WKE

JUNE 08, 2021

PROJECT ID: 1580-31-71

WITH:

COUNTY: RUSK

ORDER OF SHEETS

TOTAL SHEETS = 214

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-31-71	WISC 2021186	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

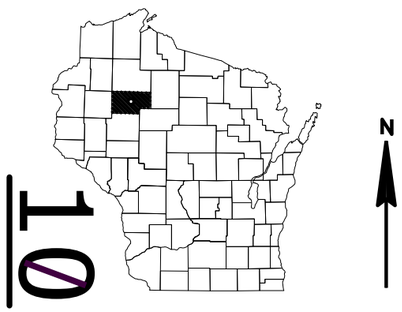
C LADYSMITH, LAKE AVENUE & E 3RD ST

STH 27 TO RIVER AVE

USH 8

RUSK

STATE PROJECT NUMBER
1580-31-71



N

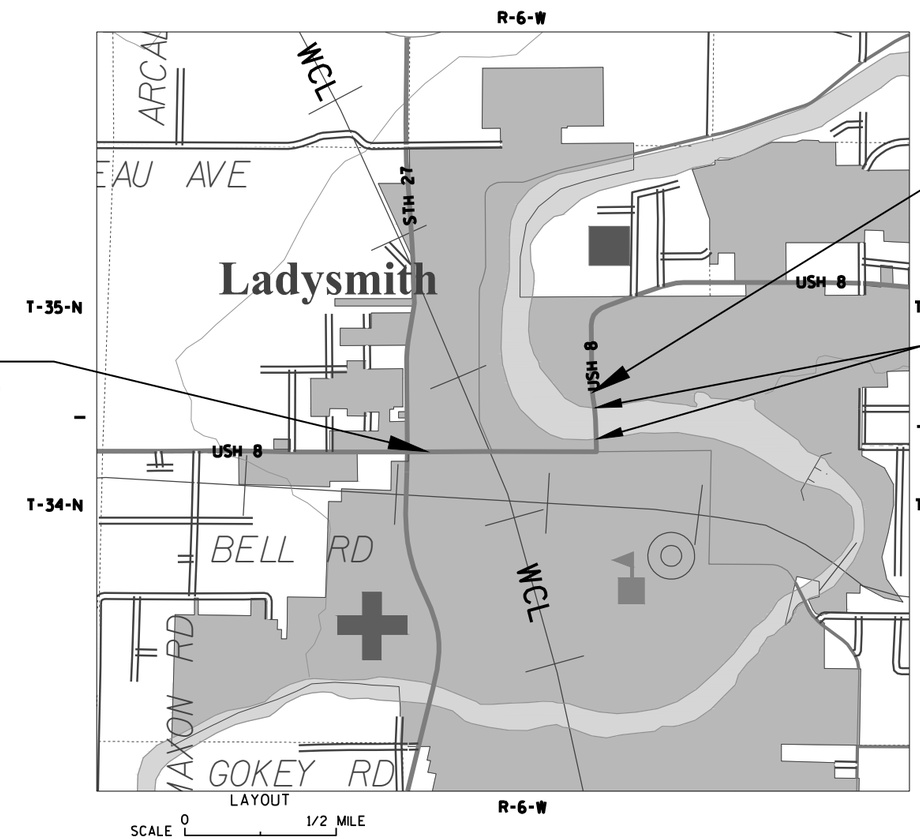
DESIGN DESIGNATION 1580-31-00

A.A.D.T.	2017	=	10,350
A.A.D.T.	2037	=	12,450
D.H.V.		=	1.457
D.D.		=	59/41
T.		=	18.16%
DESIGN SPEED		=	30 MPH
ESALS		=	4,300,000

BEGIN PROJECT 1580-31-71
STA. 326+28
X = 810826.1768
Y = 563544.7071

END PROJECT 1580-31-71
STA. 367+86.50
X = 813801.8319
Y = 564684.1715

EXCEPTION TO NET CENTERLINE LENGTH
STA. 357+99.35 - 362+04.96
B 54-65



LAYOUT

SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.68 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, RUSK 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.

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 (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	TOM ARMSTRONG
Designer	MICHAEL PEARSON
Project Manager	PHILIP KEPPERS
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	JEFF OLSON

APPROVED FOR THE DEPARTMENT

DATE: 3/4/2020 Philip S. Keppers (Signature)

E

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LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED
V.C.	VERTICAL CURVE

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

WHEN THE QUANTITY OF BASE AGG. DENSE AND ASPHALTIC PAVEMENT ARE MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

SURVEY IS REFRENCED TO THE RUSK COUNTY COORDINATE SYSTEM, WISCONSIN; NAD83 (2011); NAVD88 (GEOID 12A)

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE SEEDED, MULCHED AND STABILIZED WITHIN 7 WORKING DAYS.

CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS.

NO TREE SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER OR AT LOCATIONS SHOWN ON THE PLAN.

ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

INLET GRATE ELEVATIONS REFERRED TO ON THE PLAN ARE GUTTER FLOW LINE ELEVATIONS. REFER TO CONSTRUCTION DETAILS FOR INSTALLATION.

CROSS SECTION ELEVATIONS ARE BASED ON THE AVAILABLE T.I.N. MODEL AND MAY NEED VERIFICATION IN THE FIELD. INLET AND INVERT ELEVATIONS ARE BASED ON FIELD SURVEY DATA.

FIELD VERIFY ALL RAMP SLOPES AND GRADES PRIOR TO CONSTRUCTION

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

UTILITIES

RAILROAD
WISCONSIN CENTRAL LTD
3912 S. POKEGAMA ROAD
SUPERIOR, WI 54880
ATTN: JACKIE MACEWICZ
PHONE: (715) 345-2503
jackie.macewicz@CN.CA

DESIGN CONTACT
MICHAEL PEARSON
WISDOT NORTHWEST REGION
1701 N. 4TH STREET
SUPERIOR WI, 54880
PHONE: (715) 395-3024

RUSK COUNTY HIGHWAY COMMISSIONER
SCOTT EMCH
N4711 HWY 27
LADYSMITH, WI 54848
PHONE: (715) 532-2633

CITY OF LADYSMITH
120 MINER AVE.
LADYSMITH, WI 54848
PHONE: (715) 532-2600

DNR CONTACT
ANDREW BARTA
WDNR - NORTHWEST DISTRICT HEADQUARTERS
810 WEST MAPLE STREET
SPOONER, WI 54801
PHONE: (715) 635-4071

CENTURYLINK-COMMUNICATIONS
425 ELLINGSON AVE.
HAWKINS, WI 54530
ATTN: BRIAN HUHN
PHONE:(715)532-0023
brian.huhn@centurylink.com

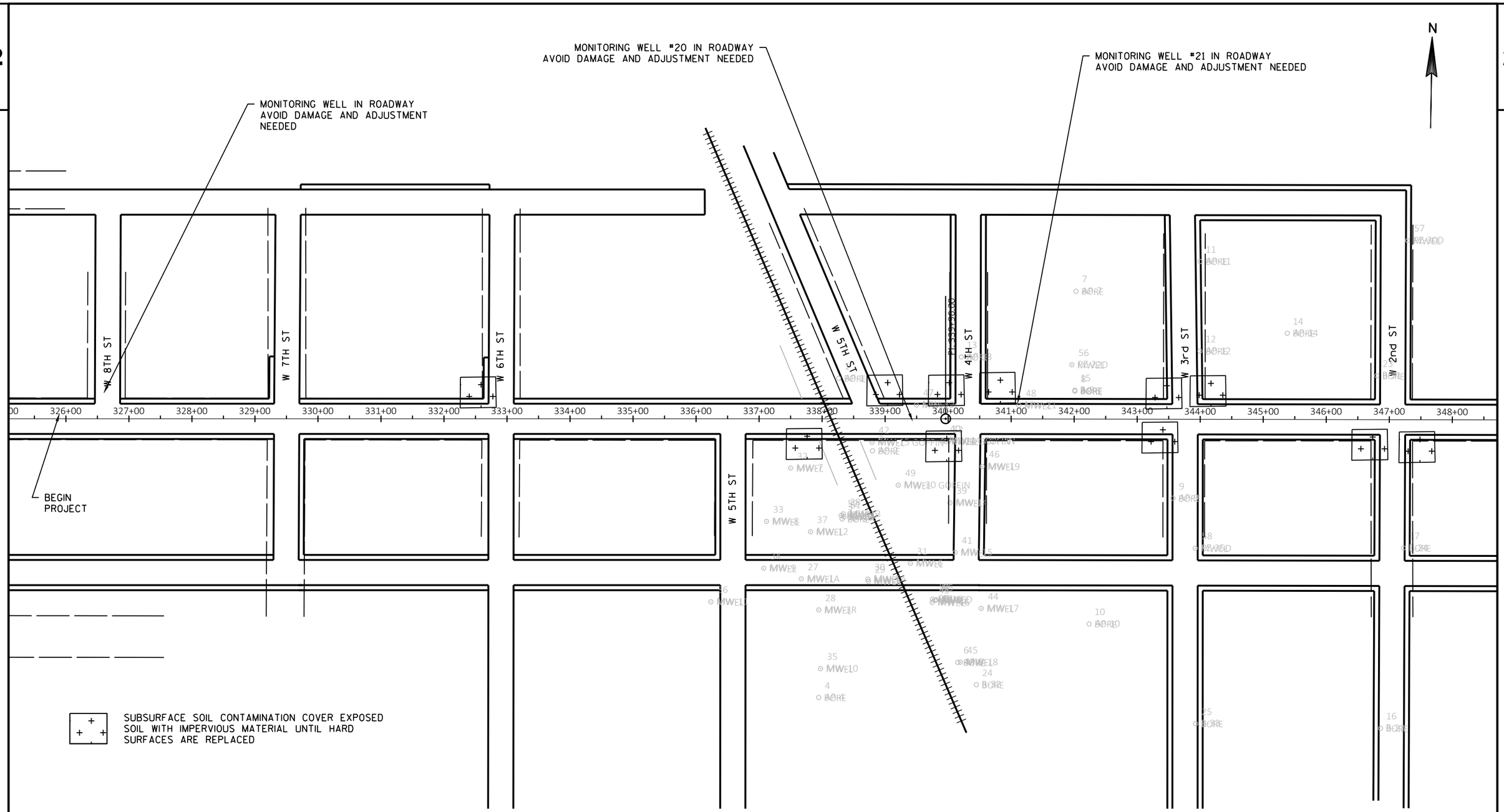
CHARTER COMMUNICATIONS
1201 MCCANN DR.
ALTOONA, WI 54720
ATTN: TERRY WRIGHT
PHONE: (715) 370-8430
TERRY.WRIGHT@charter.com

LADYSMITH MUNICIPLE WATER
120 MINER AVE. W.
P.O. BOX 431
LADYSMITH, WI 54848-0431
ATTN: KURTIS GORSEGNER
PHONE:(715) 532-2603
MOBILE:(715) 403-1466

WE ENERGIES (GAS/PETROLEUM)
104 W. SOUTH ST.
RICE LAKE, WI 54868
ATTN: STEVEN CHAVERS
PHONE: (715) 234-9605
steven.chavers@we-energies.com

XCEL ENERGY-ELECTRICITY
310 HICKORY HILLS LANE
PHILLIPS, WI 54555
ATTN: ANDY HALOPKA
PHONE: (715) 737-1183
ANDREW.A.HALOPKA@xcelenergy.com

2



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN OVERVIEW	SHEET 3	E

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LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/1/2020 1:38 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150

2

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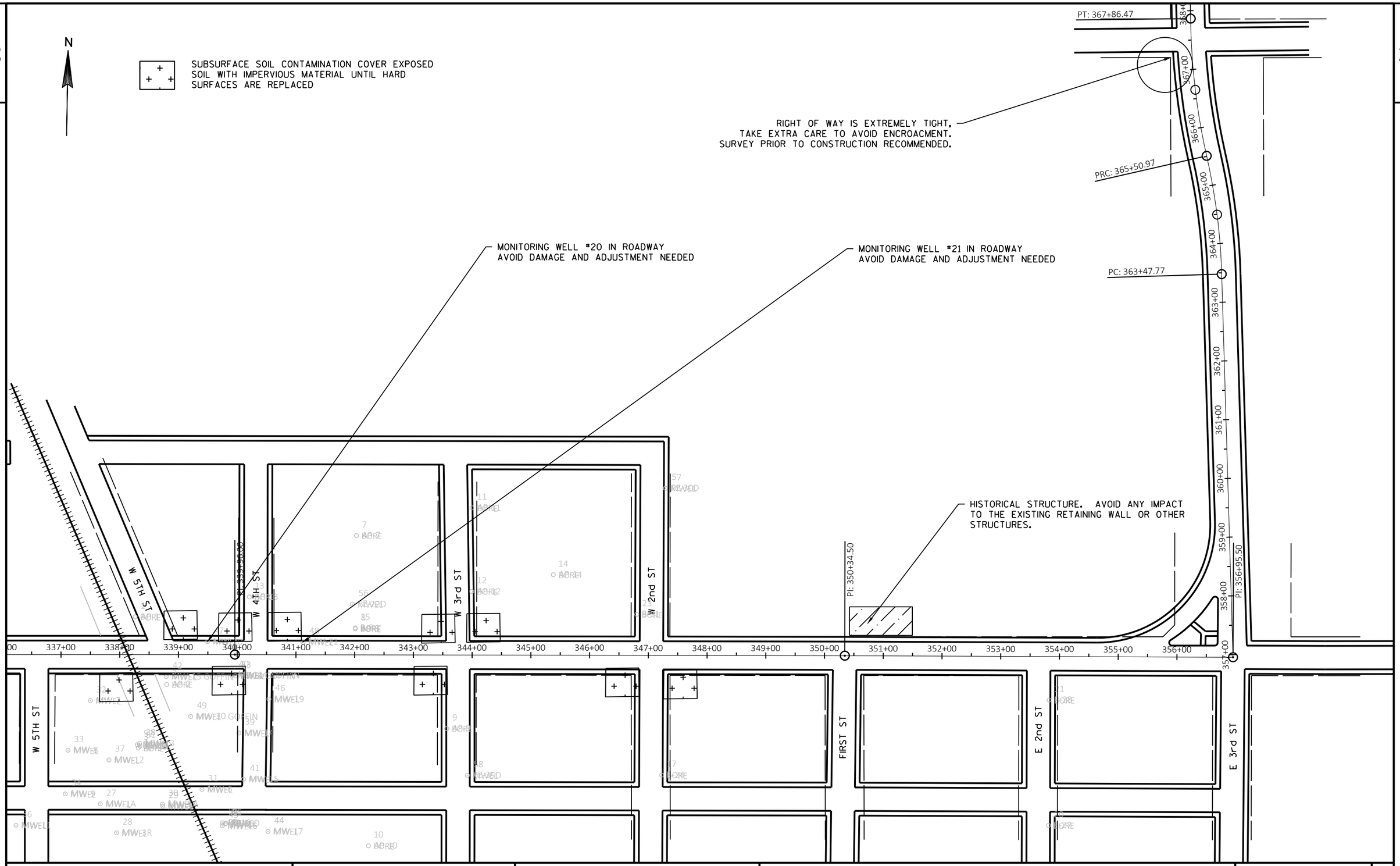
SUBSURFACE SOIL CONTAMINATION COVER EXPOSED SOIL WITH IMPERVIOUS MATERIAL UNTIL HARD SURFACES ARE REPLACED

RIGHT OF WAY IS EXTREMELY TIGHT. TAKE EXTRA CARE TO AVOID ENCROACMENT. SURVEY PRIOR TO CONSTRUCTION RECOMMENDED.

MONITORING WELL #20 IN ROADWAY AVOID DAMAGE AND ADJUSTMENT NEEDED

MONITORING WELL #21 IN ROADWAY AVOID DAMAGE AND ADJUSTMENT NEEDED

HISTORICAL STRUCTURE. AVOID ANY IMPACT TO THE EXISTING RETAINING WALL OR OTHER STRUCTURES.



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PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 4	E

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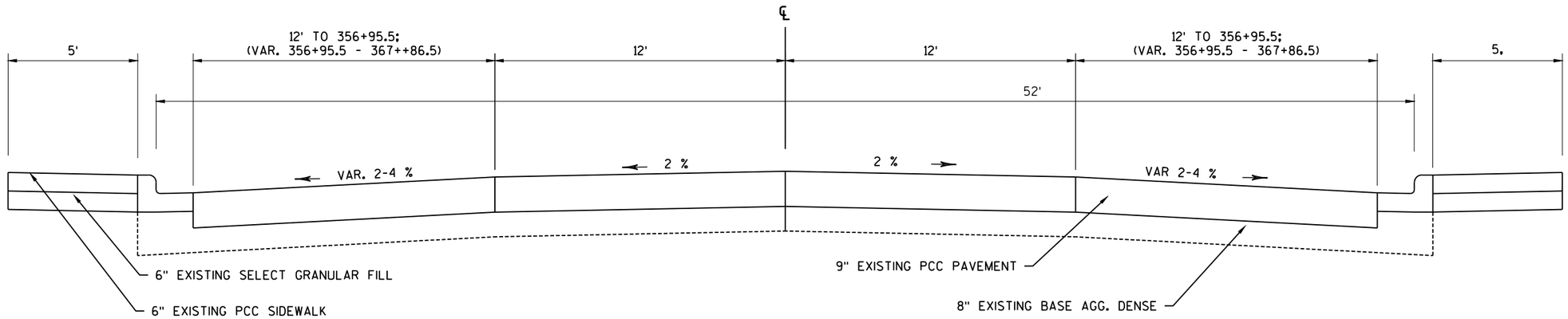
LAYOUT NAME - SHEET - (2)

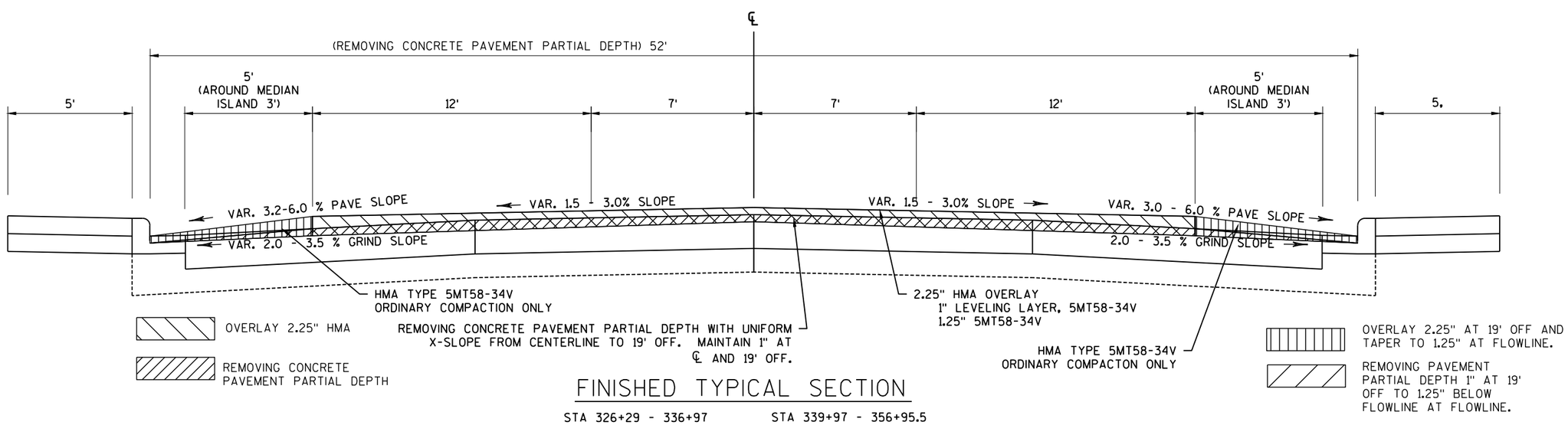
PLOT DATE : 10/1/2020 1:38 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150

WISDOT/CADDS SHEET 44



EXISTING TYPICAL SECTION

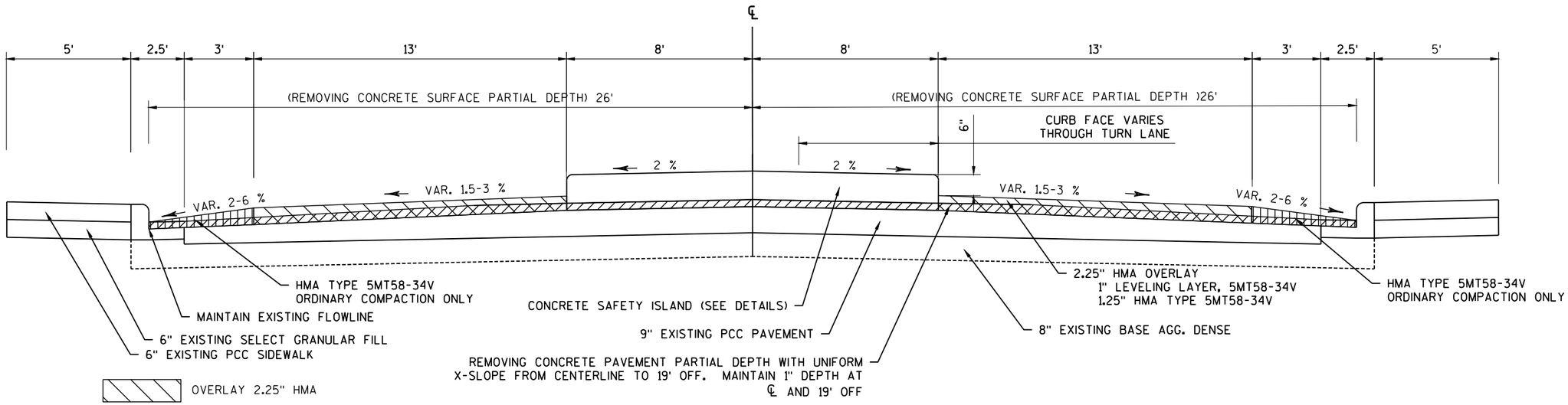
STA 326+29 - 367+86.5



FINISHED TYPICAL SECTION

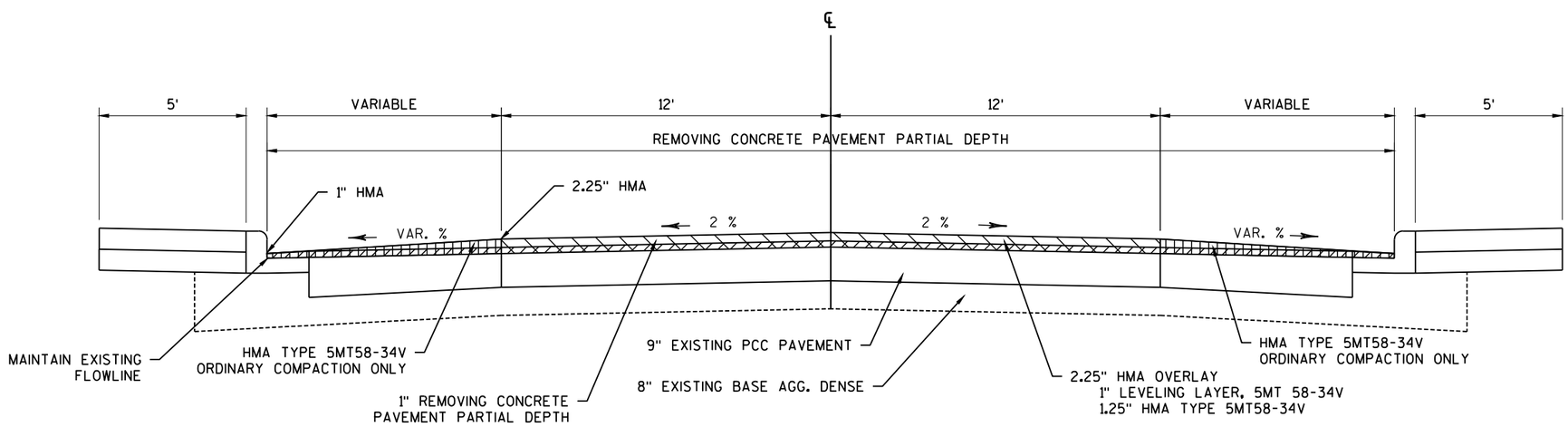
STA 326+29 - 336+97 STA 339+97 - 356+95.5

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TYPICAL SECTIONS	SHEET 5	E



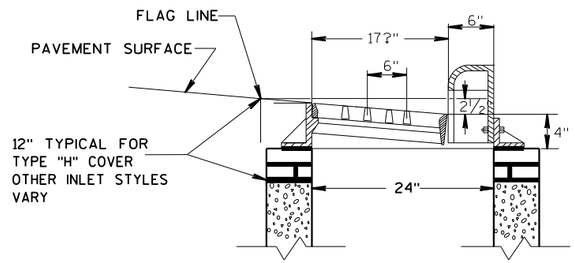
FINISHED TYPICAL SECTION

RR STA 336+97 - 339+97

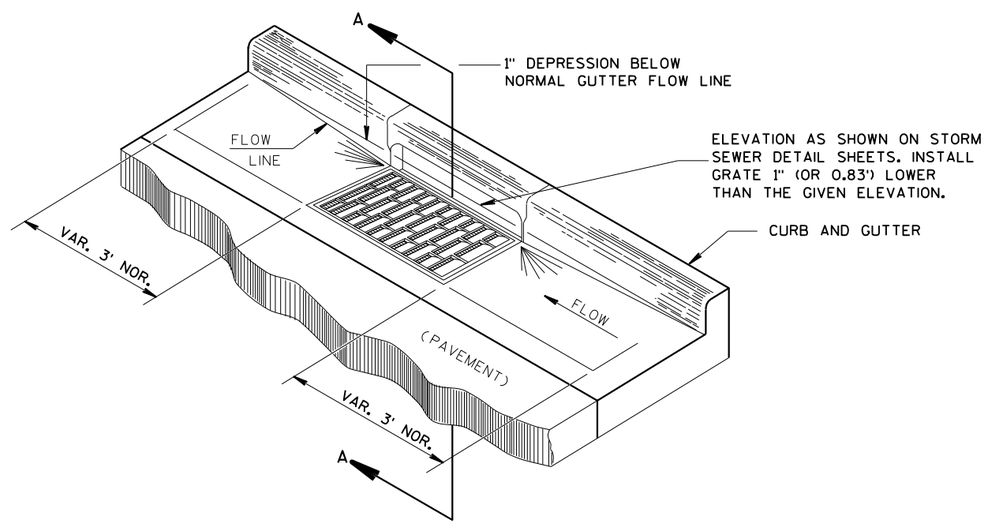


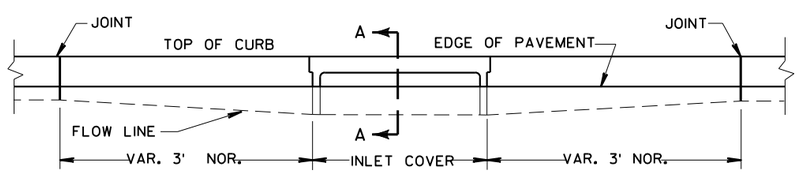
FINISHED TYPICAL SECTION

STA 356+95.5 - 367+86.5



SECTION A-A

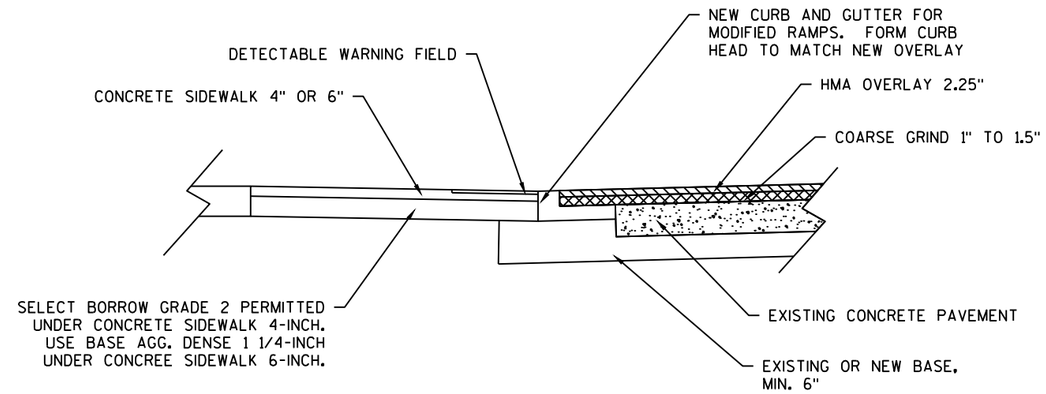




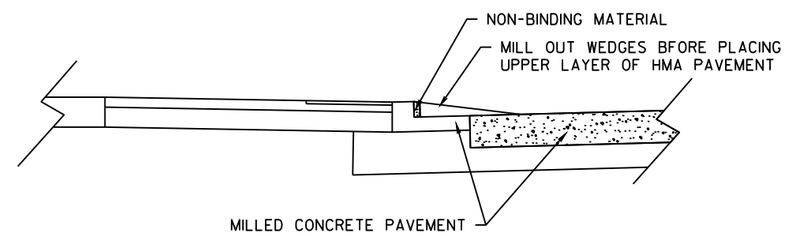
ELEVATION VIEW

DETAIL OF CURB AND GUTTER AT INELETS

(TYPE 3-H INLET SHOWN FOR INFORMATION ONLY)

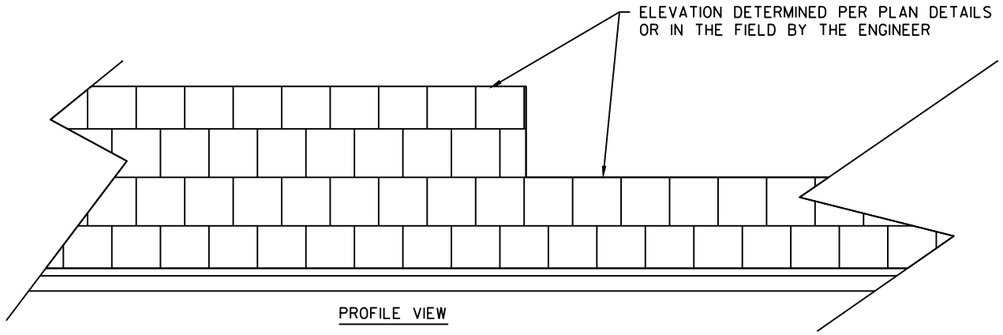


CURB RAMP AND SIDEWALK
BLENDING DETAIL

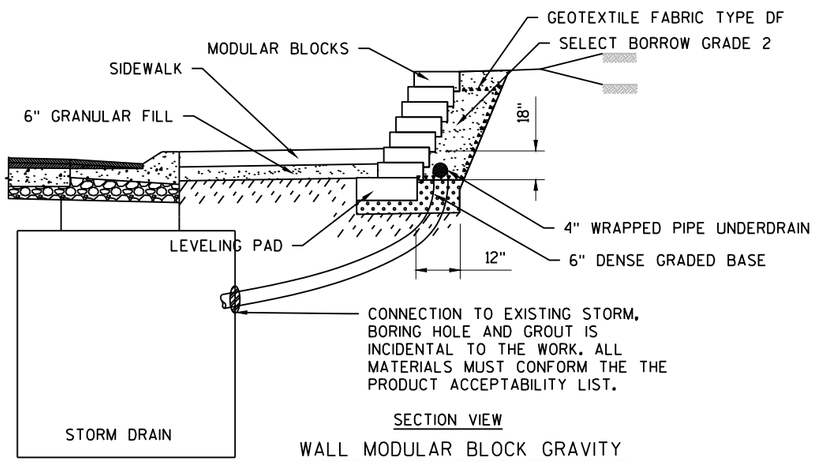


TEMPORARY ASPHALT RAMPS AT CURB RAMPS

NOTE: MOBILE TEMPORARY RAMPS MAY BE USED
IN LIEU OF HMA RAMPS.



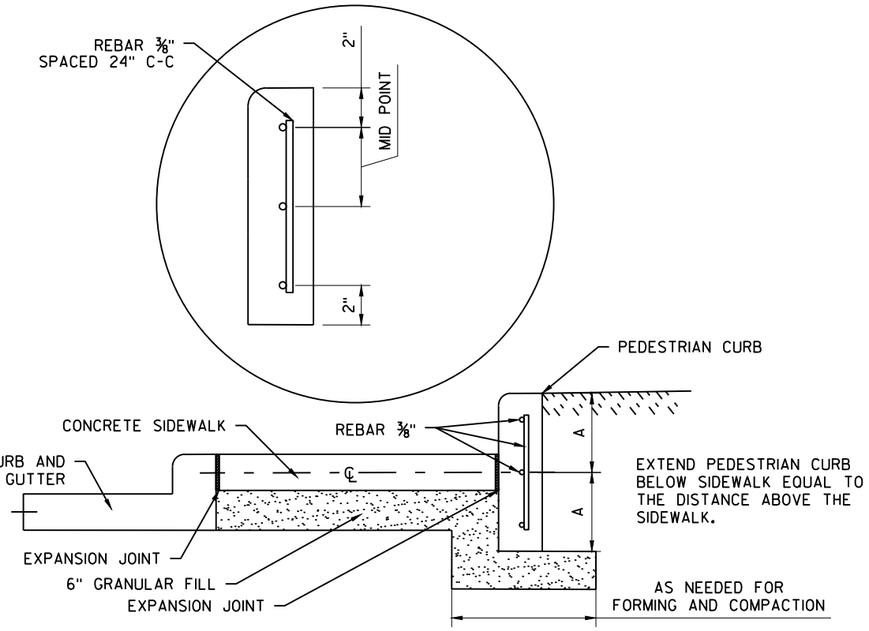
PROFILE VIEW



SECTION VIEW

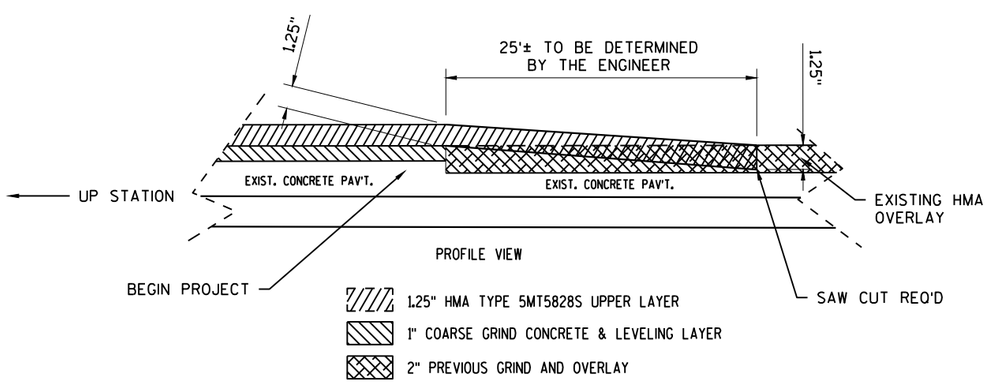
WALL MODULAR BLOCK GRAVITY

W. 4TH ST. NE CORNER
(ADDITIONAL DETAILS WITH
CURB RAMP DETAILS.)



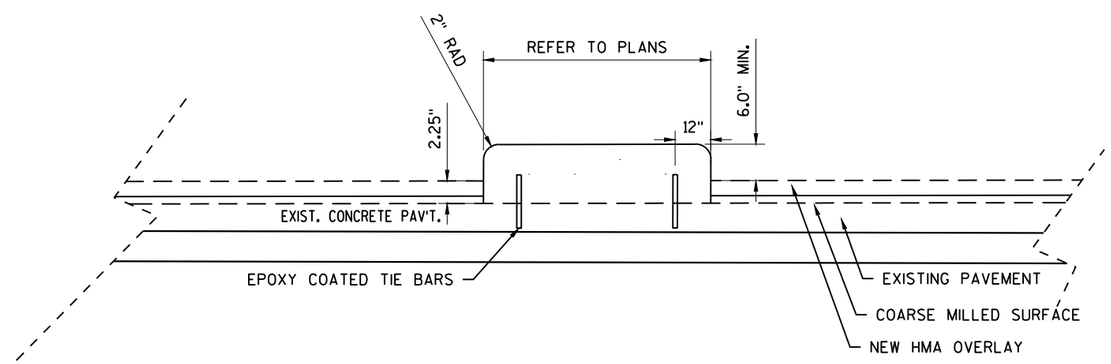
PEDESTRIAN CURB CONSTRUCTION DETAIL

W8TH ST. N.E. CORNER
RIVER AVE N.E. CORNER



TERMINAL BUTTED JOINT DETAIL

STA. 326+28
STA. 367+86.50

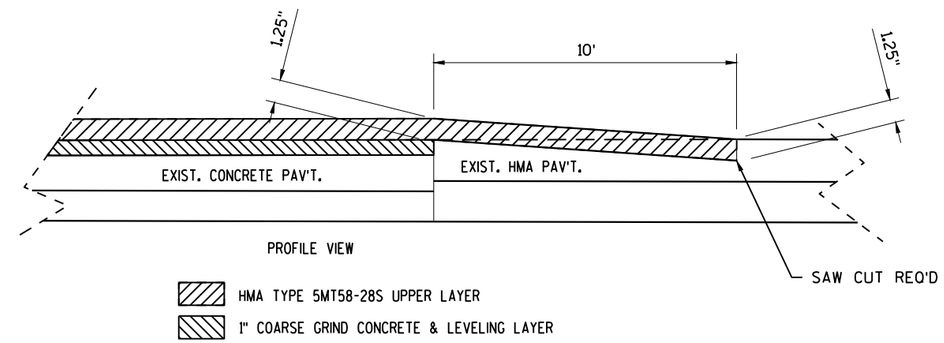


CONCRETE SAFETY ISLAND DETAIL

STA. 337+00± TO 340+00±

ISLAND DOWELLED TO EXISTING PAVMENT WITH No. 5 X 12" EPOXY COATED TIE BARS IMBEDDED 6" INTO PAVEMENT 48" C-C. INCIDENTAL TO CONSTRUCTION.

MUST MAINTAIN A 6" MIN. CURB HEAD ABOVE THE NEW PAVEMENT SURFACE. MINIMUM THICKNESS 8.25".

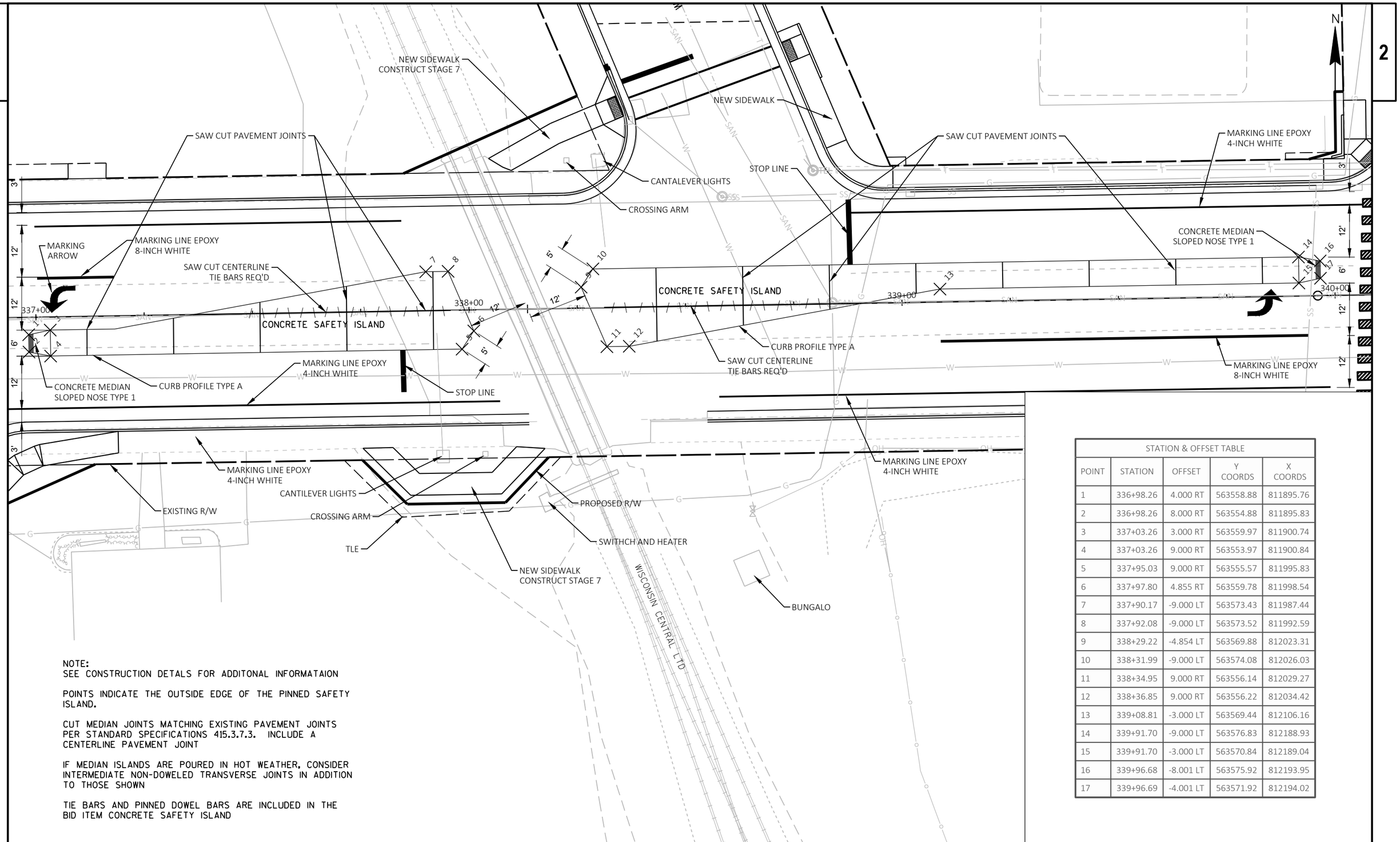


SIDE STREET BUTT JOINT DETAIL

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES



NOTE:
SEE CONSTRUCTION DETALS FOR ADDITONAL INFORMATAION

POINTS INDICATE THE OUTSIDE EDGE OF THE PINNED SAFETY ISLAND.

CUT MEDIAN JOINTS MATCHING EXISTING PAVEMENT JOINTS PER STANDARD SPECIFICATIONS 415.3.7.3. INCLUDE A CENTERLINE PAVEMENT JOINT

IF MEDIAN ISLANDS ARE POURED IN HOT WEATHER, CONSIDER INTERMEDIATE NON-DOWELED TRANSVERSE JOINTS IN ADDITION TO THOSE SHOWN

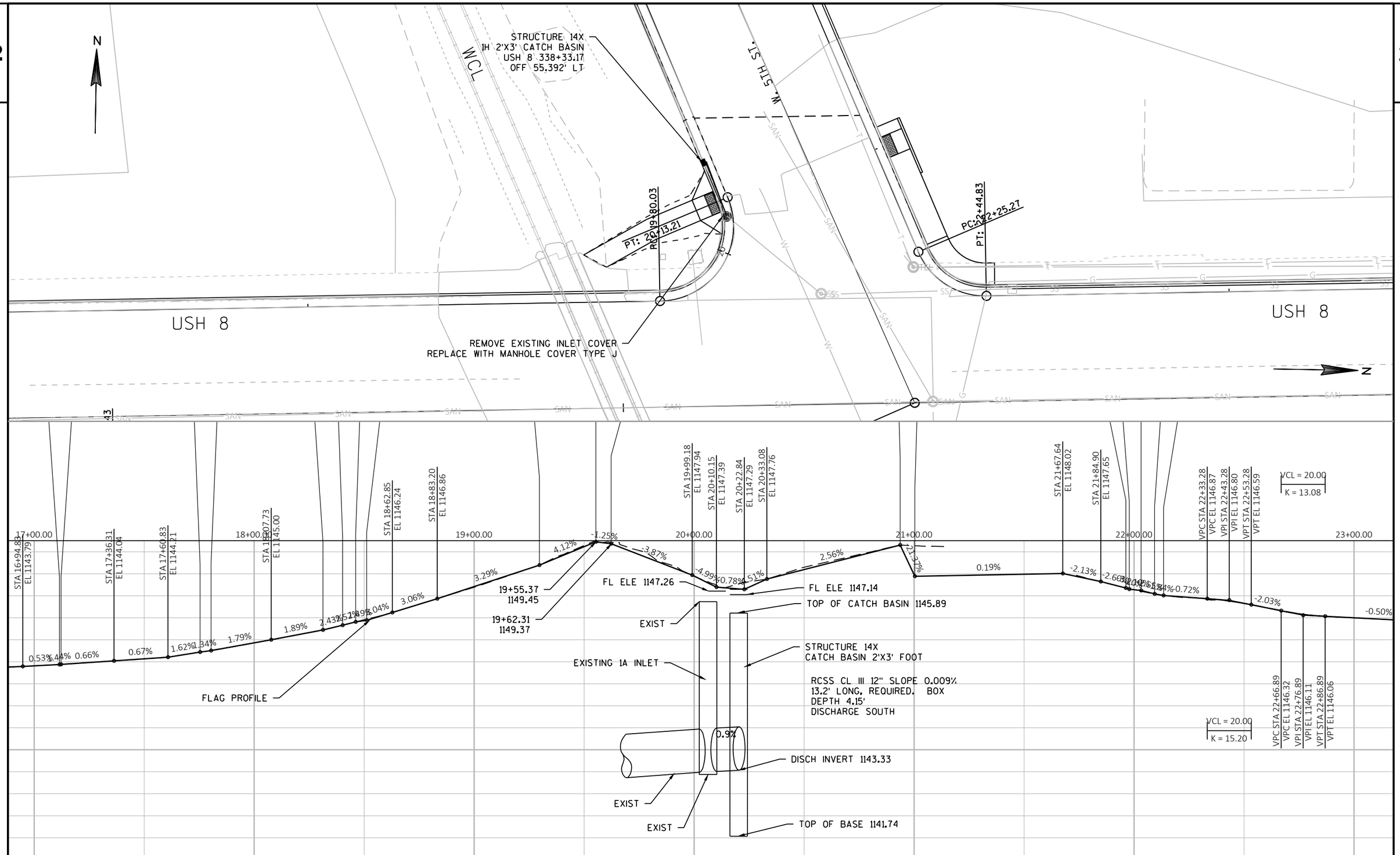
TIE BARS AND PINNED DOWEL BARS ARE INCLUDED IN THE BID ITEM CONCRETE SAFETY ISLAND

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
1	336+98.26	4.000 RT	563558.88	811895.76
2	336+98.26	8.000 RT	563554.88	811895.83
3	337+03.26	3.000 RT	563559.97	811900.74
4	337+03.26	9.000 RT	563553.97	811900.84
5	337+95.03	9.000 RT	563555.57	811995.83
6	337+97.80	4.855 RT	563559.78	811998.54
7	337+90.17	-9.000 LT	563573.43	811987.44
8	337+92.08	-9.000 LT	563573.52	811992.59
9	338+29.22	-4.854 LT	563569.88	812023.31
10	338+31.99	-9.000 LT	563574.08	812026.03
11	338+34.95	9.000 RT	563556.14	812029.27
12	338+36.85	9.000 RT	563556.22	812034.42
13	339+08.81	-3.000 LT	563569.44	812106.16
14	339+91.70	-9.000 LT	563576.83	812188.93
15	339+91.70	-3.000 LT	563570.84	812189.04
16	339+96.68	-8.001 LT	563575.92	812193.95
17	339+96.69	-4.001 LT	563571.92	812194.02

PROJECT NO: 1580-31-71	HWY: USH 8	COUNTY: RUSK	RR MEDIAN DETAIL	SHEET 10	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\CD\RR MEDIAN.DWG
LAYOUT NAME - RR MEDIAN DETAIL
PLOT DATE : 9/30/2020 2:07 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	STORM SEWER	SHEET 11	E

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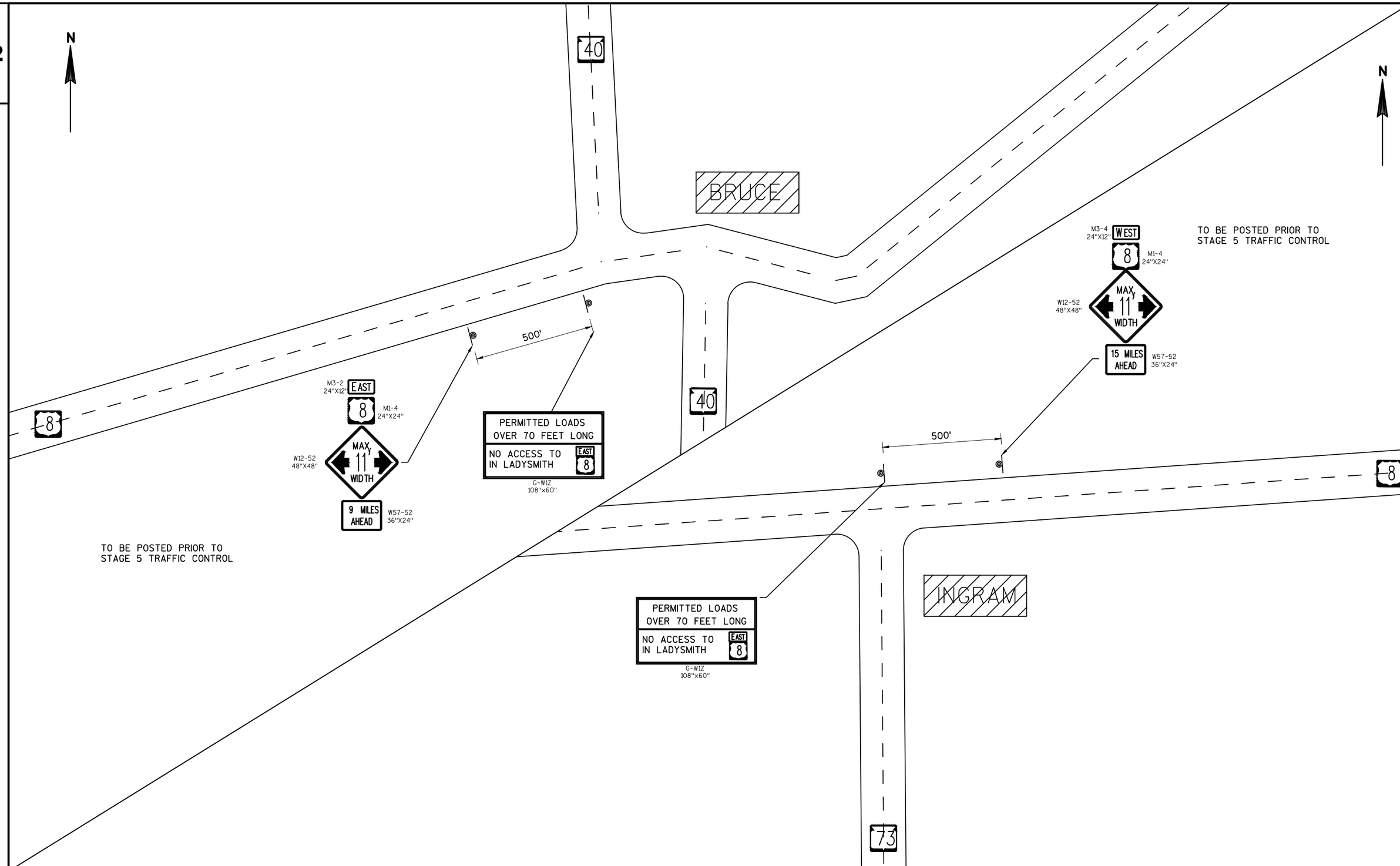
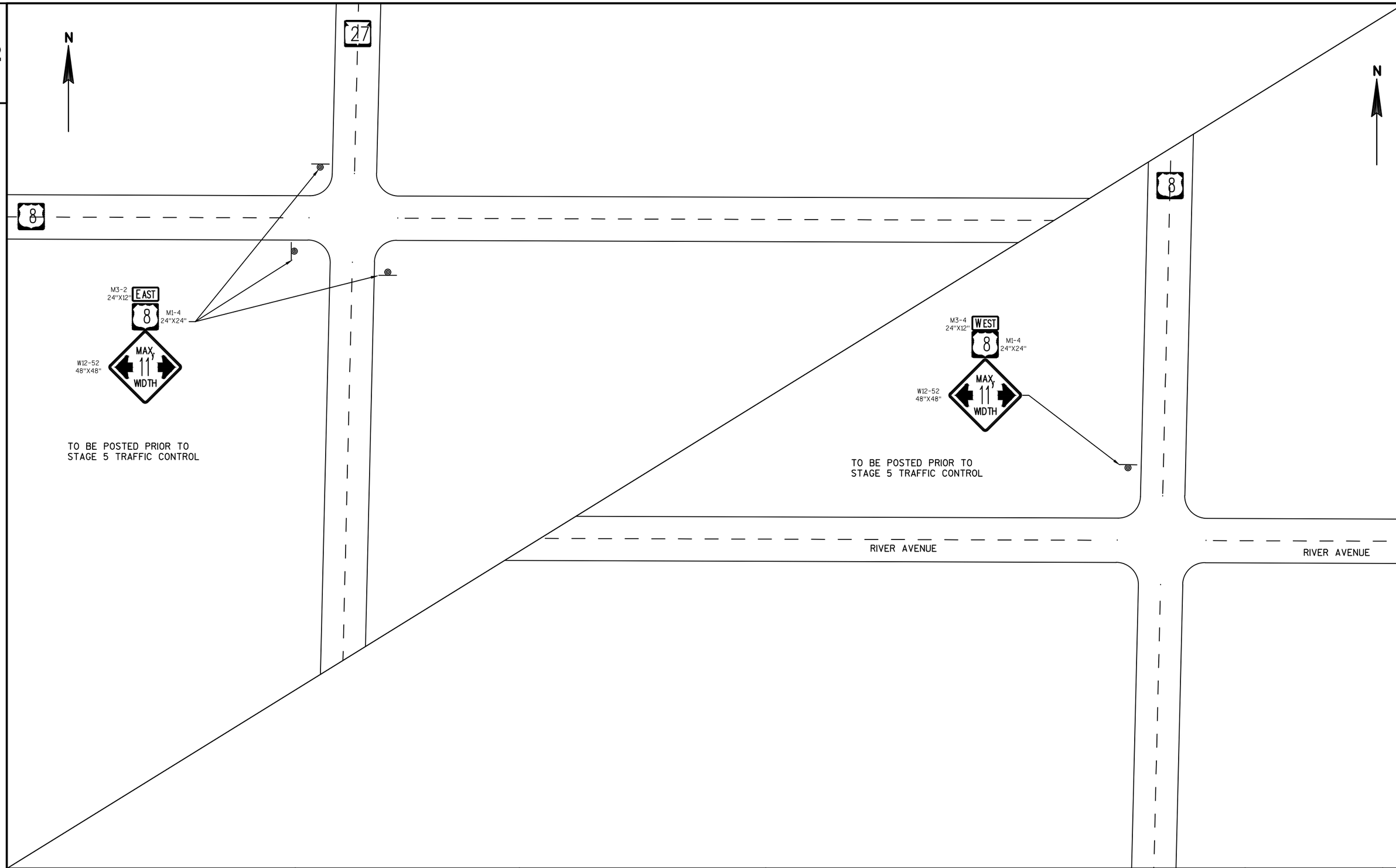
LAYOUT NAME - ****
PLOT DATE : 3/1/2021 1:28 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 41

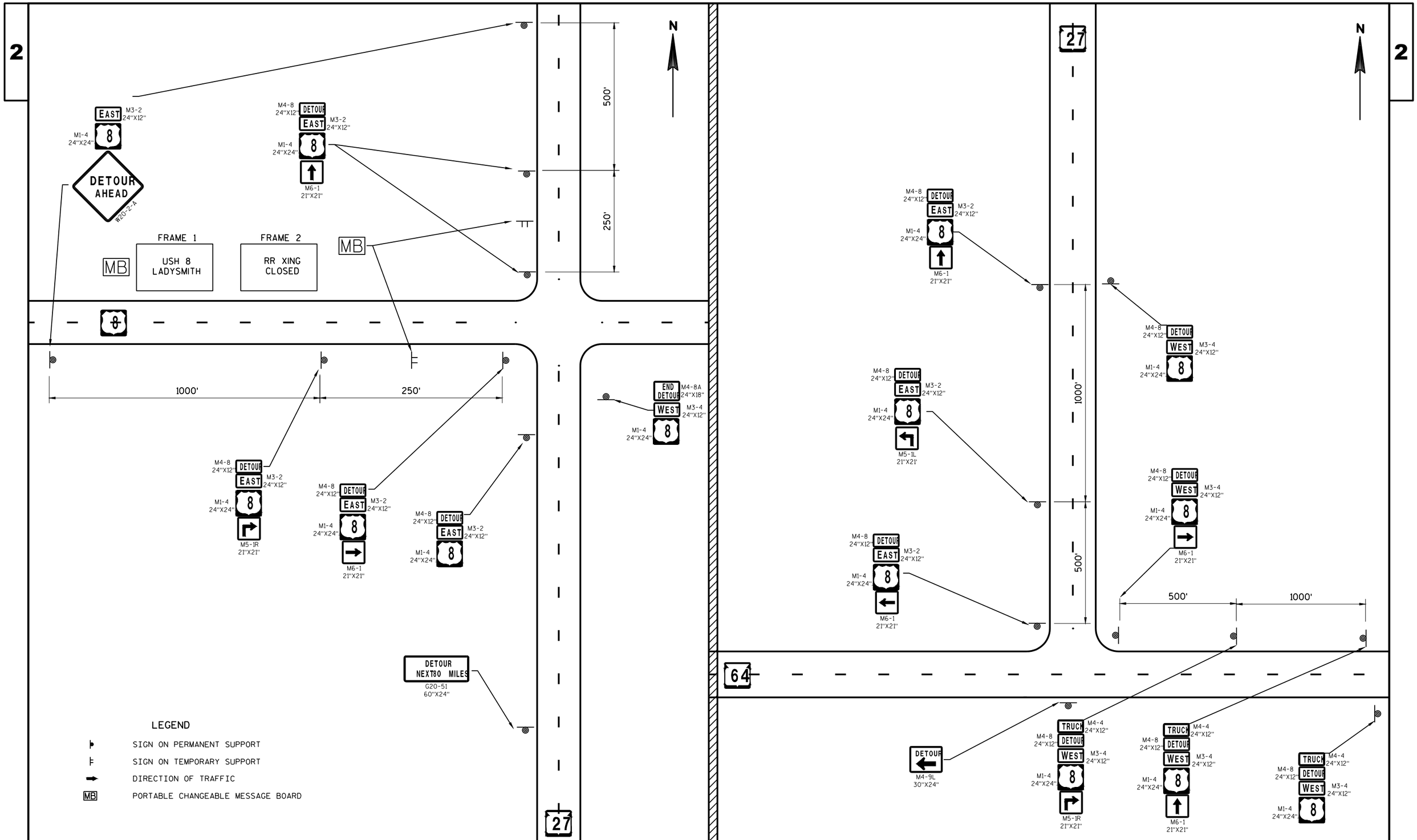


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	OVER SIZE OVER WEIGHT SIGNS PAGE 1	SHEET 12	E

FILE NAME : N:\PDS\C3D\15803100\SHEETSPLAN\TC\OSOW SIGNS.DWG
LAYOUT NAME - ****
PLOT DATE : 5/17/2017 3:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	OVER SIZE OVER WEIGHT SIGNS PAGE 2	SHEET 13	E

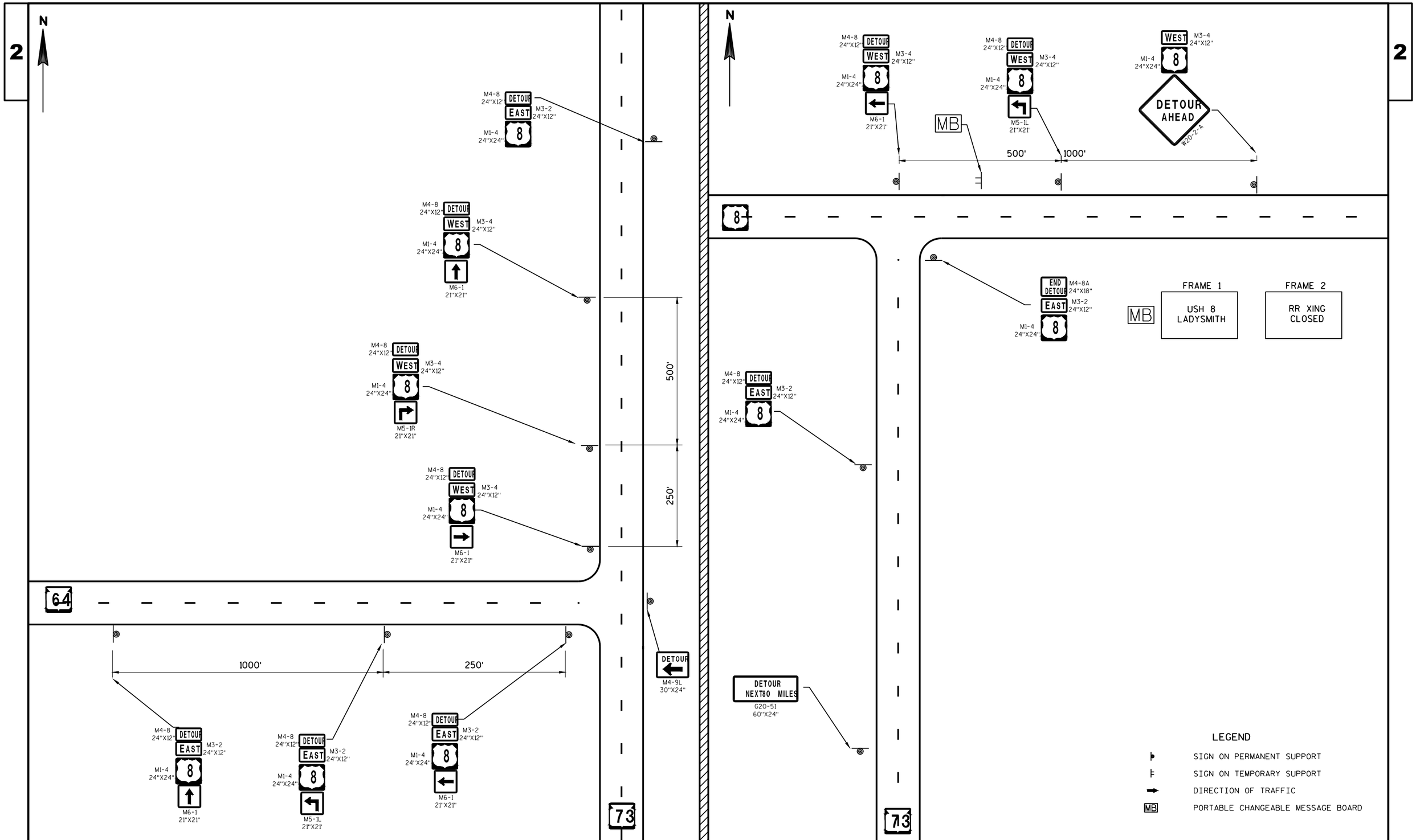


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	DETOUR PAGE 1	SHEET 14	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\DETOUR 1 WEEK.DWG
LAYOUT NAME - ****

PLOT DATE : 10/19/2020 1:44 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



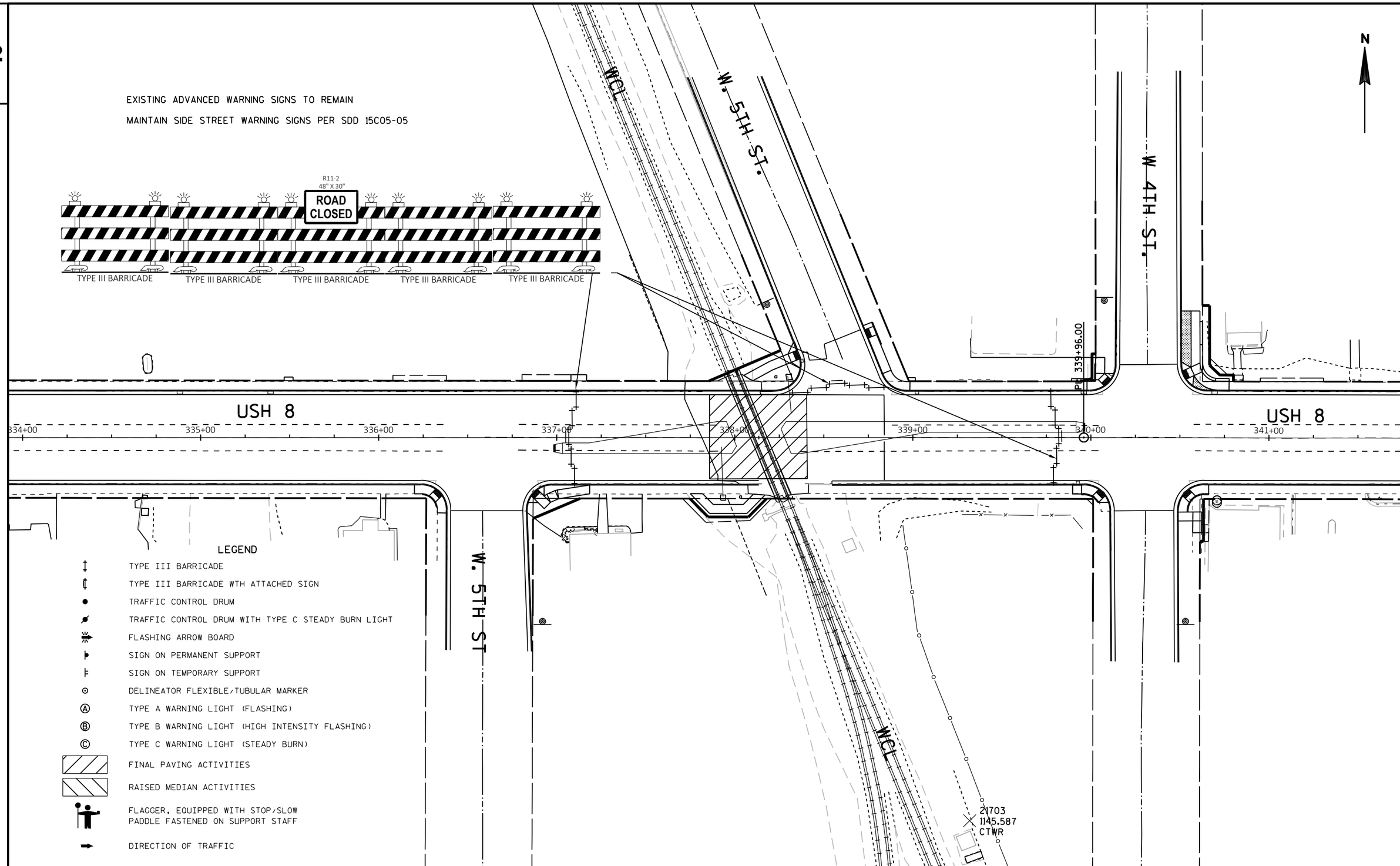
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	DETOUR PAGE 2	SHEET 15	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\DETOUR 1 WEEK.DWG
LAYOUT NAME - ****
PLOT DATE : 10/19/2020 1:44 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

EXISTING ADVANCED WARNING SIGNS TO REMAIN

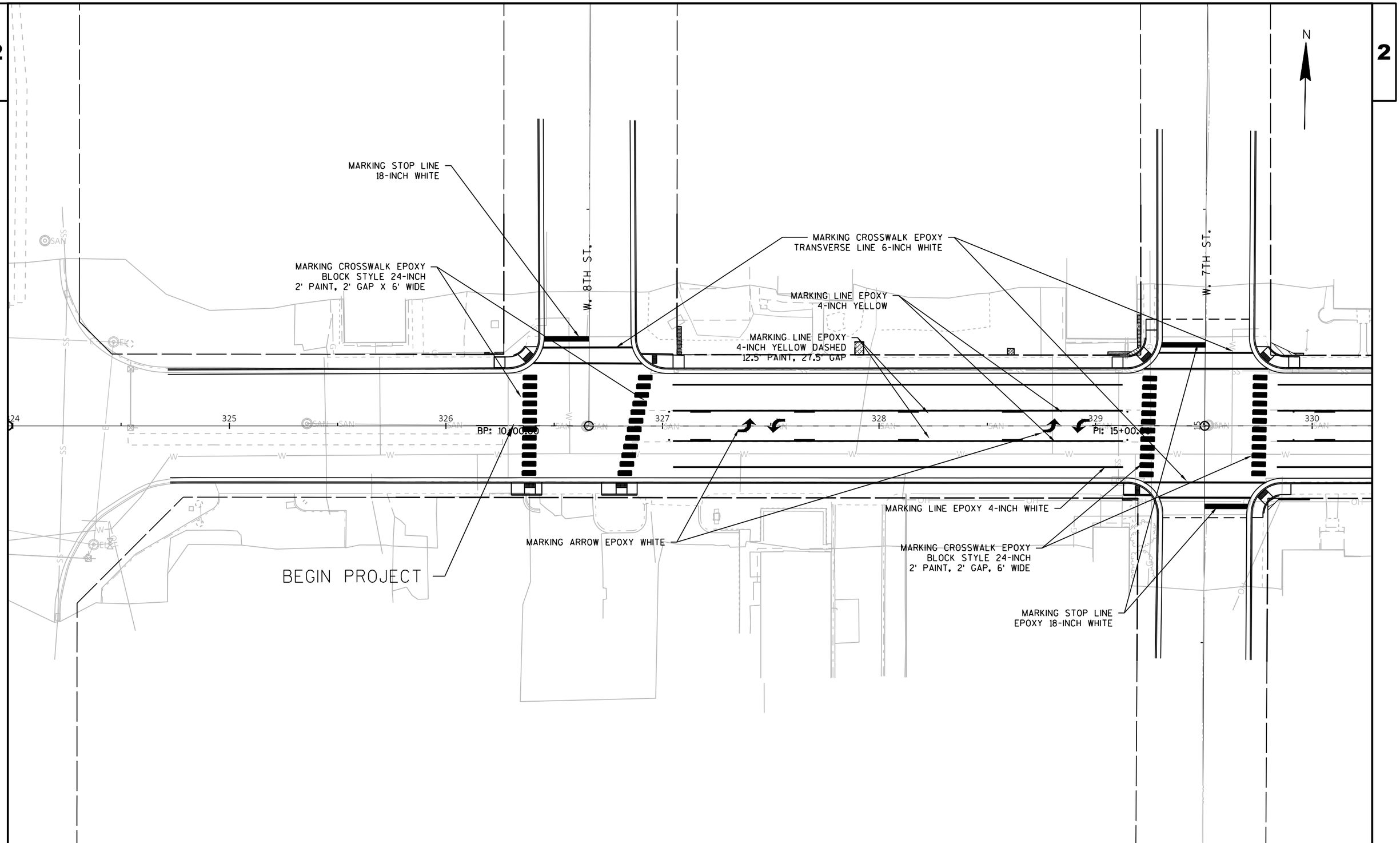
MAINTAIN SIDE STREET WARNING SIGNS PER SDD 15C05-05



LEGEND

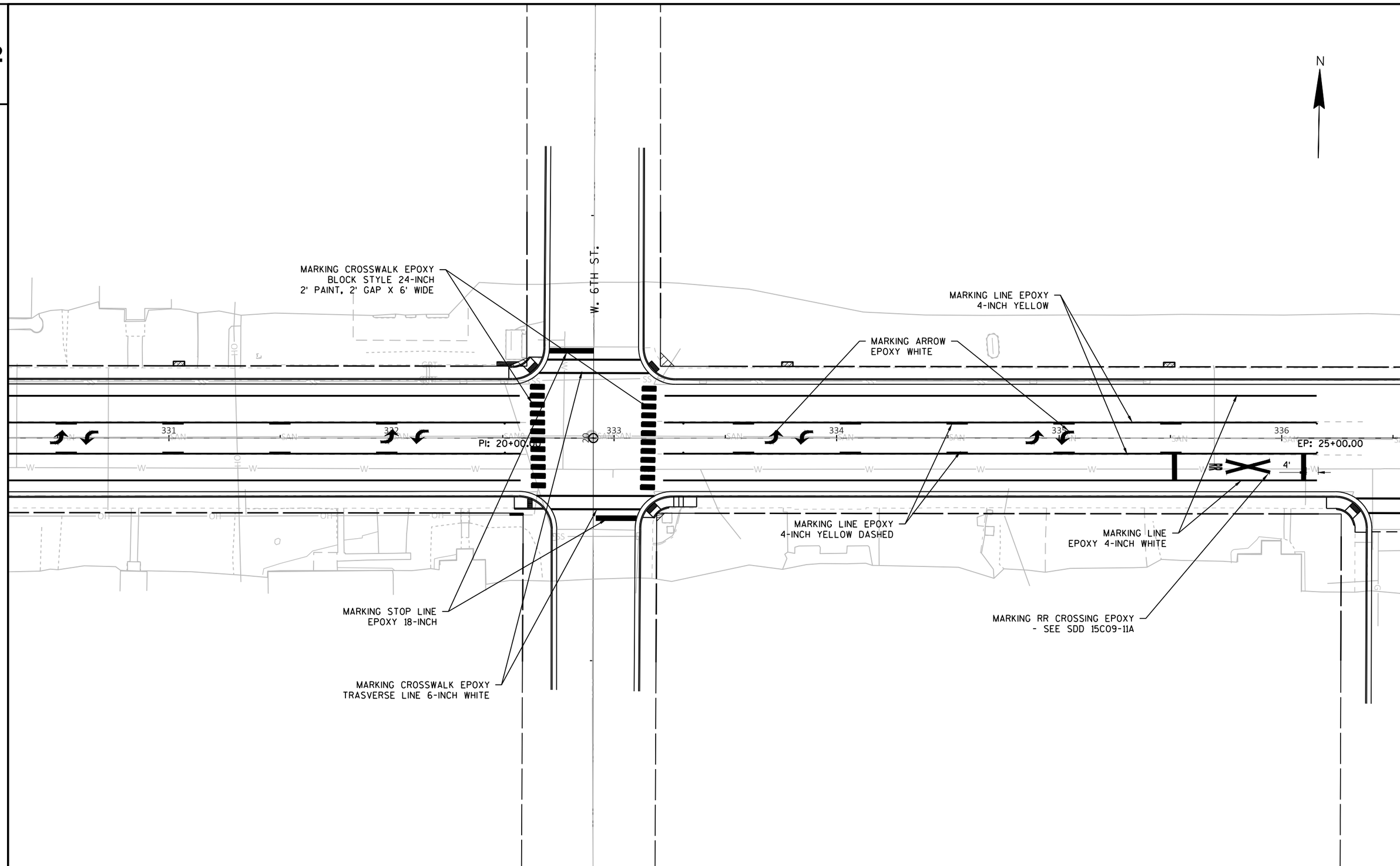
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- FINAL PAVING ACTIVITIES
- RAISED MEDIAN ACTIVITIES
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	DETOUR PAGE 3	SHEET 16	E



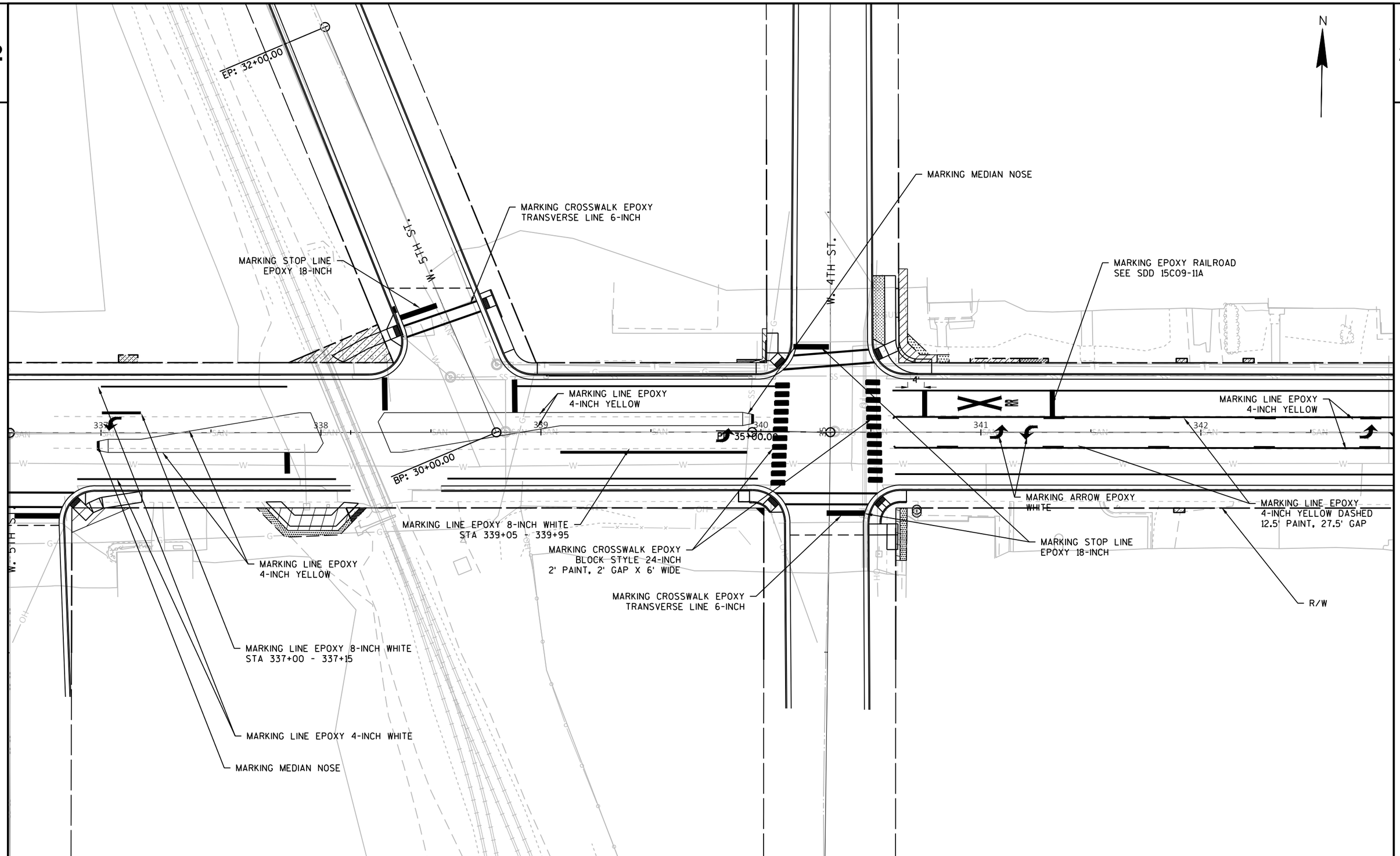
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENT MARKING	SHEET 17	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/5/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



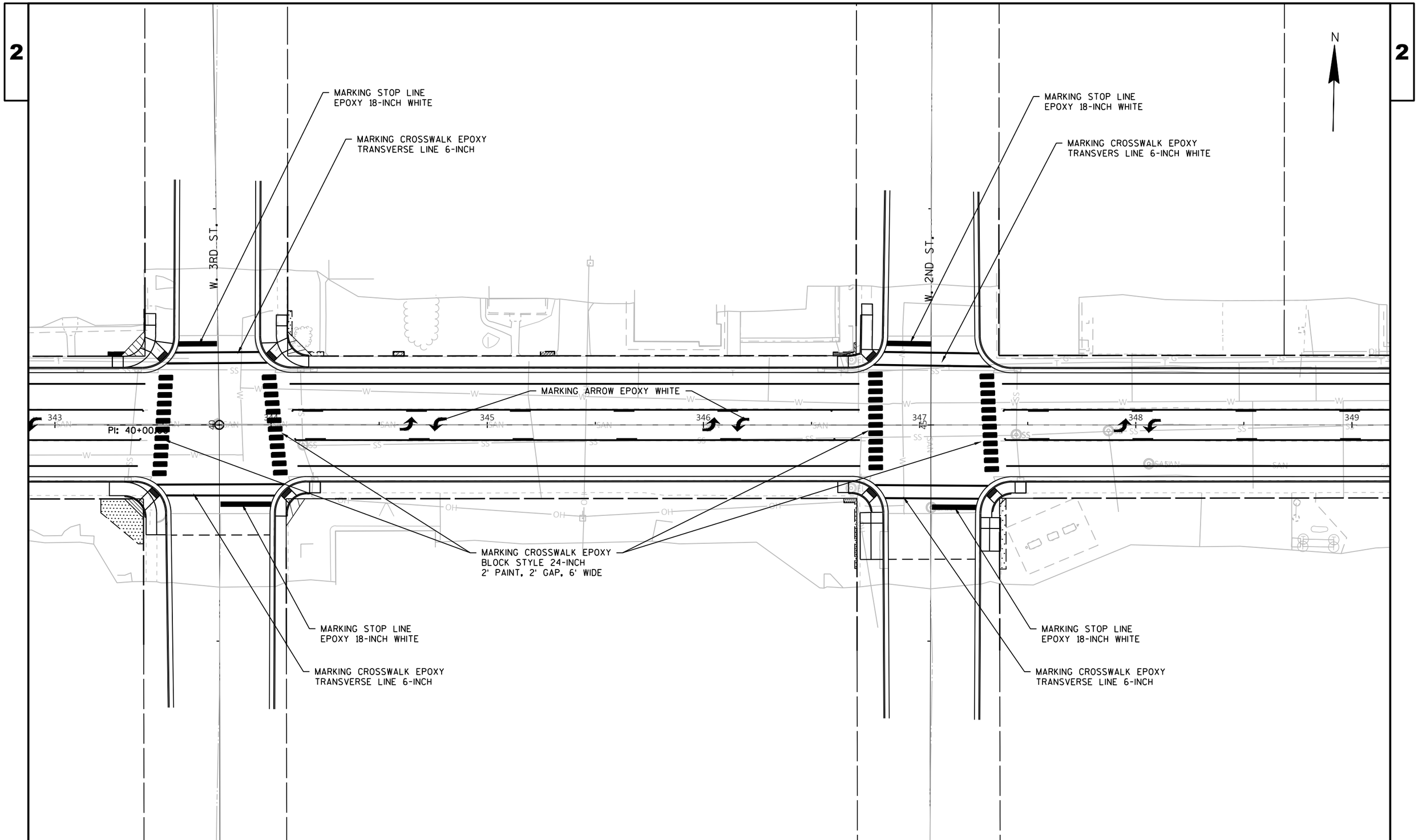
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENT MARKING	SHEET 18	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/5/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



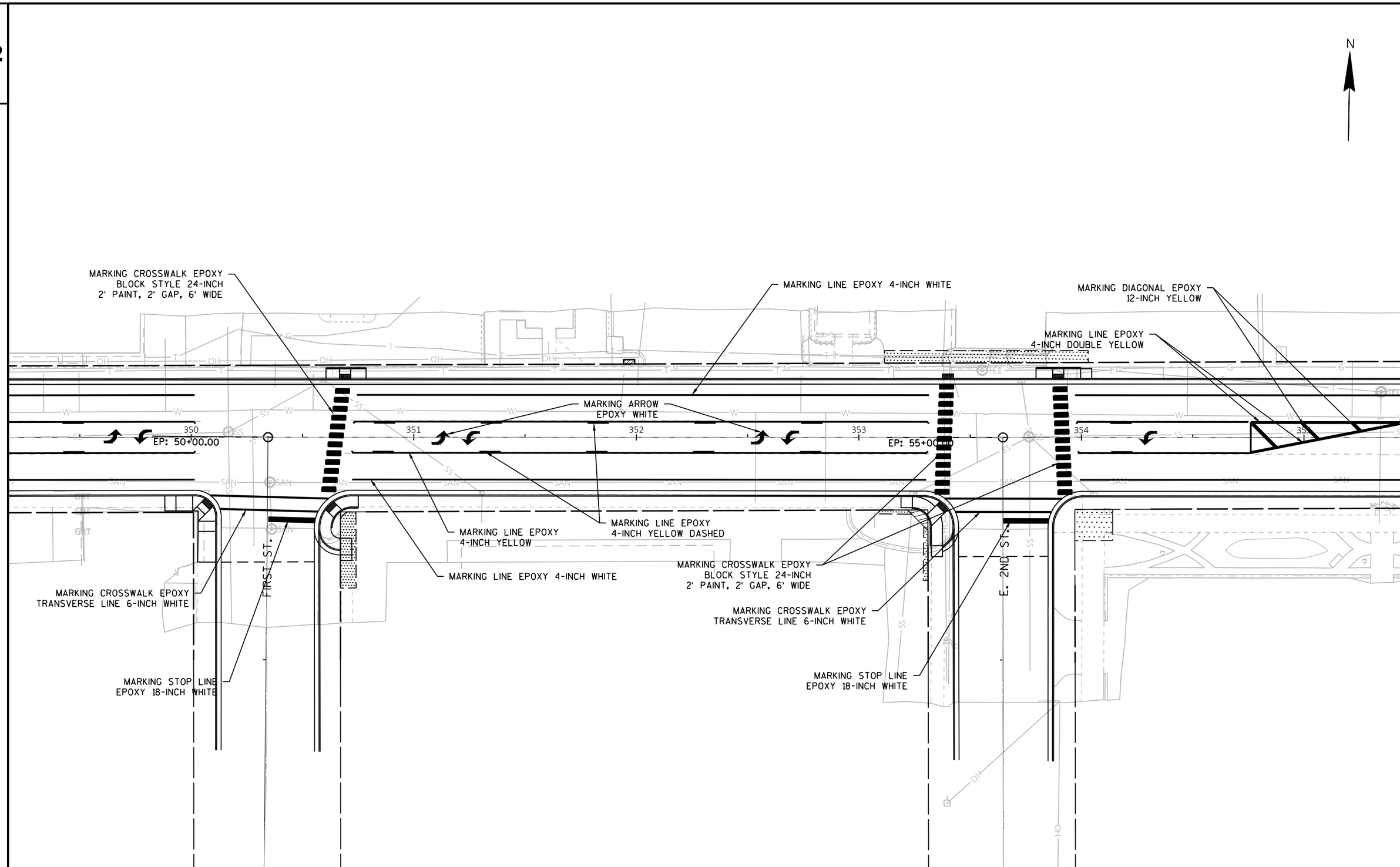
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENT MARKING	SHEET 19	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 10/5/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENT MARKING	SHEET 20	E

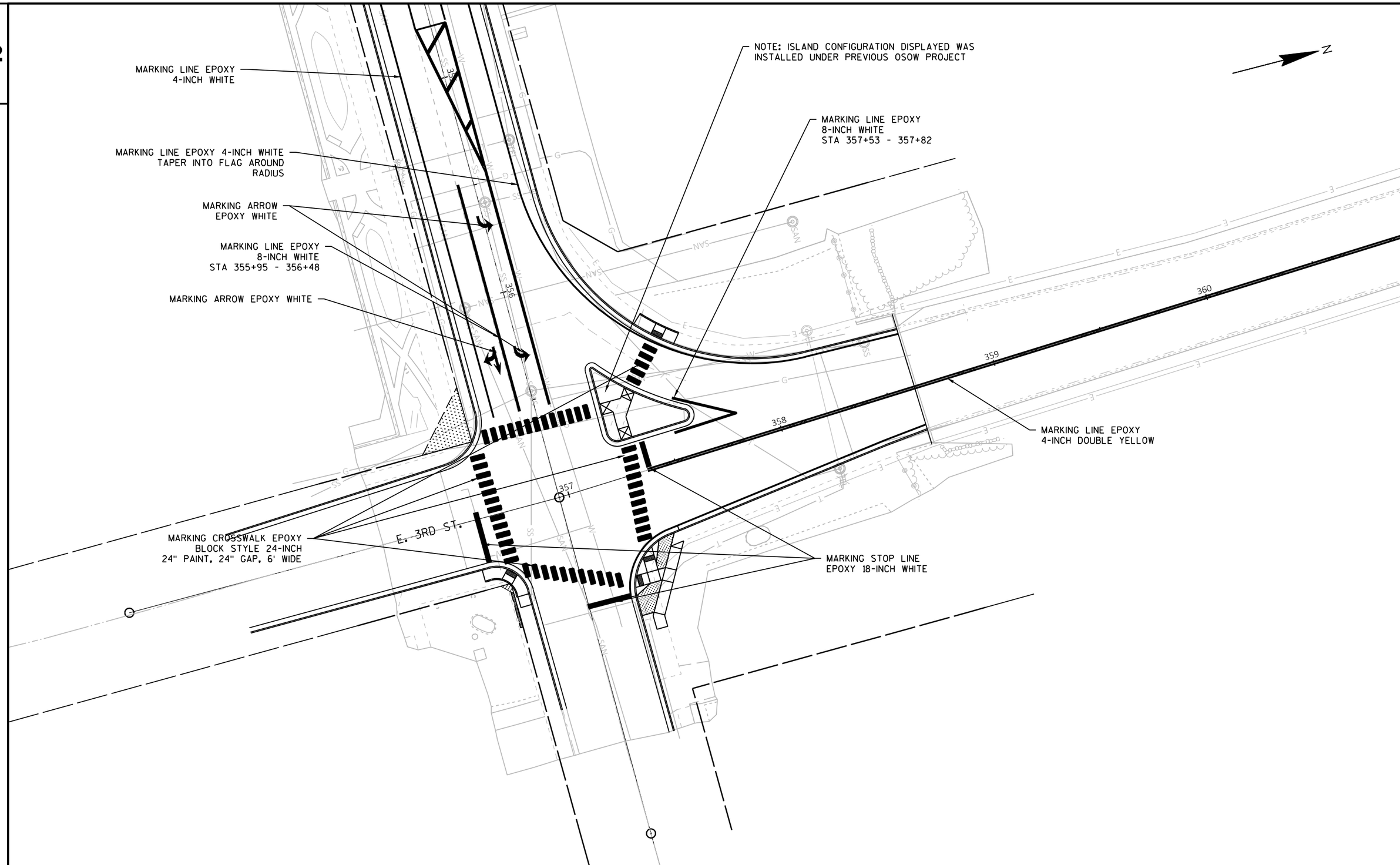
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (4)
PLOT DATE : 10/5/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENT MARKING	SHEET 21	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 10/5/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

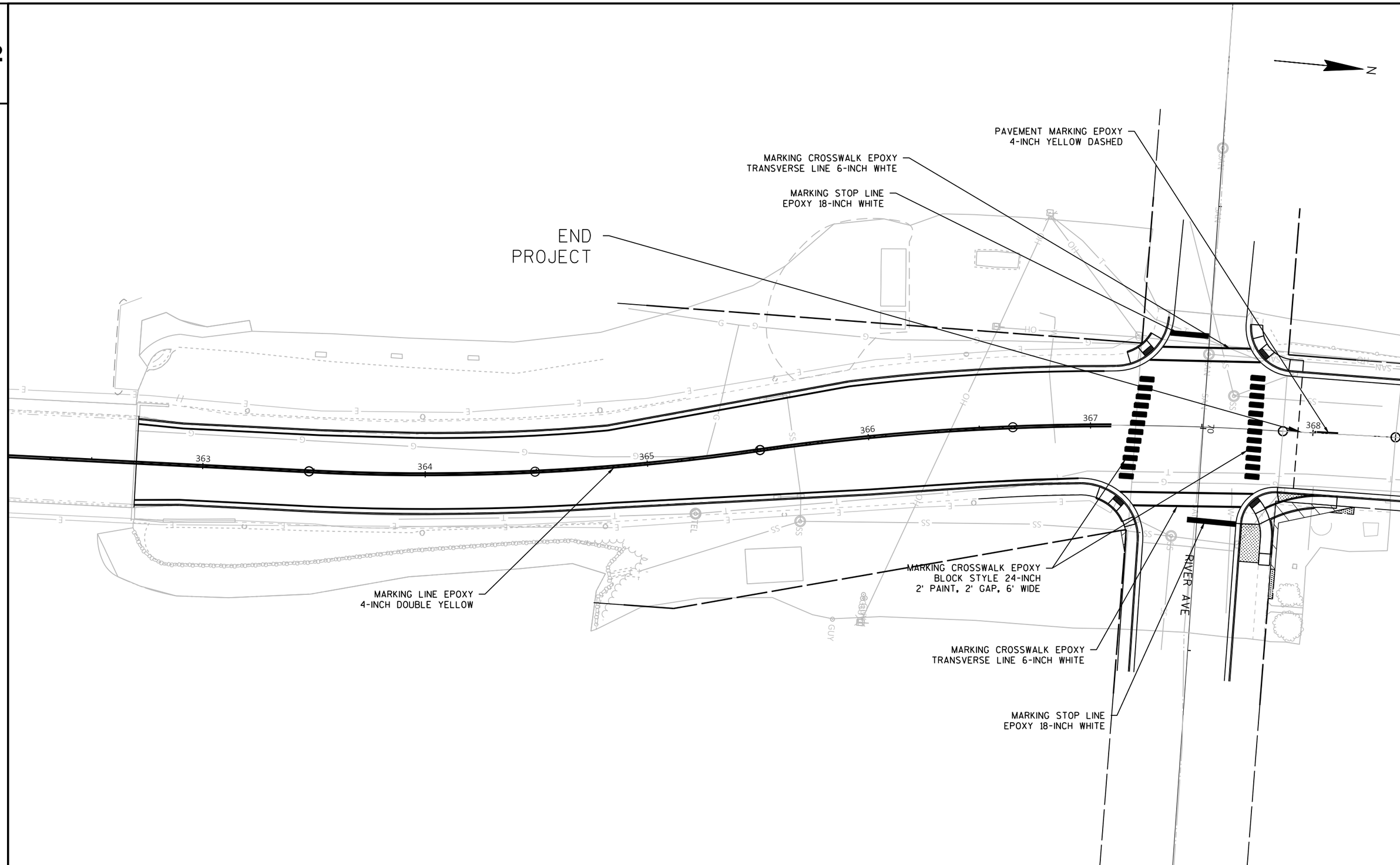
2

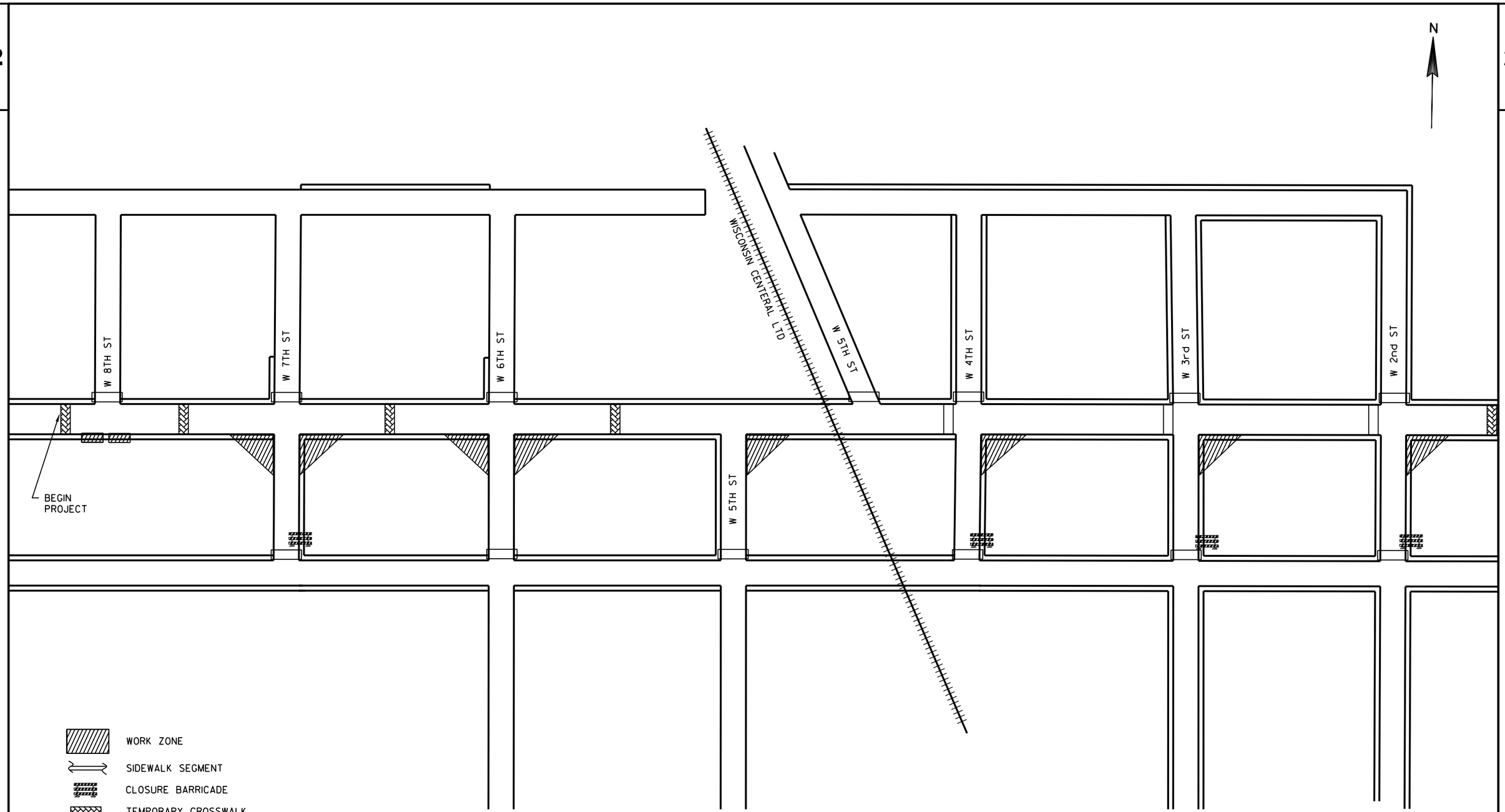


2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PAVEMENET MARKING	SHEET 22	E

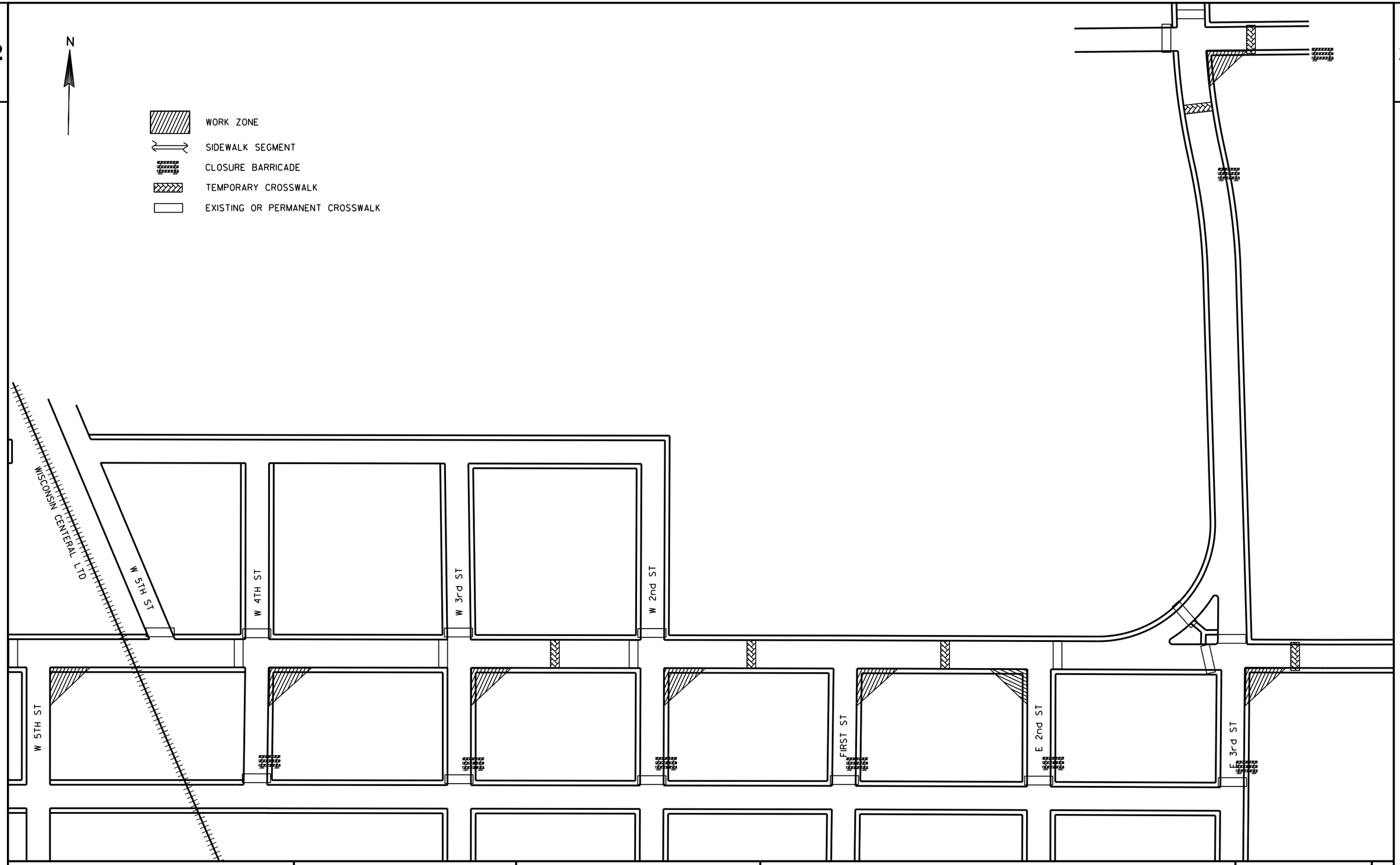
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PS\PM SHEETS NO SIGNS.DWG
LAYOUT NAME - SHEET - (6)
PLOT DATE : 10/5/2020 2:40 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT


N
PAVEMENT MARKING EPOXY
4-INCH YELLOW DASHED
MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH WHTE
MARKING STOP LINE
EPOXY 18-INCH WHITE
END
PROJECT
363
364
365
366
367
368
MARKING LINE EPOXY
4-INCH DOUBLE YELLOW
MARKING CROSSWALK EPOXY
BLOCK STYLE 24-INCH
2' PAINT, 2' GAP, 6' WIDE
MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH WHITE
MARKING STOP LINE
EPOXY 18-INCH WHITE
RIVER AVE



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 24	E

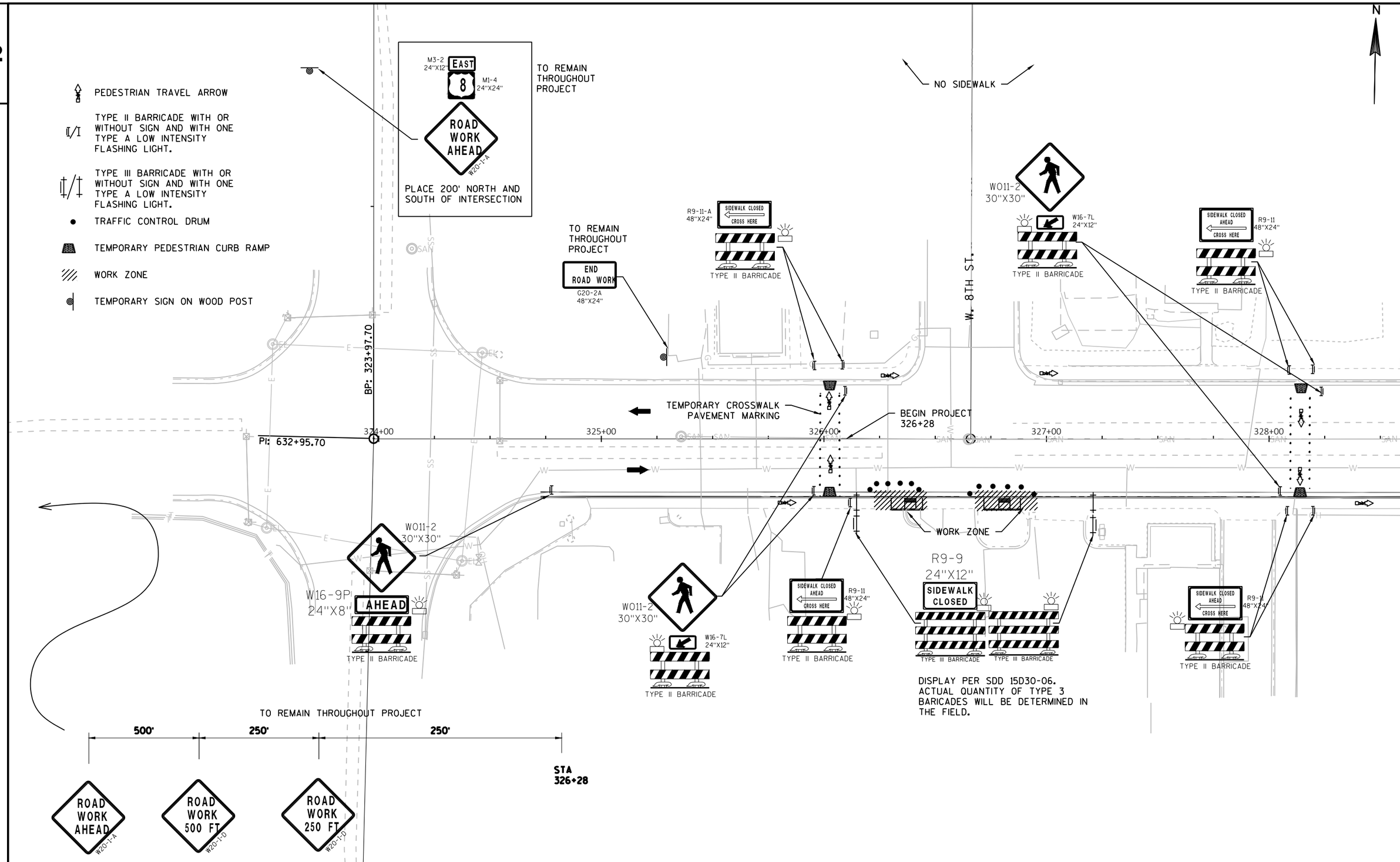
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 26	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/7/2020 11:59 AM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

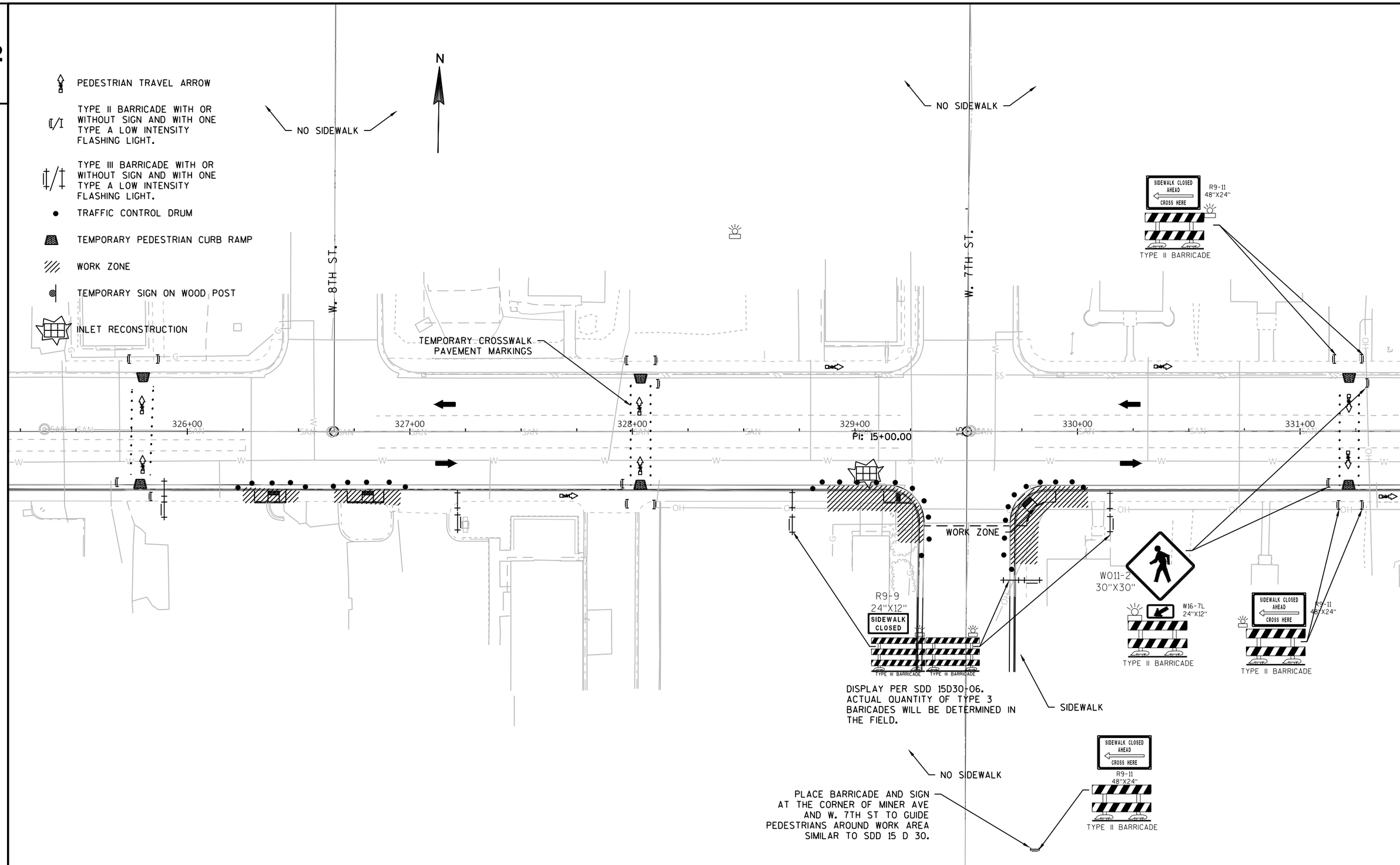
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 27	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

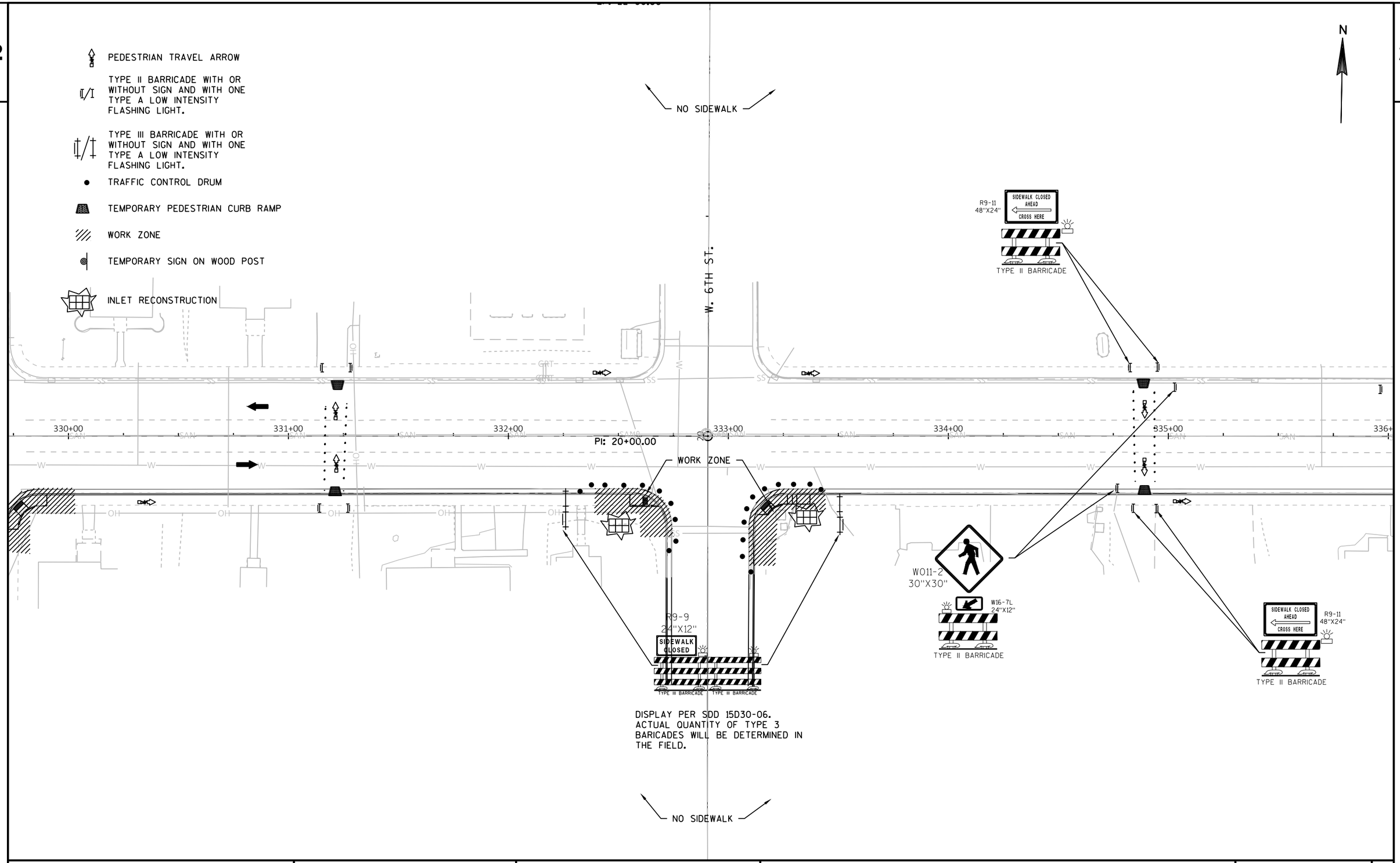
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



DISPLAY PER SDD 15D30-06.
ACTUAL QUANTITY OF TYPE 3 BARICADES WILL BE DETERMINED IN THE FIELD.

2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE I	SHEET 28	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/7/2020 11:59 AM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

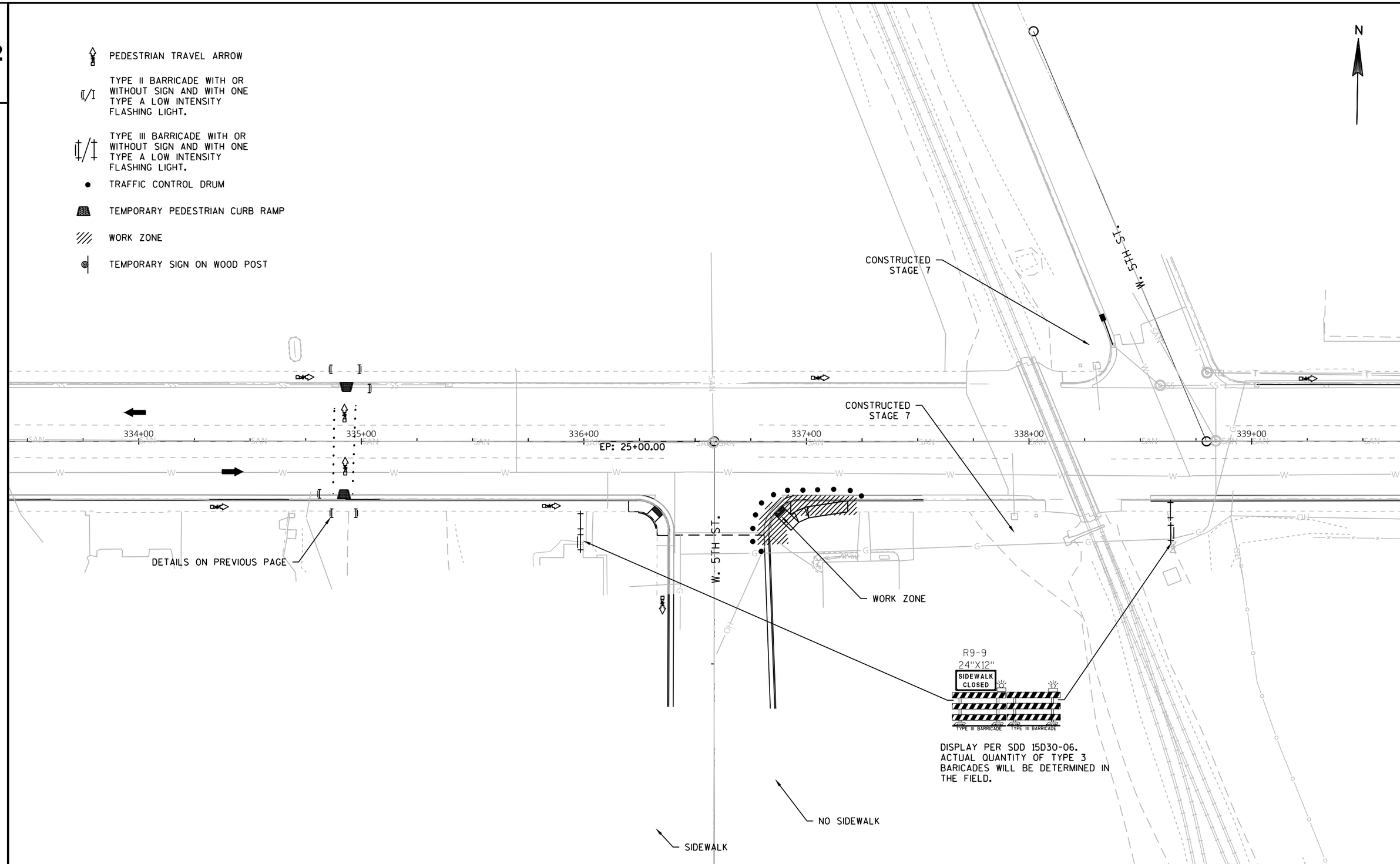
TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE I	SHEET 29	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (2)

PLOT DATE : 10/7/2020 12:00 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

N

SIDEWALK

W. 5TH ST.

W. 4TH ST.

PI: 339+96.00

338+00 339+00 340+00 341+00 342+00 343+00

PI: 35+00.00

PI: 40+00

WORK ZONE

R9-9
24"X12"
SIDEWALK CLOSED

TYPE III BARRICADE TYPE III BARRICADE

DISPLAY PER SDD 15D30-06. ACTUAL QUANTITY OF TYPE 3 BARICADES WILL BE DETERMINED IN THE FIELD.

SIDEWALK

NO SIDEWALK

R9-11
48"X24"
SIDEWALK CLOSED AHEAD
CROSS HERE

TYPE II BARRICADE

PLACE SIGN AND BARRICADE AT CORNER OF MINER AVE PER SDD 15D30

2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 30	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

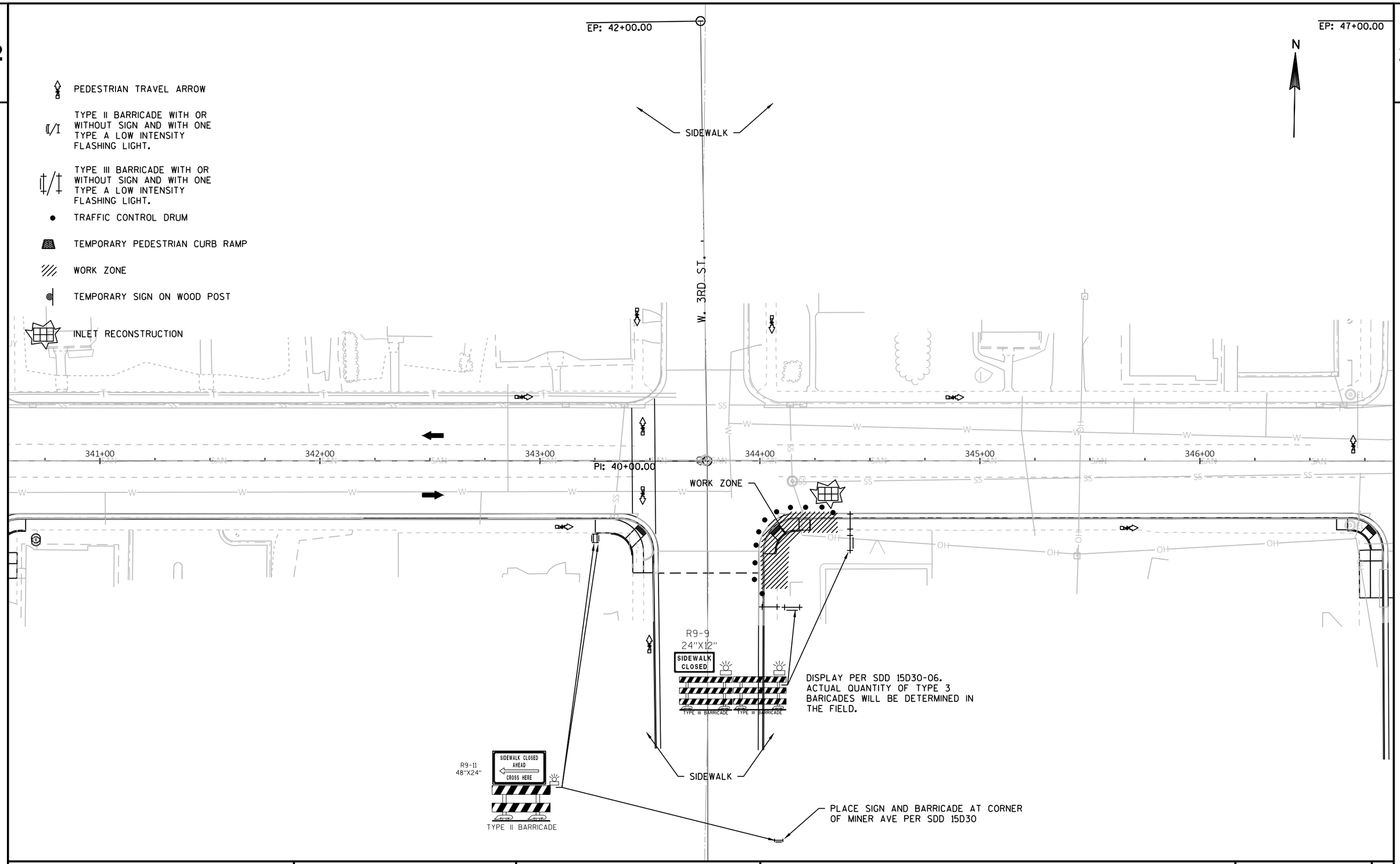
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 31	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (4)
PLOT DATE : 10/7/2020 12:00 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

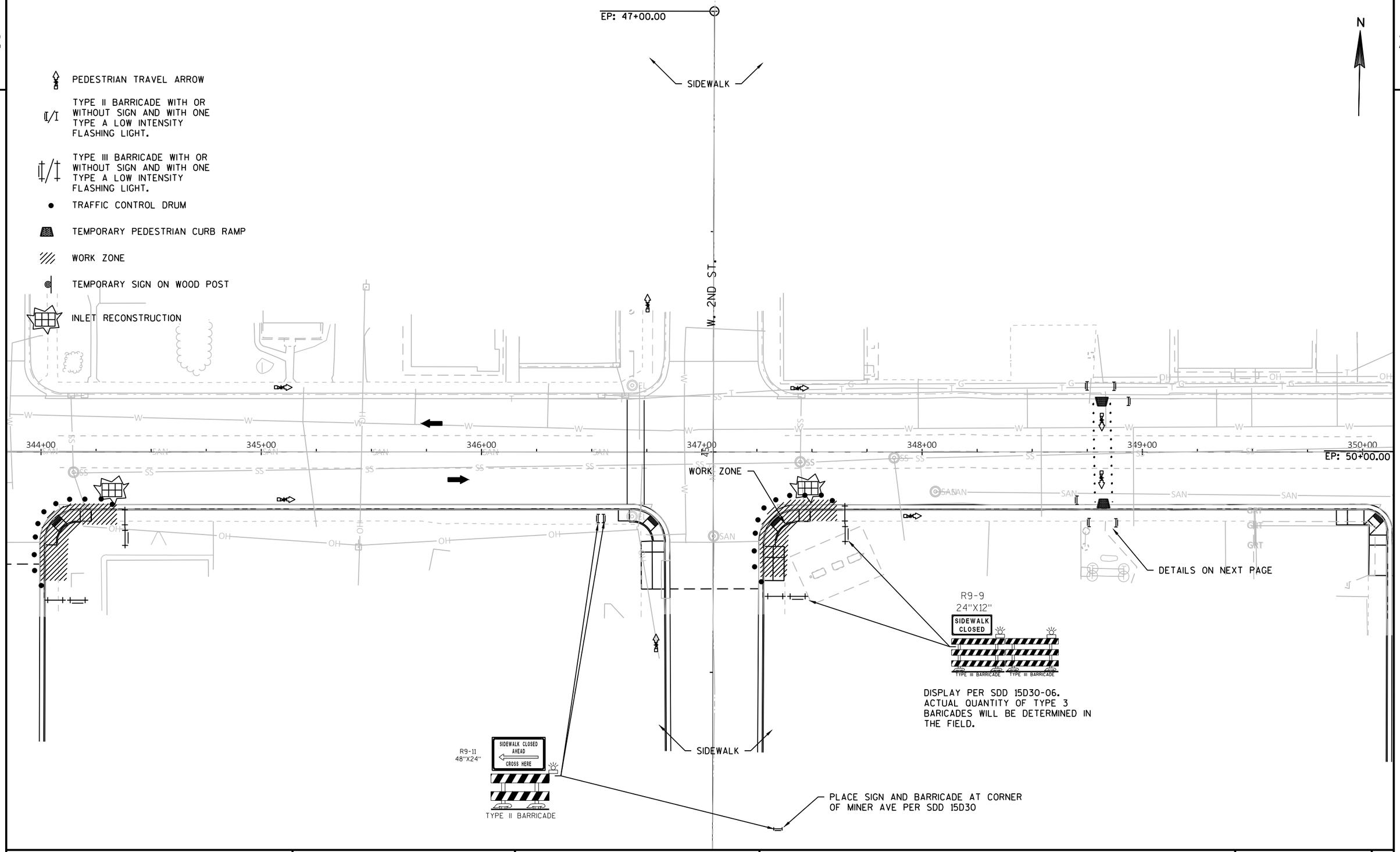
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 32	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

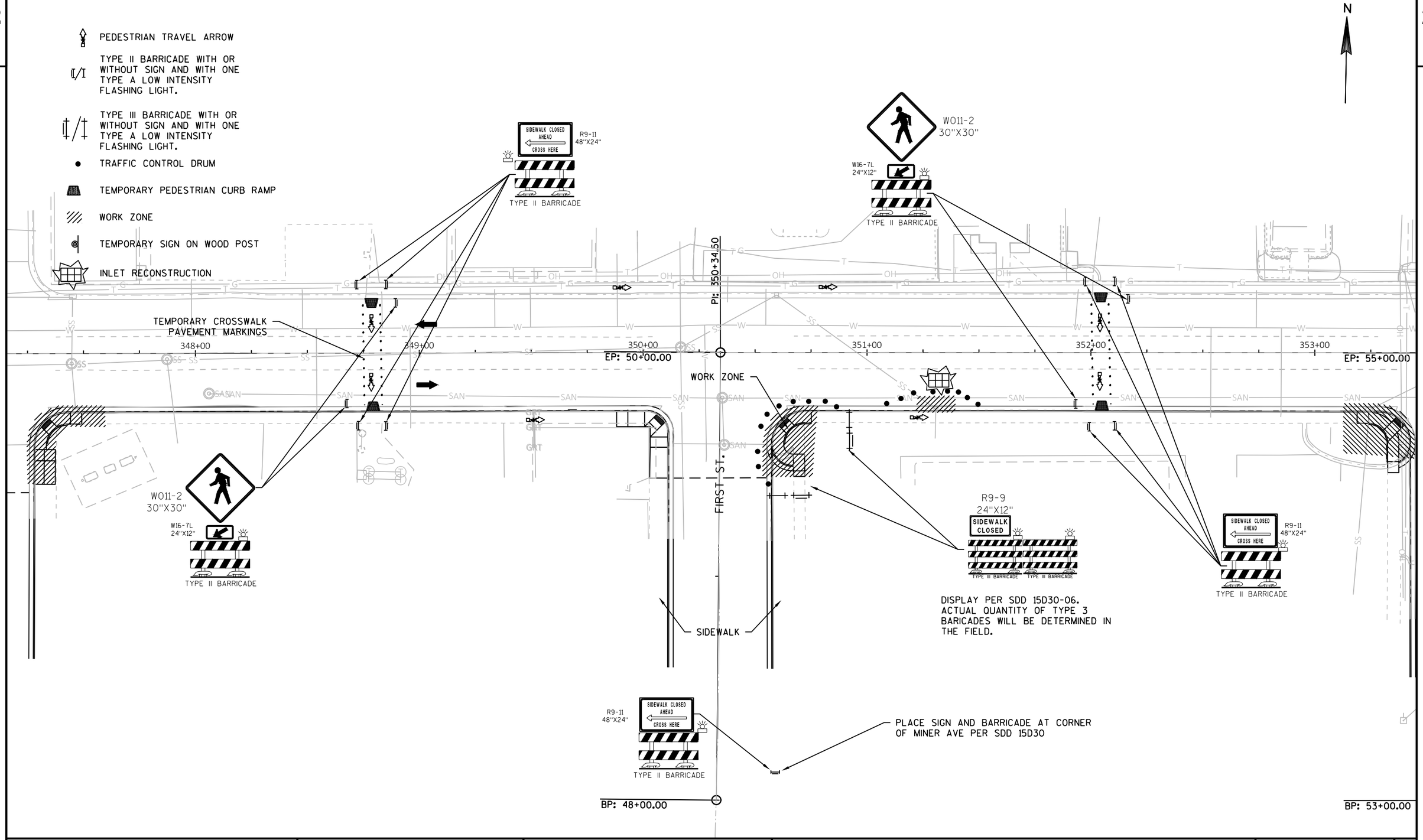
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 33	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 10/7/2020 12:00 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

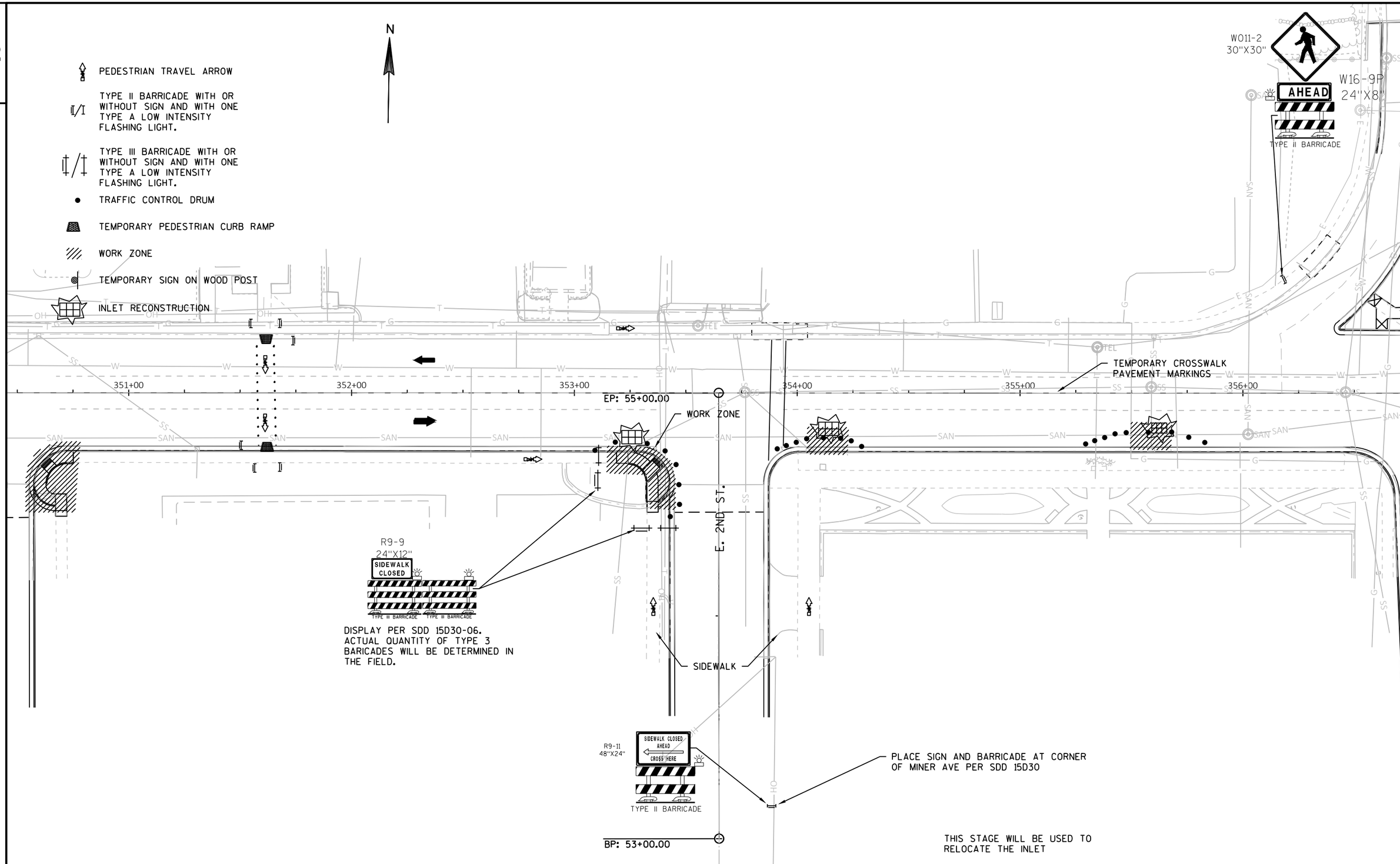
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 34	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 10/8/2020 11:15 AM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

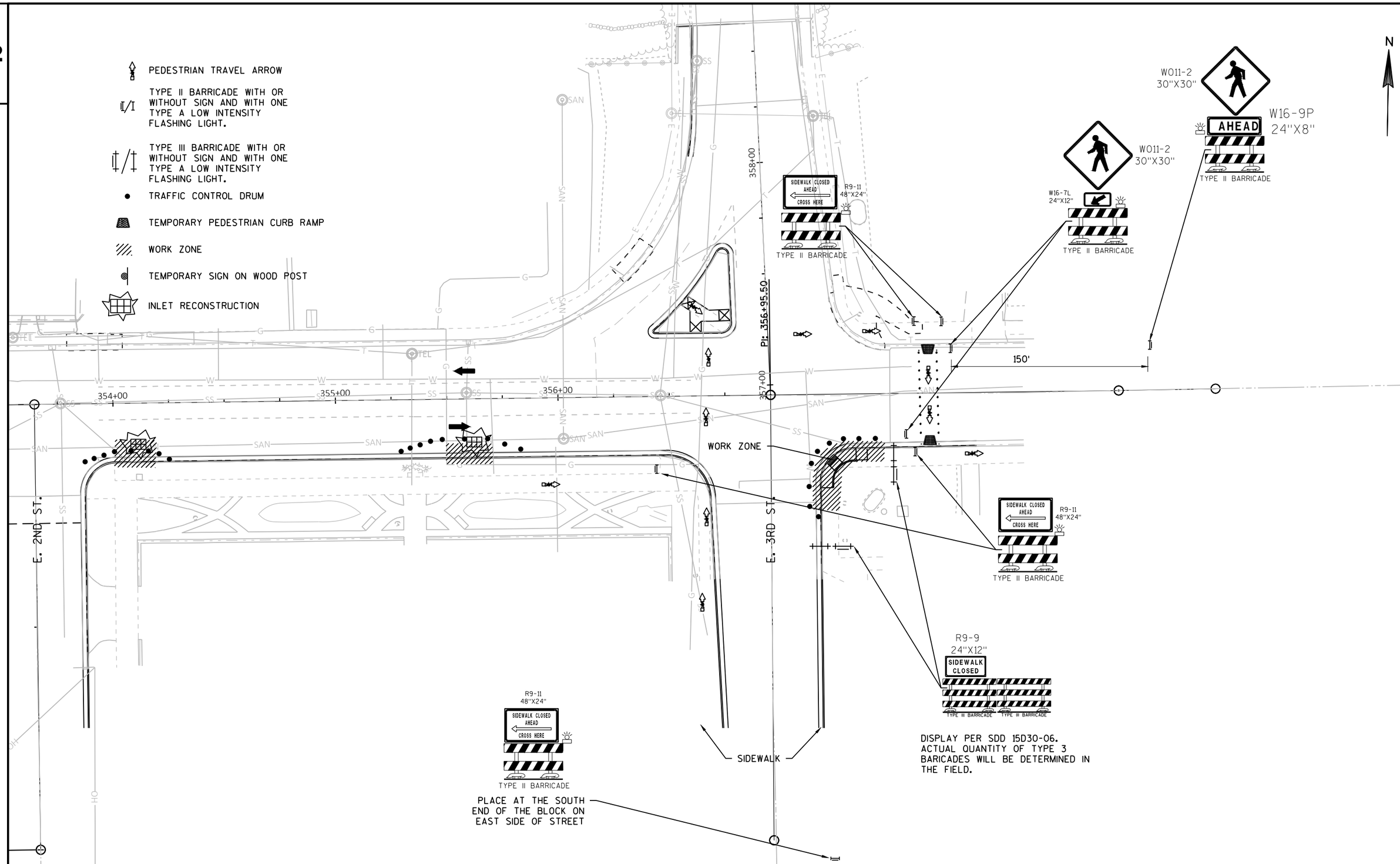
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

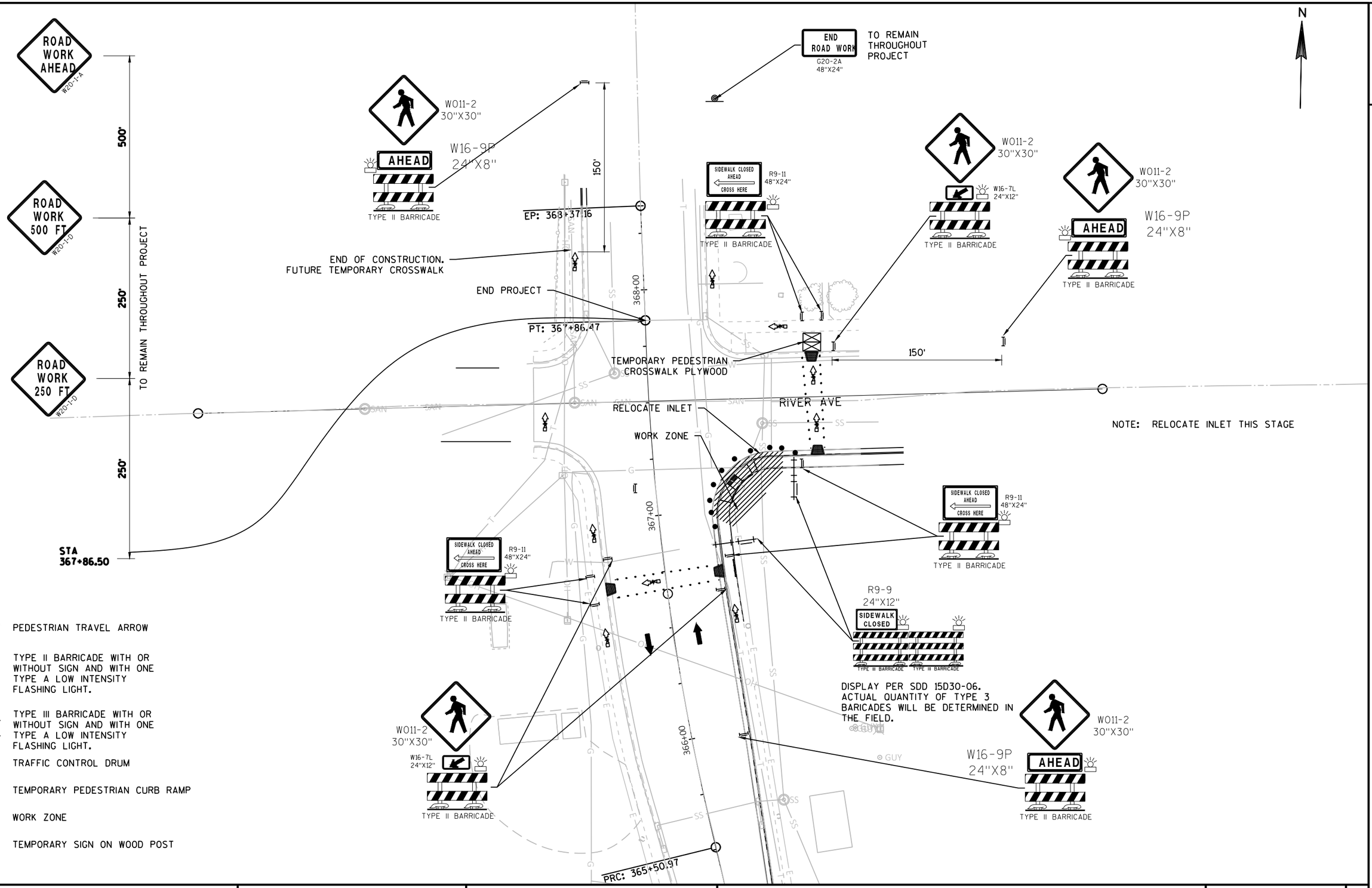
INLET RECONSTRUCTION



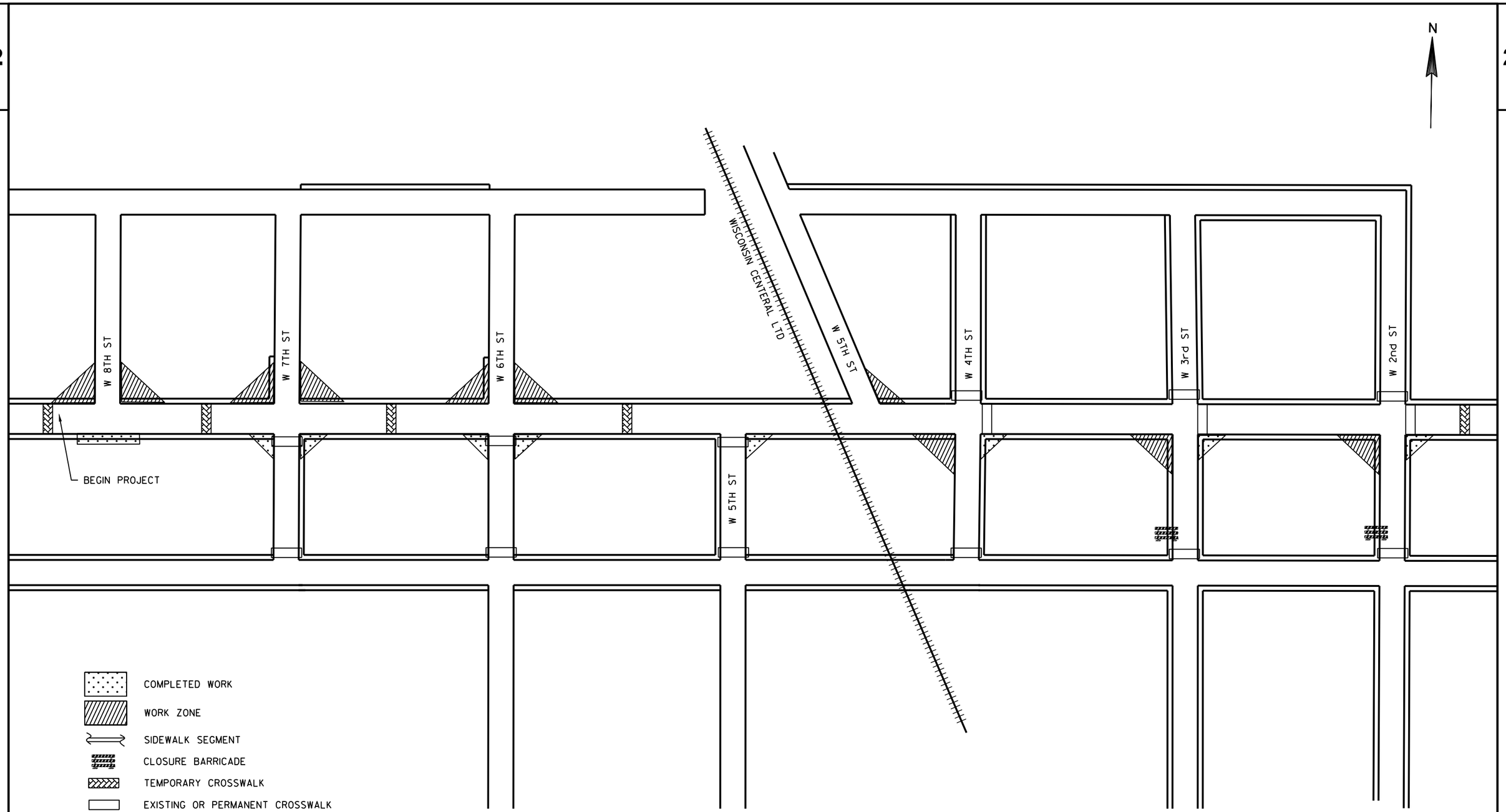
2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 35	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-1.DWG
LAYOUT NAME - SHEET - (6)
PLOT DATE : 10/8/2020 11:15 AM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

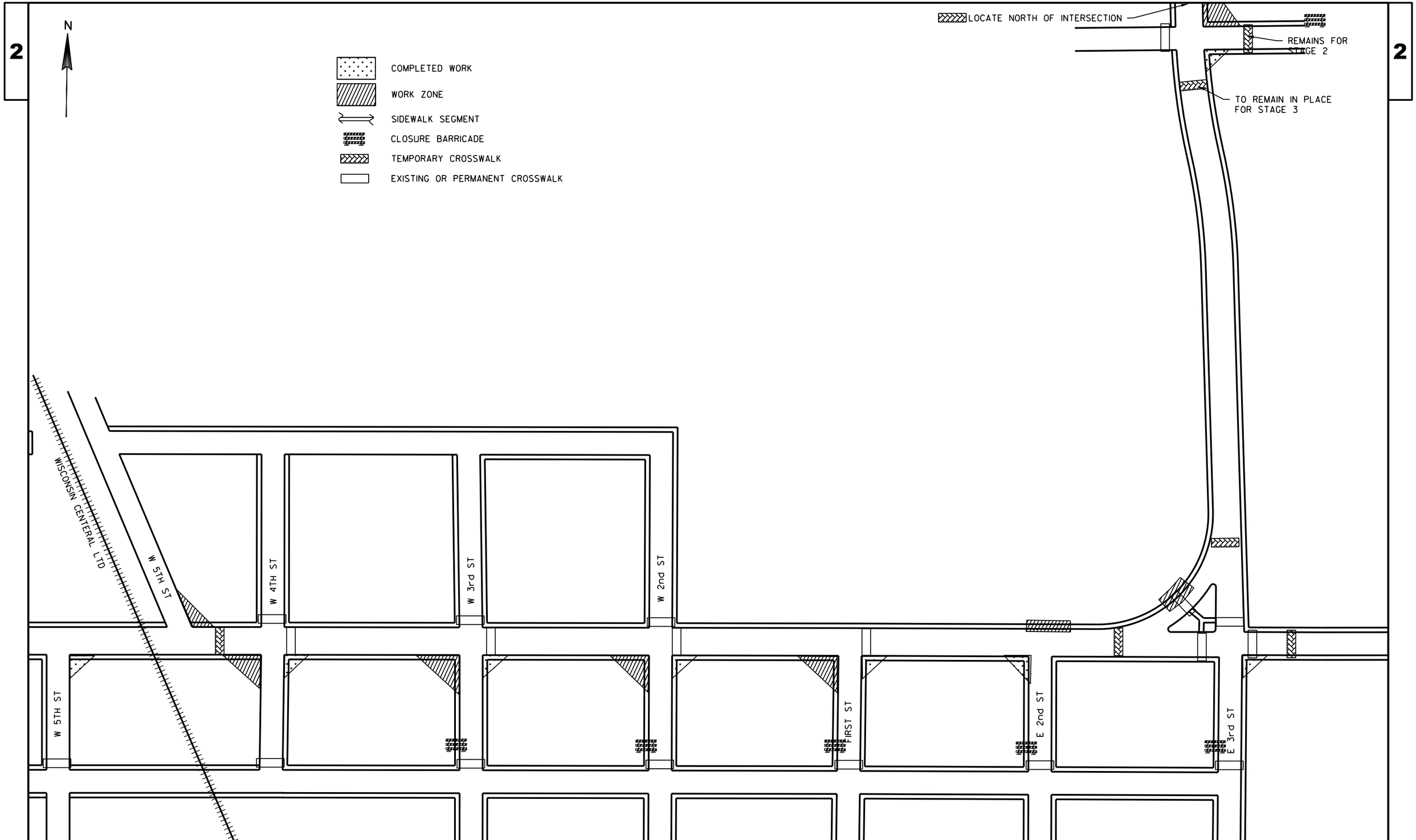


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 36	E



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 37	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150
WISDOT/CADDS SHEET 44



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 38	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

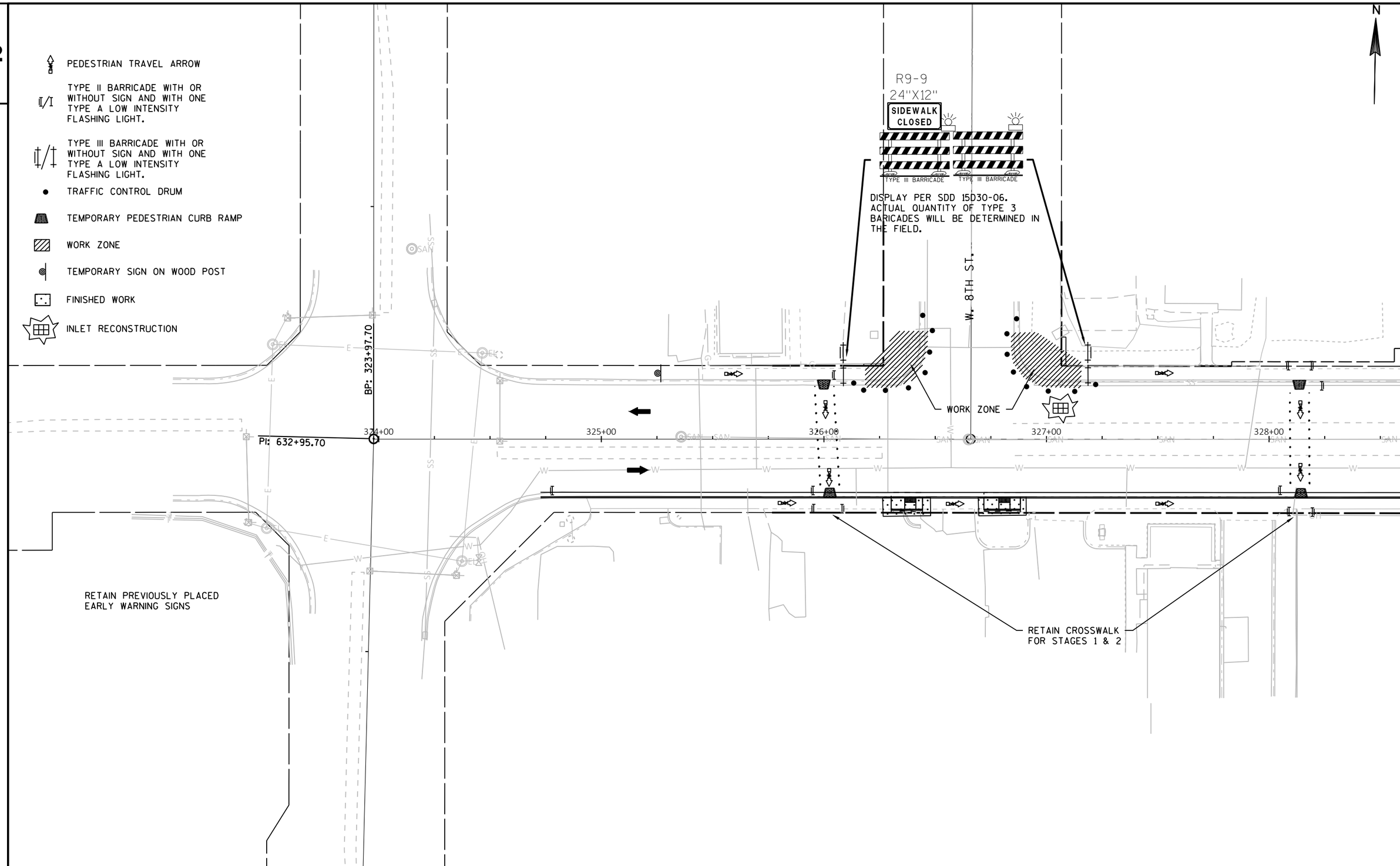
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 39	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/7/2020 12:03 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

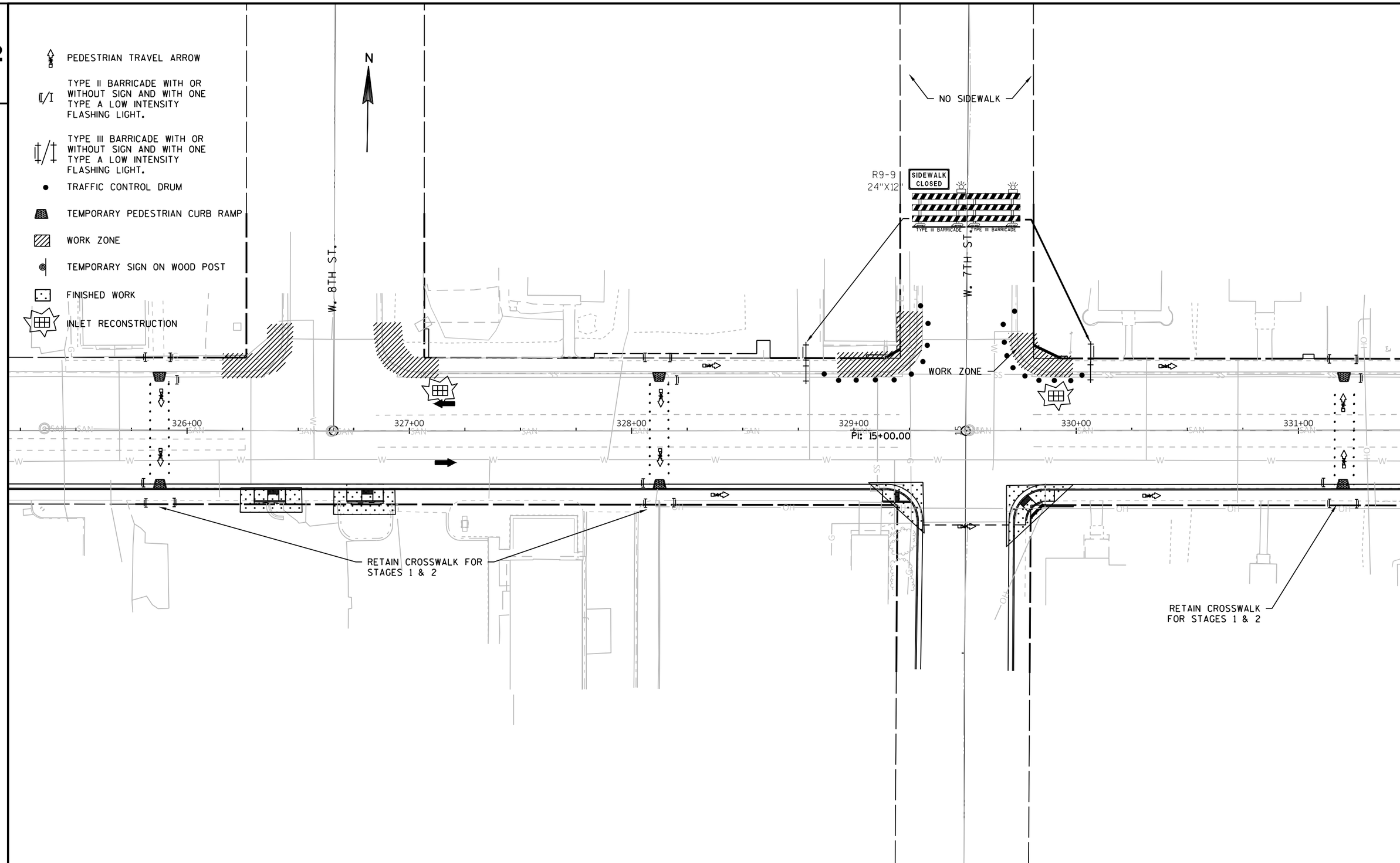
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 40	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 10/7/2020 12:03 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

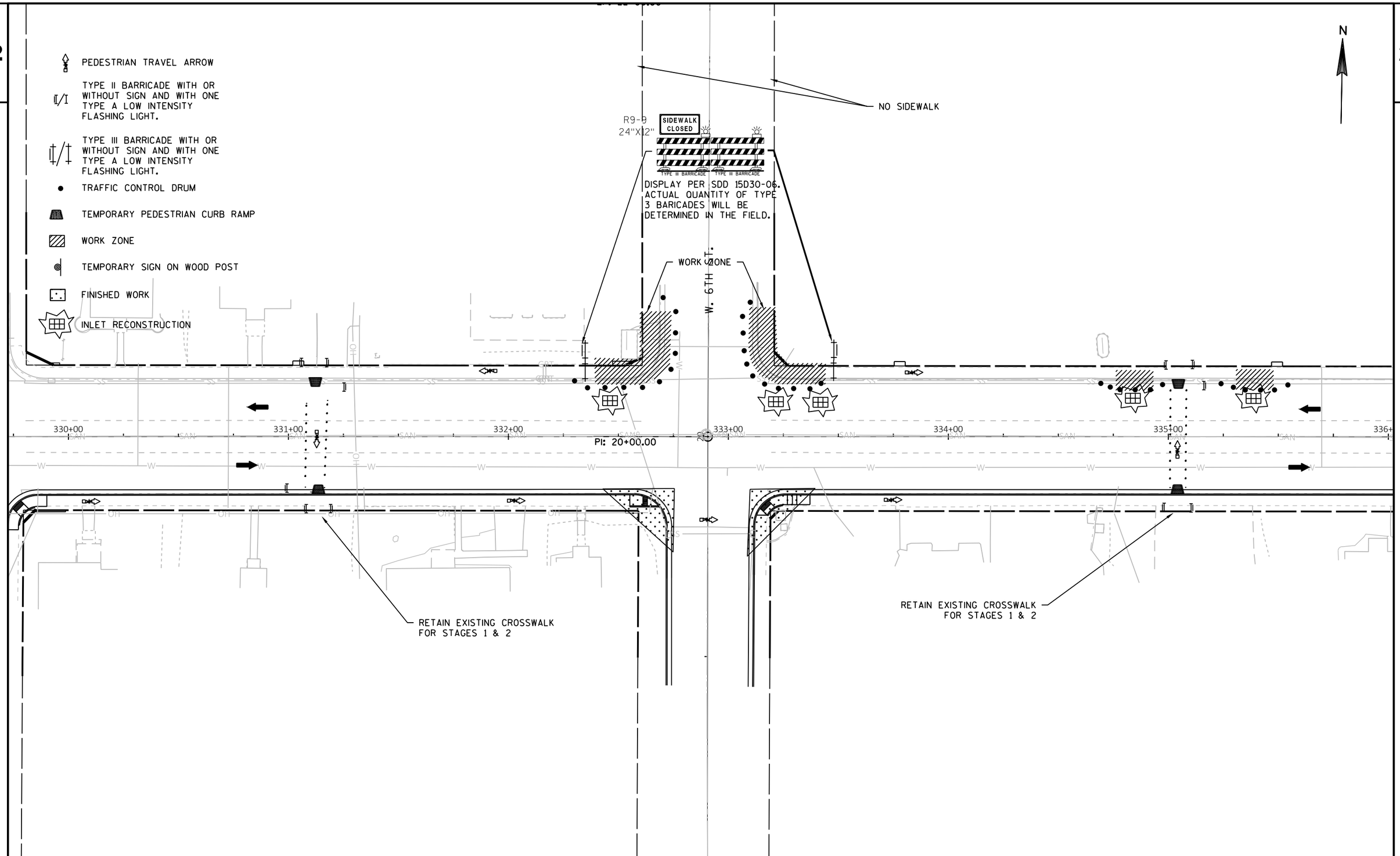
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 41	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (2)

PLOT DATE : 10/7/2020 12:04 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

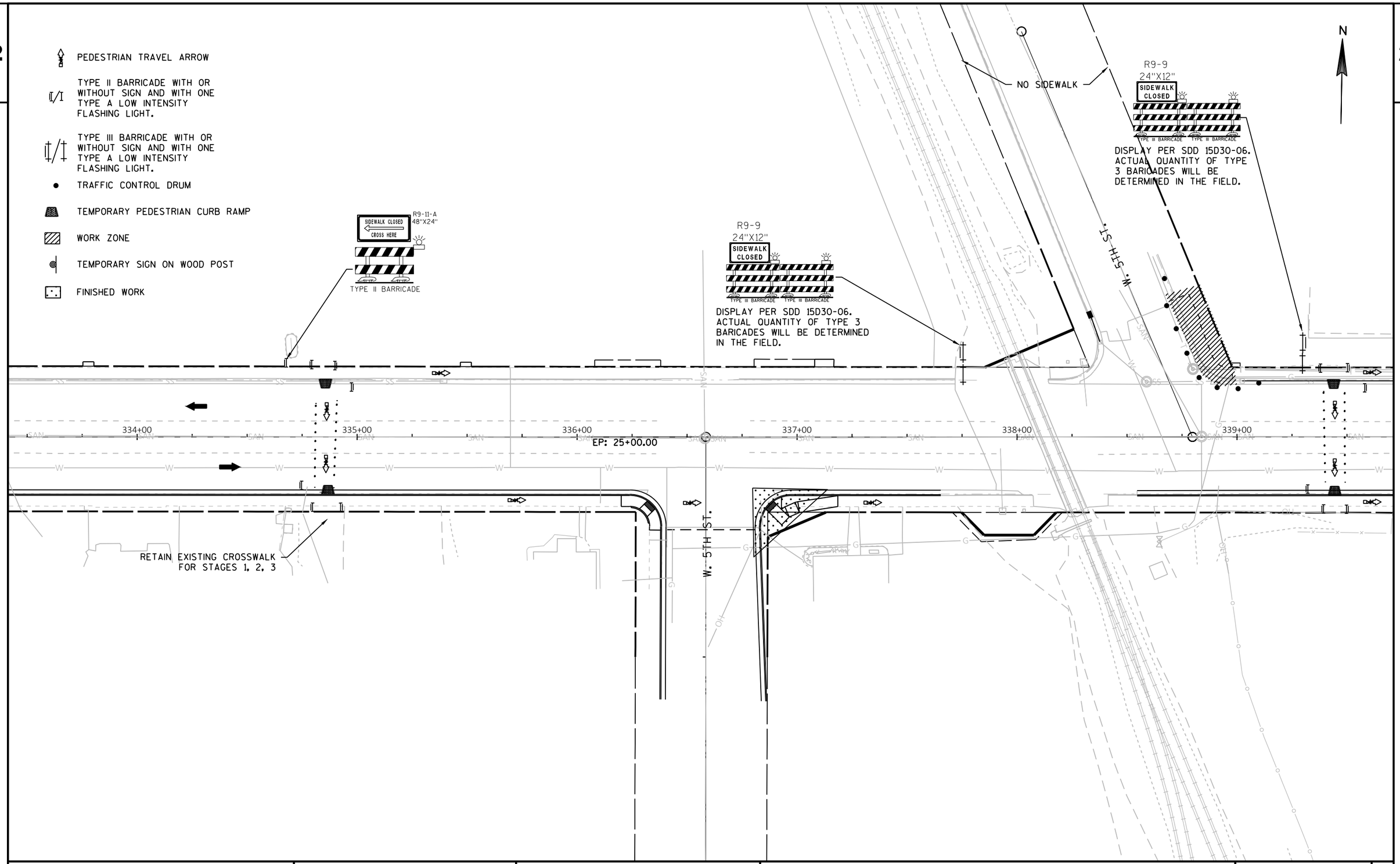
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 42	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/8/2020 11:22 AM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION

N

SIDEWALK

R9-11
48"X24"
SIDEWALK CLOSED AHEAD
CROSS HERE
TYPE II BARRICADE

ADD CROSSWALK STAGE 2, RETAIN FOR STAGE 3

W. 5TH ST.

W. 4TH ST.

PI: 339+96.00

338+00 339+00 340+00 341+00 342+00 343+00

PI: 35+80.00

PI: 40+00

WORK ZONE

W011-2
30"X30"

W16-7L
24"X12"
TYPE II BARRICADE

R9-11
48"X24"
SIDEWALK CLOSED AHEAD
CROSS HERE
TYPE II BARRICADE

R9-9
24"X12"
SIDEWALK CLOSED
TYPE III BARRICADE TYPE III BARRICADE

DISPLAY PER SDD 15D30-06. ACTUAL QUANTITY OF TYPE 3 BARICADES WILL BE DETERMINED IN THE FIELD.

NO SIDEWALK

SIDEWALK

2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 43	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (3)

PLOT DATE : 10/7/2020 12:04 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

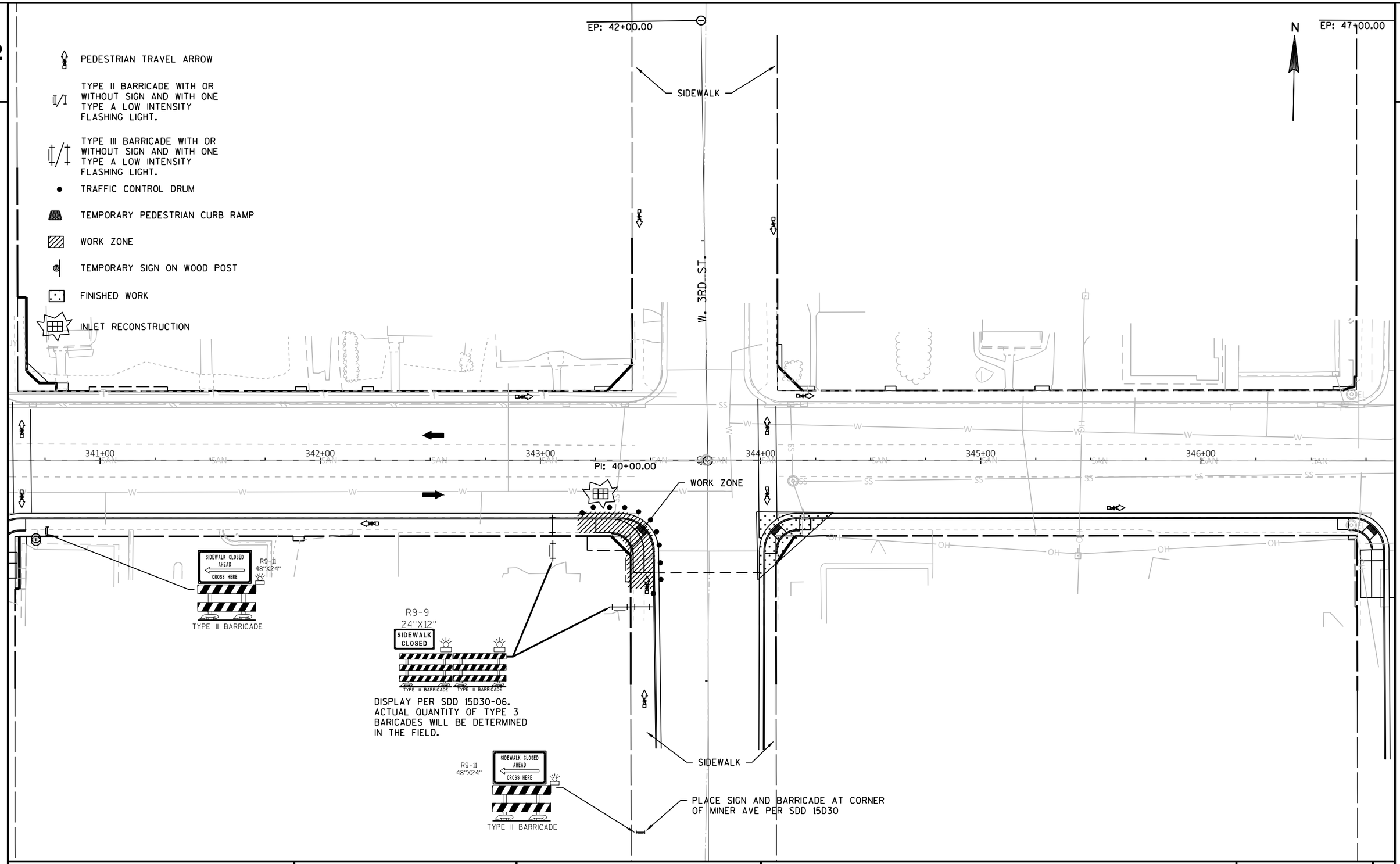
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 44	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

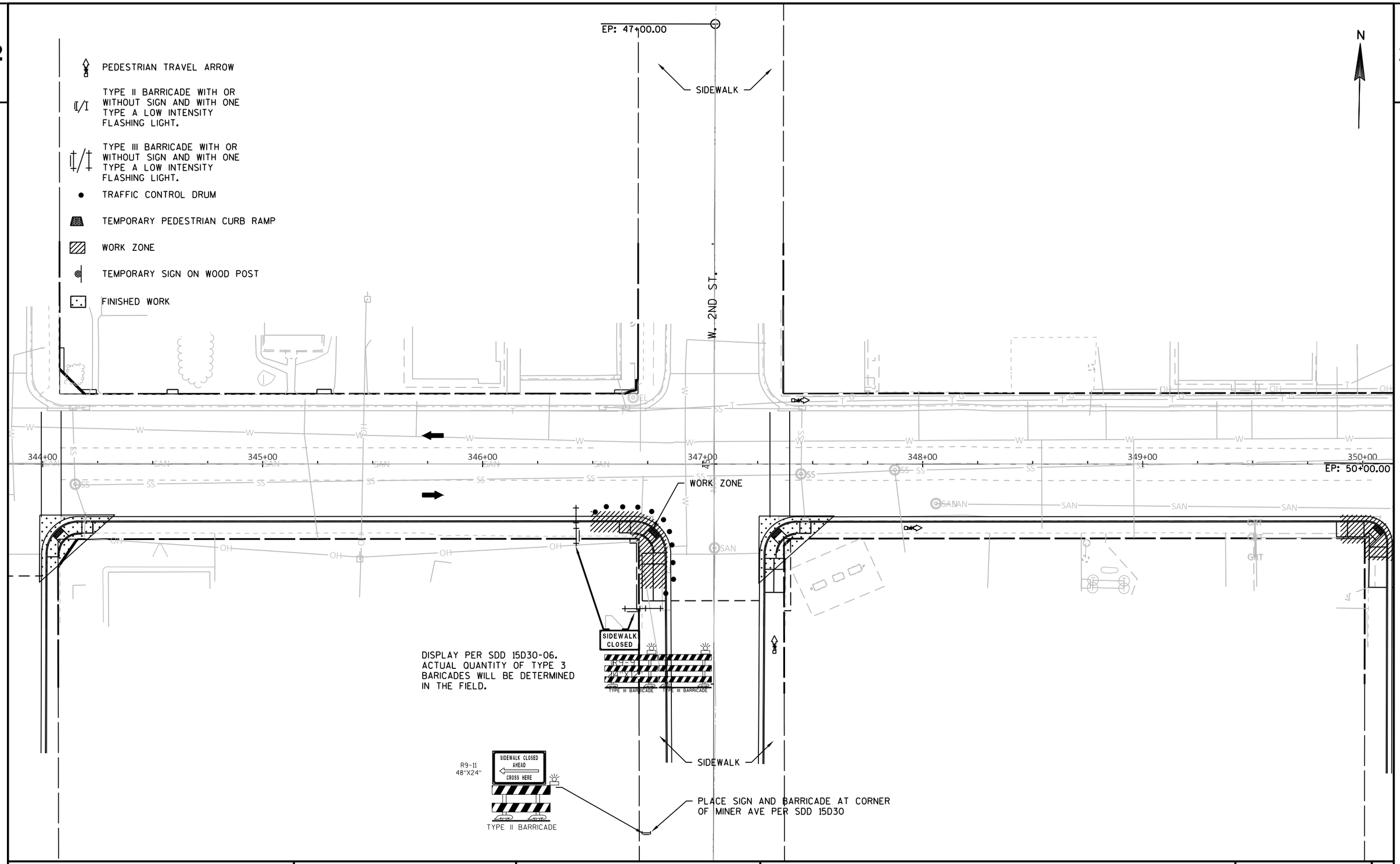
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 45	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

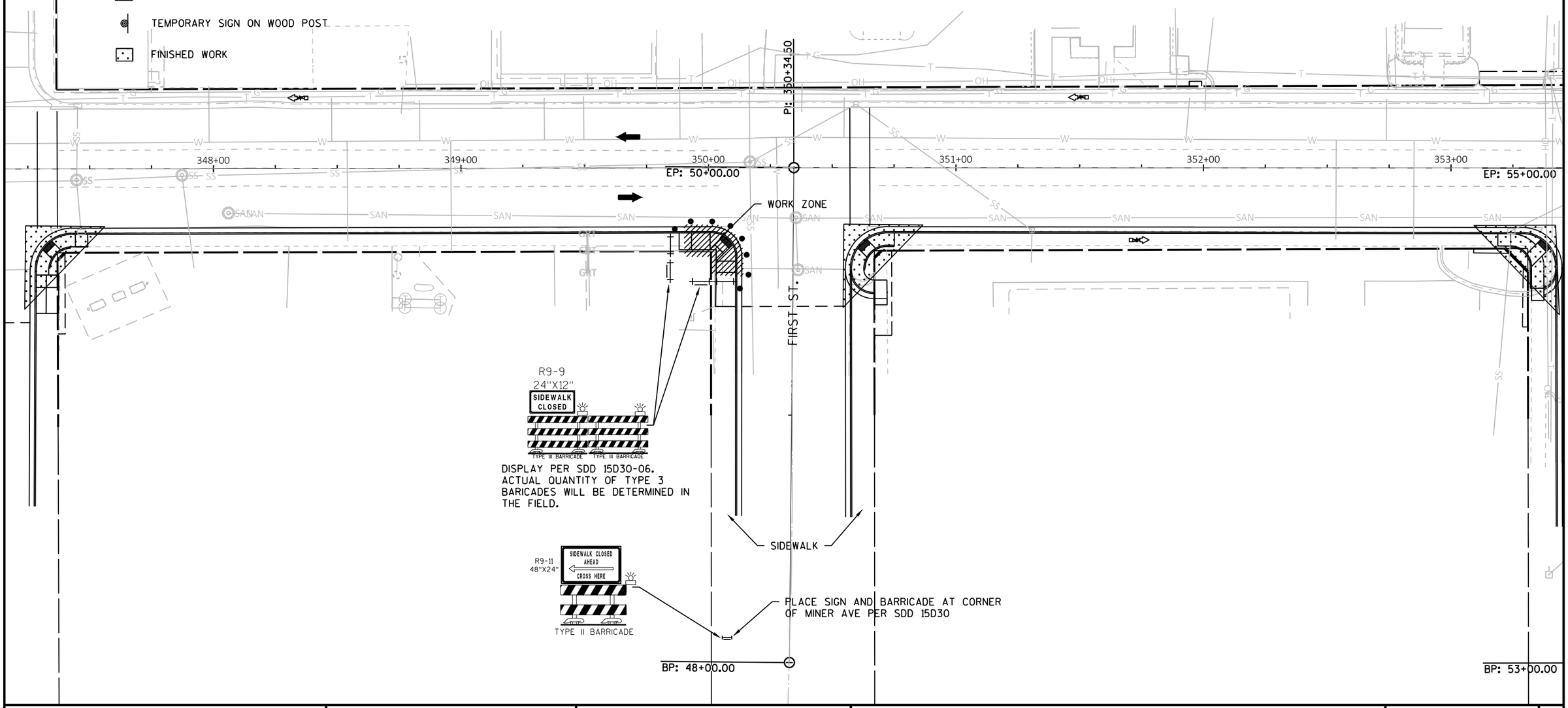
TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 46	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 10/7/2020 12:04 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

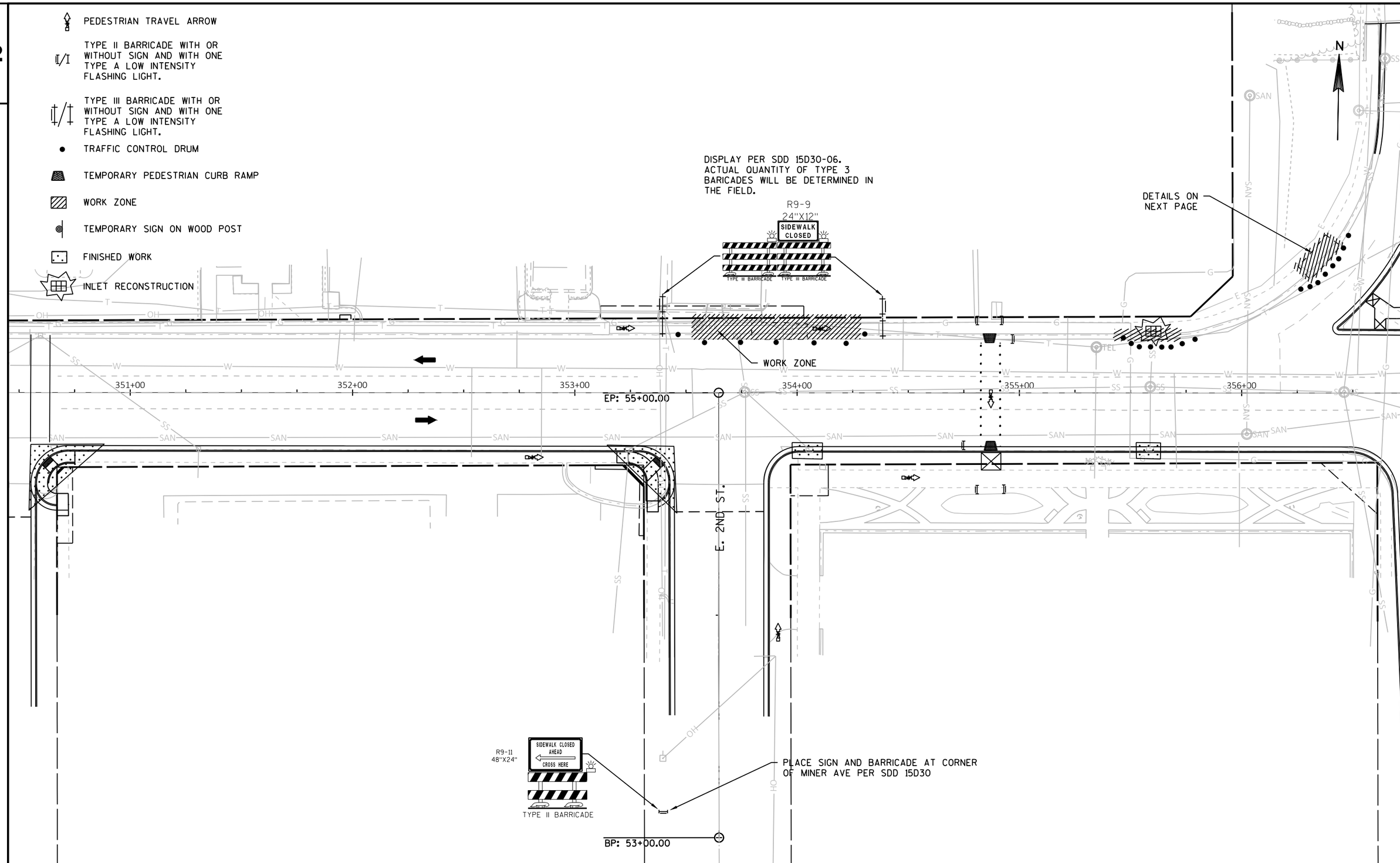
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



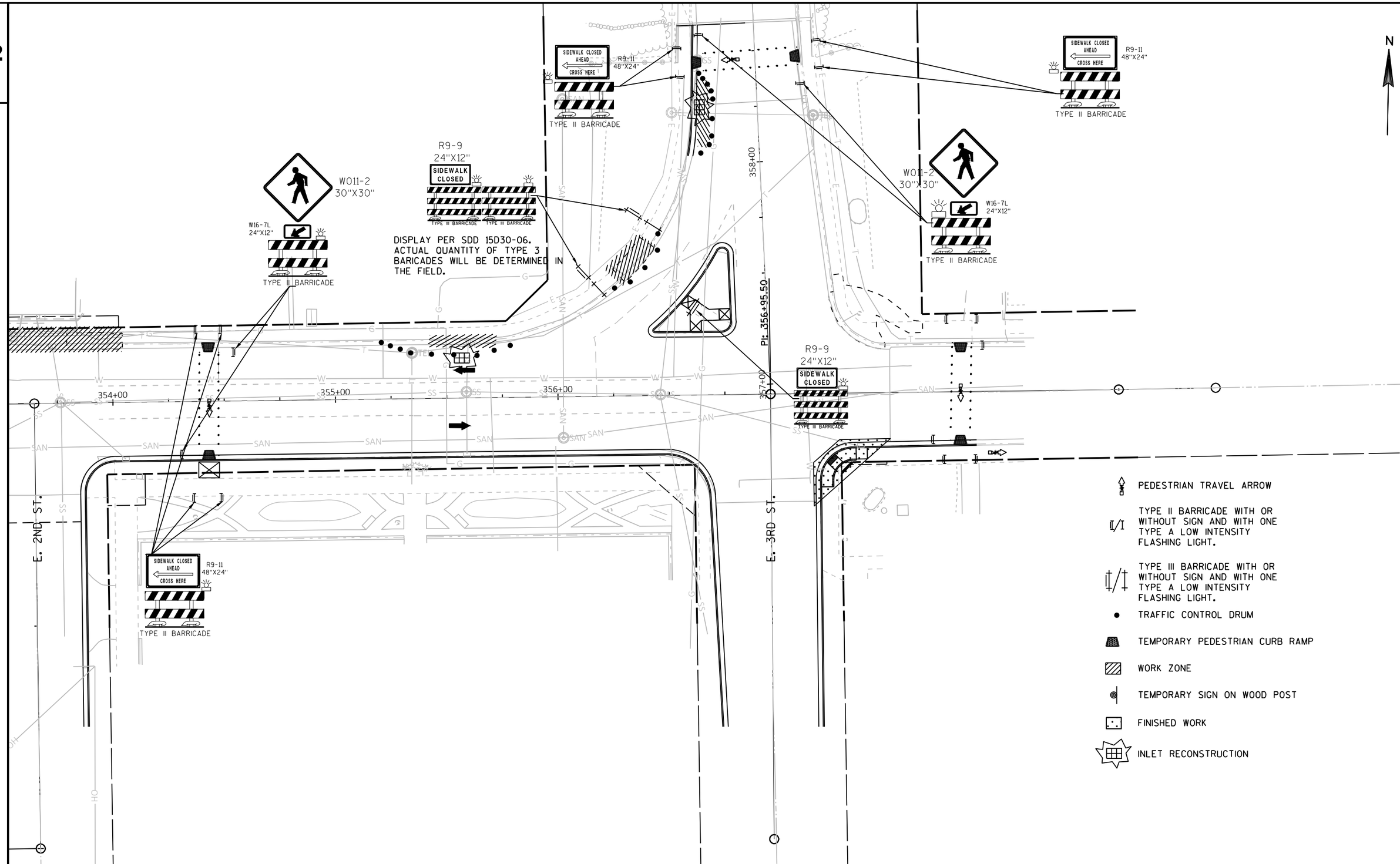
2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 47	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (5)

PLOT DATE : 10/7/2020 12:04 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 48	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

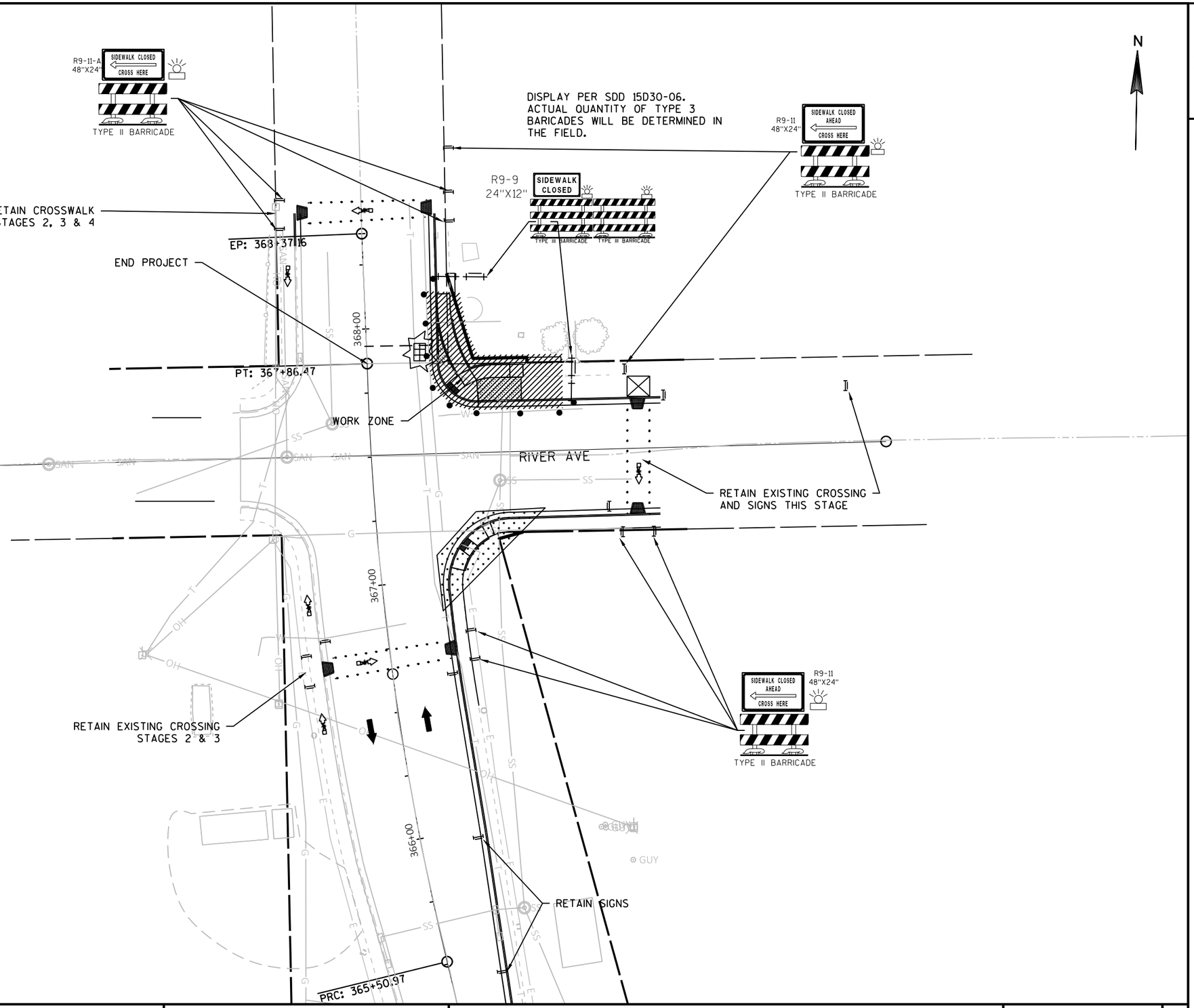
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION

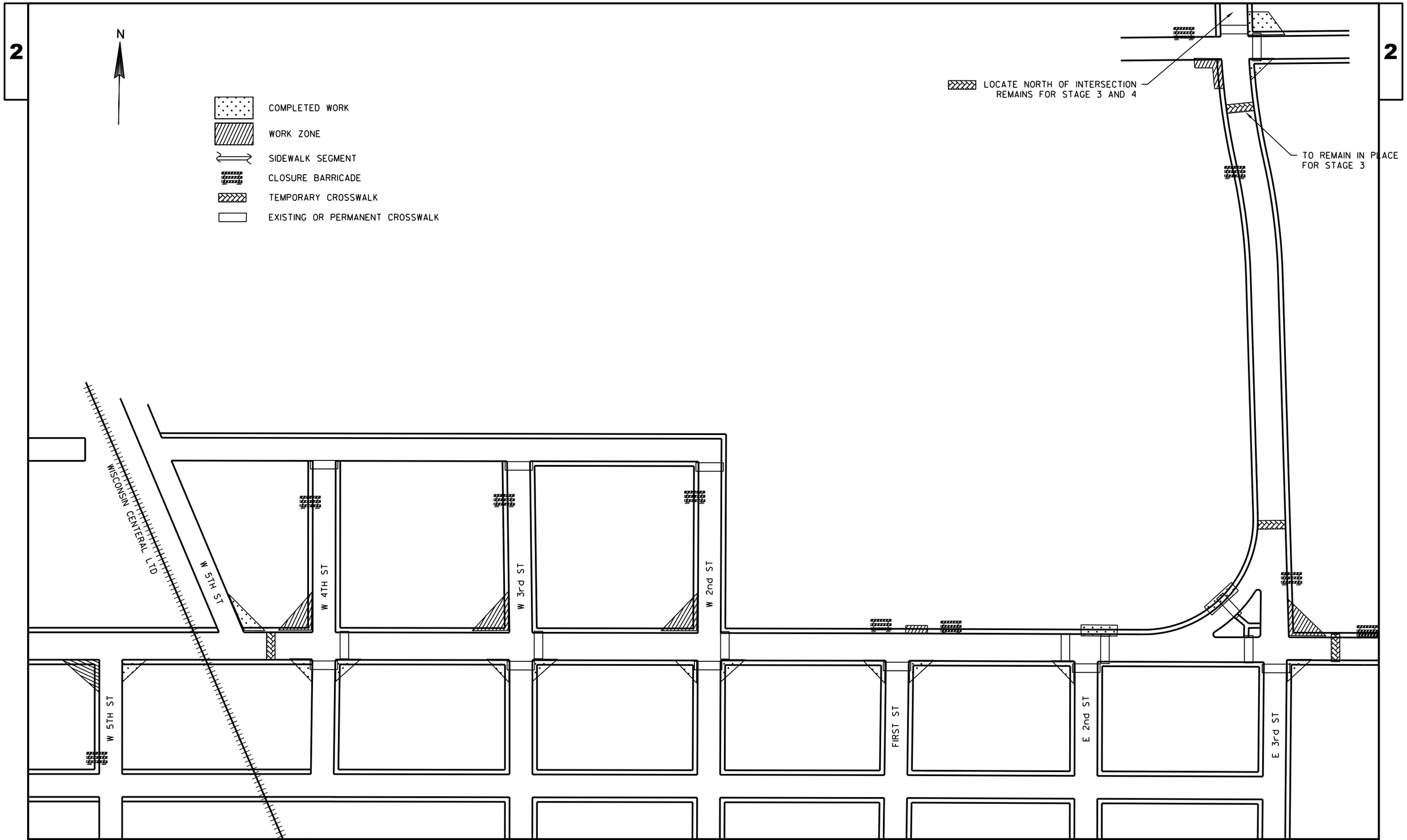


2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 49	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-2.DWG
LAYOUT NAME - SHEET - (7)

PLOT DATE : 10/7/2020 12:04 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 50	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

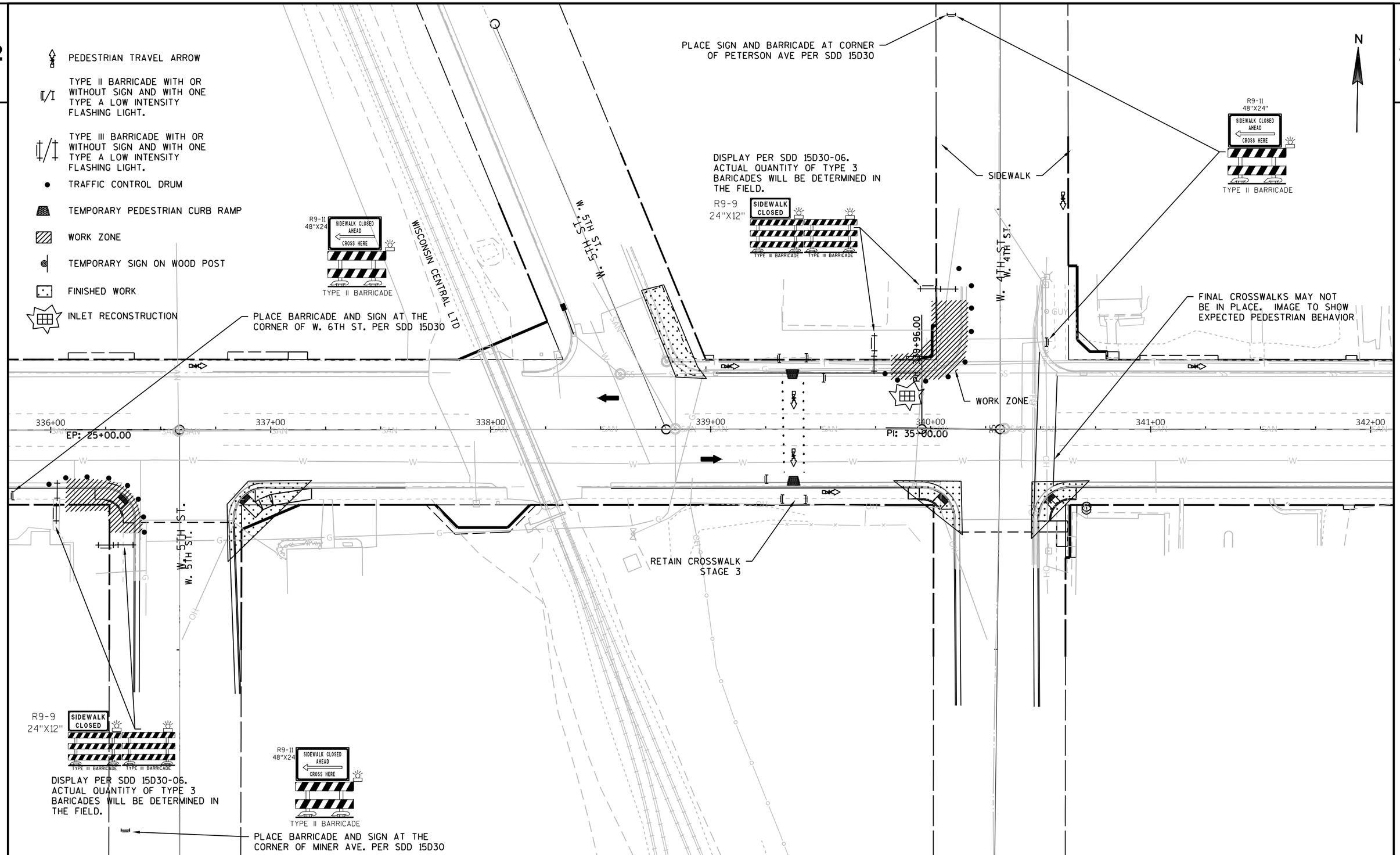
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 51	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-3.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 10/7/2020 12:17 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

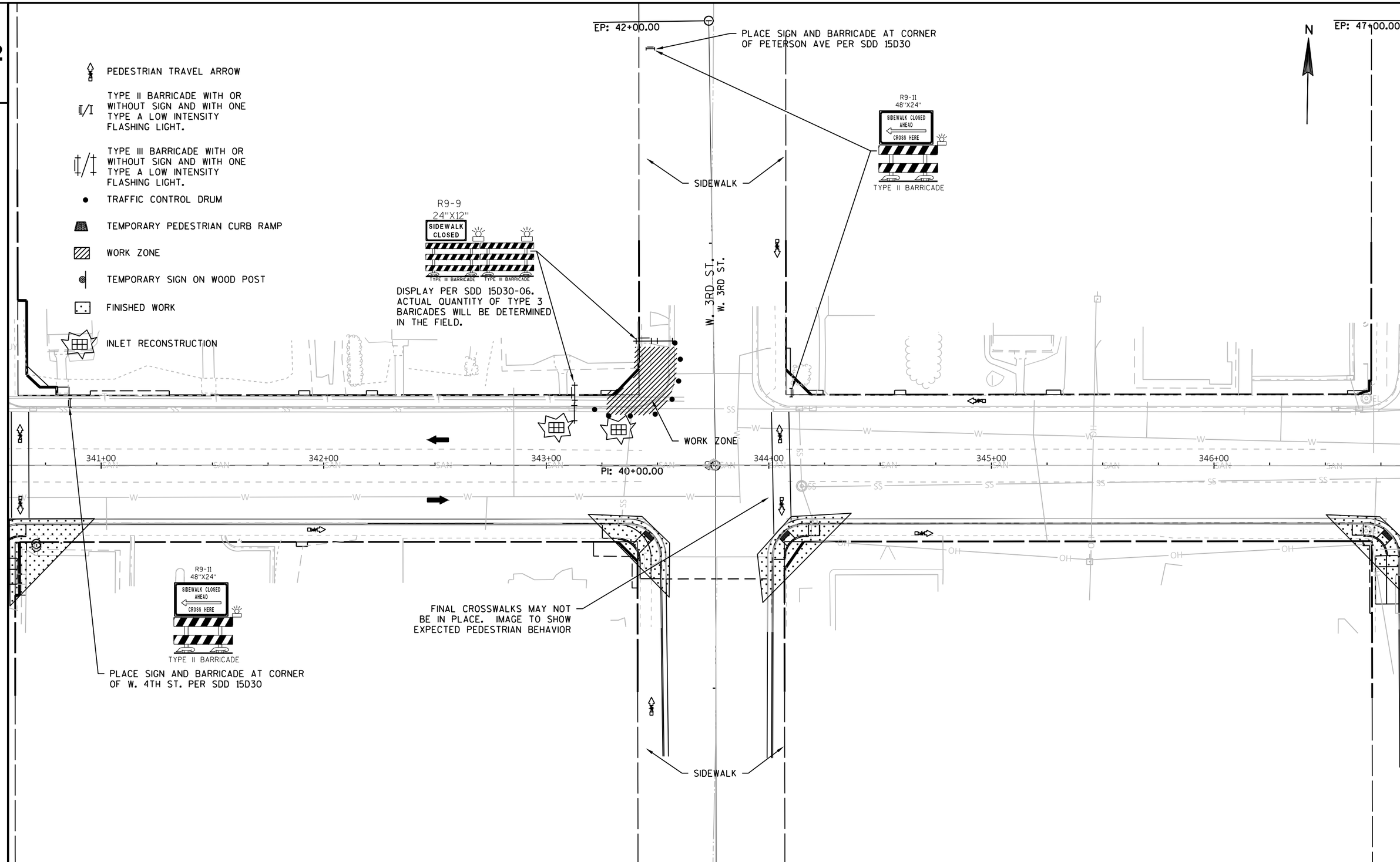
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 52	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

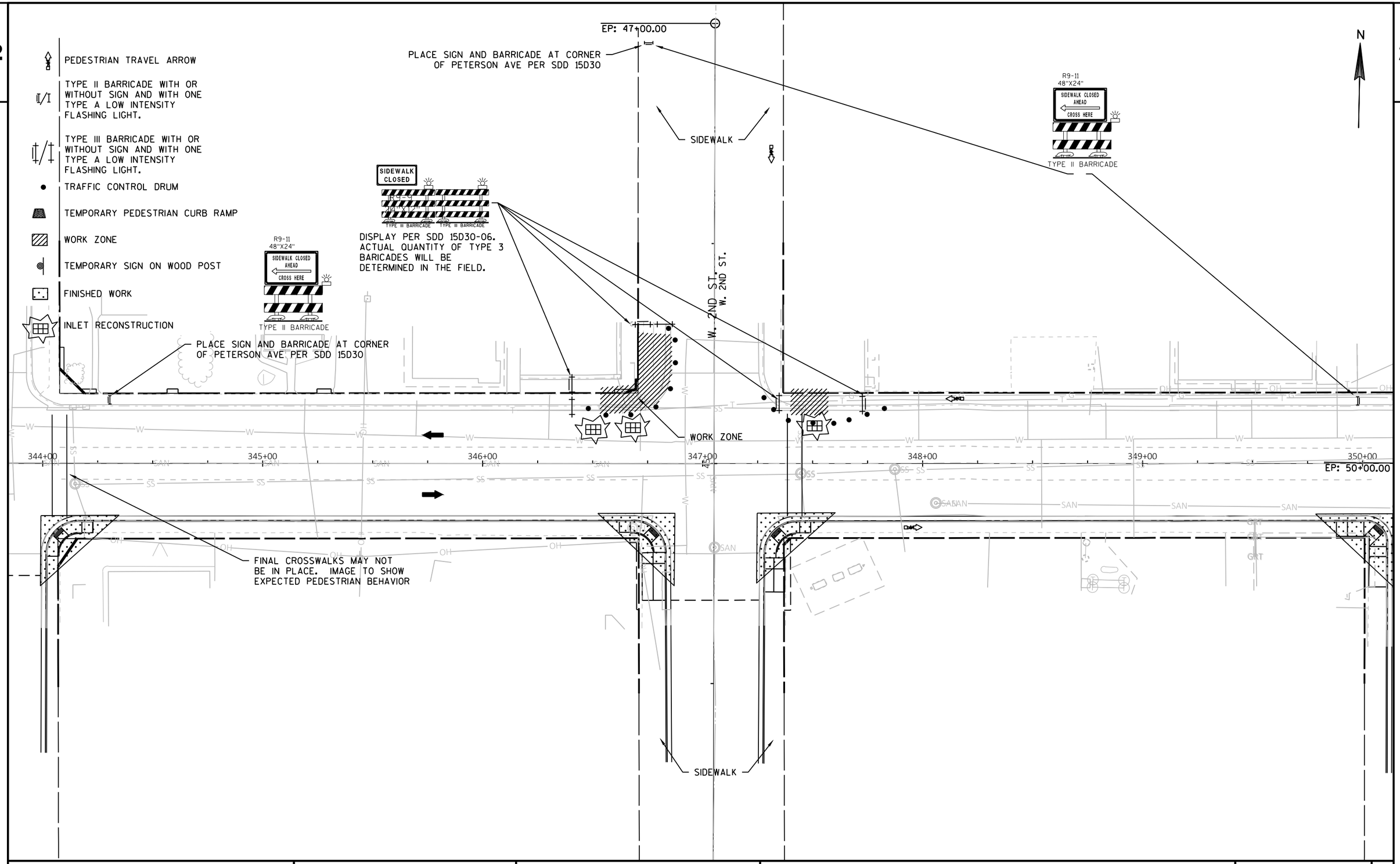
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 53	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

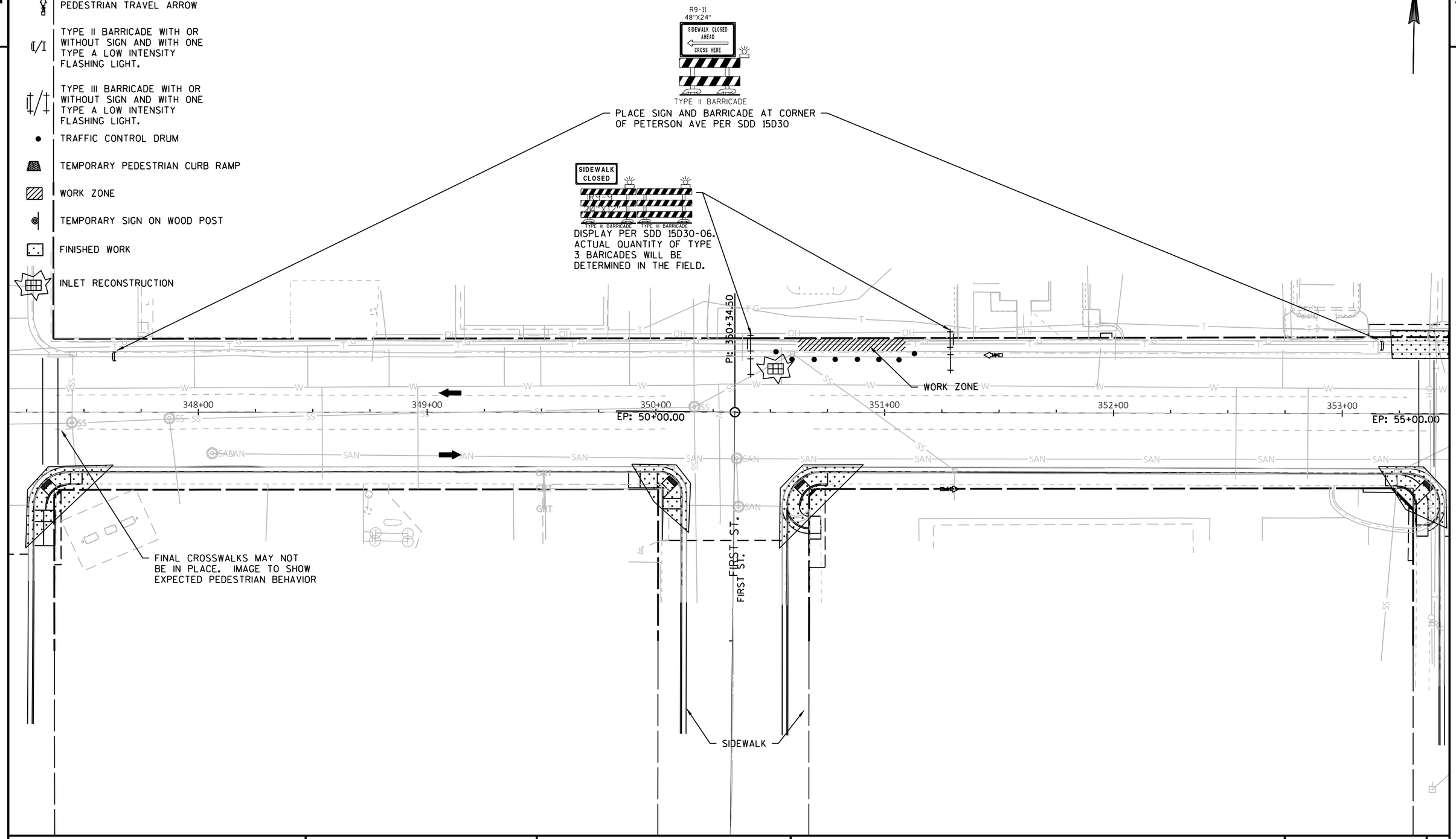
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

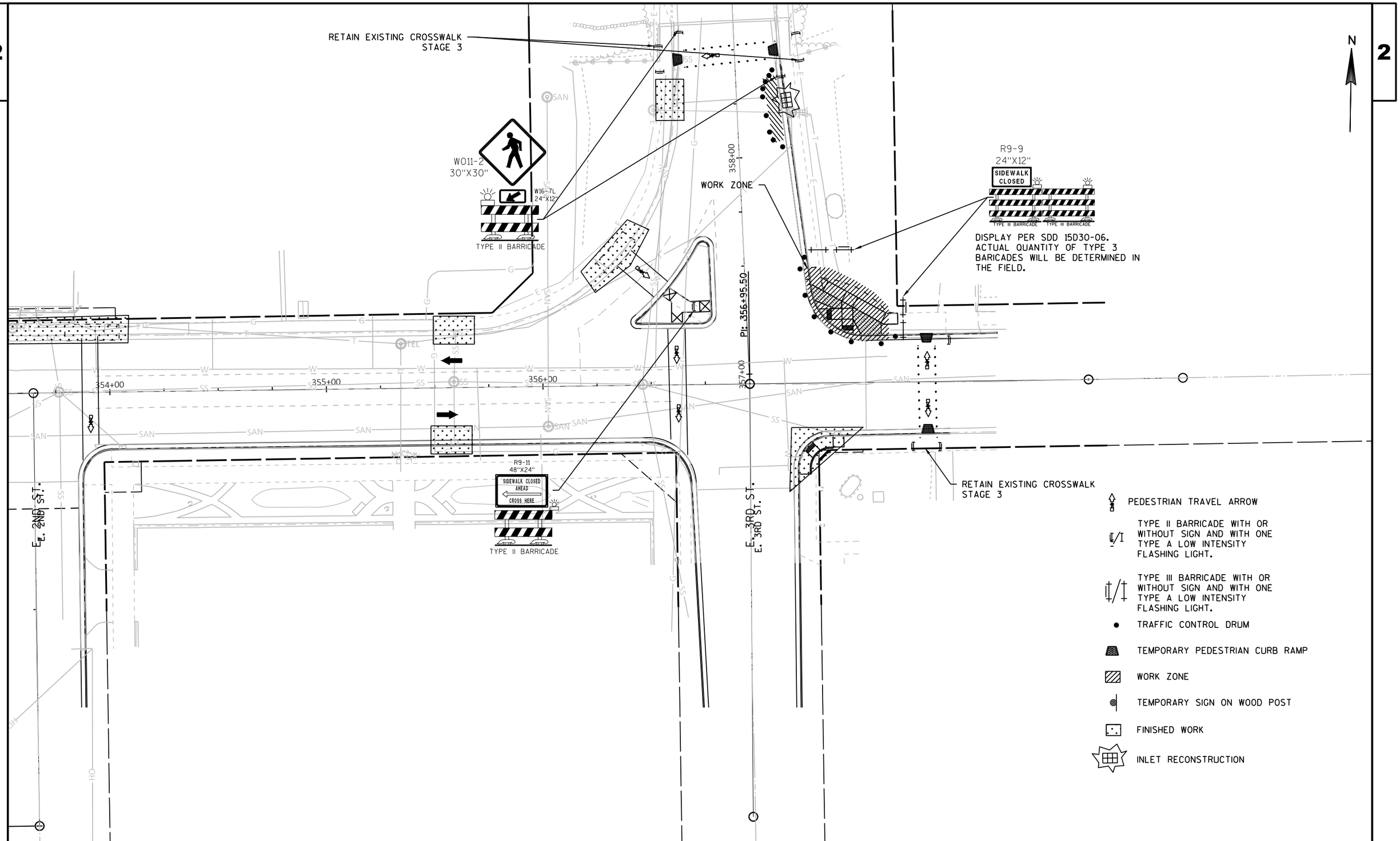
FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 54	E



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 55	E

2

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

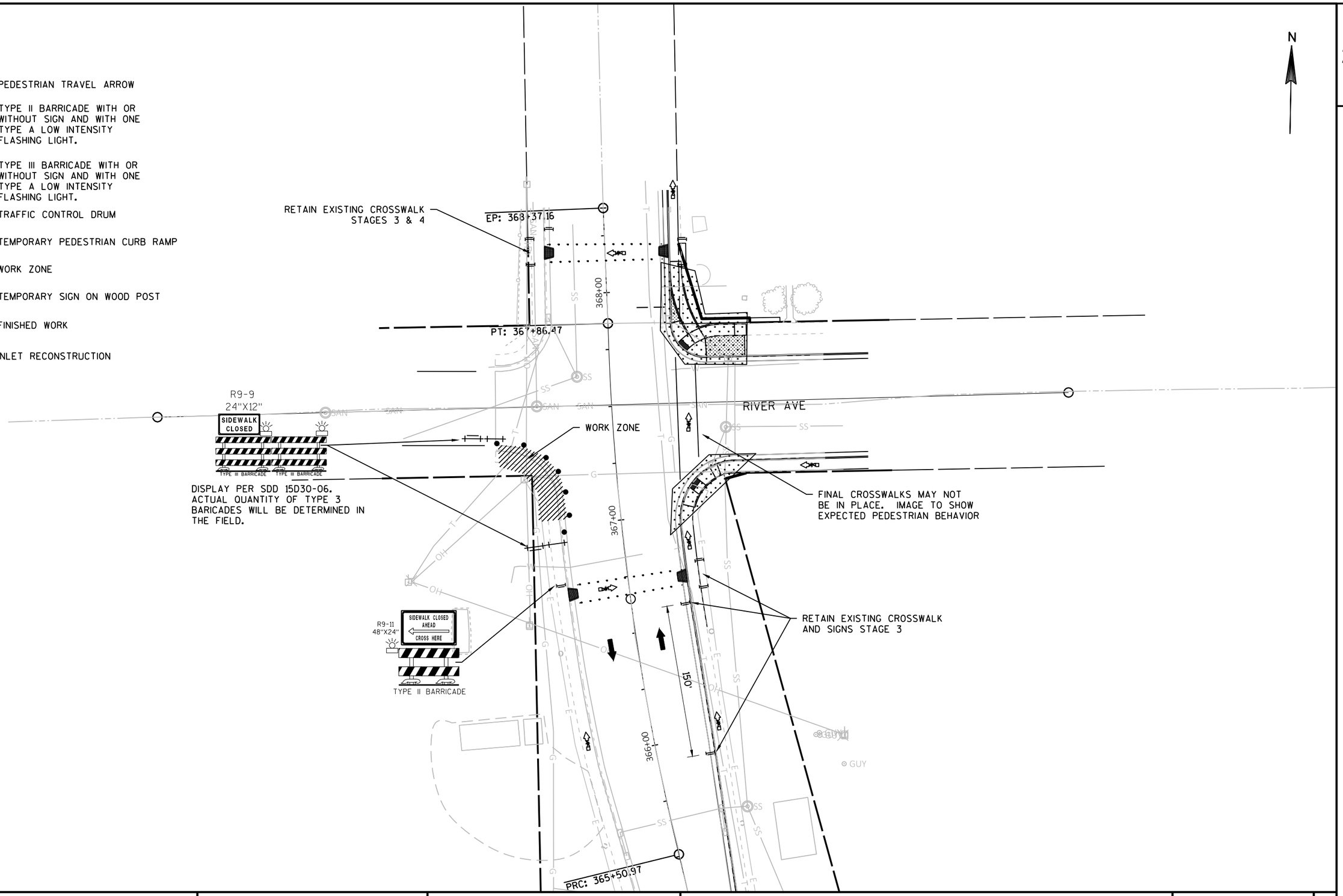
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

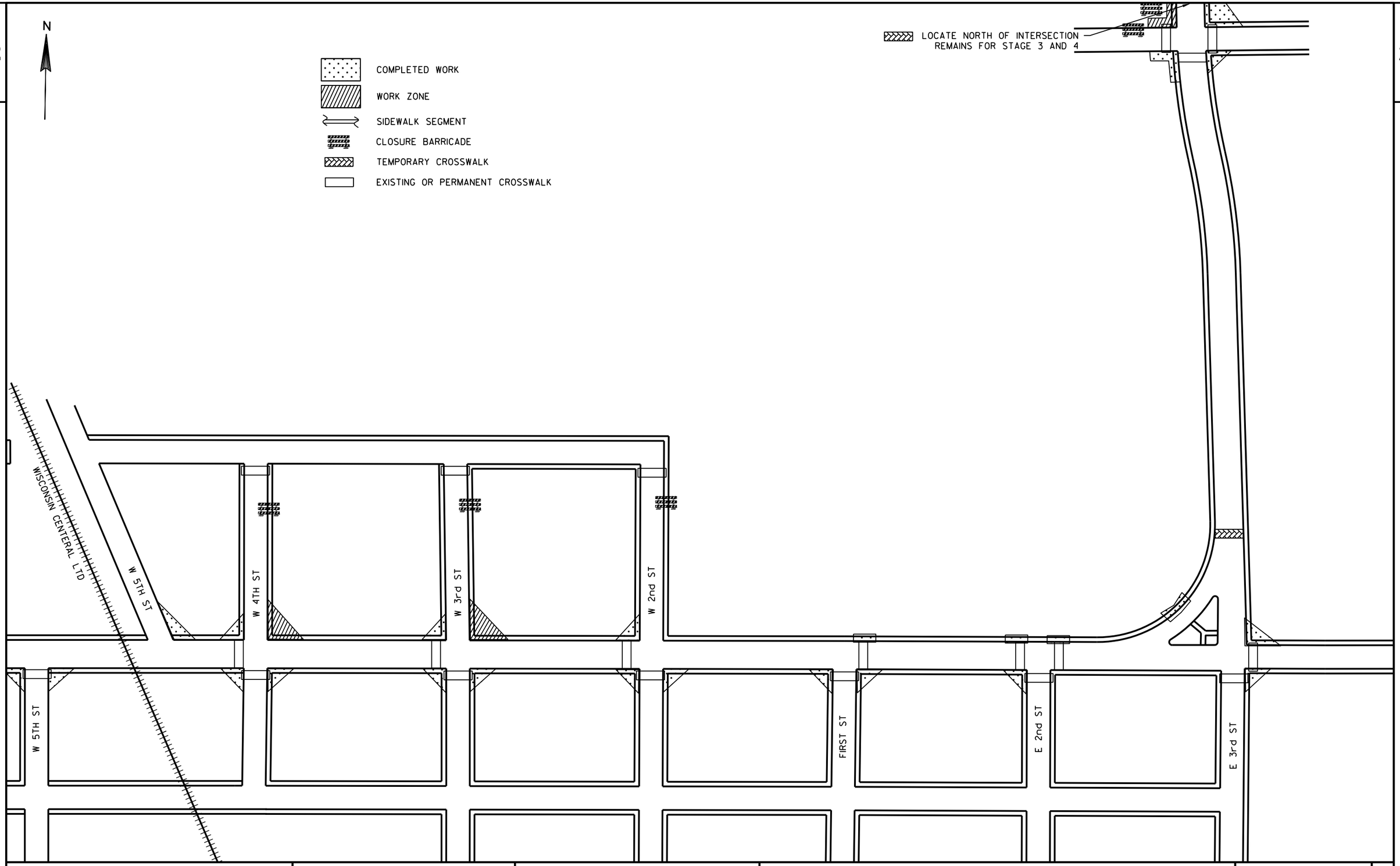
FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 3	SHEET 56	E



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 4 OVERVIEW	SHEET 57	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\TC OVERVIEW.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 10/5/2020 3:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:150

2

PLACE SIGN AND BARRICADE AT CORNER OF PETERSON AVE PER SDD 15D30

R9-11
48"X24"
SIDEWALK CLOSED AHEAD
CROSS HERE
TYPE II BARRICADE

SIDEWALK

R9-9
24"X12"
SIDEWALK CLOSED
TYPE III BARRICADE TYPE III BARRICADE

DISPLAY PER SDD 15D30-06.
ACTUAL QUANTITY OF TYPE 3 BARICADES WILL BE DETERMINED IN THE FIELD.

N. 5TH ST.

W. 4TH ST.

PI: 339+96.00

WORK ZONE

338+00 339+00 340+00 341+00 342+00 343+00

PI: 35+80.00

PI: 40+00

FINAL CROSSWALKS MAY NOT BE IN PLACE. IMAGE TO SHOW EXPECTED PEDESTRIAN BEHAVIOR

R9-11
48"X24"
SIDEWALK CLOSED AHEAD
CROSS HERE
TYPE II BARRICADE

PLACE BARRICADE AND SIGN AT THE CORNER OF W. 3RD ST. PER SDD 15D30

PEDESTRIAN TRAVEL ARROW

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 4	SHEET 58	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-4.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 10/7/2020 12:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

PEDESTRIAN TRAVEL ARROW

TEMPORARY PEDESTRIAN RAILING

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

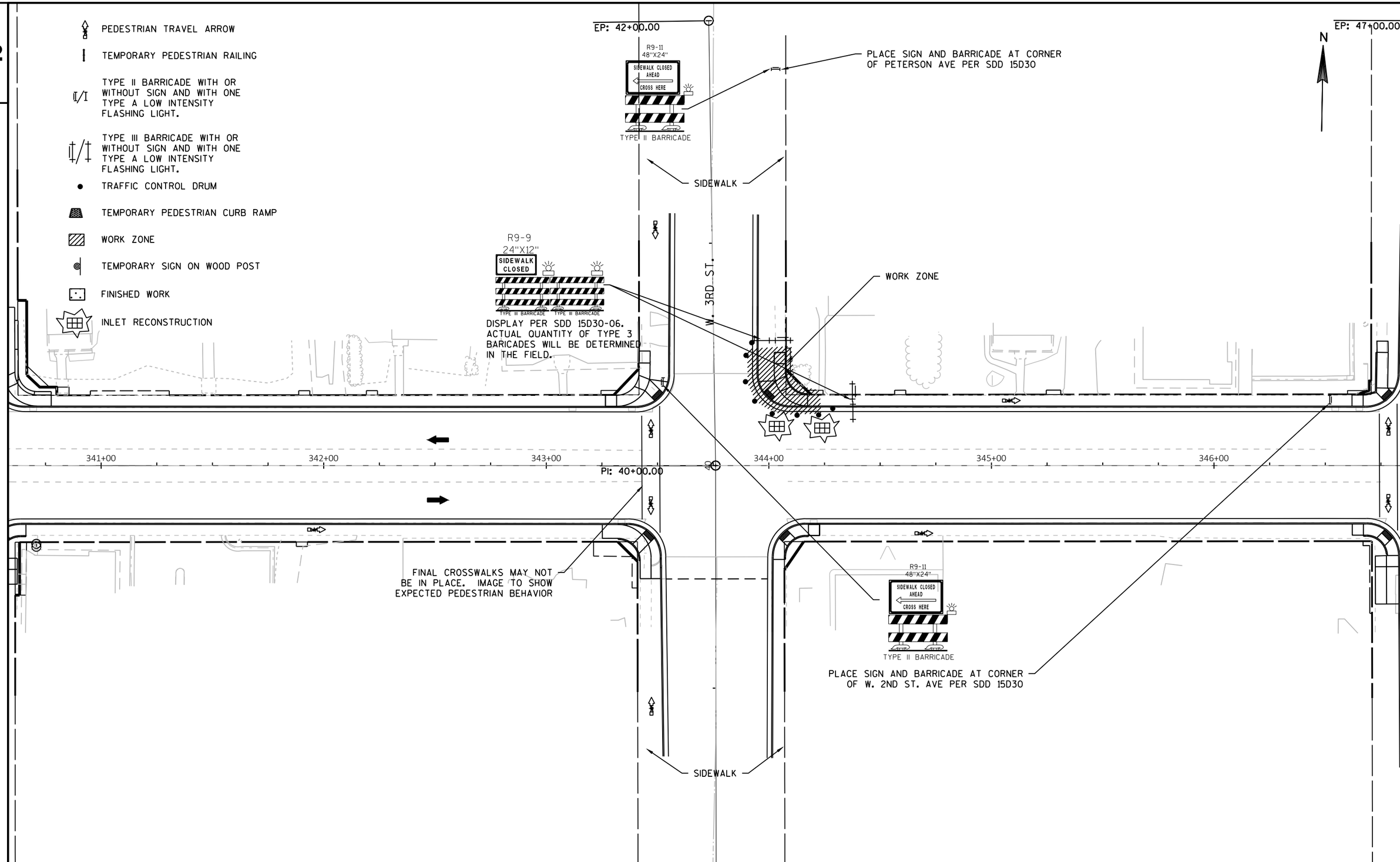
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 4	SHEET 59	E

2

PEDESTRIAN TRAVEL ARROW

TEMPORARY PEDESTRIAN RAILING

TYPE II BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TYPE III BARRICADE WITH OR WITHOUT SIGN AND WITH ONE TYPE A LOW INTENSITY FLASHING LIGHT.

TRAFFIC CONTROL DRUM

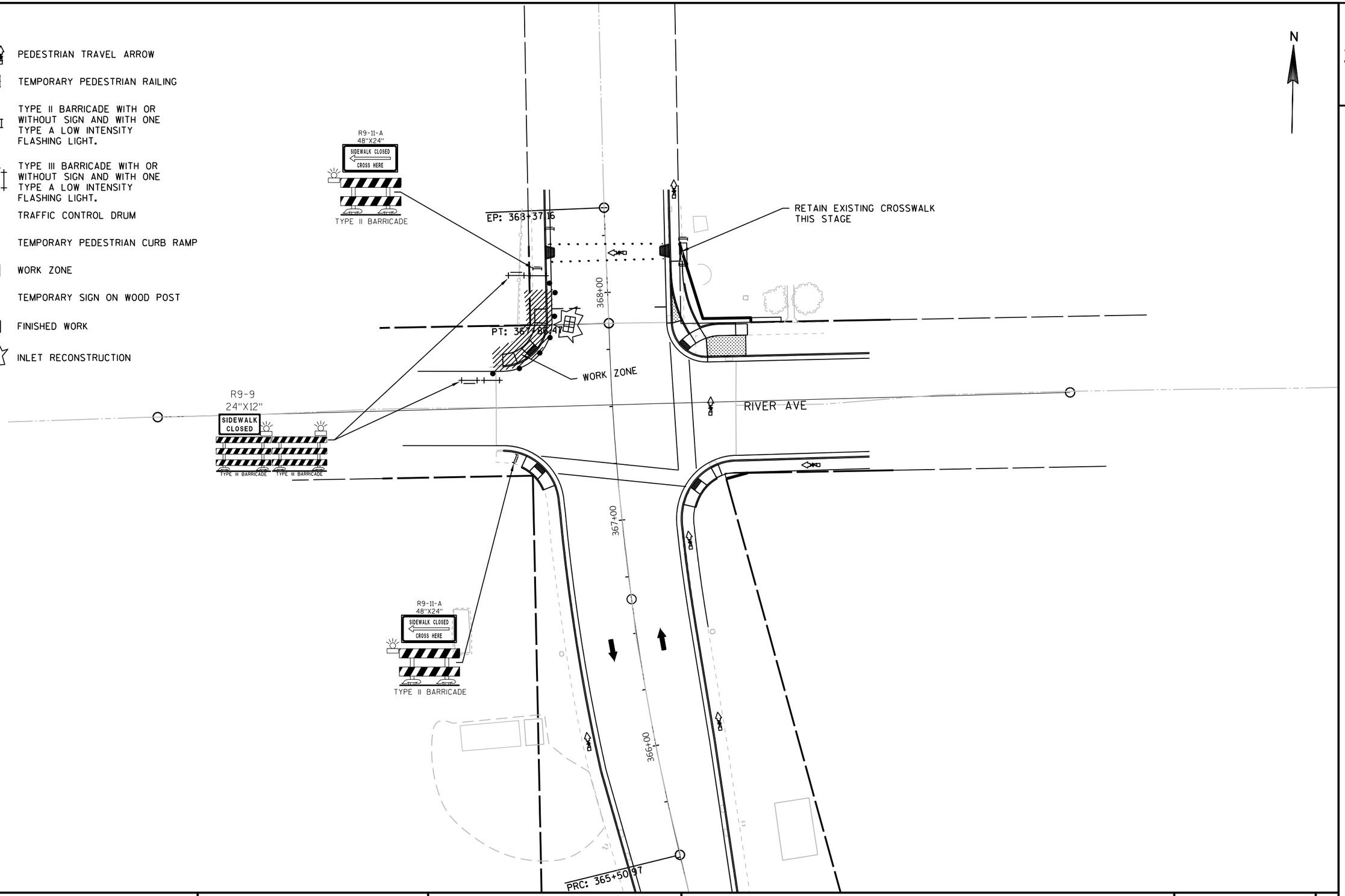
TEMPORARY PEDESTRIAN CURB RAMP

WORK ZONE

TEMPORARY SIGN ON WOOD POST

FINISHED WORK

INLET RECONSTRUCTION



2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PEDESTRIAN TRAFFIC CONTROL - STAGE 4	SHEET 60	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-4.DWG
LAYOUT NAME - SHEET - (7)

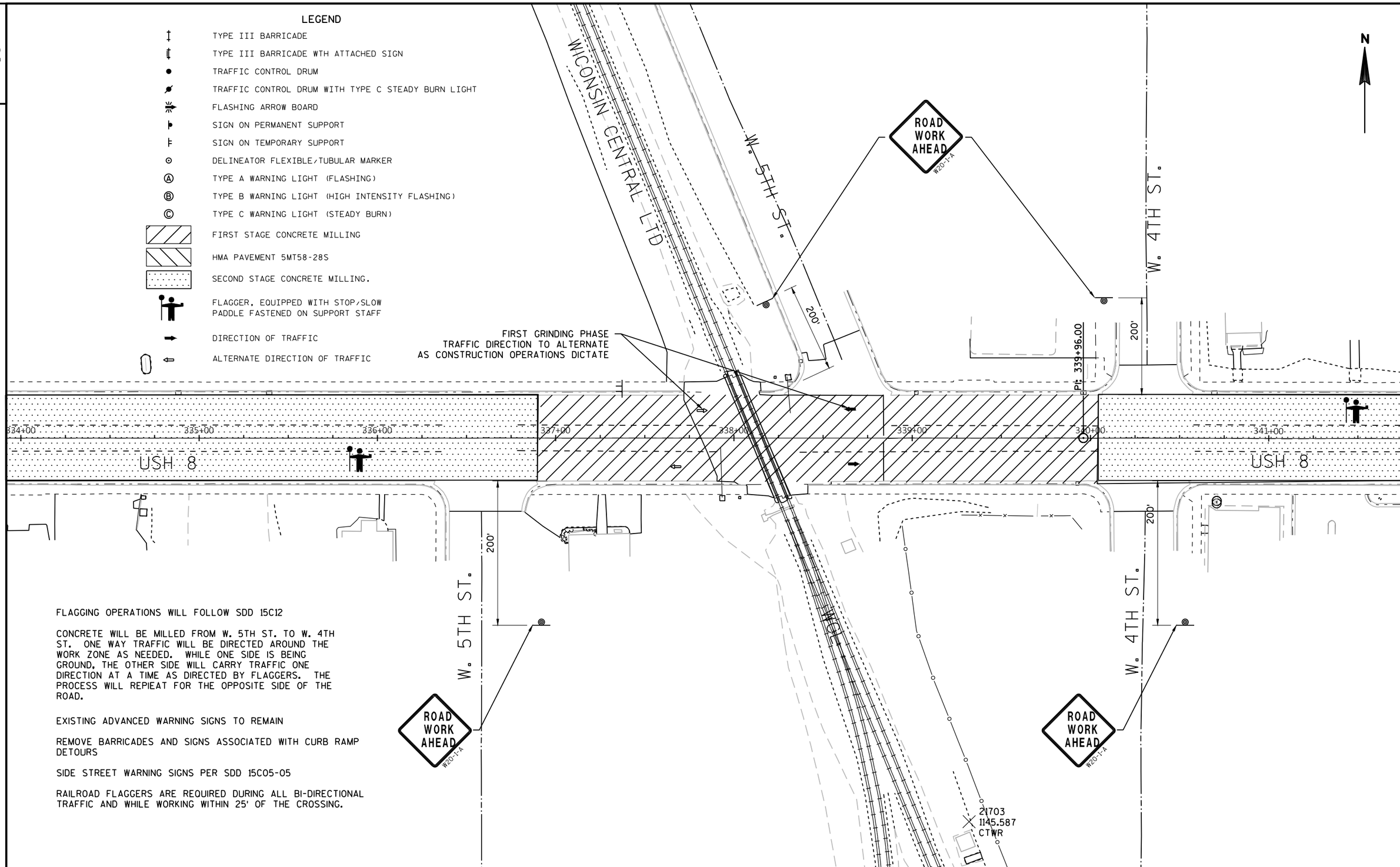
PLOT DATE : 10/7/2020 12:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- FIRST STAGE CONCRETE MILLING
- HMA PAVEMENT 5MT58-28S
- SECOND STAGE CONCRETE MILLING.
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC
- ALTERNATE DIRECTION OF TRAFFIC



FLAGGING OPERATIONS WILL FOLLOW SDD 15C12

CONCRETE WILL BE MILLED FROM W. 5TH ST. TO W. 4TH ST. ONE WAY TRAFFIC WILL BE DIRECTED AROUND THE WORK ZONE AS NEEDED. WHILE ONE SIDE IS BEING GROUND, THE OTHER SIDE WILL CARRY TRAFFIC ONE DIRECTION AT A TIME AS DIRECTED BY FLAGGERS. THE PROCESS WILL REPIEAT FOR THE OPPOSITE SIDE OF THE ROAD.

EXISTING ADVANCED WARNING SIGNS TO REMAIN

REMOVE BARRICADES AND SIGNS ASSOCIATED WITH CURB RAMP DETOURS

SIDE STREET WARNING SIGNS PER SDD 15C05-05

RAILROAD FLAGGERS ARE REQUIRED DURING ALL BI-DIRECTIONAL TRAFFIC AND WHILE WORKING WITHIN 25' OF THE CROSSING.

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 5	SHEET 61	E

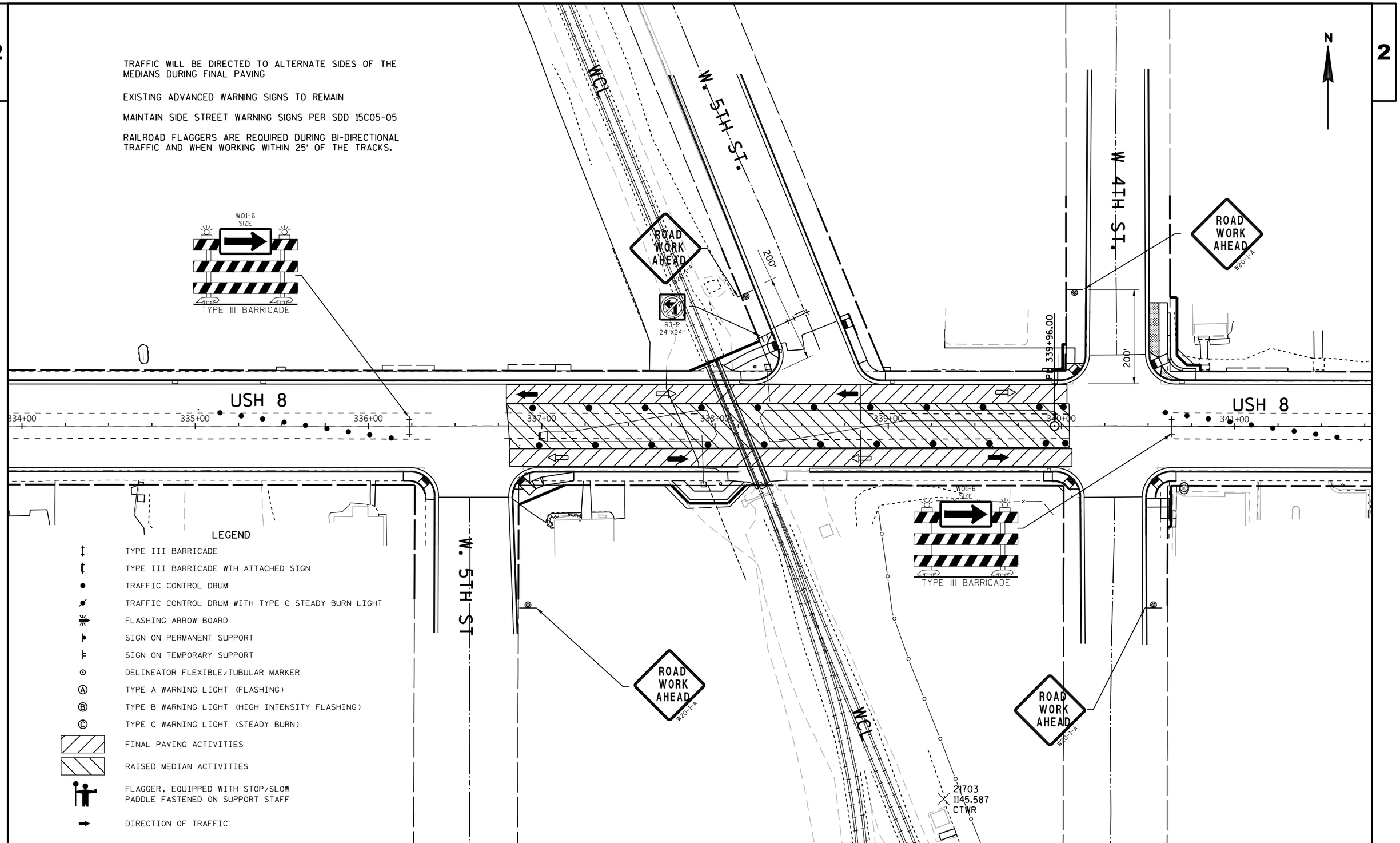
2

TRAFFIC WILL BE DIRECTED TO ALTERNATE SIDES OF THE MEDIANS DURING FINAL PAVING

EXISTING ADVANCED WARNING SIGNS TO REMAIN

MAINTAIN SIDE STREET WARNING SIGNS PER SDD 15C05-05

RAILROAD FLAGGERS ARE REQUIRED DURING BI-DIRECTIONAL TRAFFIC AND WHEN WORKING WITHIN 25' OF THE TRACKS.



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 6	SHEET 62	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-8.DWG
LAYOUT NAME - SHEET - (7)
PLOT DATE : 10/12/2020 3:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

PAVING THE FIRST AND SECOND LAYERS. WHILE PAVING AROUND AND UP TO THE THE RR MEDIANS, TRAFFIC WILL BE ALTERNATELY DIRECTED BY FLAGGERS TO ONE SIDE OR THE OTHER, ONE DIRECTION AT A TIME.

PAVING WILL PROGRESS FROM PROJECT BEGINNING TO END FOR EACH LAYER.

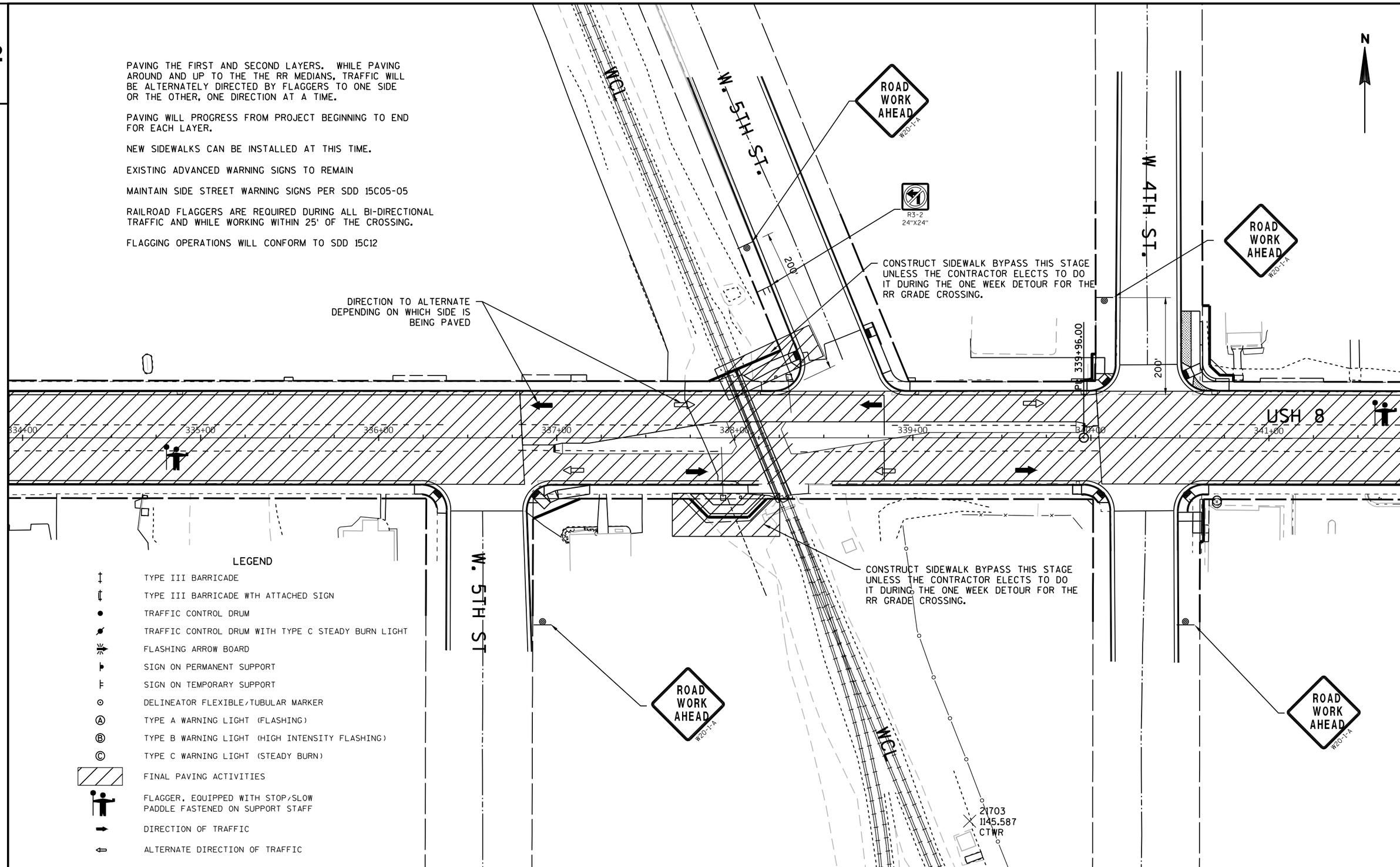
NEW SIDEWALKS CAN BE INSTALLED AT THIS TIME.

EXISTING ADVANCED WARNING SIGNS TO REMAIN

MAINTAIN SIDE STREET WARNING SIGNS PER SDD 15C05-05

RAILROAD FLAGGERS ARE REQUIRED DURING ALL BI-DIRECTIONAL TRAFFIC AND WHILE WORKING WITHIN 25' OF THE CROSSING.

FLAGGING OPERATIONS WILL CONFORM TO SDD 15C12

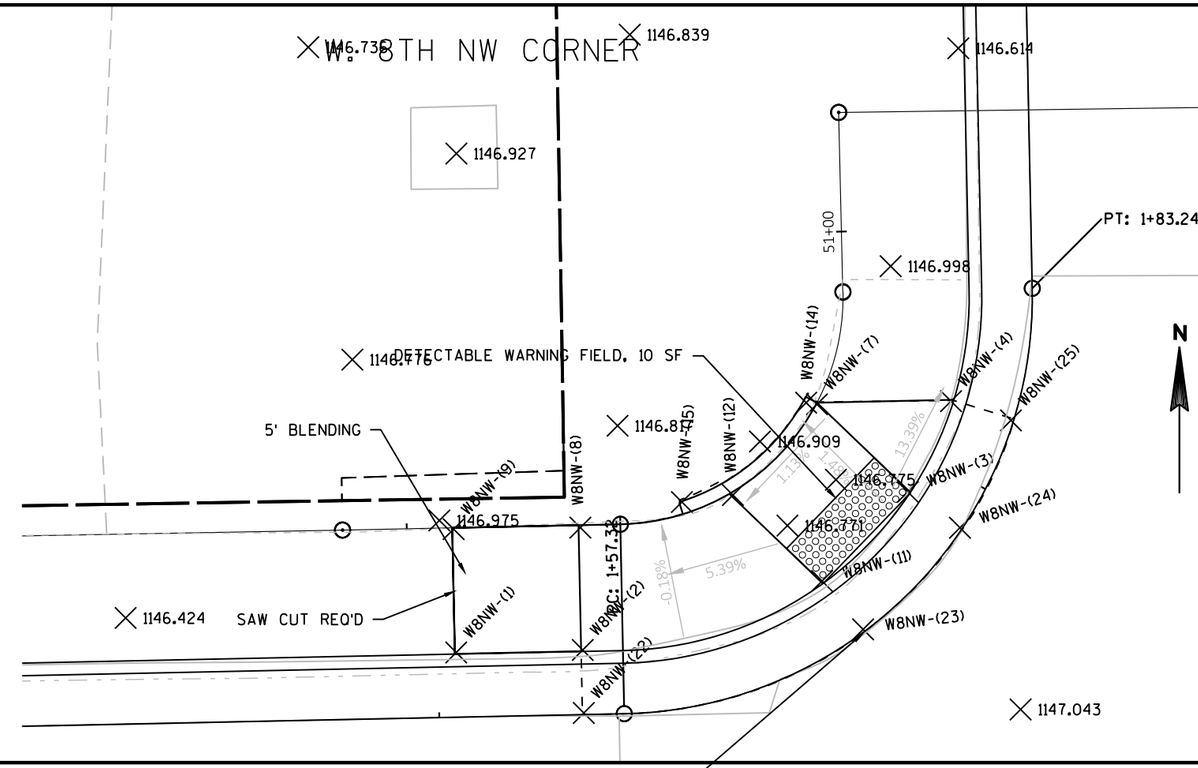


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	TRAFFIC CONTROL - STAGE 7 & 8	SHEET 63	E

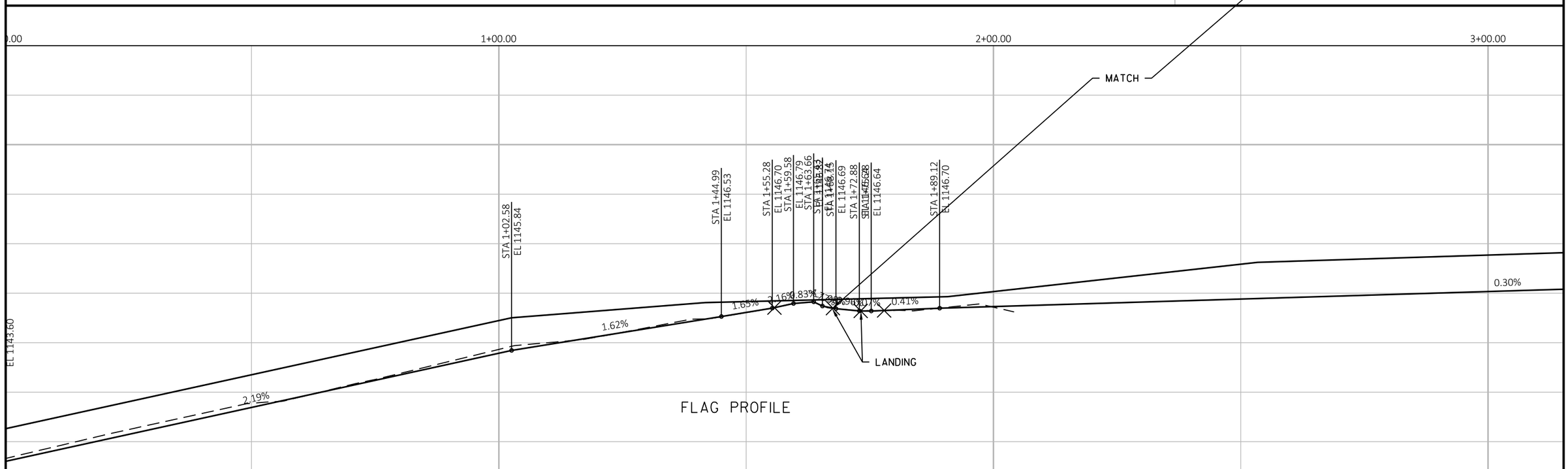
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\TC\RAMP TC-7.DWG
LAYOUT NAME - SHEET - (7)
PLOT DATE : 10/7/2020 1:53 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W8NW-(1)	326+22.33	-26.89	563571.60	810819.46	1146.477
W8NW-(2)	326+27.34	-26.90	563571.70	810824.47	1146.496
W8NW-(3)	326+40.32	-32.94	563577.96	810837.35	1146.594
W8NW-(4)	326+42.09	-36.50	563581.55	810839.05	1146.800
W8NW-(7)	326+36.78	-36.47	563581.43	810833.75	1146.669
W8NW-(8)	326+27.33	-31.75	563576.55	810824.38	1146.571
W8NW-(9)	326+22.31	-31.77	563576.48	810819.36	1146.552
W8NW-(11)	326+36.86	-29.47	563574.43	810833.95	1146.849
W8NW-(12)	326+33.39	-32.93	563577.83	810830.42	1146.884
W8NW-(14)	326+36.35	-36.54	563581.49	810833.32	1146.921
W8NW-(15)	326+31.37	-32.69	563577.56	810828.40	1146.893
W8NW-(22)	326+27.34	-24.41	563569.21	810824.51	1146.575
W8NW-(23)	326+38.46	-27.53	563572.52	810835.58	1146.630
W8NW-(24)	326+42.36	-31.49	563576.54	810839.41	1146.674
W8NW-(25)	326+44.45	-35.70	563580.79	810841.43	1146.693

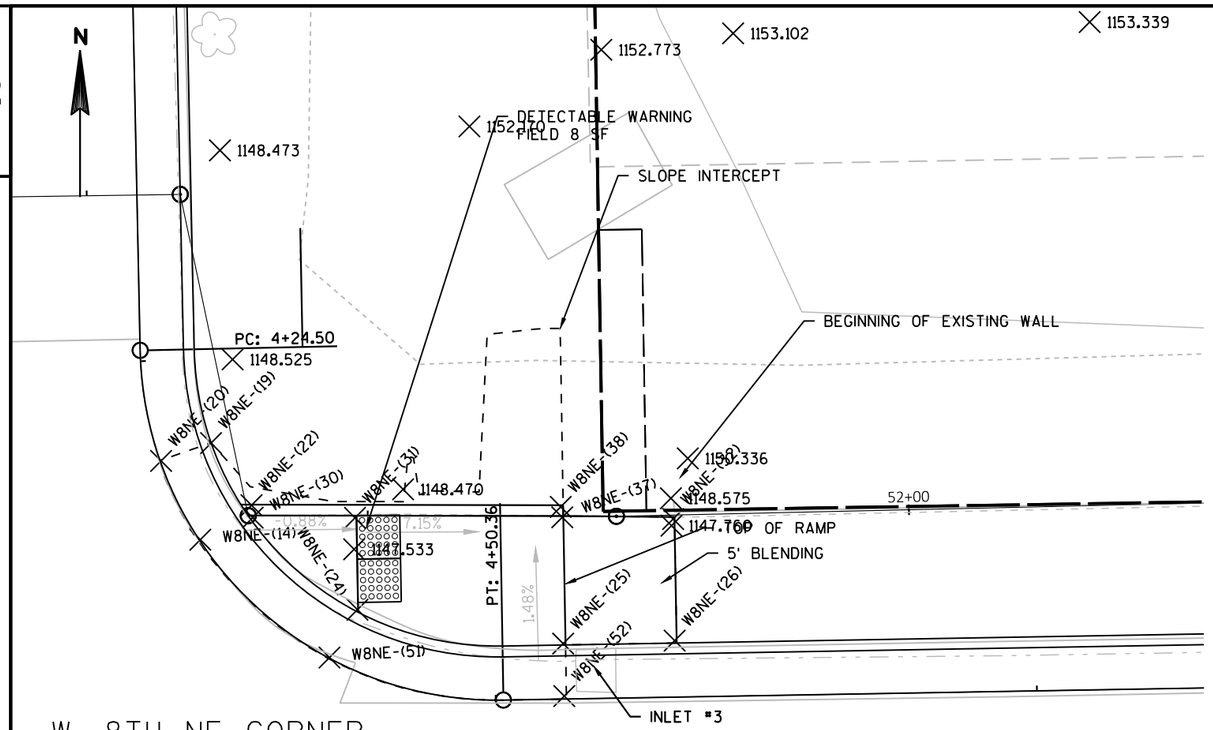


2



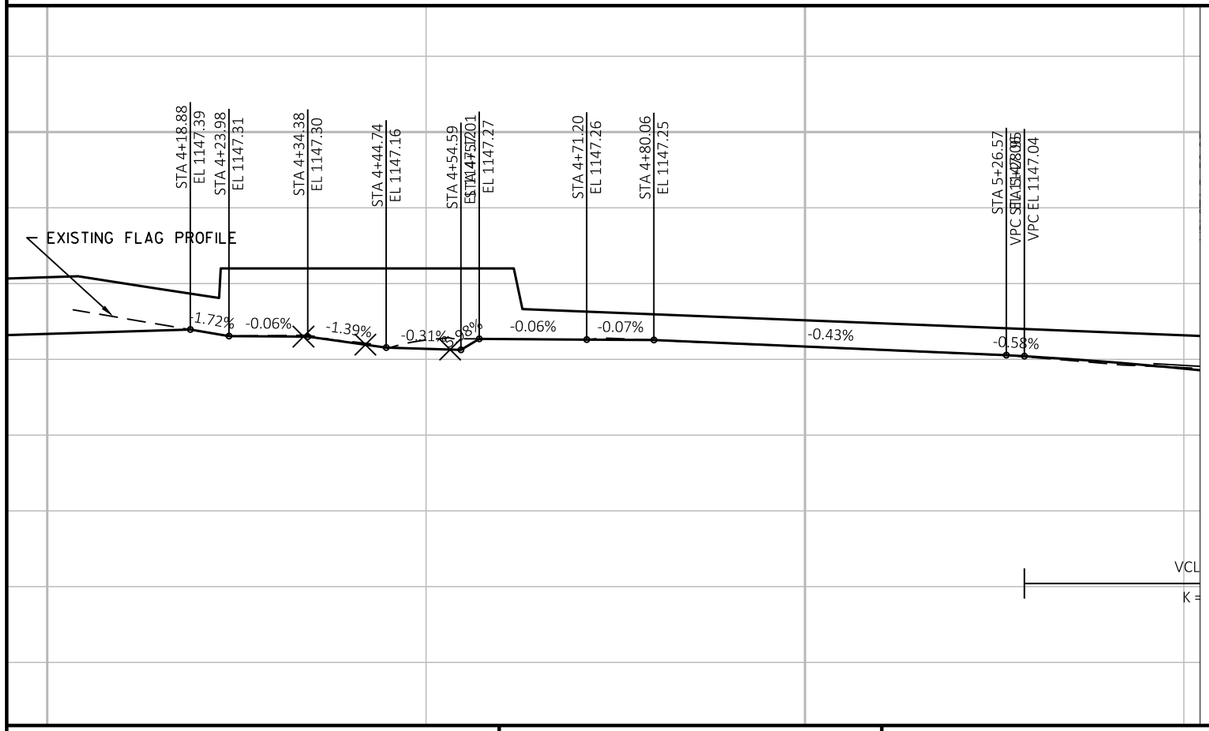
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 64	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 1.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:24 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:6



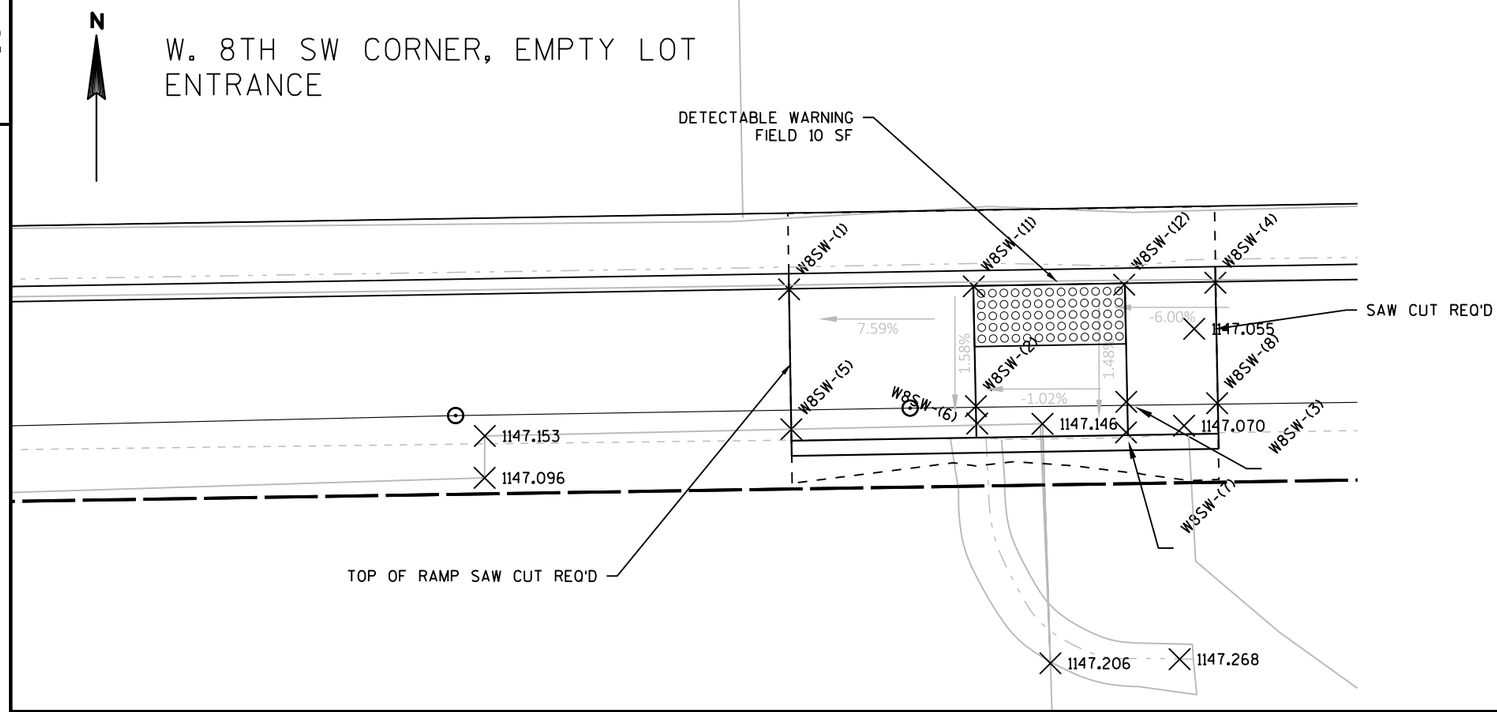
W. 8TH NE CORNER

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W8NE-(14)	326+88.09	-31.89	563577.71	810885.13	1147.298
W8NE-(19)	326+88.66	-36.34	563582.17	810885.63	1147.723
W8NE-(20)	326+86.34	-35.55	563581.35	810883.32	1147.301
W8NE-(22)	326+90.48	-33.44	563579.30	810887.50	1148.207
W8NE-(24)	326+95.29	-28.53	563574.48	810892.39	1147.113
W8NE-(25)	327+04.77	-26.81	563572.91	810901.89	1147.550
W8NE-(26)	327+09.92	-26.85	563573.05	810907.04	1147.609
W8NE-(30)	326+90.53	-32.86	563578.73	810887.55	1147.220
W8NE-(31)	326+95.25	-32.77	563578.72	810892.28	1147.177
W8NE-(32)	327+09.94	-32.48	563578.67	810906.97	1147.877
W8NE-(37)	327+04.83	-32.64	563578.75	810901.85	1147.637
W8NE-(38)	327+04.76	-33.12	563579.23	810901.78	1148.206
W8NE-(51)	326+93.97	-26.35	563572.27	810891.10	1147.193
W8NE-(52)	327+04.78	-24.38	563570.49	810901.94	1147.123



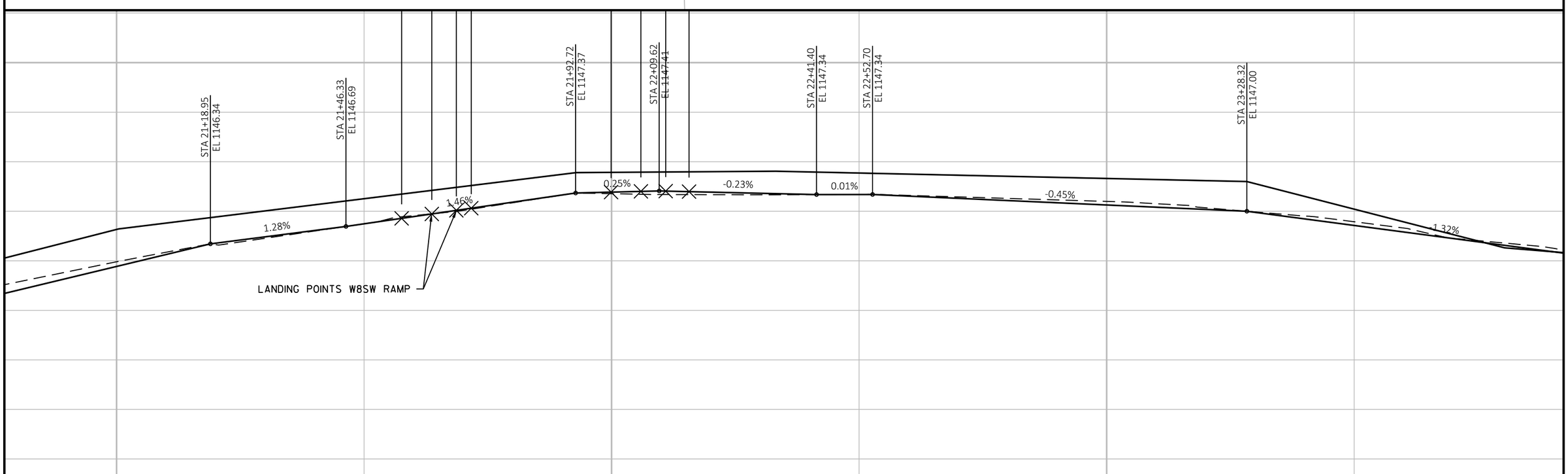
2

W. 8TH SW CORNER, EMPTY LOT ENTRANCE



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W8SW-(1)	326+31.34	26.46	563518.40	810828.25	1147.308
W8SW-(2)	326+36.32	30.41	563514.55	810834.42	1146.935
W8SW-(3)	326+41.28	30.35	563514.69	810839.38	1146.984
W8SW-(4)	326+44.29	26.48	563518.62	810842.32	1147.045
W8SW-(5)	326+31.33	31.05	563513.79	810828.32	1147.169
W8SW-(6)	326+36.32	30.48	563513.97	810834.46	1146.936
W8SW-(7)	326+41.28	30.48	563513.68	810839.37	1146.986
W8SW-(8)	326+44.28	30.45	563514.65	810842.37	1147.102
W8SW-(11)	326+36.32	26.46	563518.50	810834.35	1146.876
W8SW-(12)	326+41.28	26.49	563518.55	810839.31	1146.926

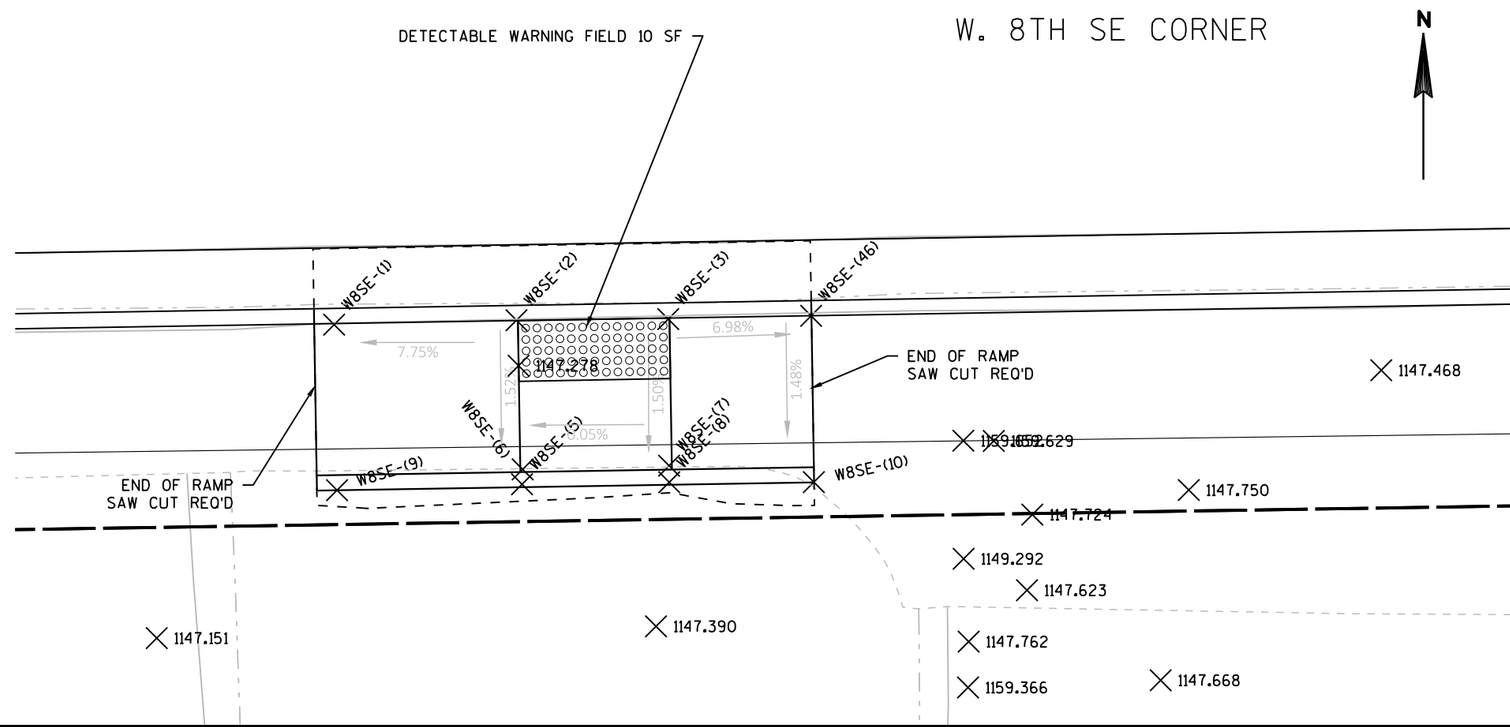
2

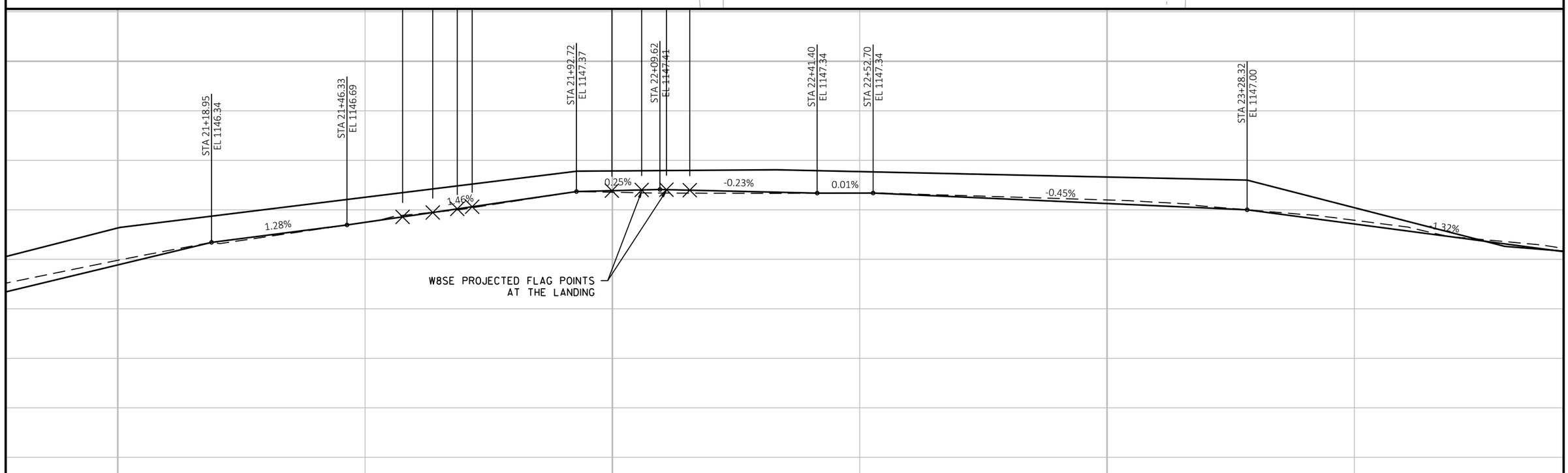


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 66	E

2

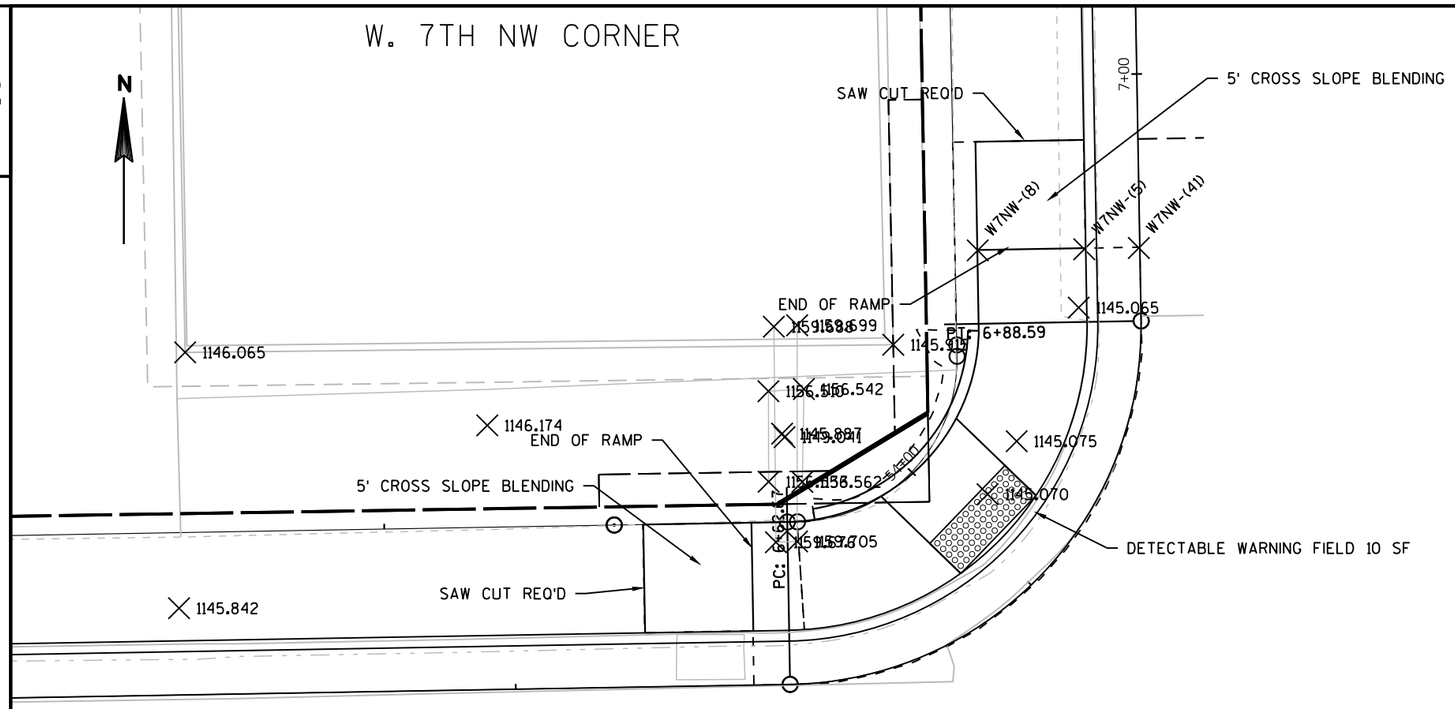
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W8SE-(1)	326+72.54	26.49	563519.08	810870.57	1147.774
W8SE-(2)	326+78.56	26.45	563519.23	810876.58	1147.302
W8SE-(3)	326+83.56	26.49	563519.27	810881.59	1147.259
W8SE-(5)	326+78.65	31.86	563513.81	810876.76	1147.837
W8SE-(6)	326+78.68	31.37	563514.31	810876.79	1147.370
W8SE-(7)	326+83.51	31.33	563514.43	810881.62	1147.330
W8SE-(8)	326+83.51	31.88	563513.88	810881.62	1147.830
W8SE-(9)	326+72.54	31.95	563513.62	810870.66	1147.849
W8SE-(10)	326+88.28	31.95	563513.88	810886.39	1147.823
W8SE-(46)	326+88.28	26.47	563519.37	810886.30	1147.589



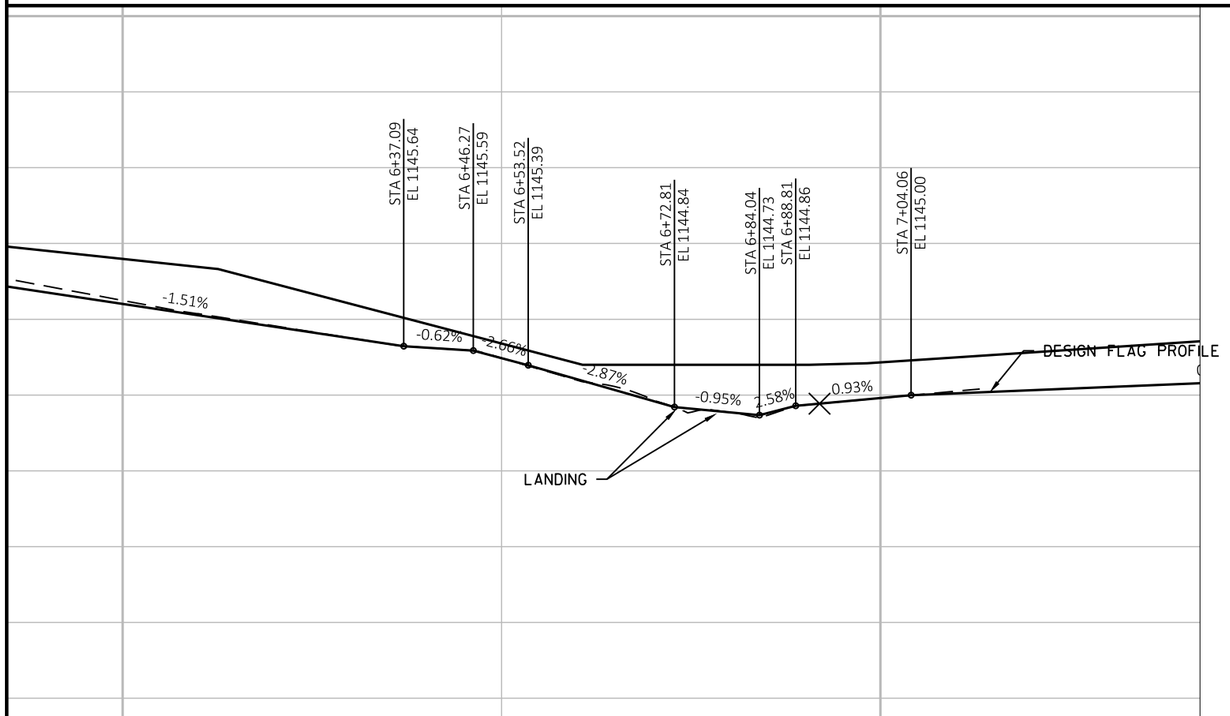


2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 67	E

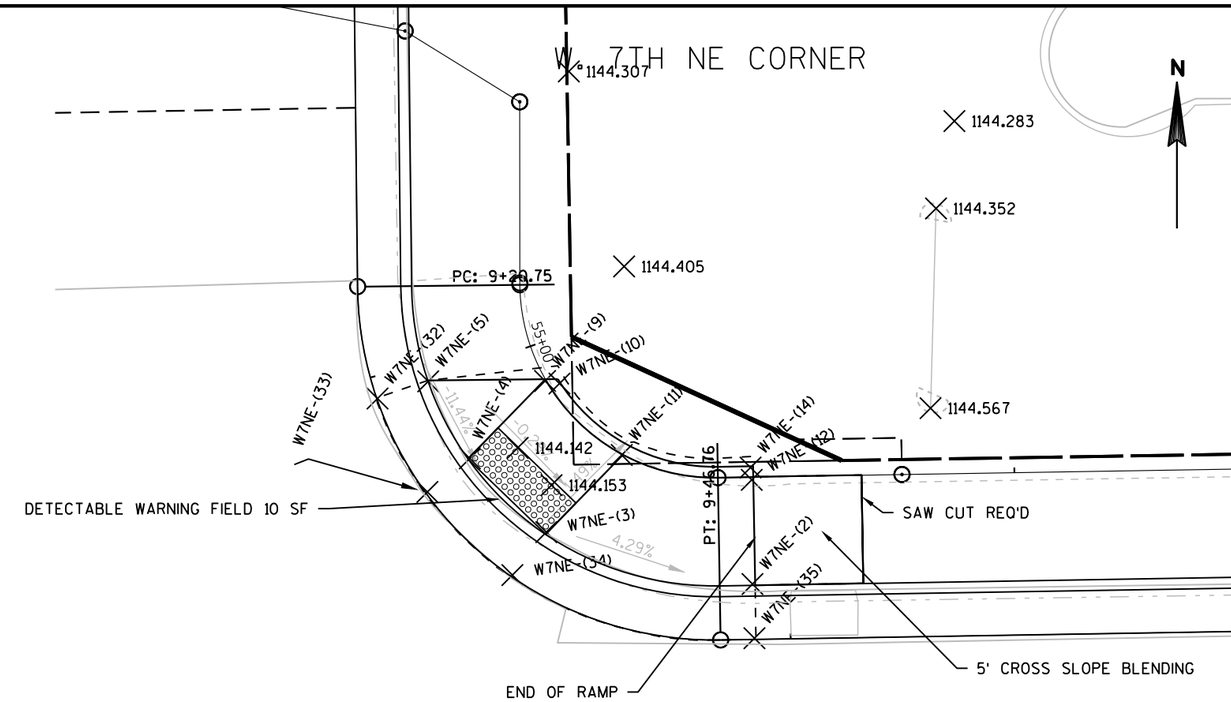


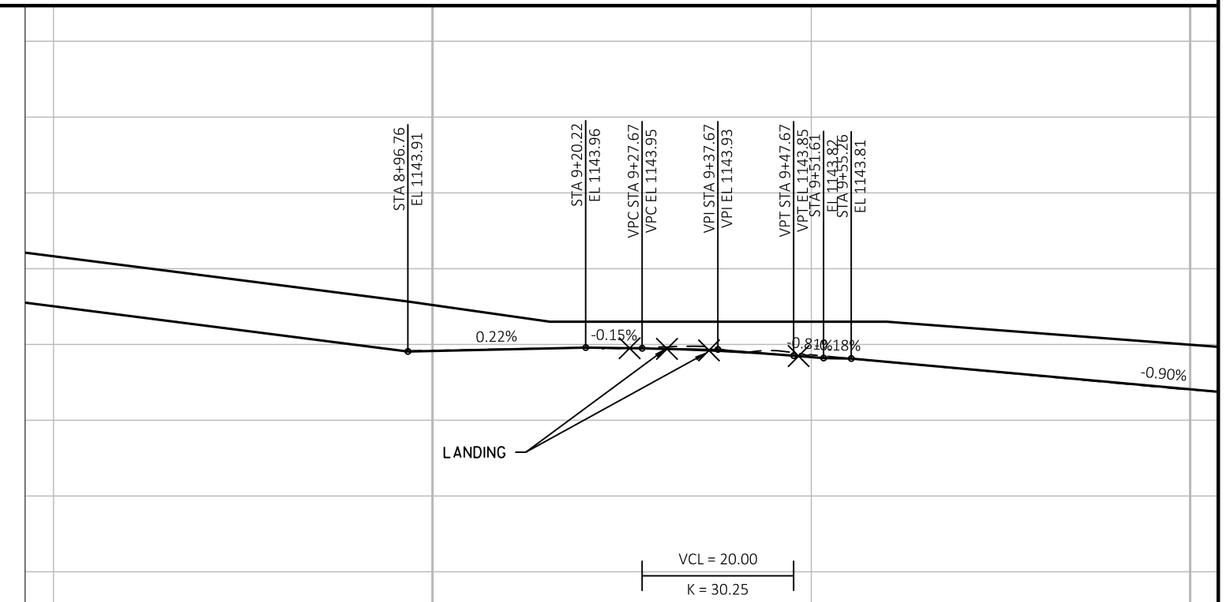
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W7NW-(2)	329+12.65	-26.87	563576.48	811109.75	1145.551
W7NW-(3)	329+22.26	-29.36	563579.14	811119.31	1144.764
W7NW-(4)	329+25.72	-32.87	563582.71	811122.71	1144.707
W7NW-(5)	329+28.21	-44.20	563594.08	811125.01	1145.305
W7NW-(8)	329+23.28	-44.23	563594.02	811120.08	1145.367
W7NW-(9)	329+22.19	-36.38	563586.16	811119.12	1144.777
W7NW-(10)	329+18.76	-32.91	563582.63	811115.75	1144.838
W7NW-(11)	329+12.65	-31.80	563581.41	811109.66	1145.602
W7NW-(14)	329+15.52	-32.40	563582.06	811112.52	1145.410
W7NW-(16)	329+22.79	-40.40	563590.19	811119.65	1145.079
W7NW-(38)	329+12.65	-24.38	563574.00	811109.79	1145.175
W7NW-(39)	329+23.86	-27.44	563577.25	811120.94	1144.839
W7NW-(40)	329+27.96	-31.58	563581.45	811124.97	1144.784
W7NW-(41)	329+30.73	-44.22	563594.13	811127.53	1144.885



2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W7NE-(2)	329+89.02	-26.95	563577.85	811186.10	1144.218
W7NE-(3)	329+79.54	-29.51	563580.25	811176.58	1143.844
W7NE-(4)	329+76.07	-32.97	563583.65	811173.05	1143.863
W7NE-(5)	329+74.20	-36.56	563587.21	811171.12	1144.319
W7NE-(9)	329+79.60	-36.48	563587.23	811176.52	1143.937
W7NE-(10)	329+80.27	-36.35	563587.11	811177.19	1144.307
W7NE-(11)	329+83.08	-33.01	563583.81	811180.06	1143.917
W7NE-(12)	329+89.07	-31.76	563582.66	811186.07	1144.289
W7NE-(14)	329+89.02	-32.33	563583.23	811186.01	1144.306
W7NE-(32)	329+71.85	-35.80	563586.42	811168.78	1143.948
W7NE-(33)	329+74.08	-31.45	563582.11	811171.08	1143.938
W7NE-(34)	329+77.94	-27.55	563578.27	811175.01	1143.918
W7NE-(35)	329+89.07	-24.44	563575.35	811186.19	1143.843

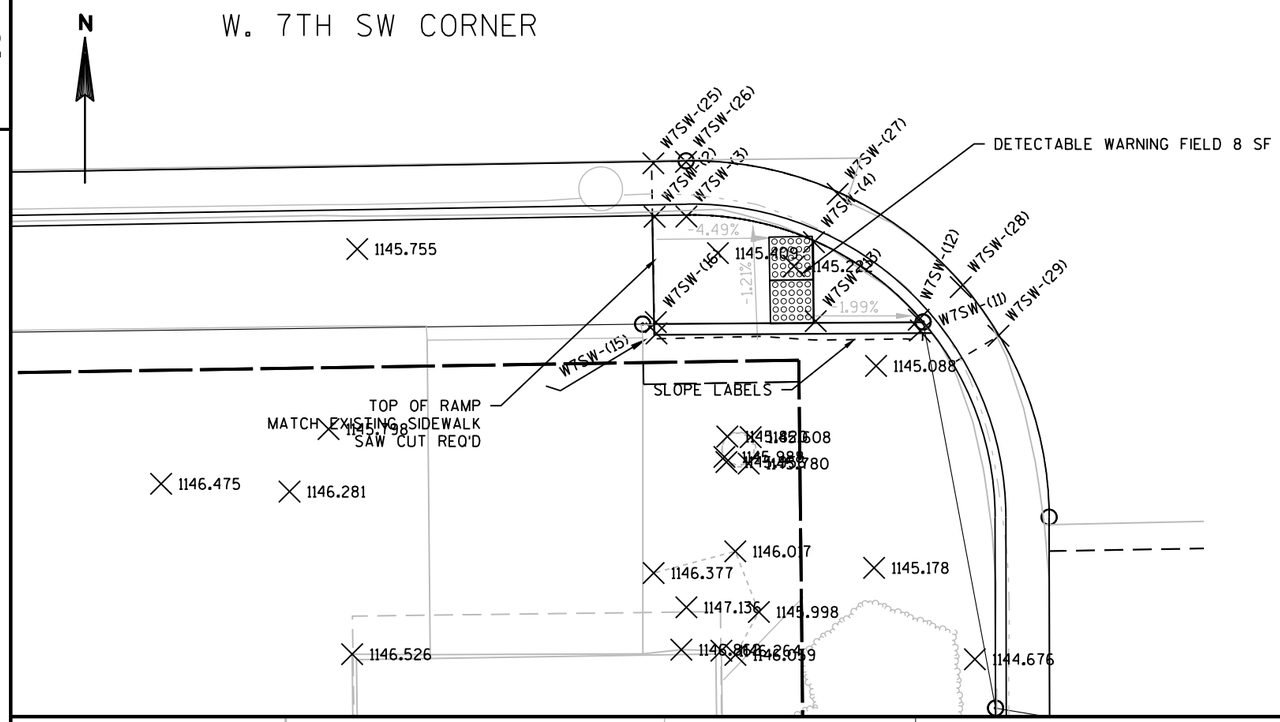




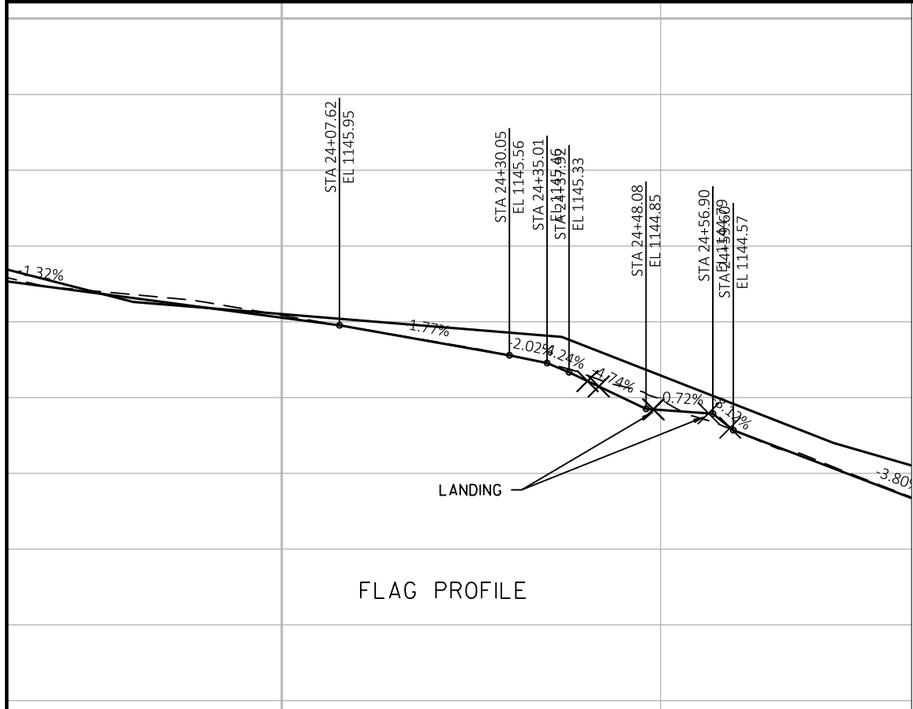
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 69	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 1.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:25 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:7

W. 7TH SW CORNER



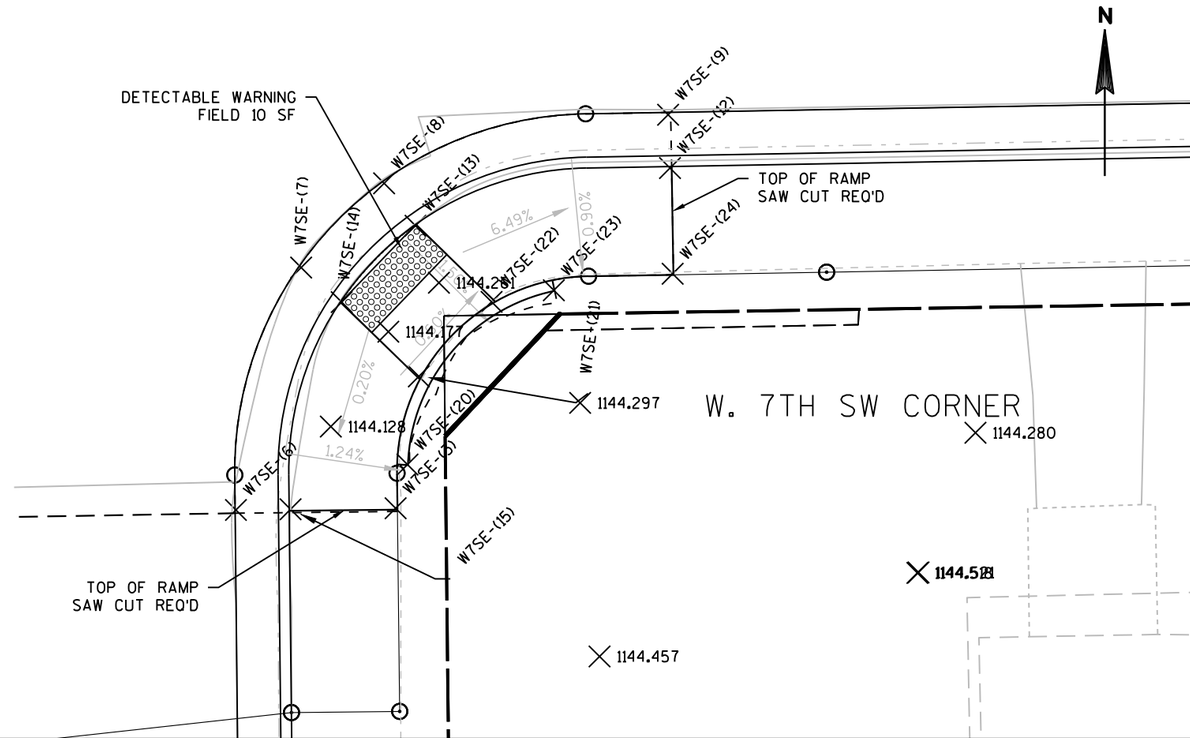
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W7SW-(2)	329+13.00	26.61	563523.02	811110.99	1145.152
W7SW-(3)	329+14.47	26.62	563523.03	811112.46	1145.226
W7SW-(4)	329+20.34	27.90	563521.85	811118.36	1144.769
W7SW-(11)	329+25.18	32.09	563517.75	811123.27	1145.156
W7SW-(12)	329+25.12	31.56	563518.27	811123.19	1144.720
W7SW-(13)	329+20.36	31.55	563518.20	811118.43	1144.824
W7SW-(15)	329+12.99	32.00	563517.63	811111.08	1145.668
W7SW-(16)	329+12.98	31.47	563518.16	811111.05	1145.576
W7SW-(25)	329+12.99	24.14	563525.49	811110.94	1145.214
W7SW-(26)	329+14.49	24.09	563525.56	811112.45	1145.144
W7SW-(27)	329+21.47	25.70	563524.08	811119.45	1144.840
W7SW-(28)	329+27.08	30.09	563519.78	811125.13	1144.786
W7SW-(29)	329+28.79	32.37	563517.53	811126.88	1144.600

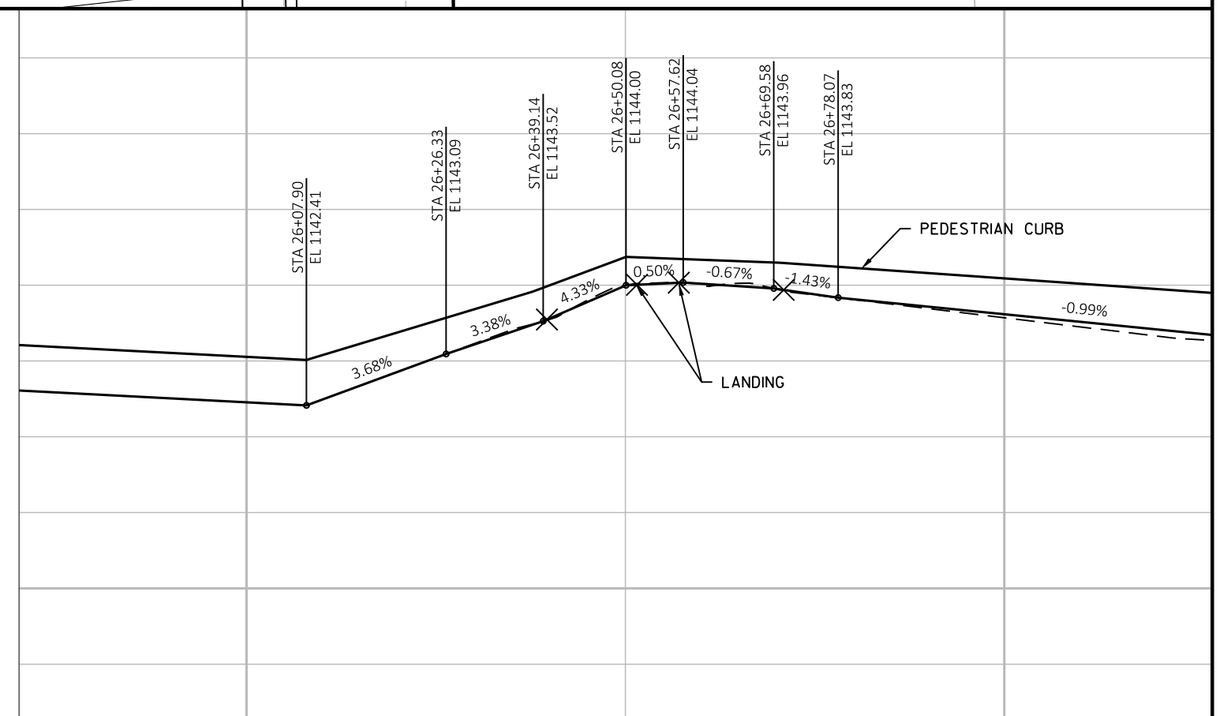


FLAG PROFILE

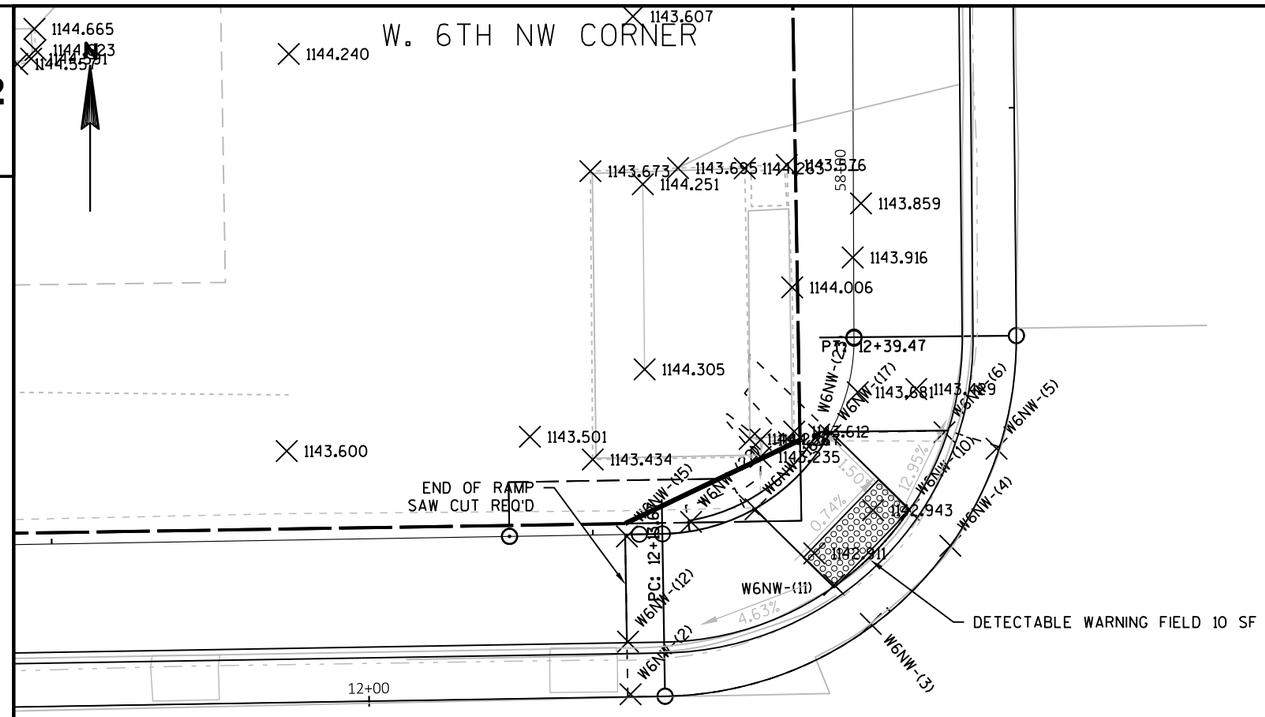
2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W7SE-(3)	329+77.17	42.25	563508.47	811175.42	1143.989
W7SE-(6)	329+69.79	42.20	563508.39	811168.04	1143.544
W7SE-(7)	329+72.99	31.06	563519.58	811171.06	1144.001
W7SE-(8)	329+76.89	27.24	563523.47	811174.89	1144.029
W7SE-(9)	329+90.06	24.29	563526.64	811188.01	1143.931
W7SE-(12)	329+90.11	26.75	563524.18	811188.10	1144.314
W7SE-(13)	329+78.31	29.22	563521.52	811176.34	1143.954
W7SE-(14)	329+74.84	32.69	563517.99	811172.93	1143.925
W7SE-(15)	329+72.32	42.21	563508.42	811170.57	1143.919
W7SE-(20)	329+77.75	40.24	563510.48	811175.97	1144.074
W7SE-(21)	329+78.34	36.18	563514.56	811176.49	1143.999
W7SE-(22)	329+81.76	32.79	563518.00	811179.85	1144.028
W7SE-(23)	329+84.65	32.31	563518.53	811182.73	1144.321
W7SE-(24)	329+90.15	31.63	563519.30	811188.22	1144.467

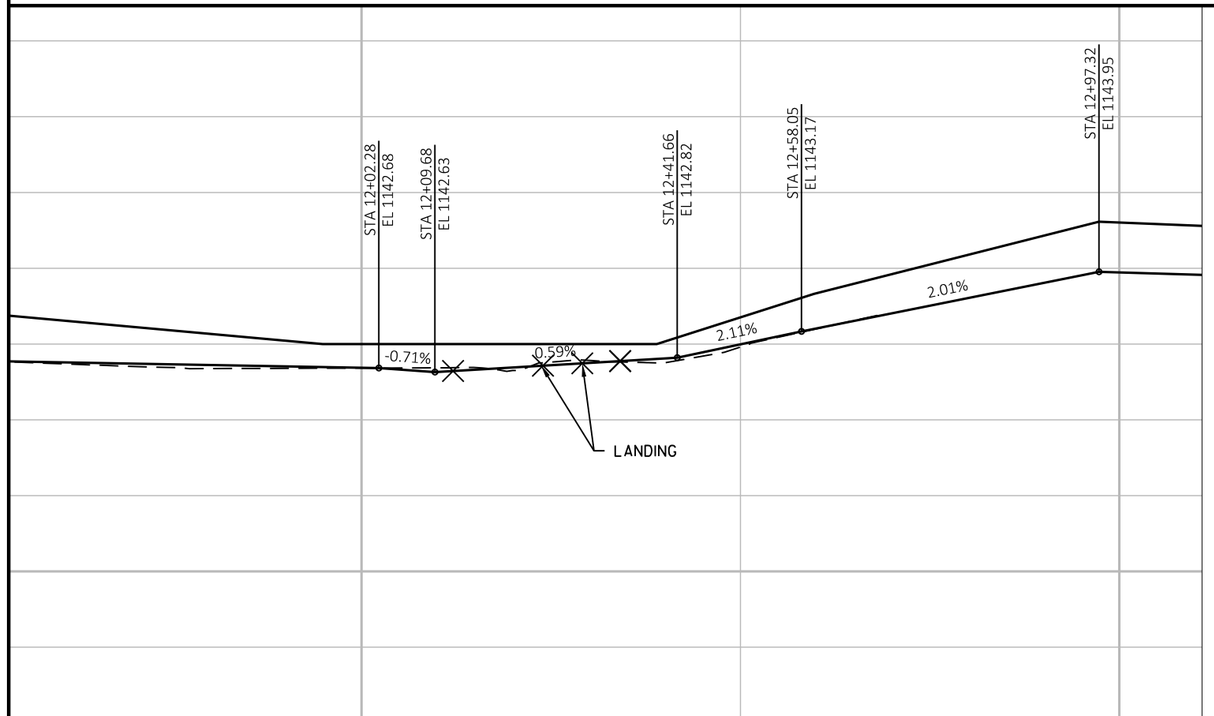


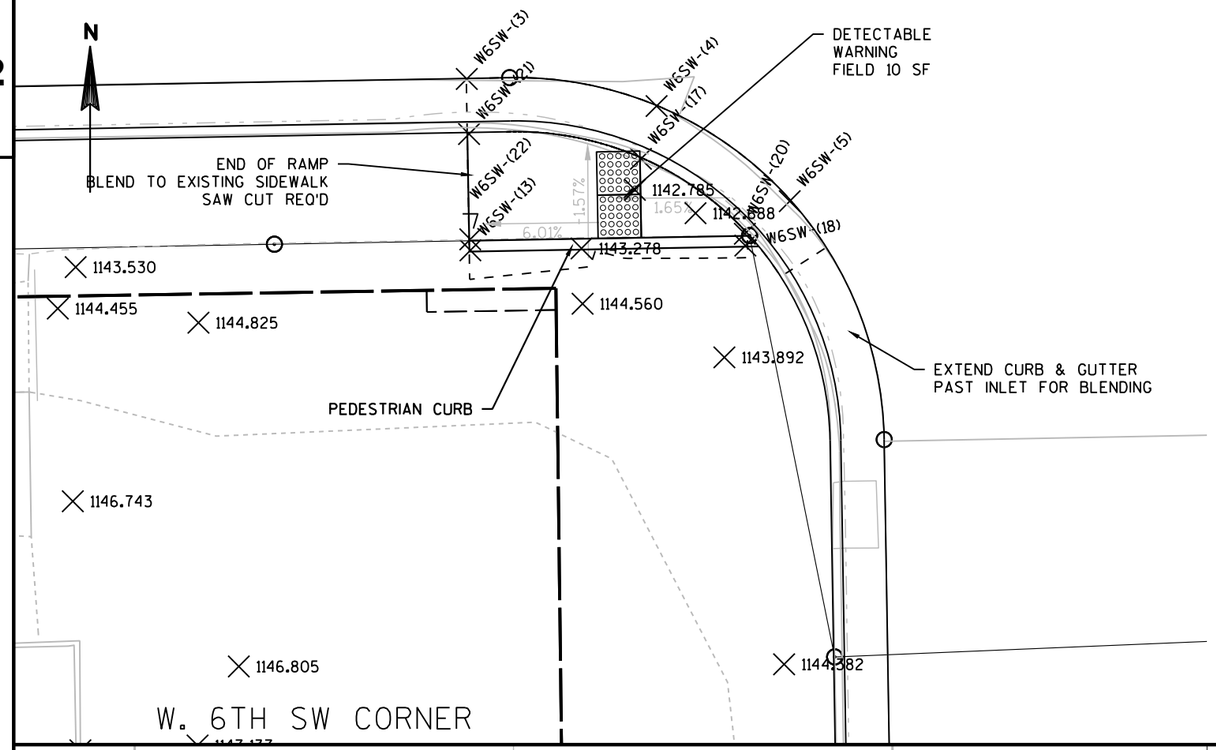


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 71	E

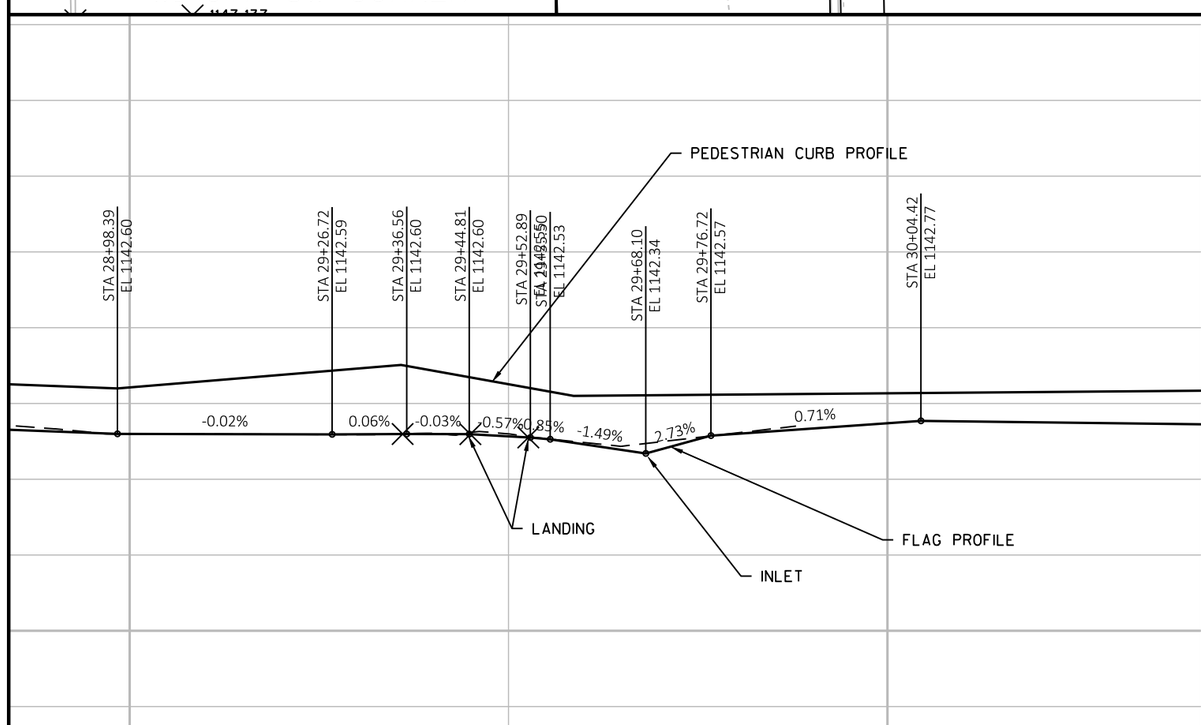


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W6NW-(2)	332+52.82	-24.43	563579.79	811449.91	1142.637
W6NW-(3)	332+63.97	-27.49	563583.04	811461.01	1142.710
W6NW-(4)	332+67.71	-31.04	563586.65	811464.68	1142.745
W6NW-(5)	332+69.92	-35.49	563591.13	811466.81	1142.771
W6NW-(6)	332+67.53	-36.29	563591.89	811464.41	1143.175
W6NW-(10)	332+65.81	-32.74	563588.32	811462.76	1142.668
W6NW-(11)	332+62.32	-29.32	563584.84	811459.32	1142.634
W6NW-(12)	332+52.75	-26.86	563582.22	811449.79	1143.019
W6NW-(15)	332+52.78	-31.72	563587.08	811449.74	1143.163
W6NW-(16)	332+58.74	-32.88	563588.33	811455.68	1142.709
W6NW-(17)	332+62.26	-36.23	563591.75	811459.14	1142.743
W6NW-(22)	332+55.76	-32.34	563587.75	811452.71	1143.006
W6NW-(23)	332+61.73	-36.27	563591.78	811458.62	1143.006





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W6SW-(3)	332+55.20	23.96	563531.45	811453.10	1142.595
W6SW-(4)	332+63.95	25.36	563530.20	811461.87	1142.593
W6SW-(5)	332+70.02	29.85	563525.80	811468.02	1142.549
W6SW-(13)	332+55.23	31.87	563523.53	811453.27	1143.504
W6SW-(17)	332+63.18	27.78	563527.76	811461.14	1142.556
W6SW-(18)	332+67.94	31.87	563523.75	811465.97	1143.260
W6SW-(20)	332+67.92	31.32	563524.30	811465.95	1142.378
W6SW-(21)	332+55.26	26.50	563528.91	811453.21	1142.970
W6SW-(22)	332+55.24	31.37	563524.04	811453.26	1143.044



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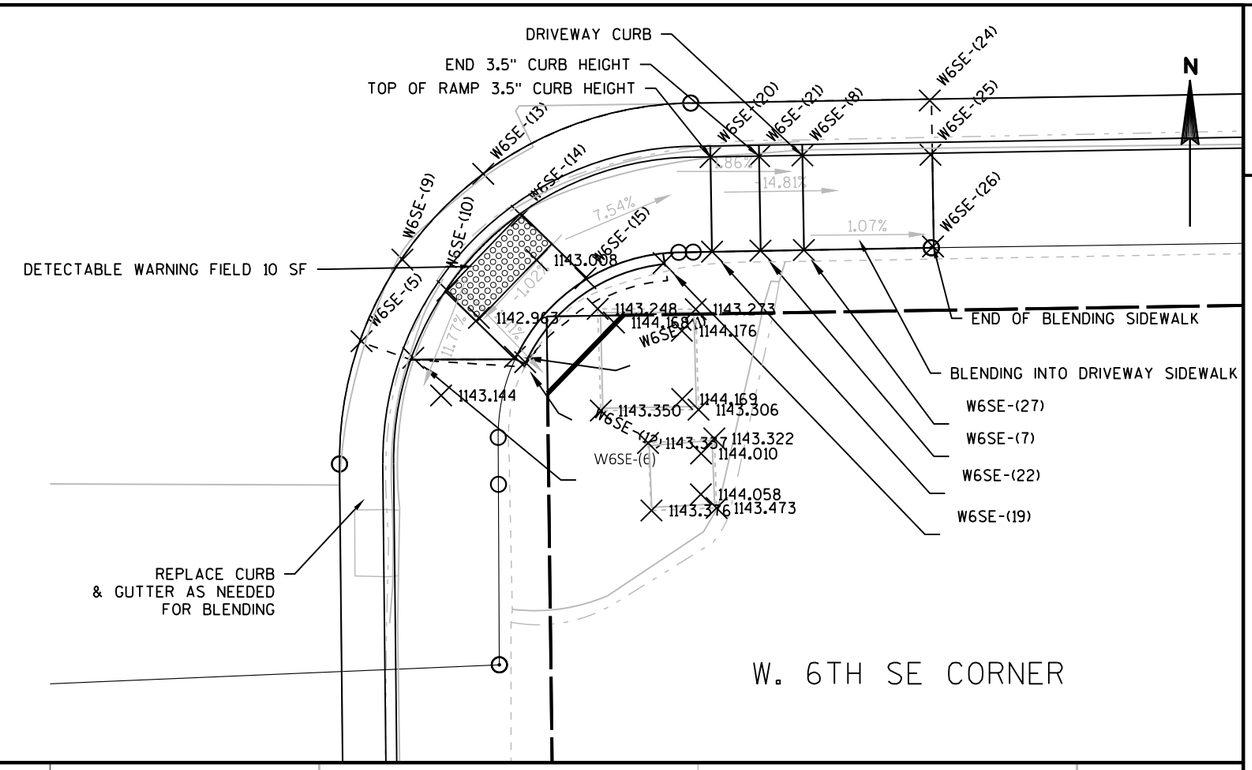
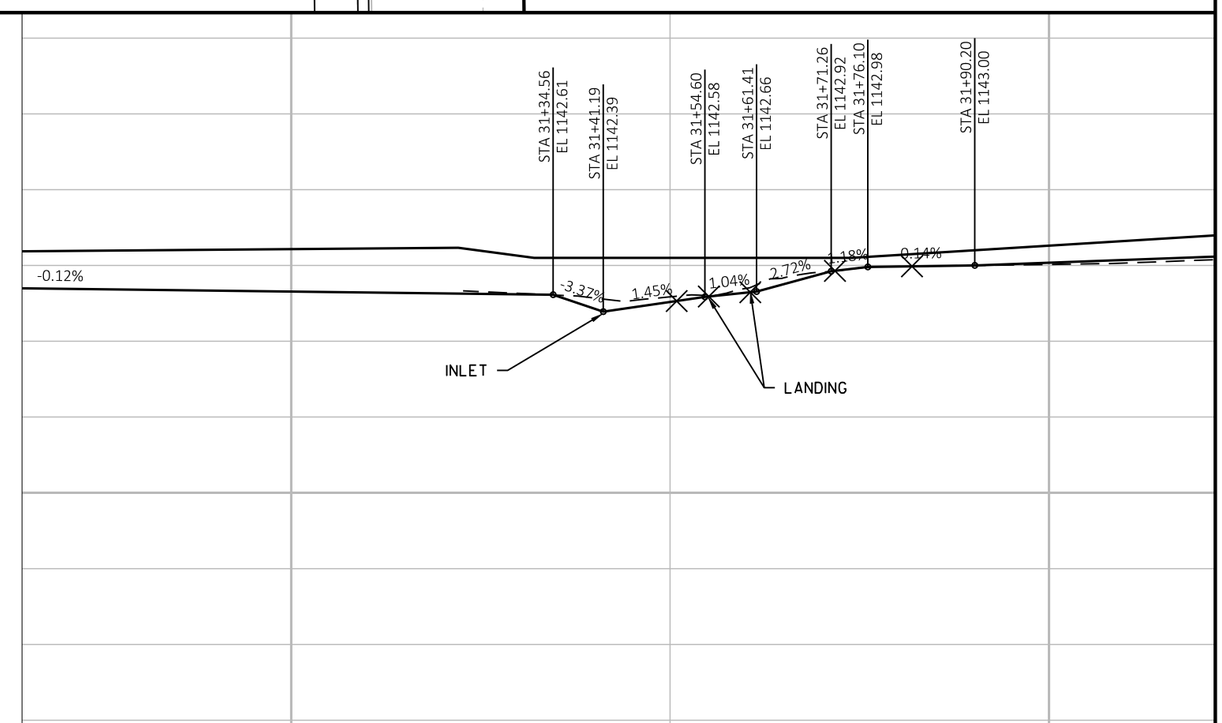
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W6SE-(5)	333+10.58	34.75	563521.59	811508.66	1142.526
W6SE-(6)	333+12.96	35.56	563520.82	811511.05	1142.884
W6SE-(7)	333+29.08	30.88	563525.77	811527.09	1143.241
W6SE-(8)	333+31.09	26.52	563530.17	811529.02	1142.879
W6SE-(9)	333+12.54	31.02	563525.36	811510.55	1142.588
W6SE-(10)	333+14.59	32.48	563523.93	811512.62	1142.459
W6SE-(11)	333+17.66	35.60	563520.87	811515.75	1142.525
W6SE-(12)	333+18.13	35.85	563520.62	811516.22	1143.107
W6SE-(13)	333+16.34	27.12	563529.32	811514.28	1142.647
W6SE-(14)	333+18.08	29.09	563527.38	811516.05	1142.516
W6SE-(15)	333+20.98	32.01	563524.50	811519.00	1142.578
W6SE-(19)	333+24.59	31.38	563525.20	811522.61	1143.100
W6SE-(20)	333+26.85	26.52	563530.09	811524.78	1143.143
W6SE-(21)	333+29.09	26.52	563530.13	811527.03	1143.175
W6SE-(22)	333+26.85	30.89	563525.73	811524.85	1143.114
W6SE-(24)	333+37.02	24.08	563532.71	811534.91	1142.985
W6SE-(25)	333+37.01	26.59	563530.20	811534.94	1142.901
W6SE-(26)	333+37.05	30.82	563525.97	811535.06	1143.026
W6SE-(27)	333+31.09	30.89	563525.80	811529.09	1142.945





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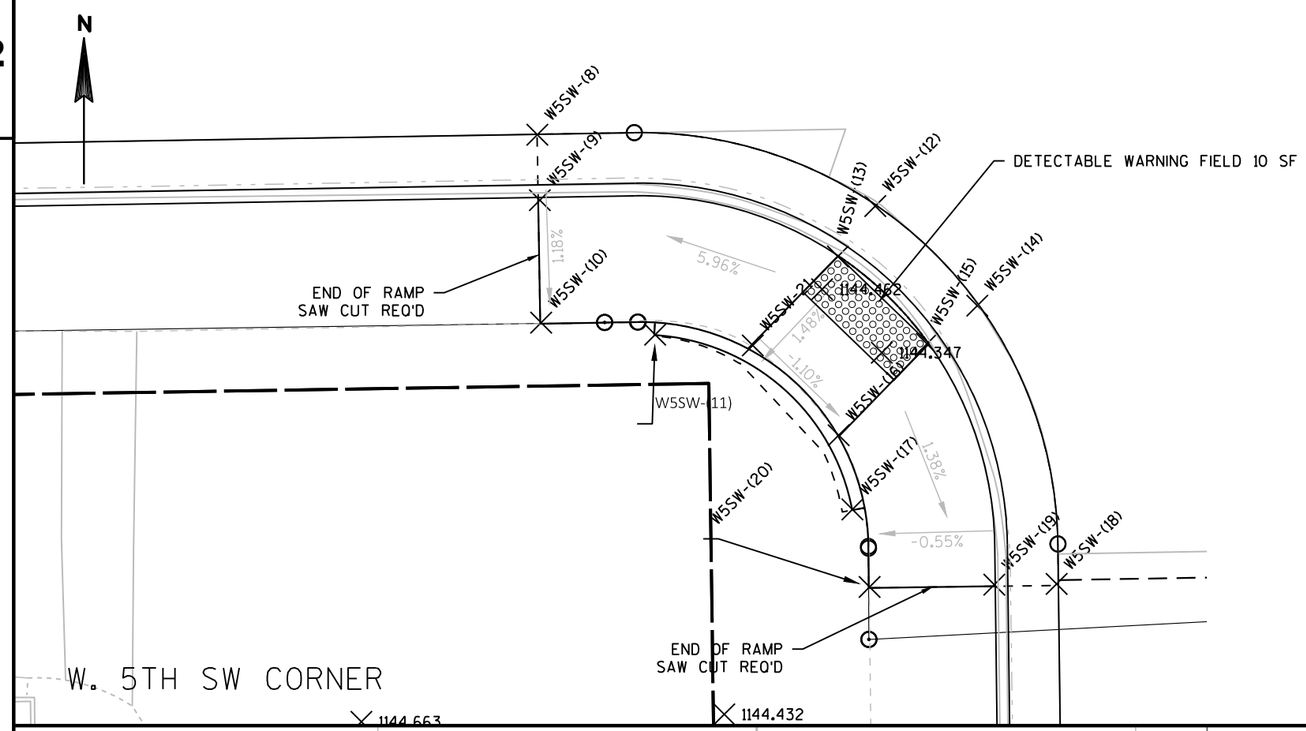
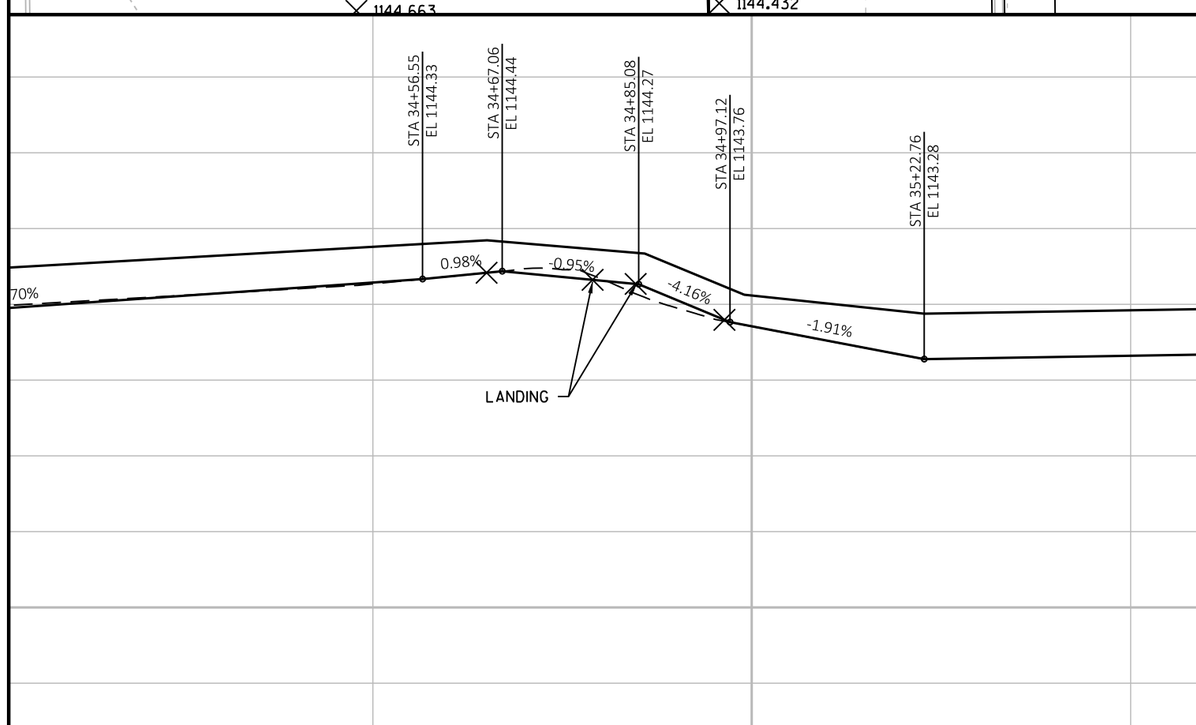
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 74	E



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W5SW-(8)	336+20.10	24.11	563537.45	811817.95	1144.416
W5SW-(9)	336+20.16	26.71	563534.86	811818.05	1144.837
W5SW-(10)	336+20.13	31.56	563530.01	811818.11	1144.909
W5SW-(11)	336+24.63	32.11	563529.54	811822.62	1144.802
W5SW-(12)	336+33.43	27.17	563534.63	811831.33	1144.321
W5SW-(13)	336+31.92	29.14	563532.63	811829.86	1144.245
W5SW-(14)	336+37.41	31.17	563530.69	811835.37	1144.267
W5SW-(15)	336+35.39	32.65	563529.17	811833.38	1144.190
W5SW-(16)	336+31.83	36.21	563525.56	811829.89	1144.265
W5SW-(17)	336+32.33	39.16	563522.62	811830.43	1144.420
W5SW-(18)	336+40.36	42.24	563519.67	811838.51	1143.792
W5SW-(19)	336+37.89	42.23	563519.64	811836.05	1144.215
W5SW-(20)	336+32.95	42.24	563519.55	811831.11	1144.287
W5SW-21	336+28.49	32.60	563529.11	811826.49	1144.287



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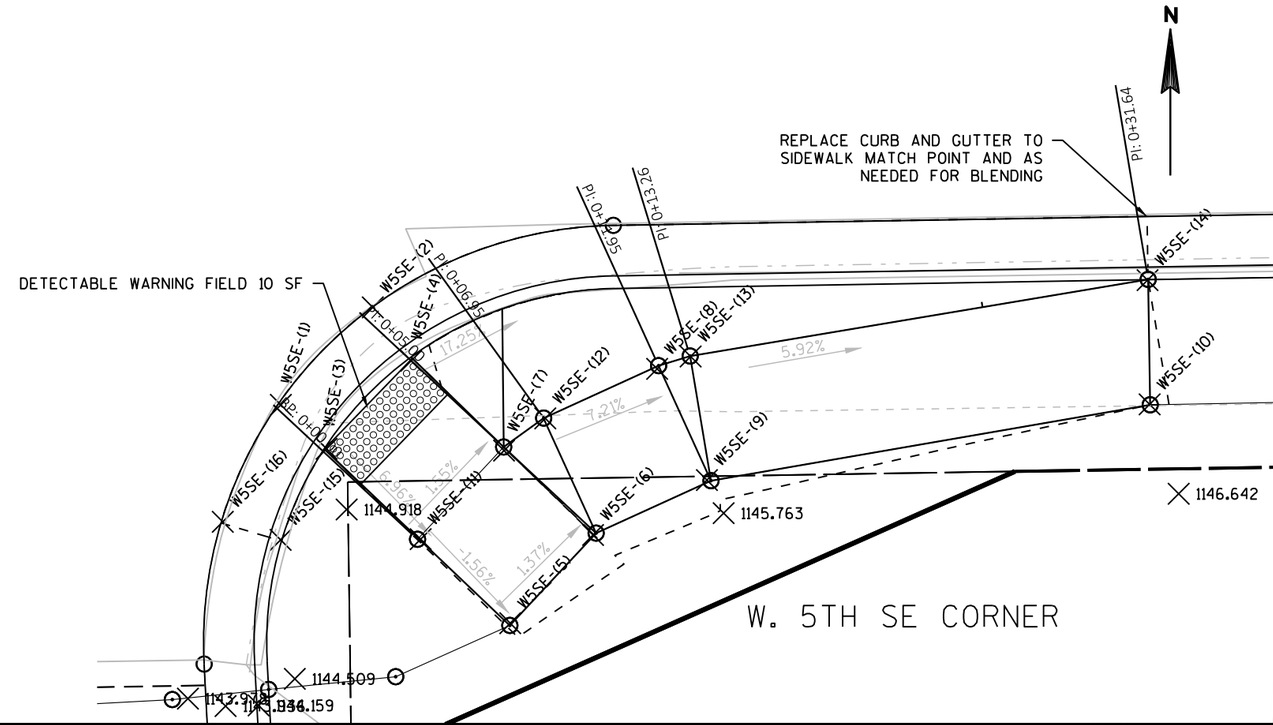
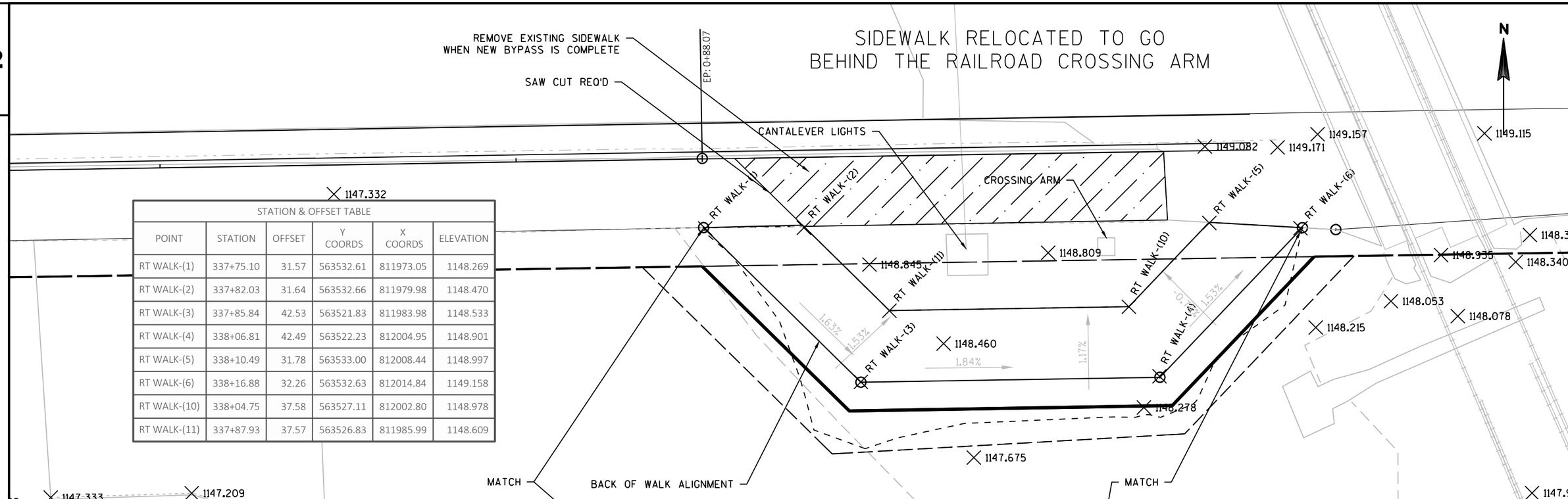
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W5SE-(1)	336+84.13	31.04	563531.61	811882.09	1144.775
W5SE-(2)	336+87.87	27.27	563535.47	811885.73	1144.845
W5SE-(3)	336+85.91	32.81	563529.87	811883.90	1144.702
W5SE-(4)	336+89.32	29.38	563533.35	811887.25	1144.771
W5SE-(5)	336+93.07	39.84	563522.96	811891.17	1144.986
W5SE-(6)	336+96.41	36.40	563526.46	811894.45	1145.051
W5SE-(7)	336+92.94	33.00	563529.80	811890.93	1145.122
W5SE-(8)	336+99.05	29.87	563533.03	811896.99	1145.525
W5SE-(9)	337+00.95	34.30	563528.63	811898.96	1145.498
W5SE-(10)	337+18.52	31.60	563531.63	811916.49	1146.576
W5SE-(11)	336+89.58	36.45	563526.29	811887.63	1145.056
W5SE-(12)	336+94.59	31.75	563531.07	811892.56	1145.237
W5SE-(13)	337+00.39	29.40	563533.52	811898.32	1145.608
W5SE-(14)	337+18.52	26.68	563536.55	811916.41	1146.746
W5SE-(15)	336+84.14	36.40	563526.26	811882.08	0.000
W5SE-(16)	336+81.76	35.63	563526.98	811879.79	1144.423



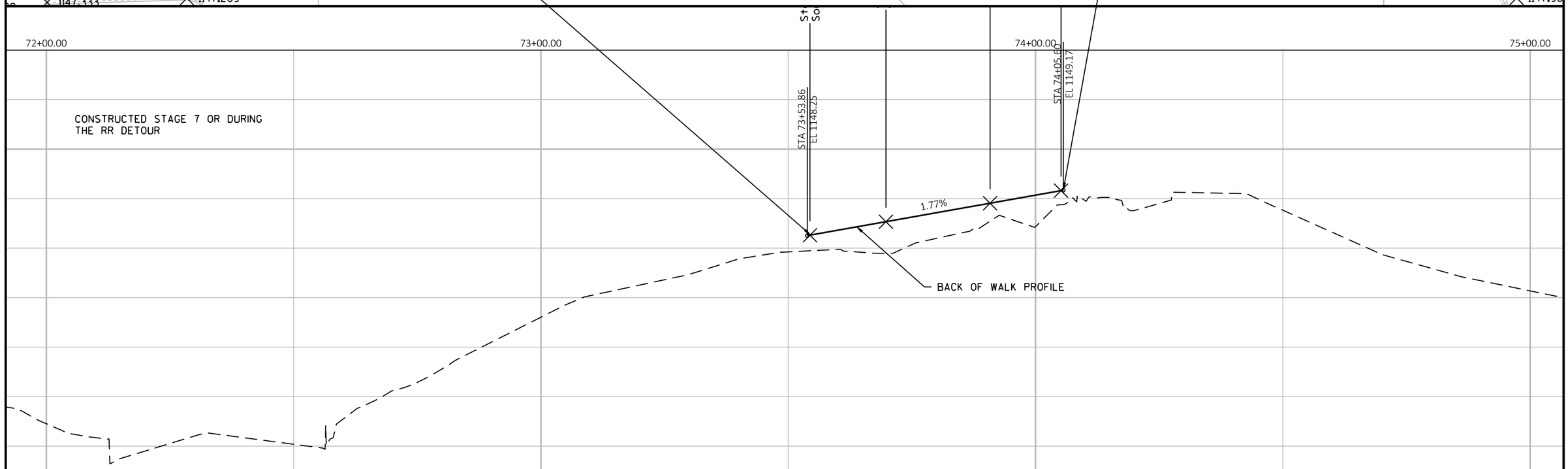
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 76	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 1.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:26 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : *********

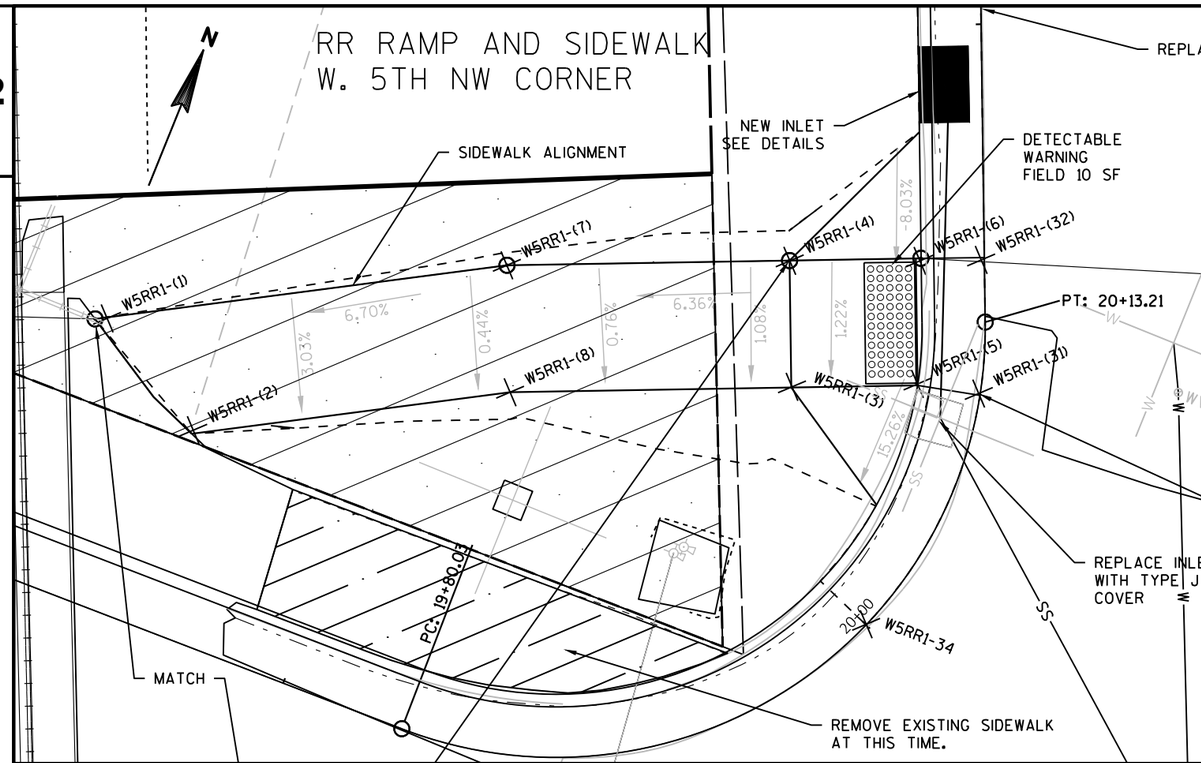
SIDEWALK RELOCATED TO GO BEHIND THE RAILROAD CROSSING ARM

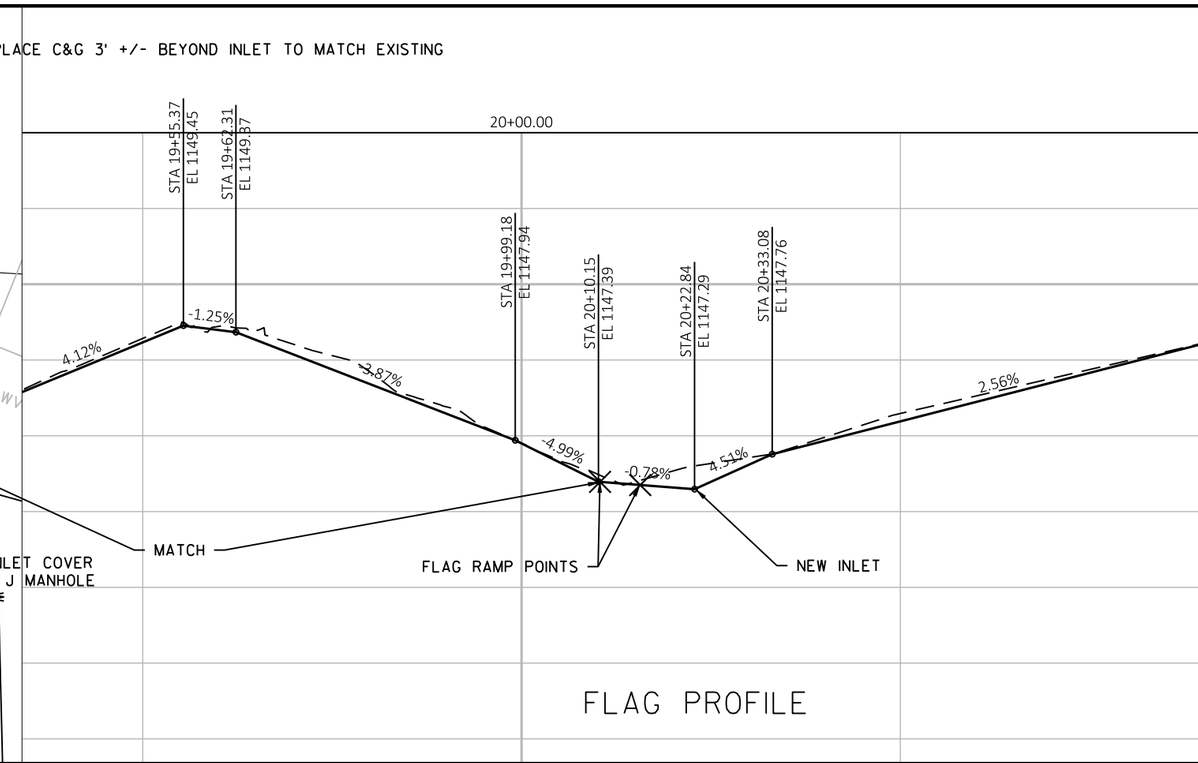


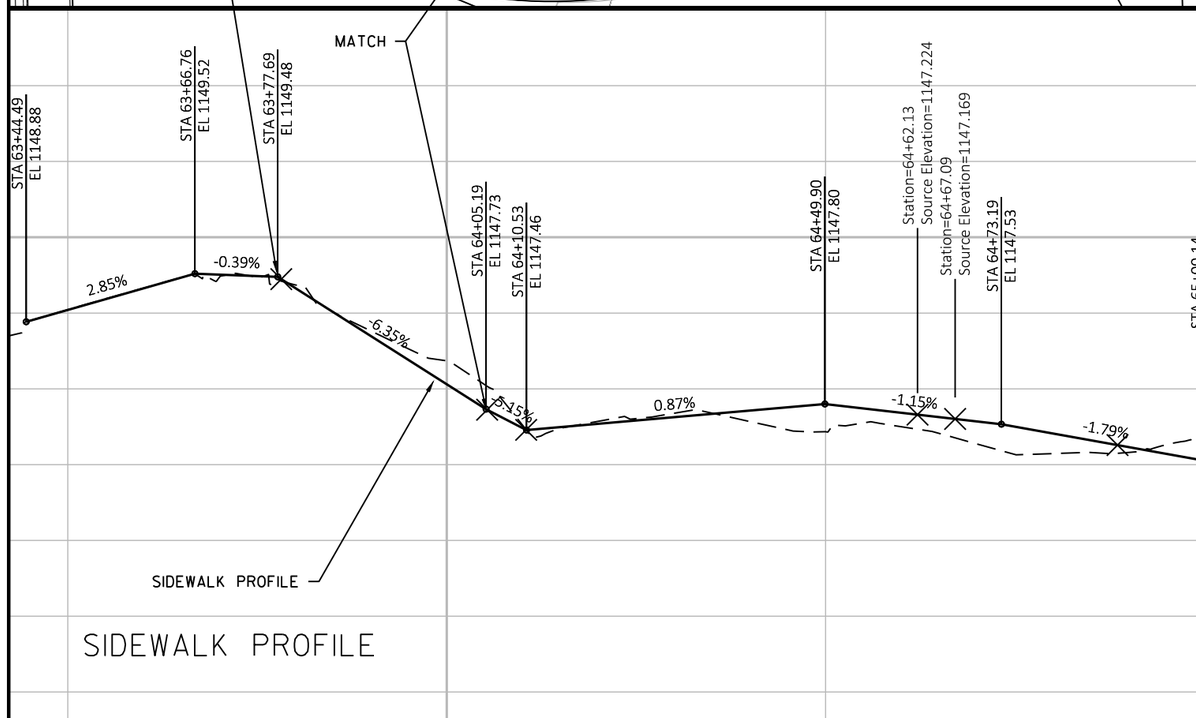
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
RT WALK-(1)	337+75.10	31.57	563532.61	811973.05	1148.269
RT WALK-(2)	337+82.03	31.64	563532.66	811979.98	1148.470
RT WALK-(3)	337+85.84	42.53	563521.83	811983.98	1148.533
RT WALK-(4)	338+06.81	42.49	563522.23	812004.95	1148.901
RT WALK-(5)	338+10.49	31.78	563533.00	812008.44	1148.997
RT WALK-(6)	338+16.88	32.26	563532.63	812014.84	1149.158
RT WALK-(10)	338+04.75	37.58	563527.11	812002.80	1148.978
RT WALK-(11)	337+87.93	37.57	563526.83	811985.99	1148.609



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	BYPASS SIDEWALK CONSTRUCTION DETAILS	SHEET 77	E



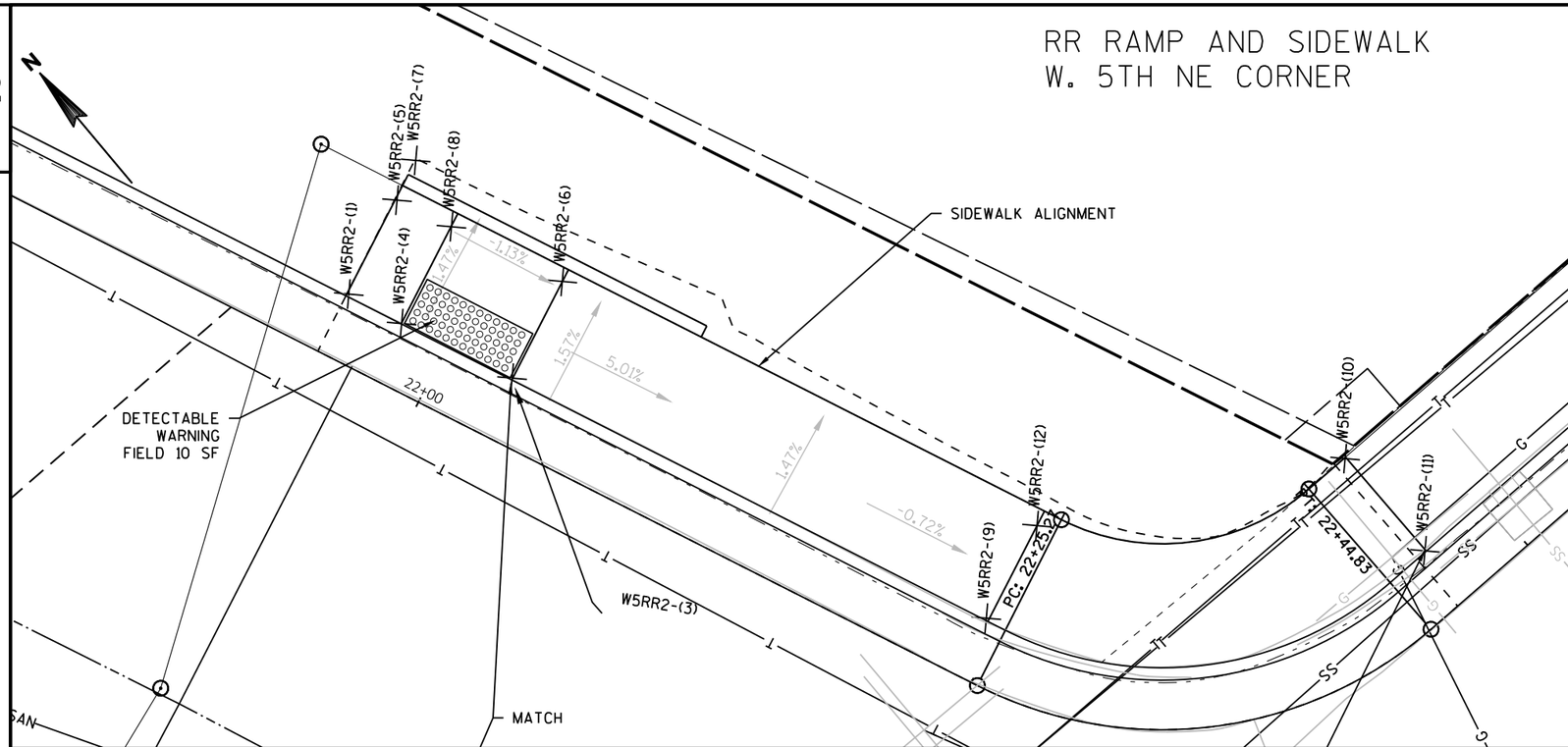


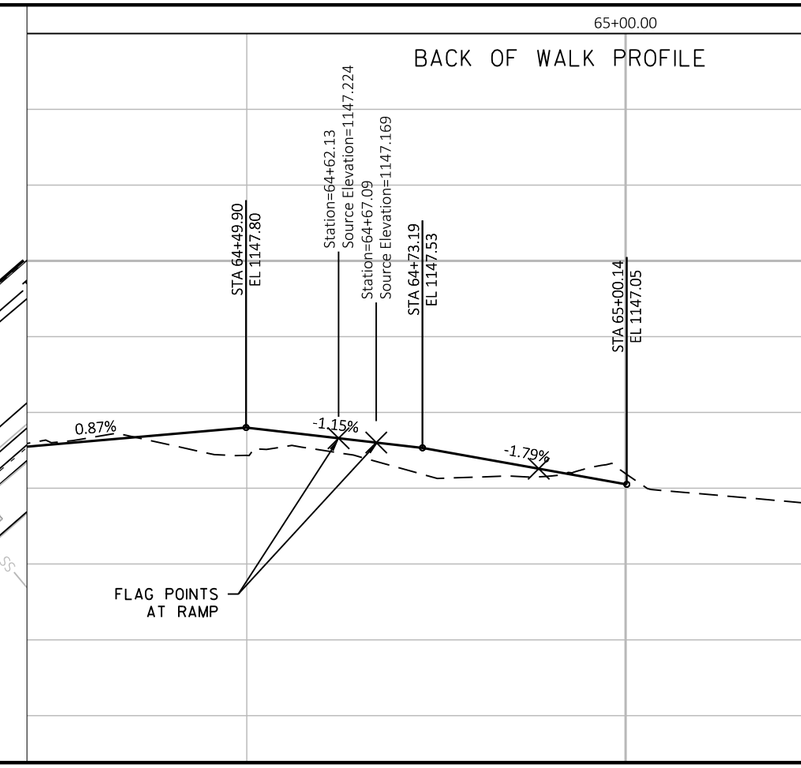


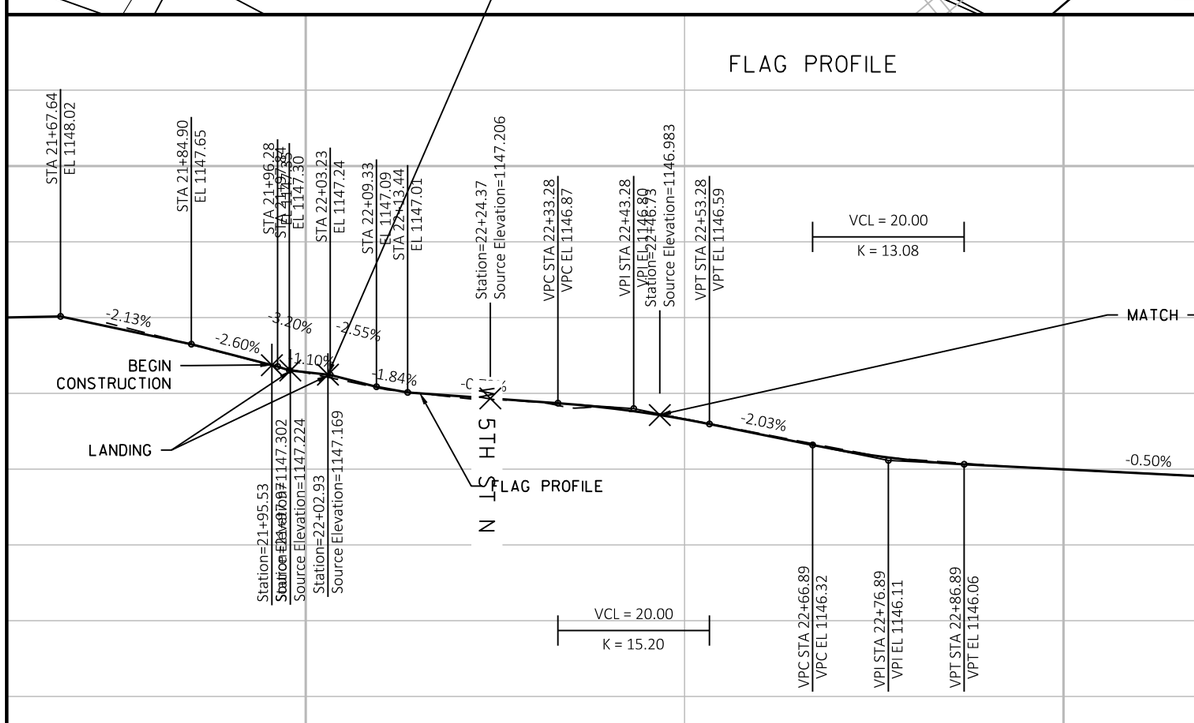
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W5RR1-(1)	338+05.51	-35.093	563599.78	812002.34	1149.445
W5RR1-(2)	338+10.29	-32.184	563596.95	812007.16	1149.491
W5RR1-(3)	338+31.80	-42.294	563607.42	812028.50	1147.824
W5RR1-(4)	338+29.92	-46.917	563612.02	812026.55	1147.725
W5RR1-(5)	338+36.40	-44.183	563609.39	812033.06	1147.313
W5RR1-(6)	338+34.74	-48.765	563613.94	812031.33	1147.275
W5RR1-(7)	338+19.53	-42.733	563607.66	812016.23	1148.379
W5RR1-(8)	338+21.46	-38.088	563603.05	812018.23	1148.459
W5RR1-(31)	338+38.79	-44.701	563609.95	812035.45	1147.390
W5RR1-(32)	338+36.99	-49.671	563614.89	812033.56	1147.346
W5RR1-34	338+37.91	-34.574	563599.81	812034.74	1147.898
W5RR1-35	338+30.61	-65.918	563631.03	812026.91	1147.758

2







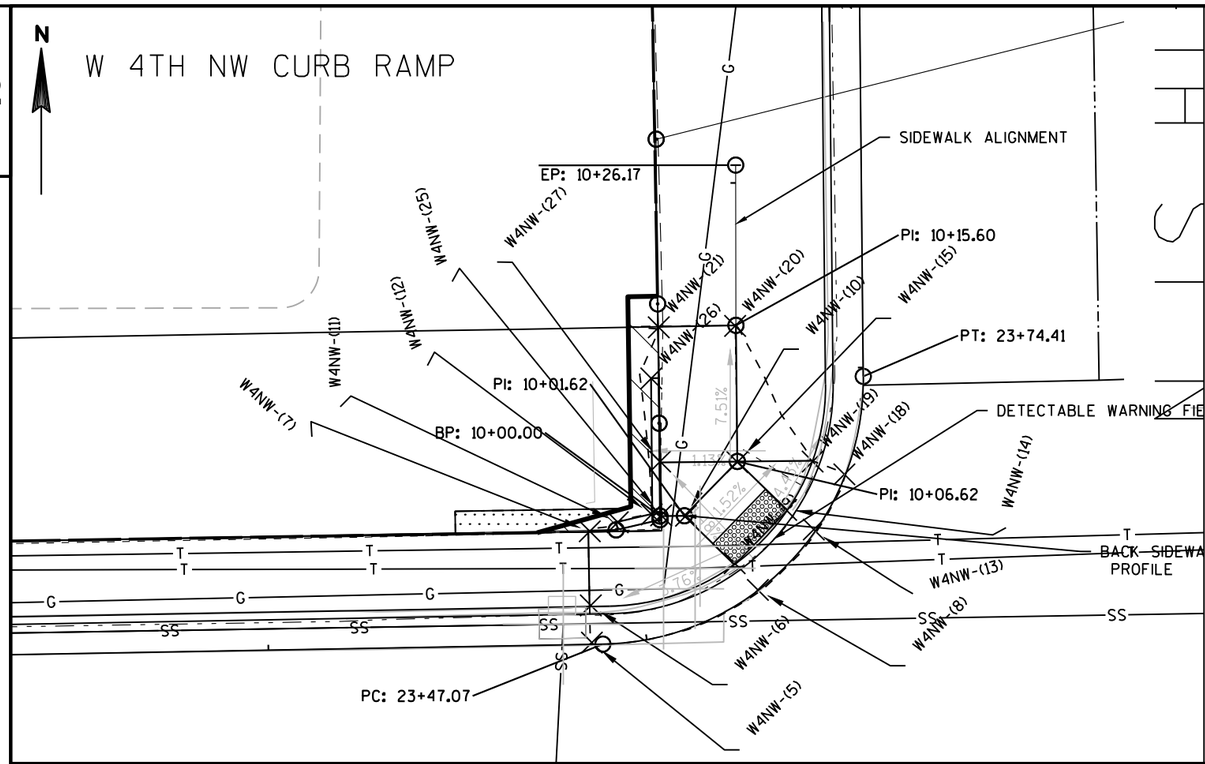
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W5RR2-(1)	338+72.36	-62.843	563628.66	812068.70	1147.302
W5RR2-(3)	338+75.10	-55.966	563621.83	812071.57	1147.169
W5RR2-(4)	338+73.18	-60.546	563626.37	812069.57	1147.224
W5RR2-(5)	338+76.31	-64.427	563630.31	812072.63	1147.437
W5RR2-(6)	338+79.19	-57.581	563623.51	812075.63	1147.421
W5RR2-(7)	338+77.93	-65.143	563631.05	812074.24	1147.512
W5RR2-(8)	338+77.26	-62.177	563628.07	812073.62	1147.496
W5RR2-(9)	338+83.20	-36.119	563602.12	812079.99	1147.206
W5RR2-(10)	338+98.34	-31.492	563597.75	812095.22	1147.057
W5RR2-(11)	338+98.33	-26.571	563592.83	812095.29	1146.983
W5RR2-(12)	338+87.19	-37.594	563603.66	812083.96	1147.131

2

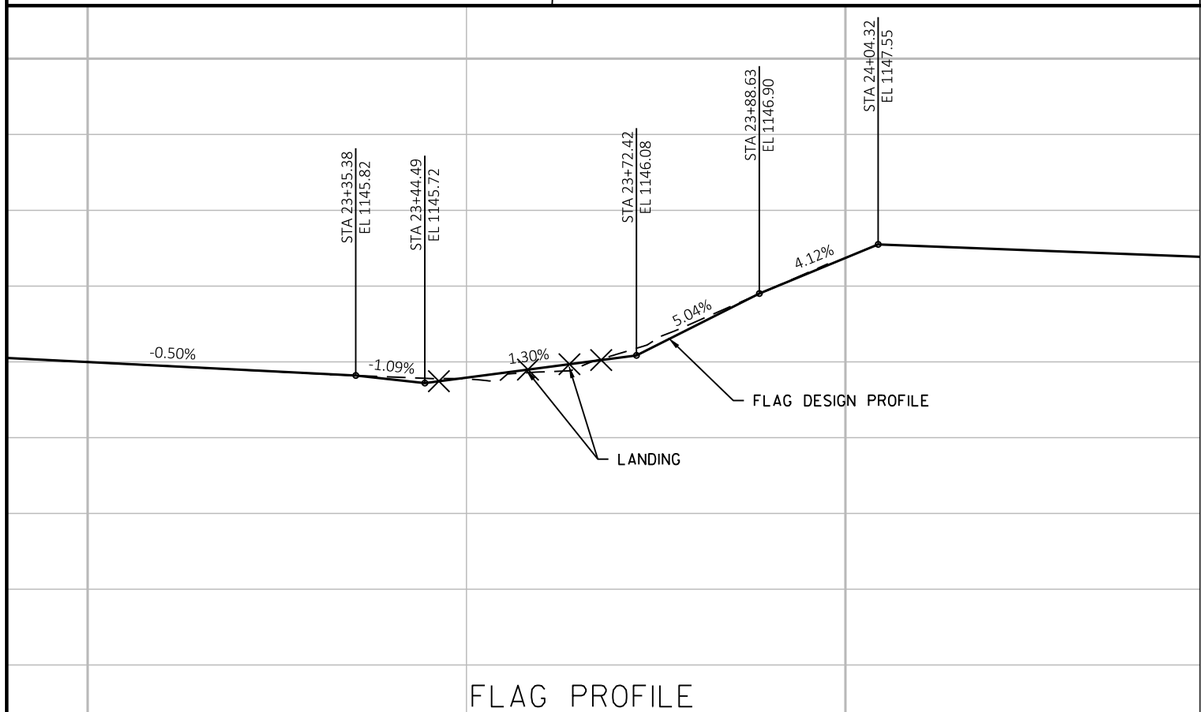
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 79	E

2

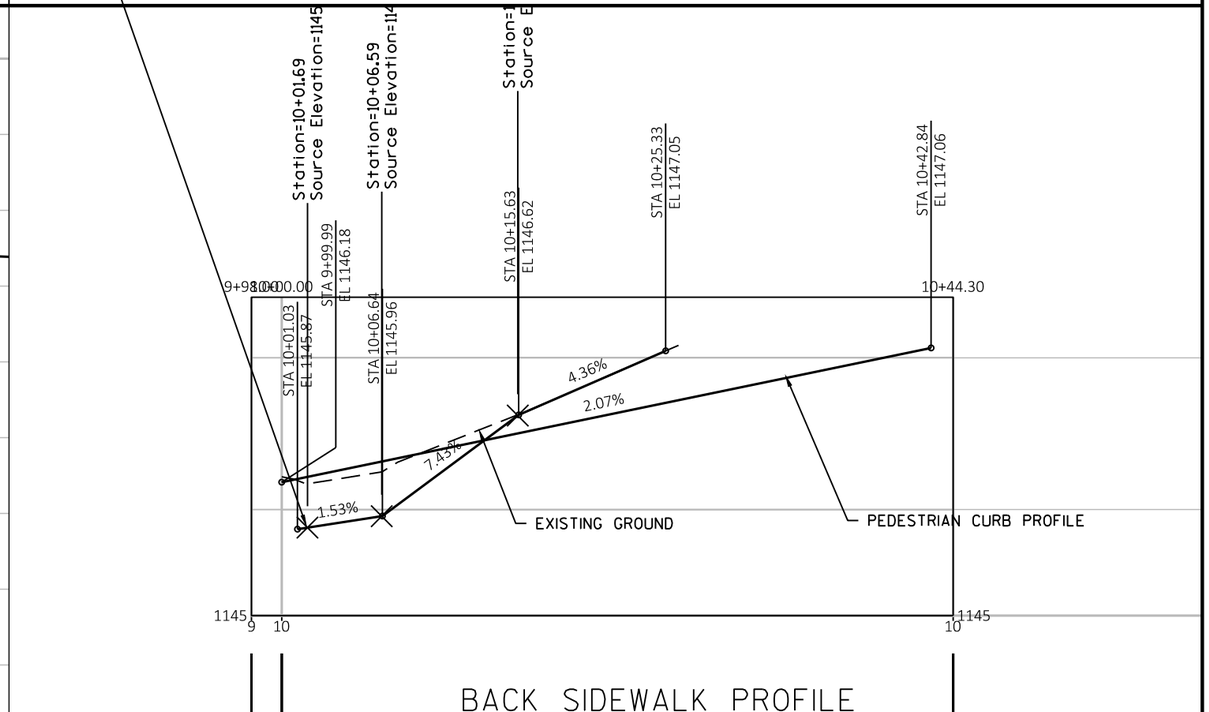


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W4NW-(5)	339+97.92	-24.241	563592.18	812194.94	1145.737
W4NW-(6)	339+97.89	-26.697	563594.63	812194.87	1146.117
W4NW-(7)	339+97.89	-31.584	563599.52	812194.81	1146.187
W4NW-(8)	340+08.92	-27.550	563595.65	812205.90	1145.896
W4NW-(9)	340+07.42	-29.336	563597.41	812204.36	1145.815
W4NW-(10)	340+04.25	-32.514	563600.54	812201.15	1145.880
W4NW-(11)	339+99.75	-32.150	563600.11	812196.65	1146.215
W4NW-(12)	340+01.99	-32.632	563600.63	812198.89	1146.219
W4NW-(13)	340+12.67	-31.477	563599.63	812209.58	1145.963
W4NW-(14)	340+10.87	-32.801	563600.93	812207.76	1145.891
W4NW-(15)	340+07.70	-35.997	563604.08	812204.54	1145.956
W4NW-(18)	340+14.74	-35.087	563603.27	812211.60	1146.019
W4NW-(19)	340+12.66	-35.966	563604.12	812209.51	1146.397
W4NW-(20)	340+07.69	-44.991	563613.07	812204.40	1146.621
W4NW-(21)	340+02.64	-44.974	563612.98	812199.36	1146.764
W4NW-(25)	340+02.61	-32.565	563600.57	812199.51	1146.078
W4NW-(26)	340+02.10	-41.608	563609.60	812198.86	1146.438
W4NW-(27)	340+02.60	-36.117	563604.12	812199.44	1146.001

2



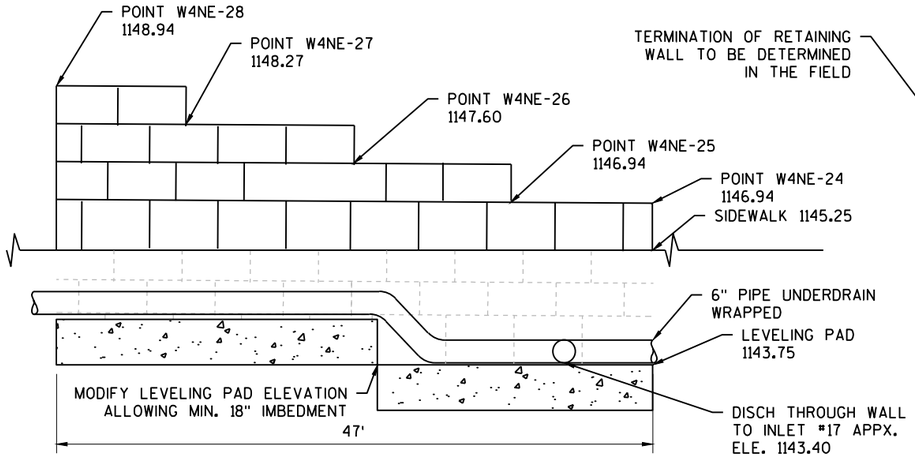
FLAG PROFILE

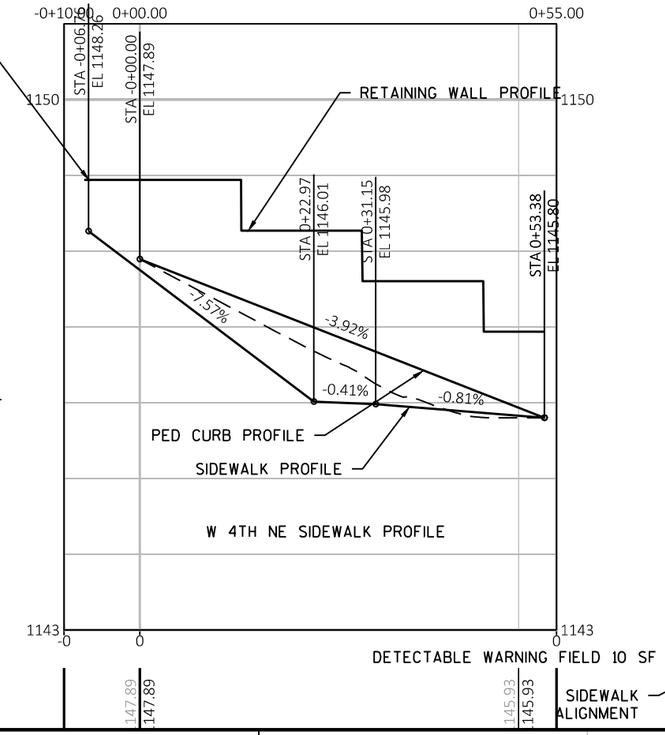


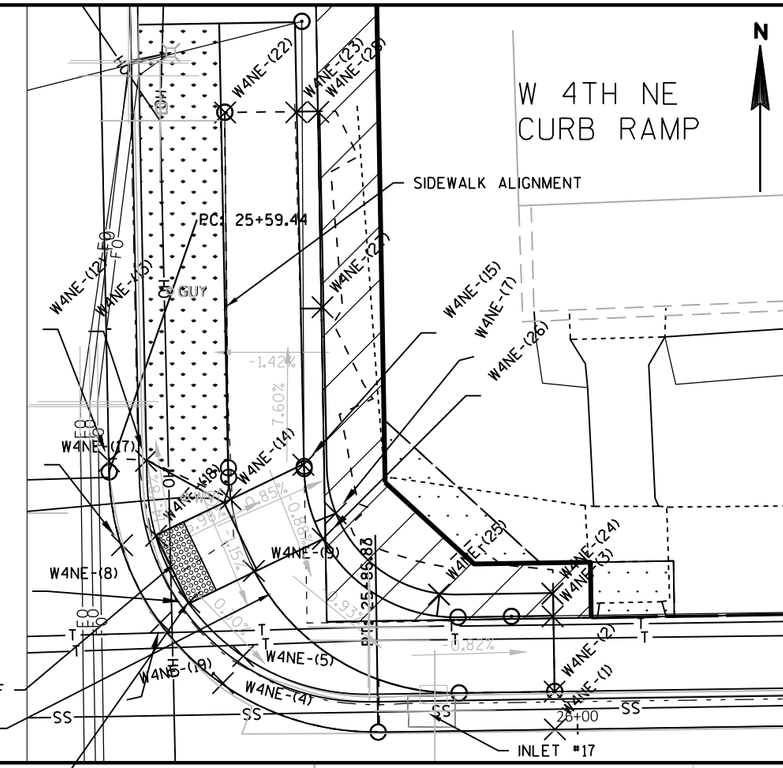
BACK SIDEWALK PROFILE

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 80	E

2







2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W4NE-(1)	340+77.57	-24.272	563593.41	812274.58	1145.409
W4NE-(2)	340+77.58	-26.768	563595.90	812274.56	1145.800
W4NE-(3)	340+77.53	-31.733	563600.87	812274.43	1145.875
W4NE-(4)	340+55.72	-27.654	563596.46	812252.68	1145.621
W4NE-(5)	340+57.07	-29.414	563598.24	812254.01	1145.999
W4NE-(7)	340+63.31	-38.746	563607.67	812260.11	1148.285
W4NE-(8)	340+53.57	-33.020	563601.79	812250.46	1145.671
W4NE-(9)	340+57.87	-35.026	563603.86	812254.72	1145.987
W4NE-(12)	340+48.42	-42.405	563611.10	812245.16	1146.032
W4NE-(13)	340+50.87	-42.395	563611.13	812247.61	1146.447
W4NE-(14)	340+56.39	-39.772	563608.59	812253.17	1146.055
W4NE-(15)	340+61.24	-41.969	563610.86	812257.99	1146.242
W4NE-(17)	340+49.19	-36.851	563605.56	812246.02	1145.784
W4NE-(18)	340+51.45	-37.442	563606.18	812248.27	1145.726
W4NE-(19)	340+51.67	-31.727	563600.47	812248.57	1145.739
W4NE-(22)	340+56.42	-65.285	563634.10	812252.82	1147.794
W4NE-(23)	340+61.11	-65.230	563634.11	812257.51	1147.862
W4NE-(24)	340+77.53	-33.223	563602.36	812274.41	1146.951
W4NE-(25)	340+70.06	-33.285	563602.31	812266.94	1147.618
W4NE-(26)	340+62.44	-37.068	563605.97	812259.27	1146.058
W4NE-(27)	340+62.65	-52.349	563621.26	812259.25	1148.951
W4NE-(28)	340+62.58	-65.234	563634.14	812258.98	1148.950

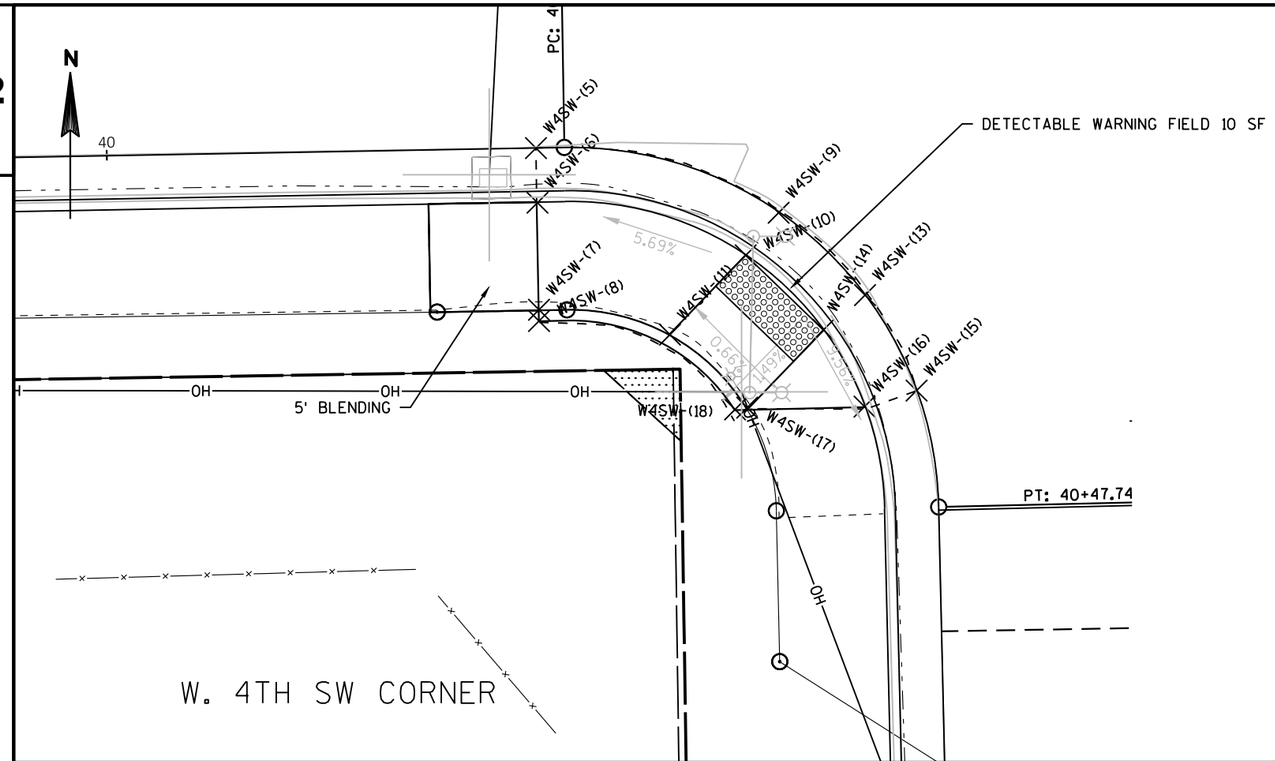
SOIL DATA
MAGNOR SILT LOAM

UNIT WT	120	PCF
FRICTION ANGLE	28	DEG
COHESION	0	PSF

2

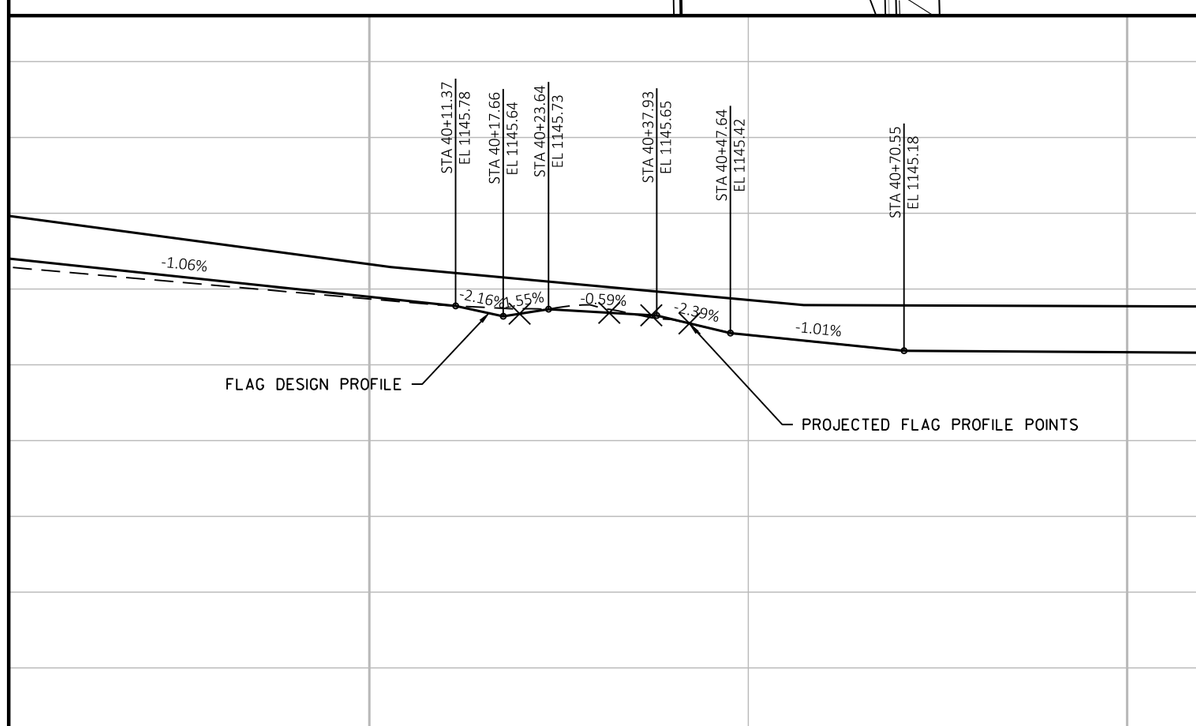
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 81	E

2



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W4SW-(5)	339+94.80	24.143	563543.75	812192.60	1145.673
W4SW-(6)	339+94.83	26.667	563541.23	812192.67	1146.048
W4SW-(7)	339+94.81	31.611	563536.28	812192.74	1146.122
W4SW-(8)	339+94.81	32.131	563535.76	812192.74	1146.133
W4SW-(9)	340+06.01	27.299	563540.76	812203.81	1145.684
W4SW-(10)	340+04.46	29.241	563538.80	812202.29	1145.607
W4SW-(11)	340+00.90	32.850	563535.14	812198.79	1145.683
W4SW-(13)	340+09.94	31.161	563536.96	812207.80	1145.653
W4SW-(14)	340+08.00	32.737	563535.36	812205.88	1145.573
W4SW-(15)	340+12.25	35.607	563532.55	812210.18	1145.546
W4SW-(16)	340+09.84	36.312	563531.81	812207.78	1145.960
W4SW-(17)	340+04.42	36.279	563531.76	812202.35	1145.648
W4SW-(18)	340+03.86	36.354	563531.68	812201.80	1145.985

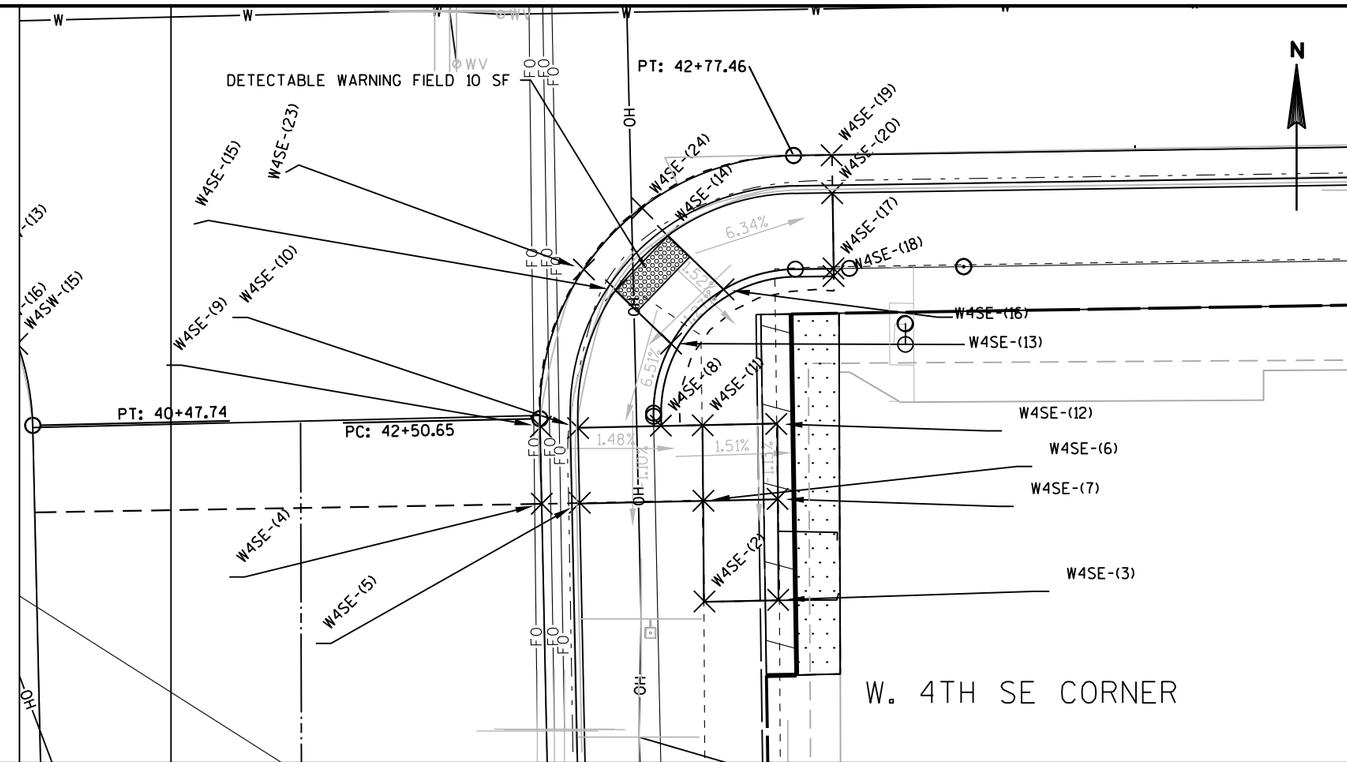
2



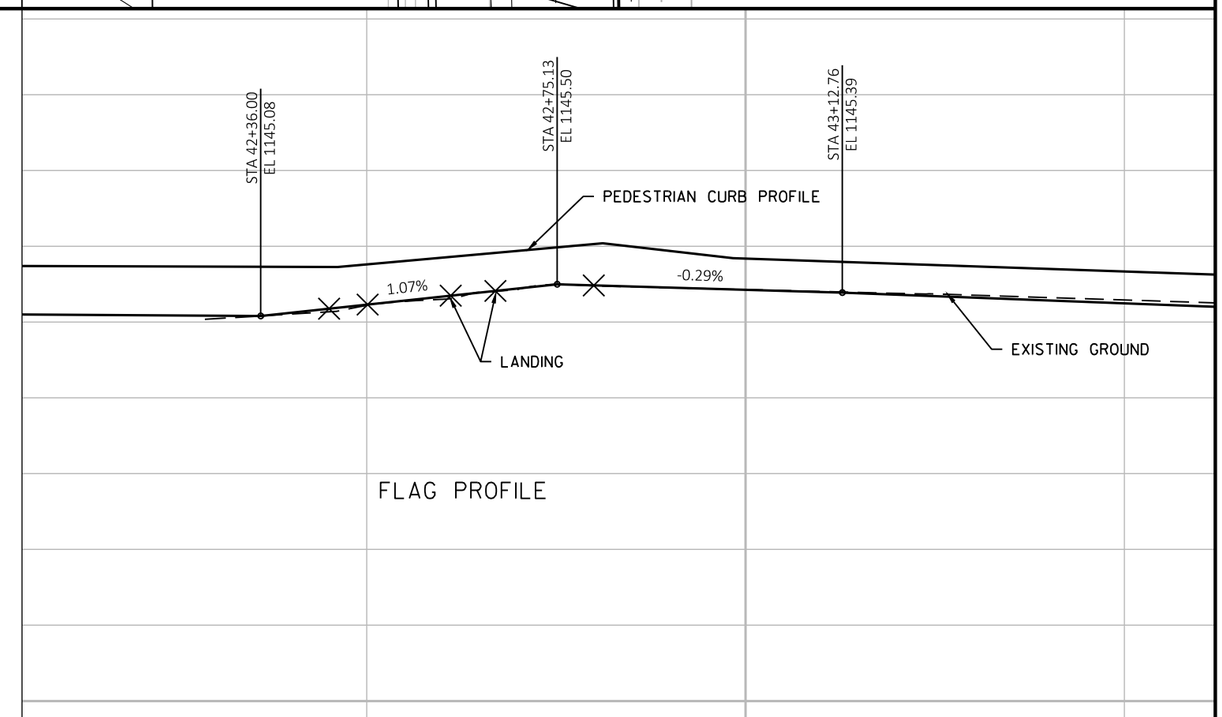
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 82	E

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W4SE-(2)	340+57.34	53.282	563515.56	812255.52	1146.185
W4SE-(3)	340+62.20	53.245	563515.67	812260.39	1146.278
W4SE-(4)	340+46.70	46.671	563522.01	812244.79	1145.176
W4SE-(5)	340+49.21	46.646	563522.07	812247.30	1145.597
W4SE-(6)	340+57.37	46.636	563522.20	812255.46	1145.891
W4SE-(7)	340+62.26	46.589	563522.32	812260.35	1145.964
W4SE-(8)	340+54.64	41.638	563527.16	812252.65	1145.761
W4SE-(9)	340+46.71	41.585	563527.09	812244.73	1145.229
W4SE-(10)	340+49.18	41.712	563527.00	812247.19	1145.650
W4SE-(11)	340+57.39	41.658	563527.18	812255.41	1145.947
W4SE-(12)	340+62.25	41.644	563527.27	812260.26	1146.020
W4SE-(13)	340+55.39	36.239	563532.57	812253.32	1145.345
W4SE-(14)	340+55.29	29.136	563539.67	812253.11	1145.331
W4SE-(15)	340+51.81	32.664	563536.09	812249.69	1145.269
W4SE-(16)	340+58.90	32.715	563536.15	812256.78	1145.453
W4SE-(17)	340+66.18	31.443	563537.53	812264.04	1145.977
W4SE-(18)	340+66.18	31.939	563537.03	812264.05	1146.029
W4SE-(19)	340+66.17	23.975	563545.00	812263.92	1145.483
W4SE-(20)	340+66.17	26.479	563542.49	812263.95	1145.903
W4SE-(23)	340+49.71	31.263	563537.46	812247.57	1145.347
W4SE-(24)	340+53.63	27.287	563541.49	812251.42	1145.406



W. 4TH SE CORNER



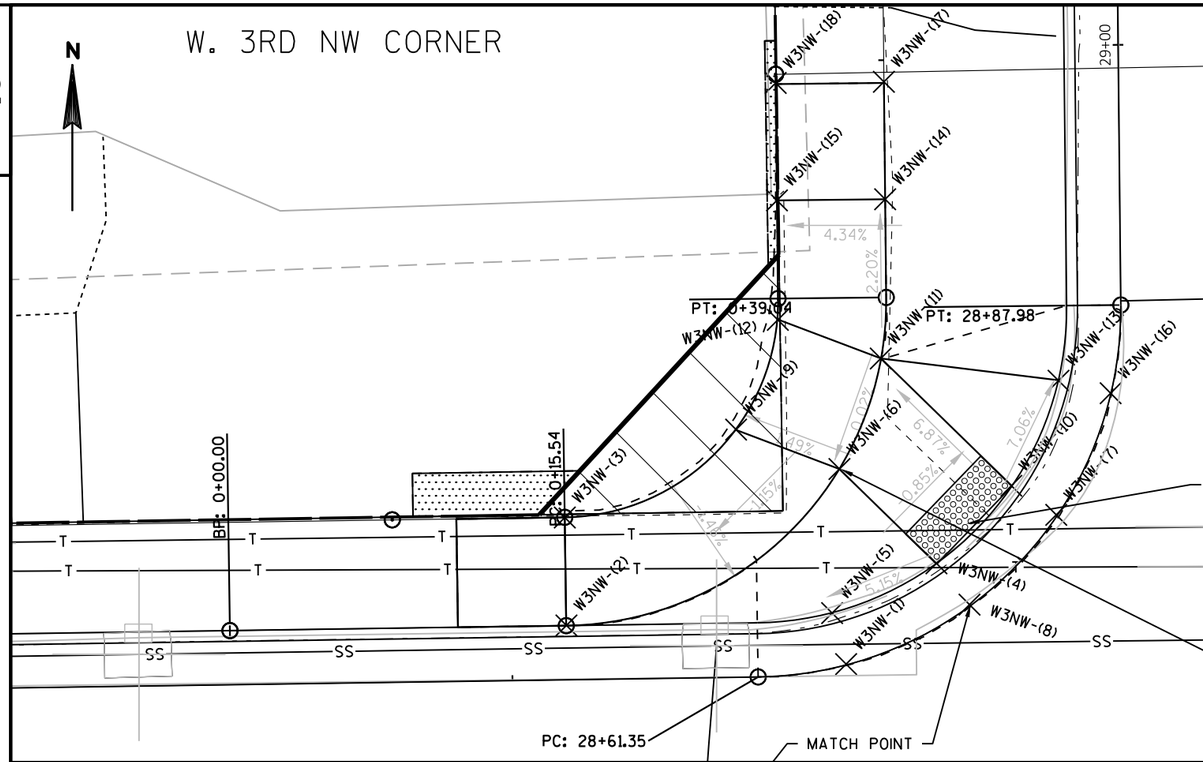
FLAG PROFILE

2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 83	E

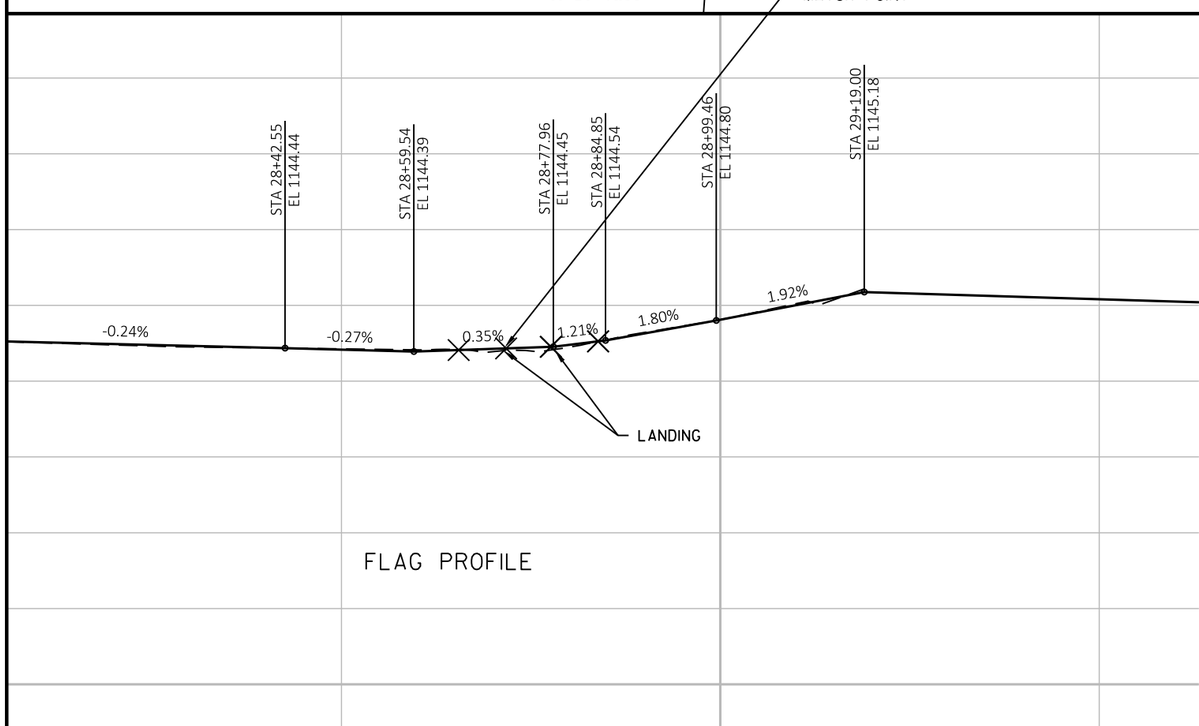
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 2.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:32 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT

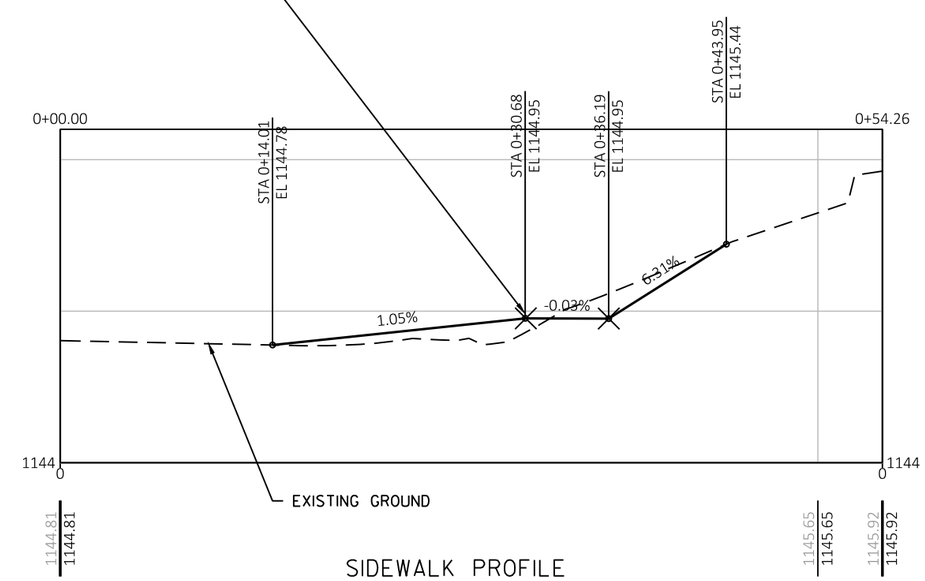
2



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W3NW-(1)	343+44.48	-24.685	563597.85	812541.46	1144.408
W3NW-(2)	343+31.60	-26.670	563599.64	812528.55	1144.795
W3NW-(3)	343+31.59	-31.652	563604.62	812528.47	1144.870
W3NW-(4)	343+48.73	-29.276	563602.50	812545.63	1144.353
W3NW-(5)	343+43.88	-27.052	563600.21	812540.82	1144.784
W3NW-(6)	343+44.31	-33.702	563606.86	812541.15	1144.948
W3NW-(7)	343+54.30	-31.434	563604.74	812551.17	1144.451
W3NW-(8)	343+50.22	-27.346	563600.60	812547.16	1144.430
W3NW-(9)	343+39.57	-35.594	563608.68	812536.38	1145.031
W3NW-(10)	343+52.24	-32.810	563606.09	812549.10	1144.375
W3NW-(11)	343+46.30	-38.774	563611.96	812543.06	1145.034
W3NW-(12)	343+41.57	-40.631	563613.75	812538.31	1145.173
W3NW-(13)	343+54.49	-37.628	563610.94	812551.28	1144.944
W3NW-(14)	343+46.61	-46.126	563619.32	812543.27	1145.421
W3NW-(15)	343+41.61	-46.149	563619.27	812538.27	1145.496
W3NW-(16)	343+56.89	-37.011	563610.36	812553.68	1144.525
W3NW-(17)	343+46.64	-51.550	563624.74	812543.21	1145.598
W3NW-(18)	343+41.64	-51.573	563624.69	812538.21	1145.599

2



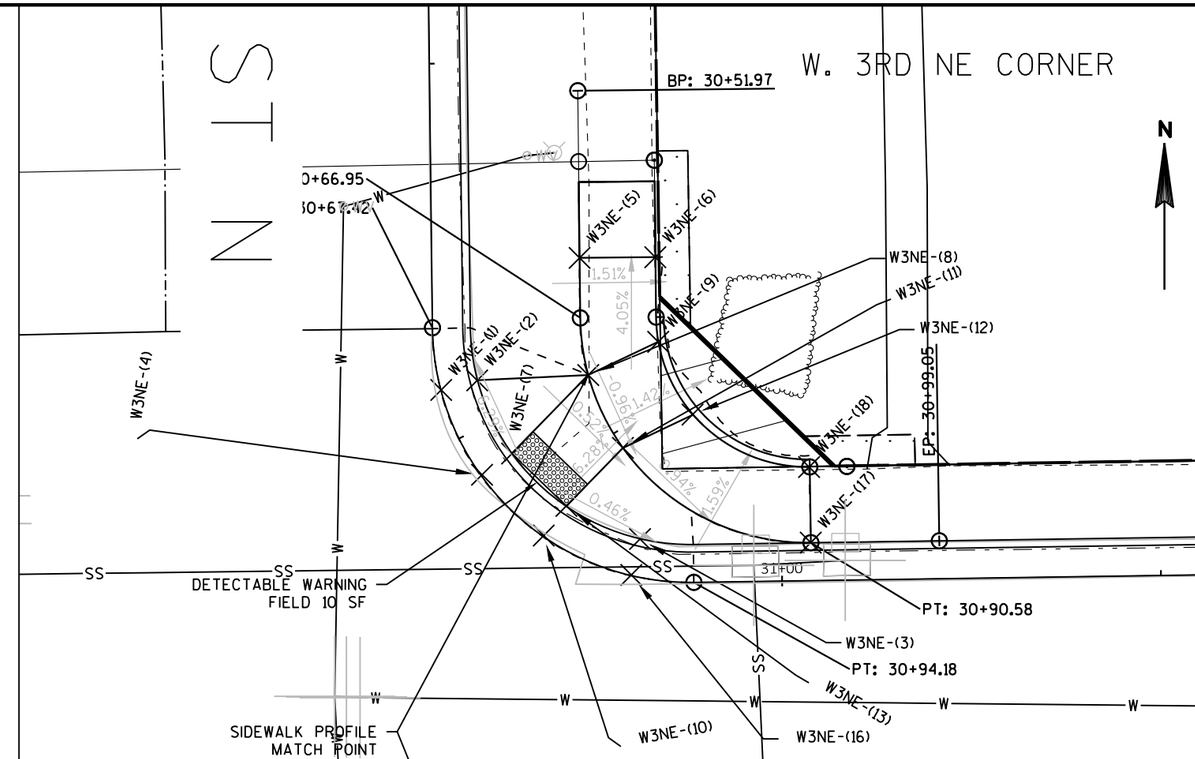


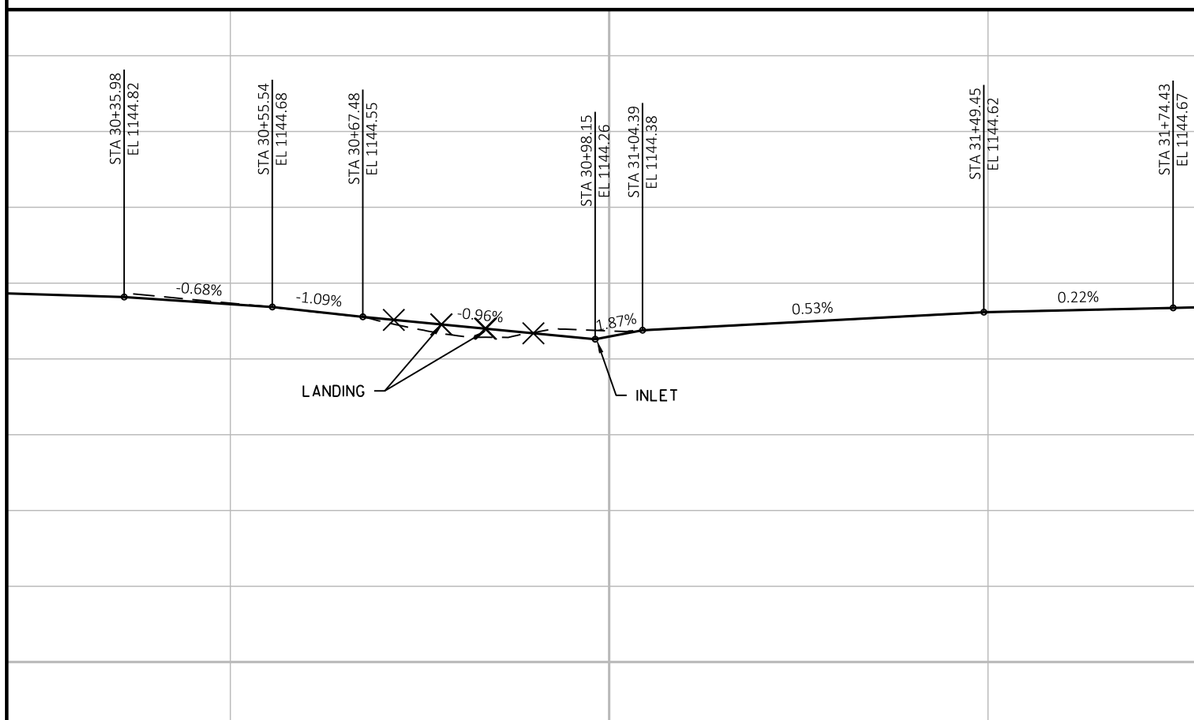
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 84	E

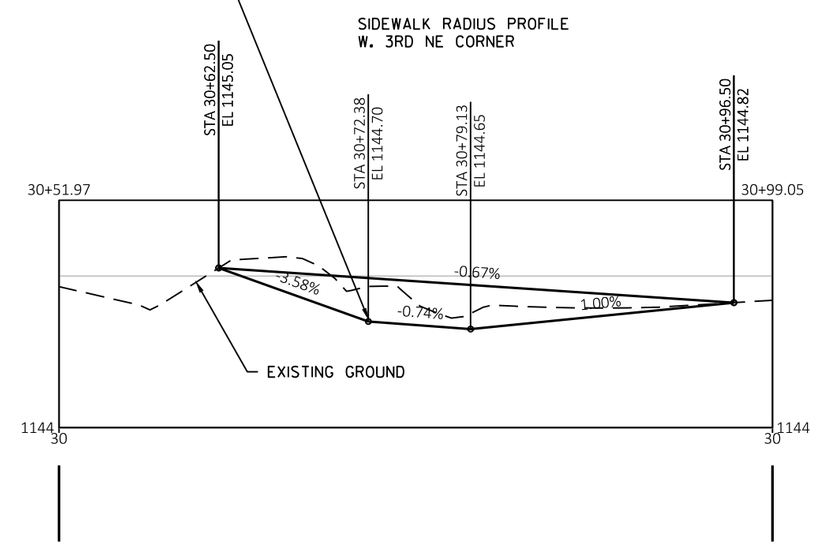
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 2.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:7

2

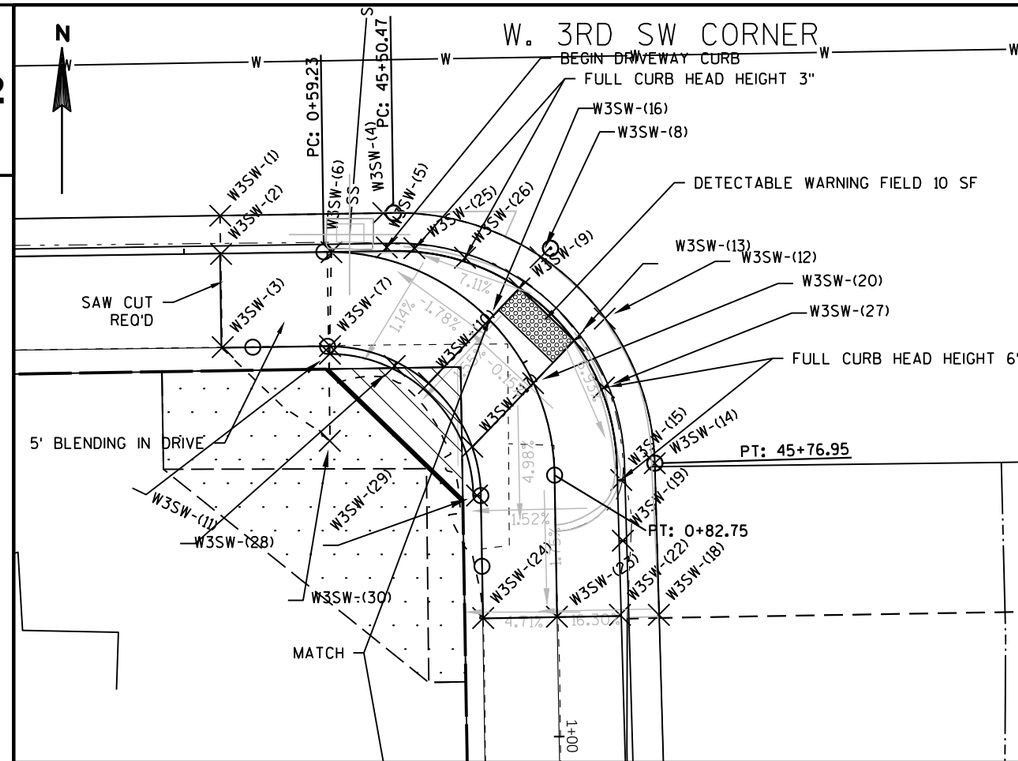
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W3NE-(1)	343+93.15	-37.282	563611.18	812589.94	1144.672
W3NE-(2)	343+95.54	-37.874	563611.81	812592.31	1144.838
W3NE-(3)	344+06.12	-27.247	563601.34	812603.06	1144.839
W3NE-(4)	343+95.76	-31.647	563605.58	812592.63	1144.609
W3NE-(5)	344+02.42	-45.853	563619.89	812599.07	1144.818
W3NE-(6)	344+07.41	-45.821	563619.93	812604.06	1144.819
W3NE-(7)	343+97.77	-33.017	563606.98	812594.61	1144.555
W3NE-(8)	344+02.87	-38.115	563612.16	812599.64	1144.800
W3NE-(9)	344+07.52	-40.239	563614.35	812604.26	1144.789
W3NE-(10)	343+99.77	-27.574	563601.57	812596.70	1144.359
W3NE-(11)	344+05.09	-33.273	563607.35	812601.93	1144.375
W3NE-(12)	344+09.72	-35.403	563609.55	812606.52	1144.375
W3NE-(13)	344+01.30	-29.508	563603.53	812598.20	1144.287
W3NE-(16)	344+05.51	-24.885	563598.97	812602.48	1144.392
W3NE-(17)	344+17.39	-26.842	563601.11	812614.32	1144.824
W3NE-(18)	344+17.35	-31.829	563606.09	812614.21	1144.825



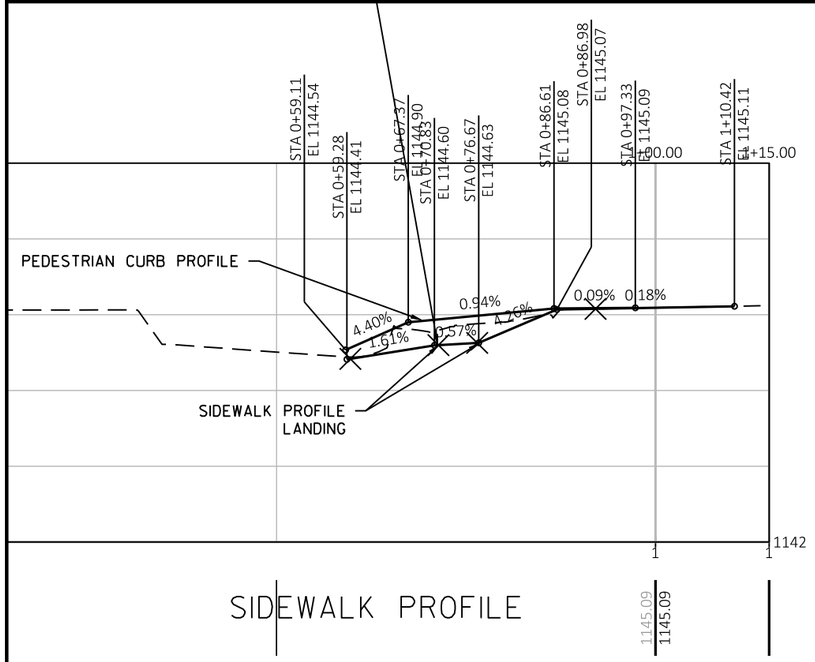


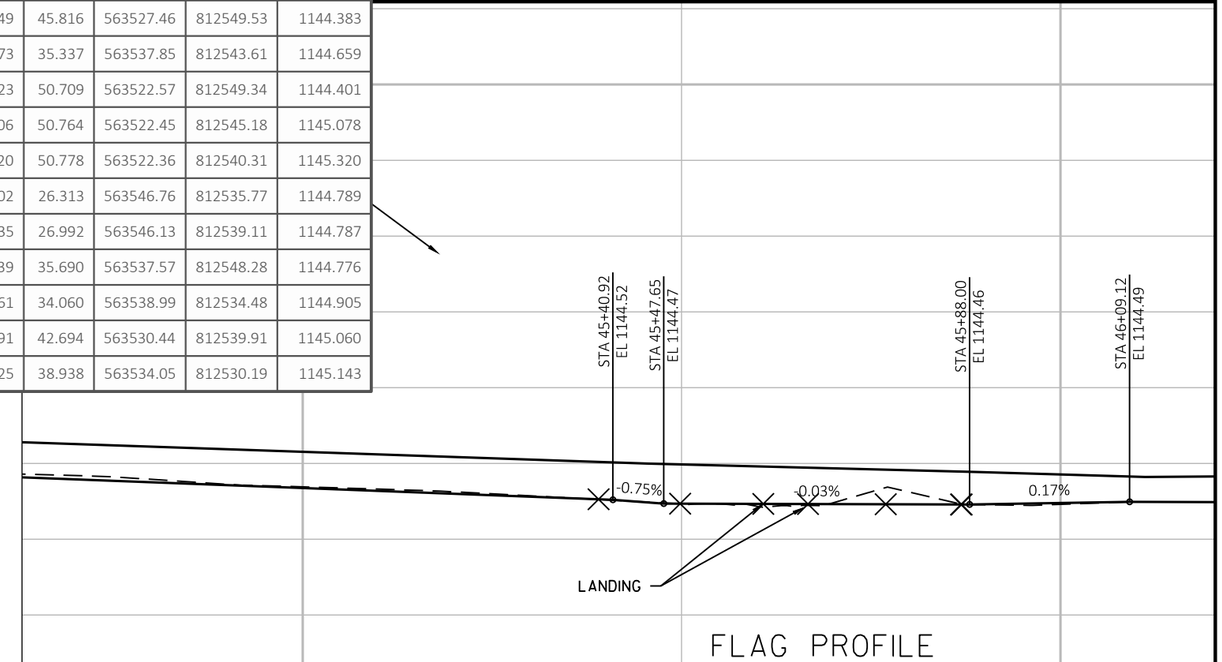


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 85	E



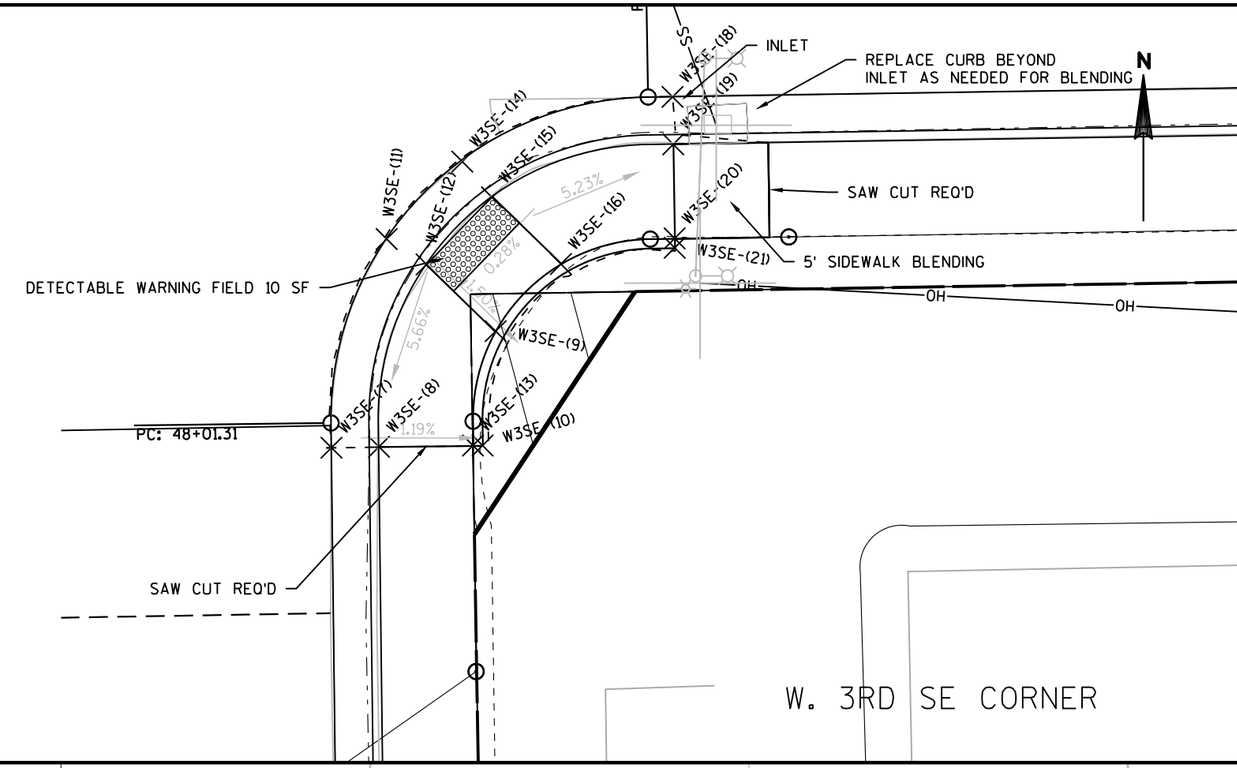
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W3SW-(1)	343+25.25	23.979	563548.90	812522.96	1144.527
W3SW-(2)	343+25.27	26.502	563546.38	812523.02	1144.457
W3SW-(3)	343+25.28	32.651	563540.23	812523.12	1145.047
W3SW-(4)	343+36.01	23.970	563549.07	812533.72	1144.469
W3SW-(5)	343+36.20	26.235	563546.81	812533.95	1144.393
W3SW-(6)	343+32.55	26.491	563546.50	812530.30	1144.400
W3SW-(7)	343+32.36	32.686	563540.30	812530.21	1144.511
W3SW-(8)	343+46.34	27.041	563546.16	812544.10	1144.464
W3SW-(9)	343+44.92	29.071	563544.11	812542.71	1144.390
W3SW-(10)	343+38.84	35.230	563537.86	812536.73	1144.686
W3SW-(11)	343+32.35	33.191	563539.80	812530.20	1144.572
W3SW-(12)	343+50.51	31.150	563542.11	812548.34	1144.463
W3SW-(13)	343+48.45	32.566	563540.66	812546.29	1144.397
W3SW-(14)	343+53.67	40.739	563532.57	812551.64	1144.453
W3SW-(15)	343+51.44	41.809	563531.47	812549.42	1144.781
W3SW-(16)	343+42.89	31.120	563542.03	812540.71	1144.598
W3SW-(17)	343+41.64	39.463	563533.67	812539.59	1144.863
W3SW-(18)	343+53.79	50.747	563522.57	812551.90	1144.443
W3SW-(19)	343+51.49	45.816	563527.46	812549.53	1144.383
W3SW-(20)	343+45.73	35.337	563537.85	812543.61	1144.659
W3SW-(22)	343+51.23	50.709	563522.57	812549.34	1144.401
W3SW-(23)	343+47.06	50.764	563522.45	812545.18	1145.078
W3SW-(24)	343+42.20	50.778	563522.36	812540.31	1145.320
W3SW-(25)	343+38.02	26.313	563546.76	812535.77	1144.789
W3SW-(26)	343+41.35	26.992	563546.13	812539.11	1144.787
W3SW-(27)	343+50.39	35.690	563537.57	812548.28	1144.776
W3SW-(28)	343+36.61	34.060	563538.99	812534.48	1144.905
W3SW-(29)	343+41.91	42.694	563530.44	812539.91	1145.060
W3SW-(30)	343+32.25	38.938	563534.05	812530.19	1145.143

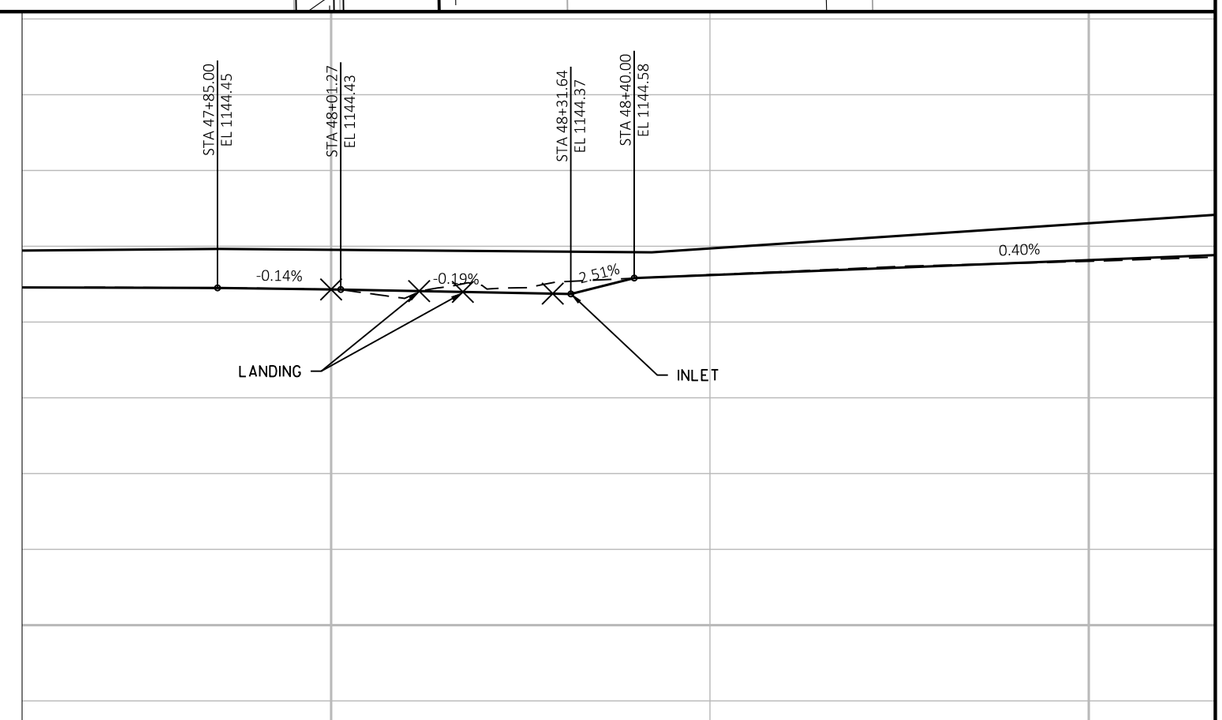




2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W3SE-(7)	343+99.50	42.136	563531.87	812597.48	1144.429
W3SE-(8)	344+02.01	42.123	563531.92	812599.99	1144.849
W3SE-(9)	344+08.26	36.115	563538.02	812606.15	1144.405
W3SE-(10)	344+07.48	42.142	563531.98	812605.46	1144.952
W3SE-(11)	344+02.58	31.169	563542.88	812600.40	1144.407
W3SE-(12)	344+04.67	32.539	563541.54	812602.50	1144.329
W3SE-(13)	344+06.97	42.133	563531.98	812604.95	1144.923
W3SE-(14)	344+06.64	27.139	563546.97	812604.39	1144.394
W3SE-(15)	344+08.18	29.052	563545.08	812605.96	1144.318
W3SE-(16)	344+11.76	32.625	563541.56	812609.60	1144.394
W3SE-(18)	344+17.79	23.894	563550.38	812615.49	1144.374
W3SE-(19)	344+17.79	26.396	563547.88	812615.53	1144.749
W3SE-(20)	344+17.78	31.364	563542.91	812615.60	1144.823
W3SE-(21)	344+17.78	31.859	563542.42	812615.60	1144.929





2

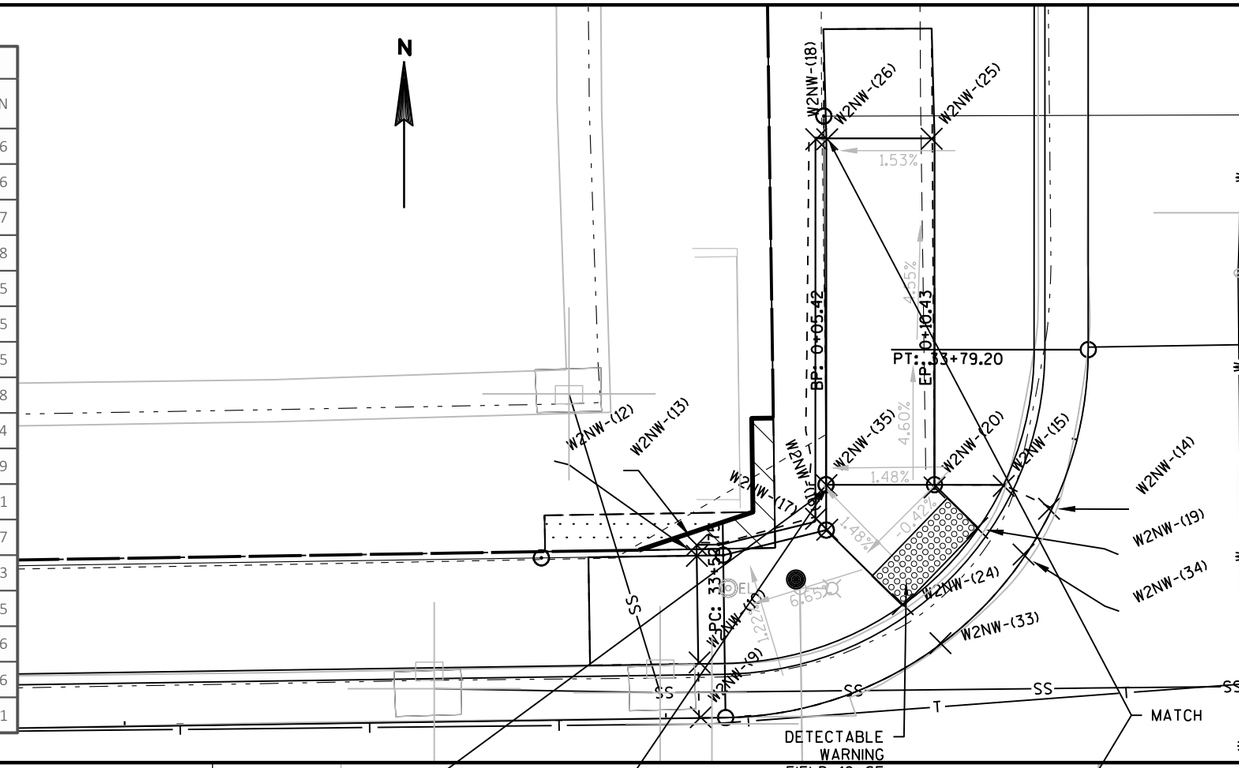
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 87	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 2.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:33 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:8

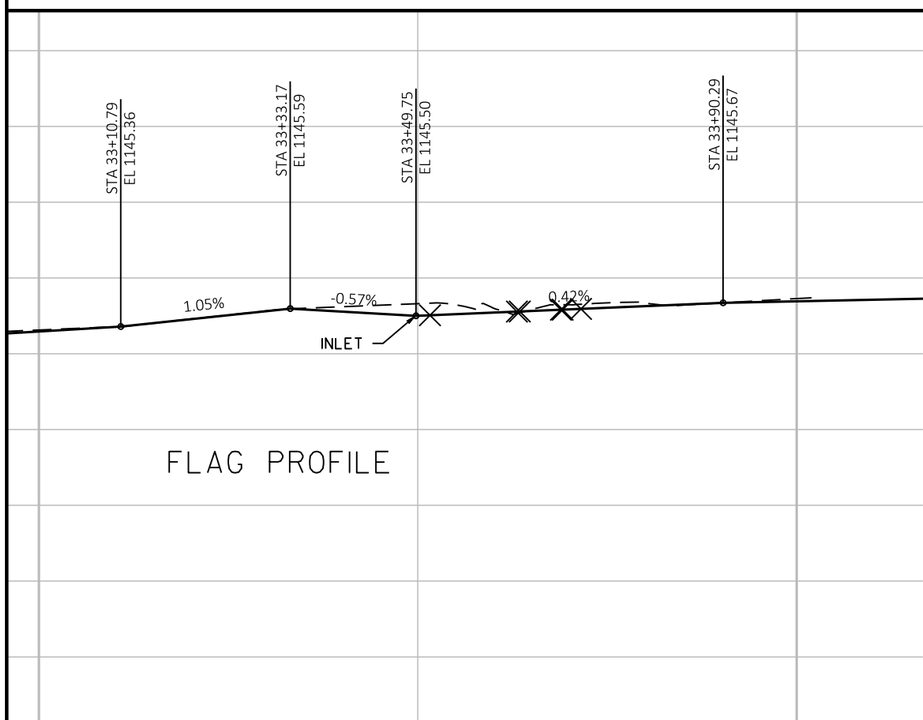
2

W. 2ND NW CORNER

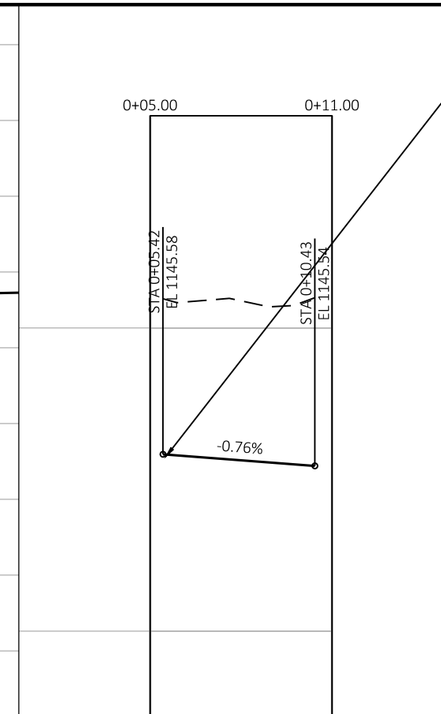
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W2NW-(9)	346+67.07	-24.292	563602.32	812864.01	1145.506
W2NW-(10)	346+67.05	-26.819	563604.85	812863.96	1145.926
W2NW-(12)	346+67.00	-31.742	563609.77	812863.84	1145.997
W2NW-(13)	346+67.01	-32.238	563610.27	812863.83	1146.088
W2NW-(14)	346+83.30	-33.672	563611.95	812880.10	1145.585
W2NW-(15)	346+81.22	-34.760	563613.00	812878.01	1145.965
W2NW-(16)	346+73.04	-32.861	563610.98	812869.85	1145.545
W2NW-(17)	346+72.53	-33.378	563611.49	812869.34	1146.078
W2NW-(18)	346+72.80	-50.906	563629.02	812869.34	1146.344
W2NW-(19)	346+79.97	-32.835	563611.06	812876.79	1145.509
W2NW-(20)	346+78.02	-34.741	563612.94	812874.81	1145.551
W2NW-(24)	346+76.48	-29.370	563607.54	812873.35	1145.477
W2NW-(25)	346+78.13	-50.844	563629.04	812874.68	1146.243
W2NW-(26)	346+73.31	-50.891	563629.01	812869.86	1146.315
W2NW-(33)	346+78.19	-27.547	563605.75	812875.09	1145.506
W2NW-(34)	346+82.09	-31.583	563609.84	812878.93	1145.506
W2NW-(35)	346+73.04	-34.919	563613.04	812869.82	1145.551

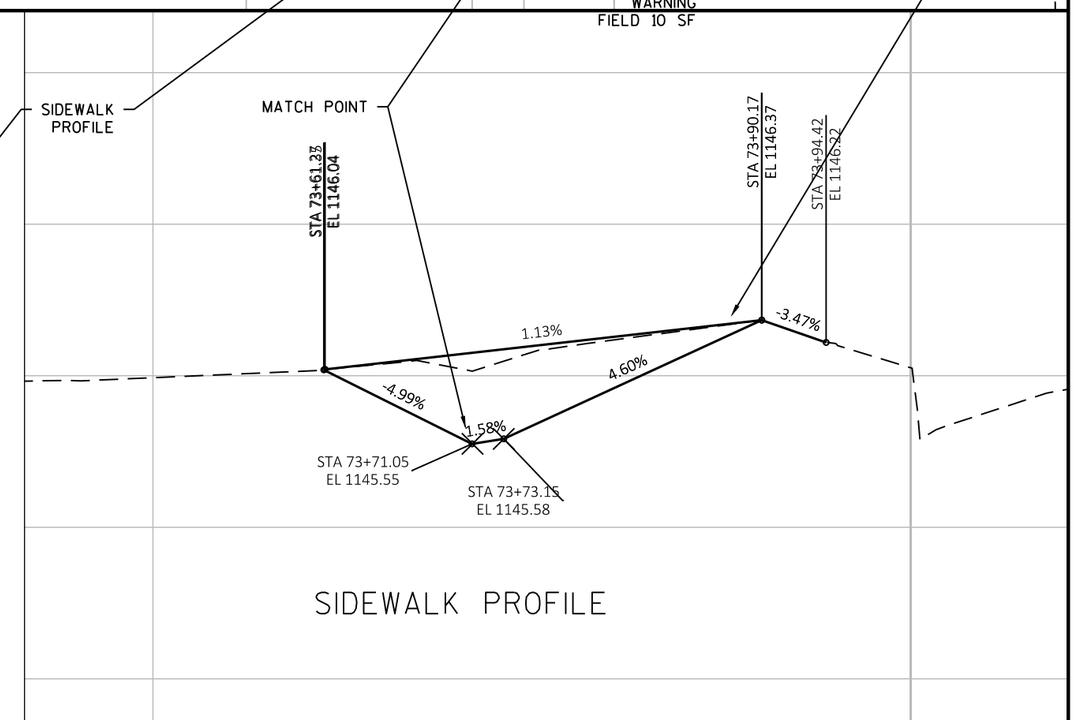


2



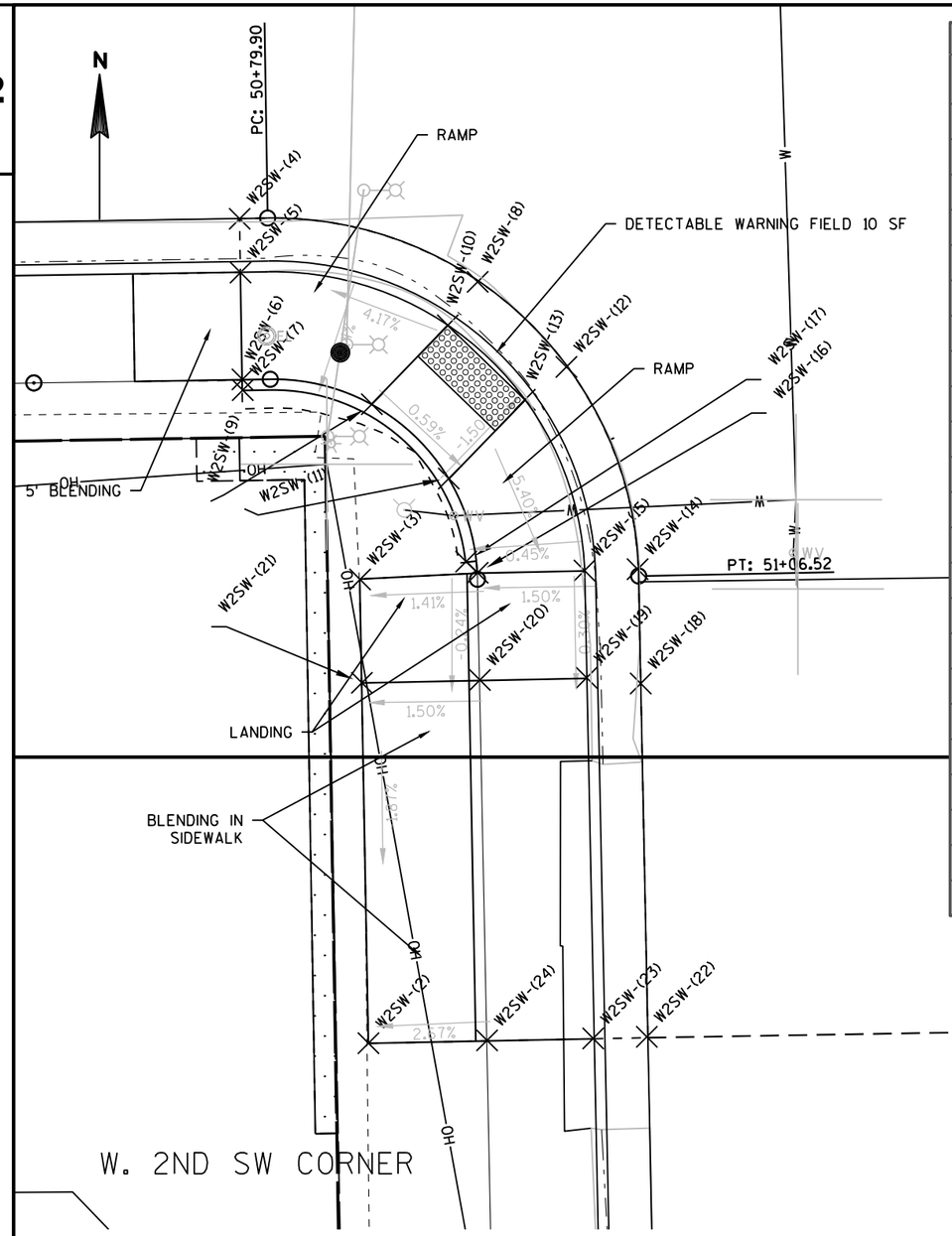
FLAG PROFILE





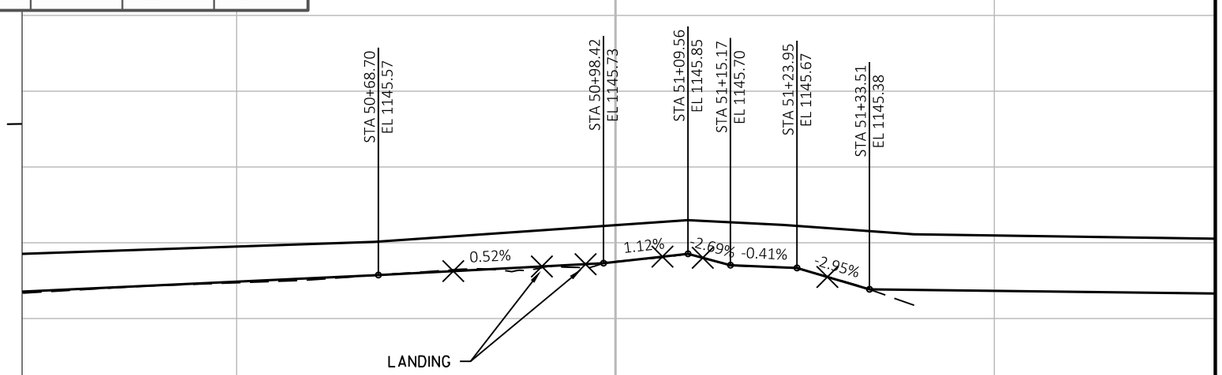
SIDEWALK PROFILE

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 88	E



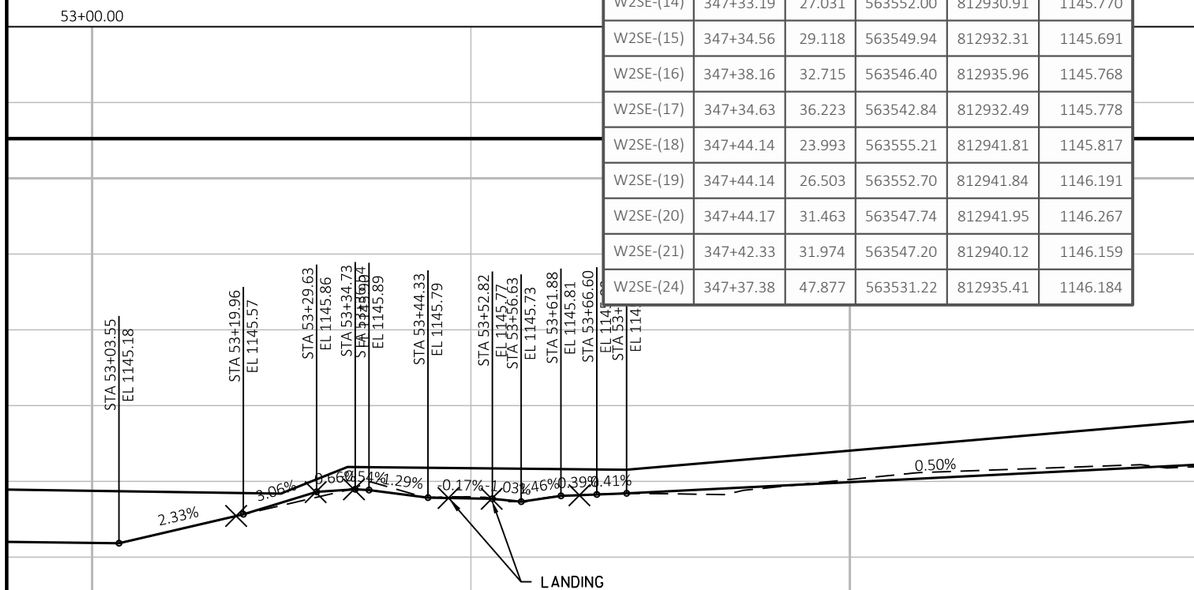
STATION & OFFSET TABLE

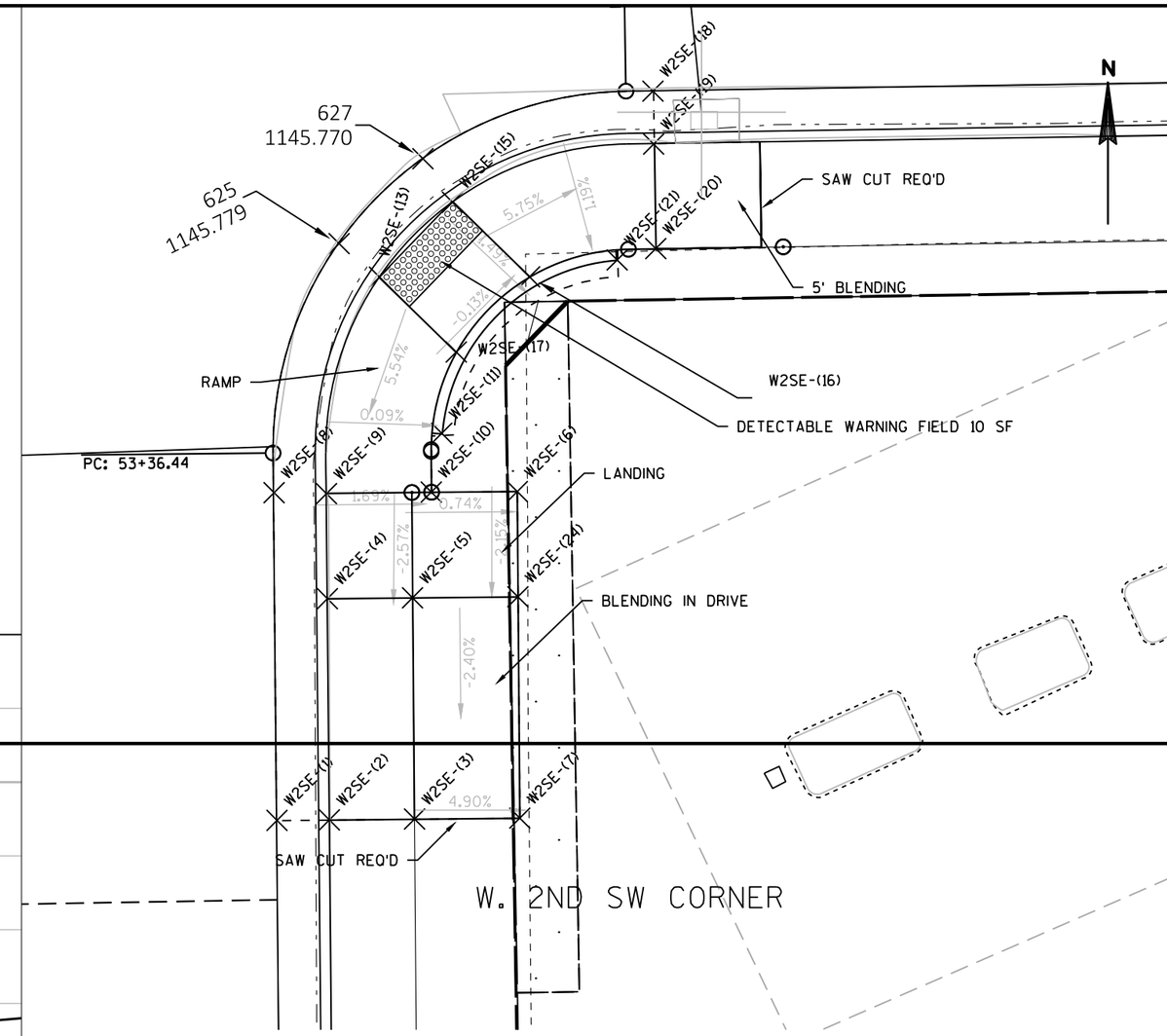
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W2SW-(2)	346+72.55	62.209	563515.91	812870.80	1145.829
W2SW-(3)	346+72.48	40.629	563537.49	812870.41	1146.220
W2SW-(4)	346+67.13	23.768	563554.27	812864.80	1145.625
W2SW-(5)	346+67.13	26.267	563551.77	812864.84	1146.001
W2SW-(6)	346+67.15	31.242	563546.80	812864.93	1146.082
W2SW-(7)	346+67.15	31.738	563546.30	812864.95	1146.084
W2SW-(8)	346+78.16	26.868	563551.34	812875.88	1145.685
W2SW-(9)	346+73.15	32.486	563545.64	812870.95	1145.698
W2SW-(10)	346+76.74	28.871	563549.31	812874.49	1145.607
W2SW-(11)	346+76.68	35.996	563542.19	812874.53	1145.751
W2SW-(12)	346+82.23	30.890	563547.38	812880.01	1145.715
W2SW-(13)	346+80.27	32.389	563545.85	812878.08	1145.638
W2SW-(14)	346+85.40	40.345	563537.97	812883.32	1145.814
W2SW-(15)	346+82.93	40.374	563537.90	812880.85	1145.991
W2SW-(16)	346+77.95	40.400	563537.80	812875.88	1146.063
W2SW-(17)	346+77.43	39.873	563538.32	812875.34	1146.267
W2SW-(18)	346+85.47	45.669	563532.65	812883.47	1145.801
W2SW-(19)	346+82.95	45.363	563532.92	812880.95	1145.955
W2SW-(20)	346+77.99	45.390	563532.81	812875.98	1146.056
W2SW-(21)	346+72.49	45.439	563532.68	812870.49	1146.133
W2SW-(22)	346+85.50	62.108	563516.21	812883.75	1145.545
W2SW-(23)	346+83.00	62.145	563516.14	812881.25	1145.425
W2SW-(24)	346+78.06	62.161	563516.05	812876.32	1145.675



2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W2SE-(1)	347+25.80	58.308	563520.62	812923.99	1145.543
W2SE-(2)	347+28.28	58.325	563520.64	812926.47	1145.420
W2SE-(3)	347+32.32	58.345	563520.68	812930.51	1145.771
W2SE-(4)	347+28.35	47.832	563531.13	812926.38	1146.063
W2SE-(5)	347+32.38	47.852	563531.17	812930.41	1146.095
W2SE-(6)	347+37.42	42.889	563536.21	812935.38	1146.261
W2SE-(7)	347+37.31	58.377	563520.72	812935.50	1146.023
W2SE-(8)	347+25.90	42.764	563536.16	812923.85	1145.915
W2SE-(9)	347+28.38	42.849	563536.11	812926.33	1146.190
W2SE-(10)	347+33.35	42.849	563536.19	812931.30	1146.262
W2SE-(11)	347+33.89	40.070	563538.98	812931.80	1146.187
W2SE-(12)	347+29.16	31.000	563547.97	812926.93	1145.779
W2SE-(13)	347+31.05	32.616	563546.39	812928.85	1145.702
W2SE-(14)	347+33.19	27.031	563552.00	812930.91	1145.770
W2SE-(15)	347+34.56	29.118	563549.94	812932.31	1145.691
W2SE-(16)	347+38.16	32.715	563546.40	812935.96	1145.768
W2SE-(17)	347+34.63	36.223	563542.84	812932.49	1145.778
W2SE-(18)	347+44.14	23.993	563555.21	812941.81	1145.817
W2SE-(19)	347+44.14	26.503	563552.70	812941.84	1146.191
W2SE-(20)	347+44.17	31.463	563547.74	812941.95	1146.267
W2SE-(21)	347+42.33	31.974	563547.20	812940.12	1146.159
W2SE-(24)	347+37.38	47.877	563531.22	812935.41	1146.184





2

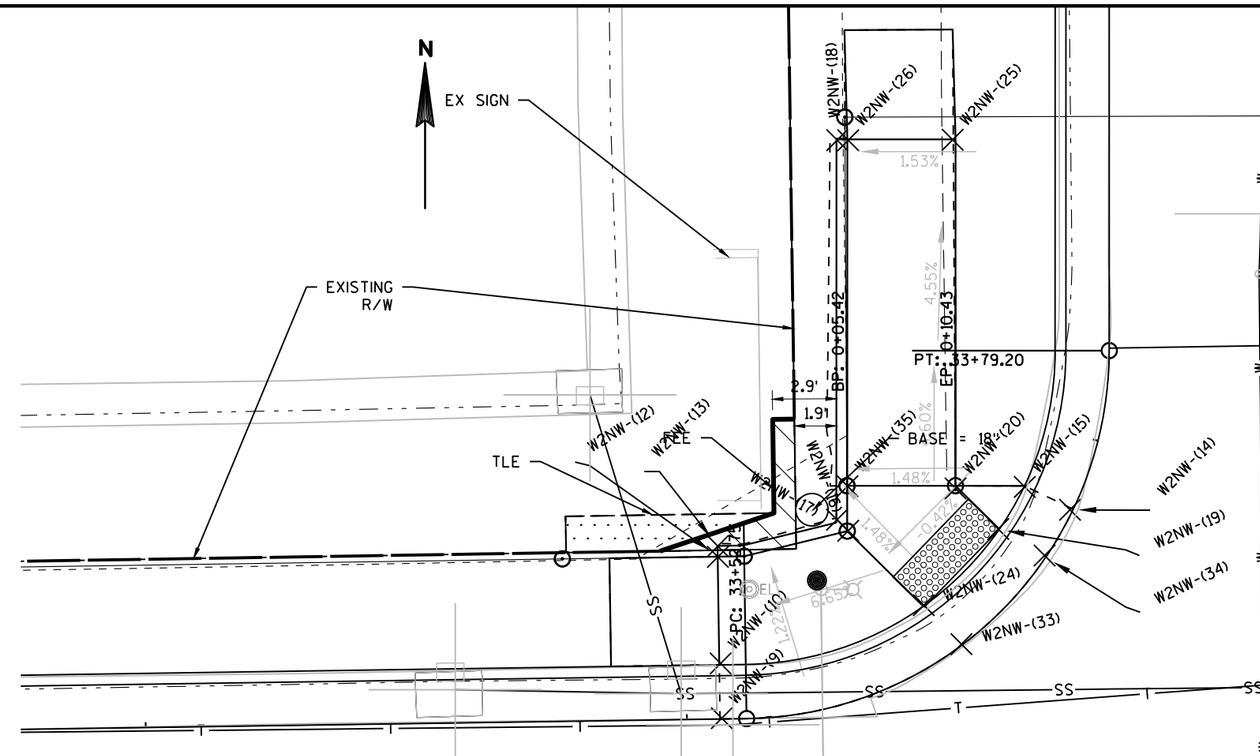
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 90	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 2.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:34 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:7

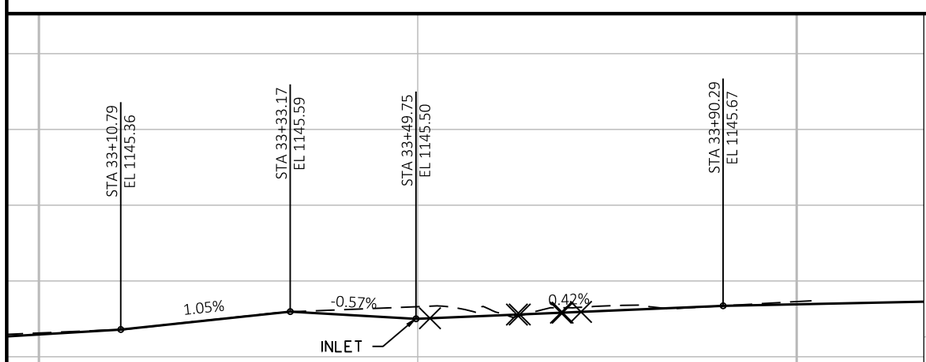
WISDOT/CADDS SHEET 44

2

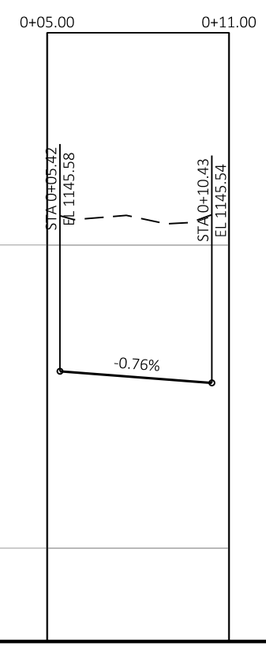
W. 2ND NW CORNER

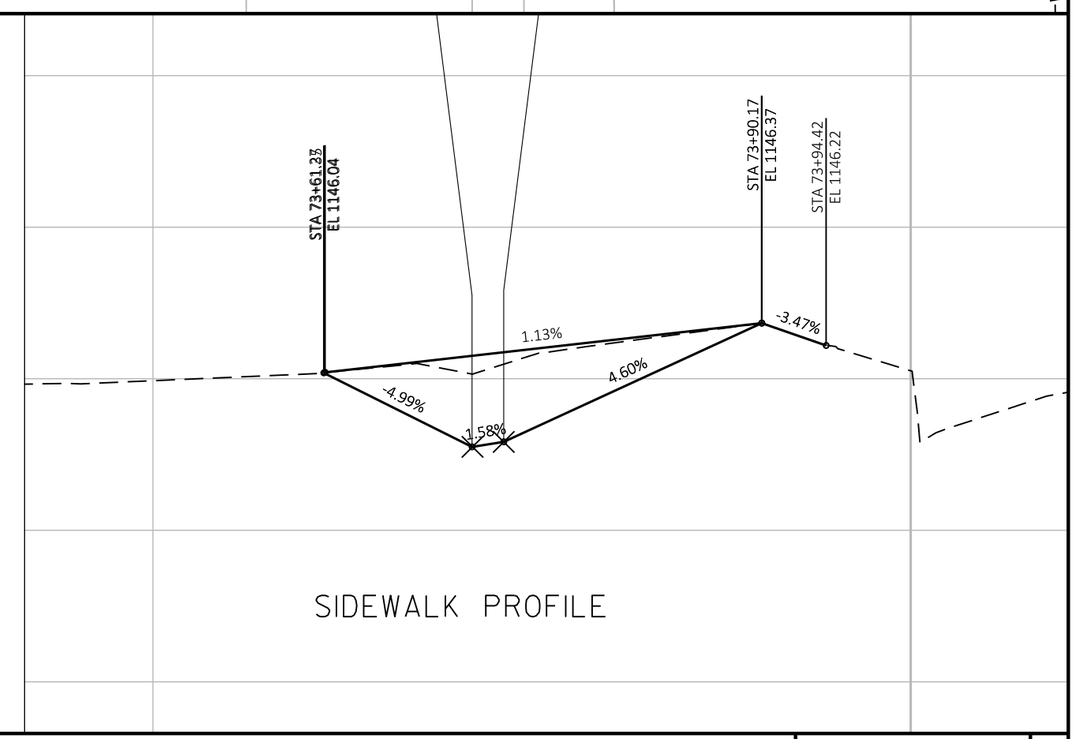


2



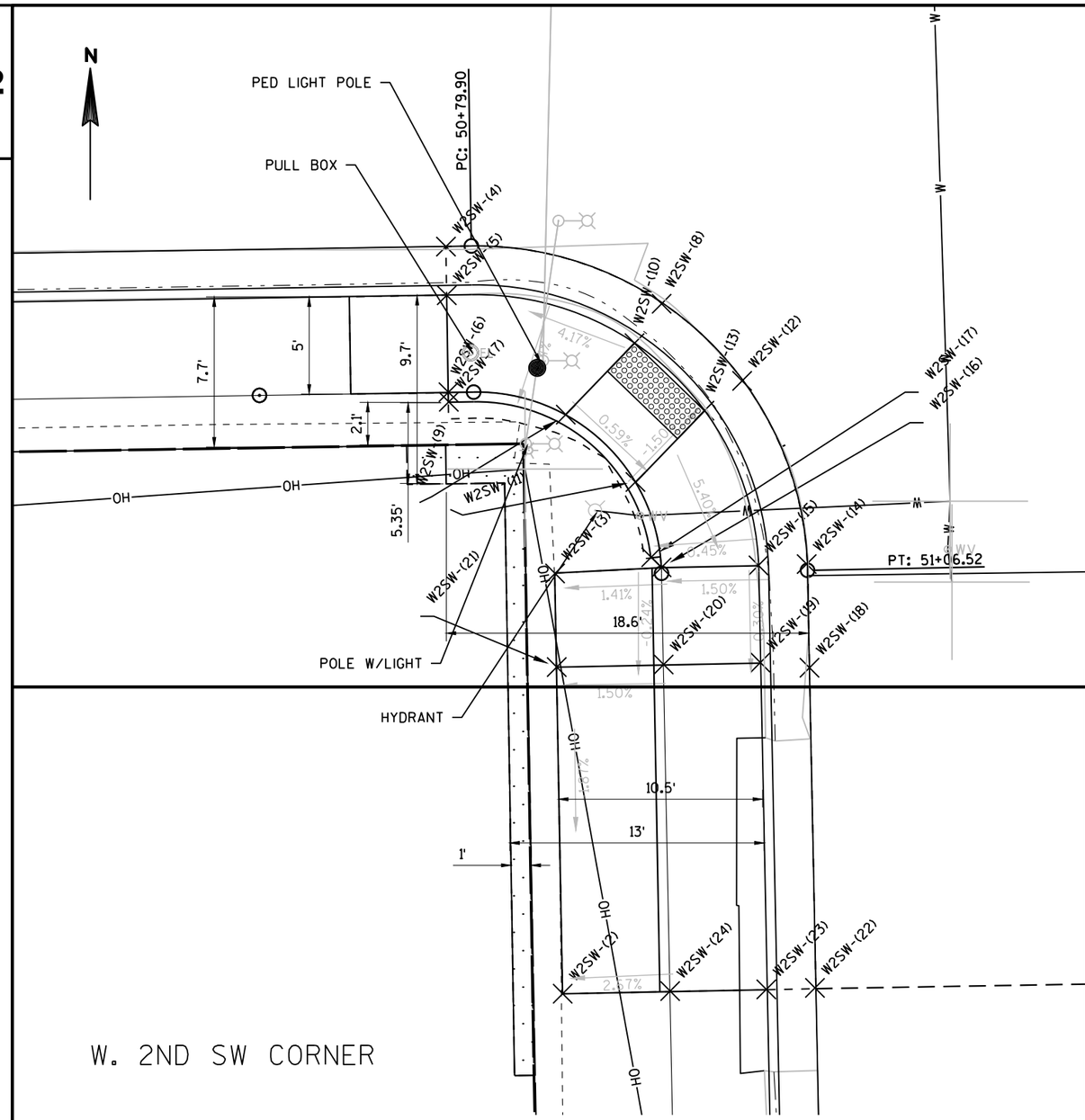
FLAG PROFILE



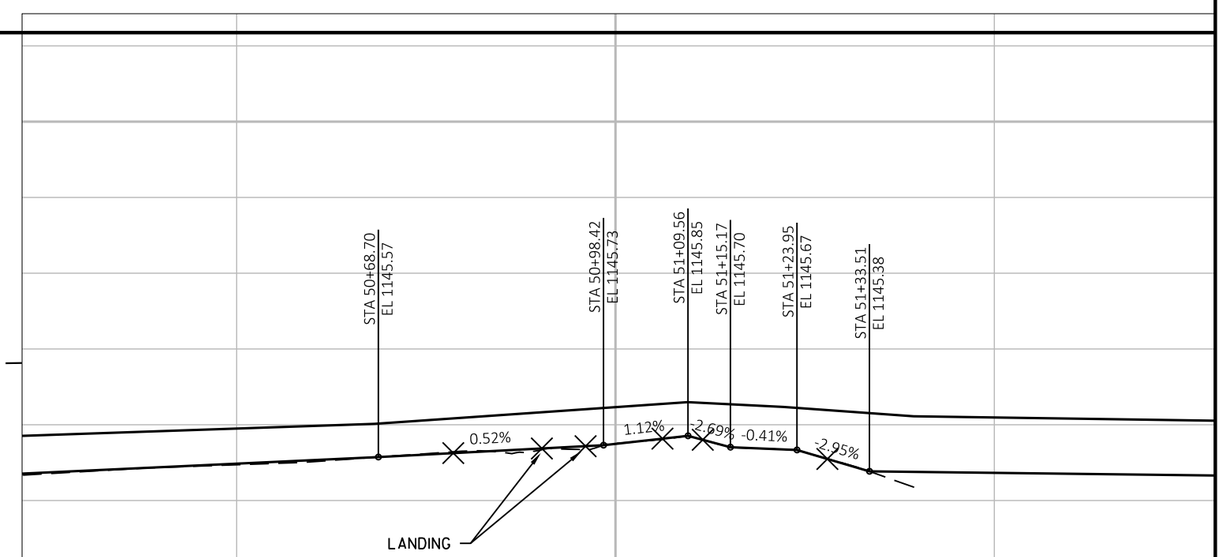


SIDEWALK PROFILE

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 91	E



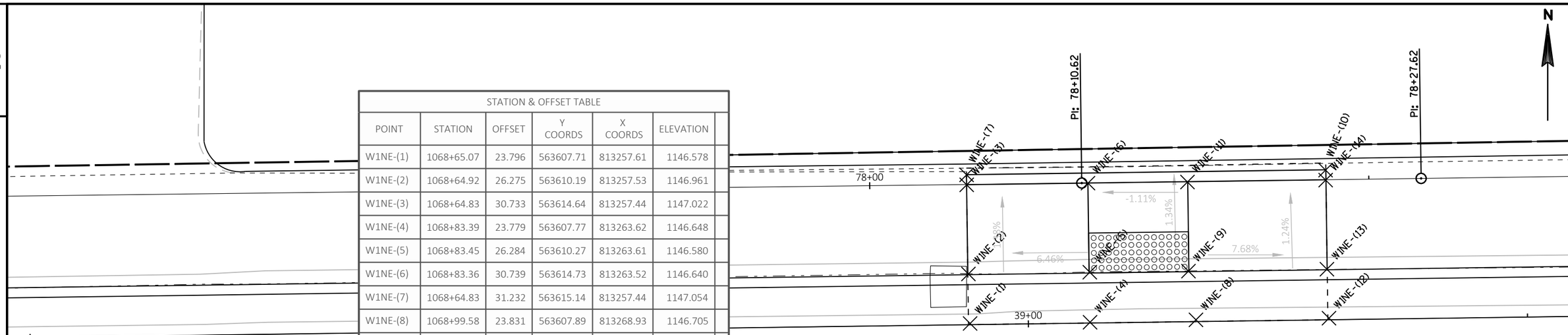
W. 2ND SW CORNER



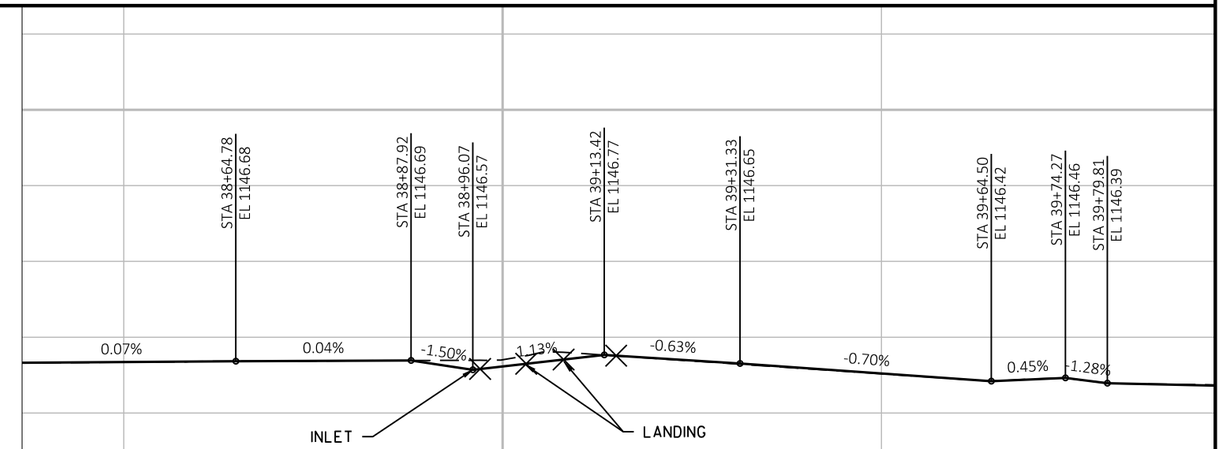
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	W2SW DIMENSIONS	SHEET 92	E

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W1NE-(1)	1068+65.07	23.796	563607.71	813257.61	1146.578
W1NE-(2)	1068+64.92	26.275	563610.19	813257.53	1146.961
W1NE-(3)	1068+64.83	30.733	563614.64	813257.44	1147.022
W1NE-(4)	1068+83.39	23.779	563607.77	813263.62	1146.648
W1NE-(5)	1068+83.45	26.284	563610.27	813263.61	1146.580
W1NE-(6)	1068+83.36	30.739	563614.73	813263.52	1146.640
W1NE-(7)	1068+64.83	31.232	563615.14	813257.44	1147.054
W1NE-(8)	1068+99.58	23.831	563607.89	813268.93	1146.705
W1NE-(9)	1068+98.51	26.272	563610.33	813268.55	1146.634
W1NE-(10)	1069+19.63	31.238	563615.38	813275.42	1147.207
W1NE-(11)	1068+98.54	30.732	563614.79	813268.50	1146.695
W1NE-(12)	1069+19.88	23.829	563607.97	813275.59	0.000
W1NE-(13)	1069+19.66	26.279	563610.42	813275.49	1147.137
W1NE-(14)	1069+19.63	30.737	563614.88	813275.42	1147.197

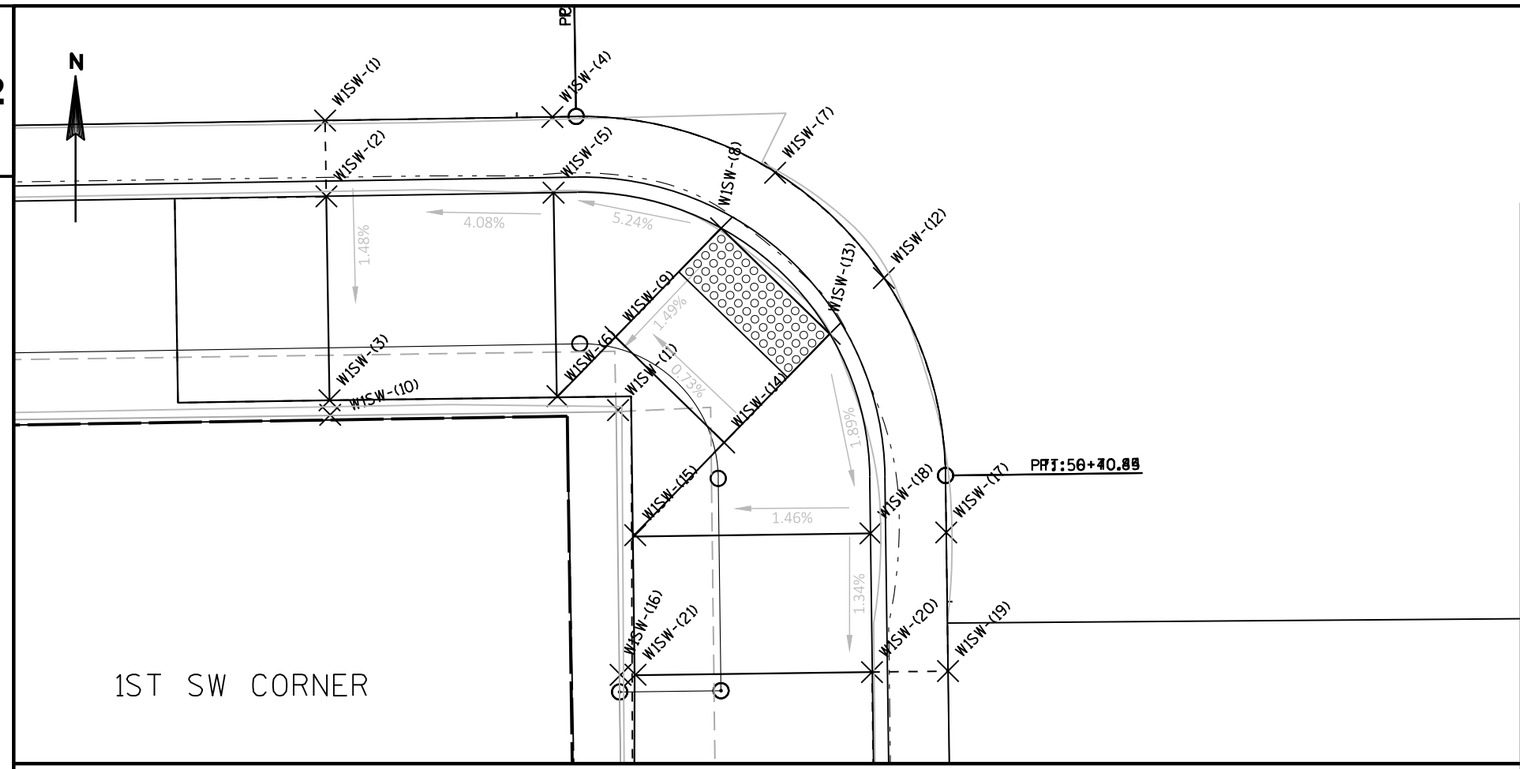


MIDBLOCK RAMP IN FRONT OF CARNEGE B&B

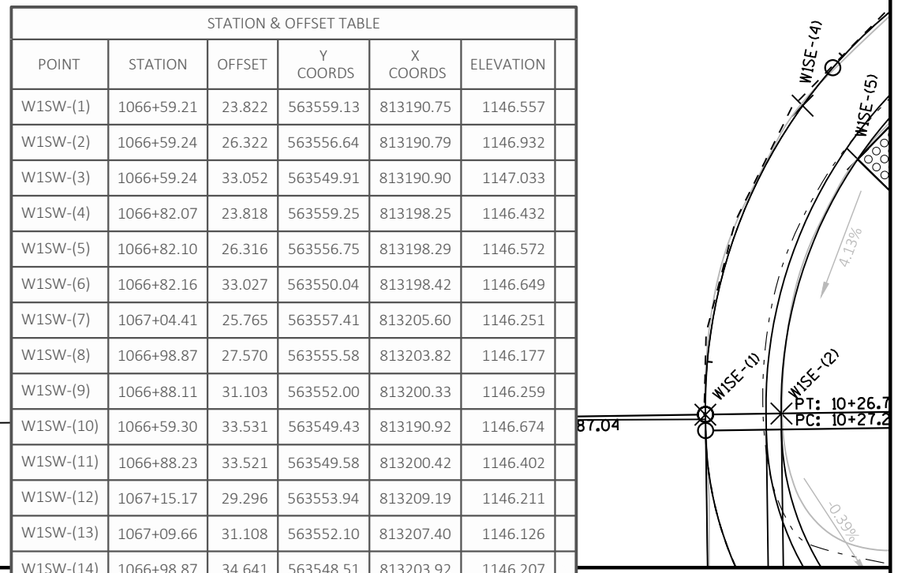


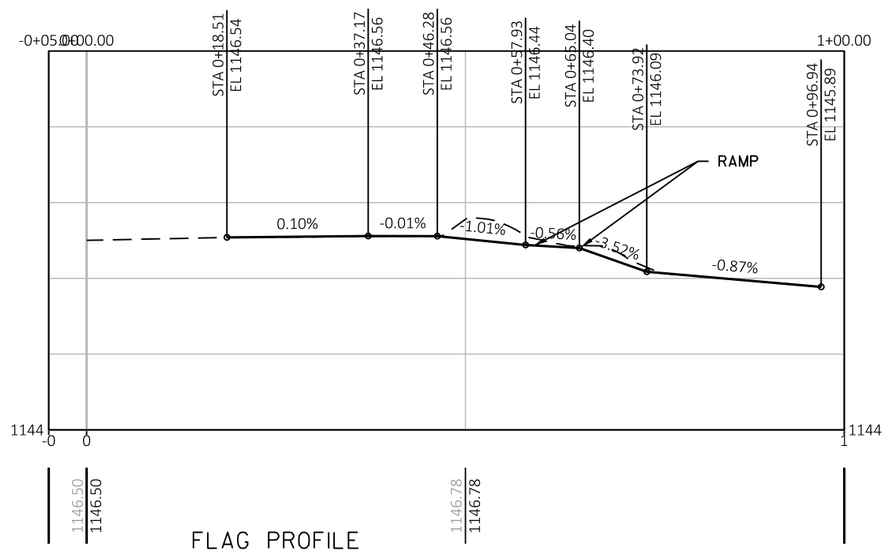
FLAG PROFILE

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 93	E



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W1SW-(1)	1066+59.21	23.822	563559.13	813190.75	1146.557
W1SW-(2)	1066+59.24	26.322	563556.64	813190.79	1146.932
W1SW-(3)	1066+59.24	33.052	563549.91	813190.90	1147.033
W1SW-(4)	1066+82.07	23.818	563559.25	813198.25	1146.432
W1SW-(5)	1066+82.10	26.316	563556.75	813198.29	1146.572
W1SW-(6)	1066+82.16	33.027	563550.04	813198.42	1146.649
W1SW-(7)	1067+04.41	25.765	563557.41	813205.60	1146.251
W1SW-(8)	1066+98.87	27.570	563555.58	813203.82	1146.177
W1SW-(9)	1066+88.11	31.103	563552.00	813200.33	1146.259
W1SW-(10)	1066+59.30	33.531	563549.43	813190.92	1146.674
W1SW-(11)	1066+88.23	33.521	563549.58	813200.42	1146.402
W1SW-(12)	1067+15.17	29.296	563553.94	813209.19	1146.211
W1SW-(13)	1067+09.66	31.108	563552.10	813207.40	1146.126
W1SW-(14)	1066+98.87	34.641	563548.51	813203.92	1146.207
W1SW-(15)	1066+89.78	37.651	563545.46	813200.98	1146.627
W1SW-(16)	1066+88.11	42.251	563540.85	813200.50	1146.636
W1SW-(17)	1067+21.06	37.718	563545.55	813211.25	1146.103
W1SW-(18)	1067+13.44	37.712	563545.51	813208.75	1146.424
W1SW-(19)	1067+21.03	42.291	563540.97	813211.30	1146.058
W1SW-(20)	1067+13.38	42.287	563540.94	813208.79	1146.478
W1SW-(21)	1066+89.60	42.254	563540.85	813200.99	1146.617



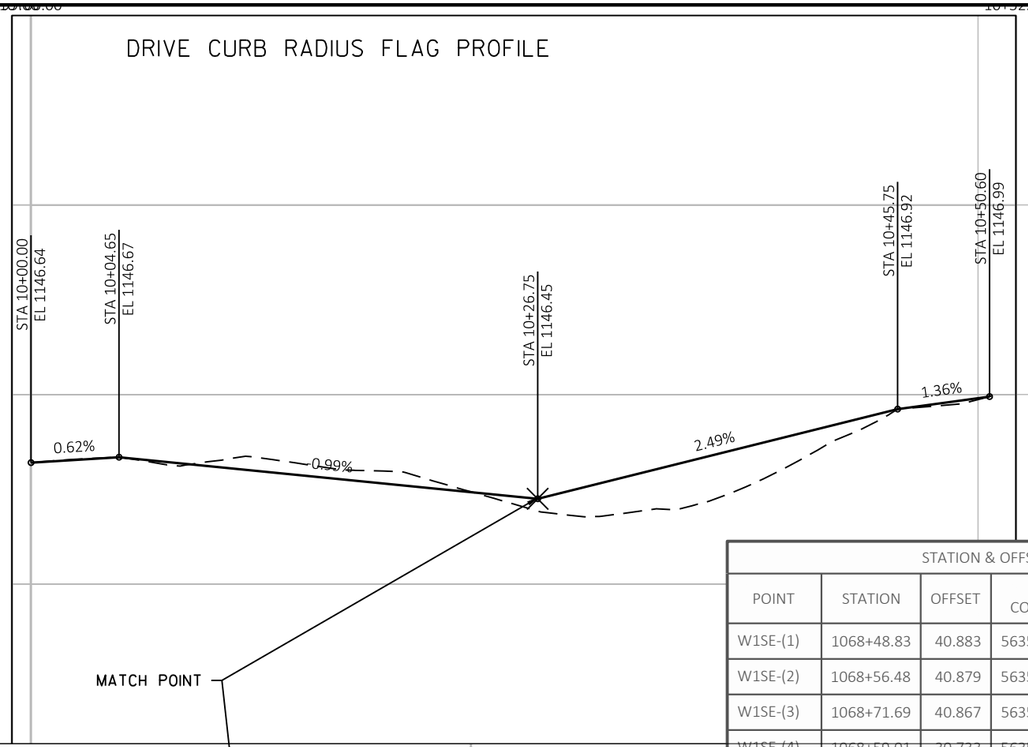


FLAG PROFILE

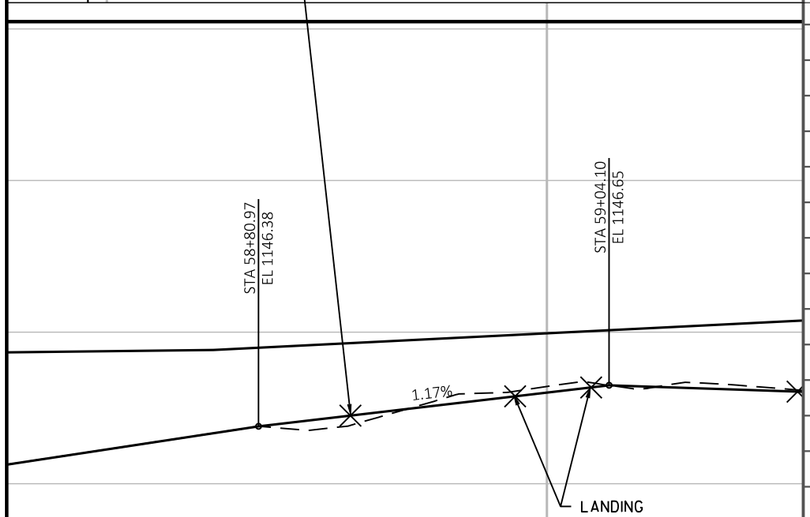
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 94	E

2

DRIVE CURB RADIUS FLAG PROFILE



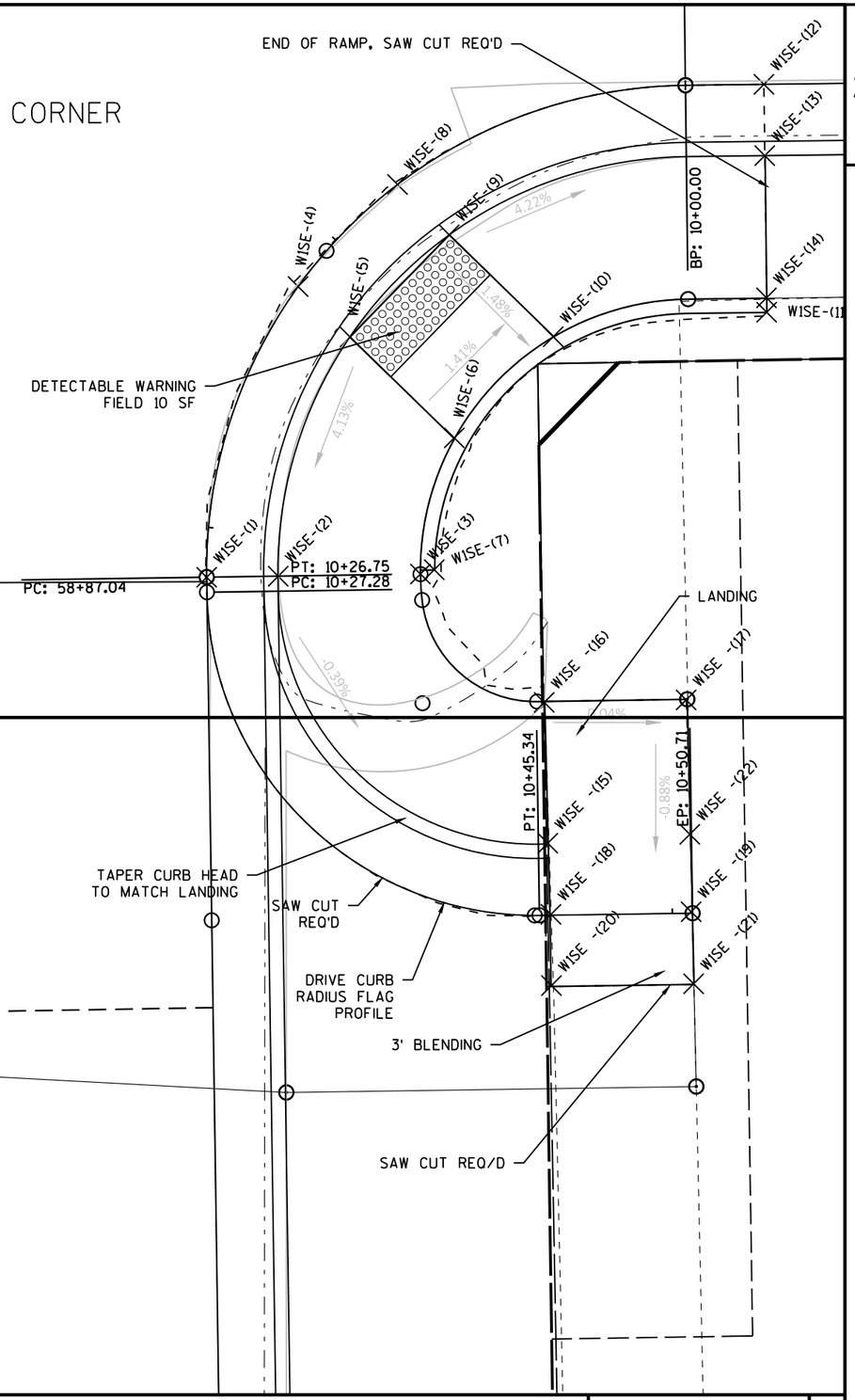
NORMAL CURB FLAG PROFILE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
W1SE-(1)	1068+48.83	40.883	563542.97	813253.12	1146.385
W1SE-(2)	1068+56.48	40.879	563543.00	813255.63	1146.805
W1SE-(3)	1068+71.69	40.867	563543.08	813260.62	1146.898
W1SE-(4)	1068+59.01	30.733	563553.16	813256.33	1146.576
W1SE-(5)	1068+64.50	32.524	563551.39	813258.15	1146.492
W1SE-(6)	1068+75.50	36.108	563547.85	813261.81	1146.552
W1SE-(7)	1068+73.18	40.720	563543.23	813261.11	1146.928
W1SE-(8)	1068+69.77	27.197	563556.74	813259.82	1146.635
W1SE-(9)	1068+75.26	28.987	563554.97	813261.63	1146.560
W1SE-(10)	1068+86.23	32.606	563551.40	813265.28	1146.637
W1SE-(11)	1069+09.06	31.844	563552.26	813272.76	1147.074
W1SE-(12)	1069+09.09	23.853	563560.25	813272.67	1146.607
W1SE-(13)	1069+09.09	26.353	563557.75	813272.70	1146.982
W1SE-(14)	1069+09.06	31.339	563552.77	813272.76	1147.057
W1SE -(15)	1068+84.95	50.364	563533.64	813265.09	1146.957
W1SE -(16)	1068+84.73	45.422	563538.58	813264.96	1147.030
W1SE -(17)	1068+99.91	45.400	563538.67	813269.94	1147.032
W1SE -(18)	1068+85.19	52.857	563531.15	813265.20	1146.913
W1SE -(19)	1069+00.16	52.830	563531.24	813270.11	1146.991
W1SE -(20)	1068+85.13	55.356	563528.65	813265.21	1146.921
W1SE -(21)	1069+00.34	55.358	563528.71	813270.20	1146.977
W1SE -(22)	1069+00.13	50.116	563533.95	813270.07	1147.007

1ST SE CORNER



2

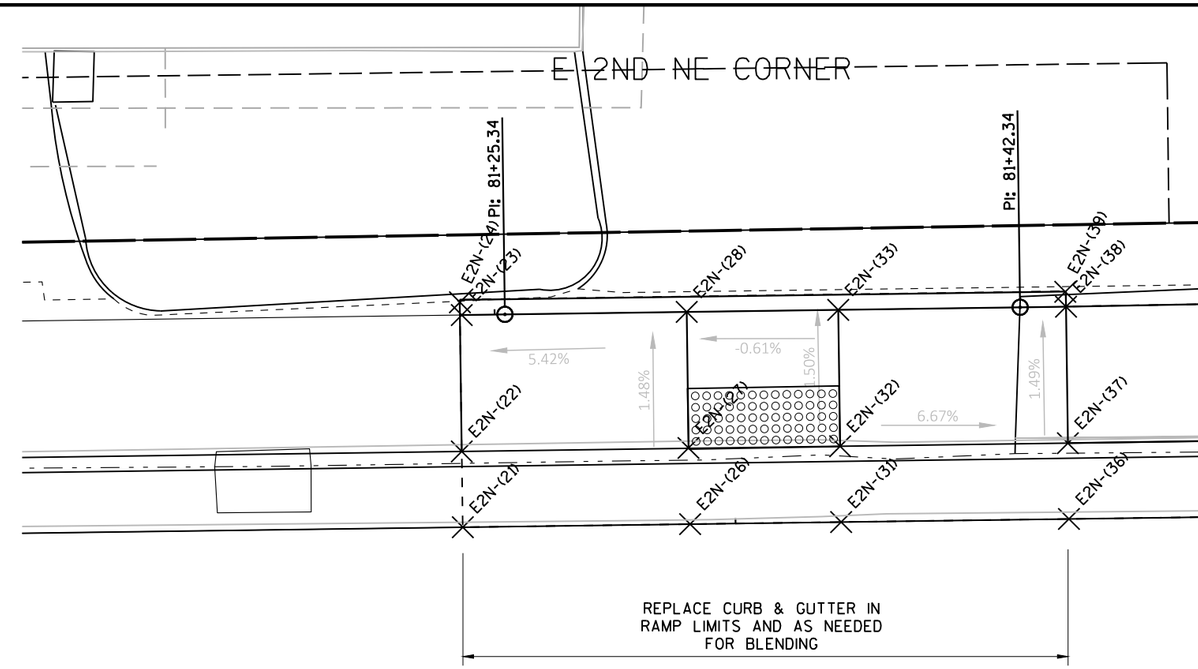
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 95	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 3.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:43 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:5 FT_1

2

N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	
E2N-(21)	1078+37.15	23.983	563612.01	813576.51	1145.609	
E2N-(22)	1078+37.15	26.483	563614.51	813576.47	1146.087	
E2N-(23)	1078+37.33	30.982	563619.01	813576.47	1146.148	
E2N-(24)	1078+37.15	31.404	563619.43	813576.41	1146.157	
E2N-(26)	1078+60.01	23.989	563612.11	813584.00	1145.643	
E2N-(27)	1078+59.94	26.501	563614.62	813583.95	1145.565	
E2N-(28)	1078+59.94	30.989	563619.11	813583.89	1145.632	
E2N-(31)	1078+75.21	23.993	563612.18	813588.99	1145.653	
E2N-(32)	1078+75.18	26.493	563614.68	813588.95	1145.573	
E2N-(33)	1078+75.18	30.993	563619.18	813588.89	1145.640	
E2N-(36)	1078+98.11	23.999	563612.28	813596.50	1145.667	
E2N-(37)	1078+98.11	26.499	563614.78	813596.47	1146.042	
E2N-(38)	1078+98.11	30.999	563619.28	813596.41	1146.109	
E2N-(39)	1078+98.04	31.492	563619.77	813596.38	1146.114	



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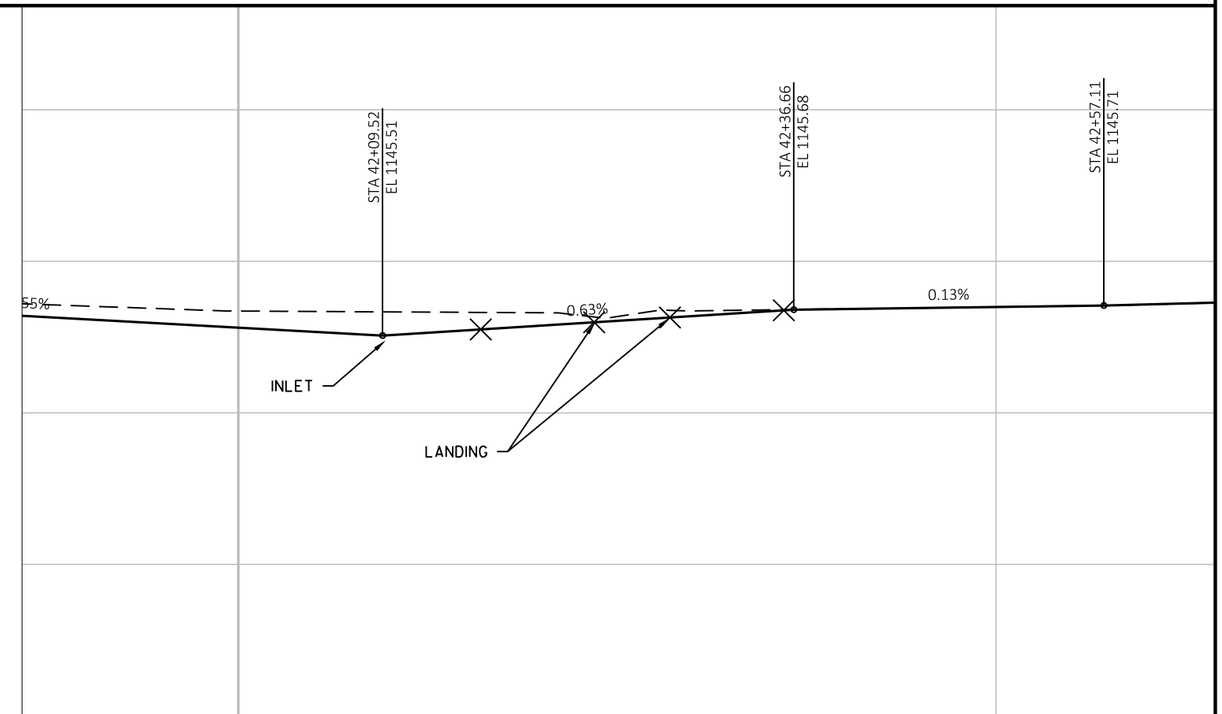
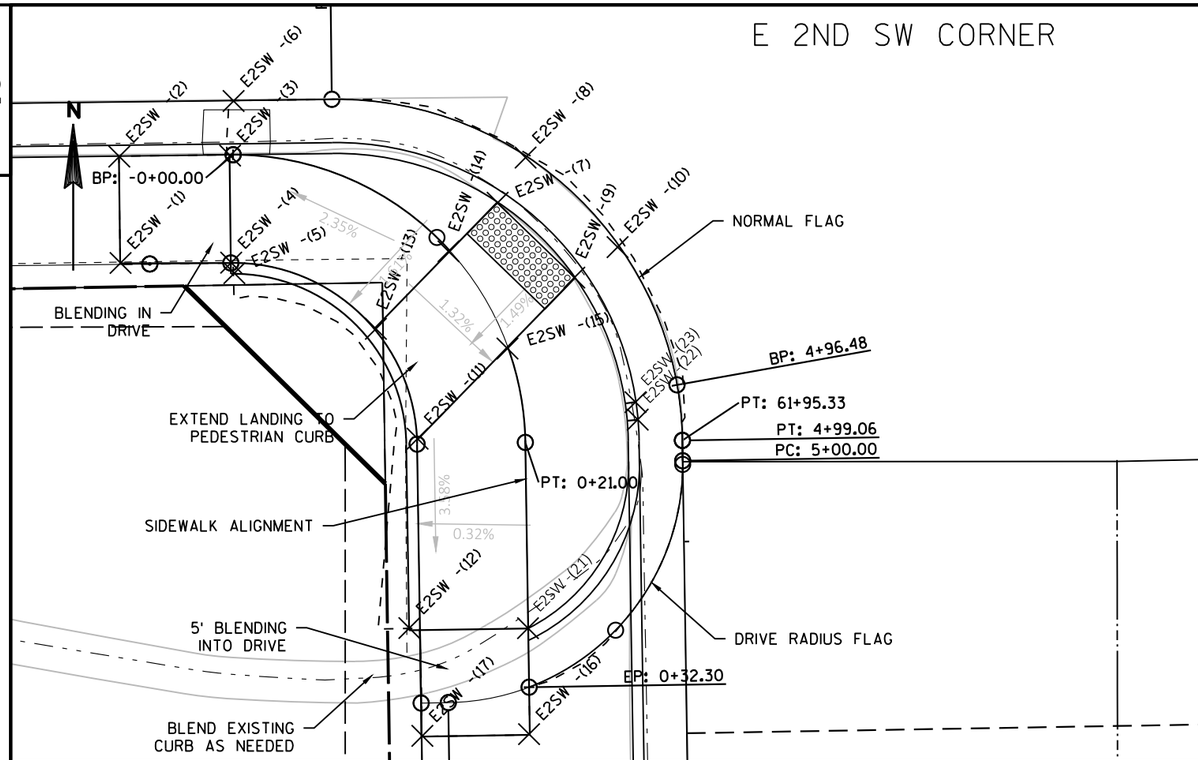


PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 96	E

2

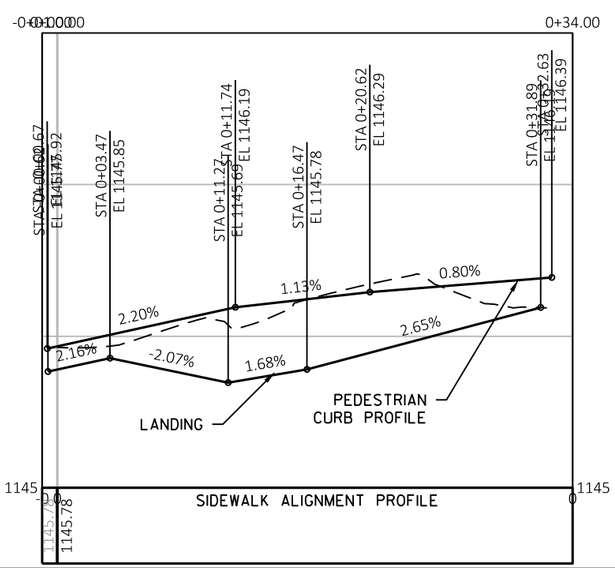
E 2ND SW CORNER

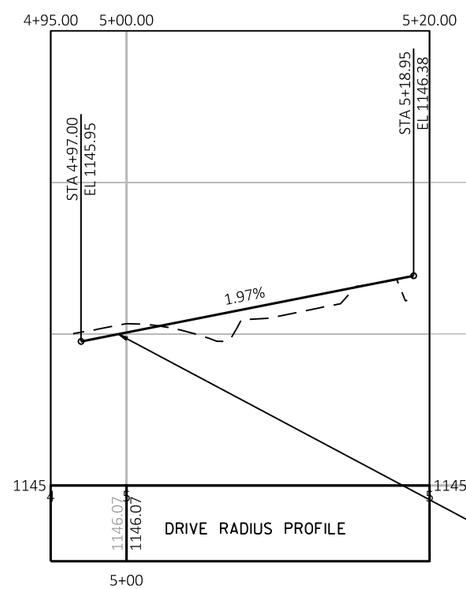


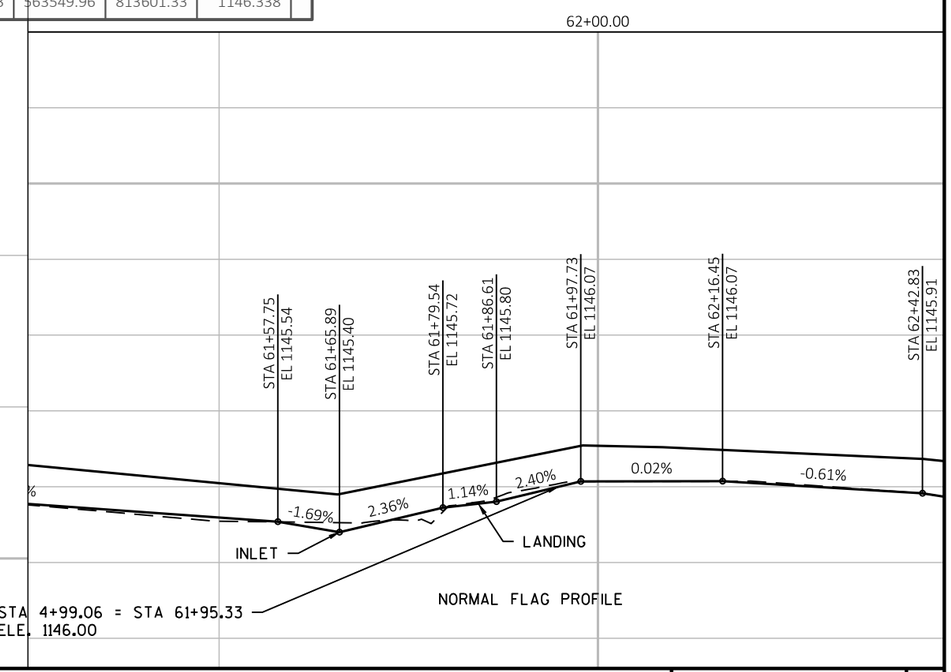
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
E2SW -(1)	1076+52.37	31.496	563555.75	813516.61	1146.216
E2SW -(2)	1076+52.41	26.580	563560.67	813516.55	1145.952
E2SW -(3)	1076+67.98	26.601	563560.71	813521.67	1145.789
E2SW -(4)	1076+67.95	31.548	563555.77	813521.71	1145.869
E2SW -(5)	1076+67.95	32.053	563555.28	813521.86	0.000
E2SW -(6)	1076+68.59	24.085	563563.23	813521.83	1145.402
E2SW -(7)	1077+05.56	28.941	563558.53	813534.02	1145.635
E2SW -(8)	1077+09.59	26.871	563560.62	813535.32	1145.722
E2SW -(9)	1077+16.23	32.442	563555.08	813537.57	1145.713
E2SW -(10)	1077+22.39	31.058	563556.49	813539.56	1145.790
E2SW -(11)	1076+93.86	39.786	563547.64	813530.32	1145.958
E2SW -(12)	1076+92.36	48.528	563538.89	813529.95	1146.369
E2SW -(13)	1076+88.19	34.689	563552.71	813528.40	1145.773
E2SW -(14)	1076+98.55	31.154	563556.29	813531.75	1145.690
E2SW -(15)	1077+06.69	35.679	563551.80	813534.48	1145.783
E2SW -(16)	1077+09.04	53.498	563533.99	813535.48	1146.175
E2SW -(17)	1076+94.01	53.514	563533.91	813530.55	1146.215
E2SW -(21)	1077+09.07	48.603	563538.89	813535.43	1146.126
E2SW -(22)	1077+24.89	39.040	563548.52	813540.49	1146.333
E2SW -(23)	1077+24.61	38.228	563549.33	813540.39	1146.333
E2SW -(27)	1079+10.36	38.383	563549.96	813601.33	1146.338

2

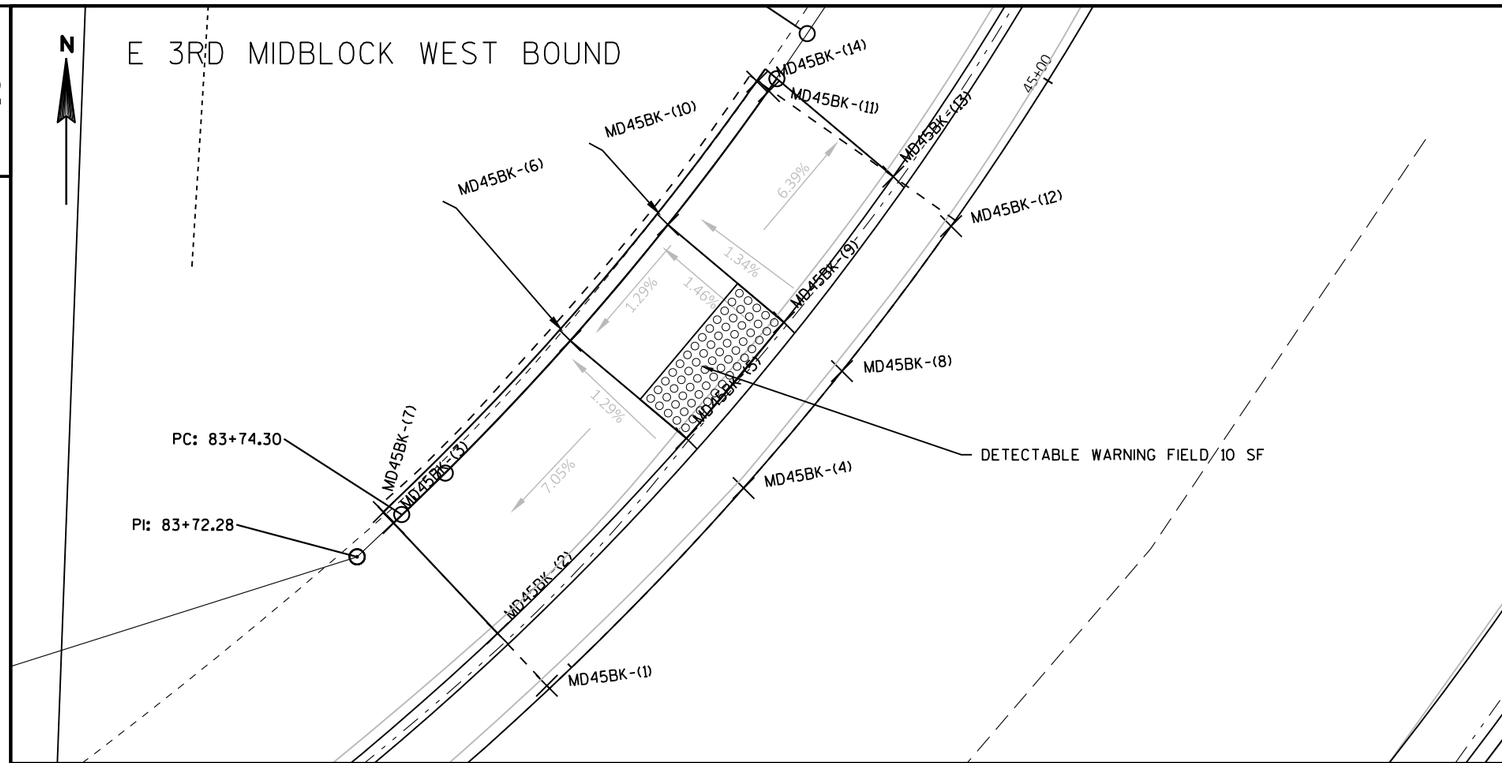






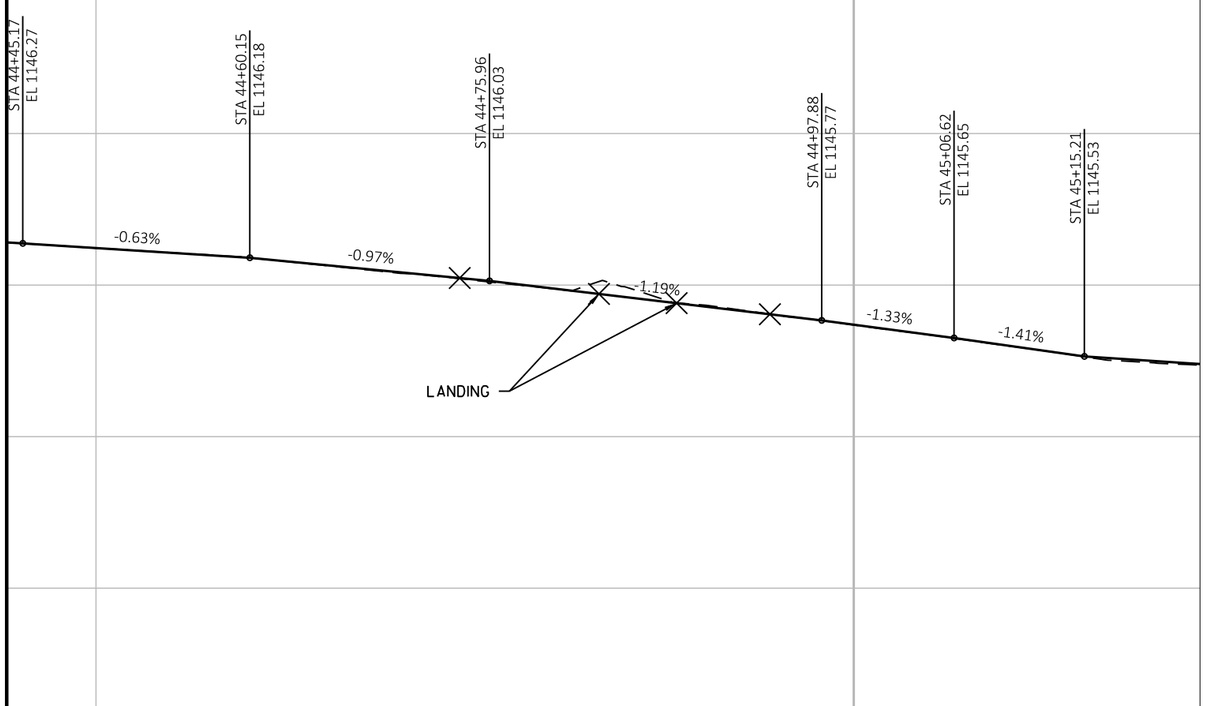
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 97	E

2



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
MD45BK-(1)	1086+02.56	51.130	563642.39	813827.25	1146.039
MD45BK-(2)	1085+97.65	52.877	563644.12	813825.63	1146.472
MD45BK-(3)	1085+87.35	56.557	563647.75	813822.19	1146.547
MD45BK-(4)	1089+81.43	56.276	563648.91	813833.74	1145.942
MD45BK-(5)	1089+86.67	58.086	563650.55	813831.86	1145.862
MD45BK-(6)	1089+97.03	61.760	563653.77	813828.03	1145.946
MD45BK-(7)	1085+86.38	56.925	563648.12	813821.87	1146.559
MD45BK-(8)	1089+92.71	52.856	563652.77	813836.99	1145.882
MD45BK-(9)	1089+97.89	54.693	563654.38	813835.07	1145.801
MD45BK-(10)	1090+08.22	58.368	563657.60	813831.25	1145.884
MD45BK-(11)	1090+22.30	54.553	563662.00	813834.58	1146.253
MD45BK-(12)	1090+06.76	49.037	563657.55	813840.59	1145.810
MD45BK-(13)	1090+12.00	50.867	563659.18	813838.68	1146.183
MD45BK-(14)	1090+23.22	54.910	563662.32	813834.20	1146.284

2



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 98	E

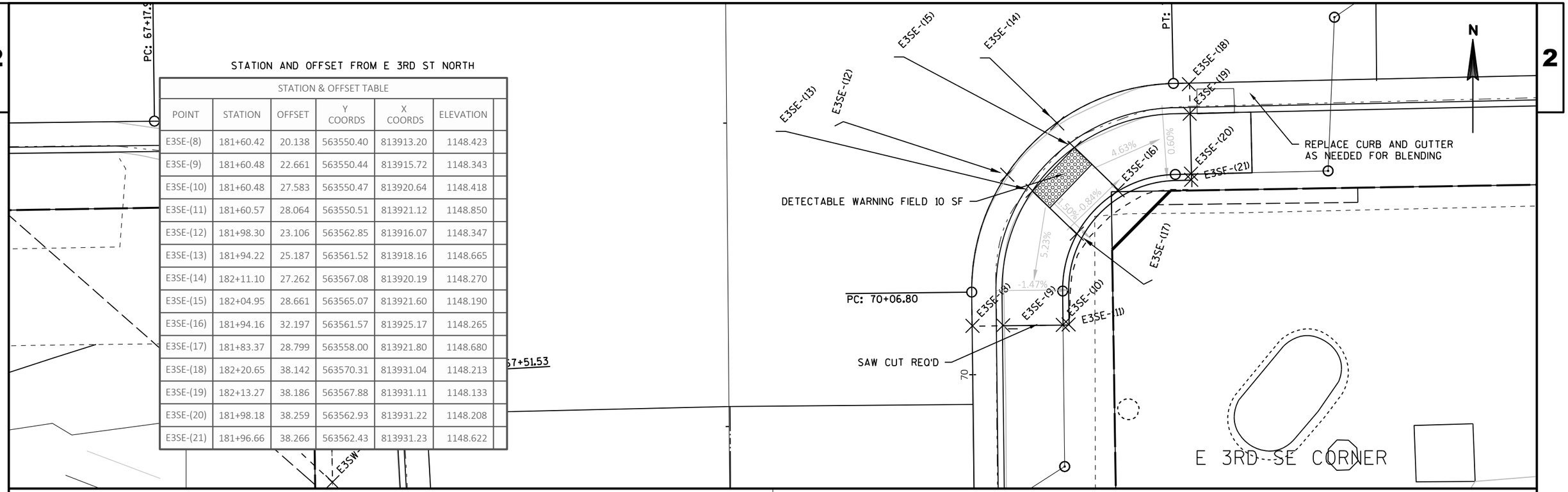
FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 3.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:44 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:5 FT_1

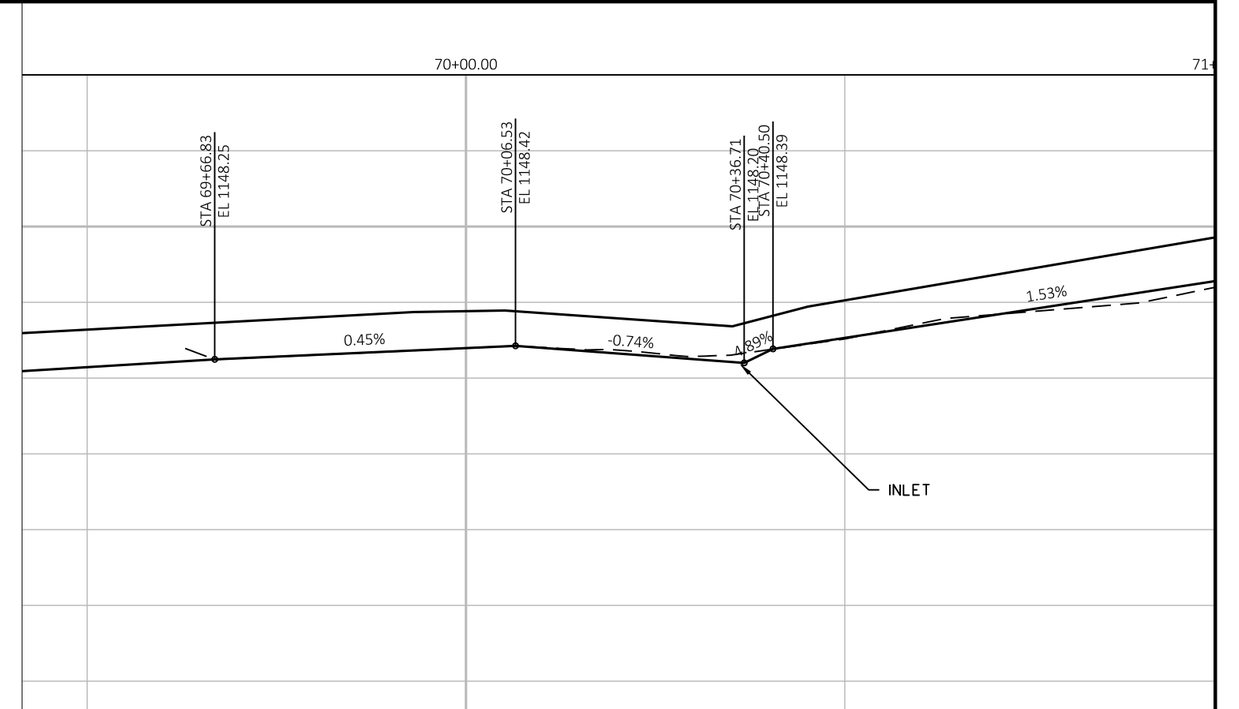
WISDOT/CADDS SHEET 44

STATION AND OFFSET FROM E 3RD ST NORTH

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
E3SE-(8)	181+60.42	20.138	563550.40	813913.20	1148.423
E3SE-(9)	181+60.48	22.661	563550.44	813915.72	1148.343
E3SE-(10)	181+60.48	27.583	563550.47	813920.64	1148.418
E3SE-(11)	181+60.57	28.064	563550.51	813921.12	1148.850
E3SE-(12)	181+98.30	23.106	563562.85	813916.07	1148.347
E3SE-(13)	181+94.22	25.187	563561.52	813918.16	1148.665
E3SE-(14)	182+11.10	27.262	563567.08	813920.19	1148.270
E3SE-(15)	182+04.95	28.661	563565.07	813921.60	1148.190
E3SE-(16)	181+94.16	32.197	563561.57	813925.17	1148.265
E3SE-(17)	181+83.37	28.799	563558.00	813921.80	1148.680
E3SE-(18)	182+20.65	38.142	563570.31	813931.04	1148.213
E3SE-(19)	182+13.27	38.186	563567.88	813931.11	1148.133
E3SE-(20)	181+98.18	38.259	563562.93	813931.22	1148.208
E3SE-(21)	181+96.66	38.266	563562.43	813931.23	1148.622



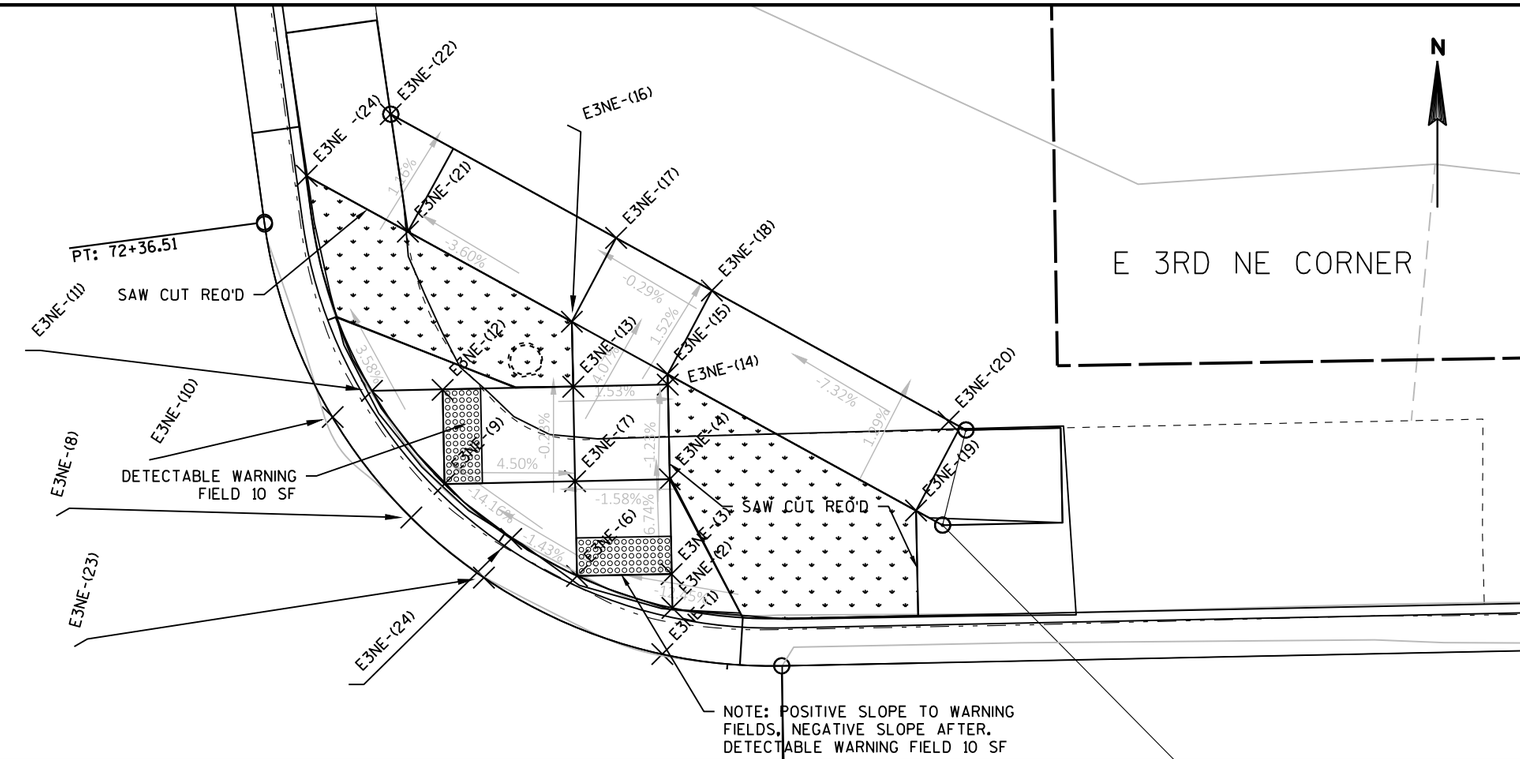


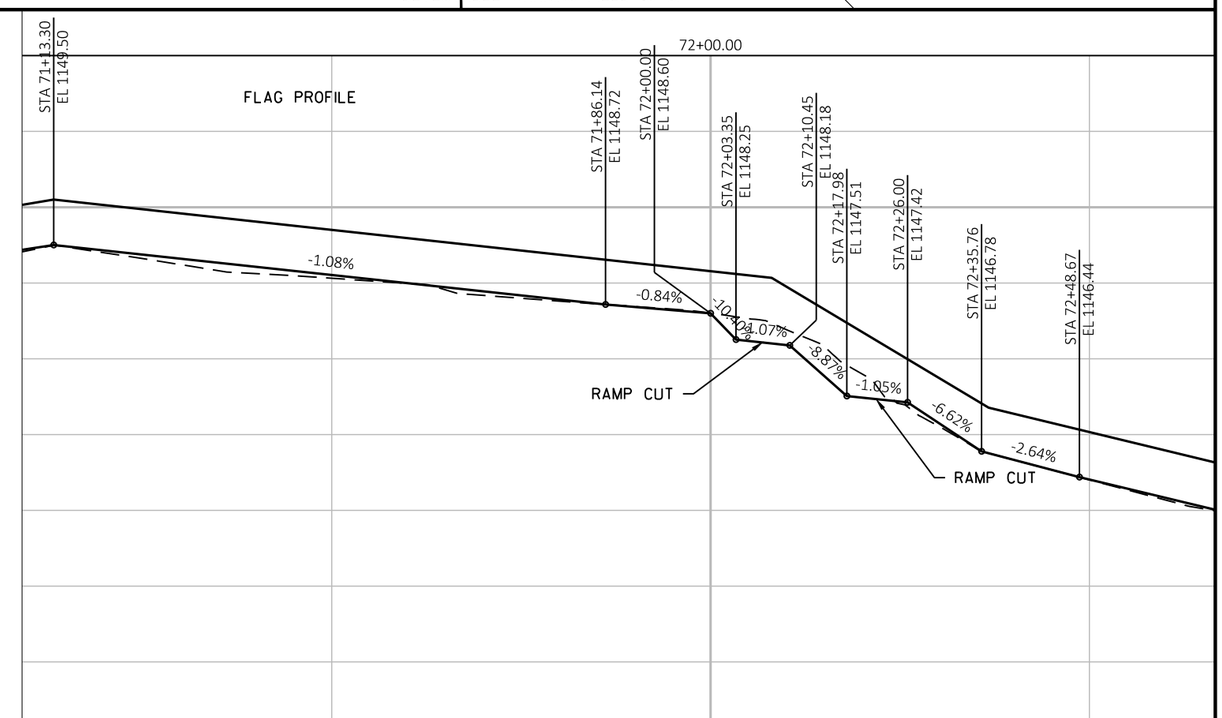
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 99	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 3.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:44 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:8

2

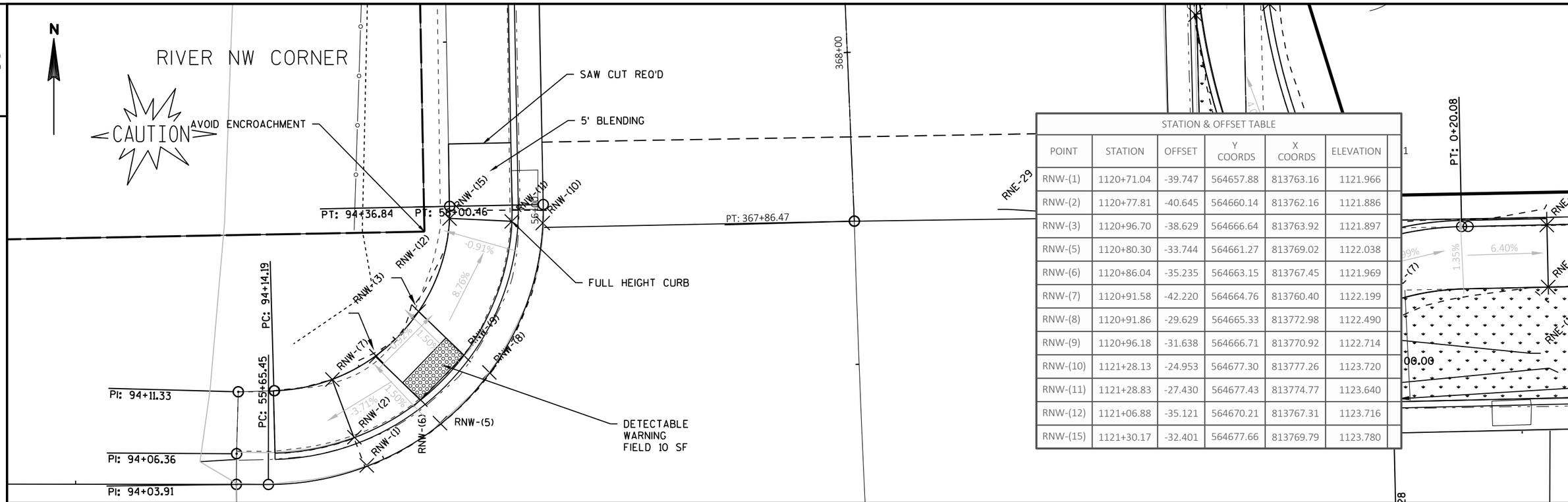
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
E3NE-(1)	1088+56.55	48.117	563612.83	813939.93	1148.250
E3NE-(2)	1088+63.90	48.760	563615.27	813940.46	1148.171
E3NE-(3)	1088+69.35	48.798	563617.06	813940.41	1148.198
E3NE-(4)	1088+84.59	48.932	563622.06	813940.31	1147.854
E3NE-(6)	1088+69.75	43.809	563616.95	813935.42	1148.110
E3NE-(7)	1088+84.99	43.939	563621.95	813935.32	1147.789
E3NE-(8)	1088+80.39	35.214	563620.04	813926.68	1147.499
E3NE-(9)	1088+85.51	37.047	563621.81	813928.43	1147.420
E3NE-(10)	1088+97.12	31.314	563625.34	813922.52	1147.428
E3NE-(11)	1089+01.02	33.445	563626.73	813924.59	1147.348
E3NE-(12)	1089+00.66	37.177	563626.78	813928.33	1147.404
E3NE-(13)	1089+00.17	44.079	563626.94	813935.23	1147.724
E3NE-(14)	1088+99.80	49.061	563627.05	813940.21	1147.800
E3NE-(15)	1089+01.51	49.075	563627.61	813940.20	1147.850
E3NE-(16)	1089+10.65	44.160	563630.38	813935.15	1147.830
E3NE-(17)	1089+23.79	46.699	563634.80	813937.49	1147.902
E3NE-(18)	1089+14.62	51.622	563632.02	813942.54	1147.925
E3NE-(19)	1088+77.73	61.846	563620.41	813953.32	1149.068
E3NE-(20)	1088+91.76	63.781	563625.10	813955.04	1149.081
E3NE-(21)	1089+26.35	35.733	563635.13	813926.49	1147.469
E3NE-(22)	1089+45.34	35.117	563641.33	813925.59	1147.406
E3NE-(23)	1088+70.18	38.896	563616.87	813930.51	1147.879
E3NE-(24)	1088+76.18	40.428	563618.91	813931.95	1148.100
E3NE -(24)	1089+36.07	30.539	563638.08	813921.16	1147.406



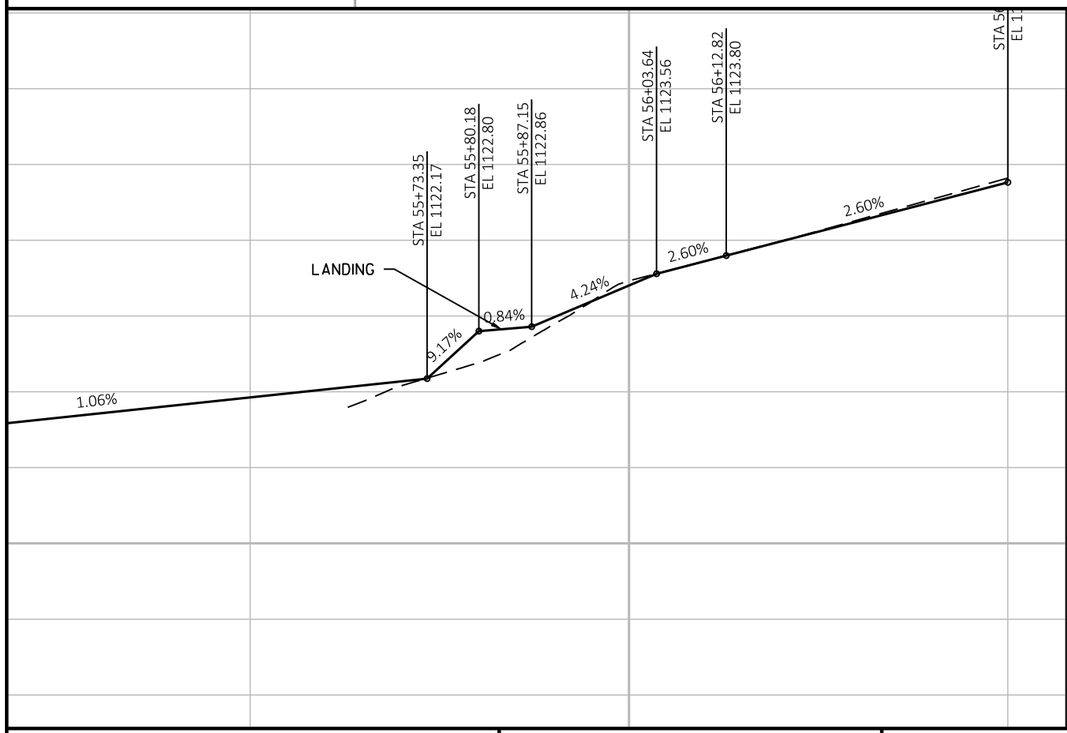


2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 100	E

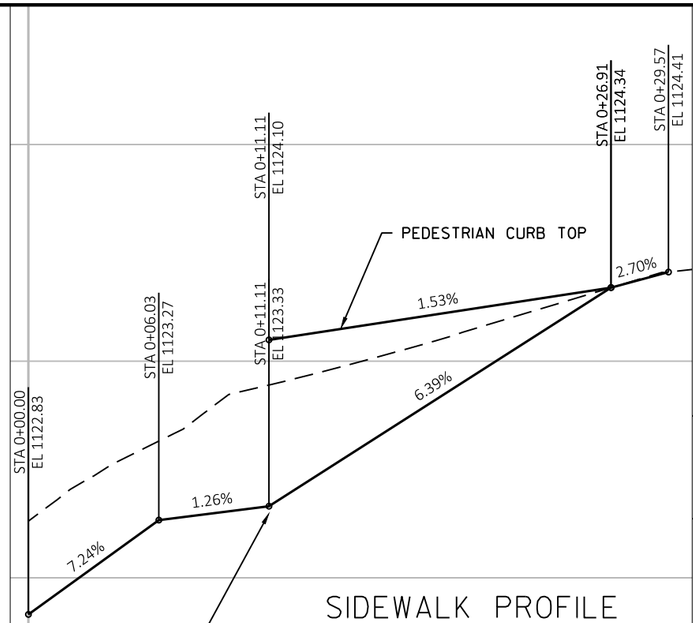


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
RNW-(1)	1120+71.04	-39.747	564657.88	813763.16	1121.966
RNW-(2)	1120+77.81	-40.645	564660.14	813762.16	1121.886
RNW-(3)	1120+96.70	-38.629	564666.64	813763.92	1121.897
RNW-(5)	1120+80.30	-33.744	564661.27	813769.02	1122.038
RNW-(6)	1120+86.04	-35.235	564663.15	813767.45	1121.969
RNW-(7)	1120+91.58	-42.220	564664.76	813760.40	1122.199
RNW-(8)	1120+91.86	-29.629	564665.33	813772.98	1122.490
RNW-(9)	1120+96.18	-31.638	564666.71	813770.92	1122.714
RNW-(10)	1121+28.13	-24.953	564677.30	813777.26	1123.720
RNW-(11)	1121+28.83	-27.430	564677.43	813774.77	1123.640
RNW-(12)	1121+06.88	-35.121	564670.21	813767.31	1123.716
RNW-(15)	1121+30.17	-32.401	564677.66	813769.79	1123.780

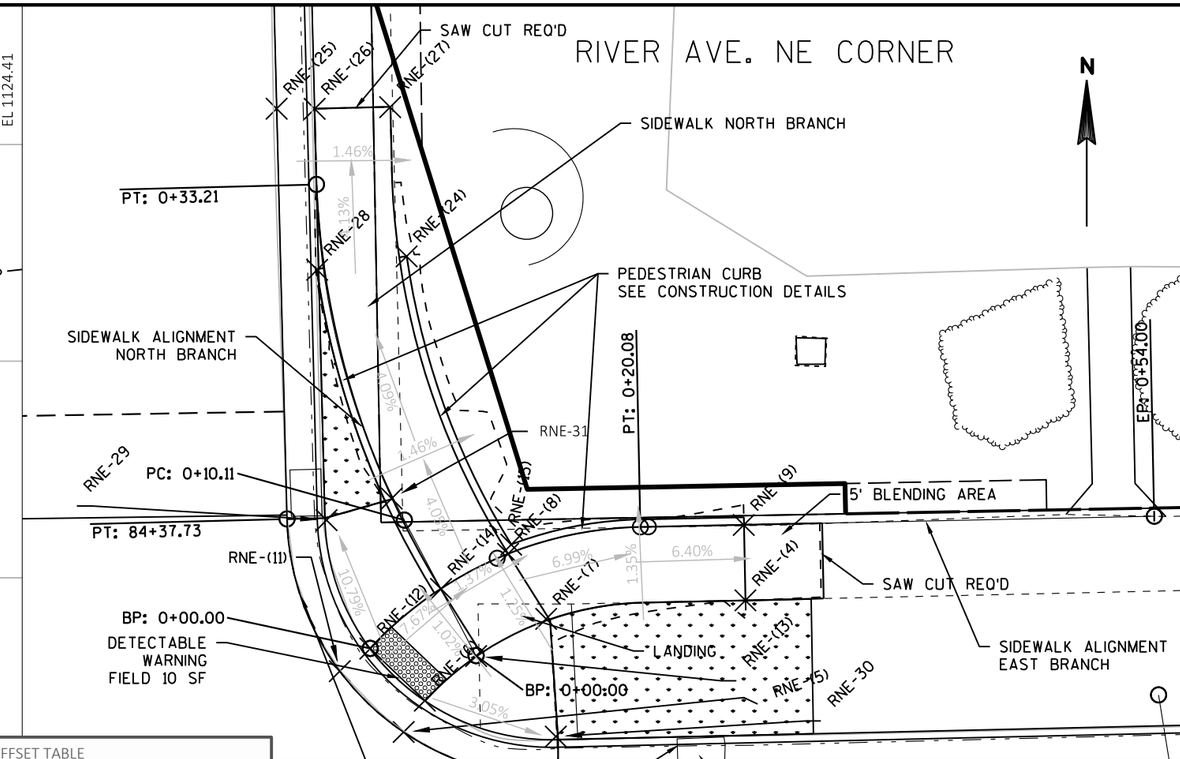


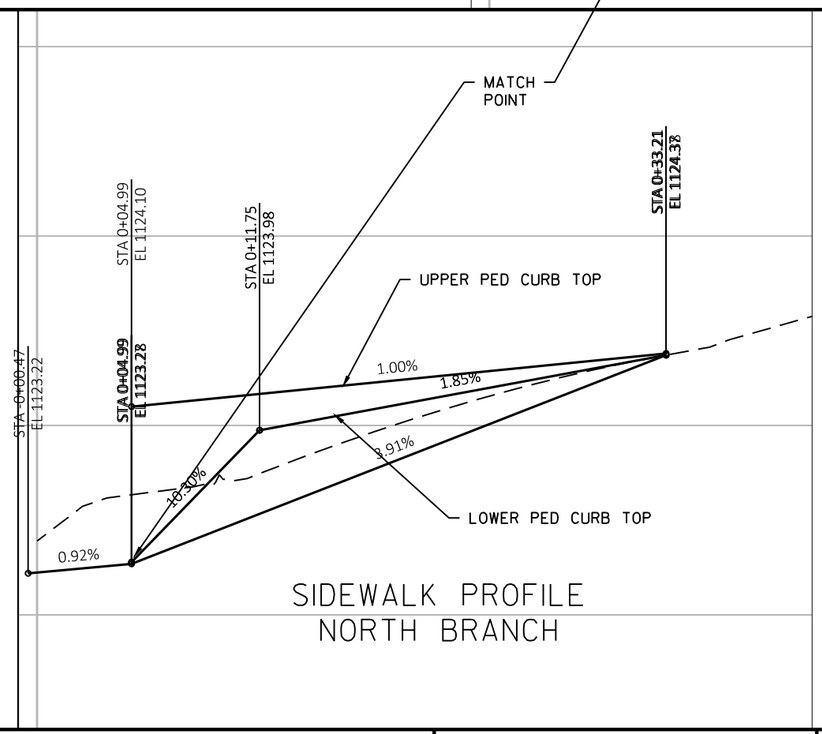
CONSTRUCT RAMP AND SIDEWALK ACCORDING TO DETAILS
AVOID ENCROACHMENT ONTO PARK PROPERTY

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 101	E



SIDEWALK PROFILE
EAST BRANCH

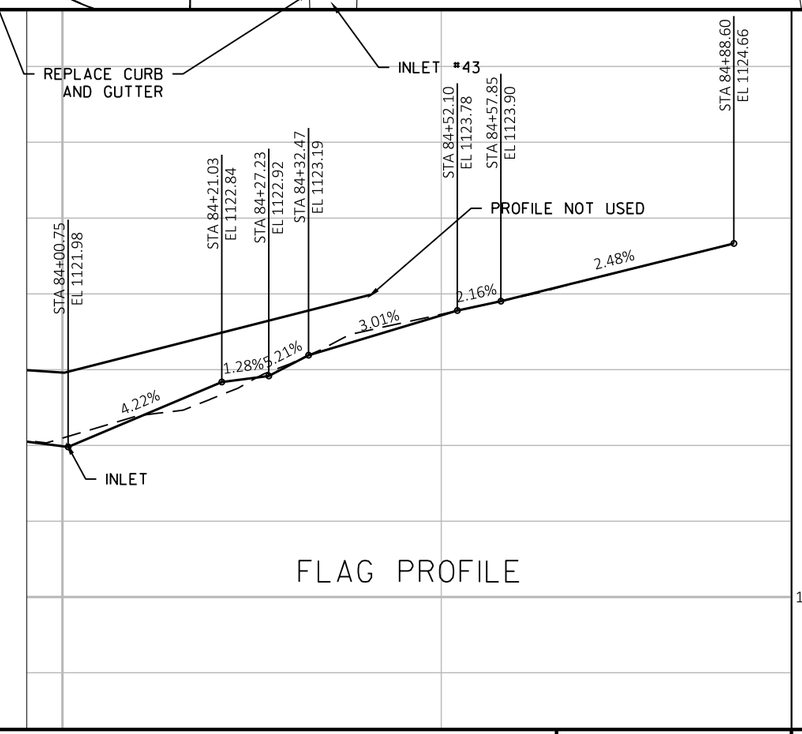




SIDEWALK PROFILE
NORTH BRANCH

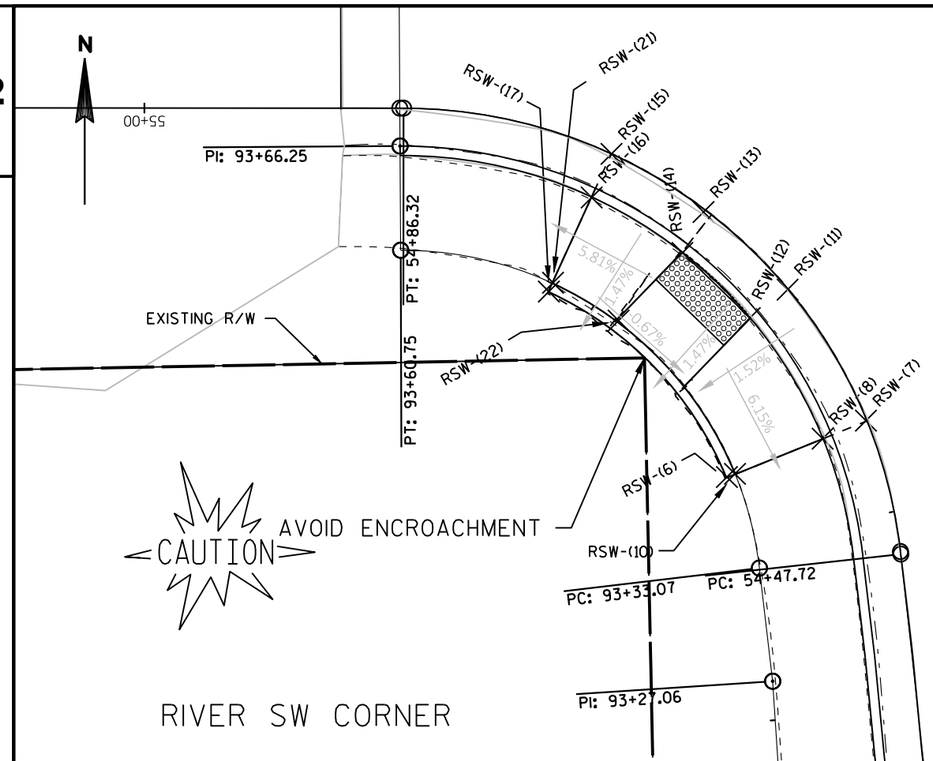
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
RNE-(4)	1121+03.47	55.407	564672.17	813857.82	1124.265
RNE-(5)	1120+78.66	32.538	564663.48	813835.27	1122.836
RNE-(6)	1120+84.97	34.017	564665.55	813836.67	1122.760
RNE-(7)	1121+01.03	42.222	564670.94	813844.67	1123.317
RNE-(8)	1121+14.87	39.854	564675.24	813842.16	1123.334
RNE-(9)	1121+19.41	55.457	564677.14	813857.71	1124.339
RNE-(11)	1120+91.73	28.487	564667.50	813831.06	1122.912
RNE-(12)	1120+96.18	30.557	564668.99	813833.07	1122.834
RNE-(13)	1120+93.84	37.519	564668.50	813840.06	1123.155
RNE-(14)	1121+08.01	35.358	564672.93	813837.74	1123.267
RNE-(15)	1121+16.76	40.078	564675.84	813842.37	1124.104
RNE-(24)	1121+74.18	33.939	564694.86	813835.46	1124.340
RNE-(25)	1122+04.94	25.781	564704.60	813826.89	1124.076
RNE-(26)	1122+04.60	28.285	564704.60	813829.40	1124.500
RNE-(27)	1122+04.30	33.270	564704.71	813834.38	1124.719
RNE-28	1121+72.23	28.005	564693.98	813829.56	1124.271
RNE-29	1121+22.98	27.943	564677.46	813830.18	1123.715
RNE-30	1120+76.37	42.556	564663.19	813845.31	1123.068
RNE-31	1121+25.63	32.291	564678.88	813834.48	1123.975

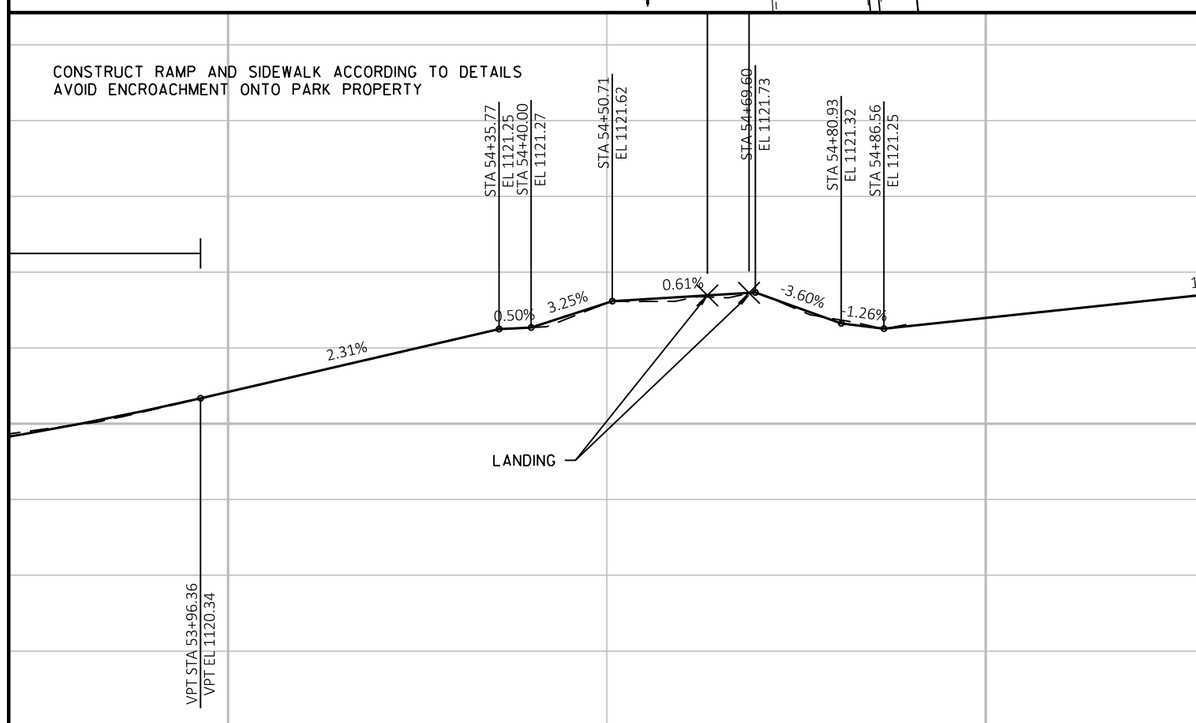


FLAG PROFILE

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 102	E



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
RSW-(6)	1119+11.29	-33.241	564604.34	813773.28	1121.527
RSW-(7)	1119+18.15	-25.661	564607.31	813780.63	1121.572
RSW-(8)	1119+15.93	-28.024	564606.36	813778.34	1121.500
RSW-(10)	1119+11.69	-32.799	564604.50	813773.71	1121.855
RSW-(11)	1119+39.70	-29.195	564614.23	813776.49	1121.662
RSW-(12)	1119+35.74	-31.307	564612.73	813774.49	1121.982
RSW-(13)	1119+52.87	-33.289	564618.33	813772.05	1121.629
RSW-(14)	1119+46.77	-34.571	564616.17	813770.94	1121.730
RSW-(15)	1119+63.02	-37.895	564621.39	813767.20	1121.316
RSW-(16)	1119+56.49	-39.115	564619.09	813766.15	1121.244
RSW-(17)	1119+42.44	-41.761	564614.12	813763.89	1121.496
RSW-(21)	1119+43.75	-41.506	564614.59	813764.11	1121.249
RSW-(22)	1119+37.05	-38.224	564612.59	813767.56	1122.103

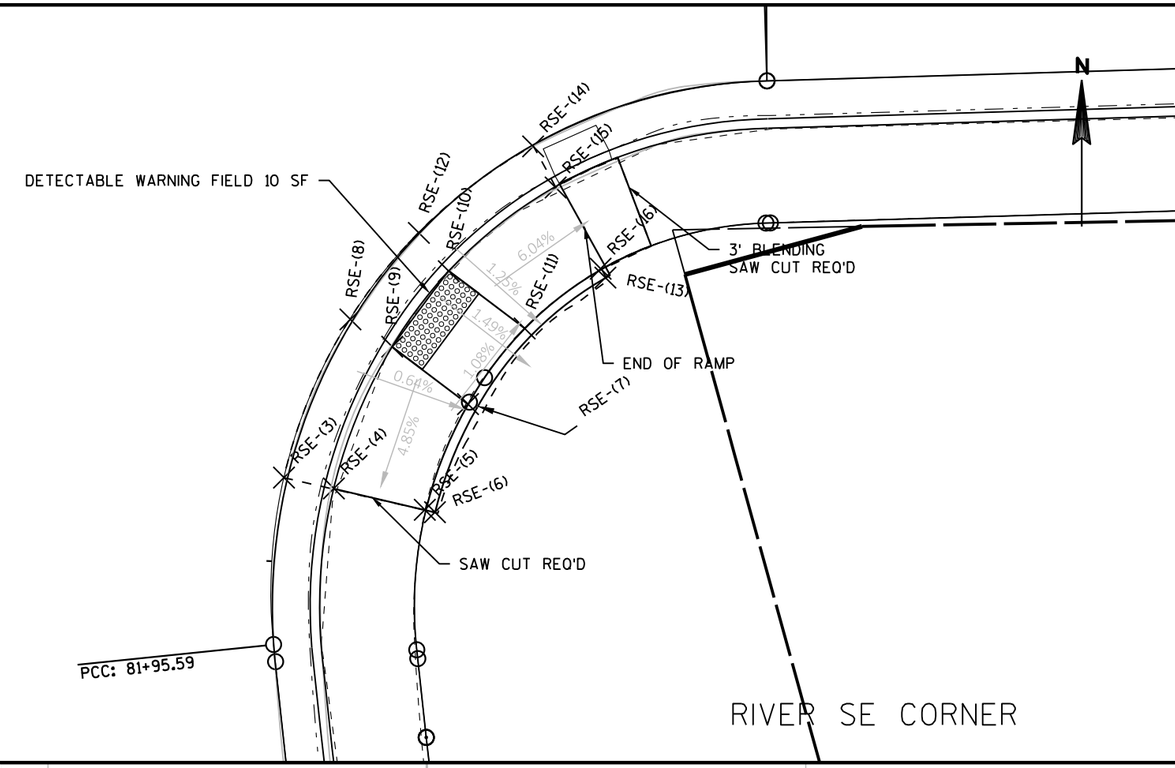


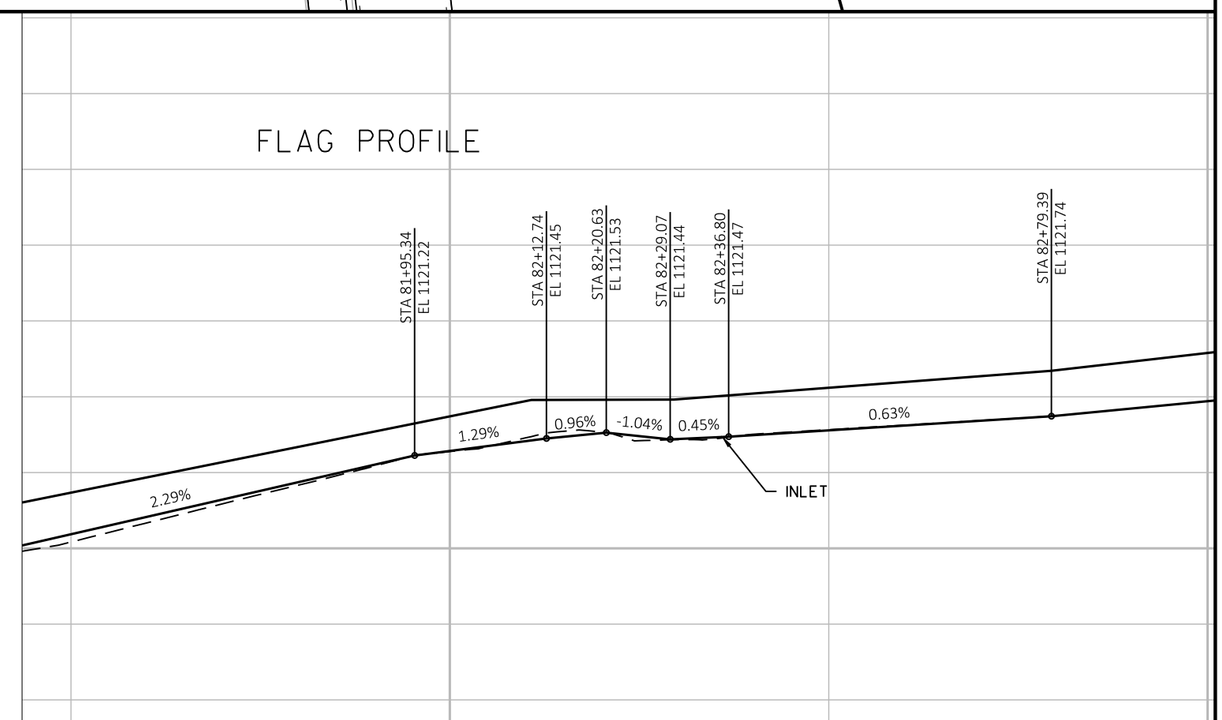
2

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 103	E

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	
RSE-(3)	1118+76.76	25.164	564598.59	813832.51	1121.357	
RSE-(4)	1118+74.14	27.725	564598.01	813835.14	1121.294	
RSE-(5)	1118+69.08	32.388	564596.88	813839.94	1121.339	
RSE-(6)	1118+68.53	32.908	564596.76	813840.48	1121.633	
RSE-(7)	1118+85.81	35.214	564602.47	813842.22	1121.703	
RSE-(8)	1119+01.63	29.466	564606.93	813836.02	1121.451	
RSE-(9)	1118+96.51	31.525	564605.49	813838.22	1121.373	
RSE-(10)	1119+08.09	34.871	564609.48	813841.21	1121.658	
RSE-(11)	1118+97.42	38.579	564606.46	813845.22	1121.682	
RSE-(12)	1119+14.86	33.478	564611.50	813839.63	1121.523	
RSE-(13)	1119+04.62	43.069	564609.14	813849.47	1121.443	
RSE-(14)	1119+27.54	39.887	564616.07	813845.66	1121.494	
RSE-(15)	1119+20.38	40.883	564613.90	813846.85	1121.418	
RSE-(16)	1119+06.17	42.864	564609.61	813849.22	1121.542	





PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	CURB RAMP CONSTRUCTION DETAILS	SHEET 104	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\RAMP DETAILS\0501022 RAMP 3.DWG
LAYOUT NAME - ****
PLOT DATE : 10/7/2020 2:45 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1:8

Estimate Of Quantities

1580-31-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0109.S	Removing Concrete Surface Partial Depth	SF	214,820.000	214,820.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,191.000	1,191.000
0006	204.0150	Removing Curb & Gutter	LF	1,169.000	1,169.000
0008	204.0155	Removing Concrete Sidewalk	SY	693.000	693.000
0010	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0012	205.0100	Excavation Common	CY	6.000	6.000
0014	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	20.000	20.000
0016	208.1100	Select Borrow	CY	5.000	5.000
0018	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1580-31-71	LS	1.000	1.000
0020	213.0100	Finishing Roadway (project) 01. 1580-31-71	EACH	1.000	1.000
0022	305.0115	Base Aggregate Dense 3/4-Inch	CY	4.000	4.000
0024	305.0125	Base Aggregate Dense 1 1/4-Inch	CY	4.000	4.000
0026	390.0103	Base Patching	SY	10.000	10.000
0028	416.0610	Drilled Tie Bars	EACH	380.000	380.000
0030	416.0620	Drilled Dowel Bars	EACH	12.000	12.000
0032	450.4000	HMA Cold Weather Paving	TON	809.000	809.000
0034	455.0605	Tack Coat	GAL	3,351.000	3,351.000
0036	460.2000	Incentive Density HMA Pavement	DOL	1,910.000	1,910.000
0038	460.6645	HMA Pavement 5 MT 58-34 V	TON	3,237.000	3,237.000
0040	465.0105	Asphaltic Surface	TON	90.000	90.000
0042	465.0110	Asphaltic Surface Patching	TON	30.000	30.000
0044	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,169.000	1,169.000
0046	601.0600	Concrete Curb Pedestrian	LF	497.000	497.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	6,538.000	6,538.000
0050	602.0415	Concrete Sidewalk 6-Inch	SF	374.000	374.000
0052	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	404.000	404.000
0054	602.2400	Concrete Safety Islands	SF	2,568.000	2,568.000
0056	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	14.000	14.000
0058	611.0430	Reconstructing Inlets	EACH	32.000	32.000
0060	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0062	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0064	611.1230	Catch Basins 2x3-FT	EACH	1.000	1.000
0066	611.8110	Adjusting Manhole Covers	EACH	25.000	25.000
0068	611.8115	Adjusting Inlet Covers	EACH	11.000	11.000
0070	611.8120.S	Cover Plates Temporary	EACH	25.000	25.000
0072	612.0404	Pipe Underdrain Wrapped 4-Inch	LF	50.000	50.000
0074	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1580-31-71	EACH	1.000	1.000

1580-31-71

Line	Item	Item Description	Unit	Total	Qty
0076	619.1000	Mobilization	EACH	1.000	1.000
0078	620.0300	Concrete Median Sloped Nose	SF	60.000	60.000
0080	624.0100	Water	MGAL	1.000	1.000
0082	625.0105	Topsoil	CY	3.000	3.000
0084	625.0500	Salvaged Topsoil	SY	99.000	99.000
0086	627.0200	Mulching	SY	5.000	5.000
0088	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0090	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0092	628.2008	Erosion Mat Urban Class I Type B	SY	99.000	99.000
0094	628.7015	Inlet Protection Type C	EACH	28.000	28.000
0096	629.0210	Fertilizer Type B	CWT	1.000	1.000
0098	630.0110	Seeding Mixture No. 10	LB	32.000	32.000
0100	630.0200	Seeding Temporary	LB	32.000	32.000
0102	630.0500	Seed Water	MGAL	1.000	1.000
0104	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0106	637.2210	Signs Type II Reflective H	SF	10.000	10.000
0108	638.2102	Moving Signs Type II	EACH	2.000	2.000
0110	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0112	642.5201	Field Office Type C	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	6,402.000	6,402.000
0116	643.0410	Traffic Control Barricades Type II	DAY	1,764.000	1,764.000
0118	643.0420	Traffic Control Barricades Type III	DAY	1,208.000	1,208.000
0120	643.0705	Traffic Control Warning Lights Type A	DAY	2,767.000	2,767.000
0122	643.0900	Traffic Control Signs	DAY	3,531.000	3,531.000
0124	643.1050	Traffic Control Signs PCMS	DAY	15.000	15.000
0126	643.5000	Traffic Control	EACH	1.000	1.000
0128	644.1420	Temporary Pedestrian Surface Plywood	SF	72.000	72.000
0130	644.1601	Temporary Pedestrian Curb Ramp	DAY	450.000	450.000
0132	646.1020	Marking Line Epoxy 4-Inch	LF	14,343.000	14,343.000
0134	646.3020	Marking Line Epoxy 8-Inch	LF	265.000	265.000
0136	646.5020	Marking Arrow Epoxy	EACH	34.000	34.000
0138	646.5320	Marking Railroad Crossings Epoxy	EACH	2.000	2.000
0140	646.6120	Marking Stop Line Epoxy 18-Inch	LF	400.000	400.000
0142	646.7120	Marking Diagonal Epoxy 12-Inch	LF	30.000	30.000
0144	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,573.000	1,573.000
0146	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	1,734.000	1,734.000
0148	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0150	646.9000	Marking Removal Line 4-Inch	LF	500.000	500.000
0152	649.0105	Temporary Marking Line Paint 4-Inch	LF	2,300.000	2,300.000
0154	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000

1580-31-71

Line	Item	Item Description	Unit	Total	Qty
0156	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,169.000	1,169.000
0158	650.8000	Construction Staking Resurfacing Reference	LF	3,753.000	3,753.000
0160	650.8500	Construction Staking Electrical Installations (project) 01. 1580-31-71	LS	1.000	1.000
0162	650.9000	Construction Staking Curb Ramps	EACH	39.000	39.000
0164	650.9910	Construction Staking Supplemental Control (project) 01. 1580-31-71	LS	1.000	1.000
0166	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	20.000	20.000
0168	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	20.000	20.000
0170	652.0310	Conduit Rigid Nonmetallic Schedule 80 1-Inch	LF	20.000	20.000
0172	653.0135	Pull Boxes Steel 24x36-Inch	EACH	2.000	2.000
0174	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0176	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0178	655.0230	Cable Traffic Signal 5-14 AWG	LF	200.000	200.000
0180	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	200.000	200.000
0182	690.0150	Sawing Asphalt	LF	923.000	923.000
0184	690.0250	Sawing Concrete	LF	2,319.000	2,319.000
0186	740.0440	Incentive IRI Ride	DOL	3,150.000	3,150.000
0188	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0190	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
0192	SPV.0060	Special 01. Adjusting Water Valves	EACH	32.000	32.000
0194	SPV.0060	Special 02. Adjusting Well Heads	EACH	2.000	2.000
0196	SPV.0090	Special 01. Concrete Curb and Gutter Cure and Seal Treatment	LF	1,169.000	1,169.000
0198	SPV.0105	Special 01. Removing Existing Electrical Service	LS	1.000	1.000
0200	SPV.0105	Special 03. Removing Pedestrian Crossing Light Assemblies	LS	1.000	1.000
0202	SPV.0165	Special 01. Cure and Seal Treatment, Concrete Median	SF	2,568.000	2,568.000
0204	SPV.0165	Special 02. Wall Modular Block Gravity Landscape	SF	147.000	147.000

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REMOVING CONCRETE SURFACE PARTIAL DEPTH

204.0109.S

CAT	STATION TO STATION	LOC	SF	REMARKS
0010	326+28 - 367+86	LT&RT	193729	MAINLINE
0010	326+28 - 367+68	LT&RT	21091	STREET APRONS
TOTAL 0010			214820	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

204.0115

CAT	STATION TO STATION	LOC	SY	REMARKS
0010	326+00 - 326+28	END	133	BEGIN PROJECT
0010	326+50	LT	44	W.8TH ST.
0010	329+50	RT	45	W.7TH ST.
		LT	43	W.7TH ST.
0010	333+00	RT	45	W.6TH ST.
		LT	39	W.6TH ST.
0010	336+50	RT	63	W.5TH ST.
0010	338+75	LT	39	W.5TH ST.
0010	340+25	RT	37	W.4TH ST.
		LT	38	W.4TH ST.
0010	343+75	LT	51	W.3RD ST.
		RT	44	W.3RD ST.
0010	347+00	LT	95	W.2ND ST
		RT	44	W.2ND ST
0010	350+25	RT	70	FIRST
0010	353+60	RT	44	E.2ND ST.
0010	357+00	LT	50	E.3RD ST.
		RT	46	E.3RD ST.
0010	367+50	LT	36	RIVER AVE.
		RT	45	RIVER AVE.
0010	368+20	END	140	END PROJECT
TOTAL 0010			1191	

REMOVING CONCRETE BASES

204.0195

CAT	STATION	LOC	EACH	REMARKS
0020	346+70	LT&RT	2	PED LIGHT BASE
TOTAL 0020			2	

REMOVING CURB & GUTTER

204.0150

CAT	STATION TO STATION	LOC	LF	REMARKS
0010	326+17 - 326+37	LT	21	W.8TH NW
0010	326+87 - 327+12	LT	23	W.8TH NE
0010	326+19 - 326+36	RT	14	W.8TH SW
0010	326+88 - 327+07	RT	17	W.8TH SE
0010	328+95 - 329+30	LT	36	W.7TH NW
0010	329+77 - 329+96	LT	22	W.7TH NE
0010	328+92 - 329+30	RT	18	W.7TH SW
0010	329+69 - 329+97	RT	30	W.7TH SE
0010	332+44 - 332+71	LT	22	W.6TH NW
0010	333+11 - 333+42	LT	0	W.6TH NE
0010	332+46 - 332+74	RT	20	W.6TH SW
0010	333+09 - 333+37	RT	32	W.6TH SE
0010	336+11 - 336+40	RT	32	W.5TH SW
0010	336+88 - 337+02	RT	42	W.5TH SE
0010	338+95 - 338+96	LT	33	N-W.5TH NW RAMP
0010	338+70 - 338+72	LT	18	N-W.5TH NE RAMP
0010	339+87 - 340+16	LT	25	W.4TH NW
0010	340+48 - 340+77	LT	40	W.4TH NE
0010	339+84 - 340+13	RT	23	W.4th SW
0010	340+46 - 340+74	RT	30	W.4TH SE
0010	343+16 - 343+57	LT	27	W.3RD NW
0010	343+92 - 344+23	LT	27	W.3RD NE
0010	343+27 - 343+53	RT	37	W.3RD SW
0010	343+99 - 344+28	RT	30	W.3RD SE
0010	346+56 - 346+85	LT	28	W.2ND NW
0010	347+25 - 347+67	LT	0	W.2ND NE
0010	346+57 - 346+85	RT	40	W.2ND SW
0010	347+25 - 347+51	RT	47	W.2ND SE
0010	349+91 - 350+28	LT	0	FIRST NW
0010	350+51 - 350+76	LT	18	FIRST NE
0010	349+93 - 350+13	RT	54	FIRST SW
0010	350+55 - 350+75	RT	49	FIRST SE
0010	353+30 - 353+50	LT	0	E.2ND NW
0010	353+79 - 353+99	LT	26	E.2ND NE
0010	353+17 - 353+44	RT	50	E.2ND SW
0010	353+85 - 354+10	RT	0	E.2ND SE
0010	356+25 - 357+68	LT	22	E.3RD NW
0010	357+14 - 357+43	LT	42	E.3RD NE
0010	356+39 - 356+69	RT	0	E.3RD SW
0010	357+00 - 357+00	RT	30	E.3RD SE
0010	367+67 - 368+00	LT	37	RIVER NW
0010	367+79 - 368+12	RT	29	RIVER NE
0010	367+03 - 367+36	LT	21	RIVER SW
0010	366+95 - 367+22	RT	27	RIVER SE
0010	326+28 367+89	LT&RT	30	UNDIST. MISC. REPAIR
TOTAL 0010			1169	

REMOVING CONCRETE SIDEWALK

204.0155

CAT	STATION TO STATION	LOC	SY	REMARKS
0010	326+17 - 326+37	LT	11	W.8TH NW
0010	326+87 - 327+12	LT	11	W.8TH NE
0010	326+19 - 326+36	RT	8	W.8TH SW
0010	326+88 - 327+07	RT	9	W.8TH SE
0010	328+95 - 329+30	LT	19	W.7TH NW
0010	329+77 - 329+96	LT	11	W.7TH NE
0010	328+92 - 329+30	RT	5	W.7TH SW
0010	329+69 - 329+97	RT	13	W.7TH SE
0010	332+44 - 332+71	LT	8	W.6TH NW
0010	333+11 - 333+42	LT	1	W.6TH NE
0010	332+46 - 332+74	RT	5	W.6TH SW
0010	333+09 - 333+37	RT	12	W.6TH SE
0010	336+11 - 336+40	RT	13	W.5TH SW
0010	336+88 - 337+02	RT	20	W.5TH SE
0010	337+60 - 337+70	RT	8	RR WALK
0010	337+75 338+25	RT	14	RR SDEWLK SO
0010	338+70 - 338+72	LT	5	NW.5TH NE RMP
0010	339+87 - 340+16	LT	14	W.4TH NW
0010	340+48 - 340+77	LT	36	W.4TH NE
0010	339+84 - 340+13	RT	11	W.4th SW
0010	340+46 - 340+74	RT	23	W.4TH SE
0010	343+16 - 343+57	LT	28	W.3RD NW
0010	343+92 - 344+23	LT	23	W.3RD NE
0010	343+27 - 343+53	RT	23	W.3RD SW
0010	343+99 - 344+28	RT	15	W.3RD SE
0010	346+56 - 346+85	LT	22	W.2ND NW
0010	347+25 - 347+67	LT	0	W.2ND NE
0010	346+57 - 346+85	RT	39	W.2ND SW
0010	347+25 - 347+51	RT	27	W.2ND SE
0010	349+91 - 350+28	LT	0	FIRST NW
0010	350+51 - 350+76	LT	9	FIRST NE
0010	349+93 - 350+13	RT	35	FIRST SW
0010	350+55 - 350+75	RT	23	FIRST SE
0010	353+30 - 353+50	LT	0	E.2ND NW
0010	353+79 - 353+99	LT	13	E.2ND NE
0010	353+17 - 353+44	RT	23	E.2ND SW
0010	353+85 - 354+10	RT	0	E.2ND SE
0010	356+25 - 357+68	LT	11	E.3RD NW
0010	357+14 - 357+43	LT	43	E.3RD NE
0010	356+39 - 356+69	RT	0	E.3RD SW
0010	357+00 - 357+00	RT	16	E.3RD SE
0010	367+67 - 368+00	LT	17	RIVER NW
0010	367+79 - 368+12	RT	38	RIVER NE
0010	367+03 - 367+36	LT	9	RIVER SW
0010	366+95 - 367+22	RT	12	RIVER SE
0010	326+28 367+89	LT&RT	10	UNDIST. MISC. REPAIR
TOTAL 0010			693	

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EXCAVATION COMMON

205.0100

CAT	STATION	CY	REMARKS
0010	UNDISTRIBUTED	6	CURBS & MISC
TOTAL 0010		6	

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

205.0501.S

CAT	STATION	LOC	TON	REMARKS
0010	343+10	RT	20	PROJECT
TOTAL 0010			20	

SELECT BORROW

208.1100

CAT	STATION	CY	REMARKS
0010	PROJECT	5	UNDISTRIBUTED
TOTAL 0010		5	

PREPARE FOUNDATION FOR ASPHALTIC PAVING (1580-31-71)

211.0100

CAT	STATION	LS	REM
0010	PROJECT	1	
TOTAL 0010		1	

BASE AGGREGATE SUMMARY

CAT	STATION	LOC	305.0115 3/4-INCH CY	305.0125 1 1/4-INCH CY	REMARKS
0010	PROJECT		4	4	UNDIST
TOTAL 0010			4	4	

BASE PATCHING

390.0103

CAT	STATION	SY	REMARKS
0010	PROJECT	10	UNDIST
TOTAL 0010		10	

DRILLED TIE BARS

416.0610

CAT	STATION	LOC	EACH	REMARKS
0010	PROJECT	C&G	380	UNDIST
TOTAL 0010			380	

DRILLED DOWEL BARS

416.0620

CAT	STATION	EACH	REMARKS
0010	PROJECT	12	BASE PATCHES
TOTAL 0010		12	

HMA SUMMARY

CAT	STATION TO STATION	450.4000 COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6645 HMA 5MT 58-34V TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
0010	326+28 - 367+86	809	3331	3237			MAINLINE
0010	326+28 - 367+86		20		90	30	BUTT JOINTS
TOTAL 0010		809	3351	3237	90	30	

STORM SEWER SUMMARY

CAT	STATION	LOC	608.0312 PIPE CLASS III 12-INCH LF	611.0530 MANHOLE COVER TYPE J EACJ	611.0624 INLET COVER TYPE H EACH	611.1230 CATCH BASIN 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0430 RECONSTRUCT INLETS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
0010	338+34	LT	14	1	1	1					W.5TH ST
0010	PROJECT						10	11	32	10	UNDIST
0020	PROJECT						15			15	UNDIST
TOTAL			14	1	1	1	25	11	32	25	

CONCRETE SAFETY ISLANDS

CAT	STATION TO STATION	602.2400 SF	SPV.0165.01 CURE AND SEAL TRT SF	REMARKS
0010	337+00 - 340+00	2568	2568	APPX 170 TIE BARS AND 136 PINNED
TOTAL 0010		2568	2568	

PIPE UNDERDRAIN WRAPPED 4-INCH

612.0404

CAT	STATION	LOC	LF	REMARKS
0010	340+65	LT	50	RETAINING WALL
TOTAL 0010			50	

MAINTENANCE AND REPAIR OF HAUL ROADS (1580-31-71)

618.0100

CAT	STATION	EACH	REMARKS
0010	PROJECT	1	UNDIST.
TOTAL 0010		1	

CONCRETE MEDIAN SLOPED NOSE

620.0300

CAT	STATION	LOC	SF	REMARKS
0010	337+00	CTR	30	W. END
0010	340+00	CTR	30	E. END
TOTAL 0010			60	

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CURB AND GUTTER SUMMARY

CAT	STATION	TO	STATION	LOC	601.0409 C & G TYPE A LF	601.0600 PEDESTIRAN CURB LF	SPV.0090.01 CURE AND SEAL TREATMENT LF	REMARKS
0010	326+17	-	326+37	LT	21	8	21	W.8TH NW
0010	326+87	-	327+12	LT	23	15	23	W.8TH NE
0010	326+19	-	326+36	RT	14	14	14	W.8TH SW
0010	326+88	-	327+07	RT	17	17	17	W.8TH SE
0010	328+95	-	329+30	LT	36	12	36	W.7TH NW
0010	329+77	-	329+96	LT	22	12	22	W.7TH NE
0010	328+92	-	329+30	RT	18	12	18	W.7TH SW
0010	329+69	-	329+97	RT	30	12	30	W.7TH SE
0010	332+44	-	332+71	LT	22	8	22	W.6TH NW
0010	333+11	-	333+42	LT	0	0	0	W.6TH NE
0010	332+46	-	332+74	RT	20	13	20	W.6TH SW
0010	333+09	-	333+37	RT	32	9	32	W.6TH SE
0010	336+11	-	336+40	RT	32	12	32	W.5TH SW
0010	336+88	-	337+02	RT	42	0	42	W.5TH SE
0010	337+75		338+25	RT	0	0	0	RR SIDEWALK
0010	338+95	-	338+96	LT	33	0	33	N-W.5TH NW RAMP
0010	338+70	-	338+72	LT	18	14	18	N-W.5TH NE RAMP
0010	339+87	-	340+16	LT	25	12	25	W.4TH NW
0010	340+48	-	340+77	LT	40	0	40	W.4TH NE
0010	339+84	-	340+13	RT	23	11	23	W.4th SW
0010	340+46	-	340+74	RT	30	18	30	W.4TH SE
0010	343+16	-	343+57	LT	27	0	27	W.3RD NW
0010	343+92	-	344+23	LT	27	15	27	W.3RD NE
0010	343+27	-	343+53	RT	37	16	37	W.3RD SW
0010	343+99	-	344+28	RT	30	18	30	W.3RD SE
0010	346+56	-	346+85	LT	28	24	28	W.2ND NW
0010	347+25	-	347+67	LT	0	0	0	W.2ND NE
0010	346+57	-	346+85	RT	40	15	40	W.2ND SW
0010	347+25	-	347+51	RT	47	13	47	W.2ND SE
0010	349+91	-	350+28	LT	0	0	0	FIRST NW
0010	350+51	-	350+76	LT	18	18	18	FIRST NE
0010	349+93	-	350+13	RT	54	0	54	FIRST SW
0010	350+55	-	350+75	RT	49	18	49	FIRST SE
0010	353+30	-	353+50	LT	0	0	0	E.2ND NW
0010	353+79	-	353+99	LT	26	20	26	E.2ND NE
0010	353+17	-	353+44	RT	50	22	50	E.2ND SW
0010	353+85	-	354+10	RT	0	0	0	E.2ND SE
0010	356+25	-	357+68	LT	22	21	22	E.3RD NW
0010	357+14	-	357+43	LT	42	0	42	E.3RD NE
0010	356+39	-	356+69	RT	0	0	0	E.3RD SW
0010	357+00	-	357+00	RT	30	19	30	E.3RD SE
0010	367+67	-	368+00	LT	37	0	37	RIVER NW
0010	367+79	-	368+12	RT	29	48	29	RIVER NE
0010	367+03	-	367+36	LT	21	14	21	RIVER SW
0010	366+95	-	367+22	RT	27	17	27	RIVER SE
0010	326+28		367+89	LT&RT	30		30	UNDIST. MISC. REPAIR
TOTAL 0010					1169	497	1169	

CONCRETE SIDEWALK 4-INCH

CAT	STATION	TO	STATION	LOC	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 WARNING FIELD YELLOW SF	REMARKS
0010	326+17	-	326+37	LT	100		10	W.8TH NW
0010	326+87	-	327+12	LT	96		8	W.8TH NE
0010	326+19	-	326+36	RT	70		10	W.8TH SW
0010	326+88	-	327+07	RT	82		10	W.8TH SE
0010	328+95	-	329+30	LT	166		10	W.7TH NW
0010	329+77	-	329+96	LT	101		10	W.7TH NE
0010	328+92	-	329+30	RT	48		8	W.7TH SW
0010	329+69	-	329+97	RT	117		10	W.7TH SE
0010	332+44	-	332+71	LT	76		10	W.6TH NW
0010	333+11	-	333+42	LT	0		10	W.6TH NE
0010	332+46	-	332+74	RT	48		8	W.6TH SW
0010	333+09	-	333+37	RT	108		10	W.6TH SE
0010	336+11	-	336+40	RT	118		10	W.5TH SW
0010	336+88	-	337+02	RT	183		10	W.5TH SE
0010	337+75		338+25	RT	212		0	RR SIDEWALK SOUTH
0010	338+95	-	338+96	LT	182		10	N-W.5TH NW RAMP
0010	338+70	-	338+72	LT	226		10	N-W.5TH NE RAMP
0010	339+87	-	340+16	LT	122		10	W.4TH NW
0010	340+48	-	340+77	LT	353		10	W.4TH NE
0010	339+84	-	340+13	RT	101		10	W.4th SW
0010	340+46	-	340+74	RT	210		10	W.4TH SE
0010	343+16	-	343+57	LT	250		10	W.3RD NW
0010	343+92	-	344+23	LT	0		10	W.3RD NE
0010	343+27	-	343+53	RT	242	54	10	W.3RD SW
0010	343+99	-	344+28	RT	132		10	W.3RD SE
0010	346+56	-	346+85	LT	199		10	W.2ND NW
0010	347+25	-	347+67	LT	269		0	W.2ND NE
0010	346+57	-	346+85	RT	176	176	10	W.2ND SW
0010	347+25	-	347+51	RT	178	94	10	W.2ND SE
0010	350+51	-	350+76	LT	80		10	FIRST NE
0010	349+93	-	350+13	RT	318		10	FIRST SW
0010	350+55	-	350+75	RT	159	50	10	FIRST SE
0010	353+30	-	353+50	LT	10		10	E.2ND NW
0010	353+79	-	353+99	LT	113		10	E.2ND NE
0010	353+17	-	353+44	RT	209		10	E.2ND SW
0010	353+85	-	354+10	RT	0		0	E.2ND SE
0010	356+25	-	357+68	LT	99		10	E.3RD NW
0010	357+14	-	357+43	LT	400		20	E.3RD NE
0010	356+39	-	356+69	RT	0		0	E.3RD SW
0010	357+00	-	357+00	RT	140		10	E.3RD SE
0010	367+67	-	368+00	LT	157		10	RIVER NW
0010	367+79	-	368+12	RT	398		10	RIVER NE
0010	367+03	-	367+36	LT	83		10	RIVER SW
0010	366+95	-	367+22	RT	107		10	RIVER SE
0010	326+28		367+89	LT&RT	100		0	UNDIST. MISC. REPAIR
TOTAL 0010					6538	374	404	

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EROSION CONTROL #1

CAT	STATION	TO	STATION	LOC	625.0105 TOPSOIL CY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 EMERGENCY MOBILIZATION EROSION CONTROL EACH	628.2008 E-MAT URBAN CLASS 1 TYPE B SY	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
0010	326+17	-	326+37	LT		1				1		W.8TH NW
0010	326+87	-	327+12	LT		4				4	1	W.8TH NE
0010	326+19	-	326+36	RT								W.8TH SW
0010	326+88	-	327+07	RT								W.8TH SE
0010	328+95	-	329+30	LT							1	W.7TH NW
0010	329+77	-	329+96	LT		1				1	1	W.7TH NE
0010	328+92	-	329+30	RT		1				1	1	W.7TH SW
0010	329+69	-	329+97	RT		1				1	1	W.7TH SE
0010	332+44	-	332+71	LT							1	W.6TH NW
0010	333+11	-	333+42	LT								W.6TH NE
0010	332+46	-	332+74	RT		1				1	1	W.6TH SW
0010	333+09	-	333+37	RT							1	W.6TH SE
0010	336+11	-	336+40	RT		1				1		W.5TH SW
0010	336+88	-	337+02	RT		1						W.5TH SE
0010	337+75		338+25	RT		3				3		RR SIDEWALK SOUTH
0010	338+95	-	338+96	LT		3				3	1	↓-W.5TH NW RAMP
0010	338+70	-	338+72	LT							1	↓-W.5TH NE RAMP
0010	339+87	-	340+16	LT							1	W.4TH NW
0010	340+48	-	340+77	LT		12				12	1	W.4TH NE
0010	339+84	-	340+13	RT		1				1	1	W.4th SW
0010	340+46	-	340+74	RT		4				4		W.4TH SE
0010	343+16	-	343+57	LT		2				2	1	W.3RD NW
0010	343+92	-	344+23	LT		2					2	W.3RD NE
0010	343+27	-	343+53	RT								W.3RD SW
0010	343+99	-	344+28	RT		1					1	W.3RD SE
0010	346+56	-	346+85	LT		1					2	W.2ND NW
0010	347+25	-	347+67	LT								W.2ND NE
0010	346+57	-	346+85	RT								W.2ND SW
0010	347+25	-	347+51	RT							1	W.2ND SE
0010	349+91	-	350+28	LT								FIRST NW
0010	350+51	-	350+76	LT							1	FIRST NE
0010	349+93	-	350+13	RT								FIRST SW
0010	350+55	-	350+75	RT								FIRST SE
0010	353+30	-	353+50	LT								E.2ND NW
0010	353+79	-	353+99	LT							1	E.2ND NE
0010	353+17	-	353+44	RT		1				1	1	E.2ND SW
0010	353+85	-	354+10	RT								E.2ND SE
0010	356+25	-	357+68	LT		1				1		E.3RD NW
0010	357+14	-	357+43	RT	1	27				27		E.3RD NE
0010	356+39	-	356+69	RT								E.3RD SW
0010	357+00	-	357+00	RT		1				1	1	E.3RD SE
0010	367+67	-	368+00	LT		1				1	1	RIVER NW
0010	367+79	-	368+12	RT		26				26	2	RIVER NE
0010	367+03	-	367+36	LT		1				1		RIVER SW
0010	366+95	-	367+22	RT		1				1	1	RIVER SE
0010	326+28		367+89	LT&RT	2		5	1	1	5		UNDIST. MISC. REPAIR
TOTAL 0010					3	99	5	1	1	99	28	

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EROSION CONTROL #2

CAT	STATION	TO	STATION	LOC	629.0210 FERTILIZER TYPE B CWT	630.0110 SEED MIX NO. 10 LB	630.0200 SEED TEMP LB	630.0500 SEED WATER MGAL	REMARKS
0010	326+17	-	326+37	LT	0.01	0.25	0.25	0.040	W.8TH NW
0010	326+87	-	327+12	LT	0.05	1	1.00	0.040	W.8TH NE
0010	326+19	-	326+36	RT					W.8TH SW
0010	326+88	-	327+07	RT					W.8TH SE
0010	328+95	-	329+30	LT					W.7TH NW
0010	329+77	-	329+96	LT	0.01	0.25	0.25	0.040	W.7TH NE
0010	328+92	-	329+30	RT	0.01	0.25	0.25	0.040	W.7TH SW
0010	329+69	-	329+97	RT	0.01	0.25	0.25	0.040	W.7TH SE
0010	332+44	-	332+71	LT					W.6TH NW
0010	333+11	-	333+42	LT					W.6TH NE
0010	332+46	-	332+74	RT	0.01	0.25	0.25	0.040	W.6TH SW
0010	333+09	-	333+37	RT					W.6TH SE
0010	336+11	-	336+40	RT	0.01	0.25	0.25	0.040	W.5TH SW
0010	336+88	-	337+02	RT	0.01	0.25	0.25	0.040	W.5TH SE
0010	337+75		338+25	RT	0.05	0.75	0.75	0.040	RR SIDEWALK SOUTH
0010	338+95	-	338+96	LT	0.05	0.75	0.75	0.040	N-W.5TH NW RAMP
0010	338+70	-	338+72	LT					N-W.5TH NE RAMP
0010	339+87	-	340+16	LT					W.4TH NW
0010	340+48	-	340+77	LT	0.10	3.00	3.00	0.040	W.4TH NE
0010	339+84	-	340+13	RT	0.01	0.25	0.25	0.040	W.4th SW
0010	340+46	-	340+74	RT		1.00	1.00		W.4TH SE
0010	343+16	-	343+57	LT	0.02	0.50	0.50	0.040	W.3RD NW
0010	343+92	-	344+23	LT	0.02	0.50	0.50	0.040	W.3RD NE
0010	343+27	-	343+53	RT					W.3RD SW
0010	343+99	-	344+28	RT	0.01	0.25	0.25	0.040	W.3RD SE
0010	346+56	-	346+85	LT	0.01	0.25	0.25	0.040	W.2ND NW
0010	347+25	-	347+67	LT					W.2ND NE
0010	346+57	-	346+85	RT					W.2ND SW
0010	347+25	-	347+51	RT					W.2ND SE
0010	349+91	-	350+28	LT					FIRST NW
0010	350+51	-	350+76	LT					FIRST NE
0010	349+93	-	350+13	RT					FIRST SW
0010	350+55	-	350+75	RT					FIRST SE
0010	353+30	-	353+50	LT					E.2ND NW
0010	353+79	-	353+99	LT					E.2ND NE
0010	353+17	-	353+44	RT	0.01	0.25	0.25	0.040	E.2ND SW
0010	353+85	-	354+10	RT					E.2ND SE
0010	356+25	-	357+68	LT	0.01	0.25	0.25	0.040	E.3RD NW
0010	357+14	-	357+43	LT	0.10	7.00	7.00	0.040	E.3RD NE
0010	356+39	-	356+69	RT					E.3RD SW
0010	357+00	-	357+00	RT	0.01	0.25	0.25	0.040	E.3RD SE
0010	367+67	-	368+00	LT	0.01	0.25	0.25	0.040	RIVER NW
0010	367+79	-	368+12	RT	0.10	8.00	8.00	0.040	RIVER NE
0010	367+03	-	367+36	LT	0.01	0.25	0.25	0.040	RIVER SW
0010	366+95	-	367+22	RT	0.01	0.25	0.25	0.040	RIVER SE
0010	326+28		367+89	LT&RT	0.05	5.00	5.00	0.040	UNDIST. MISC. REPAIR
TOTAL 0010					1.00	32	32	1.0	

WATER

CAT	LOC	624.0100 MGAL	REMARKS
0010	UNDIST.	1	BASE
TOTAL 0010		1	

MOVING SIGNS TYPE II

CAT	STATION	LOC	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORT EACH	REMARKS
0010	327+75	LT	1	1	D1-2
0010	328+55	LT	1	1	STH 27
TOTAL 0010			2	2	

SIGNS TYPE II REFLECTIVE H

CAT	STATION	TO	SIGN CODE	MESSAGE	634.0616 WOOD POST 4X6X16' EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	DIMENSION
0010	336+00	RT	R10-7	DO NOT BLOCK INTERSECTION	1	5.0	24"X30"
0010	339+00	LT	R10-7	DO NOT BLOCK INTERSECTION	1	5.0	24"X30"
TOTAL 0010					2	10	

TRAFFIC CONTROL SIGNS PCMS

CAT	LOCATION	643.1050 DAY	REMARKS
0010	PROJECT	15	3 EACH DETOUR
TOTAL 0010		15	

FIELD OFFICE TYPE C

CAT	STATION	LOC	642.5201 EACH	REMARKS
0010			1	
TOTAL 0010			1	

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TRAFFIC CONTROL SUMMARY

CAT	STATION	TO	STATION	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 BARRICADES TYPE 2 DAY	643.0420 BARRICADES TYPE 3 DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.9000 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1601 TEMPORARY CURB RAMP DAY	REMARKS
	STAGE 1 - SETUP, CURB RAMPS AND INLET RECONSTRUCTION											
0010	326+28	-	367+86	1547	612	414	1017	1089	1	36	162	9 DAYS
	STAGE 2 - SETUP, CURB RAMPS AND INLET RECONSTRUCTION											
0010	326+28	-	367+86	1629	711	378	1080	1161		36	180	9 DAYS
	STAGE 3 - SETUP, CURB RAMPS AND INLET RECONSTRUCTION											
0010	336+00	-	367+86	810	342	288	504	650			72	9 DAYS
	STAGE 4 - SETUP, CURB RAMPS AND INLET RECONSTRUCTION											
0010	340+00		367+86	216	99	108	126	236			36	9 DAYS
	STAGE 5 - FLAGGING											
0010	326+28	-	367+86	900				125				5 DAYS
	STAGE 6 - MEDIAN											
0010	326+28	-	367+86	400	0	20	40	270				10 DAYS
	STAGE 7- FLAGGING											
0010	326+28	-	367+86	900				125				5 DAYS
	DETOUR - SCHEDULED BY RR WILL BE CONCURRENT WITH ANOTHER STAGE (5 DAYS)											
0010	326+28	-	367+86			60	70	715				
			TOTAL 0010	6402	1764	1208	2767	3531	1	72	450	

MARKING LINE SUMMARY

CAT	STATION	TO	STATION	646.1020 EPOXY 4-INCH WHITE LF	646.1020 EPOXY 4-INCH YELLOW LF	646.3020 EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5320 RR CROSSING EPOXY EACH	646.6120 STOP LINE EPOXY 18-INCH LF	646.7120 DIAGONAL EPOXY 12-INCH LF	646.7420 CROSSWALK TRANSVERSE LINE EPOXY 6-INCH LF	646.7520 CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8220 ISLAND NOSE EPOXY EACH	646.9000 MARKING LINE REMOVAL LF	649.0105 TEMPORARY MARKING LINE 4-INCH LF	REMARKS
0010	326+28	-	367+86	6716	7627	165	34		400		1573	1734		500		PROJECT
0010	354+75	-	356+50			100				30						TRN LN E3RD
0010	335+50	-	341+50					2					2			RR CROSSING
0010	TEMPORARY CROSSWALKS														2300	TEMP
			TOTAL 0010	6716	7627	265	34	2	400	30	1573	1734	2	500	2300	

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CONSTRUCTION STAKING SUMMARY

CAT	STATION	TO	STATION	LOC	650.4000 STORM SEWER EACH	650.5500 CURB AND GUTTER LF	650.8000 RESURFACE REFRENCE LF	650.8500 ELECTRICAL INSTALLATIONS LS	650.9000 CURB RAMPS EACH	650.9910 SUPPLEMENTAL CONTROL LS	REMARKS
0010	338+34		W.5TH	LT	1						PROJECT
0010	326+28	-	367+86			1169	3753		39	1	PROJECT
0020			346+71	LT&RT				1			PED LTS
			TOTAL		1	1169	3753	1	39	1	

ELECTRICAL SUMMARY

CAT	STATION	LOC	652.0225 CONDUIT RIGID NON-METALIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NON-METALIC SCHEDULE 40 3-INCH LF	652.0310 CONDUIT RIGID NON-METALIC SCHEDULE 80 1-INCH LF	653.0135 PULL BOXES 24X36-INCH EACH	653.0905 REMOVING PULL BOXES EACH	654.0102 CONCRETE BASES TYPE 2 EACH	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0515 ELEC. WIRE TRAFIC SIGNALS 10 AWG LF	SPV.0105.01 REMOVE EXISTING ELETRICAL SERVICE LS	SPV.0105.03 REMOVE PEDESTRIAN CROSSING LIGHT ASSEMBLY LS	REMARKS
0020	346+65	RT&LT	20	20	20	2	2	2	200	200	1	1	W.2ND
TOTAL 0020			20	20	20	2	2	2	200	200	1	1	

ADJUSTING WATER VALVES

SPV.0060.01

CAT	STATION	EACH	REMARKS
0020	PROJECT	32	CITY
TOTAL 0020		32	

ADJUSTING WELL HEADS

SPV.0060.02

CAT	STATION	TO	STATION	LOC	EACH	REMARKS
0010	341+00	-	343+00	LT	2	WEST BOUND TRAVEL LANE
TOTAL 0010					2	

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SAWING SUMMARY

CAT	STATION	TO	STATION	LOC	690.0150 ASPHALT LF	690.0290 CONCRETE LF	REMARKS
0010	326+17	-	326+37	LT		36	W.8TH NW
0010	326+87	-	327+12	LT		39	W.8TH NE
0010	326+19	-	326+36	RT		29	W.8TH SW
0010	326+88	-	327+07	RT		32	W.8TH SE
0010	328+95	-	329+30	LT	5	51	W.7TH NW
0010	329+77	-	329+96	LT		35	W.7TH NE
0010	328+92	-	329+30	RT		29	W.7TH SW
0010	329+69	-	329+97	RT		47	W.7TH SE
0010	332+44	-	332+71	LT		39	W.6TH NW
0010	333+11	-	333+42	LT		14	W.6TH NE
0010	332+46	-	332+74	RT		29	W.6TH SW
0010	333+09	-	333+37	RT	45	46	W.6TH SE
0010	336+11	-	336+40	RT		46	W.5TH SW
0010	336+88	-	337+02	RT		52	W.5TH SE
0010	337+75		338+25	RT		5	RR SDEWLK SO
0010	338+95	-	338+96	LT		343	N-W.5TH NW RAMP
0010	338+70	-	338+72	LT		32	N-W.5TH NE RAMP
0010	339+87	-	340+16	LT		47	W.4TH NW
0010	340+48	-	340+77	LT		43	W.4TH NE
0010	339+84	-	340+13	RT		38	W.4th SW
0010	340+46	-	340+74	RT		60	W.4TH SE
0010	343+16	-	343+57	LT		60	W.3RD NW
0010	343+92	-	344+23	LT		42	W.3RD NE
0010	343+27	-	343+53	RT		70	W.3RD SW
0010	343+99	-	344+28	RT		45	W.3RD SE
0010	346+56	-	346+85	LT		60	W.2ND NW
0010	347+25	-	347+67	LT		0	W.2ND NE
0010	346+57	-	346+85	RT	20	116	W.2ND SW
0010	347+25	-	347+51	RT	16	107	W.2ND SE
0010	349+91	-	350+28	LT		0	FIRST NW
0010	350+51	-	350+76	LT		35	FIRST NE
0010	349+93	-	350+13	RT	16	58	FIRST SW
0010	350+55	-	350+75	RT	16	90	FIRST SE
0010	353+30	-	353+50	LT		14	E.2ND NW
0010	353+79	-	353+99	LT		43	E.2ND NE
0010	353+17	-	353+44	RT	12	74	E.2ND SW
0010	353+85	-	354+10	RT		0	E.2ND SE
0010	356+25	-	357+68	LT		40	E.3RD NW
0010	357+14	-	357+43	LT		70	E.3RD NE
0010	356+39	-	356+69	RT		0	E.3RD SW
0010	357+00	-	357+00	RT		57	E.3RD SE
0010	367+67	-	368+00	LT		51	RIVER NW
0010	367+79	-	368+12	RT		51	RIVER NE
0010	367+03	-	367+36	LT		44	RIVER SW
0010	366+95	-	367+22	RT		50	RIVER SE
0010	326+28		367+86	ALL	793		BUTT JOINTS
0010	326+28		367+89	LT&RT		50	UNDIST. MISC. REPAIR
			PROJECT				PAVEMENT PATCHES
		TOTAL 0010			923	2319	

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STORM SEWER SCHEDULE

STRUCTURE NUMBER	ATCH BASI TYPE	MANHOLE TYPE	COVER TYPE	STATION	OFFSET	REFRENCE LINE	GRATE ELEVATION	TOP OF BOX ELEV.	
14X	2'X3'	J	H	338+34.54	55.392' LT	USH 8	1147.14	1145.89	==>
8		3' DIA.	M	338+37.74	43.065' LT	USH 8	1147.39	1146.14	==>

DISCH ELEV.	DISCH TO	INFLOW ELEV	INFLOW FROM	BOX DEPTH	DISCHARGE PIPE DIAMETER	LENGTH	CLASS	RADE FT/FT	COMMENTS
1143.33	MANHOLE	N/A	GUTTER	4.15	12	13.2	3	0.009	
1143.13	SYSTEM	1143.33	STUCT 14X	2.91	12	3	3	MATCH EXISTING	

SPECIAL(WALL MODULAR BLOCK GRAVITY LANDSCAPE (340+65))

SPV.0165.02

CAT	STATION	LOC	SF	REMARKS
0010	340+62	LT	147	W.4TH NE
TOTAL 0010			147	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 1580-31-20

CITY OF LADYSMITH

LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE)

U.S.H. "8"
RUSK COUNTY

4

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON MON.
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		
LIGHT POLE		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE
PARCEL NUMBER
UTILITY NUMBER
EXISTING MONUMENT NUMBER
R/W BOUNDARY POINT NUMBER

CONVENTIONAL ABBREVIATIONS

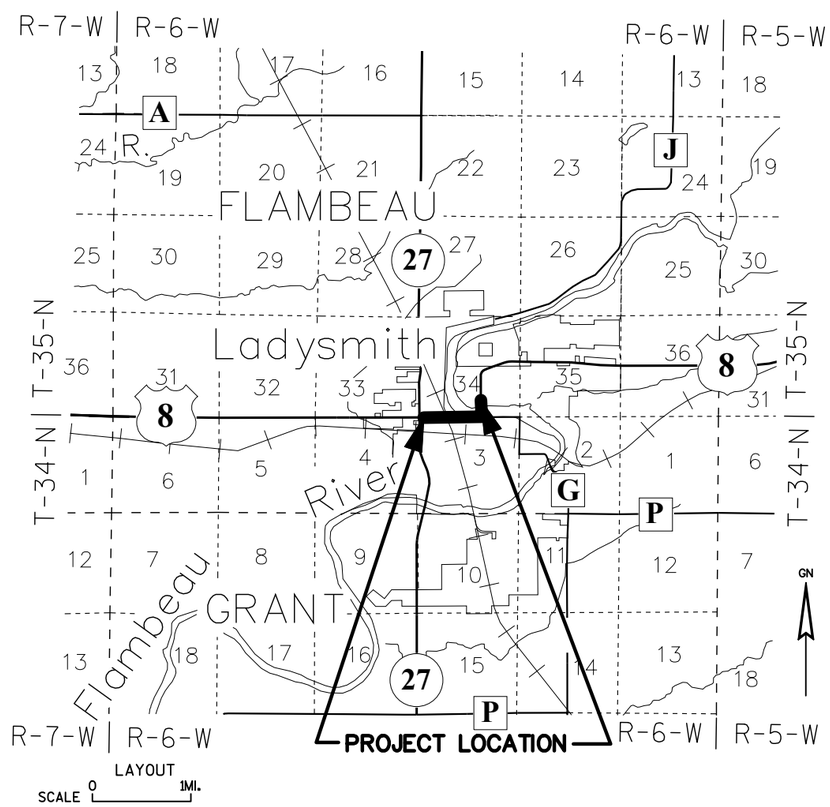
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1580-31-20.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN NW REGION, SPOONER, WI.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.03
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\SURVEY\LAND SURVEYS\2015 PROJECTS\WO#16 ID15803100_USH8_TOPO-TPP\TPP\C3D\TPP_USH8_15803120_C3D2018-11X17.DWG PLOT DATE : February 24, 2020 PLOT BY : KOLBY SCHERTZ PLOT NAME : USH 8
APPRAISAL PLAT DATE :

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.01

LOCATED IN PART OF LOT 6, BLOCK 7, LOTS 1 AND 4, BLOCK 8 AND VACATED WEST 8TH STREET SOUTH, OF THE LAYDSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, AND PART OF LOT 12, BLOCK 11, LOTS 6 AND 7 AND VACATED ALLEY, BLOCK 12 AND LOT 7, BLOCK 13 OF PLAT OF NEW FLAMBEAU, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354706
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 09:00 AM
CABINET: 1 ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.01
AMENDMENT NO:___

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	326+26.72	32.96' LT	563577.750	810823.748
101	326+26.75	97.96' LT	563642.742	810822.677
102	327+06.75	97.93' LT	563644.059	810902.666
103	327+06.72	32.88' LT	563579.018	810903.738
104	329+13.86	32.66' LT	563582.300	811110.852
105	329+20.86	36.76' LT	563586.511	811117.780
106	329+20.81	102.16' LT	563651.901	811116.634
107	329+80.81	102.20' LT	563652.952	811176.625
108	329+80.86	38.50' LT	563589.267	811177.741
109	329+93.24	32.58' LT	563583.558	811190.223
110	331+68.35	32.40' LT	563586.333	811365.311
111	331+68.28	33.60' RT	563520.341	811366.357
112	329+84.89	33.41' RT	563517.435	811182.994
113	329+79.51	38.96' RT	563511.798	811177.705
114	329+79.09	108.90' RT	563441.855	811178.465
115	329+19.09	108.54' RT	563441.203	811118.469
PLE180	327+83.19	32.80' LT	563580.230	810980.197

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PLE181	327+83.19	34.80' LT	563582.230	810980.166
PLE182	328+56.31	34.72' LT	563583.388	811053.275
PLE183	328+56.31	40.72' LT	563589.387	811053.180
PLE184	328+62.31	40.72' LT	563589.483	811059.179
PLE185	328+62.31	32.72' LT	563581.484	811059.306
PLE186	331+02.02	32.47' LT	563585.282	811298.989
PLE187	331+02.02	34.47' LT	563587.282	811298.957
PLE188	331+07.02	34.46' LT	563587.361	811303.956
PLE189	331+07.02	32.46' LT	563585.361	811303.988
PROP804	325+76.76	33.01' LT	563576.959	810773.795
PROP806	325+76.69	32.99' RT	563510.967	810774.841
PROP811	329+19.55	33.34' RT	563516.400	811117.652
TLE150	326+17.91	32.97' LT	563577.611	810814.940
TLE151	326+17.91	33.87' LT	563578.511	810814.926
TLE152	326+26.72	34.01' LT	563578.800	810823.730
TLE153	327+06.72	45.88' LT	563592.016	810903.524
TLE154	327+08.72	45.88' LT	563592.048	810905.523

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
TLE155	327+08.72	32.88' LT	563579.050	810905.737
TLE156	329+05.61	32.67' LT	563582.170	811102.602
TLE157	329+05.61	34.17' LT	563583.669	811102.578
TLE158	329+16.42	34.16' LT	563583.841	811113.387
TLE159	329+19.32	35.86' LT	563585.586	811116.258
TLE160	329+19.28	51.24' LT	563600.966	811115.956
TLE161	329+20.85	51.24' LT	563600.994	811117.526
TLE162	329+91.14	33.58' LT	563584.525	811188.110
TLE163	329+96.01	33.58' LT	563584.602	811192.977
TLE164	329+96.01	32.58' LT	563583.602	811192.993
TLE165	329+98.73	33.42' RT	563517.655	811196.824
TLE166	329+98.68	34.13' RT	563516.944	811196.785
TLE167	329+84.17	34.16' RT	563516.675	811182.281
TLE168	329+19.54	34.34' RT	563515.400	811117.663
TLE169	329+12.36	34.33' RT	563515.286	811110.486
TLE170	329+12.36	33.33' RT	563516.286	811110.470

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
133-126	N 89°05'31" E	2638.62'
133-PROP804	N 89°05'31" E	179.34'
126-110	S 89°05'31" W	1867.69'
100-103	N 89°05'31" E	80.00'
104-109	N 89°05'31" E	79.38'
PLE180-PLE185	N 89°05'31" E	79.12'
PLE186-PLE189	N 89°05'31" E	5.00'

BASIS OF EXISTING R/W TABLE			
ROAD NAME	PROJECT / SURVEY	VOL./PAGE	YEAR
USH 8 (LAKE AVE WEST)	PLAT OF NEW FLAMBEAU	1/3	1902
USH 8 (LAKE AVE WEST)	THE LADYSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH	1/2	1903
WEST 8TH STREET NORTH	PLAT OF NEW FLAMBEAU	1/3	1902
WEST 7TH STREET NORTH	PLAT OF NEW FLAMBEAU	1/3	1902
WEST 7TH STREET SOUTH	THE LADYSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH	1/2	1903

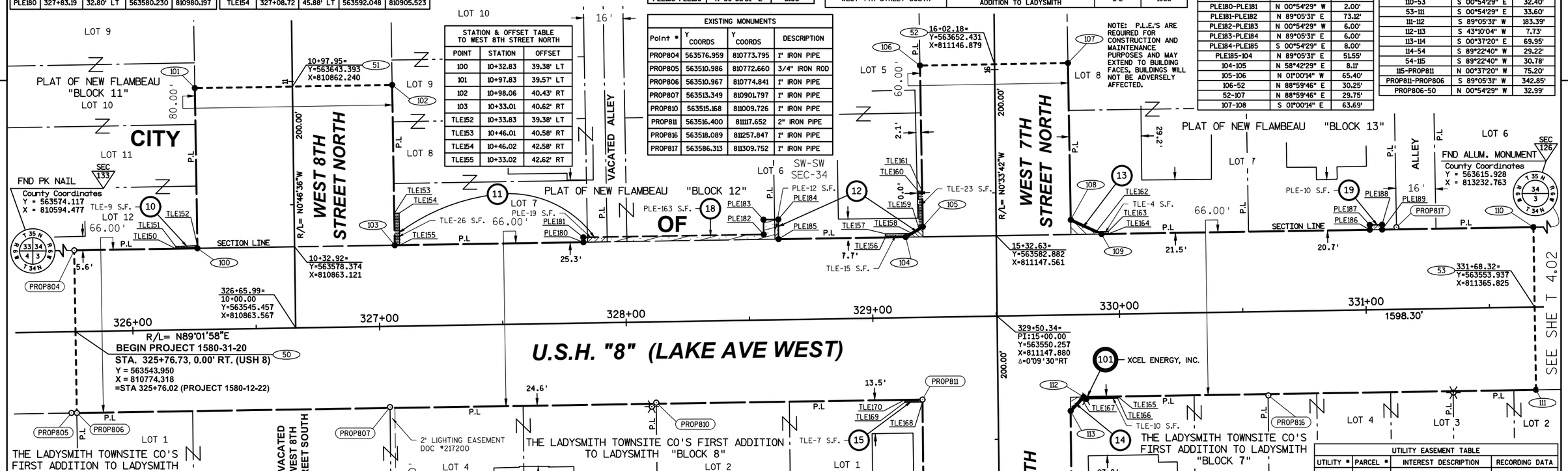
R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
50-PROP804	N 00°54'29" W	33.01'
PROP804-100	N 89°05'31" E	49.96'
100-101	N 00°56'37" W	65.00'
101-51	N 89°03'23" E	39.57'
51-102	N 89°03'23" E	40.43'
102-103	S 00°56'37" E	65.05'
103-PLE180	N 89°05'31" E	76.47'
PLE180-PLE181	N 00°54'29" W	2.00'
PLE181-PLE182	N 89°05'31" E	73.12'
PLE182-PLE183	N 00°54'29" W	6.00'
PLE183-PLE184	N 89°05'31" E	6.00'
PLE184-PLE185	S 00°54'29" E	8.00'
PLE185-104	N 89°05'31" E	51.55'
104-105	N 58°42'29" E	8.11'
105-106	N 01°00'14" W	65.40'
106-52	N 88°59'46" E	30.25'
52-107	N 88°59'46" E	29.75'
107-108	S 01°00'14" E	63.69'

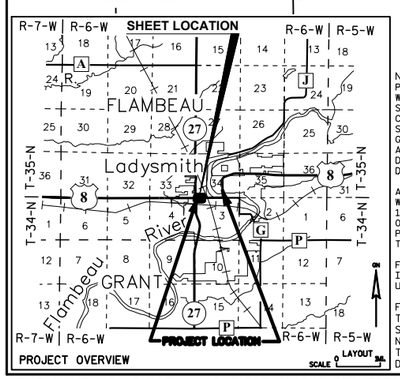
R/W COURSE TABLE		
108-109	S 65°25'20" E	13.73'
109-PLE186	N 89°05'31" E	108.78'
PLE186-PLE187	N 00°54'29" W	2.00'
PLE187-PLE188	N 89°05'31" E	5.00'
PLE188-PLE189	S 00°54'29" E	2.00'
PLE189-110	N 89°05'31" E	61.33'
110-53	S 00°54'29" E	32.40'
53-111	S 00°54'29" E	33.60'
111-112	S 89°05'31" W	183.39'
112-113	S 43°10'04" W	7.73'
113-114	S 00°37'20" E	69.95'
114-54	S 89°22'40" W	29.22'
54-115	S 89°22'40" W	30.78'
115-PROP811	N 00°37'20" W	75.20'
PROP811-PROP806	S 89°05'31" W	342.85'
PROP806-50	N 00°54'29" W	32.99'

EXISTING MONUMENTS			
Point #	Y COORDS	Y COORDS	DESCRIPTION
PROP804	563576.959	810773.795	1" IRON PIPE
PROP805	563510.986	810772.660	3/4" IRON ROD
PROP806	563510.967	810774.841	1" IRON PIPE
PROP807	563513.349	810901.797	1" IRON PIPE
PROP810	563515.168	811009.726	1" IRON PIPE
PROP811	563516.400	811117.652	2" IRON PIPE
PROP816	563518.089	811257.847	1" IRON PIPE
PROP817	563586.313	811309.752	1" IRON PIPE

STATION & OFFSET TABLE TO WEST 8TH STREET NORTH		
POINT	STATION	OFFSET
100	10+32.83	39.38' LT
101	10+97.83	39.57' LT
102	10+98.06	40.43' RT
103	10+33.01	40.62' RT
TLE152	10+33.83	39.38' LT
TLE153	10+46.01	40.58' RT
TLE154	10+46.02	42.58' RT
TLE155	10+33.02	42.62' RT

NOTE: P.L.E.'S ARE REQUIRED FOR CONSTRUCTION AND MAINTENANCE PURPOSES AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.





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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.

SCHEDULE OF LANDS AND INTERESTS REQUIRED			OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED
			NEW	EXISTING	TOTAL		
10	Weisenberger Realty, LLC	TLE	-	-	-	9	-
11	Anton J. Ziesler	PLE, TLE	-	-	-	26	19
12	Erik D. & Ashley M. Gabrovic	FEE, PLE, TLE	14	-	14	38	12
13	Lester E. Zunker or successor	FEE, TLE	37	-	37	4	-
14	R&S WILLIAMS PROPERTIES, LLC	FEE, TLE	15	-	15	10	-
15	JOHN HOVER, d/b/a J. HOVER BUILDERS	TLE	-	-	-	7	-
18	Conrad H. & Anton Ziesler	PLE	-	-	-	-	163
19	Jeffrey Busse & Susan Fredrick	PLE	-	-	-	-	10

UTILITY EASEMENT TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
101	14	NO EASEMENT OF RECORD	-

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQUIRED
101	NORTHERN STATES POWER COMPANY d/b/a XCEL ENERGY, INC.	RELEASE OF RIGHTS

STATION & OFFSET TABLE TO WEST 7TH STREET		
POINT	STATION	OFFSET
105	15+36.55	29.74' LT
106	16+01.95	30.25' LT
107	16+02.41	29.75' RT
108	15+38.72	30.24' RT
113	14+61.17	29.34' RT
114	13+91.22	29.22' RT
115	13+91.32	30.78' LT
PROP811	14+66.53	30.65' LT
TLE159	15+35.64	31.27' LT
TLE160	15+51.02	31.43' LT
TLE161	15+51.03	29.86' LT
TLE168	14+65.53	30.65' LT

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegne DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNE

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.02

LOCATED IN PART OF LOTS 1 & 6, BLOCK 4 AND LOT 1, BLOCK 7 OF THE LAYDSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH, AND LOT 6, BLOCK 9 OF FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER; ALL LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, AND PART OF LOT 6, BLOCK 13 OF PLAT OF NEW FLAMBEAU, LOTS 6 & 7, BLOCK 1 OF THE FLAMBEAU TOWN CO'S THIRD ADDITION TO LADYSMITH, VACATED WEST 5TH STREET NORTH AND LOT 1 OF OF CSM NO. 337, VOLUME 2 PAGE 204 & 205, DOCUMENT NUMBER 228208; LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

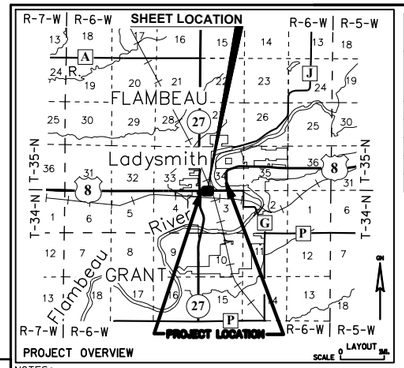
354707
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 09:01 AM
CABINET: ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.02
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH					
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED
			NEW	EXISTING	TOTAL		
20	Lyndale Terminal Co	FEE, TLE	15	-	15	15	-
21	Glen M. & Catherine E. Clayton	FEE, PLE	20	-	20	-	51
22	Buchholz Feed Store, Inc.	FEE	149	-	149	-	-
24	James & Gwendolyn Kauffman	FEE	6	-	6	-	-
25	R&S Williams Properties, LLC	TLE	-	-	-	6	-

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
133-126	N 89°05'31" E	2638.62'
133-110	N 89°05'31" E	770.93'
200-205	N 89°05'31" E	74.38'
126-206	S 89°05'31" W	1319.31'

BASIS OF EXISTING R/W TABLE			
ROAD NAME	PROJECT / SURVEY	VOL./PAGE	YEAR
USH 8 (LAKE AVE WEST)	PLAT OF NEW FLAMBEAU	1/3	1902
USH 8 (LAKE AVE WEST)	THE LADYSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH	1/2	1903
USH 8 (LAKE AVE WEST)	FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER	1/24	1902
USH 8 (LAKE AVE WEST)	THE FLAMBEAU TOWN CO'S THIRD ADDITION TO LADYSMITH	1/4	1902
WEST 6TH STREET NORTH	THE FLAMBEAU TOWN CO'S THIRD ADDITION TO LADYSMITH	1/4	1902
WEST 6TH STREET NORTH	PLAT OF NEW FLAMBEAU	1/3	1902
WEST 6TH STREET SOUTH	THE LADYSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH	1/2	1903
WEST 5TH STREET SOUTH	THE LADYSMITH TOWNSITE CO'S FIRST ADDITION TO LADYSMITH	1/2	1903
WEST 5TH STREET SOUTH	FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER	1/24	1902



NOTES:
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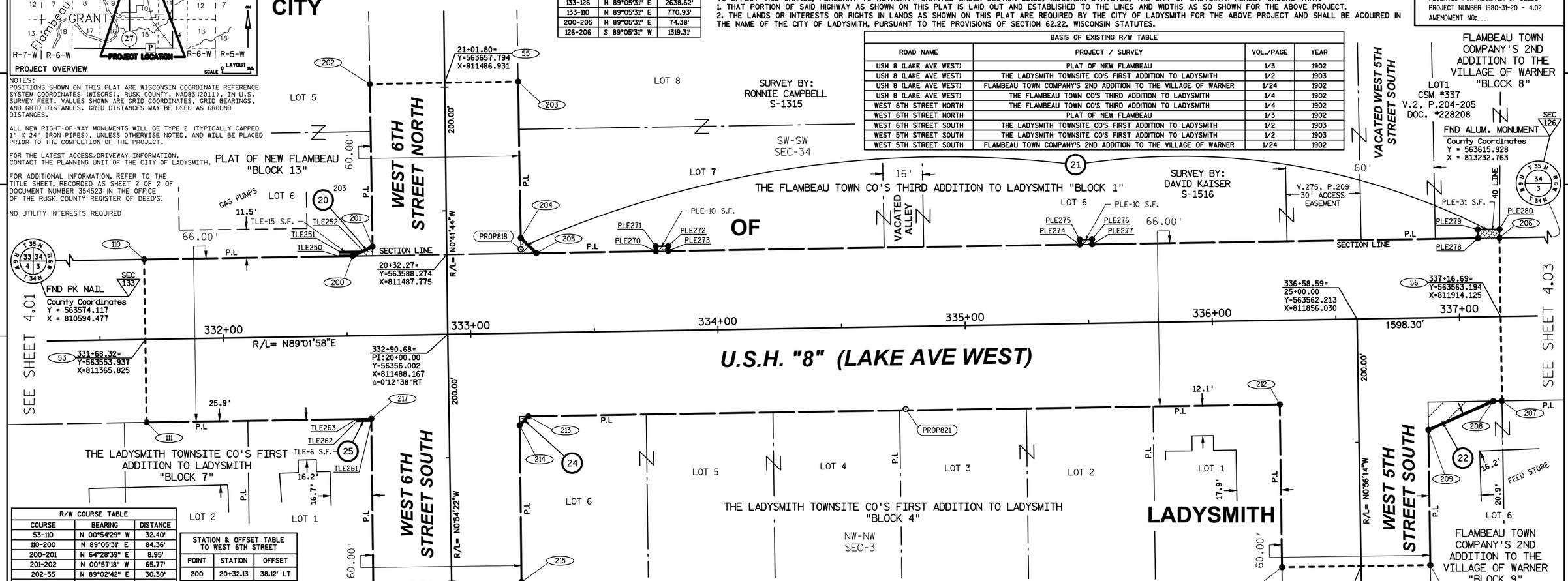
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.

NO UTILITY INTERESTS REQUIRED



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
53-110	N 00°54'29" W	32.40'
110-200	N 89°05'31" E	84.36'
200-201	N 64°28'39" E	8.95'
201-202	N 00°57'18" W	65.77'
202-55	N 89°02'42" E	30.30'
55-203	N 89°02'42" E	29.70'
203-204	S 00°57'18" E	63.30'
204-205	S 45°54'29" E	8.84'
205-PLE270	N 89°05'31" E	48.29'
PLE270-PLE271	N 00°54'29" W	2.00'
PLE271-PLE272	N 89°05'31" E	5.00'
PLE272-PLE273	S 00°54'29" E	2.00'
PLE273-PLE274	N 89°05'31" E	166.55'
PLE274-PLE275	N 00°54'29" W	2.00'
PLE275-PLE276	N 89°05'31" E	5.00'
PLE276-PLE277	S 00°54'29" E	2.00'
PLE277-PLE278	N 89°05'31" E	156.07'
PLE278-PLE279	N 00°52'22" W	3.50'
PLE279-PLE280	N 89°05'31" E	8.80'
PLE280-206	S 00°22'26" W	3.50'
206-56	S 00°54'29" E	31.83'
56-207	S 00°54'29" E	34.17'
207-208	S 89°05'31" W	3.51'
208-209	S 66°02'08" W	28.74'
209-210	S 00°47'25" E	54.74'
210-57	S 89°12'35" W	27.98'
57-211	S 89°12'35" W	32.02'
211-212	N 00°47'25" W	65.88'
212-213	S 89°05'31" W	304.04'
213-214	S 44°05'31" W	5.02'

STATION & OFFSET TABLE TO WEST 6TH STREET		
POINT	STATION	OFFSET
200	20+32.13	38.12' LT
201	20+35.89	30.00' LT
202	21+01.66	30.30' LT
203	21+01.93	29.70' RT
204	20+38.63	29.99' RT
205	20+32.41	36.26' RT
213	19+66.27	32.05' RT
214	19+62.73	28.50' RT
215	18+99.28	28.28' RT
216	18+99.49	31.72' LT
217	19+66.27	31.49' LT
TLE252	20+34.15	33.76' LT
TLE261	19+65.27	31.49' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
214-215	S 00°42'08" E	63.45'
215-58	S 89°17'52" W	28.28'
58-216	S 89°17'52" W	31.72'
216-217	N 00°42'08" W	66.79'
217-111	S 89°05'31" W	90.87'
111-53	N 00°54'29" W	33.60'

EXISTING MONUMENTS			
Point *	Y COORDS	Y COORDS	DESCRIPTION
PROP818	563590.424	811517.655	1" IRON PIPE
PROP821	563525.723	811673.373	1" IRON PIPE

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
110	331+68.35	32.40' LT	563586.333	811365.311
111	331+68.28	33.60' RT	563520.341	811366.357
200	332+52.71	32.31' LT	563587.670	811449.660
201	332+60.85	36.03' LT	563591.526	811457.736
202	332+60.86	101.80' LT	563657.289	811456.640
203	333+20.86	101.79' LT	563658.289	811516.632
204	333+20.85	38.49' LT	563594.996	811517.687
205	333+27.09	32.24' LT	563588.848	811524.032
206	337+16.73	31.83' LT	563595.023	811913.620
207	337+16.66	34.17' RT	563529.031	811914.666
208	337+13.14	34.16' RT	563528.975	811911.152
209	336+86.69	45.39' RT	563517.302	811884.890
210	336+86.52	100.14' RT	563462.563	811885.645
211	336+26.52	99.95' RT	563461.735	811825.651
212	336+26.72	34.07' RT	563527.606	811824.743

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
213	333+22.69	33.76' RT	563522.788	811520.746
214	333+19.14	37.30' RT	563519.184	811517.254
215	333+18.84	100.75' RT	563455.737	811518.032
216	332+58.84	100.48' RT	563455.002	811458.037
217	332+59.15	33.69' RT	563521.781	811457.218
PLE270	333+75.38	32.19' LT	563589.614	811572.313
PLE271	333+75.38	34.19' LT	563591.613	811572.281
PLE272	333+80.38	34.18' LT	563591.693	811577.281
PLE273	333+80.38	32.18' LT	563589.693	811577.312
PLE274	335+46.93	32.01' LT	563592.332	811743.844
PLE275	335+46.93	34.01' LT	563594.332	811743.813
PLE276	335+51.93	34.00' LT	563594.411	811748.812
PLE277	335+51.93	32.00' LT	563592.411	811748.844
PLE278	337+08.00	31.84' LT	563594.884	811904.894
PLE279	337+08.01	35.34' LT	563598.384	811904.841

STATION & OFFSET TABLE TO WEST 5TH STREET SOUTH		
POINT	STATION	OFFSET
209	24+54.62	28.12' RT
210	23+99.88	27.98' RT
211	24+00.03	32.02' LT
212	24+65.91	31.85' LT

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PLE280	337+16.81	35.33' LT	563598.523	811913.643
TLE250	332+47.35	32.32' LT	563587.585	811444.303
TLE251	332+47.36	34.31' LT	563589.577	811444.274
TLE252	332+57.08	34.31' LT	563589.739	811453.994
TLE261	332+59.15	34.69' RT	563520.781	811457.230
TLE262	332+53.18	34.69' RT	563520.687	811451.260
TLE263	332+53.18	33.69' RT	563521.687	811451.245

NOTE: TLE AREAS ARE FOR SLOPE BLENDING AND P.L.E.'S ARE REQUIRED FOR SIGN PLACEMENT.

QUEST Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegne DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNE

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.03

LOCATED IN PART OF LOTS 1, 4 & 5, BLOCK 9 TO FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER, LOT 5, CSM #120, RECORDED IN VOLUME 1 PAGE 193 & 194, DOCUMENT NUMBER 191530 AND LOTS 3 AND 5, BLOCK 2 OF THE FLAMBEAU TOWN CO. ADDITION TO WARNER, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, AND LOCATED IN PART OF LOTS 1 & 12, BLOCK 8, OF FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER AND LOTS 1 AND 12, BLOCK 3 OF THE FLAMBEAU TOWN CO. ADDITION TO WARNER; LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

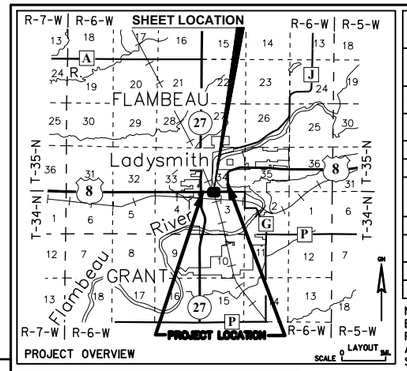
RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354523
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
02/24/2020 01:17 PM
CABINET: 1 ENV: 4

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.03
SHEET 1 OF 2
AMENDMENT NO:___



SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH						
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED	HE S.F. REQUIRED
			NEW	EXISTING	TOTAL			
22	Buchholz Feed Store, Inc.	FEE, TLE	324	-	324	125	-	-
30	Wisconsin Central Ltd	HE, TLE	-	-	-	16	-	426
31	Eugenol LLC	FEE, TLE	36	-	36	12	-	-
32	Toni A. Skogstad	FEE, PLE, TLE	236	-	236	53	45	-
33	Ladysmith Federal Savings & Loan Association	FEE, TLE	48	-	48	72	-	-
34	City of Ladysmith	TLE	-	-	-	6	-	-
35	MDP Properties, LLC	PLE	-	-	-	-	36	-
36	Stephanie N. Davis	PLE	-	-	-	-	10	-
37	James A. Cronick	PLE	-	-	-	-	10	-

NOTE: T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED AND P.L.E'S ARE REQUIRED FOR SIGN PLACEMENT.

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
133-126	N 89°05'31" E	2638.62'
133-206	N 89°05'31" E	1319.31'
300-304	N 89°05'31" E	112.43'
305-315	N 89°05'31" E	85.66'
PLE370-PLE373	N 89°05'31" E	35.47'
PLE374-PLE377	N 89°05'31" E	5.00'
PLE378-PLE381	N 89°05'31" E	5.00'
126-316	S 89°05'31" W	724.48'

STATION & OFFSET TABLE TO WEST 5TH STREET (C.T.H. J)		
POINT	STATION	OFFSET
301	30+66.13	30.64' LT
302	31+24.41	30.12' LT
303	31+23.86	29.88' RT
304	30+22.13	28.96' RT

STATION & OFFSET TABLE TO WEST 4TH STREET		
POINT	STATION	OFFSET
306	35+33.19	30.91' LT
307	35+47.04	30.89' LT
308	35+47.05	28.93' LT
309	36+33.15	30.91' RT
310	35+74.25	31.02' RT
311	35+74.23	35.02' RT
312	35+40.72	35.08' RT
318	34+65.97	32.19' RT
319	34+42.14	32.47' RT
320	34+42.12	30.47' RT
321	33+96.95	31.00' RT
322	33+96.23	28.99' LT
323	34+65.20	29.81' LT
PROP824	36+33.04	29.09' LT
TLE356	35+44.85	35.07' RT
TLE361	34+42.21	35.34' RT
TLE362	34+61.86	29.77' LT

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER (S)	INTEREST REQUIRED
100	WISCONSIN GAS d/b/a WE ENERGIES	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
100	22	NO EASEMENT OF RECORD	-

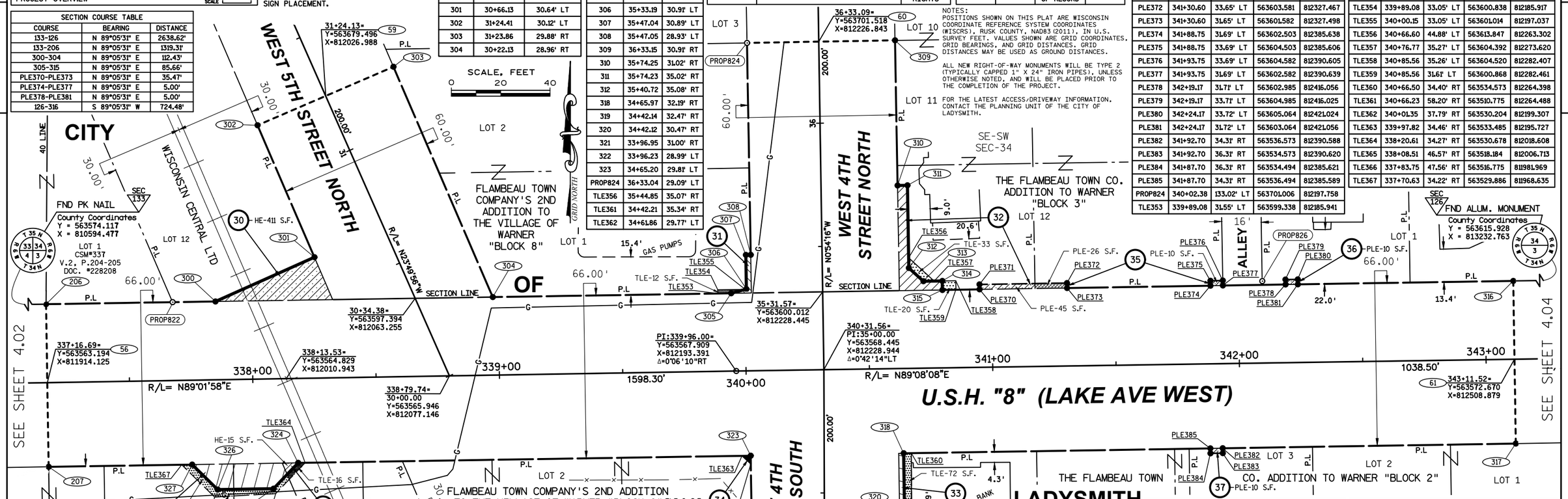
NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PLE372	341+30.60	33.65' LT	563603.581	812327.467
PLE373	341+30.60	31.65' LT	563601.582	812327.498
PLE374	341+88.75	31.69' LT	563602.503	812385.638
PLE375	341+88.75	33.69' LT	563604.503	812385.606
PLE376	341+93.75	33.69' LT	563604.582	812390.605
PLE377	341+93.75	31.69' LT	563602.582	812390.639
PLE378	342+19.17	31.71' LT	563602.985	812416.056
PLE379	342+19.17	33.71' LT	563604.985	812416.025
PLE380	342+24.17	33.72' LT	563605.064	812421.024
PLE381	342+24.17	31.72' LT	563603.064	812421.056
PLE382	341+92.70	34.31' RT	563536.573	812390.588
PLE383	341+92.70	36.31' RT	563534.573	812390.620
PLE384	341+87.70	36.31' RT	563534.494	812385.621
PLE385	341+87.70	34.31' RT	563536.494	812385.589
PROP824	340+02.38	133.02' LT	563701.006	812197.758
TLE353	339+89.08	31.55' LT	563599.338	812185.941

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
TLE354	339+89.08	33.05' LT	563600.838	812185.917
TLE355	340+00.15	33.05' LT	563601.014	812197.037
TLE356	340+66.60	44.88' LT	563613.847	812263.302
TLE357	340+76.77	35.27' LT	563604.392	812273.620
TLE358	340+85.56	35.26' LT	563604.520	812282.407
TLE359	340+85.56	31.61' LT	563600.868	812282.461
TLE360	340+66.50	34.40' RT	563534.573	812264.398
TLE361	340+66.23	58.20' RT	563510.775	812264.488
TLE362	340+01.35	37.79' RT	563530.204	812199.307
TLE363	339+97.82	34.46' RT	563533.485	812195.727
TLE364	338+20.61	34.27' RT	563530.678	812018.608
TLE365	338+08.51	46.57' RT	563518.184	812006.713
TLE366	337+83.75	47.56' RT	563516.775	811981.969
TLE367	337+70.63	34.22' RT	563529.886	811968.635



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
314-315	S 00°54'29" E	3.66'
315-PLE370	N 89°05'31" E	15.06'
PLE370-PLE371	N 00°54'29" W	2.00'
PLE371-PLE372	N 89°05'31" E	35.47'
PLE372-PLE373	S 00°54'29" E	2.00'
PLE373-PLE374	N 89°05'31" E	58.15'
PLE374-PLE375	N 00°54'29" W	2.00'
PLE375-PLE376	N 89°05'31" E	5.00'
PLE376-PLE377	S 00°57'13" E	2.00'
PLE377-PLE378	N 89°05'31" E	25.42'
PLE378-PLE379	N 00°54'29" W	2.00'
PLE379-PLE380	N 89°05'31" E	5.00'
PLE380-PLE381	S 00°54'29" E	2.00'
PLE381-316	N 89°05'31" E	87.33'
316-61	S 00°54'29" E	31.78'
61-317	S 00°54'29" E	34.22'
317-PLE382	S 89°05'31" W	118.85'
PLE382-PLE383	S 00°54'29" E	2.00'
PLE383-PLE384	S 89°05'31" W	5.00'
PLE384-PLE385	N 00°54'29" W	2.00'
PLE385-318	S 89°05'31" W	124.36'
318-319	S 00°52'49" E	23.82'
319-320	S 89°07'11" W	2.00'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
56-206	N 00°54'29" W	31.83'
206-300	N 89°05'31" E	68.67'
300-301	N 65°54'15" E	43.95'
301-302	N 23°18'51" W	58.28'
302-59	N 66°41'09" E	30.12'
59-303	N 66°41'09" E	29.88'
303-304	S 23°18'51" E	101.74'
304-305	N 89°05'31" E	96.64'
305-306	N 74°27'02" E	6.43'
306-307	N 00°50'57" W	13.85'
307-308	N 88°59'30" E	1.96'
308-PROP824	N 01°00'30" W	85.99'
PROP824-60	N 88°59'30" E	29.09'
60-309	N 88°59'30" E	30.91'
309-310	S 01°00'30" E	58.90'
310-311	N 89°23'51" E	4.00'
311-312	S 01°00'30" E	33.51'
312-313	S 47°29'54" E	7.97'
313-314	N 89°09'37" E	7.67'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
320-321	S 00°52'49" E	45.18'
321-62	S 89°07'11" W	31.01'
62-322	S 89°07'11" W	28.99'
322-323	N 00°52'49" W	68.97'
323-324	S 89°05'31" W	183.48'
324-325	S 43°35'29" W	14.45'
325-326	S 89°03'14" W	22.67'
326-327	N 45°29'01" W	14.49'
327-207	S 89°05'31" W	58.19'
207-56	N 00°54'29" W	34.17'

EXISTING MONUMENTS			
Point #	Y COORDS	Y COORDS	DESCRIPTION
PROP822	563595.835	811964.913	1" IRON PIPE
PROP824	563701.006	812197.758	RAIL ROAD SPIKE
PROP826	563604.375	812406.611	1" IRON PIPE

BASIS OF EXISTING R/W TABLE			
ROAD NAME	PROJECT / SURVEY	VOL./PAGE	YEAR
USH 8 (LAKE AVE WEST)	FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER	1/24	1902
USH 8 (LAKE AVE WEST)	THE FLAMBEAU TOWN CO. ADDITION TO WARNER	1/23	1902
WEST 5TH STREET NORTH (CTH J)	FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER	1/24	1902
WEST 4TH STREET	THE FLAMBEAU TOWN CO. ADDITION TO WARNER	1/23	1902
WEST 4TH STREET	FLAMBEAU TOWN COMPANY'S 2ND ADDITION TO THE VILLAGE OF WARNER	1/24	1902

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
206	337+16.73	31.83' LT	563595.023	811913.620
207	337+16.66	34.17' RT	563529.031	811914.666
300	337+85.39	31.76' LT	563596.111	811982.279
301	338+25.81	49.02' LT	563614.053	812022.397
302	338+03.65	102.93' LT	563667.577	811999.330
303	338+59.14	125.74' LT	563691.323	812054.431
304	338+97.83	31.65' LT	563597.892	812094.696
305	339+94.46	31.55' LT	563599.424	812191.320
306	340+00.63	33.17' LT	563601.147	812197.515
307	340+00.63	47.02' LT	563614.994	812197.310
308	340+02.59	47.03' LT	563615.029	812199.271
309	340+62.37	133.17' LT	563702.062	812257.749
310	340+62.52	74.27' LT	563643.173	812258.785
311	340+66.52	74.25' LT	563643.215	812262.785
312	340+66.61	40.74' LT	563609.711	812263.375
313	340+72.40	35.27' LT	563604.328	812269.250

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
314	340+80.07	35.27' LT	563604.440	812276.914
315	340+80.07	31.61' LT	563600.781	812276.972
316	343+11.50	31.78' LT	563604.448	812508.375
317	343+11.55	34.22' RT	563538.456	812509.421
318	340+63.35	34.41' RT	563534.523	812261.248
319	340+63.35	58.23' RT	563510.702	812261.614
320	340+61.35	58.23' RT	563510.672	812259.615
321	340+61.37	103.41' RT	563465.500	812260.309
322	340+01.37	103.42' RT	563464.578	812200.316
323	340+01.35	34.45' RT	563533.541	812199.256
324	338+17.81	34.27' RT	563530.634	812015.805
325	338+07.67	44.57' RT	563520.169	812005.843
326	337+85.00	44.56' RT	563519.795	811983.176
327	337+74.85	34.23' RT	563529.953	811972.846
PLE370	340+95.13	31.62' LT	563601.020	812292.028
PLE371	340+95.12	33.62' LT	563603	1.997

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 2/24/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegner DATE: 2/24/2020
PRINT NAME: KURTIS L. GORSEGNER

FILE NAME : S:\SURVEY\LAND SURVEYS\2015 PROJECTS\WO#16 ID15803100_USH8_TOPO-TPP\TPP\C3D\TPP_USH8_15803120_C3D2018-11X17.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : February 24, 2020 PLOT BY : KOLBY SCHERTZ PLOT NAME : USH 8 PLOT SCALE : 1" = 20'

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI AND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegner DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNER

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH					
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED
			NEW	EXISTING	TOTAL		
40	Patrick J. & Charissa Morgan	FEE, TLE	67	-	67	19	-
41	Manley B. & Hilary A. Peterson	FEE, TLE, PLE	64	-	64	34	10
42	Philip & Cheryl Kaiser	FEE, TLE	10	-	10	12	-
44	J AND L Land Company, LLC	FEE, TLE	5	-	5	94	-
45	Rockl Top Auto, LLC	TLE	-	-	-	42	-
46	Ladysmith Baptist Church	FEE	55	-	55	-	-
47	Tami L. Kraft	FEE, TLE	39	-	39	247	-
48	Terry R. Frohn	PLE	-	-	-	-	13

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.04

LOCATED IN PART OF LOT 1, BLOCK 2 OF THE FLAMBEAU CO. ADDITION TO WARNER AND LOTS 1 AND 4, BLOCK 4, AND LOT 4, BLOCK 3 TO THE PLAT OF FLAMBEAU FALLS; ALL LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, AND PART OF LOT 1, BLOCK 3, AND LOTS 1 AND 12, BLOCK 4 TO THE FLAMBEAU CO. ADDITION TO WARNER; LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354708
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 09:02 AM
CABINET: ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.04
AMENDMENT NO:___

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.

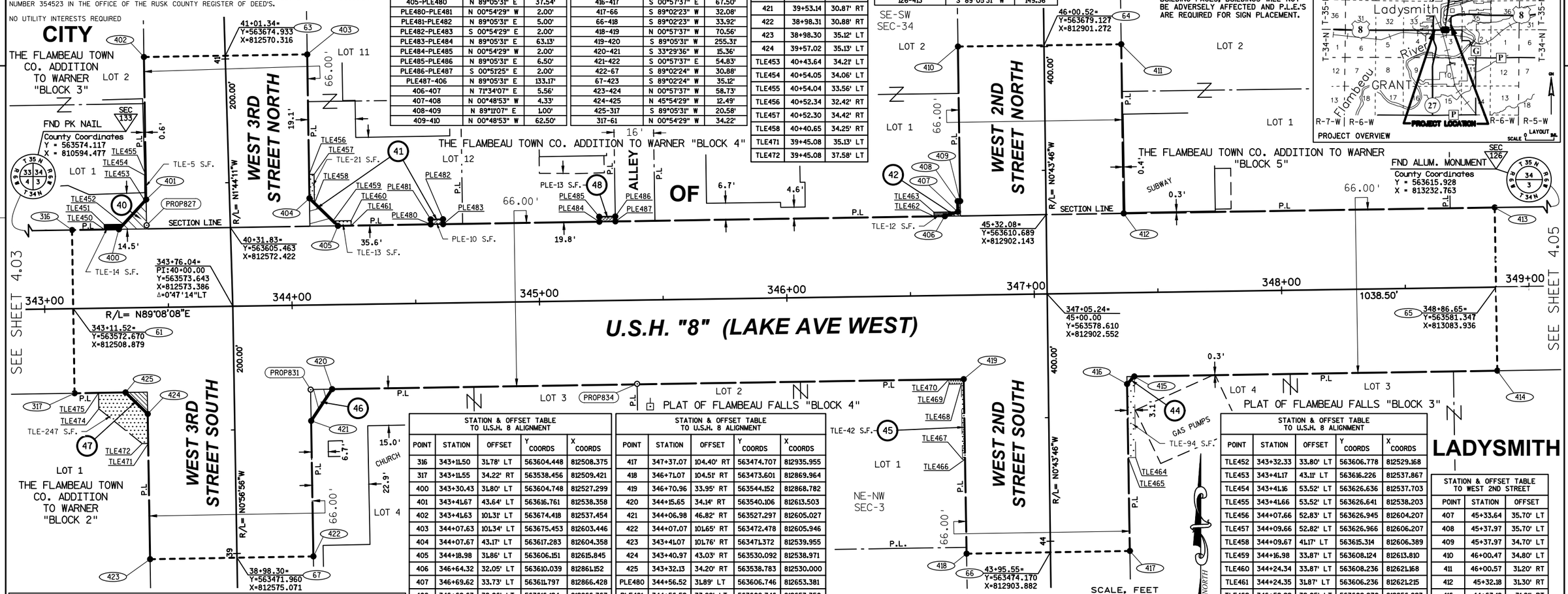
R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
61-316	N 00°54'29" W	31.78'
316-400	N 89°05'31" E	18.93'
400-401	N 42°38'06" E	16.33'
401-402	N 00°53'56" W	57.66'
402-63	N 89°06'04" E	32.87'
63-403	N 89°06'04" E	33.13'
403-404	S 00°53'56" E	58.18'
404-405	S 45°54'01" E	16.00'
405-PLE480	N 89°05'31" E	37.54'
PLE480-PLE481	N 00°54'29" W	2.00'
PLE481-PLE482	N 89°05'31" E	5.00'
PLE482-PLE483	S 00°54'29" E	2.00'
PLE483-PLE484	N 89°05'31" E	63.13'
PLE484-PLE485	N 00°54'29" W	2.00'
PLE485-PLE486	N 89°05'31" E	6.50'
PLE486-PLE487	S 00°51'25" E	2.00'
PLE487-406	N 89°05'31" E	133.17'
406-407	N 71°34'07" E	5.56'
407-408	N 00°48'53" W	4.33'
408-409	N 89°11'07" E	1.00'
409-410	N 00°48'53" W	62.50'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
410-64	N 89°11'07" E	34.80'
64-411	N 89°11'07" E	31.20'
411-412	S 00°48'53" E	68.39'
412-413	N 89°05'31" E	150.00'
413-65	S 00°54'29" E	32.22'
65-414	S 00°54'29" E	33.78'
414-415	S 89°05'31" W	146.72'
415-416	S 44°03'57" W	4.24'
416-417	S 00°57'37" E	67.50'
417-66	S 89°02'23" W	32.08'
66-418	S 89°02'23" W	33.92'
418-419	N 00°57'37" W	70.56'
419-420	S 89°05'31" W	255.31'
420-421	S 33°29'36" W	15.36'
421-422	S 00°57'37" E	54.83'
422-67	S 89°02'24" W	30.88'
67-423	S 89°02'24" W	35.12'
423-424	N 00°57'37" W	58.73'
424-425	N 45°54'29" W	12.49'
425-317	S 89°05'31" W	20.58'
317-61	N 00°54'29" W	34.22'

STATION & OFFSET TABLE TO WEST 3RD STREET		
POINT	STATION	OFFSET
401	40+44.16	33.71' LT
402	41+01.82	32.86' LT
403	41+00.85	33.13' RT
404	40+42.68	32.28' RT
421	39+53.14	30.87' RT
422	38+98.31	30.88' RT
423	38+98.30	35.12' LT
424	39+57.02	35.13' LT
TLE453	40+43.64	34.21' LT
TLE454	40+54.05	34.06' LT
TLE455	40+54.04	33.56' LT
TLE456	40+52.34	32.42' RT
TLE457	40+52.30	34.42' RT
TLE458	40+40.65	34.25' RT
TLE471	39+45.08	35.13' LT
TLE472	39+45.08	37.58' LT

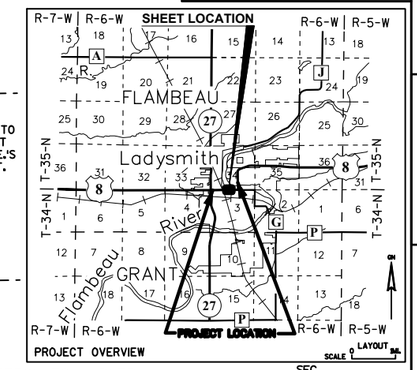
SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
133-126	N 89°05'31" E	2638.62'
133-316	N 89°05'31" E	1914.14'
400-405	N 89°05'31" E	88.56'
PLE480-PLE483	N 89°05'31" E	5.00'
PLE484-PLE487	N 89°05'31" E	6.50'
406-412	N 89°05'31" E	72.30'
126-413	S 89°05'31" W	149.36'

NO UTILITY INTERESTS REQUIRED



NOTE: NO UTILITY INTERESTS REQUIRED

NOTE: T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES. BUILDINGS WILL NOT BE ADVERSELY AFFECTED AND P.L.E.'S ARE REQUIRED FOR SIGN PLACEMENT.



STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
316	343+11.50	31.78' LT	563604.448	812508.375
317	343+11.55	34.22' RT	563538.456	812509.421
400	343+30.43	31.80' LT	563604.748	812527.299
401	343+41.67	43.64' LT	563616.761	812538.358
402	343+41.63	101.31' LT	563674.418	812537.454
403	344+07.63	101.34' LT	563675.453	812603.446
404	344+07.67	43.17' LT	563617.283	812604.358
405	344+18.98	31.86' LT	563606.151	812615.845
406	346+64.32	32.05' LT	563610.039	812861.152
407	346+69.62	33.73' LT	563611.797	812866.428
408	346+69.63	38.06' LT	563616.124	812866.367
409	346+70.63	38.05' LT	563616.138	812867.367
410	346+70.68	100.55' LT	563678.632	812866.478
411	347+36.68	100.50' LT	563679.570	812932.471
412	347+36.62	32.10' LT	563611.185	812933.444
413	348+86.62	32.22' LT	563613.561	813083.425
414	348+86.67	33.78' RT	563547.570	813084.471
415	347+39.96	33.89' RT	563545.245	812937.773
416	347+36.96	36.90' RT	563542.198	812934.824

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
417	347+37.07	104.40' RT	563474.707	812935.955
418	346+71.07	104.51' RT	563473.601	812869.964
419	346+70.96	33.95' RT	563544.152	812868.782
420	344+15.65	34.14' RT	563540.106	812613.503
421	344+06.98	46.82' RT	563527.297	812605.027
422	344+07.01	101.65' RT	563472.478	812605.946
423	343+41.07	101.76' RT	563471.372	812539.955
424	343+40.97	43.03' RT	563530.092	812538.971
425	343+32.13	34.20' RT	563538.783	812530.000
PLE480	344+56.52	31.89' LT	563606.746	812653.381
PLE481	344+56.52	33.89' LT	563608.746	812653.350
PLE482	344+61.52	33.90' LT	563608.825	812658.349
PLE483	344+61.52	31.90' LT	563606.825	812658.381
PLE484	345+24.65	31.94' LT	563607.826	812721.498
PLE485	345+24.65	33.94' LT	563609.825	812721.466
PLE486	345+31.15	33.95' LT	563609.928	812727.965
PLE487	345+31.15	31.95' LT	563607.929	812727.995
TLE450	343+24.59	31.79' LT	563604.656	812521.460
TLE451	343+24.58	33.79' LT	563606.655	812521.428

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
TLE471	343+40.99	54.97' RT	563518.149	812539.171
TLE472	343+38.54	54.98' RT	563518.108	812536.724
TLE474	343+21.25	40.65' RT	563532.174	812519.216
TLE475	343+21.24	34.21' RT	563538.610	812519.114

EXISTING MONUMENTS			
Point #	Y COORDS	Y COORDS	DESCRIPTION
PROP827	563606.362	812538.508	2" IRON PIPE
PROP831	563539.914	812604.821	PK NAIL
PROP834	563542.249	812736.783	SURVEY NAIL
PROP836	563709.801	812932.883	MAG NAIL

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
TLE452	343+32.33	33.80' LT	563606.778	812529.168
TLE453	343+41.17	43.11' LT	563616.226	812537.867
TLE454	343+41.16	53.52' LT	563626.636	812537.703
TLE455	343+41.66	53.52' LT	563626.641	812538.203
TLE456	344+07.66	52.83' LT	563626.945	812604.207
TLE457	344+09.66	52.82' LT	563626.966	812606.207
TLE458	344+09.67	41.17' LT	563615.314	812606.389
TLE459	344+16.98	33.87' LT	563608.124	812613.810
TLE460	344+24.34	33.87' LT	563608.236	812621.168
TLE461	344+24.35	31.87' LT	563606.236	812621.215
TLE462	346+59.99	32.05' LT	563609.970	812856.823
TLE463	346+59.99	33.72' LT	563611.645	812856.796
TLE464	347+40.01	66.66' RT	563512.487	812938.322
TLE465	347+37.01	66.66' RT	563512.437	812935.322
TLE466	346+71.01	66.38' RT	563511.725	812869.325
TLE467	346+70.01	66.38' RT	563511.708	812868.325
TLE468	346+69.96	35.95' RT	563542.136	812867.815
TLE469	346+64.96	35.95' RT	563542.057	812862.816
TLE470	346+64.96	33.95' RT	563544.056	812862.782

STATION & OFFSET TABLE TO WEST 2ND STREET		
POINT	STATION	OFFSET
407	45+33.64	35.70' LT
408	45+37.97	35.70' LT
409	45+37.97	34.70' LT
410	46+00.47	34.80' LT
411	46+00.57	31.20' RT
412	45+32.18	31.30' RT
416	44+63.18	31.81' RT
417	43+95.68	32.08' RT
418	43+95.41	33.92' LT
419	44+65.97	34.21' LT
TLE464	44+33.43	34.93' RT
TLE465	44+33.41	31.93' RT
TLE466	44+33.54	34.08' LT
TLE467	44+33.54	35.08' LT
TLE468	44+63.5[illegible]	[illegible]T

BASIS OF EXISTING R/W TABLE			
ROAD NAME	PROJECT / SURVEY	VOL./PAGE	YEAR
USH 8 (LAKE AVE WEST)	PLAT OF FLAMBEAU FALLS	1/14	1902
USH 8 (LAKE AVE WEST)	THE FLAMBEAU TOWN CO. ADDITION TO WARNER	1/23	1902
WEST 3RD STREET SOUTH	PLAT OF FLAMBEAU FALLS	1/14	1902
WEST 3RD STREET SOUTH & NORTH	THE FLAMBEAU TOWN CO. ADDITION TO WARNER	1/23	1902
WEST 2ND STREET SOUTH	PLAT OF FLAMBEAU FALLS	1/14	1902
WEST 2ND STREET NORTH	THE FLAMBEAU TOWN CO. ADDITION TO WARNER	1/23	1902

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.05

LOCATED IN PART OF LOT 4, BLOCK 1 AND LOTS 1 AND 4, BLOCK 2 OF PLAT OF FLAMBEAU FALLS LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, PART OF LOTS 35, 36, 37 AND 39, BLOCK 20 OF MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS. LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, AND LOCATED IN PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354709
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 09:07 AM
CABINET: ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.05
AMENDMENT NO:___

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES). UNLESS OTHERWISE NOTED. AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

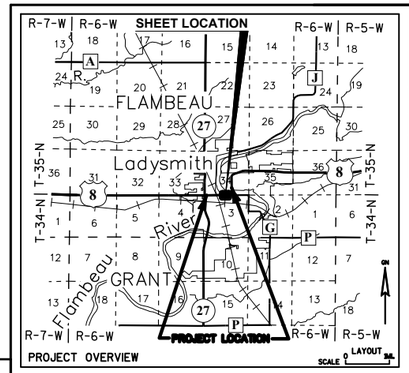
FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.

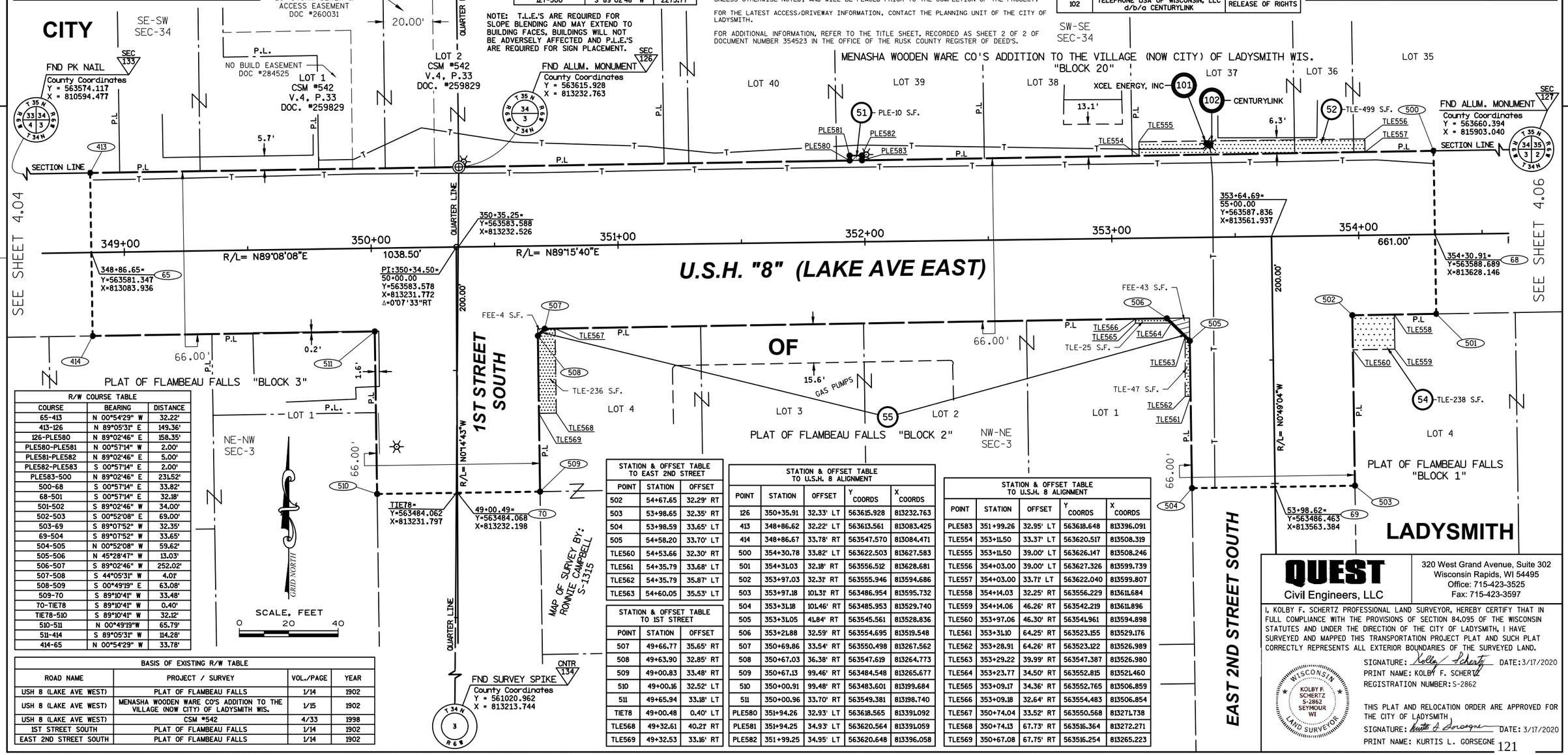
SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH					
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED
			NEW	EXISTING	TOTAL		
51	Congregational Church of Christ	PLE	-	-	-	-	10
52	Schindler Enterprises, Inc.	TLE	-	-	-	499	-
54	City of Ladysmith	TLE	-	-	-	238	-
55	Krist Oil Company	FEE, TLE	47	-	47	308	-

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
133-126	N 89°05'31" E	2638.62'
126-127	N 89°02'46" E	2670.65'
PE580-PLE583	N 89°02'46" E	5.00'
126-128	N 00°44'14" W	5323.54'
126-134	S 00°25'12" W	2595.04'
126-STA350+35.25	S 00°25'12" W	32.34'
STA350+35.25-TIE78	S 00°25'12" W	99.53'
TIE78-134	S 00°25'12" W	2463.17'
133-413	N 89°05'31" E	2489.26'
127-500	S 89°02'46" W	2275.77'

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQUIRED
101	NORTHERN STATES POWER COMPANY d/b/a XCEL ENERGY, INC.	RELEASE OF RIGHTS
102	TELEPHONE USA OF WISCONSIN, LLC d/b/a CENTURYLINK	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
101	52	NO EASEMENT OF RECORD	-
102	52	NO EASEMENT OF RECORD	-





R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
65-413	N 00°54'29" W	32.22'
413-126	N 89°05'31" E	149.36'
126-PLE580	N 89°02'46" E	158.35'
PLE580-PLE581	N 00°57'14" W	2.00'
PLE581-PLE582	N 89°02'46" E	5.00'
PLE582-PLE583	S 00°57'14" E	2.00'
PLE583-500	N 89°02'46" E	231.52'
500-68	S 00°57'14" E	33.82'
68-501	S 00°57'14" E	32.18'
501-502	S 89°02'46" W	34.00'
502-503	S 00°52'08" E	69.00'
503-69	S 89°07'52" W	32.35'
69-504	S 89°07'52" W	33.65'
504-505	N 00°52'08" W	59.62'
505-506	N 45°28'47" W	13.03'
506-507	S 89°02'46" W	252.02'
507-508	S 44°05'31" W	4.01'
508-509	S 00°49'19" E	63.08'
509-70	S 89°10'41" W	33.48'
70-TIE78	S 89°10'41" W	0.40'
TIE78-510	S 89°10'41" W	32.12'
510-511	N 00°49'19" W	65.79'
511-414	S 89°05'31" W	114.28'
414-65	N 00°54'29" W	33.78'

BASIS OF EXISTING R/W TABLE			
ROAD NAME	PROJECT / SURVEY	VOL./PAGE	YEAR
USH 8 (LAKE AVE WEST)	PLAT OF FLAMBEAU FALLS	1/14	1902
USH 8 (LAKE AVE WEST)	MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS.	1/15	1902
USH 8 (LAKE AVE WEST)	CSM #542	4/33	1998
1ST STREET SOUTH	PLAT OF FLAMBEAU FALLS	1/14	1902
EAST 2ND STREET SOUTH	PLAT OF FLAMBEAU FALLS	1/14	1902

STATION & OFFSET TABLE TO EAST 2ND STREET		
POINT	STATION	OFFSET
502	54+67.65	32.29' RT
503	53+98.65	32.35' RT
504	53+98.59	33.65' LT
505	54+58.20	33.70' LT
TLE560	54+53.66	32.30' RT
TLE561	54+35.79	33.68' LT
TLE562	54+35.79	35.87' LT
TLE563	54+60.05	35.53' LT

STATION & OFFSET TABLE TO 1ST STREET		
POINT	STATION	OFFSET
507	49+66.77	35.65' RT
508	49+63.90	32.85' RT
509	49+00.83	33.48' RT
510	49+00.16	32.52' LT
511	49+65.94	33.18' LT
TIE78	49+00.48	0.40' LT
TLE568	49+32.61	40.21' RT
TLE569	49+32.53	33.16' RT

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
126	350+35.91	32.33' LT	563615.928	813232.763
413	348+86.62	32.22' LT	563613.561	813083.425
414	348+86.67	33.78' RT	563547.570	813084.471
500	354+30.78	33.82' LT	563622.503	813627.583
501	354+31.03	32.18' RT	563556.512	813628.681
502	353+97.03	32.31' RT	563555.946	813594.686
503	353+97.18	101.31' RT	563486.954	813595.732
504	353+31.18	101.46' RT	563485.953	813529.740
505	353+31.05	41.84' RT	563545.561	813528.836
506	353+21.88	32.59' RT	563554.695	813519.548
507	350+69.86	33.54' RT	563550.498	813267.562
508	350+67.03	36.38' RT	563547.619	813264.773
509	350+67.13	99.46' RT	563484.548	813265.677
510	350+00.91	99.48' RT	563483.601	813199.684
511	350+00.96	33.70' RT	563549.381	813198.740
PLE580	351+94.26	32.93' LT	563618.565	813391.092
PLE581	351+94.25	34.93' LT	563620.564	813391.059
PLE582	351+99.25	34.95' LT	563620.648	813396.058

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PLE583	351+99.26	32.95' LT	563618.648	813396.091
TLE554	353+11.50	33.37' LT	563620.517	813508.319
TLE555	353+11.50	39.00' LT	563626.147	813508.246
TLE556	354+03.00	39.00' LT	563627.326	813599.739
TLE557	354+03.00	33.71' LT	563622.040	813599.807
TLE558	354+14.03	32.25' RT	563556.229	813611.684
TLE559	354+14.06	46.26' RT	563542.219	813611.896
TLE560	353+97.06	46.30' RT	563541.961	813594.898
TLE561	353+31.10	64.25' RT	563523.155	813529.176
TLE562	353+28.91	64.26' RT	563523.122	813526.989
TLE563	353+29.22	39.99' RT	563547.387	813526.980
TLE564	353+23.77	34.50' RT	563552.815	813521.460
TLE565	353+09.17	34.36' RT	563552.765	813506.859
TLE566	353+09.18	32.64' RT	563554.483	813506.854
TLE567	350+74.04	33.52' RT	563550.568	813271.738
TLE568	350+74.13	67.73' RT	563516.364	813272.271
TLE569	350+67.08	67.75' RT	563516.254	813265.223

QUEST Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegne DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNE

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.06

LOCATED IN PART OF LOT 5, BLOCK 6 OF MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS. AND LOT 1, BLOCK 1 OF PLAT OF FLAMBEAU FALLS ALL LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, AND PART OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST; ALL LOCATED IN THE CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

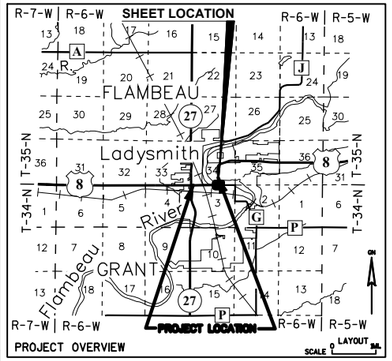
RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354715
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 11:14 AM
CABINET: ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.06
AMENDMENT NO:___



PROJECT OVERVIEW

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
54	City of Ladysmith	TLE	-	-	-	292
60	Gates County, Wisconsin	FEE, TLE	12	-	12	19

UTILITY EASEMENT TABLE			
UTILITY *	PARCEL *	INTEREST DESCRIPTION	RECORDING DATA
100	54	NO EASEMENT OF RECORD	-

UTILITY INTERESTS REQUIRED		
UTILITY *	OWNER(S)	INTEREST REQUIRED
100	WISCONSIN GAS d/b/a WE ENERGIES	RELEASE OF RIGHTS

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
126-127	N 89°02'46" E	2670.65'
126-500	N 89°02'46" E	394.87'
600-604	N 89°02'46" E	187.00'
127-PROP843	S 89°02'46" W	1846.52'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
68-500	N 00°57'14 W	33.82'
500-600	N 89°02'46" E	146.24'
600-601	N 45°36'42" E	26.18'
601-602	N 00°55'02" W	118.77'
602-71	N 89°04'58" E	94.16'
71-603	N 89°04'58" E	73.84'
603-604	S 00°55'02" E	136.66'
604-PROP843	N 89°02'46" E	96.01'
PROP843-72	S 00°57'14" E	35.39'
72-605	S 00°57'14" E	30.61'
605-606	S 89°02'46" W	128.38'
606-607	S 44°40'55" W	6.82'
607-608	S 00°52'08" E	66.73'
608-73	S 89°07'52" W	32.17'
73-609	S 89°07'52" W	33.83'
609-610	N 00°52'08" W	71.40'
610-501	S 89°02'46" W	230.00'
501-68	N 00°57'14 W	32.18'

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
500	354+30.78	33.82' LT	563622.503	813627.583
501	354+31.03	32.18' RT	563556.512	813628.681
600	355+77.02	34.37' LT	563624.938	813773.805
601	355+95.96	52.44' LT	563643.252	813792.514
602	358+05.71	94.11' LT	563762.004	813790.613
603	358+00.60	73.81' RT	563764.693	813958.592
604	356+64.00	69.65' RT	563628.051	813960.779
609	356+61.19	102.72' RT	563488.948	813859.732
610	356+61.03	31.32' RT	563560.341	813858.650
PROP843	356+61.14	165.62' RT	563629.650	814056.772
PROP844	356+59.04	231.46' RT	563630.607	814122.643
TLE653	356+61.08	55.36' RT	563537.299	813858.999
TLE654	356+35.65	31.41' RT	563559.919	813833.274

STATION & OFFSET TABLE TO CTH G				
POINT	STATION	OFFSET	Y COORDS	X COORDS
604	65+68.52	35.07' LT	563628.051	813960.779
605	66+64.63	30.61' RT	563563.659	814057.871
606	65+36.39	31.05' RT	563561.521	813929.507
PROP843	66+64.68	35.39' LT	563629.650	814056.772
PROP844	67+30.56	35.20' LT	563630.607	814122.643
TLE650	65+51.84	30.99' RT	563561.779	813944.955
TLE651	65+51.84	32.20' RT	563560.569	813944.975
TLE652	65+35.24	32.18' RT	563560.376	813928.374

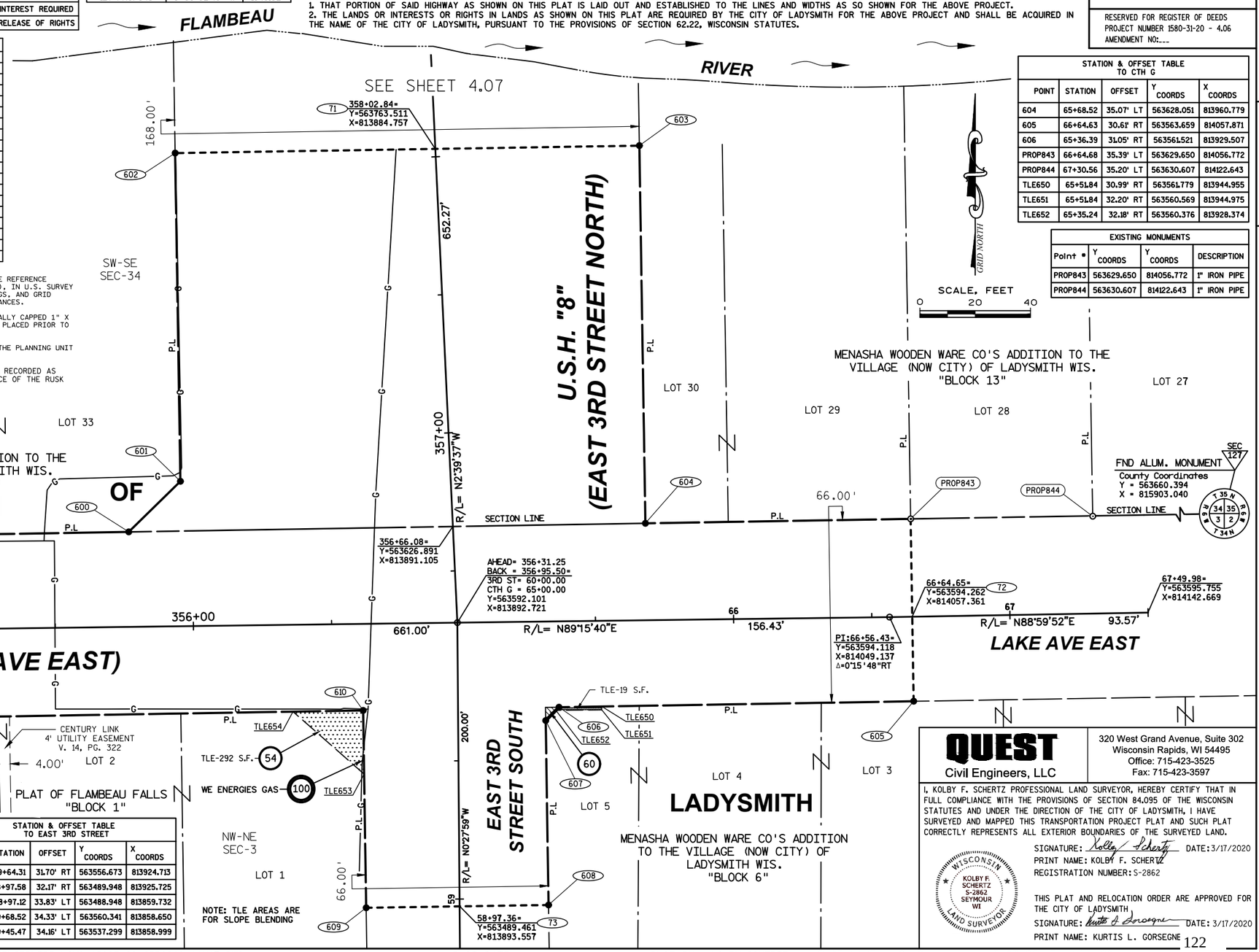
EXISTING MONUMENTS			
Point *	Y COORDS	Y COORDS	DESCRIPTION
PROP843	563629.650	814056.772	1" IRON PIPE
PROP844	563630.607	814122.643	1" IRON PIPE

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.



BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
USH 8 (LAKE AVE EAST)	PLAT OF FLAMBEAU FALLS	-	1/14	1902
USH 8 (LAKE AVE EAST & EAST 3RD ST NORTH)	MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS.	-	1/15	1902
USH 8 (EAST 3RD ST NORTH)	1580-10-21	1	282/95	1991
CTH G (LAKE AVE EAST)	MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS.	-	1/15	1902
EAST 3RD STREET SOUTH	PLAT OF FLAMBEAU FALLS	-	1/14	1902
EAST 3RD STREET SOUTH	MENASHA WOODEN WARE CO'S ADDITION TO THE VILLAGE (NOW CITY) OF LADYSMITH WIS.	-	1/15	1902

STATION & OFFSET TABLE TO EAST 3RD STREET				
POINT	STATION	OFFSET	Y COORDS	X COORDS
607	59+64.31	31.70' RT	563556.673	813924.713
608	58+97.58	32.17' RT	563489.948	813925.725
609	58+97.12	33.83' LT	563488.948	813859.732
610	59+68.52	34.33' LT	563560.341	813858.650
TLE653	59+45.47	34.16' LT	563537.299	813858.999

QUEST Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegne DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNE

TRANSPORTATION PROJECT PLAT NO: 1580-31-20 - 4.07

LOCATED IN PART OF LOT 1, CSM #415, RECORDED IN VOLUME 3 PAGE 106-107, DOCUMENT NUMBER 241239, BEING PART OF LOTS 8 AND 9, BLOCK 21 OF MENASHA WOODEN CO'S THIRD ADDITION TO LADYSMITH AND PART OF CSM #170, RECORDED IN VOLUME 1 PAGE 262-263, DOCUMENT NUMBER 199458, BEING PART OF LOTS 10 AND 11, BLOCK 18 OF MENASHA WOODEN CO'S THIRD ADDITION TO LADYSMITH; ALL LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER USH 8 CITY OF LADYSMITH, LAKE AVE & EAST 3RD STREET (STH 27 - RIVER AVE) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

354716
JUDITH SRP
RUSK CO. REGISTER OF DEEDS
RECEIVED FOR RECORDING ON
03/17/2020 11:15 AM
CABINET: ENV:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-31-20 - 4.07
AMENDMENT NO:___

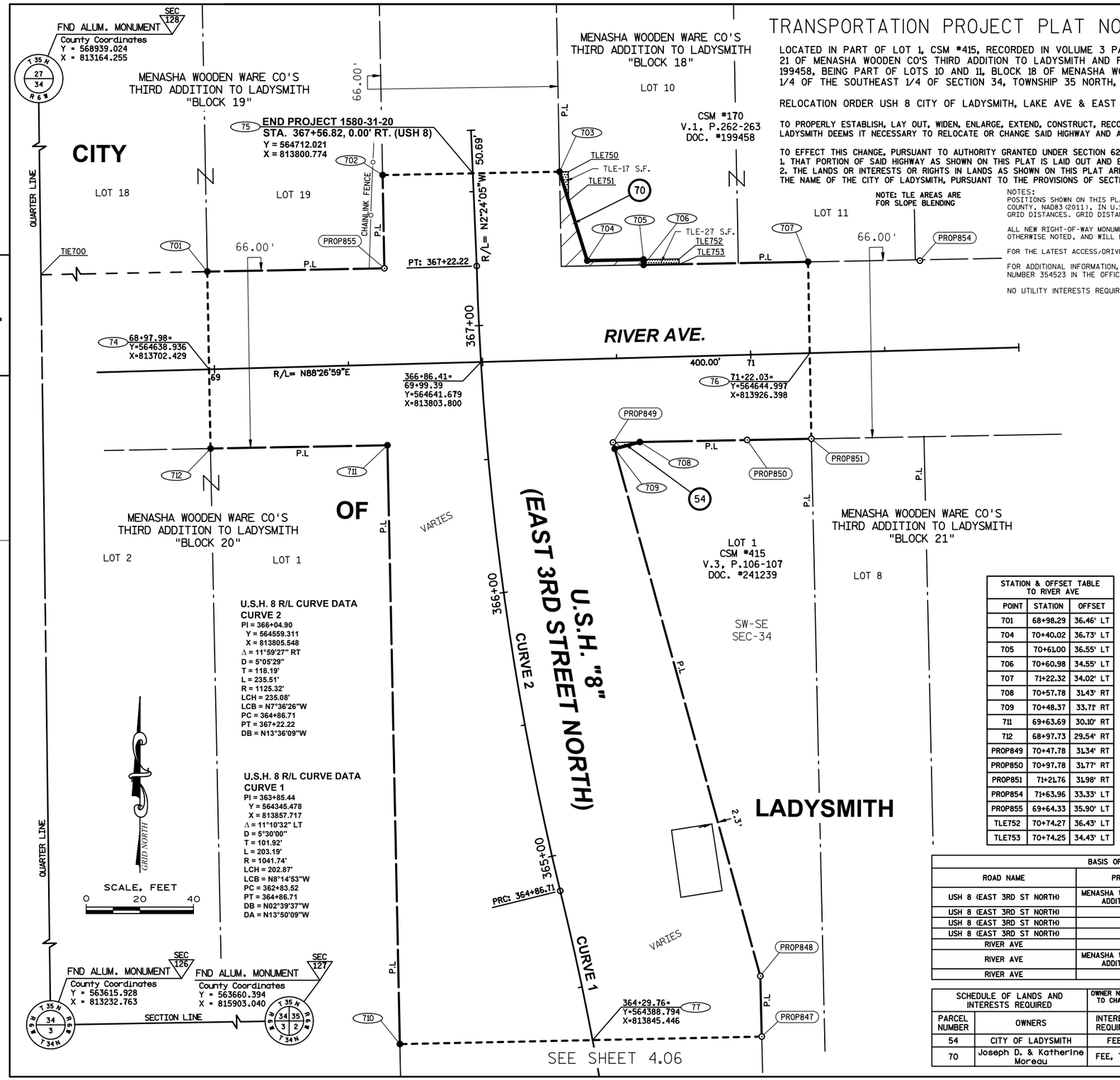
NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 354523 IN THE OFFICE OF THE RUSK COUNTY REGISTER OF DEED'S.

NO UTILITY INTERESTS REQUIRED



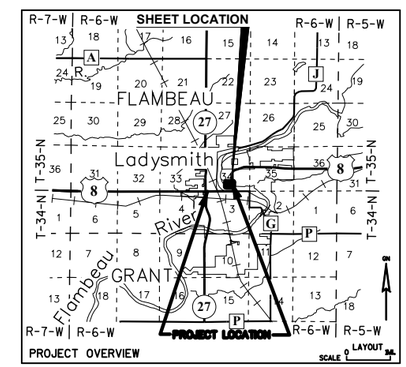
SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
127-126	S 89°02'46" W	2670.65'
126-128	N 00°44'14" W	5323.54'
126-TIE700	N 00°44'14" W	1050.62'
128-TIE700	S 00°44'14" E	4272.92'
TIE700-701	S 88°56'23" W	482.59'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
74-701	N 01°03'37" W	36.46'
701-PROP855	N 88°56'23" E	66.04'
PROP855-702	N 01°04'48" W	34.78'
702-75	N 88°55'12" E	33.66'
75-703	N 88°55'12" E	32.34'
703-704	S 17°17'24" E	34.71'
704-705	N 88°56'23" E	20.98'
705-706	S 01°03'37" E	2.00'
706-707	N 88°56'23" E	61.35'
707-76	S 01°03'37" E	34.02'
76-PROP851	S 01°03'37" E	31.98'
PROP851-708	S 88°56'23" W	63.98'
708-709	S 74°49'39" W	9.69'
709-PROP848	S 15°26'09" E	203.98'
PROP848-PROP847	S 01°22'37" E	22.59'
PROP847-77	S 88°48'32" W	63.07'
77-710	S 88°48'32" W	71.89'
710-711	N 01°11'28" W	223.37'
711-712	S 88°56'23" W	65.97'
712-74	N 01°03'37" W	29.54'

EXISTING MONUMENTS			
Point #	Y COORDS	Y COORDS	DESCRIPTION
PROP847	564390.105	813908.504	3/4" IRON PIPE
PROP848	564412.688	813907.961	3/4" IRON PIPE
PROP849	564611.657	813853.022	CUT "X"
PROP850	564612.582	813903.013	3/4" IRON PIPE
PROP851	564613.026	813926.989	3/4" IRON PIPE
PROP854	564679.447	813967.403	3/4" IRON PIPE
PROP855	564676.613	813767.777	2" IRON PIPE

STATION & OFFSET TABLE TO U.S.H. 8 ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
701	367+24.37	100.47' LT	564675.391	813701.754
702	367+57.60	33.65' LT	564711.386	813767.121
703	367+56.08	32.33' RT	564712.630	813833.110
704	367+22.53	41.25' RT	564679.491	813843.425
705	356+81.21	62.22' LT	564679.879	813864.397
706	367+20.82	62.20' RT	564677.879	813864.434
707	367+20.07	123.54' RT	564679.014	813925.768
708	366+51.30	56.81' RT	564611.842	813863.020
709	366+49.56	47.26' RT	564609.306	813853.671
710	364+42.51	70.83' LT	564387.300	813773.573
711	366+58.42	37.03' LT	564610.623	813768.930
712	366+62.43	102.86' LT	564609.403	813702.975
PROP847	364+19.92	62.25' RT	564390.105	813908.504
PROP848	364+40.92	65.93' RT	564412.688	813907.961
PROP849	366+52.06	46.83' RT	564611.657	813853.022
PROP850	366+48.13	96.70' RT	564612.582	813903.013
PROP851	366+46.10	120.61' RT	564613.026	813926.989
PROP854	367+19.12	165.17' RT	564679.447	813967.403
PROP855	367+22.83	34.45' LT	564676.613	813767.777
TIE700	367+35.67	582.93' LT	564666.462	813219.243
TLE750	367+55.96	35.56' RT	564712.652	813836.338
TLE751	367+45.10	35.25' RT	564701.785	813836.485
TLE752	356+94.48	75.49' LT	564680.124	813877.665
TLE753	367+20.67	75.47' RT	564678.125	813877.702

STATION & OFFSET TABLE TO RIVER AVE		
POINT	STATION	OFFSET
701	68+98.29	36.46' LT
704	70+40.02	36.73' LT
705	70+61.00	36.55' LT
706	70+60.98	34.55' LT
707	71+22.32	34.02' LT
708	70+57.78	31.43' RT
709	70+48.37	33.71' RT
711	69+63.69	30.10' RT
712	68+97.73	29.54' RT
PROP849	70+47.78	31.34' RT
PROP850	70+97.78	31.77' RT
PROP851	71+21.76	31.98' RT
PROP854	71+63.96	33.33' LT
PROP855	69+64.33	35.90' LT
TLE752	70+74.27	36.43' LT
TLE753	70+74.25	34.43' LT



PROJECT OVERVIEW

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
USH 8 (EAST 3RD ST NORTH)	MENASHA WOODEN WARE CO'S THIRD ADDITION TO LADYSMITH	-	1/31	1903
USH 8 (EAST 3RD ST NORTH)	1580-10-21	2	-	1991
USH 8 (EAST 3RD ST NORTH)	CSM #415	1	3/106	1994
USH 8 (EAST 3RD ST NORTH)	CSM #170	1	1/262	1981
RIVER AVE	CSM #170	1	1/262	1981
RIVER AVE	MENASHA WOODEN WARE CO'S THIRD ADDITION TO LADYSMITH	-	1/31	1903
RIVER AVE	CSM #415	1	3/106	1994

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
54	CITY OF LADYSMITH	FEE	12	-	12	-
70	Joseph D. & Katherine Moreau	FEE, TLE	223		223	44

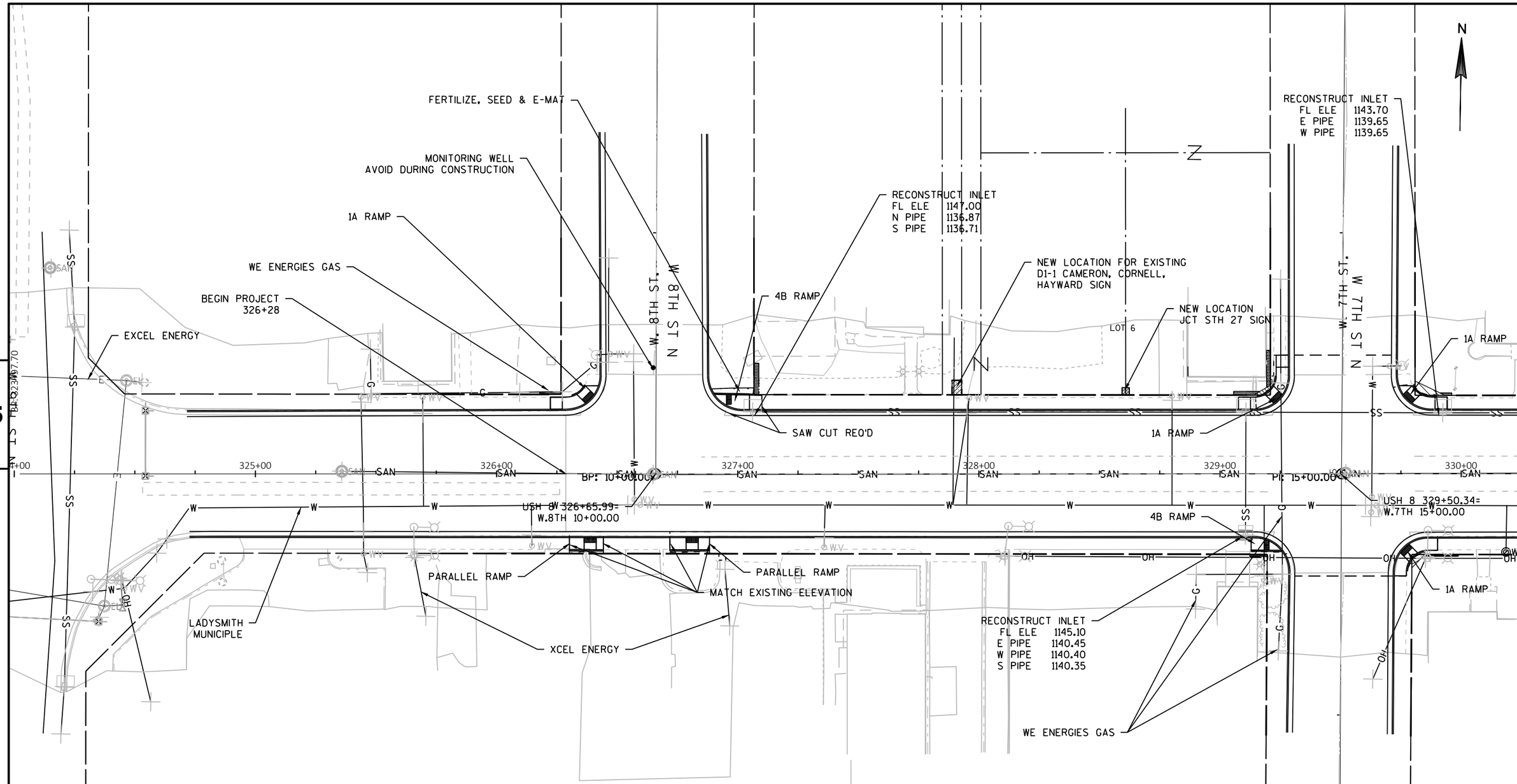
QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 3/17/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH
SIGNATURE: Kurtis L. Gorsegner DATE: 3/17/2020
PRINT NAME: KURTIS L. GORSEGNER



SEE PLAN OVERVIEW FOR ADDITIONAL DETAILS

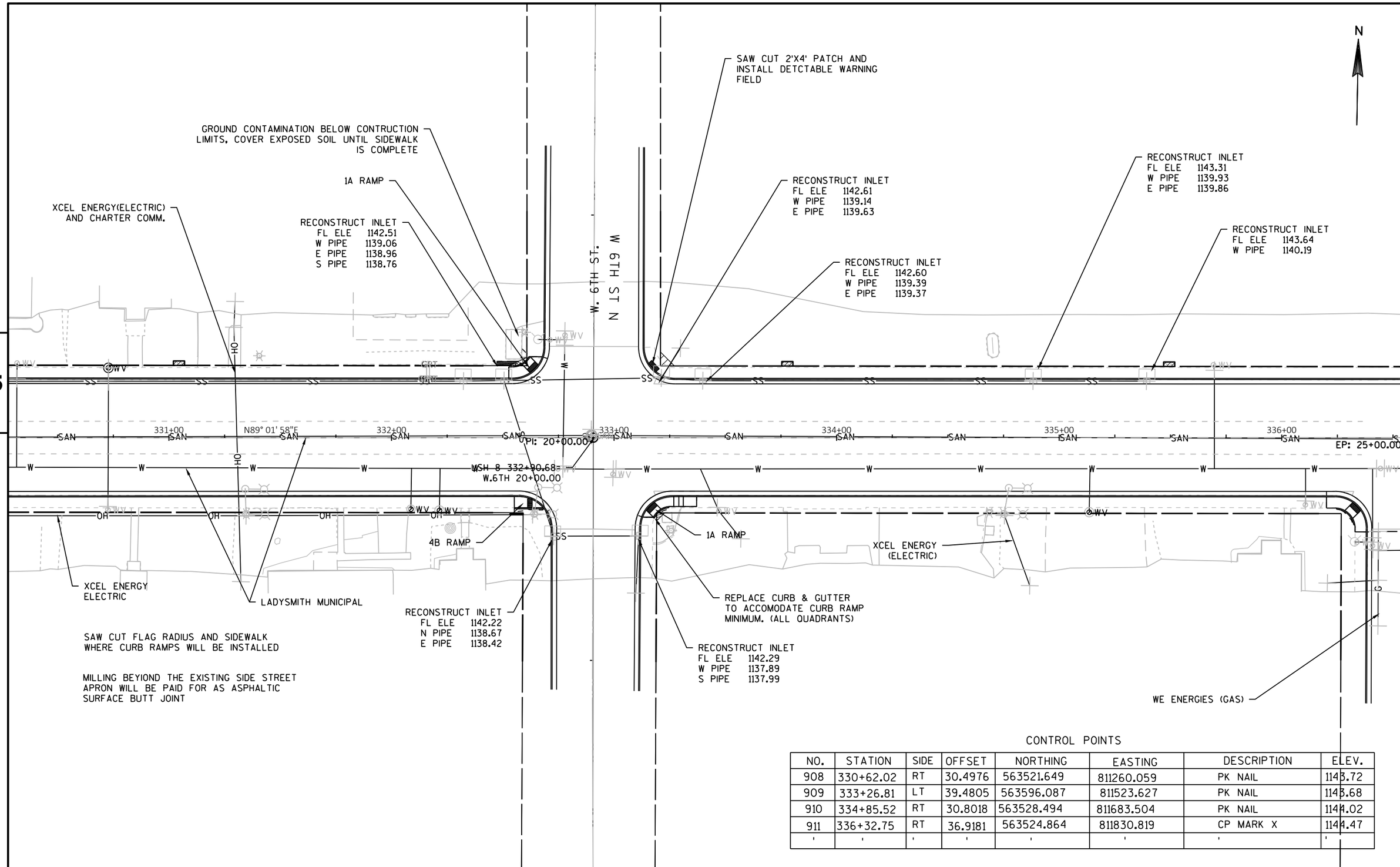
SAW CUT FLAG RADIUS AND SIDEWALK
WHERE CURB RAMPS WILL BE INSTALLED

MILLING BEYIOND THE EXISTING SIDE STREET
APRON WILL BE PAID FOR AS ASPHALTIC
SURFACE BUTT JOINT

CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
903	324+89.03	RT	52.184	563490.293	810687.521	CP NAIL	1142.80
904	326+37.48	LT	44.8988	563589.868	810834.308	CP NAIL	1146.87
905	328+78.04	LT	30.8458	563518.195	811076.108	PK NAIL	1146.50
906	326+87.15	RT	33.2567	563579.066	810884.167	CP MARK X	1147.17
907	329+71.11	LT	40.4292	563591.031	811167.966	CP NAIL	1144.06

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 124	E

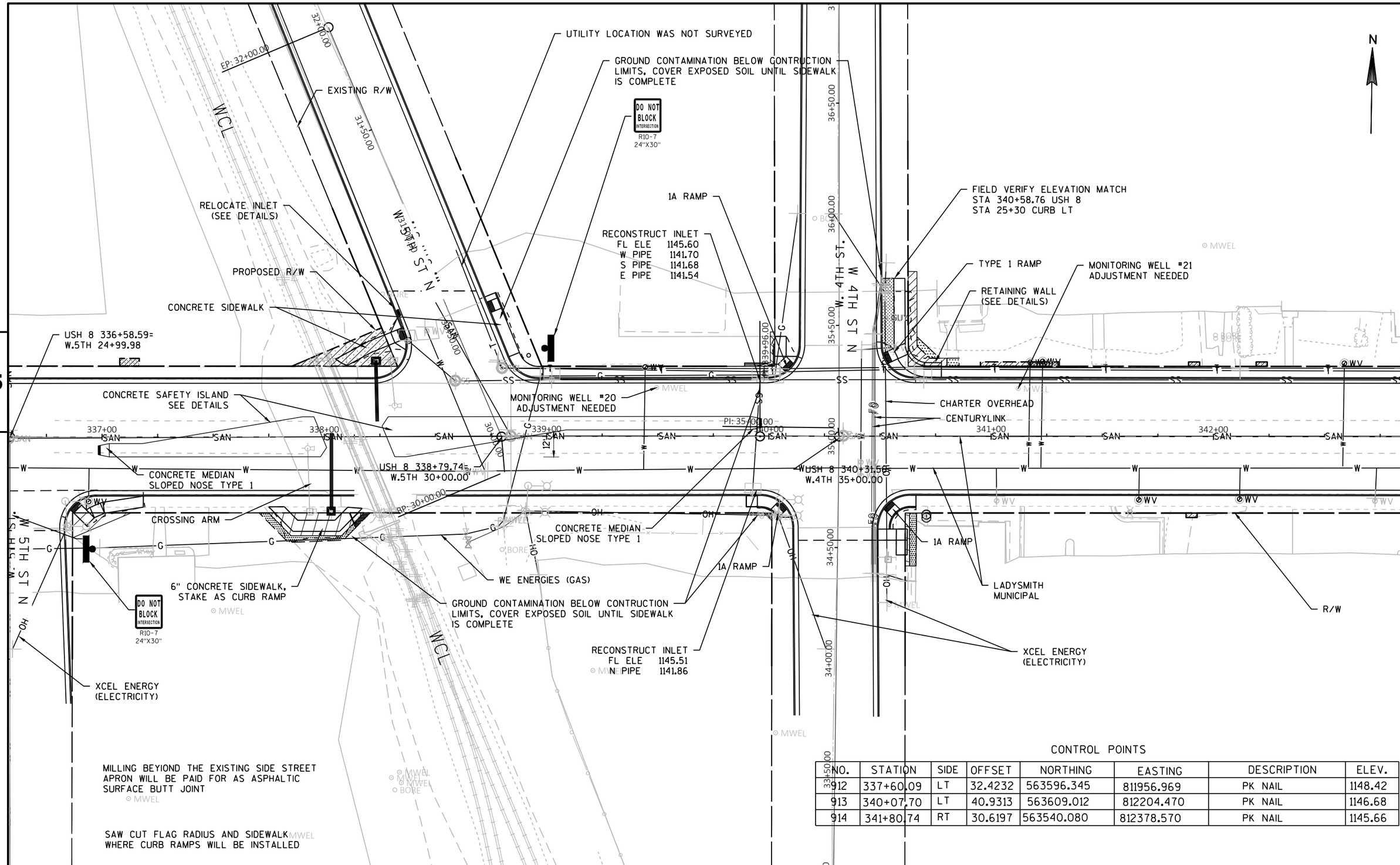


CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
908	330+62.02	RT	30.4976	563521.649	811260.059	PK NAIL	1143.72
909	333+26.81	LT	39.4805	563596.087	811523.627	PK NAIL	1143.68
910	334+85.52	RT	30.8018	563528.494	811683.504	PK NAIL	1144.02
911	336+32.75	RT	36.9181	563524.864	811830.819	CP MARK X	1144.47
'	'	'	'	'	'	'	'

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 125	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PLAN\PLAN 10-2020.DWG
LAYOUT NAME - SHEET - (2)
PLOT DATE : 3/2/2021 12:36 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



MILLING BEYIOND THE EXISTING SIDE STREET APRON WILL BE PAID FOR AS ASPHALTIC SURFACE BUTT JOINT

SAW CUT FLAG RADIUS AND SIDEWALK WHERE CURB RAMPS WILL BE INSTALLED

CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
3912	337+60.09	LT	32.4232	563596.345	811956.969	PK NAIL	1148.42
913	340+07.70	LT	40.9313	563609.012	812204.470	PK NAIL	1146.68
914	341+80.74	RT	30.6197	563540.080	812378.570	PK NAIL	1145.66

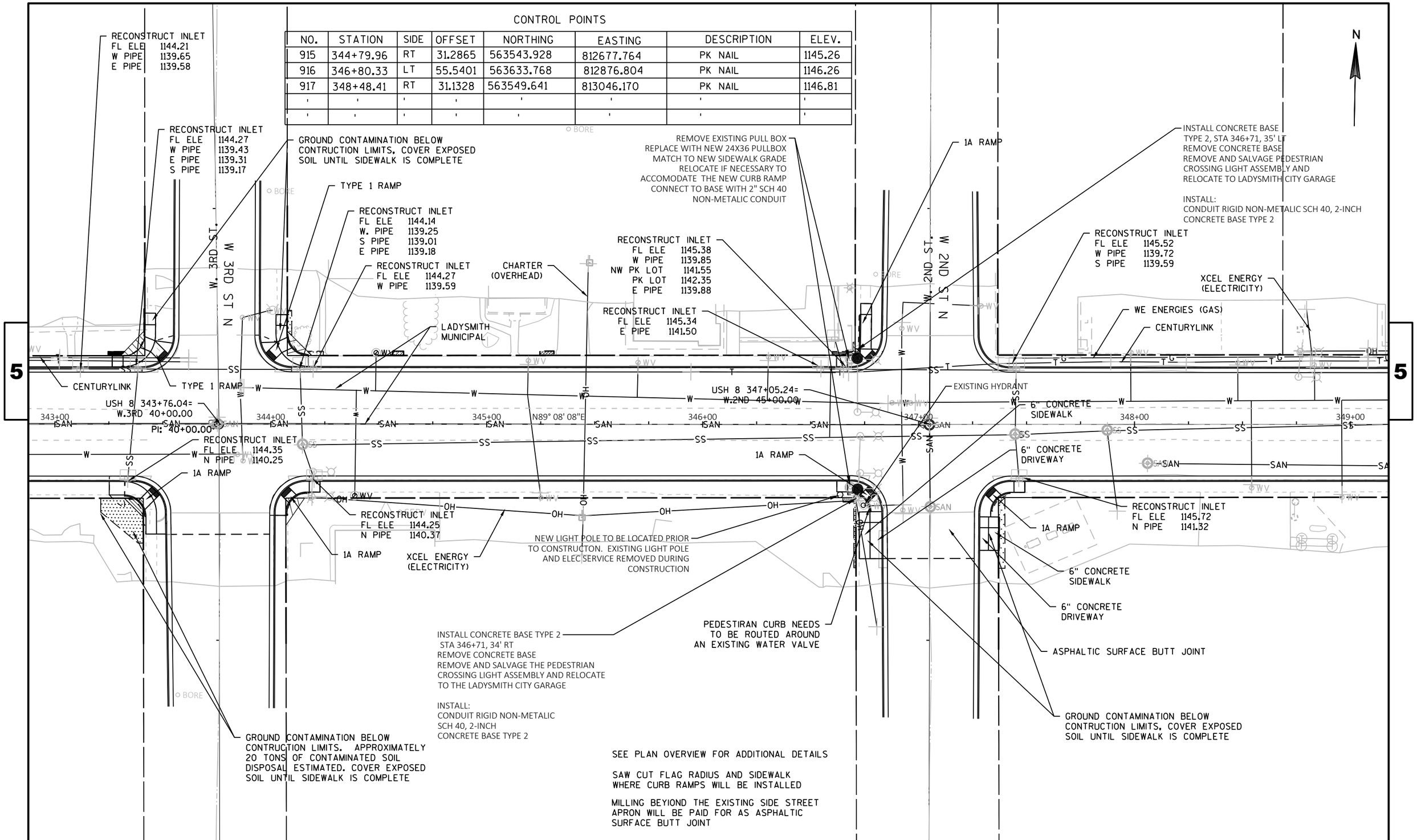
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 126	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PLAN\PLAN 10-2020.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 3/2/2021 12:36 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
915	344+79.96	RT	31.2865	563543.928	812677.764	PK NAIL	1145.26
916	346+80.33	LT	55.5401	563633.768	812876.804	PK NAIL	1146.26
917	348+48.41	RT	31.1328	563549.641	813046.170	PK NAIL	1146.81
'	'	'	'	'	'	'	'
'	'	'	'	'	'	'	'



SEE PLAN OVERVIEW FOR ADDITIONAL DETAILS

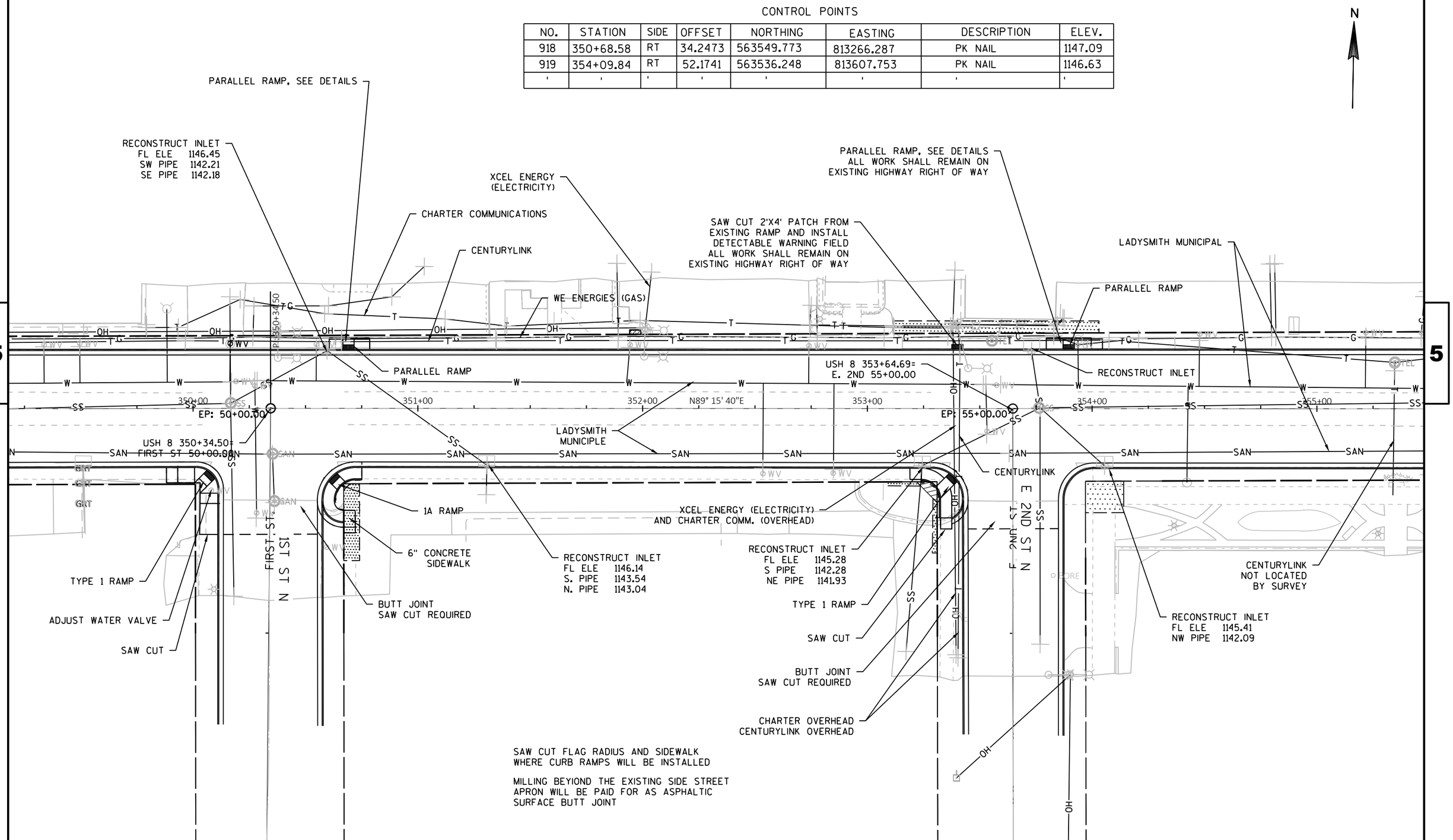
SAW CUT FLAG RADIUS AND SIDEWALK WHERE CURB RAMPS WILL BE INSTALLED

MILLING BEYIOND THE EXISTING SIDE STREET APRON WILL BE PAID FOR AS ASPHALTIC SURFACE BUTT JOINT

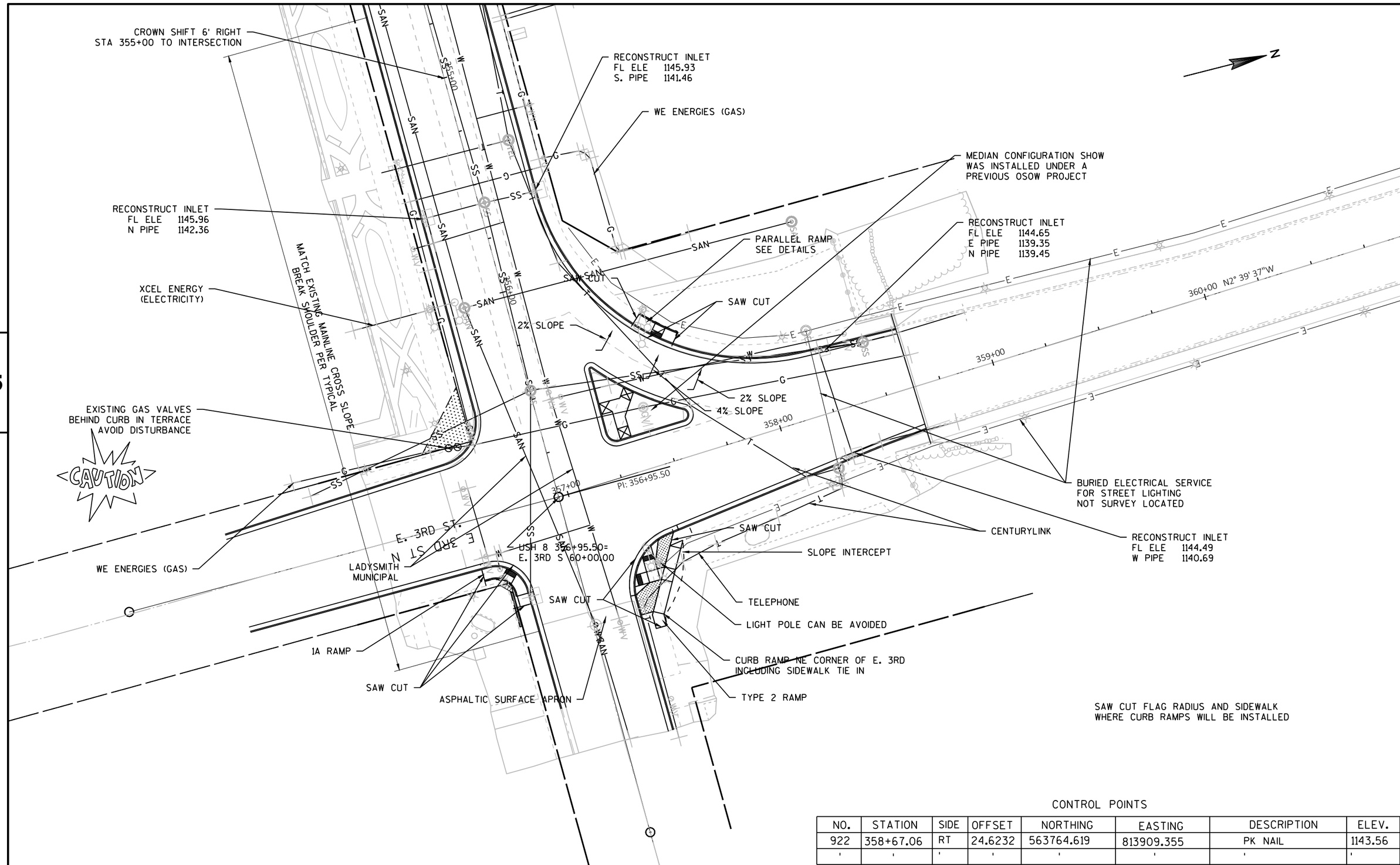
PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 127	E

CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
918	350+68.58	RT	34.2473	563549.773	813266.287	PK NAIL	1147.09
919	354+09.84	RT	52.1741	563536.248	813607.753	PK NAIL	1146.63
'	'	'	'	'	'	'	'



PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 128	E

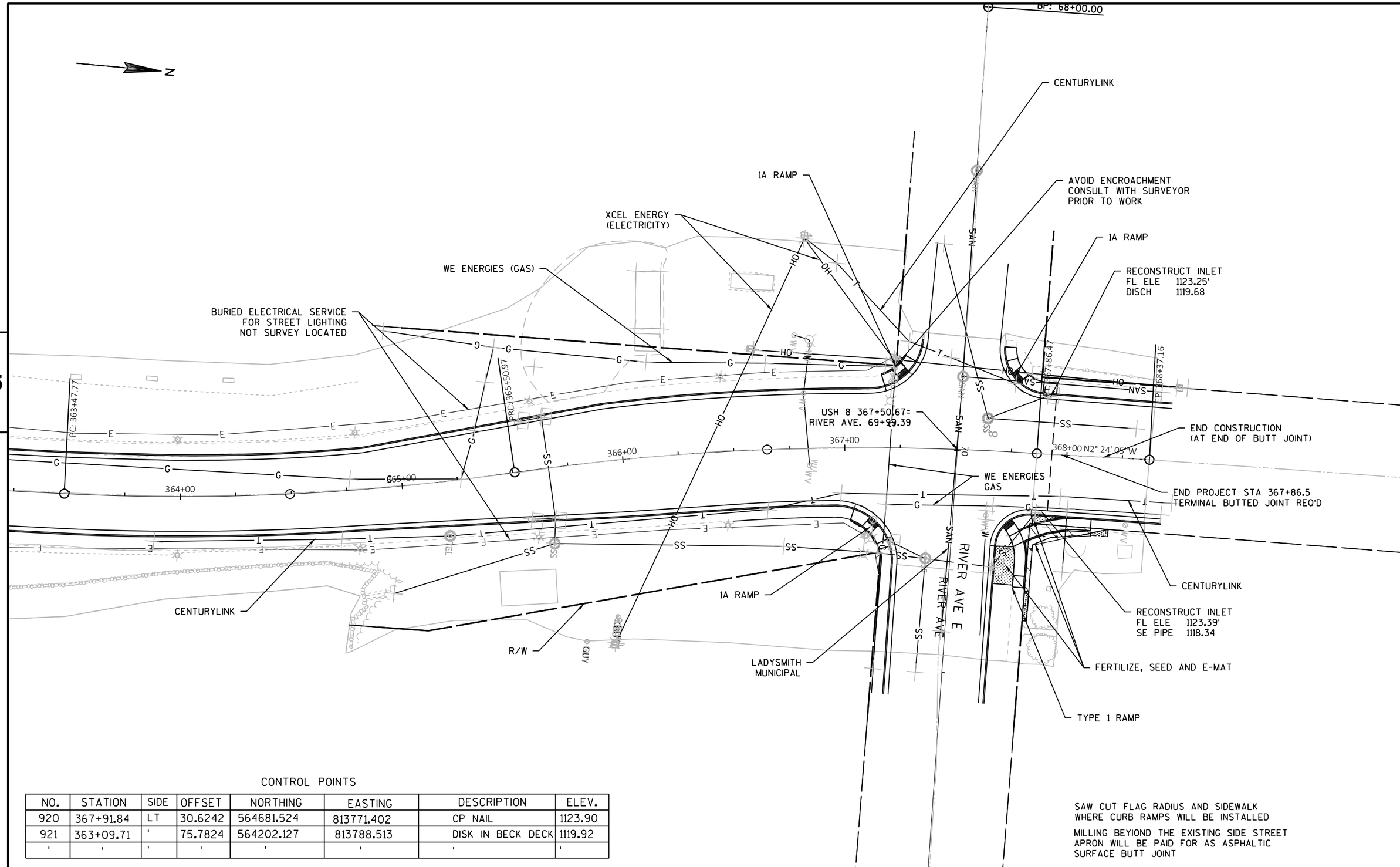


CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
922	358+67.06	RT	24.6232	563764.619	813909.355	PK NAIL	1143.56
'	'	'	'	'	'	'	'

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 129	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803100\SHEETSPLAN\PLAN\PLAN 10-2020.DWG
LAYOUT NAME - SHEET - (6)
PLOT DATE : 3/2/2021 12:36 PM PLOT BY : PEARSON, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT



CONTROL POINTS

NO.	STATION	SIDE	OFFSET	NORTHING	EASTING	DESCRIPTION	ELEV.
920	367+91.84	LT	30.6242	564681.524	813771.402	CP NAIL	1123.90
921	363+09.71	'	75.7824	564202.127	813788.513	DISK IN BECK DECK	1119.92
'	'	'	'	'	'	'	'

SAW CUT FLAG RADIUS AND SIDEWALK WHERE CURB RAMPS WILL BE INSTALLED

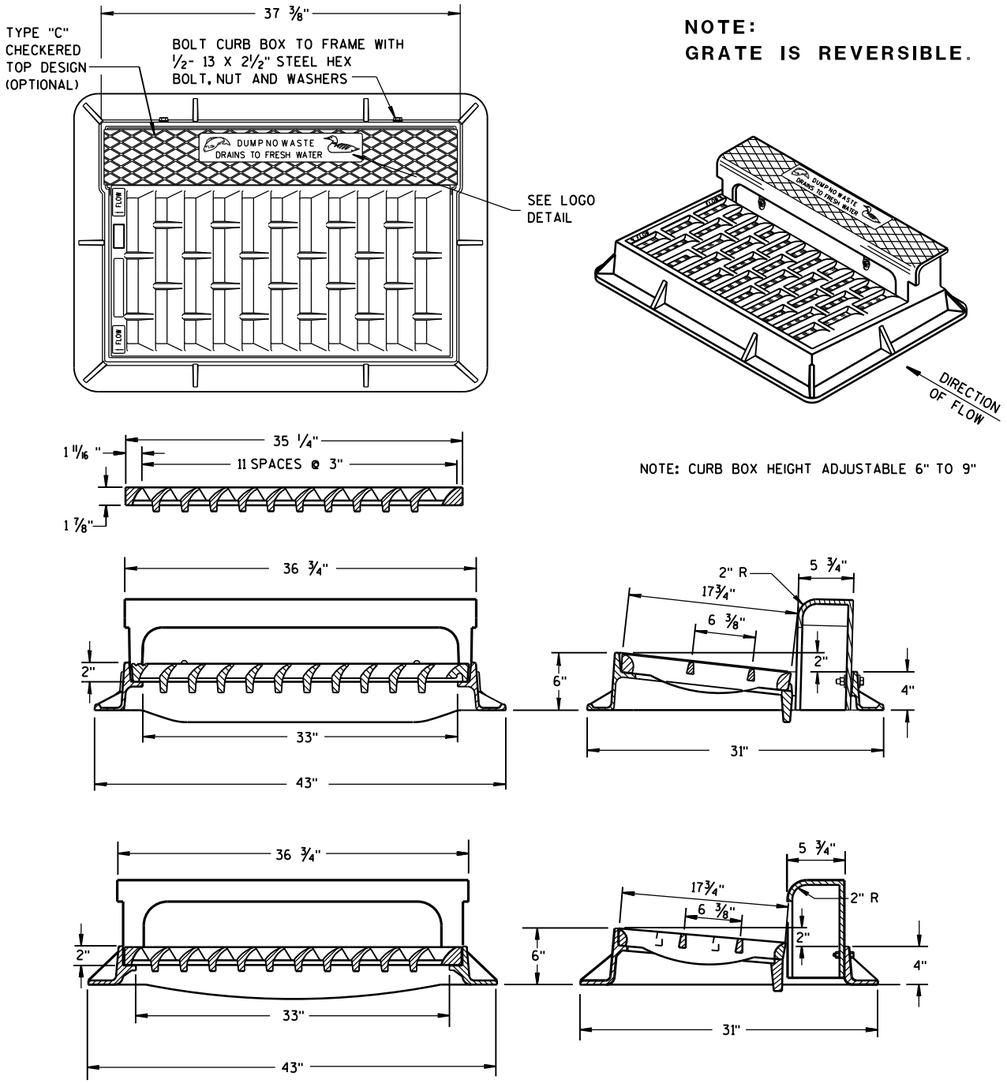
MILLING BEYIOND THE EXISTING SIDE STREET APRON WILL BE PAID FOR AS ASPHALTIC SURFACE BUTT JOINT

PROJECT NO:1580-31-71	HWY:USH 8	COUNTY:RUSK	PLAN	SHEET 130	E

Standard Detail Drawing List

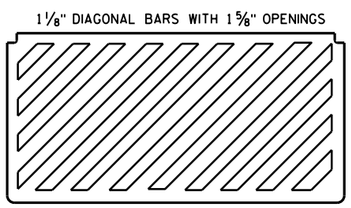
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	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
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
11B02-02	CONCRETE MEDIAN NOSE
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C08-02	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE 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
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-11A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C18-05A	PAVEMENT MARKINGS, MEDIAN ISLANDS
15C18-05B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
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
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6



TYPE "H"

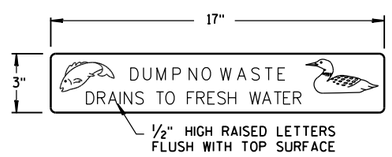
NOTE: EITHER CASTING IS ACCEPTABLE



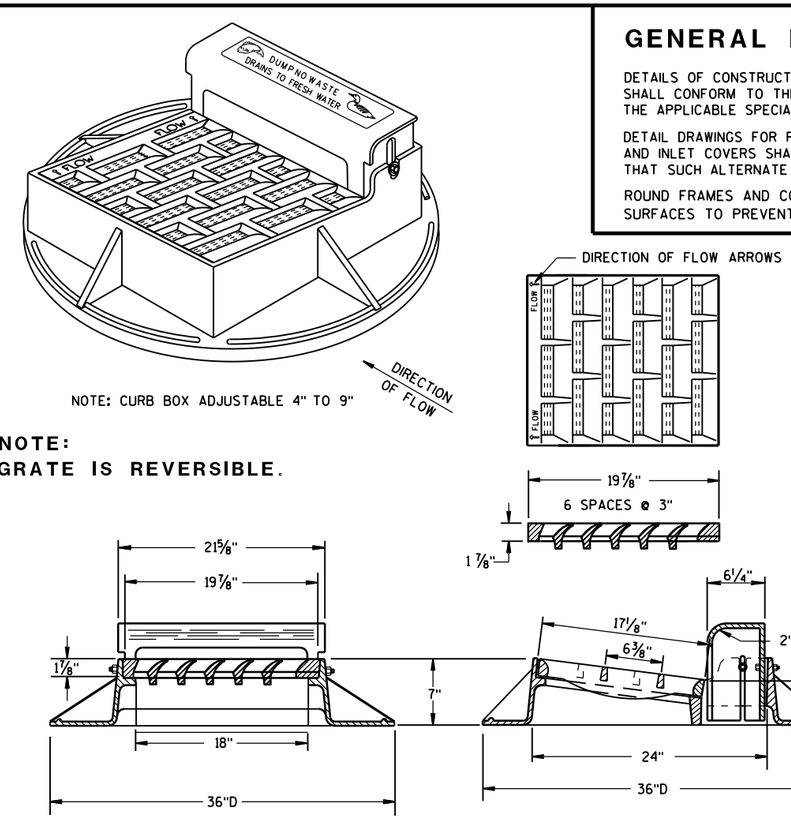
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



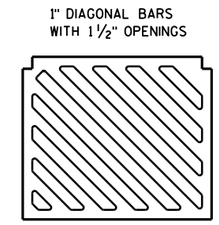
TYPE "A"

GENERAL NOTES

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

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

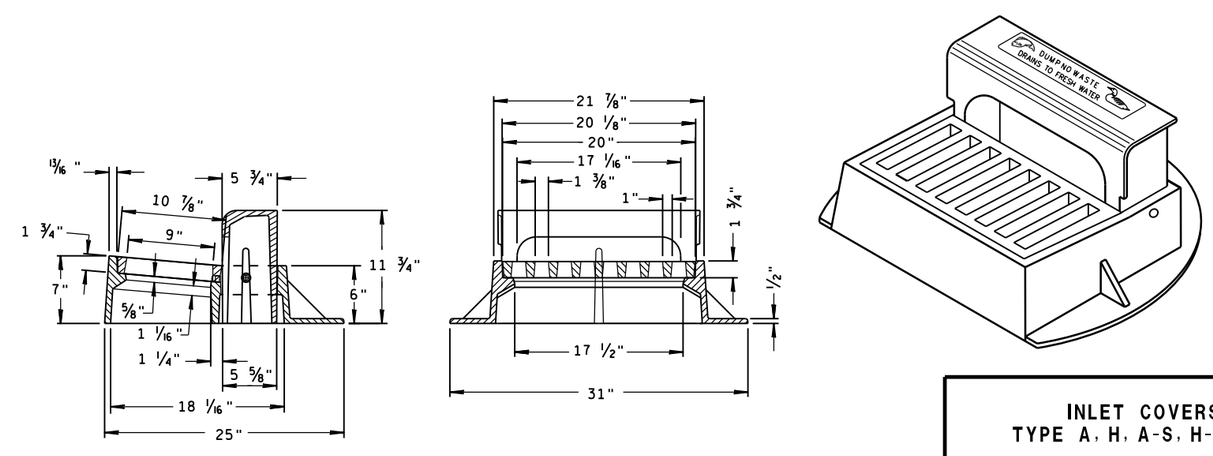
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



SPECIAL GRATE FOR TYPE "A" COVER

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

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

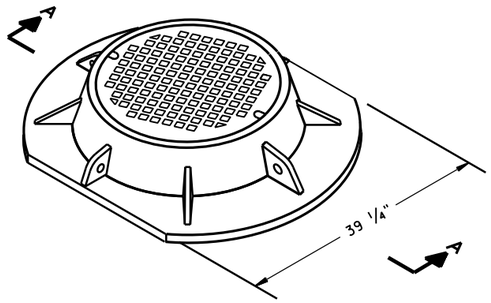
APPROVED
11-27-13 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

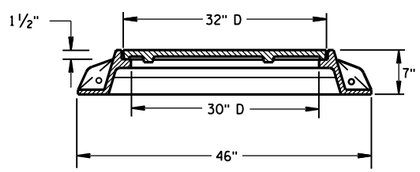
6

6

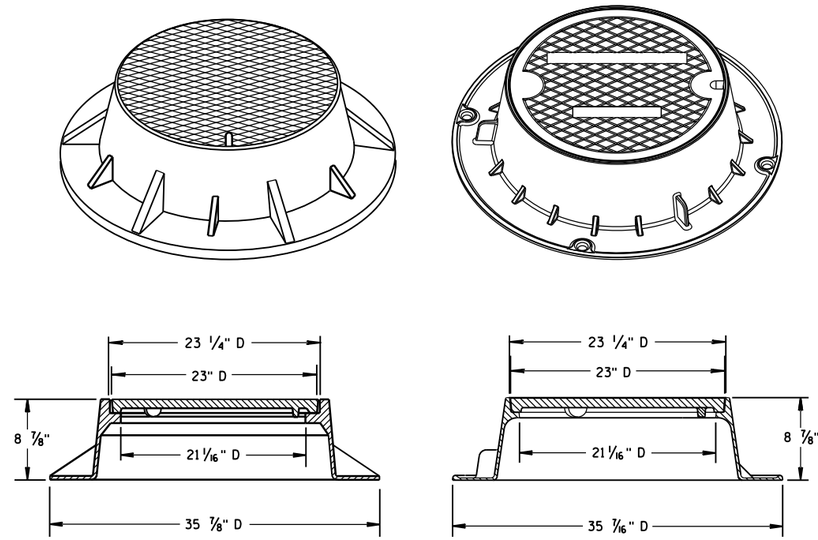
S.D.D. 8 A 5-19a

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





SECTION A-A
TYPE "K"



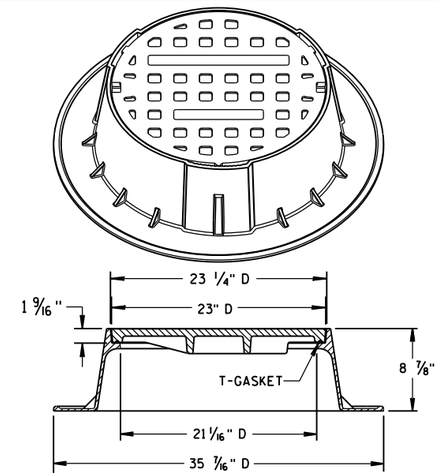
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

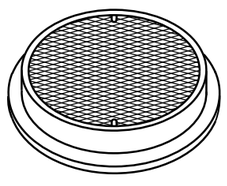
GENERAL NOTES

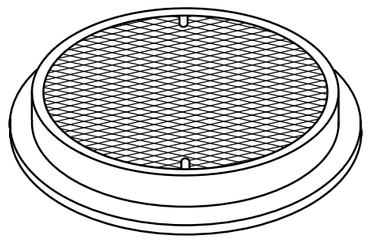
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

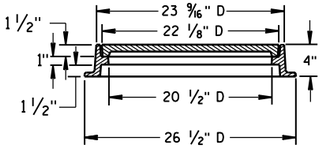
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

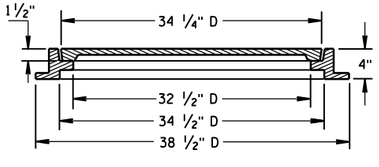




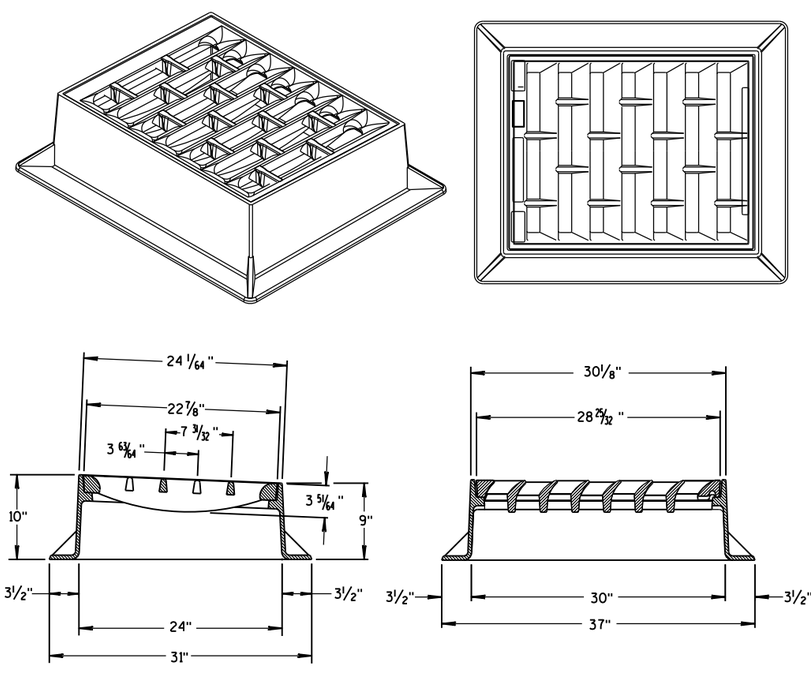




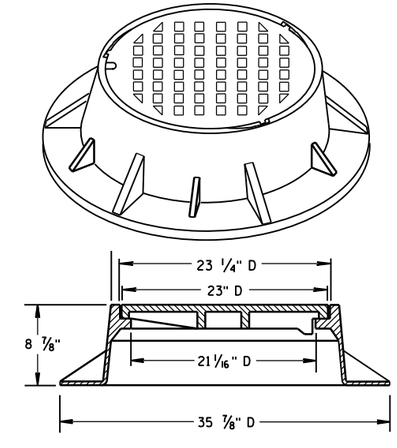
TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"



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

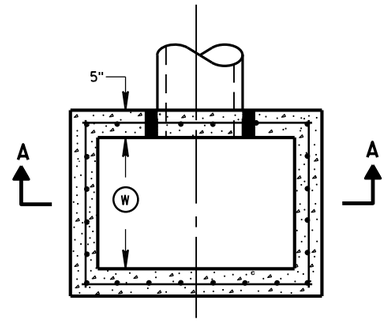
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

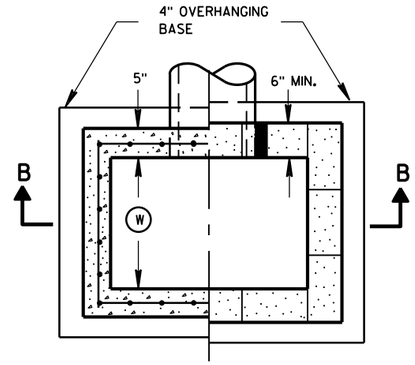
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

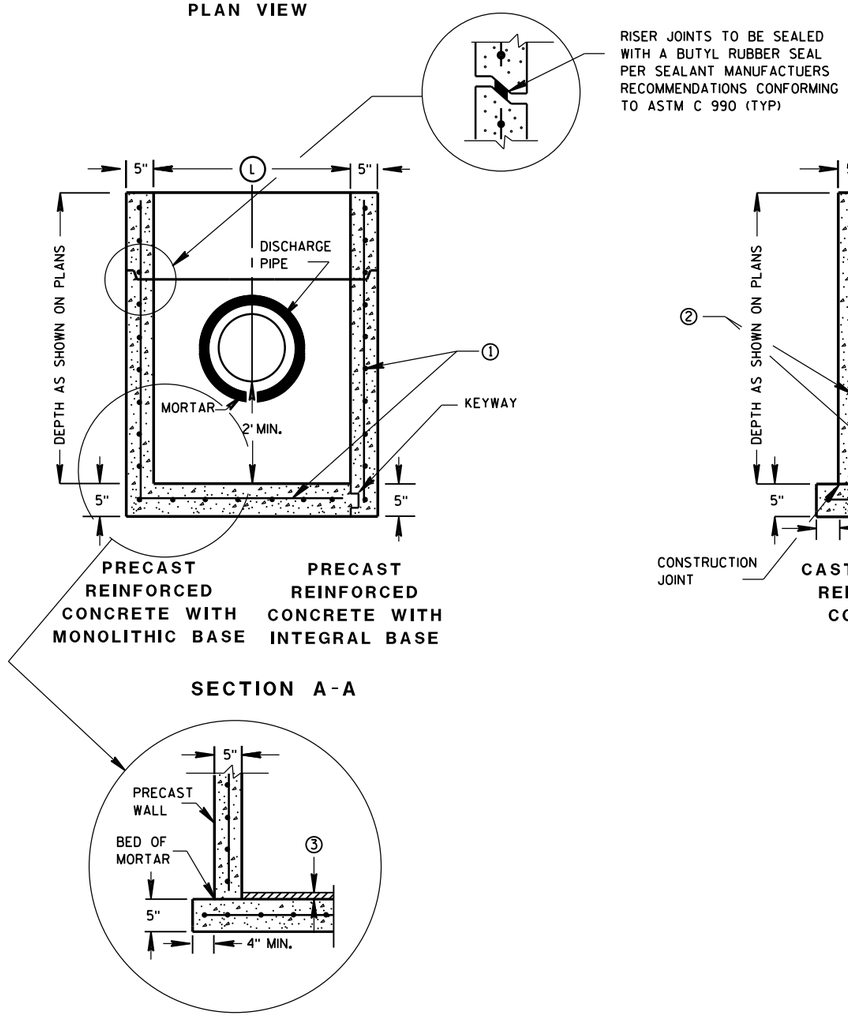
S.D.D. 8 A 5-19d

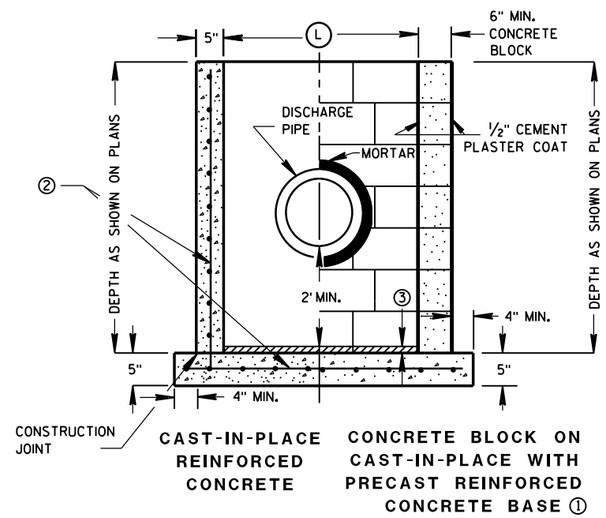


PLAN VIEW



PLAN VIEW





GENERAL NOTES

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

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

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

ALL PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

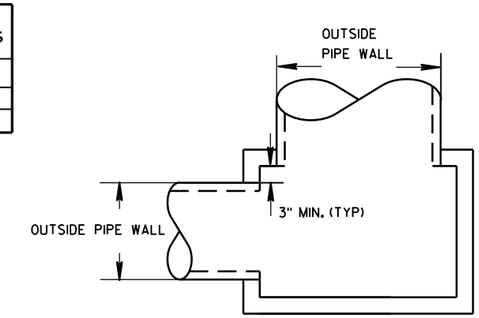
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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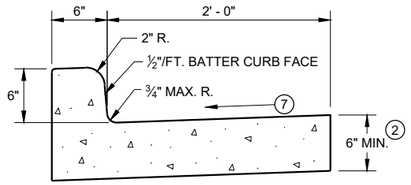
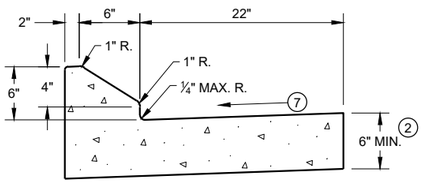
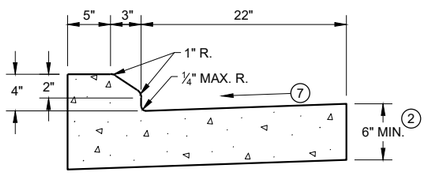
S.D.D. 8 A 9-2



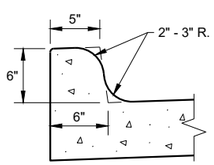
TYPES A(1) & D



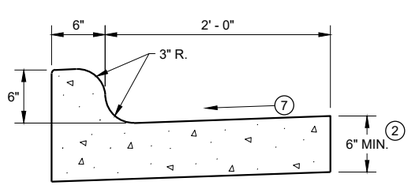
6" SLOPED CURB TYPES G(1) & J



4" SLOPED CURB TYPES G(1) & J

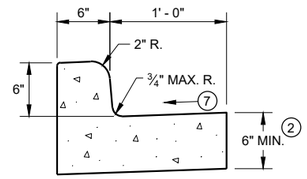


TYPES K(1) & L
(OPTIONAL CURB SHAPE)



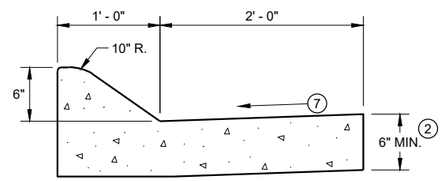
TYPES K(1) & L

CONCRETE CURB AND GUTTER 30"

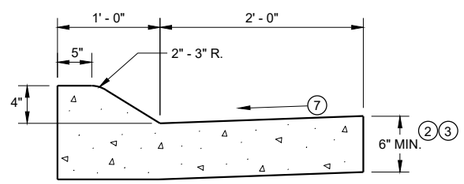


TYPES A(1) & D

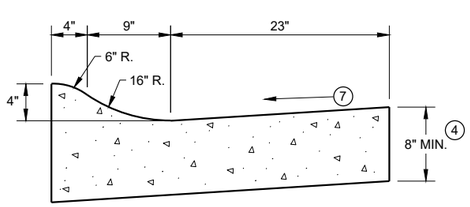
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A(1) & D



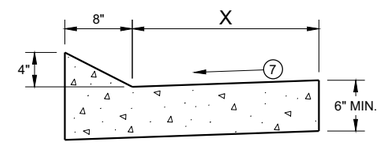
4" SLOPED CURB TYPES A(1) & D



4" SLOPED CURB TYPES R(1) & T(5)

CONCRETE CURB AND GUTTER 36"

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

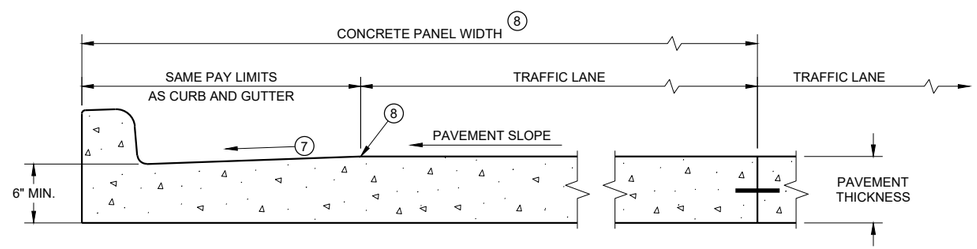


TYPES TBT & TBTT(1)

CONCRETE CURB AND GUTTER

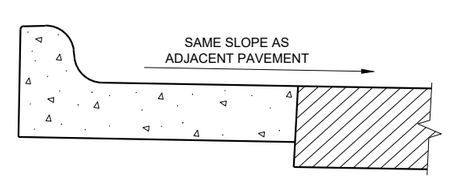
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 21a

GENERAL NOTES

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

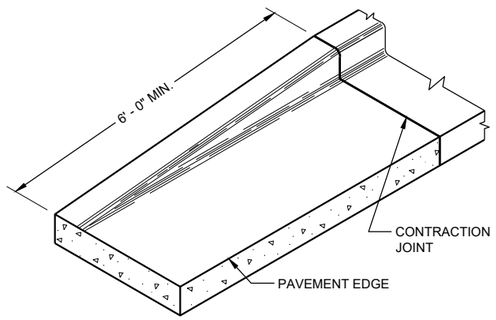
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

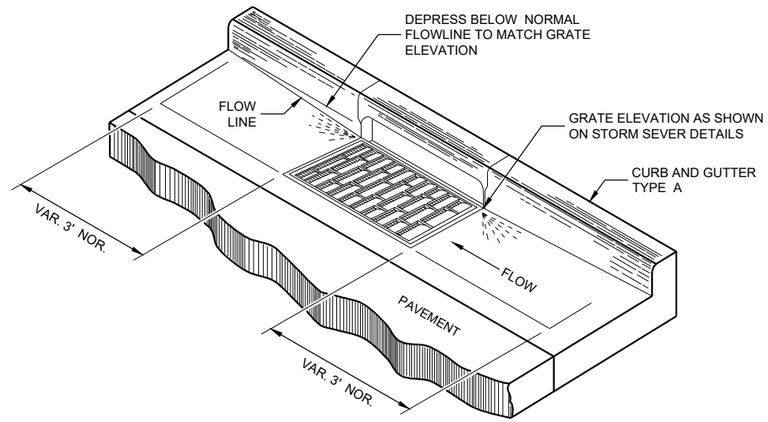
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

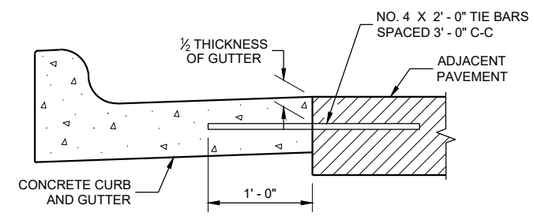
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



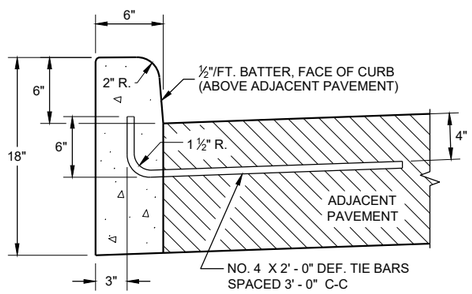
END SECTIONCURB AND GUTTER



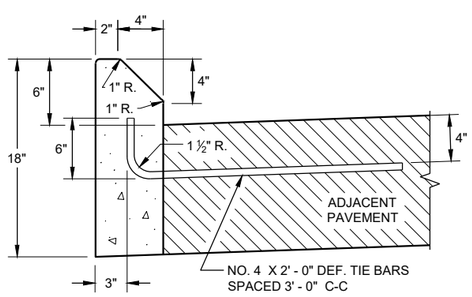
DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)

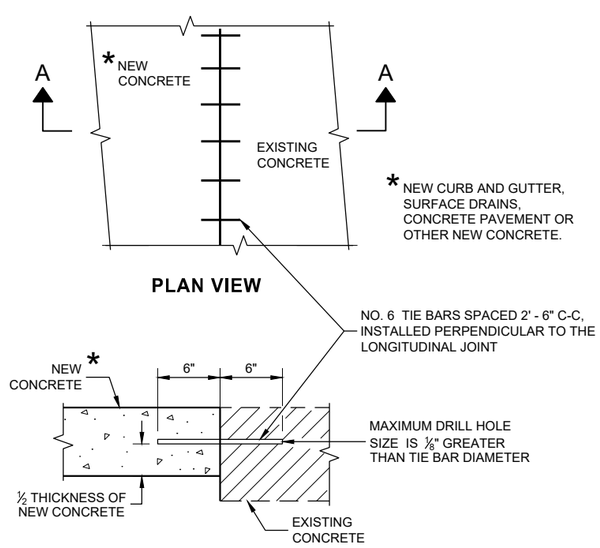


TYPES A (1) & D



TYPES G (1) & J

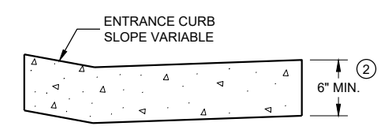
CONCRETE CURB



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 DEVE ENGINEER
FHWA

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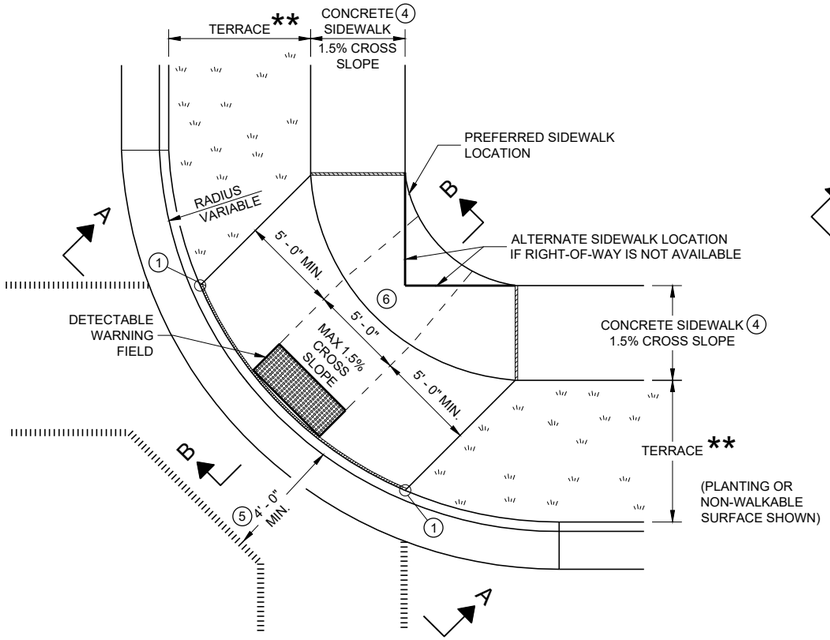
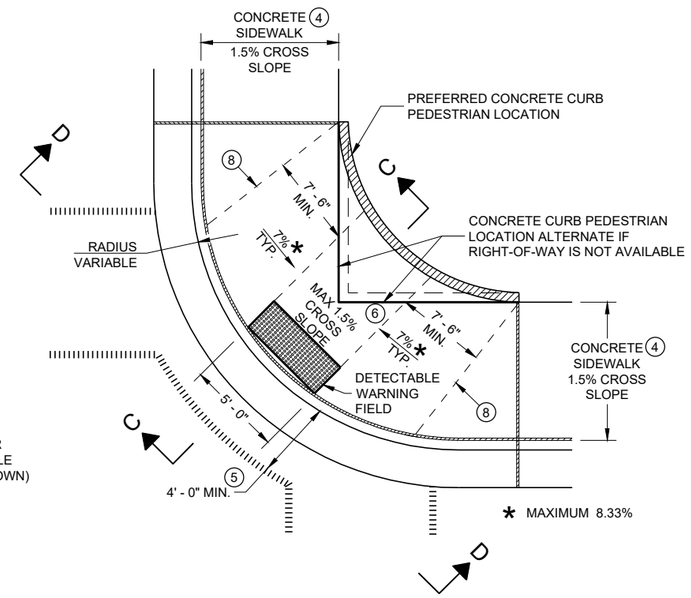
SDD 08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

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.

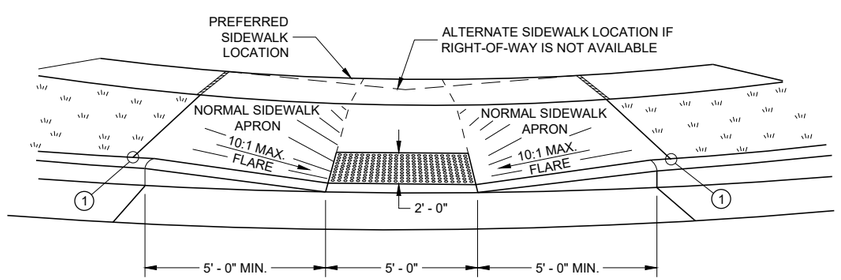
DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE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

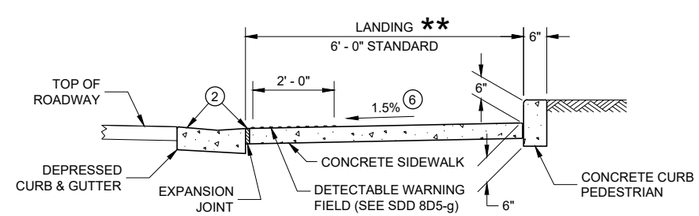
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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 ¼ - 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.



VIEW A - A FOR TYPE 1

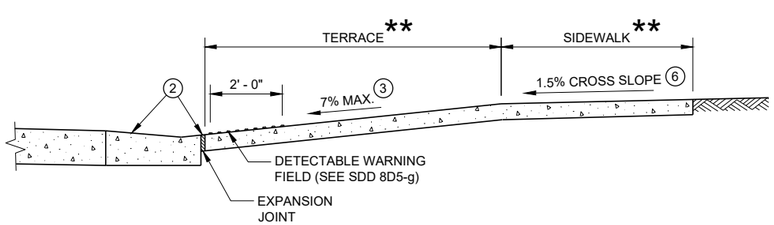


SECTION C - C FOR TYPE 1 - A

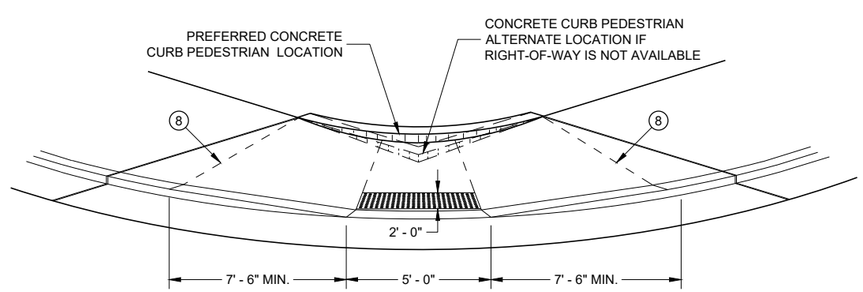
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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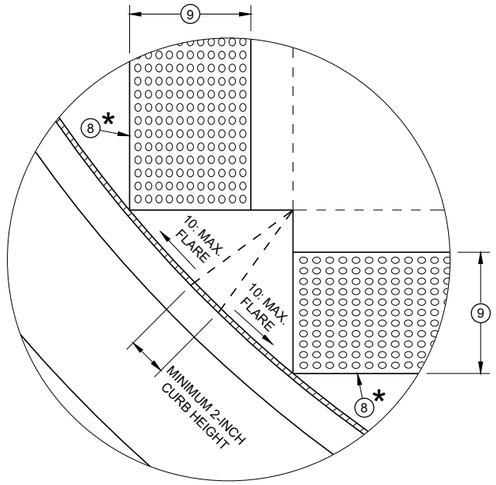
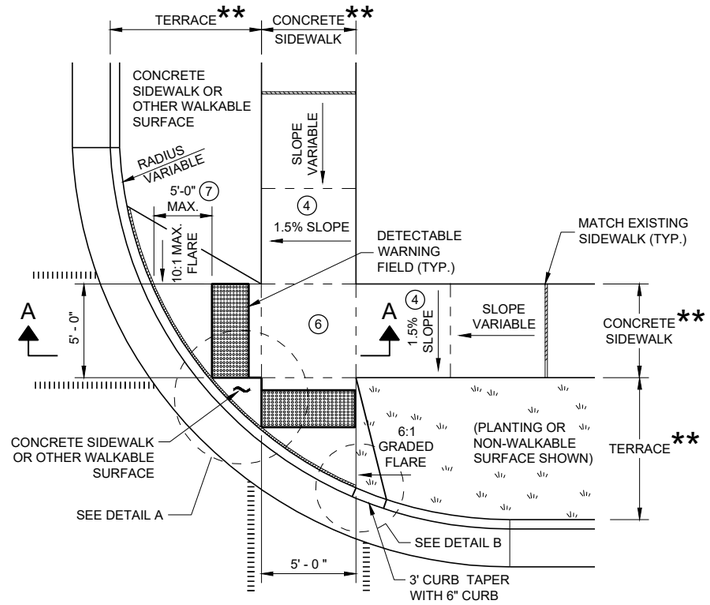
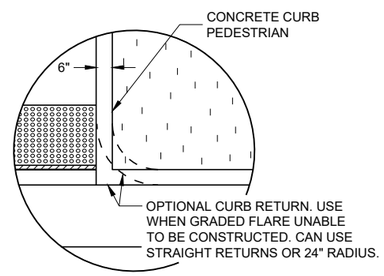
SDD 08D05 - 20a



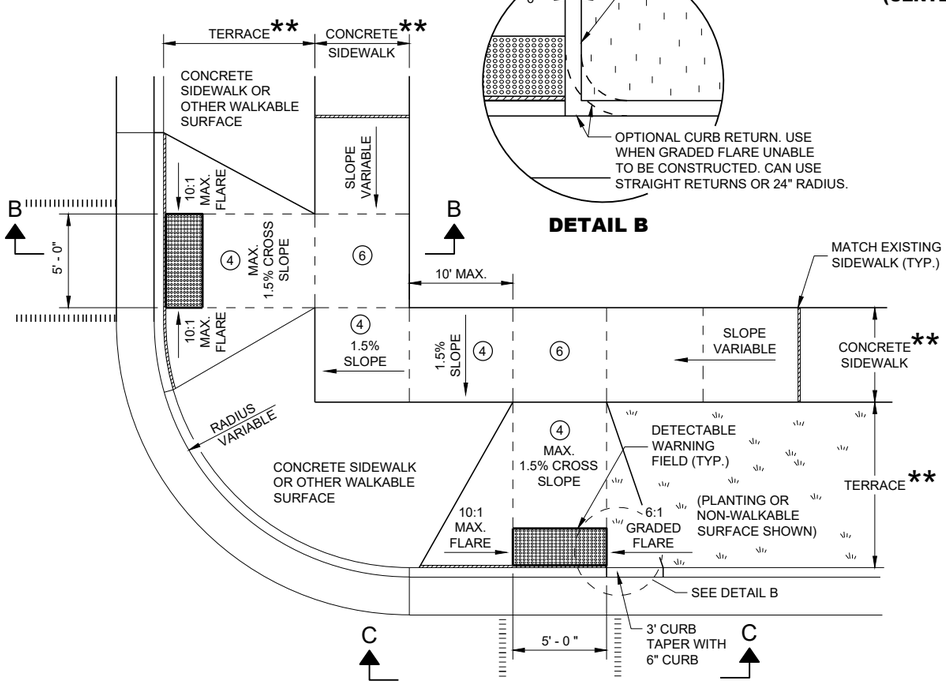
DETAIL A



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



DETAIL B



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

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 ¼ - 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.

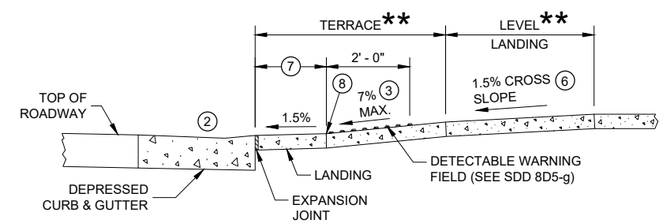
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

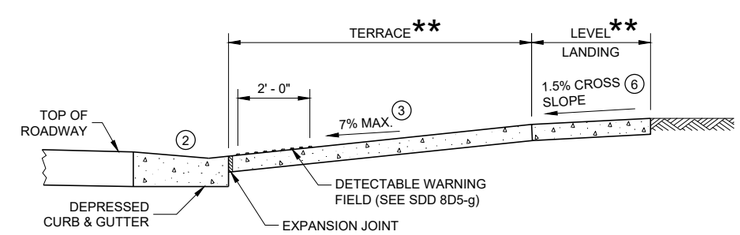
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

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

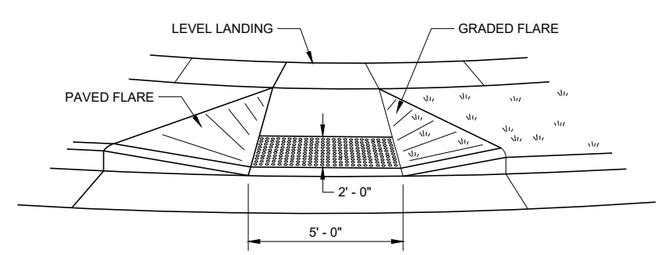
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 3

LEGEND

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



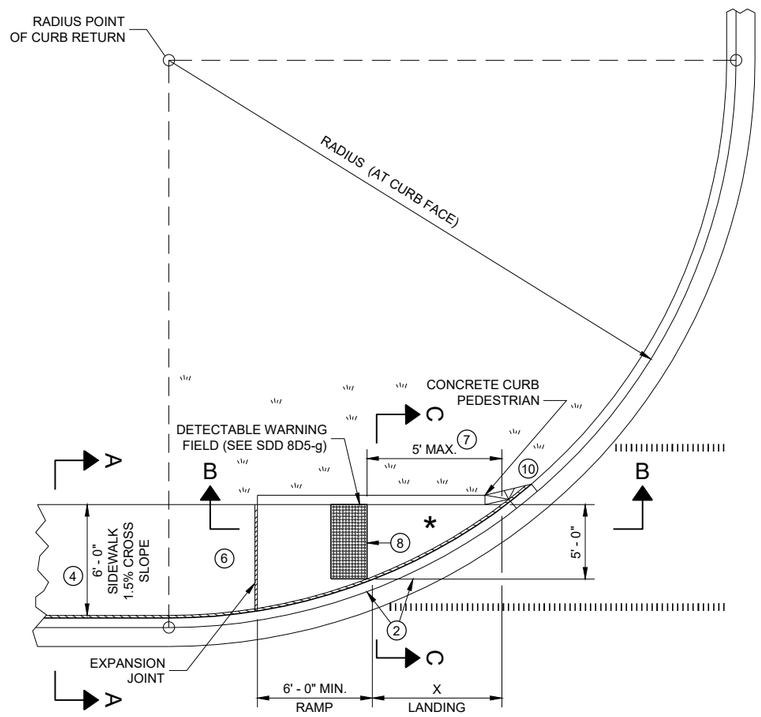
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 08D05 - 20b

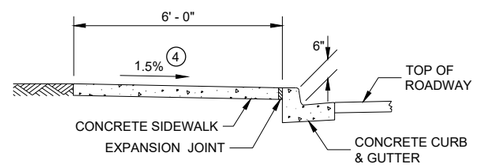


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

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 ¼ - 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.

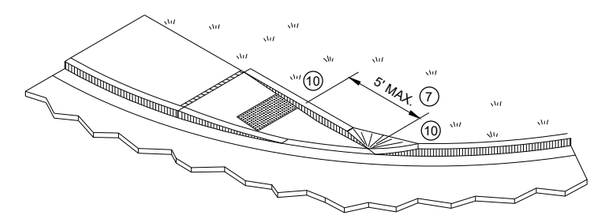
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

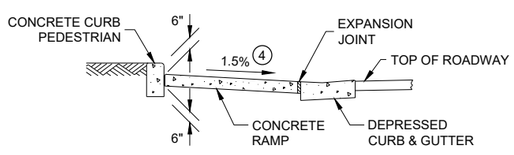
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

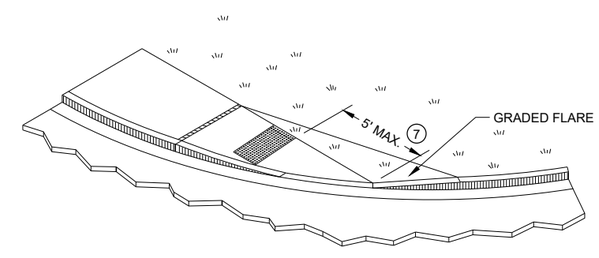
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



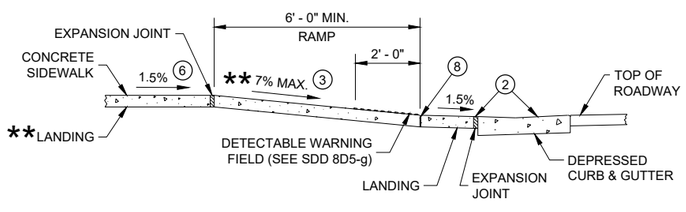
ISOMETRIC VIEW FOR TYPE 4A



SECTION C - C FOR TYPE 4A



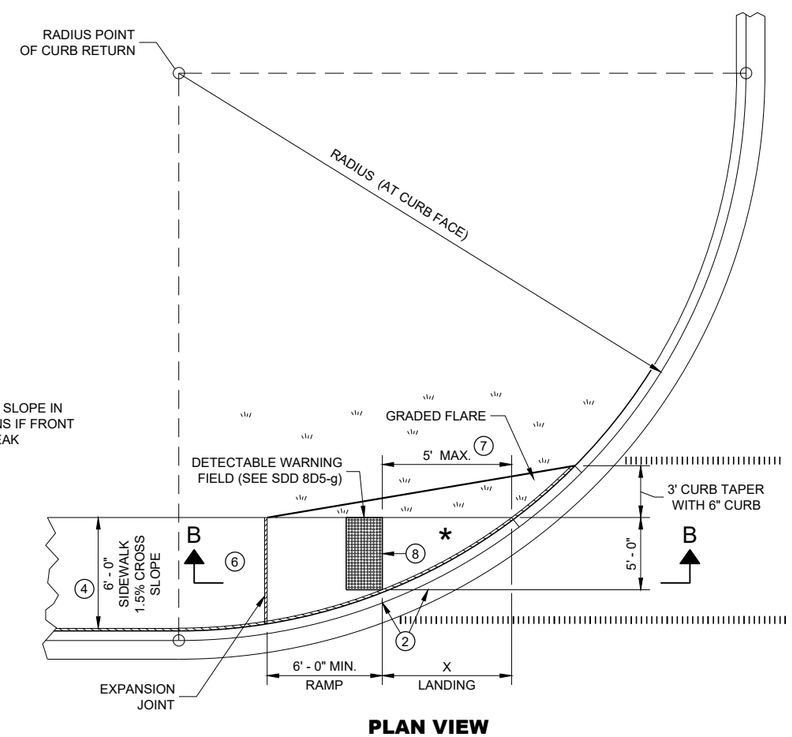
ISOMETRIC VIEW FOR TYPE 4A1



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

** 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



PLAN VIEW

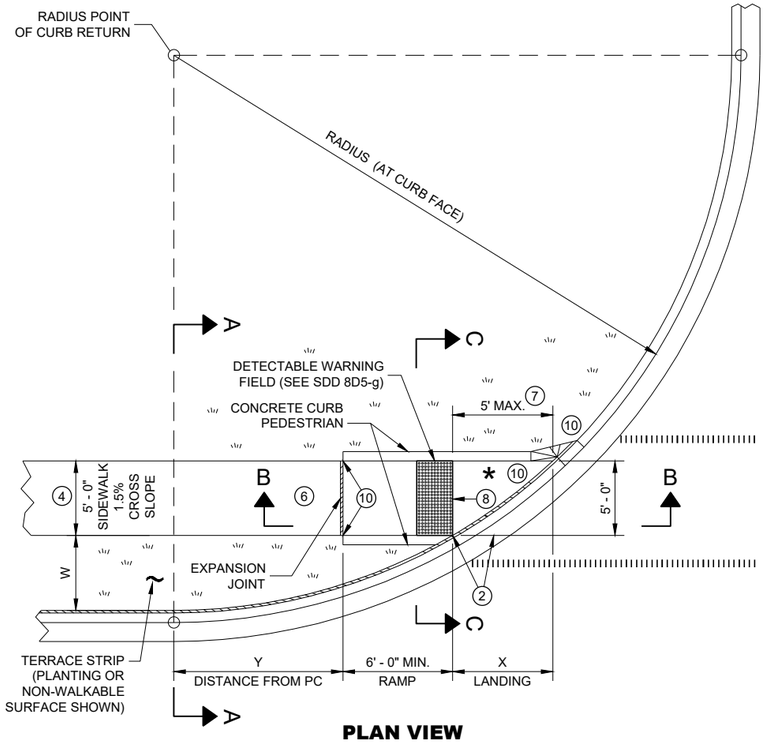
CURB RAMP TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 08D05 - 20c



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 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

- ½" 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 ¼ - 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.

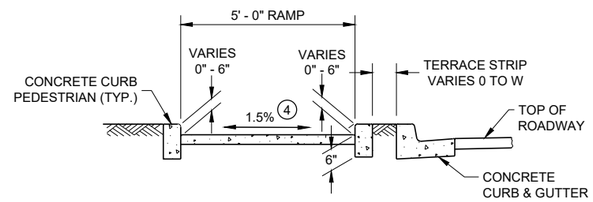
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

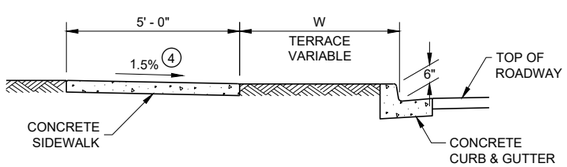
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

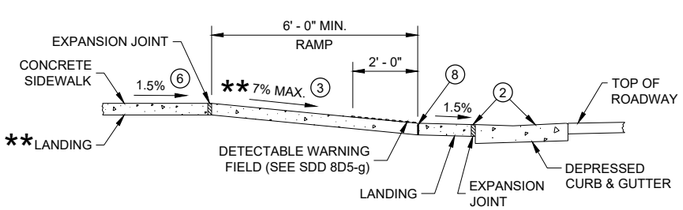
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



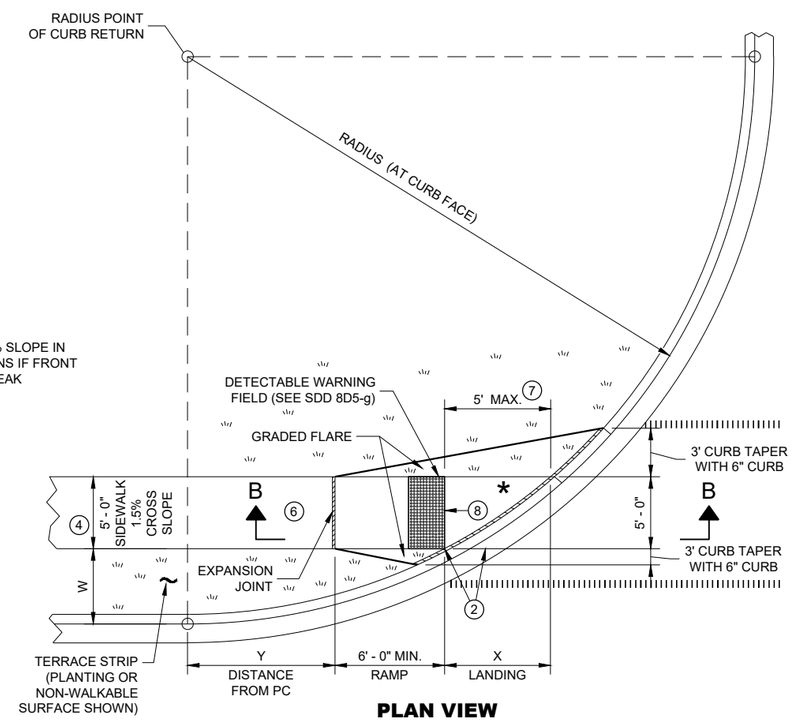
SECTION A - A FOR TYPE 4B



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

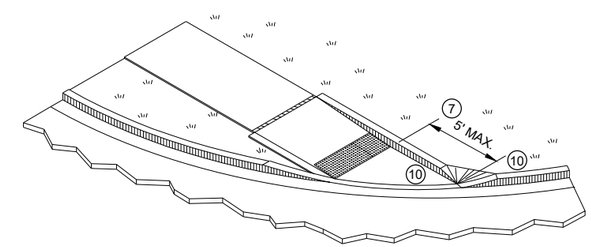
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

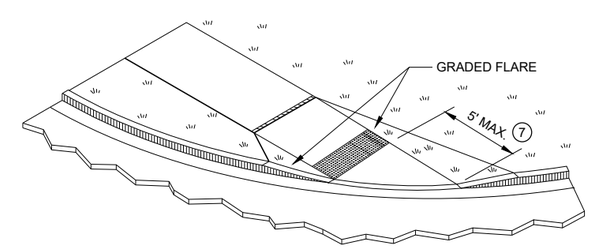


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



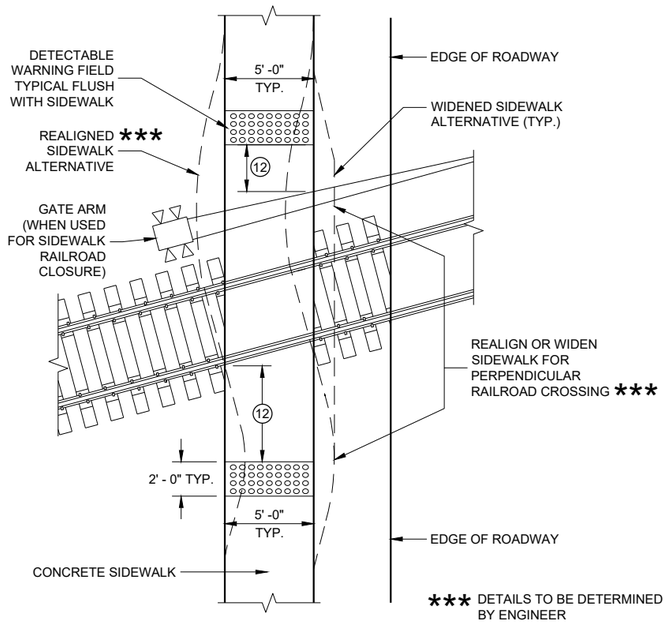
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

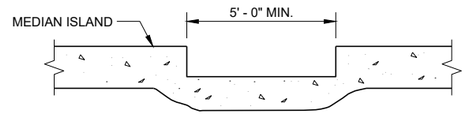
6

SDD 08D05 - 20d

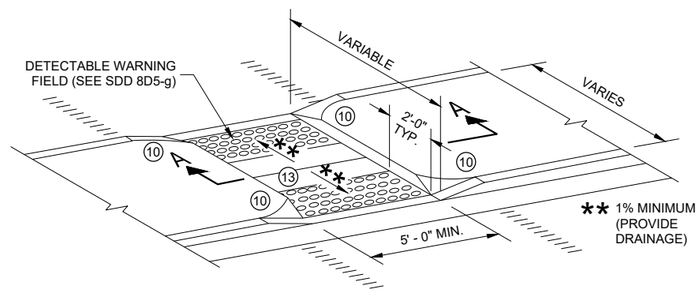


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



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 ¼ - 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.

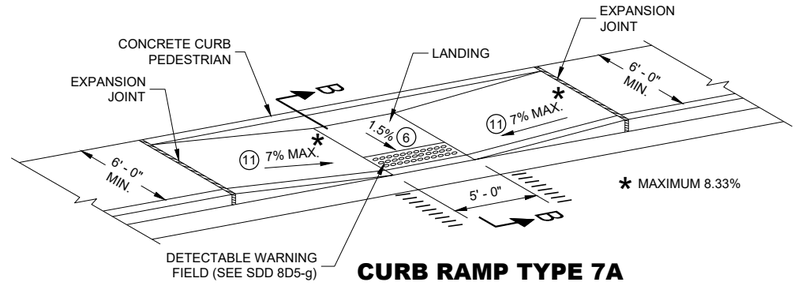
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

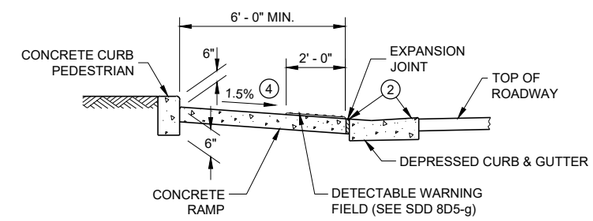
LEGEND

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

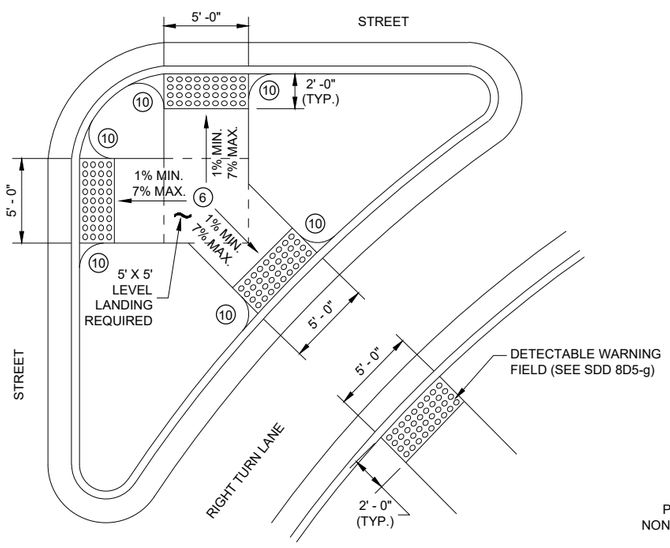


CURB RAMP TYPE 7A

MID BLOCK CROSSING



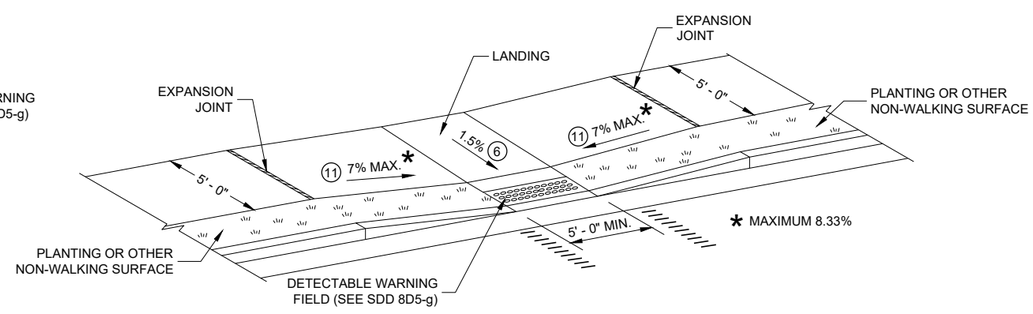
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 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

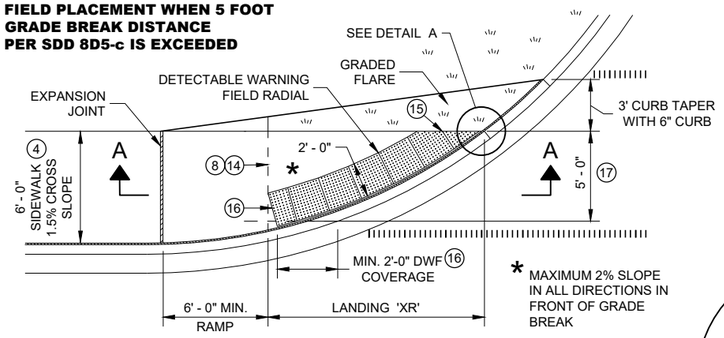
6

6

SDD 08D05 - 20e

SDD 08D05 - 20e

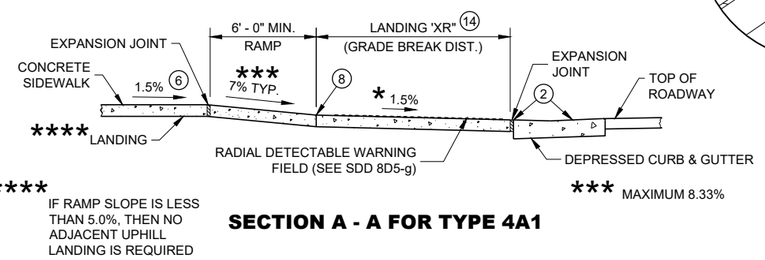
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



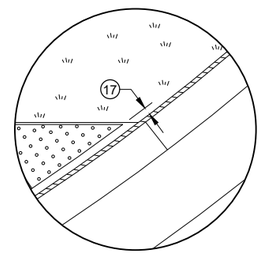
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" 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.

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

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

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

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD 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 ¼ - 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.

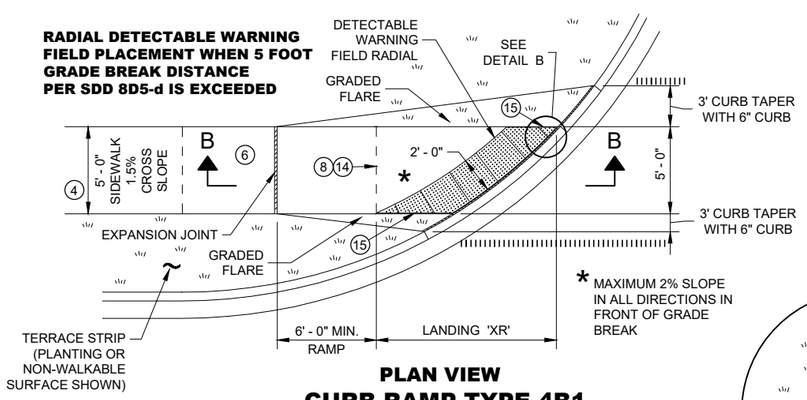
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 ⅛" 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.

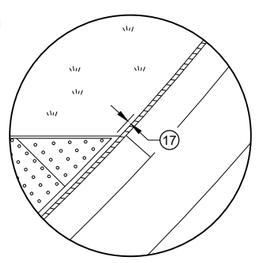
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



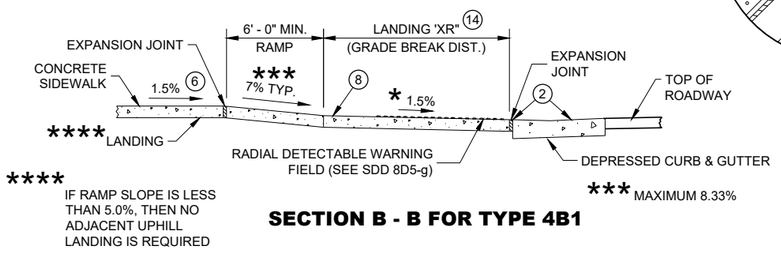
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

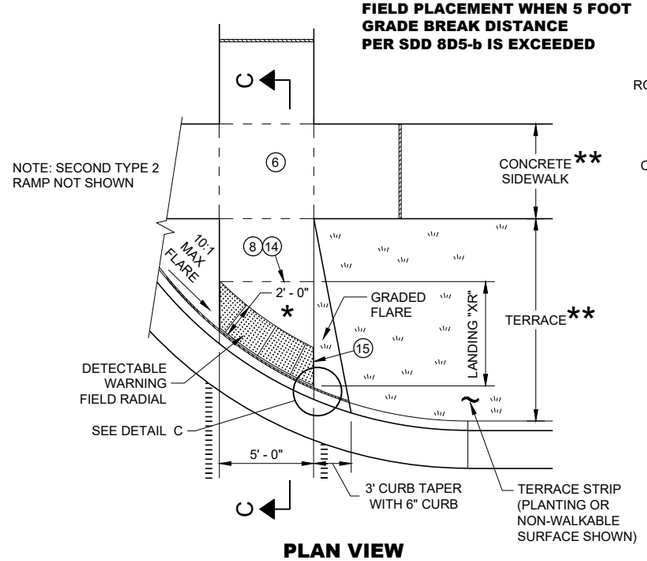


DETAIL B



SECTION B - B FOR TYPE 4B1

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

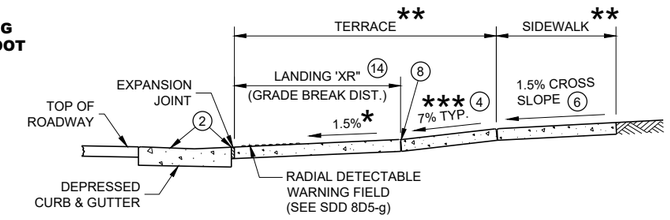


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

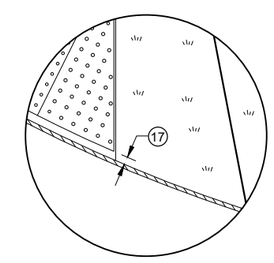


SECTION C - C FOR TYPE 2

* 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

6

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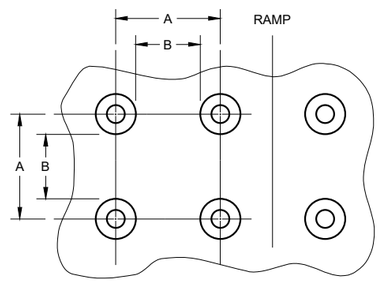
SDD 08D05 - 20f

SDD 08D05 - 20f

	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

GENERAL NOTES

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

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

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

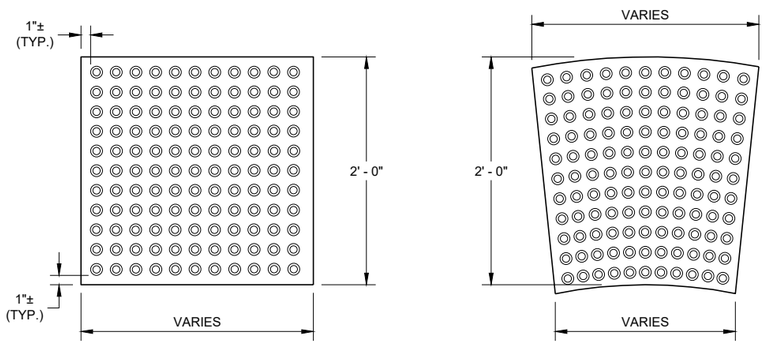
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

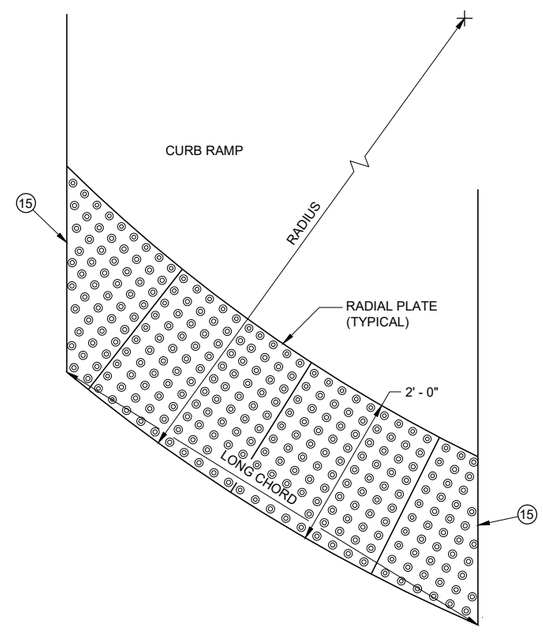
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

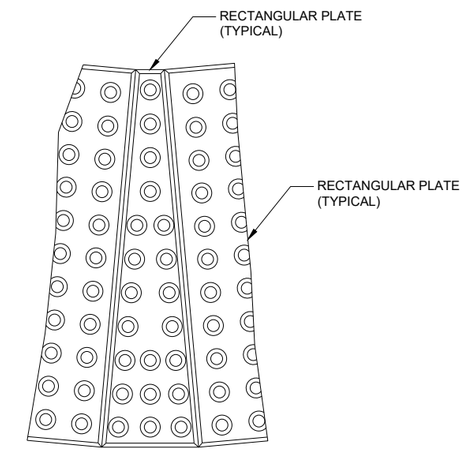


RECTANGULAR PLATES **RADIAL PLATES**

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

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SDD 08D05 - 20g

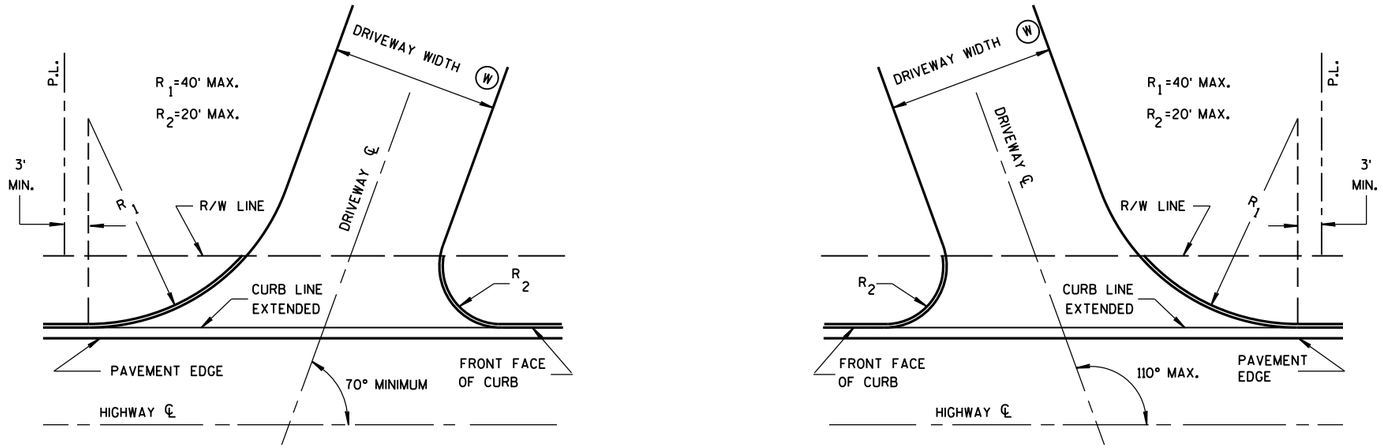
SDD 08D05 - 20g

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

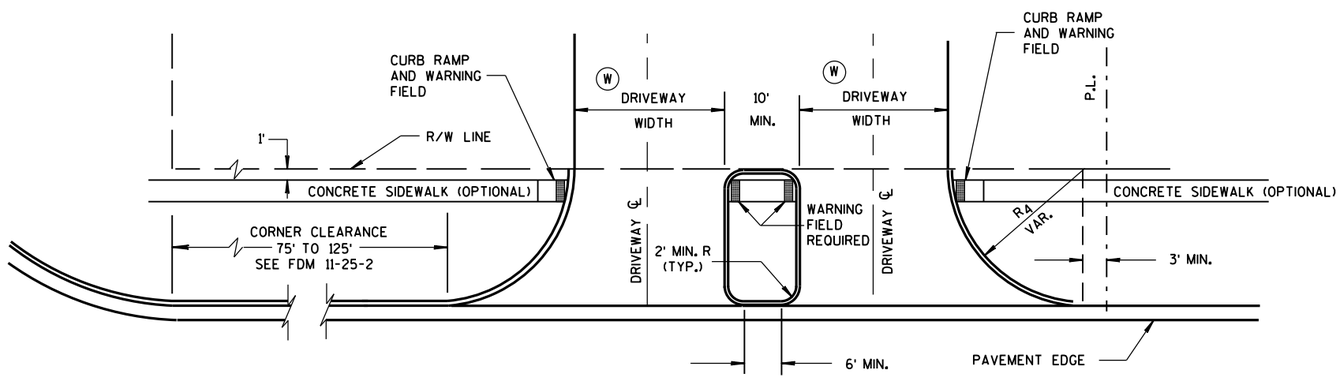
APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA



SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

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

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

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

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

(W) DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV ENT
FHWA

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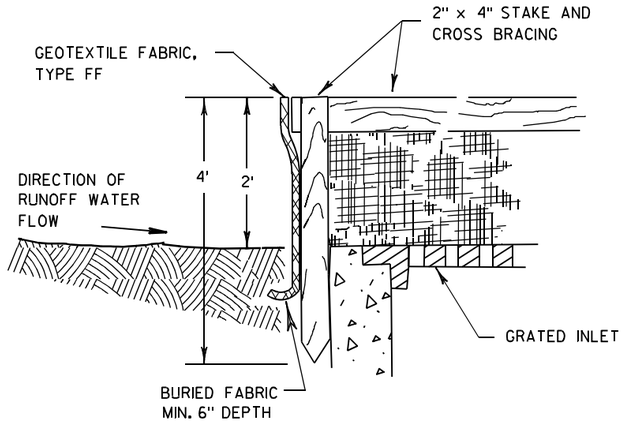
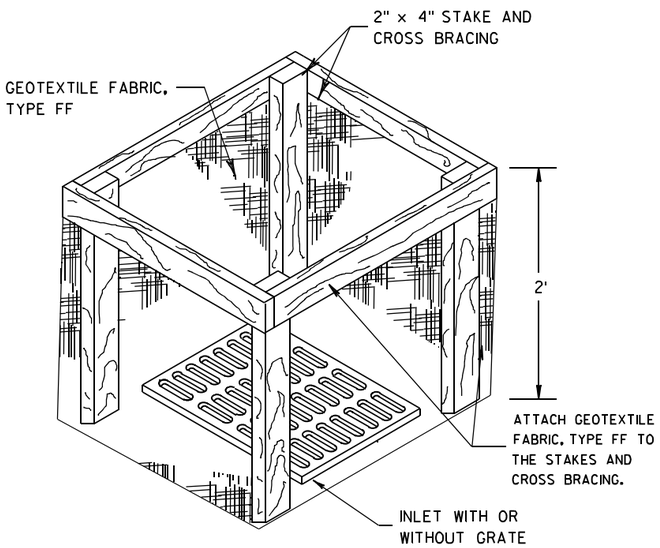
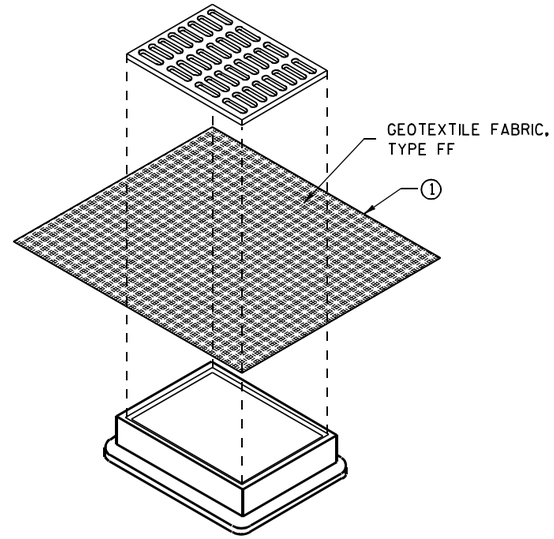


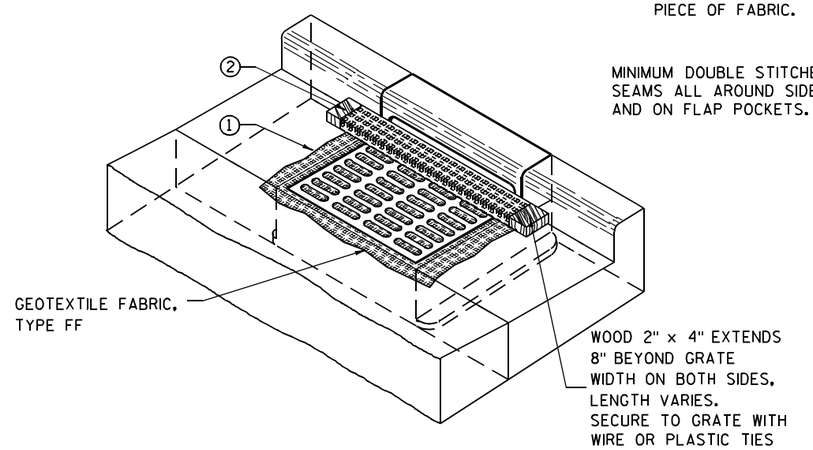


INLET PROTECTION, TYPE A

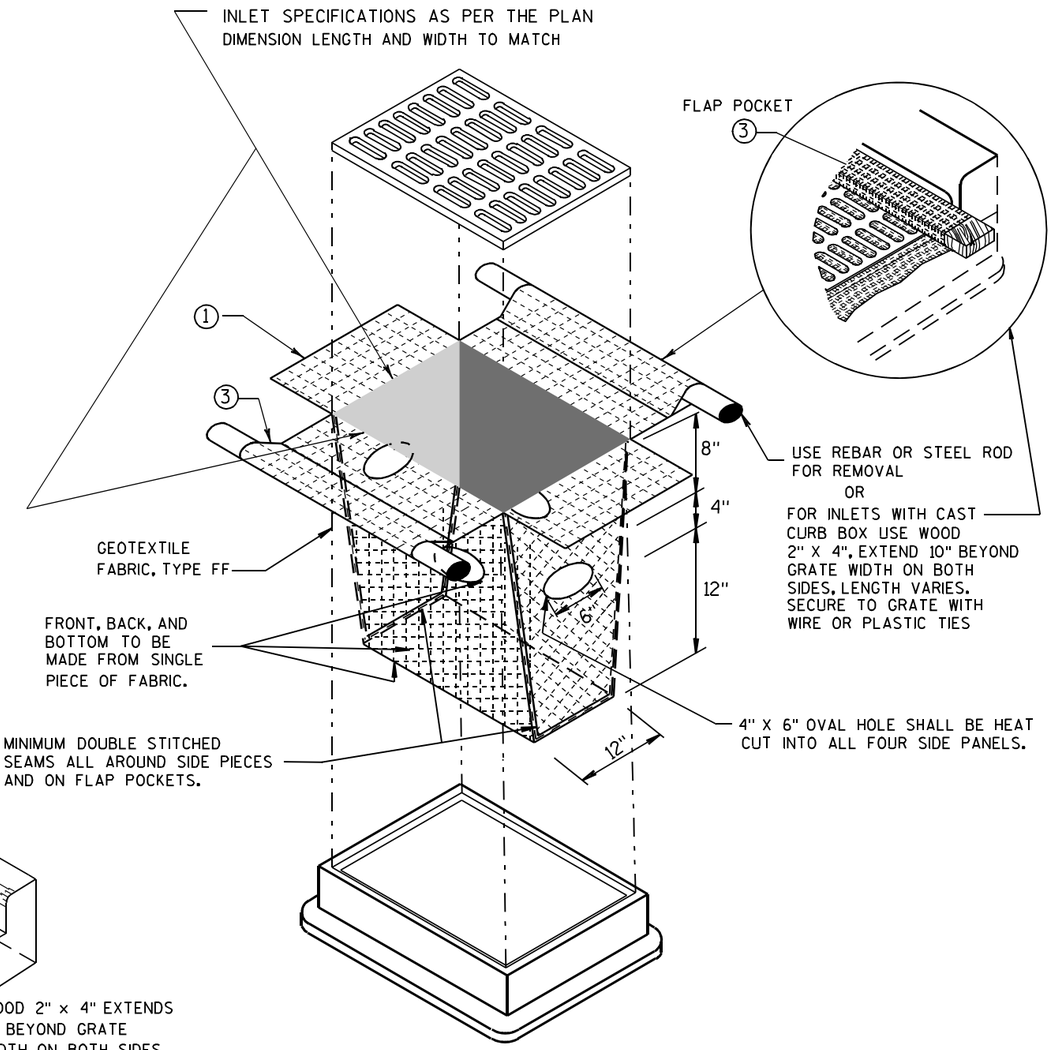


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

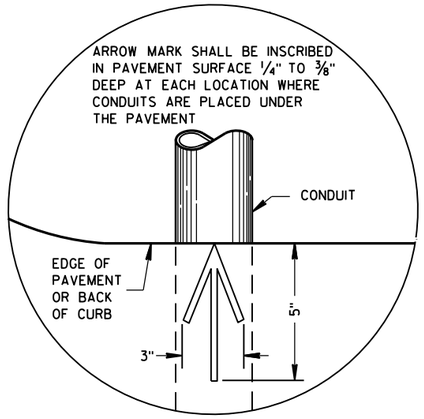
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

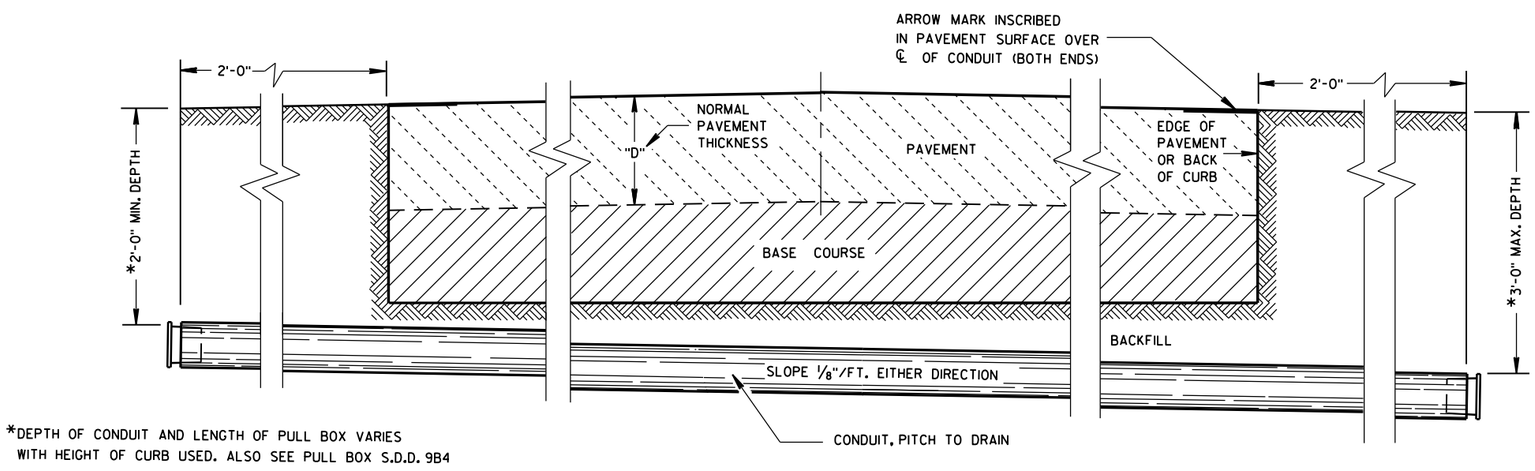
6

S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

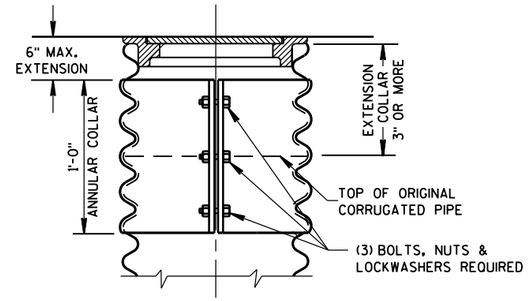
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

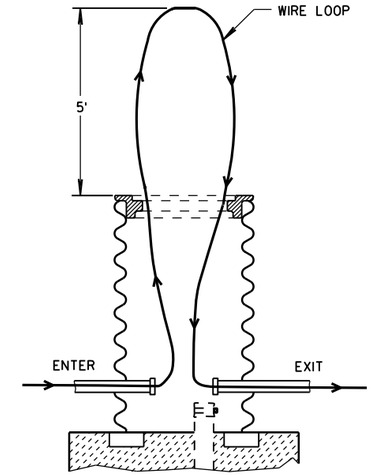
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

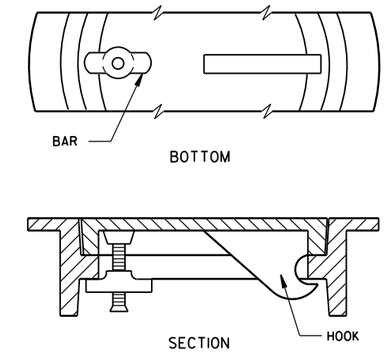
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

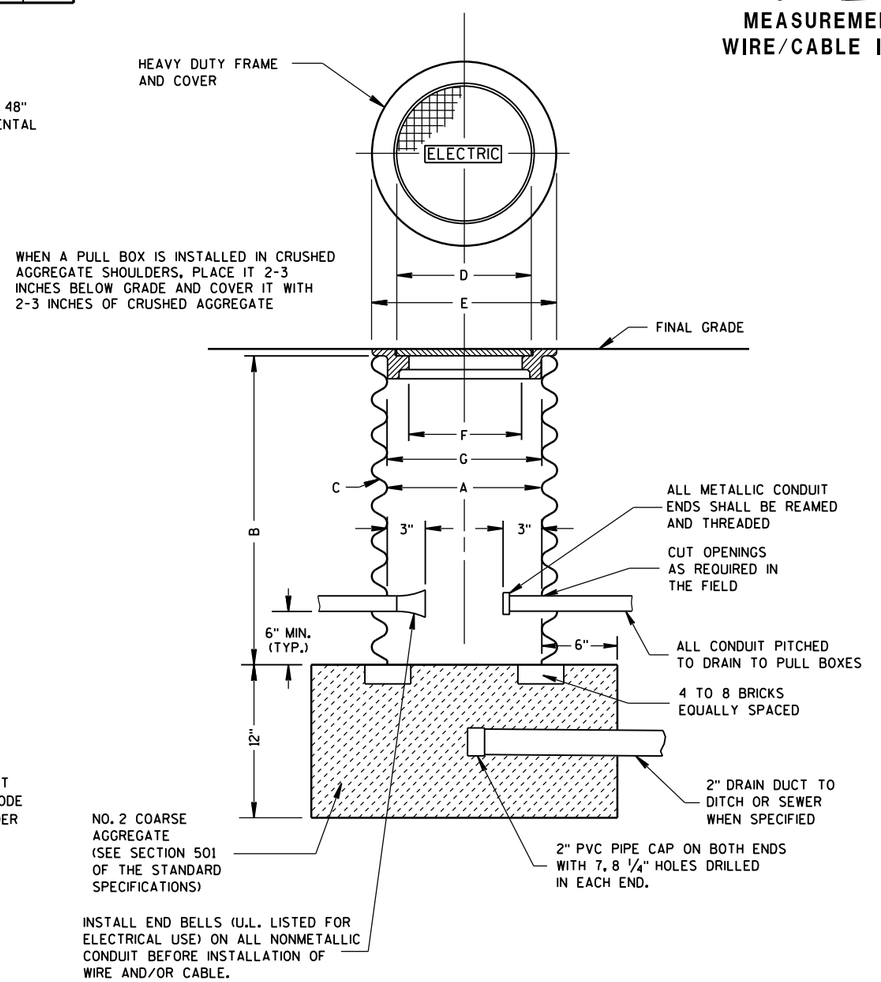


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

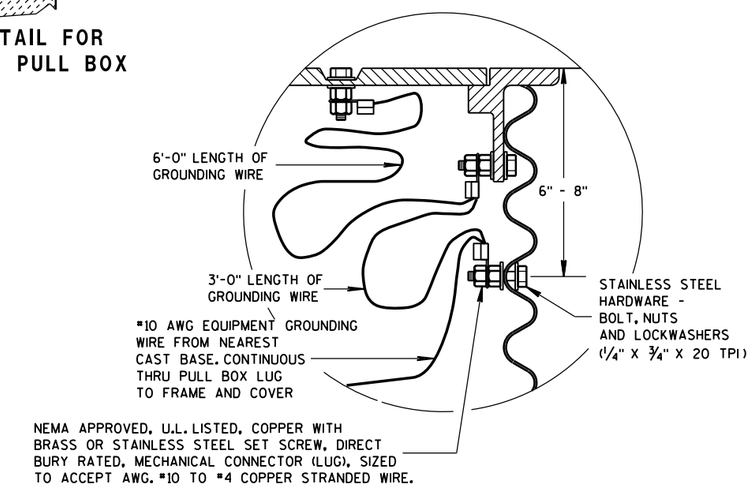


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

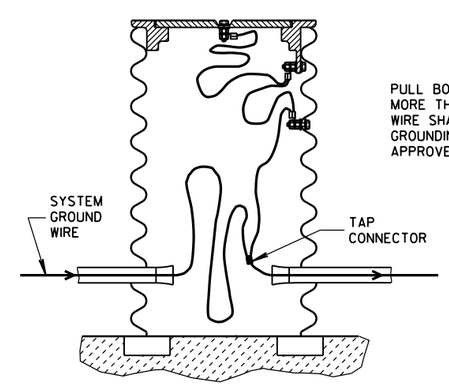
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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



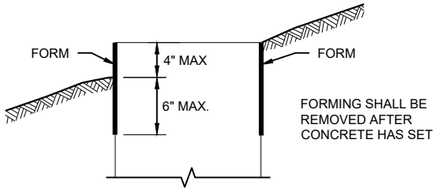
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

(2) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(3) (4) 1" DIA. X 5' - 0" ANCHOR RODS.

(4) (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

(5) (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

(6) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(7) (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

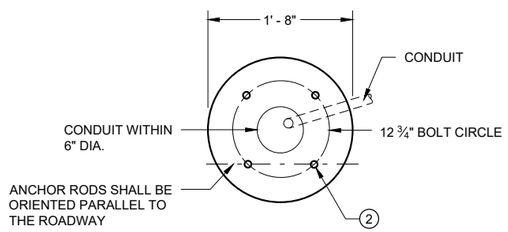
(8) (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

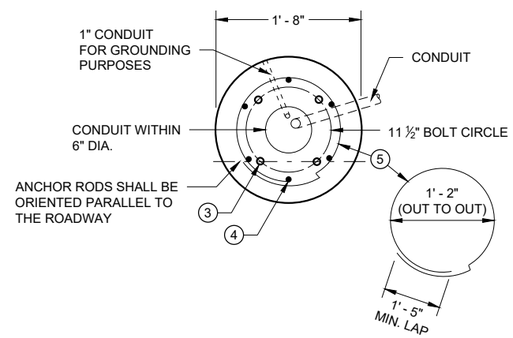
(9) EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

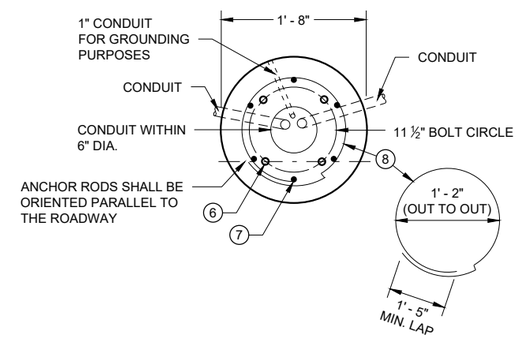
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

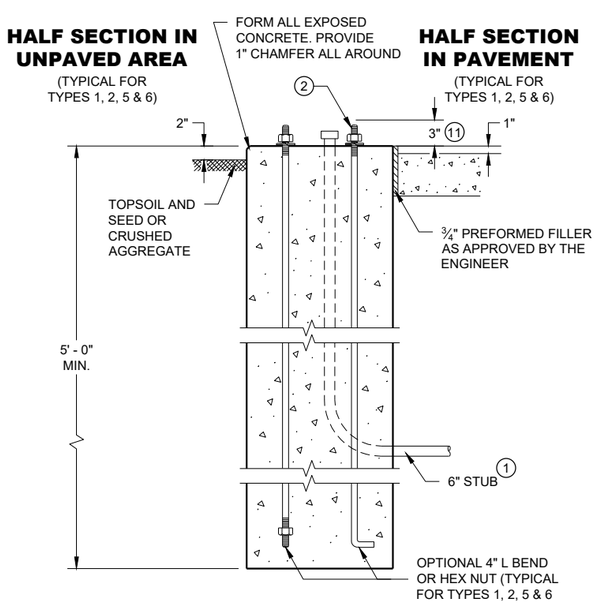
(11) ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

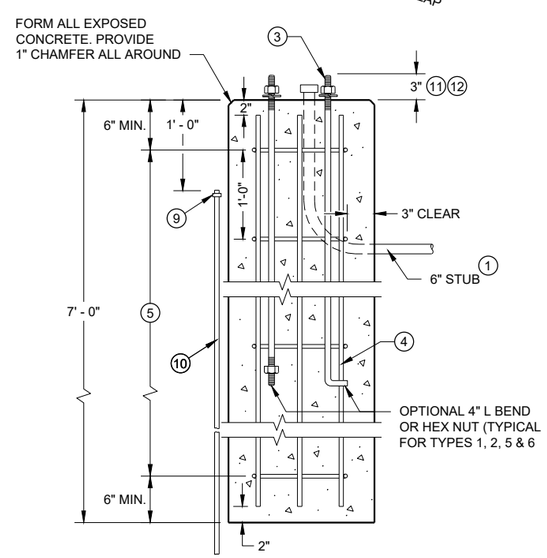




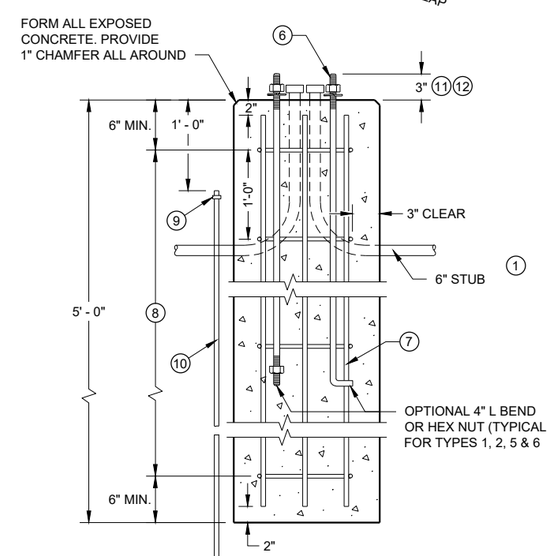




TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI
FHWA

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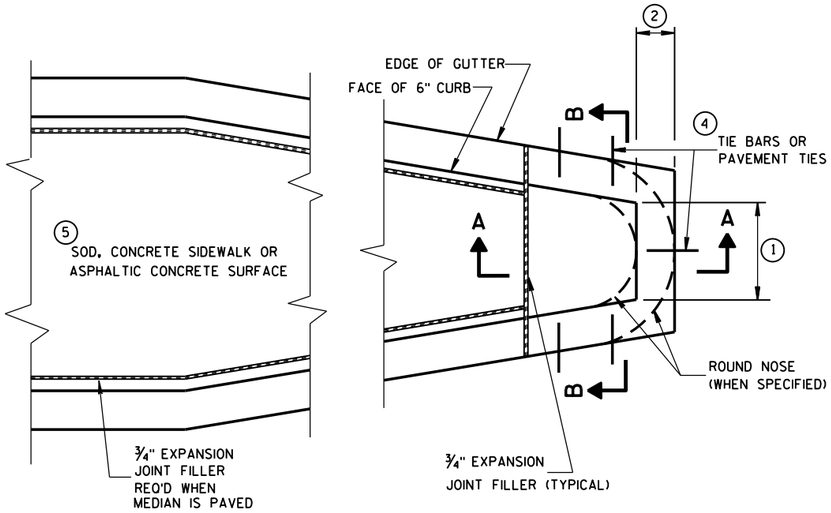
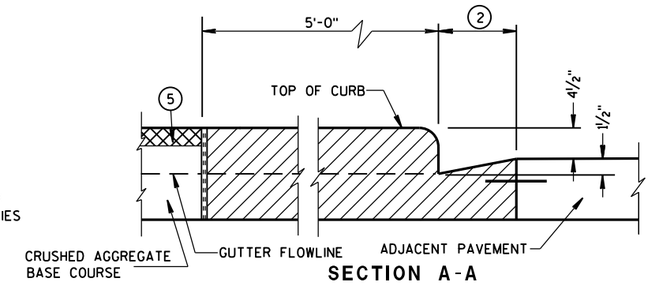
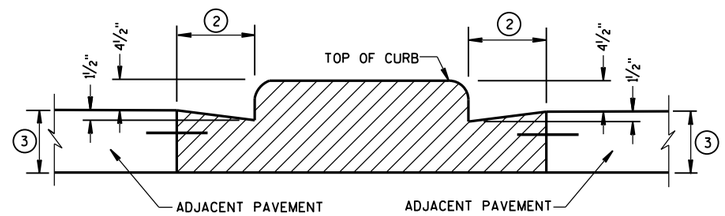
SDD 09C02 - 09





SECTION A-A



SECTION B-B

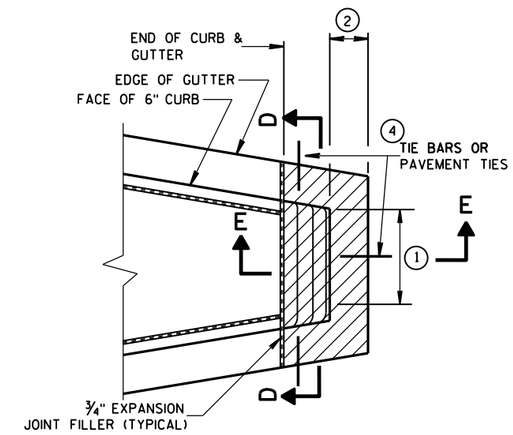
CONCRETE MEDIAN BLUNT NOSE DETAIL

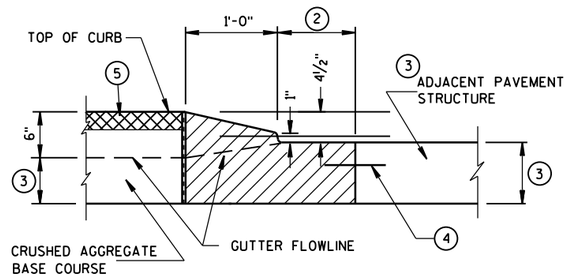
GENERAL NOTES

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. SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
2. WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
3. DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
   (1) NEW OR EXISTING CONCRETE PAVEMENT.
   (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
   (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
4. TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

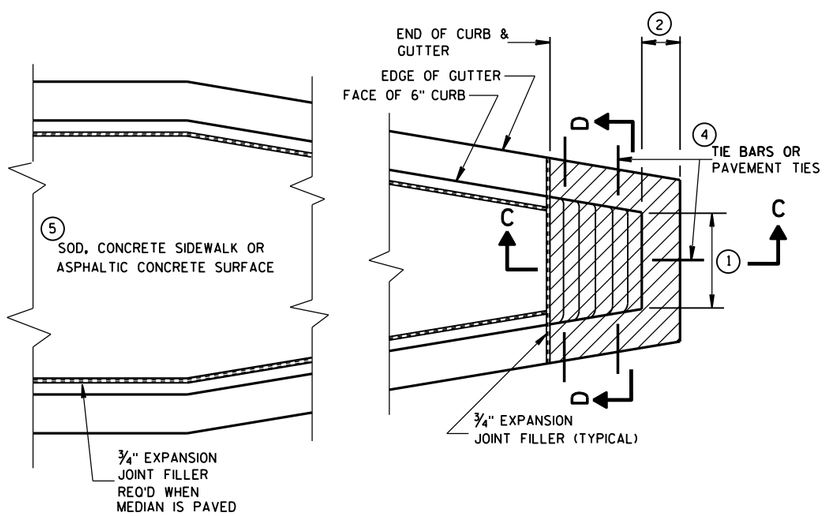
   PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
5. SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



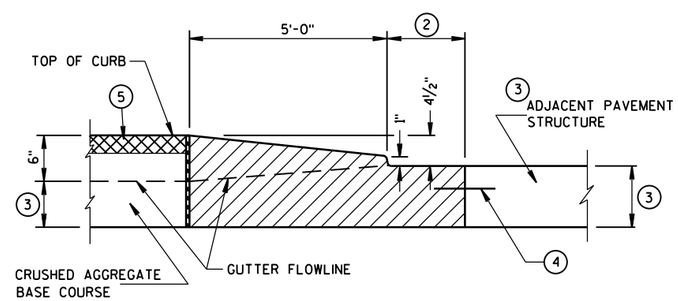


SECTION E-E

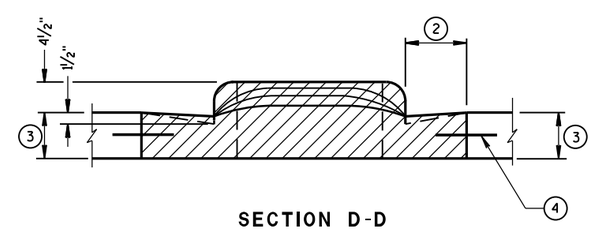
CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION C-C



SECTION D-D

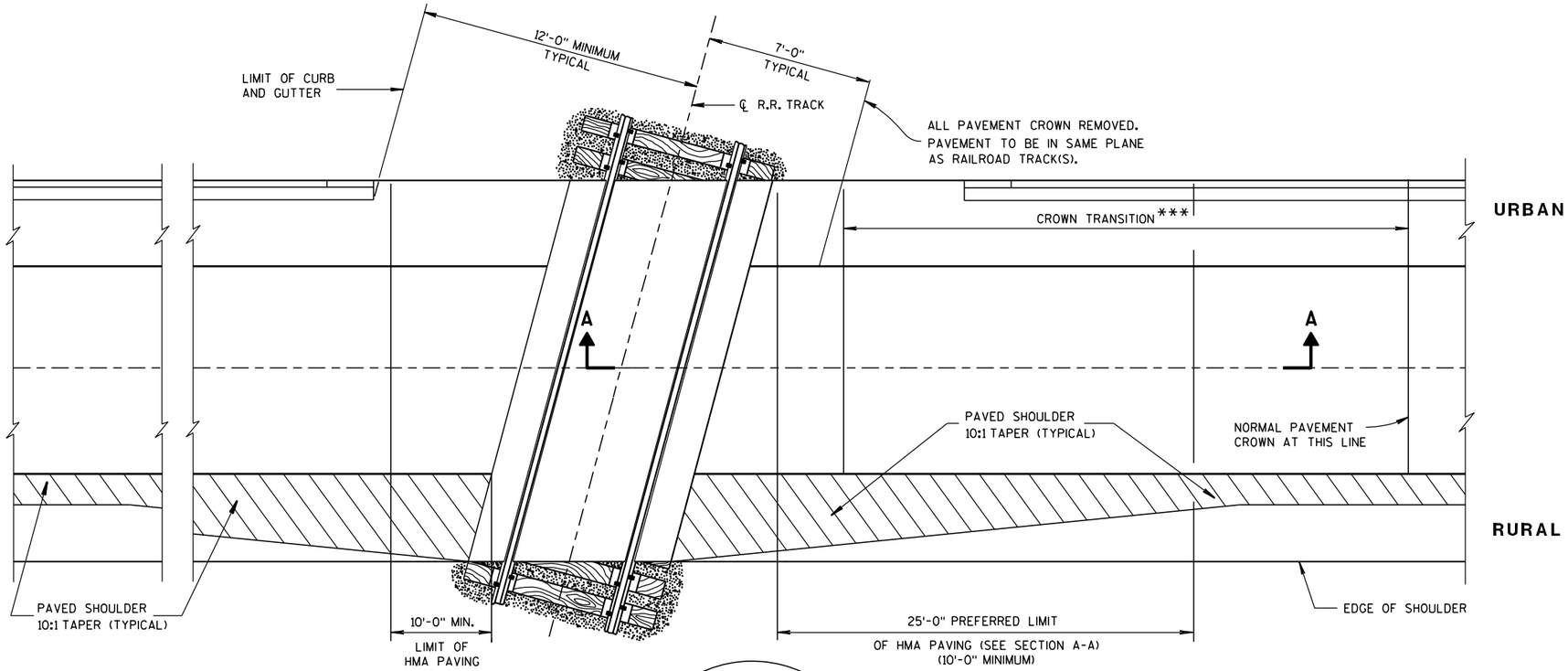
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11 B 2-2



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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

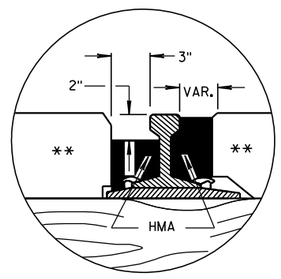
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

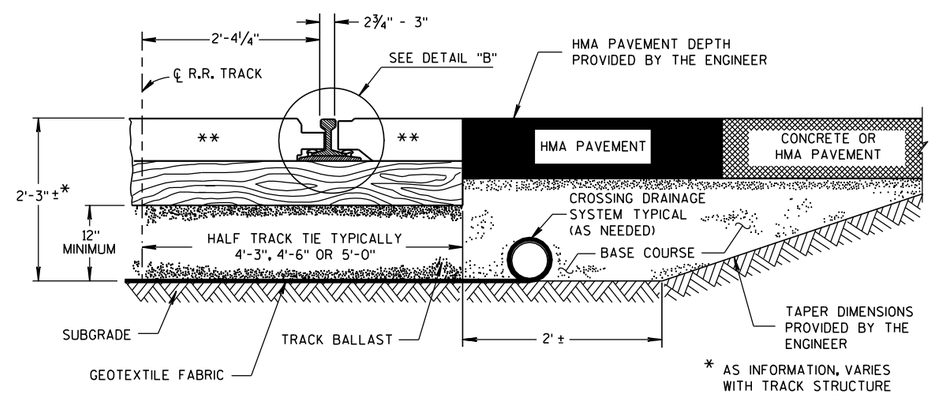
** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



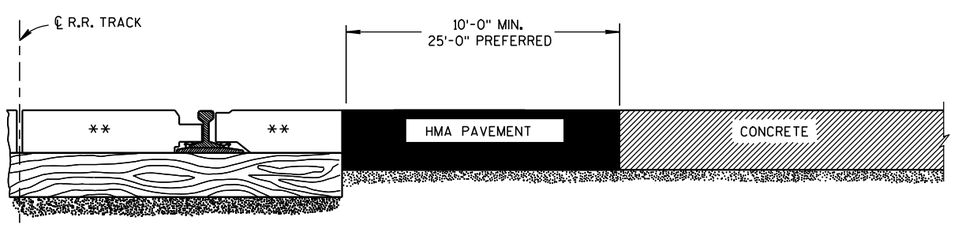
DETAIL B

HMA FLANGEWAY AND FIELD FILLERS



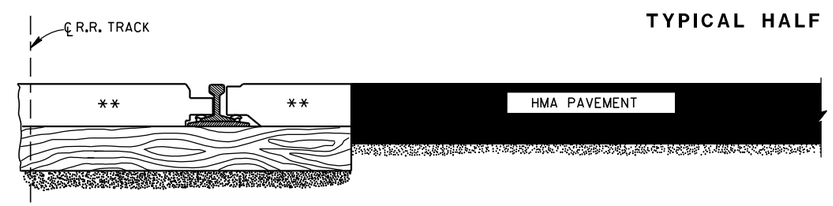
* AS INFORMATION, VARIES WITH TRACK STRUCTURE AND SOIL CONDITIONS

TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 /S/ Ronald E. Adams
DATE CHIEF, RAILROADS & HAF SECTION
FHWA

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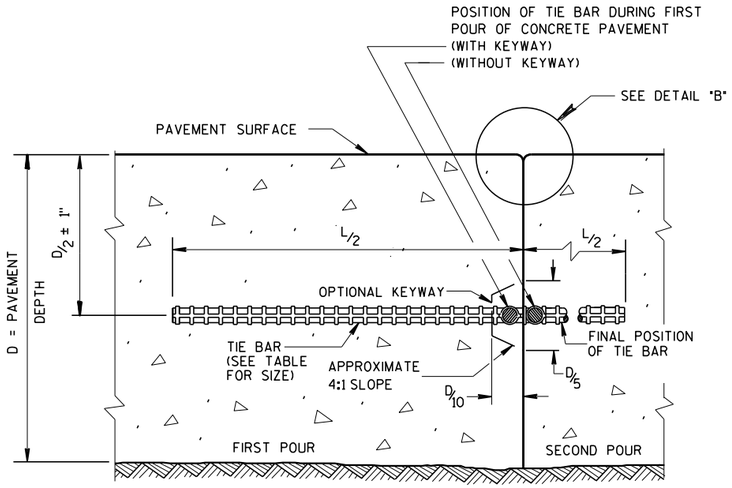
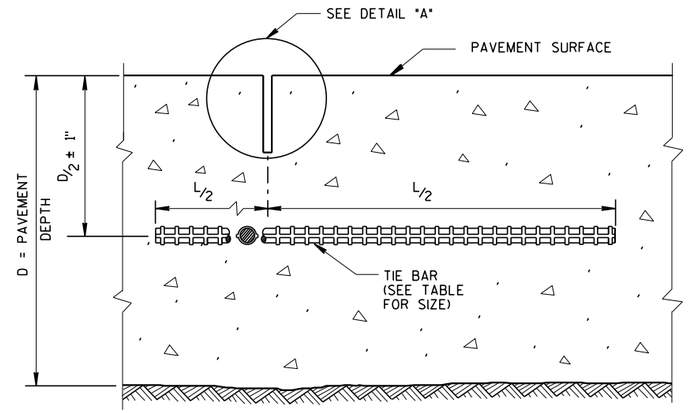
S.D.D. 13 B 1-10



CONSTRUCTION JOINT



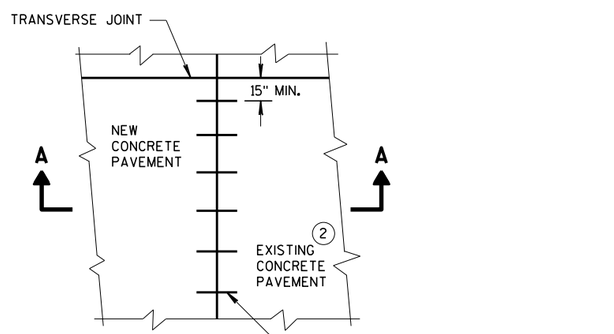
SAWED JOINT

GENERAL NOTES

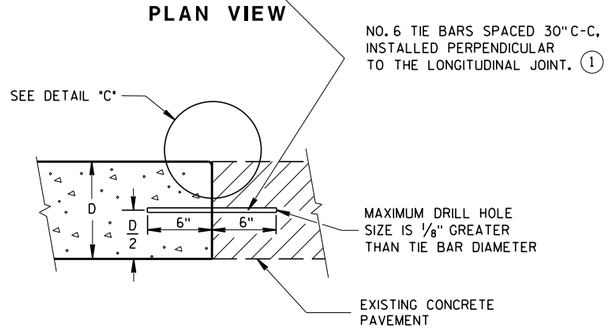
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

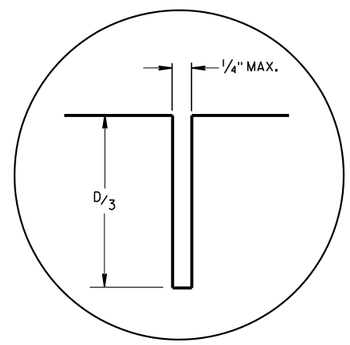
1. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
2. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



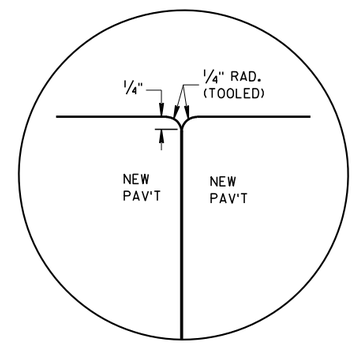
PLAN VIEW



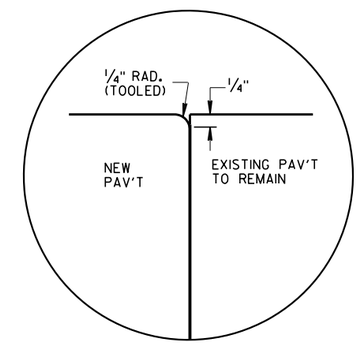
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



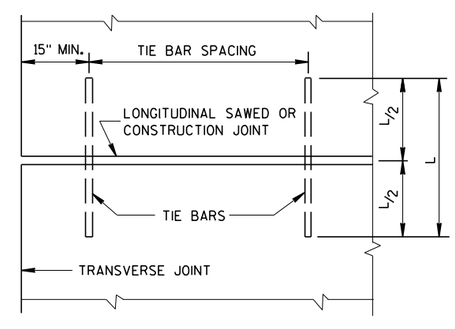
DETAIL "C"

TIE BAR TABLE

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

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

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

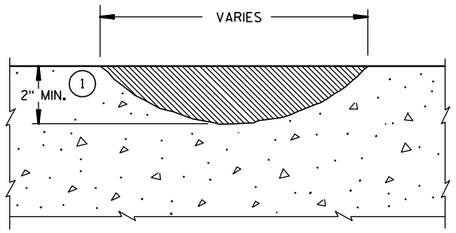


PLAN VIEW
SHOWING LOCATION OF TIE BARS

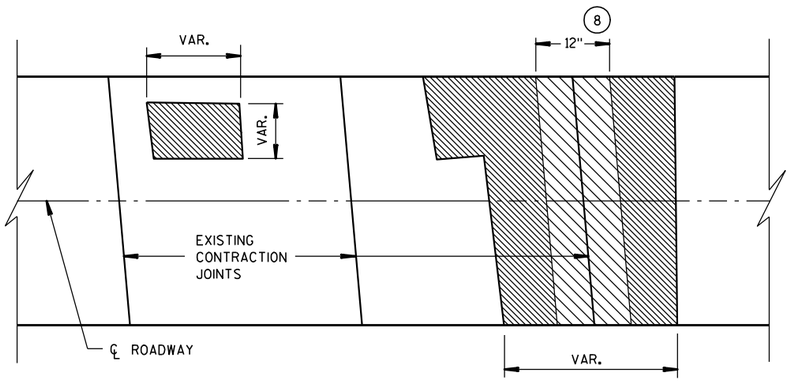
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kerr — PAVEMENT SUPE
FHWA

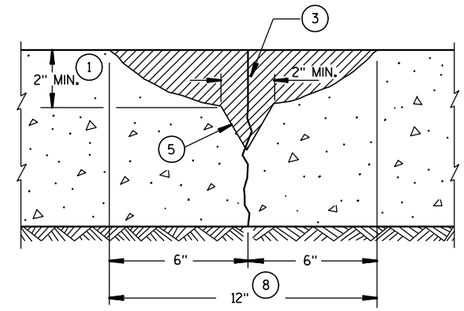


PROFILE VIEW

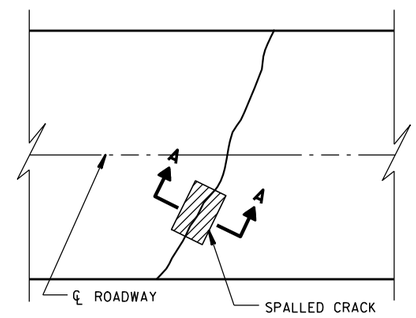


PLAN VIEW

SURFACE REPAIR



SECTION A-A

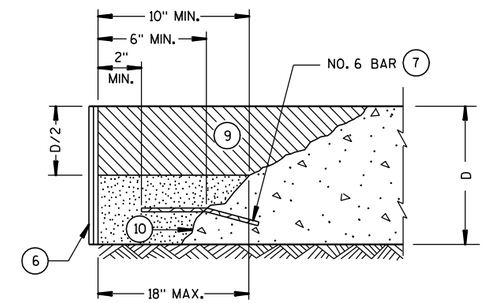


PLAN VIEW

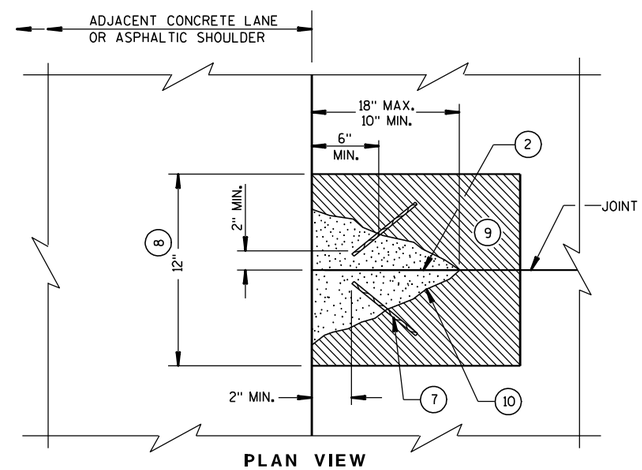
CRACK REPAIR

GENERAL NOTES

1. REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF DOWELS.
2. IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
3. COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
4. CLEAN, DRY SAND WHEN NECESSARY.
5. REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
6. 1/4" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
7. PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
8. OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
9. PAID AS JOINT OR CRACK REPAIR.
10. FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
11. BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

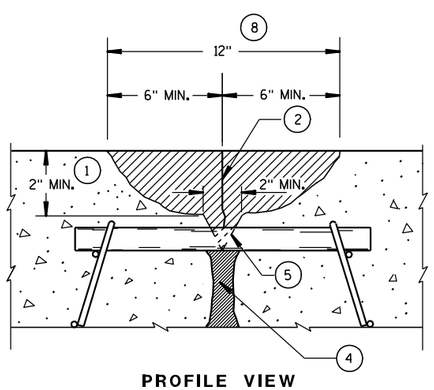


PROFILE VIEW



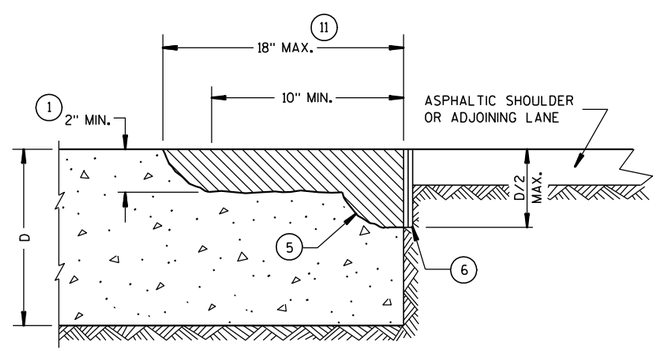
PLAN VIEW

FULL DEPTH REPAIR ADJUSTMENT

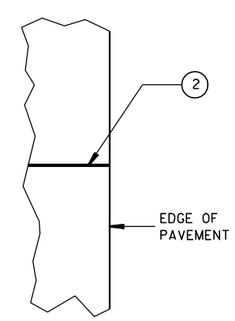


PROFILE VIEW

JOINT REPAIR



PROFILE VIEW



PLAN VIEW

EDGE REPAIR

CONCRETE PAVEMENT
PARTIAL DEPTH REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/03 — DATE
/S/ Bill Duck — PAVEMENT ENGIN
FHWA

6

S.D.D. 13 C 8-2

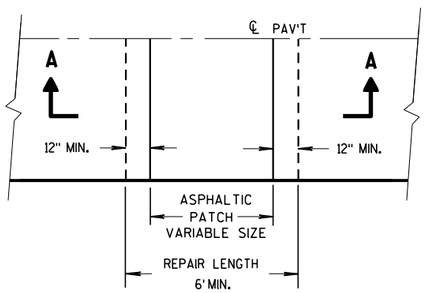
GENERAL NOTES

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

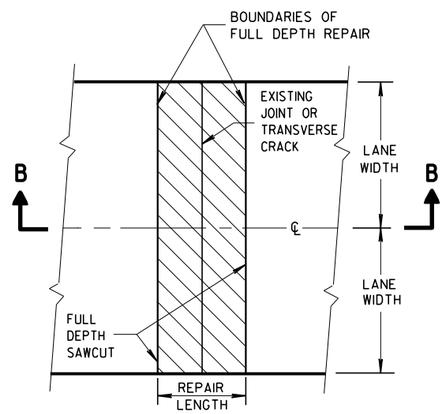
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

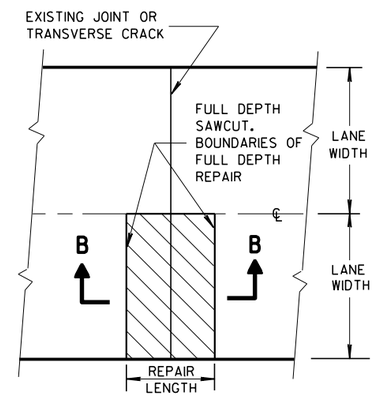
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

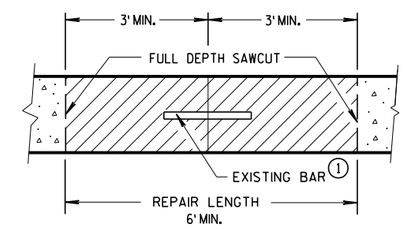


PLAN VIEW
(DOUBLE LANE REPAIR)



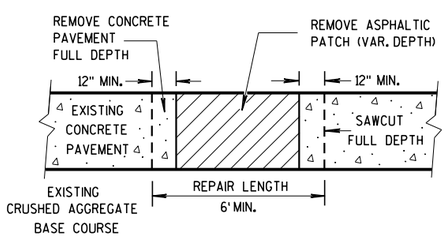
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B-B

CONCRETE REMOVAL



SECTION A-A

HMA PATCH REMOVAL

6

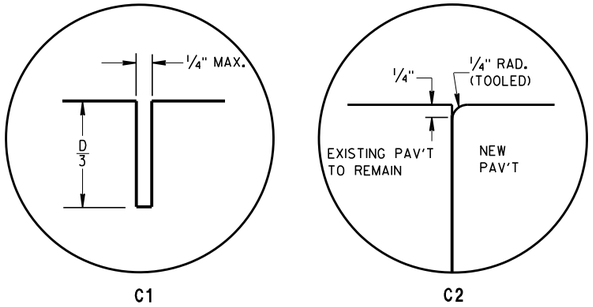
6

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 13 C 9-15a

S.D.D. 13 C 9-15a



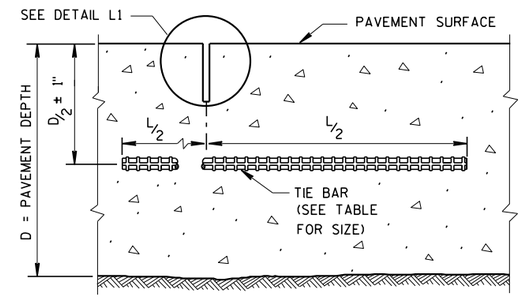
TRANSVERSE JOINTS

TIE BAR TABLE

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

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

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



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

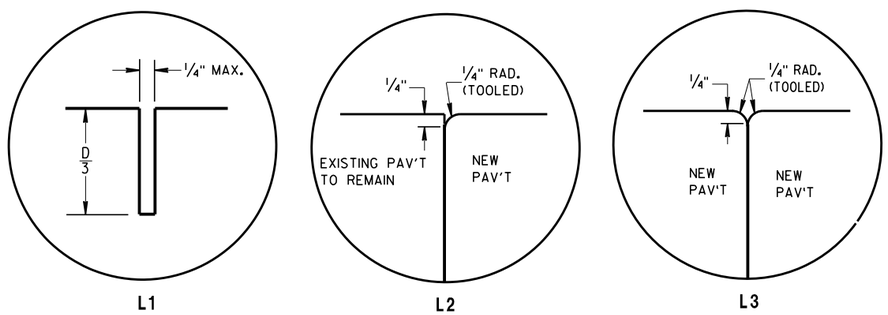
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

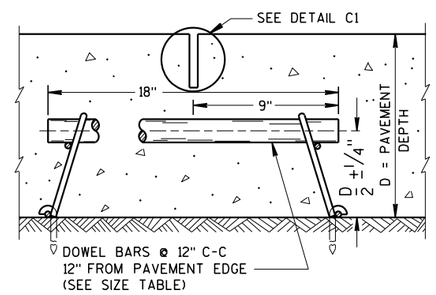
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

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

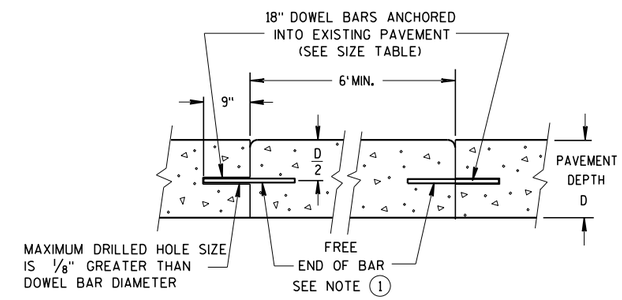


LONGITUDINAL JOINTS

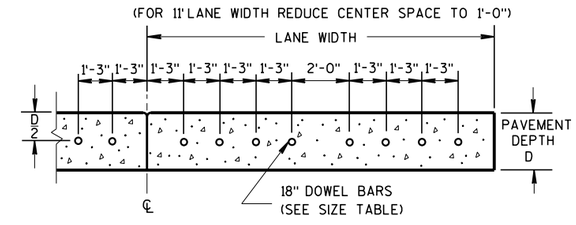


SECTION F-F

CONTRACTION JOINT



SECTION D-D

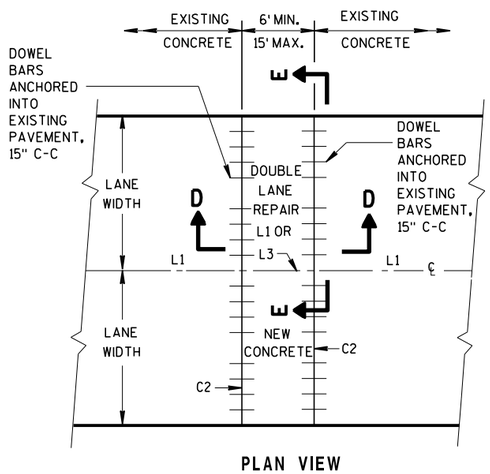


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

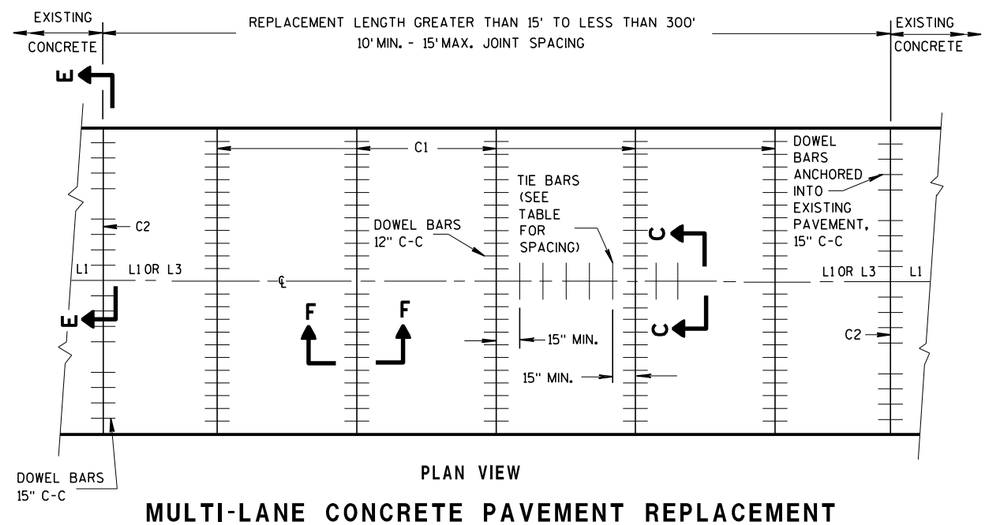
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

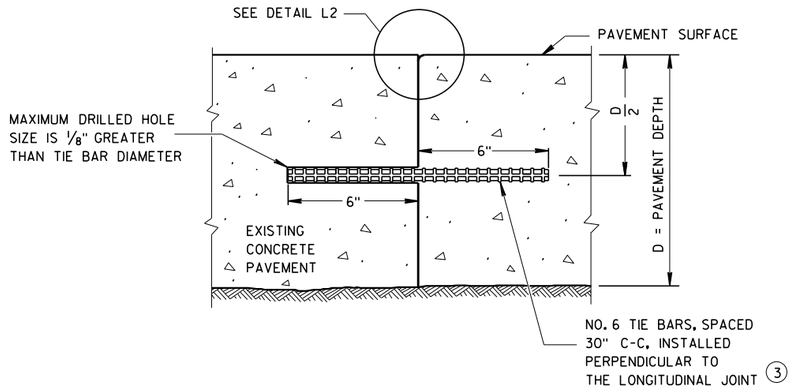
S.D.D. 13 C 9-15b

6

S.D.D. 13 C 9-15b

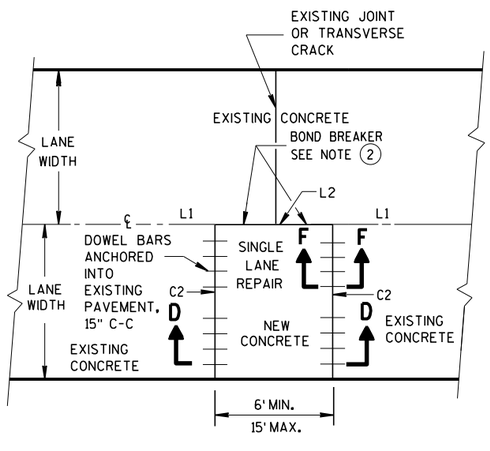
GENERAL NOTES

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



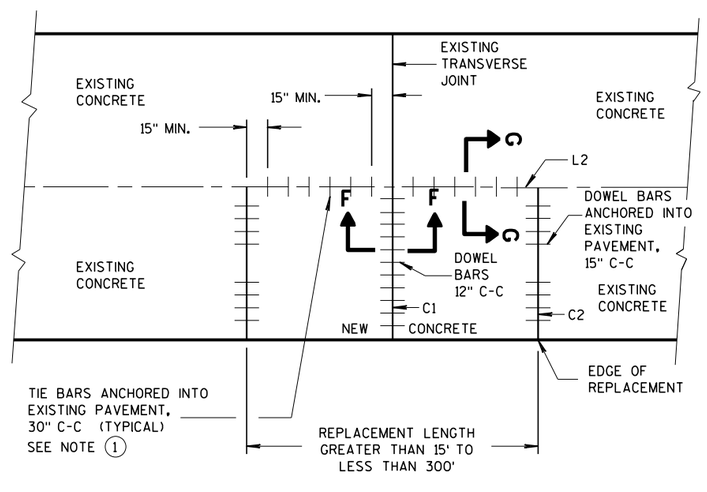
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken[illegible] — PAVEMENT SUPE[illegible]
FHWA

6
S.D.D. 13 C 9-15c

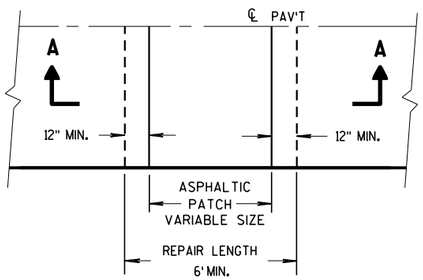
GENERAL NOTES

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

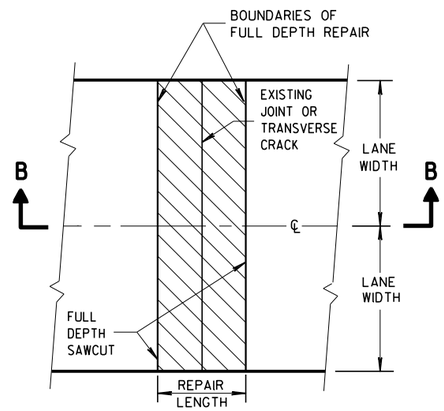
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

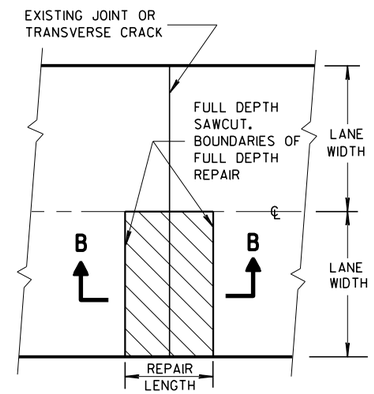
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

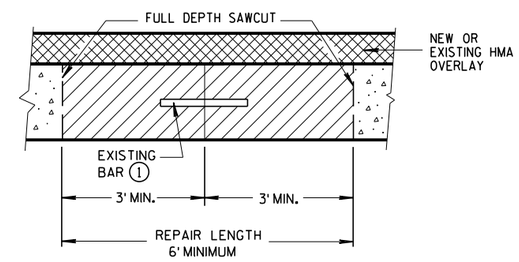


PLAN VIEW
(DOUBLE LANE REPAIR)



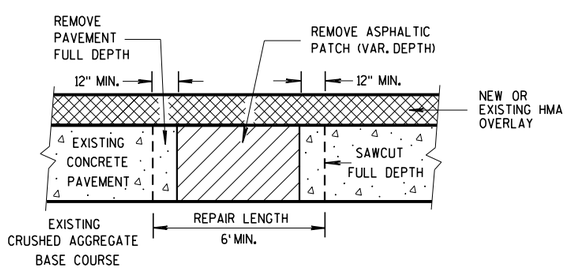
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B-B

CONCRETE REMOVAL



SECTION A-A

HMA PATCH REMOVAL

6

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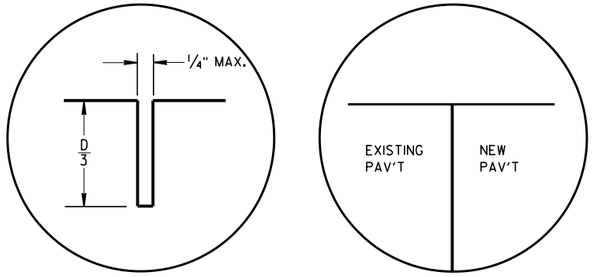
S.D.D. 13 C 14-7a

S.D.D. 13 C 14-7a

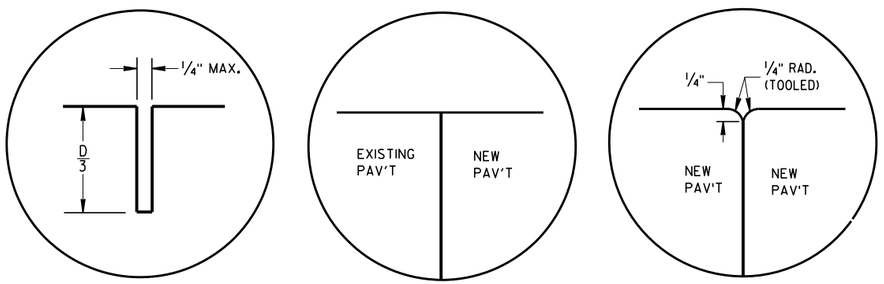
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



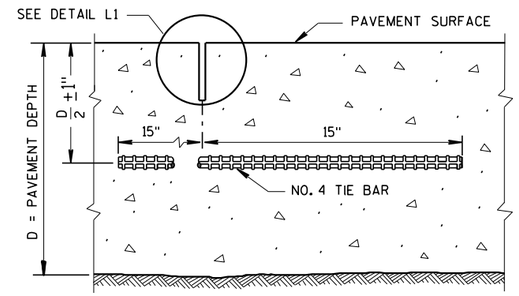
C1 C2

TRANSVERSE JOINTS



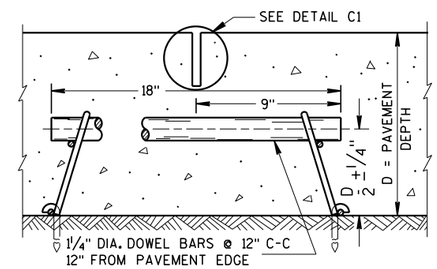
L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

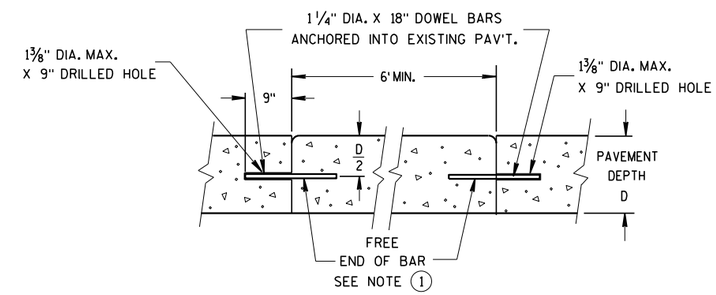
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

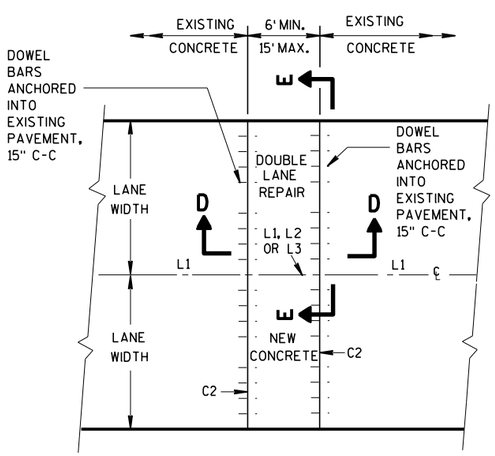
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

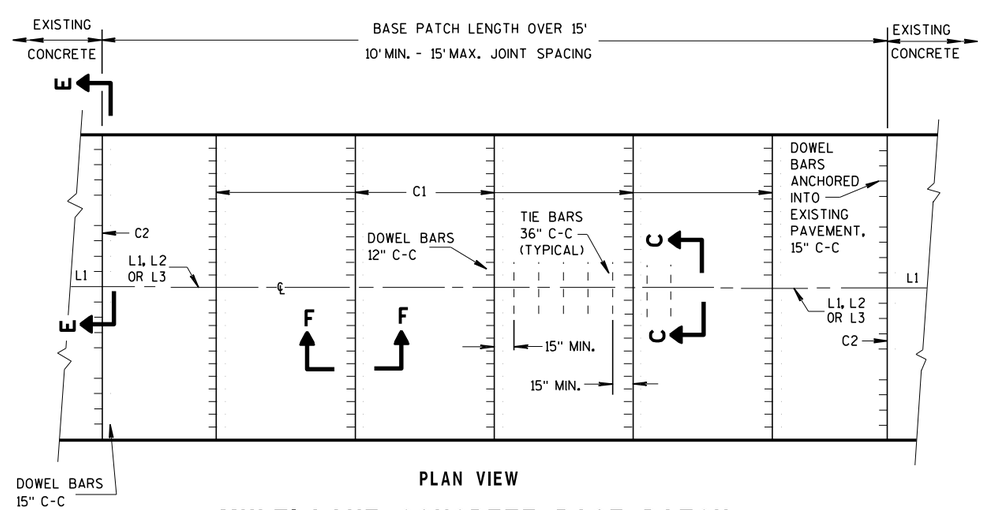


SECTION D-D



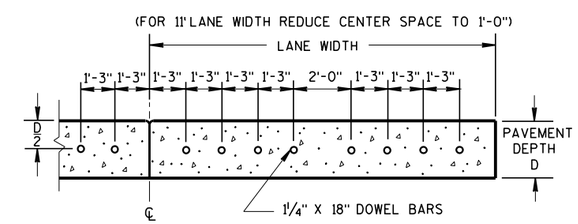
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

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



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

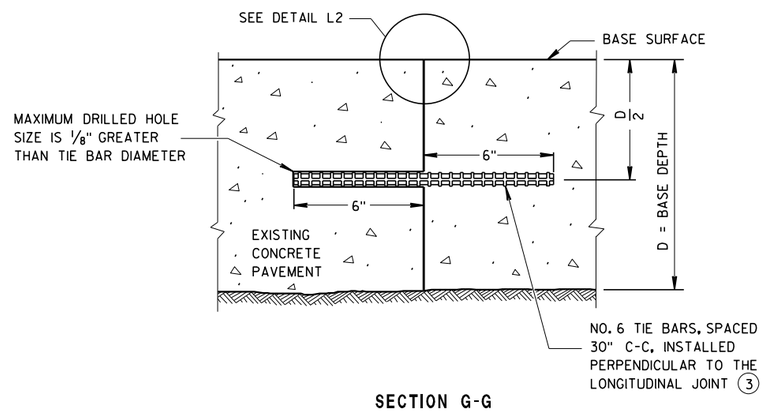
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

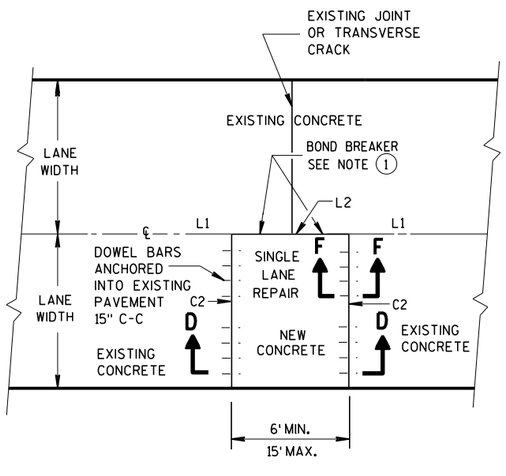
2. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO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

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



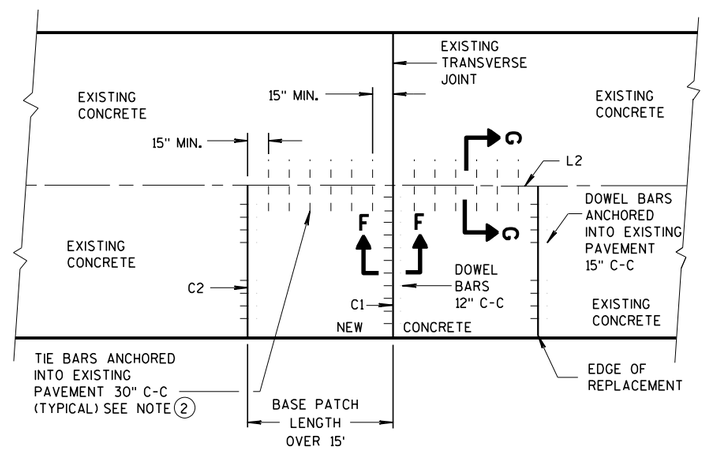
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

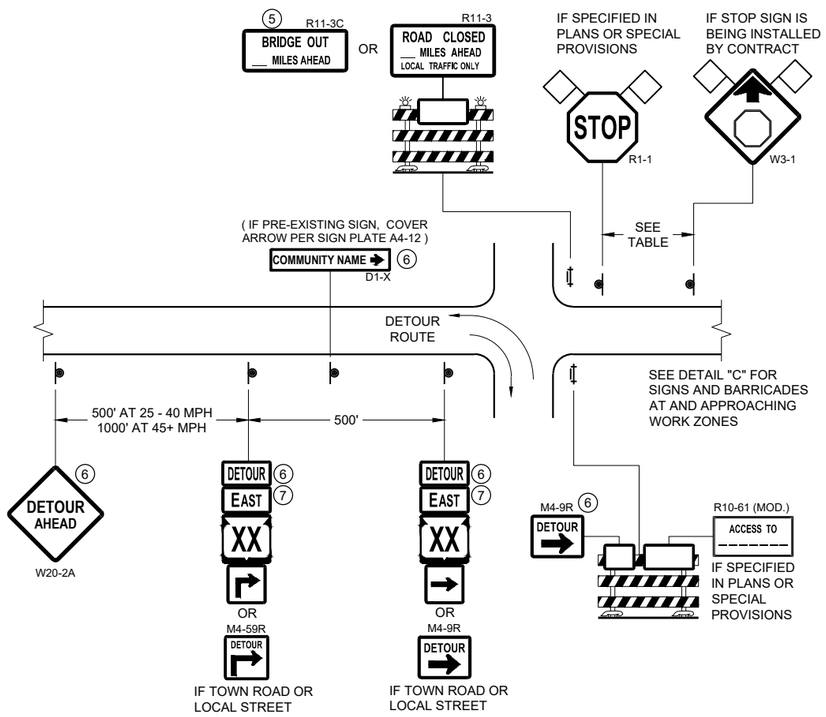
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

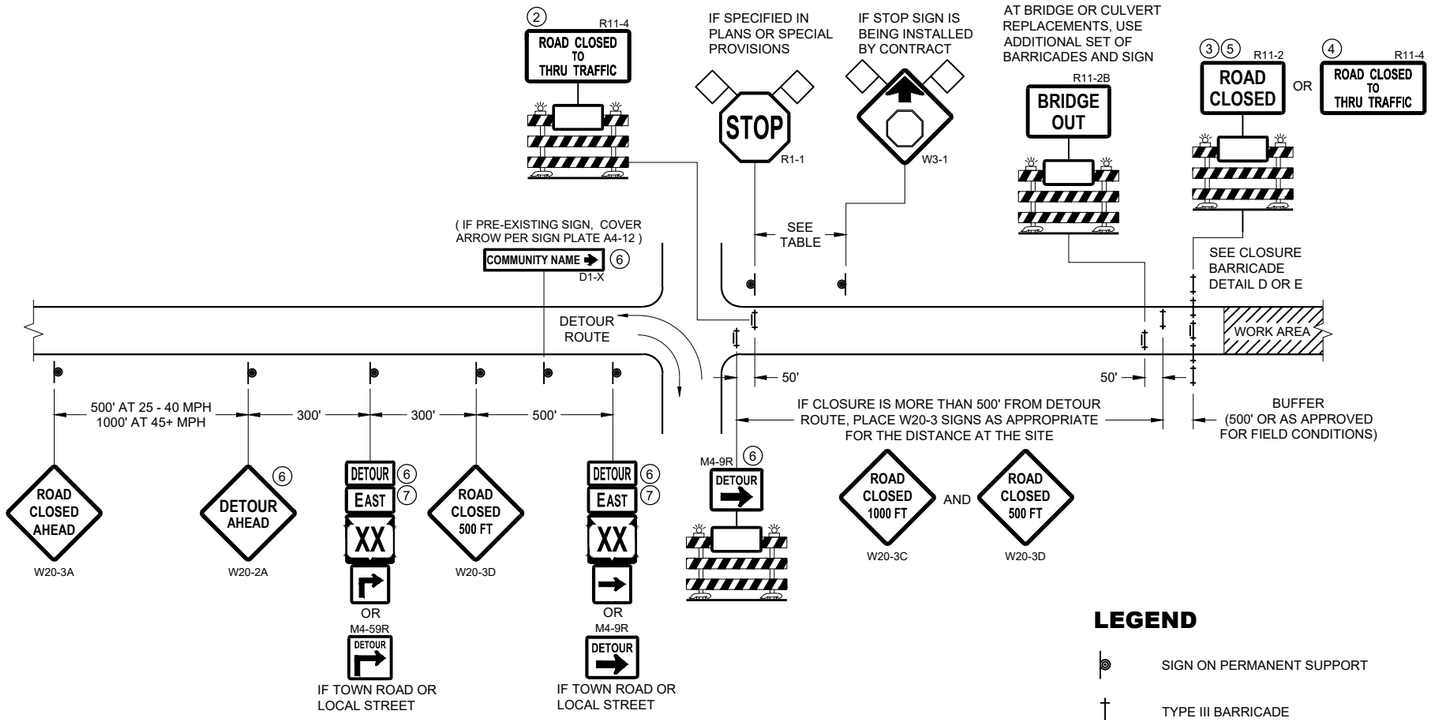
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPER
FHWA

6

S.D.D. 13 C 14-7c



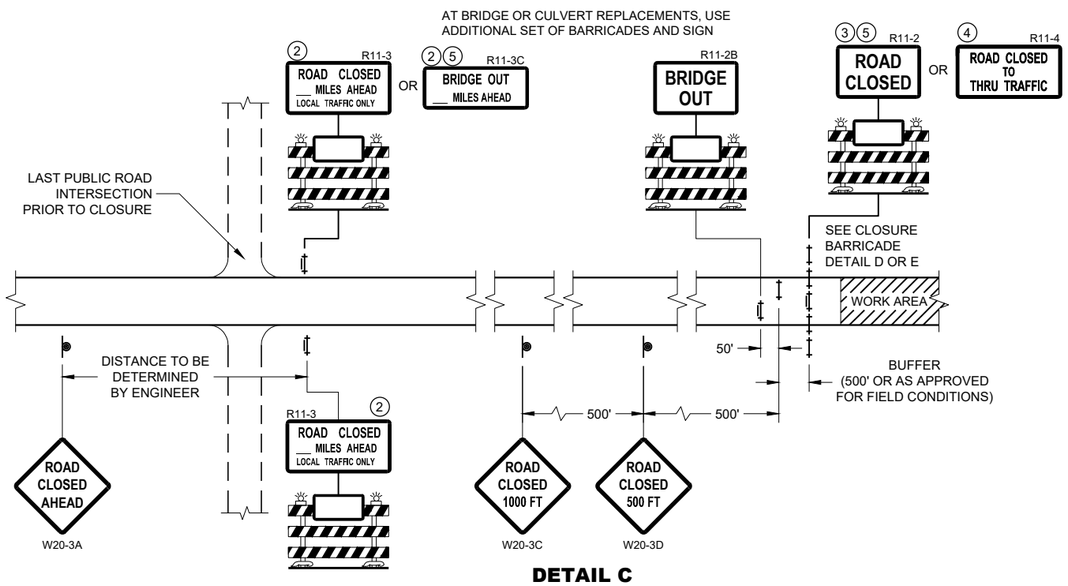
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ 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)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX (M1 - 4) OR XX (M1 - 6) OR COUNTY X (M1 - 5A)
- M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

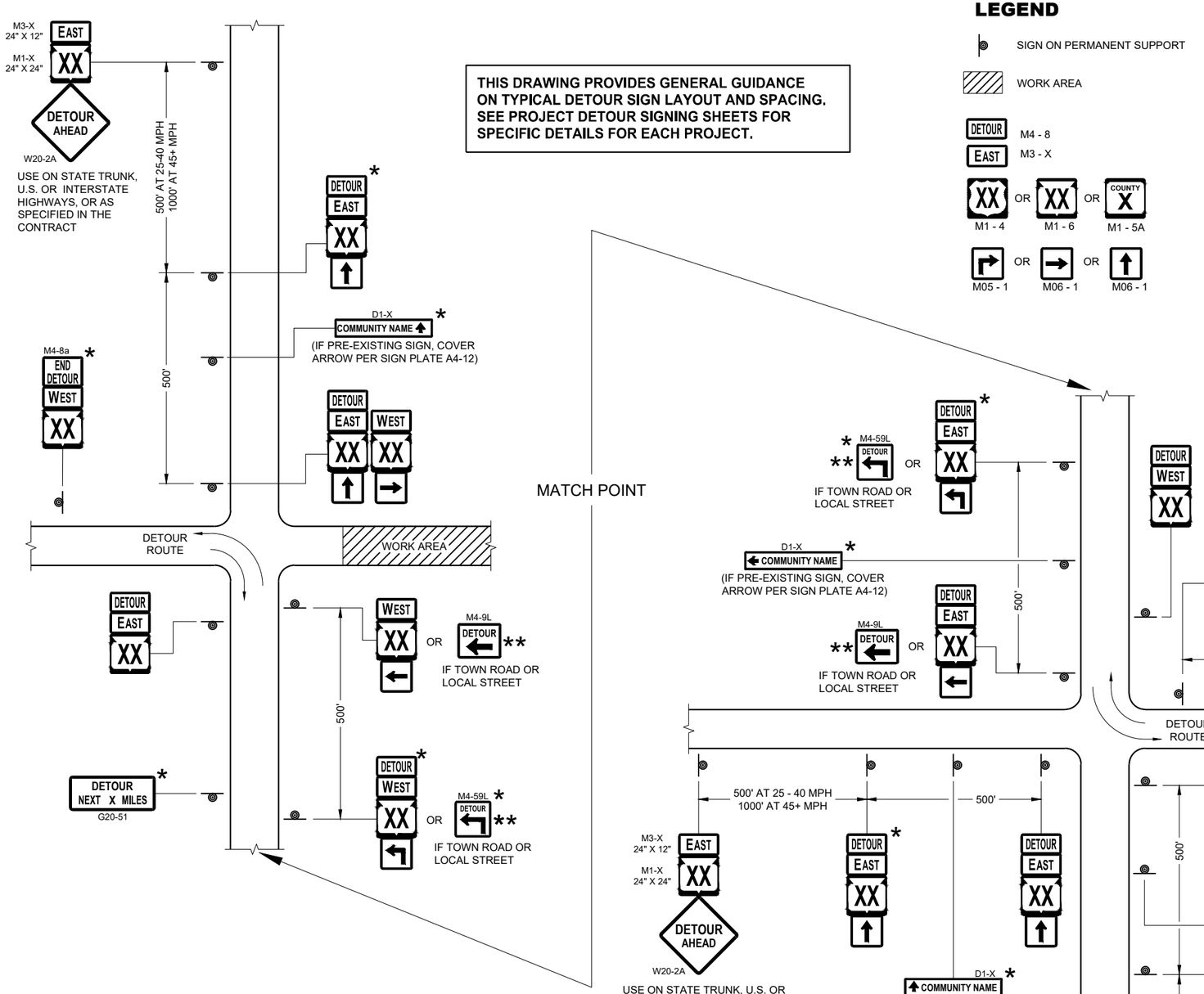
APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 08a

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

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" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 08c

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.

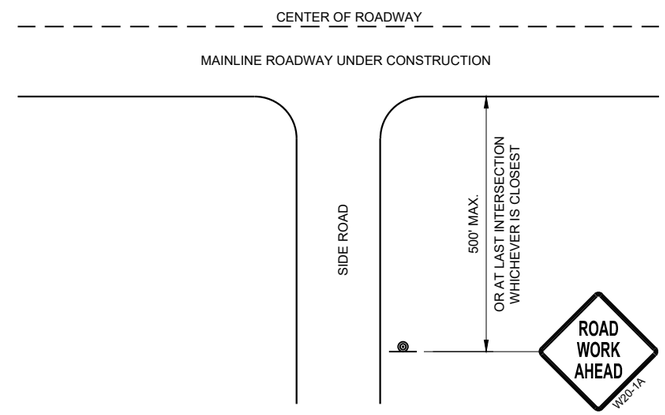
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

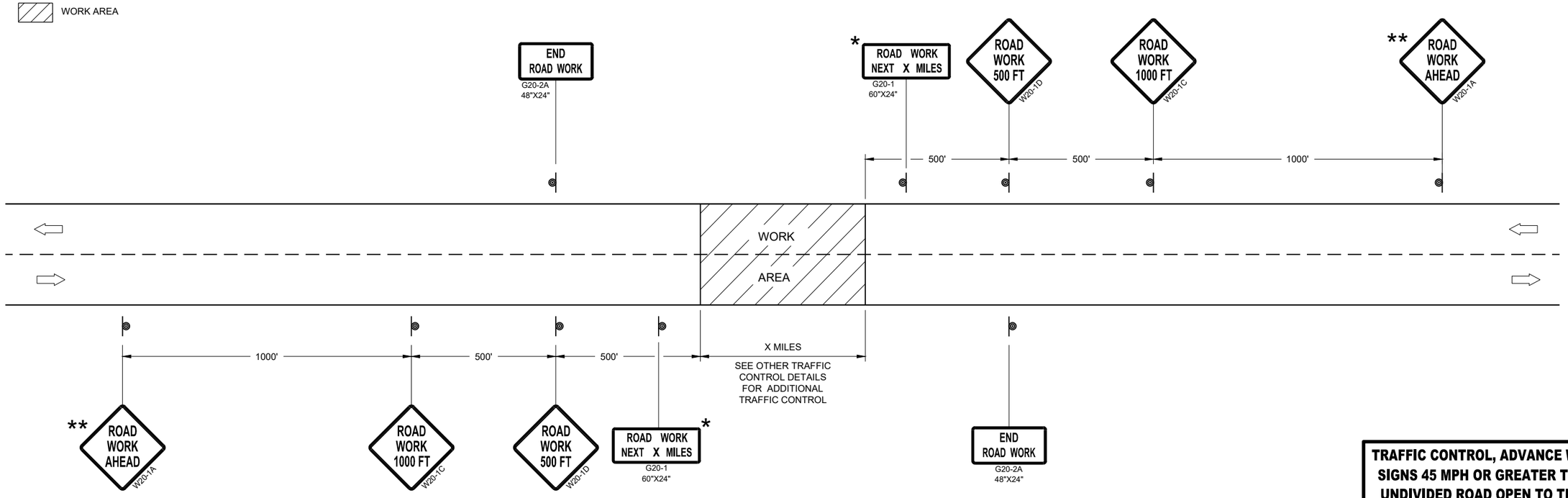
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



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
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C04 - 05

GENERAL NOTES

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

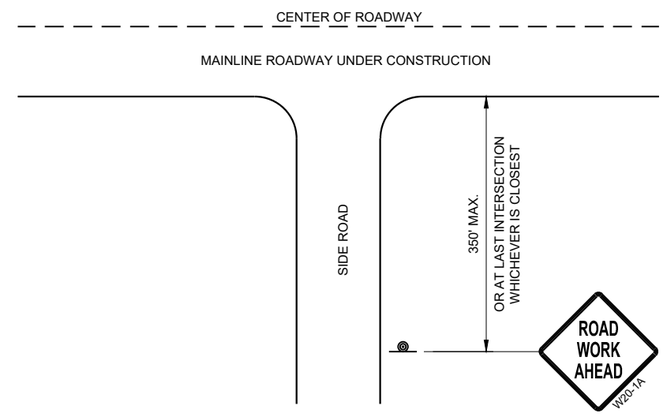
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

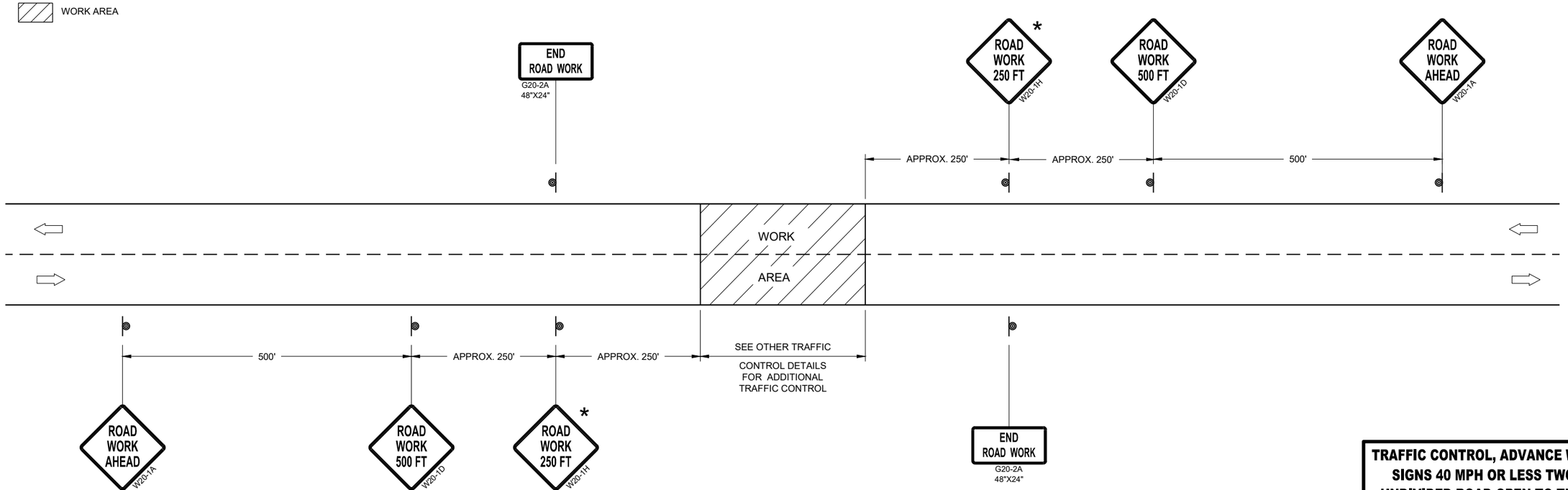
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



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

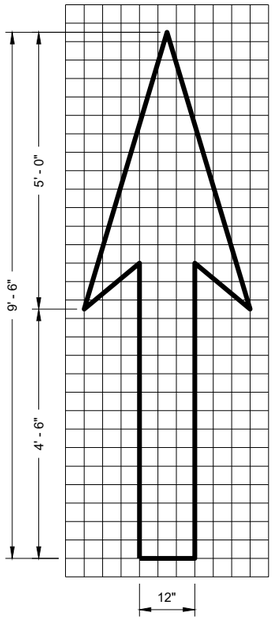
APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

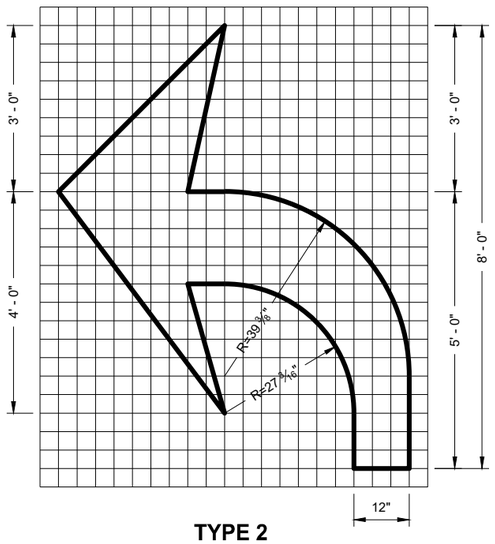
SDD 15C05 - 05

GENERAL NOTES

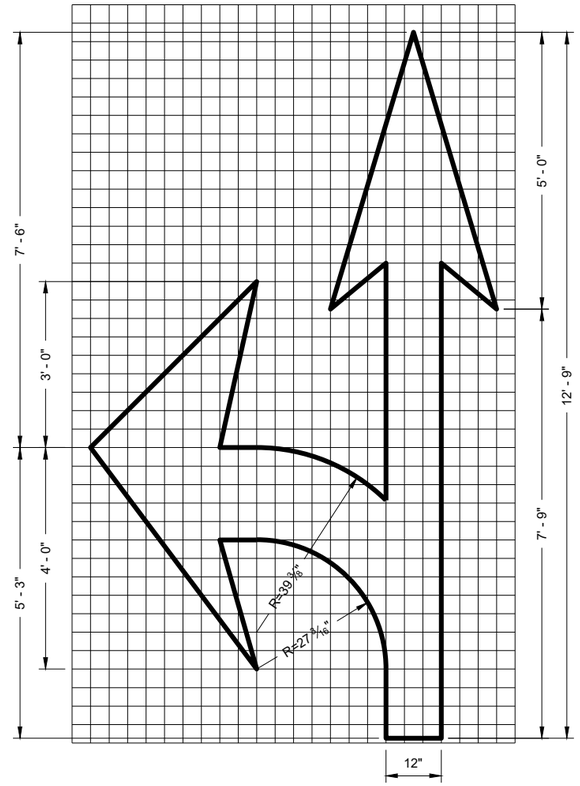
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



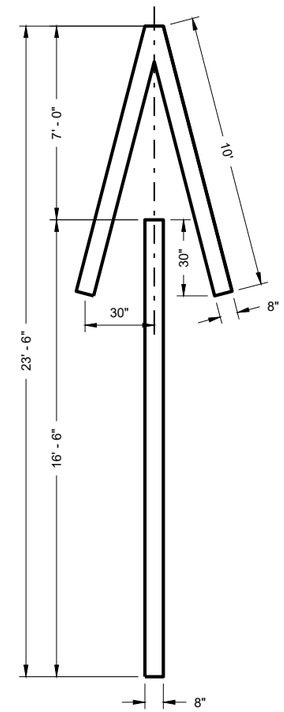
TYPE 1



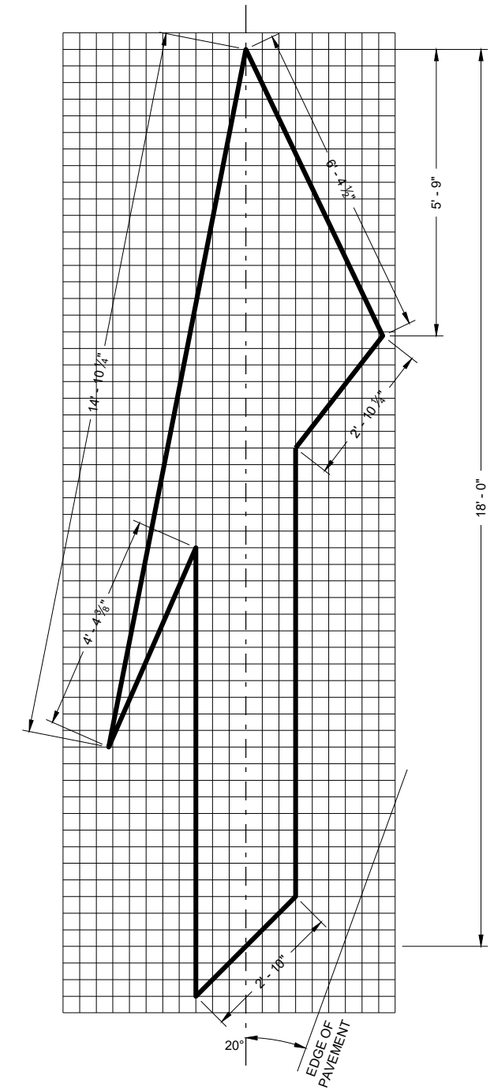
TYPE 2



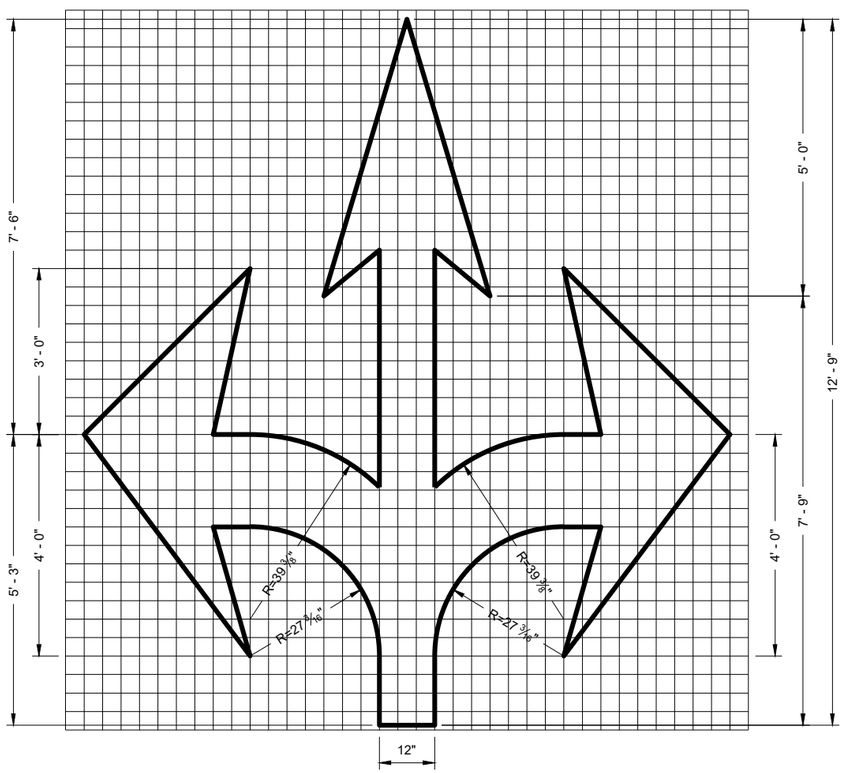
TYPE 3



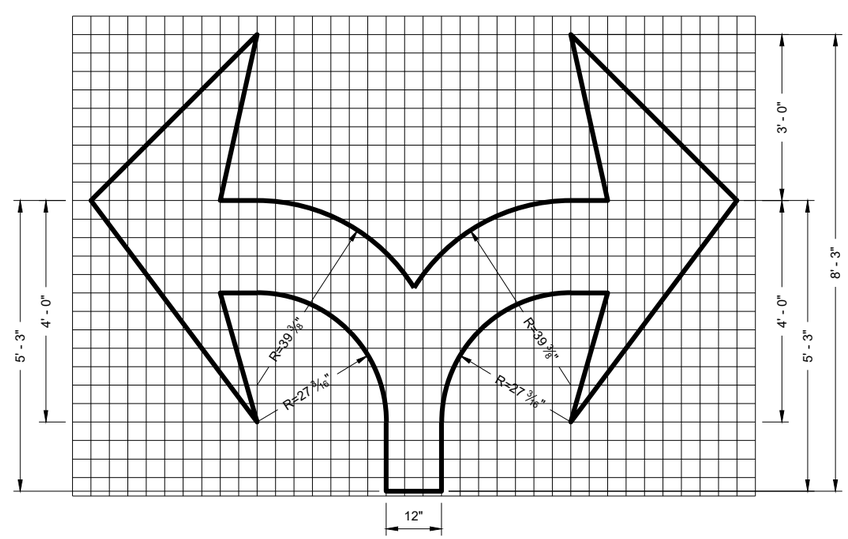
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

6

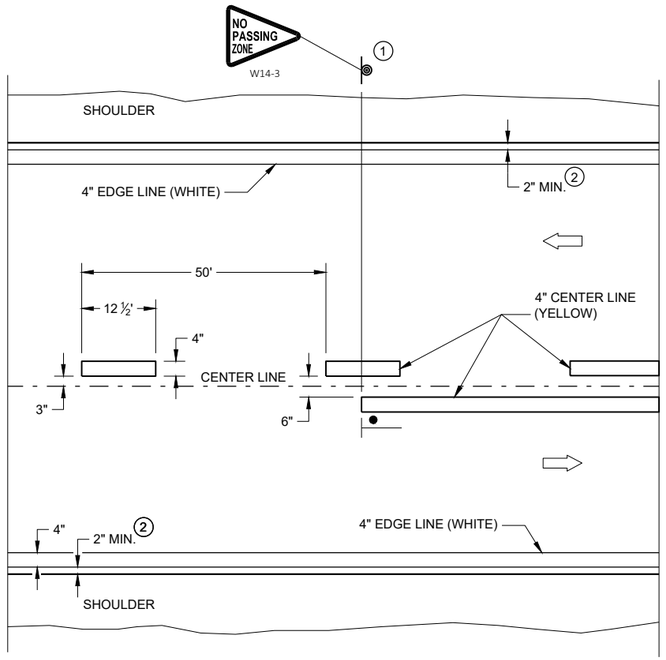
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

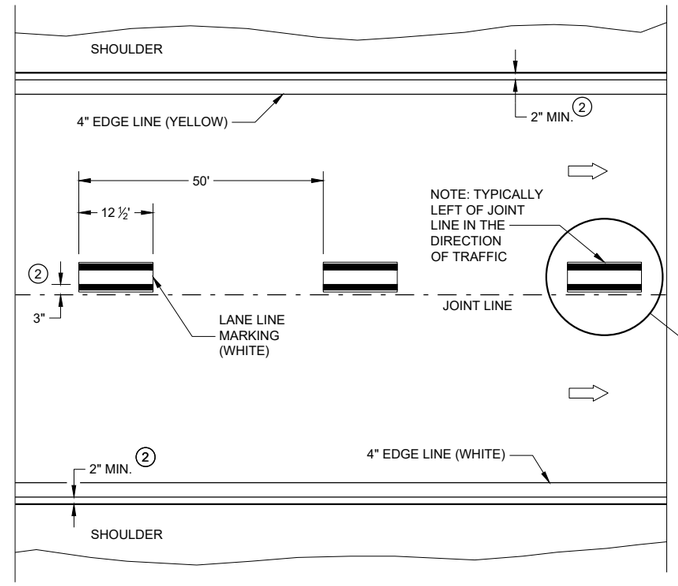
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER
FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

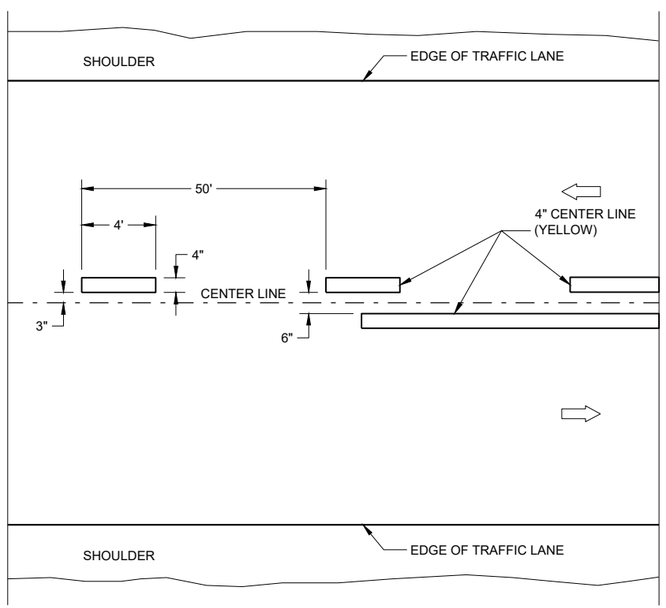


TWO WAY TRAFFIC

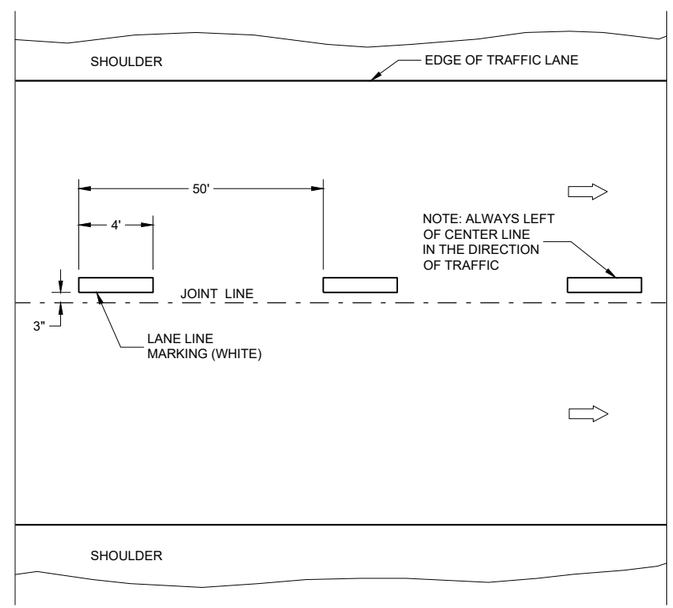


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

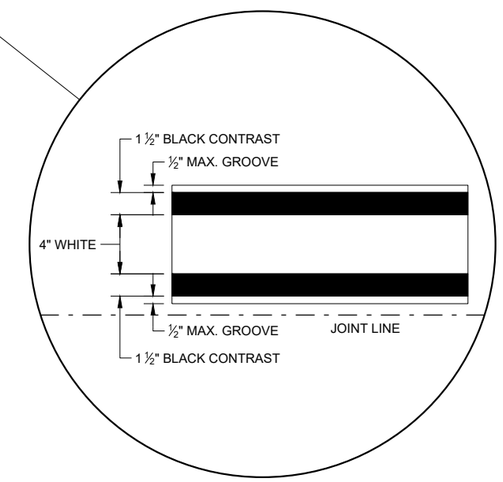
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

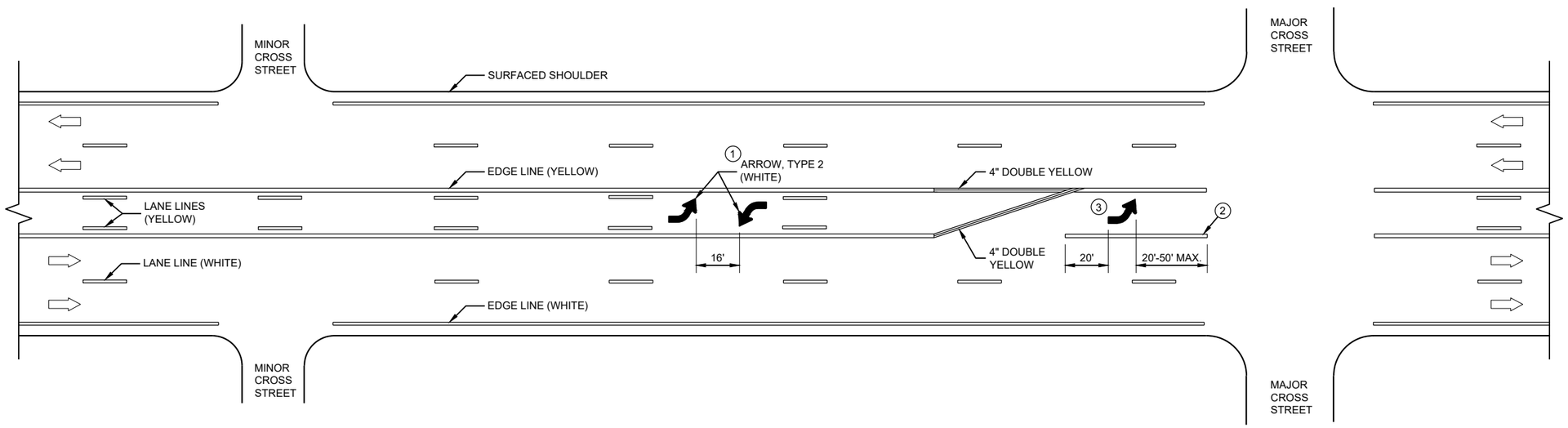
6

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

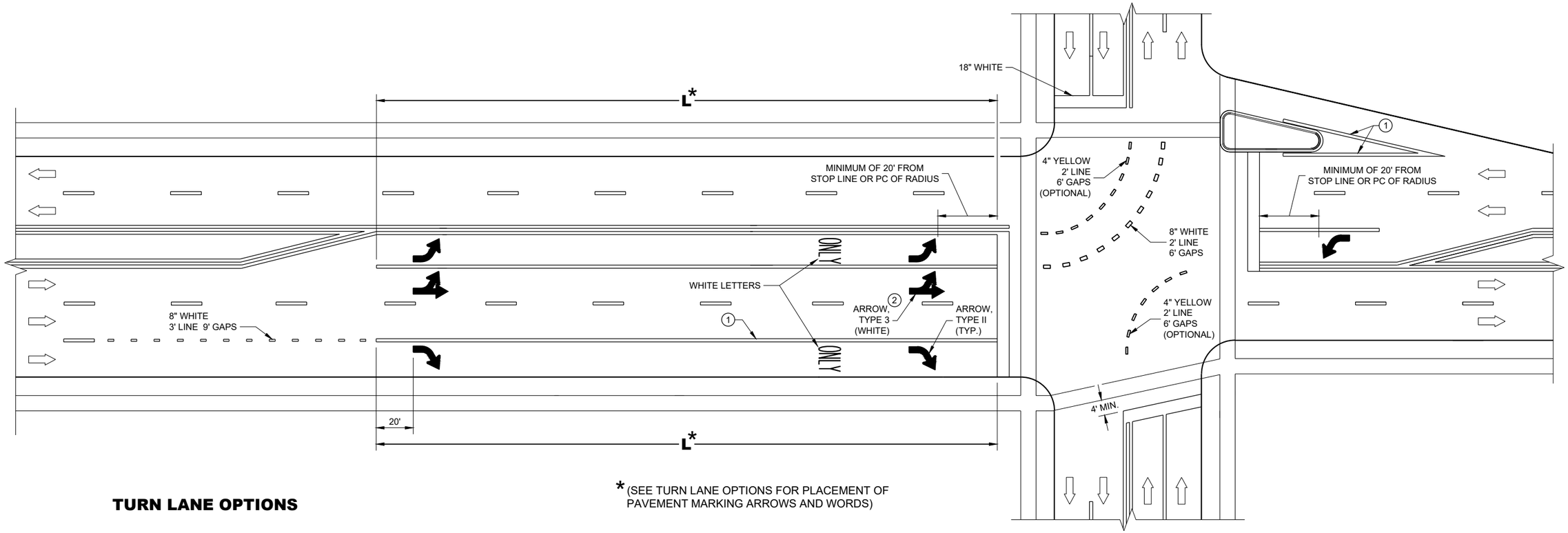
6

SDD 15C08 - 20b

SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

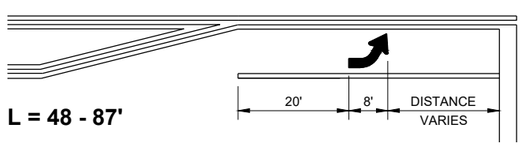
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

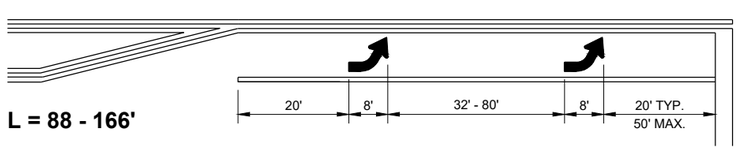


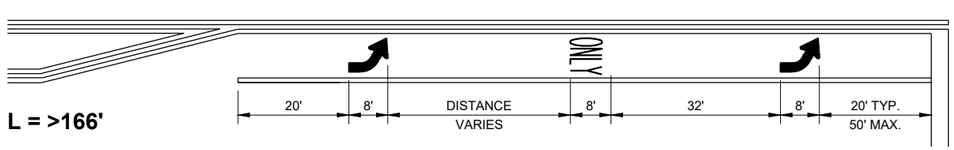
*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

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

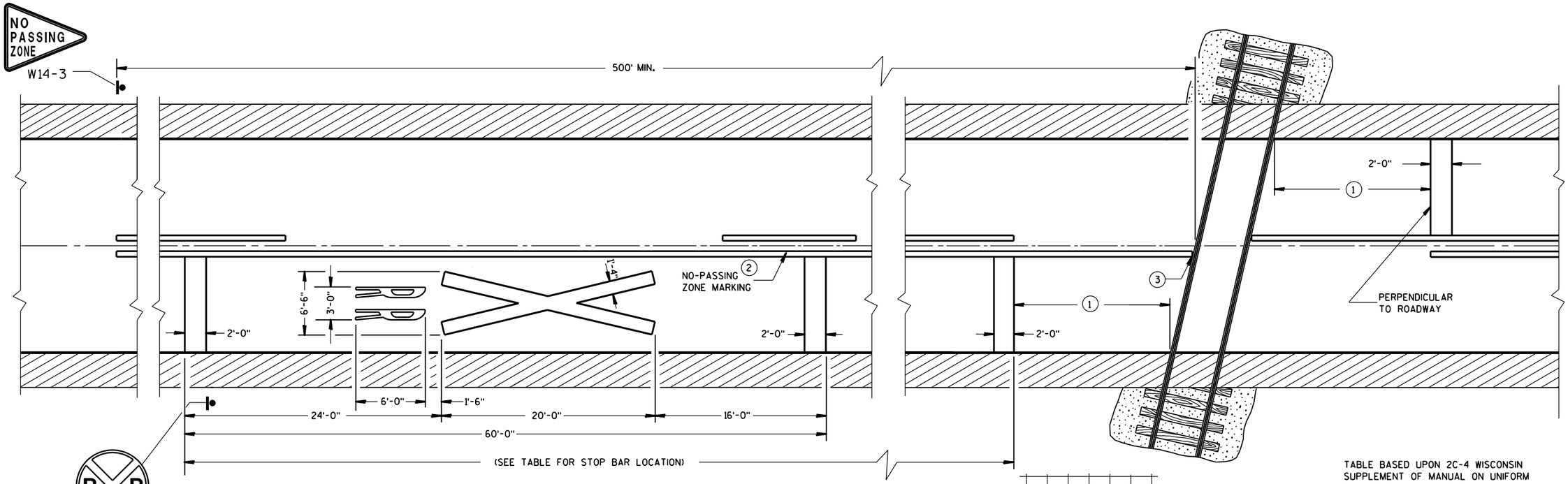
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 15C08 - 20c



PAVEMENT MARKING

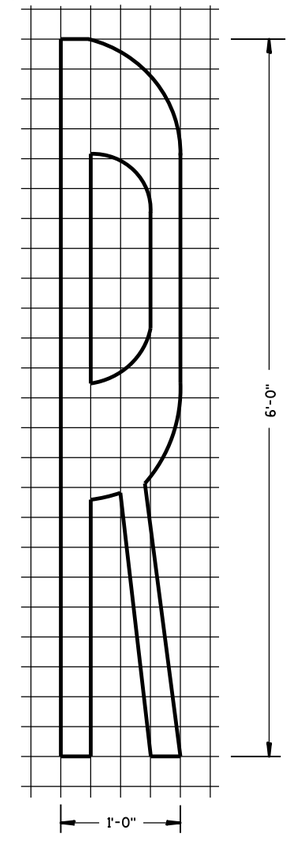


TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

RETRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

1. MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
2. 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
3. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

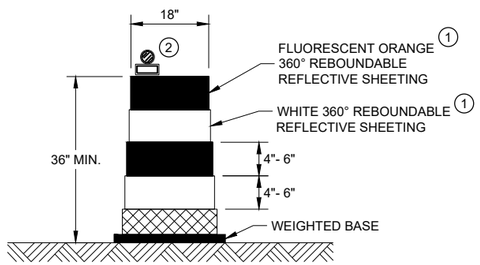
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAI[illegible] [illegible]GINEER

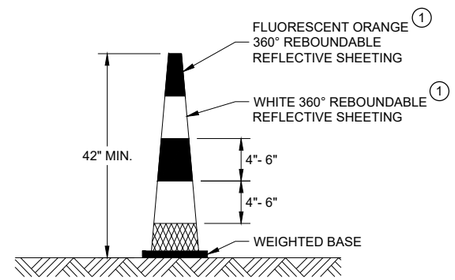
FHWA

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.

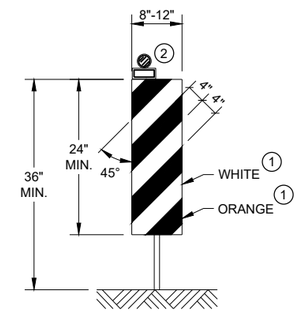


DRUM



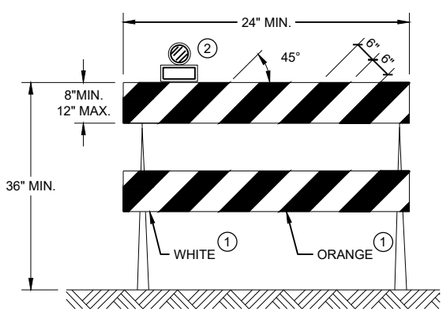
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



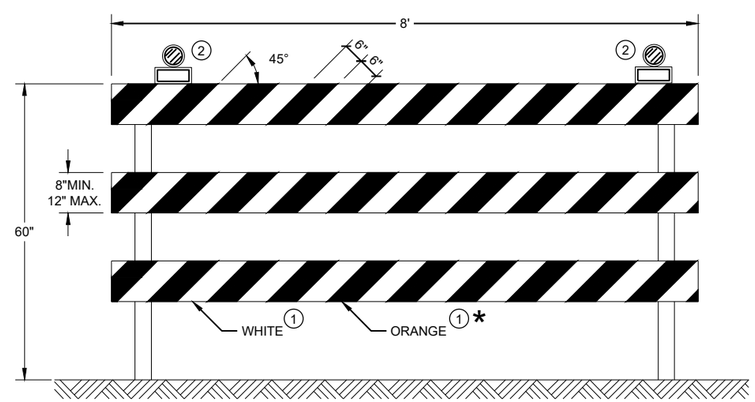
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEE
FHWA

6

SDD 15C11 - 08b

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.

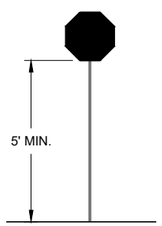
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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.

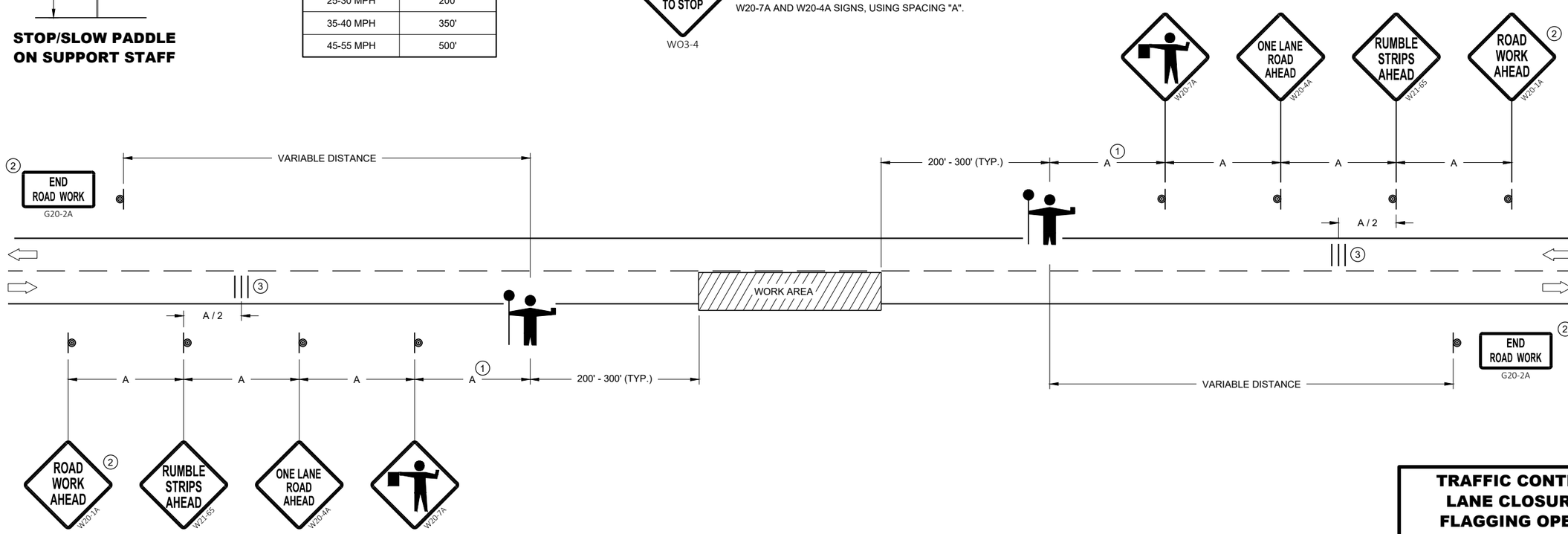


STOP/SLOW PADDLE ON SUPPORT STAFF

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 WO3-4 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
May 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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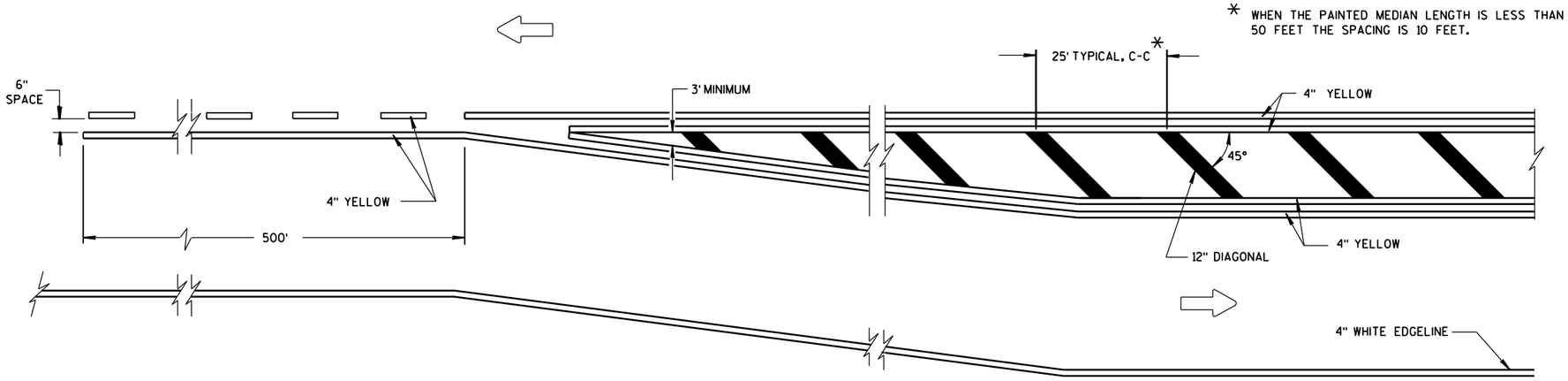
SDD 15C12 - 07

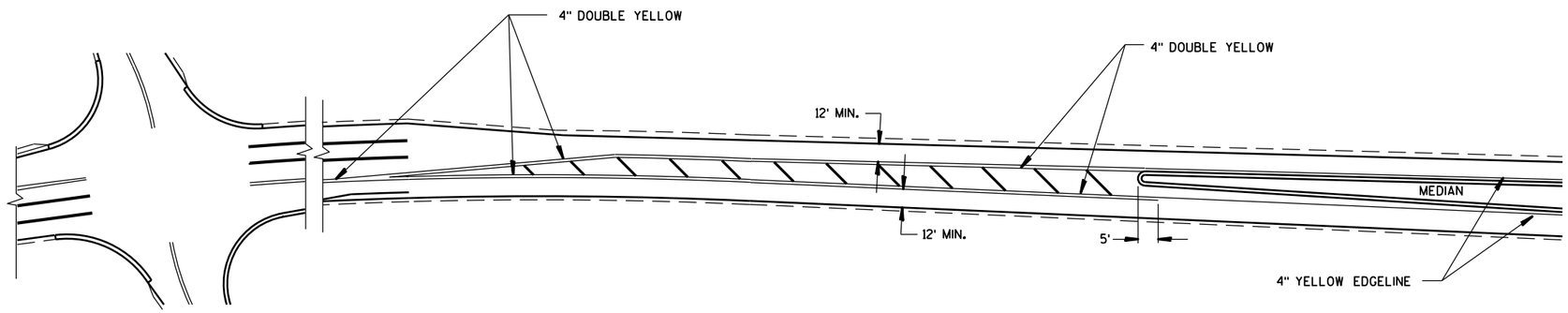


MEDIAN ISLAND DETAIL

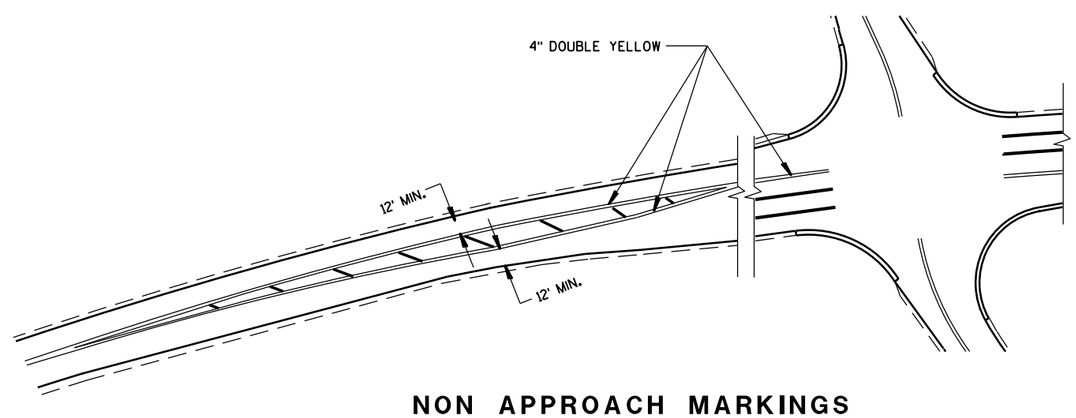
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

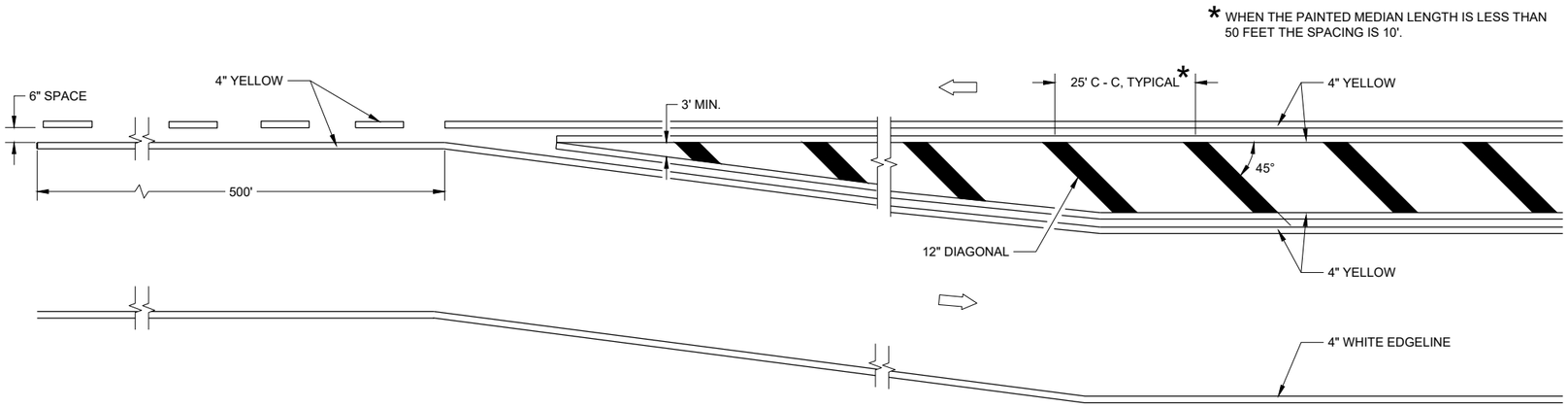
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Matthew Rauch
DATE STATE SIGNING AND MARK ER
FHWA

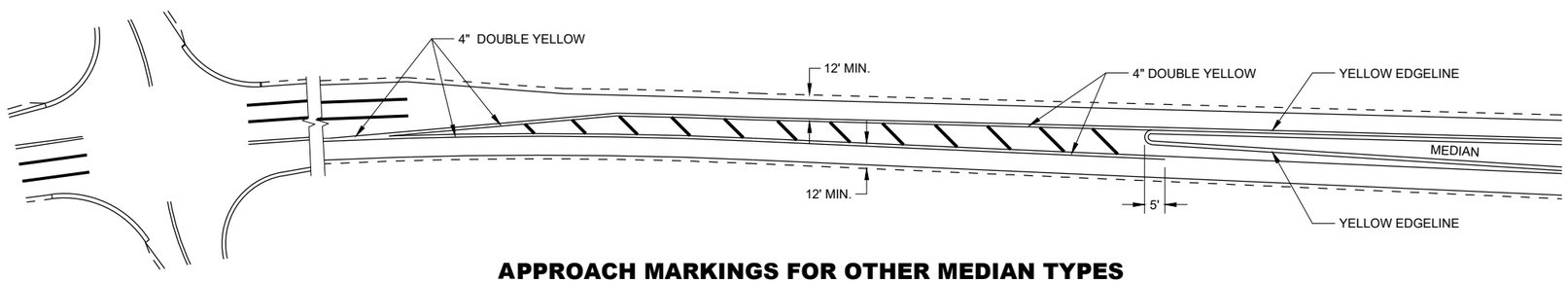
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

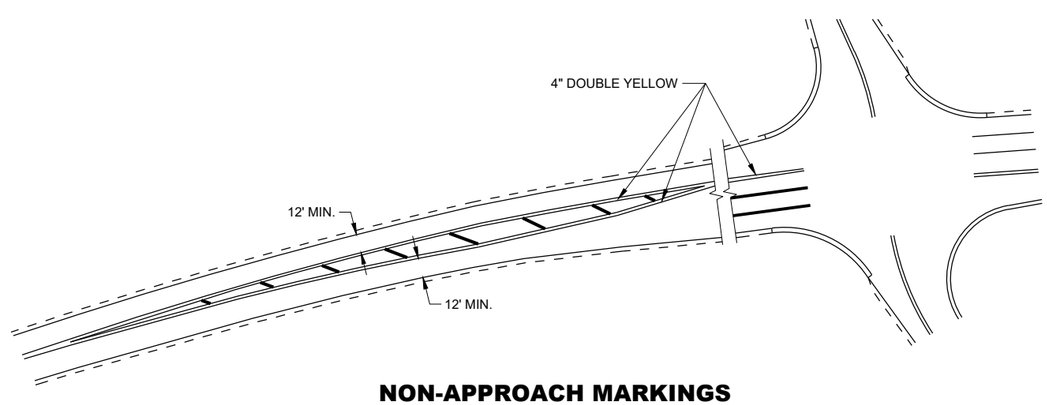
DIRECTION OF TRAVEL



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

6

6

SDD 15C18 - 05a

SDD 15C18 - 05a

MEDIAN ISLAND PAVEMENT MARKINGS

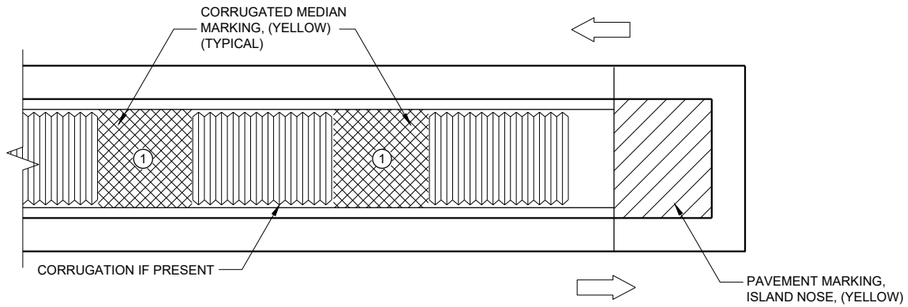
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

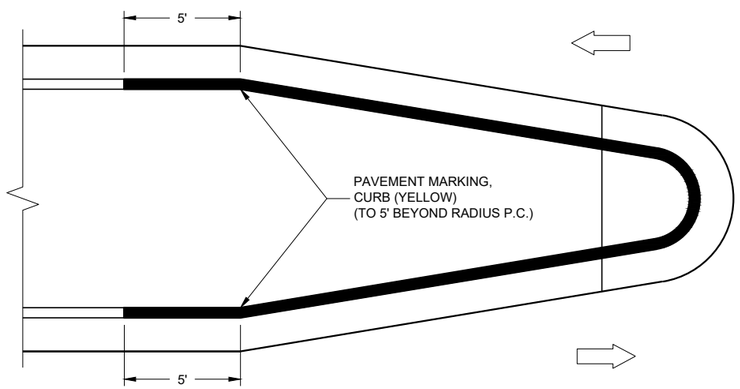
February 2021 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

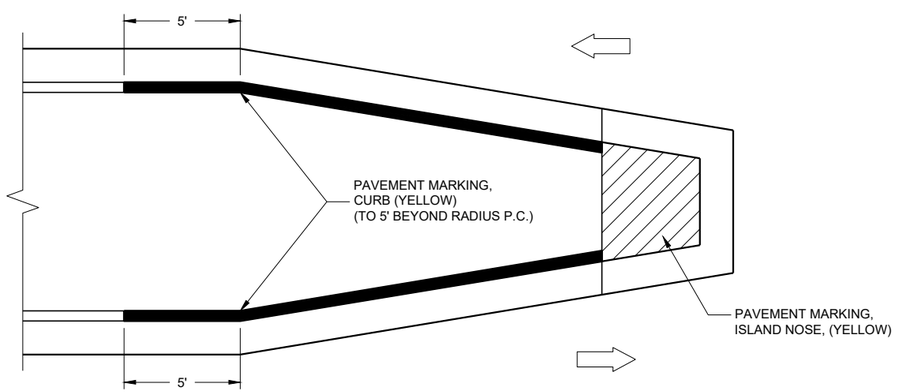
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

6

6

SDD 15C18 - 05b

SDD 15C18 - 05b

PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

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

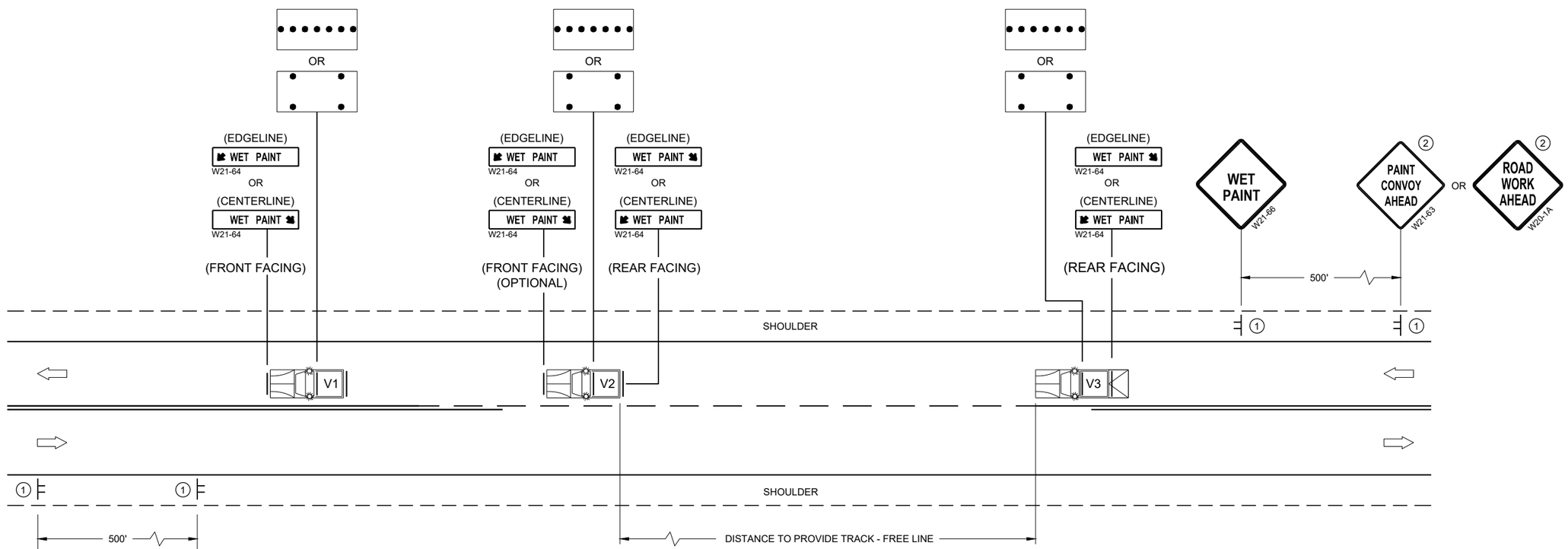
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

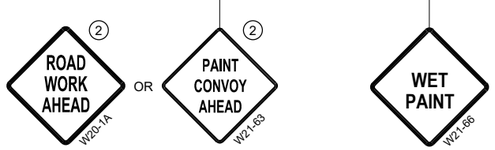
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.





MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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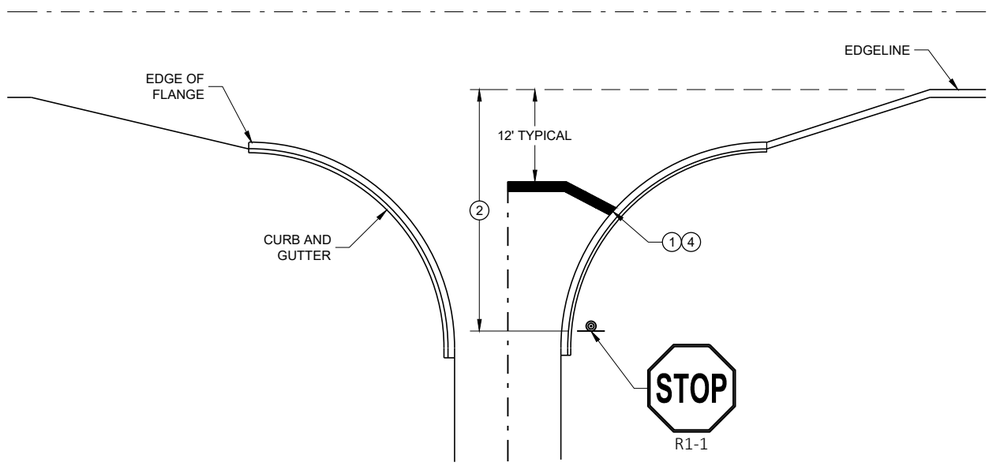
SDD 15C19 - 06a

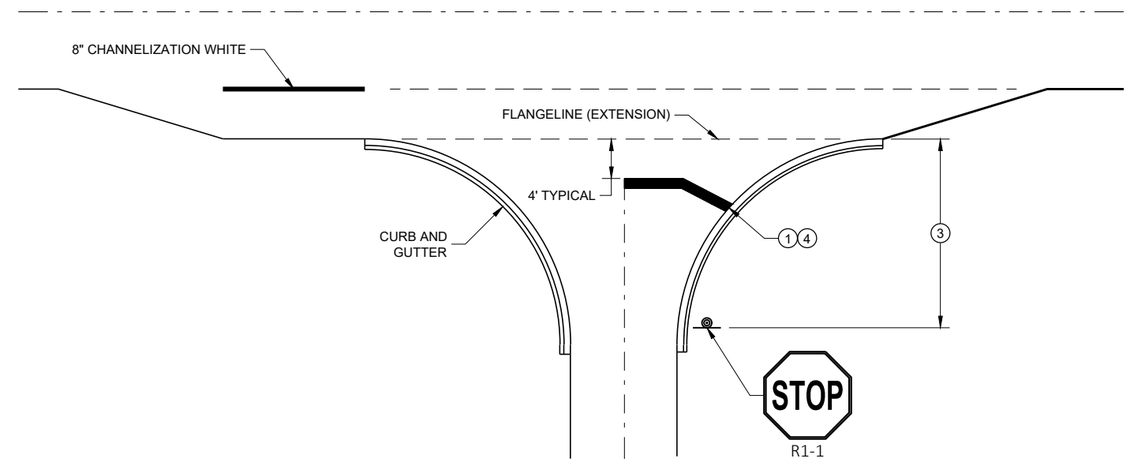
GENERAL NOTES

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

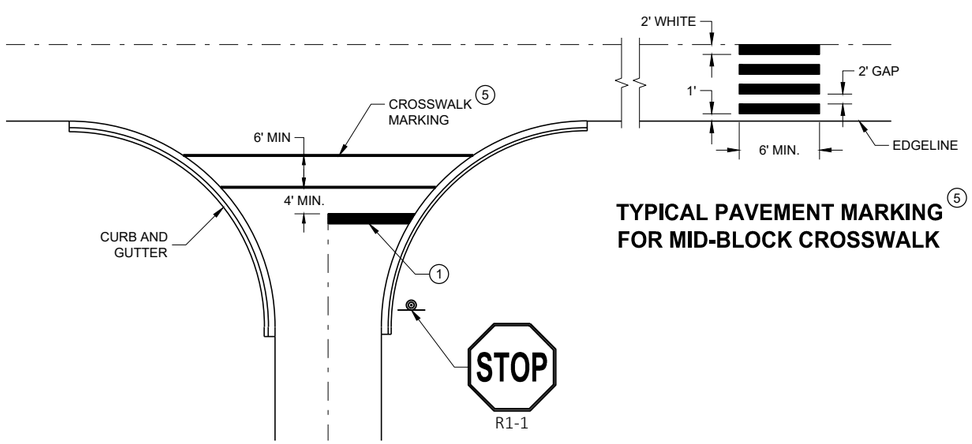
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

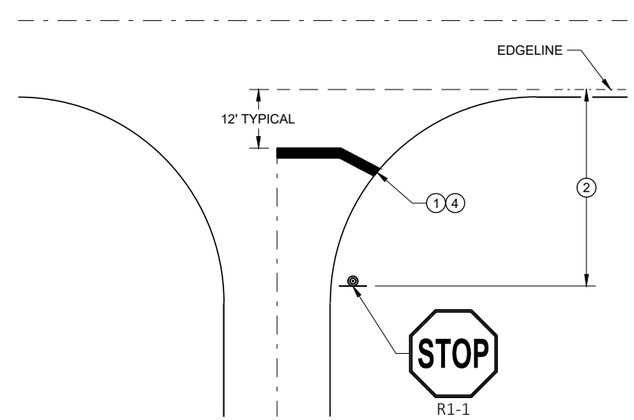


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 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 MAF ENGINEER
FHWA

6

SDD 15C33 - 04

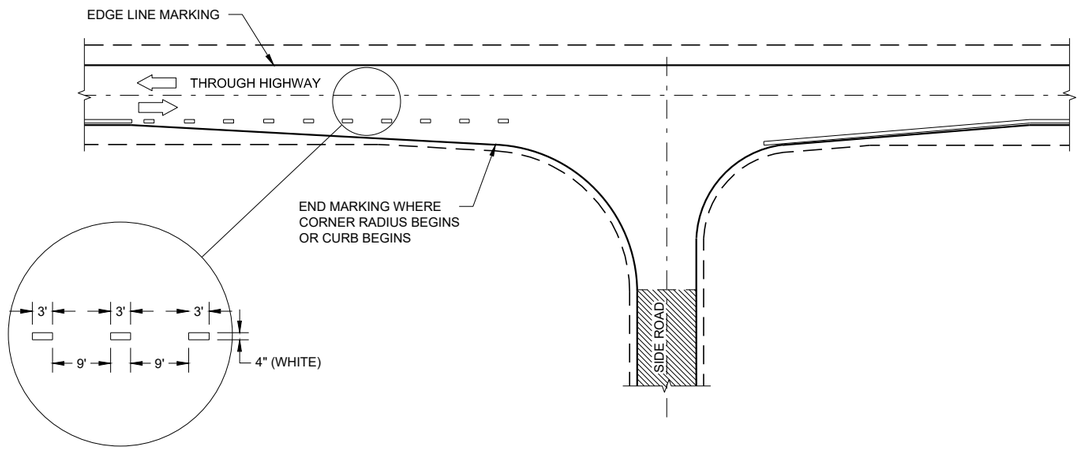
GENERAL NOTES

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

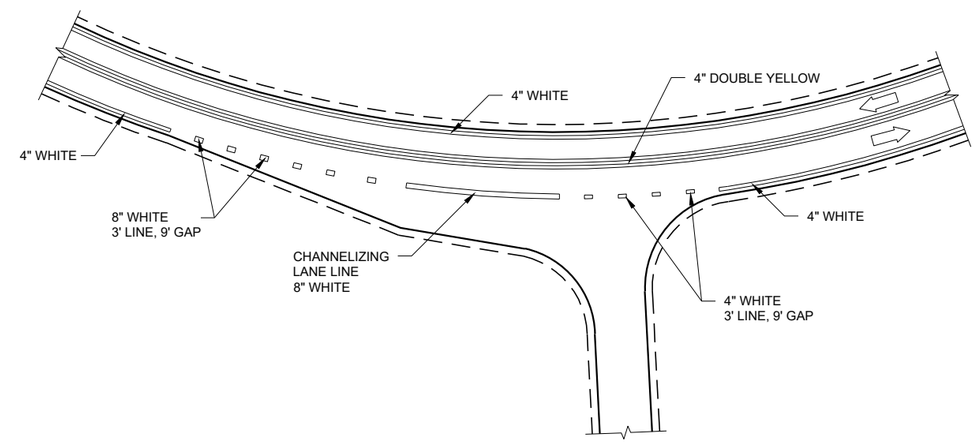
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

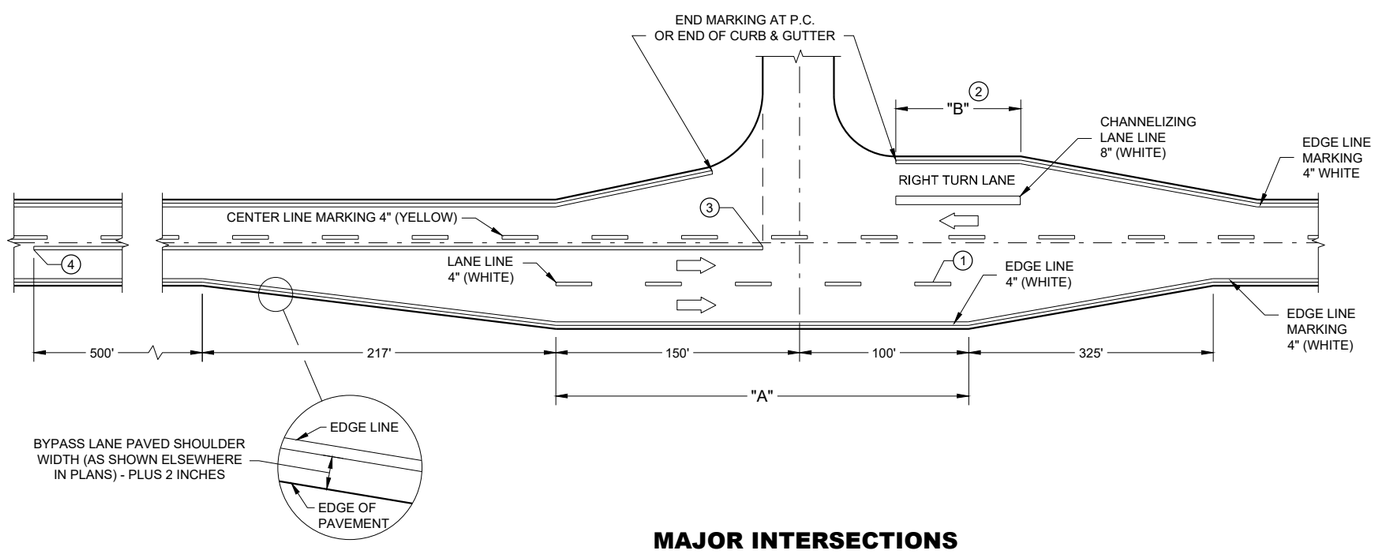
DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

6

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SDD 15C35 - 04a

SDD 15C35 - 04a

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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.

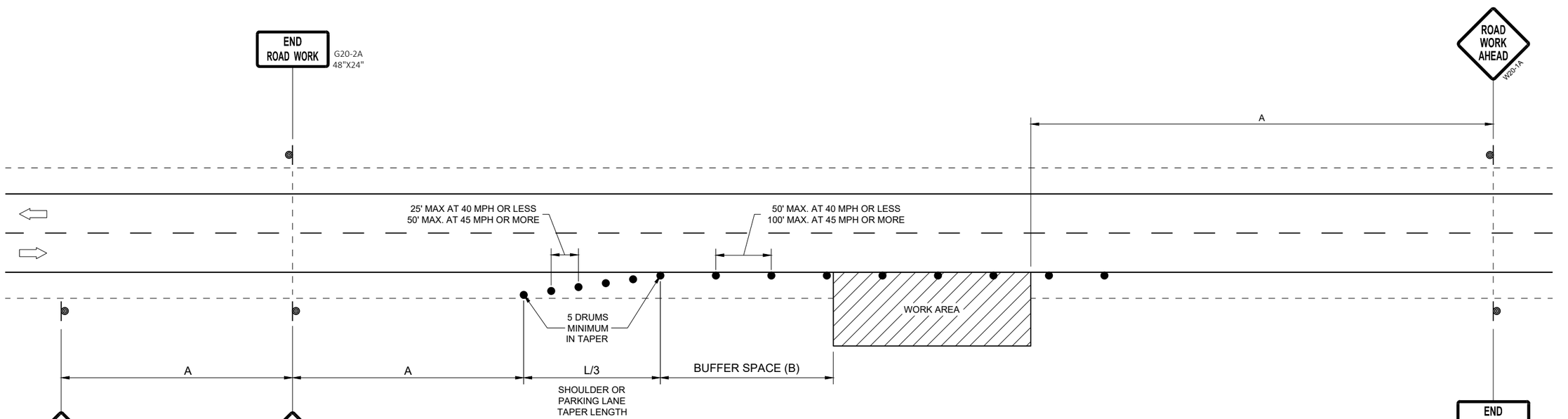
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

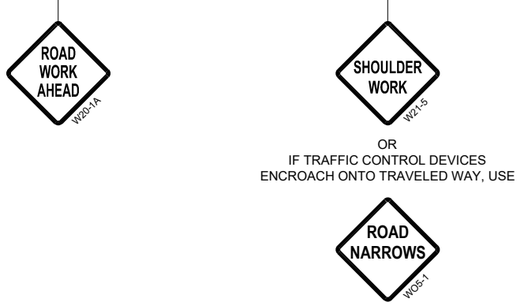
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.





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 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

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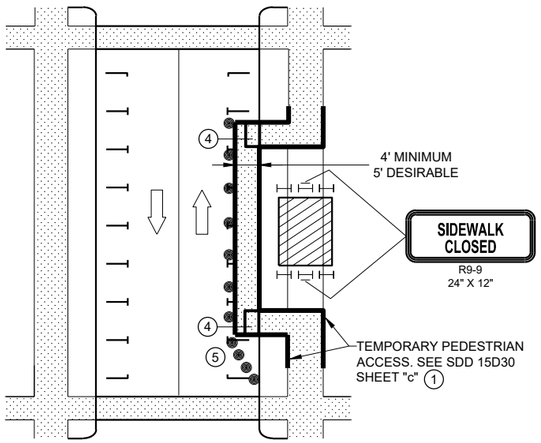
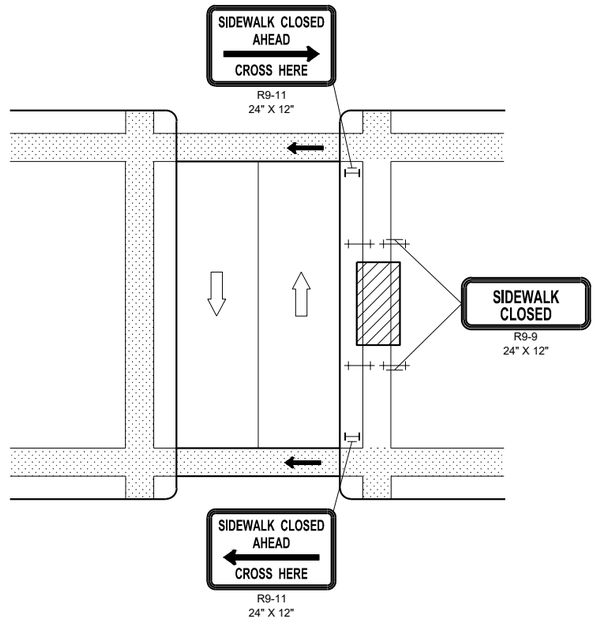
SDD 15D28 - 04

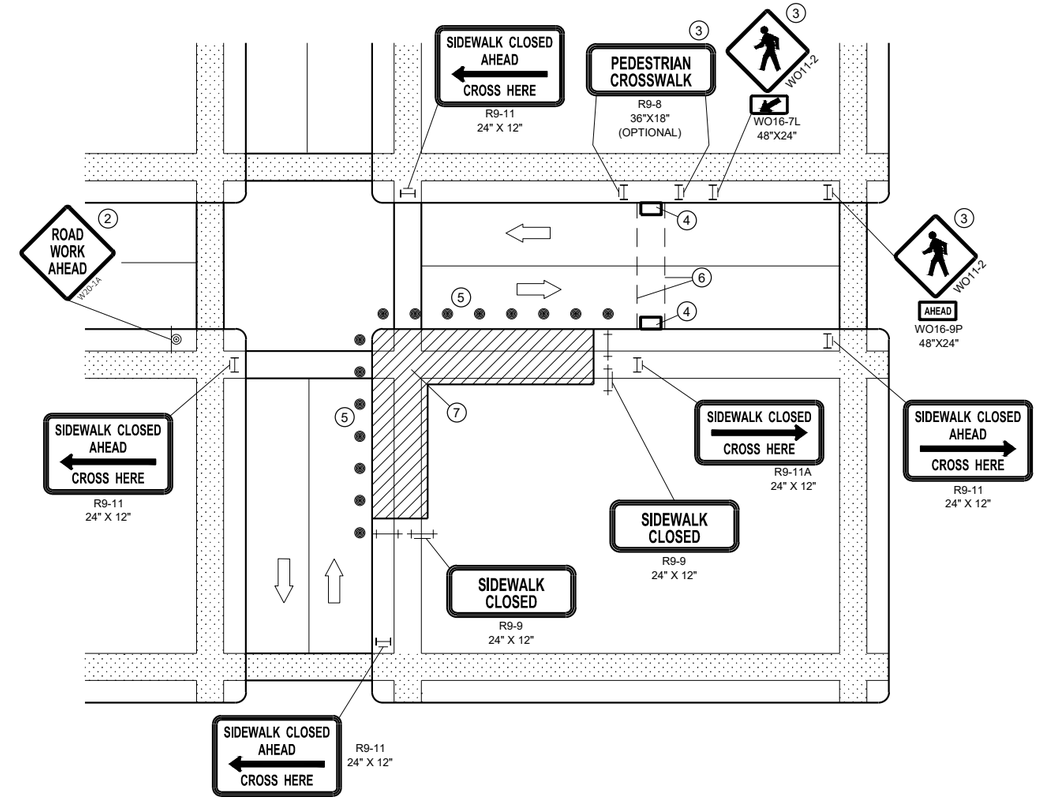
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE



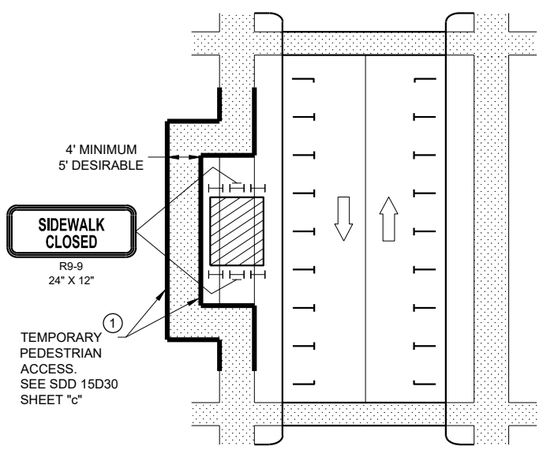
MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

6

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 NIGHTIME 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 BETWEEK 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

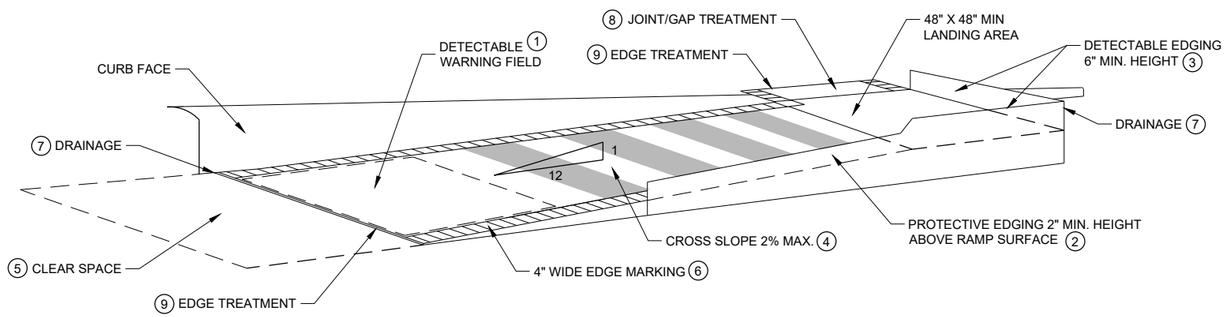
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

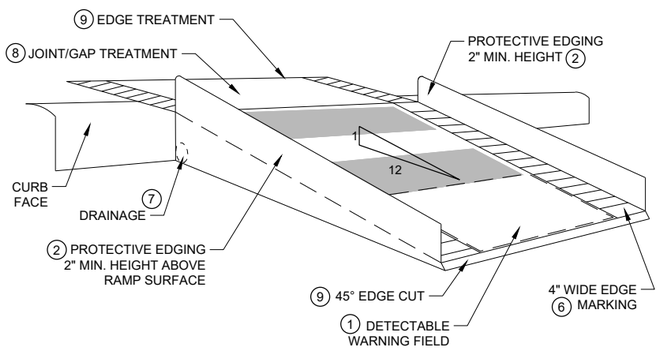
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

SDD 15D30 - 06a

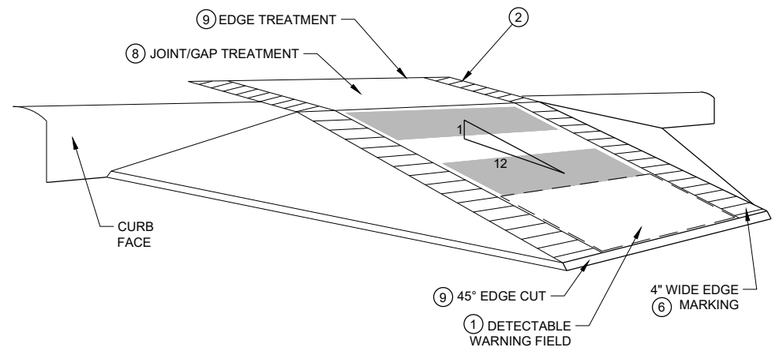
SDD 15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

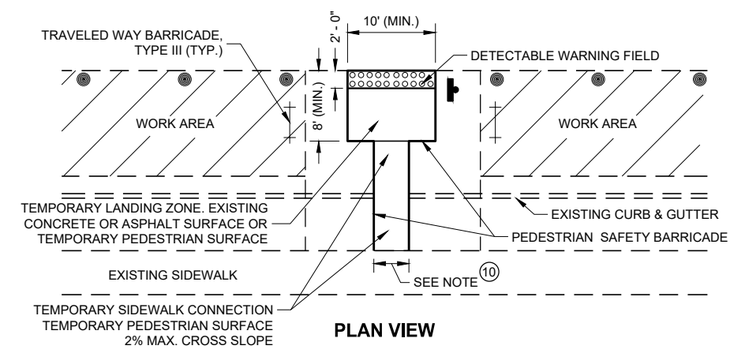
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

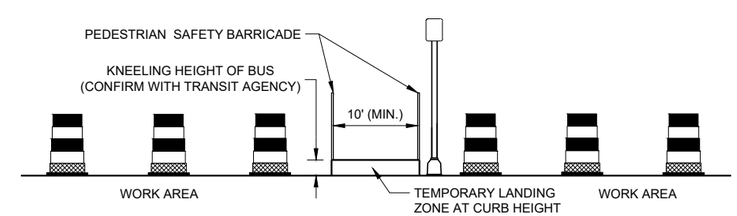
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A 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 ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

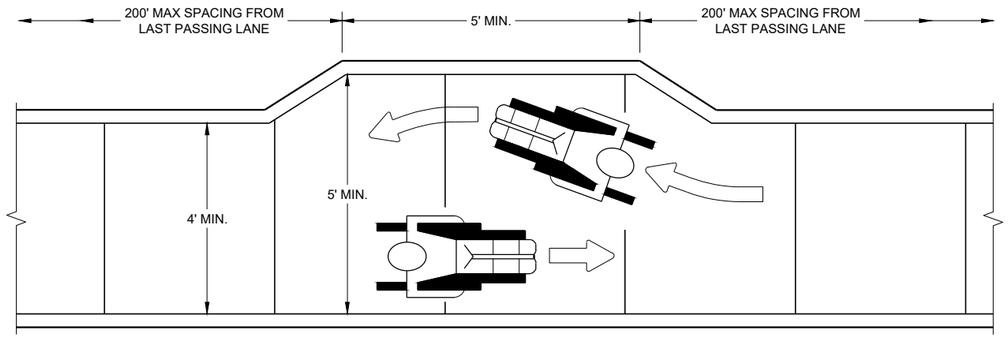
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

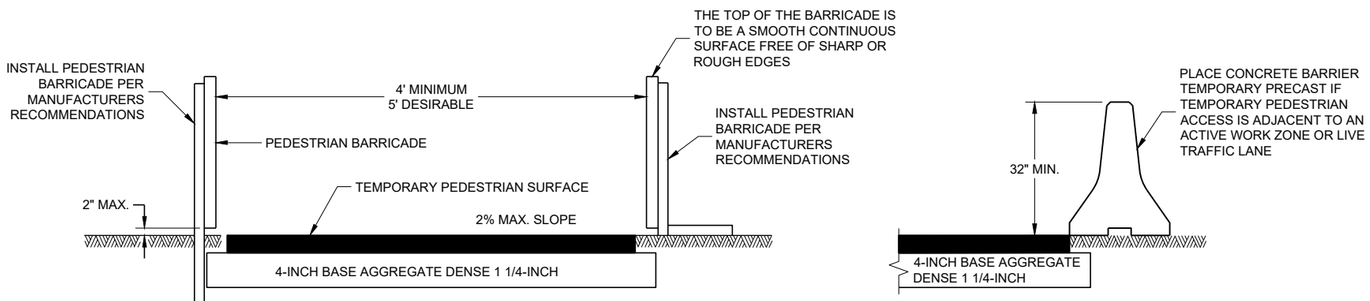
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

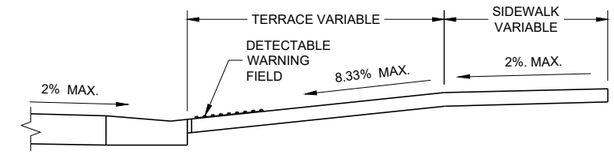
SDD 15D30 - 06b



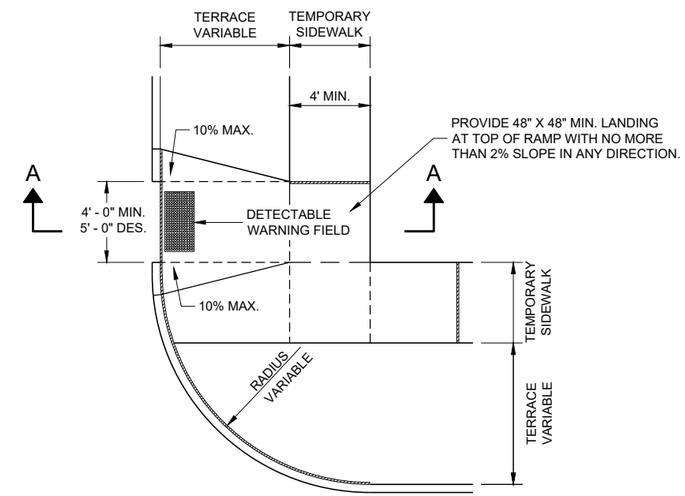
NARROW SIDEWALK PASSING DETAIL



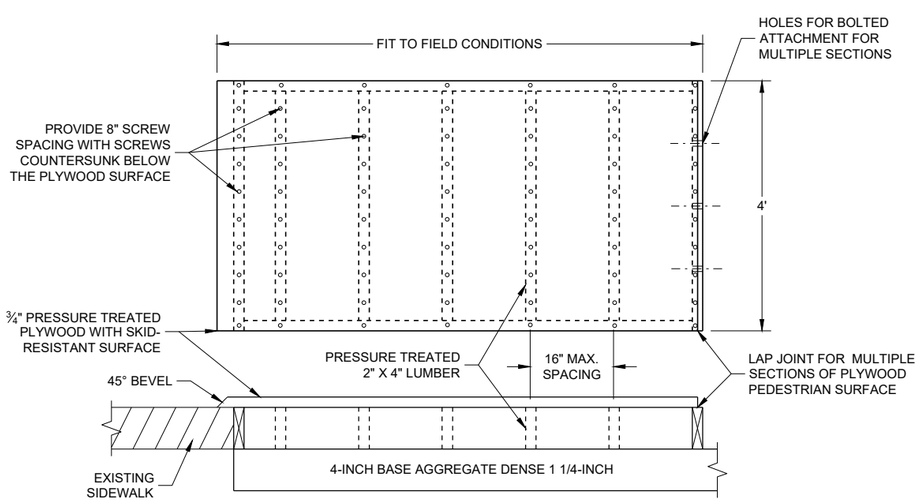
TEMPORARY PEDESTRIAN ACCESS



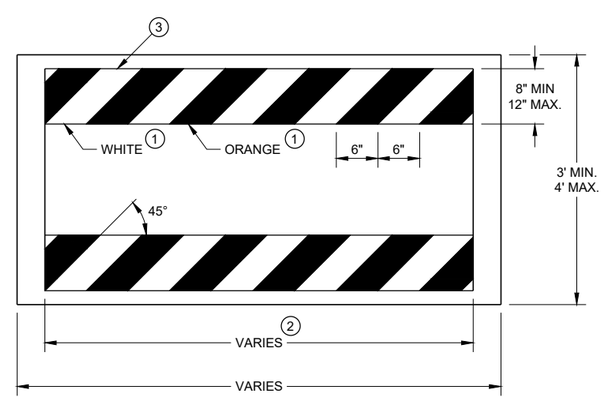
SECTION A - A



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 ENGINEE
FHWA

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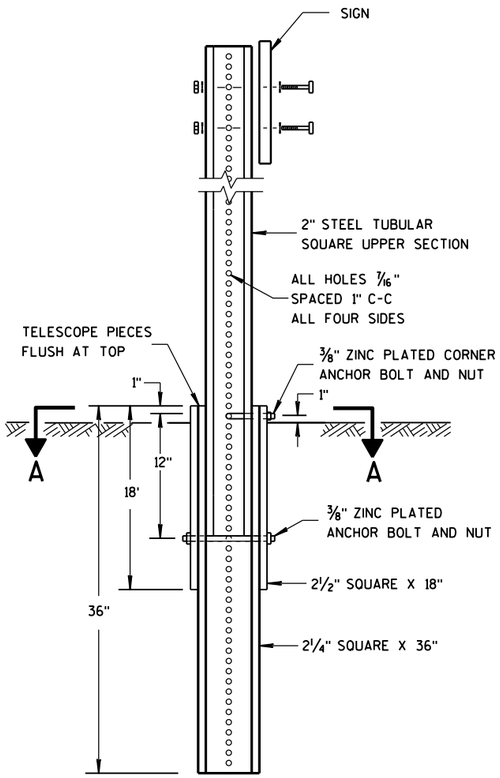
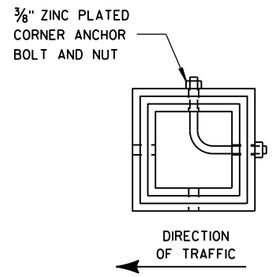
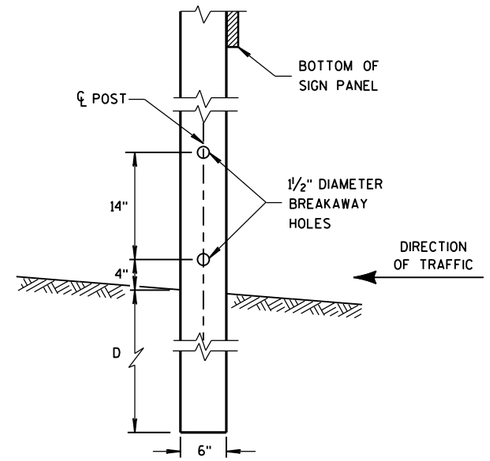
SDD 15D30 - 06c



DETAIL OF TUBULAR STEEL SIGN POST



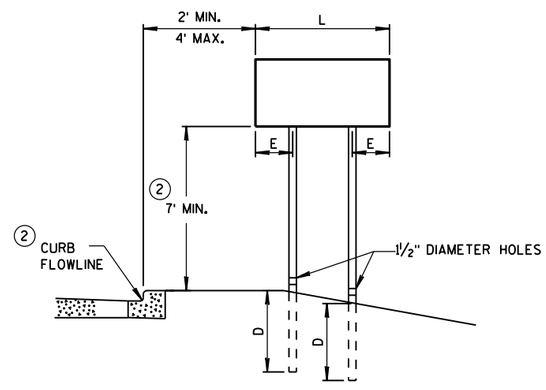
SECTION A-A



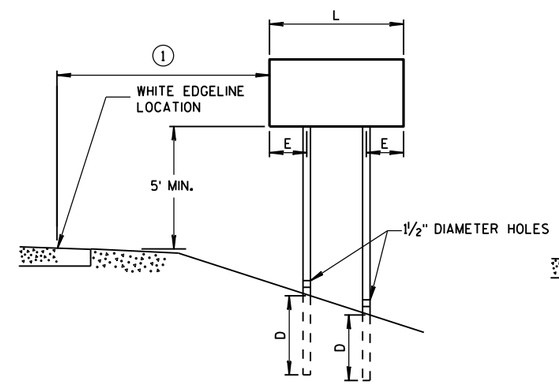
4"x6" WOOD POST MODIFICATION

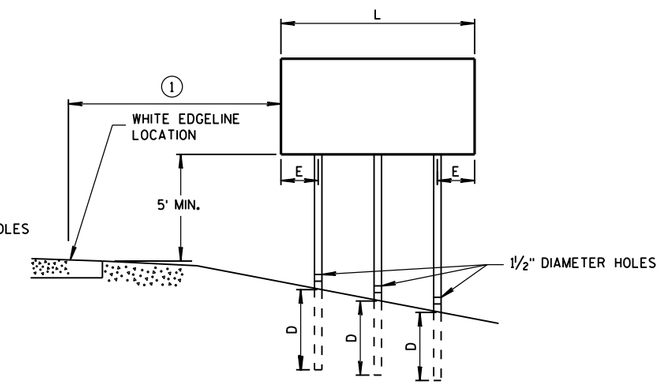
GENERAL NOTES

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 TRANSPO

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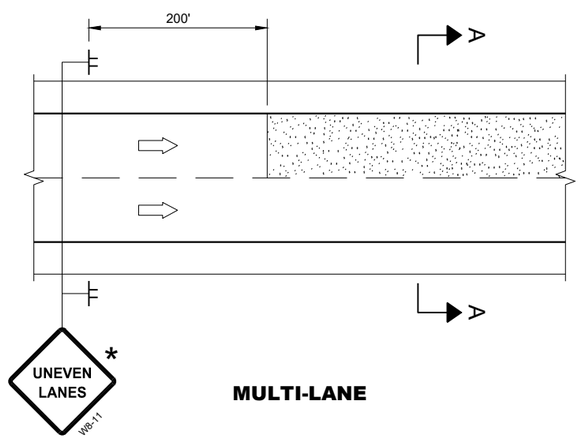
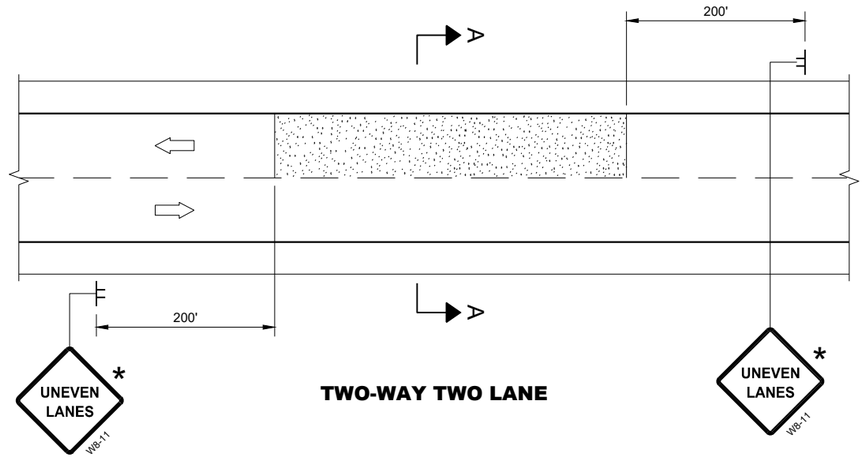
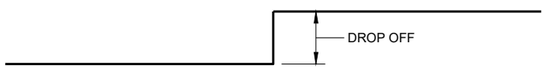
S.D.D. 15 D 38-2a



MULTI-LANE

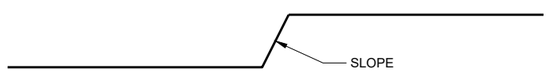


TWO-WAY TWO LANE

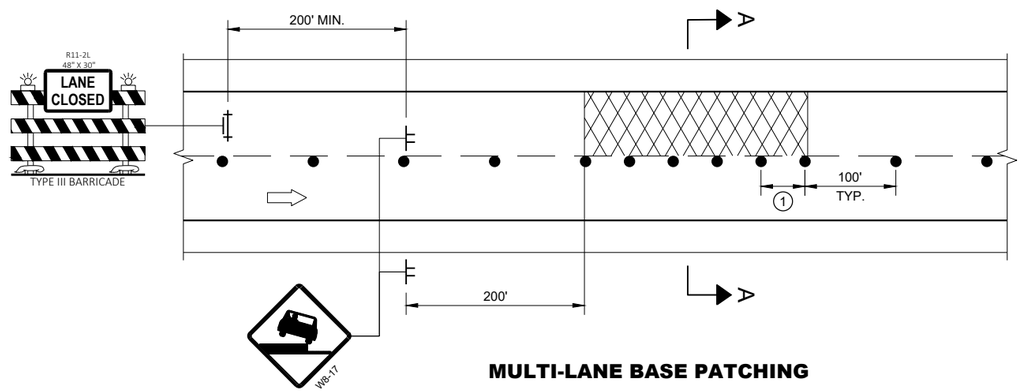


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

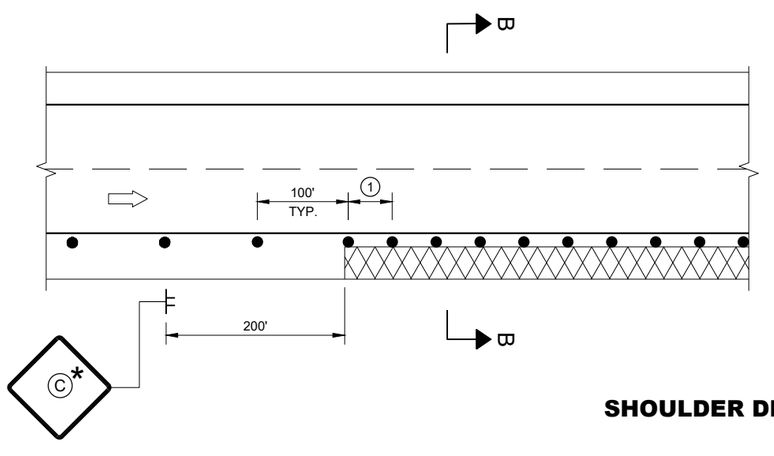
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

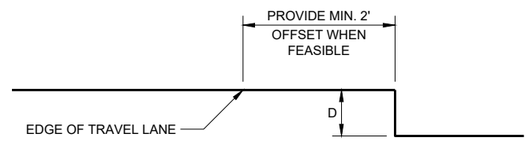
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
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.

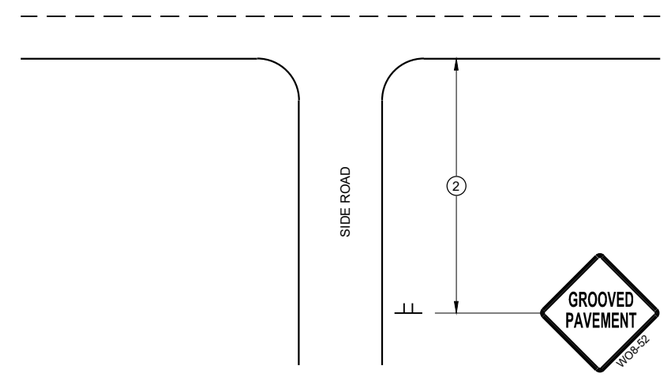
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

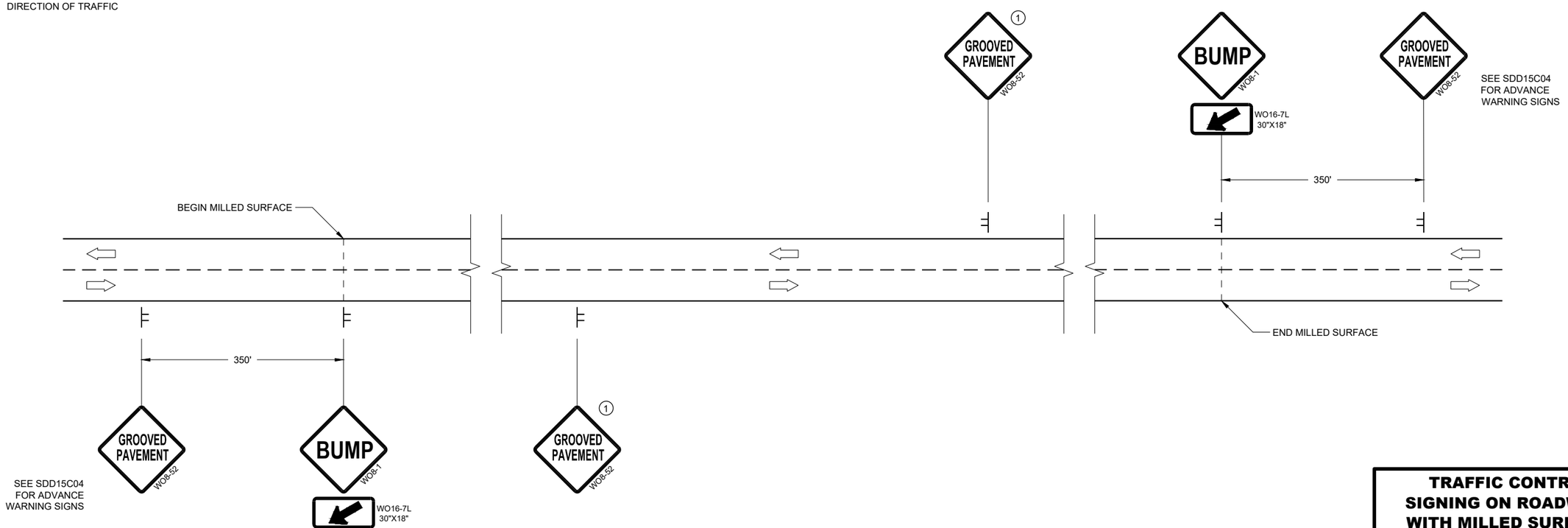
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



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 ENGINEE
FHWA

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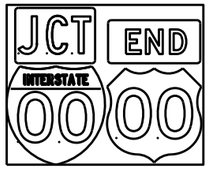
SDD 15D44 - 02

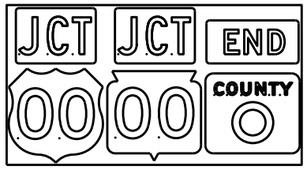
SDD 15D44 - 02

TYPICAL ASSEMBLIES

J1-1

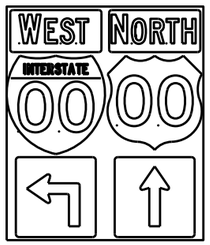


J1-2

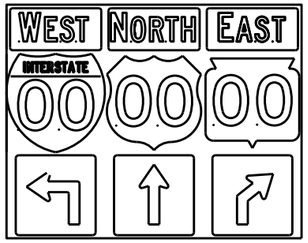


J1-3

J2-1



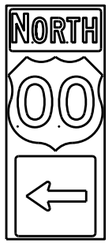
J2-2



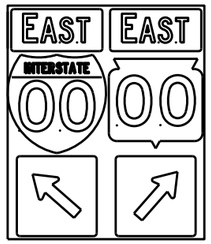
J2-3

JV

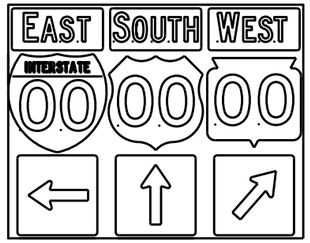
(Typical Vertical J-Assembly
See Note 10 and 11)



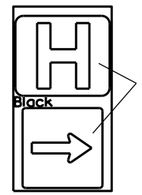
J3-1



J3-2



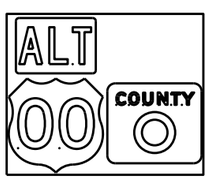
J3-3



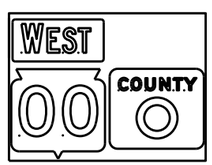
Blue Background

JH-1

J4-1



J4-2



J4-2

J13-1

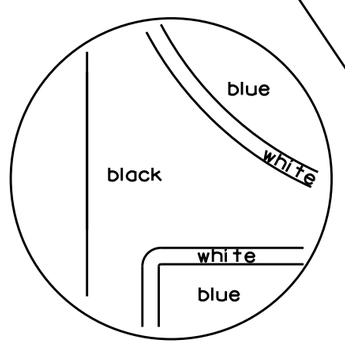
J12-1

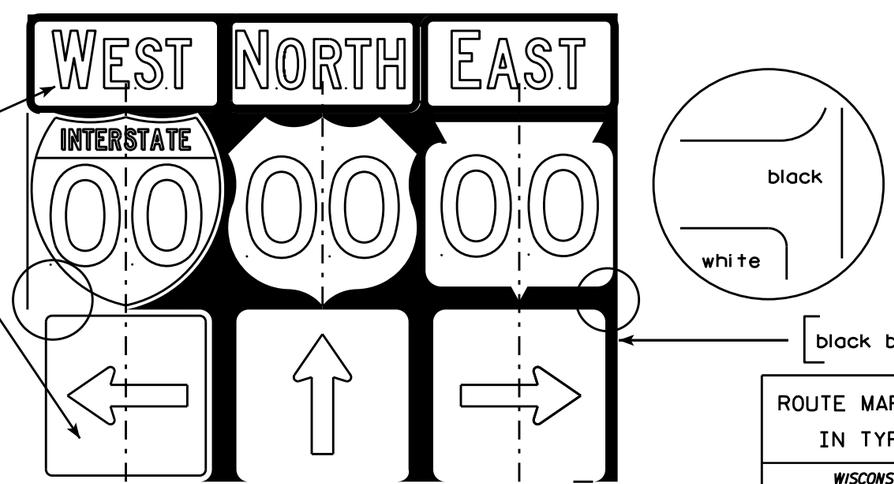
J32-1

J33-1

J23-1

J22-1





NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

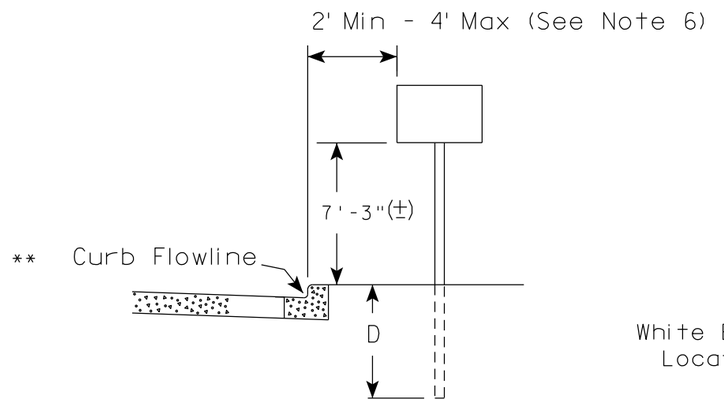
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

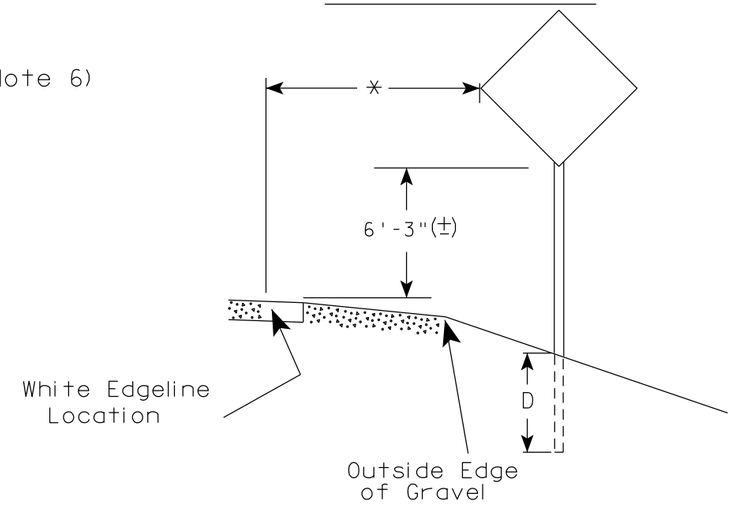
DATE 2/06/14 PLATE A2-1S.8

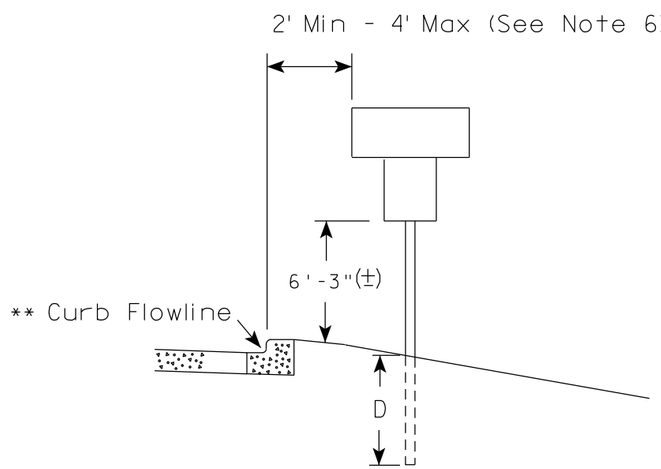
PROJECT NO: | SHEET NO: E

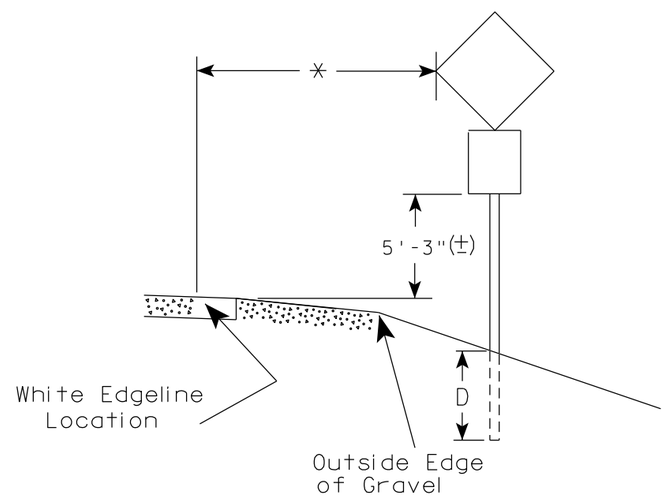
URBAN AREA



RURAL AREA (See Note 2)







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

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

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 directd by the Engineer.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

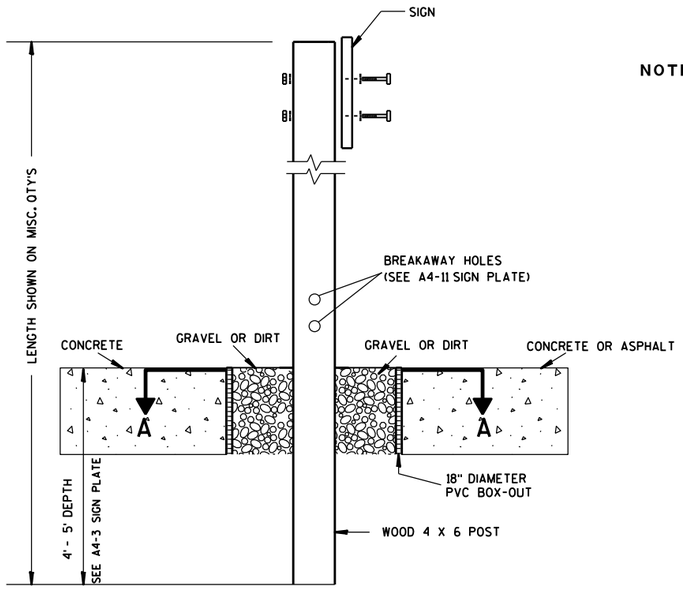
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

7 7

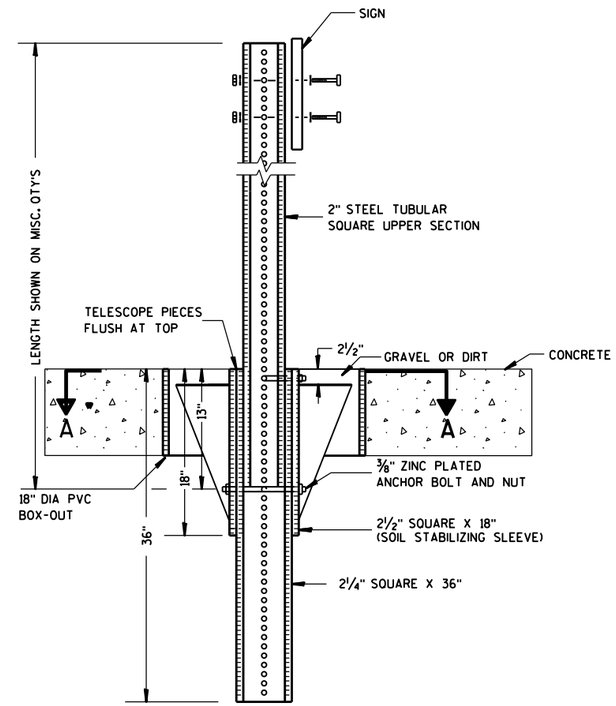
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



ELEVATION VIEW

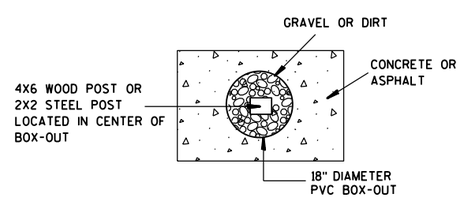
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

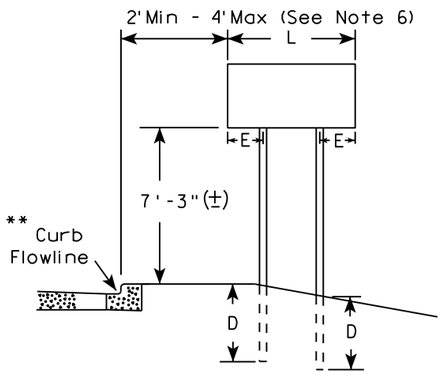
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

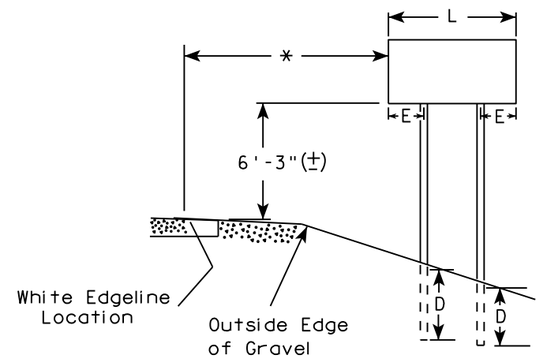
DATE 1/27/14 PLATE NO. A4-3B.1

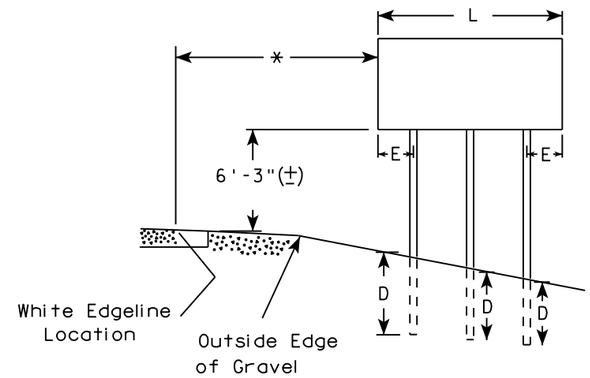
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

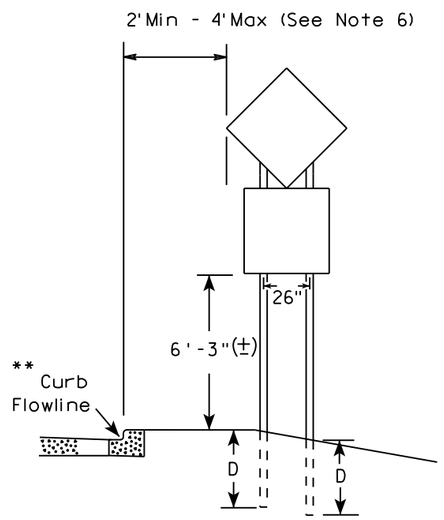
URBAN AREA



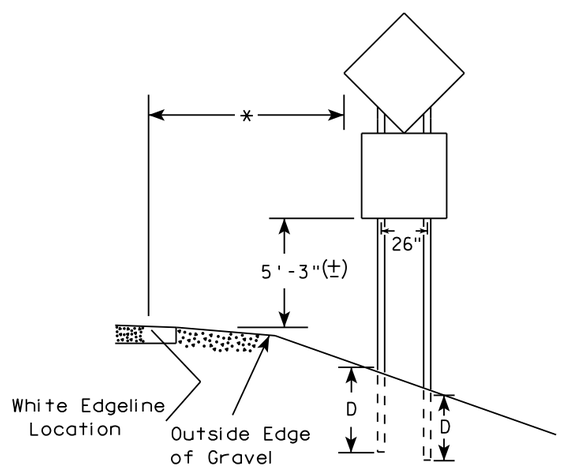
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. 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" (±).

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

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

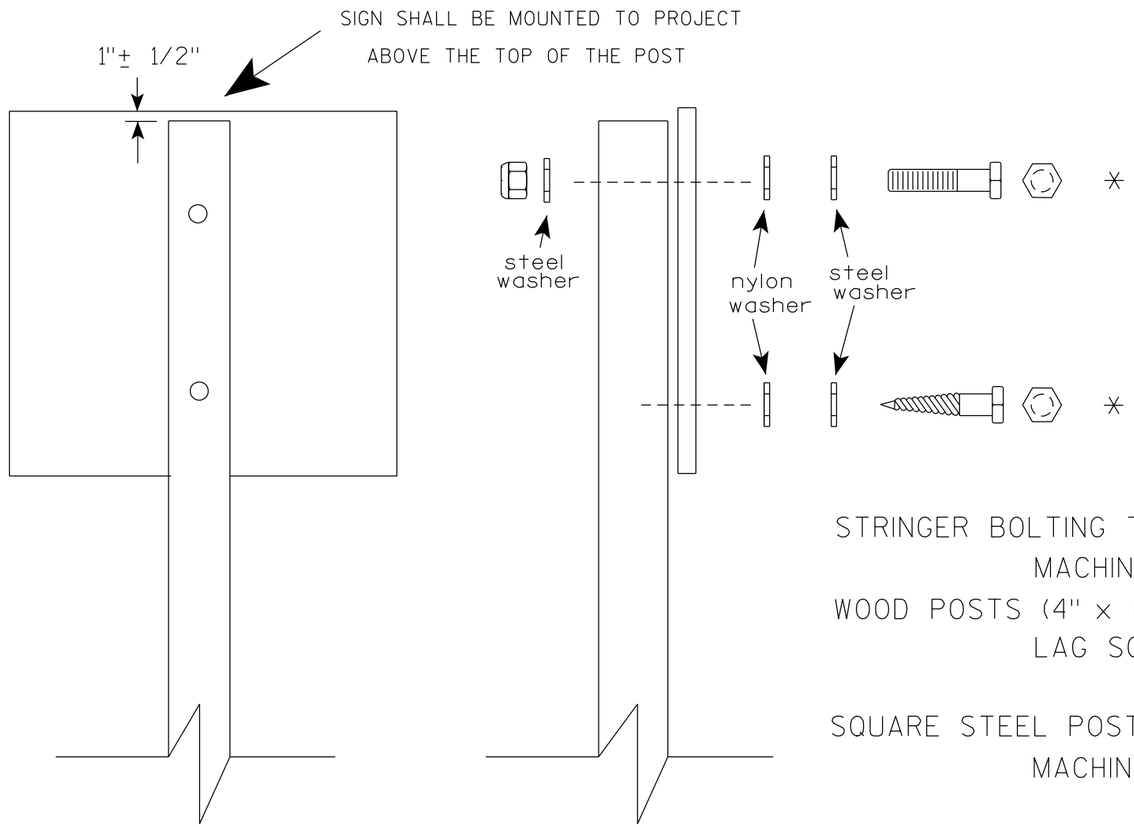
APPROVED Matthew R Rauch
For State Traffic Engineer

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

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

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

WOOD POSTS (4" x 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

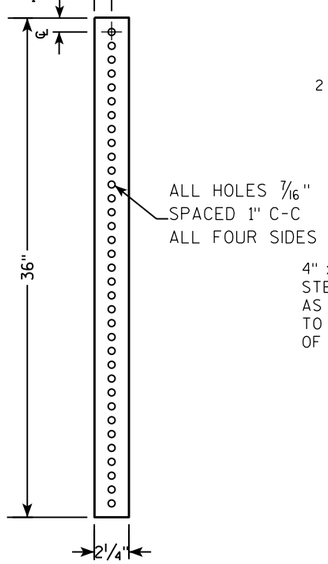
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

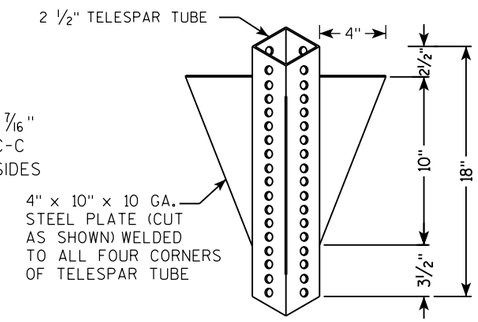
SHEET NO: 187 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

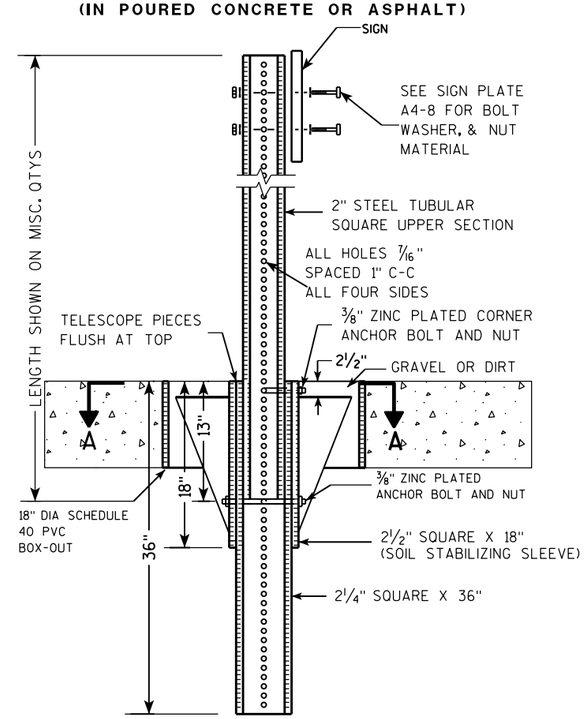
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



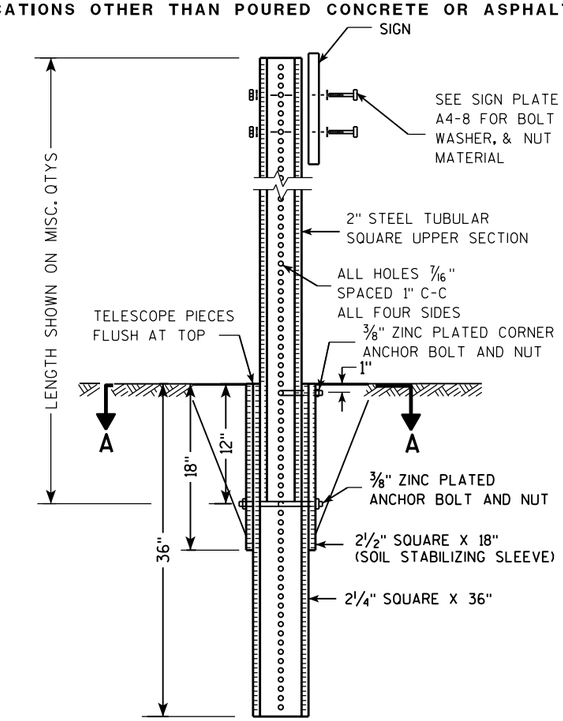
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

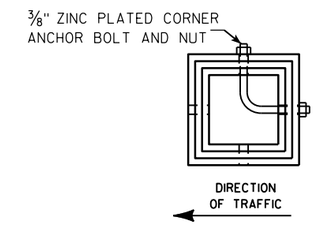


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

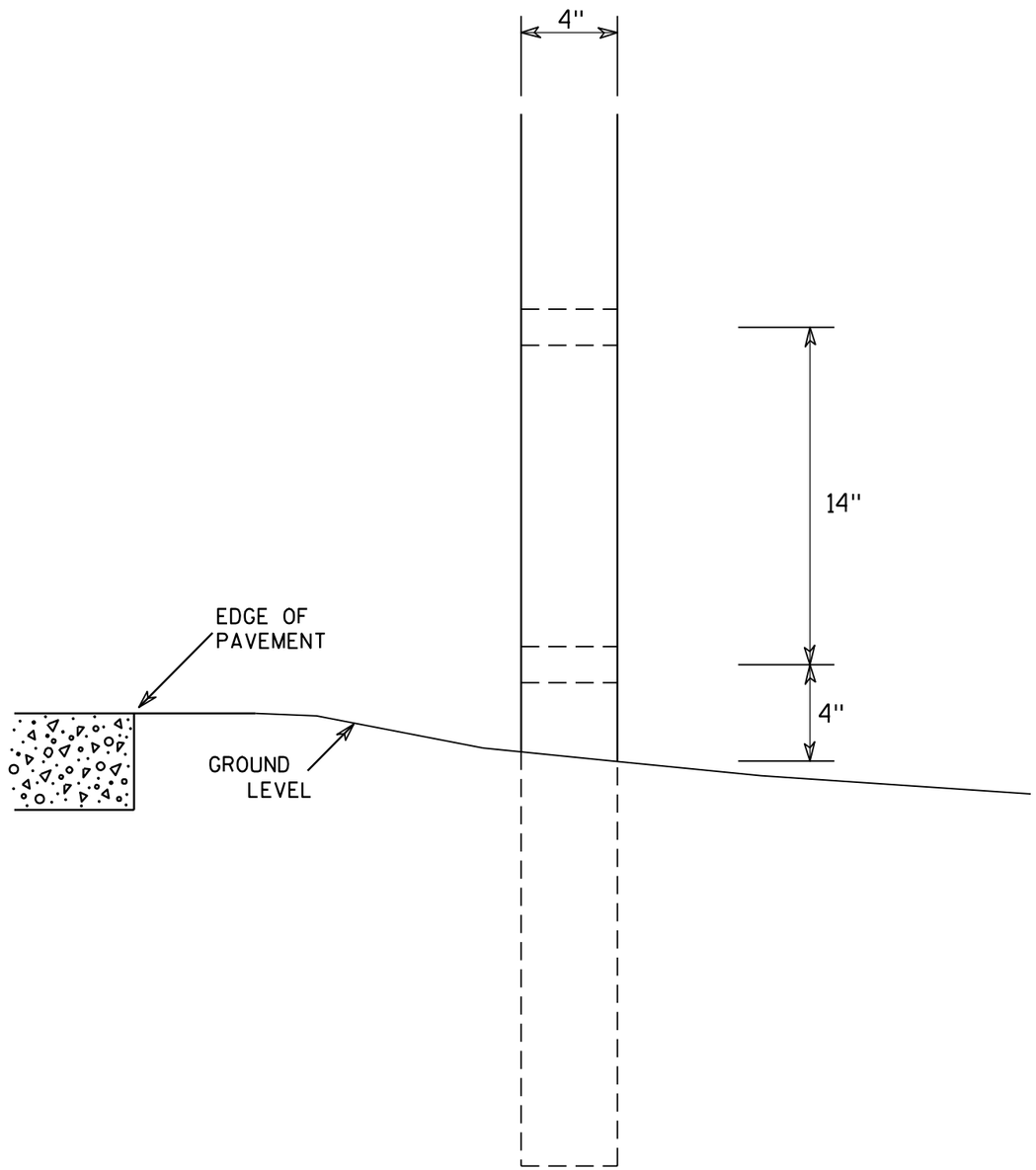
WISCONSIN DEPT OF TRANSPORTATION

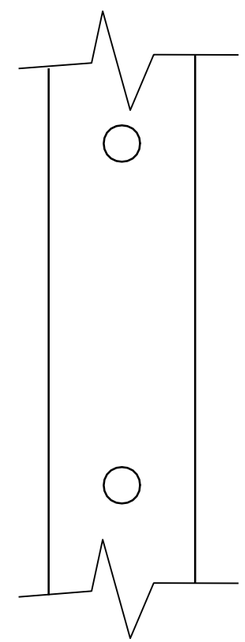
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

7 7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

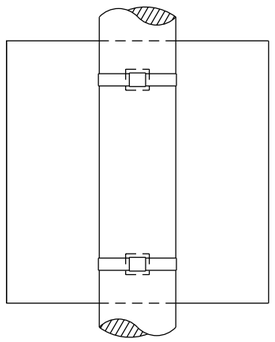
APPROVED Chester J Spang for State Traffic Engineer

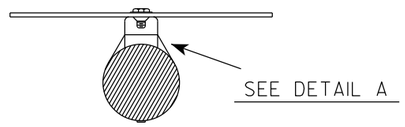
DATE 3/27/97 PLATE NO. A4-11.2

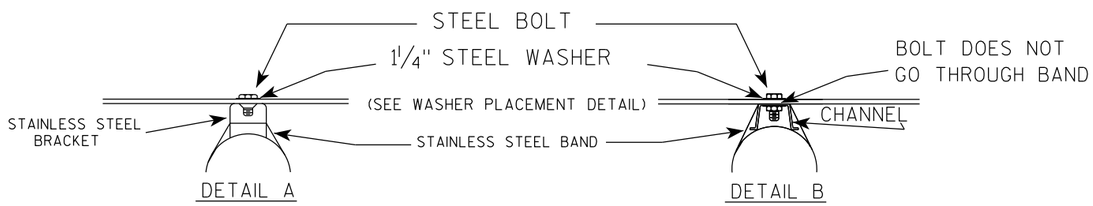
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E

BANDING

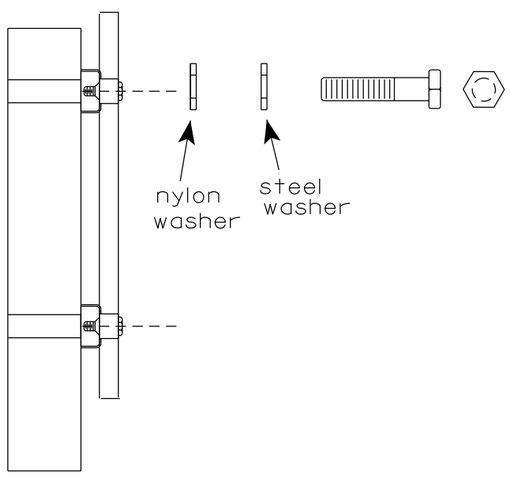
SINGLE SIGN







WASHER PLACEMENT

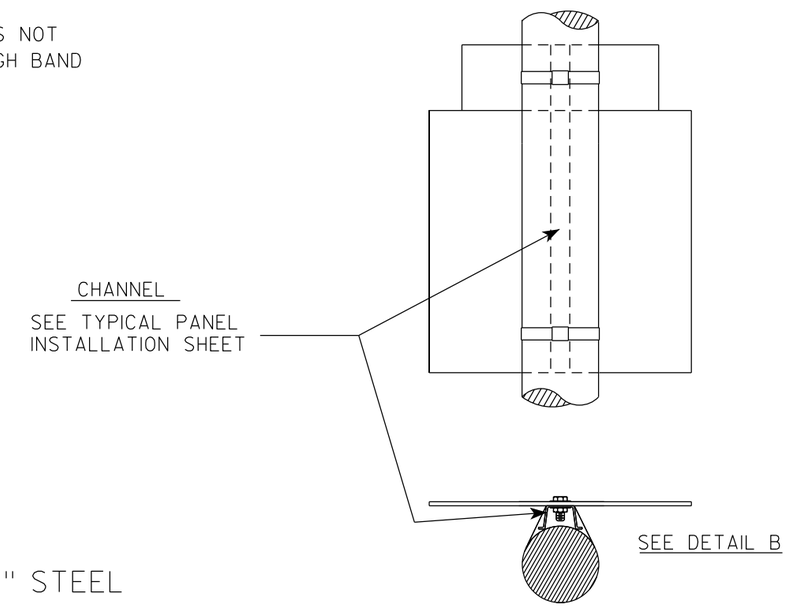


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



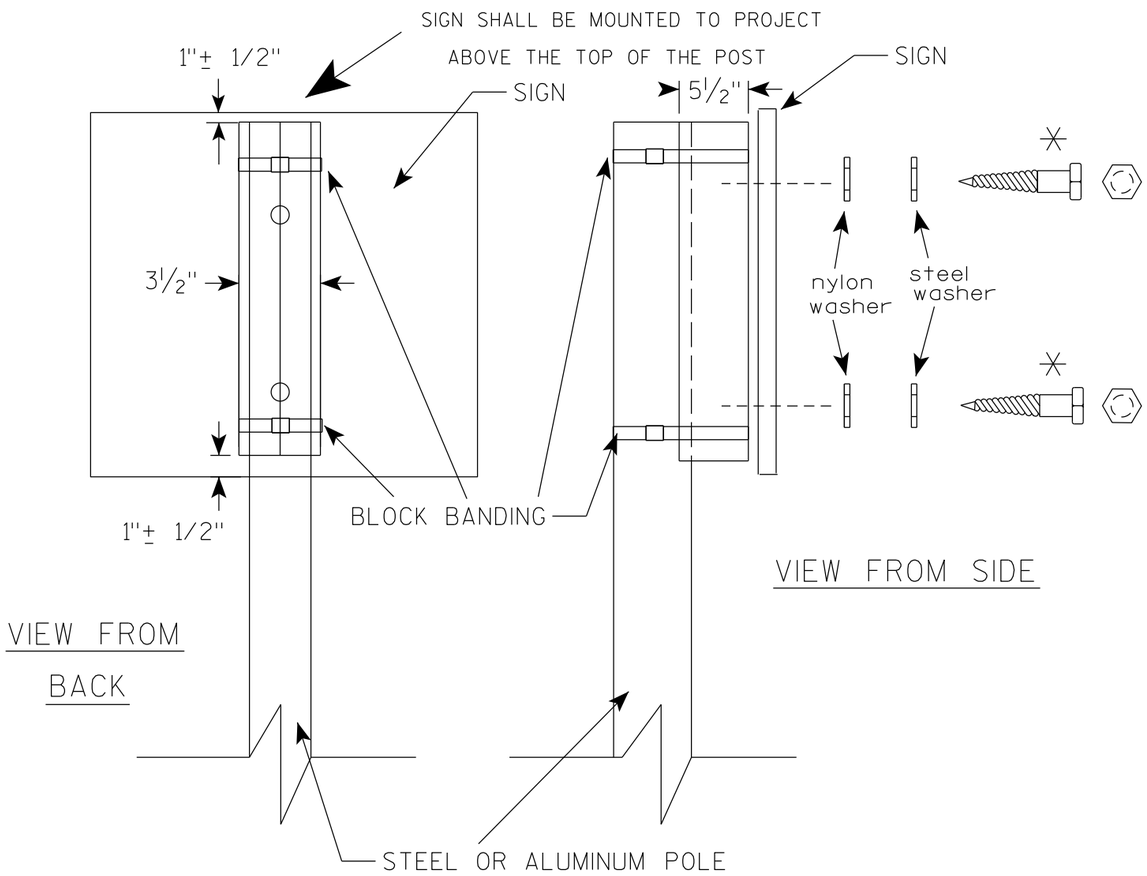
STANDARD SIGN
SIGN BANDING DETAILS

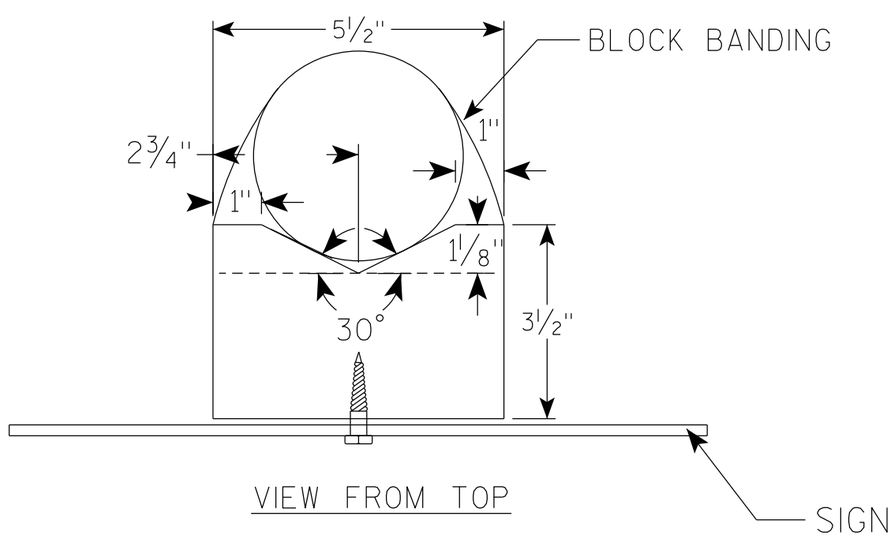
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 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 NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   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"

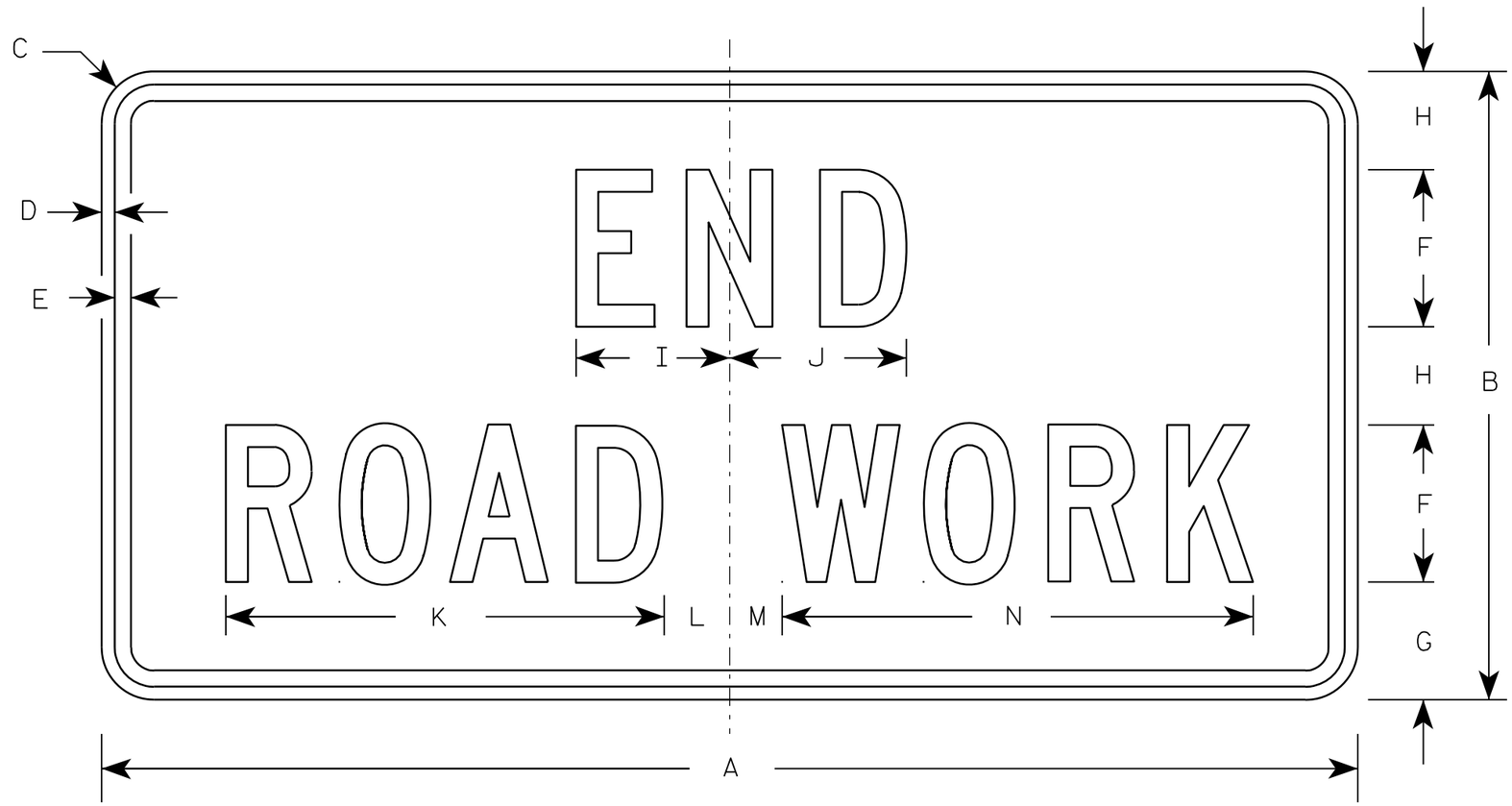
BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 191	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN

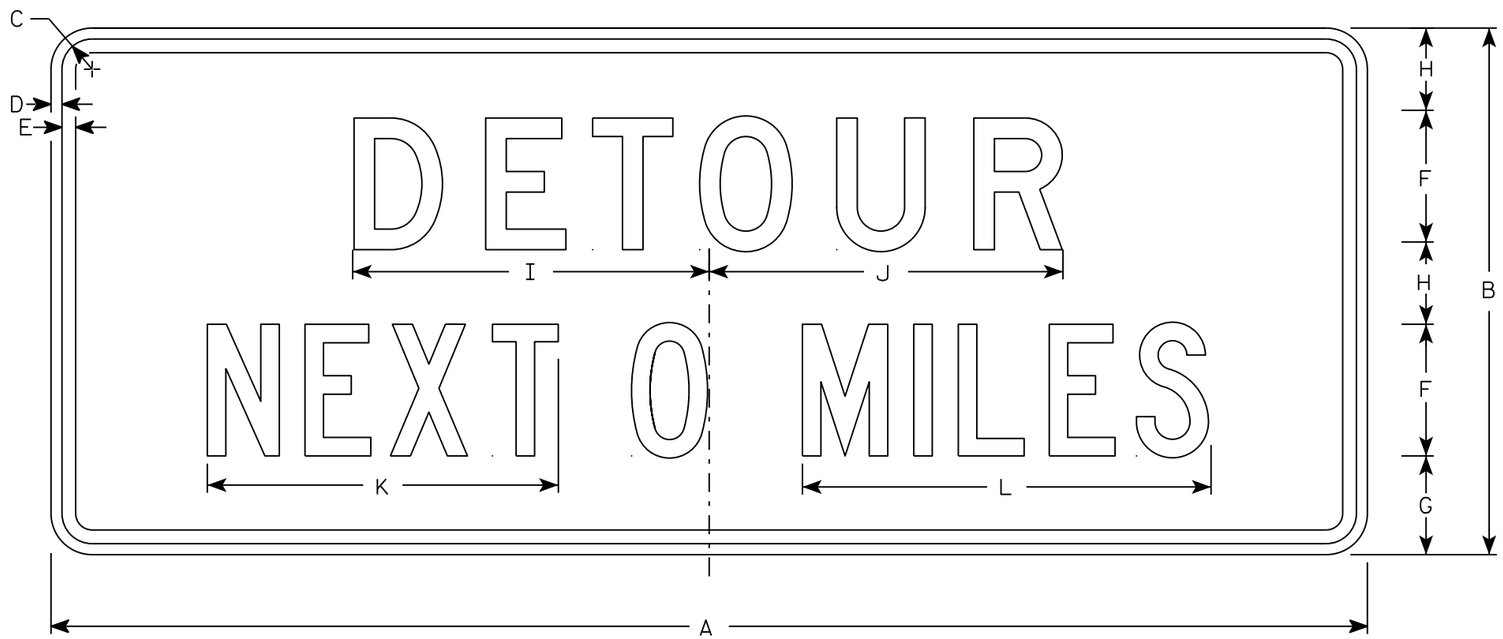
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E



G20-51

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

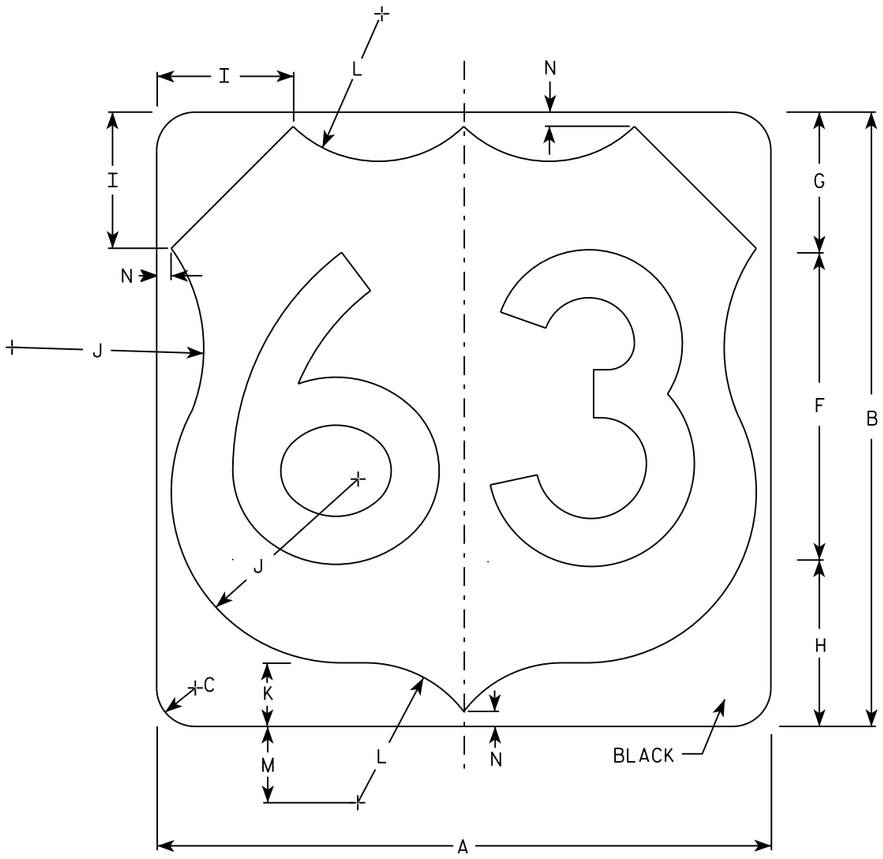
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

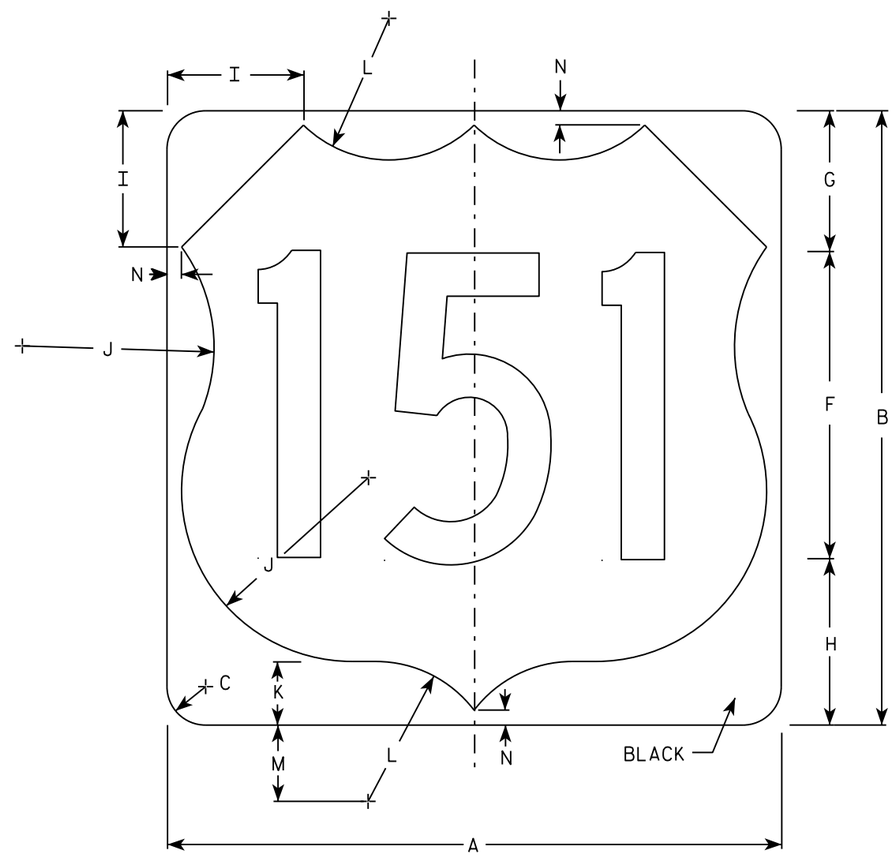
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E

NOTES

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



M1-4



M1-4

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

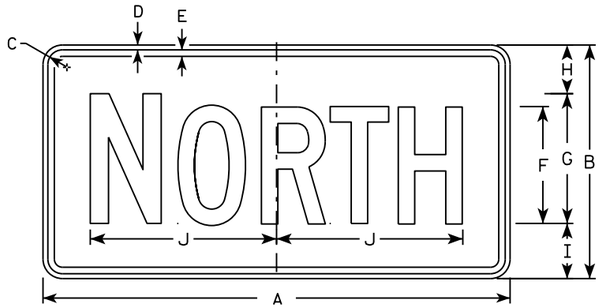
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

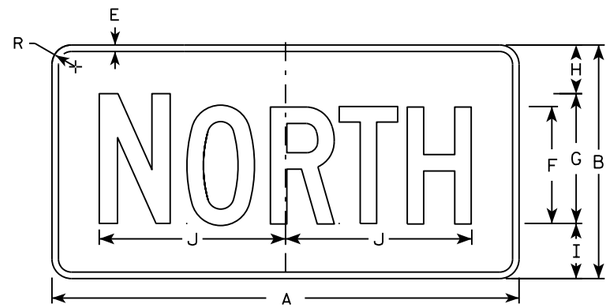
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

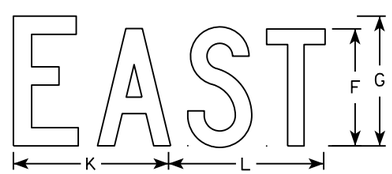
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E



M3-1
MM3-1
MP3-1

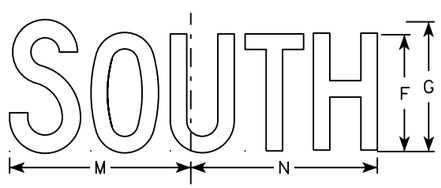


MB3-1
MK3-1
MN3-1

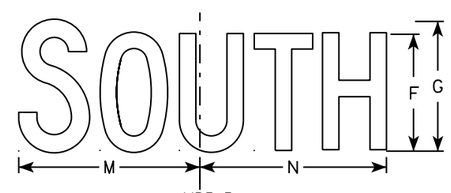


M3-2
MM3-2
MP3-2

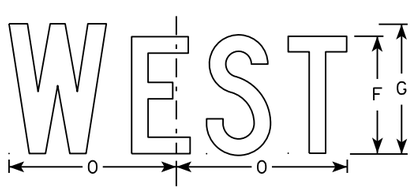
MB3-2
MK3-2
MN3-2



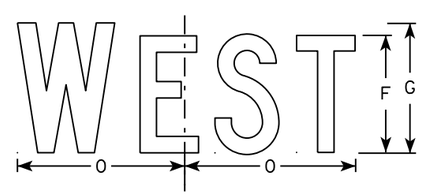
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

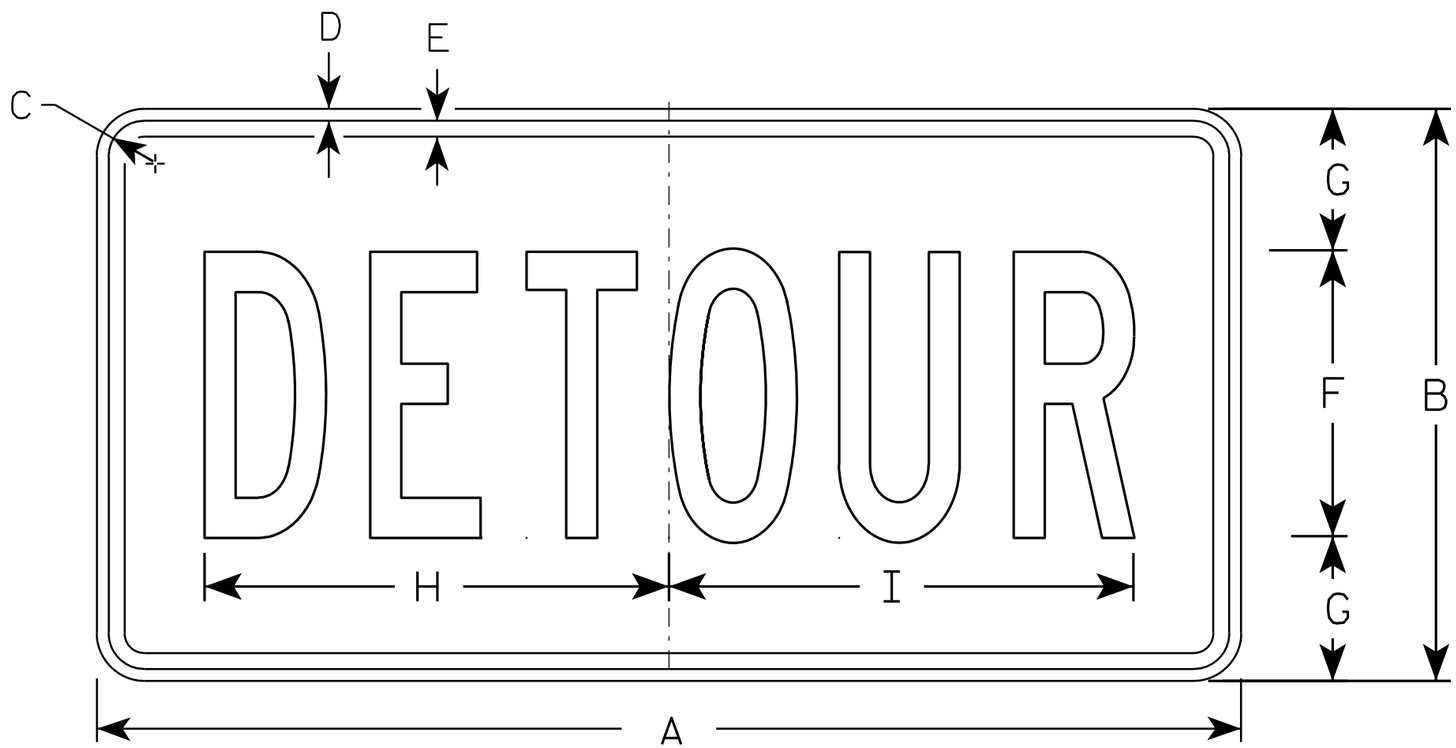
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

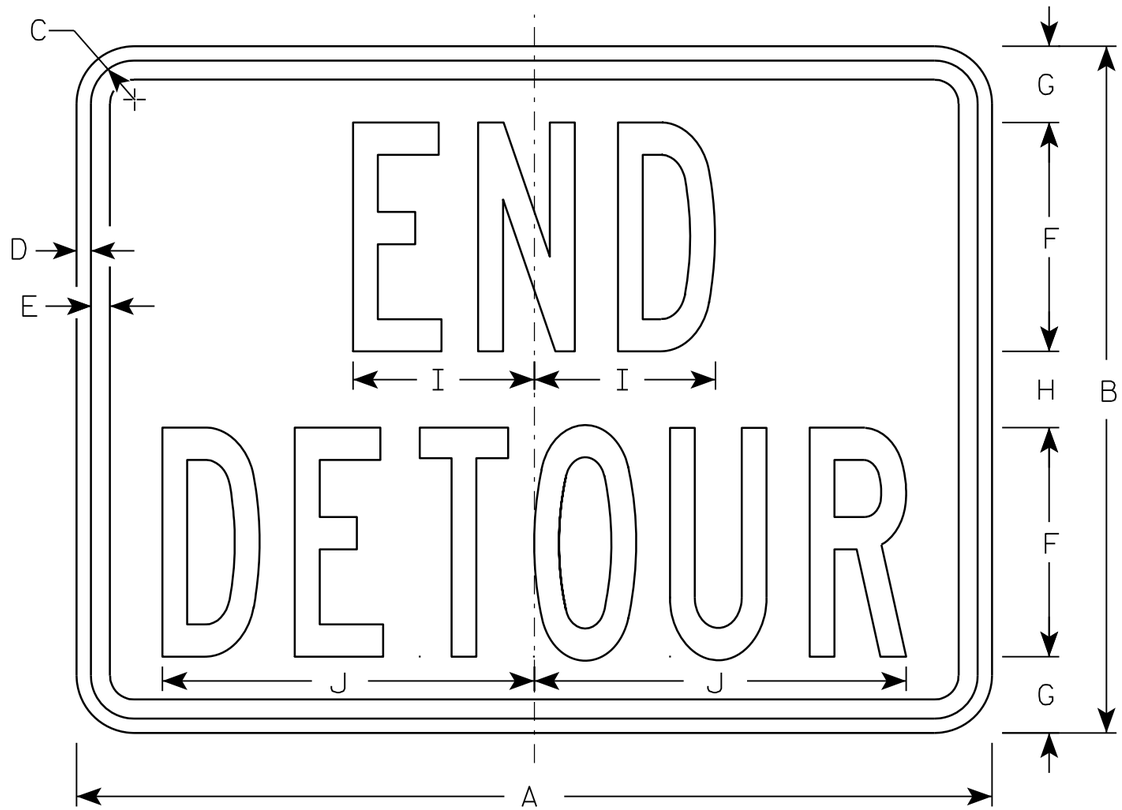
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

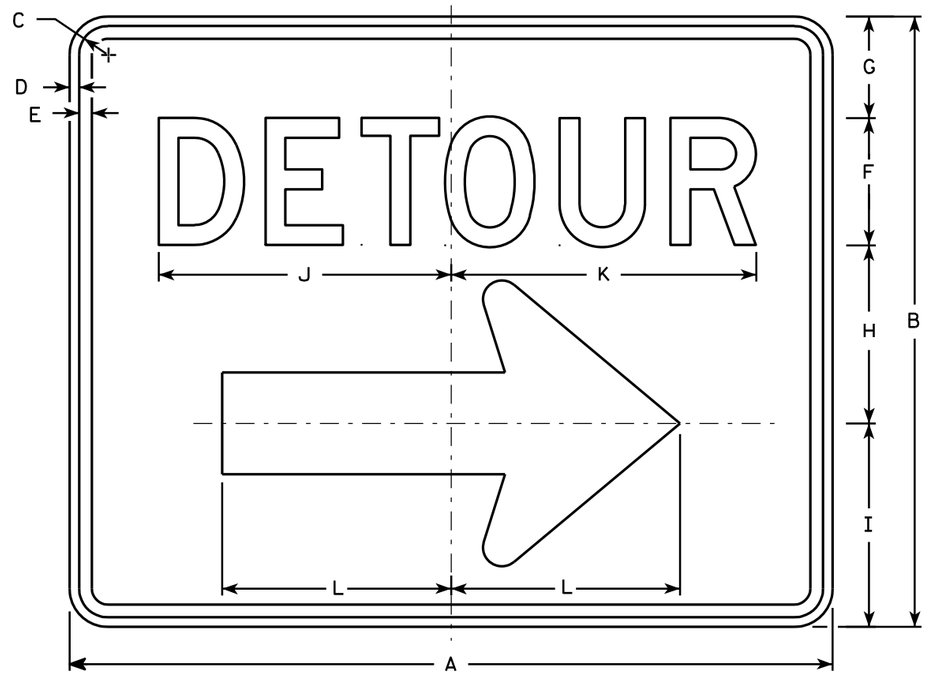
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

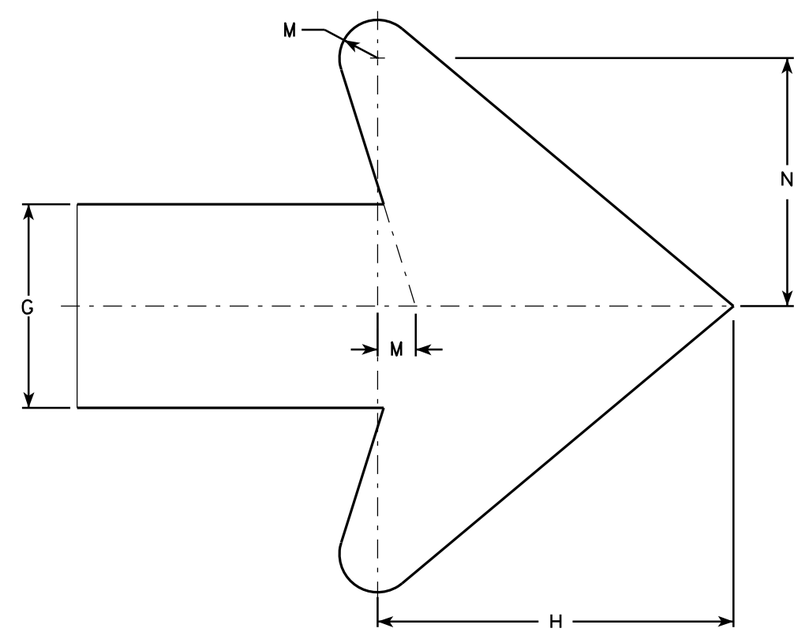
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

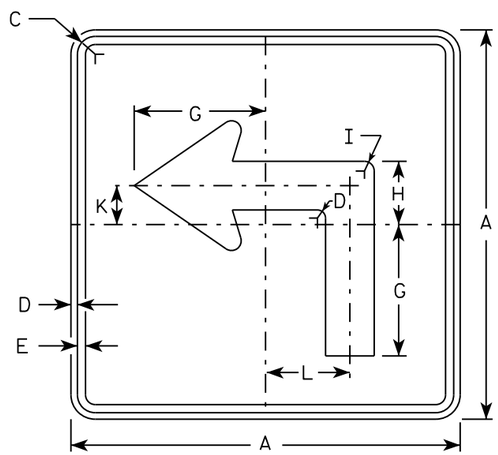
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

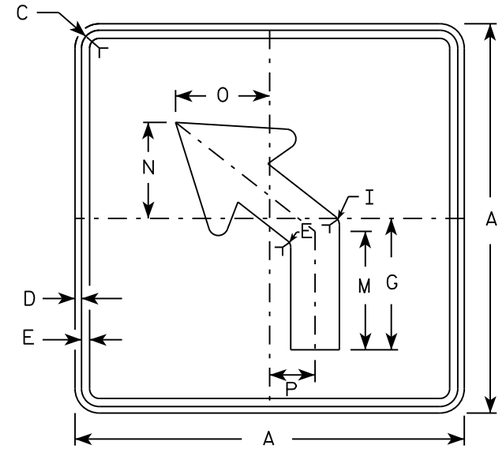
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

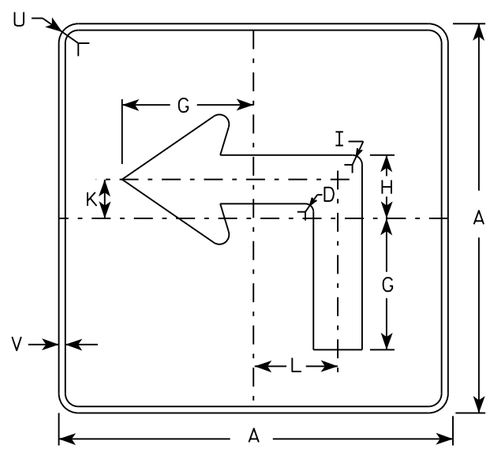
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E



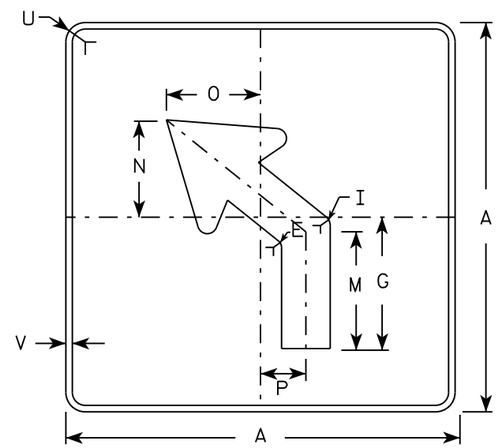
M5-1L
MM5-1L
MO5-1L
MP5-1L



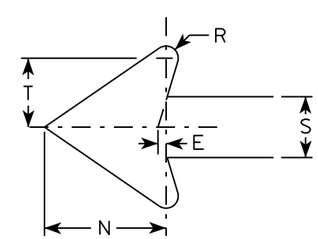
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

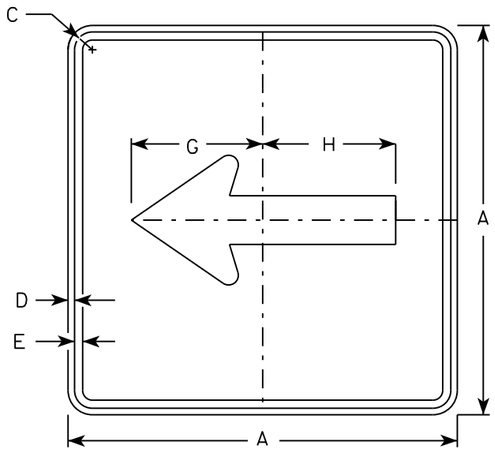
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

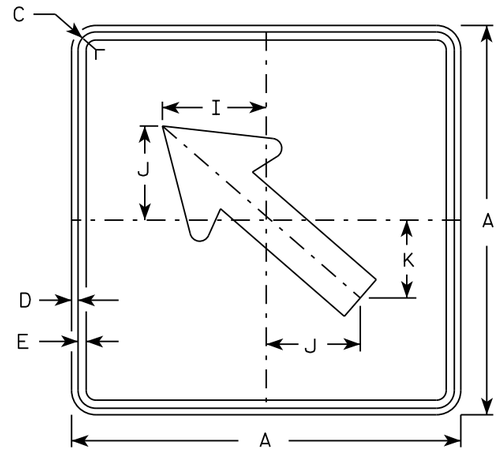
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

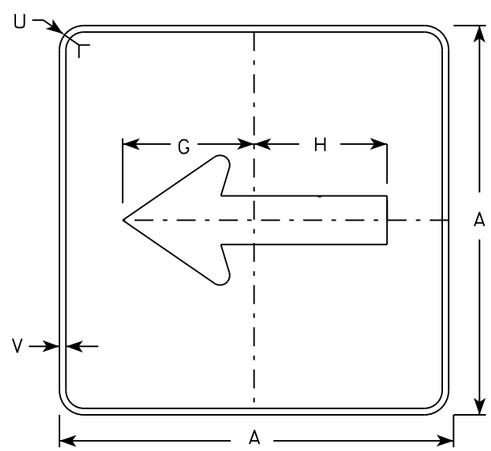
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



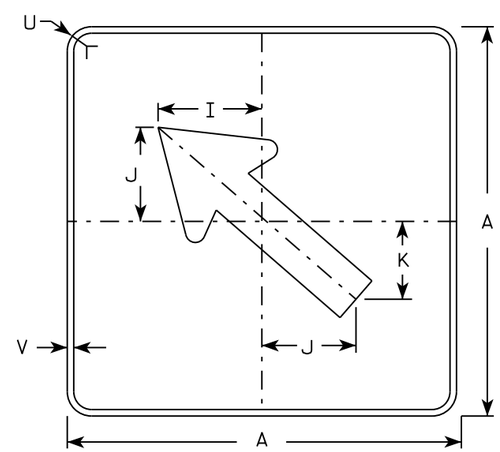
M6-1
MM6-1
MO6-1
MP6-1



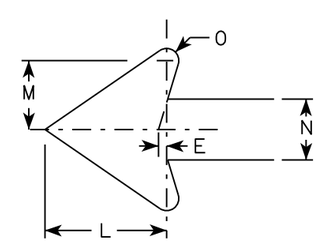
M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

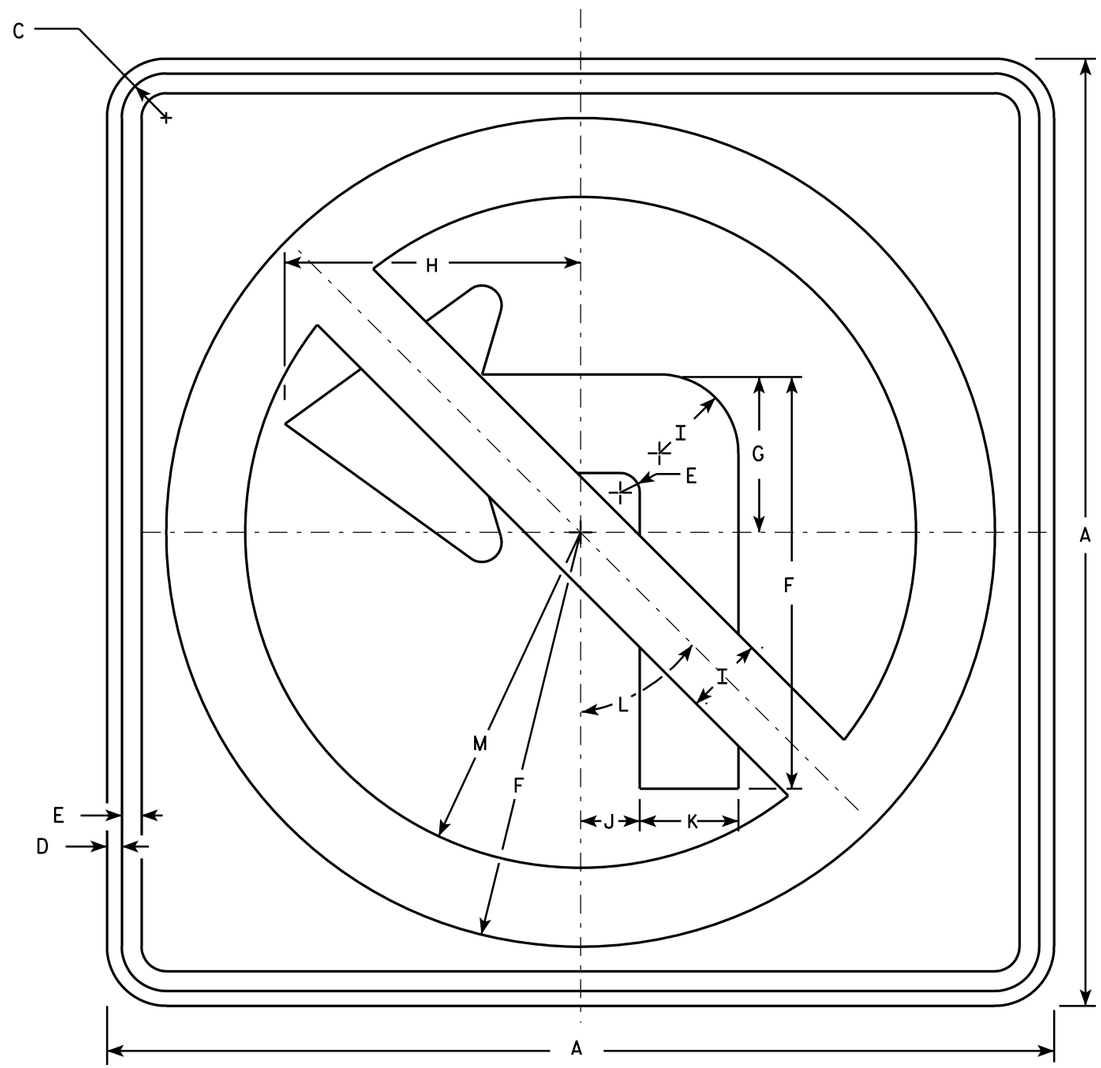
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 200 M6-1.15

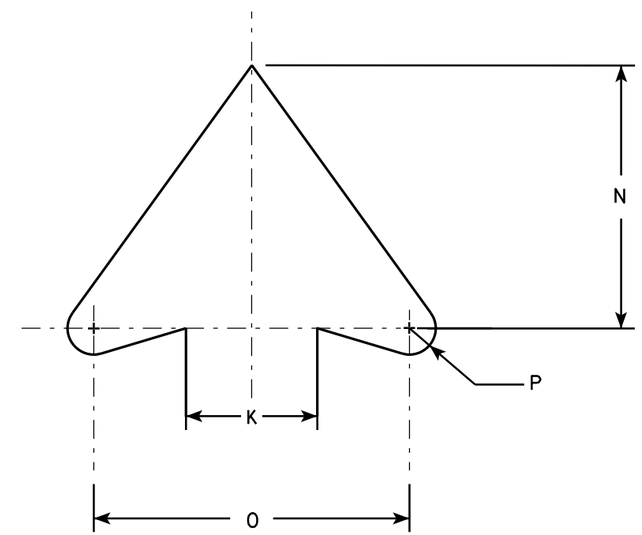
PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

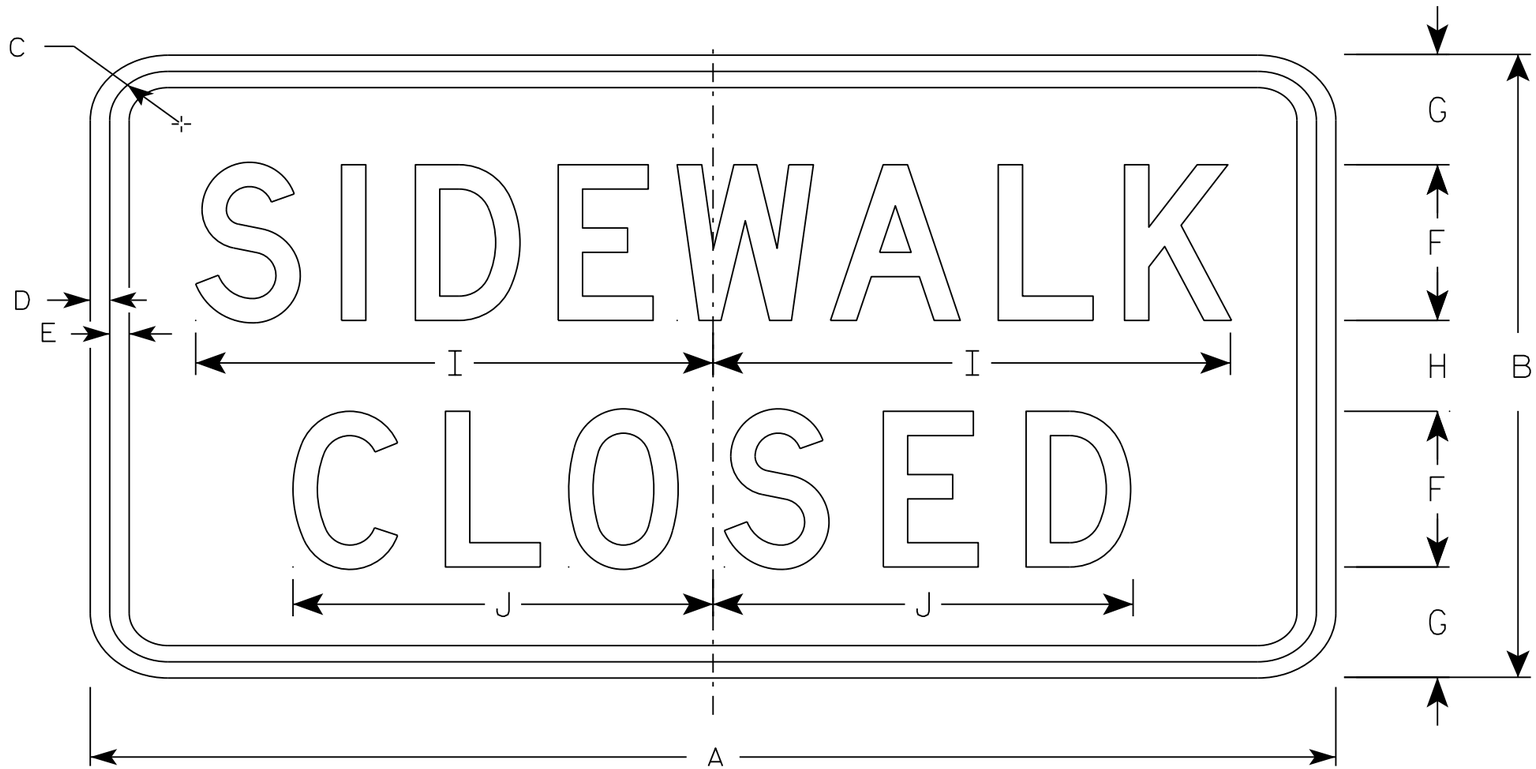
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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

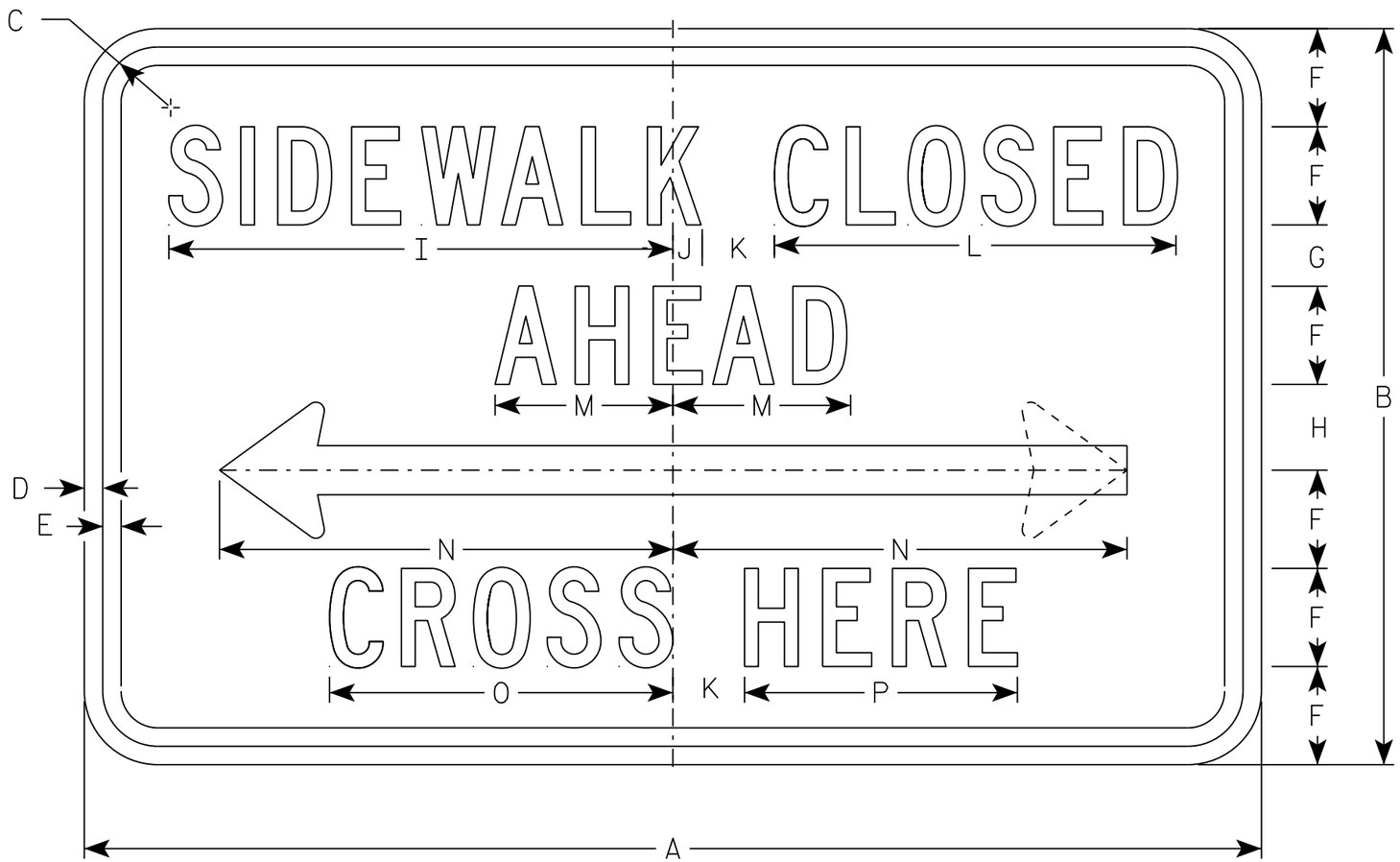
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

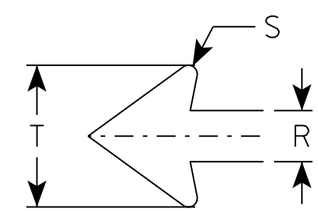
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 202 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

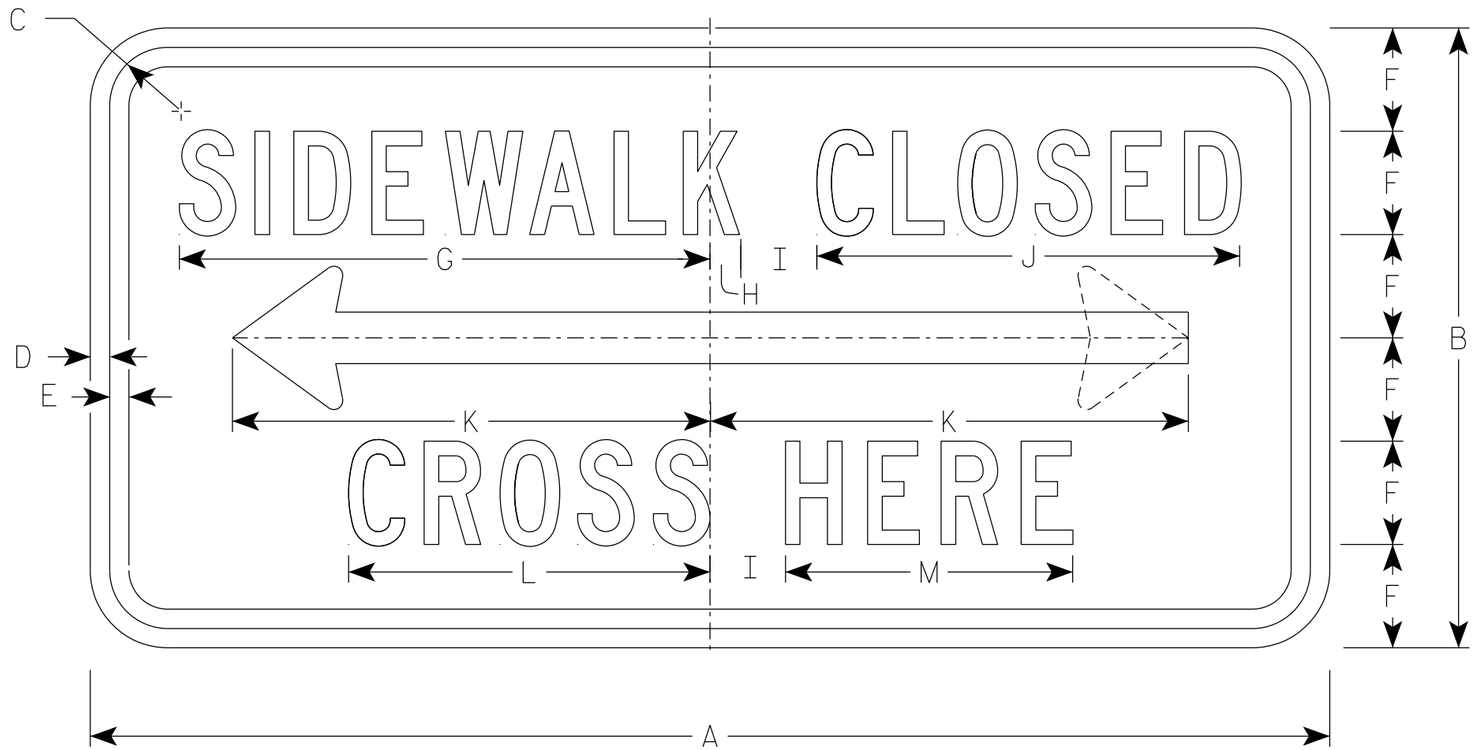
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

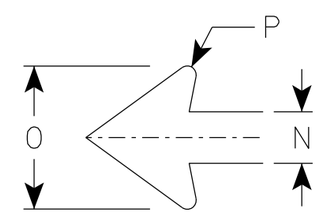
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.



R9-11A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

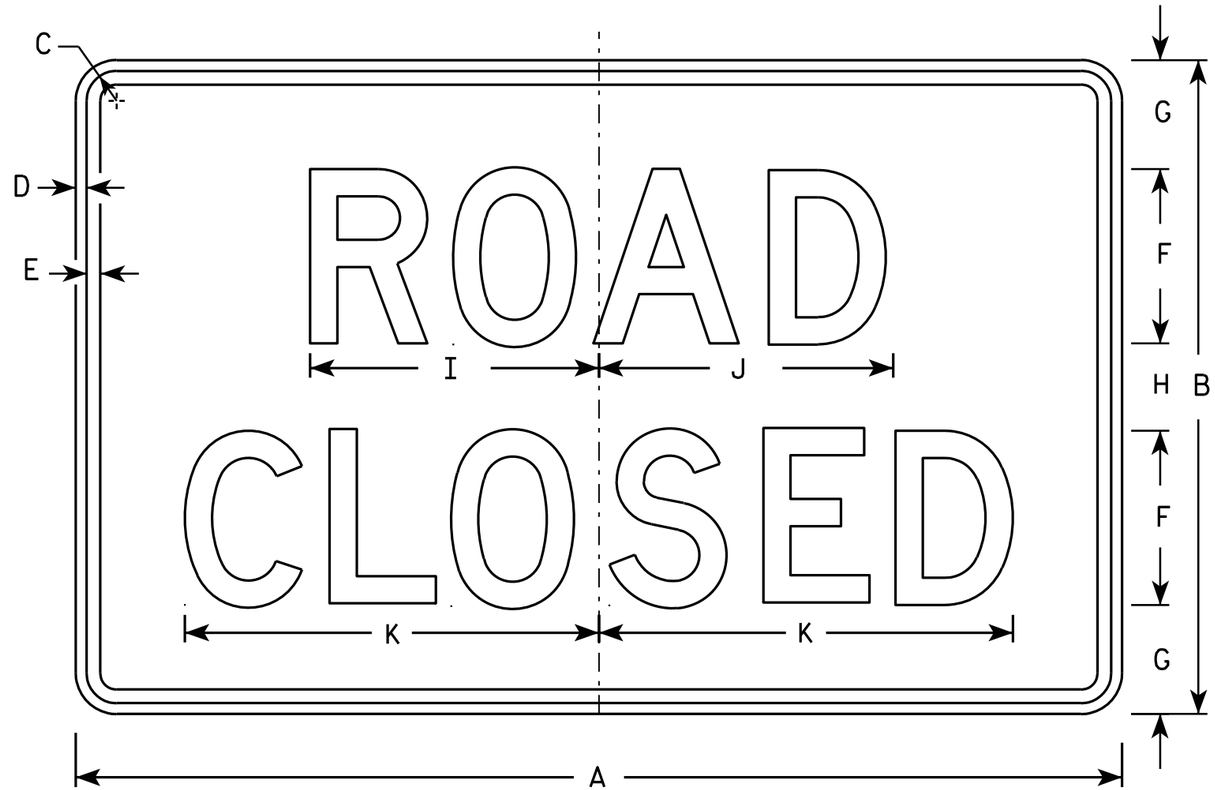
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-11A.4

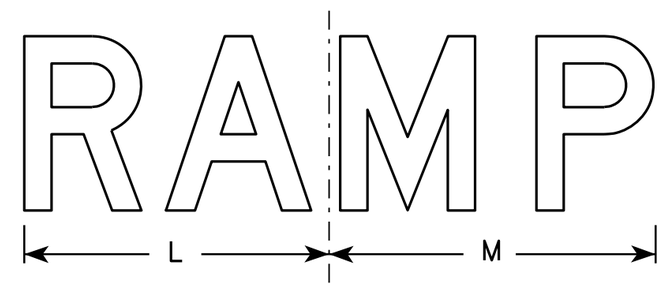
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E



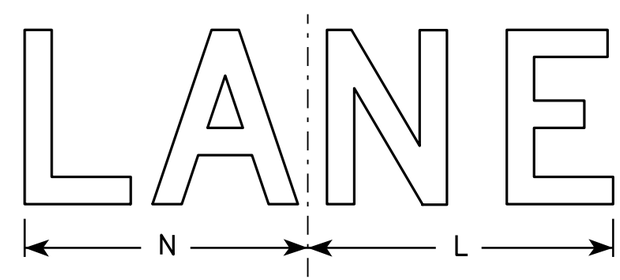
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

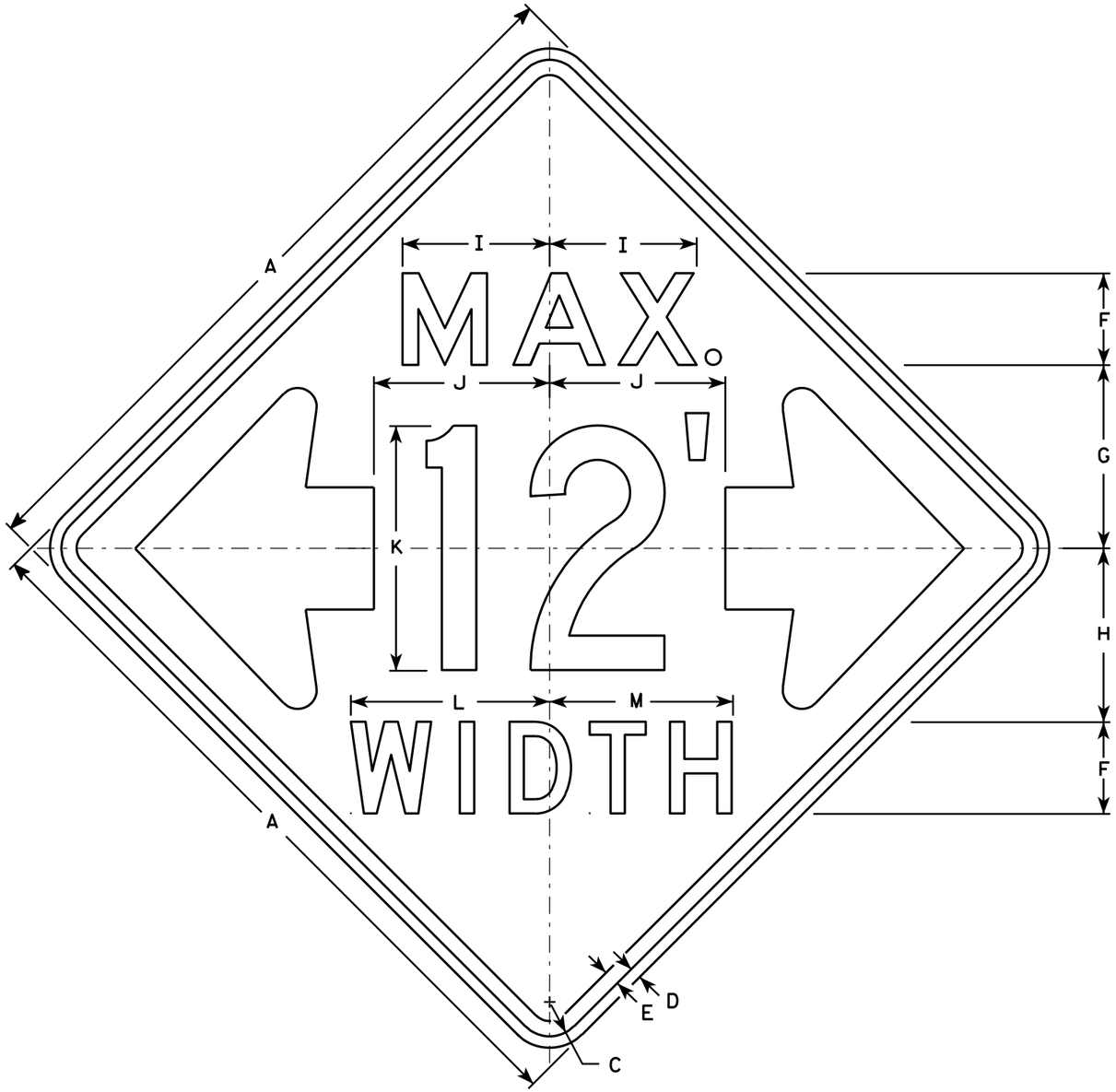
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

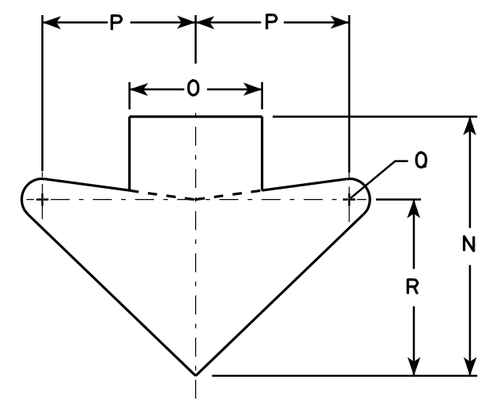
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

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

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

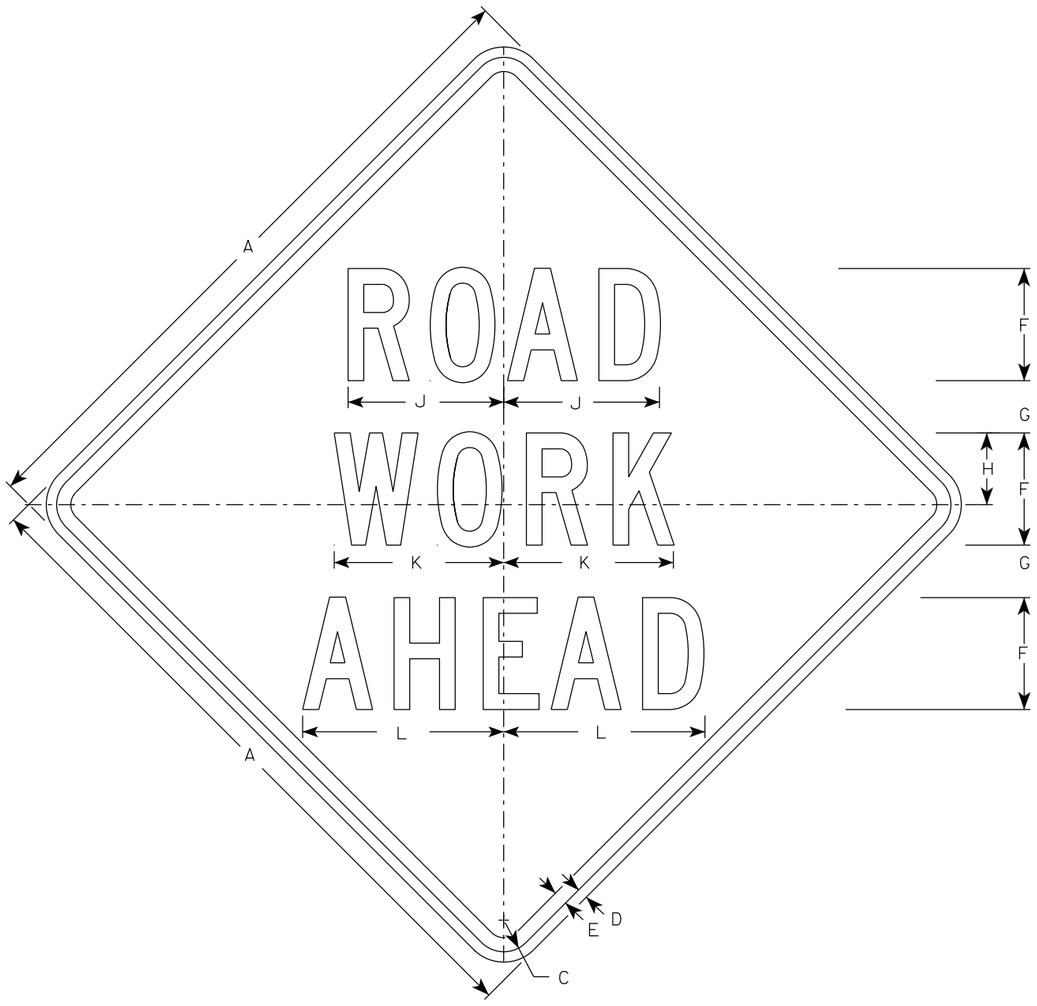
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

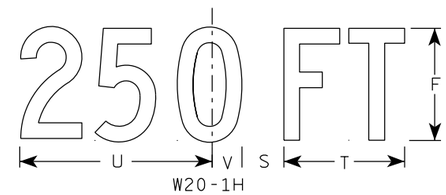
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E

NOTES

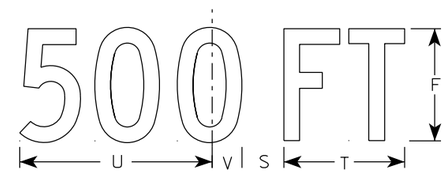
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



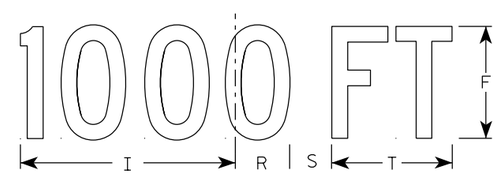
W20-1A



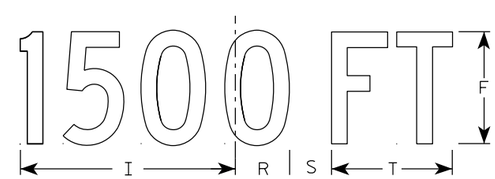
W20-1H



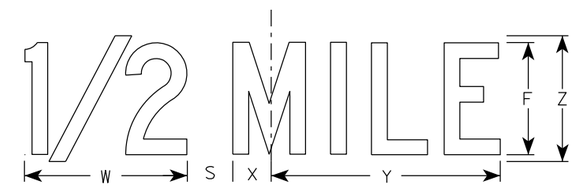
W20-1D



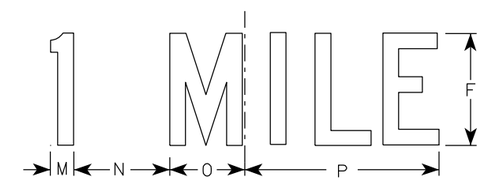
W20-1C



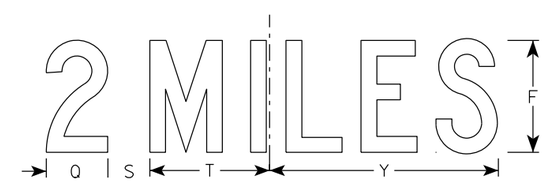
W20-1B



W20-1G



W20-1F



W20-1E

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

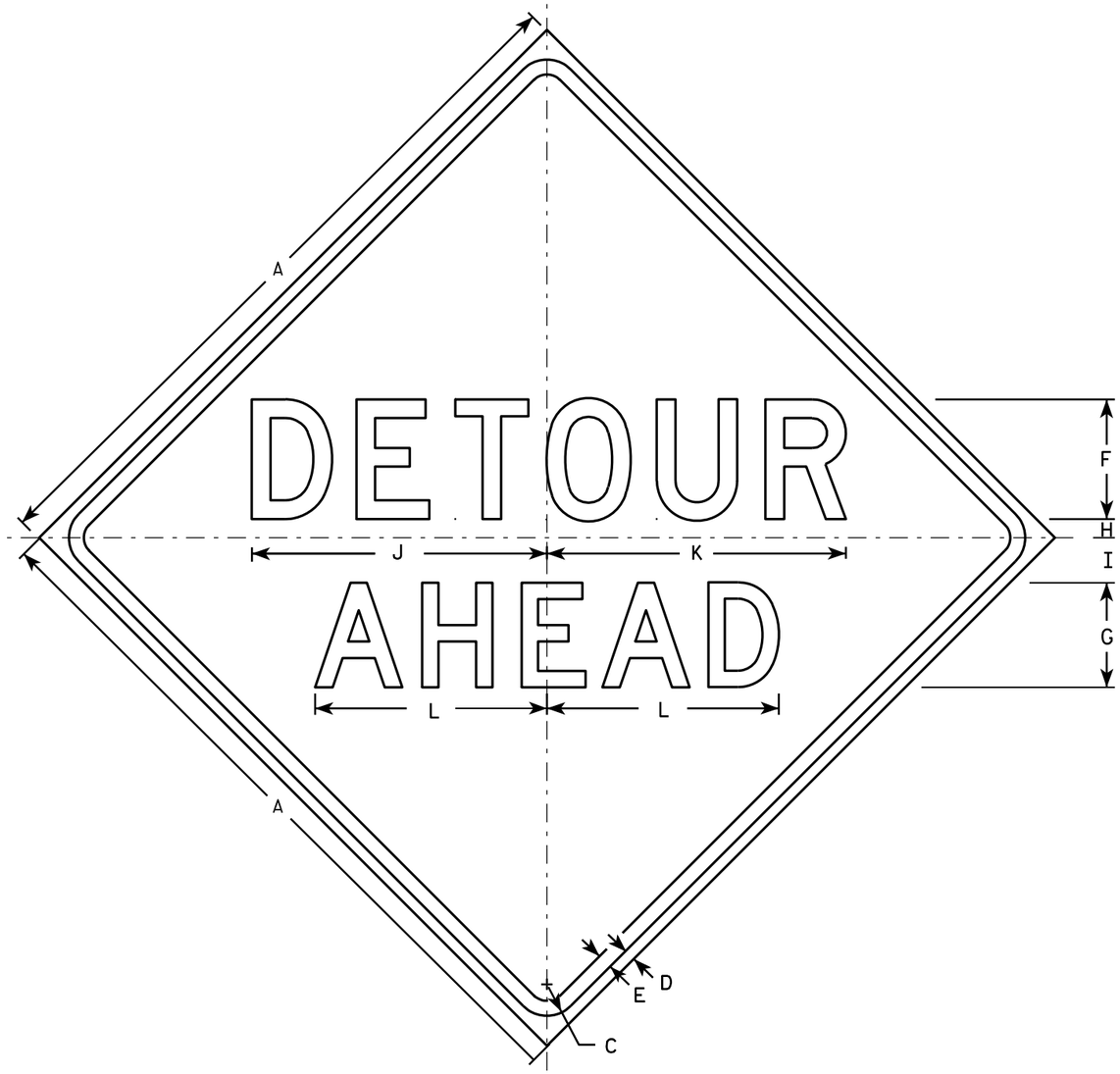
STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

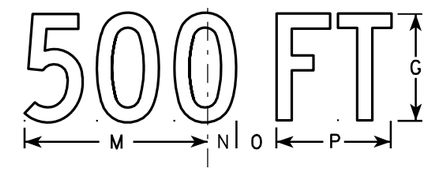
APPROVED Matthew R Rauch
For State Traffic Engineer
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

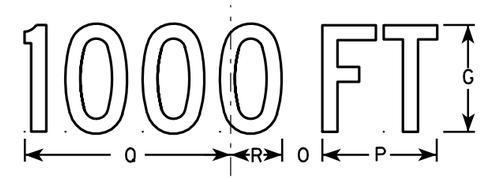
SHEET NO: 207 E



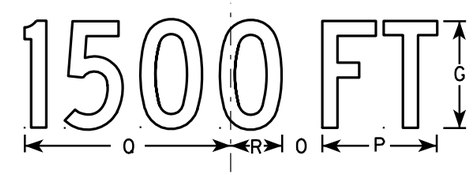
W20-2A



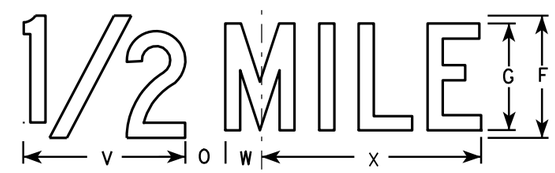
W20-2D



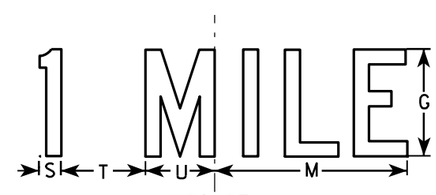
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-2.6

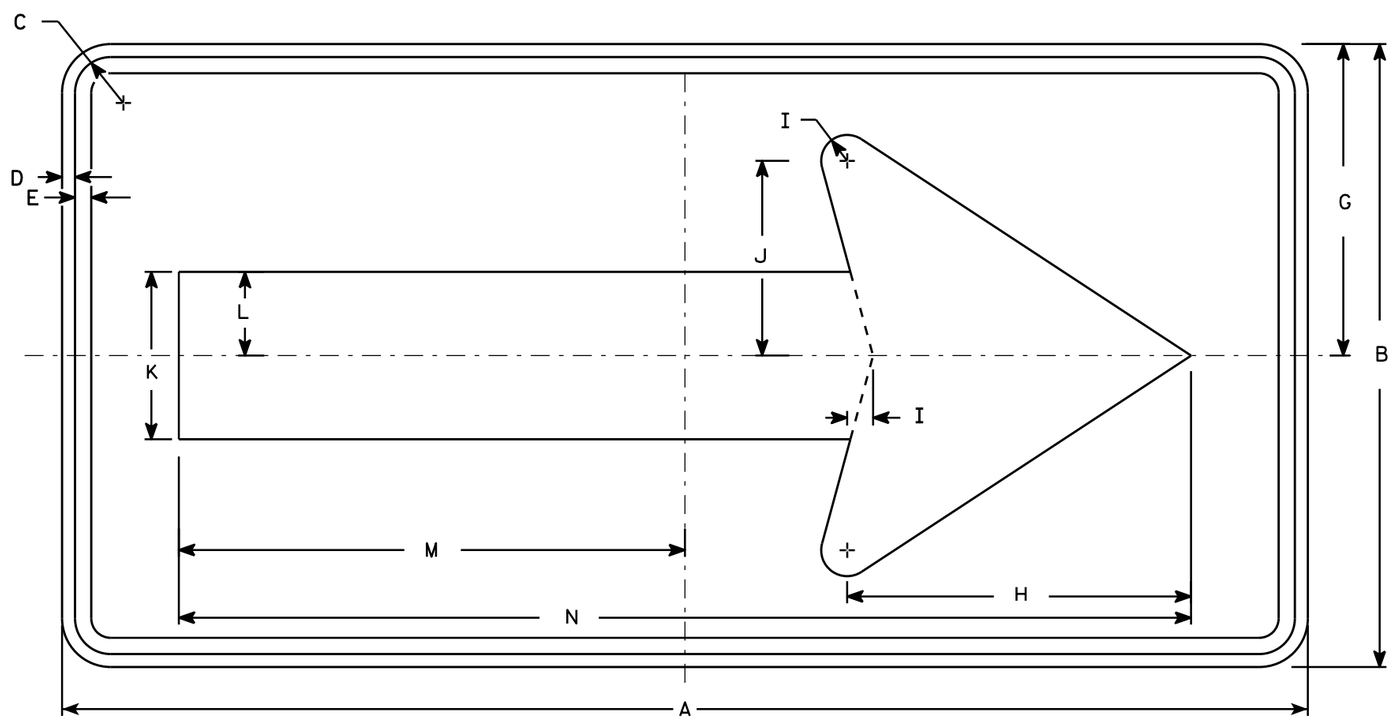
7

7

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

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W01-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

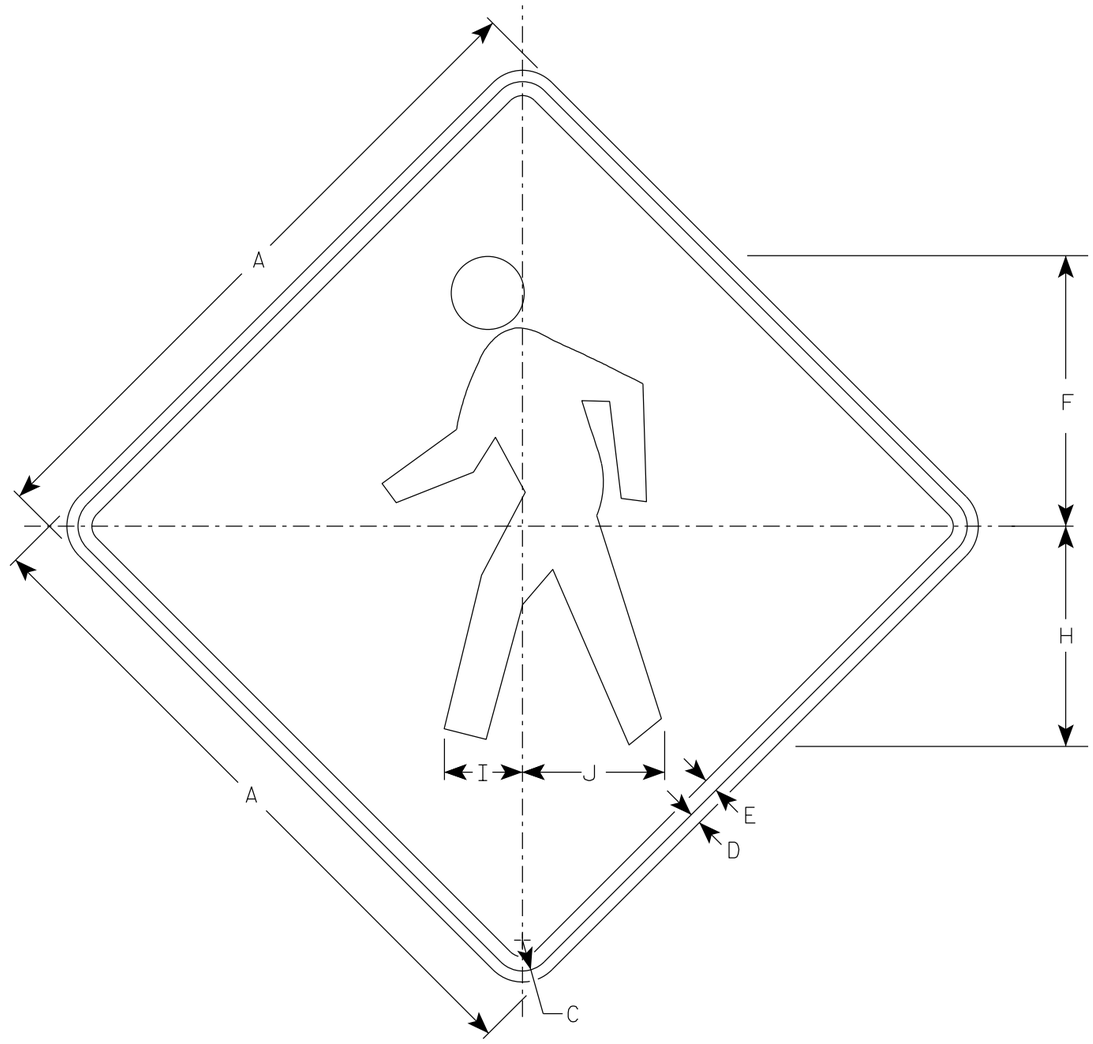
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E



W011-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

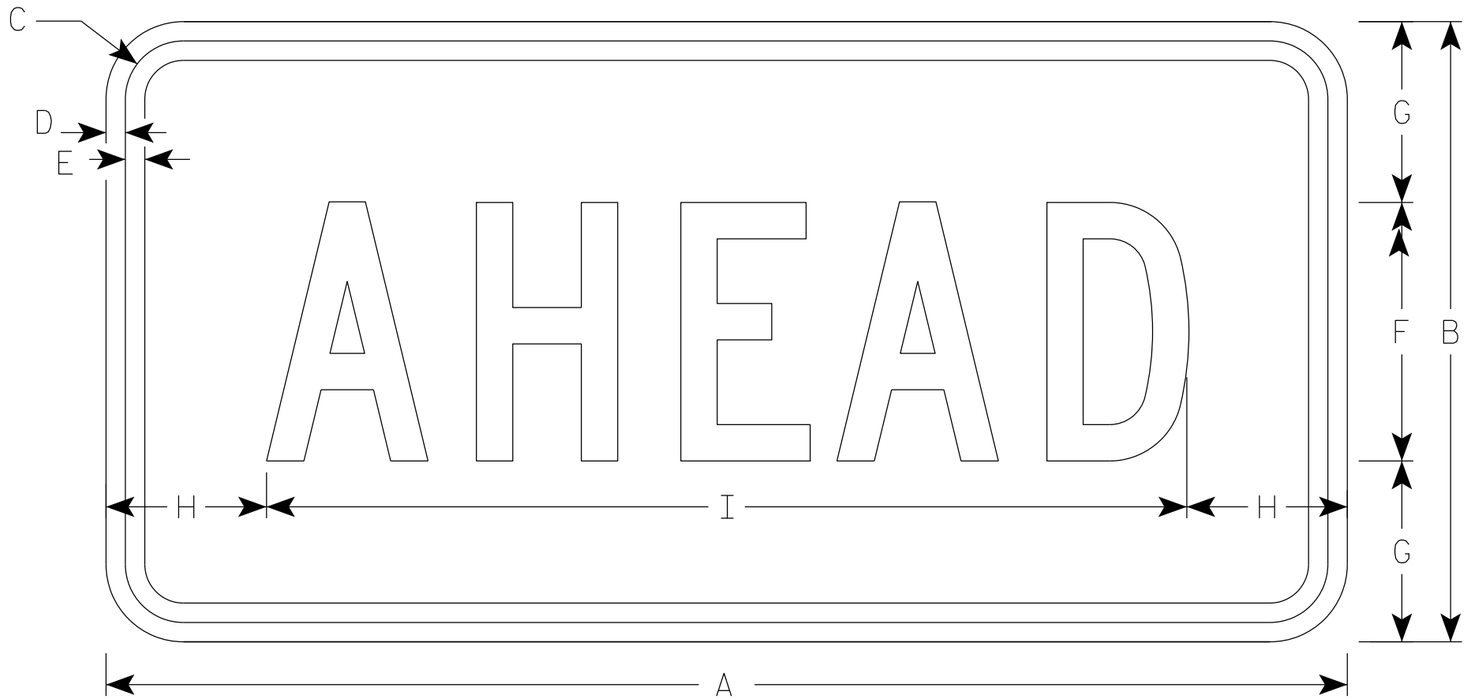
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W011-2.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W016-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

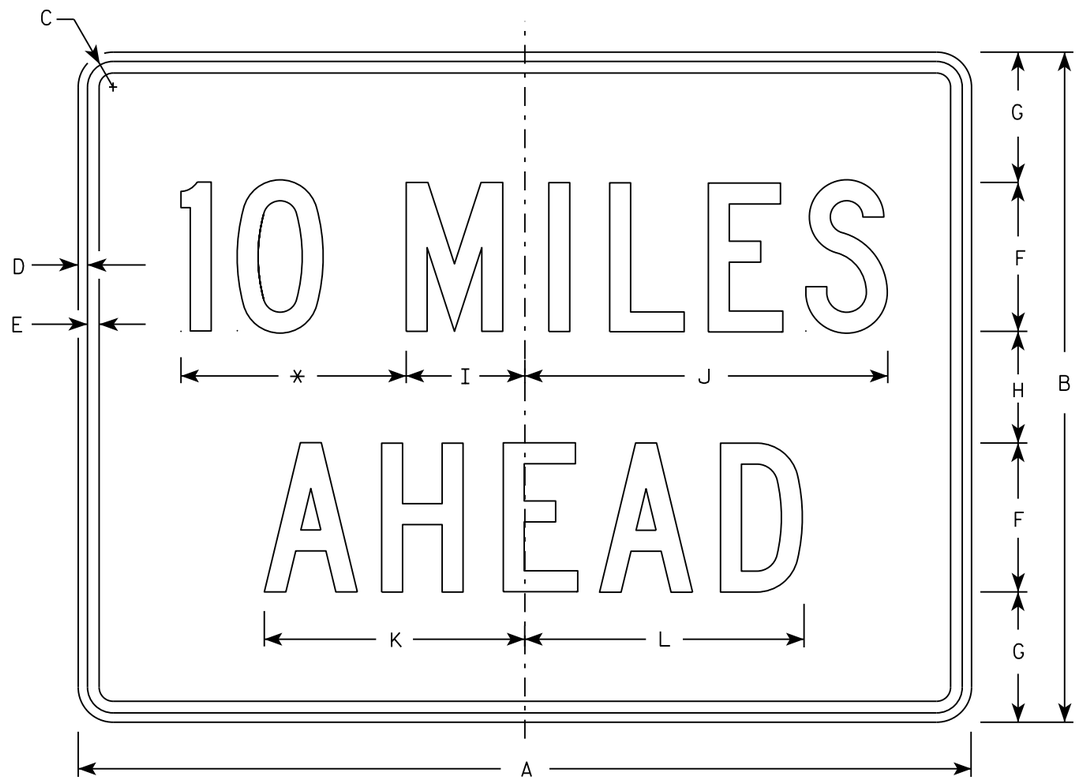
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

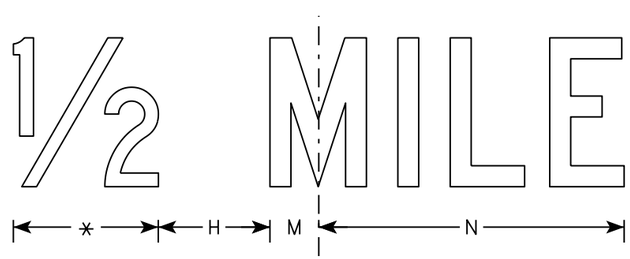
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W016-9P.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E



W057-52



* See note 5

NOTES

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

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

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E

Notes

Wisconsin Department of Transportation

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