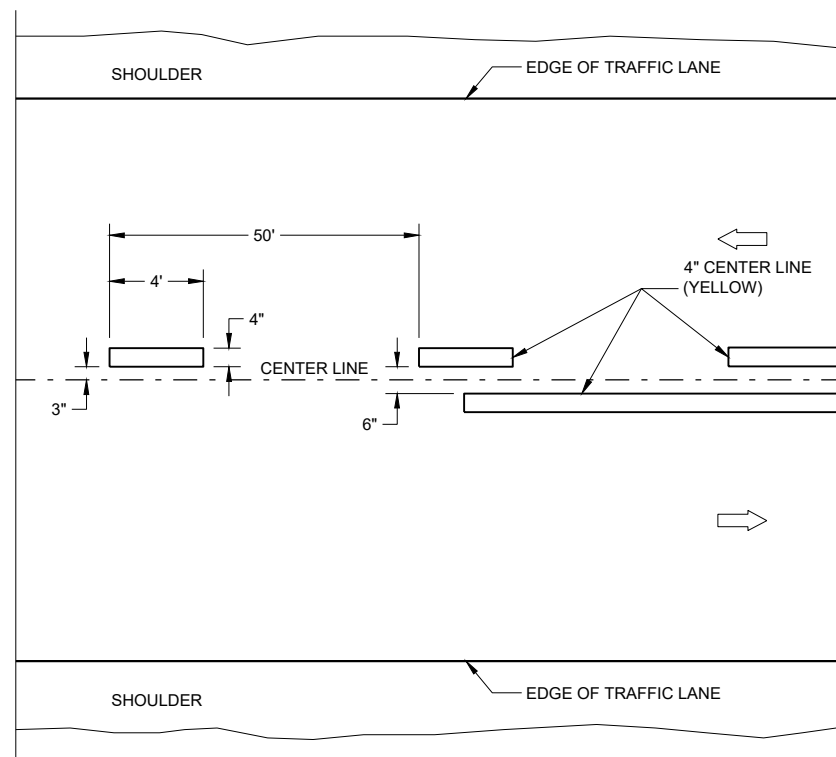


TWO WAY TRAFFIC

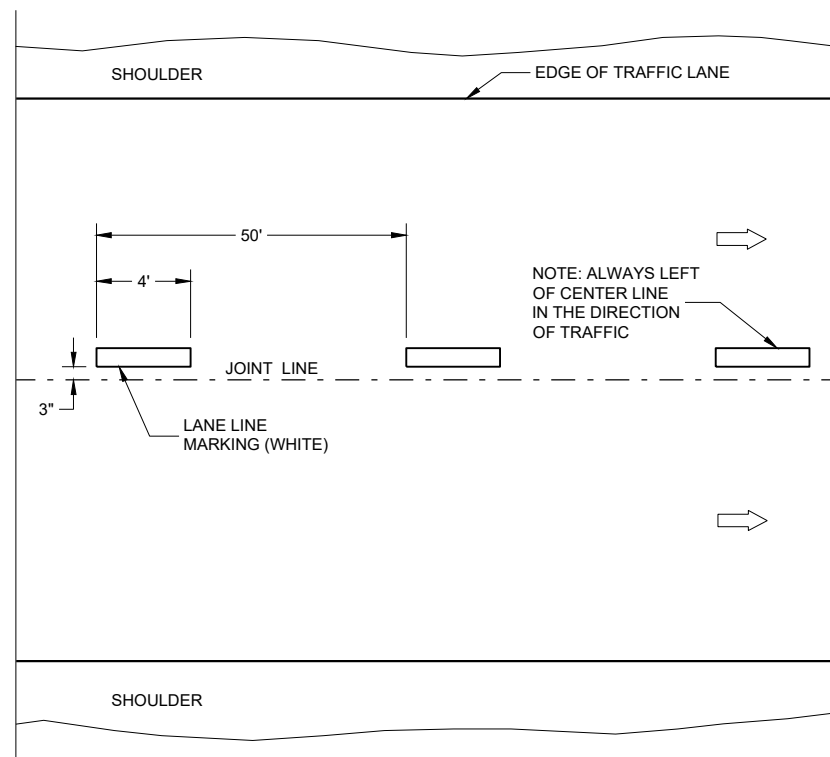


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

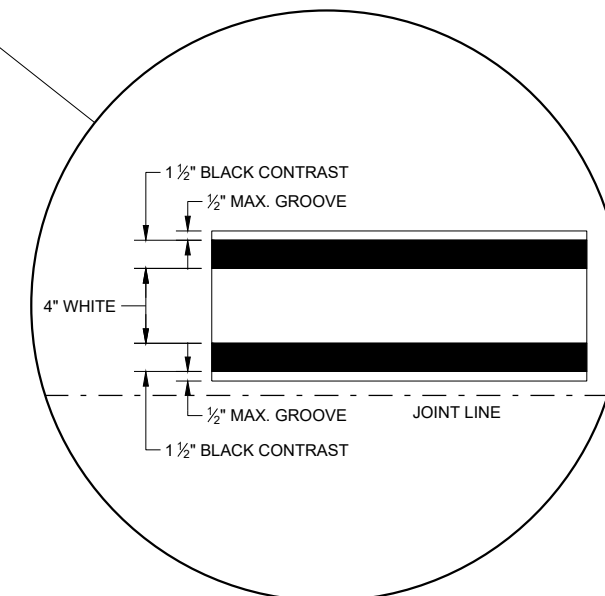
GENERAL NOTES

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

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

LEGEND

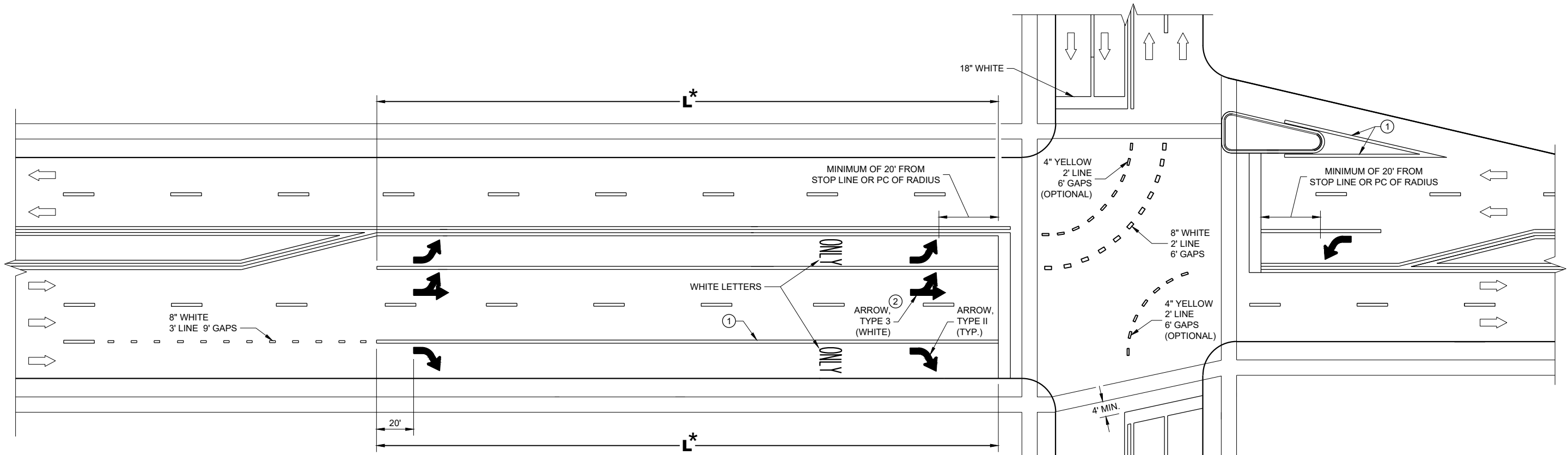
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



**LONGITUDINAL MARKING
(MAINLINE)**

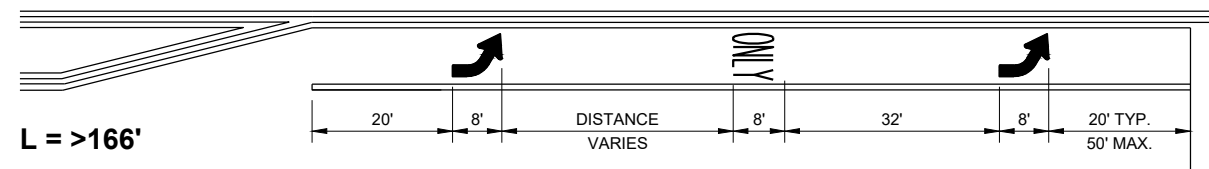
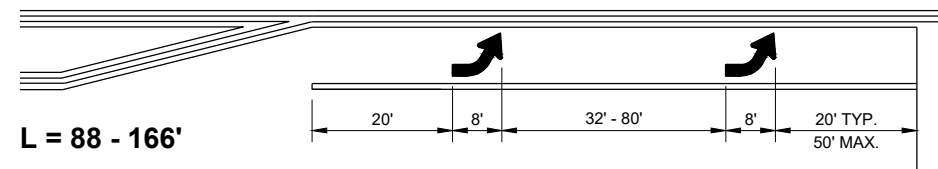
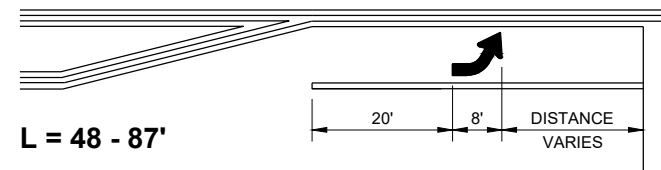
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING
ENGINEER



TURN LANE OPTIONS

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



*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

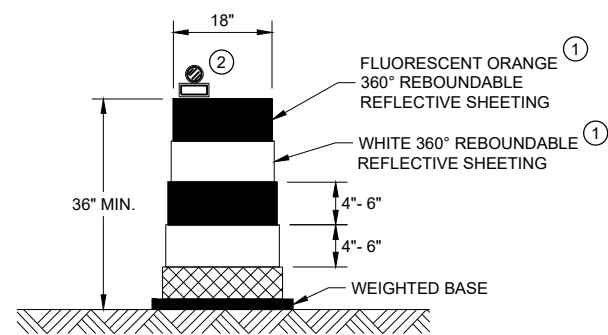
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

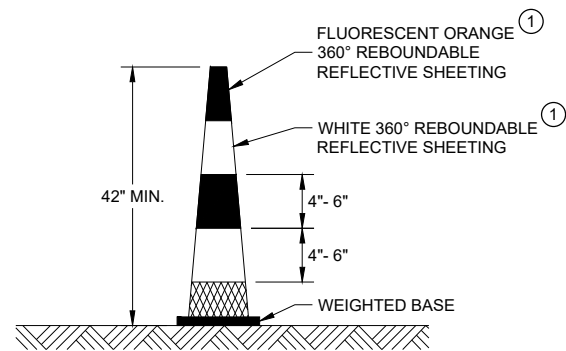
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

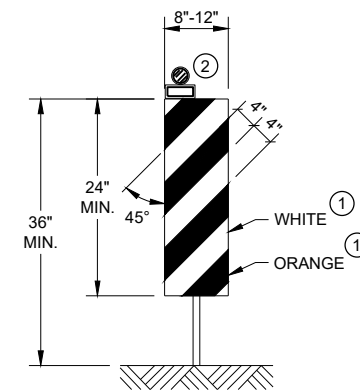


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

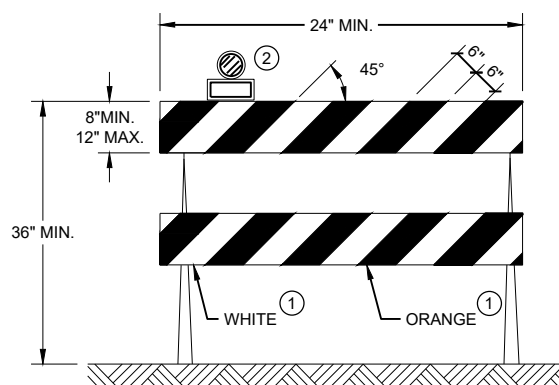


VERTICAL PANEL

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

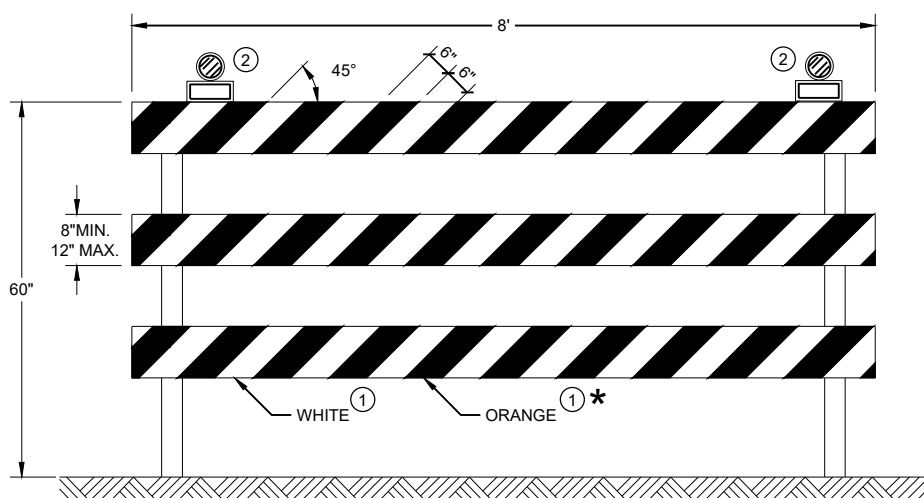
GENERAL NOTES

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



TYPE II BARRICADE

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








TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

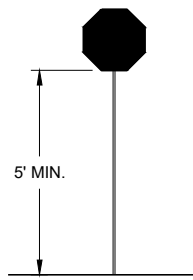
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.
- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
 - ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



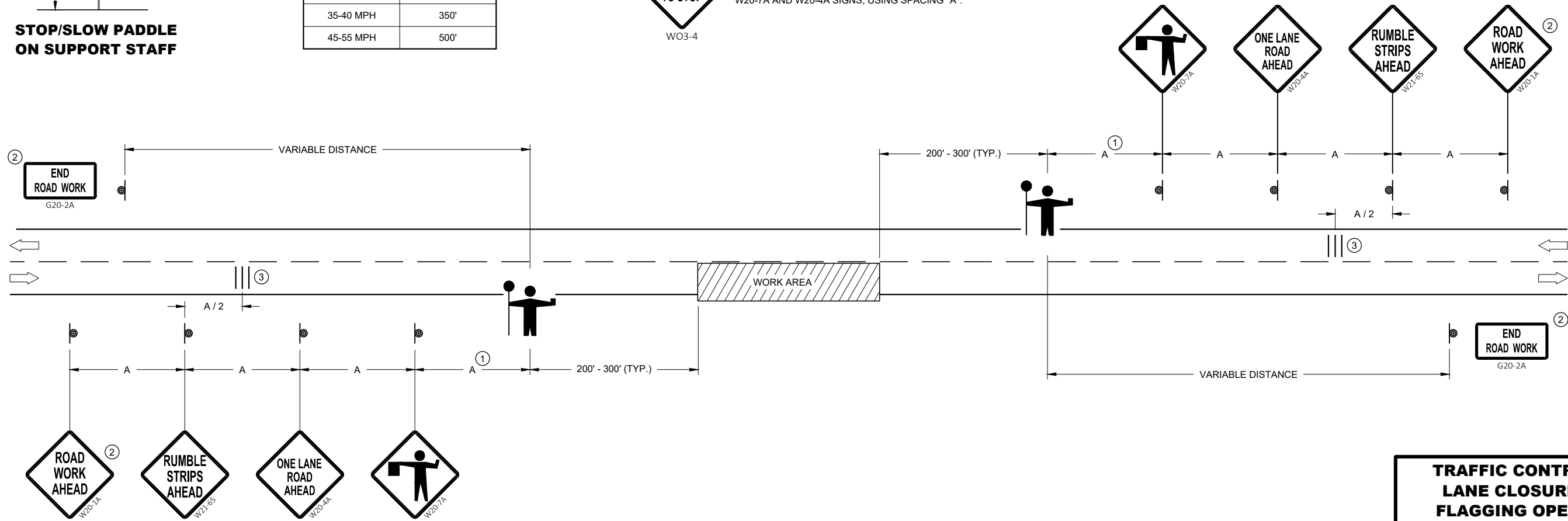
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

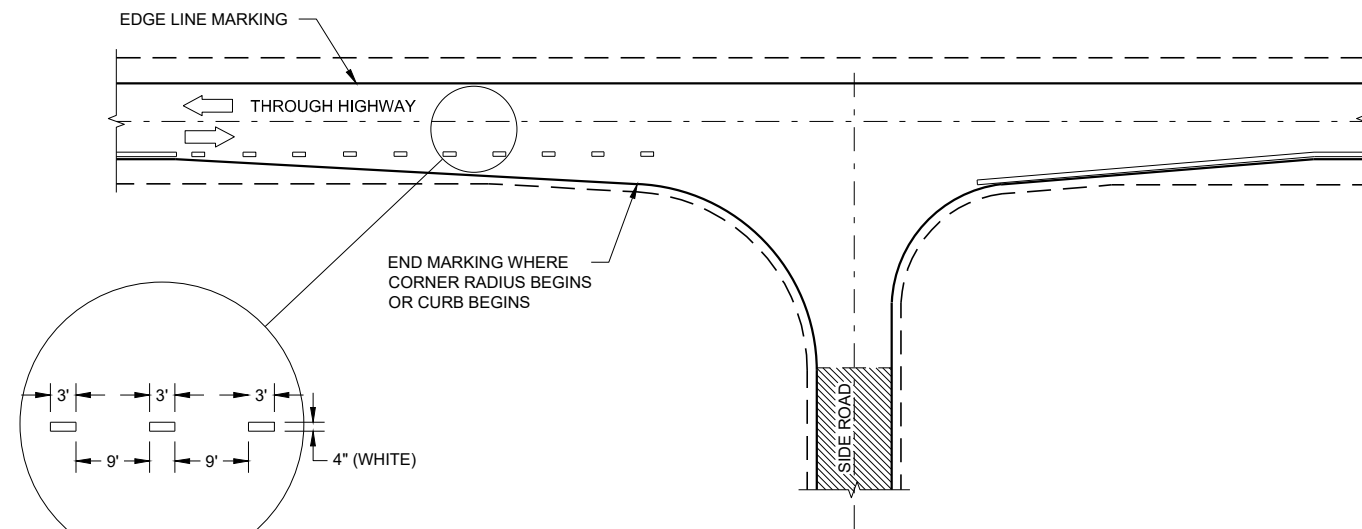
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

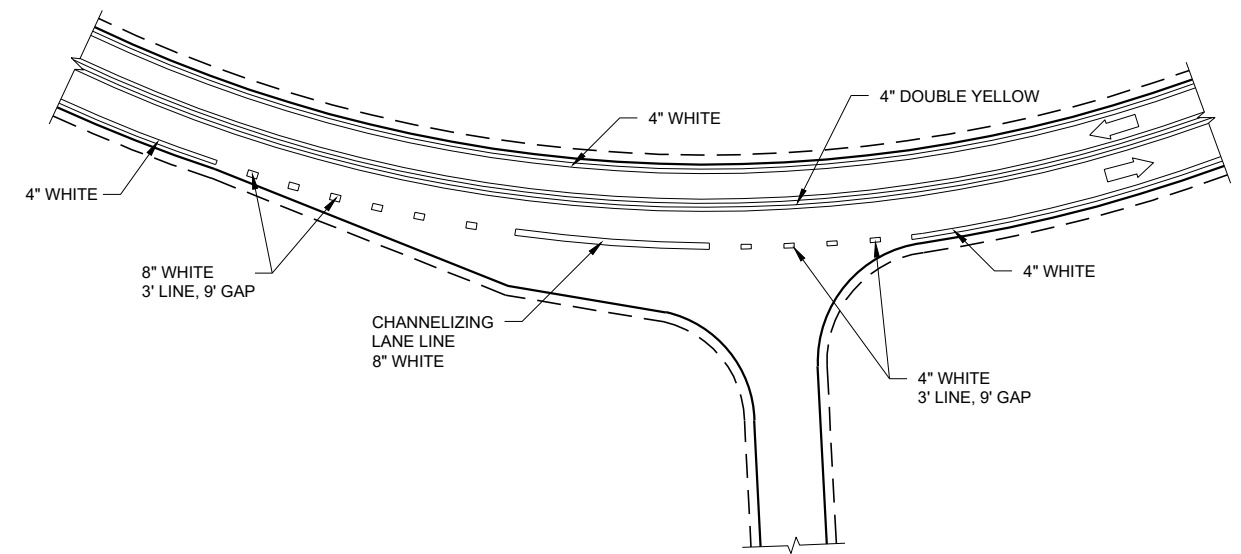
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

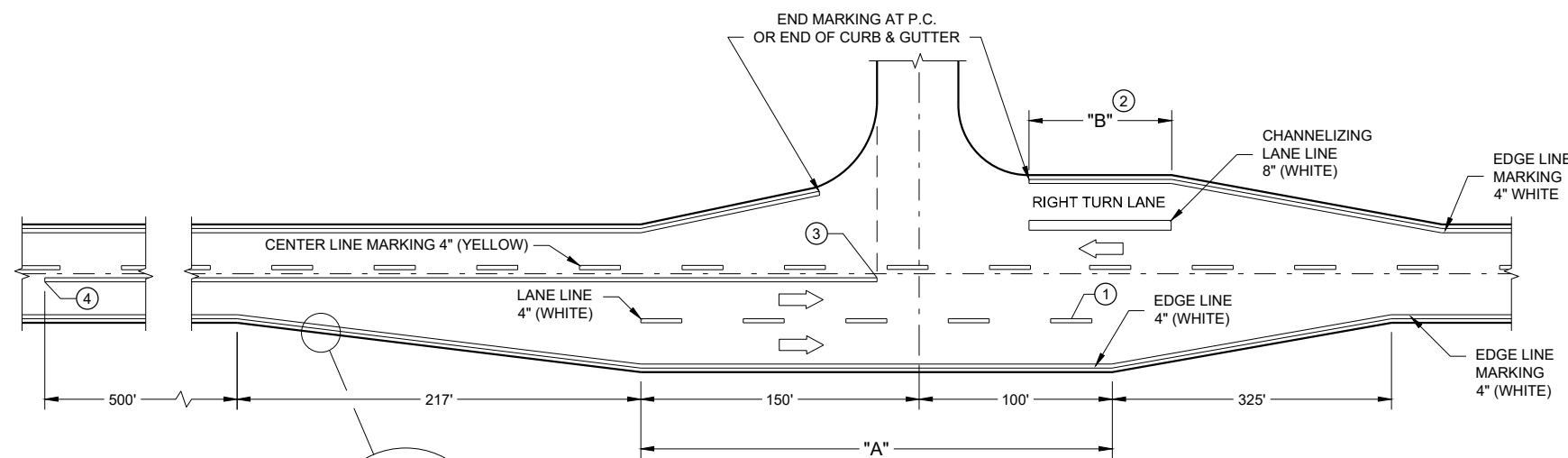
➔ DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE







**MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

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

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

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

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

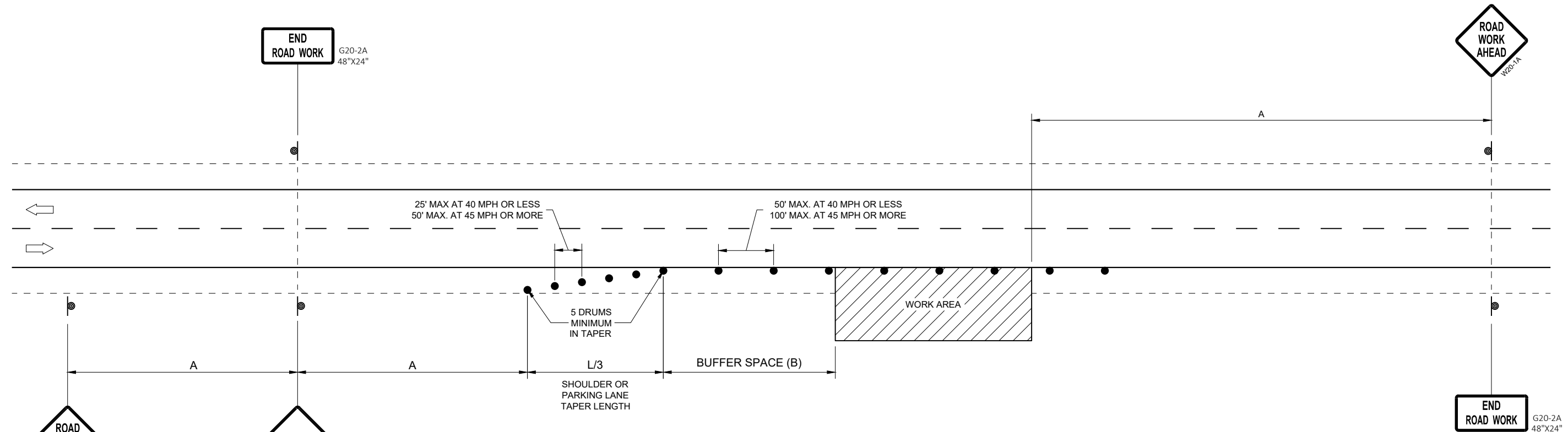
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

6

6



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

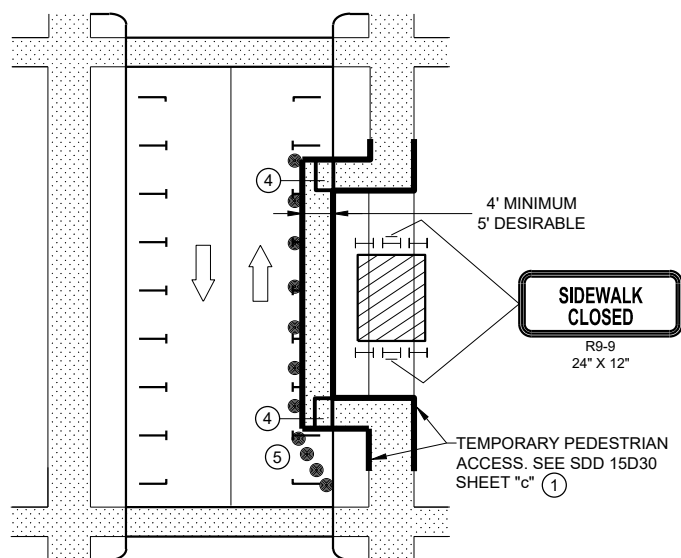
APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

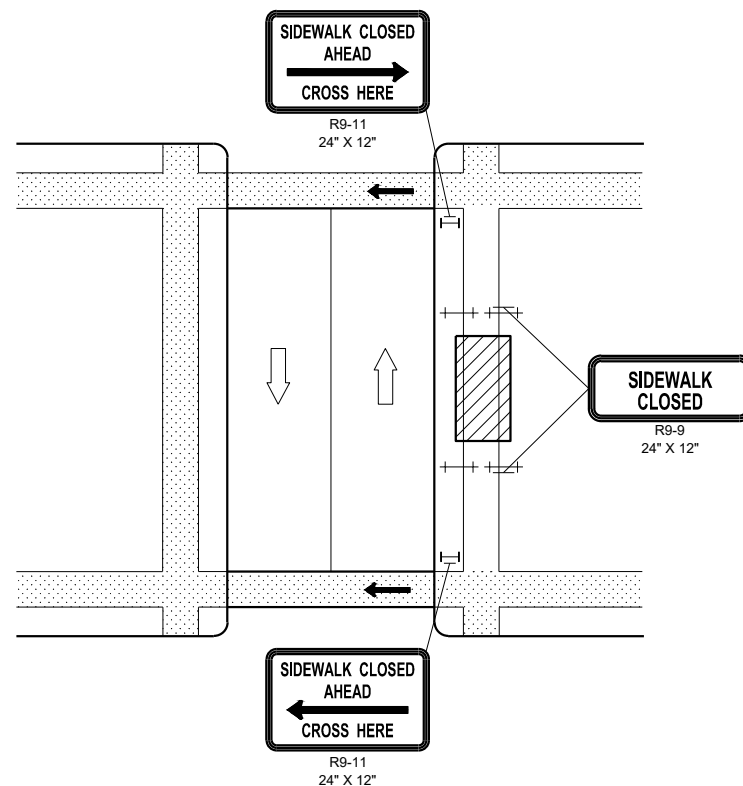
SDD 15D28 - 04

SDD 15D28 - 04

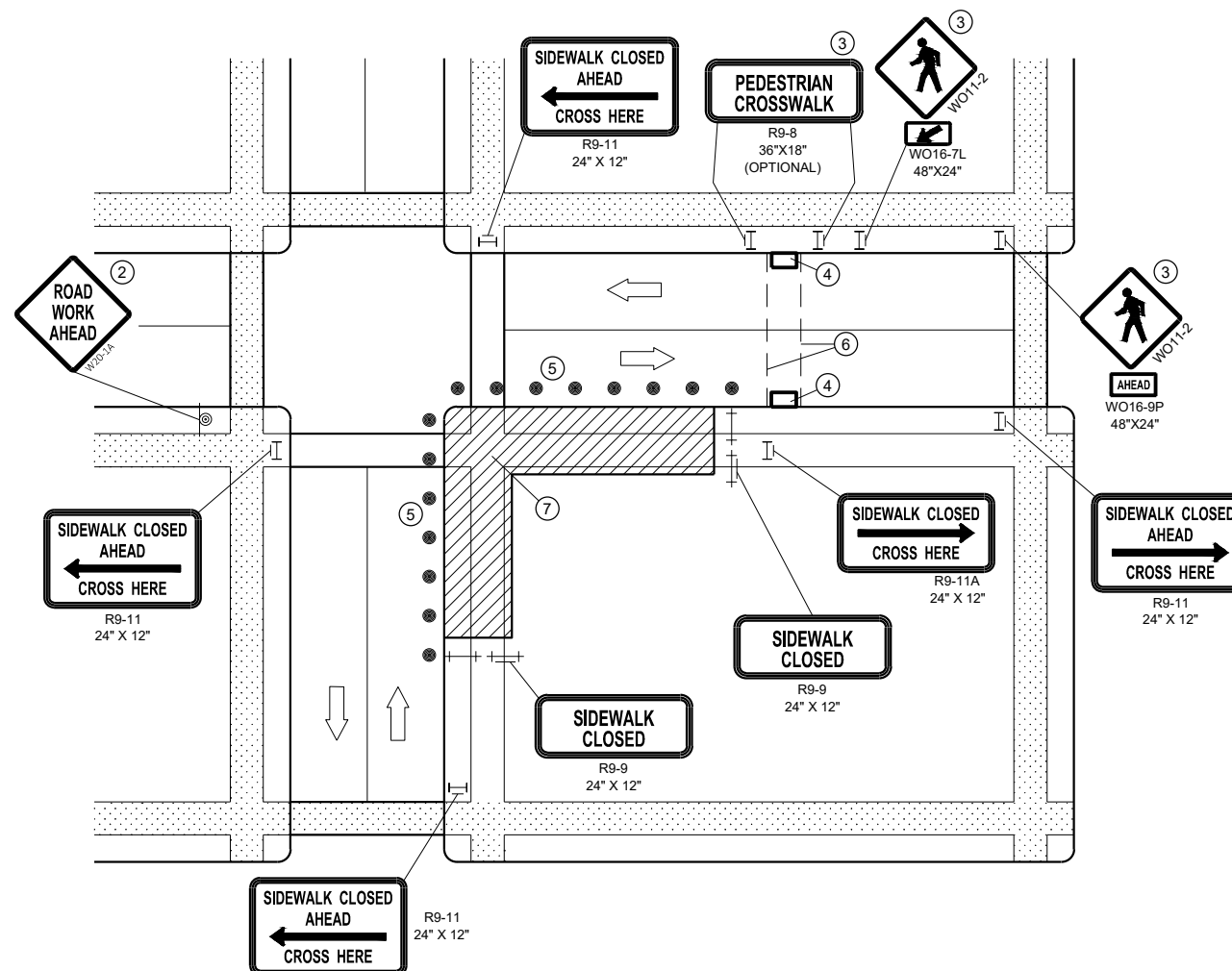
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

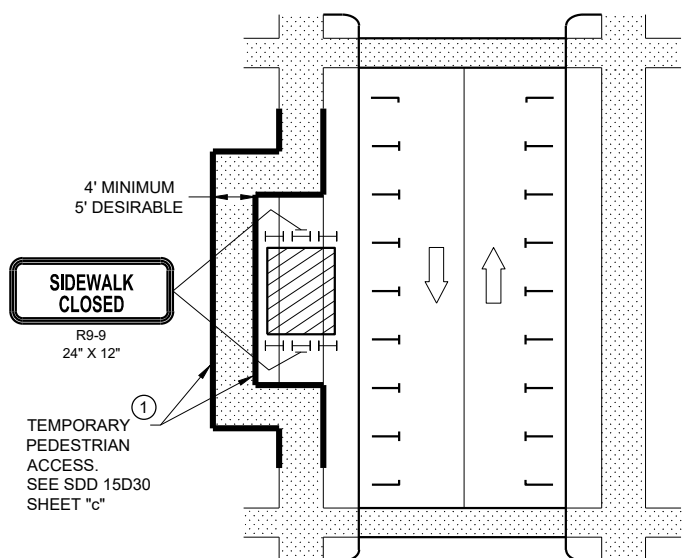


MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 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
- TRAFFIC CONTROL DRUM
- 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)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

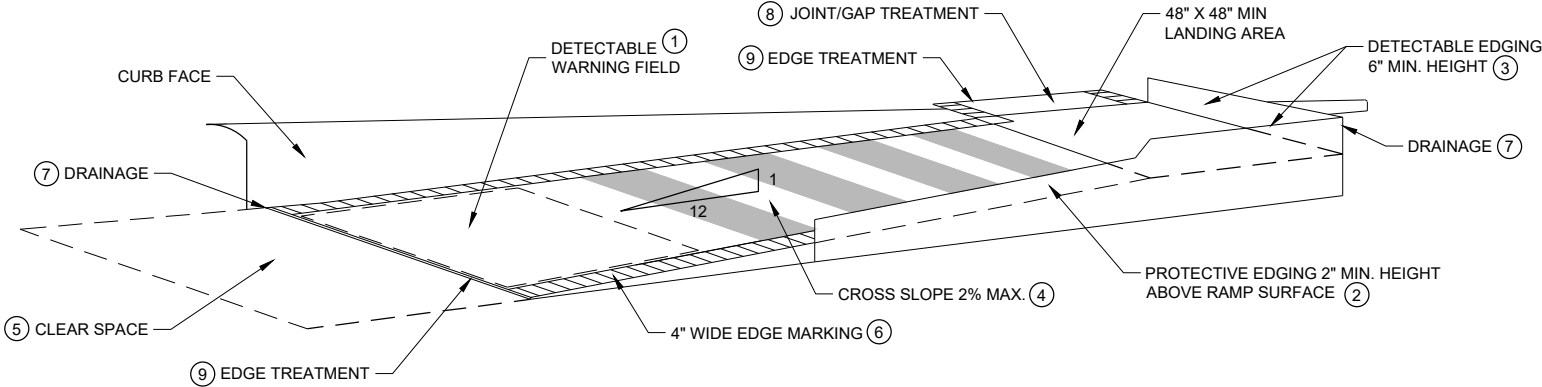
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

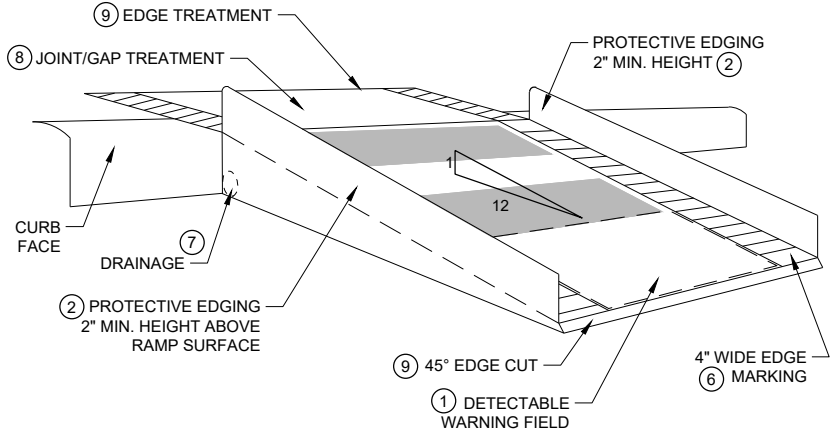
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

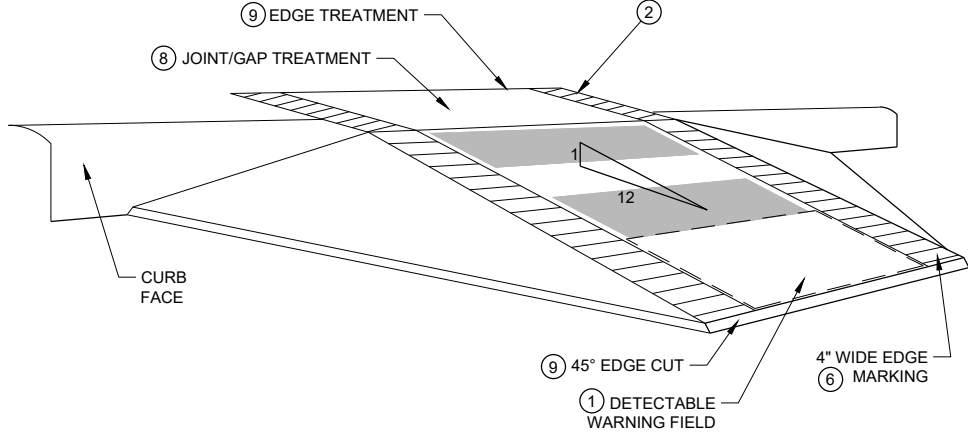
- ① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A 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" X 48" 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 PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



TEMPORARY CURB RAMP PARALLEL TO CURB

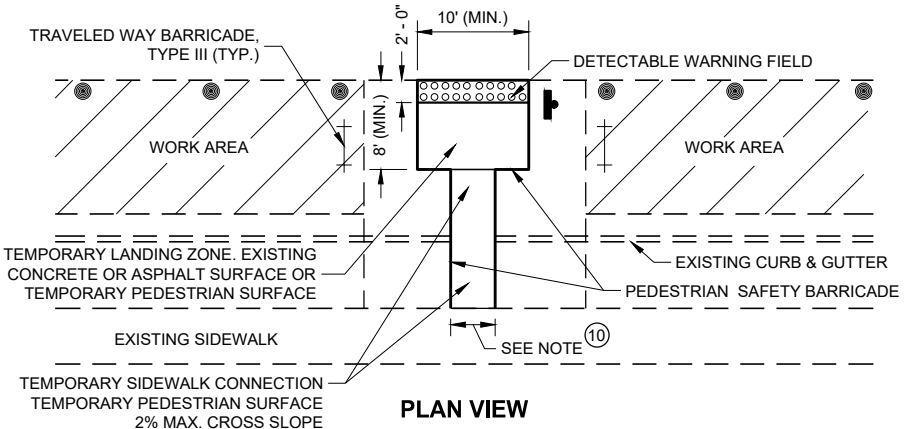


WITH PROTECTIVE EDGE

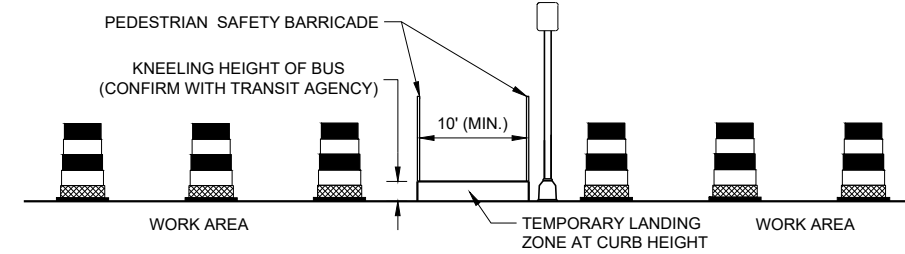


WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- ▨ WORK AREA

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

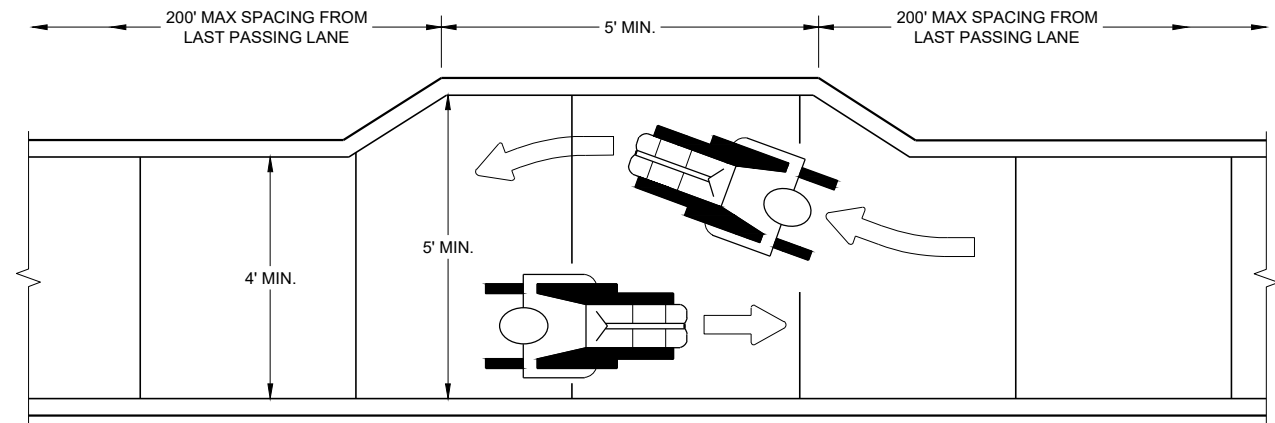
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

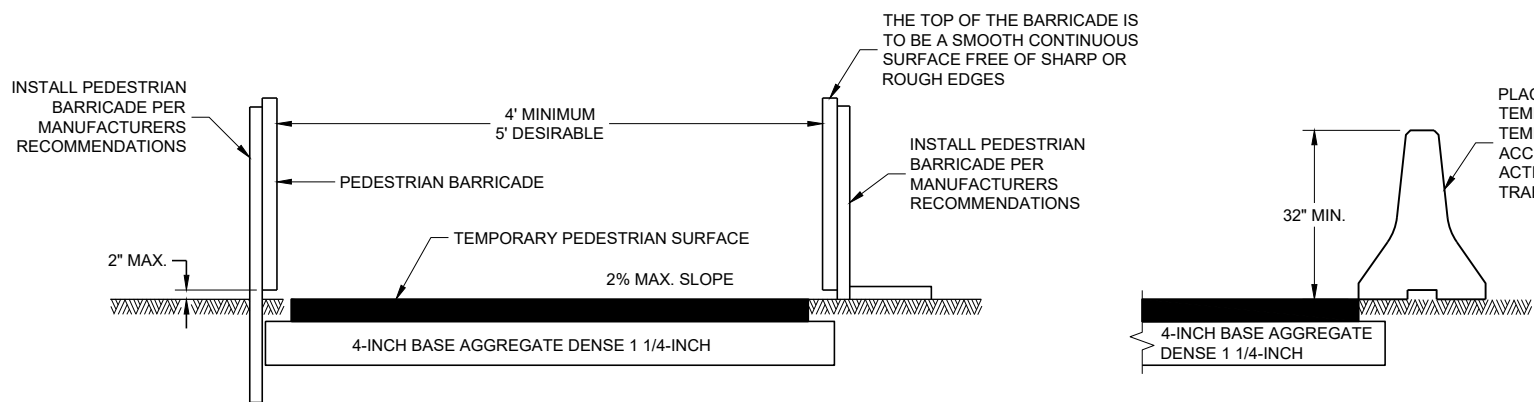
6

SDD 15D30 - 06b

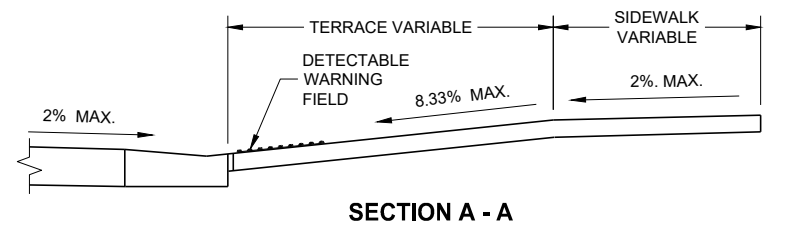
SDD 15D30 - 06b



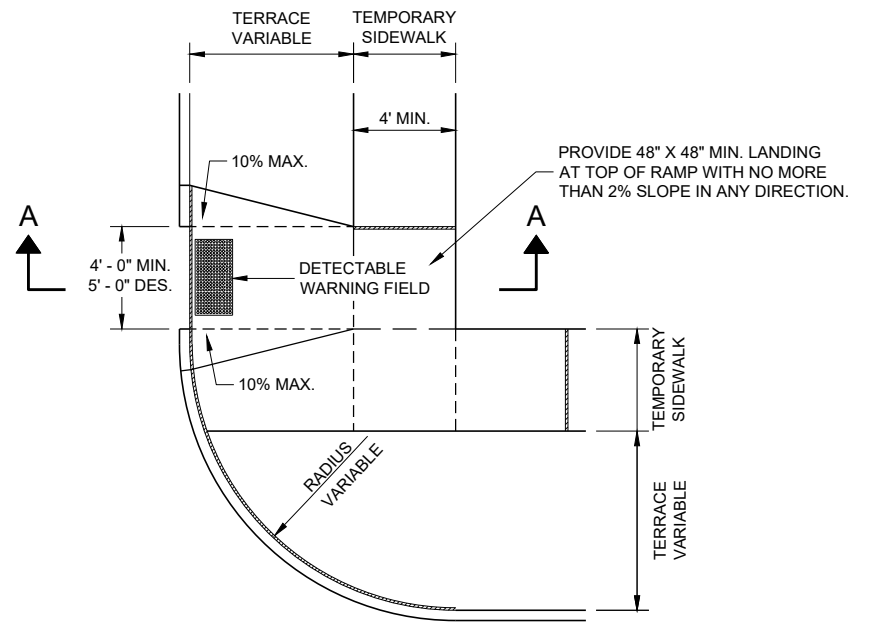
NARROW SIDEWALK PASSING DETAIL



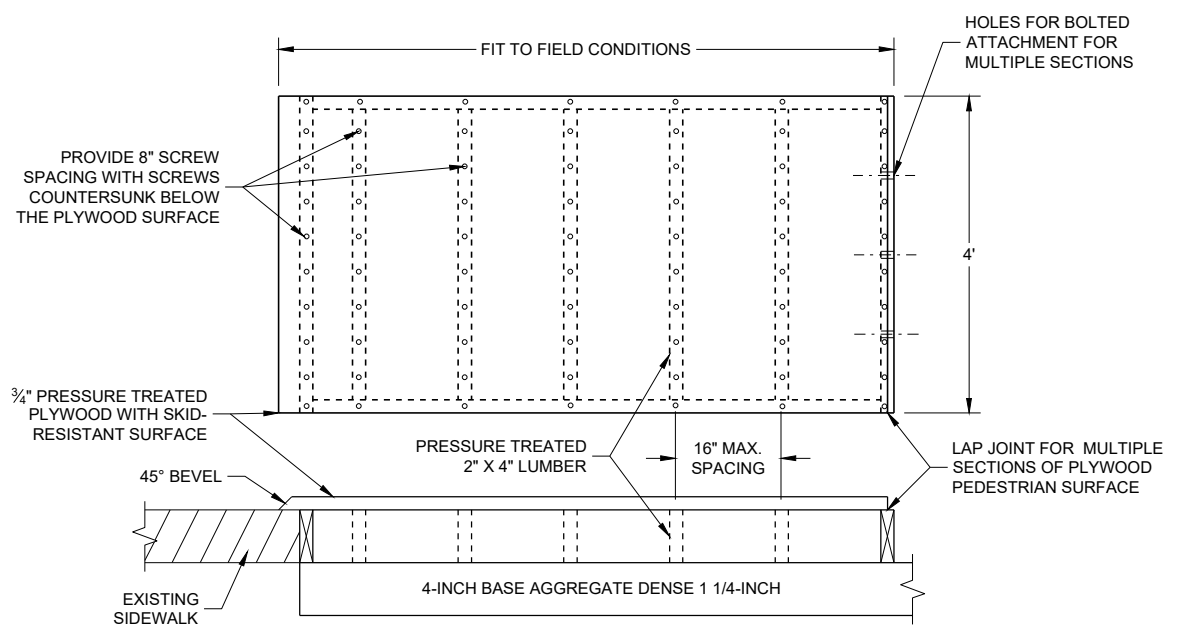
TEMPORARY PEDESTRIAN ACCESS



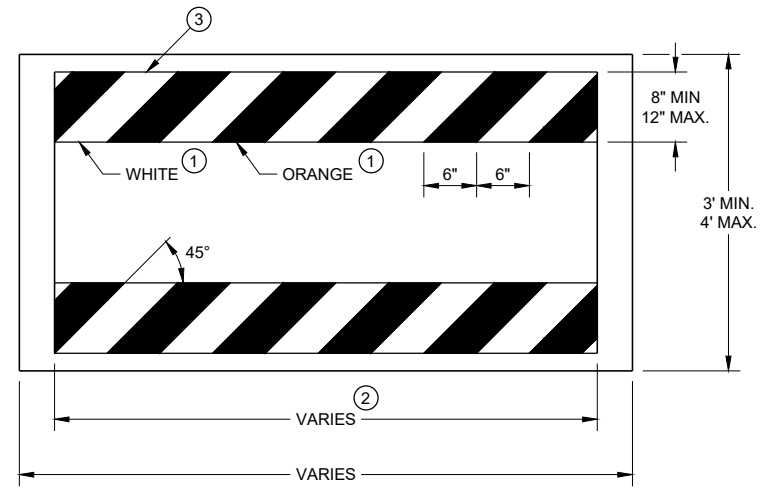
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

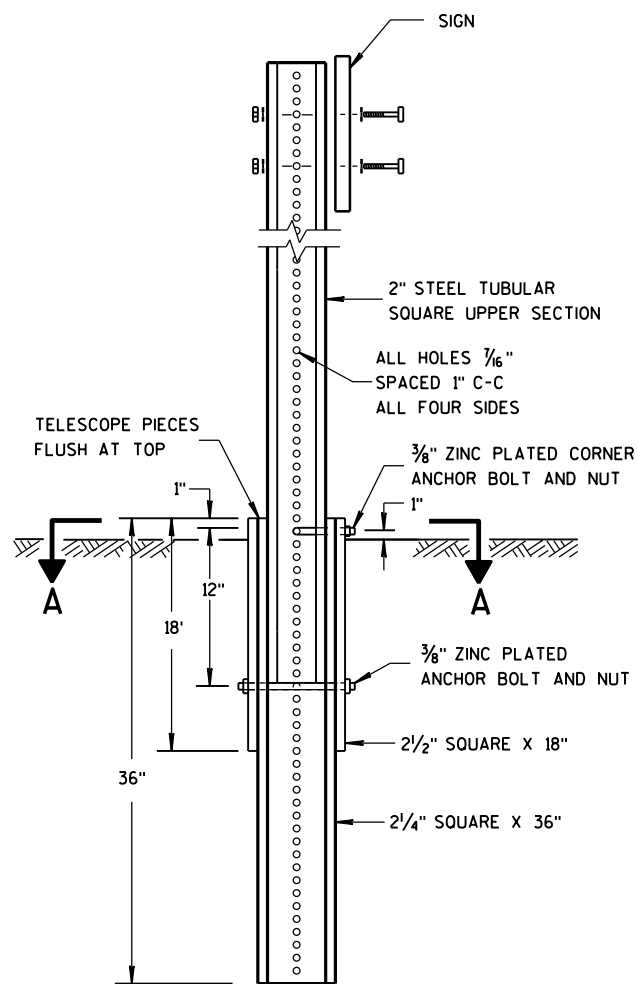


TEMPORARY PEDESTRIAN BARRICADE *

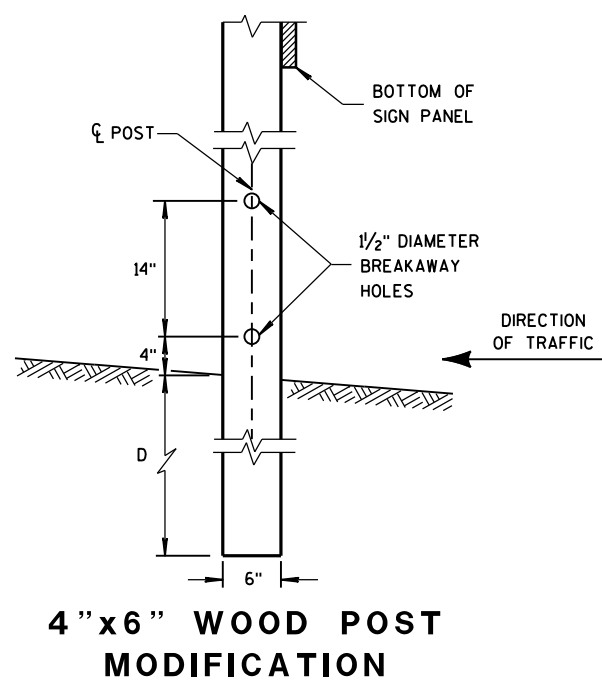
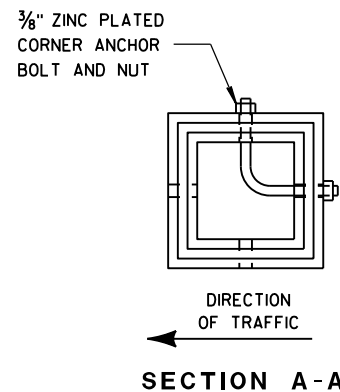
GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



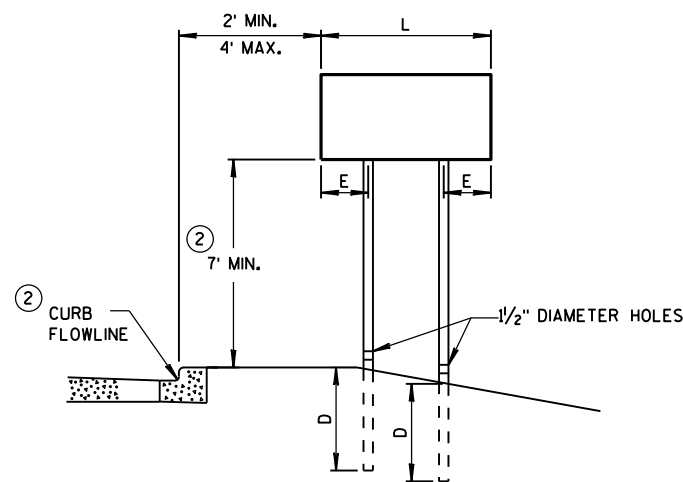
DETAIL OF TUBULAR STEEL SIGN POST



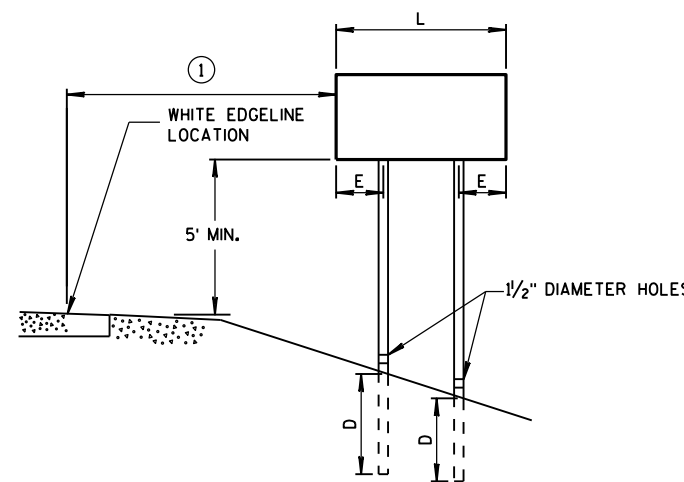
4" X 6" WOOD POST MODIFICATION

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- 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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA



RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

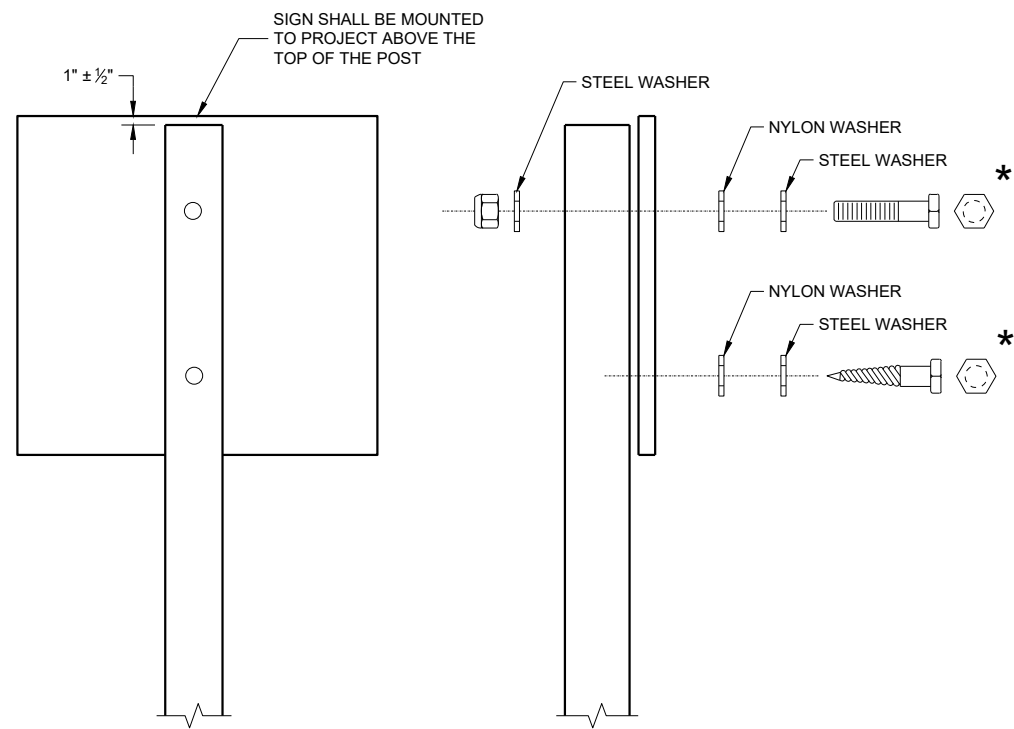
4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE ③

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

WOOD POST (4" x 6")
 LAG SCREWS - 3/8" x 3"
 MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
 MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
 RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
 BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
 GRIP RANGE 0.042 - 0.375 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 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

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

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

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

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



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

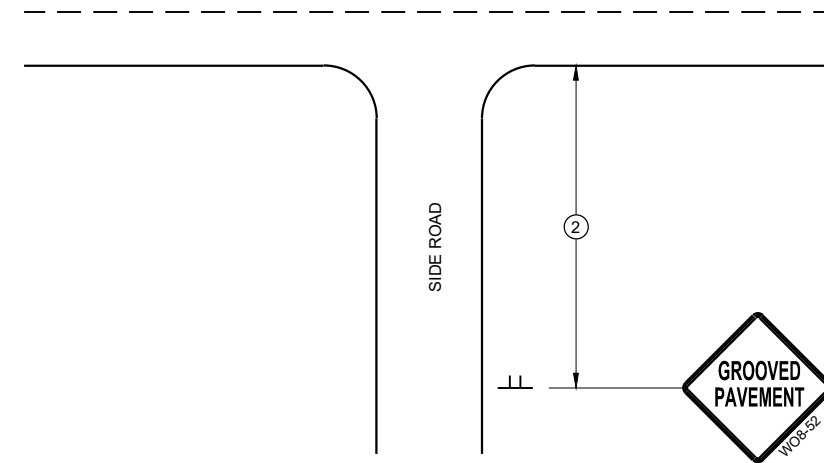
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

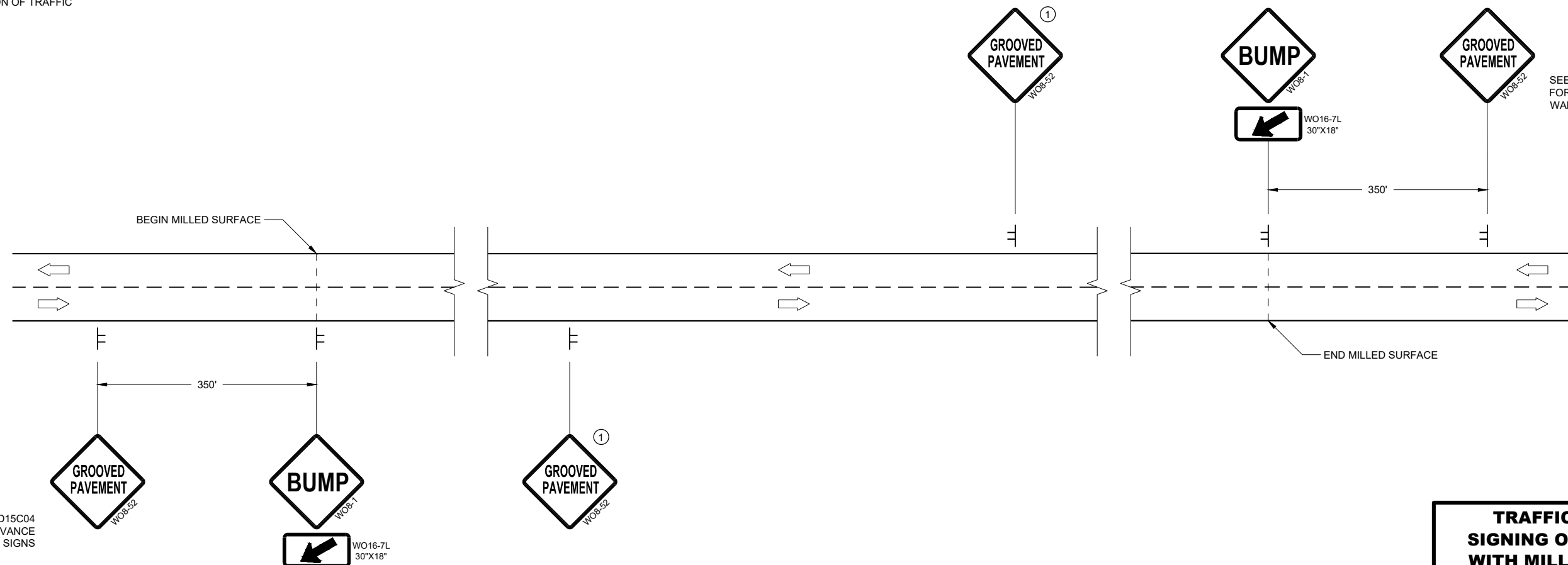
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

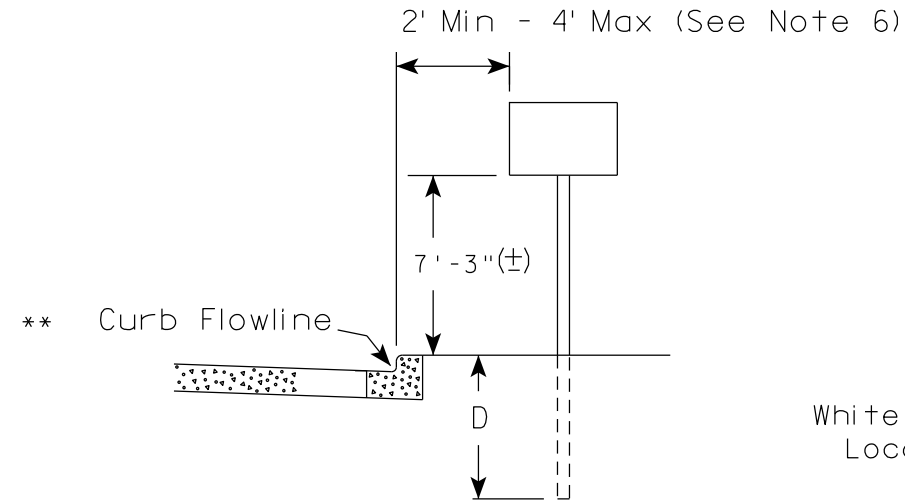
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

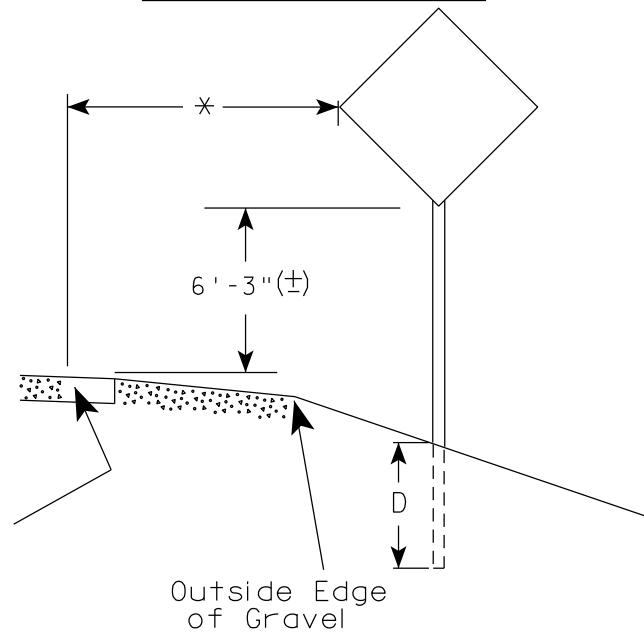
FHWA

URBAN AREA

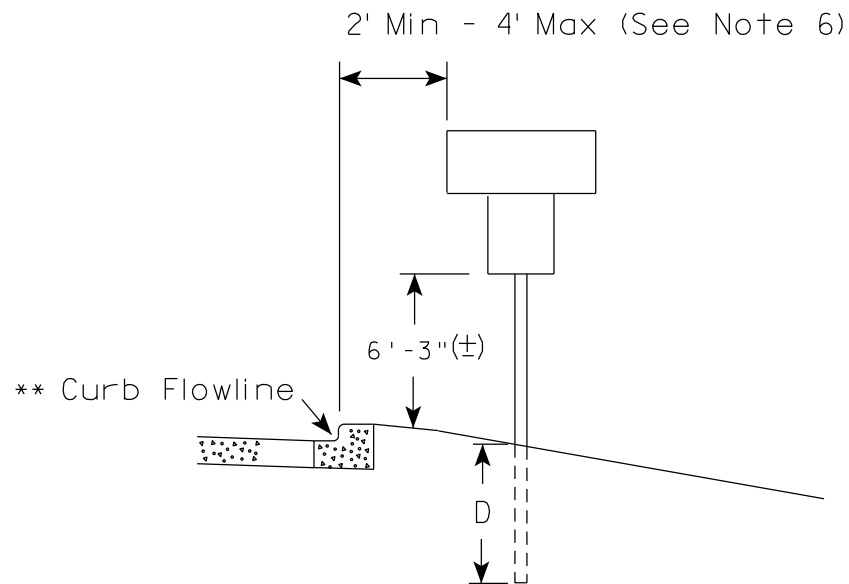
RURAL AREA (See Note 2)



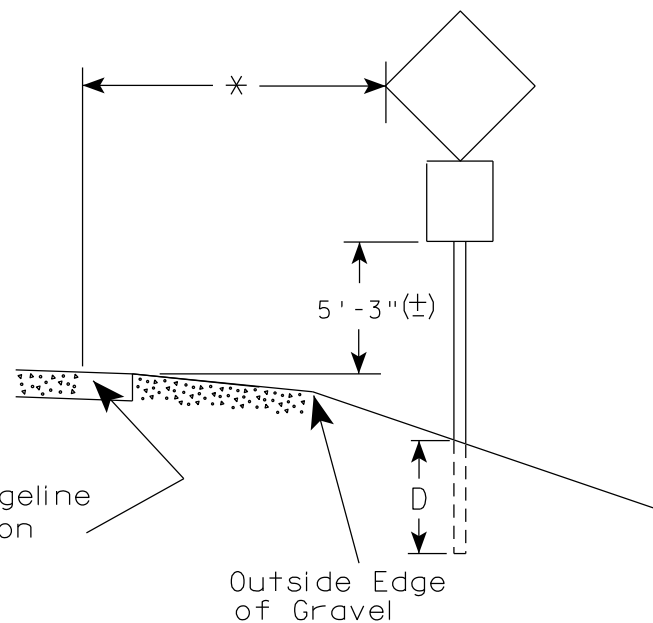
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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 or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) 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" (±).
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 signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

7

7

* * 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.

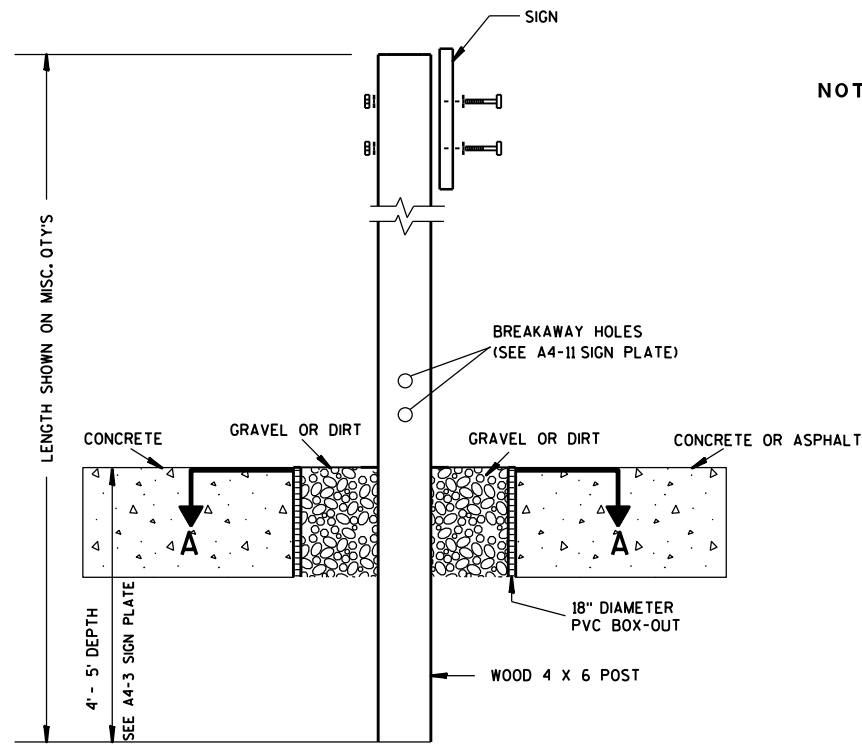
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

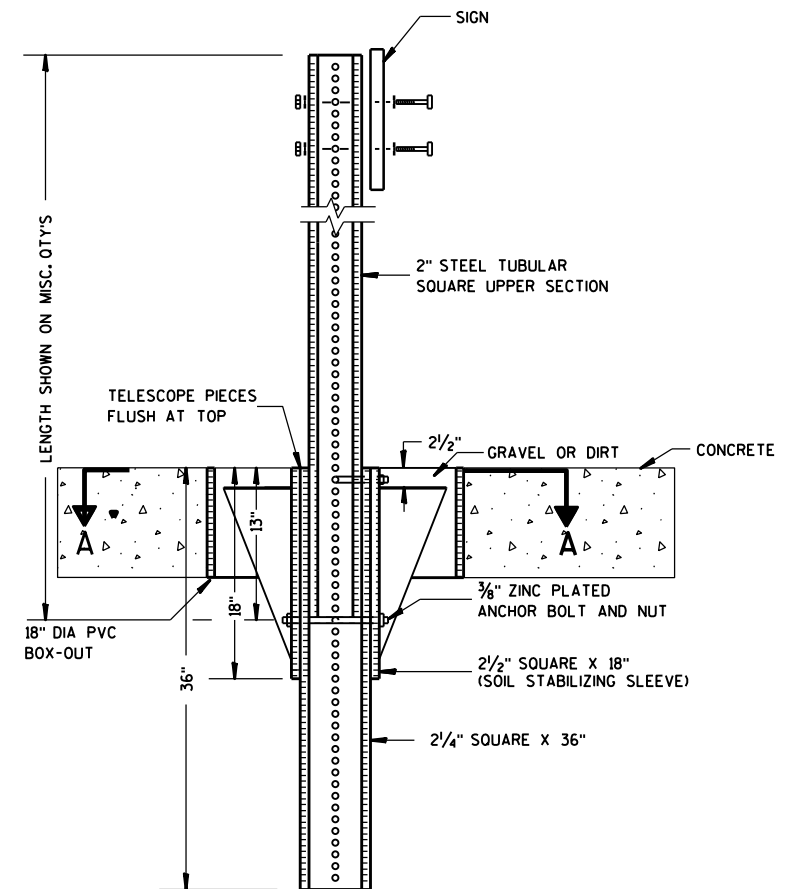
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

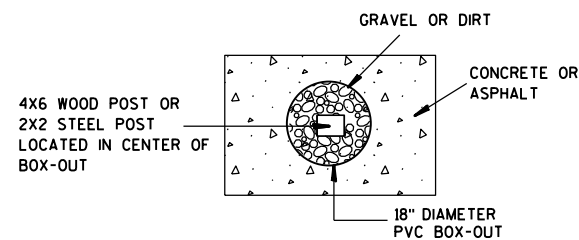
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

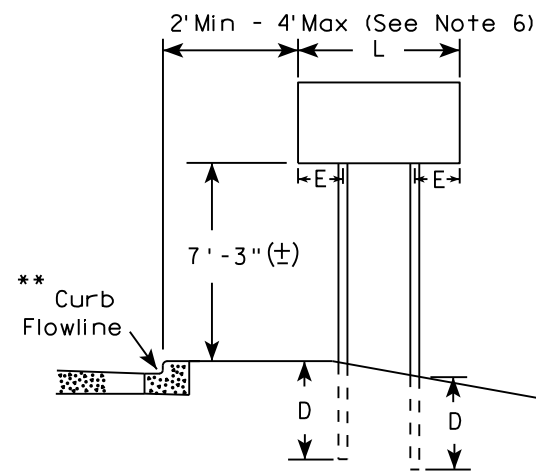
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED <i>Matthew R. Rauch</i> for State Traffic Engineer	
DATE 1/27/14	PLATE NO. A4-3B.1

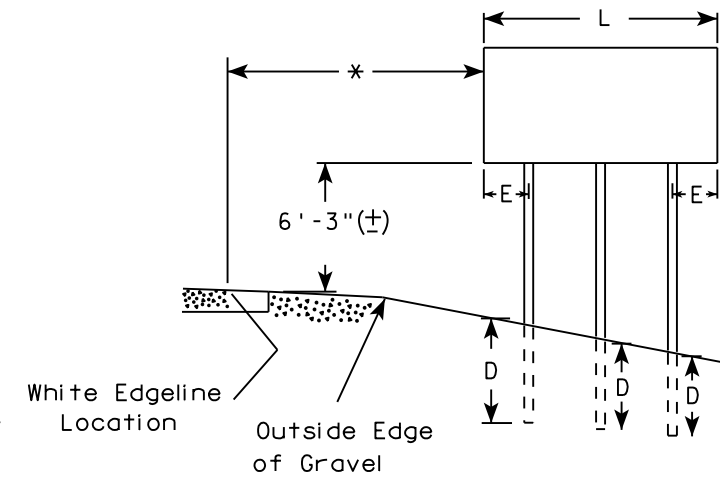
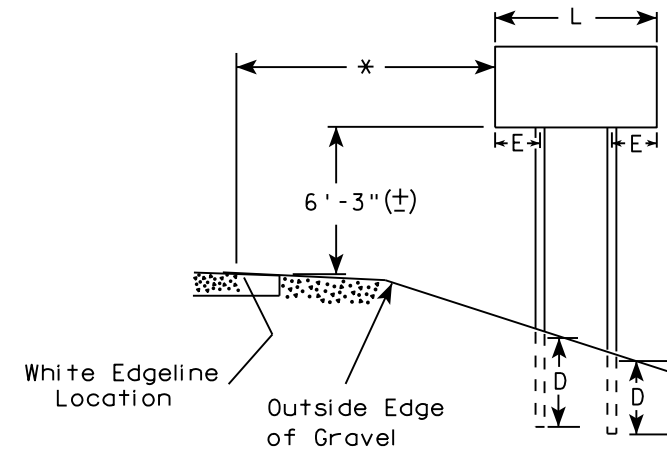
GENERAL NOTES

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. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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" (±).

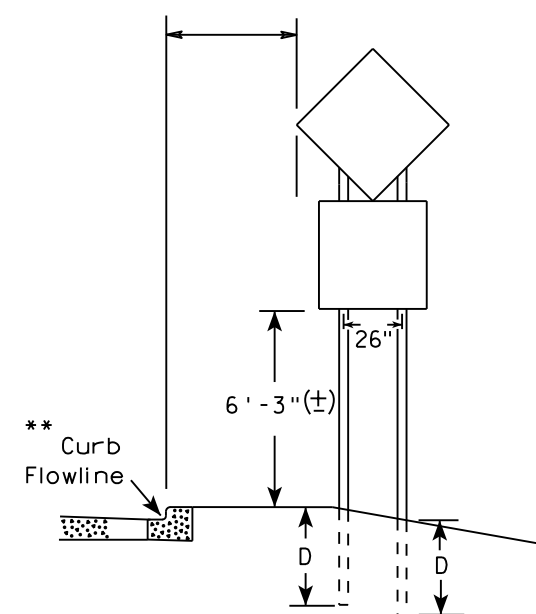
URBAN AREA



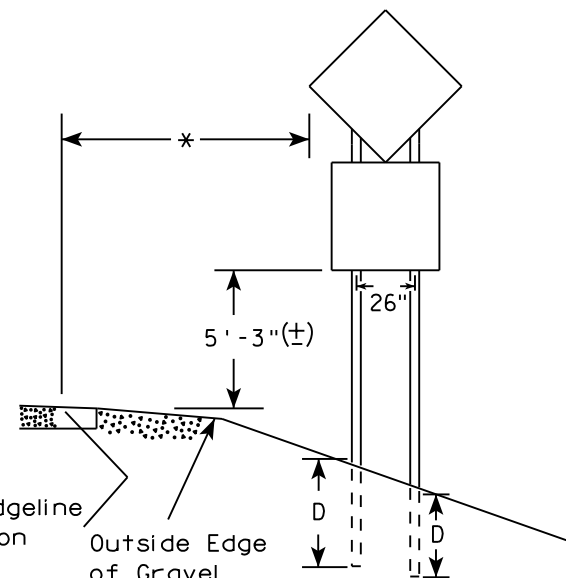
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

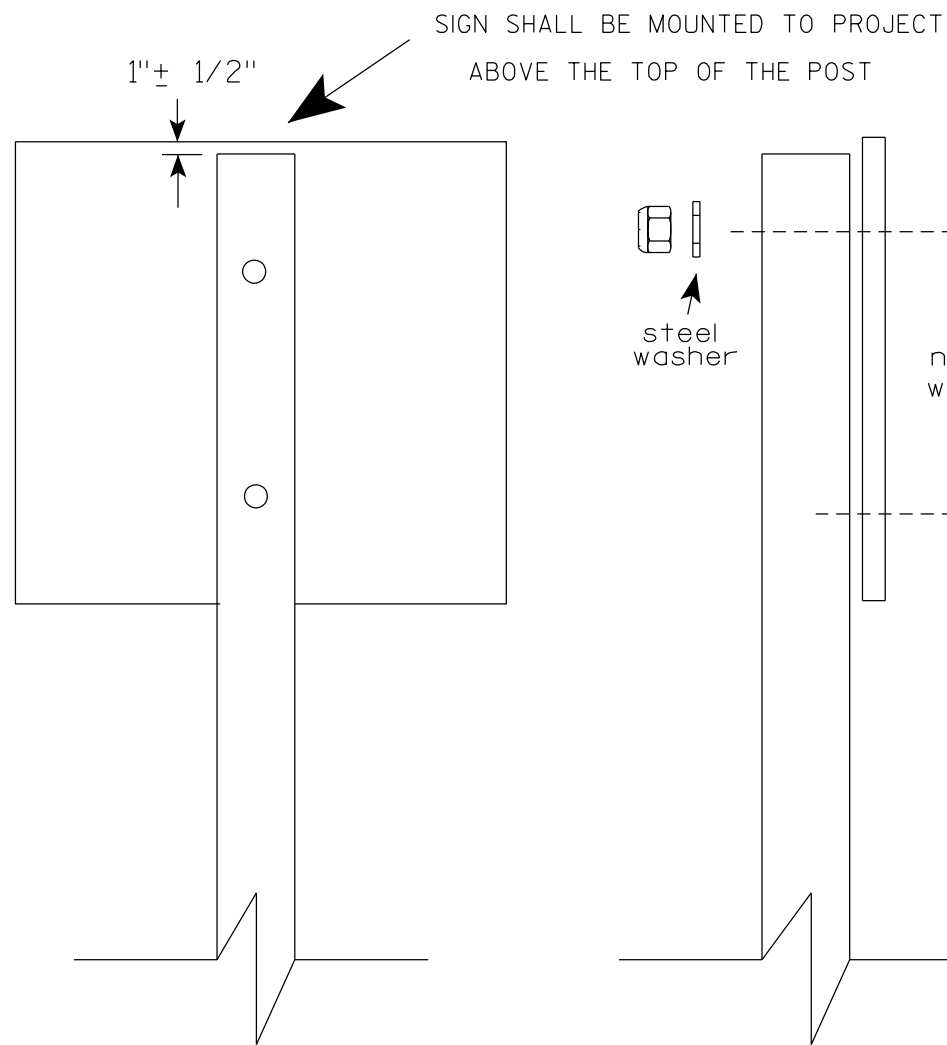
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS
TO POSTS

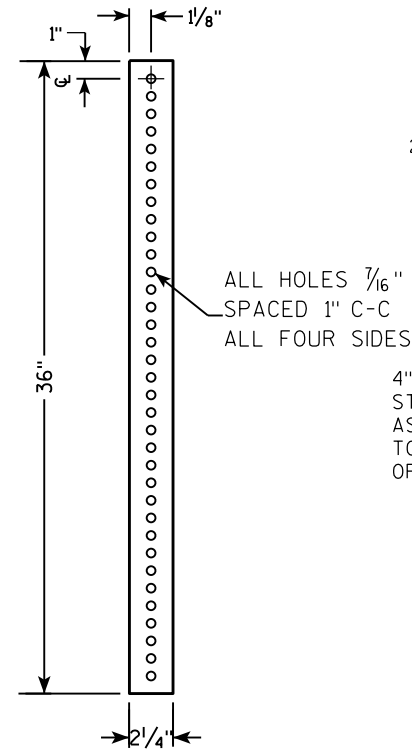
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

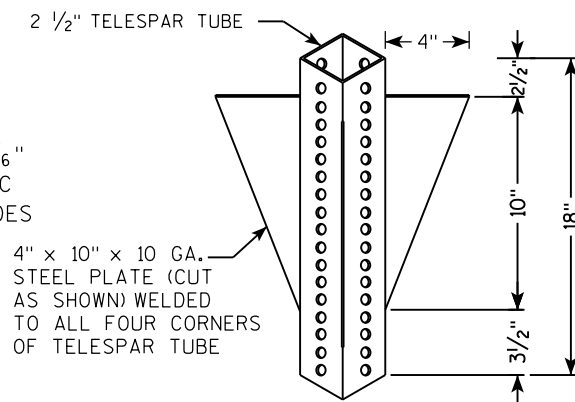
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

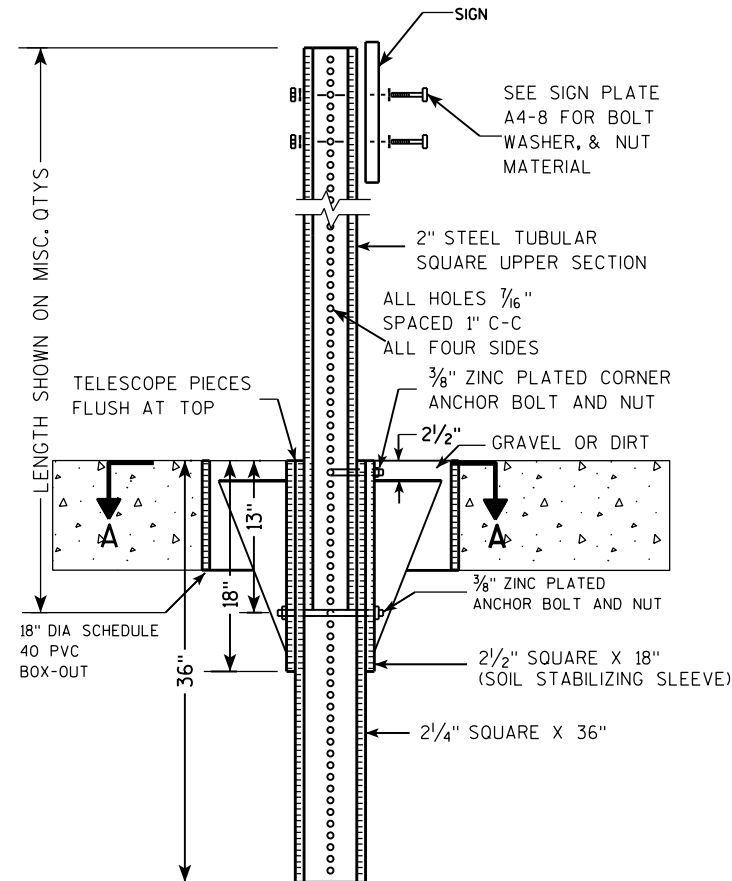
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



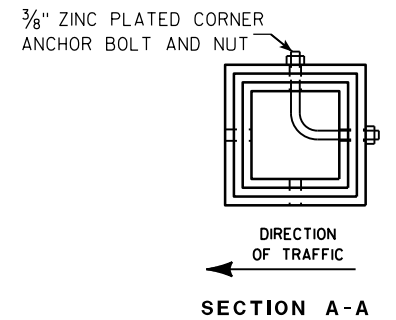
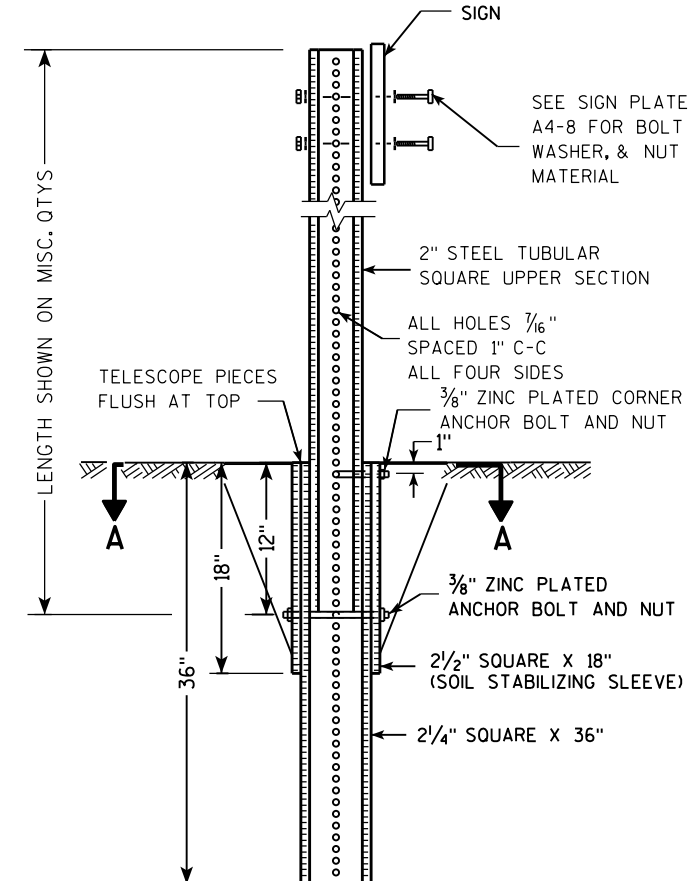
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**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)**



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

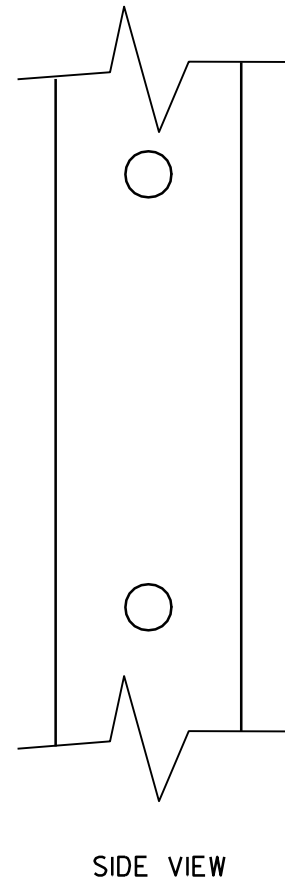
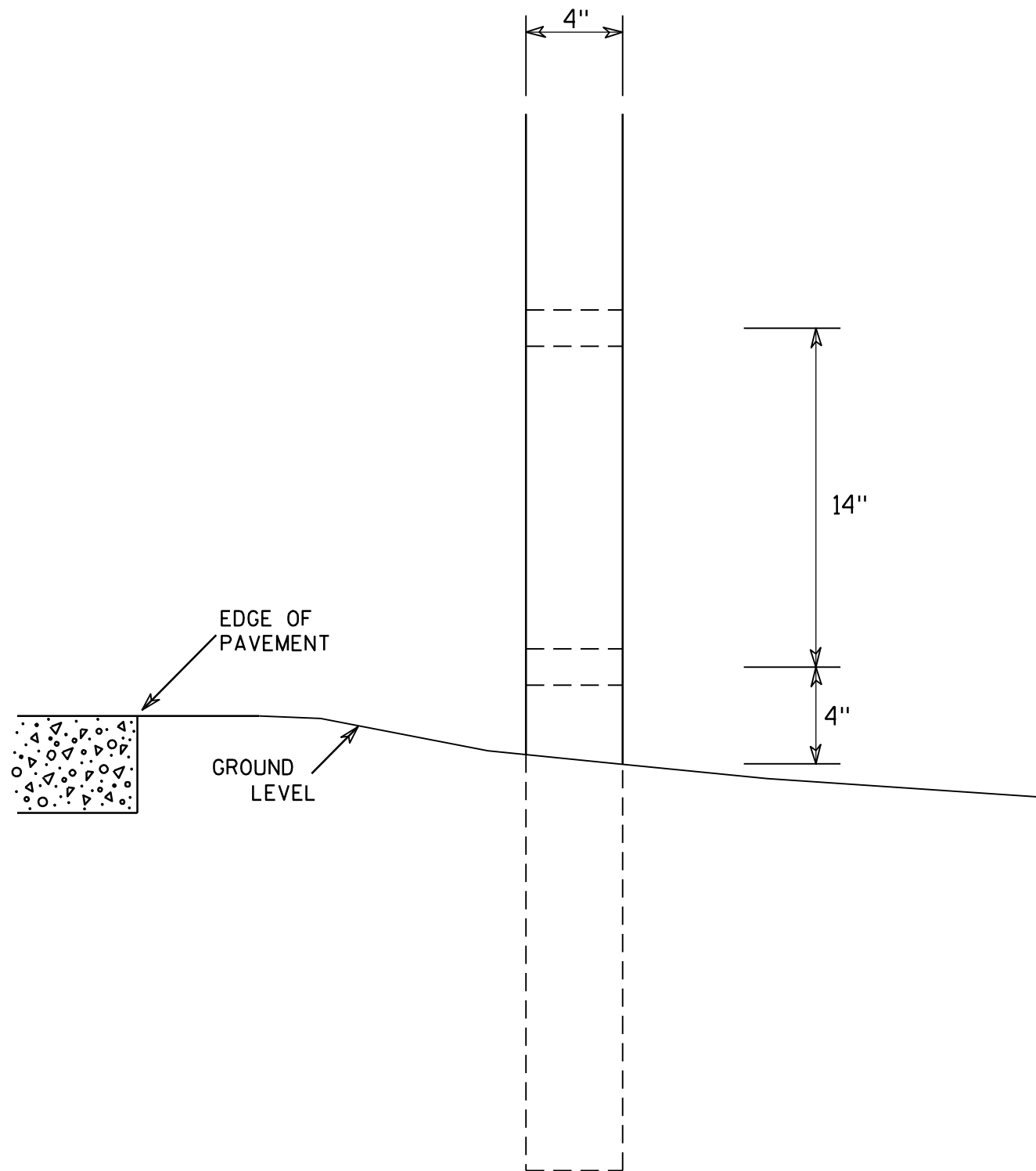
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



GENERAL NOTES

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

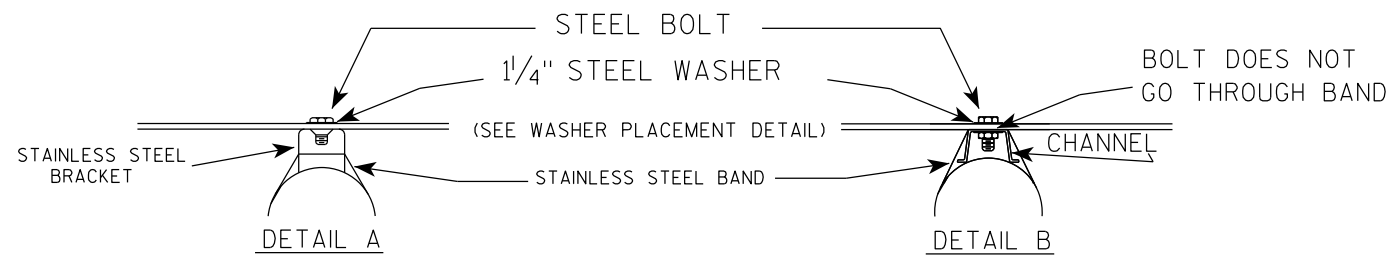
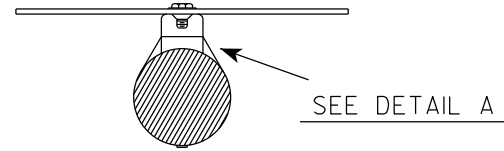
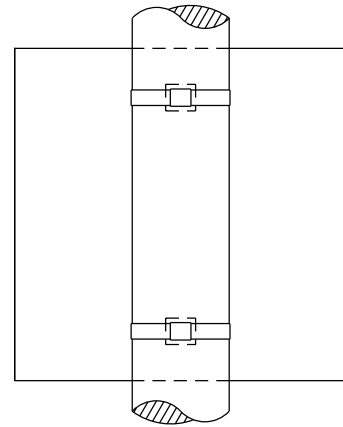
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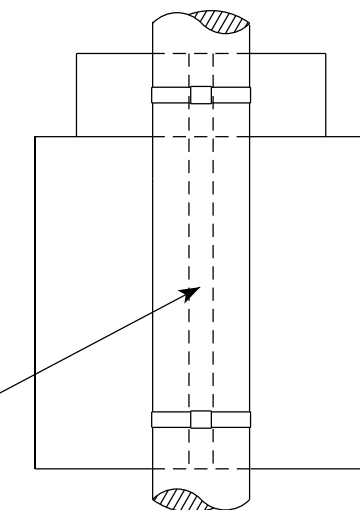
4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2

BANDING

SINGLE SIGN



"J" ASSEMBLY

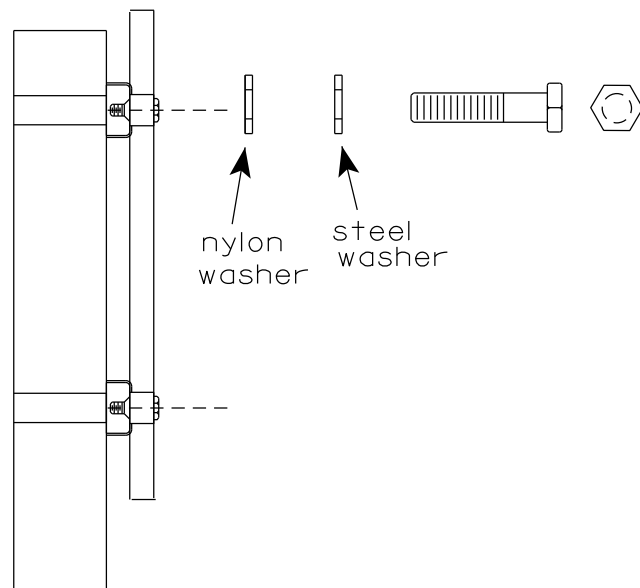


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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

WASHER PLACEMENT



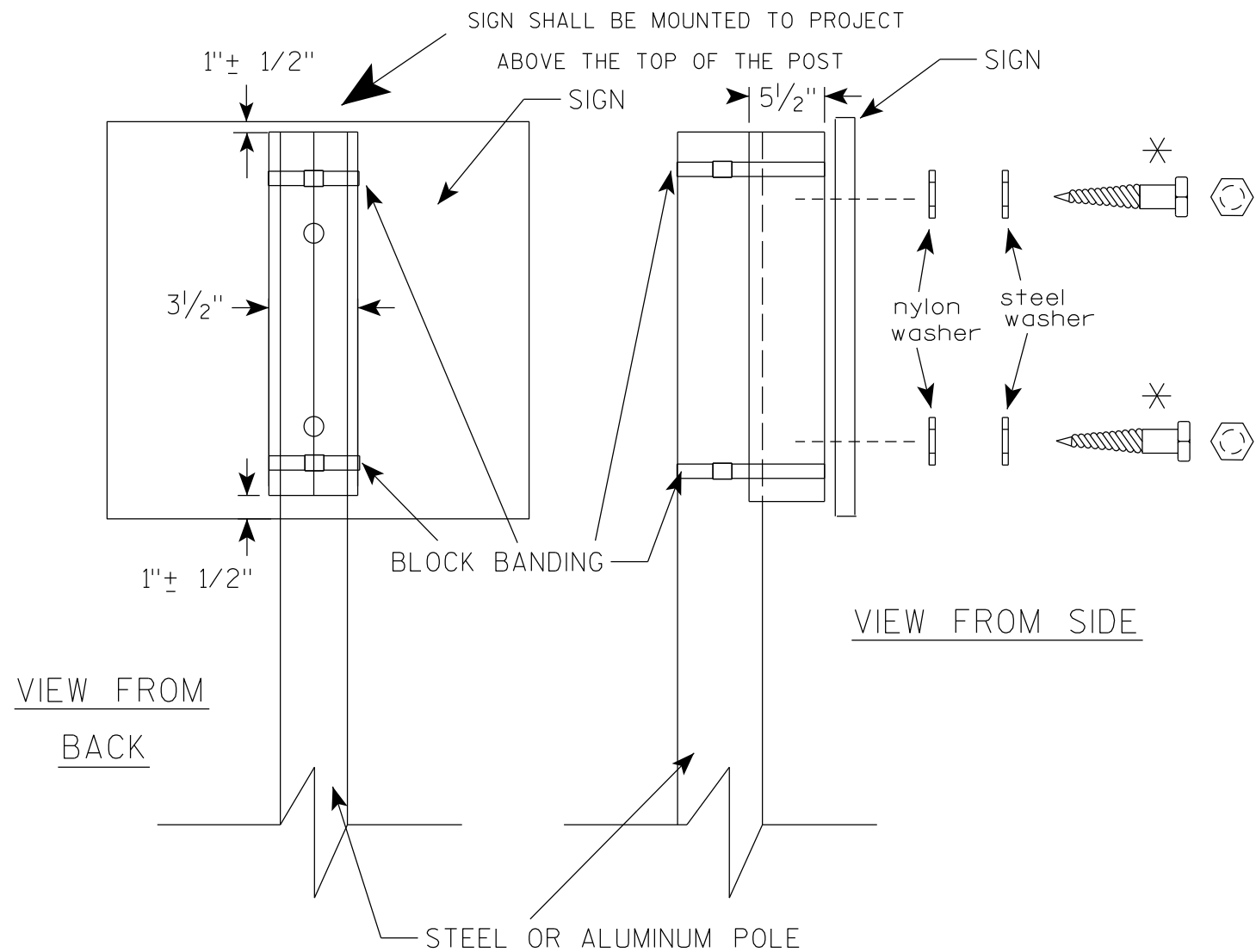
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

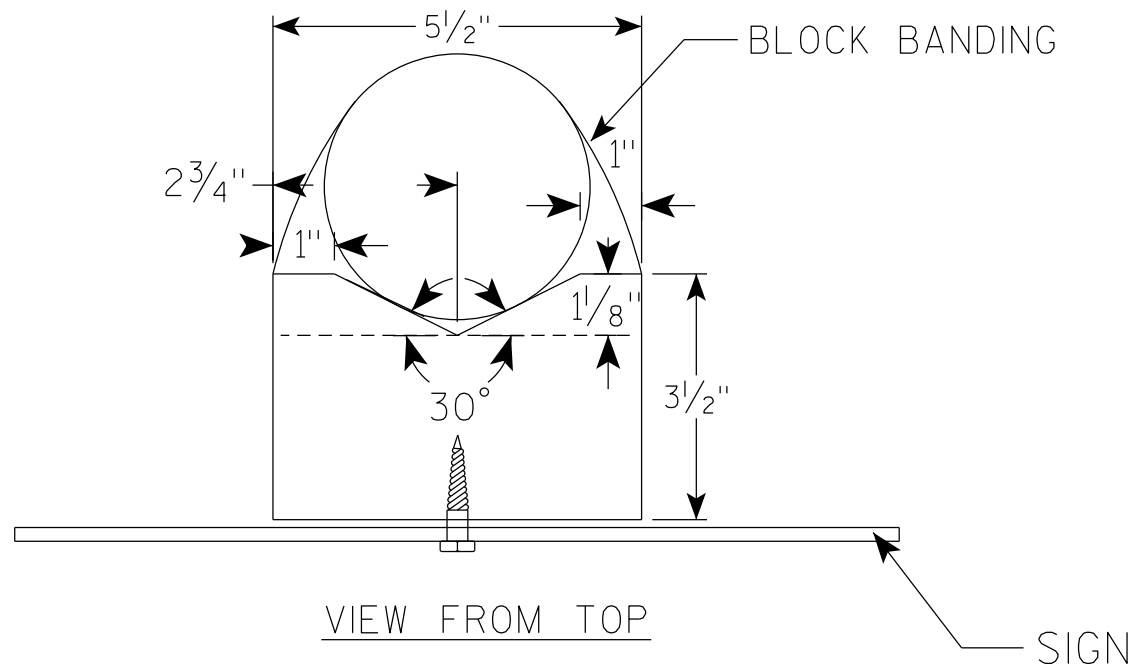
DATE 6/10/19 PLATE NO. A5-9.4



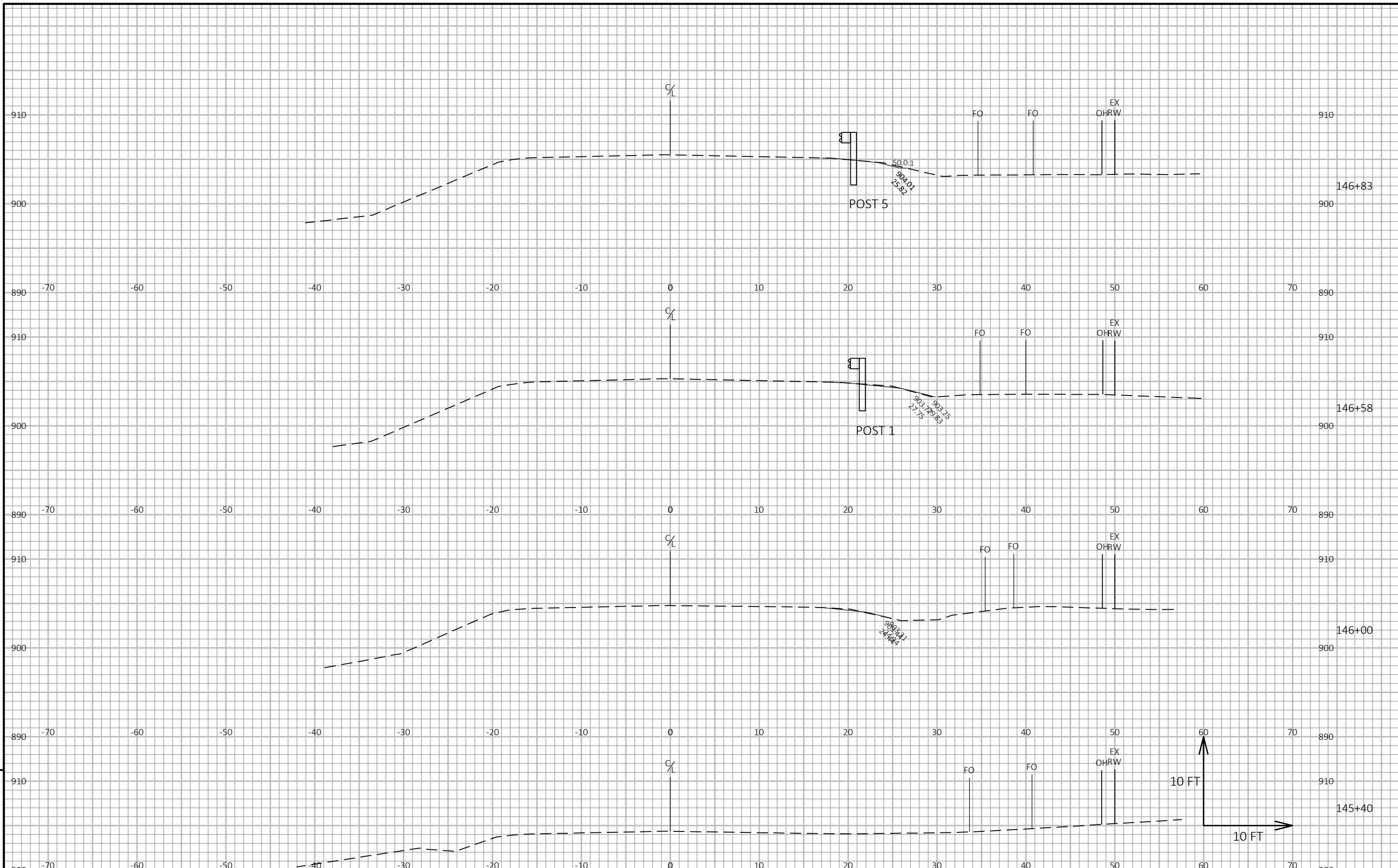
GENERAL NOTES

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

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"



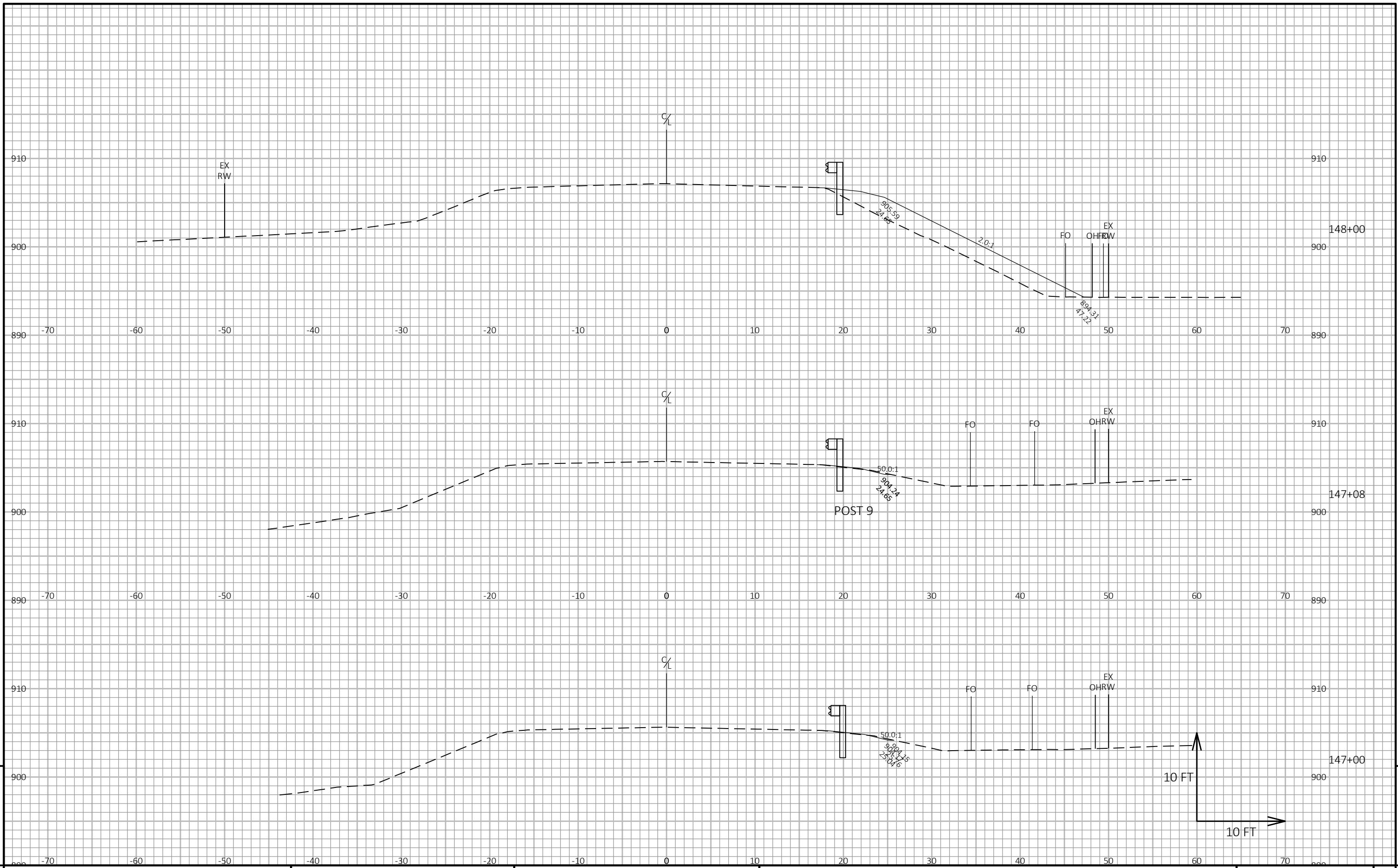
BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> for State Traffic Engineer
DATE 6/10/19	PLATE NO. A5-10.2



9

9

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 148+75	SHEET E
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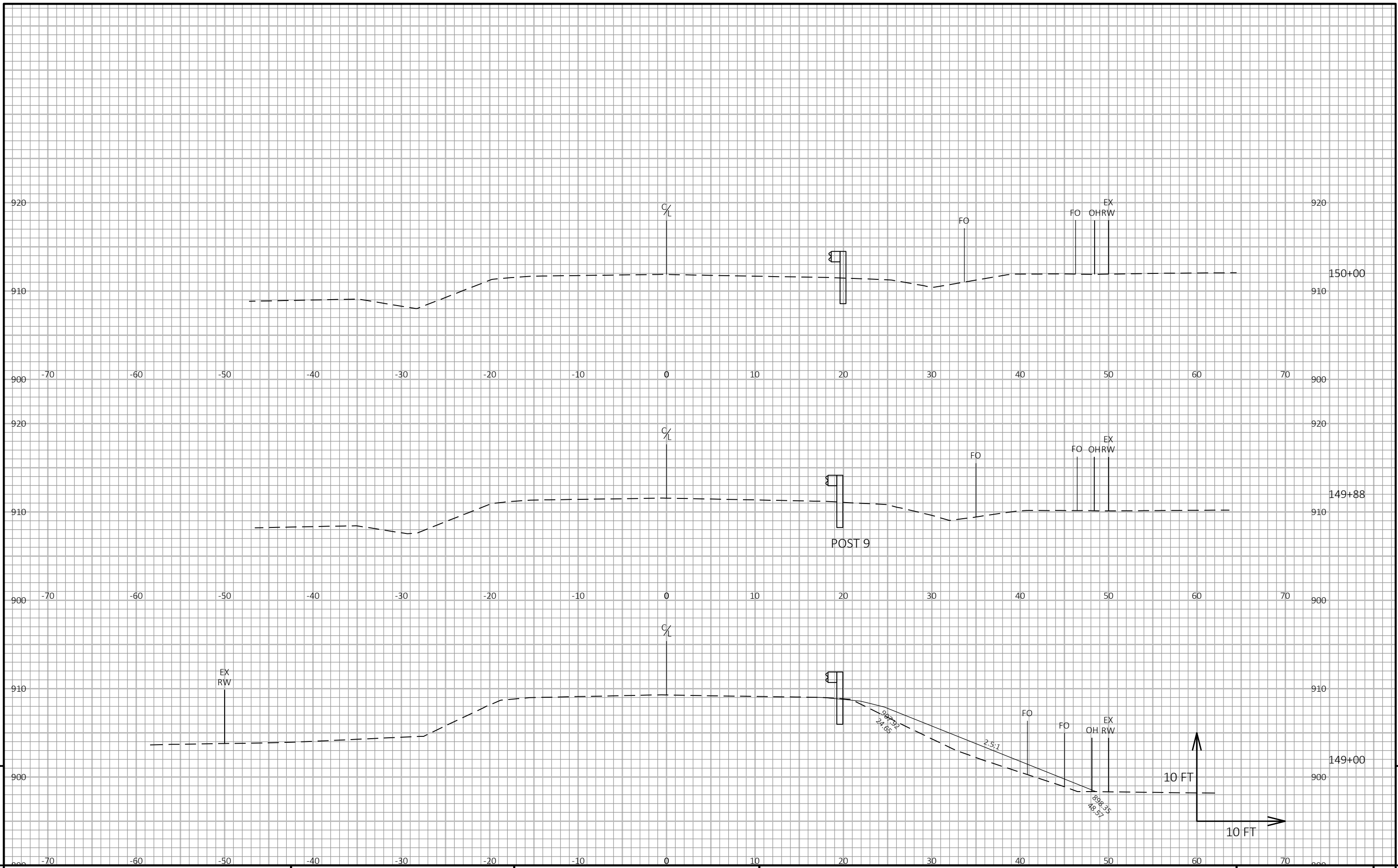
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 148+75 SHEET E

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LAYOUT NAME - 02



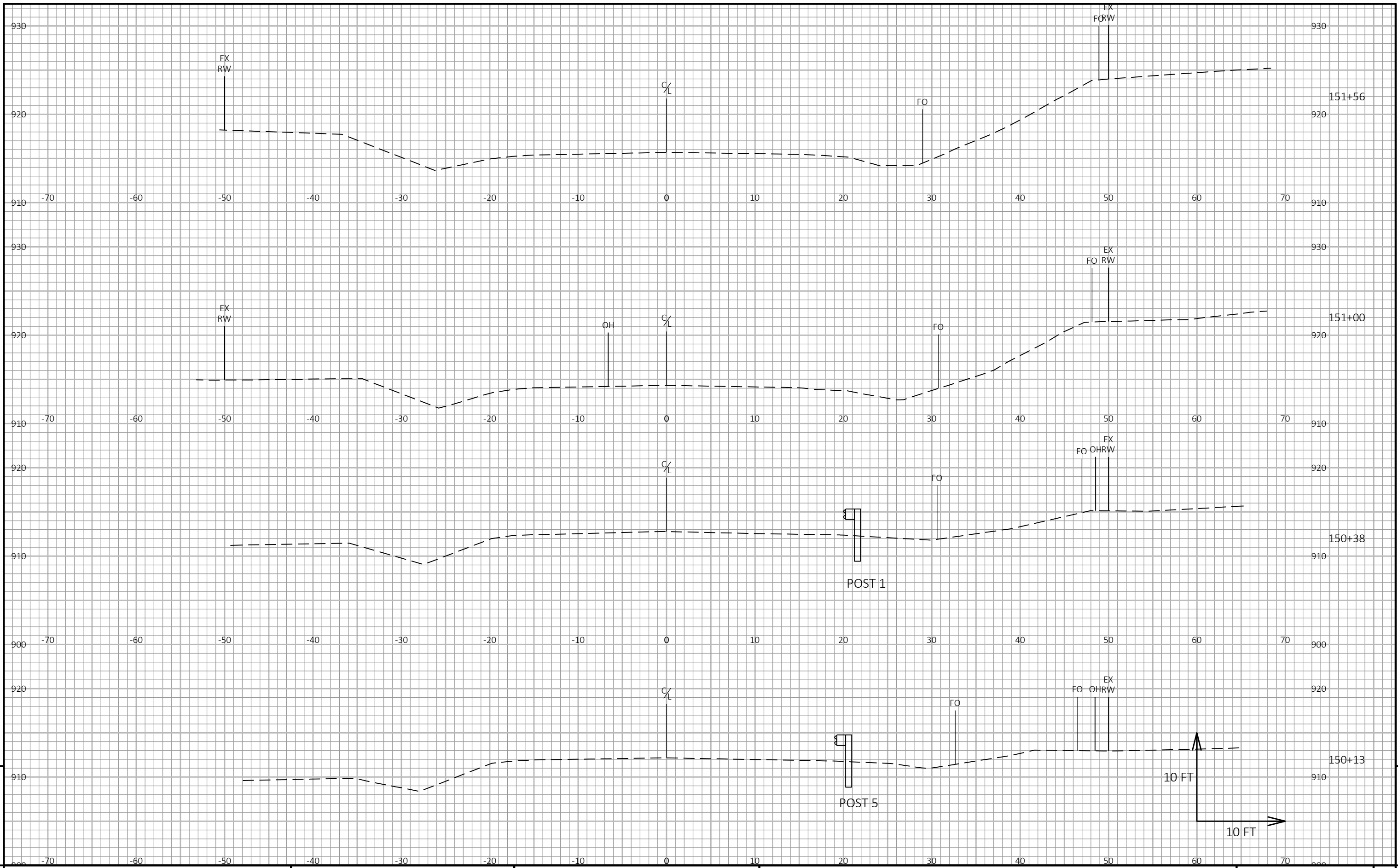
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 148+75 SHEET E

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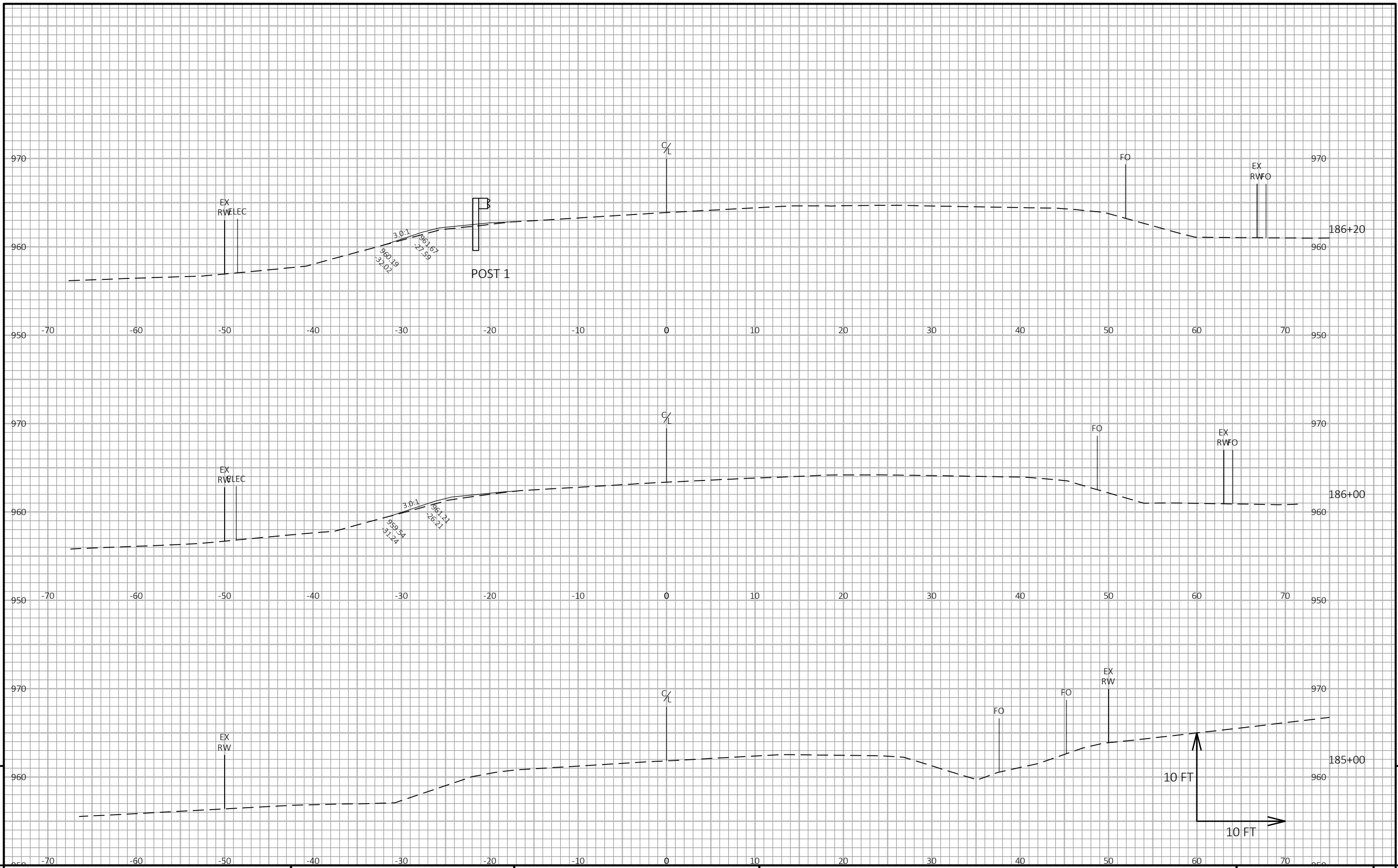
LAYOUT NAME - 03



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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 148+75	SHEET	E
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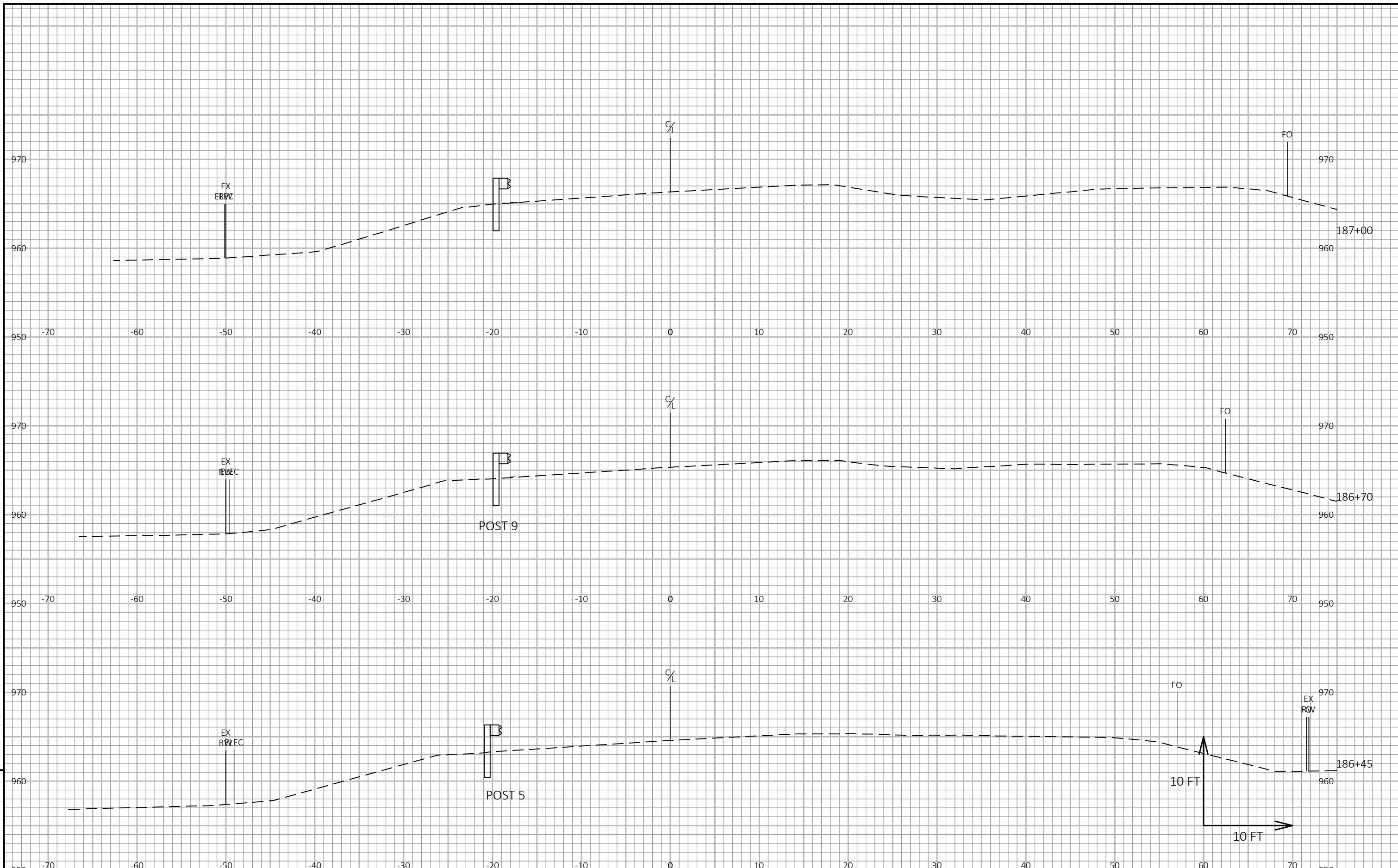
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 190+00	SHEET	E
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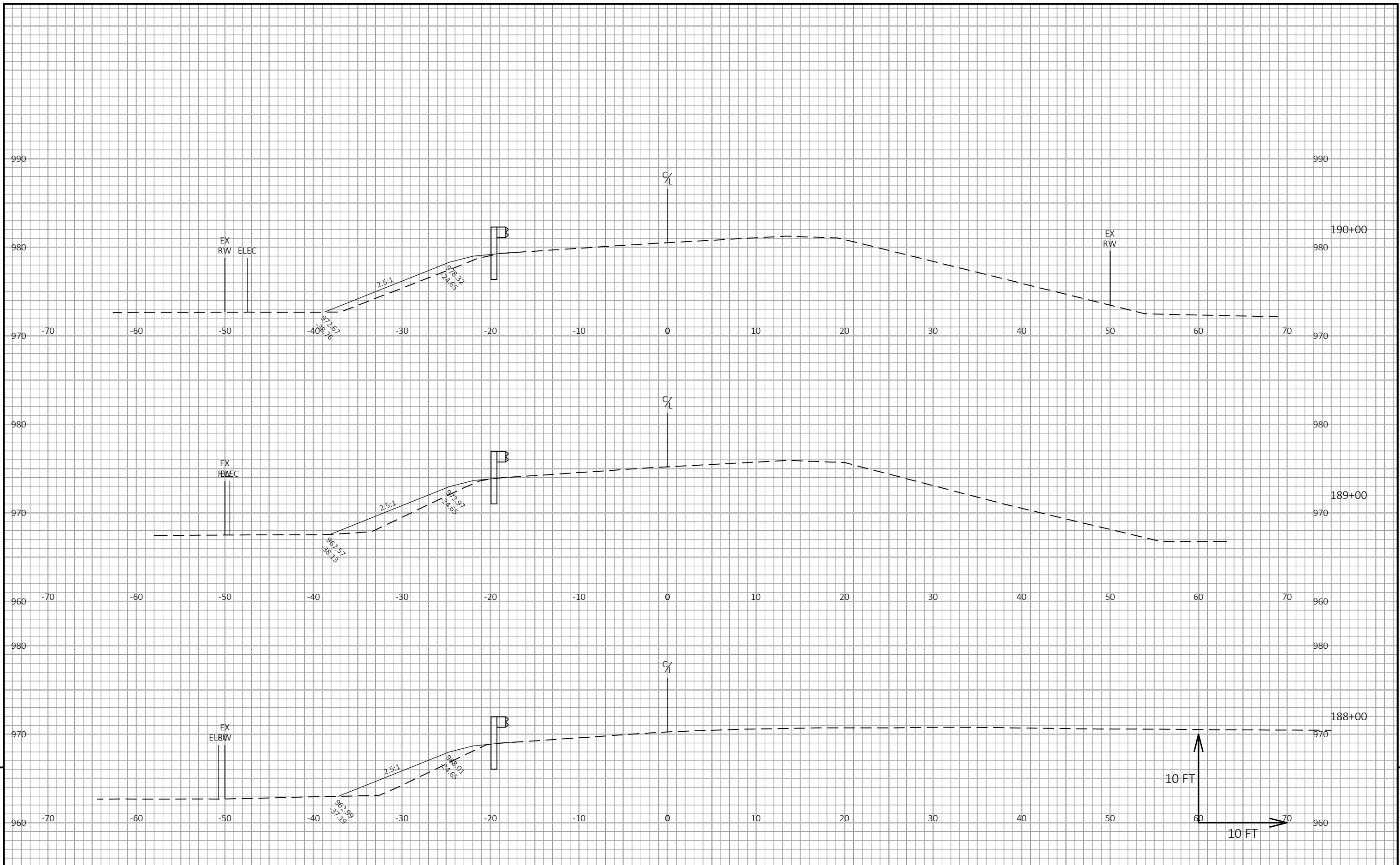
LAYOUT NAME - 01



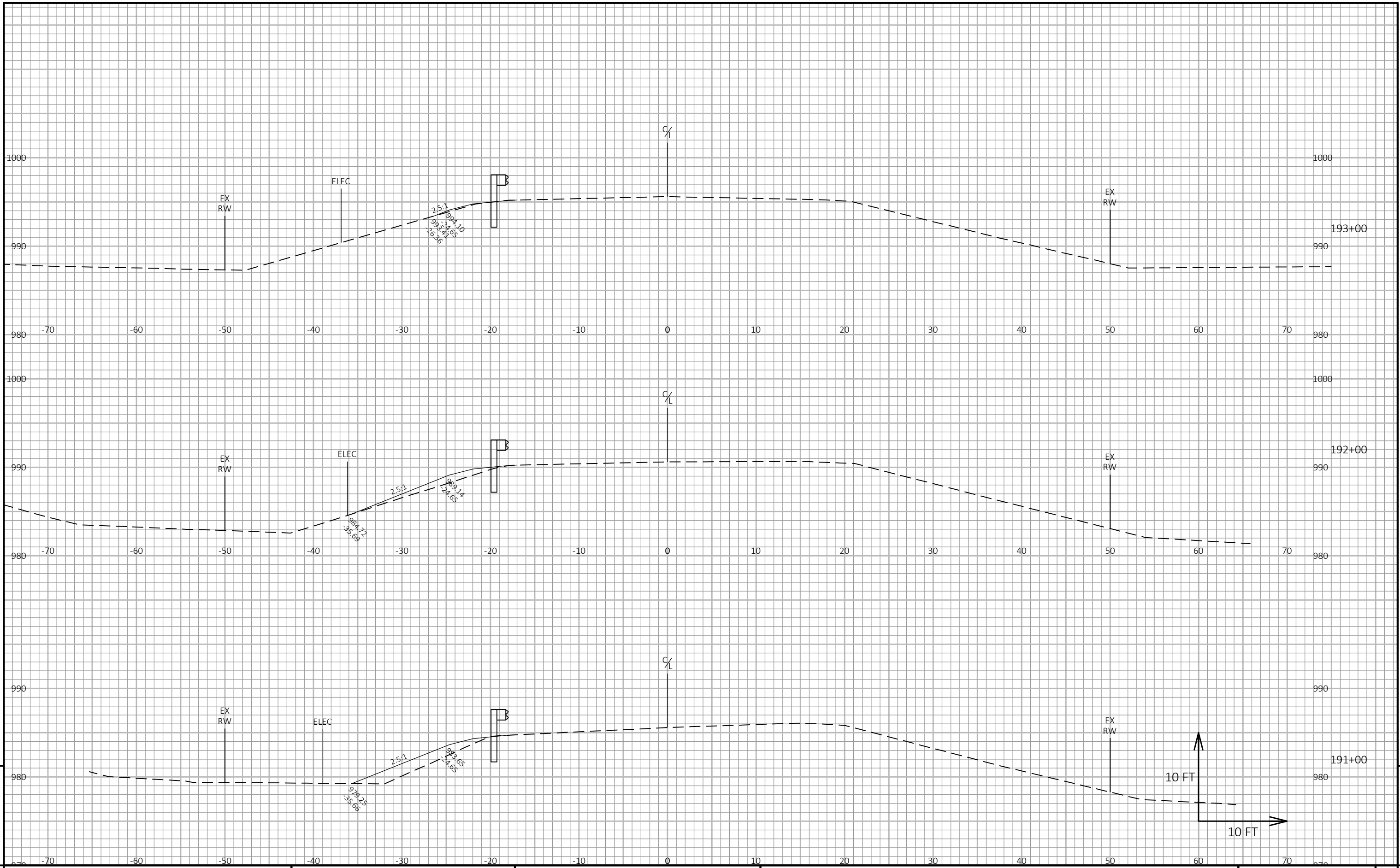
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 190+00	SHEET	E
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 190+00	SHEET	9
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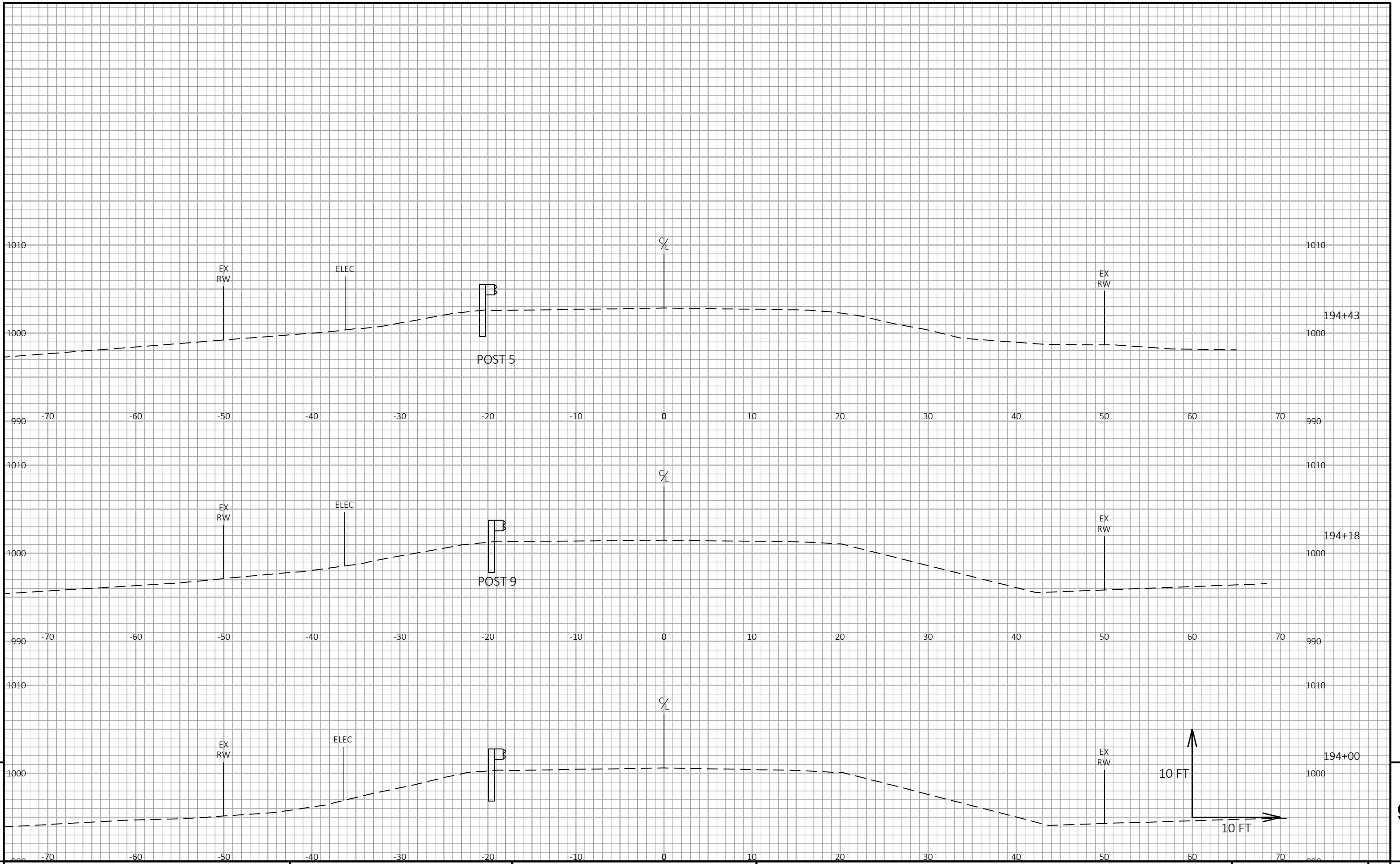


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 190+00	SHEET	E
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PROJECT NO: 6310-00-60

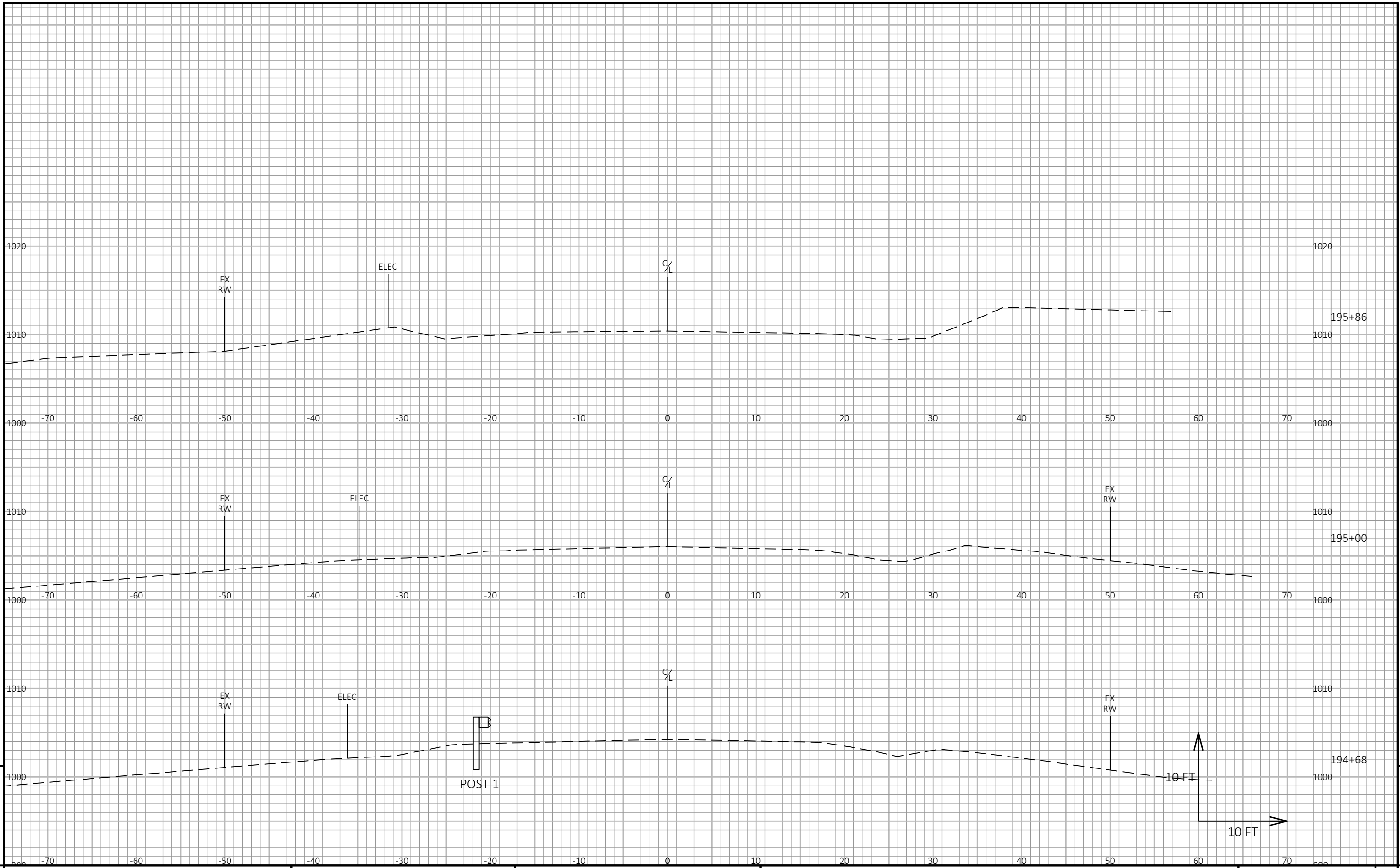
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 190+00

SHEET

E



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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 190+00	SHEET	E
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LAYOUT NAME - 06

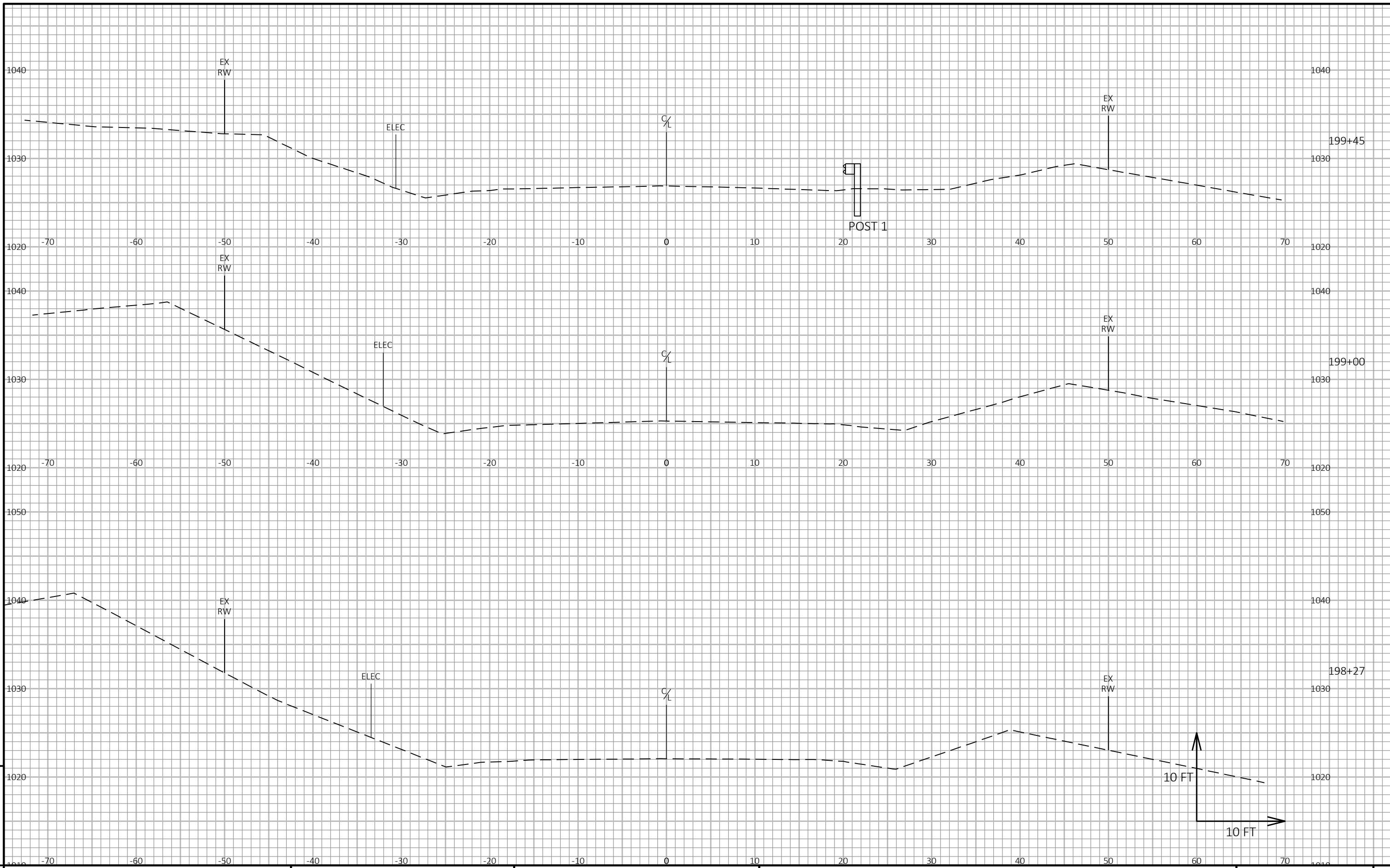
PLOT DATE : 10/16/2020 7:27 AM

PLOT BY : WEIGAND, BEN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

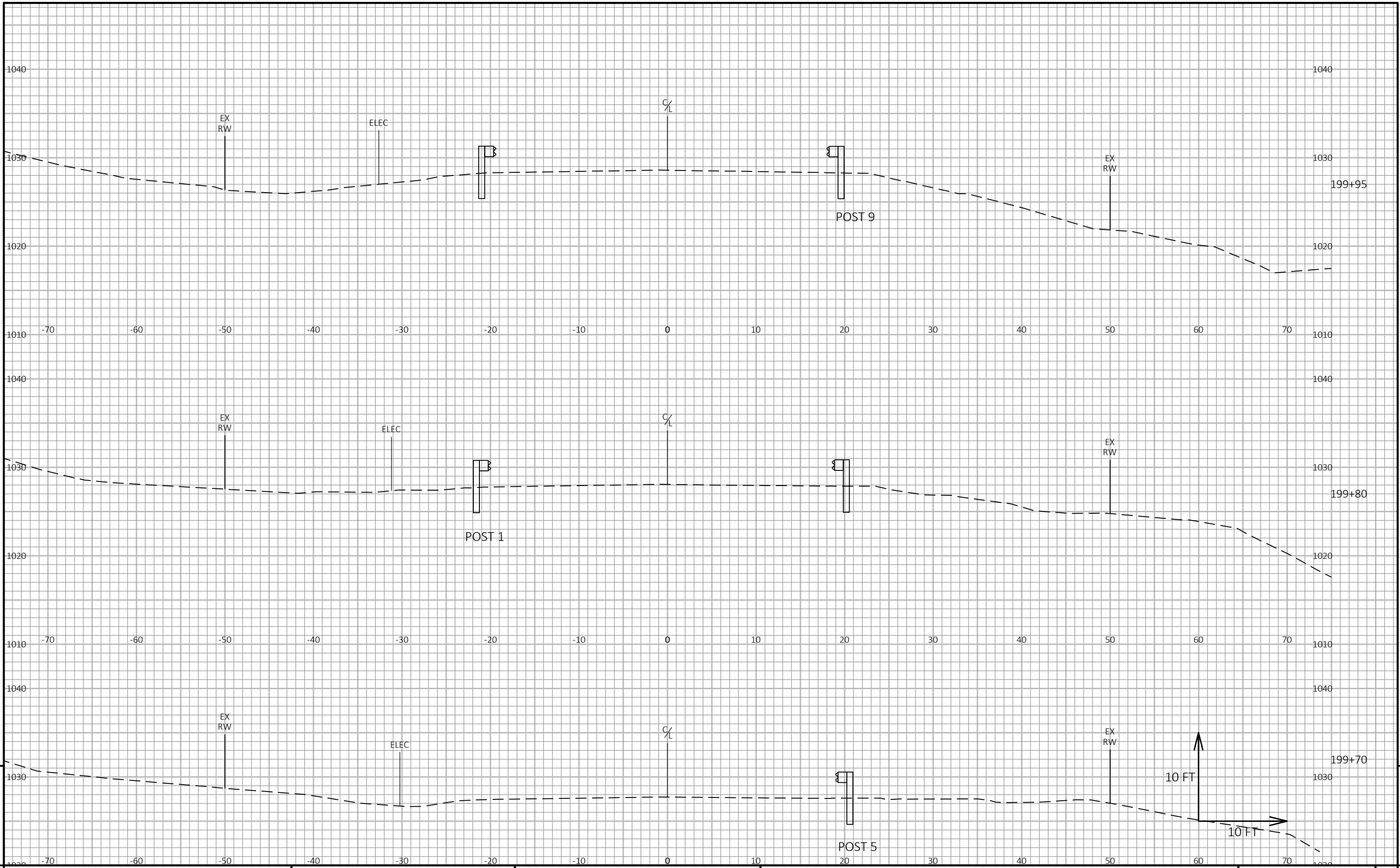
WISDOT/CADD SHEET 49



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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 201+00	SHEET	E
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PROJECT NO: 6310-00-60

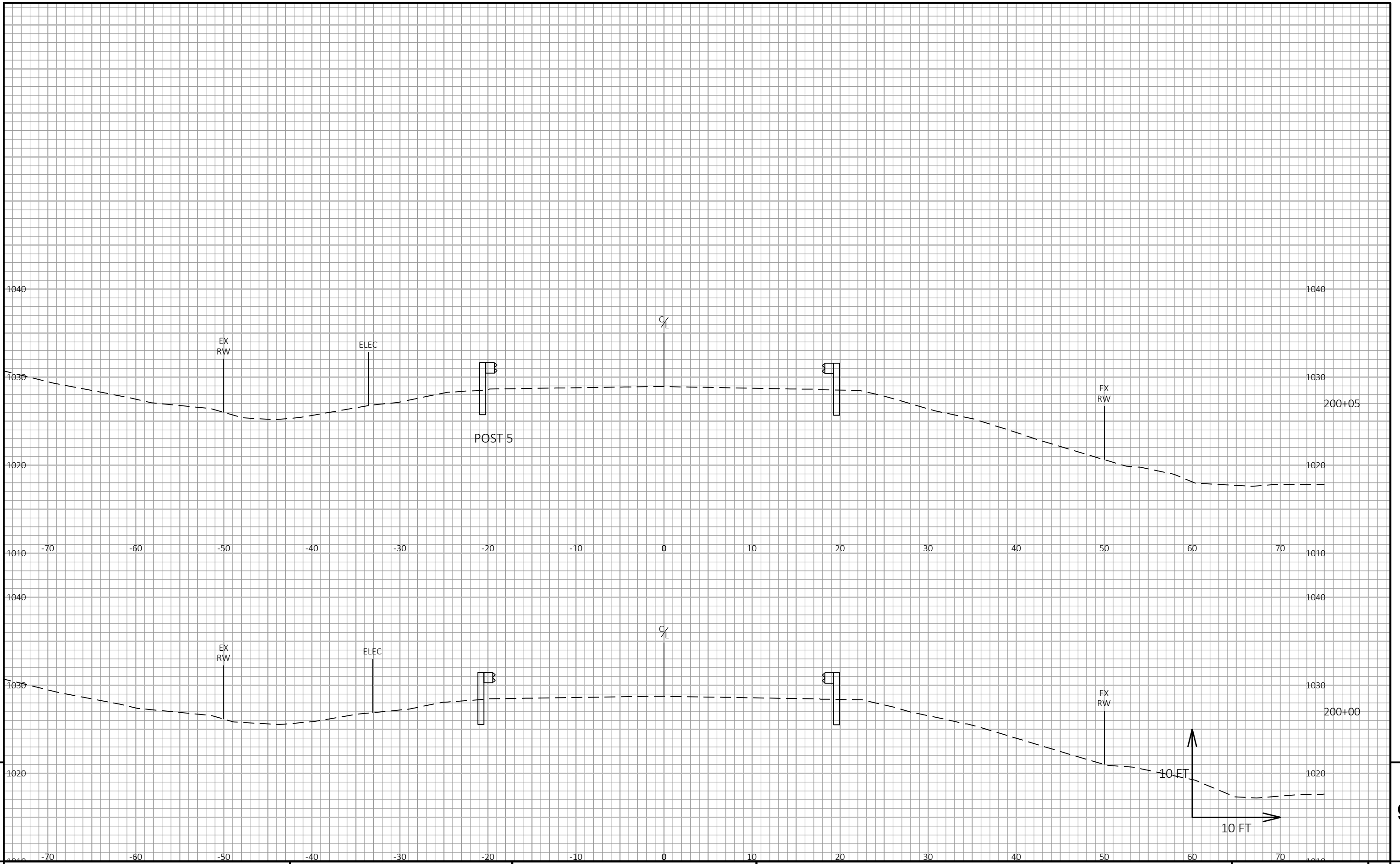
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 201+00

SHEET

E



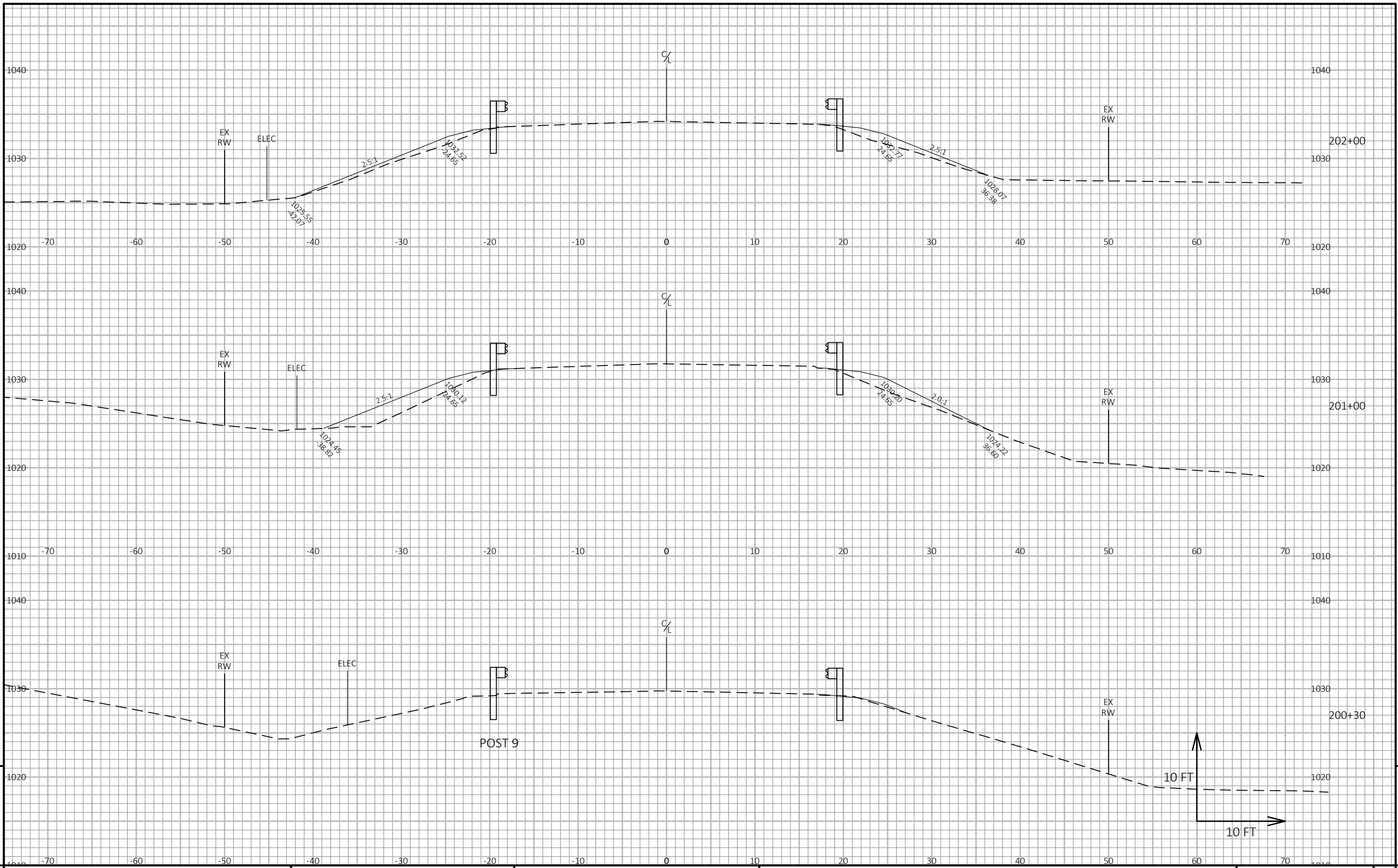
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 201+00	SHEET	E
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LAYOUT NAME - 03



PROJECT NO: 6310-00-60

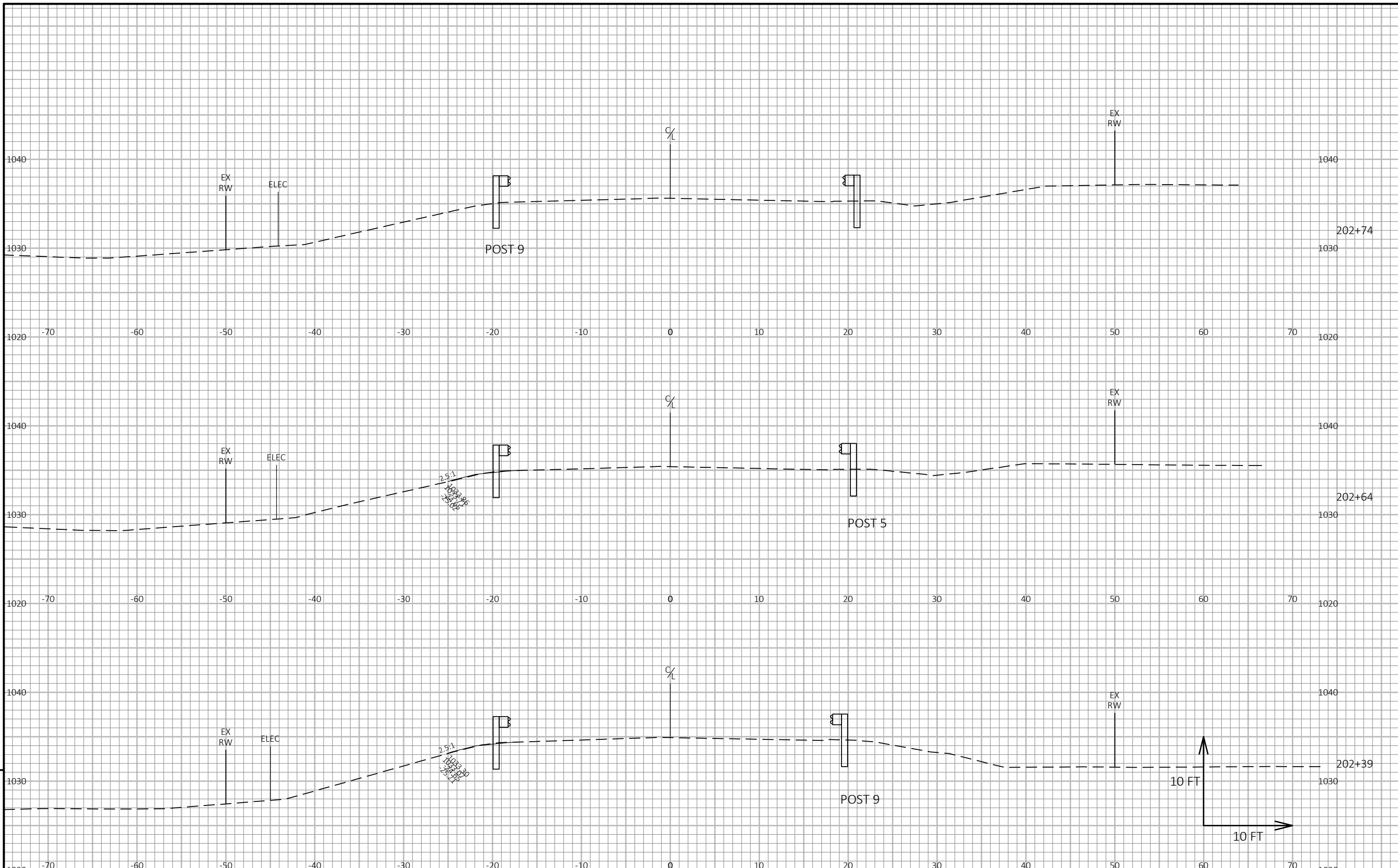
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COUNTY: WAUSHARA

CROSS SECTIONS: MGS 201+00

SHEET

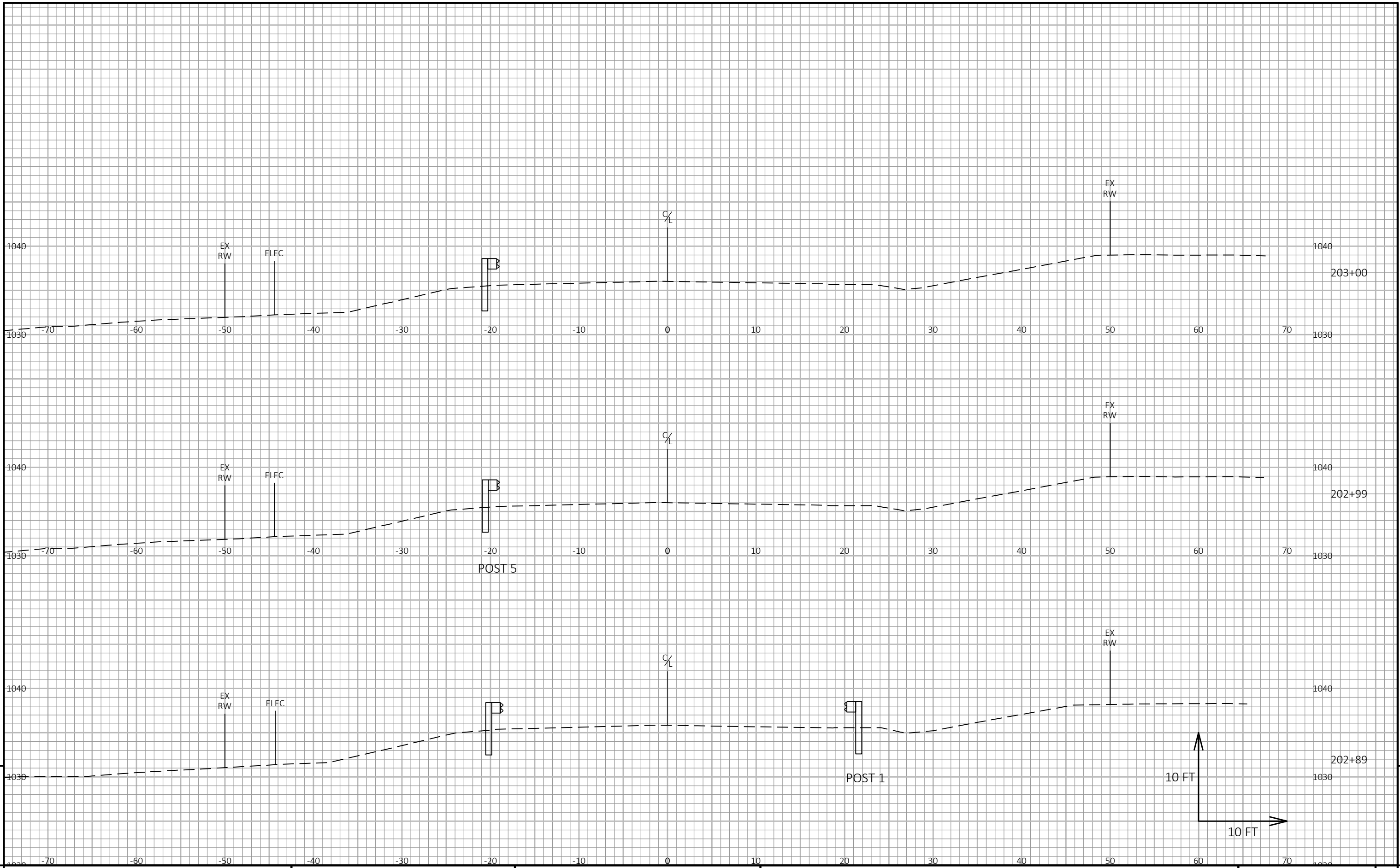
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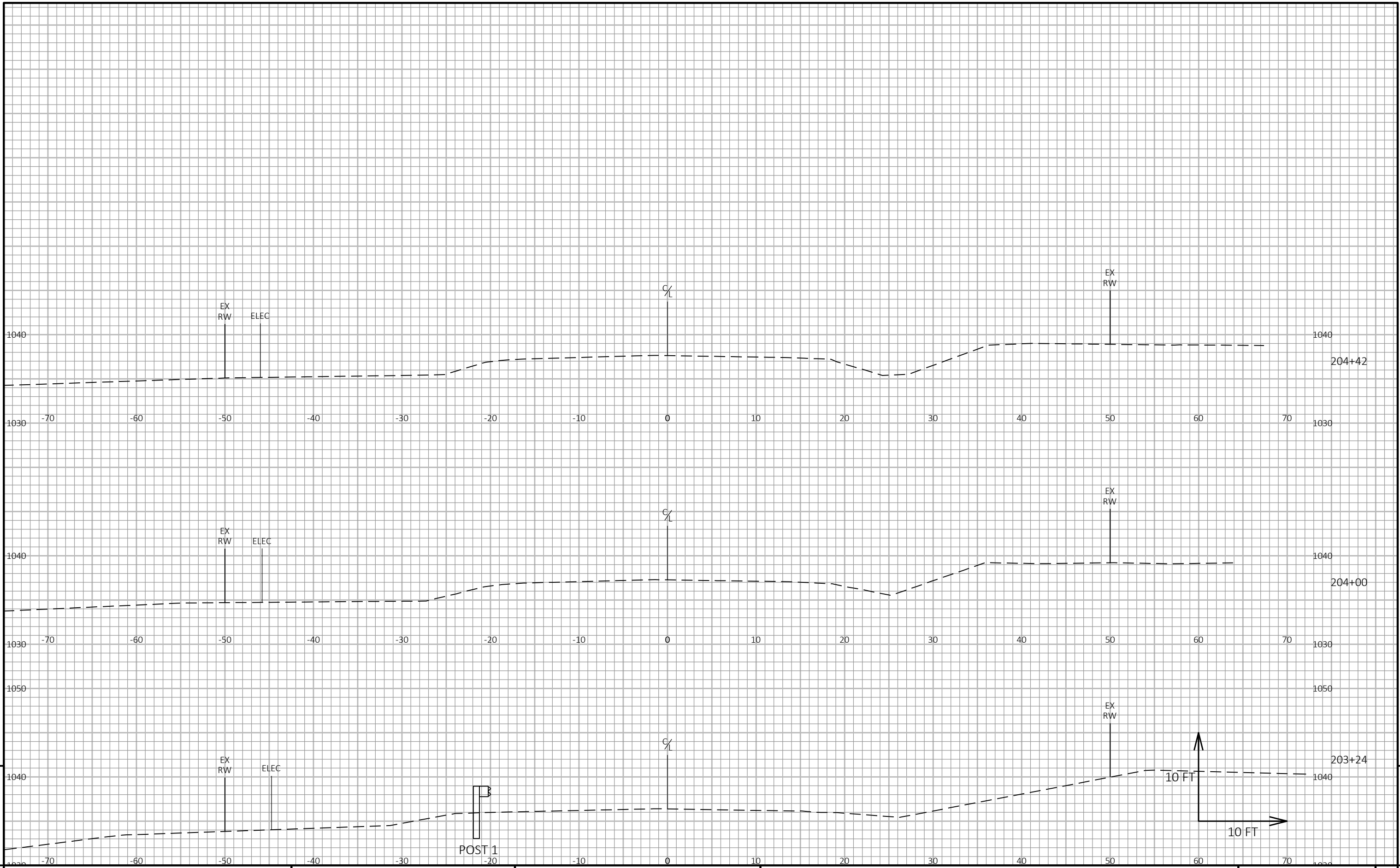
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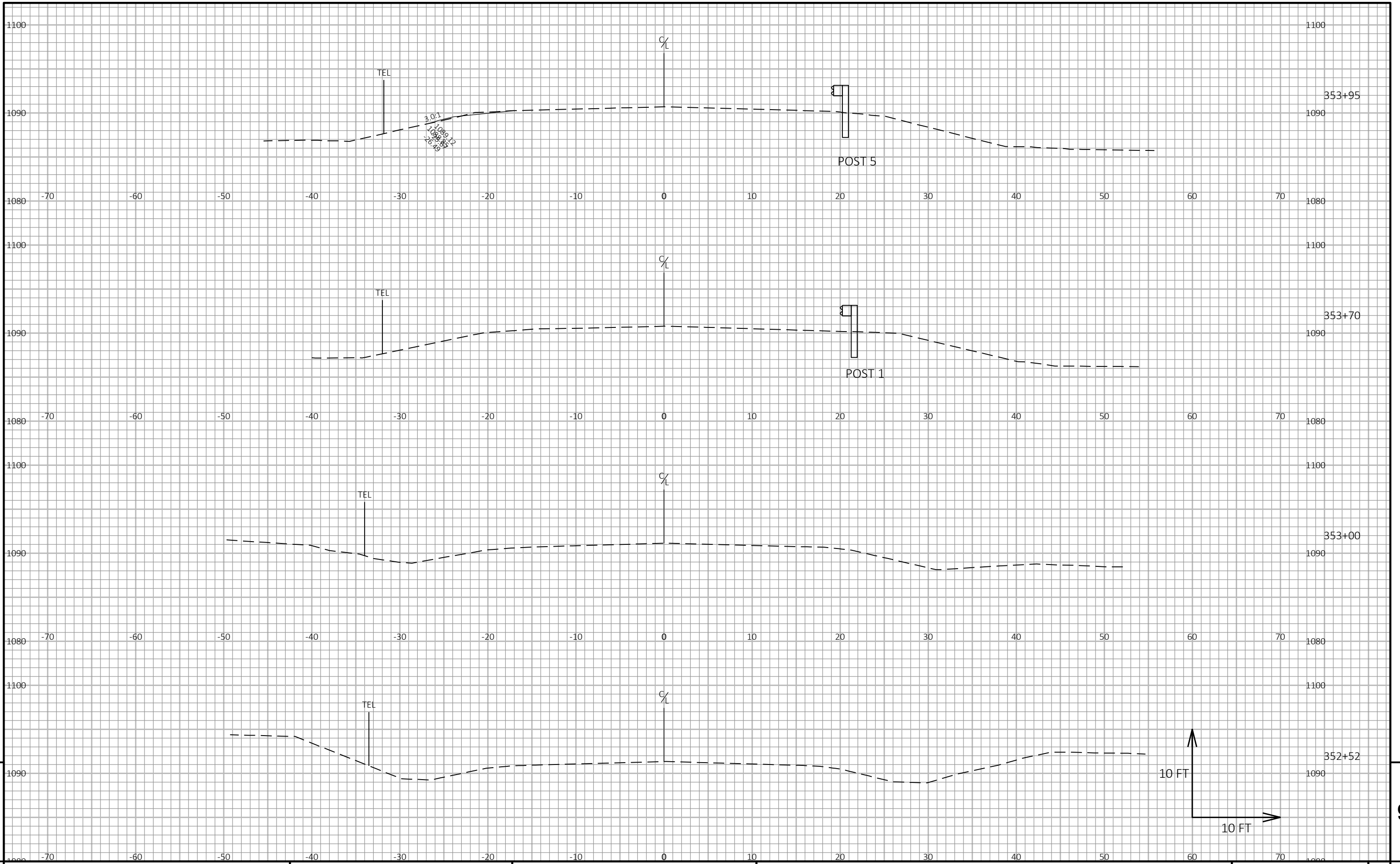
PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 201+00	SHEET	E
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 201+00	SHEET	E
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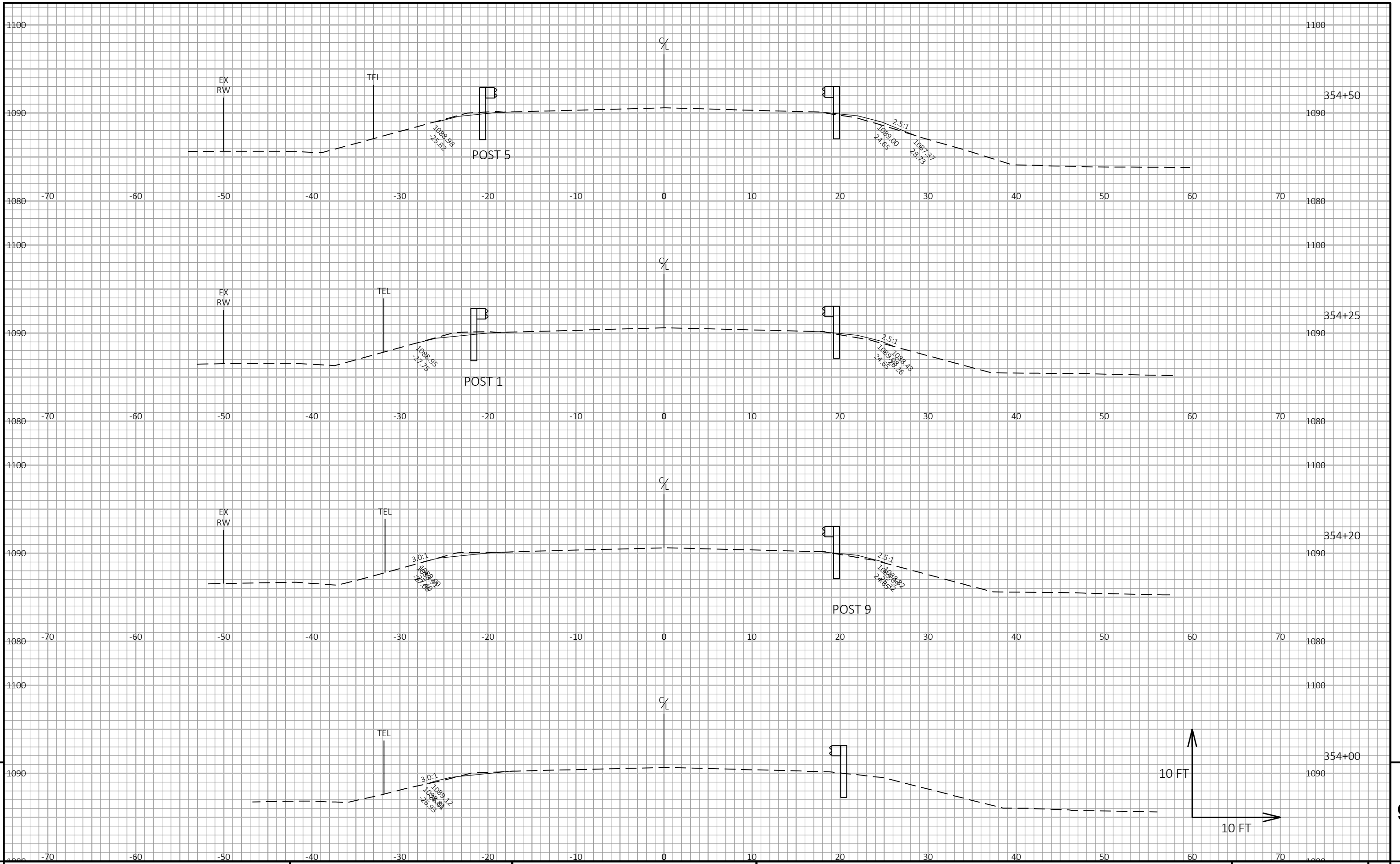


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 357+25	SHEET	E
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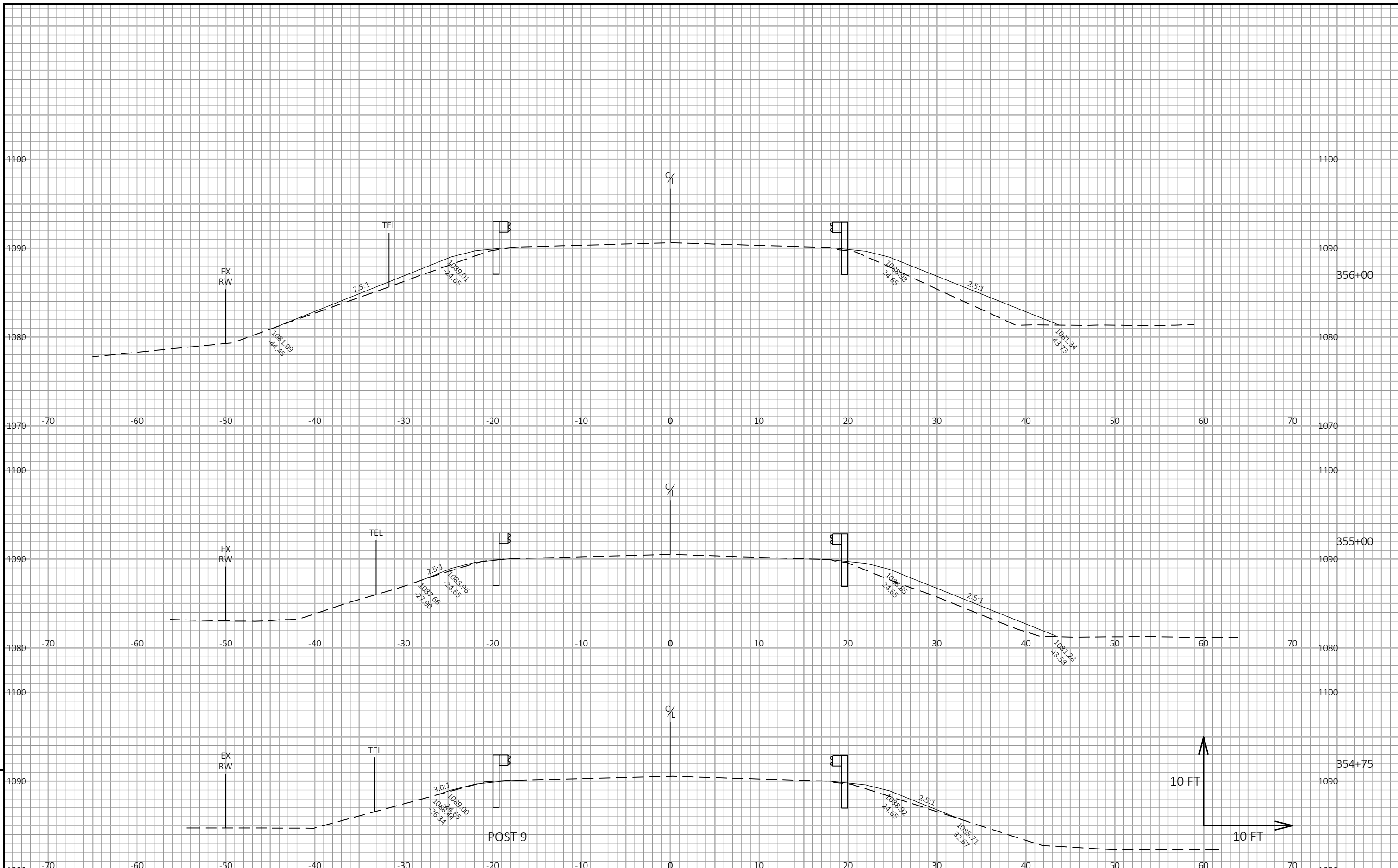
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 357+25 SHEET E

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LAYOUT NAME - 02



PROJECT NO: 6310-00-60

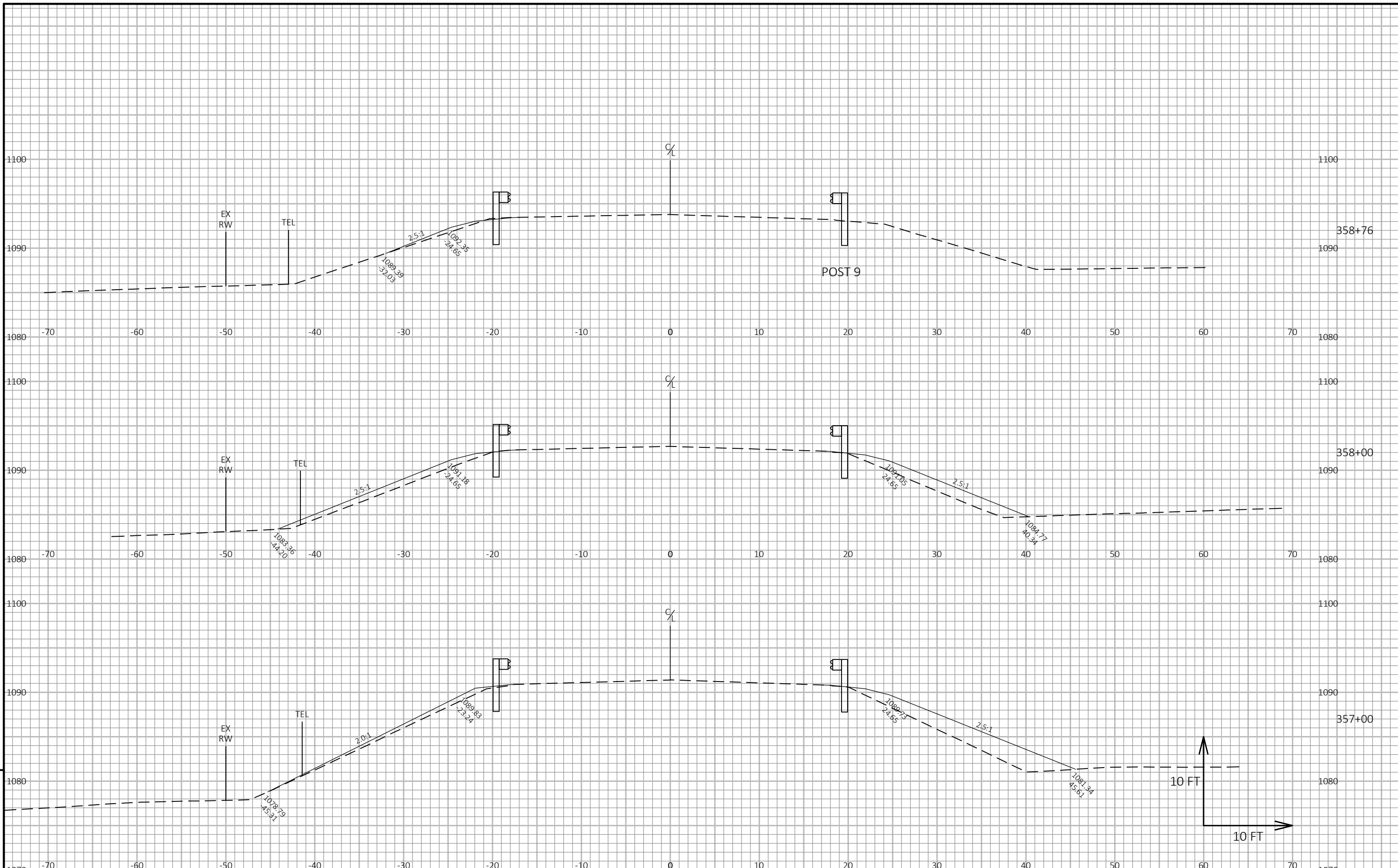
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 357+25

SHEET

E

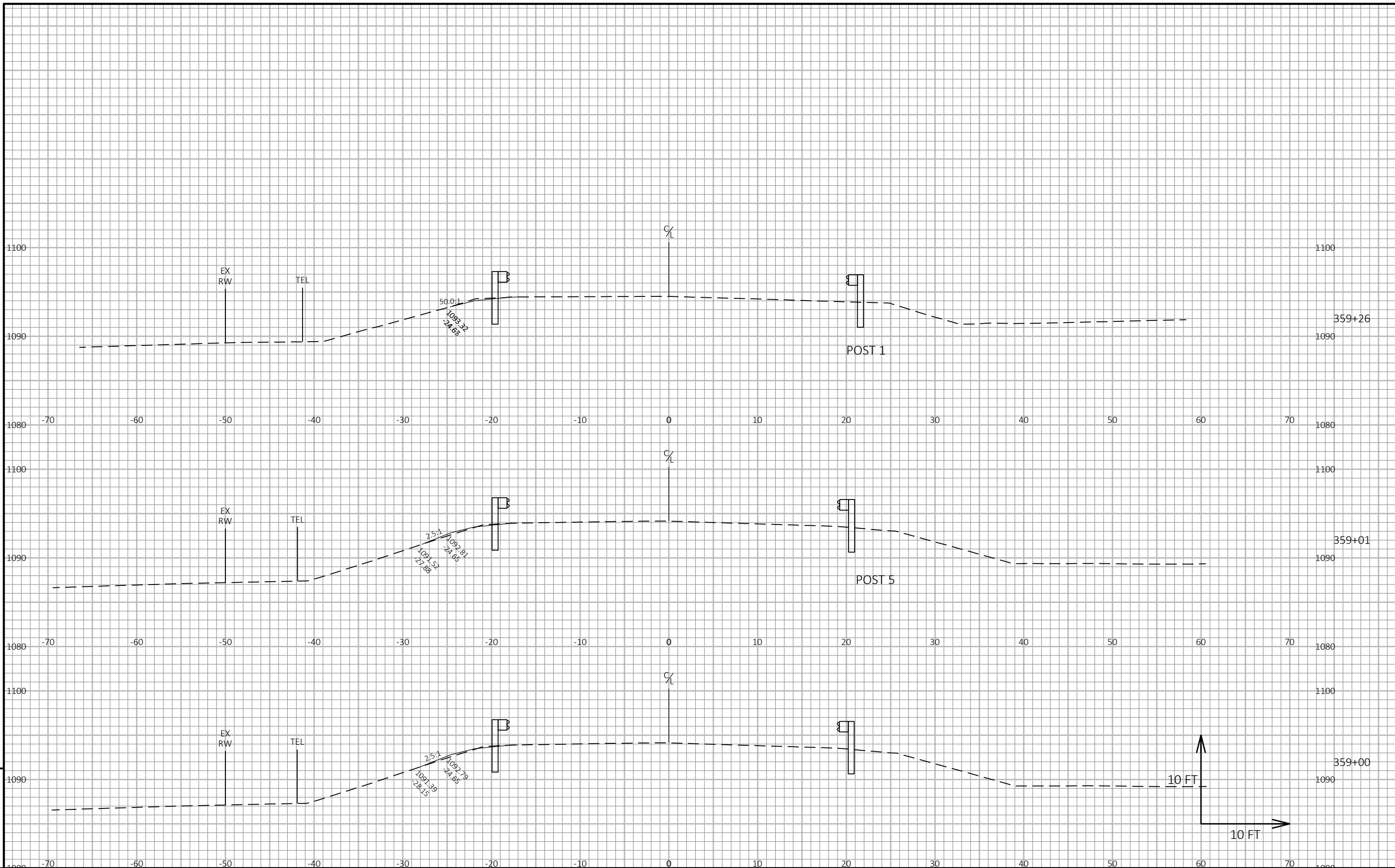


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 357+25	SHEET	E
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PROJECT NO: 6310-00-60

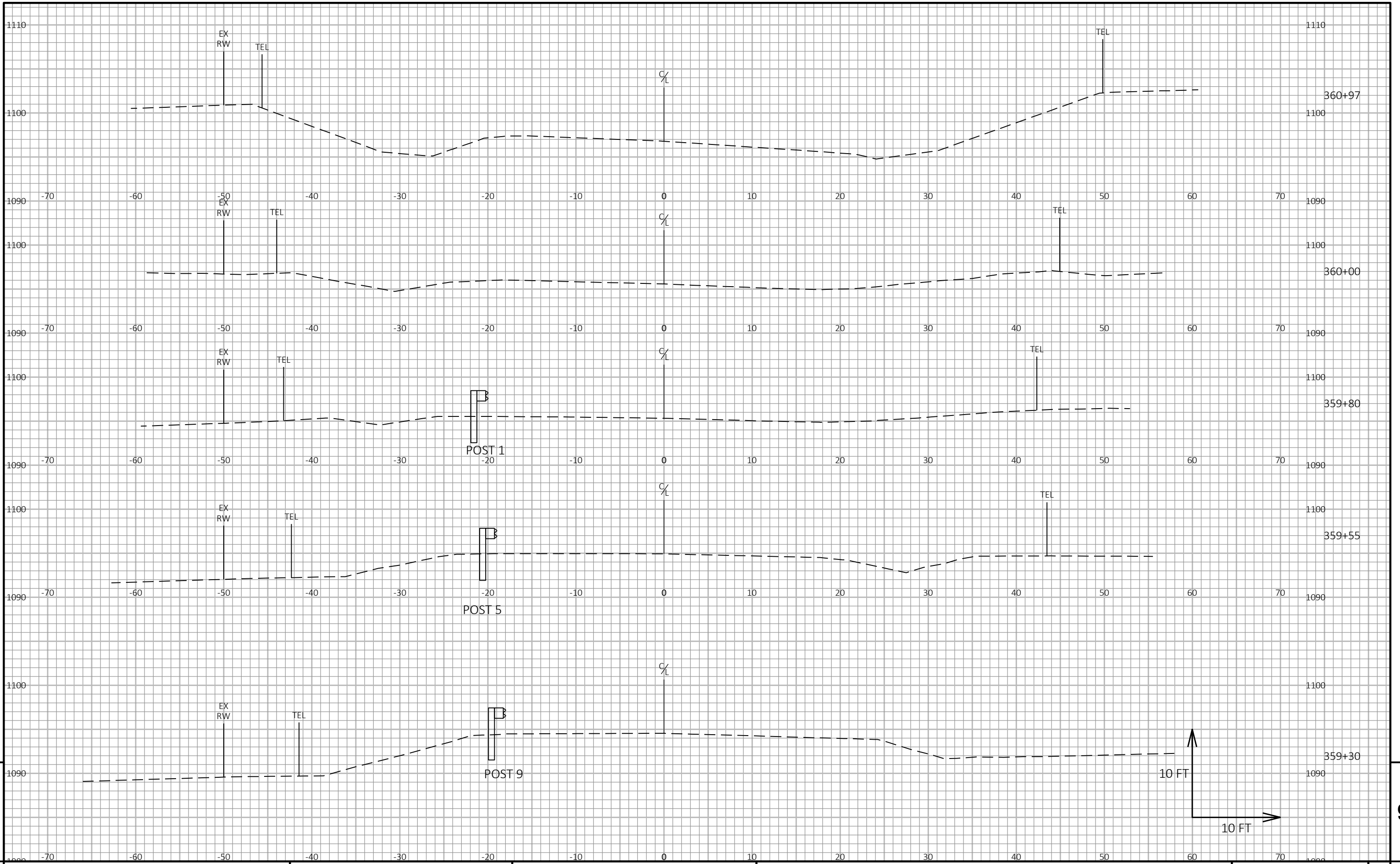
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 357+25

SHEET

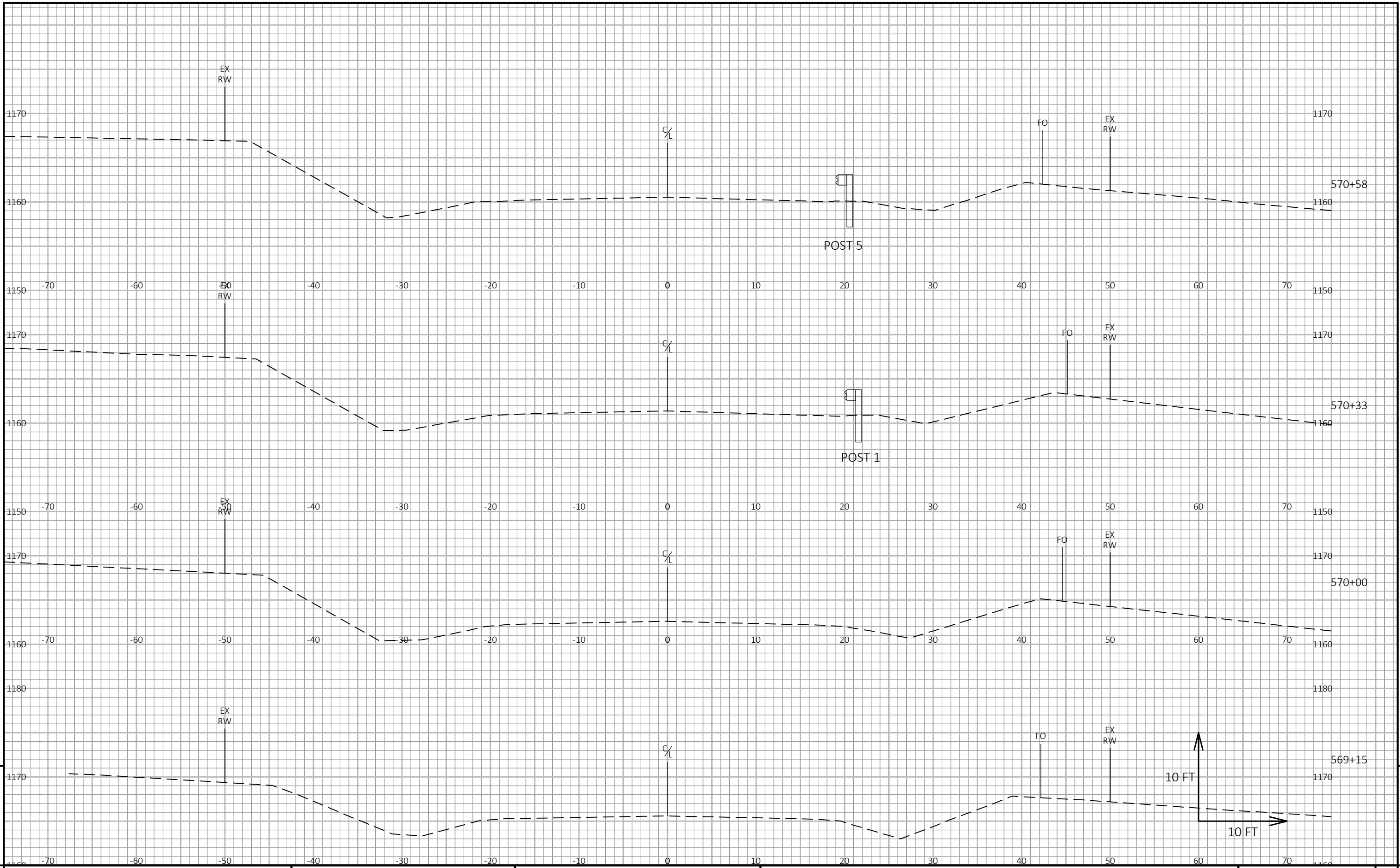
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 357+25	SHEET	E
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PROJECT NO: 6310-00-60

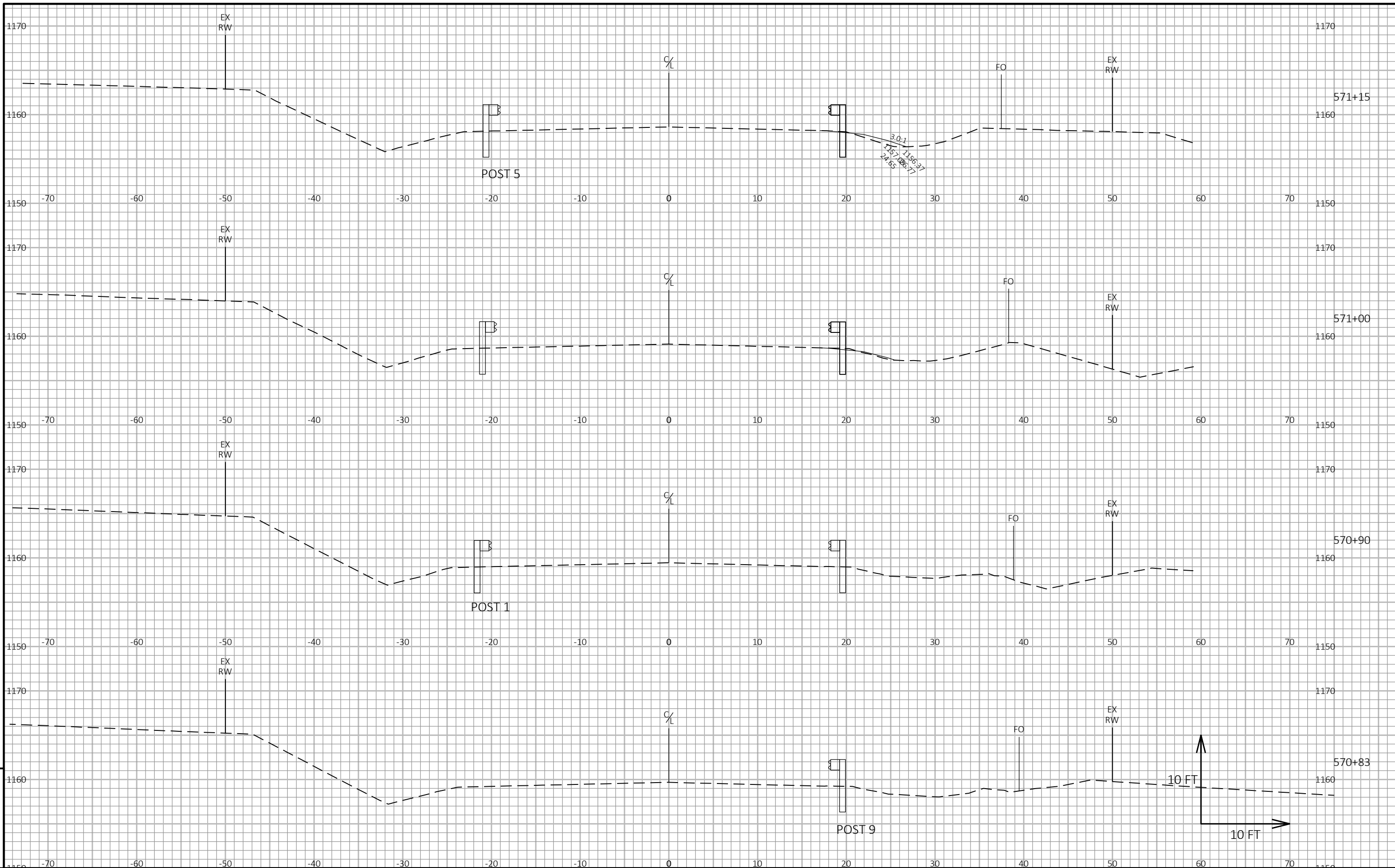
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 575+00

SHEET

E



PROJECT NO: 6310-00-60

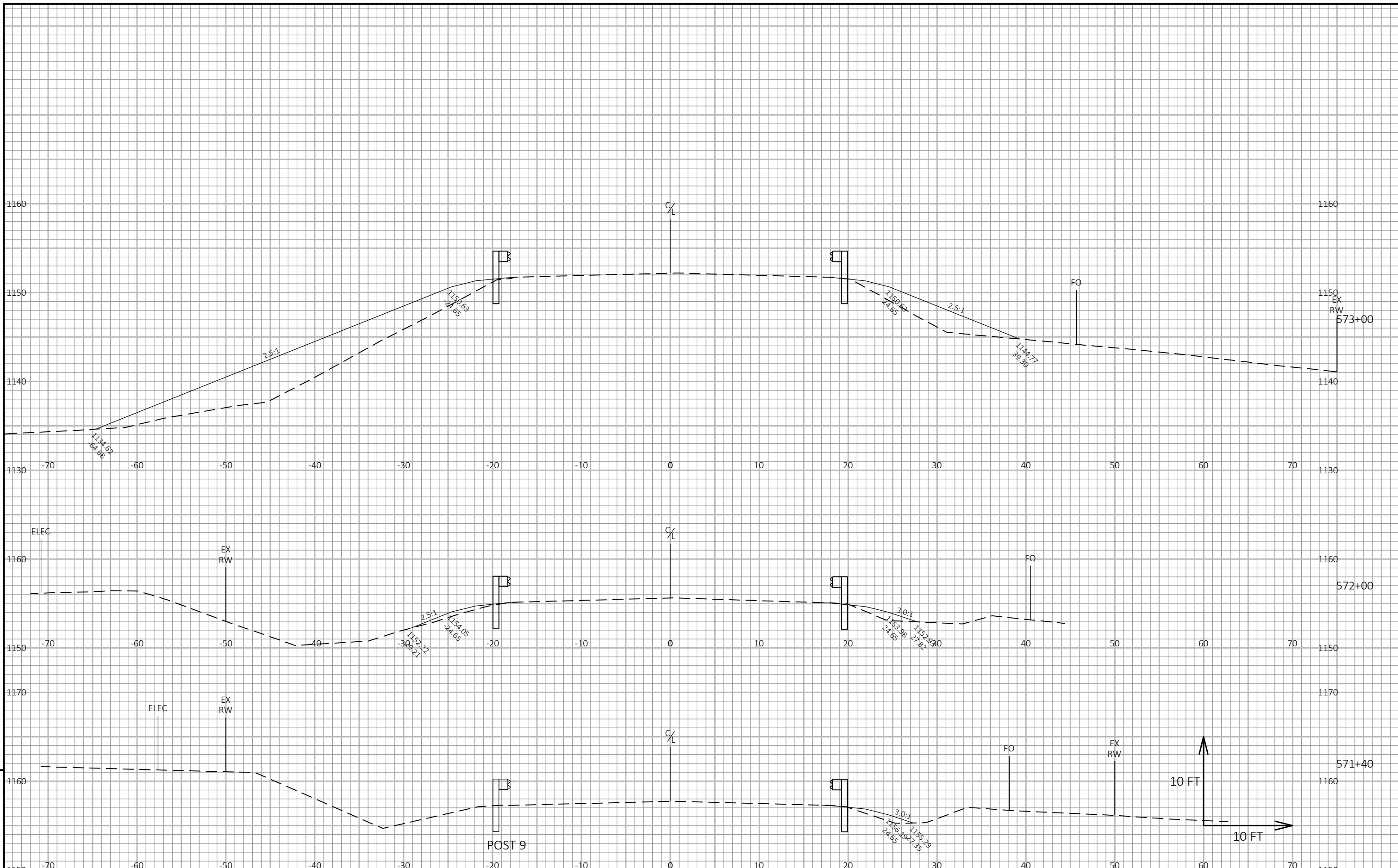
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COUNTY: WAUSHARA

CROSS SECTIONS: MGS 575+00

SHEET

E



PROJECT NO: 6310-00-60

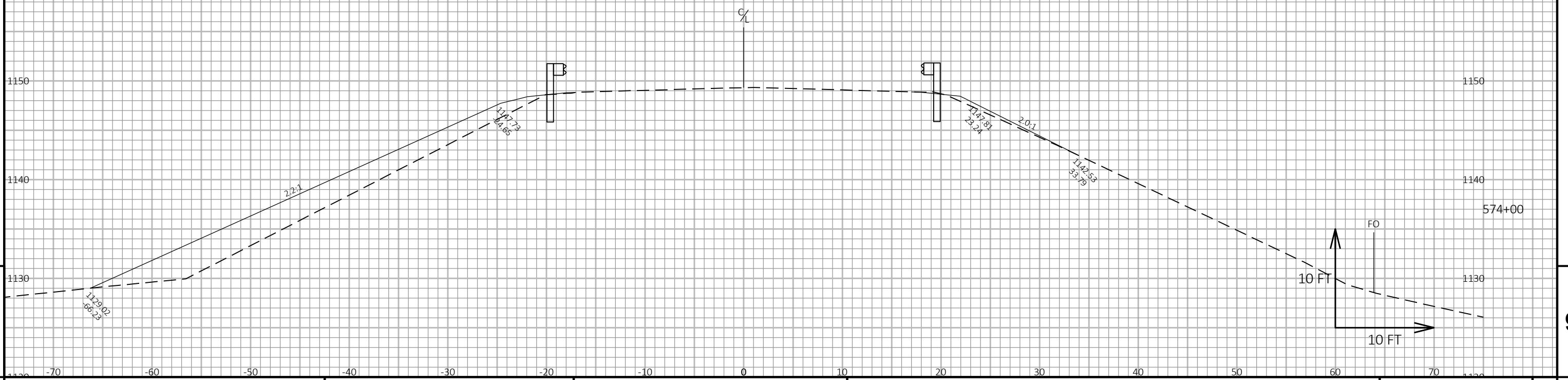
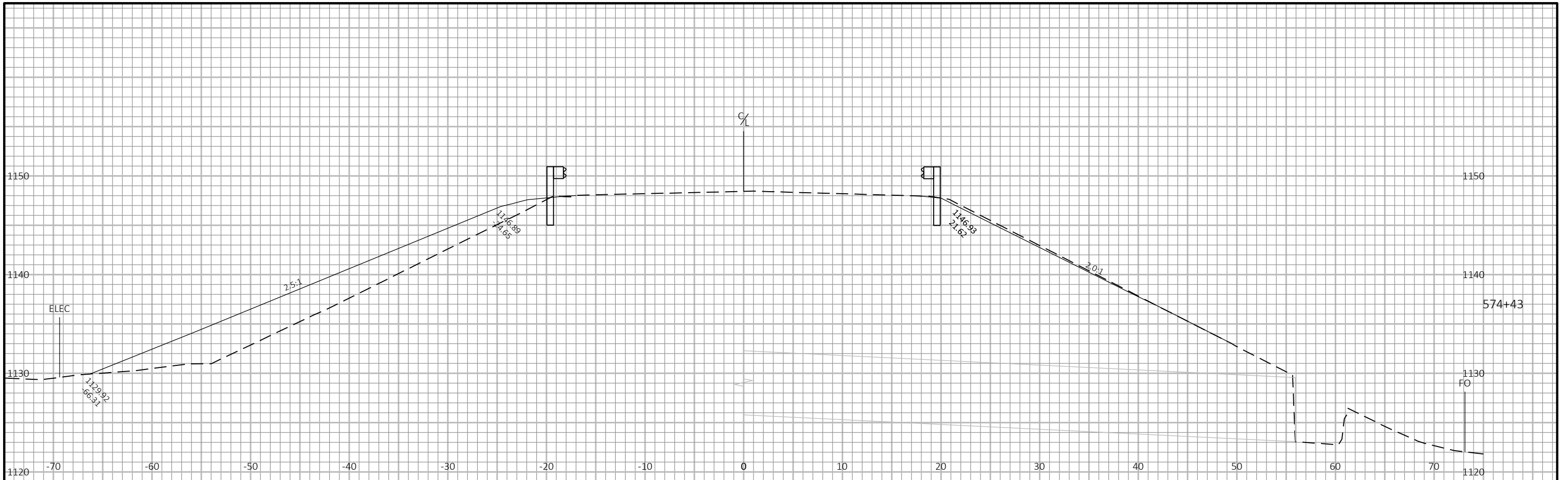
HWY: STH 73

COUNTY: WAUSHARA

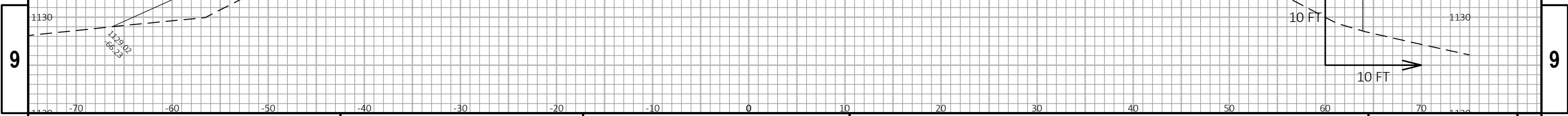
CROSS SECTIONS: MGS 575+00

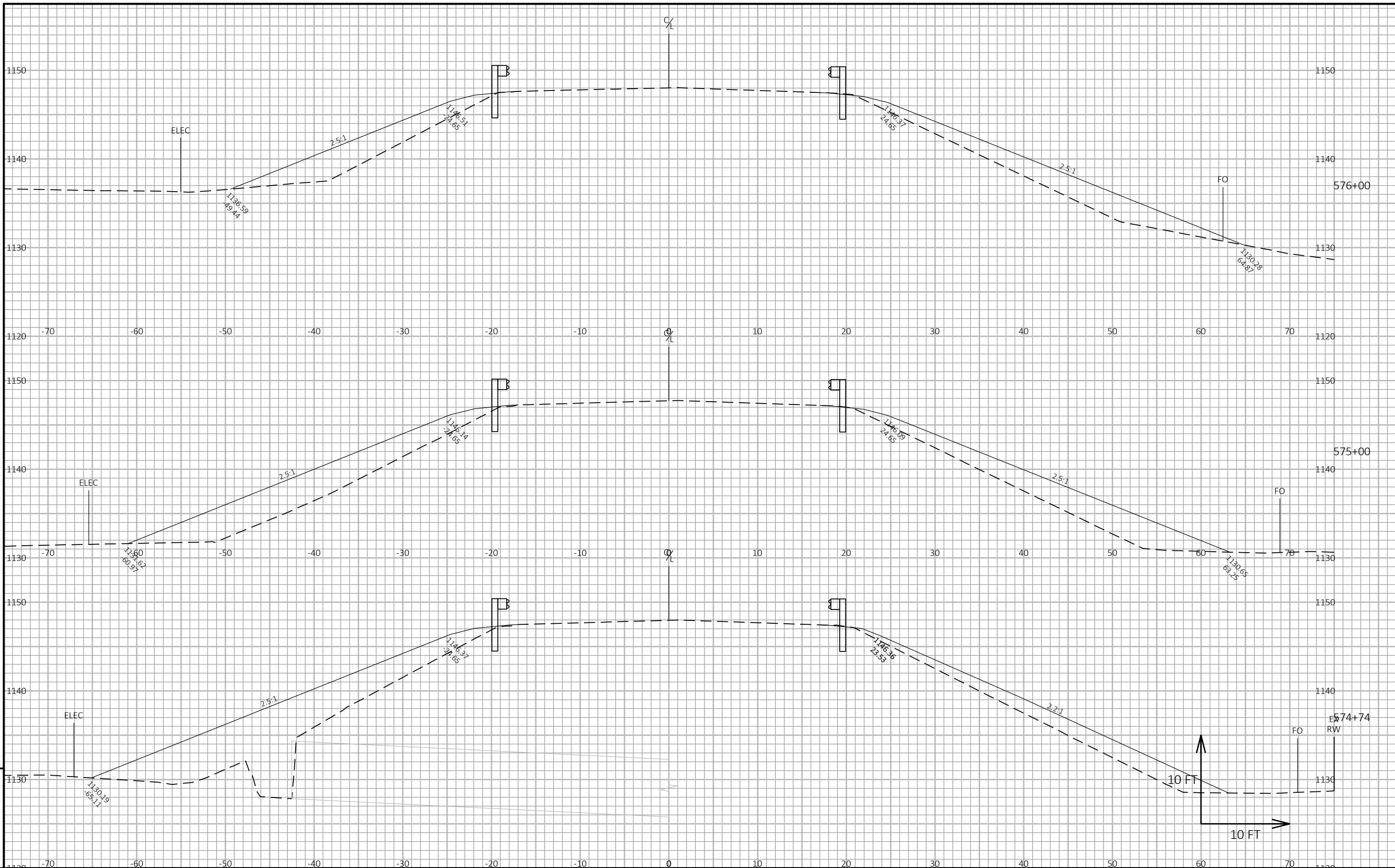
SHEET

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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 575+00	SHEET
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PROJECT NO: 6310-00-60

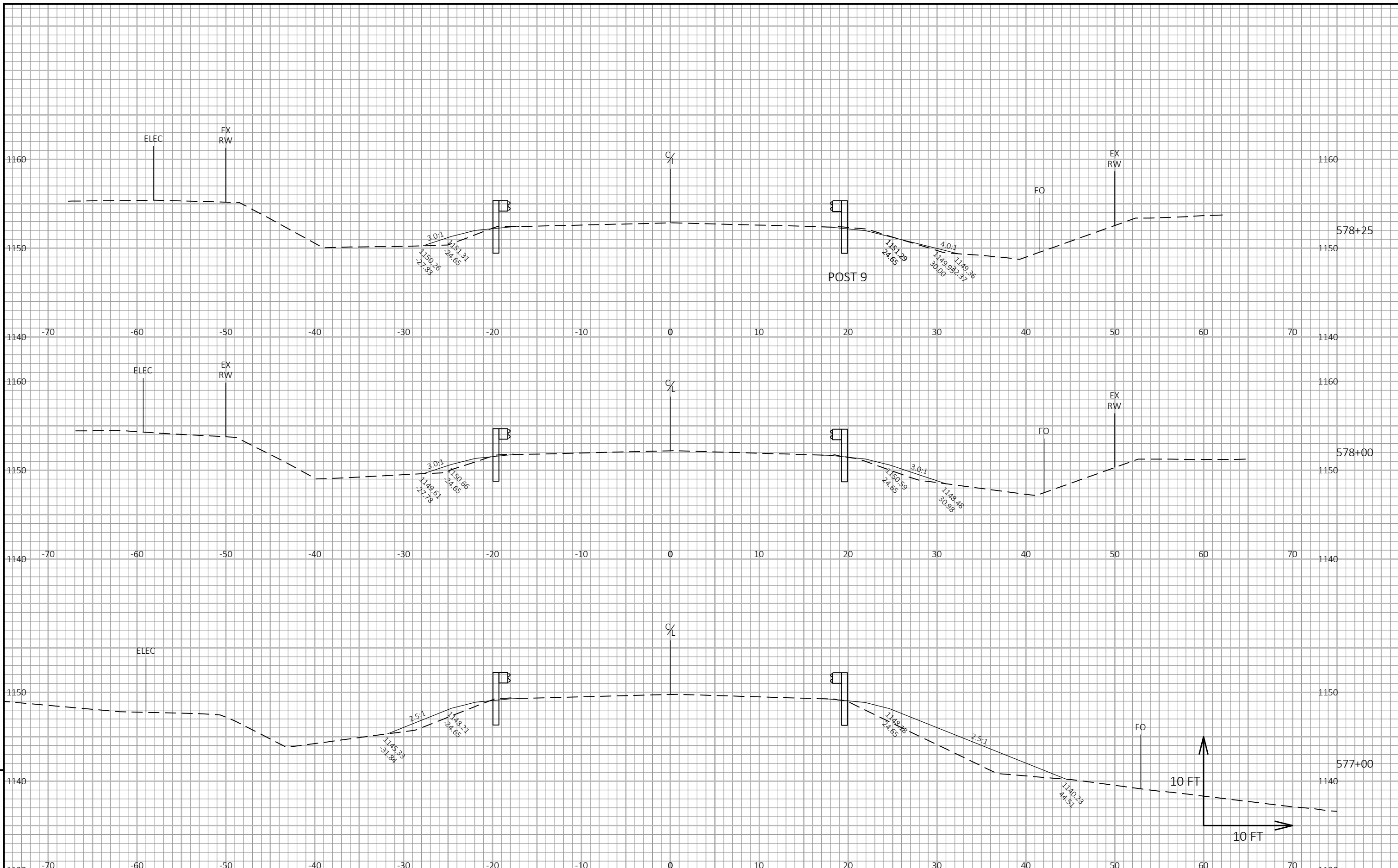
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 575+00

SHEET

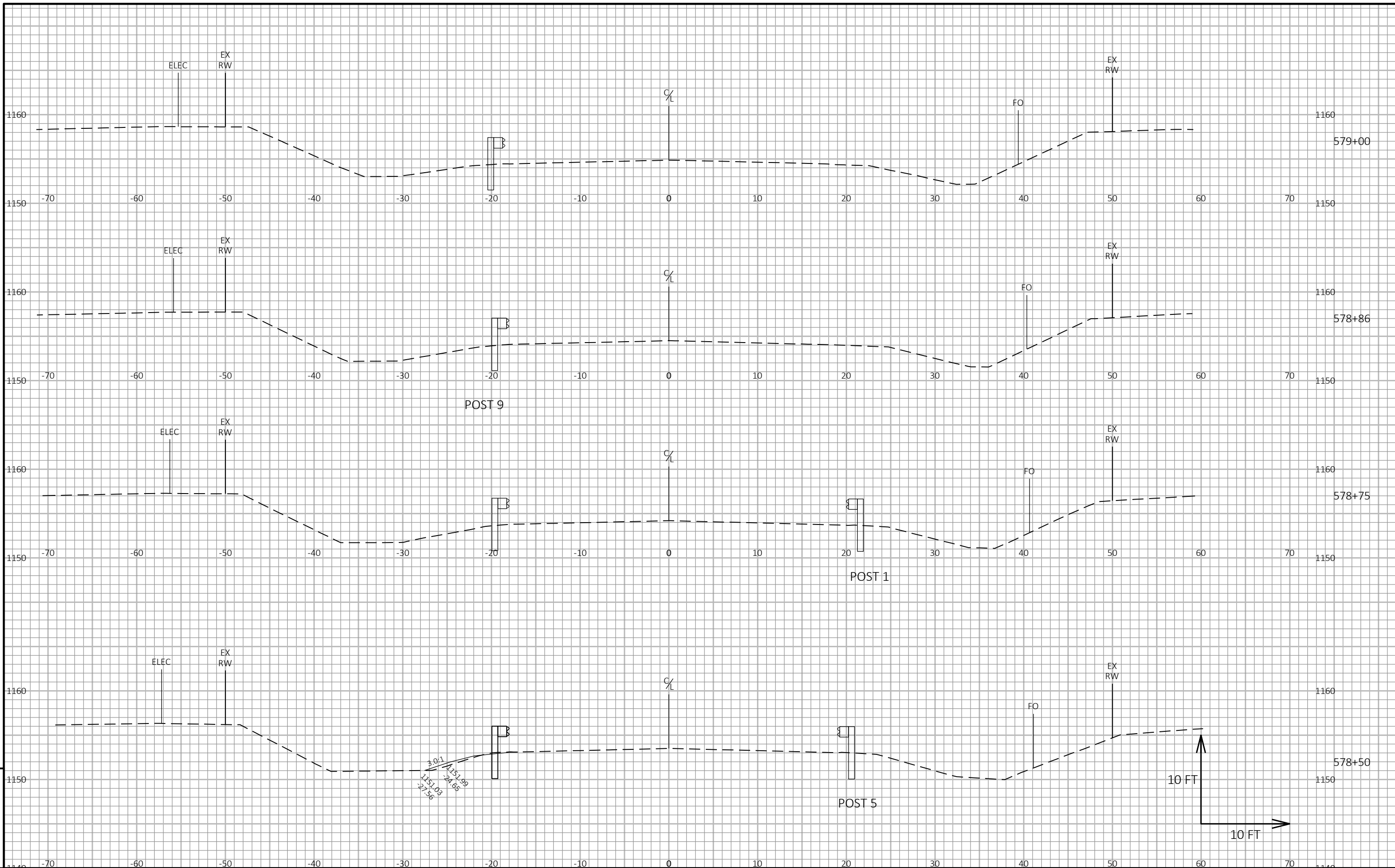
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 575+00 SHEET

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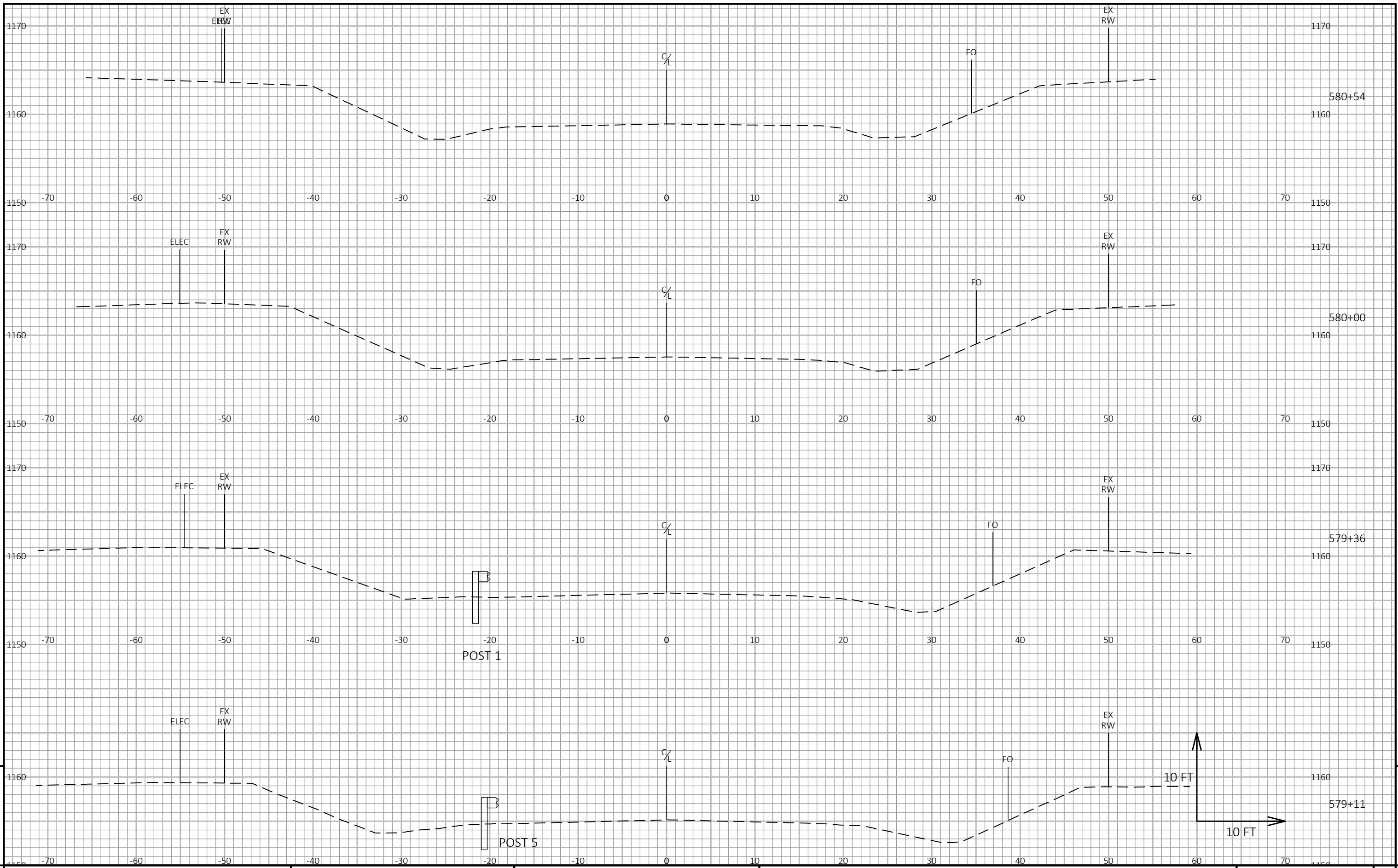


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 575+00	SHEET	E
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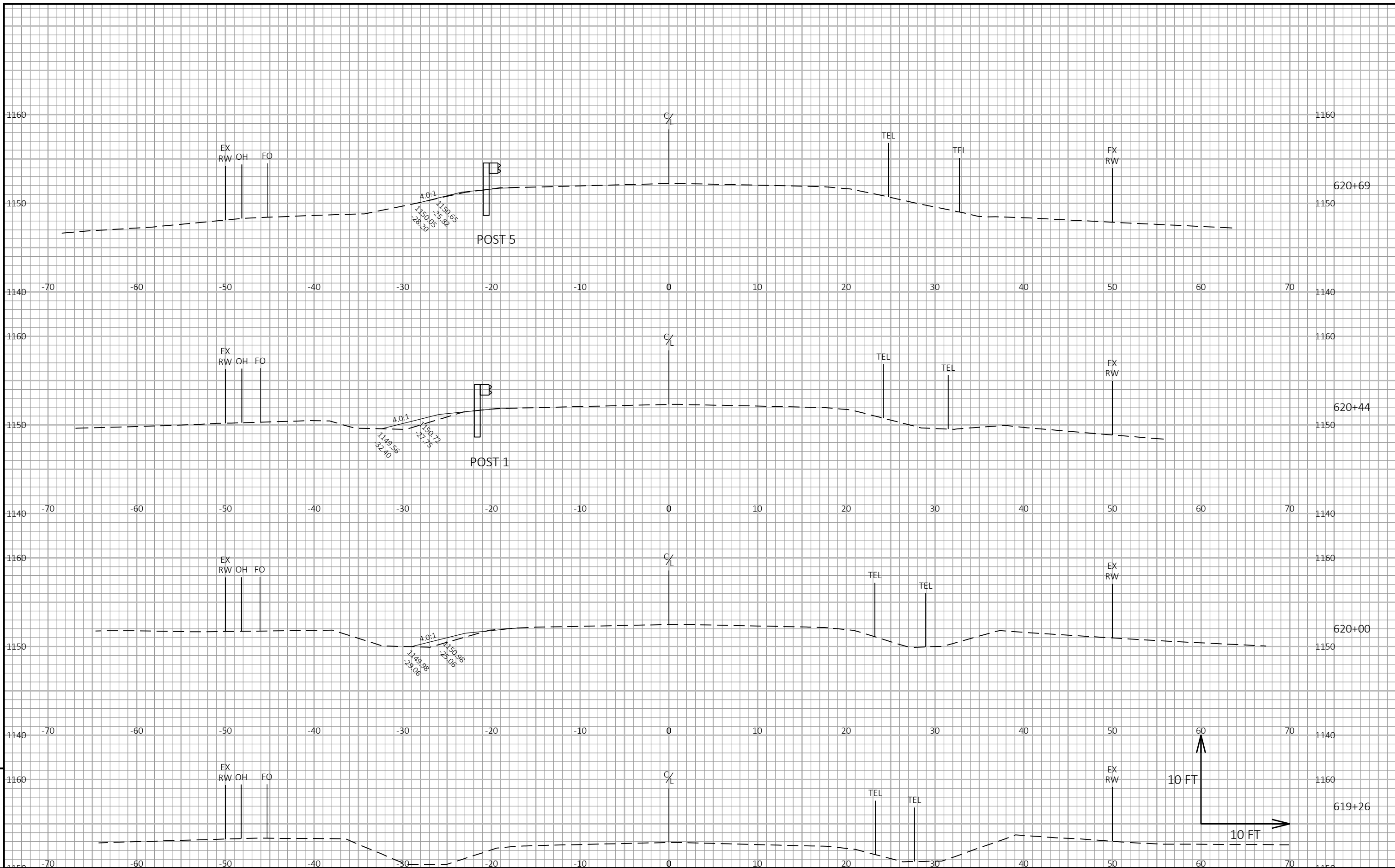


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 575+00	SHEET	E
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 PLOT BY : WEIGAND, BEN
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 PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
 WISDOT/CADD SHEET 49



PROJECT NO: 6310-00-60

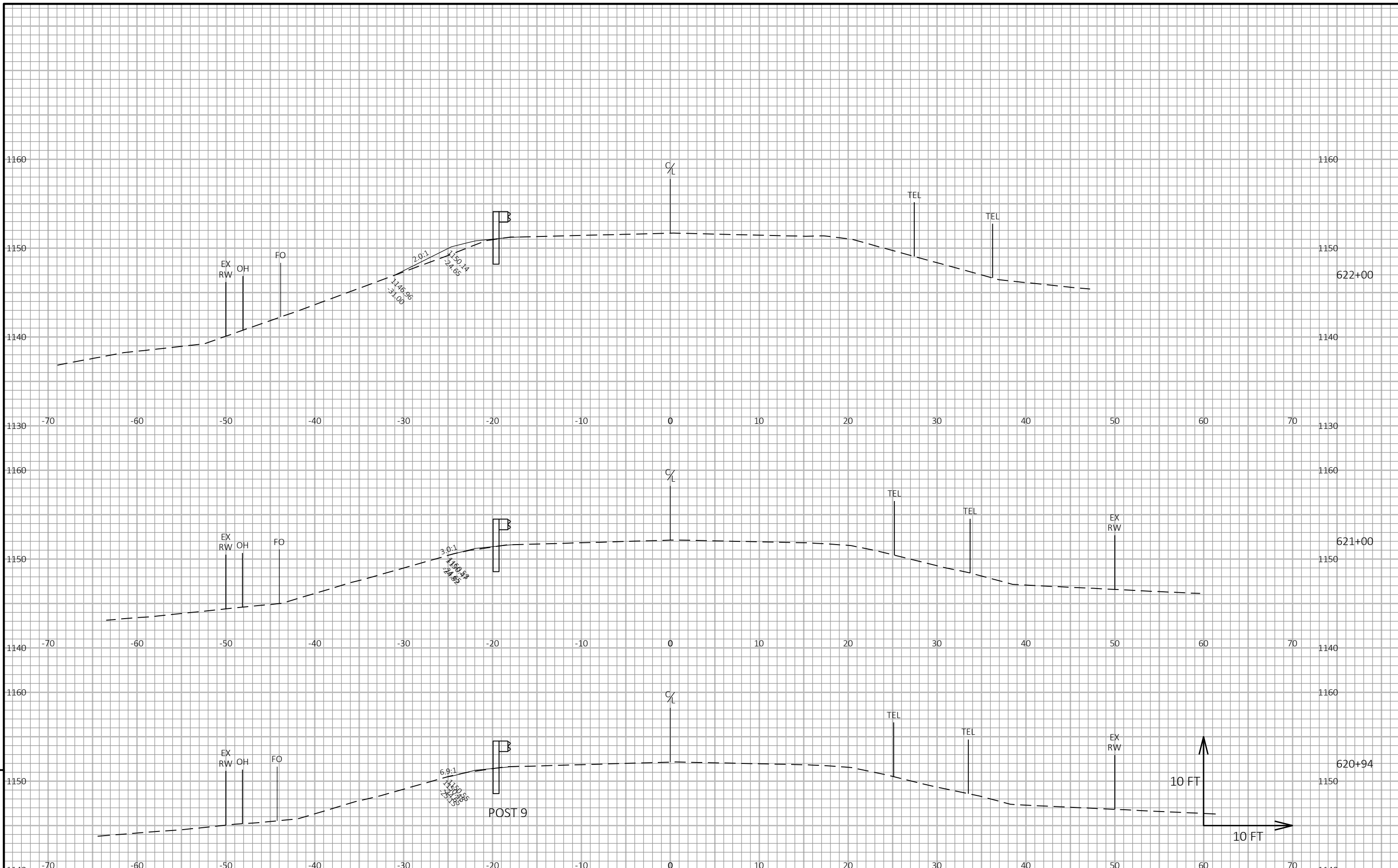
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 622+00

SHEET

E



PROJECT NO: 6310-00-60

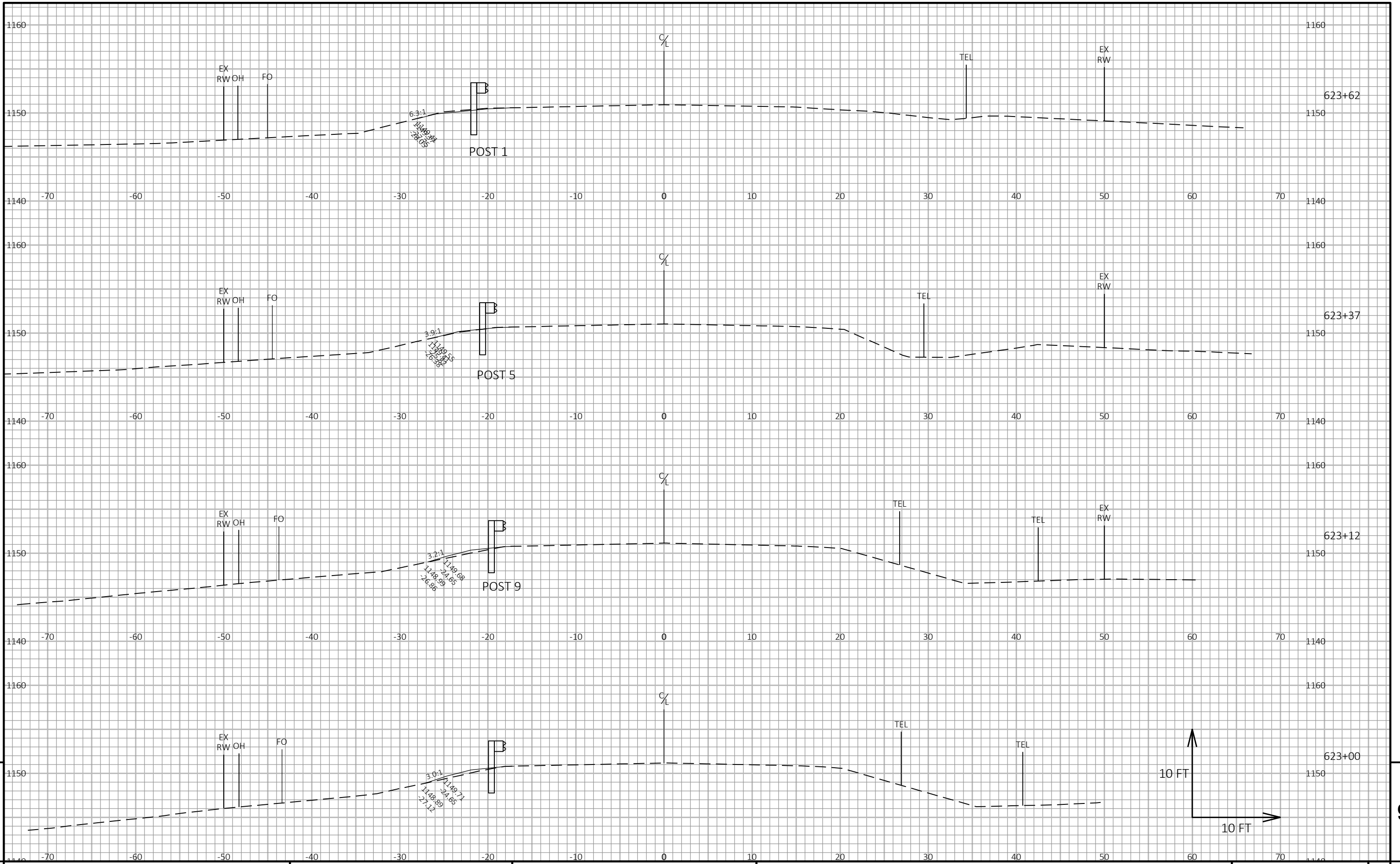
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COUNTY: WAUSHARA

CROSS SECTIONS: MGS 622+00

SHEET

E



PROJECT NO: 6310-00-60

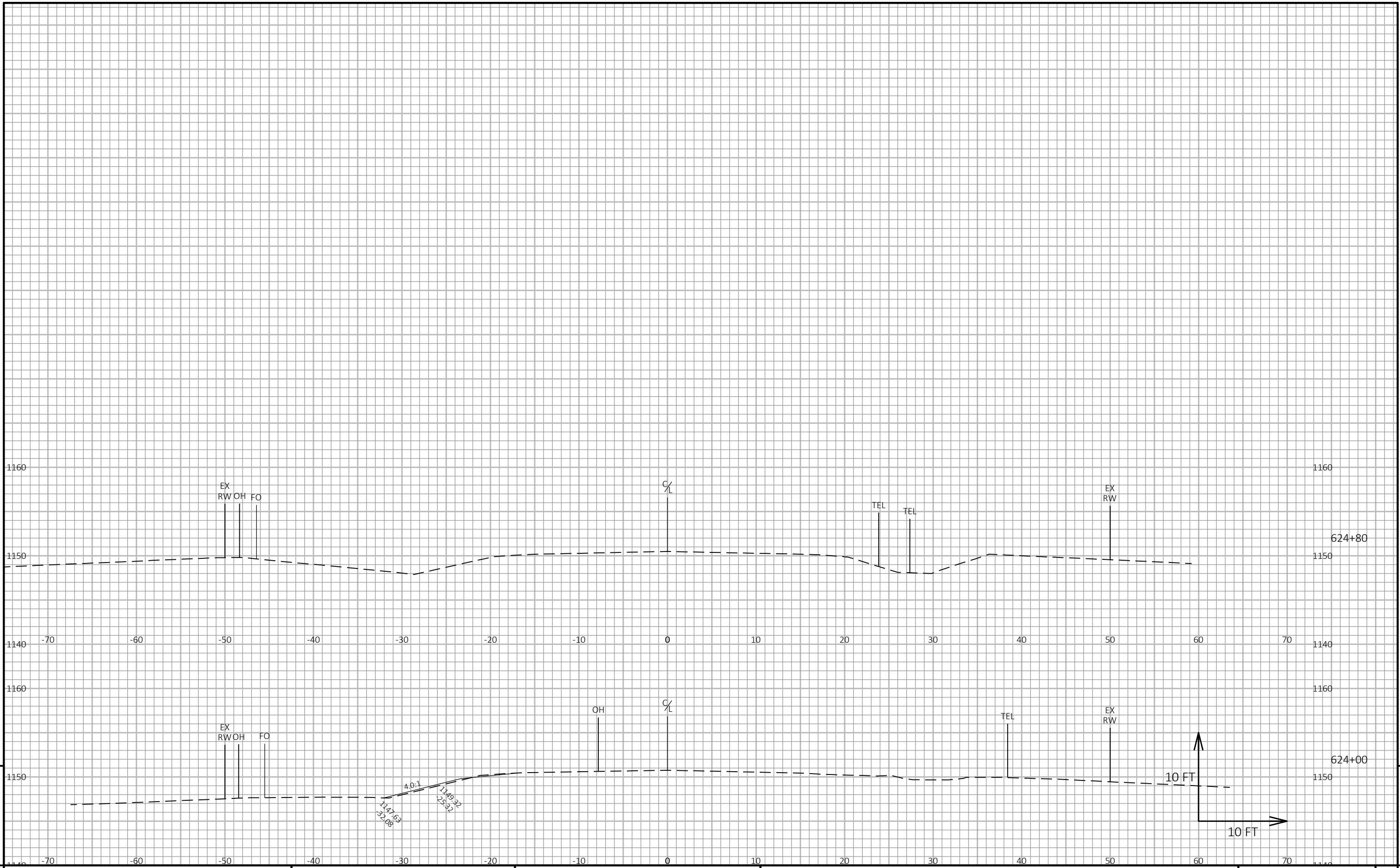
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COUNTY: WAUSHARA

CROSS SECTIONS: MGS 622+00

SHEET

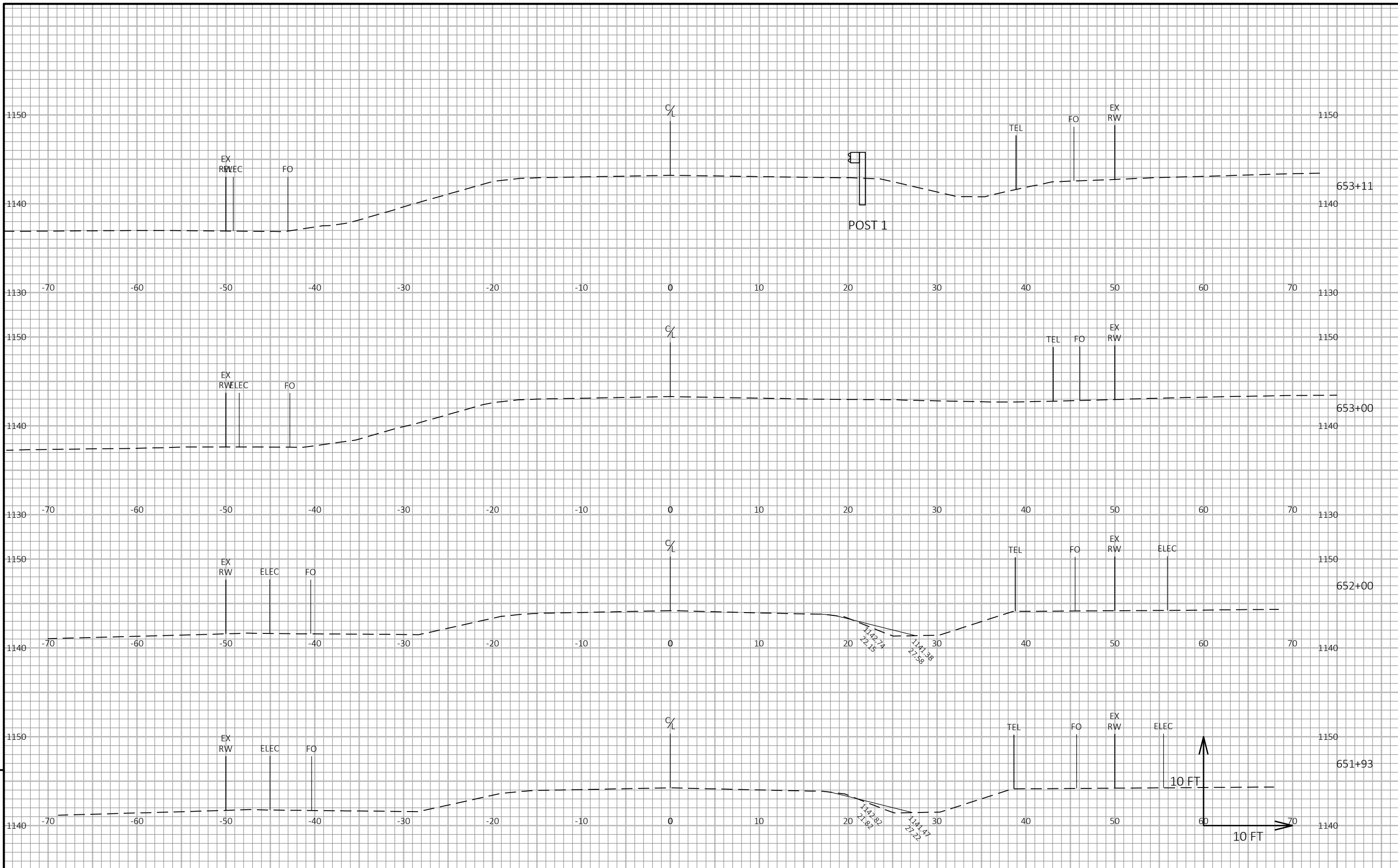
E



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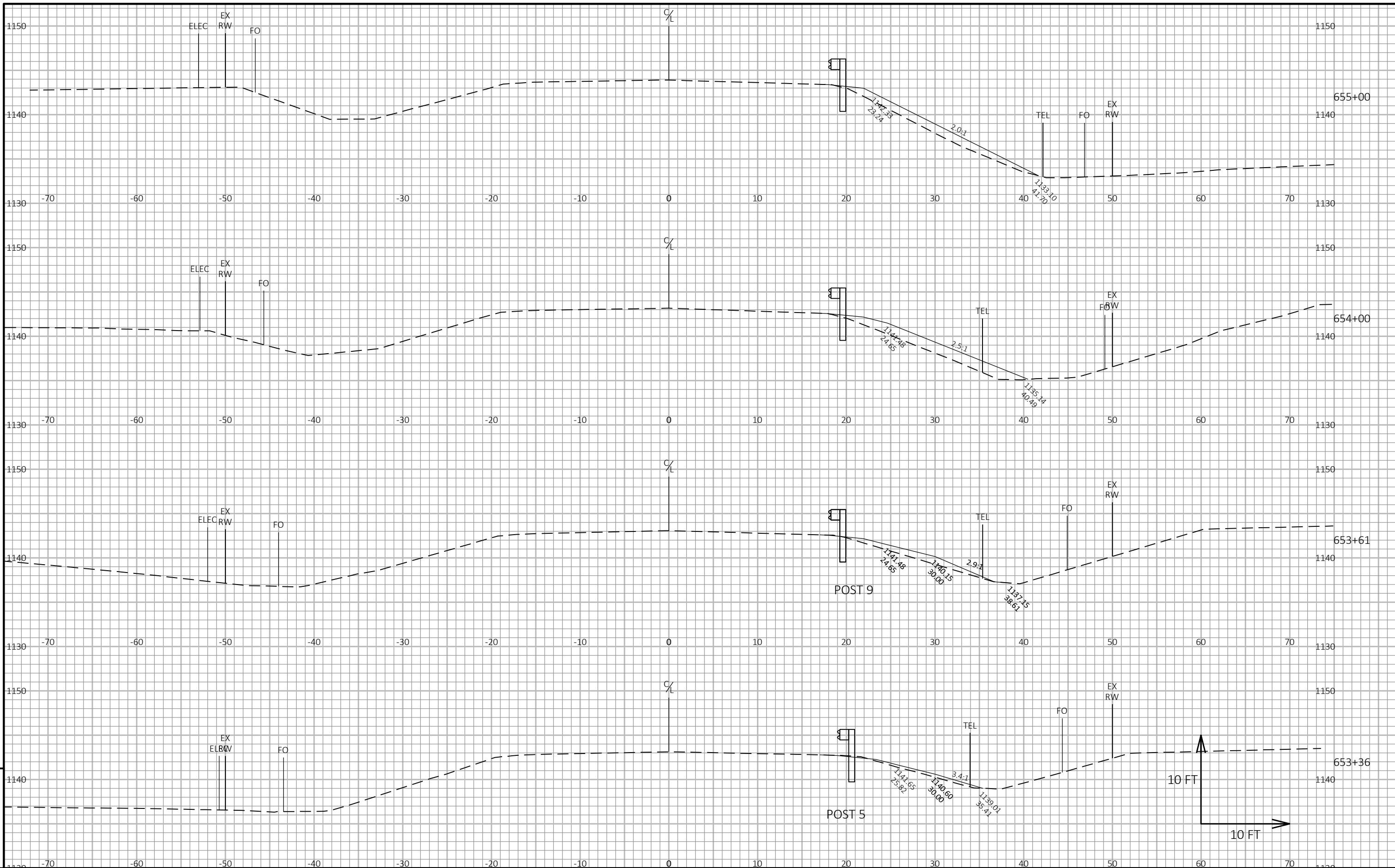
PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 622+00	SHEET	E
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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 655+00	SHEET	E
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PROJECT NO: 6310-00-60

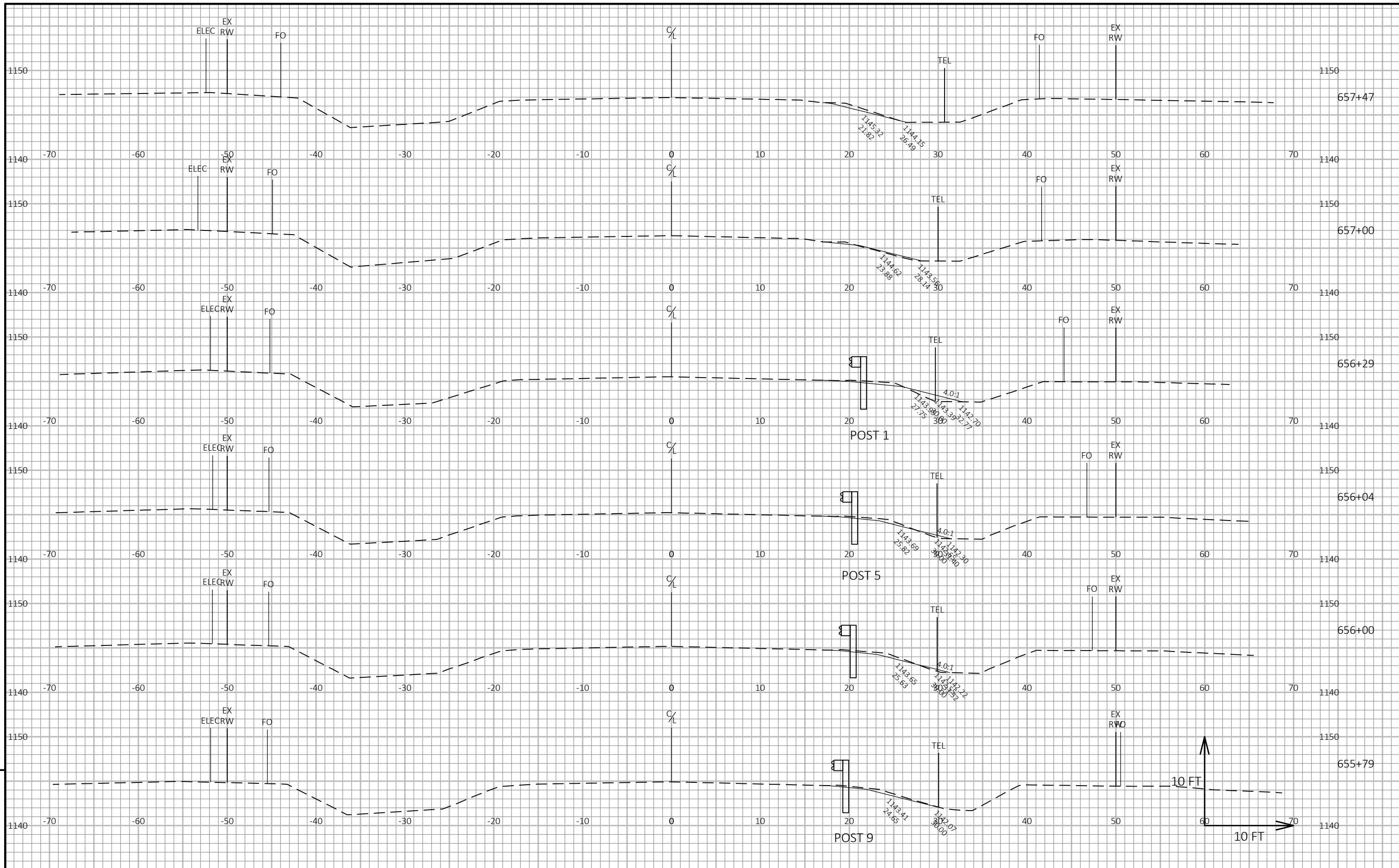
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 655+00

SHEET

E



PROJECT NO: 6310-00-60

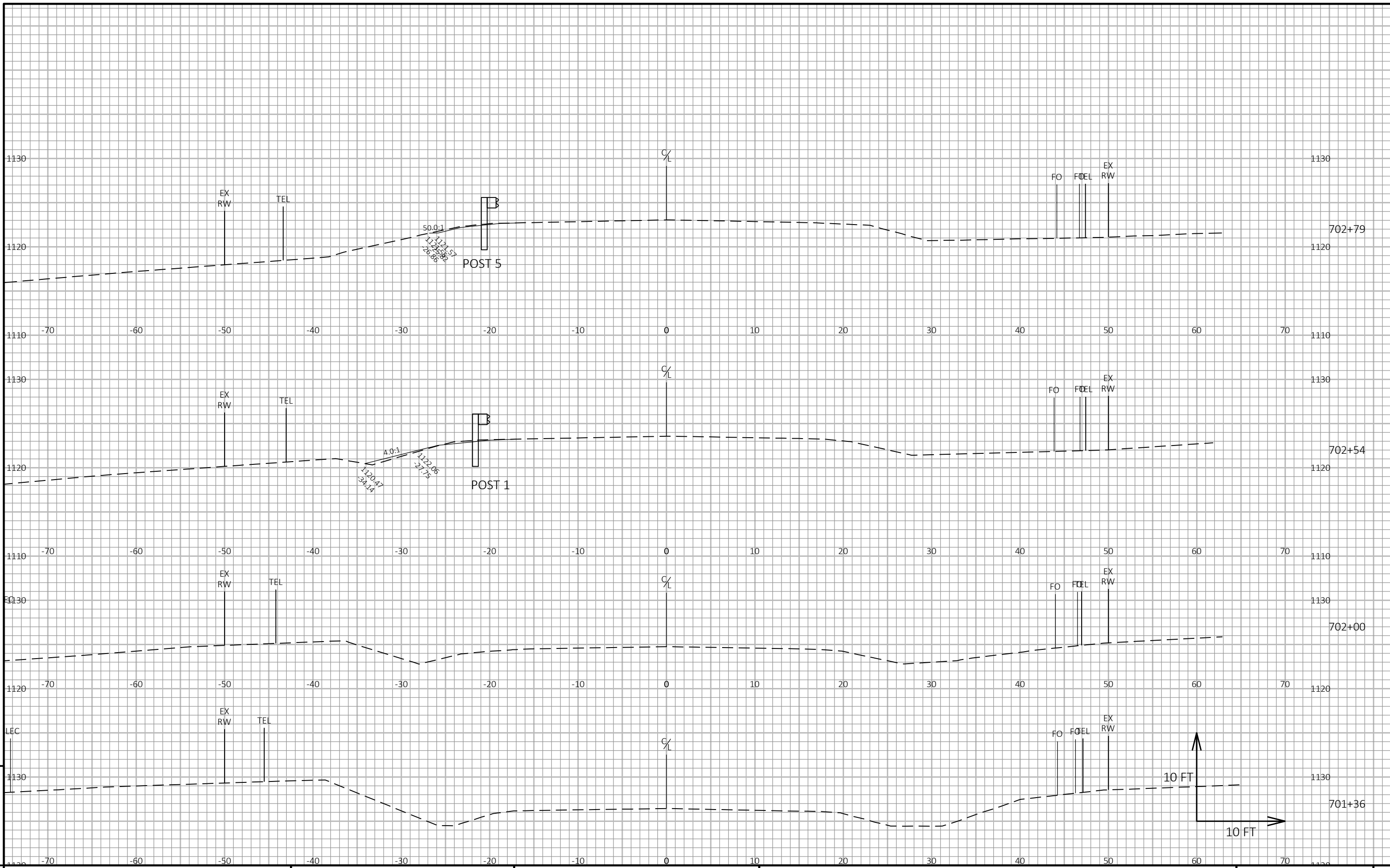
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 655+00

SHEET

E



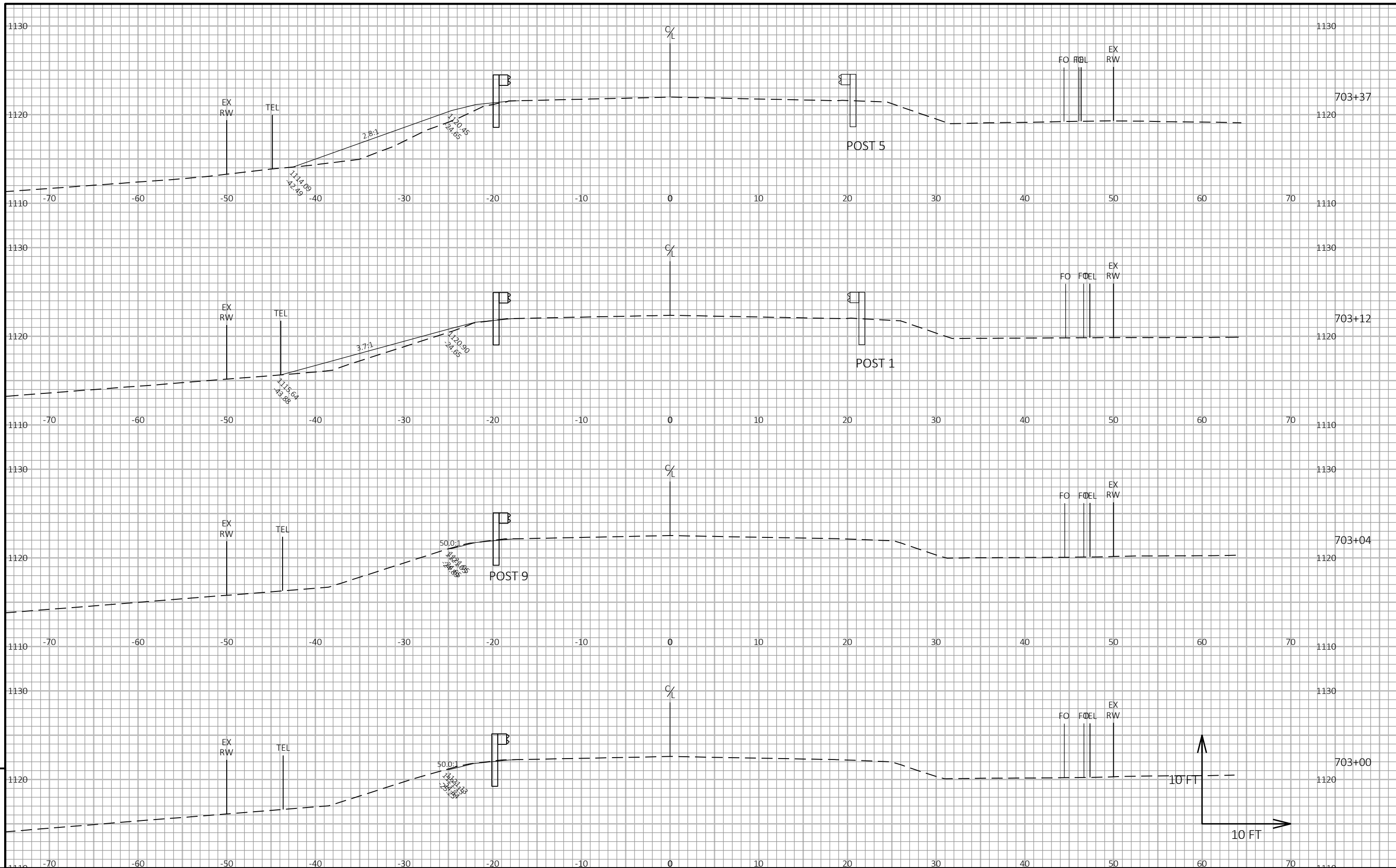
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9

PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 705+75 SHEET E

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LAYOUT NAME - 01



PROJECT NO: 6310-00-60

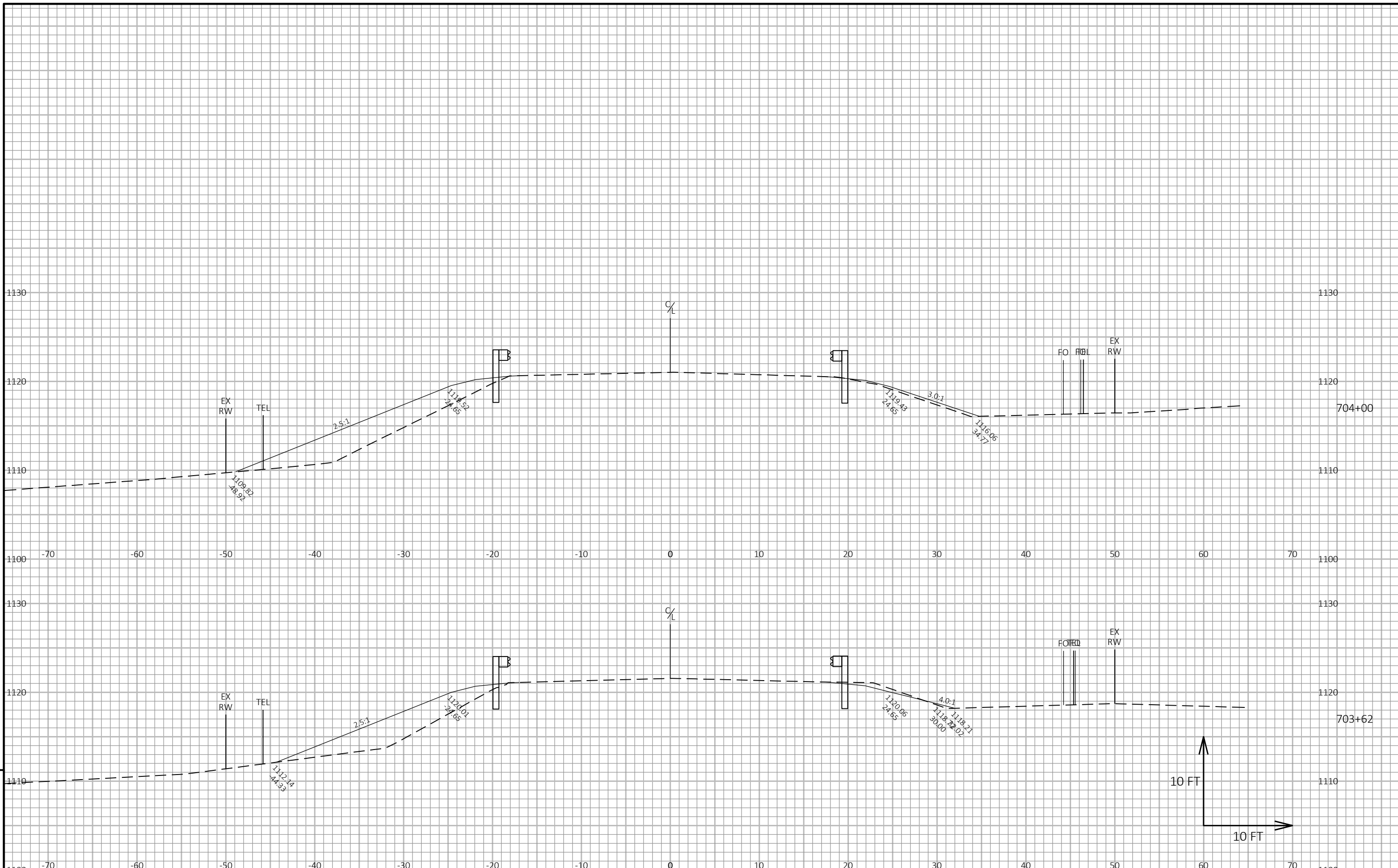
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 705+75

SHEET

E



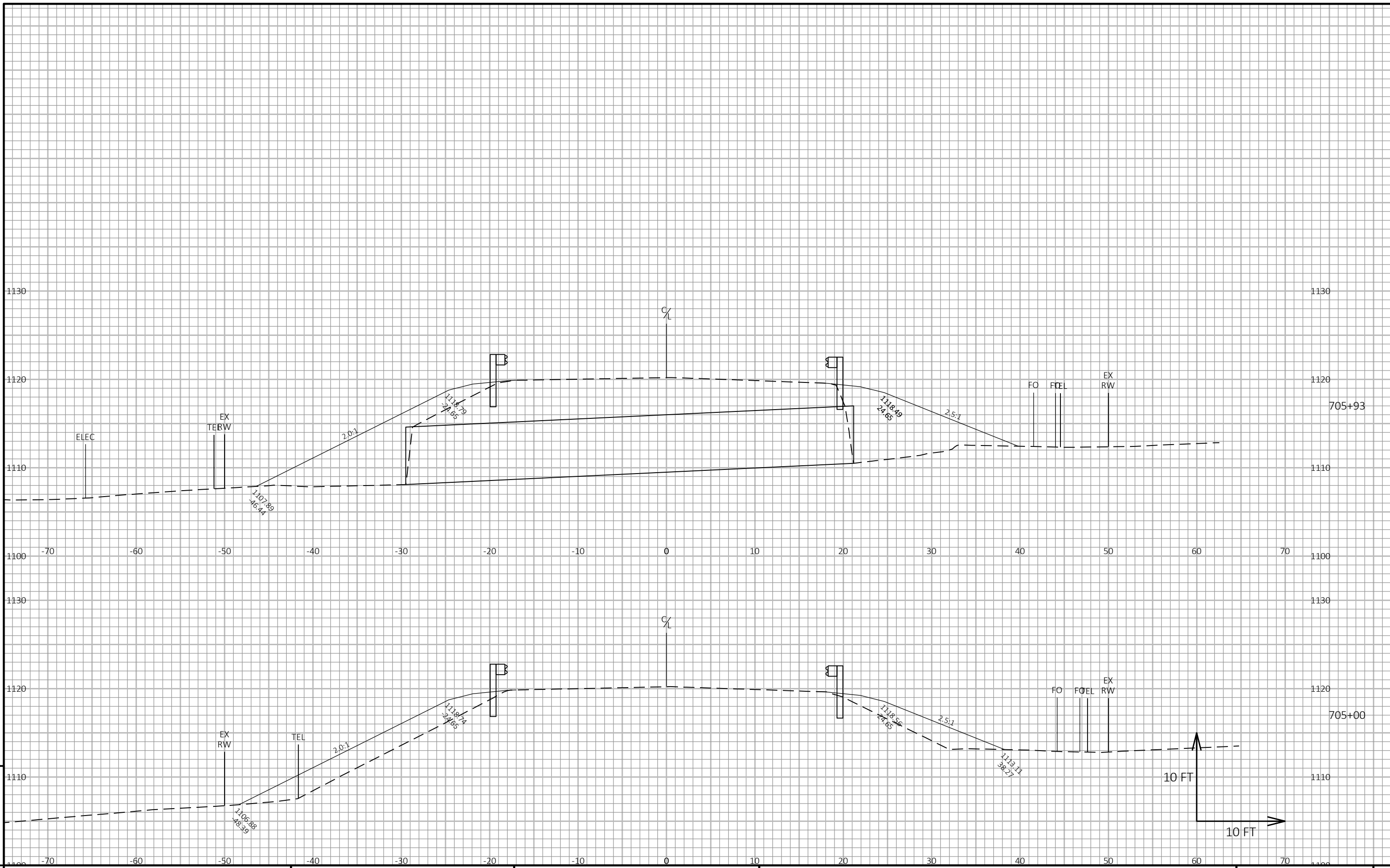
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 705+75 SHEET E

FILE NAME : Y:\MILWAUKEE\202005\20264.00\ENG_DOCS\61700031\SHEETSPLAN\63100030-RESURF\090227-XS(705+75).DWG PLOT DATE : 10/16/2020 7:31 AM PLOT BY : WEIGAND, BEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 03



PROJECT NO: 6310-00-60

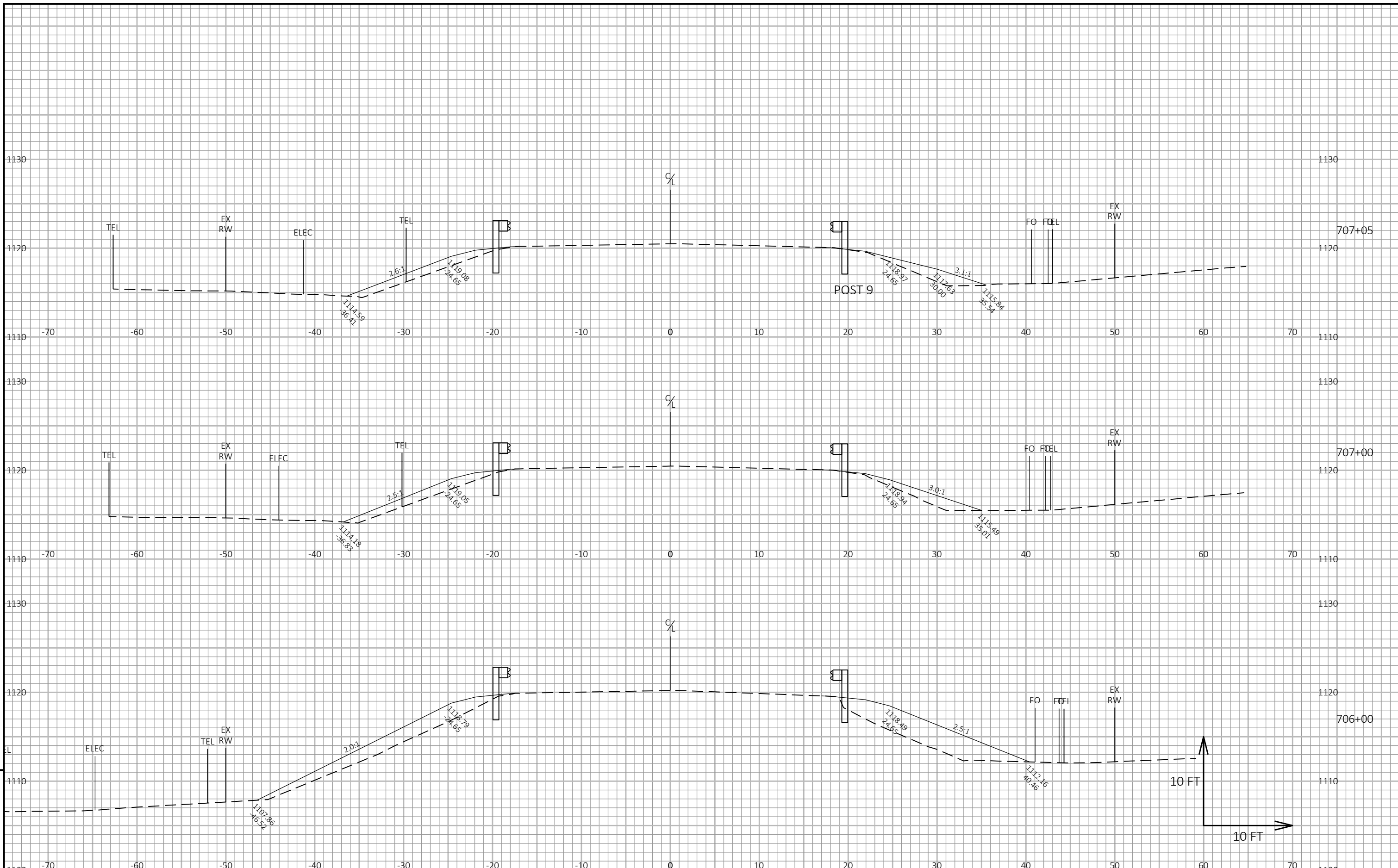
HWY: STH 73

COUNTY: WAUSHARA

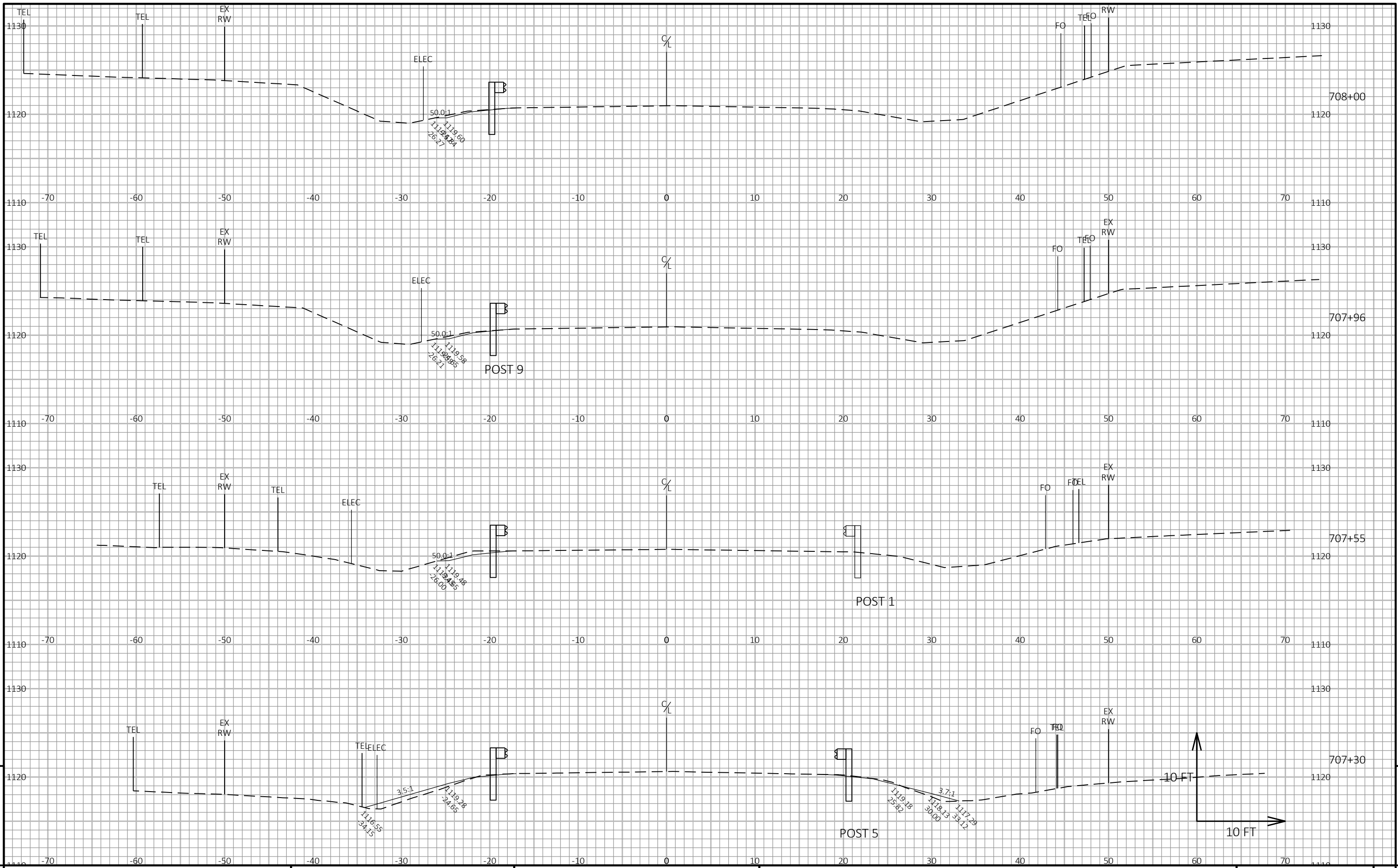
CROSS SECTIONS: MGS 705+75

SHEET

E



PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 705+75 SHEET 9

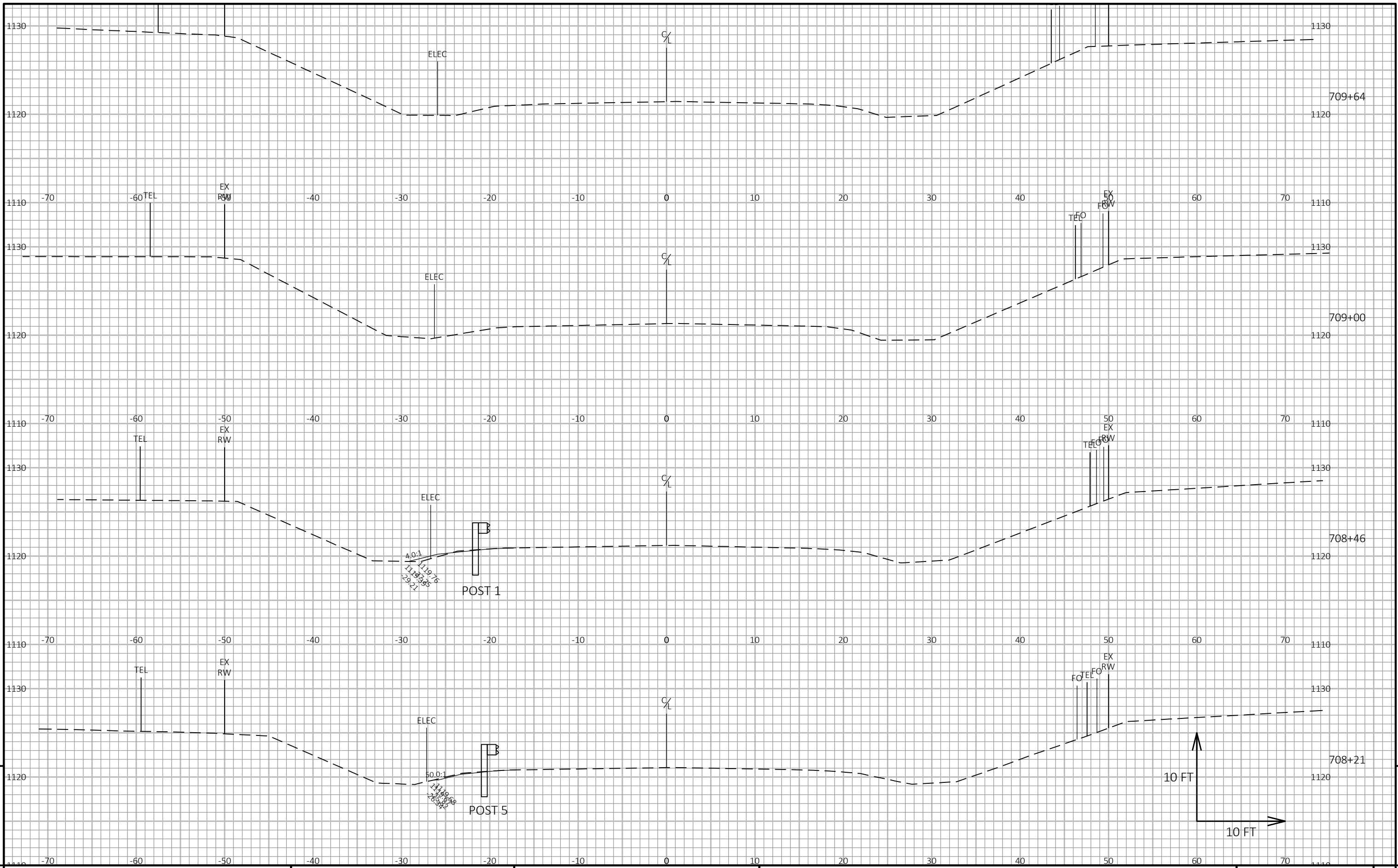


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 705+75	SHEET	E
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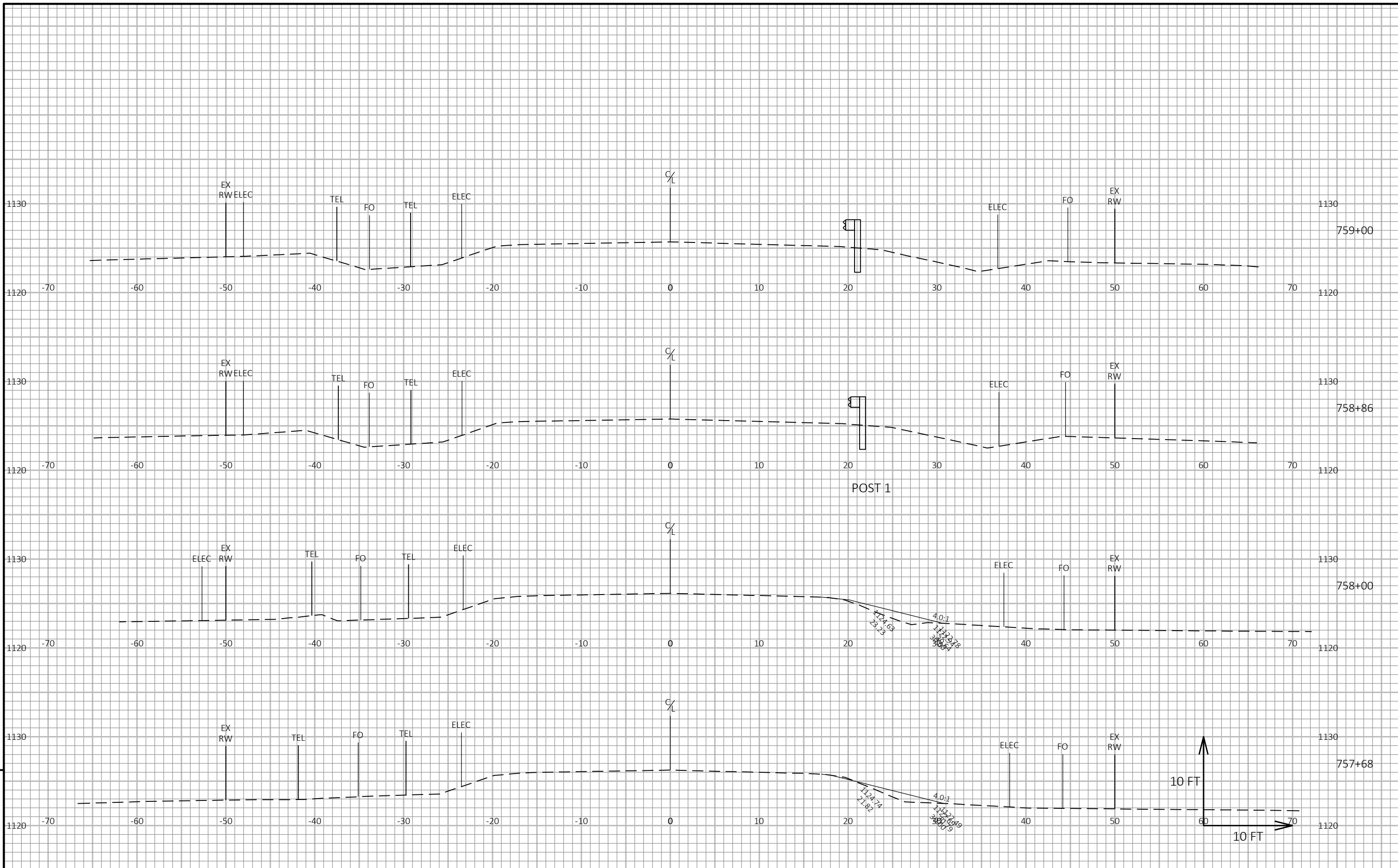
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 705+75 SHEET E

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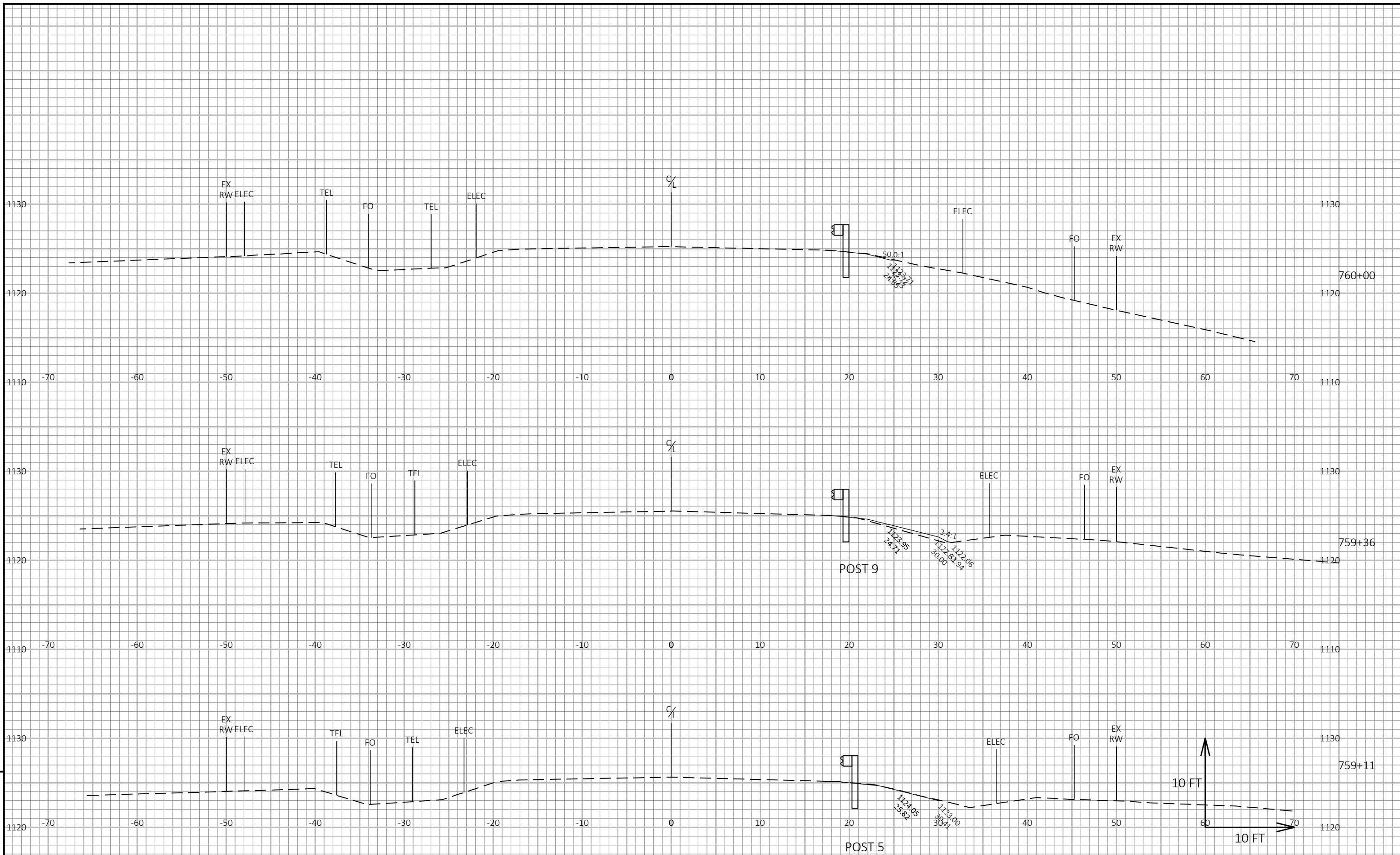
LAYOUT NAME - 07



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9

PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 761+00	SHEET E
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PROJECT NO: 6310-00-60

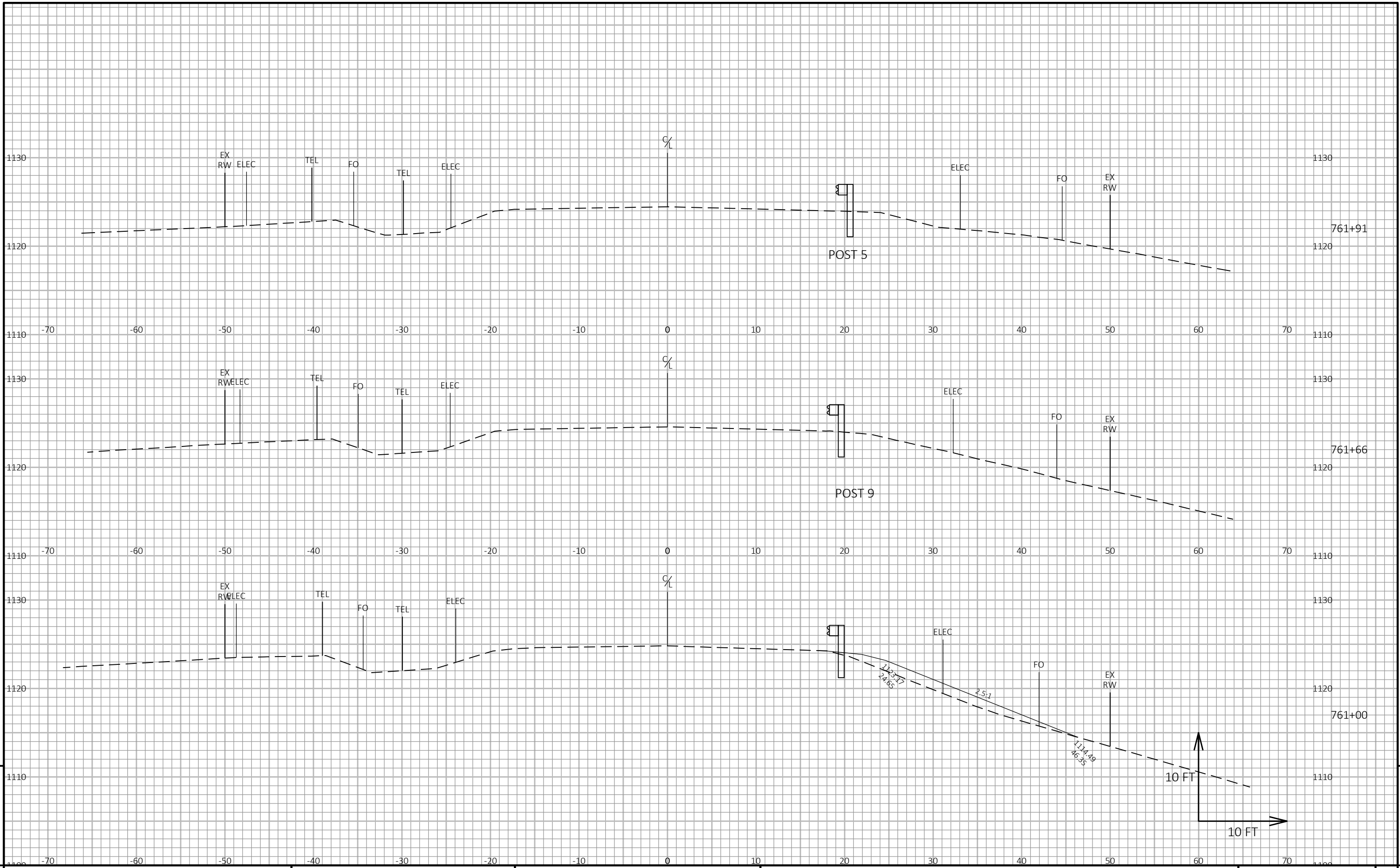
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 761+00

SHEET

E

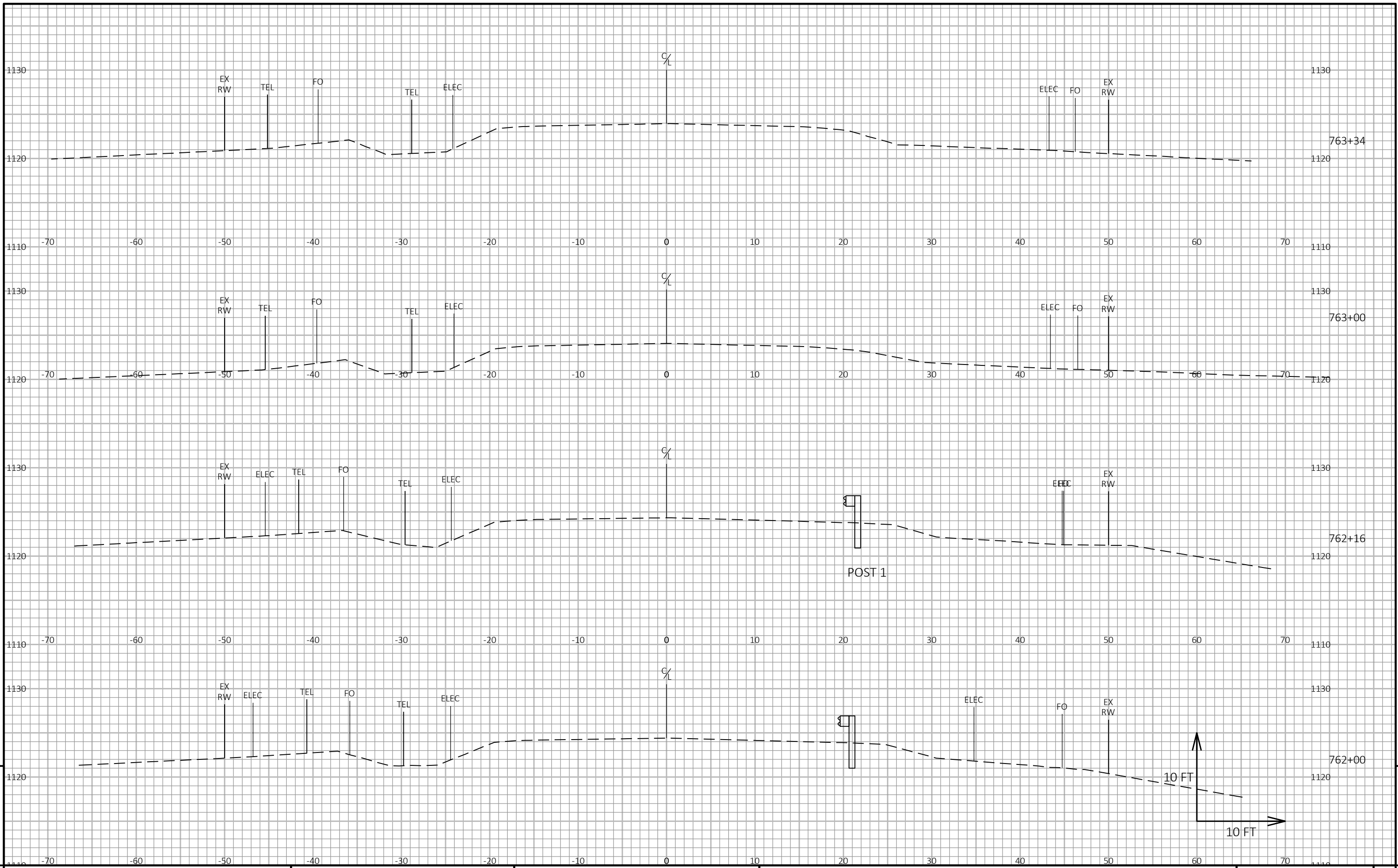


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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 761+00 SHEET E

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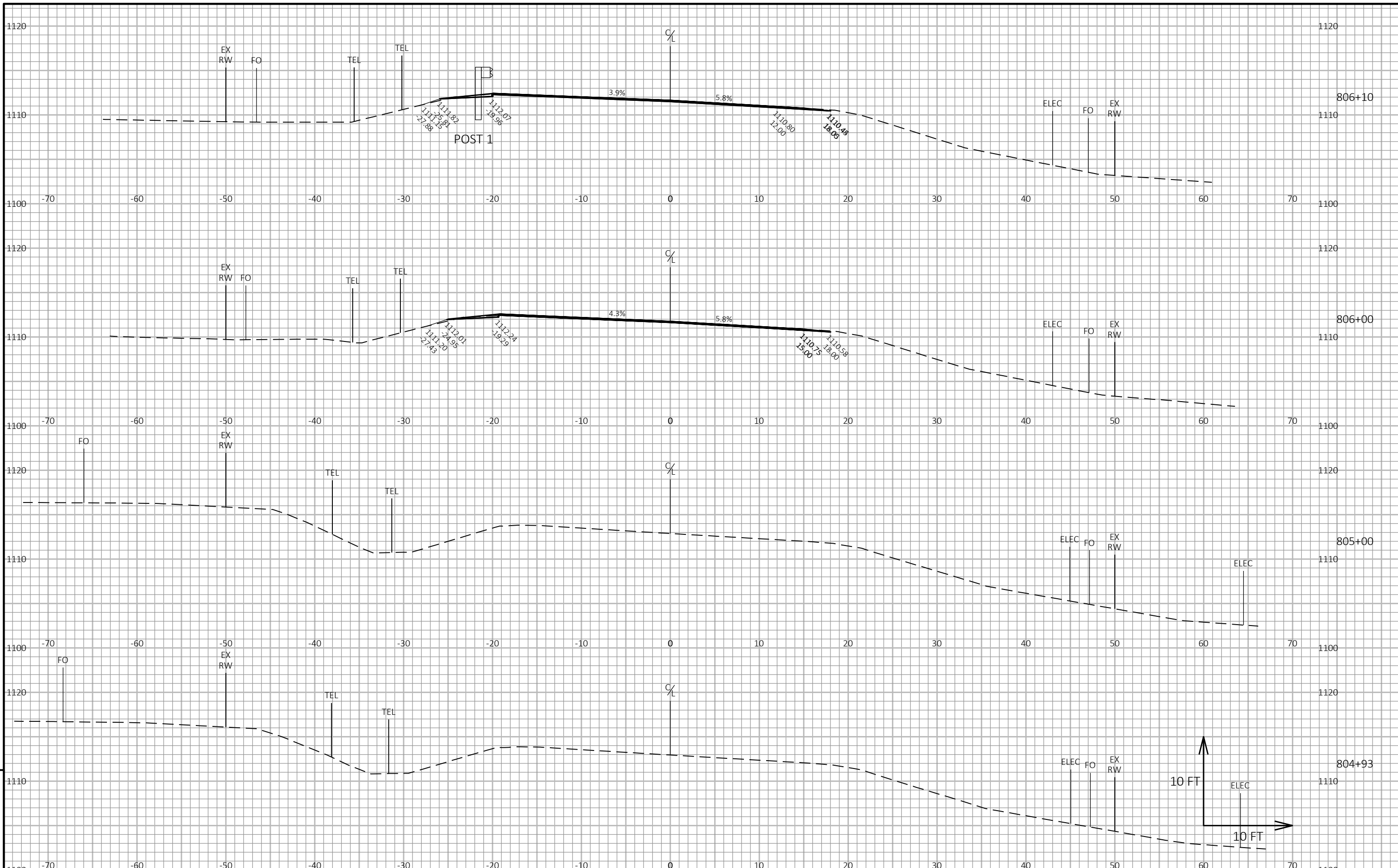


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 761+00	SHEET E
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FILE NAME : Y:\MILWAUKEE\202005\20264.00\ENG_DOCS\61700031\SHEETSPLAN\63100030-RESURF\090228-XS(761+00).DWG PLOT DATE : 10/16/2020 7:32 AM PLOT BY : WEIGAND, BEN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

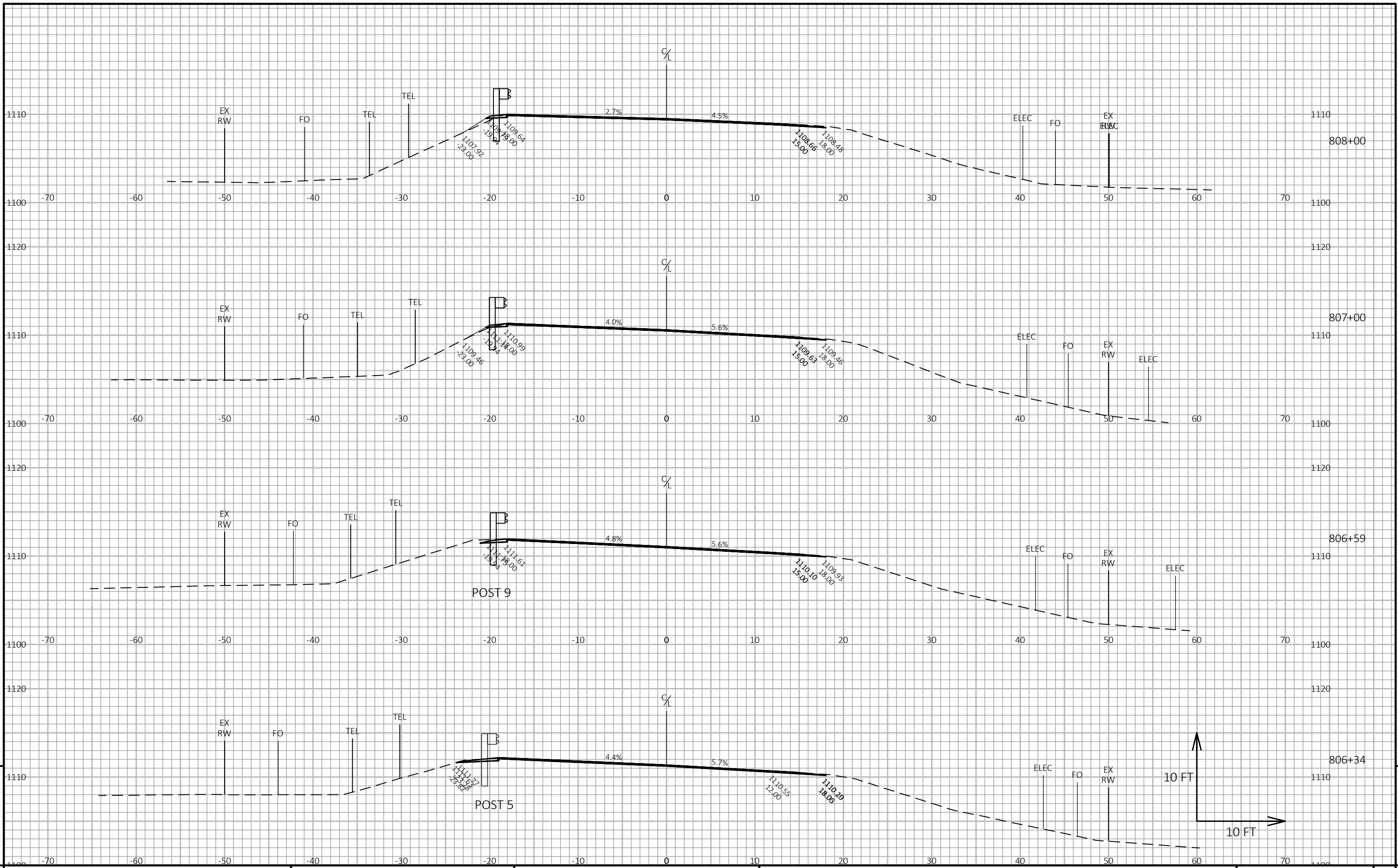


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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 808+25 SHEET E

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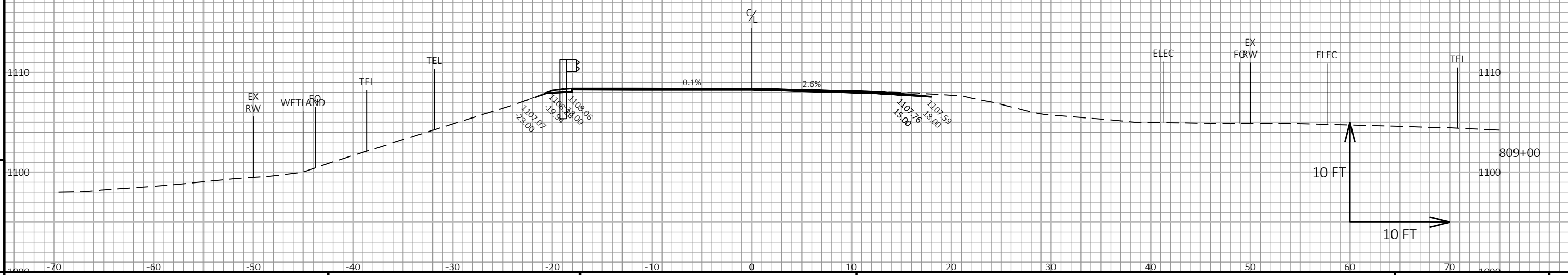
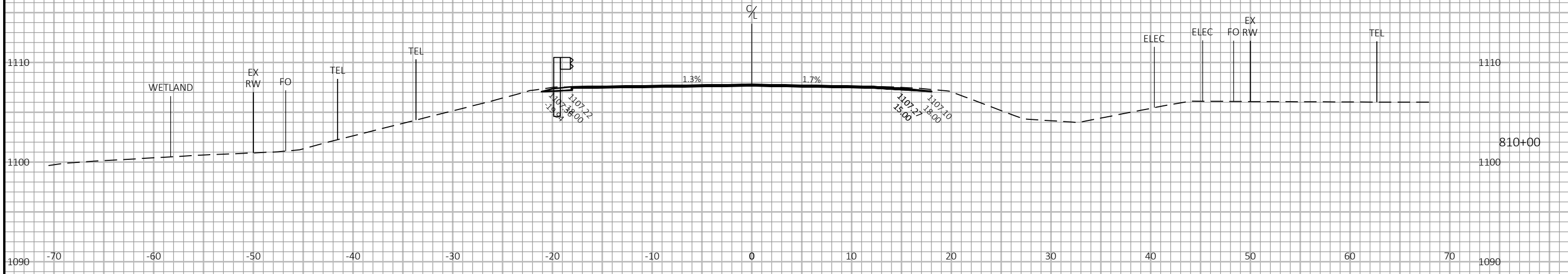
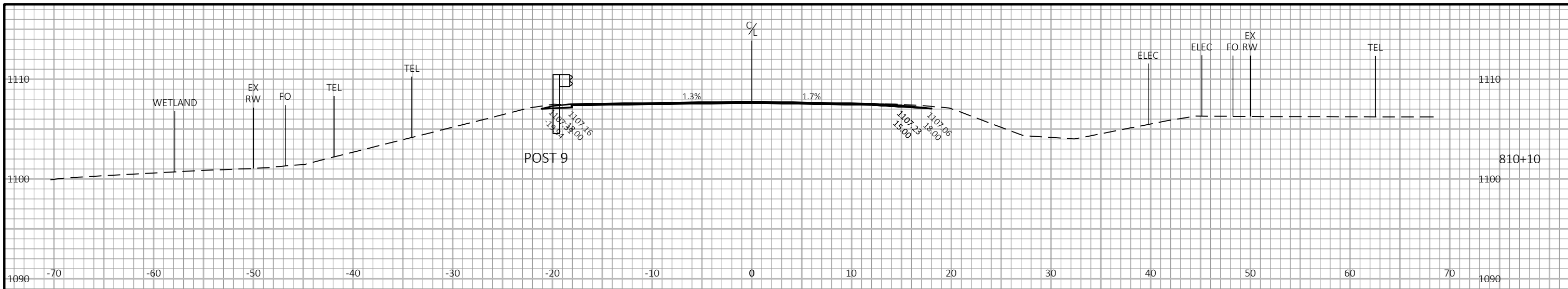
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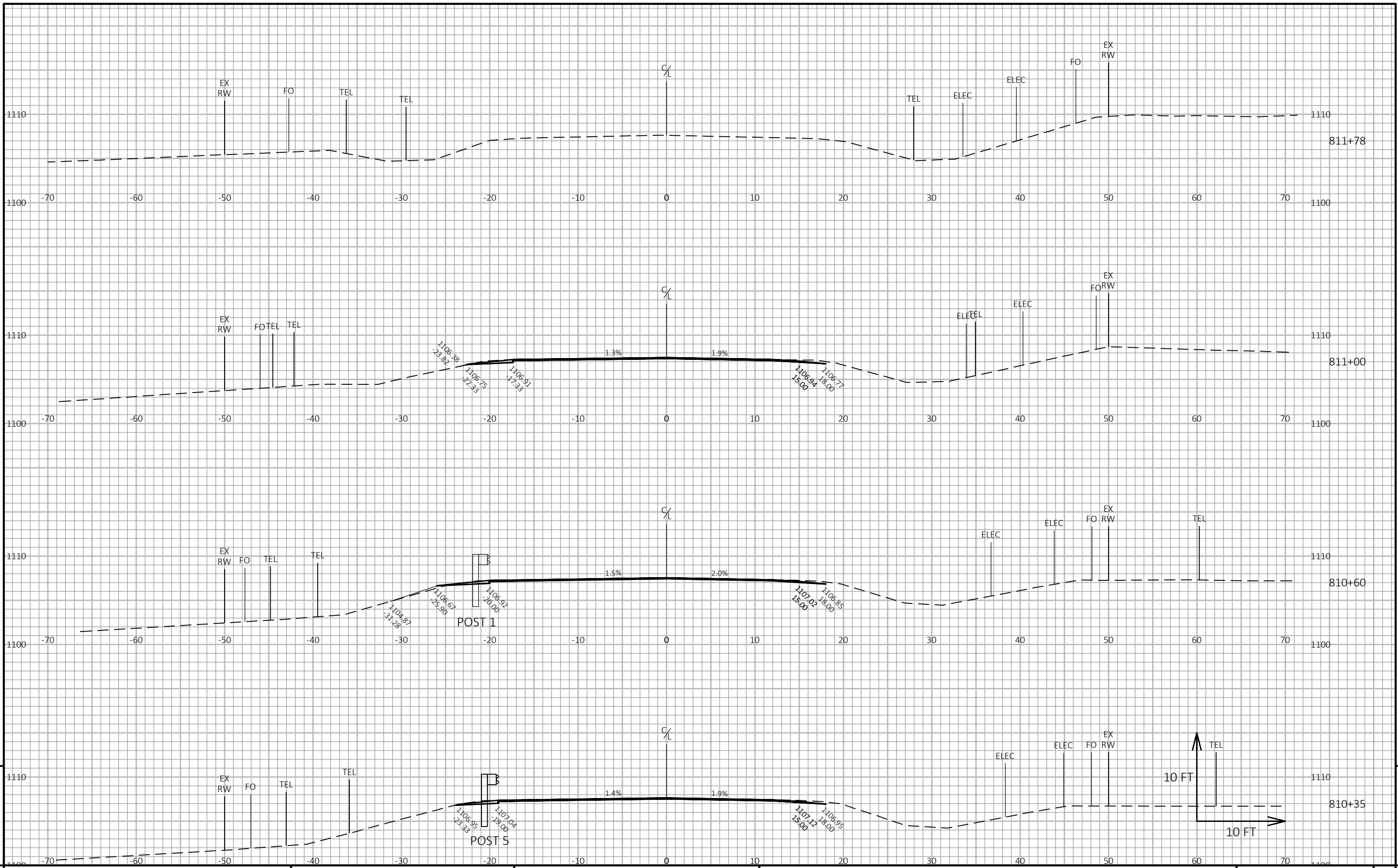
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LAYOUT NAME - 02



PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 808+25 SHEET E



PROJECT NO: 6310-00-60

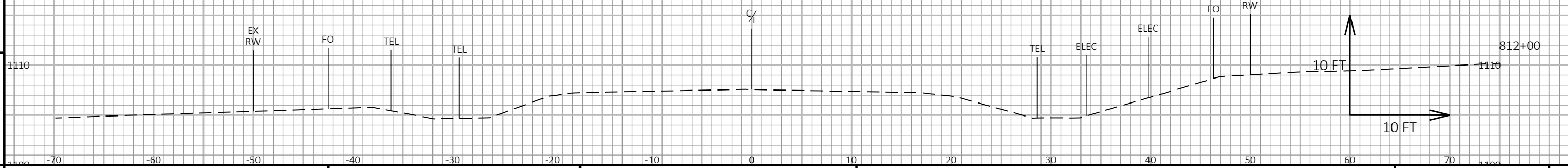
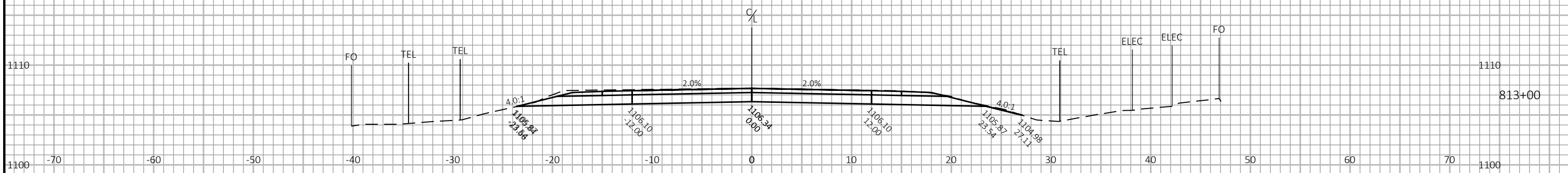
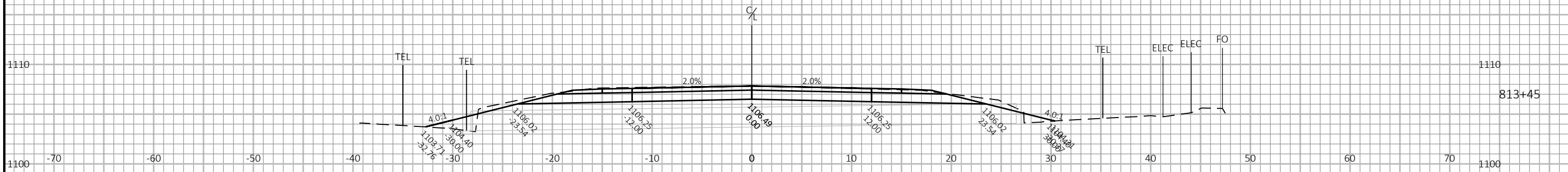
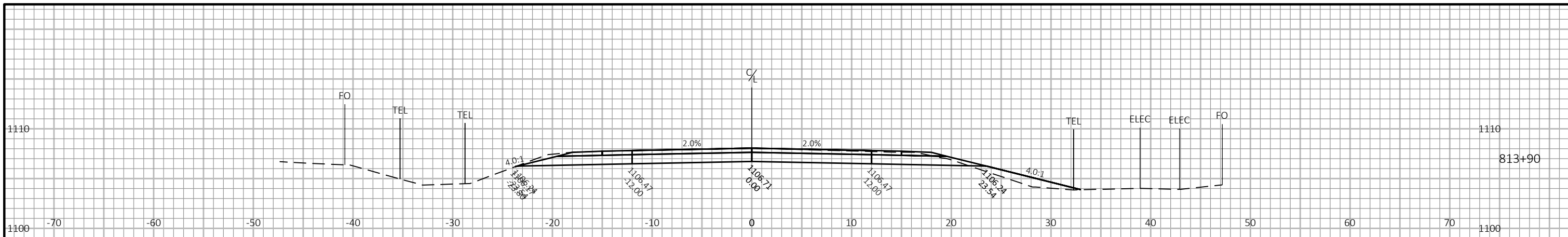
HWY: STH 73

COUNTY: WAUSHARA

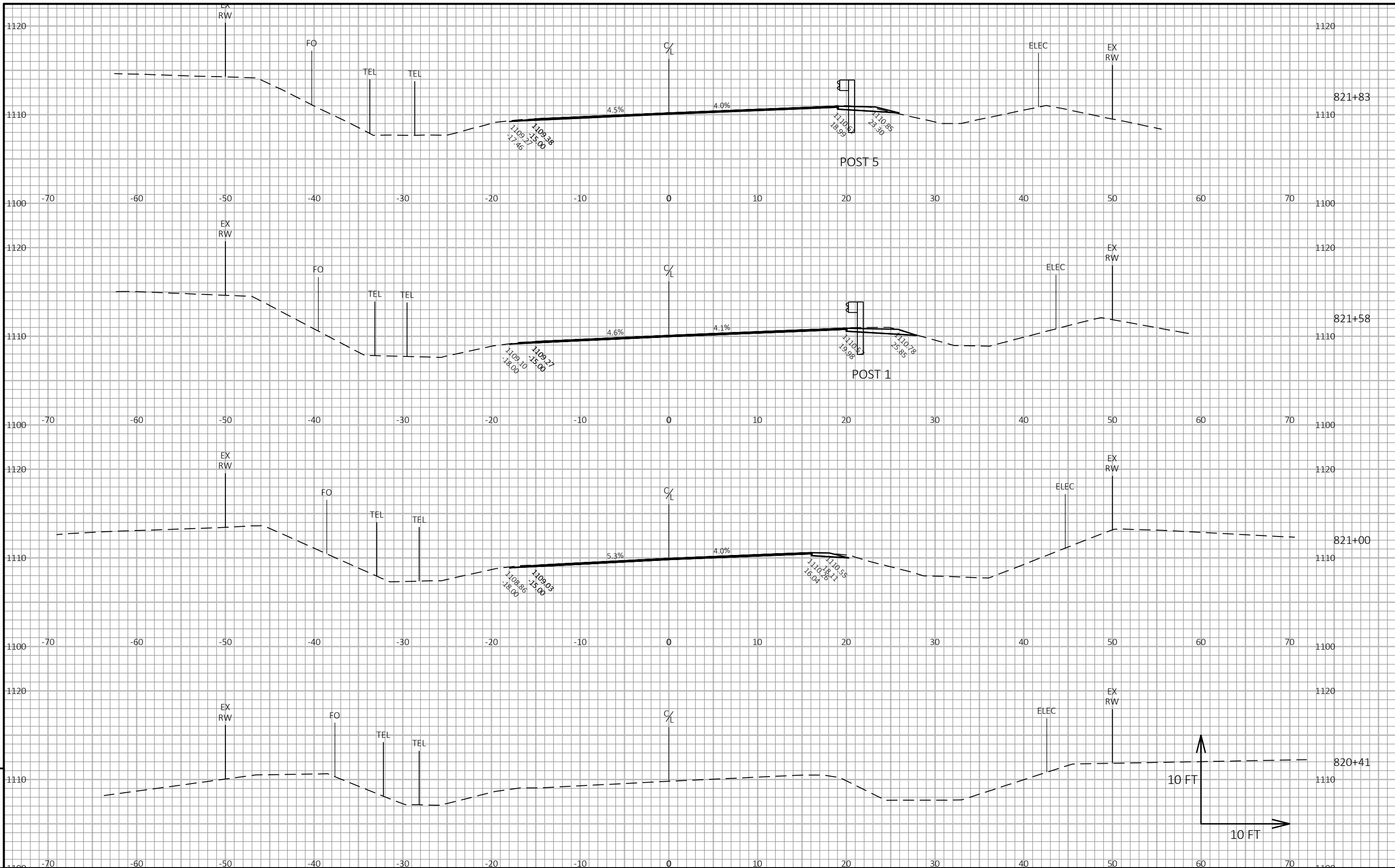
CROSS SECTIONS: MGS 808+25

SHEET

E



PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 808+25 SHEET: 9



9

9

PROJECT NO: 6310-00-60

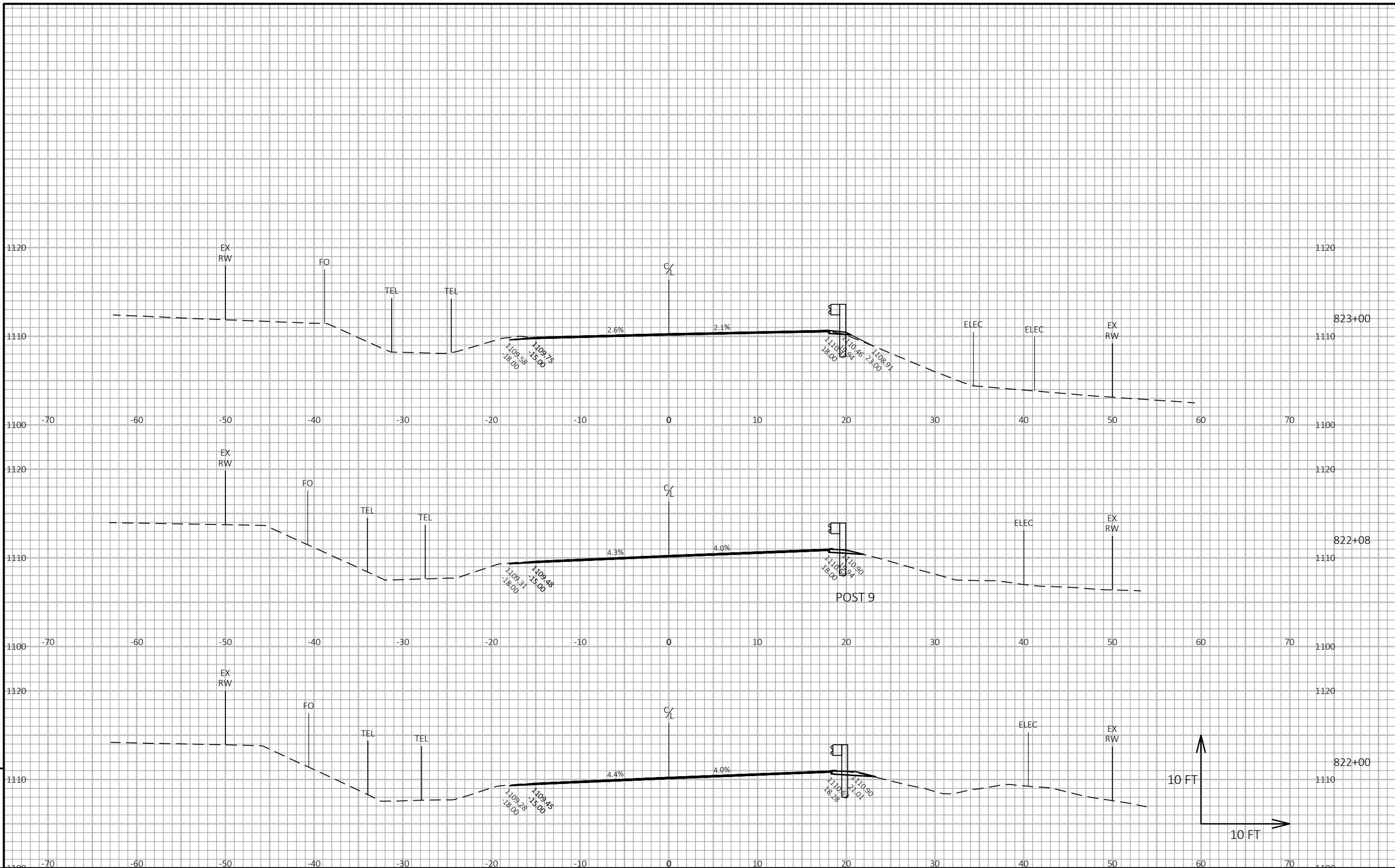
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 826+25

SHEET

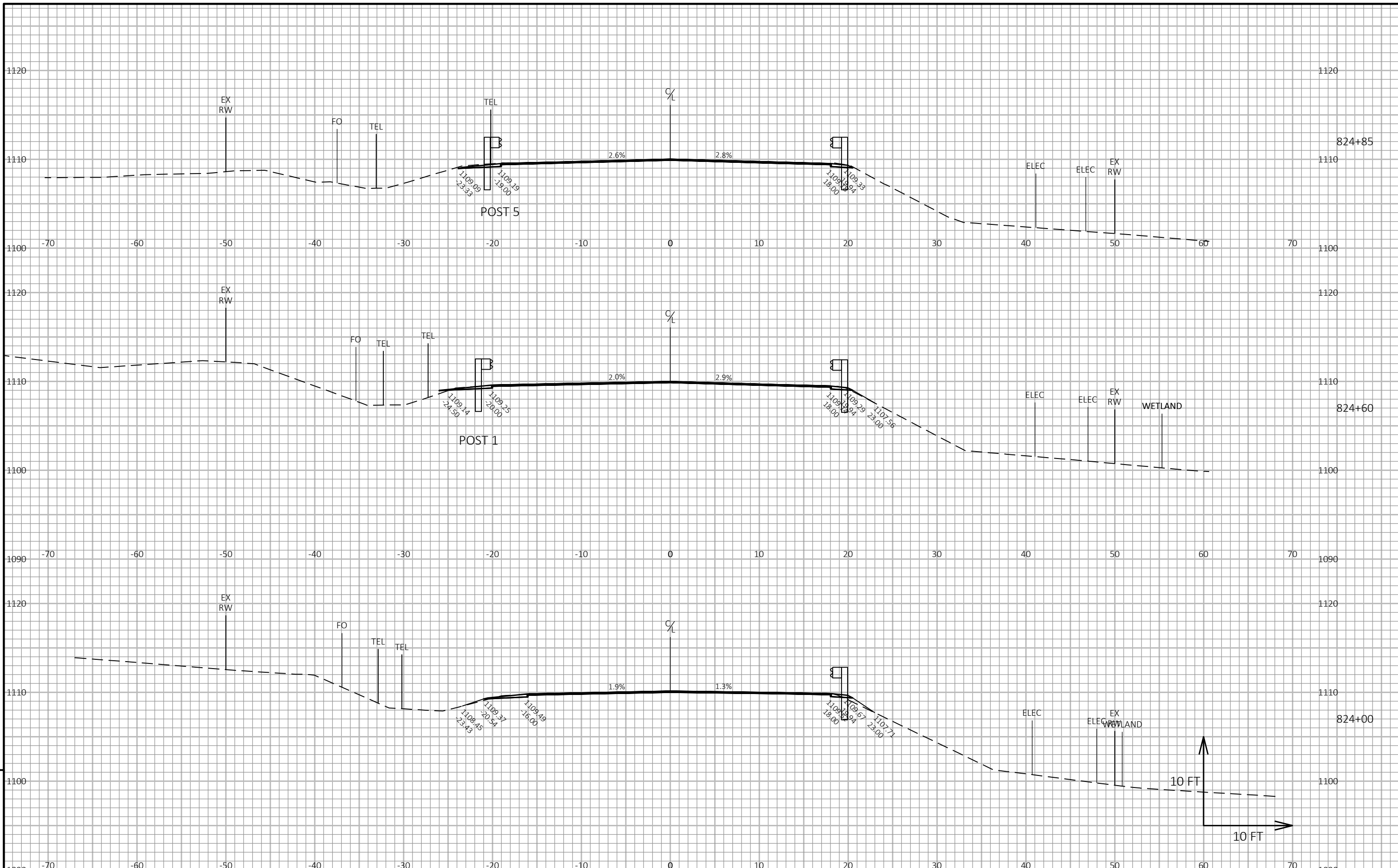
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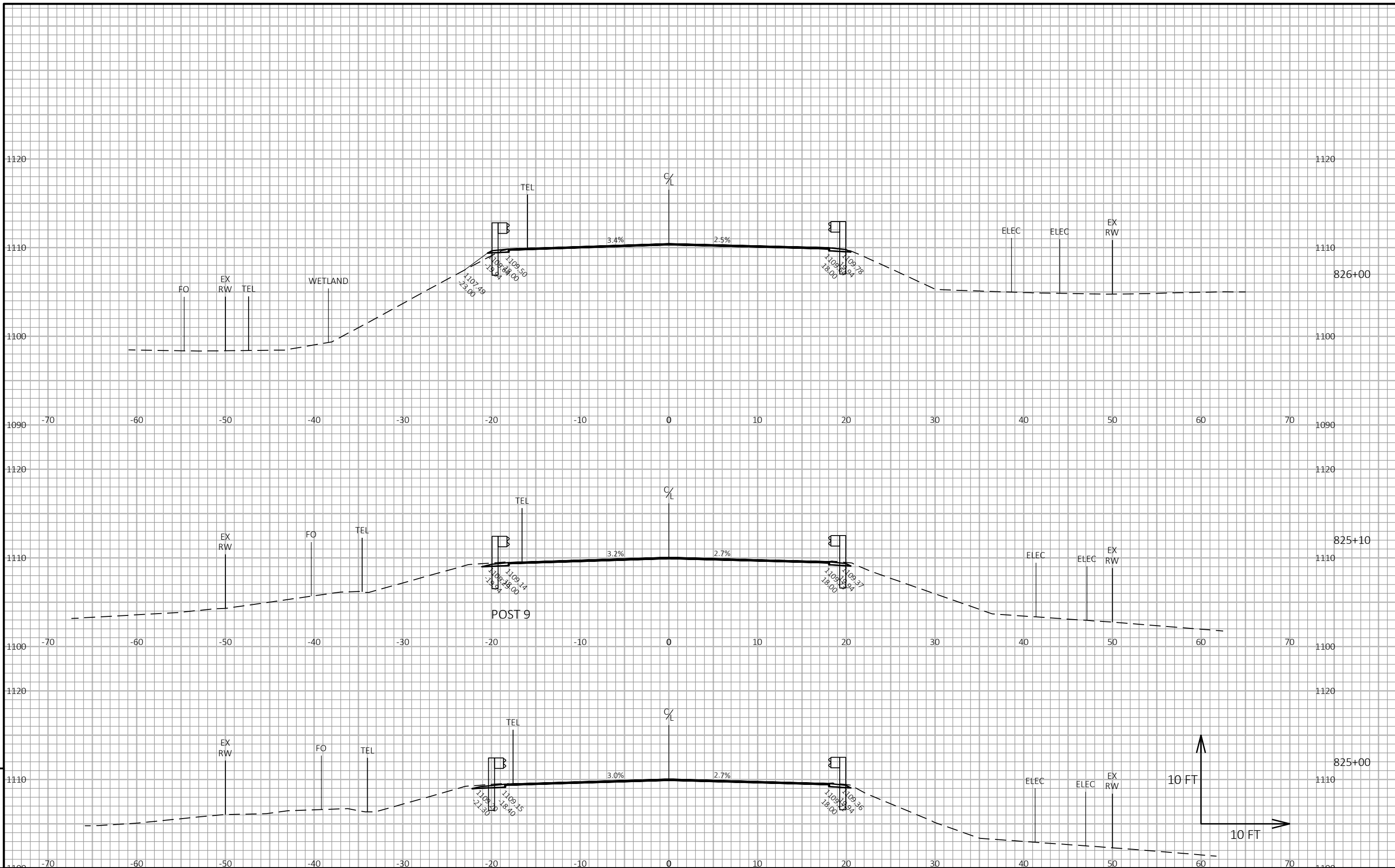


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PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 826+25	SHEET	E
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PROJECT NO: 6310-00-60

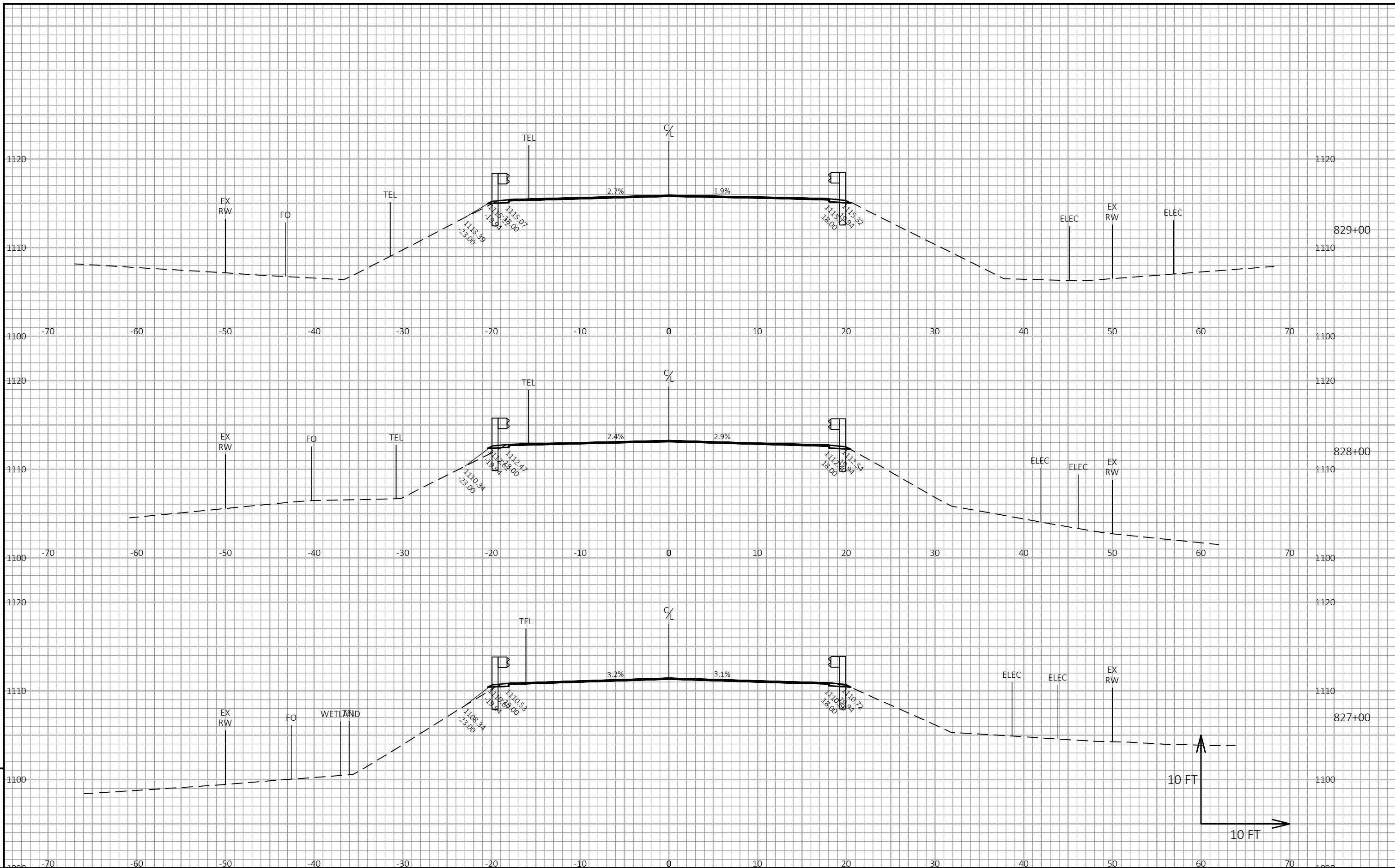
HWY: STH 73

COUNTY: WAUSHARA

CROSS SECTIONS: MGS 826+25

SHEET

E



PROJECT NO: 6310-00-60

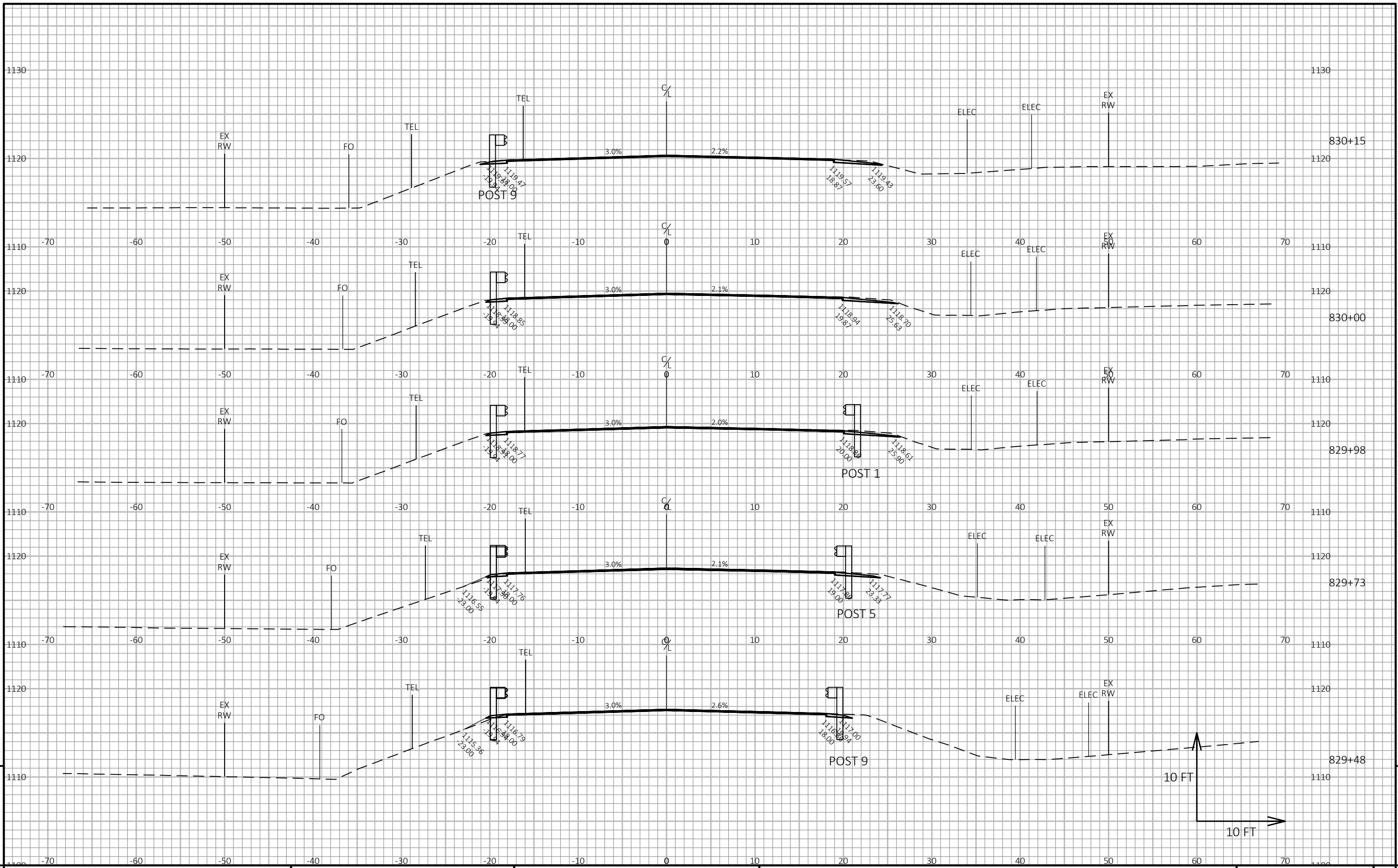
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COUNTY: WAUSHARA

CROSS SECTIONS: MGS 826+25

SHEET

E



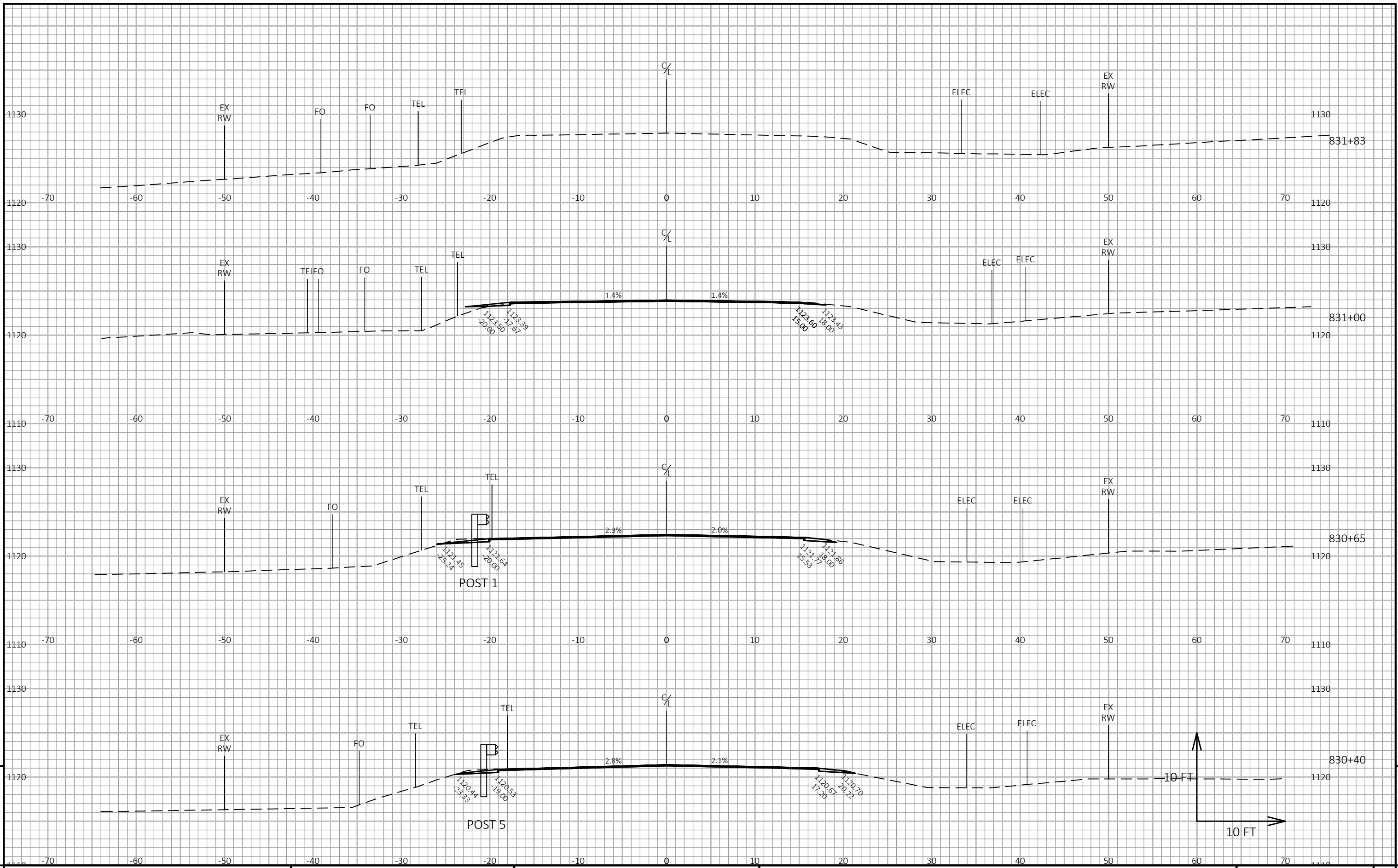
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PROJECT NO: 6310-00-60 HWY: STH 73 COUNTY: WAUSHARA CROSS SECTIONS: MGS 826+25 SHEET E

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LAYOUT NAME: -06



PROJECT NO: 6310-00-60	HWY: STH 73	COUNTY: WAUSHARA	CROSS SECTIONS: MGS 826+25	SHEET	E
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FILE NAME : Y:\MILWAUKEE\202005\20264.00\ENG_DOCS\61700031\SHEETSPLAN\63100030-RESURF\090230-XS(826+25)-PERSDD.DWG
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 PLOT BY : WEIGAND, BEN
 PLOT NAME :
 PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
 WISDOT/CADD SHEET 49

9

9



Wisconsin Department of Transportation

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6321-00-72	WISC 2021181	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PLAINFIELD - WISCONSIN RAPIDS

CTH BB TO 5TH AVE

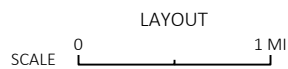
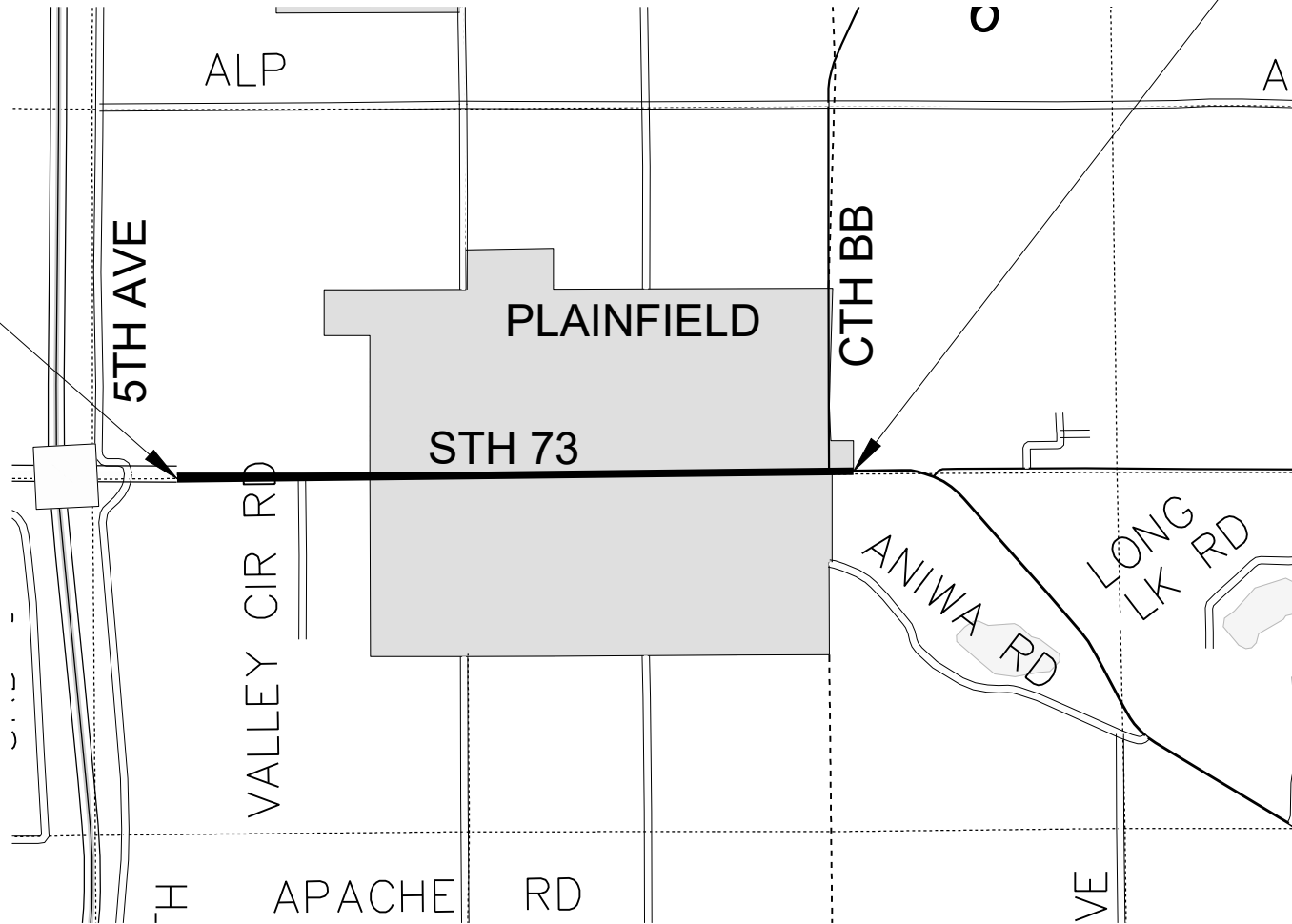
STH 73

WAUSHARA COUNTY

STATE PROJECT NUMBER
6321-00-72

BEGIN PROJECT
STA 859+39.06
X: 331,837.36
Y: 184,343.16

END PROJECT
STA 959+86.66



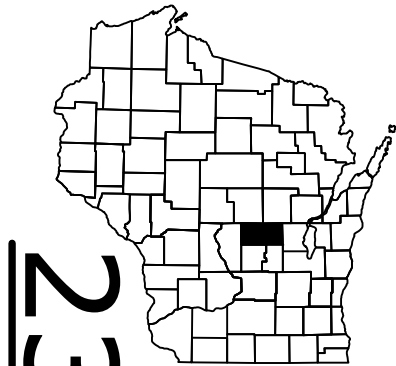
TOTAL NET LENGTH OF CENTERLINE = 1.903 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WAUSHARA 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. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012) U.S. SURVEY FEET.

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 = 128



DESIGN DESIGNATION 6321-00-02

A.A.D.T. (2021)	=	6,400
A.A.D.T. (2041)	=	8,100
D.H.V. (K 30)	=	13.3%
D.D.	=	61/39
T.	=	31.9%
DESIGN SPEED	=	30-50 M.P.H.
ESALS	=	3,029,500

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

ORIGINAL PLANS PREPARED BY

AMANDA E. ZACHARIAS
E-35716
MILWAUKEE
WISCONSIN

PROFESSIONAL ENGINEER

DATE: 10/26/20
Amanda Zacharias
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	NC REGION
Surveyor	ALFRED BENESCH & CO
Designer	JEFF STEWART
Project Manager	CHERYL SIMON
Regional Examiner	MICHAEL KRETSCHMER
Regional Supervisor	

APPROVED FOR THE DEPARTMENT

DATE: 10/30/2020 *J. Stewart*
(Signature)

PROJECT ID: 6321-00-72

COUNTY: WAUSHARA

UTILITY CONTACTS

ATC MANAGEMENT, INC - TRANSMISSION
 2489 RINDEN ROAD
 COTTAGE GROVE, WI 53527
 DOUG VOBERG
 (608) 877-7650
 dvosberg@atcllc.com

CHARTER COMMUNICATIONS - COMMUNICATION
 5024 HEFFRON ST
 STEVENS POINT, WI 54481
 RUDI RUDIGER
 (715) 204-5339
 Rudi.rudiger@charter.com

VILLAGE OF PLAINFIELD - WATER
 114 S. MAIN STREET
 PLAINFIELD, WI 54966
 JOHN ZOUSKI
 (715) 213-6501
 plfdpw@uniontel.net

ADAMS-COLUMBIA ELECTRIC COOP - ELECTRIC
 401 E LAKE ST
 FRIENDSHIP, WI 53934
 DUANE MOORE
 (800) 831-8629
 dmoore@acecwi.com

PLAINFIELD WASTEWATER TREATMENT FACILITY - SEWER
 114 S. MAIN STREET
 PLAINFIELD, WI 54966
 JOHN ZOUSKI
 (715) 213-6501
 plfdpw@uniontel.net

WE ENERGIES – GAS/PETROLEUM
 1921 8TH ST. SOUTH
 WISCONSIN RAPIDS, WI 54494
 LARRY KOCH
 (715) 421-7249
 larry.koch@we-energies.com

ALLIANT ENERGY – ELECTRIC
 880 N. WISCONSIN ST.
 BERLIN, WI 54923
 MARK VILLARS
 (902) 290-0827
 markvillars@alliantenergy.com

UNION TELEPHONE CO – COMMUNICATION
 100 W. NORTH ST.
 PLAINFIELD, WI 54909
 RONALD BOWDEN
 (715) 572-9648
 rbowden@uniontel.net

GENERAL NOTES

1. 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.
2. CONTACT JOHN ZOUSKI OF THE VILLAGE OF PLAINFIELD TO COORDINATE RELOCATION OF VILLAGE STREET SIGNS.

OTHER AGENCIES

WISDNR
 DNR NORTH CENTRAL REGION
 473 GRIFFITH AVE
 WISCONSIN RAPIDS, WI 54494
 BRAD BETTHAUSER
 (715) 421-7851
 Bradley.Betthausen@Wisconsin.gov

ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PAVEMENT MARKING
- CURB RAMP DETAILS
- TRAFFIC CONTROL

RUNOFF COEFFICIENT TABLE

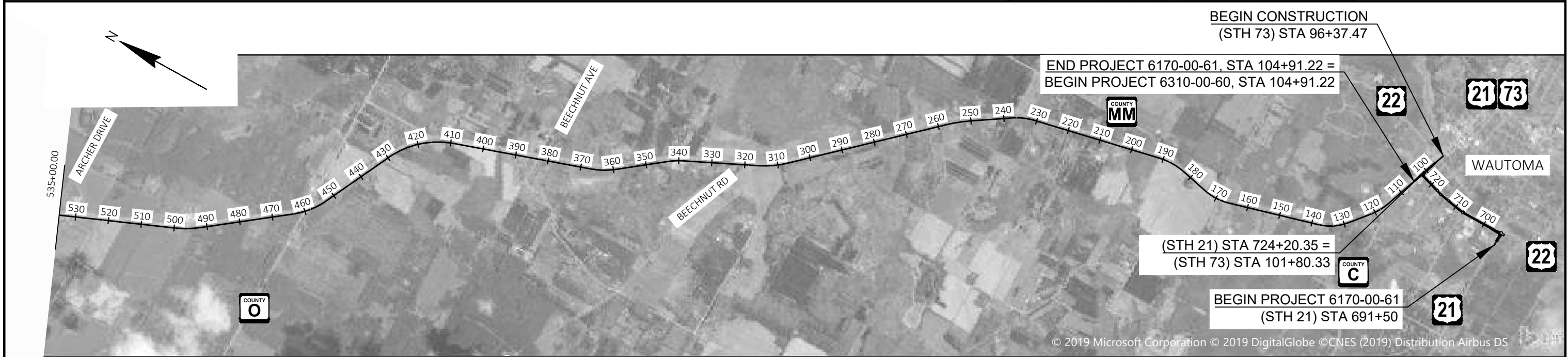
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30
			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	0.70 - 0.95											
CONCRETE	0.80 - 0.95											
BRICK	0.70 - 0.80											
DRIVES, WALKS	0.75 - 0.85											
ROOFS	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

PAVEMENT LOCATION	TOTAL PAVEMENT THICKNESS	LAYER	TYPE
MAINLINE PAVING	1.5"	1.5" UPPER	5 MT 58-28 S
SHOULDER WIDENING	3.5"	1.5" UPPER 2" LOWER	5 MT 58-28 S

TOTAL PROJECT AREA = 8.70 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.04 ACRES

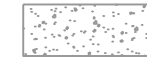


Dial 811 or (800) 242-8511
www.DiggersHotline.com



PROJECT NO: 6170-00-61/6310-00-60/6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PROJECT OVERVIEW	SHEET	E
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LEGEND



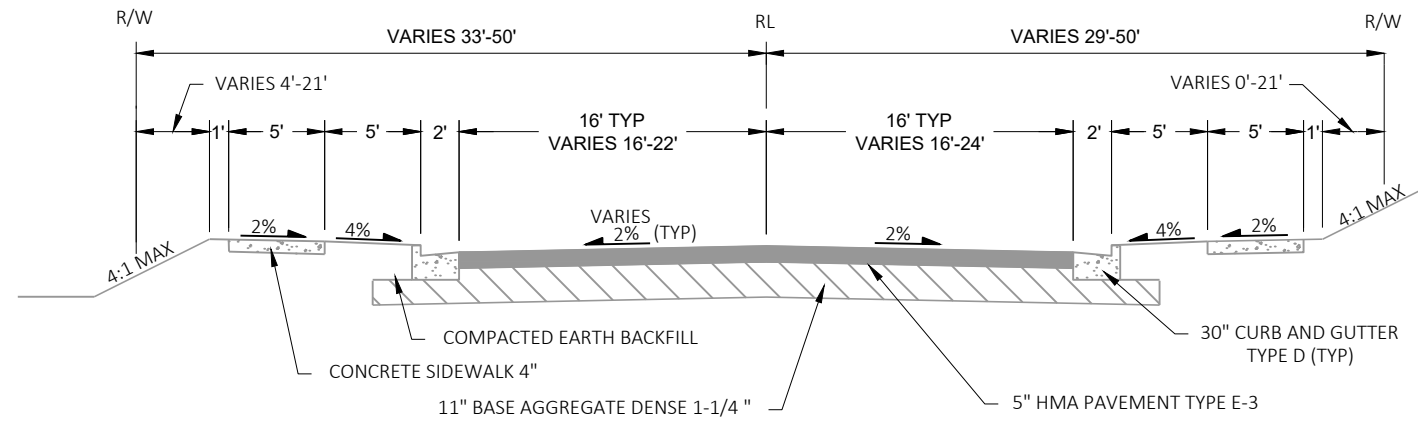
CONCRETE



BASE AGGREGATE DENSE 1-1/4"

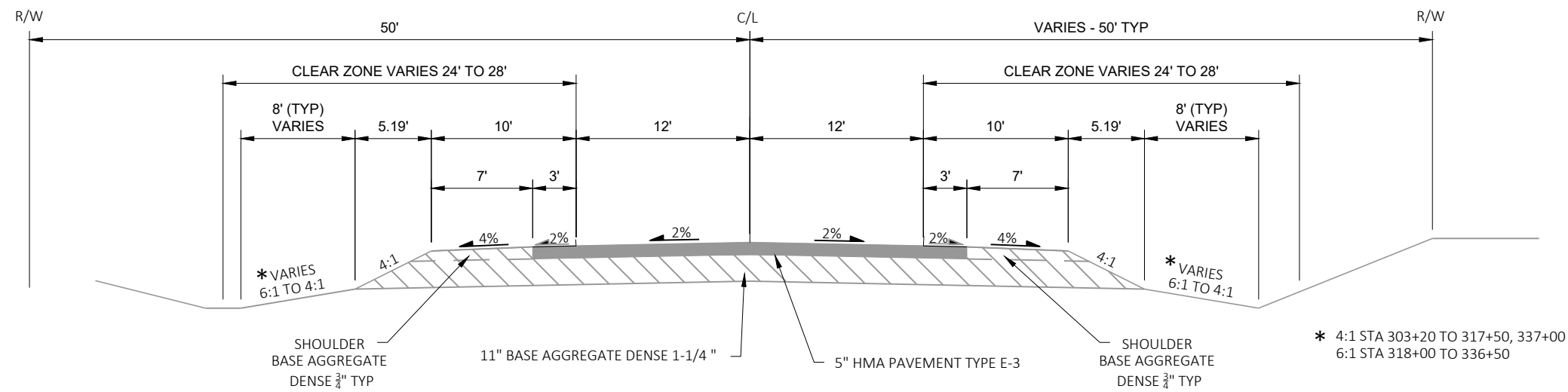


EXISTING HMA PAV'T



EXISTING STH 73 URBAN TYPICAL SECTION

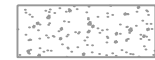
STA 868+20 - 895+26
STA 898+05 - 926+05



EXISTING STH 73 RURAL TYPICAL SECTION

STA 859+39 - 868+20
STA 926+05 - 959+86

LEGEND



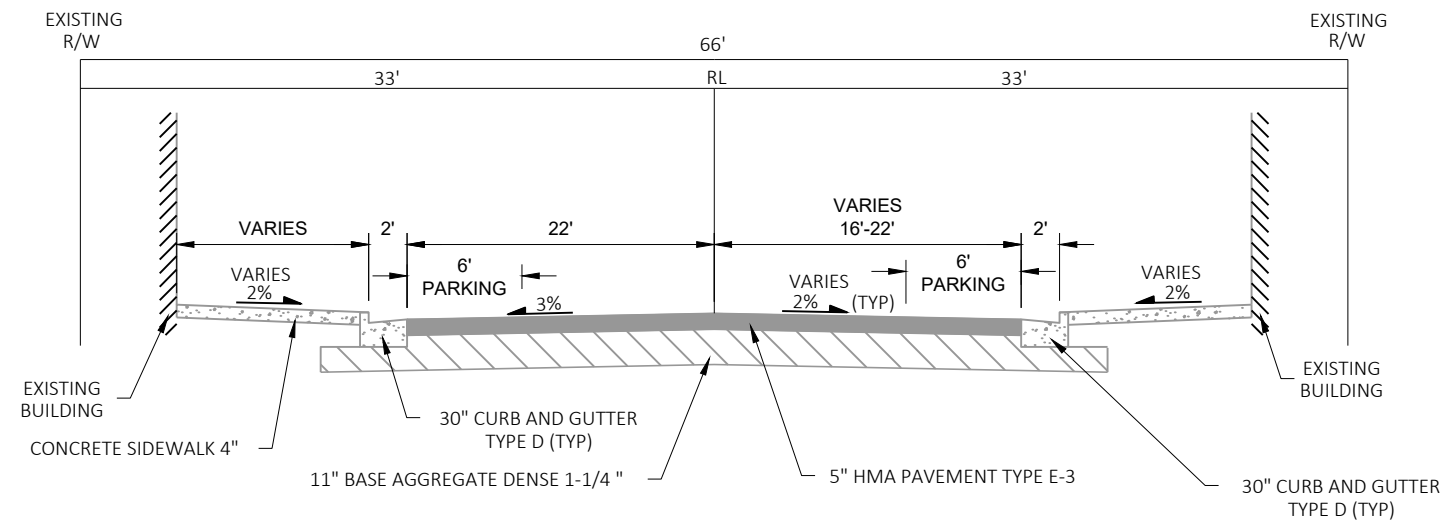
CONCRETE



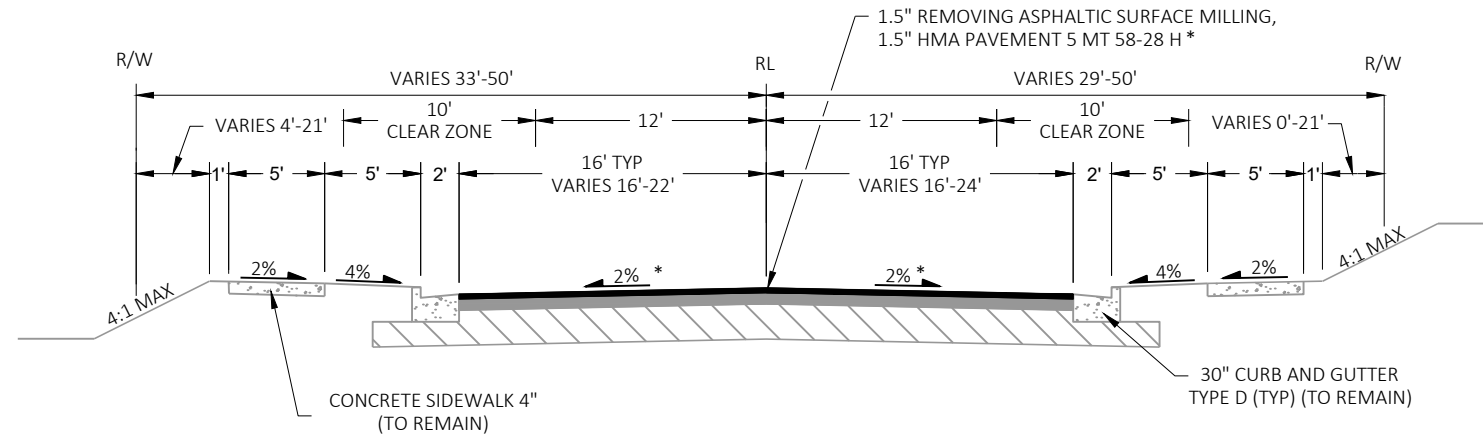
BASE AGGREGATE DENSE 1-1/4"







EXISTING HMA PAV'T



EXISTING STH 73 URBAN TYPICAL SECTION
 STA 895+26 - 898+05



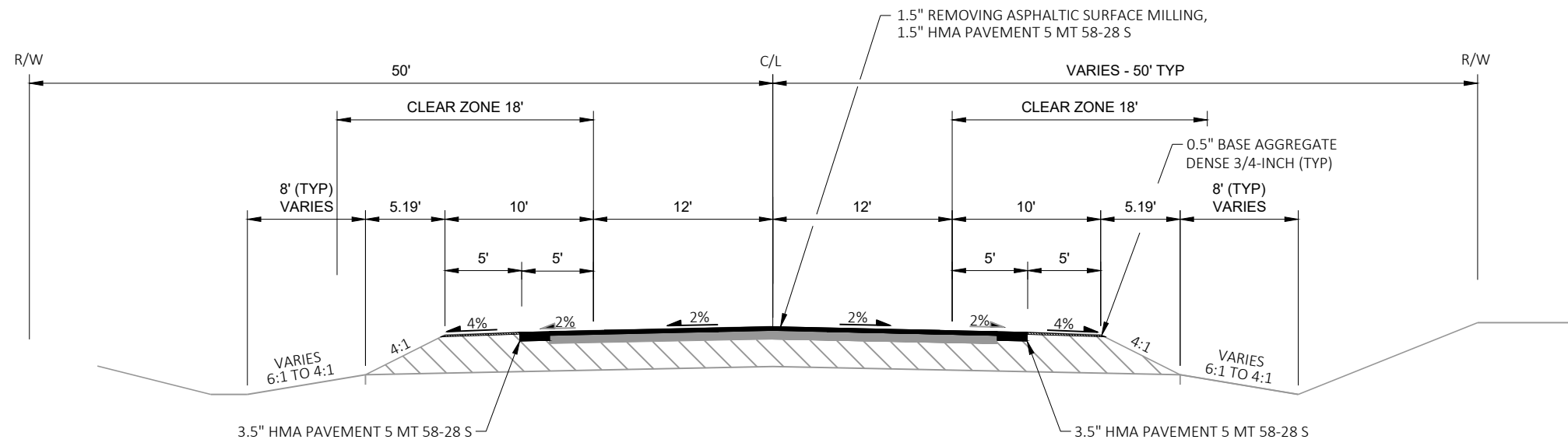
LEGEND

-  CONCRETE
-  BASE AGGREGATE DENSE 1-1/4"
-  EXISTING HMA PAV'T
-  PROPOSED HMA PAV'T

FINISHED STH 73 URBAN TYPICAL SECTION

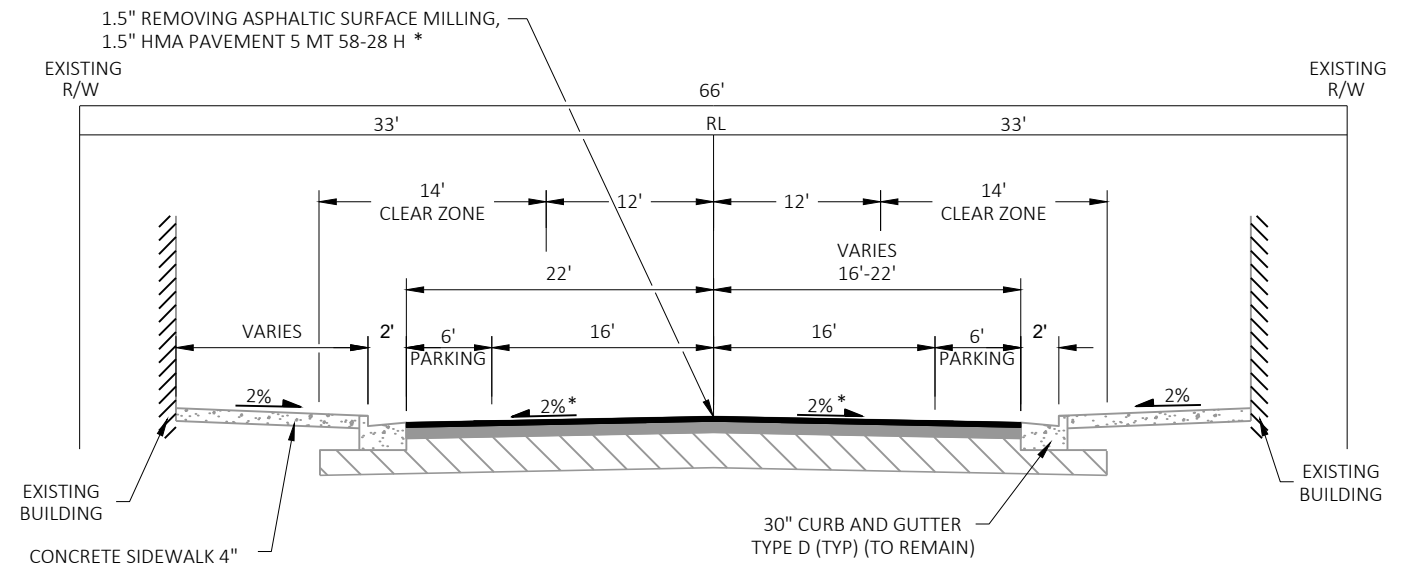
STA 868+20 - 895+26
STA 898+05 - 926+05

* 2% TYPICAL CROSS SLOPE.
IN AREAS WHERE THE EXISTING CROSS SLOPE IS LESS THAN 2%, VARY THE HMA PAVEMENT DEPTH FROM 1.5" AT CURB FLAG LINE TO 2" AT CENTERLINE TO INCREASE CROSS SLOPE.



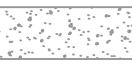



FINISHED STH 73 RURAL TYPICAL SECTION

STA 859+39 - 868+20
STA 926+05 - 959+86

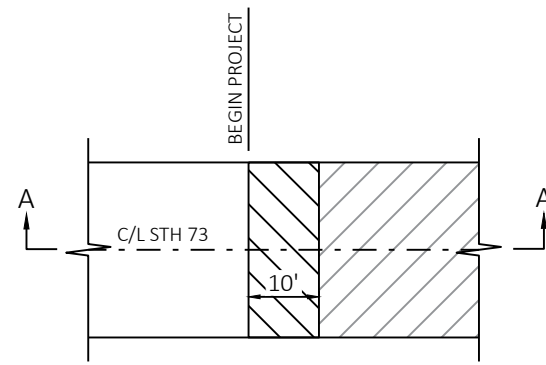


FINISHED STH 73 URBAN TYPICAL SECTION
STA 895+26 - 898+05

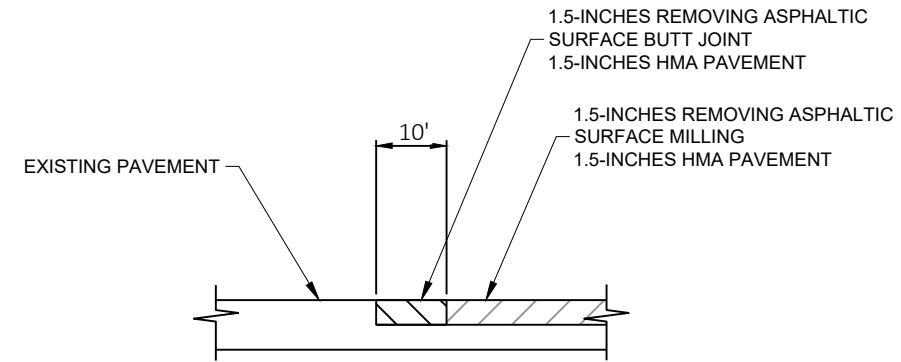
LEGEND

	CONCRETE
	BASE AGGREGATE DENSE 1-1/4"
	EXISTING HMA PAV'T
	PROPOSED HMA PAV'T

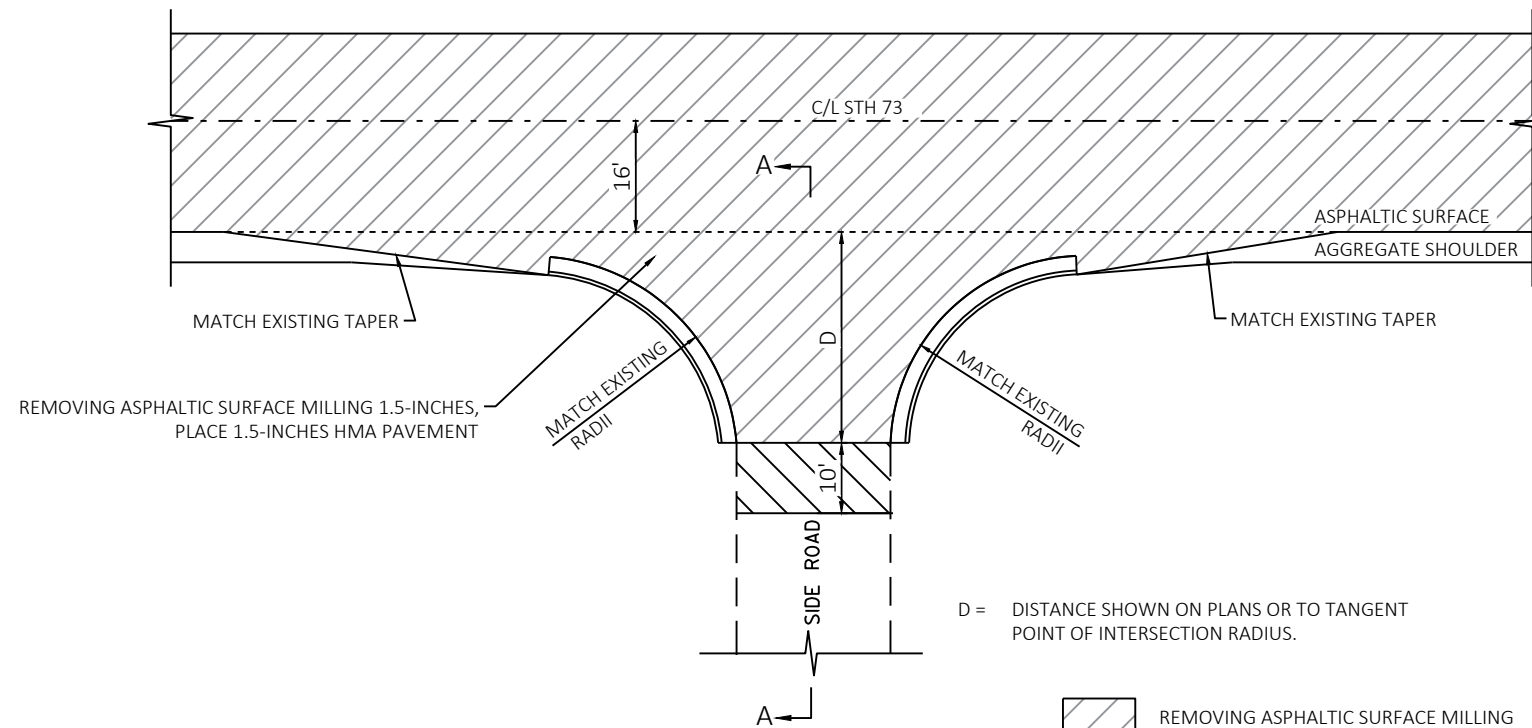
* 2% TYPICAL CROSS SLOPE.
IN AREAS WHERE THE EXISTING CROSS SLOPE IS LESS THAN 2%, VARY THE HMA PAVEMENT DEPTH FROM 1.5" AT CURB FLAG LINE TO 2" AT CENTERLINE TO INCREASE CROSS SLOPE.



TYPICAL MAINLINE DETAIL





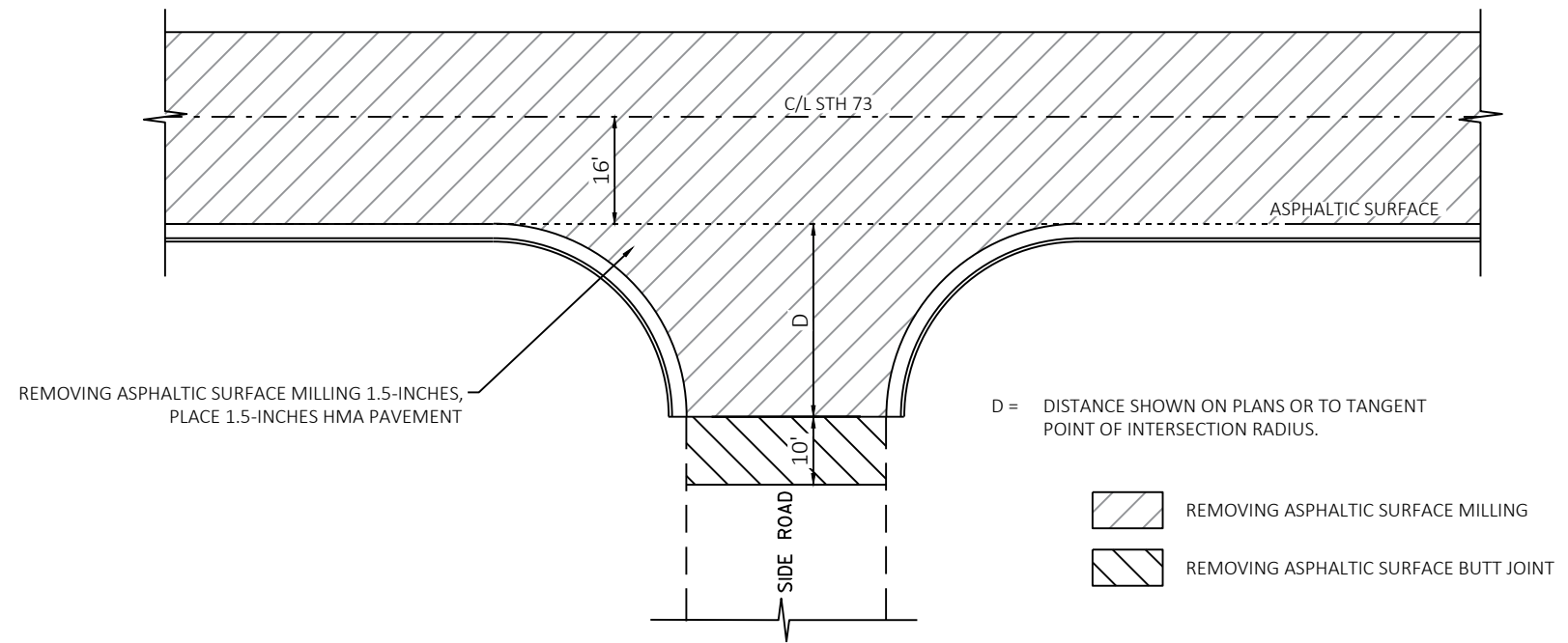
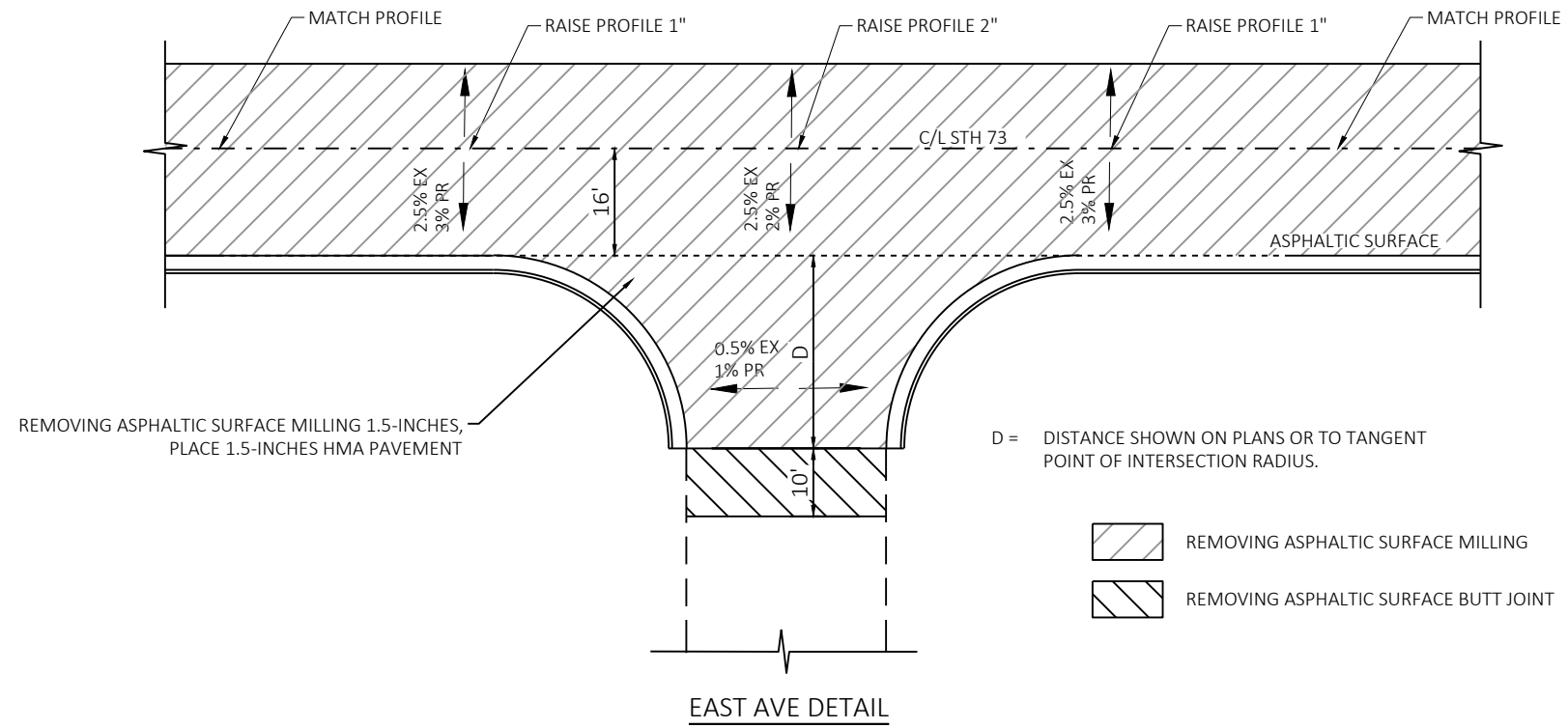
SECTION A-A



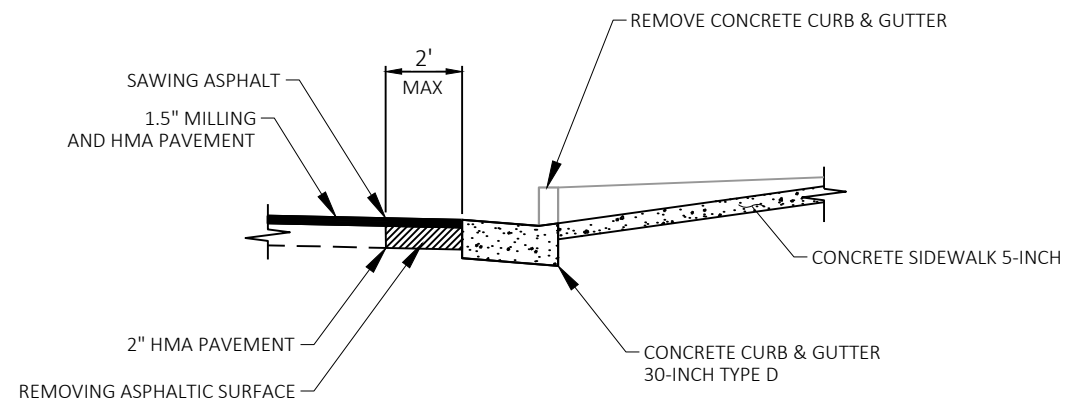
TYPICAL RURAL SIDE ROAD DETAIL

ANIWA RD
VALLEY CIRCLE

-  REMOVING ASPHALTIC SURFACE MILLING
-  REMOVING ASPHALTIC SURFACE BUTT JOINT



WHEELER DR, BEACH ST, CENTER ST, MAIN ST, WEST ST, HAMILTON ST
GROVE ST, MARKET ST, WOODWARD AVE, SECOND AVE, ELM ST, THIRD AVE, PINE ST



CURB RAMP RECONSTRUCT DETAIL



C/L STH 73
858+00 859+00

BEGIN PROJECT
STA 859+39

4" EDGELINE, WHITE
MARKING LINE GROVED
WET REFLECTIVE EPOXY

4" DOUBLE YELLOW
NO PASSING
MARKING LINE EPOXY

860+00

861+00

862+00

863+00

NOTES:

1. ALL SIGNS SHOWN OR NOT SHOWN TO REMAIN UNLESS OTHERWISE NOTED.
2. LOCATIONS OF STOP BARS, ARROWS, "ONLY", TURN LANES, CROSS WALKS AND OTHER MARKING LINES TO BE LAID OUT AS NOTED IN THE PLAN, IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.



4" EDGELINE, WHITE
MARKING LINE GROVED
WET REFLECTIVE EPOXY

4" DOUBLE YELLOW
NO PASSING
MARKING LINE EPOXY

8" LINE, WHITE
MARKING LINE EPOXY



8" LINE, WHITE
MARKING LINE EPOXY

TYPE 2 ARROW, WHITE
MARKING ARROW EPOXY

864+00

865+00

866+00

867+00

18" LINE, WHITE
MARKING STOP LINE EPOXY

868+00

C/L STH 73

869+00

TYPE 2 ARROW, WHITE
MARKING ARROW EPOXY

"ONLY", WHITE
MARKING WORD EPOXY

TYPE 2 ARROW, WHITE
MARKING ARROW EPOXY

4" EDGELINE, WHITE
MARKING LINE EPOXY

6" LINE, WHITE
MARKING CROSSWALK
EPOXY TRANSVERSE

6" LINE, WHITE
MARKING CROSSWALK
EPOXY TRANSVERSE

18" LINE, WHITE
MARKING STOP LINE EPOXY





"ONLY", WHITE MARKING WORD EPOXY

8" LINE, WHITE MARKING LINE EPOXY

TYPE 2 ARROW, WHITE MARKING ARROW EPOXY

4" DOUBLE YELLOW NO PASSING MARKING LINE EPOXY

4" EDGE LINE YELLOW MARKING LINE EPOXY

4" LANE LINE YELLOW MARKING LINE EPOXY

TYPE 2 ARROW, WHITE MARKING ARROW EPOXY

C/L STH 73

870+00

871+00

872+00

873+00

874+00

875+00

4" EDGELINE, WHITE MARKING LINE EPOXY

NOTES:

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869+50.00



4" DOUBLE YELLOW NO PASSING MARKING LINE EPOXY

6" LINE, WHITE MARKING CROSSWALK EPOXY TRANSVERSE

876+00

877+00

878+00

879+00

880+00

881+00

C/L STH 73

6" LINE, WHITE MARKING CROSSWALK EPOXY TRANSVERSE

WHEELER DR



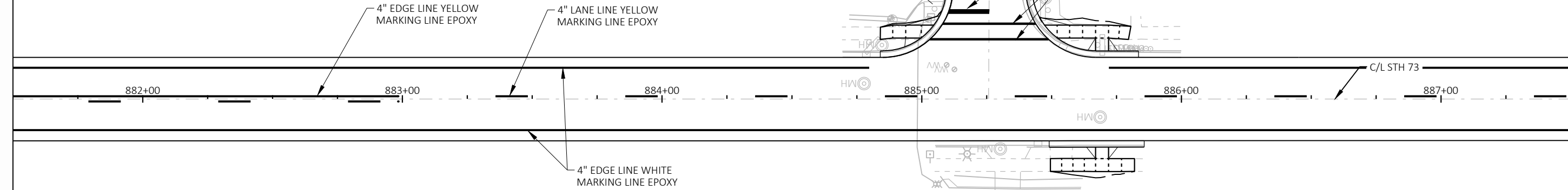
18" LINE, WHITE MARKING STOP LINE EPOXY

4" LANE LINE YELLOW MARKING LINE EPOXY

4" EDGE LINE YELLOW MARKING LINE EPOXY

4" EDGE LINE WHITE MARKING LINE EPOXY

875+50.00

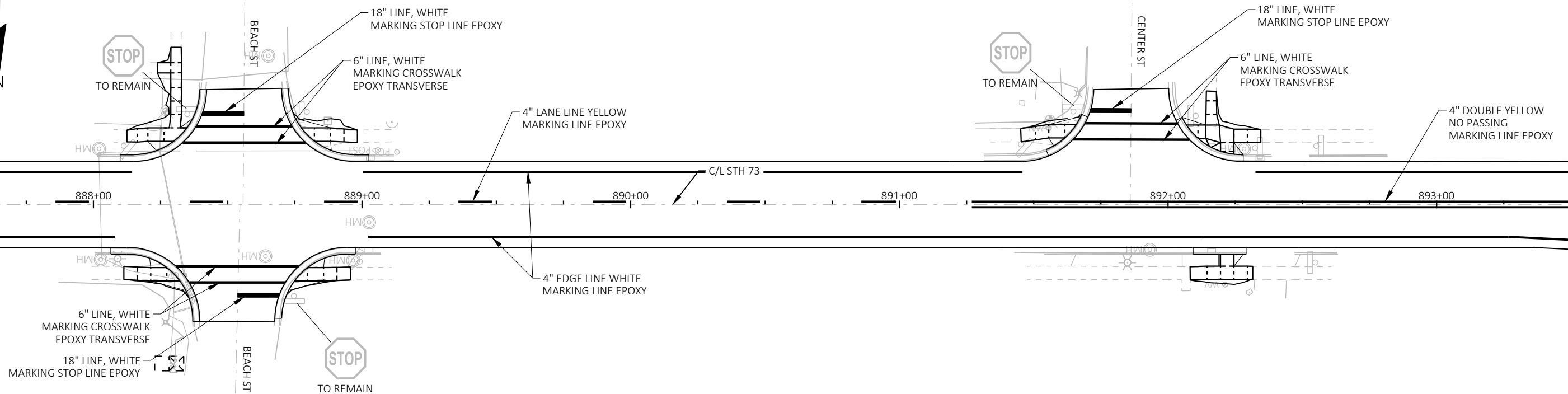


NOTES:

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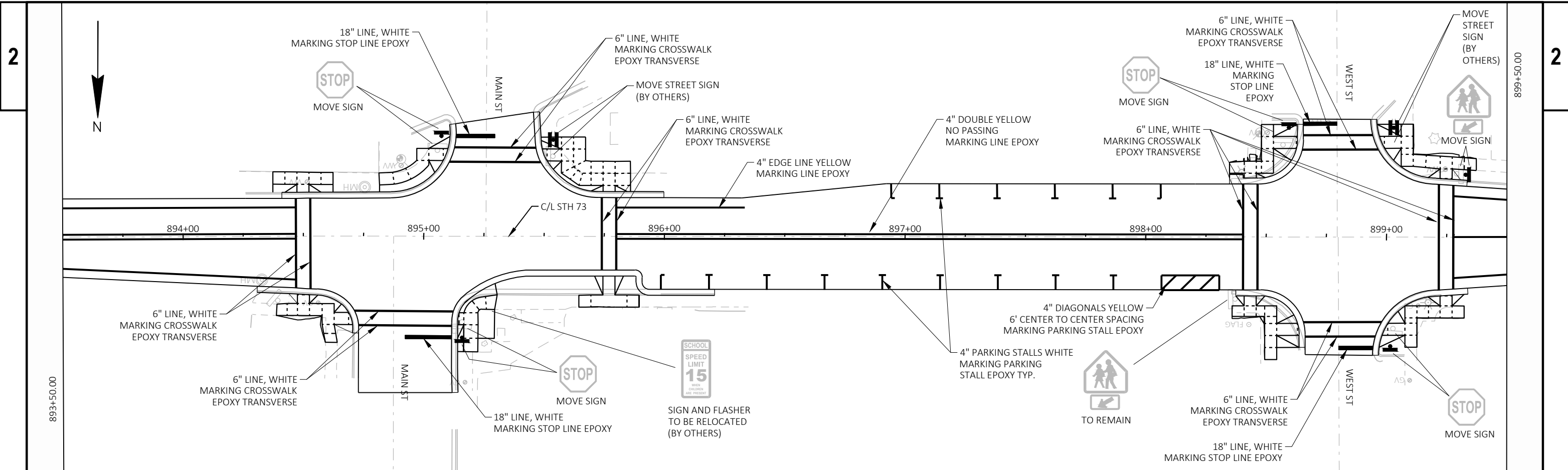
881+50.00

887+50.00



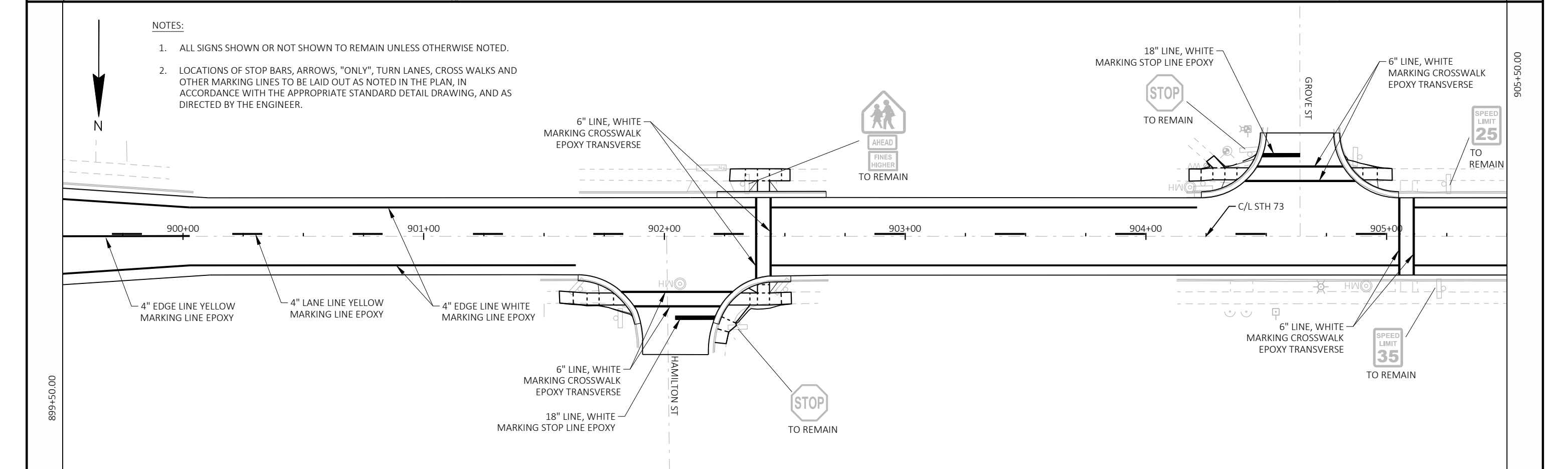
887+50.00

893+50.00



NOTES:

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PROJECT NO: 6321-00-72

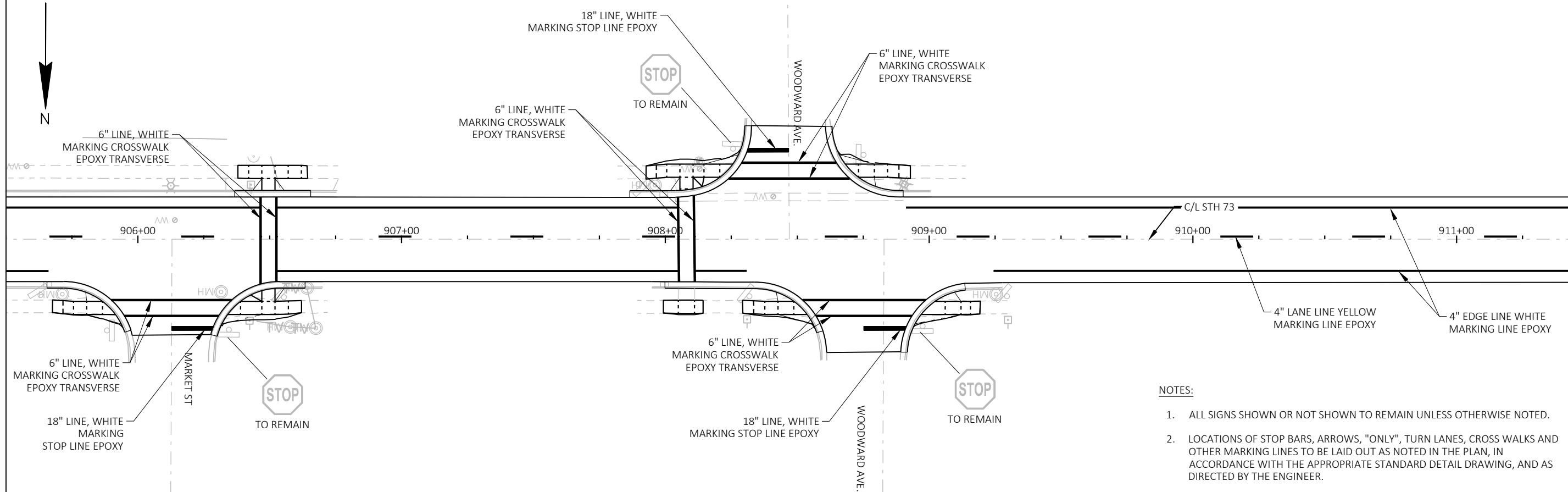
HWY: STH 73

COUNTY: WAUSHARA

PAVEMENT MARKING

SHEET

E

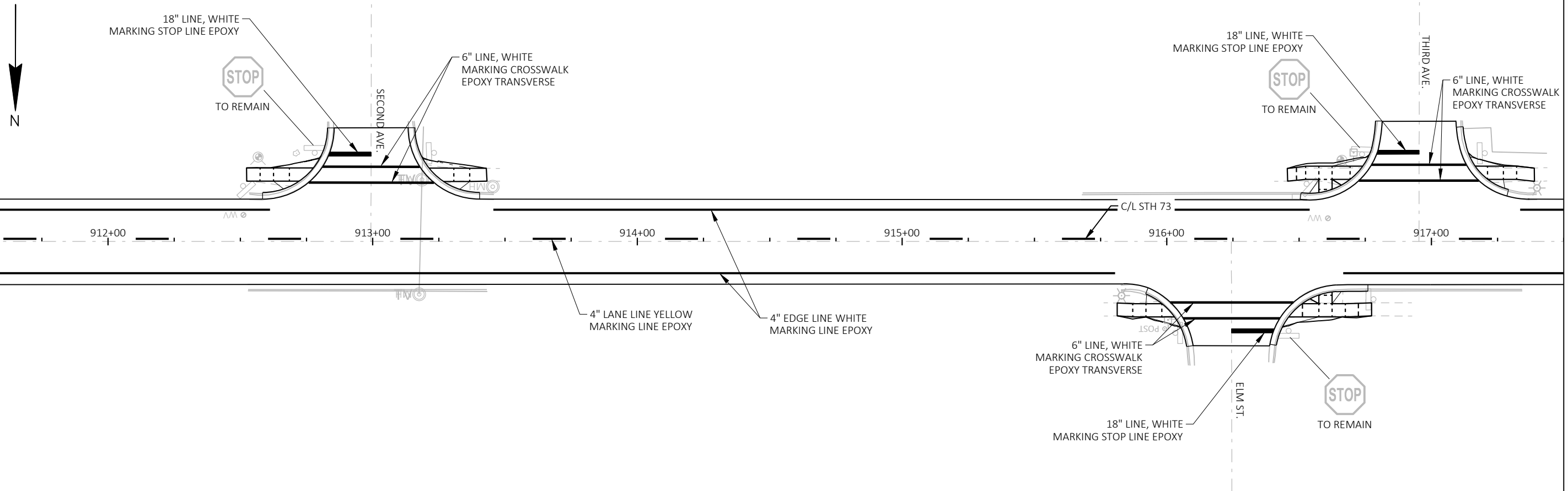


NOTES:

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905+50.00

911+50.00



911+50.00

917+50.00

PROJECT NO: 6321-00-72

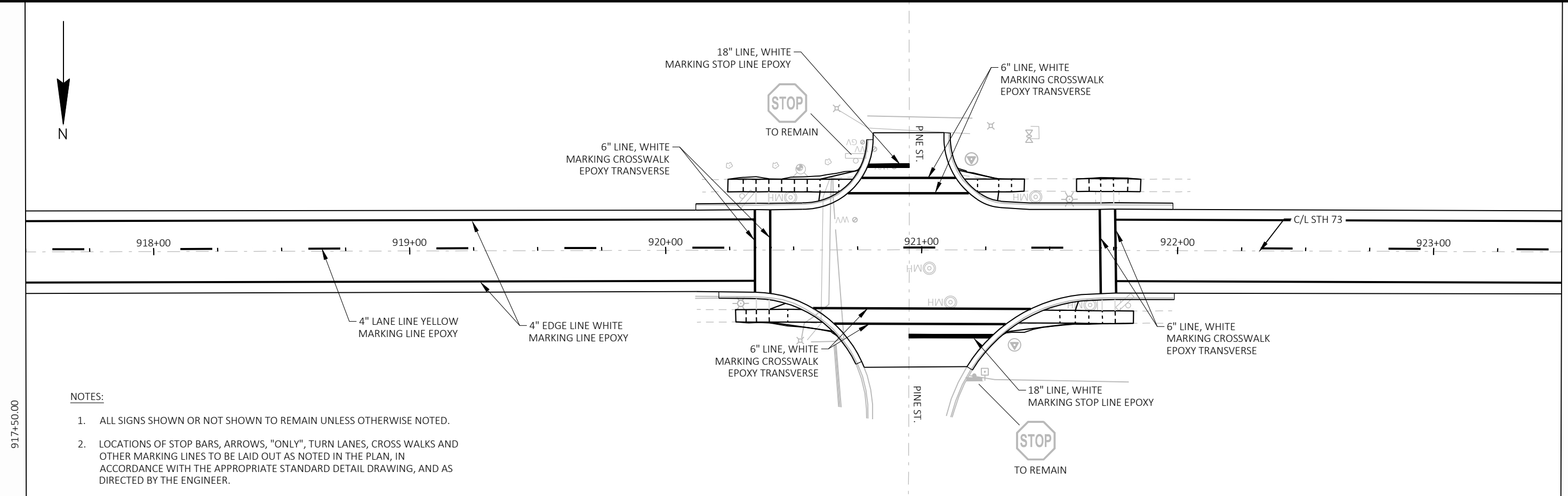
HWY: STH 73

COUNTY: WAUSHARA

PAVEMENT MARKING

SHEET

E

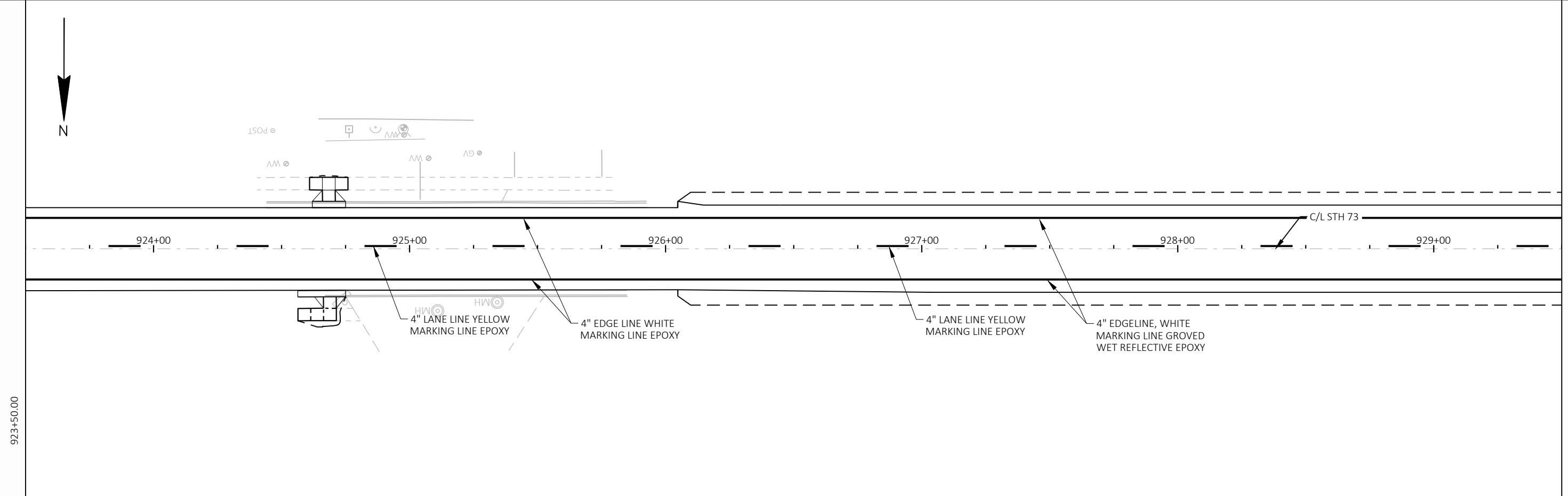


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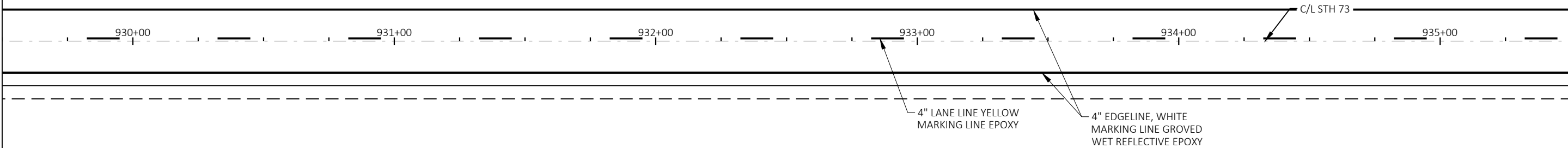
917+50.00

923+50.00



923+50.00

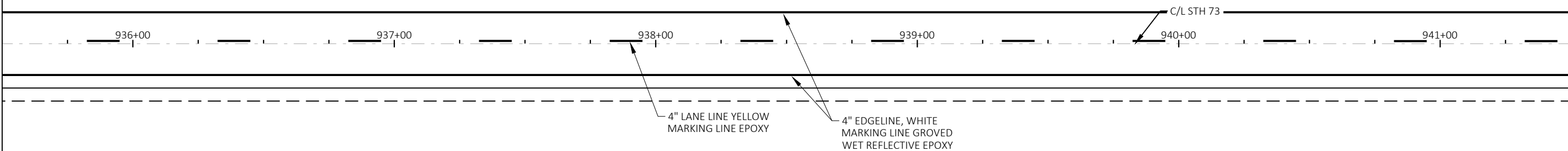
929+50.00



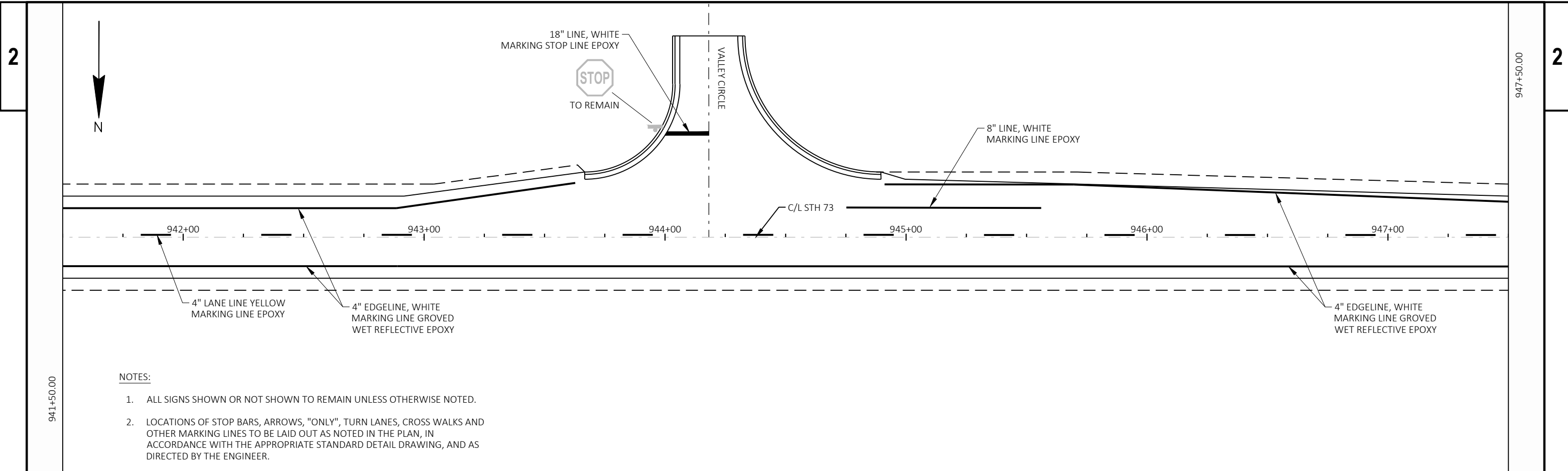
NOTES:

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929+50.00

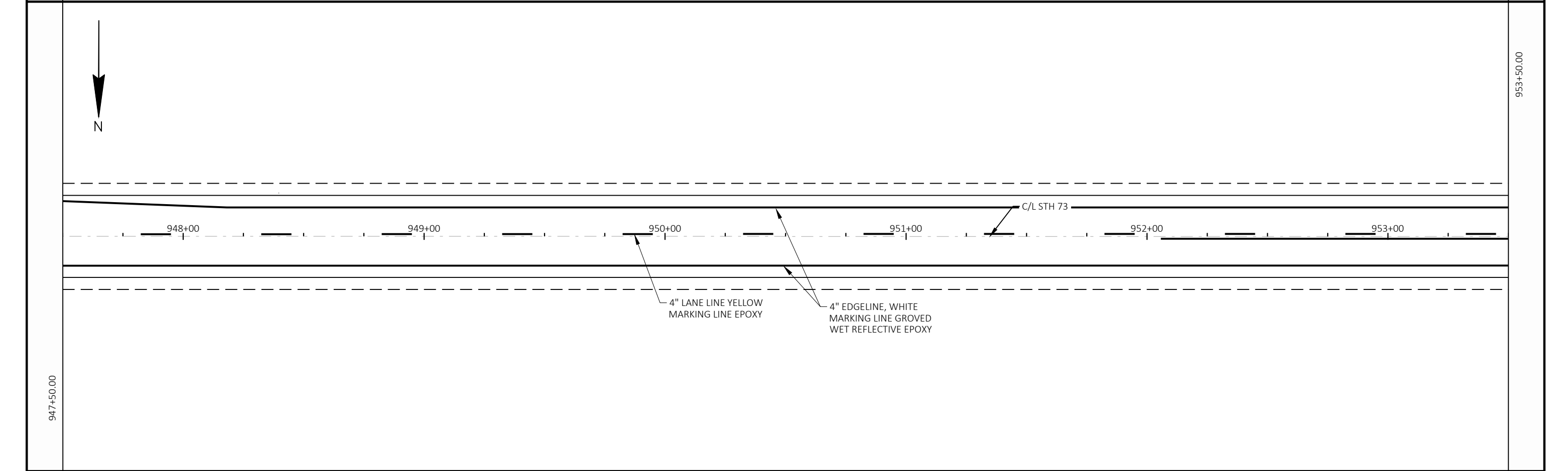


935+50.00

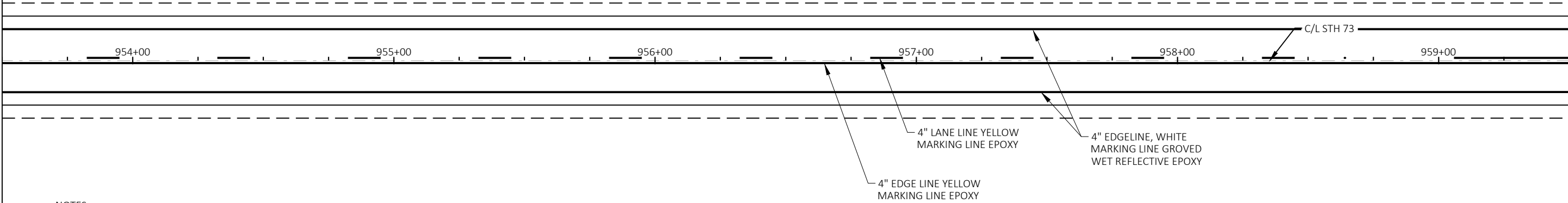


NOTES:

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2. LOCATIONS OF STOP BARS, ARROWS, "ONLY", TURN LANES, CROSS WALKS AND OTHER MARKING LINES TO BE LAID OUT AS NOTED IN THE PLAN, IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.



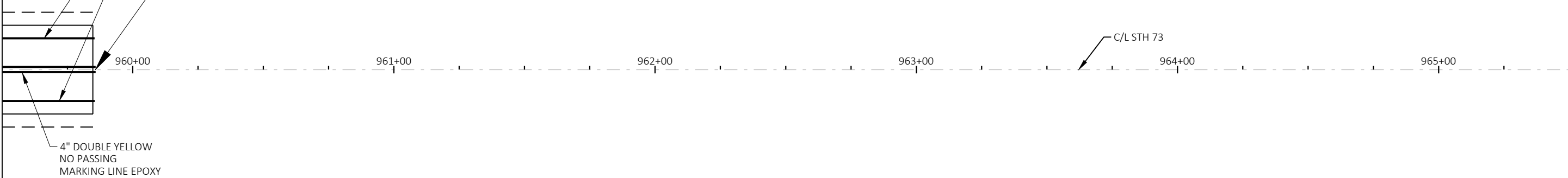
PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PAVEMENT MARKING	SHEET	E
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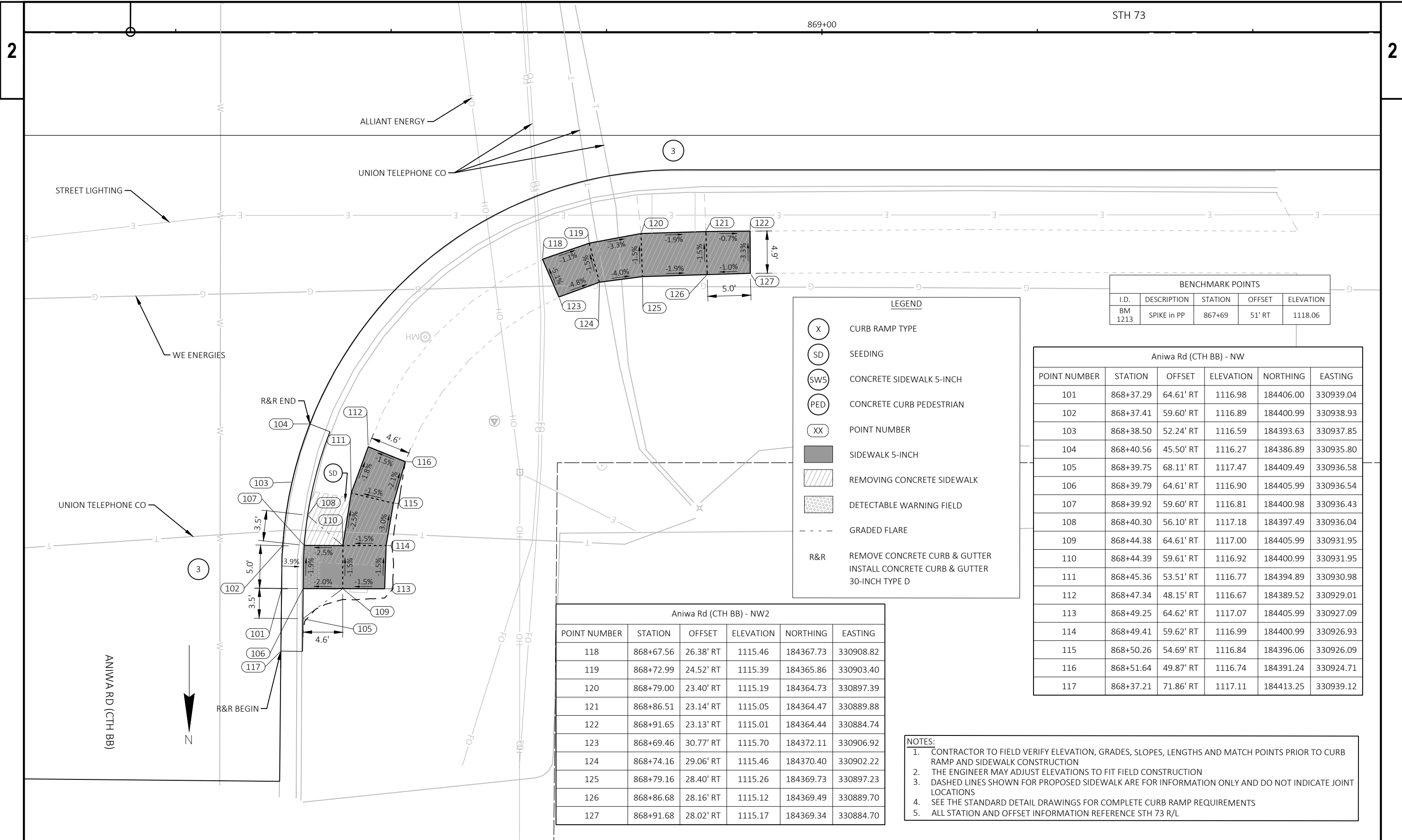
NOTES:

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2. LOCATIONS OF STOP BARS, ARROWS, "ONLY", TURN LANES, CROSS WALKS AND OTHER MARKING LINES TO BE LAID OUT AS NOTED IN THE PLAN, IN ACCORDANCE WITH THE APPROPRIATE STANDARD DETAIL DRAWING, AND AS DIRECTED BY THE ENGINEER.

953+50.00



959+50.00



BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 1213	SPIKE in PP	867+69	51' RT	1118.06

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Gray Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- [Dashed Line] GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

Aniwa Rd (CTH BB) - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	868+37.29	64.61' RT	1116.98	184406.00	330939.04
102	868+37.41	59.60' RT	1116.89	184400.99	330938.93
103	868+38.50	52.24' RT	1116.59	184393.63	330937.85
104	868+40.56	45.50' RT	1116.27	184386.89	330935.80
105	868+39.75	68.11' RT	1117.47	184409.49	330936.58
106	868+39.79	64.61' RT	1116.90	184405.99	330936.54
107	868+39.92	59.60' RT	1116.81	184400.98	330936.43
108	868+40.30	56.10' RT	1117.18	184397.49	330936.04
109	868+44.38	64.61' RT	1117.00	184405.99	330931.95
110	868+44.39	59.61' RT	1116.92	184400.99	330931.95
111	868+45.36	53.51' RT	1116.77	184394.89	330930.98
112	868+47.34	48.15' RT	1116.67	184389.52	330929.01
113	868+49.25	64.62' RT	1117.07	184405.99	330927.09
114	868+49.41	59.62' RT	1116.99	184400.99	330926.93
115	868+50.26	54.69' RT	1116.84	184396.06	330926.09
116	868+51.64	49.87' RT	1116.74	184391.24	330924.71
117	868+37.21	71.86' RT	1117.11	184413.25	330939.12

Aniwa Rd (CTH BB) - NW2					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
118	868+67.56	26.38' RT	1115.46	184367.73	330908.82
119	868+72.99	24.52' RT	1115.39	184365.86	330903.40
120	868+79.00	23.40' RT	1115.19	184364.73	330897.39
121	868+86.51	23.14' RT	1115.05	184364.47	330889.88
122	868+91.65	23.13' RT	1115.01	184364.44	330884.74
123	868+69.46	30.77' RT	1115.70	184372.11	330906.92
124	868+74.16	29.06' RT	1115.46	184370.40	330902.22
125	868+79.16	28.40' RT	1115.26	184369.73	330897.23
126	868+86.68	28.16' RT	1115.12	184369.49	330889.70
127	868+91.68	28.02' RT	1115.17	184369.34	330884.70

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

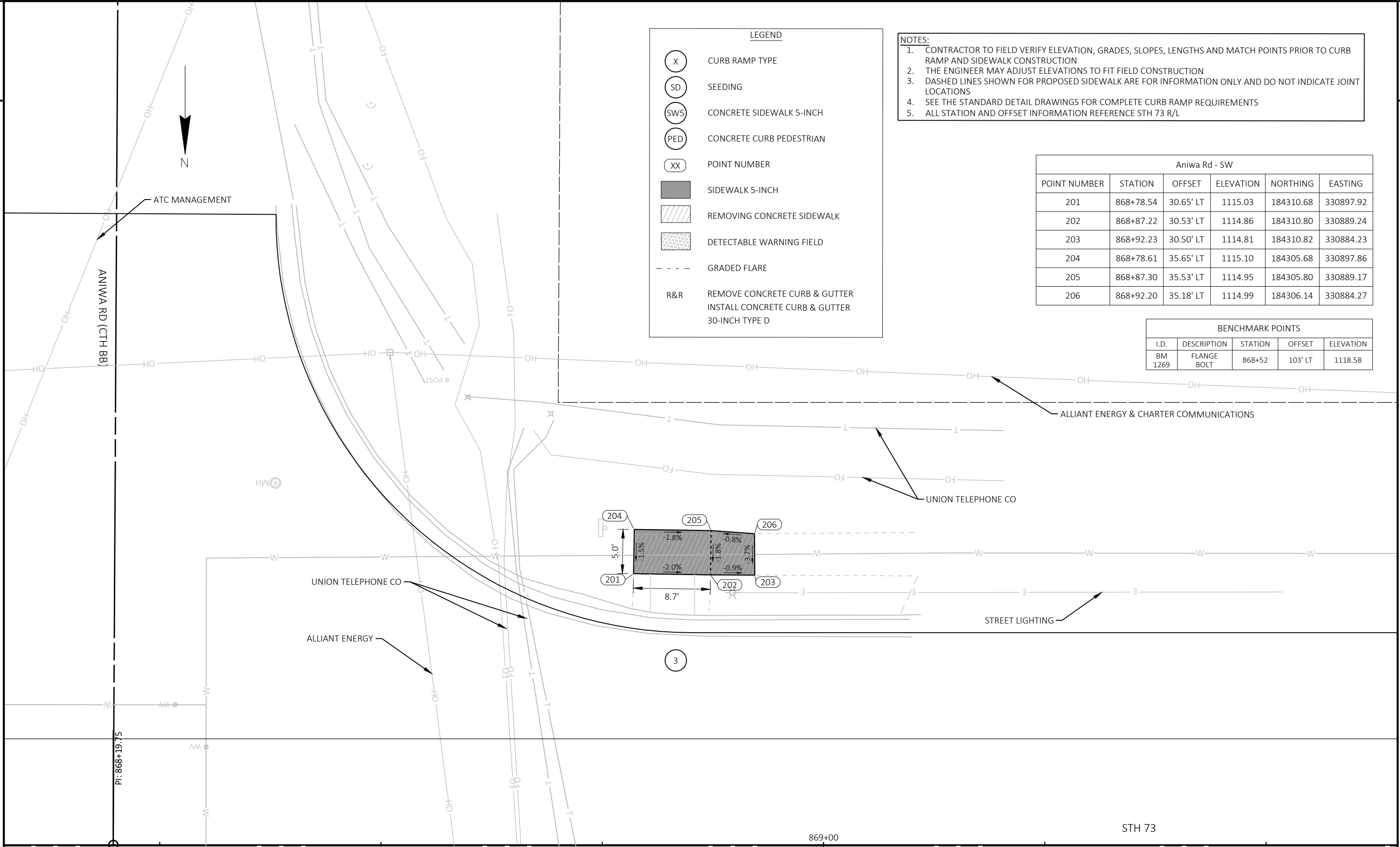
- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

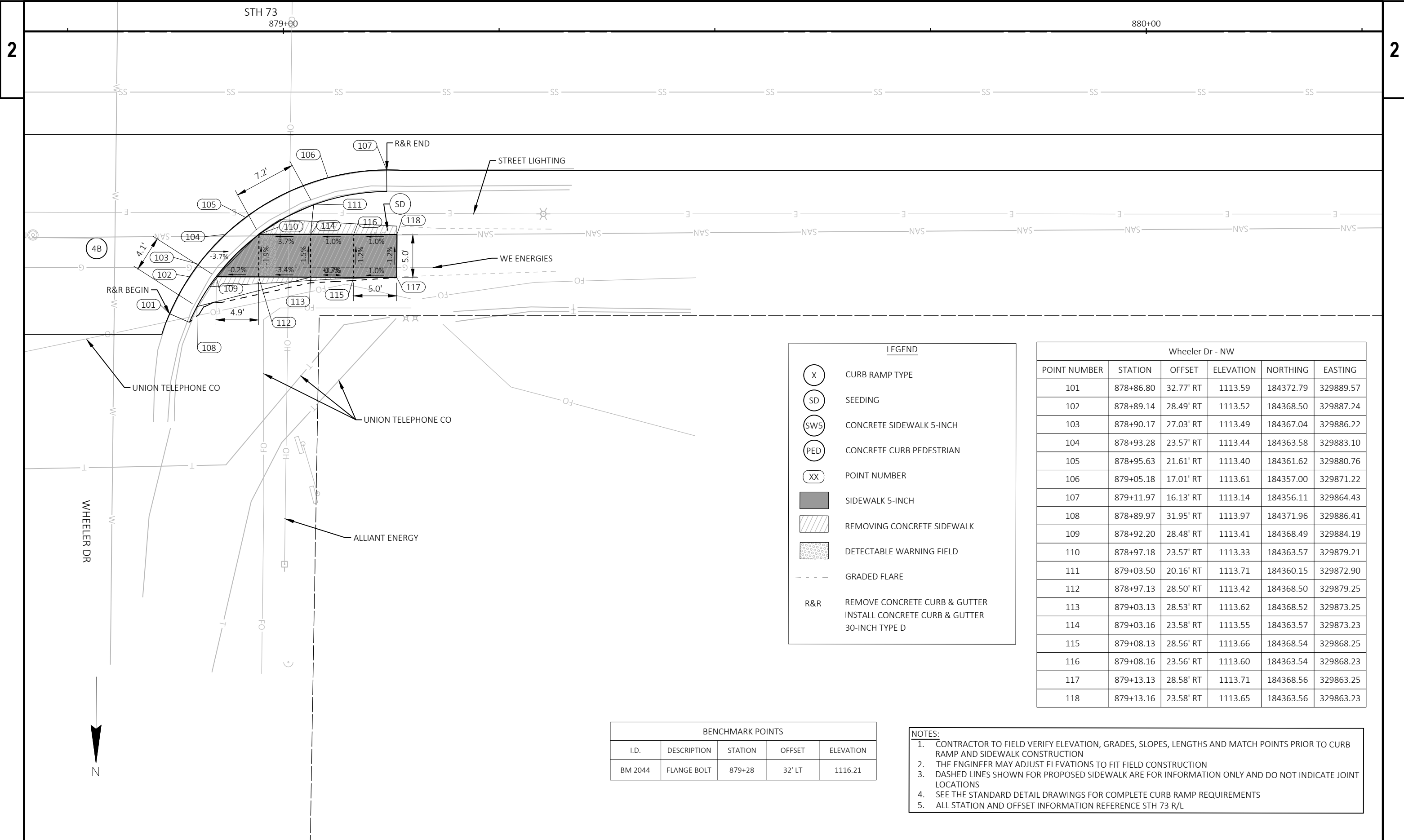
NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

Aniwa Rd - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	868+78.54	30.65' LT	1115.03	184310.68	330897.92
202	868+87.22	30.53' LT	1114.86	184310.80	330889.24
203	868+92.23	30.50' LT	1114.81	184310.82	330884.23
204	868+78.61	35.65' LT	1115.10	184305.68	330897.86
205	868+87.30	35.53' LT	1114.95	184305.80	330889.17
206	868+92.20	35.18' LT	1114.99	184306.14	330884.27

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 1269	FLANGE BOLT	868+52	103' LT	1118.58





LEGEND

(X)	CURB RAMP TYPE
(SD)	SEEDING
(SW5)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
- - -	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

Wheeler Dr - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	878+86.80	32.77' RT	1113.59	184372.79	329889.57
102	878+89.14	28.49' RT	1113.52	184368.50	329887.24
103	878+90.17	27.03' RT	1113.49	184367.04	329886.22
104	878+93.28	23.57' RT	1113.44	184363.58	329883.10
105	878+95.63	21.61' RT	1113.40	184361.62	329880.76
106	879+05.18	17.01' RT	1113.61	184357.00	329871.22
107	879+11.97	16.13' RT	1113.14	184356.11	329864.43
108	878+89.97	31.95' RT	1113.97	184371.96	329886.41
109	878+92.20	28.48' RT	1113.41	184368.49	329884.19
110	878+97.18	23.57' RT	1113.33	184363.57	329879.21
111	879+03.50	20.16' RT	1113.71	184360.15	329872.90
112	878+97.13	28.50' RT	1113.42	184368.50	329879.25
113	879+03.13	28.53' RT	1113.62	184368.52	329873.25
114	879+03.16	23.58' RT	1113.55	184363.57	329873.23
115	879+08.13	28.56' RT	1113.66	184368.54	329868.25
116	879+08.16	23.56' RT	1113.60	184363.54	329868.23
117	879+13.13	28.58' RT	1113.71	184368.56	329863.25
118	879+13.16	23.58' RT	1113.65	184363.56	329863.23

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 2044	FLANGE BOLT	879+28	32' LT	1116.21

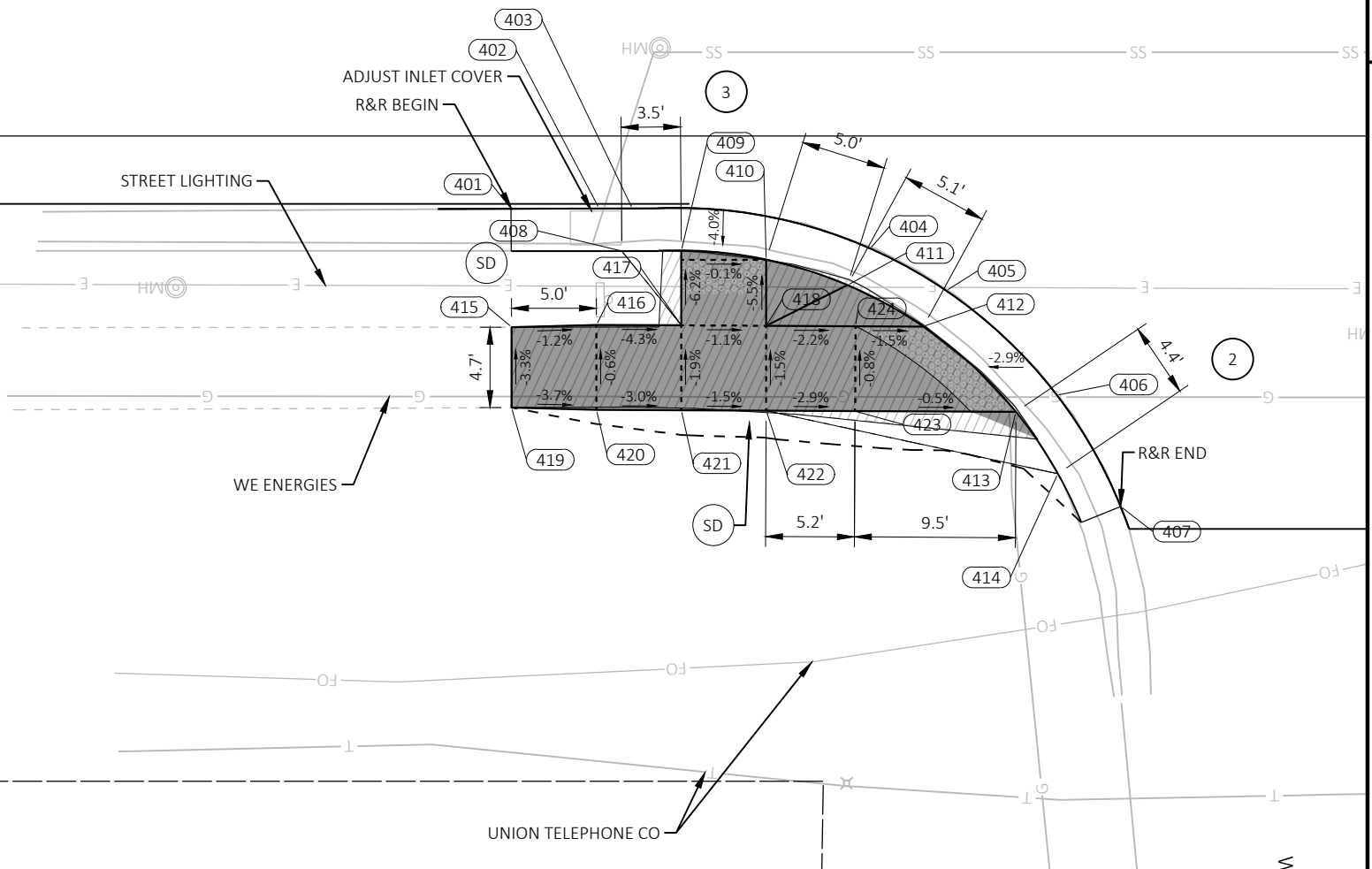
- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

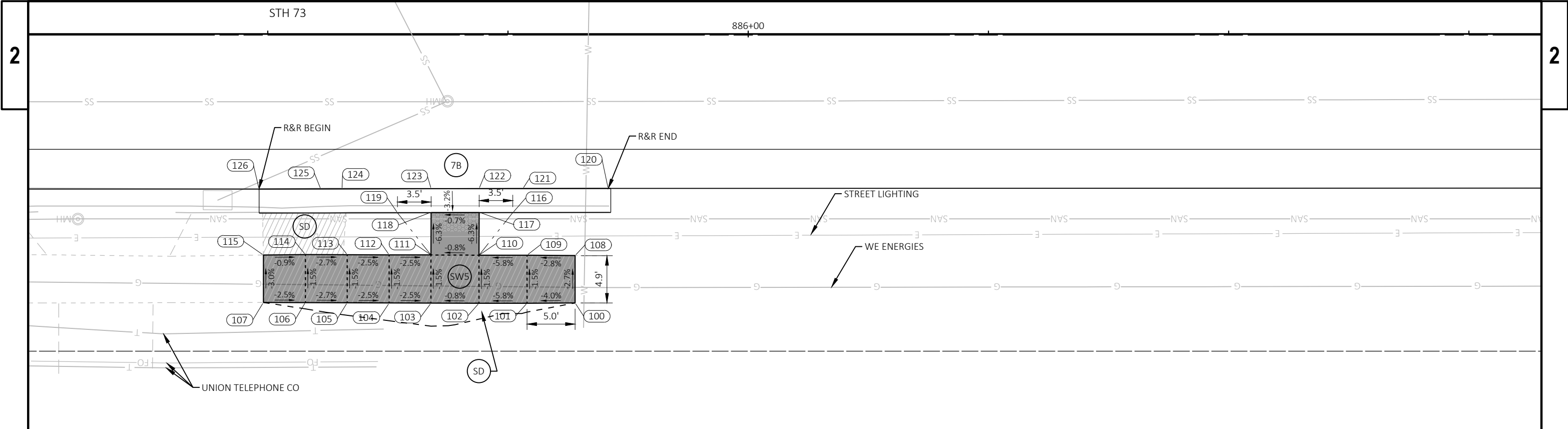
WheelerDr - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	878+19.46	16.28' RT	1113.77	184356.38	329956.94
402	878+24.64	16.25' RT	1113.72	184356.34	329951.76
403	878+26.61	16.27' RT	1113.72	184356.37	329949.79
404	878+40.60	18.64' RT	1113.74	184358.72	329935.79
405	878+45.10	21.12' RT	1113.77	184361.19	329931.30
406	878+51.60	27.27' RT	1113.83	184367.33	329924.78
407	878+55.37	33.81' RT	1113.87	184373.87	329921.01
408	878+25.99	18.77' RT	1114.14	184358.87	329950.40
409	878+29.50	18.75' RT	1113.65	184358.84	329946.90
410	878+34.50	19.29' RT	1113.65	184359.37	329941.90
411	878+39.28	20.78' RT	1114.16	184360.86	329937.12
412	878+43.74	23.22' RT	1113.69	184363.29	329932.65
413	878+49.21	28.25' RT	1113.74	184368.31	329927.18
414	878+51.68	31.90' RT	1114.27	184371.96	329924.70
415	878+19.50	23.26' RT	1114.20	184363.36	329956.89
416	878+24.50	23.12' RT	1114.14	184363.22	329951.89
417	878+29.50	23.15' RT	1113.92	184363.24	329946.89
418	878+34.50	23.18' RT	1113.87	184363.26	329941.89
419	878+19.50	28.00' RT	1114.35	184368.10	329956.89
420	878+24.50	28.12' RT	1114.17	184368.22	329951.89
421	878+29.50	28.15' RT	1114.02	184368.24	329946.89
422	878+34.50	28.18' RT	1113.94	184368.26	329941.89
423	878+39.73	28.20' RT	1113.79	184368.28	329936.65
424	878+39.76	23.20' RT	1113.75	184363.28	329936.63

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D





EastSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	885+81.98	27.97' RT	1109.36	184367.08	329194.41
101	885+76.98	28.01' RT	1109.16	184367.12	329199.40
102	885+71.98	28.01' RT	1108.87	184367.13	329204.40
103	885+66.98	28.00' RT	1108.83	184367.13	329209.40
104	885+62.62	27.98' RT	1108.94	184367.11	329213.76
105	885+58.27	27.96' RT	1109.05	184367.10	329218.12
106	885+53.91	27.91' RT	1109.17	184367.05	329222.48
107	885+49.55	27.92' RT	1109.27	184367.07	329226.83
108	885+81.98	23.05' RT	1109.22	184362.16	329194.41
109	885+76.98	23.01' RT	1109.08	184362.12	329199.41
110	885+71.98	23.01' RT	1108.79	184362.13	329204.41
111	885+66.98	22.99' RT	1108.76	184362.11	329209.41
112	885+62.62	22.98' RT	1108.86	184362.11	329213.77
113	885+58.27	22.96' RT	1108.97	184362.10	329218.13
114	885+53.91	22.94' RT	1109.09	184362.08	329222.48
115	885+49.54	22.99' RT	1109.13	184362.14	329226.85

EastSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
116	885+75.49	18.58' RT	1109.04	184357.70	329200.90
117	885+71.99	18.54' RT	1108.51	184357.66	329204.41
118	885+66.99	18.54' RT	1108.48	184357.67	329209.41
119	885+63.49	18.61' RT	1108.95	184357.74	329212.90
120	885+85.42	16.06' RT	1108.69	184355.16	329190.98
121	885+76.54	16.08' RT	1108.63	184355.19	329199.86
122	885+71.99	16.09' RT	1108.59	184355.21	329204.41
123	885+66.99	16.10' RT	1108.56	184355.22	329209.41
124	885+57.73	16.12' RT	1108.50	184355.25	329218.67
125	885+55.51	16.12' RT	1108.49	184355.26	329220.89
126	885+49.08	16.14' RT	1108.50	184355.28	329227.32

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

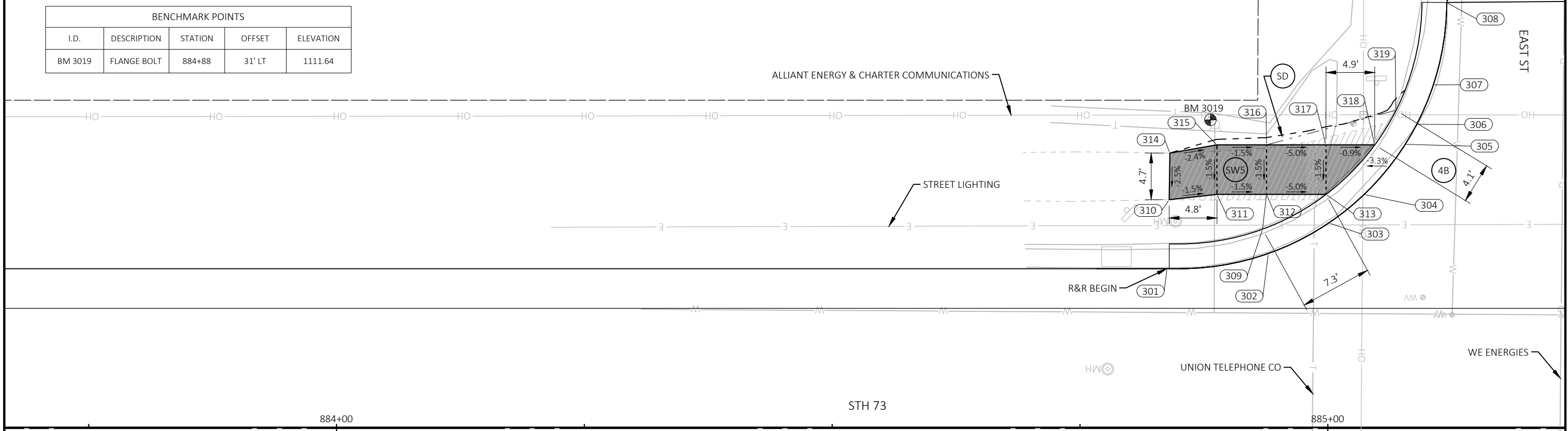
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
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 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 3019	FLANGE BOLT	884+88	31' LT	1111.64

EastSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	884+83.78	16.00' LT	1108.70	184323.23	329292.66
302	884+93.99	17.55' LT	1108.75	184321.66	329282.45
303	885+00.09	20.63' LT	1108.80	184318.58	329276.36
304	885+03.65	23.50' LT	1108.82	184315.70	329272.80
305	885+07.78	28.56' LT	1108.84	184310.64	329268.68
306	885+08.95	30.57' LT	1108.84	184308.63	329267.51
307	885+10.61	34.56' LT	1108.84	184304.64	329265.85
308	885+11.98	42.87' LT	1108.84	184296.33	329264.50
309	884+93.42	20.00' LT	1109.17	184319.22	329283.03
310	884+84.01	22.97' LT	1109.17	184316.27	329292.44
311	884+88.81	23.50' LT	1109.10	184315.73	329287.64
312	884+93.81	23.50' LT	1109.03	184315.72	329282.64
313	884+99.81	23.50' LT	1108.73	184315.71	329276.64
314	884+84.07	27.67' LT	1109.29	184311.56	329292.39
315	884+88.81	28.50' LT	1109.18	184310.73	329287.65
316	884+93.81	28.51' LT	1109.10	184310.71	329282.65
317	884+99.81	28.51' LT	1108.80	184310.70	329276.65
318	885+04.73	28.50' LT	1108.76	184310.70	329271.73
319	885+06.87	31.99' LT	1109.26	184307.21	329269.60



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
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3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

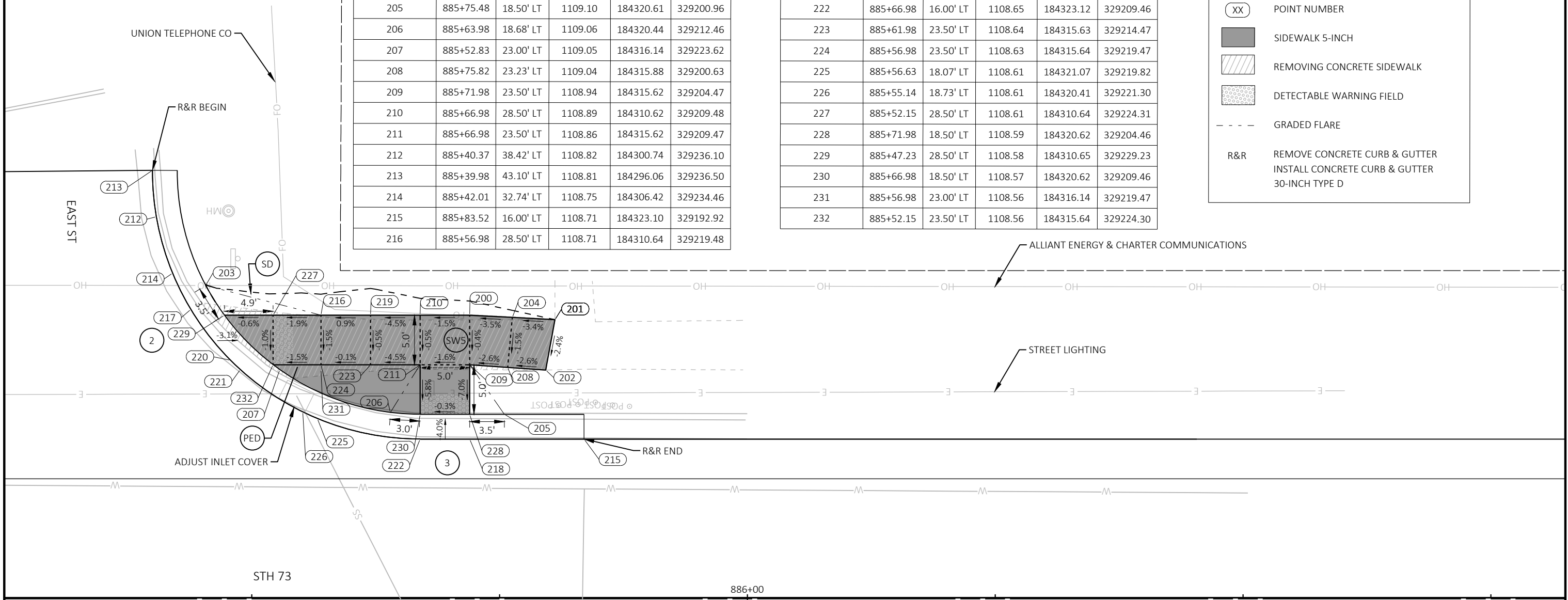


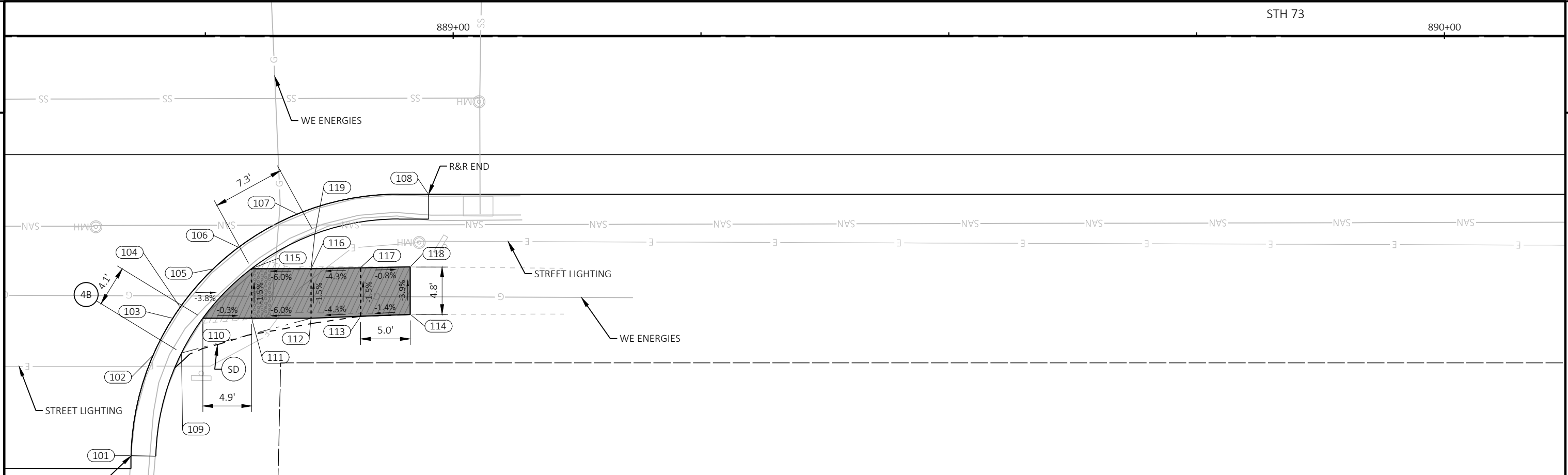
EastSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	885+71.98	28.50' LT	1108.96	184310.62	329204.48
201	885+80.59	28.04' LT	1109.26	184311.06	329195.87
202	885+79.65	22.95' LT	1109.13	184316.15	329196.80
203	885+45.35	31.50' LT	1109.12	184307.65	329231.11
204	885+76.28	28.27' LT	1109.11	184310.84	329200.17
205	885+75.48	18.50' LT	1109.10	184320.61	329200.96
206	885+63.98	18.68' LT	1109.06	184320.44	329212.46
207	885+52.83	23.00' LT	1109.05	184316.14	329223.62
208	885+75.82	23.23' LT	1109.04	184315.88	329200.63
209	885+71.98	23.50' LT	1108.94	184315.62	329204.47
210	885+66.98	28.50' LT	1108.89	184310.62	329209.48
211	885+66.98	23.50' LT	1108.86	184315.62	329209.47
212	885+40.37	38.42' LT	1108.82	184300.74	329236.10
213	885+39.98	43.10' LT	1108.81	184296.06	329236.50
214	885+42.01	32.74' LT	1108.75	184306.42	329234.46
215	885+83.52	16.00' LT	1108.71	184323.10	329192.92
216	885+56.98	28.50' LT	1108.71	184310.64	329219.48

EastSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
217	885+43.85	29.08' LT	1108.68	184310.07	329232.61
218	885+71.98	16.00' LT	1108.67	184323.12	329204.46
219	885+61.98	28.50' LT	1108.66	184310.63	329214.48
220	885+47.85	23.94' LT	1108.65	184315.20	329228.60
221	885+48.83	23.01' LT	1108.65	184316.13	329227.62
222	885+66.98	16.00' LT	1108.65	184323.12	329209.46
223	885+61.98	23.50' LT	1108.64	184315.63	329214.47
224	885+56.98	23.50' LT	1108.63	184315.64	329219.47
225	885+56.63	18.07' LT	1108.61	184321.07	329219.82
226	885+55.14	18.73' LT	1108.61	184320.41	329221.30
227	885+52.15	28.50' LT	1108.61	184310.64	329224.31
228	885+71.98	18.50' LT	1108.59	184320.62	329204.46
229	885+47.23	28.50' LT	1108.58	184310.65	329229.23
230	885+66.98	18.50' LT	1108.57	184320.62	329209.46
231	885+56.98	23.00' LT	1108.56	184316.14	329219.47
232	885+52.15	23.50' LT	1108.56	184315.64	329224.30

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SWS) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D





BeachSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	888+67.50	42.36' RT	1110.19	184381.09	328908.87
102	888+69.74	32.23' RT	1110.20	184370.96	328906.64
103	888+71.72	28.51' RT	1110.20	184367.23	328904.66
104	888+72.46	27.40' RT	1110.20	184366.12	328903.93
105	888+75.82	23.50' RT	1110.14	184362.22	328900.57
106	888+78.36	21.35' RT	1110.11	184360.07	328898.03
107	888+84.31	18.01' RT	1110.08	184356.72	328892.09
108	888+97.51	16.00' RT	1110.03	184354.69	328878.89
109	888+72.60	32.00' RT	1110.62	184370.72	328903.78
110	888+74.74	28.50' RT	1110.12	184367.22	328901.64
111	888+79.66	28.50' RT	1110.10	184367.21	328896.73
112	888+85.66	28.50' RT	1110.46	184367.21	328890.73
113	888+90.66	28.31' RT	1110.68	184367.01	328885.73
114	888+95.66	28.11' RT	1110.75	184366.81	328880.73
115	888+79.66	23.50' RT	1110.03	184362.21	328896.73
116	888+85.66	23.50' RT	1110.39	184362.21	328890.73
117	888+90.66	23.41' RT	1110.61	184362.11	328885.73
118	888+95.66	23.32' RT	1110.57	184362.02	328880.73
119	888+86.05	20.00' RT	1110.49	184358.70	328890.35

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

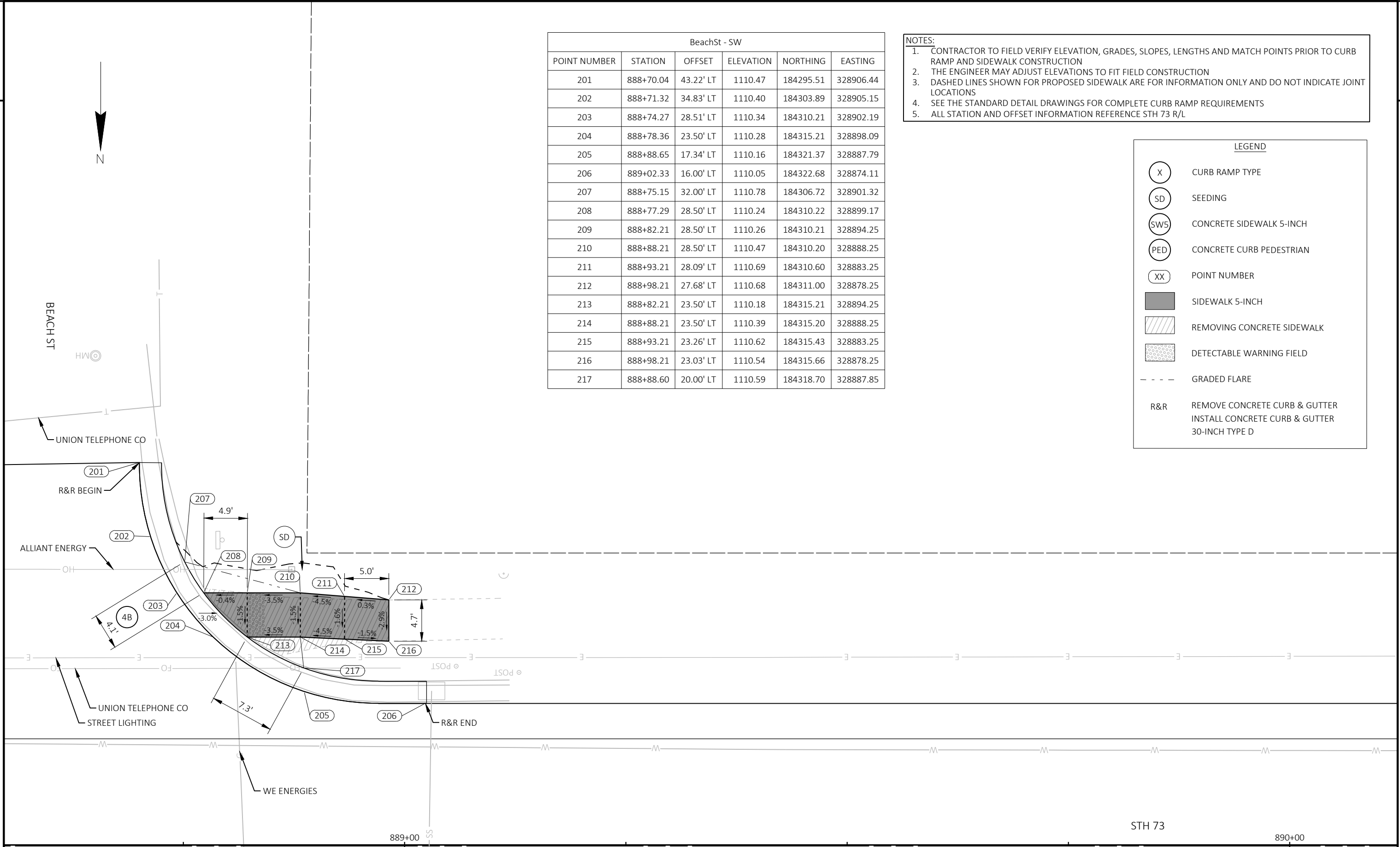
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BeachSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	888+70.04	43.22' LT	1110.47	184295.51	328906.44
202	888+71.32	34.83' LT	1110.40	184303.89	328905.15
203	888+74.27	28.51' LT	1110.34	184310.21	328902.19
204	888+78.36	23.50' LT	1110.28	184315.21	328898.09
205	888+88.65	17.34' LT	1110.16	184321.37	328887.79
206	889+02.33	16.00' LT	1110.05	184322.68	328874.11
207	888+75.15	32.00' LT	1110.78	184306.72	328901.32
208	888+77.29	28.50' LT	1110.24	184310.22	328899.17
209	888+82.21	28.50' LT	1110.26	184310.21	328894.25
210	888+88.21	28.50' LT	1110.47	184310.20	328888.25
211	888+93.21	28.09' LT	1110.69	184310.60	328883.25
212	888+98.21	27.68' LT	1110.68	184311.00	328878.25
213	888+82.21	23.50' LT	1110.18	184315.21	328894.25
214	888+88.21	23.50' LT	1110.39	184315.20	328888.25
215	888+93.21	23.26' LT	1110.62	184315.43	328883.25
216	888+98.21	23.03' LT	1110.54	184315.66	328878.25
217	888+88.60	20.00' LT	1110.59	184318.70	328887.85

- NOTES:**
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LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



- NOTES:**
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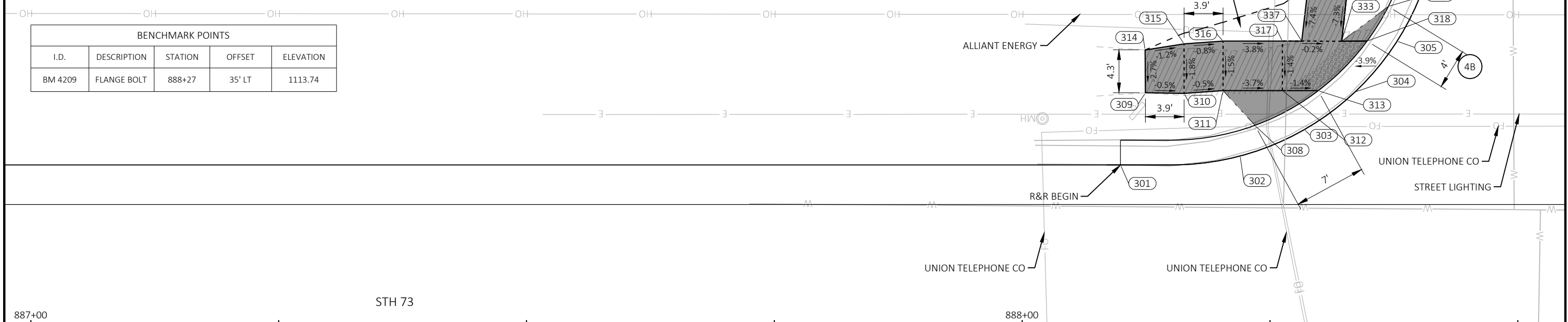
BeachSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	888+09.91	16.00' LT	1109.65	184322.80	328966.53
302	888+21.98	16.93' LT	1109.79	184321.86	328954.46
303	888+28.46	19.59' LT	1109.87	184319.19	328947.98
304	888+33.57	23.37' LT	1109.95	184315.40	328942.88
305	888+37.80	28.50' LT	1110.06	184310.26	328938.66
306	888+41.05	35.85' LT	1110.27	184302.92	328935.42
307	888+42.04	42.78' LT	1110.46	184295.98	328934.44
308	888+23.48	20.00' LT	1110.24	184318.79	328952.97
309	888+12.43	23.29' LT	1110.15	184315.52	328964.02
310	888+16.34	23.22' LT	1110.13	184315.57	328960.11
311	888+20.26	23.50' LT	1110.11	184315.29	328956.19
312	888+26.26	23.50' LT	1109.88	184315.28	328950.19
313	888+29.87	23.50' LT	1109.83	184315.28	328946.58
314	888+12.40	27.61' LT	1110.26	184311.19	328964.05
315	888+16.34	28.22' LT	1110.21	184310.57	328960.12
316	888+20.26	28.50' LT	1110.18	184310.29	328956.20
317	888+26.25	28.50' LT	1109.95	184310.28	328950.21
318	888+34.78	28.50' LT	1109.94	184310.27	328941.67
319	888+28.78	33.49' LT	1110.32	184305.29	328947.68

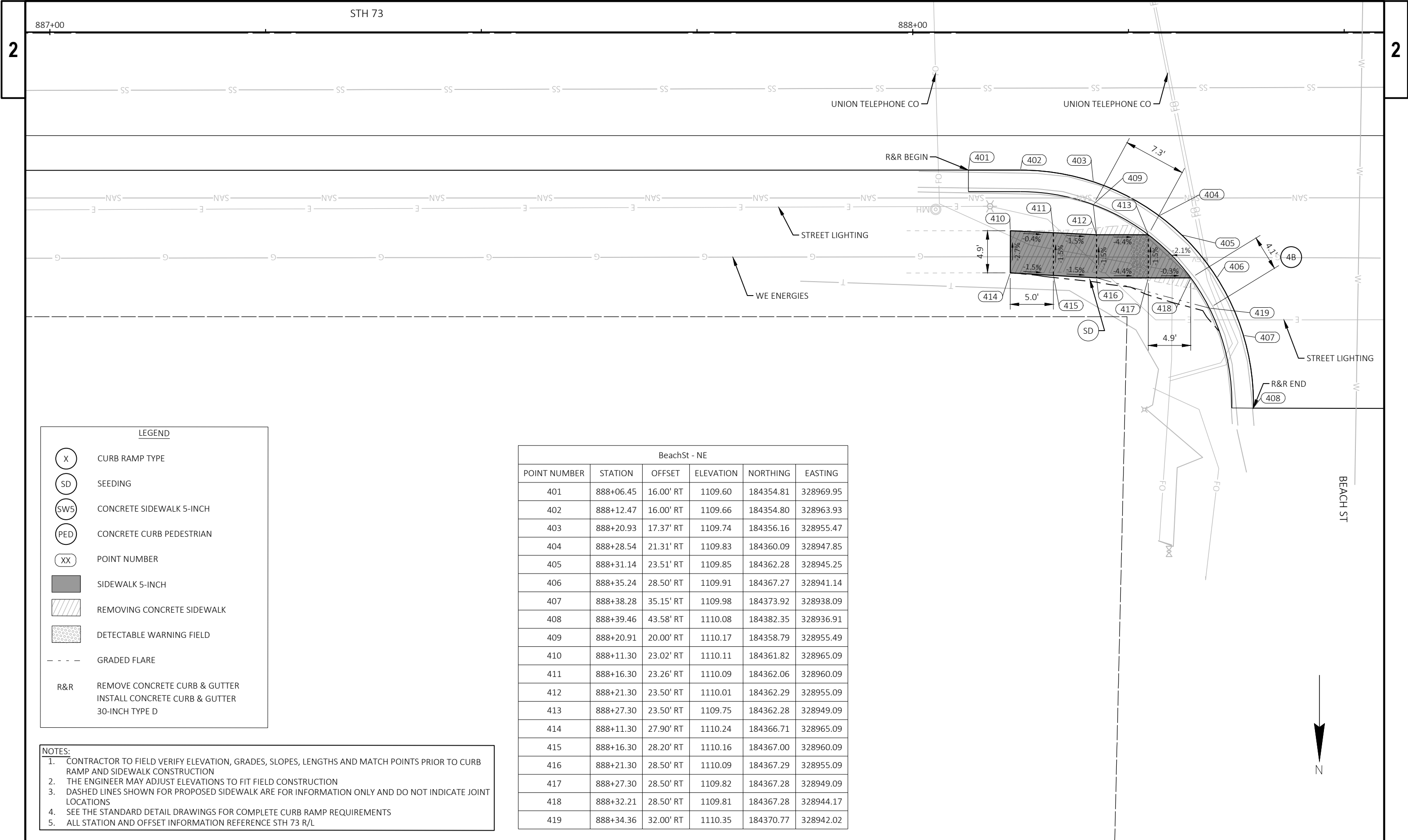
BeachSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
320	888+28.77	38.50' LT	1110.67	184300.28	328947.70
321	888+28.76	43.50' LT	1111.02	184295.28	328947.71
322	888+28.75	48.96' LT	1111.40	184289.82	328947.73
323	888+23.78	48.96' LT	1111.72	184289.83	328952.70
324	888+23.78	52.76' LT	1111.86	184286.03	328952.71
325	888+28.75	52.77' LT	1111.46	184286.01	328947.74
326	888+28.85	58.50' LT	1111.85	184280.28	328947.65
327	888+32.61	58.50' LT	1111.86	184280.27	328943.89
328	888+32.75	52.78' LT	1111.45	184285.99	328943.74
329	888+32.75	49.02' LT	1111.40	184289.76	328943.74
330	888+32.78	43.50' LT	1111.01	184295.27	328943.69
331	888+32.78	38.50' LT	1110.66	184300.27	328943.69
332	888+32.78	33.50' LT	1110.31	184305.27	328943.68
333	888+32.23	28.50' LT	1109.94	184310.28	328944.23
334	888+36.93	32.00' LT	1110.55	184306.77	328939.54
335	888+28.28	38.50' LT	1110.67	184300.28	328948.19
336	888+28.28	33.57' LT	1110.66	184305.21	328948.18
337	888+28.20	28.50' LT	1109.95	184310.28	328948.26

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 4209	FLANGE BOLT	888+27	35' LT	1113.74

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



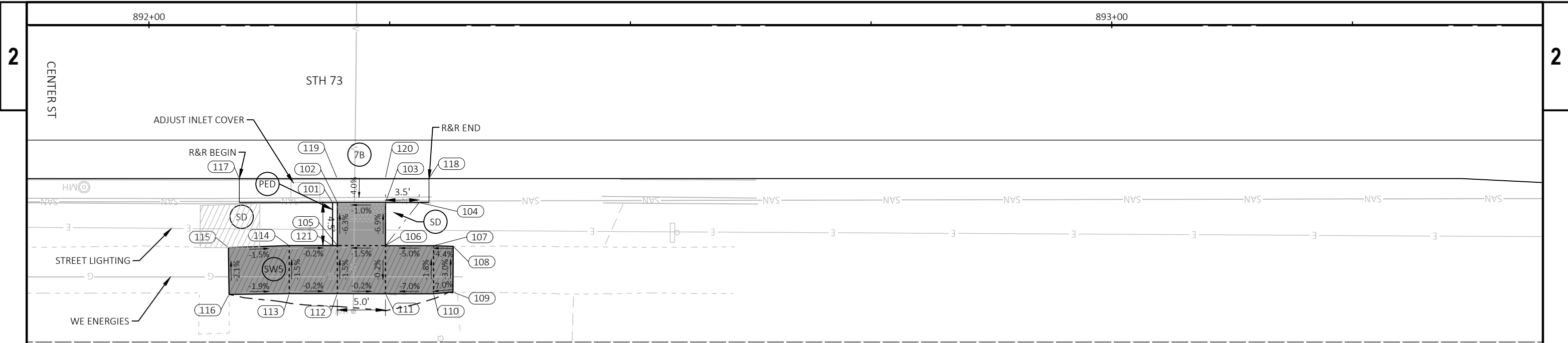


LEGEND

- X CURB RAMP TYPE
- SD SEEDING
- SW5 CONCRETE SIDEWALK 5-INCH
- PED CONCRETE CURB PEDESTRIAN
- XX POINT NUMBER
- SIDEWALK 5-INCH
- REMOVING CONCRETE SIDEWALK
- DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

BeachSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	888+06.45	16.00' RT	1109.60	184354.81	328969.95
402	888+12.47	16.00' RT	1109.66	184354.80	328963.93
403	888+20.93	17.37' RT	1109.74	184356.16	328955.47
404	888+28.54	21.31' RT	1109.83	184360.09	328947.85
405	888+31.14	23.51' RT	1109.85	184362.28	328945.25
406	888+35.24	28.50' RT	1109.91	184367.27	328941.14
407	888+38.28	35.15' RT	1109.98	184373.92	328938.09
408	888+39.46	43.58' RT	1110.08	184382.35	328936.91
409	888+20.91	20.00' RT	1110.17	184358.79	328955.49
410	888+11.30	23.02' RT	1110.11	184361.82	328965.09
411	888+16.30	23.26' RT	1110.09	184362.06	328960.09
412	888+21.30	23.50' RT	1110.01	184362.29	328955.09
413	888+27.30	23.50' RT	1109.75	184362.28	328949.09
414	888+11.30	27.90' RT	1110.24	184366.71	328965.09
415	888+16.30	28.20' RT	1110.16	184367.00	328960.09
416	888+21.30	28.50' RT	1110.09	184367.29	328955.09
417	888+27.30	28.50' RT	1109.82	184367.28	328949.09
418	888+32.21	28.50' RT	1109.81	184367.28	328944.17
419	888+34.36	32.00' RT	1110.35	184370.77	328942.02



CenterSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	892+19.06	18.50' RT	1112.04	184356.77	328557.34
102	892+19.56	18.50' RT	1111.57	184356.77	328556.84
103	892+24.56	18.50' RT	1111.62	184356.76	328551.84
104	892+28.06	18.50' RT	1112.16	184356.76	328548.34
105	892+19.56	22.98' RT	1111.85	184361.24	328556.83
106	892+24.56	22.97' RT	1111.93	184361.23	328551.83
107	892+29.56	22.99' RT	1112.18	184361.24	328546.83
108	892+31.59	23.05' RT	1112.27	184361.31	328544.80
109	892+31.56	27.80' RT	1112.41	184366.06	328544.83
110	892+29.56	27.99' RT	1112.27	184366.24	328546.83
111	892+24.56	27.98' RT	1111.92	184366.24	328551.83
112	892+19.56	27.98' RT	1111.93	184366.24	328556.83
113	892+14.56	27.97' RT	1111.94	184366.24	328561.83
114	892+14.56	22.97' RT	1111.86	184361.24	328561.83
115	892+08.24	23.19' RT	1111.96	184361.47	328568.15
116	892+08.30	28.06' RT	1112.06	184366.34	328568.08
117	892+09.37	16.00' RT	1111.53	184354.28	328567.03
118	892+29.08	16.00' RT	1111.75	184354.26	328547.32
119	892+19.55	16.00' RT	1111.63	184354.27	328556.85
120	892+24.54	16.00' RT	1111.70	184354.26	328551.86
121	892+19.06	22.98' RT	1111.85	184361.24	328557.33

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SWS)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



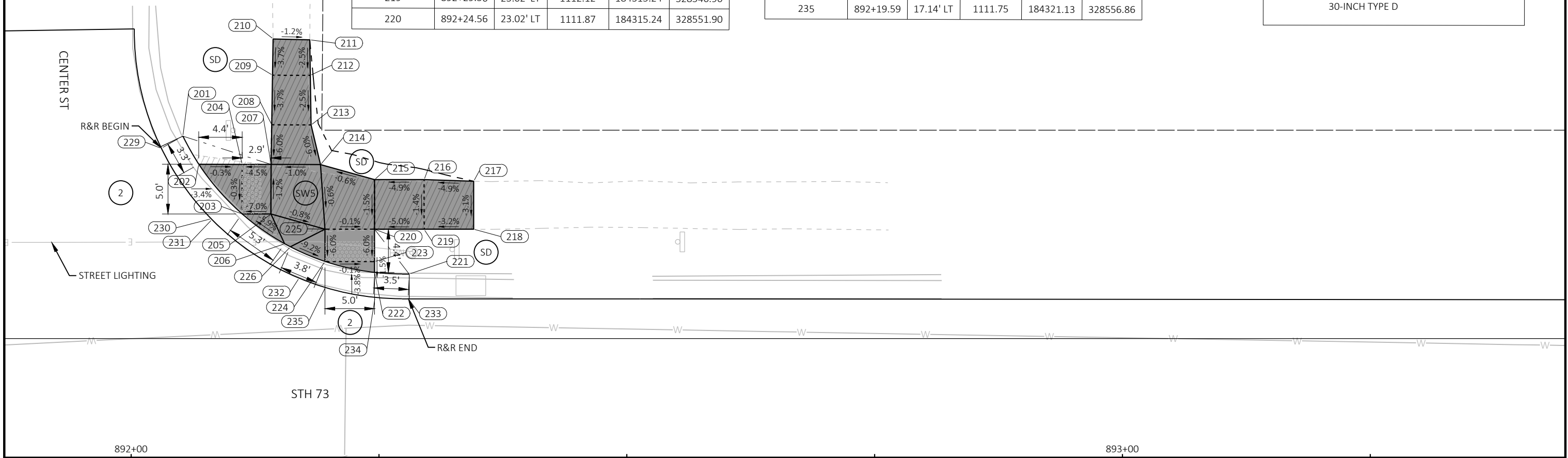
CenterSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	892+05.22	32.41' LT	1112.25	184305.87	328571.24
202	892+06.82	29.58' LT	1111.74	184308.71	328569.64
203	892+11.18	24.56' LT	1111.71	184313.72	328565.27
204	892+11.20	29.56' LT	1111.73	184308.72	328565.26
205	892+14.10	24.55' LT	1111.92	184313.72	328562.35
206	892+15.48	21.55' LT	1112.03	184316.73	328560.97
207	892+14.12	29.55' LT	1111.86	184308.72	328562.34
208	892+14.19	33.55' LT	1112.10	184304.72	328562.28
209	892+14.26	38.55' LT	1112.28	184299.72	328562.21
210	892+14.33	42.21' LT	1112.42	184296.06	328562.15
211	892+18.02	42.12' LT	1112.37	184296.15	328558.45
212	892+18.08	38.54' LT	1112.28	184299.73	328558.40
213	892+18.15	33.54' LT	1112.16	184304.73	328558.31
214	892+19.10	29.53' LT	1111.91	184308.74	328557.36
215	892+24.56	28.02' LT	1111.94	184310.24	328551.90
216	892+29.56	28.02' LT	1112.19	184310.23	328546.90
217	892+34.56	27.87' LT	1112.43	184310.38	328541.90
218	892+34.56	23.02' LT	1112.28	184315.23	328541.90
219	892+29.56	23.02' LT	1112.12	184315.24	328546.90
220	892+24.56	23.02' LT	1111.87	184315.24	328551.90

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

CenterSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
221	892+28.06	18.50' LT	1112.16	184319.76	328548.39
222	892+24.56	18.66' LT	1111.66	184319.61	328551.89
223	892+24.56	19.76' LT	1111.67	184318.50	328551.89
224	892+19.56	19.76' LT	1111.68	184318.51	328556.89
225	892+19.56	23.02' LT	1111.87	184315.24	328556.90
226	892+16.06	21.24' LT	1112.02	184317.03	328560.39
229	892+03.04	31.18' LT	0.00	184307.11	328573.43
230	892+08.08	24.07' LT	1111.80	184314.21	328568.38
231	892+08.14	23.99' LT	1111.80	184314.30	328568.31
232	892+16.93	18.08' LT	1111.76	184320.19	328559.51
233	892+27.97	16.00' LT	1111.74	184322.26	328548.47
234	892+24.60	16.14' LT	1111.74	184322.12	328551.84
235	892+19.59	17.14' LT	1111.75	184321.13	328556.86

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

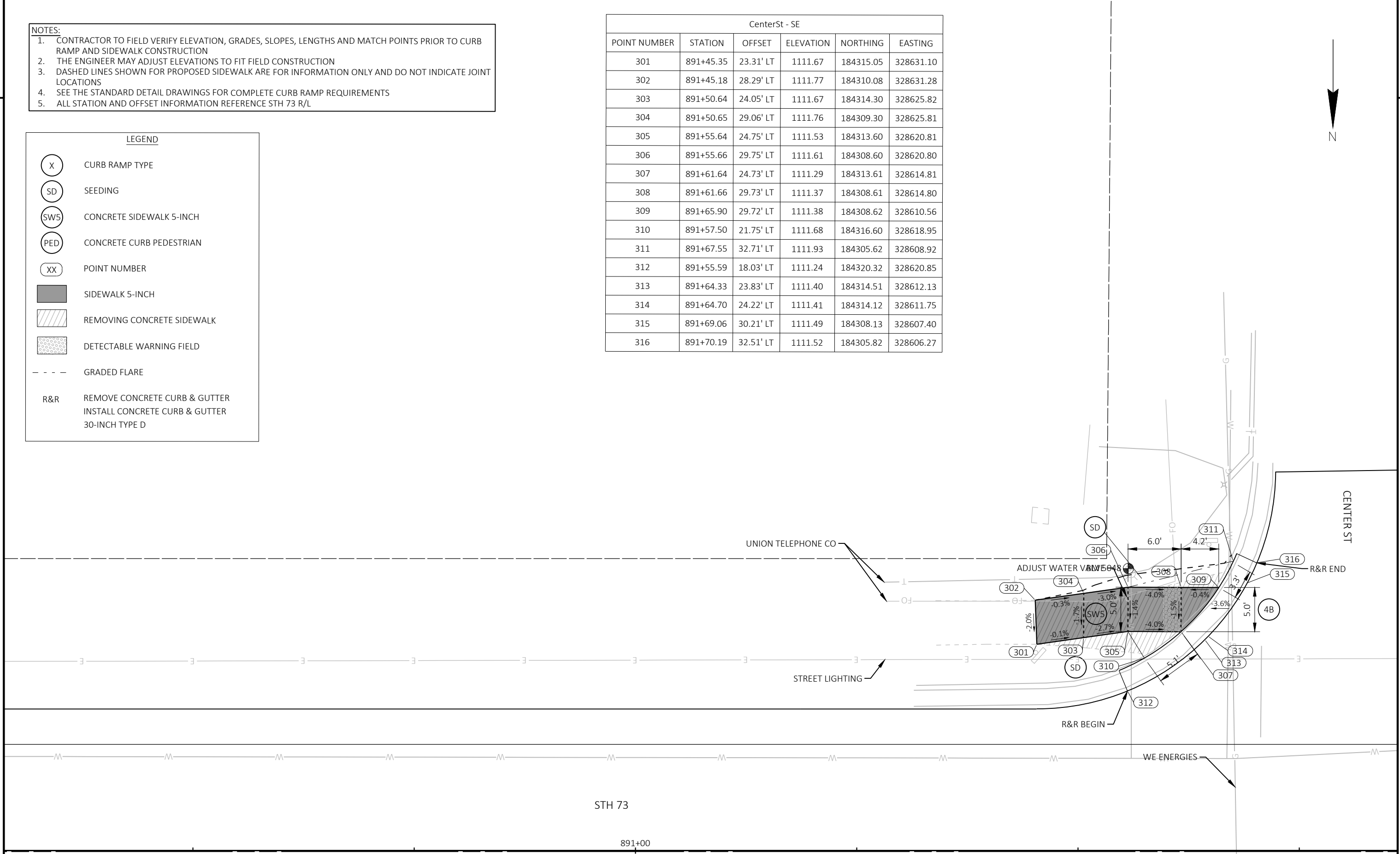


- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

CenterSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	891+45.35	23.31' LT	1111.67	184315.05	328631.10
302	891+45.18	28.29' LT	1111.77	184310.08	328631.28
303	891+50.64	24.05' LT	1111.67	184314.30	328625.82
304	891+50.65	29.06' LT	1111.76	184309.30	328625.81
305	891+55.64	24.75' LT	1111.53	184313.60	328620.81
306	891+55.66	29.75' LT	1111.61	184308.60	328620.80
307	891+61.64	24.73' LT	1111.29	184313.61	328614.81
308	891+61.66	29.73' LT	1111.37	184308.61	328614.80
309	891+65.90	29.72' LT	1111.38	184308.62	328610.56
310	891+57.50	21.75' LT	1111.68	184316.60	328618.95
311	891+67.55	32.71' LT	1111.93	184305.62	328608.92
312	891+55.59	18.03' LT	1111.24	184320.32	328620.85
313	891+64.33	23.83' LT	1111.40	184314.51	328612.13
314	891+64.70	24.22' LT	1111.41	184314.12	328611.75
315	891+69.06	30.21' LT	1111.49	184308.13	328607.40
316	891+70.19	32.51' LT	1111.52	184305.82	328606.27

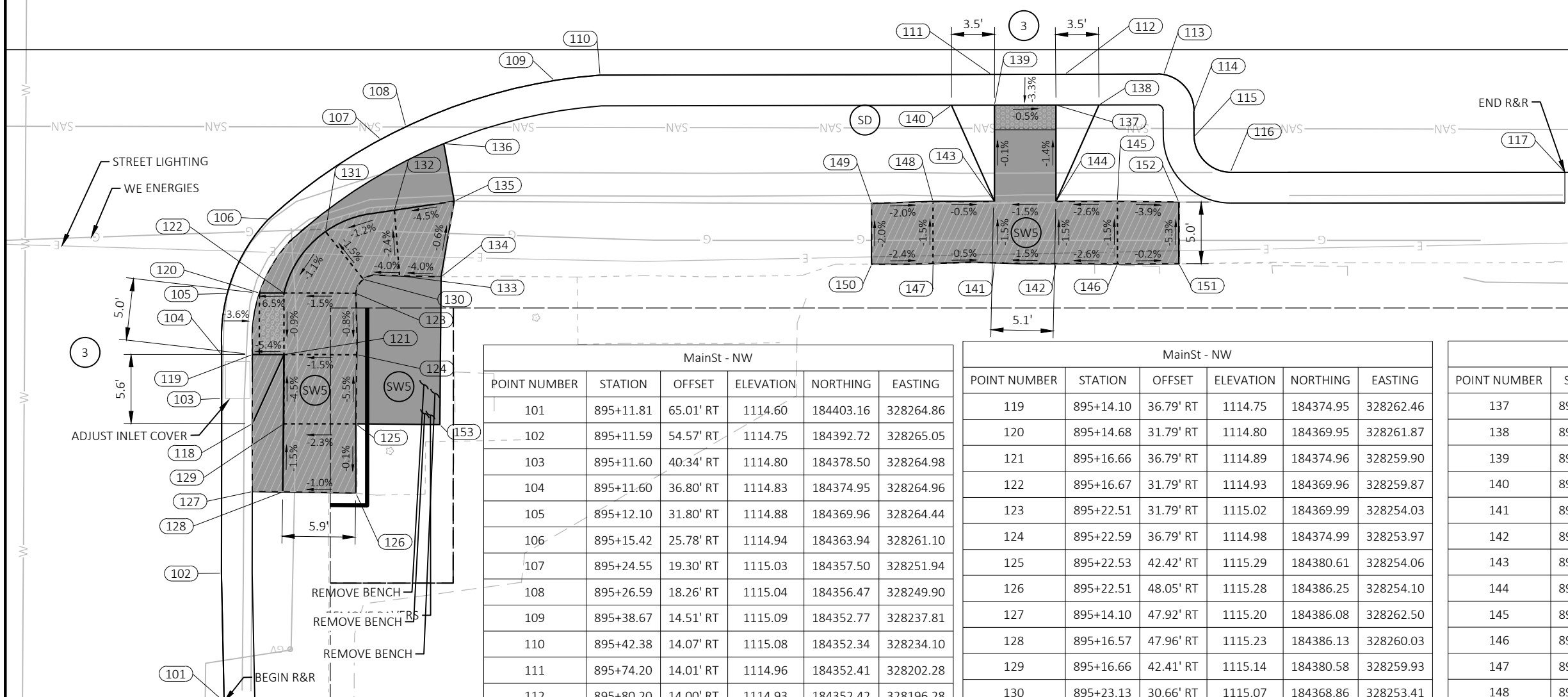
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



MainSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	895+11.81	65.01' RT	1114.60	184403.16	328264.86
102	895+11.59	54.57' RT	1114.75	184392.72	328265.05
103	895+11.60	40.34' RT	1114.80	184378.50	328264.98
104	895+11.60	36.80' RT	1114.83	184374.95	328264.96
105	895+12.10	31.80' RT	1114.88	184369.96	328264.44
106	895+15.42	25.78' RT	1114.94	184363.94	328261.10
107	895+24.55	19.30' RT	1115.03	184357.50	328251.94
108	895+26.59	18.26' RT	1115.04	184356.47	328249.90
109	895+38.67	14.51' RT	1115.09	184352.77	328237.81
110	895+42.38	14.07' RT	1115.08	184352.34	328234.10
111	895+74.20	14.01' RT	1114.96	184352.41	328202.28
112	895+80.20	14.00' RT	1114.93	184352.42	328196.28
113	895+88.22	14.04' RT	1114.88	184352.49	328188.25
114	895+90.69	16.98' RT	1114.77	184355.44	328185.80
115	895+90.70	19.07' RT	1114.71	184357.53	328185.80
116	895+93.66	21.97' RT	1114.60	184360.44	328182.85
117	896+20.87	21.97' RT	1114.46	184360.55	328155.64
118	895+14.10	42.41' RT	1115.21	184380.57	328262.49

MainSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
119	895+14.10	36.79' RT	1114.75	184374.95	328262.46
120	895+14.68	31.79' RT	1114.80	184369.95	328261.87
121	895+16.66	36.79' RT	1114.89	184374.96	328259.90
122	895+16.67	31.79' RT	1114.93	184369.96	328259.87
123	895+22.51	31.79' RT	1115.02	184369.99	328254.03
124	895+22.59	36.79' RT	1114.98	184374.99	328253.97
125	895+22.53	42.42' RT	1115.29	184380.61	328254.06
126	895+22.51	48.05' RT	1115.28	184386.25	328254.10
127	895+14.10	47.92' RT	1115.20	184386.08	328262.50
128	895+16.57	47.96' RT	1115.23	184386.13	328260.03
129	895+16.66	42.41' RT	1115.14	184380.58	328259.93
130	895+23.13	30.66' RT	1115.07	184368.86	328253.41
131	895+20.05	26.79' RT	1115.00	184364.97	328256.48
132	895+25.66	25.05' RT	1115.07	184363.25	328250.86
133	895+26.08	30.39' RT	1115.20	184368.60	328250.46
134	895+29.45	30.47' RT	1115.33	184368.69	328247.09
135	895+30.52	24.32' RT	1115.29	184362.54	328246.00
136	895+29.66	19.63' RT	1115.24	184357.86	328246.84

MainSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
137	895+79.47	16.50' RT	1114.86	184354.92	328197.02
138	895+82.97	16.50' RT	1115.34	184354.92	328193.52
139	895+74.47	16.51' RT	1114.88	184354.91	328202.02
140	895+70.97	16.52' RT	1115.39	184354.90	328205.52
141	895+74.47	29.34' RT	1114.96	184367.73	328202.07
142	895+79.47	29.39' RT	1115.04	184367.81	328197.07
143	895+74.47	24.33' RT	1114.89	184362.73	328202.05
144	895+79.47	24.33' RT	1114.96	184362.75	328197.05
145	895+84.47	24.33' RT	1115.09	184362.77	328192.05
146	895+84.47	29.42' RT	1115.17	184367.85	328192.07
147	895+69.47	29.38' RT	1114.99	184367.76	328207.07
148	895+69.47	24.33' RT	1114.92	184362.71	328207.05
149	895+64.47	24.51' RT	1115.01	184362.86	328212.05
150	895+64.49	29.44' RT	1115.11	184367.80	328212.05
151	895+89.47	29.39' RT	1115.16	184367.85	328187.07
152	895+89.47	24.39' RT	1114.90	184362.84	328187.05
153	895+29.35	42.47' RT	0.00	184380.69	328247.24

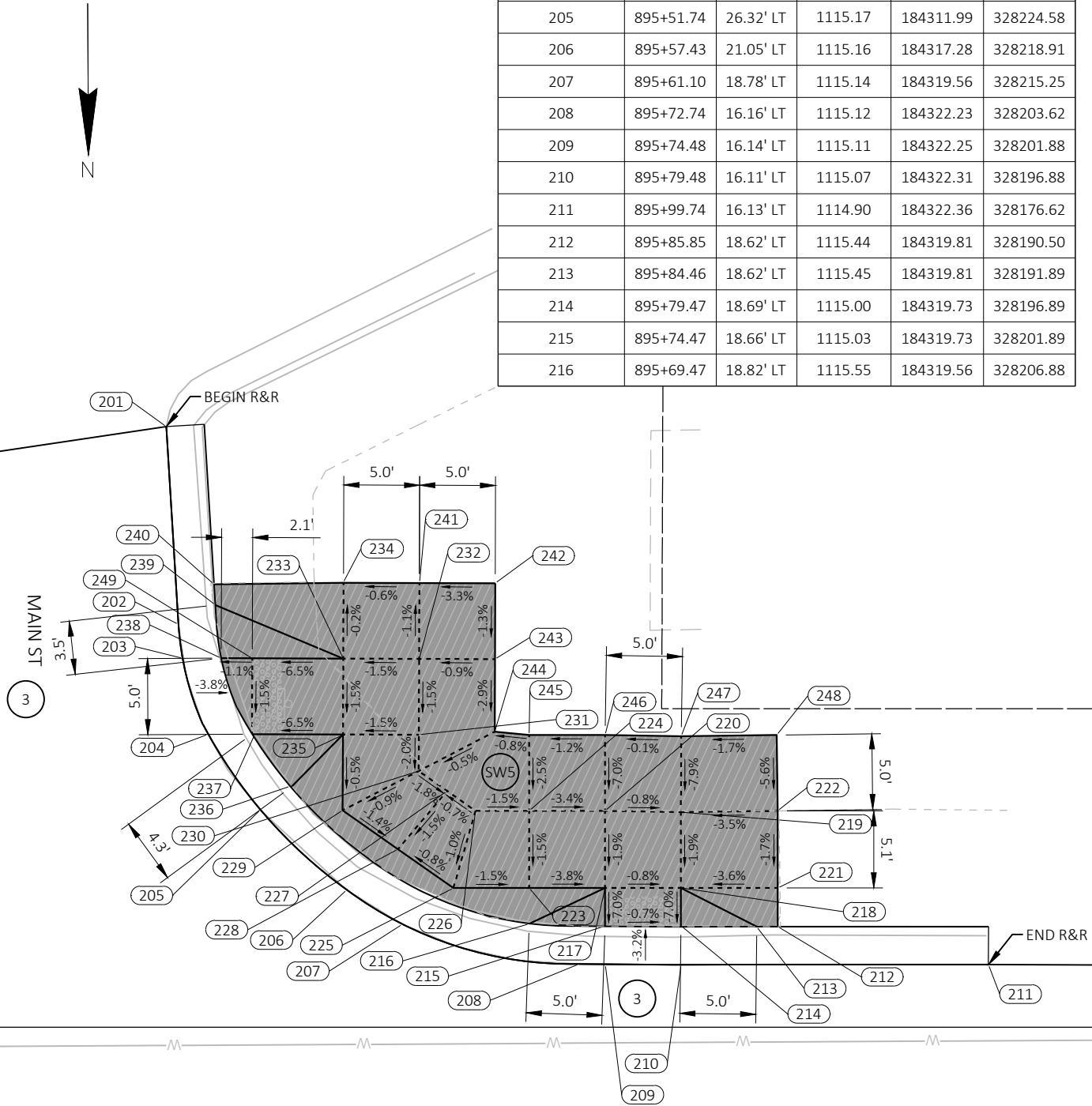
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

MainSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	895+45.55	51.58' LT	1115.31	184286.70	328230.68
202	895+46.34	38.55' LT	1115.28	184299.74	328229.93
203	895+46.63	36.30' LT	1115.27	184301.98	328229.65
204	895+48.30	31.30' LT	1115.22	184306.99	328228.00
205	895+51.74	26.32' LT	1115.17	184311.99	328224.58
206	895+57.43	21.05' LT	1115.16	184317.28	328218.91
207	895+61.10	18.78' LT	1115.14	184319.56	328215.25
208	895+72.74	16.16' LT	1115.12	184322.23	328203.62
209	895+74.48	16.14' LT	1115.11	184322.25	328201.88
210	895+79.48	16.11' LT	1115.07	184322.31	328196.88
211	895+99.74	16.13' LT	1114.90	184322.36	328176.62
212	895+85.85	18.62' LT	1115.44	184319.81	328190.50
213	895+84.46	18.62' LT	1115.45	184319.81	328191.89
214	895+79.47	18.69' LT	1115.00	184319.73	328196.89
215	895+74.47	18.66' LT	1115.03	184319.73	328201.89
216	895+69.47	18.82' LT	1115.55	184319.56	328206.88

MainSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
217	895+74.47	21.17' LT	1115.21	184317.22	328201.88
218	895+79.47	21.17' LT	1115.17	184317.24	328196.88
219	895+79.47	26.17' LT	1115.26	184312.24	328196.86
220	895+74.47	26.26' LT	1115.30	184312.14	328201.86
221	895+85.85	21.18' LT	1115.40	184317.26	328190.49
222	895+85.85	26.26' LT	1115.48	184312.18	328190.47
223	895+69.47	21.17' LT	1115.40	184317.20	328206.88
224	895+69.47	26.26' LT	1115.47	184312.12	328206.86
225	895+64.47	21.17' LT	1115.47	184317.18	328211.88
226	895+65.92	26.26' LT	1115.53	184312.10	328210.40
227	895+64.05	27.57' LT	1115.51	184310.78	328212.26
228	895+60.82	23.73' LT	1115.43	184314.61	328215.52
229	895+57.16	26.29' LT	1115.50	184312.03	328219.16
230	895+62.18	28.88' LT	1115.55	184309.46	328214.13
231	895+62.19	31.28' LT	1115.60	184307.07	328214.11
232	895+62.21	36.28' LT	1115.67	184302.07	328214.08

MainSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
233	895+57.21	36.29' LT	1115.60	184302.03	328219.08
234	895+57.19	41.29' LT	1115.59	184297.03	328219.07
235	895+57.26	31.29' LT	1115.52	184307.03	328219.05
236	895+53.71	27.88' LT	1115.59	184310.43	328222.60
237	895+51.37	31.31' LT	1115.14	184306.99	328224.93
238	895+49.15	36.32' LT	1115.18	184301.97	328227.13
239	895+48.77	39.82' LT	1115.71	184298.47	328227.50
240	895+48.69	41.20' LT	1115.71	184297.10	328227.58
241	895+62.22	41.28' LT	1115.62	184297.07	328214.04
242	895+67.22	41.26' LT	1115.78	184297.11	328209.04
243	895+67.21	36.26' LT	1115.72	184302.11	328209.08
244	895+67.19	31.48' LT	1115.58	184306.89	328209.11
245	895+69.47	31.26' LT	1115.60	184307.12	328206.84
246	895+74.47	31.26' LT	1115.65	184307.14	328201.84
247	895+79.47	31.17' LT	1115.66	184307.24	328196.83
248	895+85.78	31.26' LT	1115.77	184307.18	328190.52



- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Gray Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- [Dashed Line] GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

MainSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	894+41.10	15.82' LT	1114.16	184322.16	328335.34
302	894+47.40	15.75' LT	1114.22	184322.22	328329.04
303	894+52.40	15.82' LT	1114.28	184322.15	328324.04
304	894+71.18	15.85' LT	1114.55	184322.14	328305.18
305	894+97.51	18.33' LT	1114.93	184319.76	328278.84
306	895+06.76	25.19' LT	1115.10	184312.94	328269.56
307	895+10.85	31.48' LT	1115.21	184306.67	328265.45
308	895+12.61	36.47' LT	1115.29	184301.68	328263.67
309	895+13.13	46.78' LT	1115.44	184291.38	328263.11
310	894+42.40	18.26' LT	1114.59	184319.72	328334.05
311	894+47.40	18.25' LT	1114.14	184319.72	328329.05
312	894+52.40	18.32' LT	1114.20	184319.65	328324.05
313	894+57.40	18.28' LT	1114.77	184319.67	328319.05
314	894+62.28	18.26' LT	1114.84	184319.70	328314.07
315	894+81.62	18.38' LT	1115.12	184319.66	328294.73

MainSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
316	895+04.56	26.48' LT	1115.51	184311.65	328271.76
317	895+08.06	31.47' LT	1115.11	184306.67	328268.24
318	895+10.03	36.46' LT	1115.20	184301.69	328266.25
319	895+10.86	41.46' LT	1115.56	184296.69	328265.40
320	894+37.39	18.28' LT	1114.54	184319.70	328339.06
321	894+37.40	21.67' LT	1114.55	184316.31	328339.05
322	894+42.40	21.61' LT	1114.48	184316.37	328334.05
323	894+47.40	21.55' LT	1114.36	184316.42	328329.05
324	894+52.40	21.55' LT	1114.41	184316.41	328324.05
325	894+57.40	21.48' LT	1114.63	184316.48	328319.05
326	894+62.28	21.44' LT	1114.87	184316.52	328314.06
327	894+81.60	21.29' LT	1115.16	184316.75	328294.74
328	894+87.73	21.59' LT	1115.29	184316.47	328288.61
329	894+94.67	23.73' LT	1115.38	184314.36	328281.66
330	895+02.05	29.57' LT	1115.49	184308.55	328274.26

MainSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
331	895+02.06	31.49' LT	1115.50	184306.63	328274.24
332	895+02.08	36.49' LT	1115.58	184301.63	328274.21
333	895+08.08	36.47' LT	1115.19	184301.67	328268.21
334	894+37.40	26.83' LT	1114.70	184311.15	328339.06
335	894+42.40	26.77' LT	1114.57	184311.21	328334.06
336	894+47.40	26.71' LT	1114.44	184311.26	328329.06
337	894+52.40	26.55' LT	1114.42	184311.41	328324.06
338	894+57.40	26.48' LT	1114.67	184311.48	328319.06
339	894+62.26	26.44' LT	1114.90	184311.52	328314.06
340	894+81.37	26.28' LT	1115.33	184311.75	328294.95
341	894+87.04	26.54' LT	1115.31	184311.52	328289.28
342	894+92.45	28.21' LT	1115.33	184309.87	328283.86
343	894+97.06	31.51' LT	1115.58	184306.59	328279.24
344	894+97.08	36.51' LT	1115.65	184301.59	328279.21



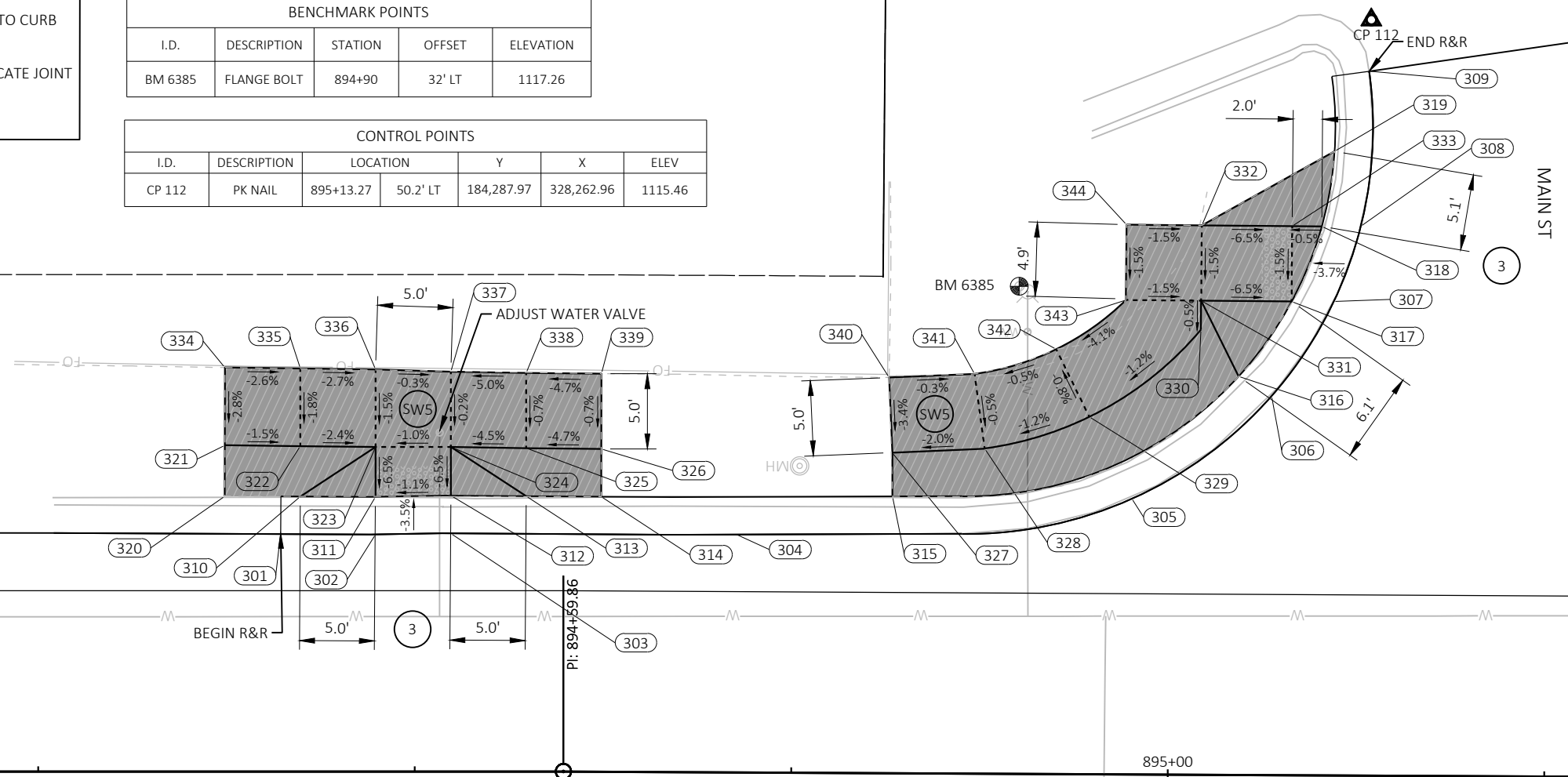
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 6385	FLANGE BOLT	894+90	32' LT	1117.26

CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION	Y	X	ELEV	
CP 112	PK NAIL	895+13.27	50.2' LT	184,287.97	328,262.96	1115.46

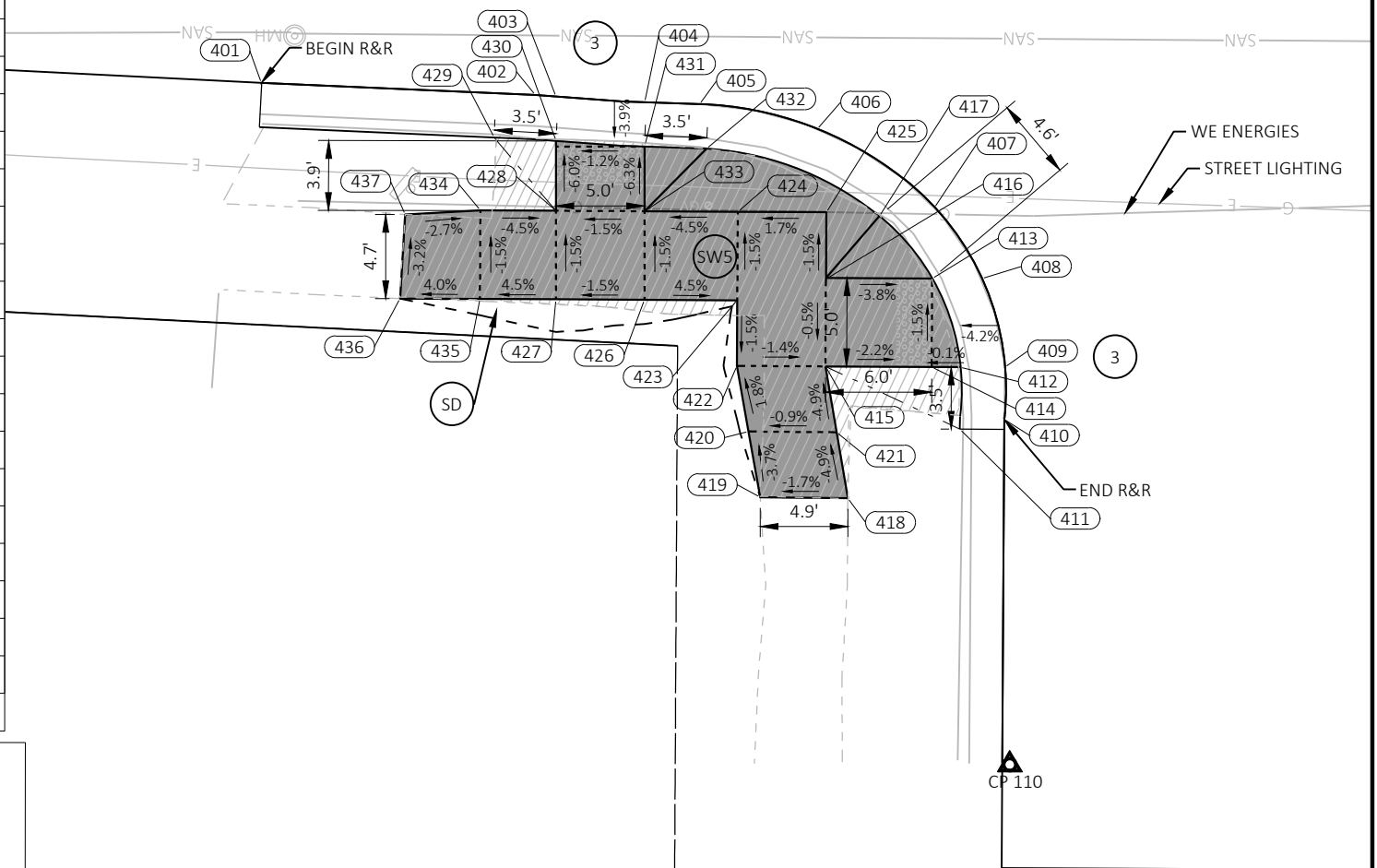
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



MainSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	894+30.76	20.74' RT	1113.78	184358.73	328345.63
402	894+46.23	21.43' RT	1113.91	184359.40	328330.17
403	894+47.40	21.52' RT	1113.92	184359.49	328328.99
404	894+52.40	21.84' RT	1113.99	184359.80	328323.99
405	894+55.51	21.94' RT	1114.03	184359.90	328320.88
406	894+62.27	23.34' RT	1114.12	184361.30	328314.24
407	894+68.91	27.76' RT	1114.17	184365.74	328307.62
408	894+71.61	31.73' RT	1114.22	184369.73	328304.94
409	894+72.94	36.73' RT	1114.28	184374.74	328303.63
410	894+72.91	39.68' RT	1114.31	184377.68	328303.66
411	894+70.41	40.24' RT	1114.74	184378.24	328306.16
412	894+70.40	36.74' RT	1114.20	184374.74	328306.16
413	894+68.81	31.74' RT	1114.12	184369.73	328307.74
414	894+68.80	36.74' RT	1114.20	184374.73	328307.76
415	894+62.80	36.74' RT	1114.33	184374.70	328313.76
416	894+62.81	31.80' RT	1114.35	184369.77	328313.74
417	894+65.80	28.24' RT	1114.57	184366.22	328310.73
418	894+64.10	44.17' RT	1114.70	184382.14	328312.49
419	894+58.93	44.13' RT	1114.61	184382.09	328317.44

MainSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	894+58.27	40.43' RT	1114.46	184378.38	328318.10
421	894+63.45	40.45' RT	1114.51	184378.42	328313.13
422	894+57.61	36.72' RT	1114.40	184374.68	328318.76
423	894+57.63	33.02' RT	1114.45	184370.98	328318.74
424	894+57.66	28.02' RT	1114.38	184365.98	328318.72
425	894+62.81	28.04' RT	1114.29	184366.00	328313.72
426	894+52.40	32.99' RT	1114.22	184370.95	328323.98
427	894+47.40	32.97' RT	1114.14	184370.94	328328.98
428	894+47.39	27.97' RT	1114.07	184365.94	328328.99
429	894+43.90	23.83' RT	1114.30	184361.80	328332.49
430	894+47.40	24.02' RT	1113.84	184361.99	328328.99
431	894+52.40	24.34' RT	1113.91	184362.30	328323.99
432	894+55.90	24.46' RT	1114.46	184362.42	328320.49
433	894+52.40	27.99' RT	1114.14	184365.95	328323.99
434	894+43.13	27.95' RT	1114.26	184365.92	328333.26
435	894+43.10	32.95' RT	1114.33	184370.92	328333.28
436	894+38.60	32.92' RT	1114.52	184370.90	328337.78
437	894+38.88	28.18' RT	1114.37	184366.16	328337.50

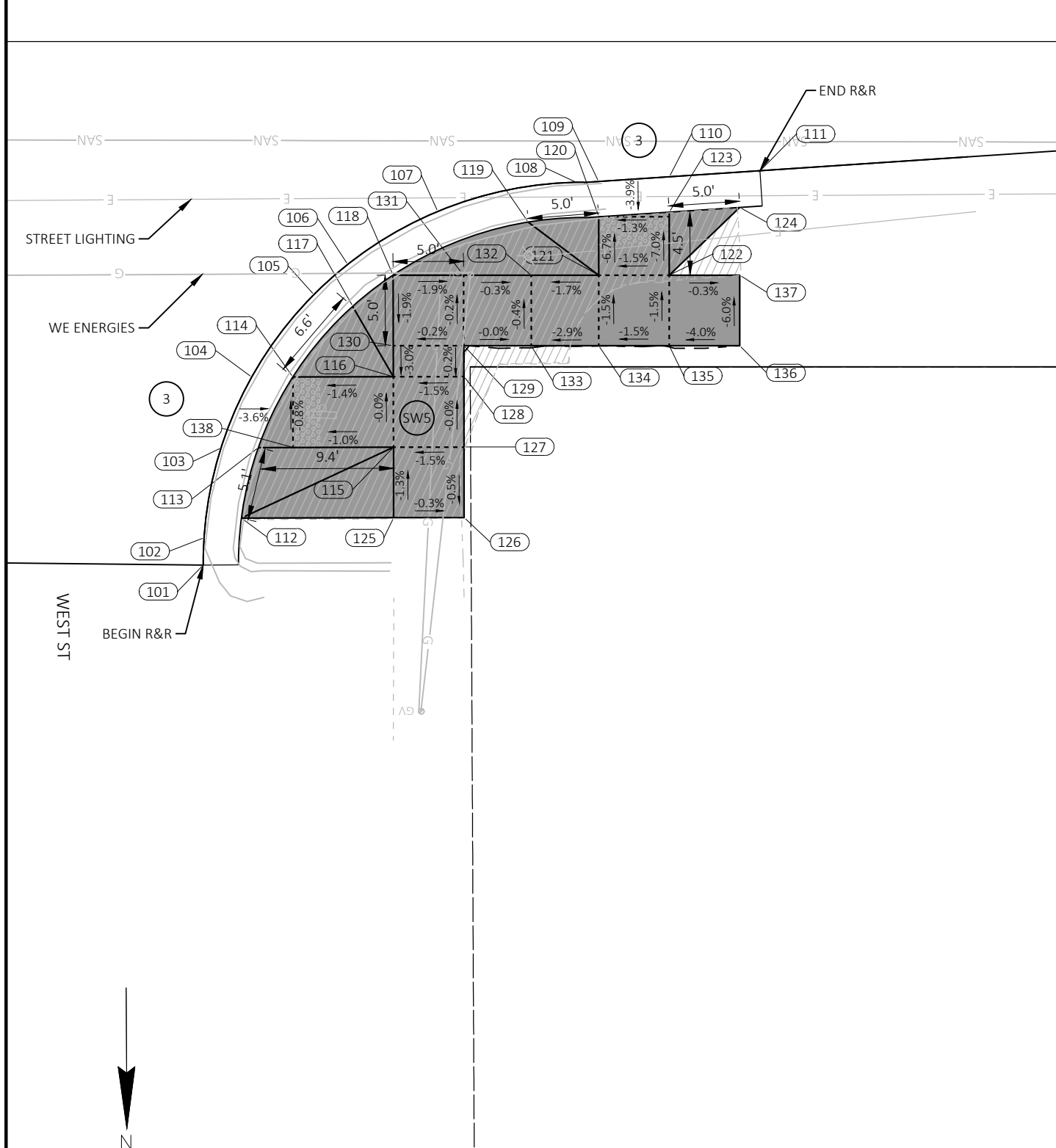


CONTROL POINTS						
I.D.	DESCRIPTION	LOCATION		Y	X	ELEV
CP 100	PK NAIL	894+73.33	59.2' RT	184,397.17	328,303.32	1114.49

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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West ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	898+94.19	49.14' RT	1112.56	184388.77	327882.43
102	898+94.25	47.21' RT	1112.58	184386.83	327882.36
103	898+95.46	40.82' RT	1112.56	184380.45	327881.12
104	898+97.63	35.81' RT	1112.55	184375.45	327878.93
105	899+02.05	29.96' RT	1112.55	184369.61	327874.49
106	899+04.45	27.82' RT	1112.55	184367.48	327872.08
107	899+10.82	24.07' RT	1112.54	184363.76	327865.69
108	899+20.67	22.00' RT	1112.51	184361.73	327855.84
109	899+22.23	21.93' RT	1112.51	184361.66	327854.28
110	899+27.24	21.60' RT	1112.62	184361.35	327849.27
111	899+33.68	21.17' RT	1112.78	184360.94	327842.83
112	898+96.90	45.81' RT	1112.99	184385.45	327879.71
113	898+98.10	40.81' RT	1112.48	184380.45	327878.48
114	899+00.55	35.80' RT	1112.47	184375.45	327876.02
115	899+07.68	40.79' RT	1112.57	184380.46	327868.90
116	899+07.67	35.79' RT	1112.57	184375.46	327868.89
117	899+04.79	30.79' RT	1112.73	184370.46	327871.75
118	899+07.65	28.58' RT	1112.73	184368.25	327868.88
119	899+17.24	24.82' RT	1112.69	184364.53	327859.28

West ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
120	899+22.24	24.44' RT	1112.43	184364.17	327854.28
121	899+22.24	28.58' RT	1112.71	184368.31	327854.29
122	899+27.24	28.58' RT	1112.78	184368.33	327849.29
123	899+27.24	24.10' RT	1112.54	184363.85	327849.28
124	899+32.24	23.77' RT	1113.17	184363.54	327844.27
125	899+07.69	45.79' RT	1112.64	184385.46	327868.91
126	899+12.69	45.77' RT	1112.62	184385.47	327863.91
127	899+12.68	40.77' RT	1112.65	184380.47	327863.90
128	899+12.67	35.77' RT	1112.65	184375.47	327863.89
129	899+12.66	33.58' RT	1112.65	184373.27	327863.89
130	899+07.65	33.58' RT	1112.64	184373.25	327868.90
131	899+12.65	28.58' RT	1112.64	184368.27	327863.88
132	899+17.45	28.58' RT	1112.62	184368.29	327859.09
133	899+17.45	33.58' RT	1112.64	184373.29	327859.11
134	899+22.24	33.58' RT	1112.78	184373.31	327854.31
135	899+27.24	33.58' RT	1112.86	184373.33	327849.31
136	899+32.24	33.58' RT	1113.07	184373.35	327844.31
137	899+32.24	28.58' RT	1112.77	184368.35	327844.29
138	899+00.56	40.80' RT	1112.51	184380.45	327876.02

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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WEST ST

BEGIN R&R

ADJUST WATER VALVE

END R&R

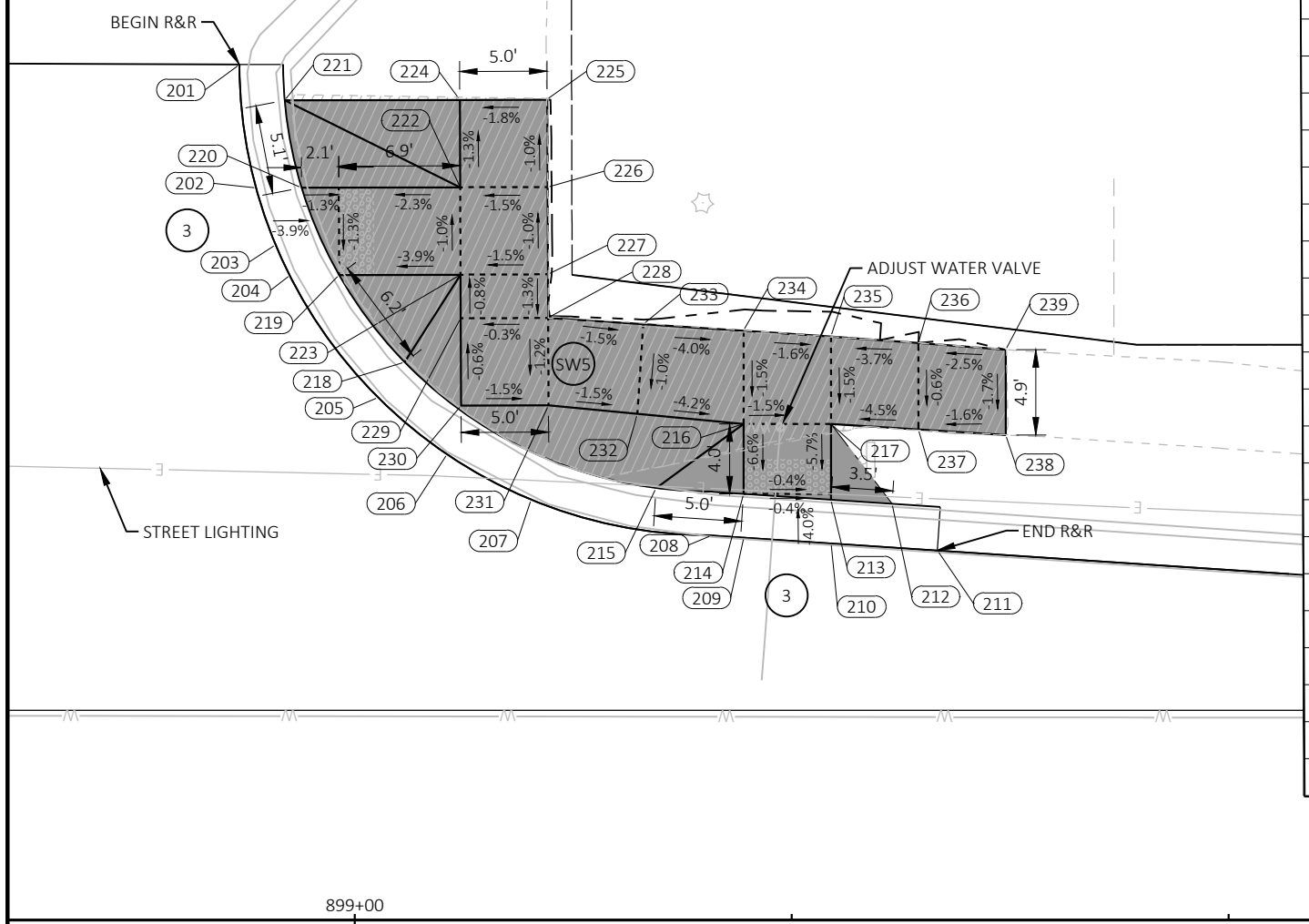
STREET LIGHTING

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SWS) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



WestSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	898+93.40	48.93' LT	1113.12	184290.69	327882.83
202	898+94.37	41.89' LT	1113.01	184297.74	327881.90
203	898+95.48	38.62' LT	1112.96	184301.01	327880.80
204	898+96.29	36.89' LT	1112.93	184302.74	327879.99
205	899+01.33	29.88' LT	1112.80	184309.77	327874.98
206	899+05.28	26.65' LT	1112.73	184313.02	327871.04
207	899+10.08	24.05' LT	1112.68	184315.64	327866.25
208	899+20.40	22.00' LT	1112.56	184317.73	327855.94
209	899+22.25	21.88' LT	1112.55	184317.86	327854.09
210	899+27.25	21.54' LT	1112.52	184318.21	327849.09
211	899+33.34	21.14' LT	1112.49	184318.64	327843.01
212	899+30.74	23.82' LT	1112.92	184315.95	327845.59
213	899+27.24	24.05' LT	1112.44	184315.70	327849.09
214	899+22.24	24.38' LT	1112.47	184315.35	327854.09
215	899+17.24	24.70' LT	1113.02	184315.01	327859.09
216	899+22.24	28.37' LT	1112.75	184311.36	327854.07
217	899+27.24	28.37' LT	1112.67	184311.38	327849.07
218	899+02.85	31.91' LT	1113.22	184307.75	327873.45
219	898+99.10	36.90' LT	1112.83	184302.75	327877.18
220	898+96.96	41.89' LT	1112.92	184297.74	327879.31

WestSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
221	898+95.99	46.89' LT	1113.51	184292.74	327880.25
222	899+06.03	41.91' LT	1113.05	184297.76	327870.23
223	899+06.05	36.91' LT	1113.10	184302.76	327870.23
224	899+06.01	46.91' LT	1112.98	184292.76	327870.24
225	899+10.98	46.93' LT	1113.07	184292.76	327865.26
226	899+11.03	41.93' LT	1113.12	184297.76	327865.23
227	899+11.05	36.94' LT	1113.17	184302.75	327865.23
228	899+11.06	34.44' LT	1113.14	184305.25	327865.23
229	899+06.06	34.42' LT	1113.12	184305.25	327870.23
230	899+06.09	29.42' LT	1113.15	184310.25	327870.23
231	899+11.09	29.44' LT	1113.08	184310.25	327865.23
232	899+16.17	28.95' LT	1113.00	184310.76	327860.14
233	899+16.51	34.08' LT	1113.05	184305.63	327859.79
234	899+22.24	33.71' LT	1112.83	184306.02	327854.05
235	899+27.24	33.38' LT	1112.75	184306.37	327849.05
236	899+32.24	33.00' LT	1112.93	184306.77	327844.06
237	899+32.24	28.06' LT	1112.90	184311.72	327844.08
238	899+37.24	27.74' LT	1112.97	184312.05	327839.08
239	899+37.24	32.62' LT	1113.06	184307.17	327839.06

899+00

900+00

STH 73

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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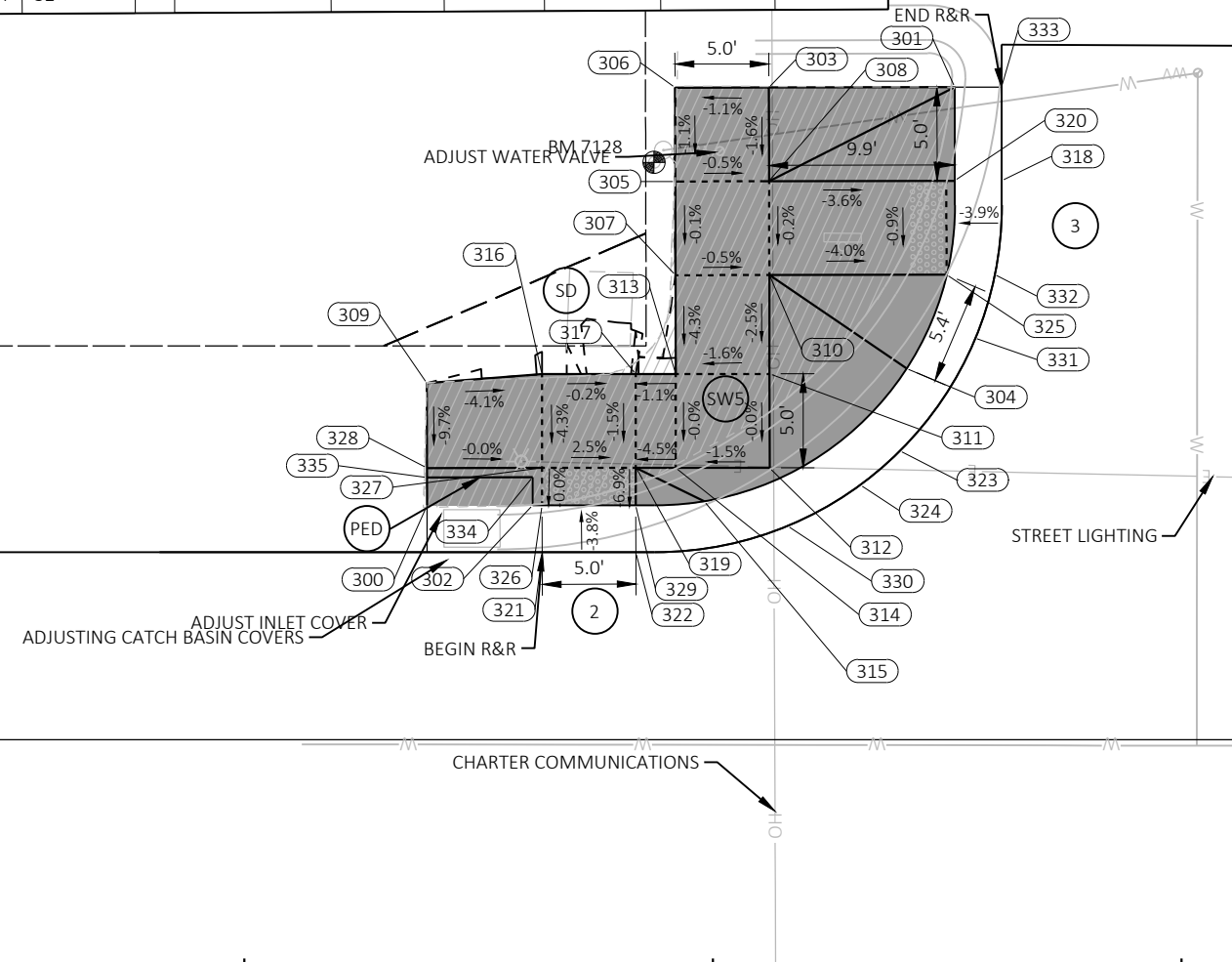
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 7128	FLANGE BOLT	898+47	43' LT	1115.66

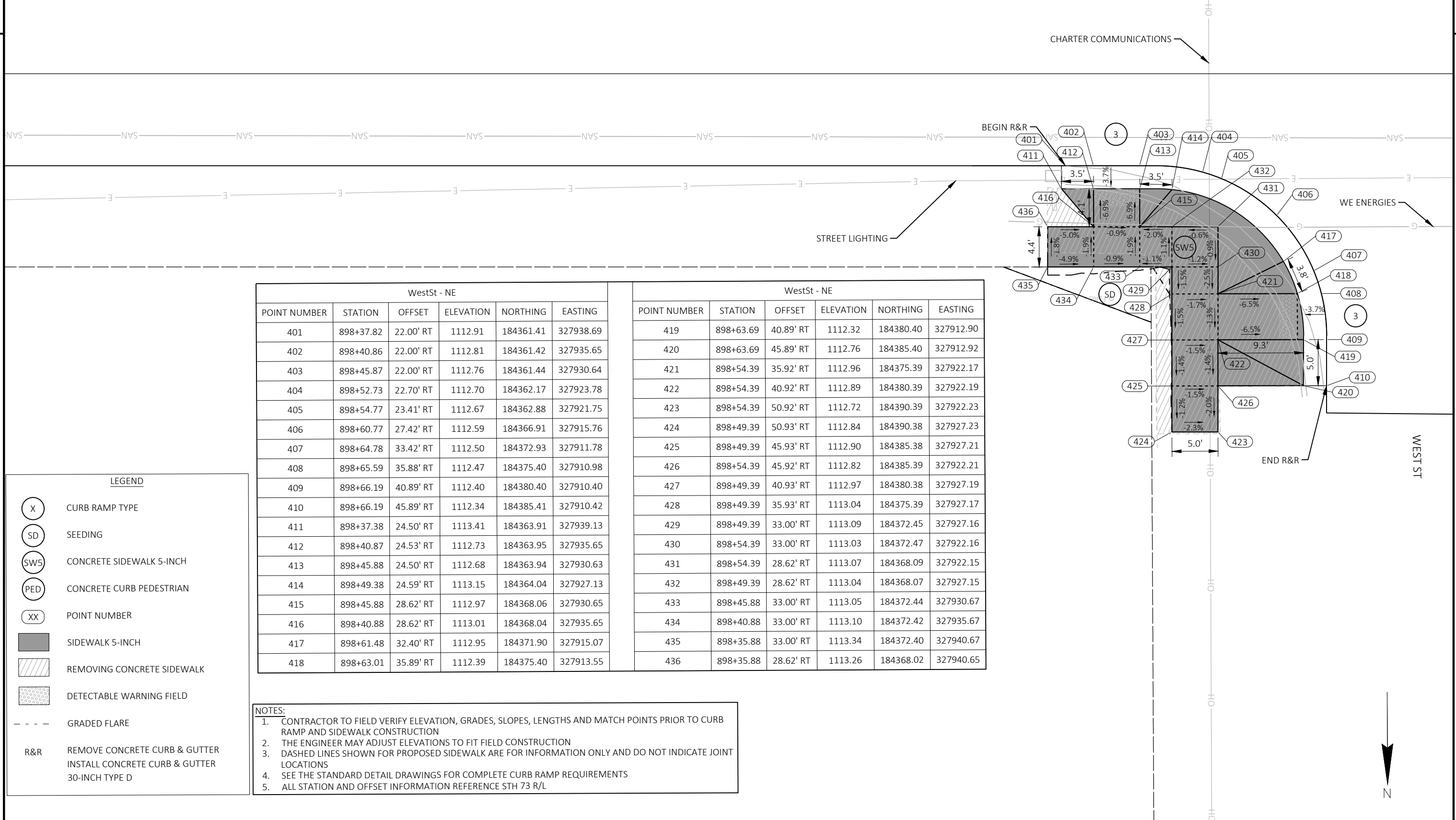
WestSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	898+34.75	24.50' LT	1113.78	184314.90	327941.58
301	898+62.90	46.81' LT	1113.58	184292.70	327913.34
302	898+40.38	24.51' LT	1113.47	184314.91	327935.95
303	898+52.99	46.79' LT	1113.49	184292.68	327923.26
304	898+60.33	31.80' LT	1113.49	184307.69	327915.97
305	898+48.00	41.77' LT	1113.44	184297.67	327928.27
306	898+47.98	46.77' LT	1113.44	184292.67	327928.26
307	898+48.01	36.77' LT	1113.43	184302.67	327928.27
308	898+53.00	41.79' LT	1113.41	184297.68	327923.27
309	898+34.74	31.02' LT	1113.41	184308.37	327941.56
310	898+53.02	36.79' LT	1113.41	184302.68	327923.27
311	898+53.03	31.51' LT	1113.27	184307.95	327923.27
312	898+53.04	26.50' LT	1113.27	184312.97	327923.29
313	898+48.02	31.50' LT	1113.20	184307.95	327928.28
314	898+48.02	26.50' LT	1113.20	184312.95	327928.30
315	898+49.54	24.72' LT	1113.10	184314.73	327926.79
316	898+40.88	31.50' LT	1113.19	184307.92	327935.42
317	898+45.88	31.50' LT	1113.17	184307.94	327930.42

WestSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
318	898+65.40	41.82' LT	1113.15	184297.69	327910.86
319	898+45.88	26.57' LT	1113.10	184312.87	327930.44
320	898+62.90	41.81' LT	1113.07	184297.70	327913.36
321	898+40.90	22.00' LT	1113.05	184317.42	327935.44
322	898+45.90	22.00' LT	1113.04	184317.44	327930.44
323	898+59.98	27.42' LT	1113.04	184312.07	327916.34
324	898+57.86	25.60' LT	1113.04	184313.89	327918.46
325	898+62.47	36.81' LT	1113.03	184302.69	327913.81
326	898+40.88	24.50' LT	1112.97	184314.92	327935.45
327	898+40.88	26.50' LT	1112.97	184312.92	327935.44
328	898+34.75	26.49' LT	1112.97	184312.90	327941.58
329	898+45.88	24.53' LT	1112.96	184314.91	327930.45
330	898+53.98	23.41' LT	1113.04	184316.06	327922.35
331	898+63.97	33.43' LT	1113.09	184306.08	327912.33
332	898+65.02	36.82' LT	1113.11	184302.69	327911.26
333	898+65.40	46.81' LT	1113.16	184292.70	327910.84
334	898+40.38	26.00' LT	1113.47	184313.42	327935.94
335	898+34.75	25.99' LT	1113.18	184313.40	327941.58



STH 73

898+00



WestSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	898+37.82	22.00' RT	1112.91	184361.41	327938.69
402	898+40.86	22.00' RT	1112.81	184361.42	327935.65
403	898+45.87	22.00' RT	1112.76	184361.44	327930.64
404	898+52.73	22.70' RT	1112.70	184362.17	327923.78
405	898+54.77	23.41' RT	1112.67	184362.88	327921.75
406	898+60.77	27.42' RT	1112.59	184366.91	327915.76
407	898+64.78	33.42' RT	1112.50	184372.93	327911.78
408	898+65.59	35.88' RT	1112.47	184375.40	327910.98
409	898+66.19	40.89' RT	1112.40	184380.40	327910.40
410	898+66.19	45.89' RT	1112.34	184385.41	327910.42
411	898+37.38	24.50' RT	1113.41	184363.91	327939.13
412	898+40.87	24.53' RT	1112.73	184363.95	327935.65
413	898+45.88	24.50' RT	1112.68	184363.94	327930.63
414	898+49.38	24.59' RT	1113.15	184364.04	327927.13
415	898+45.88	28.62' RT	1112.97	184368.06	327930.65
416	898+40.88	28.62' RT	1113.01	184368.04	327935.65
417	898+61.48	32.40' RT	1112.95	184371.90	327915.07
418	898+63.01	35.89' RT	1112.39	184375.40	327913.55

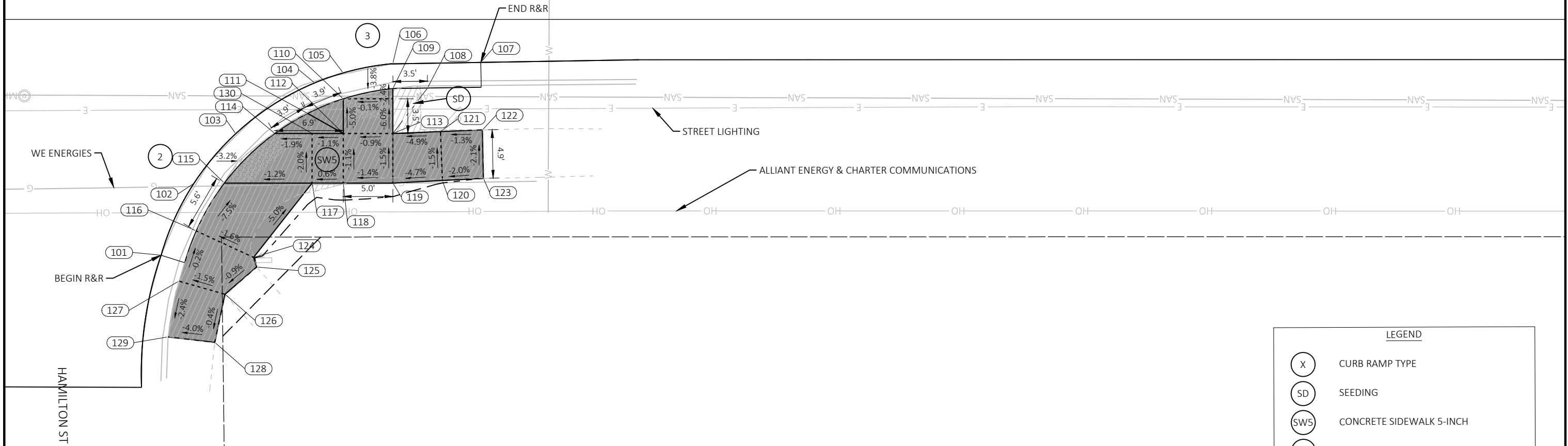
WestSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
419	898+63.69	40.89' RT	1112.32	184380.40	327912.90
420	898+63.69	45.89' RT	1112.76	184385.40	327912.92
421	898+54.39	35.92' RT	1112.96	184375.39	327922.17
422	898+54.39	40.92' RT	1112.89	184380.39	327922.19
423	898+54.39	50.92' RT	1112.72	184390.39	327922.23
424	898+49.39	50.93' RT	1112.84	184390.38	327927.23
425	898+49.39	45.93' RT	1112.90	184385.38	327927.21
426	898+54.39	45.92' RT	1112.82	184385.39	327922.21
427	898+49.39	40.93' RT	1112.97	184380.38	327927.19
428	898+49.39	35.93' RT	1113.04	184375.39	327927.17
429	898+49.39	33.00' RT	1113.09	184372.45	327927.16
430	898+54.39	33.00' RT	1113.03	184372.47	327922.16
431	898+54.39	28.62' RT	1113.07	184368.09	327922.15
432	898+49.39	28.62' RT	1113.04	184368.07	327927.15
433	898+45.88	33.00' RT	1113.05	184372.44	327930.67
434	898+40.88	33.00' RT	1113.10	184372.42	327935.67
435	898+35.88	33.00' RT	1113.34	184372.40	327940.67
436	898+35.88	28.62' RT	1113.26	184368.02	327940.65

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Hatched Box] SIDEWALK 5-INCH
- [Dotted Box] REMOVING CONCRETE SIDEWALK
- [Stippled Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SWS)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Shaded Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

HamiltonSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	902+20.23	35.76' RT	1111.28	184376.64	327556.33
102	902+23.58	28.51' RT	1111.22	184369.40	327552.96
103	902+27.76	23.53' RT	1111.16	184364.44	327548.75
104	902+35.74	18.42' RT	1111.08	184359.36	327540.76
105	902+38.60	17.40' RT	1111.06	184358.35	327537.90
106	902+43.60	16.48' RT	1111.04	184357.45	327532.89
107	902+52.48	16.33' RT	1110.99	184357.34	327524.01
108	902+47.11	18.92' RT	1111.44	184359.90	327529.39
109	902+43.61	18.98' RT	1110.98	184359.95	327532.89
110	902+38.61	20.01' RT	1110.99	184360.96	327537.89
111	902+35.02	21.48' RT	1111.52	184362.41	327541.49
112	902+38.61	23.50' RT	1111.16	184364.45	327537.91
113	902+43.61	23.50' RT	1111.21	184364.47	327532.91
114	902+31.71	23.50' RT	1111.05	184364.42	327544.81
115	902+26.61	28.50' RT	1111.12	184369.40	327549.92

HamiltonSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
116	902+23.79	33.32' RT	1111.60	184374.22	327552.77
117	902+35.47	28.50' RT	1111.23	184369.44	327541.07
118	902+38.61	28.50' RT	1111.21	184369.45	327537.93
119	902+43.61	28.50' RT	1111.28	184369.47	327532.93
120	902+48.61	28.23' RT	1111.52	184369.22	327527.93
121	902+48.41	23.31' RT	1111.44	184364.30	327528.10
122	902+52.64	23.14' RT	1111.50	184364.14	327523.88
123	902+52.74	28.01' RT	1111.60	184369.02	327523.80
124	902+29.56	35.98' RT	1111.71	184376.90	327547.00
125	902+29.87	36.95' RT	1111.72	184377.87	327546.70
126	902+26.68	39.70' RT	1111.68	184380.60	327549.90
127	902+22.03	38.37' RT	1111.61	184379.26	327554.55
128	902+25.64	44.55' RT	1111.66	184385.45	327550.96
129	902+20.93	44.00' RT	1111.47	184384.88	327555.67
130	902+35.47	23.50' RT	1111.13	184364.44	327541.05

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

HamiltonSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	902+21.81	16.11' LT	1111.08	184324.78	327554.56
202	902+24.80	16.11' LT	1111.07	184324.79	327551.56
203	902+38.62	16.13' LT	1111.03	184324.82	327537.74
204	902+43.62	16.13' LT	1111.02	184324.84	327532.74
205	902+53.05	16.15' LT	1111.00	184324.86	327523.32
206	902+67.17	16.16' LT	1110.96	184324.90	327509.19
207	902+35.11	18.62' LT	1111.46	184322.31	327541.25
208	902+38.61	18.63' LT	1110.95	184322.32	327537.75
209	902+43.61	18.63' LT	1110.94	184322.34	327532.75
210	902+47.11	18.64' LT	1111.43	184322.35	327529.25
211	902+43.61	23.08' LT	1111.23	184317.89	327532.73

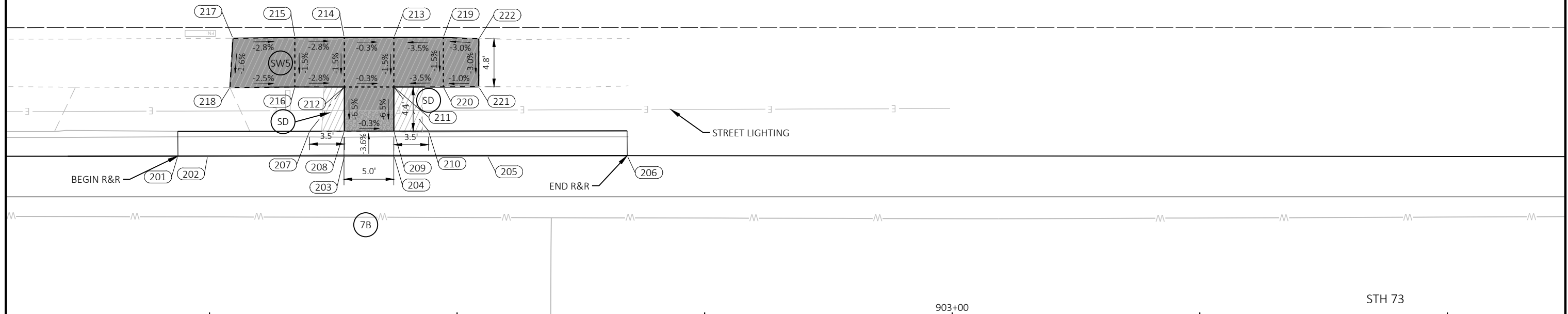
HamiltonSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
212	902+38.61	23.08' LT	1111.24	184317.87	327537.73
213	902+43.61	28.08' LT	1111.30	184312.89	327532.71
214	902+38.61	28.08' LT	1111.32	184312.87	327537.71
215	902+33.61	28.08' LT	1111.46	184312.85	327542.71
216	902+33.61	23.08' LT	1111.38	184317.85	327542.73
217	902+27.36	27.99' LT	1111.63	184312.92	327548.96
218	902+27.06	23.03' LT	1111.55	184317.88	327549.28
219	902+48.61	28.08' LT	1111.48	184312.91	327527.71
220	902+48.61	23.08' LT	1111.40	184317.91	327527.73
221	902+52.18	23.10' LT	1111.44	184317.90	327524.16
222	902+52.19	27.94' LT	1111.58	184313.06	327524.13

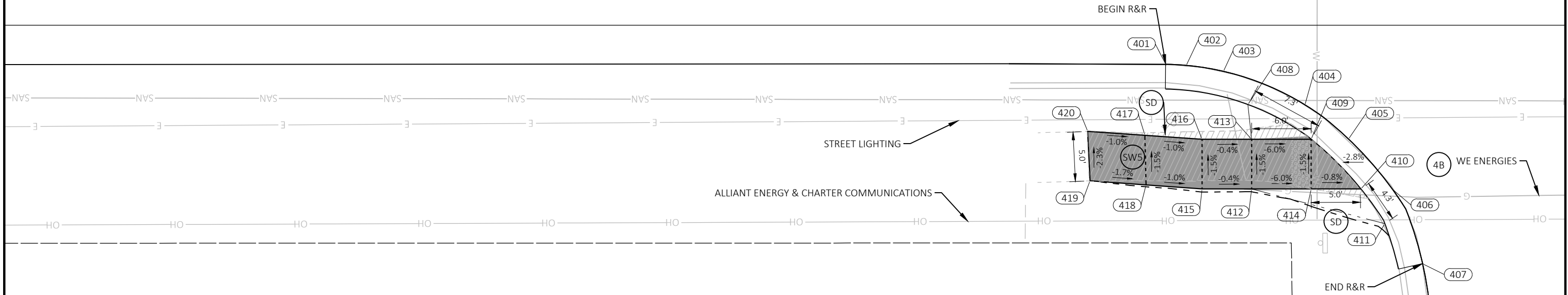
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D





LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SWS) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

HamiltonSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	901+64.15	15.94' RT	1111.33	184356.61	327612.34
402	901+66.21	16.05' RT	1111.33	184356.72	327610.28
403	901+69.96	16.65' RT	1111.33	184357.34	327606.53
404	901+78.17	20.04' RT	1111.36	184360.76	327598.33
405	901+82.57	23.49' RT	1111.38	184364.22	327593.94
406	901+86.96	28.49' RT	1111.41	184369.24	327589.57
407	901+90.05	36.03' RT	1111.46	184376.79	327586.52
408	901+72.44	20.00' RT	1111.76	184360.70	327604.07
409	901+78.82	23.50' RT	1111.29	184364.22	327597.70
410	901+83.83	28.50' RT	1111.32	184369.24	327592.71
411	901+86.24	32.00' RT	1111.86	184372.75	327590.31
412	901+72.82	28.50' RT	1111.72	184369.20	327603.72
413	901+72.82	23.50' RT	1111.65	184364.20	327603.70
414	901+78.82	28.50' RT	1111.36	184369.22	327597.72
415	901+67.82	28.50' RT	1111.74	184369.18	327608.72
416	901+67.82	23.50' RT	1111.66	184364.18	327608.70
417	901+62.05	23.10' RT	1111.72	184363.75	327614.47
418	901+62.16	28.09' RT	1111.80	184368.75	327614.37
419	901+56.51	27.68' RT	1111.89	184368.31	327620.02
420	901+56.27	22.69' RT	1111.78	184363.32	327620.24

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

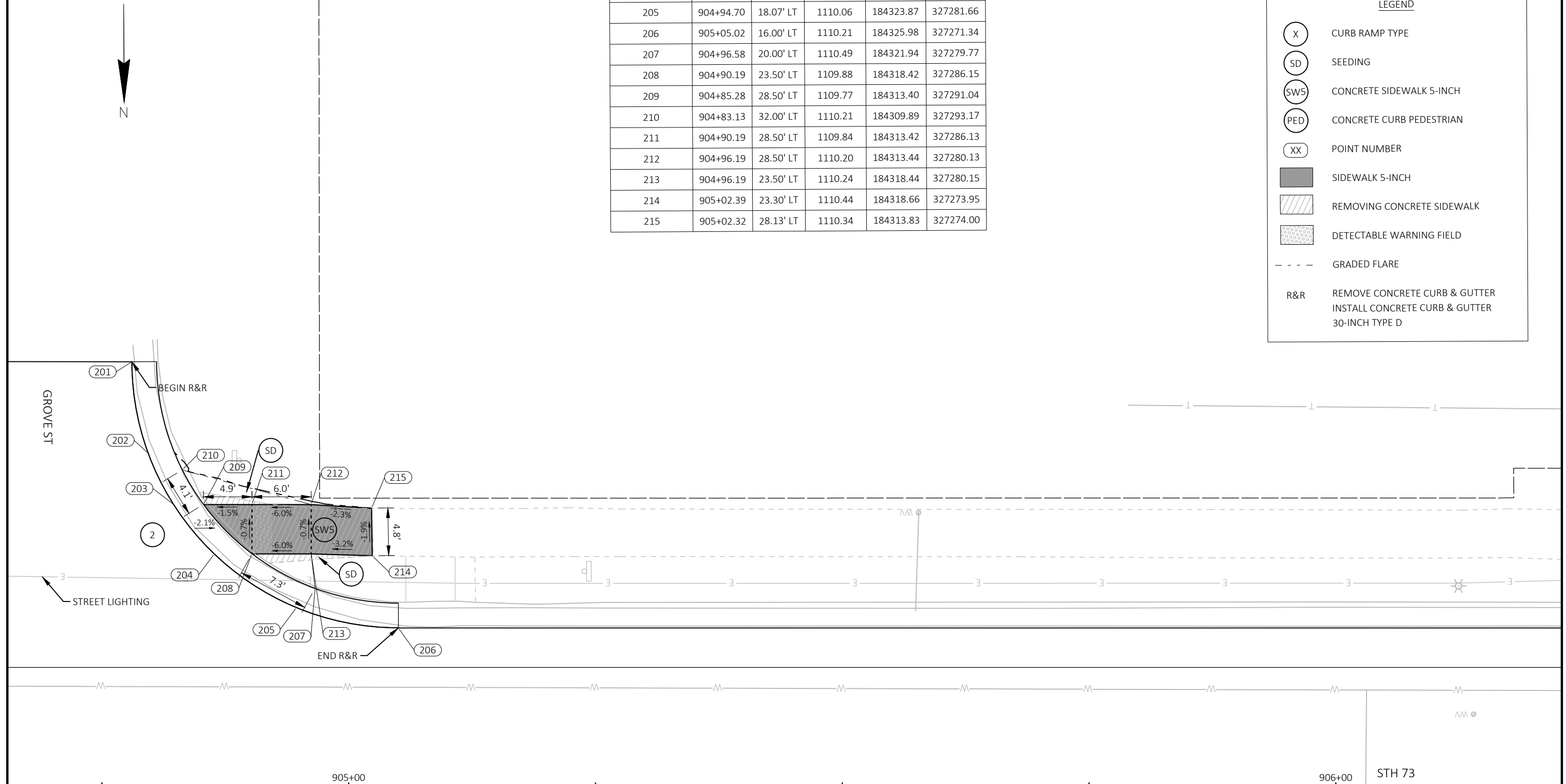


GroveSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	904+78.02	42.96' LT	1109.51	184298.91	327298.24
202	904+79.70	33.68' LT	1109.74	184308.20	327296.60
203	904+82.27	28.50' LT	1109.82	184313.39	327294.05
204	904+86.38	23.48' LT	1109.92	184318.42	327289.96
205	904+94.70	18.07' LT	1110.06	184323.87	327281.66
206	905+05.02	16.00' LT	1110.21	184325.98	327271.34
207	904+96.58	20.00' LT	1110.49	184321.94	327279.77
208	904+90.19	23.50' LT	1109.88	184318.42	327286.15
209	904+85.28	28.50' LT	1109.77	184313.40	327291.04
210	904+83.13	32.00' LT	1110.21	184309.89	327293.17
211	904+90.19	28.50' LT	1109.84	184313.42	327286.13
212	904+96.19	28.50' LT	1110.20	184313.44	327280.13
213	904+96.19	23.50' LT	1110.24	184318.44	327280.15
214	905+02.39	23.30' LT	1110.44	184318.66	327273.95
215	905+02.32	28.13' LT	1110.34	184313.83	327274.00

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



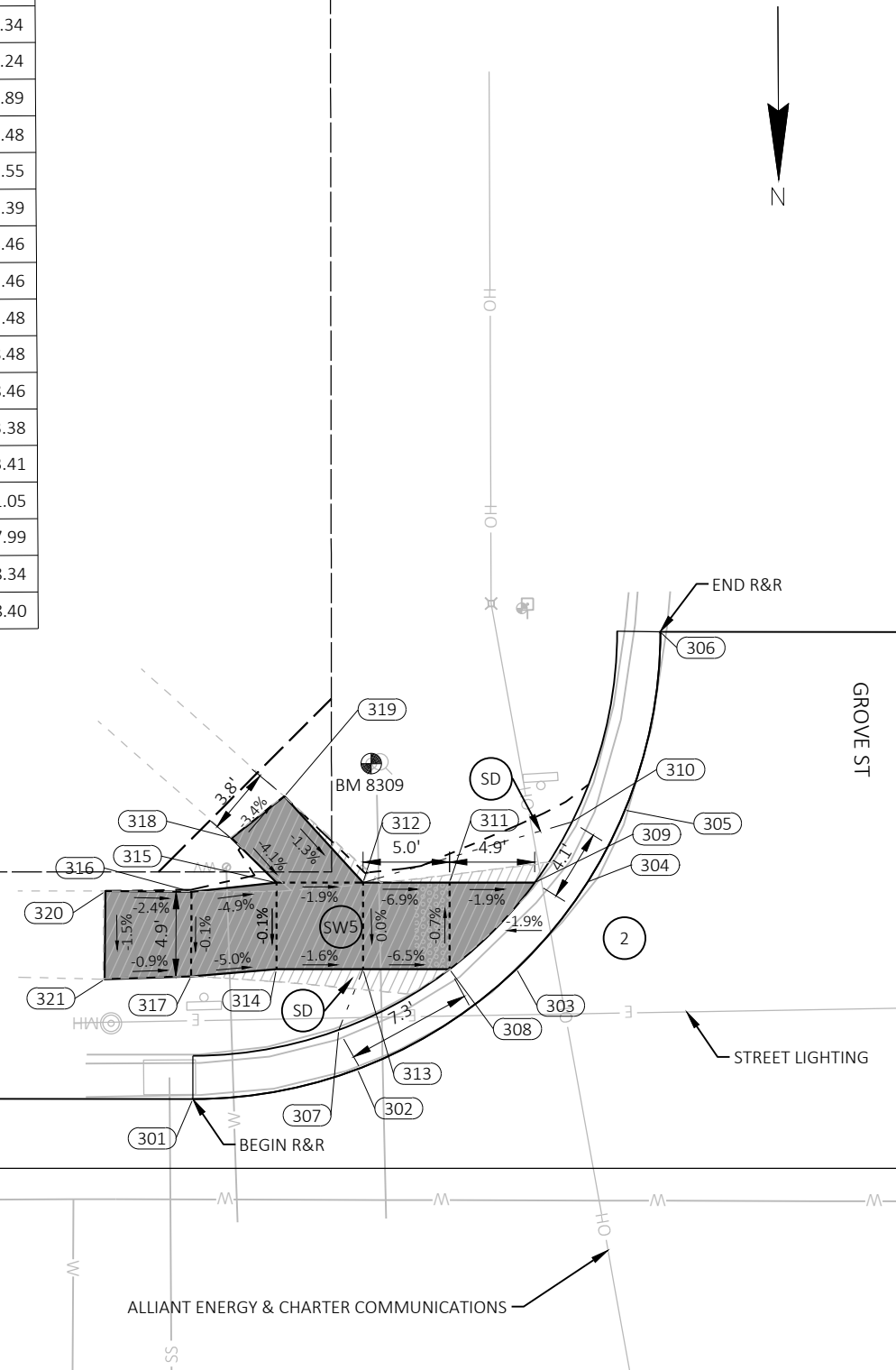
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

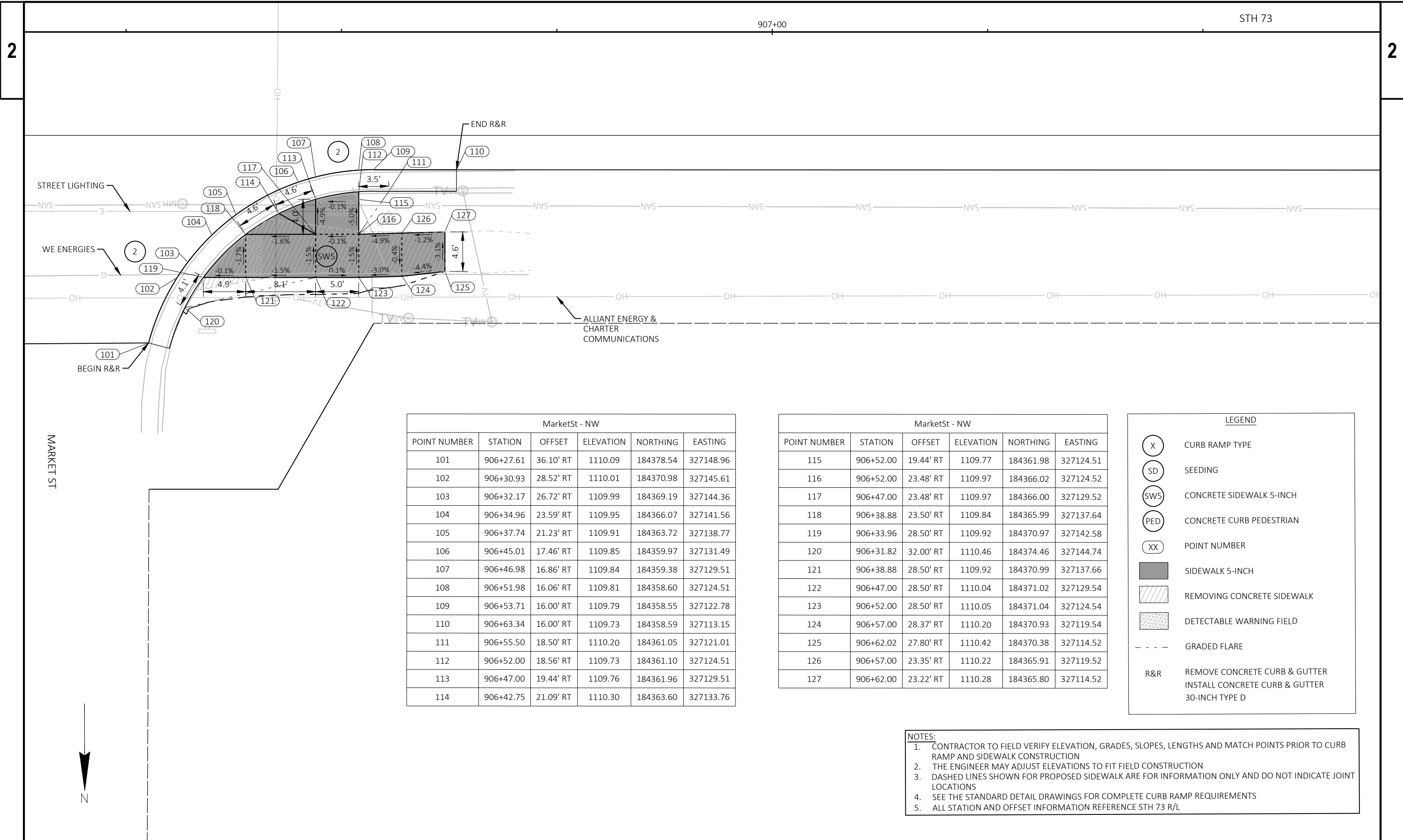
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 8309	FLANGE BOLT	904+33	35' LT	1112.00

GroveSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	904+23.02	16.00' LT	1110.40	184325.66	327353.34
302	904+32.53	17.73' LT	1110.37	184323.97	327343.83
303	904+41.72	23.53' LT	1110.21	184318.21	327334.61
304	904+45.80	28.53' LT	1110.09	184313.22	327330.52
305	904+47.96	32.70' LT	1109.89	184309.06	327328.34
306	904+50.02	42.98' LT	1109.38	184298.78	327326.24
307	904+31.46	20.00' LT	1110.79	184321.69	327344.89
308	904+37.86	23.50' LT	1110.18	184318.22	327338.48
309	904+42.77	28.50' LT	1110.06	184313.24	327333.55
310	904+44.92	32.00' LT	1110.41	184309.74	327331.39
311	904+37.86	28.50' LT	1110.15	184313.22	327338.46
312	904+32.86	28.50' LT	1110.49	184313.20	327343.46
313	904+32.86	23.50' LT	1110.50	184318.20	327343.48
314	904+27.86	23.50' LT	1110.58	184318.18	327348.48
315	904+27.86	28.50' LT	1110.59	184313.18	327348.46
316	904+22.95	27.98' LT	1110.83	184313.68	327353.38
317	904+22.93	23.09' LT	1110.83	184318.57	327353.41
318	904+25.26	31.07' LT	1110.75	184310.60	327351.05
319	904+28.31	33.48' LT	1110.59	184308.20	327347.99
320	904+17.98	28.02' LT	1110.95	184313.62	327358.34
321	904+17.94	22.93' LT	1110.87	184318.71	327358.40





MarketSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	906+27.61	36.10' RT	1110.09	184378.54	327148.96
102	906+30.93	28.52' RT	1110.01	184370.98	327145.61
103	906+32.17	26.72' RT	1109.99	184369.19	327144.36
104	906+34.96	23.59' RT	1109.95	184366.07	327141.56
105	906+37.74	21.23' RT	1109.91	184363.72	327138.77
106	906+45.01	17.46' RT	1109.85	184359.97	327131.49
107	906+46.98	16.86' RT	1109.84	184359.38	327129.51
108	906+51.98	16.06' RT	1109.81	184358.60	327124.51
109	906+53.71	16.00' RT	1109.79	184358.55	327122.78
110	906+63.34	16.00' RT	1109.73	184358.59	327113.15
111	906+55.50	18.50' RT	1110.20	184361.05	327121.01
112	906+52.00	18.56' RT	1109.73	184361.10	327124.51
113	906+47.00	19.44' RT	1109.76	184361.96	327129.51
114	906+42.75	21.09' RT	1110.30	184363.60	327133.76

MarketSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
115	906+52.00	19.44' RT	1109.77	184361.98	327124.51
116	906+52.00	23.48' RT	1109.97	184366.02	327124.52
117	906+47.00	23.48' RT	1109.97	184366.00	327129.52
118	906+38.88	23.50' RT	1109.84	184365.99	327137.64
119	906+33.96	28.50' RT	1109.92	184370.97	327142.58
120	906+31.82	32.00' RT	1110.46	184374.46	327144.74
121	906+38.88	28.50' RT	1109.92	184370.99	327137.66
122	906+47.00	28.50' RT	1110.04	184371.02	327129.54
123	906+52.00	28.50' RT	1110.05	184371.04	327124.54
124	906+57.00	28.37' RT	1110.20	184370.93	327119.54
125	906+62.02	27.80' RT	1110.42	184370.38	327114.52
126	906+57.00	23.35' RT	1110.22	184365.91	327119.52
127	906+62.00	23.22' RT	1110.28	184365.80	327114.52

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SW5)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Diagonal Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
[Dotted Line]	R&R REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

MarketSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	906+36.69	16.00' LT	1109.82	184326.48	327139.68
202	906+43.88	16.00' LT	1109.81	184326.51	327132.48
203	906+47.01	16.00' LT	1109.80	184326.52	327129.36
204	906+52.01	16.00' LT	1109.78	184326.54	327124.36
205	906+57.98	16.00' LT	1109.77	184326.56	327118.39
206	906+65.48	16.00' LT	1109.73	184326.59	327110.89
207	906+43.50	18.50' LT	1110.23	184324.01	327132.86
208	906+47.00	18.50' LT	1109.72	184324.02	327129.36
209	906+52.00	18.50' LT	1109.70	184324.04	327124.36
210	906+55.50	18.50' LT	1110.20	184324.06	327120.86
211	906+52.00	23.00' LT	1109.93	184319.54	327124.35
212	906+47.00	23.00' LT	1109.94	184319.52	327129.35

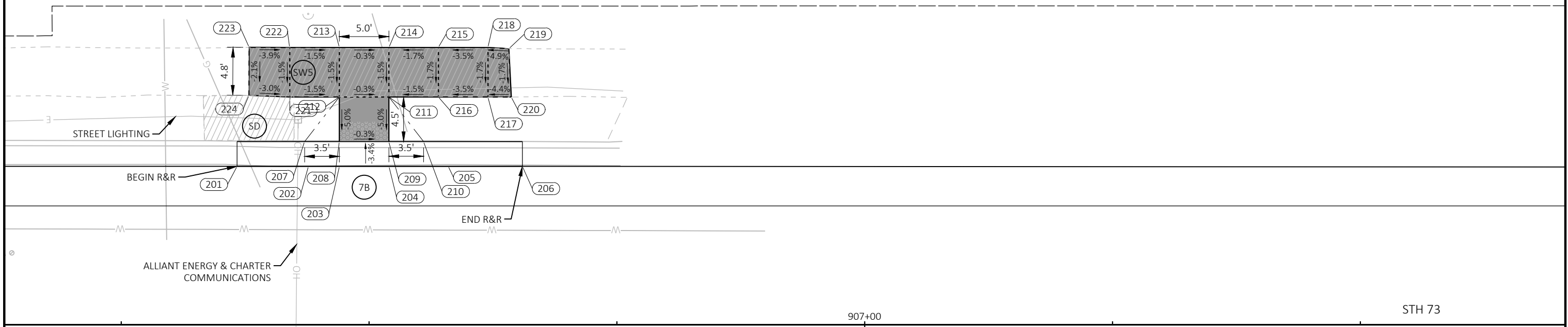
MarketSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
213	906+47.00	28.00' LT	1110.02	184314.52	327129.33
214	906+52.00	28.00' LT	1110.00	184314.54	327124.33
215	906+57.00	28.00' LT	1110.09	184314.56	327119.33
216	906+57.00	23.00' LT	1110.00	184319.56	327119.35
217	906+62.00	23.00' LT	1110.18	184319.58	327114.35
218	906+62.00	28.00' LT	1110.26	184314.58	327114.33
219	906+64.11	27.88' LT	1110.37	184314.71	327112.22
220	906+64.35	22.99' LT	1110.28	184319.60	327111.99
221	906+42.00	23.00' LT	1110.02	184319.50	327134.35
222	906+42.00	28.00' LT	1110.09	184314.50	327134.33
223	906+37.91	28.01' LT	1110.25	184314.48	327138.41
224	906+37.88	23.16' LT	1110.14	184319.33	327138.46

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



LEGEND

- X CURB RAMP TYPE
- SD SEEDING
- SW5 CONCRETE SIDEWALK 5-INCH
- PED CONCRETE CURB PEDESTRIAN
- XX POINT NUMBER
- SIDEWALK 5-INCH
- REMOVING CONCRETE SIDEWALK
- DETECTABLE WARNING FIELD
- - - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



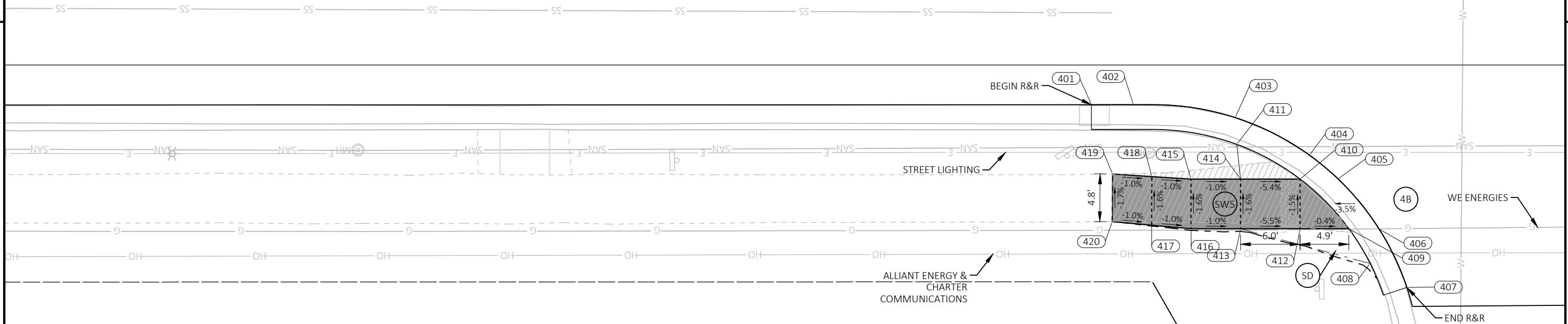
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905+00

906+00

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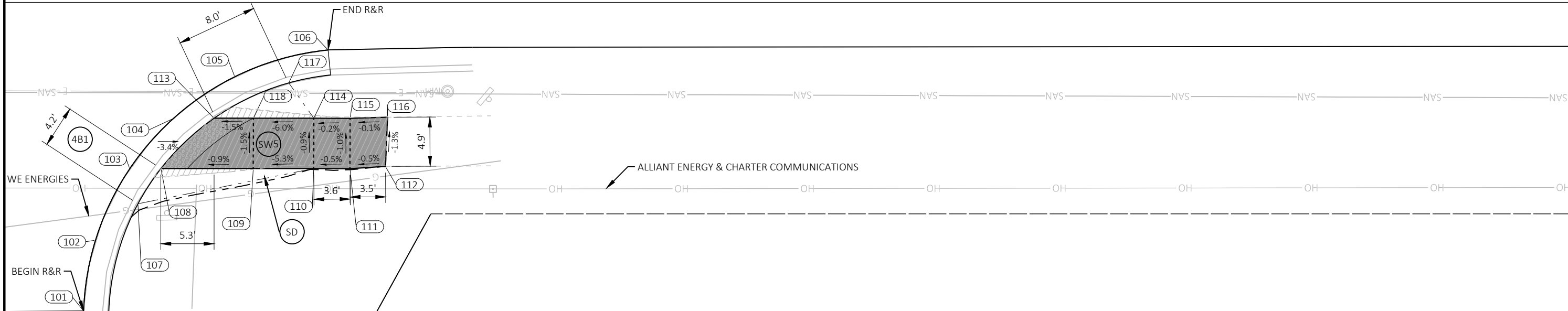
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- [Dashed Line] GRADED FLARE
- [R&R Label] REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

MarketSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	905+65.49	16.00' RT	1109.96	184358.21	327211.00
402	905+69.72	16.00' RT	1109.95	184358.22	327206.77
403	905+79.98	17.31' RT	1110.02	184359.58	327196.51
404	905+87.47	21.08' RT	1110.08	184363.37	327189.04
405	905+90.35	23.49' RT	1110.11	184365.80	327186.17
406	905+94.46	28.50' RT	1110.15	184370.82	327182.08
407	905+97.30	34.40' RT	1110.20	184376.74	327179.26
408	905+93.60	32.00' RT	1110.59	184374.32	327182.95
409	905+91.46	28.50' RT	1110.06	184370.81	327185.08
410	905+86.54	23.50' RT	1110.00	184365.79	327189.98
411	905+80.15	20.00' RT	1110.44	184362.26	327196.36
412	905+86.54	28.50' RT	1110.08	184370.79	327190.00
413	905+80.54	28.50' RT	1110.41	184370.77	327196.00
414	905+80.54	23.50' RT	1110.33	184365.77	327195.98
415	905+75.54	23.50' RT	1110.38	184365.75	327200.98
416	905+75.54	28.50' RT	1110.46	184370.75	327201.00
417	905+71.56	28.14' RT	1110.50	184370.37	327204.97
418	905+71.58	23.24' RT	1110.42	184365.47	327204.94
419	905+67.62	22.98' RT	1110.46	184365.20	327208.90
420	905+67.59	27.78' RT	1110.54	184370.00	327208.95

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L





WoodwardAve - NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	908+89.24	42.64' RT	1109.14	184386.10	326887.36
102	908+90.45	35.60' RT	1109.13	184379.06	326886.12
103	908+93.83	28.52' RT	1109.10	184371.99	326882.71
104	908+98.17	23.52' RT	1109.06	184367.01	326878.35
105	909+04.27	19.40' RT	1109.03	184362.91	326872.24
106	909+13.53	16.73' RT	1109.01	184360.28	326862.97
107	908+94.64	32.00' RT	1109.53	184375.48	326881.91
108	908+96.93	28.50' RT	1109.01	184371.98	326879.62
109	909+06.09	28.50' RT	1109.09	184372.02	326870.45
110	909+12.09	28.51' RT	1109.42	184372.05	326864.45
111	909+15.69	28.51' RT	1109.44	184372.07	326860.85
112	909+19.21	28.29' RT	1109.45	184371.86	326857.33
113	909+02.21	23.50' RT	1108.96	184367.00	326874.32
114	909+12.10	23.51' RT	1109.38	184367.05	326864.42
115	909+15.70	23.51' RT	1109.39	184367.07	326860.82
116	909+19.42	23.40' RT	1109.39	184366.97	326857.10
117	909+09.62	20.00' RT	1109.44	184363.53	326866.89
118	909+06.10	23.50' RT	1109.02	184367.02	326870.42

LEGEND

- X CURB RAMP TYPE
- SD SEEDING
- SW5 CONCRETE SIDEWALK 5-INCH
- PED CONCRETE CURB PEDESTRIAN
- XX POINT NUMBER
- SIDEWALK 5-INCH
- REMOVING CONCRETE SIDEWALK
- DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

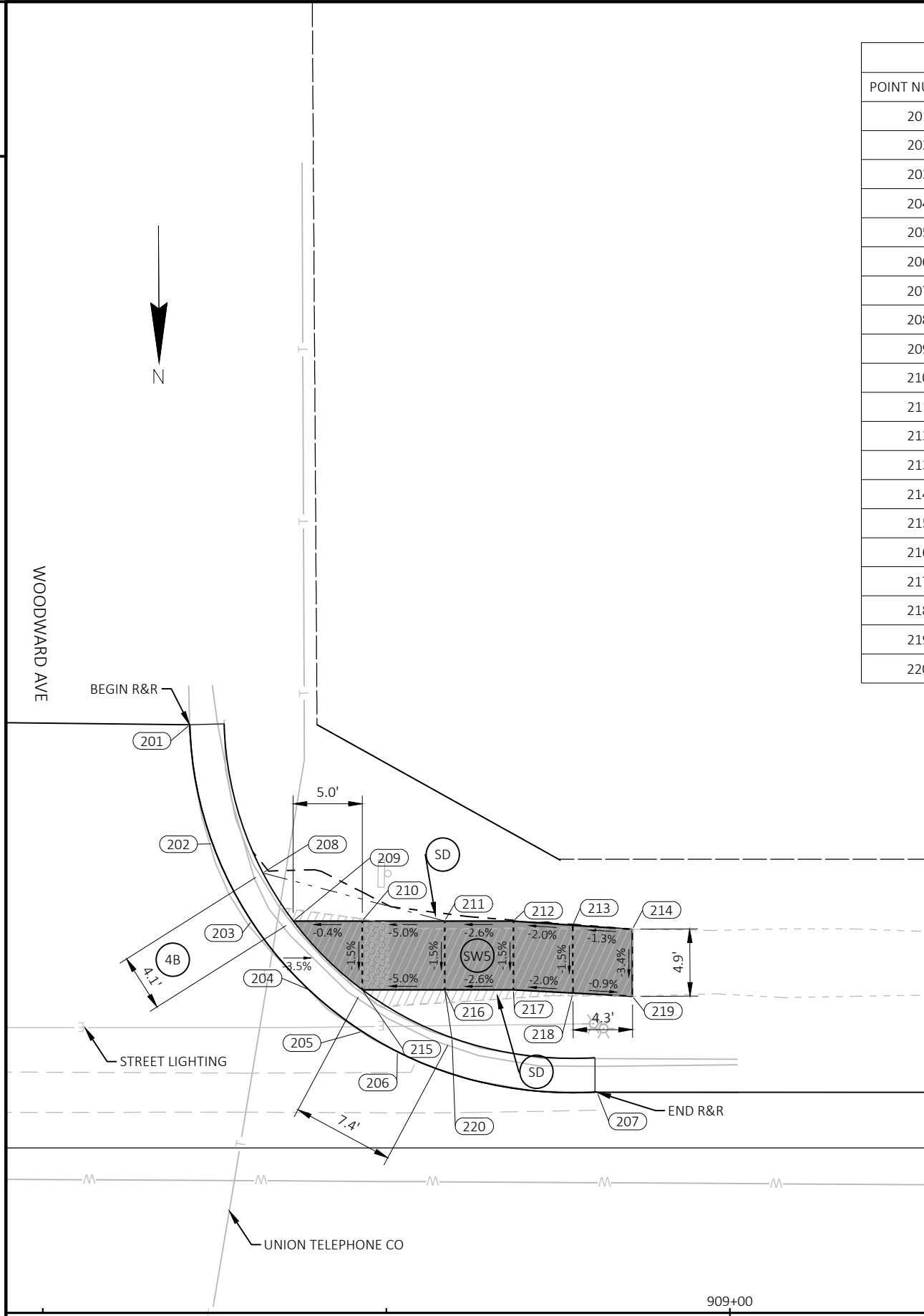
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

WoodwardAve - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	908+60.68	42.78' LT	1109.29	184300.57	326915.58
202	908+62.36	34.10' LT	1109.22	184309.25	326913.94
203	908+65.18	28.49' LT	1109.17	184314.87	326911.14
204	908+69.38	23.49' LT	1109.11	184319.89	326906.97
205	908+73.23	20.46' LT	1109.10	184322.93	326903.13
206	908+75.80	19.01' LT	1109.09	184324.40	326900.56
207	908+90.32	16.05' LT	1109.00	184327.41	326886.05
208	908+66.00	32.00' LT	1109.61	184311.37	326910.31
209	908+68.21	28.50' LT	1109.07	184314.87	326908.11
210	908+73.24	28.50' LT	1109.09	184314.89	326903.09
211	908+79.24	28.50' LT	1109.39	184314.92	326897.09
212	908+84.24	28.50' LT	1109.52	184314.94	326892.09
213	908+88.57	28.20' LT	1109.61	184315.25	326887.76
214	908+92.89	27.90' LT	1109.66	184315.57	326883.43
215	908+73.24	23.50' LT	1109.02	184319.89	326903.11
216	908+79.24	23.50' LT	1109.32	184319.92	326897.11
217	908+84.24	23.50' LT	1109.45	184319.94	326892.11
218	908+88.57	23.26' LT	1109.53	184320.19	326887.77
219	908+92.90	23.02' LT	1109.50	184320.45	326883.44
220	908+79.76	20.00' LT	1109.49	184323.42	326896.59

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



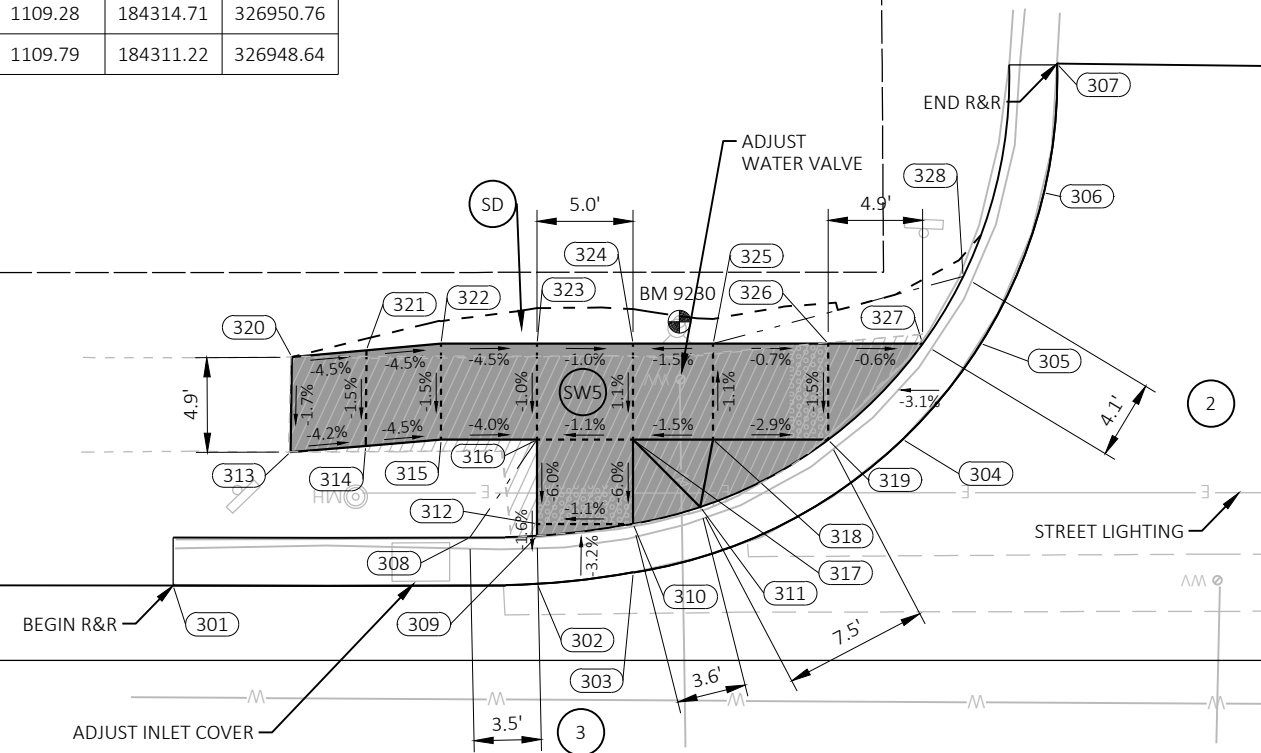
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 9230	FLANGE BOLT	908+13	30' LT	1111.44

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SW5)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
- - - -	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

WoodwardAve - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	907+86.52	15.91' LT	1109.31	184327.14	326989.85
302	908+05.49	15.98' LT	1109.10	184327.16	326970.88
303	908+10.49	16.58' LT	1109.16	184326.57	326965.88
304	908+24.51	23.53' LT	1109.35	184319.68	326951.83
305	908+28.57	28.52' LT	1109.37	184314.70	326947.75
306	908+31.85	36.37' LT	1109.39	184306.86	326944.44
307	908+32.56	43.08' LT	1109.40	184300.15	326943.71
308	908+01.97	18.41' LT	1109.53	184324.71	326974.39
309	908+05.47	18.48' LT	1109.03	184324.65	326970.89
310	908+10.47	19.11' LT	1109.09	184324.04	326965.88
311	908+13.97	20.00' LT	1109.64	184323.17	326962.38
312	908+05.47	19.11' LT	1109.03	184324.02	326970.88
313	907+92.64	22.85' LT	1109.84	184320.23	326983.71
314	907+96.55	23.18' LT	1109.67	184319.92	326979.79

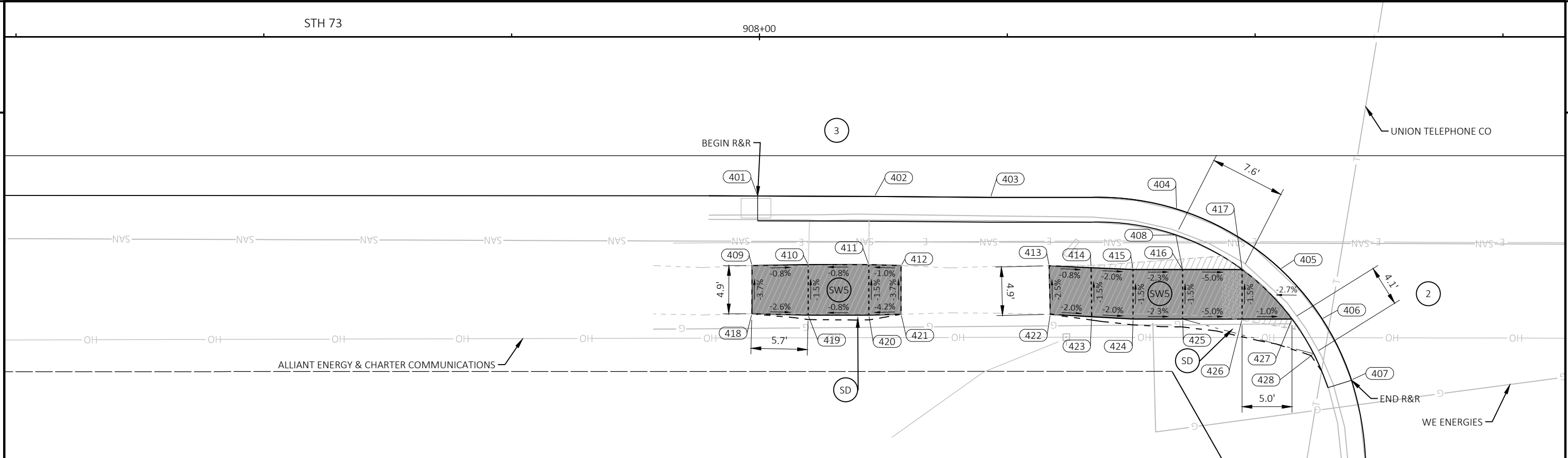
WoodwardAve - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
315	908+00.47	23.50' LT	1109.50	184319.61	326975.87
316	908+05.47	23.50' LT	1109.30	184319.63	326970.87
317	908+10.47	23.50' LT	1109.35	184319.65	326965.87
318	908+14.64	23.50' LT	1109.41	184319.67	326961.70
319	908+20.64	23.50' LT	1109.24	184319.69	326955.70
320	907+92.70	27.81' LT	1109.92	184315.28	326983.63
321	907+96.59	28.15' LT	1109.75	184314.94	326979.74
322	908+00.47	28.50' LT	1109.57	184314.61	326975.85
323	908+05.47	28.50' LT	1109.35	184314.63	326970.85
324	908+10.47	28.50' LT	1109.30	184314.65	326965.85
325	908+14.64	28.50' LT	1109.36	184314.67	326961.68
326	908+20.64	28.50' LT	1109.31	184314.69	326955.68
327	908+25.56	28.50' LT	1109.28	184314.71	326950.76
328	908+27.67	32.00' LT	1109.79	184311.22	326948.64



907+00

STH 73

908+00



LEGEND

- X CURB RAMP TYPE
- SD SEEDING
- SWS CONCRETE SIDEWALK 5-INCH
- PED CONCRETE CURB PEDESTRIAN
- XX POINT NUMBER
- SIDEWALK 5-INCH
- REMOVING CONCRETE SIDEWALK
- DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

WoodwardAve - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	907+99.82	16.08' RT	1109.23	184359.19	326976.67
402	908+11.60	16.10' RT	1109.28	184359.26	326964.89
403	908+23.32	16.22' RT	1109.39	184359.42	326953.18
404	908+42.07	17.40' RT	1109.42	184360.67	326934.43
405	908+52.54	23.47' RT	1109.44	184366.78	326923.98
406	908+56.73	28.49' RT	1109.48	184371.82	326919.81
407	908+59.70	34.64' RT	1109.54	184377.98	326916.86
408	908+42.01	20.00' RT	1109.84	184363.27	326934.50
409	907+99.25	23.10' RT	1109.63	184366.21	326977.27
410	908+04.91	23.00' RT	1109.59	184366.13	326971.61
411	908+11.04	23.00' RT	1109.64	184366.15	326965.48
412	908+14.28	23.10' RT	1109.67	184366.26	326962.24
413	908+29.22	23.11' RT	1109.89	184366.34	326947.30
414	908+33.46	23.31' RT	1109.86	184366.55	326943.06
415	908+37.69	23.50' RT	1109.77	184366.76	326938.83

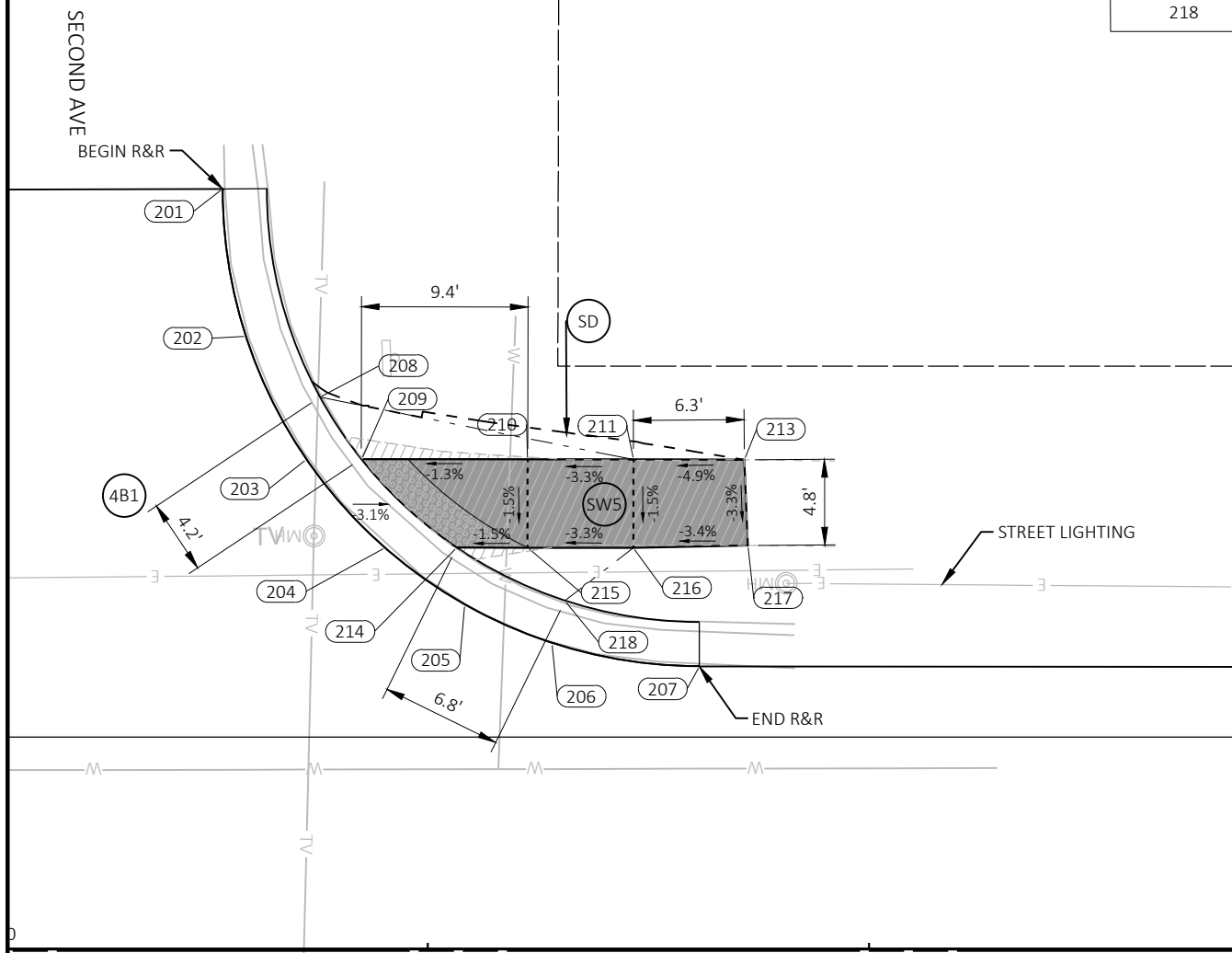
WoodwardAve - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
416	908+42.69	23.50' RT	1109.66	184366.78	326933.83
417	908+48.69	23.50' RT	1109.36	184366.80	326927.83
418	907+99.23	27.97' RT	1109.82	184371.08	326977.31
419	908+04.91	28.10' RT	1109.66	184371.23	326971.63
420	908+11.04	28.10' RT	1109.71	184371.25	326965.50
421	908+14.28	28.01' RT	1109.85	184371.18	326962.26
422	908+29.34	28.01' RT	1110.01	184371.23	326947.20
423	908+33.52	28.25' RT	1109.93	184371.49	326943.02
424	908+37.69	28.50' RT	1109.85	184371.76	326938.85
425	908+42.69	28.50' RT	1109.73	184371.78	326933.85
426	908+48.69	28.50' RT	1109.43	184371.80	326927.85
427	908+53.71	28.50' RT	1109.38	184371.82	326922.83
428	908+55.89	32.00' RT	1109.92	184375.33	326920.66

2ndAve - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	913+13.38	43.03' LT	1110.64	184302.06	326462.89
202	913+14.70	34.68' LT	1110.61	184310.41	326461.60
203	913+18.12	27.72' LT	1110.57	184317.39	326458.20
204	913+22.58	22.72' LT	1110.55	184322.41	326453.76
205	913+27.08	19.51' LT	1110.55	184325.63	326449.28
206	913+32.03	17.32' LT	1110.53	184327.84	326444.34
207	913+40.38	16.00' LT	1110.50	184329.19	326435.99
208	913+18.89	31.24' LT	1111.00	184313.87	326457.43
209	913+21.25	27.73' LT	1110.48	184317.38	326455.07
210	913+30.65	27.72' LT	1110.60	184317.44	326445.68
211	913+36.65	27.70' LT	1110.80	184317.47	326439.68
213	913+42.93	27.69' LT	1111.11	184317.51	326433.40
214	913+26.63	22.72' LT	1110.47	184322.41	326449.72
215	913+30.64	22.72' LT	1110.53	184322.44	326445.70
216	913+36.64	22.70' LT	1110.73	184322.47	326439.70
217	913+43.13	22.85' LT	1110.95	184322.36	326433.21
218	913+32.77	19.71' LT	1110.95	184325.45	326443.59

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



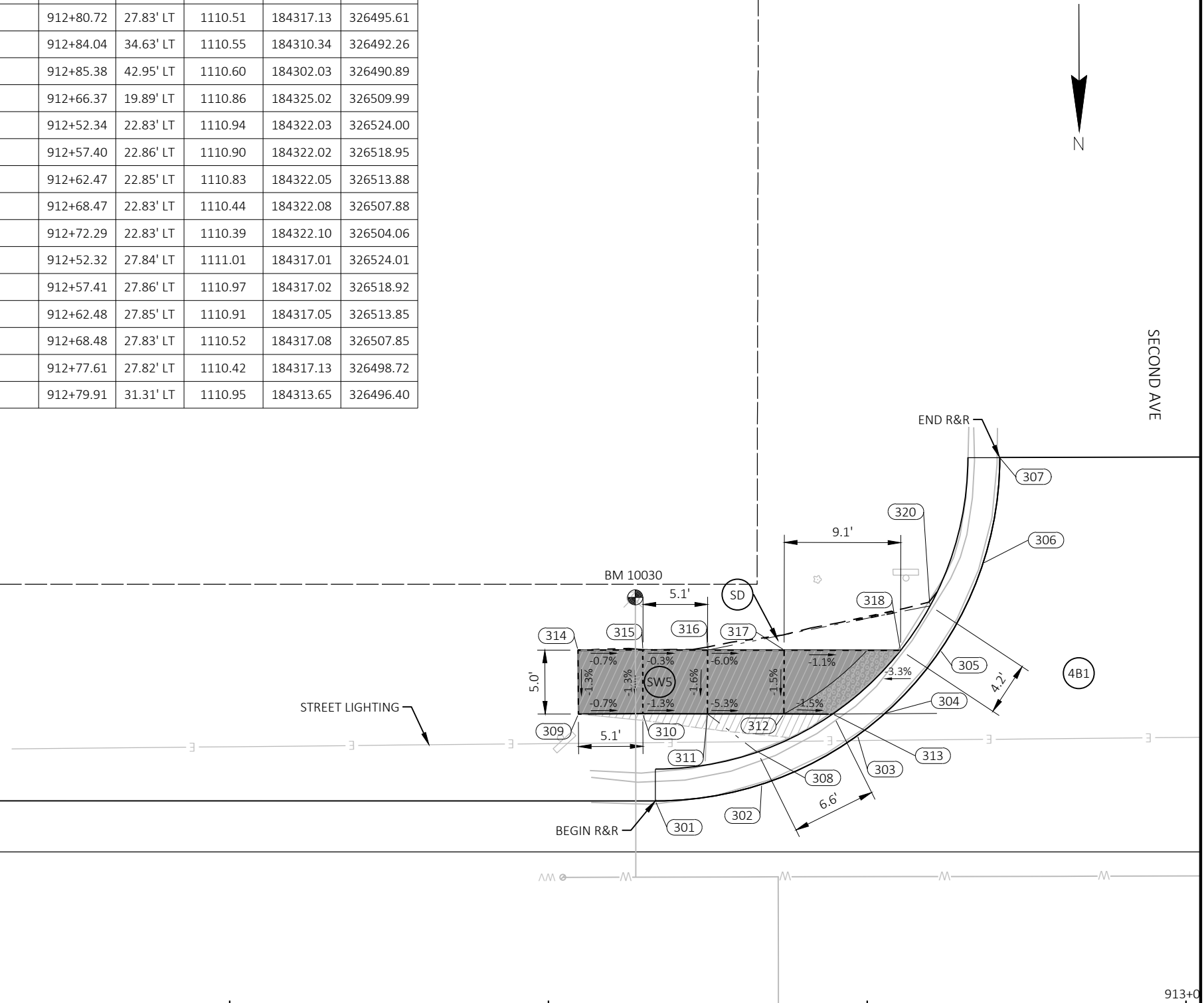
- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

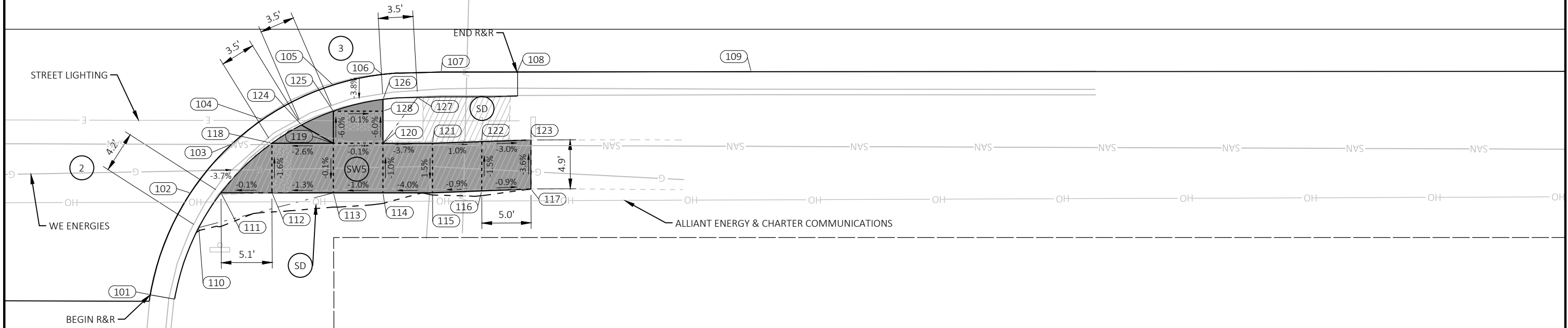
LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

2ndAve - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	912+58.38	16.00' LT	1110.42	184328.88	326517.99
302	912+66.71	17.32' LT	1110.44	184327.59	326509.65
303	912+74.23	21.16' LT	1110.47	184323.78	326502.13
304	912+76.34	22.86' LT	1110.48	184322.09	326500.01
305	912+80.72	27.83' LT	1110.51	184317.13	326495.61
306	912+84.04	34.63' LT	1110.55	184310.34	326492.26
307	912+85.38	42.95' LT	1110.60	184302.03	326490.89
308	912+66.37	19.89' LT	1110.86	184325.02	326509.99
309	912+52.34	22.83' LT	1110.94	184322.03	326524.00
310	912+57.40	22.86' LT	1110.90	184322.02	326518.95
311	912+62.47	22.85' LT	1110.83	184322.05	326513.88
312	912+68.47	22.83' LT	1110.44	184322.08	326507.88
313	912+72.29	22.83' LT	1110.39	184322.10	326504.06
314	912+52.32	27.84' LT	1111.01	184317.01	326524.01
315	912+57.41	27.86' LT	1110.97	184317.02	326518.92
316	912+62.48	27.85' LT	1110.91	184317.05	326513.85
317	912+68.48	27.83' LT	1110.52	184317.08	326507.85
318	912+77.61	27.82' LT	1110.42	184317.13	326498.72
320	912+79.91	31.31' LT	1110.95	184313.65	326496.40

BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 10030	FLANGE BOLT	912+57	32' LT	1112.17





ThirdAve - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	916+39.02	38.77' RT	1109.67	184385.11	326137.56
102	916+43.07	28.52' RT	1109.52	184374.88	326133.48
103	916+47.31	23.53' RT	1109.45	184369.90	326129.22
104	916+50.33	21.11' RT	1109.42	184367.50	326126.19
105	916+57.46	17.64' RT	1109.38	184364.05	326119.05
106	916+62.46	16.57' RT	1109.36	184363.00	326114.04
107	916+68.34	16.32' RT	1109.34	184362.78	326108.16
108	916+76.01	16.35' RT	1109.30	184362.83	326100.49
109	916+99.62	16.29' RT	1109.19	184362.86	326076.88
110	916+43.90	32.00' RT	1109.97	184378.36	326132.66
111	916+46.13	28.50' RT	1109.41	184374.87	326130.41
112	916+51.27	28.48' RT	1109.42	184374.87	326125.27
113	916+57.47	28.50' RT	1109.50	184374.91	326119.08
114	916+62.47	28.50' RT	1109.55	184374.93	326114.08

ThirdAve - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
115	916+67.47	28.50' RT	1109.75	184374.95	326109.08
116	916+72.44	28.31' RT	1109.79	184374.78	326104.11
117	916+77.40	28.11' RT	1109.75	184374.60	326099.14
118	916+51.27	23.50' RT	1109.34	184369.89	326125.25
119	916+57.47	23.50' RT	1109.50	184369.91	326119.06
120	916+62.47	23.50' RT	1109.50	184369.93	326114.06
121	916+67.47	23.50' RT	1109.67	184369.95	326109.06
122	916+72.44	23.34' RT	1109.72	184369.81	326104.09
123	916+77.41	23.17' RT	1109.57	184369.66	326099.12
124	916+54.26	21.66' RT	1109.82	184368.06	326122.26
125	916+57.47	20.27' RT	1109.31	184366.68	326119.05
126	916+62.47	19.08' RT	1109.29	184365.51	326114.04
127	916+65.97	18.88' RT	1109.77	184365.33	326110.54
128	916+62.47	20.27' RT	1109.30	184366.70	326114.05

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

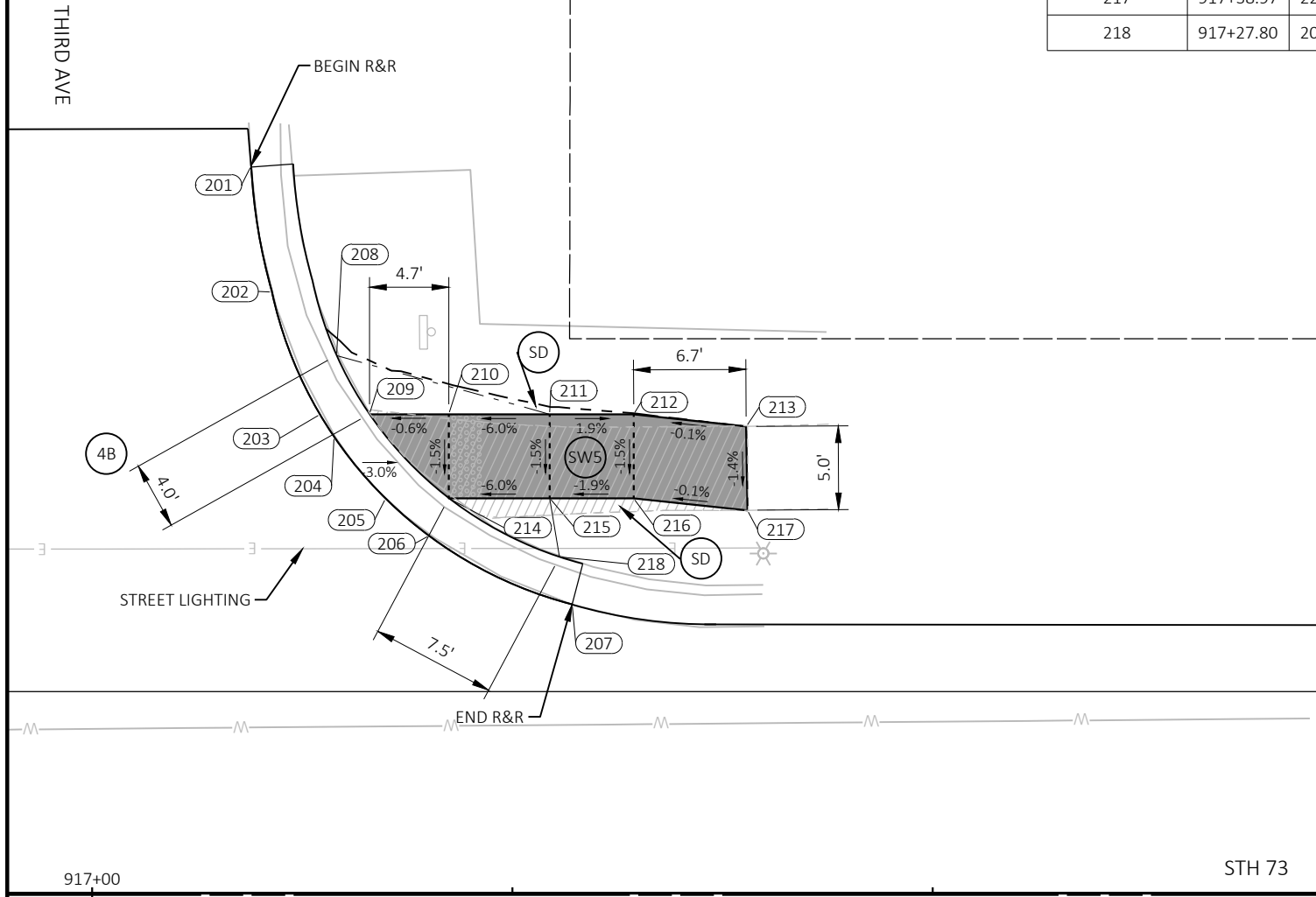
- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

ThirdAve - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	917+09.44	43.27' LT	1109.39	184303.34	326066.83
202	917+10.68	35.77' LT	1109.31	184310.84	326065.62
203	917+13.55	28.49' LT	1109.24	184318.14	326062.77
204	917+14.38	27.16' LT	1109.22	184319.47	326061.96
205	917+17.45	23.49' LT	1109.19	184323.15	326058.90
206	917+20.04	21.27' LT	1109.17	184325.38	326056.32
207	917+28.54	17.18' LT	1109.15	184329.51	326047.83
208	917+14.53	32.00' LT	1109.68	184314.63	326061.79
209	917+16.49	28.50' LT	1109.14	184318.14	326059.84
210	917+21.21	28.50' LT	1109.17	184318.16	326055.12
211	917+27.21	28.50' LT	1109.53	184318.18	326049.12
212	917+32.21	28.50' LT	1109.63	184318.20	326044.12
213	917+38.90	27.77' LT	1109.63	184318.95	326037.43
214	917+21.21	23.50' LT	1109.10	184323.16	326055.14
215	917+27.21	23.50' LT	1109.46	184323.18	326049.14
216	917+32.21	23.50' LT	1109.55	184323.20	326044.14
217	917+38.97	22.78' LT	1109.56	184323.94	326037.38
218	917+27.80	20.00' LT	1109.57	184326.68	326048.56

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



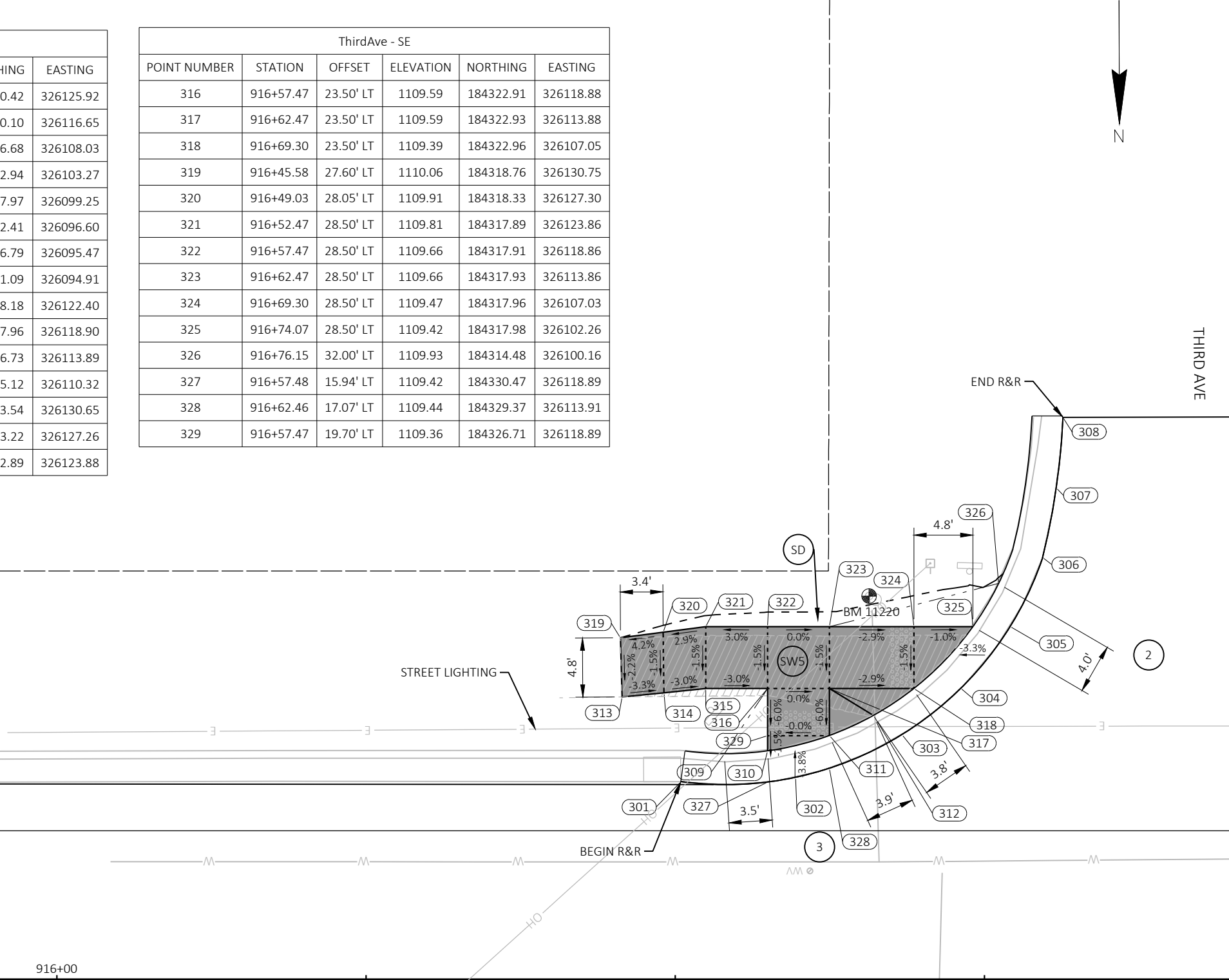
- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

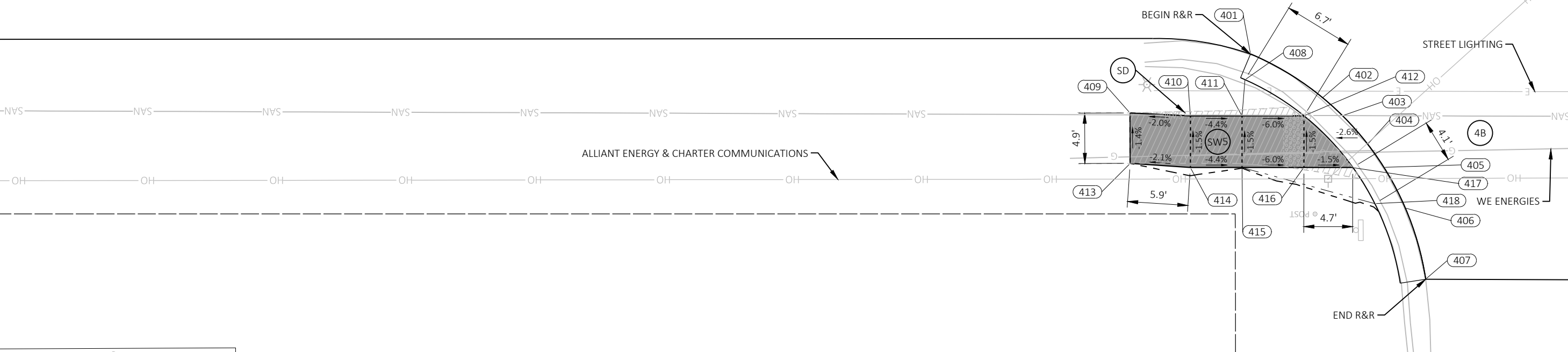
BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 11220	FLANGE BOLT	916+66	31' LT	1111.48

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SWS)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

ThirdAve - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	916+50.45	15.97' LT	1109.40	184330.42	326125.92
302	916+59.73	16.32' LT	1109.43	184330.10	326116.65
303	916+68.34	19.78' LT	1109.46	184326.68	326108.03
304	916+73.08	23.53' LT	1109.48	184322.94	326103.27
305	916+77.07	28.52' LT	1109.50	184317.97	326099.25
306	916+79.71	34.09' LT	1109.52	184312.41	326096.60
307	916+80.81	39.71' LT	1109.53	184306.79	326095.47
308	916+81.36	45.41' LT	1109.54	184301.09	326094.91
309	916+53.97	18.22' LT	1109.83	184328.18	326122.40
310	916+57.47	18.46' LT	1109.34	184327.96	326118.90
311	916+62.47	19.70' LT	1109.36	184326.73	326113.89
312	916+66.04	21.33' LT	1109.88	184325.12	326110.32
313	916+45.70	22.83' LT	1109.95	184323.54	326130.65
314	916+49.09	23.16' LT	1109.84	184323.22	326127.26
315	916+52.47	23.50' LT	1109.74	184322.89	326123.88

ThirdAve - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
316	916+57.47	23.50' LT	1109.59	184322.91	326118.88
317	916+62.47	23.50' LT	1109.59	184322.93	326113.88
318	916+69.30	23.50' LT	1109.39	184322.96	326107.05
319	916+45.58	27.60' LT	1110.06	184318.76	326130.75
320	916+49.03	28.05' LT	1109.91	184318.33	326127.30
321	916+52.47	28.50' LT	1109.81	184317.89	326123.86
322	916+57.47	28.50' LT	1109.66	184317.91	326118.86
323	916+62.47	28.50' LT	1109.66	184317.93	326113.86
324	916+69.30	28.50' LT	1109.47	184317.96	326107.03
325	916+74.07	28.50' LT	1109.42	184317.98	326102.26
326	916+76.15	32.00' LT	1109.93	184314.48	326100.16
327	916+57.48	15.94' LT	1109.42	184330.47	326118.89
328	916+62.46	17.07' LT	1109.44	184329.37	326113.91
329	916+57.47	19.70' LT	1109.36	184326.71	326118.89



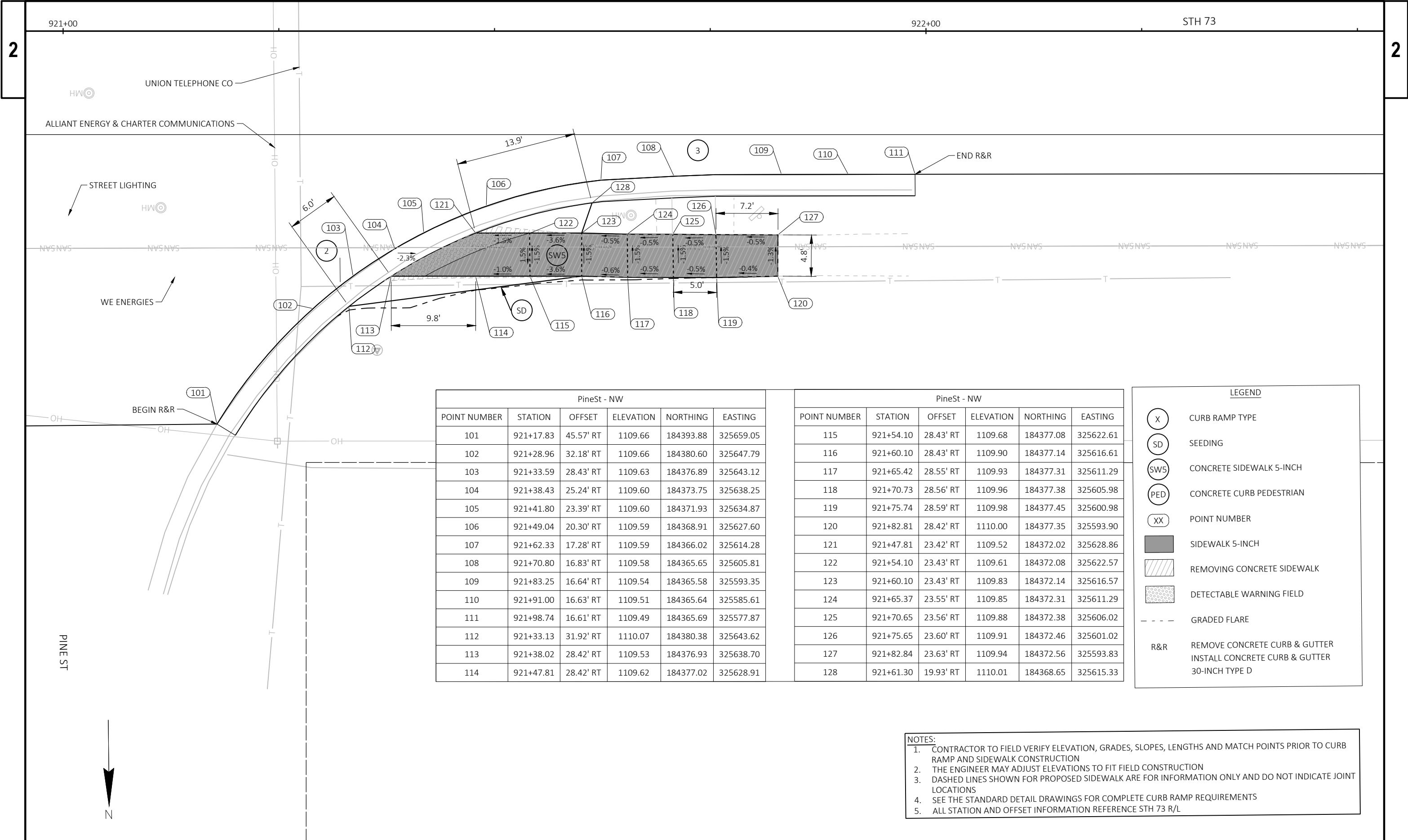


LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

ThirdAve - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	915+92.99	17.52' RT	1109.61	184363.68	326183.51
402	915+99.89	21.80' RT	1109.70	184367.99	326176.63
403	916+01.88	23.48' RT	1109.71	184369.68	326174.64
404	916+04.34	26.25' RT	1109.71	184372.46	326172.20
405	916+05.90	28.49' RT	1109.72	184374.70	326170.65
406	916+07.95	32.41' RT	1109.74	184378.64	326168.61
407	916+09.96	39.33' RT	1109.78	184385.56	326166.63
408	915+92.44	20.00' RT	1110.04	184366.16	326184.07
409	915+81.30	23.21' RT	1110.09	184369.33	326195.23
410	915+87.16	23.50' RT	1110.21	184369.64	326189.37
411	915+92.16	23.50' RT	1109.99	184369.66	326184.37
412	915+98.16	23.50' RT	1109.63	184369.68	326178.37
413	915+81.32	28.10' RT	1110.16	184374.22	326195.23
414	915+87.16	28.50' RT	1110.28	184374.64	326189.38
415	915+92.16	28.50' RT	1110.06	184374.66	326184.38
416	915+98.16	28.50' RT	1109.70	184374.68	326178.38
417	916+02.90	28.50' RT	1109.63	184374.70	326173.65
418	916+05.02	32.00' RT	1110.15	184378.21	326171.54

- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



PineSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	921+17.83	45.57' RT	1109.66	184393.88	325659.05
102	921+28.96	32.18' RT	1109.66	184380.60	325647.79
103	921+33.59	28.43' RT	1109.63	184376.89	325643.12
104	921+38.43	25.24' RT	1109.60	184373.75	325638.25
105	921+41.80	23.39' RT	1109.60	184371.93	325634.87
106	921+49.04	20.30' RT	1109.59	184368.91	325627.60
107	921+62.33	17.28' RT	1109.59	184366.02	325614.28
108	921+70.80	16.83' RT	1109.58	184365.65	325605.81
109	921+83.25	16.64' RT	1109.54	184365.58	325593.35
110	921+91.00	16.63' RT	1109.51	184365.64	325585.61
111	921+98.74	16.61' RT	1109.49	184365.69	325577.87
112	921+33.13	31.92' RT	1110.07	184380.38	325643.62
113	921+38.02	28.42' RT	1109.53	184376.93	325638.70
114	921+47.81	28.42' RT	1109.62	184377.02	325628.91

PineSt - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
115	921+54.10	28.43' RT	1109.68	184377.08	325622.61
116	921+60.10	28.43' RT	1109.90	184377.14	325616.61
117	921+65.42	28.55' RT	1109.93	184377.31	325611.29
118	921+70.73	28.56' RT	1109.96	184377.38	325605.98
119	921+75.74	28.59' RT	1109.98	184377.45	325600.98
120	921+82.81	28.42' RT	1110.00	184377.35	325593.90
121	921+47.81	23.42' RT	1109.52	184372.02	325628.86
122	921+54.10	23.43' RT	1109.61	184372.08	325622.57
123	921+60.10	23.43' RT	1109.83	184372.14	325616.57
124	921+65.37	23.55' RT	1109.85	184372.31	325611.29
125	921+70.65	23.56' RT	1109.88	184372.38	325606.02
126	921+75.65	23.60' RT	1109.91	184372.46	325601.02
127	921+82.84	23.63' RT	1109.94	184372.56	325593.83
128	921+61.30	19.93' RT	1110.01	184368.65	325615.33

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Hatched Box] SIDEWALK 5-INCH
- [Diagonal Lines Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- [Dashed Line] GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



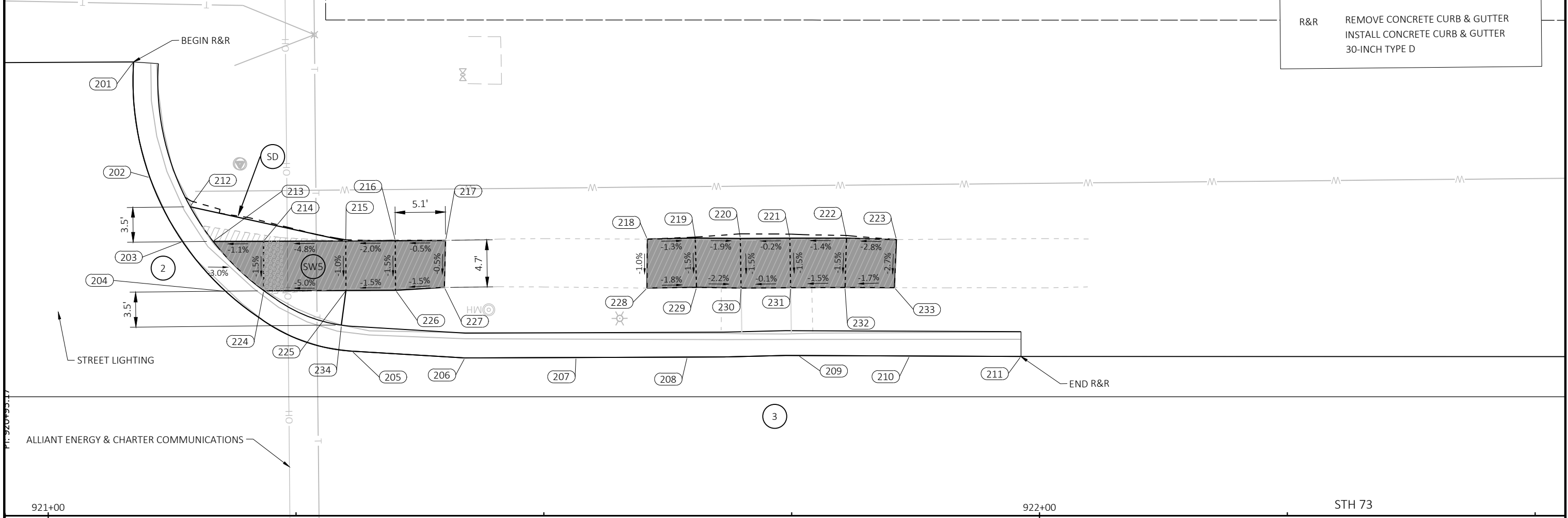
PINE ST

PineSt - SW						PineSt - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	921+08.59	45.75' LT	1109.79	184302.48	325667.42	218	921+60.43	27.89' LT	1110.13	184320.83	325615.75
202	921+10.24	34.09' LT	1109.74	184314.16	325665.88	219	921+65.26	28.02' LT	1110.06	184320.75	325610.92
203	921+13.53	27.63' LT	1109.71	184320.64	325662.64	220	921+69.81	27.97' LT	1109.97	184320.84	325606.37
204	921+17.85	22.64' LT	1109.69	184325.67	325658.37	221	921+74.81	27.99' LT	1109.97	184320.87	325601.37
205	921+30.64	16.59' LT	1109.66	184331.84	325645.64	222	921+80.52	28.00' LT	1110.05	184320.91	325595.66
206	921+42.02	15.90' LT	1109.63	184332.64	325634.28	223	921+85.55	27.85' LT	1110.19	184321.11	325590.62
207	921+53.24	15.95' LT	1109.60	184332.70	325623.05	224	921+21.73	22.68' LT	1109.60	184325.67	325654.49
208	921+64.46	16.00' LT	1109.57	184332.76	325611.84	225	921+30.03	22.71' LT	1110.02	184325.72	325646.20
209	921+75.68	16.15' LT	1109.54	184332.72	325600.61	226	921+35.03	22.73' LT	1110.09	184325.75	325641.20
210	921+86.88	16.10' LT	1109.51	184332.87	325589.42	227	921+39.95	23.02' LT	1110.17	184325.50	325636.27
211	921+98.11	16.05' LT	1109.48	184333.02	325578.18	228	921+60.40	22.96' LT	1110.08	184325.76	325615.83
212	921+14.29	31.15' LT	1110.14	184317.13	325661.85	229	921+65.39	23.02' LT	1109.99	184325.75	325610.83
213	921+16.60	27.66' LT	1109.62	184320.64	325659.58	230	921+69.89	22.96' LT	1109.89	184325.85	325606.34
214	921+21.71	27.68' LT	1109.68	184320.67	325654.47	231	921+74.89	22.99' LT	1109.89	184325.87	325601.34
215	921+30.01	27.71' LT	1110.07	184320.72	325646.17	232	921+80.37	23.01' LT	1109.97	184325.90	325595.85
216	921+35.01	27.73' LT	1110.17	184320.75	325641.17	233	921+85.37	22.99' LT	1110.06	184325.96	325590.86
217	921+40.09	27.76' LT	1110.19	184320.76	325636.09	234	921+29.57	19.21' LT	1110.08	184329.22	325646.69

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D



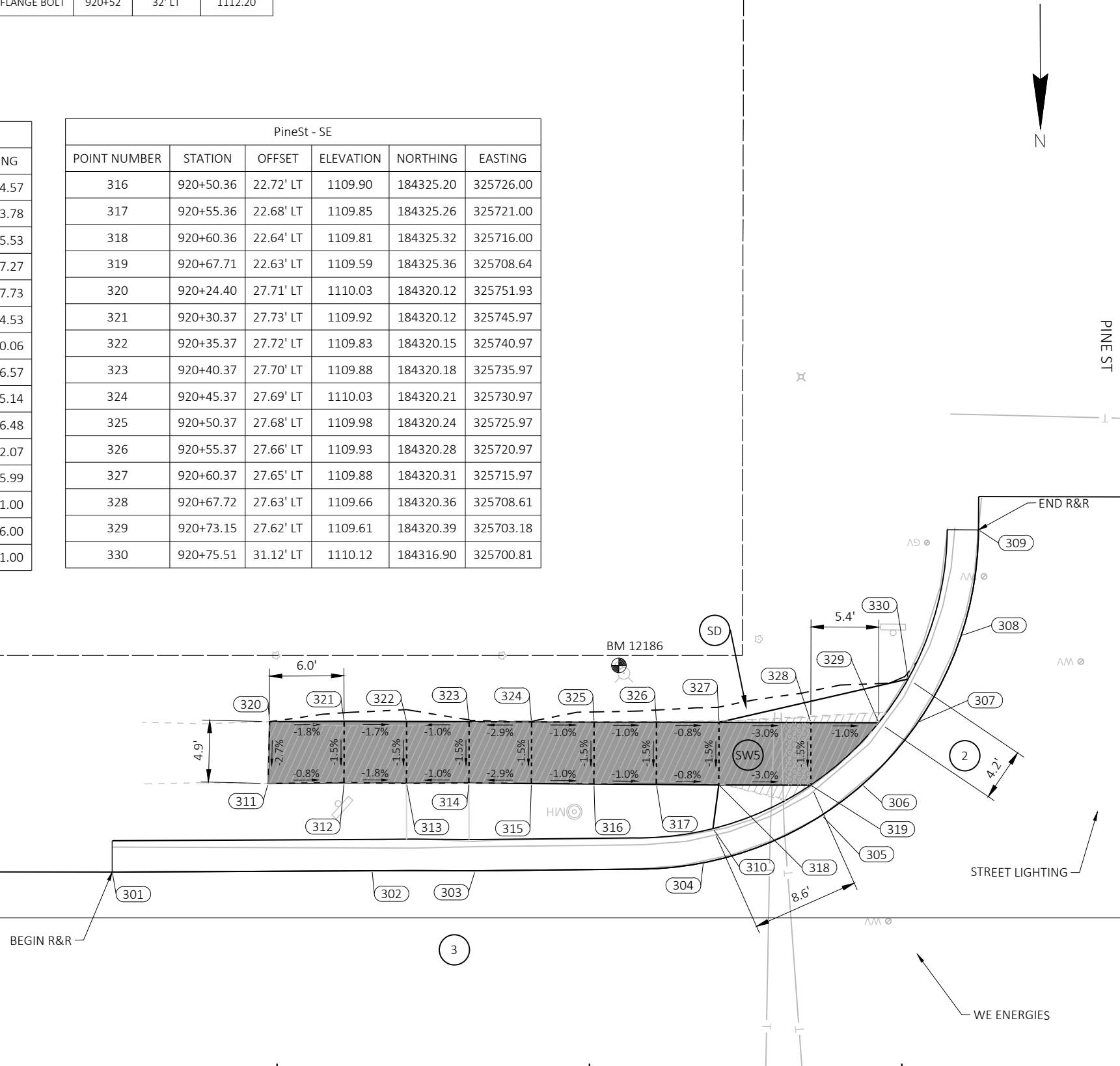
- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
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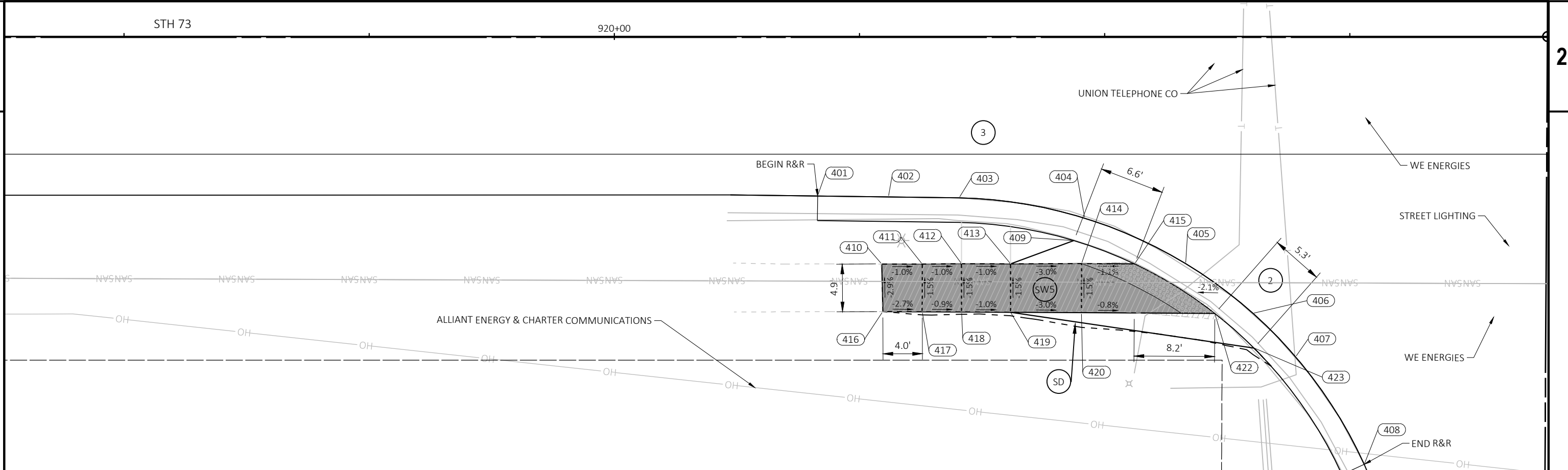
BENCHMARK POINTS				
I.D.	DESCRIPTION	STATION	OFFSET	ELEVATION
BM 12186	FLANGE BOLT	920+52	32' LT	1112.20

LEGEND	
(X)	CURB RAMP TYPE
(SD)	SEEDING
(SW5)	CONCRETE SIDEWALK 5-INCH
(PED)	CONCRETE CURB PEDESTRIAN
(XX)	POINT NUMBER
[Solid Grey Box]	SIDEWALK 5-INCH
[Hatched Box]	REMOVING CONCRETE SIDEWALK
[Dotted Box]	DETECTABLE WARNING FIELD
[Dashed Line]	GRADED FLARE
R&R	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

PineSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	920+11.81	15.67' LT	1109.45	184332.10	325764.57
302	920+32.60	15.79' LT	1109.48	184332.06	325743.78
303	920+40.85	15.77' LT	1109.50	184332.11	325735.53
304	920+59.11	16.43' LT	1109.58	184331.53	325717.27
305	920+68.63	20.18' LT	1109.67	184327.81	325707.73
306	920+71.82	22.67' LT	1109.68	184325.34	325704.53
307	920+76.28	27.65' LT	1109.69	184320.38	325700.06
308	920+79.73	34.58' LT	1109.71	184313.46	325696.57
309	920+81.14	43.06' LT	1109.72	184304.99	325695.14
310	920+59.89	19.15' LT	1110.01	184328.81	325716.48
311	920+24.28	22.76' LT	1109.90	184325.06	325752.07
312	920+30.36	22.82' LT	1109.85	184325.03	325745.99
313	920+35.36	22.77' LT	1109.76	184325.09	325741.00
314	920+40.36	22.80' LT	1109.81	184325.09	325736.00
315	920+45.36	22.76' LT	1109.95	184325.14	325731.00

PineSt - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
316	920+50.36	22.72' LT	1109.90	184325.20	325726.00
317	920+55.36	22.68' LT	1109.85	184325.26	325721.00
318	920+60.36	22.64' LT	1109.81	184325.32	325716.00
319	920+67.71	22.63' LT	1109.59	184325.36	325708.64
320	920+24.40	27.71' LT	1110.03	184320.12	325751.93
321	920+30.37	27.73' LT	1109.92	184320.12	325745.97
322	920+35.37	27.72' LT	1109.83	184320.15	325740.97
323	920+40.37	27.70' LT	1109.88	184320.18	325735.97
324	920+45.37	27.69' LT	1110.03	184320.21	325730.97
325	920+50.37	27.68' LT	1109.98	184320.24	325725.97
326	920+55.37	27.66' LT	1109.93	184320.28	325720.97
327	920+60.37	27.65' LT	1109.88	184320.31	325715.97
328	920+67.72	27.63' LT	1109.66	184320.36	325708.61
329	920+73.15	27.62' LT	1109.61	184320.39	325703.18
330	920+75.51	31.12' LT	1110.12	184316.90	325700.81





LEGEND

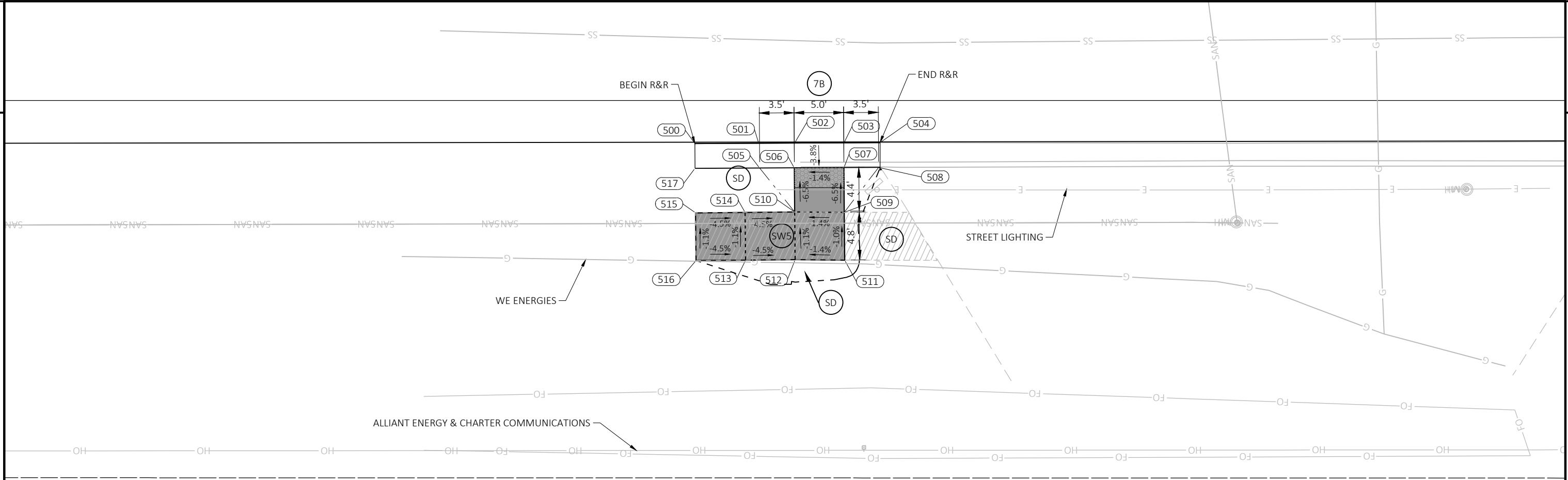
- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SWS) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [SHADING] SIDEWALK 5-INCH
- [HATCHING] REMOVING CONCRETE SIDEWALK
- [DOTTED] DETECTABLE WARNING FIELD
- [DASHED] GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

PineSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	920+20.72	16.26' RT	1109.49	184364.06	325755.78
402	920+27.94	16.35' RT	1109.54	184364.19	325748.57
403	920+35.15	16.45' RT	1109.57	184364.31	325741.35
404	920+47.97	18.53' RT	1109.62	184366.45	325728.54
405	920+58.26	23.16' RT	1109.67	184371.11	325718.27
406	920+65.10	28.22' RT	1109.69	184376.20	325711.45
407	920+69.46	32.67' RT	1109.70	184380.67	325707.10
408	920+76.46	43.61' RT	1109.72	184391.64	325700.14
409	920+46.86	20.80' RT	1110.04	184368.71	325729.66
410	920+27.27	23.19' RT	1109.98	184371.02	325749.26
411	920+31.39	23.20' RT	1109.94	184371.05	325745.14
412	920+35.40	23.17' RT	1109.90	184371.04	325741.13

PineSt - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
413	920+40.40	23.18' RT	1109.85	184371.06	325736.13
414	920+47.65	23.15' RT	1109.63	184371.06	325728.88
415	920+53.04	23.18' RT	1109.57	184371.12	325723.49
416	920+27.37	28.04' RT	1110.12	184375.88	325749.18
417	920+31.38	28.06' RT	1110.01	184375.91	325745.16
418	920+35.40	28.08' RT	1109.97	184375.95	325741.15
419	920+40.40	28.11' RT	1109.92	184375.99	325736.15
420	920+47.62	28.15' RT	1109.70	184376.06	325728.93
422	920+61.23	28.23' RT	1109.60	184376.19	325715.32
423	920+65.22	31.75' RT	1110.11	184379.73	325711.34

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 73 R/L



LEGEND

	CURB RAMP TYPE
	SEEDING
	CONCRETE SIDEWALK 5-INCH
	CONCRETE CURB PEDESTRIAN
	POINT NUMBER
	SIDEWALK 5-INCH
	REMOVING CONCRETE SIDEWALK
	DETECTABLE WARNING FIELD
	GRADED FLARE
	REMOVE CONCRETE CURB & GUTTER INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D

PineSt-W

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	924+56.29	16.35' RT	1108.35	184367.89	325320.33
501	924+62.72	16.32' RT	1108.43	184367.92	325313.89
502	924+66.34	16.30' RT	1108.48	184367.94	325310.28
503	924+71.33	16.28' RT	1108.55	184367.96	325305.28
504	924+74.96	16.26' RT	1108.59	184367.98	325301.65
505	924+62.82	18.82' RT	1108.86	184370.42	325313.82
506	924+66.32	18.80' RT	1108.40	184370.44	325310.32
507	924+71.32	18.78' RT	1108.47	184370.46	325305.32
508	924+74.82	18.76' RT	1109.01	184370.48	325301.82
509	924+71.35	23.30' RT	1108.76	184374.98	325305.33
510	924+66.35	23.25' RT	1108.69	184374.89	325310.33
511	924+71.40	28.11' RT	1108.81	184379.80	325305.33
512	924+66.40	28.06' RT	1108.74	184379.70	325310.33
513	924+61.40	28.11' RT	1108.96	184379.70	325315.33
514	924+61.35	23.30' RT	1108.92	184374.89	325315.33
515	924+56.35	23.35' RT	1109.14	184374.89	325320.33
516	924+56.40	28.16' RT	1109.19	184379.70	325320.33
517	924+56.30	18.85' RT	1108.77	184370.39	325320.34

- NOTES:**
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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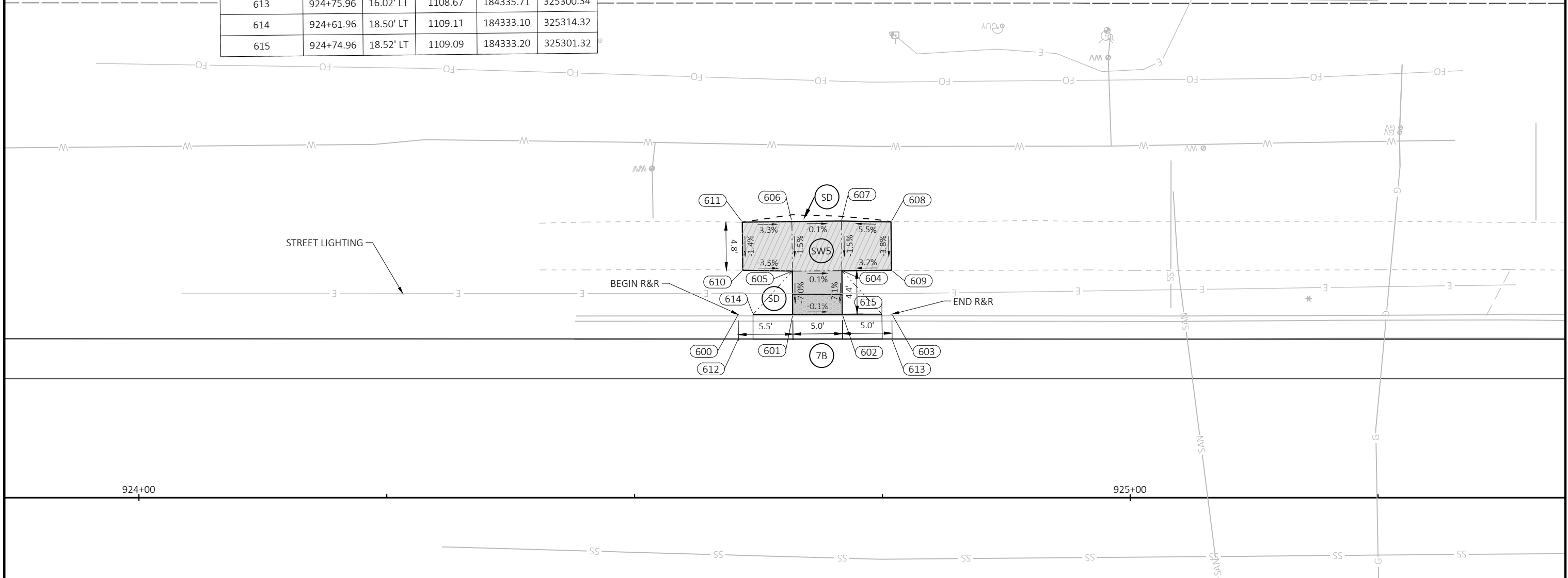
PineWS					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	924+60.46	18.49' LT	1109.11	184333.09	325315.82
601	924+65.96	18.50' LT	1108.60	184333.13	325310.32
602	924+70.96	18.51' LT	1108.60	184333.18	325305.32
603	924+75.96	18.52' LT	1109.09	184333.21	325300.32
604	924+70.92	22.91' LT	1108.90	184328.77	325305.32
605	924+65.92	22.86' LT	1108.91	184328.77	325310.32
606	924+65.87	27.87' LT	1108.98	184323.76	325310.32
607	924+70.87	27.92' LT	1108.98	184323.76	325305.32
608	924+75.87	27.83' LT	1109.25	184323.90	325300.32
609	924+75.92	22.95' LT	1109.06	184328.78	325300.32
610	924+60.92	22.95' LT	1109.08	184328.63	325315.32
611	924+60.87	27.80' LT	1109.15	184323.79	325315.32
612	924+60.46	15.99' LT	1108.69	184335.59	325315.84
613	924+75.96	16.02' LT	1108.67	184335.71	325300.34
614	924+61.96	18.50' LT	1109.11	184333.10	325314.32
615	924+74.96	18.52' LT	1109.09	184333.20	325301.32

LEGEND

- (X) CURB RAMP TYPE
- (SD) SEEDING
- (SW5) CONCRETE SIDEWALK 5-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XX) POINT NUMBER
- [Solid Grey Box] SIDEWALK 5-INCH
- [Hatched Box] REMOVING CONCRETE SIDEWALK
- [Dotted Box] DETECTABLE WARNING FIELD
- - - GRADED FLARE
- R&R REMOVE CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER
30-INCH TYPE D

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
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**HWY 73
ROAD WORK
BEGINS XXX-XX**

G20-57
72"x36"
SEE NOTE 4

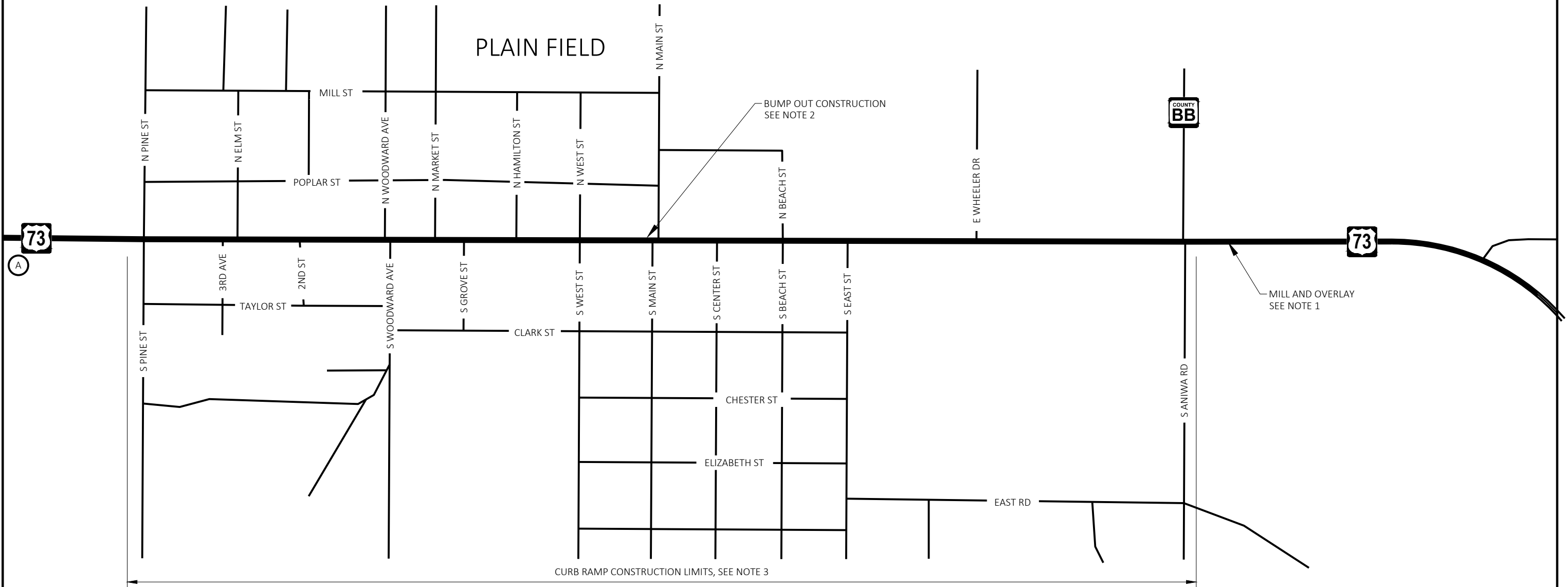
NOTES:

1. ALL PAVING TO BE DONE FOLLOWING THE STANDARD DETAIL DRAWING FOR TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.
2. BUMP OUT TO BE CONSTRUCTED FOLLOWING THE STANDARD FOR TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY WITH A 6' LANE SHIFT.
3. CURB RAMP WORK TO BE DONE FOLLOWING THE STANDARD FOR TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY.
4. G20-57 SIGNS TO BE PLACED AT PROJECT/HWY TERMINI SEVEN DAYS BEFORE CONSTRUCTION AND REMOVED WHEN CONSTRUCTION BEGINS.

CURB RAMP TO BE CONSTRUCTED IN TWO EASTBOUND STAGES AND TWO WESTBOUND STAGES.

- STAGE 1A - CLOSE EASTBOUND SHOULDER/PARKING LANE. RECONSTRUCT SOUTH CURB RAMPS. AT LEAST ONE NORTH-SOUTH CROSSING SHALL REMAIN OPEN AT EVERY OTHER INTERSECTION.
- STAGE 1B - RECONSTRUCT THE REMAINING SOUTH CURB RAMPS.
- STAGE 2A - CLOSE WESTBOUND SHOULDER/PARKING LANE. RECONSTRUCT NORTH CURB RAMPS AND MAIN ST BUMPOUT. AT LEAST ONE NORTH-SOUTH CROSSING SHALL REMAIN OPEN AT EVERY OTHER INTERSECTION.
- STAGE 2B - RECONSTRUCT THE REMAINING NORTH CURB RAMPS.

PLAIN FIELD



Estimate Of Quantities By Plan Sets

6321-00-72

Line	Item	Item Description	Unit	Total	Qty
0008	204.0110	Removing Asphaltic Surface	SY	497.000	497.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	816.000	816.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	41,990.000	41,990.000
0014	204.0150	Removing Curb & Gutter	LF	2,198.000	2,198.000
0016	204.0155	Removing Concrete Sidewalk	SY	1,077.000	1,077.000
0022	204.9060.S	Removing (item description) 02. Removing Bench	EACH	1.000	1.000
0024	204.9165.S	Removing (item description) 01. Removing Pavers	SF	82.000	82.000
0032	211.0100	Prepare Foundation for Asphaltic Paving (project) 03. 6321-00-72	LS	1.000	1.000
0034	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	43.000	43.000
0040	213.0100	Finishing Roadway (project) 03. 6321-00-72	EACH	1.000	1.000
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	67.000	67.000
0046	455.0605	Tack Coat	GAL	3,014.000	3,014.000
0052	460.2000	Incentive Density HMA Pavement	DOL	840.000	840.000
0054	460.2005	Incentive Density PWL HMA Pavement	DOL	1,070.000	1,070.000
0056	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	1,705.000	1,705.000
0058	460.2010	Incentive Air Voids HMA Pavement	DOL	1,840.000	1,840.000
0060	460.6225	HMA Pavement 5 MT 58-28 S	TON	1,837.000	1,837.000
0062	460.6425	HMA Pavement 5 MT 58-28 H	TON	2,146.000	2,146.000
0066	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	4,261.000	4,261.000
0086	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,198.000	2,198.000
0088	601.0600	Concrete Curb Pedestrian	LF	10.000	10.000
0090	602.0410	Concrete Sidewalk 5-Inch	SF	9,661.000	9,661.000
0092	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	651.000	651.000
0096	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0110	618.0100	Maintenance And Repair of Haul Roads (project) 03. 6321-00-72	EACH	1.000	1.000
0112	619.1000	Mobilization	EACH	0.250	0.250
0114	621.0100	Landmark Reference Monuments	EACH	4.000	4.000
0116	624.0100	Water	MGAL	2.000	2.000
0118	625.0100	Topsoil	SY	572.000	572.000
0124	628.1504	Silt Fence	LF	200.000	200.000
0126	628.1520	Silt Fence Maintenance	LF	200.000	200.000
0128	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0130	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0132	628.2006	Erosion Mat Urban Class I Type A	SY	572.000	572.000
0140	628.7015	Inlet Protection Type C	EACH	30.000	30.000
0148	629.0205	Fertilizer Type A	CWT	0.500	0.500
0152	630.0140	Seeding Mixture No. 40	LB	18.000	18.000
0158	630.0500	Seed Water	MGAL	13.000	13.000

Estimate Of Quantities By Plan Sets

6321-00-72

Line	Item	Item Description	Unit	Total	Qty
0164	638.2102	Moving Signs Type II	EACH	9.000	9.000
0166	638.4000	Moving Small Sign Supports	EACH	7.000	7.000
0168	642.5201	Field Office Type C	EACH	0.250	0.250
0170	643.0300	Traffic Control Drums	DAY	6,000.000	6,000.000
0172	643.0410	Traffic Control Barricades Type II	DAY	1,350.000	1,350.000
0174	643.0420	Traffic Control Barricades Type III	DAY	40.000	40.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	40.000	40.000
0178	643.0715	Traffic Control Warning Lights Type C	DAY	80.000	80.000
0180	643.0900	Traffic Control Signs	DAY	750.000	750.000
0182	643.5000	Traffic Control	EACH	0.250	0.250
0184	644.1410	Temporary Pedestrian Surface Asphalt	SF	100.000	100.000
0186	644.1601	Temporary Pedestrian Curb Ramp	DAY	30.000	30.000
0190	646.1020	Marking Line Epoxy 4-Inch	LF	22,401.000	22,401.000
0192	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	8,394.000	8,394.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	480.000	480.000
0196	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0198	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0200	646.6120	Marking Stop Line Epoxy 18-Inch	LF	381.000	381.000
0202	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,509.000	2,509.000
0204	646.8320	Marking Parking Stall Epoxy	LF	194.000	194.000
0206	648.0100	Locating No-Passing Zones	MI	1.910	1.910
0208	649.0105	Temporary Marking Line Paint 4-Inch	LF	7,527.000	7,527.000
0210	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	10,392.000	10,392.000
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,198.000	2,198.000
0216	650.8000	Construction Staking Resurfacing Reference	LF	10,047.000	10,047.000
0218	650.9000	Construction Staking Curb Ramps	EACH	68.000	68.000
0224	650.9910	Construction Staking Supplemental Control (project) 03. 6321-00-72	LS	1.000	1.000
0226	690.0150	Sawing Asphalt	LF	2,198.000	2,198.000
0228	690.0250	Sawing Concrete	LF	760.000	760.000
0230	740.0440	Incentive IRI Ride	DOL	7,612.000	7,612.000
0238	SPV.0060	Special 02. Adjust Water Valves	EACH	5.000	5.000

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REMOVALS

	204.0110 REMOVING ASPHALTIC SURFACE LOCATION (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS (STA)	204.9060.S REMOVING BENCH (EACH)	204.9165.S REMOVING PAVERS (SF)
859+39 to 859+49	-	38	-	-	-	0.10	-	-
859+49 to 868+19 CTH BB	11	80	4047	-	-	8.70	-	-
868+19 to 878+70 Wheeler Dr	18	34	4885	46	34	-	-	-
878+70 to 885+25 East St	30	32	2446	79	38	-	-	-
885+25 to 888+53 Beach St	40	63	1331	133	69	-	-	-
888+53 to 891+86 Center St	16	32	1377	177	71	-	-	-
891+86 to 895+13 Main St	82	80	1481	69	57	-	-	-
895+13 to 898+80 West St	43	63	1912	368	192	-	1	82
898+80 to 902+05 Hamilton St	28	30	1449	190	146	-	-	-
902+05 to 904+64 Grove St	18	32	1057	125	65	-	-	-
904+64 to 906+13 Market St	25	34	637	79	30	-	-	-
906+13 to 908+60 Woodward Ave	45	63	1051	109	56	-	-	-
908+60 to 913+00 2nd Ave	18	32	1755	201	83	-	-	-
913+00 to 944+18 Elm St / 3rd Ave	39	63	1433	79	34	-	-	-
908+60 to 920+95 Fine St	76	75	1869	172	74	-	-	-
920+95 to 926+05	8	-	2008	339	112	-	-	-
926+05 to 944+18 Valley Circle Rd	-	27	7045	32	16	18.13	-	-
944+18 to 959+76	-	-	6207	-	-	15.58	-	-
959+76 to 959+86	-	38	-	339	112	0.10	-	-
Project	-	-	-	-	-	-	-	-
TOTALS	497	816	41990	2198	1077	43	1	82

PAVEMENT

	455.0605 TACK COAT LOCATION (GAL)	460.6225 HMA PAVEMENT 5 MT 58-28 S (TON)	460.6425 HMA PAVEMENT 5 MT 58-28 H (TON)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)
859+39 to 859+49	3	5	-	10
859+49 to 868+19 CTH BB	284	416	-	870
868+19 to 878+70 Wheeler Dr	6	-	7	-
878+70 to 885+25 East St	342	-	411	-
885+25 to 888+53 Beach St	3	-	3	-
888+53 to 891+86 Center St	172	-	206	-
891+86 to 895+13 Main St	3	-	3	-
895+13 to 898+80 West St	94	-	112	-
898+80 to 902+05 Hamilton St	5	-	6	-
902+05 to 904+64 Grove St	97	-	116	-
904+64 to 906+13 Market St	3	-	3	-
906+13 to 908+60 Woodward Ave	104	-	125	-
908+60 to 913+00 2nd Ave	6	-	7	-
913+00 to 916+60 Elm St / 3rd Ave	134	-	161	-
916+60 to 920+95 Fine St	5	-	6	-
920+95 to 926+05	102	-	122	-
926+05 to 944+18 Valley Circle Rd	3	-	3	-
944+18 to 959+76	74	-	89	-
959+76 to 959+86	45	-	54	-
Project	3	-	3	-
TOTALS	3014	1837	2146	4261

PREPARE FOUNDATION

LOCATION	211.0100 FOR ASPHALTIC PAVING 6321-00-72 (LS)
STH 73 101+80.33 to 859+39.06	1
TOTALS	1

BASE AGGREGATE DENSE

LOCATION	305.0110 BAD 3/4-INCH (TON)	624.0100 WATER (MGAL)
859+39 to 868+19	14	0.3
926+05 to 959+86	53	1.1
TOTALS	67	2

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010

PROJECT NO: 6321-00-72

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MISCELLANEOUS QUANTITIES

SHEET

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FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

SIDEWALK

LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)
CTH BB	46	-	300	10
Wheeler Dr	79	-	336	36
East St	133	-	613	30
Beach St	177	10	631	45
Center St	69	-	508	40
Main St	368	-	1727	80
West St	190	-	1306	80
Hamilton St	125	-	580	45
Grove St	79	-	265	20
Market St	109	-	500	40
Woodward Ave	201	-	740	55
2nd Ave	79	-	300	30
Elm St / 3rd Ave	172	-	660	60
Pine St	339	-	1005	60
924+70	32	-	190	20
TOTALS	2,198	10	9,661	651

EROSION CONTROL

LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)
CTH BB	-	-	-	-	1
Wheeler Dr	-	-	-	-	1
East St	-	-	-	-	3
Beach St	-	-	-	-	2
Center St	-	-	-	-	2
Main St	-	-	-	-	2
West St	-	-	-	-	2
Hamilton St	-	-	-	-	2
Grove St	-	-	-	-	2
Market St	-	-	-	-	2
Woodward Ave	-	-	-	-	2
2nd Ave	-	-	-	-	2
Elm St / 3rd Ave	-	-	-	-	2
Pine St	-	-	-	-	2
924+70 Rt Project	-	-	1	1	3
TOTALS	200	200	1	1	30

RESTORATION

LOCATION	625.0100 TOPSOIL (SY)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	629.0205 FERTILIZER TYPE A (CWT)	630.0140 SEEDING MIXTURE NO. 40 (EACH)	630.0500 SEED WATER (MGAL)
CTH BB	18	18	0.02	1	0.4
Wheeler Dr	18	18	0.02	1	0.4
East St	43	43	0.03	1	1.0
Beach St	48	48	0.04	1	1.1
Center St	41	41	0.03	1	0.9
Main St	51	51	0.04	1	1.1
West St	57	57	0.04	2	1.3
Hamilton St	30	30	0.02	1	0.7
Grove St	16	16	0.02	1	0.4
Market St	34	34	0.03	1	0.8
Woodward Ave	43	43	0.03	1	1.0
2nd Ave	16	16	0.02	1	0.4
Elm St / 3rd Ave	39	39	0.03	1	0.9
Pine St	84	84	0.06	2	1.9
924+70 Rt Project	14	14	0.01	1	0.3
TOTALS	572	572	0.5	18	13

PERMANENT SIGNING

LOCATION	638.2102 MOVING SIGNS TYPE II (EA)	638.4000 MOVING SMALL SIGN SUPPORTS (EA)
CTH BB	3	2
Wheeler Dr	-	-
East St	-	-
Beach St	-	-
Center St	-	-
Main St	2	2
West St	4	3
Hamilton St	-	-
Grove St	-	-
Market St	-	-
Woodward Ave	-	-
2nd Ave	-	-
Elm St / 3rd Ave	-	-
Pine St	-	-
TOTALS	9	7

TRAFFIC CONTROL

LOCATION	DESCRIPTION	DURATION CALENDAR DAYS	643.0300 TC DRUMS		643.0410 TC BARRICADES TYPE II		643.0420 TC BARRICADES TYPE III		643.0705 TC WARNING LIGHTS TYPE A		643.0715 TC WARNING LIGHTS TYPE C		643.0900 TC SIGNS		644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT (SF)	644.1601 TEMPORARY CURB RAMP (DAY)		643.5000 TC (EACH)
			#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	#	(DAY)	(EACH)	
Eastbound Curb Ramps	Work on Parking Lane	23	120	2760	28	644	-	-	-	-	-	-	14	322	50	-	15	-
Westbound Curb Ramps	& Ped Accommodation	23	120	2760	28	644	-	-	-	-	-	-	14	322	50	-	15	-
Main Street Bumpout	Shoulder Closure & Lane Shift	16	15	240	-	-	2	32	2	32	4	64	4	64	-	-	-	-
<i>UNDISTRIBUTED</i>				240		62		8		8		16		42		-	-	0.25
TOTALS				6,000		1,350		40		40		80		750	100		30	0.25

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MISCELLANEOUS QUANTITIES

SHEET

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FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST_

PLOT SCALE : 1:1

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PAVEMENT MARKING

LOCATION *	646.1020	646.1040	646.3020	649.0120	646.6120	646.5020	646.5120	646.7420	646.8320	648.0100	649.0105	
	MARKING LINE EPOXY 4-INCH (WHITE) (LF)	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) (LF)	MARKING LINE EPOXY 8-INCH (WHITE) (LF)	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) (LF)	MARKING STOP LINE EPOXY 18-INCH (WHITE) (LF)	MARKING ARROW EPOXY (EACH)	MARKING WORD EPOXY (EACH)	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (LF)	MARKING PARKING STALL EPOXY (WHITE) (LF)	MARKING PARKING STALL EPOXY (YELLOW) (LF)	LOCATING NO-PASSING ZONES (MI)	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (LF)
859+39 to 867+55	-	1632	1632	-	1632	-	-	-	-	-	-	1632
CTH BB	-	-	-	400	-	42	4	2	164	-	-	-
868+86 to 870+88	202	-	-	-	404	-	-	-	-	-	-	404
870+88 to 872+55	-	-	-	-	668	-	-	-	-	-	-	334
872+55 to 875+55	-	-	-	-	750	-	2	-	-	-	-	600
875+55 to 877+15	-	-	-	-	640	-	-	-	-	-	-	320
877+15 to 877+54	-	-	-	-	78	-	-	-	-	-	-	78
877+54 to 878+75	242	-	-	-	151	-	-	-	-	-	-	131
Wheeler Dr	-	-	-	-	-	16	-	-	147	-	-	-
878+75 to 882+98	846	-	-	-	529	-	-	-	-	-	-	457
882+98 to 885+25	454	-	-	-	57	-	-	-	-	-	-	18
East St	-	-	-	-	-	16	-	-	82	-	-	-
885+25 to 888+53	656	-	-	-	82	-	-	-	-	-	-	26
Beach St	-	-	-	-	-	32	-	-	164	-	-	-
888+53 to 888+53	-	-	-	-	-	-	-	-	-	-	-	-
888+53 to 891+86	666	-	-	-	666	-	-	-	-	-	-	666
Center St	-	-	-	-	-	16	-	-	82	-	-	-
891+86 to 894+47	522	-	-	-	522	-	-	-	-	-	-	522
Main St	-	-	-	-	-	35	-	-	287	-	-	-
895+80 to 898+40	50	-	-	-	520	-	-	-	-	132	62	520
West St	-	-	-	-	-	28	-	-	297	-	-	-
899+28 to 900+03	150	-	-	-	94	-	-	-	-	-	-	81
900+03 to 902+05	404	-	-	-	51	-	-	-	-	-	-	16
Hamilton St	-	-	-	-	-	16	-	-	148	-	-	-
902+05 to 904+64	518	-	-	-	65	-	-	-	-	-	-	21
Grove St	-	-	-	-	-	16	-	-	146	-	-	-
904+64 to 906+13	298	-	-	-	37	-	-	-	-	-	-	12
Market St	-	-	-	-	-	16	-	-	147	-	-	-
906+13 to 908+60	494	-	-	-	62	-	-	-	-	-	-	20
Woodward Ave	-	-	-	-	-	32	-	-	230	-	-	-
908+60 to 913+00	880	-	-	-	110	-	-	-	-	-	-	35
2nd Ave	-	-	-	-	-	16	-	-	84	-	-	-
913+00 to 959+05	9210	-	-	-	1151	-	-	-	-	-	-	368
Elm St / 3rd Ave	-	-	-	-	-	32	-	-	164	-	-	-
908+60 to 920+95	2470	-	-	-	309	-	-	-	-	-	-	99
Pine St	-	-	-	-	-	50	-	-	367	-	-	-
920+95 to 926+05	1020	-	-	-	128	-	-	-	-	-	-	41
926+05 to 944+18	-	453	3626	-	453	-	-	-	-	-	-	145
Valley Circle Rd	-	-	-	80	-	18	-	-	-	-	-	-
944+18 to 952+05	-	197	1574	-	197	-	-	-	-	-	-	63
952+05 to 959+05	-	875	1400	-	875	-	-	-	-	-	-	756
959+05 to 959+86	-	162	162	-	162	-	-	-	-	-	-	162
PROJECT	-	-	-	-	-	-	-	-	-	1.91	-	-
	22401	8394	480	10392	381	6	2	2509	194	1.91	7527	

* LOCATIONS OF PASSING ZONES GIVEN FOR ESTIMATION ONLY. ACTUAL MARKINGS IN THE FIELD TO BE BASED ON LOCATING NO-PASSING ZONES. IT IS ANTICIPATED THAT THE TEMPORARY PAINT WILL BE APPLIED AFTER THE MILLING OPERATION REMOVES THE EXISTING CENTERLINE. THE TEMPORARY EPOXY WILL BE USED IMMEDIATELY FOLLOWING THE PAVING OPERATION. THE YELLOW EPOXY WILL BE USED FOLLOWING THE MILLING OF THE CENTERLINE RUMBLE STRIPS.

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MISCELLANEOUS QUANTITIES

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PLOT SCALE : 1:1

CONSTRUCTION STAKING - CATEGORY 0010

LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS (EA)	650.5500 CURB GUTTER AND CURB & GUTTER (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9000 CURB RAMPS (EACH)	650.9910 SUPPLEMENTAL CONTROL (6321-00-72) (LS)
CTH BB	-	46	-	3	-
Wheeler Dr	-	79	-	3	-
East St	-	133	-	4	-
Beach St	-	177	-	4	-
Center St	-	69	-	4	-
Main St	-	368	-	8	-
West St	-	190	-	8	-
Hamilton St	-	125	-	4	-
Grove St	-	79	-	2	-
Market St	-	109	-	4	-
Woodward Ave	-	201	-	6	-
2nd Ave	-	79	-	2	-
Elm St / 3rd Ave	-	172	-	6	-
Pine St	-	339	-	8	-
924+70	-	32	-	2	-
<hr/>					
859+39 to 867+55	-	-	816	-	-
867+55 to 926+05	-	-	5850	-	-
926+05 to 959+86	-	-	3381	-	-
<hr/>					
Project	4	-	-	-	1
<hr/>					
	4	2198	10047	68	1

SAWING - CATEGORY 0010

LOCATION	690.0250 SAWING CONCRETE (LF)	690.0250 SAWING CONCRETE (LF)
CTH BB	46	25
Wheeler Dr	79	20
East St	133	35
Beach St	177	50
Center St	69	40
Main St	368	220
West St	190	80
Hamilton St	125	45
Grove St	79	25
Market St	109	35
Woodward Ave	201	50
2nd Ave	79	20
Elm St / 3rd Ave	172	40
Pine St	339	50
924+70	32	25
<hr/>		
	2,198	760

ADJUSTMENTS

LOCATION	611.8115 ADJUSTING INLET COVERS (EA)	SPV.0060.02 ADJUST WATER VALVES (EA)
878+24 17' Rt	1	-
885+55 20' Lt	1	-
891+56 28' Lt	-	1
892+16 17' Rt	1	-
894+52 22' Lt	-	1
895+13 39' Rt	1	-
898+37 23' Lt	1	-
898+50 43' Lt	-	1
899+24 28' Lt	-	1
907+99 17' Lt	1	-
908+13 27' Lt	-	1
<hr/>		
CAT 0010 TOTAL	4	-
<hr/>		
CAT 0020 TOTAL	-	5

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE	ACCESS POINT/ DRIVEWAY CONNECTION	AP
SECTION LINE	ACCESS RIGHTS	AR
QUARTER LINE	ACRES	AC.
SIXTEENTH LINE	AND OTHERS	ET AL.
PROPOSED REFERENCE LINE	CENTERLINE	C/L
PROPOSED R/W LINE	CERTIFIED SURVEY MAP	CSM
EXISTING H.E. LINE	DOCUMENT	DOC.
PROPERTY LINE	HIGHWAY EASEMENT	H.E.
EASEMENT LINE	LAND CONTRACT	LC
CORPORATE LIMITS	MONUMENT	MON.
EXISTING CENTERLINE	PAGE	P.
LOT & TIE LINES	PERMANENT LIMITED EASEMENT	PLE
UTILITIES	PROPERTY LINE	PL
(TELEPHONE, GAS, ELECTRIC CABLE, TV, FIBER OPTIC)	RECORDED AS	(100')
NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	REFERENCE LINE	R/L
NO ACCESS (BY ACQUISITION)	REMAINING	REM.
NO ACCESS (BY STATUTORY AUTHORITY)	RIGHT-OF-WAY	R/W
FEE (HATCH VARIES)	SECTION	SEC.
TEMPORARY LIMITED EASEMENT	SQUARE FEET	SQ. FT.
PERMANENT LIMITED EASEMENT	STATION	STA.
PARCEL NUMBER	TEMPORARY LIMITED EASEMENT	TLE
UTILITY PARCEL NUMBER	VOLUME	V.
SIGN NUMBER (OFF PREMISE)	CURVE DATA	
BUILDING	LONG CHORD	LCH
FOUND IRON PIPE/PIN	LONG CHORD BEARING	LCB
R/W MONUMENT	RADIUS	R
R/W STANDARD	DEGREE OF CURVE	D
SIGN	CENTRAL ANGLE OR DELTA	DELTA
SECTION CORNER SYMBOL	LENGTH OF CURVE	L
	TANGENT	TAN
	NDN COMPENSABLE	NDN COMPENSABLE
	POWER POLE	POWER POLE
	TELEPHONE POLE	TELEPHONE POLE
	TELEPHONE PEDESTAL	TELEPHONE PEDESTAL

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUSHARA COUNTY, NAD83 (91) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

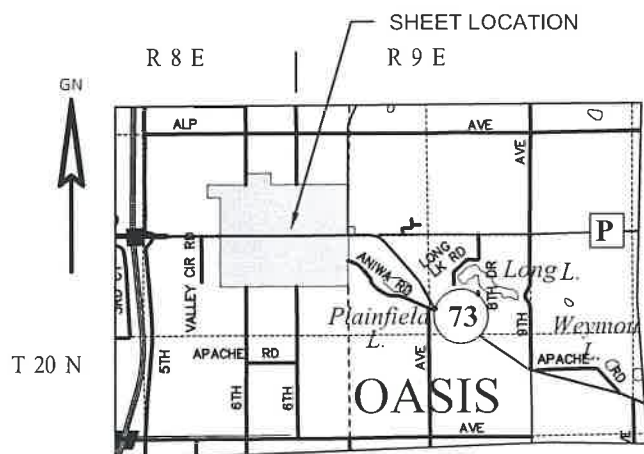
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD. DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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

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

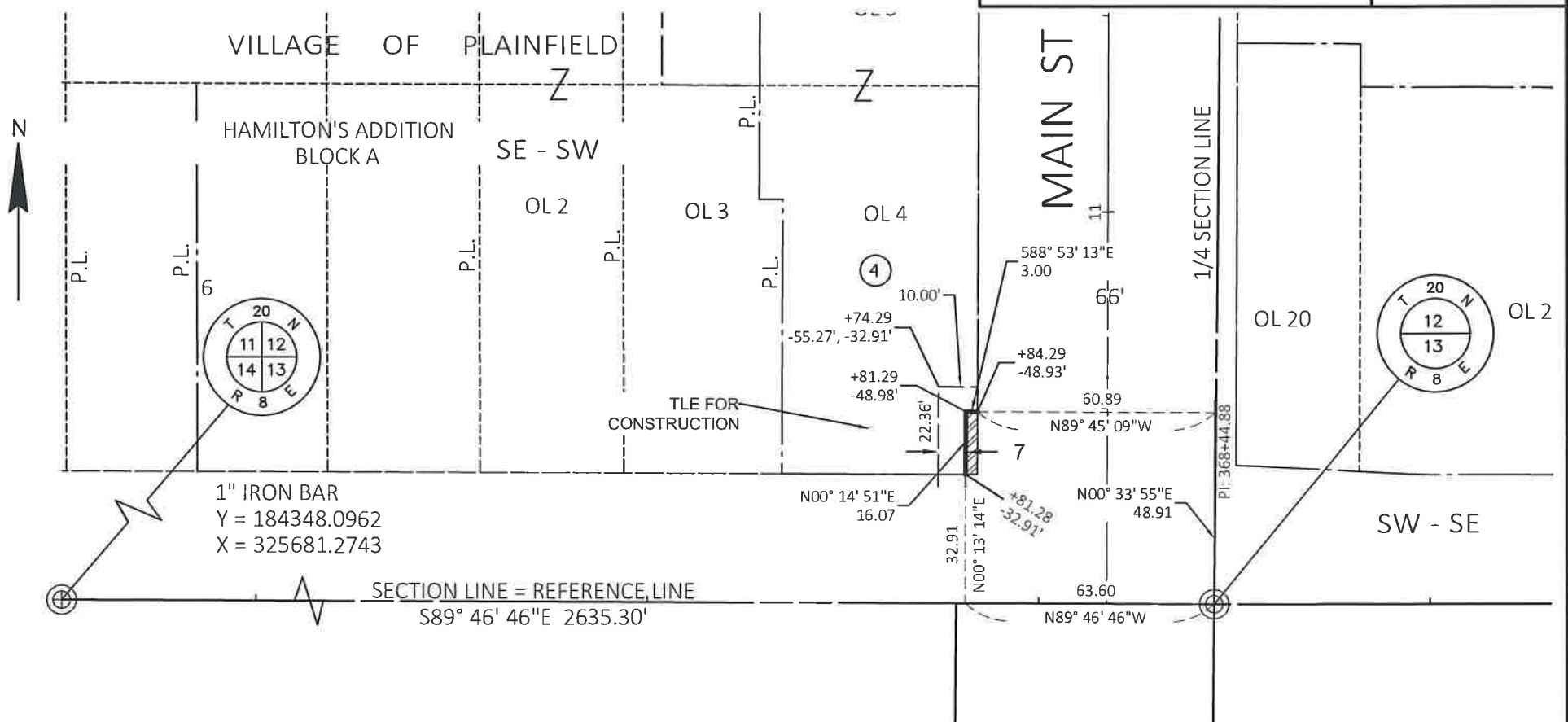
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.



SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT				
PARCEL NO.	OWNER	INTEREST REQUIRED	R/W REQUIRED SQ. FT.			T.L.E. SQ. FT.
			NEW	EXISTING	TOTAL	
4	UNION TELEPHONE COMPANY	FEE, TLE	48	-	48	175
		HIGHWAY	BASIS OF EXISTING RIGHT-OF-WAY		WIDTH	YEAR
		STH 73 (MAIN STREET)	HAMILTON'S ADDITION		66'	1877
		STH 73 (NORTH STREET)	ORIGINAL PLAT OF PLAINFIELD		66'	1855
		STH 73 (NORTH STREET)	R/W PROJ. 6310-06-21		VARIES	2003

R/W PROJECT NUMBER	6321-00-22	SHEET NUMBER	4.01	TOTAL SHEETS	1
R/W PROJECT NUMBER	-	SHEET NUMBER	4.01	TOTAL SHEETS	1

PLAT OF RIGHT OF WAY REQUIRED FOR
PLAINFIELD - WISCONSIN RAPIDS
C.T.H. "BB" - 5TH AVENUE



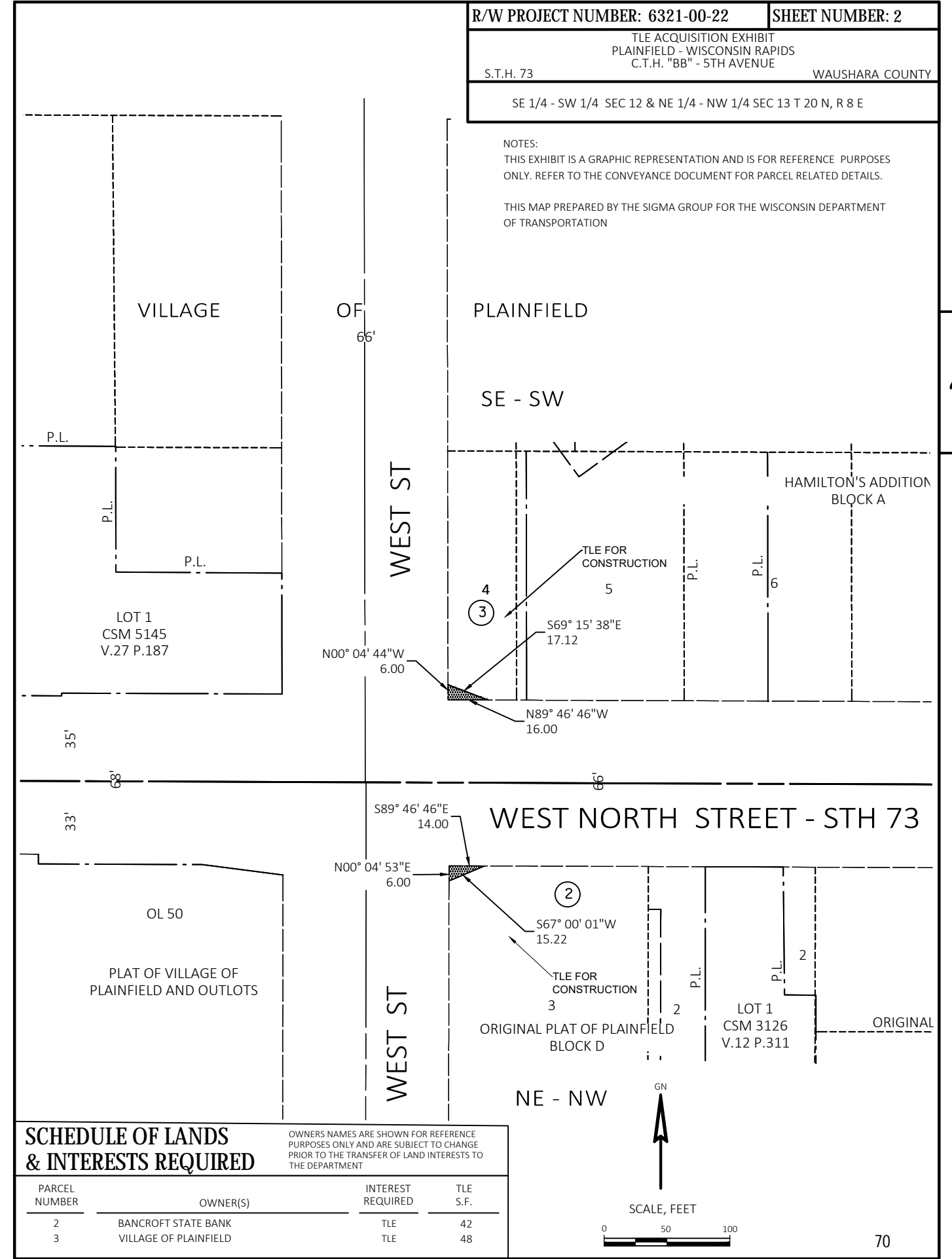
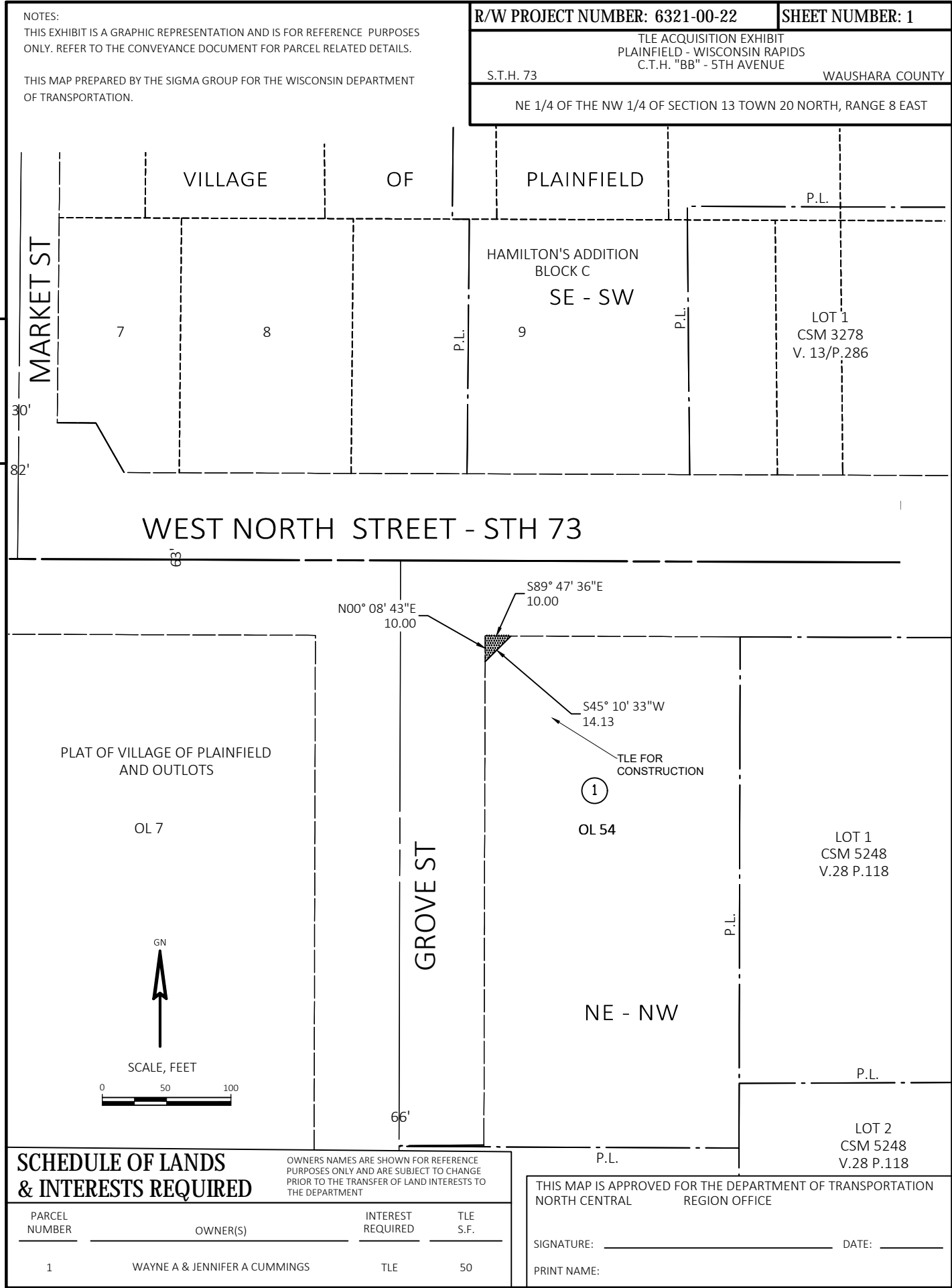
SIGMA GROUP
 www.thesigmagroup.com
 1300 West Canal Street
 Milwaukee, WI 53233
 Phone: 414-643-4200
 Fax: 414-643-4210

WISCONSIN
 BAIBA M. ROZITE
 S-2351
 MILWAUKEE, WI
 LAND SURVEYOR

SIGNATURE: *[Signature]* DATE: April 20, 2020

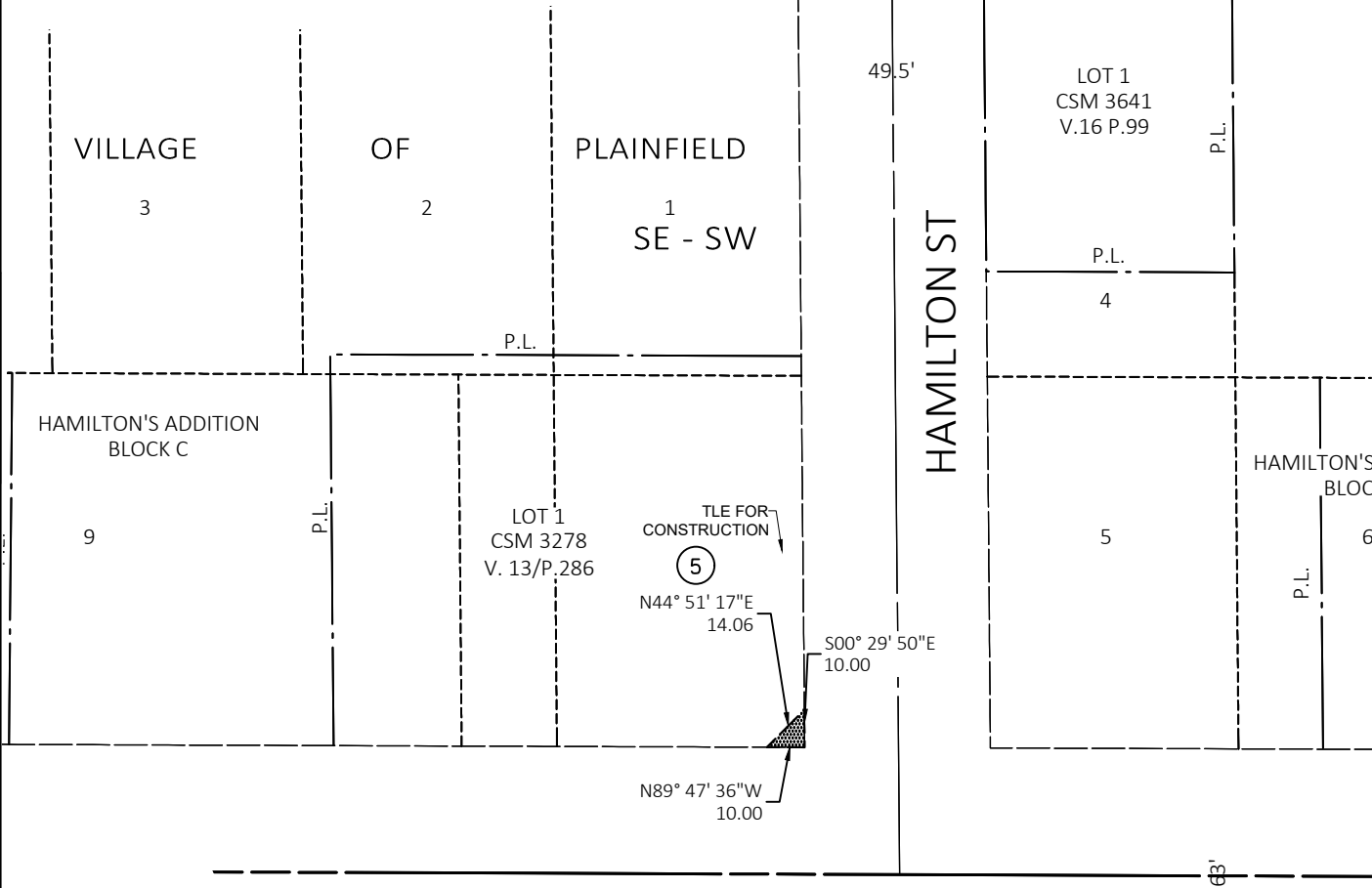
REVISION DATE	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
	APPROVED FOR THE DEPARTMENT
	DATE: _____ (Signature) 69

CAUTION:
 THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS
 MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

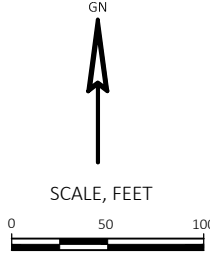


NOTES:
 THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
 THIS MAP PREPARED BY THE SIGMA GROUP FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

R/W PROJECT NUMBER: 6321-00-22 SHEET NUMBER: 3
 TLE ACQUISITION EXHIBIT
 PLAINFIELD - WISCONSIN RAPIDS
 C.T.H. "BB" - 5TH AVENUE WAUSHARA COUNTY
 S.T.H. 73
 SE 1/4 OF THE SW 1/4 OF SECTION 12 TOWN 20 NORTH, RANGE 8 EAST



WEST NORTH STREET - STH 73



SCHEDULE OF LANDS & INTERESTS REQUIRED

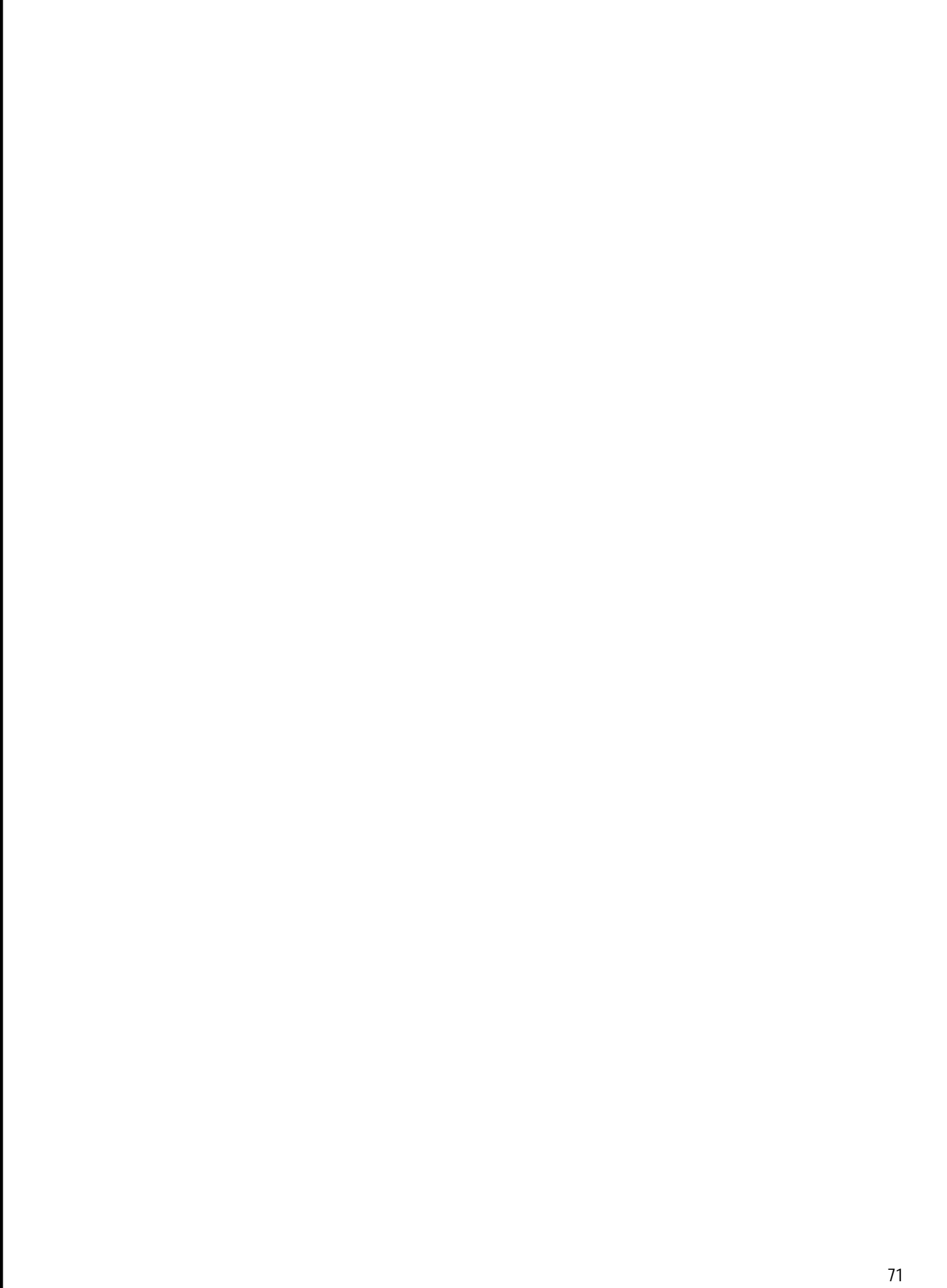
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
5	MICHAEL & MARJORY PRESCHER	TLE	50

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

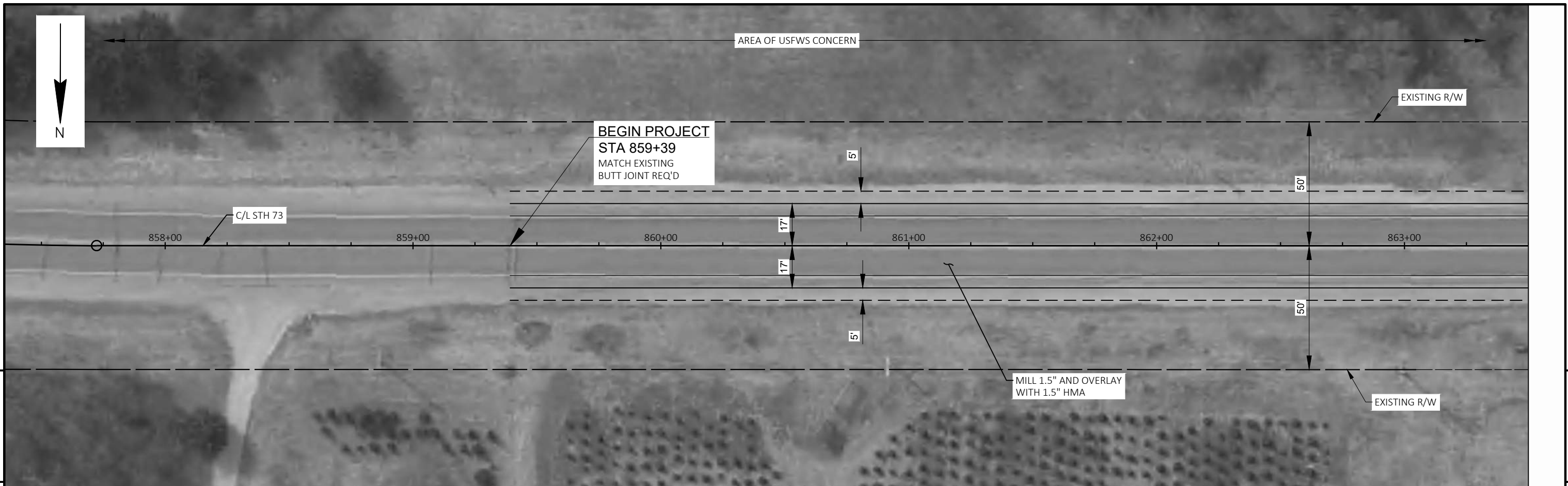
SIGNATURE: _____ DATE: _____

PRINT NAME: _____



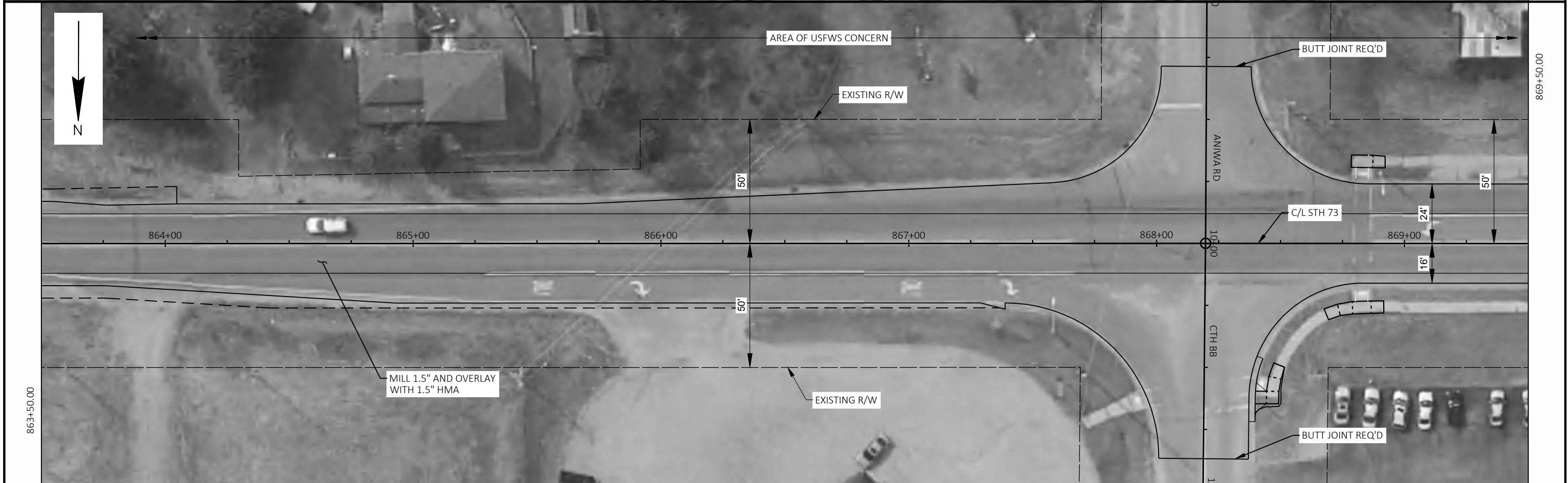
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4

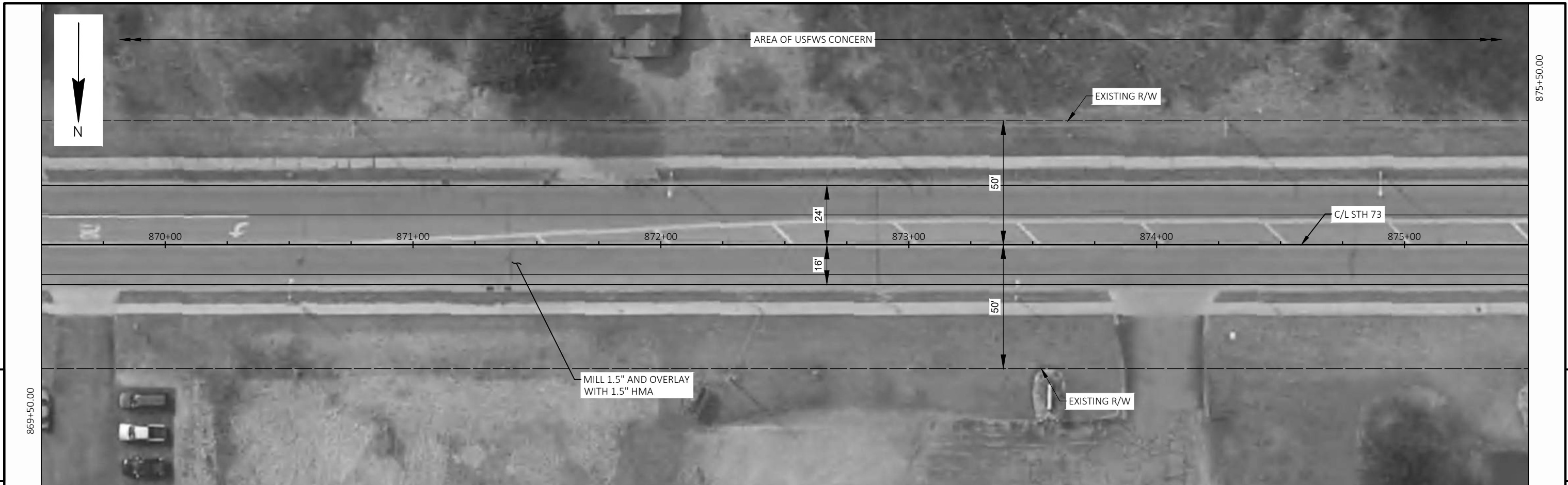


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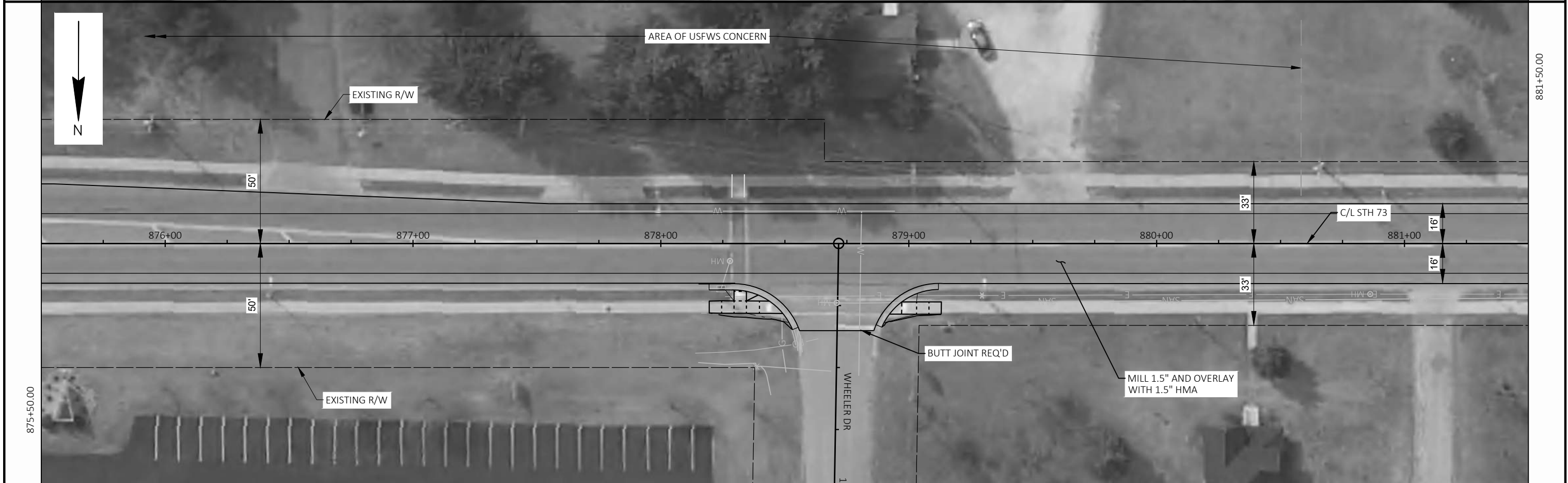


PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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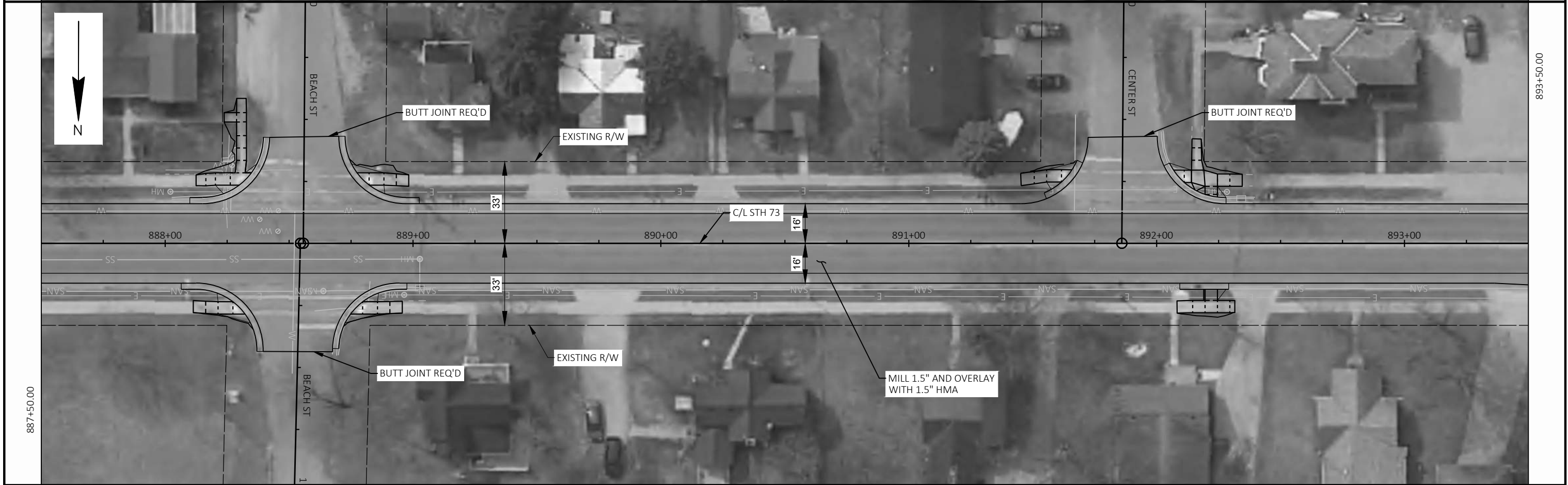
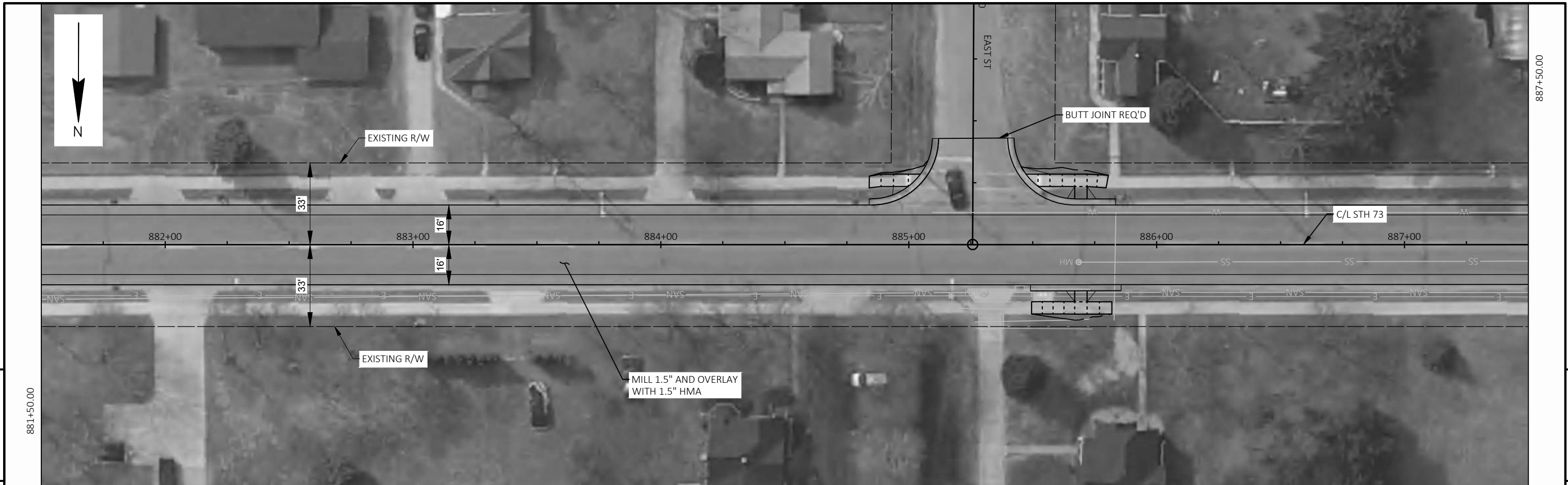
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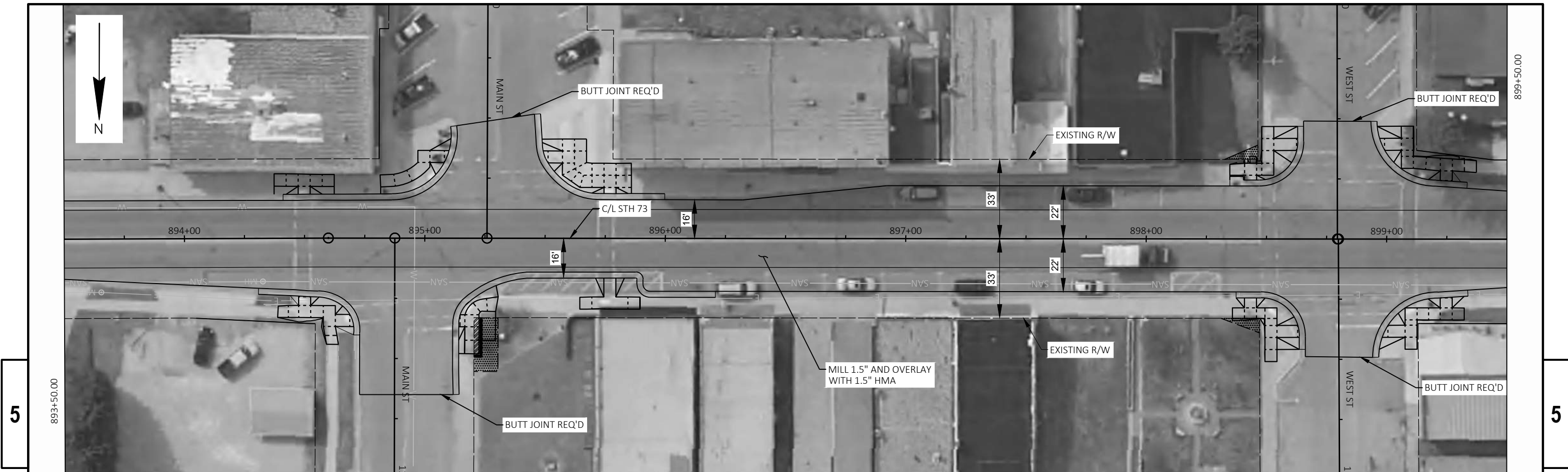
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PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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PROJECT NO: 6321-00-72

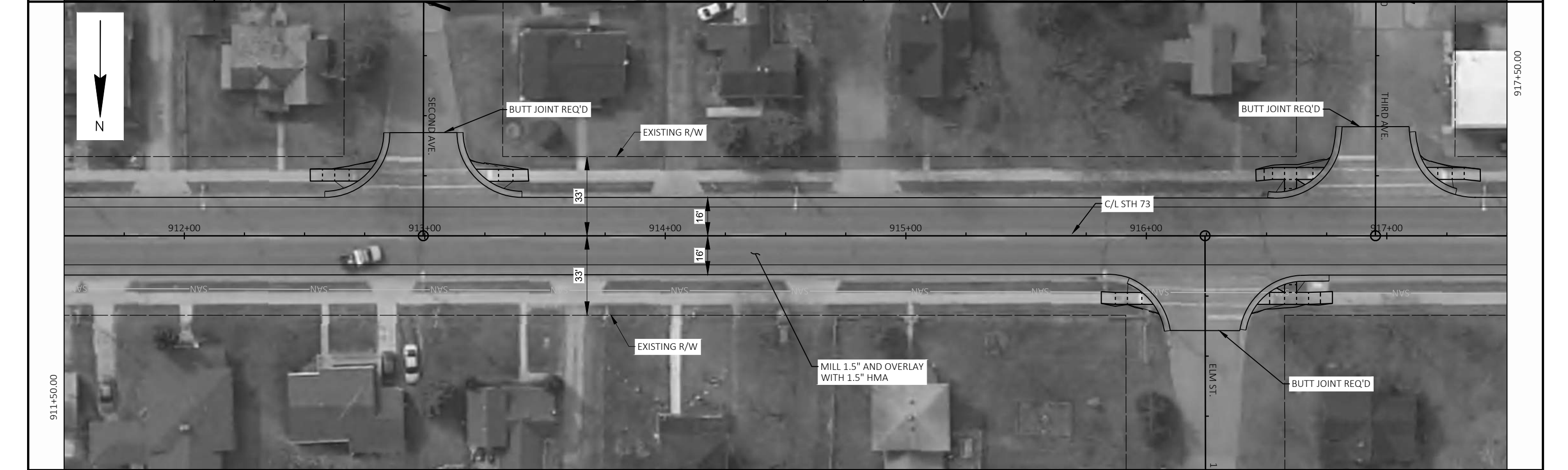
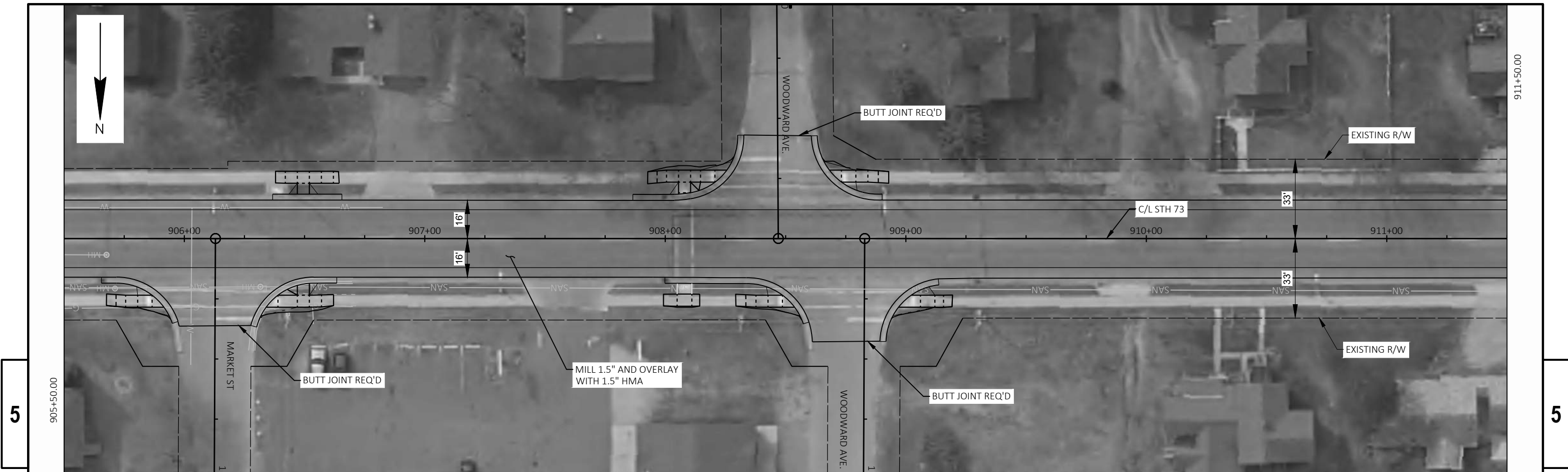
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

SHEET

E



PROJECT NO: 6321-00-72

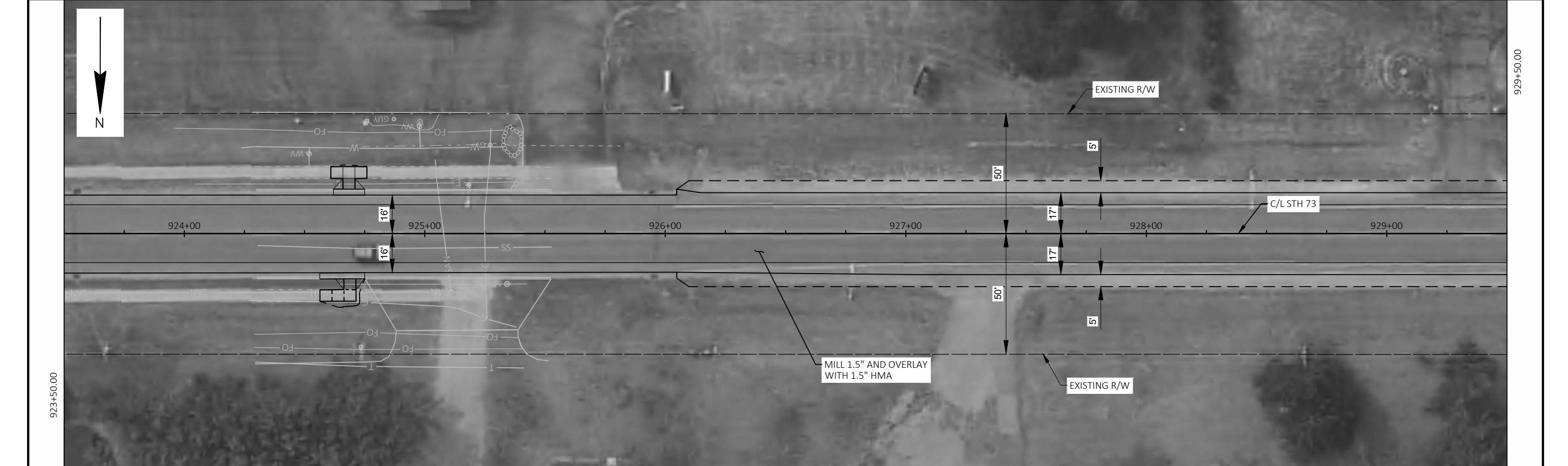
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

SHEET

E



PROJECT NO: 6321-00-72

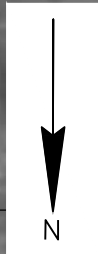
HWY: STH 73

COUNTY: WAUSHARA

PLAN DETAILS

SHEET

E



935+50.00

EXISTING R/W

C/L STH 73

930+00

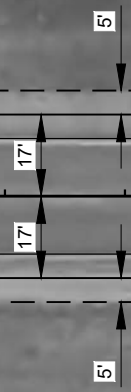
931+00

932+00

933+00

934+00

935+00



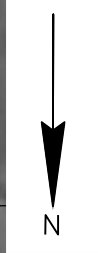
MILL 1.5" AND OVERLAY WITH 1.5" HMA

EXISTING R/W

5

929+50.00

5



941+50.00

EXISTING R/W

C/L STH 73

936+00

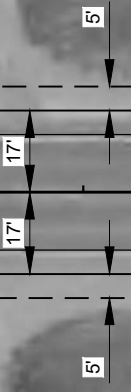
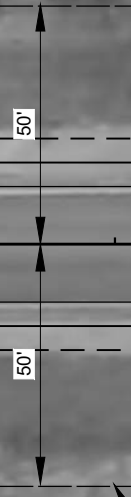
937+00

938+00

939+00

940+00

941+00

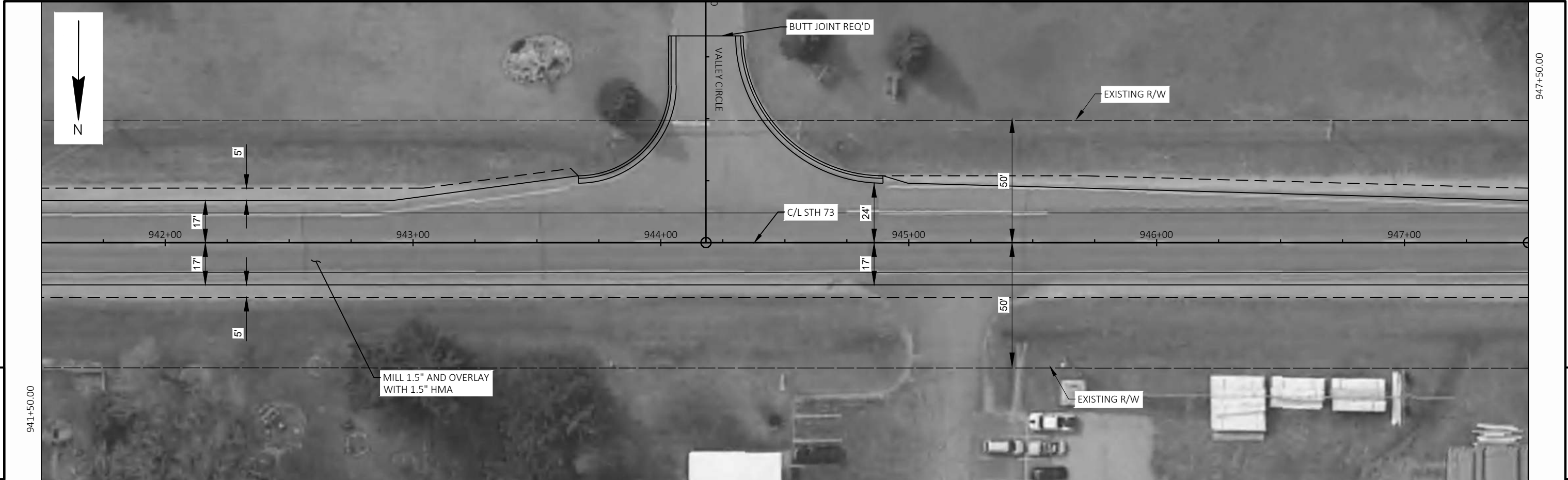


MILL 1.5" AND OVERLAY WITH 1.5" HMA

EXISTING R/W

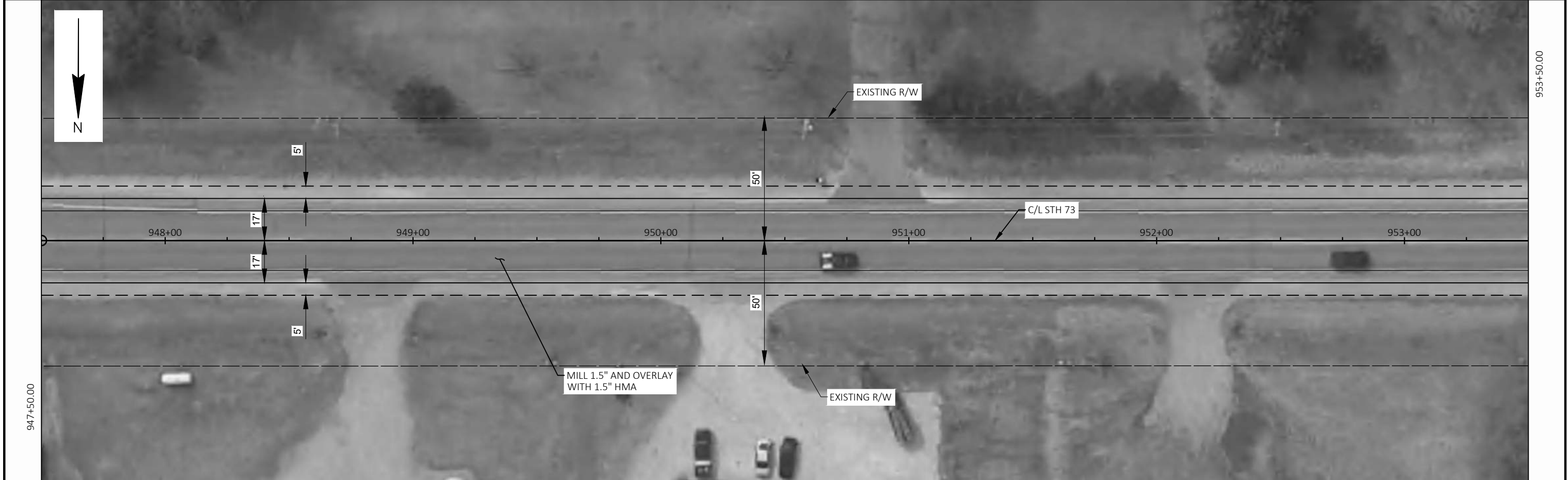
935+50.00

PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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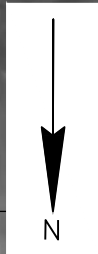


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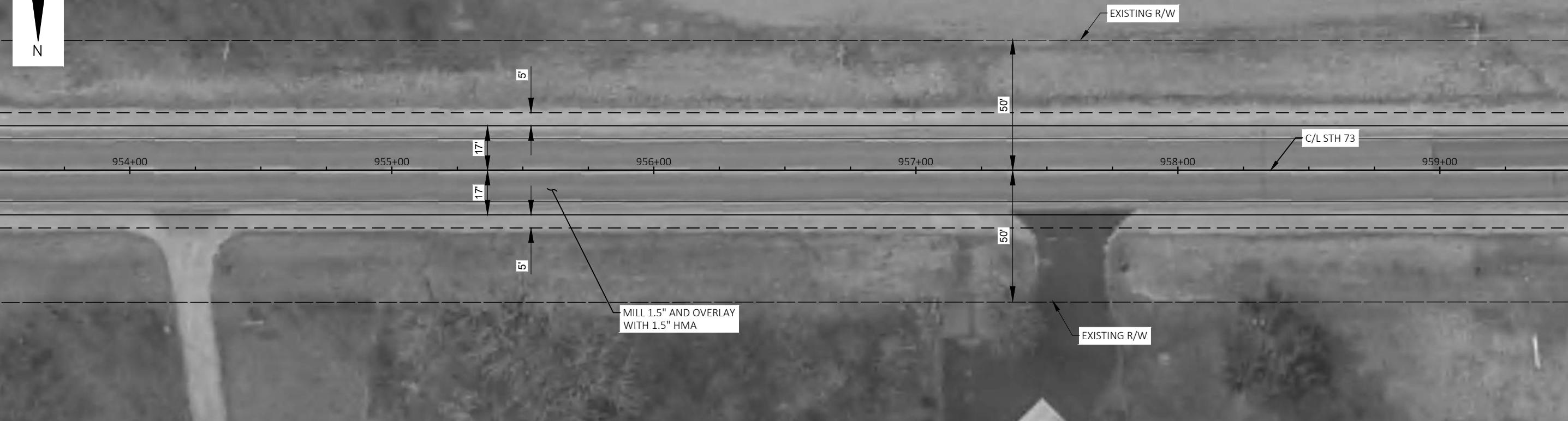
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PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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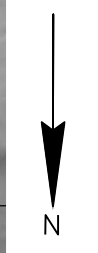


959+50.00



5
953+50.00

5



959+50.00

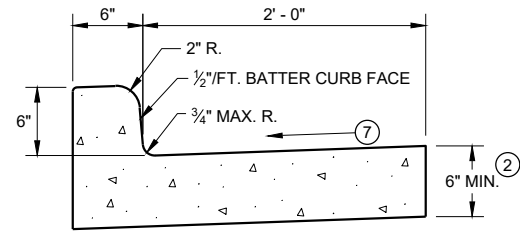


5
959+50.00

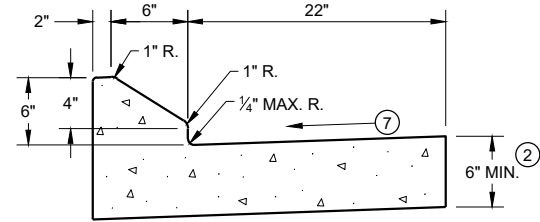
PROJECT NO: 6321-00-72	HWY: STH 73	COUNTY: WAUSHARA	PLAN DETAILS	SHEET	E
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Standard Detail Drawing List

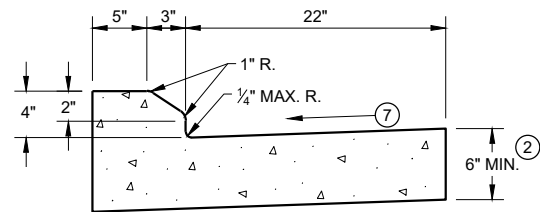
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-02	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



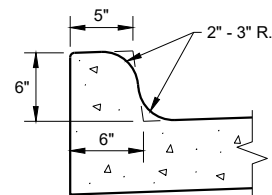
TYPES A^① & D



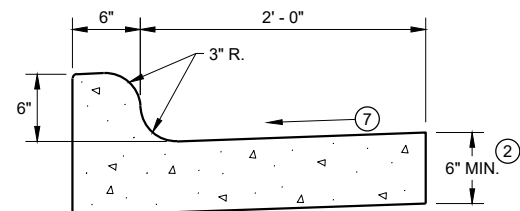
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

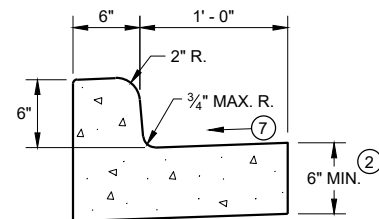


TYPES K^① & L
(OPTIONAL CURB SHAPE)



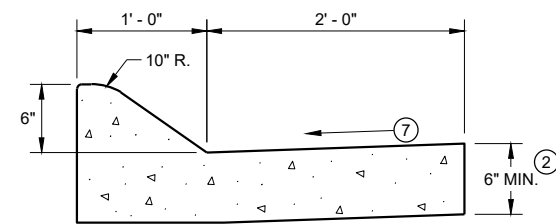
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

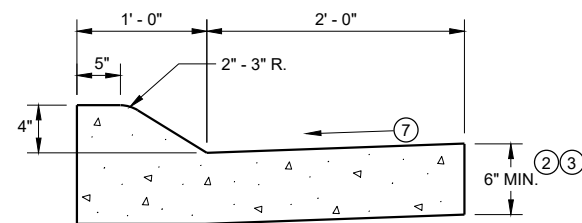


TYPES A^① & D

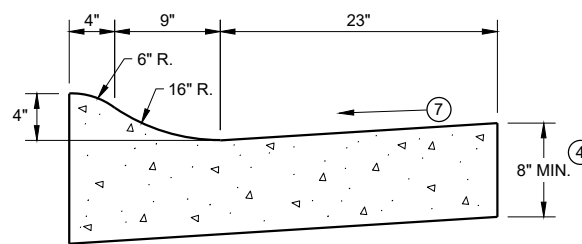
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



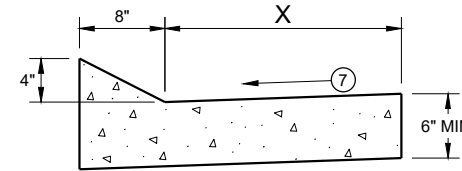
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

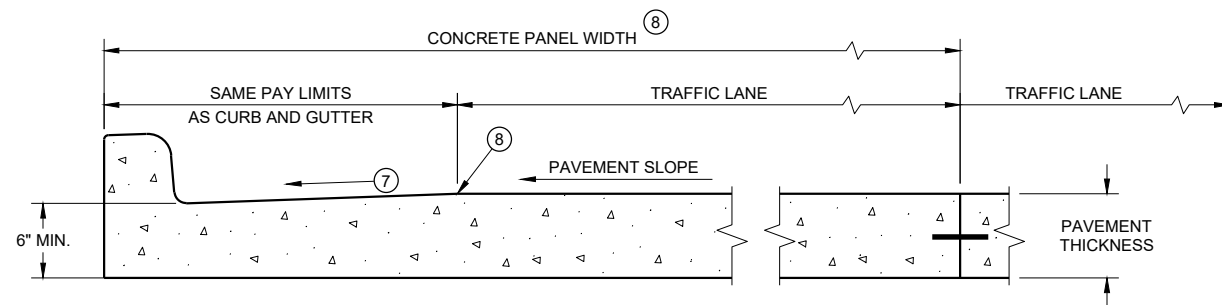


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

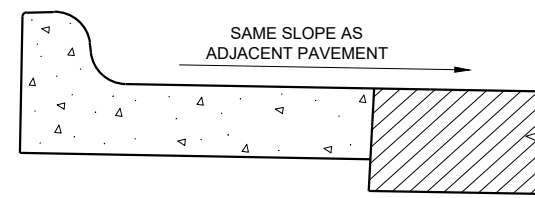
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

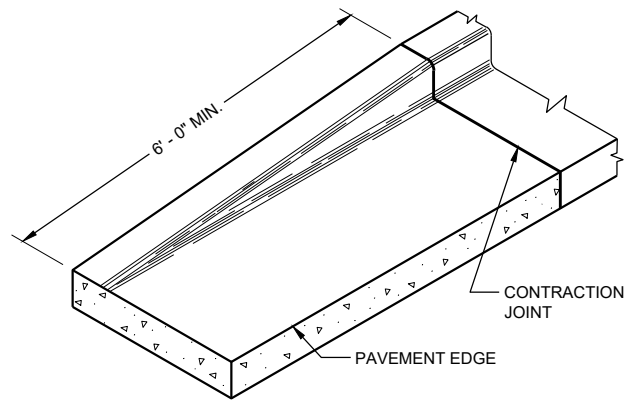
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

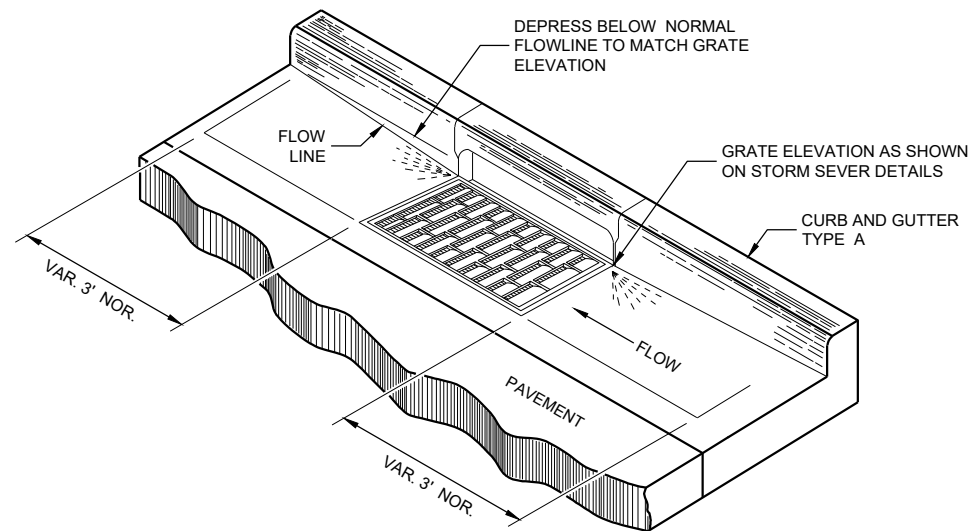
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

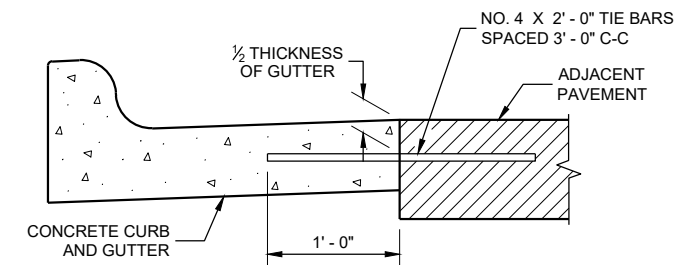
GENERAL NOTES

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

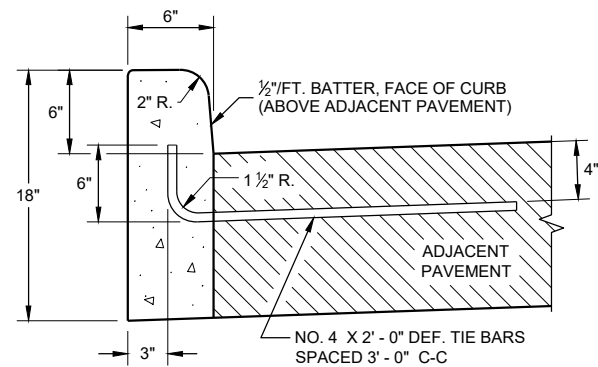
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

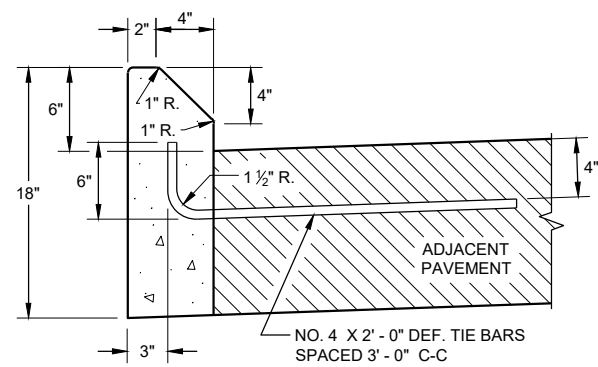
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION ①

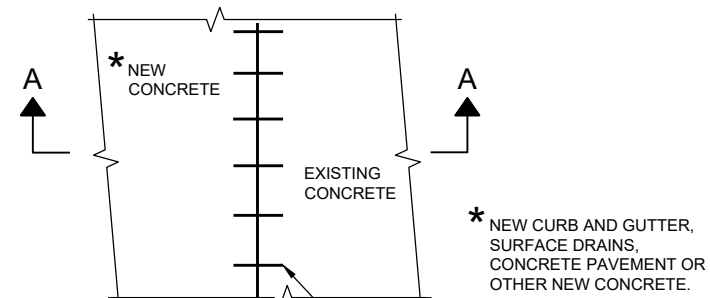


TYPES A ① & D

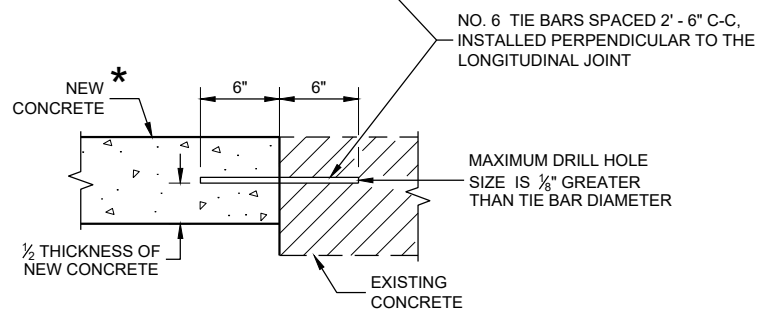


TYPES G ① & J

CONCRETE CURB

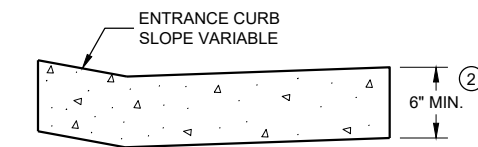


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



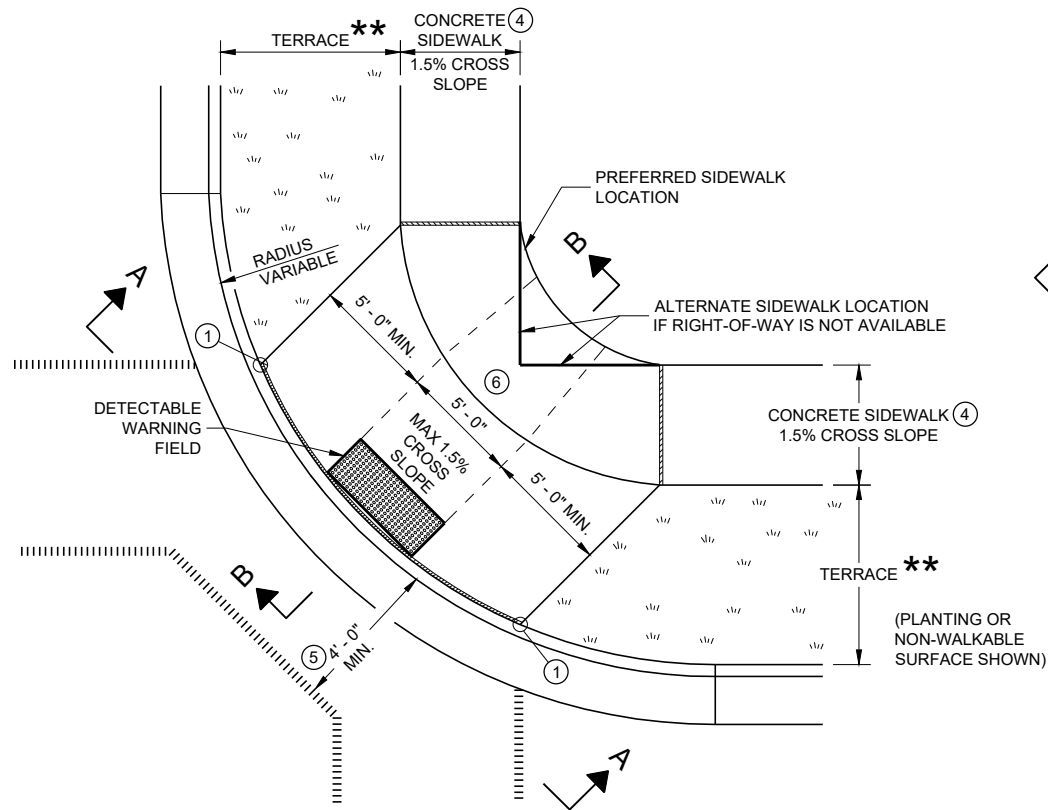
DRIVEWAY ENTRANCE CURB ⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

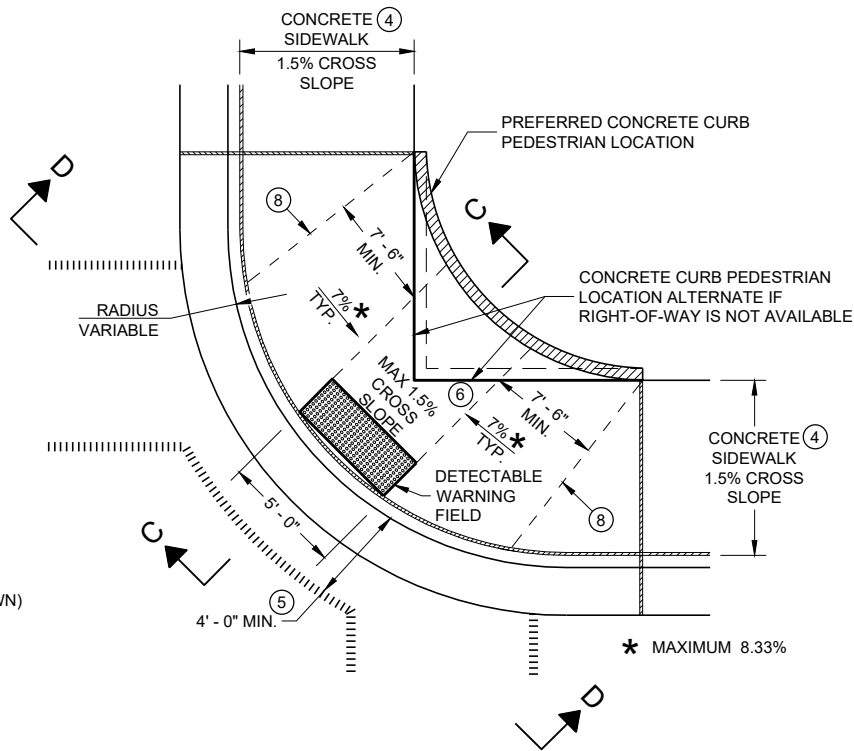
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

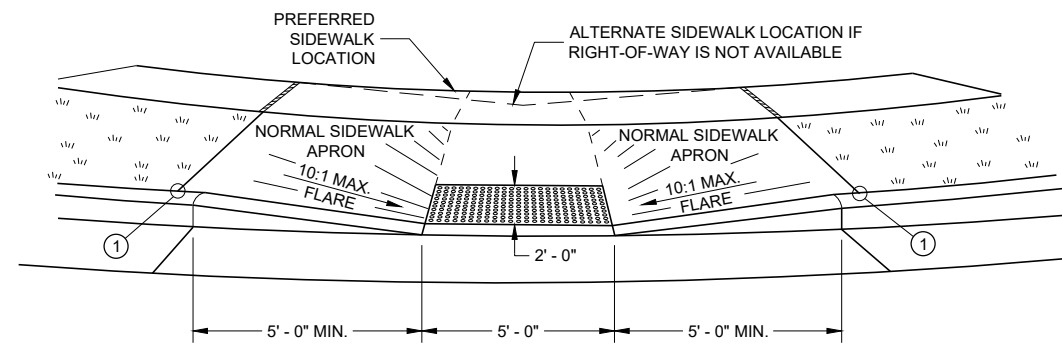
FHWA



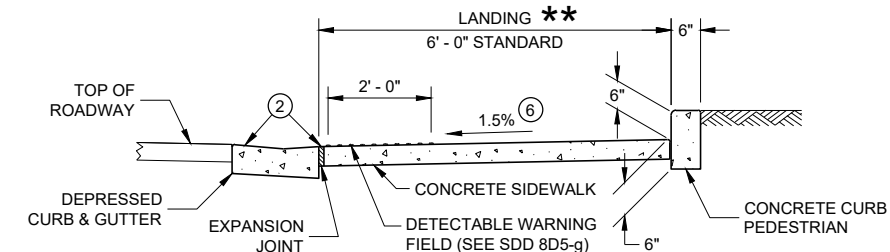
**PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)**



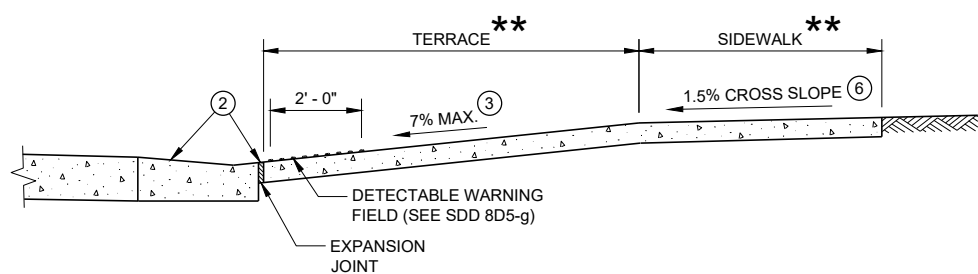
**PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)**



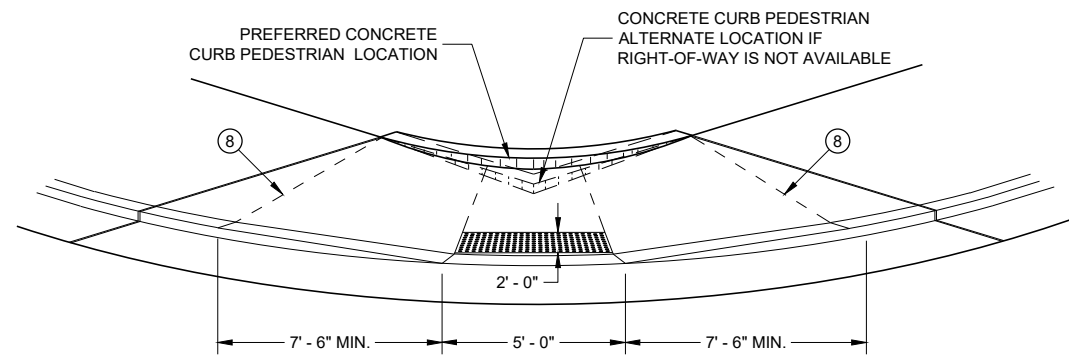
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

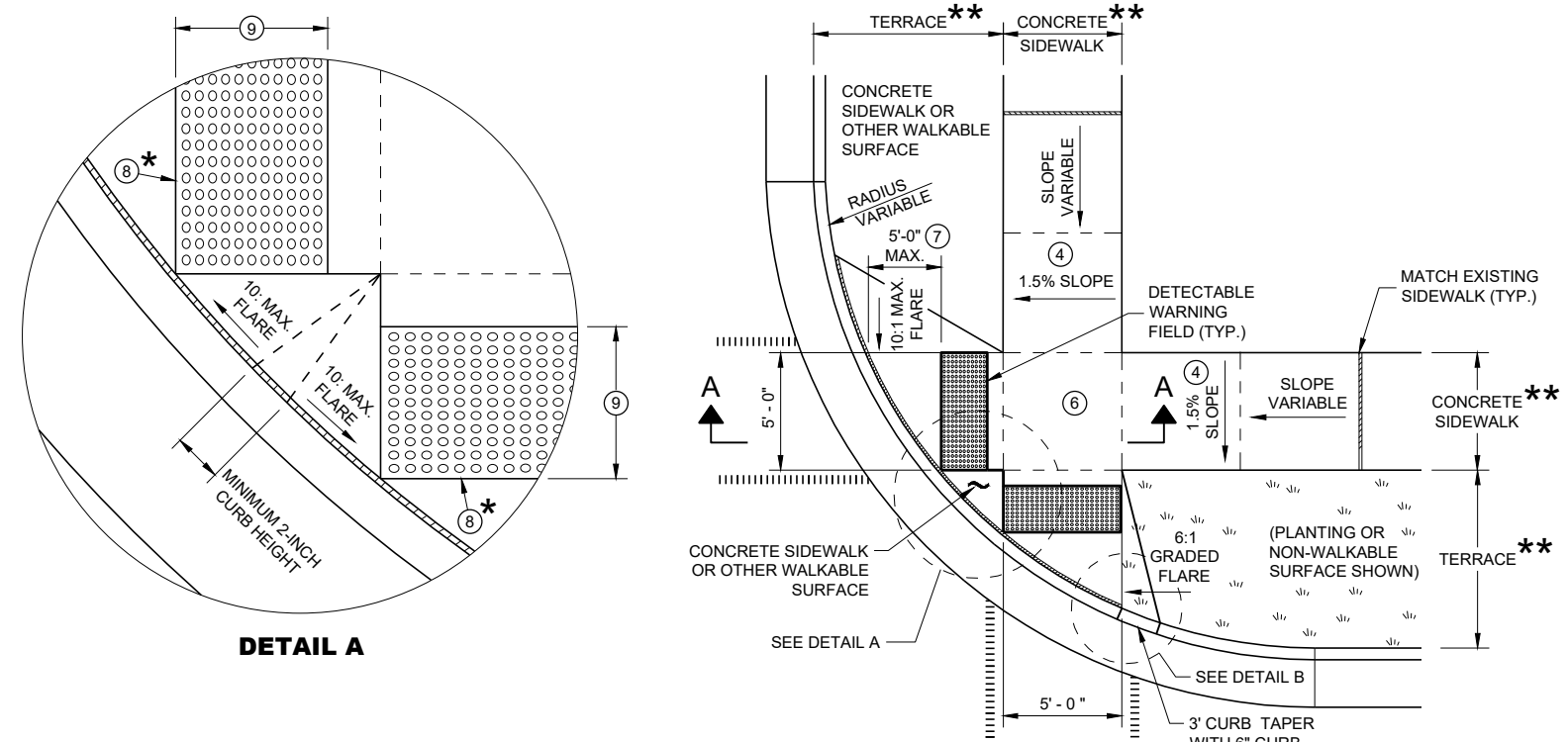
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- 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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

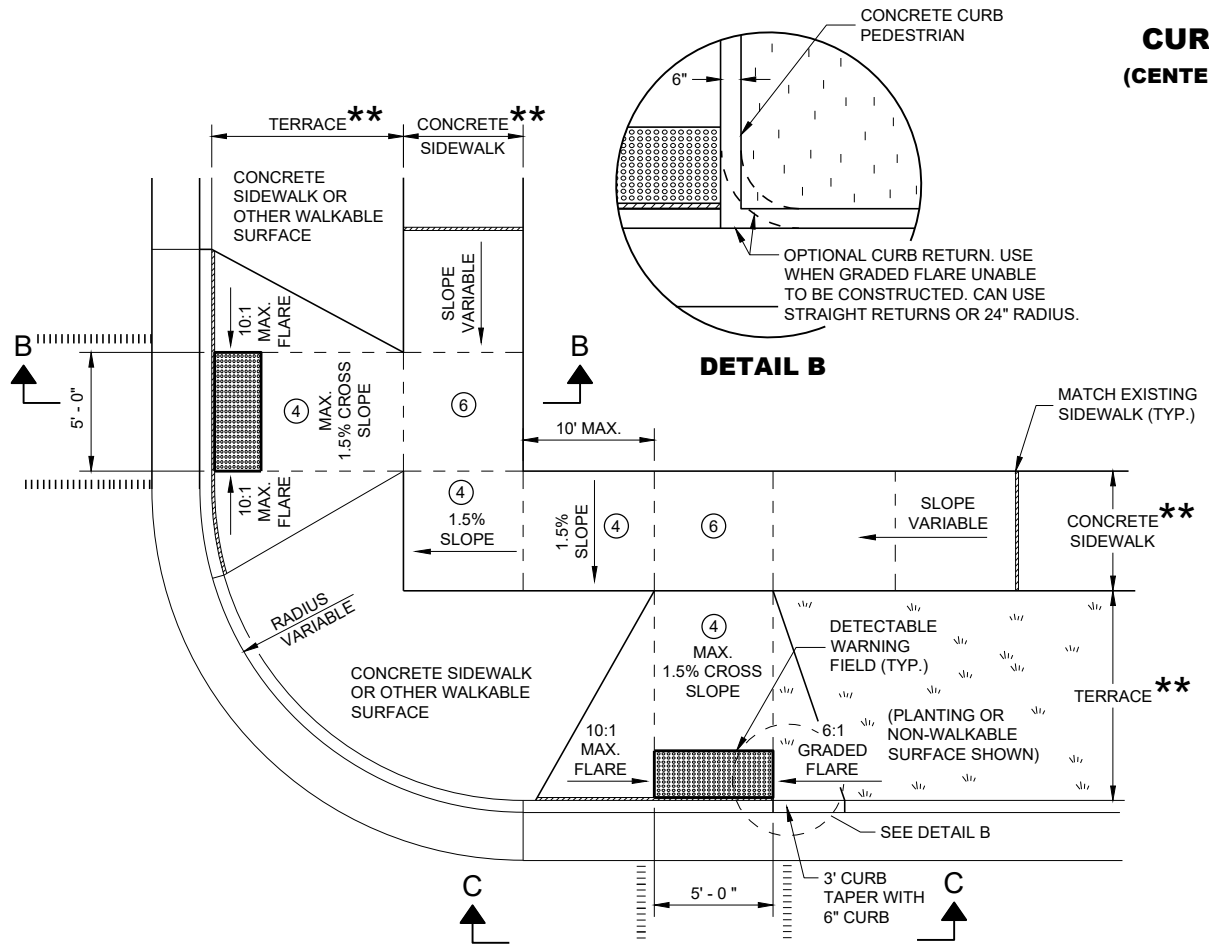
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS
TYPE 1 AND 1-A**

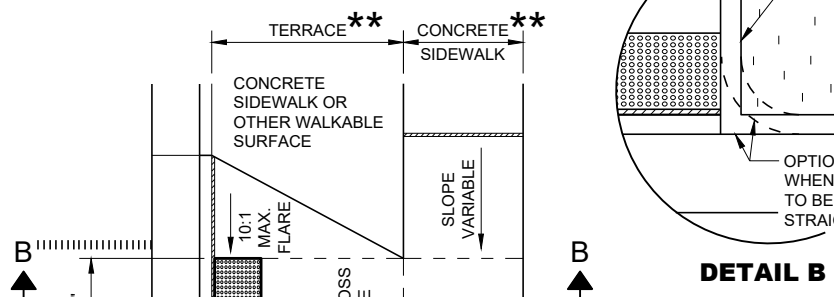
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



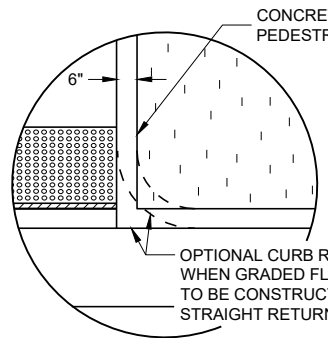
PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)



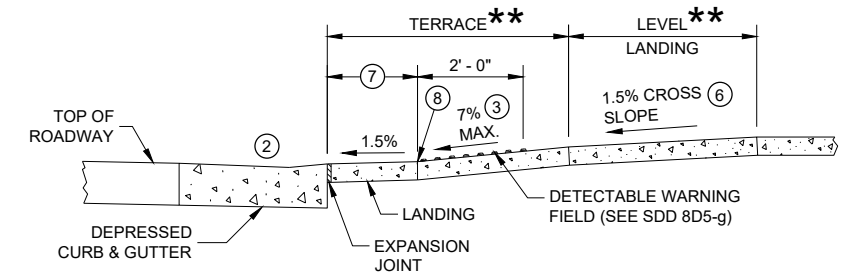
PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)



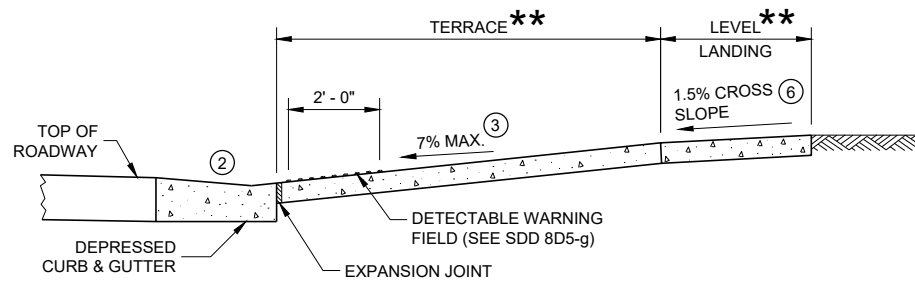
DETAIL A



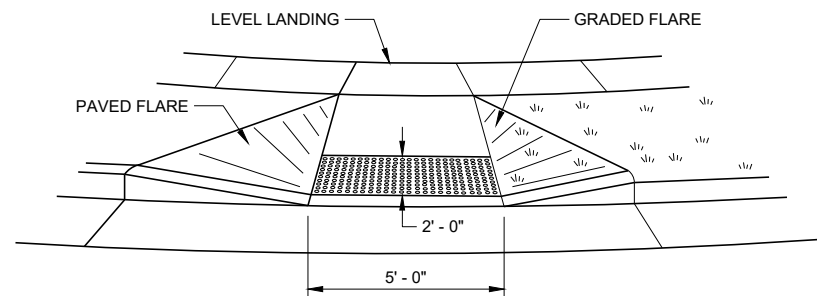
DETAIL B



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

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

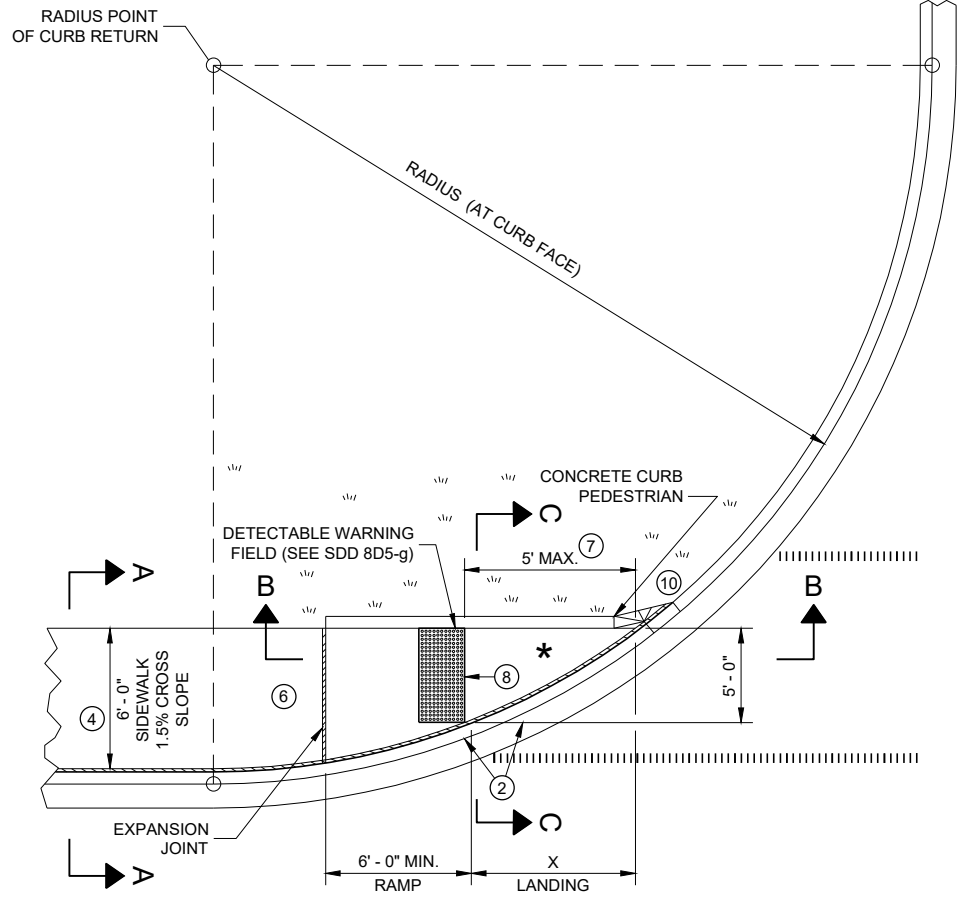
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

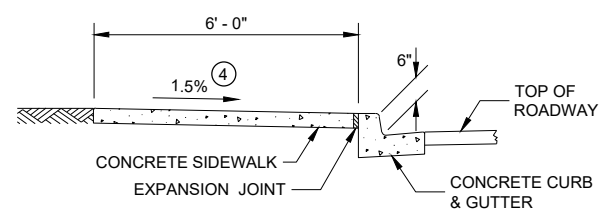
STATE OF WISCONSIN
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**PLAN VIEW
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



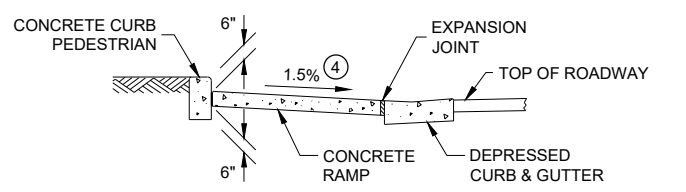
SECTION A - A FOR TYPE 4A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

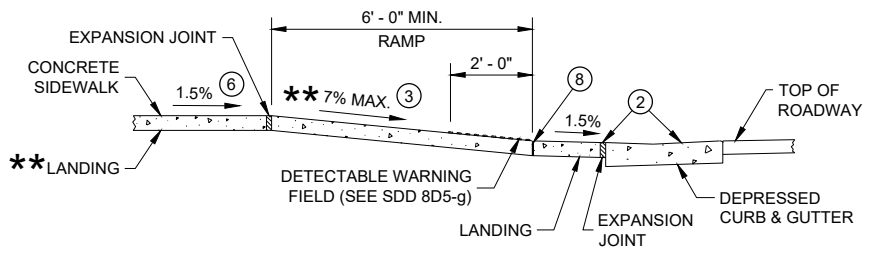
LEGEND

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



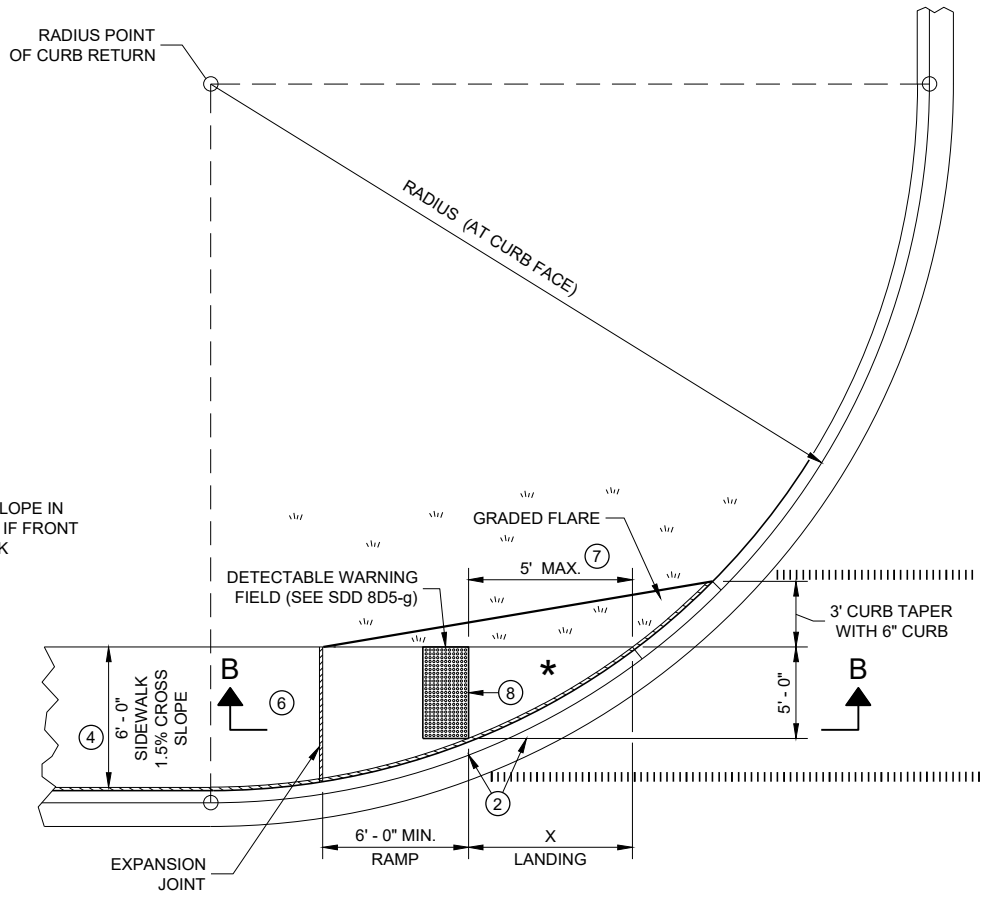
SECTION C - C FOR TYPE 4A

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

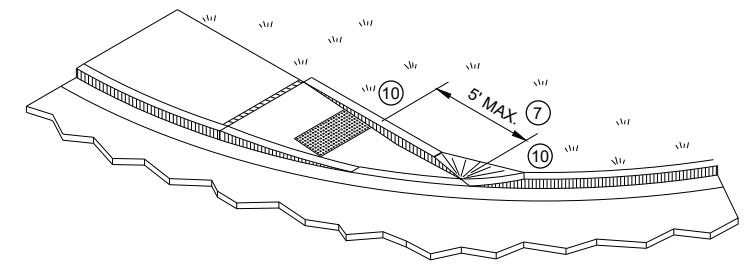


**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

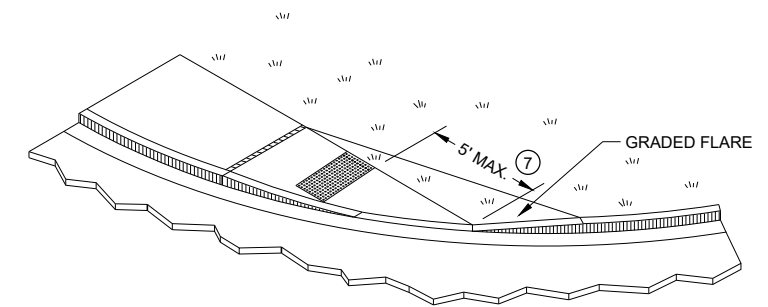
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW
CURB RAMP TYPE 4A1**



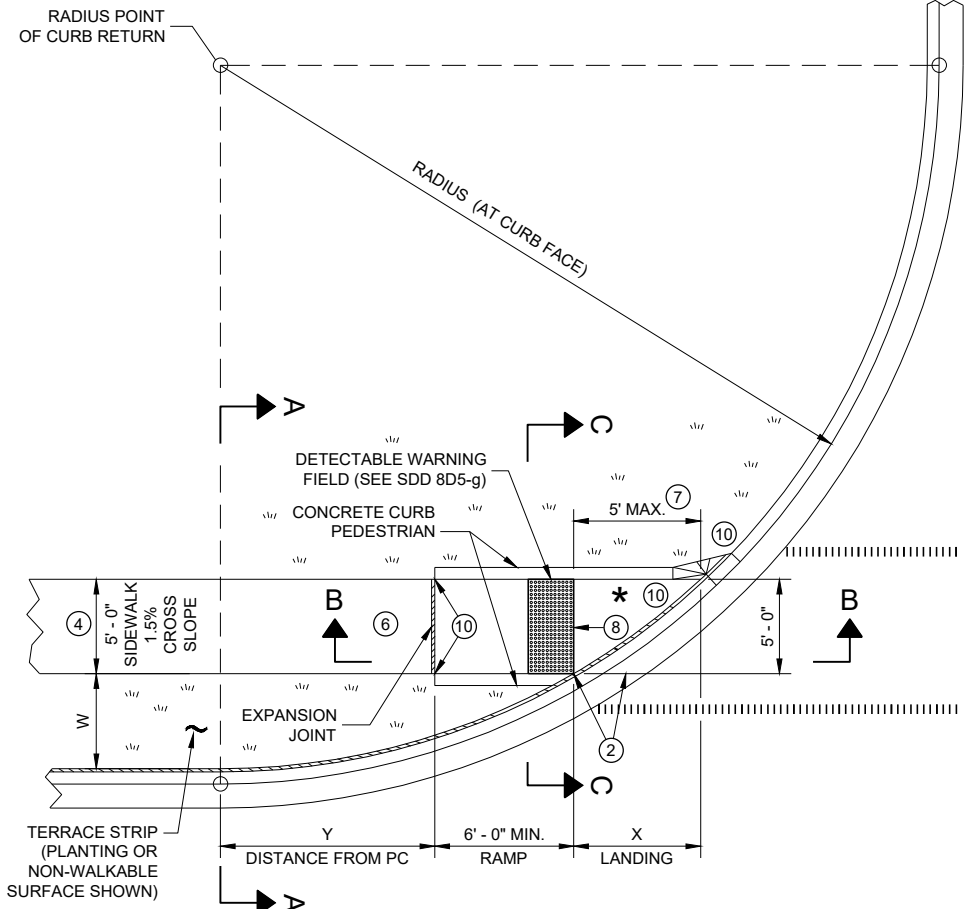
ISOMETRIC VIEW FOR TYPE 4A



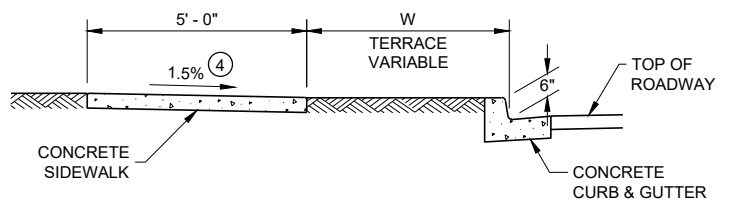
ISOMETRIC VIEW FOR TYPE 4A1

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

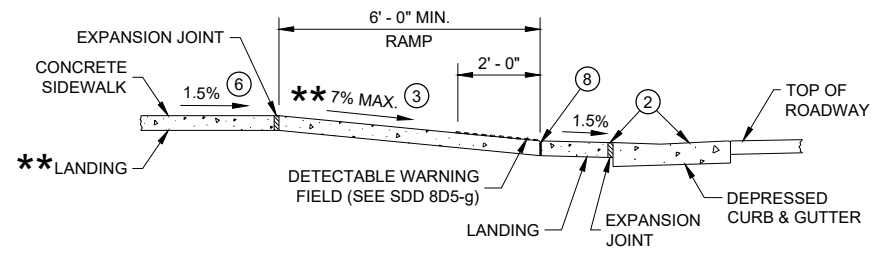
STATE OF WISCONSIN
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**PLAN VIEW
CURB RAMP TYPE 4B**



SECTION A - A FOR TYPE 4B



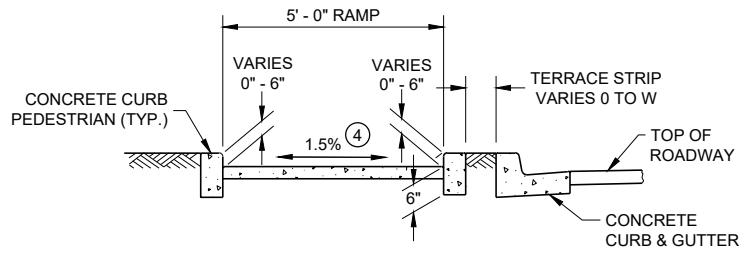
**SECTION B - B FOR
TYPE 4B AND TYPE 4B1**

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

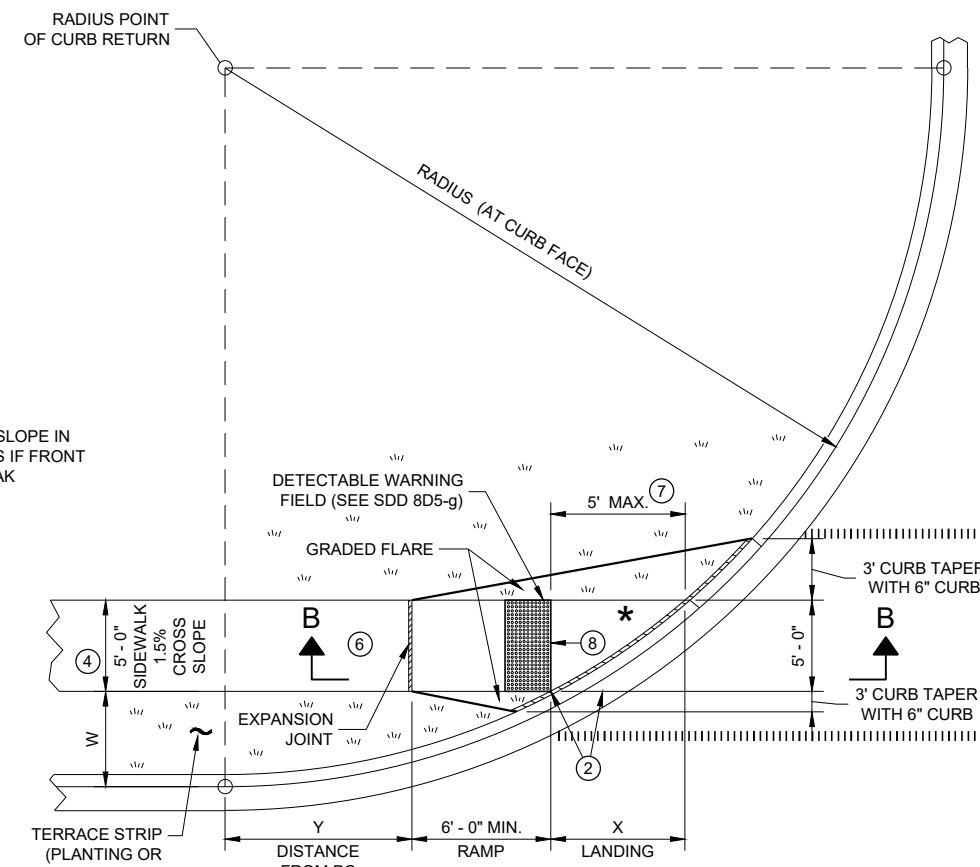
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

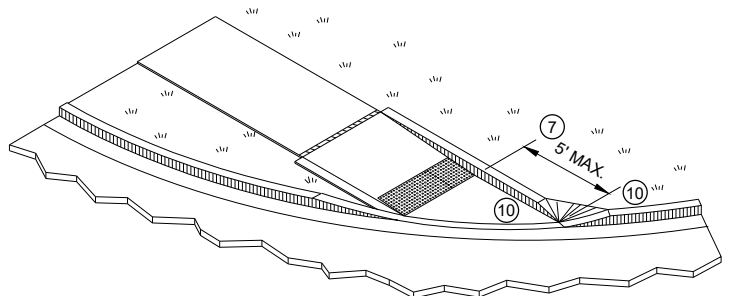
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



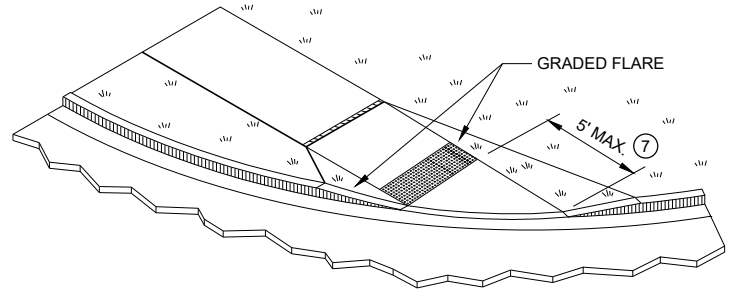
SECTION C - C FOR TYPE 4B



**PLAN VIEW
CURB RAMP TYPE 4B1**



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

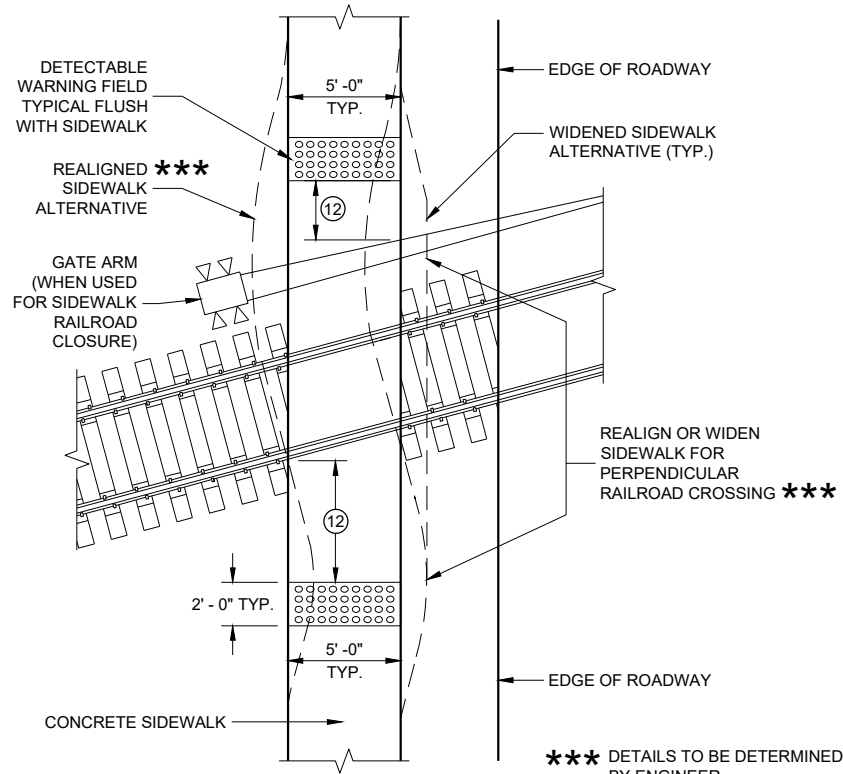
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

**CURB RAMPS
TYPE 4B AND 4B1**

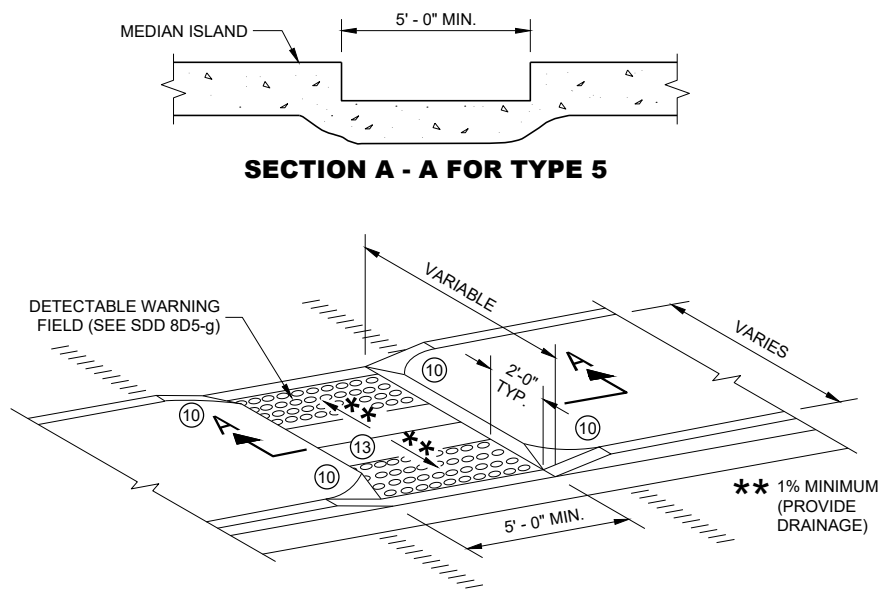
STATE OF WISCONSIN
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CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY ENGINEER



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**

GENERAL NOTES

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

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

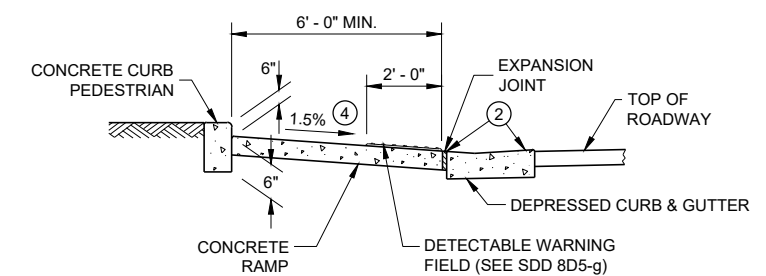
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

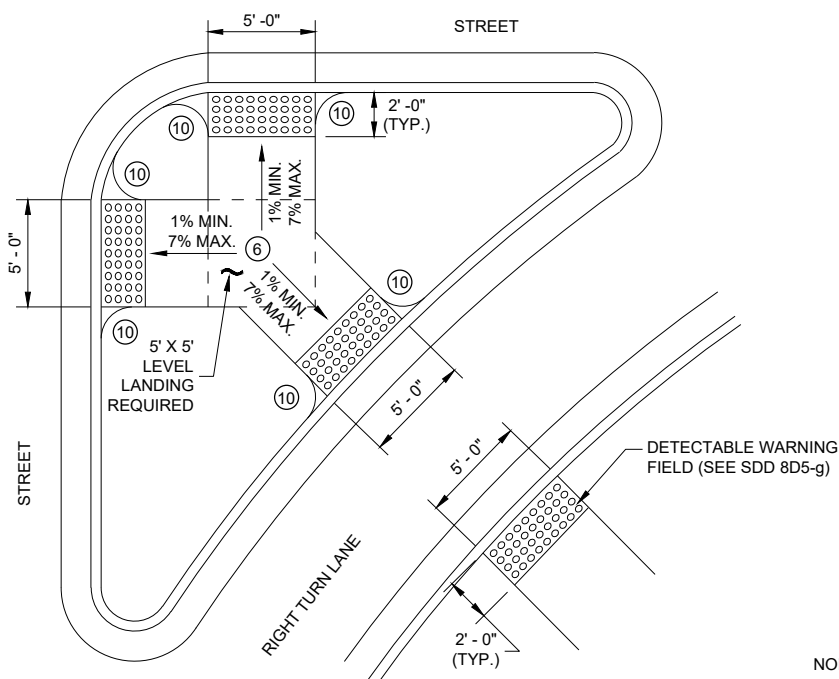
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 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 AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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



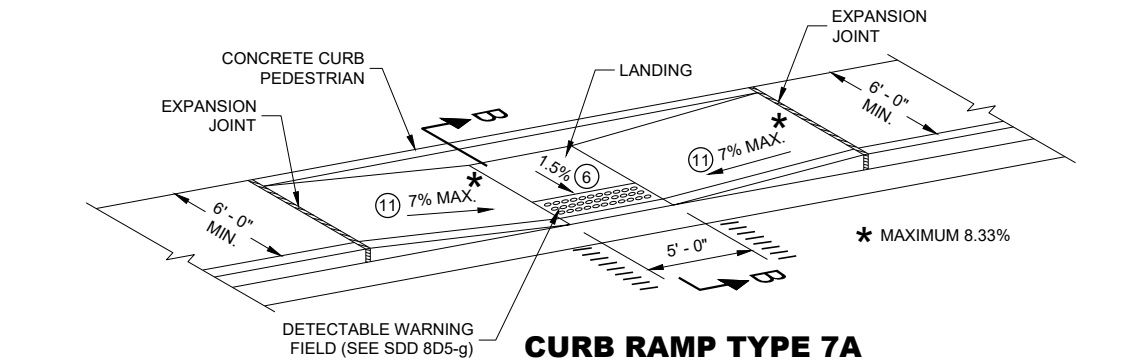
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

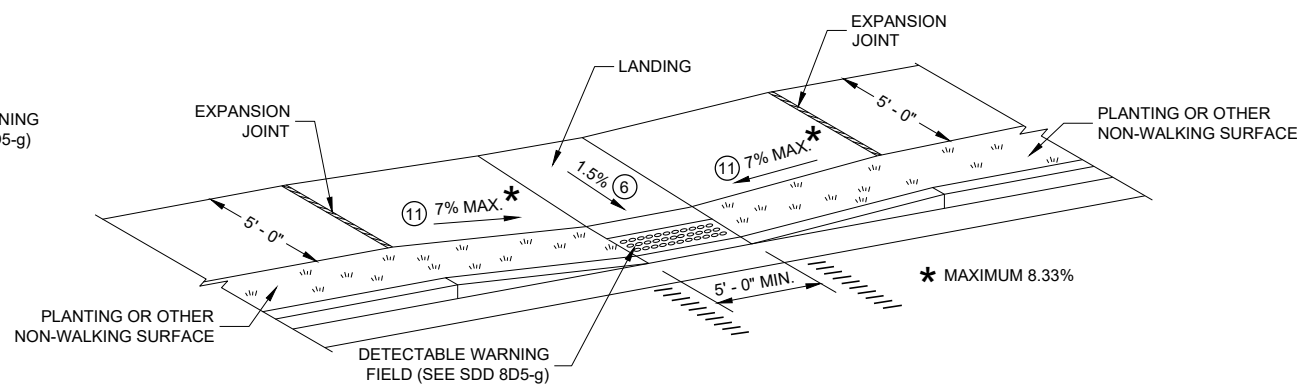
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

MID BLOCK CROSSING



CURB RAMP TYPE 7B

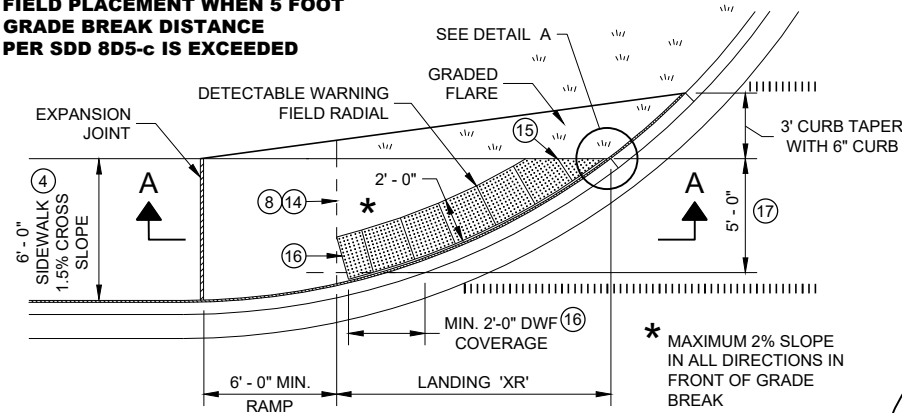
MID BLOCK CROSSING

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

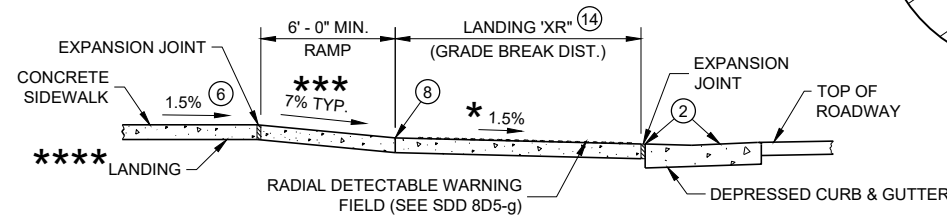
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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

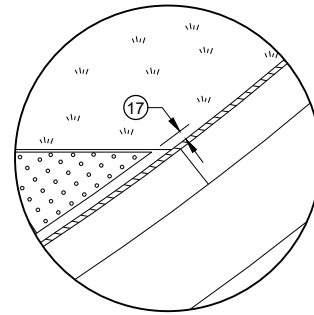


SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

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

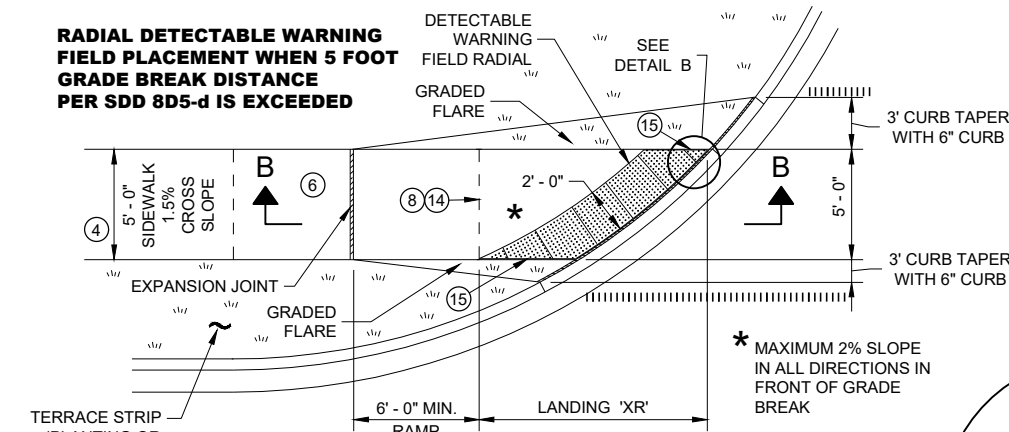


DETAIL A

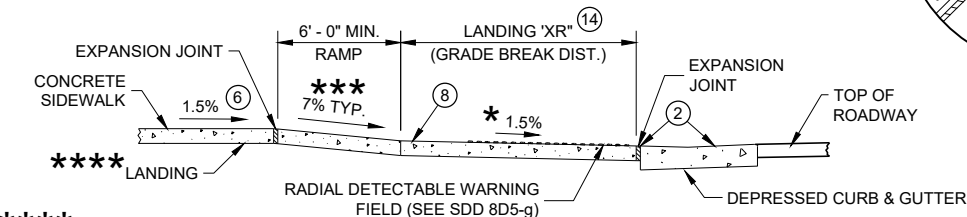
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



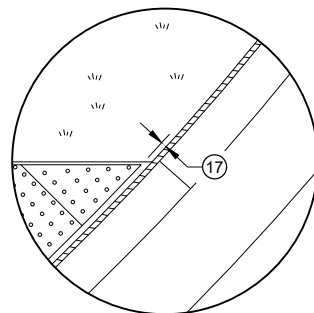
PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

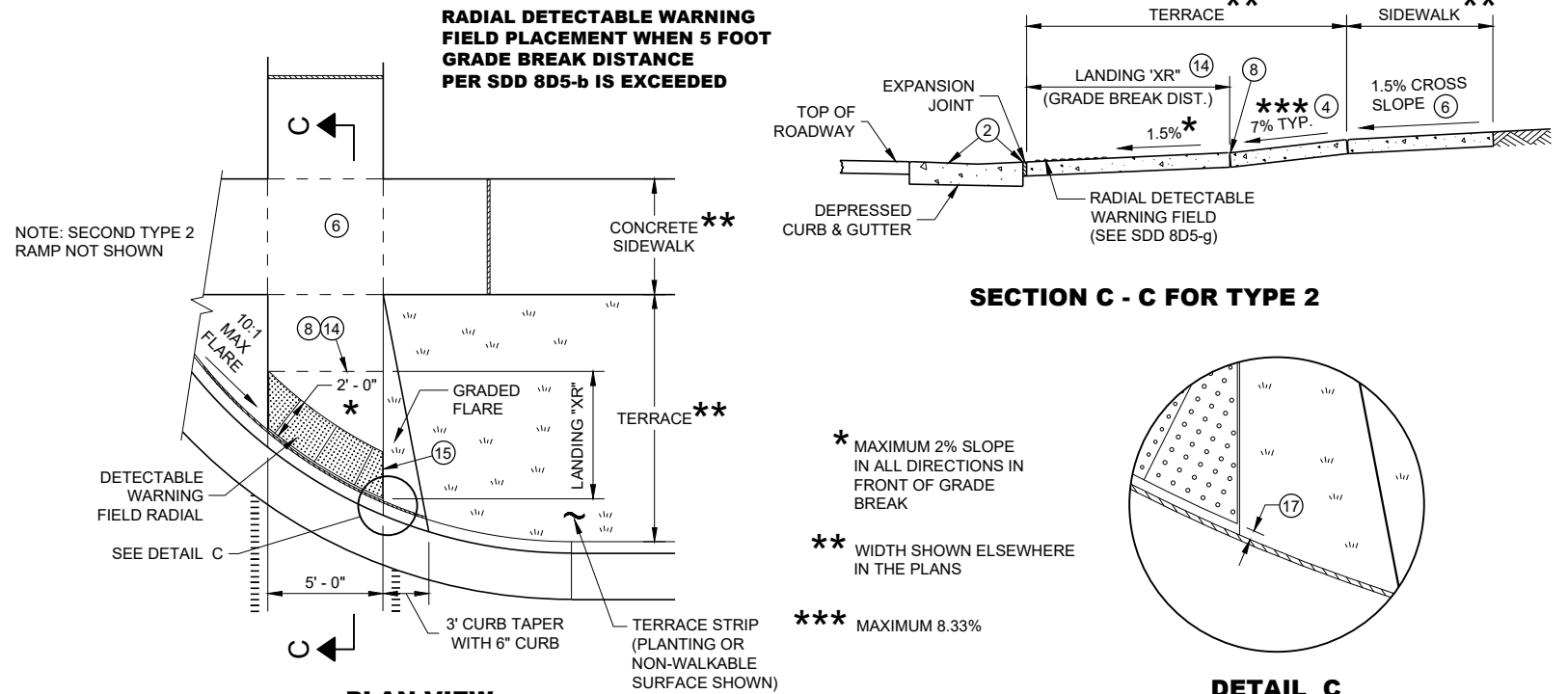
**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%



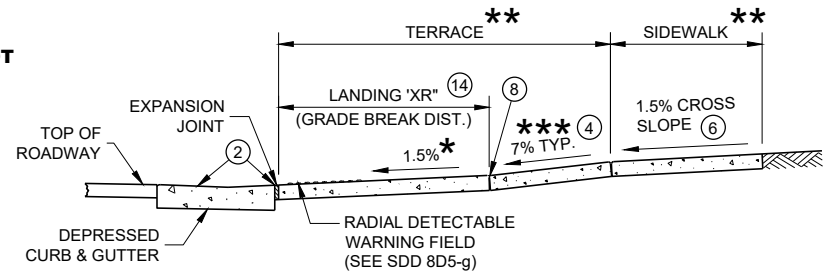
DETAIL B

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



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

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

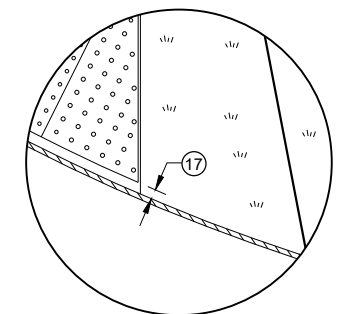


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



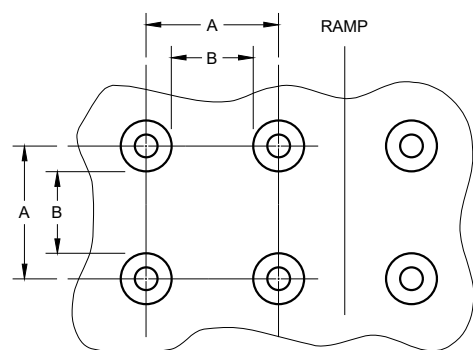
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

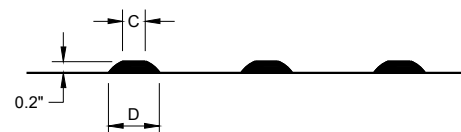
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

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

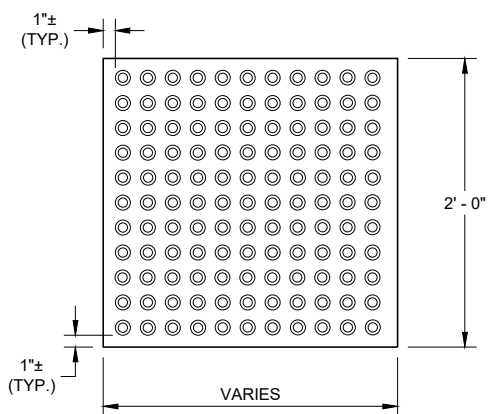


PLAN VIEW

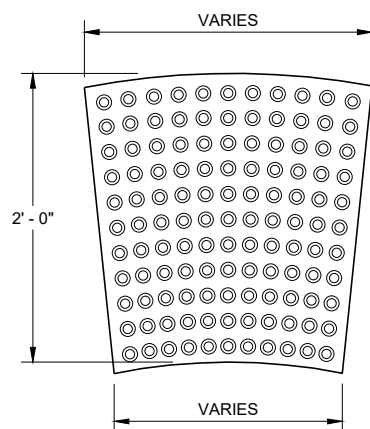


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

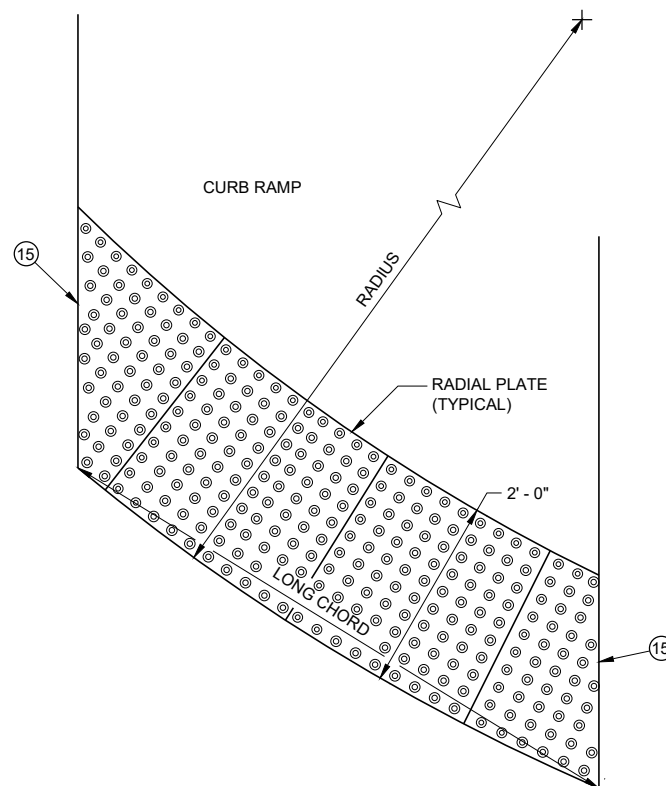


**RECTANGULAR
PLATES**

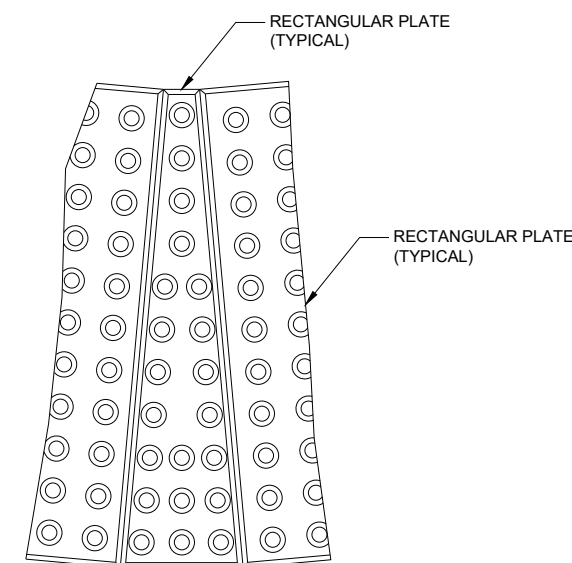


**RADIAL
PLATES**

**PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES**



**PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL**

GENERAL NOTES

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

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

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

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

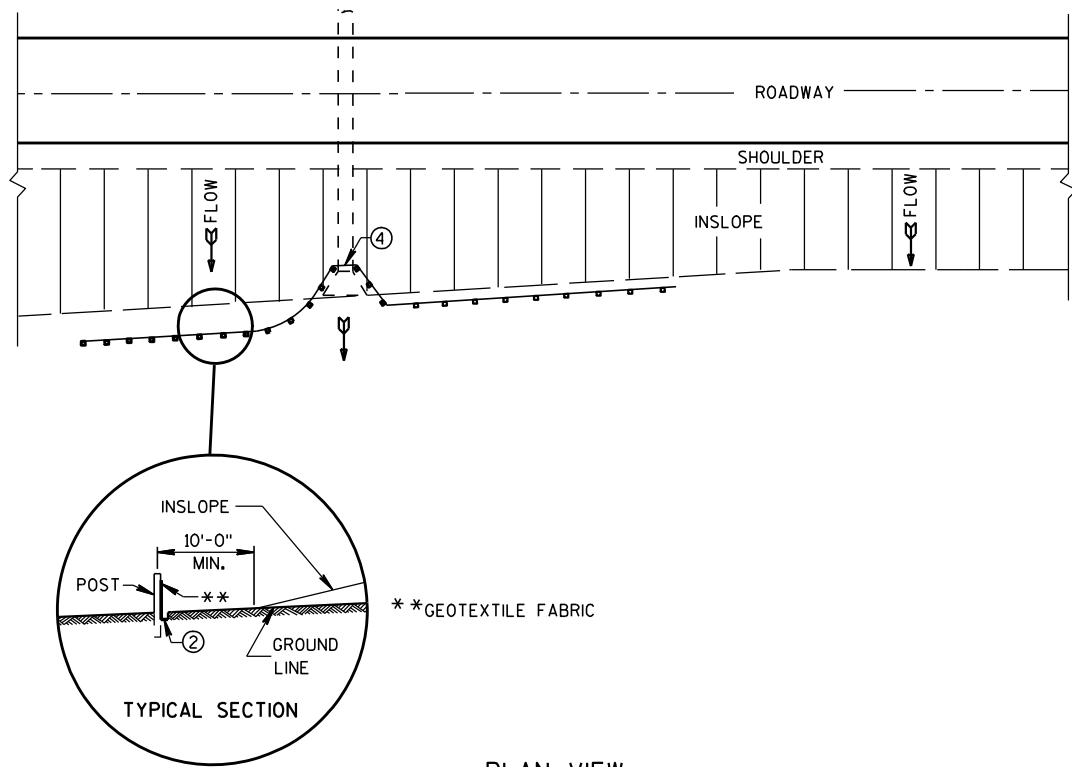
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

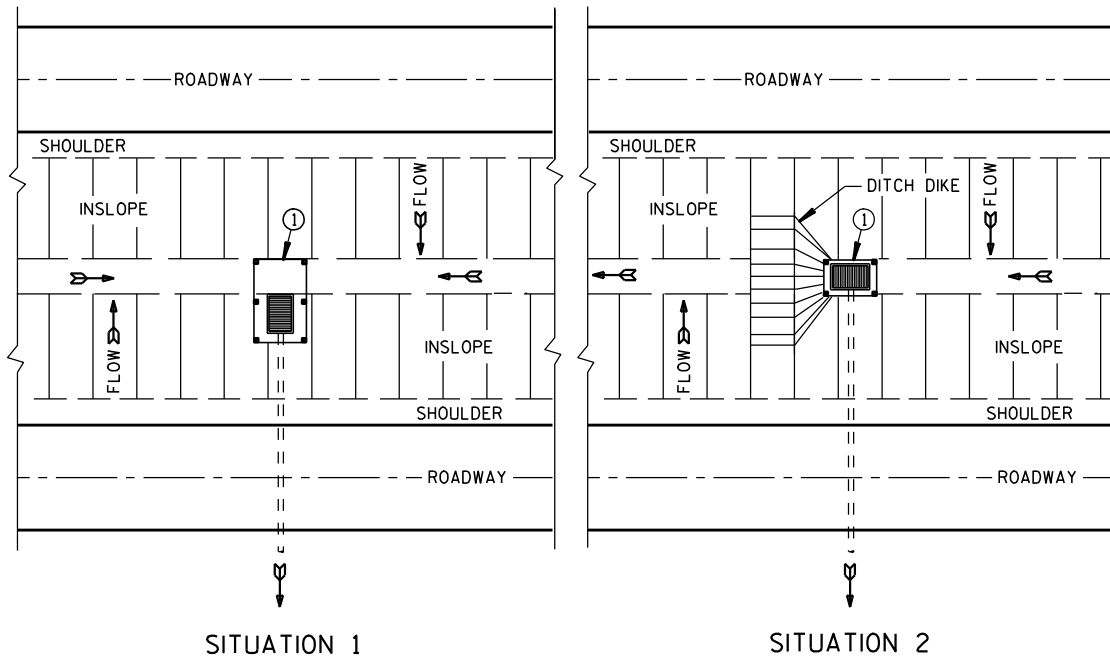
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

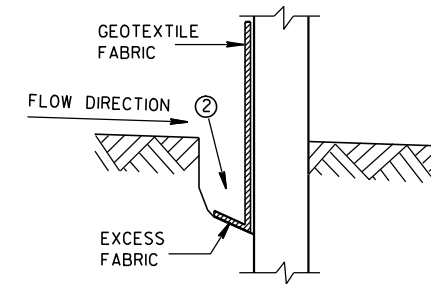


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

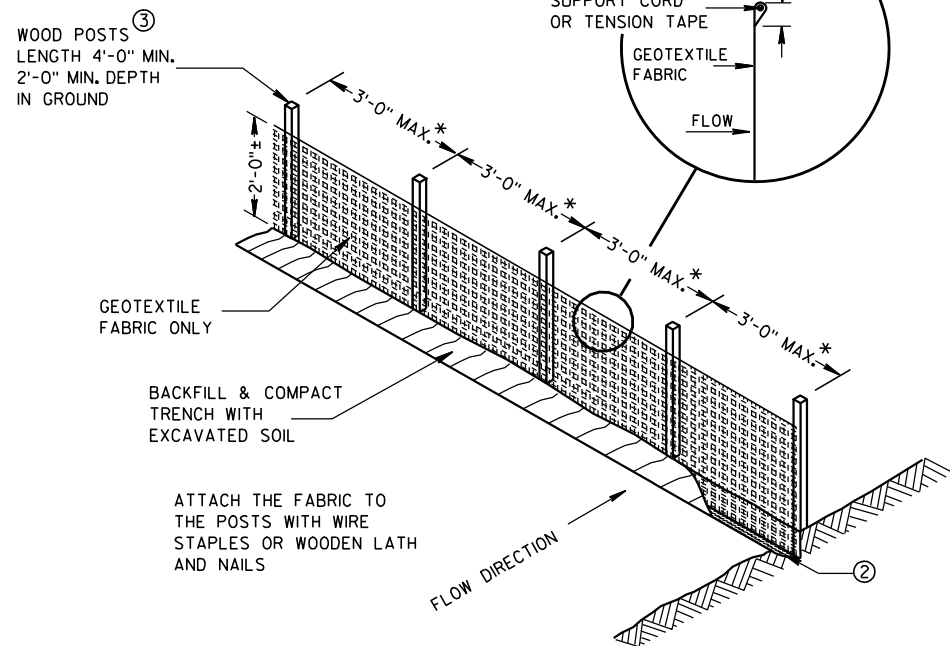
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

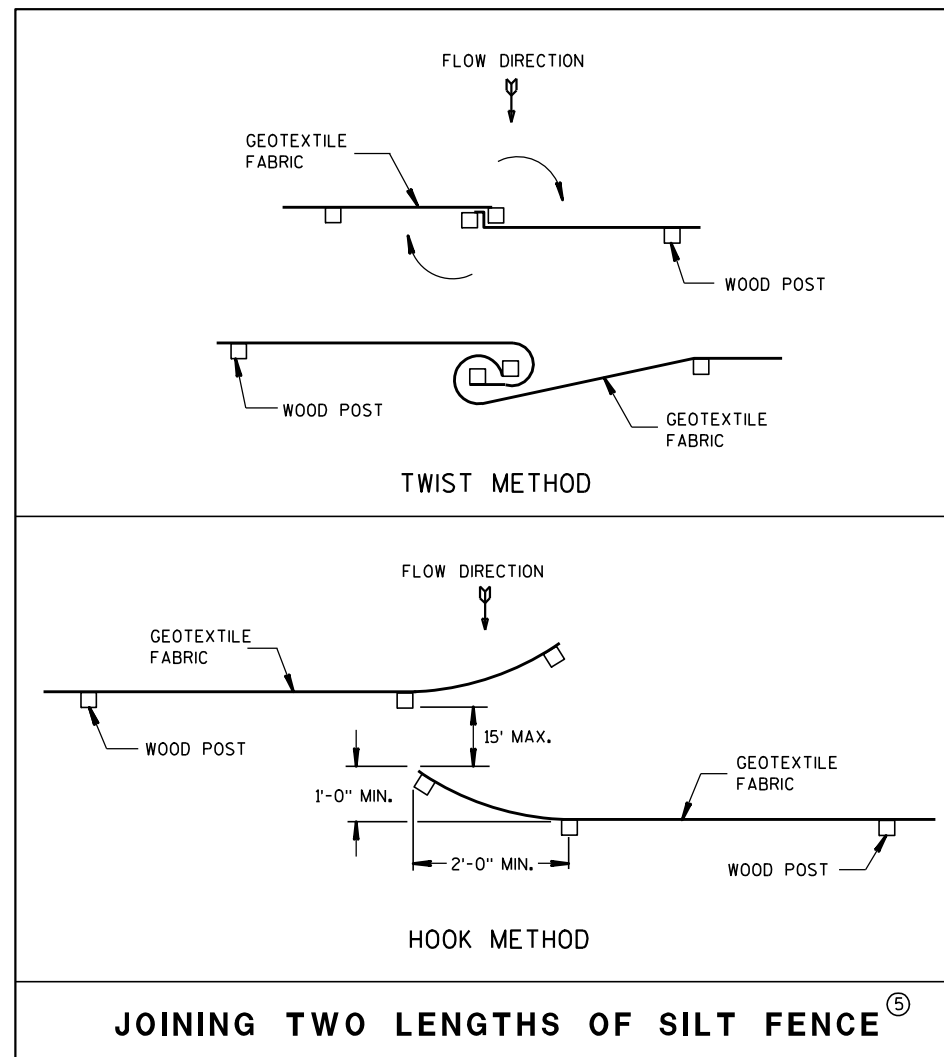


TRENCH DETAIL

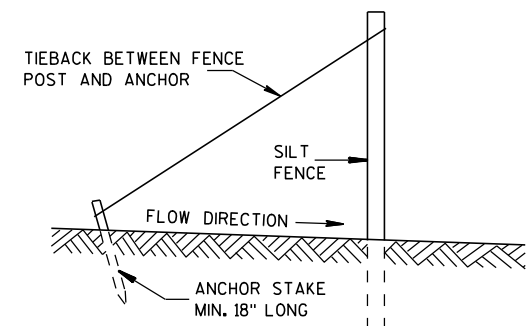
NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤

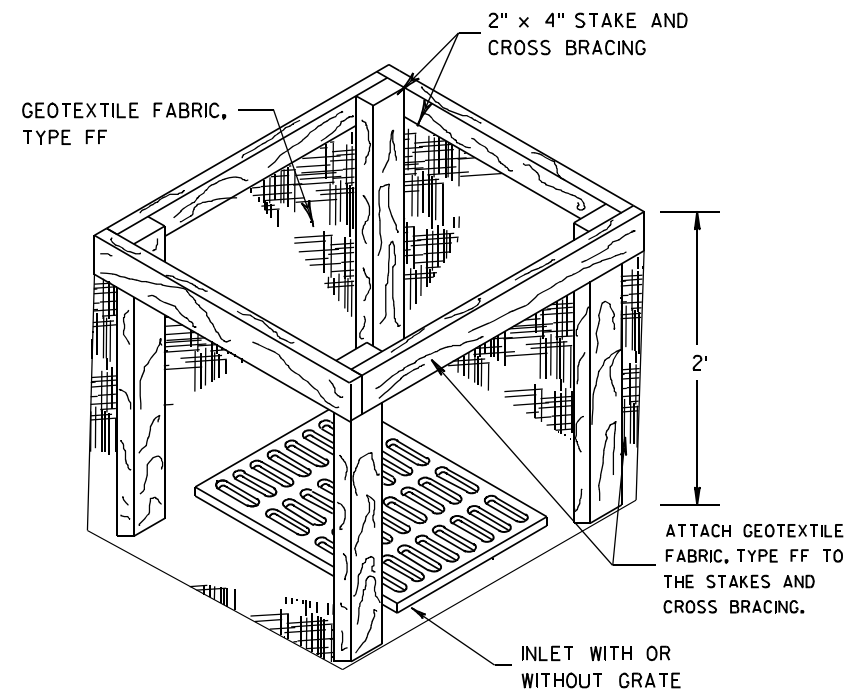
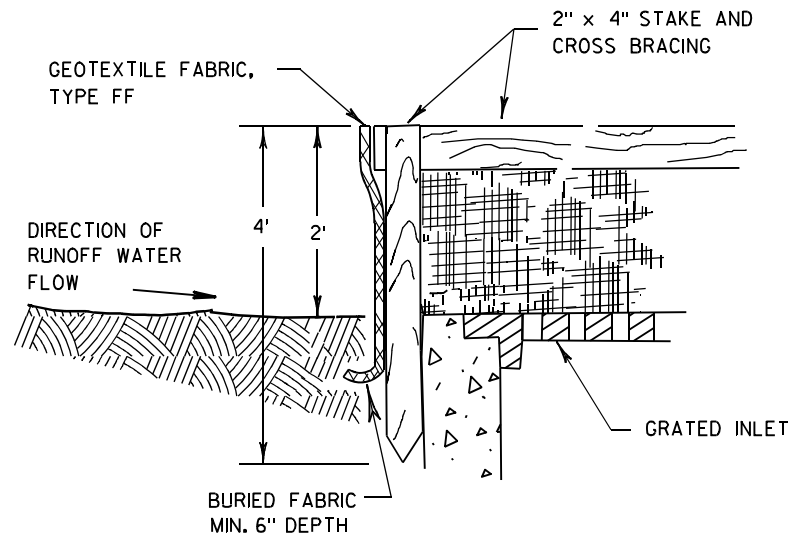


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

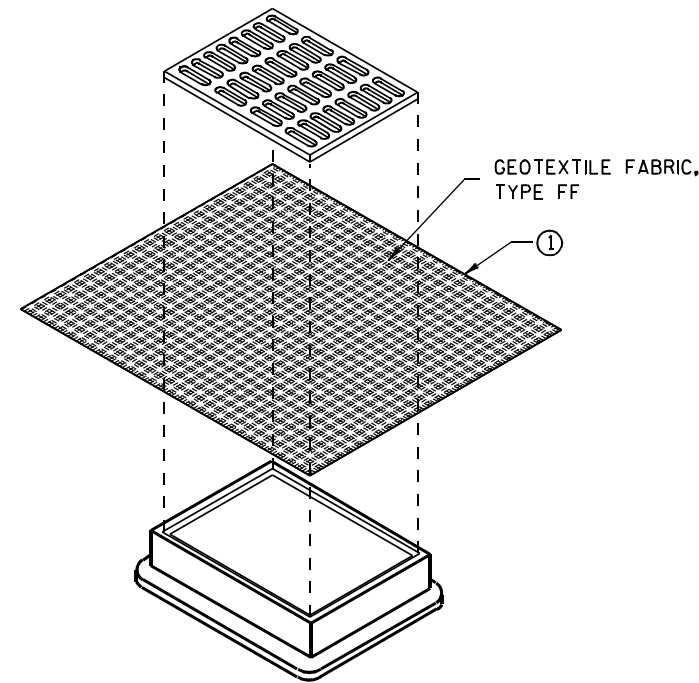
GENERAL NOTES

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

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

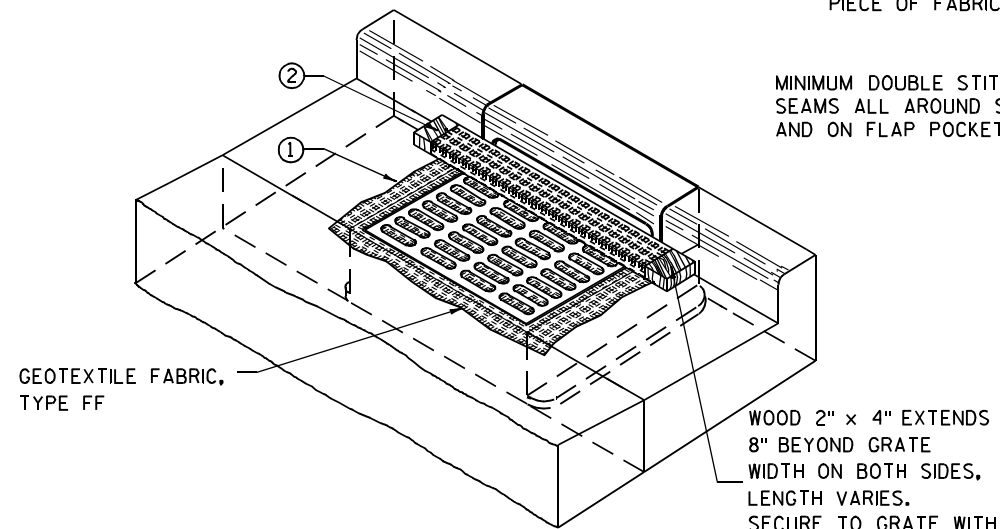
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

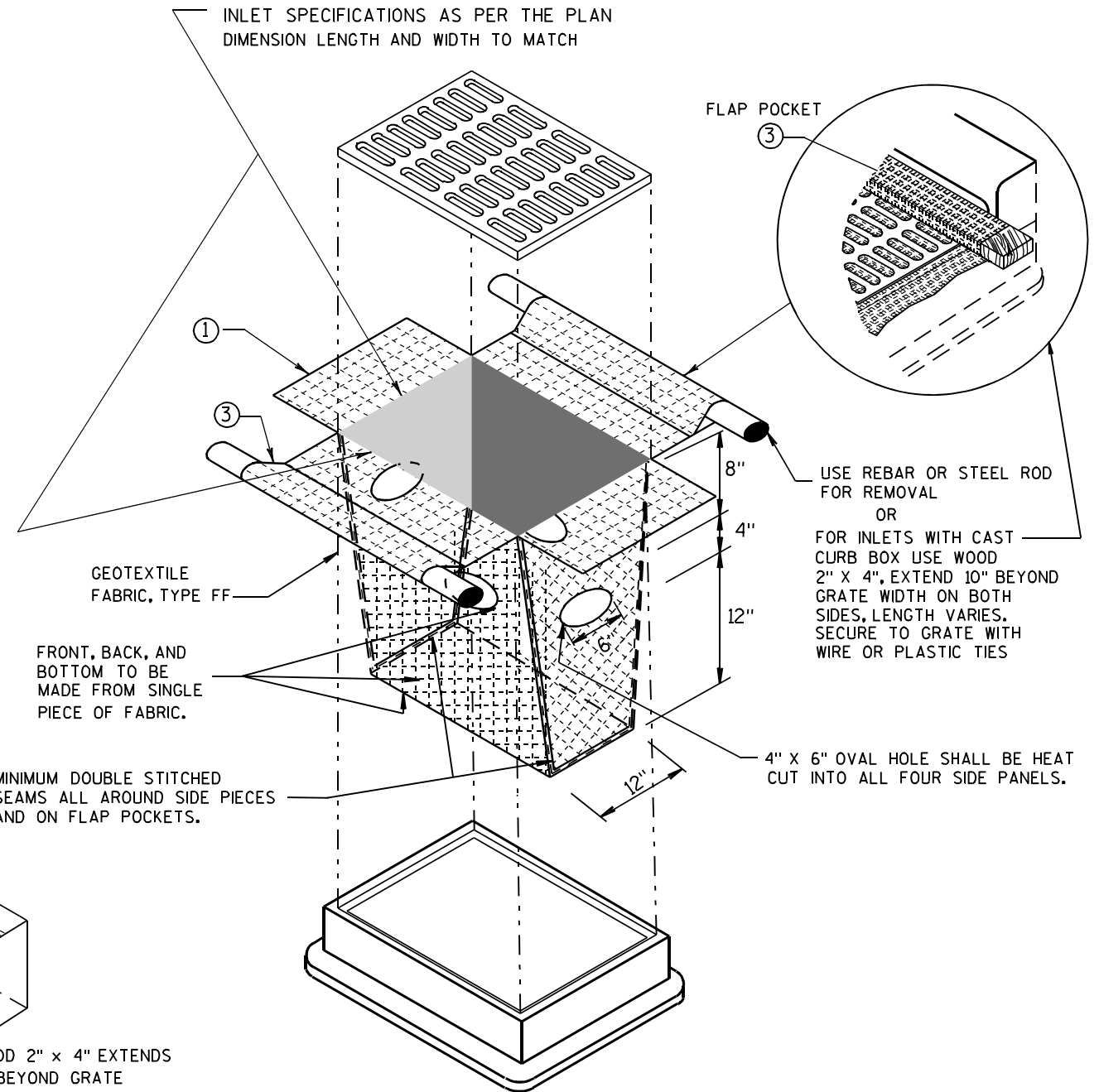
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Conestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

GENERAL NOTES

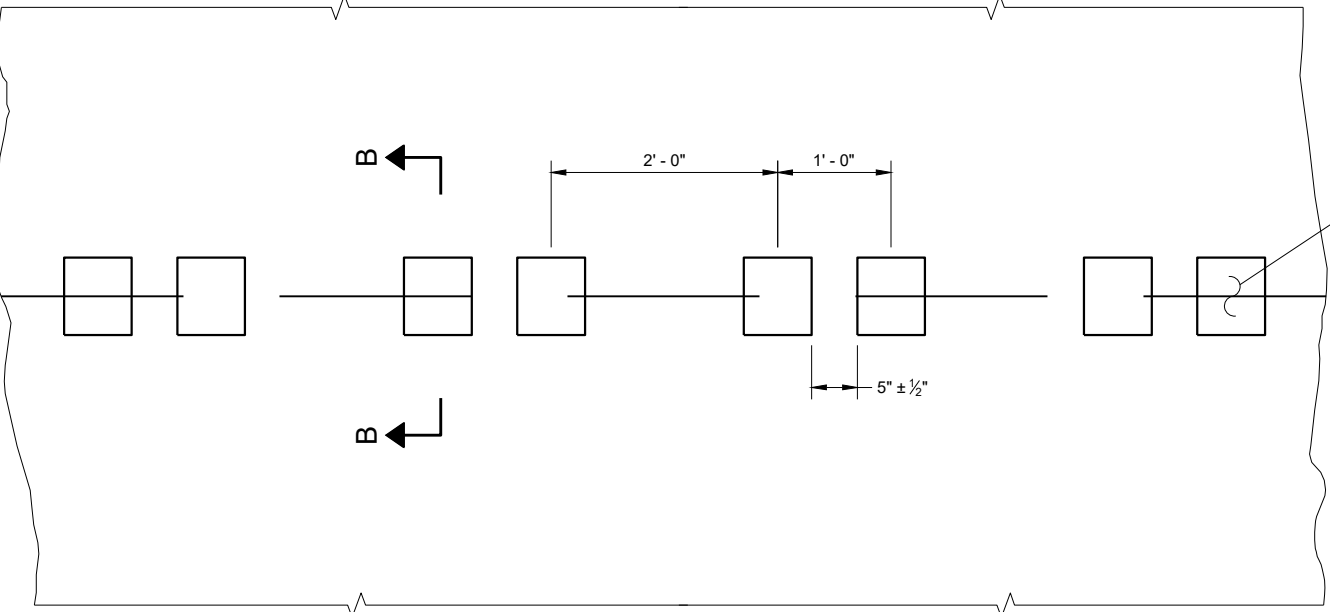
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

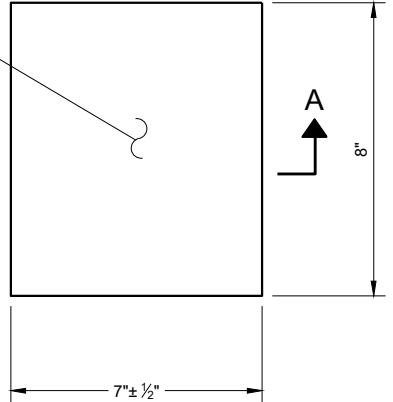
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

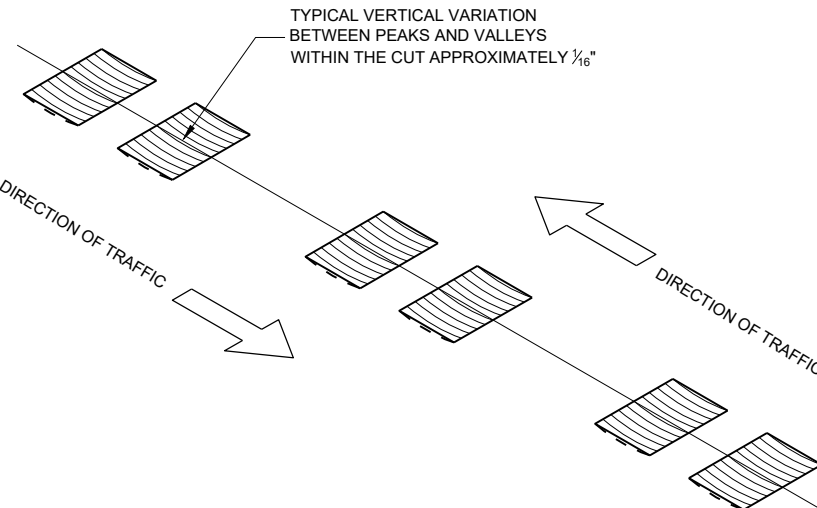
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



**PLAN VIEW
SHOULDER WITH GROOVES**

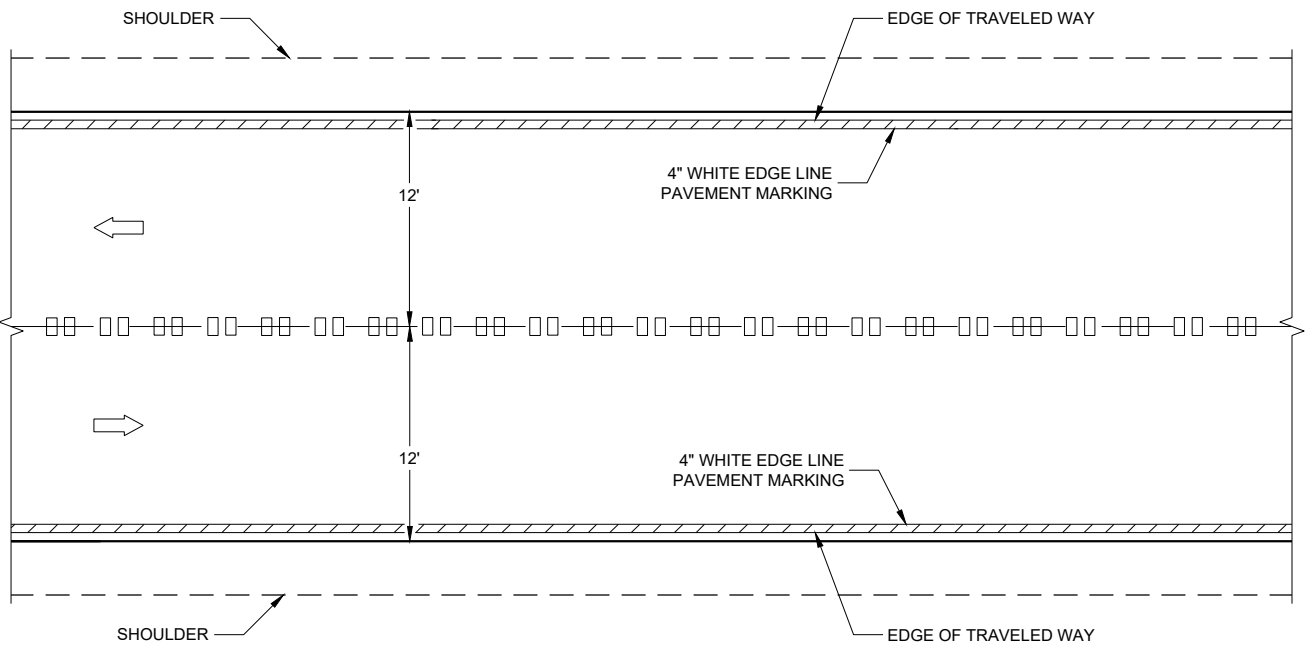


**PLAN VIEW
(SINGLE GROOVE)**

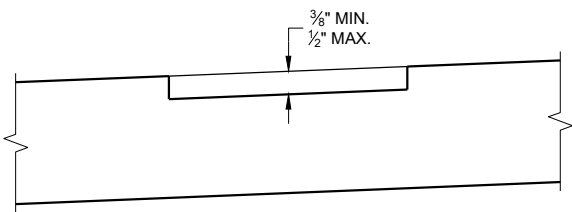


ISOMETRIC

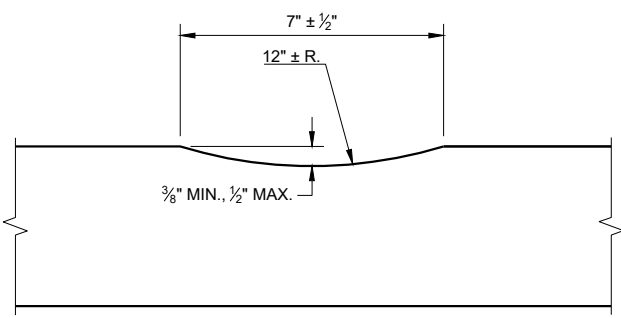
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



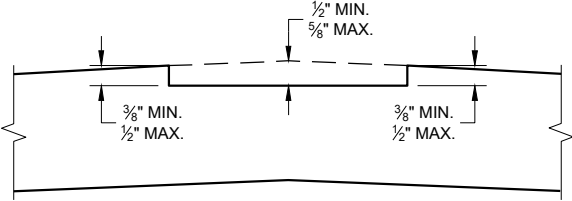
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



**SECTION B - B
SUPERELEVATED ROADWAY**



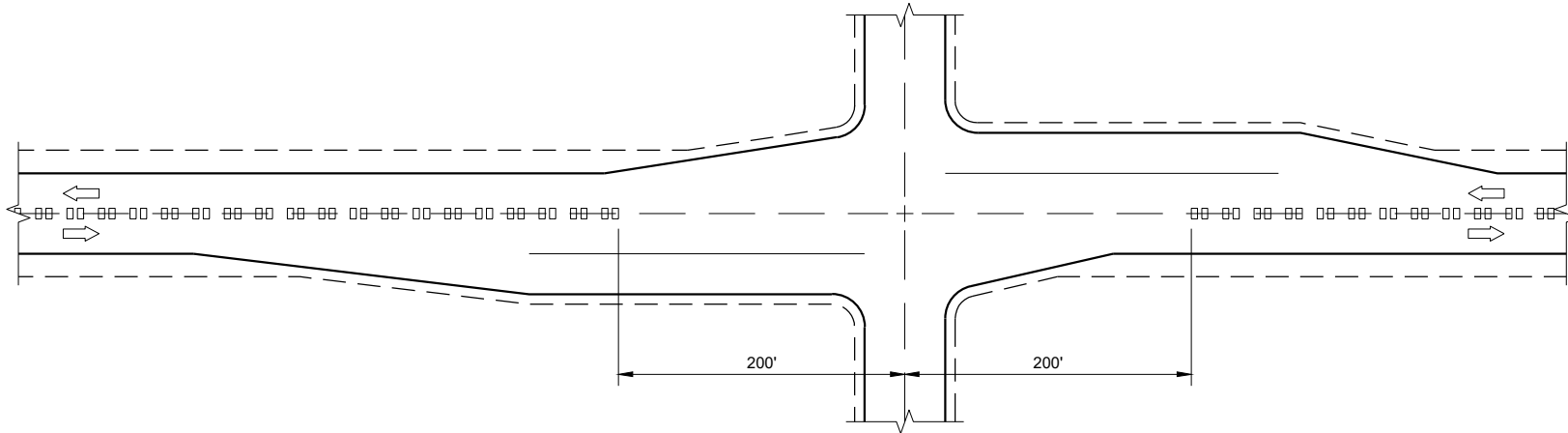
SECTION A - A



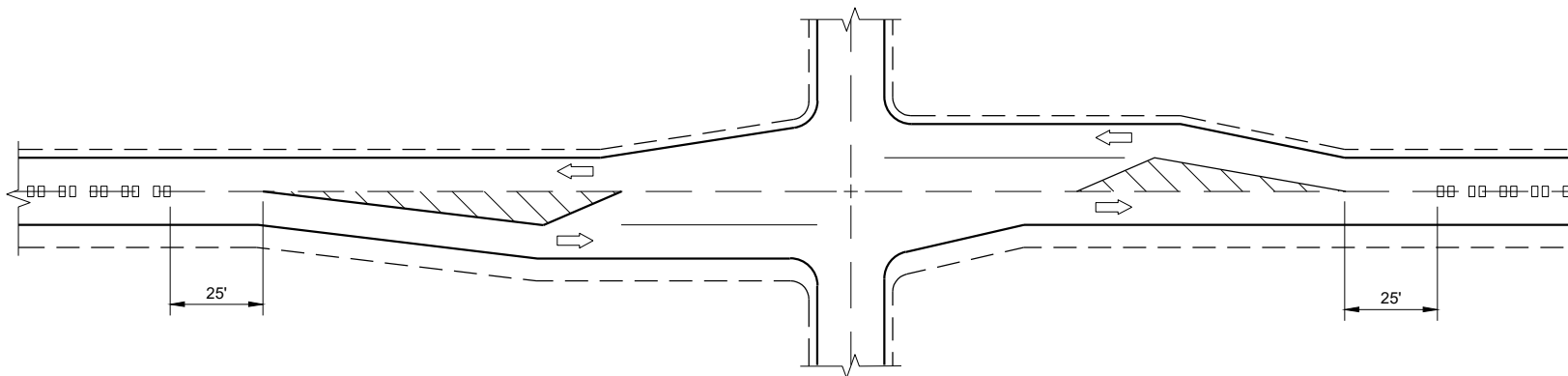
**SECTION B - B
CROWNED ROADWAY**

**2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING**

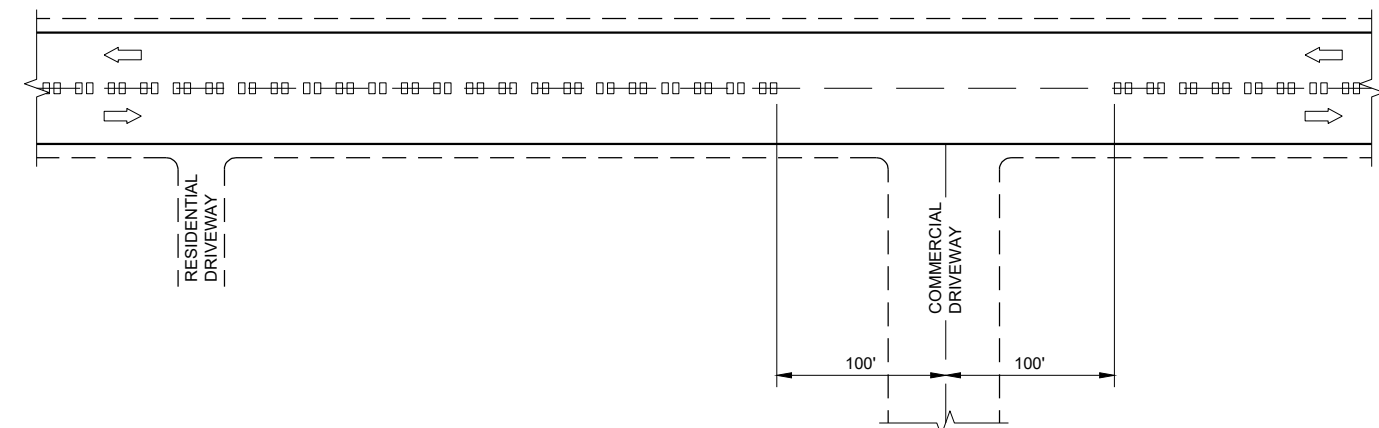
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



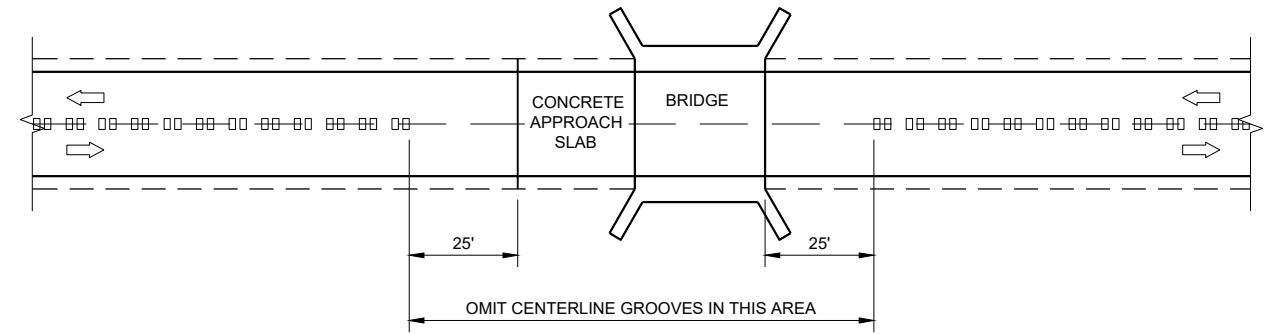
**CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)**



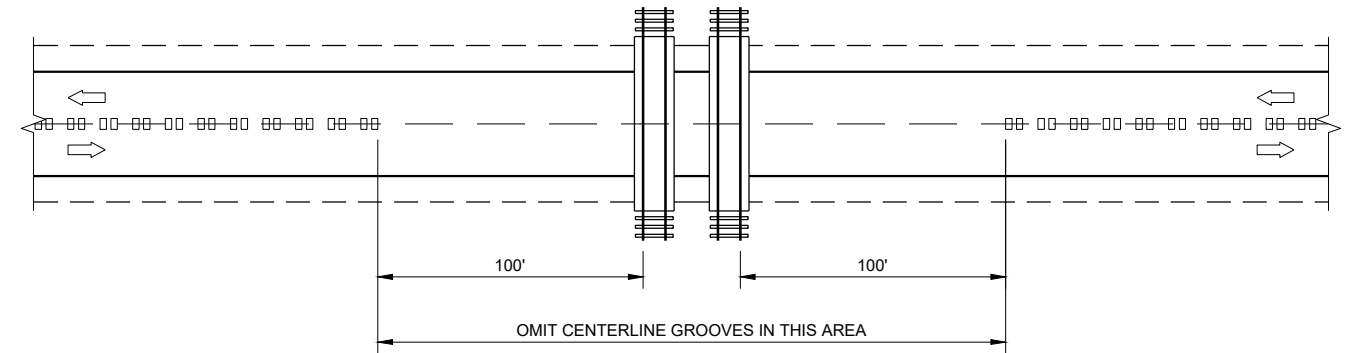
CENTERLINE GROOVES AT DRIVEWAYS ①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

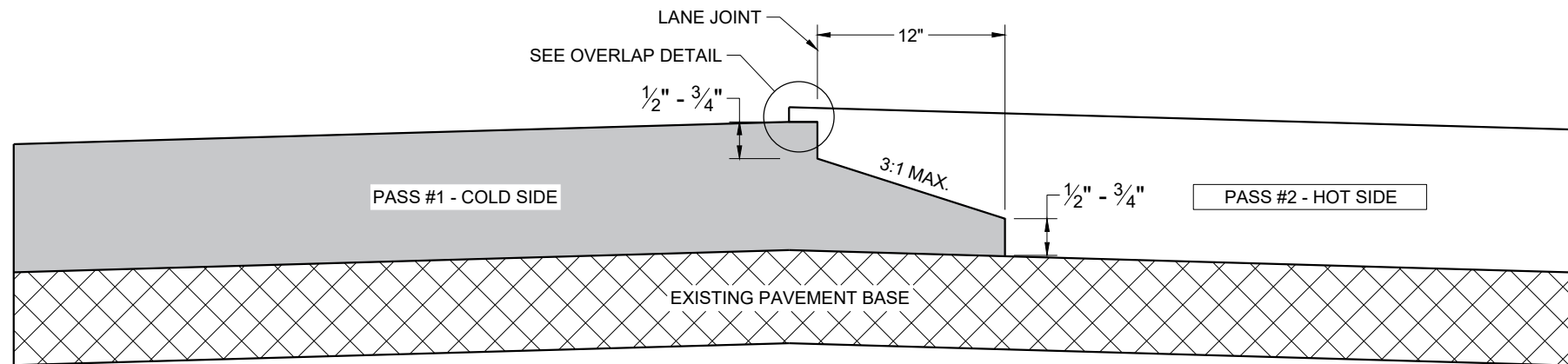
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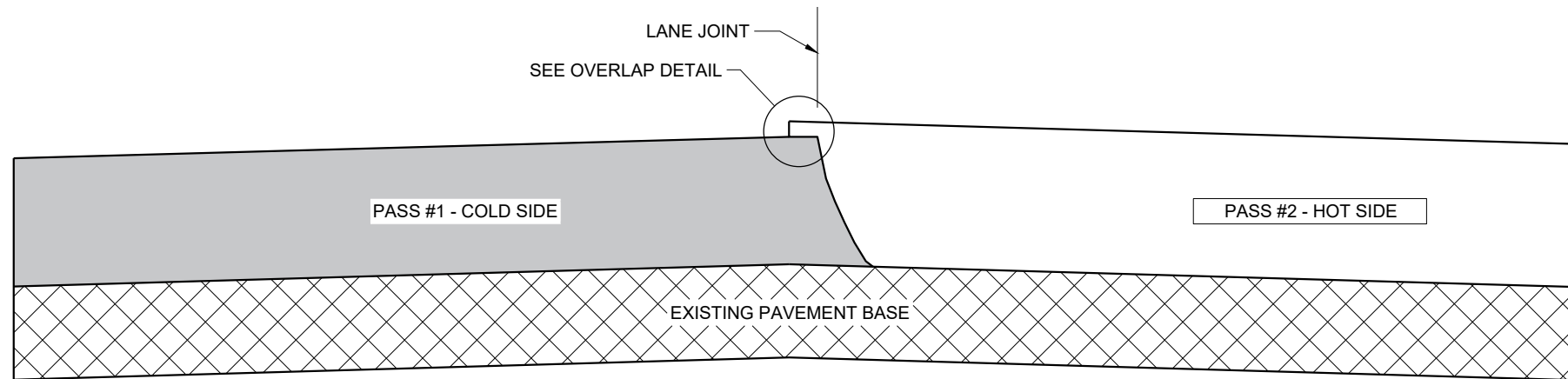
SDD 13A11 - 03b

SDD 13A11 - 03b

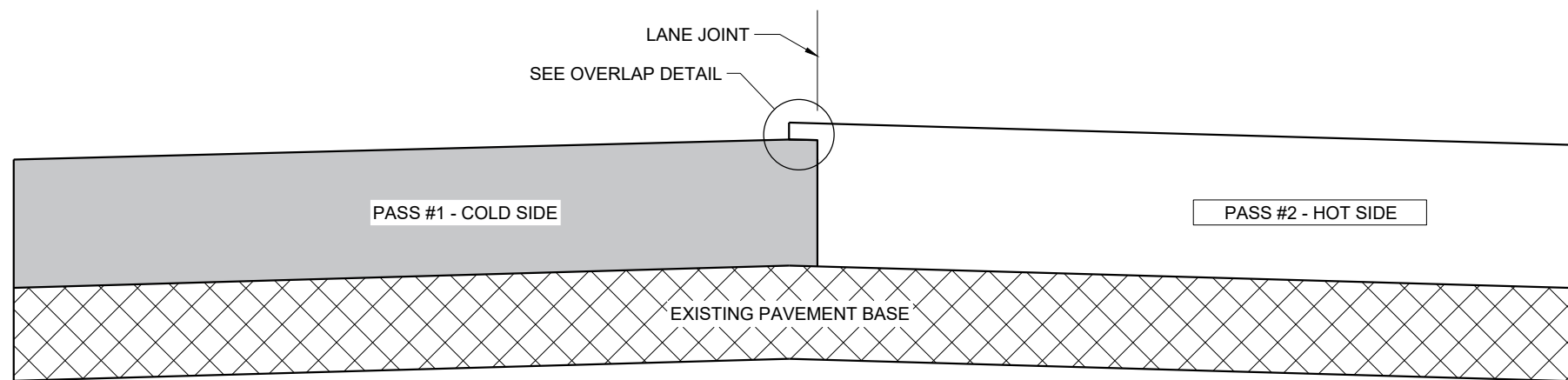
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 7/2018	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



TYPICAL PAVEMENT CROSS SECTION OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION OF VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

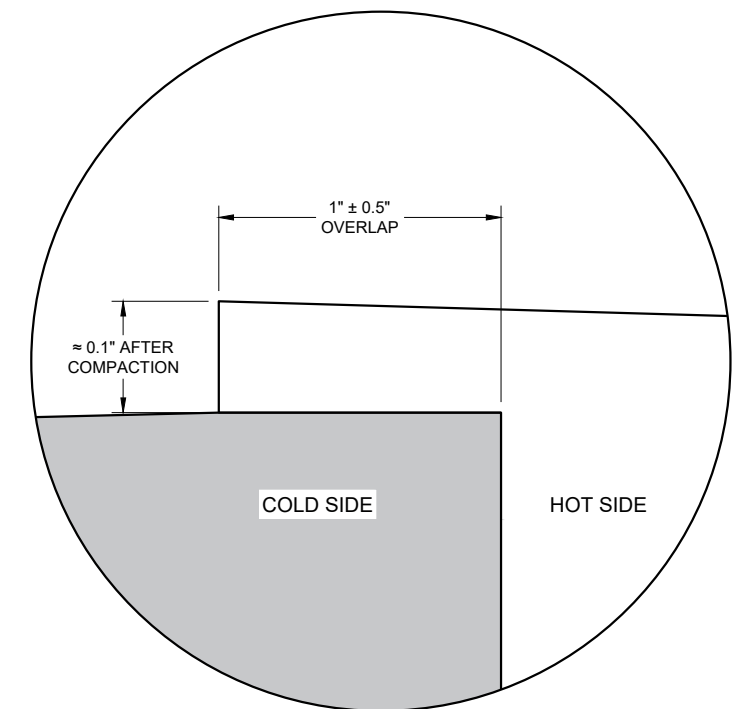
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

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

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

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



OVERLAP DETAIL (TYPICAL)

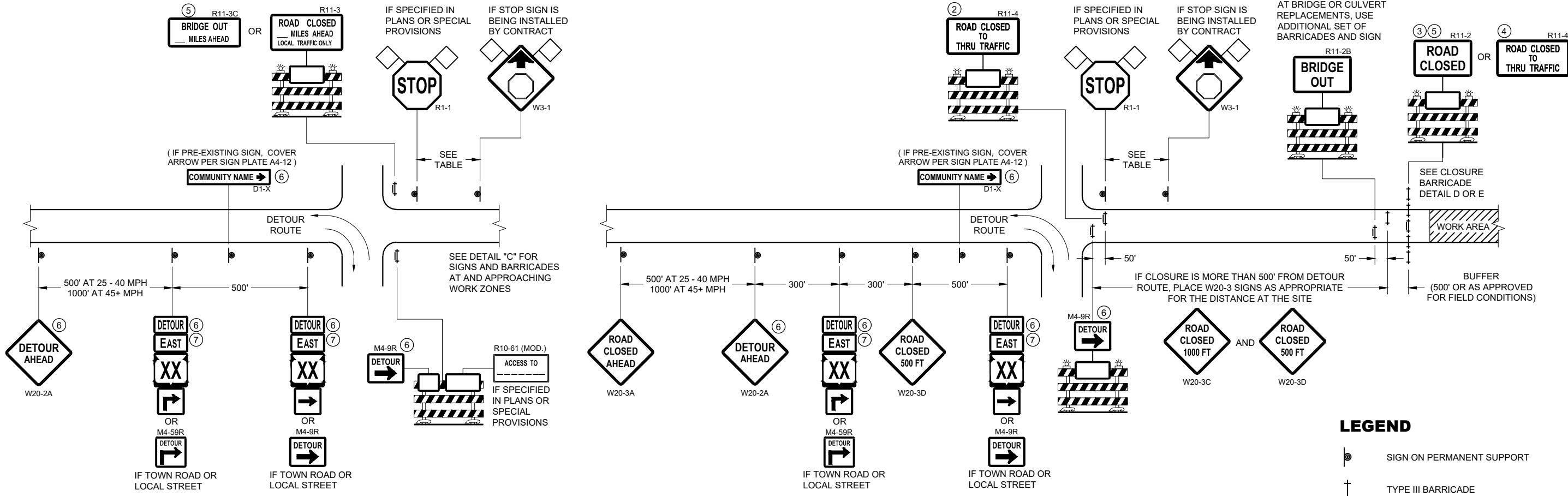
6

6

SDD 13C19 - 02

SDD 13C19 - 02

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
<small>FHWA</small>	



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

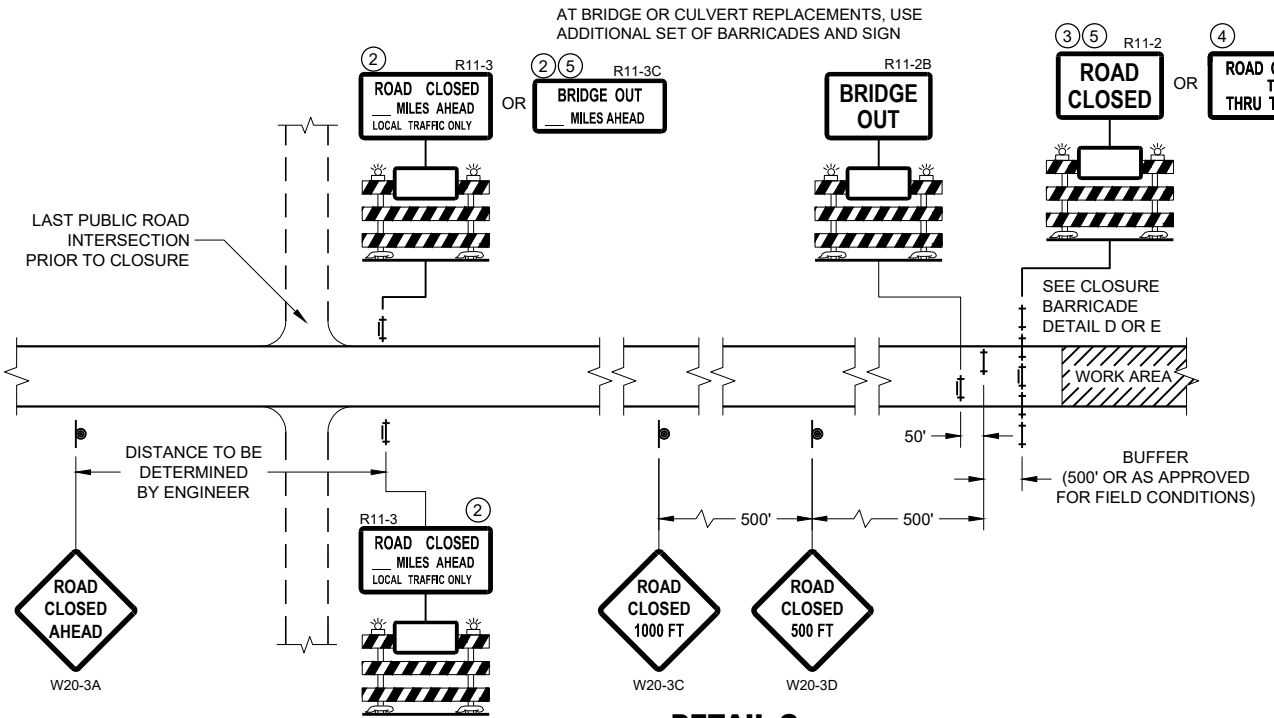
**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- LEGEND**
- SIGN ON PERMANENT SUPPORT
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TYPE "A" WARNING LIGHT (FLASHING)
 - WORK AREA
 - FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



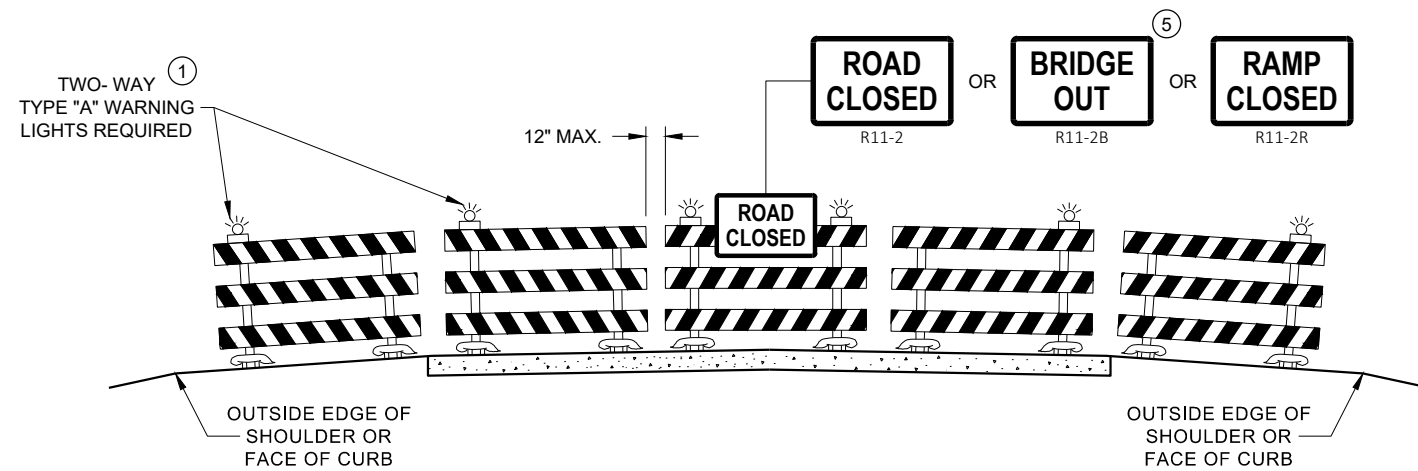
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

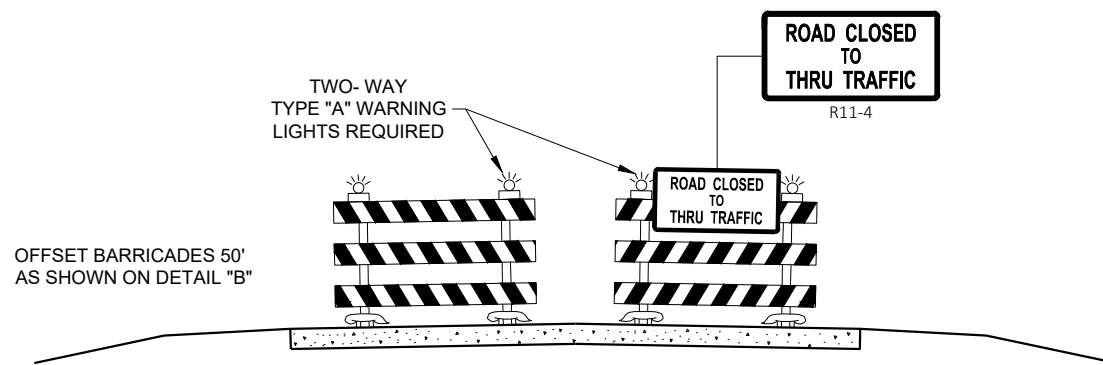
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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




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

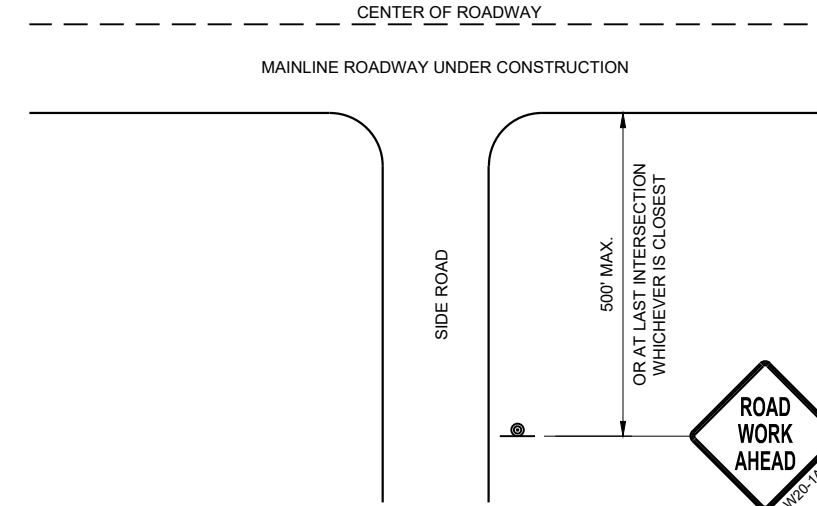
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

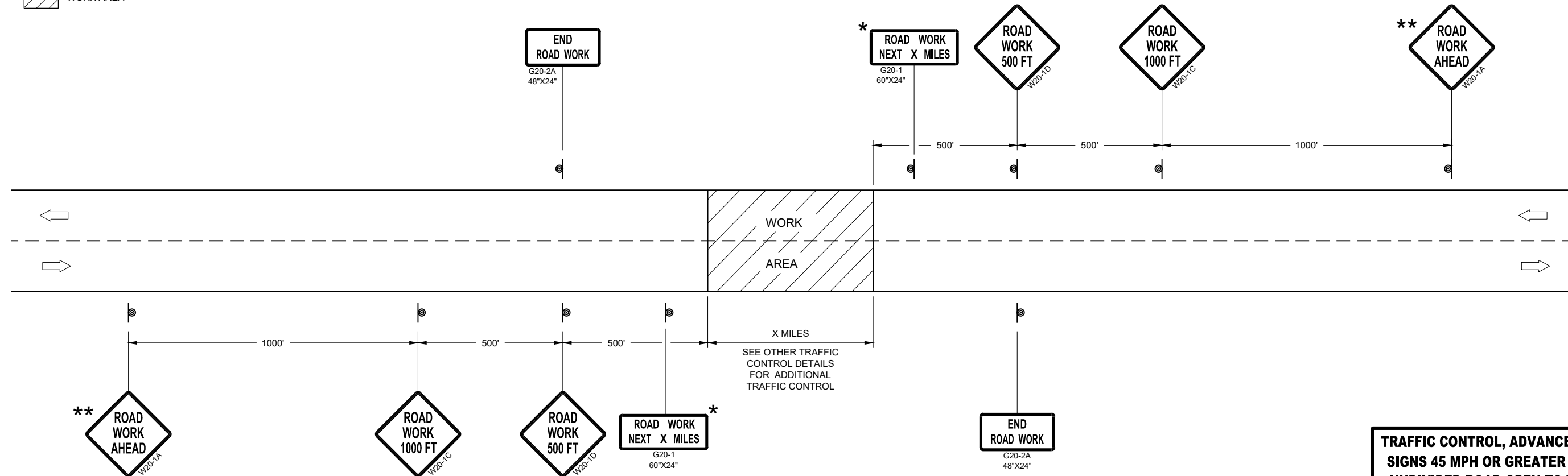
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

**TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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




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

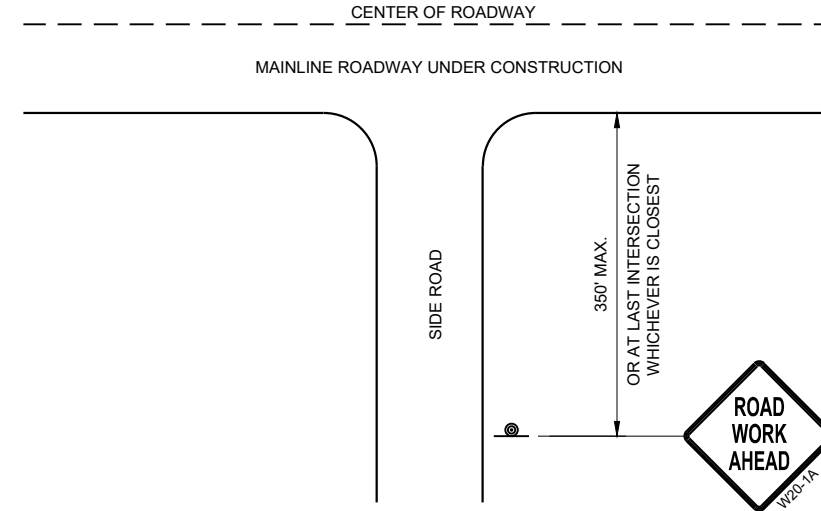
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

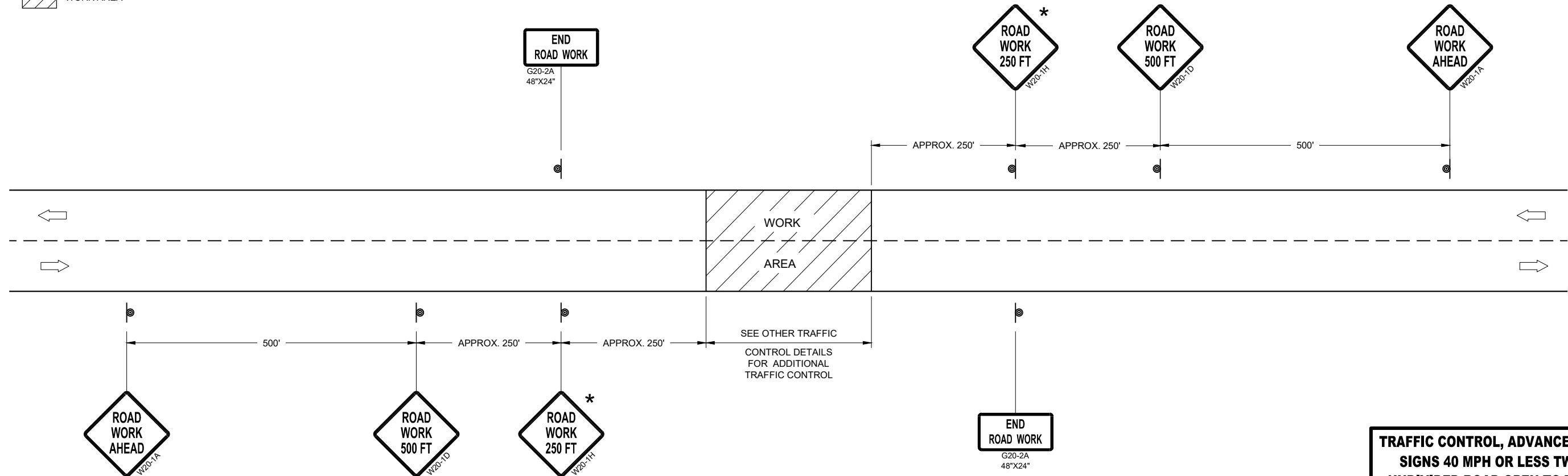
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



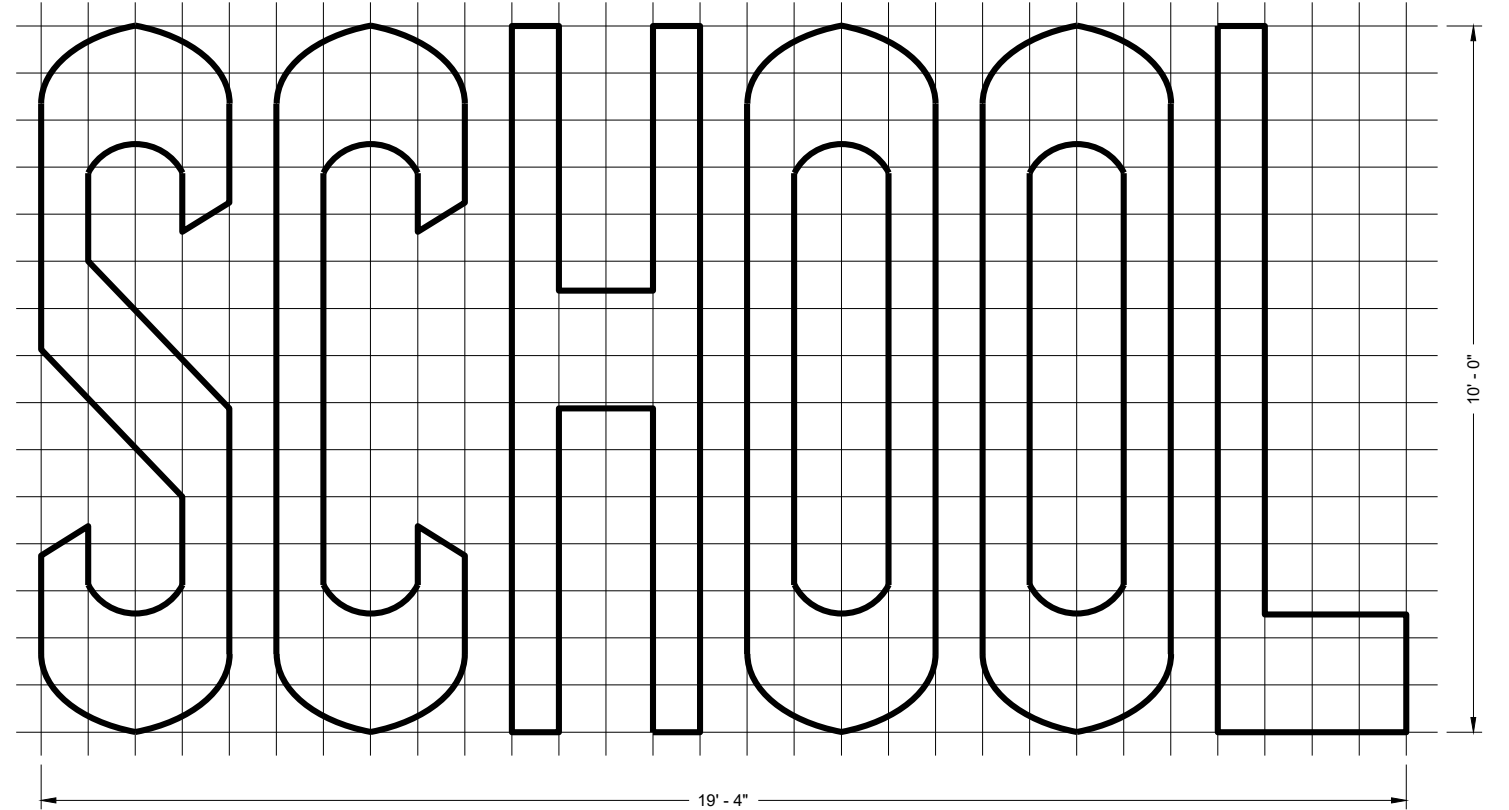
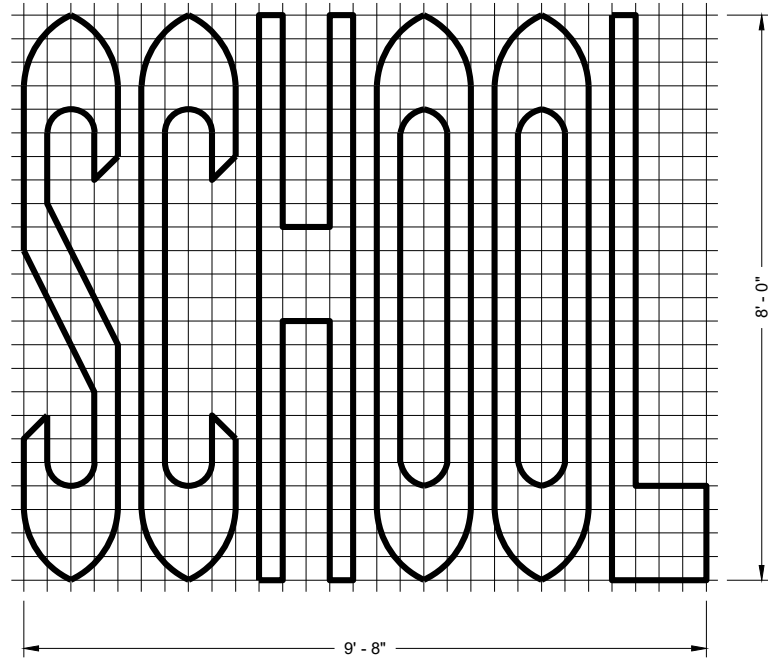
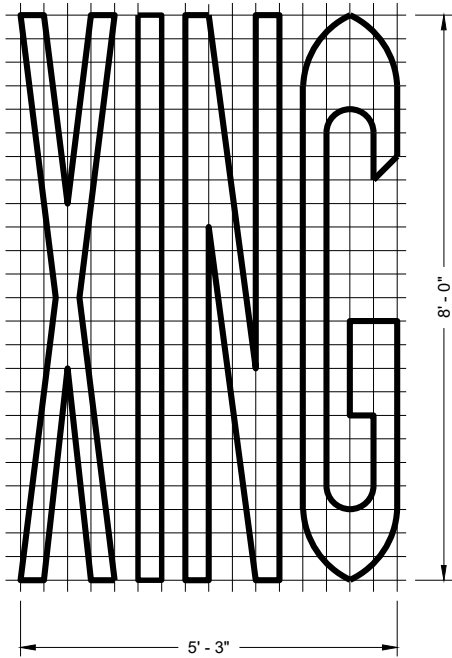
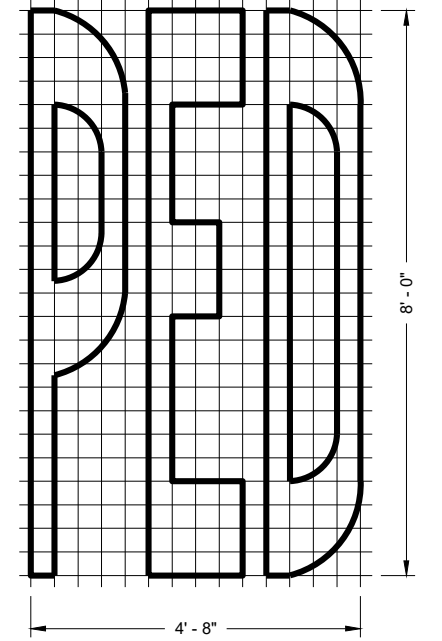
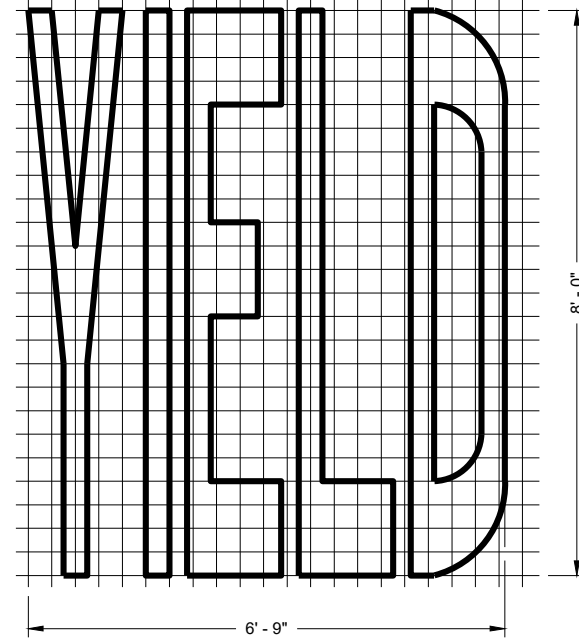
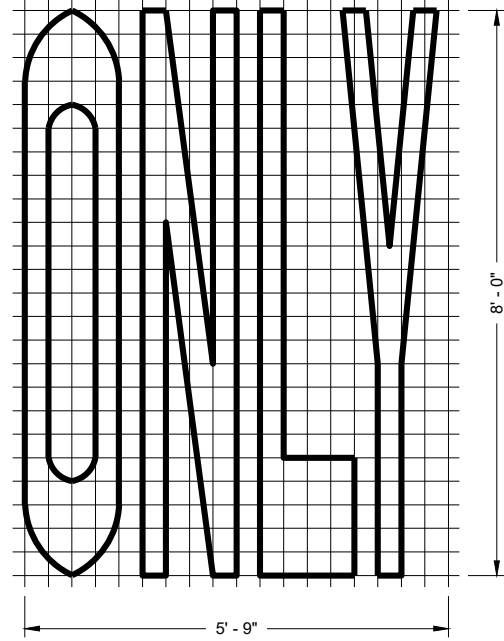
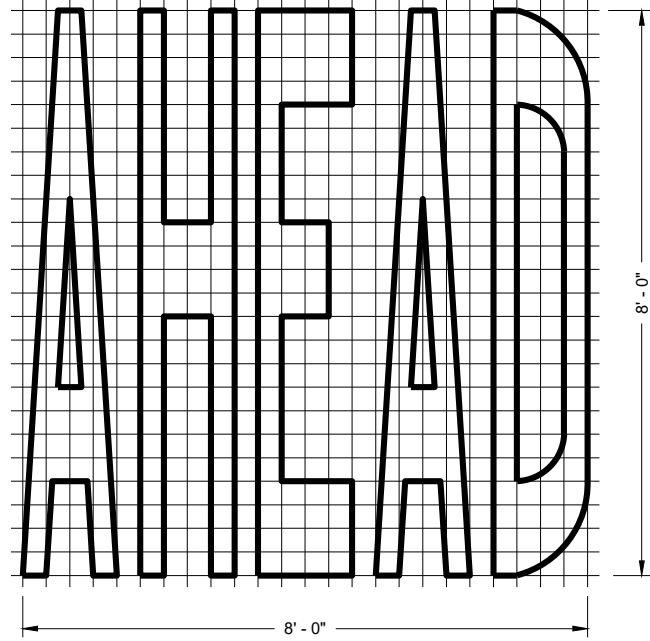
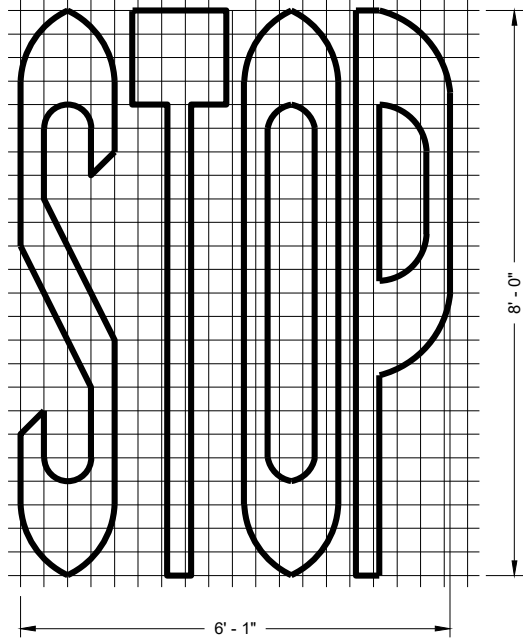
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

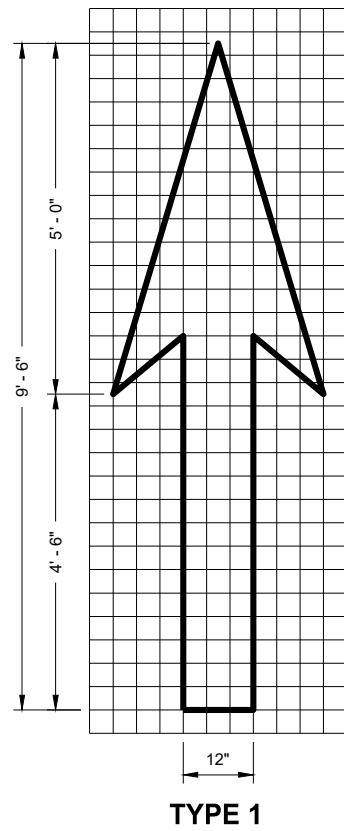
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

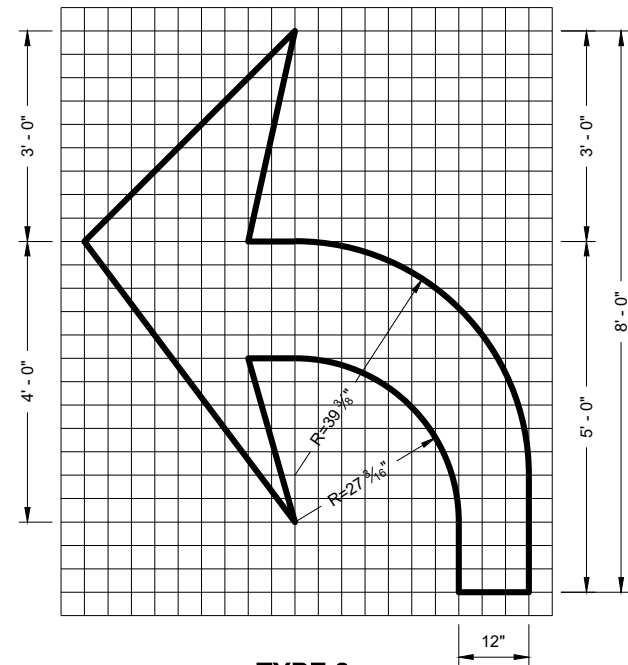
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

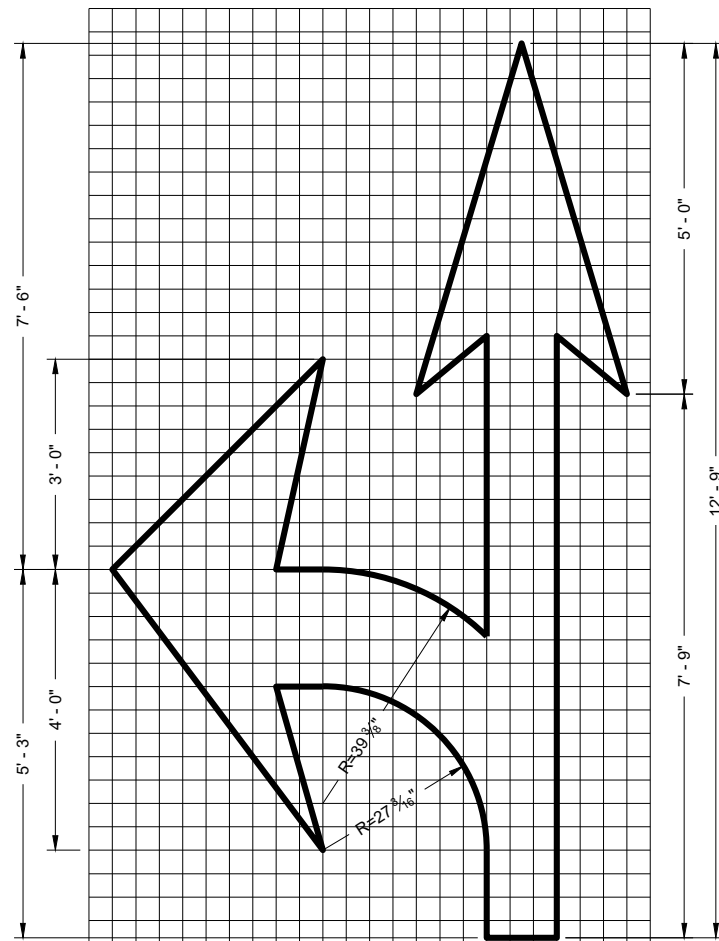
FHWA



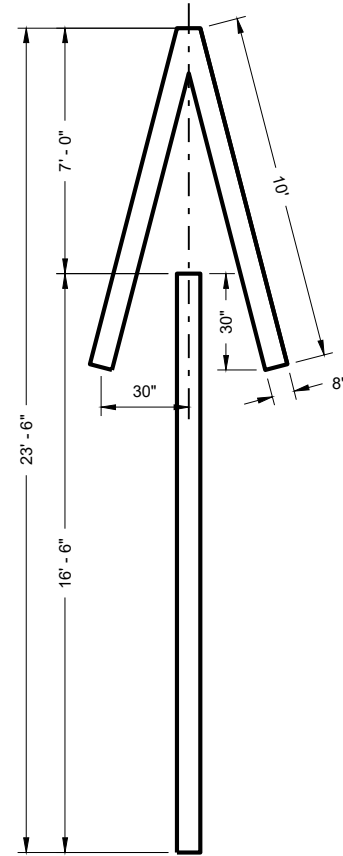
TYPE 1



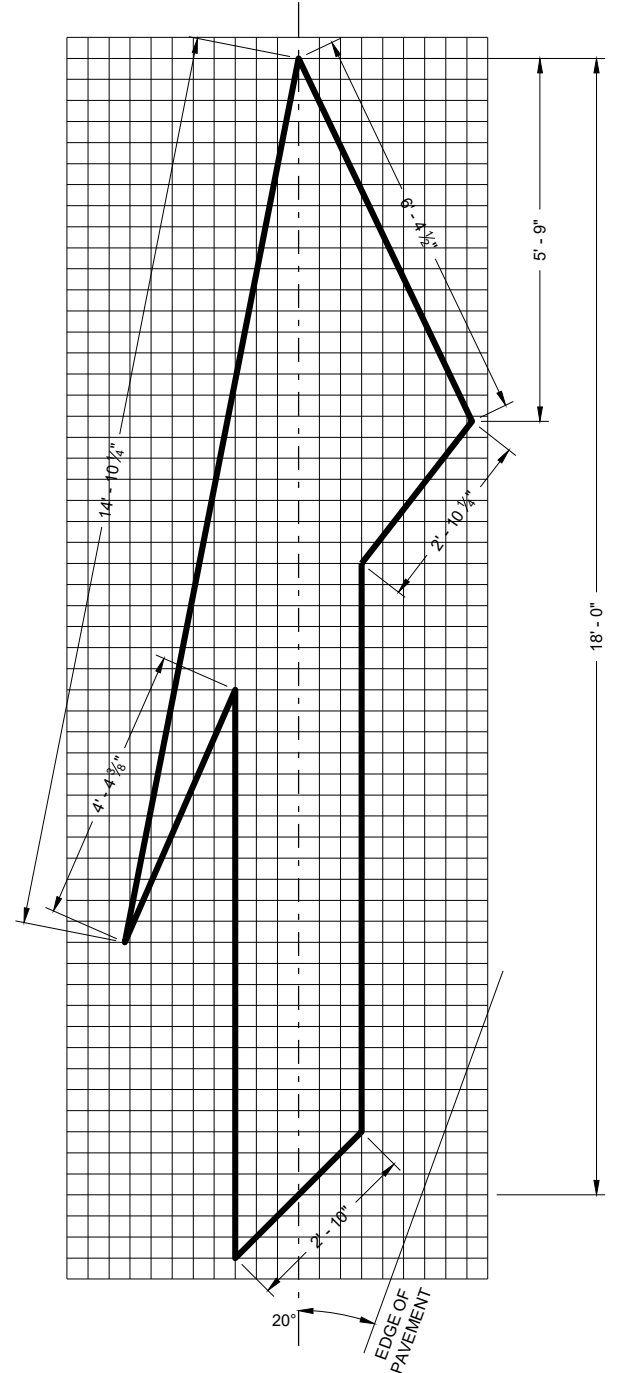
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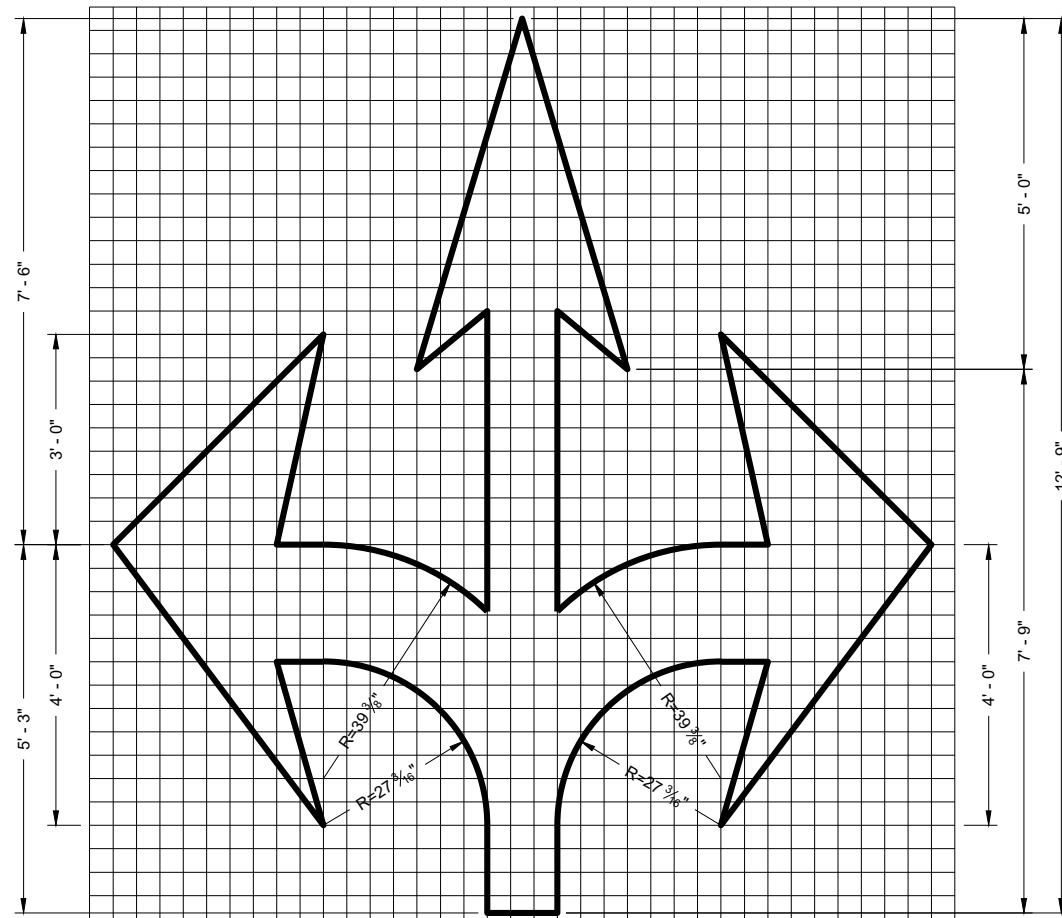
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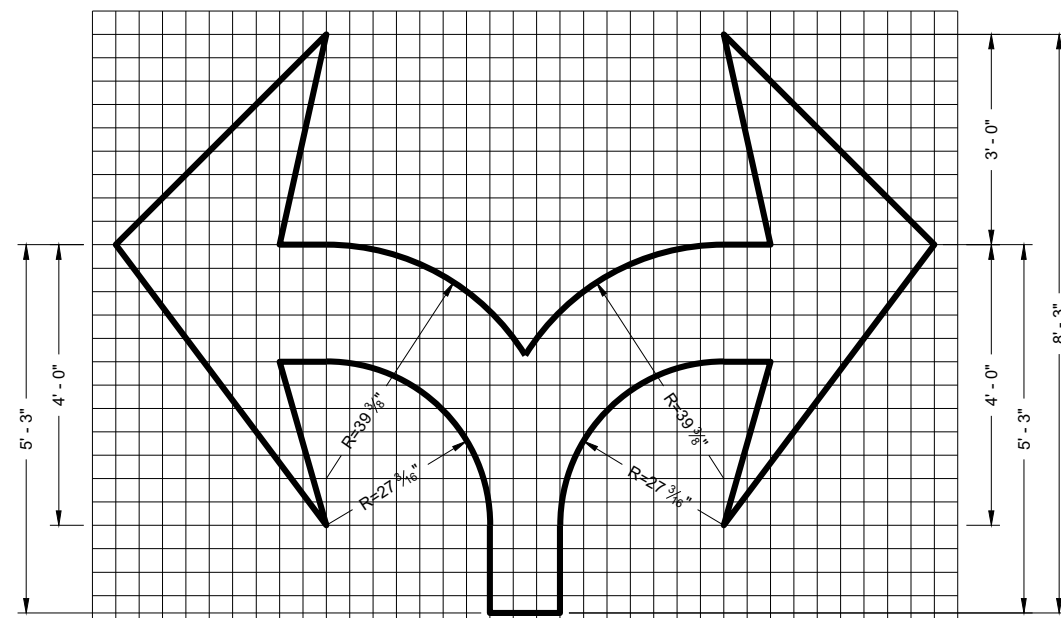
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

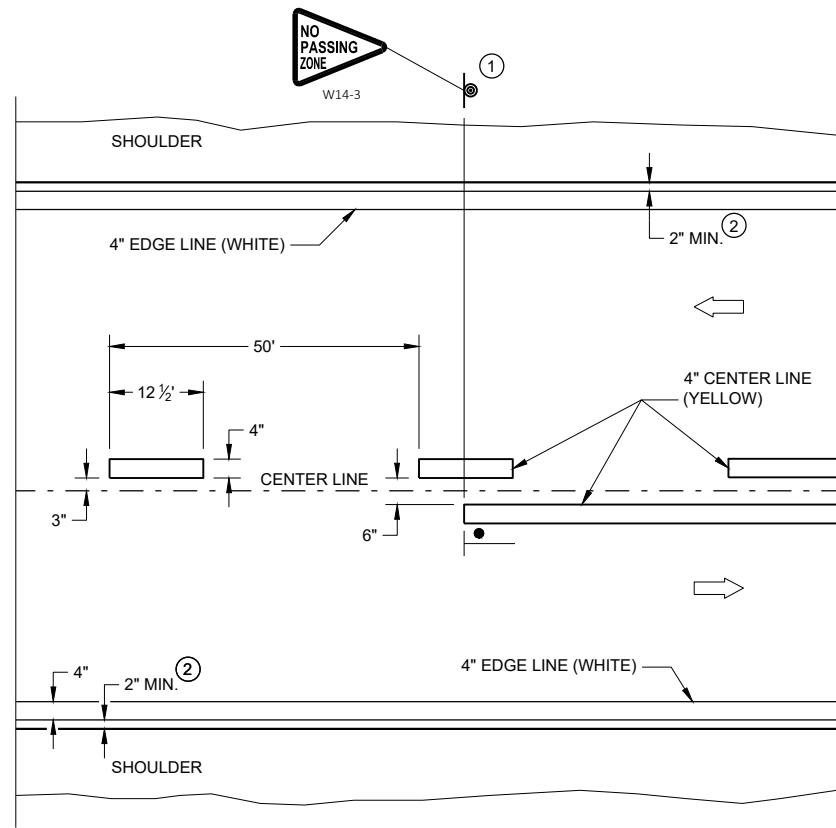
APPROVED

November 2019

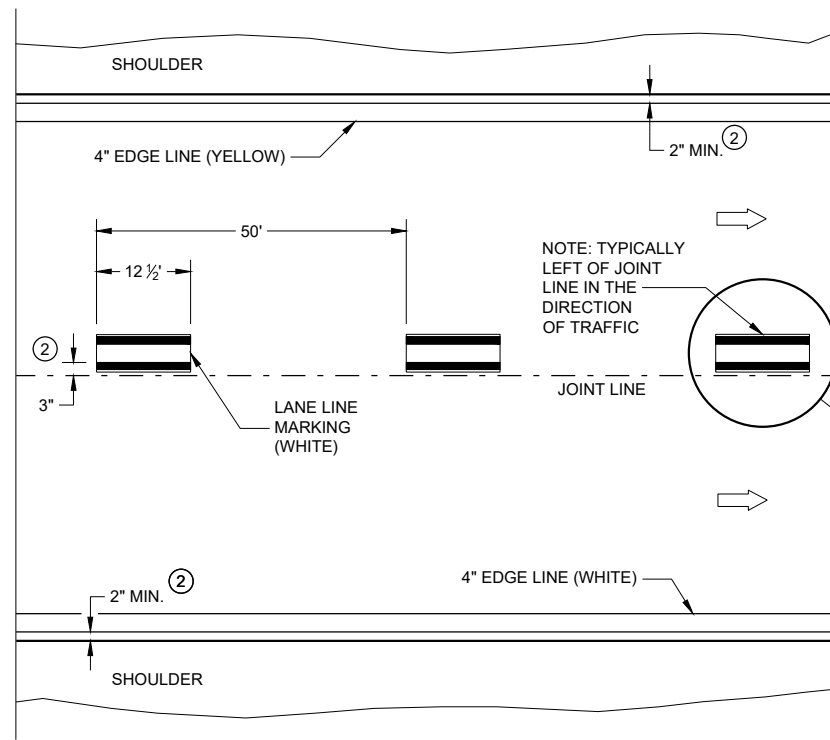
DATE

FHWA

/s/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

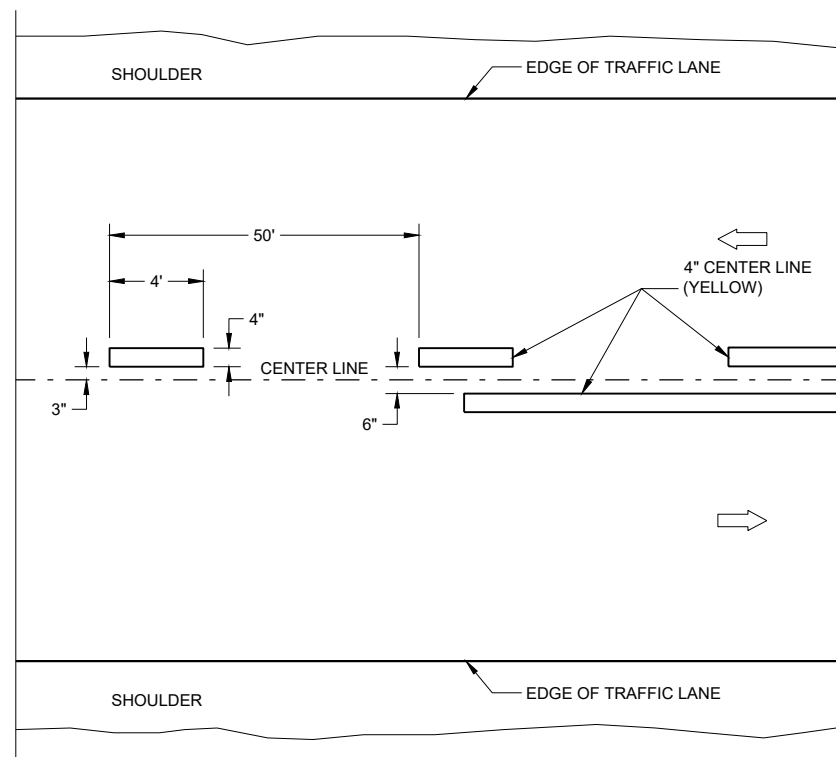


TWO WAY TRAFFIC

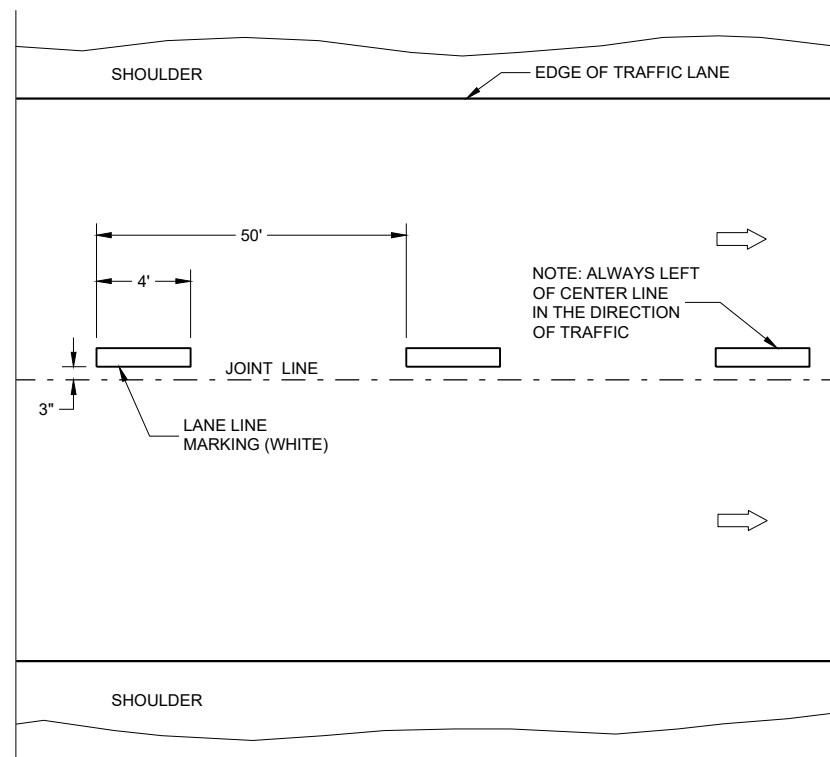


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

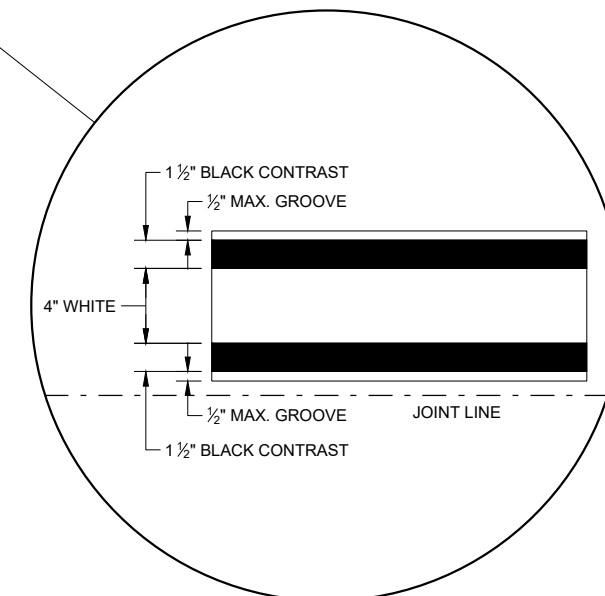
GENERAL NOTES

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

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

LEGEND

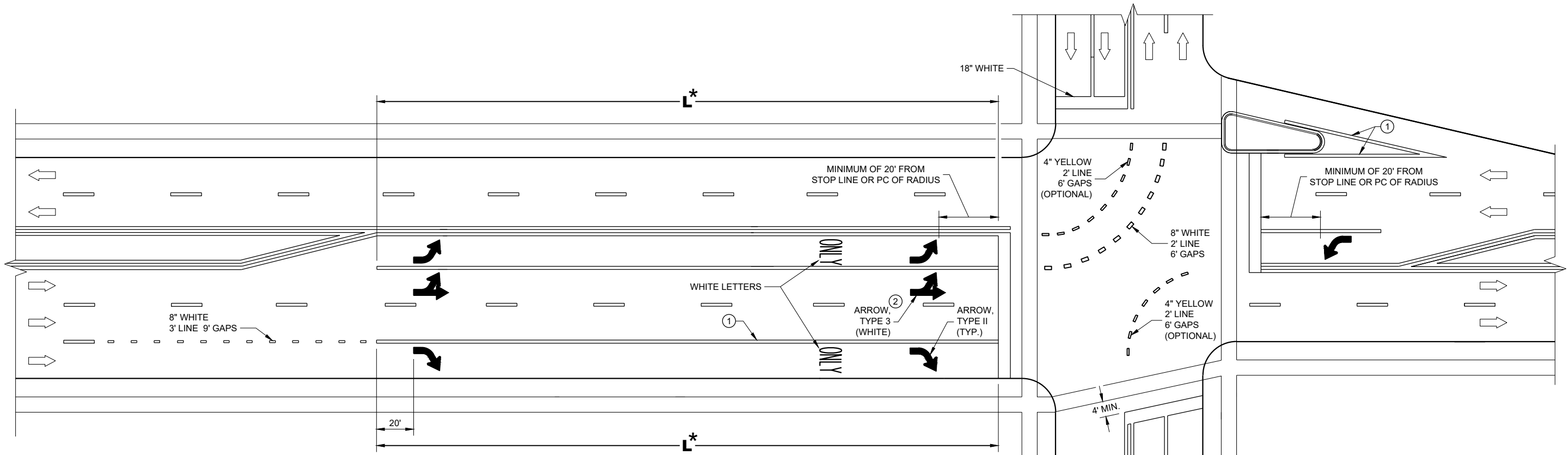
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



**LONGITUDINAL MARKING
(MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

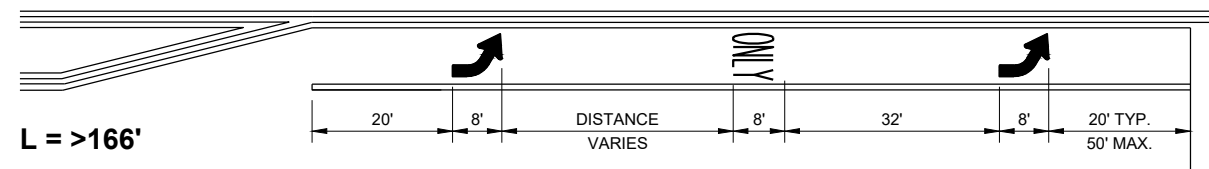
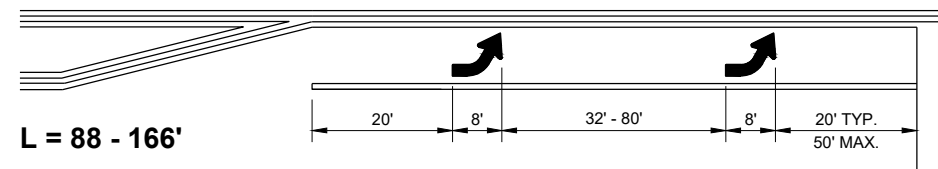
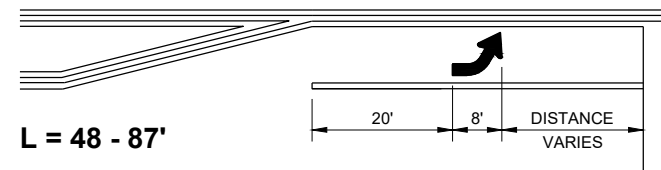
APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING
ENGINEER



*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

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



GENERAL NOTES

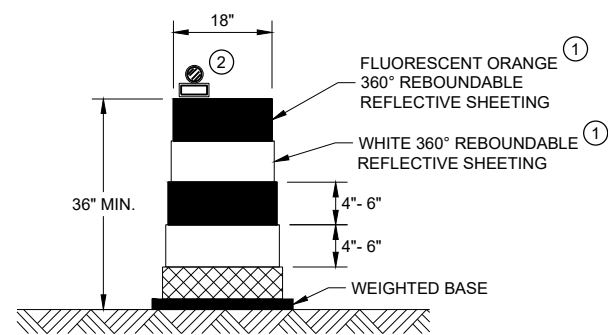
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

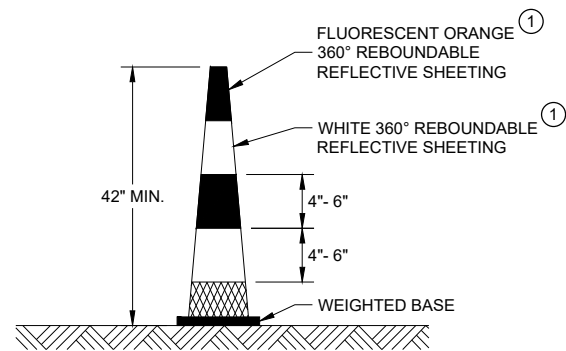
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

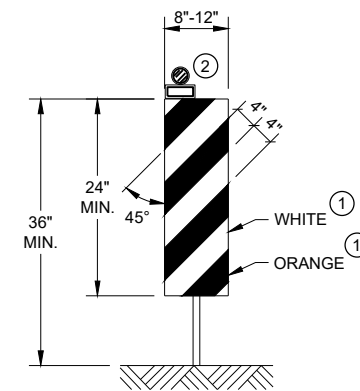


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

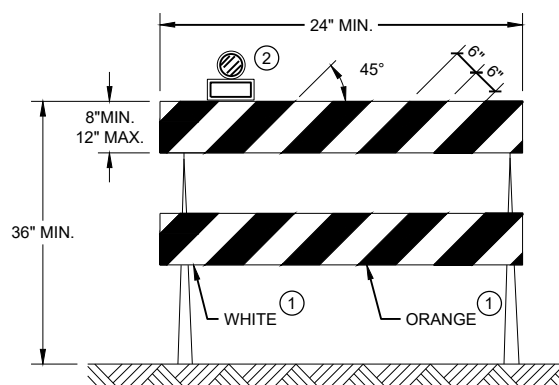


VERTICAL PANEL

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

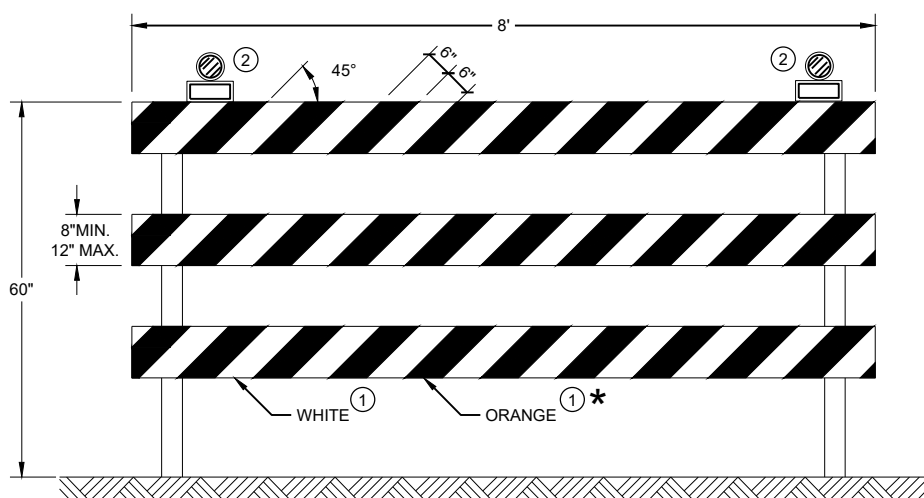
GENERAL NOTES

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



TYPE II BARRICADE

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








TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

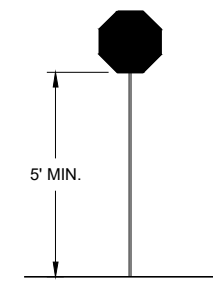
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



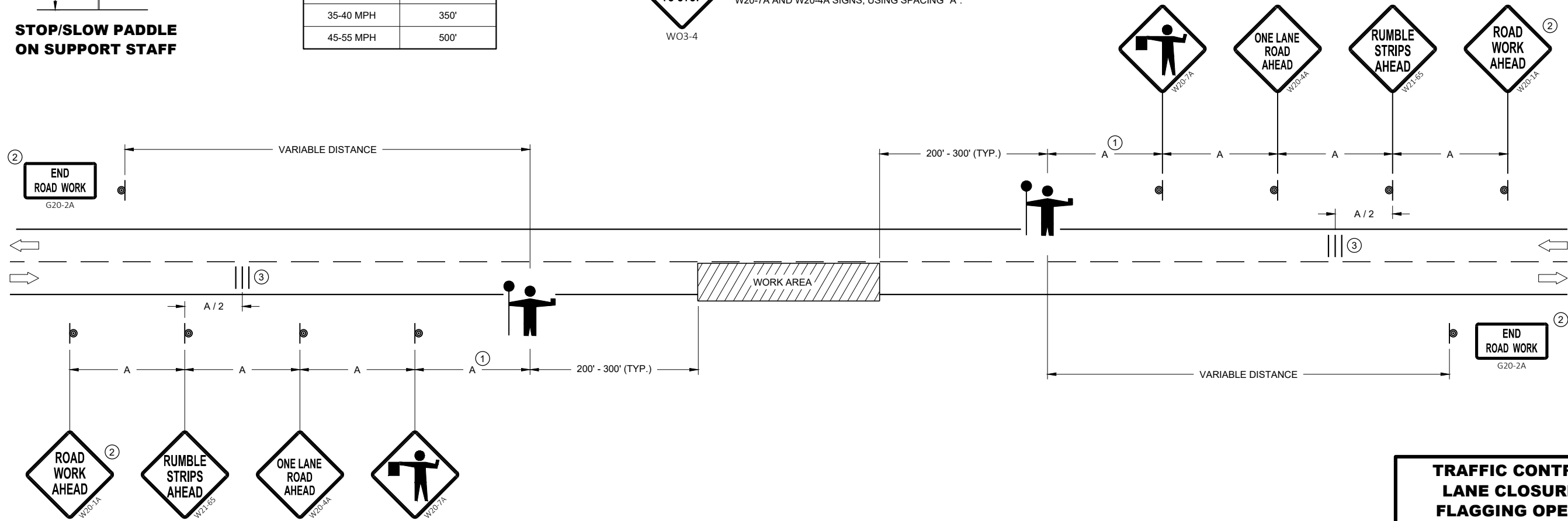
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



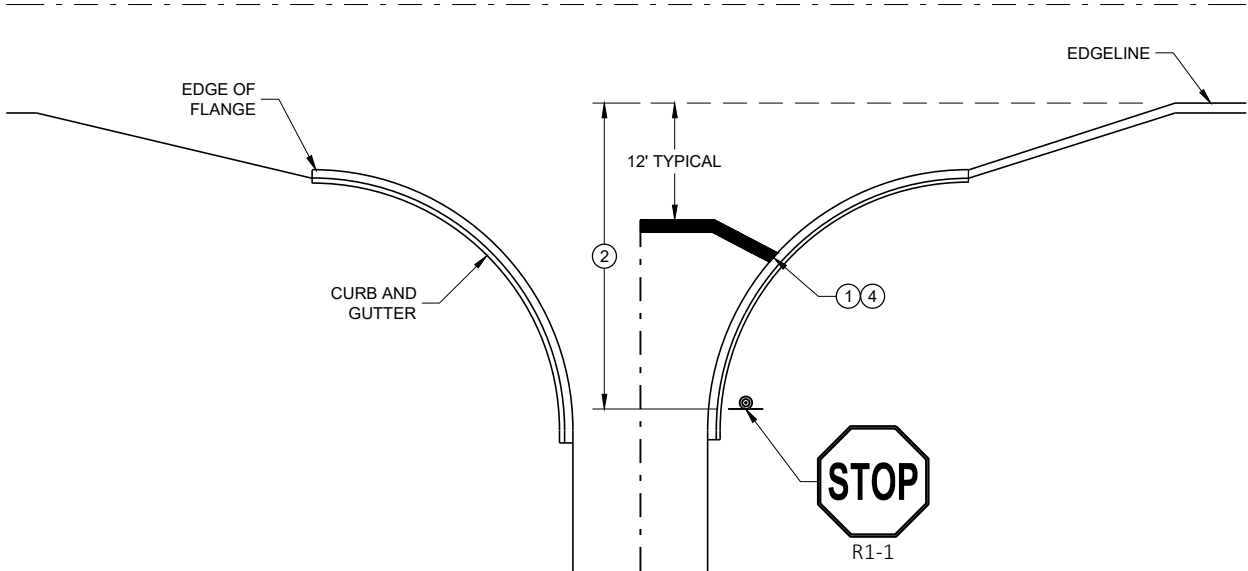
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE May 2019	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

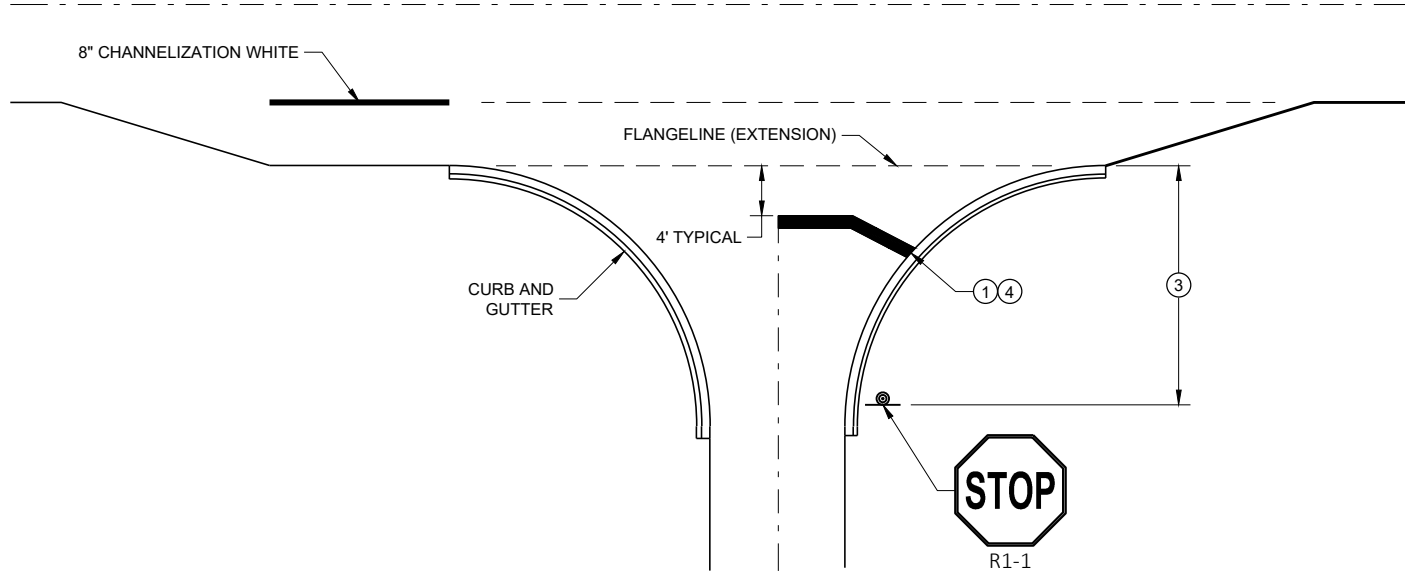
GENERAL NOTES

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

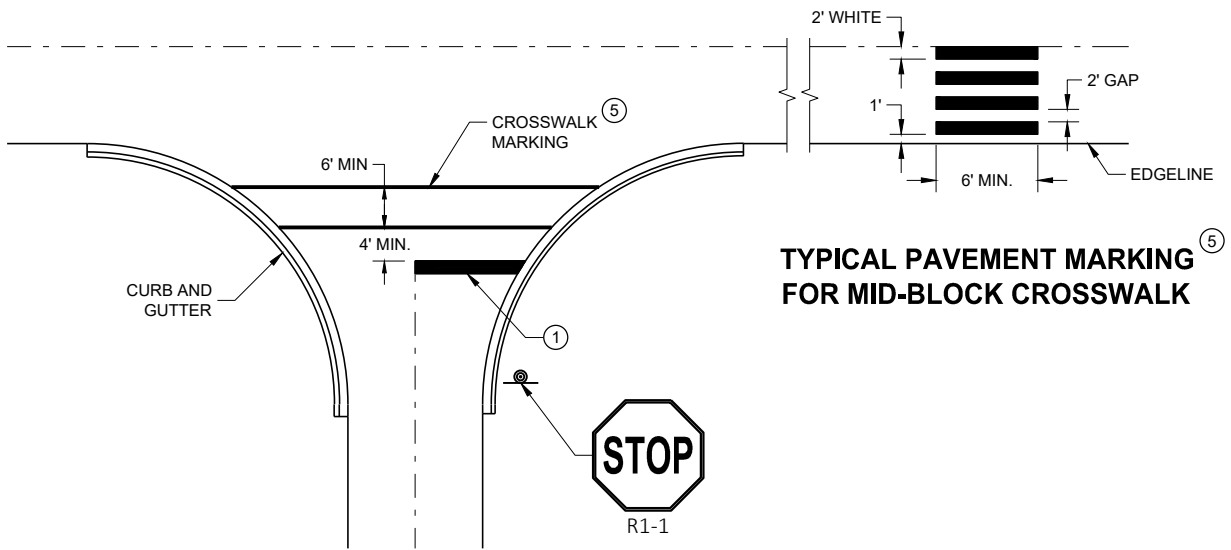
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

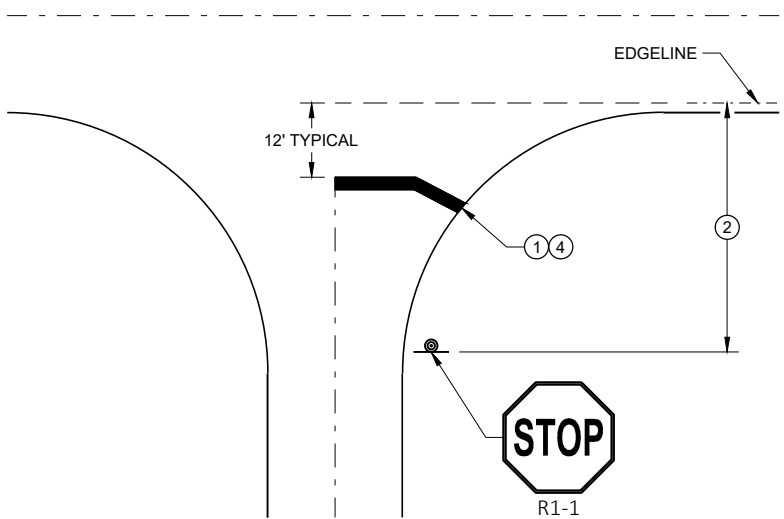


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/s/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

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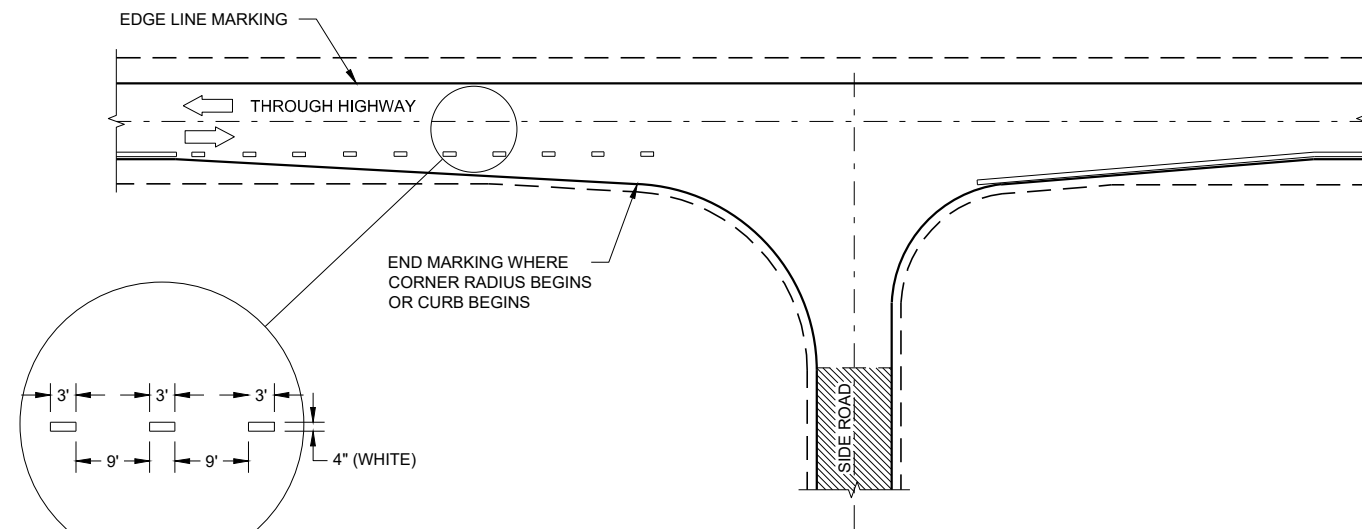
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

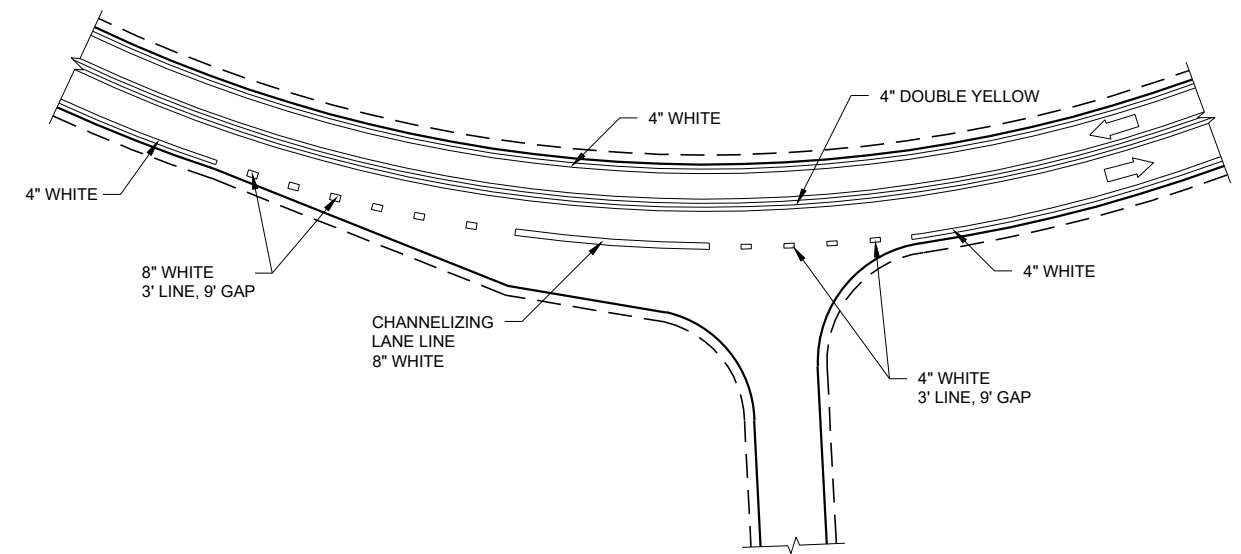
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

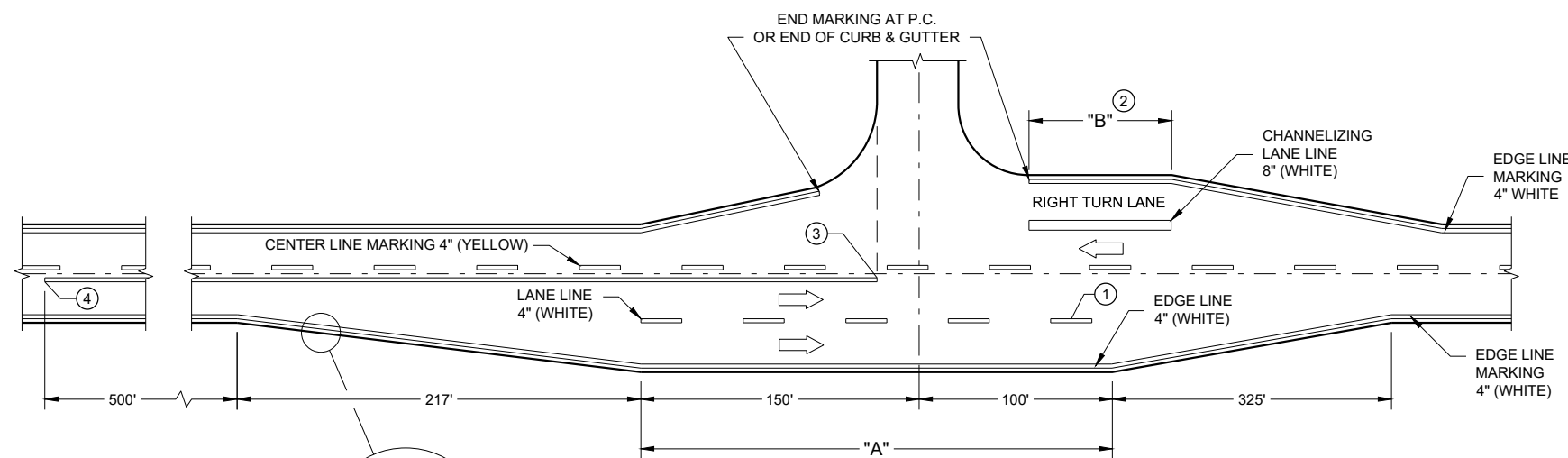
➔ DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE







**MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

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

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

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

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

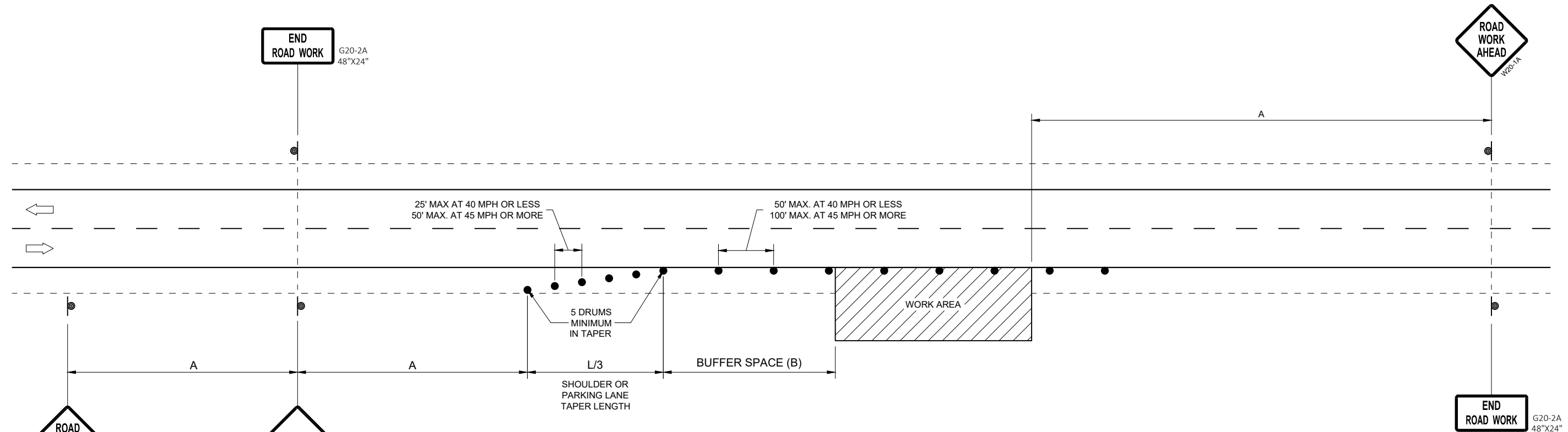
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

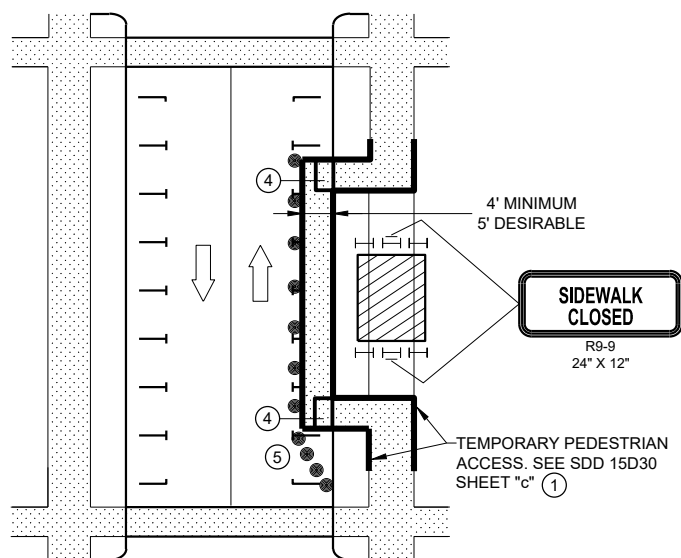
APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

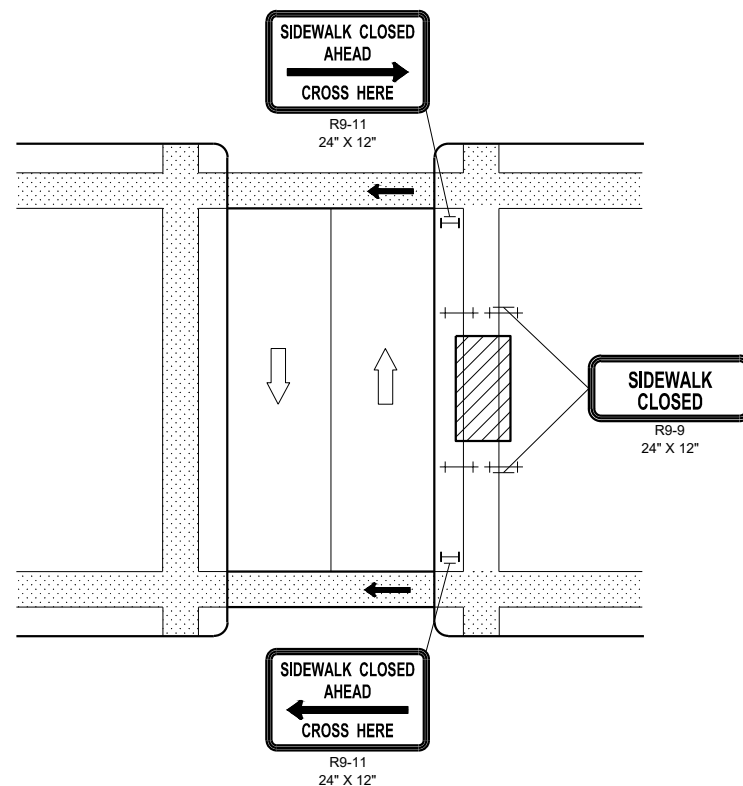
SDD 15D28 - 04

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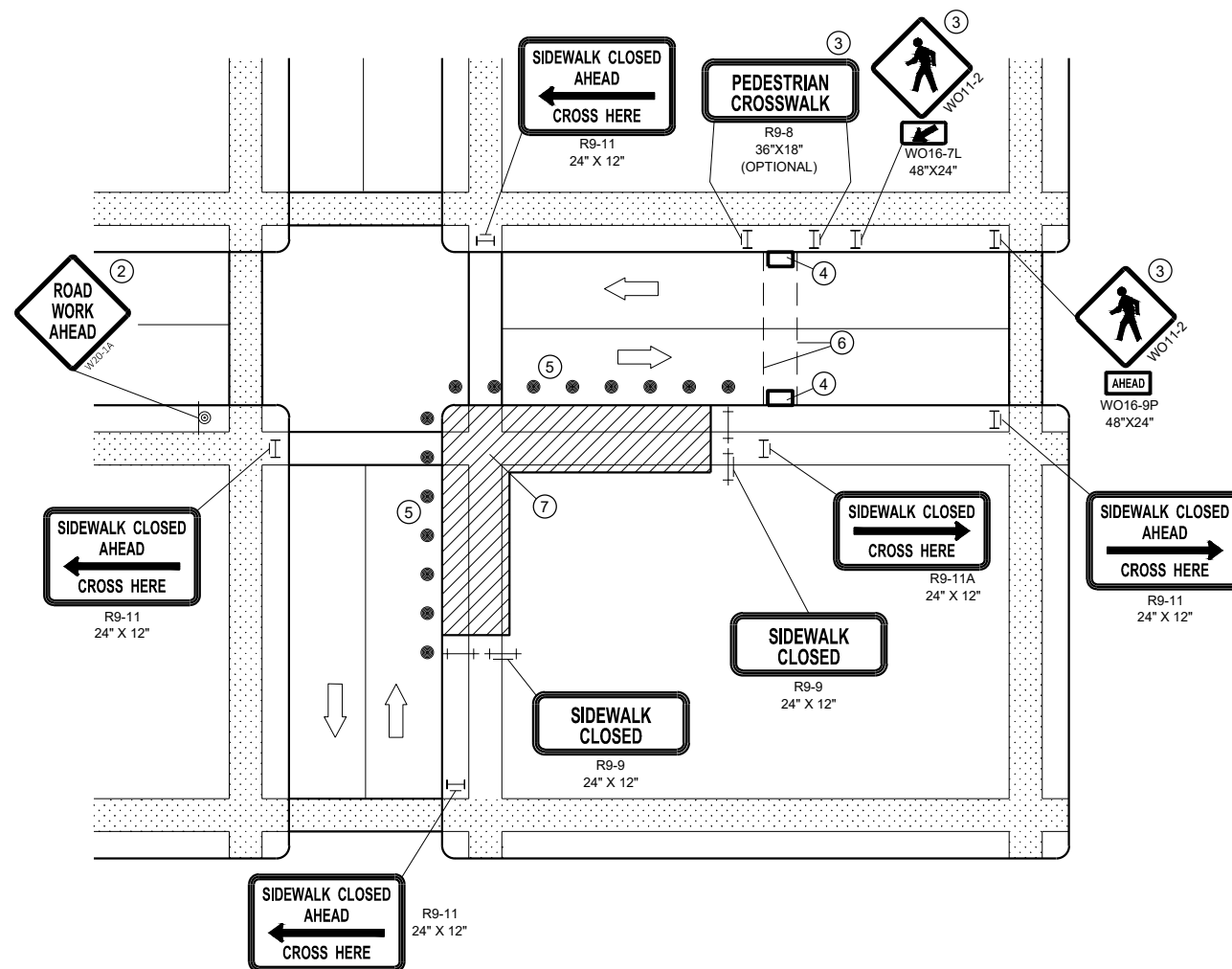
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

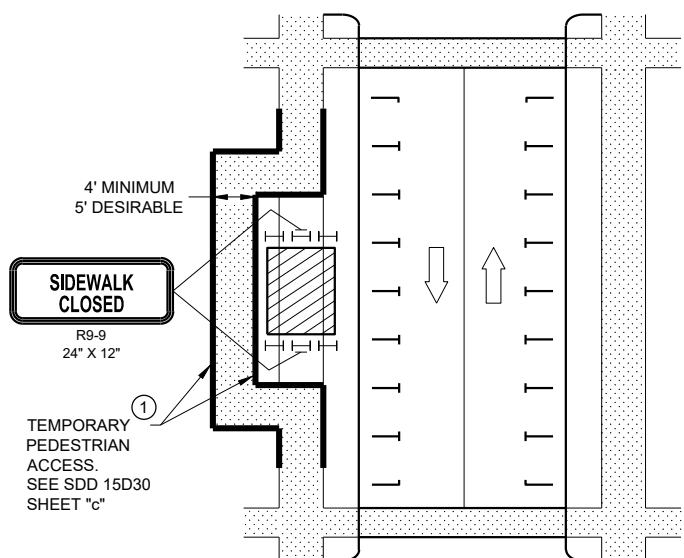


MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECTABLE 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 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
- TRAFFIC CONTROL DRUM
- 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)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

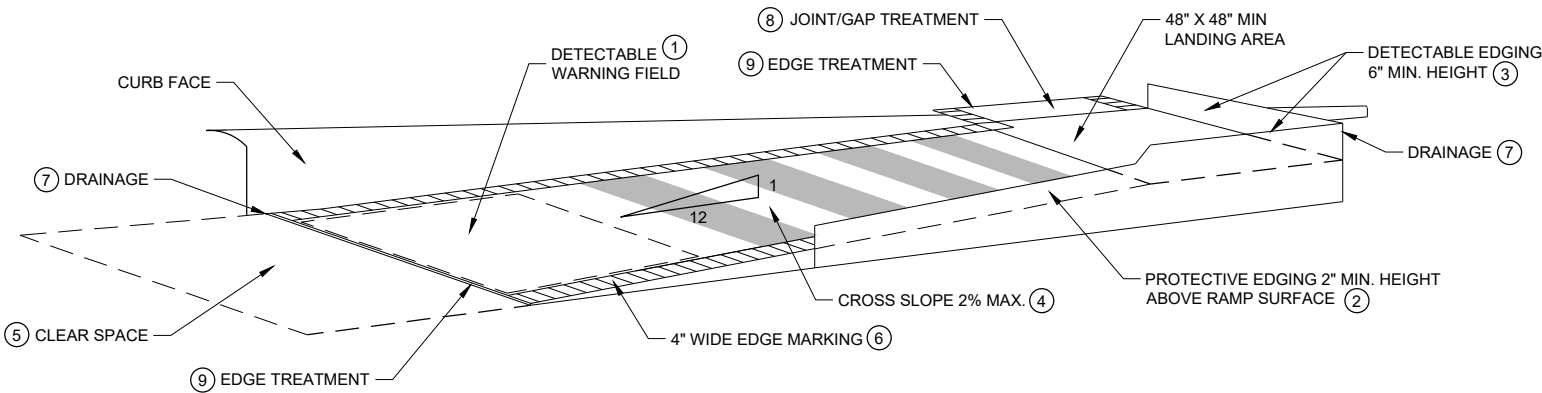
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

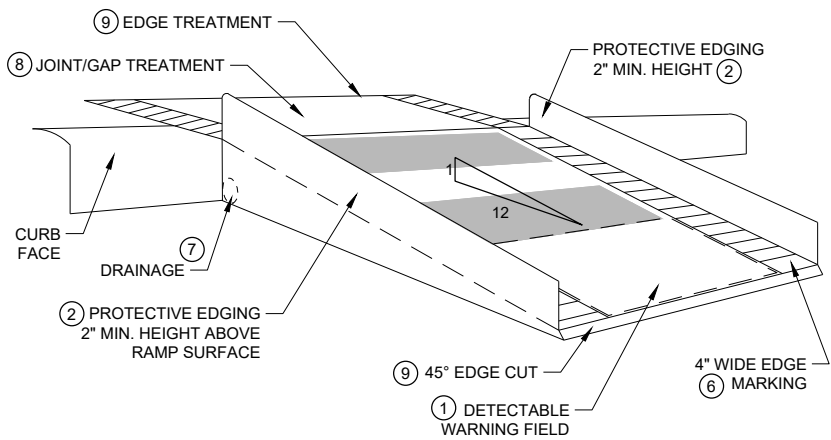
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

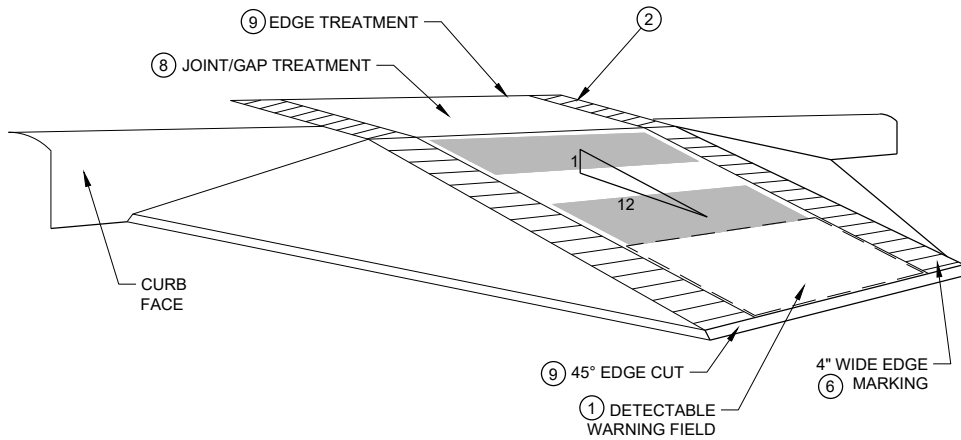
- ① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A 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" X 48" 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 PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



TEMPORARY CURB RAMP PARALLEL TO CURB

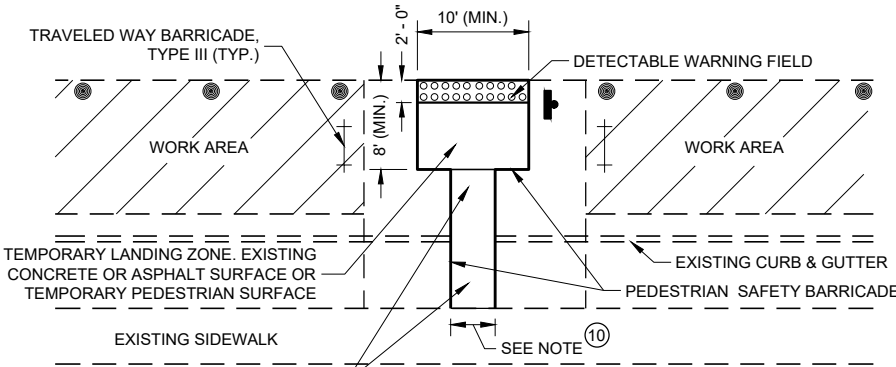


WITH PROTECTIVE EDGE

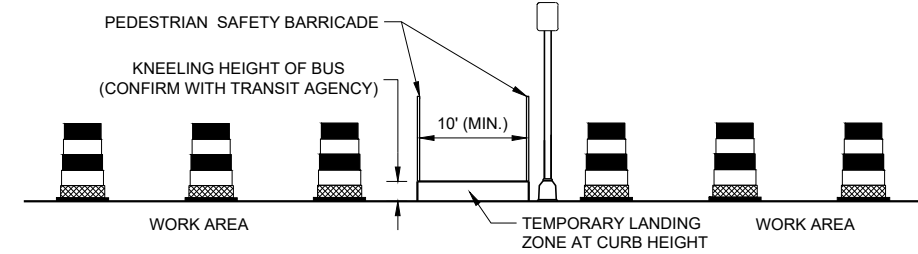


WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- ▨ WORK AREA

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

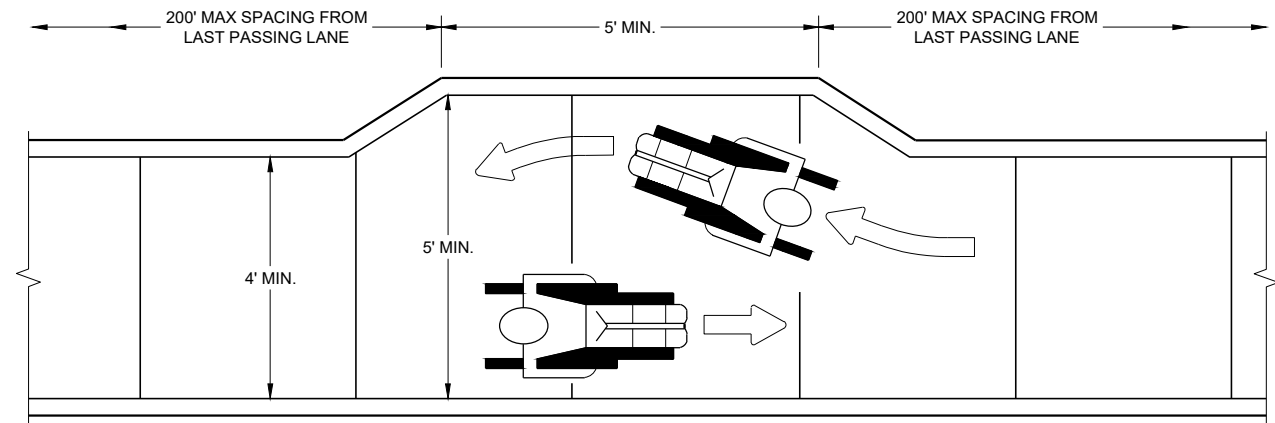
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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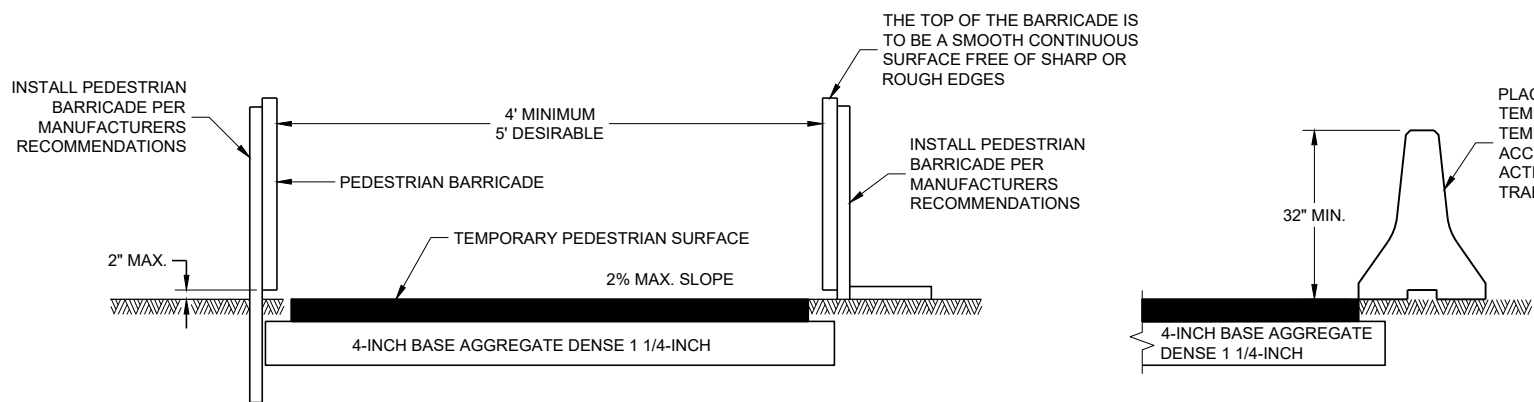
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SDD 15D30 - 06b

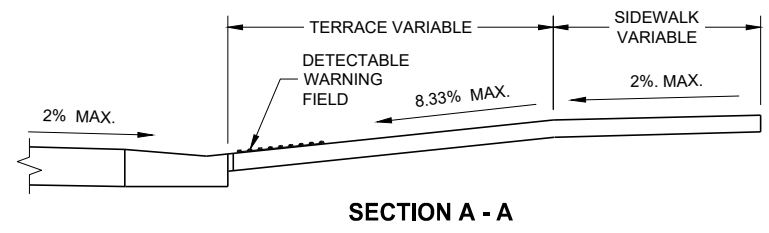
SDD 15D30 - 06b



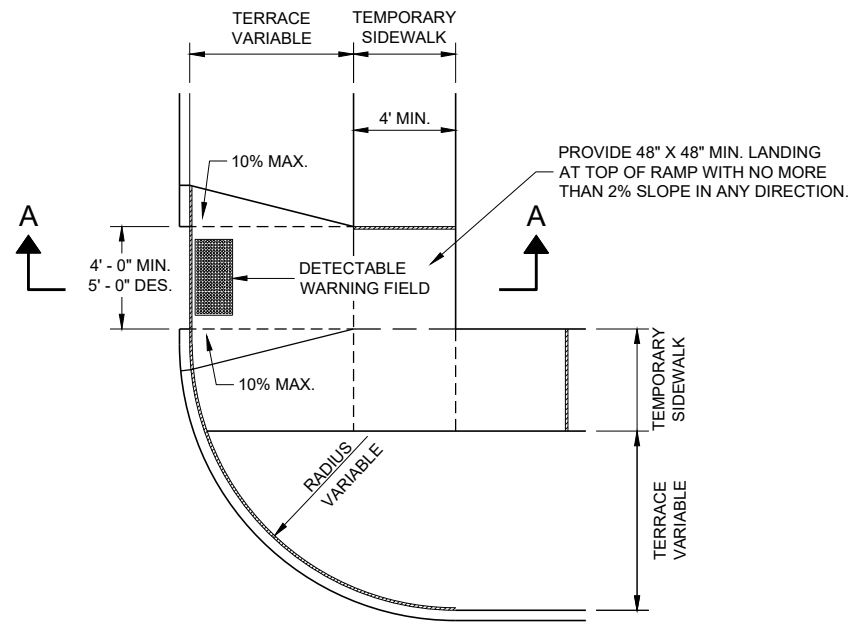
NARROW SIDEWALK PASSING DETAIL



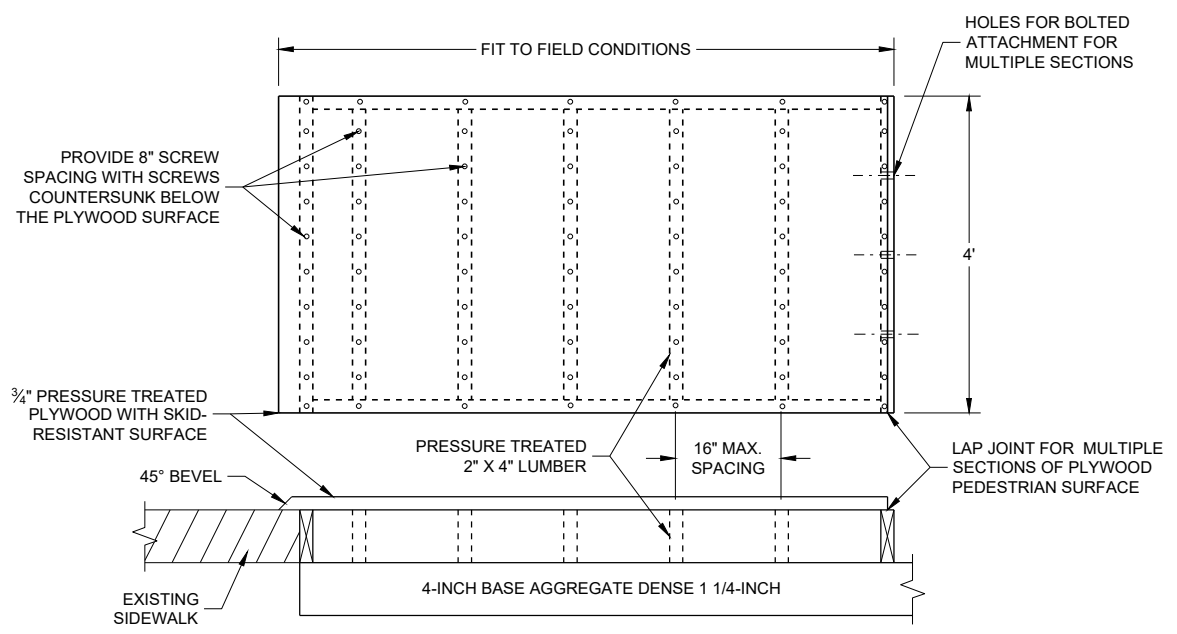
TEMPORARY PEDESTRIAN ACCESS



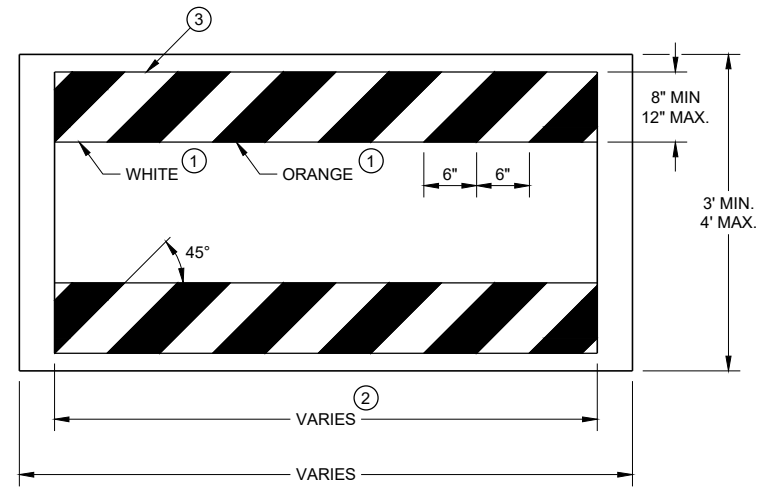
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

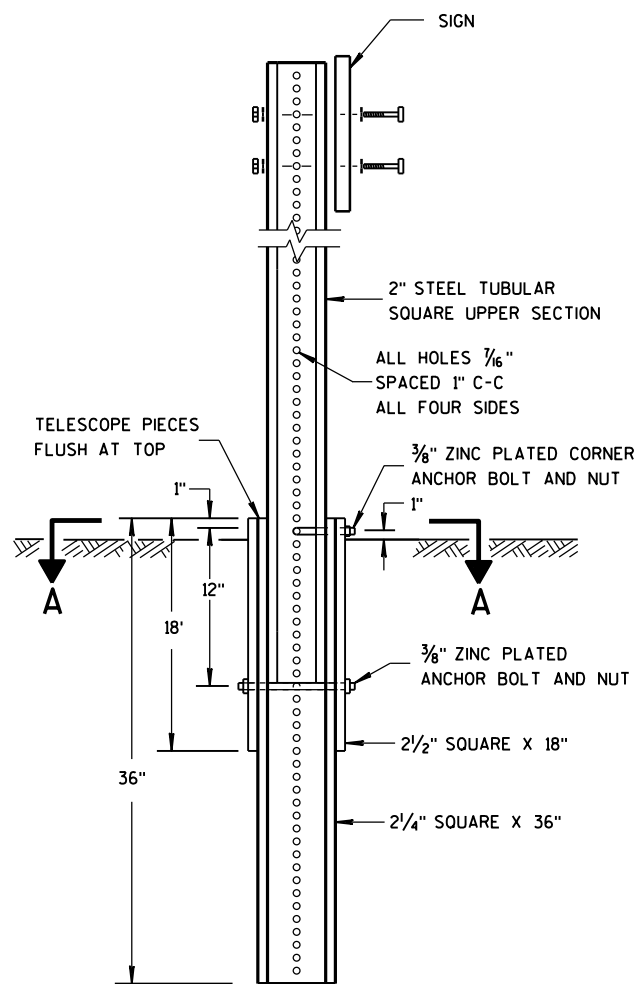


TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



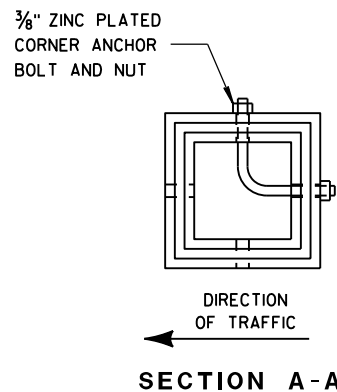
DETAIL OF TUBULAR STEEL SIGN POST

TUBULAR STEEL POSTS

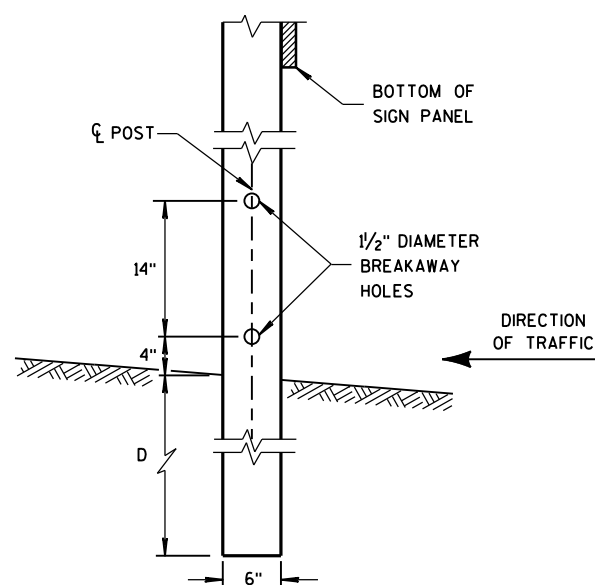
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

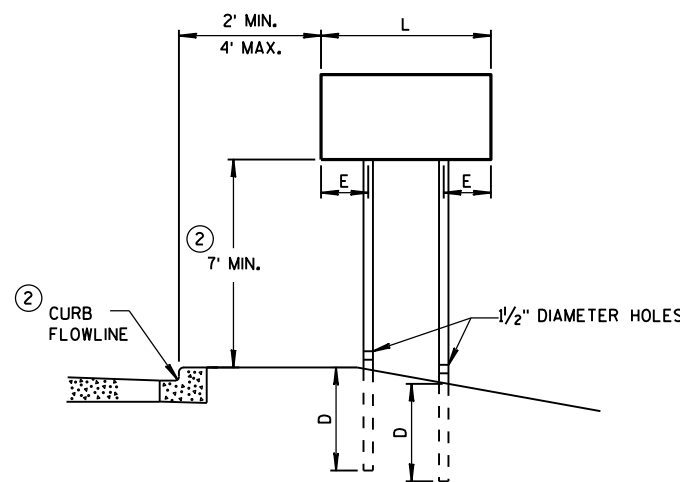
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.



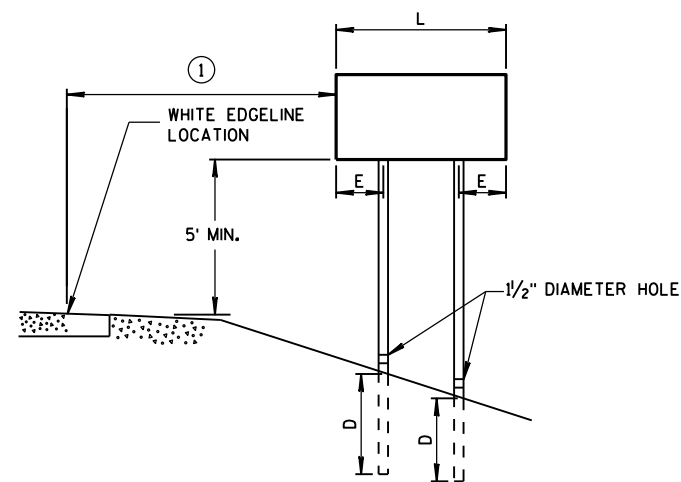
SECTION A-A



4" X 6" WOOD POST MODIFICATION



URBAN AREA



RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

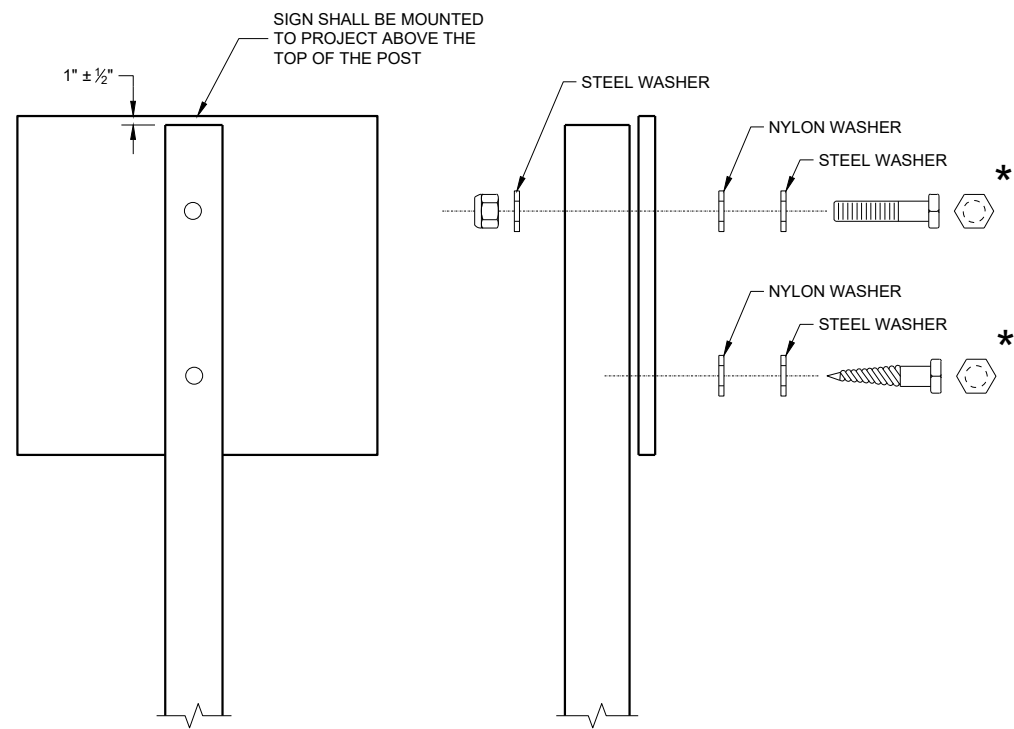
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- 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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

WOOD POST (4" x 6")
 LAG SCREWS - 3/8" x 3"
 MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
 MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
 RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
 BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
 GRIP RANGE 0.042 - 0.375 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 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

GENERAL NOTES

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

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

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

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



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

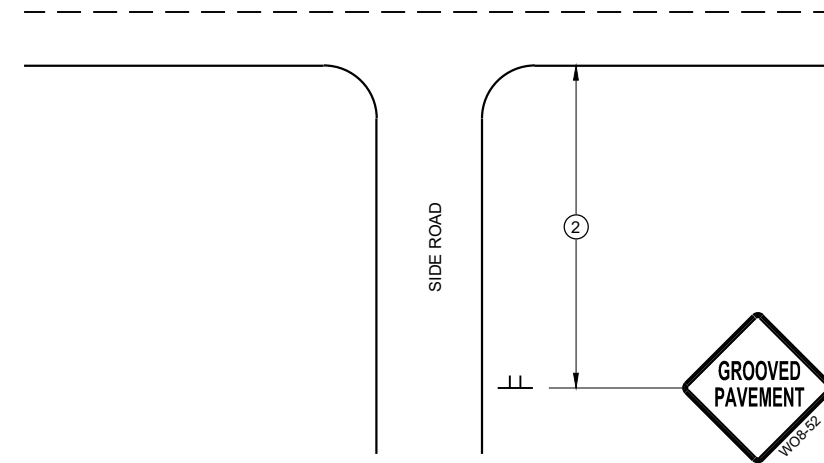
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

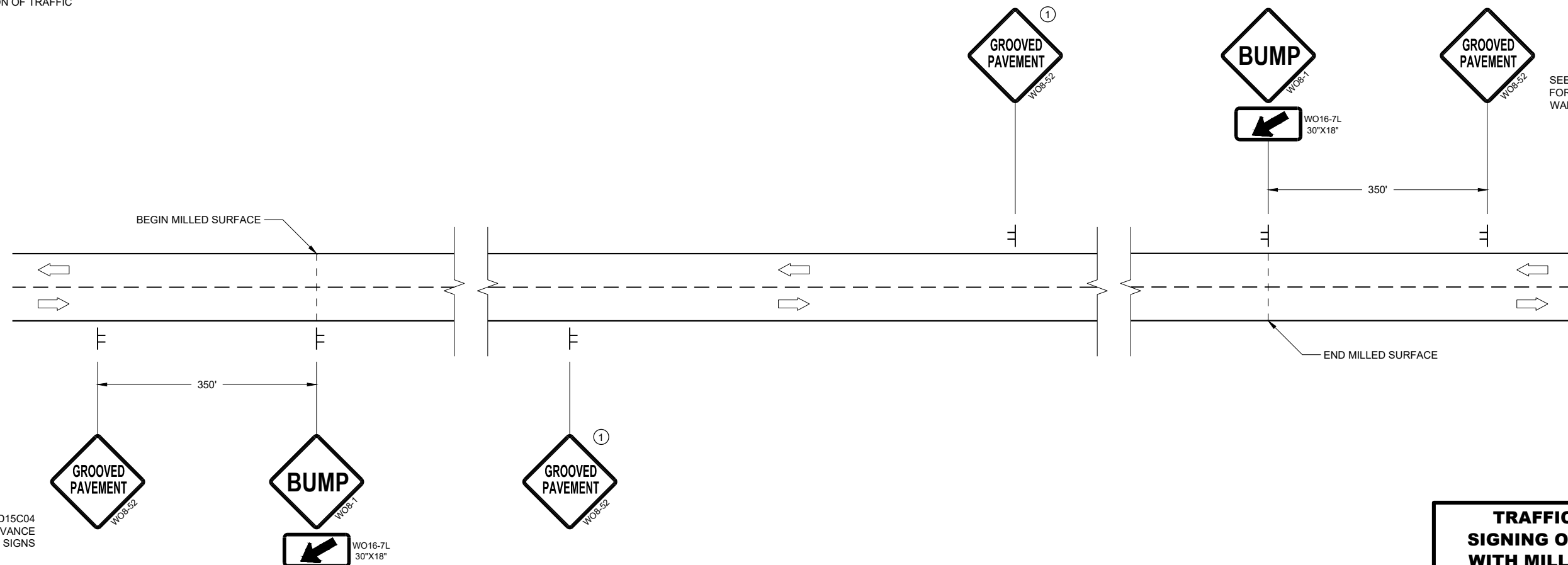
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

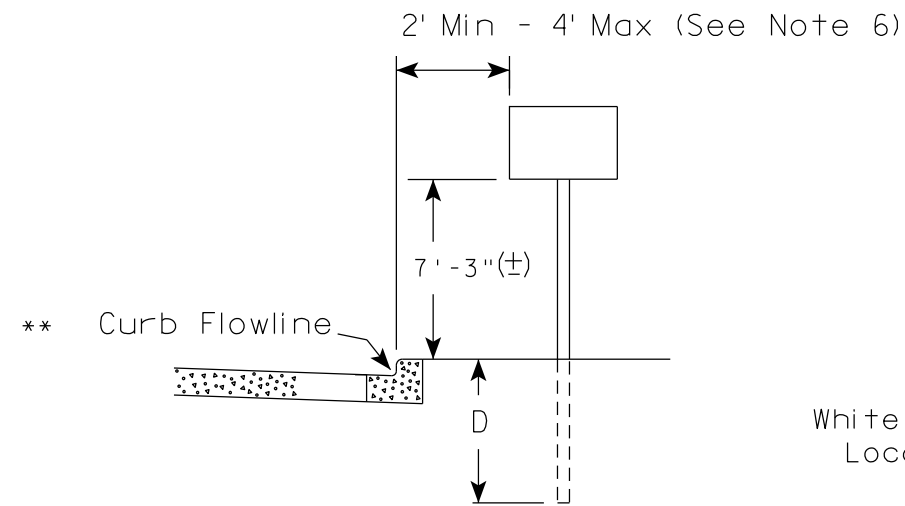
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

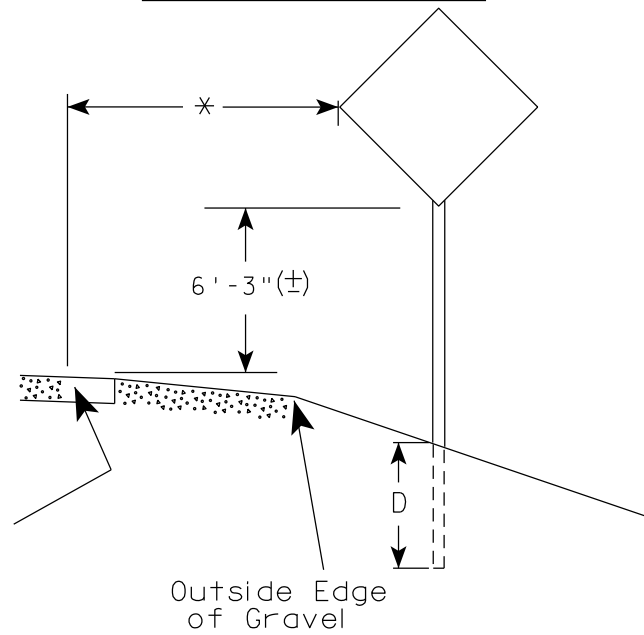
FHWA

URBAN AREA

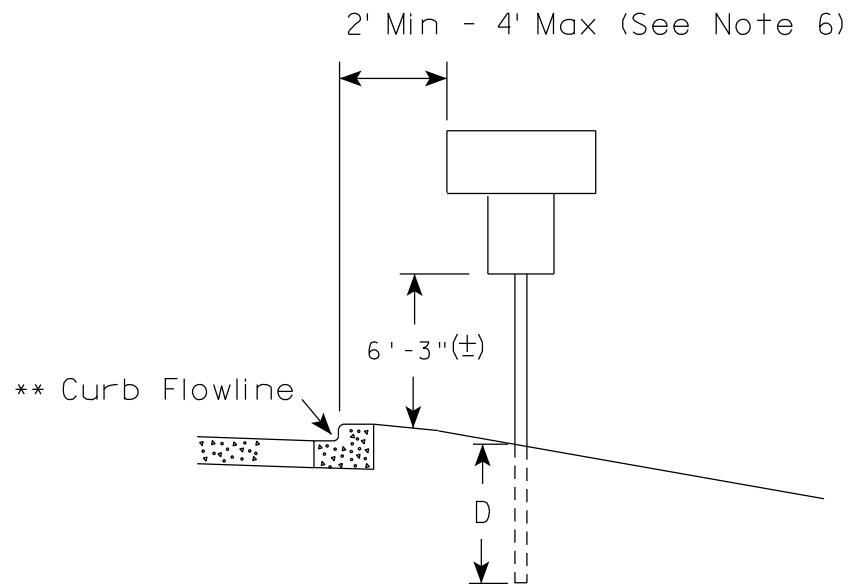
RURAL AREA (See Note 2)



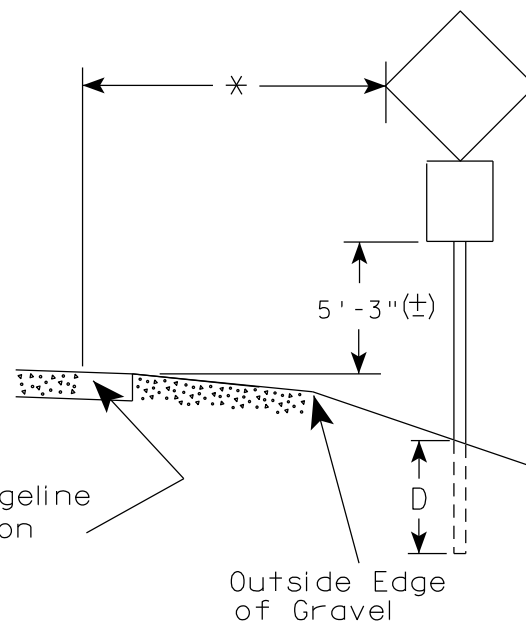
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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 or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) 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" (±).
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 signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

7

7

* * 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.

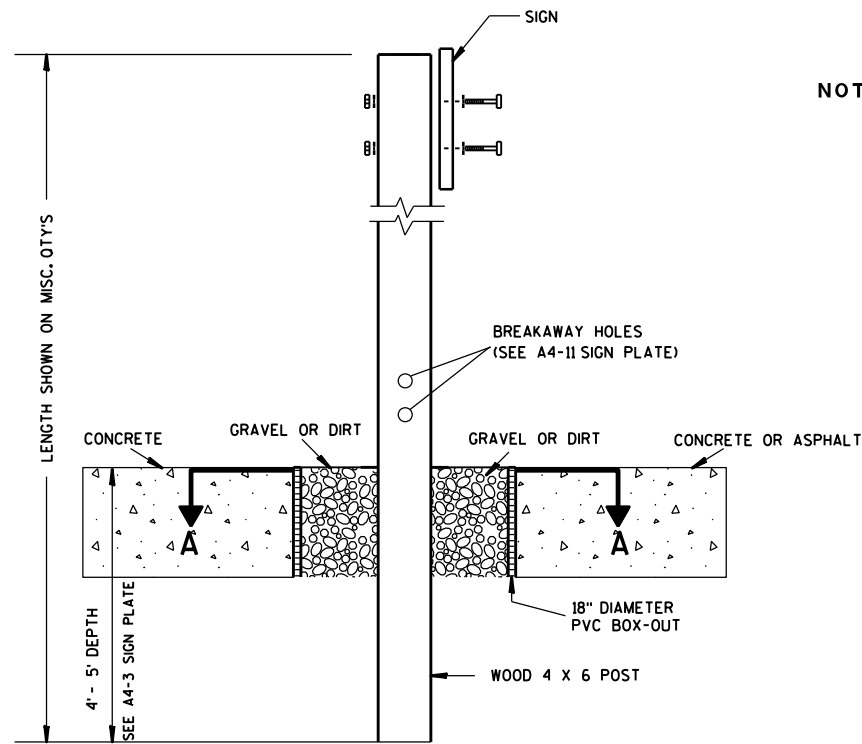
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

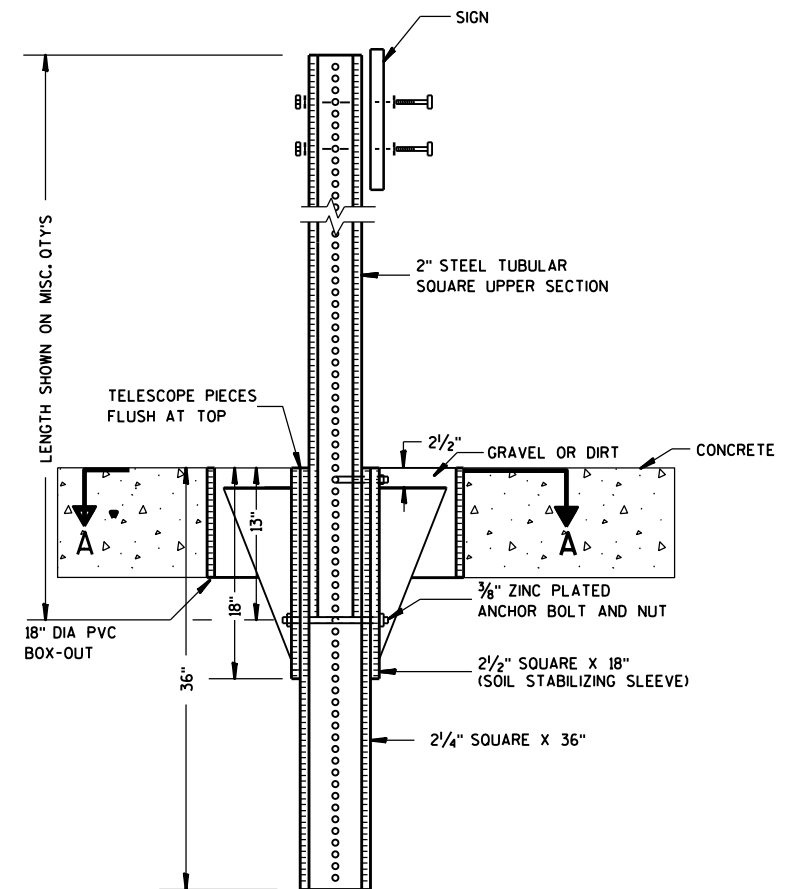
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

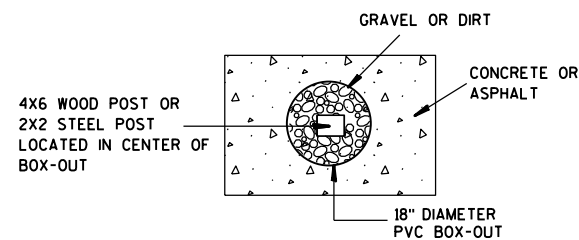
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

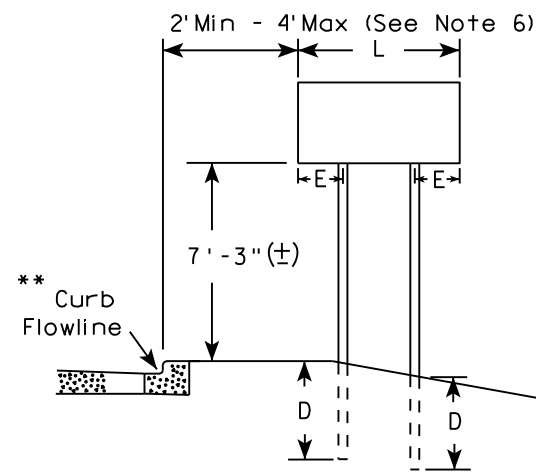
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
<small>DATE 1/27/14</small>	<small>PLATE NO. A4-3B.1</small>

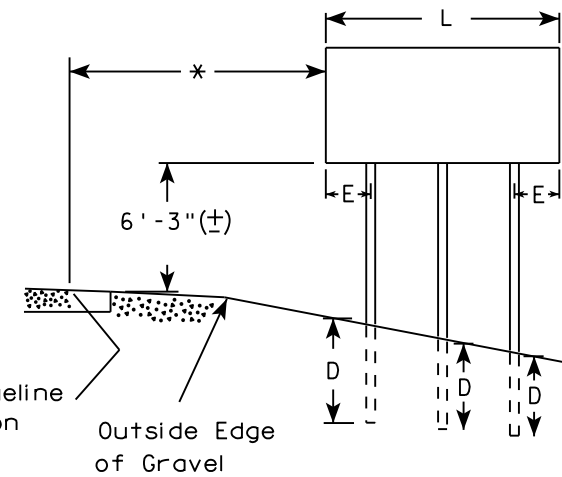
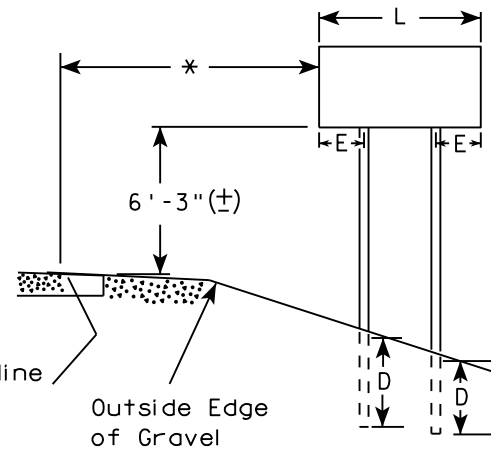
GENERAL NOTES

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. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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" (±).

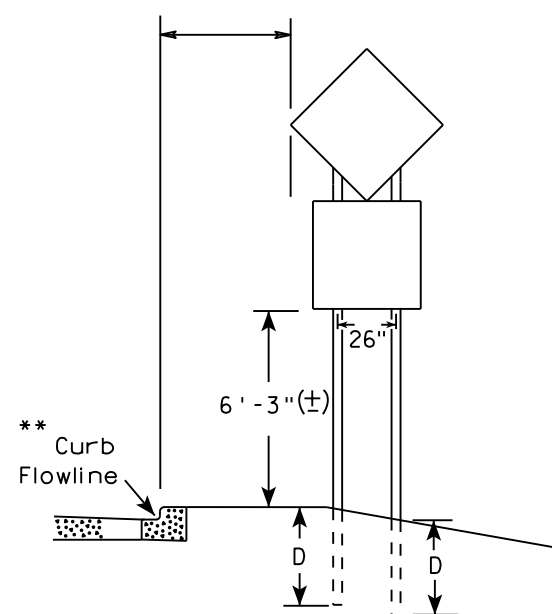
URBAN AREA



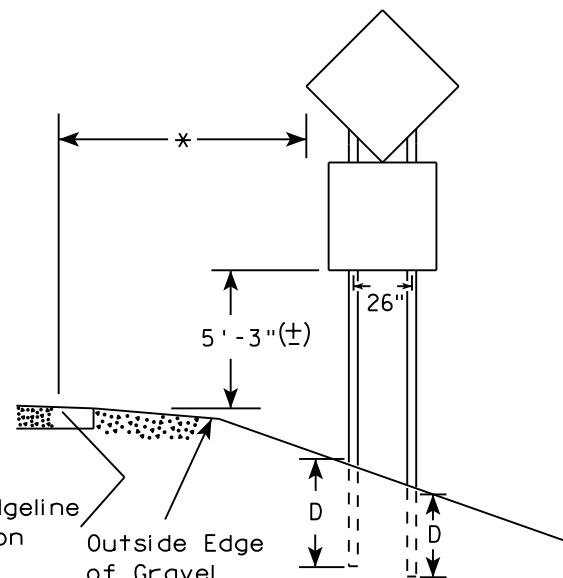
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

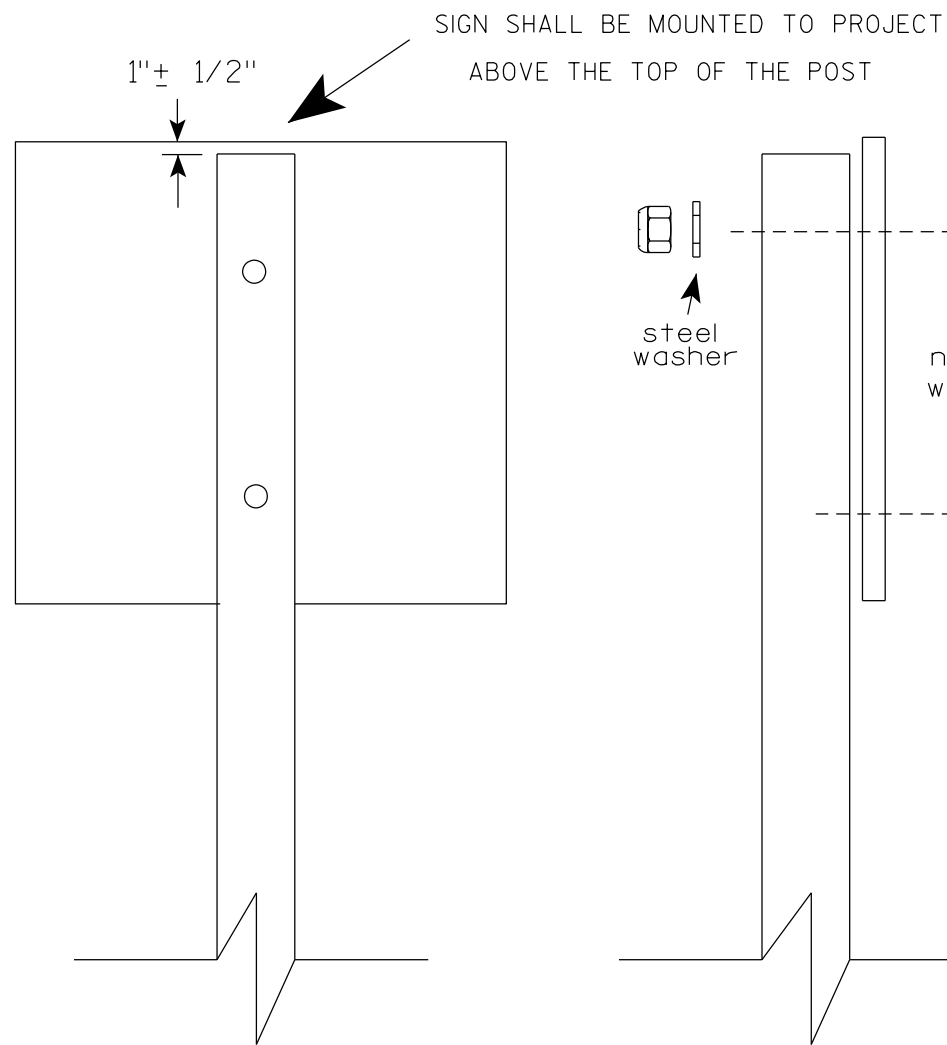
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS
TO POSTS

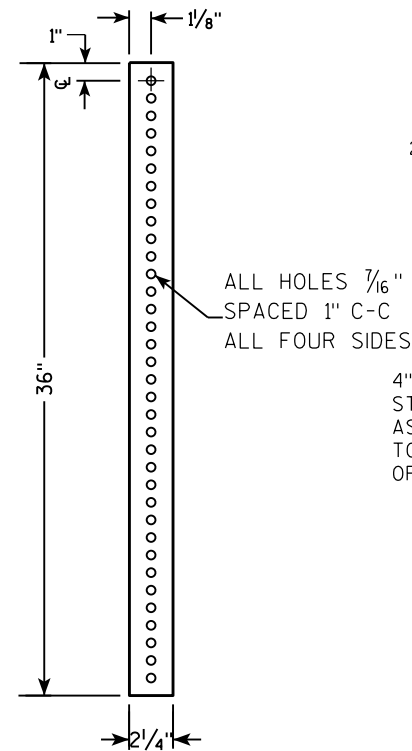
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

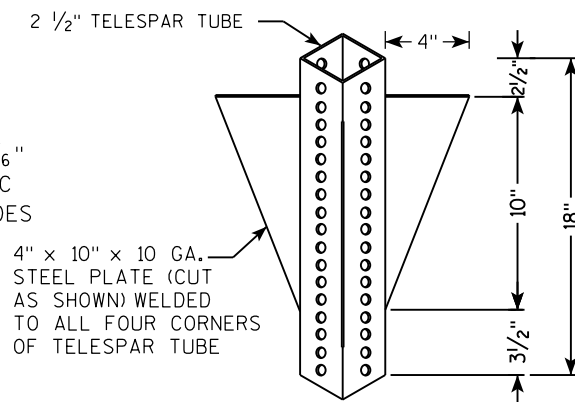
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

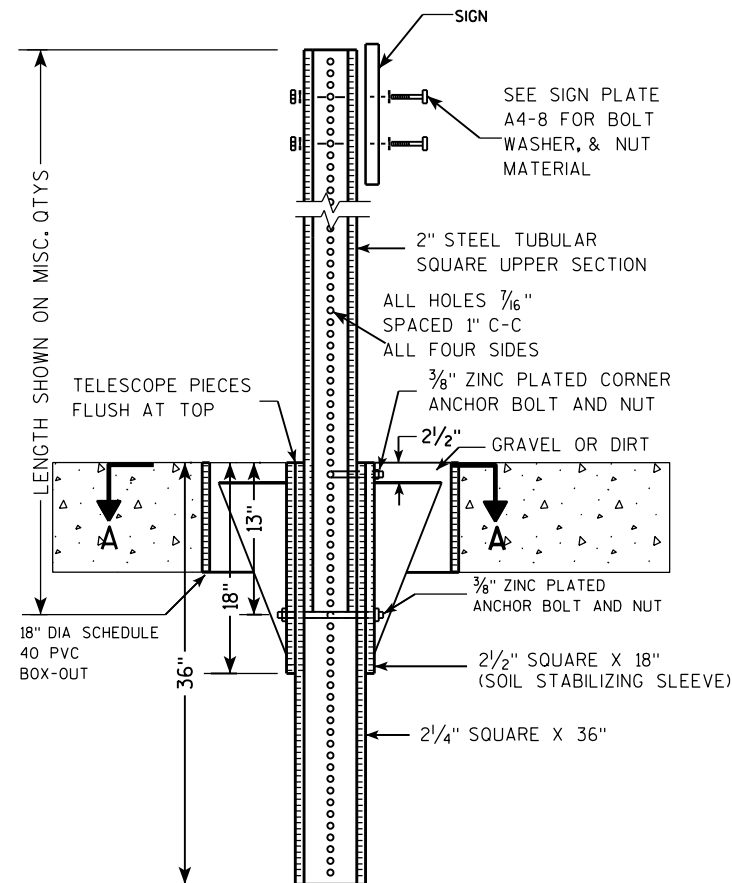
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



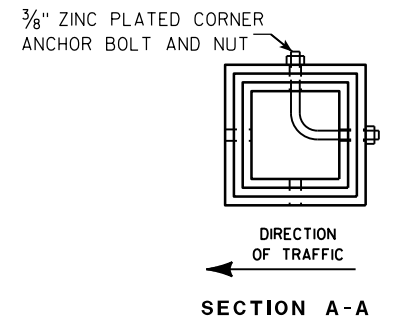
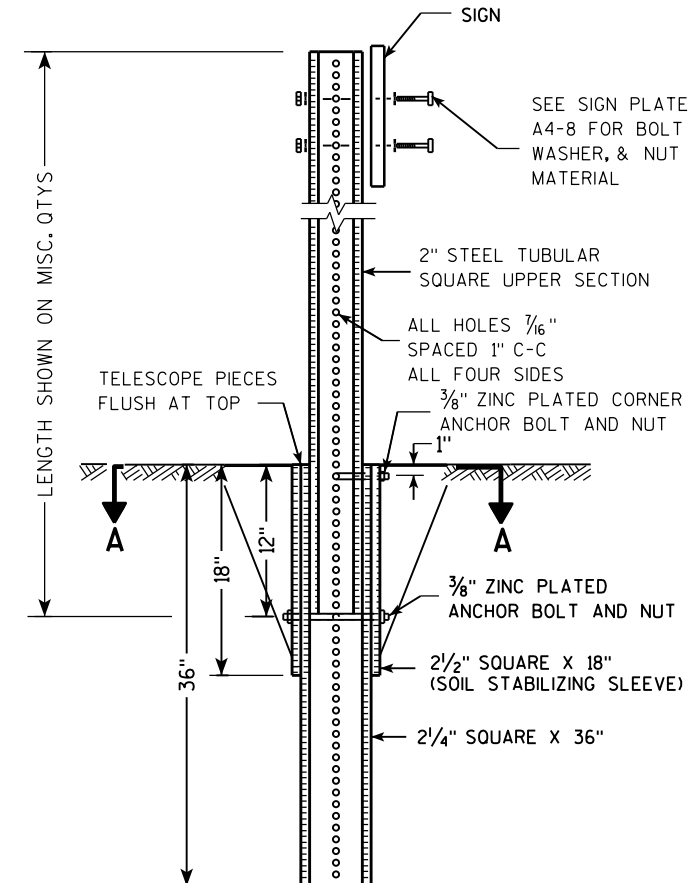
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**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)**



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

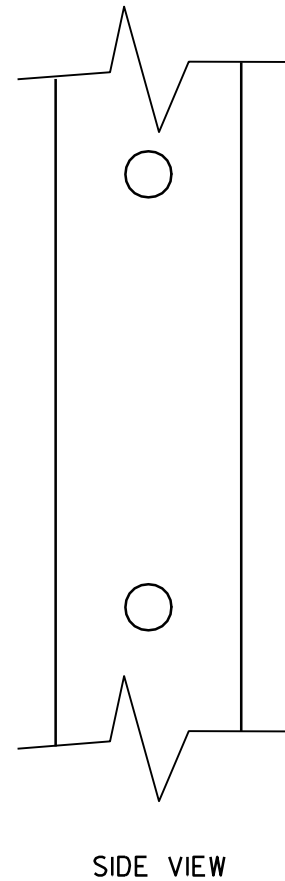
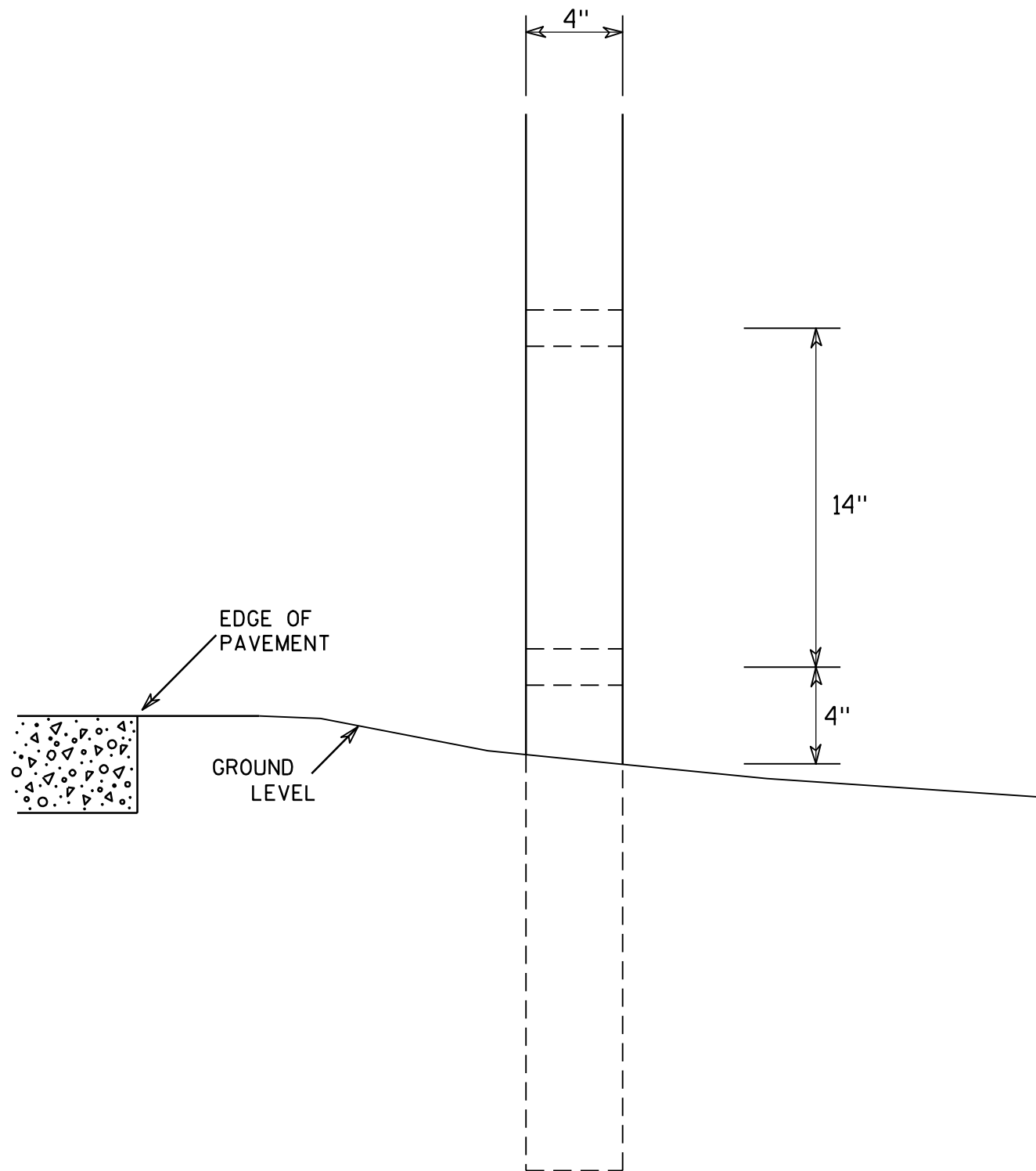
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



GENERAL NOTES

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

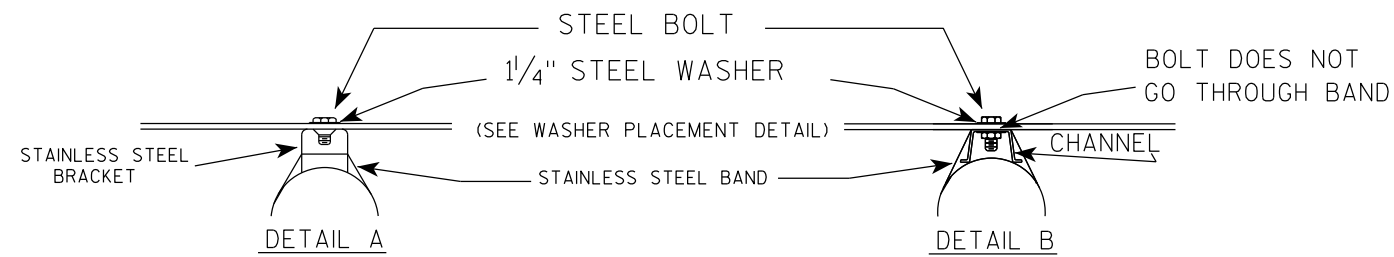
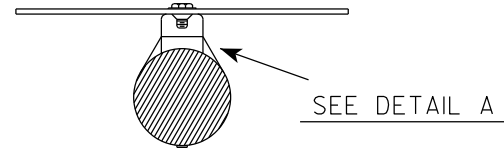
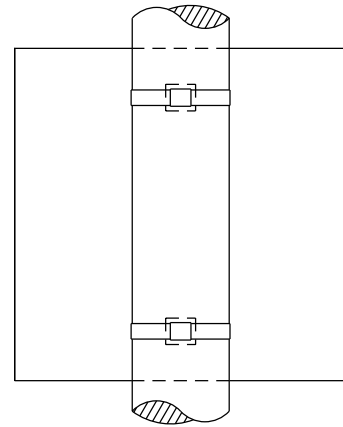
7

7

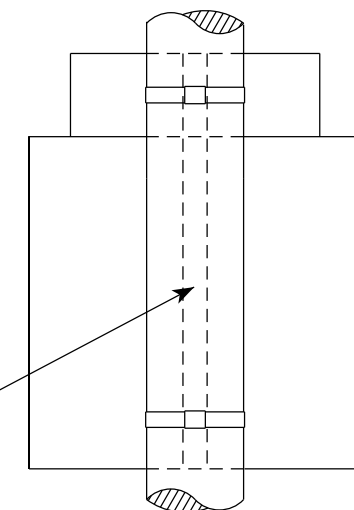
4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

BANDING

SINGLE SIGN



"J" ASSEMBLY

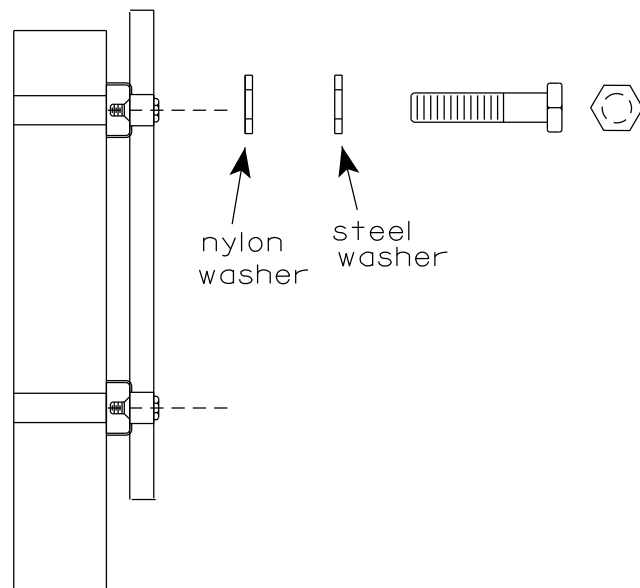


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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

WASHER PLACEMENT



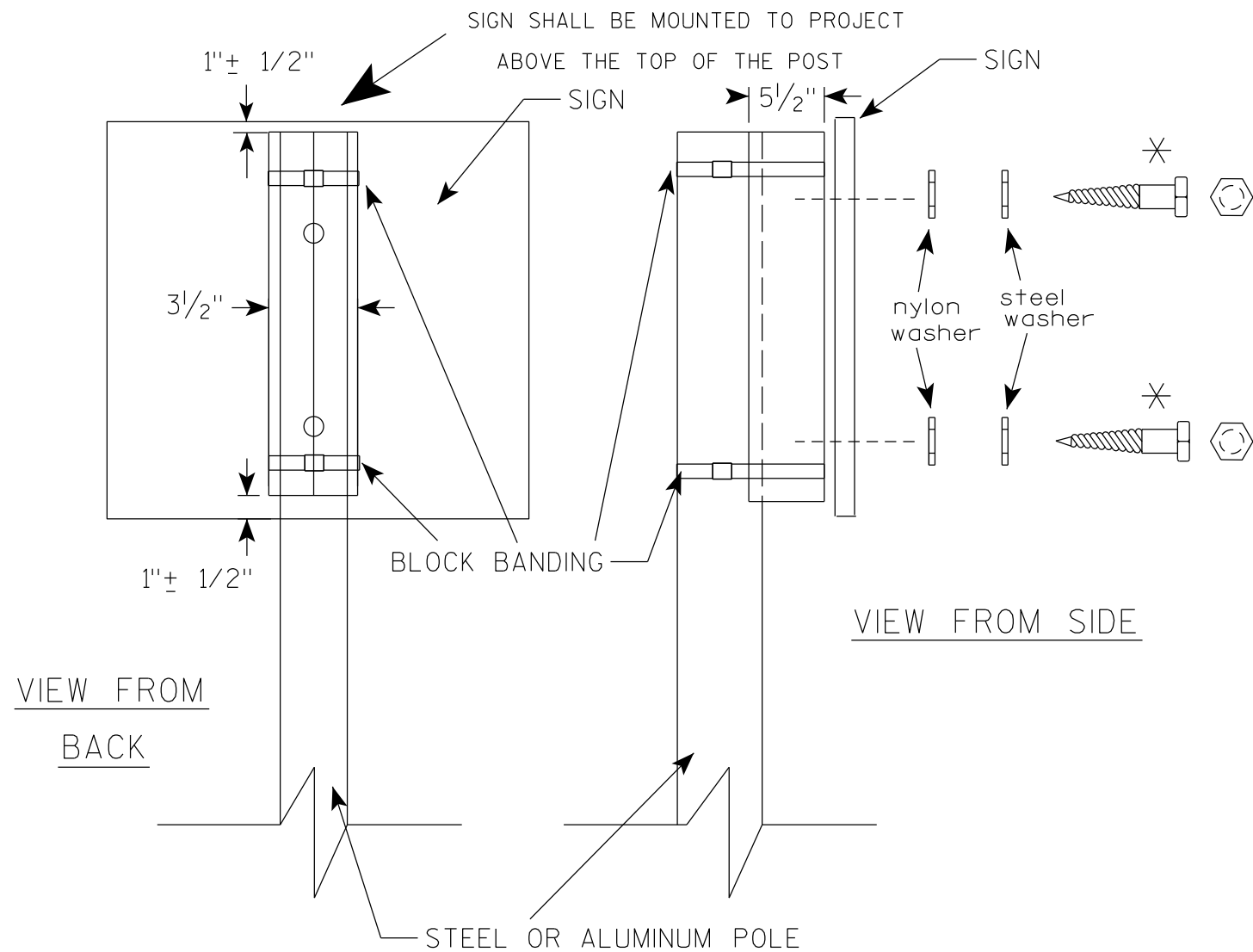
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

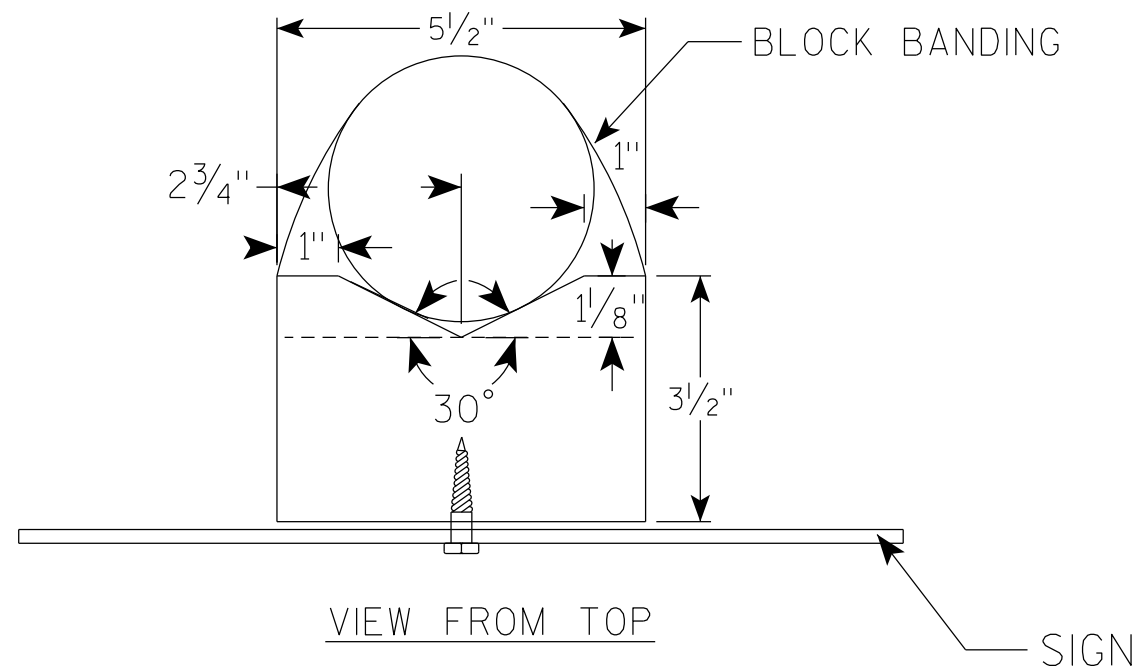
DATE 6/10/19 PLATE NO. A5-9.4



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

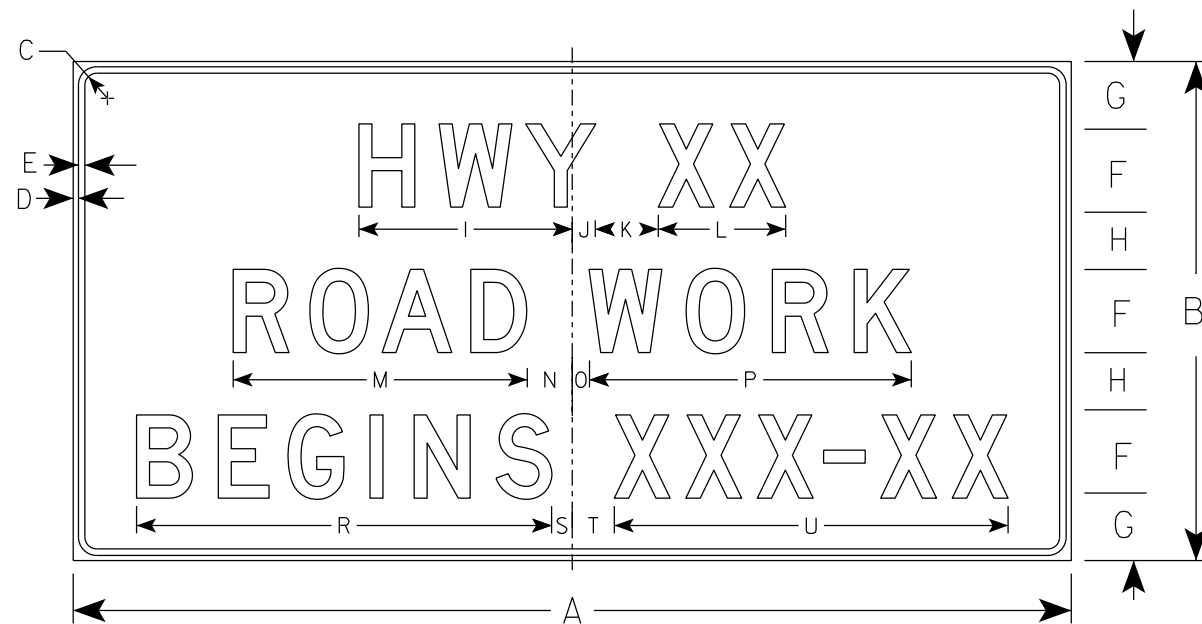
✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"



BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> for State Traffic Engineer
DATE 6/10/19	PLATE NO. A5-10.2

NOTES

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



G20-57

7

7

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

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

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

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



Wisconsin Department of Transportation

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