

2

UTILITIES

ELECTRIC

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GAS

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COMMUNICATION

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COMMUNICATION

CHARTER COMMUNICATIONS
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COMMUNICATION

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DENNIS PIERCE
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WATER

NEKOOSA MUNICIPAL WATER UTILITY
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NEKOOSA, WI 54457
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GAS

ENBRIDGE ENERGY - GAS/PETROLEUM
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SEWER

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WATER

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SEWER

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OTHER CONTACTS

DNR LIAISON

BRAD BETTHAUSER
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DIGGERSHOTLINE

Dial 811 or (800) 242-8511

www.DiggersHotline.com

ORDER OF "SECTION 2" SHEETS

SHEET TITLE

GENERAL NOTES

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

INTERSECTION DETAILS

PAVING DETAILS

CURB RAMP DETIALS

PERMANENT SIGNING

PAVEMENT MARKING

TRAFFIC CONTROL AND STAGING

DETOUR

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP - TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE - TURF			0.25			0.27			0.28			0.30
			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 23.9 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.13 ACRES

PROJECT NO: 6933-00-06

HWY: STH 173

COUNTY: WOOD

GENERAL NOTES

SHEET: 2

E

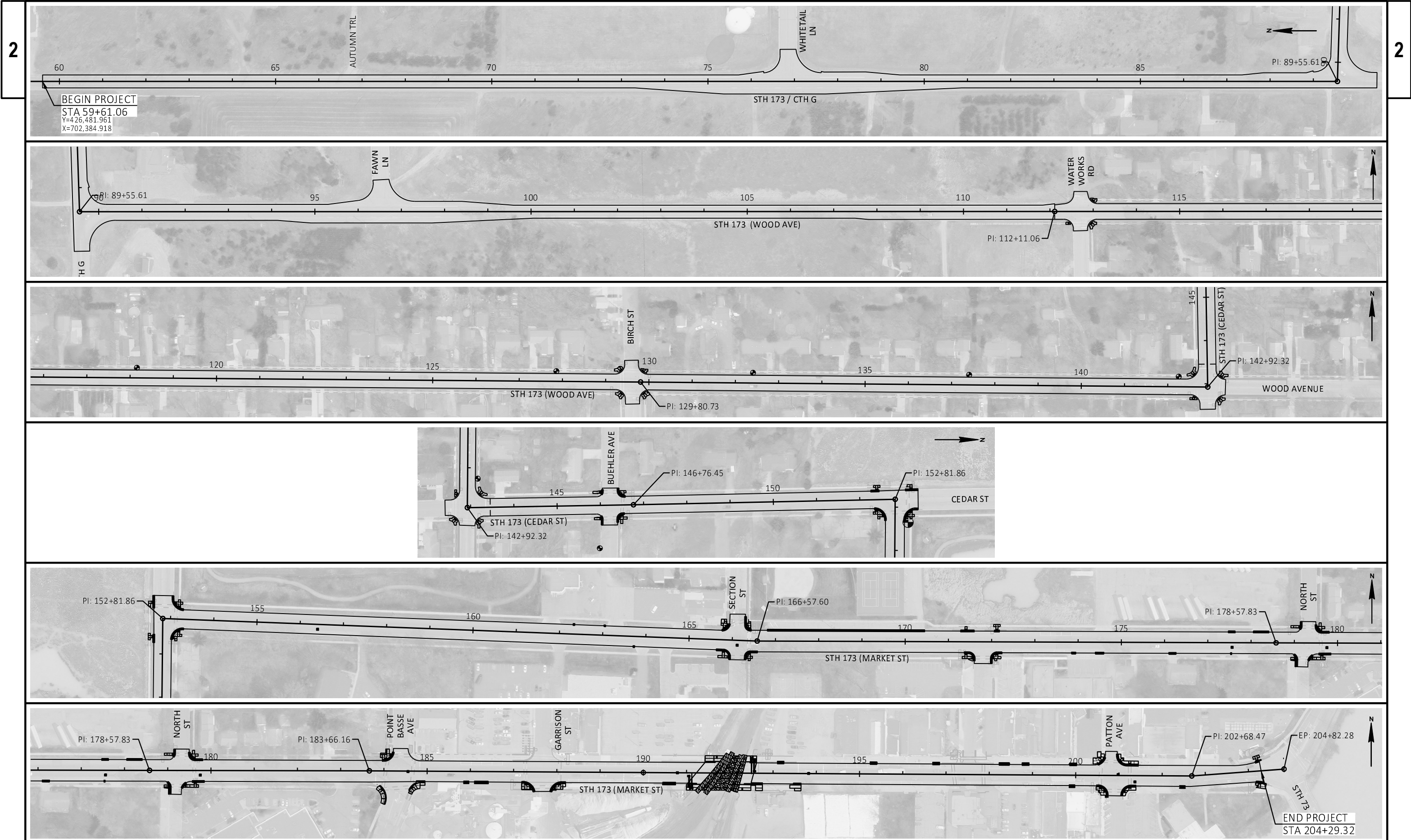
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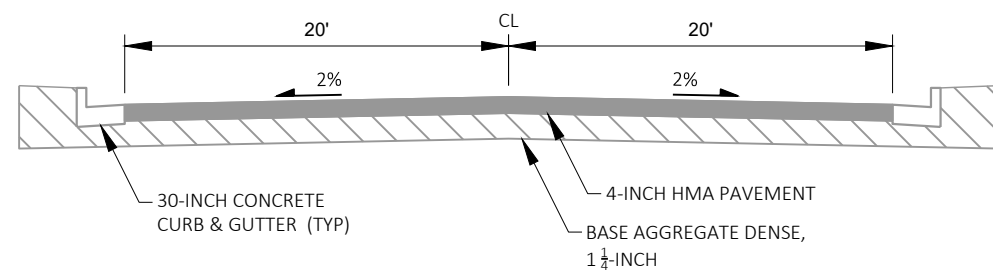
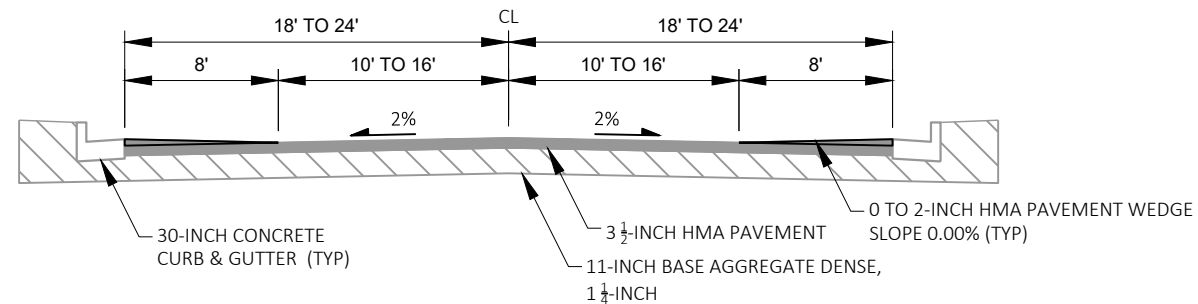
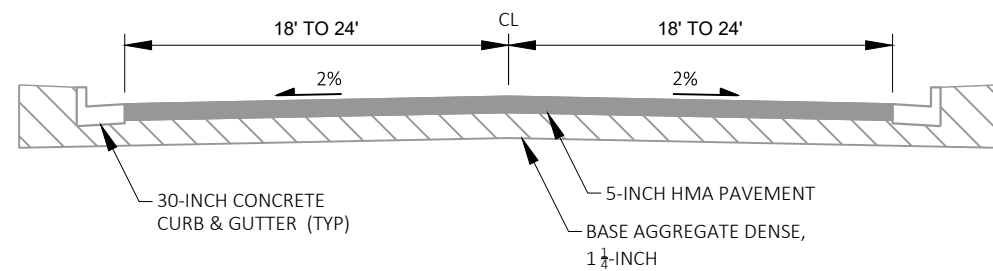
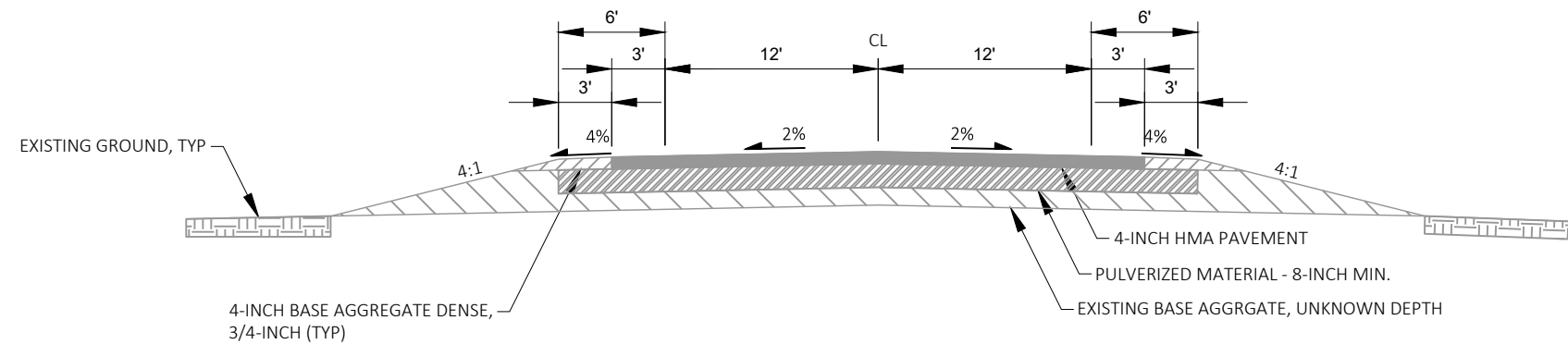
ORIGINATOR: OMNNI ASSOCIATES

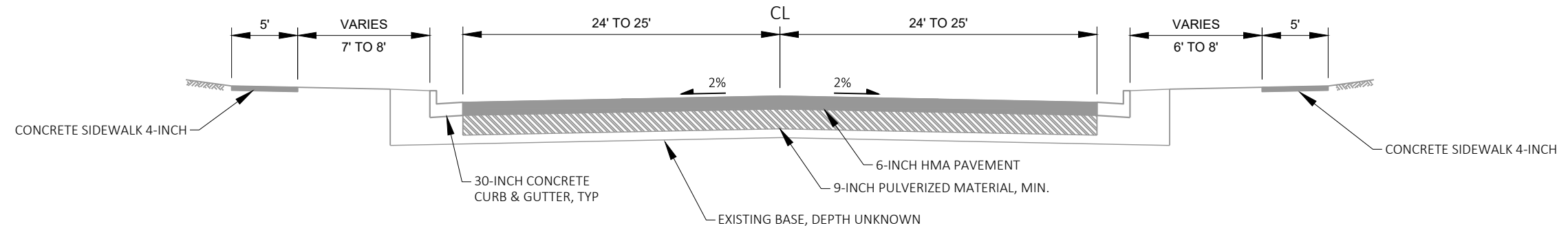
ORIG. DATE: SEPTEMBER 15, 2015

REV. DATE: SEPTEMBER 15, 2015

PRINT DATE: November 1, 2021

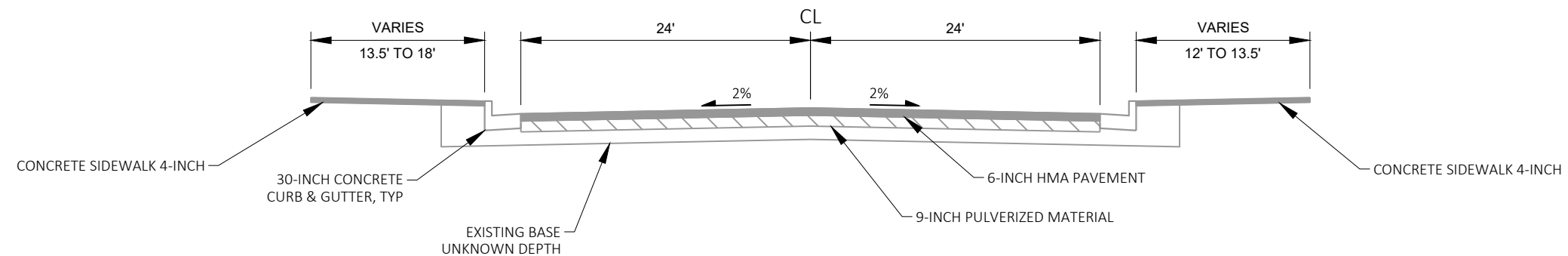






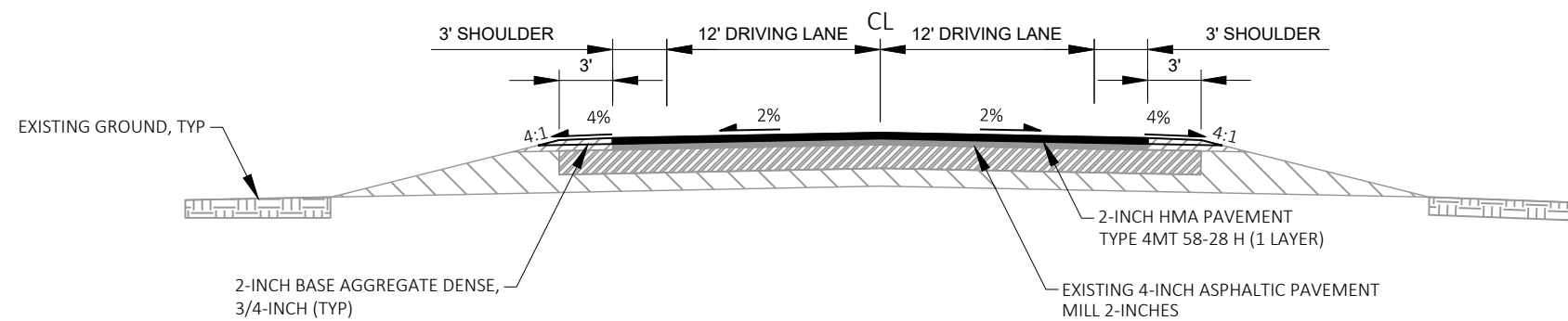
EXISTING TYPICAL SECTION FOR STH 173

STA 165+28 - STA 183+70



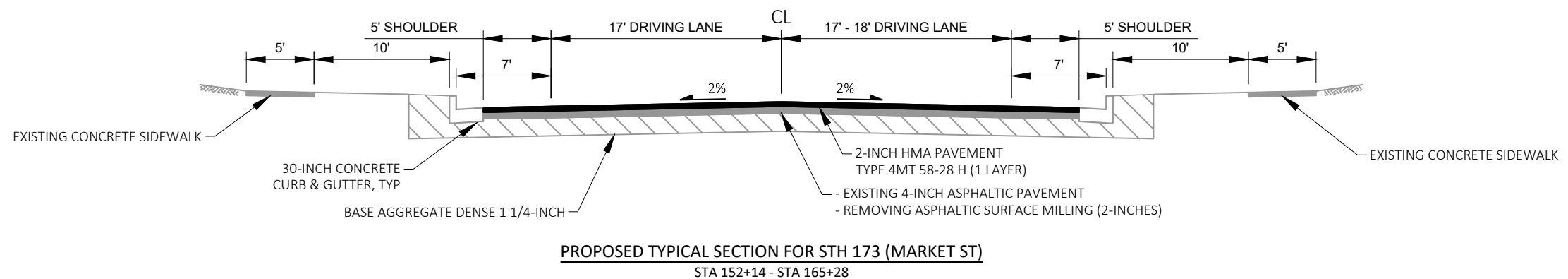
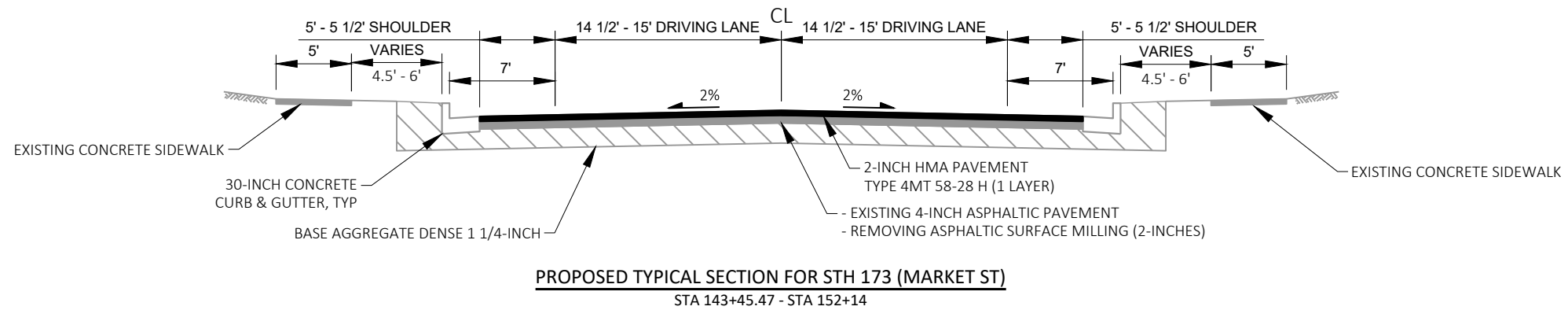
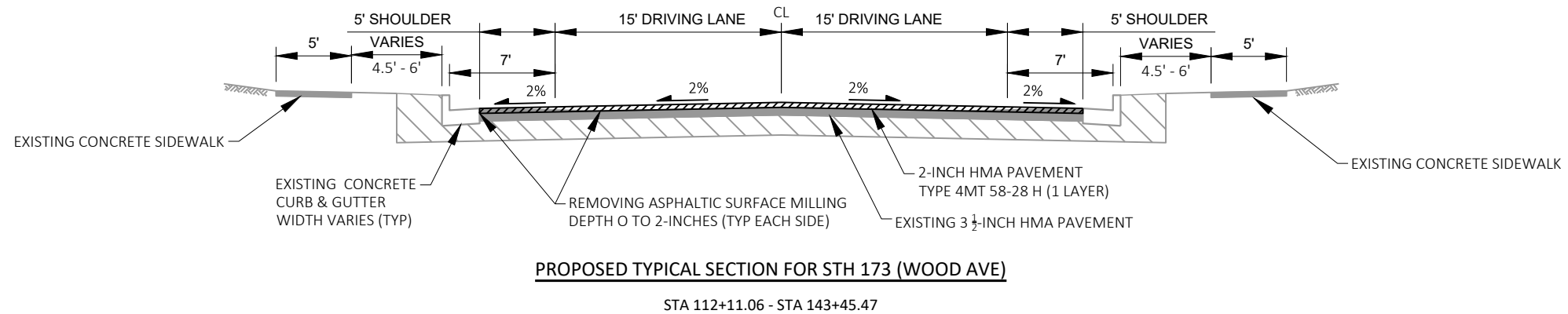
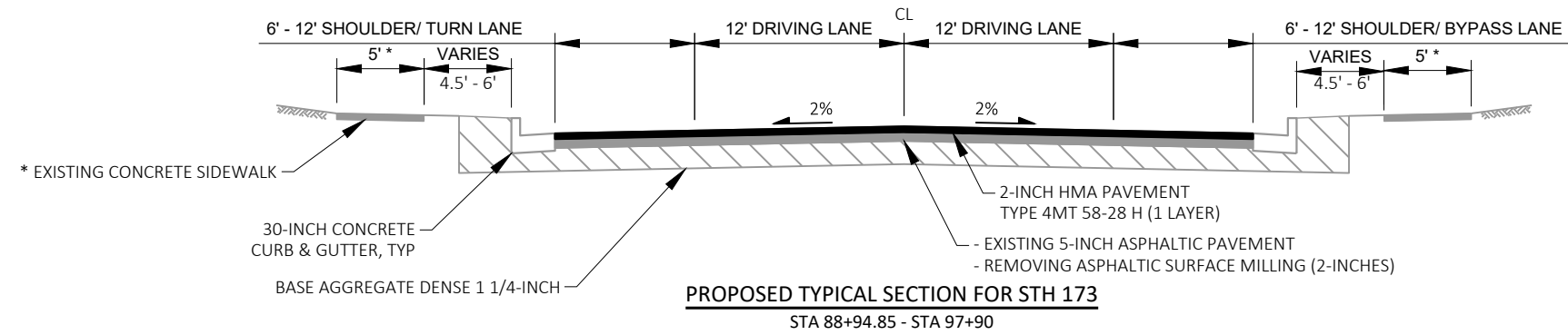
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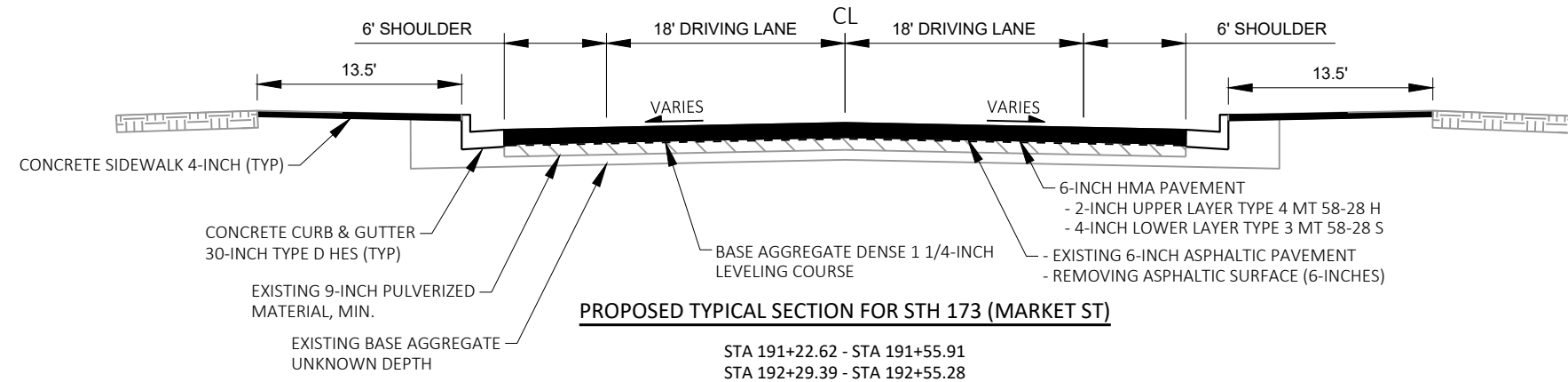
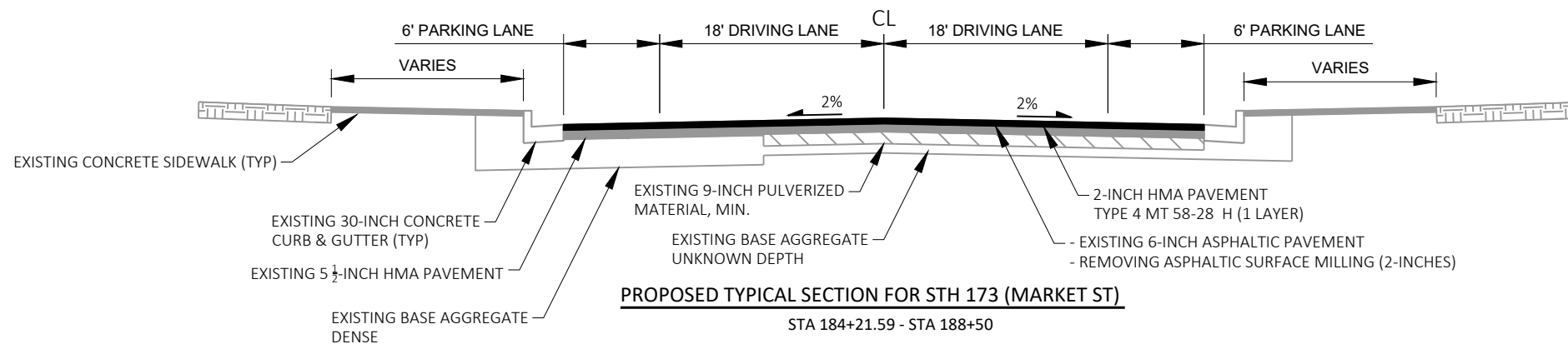
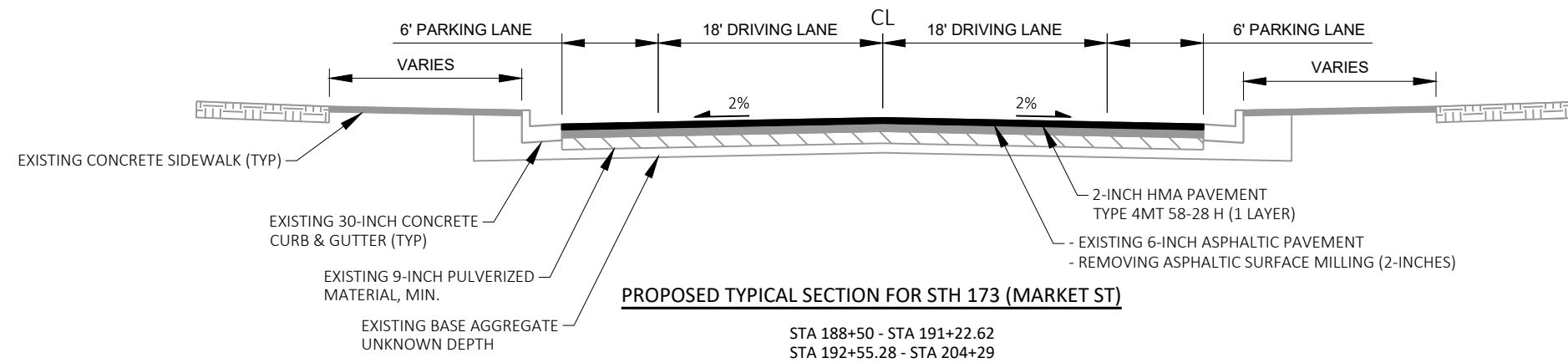
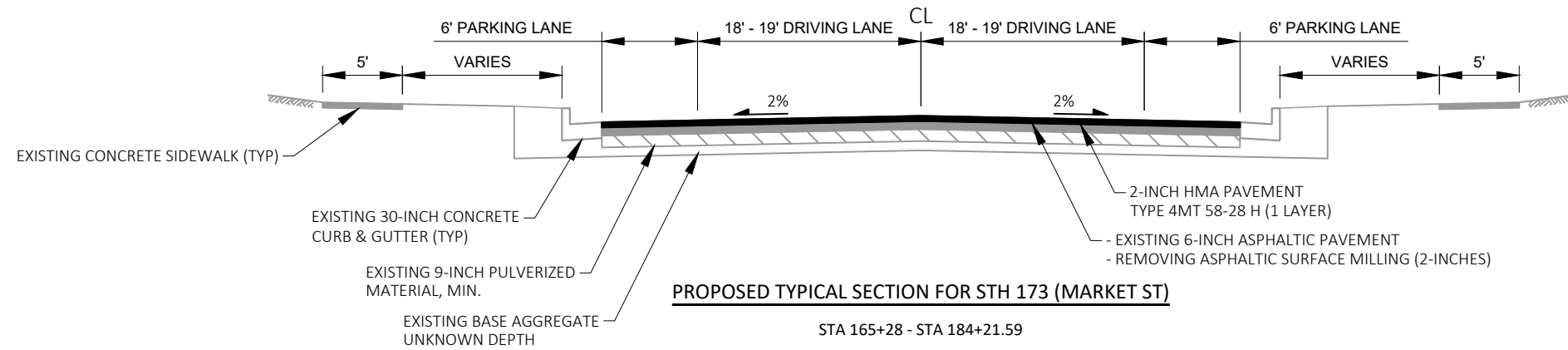
STA 183+70 - STA 203+72

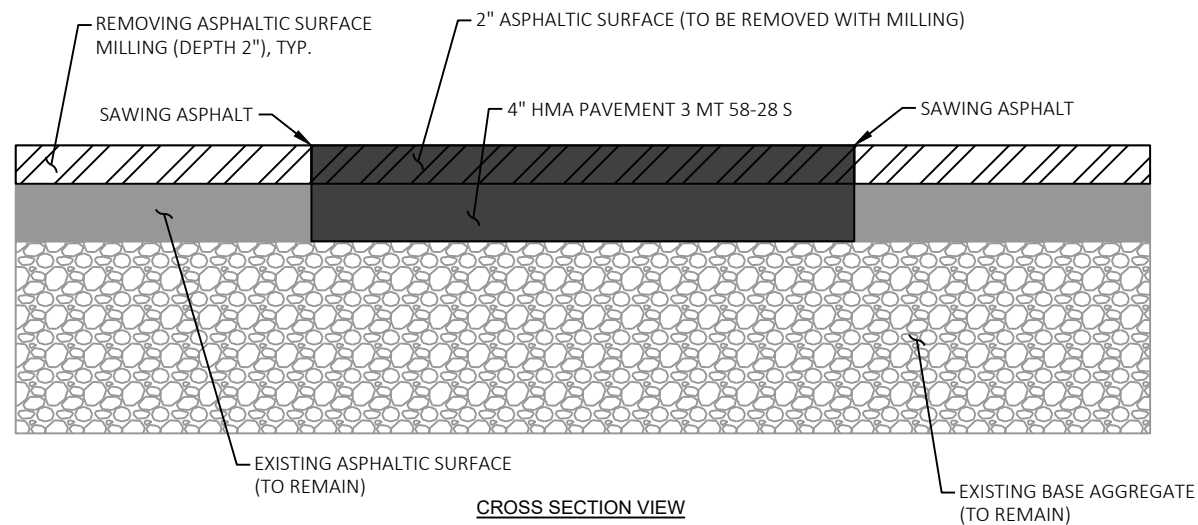
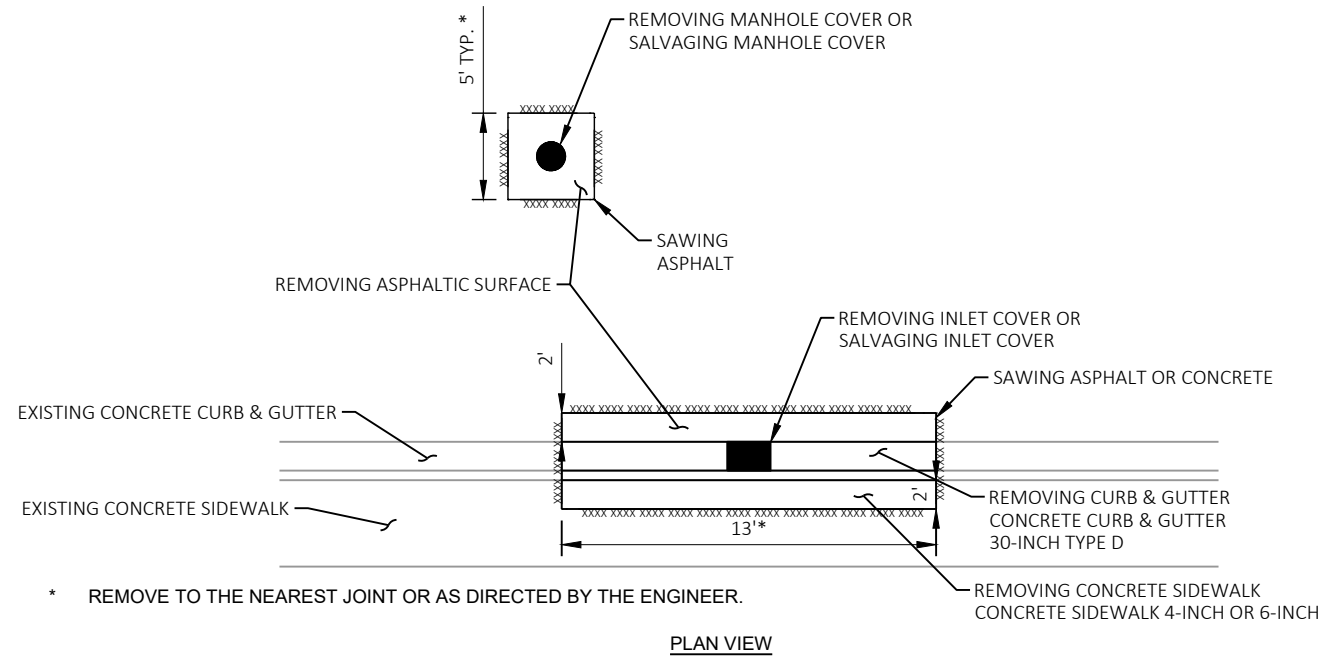


PROPOSED TYPICAL SECTION FOR STH 173 (WOOD AVE)

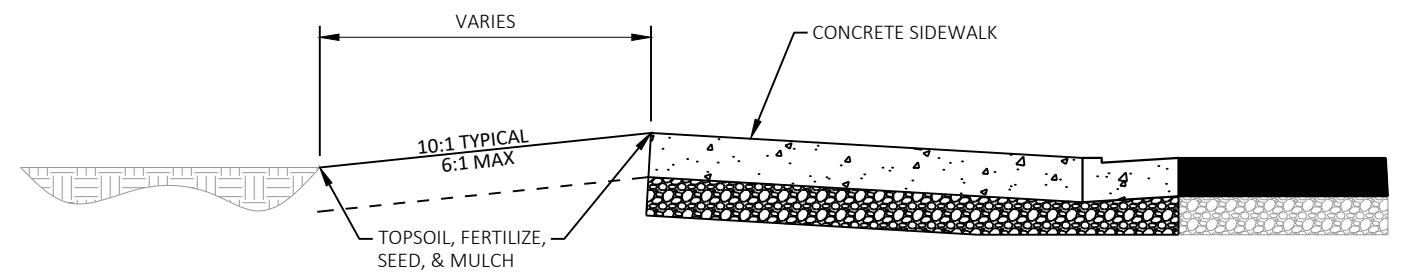
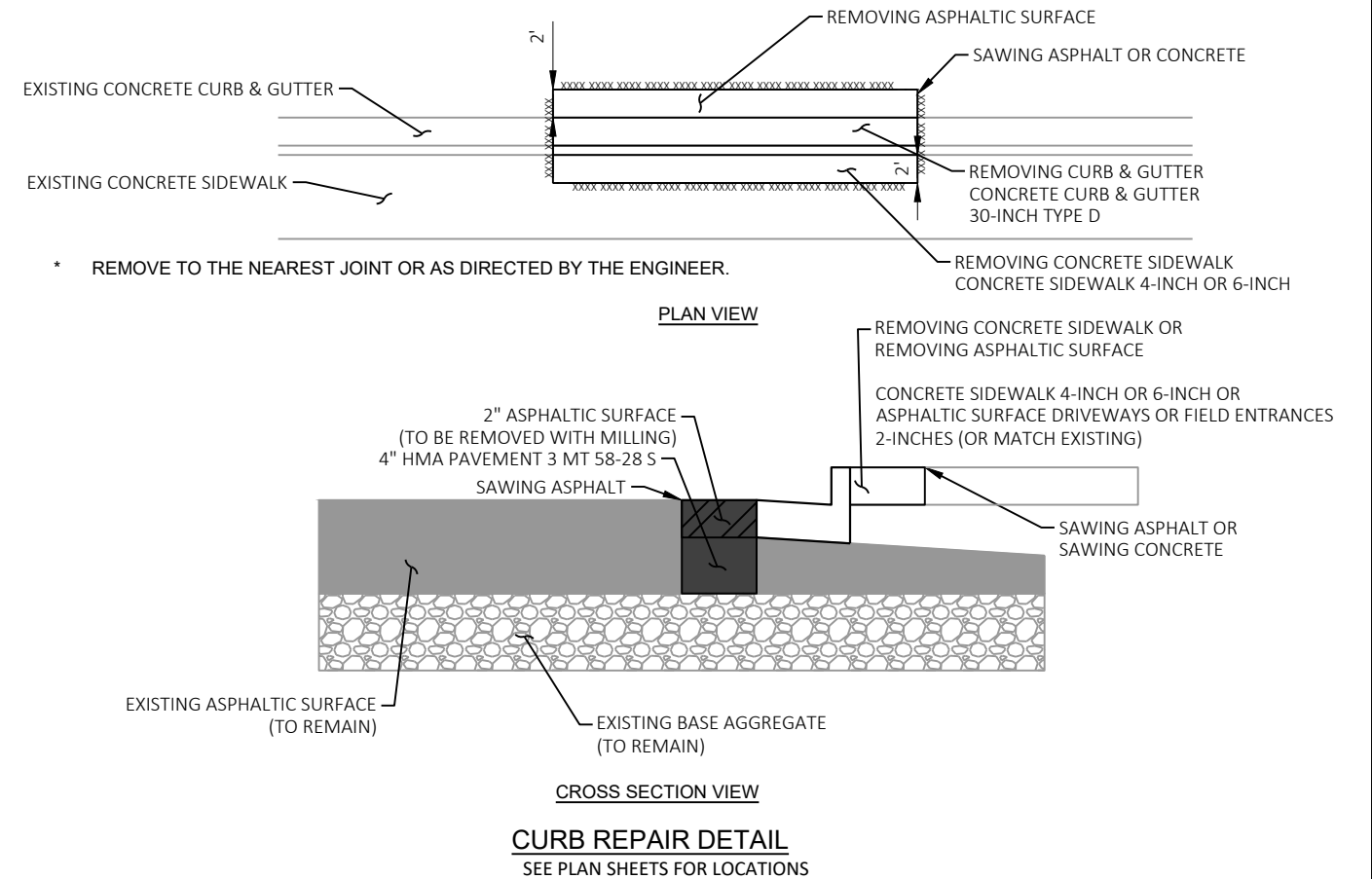
STA 58+00.00 - STA 88+94.85
STA 97+90.00 - STA 112+11.06



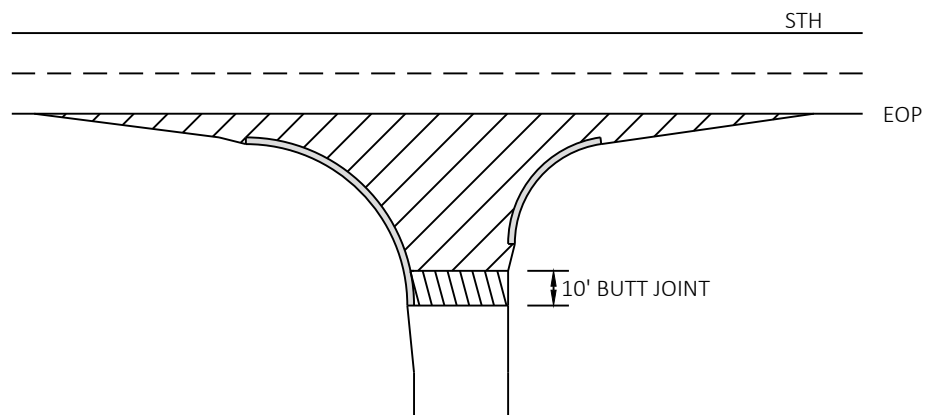




MANHOLE & INLET REMOVAL AND SALVAGE DETAIL
SEE PLAN SHEETS FOR LOCATIONS



RESTORATION AT CURB RAMP RECONSTRUCTION

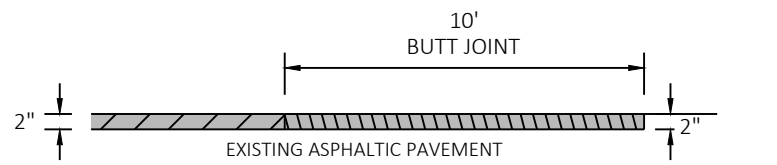


- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

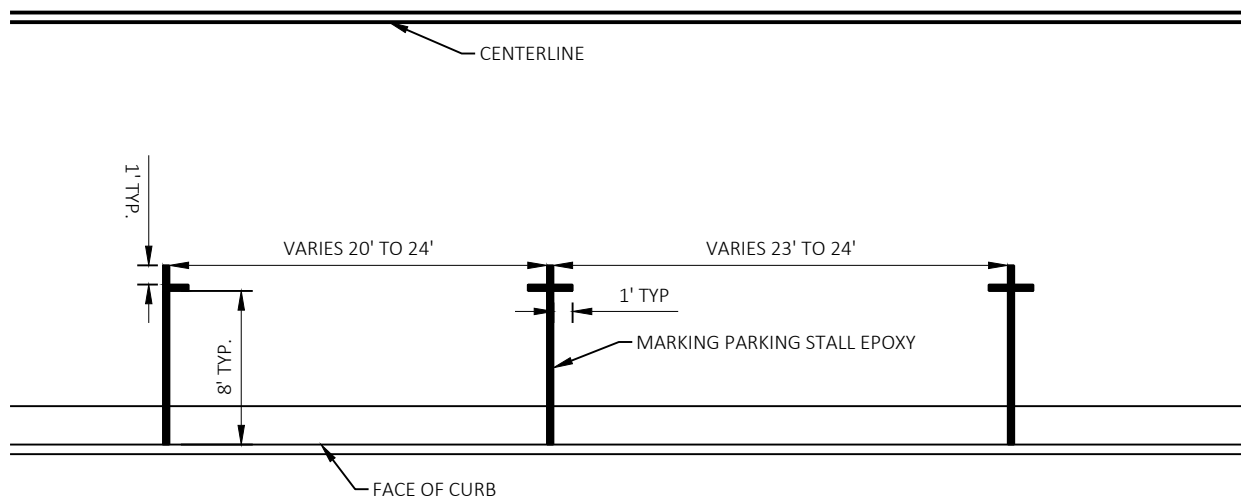
WITH CURB AND GUTTER



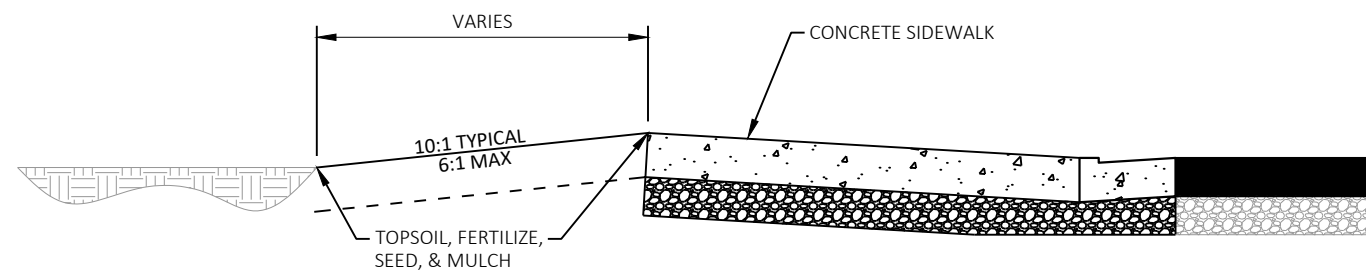
- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

MAINLINE AND SIDE ROADS



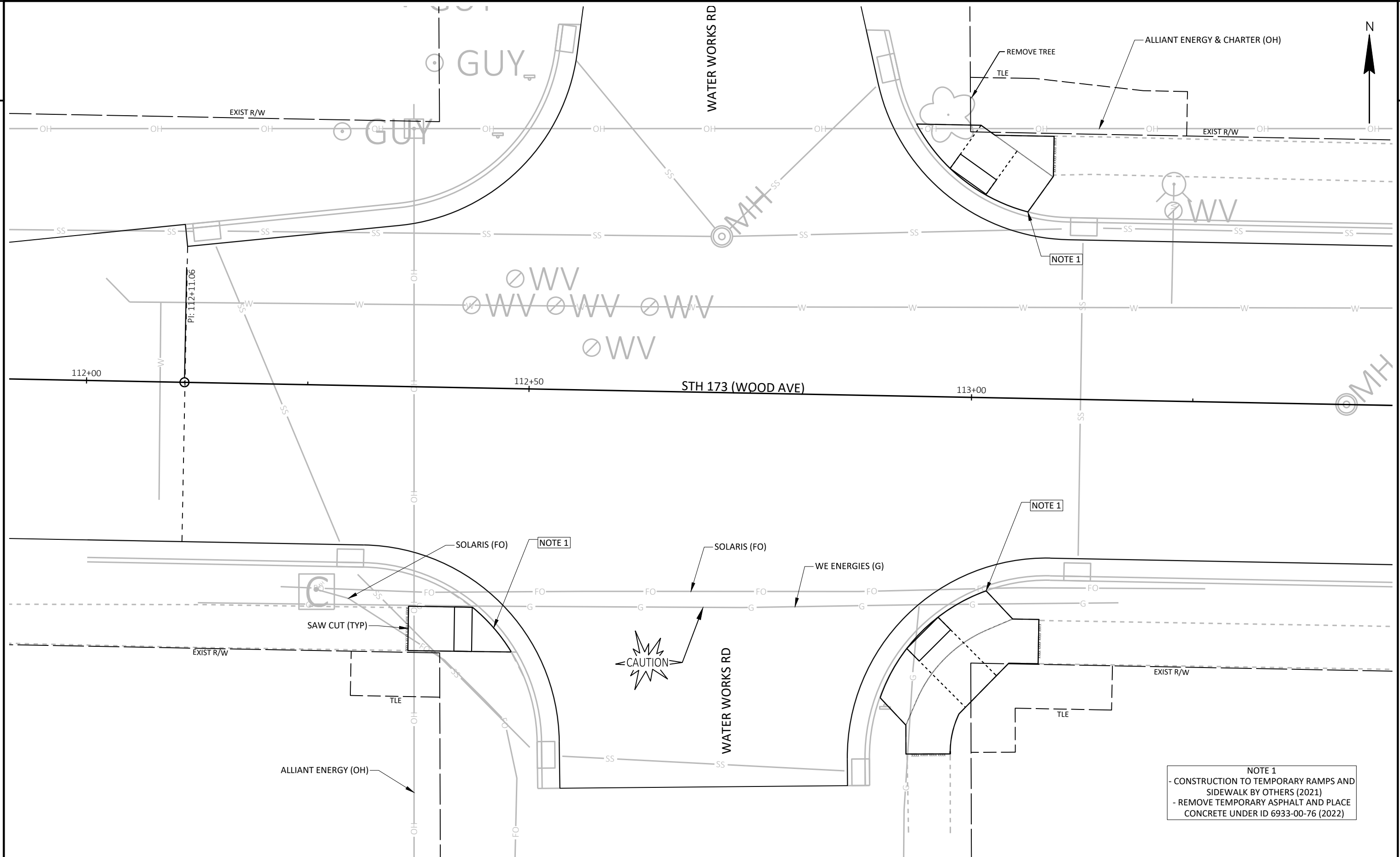
PARKING STALL DETAIL



RESTORATION AT CURB RAMP RECONSTRUCTION

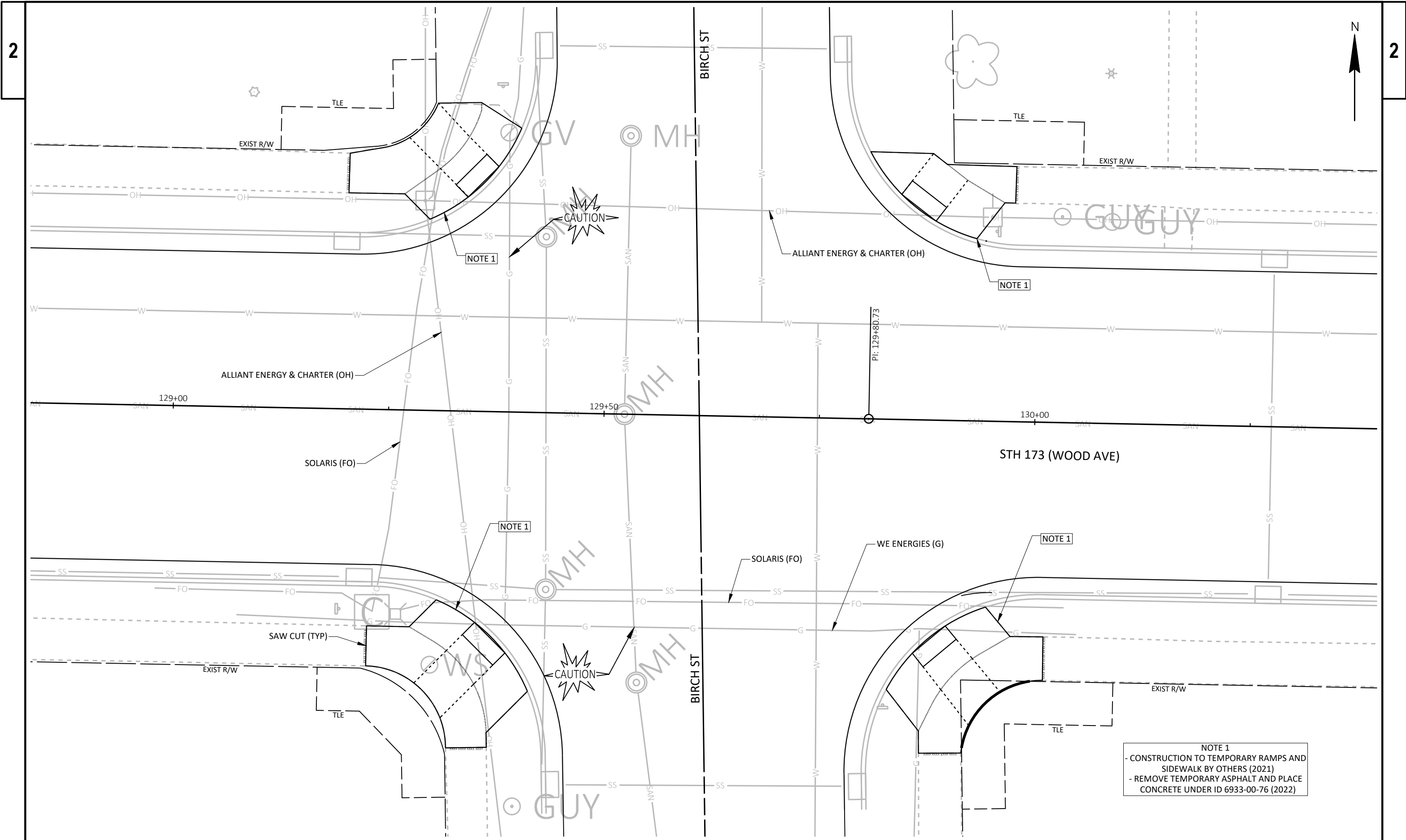
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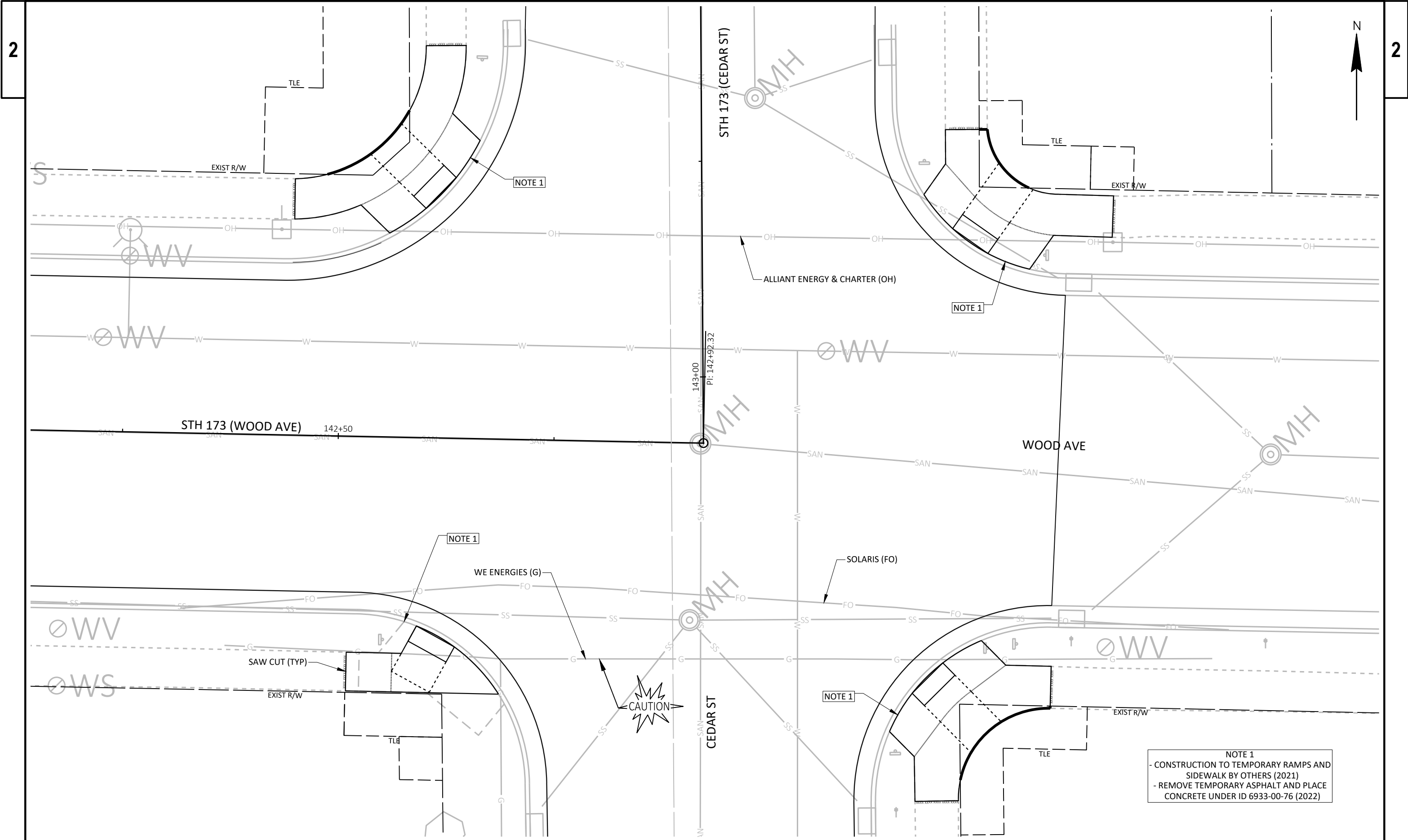
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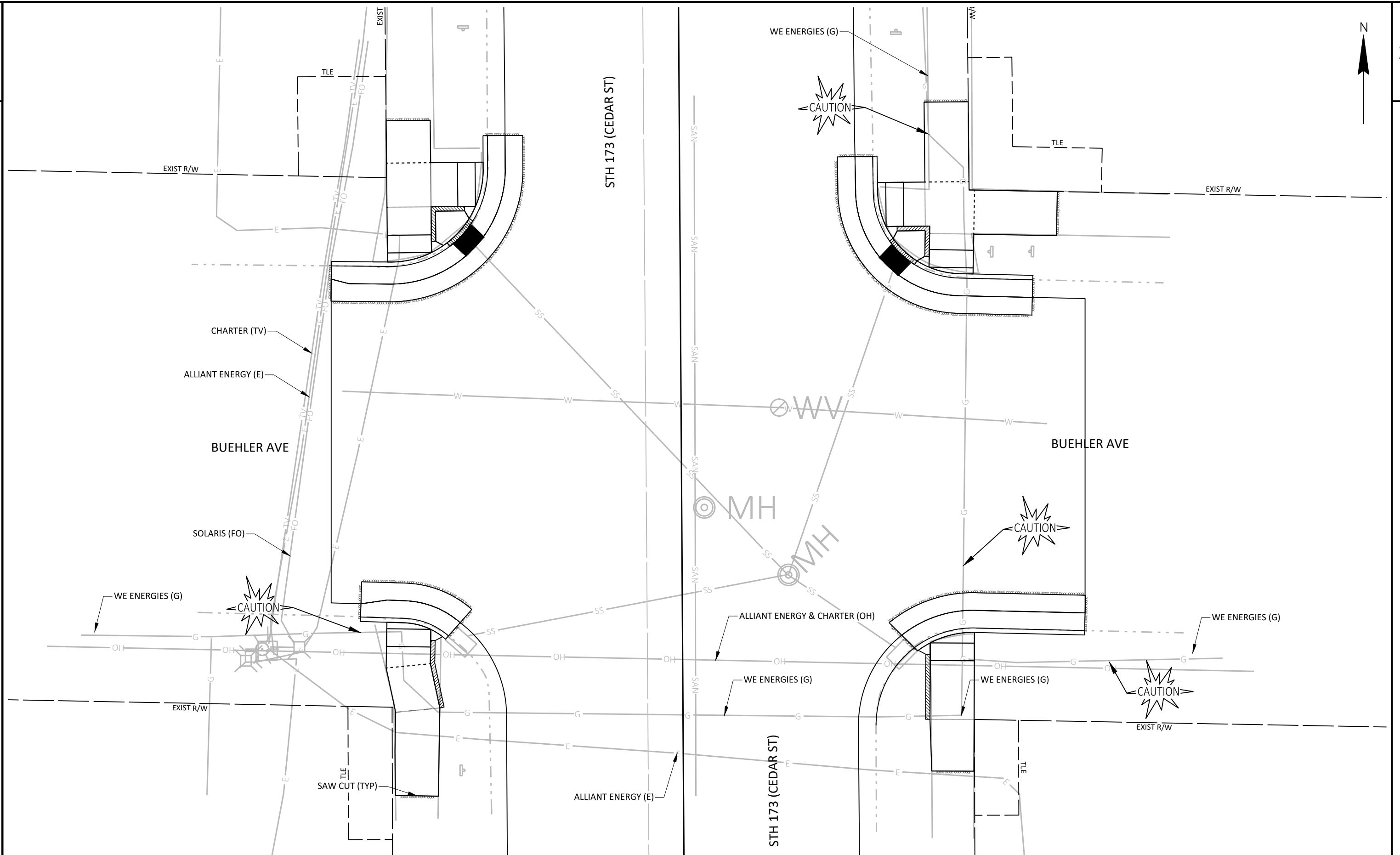


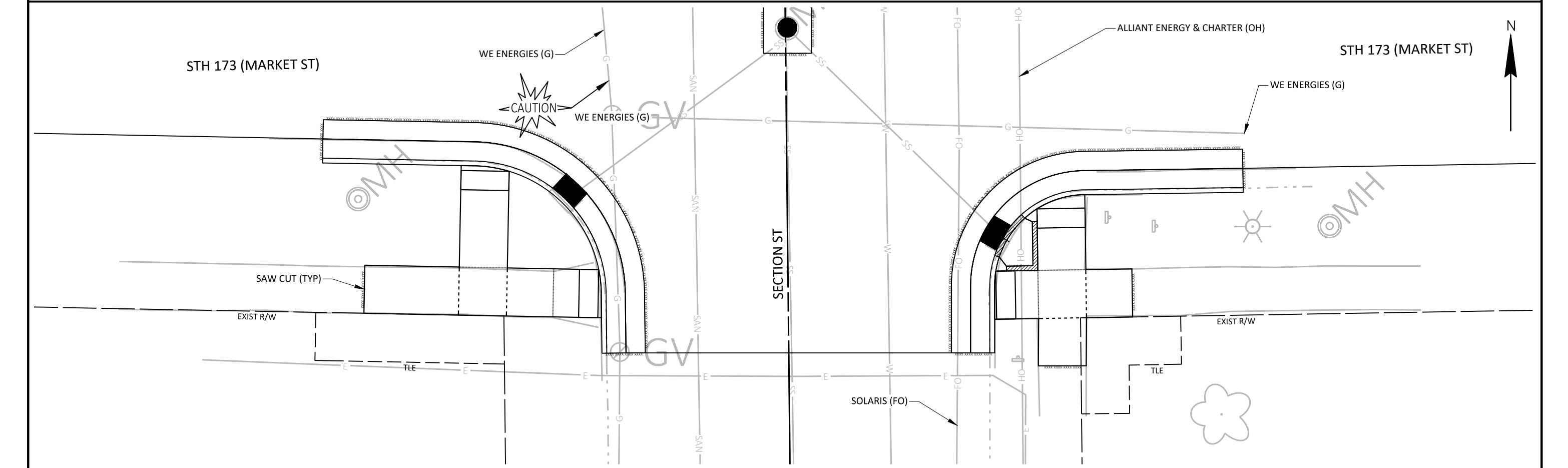
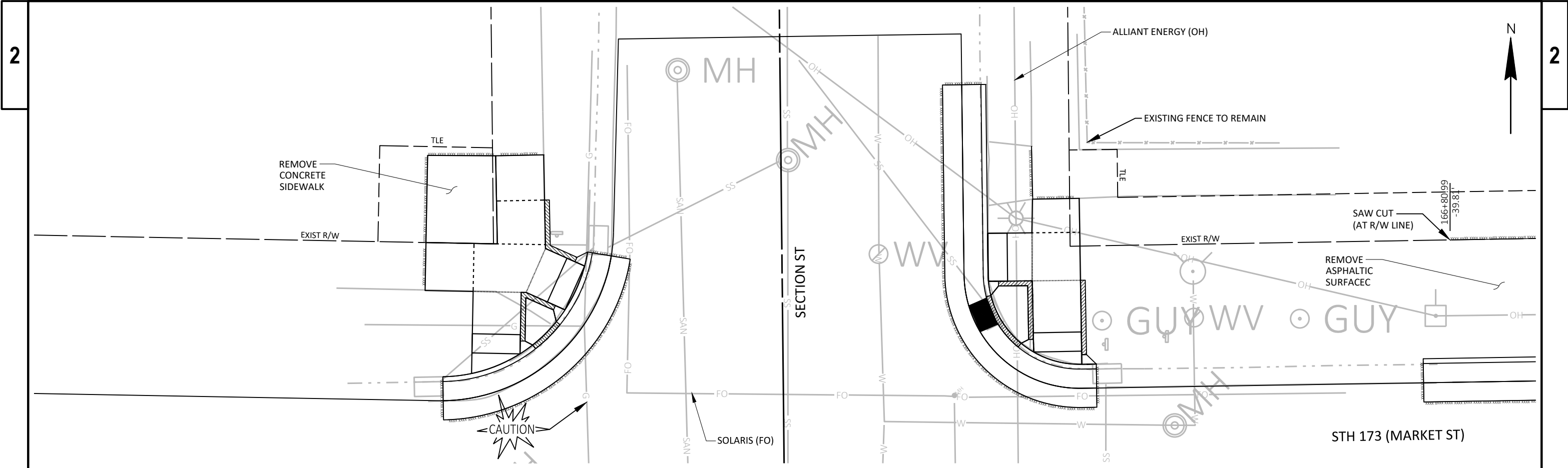
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - WATER WORKS RD	SHEET 10	E
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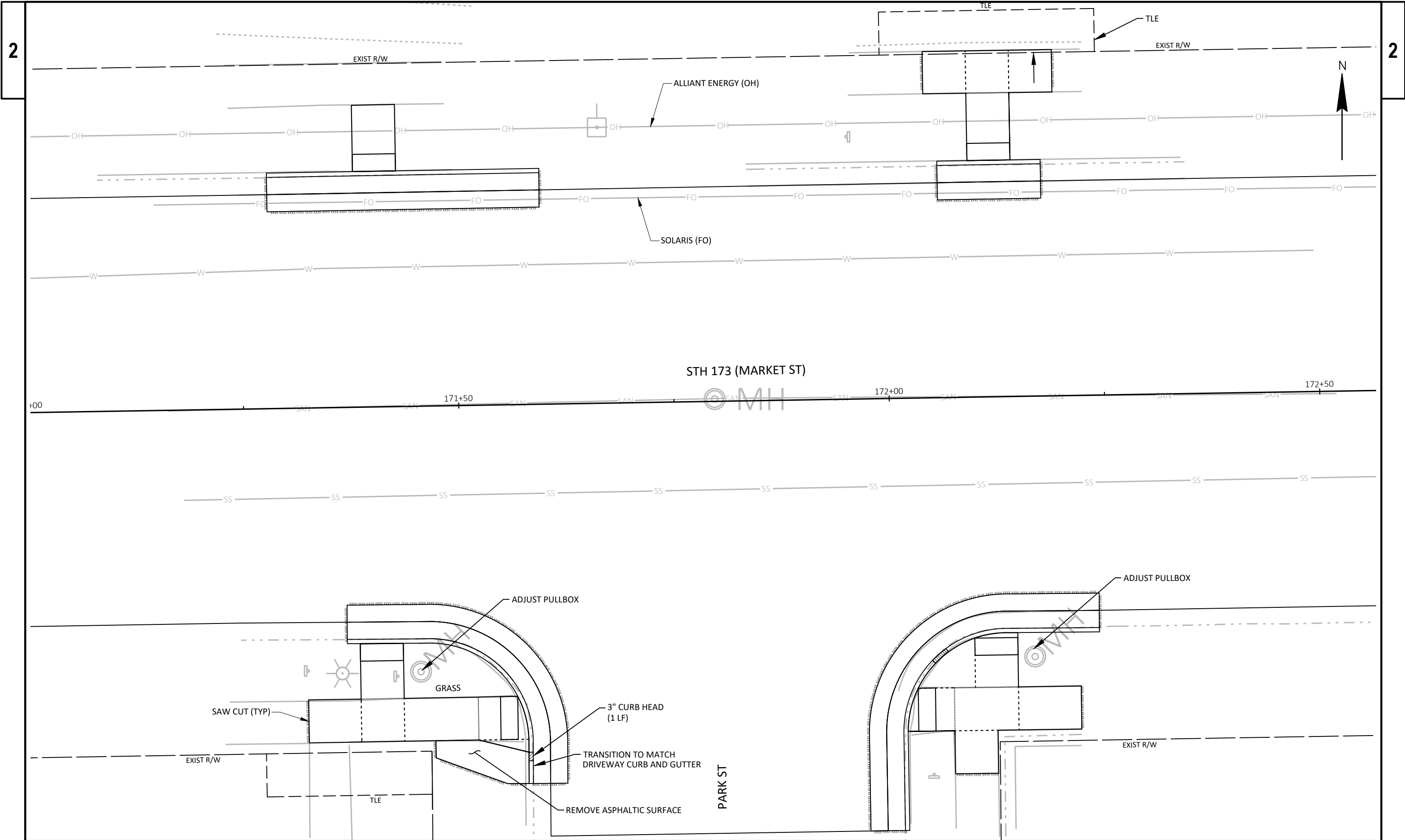
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LAYOUT NAME :	693300-021201-pd	WISDOT/CADD SHEET 42								

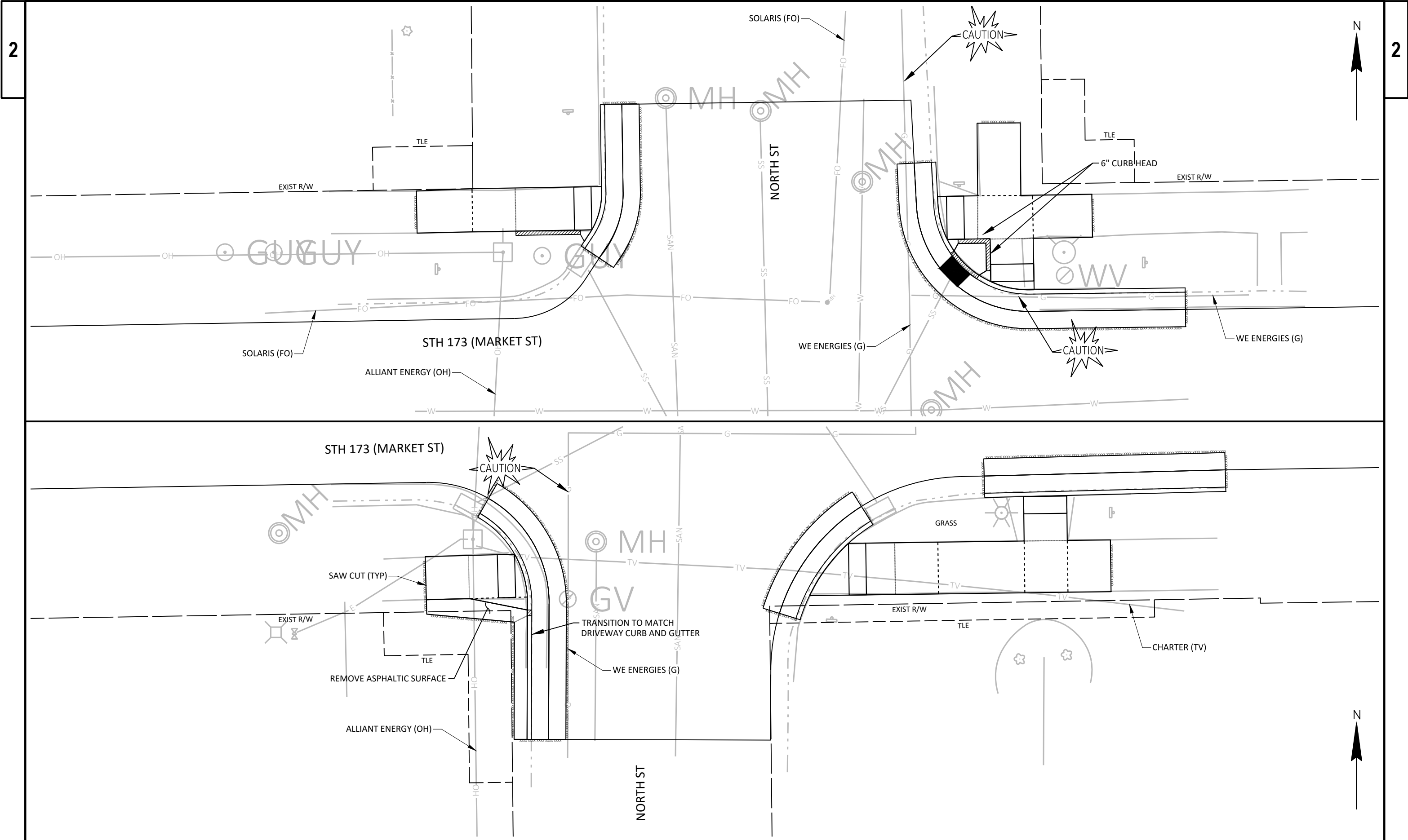


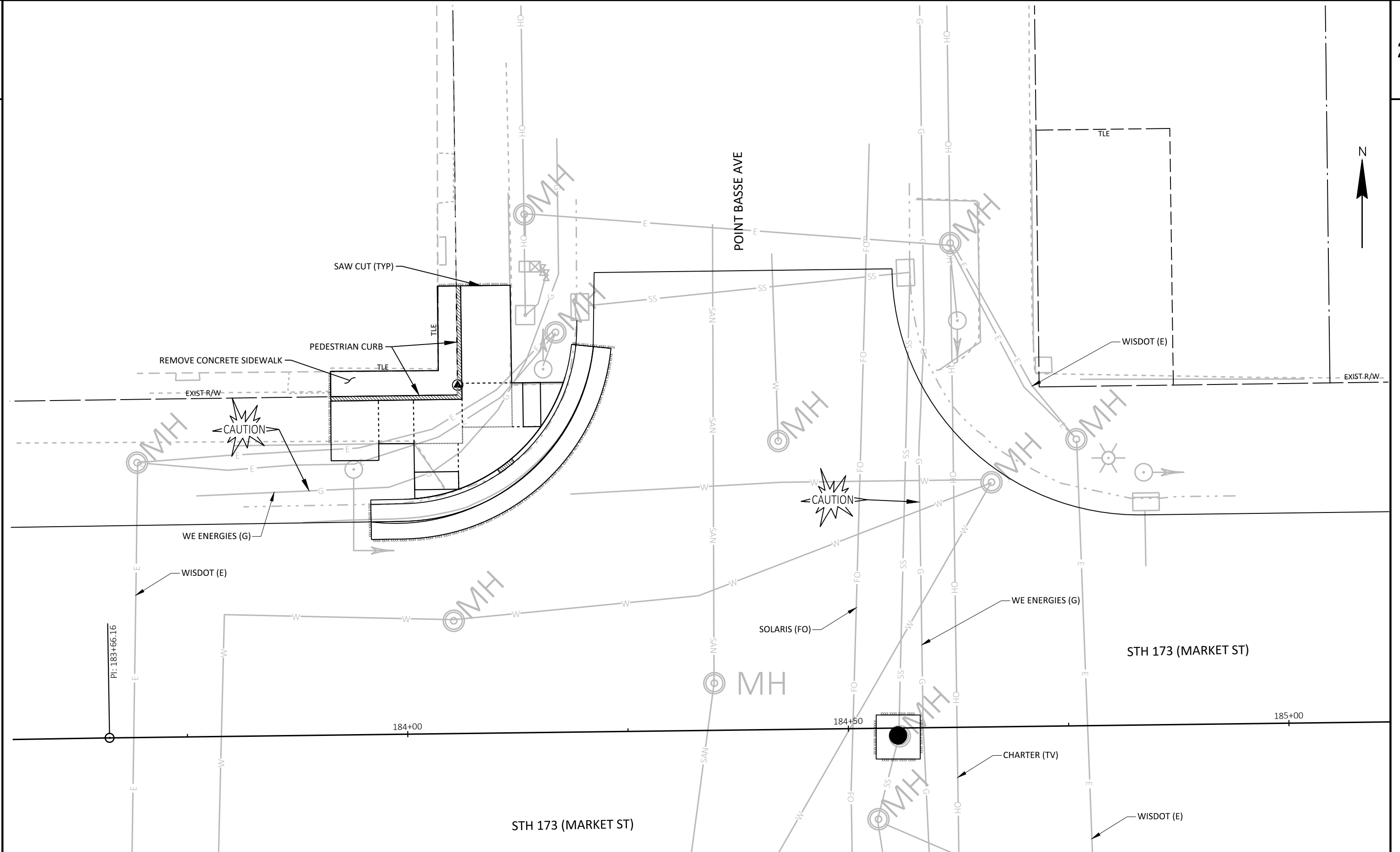












PROJECT NO: 6933-00-76

HWY: STH 173

COUNTY: WOOD

INTERSECTION DETAILS - POINT BASSE AVE

SHEET

18

E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSP\693300-021201-PD.DWG
LAYOUT NAME - 693300-021209-pd

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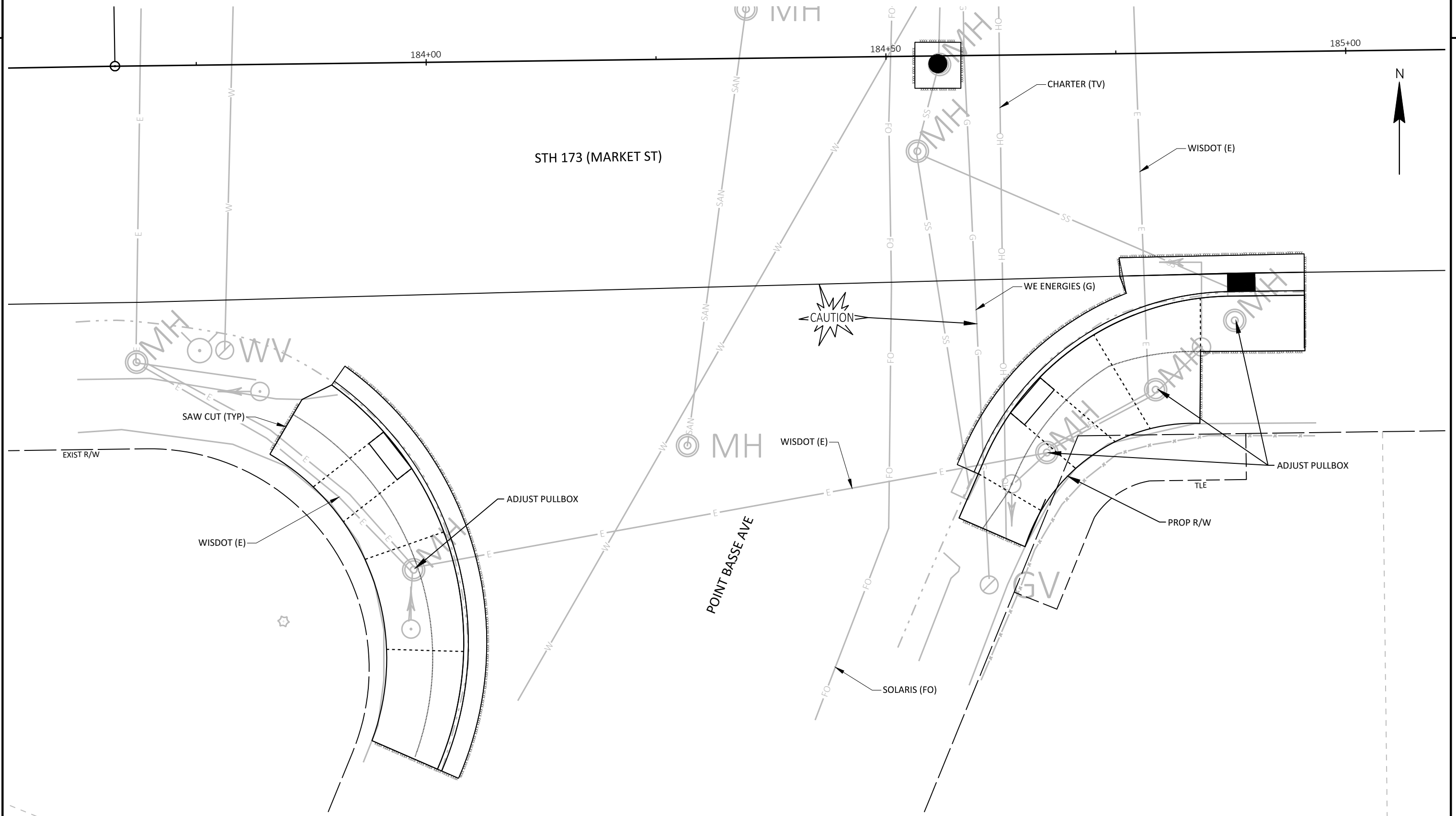
PLOT BY : CRAIG KNUTH

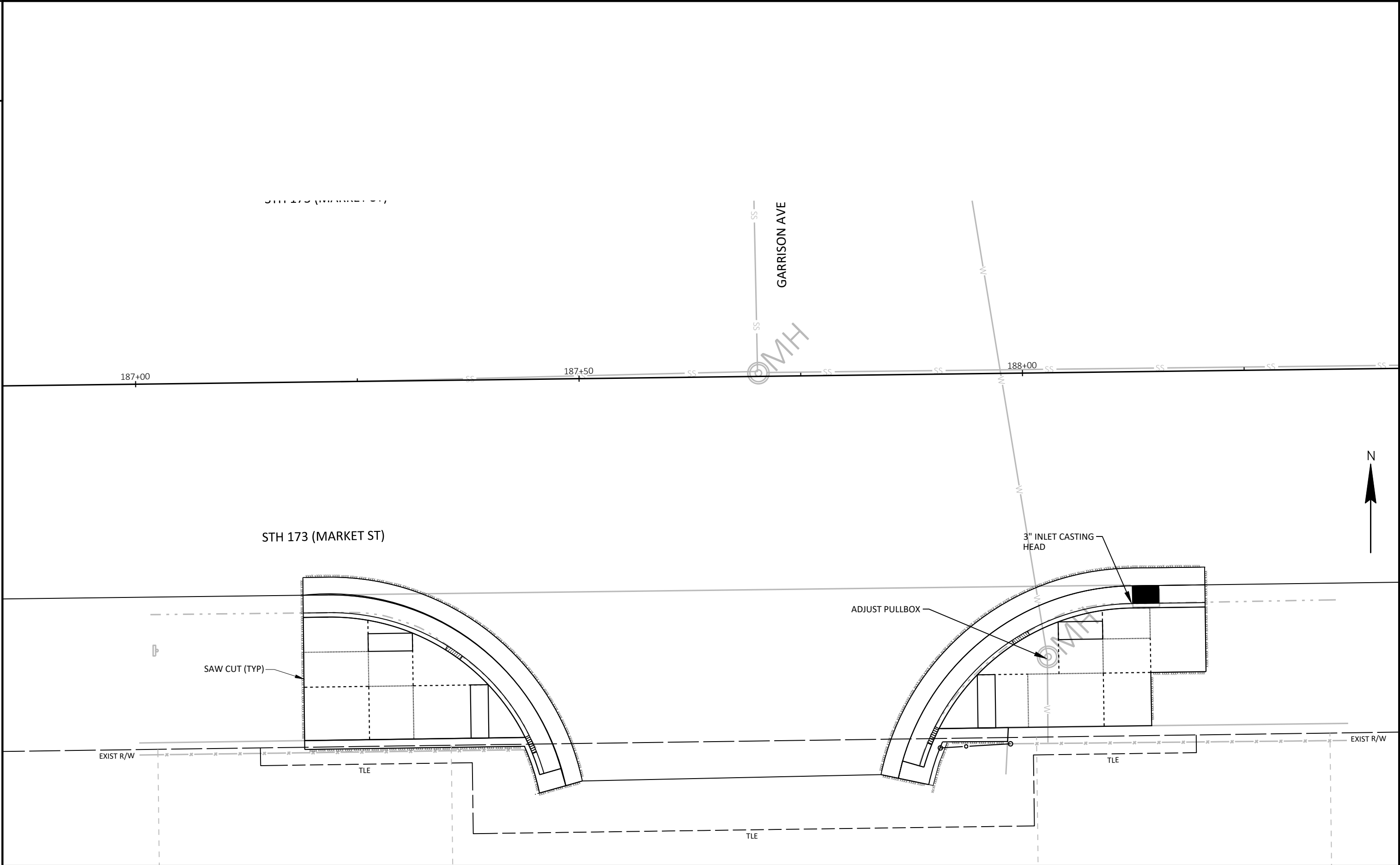
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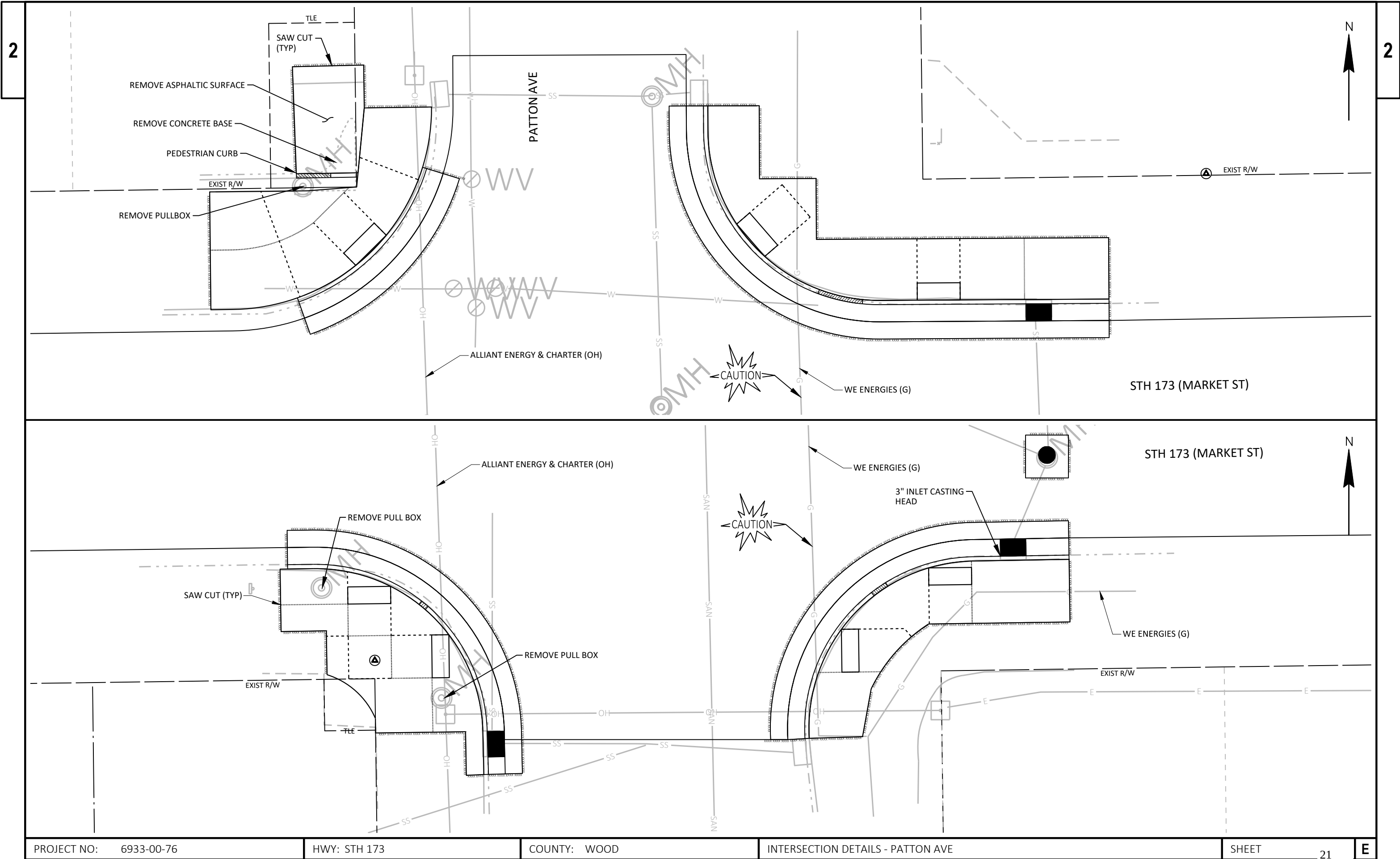
PLOT SCALE : 1 IN:10 FT

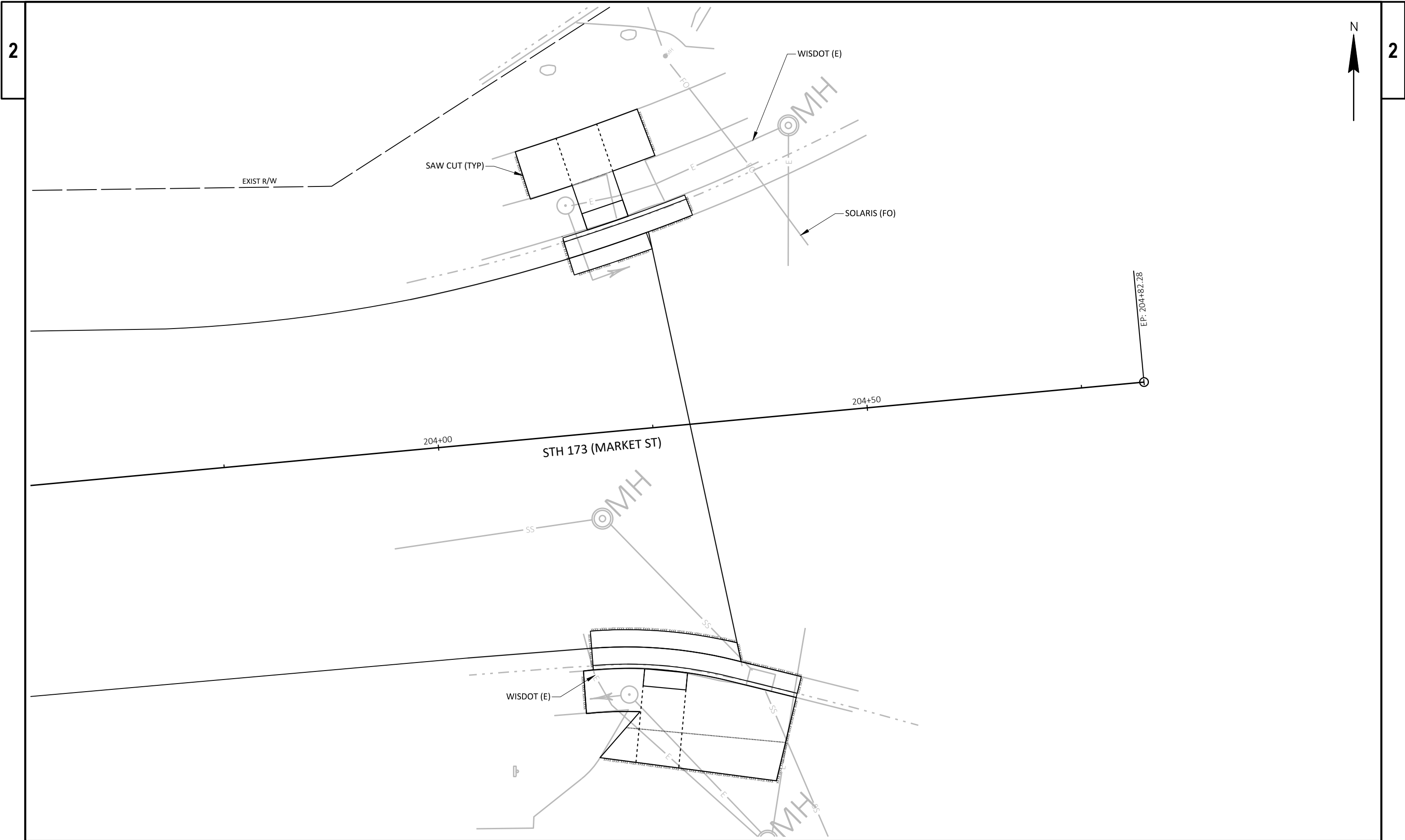
WISDOT/CADDs SHEET 42

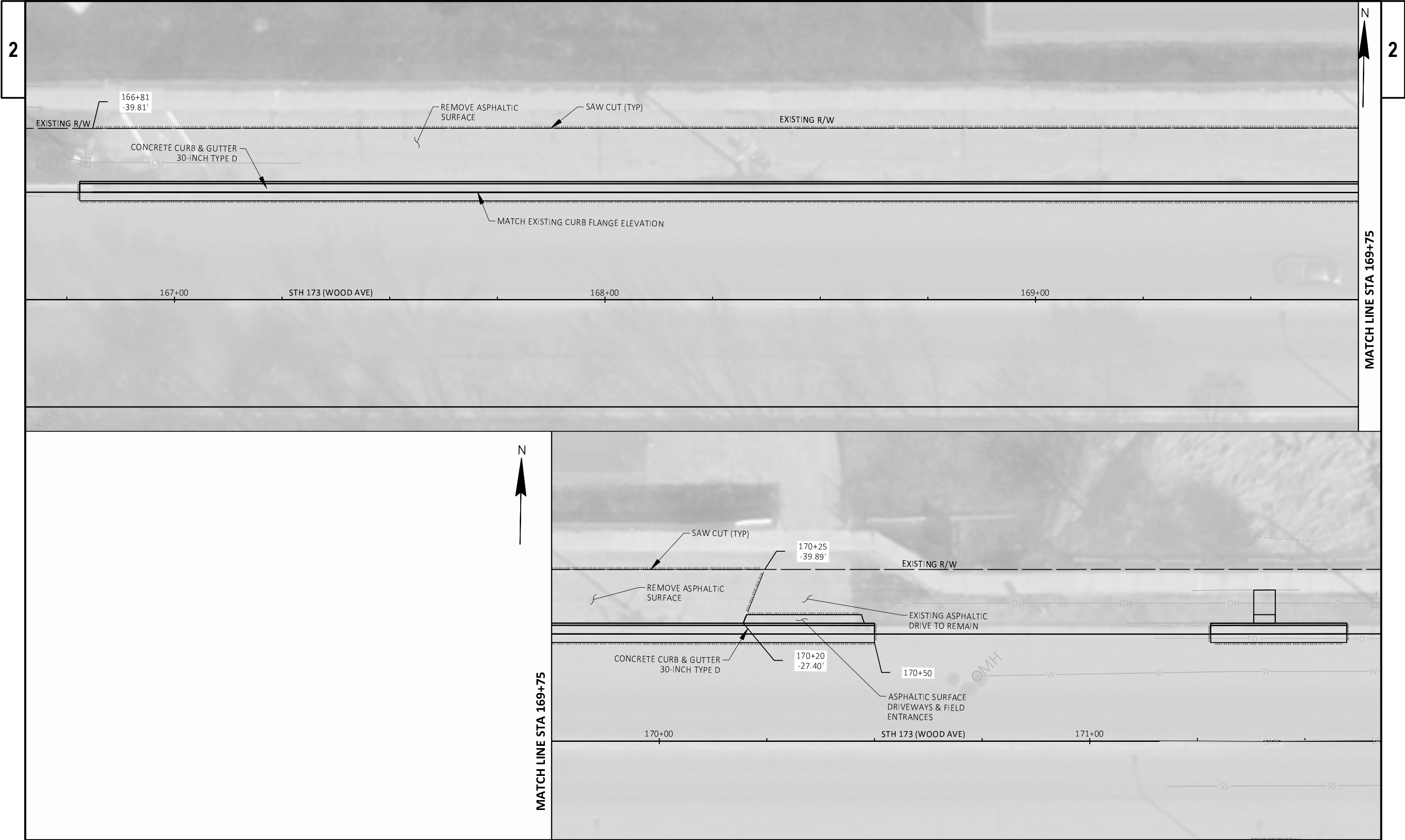
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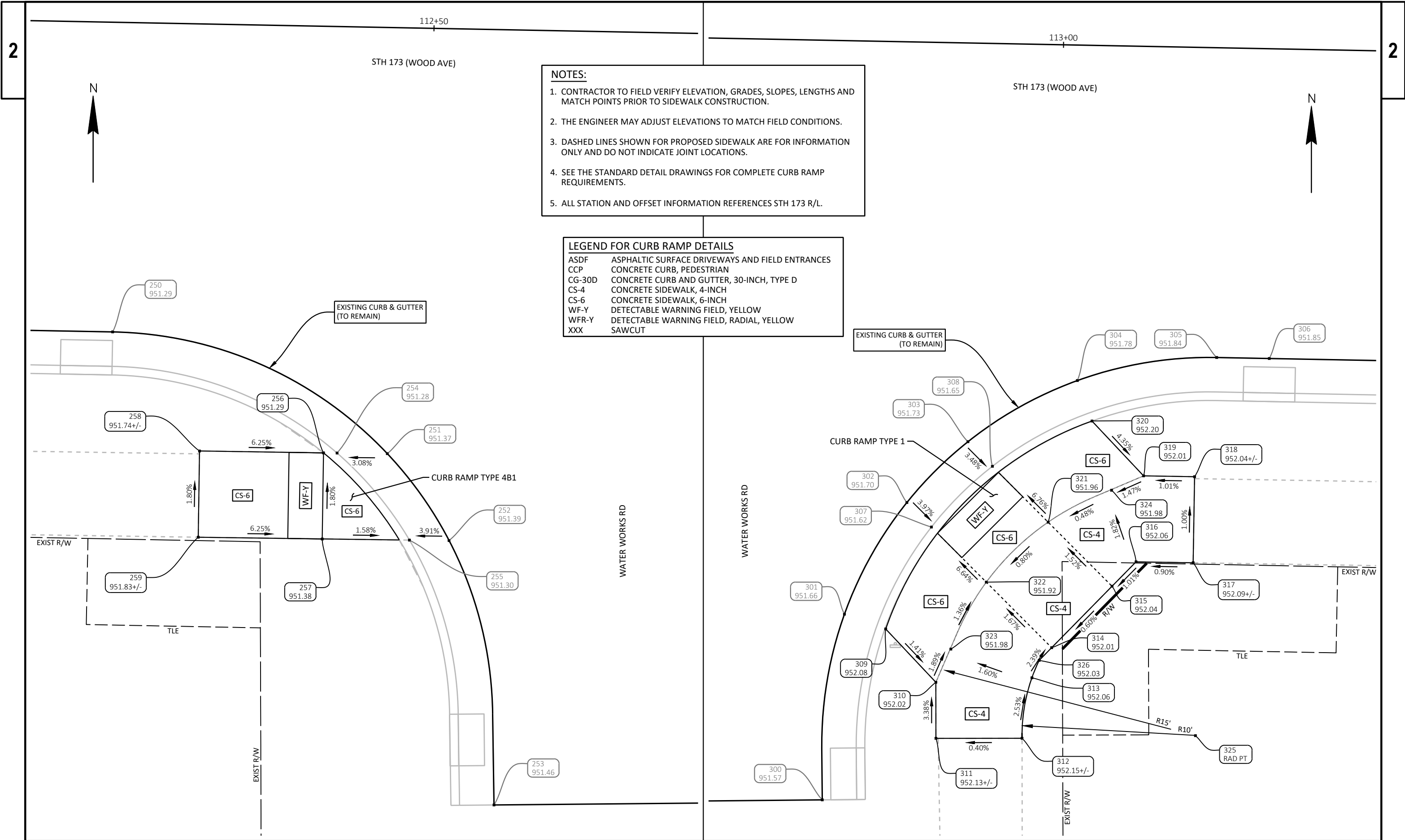












PROJECT NO: 6933-00-76

HWY: STH 173

COUNTY: WOOD

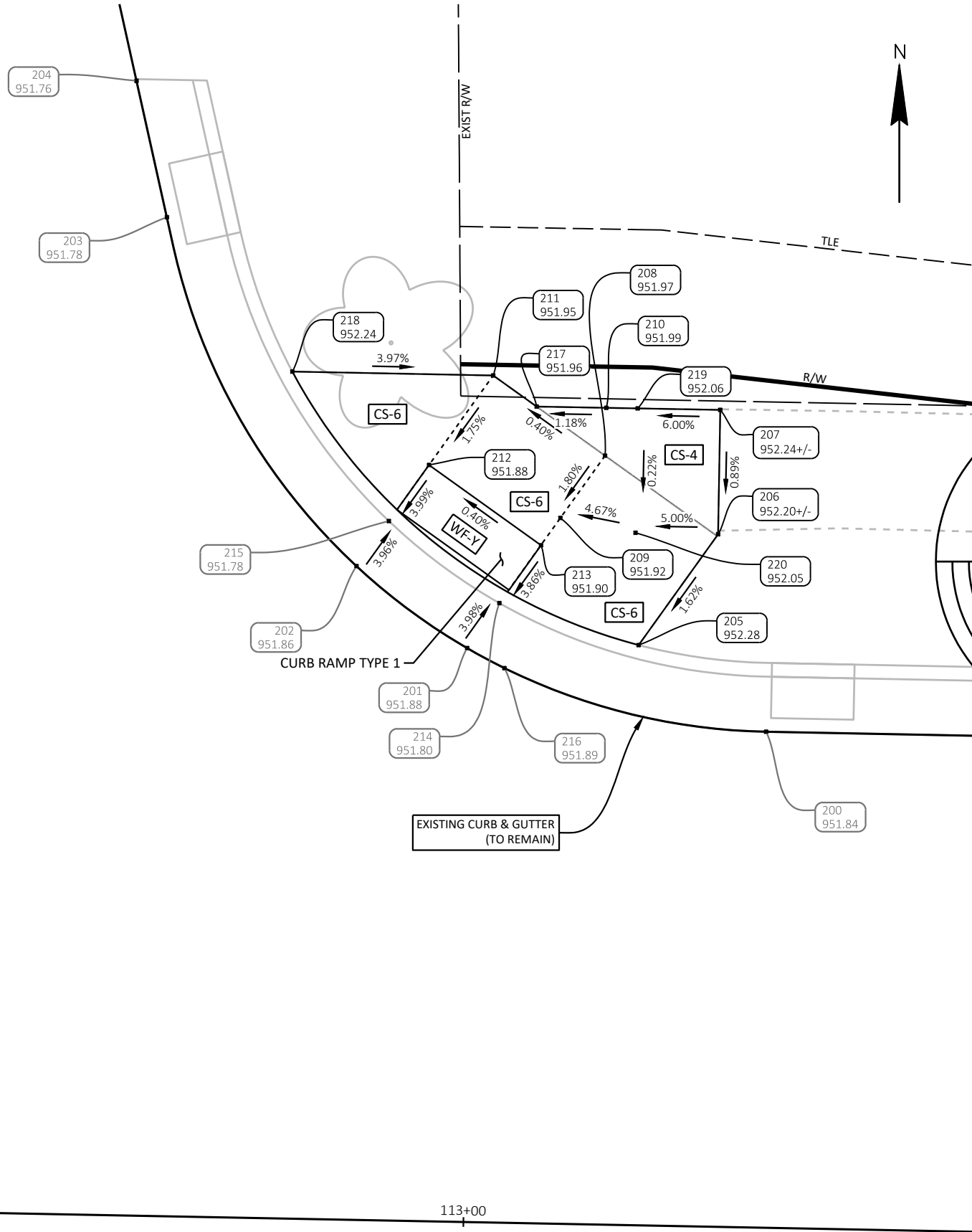
CURB RAMP DETAILS - WATER WORKS RD

SHEET

24

E

WATER WORKS RD



STH 173 (WOOD AVE)



WATER WORKS RD SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
250	951.29	112+31.68	17.99'	423,425.87	704,698.92	FLAG
251	951.37	112+47.76	24.75'	423,418.80	704,714.87	FLAG
252	951.39	112+51.44	29.73'	423,413.75	704,718.45	FLAG
253	951.46	112+54.34	45.04'	423,398.39	704,721.06	FLAG
254	951.28	112+44.84	24.77'	423,418.84	704,711.95	FL
255	951.30	112+49.14	29.75'	423,413.78	704,716.15	FL
256	951.29	112+44.06	24.78'	423,418.85	704,711.16	WF
257	951.38	112+44.08	29.79'	423,413.84	704,711.09	WF
258	951.74	112+36.86	24.81'	423,418.95	704,703.96	SW
259	951.83	112+36.88	29.82'	423,413.95	704,703.89	SW

WATER WORKS RD SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
300	951.57	112+86.83	44.12'	423,398.69	704,753.56	FLAG
301	951.66	112+87.91	33.32'	423,409.47	704,754.85	FLAG
302	951.70	112+91.41	26.76'	423,415.96	704,758.48	FLAG
303	951.73	112+94.89	23.16'	423,419.49	704,762.02	FLAG
304	951.78	113+01.17	19.49'	423,423.05	704,768.37	FLAG
305	951.84	113+09.24	17.99'	423,424.39	704,776.46	FLAG
306	951.85	113+12.29	17.99'	423,424.33	704,779.52	FLAG
307	951.62	112+92.86	28.16'	423,414.54	704,759.90	FL
308	951.65	112+96.34	24.56'	423,418.07	704,763.44	FL
309	952.08	112+90.33	34.13'	423,408.62	704,757.25	SW
310	952.02	112+93.30	37.17'	423,405.52	704,760.16	SW
311	952.13	112+93.36	40.43'	423,402.26	704,760.16	SW
312	952.15	112+98.36	40.32'	423,402.27	704,765.16	SW
313	952.06	112+98.87	36.80'	423,405.78	704,765.74	SW
314	952.01	112+99.98	35.03'	423,407.53	704,766.88	SW
315	952.04	113+03.42	31.39'	423,411.10	704,770.39	SW
316	952.06	113+04.78	29.95'	423,412.52	704,771.78	SW
317	952.09	113+08.10	29.94'	423,412.46	704,775.10	SW
318	952.04	113+08.09	24.94'	423,417.46	704,775.18	SW
319	952.01	113+05.12	24.95'	423,417.51	704,772.22	SW
320	952.20	113+02.07	21.82'	423,420.70	704,769.22	SW
321	951.96	112+99.63	27.74'	423,414.82	704,766.68	SW
322	951.92	112+96.11	31.30'	423,411.34	704,763.09	SW
323	951.98	112+94.13	35.23'	423,407.45	704,761.03	SW
324	951.98	113+03.28	25.82'	423,416.68	704,770.36	SW
325	0.00	113+03.28	25.82'	423,402.42	704,775.23	RAD PT
326	952.03	112+98.87	36.80'	423,406.79	704,766.16	SW

WATER WORKS RD NE QUAD

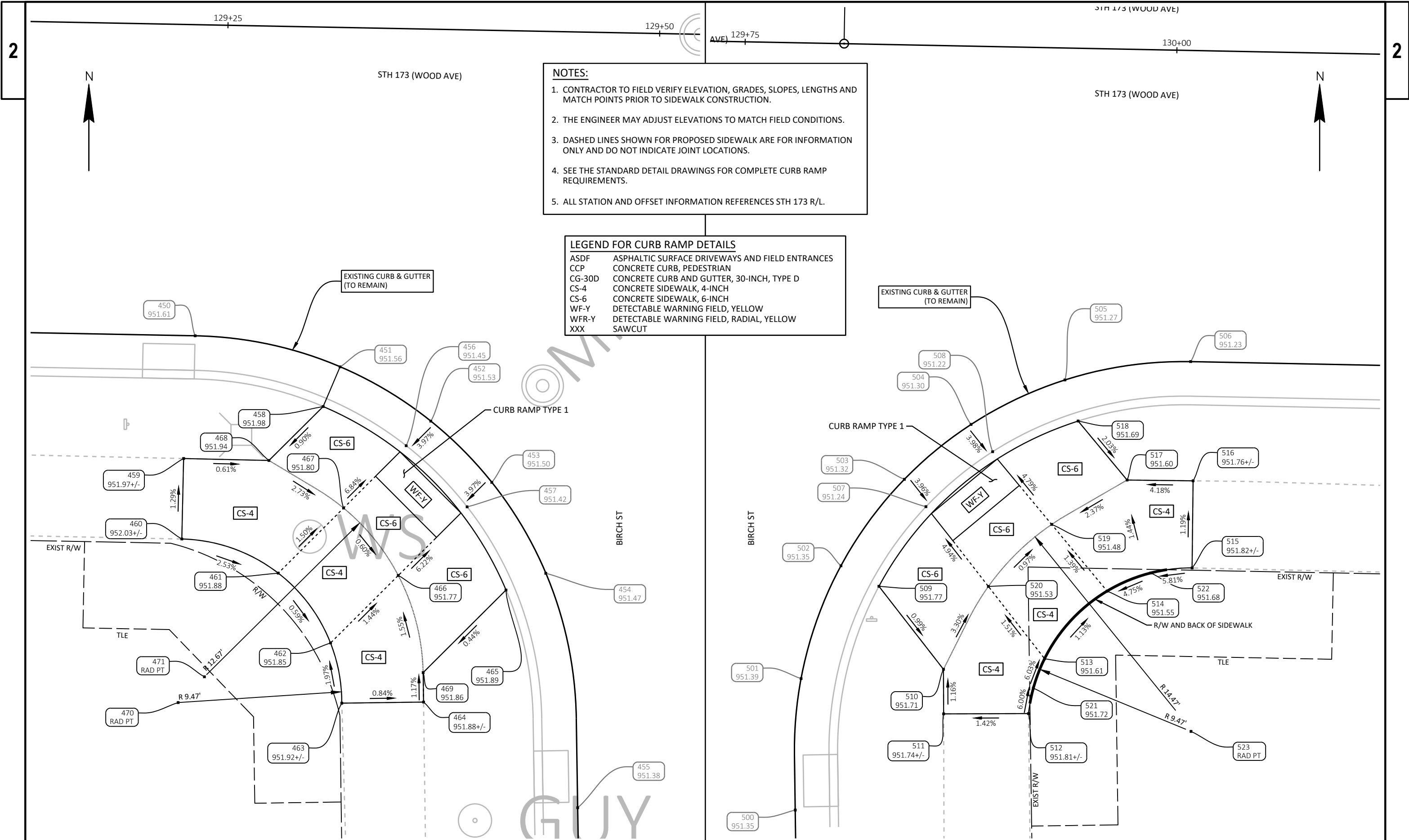
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
200	951.84	113+10.66	-18.01'	423,460.35	704,778.57	FLAG
201	951.88	112+99.74	-20.84'	423,463.39	704,767.71	FLAG
202	951.86	112+95.66	-23.73'	423,466.37	704,763.69	FLAG
203	951.78	112+88.53	-36.27'	423,479.04	704,756.80	FLAG
204	951.76	112+87.33	-41.20'	423,483.99	704,755.69	FLAG
205	952.28	113+05.96	-21.07'	423,463.50	704,773.94	SW
206	952.20	113+08.77	-25.14'	423,467.52	704,776.82	SW
207	952.24	113+08.77	-29.66'	423,472.04	704,776.90	SW
208	951.97	113+04.61	-27.92'	423,470.38	704,772.72	SW
209	951.92	113+03.03	-25.63'	423,468.12	704,771.09	SW
210	951.99	113+04.62	-29.66'	423,472.12	704,772.76	SW
211	951.95	113+00.49	-30.75'	423,473.29	704,768.65	SW
212	951.88	112+98.22	-27.46'	423,470.04	704,766.32	WF
213	951.90	113+02.35	-24.62'	423,467.12	704,770.39	WF
214	951.80	113+00.88	-22.49'	423,465.02	704,768.88	FL
215	951.78	112+96.80	-25.40'	423,468.01	704,764.86	FL
216	951.89	113+01.11	-20.14'	423,462.66	704,769.06	FLAG HP
217	951.96	113+02.09	-29.65'	423,472.16	704,770.23	SW
218	952.24	112+93.20	-30.76'	423,473.43	704,761.36	SW
219	952.06	113+05.77	-29.66'	423,472.10	704,773.90	SW
220	952.05	113+05.77	-25.14'	423,467.58	704,773.82	SW

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

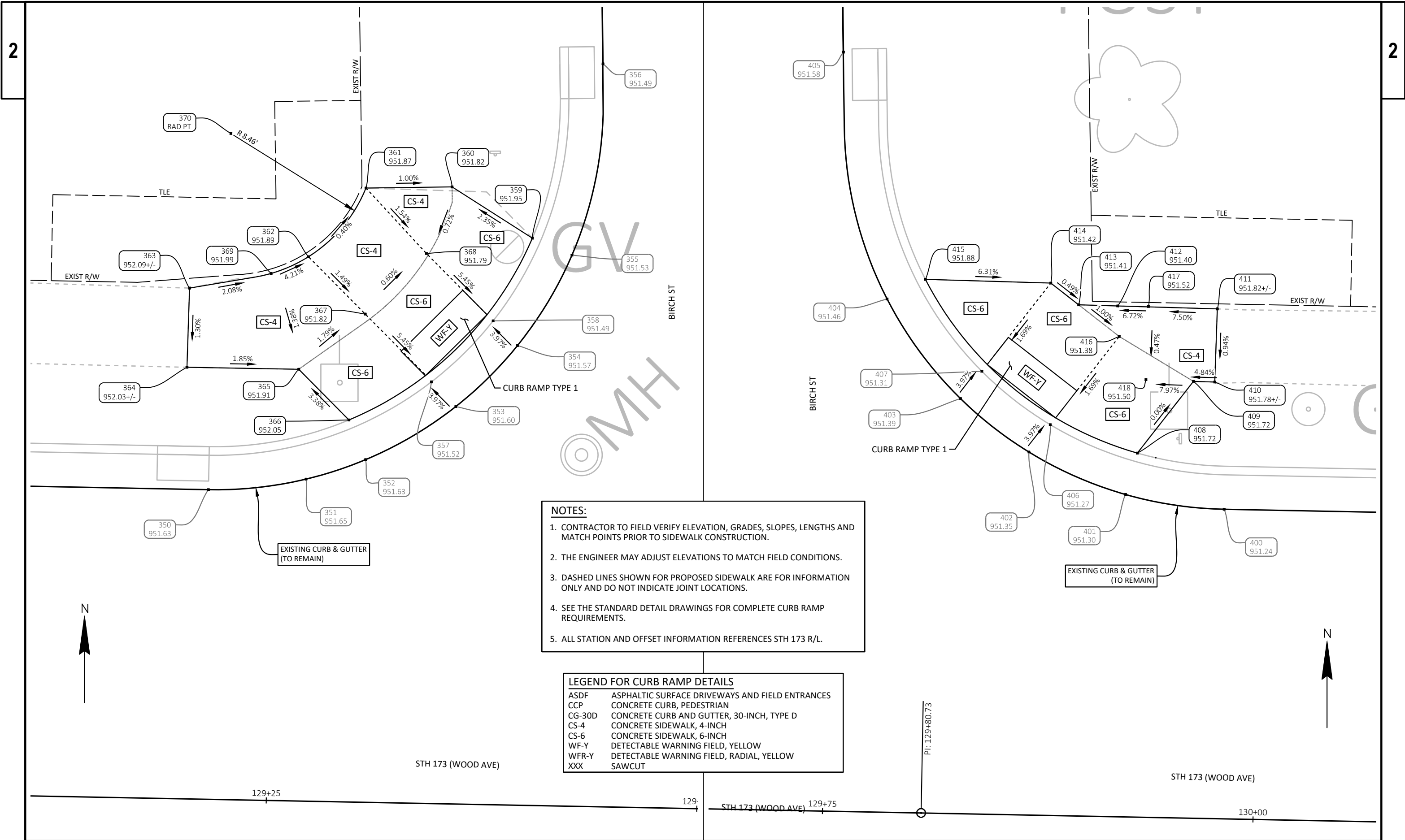


NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT



2

BIRCH ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
450	951.61	129+23.44	18.01'	423,393.50	706,390.37	FLAG
451	951.56	129+31.86	19.65'	423,391.70	706,398.76	FLAG
452	951.53	129+37.18	22.69'	423,388.56	706,404.02	FLAG
453	951.50	129+40.78	26.17'	423,385.01	706,407.55	FLAG
454	951.47	129+44.00	31.37'	423,379.75	706,410.67	FLAG
455	951.38	129+46.11	44.91'	423,366.17	706,412.52	FLAG
456	951.45	129+35.78	24.14'	423,387.14	706,402.59	FL
457	951.42	129+39.38	27.62'	423,383.59	706,406.12	FL
458	951.98	129+30.93	21.97'	423,389.40	706,397.78	SW
459	951.97	129+22.91	25.13'	423,386.39	706,389.71	SW
460	952.03	129+22.89	29.79'	423,381.73	706,389.60	SW
461	951.88	129+28.52	31.66'	423,379.75	706,395.18	SW
462	951.85	129+31.62	35.65'	423,375.71	706,398.21	SW
463	951.92	129+32.34	39.12'	423,372.23	706,398.86	SW
464	951.88	129+37.07	38.97'	423,372.29	706,403.60	SW
465	951.89	129+41.72	32.39'	423,378.78	706,408.37	SW
466	951.77	129+35.47	31.66'	423,379.62	706,402.13	SW
467	951.80	129+32.23	27.82'	423,383.52	706,398.97	SW
468	951.94	129+27.85	25.15'	423,386.28	706,394.65	SW
469	951.86	129+37.01	37.26'	423,374.00	706,403.57	SW
470	0.00	129+31.62	35.65'	423,372.26	706,389.39	RAD PT
471	0.00	129+22.89	29.79'	423,373.75	706,390.91	RAD PT

BIRCH ST SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
500	951.35	129+78.75	44.42'	423,366.04	706,445.16	FLAG
501	951.39	129+78.94	36.81'	423,373.65	706,445.50	FLAG HP
502	951.35	129+81.13	30.23'	423,380.18	706,447.81	FLAG
503	951.32	129+84.71	25.15'	423,385.19	706,451.48	FLAG
504	951.30	129+88.51	21.90'	423,388.37	706,455.34	FLAG
505	951.27	129+93.89	19.22'	423,390.94	706,460.78	FLAG
506	951.23	130+01.15	18.02'	423,392.00	706,468.06	FLAG
507	951.24	129+85.99	26.71'	423,383.60	706,452.73	FL
508	951.22	129+89.79	23.45'	423,386.79	706,456.59	FL
509	951.77	129+83.36	31.38'	423,378.99	706,450.01	SW
510	951.71	129+87.19	36.11'	423,374.18	706,453.75	SW
511	951.74	129+87.25	38.69'	423,371.61	706,453.75	SW
512	951.81	129+92.16	38.58'	423,371.62	706,458.67	SW
513	951.61	129+93.03	35.38'	423,374.80	706,459.60	SW
514	951.55	129+96.57	31.40'	423,378.71	706,463.22	SW
515	951.82	130+01.46	29.96'	423,380.05	706,468.14	SW
516	951.76	130+01.43	24.91'	423,385.10	706,468.20	SW
517	951.60	129+97.60	24.94'	423,385.15	706,464.38	SW
518	951.69	129+94.70	21.58'	423,388.56	706,461.54	SW
519	951.48	129+93.29	27.60'	423,382.58	706,460.01	SW
520	951.53	129+89.70	31.26'	423,378.99	706,456.35	SW
521	951.72	129+92.41	37.10'	423,373.10	706,458.95	SW
522	951.68	129+99.08	30.30'	423,379.76	706,465.75	SW
523	0.00	129+99.08	30.30'	423,370.59	706,468.08	RAD PT

BIRCH ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
350	951.63	129+21.30	-17.99'	423,429.53	706,388.92	FLAG
351	951.65	129+26.95	-18.71'	423,430.15	706,394.58	FLAG HP
352	951.63	129+30.39	-19.90'	423,431.28	706,398.04	FLAG
353	951.60	129+35.57	-23.09'	423,434.36	706,403.28	FLAG
354	951.57	129+39.08	-26.70'	423,437.91	706,406.86	FLAG
355	951.53	129+42.14	-32.01'	423,443.16	706,410.02	FLAG
356	951.49	129+43.73	-43.16'	423,454.27	706,411.82	FLAG
357	951.52	129+34.12	-24.49'	423,435.79	706,401.86	FL
358	951.49	129+37.64	-28.10'	423,439.34	706,405.45	FL
359	951.95	129+39.83	-32.95'	423,444.14	706,407.73	SW
360	951.82	129+35.10	-35.84'	423,447.12	706,403.06	SW
361	951.87	129+30.11	-35.68'	423,447.06	706,398.06	SW
362	951.89	129+26.85	-31.63'	423,443.07	706,394.73	SW
363	952.09	129+19.98	-29.67'	423,441.24	706,387.82	SW
364	952.03	129+19.92	-25.07'	423,436.64	706,387.67	SW
365	951.91	129+26.41	-25.08'	423,436.53	706,394.16	SW
366	952.05	129+29.38	-22.19'	423,433.58	706,397.08	SW
367	951.82	129+30.21	-28.36'	423,439.73	706,398.02	SW
368	951.79	129+33.69	-31.94'	423,443.25	706,401.58	SW
369	951.99	129+24.70	-30.61'	423,442.09	706,392.56	SW
370	0.00	129+22.89	29.79'	423,450.23	706,390.22	RAD PT

BIRCH ST NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
400	951.24	129+97.98	-17.98'	423,428.06	706,465.59	FLAG
401	951.30	129+92.23	-18.73'	423,428.91	706,459.86	FLAG
402	951.35	129+86.58	-21.09'	423,431.38	706,454.25	FLAG
403	951.39	129+82.54	-24.11'	423,434.48	706,450.28	FLAG
404	951.46	129+78.18	-29.81'	423,440.27	706,446.02	FLAG
405	951.58	129+75.37	-44.10'	423,454.61	706,443.48	FLAG
406	951.27	129+87.78	-22.70'	423,432.97	706,455.49	FL
407	951.31	129+83.75	-25.72'	423,436.07	706,451.52	FL
408	951.72	129+92.87	-21.15'	423,431.32	706,460.55	SW
409	951.72	129+96.05	-25.38'	423,435.49	706,463.80	SW
410	951.78	129+97.29	-25.36'	423,435.45	706,465.04	SW
411	951.82	129+97.35	-29.61'	423,439.70	706,465.19	SW
412	951.40	129+91.56	-29.67'	423,439.87	706,459.41	SW
413	951.41	129+89.30	-29.69'	423,439.93	706,457.14	SW
414	951.42	129+87.66	-30.92'	423,441.20	706,455.52	SW
415	951.88	129+80.38	-31.00'	423,441.41	706,448.24	SW
416	951.38	129+91.69	-27.90'	423,438.09	706,459.50	SW
417	951.52	129+93.35	-29.67'	423,439.83	706,461.19	SW
418	951.50	129+93.29	-25.42'	423,435.59	706,461.05	SW

2

PROJECT NO: 6933-00-76

HWY: STH 173

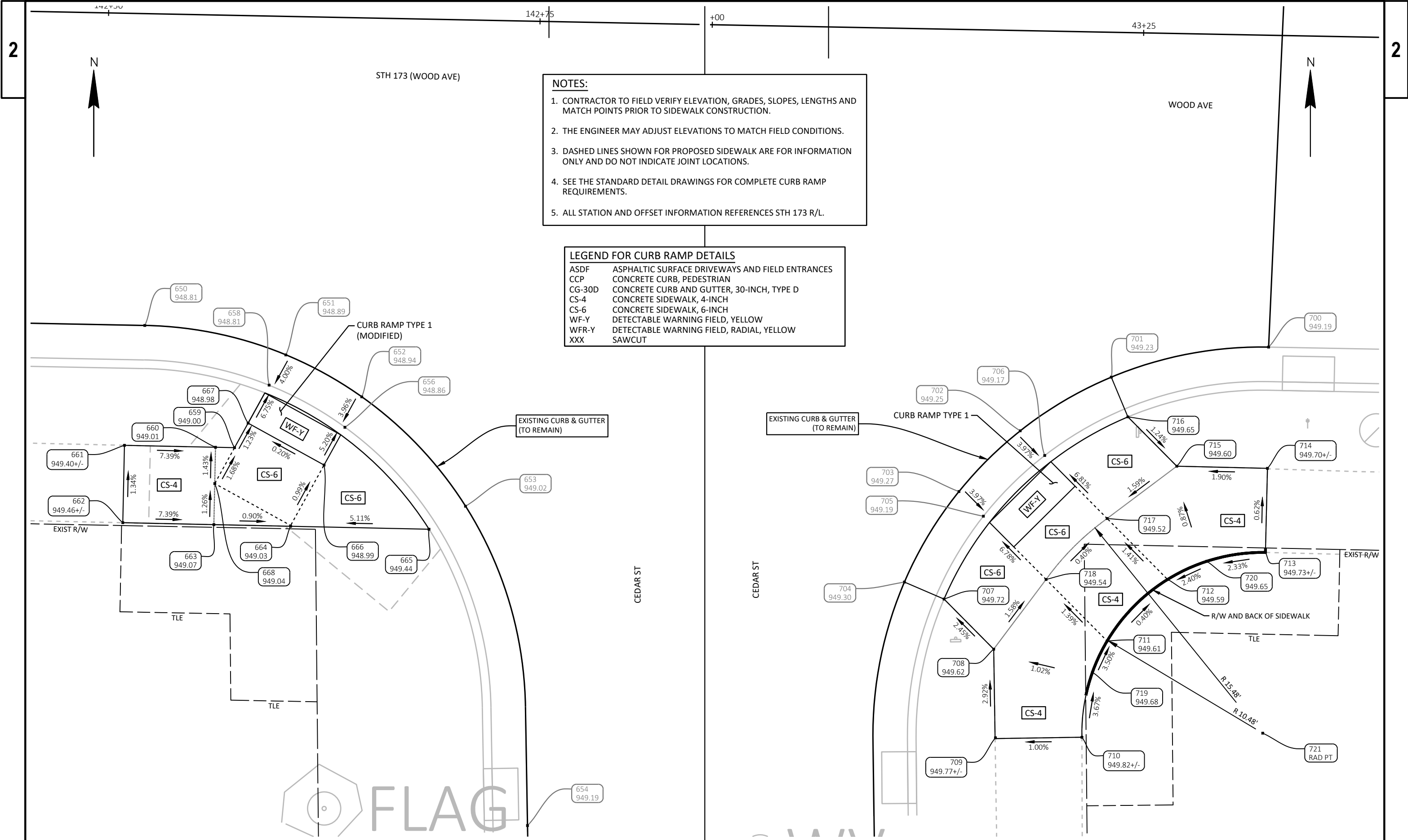
COUNTY: WOOD

CURB RAMP DETAILS - BIRCH ST

SHEET

28

E



PROJECT NO: 6933-00-76

HWY: STH 173

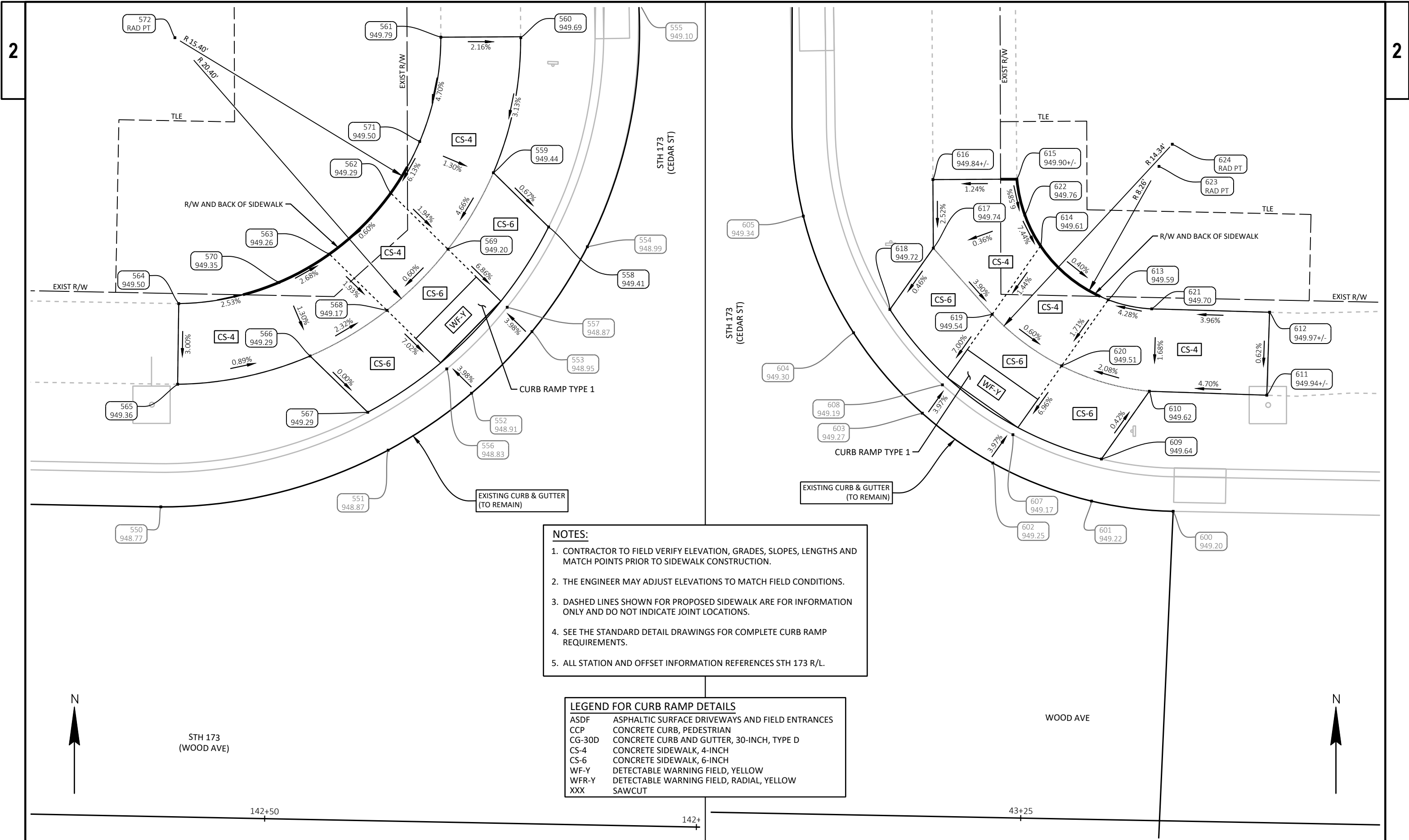
COUNTY: WOOD

CURB RAMP DETAILS - CEDAR ST & WOOD AVE

SHEET

29

E



- NOTES:**
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 2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
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LEGEND FOR CURB RAMP DETAILS	
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
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CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

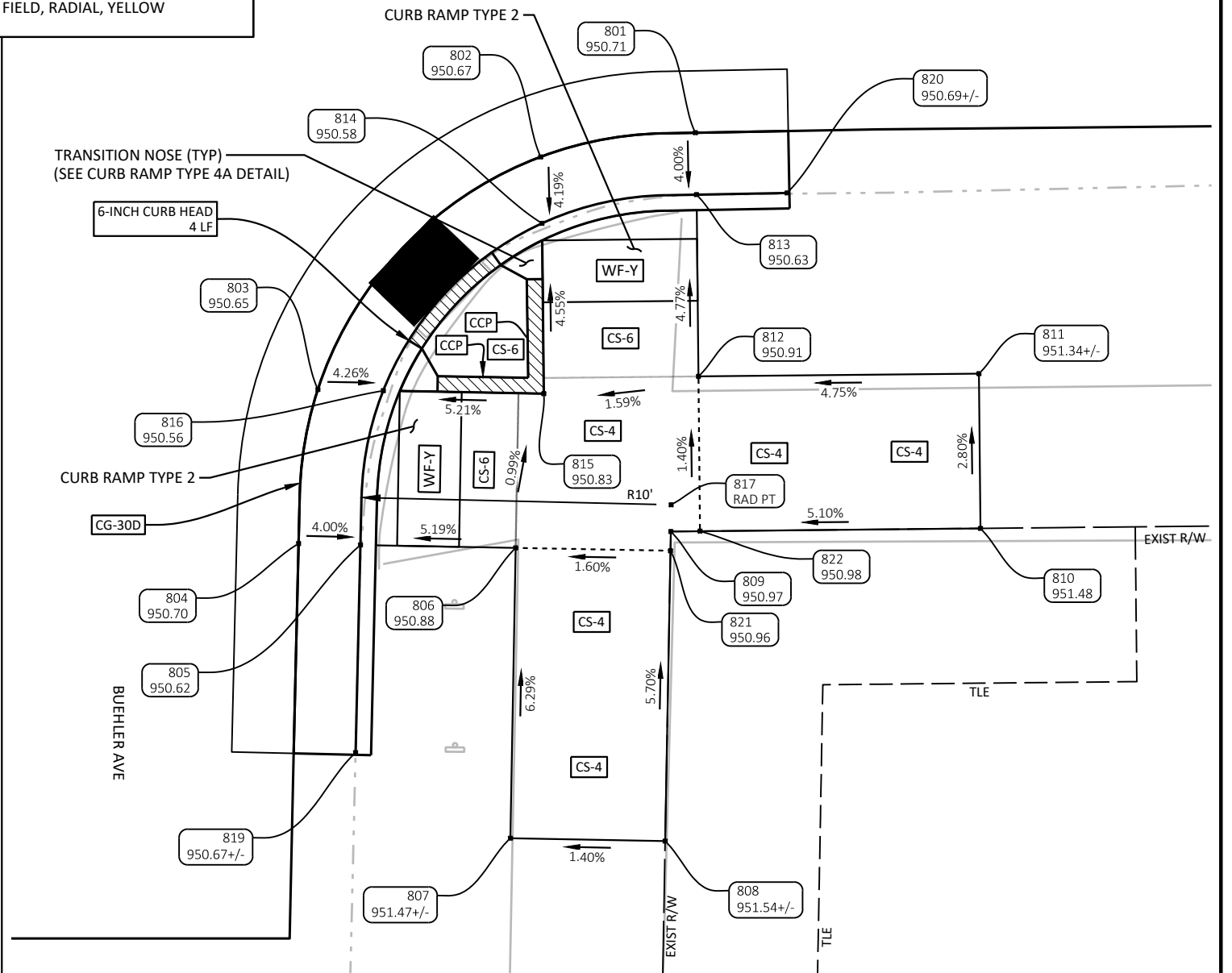
2	WOOD AVE & CEDAR ST SW QUAD							WOOD AVE & CEDAR ST SE QUAD							WOOD AVE & CEDAR ST NW QUAD							WOOD AVE & CEDAR ST NE QUAD							2			
	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION				
	650	948.81	142+52.45	18.07'	423,367.49	707,719.12	FLAG	700	949.19	43+32.58	18.07'	423,365.94	707,799.70	FLAG	550	948.77	142+43.63	-17.93'	423,403.66	707,711.01	FLAG	600	949.20	143+09.19	42.06'	423,401.92	707,801.29	FLAG				
	651	948.89	142+60.65	19.62'	423,365.78	707,727.29	FLAG	701	949.23	43+23.50	19.99'	423,364.20	707,790.58	FLAG	551	948.87	142+56.73	-21.47'	423,406.95	707,724.17	FLAG	601	949.22	143+09.82	37.33'	423,402.51	707,796.56	FLAG				
	652	948.94	142+65.10	21.96'	423,363.36	707,731.69	FLAG	702	949.25	43+18.28	23.20'	423,361.09	707,785.31	FLAG	552	948.91	142+61.49	-24.86'	423,410.24	707,729.00	FLAG	602	949.25	143+12.06	31.63'	423,404.71	707,790.85	FLAG				
	653	949.02	142+71.23	28.18'	423,357.02	707,737.70	FLAG	703	949.27	43+14.80	26.79'	423,357.57	707,781.76	FLAG	553	948.95	143+21.52	-26.65'	423,413.81	707,732.50	FLAG	603	949.27	143+14.97	27.57'	423,407.60	707,786.76	FLAG				
	654	949.19	142+75.18	46.62'	423,338.51	707,741.29	FLAG	704	949.30	43+11.74	32.09'	423,352.32	707,778.60	FLAG HP	554	948.99	143+26.41	-23.42'	423,418.73	707,735.71	FLAG	604	949.30	143+19.65	23.62'	423,412.26	707,782.78	FLAG				
	656	948.86	142+64.16	23.75'	423,361.59	707,730.71	FL	705	949.19	43+16.24	28.19'	423,356.14	707,783.17	FL	555	949.10	143+40.47	-20.35'	423,432.80	707,738.69	FLAG	605	949.34	143+26.43	20.75'	423,419.02	707,779.87	FLAG HP				
	658	948.81	142+59.72	21.39'	423,364.03	707,726.32	FL	706	949.17	43+19.73	24.60'	423,359.66	707,786.73	FL	556	948.83	142+60.03	-26.24'	423,411.65	707,727.57	FL	606	949.27	143+39.22	20.19'	423,431.81	707,779.23	FLAG				
	659	949.00	142+57.79	25.05'	423,360.41	707,724.32	SW	707	949.72	43+14.06	33.03'	423,351.34	707,780.89	SW	557	948.87	143+22.94	-28.08'	423,415.22	707,731.07	FL	607	949.17	143+13.69	32.81'	423,406.36	707,792.01	FL				
	660	949.01	142+56.68	25.05'	423,360.43	707,723.22	SW	708	949.62	43+16.99	35.88'	423,348.43	707,783.77	SW	558	949.41	143+27.57	-25.65'	423,419.87	707,733.46	SW	608	949.19	143+16.60	28.74'	423,409.24	707,787.93	FL				
	661	949.40	142+51.41	25.04'	423,360.55	707,717.94	SW	709	949.77	43+17.19	41.02'	423,343.29	707,783.87	SW	559	949.44	143+30.73	-28.83'	423,423.01	707,730.26	SW	609	949.64	143+12.25	37.92'	423,404.95	707,797.13	SW				
	662	949.46	142+51.40	29.53'	423,356.06	707,717.84	SW	710	949.82	43+22.19	40.89'	423,343.32	707,788.88	SW	560	949.69	143+38.55	-27.19'	423,430.84	707,731.85	SW	610	949.62	143+16.16	40.72'	423,408.87	707,799.91	SW				
	663	949.07	142+56.68	29.54'	423,355.95	707,723.12	SW	711	949.61	43+23.55	35.29'	423,348.90	707,790.34	SW	561	949.79	143+38.60	-31.82'	423,430.86	707,727.22	SW	611	949.94	143+15.89	47.52'	423,408.64	707,806.71	SW				
	664	949.03	142+61.12	29.55'	423,355.85	707,727.57	SW	712	949.59	43+26.98	31.65'	423,352.47	707,793.85	SW	562	949.29	143+29.59	-34.78'	423,421.83	707,724.32	SW	612	949.97	143+20.69	47.71'	423,413.45	707,806.87	SW				
	665	949.44	142+69.14	29.56'	423,355.68	707,735.58	SW	713	949.73	43+32.62	29.98'	423,354.04	707,799.52	SW	563	949.26	142+53.11	-32.76'	423,418.30	707,720.77	SW	613	949.59	143+21.47	38.38'	423,414.17	707,797.53	SW				
	666	948.99	142+62.99	25.96'	423,359.40	707,729.50	WF SW	714	949.70	43+32.65	25.10'	423,358.91	707,799.63	SW	564	949.50	142+44.44	-29.72'	423,415.43	707,712.05	SW	614	949.61	143+24.61	34.47'	423,417.28	707,793.61	SW				
	667	948.98	142+58.55	23.62'	423,361.83	707,725.10	WF	715	949.60	43+27.39	25.08'	423,359.04	707,794.38	SW	565	949.36	142+44.47	-25.05'	423,410.76	707,711.98	SW	615	949.90	143+28.49	33.13'	423,421.16	707,792.24	SW				
	668	949.04	142+56.68	27.16'	423,358.33	707,723.17	SW	716	949.65	43+24.51	22.28'	423,361.89	707,791.55	SW	566	949.29	142+52.11	-26.84'	423,412.40	707,719.65	SW	616	949.84	143+28.49	28.27'	423,421.13	707,787.38	SW				
								717	949.52	43+23.42	28.19'	423,356.01	707,790.34	SW	567	949.29	142+55.51	-23.64'	423,409.14	707,722.99	SW	617	949.74	143+24.52	28.26'	423,417.16	707,787.40	SW				
								718	949.54	43+19.94	31.78'	423,352.47	707,786.81	SW	568	949.17	142+56.51	-29.56'	423,415.04	707,724.11	SW	618	949.72	143+20.98	25.73'	423,413.61	707,784.89	SW				
								719	949.68	43+22.73	37.11'	423,347.09	707,789.49	SW	569	949.20	143+26.32	-31.49'	423,418.59	707,727.63	SW	619	949.54	143+20.67	31.65'	423,413.33	707,790.81	SW				
								720	949.65	43+29.23	30.56'	423,353.53	707,796.11	SW	570	949.35	142+50.22	-31.06'	423,416.66	707,717.85	SW	620	949.51	143+17.66	35.65'	423,410.34	707,794.83	SW				
								721	0.00	43+32.66	40.46'	423,343.56	707,799.36	RAD PT	571	949.50	143+32.57	-33.08'	423,424.82	707,726.00	SW	621	949.70	143+20.93	40.89'	423,413.64	707,800.05	SW				
															572	0.00	142+43.92	-45.11'	423,430.83	707,711.82	RAD PT	622	949.76	143+26.41	33.57'	423,419.08	707,792.70	SW				
																						623	0.00	143+29.17	41.36'	423,421.89	707,800.47	RAD PT				
																						624	0.00	143+30.45	42.14'	423,423.18	707,801.24	RAD PT				
PROJECT NO: 6933-00-76							HWY: STH 173							COUNTY: WOOD							CURB RAMP DETAILS - CEDAR ST & WOOD AVE							SHEET 31		E		
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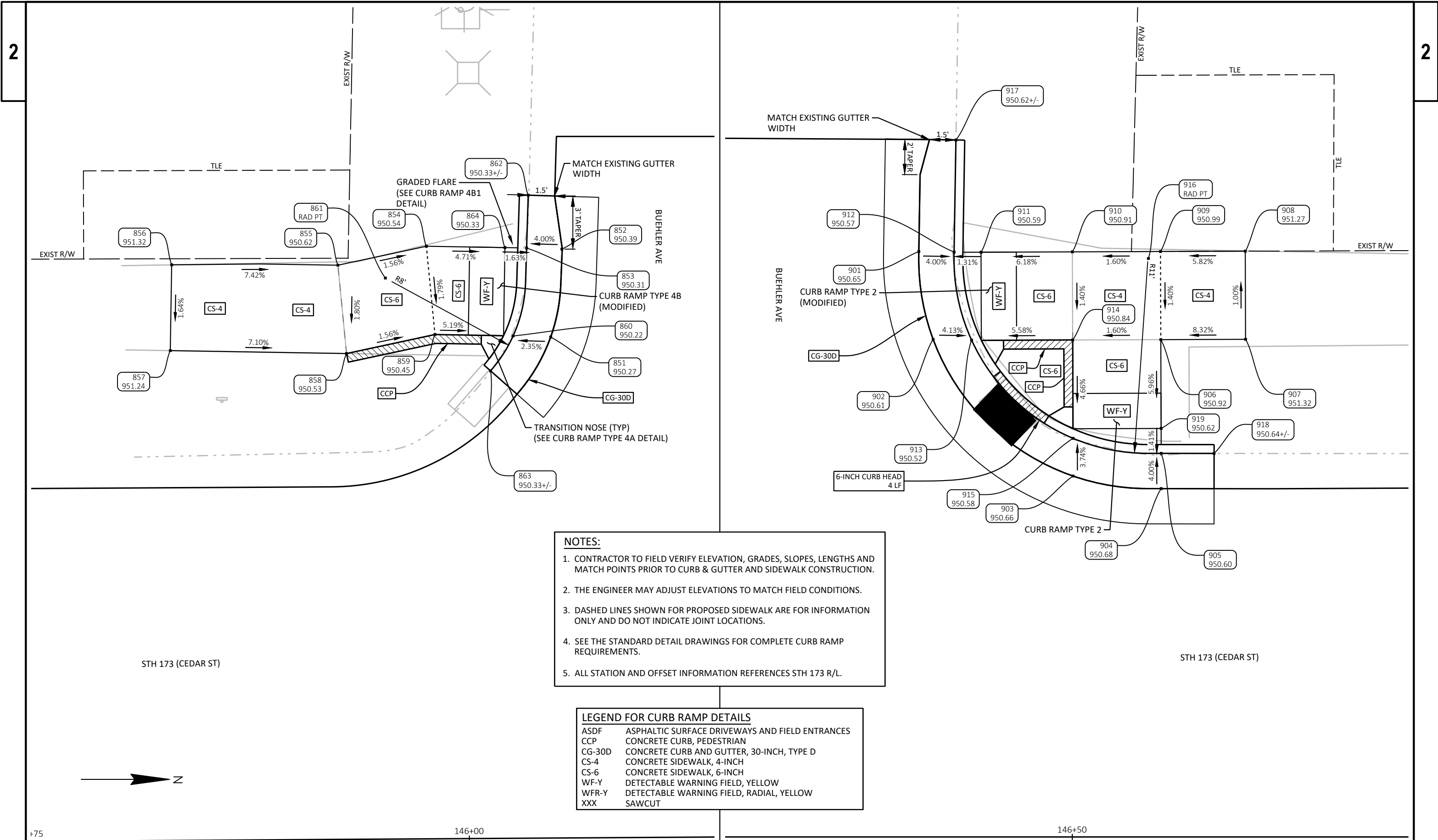
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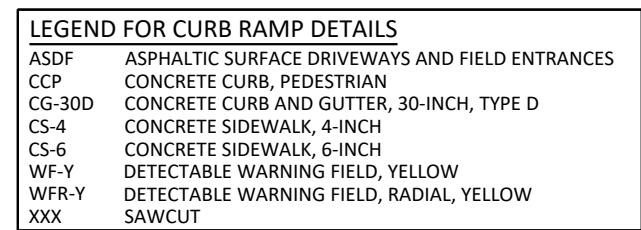
STH 173 (CEDAR ST)

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
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5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT







NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
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LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

MH

153+00

153+25

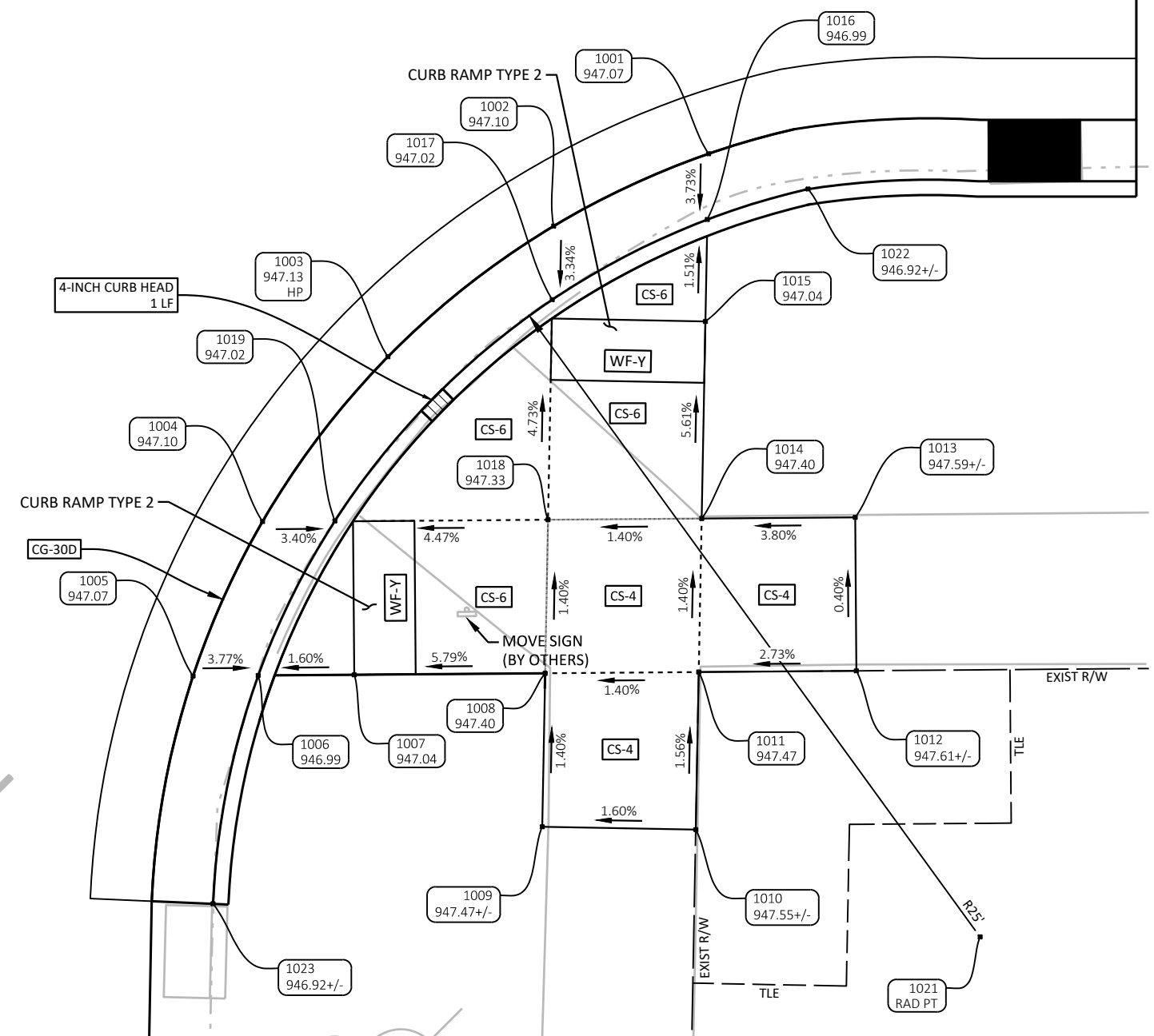
STH 173 (MARKET ST)

MH



CEDAR ST

CEDAR ST



PROJECT NO: 6933-00-76

HWY: STH 173

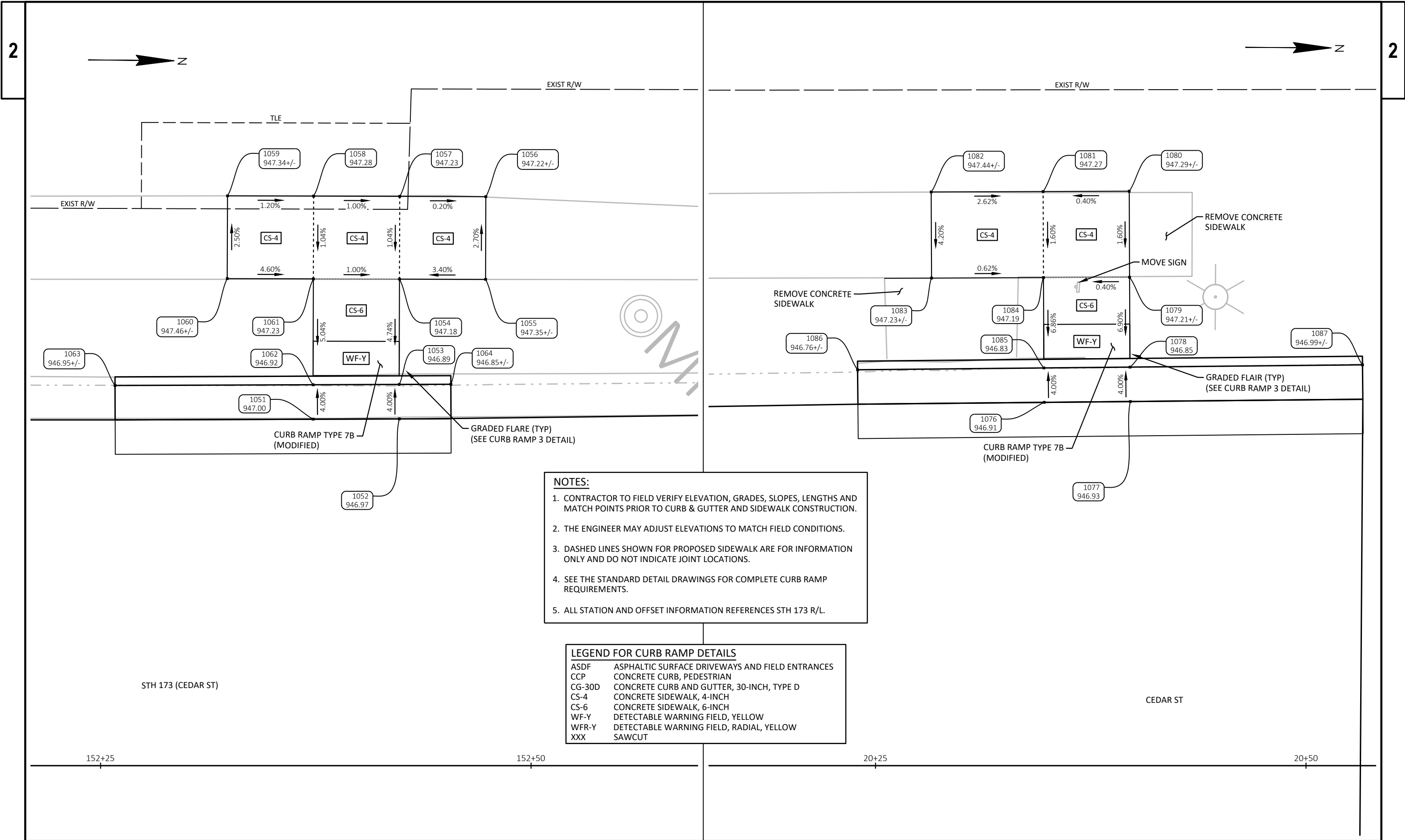
COUNTY: WOOD

CURB RAMP DETAILS - CEDAR ST & MARKET ST

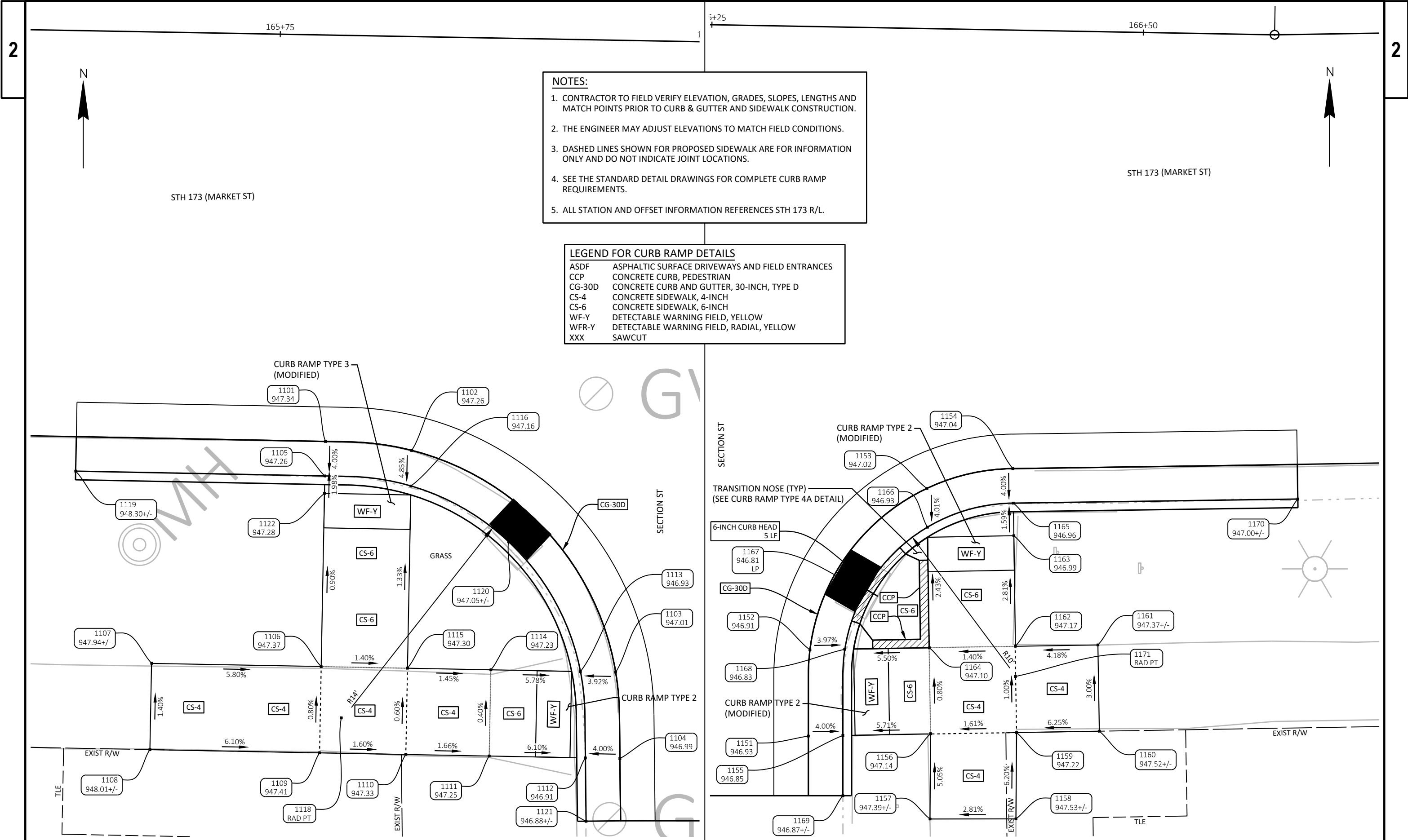
SHEET

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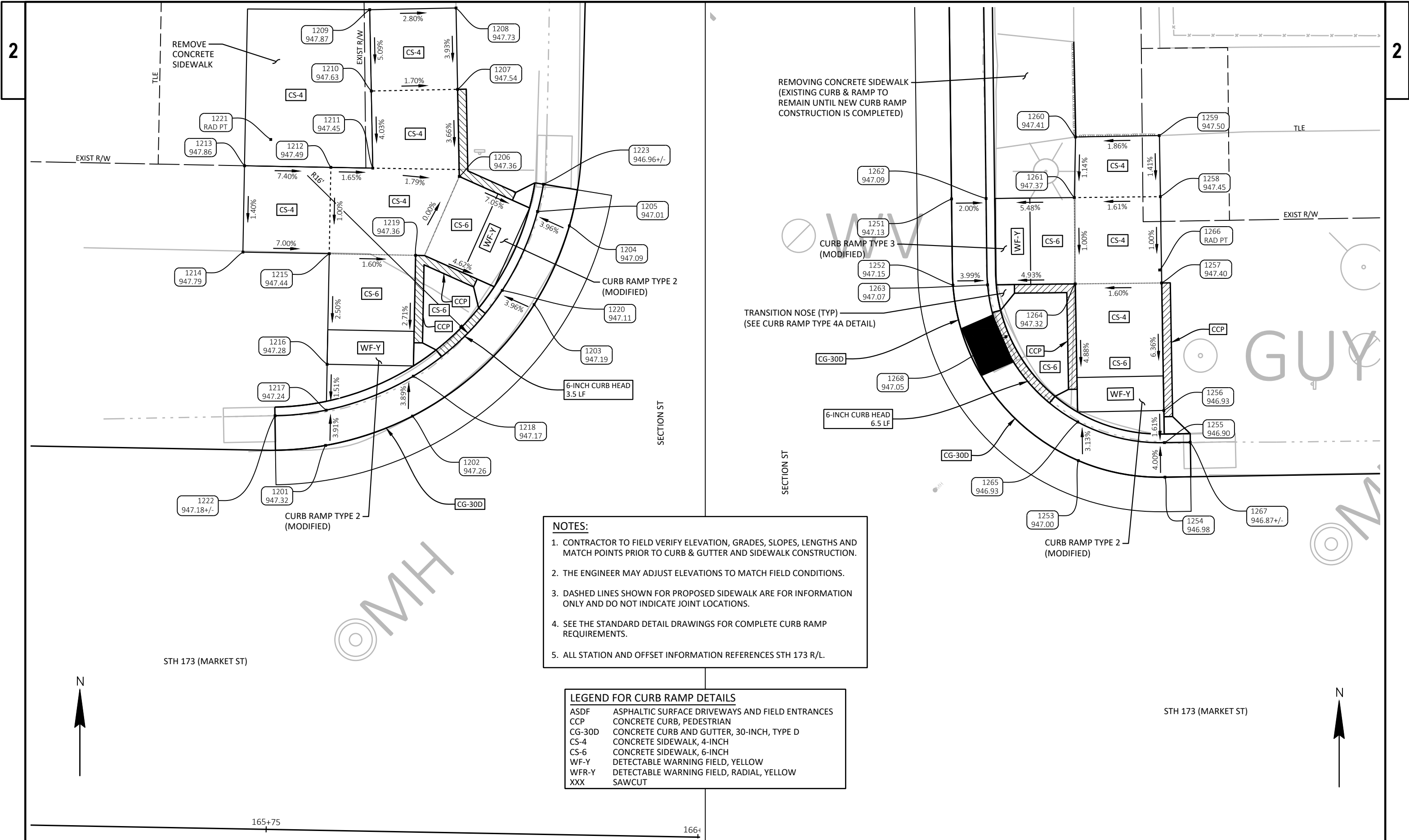


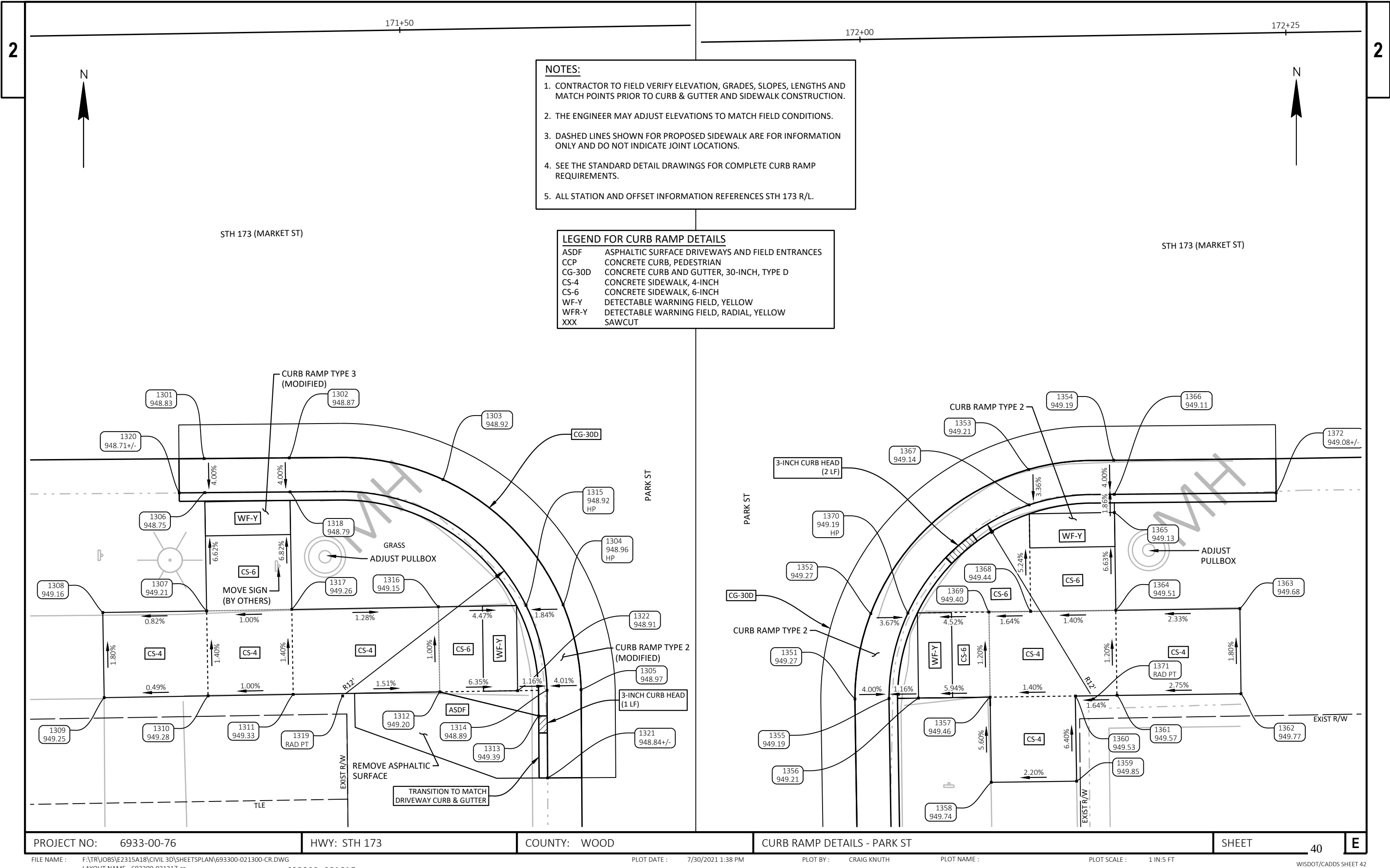
2	BUEHLER AVE SE QUAD						BUEHLER AVE NE QUAD						BUEHLER AVE SW QUAD						BUEHLER AVE NW QUAD						2				
	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION		OFFSET	NORTHING	EASTING	DESCRIPTION
	751	950.54	146+03.89	33.10'	423,696.55	707,790.48	FLAG	801	950.71	146+52.42	19.93'	423,745.00	707,777.00	FLAG	851	950.27	146+04.79	-28.42'	423,697.06	707,728.96	FLAG	901	950.65	146+41.29		-33.21'	423,733.54	707,723.93	FLAG
	752	950.47	146+02.98	28.09'	423,695.61	707,785.48	FLAG	802	950.67	146+47.42	20.67'	423,740.00	707,777.78	FLAG	852	950.39	146+05.46	-33.41'	423,697.70	707,723.96	FLAG	902	950.61	146+42.10		-28.22'	423,734.38	707,728.92	FLAG
	753	950.40	146+00.79	28.08'	423,693.42	707,785.48	FL	803	950.65	146+40.18	28.14'	423,732.81	707,785.29	FLAG	853	950.31	146+03.46	-33.48'	423,695.70	707,723.90	FL	903	950.66	146+50.04		-20.48'	423,742.36	707,736.61	FLAG
	755	950.69	145+96.57	28.05'	423,689.20	707,785.47	SW	804	950.70	146+39.52	33.11'	423,732.18	707,790.27	FLAG	854	950.54	145+97.77	-33.61'	423,690.01	707,723.80	SW	904	950.68	146+55.04		-19.76'	423,747.37	707,737.30	FLAG
	756	950.77	145+91.57	27.99'	423,684.20	707,785.45	SW	805	950.62	146+41.52	33.17'	423,734.18	707,790.31	FL	855	950.62	145+92.75	-32.57'	423,685.00	707,724.88	SW	905	950.60	146+55.04		-21.76'	423,747.36	707,735.30	FL
	757	951.04	145+85.71	28.16'	423,678.34	707,785.65	SW	806	950.88	146+46.53	33.30'	423,739.19	707,790.41	SW	856	951.32	145+83.32	-32.65'	423,675.57	707,724.86	SW	906	950.92	146+55.02		-28.21'	423,747.30	707,728.84	SW
	758	951.02	145+85.66	32.93'	423,678.32	707,790.43	SW	807	951.47	146+46.30	42.67'	423,739.02	707,799.79	SW	857	951.24	145+83.21	-27.79'	423,675.49	707,729.72	SW	907	951.32	146+59.83		-28.23'	423,752.11	707,728.80	SW
	759	950.84	145+91.52	32.99'	423,684.18	707,790.45	SW	808	951.54	146+51.30	42.80'	423,744.02	707,799.88	SW	858	950.53	145+93.20	-27.56'	423,685.48	707,729.89	SW	908	951.27	146+59.81		-33.23'	423,752.06	707,723.80	SW
760	950.76	145+96.52	33.05'	423,689.18	707,790.47	SW	809	950.97	146+51.55	32.80'	423,744.20	707,789.88	SW	859	950.45	145+98.23	-28.60'	423,690.50	707,728.81	SW	909	950.99	146+55.00	-33.21'		423,747.25	707,723.85	SW	
761	950.48	146+00.18	33.08'	423,692.84	707,790.49	SW	810	951.48	146+61.55	32.76'	423,754.20	707,789.78	SW	860	950.22	146+02.66	-28.49'	423,694.94	707,728.89	FL	910	950.91	146+50.00	-33.19'		423,742.25	707,723.90	SW	
762	950.46	146+01.89	33.11'	423,694.55	707,790.50	FL	811	951.34	146+61.53	27.76'	423,754.15	707,784.78	SW	861	950.69	145+95.43	-31.83'	423,687.69	707,725.61	RAD PT	911	950.59	146+44.82	-33.17'		423,737.07	707,723.95	SW	
763	0.00	145+90.89	32.88'	423,683.55	707,790.34	RAD PT	812	950.91	146+52.47	27.80'	423,745.10	707,784.87	SW	862	950.33	146+03.57	-36.48'	423,695.79	707,720.90	FL	912	950.57	146+43.29	-33.18'		423,735.54	707,723.95	FL	
764	950.32	145+99.72	26.31'	423,692.34	707,783.71	FL	813	950.63	146+52.44	21.93'	423,745.03	707,779.00	FL	863	950.33	146+01.37	-26.53'	423,693.66	707,730.87	FL	913	950.52	146+44.28	-28.18'		423,736.56	707,728.94	FL	
765	950.50	146+01.52	45.59'	423,694.26	707,802.98	FL	814	950.58	146+47.45	22.82'	423,740.04	707,779.93	FL	864	950.33	146+02.23	-33.51'	423,694.47	707,723.88	SW	914	950.84	146+50.02	-28.19'		423,742.30	707,728.89	SW	

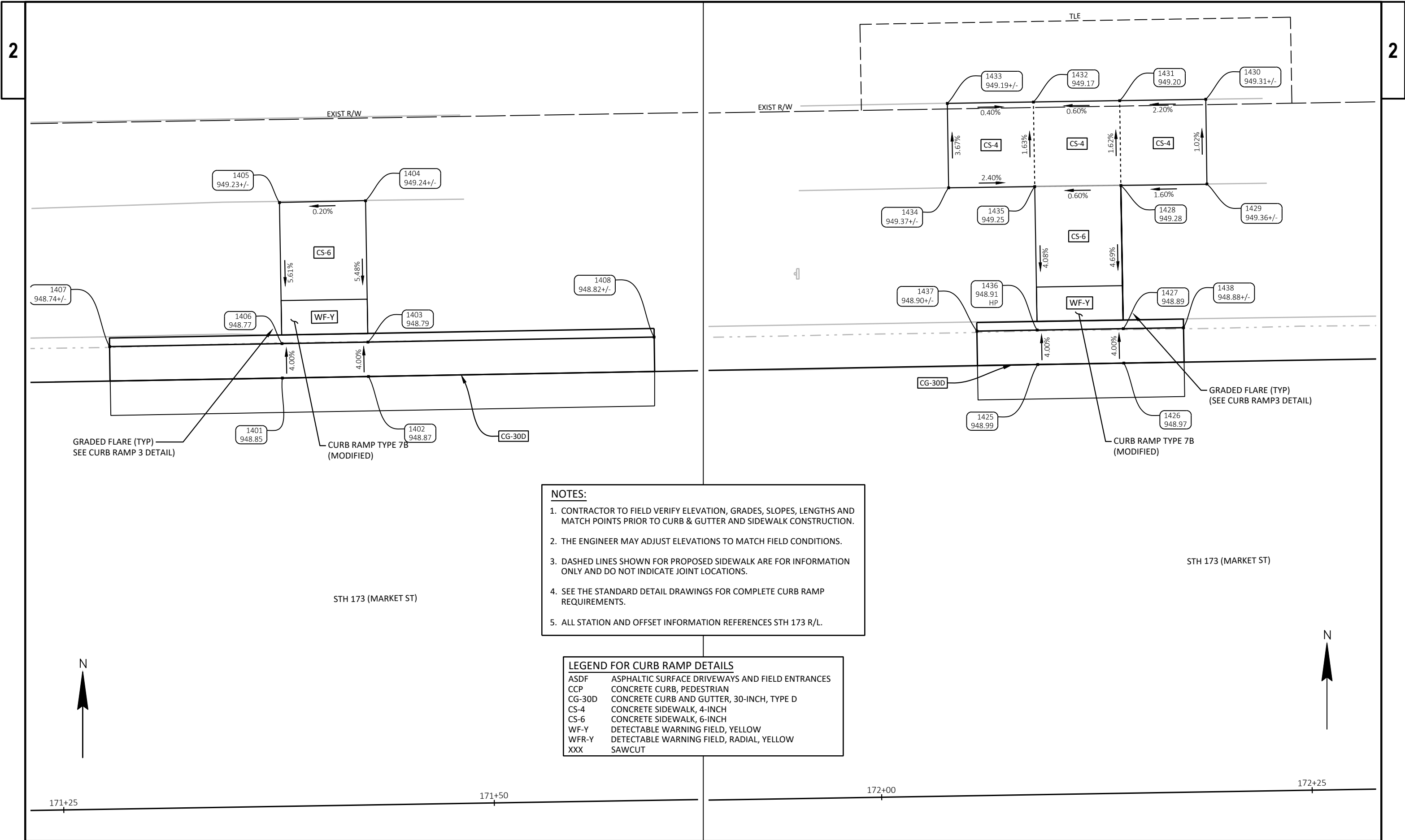


- NOTES:**
- 1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
 - 2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
 - 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - 5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS	
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT







SECTION ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1101	947.34	165+78.05	23.56'	424,327.37	709,046.27	FLAG
1102	947.26	165+83.05	23.99'	424,326.85	709,051.26	FLAG
1103	947.01	165+95.09	36.63'	424,313.99	709,063.08	FLAG
1104	946.99	165+95.43	41.63'	424,308.99	709,063.33	FLAG
1105	947.26	165+78.04	25.56'	424,325.37	709,046.23	FL
1106	947.37	165+78.03	36.61'	424,314.32	709,046.02	SW
1107	947.94	165+68.20	36.59'	424,314.51	709,036.20	SW
1108	948.01	165+68.19	41.60'	424,309.50	709,036.10	SW
1109	947.41	165+78.03	41.61'	424,309.32	709,045.93	SW
1110	947.33	165+83.03	41.61'	424,309.23	709,050.93	SW
1111	947.25	165+87.86	41.62'	424,309.13	709,055.76	SW
1112	946.91	165+93.43	41.63'	424,309.02	709,061.33	FL
1113	946.93	165+93.05	36.63'	424,314.03	709,061.04	FL
1114	947.23	165+87.86	36.62'	424,314.13	709,055.85	SW
1115	947.30	165+83.03	36.61'	424,314.23	709,051.02	SW
1116	947.16	165+83.04	26.05'	424,324.79	709,051.22	FL
1118	0.00	165+79.25	39.56'	424,311.34	709,047.19	RAD PT
1119	948.30	165+63.60	25.54'	424,325.65	709,031.80	FL
1120	947.05	165+88.76	29.18'	424,321.56	709,056.88	FL
1121	946.88	165+93.54	45.30'	424,305.35	709,061.37	FL
1122	947.28	165+78.04	26.57'	424,324.36	709,046.21	SW

SECTION ST SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1151	946.93	166+31.33	41.13'	424,308.84	709,099.23	FLAG
1152	946.91	166+31.33	36.13'	424,313.84	709,099.32	FLAG
1153	947.02	166+37.94	26.65'	424,323.19	709,106.10	FLAG
1154	947.04	166+42.90	25.41'	424,324.34	709,111.08	FLAG
1155	946.85	166+33.33	41.06'	424,308.87	709,101.23	FL
1156	947.14	166+38.41	40.86'	424,308.98	709,106.31	SW
1157	947.39	166+38.46	45.81'	424,304.03	709,106.28	SW
1158	947.53	166+43.44	45.71'	424,304.04	709,111.26	SW
1159	947.22	166+43.39	40.71'	424,309.04	709,111.29	SW
1160	947.52	166+48.18	40.54'	424,309.12	709,116.09	SW
1161	947.37	166+48.01	35.55'	424,314.12	709,116.01	SW
1162	947.17	166+43.23	35.70'	424,314.05	709,111.23	SW
1163	946.99	166+43.02	29.30'	424,320.46	709,111.14	SW
1164	947.10	166+38.25	35.89'	424,313.96	709,106.24	SW
1165	946.96	166+42.96	27.41'	424,322.34	709,111.11	FL
1166	946.93	166+38.01	28.90'	424,320.95	709,106.13	FL
1167	946.81	166+34.49	32.62'	424,317.29	709,102.54	FL LP
1168	946.83	166+33.35	36.06'	424,313.87	709,101.34	FL
1169	946.87	166+33.39	44.55'	424,305.38	709,101.23	FL
1170	947.00	166+58.51	26.92'	424,322.58	709,127.59	FL
1171	0.00	166+43.26	37.46'	424,312.30	709,111.23	RAD PT

SECTION ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1201	947.32	165+78.04	-22.29'	424,373.21	709,047.09	FLAG
1202	947.26	165+83.04	-24.08'	424,374.91	709,052.12	FLAG
1203	947.19	165+89.97	-30.66'	424,381.36	709,059.17	FLAG
1204	947.09	165+91.92	-35.26'	424,385.92	709,061.21	FLAG
1205	947.01	165+90.07	-36.05'	424,386.75	709,059.36	FL
1206	947.36	165+85.50	-38.00'	424,388.78	709,054.83	SW
1207	947.54	165+85.31	-43.05'	424,393.83	709,054.74	SW
1208	947.73	165+85.13	-47.75'	424,398.54	709,054.64	SW
1209	947.87	165+80.14	-47.57'	424,398.44	709,049.64	SW
1210	947.63	165+80.31	-42.86'	424,393.73	709,049.74	SW
1211	947.45	165+80.48	-38.39'	424,389.27	709,049.82	SW
1212	947.49	165+78.06	-38.40'	424,389.31	709,047.40	SW
1213	947.86	165+73.06	-38.40'	424,389.41	709,042.40	SW
1214	947.79	165+73.05	-33.40'	424,384.41	709,042.30	SW
1215	947.44	165+78.05	-33.40'	424,384.31	709,047.30	SW
1216	947.28	165+78.04	-26.99'	424,377.91	709,047.18	SW
1217	947.24	165+78.04	-24.33'	424,375.25	709,047.13	FL
1218	947.17	165+83.04	-26.39'	424,377.22	709,052.17	FL
1219	947.36	165+83.05	-33.39'	424,384.22	709,052.30	SW
1220	947.11	165+88.11	-31.45'	424,382.19	709,057.32	FL
1221	0.00	165+74.55	-39.95'	424,390.93	709,043.92	RAD PT
1222	947.18	165+75.08	-23.96'	424,374.93	709,044.17	FL
1223	946.96	165+90.38	-37.64'	424,388.34	709,059.71	FL

SECTION ST NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1251	947.13	166+28.97	-40.34'	424,390.34	709,098.33	FLAG
1252	947.15	166+29.14	-35.35'	424,385.34	709,098.42	FLAG
1253	947.00	166+36.58	-25.33'	424,375.19	709,105.67	FLAG
1254	946.98	166+41.61	-24.46'	424,374.23	709,110.69	FLAG
1255	946.90	166+41.55	-26.46'	424,376.23	709,110.66	FL
1256	946.93	166+41.48	-28.31'	424,378.09	709,110.63	SW
1257	947.40	166+41.22	-35.70'	424,385.47	709,110.50	SW
1258	947.45	166+41.05	-40.69'	424,390.47	709,110.42	SW
1259	947.50	166+40.92	-44.23'	424,394.01	709,110.36	SW
1260	947.41	166+36.08	-44.06'	424,393.93	709,105.51	SW
1261	947.37	166+36.07	-40.55'	424,390.42	709,105.44	SW
1262	947.09	166+30.96	-40.40'	424,390.36	709,100.33	FL
1263	947.07	166+31.14	-35.40'	424,385.36	709,100.42	FL
1264	947.32	166+36.21	-35.55'	424,385.42	709,105.50	SW
1265	946.93	166+36.50	-27.56'	424,377.42	709,105.64	FL
1266	0.00	166+41.09	-36.45'	424,386.23	709,110.38	RAD PT
1267	946.87	166+43.03	-26.50'	424,376.25	709,112.15	FL
1268	947.05	166+32.27	-32.43'	424,382.37	709,101.49	FL INLET

PARK ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1301	948.83	171+38.11	24.97'	424,332.42	709,607.09	FLAG
1302	948.87	171+43.11	25.01'	424,332.46	709,612.09	FLAG
1303	948.92	171+52.10	26.43'	424,331.19	709,621.11	FLAG
1304	948.96	171+59.03	33.90'	424,323.83	709,628.16	FLAG
1305	948.97	171+60.00	38.90'	424,318.85	709,629.21	FLAG
1306	948.75	171+38.11	26.97'	424,330.42	709,607.12	FL
1307	949.21	171+38.11	33.91'	424,323.48	709,607.23	SW
1308	949.16	171+32.01	33.91'	424,323.38	709,601.14	SW
1309	949.25	171+32.01	38.91'	424,318.38	709,601.22	SW
1310	949.28	171+38.11	38.90'	424,318.49	709,607.32	SW
1311	949.33	171+43.10	38.90'	424,318.58	709,612.31	SW
1312	949.20	171+51.71	38.89'	424,318.72	709,620.92	SW
1313	949.39	171+57.49	40.40'	424,317.31	709,626.72	SW
1314	948.89	171+58.00	38.90'	424,318.82	709,627.21	FL
1315	948.92	171+56.85	33.90'	424,323.80	709,625.98	FL
1316	949.15	171+51.71	33.89'	424,323.72	709,620.83	SW
1317	949.26	171+43.10	33.90'	424,323.57	709,612.23	SW
1318	948.79	171+43.12	27.01'	424,330.46	709,612.13	FL
1319	0.00	171+46.00	39.03'	424,318.49	709,615.22	RAD PT
1320	948.71	171+36.61	26.95'	424,330.41	709,605.63	FL
1321	948.84	171+57.96	44.04'	424,313.67	709,627.25	FL
1322	948.91	171+56.28	38.90'	424,318.79	709,625.49	SW

PARK ST SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1351	949.27	171+99.07	38.70'	424,319.69	709,668.27	FLAG
1352	949.27	172+00.08	33.71'	424,324.70	709,669.20	FLAG
1353	949.21	172+09.48	25.40'	424,333.16	709,678.46	FLAG
1354	949.19	172+14.48	24.94'	424,333.70	709,683.46	FLAG
1355	949.19	172+01.07	38.71'	424,319.71	709,670.27	FL
1356	949.21	172+02.80	38.72'	424,319.74	709,672.00	SW
1357	949.46	172+07.00	38.73'	424,319.79	709,676.20	SW
1358	949.74	172+06.99	43.73'	424,314.79	709,676.27	SW
1359	949.85	172+12.00	43.74'	424,314.86	709,681.28	SW
1360	949.53	172+12.01	38.74'	424,319.86	709,681.21	SW
1361	949.57	172+14.46	38.75'	424,319.90	709,683.66	SW
1362	949.77	172+21.73	38.77'	424,319.99	709,690.93	SW
1363	949.68	172+21.75	33.77'	424,324.99	709,690.86	SW
1364	949.51	172+14.46	33.75'	424,324.90	709,683.58	SW
1365	949.13	172+14.48	28.02'	424,330.63	709,683.50	SW
1366	949.11	172+14.48	26.94'	424,331.70	709,683.49	FL
1367	949.14	172+09.48	27.48'	424,331.08	709,678.49	FL
1368	949.44	172+09.46	33.74'	424,324.83	709,678.58	SW
1369	949.40	172+07.02	33.73'	424,324.79	709,676.14	SW
1370	949.19	172+02.26	33.71'	424,324.73	709,671.38	FL
1371	0.00	172+13.07	38.93'	424,319.69	709,682.27	RAD PT
1372	949.08	172+23.98	27.01'	424,331.79	709,692.99	FL

PARK ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1401	948.85	171+38.10	-24.88'	424,382.26	709,606.27	FLAG
1402	948.87	171+43.10	-24.89'	424,382.35	709,611.27	FLAG
1403	948.79	171+43.10	-26.89'	424,384.35	709,611.23	FL
1404	949.24	171+43.10	-35.10'	424,392.56	709,611.10	SW
1405	949.23	171+38.10	-35.07'	424,392.45	709,606.10	SW
1406	948.77	171+38.11	-26.88'	424,384.26	709,606.24	FL
1407	948.74	171+28.10	-26.87'	424,384.09	709,596.23	FL
1408	948.82	171+59.72	-26.90'	424,384.64	709,627.85	FL

**NOTES:**

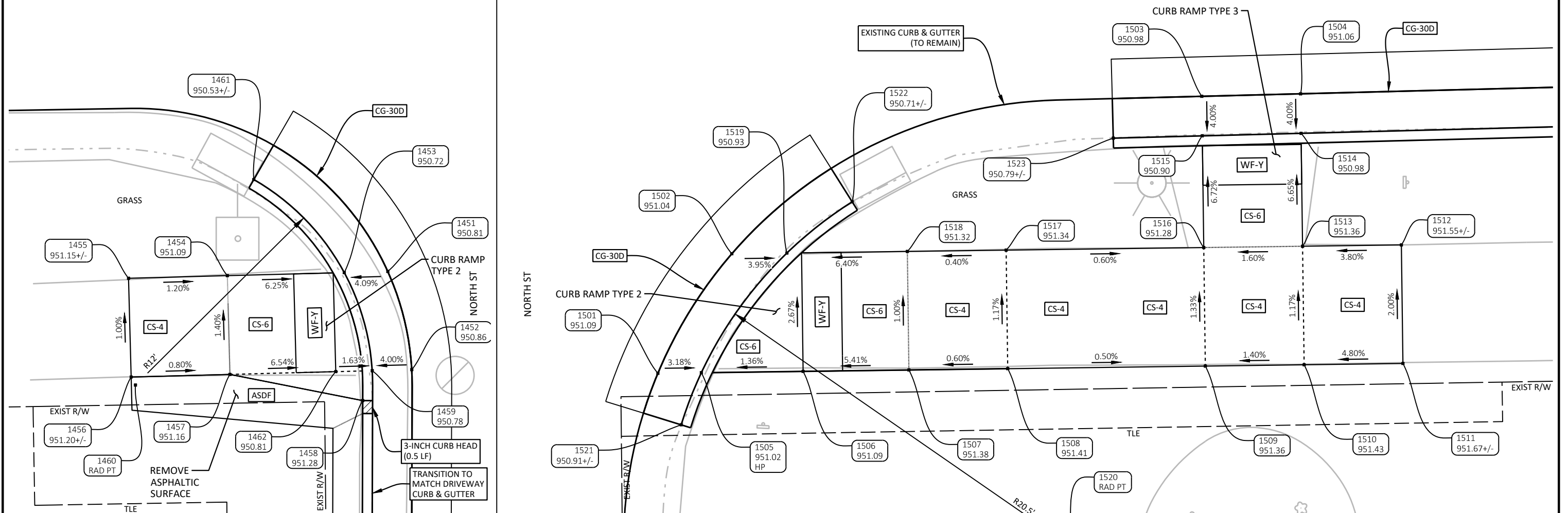
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

STH 173 (MARKET ST)

STH 173 (MARKET ST)



PROJECT NO: 6933-00-76

HWY: STH 173

COUNTY: WOOD

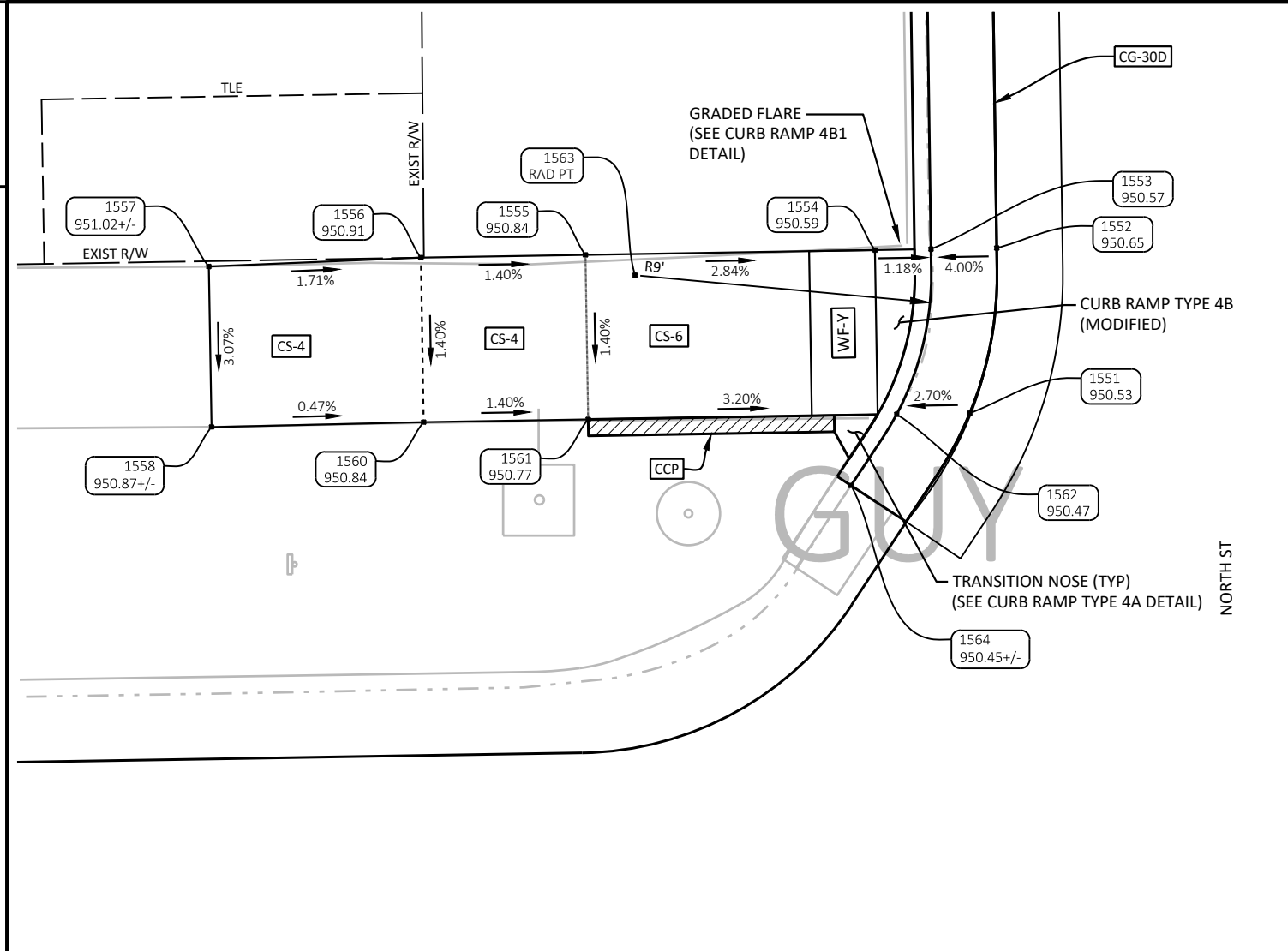
CURB RAMP DETAILS - NORTH ST

SHEET

43

E

2



STH 173 (MARKET ST)



179+00

PROJECT NO:	6933-00-76
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HWY: STH 173

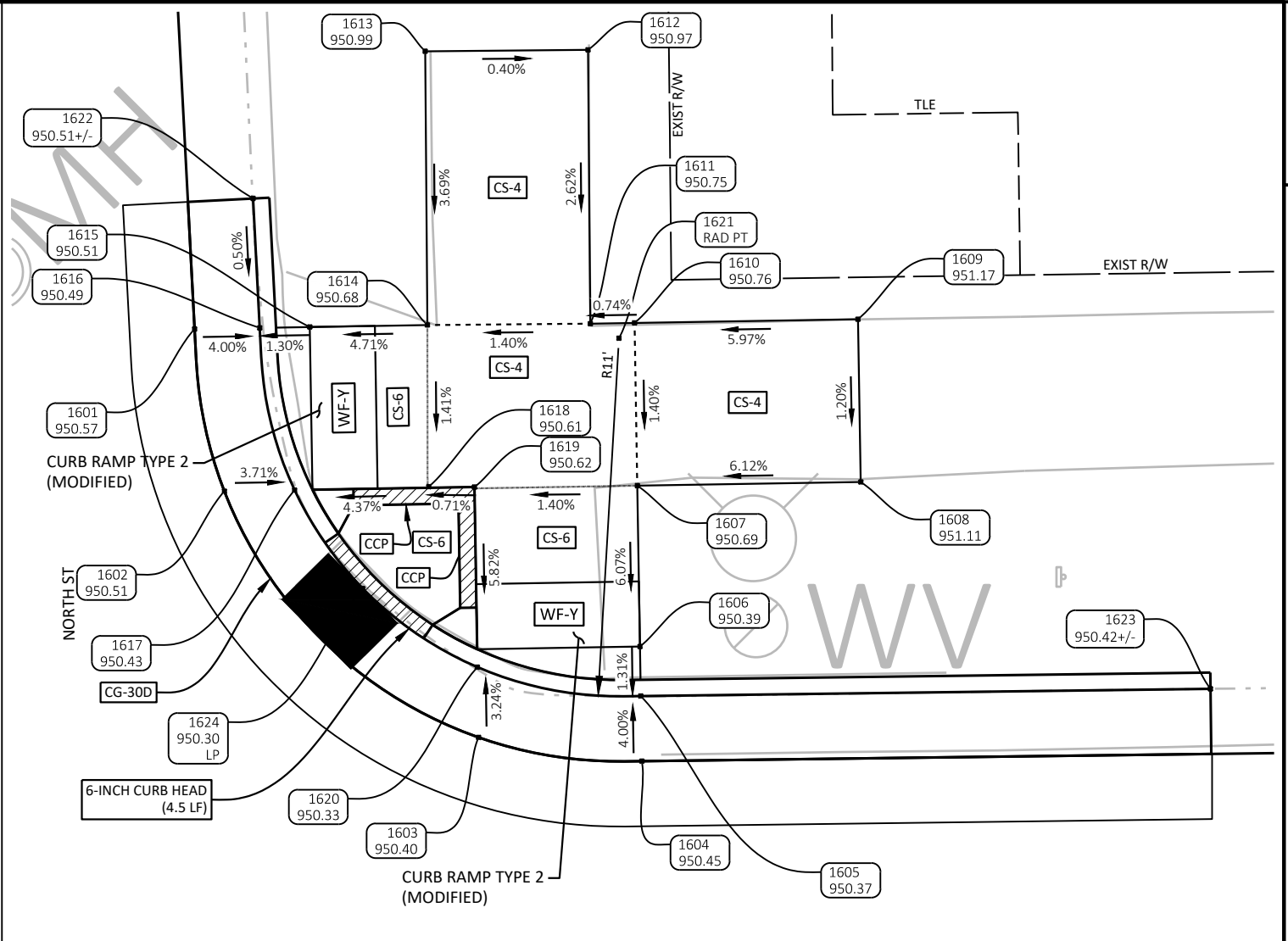
COUNTY: WOOD

CURB RAMP DETAILS - NORTH ST

SHEET

14

2



STH 173 (MARKET ST)

179+75

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021321-cr

PLOT DATE : 7/30/2021 1:39 PM

PLOT BY : CRAIG KNUTH

PLOT NAME :

PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

693300-021321-cr

NORTH ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1451	950.81	179+04.92	33.42'	424,336.58	710,373.94	FLAG
1452	950.86	179+06.05	38.41'	424,331.61	710,375.15	FLAG
1453	950.72	179+02.72	33.44'	424,336.52	710,371.74	FL
1454	951.09	178+96.80	33.50'	424,336.37	710,365.82	SW
1455	951.15	178+91.80	33.55'	424,336.24	710,360.83	SW
1456	951.20	178+91.84	38.55'	424,331.24	710,360.96	SW
1457	951.16	178+96.84	38.50'	424,331.37	710,365.95	SW
1458	951.28	179+03.54	39.93'	424,330.04	710,372.67	SW
1459	950.78	179+04.05	38.43'	424,331.56	710,373.15	FL
1460	0.00	178+92.06	38.96'	424,330.83	710,361.18	RAD PT
1461	950.53	178+98.22	28.66'	424,341.23	710,367.16	FL
1462	950.81	179+02.20	38.45'	424,331.51	710,371.31	SW

NORTH ST SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1501	951.09	179+33.50	38.80'	424,331.68	710,402.61	FLAG
1502	951.04	179+37.34	32.82'	424,337.73	710,406.35	FLAG
1503	950.98	179+61.25	25.25'	424,345.69	710,430.13	FLAG
1504	951.06	179+66.25	25.20'	424,345.82	710,435.13	FLAG
1505	951.02	179+35.70	38.81'	424,331.70	710,404.81	FL
1506	951.09	179+40.85	38.83'	424,331.77	710,409.96	SW
1507	951.38	179+46.20	38.85'	424,331.84	710,415.31	SW
1508	951.41	179+51.20	38.86'	424,331.91	710,420.31	SW
1509	951.36	179+61.20	38.90'	424,332.04	710,430.31	SW
1510	951.43	179+66.20	38.92'	424,332.11	710,435.31	SW
1511	951.67	179+71.20	38.93'	424,332.17	710,440.31	SW
1512	951.55	179+71.22	32.93'	424,338.17	710,440.23	SW
1513	951.36	179+66.22	32.92'	424,338.11	710,435.23	SW
1514	950.98	179+66.24	27.20'	424,343.82	710,435.16	FL
1515	950.90	179+61.24	27.25'	424,343.69	710,430.15	FL
1516	951.28	179+61.22	32.90'	424,338.04	710,430.23	SW
1517	951.34	179+51.22	32.86'	424,337.91	710,420.23	SW
1518	951.32	179+46.22	32.85'	424,337.84	710,415.23	SW
1519	950.93	179+40.13	32.83'	424,337.76	710,409.14	FL
1520	0.00	179+54.12	47.81'	424,323.01	710,423.37	RAD PT
1521	950.91	179+34.64	41.43'	424,329.07	710,403.79	FL
1522	950.71	179+43.48	30.29'	424,340.35	710,412.44	FL
1523	950.79	179+56.74	27.29'	424,343.58	710,425.65	FL
1524	951.03	179+84.69	27.04'	424,344.29	710,453.59	FL

NORTH ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1551	950.53	179+15.08	-35.04'	424,405.20	710,382.96	FLAG
1552	950.65	179+15.98	-40.04'	424,410.22	710,383.78	FLAG
1553	950.57	179+13.98	-40.04'	424,410.18	710,381.78	FL
1554	950.59	179+12.28	-40.04'	424,410.15	710,380.08	SW
1555	950.84	179+03.48	-40.04'	424,410.01	710,371.28	SW
1556	950.91	178+98.48	-40.04'	424,409.93	710,366.28	SW
1557	951.02	178+92.03	-39.88'	424,409.66	710,359.84	SW
1558	950.87	178+92.04	-35.00'	424,404.78	710,359.92	SW
1560	950.84	178+98.48	-35.04'	424,404.93	710,366.37	SW
1561	950.77	179+03.48	-35.04'	424,405.01	710,371.37	SW
1562	950.47	179+12.85	-35.04'	424,405.17	710,380.74	FL
1563	0.00	179+04.98	-39.40'	424,409.39	710,372.79	RAD PT
1564	950.45	179+11.43	-32.90'	424,403.00	710,379.35	FL

NORTH ST NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1601	950.57	179+49.91	-38.25'	424,408.99	710,417.73	FLAG
1602	950.51	179+50.74	-33.25'	424,404.00	710,418.65	FLAG
1603	950.40	179+58.42	-25.56'	424,396.44	710,426.45	FLAG
1604	950.45	179+63.42	-24.74'	424,395.71	710,431.47	FLAG
1605	950.37	179+63.42	-26.74'	424,397.71	710,431.43	FL
1606	950.39	179+63.42	-28.26'	424,399.23	710,431.41	SW
1607	950.69	179+63.42	-33.21'	424,404.17	710,431.33	SW
1608	951.11	179+70.28	-33.20'	424,404.29	710,438.19	SW
1609	951.17	179+70.28	-38.21'	424,409.28	710,438.10	SW
1610	950.76	179+63.42	-38.21'	424,409.17	710,431.24	SW
1611	950.75	179+62.06	-38.21'	424,409.15	710,429.88	SW
1612	950.97	179+62.13	-46.61'	424,417.56	710,429.81	SW
1613	950.99	179+57.13	-46.66'	424,417.52	710,424.81	SW
1614	950.68	179+57.06	-38.25'	424,409.11	710,424.88	SW
1615	950.51	179+53.45	-38.25'	424,409.05	710,421.27	SW
1616	950.49	179+51.91	-38.25'	424,409.02	710,419.73	FL
1617	950.43	179+52.89	-33.25'	424,404.04	710,420.80	FL
1618	950.61	179+57.02	-33.28'	424,404.14	710,424.92	SW
1619	950.62	179+58.42	-33.25'	424,404.13	710,426.33	SW
1620	950.33	179+58.42	-27.72'	424,398.60	710,426.41	FL
1621	0.00	179+62.93	-37.75'	424,408.70	710,430.76	RAD PT
1622	950.51	179+51.77	-42.22'	424,413.00	710,419.53	FL
1623	950.42	179+80.92	-26.67'	424,397.93	710,448.93	FL
1624	950.30	179+54.94	-30.19'	424,401.01	710,422.90	FL INLET

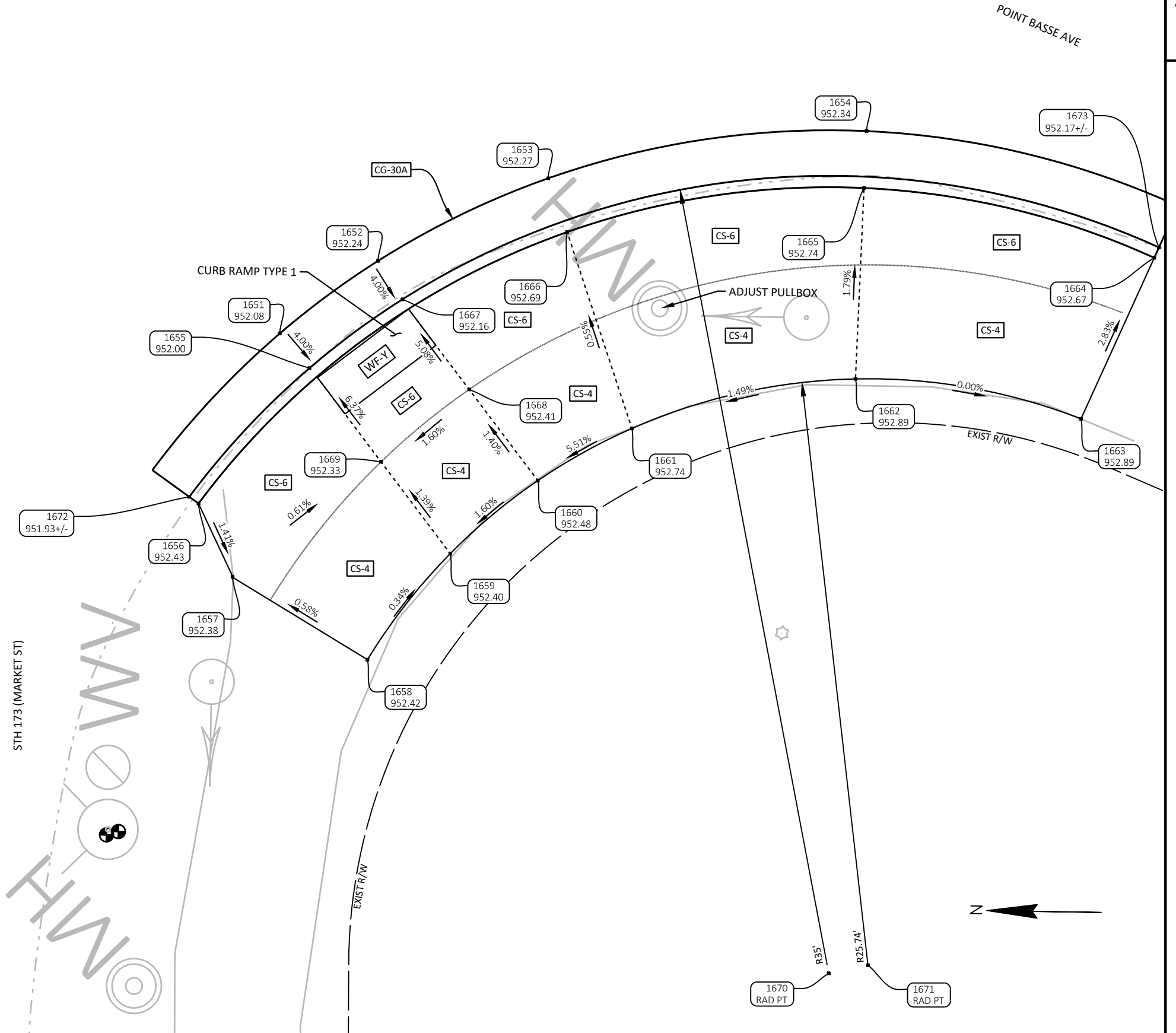
POINT BASSE AVE SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1651	952.08	183+96.77	38.47'	424,339.59	710,865.66	FLAG
1652	952.24	183+99.98	42.77'	424,335.34	710,868.92	FLAG
1653	952.27	184+03.64	50.22'	424,327.93	710,872.67	FLAG
1654	952.34	184+05.77	64.18'	424,313.99	710,874.98	FLAG
1655	952.00	183+94.85	40.14'	424,338.27	710,864.16	FL
1656	952.43	183+89.30	34.94'	424,343.03	710,858.14	SW
1657	952.38	183+86.09	36.45'	424,341.48	710,854.95	SW
1658	952.42	183+82.48	42.38'	424,335.50	710,851.41	SW
1659	952.40	183+87.15	46.00'	424,331.95	710,856.13	SW
1660	952.48	183+90.37	49.82'	424,328.16	710,859.40	SW
1661	952.74	183+92.68	53.94'	424,324.07	710,861.76	SW
1662	952.89	183+94.90	63.75'	424,314.30	710,864.10	SW
1663	952.89	183+93.19	73.65'	424,304.37	710,862.51	SW
1664	952.67	184+00.27	76.83'	424,301.28	710,869.63	SW
1665	952.74	184+03.27	64.08'	424,314.06	710,872.48	SW
1666	952.69	184+01.28	51.06'	424,327.06	710,870.33	SW
1667	952.16	183+97.88	44.11'	424,334.24	710,867.25	FL
1668	952.41	183+94.35	46.79'	424,331.24	710,863.34	SW
1669	952.33	183+91.16	42.94'	424,335.06	710,860.10	SW
1670	0.00	183+68.80	62.69'	424,315.03	710,837.99	RAD PT
1671	0.00	183+69.17	64.41'	424,313.31	710,838.38	RAD PT
1672	951.93	183+89.59	34.53'	424,343.44	710,858.42	FL
1673	952.17	184+00.73	77.04'	424,301.08	710,870.09	FL

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT



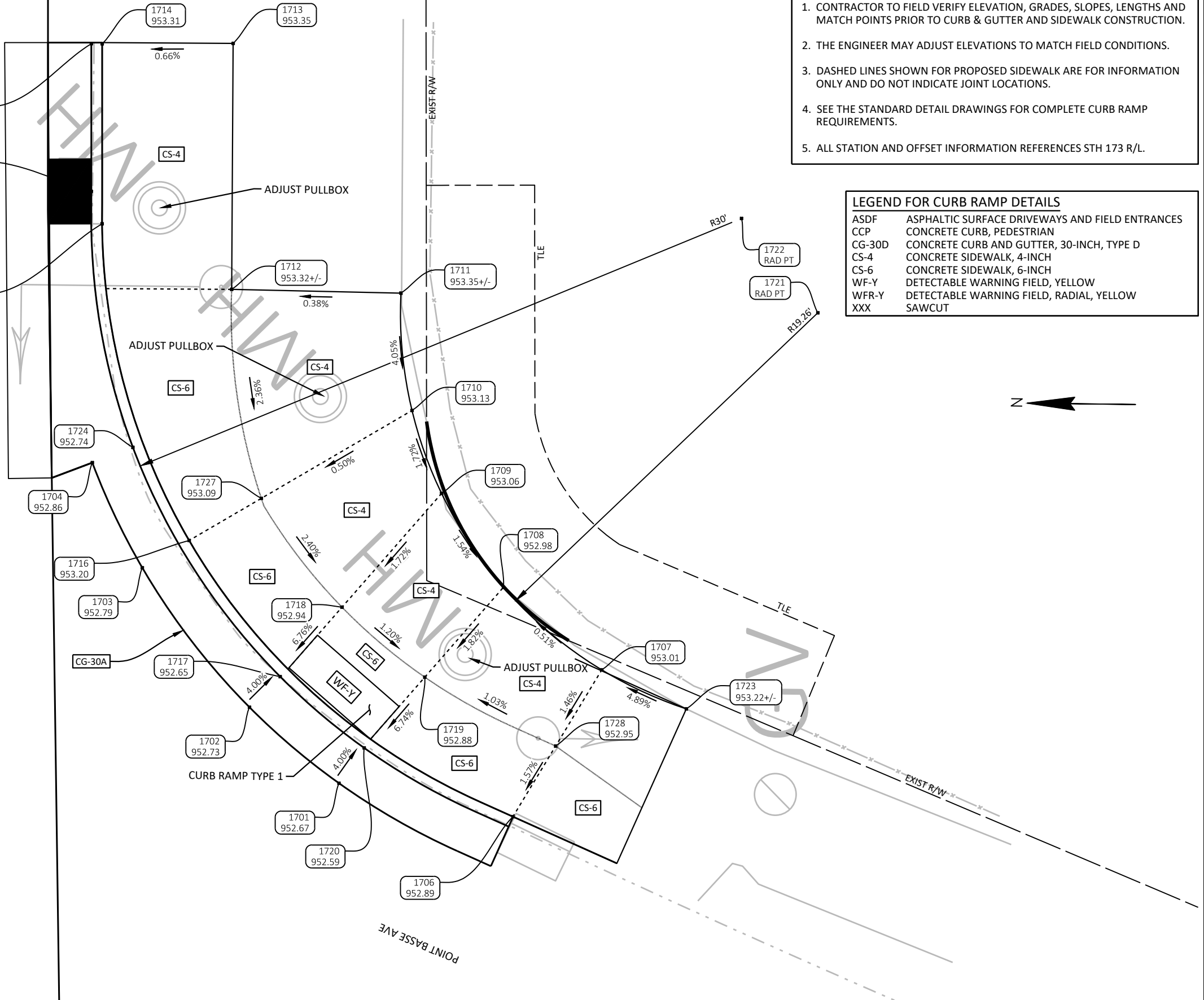
NOTES:

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LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

POINT BASSE AVE SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1701	952.67	184+61.02	37.43'	424,341.44	710,929.89	FLAG
1702	952.73	184+64.53	33.30'	424,345.61	710,933.34	FLAG
1703	952.79	184+70.97	28.36'	424,350.63	710,939.72	FLAG
1704	952.86	184+75.82	26.05'	424,353.00	710,944.54	FLAG
1706	952.89	184+59.48	45.46'	424,333.39	710,928.45	SW
1707	953.01	184+66.25	49.56'	424,329.38	710,935.27	SW
1708	952.98	184+70.06	45.02'	424,333.96	710,939.02	SW
1709	953.06	184+74.39	42.17'	424,336.87	710,943.32	SW
1710	953.13	184+78.22	40.80'	424,338.28	710,947.13	SW
1711	953.35	184+83.64	40.29'	424,338.86	710,952.54	SW
1712	953.32	184+83.81	32.48'	424,346.67	710,952.61	SW
1713	953.35	184+95.16	32.55'	424,346.74	710,963.96	SW
1714	953.31	184+95.14	26.51'	424,352.79	710,963.87	SW
1715	953.29	184+86.84	26.51'	424,352.69	710,955.56	SW
1716	953.20	184+72.23	30.52'	424,348.49	710,941.00	SW
1717	952.65	184+65.94	34.72'	424,344.21	710,934.77	FL
1718	952.94	184+69.15	37.57'	424,341.40	710,938.01	SW
1719	952.88	184+65.92	41.39'	424,337.54	710,934.83	SW
1720	952.59	184+62.65	38.59'	424,340.30	710,931.53	FL
1721	0.00	184+82.73	59.53'	424,319.62	710,951.87	RAD PT
1722	0.00	184+87.08	56.00'	424,323.19	710,956.18	RAD PT
1723	953.22	184+64.45	53.46'	424,325.46	710,933.52	SW
1724	952.74	184+76.52	27.93'	424,351.14	710,945.27	FL
1725	952.79	184+88.33	26.01'	424,353.20	710,957.05	FL LP
1726	952.81	184+95.15	26.01'	424,353.29	710,963.87	FL
1727	953.09	184+74.17	33.85'	424,345.18	710,942.99	SW
1728	952.95	184+62.74	47.43'	424,331.46	710,931.73	SW



PROJECT NO: 6933-00-76

HWY: STH 173

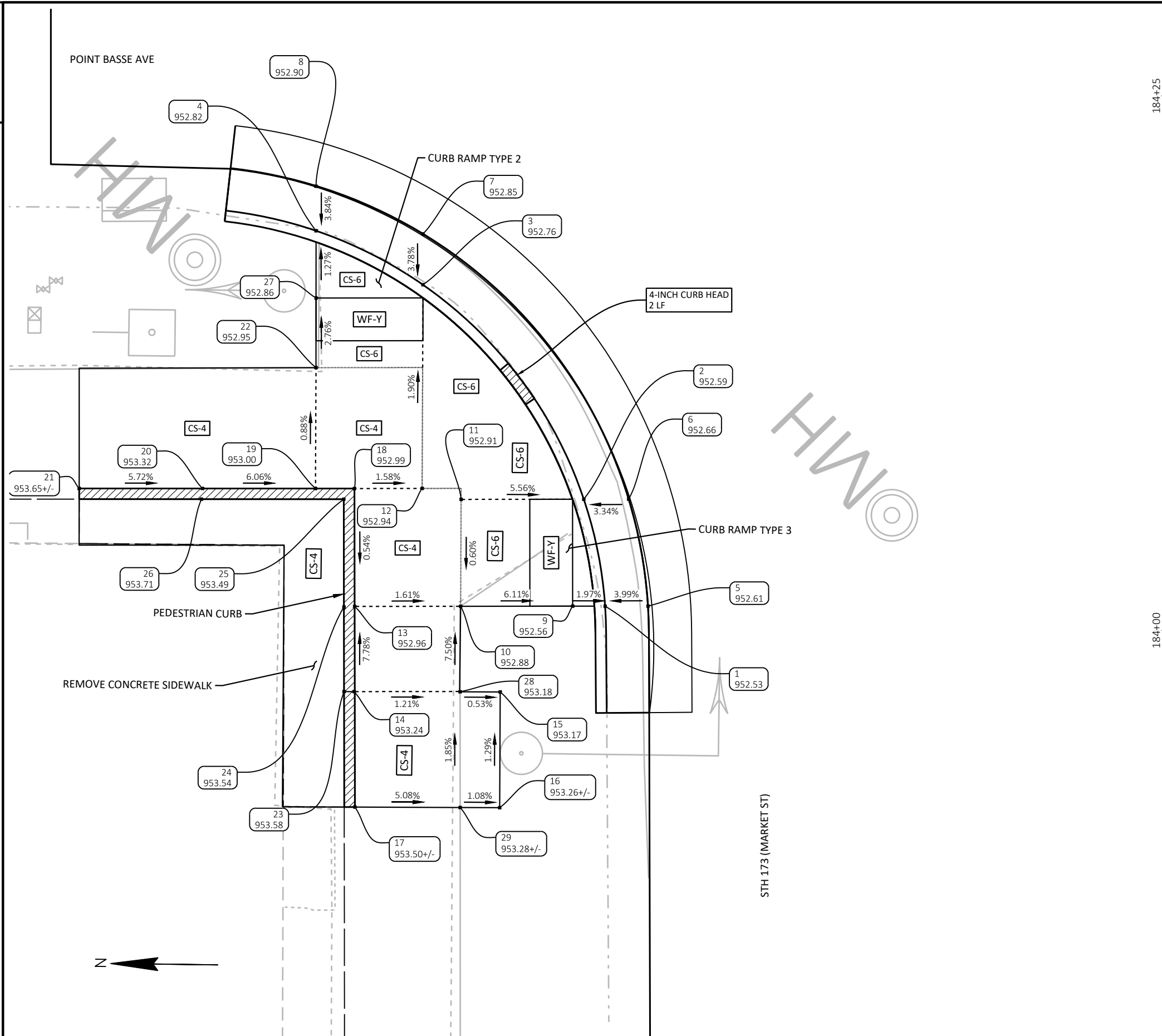
COUNTY: WOOD

CURB RAMP DETAILS - POINT BASSE AVE

SHEET

47

E



POINT BASSE AVE NW QUAD

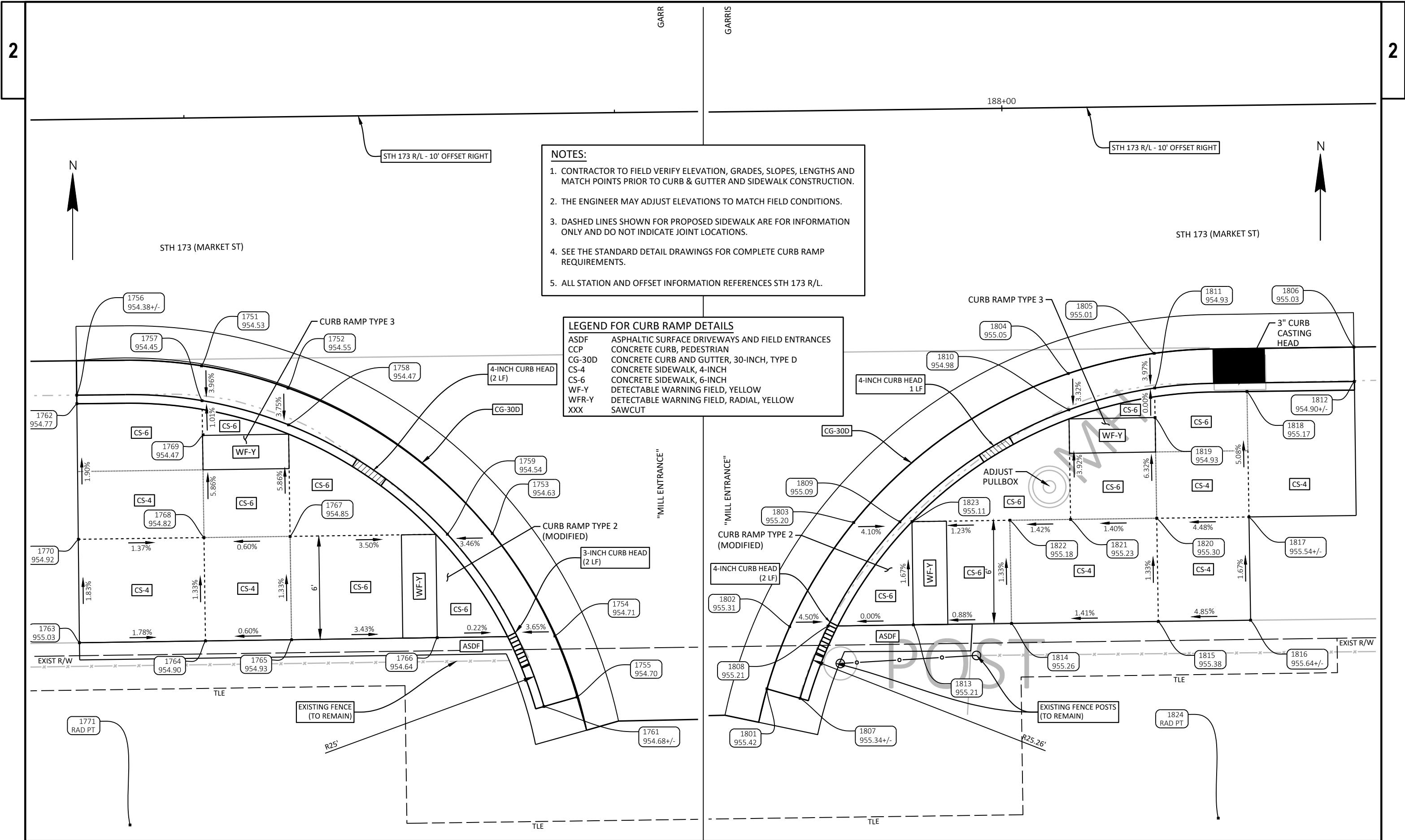
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	952.53	184+01.12	-26.21'	424,404.32	710,869.20	FL
2	952.59	184+06.13	-27.21'	424,405.38	710,874.19	FL
3	952.76	184+16.16	-34.73'	424,413.03	710,884.13	FL
4	952.82	184+18.69	-39.73'	424,418.06	710,886.59	FL
5	952.61	184+01.13	-24.20'	424,402.32	710,869.23	FLAG
6	952.66	184+06.13	-25.11'	424,403.28	710,874.22	FLAG
7	952.85	184+18.54	-34.73'	424,413.06	710,886.50	FLAG
8	952.90	184+20.77	-39.73'	424,418.09	710,888.67	FLAG
9	952.56	184+01.13	-27.73'	424,405.84	710,869.18	WF
10	952.88	184+01.12	-32.97'	424,411.08	710,869.11	SW
11	952.91	184+06.12	-32.95'	424,411.12	710,874.11	SW
12	952.94	184+06.63	-34.77'	424,412.95	710,874.60	SW
13	952.96	184+01.12	-37.93'	424,416.04	710,869.04	SW
14	953.24	183+97.13	-37.95'	424,416.01	710,865.06	SW
15	953.17	183+97.11	-31.12'	424,409.18	710,865.13	SW
16	953.26	183+91.70	-31.14'	424,409.14	710,859.71	SW
17	953.50	183+91.73	-37.91'	424,415.91	710,859.66	SW
18	952.99	184+06.63	-37.93'	424,416.12	710,874.56	SW
19	953.00	184+06.63	-39.76'	424,417.94	710,874.53	SW
20	953.32	184+06.63	-45.04'	424,423.22	710,874.47	SW
21	953.65	184+06.63	-50.81'	424,428.99	710,874.40	SW
22	952.95	184+12.28	-39.73'	424,417.98	710,880.19	SW
23	953.58	183+97.13	-38.42'	424,416.48	710,865.05	TOC
24	953.54	184+01.09	-38.43'	424,416.54	710,869.01	TOC
25	953.49	184+06.13	-38.43'	424,416.61	710,874.05	TOC
26	953.71	184+06.13	-45.09'	424,423.26	710,873.97	TOC
27	952.86	184+15.54	-39.73'	424,418.02	710,883.44	WF
28	953.18	183+97.12	-32.99'	424,411.06	710,865.11	SW
29	953.28	183+91.71	-32.99'	424,410.98	710,859.70	SW

NOTES:

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LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

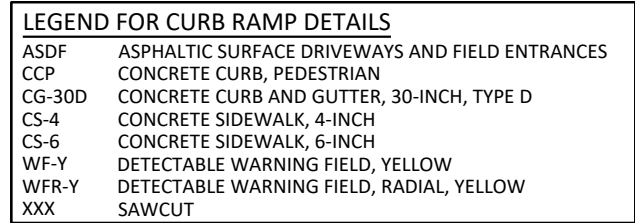


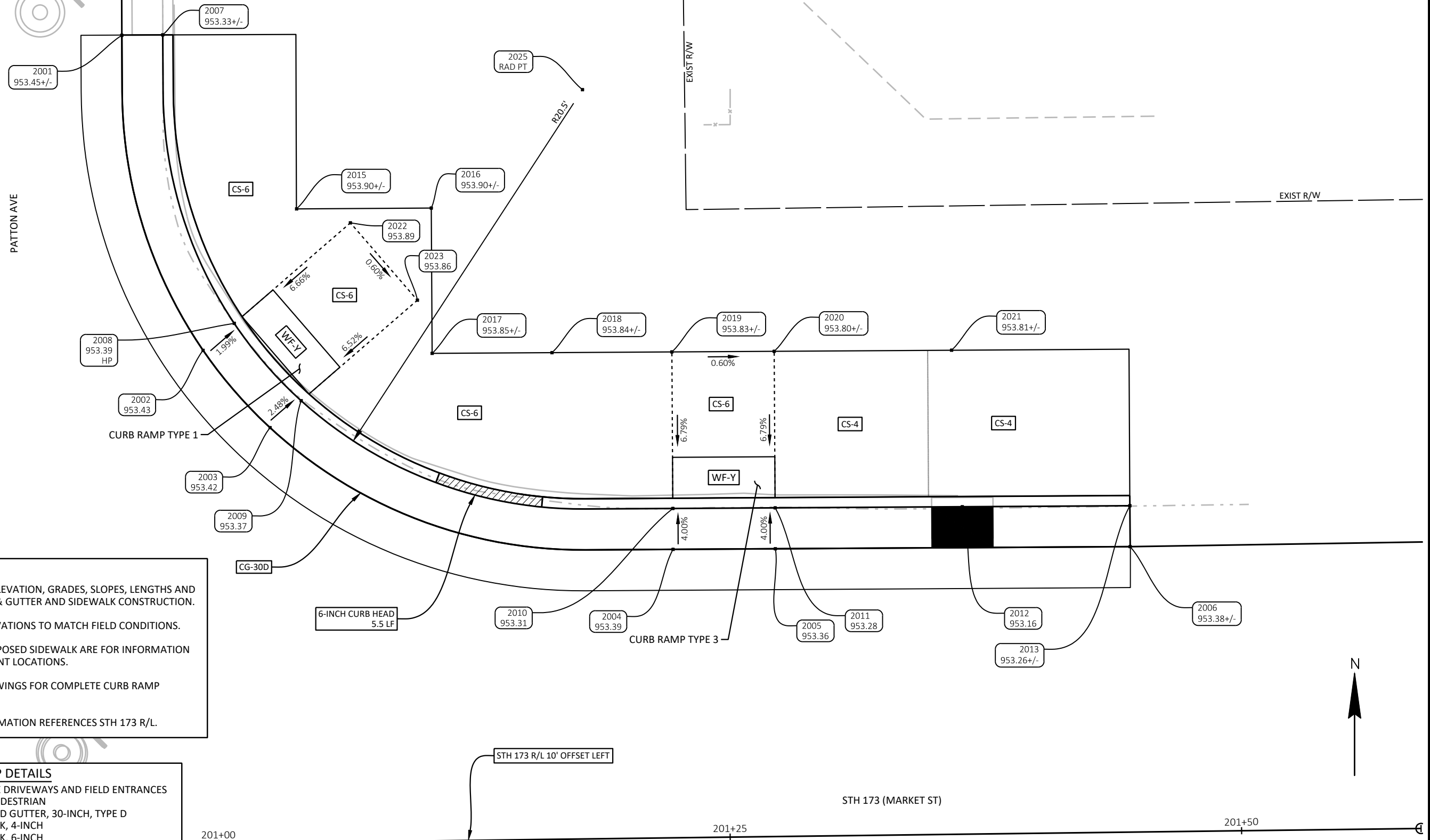
- NOTES:**
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ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
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CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

GARRISON ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1751	954.53	187+25.84	24.41'	424,357.77	711,194.52	FLAG
1752	954.55	187+30.85	25.76'	424,356.48	711,199.54	FLAG
1753	954.63	187+42.60	34.36'	424,348.03	711,211.41	FLAG
1754	954.71	187+46.16	40.36'	424,342.08	711,215.04	FLAG
1755	954.70	187+47.40	43.92'	424,338.54	711,216.33	FLAG
1756	954.38	187+18.58	26.02'	424,356.07	711,187.28	FL
1757	954.45	187+25.85	26.43'	424,355.75	711,194.55	FL
1758	954.47	187+30.85	27.90'	424,354.35	711,199.57	FL
1759	954.54	187+40.00	34.37'	424,348.00	711,208.80	FL
1761	954.68	187+45.47	44.45'	424,337.99	711,214.41	FL
1762	954.77	187+18.58	26.51'	424,355.58	711,187.28	SW
1763	955.03	187+18.55	40.40'	424,341.69	711,187.44	SW
1764	954.90	187+25.87	40.39'	424,341.80	711,194.75	SW
1765	954.93	187+30.87	40.38'	424,341.87	711,199.75	SW
1766	954.64	187+39.33	40.37'	424,341.98	711,208.21	SW
1767	954.85	187+30.86	34.38'	424,347.86	711,199.67	SW
1768	954.82	187+25.86	34.38'	424,347.80	711,194.67	SW
1769	954.47	187+25.89	28.41'	424,353.77	711,194.62	SW
1770	954.92	187+18.56	34.39'	424,347.70	711,187.37	SW
1771	0.00	187+21.36	51.02'	424,331.11	711,190.37	RAD PT

GARRISON ST SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1801	955.42	187+85.94	43.55'	424,339.39	711,254.86	FLAG
1802	955.31	187+87.31	39.95'	424,343.01	711,256.18	FLAG
1803	955.20	187+91.10	33.95'	424,349.06	711,259.90	FLAG
1804	955.05	188+03.66	25.45'	424,357.71	711,272.35	FLAG
1805	955.01	188+08.66	24.34'	424,358.88	711,277.34	FLAG
1806	955.03	188+20.27	24.12'	424,359.24	711,288.94	FLAG
1807	955.34	187+87.86	44.12'	424,338.84	711,256.78	FL
1808	955.21	187+89.53	39.95'	424,343.04	711,258.40	FL
1809	955.09	187+93.78	33.94'	424,349.09	711,262.58	FL
1810	954.98	188+03.67	27.56'	424,355.60	711,272.39	FL
1811	954.93	188+08.67	26.36'	424,356.87	711,277.37	FL
1812	954.90	188+20.27	26.12'	424,357.24	711,288.97	FL
1813	955.21	187+94.49	39.94'	424,343.10	711,263.36	SW
1814	955.26	188+00.19	39.93'	424,343.18	711,269.06	SW
1815	955.38	188+08.71	39.92'	424,343.30	711,277.58	SW
1816	955.64	188+14.07	39.92'	424,343.38	711,282.94	SW
1817	955.54	188+14.05	33.92'	424,349.37	711,282.85	SW
1818	955.17	188+14.03	26.63'	424,356.66	711,282.73	SW
1819	954.93	188+08.67	28.07'	424,355.15	711,277.39	SW
1820	955.30	188+08.69	33.92'	424,349.30	711,277.49	SW
1821	955.23	188+03.69	33.93'	424,349.23	711,272.49	SW
1822	955.18	188+00.17	33.93'	424,349.18	711,268.96	SW
1823	955.11	187+94.48	33.94'	424,349.10	711,263.28	SW
1824	0.00	188+12.05	51.39'	424,331.88	711,281.06	RAD PT



**NOTES:**

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

PROJECT NO: 6933-00-76

HWY: STH 173

COUNTY: WOOD

CURB RAMP DETAILS - PATTON AVE

SHEET

53

E

2

204+25

204+50

N

© M H

STH 173 (MARKET ST)

NOTES:

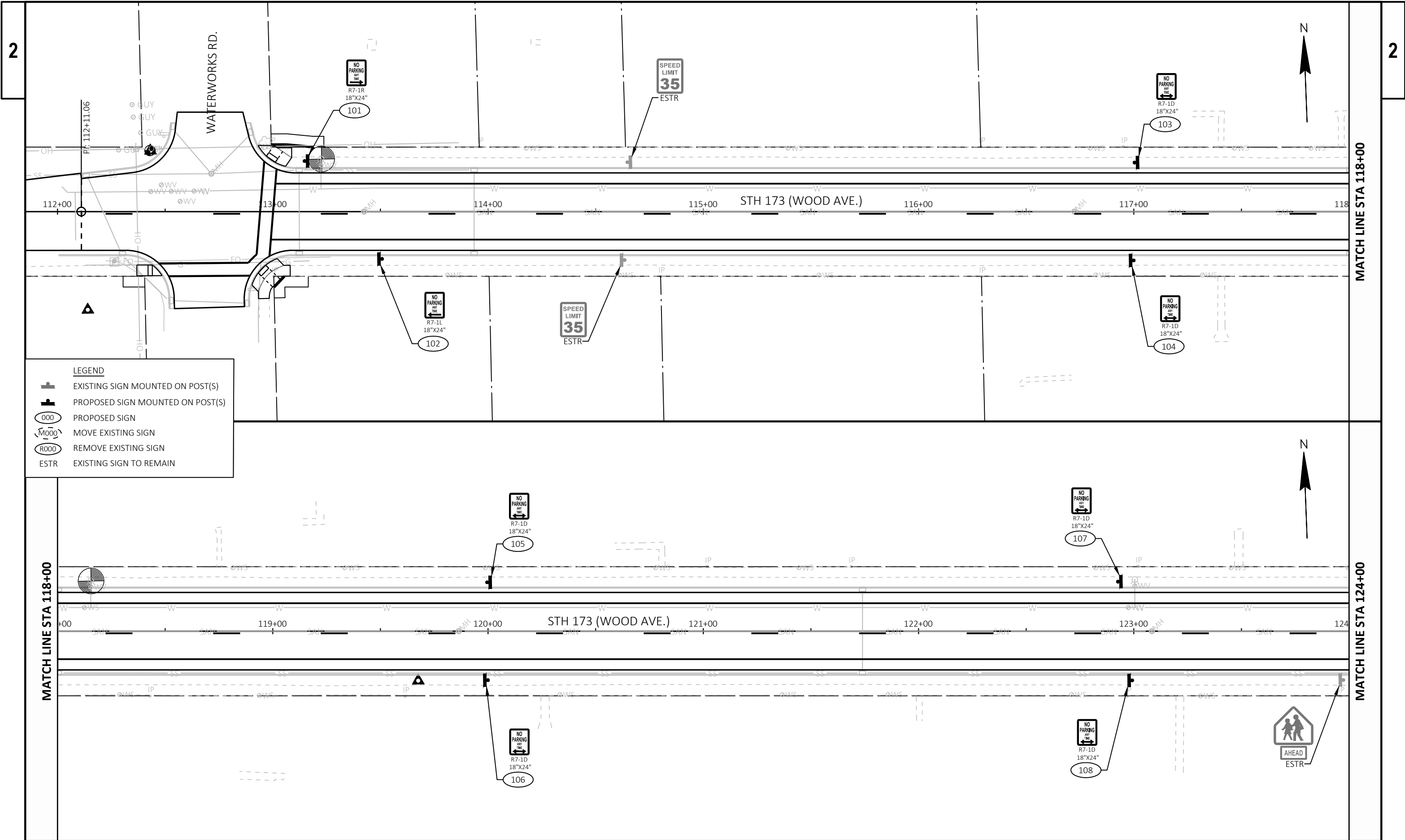
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 173 R/L.

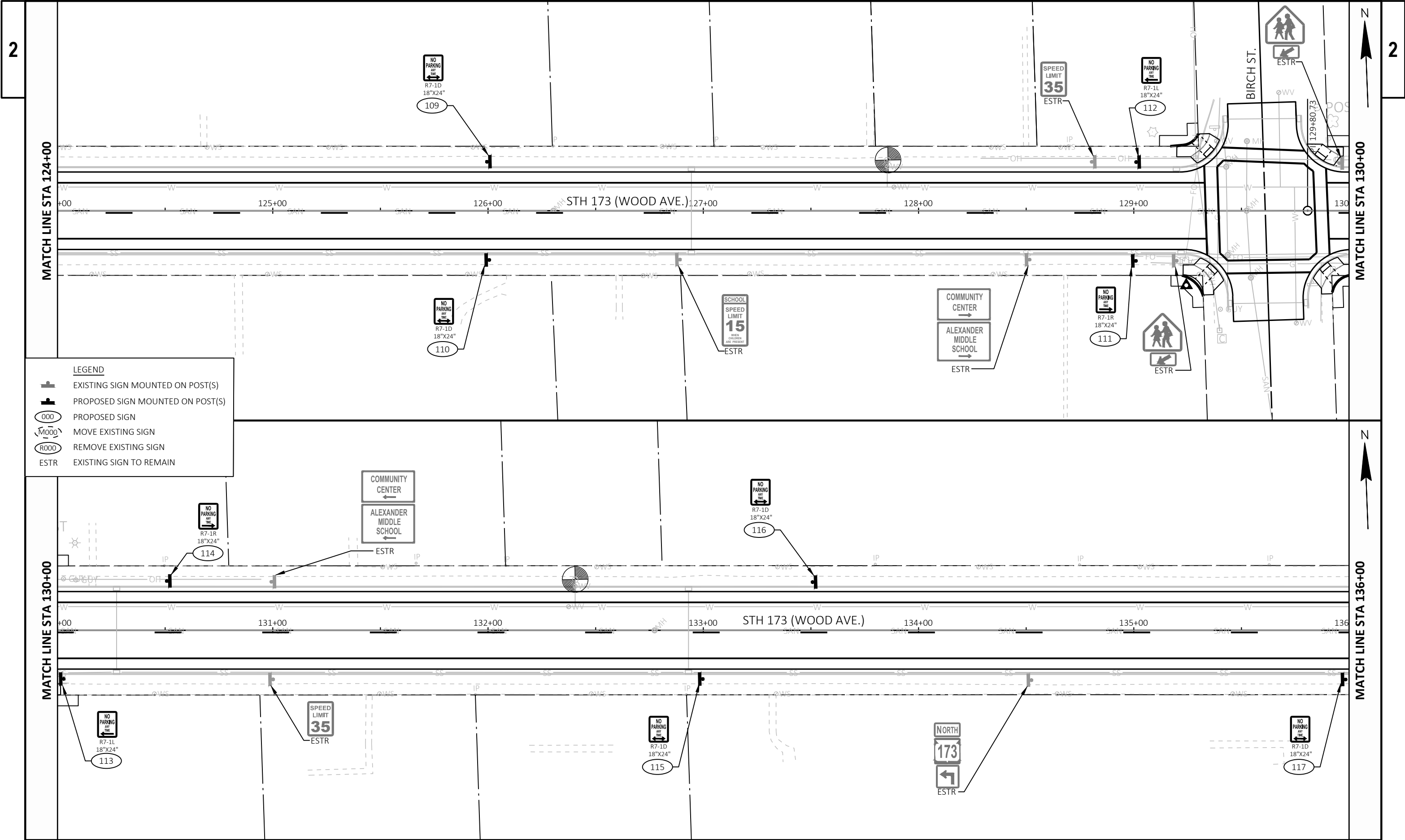
LEGEND FOR CURB RAMP DETAILS

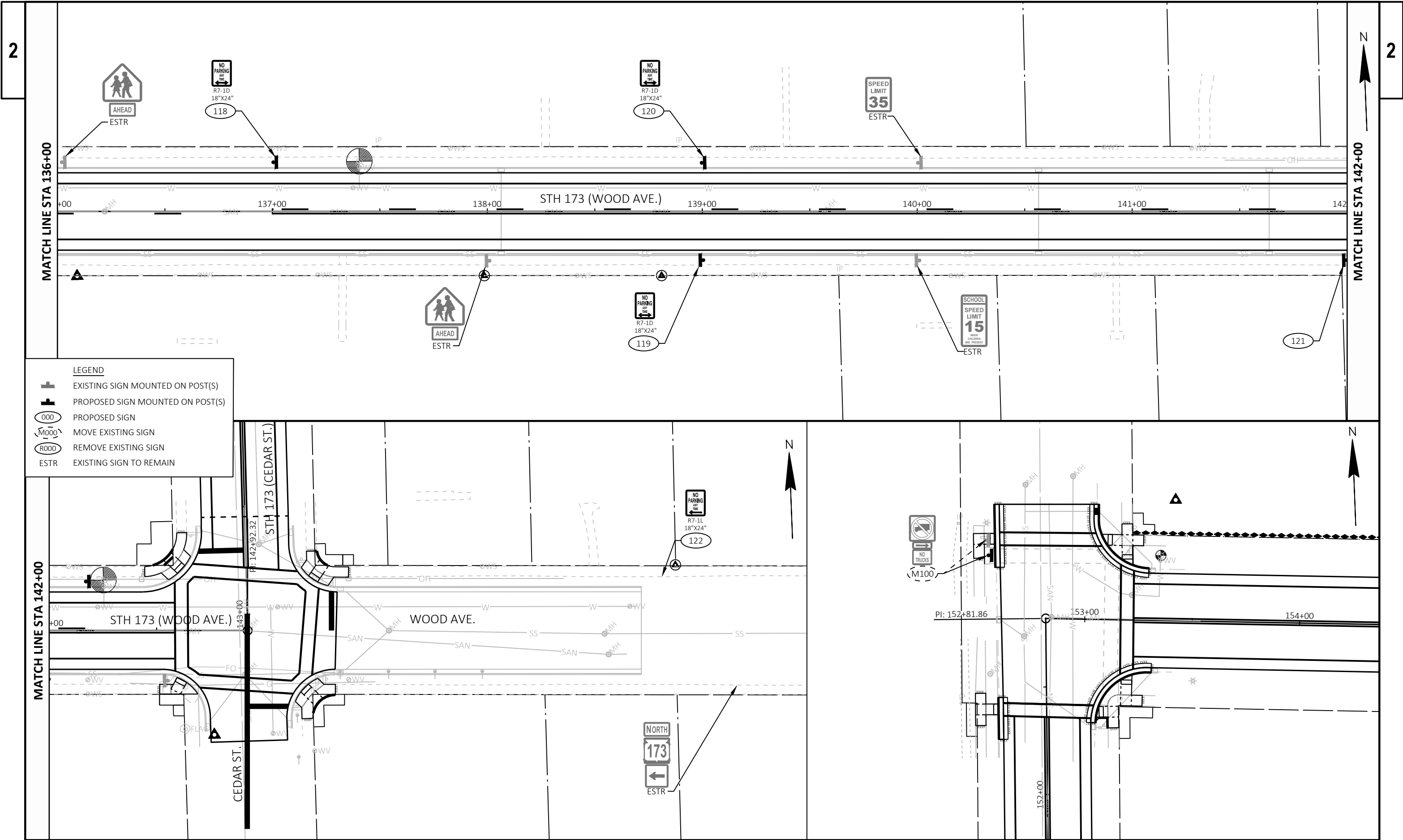
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-Y	DETECTABLE WARNING FIELD, YELLOW
WFR-Y	DETECTABLE WARNING FIELD, RADIAL, YELLOW
XXX	SAWCUT

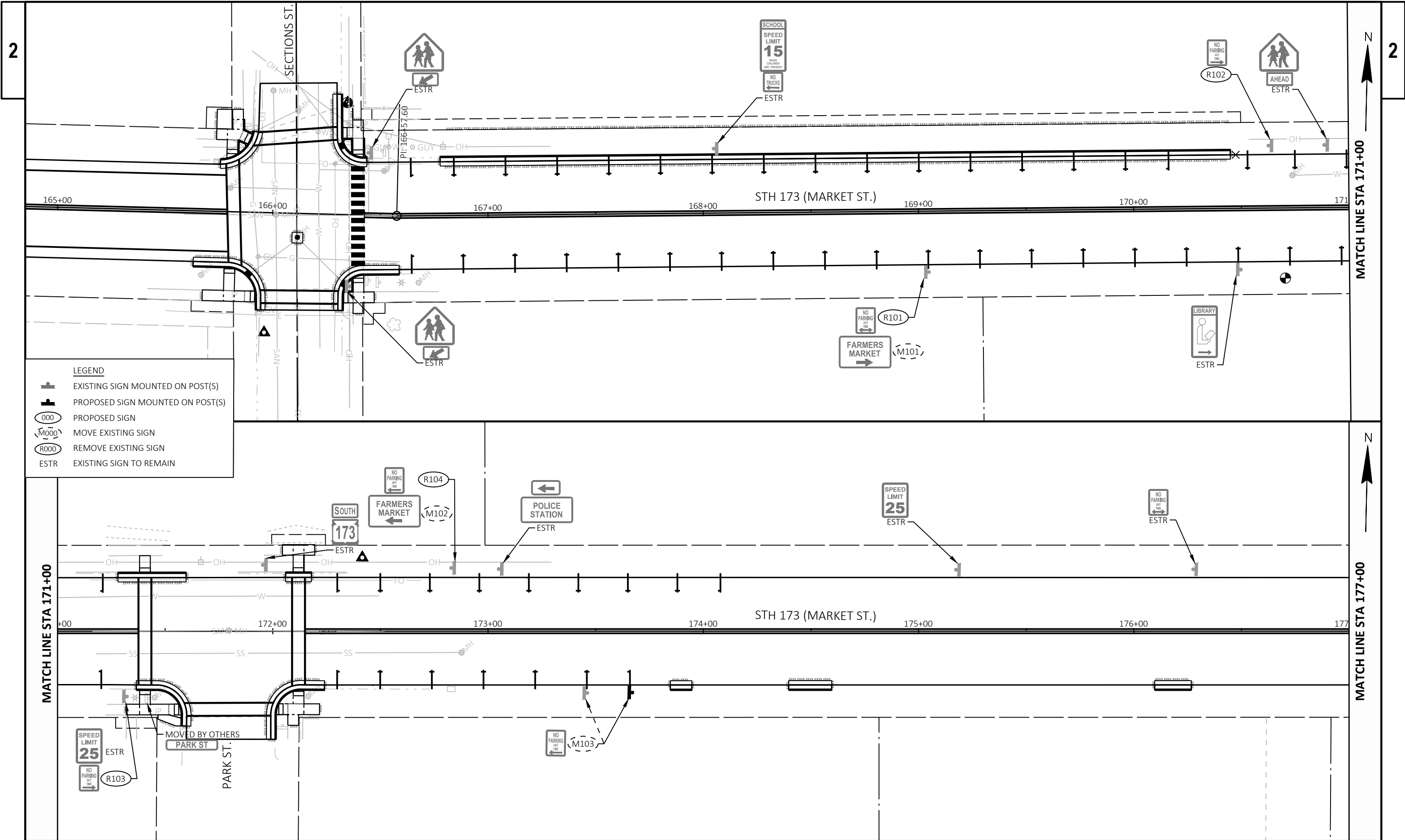
Grading plan for STH 173 (Market St) showing stationing from 204+00 to 204+25. The plan includes a 'CURB RAMP TYPE 3' and various grading details such as 'CS-4', 'CS-6', 'WF-Y', and 'CG-30D'. Elevation points are marked with station numbers and elevations (e.g., 2112 955.34, 2109 955.36). Slopes are indicated with percentages (e.g., 4.40%, 1.38%, 0.20%, 4.60%, 0.57%, 5.37%, 0.40%, 6.84%, 3.95%, 4.00%). The plan also shows 'GRASS' areas and an 'EXIST R/W' line. A north arrow is located in the bottom right corner.

2	PATTON AVE SW QUAD							PATTON AVE SE QUAD							PATTON AVE NW QUAD							PATTON AVE NE QUAD							2						
	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION							
	1851	953.39	200+48.34	23.97'	424,374.77	712,516.91	FLAG	1902	953.75	201+06.39	47.09'	424,352.39	712,575.25	FLAG	1952	953.28	200+50.96	-25.42'	424,424.19	712,518.92	FLAG	2001	953.45	200+95.76	-49.57'	424,448.90	712,563.41	FLAG							
	1852	853.50	200+55.31	24.33'	424,374.50	712,523.89	FLAG	1903	953.70	201+07.42	39.31'	424,360.17	712,576.18	FLAG	1953	953.19	200+58.76	-29.67'	424,428.54	712,526.66	FLAG	2002	953.43	200+99.54	-34.12'	424,433.50	712,567.38	FLAG							
	1853	853.52	200+60.31	25.88'	424,373.02	712,528.91	FLAG	1904	953.72	201+09.76	34.31'	424,365.20	712,578.45	FLAG	1954	953.12	200+62.36	-33.14'	424,432.06	712,530.21	FLAG	2003	953.42	201+02.76	-30.30'	424,429.72	712,570.65	FLAG							
	1854	853.62	200+70.05	34.37'	424,364.65	712,538.75	FLAG	1905	953.56	201+23.05	24.70'	424,374.98	712,591.62	FLAG	1955	953.09	200+67.32	-42.04'	424,441.02	712,535.07	FLAG	2004	953.39	201+22.39	-24.10'	424,423.77	712,590.35	FLAG							
	1855	953.68	200+72.35	39.37'	424,359.68	712,541.11	FLAG	1906	953.52	201+28.05	24.05'	424,375.70	712,596.61	FLAG	1956	953.20	200+50.32	-27.30'	424,426.07	712,518.25	FL	2005	953.36	201+27.39	-24.07'	424,423.80	712,595.35	FLAG							
	1856	953.72	200+73.36	45.67'	424,353.39	712,542.20	FLAG	1907	953.45	201+39.42	23.98'	424,375.90	712,607.98	FLAG	1957	953.11	200+57.36	-31.11'	424,429.97	712,525.25	FL	2006	953.38	201+44.72	-23.95'	424,423.90	712,612.69	FLAG							
	1857	953.24	200+48.34	25.97'	424,372.77	712,516.94	FL	1908	953.59	201+08.39	46.99'	424,352.51	712,577.25	FL	1958	953.04	200+60.96	-34.59'	424,433.49	712,528.80	FL	2007	953.33	200+97.76	-49.56'	424,448.92	712,565.41	FL							
	1858	953.42	200+55.31	26.37'	424,372.47	712,523.92	FL	1909	953.62	201+09.54	39.31'	424,360.20	712,578.29	FL	1959	953.01	200+65.42	-42.66'	424,441.61	712,533.16	FL	2008	953.39	201+01.08	-35.41'	424,434.82	712,568.90	FL							
	1859	953.45	200+60.31	28.09'	424,370.81	712,528.94	FL	1910	953.64	201+12.17	34.31'	424,365.23	712,580.87	FL	1960	953.51	200+64.95	-42.81'	424,441.76	712,532.68	SW	2009	953.37	201+04.30	-31.59'	424,431.04	712,572.17	FL							
	1860	953.52	200+67.65	34.37'	424,364.62	712,536.35	FL	1911	953.49	201+23.05	26.76'	424,372.92	712,591.65	FL	1961	953.78	200+58.23	-49.82'	424,448.68	712,525.88	SW	2010	953.31	201+22.40	-26.10'	424,425.77	712,590.34	FL							
	1861	953.59	200+70.24	39.37'	424,359.65	712,539.00	FL	1912	953.44	201+28.05	26.05'	424,373.70	712,596.64	FL	1962	953.41	200+57.61	-44.07'	424,442.92	712,525.33	SW	2011	953.28	201+27.40	-26.07'	424,425.80	712,595.34	FL							
	1862	953.59	200+71.36	45.70'	424,353.34	712,540.20	FL	1913	953.17	201+32.93	26.02'	424,373.79	712,601.52	FL	1963	953.16	200+57.23	-40.61'	424,439.46	712,524.99	SW	2012	953.16	201+36.55	-26.01'	424,425.85	712,604.49	FL							
	1863	953.87	200+47.50	33.76'	424,364.98	712,516.19	SW	1914	953.20	201+39.43	25.98'	424,373.90	712,608.02	FL	1964	953.23	200+51.52	-40.24'	424,439.02	712,519.29	SW	2013	953.26	201+44.74	-25.95'	424,425.90	712,612.68	FL							
	1864	953.85	200+52.77	33.74'	424,365.07	712,521.47	SW	1917	954.07	201+15.10	46.86'	424,352.72	712,583.96	SW	1965	953.47	200+46.06	-40.25'	424,438.96	712,513.83	SW	2015	953.90	201+04.20	-40.97'	424,440.41	712,571.95	SW							
	1865	953.95	200+52.79	38.86'	424,359.94	712,521.55	SW	1918	954.00	201+16.18	41.29'	424,358.30	712,584.96	SW	1966	953.81	200+40.09	-40.26'	424,438.89	712,507.86	SW	2016	953.90	201+10.78	-40.93'	424,440.45	712,578.53	SW							
	1866	954.01	200+58.36	45.71'	424,353.16	712,527.20	SW	1919	953.92	201+22.95	33.82'	424,365.86	712,591.64	SW	1967	953.67	200+40.08	-33.46'	424,432.09	712,507.93	SW	2017	953.85	201+10.73	-33.83'	424,433.35	712,578.58	SW							
	1867	953.64	200+67.03	39.37'	424,359.61	712,535.80	SW	1920	953.98	201+28.05	33.81'	424,365.93	712,596.73	SW	1968	953.67	200+40.07	-26.52'	424,425.15	712,508.01	SW	2018	953.84	201+16.59	-33.79'	424,433.39	712,584.43	SW							
	1868	953.90	200+60.31	39.37'	424,359.53	712,529.07	SW	1921	953.96	201+39.44	33.78'	424,366.10	712,608.13	SW	1969	953.40	200+48.14	-34.42'	424,433.16	712,515.98	SW	2019	953.83	201+22.45	-33.75'	424,433.42	712,590.29	SW							
	1869	953.92	200+58.35	39.37'	424,359.50	712,527.11	SW	1922	953.46	201+28.05	27.28'	424,372.46	712,596.65	SW	1970	953.15	200+55.63	-32.91'	424,431.74	712,523.49	SW	2020	953.80	201+27.45	-33.72'	424,433.45	712,595.29	SW							
	1870	953.94	200+55.31	39.37'	424,359.47	712,524.08	SW	1923	953.79	201+14.79	34.31'	424,365.26	712,583.49	SW	1971	953.22	200+52.15	-36.51'	424,435.29	712,519.97	SW	2021	953.81	201+36.12	-33.66'	424,433.50	712,603.96	SW							
	1871	953.85	200+55.31	34.37'	424,364.47	712,524.01	SW	1924	953.68	201+12.79	39.31'	424,360.24	712,581.55	SW	1972	953.15	200+55.75	-39.98'	424,438.82	712,523.52	SW	2022	953.89	201+06.82	-40.26'	424,439.73	712,574.58	SW							
	1872	953.45	200+55.31	28.65'	424,370.19	712,523.94	SW	1925	0.00	201+28.37	46.04'	424,353.71	712,597.21	RAD PT	1973	953.08	200+59.22	-36.39'	424,435.26	712,527.04	SW	2023	953.86	201+10.04	-36.44'	424,435.95	712,577.85	SW							
	1873	953.82	200+60.31	34.37'	424,364.53	712,529.01	SW	1926	0.00	201+32.85	49.60'	424,350.20	712,601.73	RAD PT	1974	953.51	200+64.43	-41.37'	424,440.31	712,532.18	SW	2025	0.00	201+18.24	-46.63'	424,446.24	712,585.92	RAD PT							
	1874	0.00	200+51.36	45.97'	424,352.81	712,520.21	RAD PT								1975	0.00	200+42.58	-50.02'	424,448.68	712,510.22	RAD PT														
	1875	0.00	200+49.95	47.50'	424,351.27	712,518.81	RAD PT																												
	1876	953.62	200+71.12	42.87'	424,356.16	712,539.93	FL																												
	1877	953.72	200+73.14	42.87'	424,356.19	712,541.95	FLAG																												

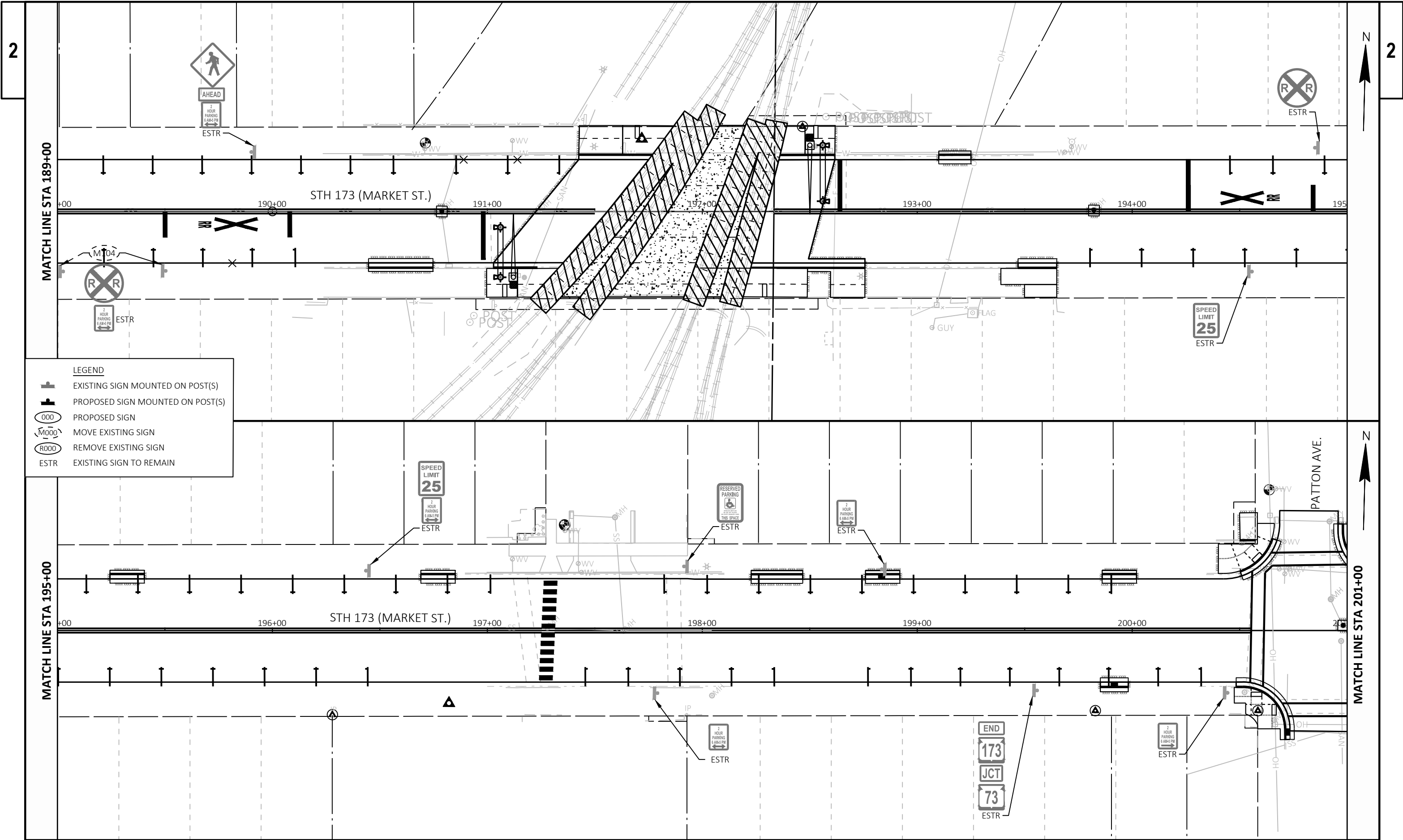


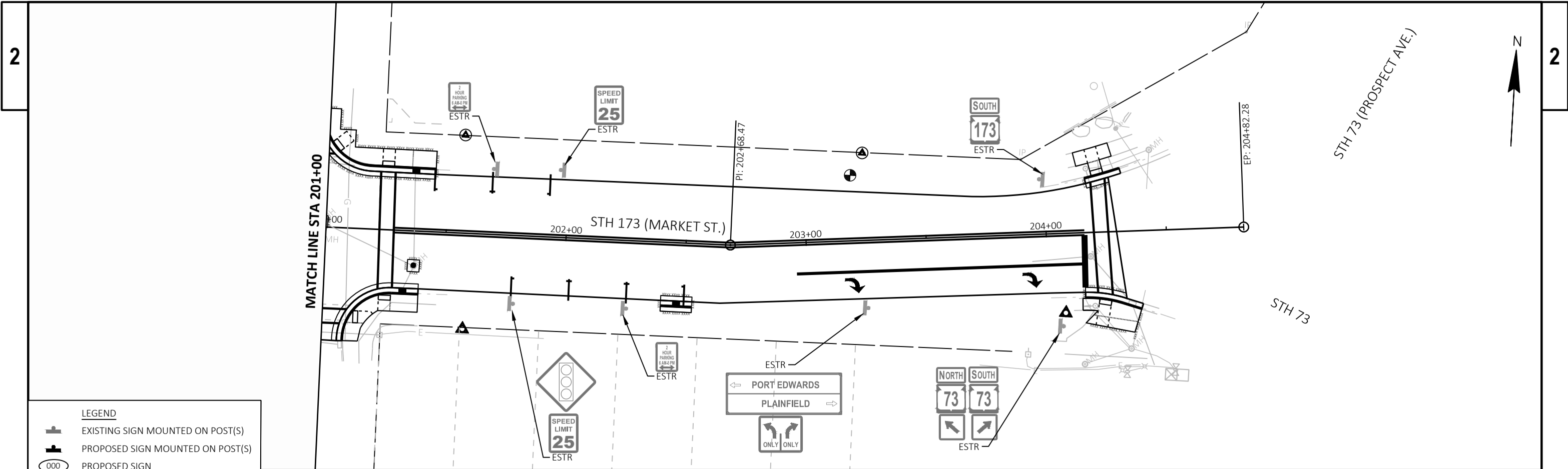












LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN
- MOVE EXISTING SIGN
- REMOVE EXISTING SIGN
- EXISTING SIGN TO REMAIN

2

Plan view of STH 173 (WOOD AVE) showing stationing from 113+00 to 118+00. The diagram includes a centerline, lane markings, and a dashed line labeled 'A' with a note '12.5' DASH, 37.5' SKIP'. Callouts B, C, D, and E point to specific features. A north arrow is located in the upper right corner.

PAVEMENT MARKING LEGEND - STH 173

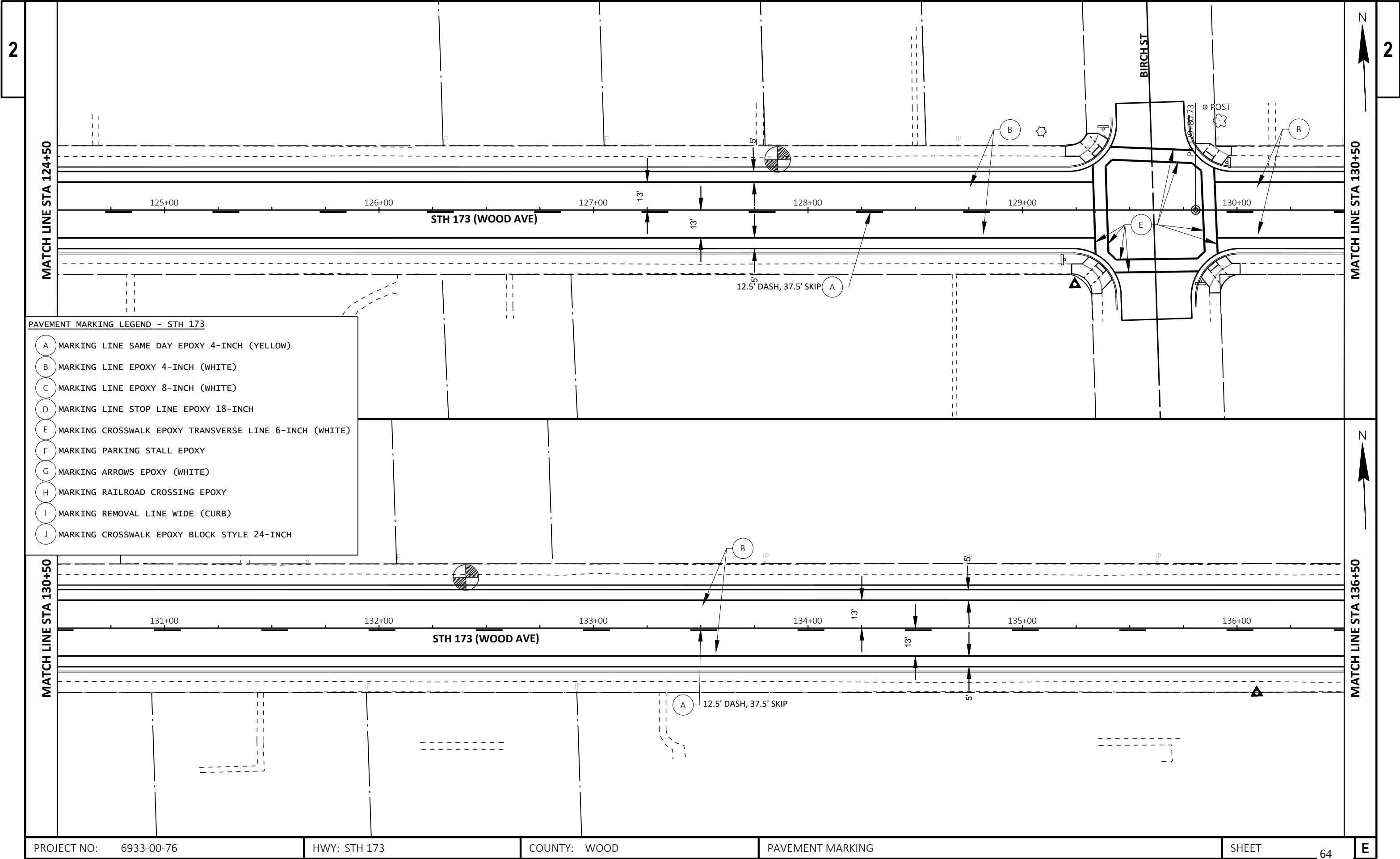
- A MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
- B MARKING LINE EPOXY 4-INCH (WHITE)
- C MARKING LINE EPOXY 8-INCH (WHITE)
- D MARKING LINE STOP LINE EPOXY 18-INCH
- E MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- F MARKING PARKING STALL EPOXY
- G MARKING ARROWS EPOXY (WHITE)
- H MARKING RAILROAD CROSSING EPOXY
- I MARKING REMOVAL LINE WIDE (CURB)
- J MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

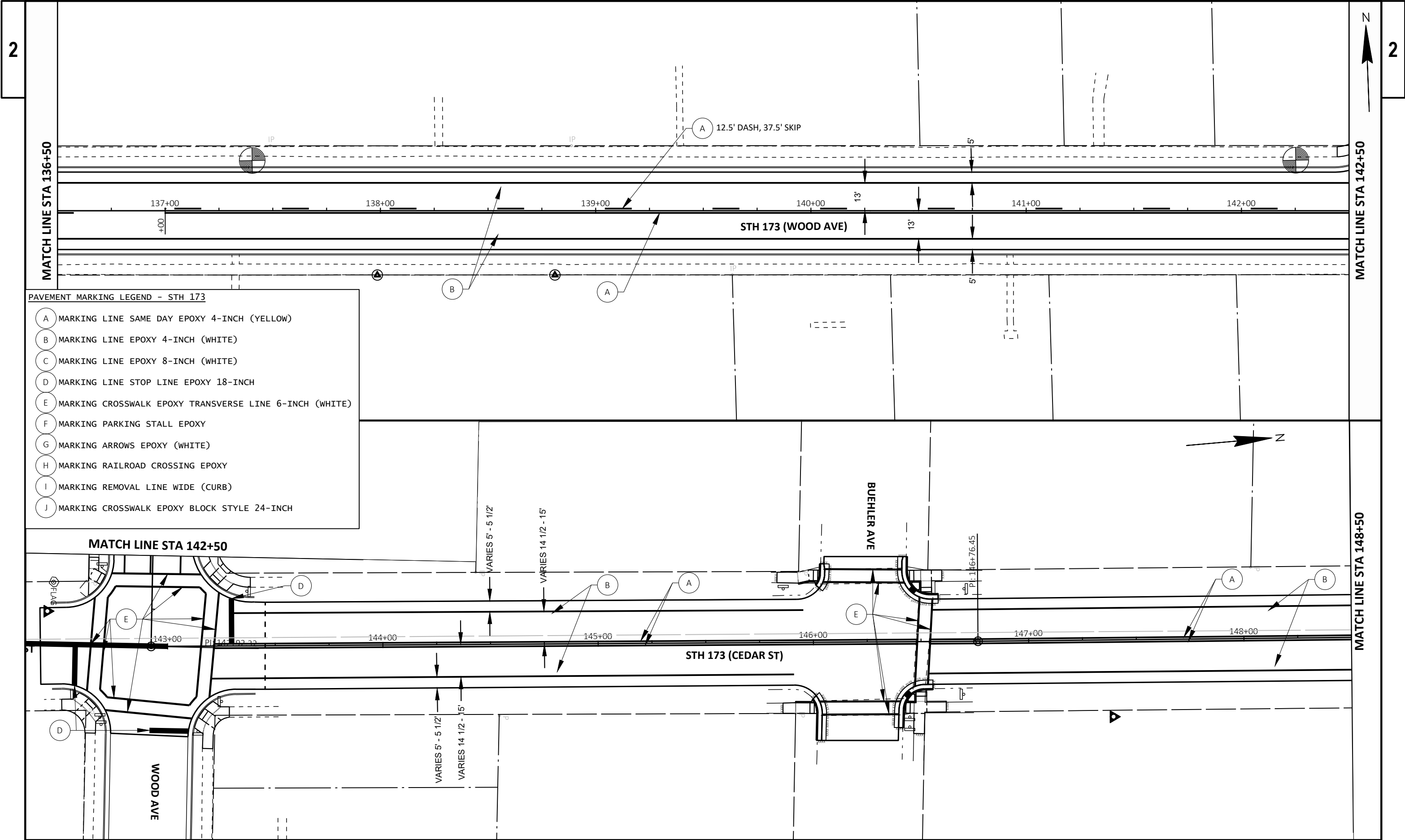
2

N

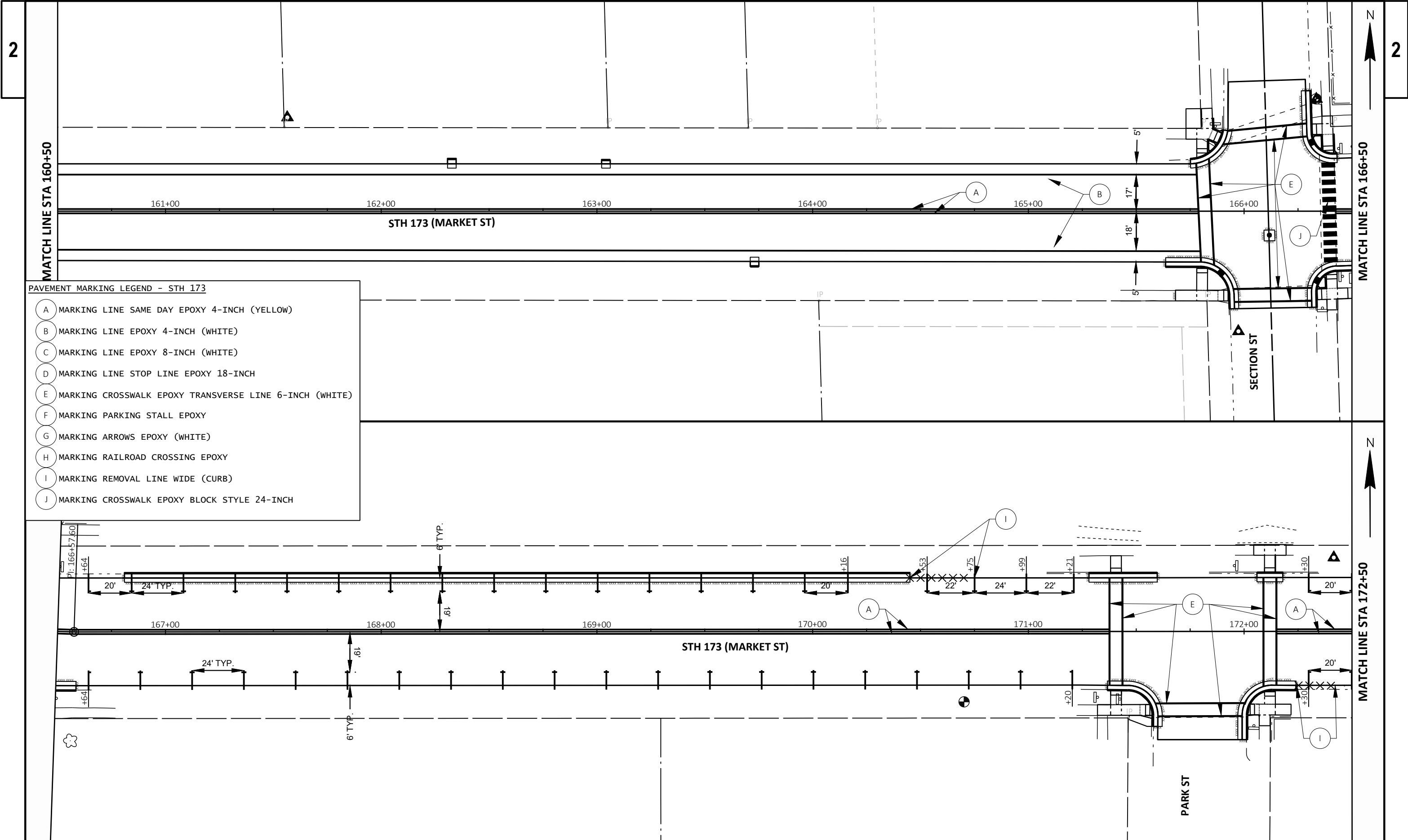
E

WISDOT/CADDS SHEET 44

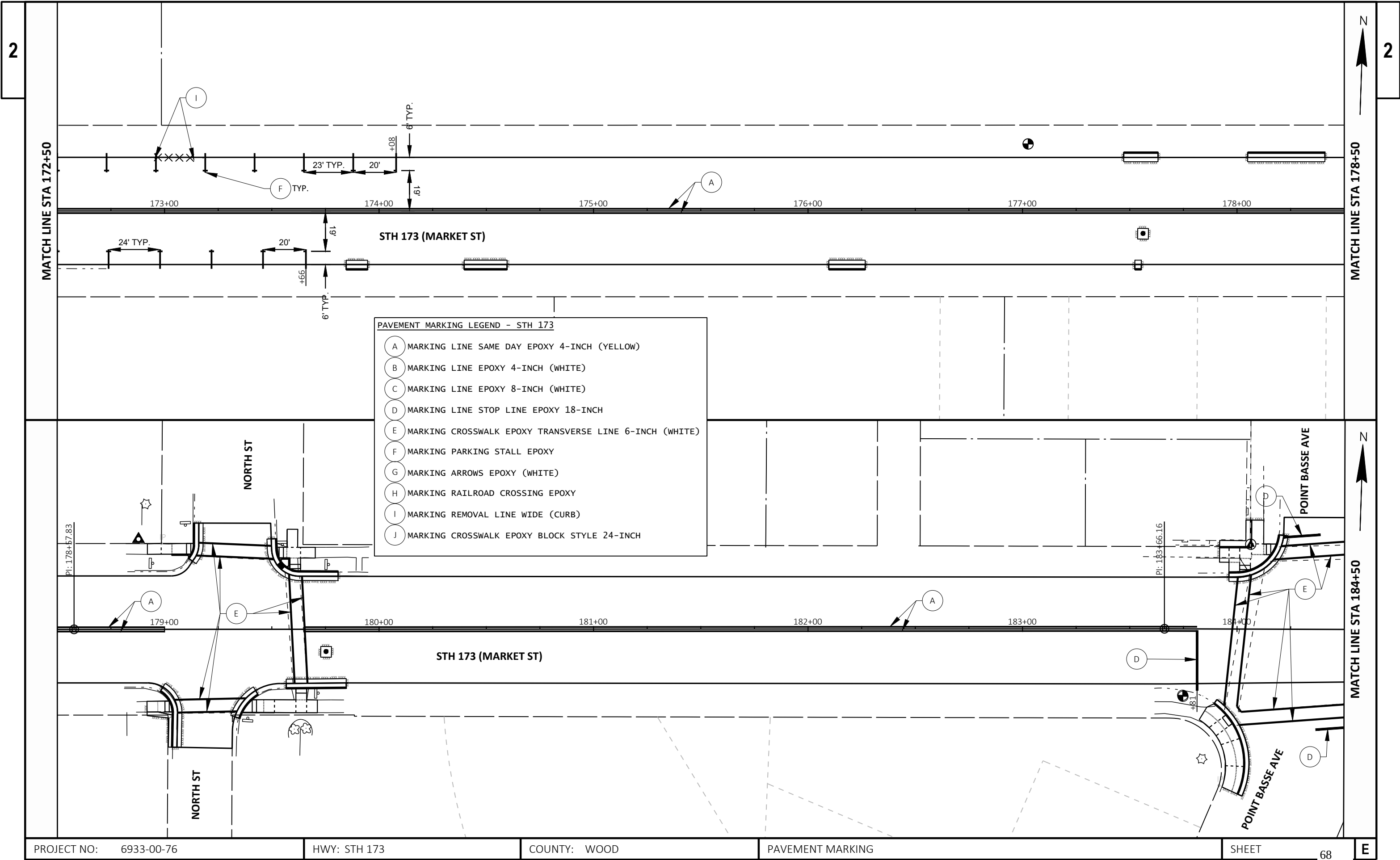


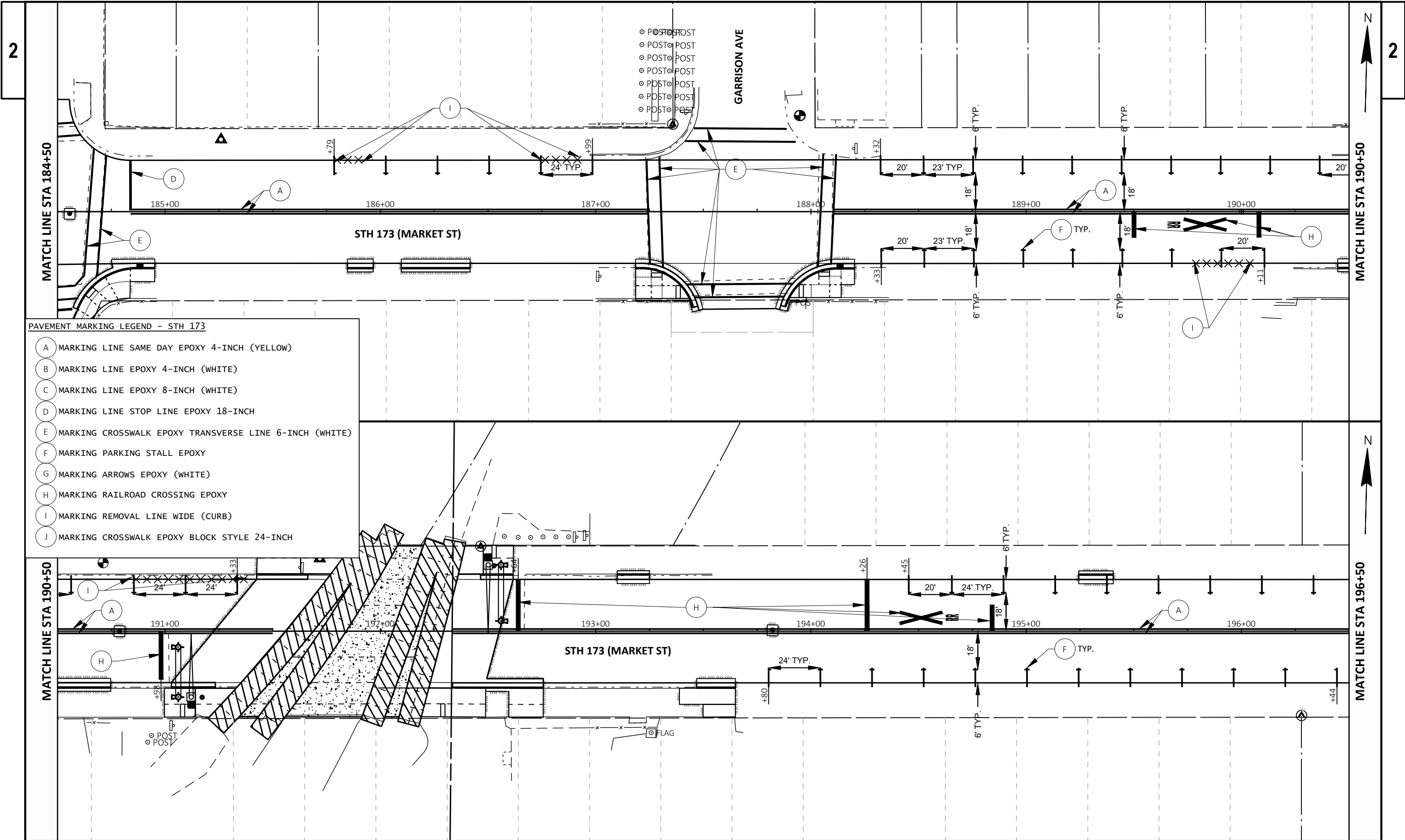


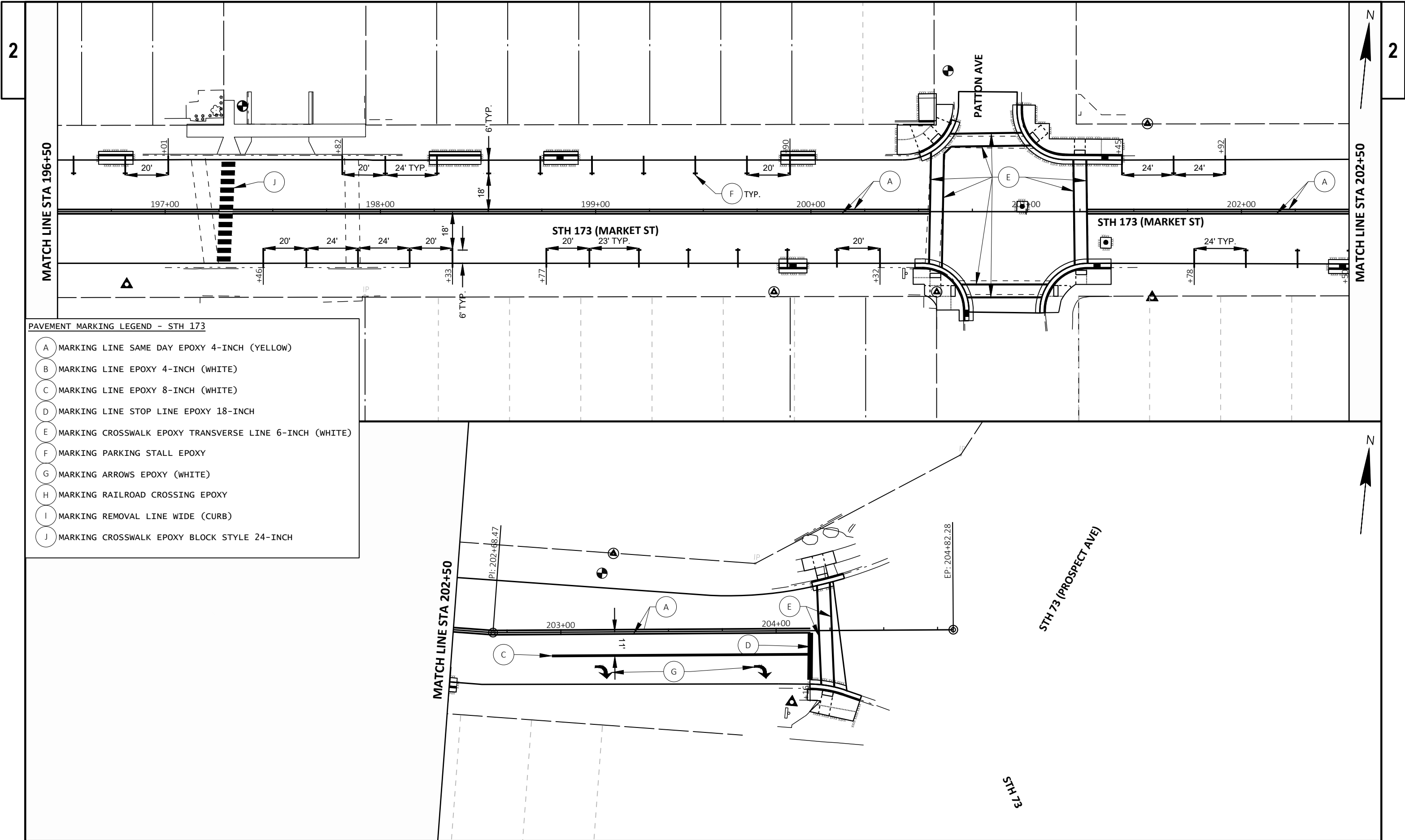
PAVEMENT MARKING LEGEND - STH 173	
A	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
B	MARKING LINE EPOXY 4-INCH (WHITE)
C	MARKING LINE EPOXY 8-INCH (WHITE)
D	MARKING LINE STOP LINE EPOXY 18-INCH
E	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
F	MARKING PARKING STALL EPOXY
G	MARKING ARROWS EPOXY (WHITE)
H	MARKING RAILROAD CROSSING EPOXY
I	MARKING REMOVAL LINE WIDE (CURB)
J	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

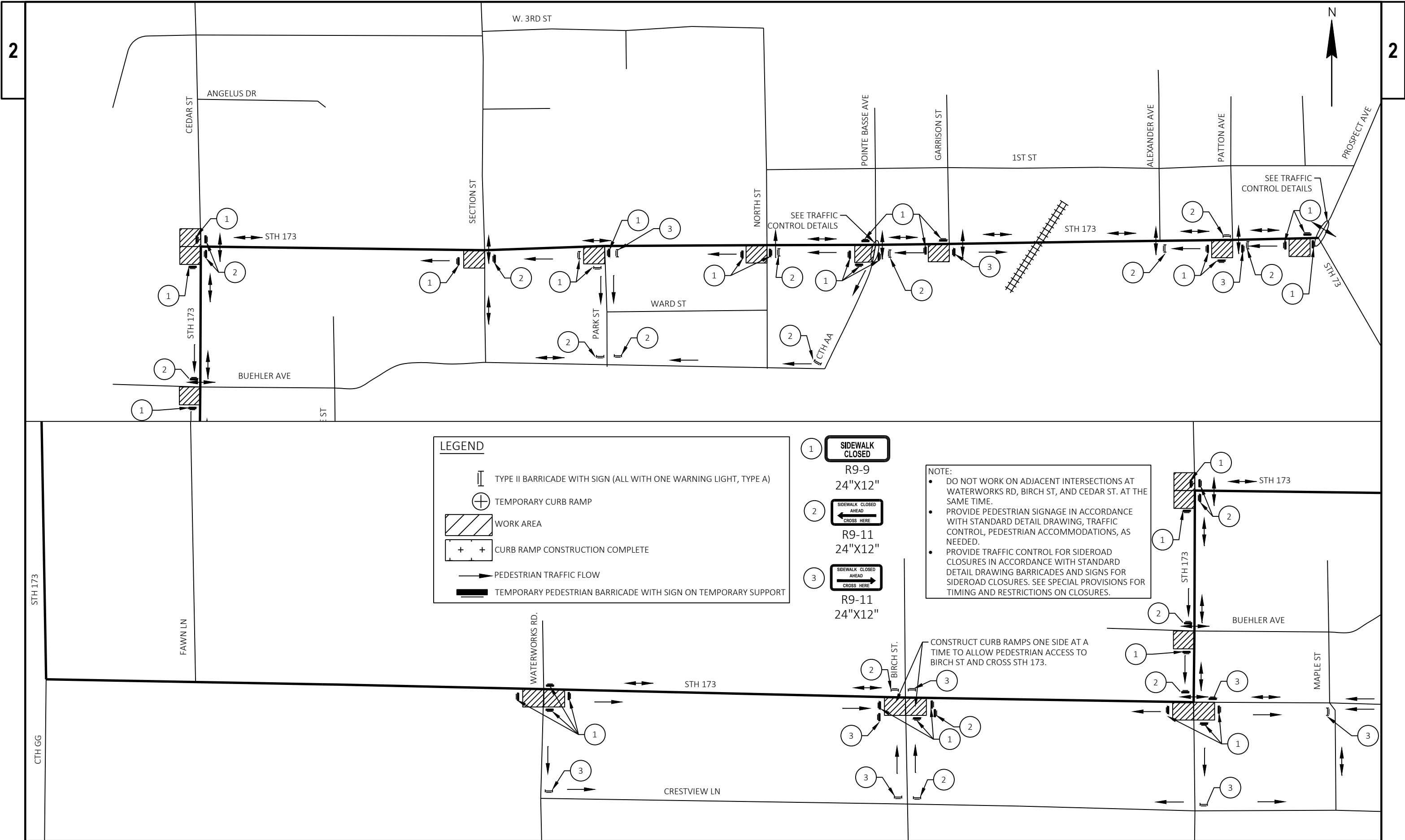


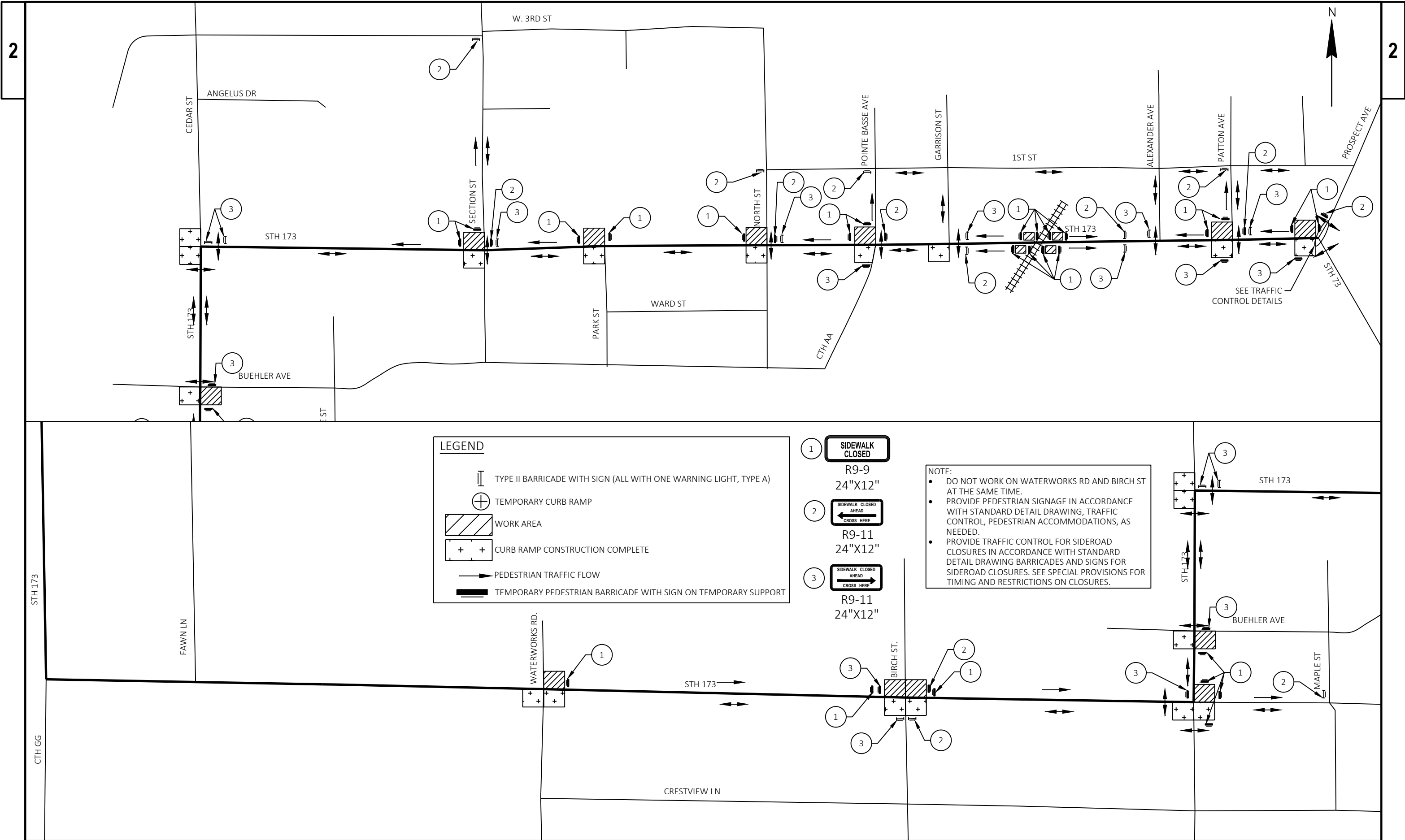
- PAVEMENT MARKING LEGEND - STH 173
- A MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)
 - B MARKING LINE EPOXY 4-INCH (WHITE)
 - C MARKING LINE EPOXY 8-INCH (WHITE)
 - D MARKING LINE STOP LINE EPOXY 18-INCH
 - E MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
 - F MARKING PARKING STALL EPOXY
 - G MARKING ARROWS EPOXY (WHITE)
 - H MARKING RAILROAD CROSSING EPOXY
 - I MARKING REMOVAL LINE WIDE (CURB)
 - J MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH

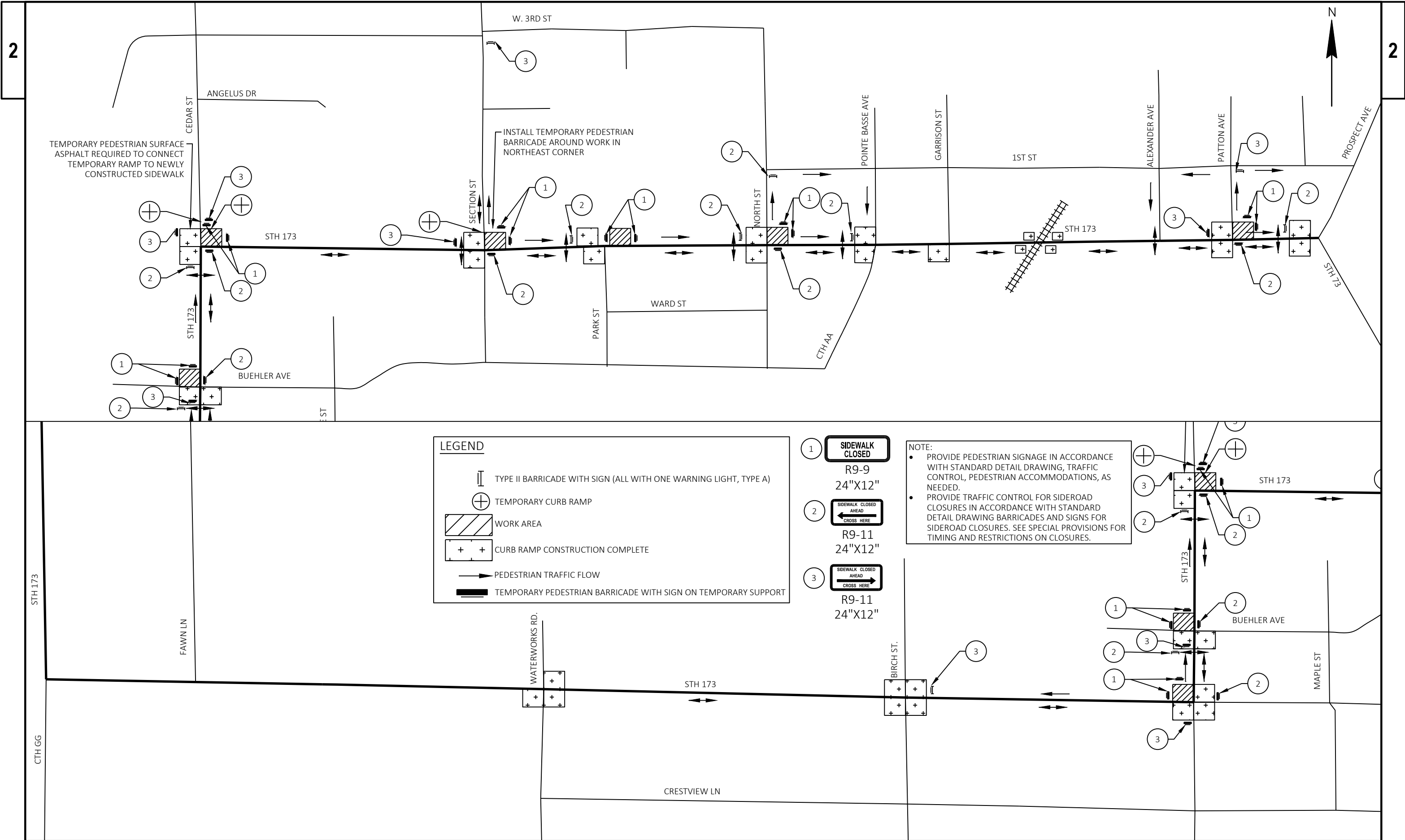












LEGEND

- TYPE II BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A)
- TEMPORARY CURB RAMP
- WORK AREA
- CURB RAMP CONSTRUCTION COMPLETE
- PEDESTRIAN TRAFFIC FLOW
- TEMPORARY PEDESTRIAN BARRICADE WITH SIGN ON TEMPORARY SUPPORT

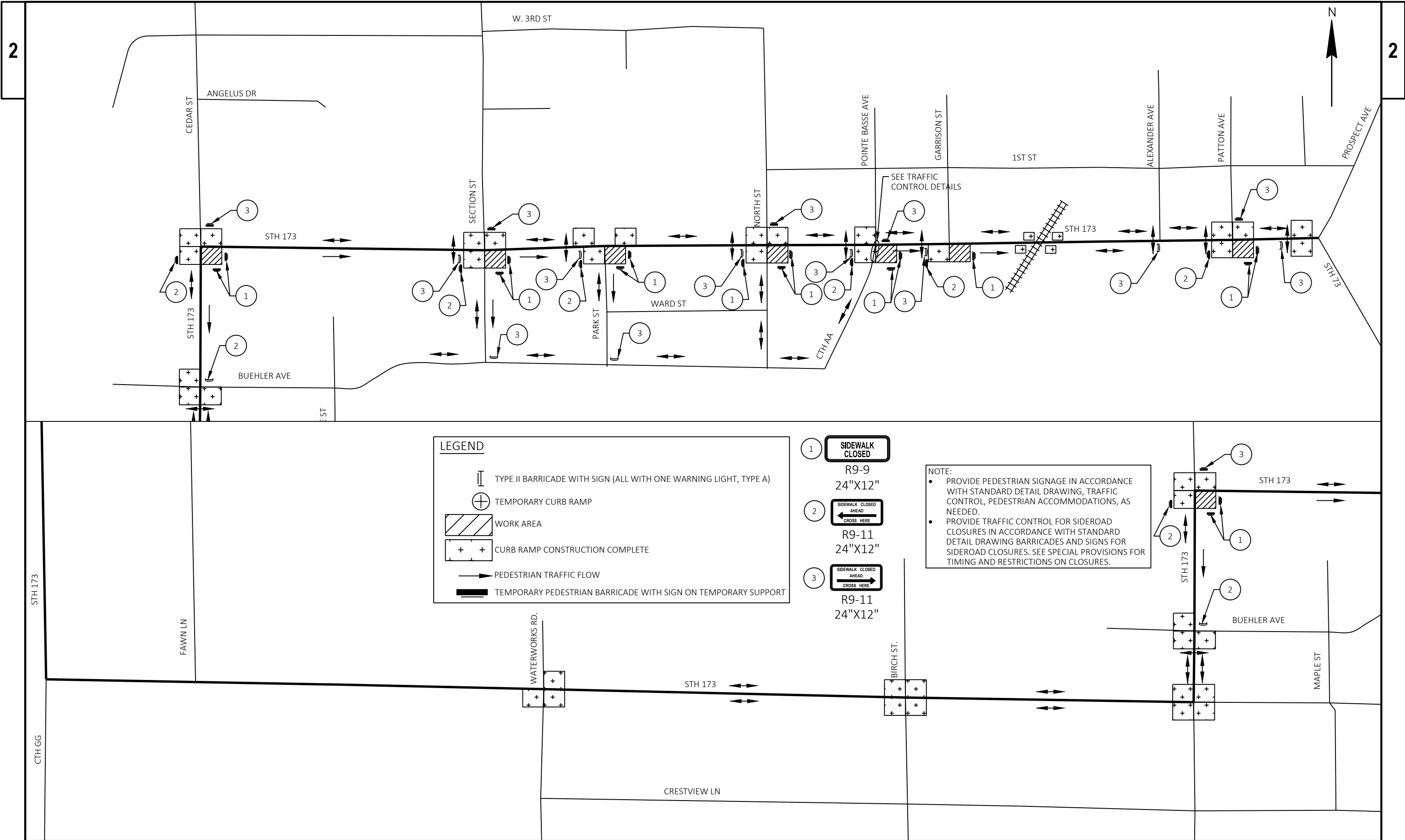
1 **SIDEWALK CLOSED**
R9-9
24"X12"

2 **SIDEWALK CLOSED AHEAD**
R9-11
24"X12"

3 **SIDEWALK CLOSED AHEAD**
R9-11
24"X12"

NOTE:

- PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS, AS NEEDED.
- PROVIDE TRAFFIC CONTROL FOR SIDEROAD CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR SIDEROAD CLOSURES. SEE SPECIAL PROVISIONS FOR TIMING AND RESTRICTIONS ON CLOSURES.



LEGEND

TYPE II BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A)

TEMPORARY CURB RAMP

WORK AREA

CURB RAMP CONSTRUCTION COMPLETE

PEDESTRIAN TRAFFIC FLOW

TEMPORARY PEDESTRIAN BARRICADE WITH SIGN ON TEMPORARY SUPPORT

1

SIDEWALK CLOSED

R9-9

24"X12"

2

SIDEWALK CLOSED AHEAD

CROSS HERE

R9-11

24"X12"

3

SIDEWALK CLOSED AHEAD

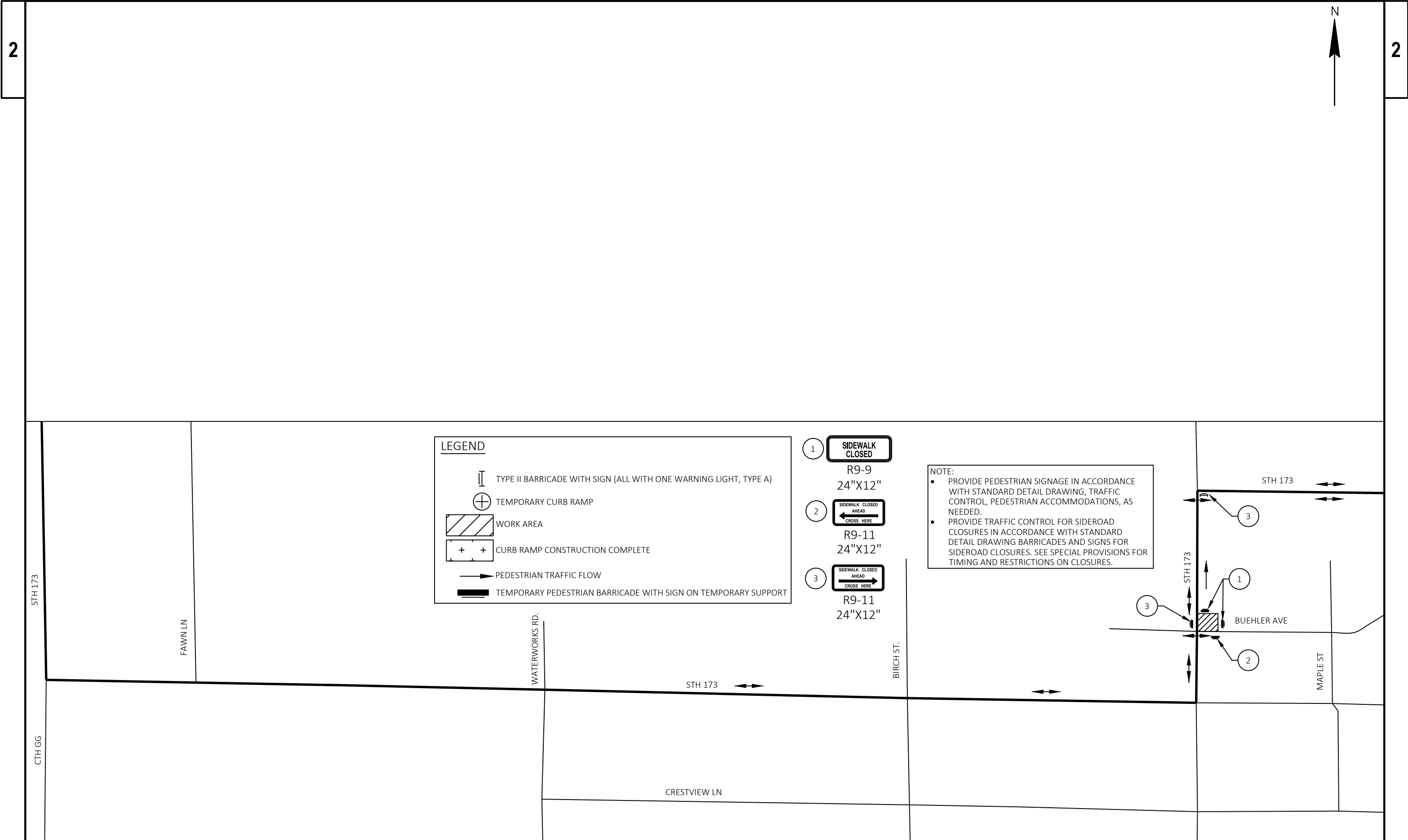
CROSS HERE

R9-11

24"X12"

NOTE:

- PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS, AS NEEDED.
- PROVIDE TRAFFIC CONTROL FOR SIDEROAD CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR SIDEROAD CLOSURES. SEE SPECIAL PROVISIONS FOR TIMING AND RESTRICTIONS ON CLOSURES.



LEGEND

- TYPE II BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A)
- TEMPORARY CURB RAMP
- WORK AREA
- CURB RAMP CONSTRUCTION COMPLETE
- PEDESTRIAN TRAFFIC FLOW
- TEMPORARY PEDESTRIAN BARRICADE WITH SIGN ON TEMPORARY SUPPORT

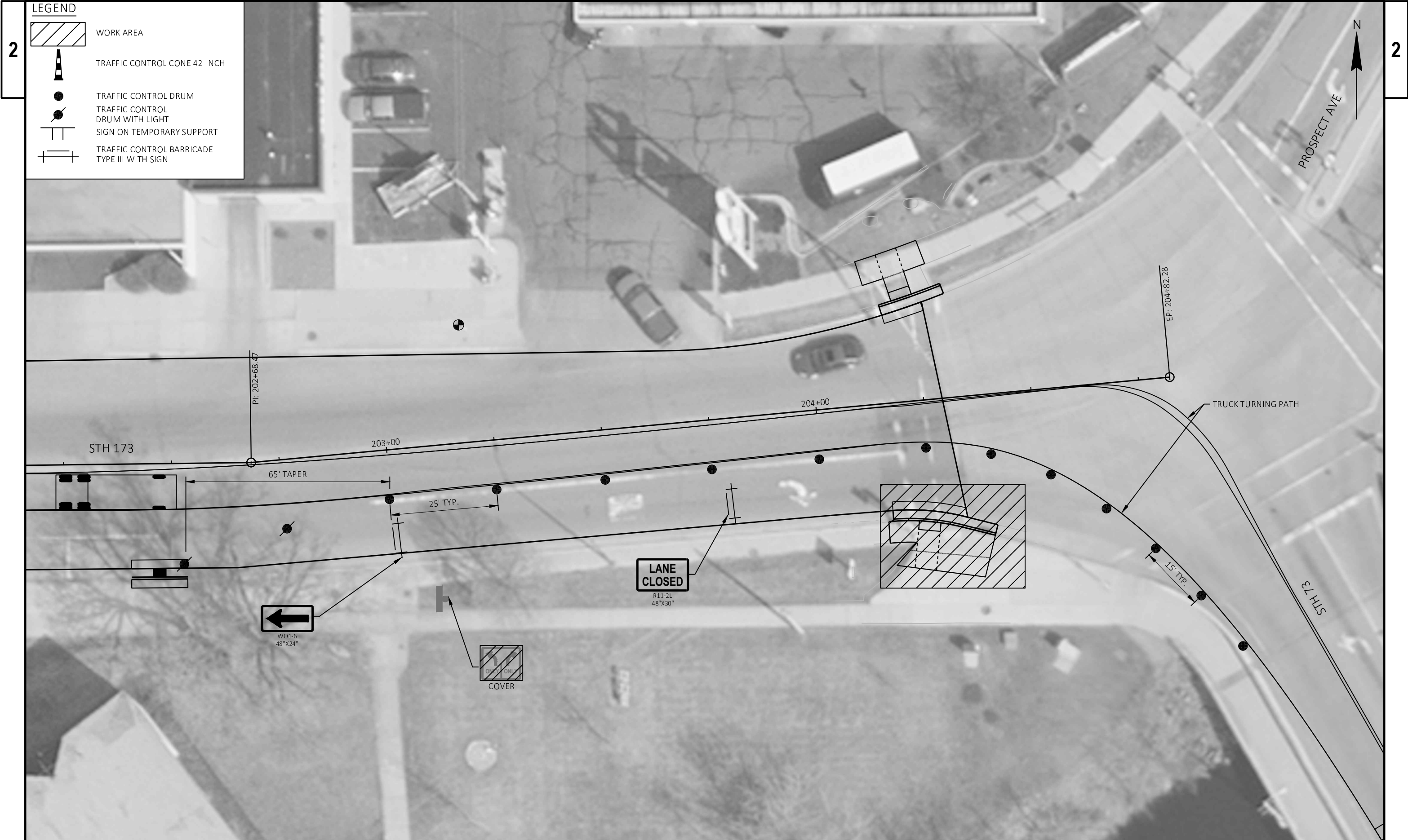
1 **SIDEWALK CLOSED**
R9-9
24"X12"

2 **SIDEWALK CLOSED AHEAD**
CROSS HERE
R9-11
24"X12"

3 **SIDEWALK CLOSED AHEAD**
CROSS HERE
R9-11
24"X12"

NOTE:

- PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS, AS NEEDED.
- PROVIDE TRAFFIC CONTROL FOR SIDEROAD CLOSURES IN ACCORDANCE WITH STANDARD DETAIL DRAWING BARRICADES AND SIGNS FOR SIDEROAD CLOSURES. SEE SPECIAL PROVISIONS FOR TIMING AND RESTRICTIONS ON CLOSURES.



LEGEND

WORK AREA

TRAFFIC CONTROL CONE 42-INCH

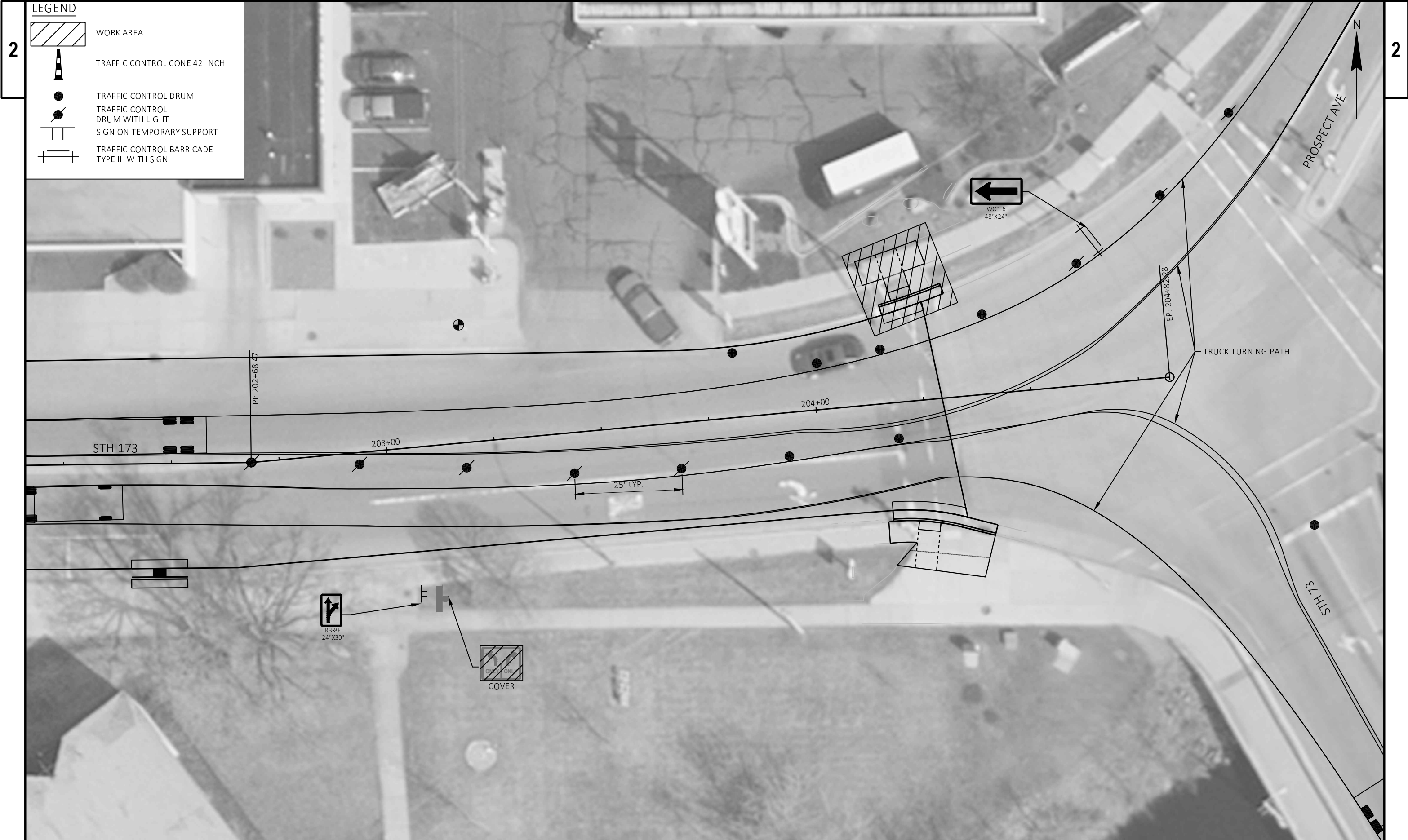
TRAFFIC CONTROL DRUM

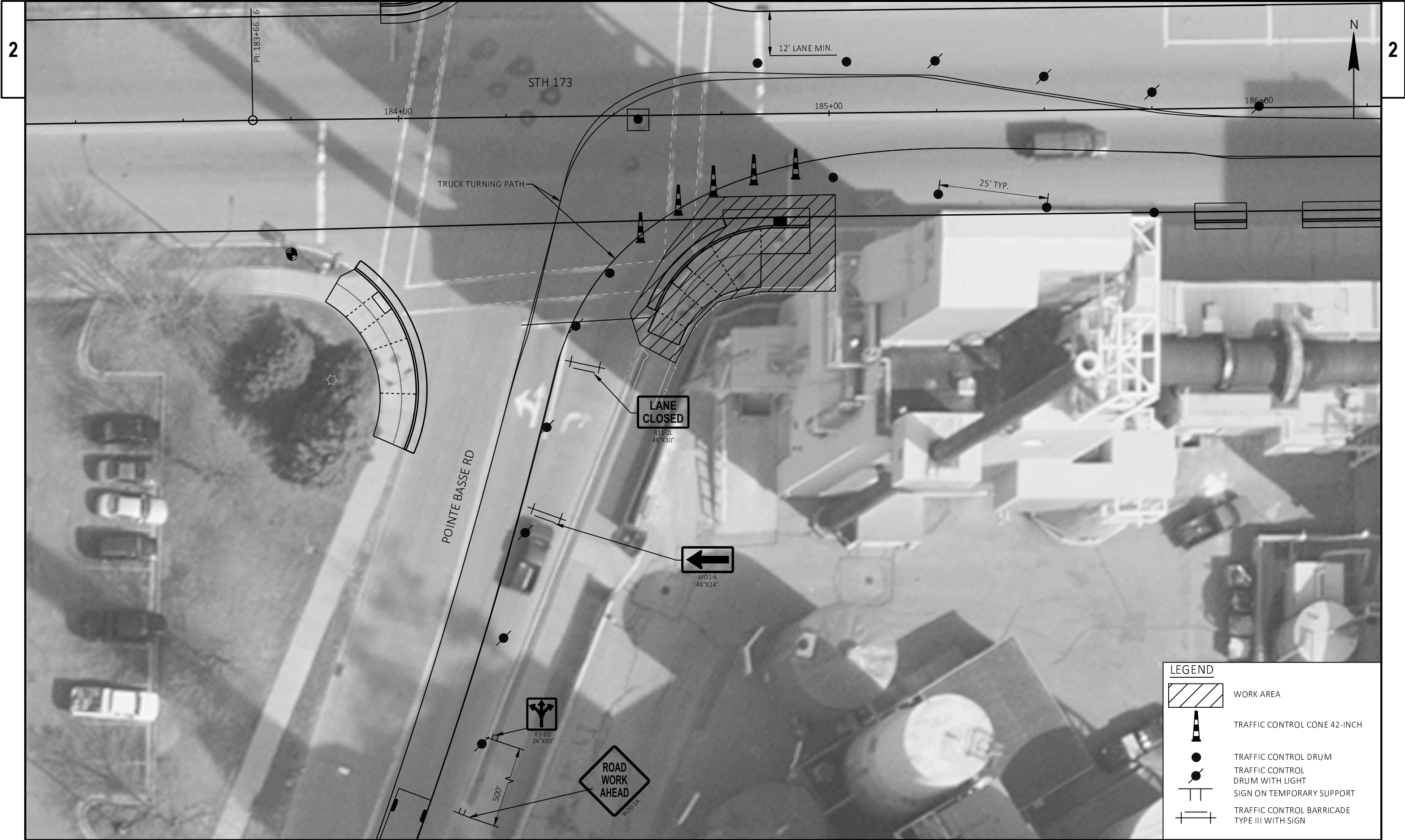
TRAFFIC CONTROL DRUM WITH LIGHT

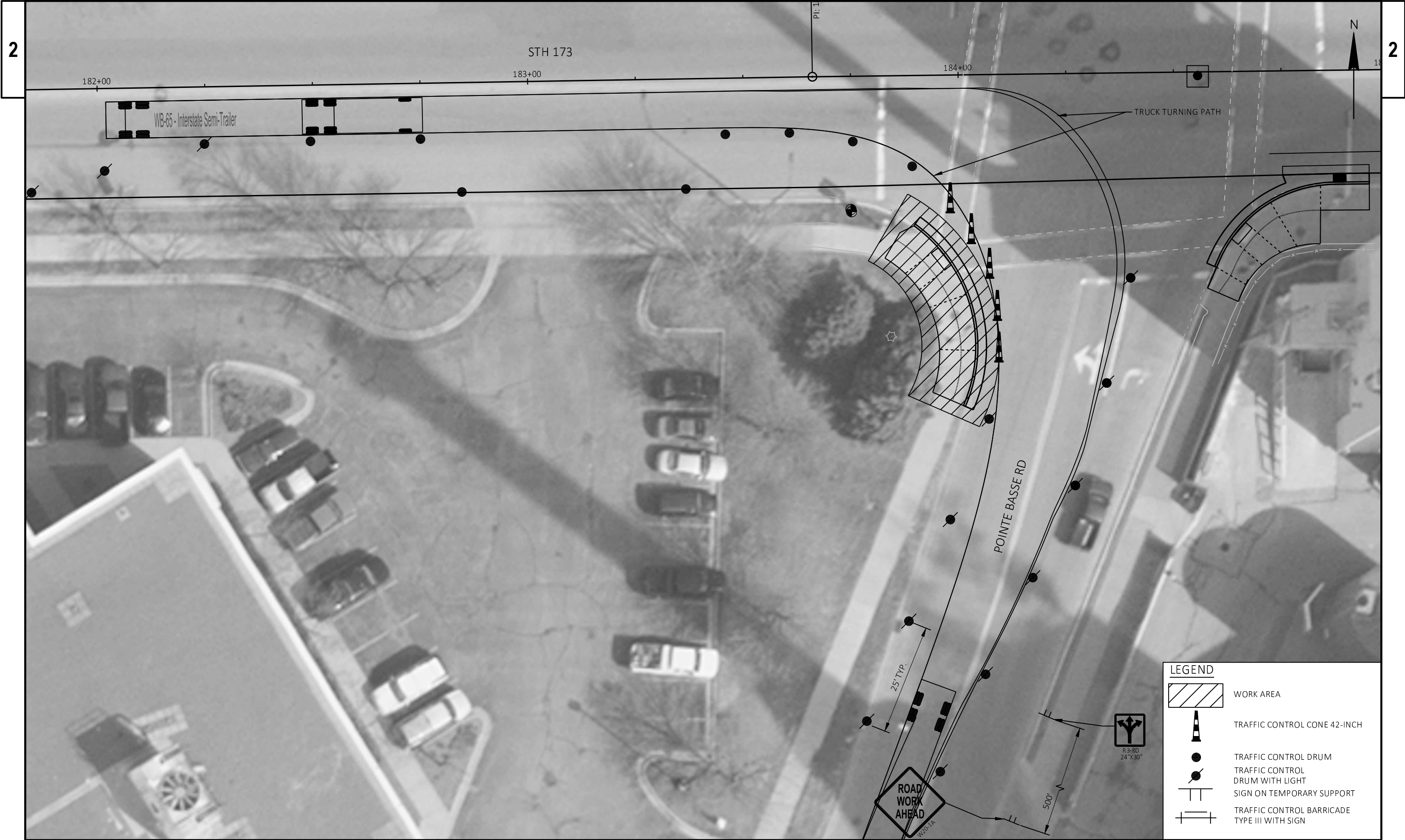
SIGN ON TEMPORARY SUPPORT

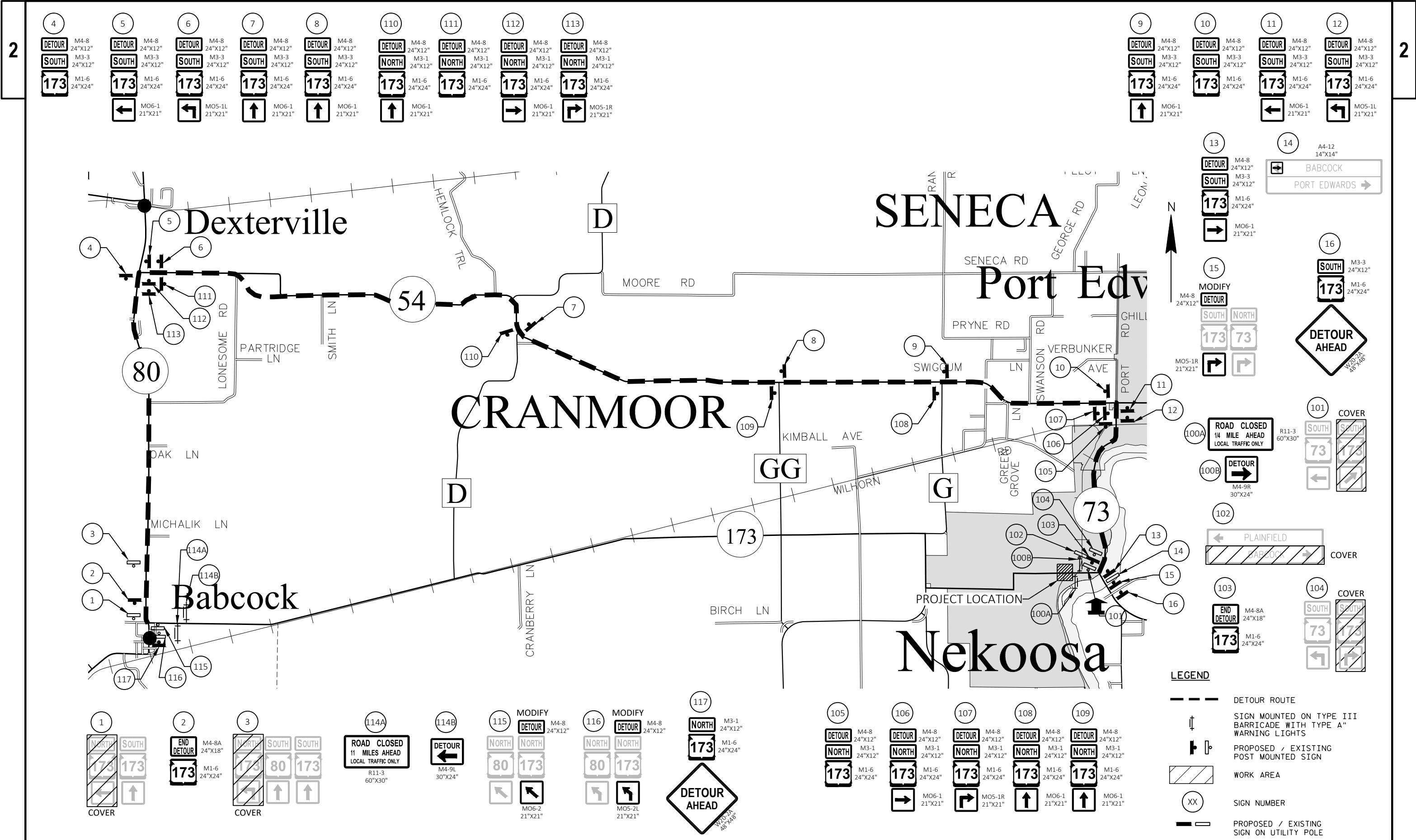
TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN

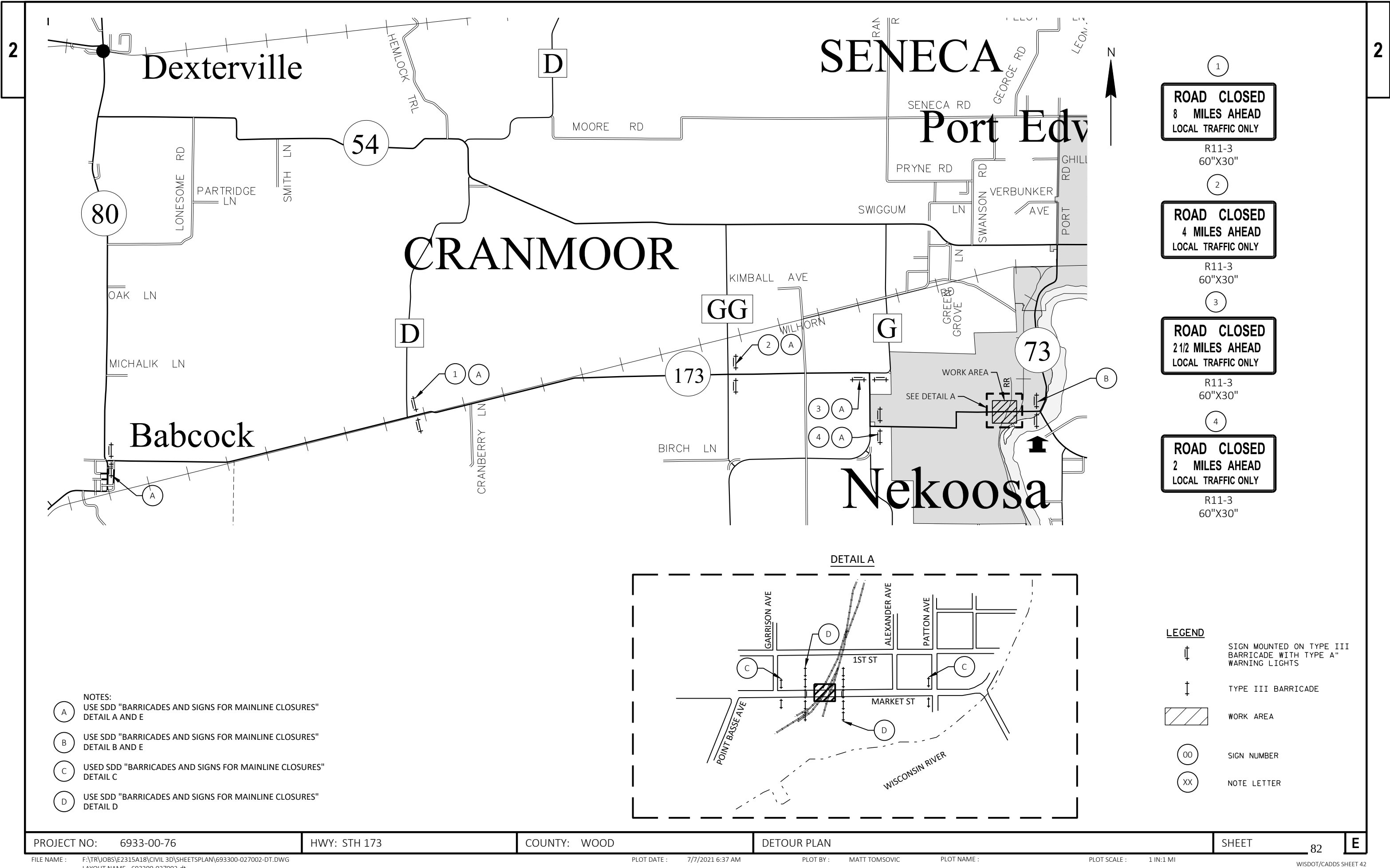












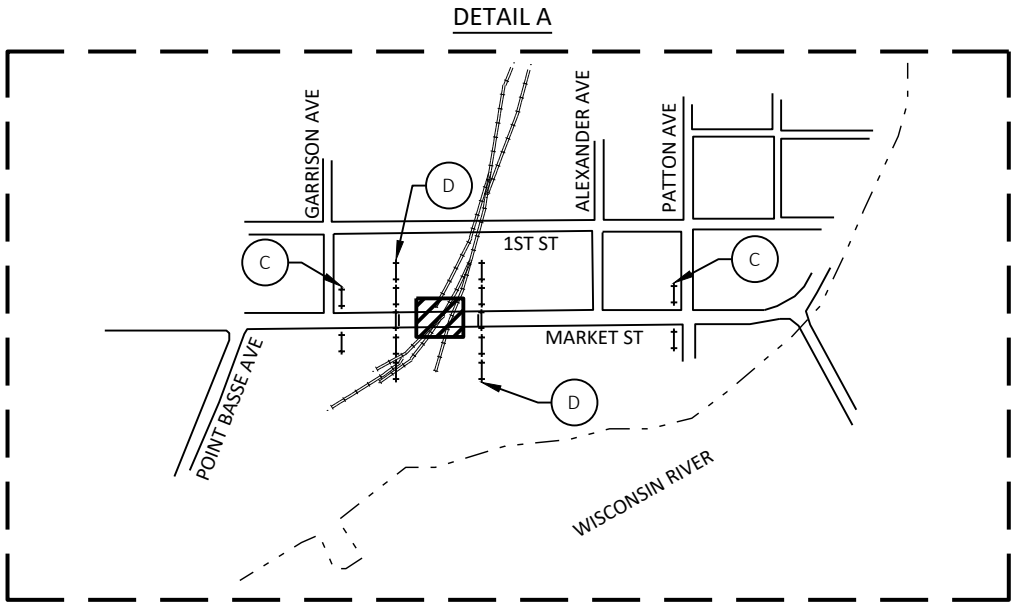
1
ROAD CLOSED
8 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

2
ROAD CLOSED
4 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

3
ROAD CLOSED
2 1/2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

4
ROAD CLOSED
2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

- NOTES:
- A USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL A AND E
 - B USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B AND E
 - C USED SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C
 - D USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL D



- LEGEND
- SIGN MOUNTED ON TYPE III BARRICADE WITH TYPE A" WARNING LIGHTS
 - TYPE III BARRICADE
 - WORK AREA
 - SIGN NUMBER
 - NOTE LETTER

Estimate Of Quantities

6933-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	270.000	270.000
0004	204.0110	Removing Asphaltic Surface	SY	1,275.000	1,275.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	831.000	831.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	58,530.000	58,530.000
0010	204.0130	Removing Curb	LF	2.000	2.000
0012	204.0150	Removing Curb & Gutter	LF	2,220.000	2,220.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,070.000	1,070.000
0016	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0018	204.9060.S	Removing (item description) 01. Removing Inlet Cover	EACH	7.000	7.000
0020	204.9060.S	Removing (item description) 02. Removing Manhole Cover	EACH	11.000	11.000
0022	213.0100	Finishing Roadway (project) 01. 6933-00-76	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	380.000	380.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	27.000	27.000
0028	415.1100	Concrete Pavement HES 10-Inch	SY	260.000	260.000
0030	416.0280	Concrete Driveway HES 8-Inch	SY	120.000	120.000
0032	455.0605	Tack Coat	GAL	4,060.000	4,060.000
0034	460.2000	Incentive Density HMA Pavement	DOL	4,900.000	4,900.000
0036	460.6223	HMA Pavement 3 MT 58-28 S	TON	175.000	175.000
0038	460.6424	HMA Pavement 4 MT 58-28 H	TON	7,707.000	7,707.000
0040	465.0105	Asphaltic Surface	TON	50.000	50.000
0042	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0046	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,100.000	2,100.000
0048	601.0600	Concrete Curb Pedestrian	LF	190.000	190.000
0050	602.0405	Concrete Sidewalk 4-Inch	SF	5,400.000	5,400.000
0052	602.0415	Concrete Sidewalk 6-Inch	SF	4,850.000	4,850.000
0054	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	648.000	648.000
0056	611.0530	Manhole Covers Type J	EACH	11.000	11.000
0058	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0060	611.0639	Inlet Covers Type H-S	EACH	5.000	5.000
0062	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0064	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0066	611.9705	Salvaged Manhole Covers	EACH	2.000	2.000
0068	611.9710	Salvaged Inlet Covers	EACH	4.000	4.000
0070	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6933-00-76	EACH	1.000	1.000
0072	619.1000	Mobilization	EACH	1.000	1.000
0074	624.0100	Water	MGAL	5.000	5.000
0076	625.0100	Topsoil	SY	850.000	850.000
0078	627.0200	Mulching	SY	850.000	850.000
0080	628.7015	Inlet Protection Type C	EACH	65.000	65.000
0082	629.0210	Fertilizer Type B	CWT	0.550	0.550
0084	630.0140	Seeding Mixture No. 40	LB	15.000	15.000
0086	630.0500	Seed Water	MGAL	2.000	2.000
0088	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	23.000	23.000
0090	637.2210	Signs Type II Reflective H	SF	69.000	69.000
0092	638.2102	Moving Signs Type II	EACH	7.000	7.000
0094	638.2602	Removing Signs Type II	EACH	5.000	5.000
0096	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0098	638.4000	Moving Small Sign Supports	EACH	3.000	3.000

Estimate Of Quantities

6933-00-76

Line	Item	Item Description	Unit	Total	Qty
0100	642.5201	Field Office Type C	EACH	1.000	1.000
0102	643.0300	Traffic Control Drums	DAY	2,577.000	2,577.000
0104	643.0410	Traffic Control Barricades Type II	DAY	474.000	474.000
0106	643.0420	Traffic Control Barricades Type III	DAY	2,352.000	2,352.000
0108	643.0705	Traffic Control Warning Lights Type A	DAY	5,590.000	5,590.000
0110	643.0900	Traffic Control Signs	DAY	6,729.000	6,729.000
0112	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0114	643.1000	Traffic Control Signs Fixed Message	SF	55.000	55.000
0116	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0118	643.1070	Traffic Control Cones 42-Inch	DAY	72.000	72.000
0120	643.5000	Traffic Control	EACH	1.000	1.000
0122	644.1410	Temporary Pedestrian Surface Asphalt	SF	125.000	125.000
0124	644.1601	Temporary Pedestrian Curb Ramp	DAY	17.000	17.000
0126	644.1810	Temporary Pedestrian Barricade	LF	940.000	940.000
0128	646.1020	Marking Line Epoxy 4-Inch	LF	10,016.000	10,016.000
0130	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	10,510.000	10,510.000
0132	646.3020	Marking Line Epoxy 8-Inch	LF	120.000	120.000
0134	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	18,038.000	18,038.000
0136	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0138	646.5320	Marking Railroad Crossings Epoxy	EACH	2.000	2.000
0140	646.6120	Marking Stop Line Epoxy 18-Inch	LF	184.000	184.000
0142	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,275.000	3,275.000
0144	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	144.000	144.000
0146	646.8320	Marking Parking Stall Epoxy	LF	1,480.000	1,480.000
0148	646.9200	Marking Removal Line Wide	LF	290.000	290.000
0150	648.0100	Locating No-Passing Zones	MI	0.990	0.990
0152	649.0105	Temporary Marking Line Paint 4-Inch	LF	16,756.000	16,756.000
0154	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,500.000	1,500.000
0156	650.8000	Construction Staking Resurfacing Reference	LF	14,473.000	14,473.000
0158	650.9000	Construction Staking Curb Ramps	EACH	53.000	53.000
0160	650.9910	Construction Staking Supplemental Control (project) 01. 6933-00-76	LS	1.000	1.000
0162	653.0900	Adjusting Pull Boxes	EACH	7.000	7.000
0164	653.0905	Removing Pull Boxes	EACH	3.000	3.000
0166	690.0150	Sawing Asphalt	LF	3,100.000	3,100.000
0168	690.0250	Sawing Concrete	LF	1,350.000	1,350.000
0170	740.0440	Incentive IRI Ride	DOL	9,244.000	9,244.000
0172	801.0117	Railroad Flagging Reimbursement	DOL	5,200.000	5,200.000
0174	SPV.0090	Special 01. Concrete Curb & Gutter HES 30-Inch Type D	LF	102.000	102.000
0176	SPV.0165	Special 01. Removing Temporary Sidewalk	SF	1,589.000	1,589.000

3

REMOVING PAVEMENT

STATION TO STATION			LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY
PROJECT 6933-00-76					
CATEGORY 0010					
145+08	-	156+60	STH 173	---	56
156+60	-	186+60	STH 173	---	718
186+60	-	204+29	STH 173	252	451
UNDISTRIBUTED			STH 173	18	49

PROJECT TOTAL 270 1,275

NOTE: REMOVAL OF CONCRETE DRIVEWAYS IN SIDEWALKS PAID FOR AS REMOVING SIDEWALK

REMOVING ASPHALTIC SURFACE

STATION TO STATION			ROADWAY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	MILL DEPTH
PROJECT 6933-00-76						
CATEGORY 0010						
59+61	-	86+00	STH 173	76	10,250	2" DEPTH
86+00	-	112+11	STH 173	80	10,800	2" DEPTH
112+11	-	143+45	STH 173	220	5,760	0-2" DEPTH
143+45	-	144+50	STH 173	---	740	2" DEPTH
144+50	-	156+00	STH 173	122	5,550	2" DEPTH
156+00	-	186+00	STH 173	178	16,570	2" DEPTH
186+00	-	203+75	STH 173	156	8,860	2" DEPTH

PROJECT TOTAL 831 58,530

REMOVING CURB AND GUTTER

STATION TO STATION			DIR	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB AND GUTTER LF
PROJECT 6933-00-76						
CATEGORY 0010						
145+08	-	156+60	LT	STH 173	---	130
145+08	-	156+60	RT	STH 173	---	88
156+60	-	186+60	LT	STH 173	---	839
156+60	-	186+60	RT	STH 173	---	423
186+60	-	204+29	LT	STH 173	---	241
186+60	-	204+29	RT	STH 173	---	339
200+51	-	200+53	LT	STH 173	2	---
UNDISTRIBUTED				STH 173	---	160

PROJECT TOTAL 2 2,220

REMOVING CONCRETE BASES

STATION	DIR	LOCATION	204.0195 EA
PROJECT 6933-00-76			
CATEGORY 0010			
200+60	LT	STH 173	1

PROJECT TOTALS 1

REMOVING CONCRETE SIDEWALK

INTERSECTION	DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	SPV.0165.01 REMOVING TEMPORARY SIDEWALK SF
PROJECT 6933-00-76				
CATEGORY 0010				
WATER WORKS RD	SW	STH 173	---	70
WATER WORKS RD	SE	STH 173	---	172
WATER WORKS RD	NE	STH 173	---	93
BIRCH ST	NW	STH 173	---	154
BIRCH ST	SW	STH 173	---	171
BIRCH ST	SE	STH 173	---	169
BIRCH ST	NE	STH 173	---	99
CEDAR ST	NW	STH 173	---	194
CEDAR ST	SW	STH 173	---	116
CEDAR ST	SE	STH 173	---	176
CEDAR ST	NE	STH 173	---	175
BUEHLER AVE	NW	STH 173	15	---
BUEHLER AVE	SW	STH 173	12	---
BUEHLER AVE	SE	STH 173	8	---
BUEHLER AVE	NE	STH 173	20	---
CEDAR ST	NW	STH 173	11	---
CEDAR ST	SW	STH 173	8	---
CEDAR ST	SE	STH 173	18	---
CEDAR ST	NE	STH 173	14	---
SECTIONS ST	NW	STH 173	16	---
SECTIONS ST	SW	STH 173	14	---
SECTIONS ST	SE	STH 173	16	---
SECTIONS ST	NE	STH 173	12	---
PARK ST	SW	STH 173	14	---
PARK ST	SE	STH 173	14	---
PARK ST	NE	STH 173	8	---
NORTH ST	NW	STH 173	12	---
NORTH ST	SW	STH 173	6	---
NORTH ST	SE	STH 173	25	---
NORTH ST	NE	STH 173	19	---
POINT BASSE AVE	NW	STH 173	27	---
POINT BASSE AVE	SW	STH 173	42	---

COLUMN TOTAL 331 1,589

REMOVING CONCRETE SIDEWALK CONTINUED

INTERSECTION	DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	SPV.0165.01 REMOVING TEMPORARY SIDEWALK SF
PROJECT 6933-00-76				
CATEGORY 0010				
POINT BASSE AVE	SE	STH 173	43	---
POINT BASSE AVE	NE	STH 173	0	---
STA 185+90	RT	STH 173	2	---
STA 186+25	RT	STH 173	5	---
GARRISON AVE	NW	STH 173	0	---
GARRISON AVE	SW	STH 173	29	---
GARRISON AVE	SE	STH 173	31	---
GARRISON AVE	NE	STH 173	0	---
STA 190+60	RT	STH 173	5	---
RAILROAD CROSSING	NW	STH 173	58	---
RAILROAD CROSSING	SW	STH 173	41	---
RAILROAD CROSSING	SE	STH 173	75	---
RAILROAD CROSSING	NE	STH 173	39	---
STA 193+17	LT	STH 173	3	---
STA 195+30	LT	STH 173	3	---
STA 196+75	LT	STH 173	3	---
ALEXANDER AVE	NW	STH 173	0	---
ALEXANDER AVE	SW	STH 173	14	---
ALEXANDER AVE	SE	STH 173	31	---
ALEXANDER AVE	NE	STH 173	0	---
STA 198+30	LT	STH 173	4	---
STA 198+80	LT	STH 173	3	---
STA 199+90	LT	STH 173	4	---
PATTON AVE	NW	STH 173	44	---
PATTON AVE	SW	STH 173	32	---
PATTON AVE	SE	STH 173	28	---
PATTON AVE	NE	STH 173	43	---
STA 202+45	RT	STH 173	4	---
PROSPECT AVE	NORTH	STH 173	13	---
PROSPECT AVE	SOUTH	STH 173	26	---
UNDISTRIBUTED			158	---

COLUMN TOTAL 739 0

PROJECT TOTALS 1,070 1,589

PROJECT NO: 6933-00-76

HWY: STH 173

COUNTY: WOOD

MISCELLANEOUS QUANTITIES

SHEET

E

3

BASE COURSE

		305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	624.0100 WATER
STATION TO STATION	LOCATION	TON	TON	MGAL
PROJECT 6933-00-76				
CATEGORY 0010				
59+00 - 88+95	STH 173	260	---	2
97+90 - 112+00	STH 173	120	---	1
WEST RR APPROACH	STH 173	---	15	1
EAST RR APPROACH	STH 173	---	12	1
PROJECT TOTALS		380	27	5

CONCRETE PAVEMENT

		415.1100 CONCRETE PAVEMENT HES 10-INCH SY
STATION TO STATION	LOCATION	
PROJECT 6933-00-76		
CATEGORY 0010		
191+33 - 192+26	STH 173	260
PROJECT TOTALS		260

HMA PAVEMENT AT CURB REPAIRS AND APSHALTIC SURFACE

		460.6223 HMA PAVEMENT 3 MT 58-28 S	465.0105 ASPHALTIC SURFACE	465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD	465.0110 ASPHALTIC SURFACE PATCHING
STATION TO STATION	LOCATION	TON*	TON	TON	TON
PROJECT 6933-00-76					
CATEGORY 0010					
145+08 - 156+60	STH 173	13	6	0	---
156+60 - 186+60	STH 173	54	27	2	---
186+60 - 204+29	STH 173	32	16	2	---
UNDISTRIBUTED	STH 173	2	2	6	100
		100	51	10	100

*ADDITIONAL QTY IN ASPHALTIC ITEMS TABLE.

CONCRETE DRIVEWAYS

			416.0280 CONCRETE DRIVEWAY HES 8-INCH SY
STATION	DIR	LOCATION	
PROJECT 6933-00-76			
CATEGORY 0010			
191+25	RT	STH 173	19
191+65	LT	STH 173	28
192+40	RT	STH 173	42
192+40	LT	STH 173	15
UNDISTRIBUTED			16
PROJECT TOTALS			120

ASPHALTIC ITEMS

STATION TO STATION			ROADWAY	AREA	PAVEMENT SECTION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON
PROJECT 6933-00-76								
CATEGORY 0010								
59+00	-	86+00	STH 173	LT SHOULDER	OVERLAY	66	---	127
				LT LANE		216	---	414
				RT LANE		216	---	414
				RT SHOULDER		100	---	192
86+00	-	116+00	STH 173	LT SHOULDER	OVERLAY	103	---	196
				LT LANE		239	---	458
				RT LANE		241	---	462
				RT SHOULDER		133	---	254
116+00	-	144+50	STH 173	LT SHOULDER	OVERLAY	117	---	224
				LT LANE		227	---	435
				RT LANE		229	---	438
				RT SHOULDER		119	---	227
144+50	-	153+00	STH 173	LT SHOULDER	OVERLAY	46	---	88
				LT LANE		62	---	120
				RT LANE		61	---	118
				RT SHOULDER		41	---	79
153+00	-	186+00	STH 173	LT OUTSIDE LANE	OVERLAY	262	---	502
				LT INSIDE LANE		271	---	519
				RT INSIDE LANE		270	---	517
				RT OUTSIDE LANE		271	---	520
186+00	-	191+20	STH 173	LT OUTSIDE LANE	OVERLAY	39	---	74
				LT INSIDE LANE		37	---	72
				RT INSIDE LANE		37	---	70
				RT OUTSIDE LANE		36	---	68
191+20	-	191+55	STH 173	LT OUTSIDE LANE	FULL DEPTH	8	11	5
				LT INSIDE LANE		8	10	5
				RT INSIDE LANE		8	10	5
				RT OUTSIDE LANE		8	11	5
192+29	-	192+55	STH 173	LT OUTSIDE LANE	FULL DEPTH	7	9	4
				LT INSIDE LANE		6	8	4
				RT INSIDE LANE		6	8	4
				RT OUTSIDE LANE		7	9	4
192+55	-	203+75	STH 173	LT OUTSIDE LANE	OVERLAY	89	---	171
				LT INSIDE LANE		94	---	180
				RT INSIDE LANE		94	---	180
				RT OUTSIDE LANE		95	---	183
INTERSECTIONS			STH 173	INTERSECTION	OVERLAY	192	---	367
PROJECT TOALS						4,060	75	7,707

CONCRETE CURB AND GUTTER

STATION TO STATION	DIR	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	SPV.0090.01 CONCRETE CURB & GUTTER HES 30-INCH TYPE D LF		
PROJECT 6933-00-76						
CATEGORY 0010						
145+08	-	156+60	LT	STH 173	130	---
145+08	-	156+60	RT	STH 173	88	---
156+60	-	186+60	LT	STH 173	839	---
156+60	-	186+60	RT	STH 173	423	---
186+60	-	204+29	LT	STH 173	202	39
186+60	-	204+29	RT	STH 173	271	63
UNDISTRIBUTED			STH 173	147	---	

PROJECT TOTALS 2,100 102

STORM SEWER STRUCTURES

		611.0624 INLET COVERS TYPE H	611.0639 INLET COVERS TYPE H-S	611.0530 MANHOLE COVERS TYPE J	610.8110 ADJUSTING MANHOLE COVERS	611.8115 ADJUSTING INLETS COVERS	611.9705 SALVAGED MANHOLE COVERS	611.9710 SALVAGED INLET COVERS	204.9060.S.01 REMOVE INLET COVER	204.9060.S.02 REMOVE MANHOLE COVER
STA	DIR	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
PROJECT 6933-00-76										
CATEGORY 0010										
153+05.	LT	---	1	---	---	---	---	---	1	---
156+40	RT	---	---	1	---	---	---	---	---	1
165+90	RT	---	1	---	---	---	---	---	1	---
166+12	RT	---	---	1	---	---	---	---	---	1
166+32	LT	---	1	---	---	--	---	---	1	---
177+56	RT	---	---	1	---	---	---	---	---	1
179+54	LT	---	---	---	---	1	---	1	---	---
179+75	RT	---	---	---	1	---	1	---	---	---
184+55	R/L	---	---	1	---	---	---	---	---	1
184+88	RT	1	---	---	---	---	---	---	1	---
190+79	R/L	---	---	1	---	---	---	---	---	1
193+82	R/L	---	---	1	---	---	---	---	---	1
194+72	R/L	---	---	1	---	---	---	---	---	1
195+32	R/L	---	---	1	---	---	---	---	---	1
197+28	R/L	---	---	1	---	---	---	---	---	1
197+63	R/L	---	---	1	---	---	---	---	---	1
198+85	LT	---	1	---	---	---	---	---	1	---
199+92	RT	---	1	---	---	---	---	---	1	---
200+72	RT	---	---	---	---	1	---	1	---	---
200+98	LT	---	---	1	---	---	---	---	---	1
201+33	RT	---	---	---	---	1	---	1	---	---
201+37	RT	---	---	---	1	---	1	---	---	---
202+48	RT	---	---	---	---	1	---	1	---	---
204+35	RT	1	---	---	---	---	---	---	1	---
PROJECT TOTALS		2	5	11	2	4	2	4	7	11

CONCRETE SIDEWALK

INTERSECTION	DIR	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD SF
PROJECT 6933-00-76						
CATEGORY 0010						
WATER WORKS RD	NE	STH 173	---	---	78	10
WATER WORKS RD	SE	STH 173	---	103	70	10
WATER WORKS RD	SW	STH 173	---	48	0	10
BIRCH ST	NE	STH 173	---	20	78	10
BIRCH ST	SE	STH 173	---	89	81	10
BIRCH ST	SW	STH 173	---	95	77	10
BIRCH ST	NW	STH 173	---	81	73	10
CEDAR ST	NE	STH 173	---	106	69	10
CEDAR ST	SE	STH 173	---	104	74	10
CEDAR ST	SW	STH 173	---	28	56	10
CEDAR ST	NW	STH 173	---	127	66	10
BUEHLER AVE	NE	STH 173	10	124	48	20
BUEHLER AVE	SE	STH 173	9	53	24	10
BUEHLER AVE	SW	STH 173	9	75	19	10
BUEHLER AVE	NW	STH 173	10	50	68	20
CEDAR ST	NE	STH 173	---	75	102	20
CEDAR ST	SE	STH 173	10	126	115	20
CEDAR ST	SW	STH 173	---	75	28	10
CEDAR ST	NW	STH 173	---	57	24	10
SECTIONS ST	NE	STH 173	21	42	81	20
SECTIONS ST	SE	STH 173	14	74	71	20
SECTIONS ST	SW	STH 173	---	98	76	20
SECTIONS ST	NW	STH 173	21	169	62	20
PARK ST	NE	STH 173	---	74	39	10
PARK ST	SE	STH 173	---	99	81	20
PARK ST	SW	STH 173	---	98	63	20
PARK ST	NW	STH 173	---	---	38	10
NORTH ST	NE	STH 173	12	108	59	20
NORTH ST	SE	STH 173	---	150	74	20
NORTH ST	SW	STH 173	---	25	36	10
NORTH ST	NW	STH 173	9	57	48	10
POINT BASSE AVE	SE	STH 173	---	---	390	10
POINT BASSE AVE	SW	STH 173	---	---	375	10
POINT BASSE AVE	NW	STH 173	27	187	170	20
STA 185+90	RT	STH 173	---	18	---	---
STA 186+25	RT	STH 173	---	48	---	---
GARRISON AVE	SE	STH 173	---	83	197	20
GARRISON AVE	SW	STH 173	9	75	183	20
STA 190+60	RT	STH 173	---	45	---	---
RAILROAD CROSSING	NE	STH 173	---	187	---	12
RAILROAD CROSSING	SE	STH 173	---	232	---	12
RAILROAD CROSSING	SW	STH 173	---	193	---	12
RAILROAD CROSSING	NW	STH 173	---	269	---	12
STA 193+17	LT	STH 173	---	22	---	---
STA 195+30	LT	STH 173	---	24	---	---
STA 196+75	LT	STH 173	---	23	---	---
STA 198+30	LT	STH 173	---	36	---	---
STA 198+80	LT	STH 173	---	24	---	---
STA 199+90	LT	STH 173	---	24	---	---
PATTON AVE	NE	STH 173	---	---	388	20
PATTON AVE	SE	STH 173	---	---	254	20
PATTON AVE	SW	STH 173	---	---	287	20
PATTON AVE	NW	STH 173	7	79	233	10
STA 202+45	RT	STH 173	---	32	---	---
PROSPECT AVE	NORTH	STH 173	---	88	28	10
PROSPECT AVE	SOUTH	STH 173	---	---	230	10
UNDISTRIBUTED			22	1,281	237	---
PROJECT TOTALS			190	5,400	4,850	648

PERMANENT SIGNS TYPE II AND SIGN SUPPORTS

									634.0614 POSTS WOOD 4 X 6-INCH 14 FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	
SIGN NO.	STATION	REFERENCE LINE	FACE DIR.	SIGN CODE	SIGN SIZE	DESCRIPTION	SIGN W X H IN X IN				
CATEGORY 0010											
101	113+15 LT	STH 173	WB	R7-1R	2S	NO PARKING ANY TIME RIGHT	18	X	24	1	3.00
102	113+50 RT	STH 173	EB	R7-1L	2S	NO PARKING ANY TIME LEFT	18	X	24	1	3.00
103	117+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
104	117+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
105	120+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
106	120+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
107	123+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
108	123+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
109	126+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
110	126+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
111	129+00 RT	STH 173	EB	R7-1R	2S	NO PARKING ANY TIME RIGHT	18	X	24	1	3.00
112	129+00 LT	STH 173	WB	R7-1L	2S	NO PARKING ANY TIME LEFT	18	X	24	1	3.00
113	130+00 RT	STH 173	EB	R7-1L	2S	NO PARKING ANY TIME LEFT	18	X	24	1	3.00
114	130+50 LT	STH 173	WB	R7-1R	2S	NO PARKING ANY TIME RIGHT	18	X	24	1	3.00
115	133+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
116	133+50 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
117	136+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
118	137+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
119	139+00 RT	STH 173	EB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
120	139+00 LT	STH 173	WB	R7-1D	2S	NO PARKING ANY TIME	18	X	24	1	3.00
121	142+00 RT	STH 173	EB	R7-1R	2S	NO PARKING ANY TIME RIGHT	18	X	24	1	3.00
122	142+25 LT	STH 173	WB	R7-1L	2S	NO PARKING ANY TIME LEFT	18	X	24	1	3.00
123	188+10	STH 173	WB	R7-5R	2S	2 HR PARKING 6 AM - 5 PM	18	X	24	1	3.00

PROJECT TOTAL 23 69

COVERING SIGNS

STAGE	LOCATION	DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II		
			EACH	NUMBER OF CYCLES	NUMBER OF SIGNS
PROJECT 6933-00-76					
CATEGORY 0010					
1	STH 173	LT ONLY RT ONLY	1	1	1
2	STH 173	LT ONLY RT ONLY	1	1	1
2	STH 73	LT ONLY RT ONLY	1	1	1

TOTALS 3

MOVING SIGNS TYPE II AND MOVING SMALL SIGN SUPPORTS

SIGN NO.	FROM STATION	TO STATION	LOCATION	DESCRIPTION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
CATEGORY 0010							
M100	152+81	LT	152+82 LT	STH 173	NO TRUCKS/RT ARROW	3	1
M101	---		169+00 RT	STH 173	FARMERS MARKET	1	--
M102	---		172+83 LT	STH 173	FARMERS MARKET	1	--
M103	173+45	RT	173+65 RT	STH 173	NO PARKING ANY TIME LEFT	1	1
M104	189+00	RT	189+50 RT	STH 173	RAILROAD CROSSING	1	1

TOTALS 7 3

REMOVING SIGNS TYPE II AND REMOVING SMALL SIGN SUPPORTS

SIGN NO.	STATION	LOCATION	DESCRIPTION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
CATEGORY 0010					
R101	169+00	RT	STH 173	NO PARKING ANYTIME	1
R102	170+65	LT	STH 173	NO PARKING ANYTIME RIGHT	1
R103	171+30	RT	STH 173	NO PARKING ANYTIME RIGHT	1
R104	172+83	LT	STH 173	NO PARKING ANYTME LEFT	1
R105	188+10	LT	STH 173	NO PARKING ANYTIME LEFT	1

PROJECT TOTALS 5 5

TRAFFIC CONTROL																										
		APPROX. SERVICE PERIOD	643.0300		643.0410		643.0420		643.0705		643.0900		643.1000		643.1050		643.1070		644.1410		644.1601		644.1810		NOTES	
			DRUMS		BARRICADES TYPE II		BARRICADES TYPE III		WARNING LIGHTS TYPE A		SIGNS		SIGNS FIXED MESSAGE		SIGNS PCMS		TRAFFIC CONTROL CONES 42-INCH		TEMPORARY PEDESTRIAN SURFACE ASPHALT		TEMPORARY CURB RAMPS		TEMPORARY PEDESTRIAN BARRICADE			
STAGE	LOCATION	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	SF	NO.	DAYS	NO.	DAYS	SF	NO.	DAYS	NO.	DAYS	LF			
PROJECT 6933-00-76 CATEGORY 0010																										
NO DETOUR	STH 173 AT CTH G	21		--		--		--		--		--	32.00		--		--		--		--		--		NOTE 1	
	STH 173 AT STH 73	21		--		--		--		--		--	18.00		--		--		--		--		--		NOTE 1	
	STH 173 CURB RAMPS	21		--		--		--		--		--	--		--		--		--		--		--			
	STH 173 (GROOVED PAVEMENT)	21		--		--		--		--	35	735	--		--		--		--		--		--			
	STH 173 (UNEVEN LANES)	21		--		--		--		--	6	126	--		--		--		--		--		--			
STAGE 1 SUBTOTALS			0		0		0		0		861		50		0		0		0		0		0			
DETOUR	STH 173 AT STH 80	28		--		--	2	56	4	112	11	308	--		1	7		--		--		--		--		NOTE 2
	STH 80 AT ATH 54	28		--		--		--	0	--	22	616	--		--	--	--	--	--		--		--			
	STH 54	28		--		--		--	0	--	24	672	--		--	--	--	--		--		--				
	STH 80 AT STH 73	28		--		--		--	0	--	22	616	--		--	--	--	--		--		--				
	STH 173 AT RAILROAD	28		--		--	14	392	28	784	12	336	--		2	14		--		--		--		--		NOTE 3
	STH 173	28		--		--	8	224	16	448	4	112	--		--	--	--	--		--		--		--		
	STH 173 AT STH 73	28		--		--	2	56	4	112	14	392	--		1	7		--		--		--		--		NOTE 2
STAGE 2 SUBTOTALS			0		0		728		1,456		3,052		0		28		0		0		0		0			
CURB RAMPS	STAGE 1	11	109	1,199	18	198	58	638	152	1,672	89	979	---	--		--		--		--		--		228		
	STAGE 2	7	102	714	17	119	55	385	136	952	85	595	---	--	5	35		--		--		--		228		
	STAGE 3	5	40	200	10	50	35	175	94	470	56	280	---	--		--		125		3	15		210		NOTE 4	
	STAGE 4	6	35	210	10	60	32	192	80	480	53	318	---	--	5	30		--		--		--		150		
	STAGE 5	4	5	20	1	4	5	20	13	52	8	32	---	--		--		--		--		--		24		
CURB RAMP SUBTOTALS			2,343		431		1,410		3,626		2,204		0		0		65		125		15		840			
SUBTOTALS			2,343		431		2,138		5,082		6,117		50		28		65		125		15		840			
UNDISTRIBUTED			234		43		214		508		612		5.00		0		7		---		2		100			
PROJECT TOTALS			2,577		474		2,352		5,590		6,729		55.00		28		72		125		17		940			

- NOTES: 1. INSTALL G20-57 A MINIMUM OF 7 DAYS PRIOR TO START OF CONSTRUCTION. REMOVE WHEN CONSTRUCTION STARTS.
2. INSTALL PCMS A MINIMUM OF 7 DAYS PRIOR TO ROAD CLOSURE. REMOVE WHEN DETOUR IS IN USE.
3. INSTALL ONE PCMS FOR STH 173 NB AND ONE PCMS FOR STH 173 SB AT RAILROAD CROSSING A MINIMUM OF 7 DAYS PRIOR TO ROAD CLOSURE. REMOVE WHEN DETOUR IS IN USE.
4. STAGE 3, NORTHEAST CORNER OF SECTION STREET

LANDSCAPING ITEMS

	625.0100	627.0200	629.0210	630.0140	630.0500
	TOPSOIL	MULCHING	FERTILIZER TYPE B	SEEDING MIX NO. 40 LB	SEED WATER MGAL
LOCATION	SY	SY	CWT	LB	MGAL
CATEGORY 0010					
STH 173/WATER WORKS RD INTERSECTION	14	14	0.01	0.3	---
STH 173 / BIRCH ST. INTERSECTION	25	25	0.02	0.4	---
STH 173 / CEDAR ST INTERSECTION	31	31	0.02	0.6	---
STH 173 / BUEHLER AVE. INTERSECTION	30	30	0.02	0.5	---
STH 173 / CEDAR ST INTERSECTION	31	31	0.02	0.6	---
166+78 - 170+45 STH 173 LT	502	502	0.32	9.0	---
STH 173 / SECTIONS ST. INTERSECTION	38	38	0.02	0.7	---
STH 173 / PARK ST. INTERSECTION	35	35	0.02	0.6	---
STH 173 / NORTH ST. INTERSECTION	50	50	0.03	0.9	---
STH 173 / POINT BASSE AVE. INTERSECTION	12	12	0.01	0.2	---
UNDISTRIBUTED	82	82	0.07	1.2	2
PROJECT TOTALS	850	850	0.55	15.0	2

PAVEMENT MARKING

		646.1020	646.1040	646.3020	646.4520	646.5020	646.5320	646.6120	646.7520	646.7420	646.8320	646.9200	648.0100	649.0105
		MARKING LINE EPOXY 4-INCH (WHITE)	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	MARKING LINE EPOXY 8-INCH (WHITE)	MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW)	MARKING ARROW EPOXY (TYPE 2) (WHITE)	MARKING RAILROAD CROSSING EPOXY (WHITE)	MARKING STOP LINE EPOXY 18-INCH	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING PARKING STALL EPOXY	MARKING REMOVAL LINE WIDE (CURB)	LOCATING NO-PASSING ZONES	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
STATION TO STATION	LOCATION	LF	LF	LF	LF	EACH	EACH	LF	LF	LF	LF	LF	MI	LF
CATEGORY 0010														
59+61	- 86+00	STH 173	---	5,280	---	3,048	---	---	---	---	---	---	0.50	2,599
86+00	- 116+00	STH 173	590	5,230	---	2,875	---	16	---	155	---	---	0.49	2,484
116+00	- 144+50	STH 173	5,456	---	---	1,465	---	58	---	650	---	---	---	1,022
144+50	- 153+00	STH 173	2,130	---	---	2,240	---	---	---	540	---	---	---	2,240
153+00	- 186+00	STH 173	1,840	---	---	5,260	---	88	72	1,190	600	140	---	5,260
186+00	- 203+75	STH 173	---	---	120	3,150	2	2	22	72	740	880	150	3,150
PROJECT TOTALS		10,016	10,510	120	18,038	2	2	184	144	3,275	1,480	290	0.99	16,756

NOTE: TEMPORARY PAVEMENT MARKING PAINT APPLIED TO MILLED SURFACE

ADJUSTING PULL BOXES

			653.0900
STATION	DIR	LOCATION	EA
PROJECT 6933-00-76			
CATEGORY 0010			
171+45	RT	STH 173	1
172+16	RT	STH 173	1
183+98	RT	STH 173	1
184+67	RT	STH 173	1
184+79	RT	STH 173	1
184+87	RT	STH 173	1
188+01	RT	STH 173	1
PROJECT TOTALS			7

REMOVING PULLBOXES

			653.0905
STATION	DIR	LOCATION	EA
PROJECT 6933-00-76			
CATEGORY 0010			
200+51	LT	STH 173	1
200+52	RT	STH 173	1
200+66	RT	STH 173	1
PROJECT TOTALS			3

INLET PROTECTION

	628.7015 INLET PROTECTION TYPE C EACH
CATEGORY 0010	
WATER WORKS RD	8
BIRCH ST.	8
CEDAR ST.	8
BUEHLER AVE.	4
CEDAR ST.	5
SECTIONS ST.	6
PARK ST.	2
NORTH ST.	4
POINT BASSE AVE.	3
GARRISON AVE.	1
STA 190+80 RT & LT	2
STA 198+80 LT	1
STA 199+90 RT	1
PATTON AVE.	6
STA 202+47 RT	1
STA 204+40 RT	1
UNDISTRIBUTED	4
PROJECT TOTALS	65

3

CONSTRUCTION STAKING CURB GUTTER &
CURB AND GUTTER

		650.5500
STATION TO STATION	LOCATION	LF
PROJECT 6933-00-76		
CATEGORY 0010		
BUEHLER AVE. NE	STH 173	28
BUEHLER AVE. SE	STH 173	20
BUEHLER AVE. NW	STH 173	28
BUEHLER AVE. SW	STH 173	10
CEDAR ST. NE	STH 173	43
CEDAR ST. SE	STH 173	40
CEDAR ST. NW	STH 173	29
CEDAR ST. SW	STH 173	20
SECTIONS ST. NE	STH 173	37
SECTIONS ST. SE	STH 173	39
SECTIONS ST. NW	STH 173	22
SECTIONS ST. SW	STH 173	43
166+78 - 170+50	STH 173 LT	372
PARK ST. NE	STH 173	12
PARK ST. SE	STH 173	41
PARK ST. NW	STH 173	32
PARK ST. SW	STH 173	33
NORTH ST. NE	STH 173	40
NORTH ST. SE	STH 173	43
NORTH ST. NW	STH 173	18
NORTH ST. SW	STH 173	28
POINT BASSE AVE. SE	STH 173	50
POINT BASSE AVE. NW	STH 173	36
POINT BASSE AVE. SW	STH 173	48
GARRISON AVE. SE	STH 173	41
GARRISON AVE. SW	STH 173	35
PATTON AVE. NE	STH 173	62
PATTON AVE. SE	STH 173	44
PATTON AVE. NW	STH 173	22
PATTON AVE. SW	STH 173	40
STA 204+27 LT	STH 173	15
STA 204+27 RT	STH 173	16
UNDISTRIBUTED	STH 173	113

PROJECT TOTAL 1,500

CONSTRUCTION STAKING

		650.8000	650.9000
		CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING CURB RAMPS
STATION TO STATION	LOCATION	LF	EACH
PROJECT 6933-00-76			
CATEGORY 0010			
59+00	- 203+73	STH 13	14,473

PROJECT TOTAL

14,473

53

SAW CUTTING

				690.0150	690.0250
				SAWING ASPHALT LF	SAWING CONCRETE LF
STATION	TO	STATION	LOCATION		
PROJECT 6933-00-76					
CATEGORY 0010					
145+08	-	156+60	STH 173	385	105
156+60	-	186+60	STH 173	1,640	460
186+60	-	204+29	STH 173	880	655
UNDISTRIBUTED			STH 173	195	130

PROJECT TOTALS

3,100

1,350

TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.01

CITY OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 9, T21N, R5E,
CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN
RELOCATION ORDER STH 173 BABCOCK - NEKOOSA CTH G (N) TO STH 73

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAND OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED					
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED		TILE AREA
			NEW	EXISTING	
1	WILLIAM JACK A WORTH AND TAMIA L CHAK	TILE	---	---	50 SQ FT
2	AILEEN M. WINTERS	FEE TILE	12 SQ FT	---	92 SQ FT
3	GREG ROJCE	FEE TILE	15 SQ FT	---	122 SQ FT

TILE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY OF STH 173 (WOOD AVENUE) ESTABLISHED FROM PREVIOUS PROJECT: WOOD COUNTY CERTIFIED SURVEY MAPS NO 53103 DATED 10-30-92, CSM 6541 DATED 7-14-96, CSM 6893 DATED 7-14-99 AND CSM 7581 DATED 8-23-2002.
EXISTING RIGHT-OF-WAY OF WATER WORKS ROAD: WOOD COUNTY CERTIFIED SURVEY MAPS 6533 DATED 1999, CSM 6893 DATED 7-14-99

CITY
NW-SW
SECTION 9

LOT 1
CSM 6895
VOL 23, PG 295

STH 173
(WOOD AVENUE)
(60' R/W)

WATER WORKS RD
(60' R/W)

OF

EXISTING HOUSE

DETAIL B

3

28

86

87

26

27

163

112+00

112+00

112+00

112+00

112+00

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112+00

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112+00

WATER WORKS RD
(60' R/W)

EXISTING HOUSE

EXISTING GARAGE

EXISTING GARAGE

EXISTING GARAGE

EXISTING GARAGE

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EXISTING GARAGE

PT#	STATION	OFFSET
26	112+99.17	36.14'
27	113+06.51	36.15'
28	113+18.74	35.01'
29	113+16.50	35.02'
30	113+05.60	35.02'
31	113+05.71	39.98'
32	113+00.72	40.10'
33	112+30.48	35.01'
34	112+23.74	35.01'

PT#	Y	X	STA	OFFSET
1	423473.701	704767.468	112+99.30	31.14'
2	423473.579	704774.444	113+06.38	31.15'
3	423472.174	704766.579	113+18.74	29.99'
4	423472.440	704772.406	113+05.41	30.02'
5	423467.504	704767.504	113+00.60	35.10'
26	423467.432	704767.437	112+99.17	36.14'
29	423472.228	704783.493	113+16.50	30.01'
33	423462.451	704767.520	113+00.72	40.10'
34	423468.682	704707.500	112+40.59	35.01'
36	423471.878	704697.488	112+30.48	29.98'
87	423472.079	704791.878	112+23.74	29.98'
161	423473.683	704707.485	112+40.48	30.07'
163	423473.694	704707.467	112+39.31	29.99'

RIGHT OF WAY TABLE

PT#	STATION	OFFSET
26	112+99.17	36.14'
27	113+06.51	36.15'
28	113+18.74	35.01'
29	113+16.50	35.02'
30	113+05.60	35.02'
31	113+05.71	39.98'
32	113+00.72	40.10'
33	112+30.48	35.01'
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RIGHT OF WAY TABLE

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3	423472.174	704766.579	113+18.74	29.99'
4	423472.440	704772.406	113+05.41	30.02'
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26	423467.432	704767.437	112+99.17	36.14'
29	423472.228	704783.493	113+16.50	30.01'
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4	423472.440	704772.406	113+05.41	30.02'
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29	423472.228	704783.493	113+16.50	30.01'
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26	423467.432	704767.437	112+99.17	36.14'
29	423472.228	704783.493	113+16.50	30.01'
33	423462.451	704767.520	113+00.72	40.10'
34	423468.682	704707.500	112+40.59	35.01'
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1	423473.701	704767.468	112+99.30	31.14'
2	423473.579	704774.444	113+06.38	31.15'
3	423472.174	704766.579	113+18.74	29.99'
4	423472.440	704772.406	113+05.41	30.02'
5	423467.504	704767.504	113+00.60	35.10'
26	423467.432	704767.437	112+99.17	36.14'
29	423472.228	704783.493	113+16.50	30.01'
33	423462.451	704767.520	113+00.72	40.10'
34	423468.682	704707.500	112+40.59	35.01'
36	423471.878	704697.488	112+30.48	29.98'
87	423472.079	704791.878	112+23.74	29.98'
161	423473.683	704707.485	112+40.48	30.07'
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RIGHT OF WAY TABLE

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31	113+05.71	39.98'
32	113+00.72	40.10'
33	112+30.48	35.01'
34	112+23.74	35.01'

PT#	Y	X	STA	OFFSET
1	423473.701	704767.468	112+99.30	31.14
2	423473.579	704774.444	113+00.28	31.15
3	423473.116	704775.000	113+00.44	30.97
4	423472.451	704767.500	113+00.60	35.10
5	423473.701	704767.437	112+99.12	36.14
76	423473.701	704767.437	112+99.12	36.14
79	423472.228	704768.493	113+15.50	30.01
33	423470.457	704767.500	113+00.72	40.10
34	423468.682	704767.500	113+00.59	35.01
36	423413.874	704677.888	112+30.48	30.01
87	704720.079	704791.878	112+32.74	29.86
161	423413.683	704707.485	112+40.48	30.01
163	423473.694	704707.467	112+39.31	29.99

TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.02 AMENDMENT NO. 1
ADDS PARCEL NUMBER 200 OF TRANSPORTATION PROJECT PLAT NO. 6933-00-26-4.02 RECORDED IN VOLUME TTP-E, PAGE 2, DOCUMENT NO. 2019089470 AT THE WOOD COUNTY REGISTER OF DEED.

THAT PART OF LOT 1, WOOD COUNTY CERTIFIED SURVEY MAP 131, A PART OF LOT 1, WOOD COUNTY CERTIFIED SURVEY MAP 2116 LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THAT PART OF LOT 2, WOOD COUNTY CERTIFIED SURVEY MAP 4355 LOCATED IN AND BEING A PART OF THE NORTHWEST OF THE SOUTHEAST QUARTER, SECTION 9, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 173 BABCOCK - NEKOOSA CTH G (N) TO STH 73

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS Laid OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

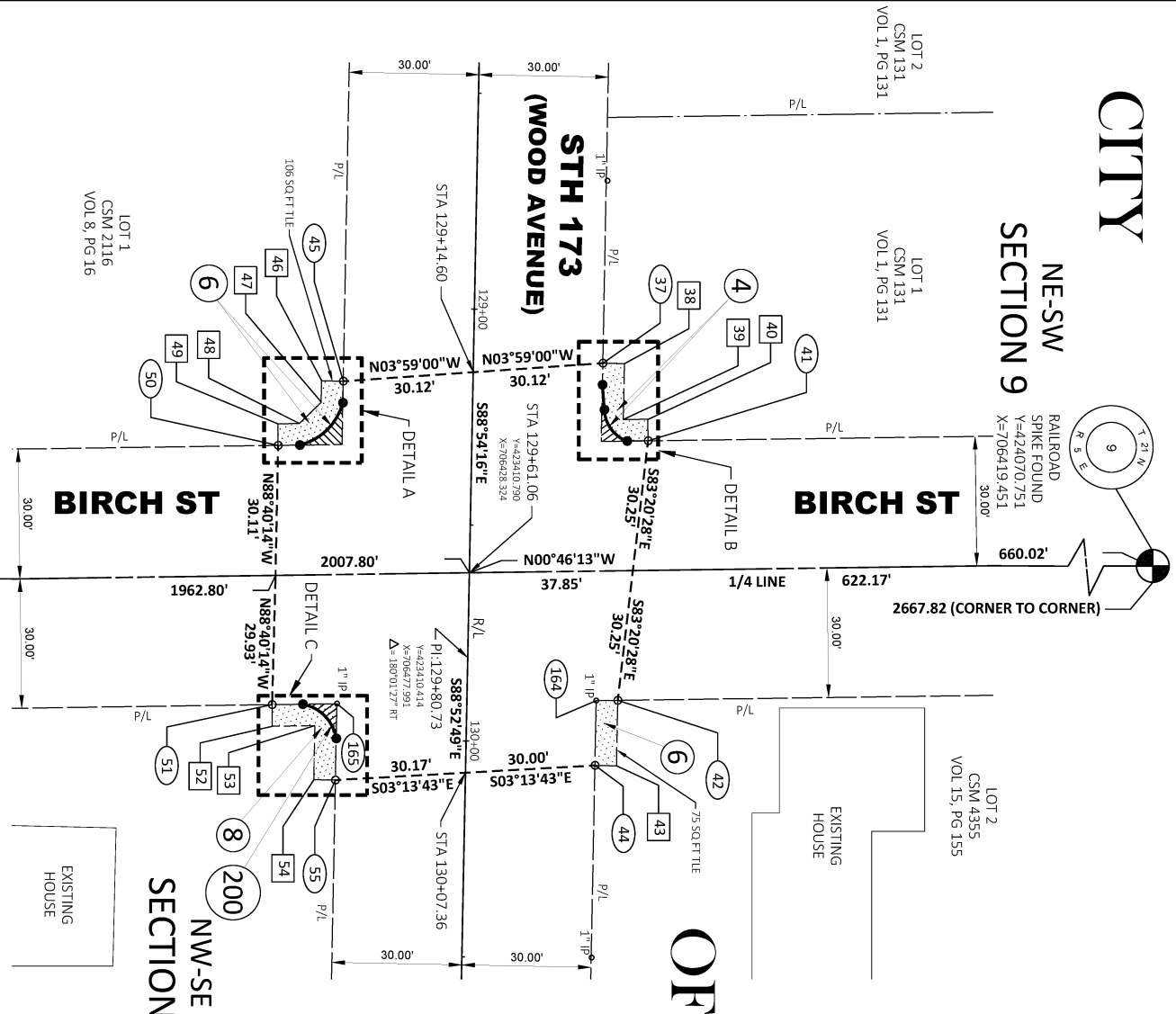
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED		
			NEW	EXISTING	TOTAL
4	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015 1/2 INTEREST HAROLD R. HEGEWALD	FEE TIE	17 SQ. FT	---	17 SQ. FT
6	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015	FEE TIE	28 SQ. FT	---	28 SQ. FT
8	KATHLEEN DREWS	TIE	---	---	137 SQ. FT
200	KATHLEEN DREWS	FEE	18 SQ. FT	---	18 SQ. FT

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

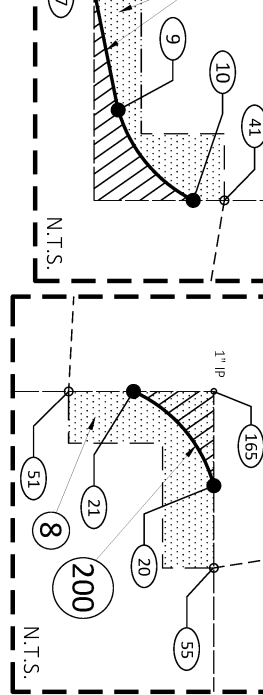
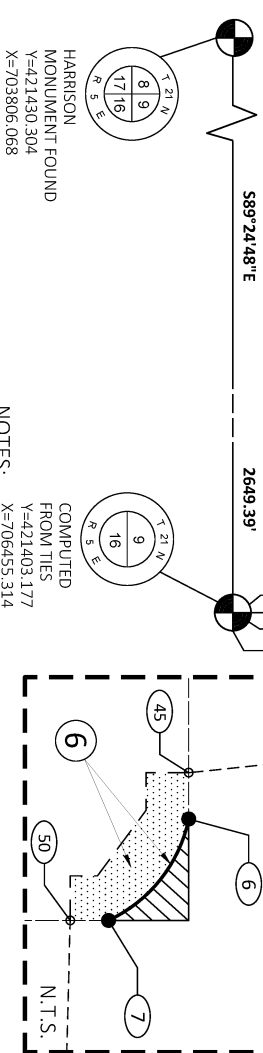
EXISTING RIGHT-OF-WAY OF STH 173 (WOOD AVENUE) ESTABLISHED FROM PREVIOUS PROJECT: WOOD COUNTY CERTIFIED SURVEY MAPS NO'S 131 DATED 10-23-63, CSM 2116 DATED 4-16-79, CSM 4355 DATED 8-11-89.

EXISTING RIGHT-OF-WAY OF BIRCH STREET: WOOD COUNTY CERTIFIED SURVEY MAPS NO'S 131 DATED 10-23-63, CSM 2116 DATED 4-16-79, CSM 4355 DATED 8-11-89.

TIE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES



NEKOOSA



HARRISON MONUMENT FOUND
Y=421430.304
X=703806.068

COMPUTED FROM TIES
Y=421403.177
X=706455.314

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WOOD COUNTY, MAD 83 (2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION 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, AS LONG AS THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLES EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

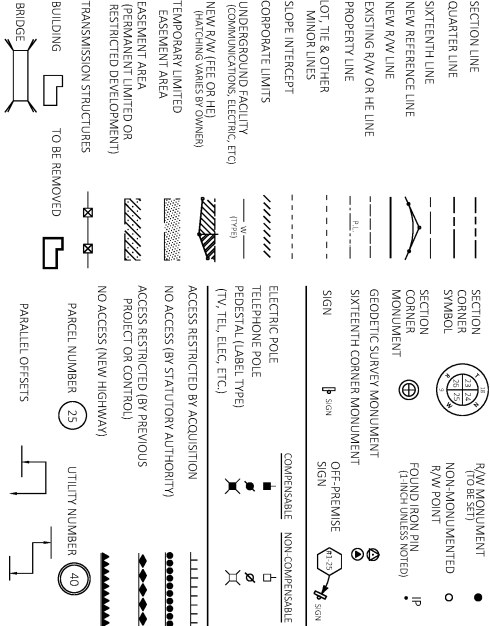
PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

SCALE, FEET
0 20 40

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.02
AMENDMENT NO. 1

2021080474
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/17/2021 02:40 PM
PLAT FEE: 25.00
PAGE: 1
THIS DOCUMENT HAS BEEN
ELECTRONICALLY RECORDED AND RETURNED
TO THE SUBMITTER

CONVENTIONAL SYMBOLS



CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	ROE
CENTERLINE	C/L	EASEMENT	RT
CERTIFIED SURVEY MAP	CSM		
CONCRETE	CONC		
COUNTY	CO	RIGHT-OF-WAY	R/W
COUNTRY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED	TLE
GRID NORTH	GN	EASEMENT	
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT	TPP
IDENTIFICATION	ID	PLAT	
LAND CONTRACT	LC	UNITED STATES HIGHWAY	USH
LEFT	LT	VOLUME	V
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NOS		
NUMBER	NO		
OUTLET	DL		
PAGE	P	LONG CHORD BEARING	LGB
POINT OF TANGENCY	PT	RADIUS	R
PERMANENT LIMITED	PLE	DEGREE OF CURVE	D
POINT OF BEGINNING	PGB	CENTRAL ANGLE	CA
POINT OF COMPLETION	PC	TANGENT	T
POINT OF COMBINATION	PCB	DIRECTION AHEAD	DA
POINT OF COMBINATION	PCB	DIRECTION BACK	DB

CURVE DATA

LINE	BEARING	DISTANCE	PT#	STATION	OFFSET
50-7	N00°48'06"W	5.00'	38	129+11.94	34.95'
6-45	N88°54'11"W	5.00'	39	129+24.90	34.95'
37-8	N88°54'11"E	5.00'	40	129+24.91	40.60'
8-9	N85°36'39"E	5.80'	43	130+05.08	34.91'
10-41	N00°46'26"W	5.00'	46	129+12.72	33.05'
42-164	S00°46'26"E	5.00'	47	129+22.27	33.05'
164-44	S88°53'54"E	15.00'	48	129+22.44	40.01'
55-20	N88°53'54"W	9.63'	49	129+27.41	45.01'
20-165	N88°53'54"W	8.05'	52	129+97.47	44.92'
165-21	S00°48'06"E	7.90'	53	129+97.14	35.09'
21-51	S00°48'06"E	7.10'	54	130+09.65	35.09'

RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
6	423381.483	706388.971	129+22.27	30.06'
7	423371.501	706398.755	129+32.24	39.85'
8	423441.578	706384.787	129+16.94	29.95'
9	423442.022	706390.565	129+22.71	30.50'
10	423447.150	706397.832	129+29.87	35.77'
20	423379.952	706466.690	130+00.02	38.00'
21	423372.203	706458.751	129+92.23	30.10'
37	423442.674	706379.788	129+11.94	29.95'
41	423452.149	706397.765	129+28.71	40.77'
42	423445.133	706457.865	129+88.92	34.91'
44	423439.443	706472.930	130+03.09	29.91'
45	423365.602	706388.872	129+21.47	40.88'
50	423365.109	706458.850	129+02.47	45.09'
55	423379.767	706476.319	130+09.65	30.09'
164	423440.132	706457.930	129+97.08	29.91'
165	423380.107	706458.641	129+91.97	30.09'

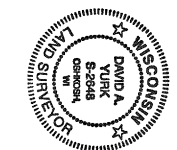
CURVE TABLE

CURVE	R	L	LCH	TANGENT BEARING
7-6	13.41'	14.71'	13.98'	N44°25'42"W
9-10	8.21'	9.40'	8.89'	N87°34'45"E
20-21	9.47'	11.85'	11.09'	S45°41'31"W
				N81°33'36"E, S09°49'26"W



OMNI ASSOCIATES
ONE SYSTEMS DRIVE APPLETON, WI 54914-1654
PHONE (920) 735-6900
FAX (920) 830-6100

I, DAVID A. YURK, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: David A. Yurk DATE: 03-29-21
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: 5-2648
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT
SIGNATURE: Brent L. Stella DATE: 4-14-21
PRINT NAME: Brent L. Stella

TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.03

THAT PART OF LOT 4, WOOD COUNTY CERTIFIED SURVEY MAP 1206 LOCATED IN AND BEING A PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, SECTION 9, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 173 BABCOCK - NEKOOSA CTH G (N) TO STH 73

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS Laid OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY
INTERESTS ARE SHOWN FOR INFORMATION ONLY
INTERESTS TO THE DEPARTMENT

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED		TILE AREA
			NEW	EXISTING	
9	TRAVIS STECKBAUER	FEE, TILE	8 SQ. FT.	---	263 SQ. FT.
11	CITY OF NEKOOSA	TILE	---	---	90 SQ. FT.
12	SANDRA L. SEWEN	TILE	---	---	56 SQ. FT.
13	JAMES KLEFGEN & DONALD M. KLEFGEN	TILE	---	---	124 SQ. FT.

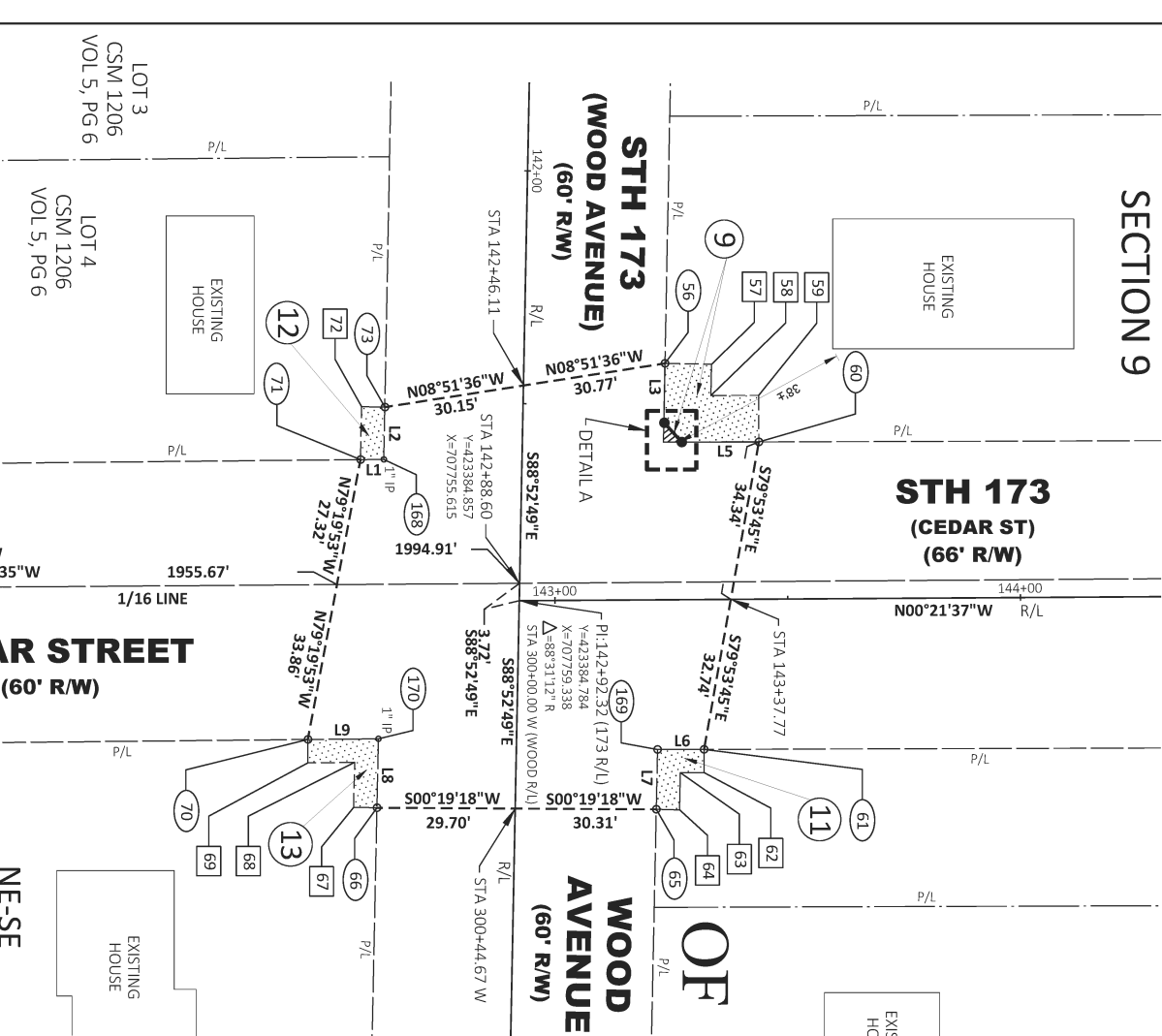
TITLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY OF STH 173 (WOOD AVENUE) ESTABLISHED FROM PREVIOUS PROJECT:
HAMPTON SUBDIVISION DATED 11-5-91, WOOD COUNTY CERTIFIED SURVEY MAP NO'S 1206 DATED 6-11-75.
EXISTING RIGHT-OF-WAY OF CEDAR ST. HAMPTON SUBDIVISION DATED 11-5-91, CSM 697 DATED 7-10-72, WOOD COUNTY CERTIFIED SURVEY MAP NO'S 1206 DATED 6-11-75.

CITY

NW-SE

SECTION 9



TILE STATION / OFFSET TABLE	
PT#	STA
57	142+00.77
58	142+44.47
59	142+44.03
60	143+13.80
61	143+26.69
62	143+26.47
63	143+26.47
64	143+26.47
65	143+26.47
66	143+26.47
67	143+26.47
68	143+26.47
69	143+26.47
70	143+26.47
71	143+26.47
72	143+26.47

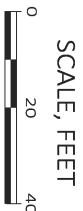
LINE TABLE	
LINE	BEARING
11	N00°23'38"W
12	N88°53'54"W
13	S88°53'54"E
14	N47°51'37"E
15	N00°10'34"W
16	S00°10'34"E
17	S88°48'33"E
18	N88°48'33"W
19	S00°33'38"E

RIGHT OF WAY TABLE	
PT#	STA
11	423419.693
12	423415.843
13	423416.087
14	423456.250
15	423424.482
16	423350.677
17	423350.677
18	423350.677
19	423350.677
20	423350.677
21	423350.677
22	423350.677
23	423350.677
24	423350.677
25	423350.677
26	423350.677
27	423350.677
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94	423350.677
95	423350.677
96	423350.677
97	423350.677
98	423350.677
99	423350.677
100	423350.677

ACCESS RIGHTS	
ACRES	AC
ALUMINUM	AL
AND OTHERS	ET AL
BACK	BACK
BLOCK	BLOCK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
CONCRETE	CONC
COUNTY TRUNK HIGHWAY	CTH
CORNER	COR
DISTANCE	DIST
DOCUMENT NUMBER	DOC
EASEMENT	EASE
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HIGHWAY EASEMENT	HE
IDENTIFICATION	ID
LEFT	LC
MONUMENT	MON
NATIONAL GEODETIC SURVEY	NGS
NUMBER	NO
OUTLET	OL
POINT OF TANGENCY	P
POINT OF TANGENCY	PT
EASEMENT	PL
POINT OF BEGINNING	PB
POINT OF CURVATURE	PC
POINT OF CURVATURE	PCC

CURVE DATA	
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	DA
LENGTH OF CURVE	L
DIRECTION AHEAD	DB
DIRECTION BACK	DB

CONVENTIONAL ABBREVIATIONS	
AR	POINT OF INTERSECTION
AC	PROPERTY LINE
AH	RECORDED AS
ALUM	REEL / IMAGE
ET AL	REFERENCE LINE
BK	REMAINING
BLK	RESTRICTIVE DEVELOPMENT
C/L	EASEMENT
CSM	RIGHT OF WAY
CONC	SECTION
CTH	SEPTIC VENT
COR	SQUARE FEET
DOC	STATE TRUNK HIGHWAY
EASE	STATION
EX	TELEPHONE PEDESTAL
GV	TEMPORARY LIMITED EASEMENT
GN	TRANSFORMATION PROJECT
HE	PLAT
ID	UNITED STATES HIGHWAY
LC	VOLUME
MON	LAND
NGS	USH
NO	V
OL	
P	
PT	
PL	
PB	
PC	
PCC	

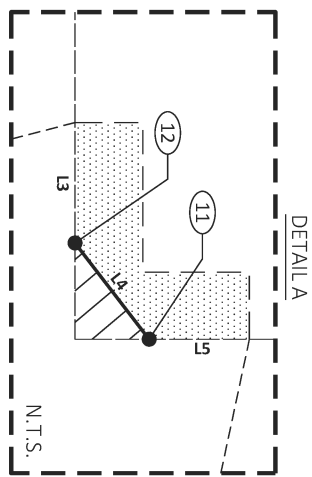


CONVENTIONAL SYMBOLS

SECTION LINE	SECTION
QUARTER LINE	CORNER
SIXTEENTH LINE	SYMBOL
NEW REFERENCE LINE	NON-MONUMENTED
NEW R/W LINE	R/W POINT
EXISTING R/W OR HE LINE	FOUND IRON PIN
PROPERTY LINE	(2 INCHES MIN)
LOT, TIE & OTHER	GEODETIC SURVEY MONUMENT
MINOR LINES	SIXTEENTH CORNER MONUMENT
SLOPE INTERCEPT	OFF PRELIMISE
CORPORATE LIMITS	SGN
UNDERGROUND FACILITY	COMPENSABLE
(COMMUNICATIONS, ELECTRIC, ETC)	NON-COMPENSABLE
NEW R/W (FEE OR HE)	ELECTRIC POLE
(HATCHING VARIES BY OWNER)	PEDESTAL (LABEL TYPE)
TEMPORARY LIMITED EASEMENT AREA	(TV, TEL, ELEC, ETC)
EASEMENT LIMITED OR RESTRICTED DEVELOPMENT	NO ACCESS (BY STATUTORY AUTHORITY)
TRANSMISSION STRUCTURES	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
BUILDING	NO ACCESS (NEW HIGHWAY)
BRIDGE	PARALLEL OFFSETS
TO BE REMOVED	PARALLEL OFFSETS
UTILITY NUMBER	UTILITY NUMBER
25	25
30	30
40	40

2019R09471
TIPPERY R. R1
WOOD COUNTY
REGISTER OF 1
RECORDED ON
11/08/2019 01:38PM
REC FEE: \$25.00
PAGES: 1
VOLUME: TFP-E
PAGE: 3
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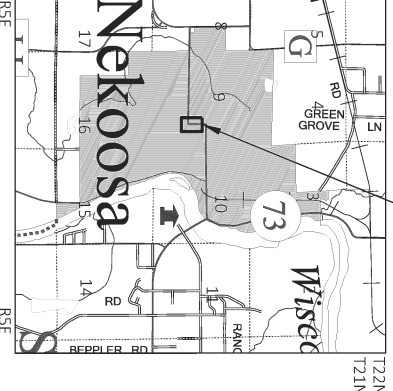
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.03
AMENDMENT NO. _____



MAGNETIC SPIKE FOUND
Y=421376.634
X=709102.441

COMPUTED FROM TIES
Y=421403.177
X=706455.314

PROJECT LOCATION: SHEET LOCATION



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WOOD COUNTY, MAD 83 (2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION 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. ALL TIES EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OMNI ASSOCIATES
ONE SYSTEMS DRIVE APPLETON, WI 54914-1654
PHONE (920) 735-6900
FAX (920) 830-6100

1. DAVID A. YURK, 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 DEPARTMENT, I HAVE SURVEYED MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *David A. Yurk* DATE: 11-4-19
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: 5-2648
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT
SIGNATURE: *Brent L. Shieh* DATE: 11-6-19
PRINT NAME: Brent L. Shieh



TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.04

THAT PART OF LOT 8, BLOCK 1, PART OF LOT 1 AND LOT 8, BLOCK 2, PART OF LOT 1 AND LOT 8, BLOCK 3, PART OF LOT 8, BLOCK 4, PART OF LOT 2, BLOCK 24, OF THE ORIGINAL PLAT OF NEKOOSA AND PART OF VACATED GARRISON AVENUE, LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 173 BABCOCK - NEKOOSA CTH G (N) TO STH 73

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

- 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 NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

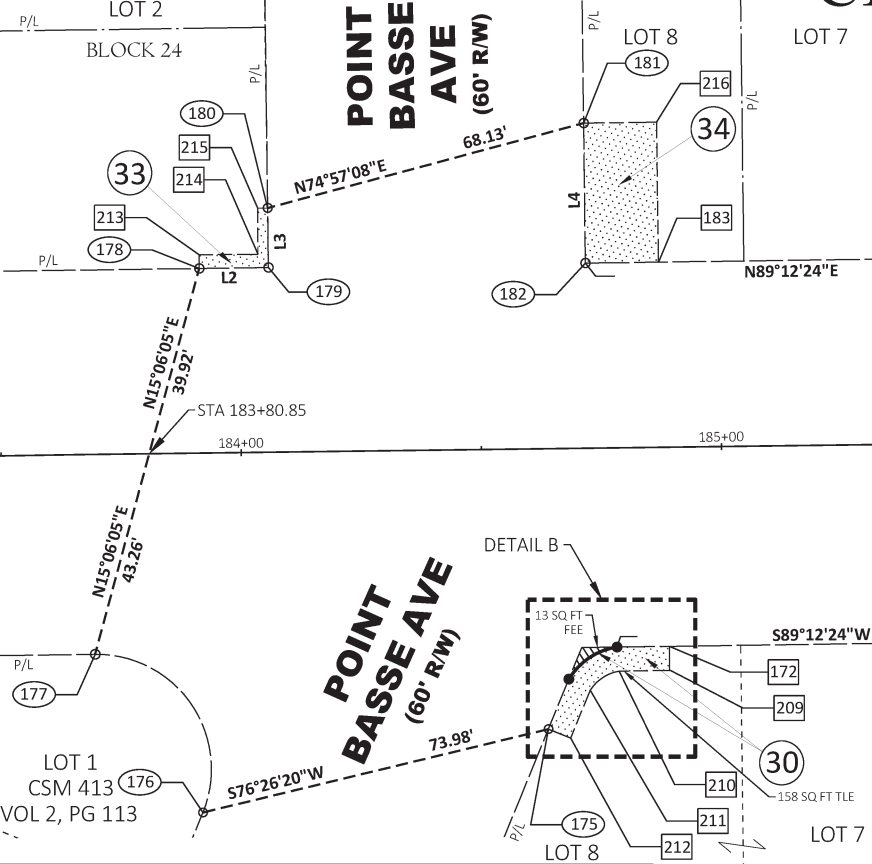
SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
30	DOMTAR A.W. CORP.	FEE, TLE	25 SQ.FT	---	25 SQ.FT	895 SQ.FT
33	JORGE O. ZAMORA	TLE	---	---	---	60 SQ.FT
34	JAY J. CAPEK, KELEN A. CAPEK, & BEN CAPEK	TLE	---	---	---	443 SQ.FT
37	KEVIN E. FOLEY	TLE	---	---	---	98 SQ.FT

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

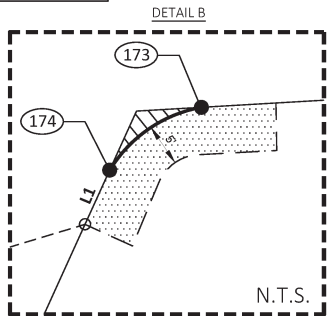
CURVE TABLE					
CURVE	R	L	LCH	LCB	TANGENT BEARING
173-174	14.05'	12.46'	12.05'	S56°18'43"W	S81°42'50"W, S30°54'36"W
176-177	23.89'	47.13'	39.85'	N34°16'28"W	N22°14'44"E, S89°12'25"W

4 ORIGINAL PLAT OF NEKOOSA LOT 2



EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:
EXISTING RIGHT-OF-WAY OF STH 173 (WOOD AVENUE), POINT BASSE AVE AND GARRISON AVE ESTABLISHED FROM PREVIOUS PROJECT: ORIGINAL PLAT OF NEKOOSA DATED 5-22-1893 WISDOT R/W PLAT PROJECT ID: 6999-07-21 DATED 2-12-1980.

RIGHT OF WAY TABLE				
PT#	Y	X	STA	OFFSET
173	424337.604	710946.628	184+77.71	41.47'
174	424330.919	710936.600	184+67.60	48.03'
175	424320.516	710932.345	184+63.22	58.38'
176	424303.168	710860.425	183+91.09	74.83'
177	424336.100	710837.983	183+69.06	41.62'
178	424416.407	710859.653	183+91.73	38.41'
179	424416.606	710874.050	184+06.13	38.43'
180	424428.983	710873.899	184+06.11	50.81'
181	424446.670	710939.687	184+72.14	67.67'
182	424417.520	710940.044	184+72.13	38.52'
186	424342.330	711287.959	188+19.08	41.02'
189	424436.616	711203.587	187+35.89	54.31'
191	424436.583	711269.595	188+01.89	53.45'
192	424422.085	711269.813	188+01.93	38.95'
193	424422.406	711292.965	188+25.09	38.99'
194	424421.114	711199.624	187+31.74	38.86'
195	424426.704	711203.736	187+35.92	44.40'



SE-NW SECTION 10

STH 173 (MARKET ST) (80' R/W)

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WOOD COUNTY, NAD 83 (2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

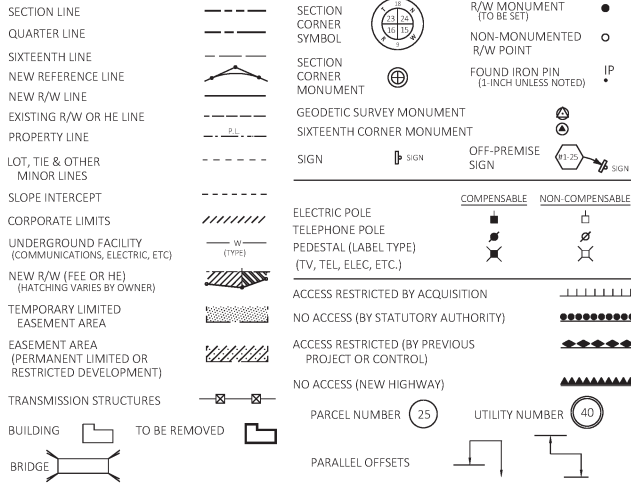
DIMENSIONS FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION 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. ALL TLE'S EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

CONVENTIONAL SYMBOLS



CONVENTIONAL ABBREVIATIONS

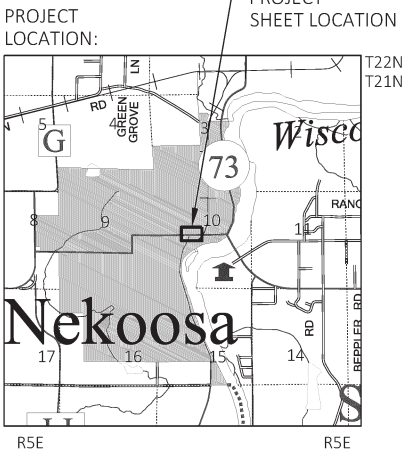
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	EASE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT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

CURVE DATA

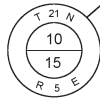
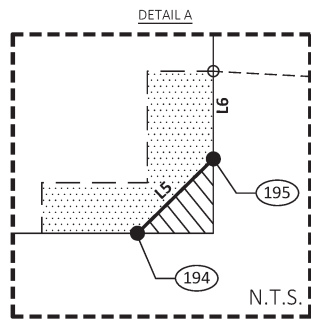
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

TLE STATION / OFFSET TABLE		
PT#	STATION	OFFSET
172	184+88.61	41.46'
183	184+87.36	38.54'
187	187+13.55	41.16'
188	187+19.00	38.84'
197	188+19.08	43.02'
198	188+00.70	43.05'
199	188+00.71	51.05'
200	187+37.43	51.13'
201	187+37.42	43.13'
202	187+13.55	43.16'
203	187+18.99	43.84'
204	187+30.92	43.86'
205	187+30.89	54.30'
206	188+03.17	53.46'
207	188+03.20	42.66'
208	188+25.08	42.60'
209	184+88.62	46.46'
210	184+78.08	46.47'
211	184+72.04	50.37'
212	184+67.84	60.29'
213	183+91.74	41.26'
214	184+03.98	41.22'
215	184+04.06	50.81'
216	184+87.32	67.67'



NEKOOSA



IRON PIPE FOUND
Y=421410.407
X=711709.261

Omni ASSOCIATES

OMNI ASSOCIATES
ONE SYSTEMS DRIVE APPLETON,
WI 54914-1654
PHONE (920) 735-6900
FAX (920) 830-6100



SIGNATURE: David A. Yurk DATE: 11-4-19

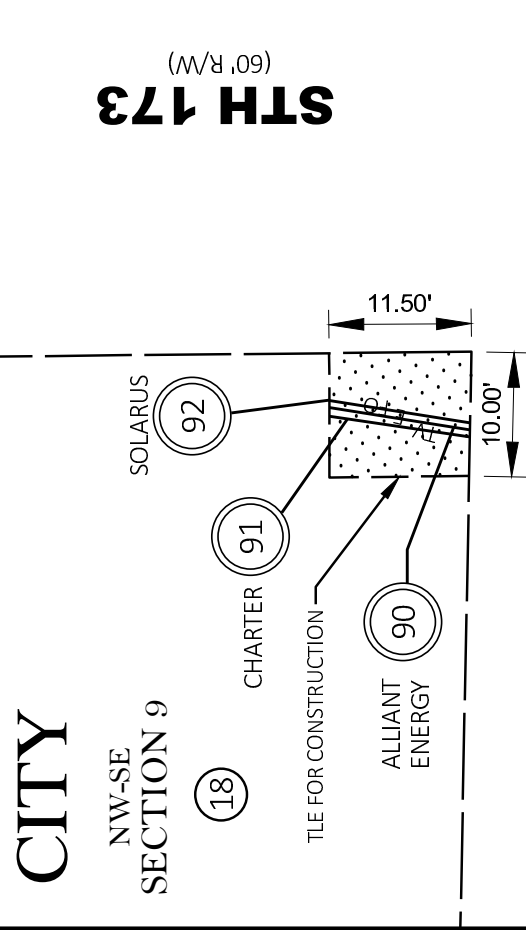
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: S-2648

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L. Stalla DATE: 11-6-19

PRINT NAME: Brent L. Stalla

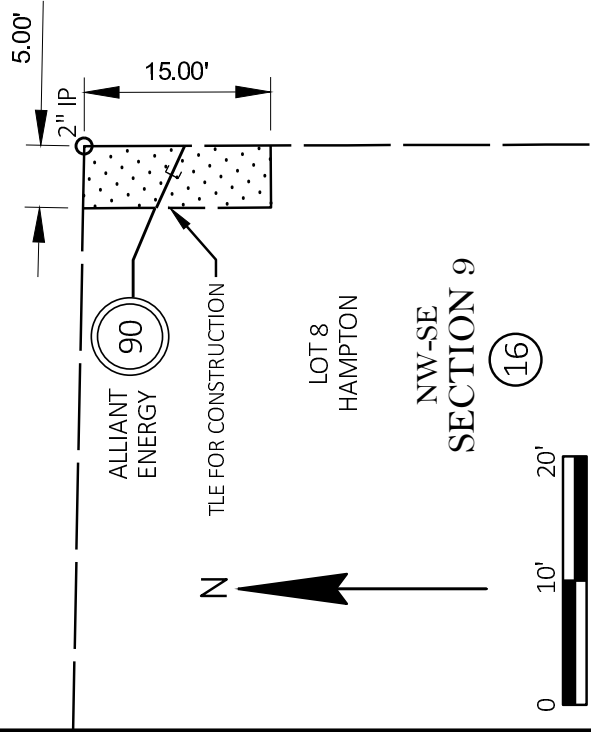
UTILITY INTERESTS			
UTILITY	OWNER	INTEREST REQUIRED	
90	ALLIANT ENERGY	RELEASE OF RIGHTS	
91	CHARTER COMMUNICATION	RELEASE OF RIGHTS	
92	SOLARUS	RELEASE OF RIGHTS	



STH 173
(60' R/W)

BUEHLER AVE
(60' R/W)

1/16 LINE

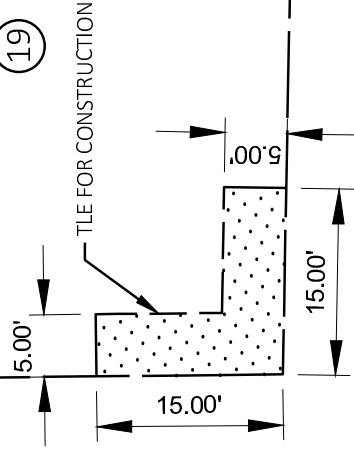


SCHEDULE OF LANDS & INTERESTS REQUIRED			
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT			
PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TILE S.F.
16	GARY W. WILHORN	TLE	75
17	BONNIE J. OLSON	TLE	54
18	OLGA S. KRUBSAK	TLE	113
19	BETHLEHEM EVANGELICAL LUTHERAN CHURCH U.A.C. OF NEKOOSA	TLE	125

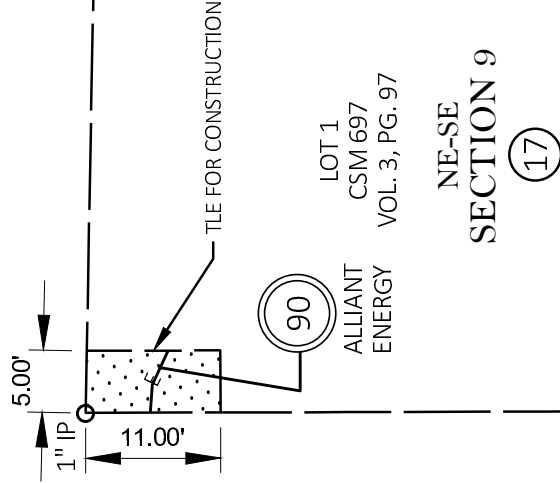
TPP PROJECT NUMBER: 6933-00-26		SHEET NUMBER: 1
STH 173	TLE ACQUISITION MAP BABCOCK - NEKOOSA CITY OF NEKOOSA	WOOD COUNTY
PART OF LOT 8, HAMPTON LOCATED IN AND BEING A PART OF THE NW-SE, SECTION 9 AND PART OF LOT 1, CSM NO. 697, LOCATED IN AND BEING PART OF THE NE-SE SECTION 9, T21N, R5E,CITY OF NEKOOSA , WOOD COUNTY, WISCONSIN		

OF
NE-SE
SECTION 9

(19)



- 90 ALLIANT ENERGY
NO EASEMENT OF RECORD (PARCELS 16,17,18)
- 91 CHARTER COMMUNICATION
NO EASEMENT OF RECORD (PARCEL 18)
- 92 SOLARUS
NO EASEMENT OF RECORD (PARCEL 18)



NEKOOSA

THIS MAP PREPARED BY OMNNI ASSOCIATES INC., FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.

SIGNATURE: _____ DATE: _____
PRINT NAME: _____

TPP PROJECT NUMBER: 6933-00-26

SHEET NUMBER: 5

STH 173

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

WOOD COUNTY

PART OF LOT 2, CSM 5307, PART OF LOT 21, GORDE & NASH ADDITION TO THE VILLAGE (NOW CITY) OF NEKOOSA, LOCATED IN THE SW-NW, SECTION 10, PART OF LOT 2, BLOCK 24, ORIGINAL PLAT OF NEKOOSA, PART OF LOT 1, CSM 1311, LOCATED IN THE SE-NW, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LOT 2

CSM 5307

VOL. 18, PG. 207

SW-NW

SECTION 10

12.00'

5.00'

1" / 16

TLE FOR CONSTRUCTION

LOT 21

GORDE & NASH ADDITION TO THE VILLAGE (NOW CITY) OF NEKOOSA

15.00'

5.00'

20.00'

5.00'

TLE FOR CONSTRUCTION

28

29

31

SW-NW

SECTION 10

LOT 2

CSM 1311

VOL. 5, PG. 111

SE-NW

SECTION 10

44.00'

2.00'

TLE FOR CONSTRUCTION

CHARTER COMMUNICATIONS

29

91

NEKOOSA

SECTION 10

0

10'

20'

0

10'

20'

THIS MAP PREPARED BY OMNI ASSOCIATES INC., FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.

SIGNATURE: _____

DATE: _____

PRINT NAME: _____

UTILITY INTERESTS

UTILITY OWNER INTEREST REQUIRED

91 CHARTER COMMUNICATIONS RELEASE OF RIGHTS

91

CHARTER COMMUNICATIONS

NO EASEMENT OF RECORD (PARCEL 32)

CITY

28

SW-NW

SECTION 10

LOT 2

CSM 5307

VOL. 18, PG. 207

TLE FOR CONSTRUCTION

12.00'

5.00'

1" / 16

STH 173

(MARKET ST)

(80' R/W)

1/16 LINE

LOT 21

GORDE & NASH ADDITION TO THE VILLAGE (NOW CITY) OF NEKOOSA

15.00'

5.00'

20.00'

5.00'

TLE FOR CONSTRUCTION

29

SW-NW

SECTION 10

LOT 2

CSM 1311

VOL. 5, PG. 111

SE-NW

SECTION 10

44.00'

2.00'

TLE FOR CONSTRUCTION

CHARTER COMMUNICATIONS

29

91

NEKOOSA

SECTION 10

0

10'

20'

0

10'

20'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TLE S.F.
28	DOMTAR A.W. CORP.	TLE	60
29	NEKOOSA COATED PRODUCTS, LLC	TLE	238
31	BRYAN J. RINGER	TLE	90

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.

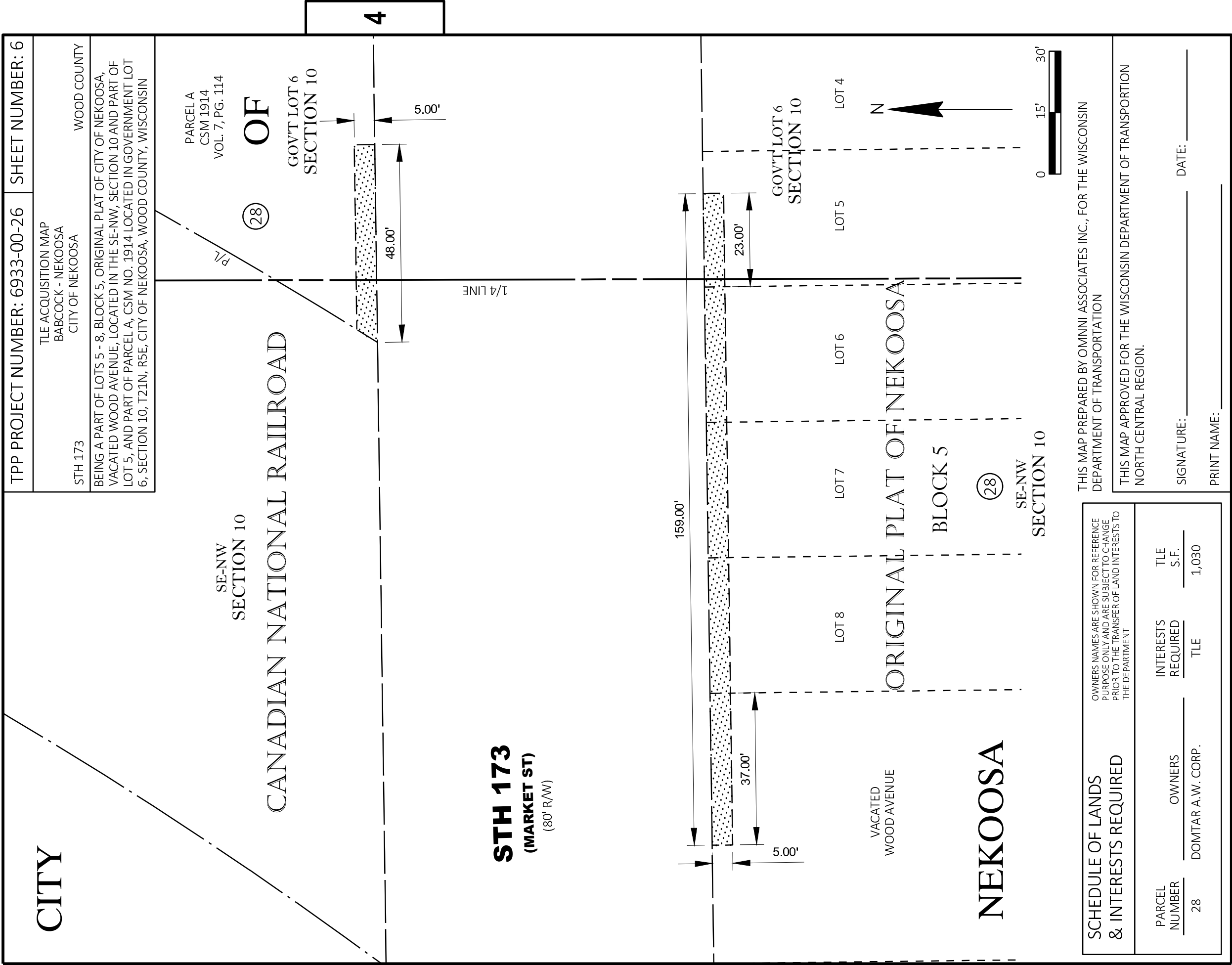
SIGNATURE: _____

DATE: _____

PRINT NAME: _____

4

103



TPP PROJECT NUMBER: 6933-00-26

SHEET NUMBER: 7

STH 173

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

WOOD COUNTY

BEING A PART OF LOT 8, BLOCK 11, LOT 1, BLOCK 12, ORIGINAL PLAT OF NEKOOSA AND LOT 1, CSM NO. 3021, LOCATED IN GOVERNMENT LOT 6, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LOT 1

5.00'

17.00'

5.00'

13.00'

5.00'

5.00'

LOT 8

2.50'

12.00'

LOT 7

LOT 1

5.00'

17.00'

5.00'

13.00'

5.00'

5.00'

LOT 8

2.50'

12.00'

LOT 7

LOT 1

5.00'

17.00'

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LOT 8

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LOT 7

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LOT 8

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LOT 7

LOT 1

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LOT 8

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LOT 7

LOT 1

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LOT 8

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LOT 7

LOT 1

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LOT 7

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LOT 7

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LOT 8

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LOT 7

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LOT 7

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LOT 7

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LOT 8

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LOT 7

LOT 1

5.00'

17.00'

5.00'

13.00'

5.00'

5.00'

LOT 8

2.50'

12.00'

LOT 7

LOT 1

5.00'

17.00'</

TPP PROJECT NUMBER: 6933-00-26

SHEET NUMBER: 8

STH 173

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

WOOD COUNTY

BEING A PART OF LOT 1, BLOCK 7, LOT 1 BLOCK 11, ORIGINAL PLAT OF NEKOOSA, LOCATED IN GOVERNMENT LOT 6, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN

LOT 2

LOT 1

GOV'T LOT 6
SECTION 10

43

BLOCK II

PATTON AVENUE

(66' R/W)

LOT 2

LOT 1

GOV'T LOT 6
SECTION 10

44

BLOCK 7

STH 173
(MARKET ST)

(80' R/W)

LOT 2

LOT 1

GOV'T LOT 6
SECTION 10

44

BLOCK 8

GOV'T LOT 6
SECTION 10

BLOCK 8
ORIGINAL PLAT
OF NEKOOSA

NEKOOSA

THIS MAP PREPARED BY OMNNI ASSOCIATES INC., FOR THE WISCONSIN
DEPARTMENT OF TRANSPORTATION

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION
NORTH CENTRAL REGION.

SIGNATURE: _____ DATE: _____

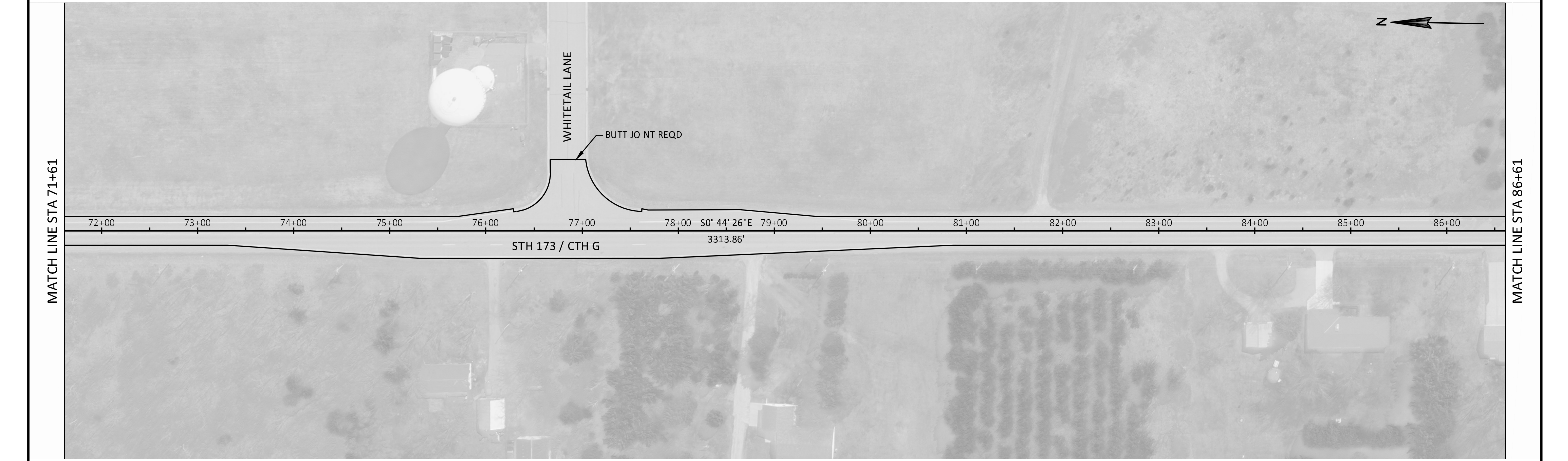
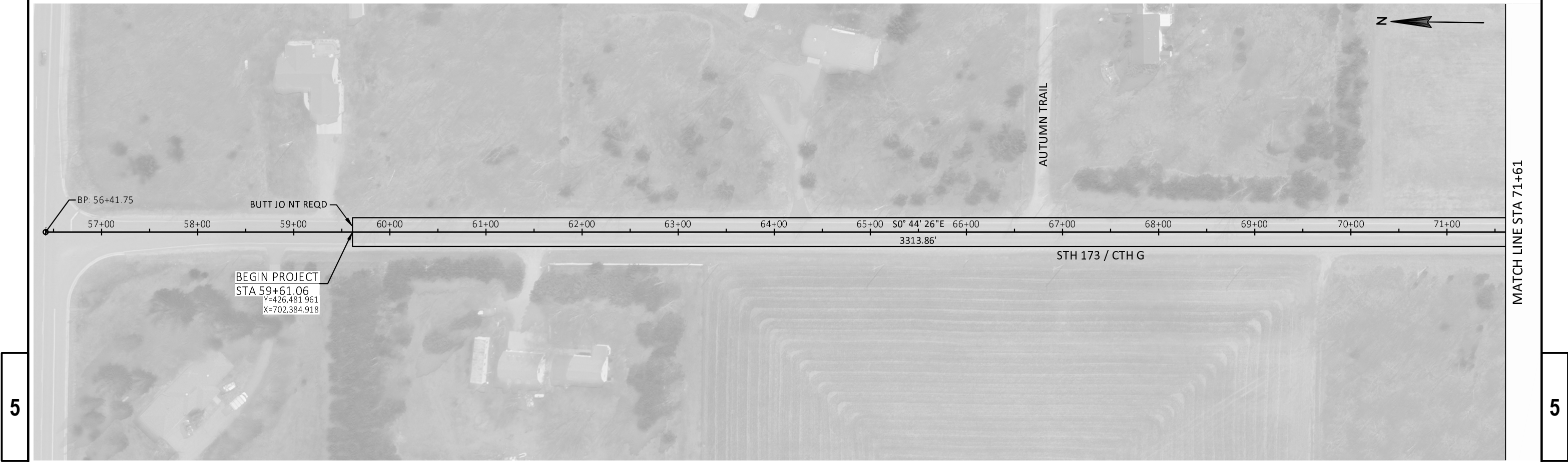
PRINT NAME: _____

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

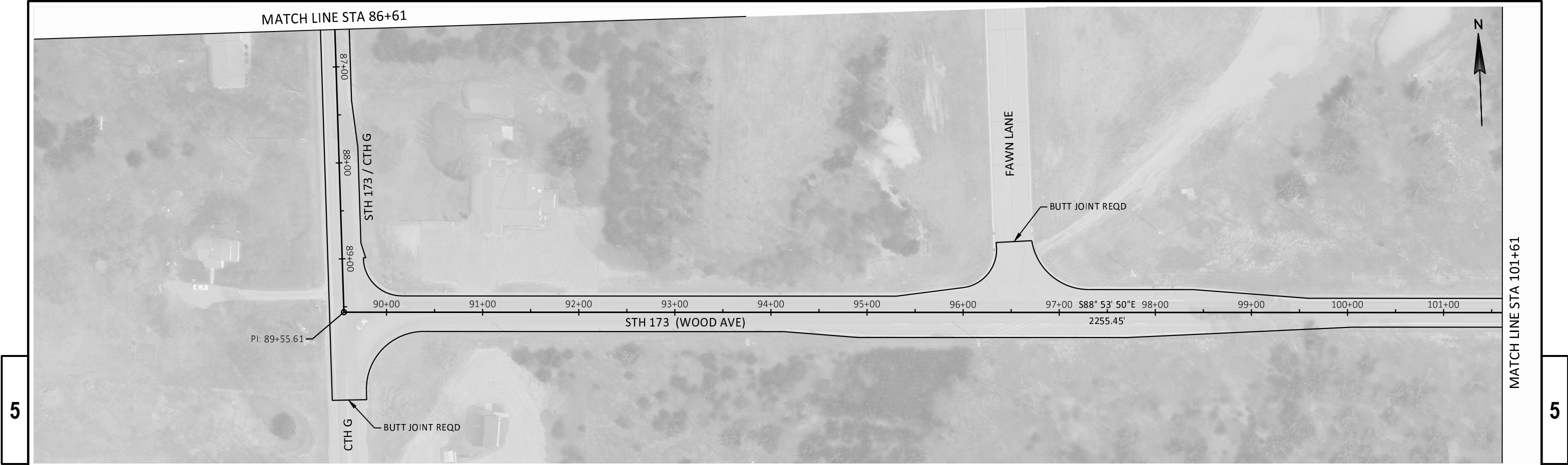
SCHEDULE OF LANDS
& INTERESTS REQUIRED

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TLE S.F.
43	ROBERT A. KUNDERT & LORI J. KUNDERT	TLE	192
44	DANIEL D. HUSTEDT	TLE	32

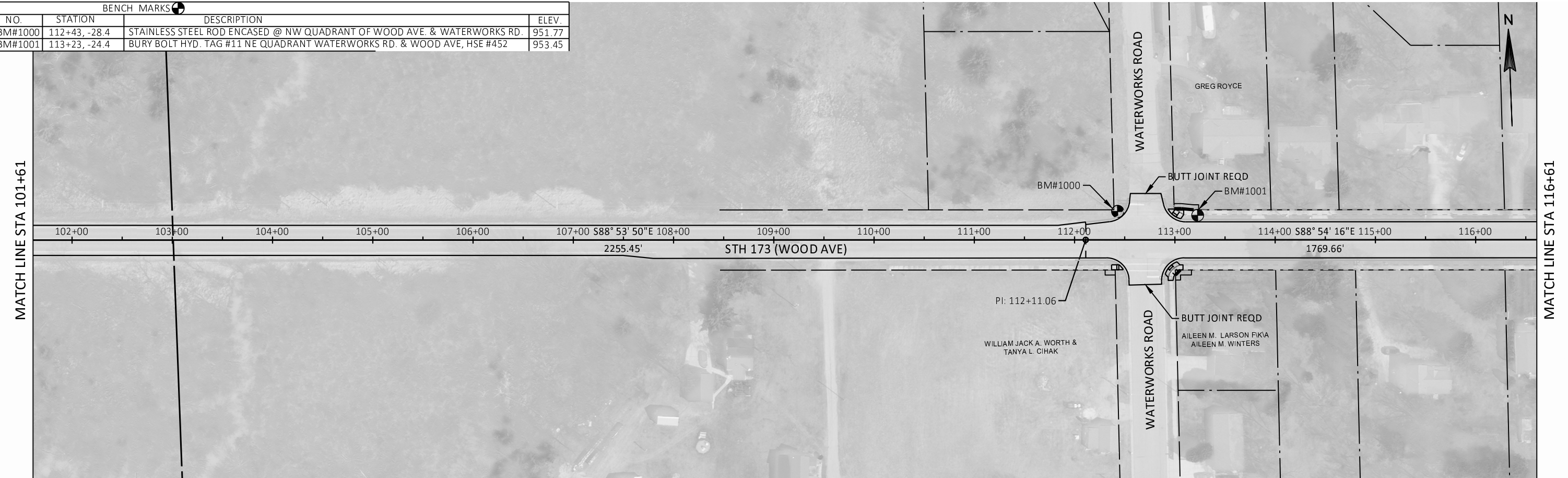
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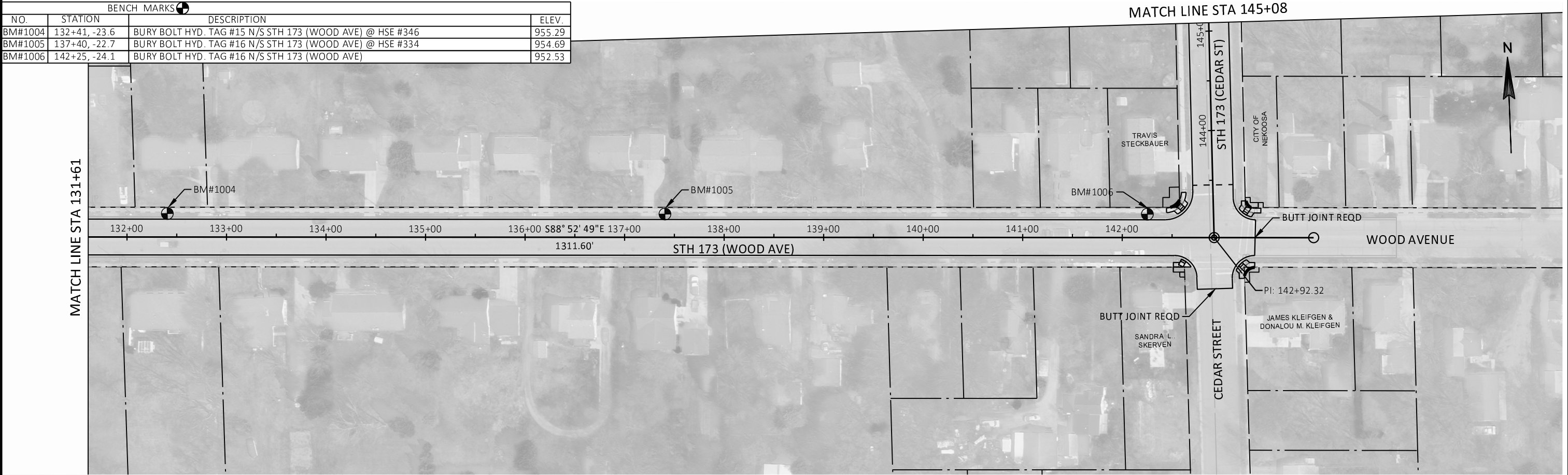


PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 107	E
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BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1000	112+43, -28.4	STAINLESS STEEL ROD ENCASED @ NW QUADRANT OF WOOD AVE. & WATERWORKS RD.	951.77
BM#1001	113+23, -24.4	BURY BOLT HYD. TAG #11 NE QUADRANT WATERWORKS RD. & WOOD AVE, HSE #452	953.45



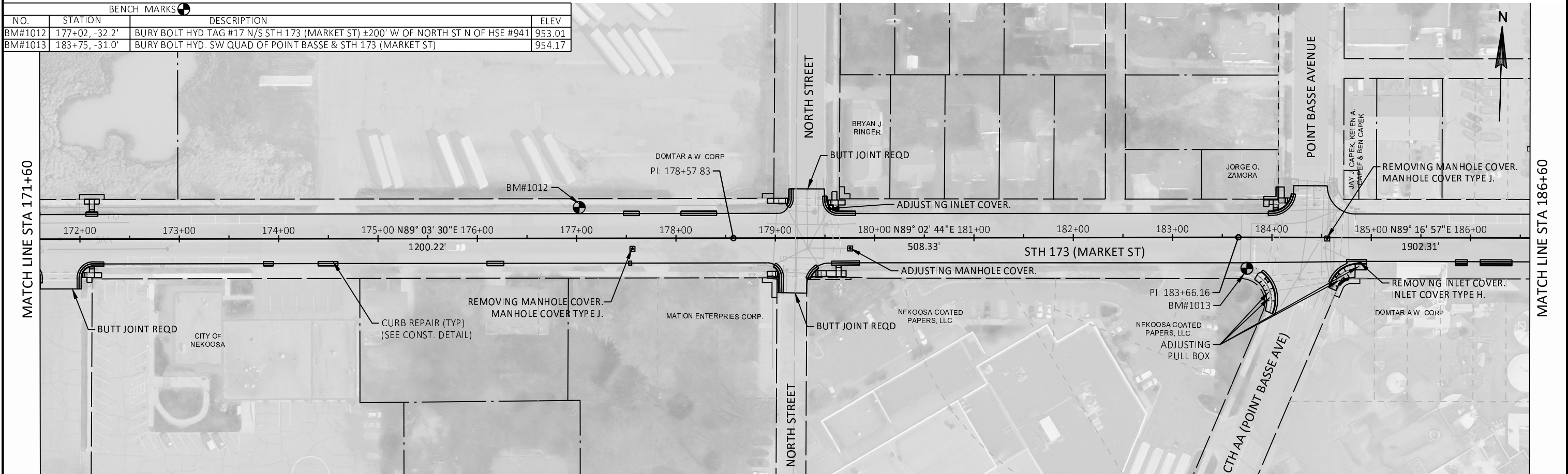
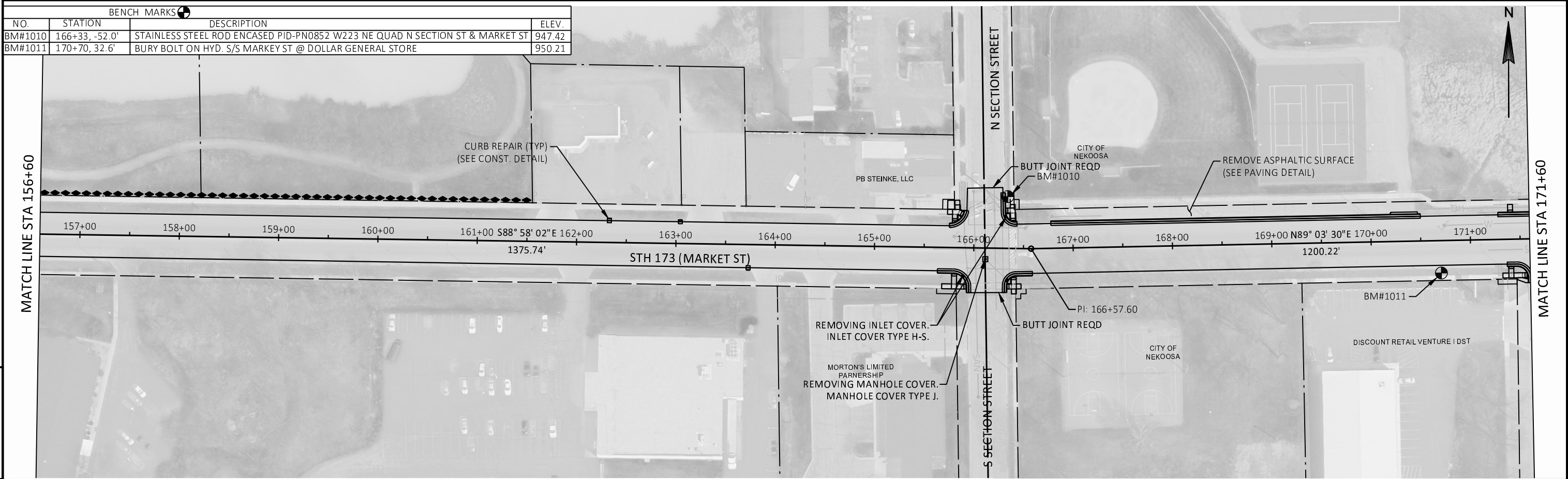


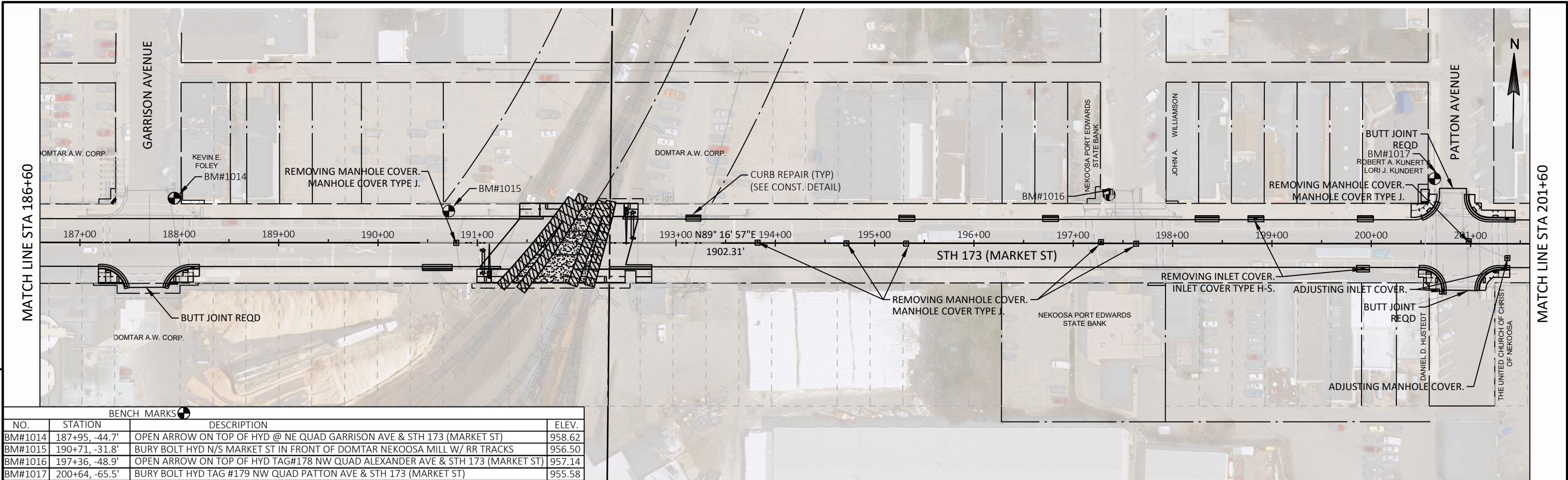
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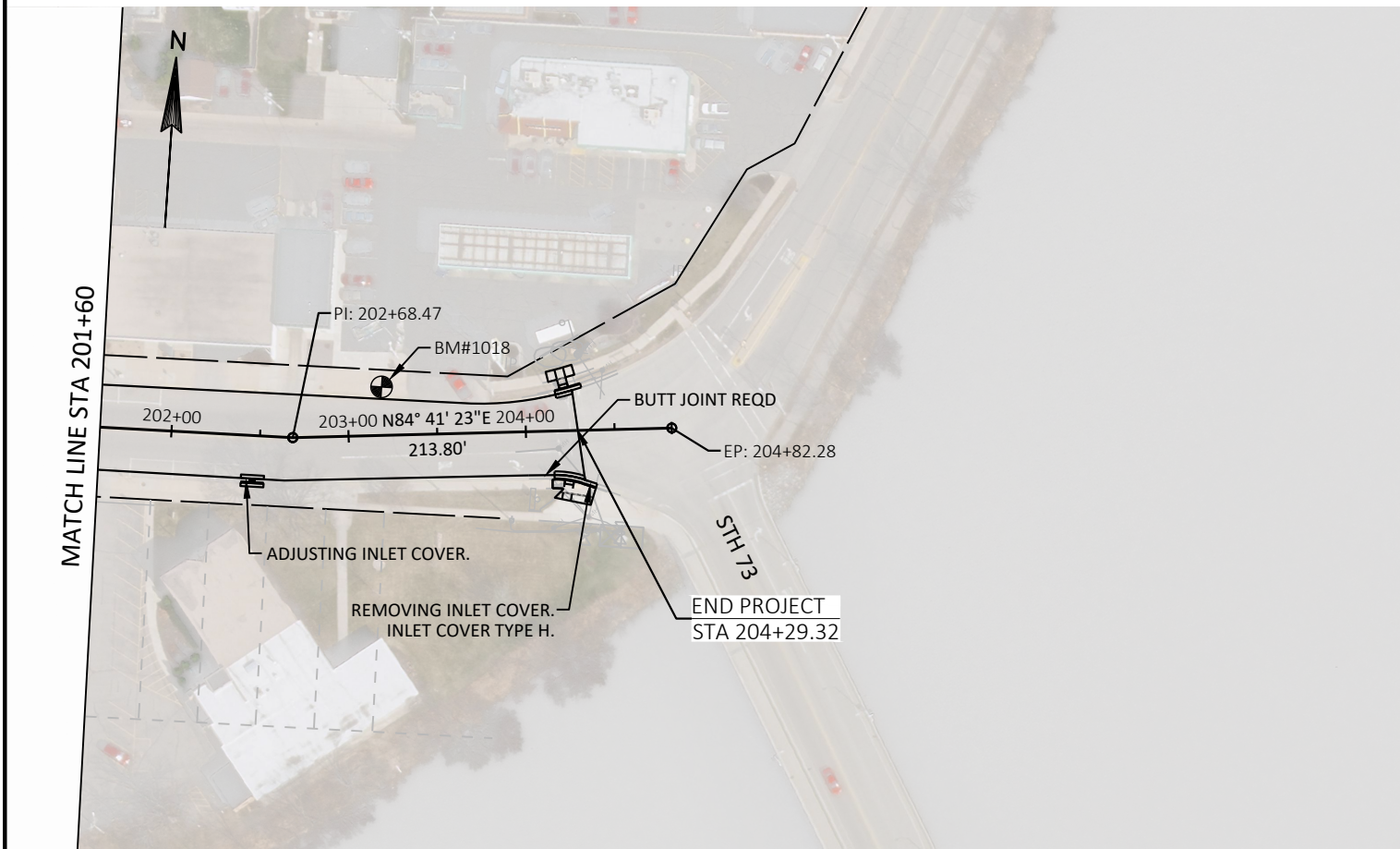
5

BENCH MARKS				
NO.	STATION	DESCRIPTION	ELEV.	
BM#1007	149+95, 98.6'	BURY BOLT HYD. TAG #70 +/-100' E. OF CEDAR ST & BUEHLER ST ACROSS FROM HSE #325	954.10	
BM#1008	153+35, -30.3'	OPEN ARROW ON TOP OF HYD TAG #121 N/S MARKET ST @ SECTION ST & MARKET ST	950.12	

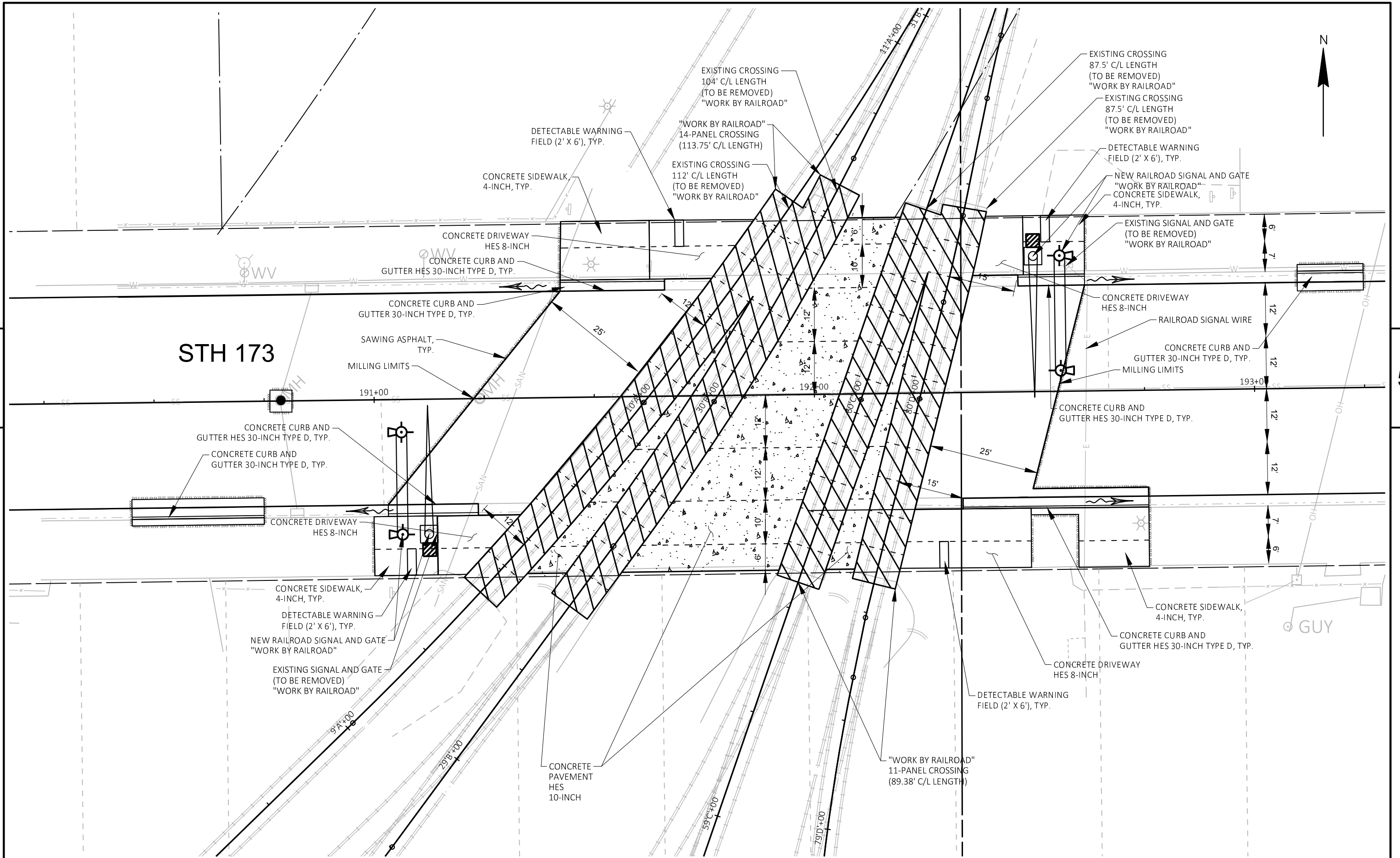




BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1014	187+95, -44.7'	OPEN ARROW ON TOP OF HYD @ NE QUAD GARRISON AVE & STH 173 (MARKET ST)	958.62
BM#1015	190+71, -31.8'	BURY BOLT HYD N/S MARKET ST IN FRONT OF DOMTAR NEKOOSA MILL W/ RR TRACKS	956.50
BM#1016	197+36, -48.9'	OPEN ARROW ON TOP OF HYD TAG#178 NW QUAD ALEXANDER AVE & STH 173 (MARKET ST)	957.14
BM#1017	200+64, -65.5'	BURY BOLT HYD TAG #179 NW QUAD PATTON AVE & STH 173 (MARKET ST)	955.58

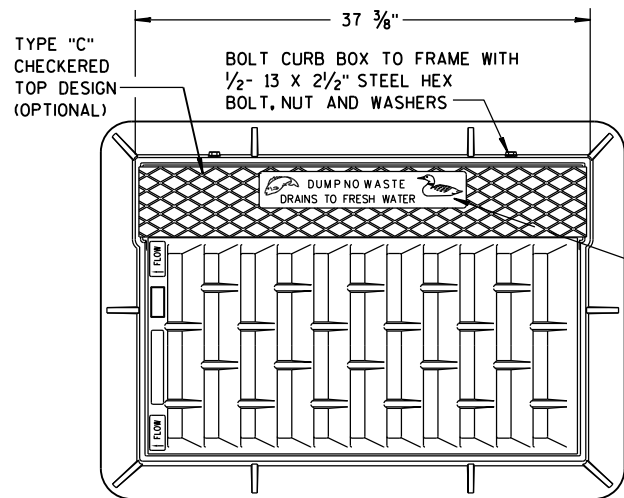


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1018	203+19, -27.3'	BURY BOLT HYD. TAG #180 N/S STH 173 (MARKET ST) @ BP/MCDONALDS	956.27



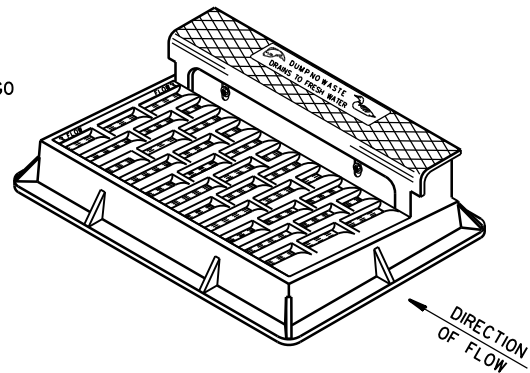
Standard Detail Drawing List

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
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	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
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-12A	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
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

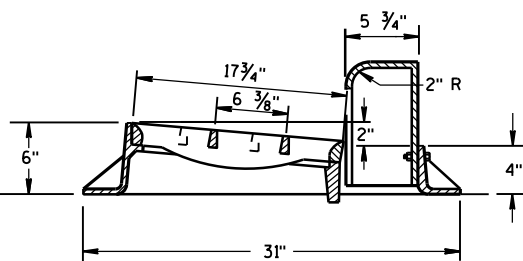
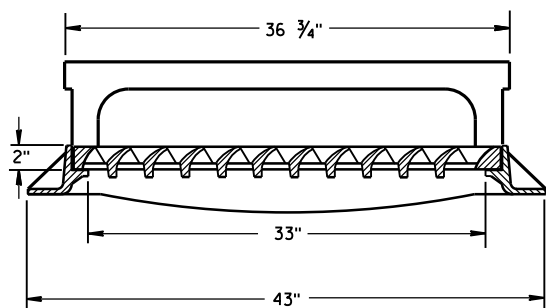
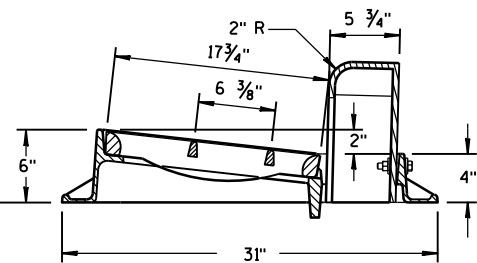
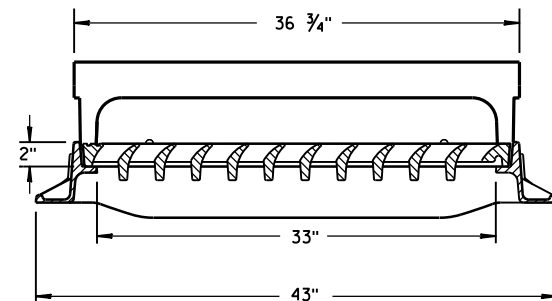
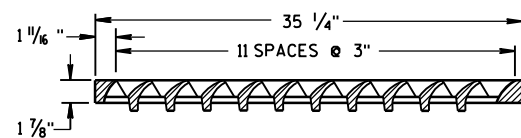


SEE LOGO
DETAIL

NOTE:
GRATE IS REVERSIBLE.

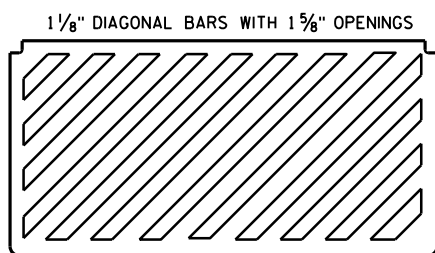


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

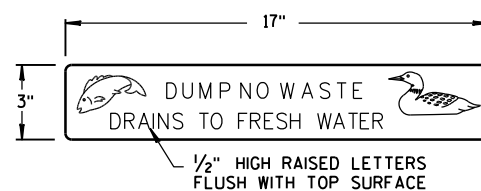
NOTE: EITHER CASTING IS ACCEPTABLE



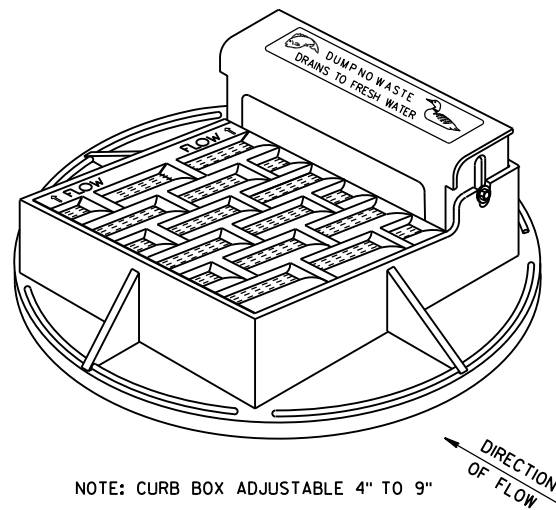
**SPECIAL GRATE FOR
TYPE "H" COVER**

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

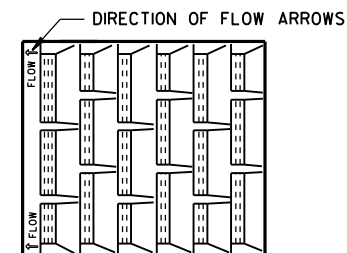


LOGO DETAIL

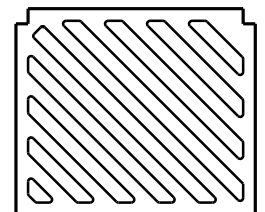


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



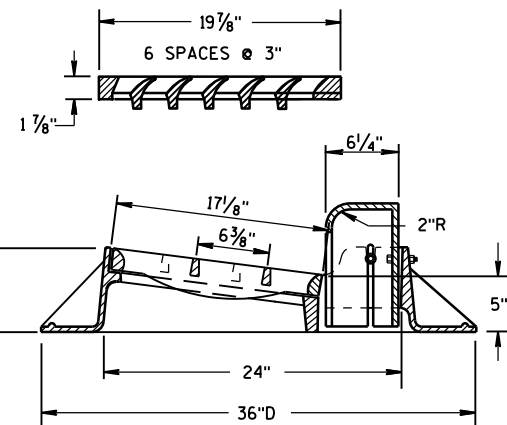
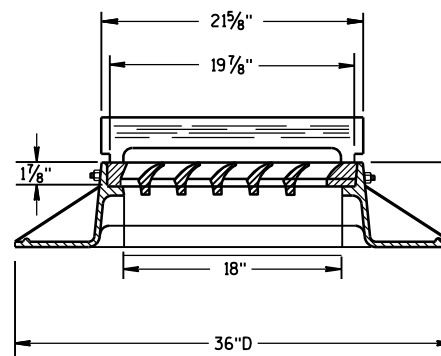
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



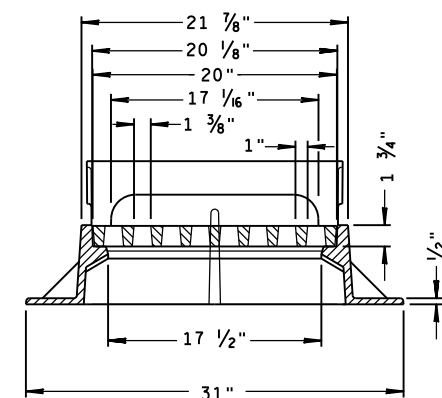
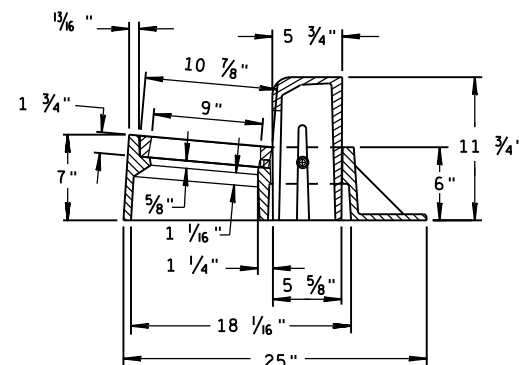
**SPECIAL GRATE FOR
TYPE "A" COVER**

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

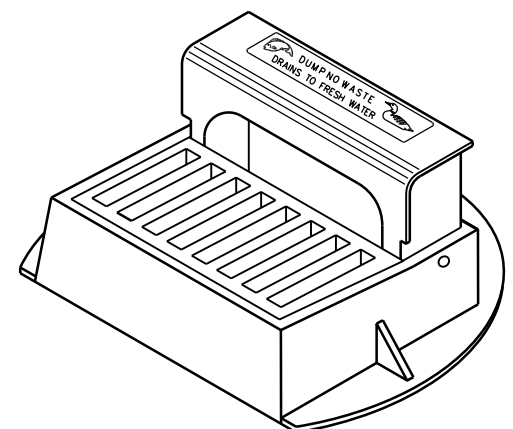
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



TYPE "Z"



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

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED

11-27-13

DATE

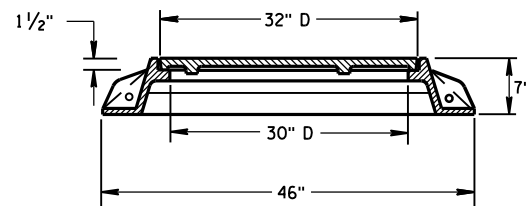
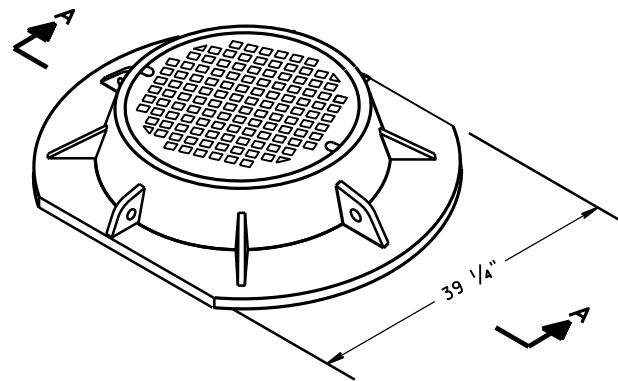
FHWA

/S/ Jerry H. Zogg

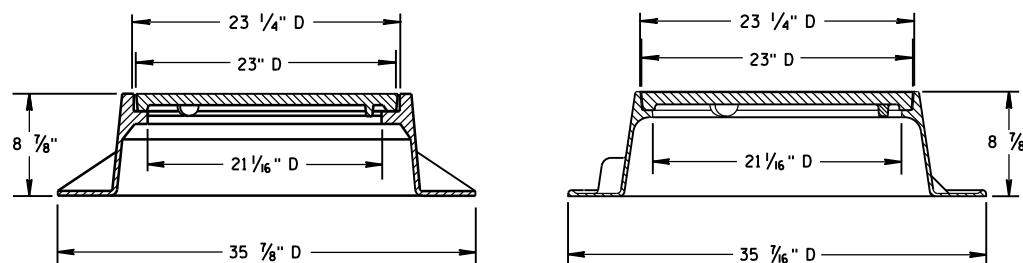
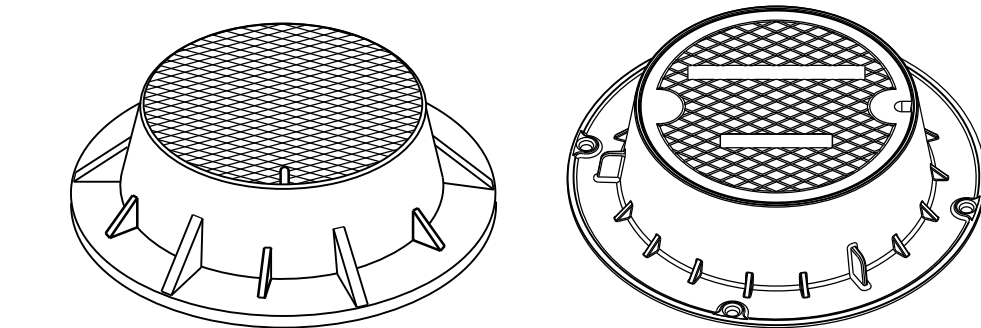
ROADWAY STANDARDS 115

ENGINEER

ENT

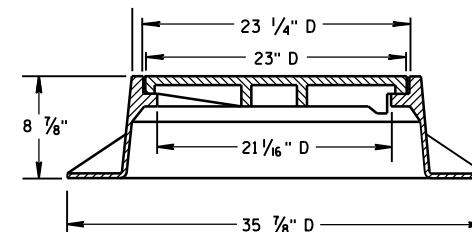
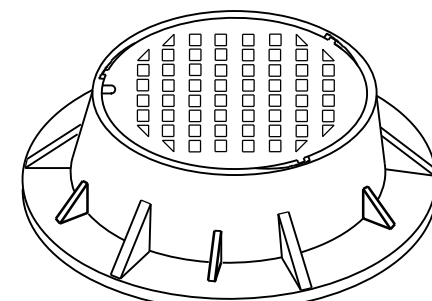
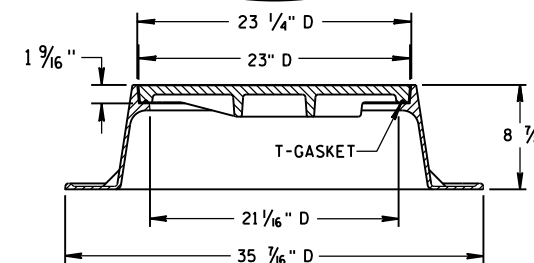
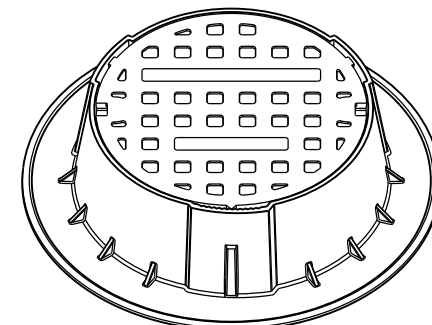


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

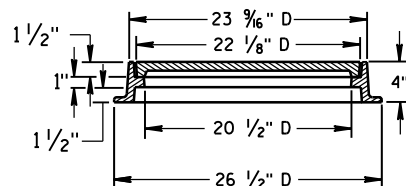
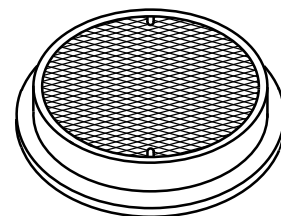


TYPE "J" SPECIAL

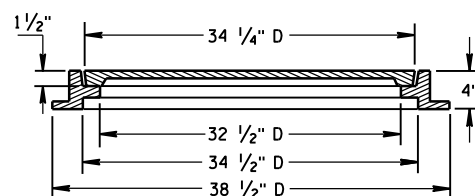
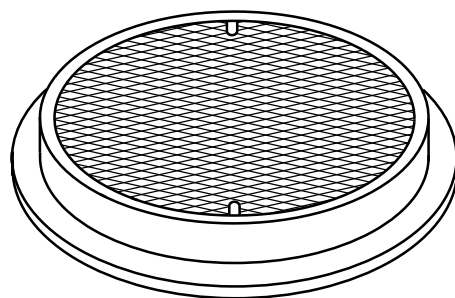
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

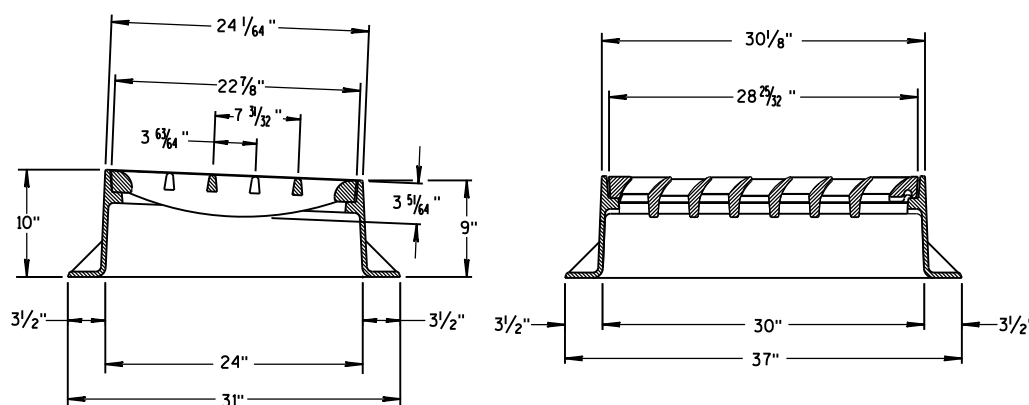
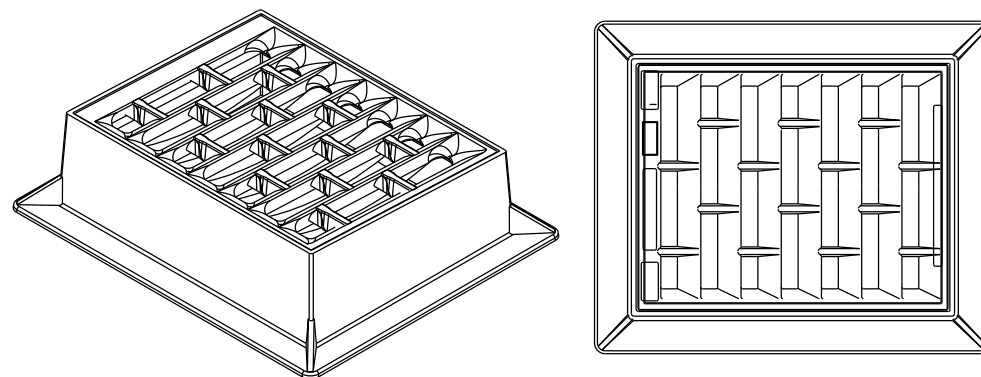
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

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.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/27/2013

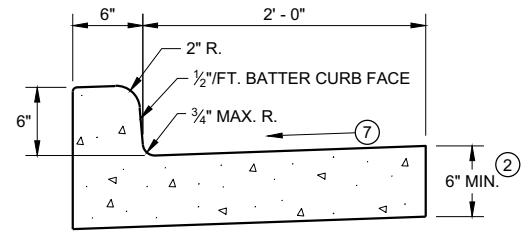
DATE

FHWA

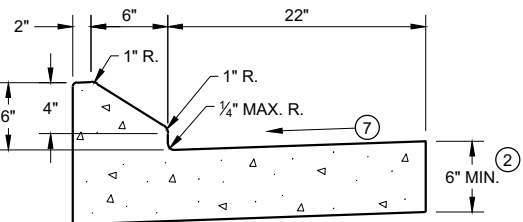
/S/ Jerry H. Zogg

ROADWAY STANDARDS 116

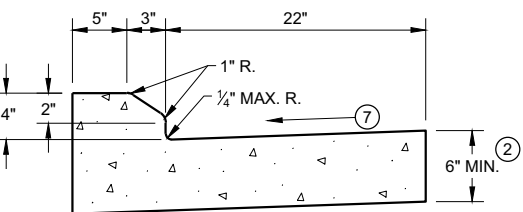
ENGINEER



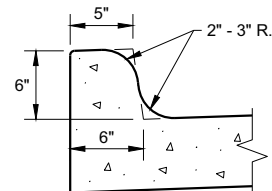
TYPES A^① & D



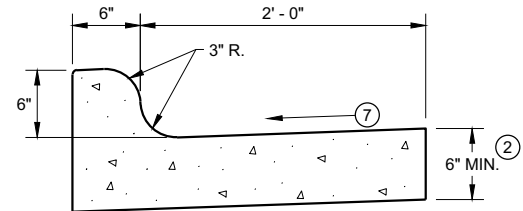
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

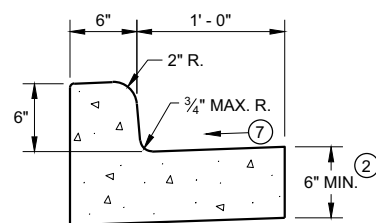


TYPES K^① & L
(OPTIONAL CURB SHAPE)



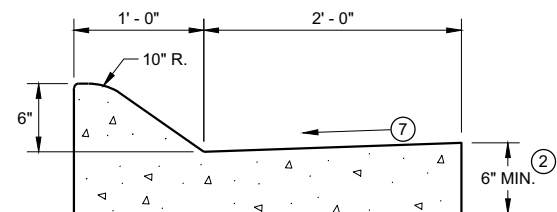
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

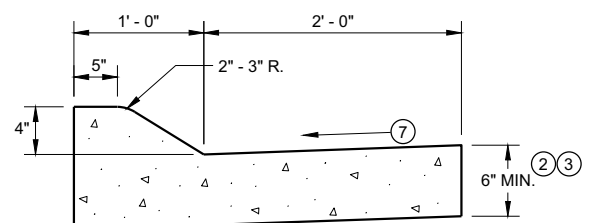


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

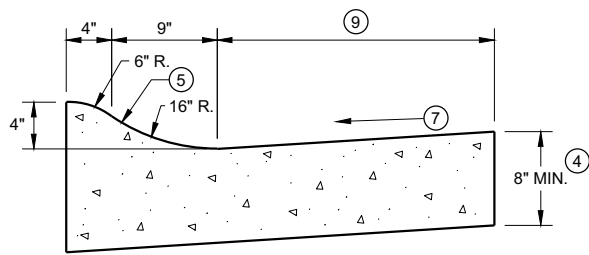


6" SLOPED CURB TYPES A^① & D



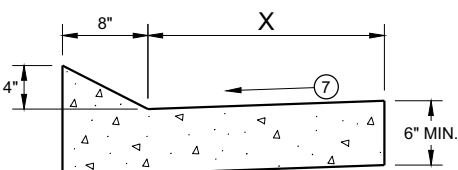
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

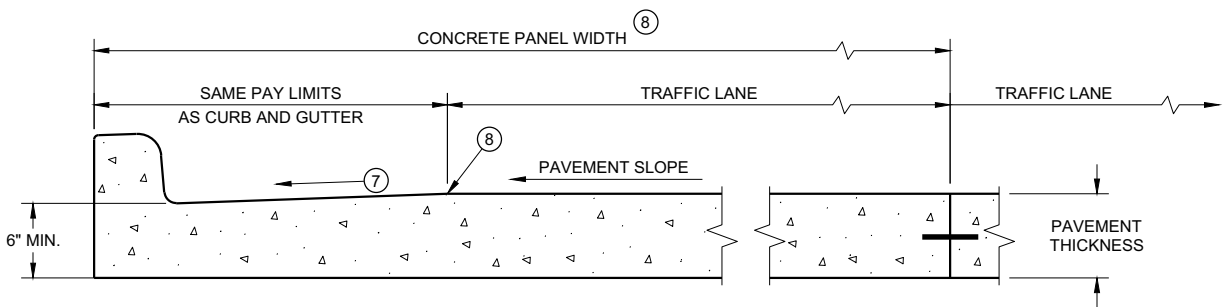


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

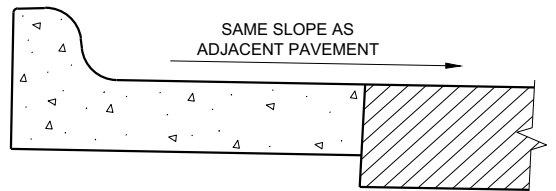
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

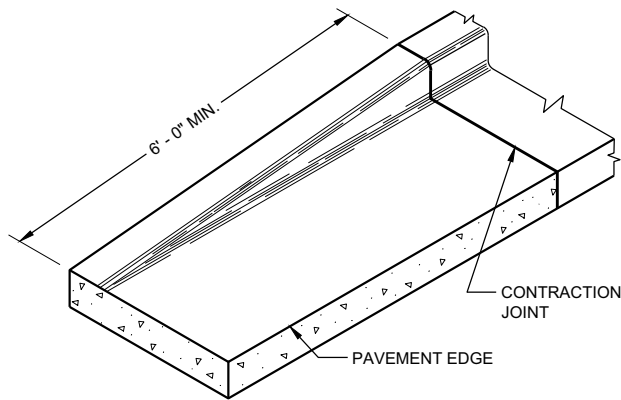
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

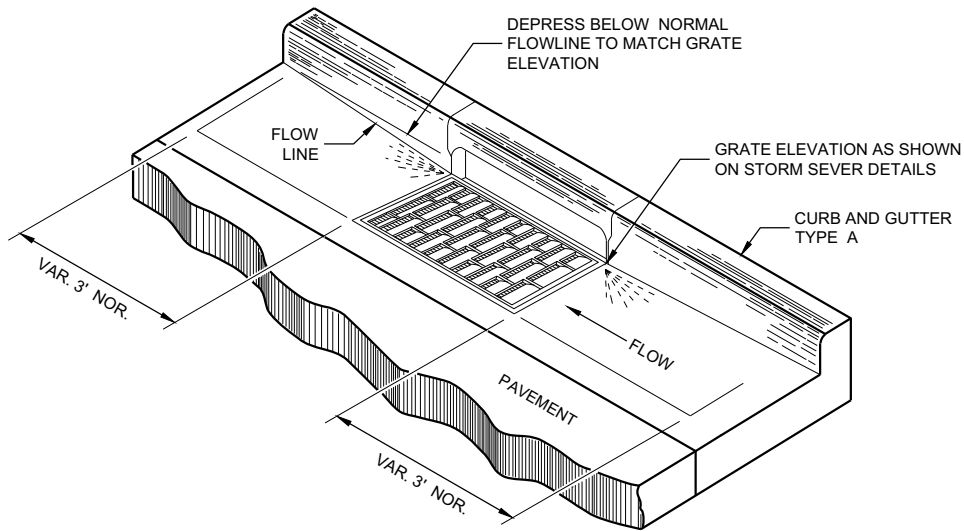
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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 UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

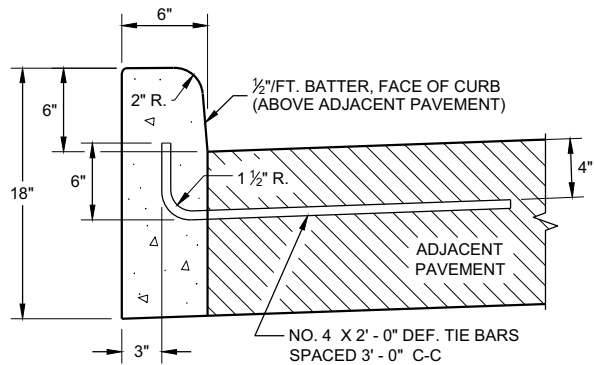
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



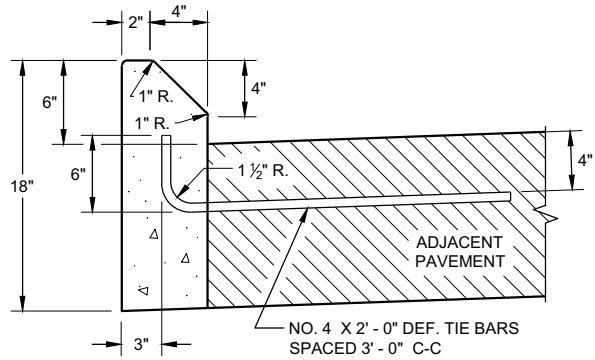
END SECTION CURB AND GUTTER



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

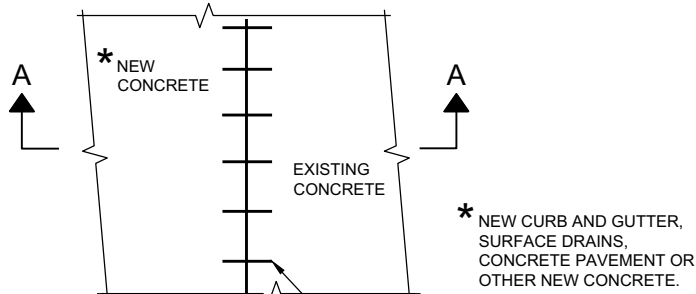


TYPES A^① & D

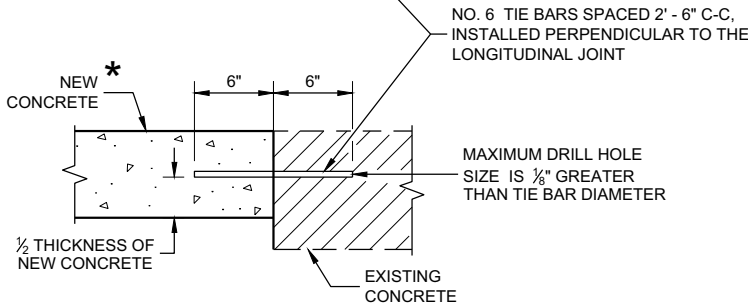


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

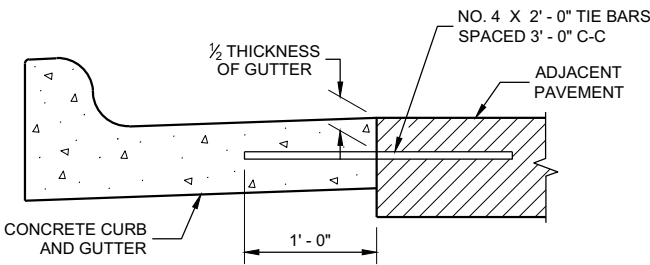
GENERAL NOTES

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

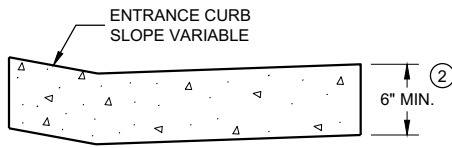
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

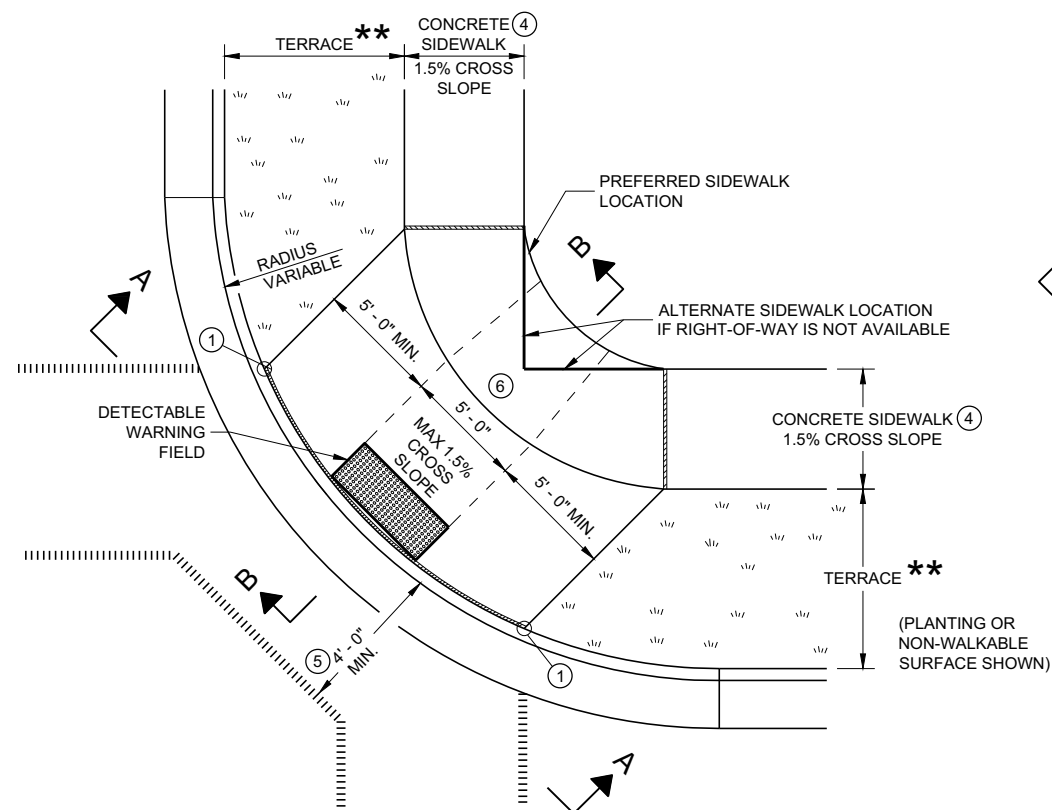


DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

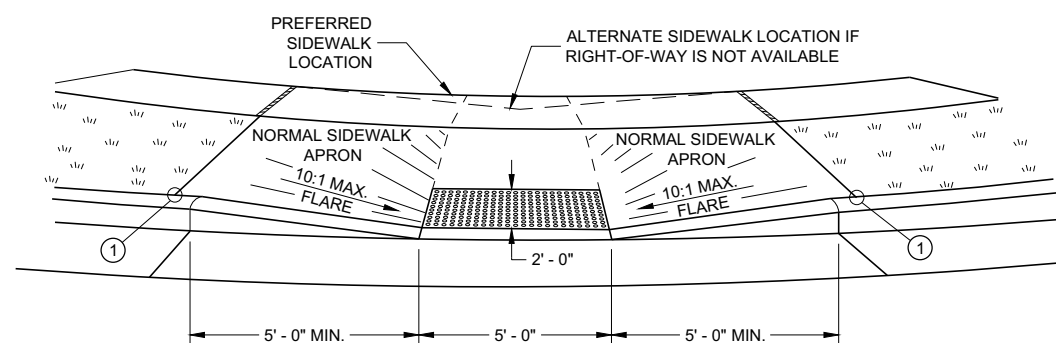
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 118
FHWA

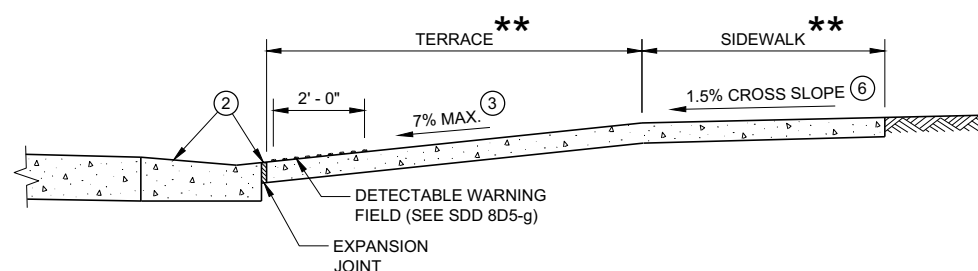


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

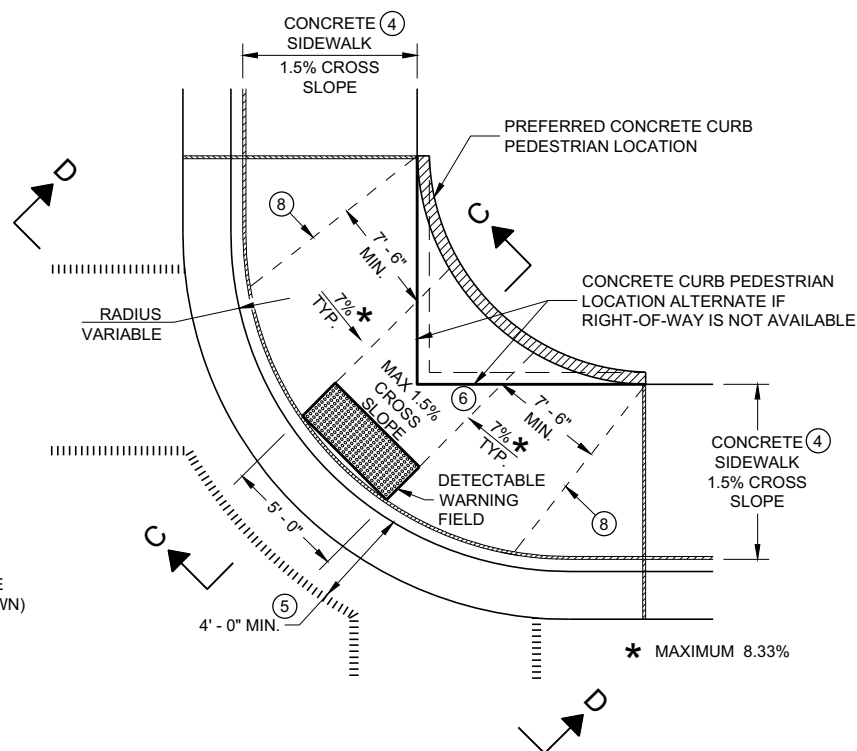


VIEW A - A FOR TYPE 1

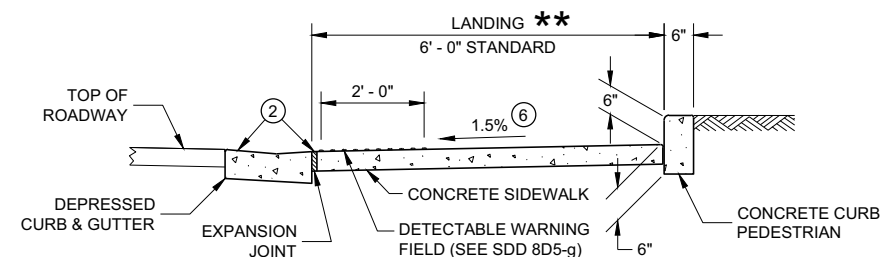
**** WIDTH SHOWN ELSEWHERE
IN THE PLANS**



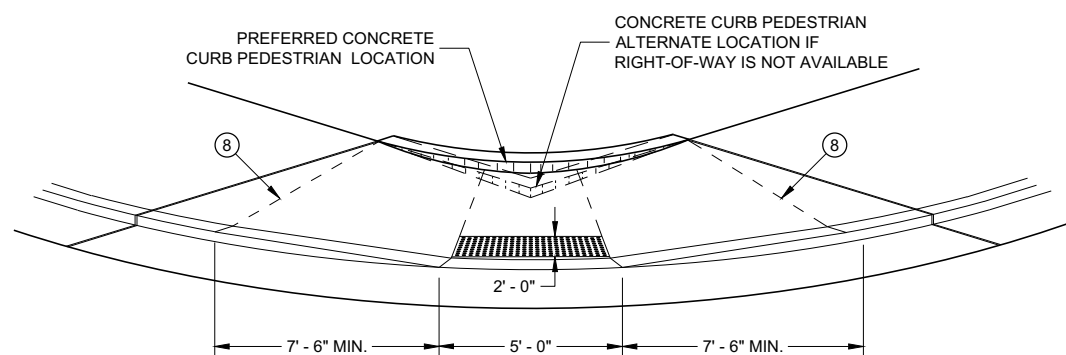
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

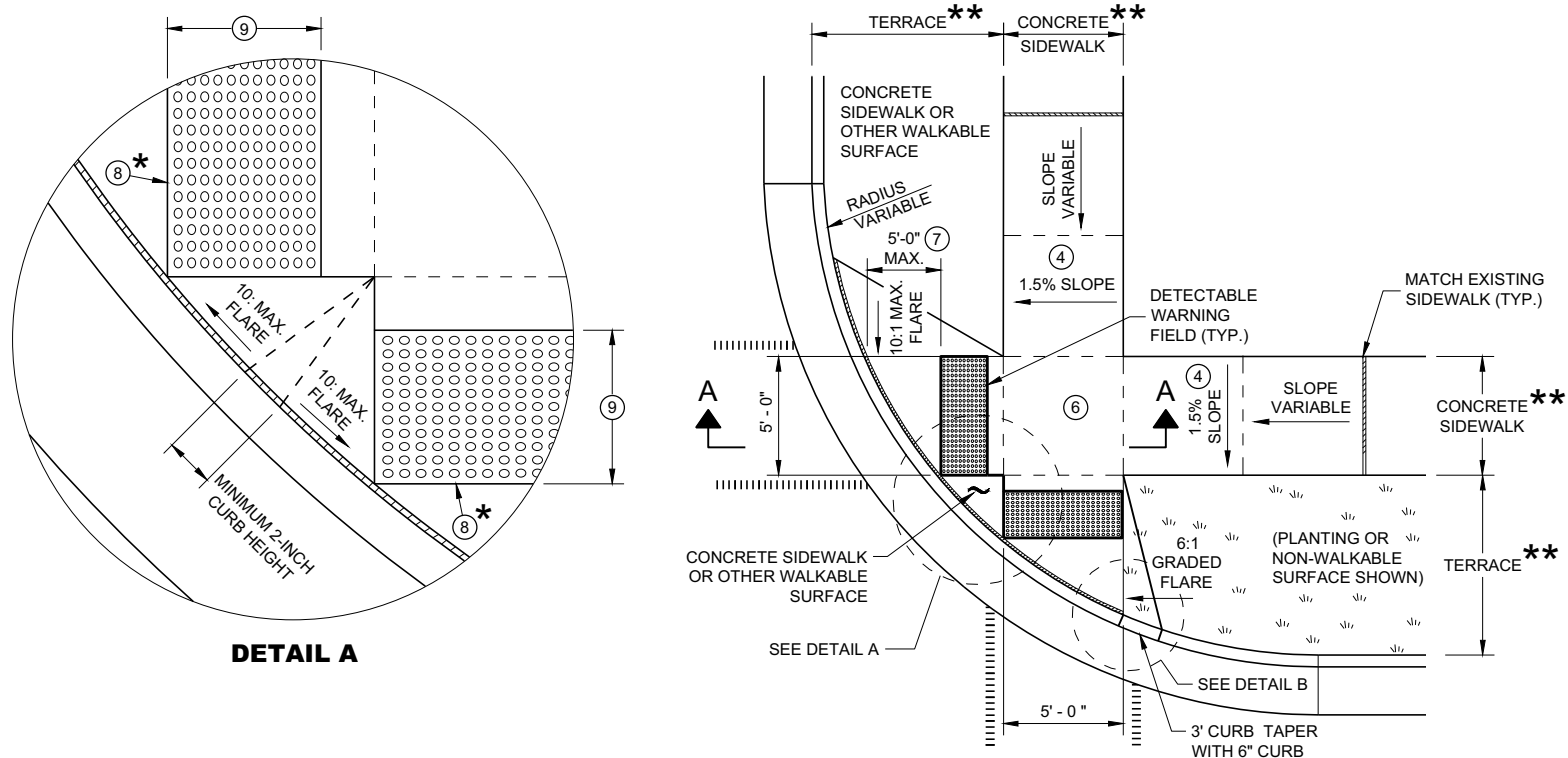
- ① THIS POINT IS AN EXTENSION OF CURBSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ 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.
- ⑦ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

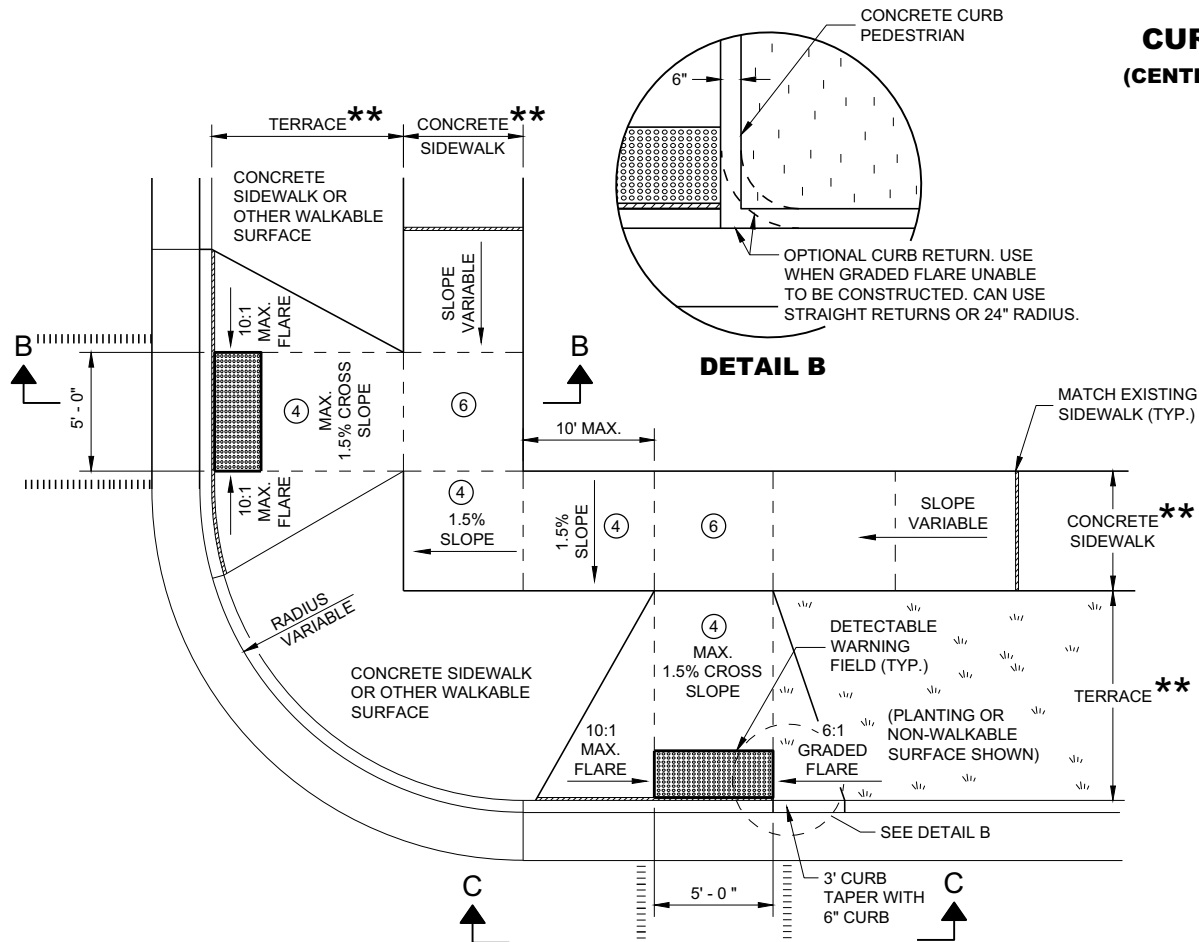
- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT FIELD LOCATED |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 119



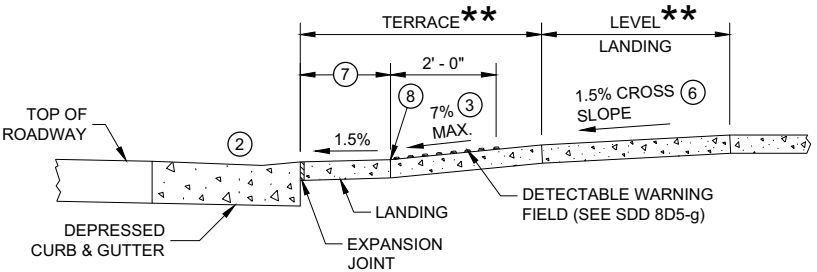
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



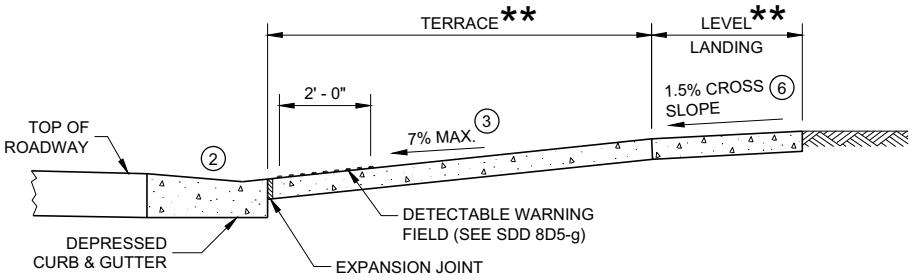
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

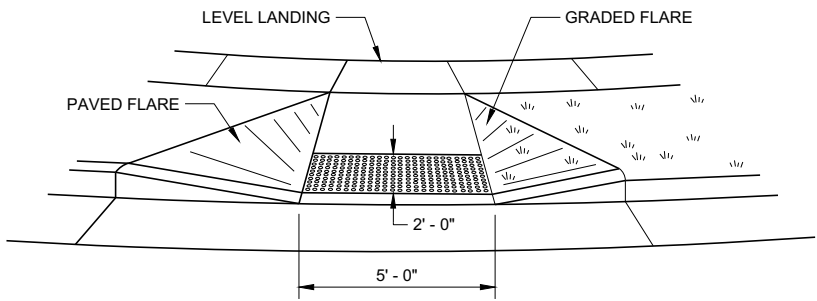
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



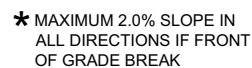
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

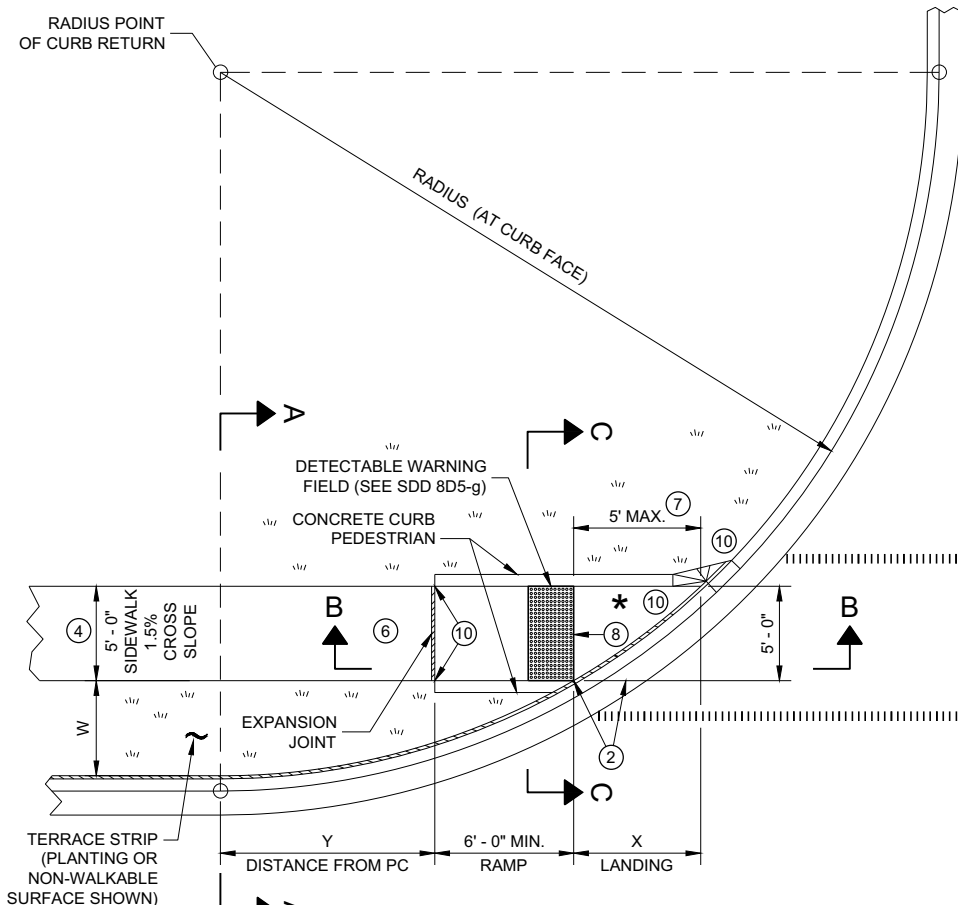
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

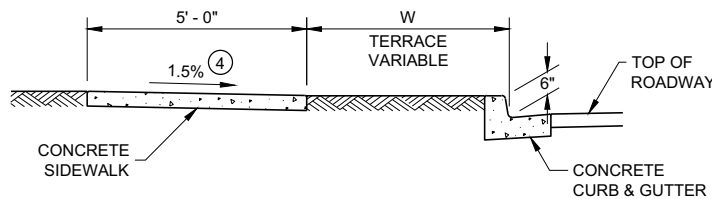
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ 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.

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

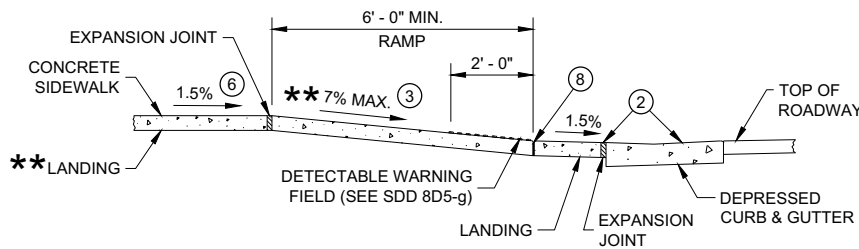




PLAN VIEW
CURB RAMP TYPE 4B



SECTION A - A FOR TYPE 4B



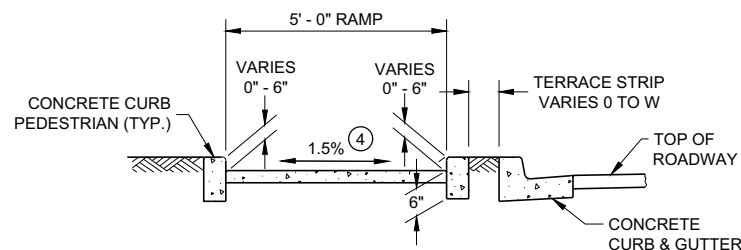
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

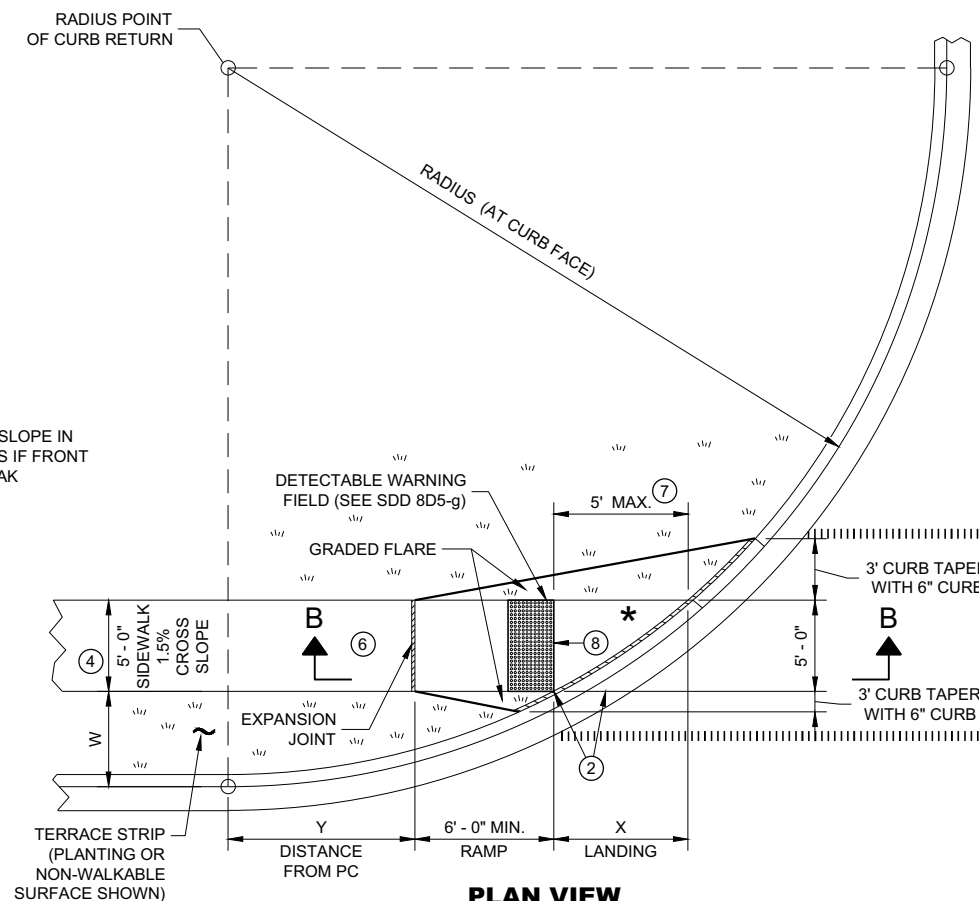
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

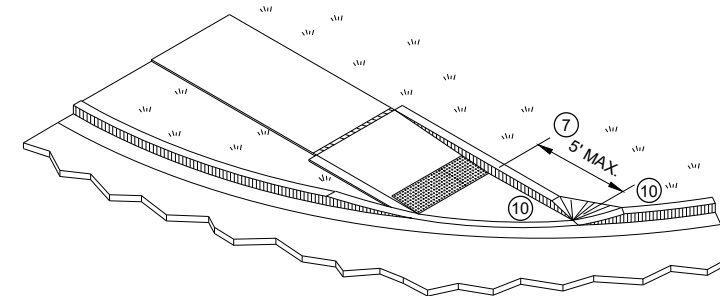
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



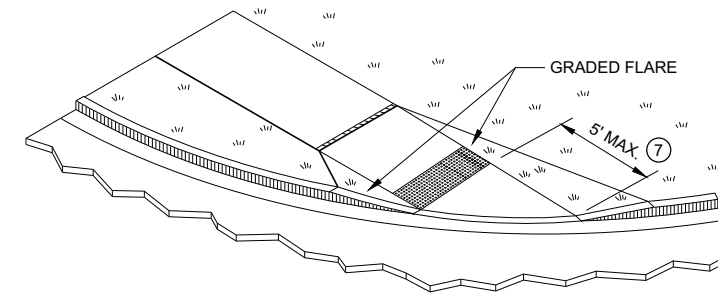
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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



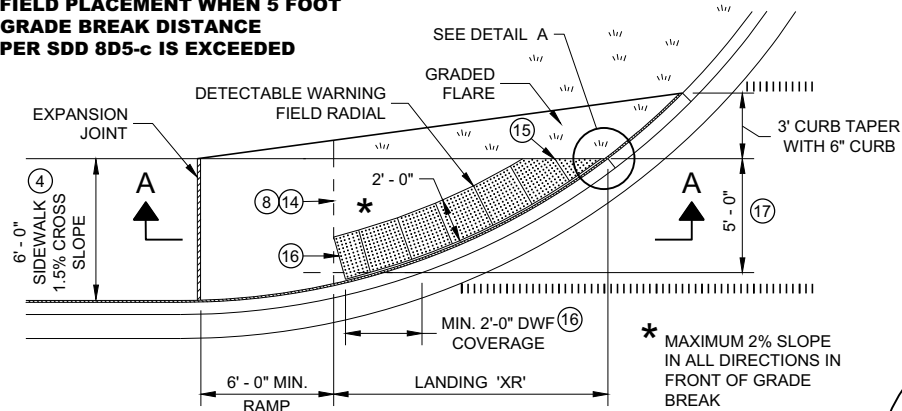
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

- 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 $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
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- 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 $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

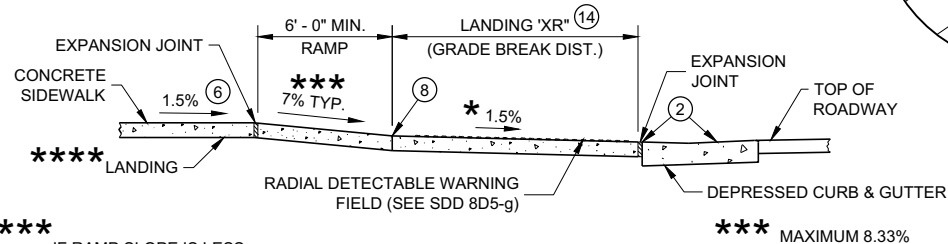
	1/2" EXPANSION JOINT SIDEWALK
	CONTRACTION JOINT FIELD LOCATED
	PAVEMENT MARKING CROSSWALK (WHITE)



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

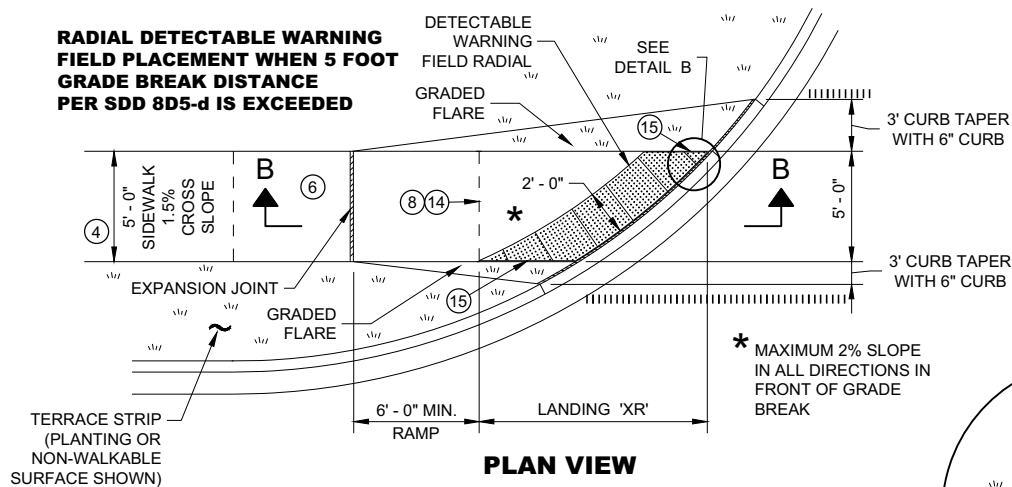


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

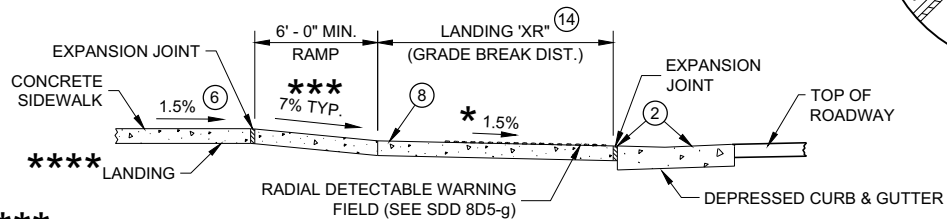


SECTION A - A FOR TYPE 4A1

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



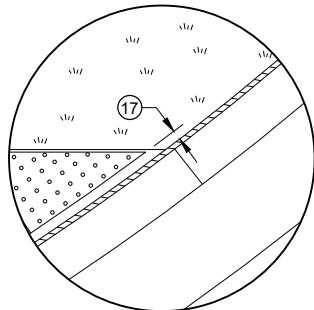
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



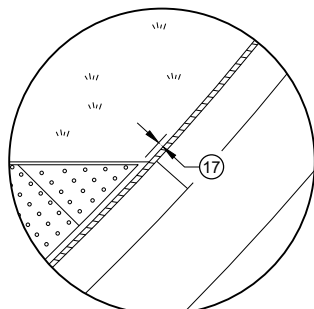
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



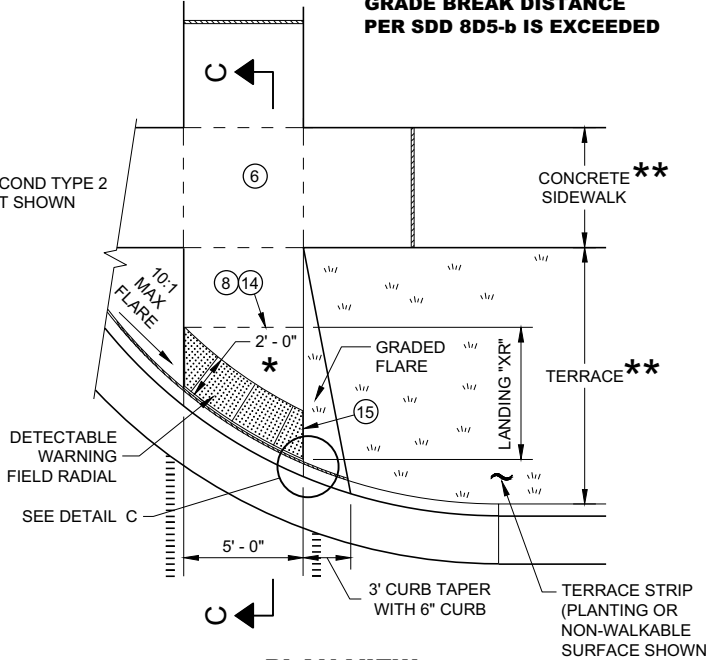
DETAIL B

GENERAL NOTES

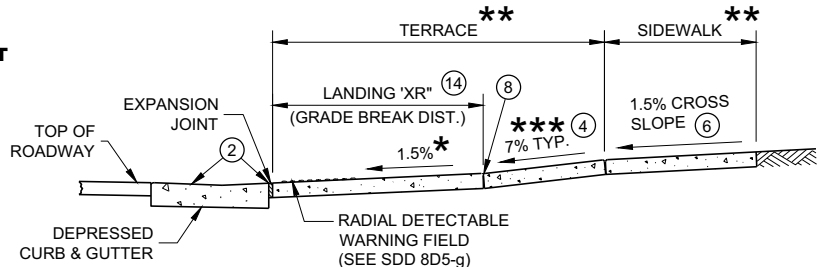
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 FIELD ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 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.
- 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-b IS EXCEEDED**

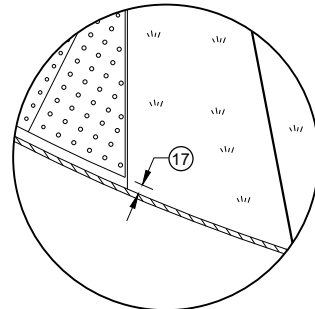
NOTE: SECOND TYPE 2 RAMP NOT SHOWN



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



SECTION C - C FOR TYPE 2



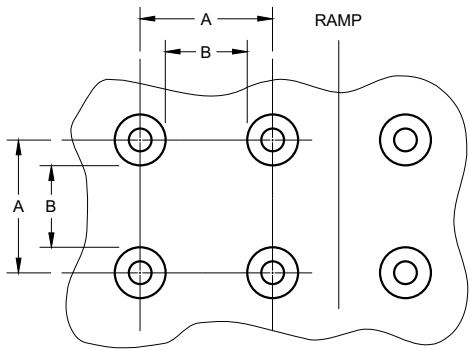
DETAIL C

**CURB RAMPS
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS**

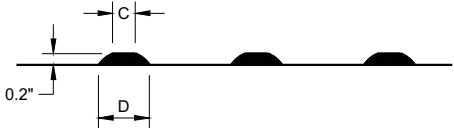
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 124

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

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

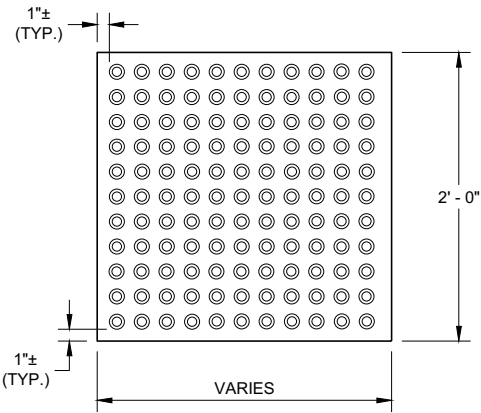


PLAN VIEW

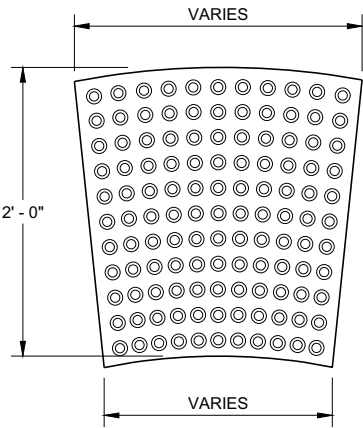


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

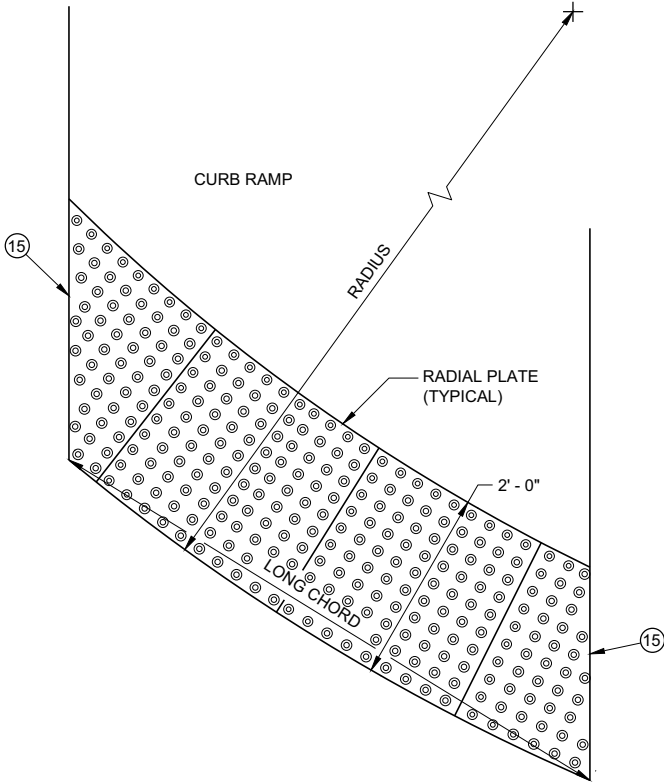


RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

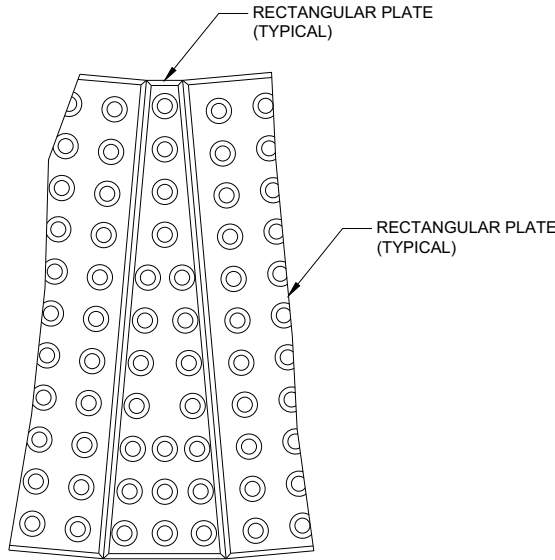
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA 125

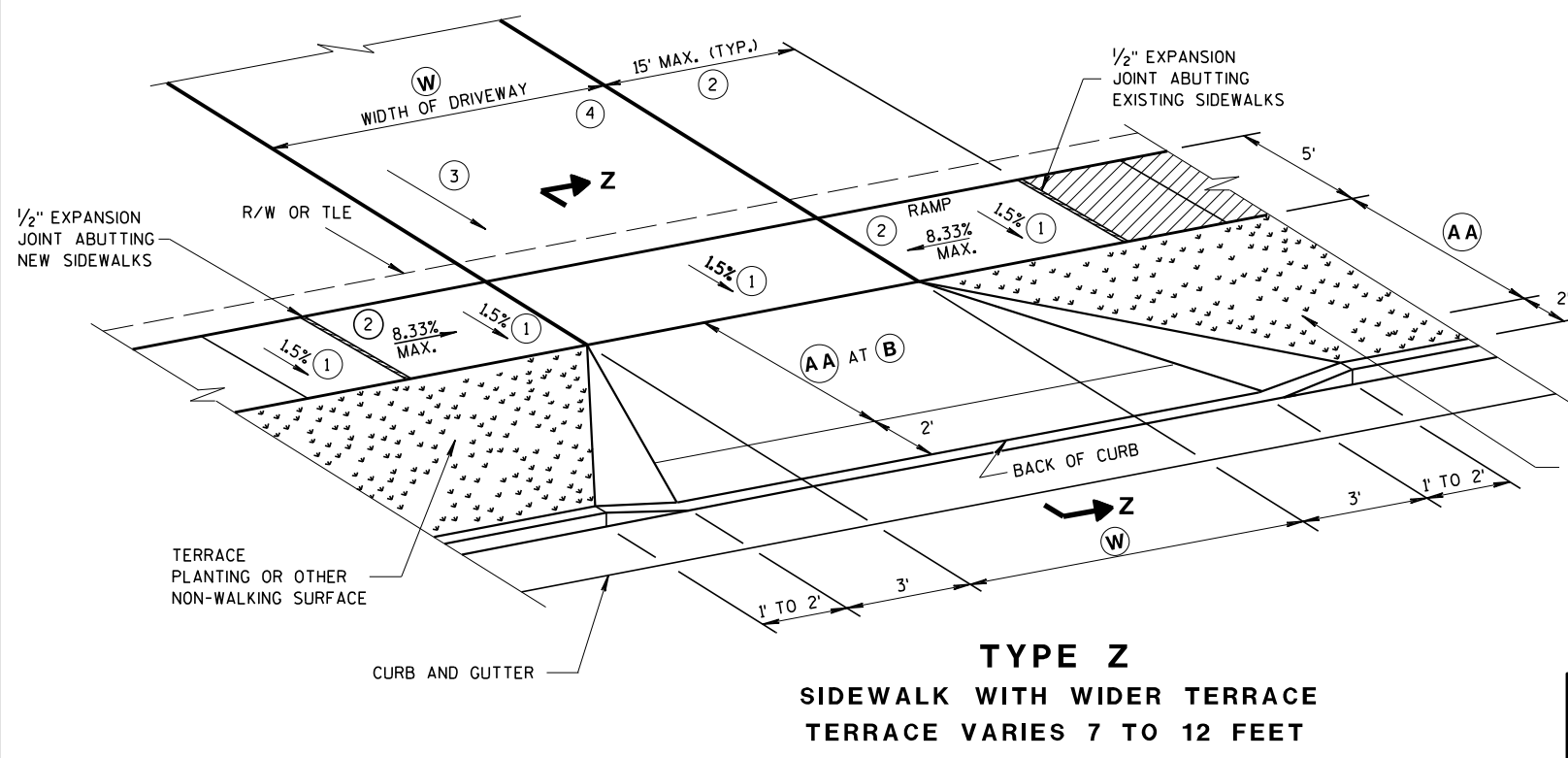


TABLE Z		
AA FEET	B %	B %
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

GENERAL NOTES

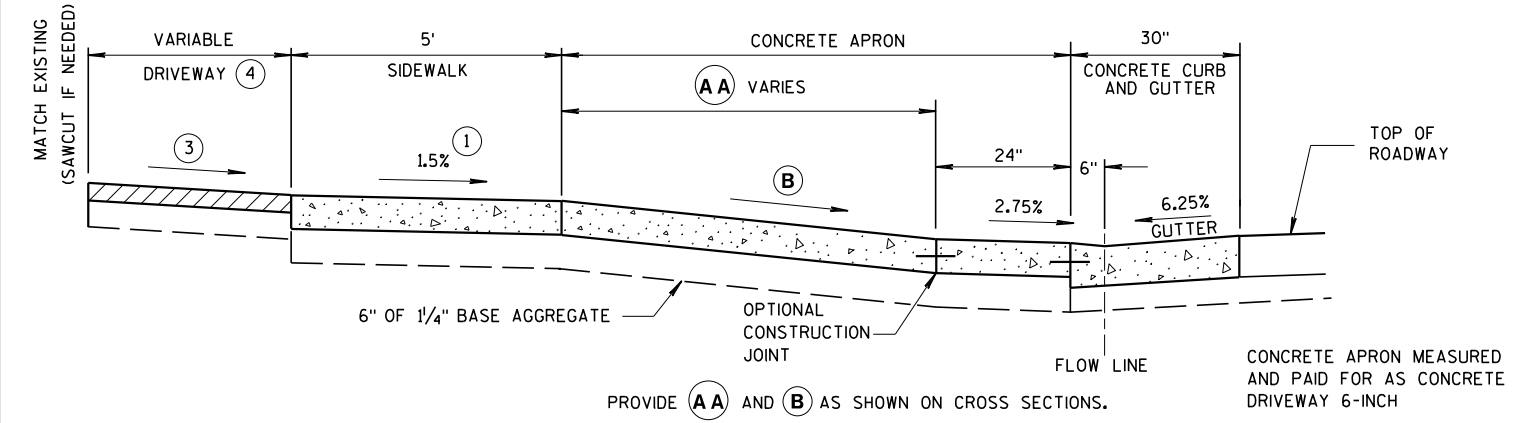
PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

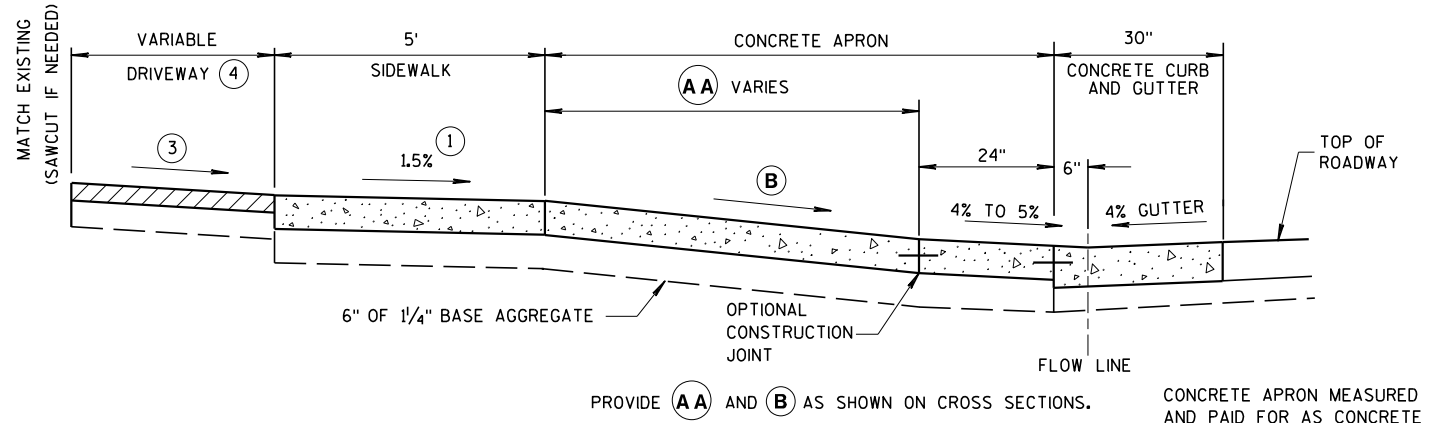
- CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

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



6.25% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR B VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.
SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

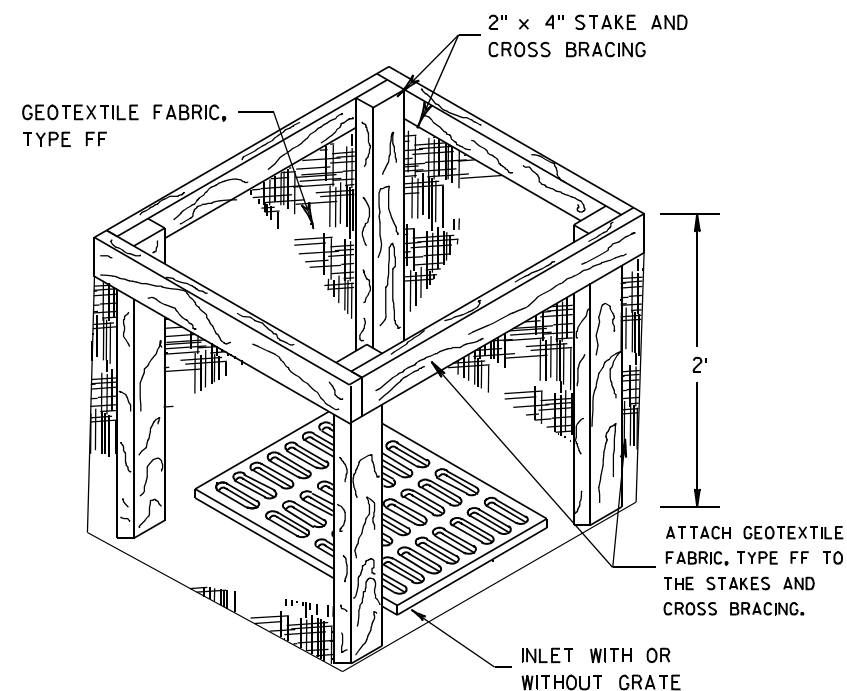
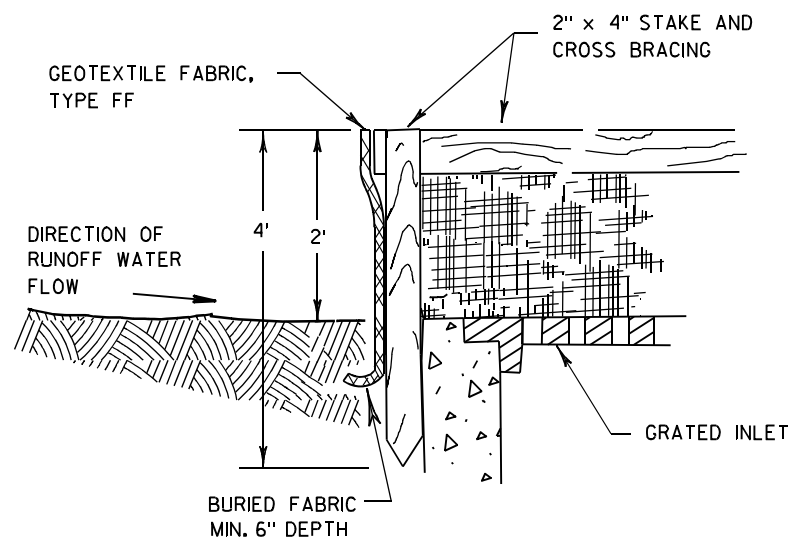


4% GUTTER SLOPE

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

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMP TYPE Z	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS 126 UNIT SUPERVISOR



INLET PROTECTION, TYPE A

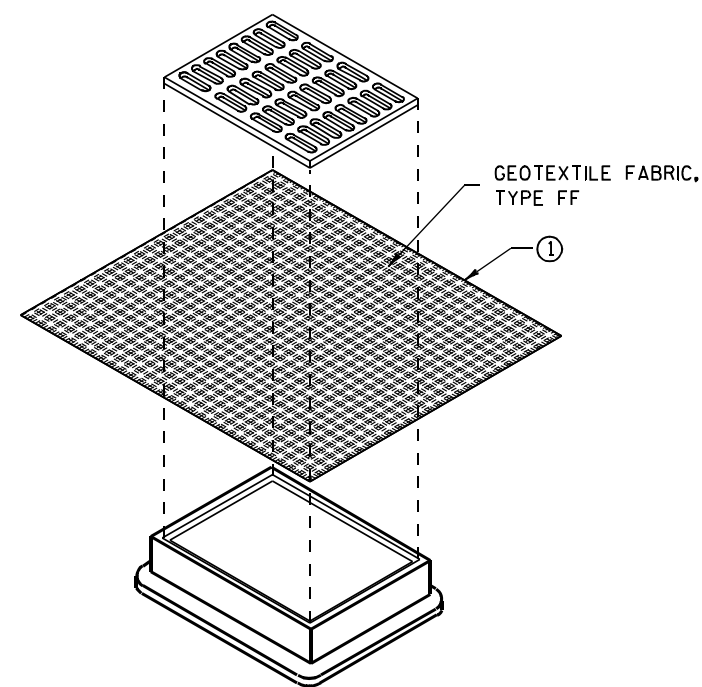
GENERAL NOTES

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

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

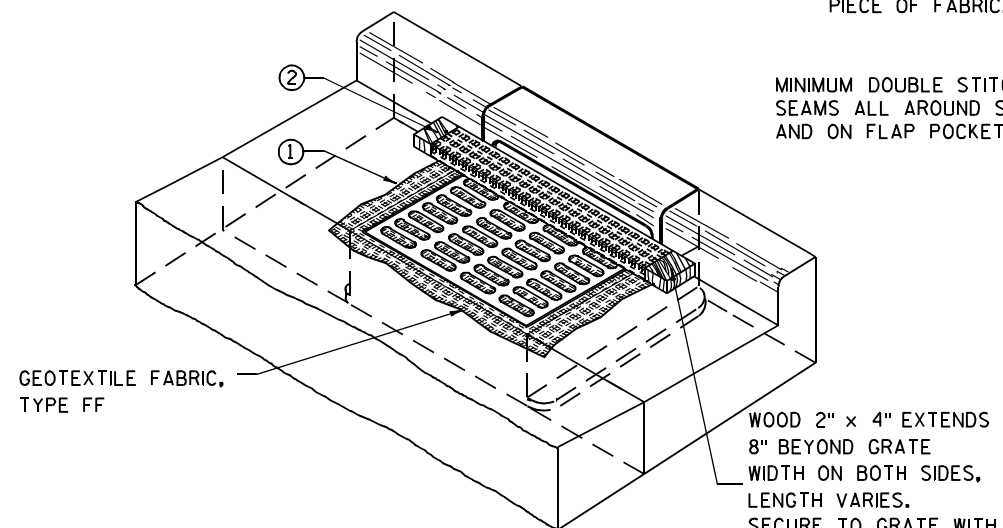
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

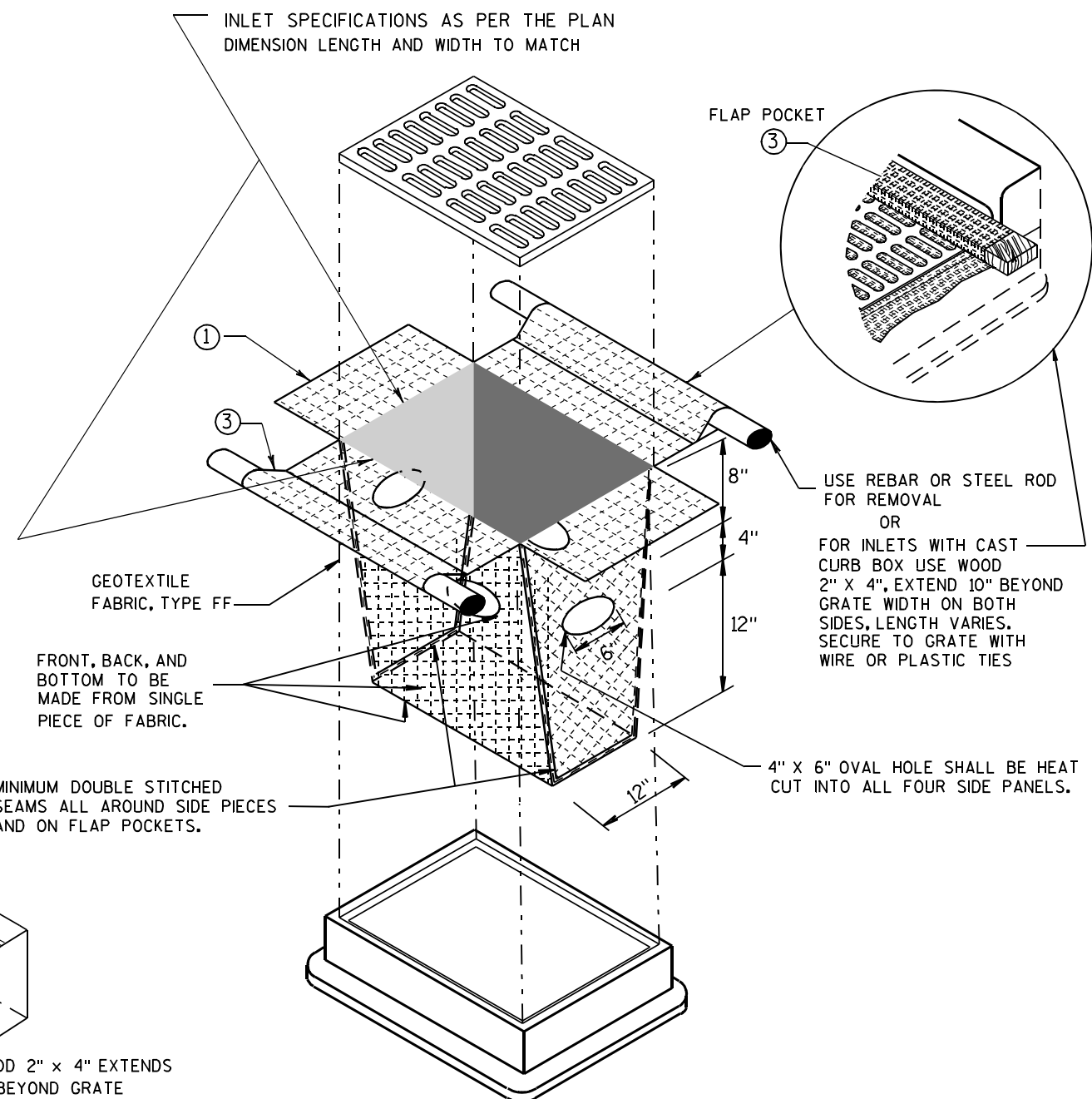
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

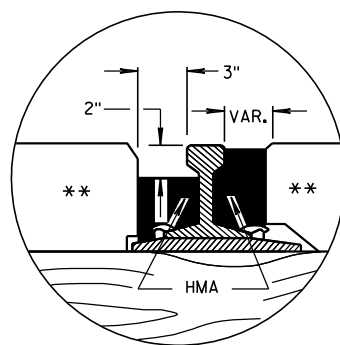
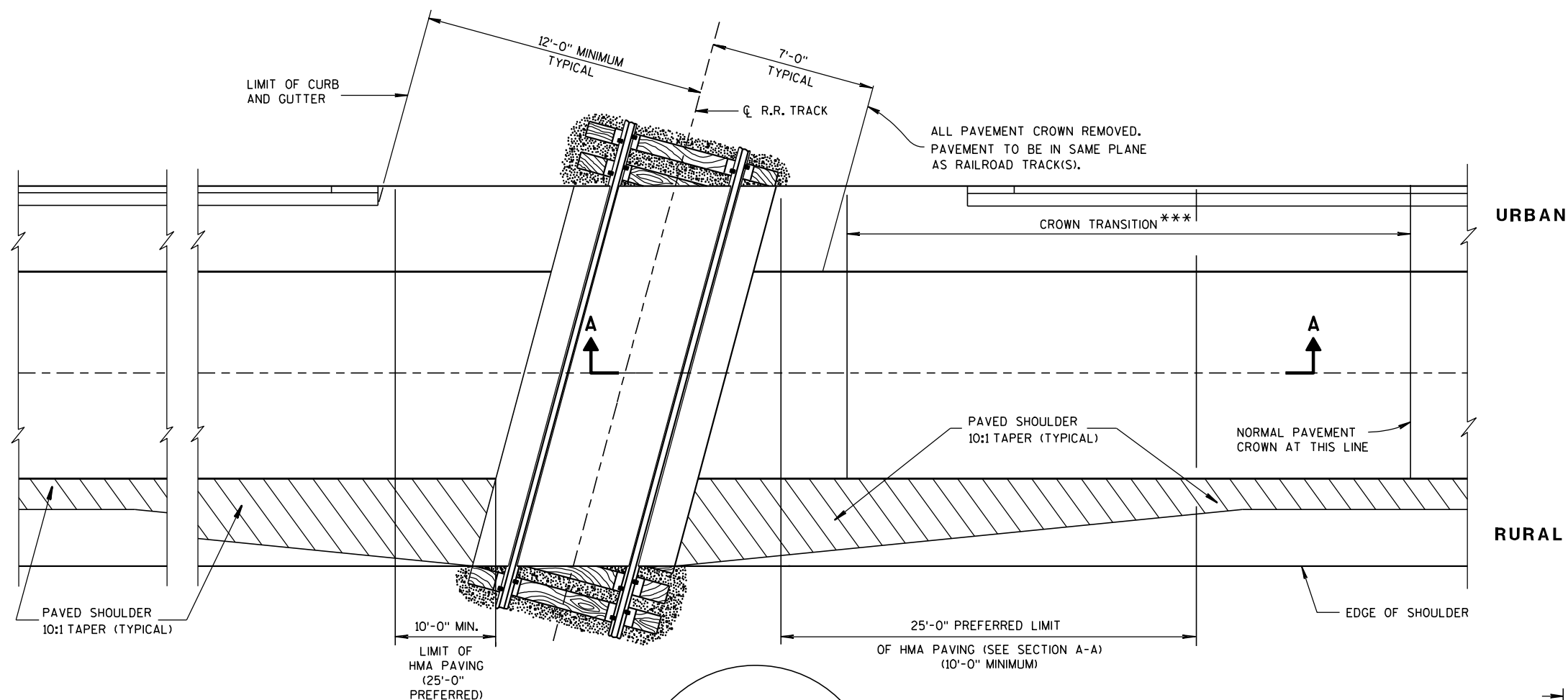
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



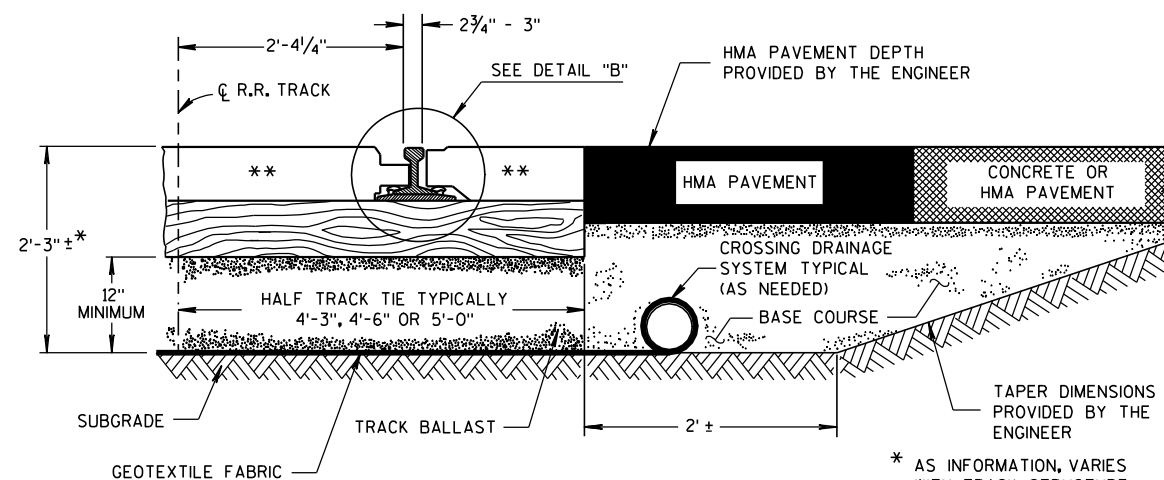
INLET PROTECTION, TYPE D

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

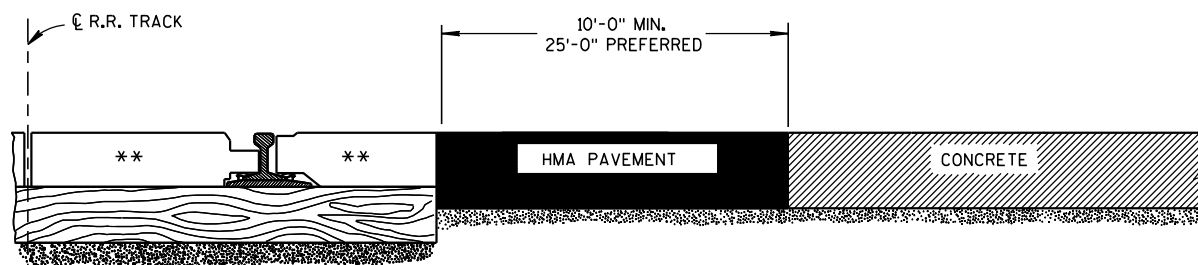
INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Connolly 127 CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



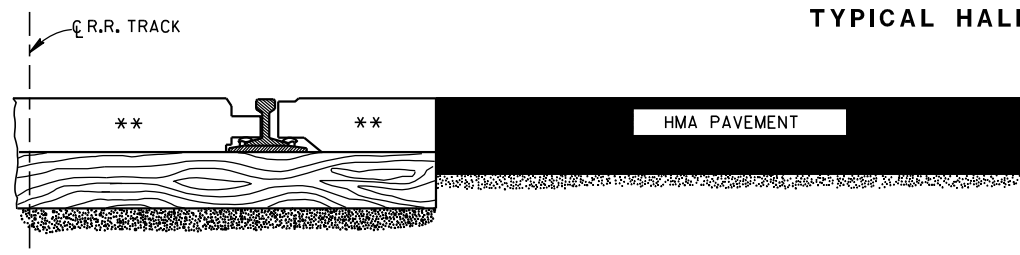
DETAIL B
HMA FLANGEWAY
AND FIELD FILLERS



TYPICAL HALF SECTION



SECTION A-A
CONCRETE PAVEMENT APPROACH



SECTION A-A
HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

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 PAVEMENT 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.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-28-09

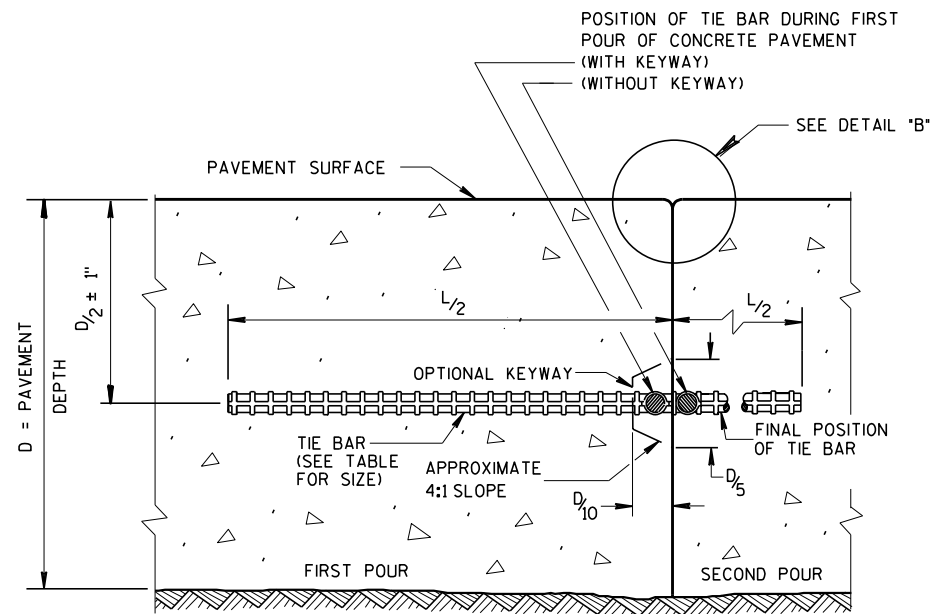
DATE

FHWA

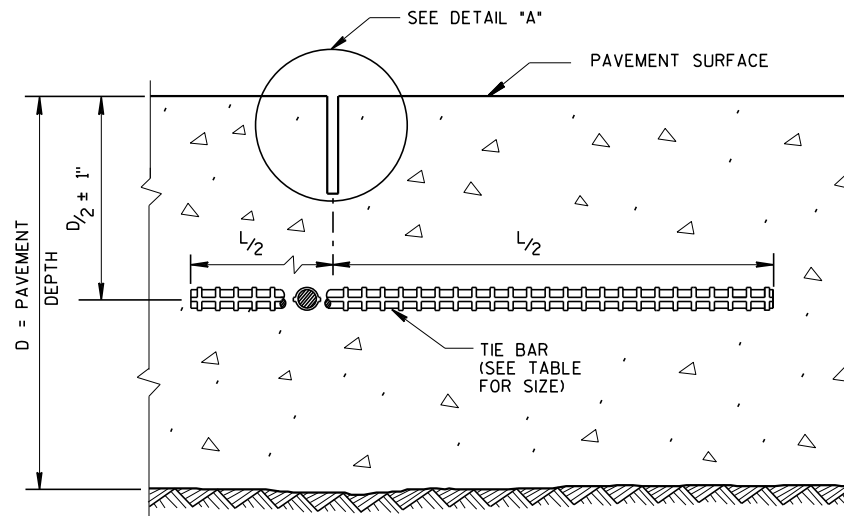
/S/ Ronald E. Adams

CHIEF, RAILROADS & HIGHWAYS DIVISION

128



CONSTRUCTION JOINT



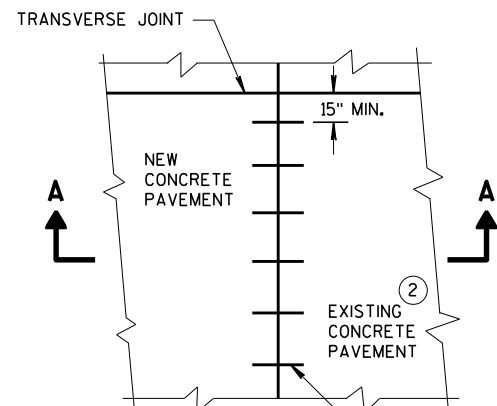
SAWED JOINT

GENERAL NOTES

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

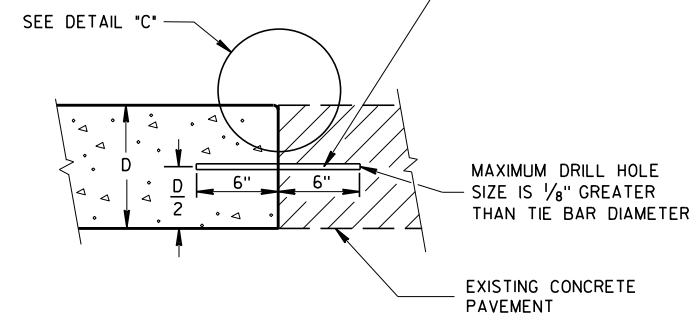
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

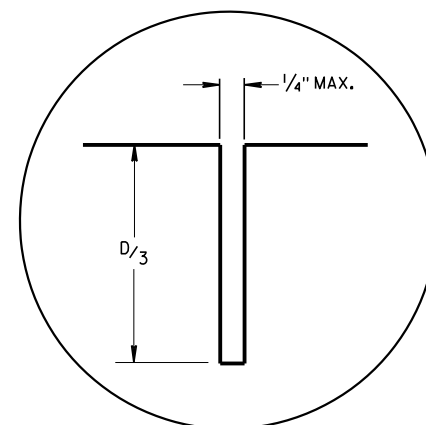


PLAN VIEW

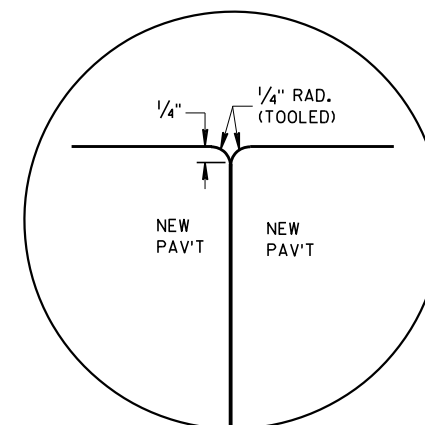
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



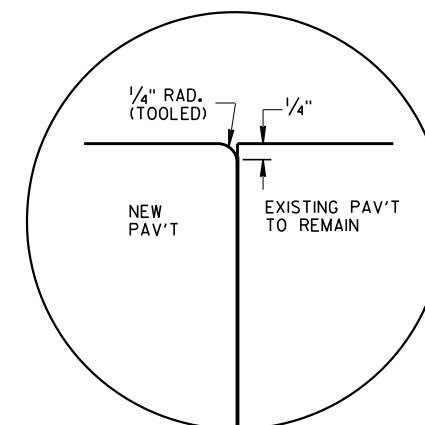
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



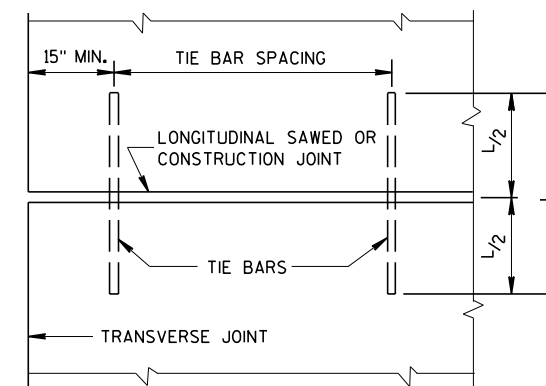
DETAIL "C"

TIE BAR TABLE

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

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

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

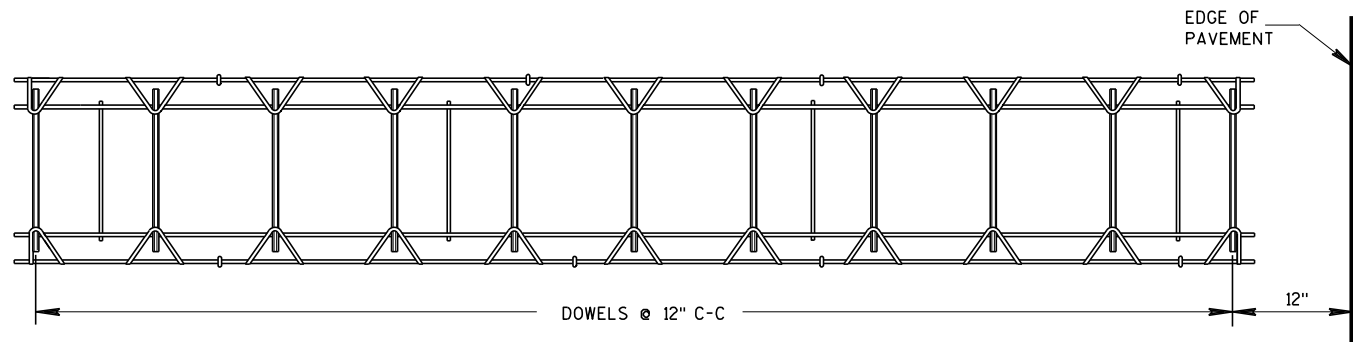


PLAN VIEW
SHOWING LOCATION OF TIE BARS

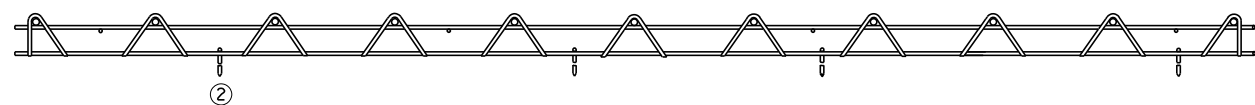
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

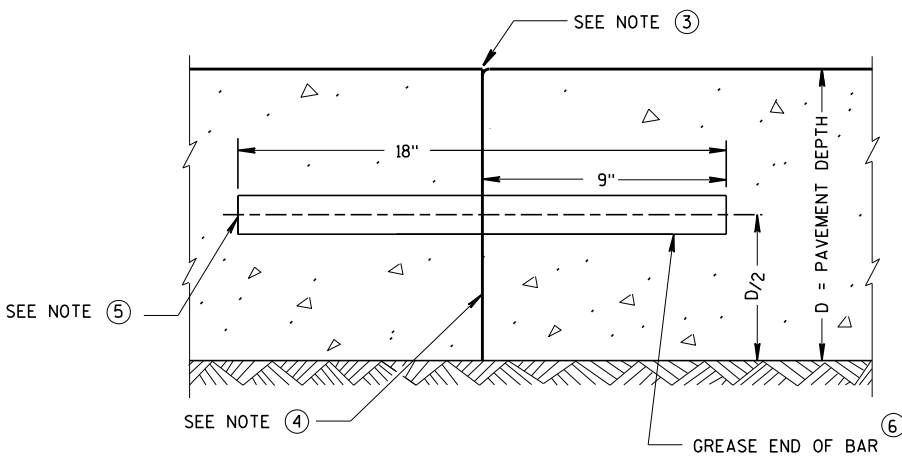
APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 129
FHWA



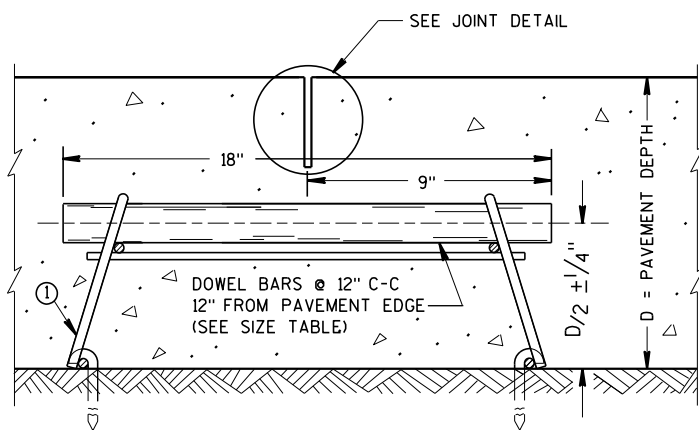
PLAN VIEW



SIDE VIEW
CONTRACTION JOINT DOWEL ASSEMBLY



TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE
AND JOINT SPACING TABLE

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

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

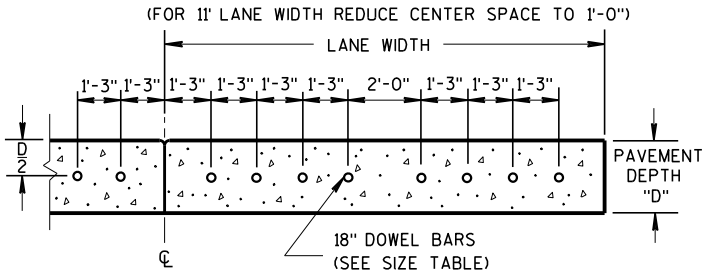
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

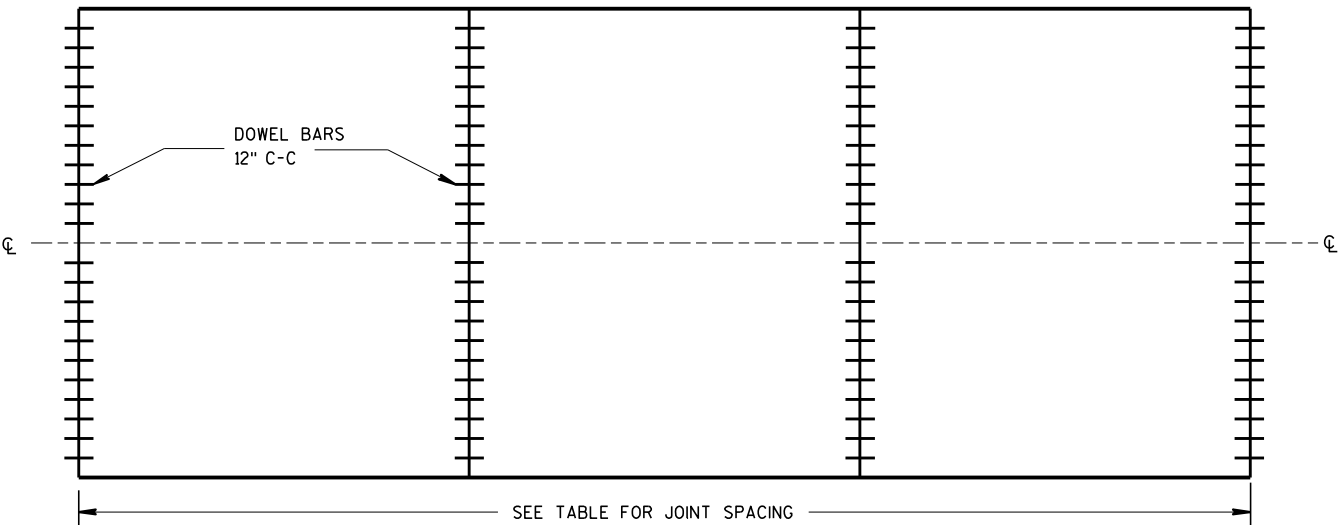
CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

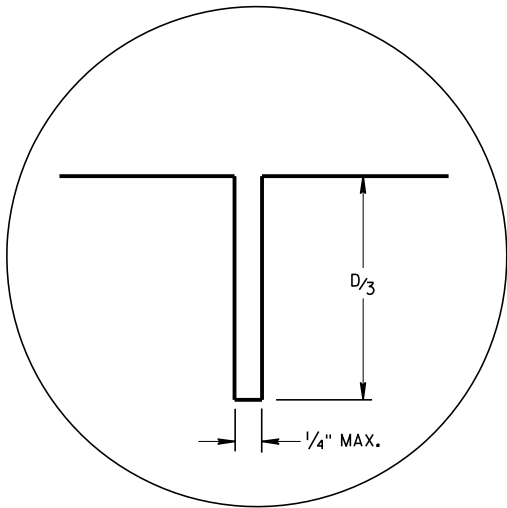
- OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.
- SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.
- PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.
- APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DRILLED DOWEL BAR CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

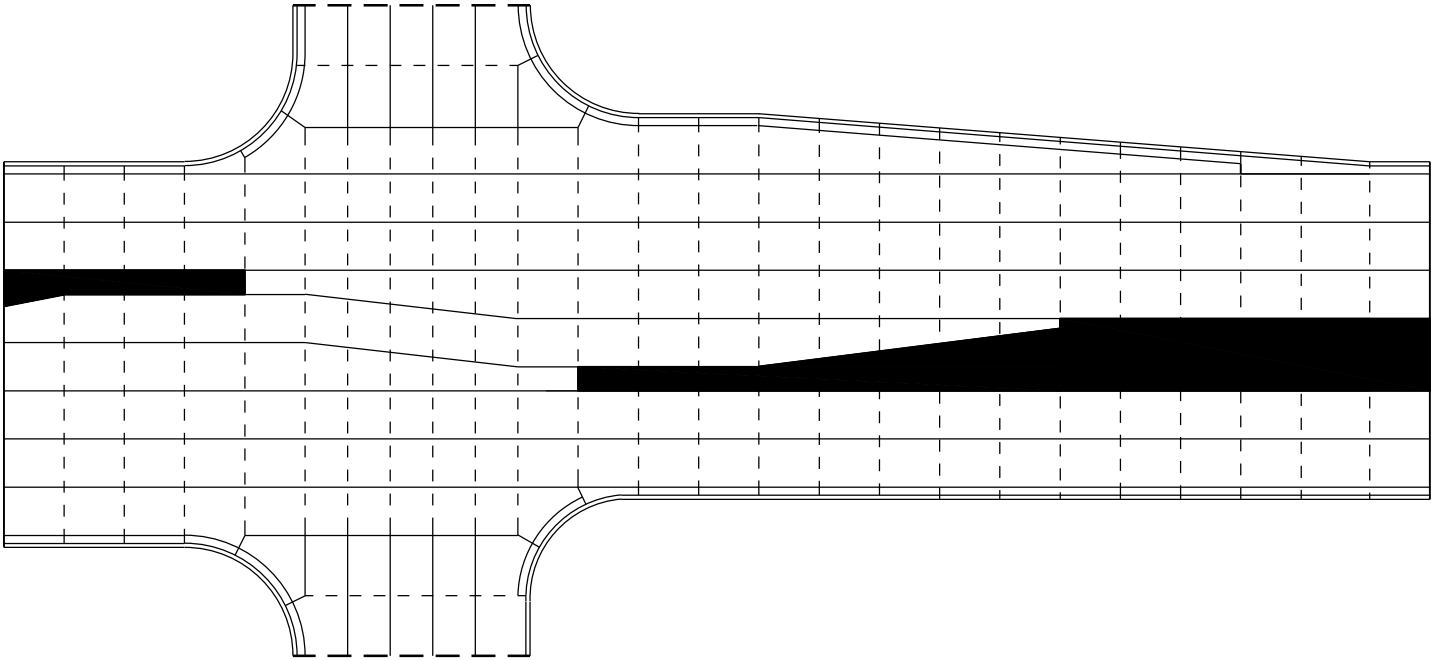
URBAN DOWELED
CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kemp P.E.
DATE PAVEMENT SUP 130
FHWA

LEGEND

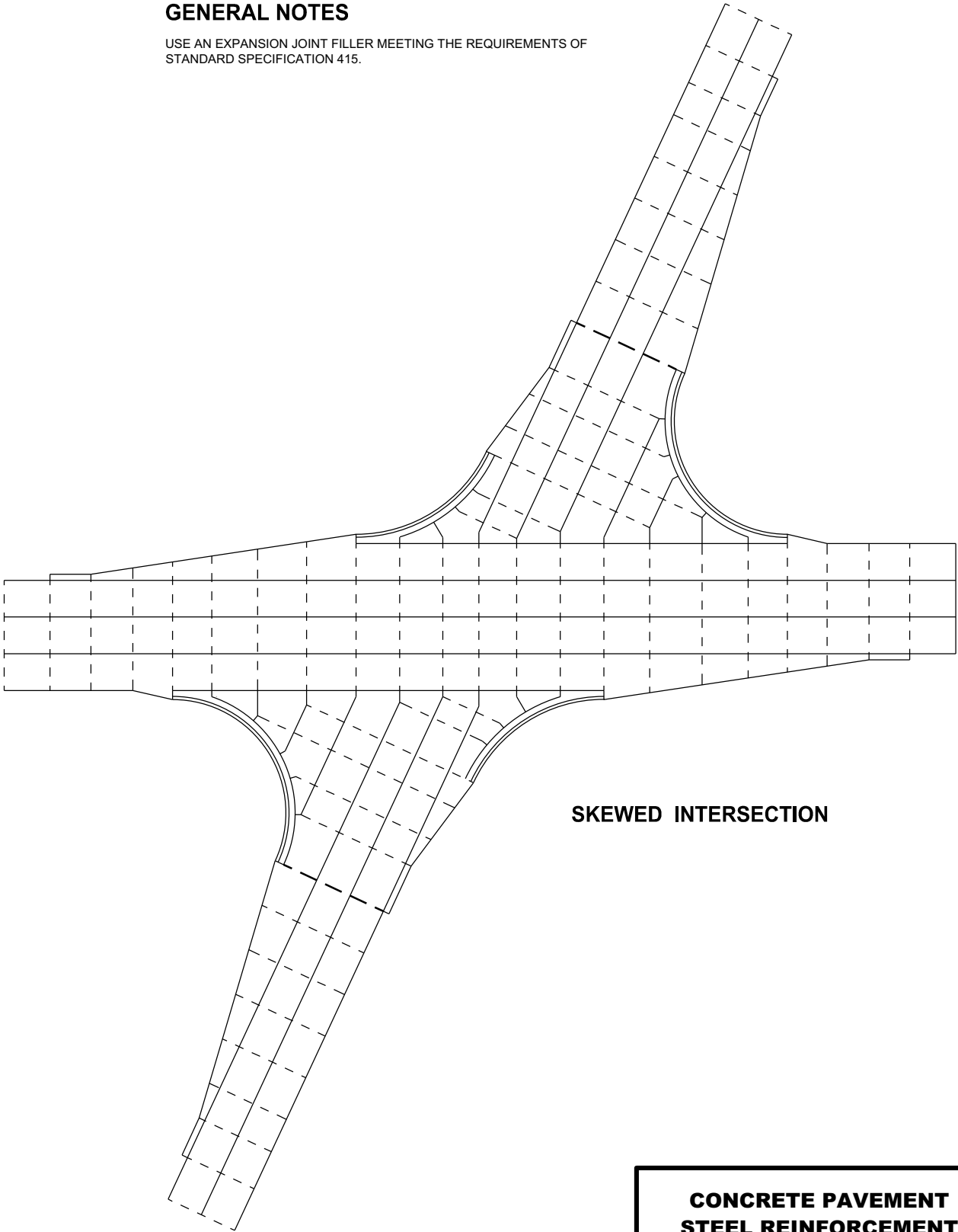
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

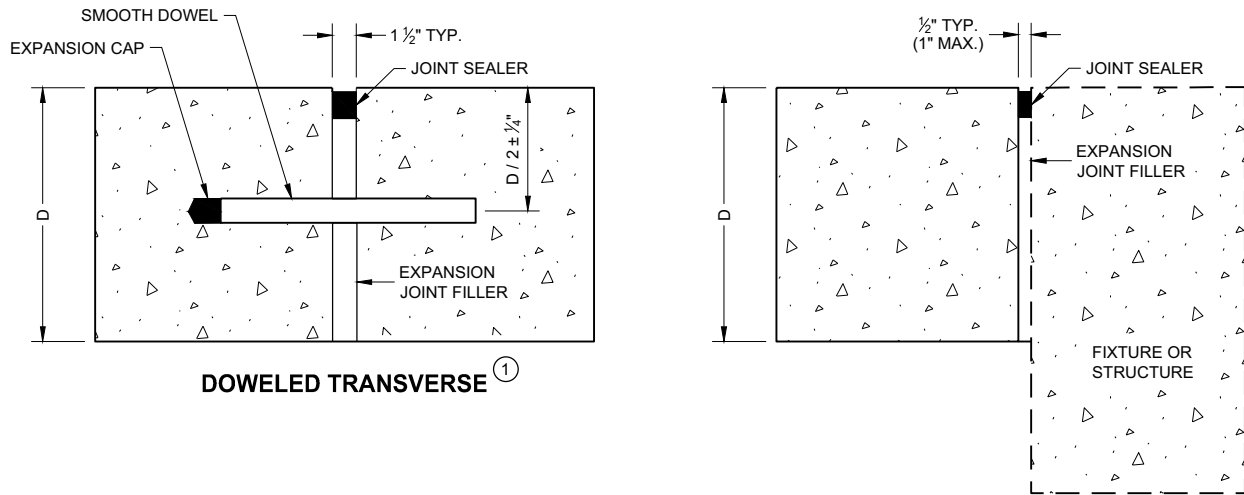
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 131



EXPANSION JOINTS

UNTIED - LONGITUDINAL

TIE BAR TABLE

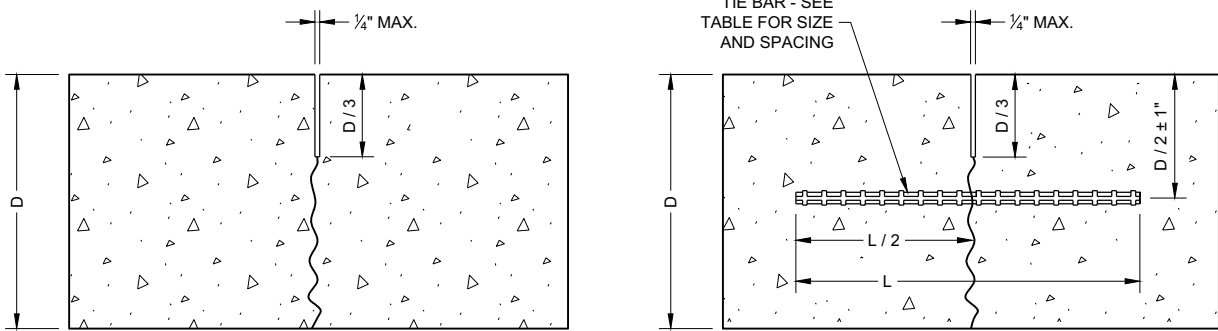
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
$< 10\frac{1}{2}"$	NO. 4	30"	36"
$\geq 10\frac{1}{2}"$	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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

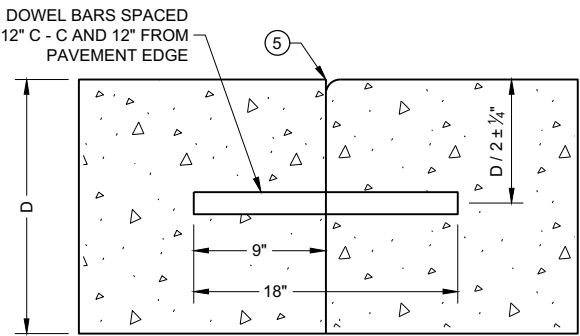
GENERAL NOTES

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

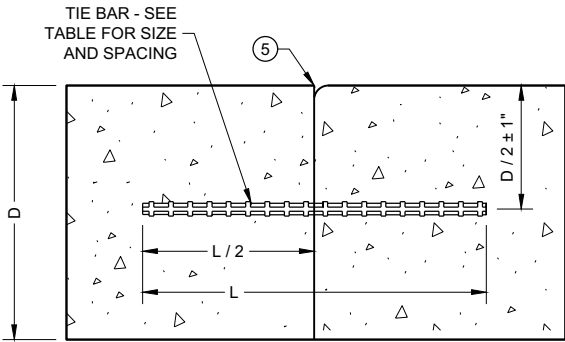


UNDOWELED TRANSVERSE

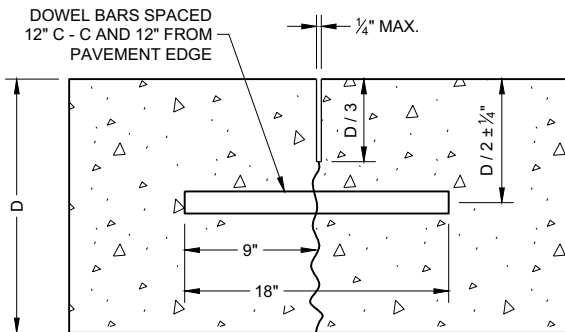
TIED LONGITUDINAL



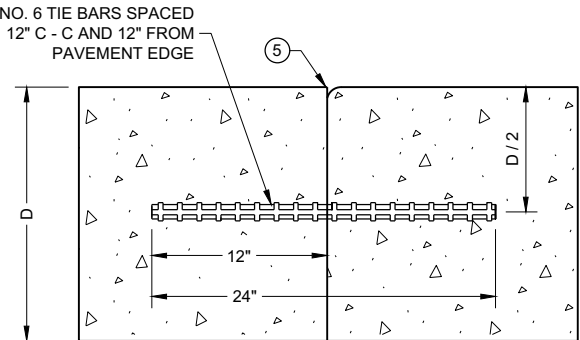
DOWELED TRANSVERSE



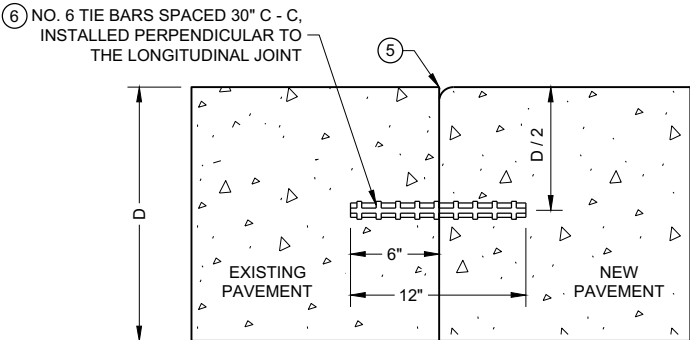
TIED LONGITUDINAL



DOWELED TRANSVERSE



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



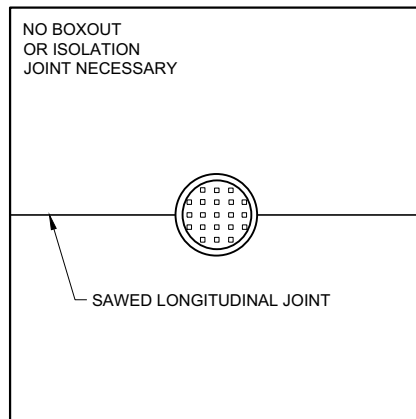
TIED LONGITUDINAL TO EXISTING

CONTRACTION JOINTS

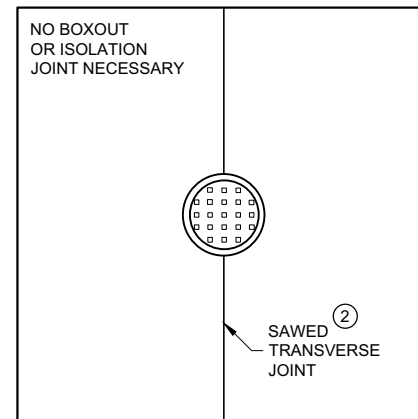
CONSTRUCTION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

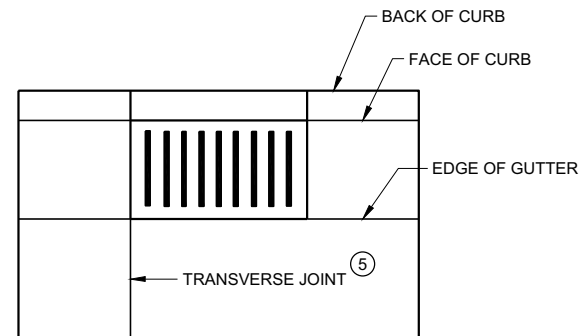
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MANHOLE WITH
LONGITUDINAL JOINT



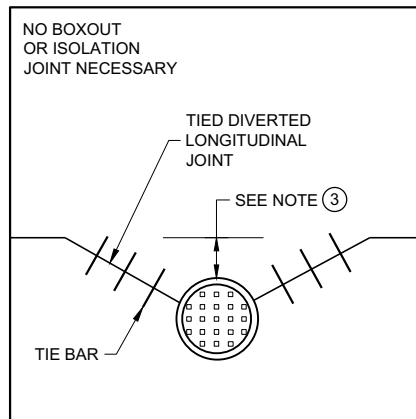
MANHOLE WITH
TRANSVERSE JOINT



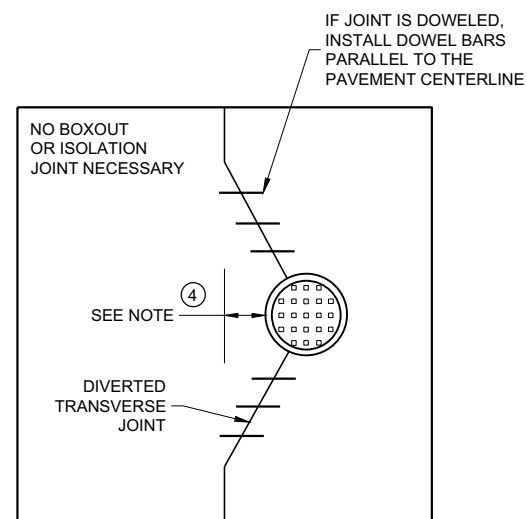
INLET WITH
TRANSVERSE JOINT

GENERAL NOTES

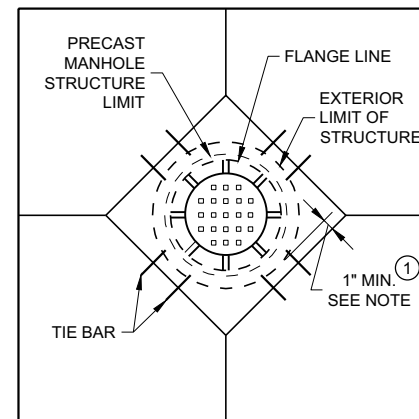
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

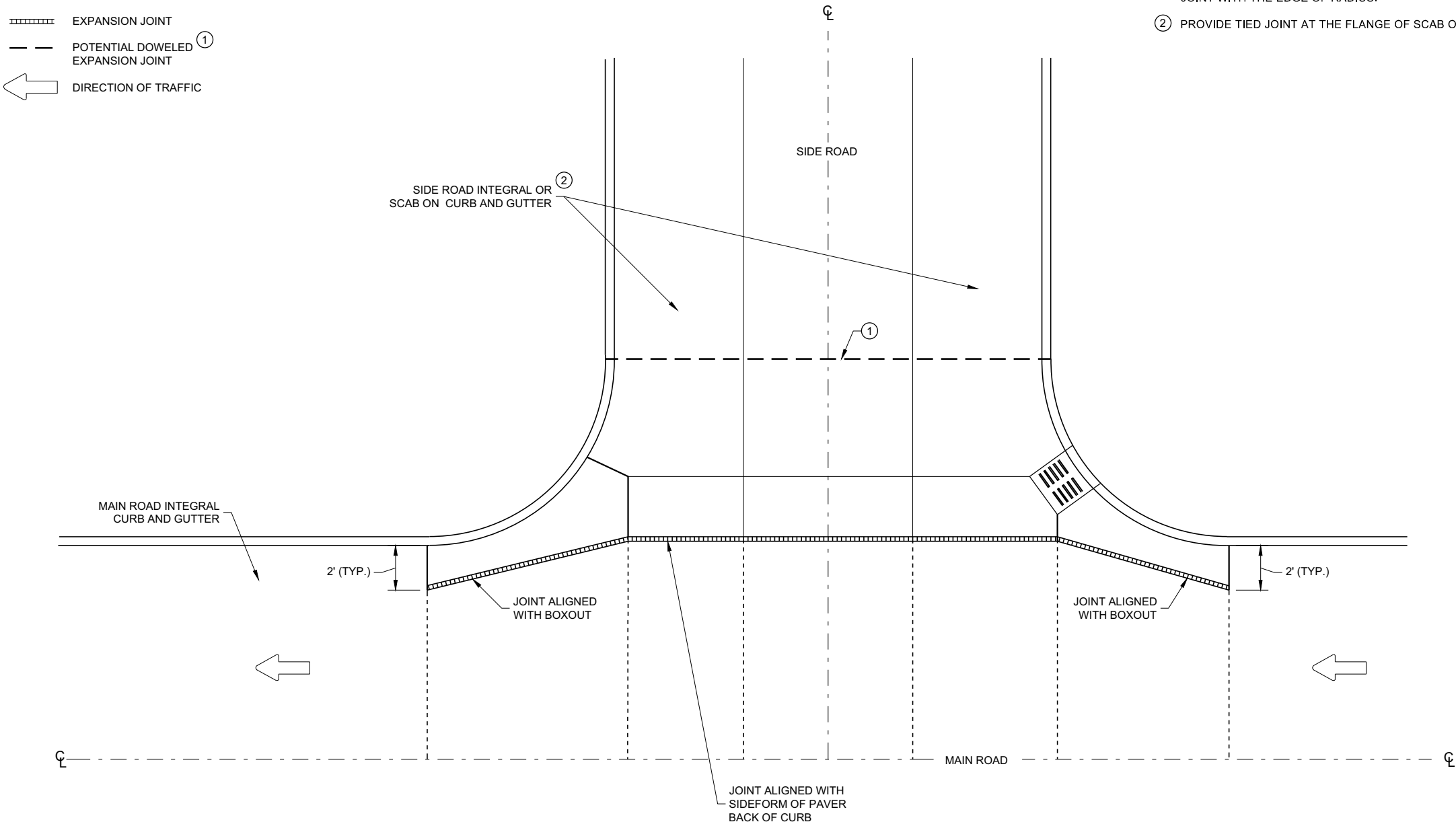
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 133
FHWA

- LEGEND**
- DOWELED JOINT
 - TIED JOINT
 - ===== EXPANSION JOINT
 - — — — — POTENTIAL DOWELED EXPANSION JOINT ①
 - ← DIRECTION OF TRAFFIC

GENERAL NOTES

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

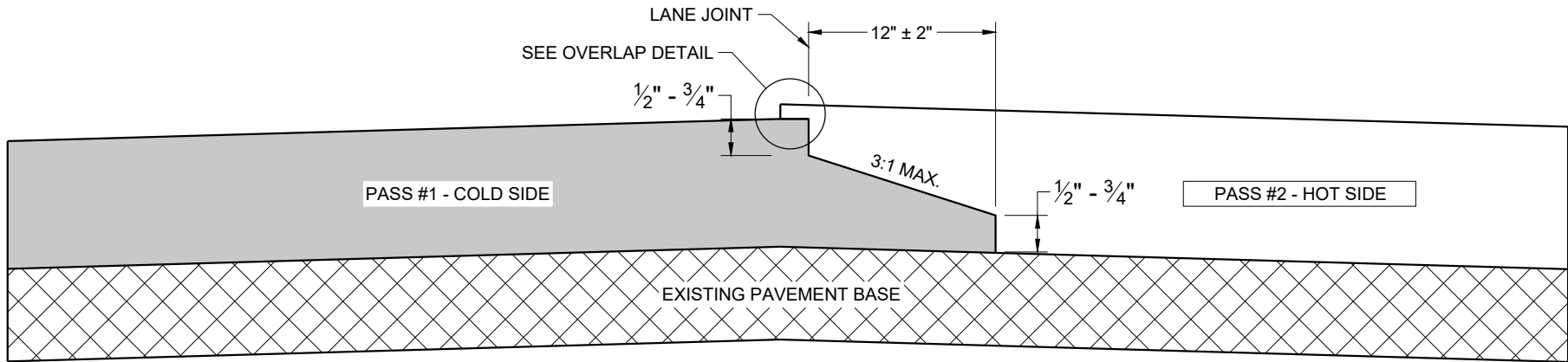


INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

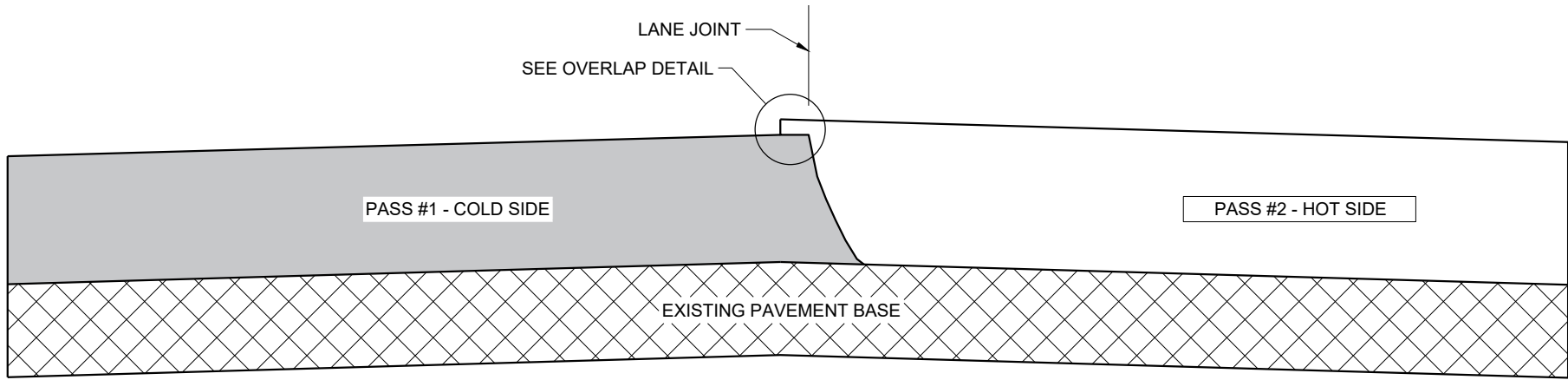
**CONCRETE PAVEMENT
INTERSECTION BOXOUT FOR
INTEGRAL CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

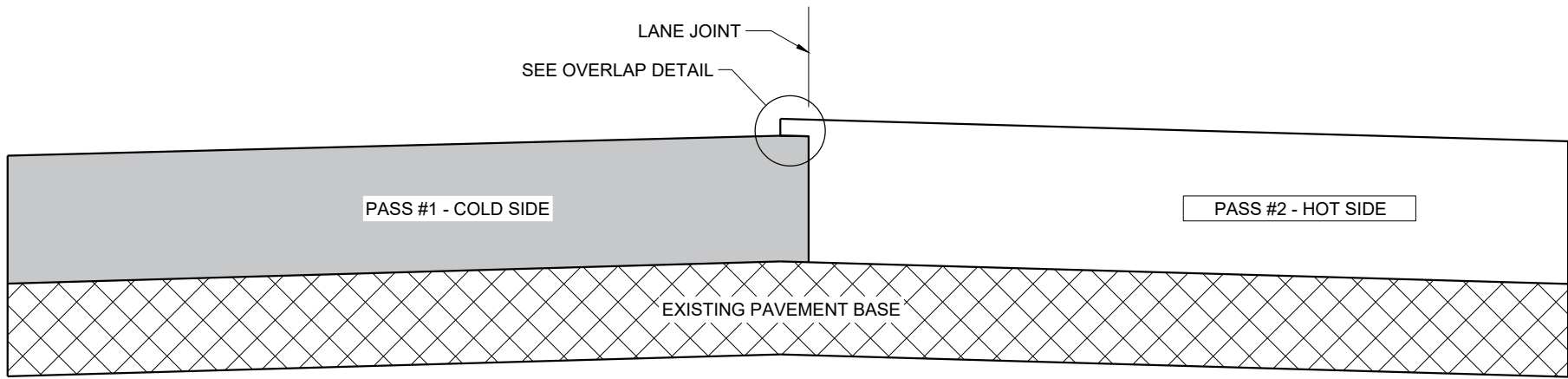
APPROVED
November 2018 /S/ Peter Kemp P.E.
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 134
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

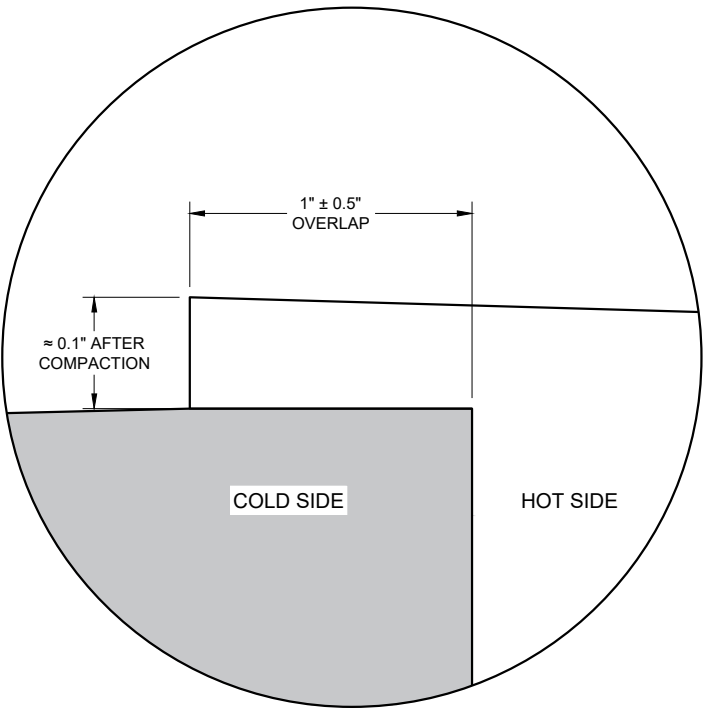
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY $0.1"$ AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

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

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

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

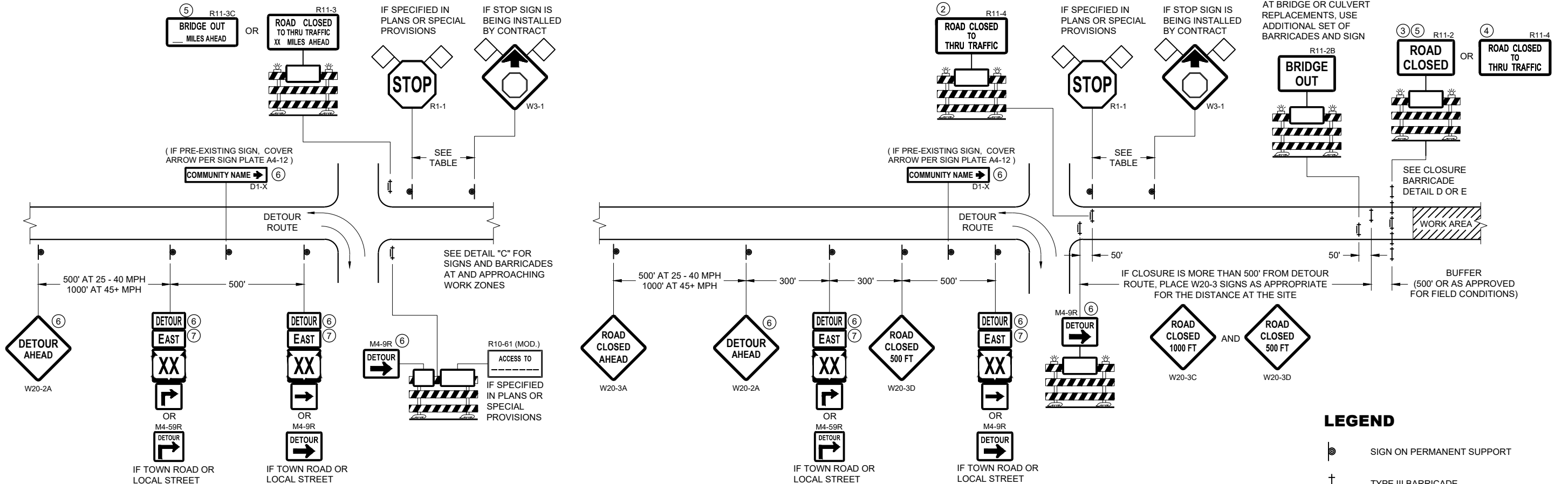


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 135
FHWA

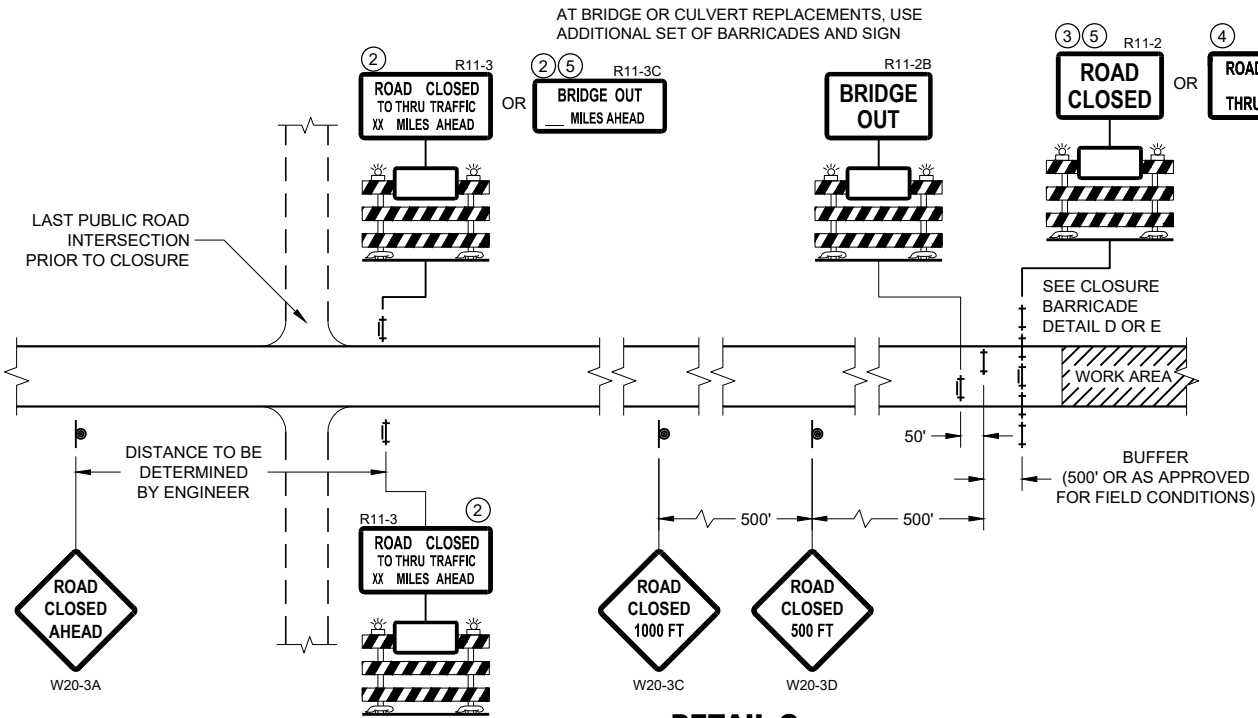


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

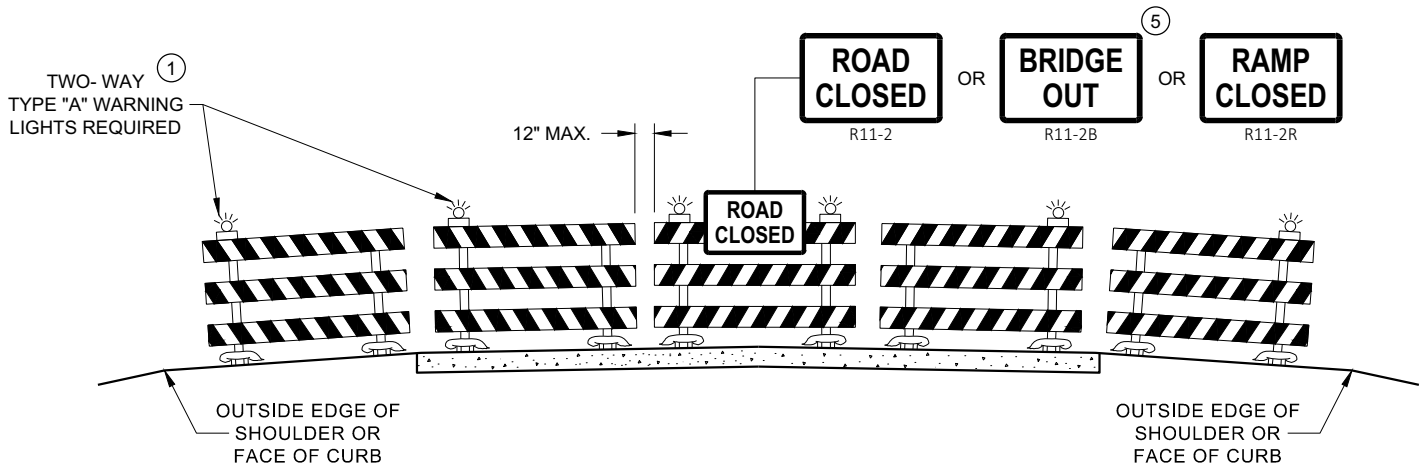
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

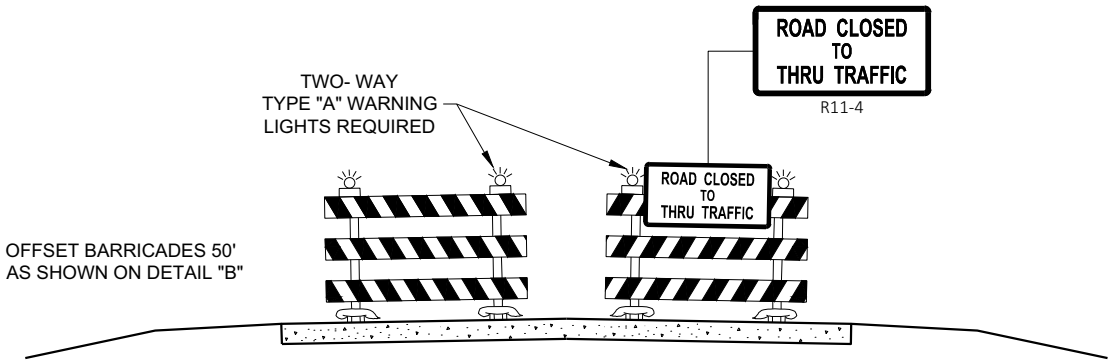
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
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DATE WORK ZONE ENGINEER 136
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DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

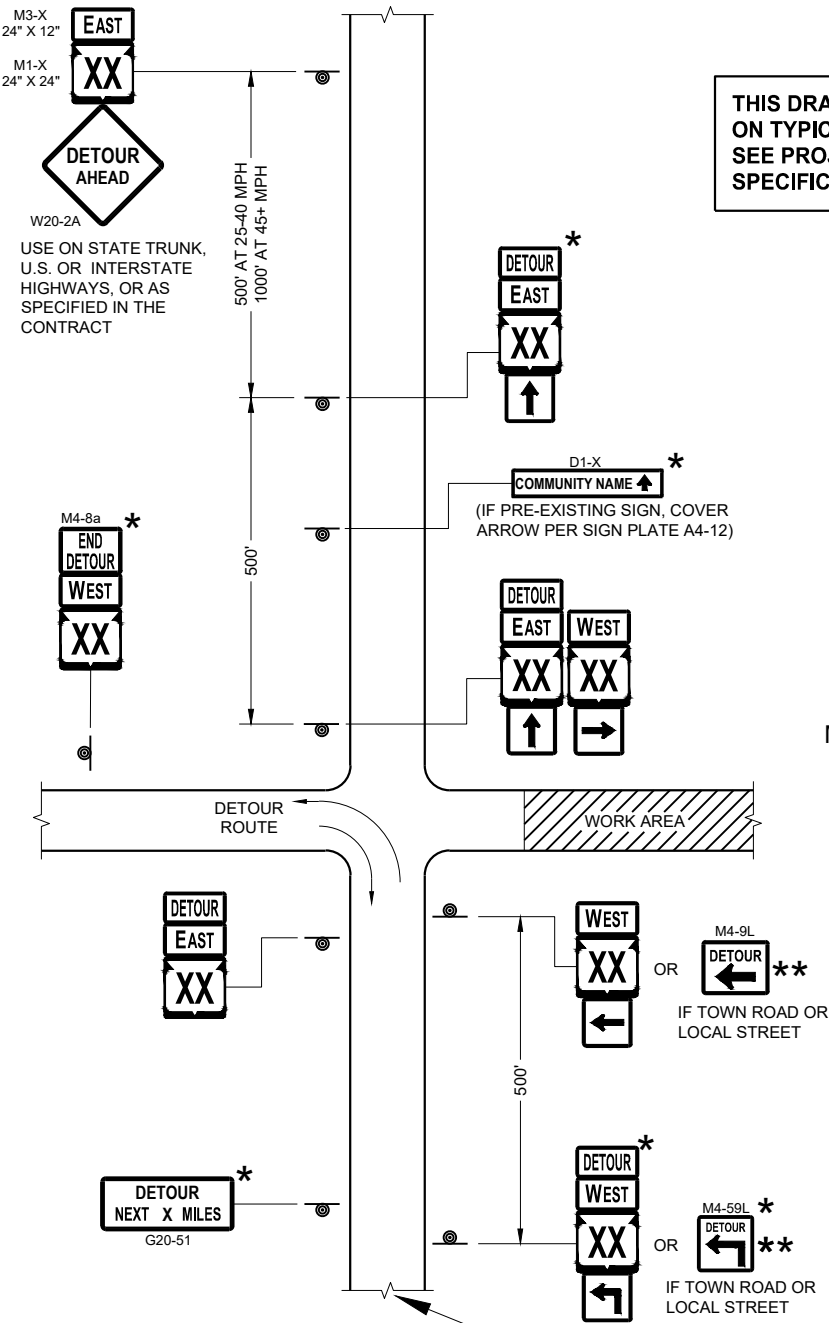
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS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

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 137

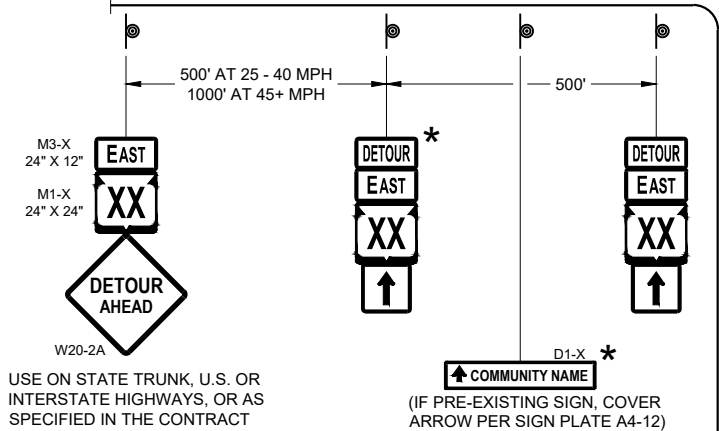
FHWA



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

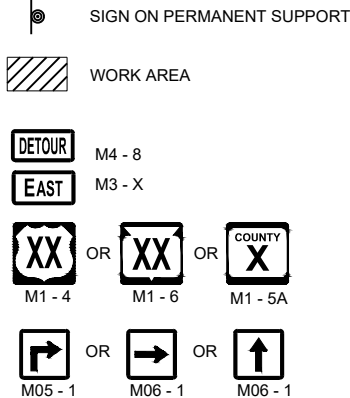
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



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.

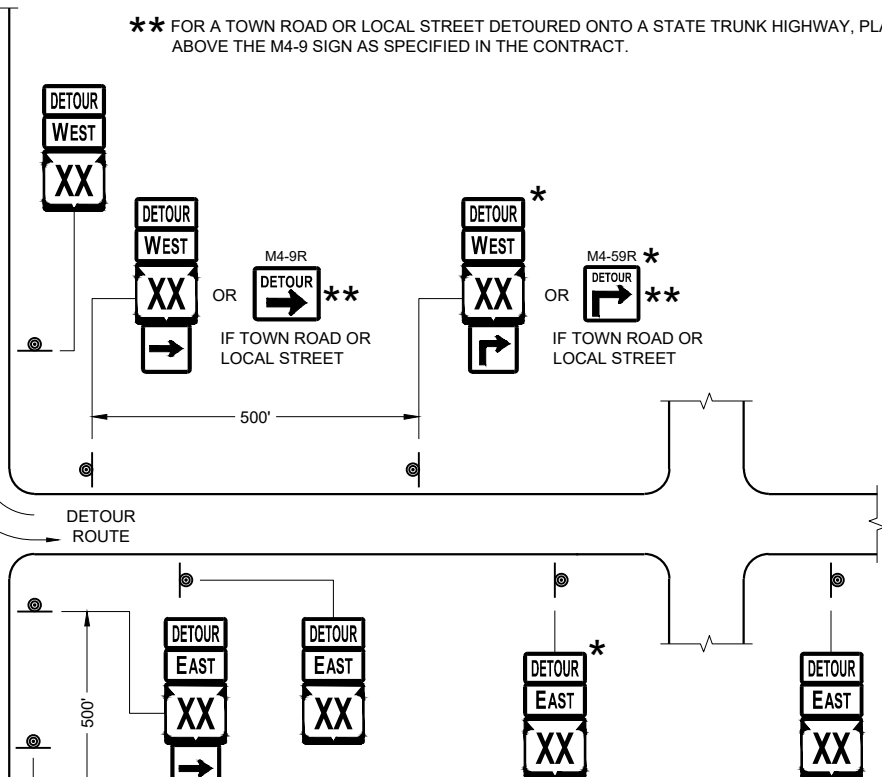
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"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" (36" X 36" 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.

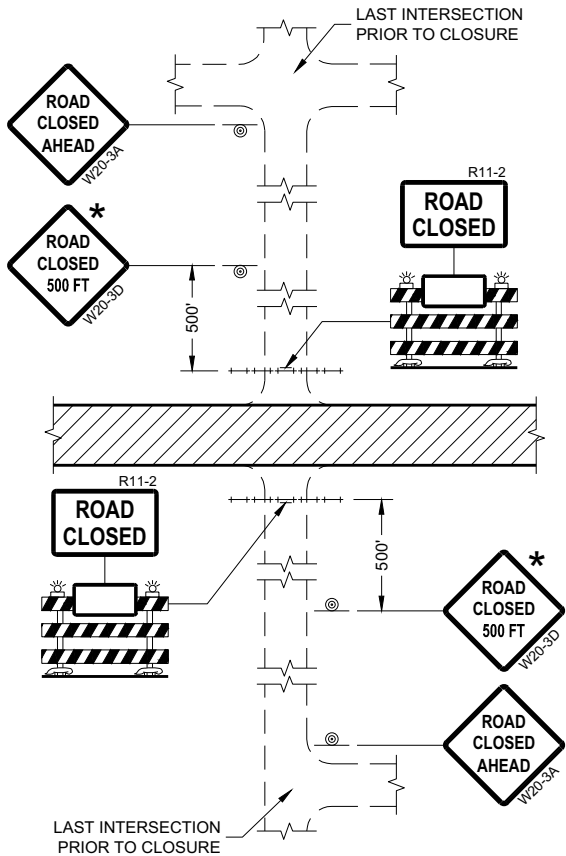


PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

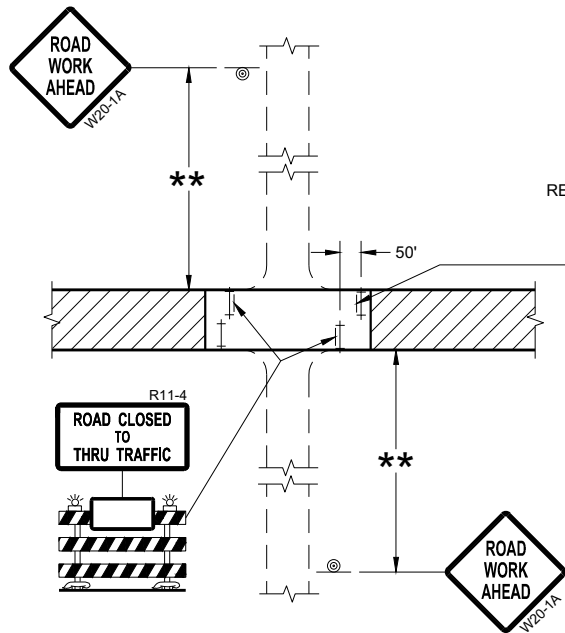
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

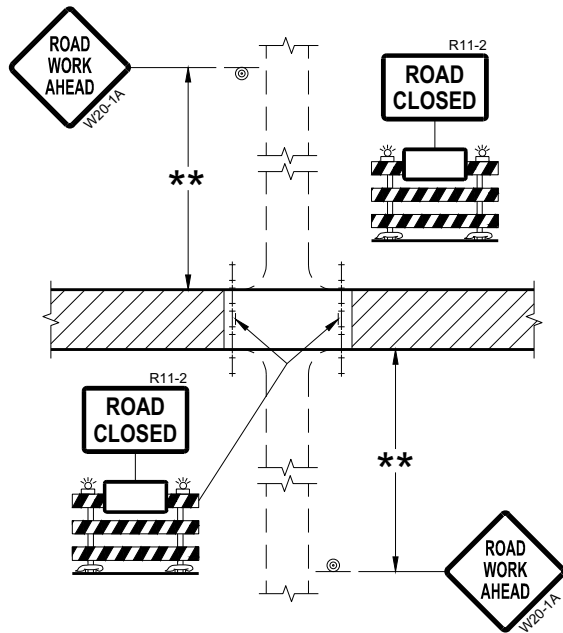
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 138
FHWA



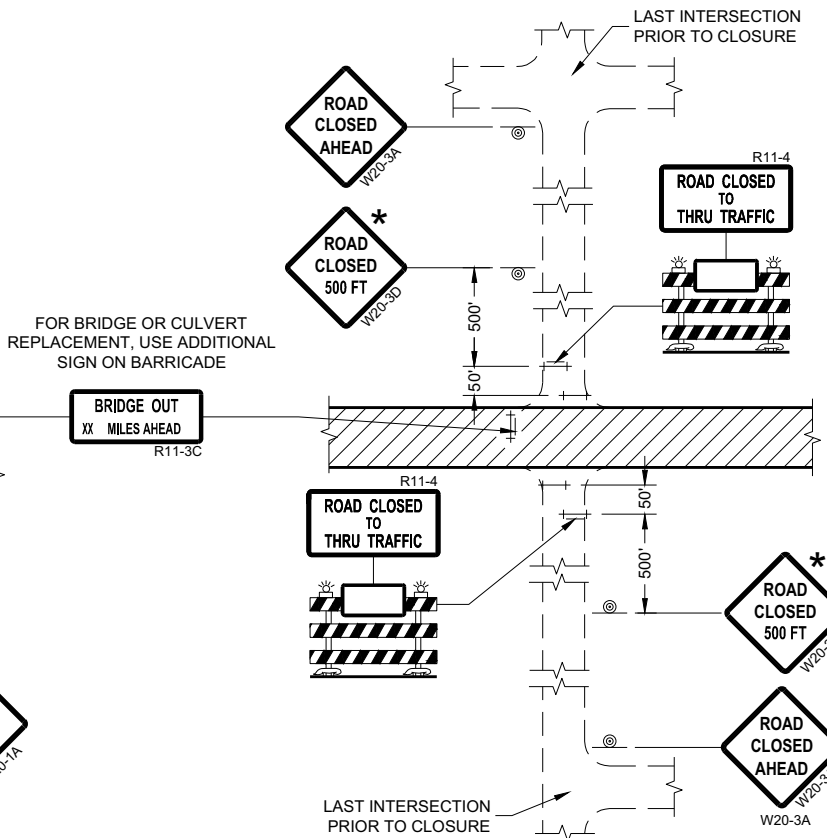
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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.

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

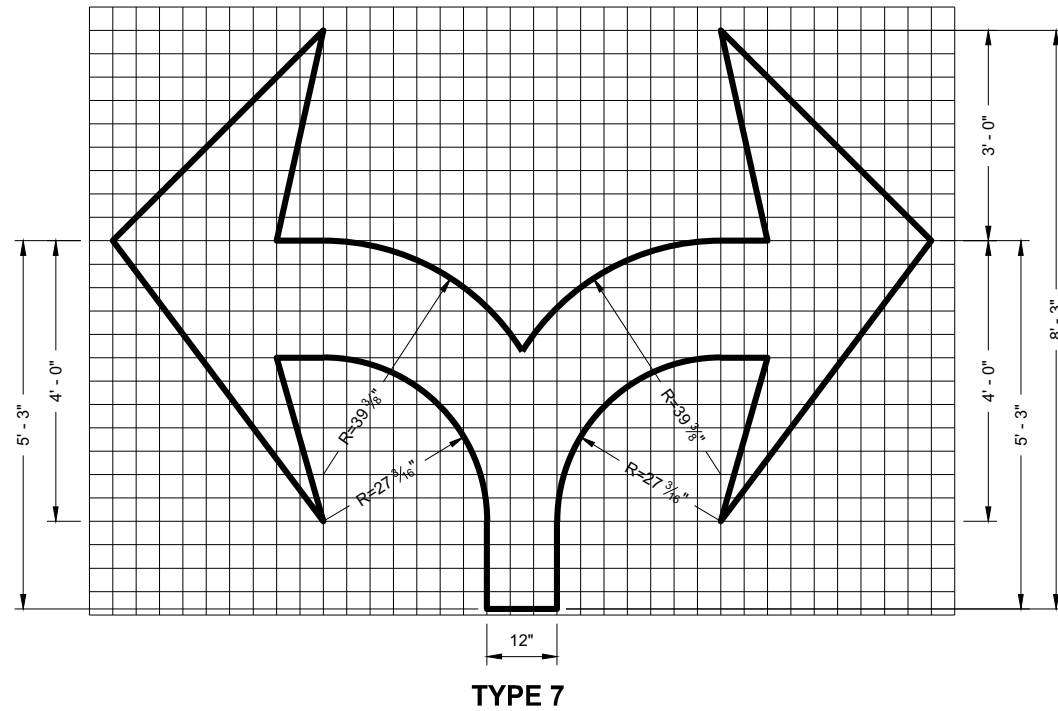
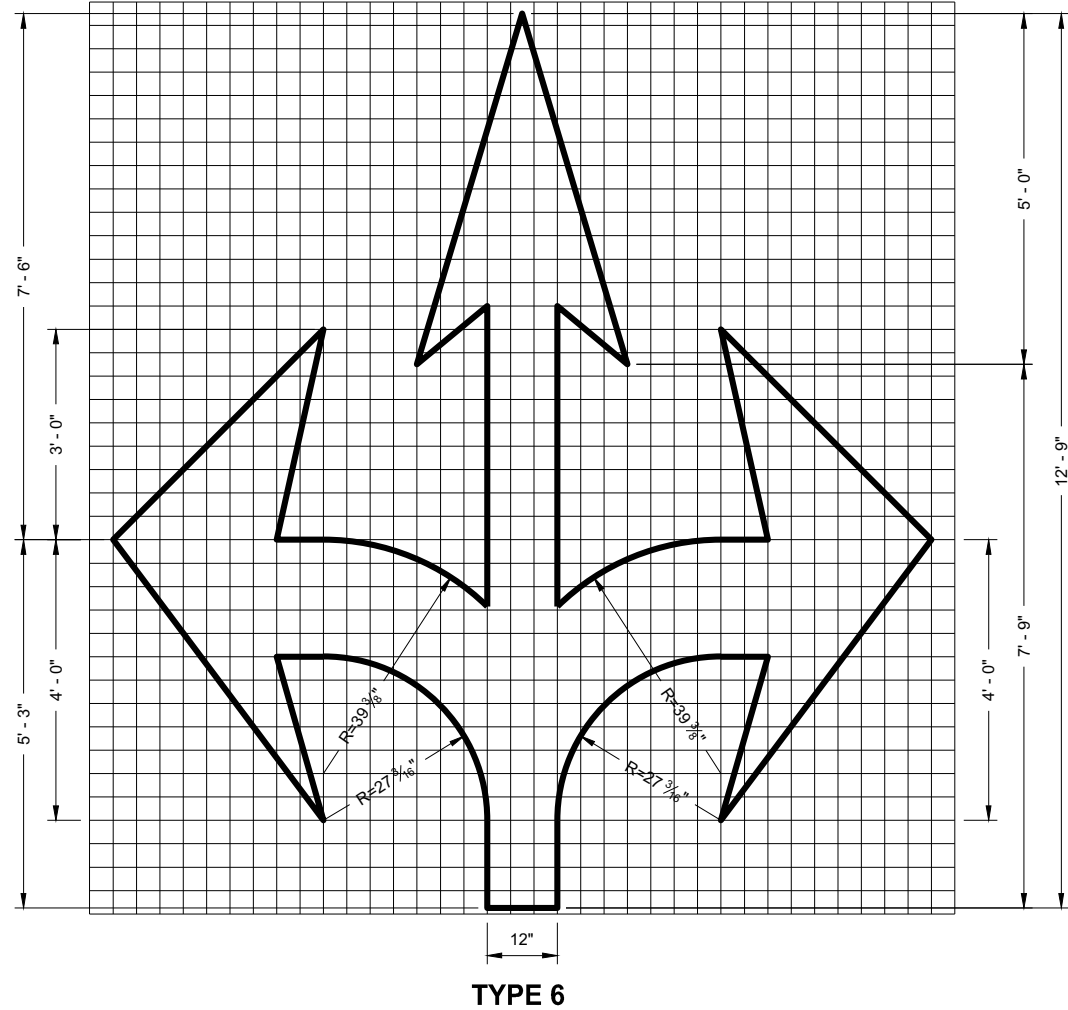
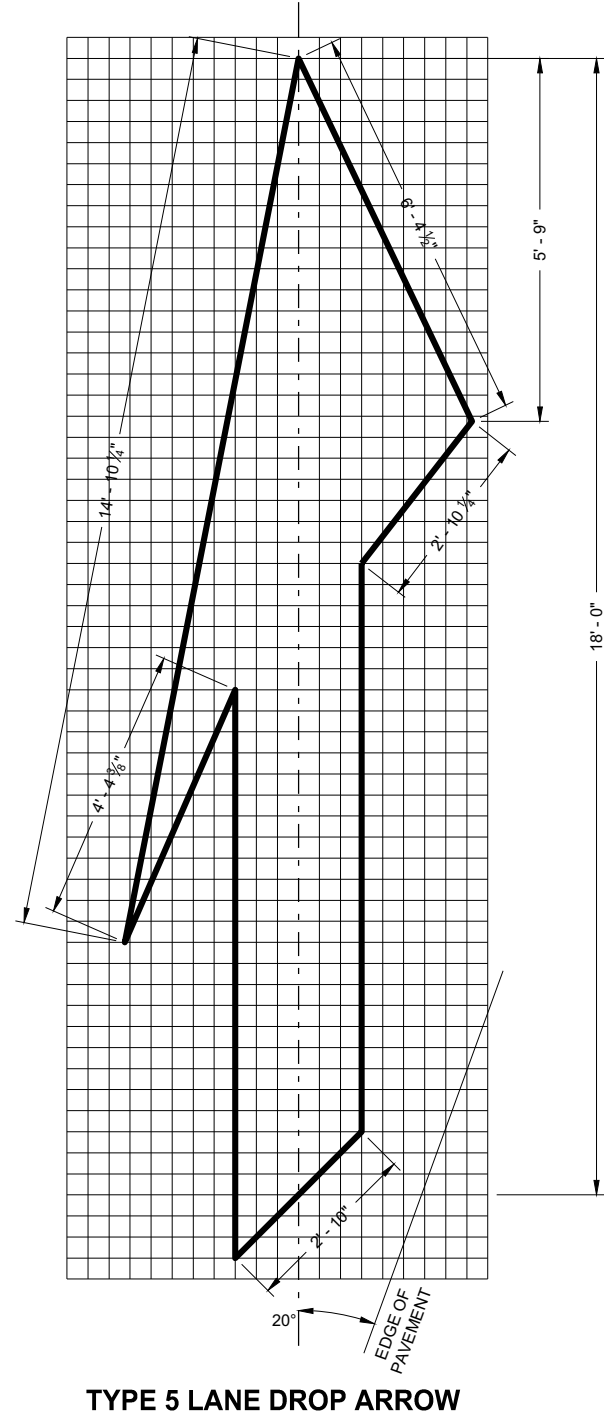
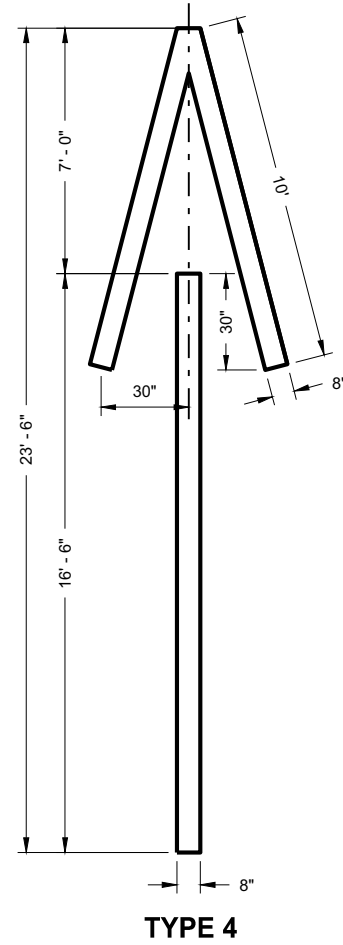
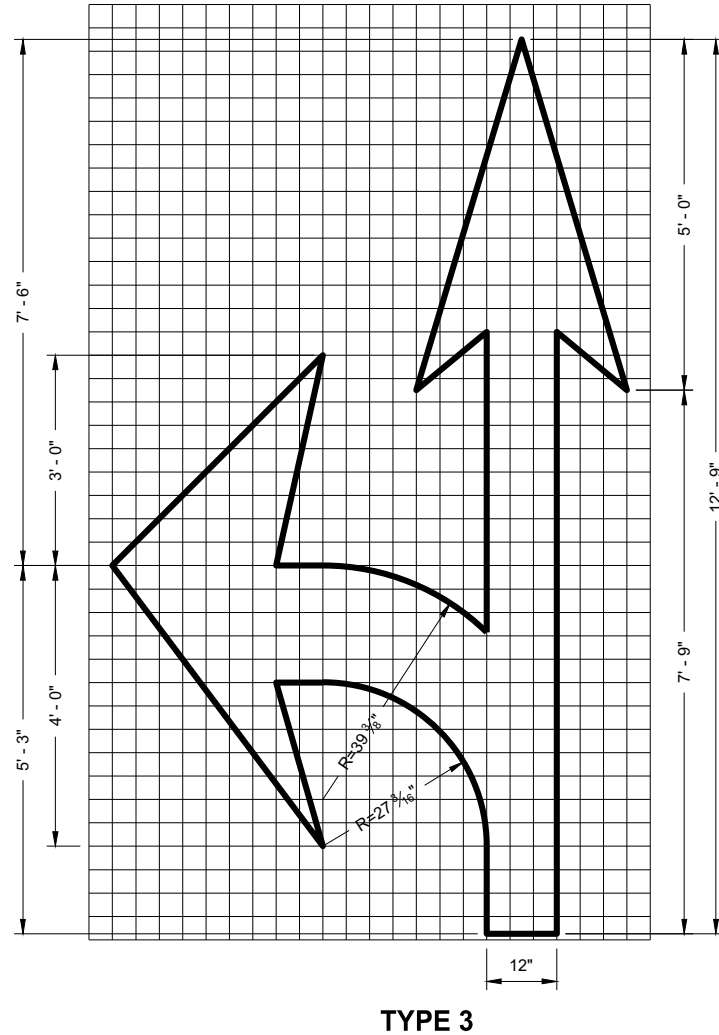
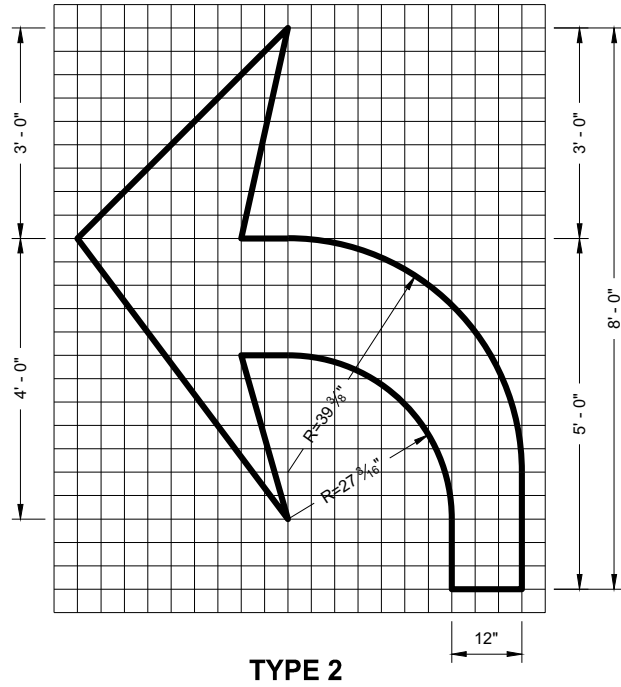
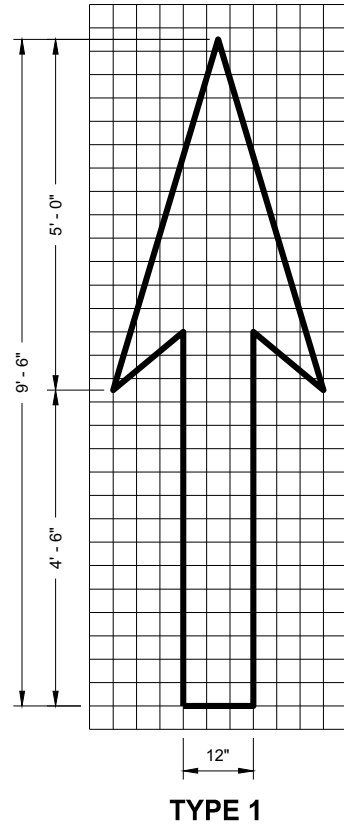
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 139

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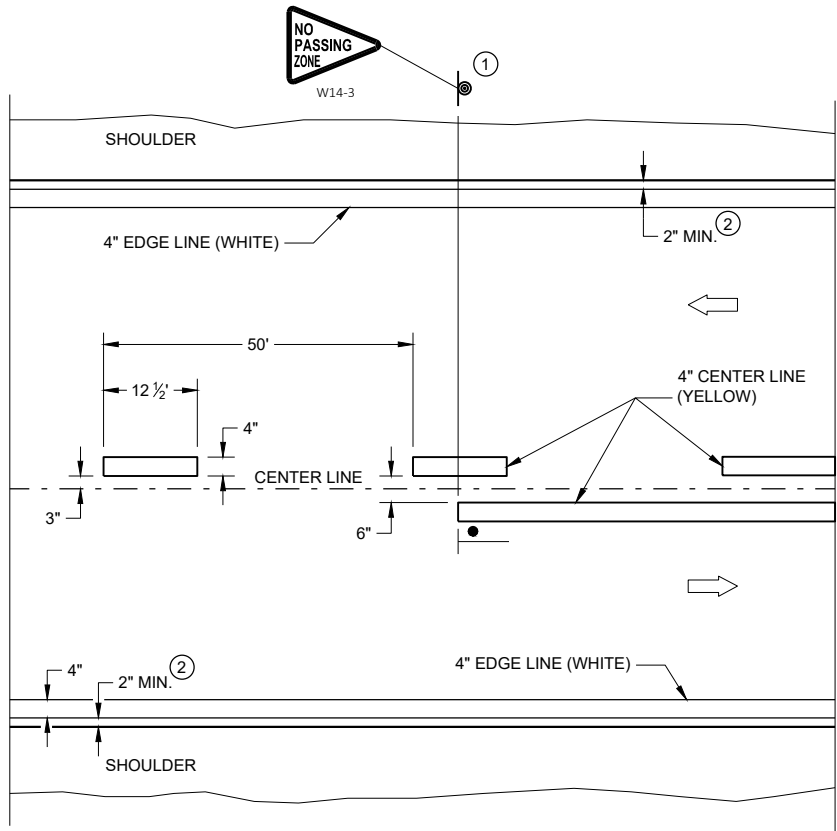
GENERAL NOTES

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

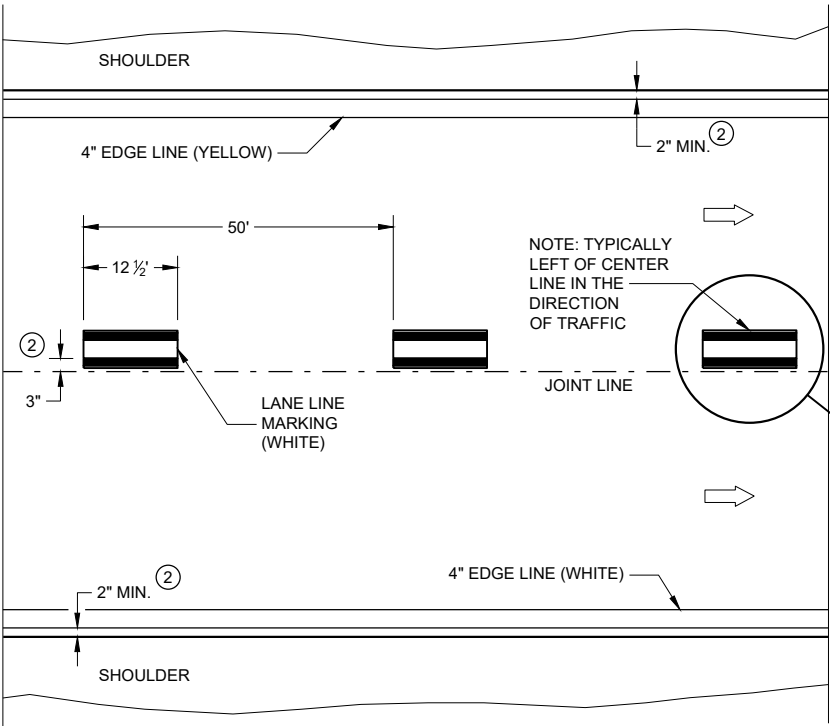
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP ENGINEER 140
FHWA

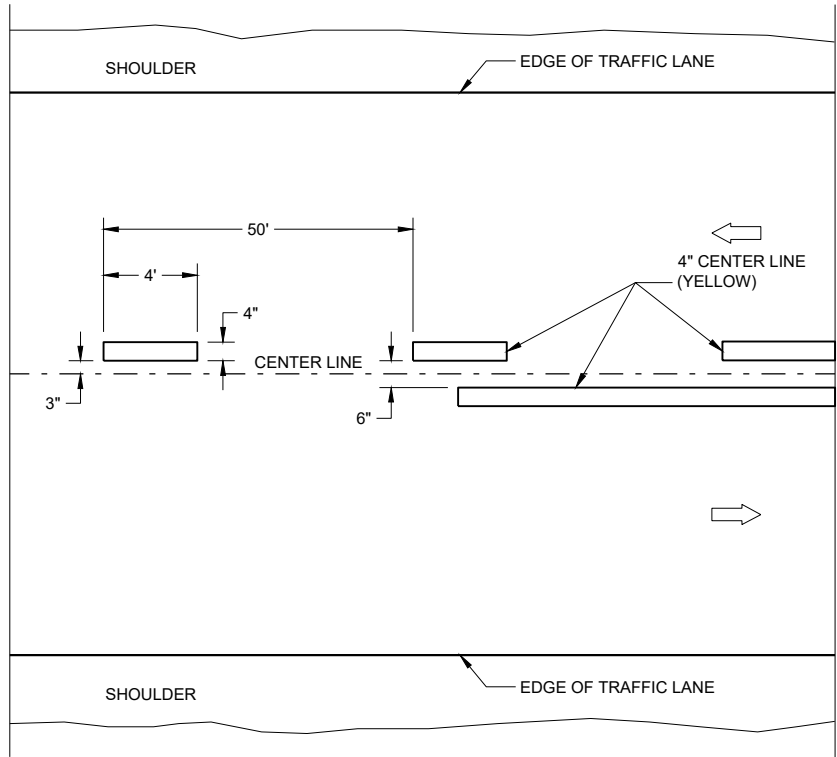


TWO WAY TRAFFIC

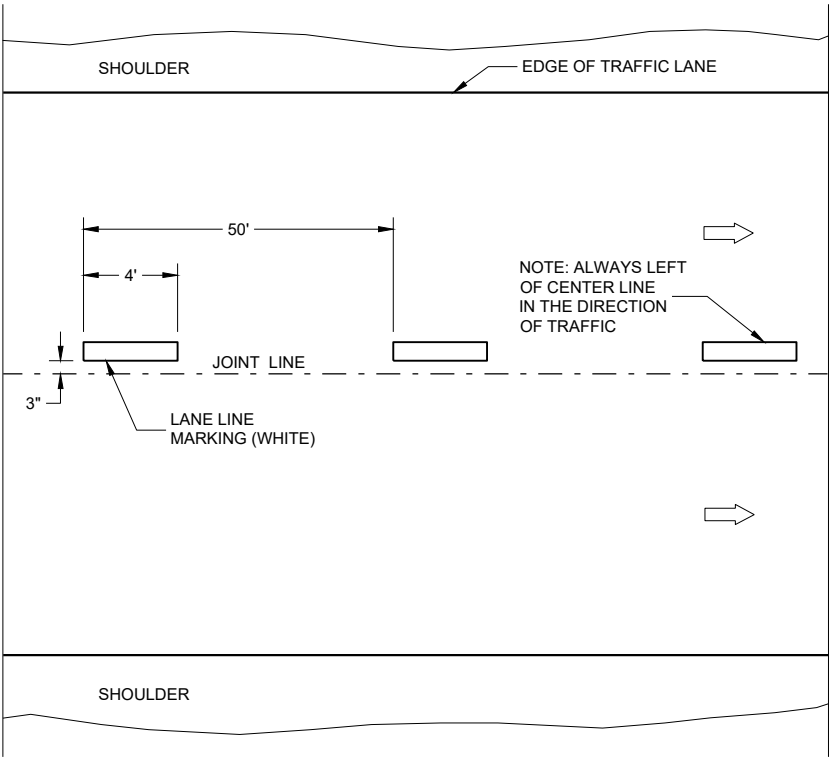


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

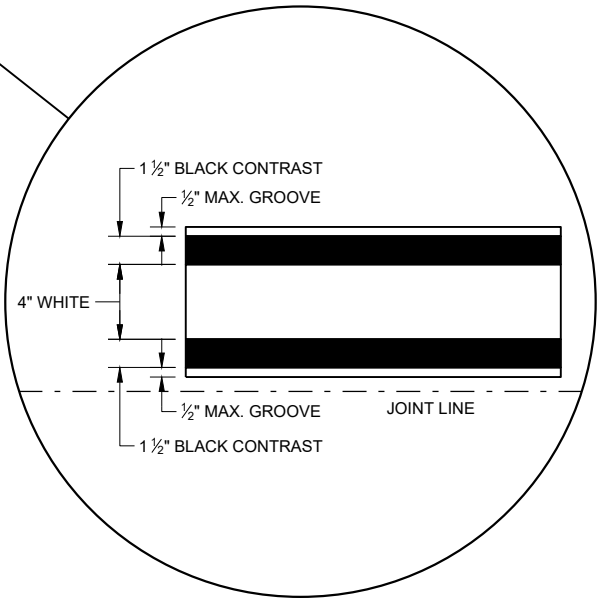
GENERAL NOTES

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

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

LEGEND

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

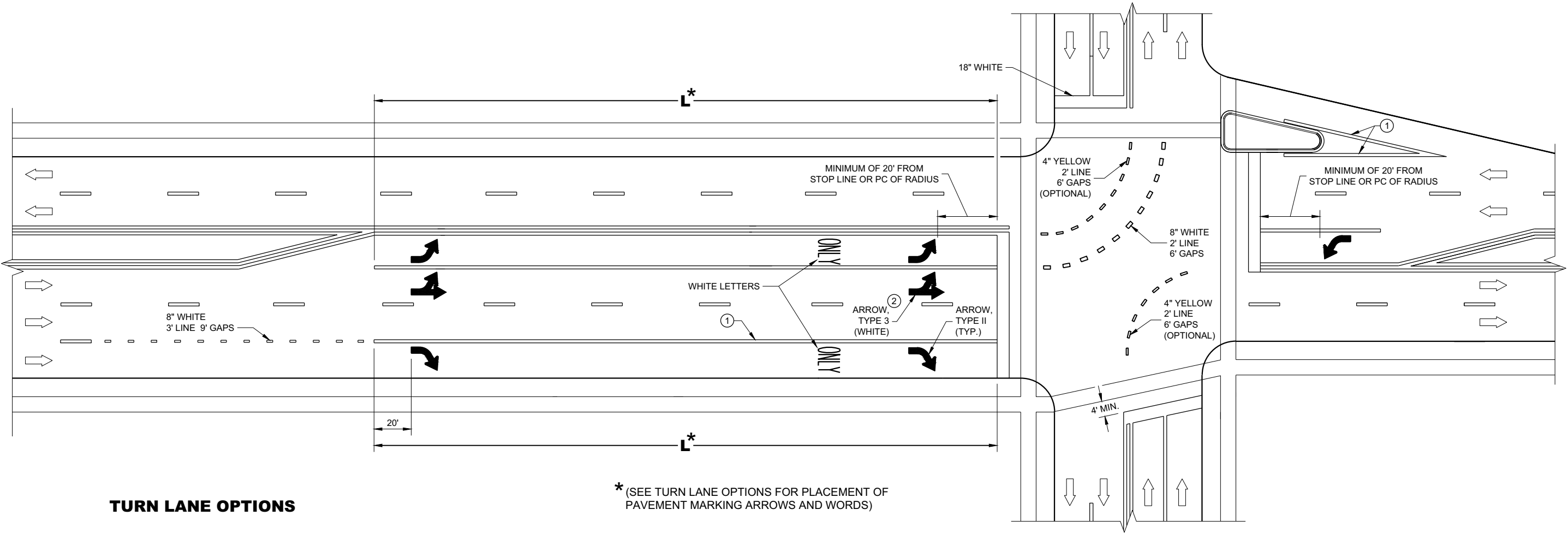


LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

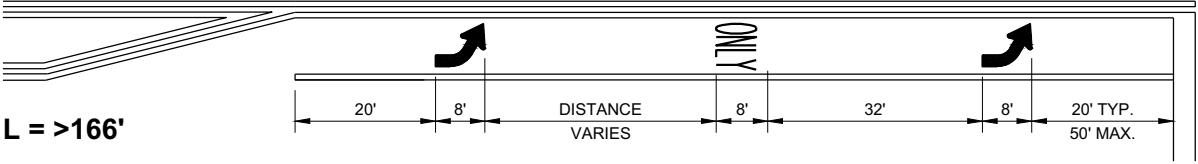
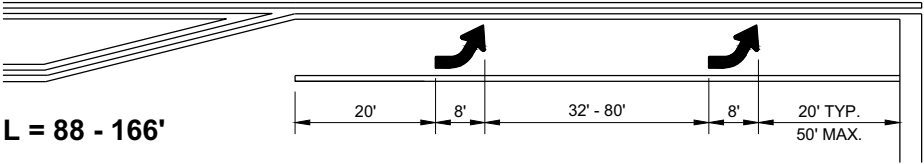
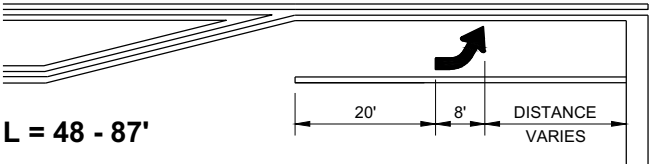
APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND N 141
ENGINEER

FHWA



TURN LANE OPTIONS

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



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

GENERAL NOTES

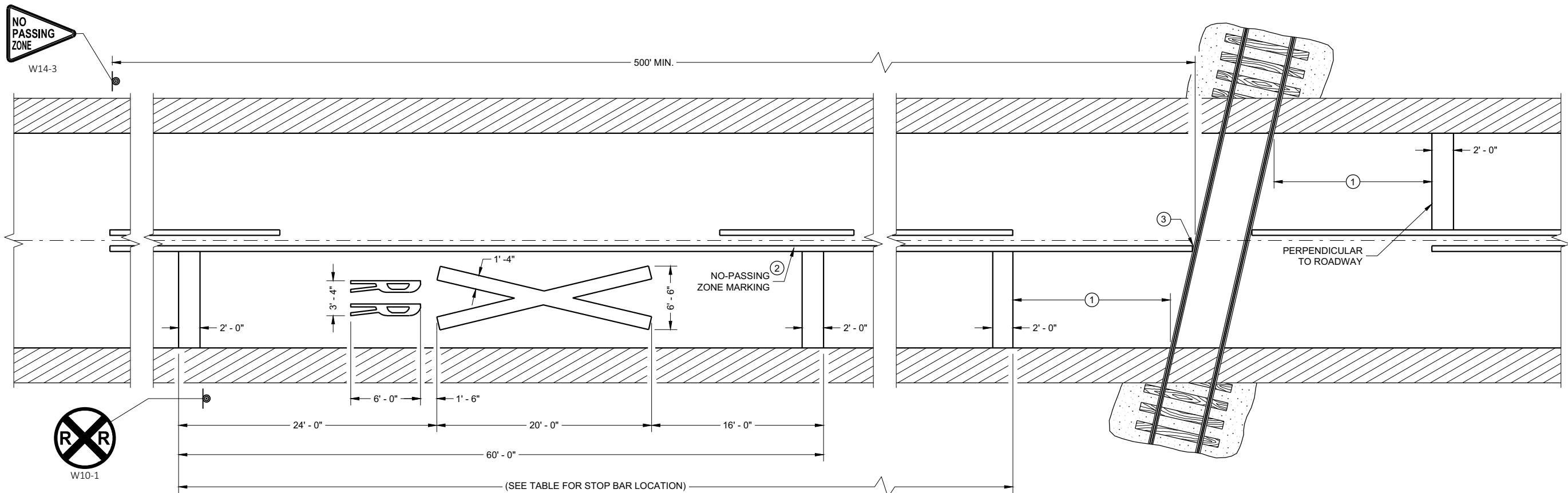
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 142



PAVEMENT MARKING

LEGEND

⦿ SIGN ON PERMANENT SUPPORT

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.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

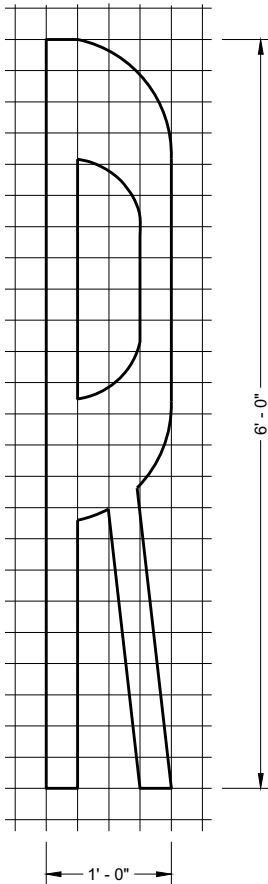
- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

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'

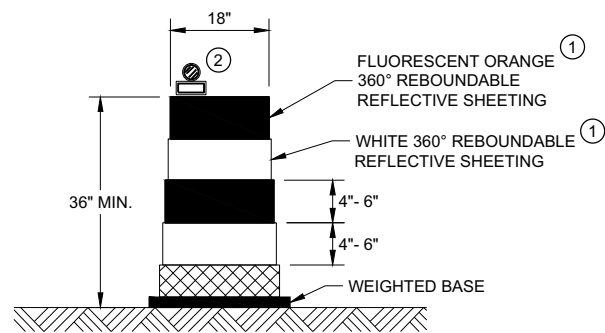
* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



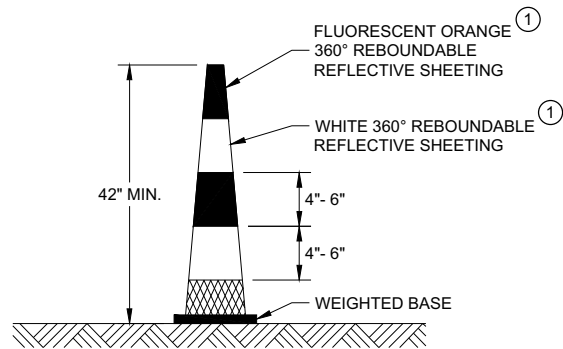
SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAP ENGINEER 143
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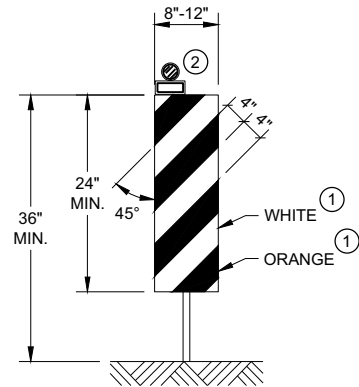


DRUM



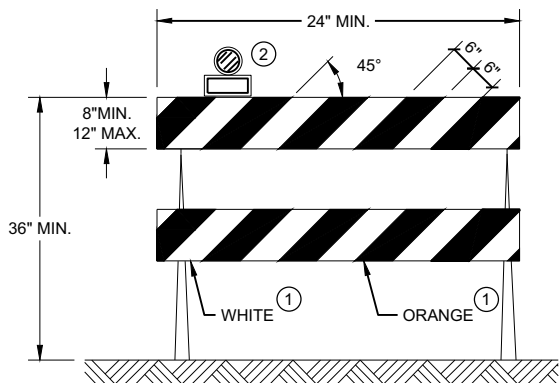
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



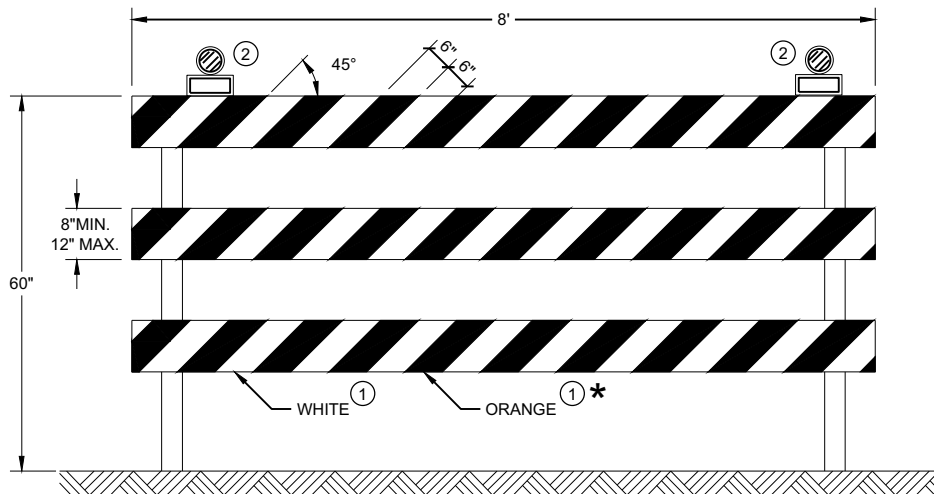
VERTICAL PANEL

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.

GENERAL NOTES

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

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 144
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

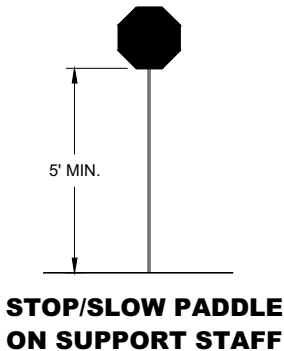
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

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

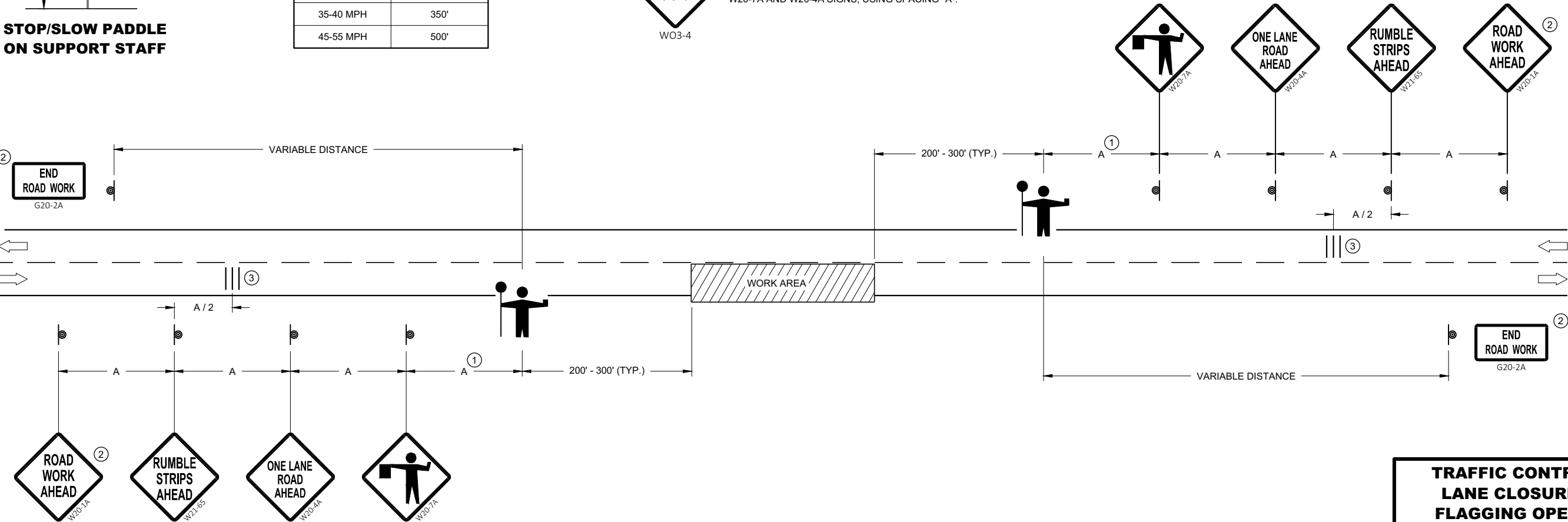


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 145

FHWA

LEGEND

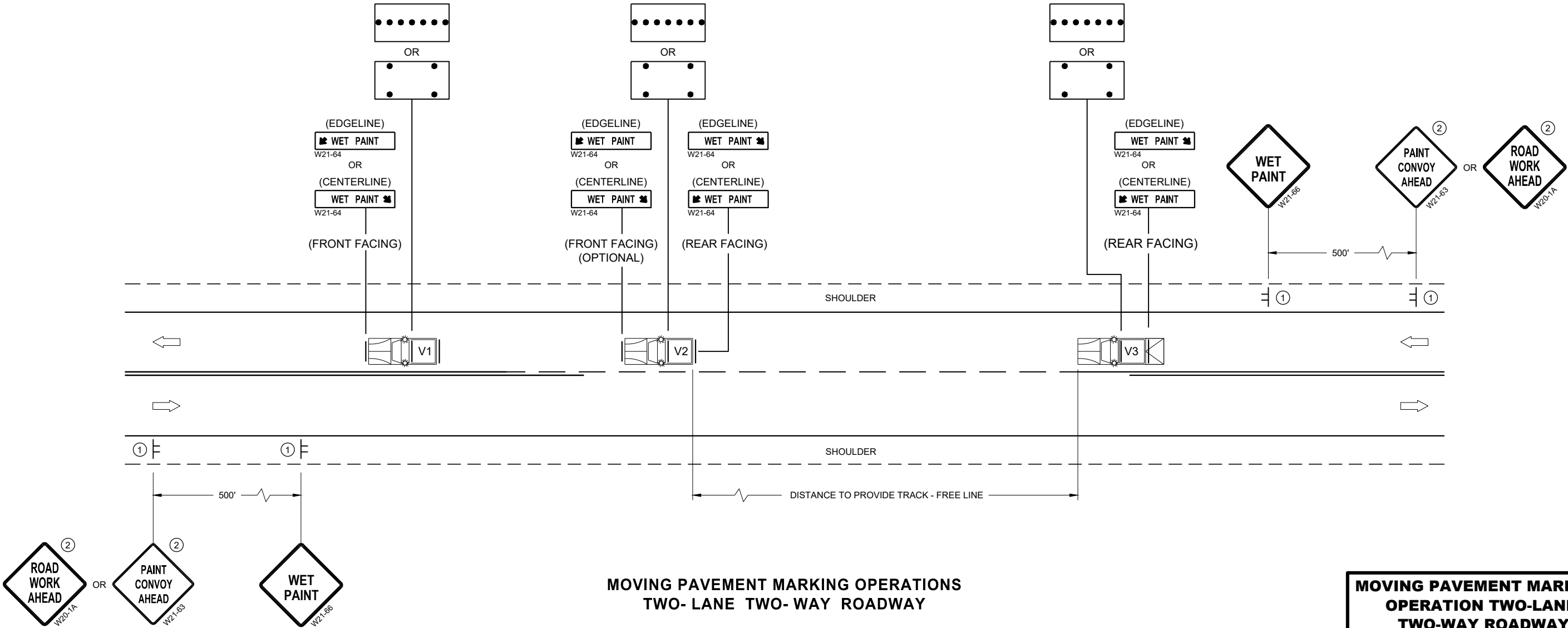
- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

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 28" 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.

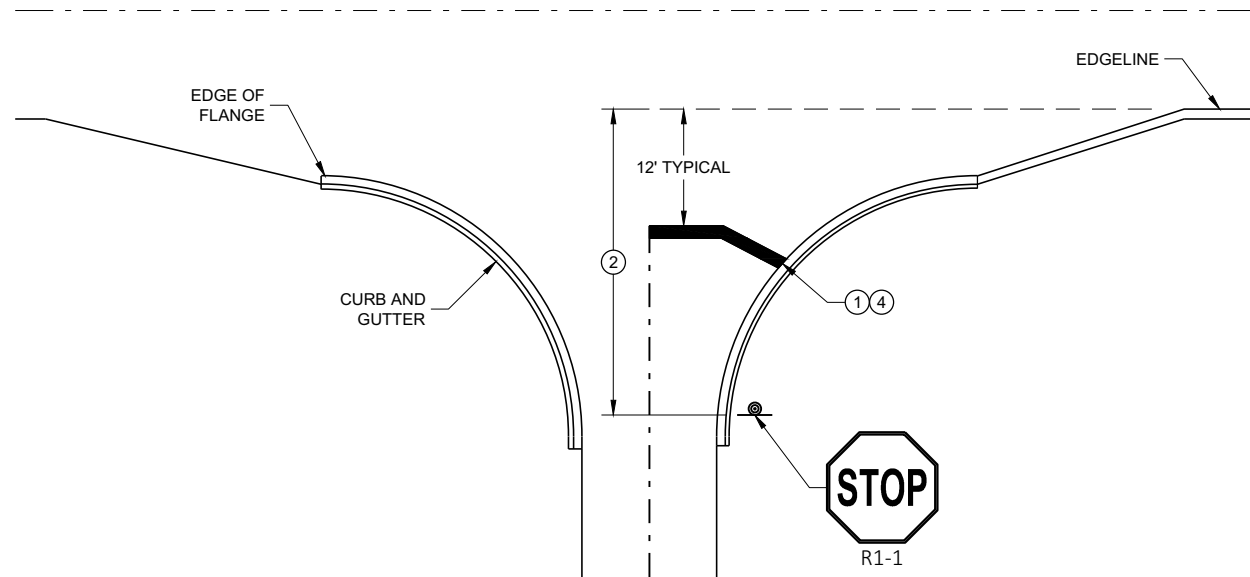


MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

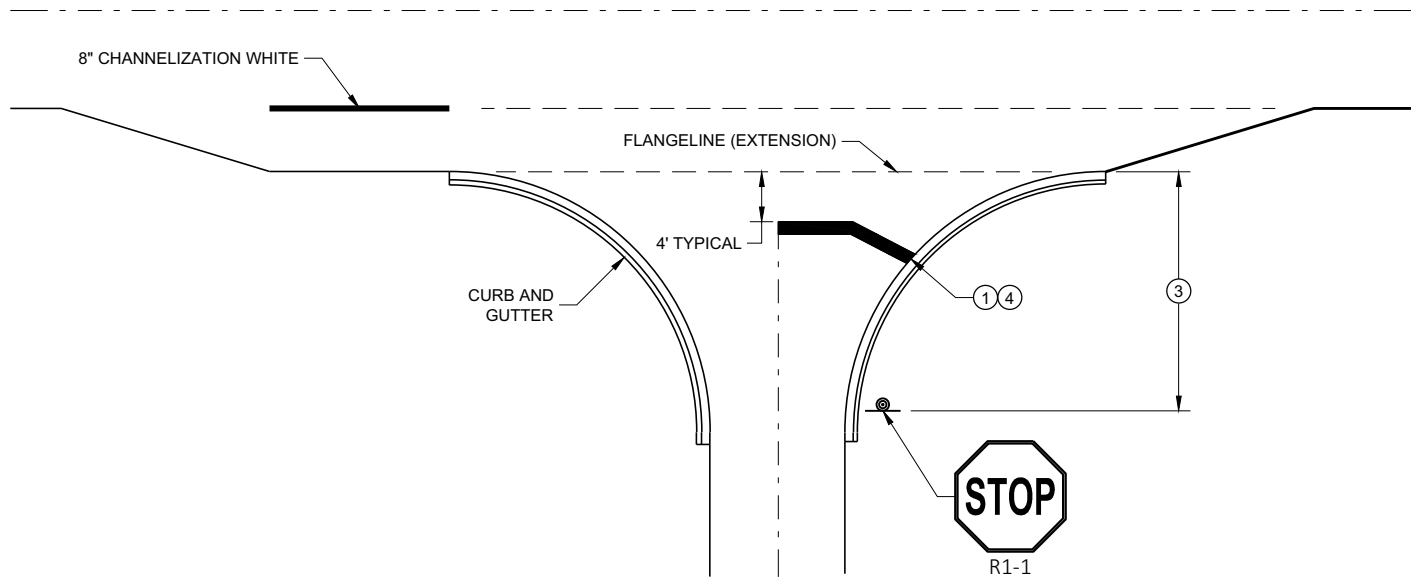
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

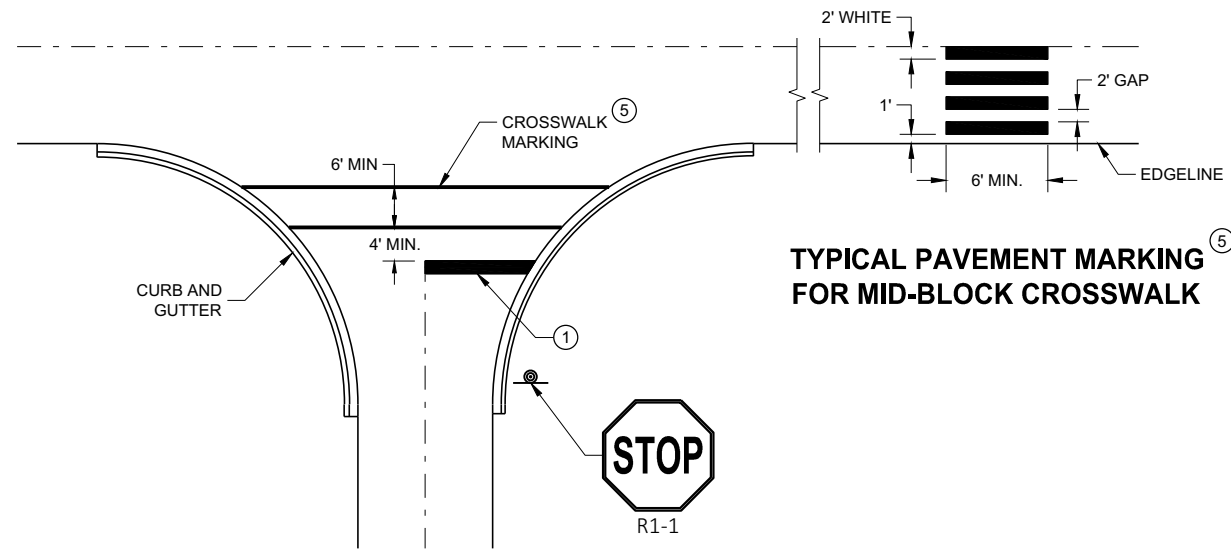
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November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 146
FHWA



TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER

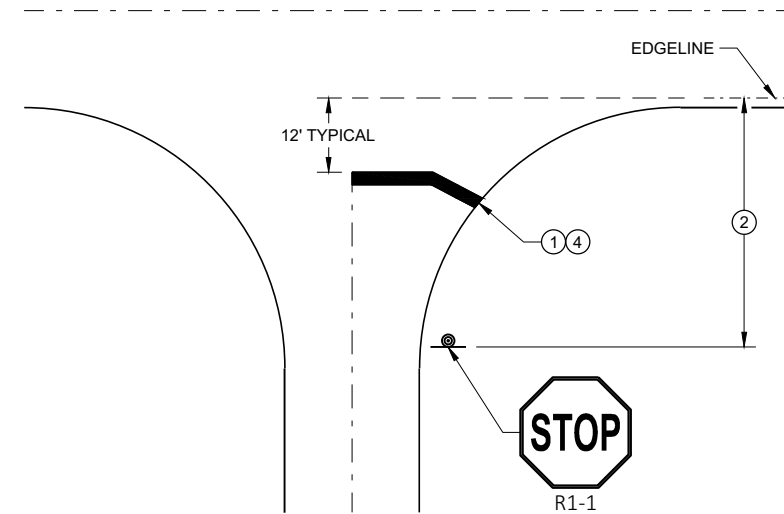


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING^⑤
FOR MID-BLOCK CROSSWALK

TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

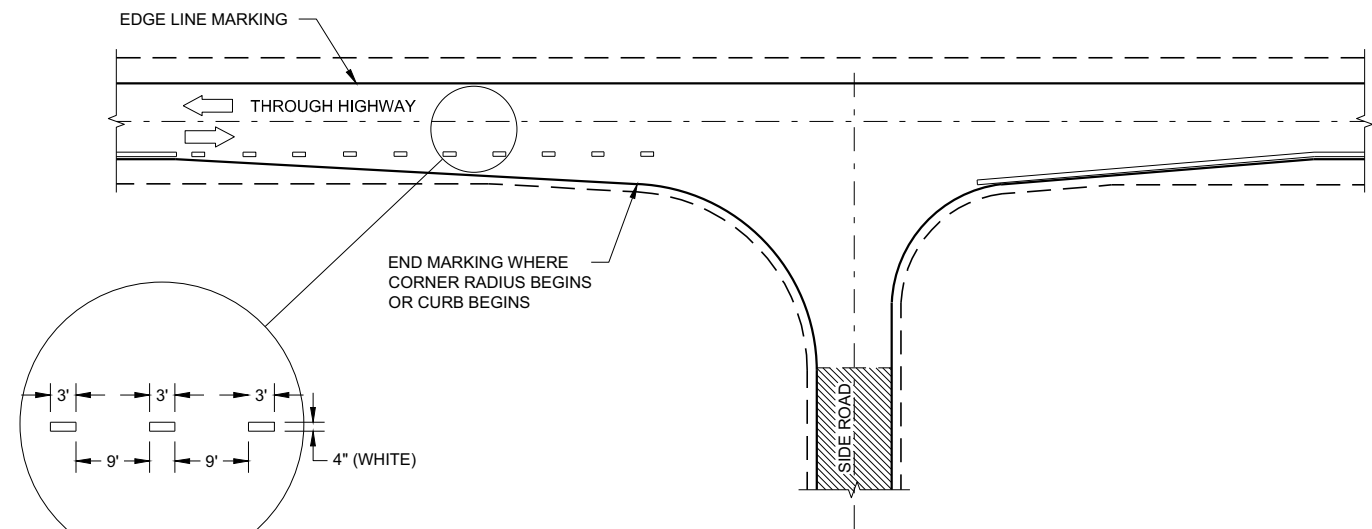
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- 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 EDGE LINE.
- 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.

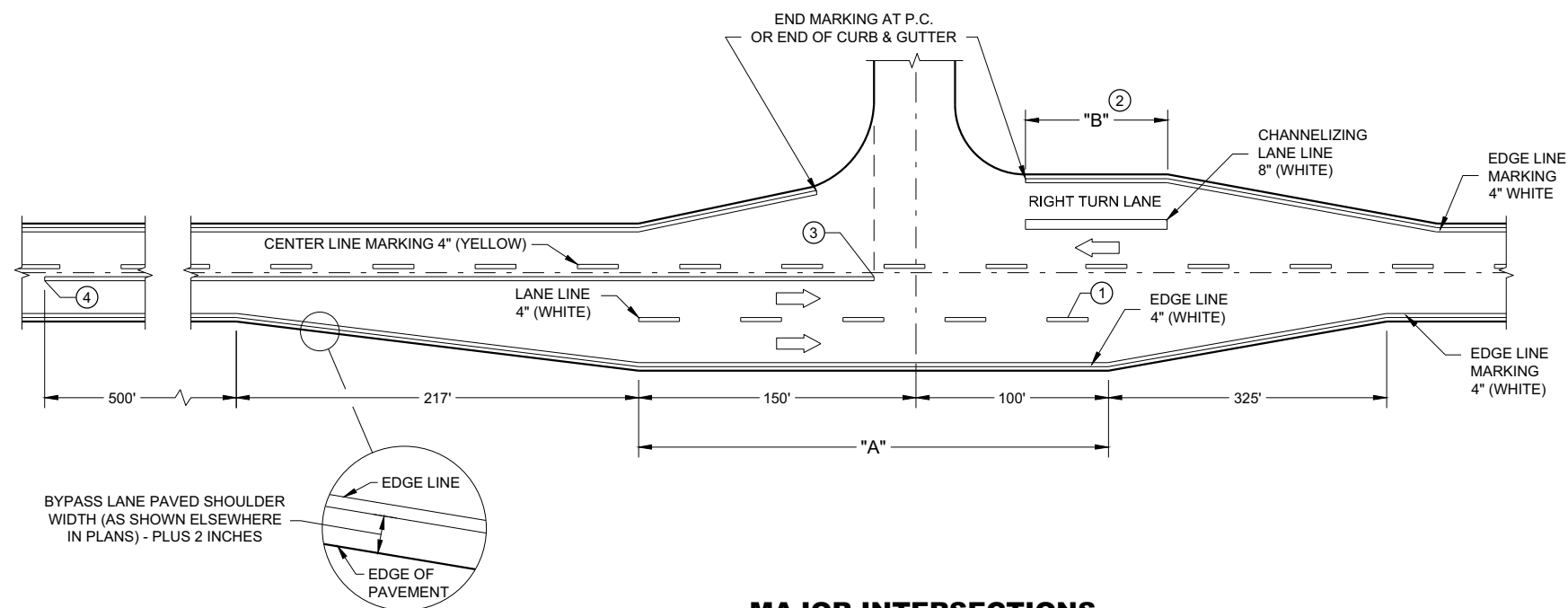
STOP LINE AND CROSSWALK
PAVEMENT MARKING

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DATE STATE SIGNING AND MAP ENGINEER 147
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MINOR INTERSECTION



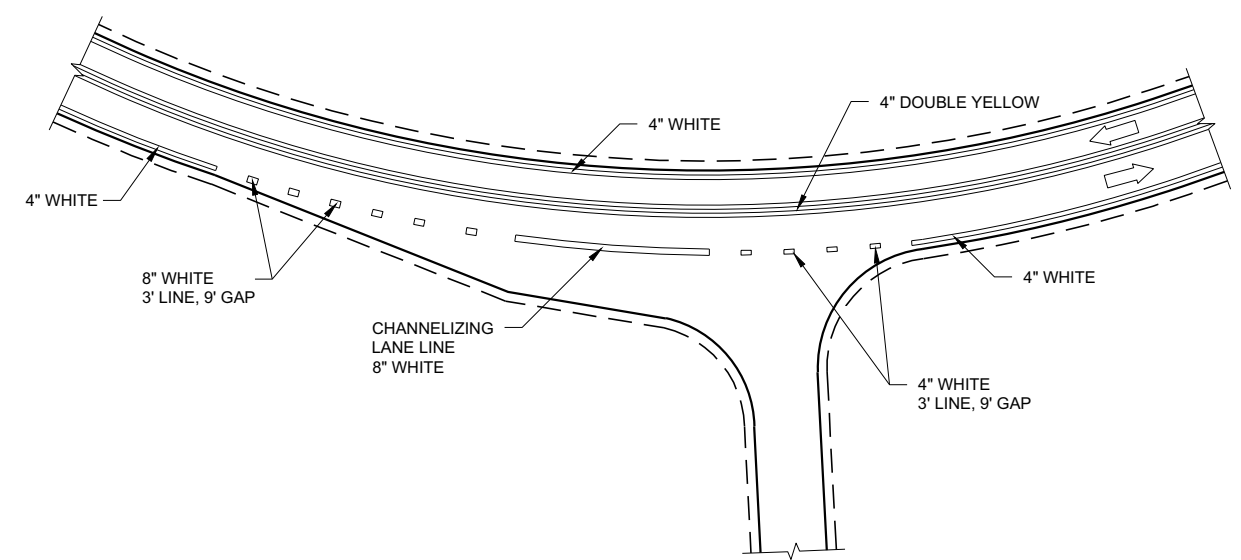
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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.

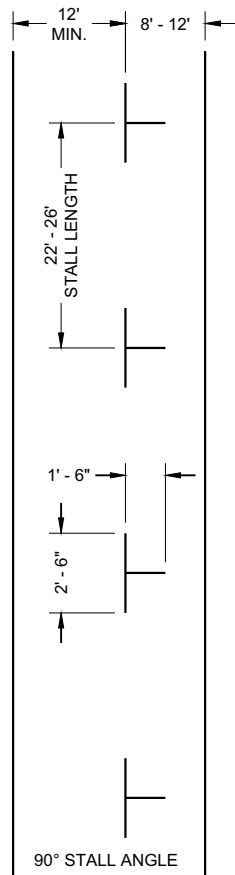
LEGEND

➡ DIRECTION OF TRAVEL

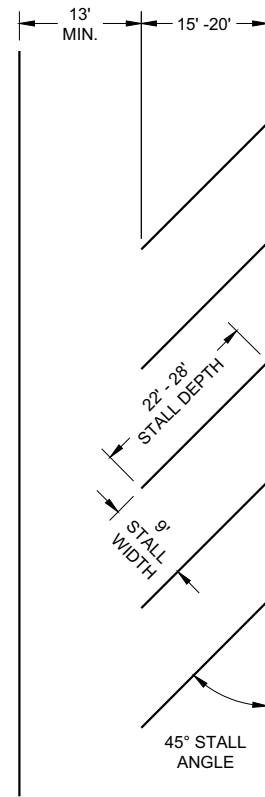


INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 148

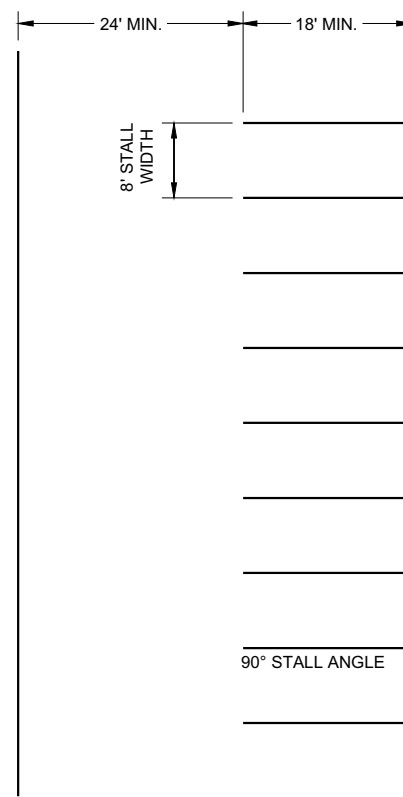
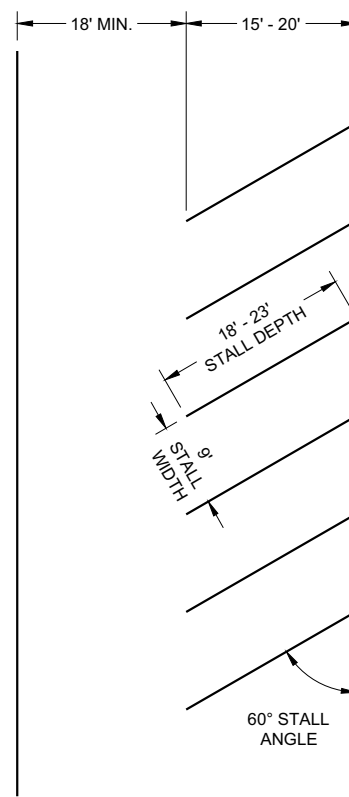


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

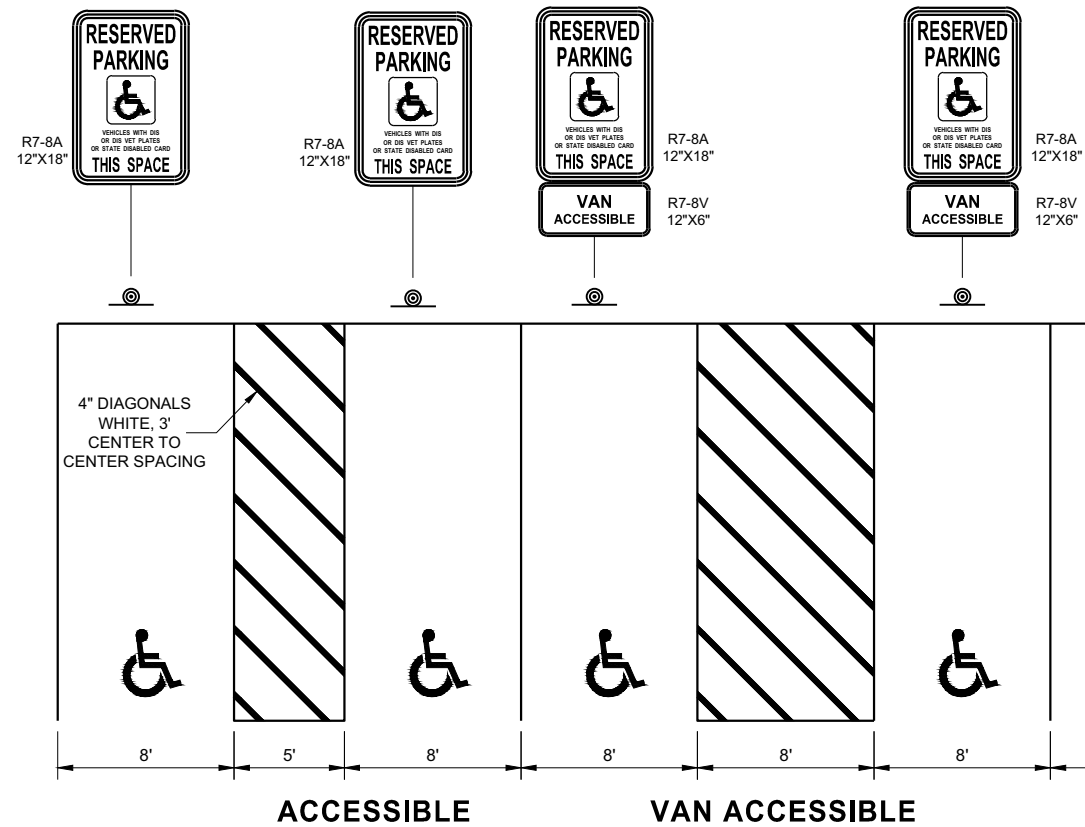
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

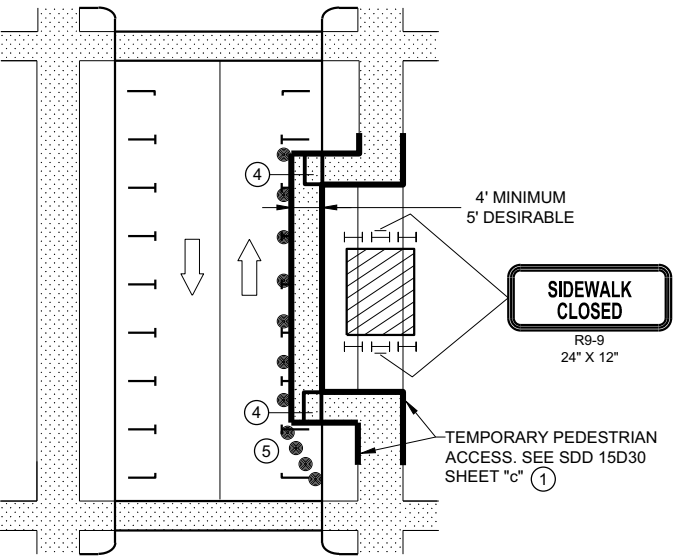


PARKING STALL MARKING

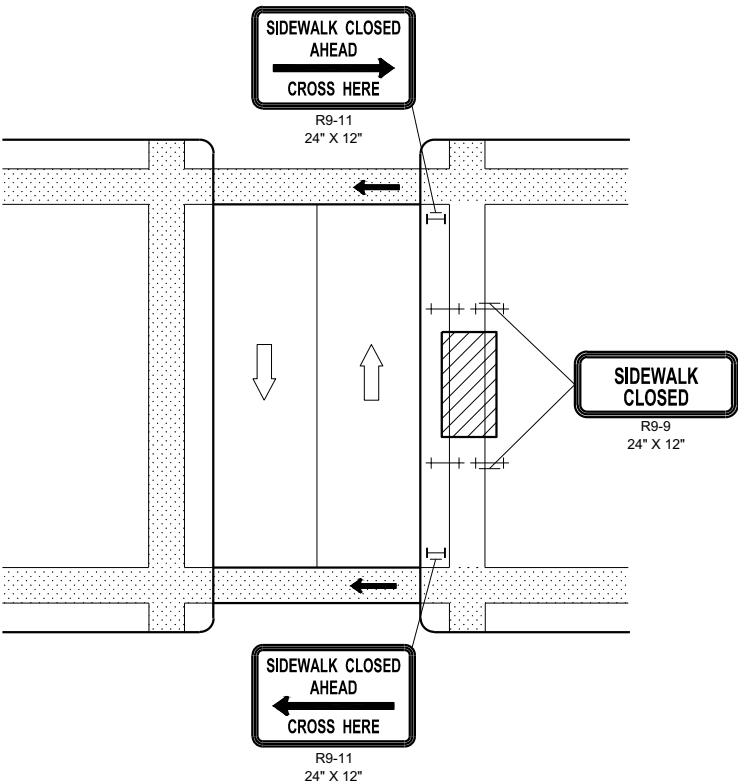
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August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 149
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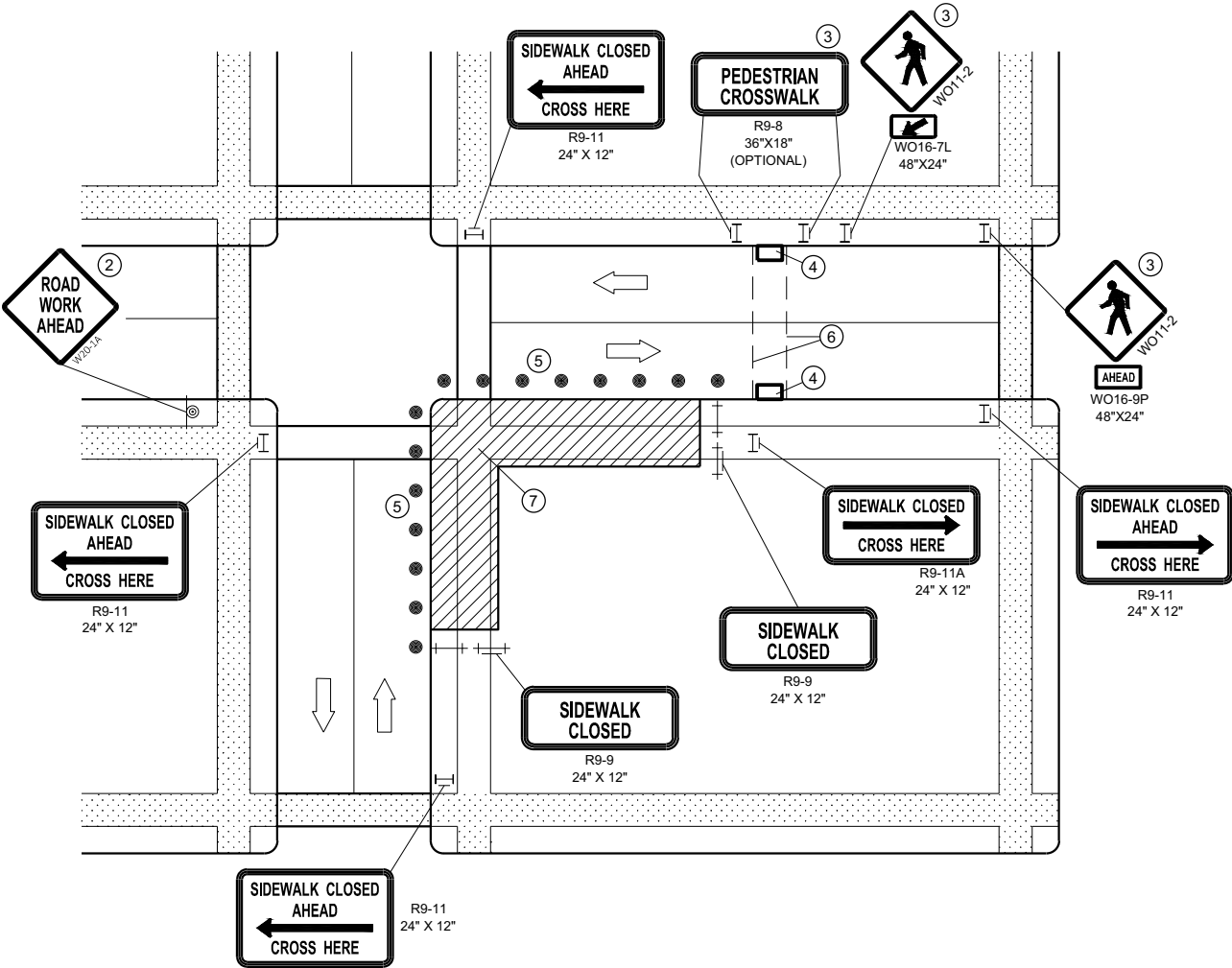
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

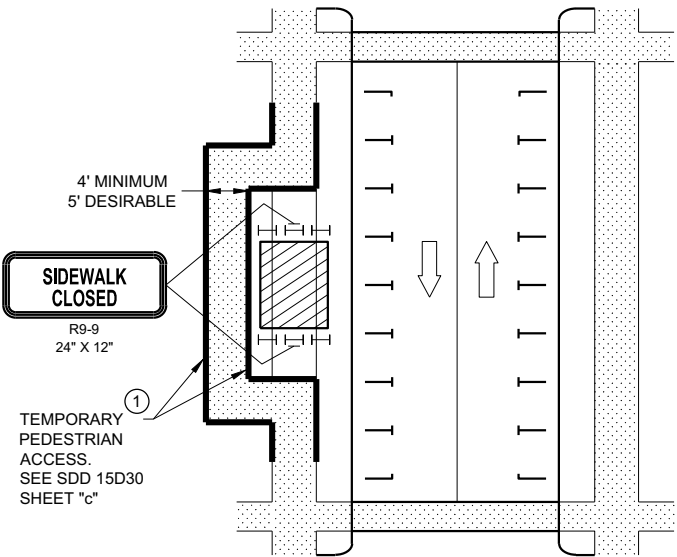


MID-BLOCK SIDEWALK
CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

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

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

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

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

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

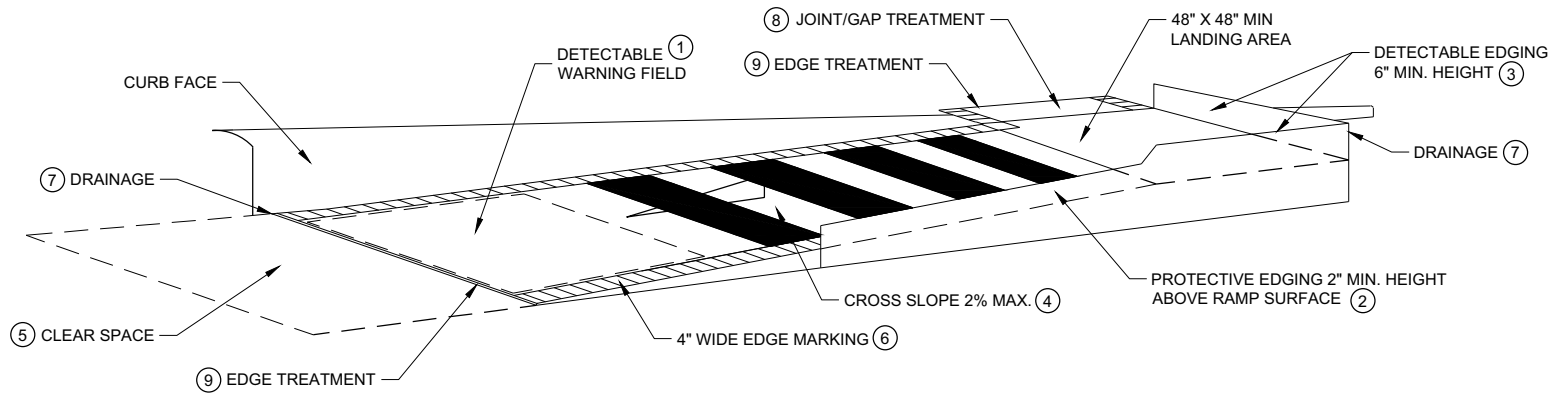
- ① IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
- ② "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
- ③ IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b".
- ⑤ DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
- ⑥ TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
- ⑦ LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

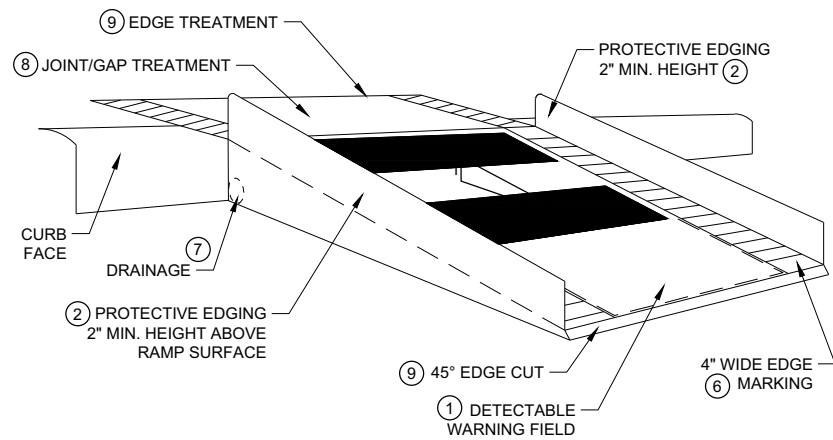
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

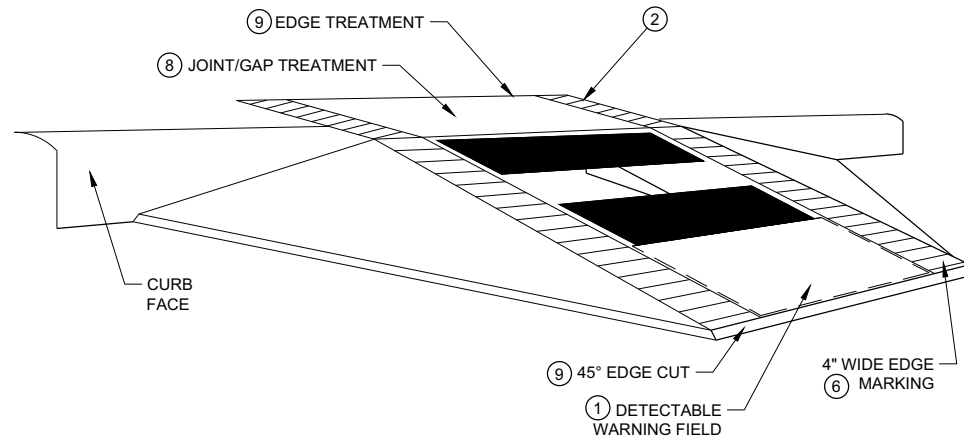
STATE OF WISCONSIN
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TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

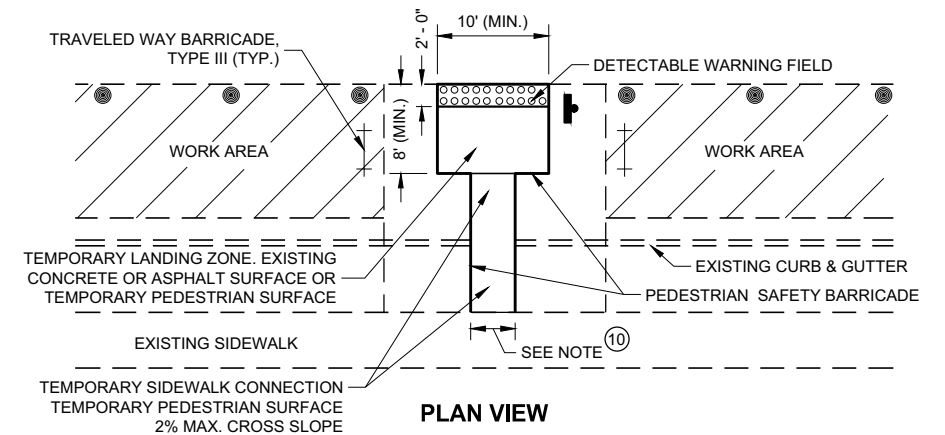
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

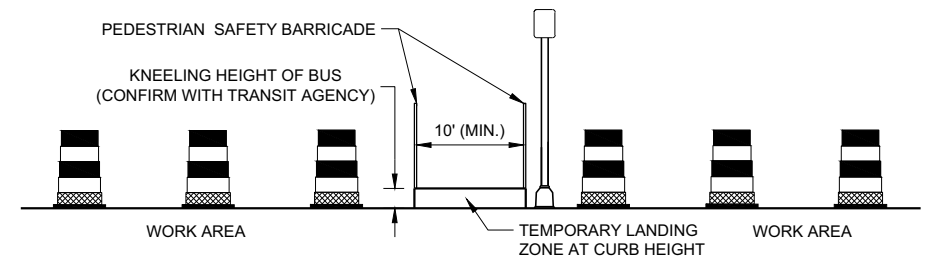
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

- 1 CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- 2 PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- 3 DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- 4 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- 5 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- 6 THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
- 7 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 8 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- 9 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- 10 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



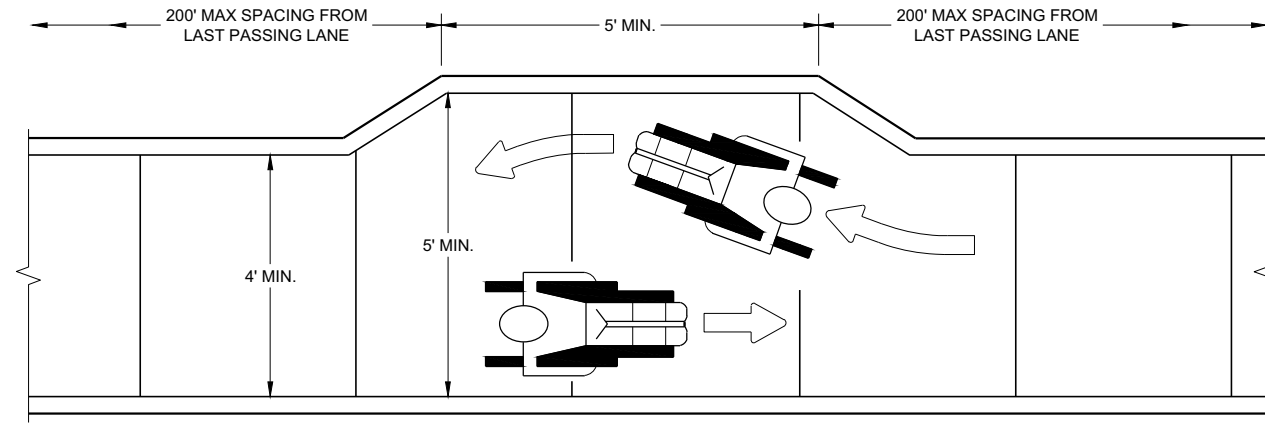
PROFILE VIEW

TEMPORARY BUS STOP PAD

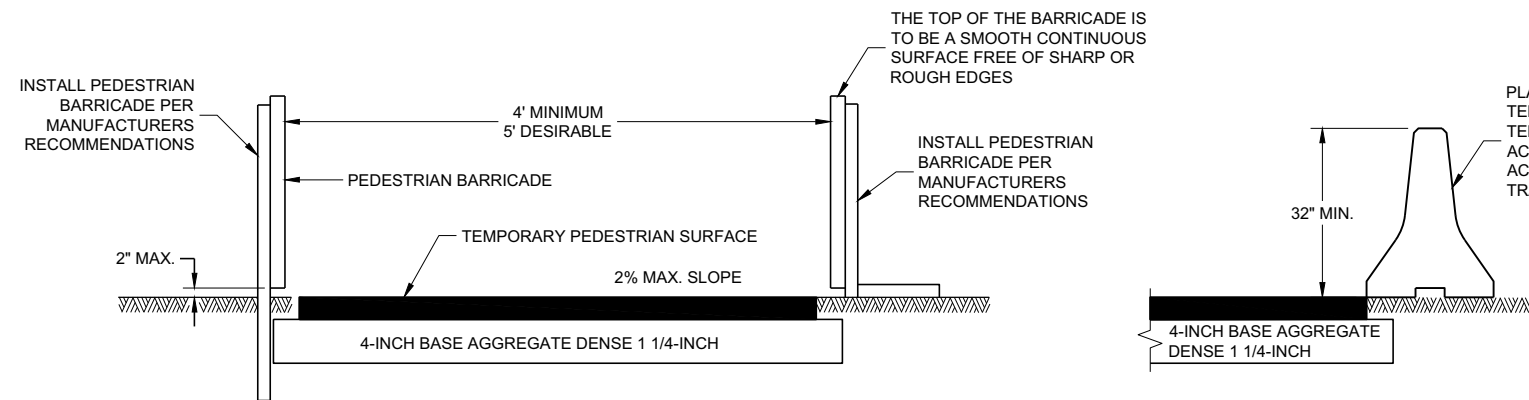
LEGEND

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

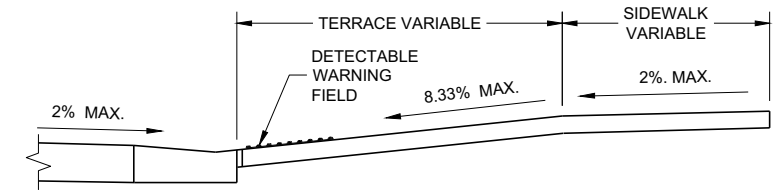
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
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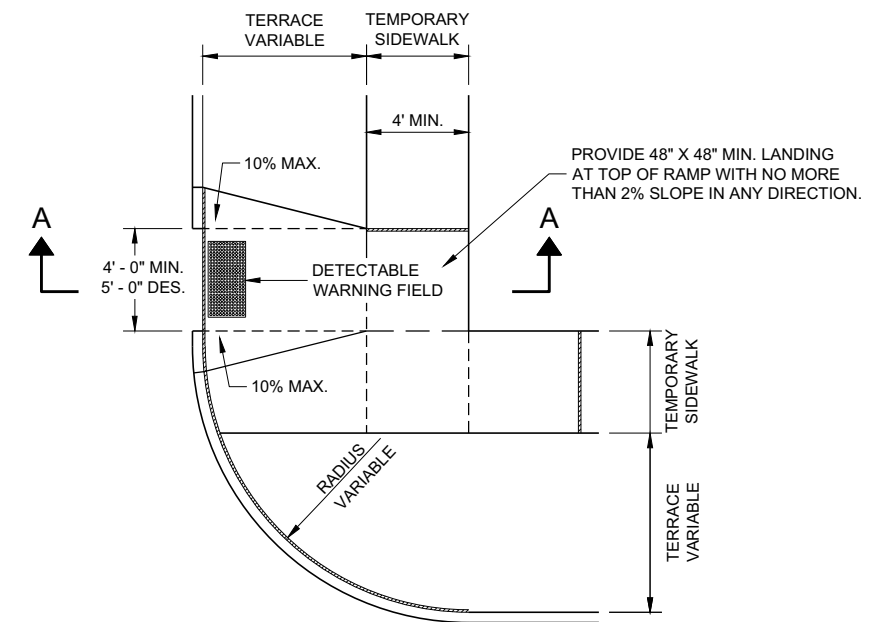
NARROW SIDEWALK PASSING DETAIL



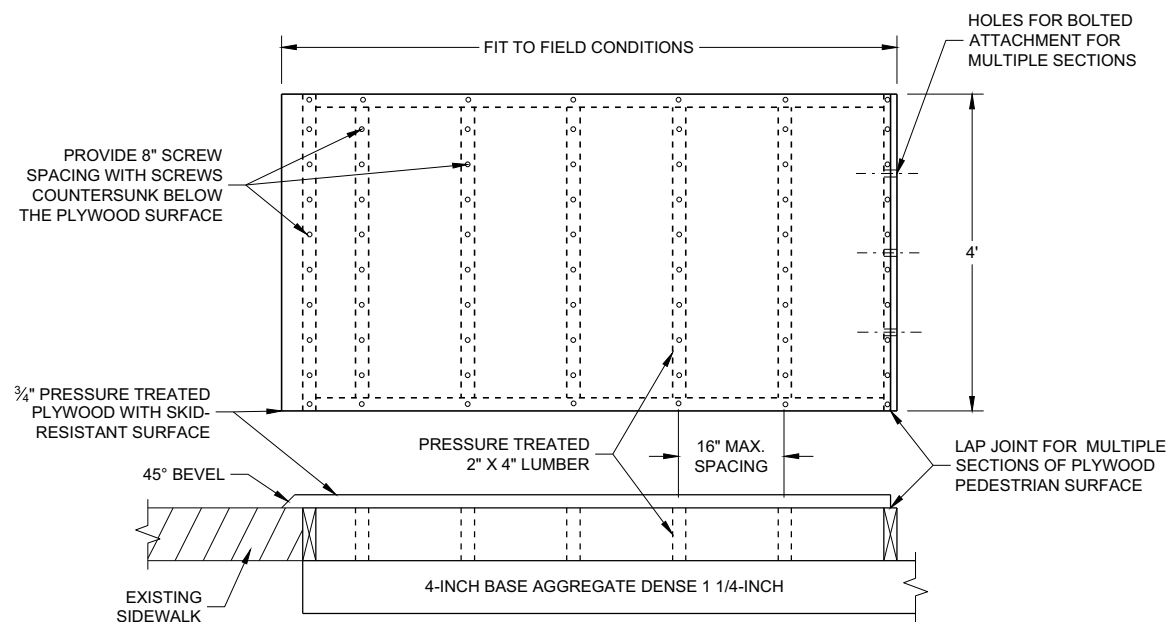
TEMPORARY PEDESTRIAN ACCESS



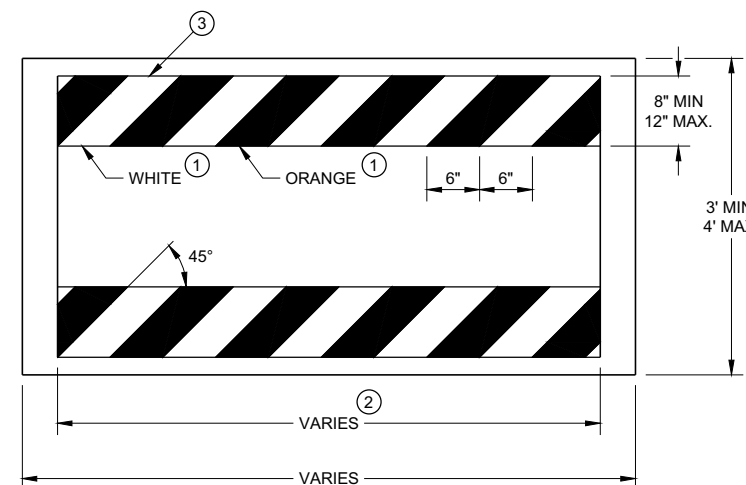
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

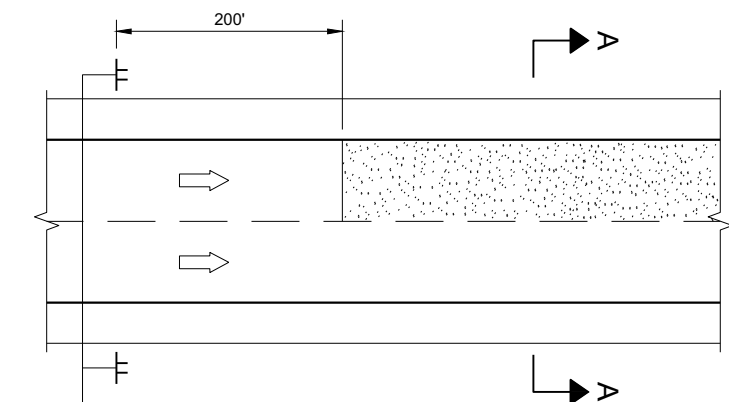


TEMPORARY PEDESTRIAN BARRICADE *

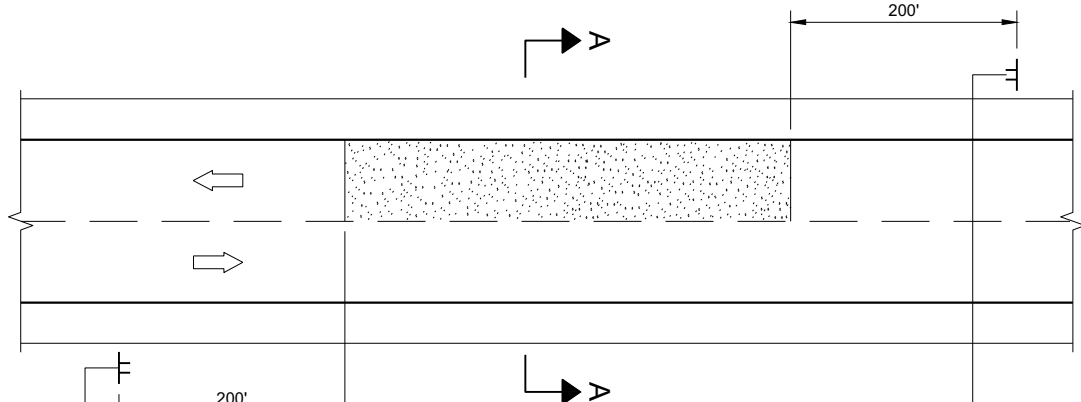
GENERAL NOTES

- 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.

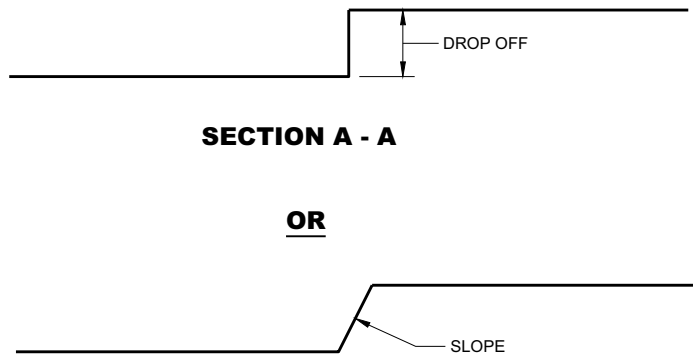
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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FHWA	



MULTI-LANE



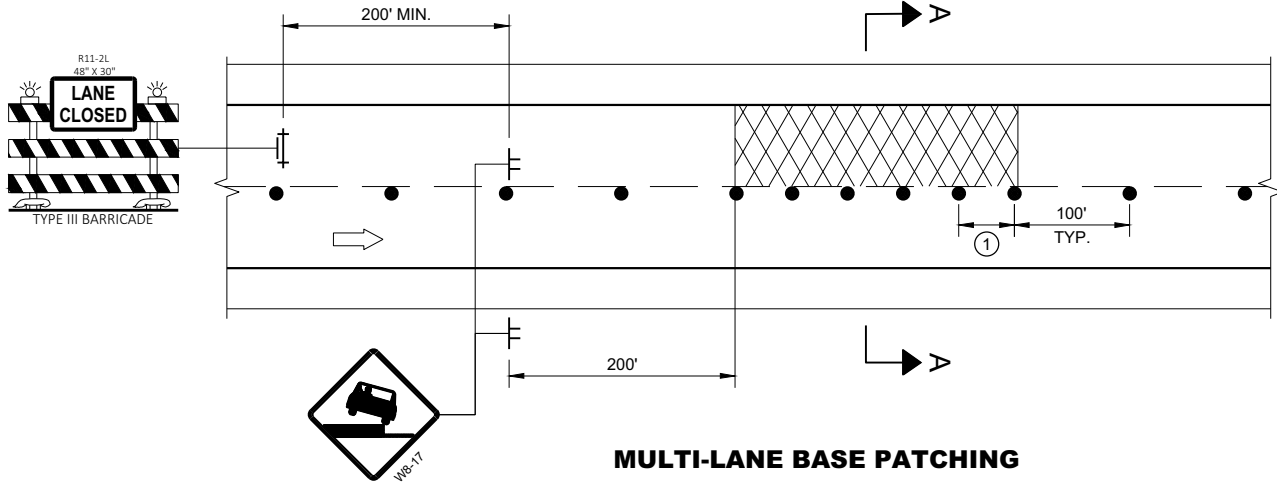
TWO-WAY TWO LANE



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.

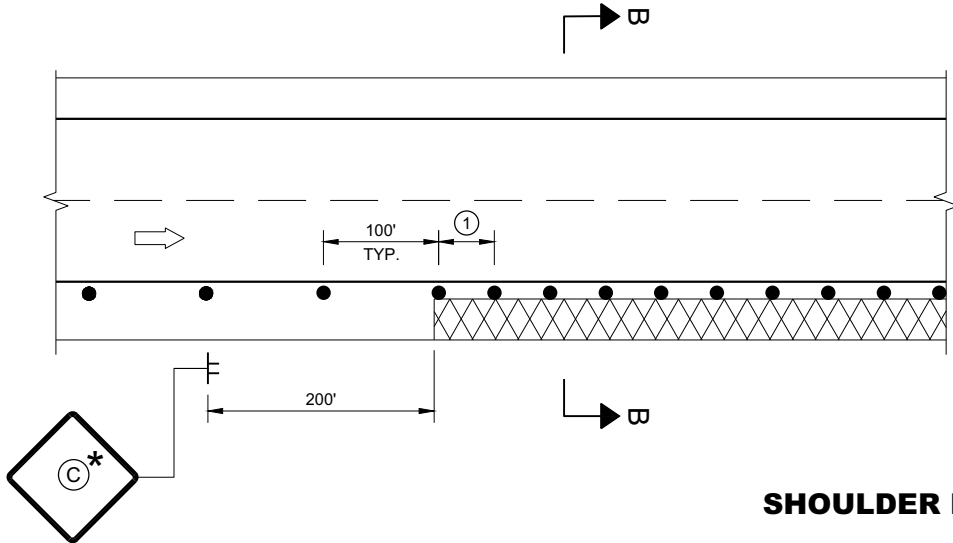
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

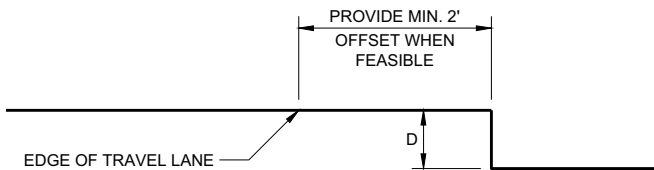
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 153
FHWA

GENERAL NOTES

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

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

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

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

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

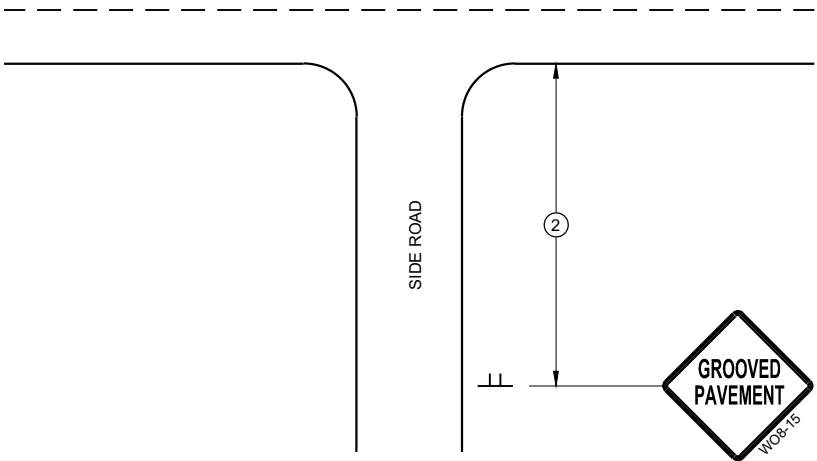
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

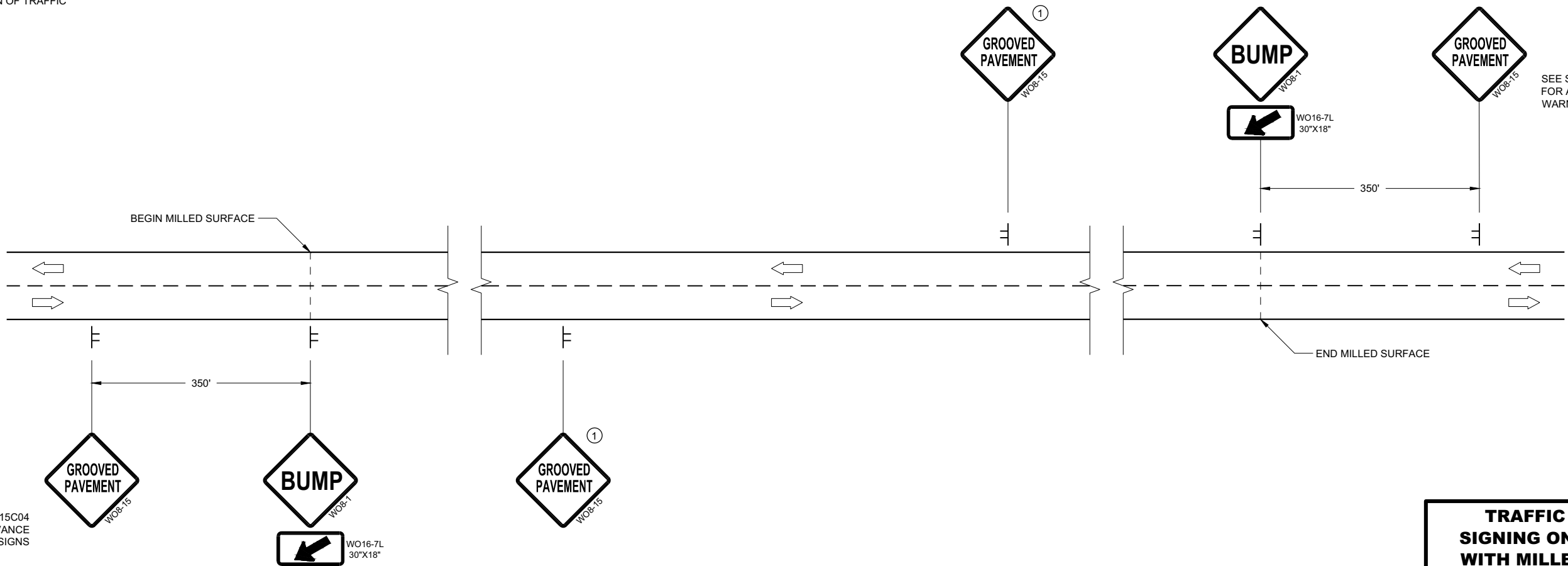
- ①
- PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ②
- PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 154

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

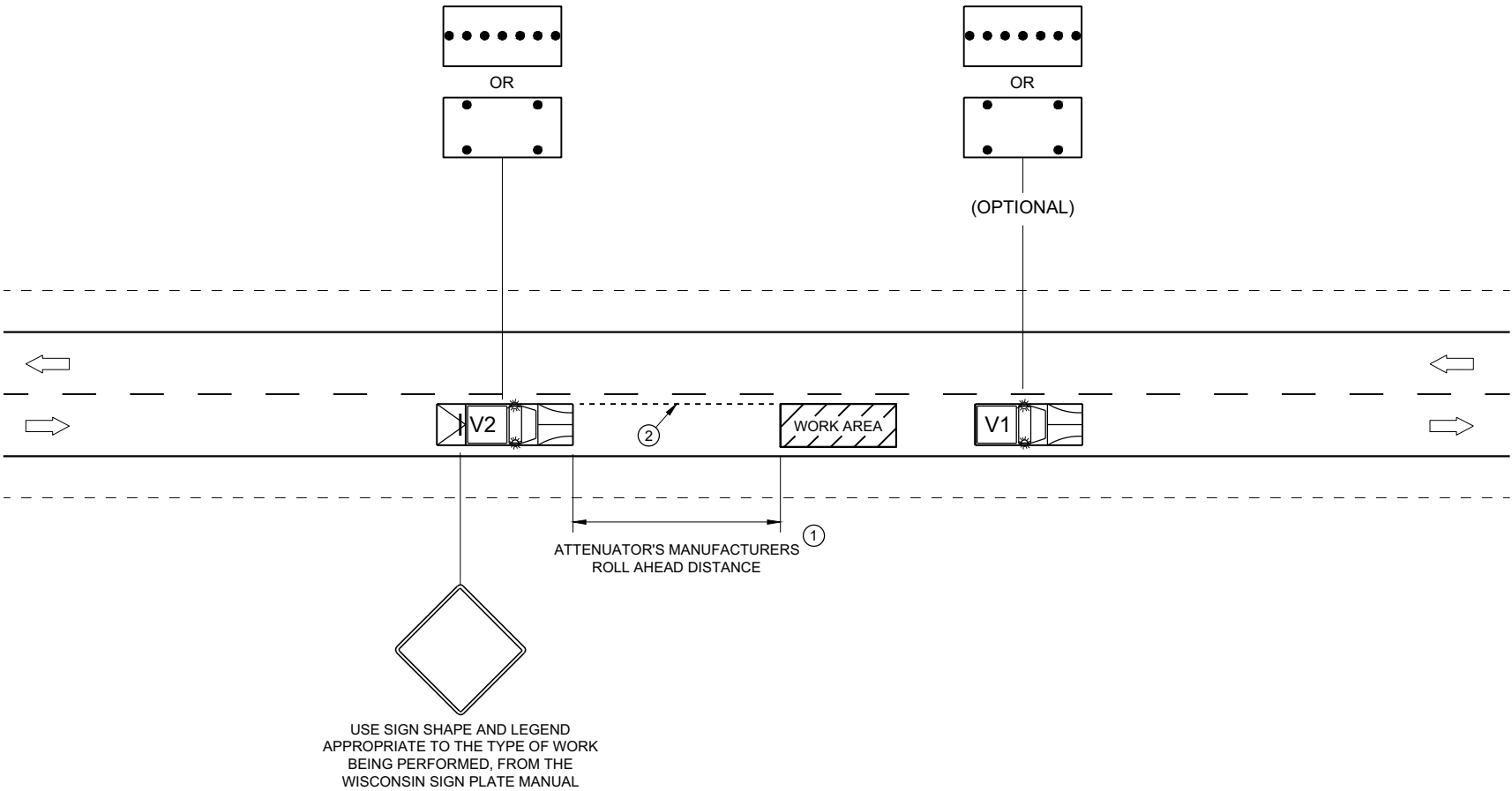
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- ①

DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ②

ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.

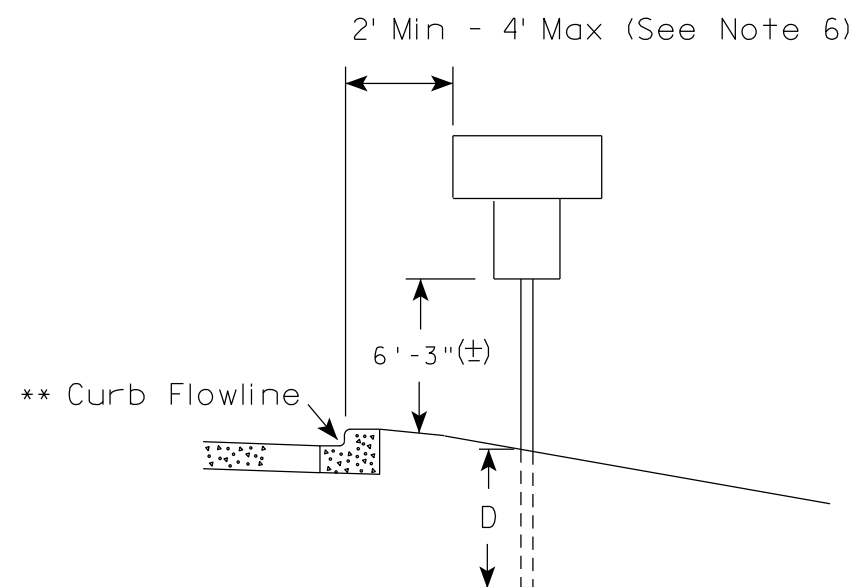
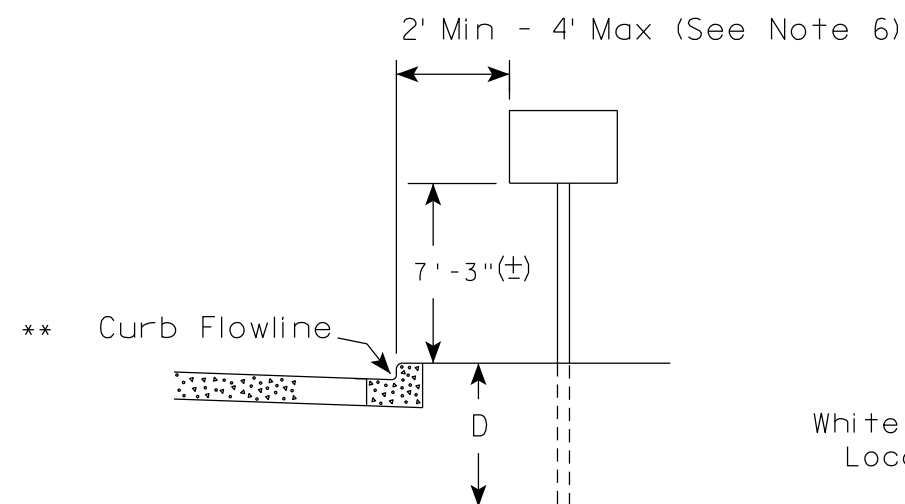


TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

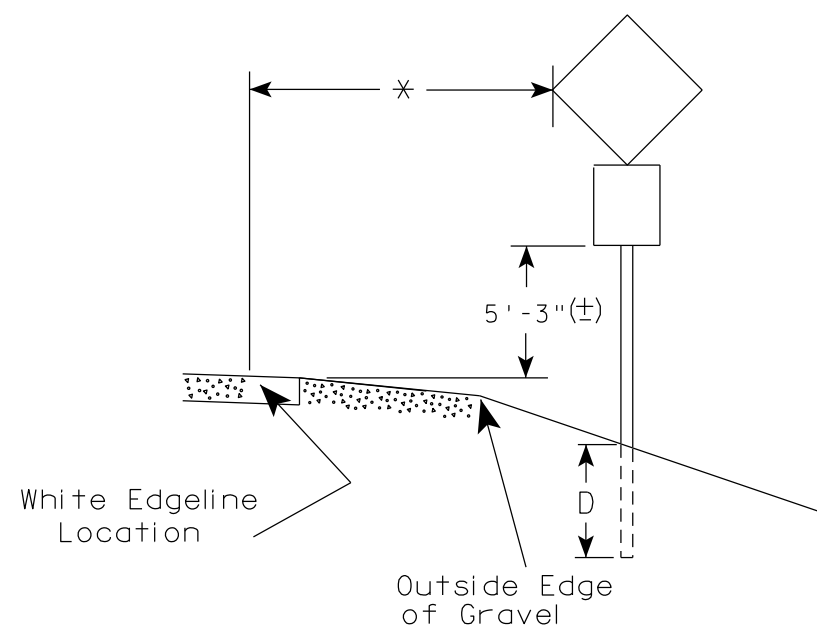
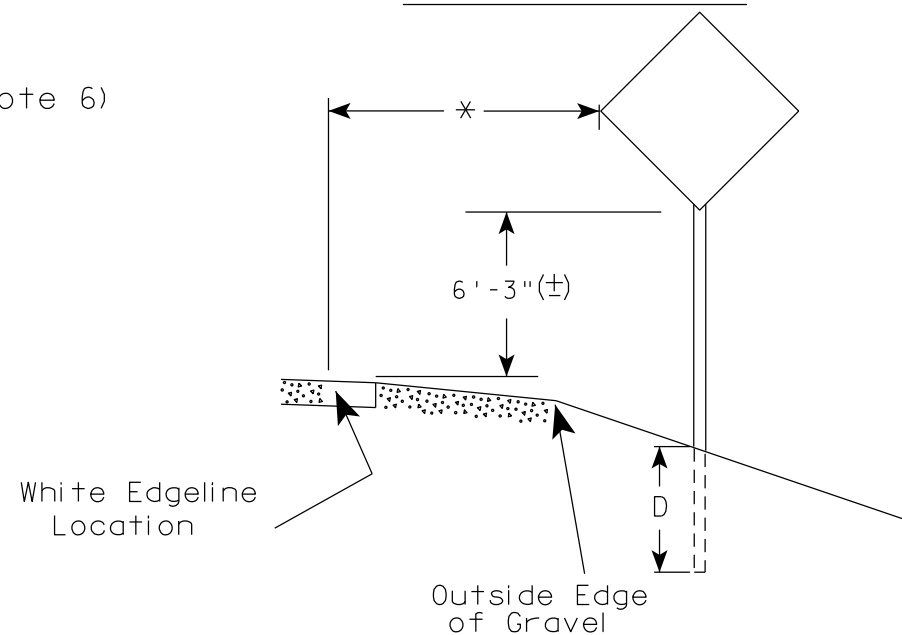
APPROVED
February 2021 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 155
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

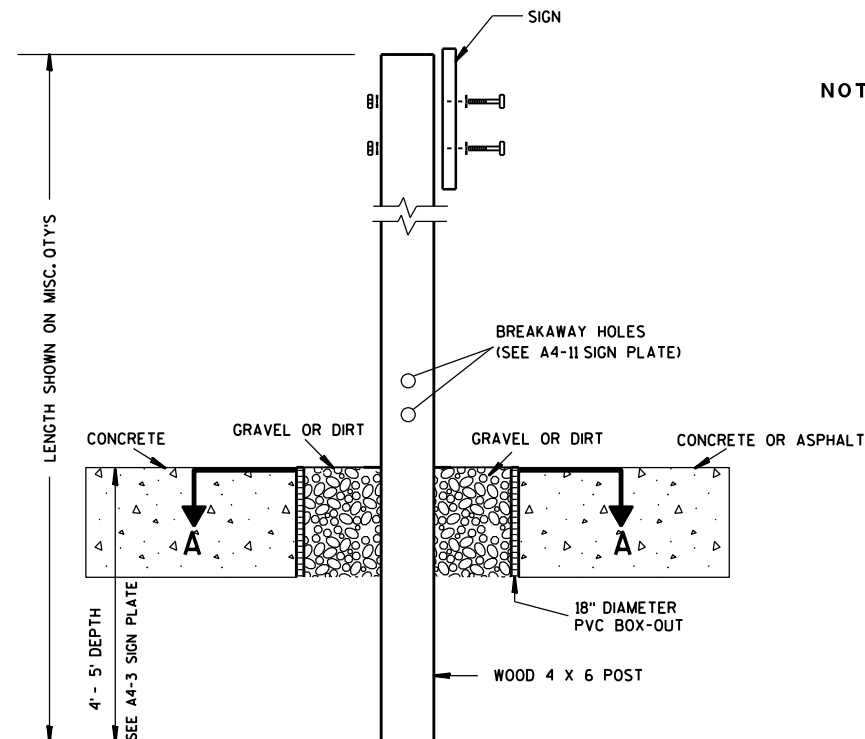
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 156

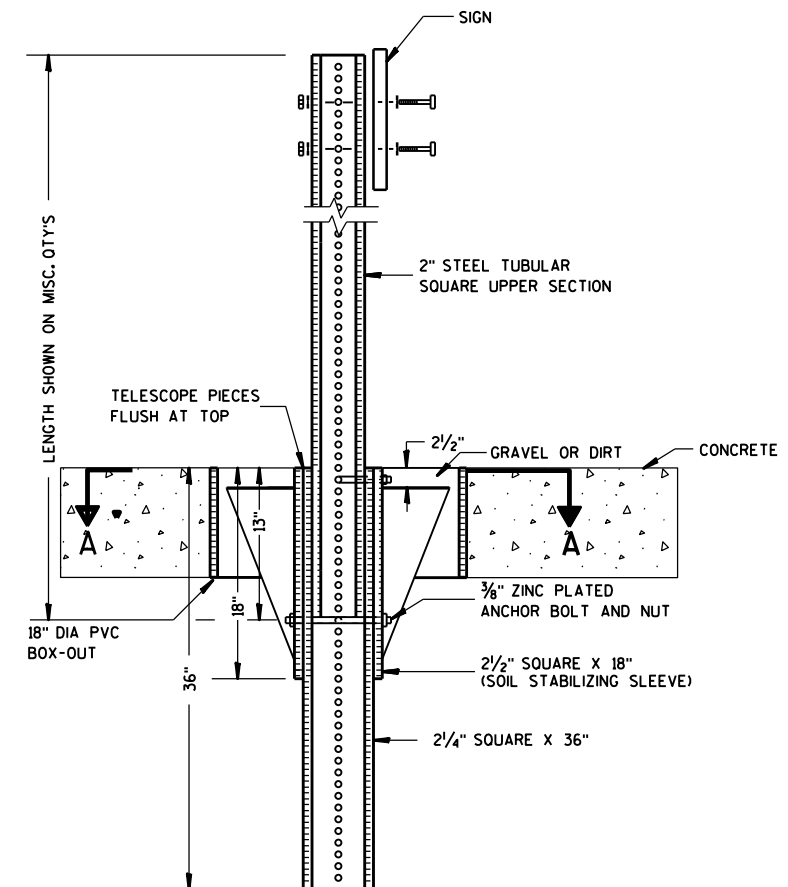
E



ELEVATION VIEW

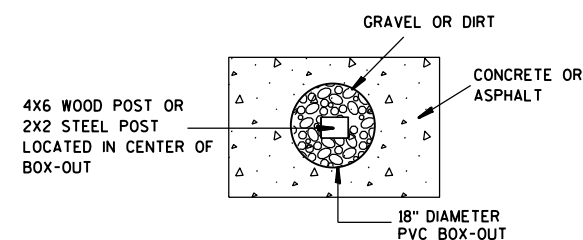
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 157 A4-3B.1

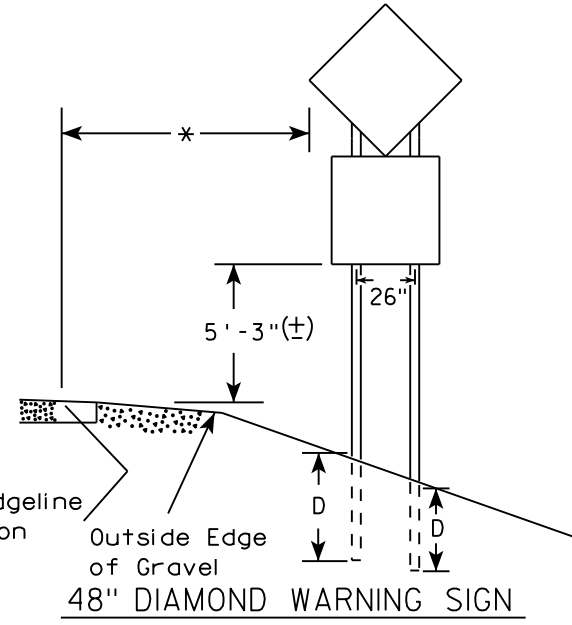
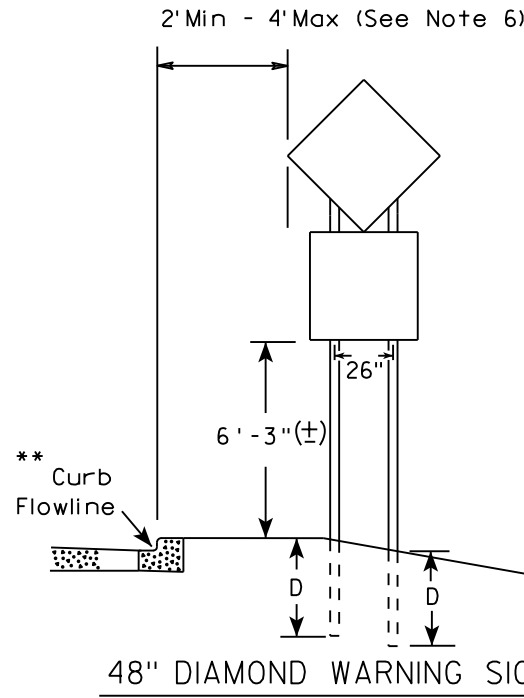
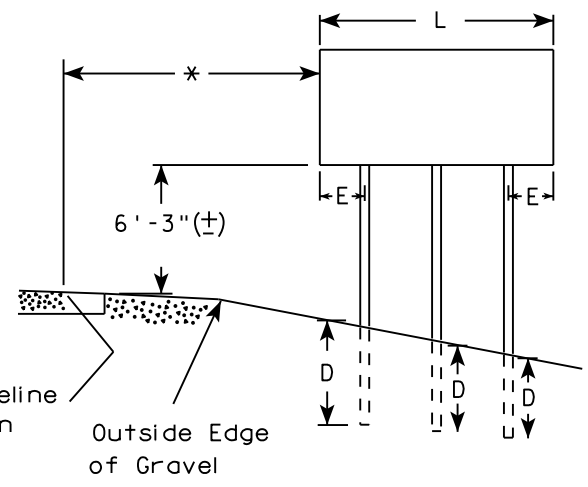
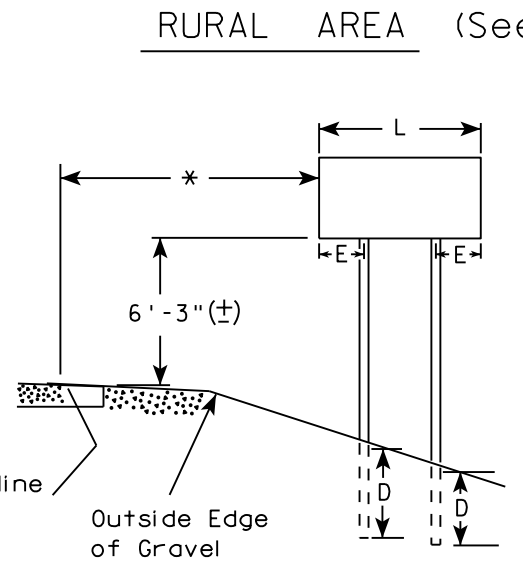
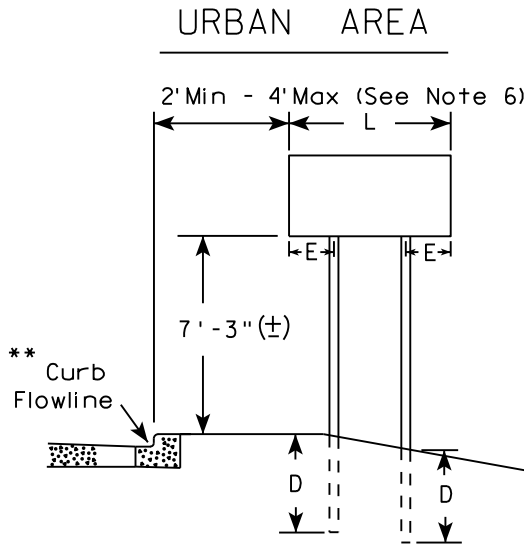
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

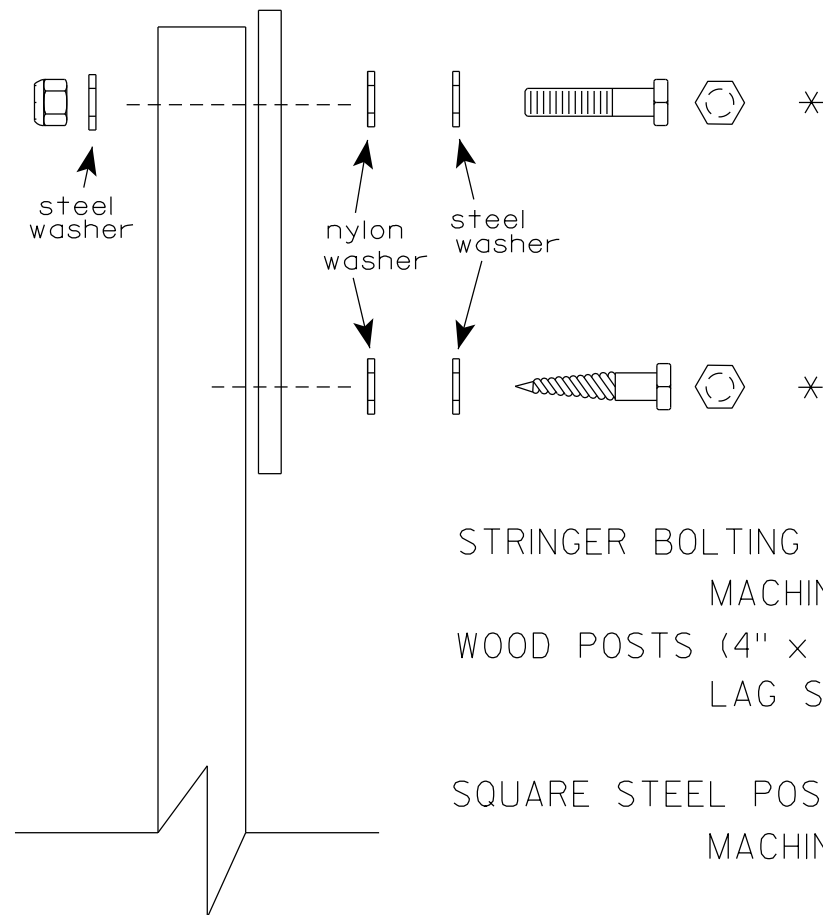
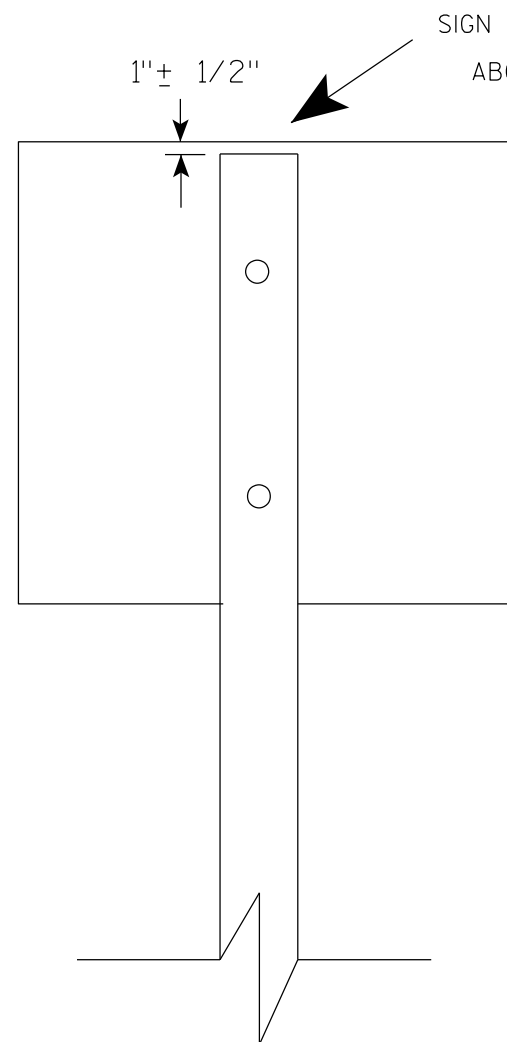
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

- 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.



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

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

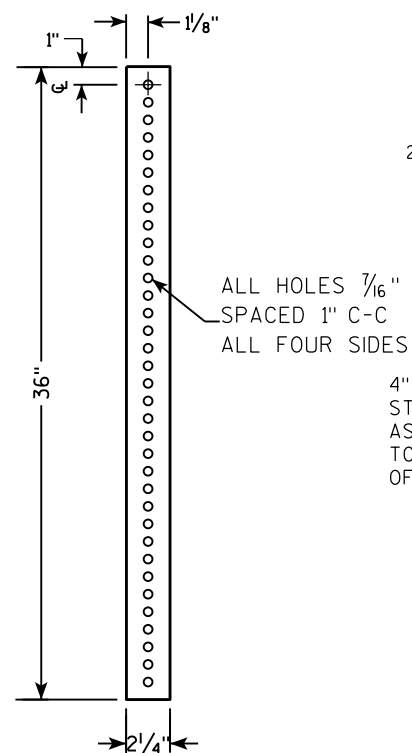
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

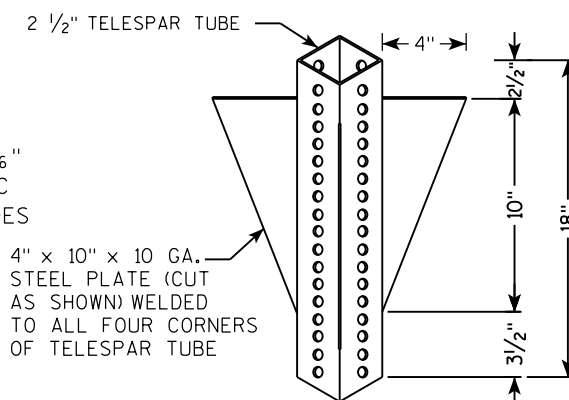
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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

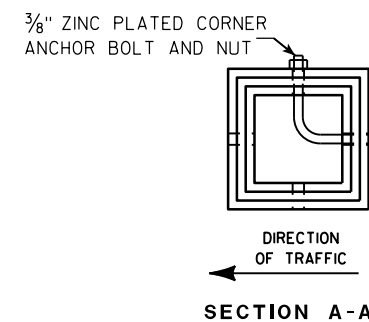


**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- TELESCOPE PIECES FLUSH AT TOP**: Indicated by a dimension line on the left.
- 2" STEEL TUBULAR SQUARE UPPER SECTION**: The main vertical support.
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**: Specification for the perforations in the upper section.
- SIGN**: Attached to the top of the upper section.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**: Reference to a separate plate for hardware details.
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT**: Hardware used to secure the post to the base.
- 1"**: Dimension for the offset of the anchor bolt from the post face.
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT**: Hardware used to secure the base plate to the ground.
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**: The base plate of the post.
- 2 1/4" SQUARE X 36"**: The main vertical support post.
- Dimensions**:
 - 36" (Total height of the main post section)
 - 18" (Height of the upper section)
 - 12" (Height of the lower section)
- Arrows A**: Indicate downward forces or weights applied to the top and bottom of the post.



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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 160 14-9.9

SHEET NO: _____

PROJECT NO:

HWY:

COUNTY:

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

PLOT DATE : 05-FEB-2015 17:09

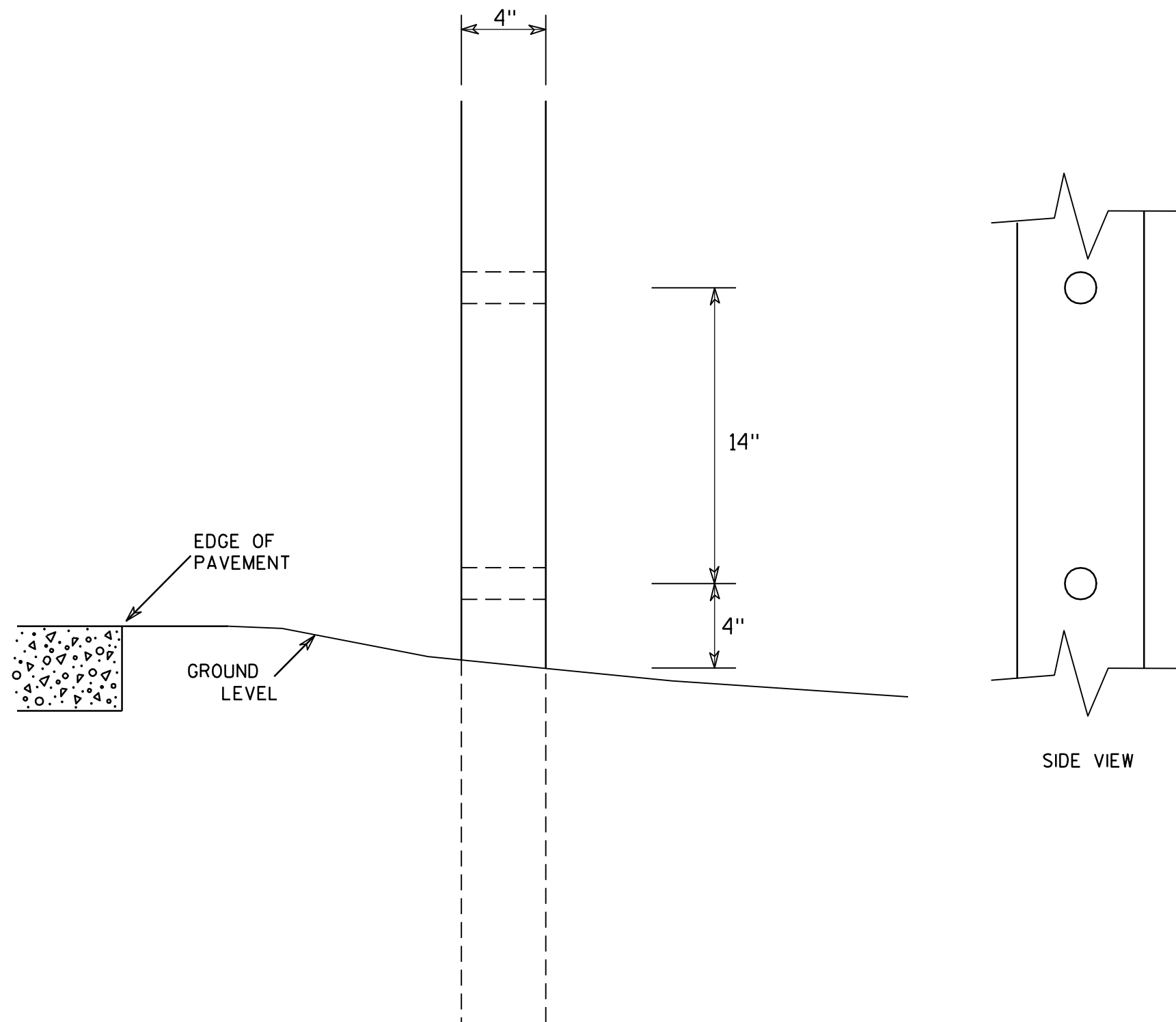
PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

COUNTY:

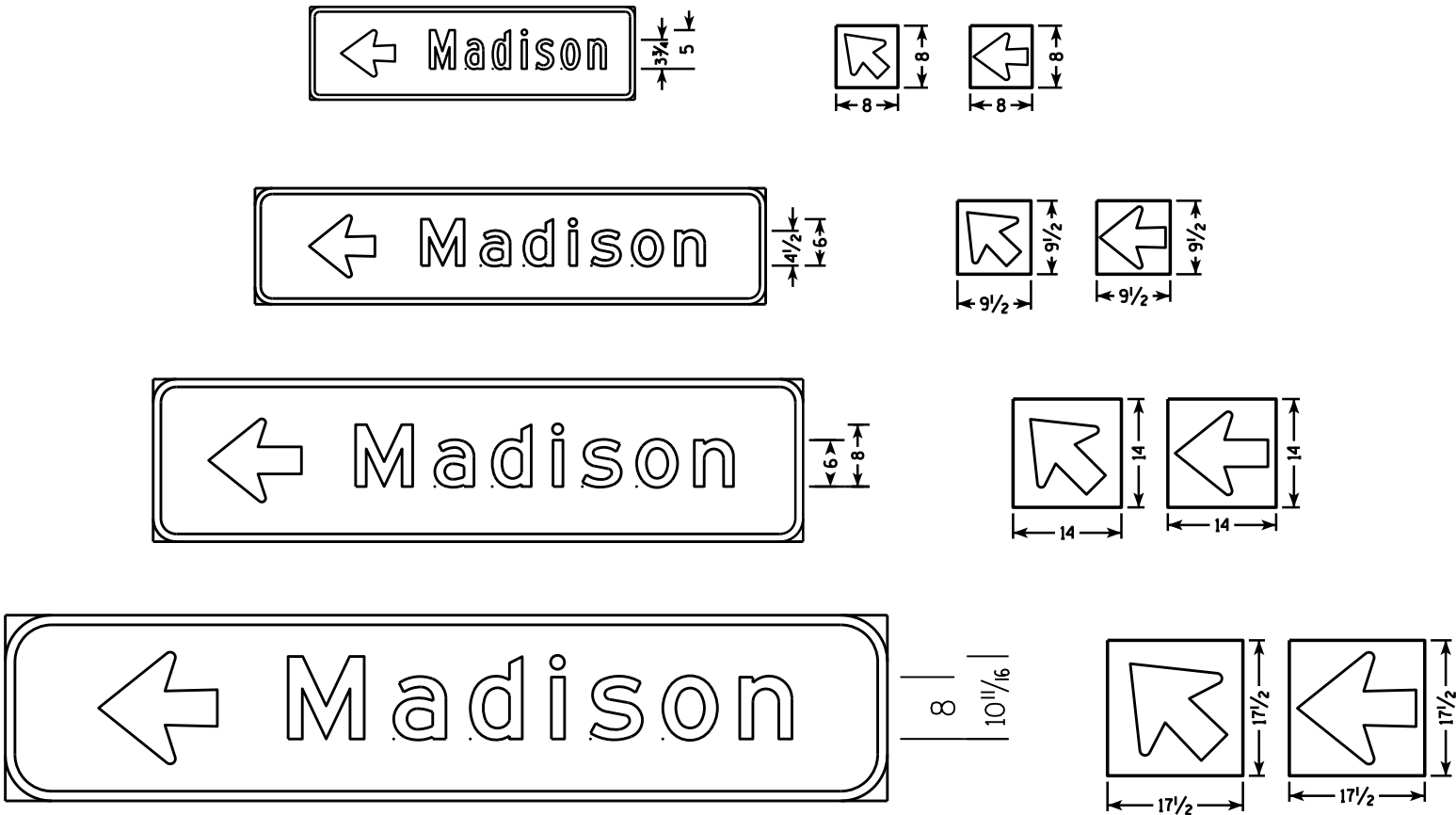
SHEET NO: 161

E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

GENERAL NOTES

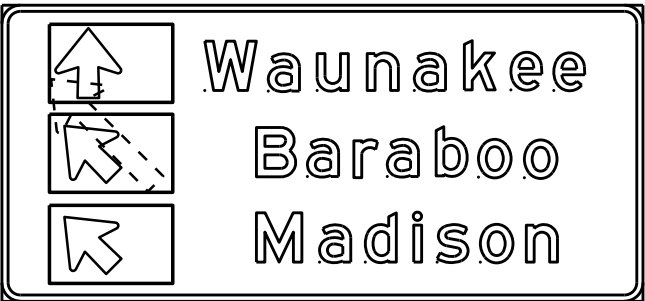
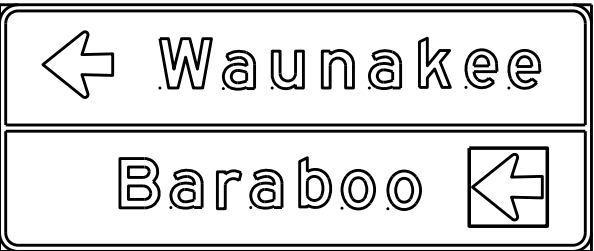
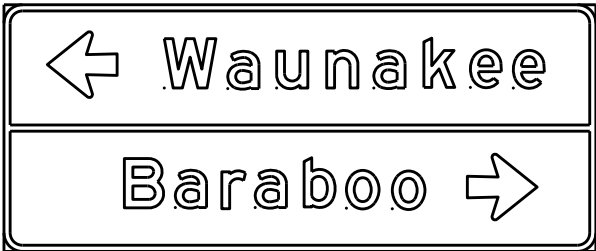
- 1. Materials shall conform to Standard Specification Section 637.
Base - Sheet Aluminum 0.040" Thickness
Sheeting - Orange Type F Reflective
Arrow - Black Non-Reflective
- 2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws.
There shall be a minmum of 2 fasteners used per arrow sign.
- 3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
- 4. Arrows are per standard plate A1-2
- 5. Use separate arrow sign for each destination
- 6. Tilt arrow is always at 45 degrees
- 7. Arrow is centered on arrow sign



Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3 3/4" Series C	8	9 1/2	14 1/2	8
4 1/2" Series D & E	9 1/2	10	15	9 1/2
6" Series D & E	14	16	20 1/2	14
8" Series E	17 1/2	20 1/2	25	17 1/2

BEFORE

AFTER



DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

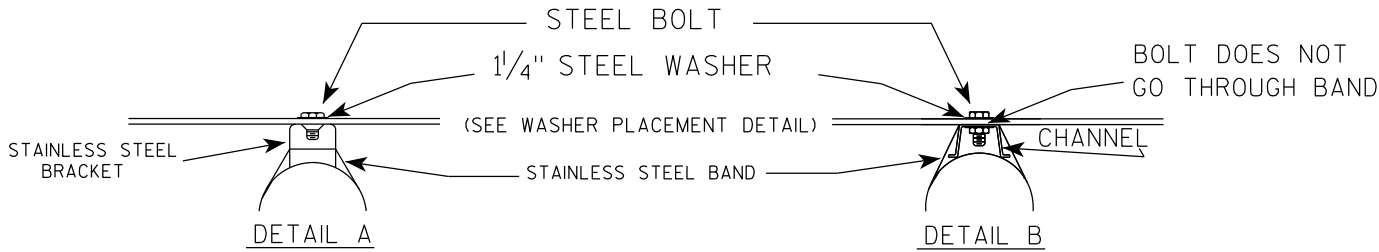
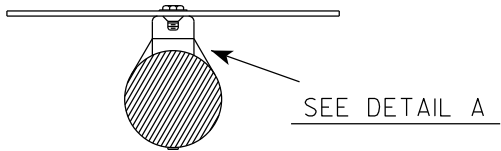
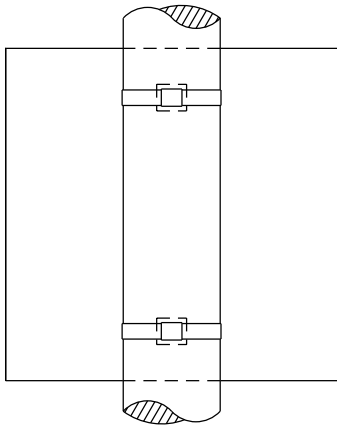
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

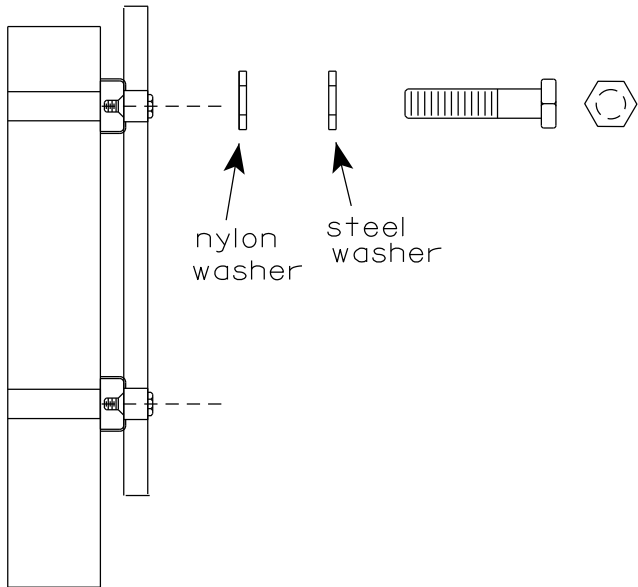
DATE 10/08/14 162 . A4-12.2

BANDING

SINGLE SIGN



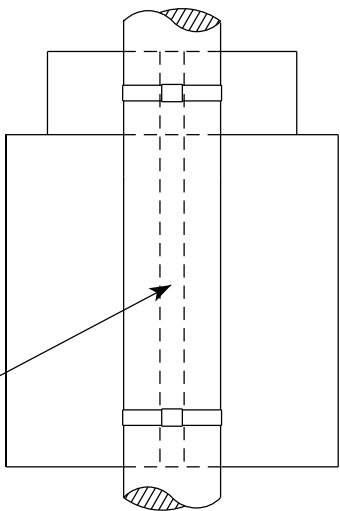
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



SEE DETAIL B

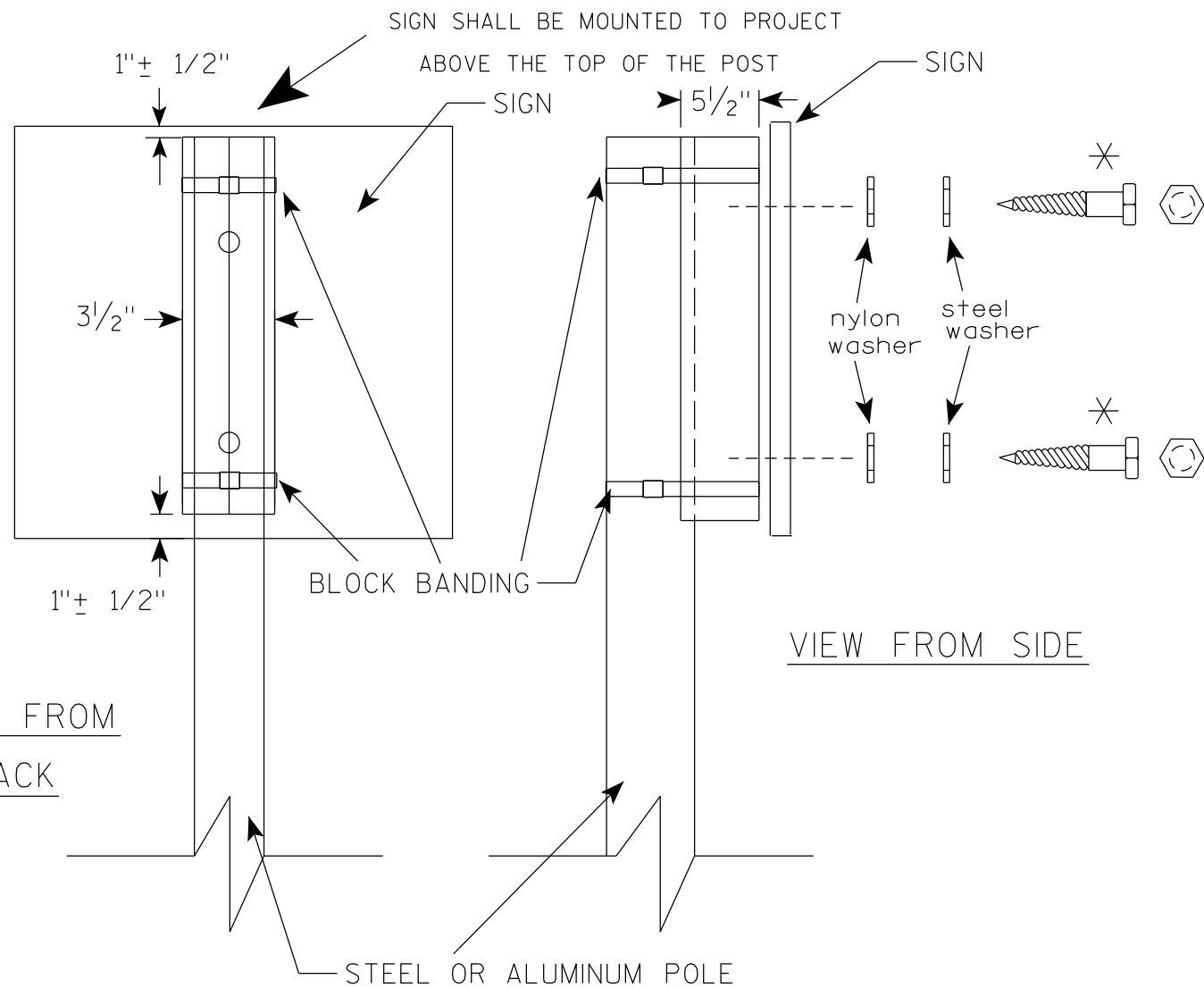
1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. 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

STANDARD SIGN
SIGN BANDING DETAILS

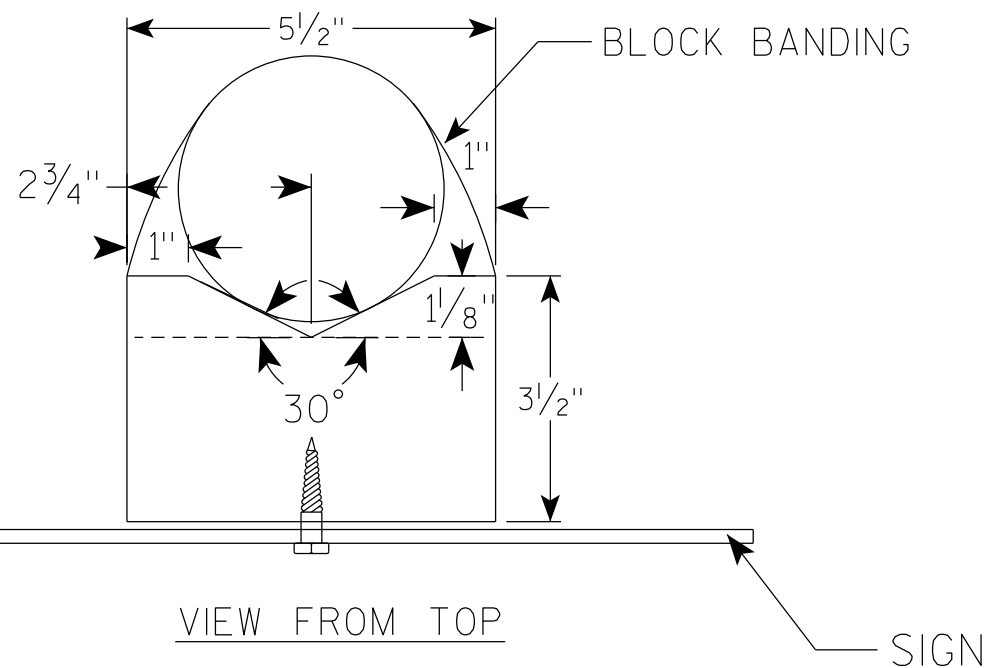
WISCONSIN DEPT OF TRANSPORTATION

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

VIEW FROM
BACK



VIEW FROM SIDE



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

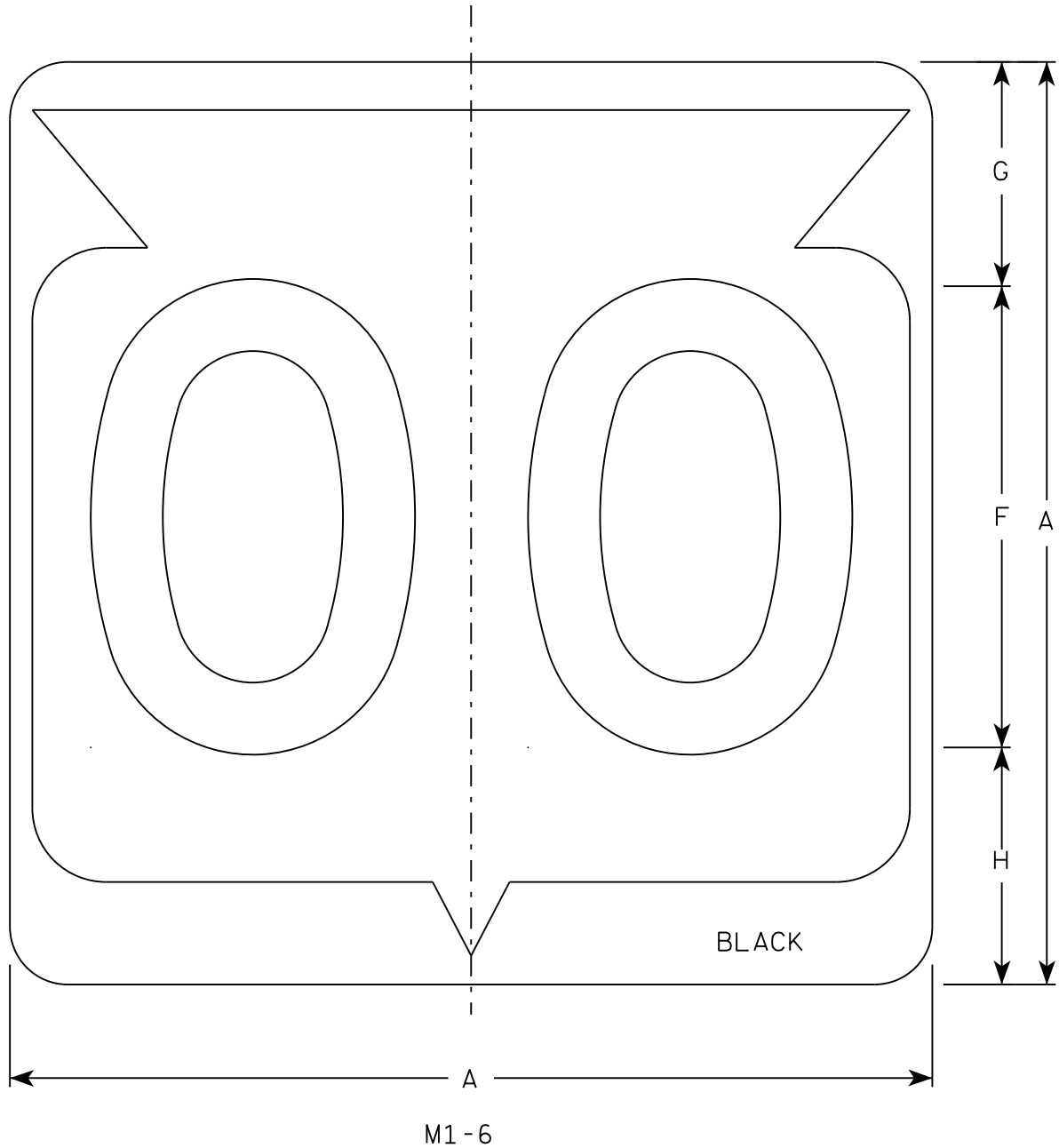
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO: 164

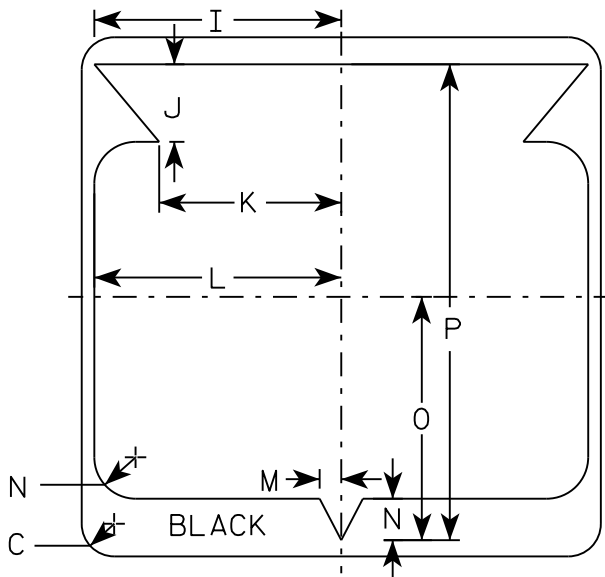
E

7



NOTES

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



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 165

E

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

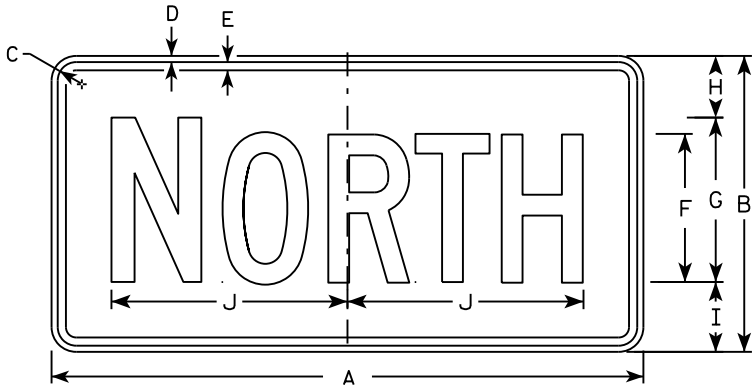
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

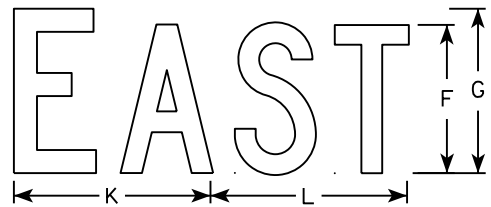
Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/18

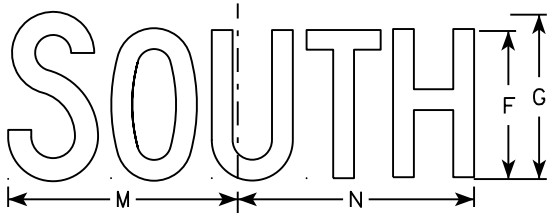
PLATE NO. M1-6.10



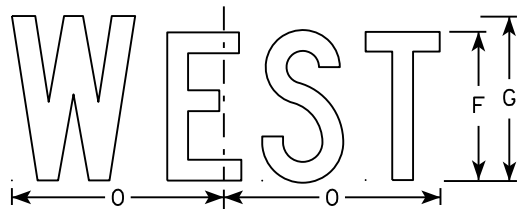
M3-1
MM3-1
MP3-1



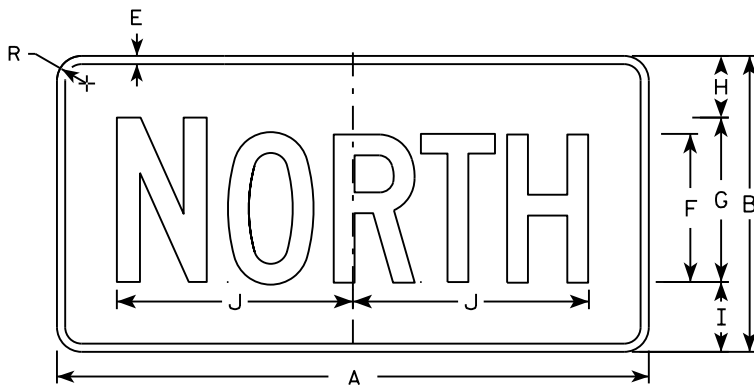
M3-2
MM3-2
MP3-2



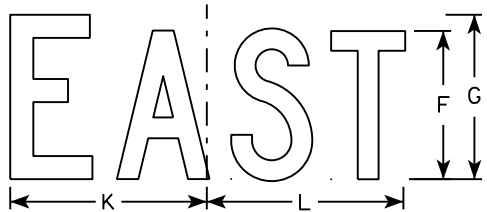
M3-3
MM3-3
MP3-3



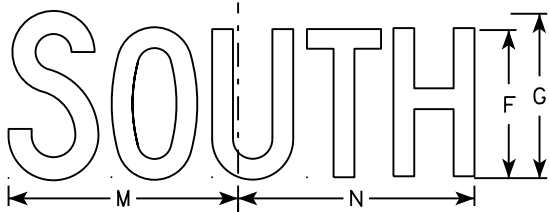
M3-4
MM3-4
MP3-4



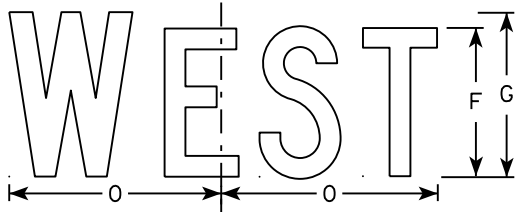
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



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 thru M3-4
SERIES

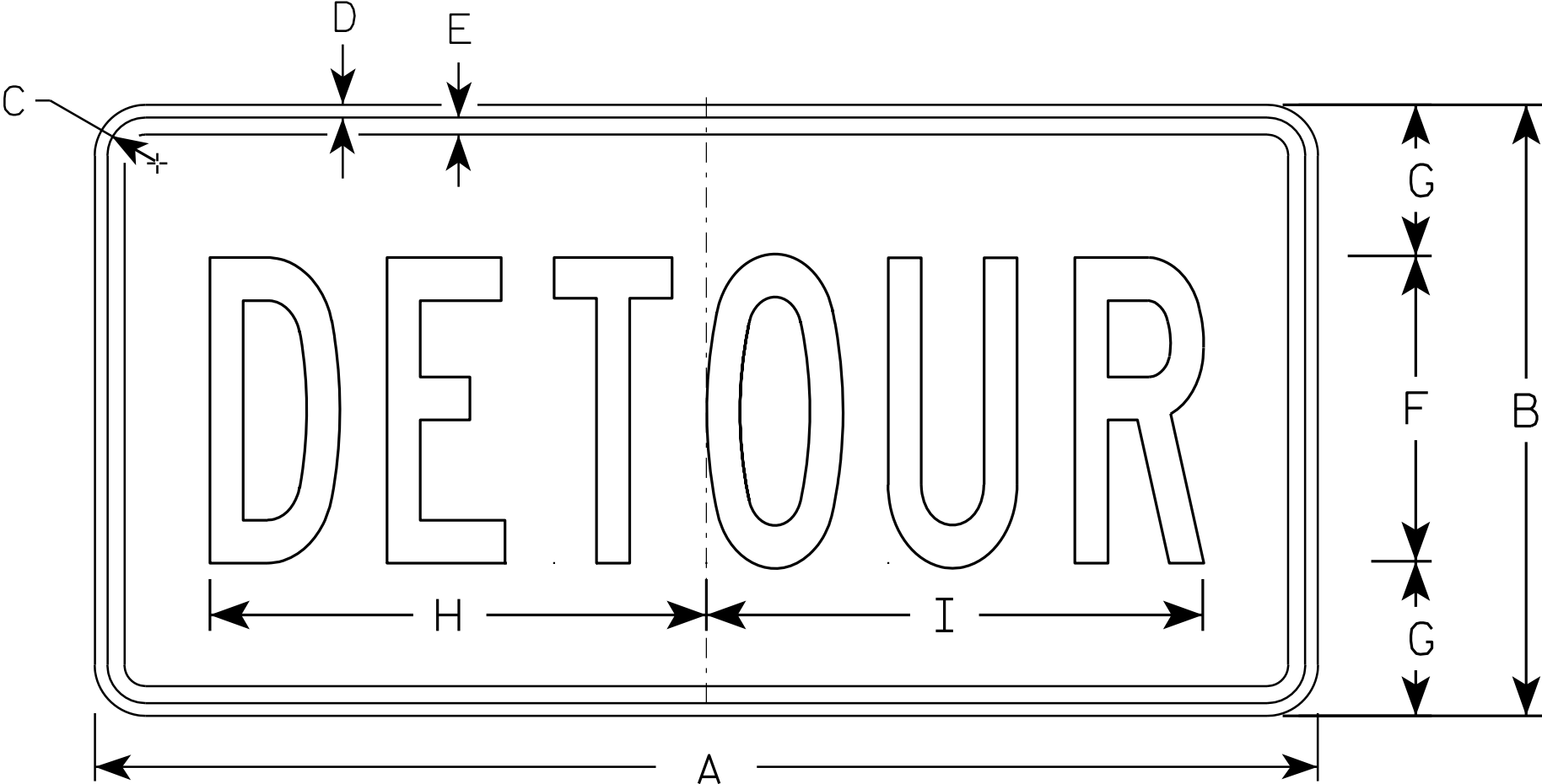
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. 166 M3-1.14

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.



M4 - 8

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																											

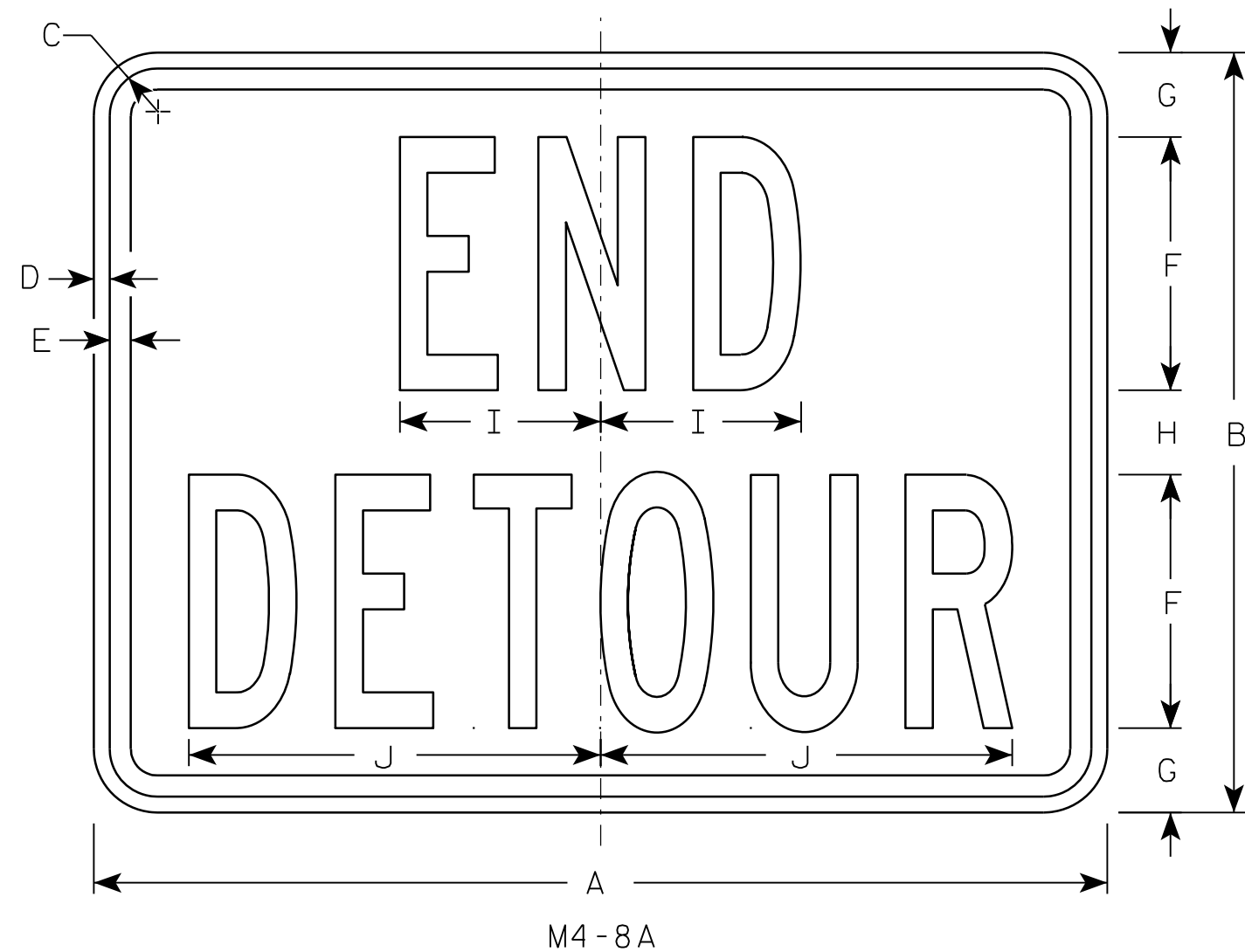
STANDARD SIGN
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - 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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	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																											

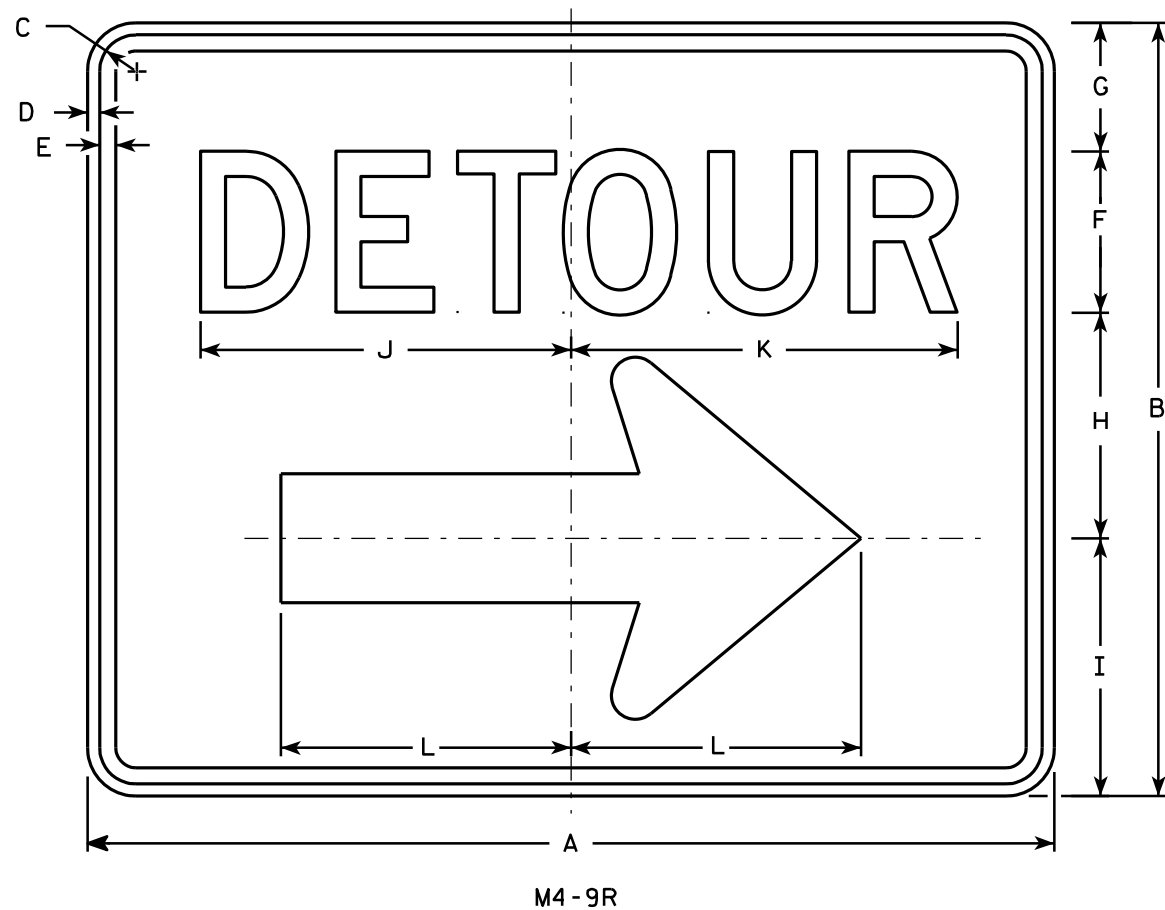
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 168	E
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STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

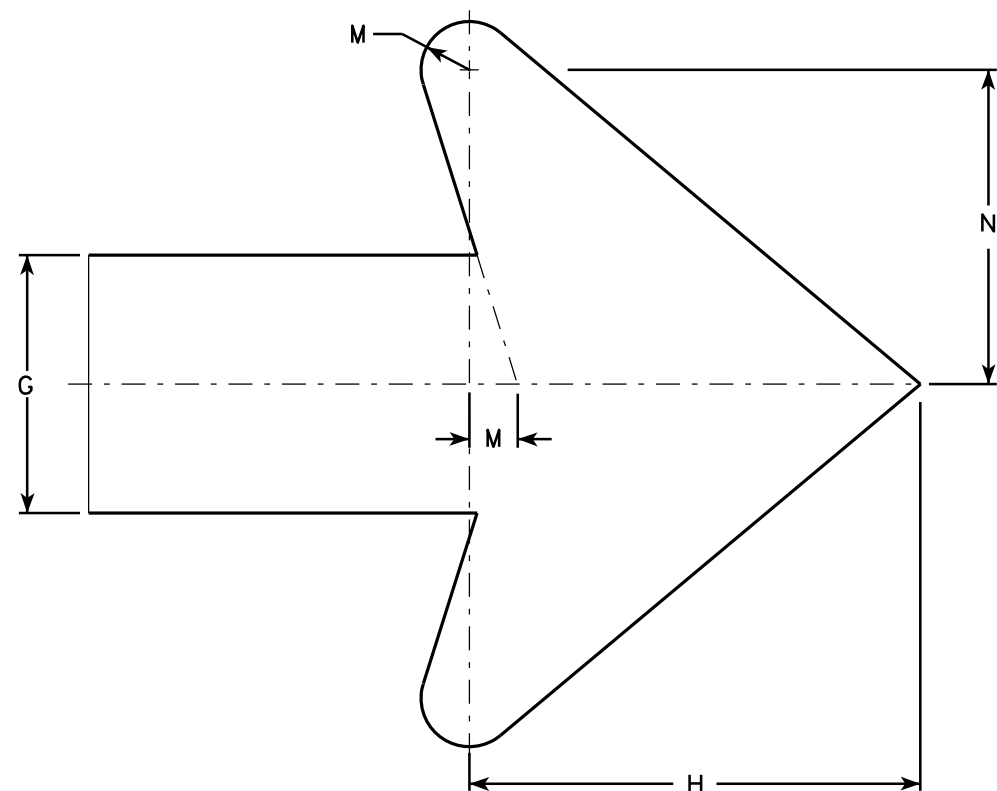
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2



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

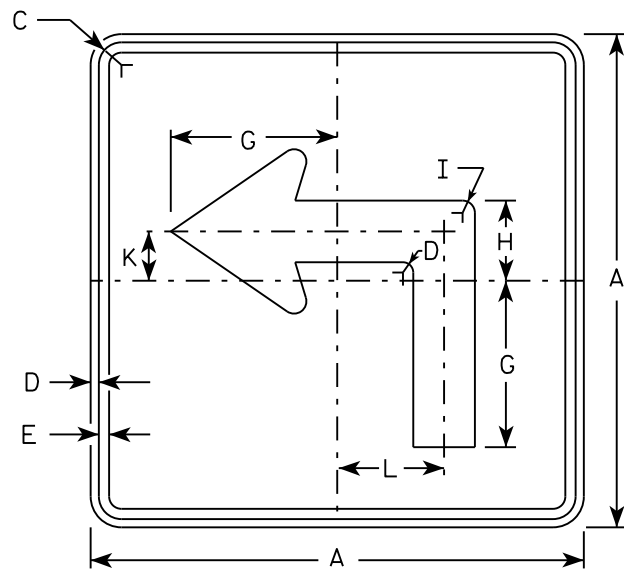
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 169	E
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STANDARD SIGN
M4-9 R & L

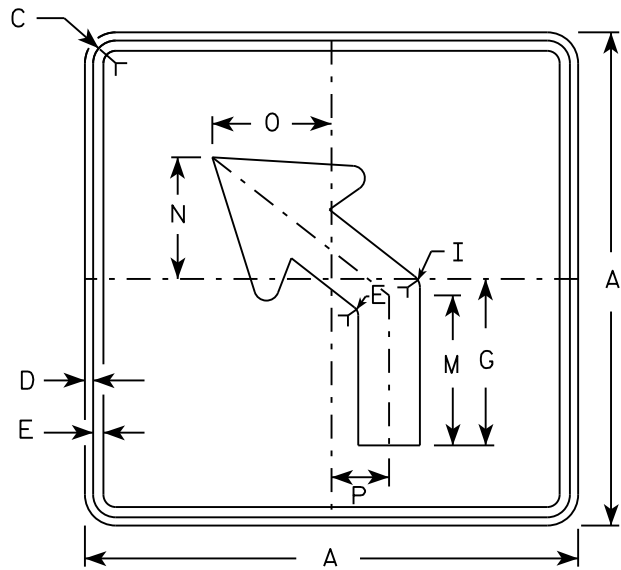
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

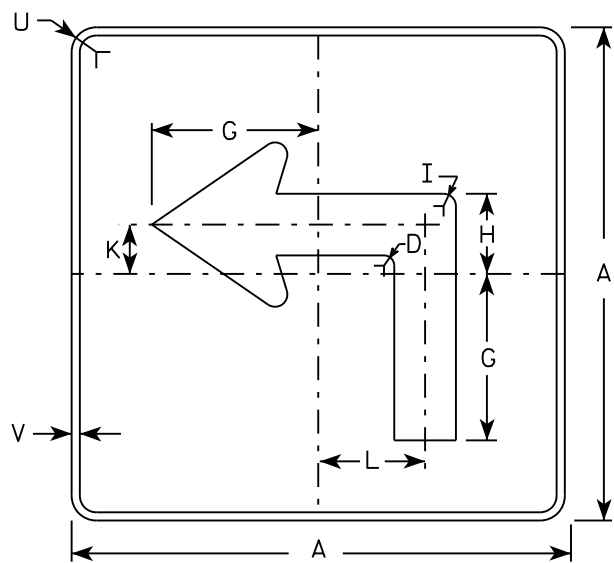
DATE 3/9/11 PLATE NO. M4-9R.4



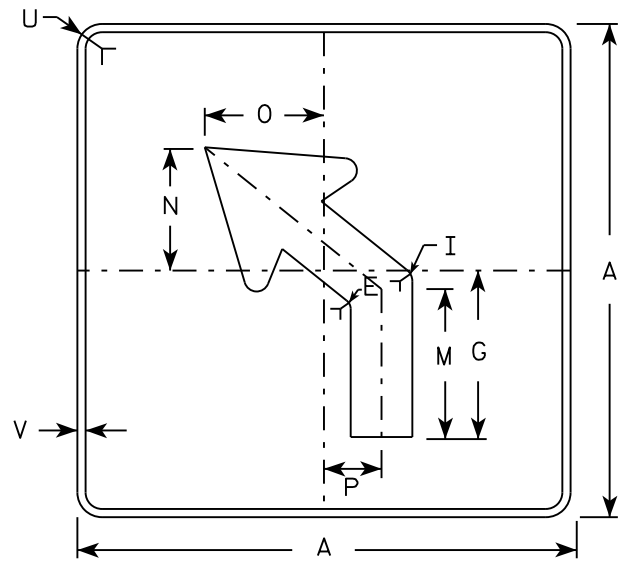
M5-1L
MM5-1L
M05-1L
MP5-1L



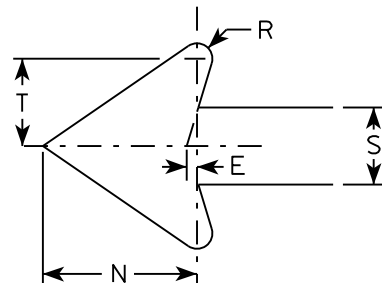
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 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.
- 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
M05-1 and M05-2 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
- M5-1R same as M5-1L except arrow points right.
- 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

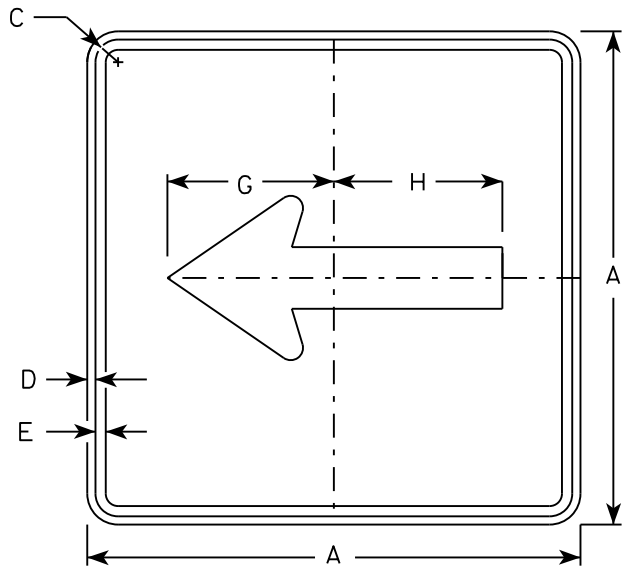
E

STANDARD SIGN
M5-1 & M5-2

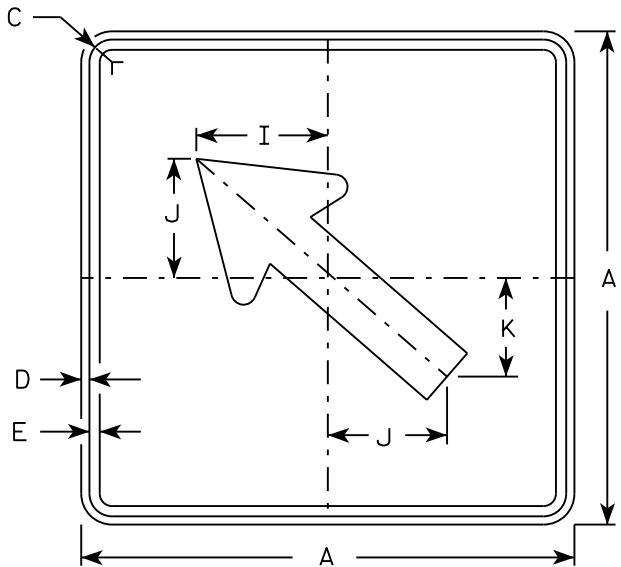
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

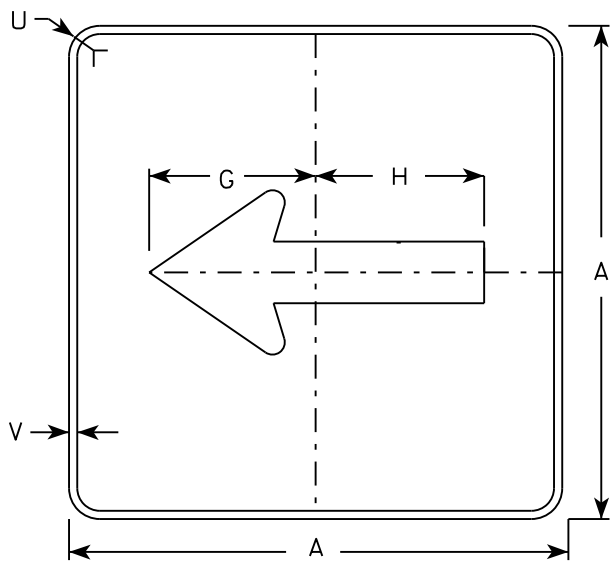
DATE 10/15/15 PLATE 170 M5-1.13



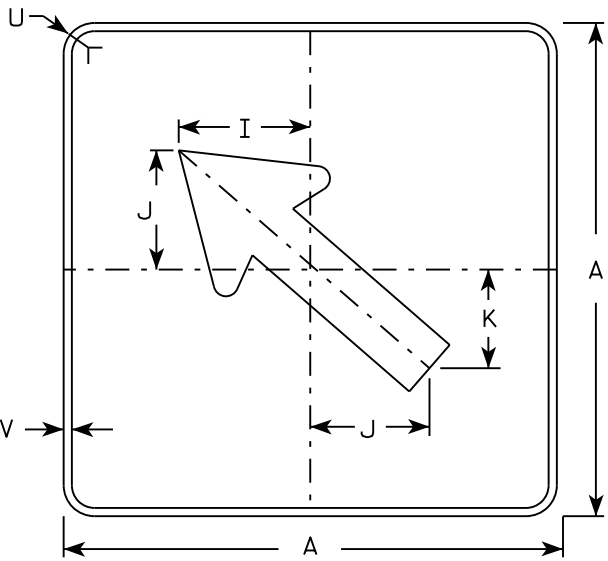
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



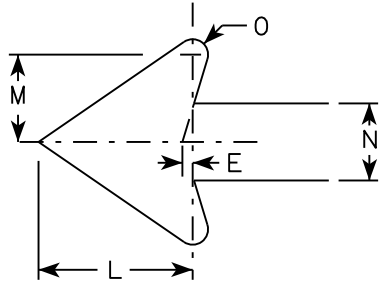
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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
M06-1 and M06-2 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

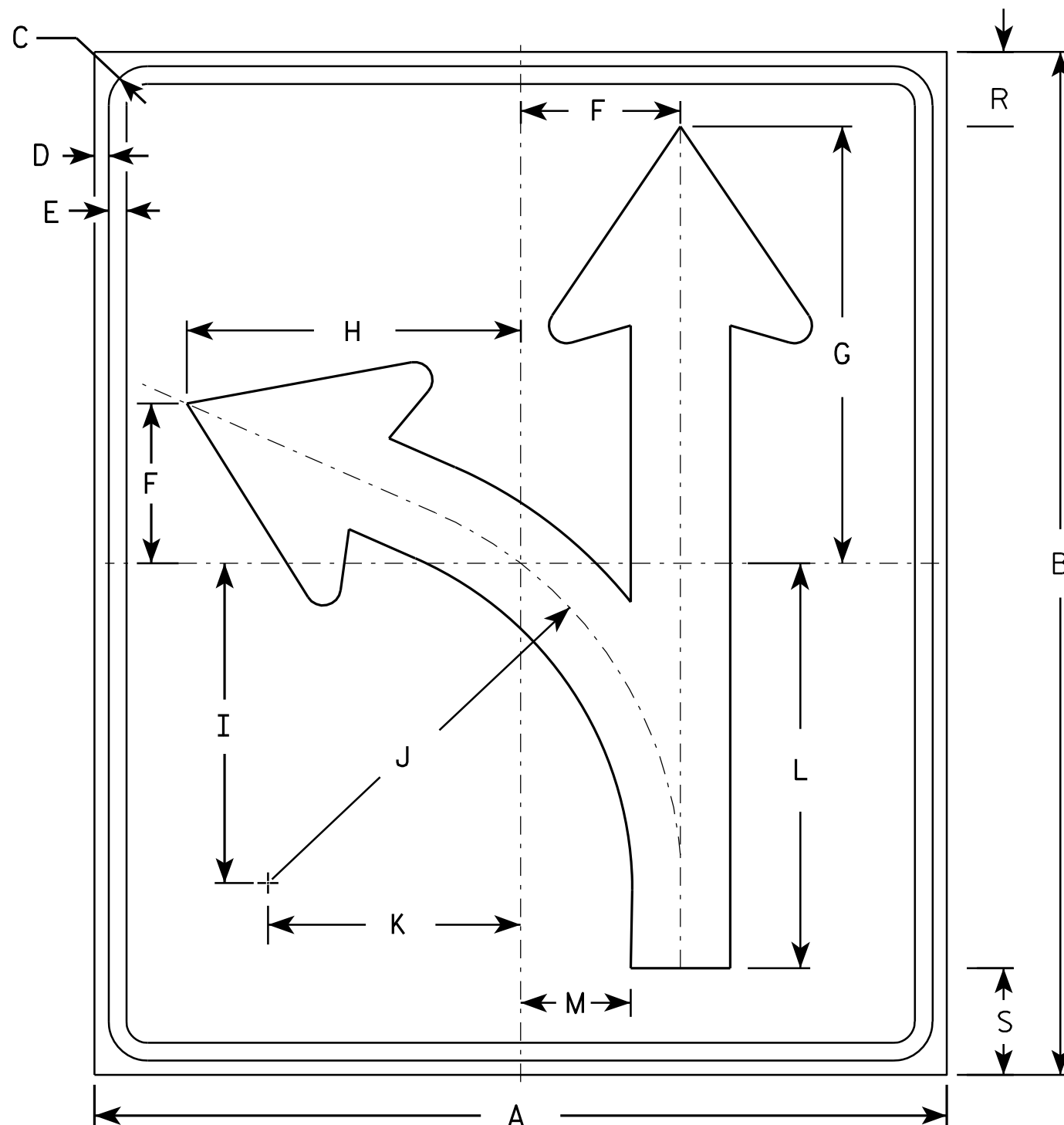
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

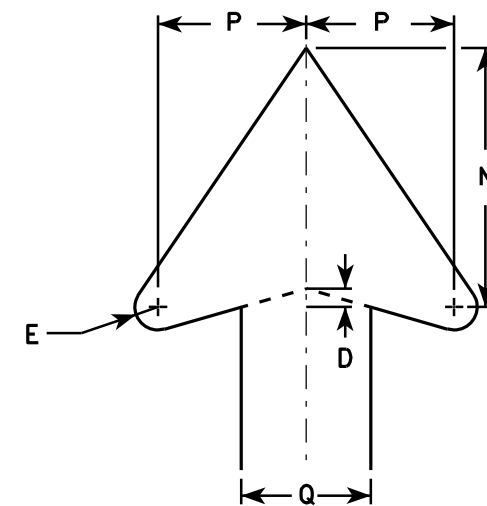
DATE 10/15/15 PLAT 171 M6-1.15



R3-60L

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. 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. R3-60R is the same as R3-60L except curved portion of arrow points to right.

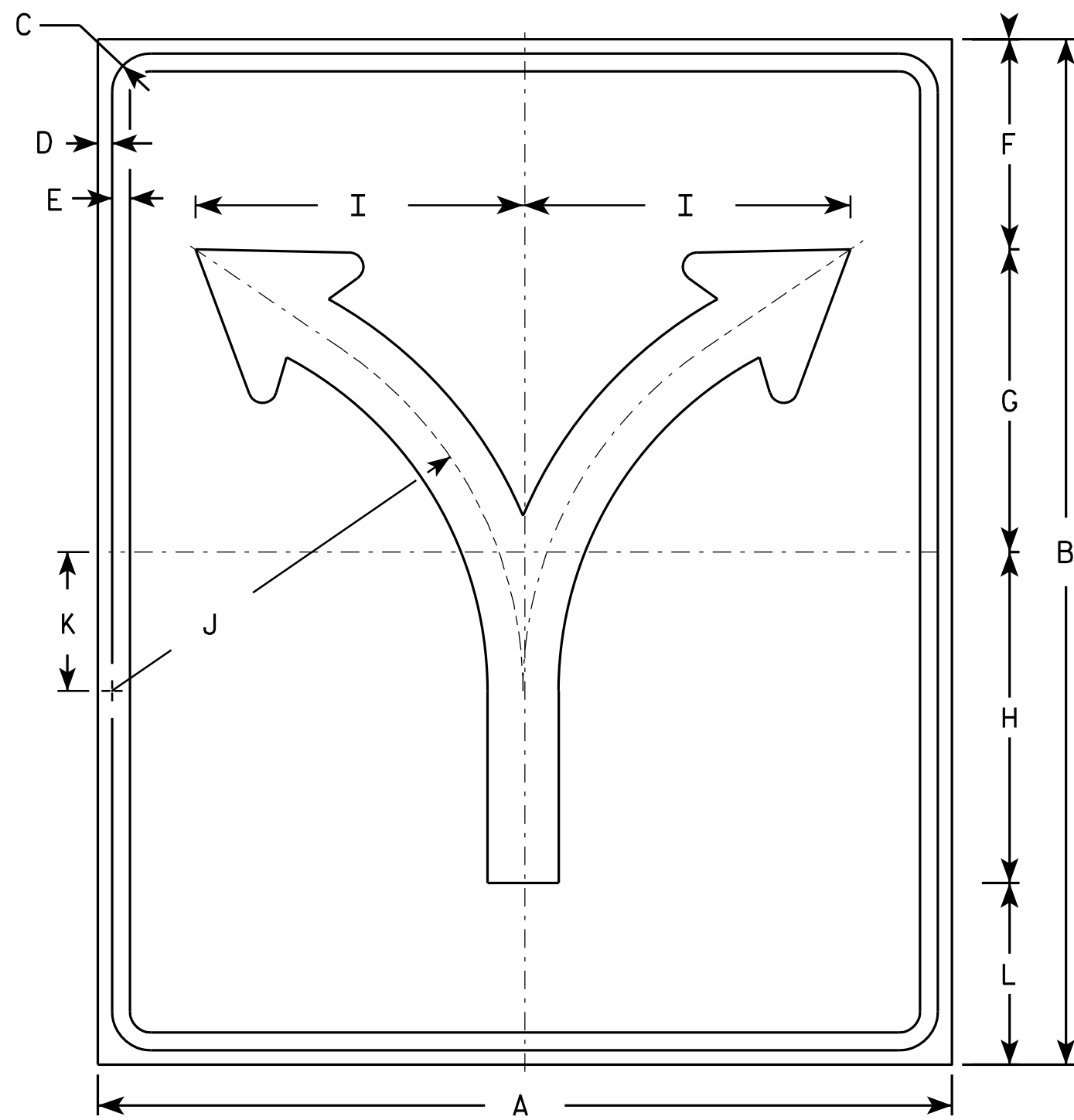


ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3⁄8	1⁄2	5⁄8	5 5⁄8	15 3⁄8	11 1⁄4	5 3⁄8	14 1⁄2	8 7⁄8	14 1⁄4	3 7⁄8	7		4	3 1⁄2	2 5⁄8	3 3⁄4								7.5
2M	30	36	1 3⁄8	1⁄2	5⁄8	5 5⁄8	15 3⁄8	11 1⁄4	5 3⁄8	14 1⁄2	8 7⁄8	14 1⁄4	3 7⁄8	7		4	3 1⁄2	2 5⁄8	3 3⁄4								7.5
3																											
4																											
5																											

STANDARD SIGN R3-60

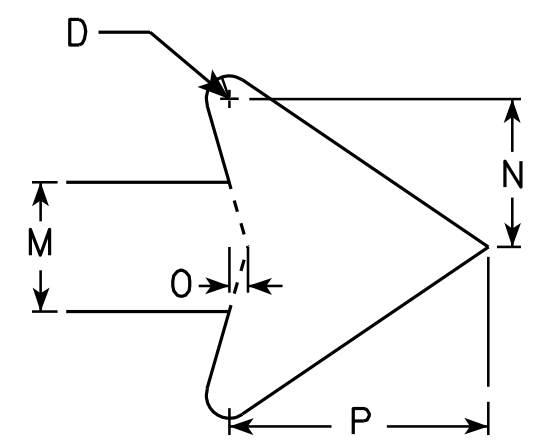
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 3/25/2011 PLATE NO. R3-60.3



R3-60T

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	7 3/8	10 5/8	11 5/8	11 1/2	14 1/2	4 7/8	6 3/8	2 1/2	2 5/8	3/8	4 3/4											7.5
2M	30	36	1 3/8	1/2	5/8	7 3/8	10 5/8	11 5/8	11 1/2	14 1/2	4 7/8	6 3/8	2 1/2	2 5/8	3/8	4 3/4											7.5
3																											
4																											
5																											

STANDARD SIGN

R3-60T

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R3-60T.3

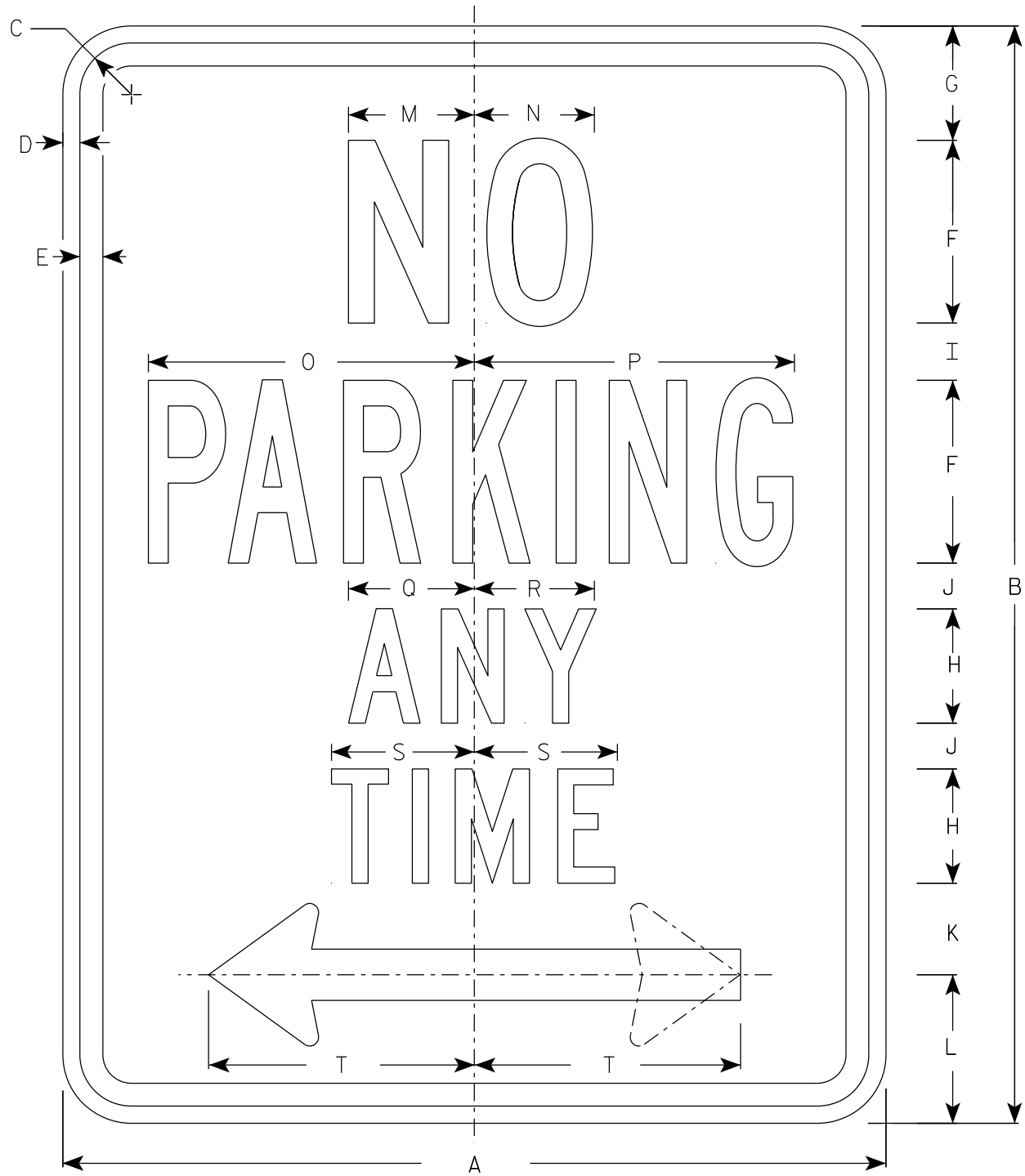
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 173

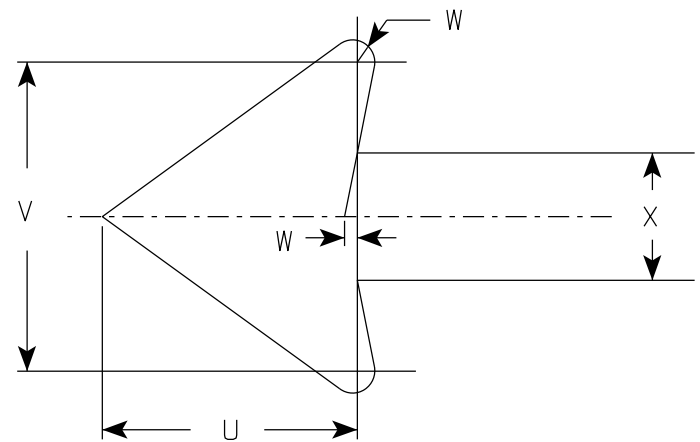
E



R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)



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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN

R7 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/31/2021 PLATE NO. R7-1.10

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 174

E

7

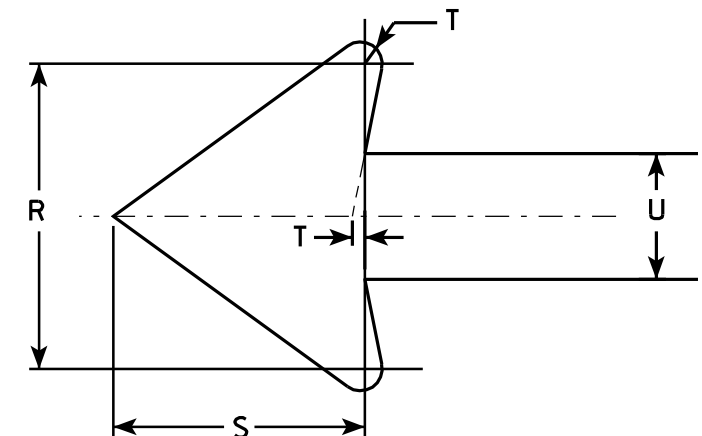


R7-5

* - See Note 5

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 - Green
3. Message Series - See Note 7
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 as required & adjust spacing to achieve proper balance.
6. R7-5D (double arrow)
R7-5L (left arrow)
R7-5R (right arrow)
7. Lines 1, 2 & 3 are series C Copy
Line 4 Series B Copy.



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	2	2	2 1/4	1 1/4	4	2 1/2	2 1/8	2	2 7/8	4 5/8	4 1/2	3 7/8	1 3/4	1 1/2	1/8	3/4						1.5
2S	18	24	1 1/8	3/8	1/2	3	3	2 5/8	1 1/4	5 5/8	3 1/4	3 1/8	3 1/8	4 1/4	6 7/8	6 3/4	5 7/8	2 5/8	2 1/4	1/4	1 1/8						3.0
2M	24	30	1 1/8	3/8	1/2	4	3	3	2	6	3 1/2	4 1/4	4 1/8	5 3/4	9 1/8	9 1/8	7 3/4	3 1/2	3	1/4	1 1/2						5.0
3	24	30	1 1/8	3/8	1/2	4	3	3	2	6	3 1/2	4 1/4	4 1/8	5 3/4	9 1/8	9 1/8	7 3/4	3 1/2	3	1/4	1 1/2						5.0
4																											
5																											

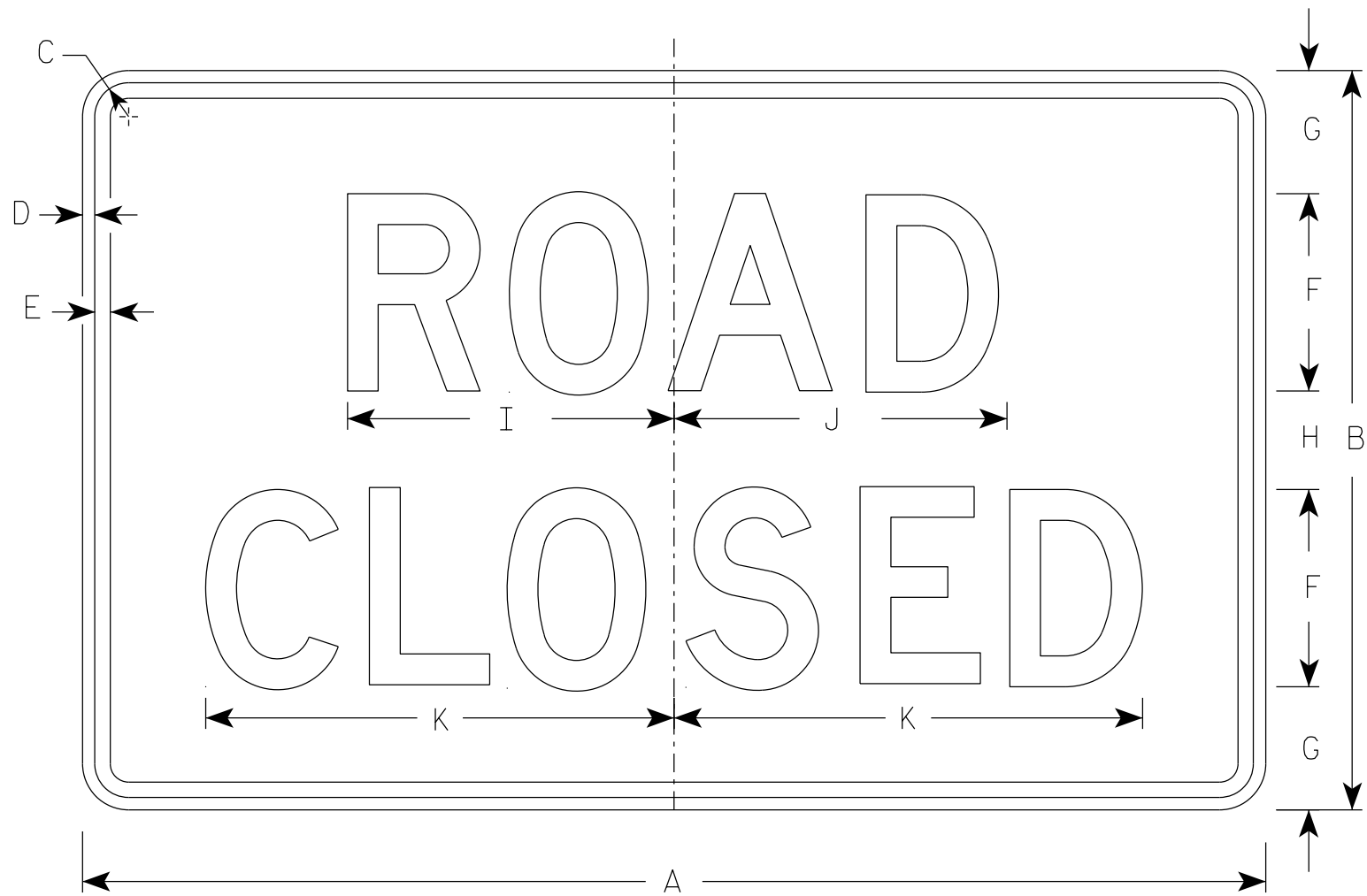
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E
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STANDARD SIGN
R7-5

WISCONSIN DEPT OF TRANSPORTATION

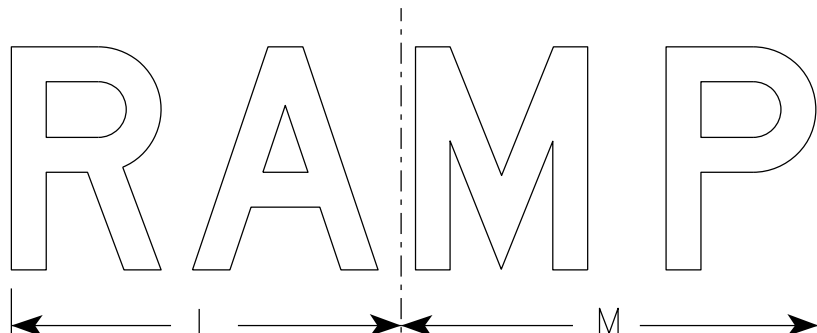
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/31/2011 PLATE NO. R7-5.8

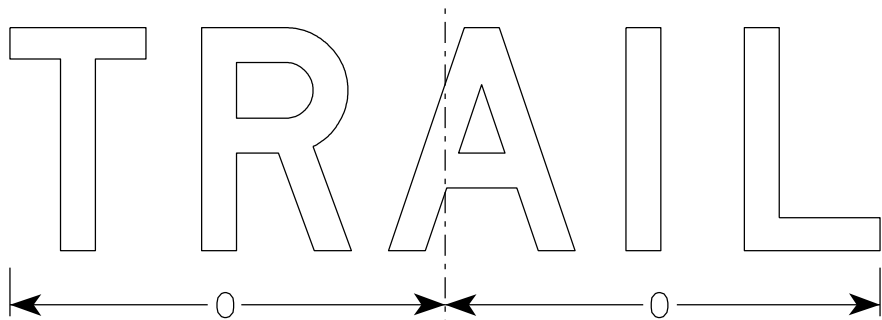


R11-2

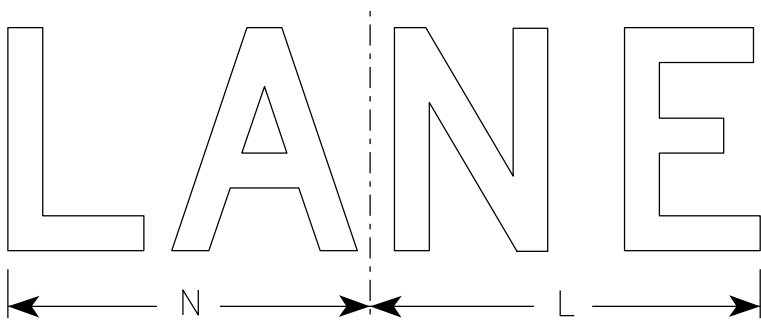
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify the message as required.



R11-2R



R11-2T



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	15 5⁄8												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	15 5⁄8												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	15 5⁄8												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	15 5⁄8												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	15 5⁄8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

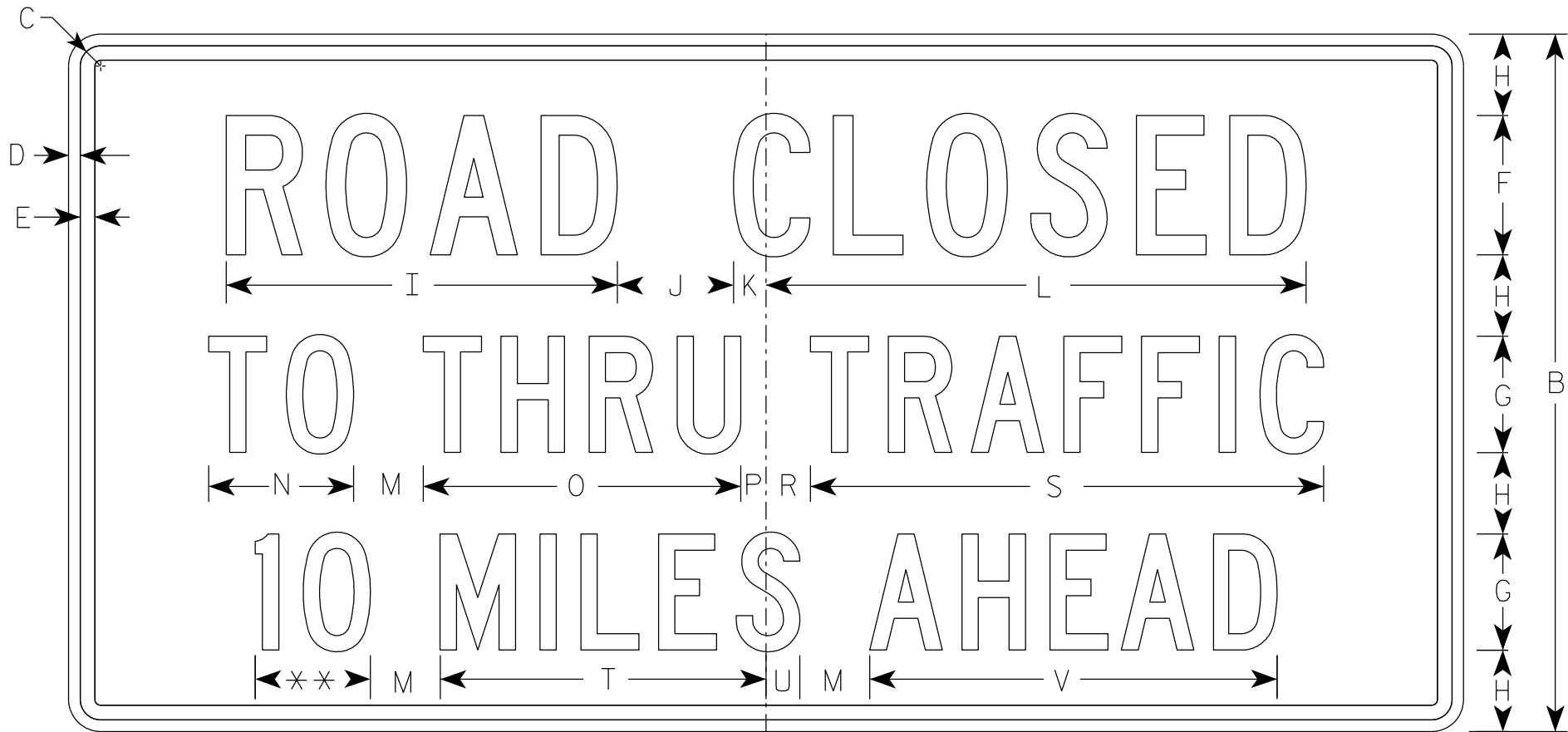
DATE 3/29/2021 PLATE NO. R11-2.11

NOTES

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

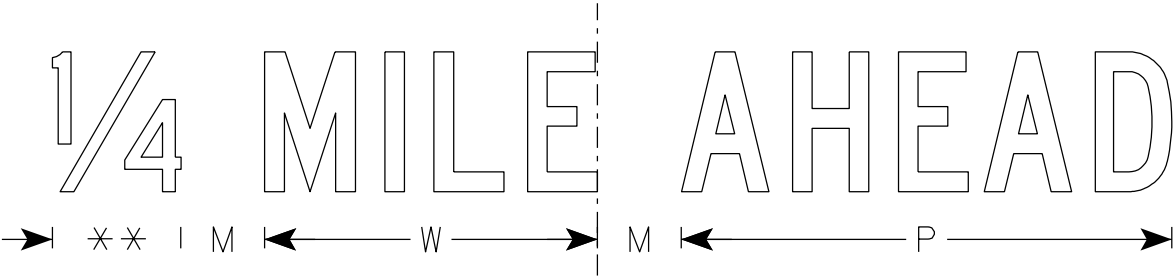
Background - White

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. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

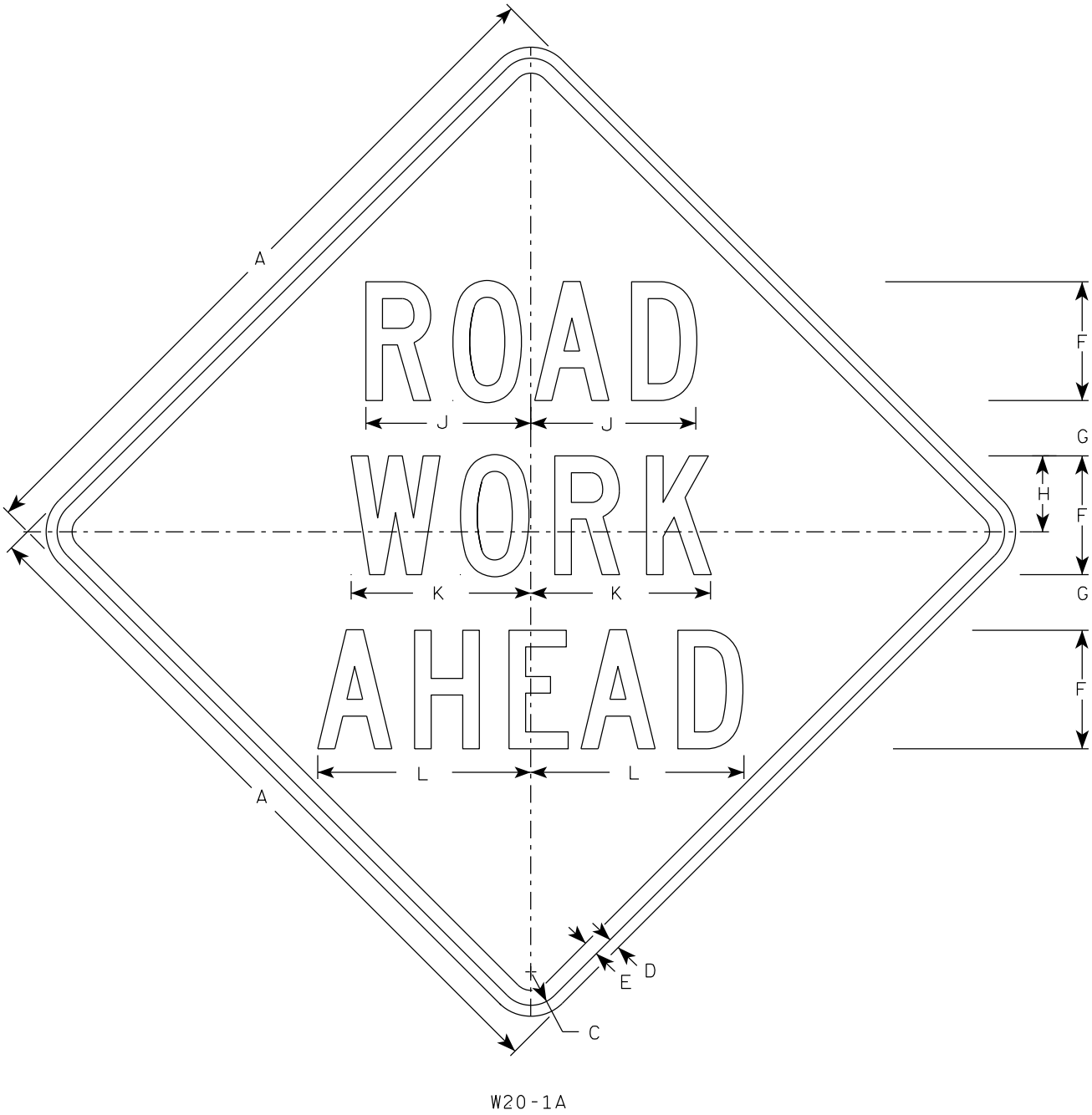
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

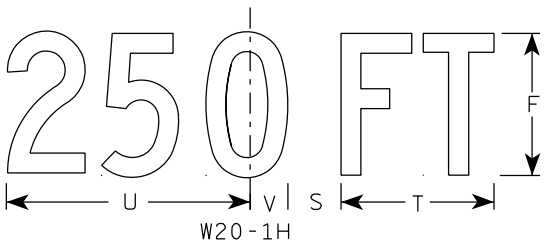
DATE 6/14/2021 PLATE NO. R11-3.9

NOTES

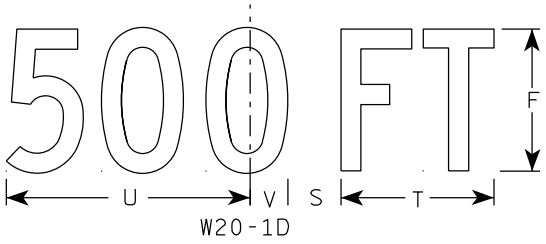
1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



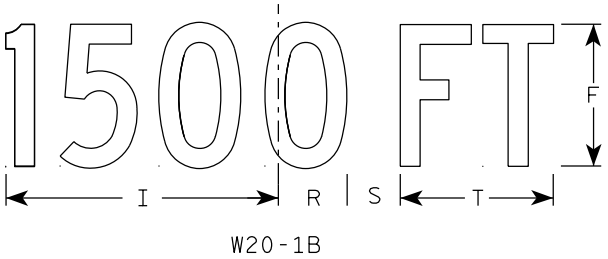
W20-1H



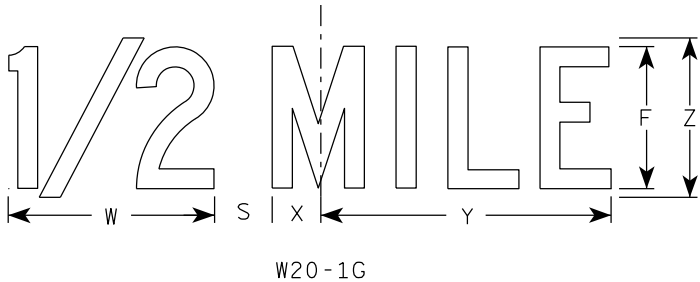
W20-1D



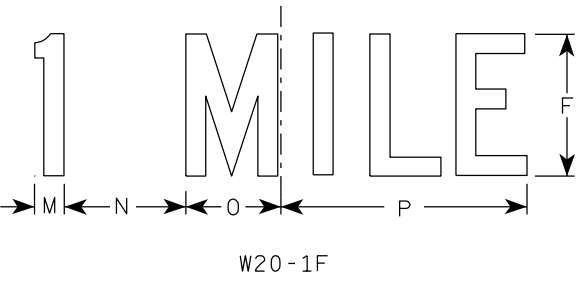
W20-1C



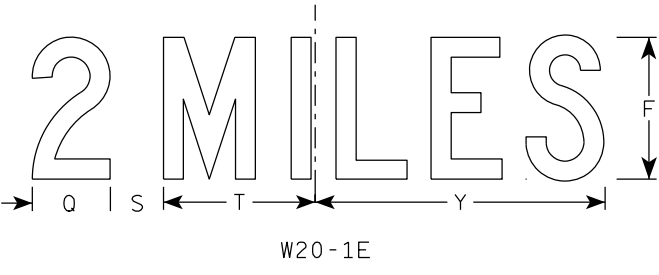
W20-1B



W20-1G



W20-1F



W20-1E

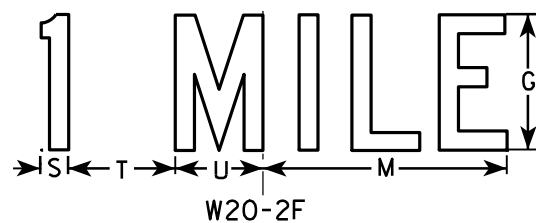
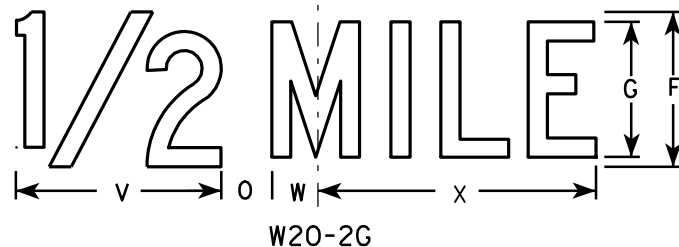
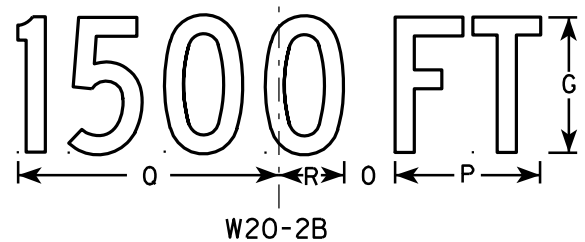
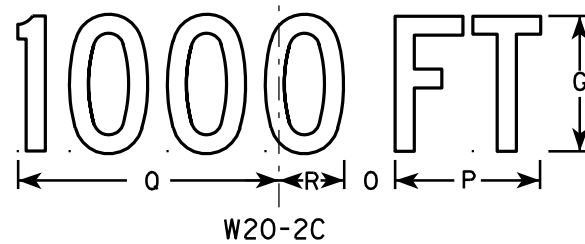
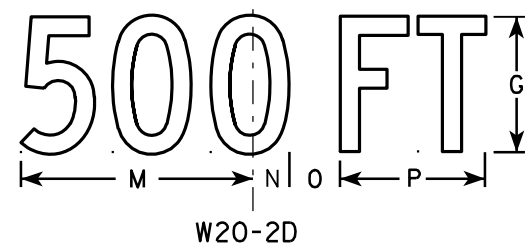
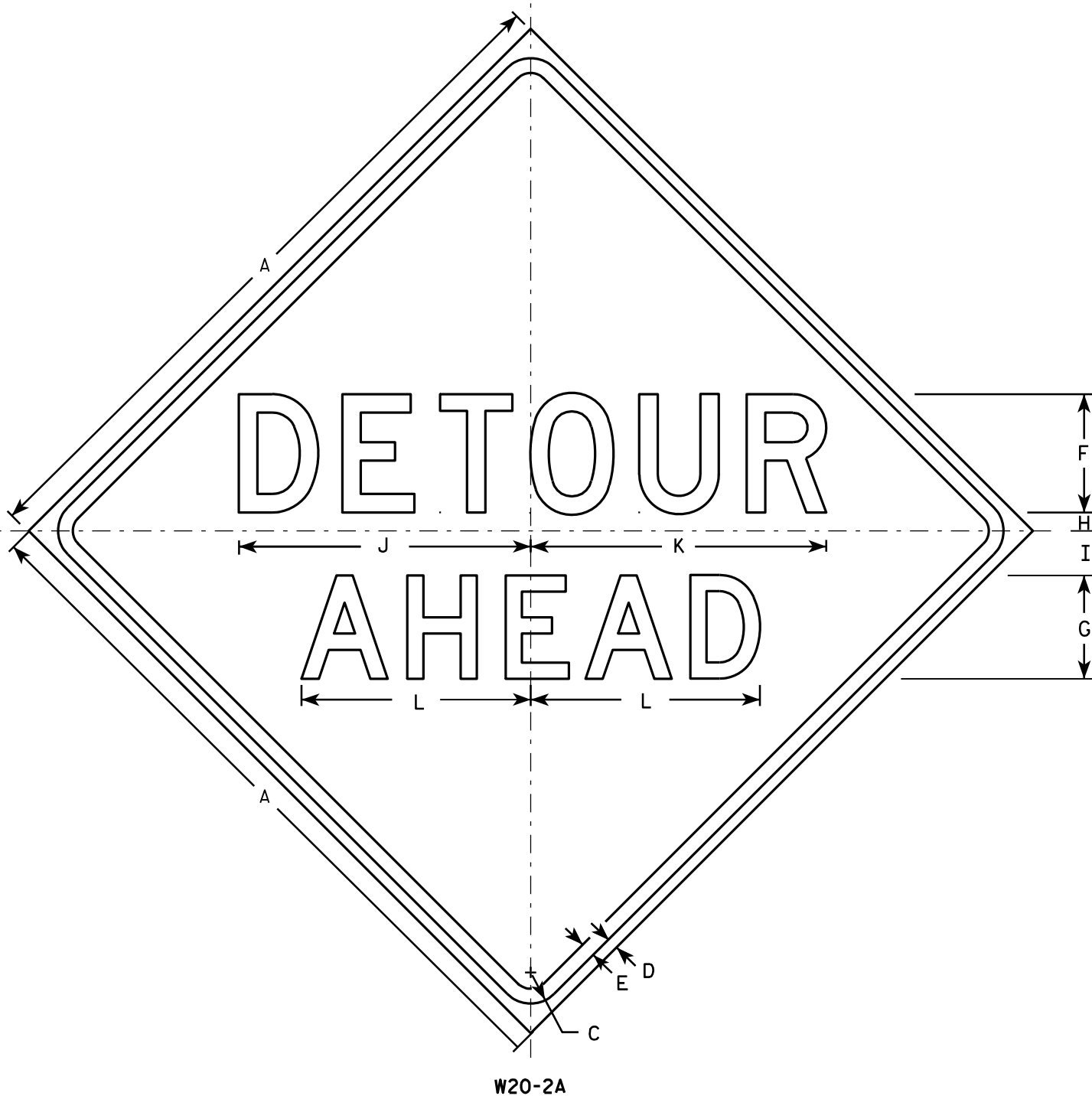
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A _{req} sq. ft.
1	36		1 5⁄8	5⁄8	3⁄4	5	2 5⁄8	3 1⁄4	10 1⁄8	7	7 5⁄8	8 7⁄8	1 1⁄8	4 1⁄2	3 1⁄2	9	3 1⁄4	2 1⁄2	2 1⁄4	5 5⁄8	9	1 3⁄8	8	1 3⁄4	10 3⁄4	6	9.0
2S	48		2 1⁄4	3⁄4	1	8	3 3⁄4	5 1⁄8	15 3⁄8	11 1⁄8	12 1⁄8	14 3⁄8	1 5⁄8	6 7⁄8	5 3⁄8	13 7⁄8	4 3⁄8	3 7⁄8	3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



NOTES

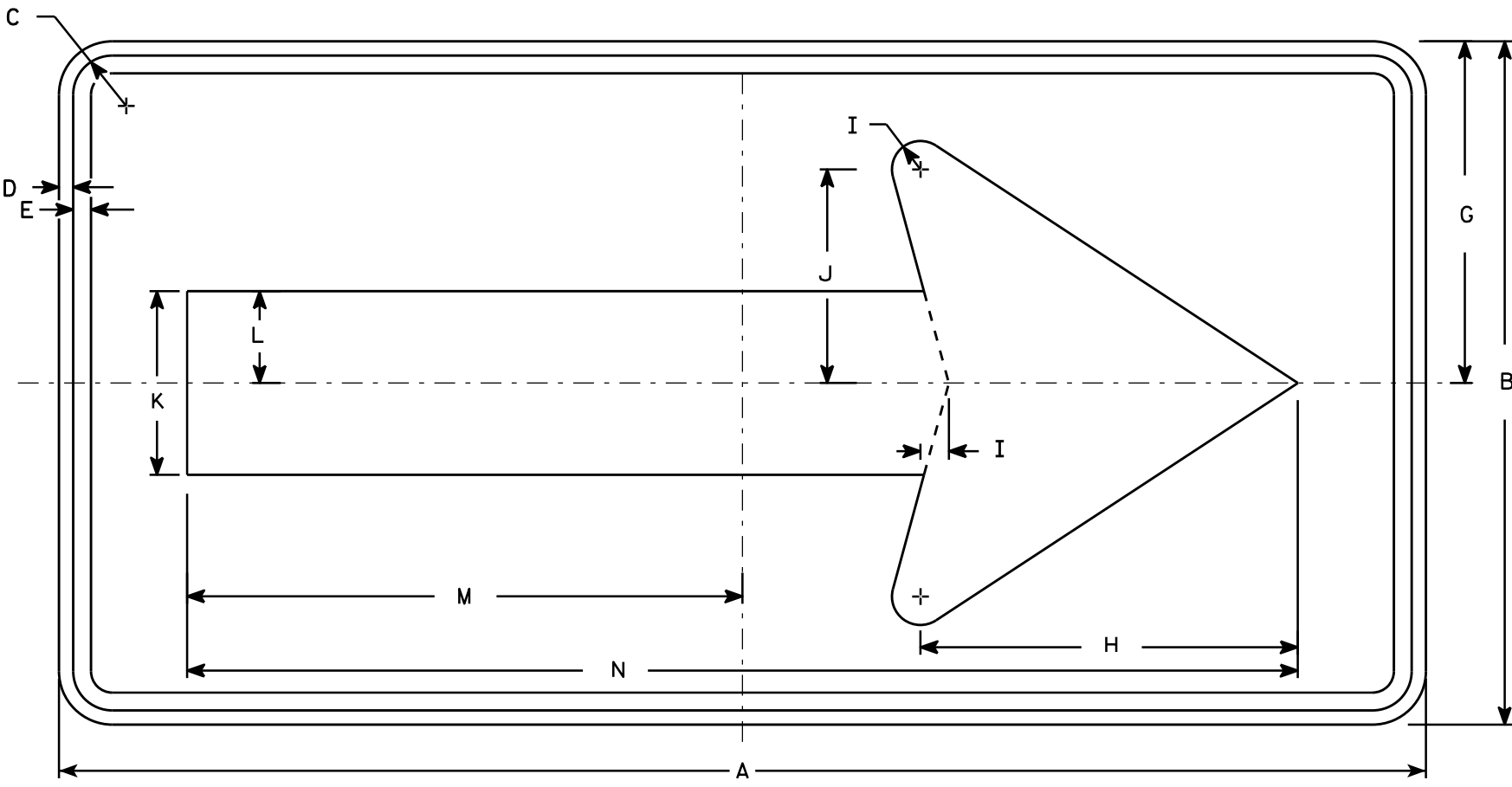
1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be 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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/18/11	PLATE NO. W20-2.6

NOTES

1. Sign is Type II - Type F Reflective - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - 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

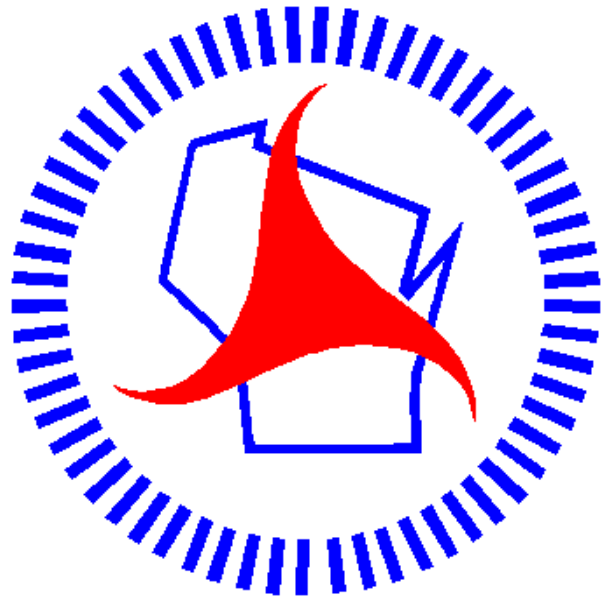
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. 180 W01-6.1

Notes



Wisconsin Department of Transportation

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