WIS APRIL 2022

PROJECT ID: 6933-00-76

COUNTY: WOOD

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
~~Section No.~~	~~7~~	~~Sign Plates~~
~~Section No.~~	~~8~~	~~Structure Plans~~
~~Section No.~~	~~9~~	~~Computer Earthwork Data~~
~~Section No.~~	~~9~~	~~Cross Sections~~

TOTAL SHEETS = 182

41

N

DESIGN DESIGNATION

A.A.D.T.	2021	=	7,900
A.A.D.T.	2041	=	9,400
D.H.V.		=	11.3%
D.D.		=	59/41
T.		=	11.0%
DESIGN SPEED		=	30 MPH / 60 MPH
ESALS		=	TBA

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'E.B.)
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BABCOCK - NEKOOSA

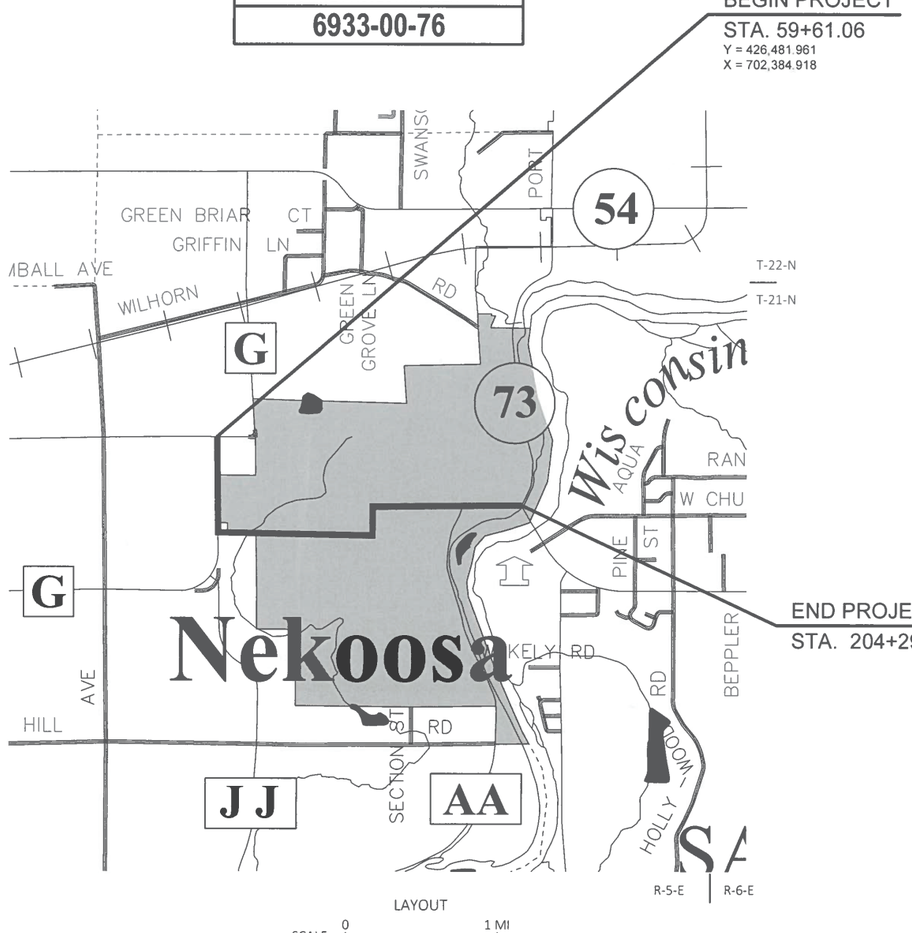
CTH G (N) TO STH 73

STH 173

WOOD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6933-00-76		

STATE PROJECT NUMBER
6933-00-76



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.740 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WOOD COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY
Westwood

WISCONSIN MICHAEL A. MALCOLM E-30025 Appleton, WI PROFESSIONAL ENGINEER

DATE: 7-23-21 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTWOOD
Designer	WESTWOOD
Project Manager	DAN HOLLOWAY
Regional Examiner	CHERYL SIMON
Regional Supervisor	NICHOLE LYSNE

APPROVED FOR THE DEPARTMENT Digitally signed by Daniel Holloway Date: 2021.07.26 09:37:35-05'00'

DATE: (Signature)

E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-010101-TI.DWG PLOT DATE : 5/13/2021 9:55 AM PLOT BY : MATT TOMSOVIC PLOT NAME :

UTILITIES

ELECTRIC	ALLIANT ENERGY - ELECTRIC MICHAEL PEETERS 2710 JEFFERSON ST. WISCONSIN RAPIDS, WI 54494 TELEPHONE: 715-459-1581 EMAIL: MICHAELPEETERS@ALLIANTENERGY.COM
GAS	WE ENERGIES - GAS / PETROLEUM LARRY KOCK 1921 8TH ST. SOUTH WISCONSIN RAPIDS, WI 54494 TELEPHONE: 715-421-7249 EMAIL: LARRY.KOCH@WE-ENERGIES.COM
COMMUNICATION	TDS TELECOM JEFF OLSON 171 PAOLI ST. VERONA, WI 53594 TELEPHONE: 608-845-2219 EMAIL: JEFFREY.OLSON@TDSTELECOM.COM
COMMUNICATION	CHARTER COMMUNICATIONS JIM CHRISTOPHERSON 5024 HEFFRON ST STEVENS POINT, WI 54481 TELEPHONE: 715-952-1264 EMAIL: JAMES.CHRISTOPHERSON@CHARTER.COM
COMMUNICATION	SOLARUS DENNIS PIERCE 440 E. GRAND AVE. WISCONSIN RAPIDS, WI 54494 TELEPHONE: 715-421-8172 EMAIL: PIERCE@SOLARUS.NET

WATER	NEKOOSA MUNICIPAL WATER UTILITY RICK SCHMIDT 951 MARKET ST NEKOOSA, WI 54457 TELEPHONE: 715-572-3614 EMAIL: RSCHMIDT@NEKOOSAWI.COM
GAS	ENBRIDGE ENERGY - GAS/PETROLEUM RYAN BOHMAN 4898 YOUND RD VESPER, WI 54489 TELEPHONE: 715-213-0398 EMAIL: RYAN.BOHMAN@ENBRIDGE.COM
SEWER	DOMTAR HEATH BOHMAN 301 POINT BASSE AVE NEKOOSA, WI 54457 TELEPHONE: 715-886-7369 EMAIL: HEATH.BOHMAN@DOMTAR.COM
WATER	DOMTAR HEATH BOHMAN 301 POINT BASSE AVE NEKOOSA, WI 54457 TELEPHONE: 715-886-7369 EMAIL: HEATH.BOHMAN@DOMTAR.COM
SEWER	NEKOOSA WASTEWATER TREATMENT FACILITY RICK SCHMIDT 951 MARKET ST NEKOOSA, WI 54457 TELEPHONE: 715-572-3614 EMAIL: RSCHMIDT@NEKOOSAWI.COM

OTHER CONTACTS

DNR LIAISON	BRAD BETTHAUSER WDNR - WISCONSIN RAPIDS SERVICE CENTER 473 GRIFFITH DRIVE WISCONSIN RAPIDS, WI 54494 TELEPHONE: (715) 421-7851 EMAIL: BRADLEY.BETTHAUSER@WISCONSIN.GOV

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

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	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 -	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
TURF	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 -			0.25			0.27			0.28			0.30
TURF			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

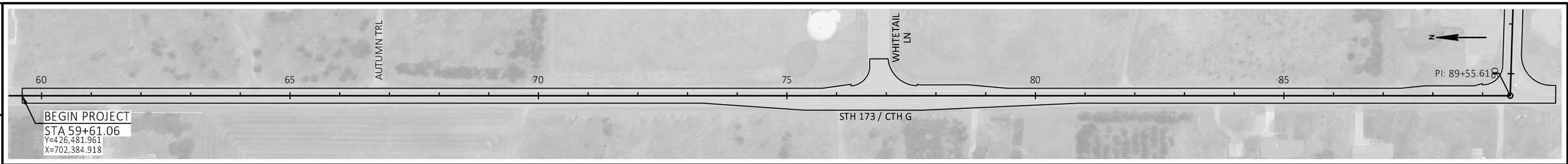
ORDER OF "SECTION 2" SHEETS

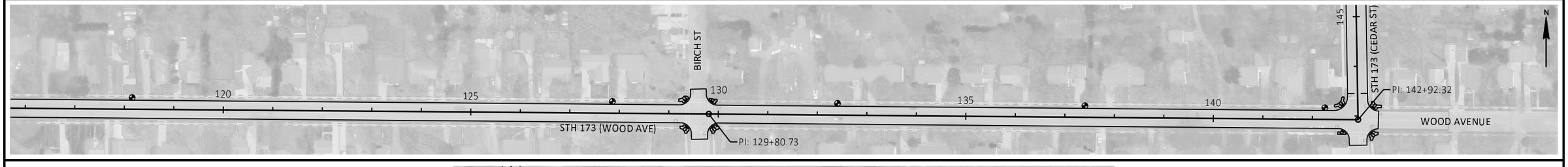
SHEET TITLE
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PAVING DETAILS
CURB RAMP DETIALS
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL AND STAGING
DETOUR

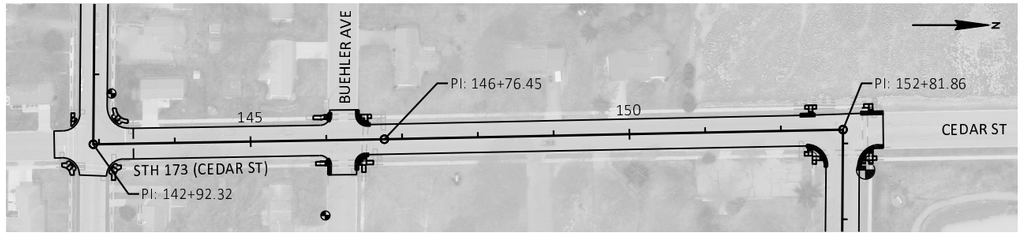
GENERAL NOTES

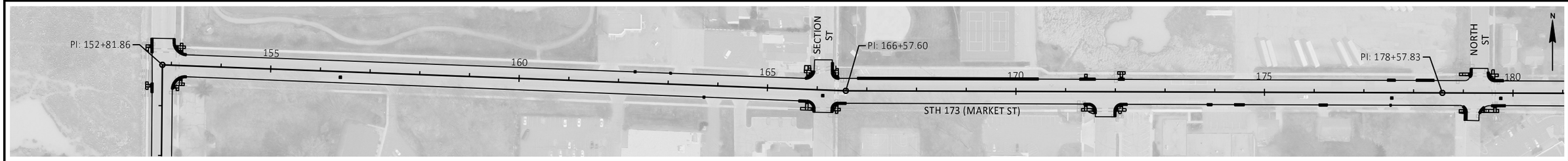
LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

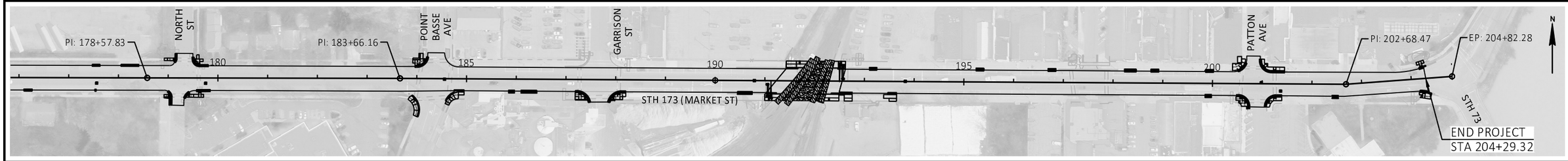
THE PROJECT REFERENCE LINE IS BASED ON AS-BUILT PLAN AND FIELD INFORMATION. THE LOCATION OF THE REFERENCE LINE MAY VARY SLIGHTLY FROM THE ACTUAL CENTER LINE.





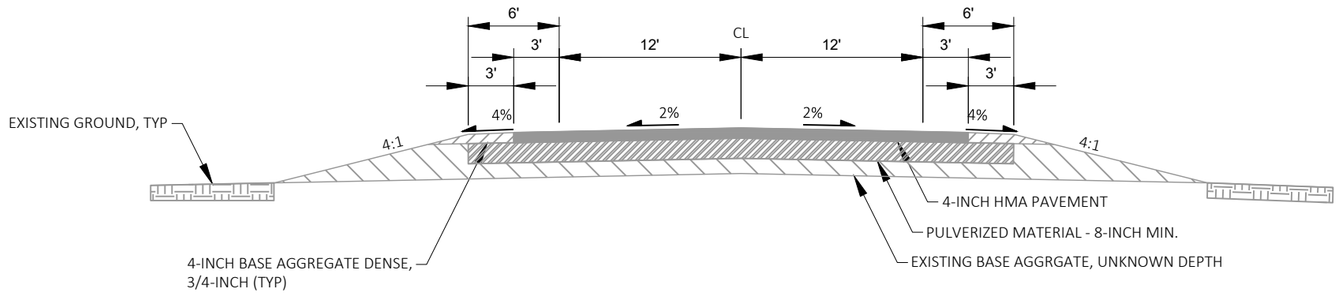






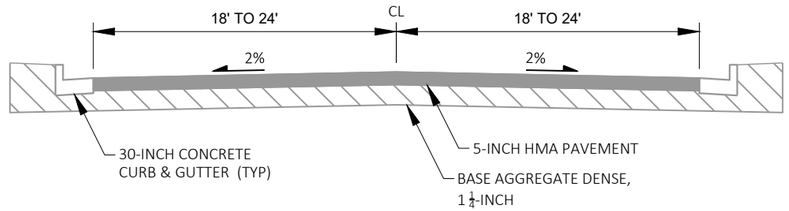
PROJECT NO: 6933-00-06	HWY: STH 173	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-020201-PO.DWG
LAYOUT NAME - 693300-020201-po
PLOT DATE : 7/20/2021 9:52 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



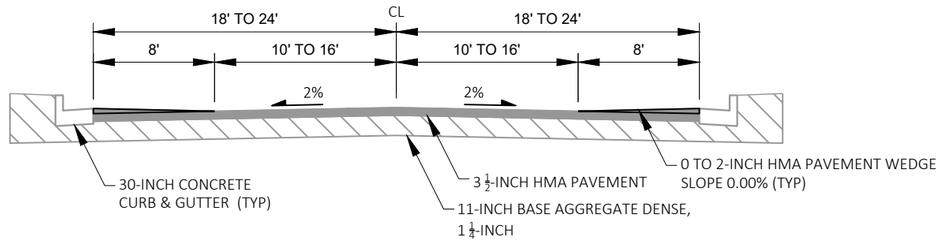
EXISTING TYPICAL SECTION FOR STH 173

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



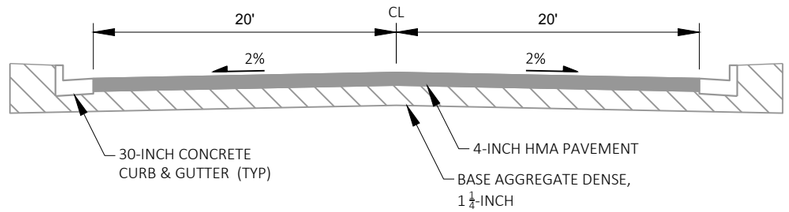
EXISTING TYPICAL SECTION FOR STH 173

STA 88+94.85 - STA 97+90.00
STA 143+45.47 - STA 152+14.00



EXISTING TYPICAL SECTION FOR STH 173

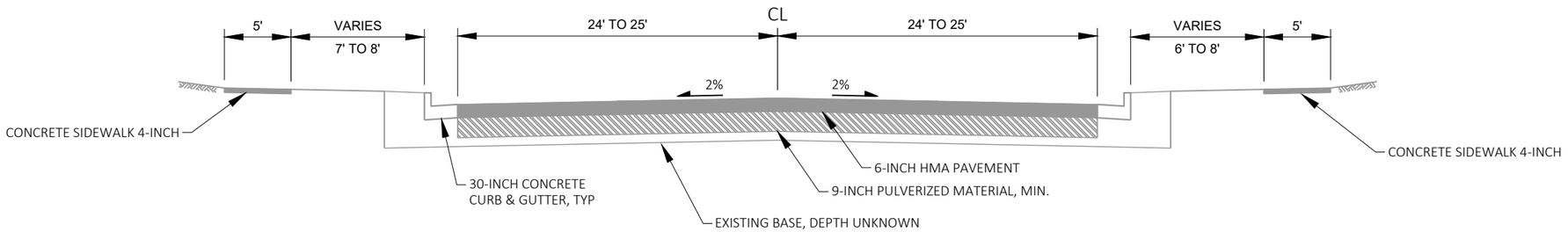
STA 112+11.00 - STA 143+45.47



EXISTING TYPICAL SECTION FOR STH 173

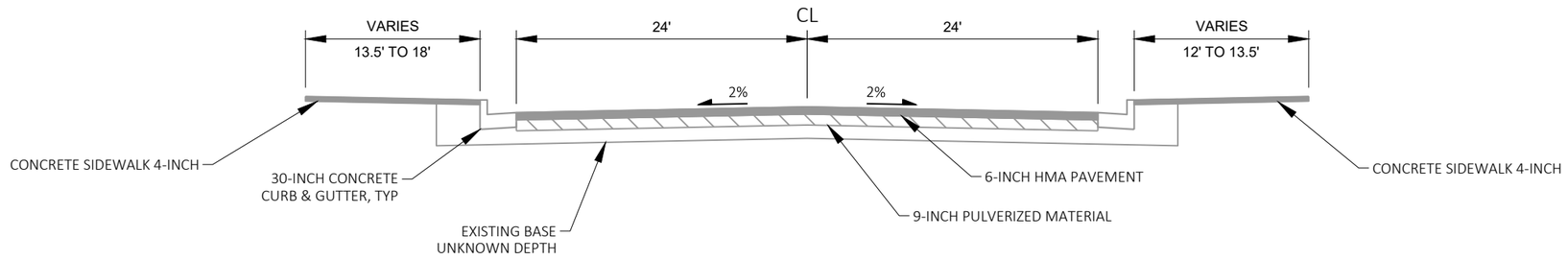
STA 152+14 - STA 165+28

2



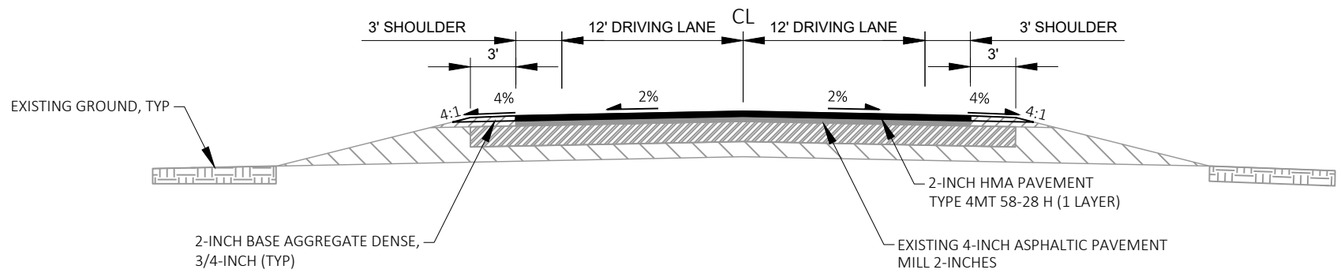
EXISTING TYPICAL SECTION FOR STH 173

STA 165+28 - STA 183+70



EXISTING TYPICAL SECTION FOR STH 173

STA 183+70 - STA 203+72

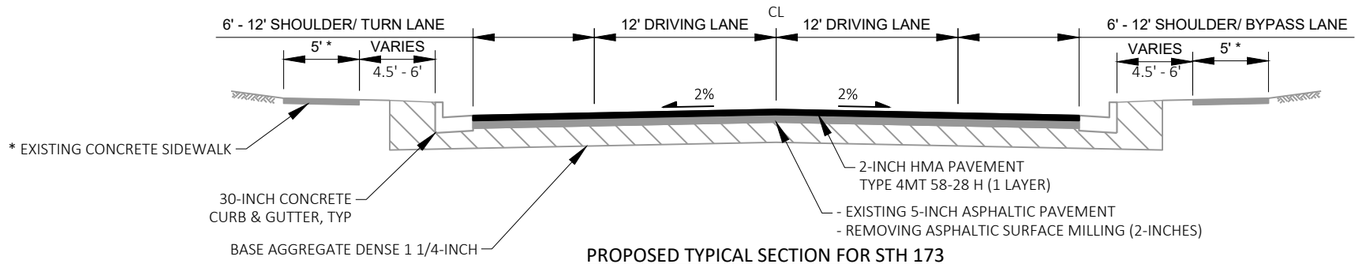


PROPOSED TYPICAL SECTION FOR STH 173 (WOOD AVE)

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

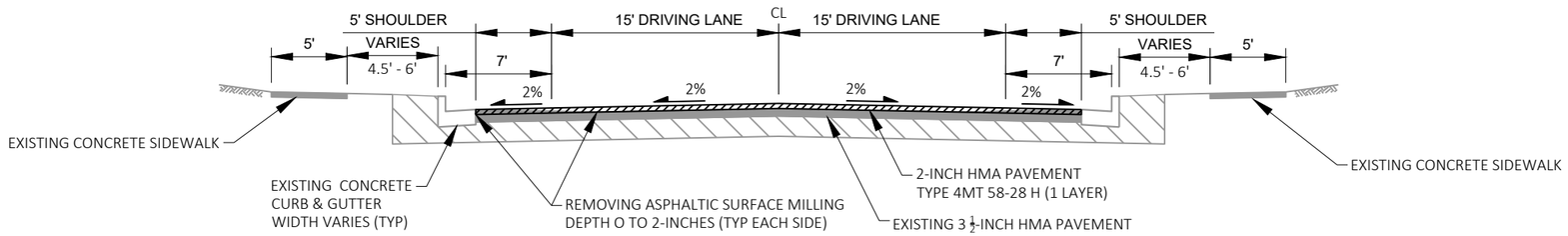
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 5	E

2



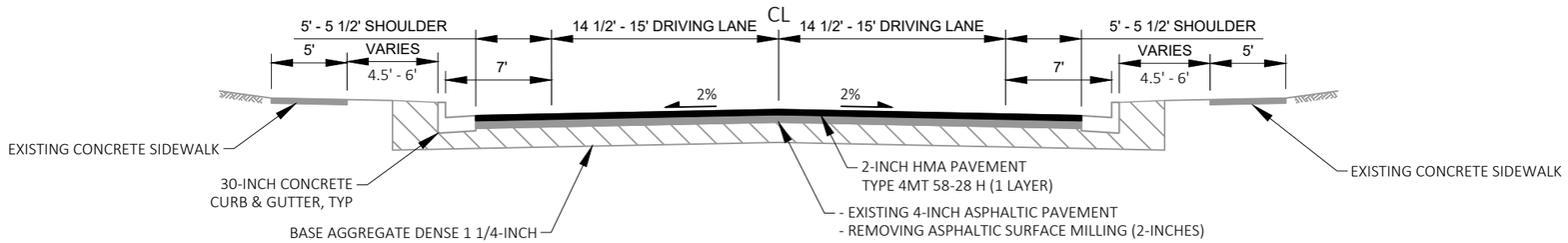
PROPOSED TYPICAL SECTION FOR STH 173

STA 88+94.85 - STA 97+90



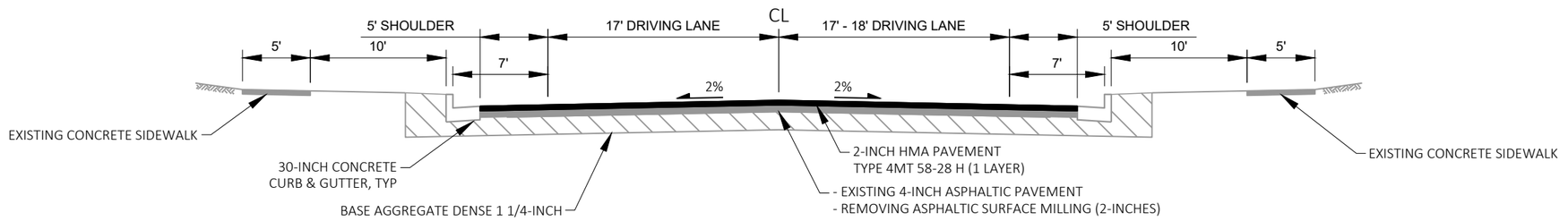
PROPOSED TYPICAL SECTION FOR STH 173 (WOOD AVE)

STA 112+11.06 - STA 143+45.47



PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

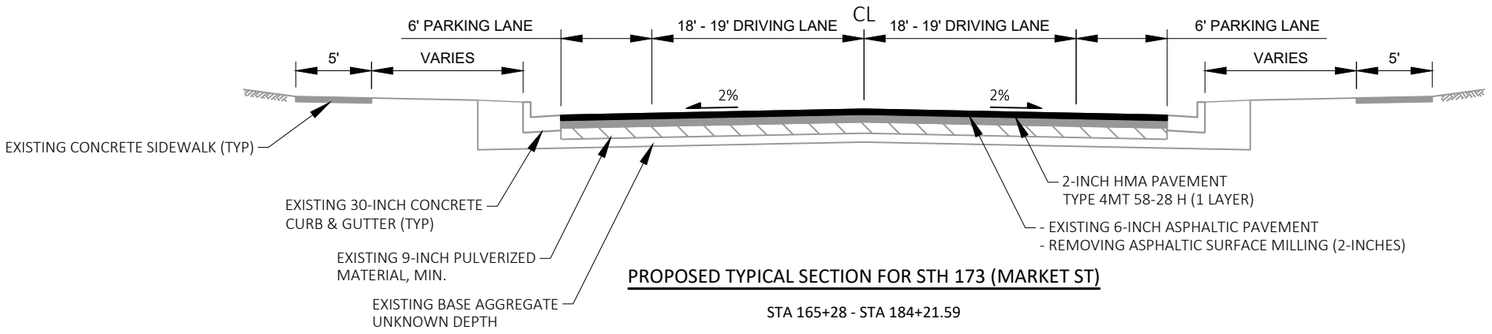
STA 143+45.47 - STA 152+14



PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

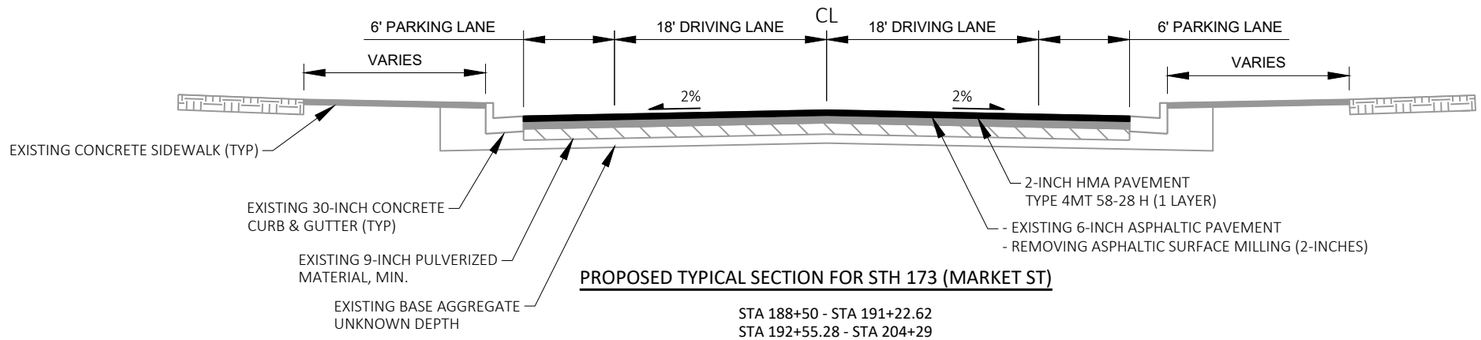
STA 152+14 - STA 165+28

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 6	E



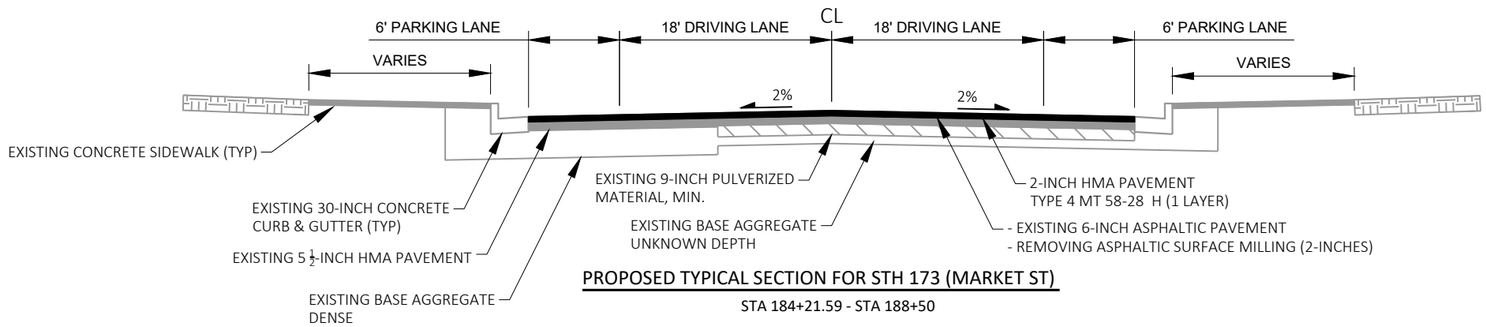
PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

STA 165+28 - STA 184+21.59



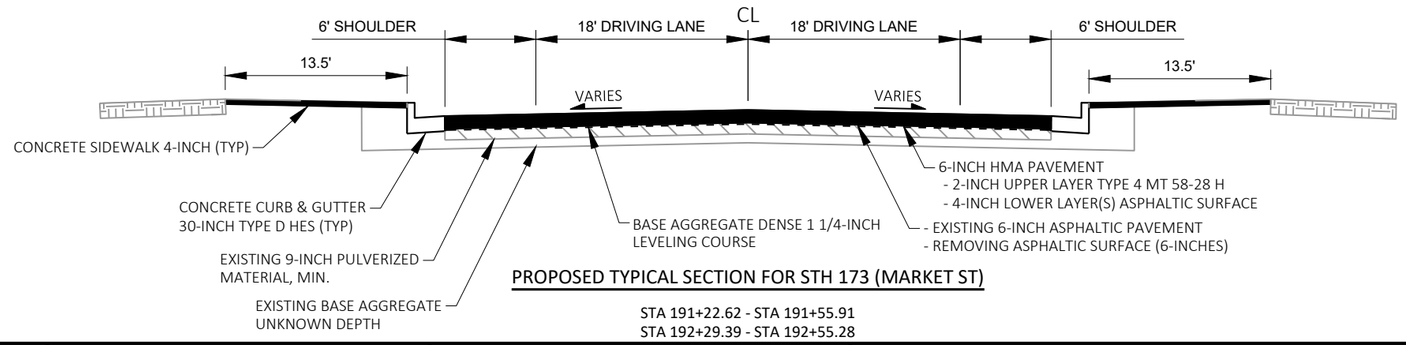
PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

STA 188+50 - STA 191+22.62
STA 192+55.28 - STA 204+29



PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

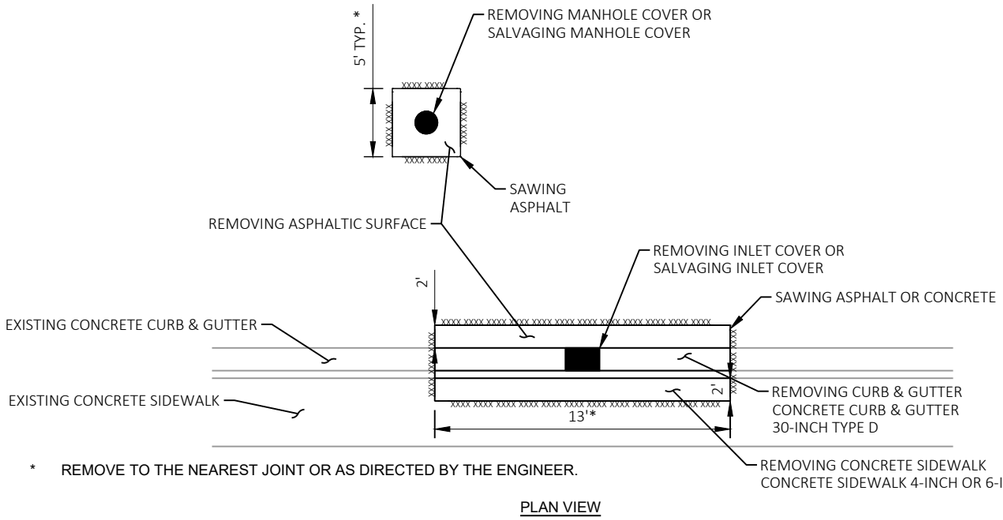
STA 184+21.59 - STA 188+50



PROPOSED TYPICAL SECTION FOR STH 173 (MARKET ST)

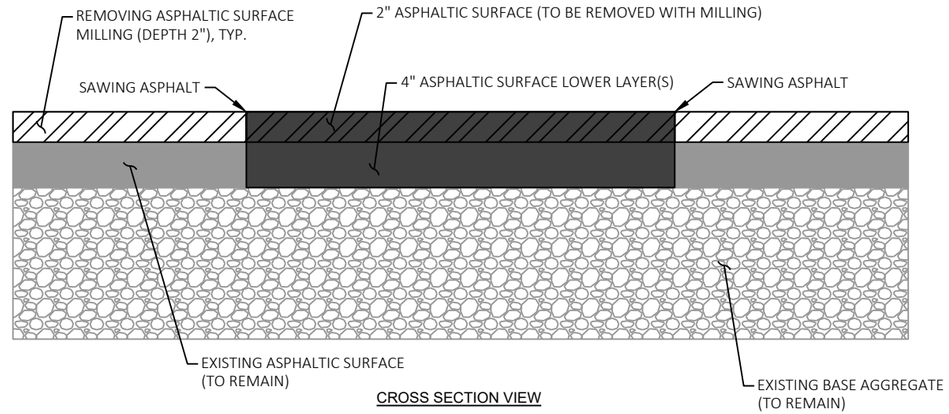
STA 191+22.62 - STA 191+55.91
STA 192+29.39 - STA 192+55.28

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 7	E



* REMOVE TO THE NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

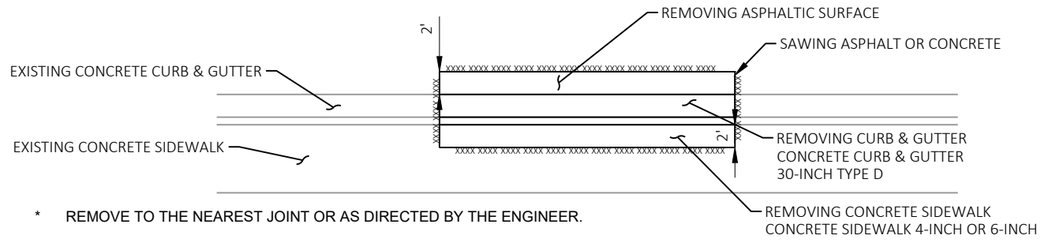
PLAN VIEW



CROSS SECTION VIEW

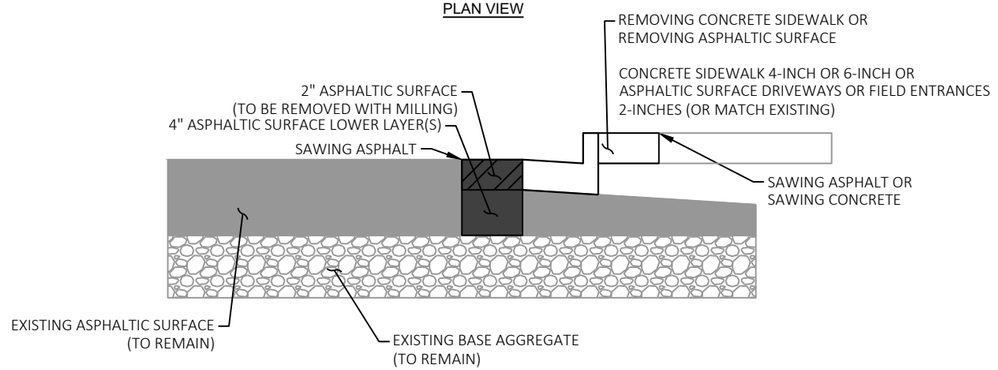
MANHOLE & INLET REMOVAL AND SALVAGE DETAIL

SEE PLAN SHEETS FOR LOCATIONS



* REMOVE TO THE NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

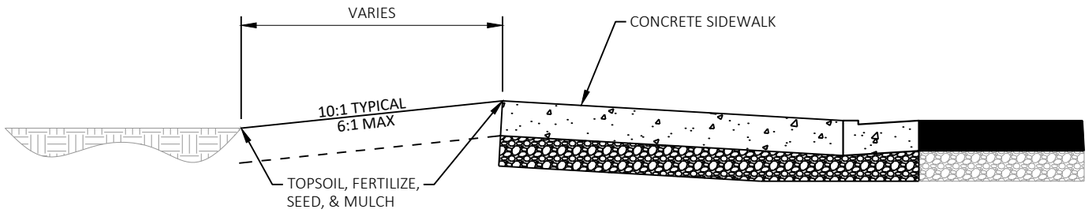
PLAN VIEW



CROSS SECTION VIEW

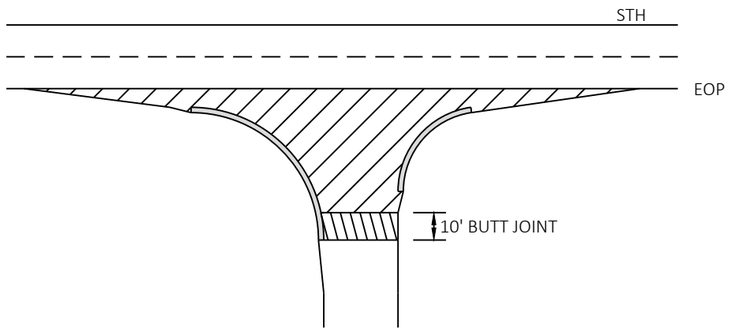
CURB REPAIR DETAIL

SEE PLAN SHEETS FOR LOCATIONS



RESTORATION AT CURB RAMP RECONSTRUCTION

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 8	E



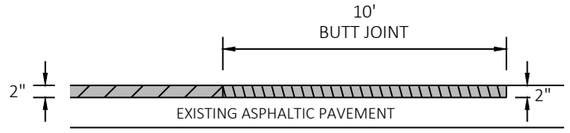
REMOVING ASPHALTIC SURFACE MILLING

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



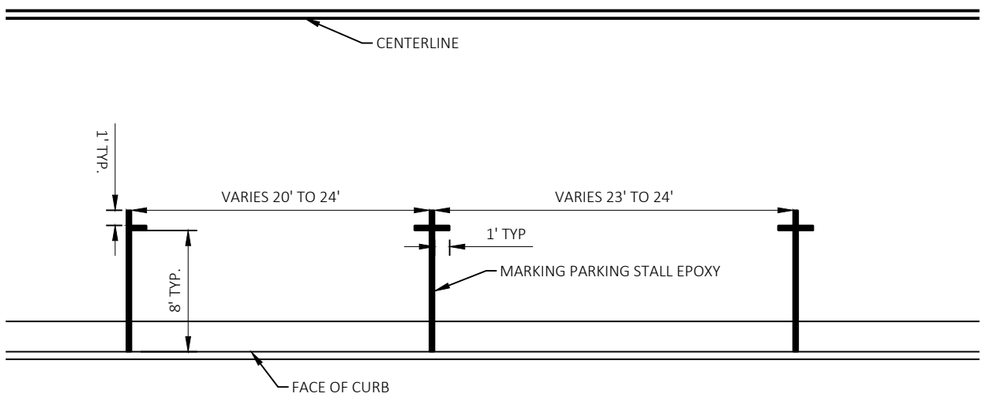
HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

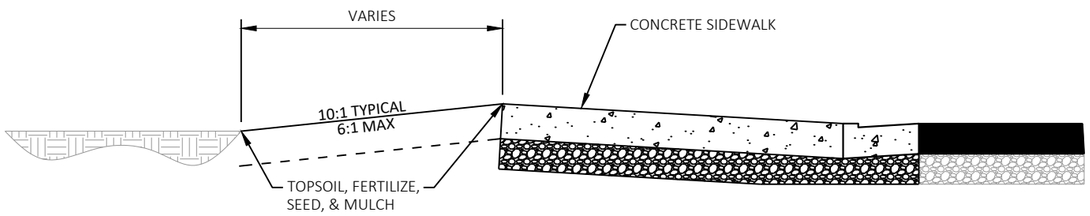
REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

MAINLINE AND SIDE ROADS



PARKING STALL DETAIL



RESTORATION AT CURB RAMP RECONSTRUCTION

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CONSTRUCTION DETAILS	SHEET 9	E

2

N

WATER WORKS RD

EXIST R/W

REMOVE TREE

TLE

ALLIANT ENERGY & CHARTER (OH)

EXIST R/W

NOTE 1

Pt: 112+11.06

112+00

112+50

STH 173 (WOOD AVE)

113+00

SOLARIS (FO)

NOTE 1

SOLARIS (FO)

WE ENERGIES (G)

NOTE 1

SAW CUT (TYP)

EXIST R/W

TLE

CAUTION

WATER WORKS RD

EXIST R/W

TLE

ALLIANT ENERGY (OH)

NOTE 1
- CONSTRUCTION TO TEMPORARY RAMPS AND SIDEWALK BY OTHERS (2021)
- REMOVE TEMPORARY ASPHALT AND PLACE CONCRETE UNDER ID 6933-00-76 (2022)

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - WATER WORKS RD	SHEET 10	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021201-pd
PLOT DATE : 7/27/2021 7:39 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

N

BIRCH ST

TLE

EXIST R/W

NOTE 1

CAUTION

ALLIANT ENERGY & CHARTER (OH)

PI: 129+80.73

129+00

129+50

130+00

STH 173 (WOOD AVE)

SOLARIS (FO)

SAW CUT (TYP)

WE ENERGIES (G)

NOTE 1
- CONSTRUCTION TO TEMPORARY RAMPS AND SIDEWALK BY OTHERS (2021)
- REMOVE TEMPORARY ASPHALT AND PLACE CONCRETE UNDER ID 6933-00-76 (2022)

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - BIRCH ST	SHEET 11	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021202-pd

PLOT DATE : 7/27/2021 7:39 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

STH 173 (CEDAR ST)

STH 173 (WOOD AVE)

142+50

143+00

Pl: 142+92.32

CEDAR ST

WOOD AVE

TLE

EXIST R/W

NOTE 1

ALLIANT ENERGY & CHARTER (OH)

WE ENERGIES (G)

SOLARIS (FO)

SAW CUT (TYP)

CAUTION

NOTE 1
- CONSTRUCTION TO TEMPORARY RAMPS AND SIDEWALK BY OTHERS (2021)
- REMOVE TEMPORARY ASPHALT AND PLACE CONCRETE UNDER ID 6933-00-76 (2022)

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - WOOD AVE	SHEET 12	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021203-pd

PLOT DATE : 7/27/2021 7:39 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

N

STH 173 (CEDAR ST)

EXIST

TLE

EXIST R/W

CHARTER (TV)

ALLIANT ENERGY (E)

BUEHLER AVE

SOLARIS (FO)

WE ENERGIES (G)

CAUTION

SAW CUT (TYP)

ALLIANT ENERGY & CHARTER (OH)

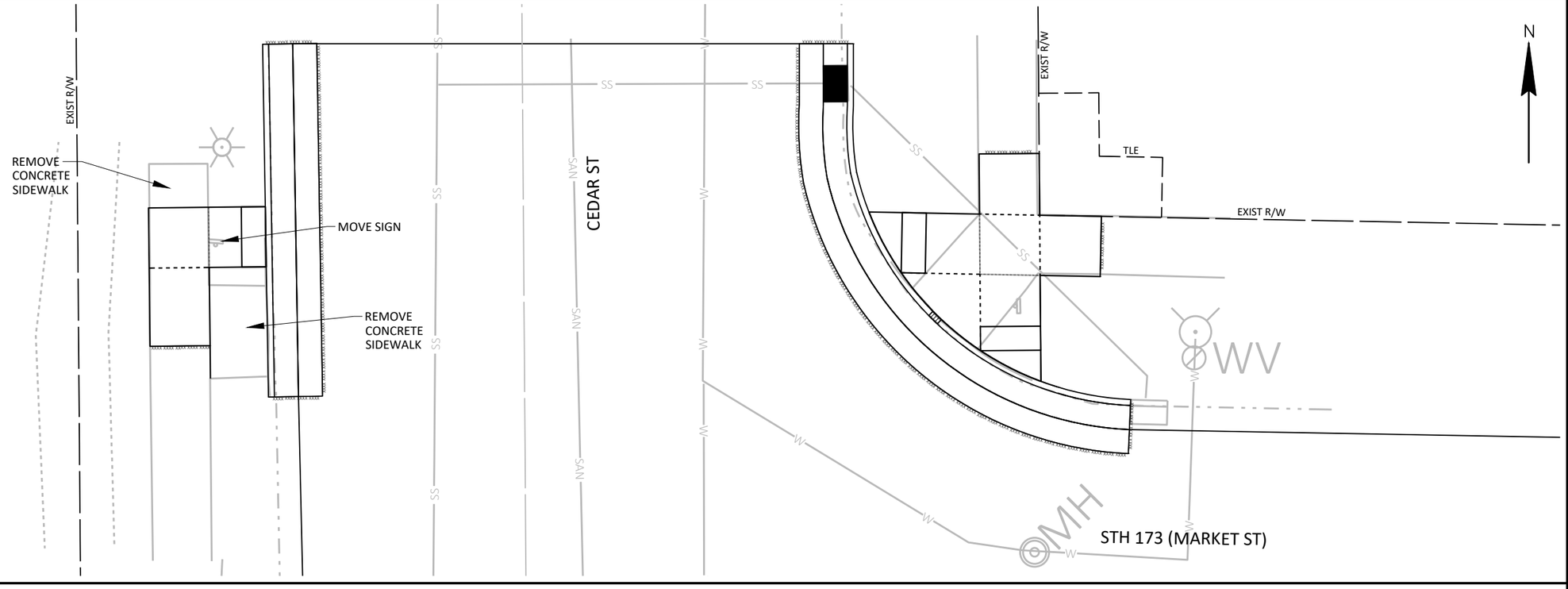
STH 173 (CEDAR ST)

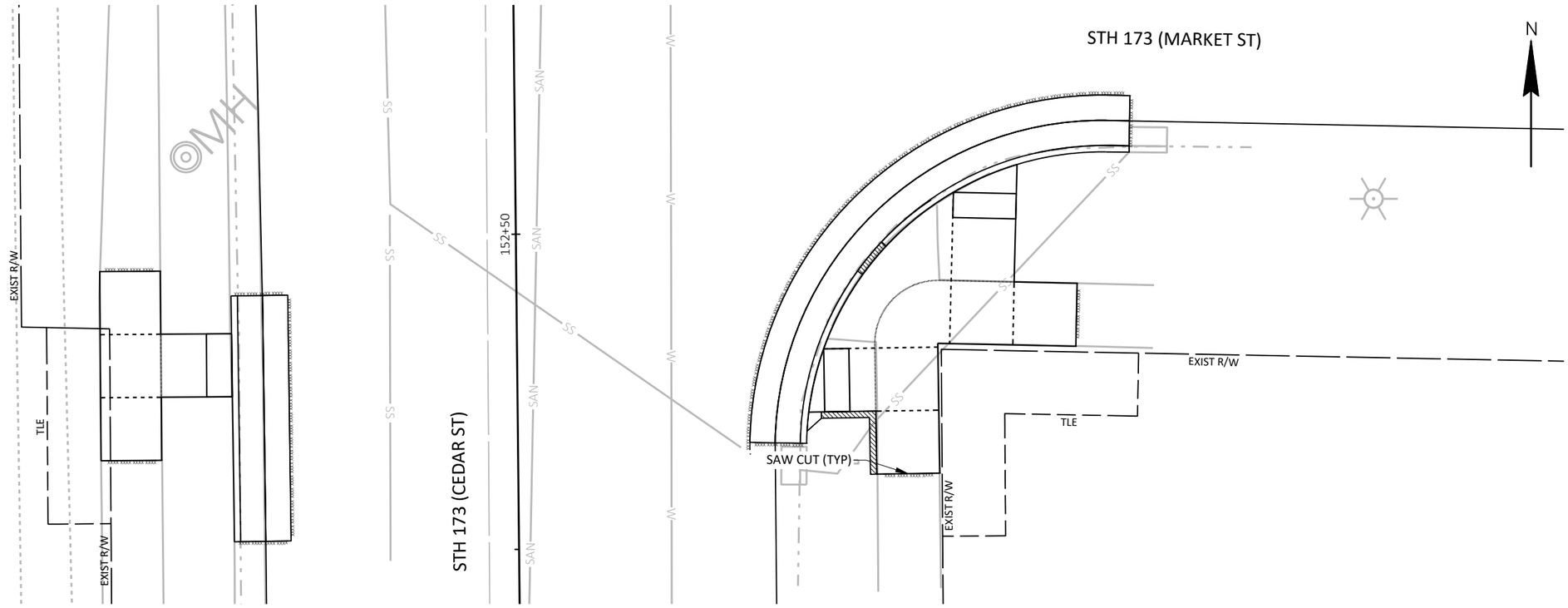
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - BUEHLER AVE	SHEET 13	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021204-pd

PLOT DATE : 7/27/2021 7:39 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

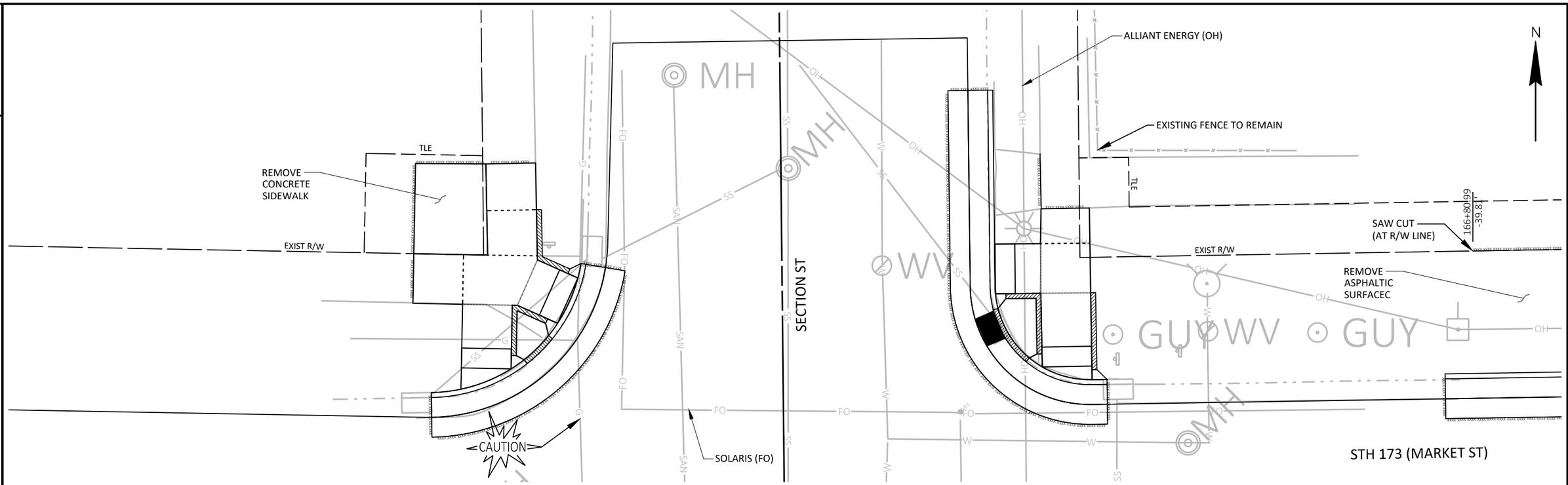


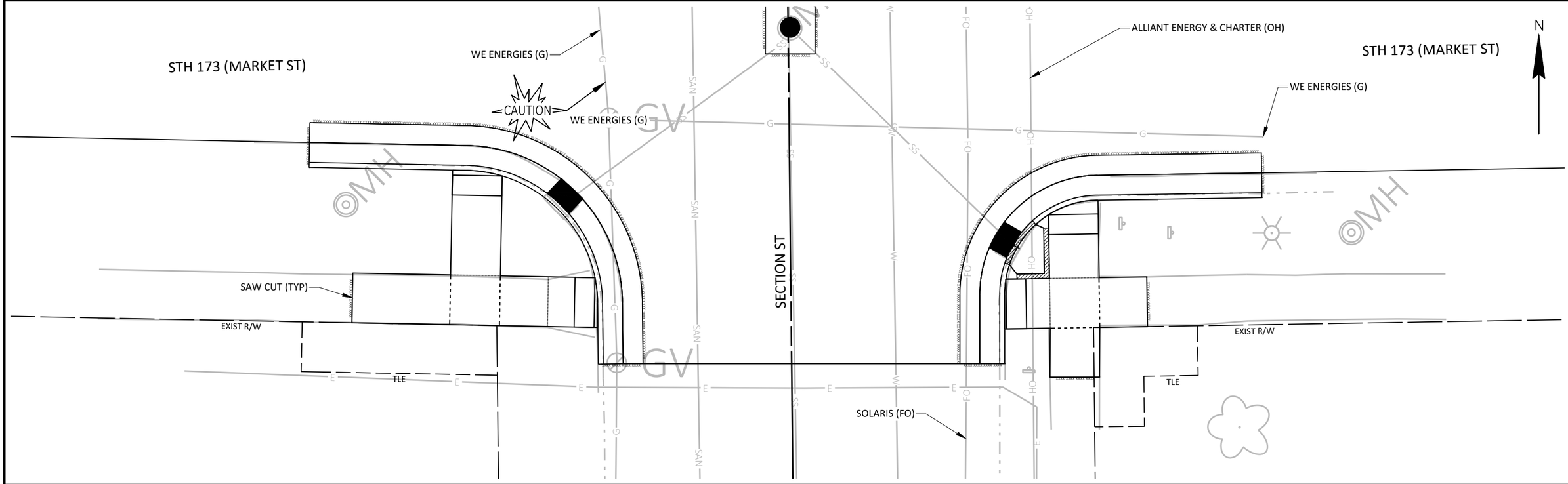


PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - MARKET ST	SHEET 14	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021205-pd

PLOT DATE : 7/27/2021 7:40 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT



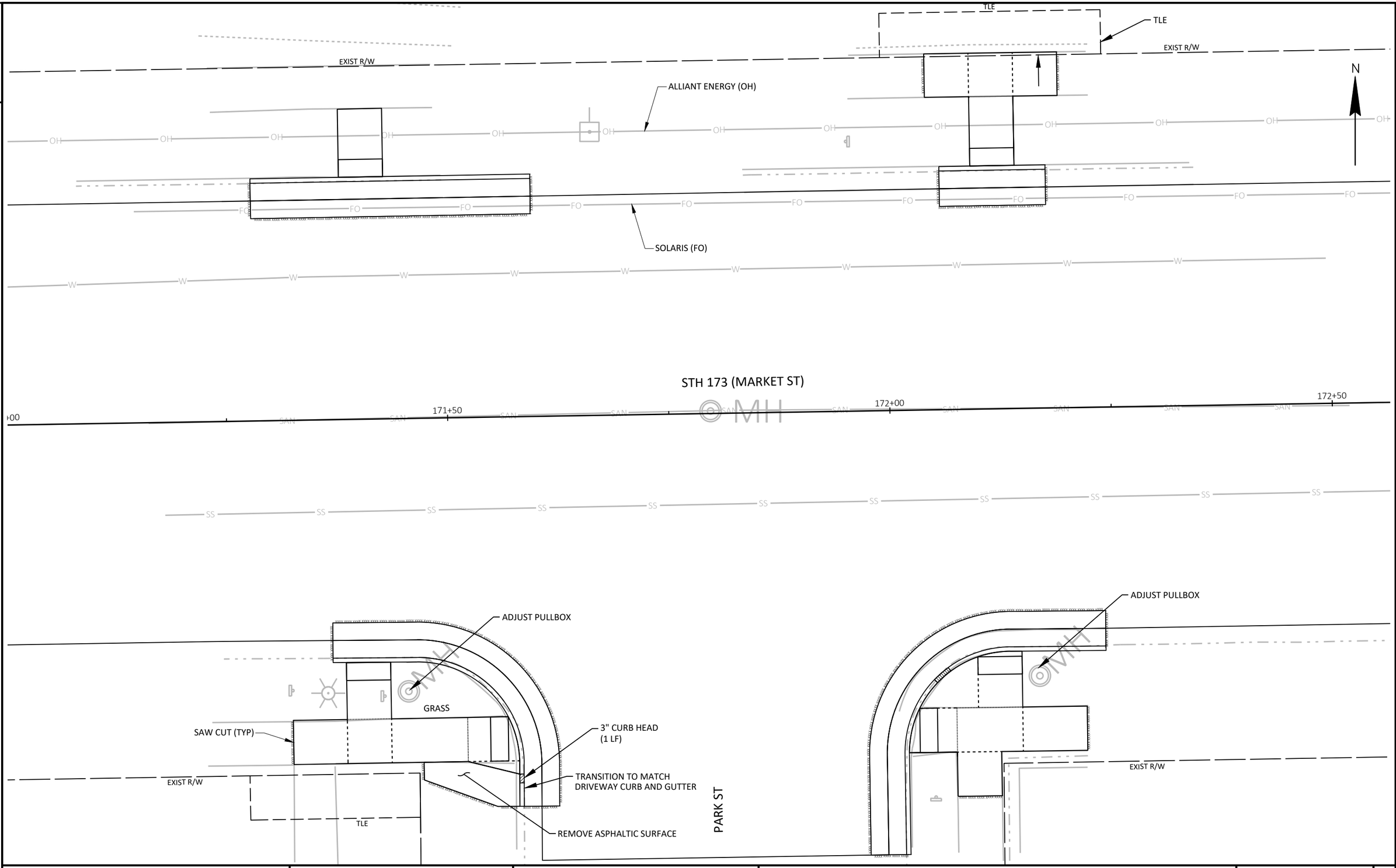


PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - SECTION ST	SHEET 15	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021206-pd

PLOT DATE : 7/27/2021 7:40 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - PARK ST	SHEET 16	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021207-pd
PLOT DATE : 7/27/2021 7:40 AM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

SOLARIS (FO)

CAUTION

N

TLE

6" CURB HEAD

EXIST R/W

NORTH ST

EXIST R/W

SOLARIS (FO)

STH 173 (MARKET ST)

WE ENERGIES (G)

CAUTION

WE ENERGIES (G)

ALLIANT ENERGY (OH)

STH 173 (MARKET ST)

CAUTION

GRASS

SAW CUT (TYP)

EXIST R/W

TRANSITION TO MATCH
DRIVEWAY CURB AND GUTTER

TLE

WE ENERGIES (G)

REMOVE ASPHALTIC SURFACE

EXIST R/W

TLE

CHARTER (TV)

ALLIANT ENERGY (OH)

NORTH ST

N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - NORTH ST	SHEET 17	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021208-pd

PLOT DATE : 7/27/2021 7:40 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

POINT BASSE AVE

N

SAW CUT (TYP)

PEDESTRIAN CURB

REMOVE CONCRETE SIDEWALK

TLE

EXIST R/W

CAUTION

WE ENERGIES (G)

WISDOT (E)

PI: 183+66.16

184+00

184+50

185+00

SOLARIS (FO)

CHARTER (TV)

STH 173 (MARKET ST)

STH 173 (MARKET ST)

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\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021209-pd

693300-021209-pd

PLOT DATE : 7/30/2021 12:58 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

184+00

184+50

185+00

N

STH 173 (MARKET ST)

CHARTER (TV)

WISDOT (E)

WE ENERGIES (G)

CAUTION

SAW CUT (TYP)

EXIST R/W

ADJUST PULLBOX

WISDOT (E)

WISDOT (E)

ADJUST PULLBOX

TLE

PROP R/W

POINT BASSE AVE

SOLARIS (FO)

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - POINT BASSE AVE	SHEET 19	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021210-pd

PLOT DATE : 7/27/2021 7:40 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

2

2

GARRISON AVE

SS

SS

SS

SS

SS

SS

SS

SS

SS

W

W

MH

187+00

187+50

188+00

N

STH 173 (MARKET ST)

3" INLET CASTING HEAD

ADJUST PULLBOX

SAW CUT (TYP)

EXIST R/W

TLE

TLE

TLE

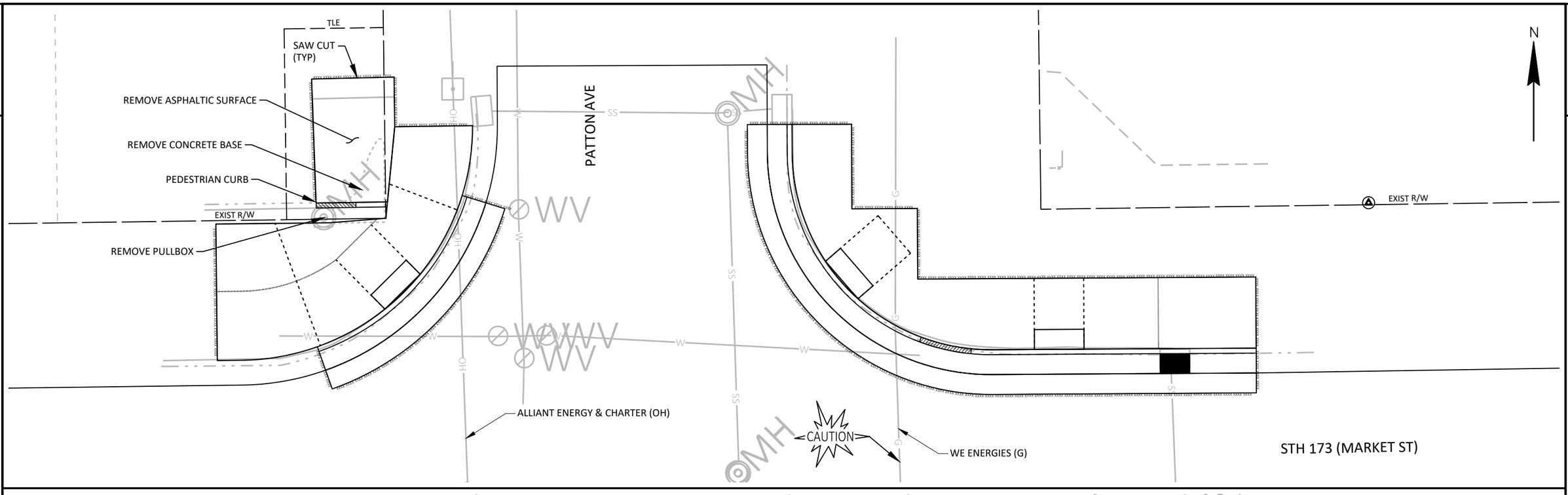
EXIST R/W

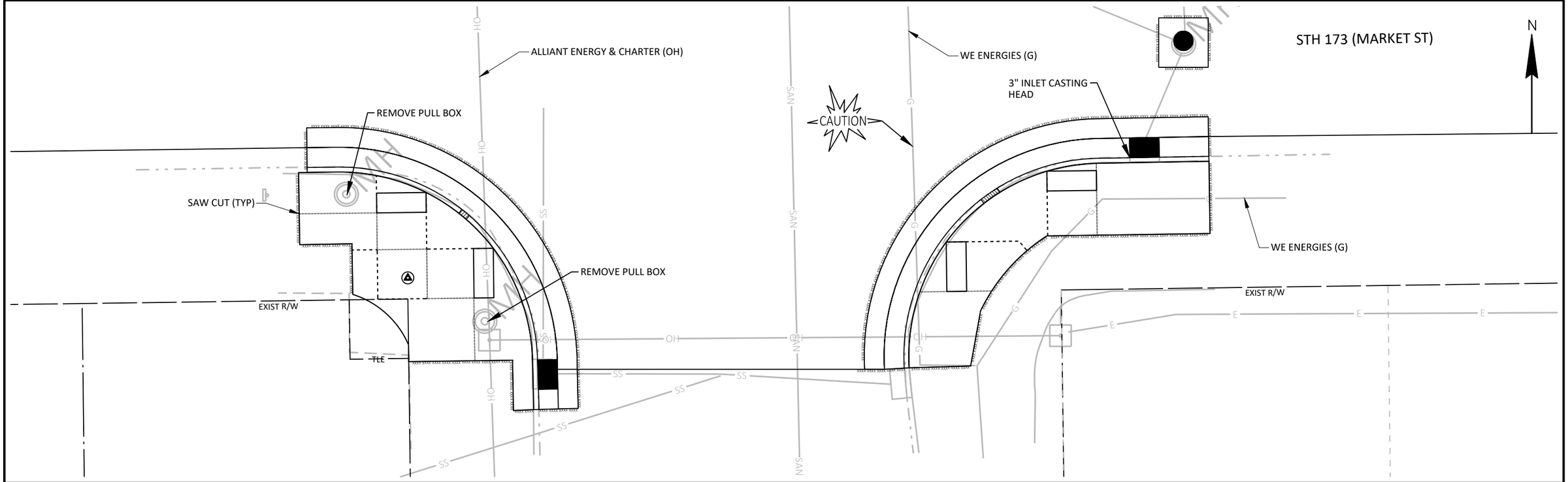
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - GARRISON AVE	SHEET 20	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021211-pd

PLOT DATE : 7/28/2021 12:03 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42





PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - PATTON AVE	SHEET 21	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021213-pd

PLOT DATE : 7/28/2021 12:03 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

N

EXIST R/W

SAW CUT (TYP)

WISDOT (E)

SOLARIS (FO)

MH

FO

E

E

E

EP: 204+82.28

204+50

204+00

STH 173 (MARKET ST)

MH

SS

SS

WISDOT (E)

SS

E

E

E

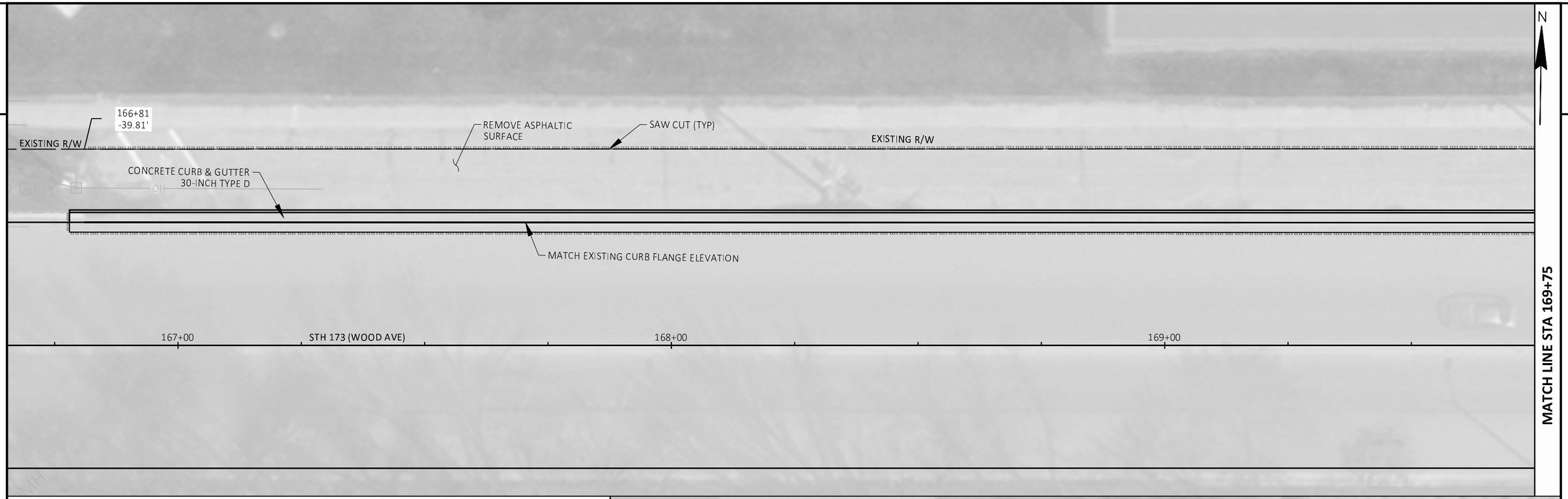
MH

SS

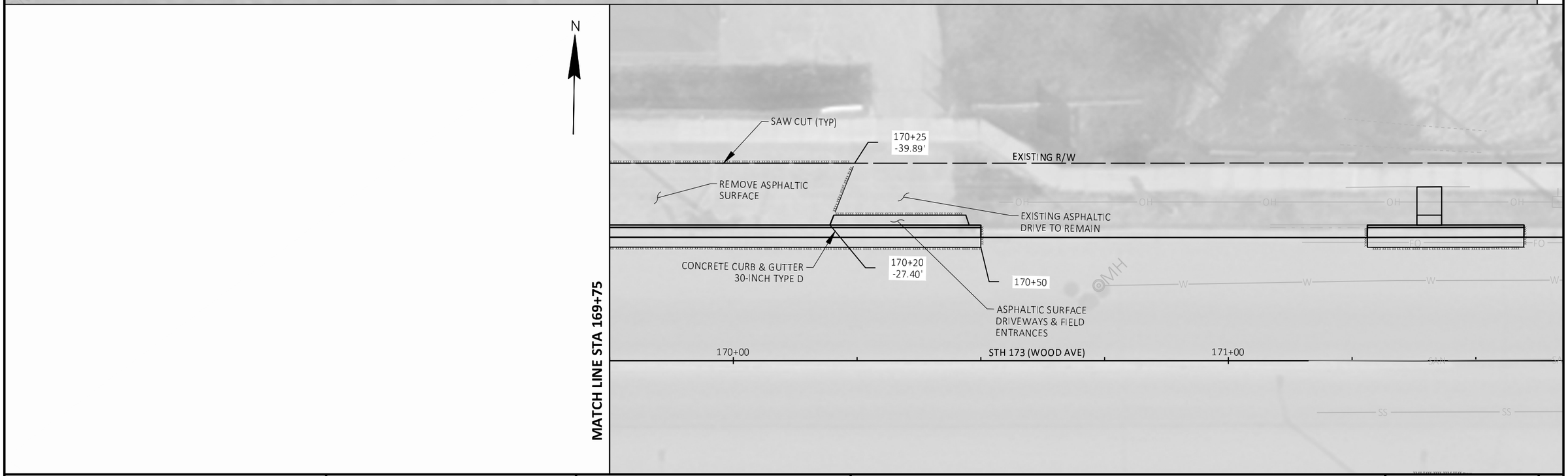
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	INTERSECTION DETAILS - PROSPECT AVE	SHEET 22	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021201-PD.DWG
LAYOUT NAME - 693300-021214-pd

PLOT DATE : 7/27/2021 7:40 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:10 FT



2



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVING DETAIL - STH 173	SHEET 23	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021220-PD.DWG
LAYOUT NAME - 693300-021220-pd
693300-021220-pd
PLOT DATE : 7/30/2021 1:13 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

112+50

STH 173 (WOOD AVE)

N

113+00

STH 173 (WOOD AVE)

N

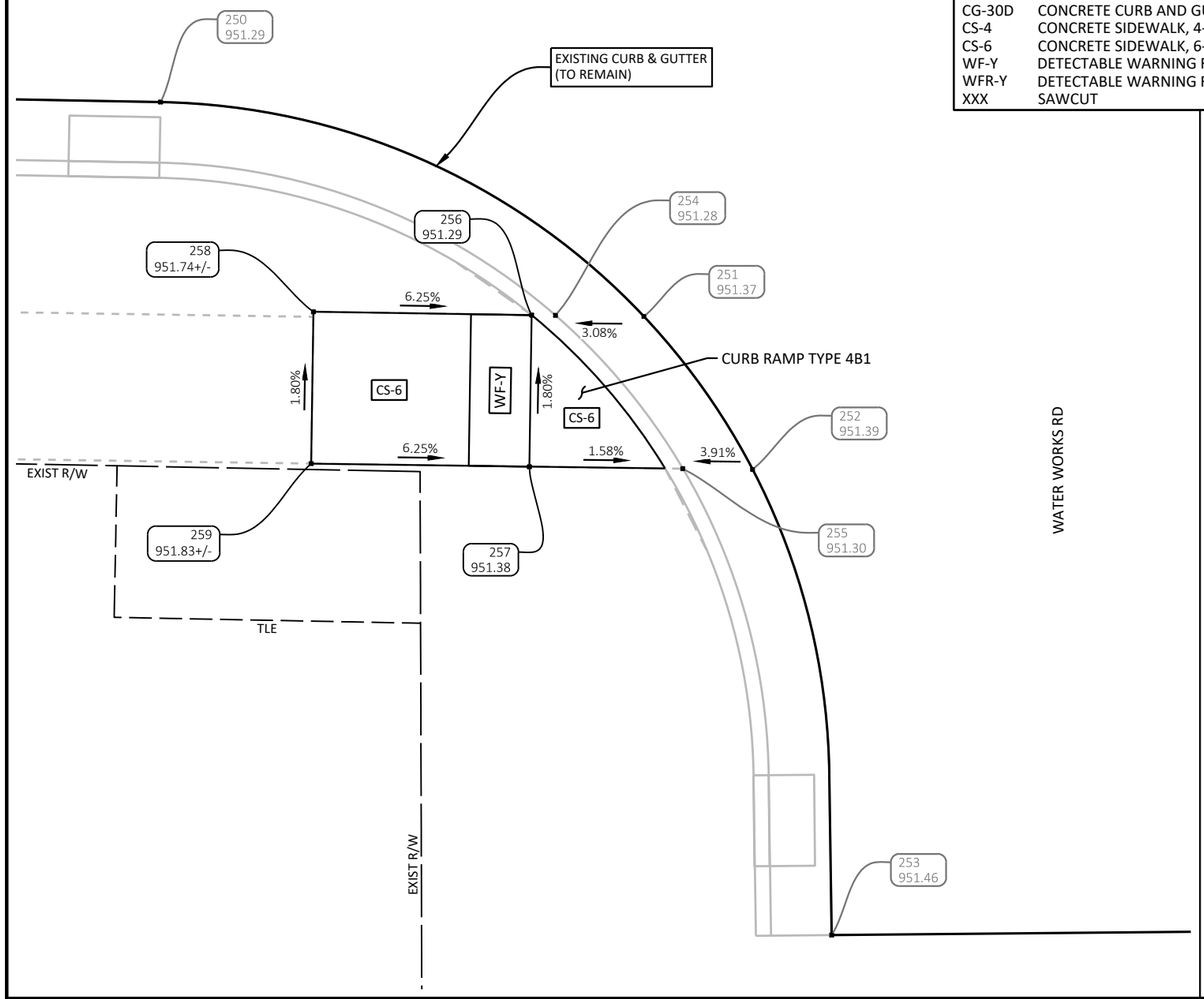
2

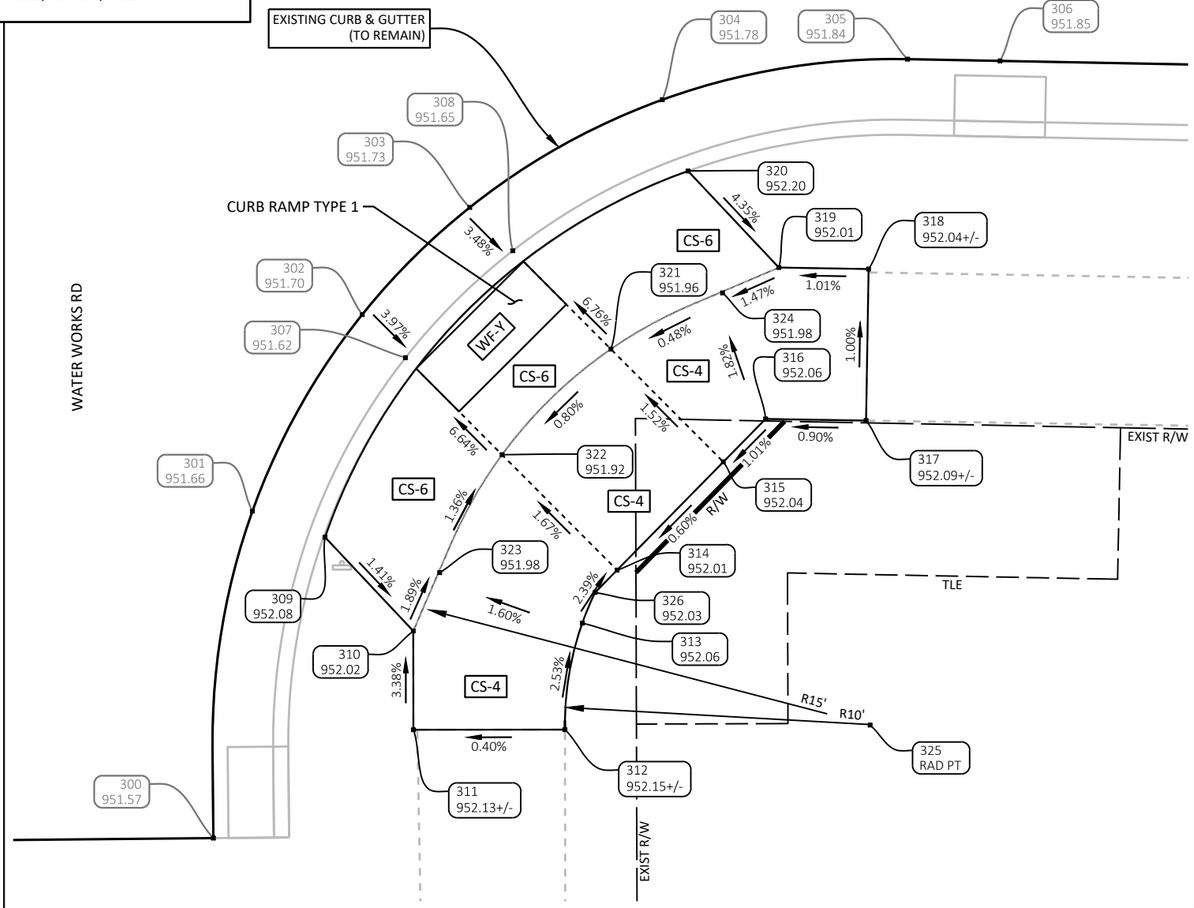
NOTES:

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.

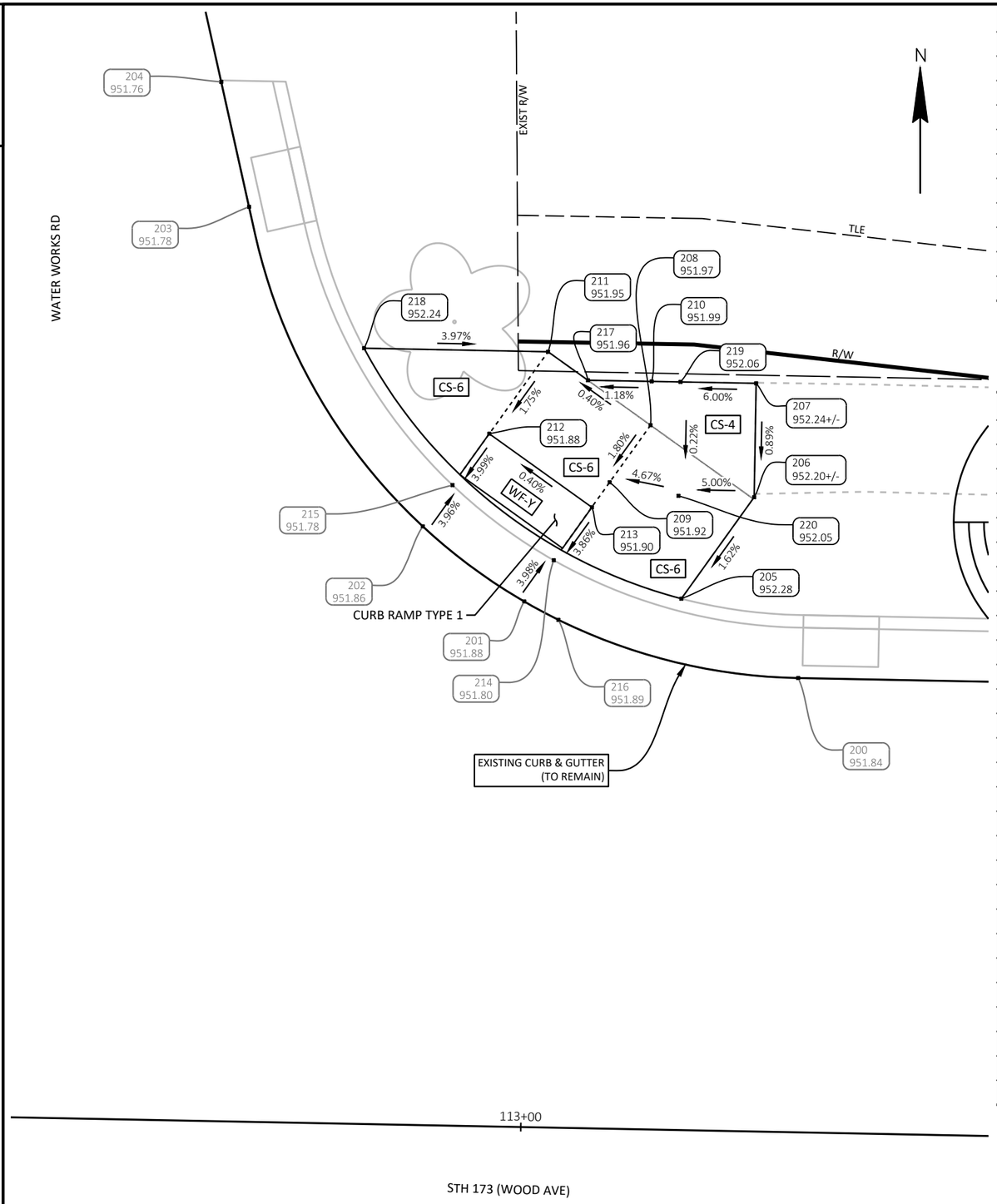
LEGEND FOR CURB RAMP DETAILS

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





PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - WATER WORKS RD	SHEET 24	E



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

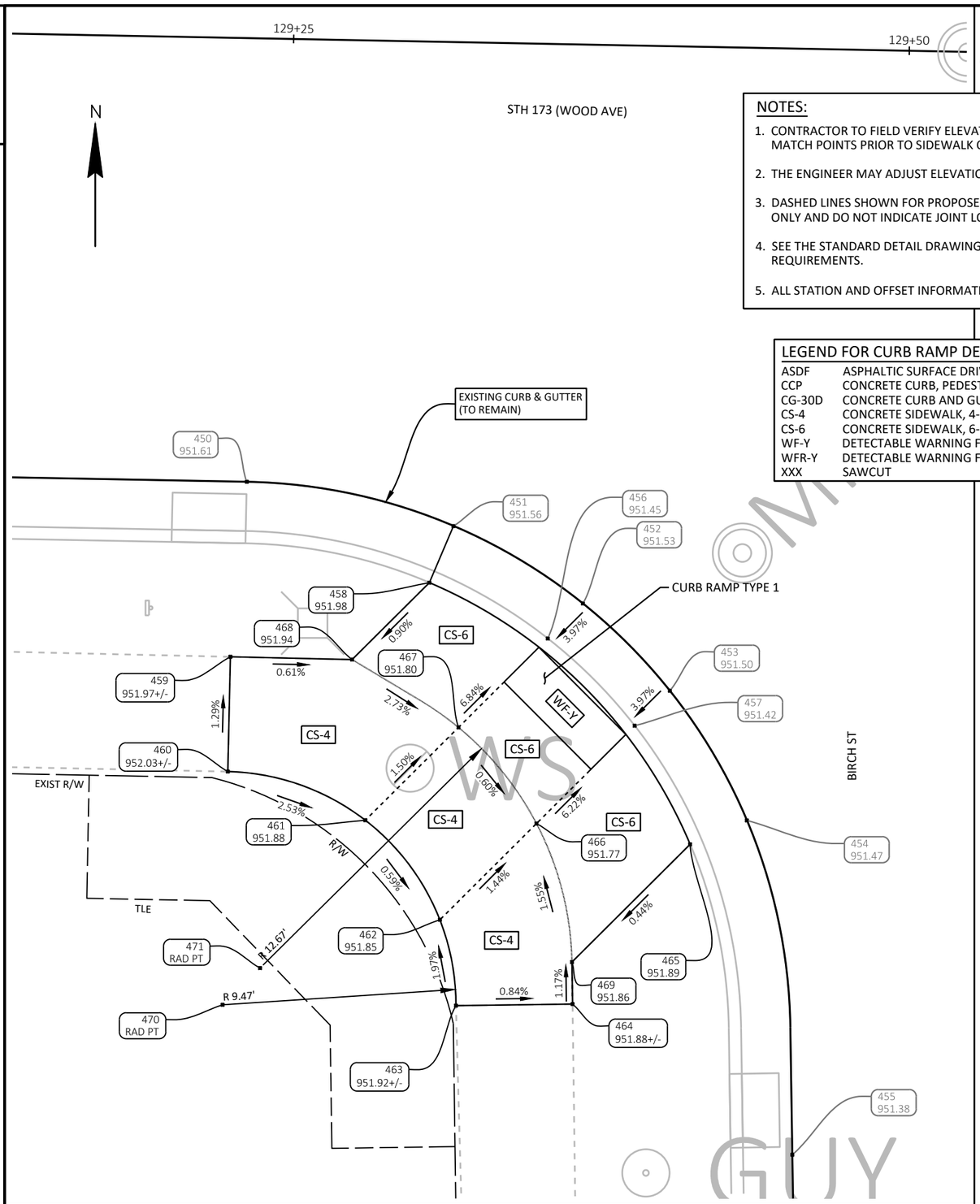
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
200	951.84	113+10.66	-18.01'	423,460.35	704,778.57	FLAG
201	951.88	112+99.74	-20.84'	423,463.39	704,767.71	FLAG
202	951.86	112+95.66	-23.73'	423,466.37	704,763.69	FLAG
203	951.78	112+88.53	-36.27'	423,479.04	704,756.80	FLAG
204	951.76	112+87.33	-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

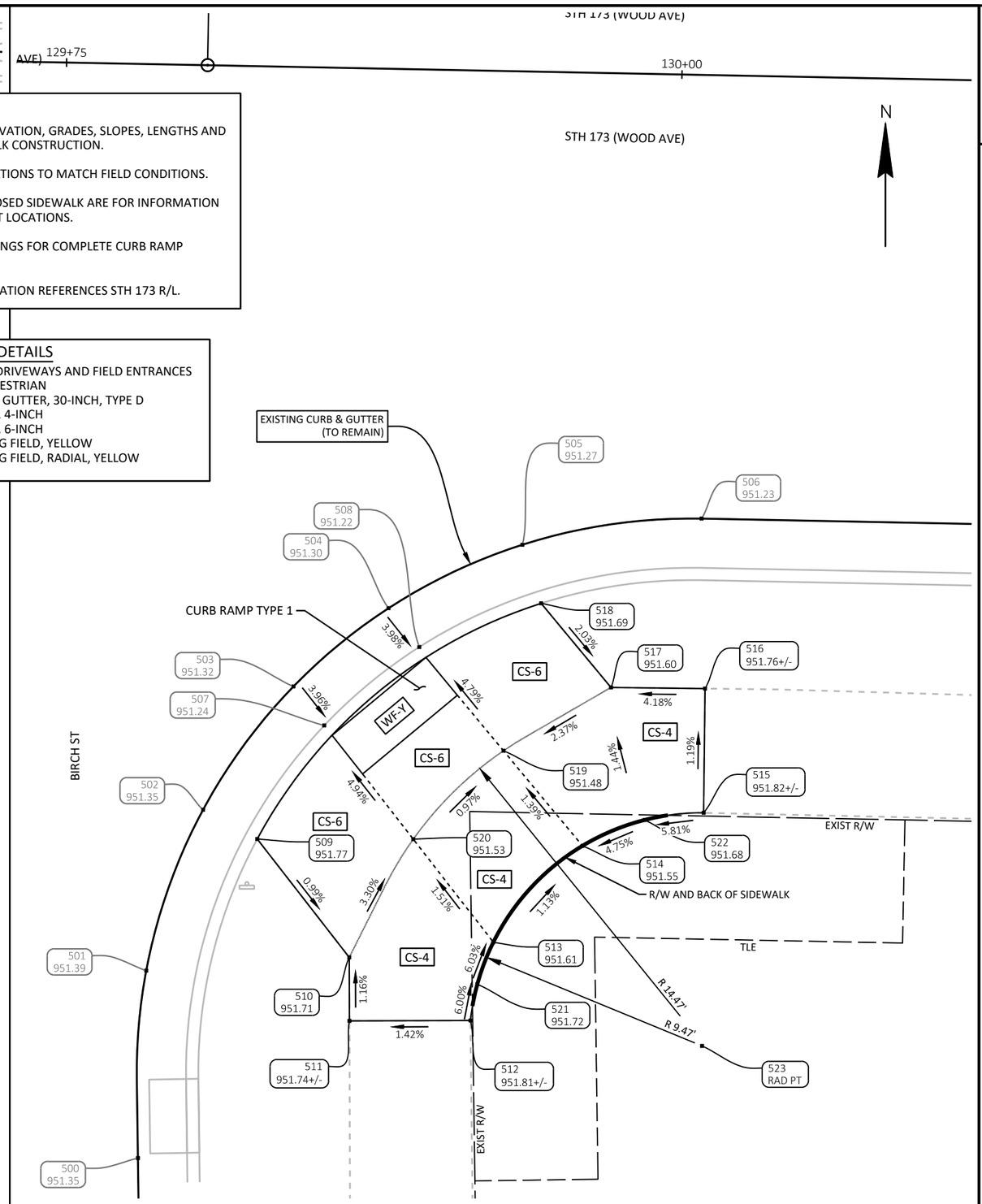
NOTES:

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.

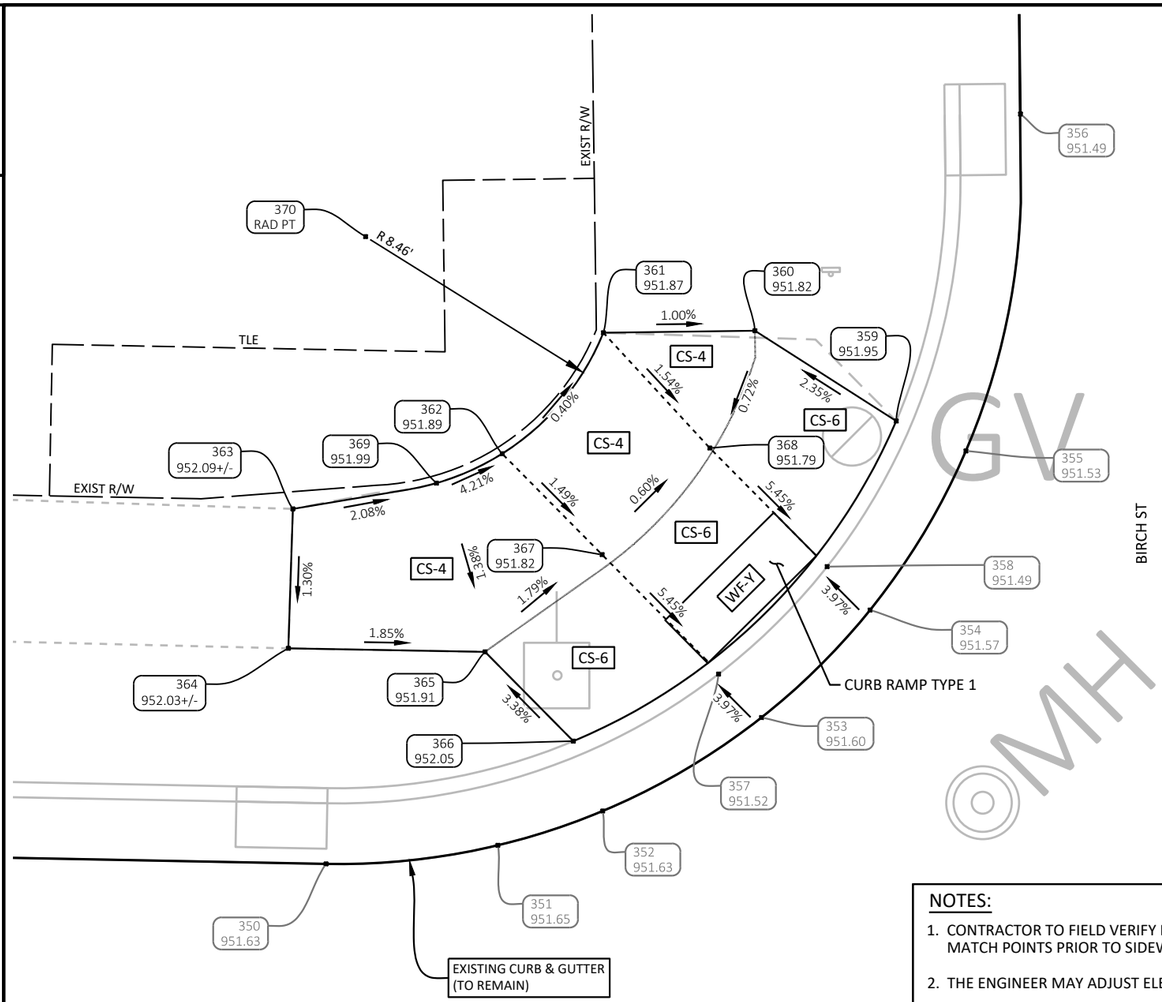
LEGEND FOR CURB RAMP DETAILS

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

WSDOT
WS
GUY

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - BIRCH ST	SHEET 26	E

2



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

142+50 142+75

N

STH 173 (WOOD AVE)

NOTES:

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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

650 948.81
658 948.81
651 948.89
CURB RAMP TYPE 1 (MODIFIED)
652 948.94
656 948.86
667 948.98
659 949.00
660 949.01
661 949.40+/-
662 949.46+/-
663 949.07
664 949.03
668 949.04
666 948.99
665 949.44
653 949.02
654 949.19
EXISTING CURB & GUTTER (TO REMAIN)
EXIST R/W
TLE
CEDAR ST
WF-Y
CS-4
CS-6
4.00%
6.75%
3.96%
1.23%
5.20%
0.20%
7.39%
1.43%
1.68%
1.34%
1.26%
0.99%
0.90%
5.11%

+00 43+25

N

WOOD AVE

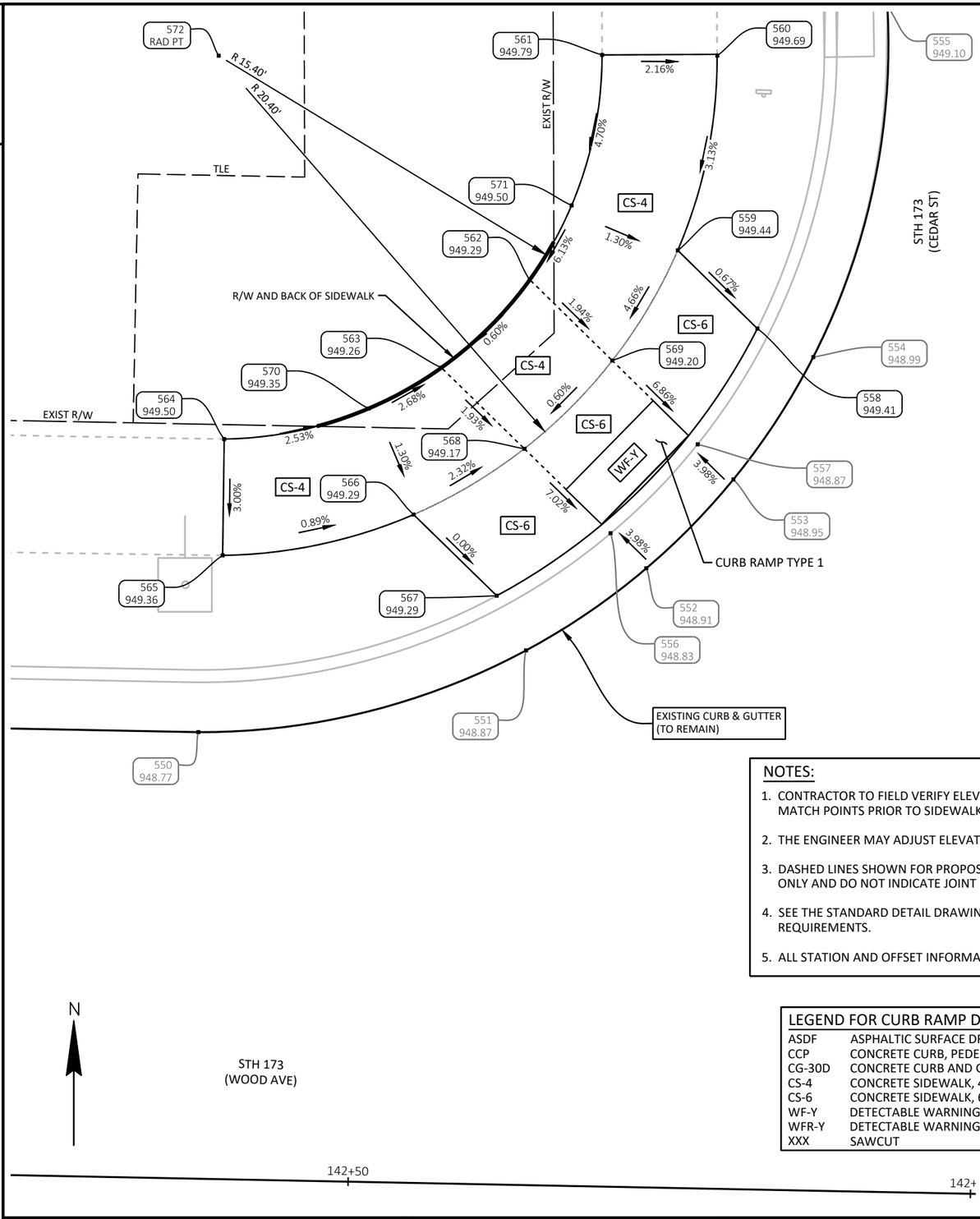
700 949.19
701 949.23
706 949.17
702 949.25
CURB RAMP TYPE 1
EXISTING CURB & GUTTER (TO REMAIN)
716 949.65
715 949.60
714 949.70+/-
703 949.27
705 949.19
717 949.52
713 949.73+/-
720 949.65
718 949.54
712 949.59
704 949.30
707 949.72
711 949.61
708 949.62
719 949.68
709 949.77+/-
710 949.82+/-
721 RAD PT
R/W AND BACK OF SIDEWALK
EXIST R/W
TLE
CEDAR ST
R 15.48'
R 10.48'
3.97%
1.24%
1.90%
6.81%
1.59%
0.62%
0.87%
6.78%
0.40%
1.41%
2.33%
2.40%
1.58%
1.39%
2.45%
3.50%
1.02%
2.92%
3.67%
1.00%

FLAG

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - CEDAR ST & WOOD AVE	SHEET 29	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021306-cr
693300-021306-cr
PLOT DATE : 7/30/2021 1:36 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO 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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - CEDAR ST & WOOD AVE	SHEET 30	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021307-cr
693300-021307-cr
PLOT DATE : 7/30/2021 1:36 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

WOOD AVE & CEDAR ST SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
650	948.81	142+52.45	18.07'	423,367.49	707,719.12	FLAG
651	948.89	142+60.65	19.62'	423,365.78	707,727.29	FLAG
652	948.94	142+65.10	21.96'	423,363.36	707,731.69	FLAG
653	949.02	142+71.23	28.18'	423,357.02	707,737.70	FLAG
654	949.19	142+75.18	46.62'	423,338.51	707,741.29	FLAG
656	948.86	142+64.16	23.75'	423,361.59	707,730.71	FL
658	948.81	142+59.72	21.39'	423,364.03	707,726.32	FL
659	949.00	142+57.79	25.05'	423,360.41	707,724.32	SW
660	949.01	142+56.68	25.05'	423,360.43	707,723.22	SW
661	949.40	142+51.41	25.04'	423,360.55	707,717.94	SW
662	949.46	142+51.40	29.53'	423,356.06	707,717.84	SW
663	949.07	142+56.68	29.54'	423,355.95	707,723.12	SW
664	949.03	142+61.12	29.55'	423,355.85	707,727.57	SW
665	949.44	142+69.14	29.56'	423,355.68	707,735.58	SW
666	948.99	142+62.99	25.96'	423,359.40	707,729.50	WF SW
667	948.98	142+58.55	23.62'	423,361.83	707,725.10	WF
668	949.04	142+56.68	27.16'	423,358.33	707,723.17	SW

WOOD AVE & CEDAR ST SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
700	949.19	43+32.58	18.07'	423,365.94	707,799.70	FLAG
701	949.23	43+23.50	19.99'	423,364.20	707,790.58	FLAG
702	949.25	43+18.28	23.20'	423,361.09	707,785.31	FLAG
703	949.27	43+14.80	26.79'	423,357.57	707,781.76	FLAG
704	949.30	43+11.74	32.09'	423,352.32	707,778.60	FLAG HP
705	949.19	43+16.24	28.19'	423,356.14	707,783.17	FL
706	949.17	43+19.73	24.60'	423,359.66	707,786.73	FL
707	949.72	43+14.06	33.03'	423,351.34	707,780.89	SW
708	949.62	43+16.99	35.88'	423,348.43	707,783.77	SW
709	949.77	43+17.19	41.02'	423,343.29	707,783.87	SW
710	949.82	43+22.19	40.89'	423,343.32	707,788.88	SW
711	949.61	43+23.55	35.29'	423,348.90	707,790.34	SW
712	949.59	43+26.98	31.65'	423,352.47	707,793.85	SW
713	949.73	43+32.62	29.98'	423,354.04	707,799.52	SW
714	949.70	43+32.65	25.10'	423,358.91	707,799.63	SW
715	949.60	43+27.39	25.08'	423,359.04	707,794.38	SW
716	949.65	43+24.51	22.28'	423,361.89	707,791.55	SW
717	949.52	43+23.42	28.19'	423,356.01	707,790.34	SW
718	949.54	43+19.94	31.78'	423,352.47	707,786.81	SW
719	949.68	43+22.73	37.11'	423,347.09	707,789.49	SW
720	949.65	43+29.23	30.56'	423,353.53	707,796.11	SW
721	0.00	43+32.66	40.46'	423,343.56	707,799.36	RAD PT

WOOD AVE & CEDAR ST NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
550	948.77	142+43.63	-17.93'	423,403.66	707,711.01	FLAG
551	948.87	142+56.73	-21.47'	423,406.95	707,724.17	FLAG
552	948.91	142+61.49	-24.86'	423,410.24	707,729.00	FLAG
553	948.95	143+21.52	-26.65'	423,413.81	707,732.50	FLAG
554	948.99	143+26.41	-23.42'	423,418.73	707,735.71	FLAG
555	949.10	143+40.47	-20.35'	423,432.80	707,738.69	FLAG
556	948.83	142+60.03	-26.24'	423,411.65	707,727.57	FL
557	948.87	143+22.94	-28.08'	423,415.22	707,731.07	FL
558	949.41	143+27.57	-25.65'	423,419.87	707,733.46	SW
559	949.44	143+30.73	-28.83'	423,423.01	707,730.26	SW
560	949.69	143+38.55	-27.19'	423,430.84	707,731.85	SW
561	949.79	143+38.60	-31.82'	423,430.86	707,727.22	SW
562	949.29	143+29.59	-34.78'	423,421.83	707,724.32	SW
563	949.26	142+53.11	-32.76'	423,418.30	707,720.77	SW
564	949.50	142+44.44	-29.72'	423,415.43	707,712.05	SW
565	949.36	142+44.47	-25.05'	423,410.76	707,711.98	SW
566	949.29	142+52.11	-26.84'	423,412.40	707,719.65	SW
567	949.29	142+55.51	-23.64'	423,409.14	707,722.99	SW
568	949.17	142+56.51	-29.56'	423,415.04	707,724.11	SW
569	949.20	143+26.32	-31.49'	423,418.59	707,727.63	SW
570	949.35	142+50.22	-31.06'	423,416.66	707,717.85	SW
571	949.50	143+32.57	-33.08'	423,424.82	707,726.00	SW
572	0.00	142+43.92	-45.11'	423,430.83	707,711.82	RAD PT

WOOD AVE & CEDAR ST NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
600	949.20	143+09.19	42.06'	423,401.92	707,801.29	FLAG
601	949.22	143+09.82	37.33'	423,402.51	707,796.56	FLAG
602	949.25	143+12.06	31.63'	423,404.71	707,790.85	FLAG
603	949.27	143+14.97	27.57'	423,407.60	707,786.76	FLAG
604	949.30	143+19.65	23.62'	423,412.26	707,782.78	FLAG
605	949.34	143+26.43	20.75'	423,419.02	707,779.87	FLAG HP
606	949.27	143+39.22	20.19'	423,431.81	707,779.23	FLAG
607	949.17	143+13.69	32.81'	423,406.36	707,792.01	FL
608	949.19	143+16.60	28.74'	423,409.24	707,787.93	FL
609	949.64	143+12.25	37.92'	423,404.95	707,797.13	SW
610	949.62	143+16.16	40.72'	423,408.87	707,799.91	SW
611	949.94	143+15.89	47.52'	423,408.64	707,806.71	SW
612	949.97	143+20.69	47.71'	423,413.45	707,806.87	SW
613	949.59	143+21.47	38.38'	423,414.17	707,797.53	SW
614	949.61	143+24.61	34.47'	423,417.28	707,793.61	SW
615	949.90	143+28.49	33.13'	423,421.16	707,792.24	SW
616	949.84	143+28.49	28.27'	423,421.13	707,787.38	SW
617	949.74	143+24.52	28.26'	423,417.16	707,787.40	SW
618	949.72	143+20.98	25.73'	423,413.61	707,784.89	SW
619	949.54	143+20.67	31.65'	423,413.33	707,790.81	SW
620	949.51	143+17.66	35.65'	423,410.34	707,794.83	SW
621	949.70	143+20.93	40.89'	423,413.64	707,800.05	SW
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

2

2

75

146+00

146+50

N

N

STH 173 (CEDAR ST)

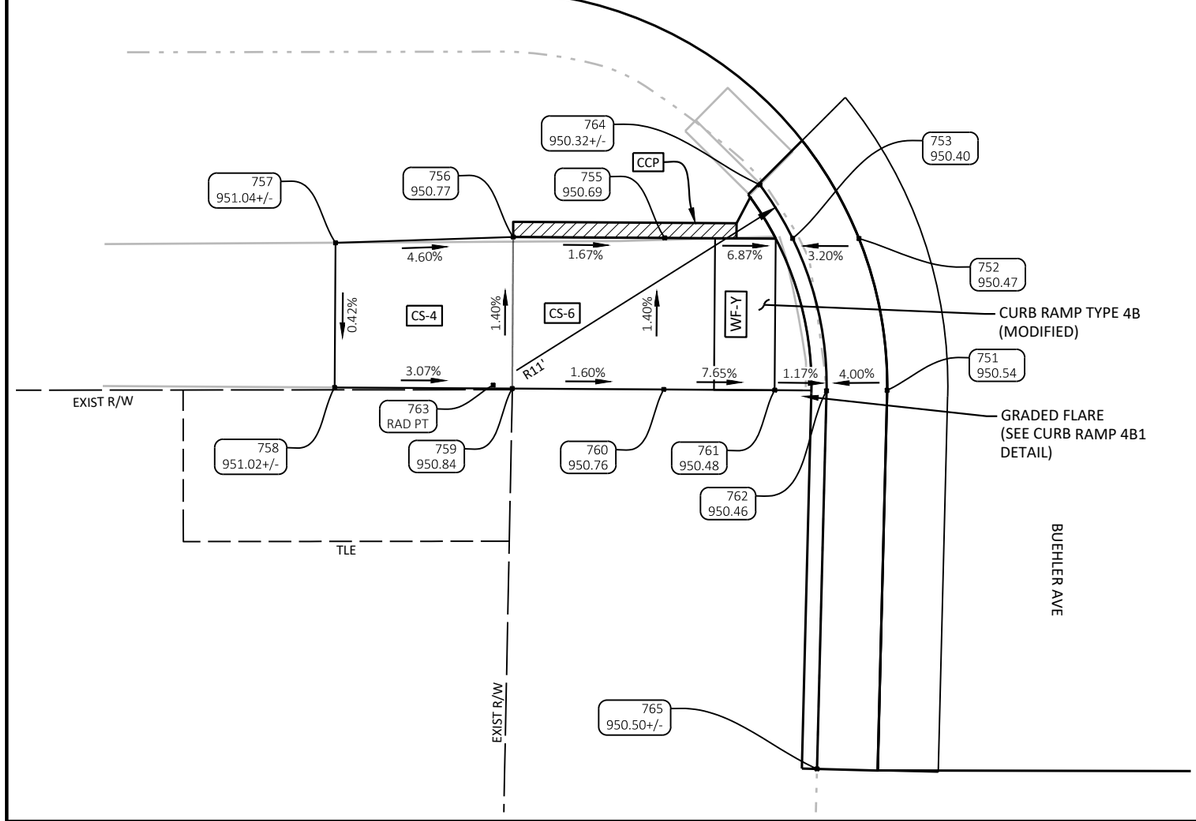
STH 173 (CEDAR ST)

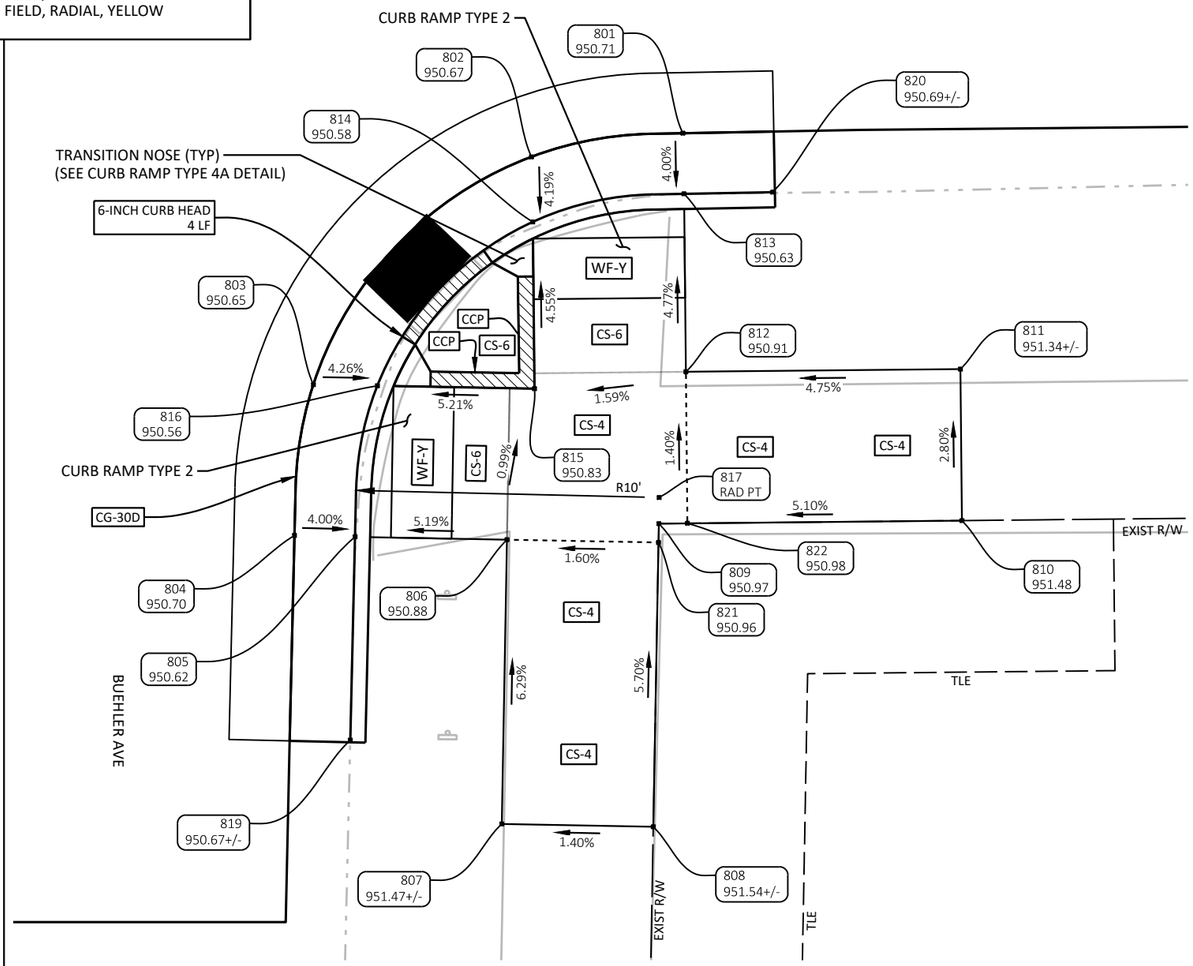
NOTES:

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





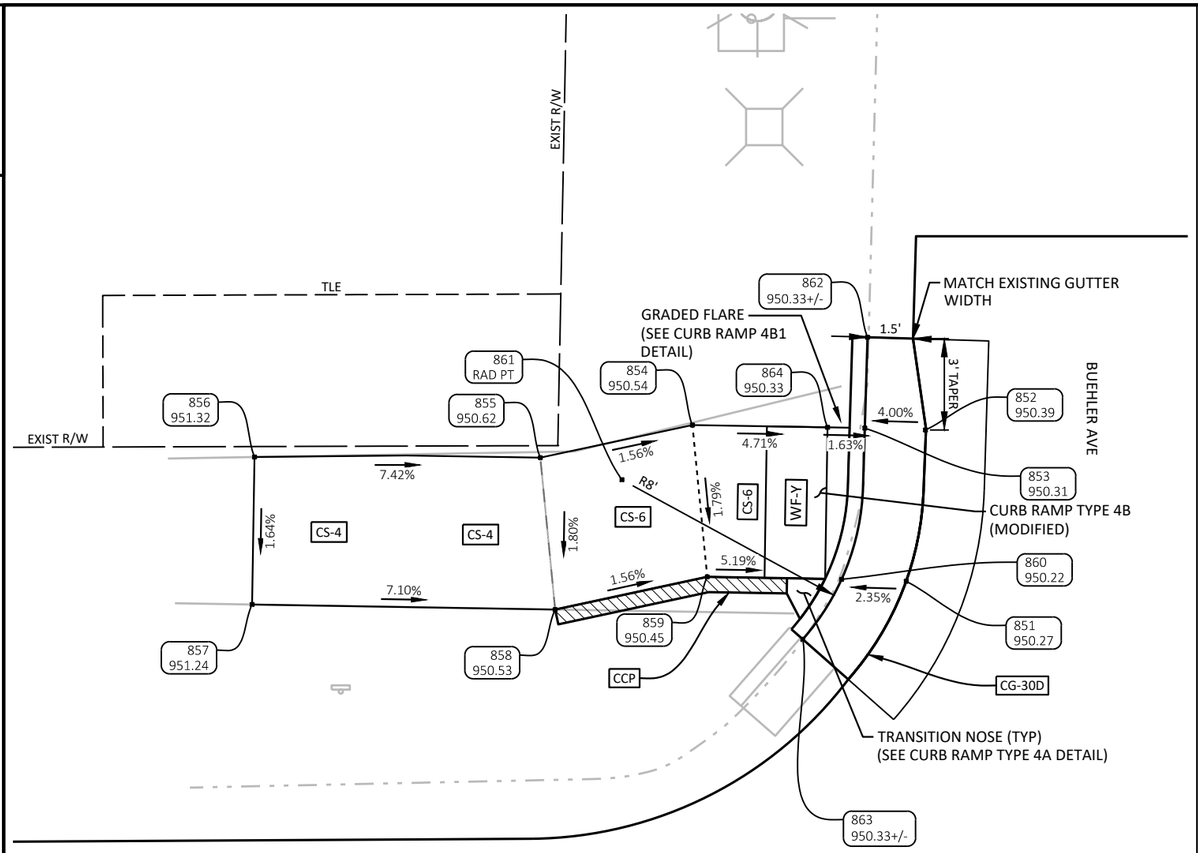
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - BUEHLER AVE	SHEET 32	E

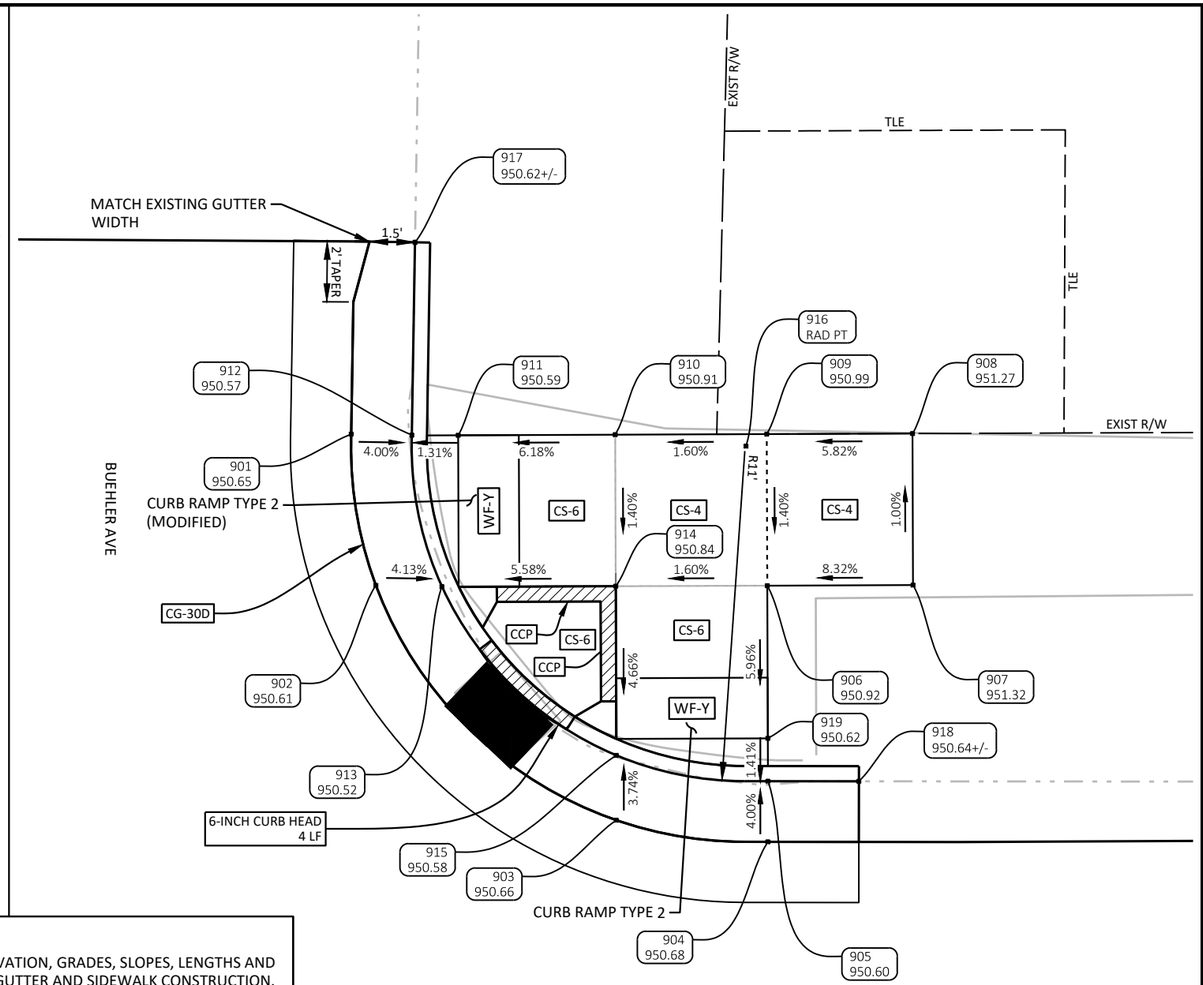
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021309-cr

PLOT DATE : 7/30/2021 1:37 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

693300-021309-cr

WISDOT/CADDS SHEET 42





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

N

146+75 146+00 146+50

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - BUEHLER AVE	SHEET 33	E

2

152+50

152+75

N

STH 173 (CEDAR ST)

956
946.93

955
947.01

CURB RAMP TYPE 3
(MODIFIED)

TRANSITION NOSE (TYP)
(SEE CURB RAMP TYPE 4A DETAIL)

954
947.06

972
946.99

CG-30D

6-INCH CURB HEAD
3 LF

974
946.89+/-

976
946.96

CCP

WF-Y

CCP

958
947.52+/-

CS-6

971
947.30

953
947.14
HP

968
947.01

970
947.31

CS-6

957
947.24

CS-4

CS-4

CS-4

CS-4

CS-6

969
947.32

952
947.08

CURB RAMP TYPE 3

EXIST R/W

959
947.58+/-

960
947.32

961
947.39

CS-4

CS-6

WF-Y

951
947.02

TLE

962
947.46

CS-4

965
947.39

966
946.98

967
946.94

EXIST R/W

963
947.66+/-

964
947.58+/-

975
946.82+/-

973
RAD PT

R24'

TLE

3.97%
1.69%
3.31%
6.92%
6.75%
1.20%
1.20%
1.60%
1.80%
1.32%
1.37%
4.09%
3.05%
1.17%
1.40%
1.39%
5.87%
1.41%
3.82%
4.00%
3.80%
1.60%

153+00

153+25

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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - CEDAR ST & MARKET ST	SHEET 34	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021311-cr

PLOT DATE : 7/30/2021 1:37 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

693300-021311-cr

WISDOT/CADDS SHEET 42

2

MH

153+00

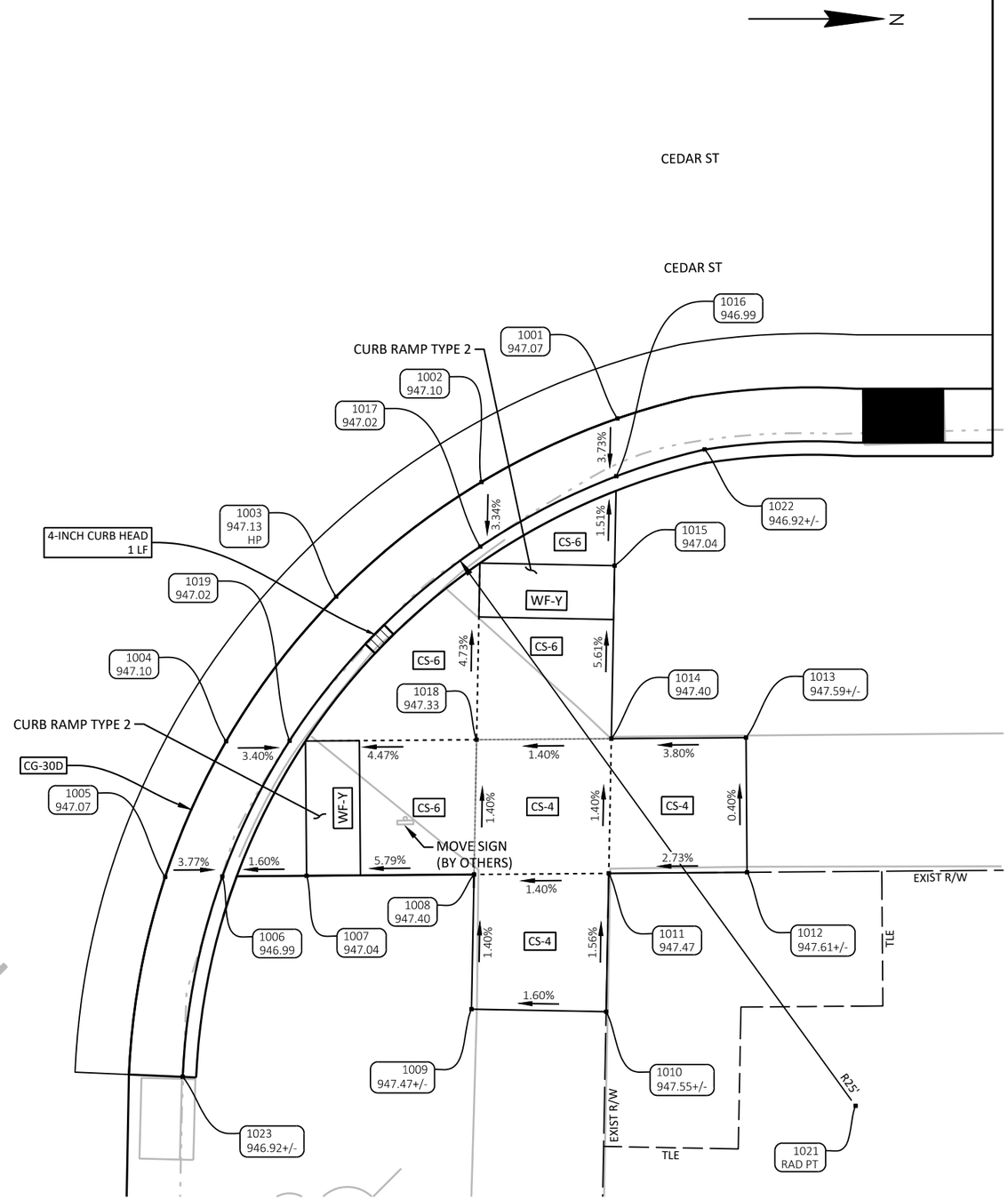
153+25

STH 173 (MARKET ST)

N

CEDAR ST

CEDAR ST



©MH

NOTES:

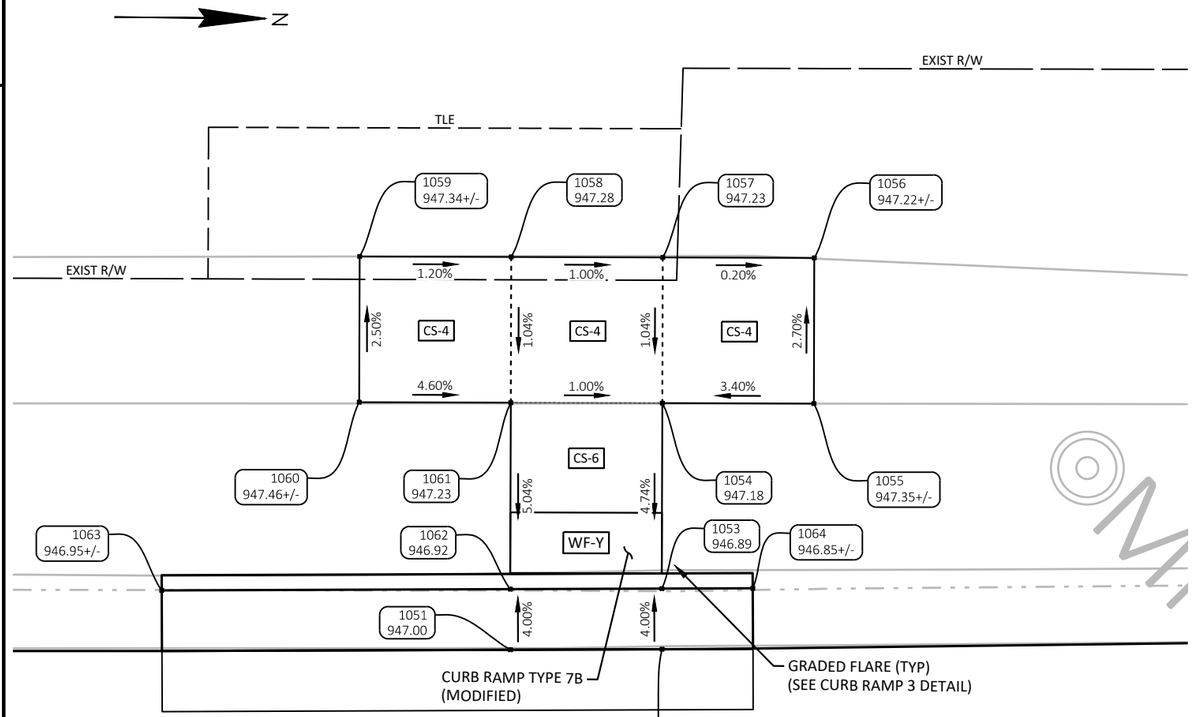
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.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

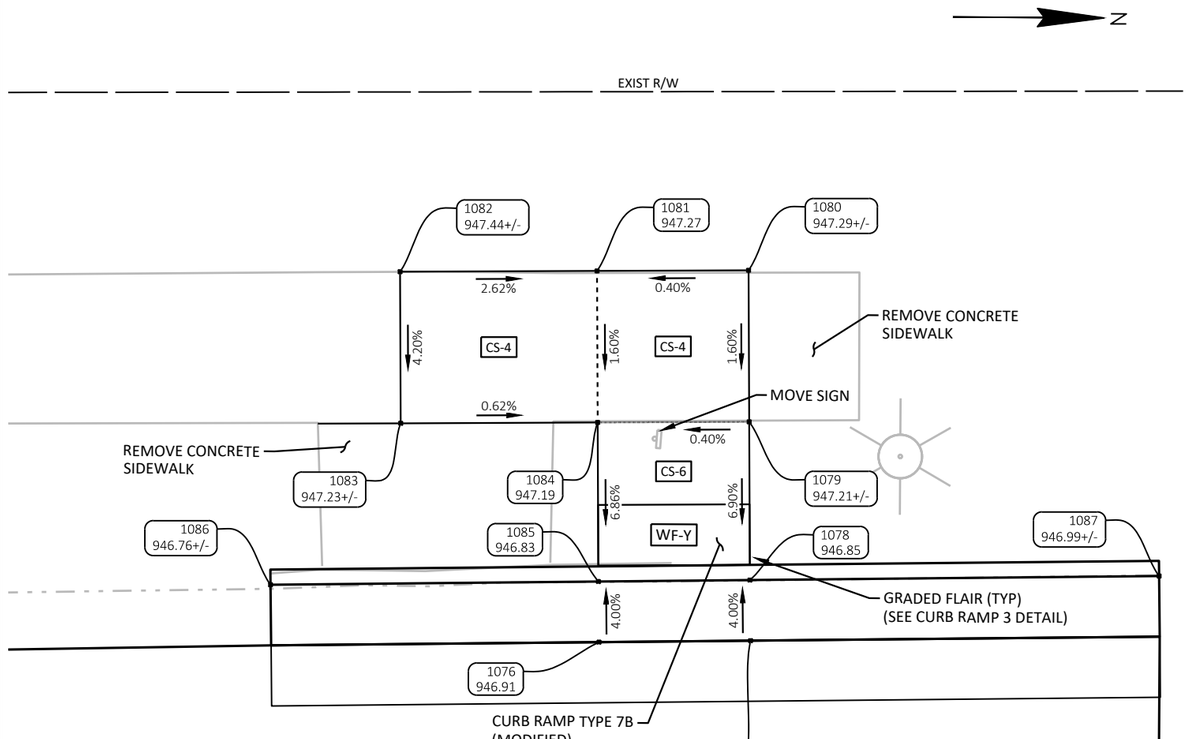
LEGEND FOR CURB RAMP DETAILS

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 - CEDAR ST & MARKET ST	SHEET 35	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021312-cr
693300-021312-cr
PLOT DATE : 7/30/2021 1:37 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42





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 (CEDAR ST)

152+25

152+50

CEDAR ST

20+25

20+50

2

BUEHLER AVE SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
751	950.54	146+03.89	33.10'	423,696.55	707,790.48	FLAG
752	950.47	146+02.98	28.09'	423,695.61	707,785.48	FLAG
753	950.40	146+00.79	28.08'	423,693.42	707,785.48	FL
755	950.69	145+96.57	28.05'	423,689.20	707,785.47	SW
756	950.77	145+91.57	27.99'	423,684.20	707,785.45	SW
757	951.04	145+85.71	28.16'	423,678.34	707,785.65	SW
758	951.02	145+85.66	32.93'	423,678.32	707,790.43	SW
759	950.84	145+91.52	32.99'	423,684.18	707,790.45	SW
760	950.76	145+96.52	33.05'	423,689.18	707,790.47	SW
761	950.48	146+00.18	33.08'	423,692.84	707,790.49	SW
762	950.46	146+01.89	33.11'	423,694.55	707,790.50	FL
763	0.00	145+90.89	32.88'	423,683.55	707,790.34	RAD PT
764	950.32	145+99.72	26.31'	423,692.34	707,783.71	FL
765	950.50	146+01.52	45.59'	423,694.26	707,802.98	FL

BUEHLER AVE NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
801	950.71	146+52.42	19.93'	423,745.00	707,777.00	FLAG
802	950.67	146+47.42	20.67'	423,740.00	707,777.78	FLAG
803	950.65	146+40.18	28.14'	423,732.81	707,785.29	FLAG
804	950.70	146+39.52	33.11'	423,732.18	707,790.27	FLAG
805	950.62	146+41.52	33.17'	423,734.18	707,790.31	FL
806	950.88	146+46.53	33.30'	423,739.19	707,790.41	SW
807	951.47	146+46.30	42.67'	423,739.02	707,799.79	SW
808	951.54	146+51.30	42.80'	423,744.02	707,799.88	SW
809	950.97	146+51.55	32.80'	423,744.20	707,789.88	SW
810	951.48	146+61.55	32.76'	423,754.20	707,789.78	SW
811	951.34	146+61.53	27.76'	423,754.15	707,784.78	SW
812	950.91	146+52.47	27.80'	423,745.10	707,784.87	SW
813	950.63	146+52.44	21.93'	423,745.03	707,779.00	FL
814	950.58	146+47.45	22.82'	423,740.04	707,779.93	FL
815	950.83	146+47.47	28.32'	423,740.10	707,785.42	SW
816	950.56	146+42.29	28.19'	423,734.92	707,785.33	FL
817	0.00	146+51.56	31.94'	423,744.22	707,789.02	RAD PT
819	950.67	146+41.32	39.88'	423,734.02	707,797.02	SW
820	950.69	146+55.37	21.89'	423,747.96	707,778.94	SW
821	950.96	146+51.53	33.42'	423,744.19	707,790.50	SW

BUEHLER AVE SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
851	950.27	146+04.79	-28.42'	423,697.06	707,728.96	FLAG
852	950.39	146+05.46	-33.41'	423,697.70	707,723.96	FLAG
853	950.31	146+03.46	-33.48'	423,695.70	707,723.90	FL
854	950.54	145+97.77	-33.61'	423,690.01	707,723.80	SW
855	950.62	145+92.75	-32.57'	423,685.00	707,724.88	SW
856	951.32	145+83.32	-32.65'	423,675.57	707,724.86	SW
857	951.24	145+83.21	-27.79'	423,675.49	707,729.72	SW
858	950.53	145+93.20	-27.56'	423,685.48	707,729.89	SW
859	950.45	145+98.23	-28.60'	423,690.50	707,728.81	SW
860	950.22	146+02.66	-28.49'	423,694.94	707,728.89	FL
861	950.69	145+95.43	-31.83'	423,687.69	707,725.61	RAD PT
862	950.33	146+03.57	-36.48'	423,695.79	707,720.90	FL
863	950.33	146+01.37	-26.53'	423,693.66	707,730.87	FL
864	950.33	146+02.23	-33.51'	423,694.47	707,723.88	SW

BUEHLER AVE NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
901	950.65	146+41.29	-33.21'	423,733.54	707,723.93	FLAG
902	950.61	146+42.10	-28.22'	423,734.38	707,728.92	FLAG
903	950.66	146+50.04	-20.48'	423,742.36	707,736.61	FLAG
904	950.68	146+55.04	-19.76'	423,747.37	707,737.30	FLAG
905	950.60	146+55.04	-21.76'	423,747.36	707,735.30	FL
906	950.92	146+55.02	-28.21'	423,747.30	707,728.84	SW
907	951.32	146+59.83	-28.23'	423,752.11	707,728.80	SW
908	951.27	146+59.81	-33.23'	423,752.06	707,723.80	SW
909	950.99	146+55.00	-33.21'	423,747.25	707,723.85	SW
910	950.91	146+50.00	-33.19'	423,742.25	707,723.90	SW
911	950.59	146+44.82	-33.17'	423,737.07	707,723.95	SW
912	950.57	146+43.29	-33.18'	423,735.54	707,723.95	FL
913	950.52	146+44.28	-28.18'	423,736.56	707,728.94	FL
914	950.84	146+50.02	-28.19'	423,742.30	707,728.89	SW
915	950.58	146+50.04	-22.61'	423,742.35	707,734.48	FL
916	0.00	146+54.32	-32.82'	423,746.56	707,724.25	RAD PT
917	950.62	146+43.40	-39.54'	423,735.60	707,717.59	FL
918	950.64	146+58.04	-21.76'	423,750.36	707,735.28	FL
919	950.62	146+55.04	-23.18'	423,747.35	707,733.88	SW

CEDAR ST & MARKET ST SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
951	947.02	153+22.46	22.99'	424,350.57	707,790.90	FLAG
952	947.08	153+17.43	25.02'	424,348.62	707,785.83	FLAG
953	947.14	152+51.91	29.04'	424,344.63	707,780.07	FLAG
954	947.06	152+40.65	21.69'	424,333.29	707,772.84	FLAG
955	947.01	152+35.63	20.58'	424,328.27	707,771.78	FLAG
956	946.93	152+35.65	22.60'	424,328.30	707,773.80	FL
957	947.24	152+35.68	28.43'	424,328.39	707,779.62	SW
958	947.52	152+30.68	28.45'	424,323.39	707,779.70	SW
959	947.58	152+30.70	33.45'	424,323.47	707,784.70	SW
960	947.32	152+35.70	33.43'	424,328.47	707,784.62	SW
961	947.39	152+41.00	33.40'	424,333.77	707,784.54	SW
962	947.46	152+40.81	39.36'	424,333.64	707,790.50	SW
963	947.66	153+27.36	39.94'	424,333.54	707,795.50	SW
964	947.58	153+27.38	34.94'	424,338.53	707,795.60	SW
965	947.39	153+22.38	34.90'	424,338.66	707,790.60	SW
966	946.98	153+22.43	27.92'	424,345.64	707,790.78	SW
967	946.94	153+22.45	25.08'	424,348.47	707,790.85	FL
968	947.01	153+17.43	27.32'	424,346.33	707,785.79	FL
969	947.32	152+45.97	34.51'	424,338.75	707,785.60	SW
970	947.31	152+44.59	29.91'	424,337.32	707,781.02	SW
971	947.30	152+40.68	28.40'	424,333.39	707,779.55	SW
972	946.99	152+40.66	23.81'	424,333.32	707,774.95	FL
973	0.00	152+32.55	46.40'	424,325.45	707,797.63	RAD PT
974	946.89	152+33.19	22.41'	424,325.85	707,773.63	FL
975	946.82	153+31.31	23.97'	424,349.43	707,799.74	FL
976	946.96	152+35.66	24.38'	424,328.33	707,775.57	SW

CEDAR ST & MARKET ST NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1001	947.07	153+04.74	-39.64'	424,413.51	707,774.31	FLAG
1002	947.10	153+07.19	-34.64'	424,408.46	707,776.67	FLAG
1003	947.13	153+11.54	-29.32'	424,403.07	707,780.92	FLAG
1004	947.10	153+16.98	-25.34'	424,398.98	707,786.29	FLAG
1005	947.07	153+22.06	-23.16'	424,396.72	707,791.33	FLAG
1006	946.99	153+22.00	-25.29'	424,398.84	707,791.31	FL
1007	947.04	153+21.92	-28.41'	424,401.97	707,791.29	SW
1008	947.40	153+21.76	-34.62'	424,408.19	707,791.24	SW
1009	947.47	153+26.76	-34.62'	424,408.09	707,796.24	SW
1010	947.55	153+26.76	-39.62'	424,413.09	707,796.33	SW
1011	947.47	153+21.63	-39.63'	424,413.19	707,791.20	SW
1012	947.61	153+21.50	-44.76'	424,418.32	707,791.16	SW
1013	947.59	153+16.50	-44.63'	424,418.28	707,786.16	SW
1014	947.40	153+16.63	-39.63'	424,413.28	707,786.20	SW
1015	947.04	153+10.21	-39.64'	424,413.40	707,779.78	SW
1016	946.99	153+06.89	-39.64'	424,413.47	707,776.46	FL
1017	947.02	153+09.59	-34.64'	424,408.42	707,779.07	FL
1018	947.33	153+16.76	-34.63'	424,408.28	707,786.24	SW
1019	947.02	153+16.92	-27.69'	424,401.34	707,786.27	FL
1021	0.00	153+30.09	-48.94'	424,422.35	707,799.83	RAD PT
1022	946.92	153+05.83	-42.90'	424,416.75	707,775.46	FL
1023	946.92	153+29.46	-23.95'	424,397.37	707,798.75	FL

CEDAR ST & MARKET ST SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1051	947.00	152+37.35	-20.13'	424,329.57	707,731.05	FLAG
1052	946.97	152+42.35	-20.15'	424,334.56	707,730.98	FLAG
1053	946.89	152+42.34	-22.15'	424,334.54	707,728.98	FL
1054	947.18	152+42.36	-28.27'	424,334.49	707,722.86	SW
1055	947.35	152+47.36	-28.25'	424,339.49	707,722.83	SW
1056	947.22	152+47.37	-33.06'	424,339.46	707,718.02	SW
1057	947.23	152+42.37	-33.07'	424,334.46	707,718.06	SW
1058	947.28	152+37.37	-33.09'	424,329.46	707,718.09	SW
1059	947.34	152+32.37	-33.10'	424,324.46	707,718.13	SW
1060	947.46	152+32.36	-28.30'	424,324.49	707,722.94	SW
1061	947.23	152+37.36	-28.28'	424,329.49	707,722.90	SW
1062	946.92	152+37.34	-22.13'	424,329.54	707,729.05	FL
1063	946.95	152+25.84	-22.09'	424,318.04	707,729.21	FL
1064	946.85	152+45.34	-22.16'	424,337.54	707,728.94	FL

CEDAR ST & MARKET ST NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1076	946.91	20+34.80	-21.11'	424,408.94	707,729.38	FLAG
1077	946.93	20+39.80	-21.15'	424,413.94	707,729.30	FLAG
1078	946.85	20+39.78	-23.15'	424,413.91	707,727.30	FL
1079	947.21	20+39.75	-28.37'	424,413.85	707,722.08	SW
1080	947.29	20+39.73	-33.37'	424,413.79	707,717.08	SW
1081	947.27	20+34.73	-33.35'	424,408.79	707,717.14	SW
1082	947.44	20+28.23	-33.33'	424,402.29	707,717.21	SW
1083	947.23	20+28.25	-28.33'	424,402.35	707,722.21	SW
1084	947.19	20+34.75	-28.35'	424,408.85	707,722.14	SW
1085	946.83	20+34.78	-23.11'	424,408.91	707,727.38	FL
1086	946.76	20+23.96	-23.00'	424,398.09	707,727.56	FL
1087	946.99	20+53.28	-23.29'	424,427.40	707,727.08	FL

2

2

165+75

N

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

CURB RAMP TYPE 3 (MODIFIED)

1101 947.34
1102 947.26
1116 947.16
1105 947.26
1119 948.30+/-
1122 947.28
1120 947.05+/-
1113 946.93
1103 947.01
1107 947.94+/-
1106 947.37
1115 947.30
1114 947.23
1104 946.99
1108 948.01+/-
1109 947.41
1110 947.33
1111 947.25
1112 946.91
1118 RAD PT
1121 946.88+/-

4.00%
1.98%
4.85%
WF-Y
CG-30D
CS-6
GRASS
0.90%
1.33%
CS-6
1.40%
5.80%
1.45%
5.78%
3.92%
CURB RAMP TYPE 2
1.40%
CS-4
CS-4
0.80%
R14'
CS-4
0.60%
CS-4
0.40%
CS-6
WF-Y
6.10%
1.60%
1.66%
6.10%
4.00%
EXIST R/W
TLE
EXIST R/W
SECTION ST

166+50

N

STH 173 (MARKET ST)

SECTION ST

CURB RAMP TYPE 2 (MODIFIED)

1154 947.04
1153 947.02
TRANSITION NOSE (TYP) (SEE CURB RAMP TYPE 4A DETAIL)
1166 946.93
4.00%
4.01%
1.59%
6-INCH CURB HEAD 5 LF
1167 946.81 LP
1165 946.96
1163 946.99
1170 947.00+/-
WF-Y
CG-30D
CCP
CS-6
2.43%
CS-6
2.81%
CCP
1152 946.91
1162 947.17
1161 947.37+/-
3.97%
5.50%
1.40%
4.18%
R10'
1168 946.83
1164 947.10
1171 RAD PT
WF-Y
CS-6
0.80%
CS-4
1.00%
CS-4
3.00%
CURB RAMP TYPE 2 (MODIFIED)
4.00%
5.71%
1.61%
6.25%
EXIST R/W
1151 946.93
1156 947.14
1159 947.22
1160 947.52+/-
1155 946.85
5.05%
CS-4
6.20%
1157 947.39+/-
2.81%
1158 947.53+/-
1169 946.87+/-
EXIST R/W
TLE

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - SECTION ST	SHEET 38	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021315-cr
693300-021315-cr
PLOT DATE : 7/30/2021 1:38 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:5 FT

2

REMOVE CONCRETE SIDEWALK

TLE

EXIST R/W

1209 947.87

1208 947.73

1210 947.63

1207 947.54

1221 RAD PT

1211 947.45

1213 947.86

1212 947.49

1206 947.36

1223 946.96+/-

1205 947.01

1219 947.36

1204 947.09

1214 947.79

1215 947.44

CURB RAMP TYPE 2 (MODIFIED)

1220 947.11

1216 947.28

1203 947.19

6-INCH CURB HEAD 3.5 LF

1217 947.24

1218 947.17

1202 947.26

1222 947.18+/-

1201 947.32

CURB RAMP TYPE 2 (MODIFIED)

CG-30D

CS-4 CS-6 WF-Y CCP R16' 2.80% 5.09% 3.93% 1.70% 4.03% 3.66% 7.40% 1.65% 1.79% 1.40% 1.00% 0.00% 7.05% 3.96% 7.00% 1.60% 4.62% 2.50% 2.71% 3.96% 1.51% 3.89% 3.91%

SECTION ST

REMOVING CONCRETE SIDEWALK (EXISTING CURB & RAMP TO REMAIN UNTIL NEW CURB RAMP CONSTRUCTION IS COMPLETED)

1260 947.41

1259 947.50

TLE

1262 947.09

1261 947.37

1258 947.45

EXIST R/W

1251 947.13

CURB RAMP TYPE 3 (MODIFIED)

1266 RAD PT

1252 947.15

1257 947.40

1263 947.07

TRANSITION NOSE (TYP) (SEE CURB RAMP TYPE 4A DETAIL)

1264 947.32

CG-30D

1268 947.05

6-INCH CURB HEAD 6.5 LF

1256 946.93

1255 946.90

CG-30D

1265 946.93

1253 947.00

1254 946.98

1267 946.87+/-

CURB RAMP TYPE 2 (MODIFIED)

CS-4 CS-6 WF-Y CCP 1.86% 1.14% 1.41% 5.48% 1.61% 2.00% 1.00% 1.00% 3.99% 4.93% 1.60% 4.88% 6.36% 3.13% 1.61% 4.00%

SECTION 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

STH 173 (MARKET ST)

N

165+75

166+

STH 173 (MARKET ST)

N

©MH ©WH GUY

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - SECTION ST	SHEET 39	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021316-cr
693300-021316-cr
PLOT DATE : 7/30/2021 1:38 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

171+50

172+00

172+25

2

N

N

NOTES:

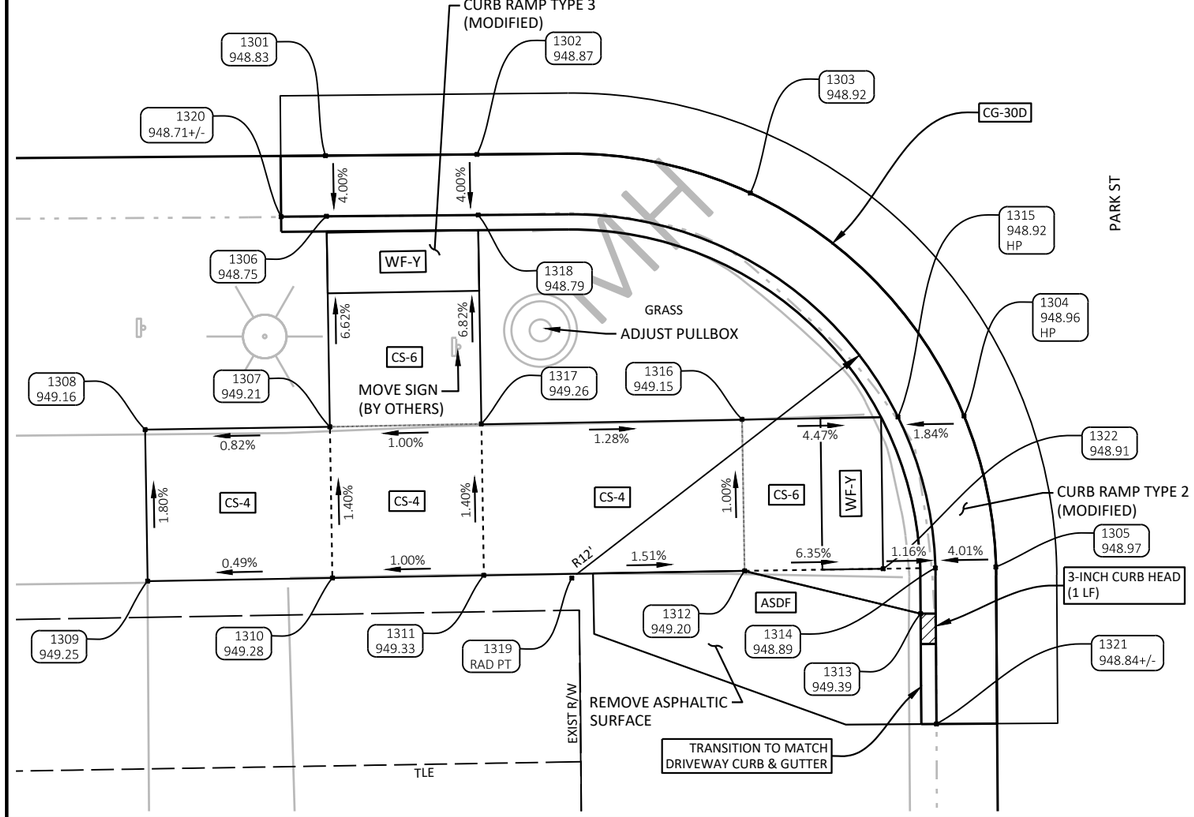
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.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

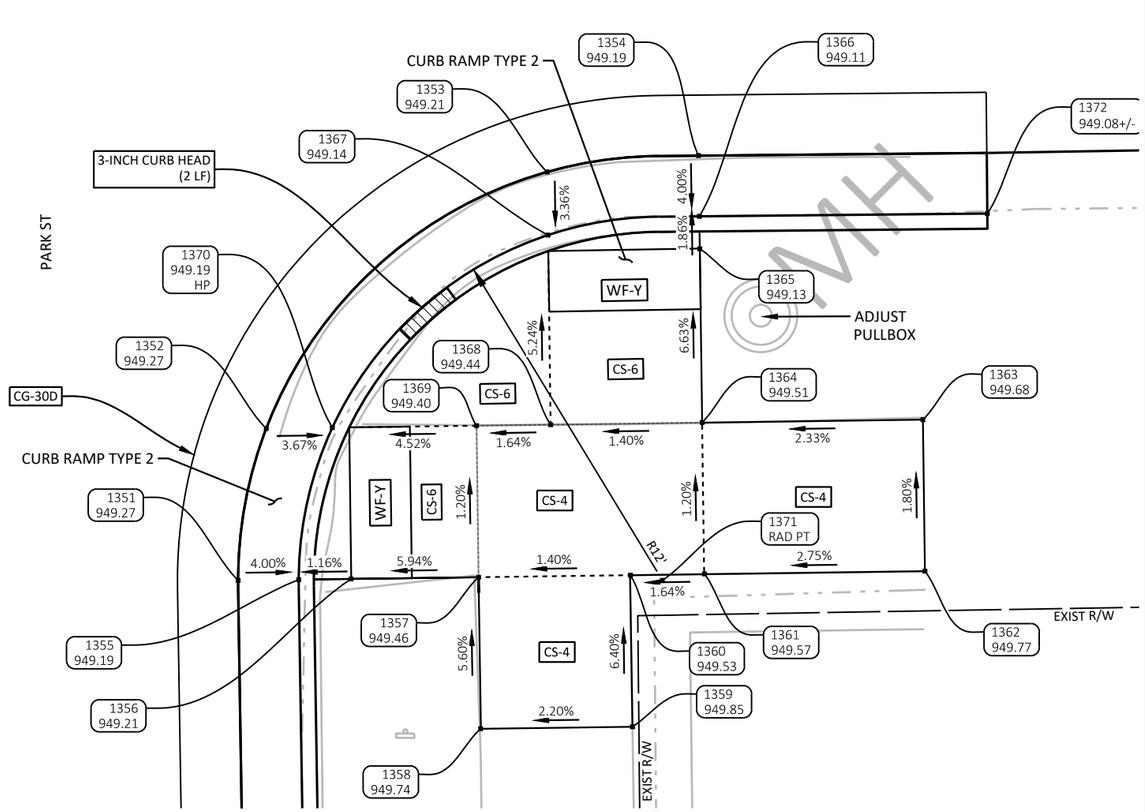
LEGEND FOR CURB RAMP DETAILS

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)



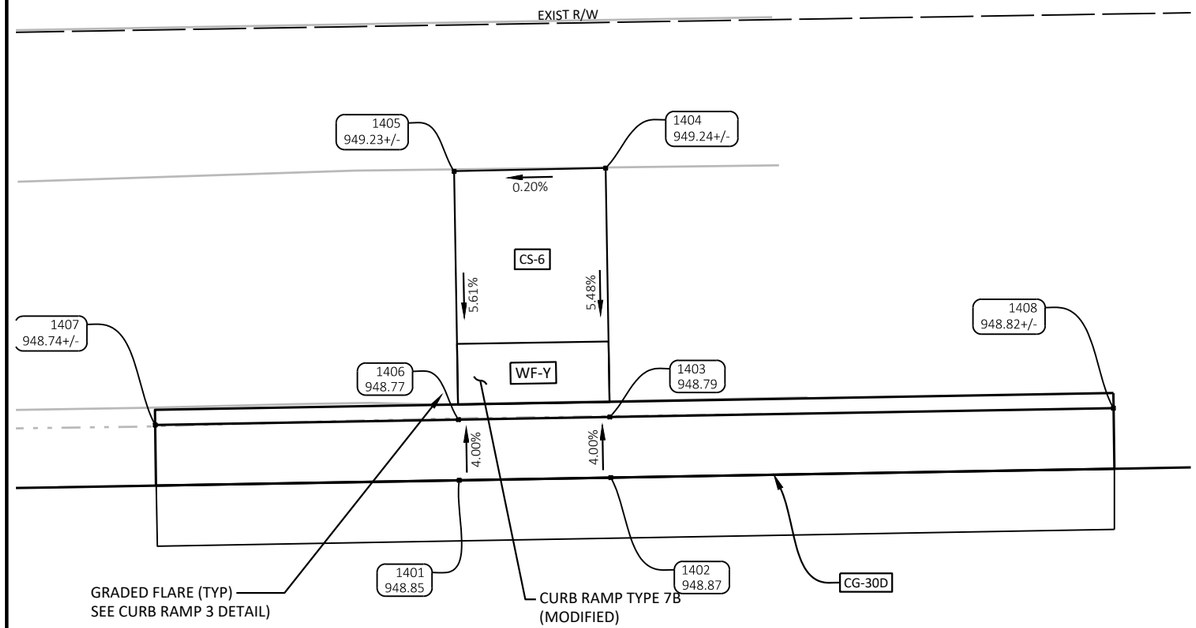


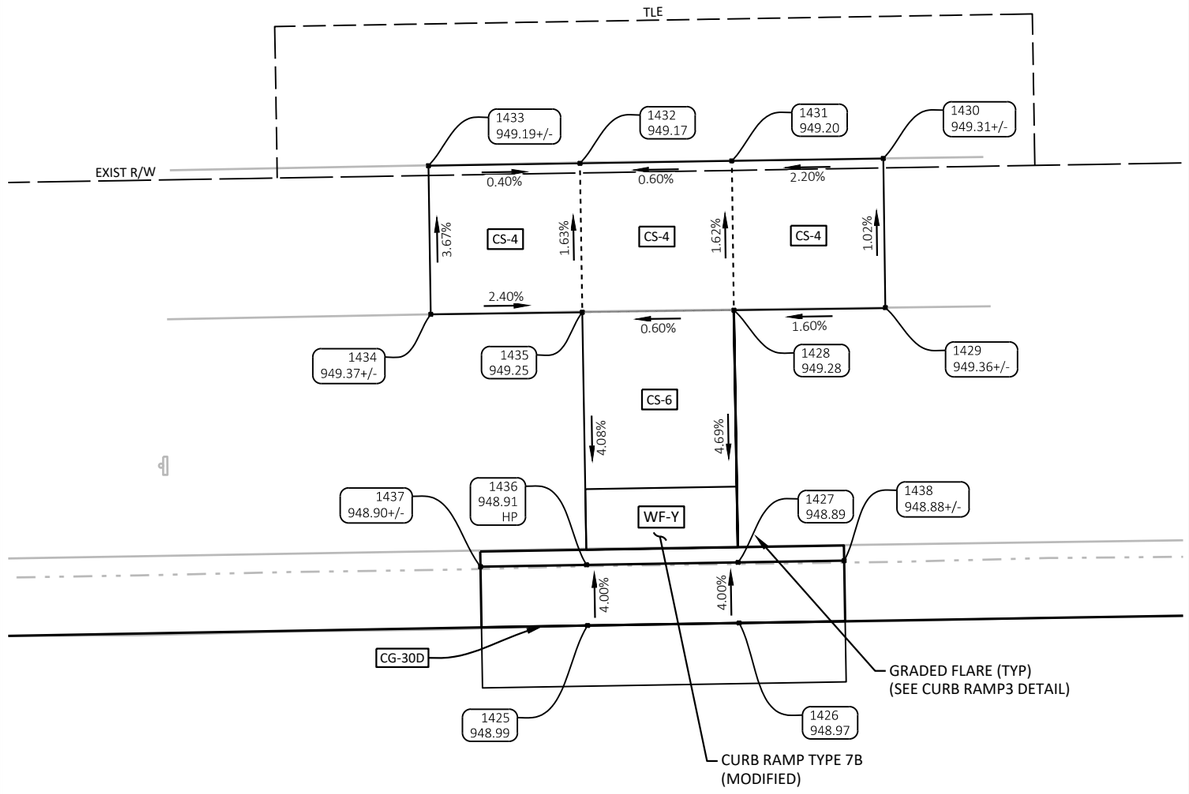
PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - PARK ST	SHEET 40	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021317-cr

693300-021317-cr

PLOT DATE : 7/30/2021 1:38 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT





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 - PARK ST	SHEET 41	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021318-cr
PLOT DATE : 7/30/2021 1:38 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT
693300-021318-cr
WISDOT/CADDS SHEET 42

2

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

2

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

PARK ST NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1425	948.99	172+09.47	-24.99'	424,383.54	709,677.62	FLAG
1426	948.97	172+14.47	-24.99'	424,383.62	709,682.62	FLAG
1427	948.89	172+14.47	-26.99'	424,385.62	709,682.59	FL
1428	949.28	172+14.47	-35.31'	424,393.94	709,682.45	SW
1429	949.36	172+19.47	-35.31'	424,394.02	709,687.45	SW
1430	949.31	172+19.48	-40.23'	424,398.95	709,687.38	SW
1431	949.20	172+14.48	-40.23'	424,398.87	709,682.38	SW
1432	949.17	172+09.47	-40.24'	424,398.79	709,677.37	SW
1433	949.19	172+04.47	-40.24'	424,398.71	709,672.37	SW
1434	949.37	172+04.47	-35.33'	424,393.81	709,672.45	SW
1435	949.25	172+09.47	-35.32'	424,393.87	709,677.45	SW
1436	948.91	172+09.47	-26.99'	424,385.54	709,677.59	FL
1437	948.90	172+05.97	-26.99'	424,385.48	709,674.09	FL
1438	948.88	172+17.97	-26.99'	424,385.68	709,686.09	FL

2

179+00

179+50

179+75

2

N

NOTES:

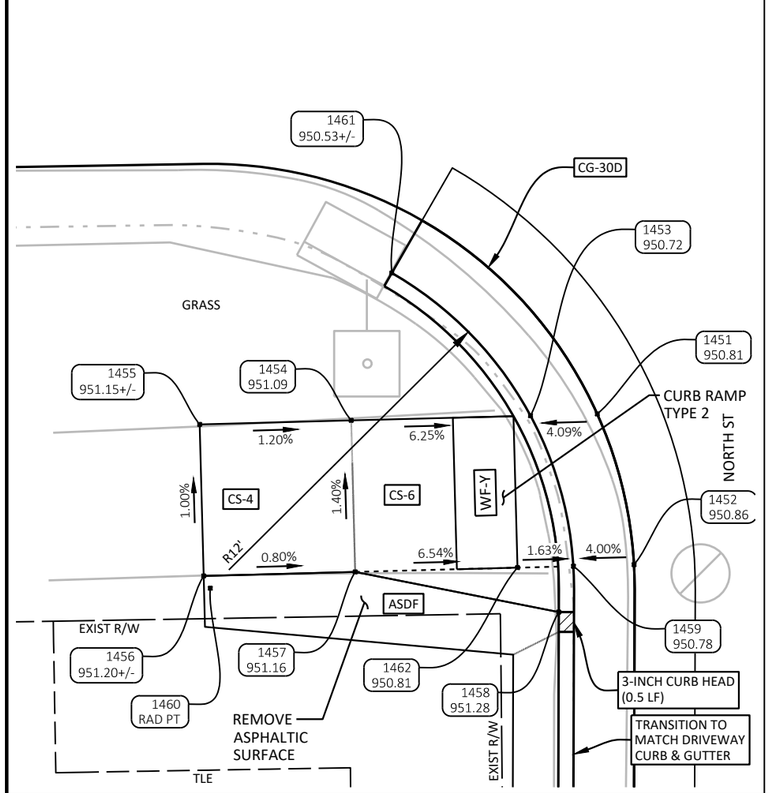
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.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

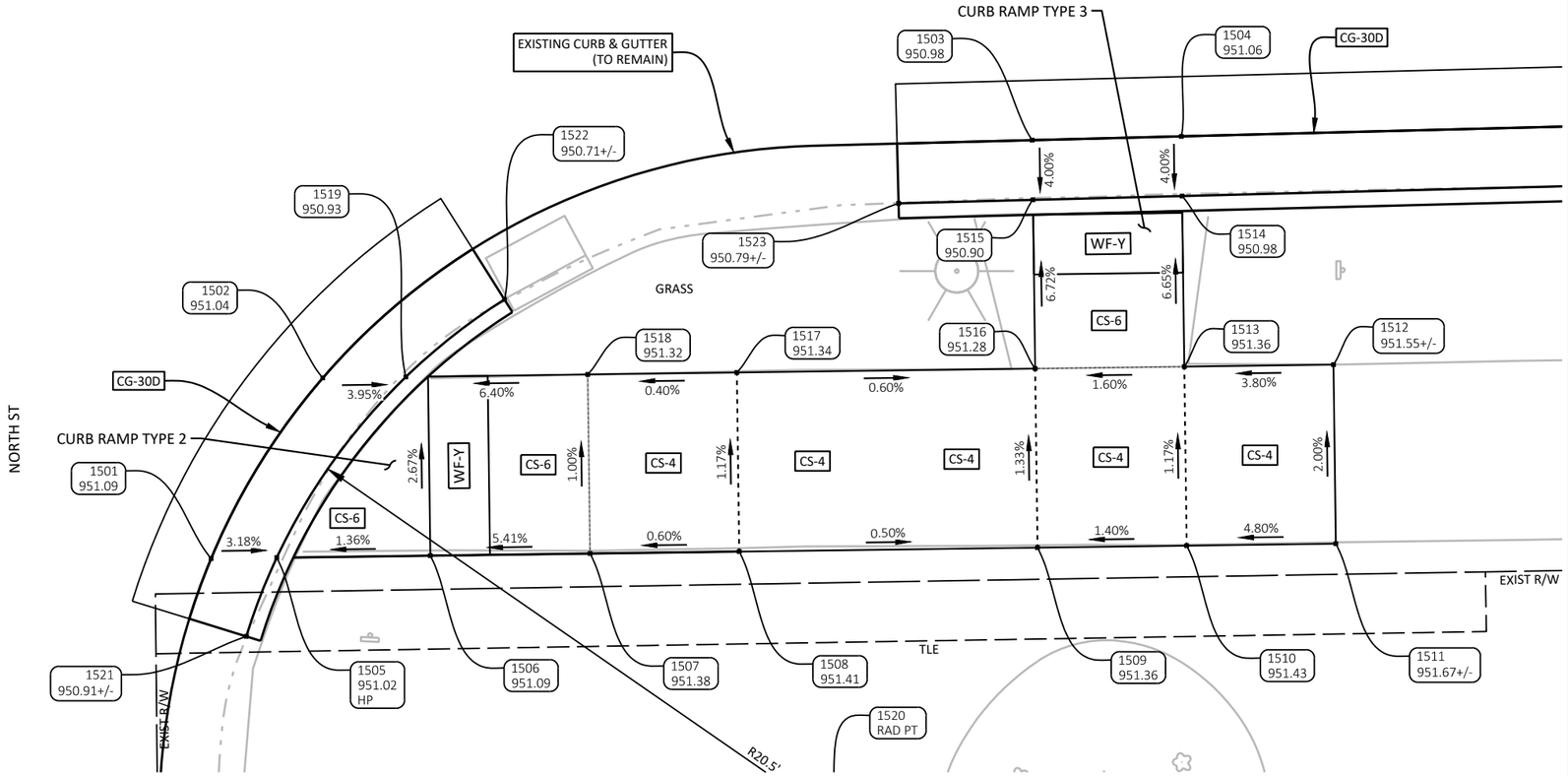
LEGEND FOR CURB RAMP DETAILS

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

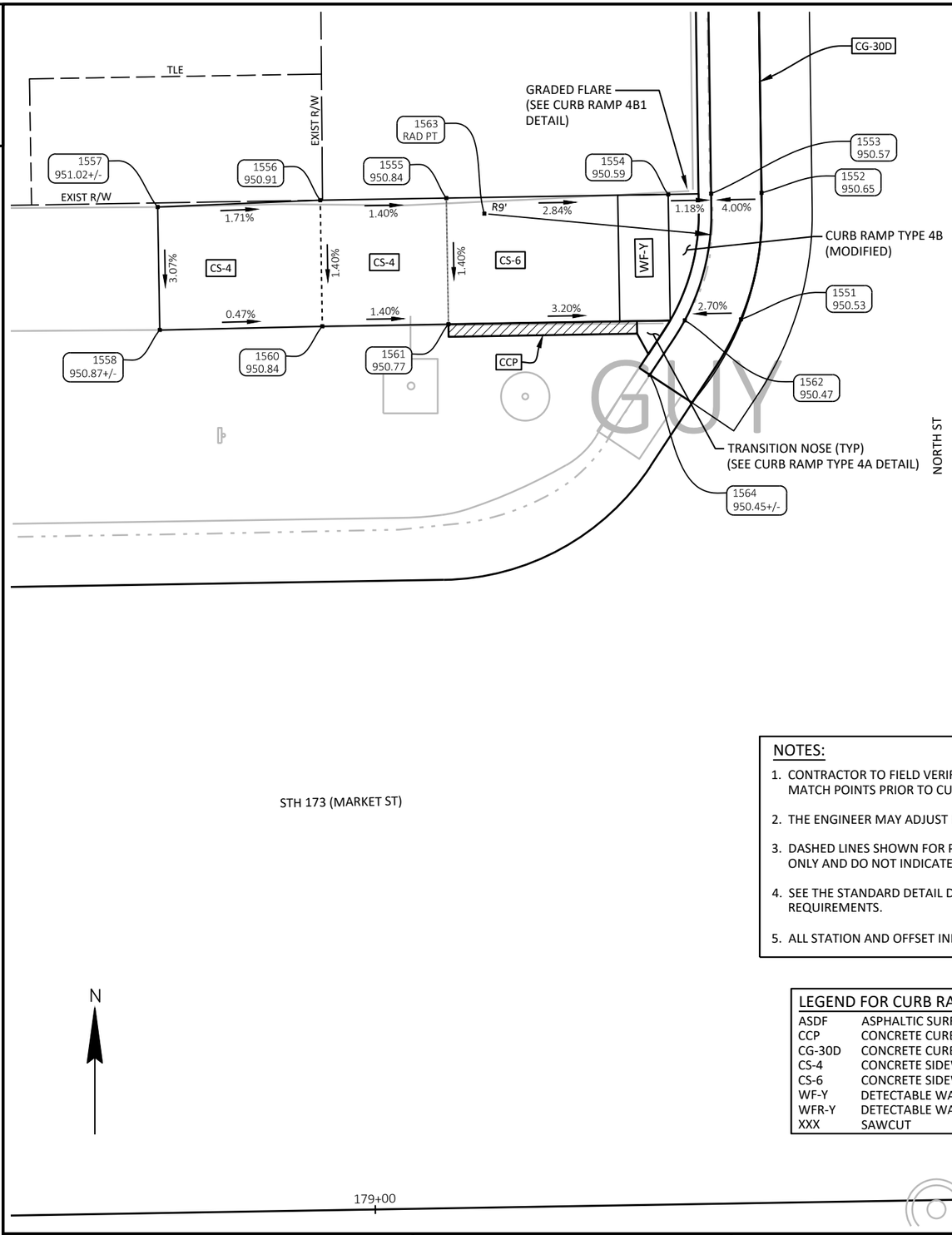
STH 173 (MARKET ST)

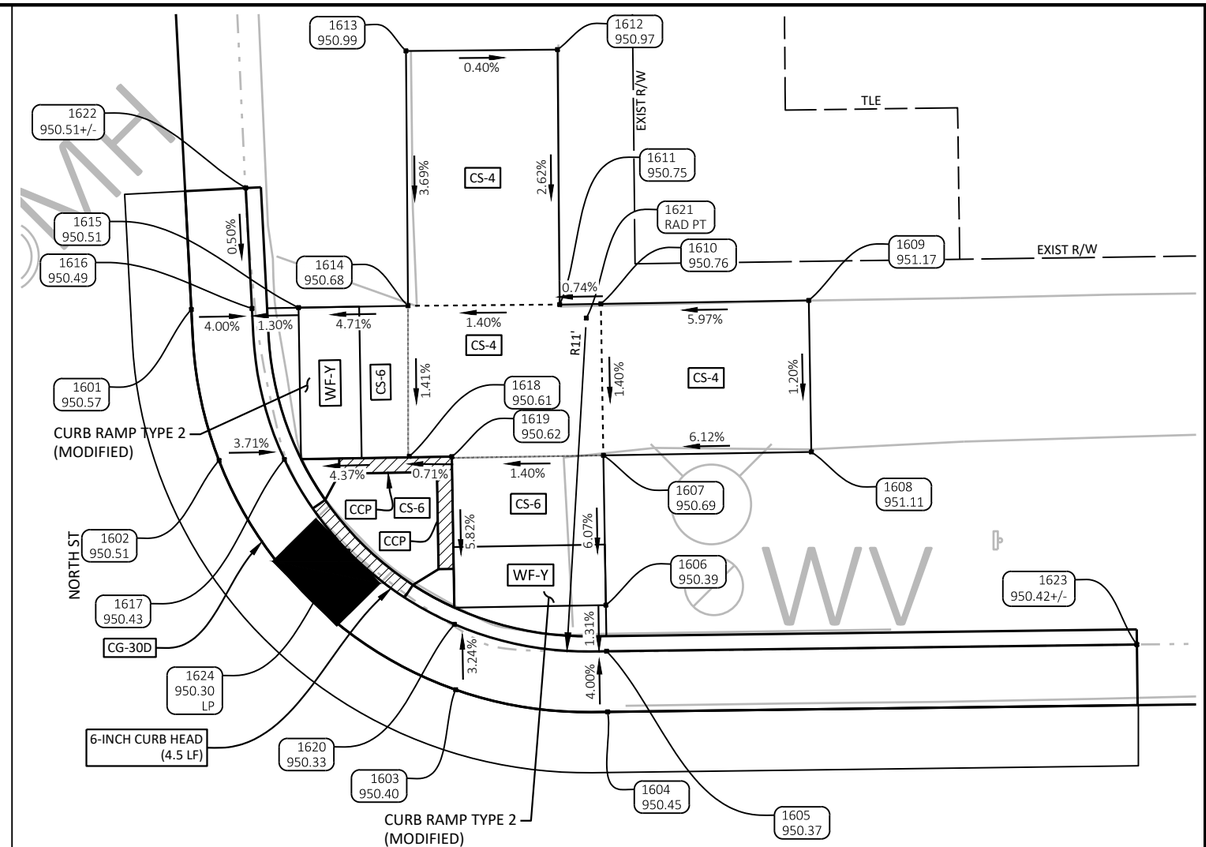
STH 173 (MARKET ST)





PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - NORTH ST	SHEET 43	E





STH 173 (MARKET ST)

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

N

N

179+00

179+50

179+75

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - NORTH ST	SHEET 44	E

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

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

2

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

184+00

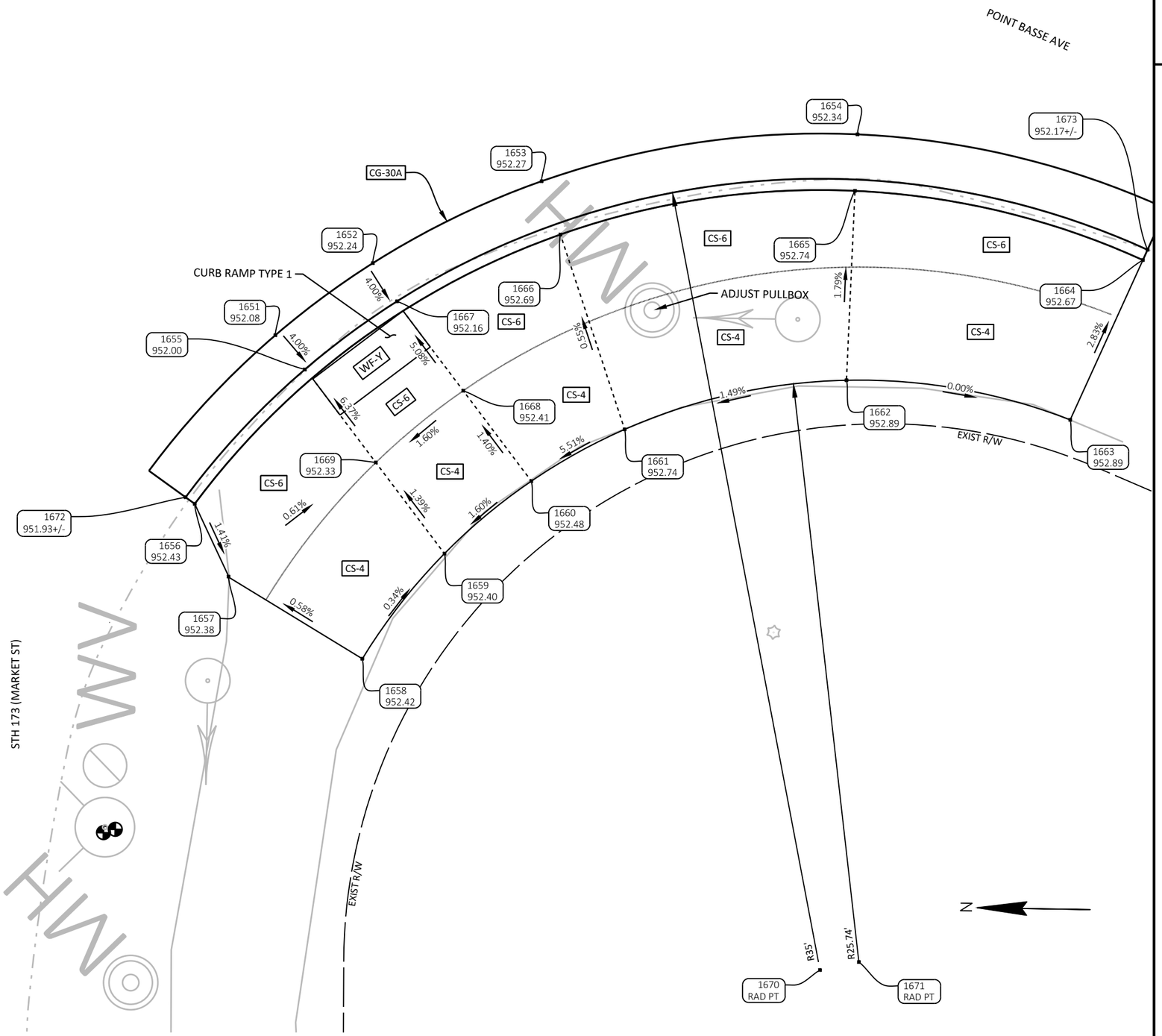
183+75

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



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - POINT BASSE AVE	SHEET 46	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021323-cr
693300-021323-cr
PLOT DATE : 7/30/2021 1:39 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

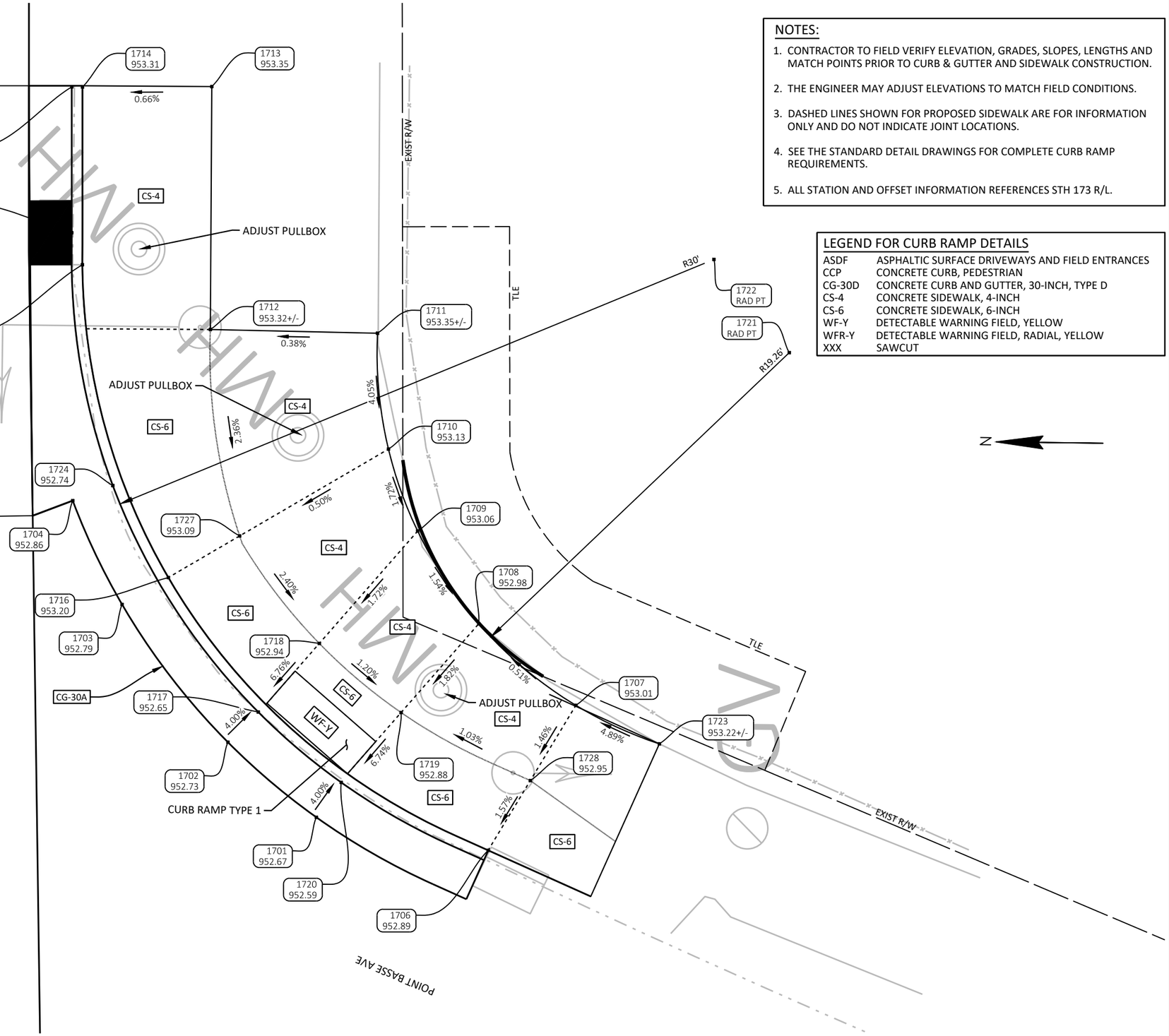
2

NOTES:

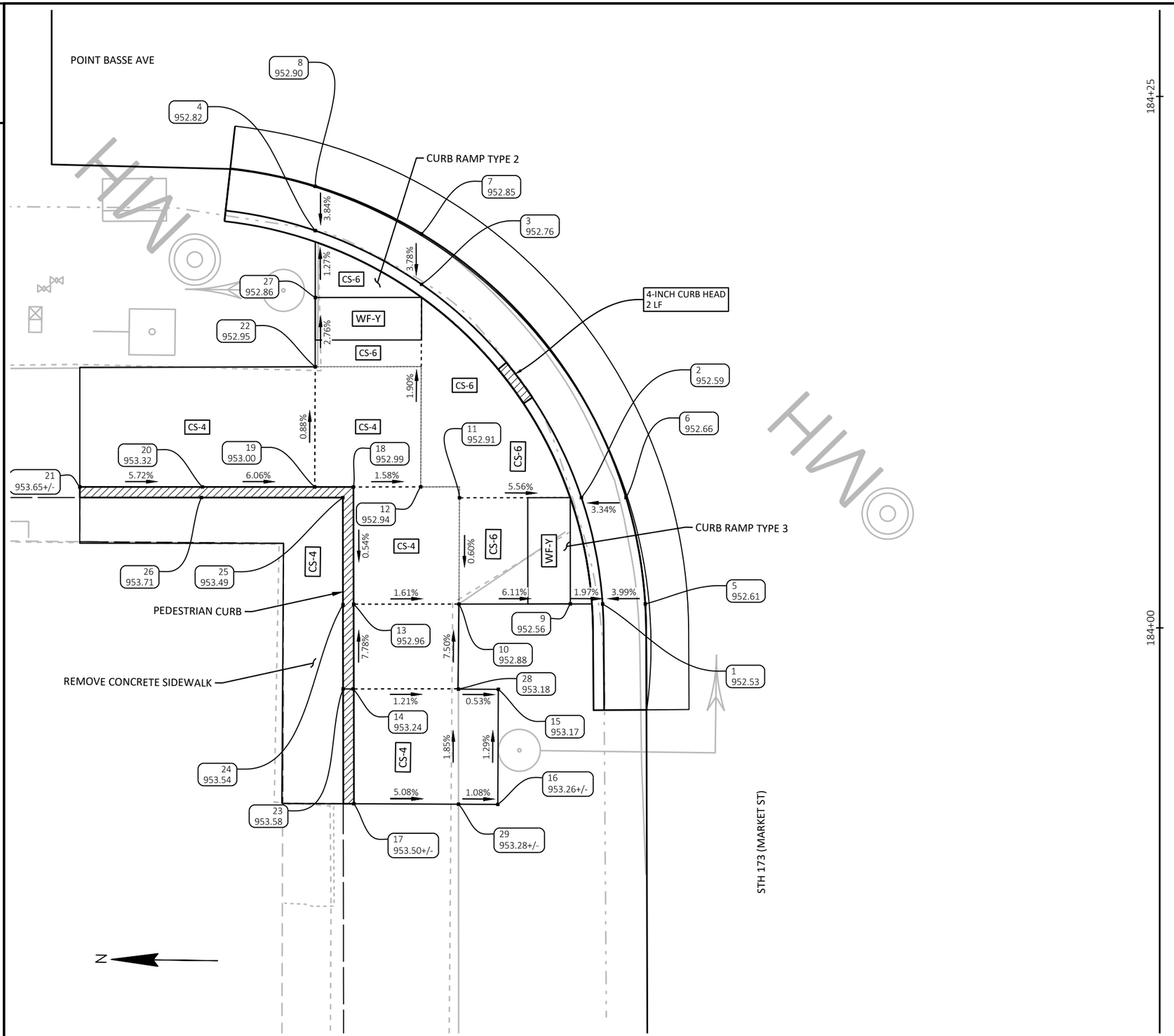
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
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



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



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:

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

GARR

GARRIS

188+00

STH 173 R/L - 10' OFFSET RIGHT

N

STH 173 (MARKET ST)

"MILL ENTRANCE"

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

1756 954.38+/-
1751 954.53
1757 954.45
1752 954.55
1758 954.47
1762 954.77
1769 954.47
1759 954.54
1753 954.63
1767 954.85
1768 954.82
1770 954.92
1754 954.71
1763 955.03
1764 954.90
1765 954.93
1766 954.64
1755 954.70
1761 954.68+/-
1771 RAD PT

CURB RAMP TYPE 3
4-INCH CURB HEAD (2 LF)
CG-30D
CURB RAMP TYPE 2 (MODIFIED)
3-INCH CURB HEAD (2 LF)
EXISTING FENCE (TO REMAIN)
ASDF
EXIST R/W
TLE
R25'

3.96% 1.01% 3.75% 1.90% 5.86% 5.86% 1.37% 0.60% 3.50% 3.46% 1.83% 1.33% 1.33% 6' 1.78% 0.60% 3.43% 0.22% 3.65%

CS-6 CS-4 WF-Y

1805 955.01
1804 955.05
1810 954.98
1809 955.09
1803 955.20
1802 955.31
1808 955.21
1801 955.42
1807 955.34+/-
1811 954.93
1806 955.03
1812 954.90+/-
1818 955.17
1819 954.93
1823 955.11
1822 955.18
1821 955.23
1820 955.30
1817 955.54+/-
1814 955.26
1813 955.21
1815 955.38
1816 955.64+/-
1824 RAD PT

CURB RAMP TYPE 3
4-INCH CURB HEAD 1 LF
3" CURB CASTING HEAD
CG-30D
CURB RAMP TYPE 2 (MODIFIED)
4-INCH CURB HEAD (2 LF)
ADJUST PULLBOX
EXISTING FENCE POSTS (TO REMAIN)
ASDF
EXIST R/W
TLE
R25.26'

3.97% 3.32% 0.00% 3.92% 6.32% 5.08% 4.10% 1.23% 1.42% 1.40% 4.48% 1.67% 6' 1.33% 1.33% 1.67% 4.50% 0.00% 0.88% 1.41% 4.85%

CS-6 CS-4 WF-Y

MADISON POST

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - MILL ENTRANCE AND GARRISON ST	SHEET 49	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021326-cr
693300-021326-cr
PLOT DATE : 7/30/2021 1:40 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

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

200+50 200+75 201+25

STH 173 (MARKET ST)

STH 173 R/L - 10' OFFSET RIGHT

N

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

1851 953.39+/-
1857 953.24+/-
1858 953.42
1852 853.50
CURB RAMP TYPE 3
1853 853.52
1859 953.45
REMOVE PULLBOX
2.50%
1.32%
2.27%
CS-6
WF-Y
3-INCH CURB HEAD (1 LF)
CG-30D
PATTON AVE
1872 953.45
1860 953.52
6.99%
5.89%
1854 853.62
CURB RAMP TYPE 2
1871 953.85
0.38%
1863 953.87+/-
1864 953.85+/-
4.09%
4.17%
1873 953.82
1861 953.59
1.95%
1.80%
1.60%
1855 953.68
CS-4
1.56%
1876 953.62
0.66%
1.02%
3.87%
4.27%
EXIST R/W
1865 953.95+/-
1870 953.94
1868 953.90
1867 953.64
1877 953.72
TLE
1869 953.92
1.42%
1862 953.59
4.94%
1874 RAD PT
R20'
R9.09'
1875 RAD PT
TLE
1856 953.72
1866 954.01+/-
REMOVE PULLBOX
4-INCH CURB CASTING HEAD
EXIST R/W

3-INCH CURB CASTING HEAD
1912 953.44
1913 953.17
1907 953.45+/-
1906 953.52
CURB RAMP TYPE 3
1914 953.20+/-
1905 953.56
1911 953.49
CG-30D
3.39%
4.00%
4.84%
CS-6
WF-Y
4-INCH CURB HEAD 2 LF
PATTON AVE
1922 953.46
CS-4
1910 953.64 HP
6.09%
7.97%
1904 953.72
1.18%
0.18%
1919 953.92+/-
1920 953.98+/-
1921 953.96+/-
CURB RAMP TYPE 2
3.32%
5.72%
1923 953.79
1903 953.70
3.79%
1.84%
1924 953.68
1918 954.00+/-
1909 953.62
1902 953.75+/-
1.23%
1908 953.59+/-
1917 954.07+/-
EXIST R/W
1925 RAD PT
R20'
R18.62'
1926 RAD PT

N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - PATTON AVE	SHEET 51	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021328-cr
693300-021328-cr
PLOT DATE : 7/30/2021 1:40 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

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

PATTON AVE

EXIST R/W

TLE

REMOVE ASPHALTIC SURFACE

ASDF

CCP

REMOVE CONCRETE BASE

REMOVE PULLBOX

CURB RAMP TYPE 1A

1955 953.09+/-
1959 953.01+/-
1960 953.51+/-
1958 953.04
1954 953.12
1974 953.51
1973 953.08
1961 953.78+/-
1962 953.41
1963 953.16
1957 953.11
1953 953.19
1956 953.20+/-
1972 953.15
1970 953.15
1971 953.22
1964 953.23
1952 953.28+/-
1969 953.40
1965 953.47
1966 953.81+/-
1975 RAD PT
1967 953.67+/-
1968 953.67+/-

CS-6 CS-4 CG-30D WF-Y

1.50% 3.98% 1.60% 6.39% 7.19% 1.40% 1.22% 4.40% 1.13% 3.33% 5.70% 2.06% 0.00%

R24'

200+75

200+50

STH 173 (MARKET ST)

N

EXIST R/W

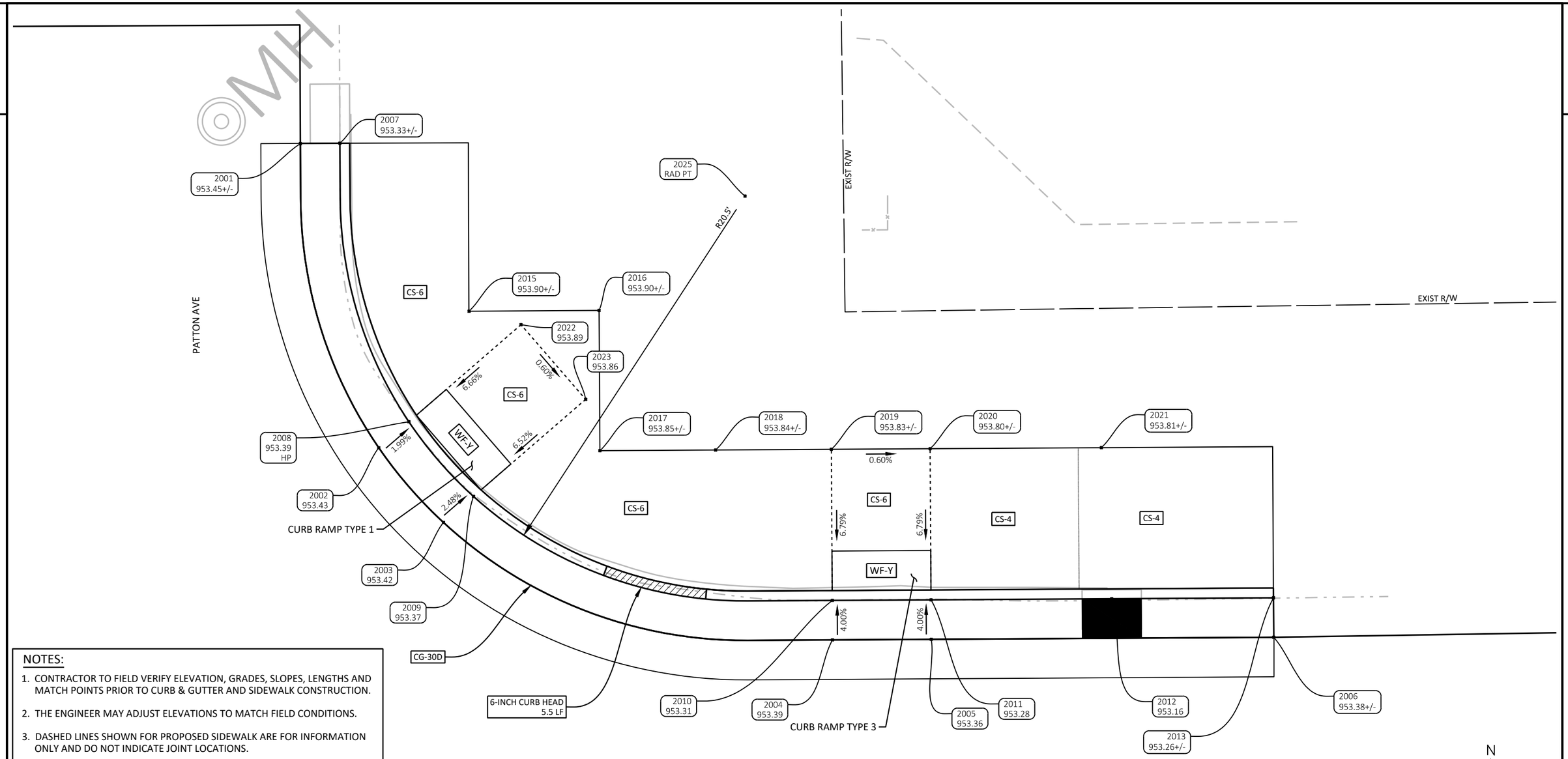
693300-021329-cr

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - PATTON AVE	SHEET 52	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021329-cr

PLOT DATE : 7/30/2021 1:40 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

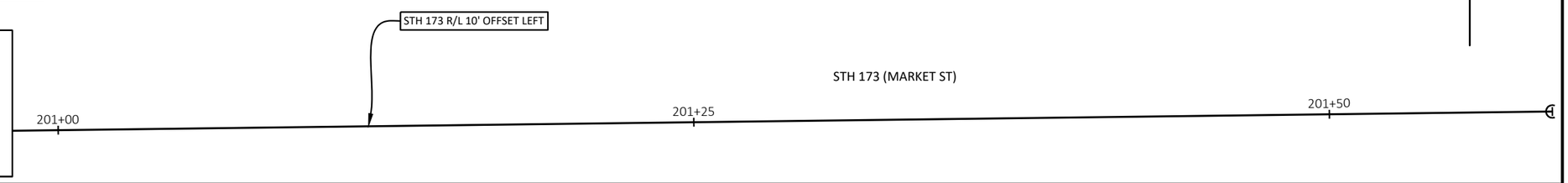


NOTES:

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

204+50

204+25

N

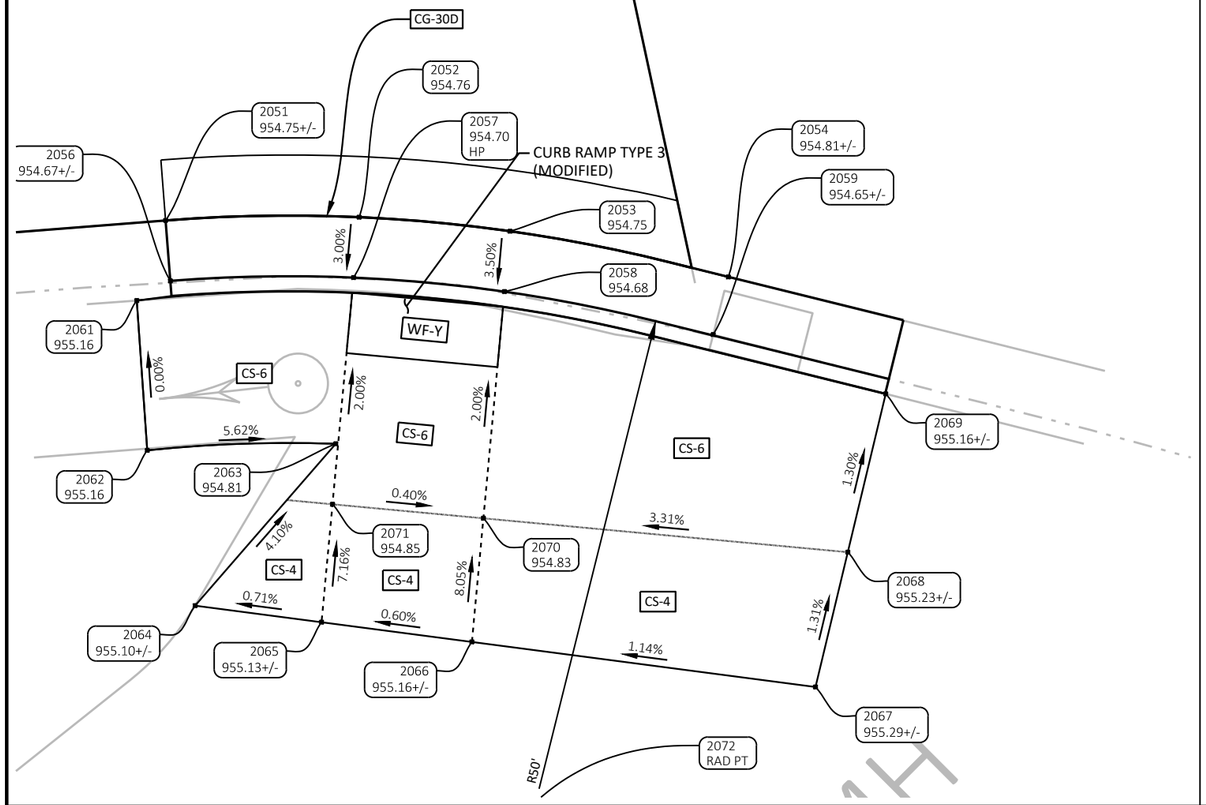
STH 173 (MARKET ST)

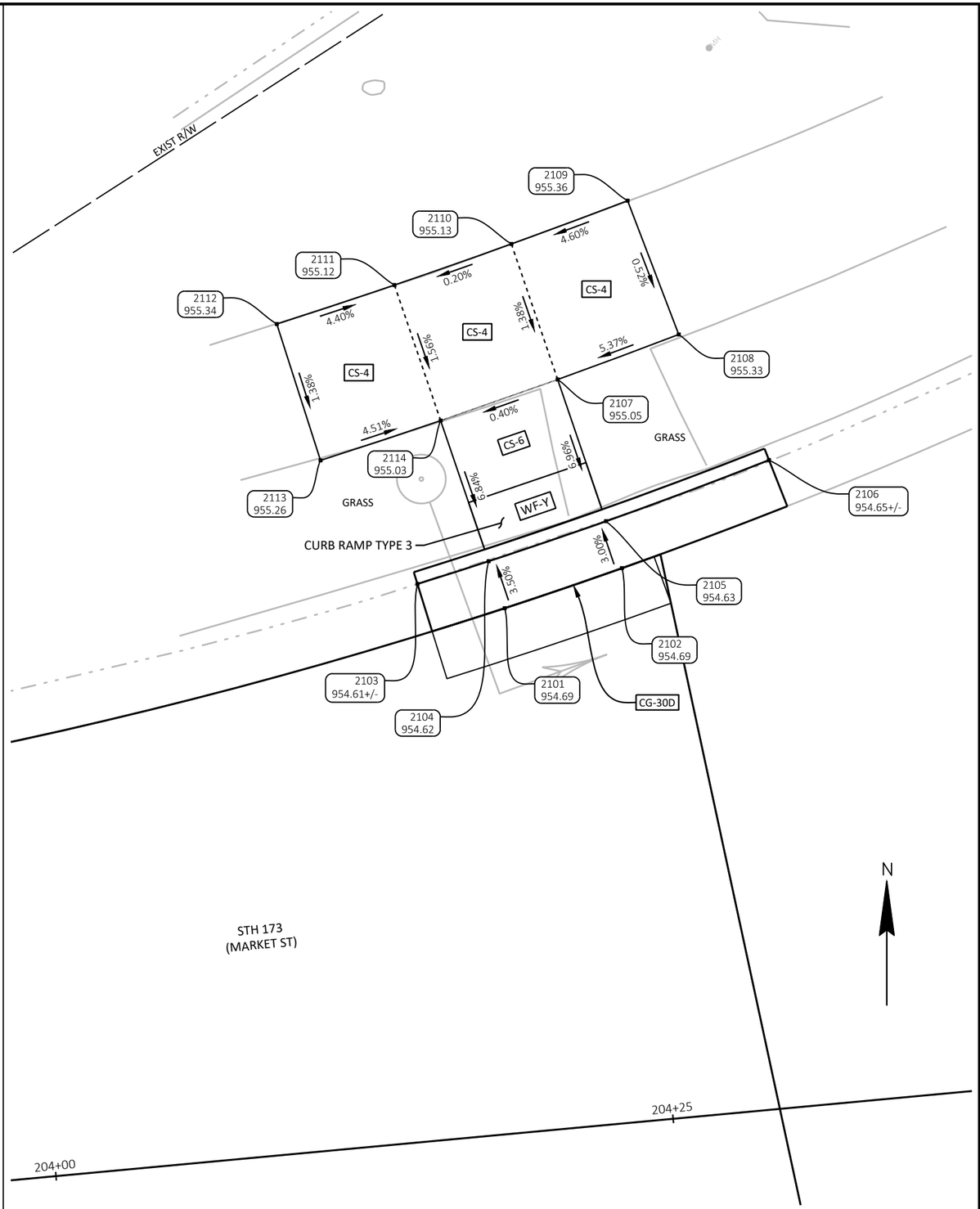
NOTES:

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





PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP DETAILS - STH 73	SHEET 54 E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-021300-CR.DWG
LAYOUT NAME - 693300-021331-cr

693300-021331-cr

PLOT DATE : 7/30/2021 1:40 PM PLOT BY : CRAIG KNUTH PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

PATTON AVE SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1851	953.39	200+48.34	23.97'	424,374.77	712,516.91	FLAG
1852	853.50	200+55.31	24.33'	424,374.50	712,523.89	FLAG
1853	853.52	200+60.31	25.88'	424,373.02	712,528.91	FLAG
1854	853.62	200+70.05	34.37'	424,364.65	712,538.75	FLAG
1855	953.68	200+72.35	39.37'	424,359.68	712,541.11	FLAG
1856	953.72	200+73.36	45.67'	424,353.39	712,542.20	FLAG
1857	953.24	200+48.34	25.97'	424,372.77	712,516.94	FL
1858	953.42	200+55.31	26.37'	424,372.47	712,523.92	FL
1859	953.45	200+60.31	28.09'	424,370.81	712,528.94	FL
1860	953.52	200+67.65	34.37'	424,364.62	712,536.35	FL
1861	953.59	200+70.24	39.37'	424,359.65	712,539.00	FL
1862	953.59	200+71.36	45.70'	424,353.34	712,540.20	FL
1863	953.87	200+47.50	33.76'	424,364.98	712,516.19	SW
1864	953.85	200+52.77	33.74'	424,365.07	712,521.47	SW
1865	953.95	200+52.79	38.86'	424,359.94	712,521.55	SW
1866	954.01	200+58.36	45.71'	424,353.16	712,527.20	SW
1867	953.64	200+67.03	39.37'	424,359.61	712,535.80	SW
1868	953.90	200+60.31	39.37'	424,359.53	712,529.07	SW
1869	953.92	200+58.35	39.37'	424,359.50	712,527.11	SW
1870	953.94	200+55.31	39.37'	424,359.47	712,524.08	SW
1871	953.85	200+55.31	34.37'	424,364.47	712,524.01	SW
1872	953.45	200+55.31	28.65'	424,370.19	712,523.94	SW
1873	953.82	200+60.31	34.37'	424,364.53	712,529.01	SW
1874	0.00	200+51.36	45.97'	424,352.81	712,520.21	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

PATTON AVE SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1902	953.75	201+06.39	47.09'	424,352.39	712,575.25	FLAG
1903	953.70	201+07.42	39.31'	424,360.17	712,576.18	FLAG
1904	953.72	201+09.76	34.31'	424,365.20	712,578.45	FLAG
1905	953.56	201+23.05	24.70'	424,374.98	712,591.62	FLAG
1906	953.52	201+28.05	24.05'	424,375.70	712,596.61	FLAG
1907	953.45	201+39.42	23.98'	424,375.90	712,607.98	FLAG
1908	953.59	201+08.39	46.99'	424,352.51	712,577.25	FL
1909	953.62	201+09.54	39.31'	424,360.20	712,578.29	FL
1910	953.64	201+12.17	34.31'	424,365.23	712,580.87	FL
1911	953.49	201+23.05	26.76'	424,372.92	712,591.65	FL
1912	953.44	201+28.05	26.05'	424,373.70	712,596.64	FL
1913	953.17	201+32.93	26.02'	424,373.79	712,601.52	FL
1914	953.20	201+39.43	25.98'	424,373.90	712,608.02	FL
1917	954.07	201+15.10	46.86'	424,352.72	712,583.96	SW
1918	954.00	201+16.18	41.29'	424,358.30	712,584.96	SW
1919	953.92	201+22.95	33.82'	424,365.86	712,591.64	SW
1920	953.98	201+28.05	33.81'	424,365.93	712,596.73	SW
1921	953.96	201+39.44	33.78'	424,366.10	712,608.13	SW
1922	953.46	201+28.05	27.28'	424,372.46	712,596.65	SW
1923	953.79	201+14.79	34.31'	424,365.26	712,583.49	SW
1924	953.68	201+12.79	39.31'	424,360.24	712,581.55	SW
1925	0.00	201+28.37	46.04'	424,353.71	712,597.21	RAD PT
1926	0.00	201+32.85	49.60'	424,350.20	712,601.73	RAD PT

PATTON AVE NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1952	953.28	200+50.96	-25.42'	424,424.19	712,518.92	FLAG
1953	953.19	200+58.76	-29.67'	424,428.54	712,526.66	FLAG
1954	953.12	200+62.36	-33.14'	424,432.06	712,530.21	FLAG
1955	953.09	200+67.32	-42.04'	424,441.02	712,535.07	FLAG
1956	953.20	200+50.32	-27.30'	424,426.07	712,518.25	FL
1957	953.11	200+57.36	-31.11'	424,429.97	712,525.25	FL
1958	953.04	200+60.96	-34.59'	424,433.49	712,528.80	FL
1959	953.01	200+65.42	-42.66'	424,441.61	712,533.16	FL
1960	953.51	200+64.95	-42.81'	424,441.76	712,532.68	SW
1961	953.78	200+58.23	-49.82'	424,448.68	712,525.88	SW
1962	953.41	200+57.61	-44.07'	424,442.92	712,525.33	SW
1963	953.16	200+57.23	-40.61'	424,439.46	712,524.99	SW
1964	953.23	200+51.52	-40.24'	424,439.02	712,519.29	SW
1965	953.47	200+46.06	-40.25'	424,438.96	712,513.83	SW
1966	953.81	200+40.09	-40.26'	424,438.89	712,507.86	SW
1967	953.67	200+40.08	-33.46'	424,432.09	712,507.93	SW
1968	953.67	200+40.07	-26.52'	424,425.15	712,508.01	SW
1969	953.40	200+48.14	-34.42'	424,433.16	712,515.98	SW
1970	953.15	200+55.63	-32.91'	424,431.74	712,523.49	SW
1971	953.22	200+52.15	-36.51'	424,435.29	712,519.97	SW
1972	953.15	200+55.75	-39.98'	424,438.82	712,523.52	SW
1973	953.08	200+59.22	-36.39'	424,435.26	712,527.04	SW
1974	953.51	200+64.43	-41.37'	424,440.31	712,532.18	SW
1975	0.00	200+42.58	-50.02'	424,448.68	712,510.22	RAD PT

PATTON AVE NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
2001	953.45	200+95.76	-49.57'	424,448.90	712,563.41	FLAG
2002	953.43	200+99.54	-34.12'	424,433.50	712,567.38	FLAG
2003	953.42	201+02.76	-30.30'	424,429.72	712,570.65	FLAG
2004	953.39	201+22.39	-24.10'	424,423.77	712,590.35	FLAG
2005	953.36	201+27.39	-24.07'	424,423.80	712,595.35	FLAG
2006	953.38	201+44.72	-23.95'	424,423.90	712,612.69	FLAG
2007	953.33	200+97.76	-49.56'	424,448.92	712,565.41	FL
2008	953.39	201+01.08	-35.41'	424,434.82	712,568.90	FL
2009	953.37	201+04.30	-31.59'	424,431.04	712,572.17	FL
2010	953.31	201+22.40	-26.10'	424,425.77	712,590.34	FL
2011	953.28	201+27.40	-26.07'	424,425.80	712,595.34	FL
2012	953.16	201+36.55	-26.01'	424,425.85	712,604.49	FL
2013	953.26	201+44.74	-25.95'	424,425.90	712,612.68	FL
2015	953.90	201+04.20	-40.97'	424,440.41	712,571.95	SW
2016	953.90	201+10.78	-40.93'	424,440.45	712,578.53	SW
2017	953.85	201+10.73	-33.83'	424,433.35	712,578.58	SW
2018	953.84	201+16.59	-33.79'	424,433.39	712,584.43	SW
2019	953.83	201+22.45	-33.75'	424,433.42	712,590.29	SW
2020	953.80	201+27.45	-33.72'	424,433.45	712,595.29	SW
2021	953.81	201+36.12	-33.66'	424,433.50	712,603.96	SW
2022	953.89	201+06.82	-40.26'	424,439.73	712,574.58	SW
2023	953.86	201+10.04	-36.44'	424,435.95	712,577.85	SW
2025	0.00	201+18.24	-46.63'	424,446.24	712,585.92	RAD PT

2

PROSPECT AVE SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
2051	954.75	204+15.55	24.86'	424,390.36	712,885.47	FLAG
2052	954.76	204+21.92	25.34'	424,390.47	712,891.86	FLAG
2053	954.75	204+26.83	26.26'	424,390.00	712,896.84	FLAG
2054	954.81	204+33.86	28.43'	424,388.50	712,904.04	FLAG
2056	954.67	204+15.52	26.86'	424,388.37	712,885.63	FL
2057	954.70	204+21.55	27.31'	424,388.47	712,891.68	FL
2058	954.68	204+26.46	28.23'	424,388.01	712,896.65	FL
2059	954.65	204+33.19	30.28'	424,386.59	712,903.54	FL
2061	955.16	204+14.36	27.40'	424,387.72	712,884.52	SW
2062	955.16	204+14.25	32.36'	424,382.77	712,884.87	SW
2063	954.81	204+20.46	32.71'	424,382.99	712,891.09	SW
2064	955.10	204+15.34	37.60'	424,377.65	712,886.45	SW
2065	955.13	204+19.45	38.53'	424,377.10	712,890.62	SW
2066	955.16	204+24.32	39.64'	424,376.45	712,895.58	SW
2067	955.29	204+35.48	42.17'	424,374.97	712,906.92	SW
2068	955.23	204+36.95	37.84'	424,379.41	712,907.98	SW
2069	955.16	204+38.68	32.75'	424,384.64	712,909.23	SW
2070	954.83	204+25.08	35.61'	424,380.53	712,895.96	SW
2071	954.85	204+20.17	34.69'	424,380.99	712,890.98	SW
2072	0.00	200+51.36	45.97'	424,339.23	712,889.70	RAD PT

PROSPECT AVE NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
2101	954.69	204+20.14	-21.13'	424,436.58	712,885.79	FLAG
2102	954.69	204+25.00	-22.31'	424,438.20	712,890.52	FLAG
2103	954.61	204+16.73	-22.43'	424,437.56	712,882.27	FL
2104	954.62	204+19.67	-23.08'	424,438.47	712,885.14	FL
2105	954.63	204+24.53	-24.25'	424,440.09	712,889.87	FL
2106	954.65	204+31.31	-26.09'	424,442.55	712,896.45	FL
2107	955.05	204+23.12	-30.12'	424,445.80	712,887.92	SW
2108	955.33	204+28.15	-31.47'	424,447.62	712,892.81	SW
2109	955.36	204+26.60	-37.04'	424,453.01	712,890.74	SW
2110	955.13	204+21.77	-35.73'	424,451.27	712,886.06	SW
2111	955.12	204+16.92	-34.52'	424,449.61	712,881.34	SW
2112	955.34	204+12.05	-33.40'	424,448.04	712,876.59	SW
2113	955.26	204+13.30	-27.76'	424,442.54	712,878.36	SW
2114	955.03	204+18.27	-28.90'	424,444.14	712,883.21	SW

WATERWORKS RD.

Pt. 112+11.06

112+00 113+00 114+00 115+00 STH 173 (WOOD AVE.) 116+00 117+00 118

NO PARKING ANY TIME R7-1R 18"X24" 101

SPEED LIMIT 35 ESTR

NO PARKING ANY TIME R7-1L 18"X24" 102

SPEED LIMIT 35 ESTR

NO PARKING ANY TIME R7-1D 18"X24" 103

NO PARKING ANY TIME R7-1D 18"X24" 104

MATCH LINE STA 118+00

2

MATCH LINE STA 124+00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 000 PROPOSED SIGN
- M000 MOVE EXISTING SIGN
- R000 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

MATCH LINE STA 118+00

119+00 120+00 STH 173 (WOOD AVE.) 121+00 122+00 123+00 124

NO PARKING ANY TIME R7-1D 18"X24" 105

NO PARKING ANY TIME R7-1D 18"X24" 106

NO PARKING ANY TIME R7-1D 18"X24" 107

NO PARKING ANY TIME R7-1D 18"X24" 108

AHEAD ESTR

MATCH LINE STA 124+00

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 56	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023201-ps

PLOT DATE : 7/6/2021 11:17 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 124+00

MATCH LINE STA 130+00

MATCH LINE STA 130+00

MATCH LINE STA 136+00

STH 173 (WOOD AVE.)

125+00 126+00 127+00 128+00 129+00

131+00 132+00 133+00 134+00 135+00

BIRCH ST.

129+80.73

N

NO PARKING ANY TIME R7-1D 18"X24" 109

NO PARKING ANY TIME R7-1D 18"X24" 110

NO PARKING ANY TIME R7-1L 18"X24" 112

NO PARKING ANY TIME R7-1R 18"X24" 111

NO PARKING ANY TIME R7-1R 18"X24" 114

NO PARKING ANY TIME R7-1L 18"X24" 113

NO PARKING ANY TIME R7-1D 18"X24" 116

NO PARKING ANY TIME R7-1D 18"X24" 115

NO PARKING ANY TIME R7-1D 18"X24" 117

SPEED LIMIT 35 ESTR

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT ESTR

SPEED LIMIT 35 ESTR

COMMUNITY CENTER
ALEXANDER MIDDLE SCHOOL
ESTR

COMMUNITY CENTER
ALEXANDER MIDDLE SCHOOL
ESTR

NORTH 173 ESTR

ESTR

ESTR

ESTR

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 000 PROPOSED SIGN
- M000 MOVE EXISTING SIGN
- R000 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 57	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023202-ps

PLOT DATE : 7/6/2021 11:17 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 136+00

AHEAD
ESTR

NO PARKING ANY TIME
R7-1D
18"X24"
118

NO PARKING ANY TIME
R7-1D
18"X24"
120

SPEED LIMIT 35
ESTR

STH 173 (WOOD AVE.)

136+00 137+00 138+00 139+00 140+00 141+00 142

AHEAD
ESTR

NO PARKING ANY TIME
R7-1D
18"X24"
119

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
ESTR

121

MATCH LINE STA 142+00

2

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 000 PROPOSED SIGN
- M000 MOVE EXISTING SIGN
- R000 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

MATCH LINE STA 142+00

STH 173 (CEDAR ST.)

PI: 142+92.32

STH 173 (WOOD AVE.)

143+00

WOOD AVE.

CEDAR ST.

N

NO PARKING ANY TIME
R7-1L
18"X24"
122

NORTH 173
ESTR

N

NO TRUCKS
M100

PI: 152+81.86

153+00

154+00

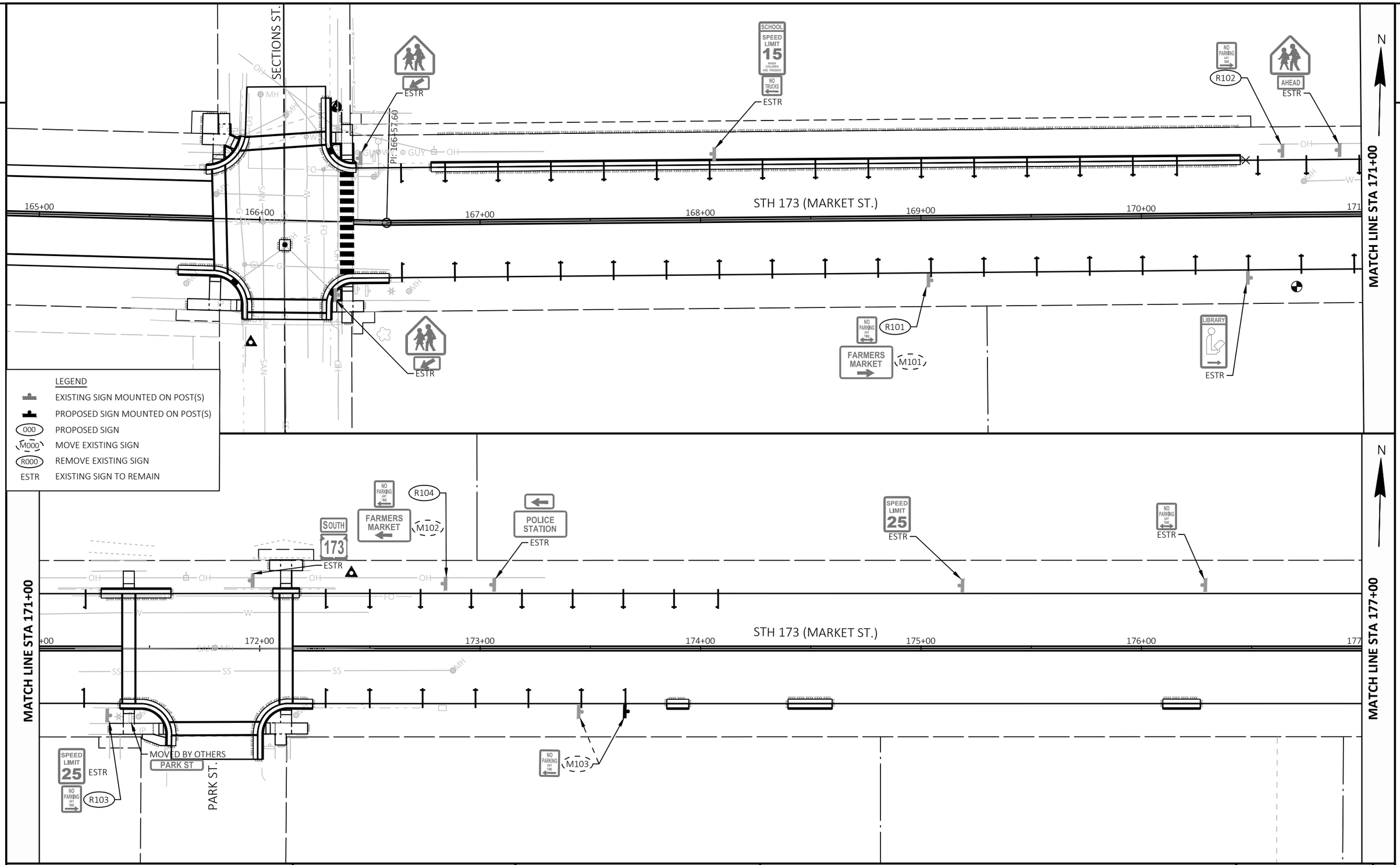
152+00

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 58 E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023203-ps

PLOT DATE : 7/27/2021 10:44 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 59	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023210-ps

PLOT DATE : 7/27/2021 11:55 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 177+00

NORTH ST.

PI: 178+57.83

STH 173 (MARKET ST.)

+00 178+00 179+00 180+00 181+00 182+00 183

NO PARKING ANY TIME ESTR

SPEED LIMIT 25 ESTR

JCT COUNTY AA NO PARKING ANY TIME ESTR

NORTH ST.

MATCH LINE STA 183+00

2

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

000 PROPOSED SIGN

M000 MOVE EXISTING SIGN

R000 REMOVE EXISTING SIGN

ESTR EXISTING SIGN TO REMAIN

MATCH LINE STA 183+00

SOUTH 173 ESTR

PI: 183+66.16

POINT BASSE AVE.

1 HOUR PARKING 8 AM-5 PM ESTR

SPEED LIMIT 25 ESTR

AHEAD NO PARKING ANY TIME ESTR

NO PARKING ANY TIME ESTR

COUNTY AA NO PARKING ANY TIME ESTR

POINT BASSE AVE.

GARRISON ST.

2 HOUR PARKING 8 AM-5 PM R105

R7-5R 18"X24" 123

ESTR

+00 184+00 185+00 186+00 187+00 188+00 189

STH 173 (MARKET ST.)

MATCH LINE STA 189+00

N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 60	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023211-ps

PLOT DATE : 7/6/2021 11:17 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 189+00

STH 173 (MARKET ST.)

189+00 190+00 191+00 192+00 193+00 194+00 195

AHEAD

2 HOUR PARKING 6 AM-5 PM

ESTR

M104

SPEED LIMIT 25

RESERVED PARKING THIS SPACE

FLAG

GUY

POST

N

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 000 PROPOSED SIGN
- M000 MOVE EXISTING SIGN
- R000 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

MATCH LINE STA 195+00

STH 173 (MARKET ST.)

196+00 197+00 198+00 199+00 200+00

PATTON AVE.

END 173 JCT 73

MATCH LINE STA 201+00

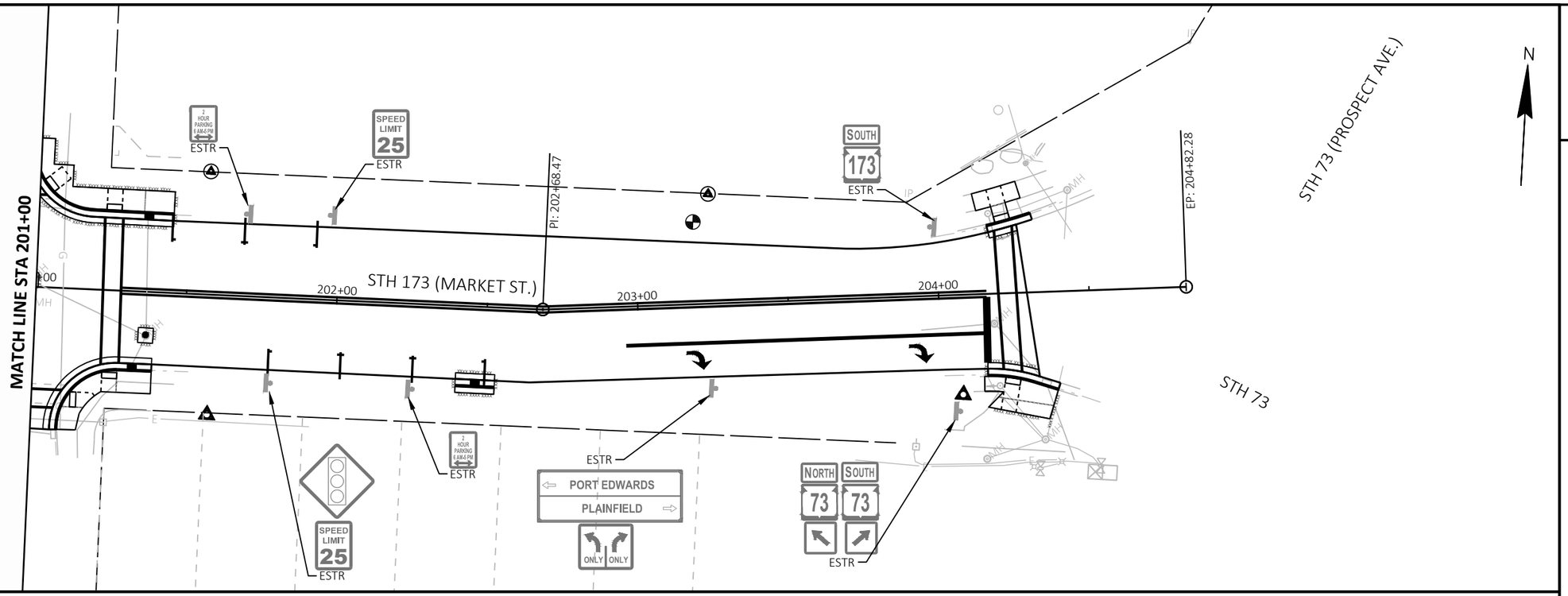
N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 61	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023212-ps

PLOT DATE : 7/6/2021 11:17 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



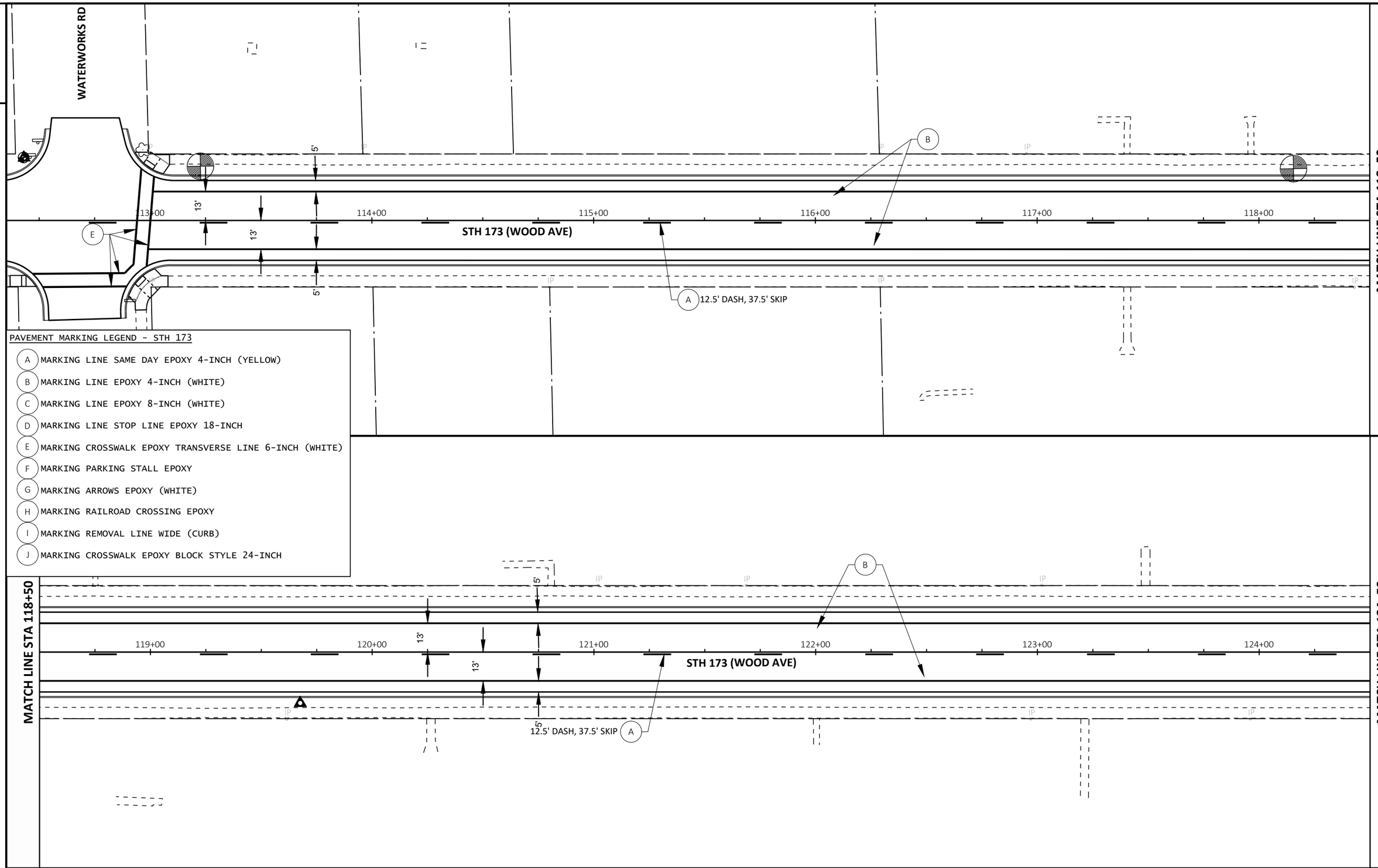
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 000 PROPOSED SIGN
- M000 MOVE EXISTING SIGN
- R000 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PERMANENT SIGNING	SHEET 62	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-023201-PS.DWG
LAYOUT NAME - 693300-023213-ps
PLOT DATE : 7/6/2021 11:17 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WATERWORKS RD



N

N

2

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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 63	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024501-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE STA 124+50

125+00 126+00 127+00 128+00 129+00 130+00

STH 173 (WOOD AVE)

BIRCH ST

POST

5' 13' 13' 5'

B B E

A 12.5' DASH, 37.5' SKIP

N

2

MATCH LINE STA 130+50

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

131+00 132+00 133+00 134+00 135+00 136+00

STH 173 (WOOD AVE)

5' 13' 13' 5'

B

A 12.5' DASH, 37.5' SKIP

N

MATCH LINE STA 136+50

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 64	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024502-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 136+50

MATCH LINE STA 142+50

A 12.5' DASH, 37.5' SKIP

137+00 138+00 139+00 140+00 141+00 142+00

+00

STH 173 (WOOD AVE)

13' 13' 5' 5'

IP IP IP

B A

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

N

MATCH LINE STA 142+50

VARIES 5' - 5 1/2'

VARIES 14 1/2 - 15'

BUEHLER AVE

PI 146+76.45

FLAG

D B A E A B

143+00 PI 143+92.33 144+00 145+00 146+00 147+00 148+00

STH 173 (CEDAR ST)

VARIES 5' - 5 1/2'

VARIES 14 1/2 - 15'

D

WOOD AVE

MATCH LINE STA 148+50

N

2

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 65	E

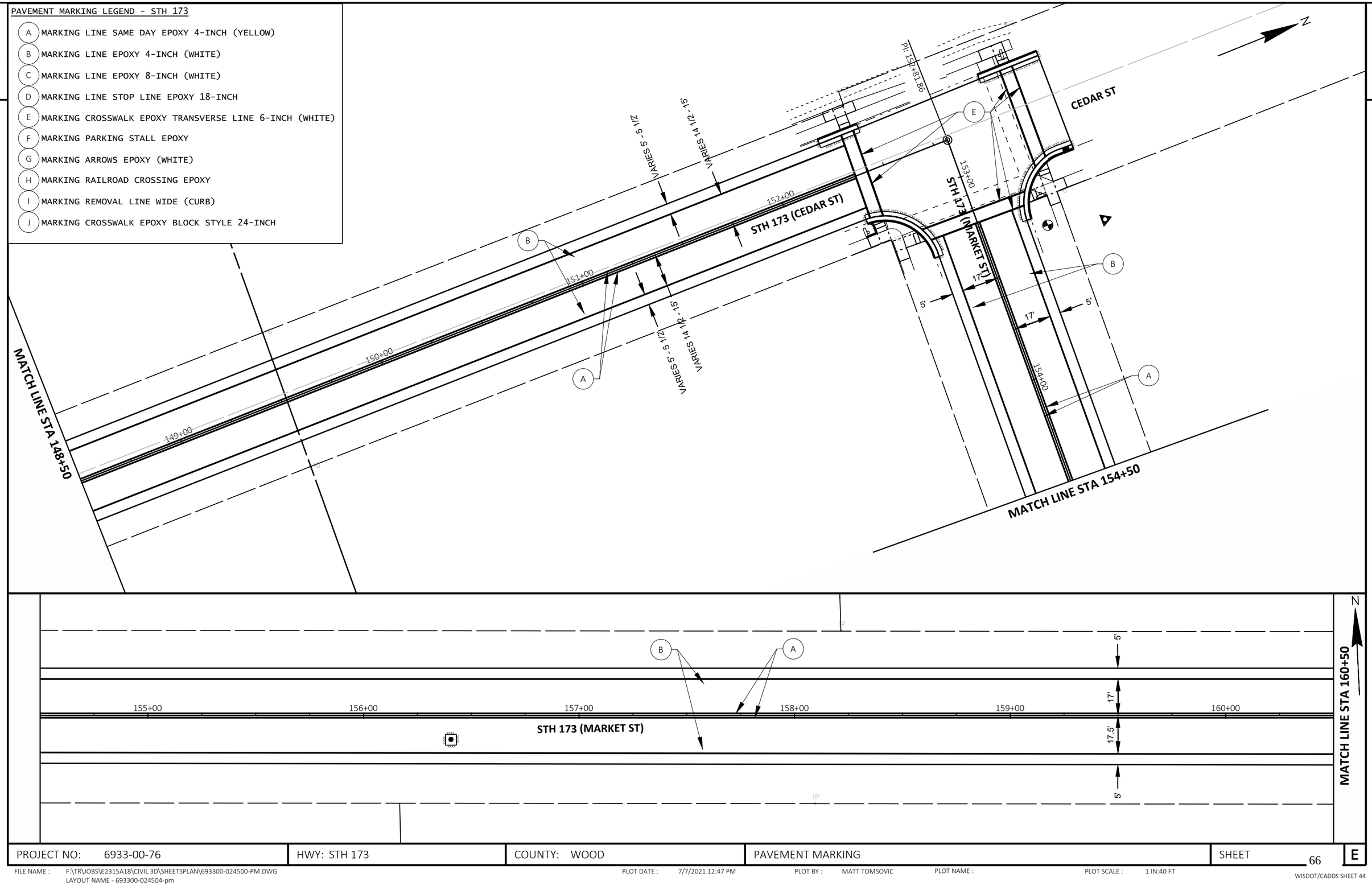
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024503-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 66	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024504-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 160+50

161+00 162+00 163+00 164+00 165+00 166+00

STH 173 (MARKET ST)

5' 17' 18' 5'

A B E J

SECTION ST

MATCH LINE STA 166+50

N

2

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

PI: 166+57.60 +64

20' 24' TYP. 6' TYP. 19'

+16 +53 +75 +99 +21 +30

22' 24' 22' 20' 20'

I A E A

167+00 168+00 169+00 170+00 171+00 172+00

STH 173 (MARKET ST)

24' TYP. 19' 6' TYP.

+64 +20 +30

20' 20'

I

PARK ST

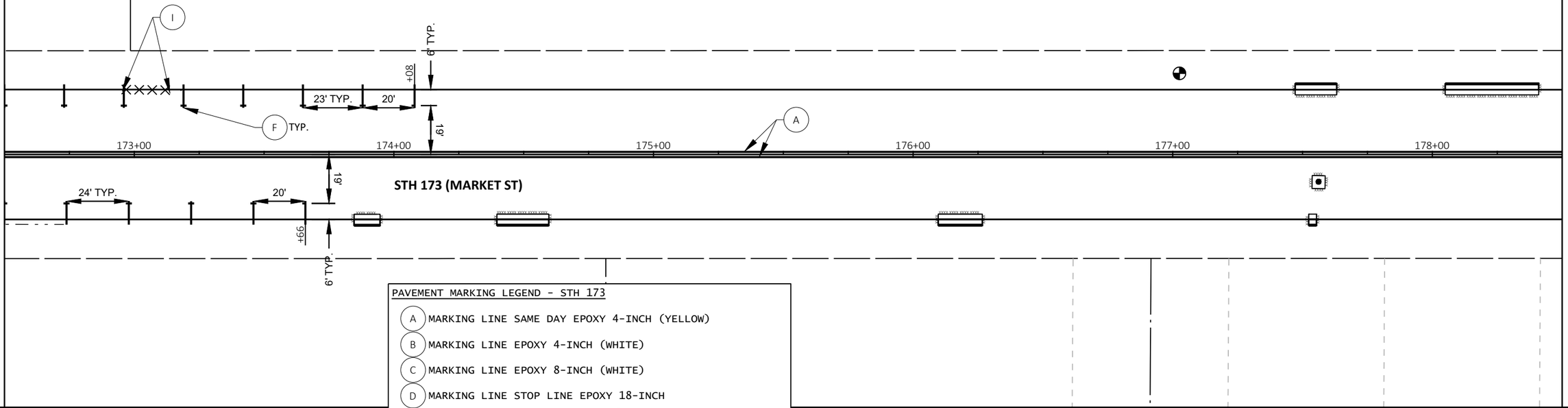
MATCH LINE STA 172+50

N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 67	E

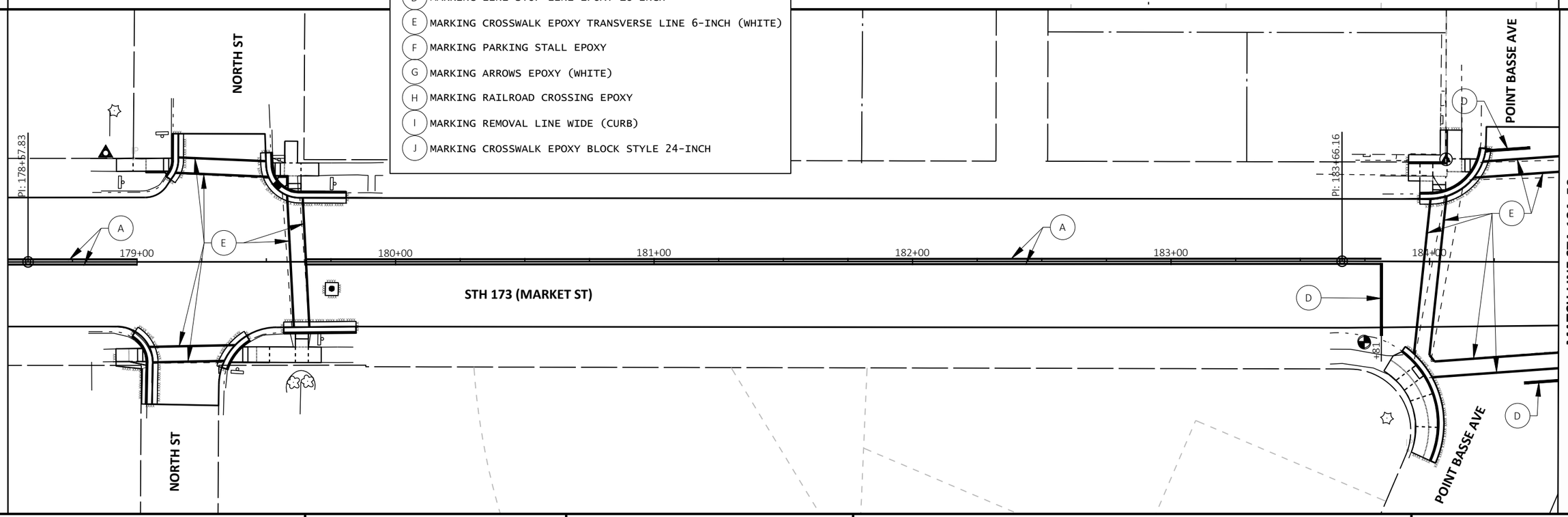
2

MATCH LINE STA 172+50



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



MATCH LINE STA 178+50

N

2

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 68	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024506-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 184+50

GARRISON AVE

STH 173 (MARKET ST)

185+00 186+00 187+00 188+00 189+00 190+00

20' 23' TYP. 20' 18' 18' 18' 18' 6' TYP. 6' TYP. 6' TYP. 6' TYP.

+79 +99 +32 +33 +11

24' TYP.

TYP.

POST POST POST POST POST POST POST POST POST POST

MATCH LINE STA 190+50

2

N

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

MATCH LINE STA 190+50

191+00 192+00 193+00 194+00 195+00 196+00

24' 24' 24' TYP. 20' 18' 18' 18' 6' TYP. 6' TYP. 6' TYP.

+33 +64 +26 +45 +80 +44

STH 173 (MARKET ST)

POST POST FLAG

MATCH LINE STA 196+50

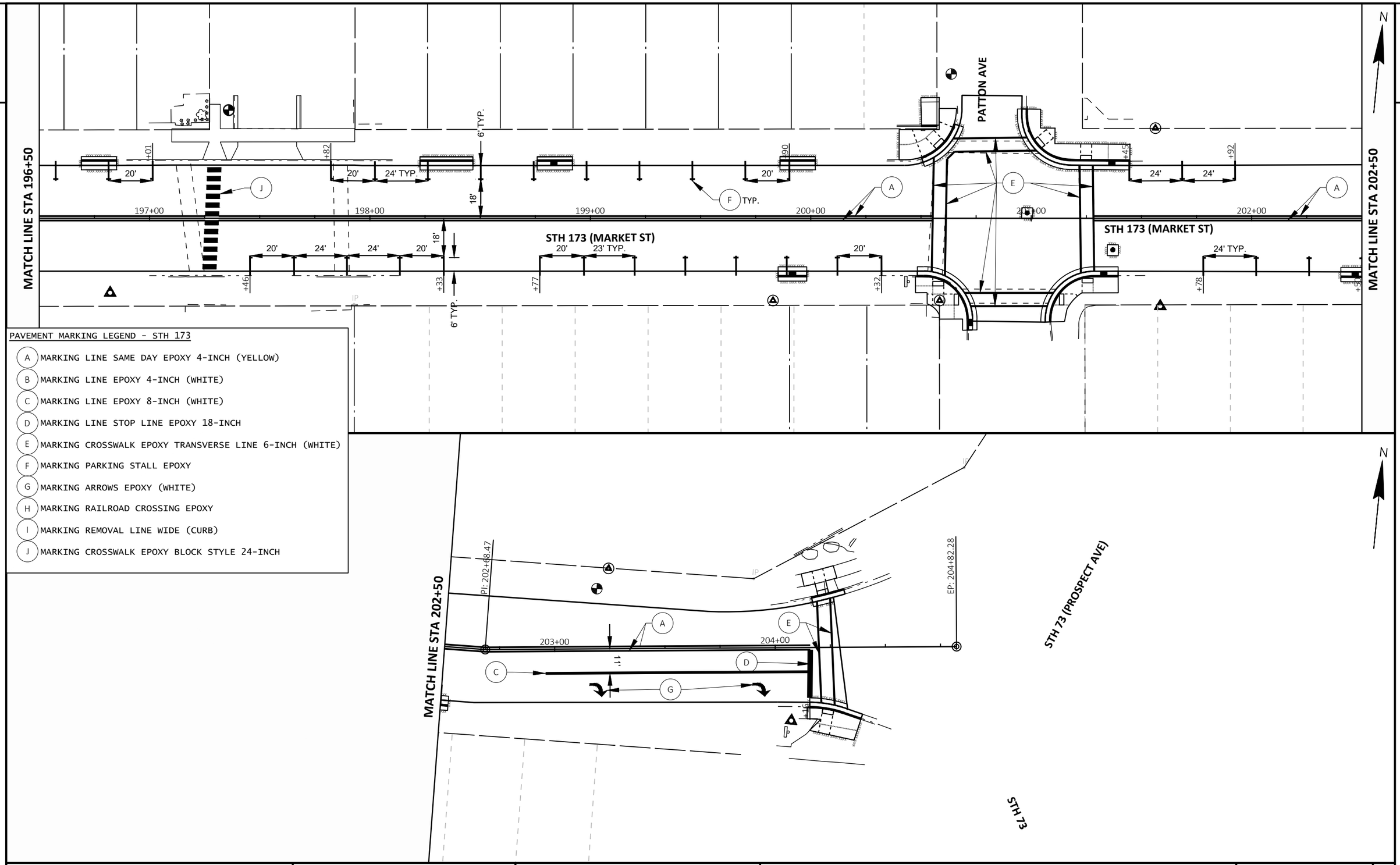
N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 69	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-024500-PM.DWG
LAYOUT NAME - 693300-024507-pm

PLOT DATE : 7/7/2021 12:47 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:40 FT

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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PAVEMENT MARKING	SHEET 70	E

2

N

W. 3RD ST

ANGELUS DR

CEDAR ST

SECTION ST

NORTH ST

POINTE BASSE AVE

GARRISON ST

1ST ST

ALEXANDER AVE

PATTON AVE

PROSPECT AVE

SEE TRAFFIC CONTROL DETAILS

SEE TRAFFIC CONTROL DETAILS

STH 173

STH 173

STH 173

STH 73

WARD ST

PARK ST

CTH AA

BUEHLER AVE

BUEHLER AVE

STH 173

FAWN LN

WATERWORKS RD.

BIRCH ST.

MAPLE ST

CRESTVIEW LN

CTH GG

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:

- DO NOT WORK ON ADJACENT INTERSECTIONS AT WATERWORKS RD, BIRCH ST, AND CEDAR ST. AT THE SAME TIME.
- 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.

CONSTRUCT CURB RAMPS ONE SIDE AT A TIME TO ALLOW PEDESTRIAN ACCESS TO BIRCH ST AND CROSS STH 173.

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP CONSTRUCTION - STAGE 1	SHEET 71	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_PED.DWG
LAYOUT NAME - 693300-025101-tc_cr
PLOT DATE : 7/28/2021 1:25 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:600FT
WISDOT/CADDS SHEET 42

2

N

W. 3RD ST

ANGELUS DR

CEDAR ST

SECTION ST

NORTH ST

POINTE BASSE AVE

GARRISON ST

1ST ST

ALEXANDER AVE

PATTON AVE

PROSPECT AVE

STH 173

STH 173

STH 173

WARD ST

PARK ST

CTH AA

SEE TRAFFIC CONTROL DETAILS

STH 73

BUEHLER AVE

BUEHLER AVE

STH 173

STH 173

FAWN LN

WATERWORKS RD.

BIRCH ST.

MAPLE ST

CTH GG

CRESTVIEW LN

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"

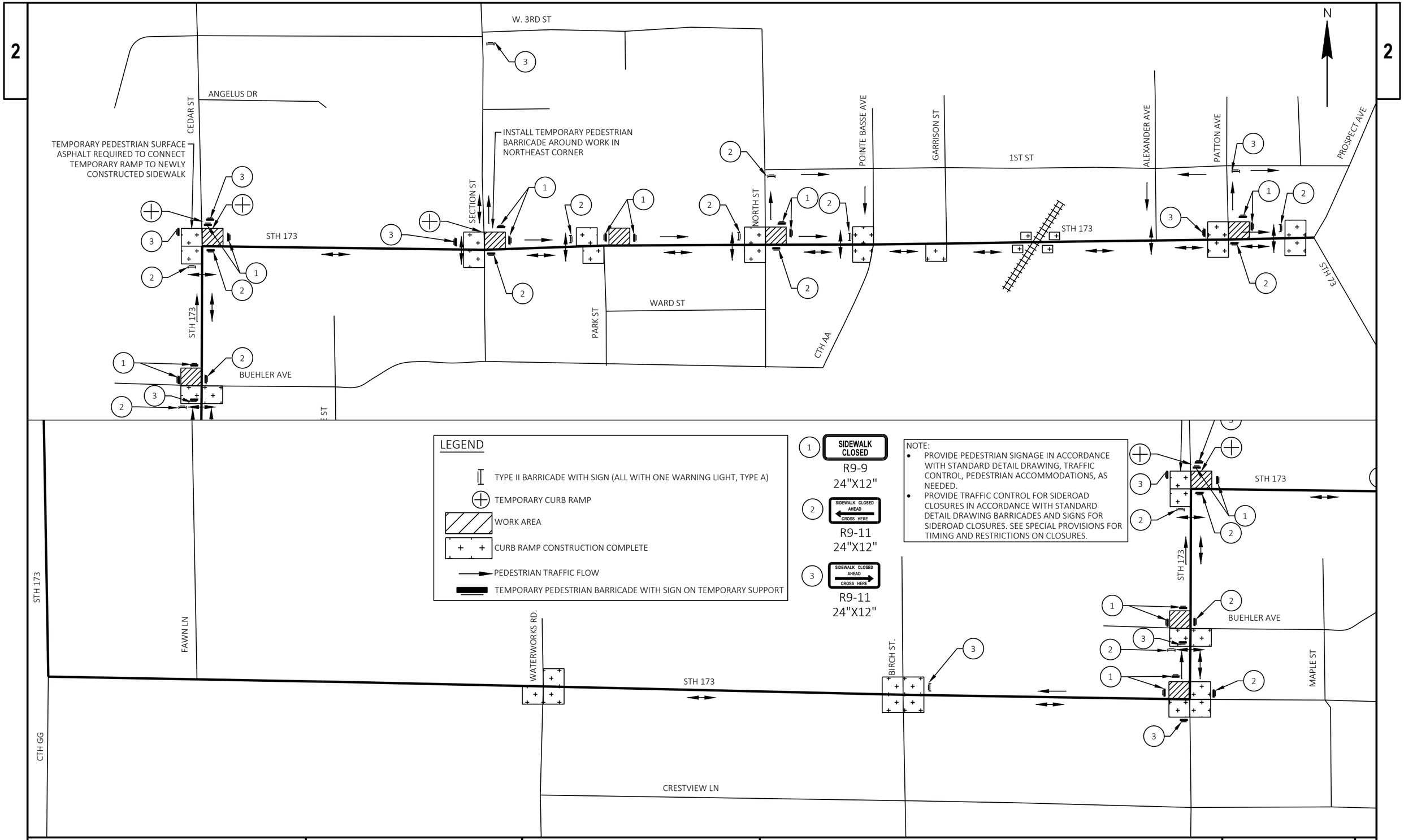
2 SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24"X12"

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

NOTE:
- DO NOT WORK ON WATERWORKS RD AND BIRCH ST AT THE SAME TIME.
- 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.

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP CONSTRUCTION - STAGE 2	SHEET 72	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_PED.DWG
LAYOUT NAME - 693300-025102-tc_cr
693300-025102-tc_cr
PLOT DATE : 7/30/2021 1:53 PM
PLOT BY : CRAIG KNUTH
PLOT NAME :
PLOT SCALE : 1 IN:600FT
WISDOT/CADDS SHEET 42

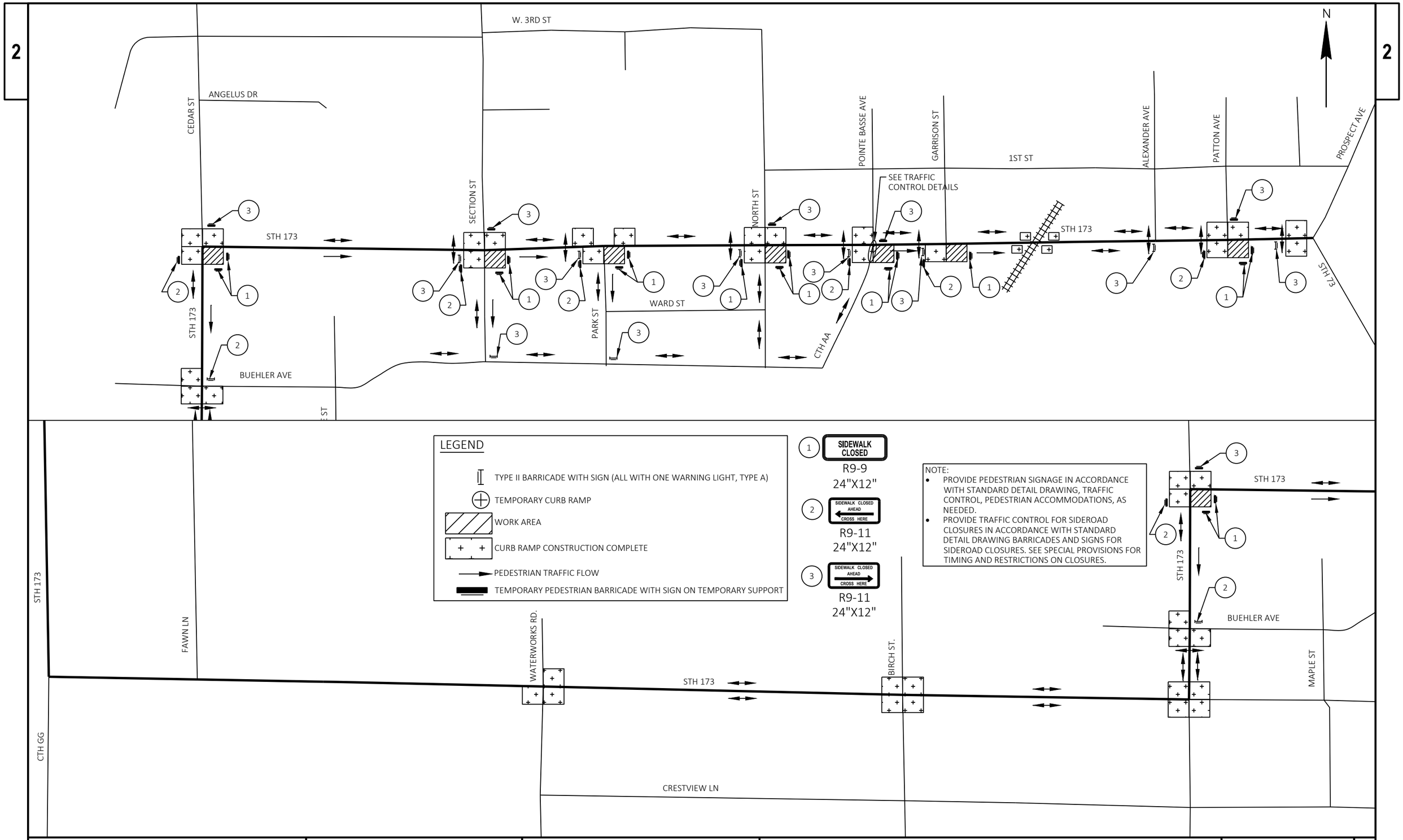


PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP CONSTRUCTION - STAGE 3	SHEET 73	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_PED.DWG
LAYOUT NAME - 693300-025103-tc_cr

PLOT DATE : 7/28/2021 1:25 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:600FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP CONSTRUCTION - STAGE 4	SHEET 74	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_PED.DWG
LAYOUT NAME - 693300-025104-tc_cr

PLOT DATE : 7/28/2021 1:25 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:600FT

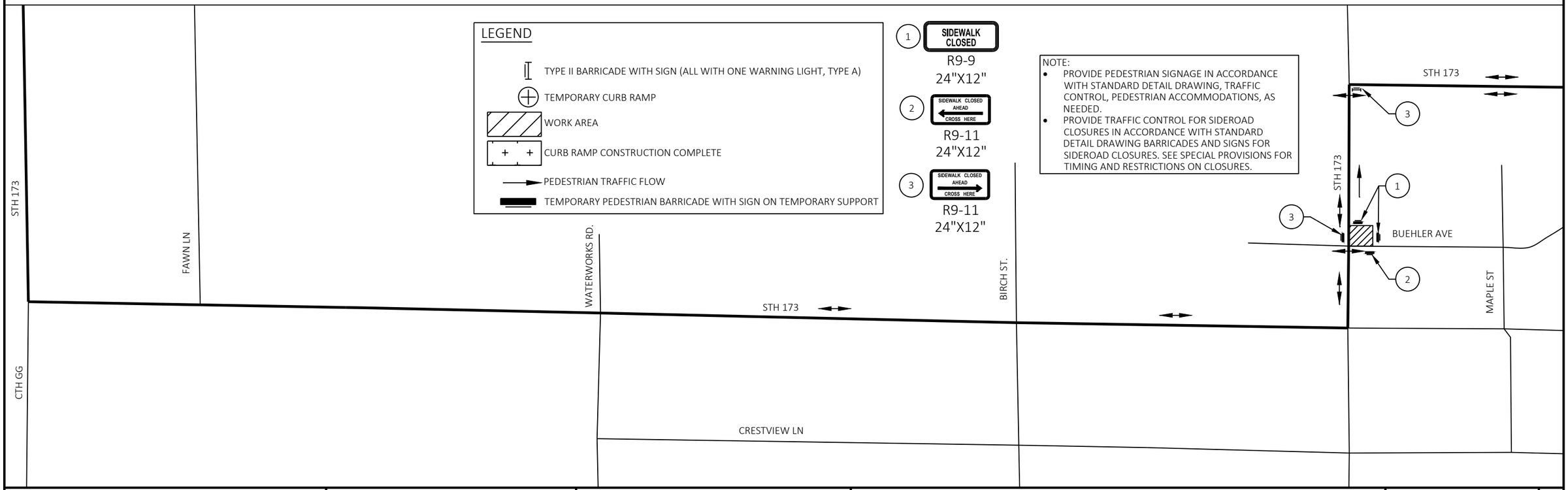
N

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.



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	CURB RAMP CONSTRUCTION - STAGE 5	SHEET 75	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_PED.DWG
LAYOUT NAME - 693300-025105-tc_cr
PLOT DATE : 7/28/2021 1:25 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:600FT

2

LEGEND

WORK AREA

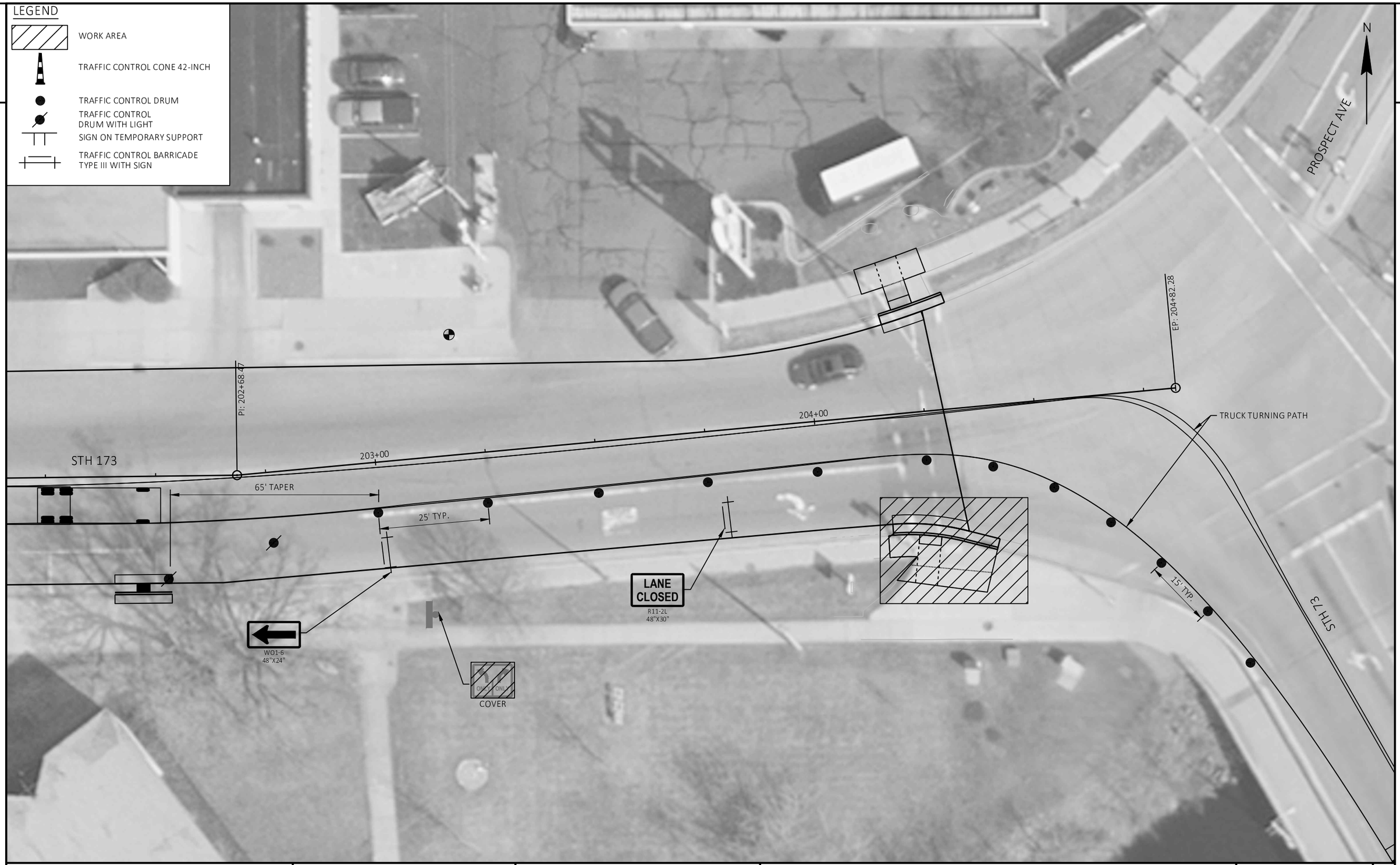
TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH LIGHT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN



2

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TRAFFIC CONTROL DETAIL - STH 173 AND STH 73 - STAGE 1	SHEET 76	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_DETAIL.DWG
LAYOUT NAME - 693300-025201-tc

PLOT DATE : 7/7/2021 1:20 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

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

N

STH 73

WO1-6
48"X24"

25' TYP.

R3-8C
24"X30"

ONLY
COVER

STH 173

N

STH 73

EP: 204+82.18

TRUCK TURNING PATH

LANE CLOSED
R11-2L
48"X30"

PROSPECT AVE.

2

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TRAFFIC CONTROL DETAIL - STH 173 AND STH 73 - STAGE 2	SHEET 77	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_DETAIL.DWG
LAYOUT NAME - 693300-025202.1-tc
PLOT DATE : 7/7/2021 1:20 PM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

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

N

PROSPECT AVE

W01-6
48"X24"

EP: 204+82.28

TRUCK TURNING PATH

PI: 202+68.47

204+00

203+00

STH 173

25' TYP.

STH 73

R3-8F
24"X30"

ONLY

COVER

2

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TRAFFIC CONTROL DETAIL - STH 173 AND STH 73 - STAGE 2	SHEET 78	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_DETAIL.DWG
LAYOUT NAME - 693300-025202-tc

PLOT DATE : 7/7/2021 1:20 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

PI: 183+66.16

STH 173

184+00

185+00

186+00

12' LANE MIN.

N

TRUCK TURNING PATH

25' TYP.

LANE CLOSED
R11-2L
48"X30"

POINTE BASSE RD

WO1-6
48"X24"

R3-8D
24"X30"

500'

ROAD WORK AHEAD
W20-1A

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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TRAFFIC CONTROL DETAIL - POINT BASSE - STAGE 4	SHEET 79	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_DETAIL.DWG
LAYOUT NAME - 693300-025203-tc

PLOT DATE : 7/7/2021 1:20 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

STH 173

182+00

183+00

184+00

WB-65 - Interstate Semi-Trailer

TRUCK TURNING PATH

N

POINTE BASSE RD

25' TYP.

R3-8D
24"X30"

ROAD
WORK
AHEAD
W20-1A

500'

LEGEND

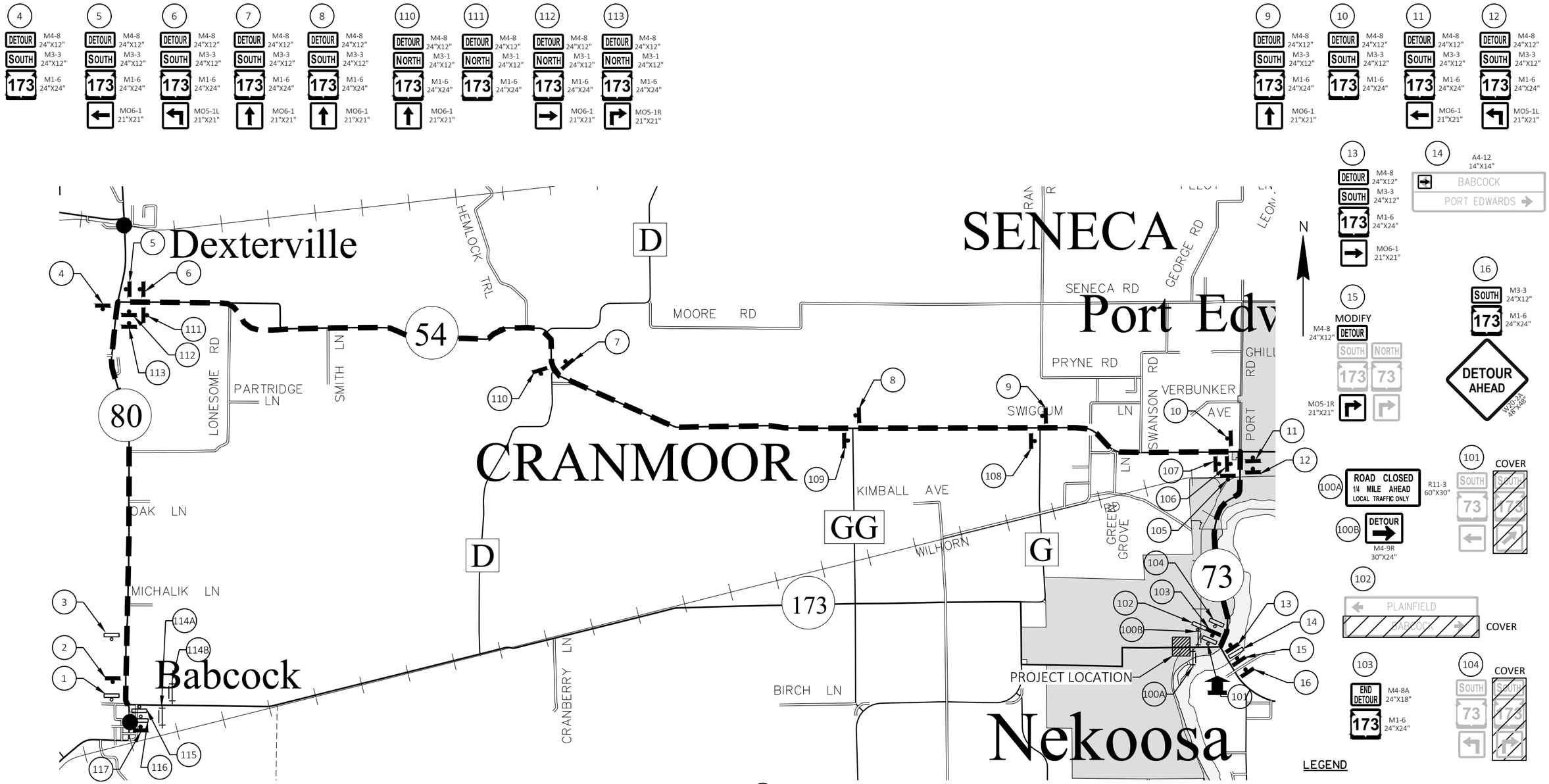
- WORK AREA
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL BARRICADE TYPE III WITH SIGN

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	TRAFFIC CONTROL DETAIL - POINT BASSE - STAGE 2	SHEET 80	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-025101-TC_DETAIL.DWG
LAYOUT NAME - 693300-025204-tc

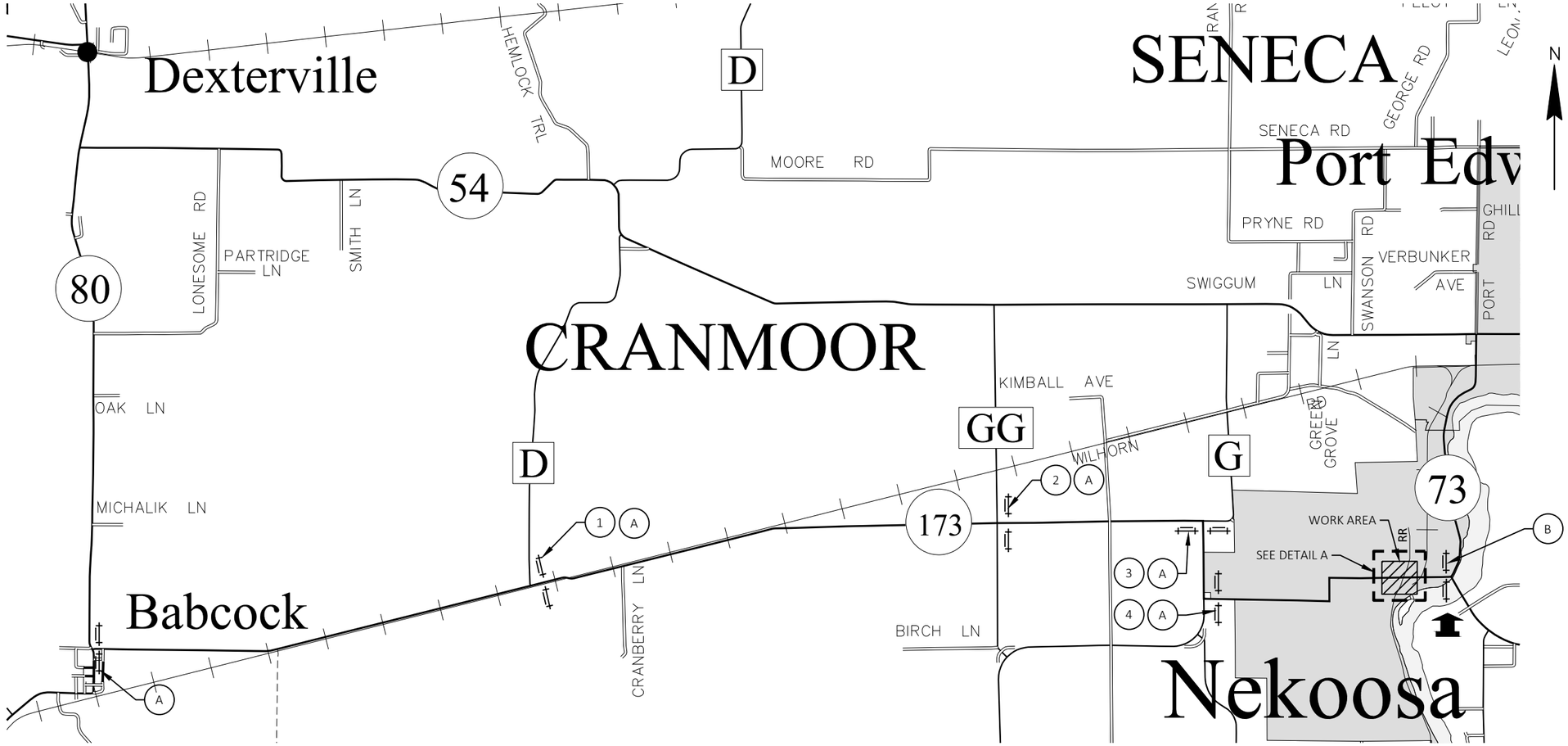
PLOT DATE : 7/7/2021 1:21 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	DETOUR PLAN	SHEET 81	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-027001-DT.DWG
LAYOUT NAME - 693300-027001-dt
PLOT DATE : 7/7/2021 12:51 PM
PLOT BY : MATT TOMSOVIC
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42



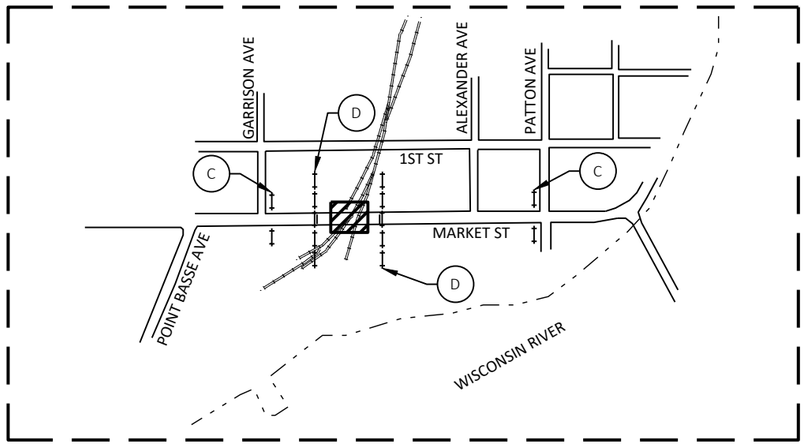
1
ROAD CLOSED
8 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60"X30"

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"

DETAIL A



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
- (00) SIGN NUMBER
- (XX) NOTE LETTER

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	DETOUR PLAN	SHEET 82	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-027002-DT.DWG
LAYOUT NAME - 693300-027002-dt
PLOT DATE : 7/7/2021 6:37 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:1 MI

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	460.6424	HMA Pavement 4 MT 58-28 H	TON	7,707.000	7,707.000
0038	465.0105	Asphaltic Surface	TON	226.000	226.000
0040	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0042	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0044	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,100.000	2,100.000
0046	601.0600	Concrete Curb Pedestrian	LF	190.000	190.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	5,400.000	5,400.000
0050	602.0415	Concrete Sidewalk 6-Inch	SF	4,850.000	4,850.000
0052	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	648.000	648.000
0054	611.0530	Manhole Covers Type J	EACH	11.000	11.000
0056	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0058	611.0639	Inlet Covers Type H-S	EACH	5.000	5.000
0060	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0062	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0064	611.9705	Salvaged Manhole Covers	EACH	2.000	2.000
0066	611.9710	Salvaged Inlet Covers	EACH	4.000	4.000
0068	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6933-00-76	EACH	1.000	1.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	624.0100	Water	MGAL	5.000	5.000
0074	625.0100	Topsoil	SY	850.000	850.000
0076	627.0200	Mulching	SY	850.000	850.000
0078	628.7015	Inlet Protection Type C	EACH	65.000	65.000
0080	629.0210	Fertilizer Type B	CWT	0.550	0.550
0082	630.0140	Seeding Mixture No. 40	LB	15.000	15.000
0084	630.0500	Seed Water	MGAL	2.000	2.000
0086	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	23.000	23.000
0088	637.2210	Signs Type II Reflective H	SF	69.000	69.000
0090	638.2102	Moving Signs Type II	EACH	7.000	7.000
0092	638.2602	Removing Signs Type II	EACH	5.000	5.000
0094	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0096	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0098	642.5201	Field Office Type C	EACH	1.000	1.000

6933-00-76

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

3

BASE COURSE

STATION TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER 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

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

HMA PAVEMENT AT CURB REPAIRS AND APSHALTIC SURFACE

STATION TO STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON*	465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD TON	465.0110 ASPHALTIC SURFACE PATCHING TON
PROJECT 6933-00-76				
CATEGORY 0010				
145+08 - 156+60	STH 173	18	0	---
156+60 - 186+60	STH 173	81	2	---
186+60 - 204+29	STH 173	48	2	---
UNDISTRIBUTED	STH 173	4	6	100
		151	10	100

*ADDITIONAL QTY IN ASPHALTIC ITEMS TABLE.

CONCRETE DRIVEWAYS

STATION	DIR	LOCATION	416.0280 CONCRETE DRIVEWAY HES 8-INCH SY
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

3

ASPHALTIC ITEMS

STATION		TO STATION	ROADWAY	AREA	PAVEMENT SECTION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE 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

STA	DIR	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0530 MANHOLE COVERS TYPE J EACH	610.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLETS COVERS EACH	611.9705 SALVAGED MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH	204.9060.S.01 REMOVE INLET COVER EACH	204.9060.S.02 REMOVE MANHOLE COVER 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

3

PERMANENT SIGNS TYPE II AND SIGN SUPPORTS

SIGN NO.	STATION	REFERENCE LINE	FACE DIR.	SIGN CODE	SIGN SIZE	DESCRIPTION	SIGN W IN X H IN	634.0614 POSTS WOOD 4 X 6-INCH 14 FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF
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	--	MOVE TO TOP OF POST
M102	---	172+83 LT	STH 173	FARMERS MARKET	1	--	MOVE TO TOP OF POST
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	1
R102	170+65 LT	STH 173	NO PARKING ANYTIME RIGHT	1	1
R103	171+30 RT	STH 173	NO PARKING ANYTIME RIGHT	1	1
R104	172+83 LT	STH 173	NO PARKING ANYTME LEFT	1	1
R105	188+10 LT	STH 173	NO PARKING ANYTIME LEFT	1	1
			PROJECT TOTALS	5	5

3

TRAFFIC CONTROL

STAGE	LOCATION	APPROX. SERVICE PERIOD DAYS	643.0300 DRUMS NO.	643.0300 DRUMS DAYS	643.0410 BARRICADES TYPE II NO.	643.0410 BARRICADES TYPE II DAYS	643.0420 BARRICADES TYPE III NO.	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A NO.	643.0705 WARNING LIGHTS TYPE A DAYS	643.0900 SIGNS NO.	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PCMS NO.	643.1050 SIGNS PCMS DAYS	643.1070 TRAFFIC CONTROL CONES 42-INCH NO.	643.1070 TRAFFIC CONTROL CONES 42-INCH DAYS	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY CURB RAMPS NO.	644.1601 TEMPORARY CURB RAMPS DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	NOTES
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	
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	
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

LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIX NO. 40 LB	630.0500 SEED WATER 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

STATION TO STATION			LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) LF	646.5020 MARKING ARROW EPOXY (TYPE 2) (WHITE) EACH	646.5320 MARKING RAILROAD CROSSING EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8320 MARKING PARKING STALL EPOXY LF	646.9200 MARKING REMOVAL LINE WIDE (CURB) LF	648.0100 LOCATING NO-PASSING ZONES MI	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) 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

INLET PROTECTION

LOCATION	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

ADJUSTING PULL BOXES

STATION	DIR	LOCATION	653.0900 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

STATION	DIR	LOCATION	653.0905 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

3

CONSTRUCTION STAKING CURB GUTTER & CURB AND GUTTER

STATION TO STATION	LOCATION	650.5500 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

STATION TO STATION			LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
PROJECT 6933-00-76					
CATEGORY 0010					
59+00	-	203+73	STH 13	14,473	53
			PROJECT TOTAL	14,473	53

SAW CUTTING

STATION	TO	STATION	LOCATION	690.0150 SAWING ASHPALT LF	690.0250 SAWING CONCRETE LF
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

2019R09459
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS

RECORDED ON
11/08/2019 11:38AM

REC FEE: $25.00

EXEMPT #:
PAGES: 1
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TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.01

THAT PART 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, 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:

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.

GN

SCALE, FEET
0 20 40

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.01
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED

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

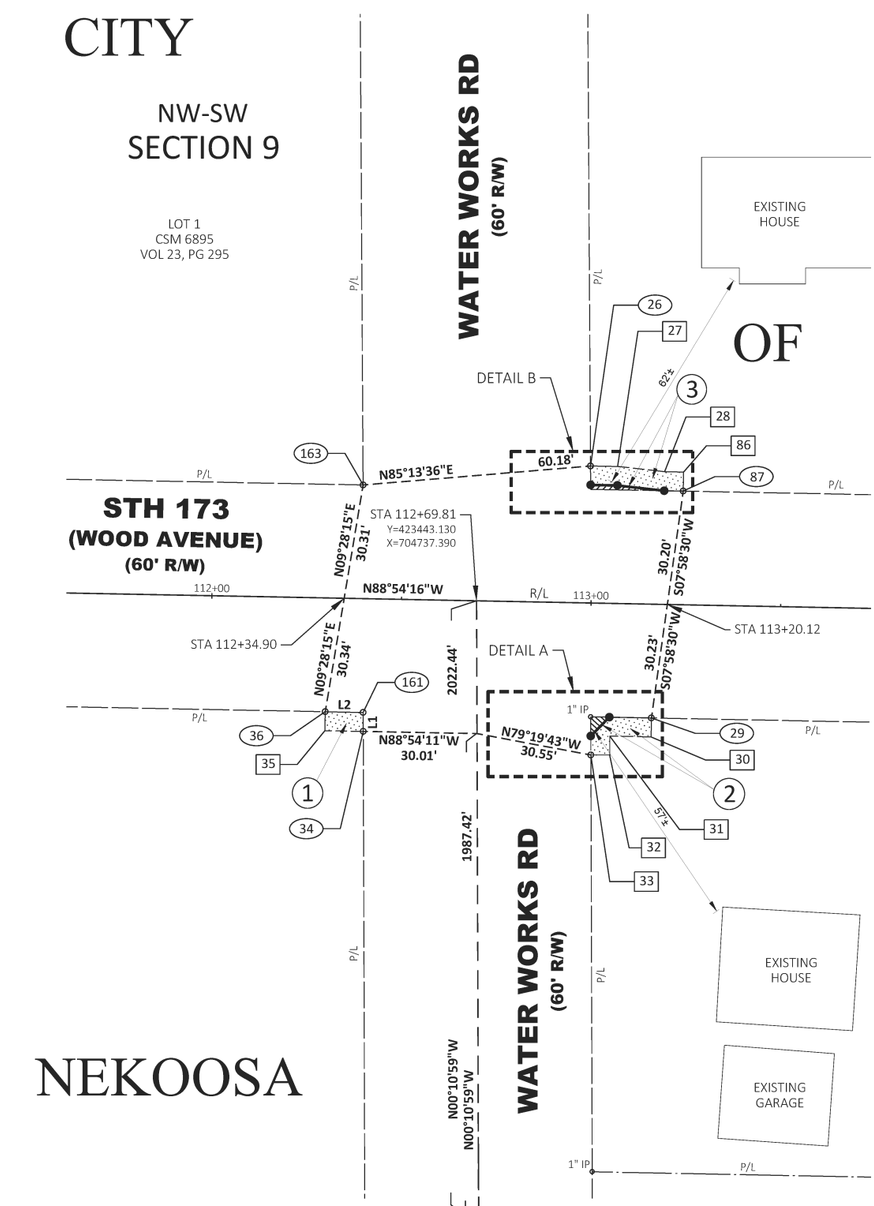
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
1	WILLIAM JACK A. WORTH AND TANYA L. CIHAK	TLE	---	---	---	50 SQ FT
2	AILEEN M. WINTERS	FEE, TLE	12 SQ FT	---	12 SQ FT	92 SQ FT
3	GREG ROYCE	FEE, TLE	15 SQ FT	---	15 SQ FT	122 SQ FT

TLE 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'S 5103 DATED 10-30-92, CSM 6541 DATED 7-14-98, CSM 6895 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 6895 DATED 7-14-99



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
COMPENSABLE
NON COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER
UTILITY NUMBER
PARALLEL OFFSETS
R/W POINT NUMBER
TLE POINT NUMBER

CONVENTIONAL ABBREVIATIONS

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

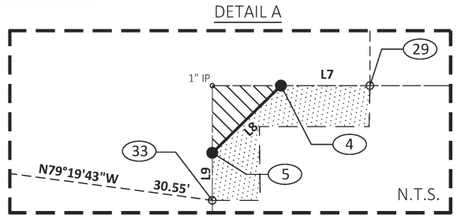
PT#	STATION	OFFSET
26	112+99.17	36.14'
27	113+06.51	36.15'
28	113+18.74	35.01'
30	113+16.50	35.02'
31	113+05.60	35.02'
32	113+05.71	39.98'
33	113+00.72	40.10'
35	112+30.48	35.01'
86	113+23.74	35.01'

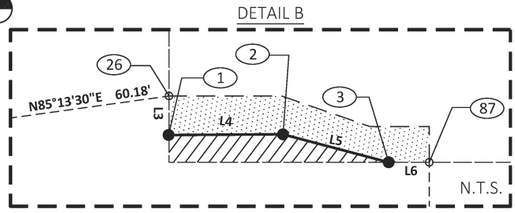
LINE TABLE

LINE	BEARING	DISTANCE
L1	N00°10'59"W	5.00'
L2	N88°54'11"W	10.00'
L3	S00°20'55"E	5.00'
L4	S88°59'49"E	6.98'
L5	S83°33'16"E	12.51'
L6	S88°54'11"E	5.00'
L7	N88°54'11"W	11.09'
L8	S44°29'34"W	6.99'
L9	S00°10'59"E	5.00'

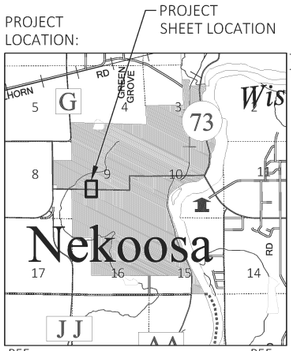
RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
1	423473.701	704767.468	112+99.30	31.14'
2	423473.579	704774.444	113+06.28	31.15
3	423472.174	704786.879	113+18.74	29.99'
4	423412.440	704772.406	113+05.41	30.02'
5	423407.451	704767.504	113+00.60	35.10'
26	423478.702	704767.437	112+99.17	36.14'
29	423412.228	704783.493	113+16.50	30.01'
33	423402.451	704767.520	113+00.72	40.10'
34	423408.682	704707.500	112+40.59	35.01'
36	423413.874	704697.488	112+30.48	30.01'
87	423472.079	704791.878	113+23.74	29.98'
161	423413.683	704707.485	112+40.48	30.01'
163	423473.694	704707.467	112+39.31	29.99'





PROJECT LOCATION:



NOTES:

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.

OMNNI 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 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: S-2648

WISCONSIN DAVID A. YURK S-2648 OMNNI, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L Stella DATE: 11-6-19
PRINT NAME: Brent L Stella

PLOT SCALE : 1 IN:20 FT
PLOT NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\RW\TPP-173-6933007G.DWG
PLOT BY : Jairo Mazariegos
PLOT DATE : 11/4/2019 3:47 PM
PLOT DATE :
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\RW\TPP-173-6933007G.DWG
APPRAISAL PLAT DATE : 11-4-19

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 TPP-E , PAGE 2, DOCUMENT NO. 2019R09470 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 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 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 AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

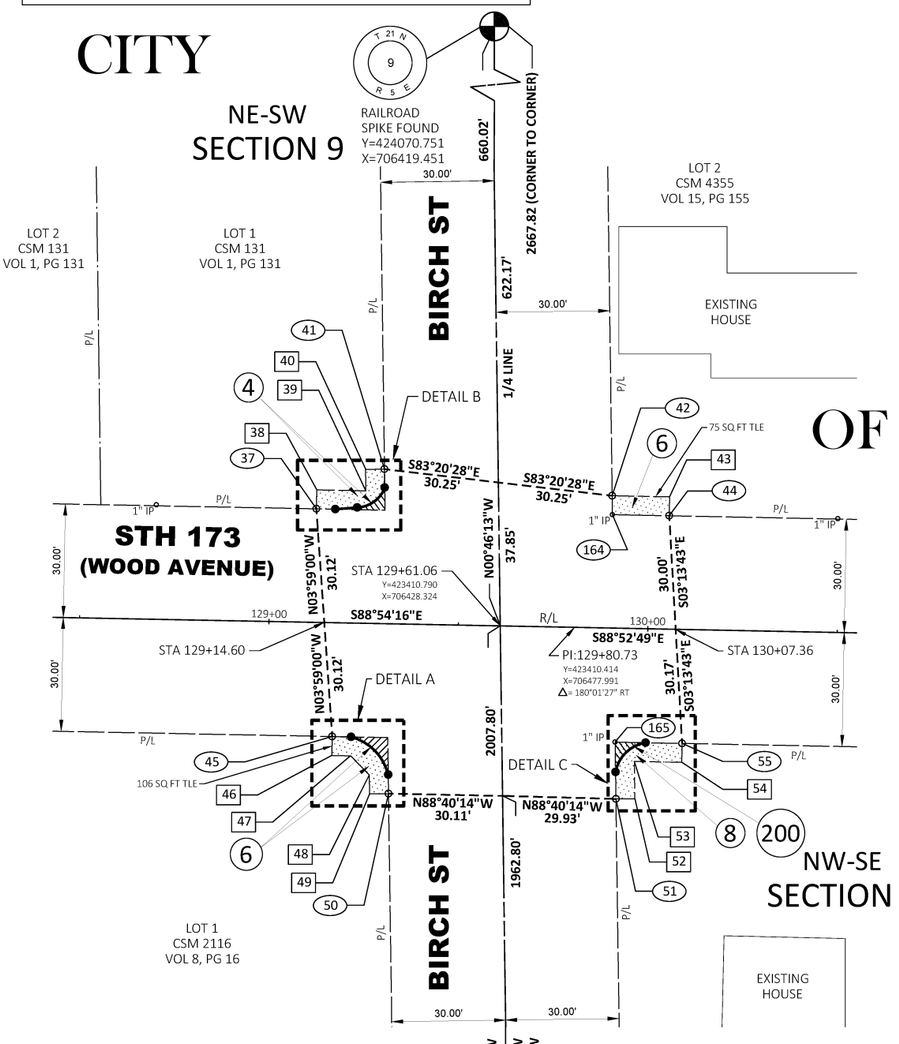
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
4	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015 1/2 INTEREST HAROLD R. HEGEWALD	FEE, TLE	17 SQ.FT	---	17 SQ.FT	101 SQ.FT
6	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015	FEE, TLE	28 SQ.FT	---	28 SQ.FT	181 SQ.FT
8	KATHLEEN DREWS	TLE	---	---	---	137 SQ.FT
200	KATHLEEN DREWS	FEE	18 SQ.FT	---	18 SQ.FT	---

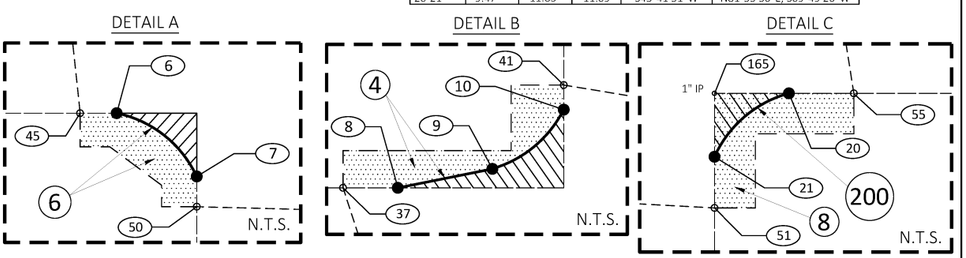
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

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.

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





GN

SCALE, FEET
0 20 40

2021R04074
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
04/14/2021 02:40 PM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMITTER

94

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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

COMPENSABLE NON COMPENSABLE

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

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 EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
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

LINE TABLE

LINE	BEARING	DISTANCE
50-7	N00°48'06"W	5.00'
6-45	N88°54'11"W	5.00'
37-8	S88°54'11"E	5.00'
8-9	N85°36'39"E	5.80'
10-41	N00°46'26"W	5.00'
42-164	S00°46'26"E	5.00'
164-44	S88°53'54"E	15.00'
55-20	N88°53'54"W	9.63'
20-165	N88°53'54"W	8.05'
165-21	S00°48'06"E	7.90'
21-51	S00°48'06"E	7.10'

TLE STATION / OFFSET TABLE

PT#	STATION	OFFSET
38	129+11.94	34.95'
39	129+24.90	34.95'
40	129+24.71	40.60'
43	130+05.08	34.91'
46	129+17.27	35.05'
47	129+22.27	35.05'
48	129+27.24	40.01'
49	129+27.41	45.01'
52	129+97.47	44.92'
53	129+97.14	35.09'
54	130+09.65	35.09'

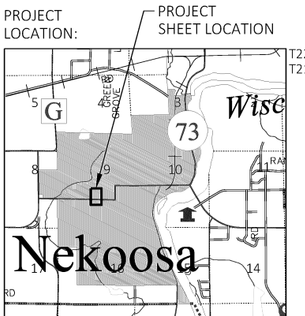
RIGHT OF WAY TABLE

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	30.10'
21	423372.203	706458.751	129+92.23	38.00'
37	423441.674	706379.788	129+11.94	29.95'
41	423452.149	706397.765	129+29.71	40.77'
42	423445.133	706457.865	129+89.92	34.91'
44	423439.843	706472.930	130+05.09	29.91'
45	423381.583	706383.972	129+17.27	30.05'
50	423366.502	706398.825	129+32.41	44.85'
51	423365.109	706458.850	129+92.47	45.09'
55	423379.767	706476.319	130+09.65	30.09'
164	423440.132	706457.930	129+90.08	29.91'
165	423380.107	706458.641	129+91.97	30.09'

CURVE TABLE

CURVE	R	L	LCH	LCB	TANGENT BEARING
7-6	13.41'	14.71'	13.98'	N44°25'42"W	N12°59'13"W, N75°52'09"W
9-10	8.21'	9.40'	8.89'	N54°47'24"E	N87°34'45"E, N22°00'03"E
20-21	9.47'	11.85'	11.09'	S45°41'31"W	N81°33'36"E, S09°49'26"W

PROJECT LOCATION:



NOTES:

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-ACQUISTION 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.

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

OMNNI 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 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: S-2648

WISCONSIN DAVID A. YURK S-2648 OMNNI WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L Stella DATE: 4-14-21
PRINT NAME: Brent L. Stella

PLOT SCALE : 1 IN:20 FT
PLOT NAME : Jairo Mazariegos
PLOT BY : 4/7/2021 5:06 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\OBS\E2315A18\CIVIL 3D\RW\TPP-173-6933007G.DWG
APPRAISAL PLAT DATE : 03-29-21

TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.02

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 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 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.

GN

SCALE, FEET
0 20 40

2019R09470
TIFFANY R. RI
WOOD COUNTY
REGISTER OF D
RECORDED ON
11/08/2019 01:38PM
REC FEE: $25.00
PAGES: 1
VOLUME: TPP-E
PAGE: 2
This document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.02
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED

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

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
4	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015 1/2 INTEREST HAROLD R. HEGEWALD	FEE, TLE	17 SQ FT	---	17 SQ FT	101 SQ FT
6	WAYNE FREEMAN & ELIZABETH FREEMAN REVOCABLE TRUST DATED 8-20-2015	FEE, TLE	28 SQ FT	---	28 SQ FT	181 SQ FT
8	KATHLEEN DREWS	TLE	---	---	---	137 SQ FT

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

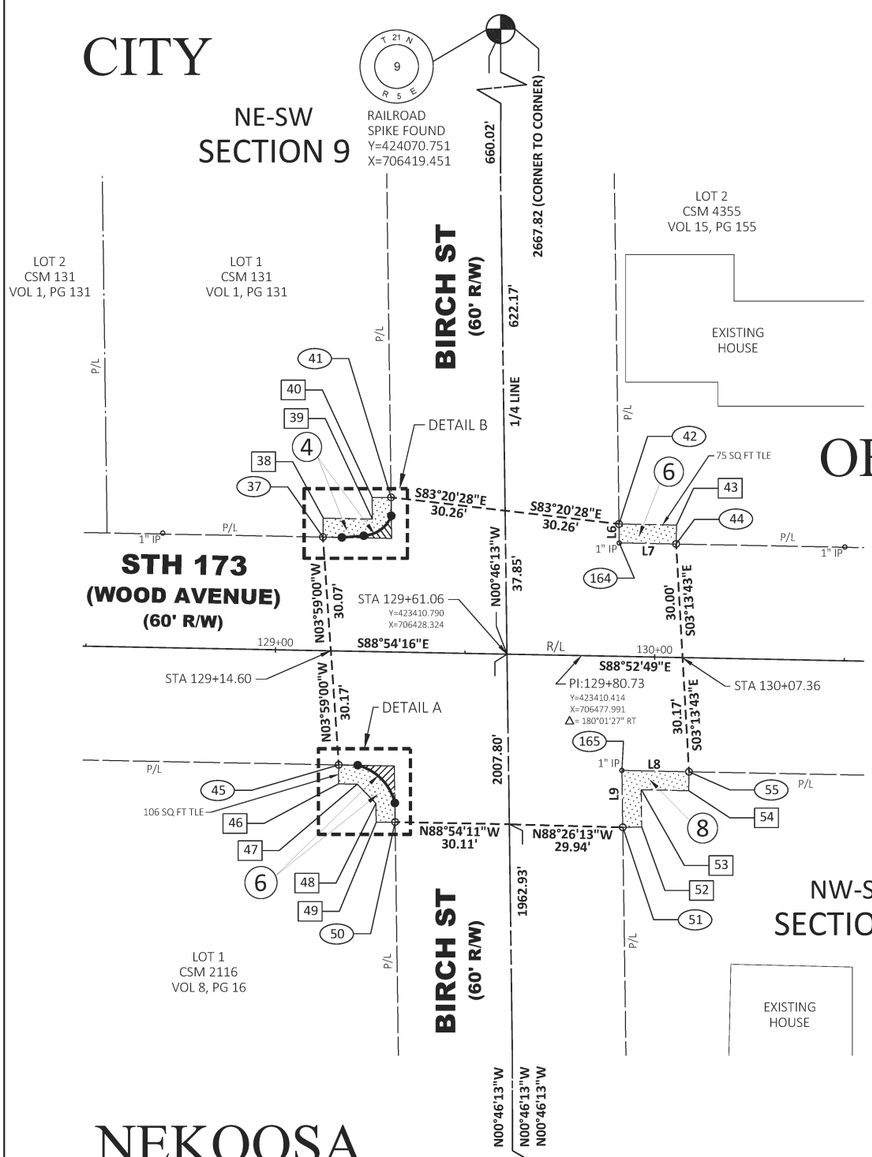
EXISTING RIGHT-OF-WAY OF STH 173 (WOOD AVENUE) ESTABLISHED FROM PREVIOUS PROJECT: WOOD COUNTY CERTIFIED SURVEY MAPS NO'S 131 DATED 10-23-63, CSM 2116 DATED 4-16-79, CSM 4355 DATED 8-11-89.

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.

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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
COMPENSABLE NON COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER 30 TLE POINT NUMBER



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 EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
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

LINE TABLE

LINE	BEARING	DISTANCE
L1	N00°48'06"W	5.00'
L2	N88°54'11"W	5.00'
L3	S88°54'11"E	5.00'
L4	N85°36'39"E	5.80'
L5	N00°46'26"W	5.00'
L6	S00°46'26"E	5.00'
L7	S88°53'54"E	15.00'
L8	N88°53'54"W	17.68'
L9	S00°48'06"E	15.00'

TLE STATION / OFFSET TABLE

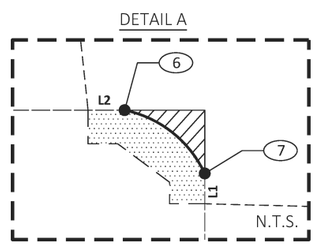
PT#	STATION	OFFSET
38	129+11.94	34.95'
39	129+24.90	34.95'
40	129+24.71	40.60'
43	130+05.08	34.91'
46	129+17.27	35.05'
47	129+22.27	35.05'
48	129+27.24	40.01'
49	129+27.41	45.01'
52	129+97.47	44.92'
53	129+97.14	35.09'
54	130+09.65	35.09'

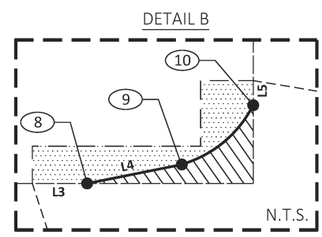
RIGHT OF WAY TABLE

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'
37	423441.674	706379.788	129+11.94	29.95'
41	423452.149	706397.765	129+29.71	40.77'
42	423445.133	706457.865	129+89.92	34.91'
44	423439.843	706472.930	130+05.09	29.91'
45	423381.583	706383.972	129+17.27	30.05'
50	423366.502	706398.825	129+32.41	44.85'
51	423365.109	706458.850	129+92.47	45.09'
55	423379.767	706476.319	130+09.65	30.09'
164	423440.132	706457.930	129+90.08	29.91'
165	423380.107	706458.641	129+91.97	30.09'

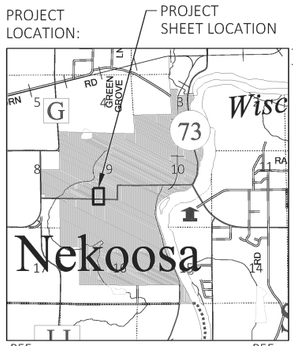
CURVE TABLE

CURVE	R	L	LCH	LCB	TANGENT BEARING
7-6	13.41'	14.71'	13.98'	N44°25'42"W	N12°59'13"W, N75°52'09"W
9-10	8.21'	9.40'	8.89'	N54°47'24"E	N87°34'45"E, N22°00'03"E





PROJECT LOCATION:



NOTES:

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-ACQUISTION 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.

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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 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: S-2648

WISCONSIN DAVID A. YURK S-2648 OMNNI ASSOCIATES WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L Stella DATE: 11-6-19
PRINT NAME: Brent L Stella

PLOT SCALE : 1 IN:20 FT
PLOT NAME : Jairo Mazariegos
PLOT BY : 11/4/2019 3:45 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\RW\TPP-173-6933007G.DWG
APPRAISAL PLAT DATE : 11-4-19

TRANSPORTATION PROJECT PLAT NO: 6933-00-26 - 4.03 AMENDMENT NO. 1

ADDS PARCEL NUMBER 201, 202, 203 AND 204 OF TRANSPORTATION PROJECT PLAT NO. 6933-00-26-4.03 RECORDED IN VOLUME TPP-E, PAGE 3, DOCUMENT NO. 2019R09471 AT THE WOOD COUNTY REGISTER OF DEED.

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 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 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 AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

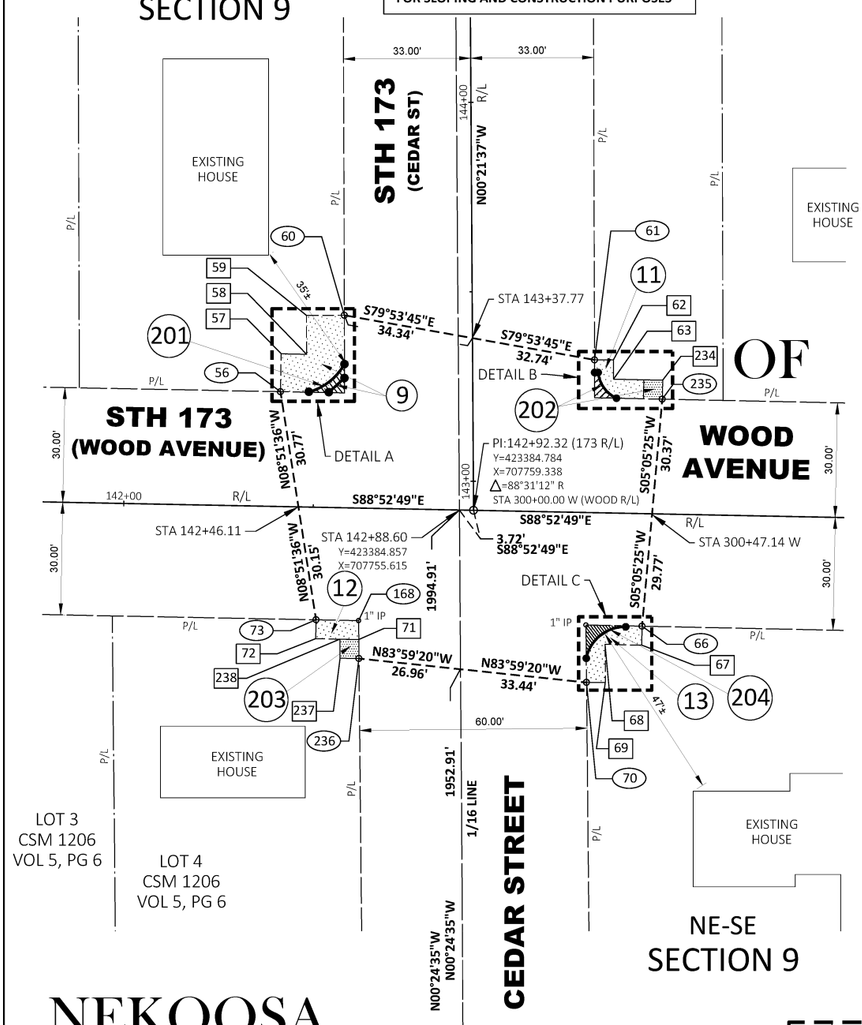
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
9	TRAVIS STECKBAUER	FEE, TLE	8 SQ FT	---	8 SQ FT	263 SQ FT
11	CITY OF NEKOOSA	TLE	---	---	---	90 SQ FT
12	SANDRA L. SKERVEN	TLE	---	---	---	56 SQ FT
13	JAMES KLEIFGEN & DONALOU M. KLEIFGEN	TLE	---	---	---	124 SQ FT
201	TRAVIS STECKBAUER	FEE	18 SQ FT	---	18 SQ FT	---
202	CITY OF NEKOOSA	FEE, TLE	16 SQ FT	---	16 SQ FT	25 SQ FT
203	SANDRA L. SKERVEN	TLE	---	---	---	25 SQ FT
204	JAMES KLEIFGEN & DONALOU M. KLEIFGEN	FEE	26 SQ FT	---	26 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: 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.

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



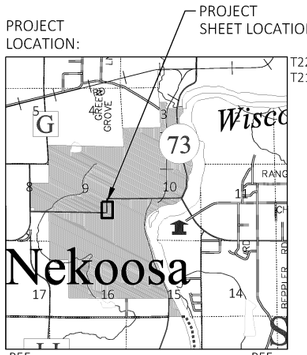
CURVE TABLE

CURVE	R	L	LCH	LCB	TANGENT BEARING
22-23	15.40'	12.40'	12.07'	N52°06'38"E	S75°10'58"W, N29°02'17"E
25-26	8.26'	8.73'	8.33'	S35°25'17"E	N05°09'37"W, S65°40'57"E
28-29	10.48'	14.45'	13.33'	S51°21'48"W	S89°08'40"E, S11°52'13"W

COMPUTED FROM TIES
Y=421403.177
X=706455.314

MAGNETIC SPIKE FOUND
Y=421376.634
X=709102.441

PROJECT LOCATION:



TLE STATION / OFFSET TABLE

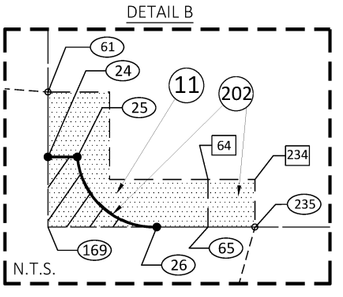
PT#	STATION	OFFSET
57	142+40.77	40.30'
58	142+47.47	40.30'
59	143+44.03	43.77'
62	143+31.80	37.20'
63	143+26.69	37.18'
64	143+26.47	45.15'
67	300+45.07 W	34.70'
68	300+35.41 W	34.69'
69	300+35.71 W	44.69'
72	142+51.33	34.70'
234	143+26.34	50.15'
237	142+57.86	39.69'
238	142+57.71	34.69'

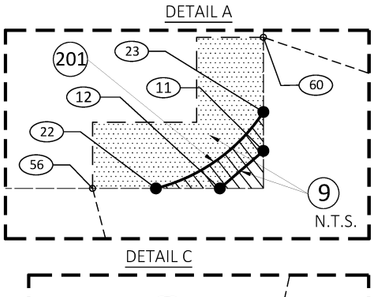
LINE TABLE

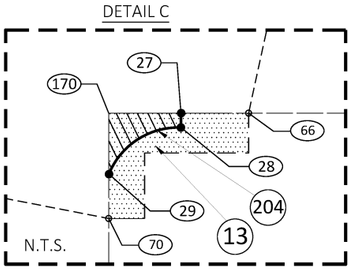
LINE	BEARING	DISTANCE
236-71	N00°33'38"W	5.00'
71-168	N00°33'38"W	5.00'
168-73	N88°53'54"W	11.23'
56-22	S88°53'54"E	7.37'
22-12	S88°53'54"E	5.28'
12-11	N47°51'37"E	5.74'
11-23	N00°10'34"W	3.66'
23-60	N00°10'34"W	12.89'
61-24	S00°10'34"E	3.33'
24-169	S00°10'34"E	6.67'
169-26	S88°48'33"E	5.75'
24-25	N90°00'00"E	0.94'
26-65	S88°48'33"E	7.10'
65-235	S88°48'33"E	5.00'
66-27	N88°48'33"W	4.31'
27-170	N88°48'33"W	10.51'
170-29	S00°33'38"E	8.80'
27-28	S01°23'29"W	0.26'
29-70	S00°33'38"E	6.37'

RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
11	423419.693	707725.298	143+27.45	33.82'
12	423415.843	707721.044	142+53.43	30.31'
22	423415.945	707715.763	142+48.15	30.30'
23	423423.357	707725.287	143+31.11	33.81'
24	423421.151	707791.294	143+28.49	32.19'
25	423421.151	707792.236	143+28.48	33.13'
26	423414.363	707797.063	143+21.67	37.91'
27	423354.299	707799.522	300+40.77W	29.69'
28	423354.040	707799.515	300+40.77W	29.95'
29	423345.718	707789.104	300+30.52W	38.48'
56	423416.087	707708.391	142+40.77	30.30'
60	423436.250	707725.248	143+44.00	33.77'
61	423424.482	707791.284	143+31.82	32.20'
65	423414.216	707804.166	143+21.47	45.01'
66	423354.210	707803.830	300+45.08 W	29.70'
70	423339.353	707789.166	300+30.71 W	44.84'
71	423350.677	707729.052	142+62.71	34.69'
73	423355.895	707717.774	142+51.33	29.70'
168	423355.679	707729.004	142+62.56	29.69'
169	423414.483	707791.315	143+21.82	32.16'
170	423354.518	707789.018	300+30.27	29.68'
235	423414.112	707809.165	143+21.34	50.01'
236	423345.678	707729.101	142+62.86	39.69'







NOTES:

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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.

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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.

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

GN

SCALE, FEET
0 20 40

2021R04077
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
04/14/2021 02:44 PM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMITTER

96

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.03
AMENDMENT NO: 1

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

COMPENSABLE NON-COMPENSABLE

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 EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT IDENTIFICATION	HE		
LAND CONTRACT	ID		
LEFT	LC		
MONUMENT	LT		
NATIONAL GEODETIC SURVEY	MON		
NUMBER	NGS		
OUTLOT	NO		
PAGE	OL		
POINT OF TANGENCY	P		
PERMANENT LIMITED EASEMENT	PT		
POINT OF BEGINNING	PLE		
POINT OF CURVATURE	POB		
POINT OF COMPOUND CURVE	PC		
	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

OMNNI 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 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: S-2648

DAVID A. YURK S-2648 OSHKOSH, WI WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L. Stella DATE: 4-14-21
PRINT NAME: Brent L. Stella

PLOT SCALE : 1 IN:20 FT
PLOT NAME :
PLOT BY : Jairo Mazariegos
PLOT DATE : 4/7/2021 3:29 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\OBS\E2315A18\CIVIL 3D\RW\TPP-173-69330076.DWG
APPRAISAL PLAT DATE : 03-29-21

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 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 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.

GN

SCALE, FEET
0 20 40

2019R09471
TIFFANY R. RI
WOOD COUNTY
REGISTER OF I
RECORDED ON
11/08/2019 01:38PM
REC FEE: $25.00
PAGES: 1
VOLUME: TPP-E
PAGE: 3
This document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.03
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED

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

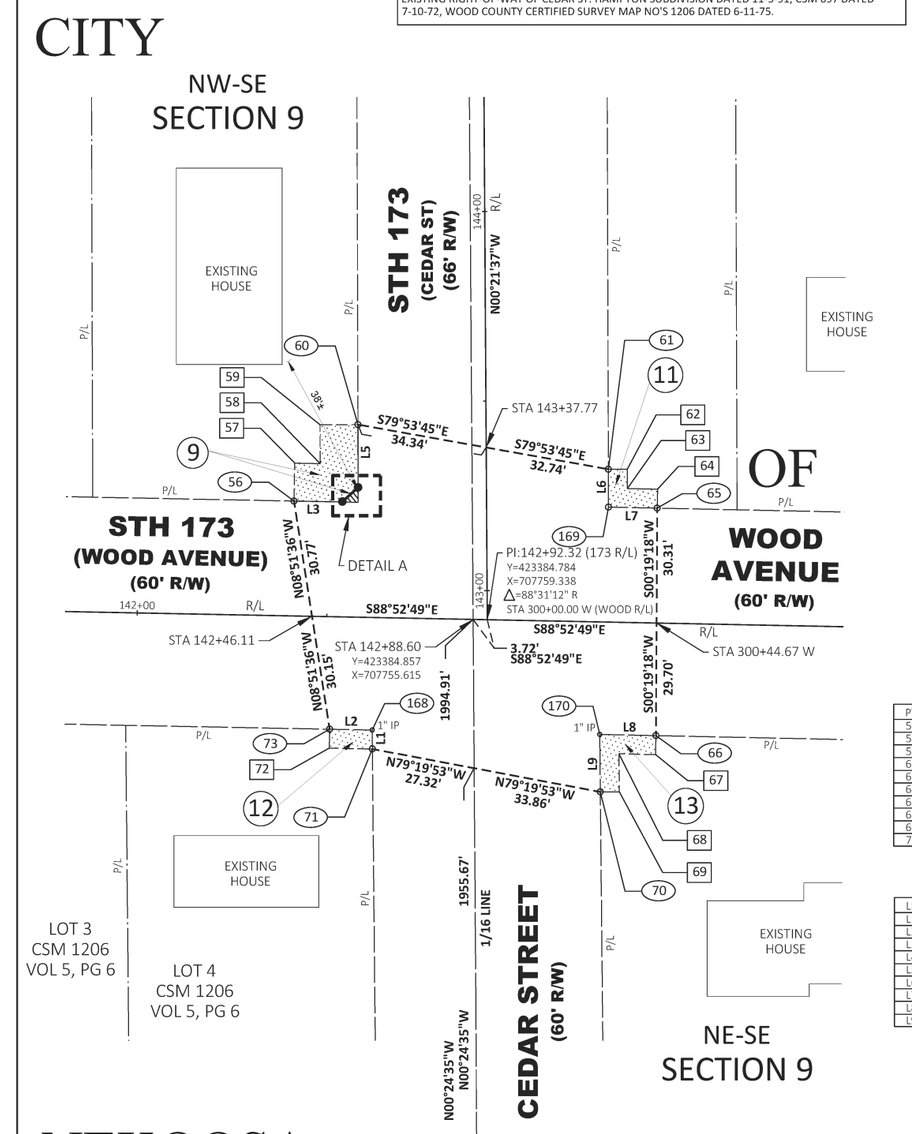
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
9	TRAVIS STECKBAUER	FEE, TLE	8 SQ FT	---	8 SQ FT	263 SQ FT
11	CITY OF NEKOOSA	TLE	---	---	---	90 SQ FT
12	SANDRA L. SKERVEN	TLE	---	---	---	56 SQ FT
13	JAMES KLEIFGEN & DONALOU M. KLEIFGEN	TLE	---	---	---	124 SQ FT

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

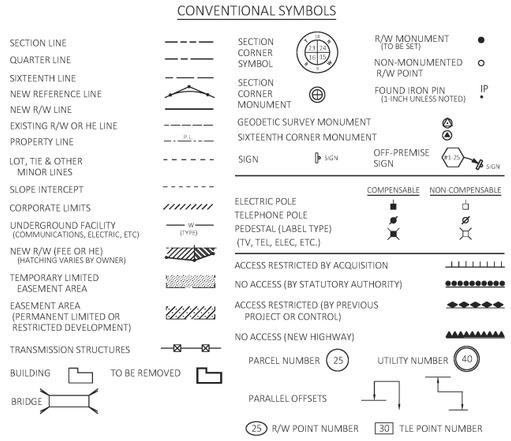
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

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.



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 EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

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

TLE STATION / OFFSET TABLE

PT#	STATION	OFFSET
57	142+40.77	40.30'
58	142+47.47	40.30'
59	143+44.03	43.77'
62	143+31.80	37.20'
63	143+26.69	37.18'
64	143+26.47	45.15'
67	300+45.07 W	34.70'
68	300+35.41 W	34.69'
69	300+35.71 W	44.69'
72	142+51.33	34.70'

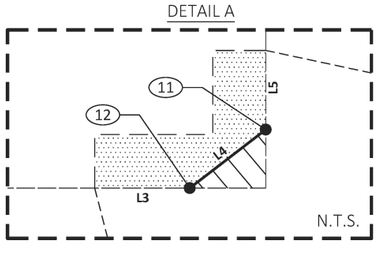
LINE TABLE

LINE	BEARING	DISTANCE
L1	N00°33'38"W	5.00'
L2	N88°53'54"W	11.23'
L3	S88°53'54"E	12.66'
L4	N47°51'37"E	5.74'
L5	N00°10'34"W	16.56'
L6	S00°10'34"E	10.00'
L7	S88°48'33"E	12.85'
L8	N88°48'33"W	14.82'
L9	S00°33'38"E	15.17'

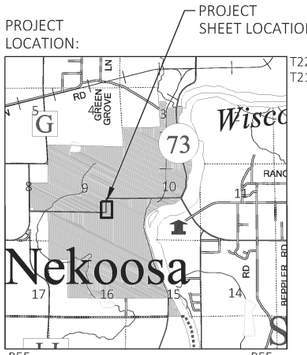
RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
11	423419.693	707725.298	143+27.45	33.82'
12	423415.843	707721.044	142+53.43	30.31'
56	423416.087	707708.391	142+40.77	30.30'
60	423436.250	707725.248	143+44.00	33.77'
61	423424.482	707791.284	143+31.82	32.20'
65	423414.216	707804.166	143+21.47	45.01'
66	423354.210	707803.830	300+45.08 W	29.70'
70	423339.353	707789.166	300+30.71 W	44.84'
71	423350.677	707729.052	142+62.71	34.69'
73	423355.895	707717.774	142+51.33	29.70'
168	423355.679	707729.004	142+62.56	29.69'
169	423414.484	707791.315	143+21.82	32.16'
170	423354.518	707789.017	300+30.27 W	29.68'

DETAIL A



PROJECT LOCATION:



NOTES:

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OMNNI 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 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: S-2648

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT
SIGNATURE: Brent L Stella DATE: 11-6-19
PRINT NAME: Brent L Stella

PLOT SCALE : 1 IN:20 FT
PLOT NAME : Jairo Mazariegos
PLOT BY : 11/4/2019 3:44 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\RW\TPP-173-69330076.DWG
APPRAISAL PLAT DATE : 11-4-19

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.

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SCHEDULE OF LANDS AND INTERESTS REQUIRED

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

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

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, S88°12'25"W

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)

	COMPENSABLE	NON-COMPENSABLE

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

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 EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

GN

SCALE, FEET
0 20 40

2019R09472
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
11/08/2019 01:38PM
REC FEE: $25.00
PAGES: 1
VOLUME: TPP-E
PAGE: 4
This document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6933-00-26 - 4.04
AMENDMENT NO:___

LINE TABLE

LINE	BEARING	DISTANCE
L1	S22°14'39"W	11.24'
L2	N89°12'24"E	14.40'
L3	N00°42'00"W	12.38'
L4	S00°42'00"E	29.15'
L5	N36°20'16"E	6.94'
L6	N00°51'48"W	9.91'
L7	S00°51'48"E	14.50'
L8	N89°12'24"E	23.15'

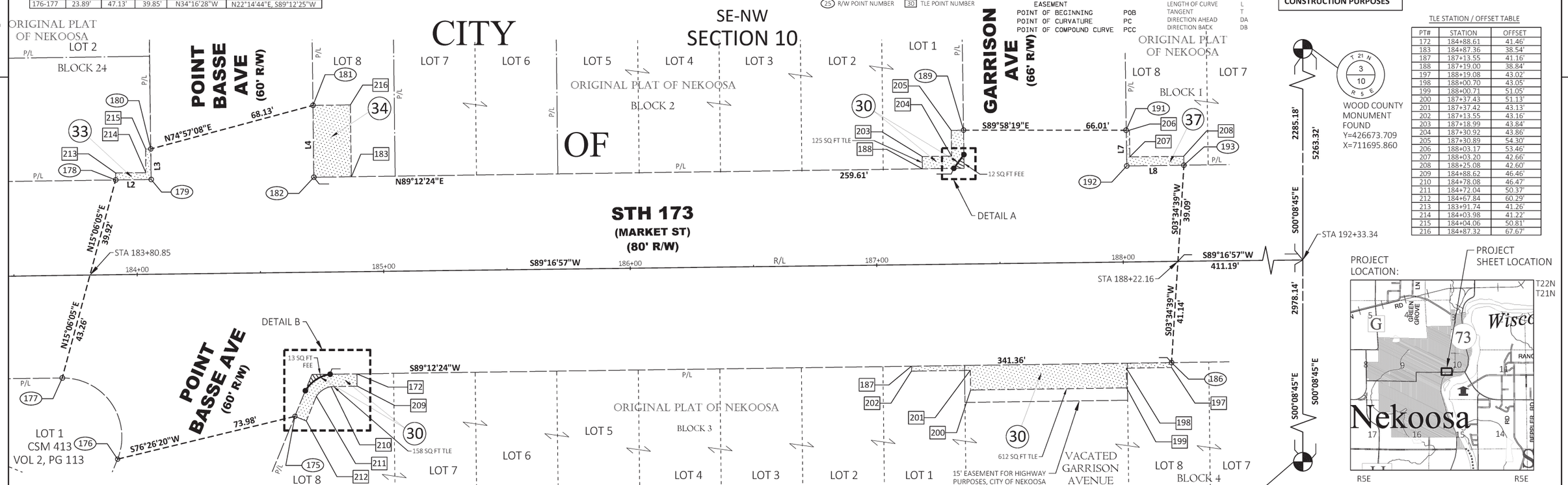
CURVE DATA

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'



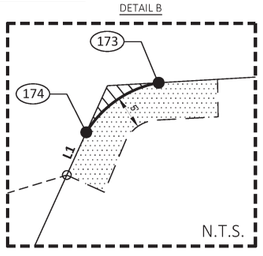
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

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'

DETAIL B



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.

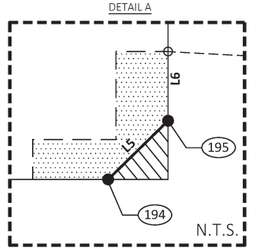
DIMENSIONS FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISTION 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.

DETAIL A



OMNNI 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 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: S-2648

WISCONSIN DAVID A. YURK S-2648 OSHKOSH, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L Stella DATE: 11-6-19
PRINT NAME: Brent L Stella

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\RW\TPP-173-69330076.DWG
APPRAISAL PLAT DATE : 11-4-19
PLOT DATE : 11/4/2019 3:43 PM
PLOT BY : JAIRO MAZARIEGOS
PLOT NAME :

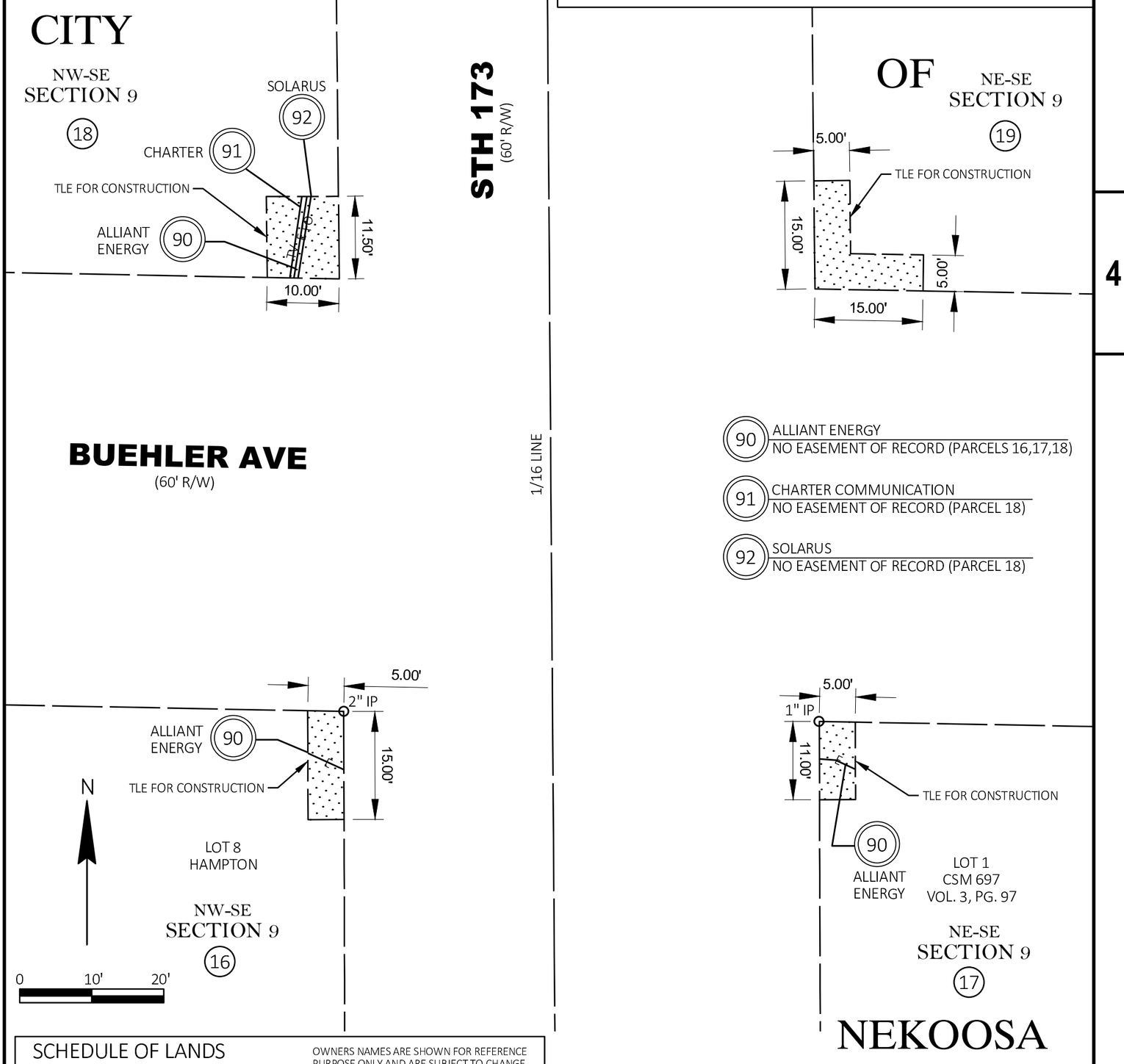
UTILITY INTERESTS		
UTILITY	OWNER	INTEREST REQUIRED
90	ALLIANT ENERGY	RELEASE OF RIGHTS
91	CHARTER COMMUNICATION	RELEASE OF RIGHTS
92	SOLARUS	RELEASE OF RIGHTS

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 1

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — 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



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.
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

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: _____

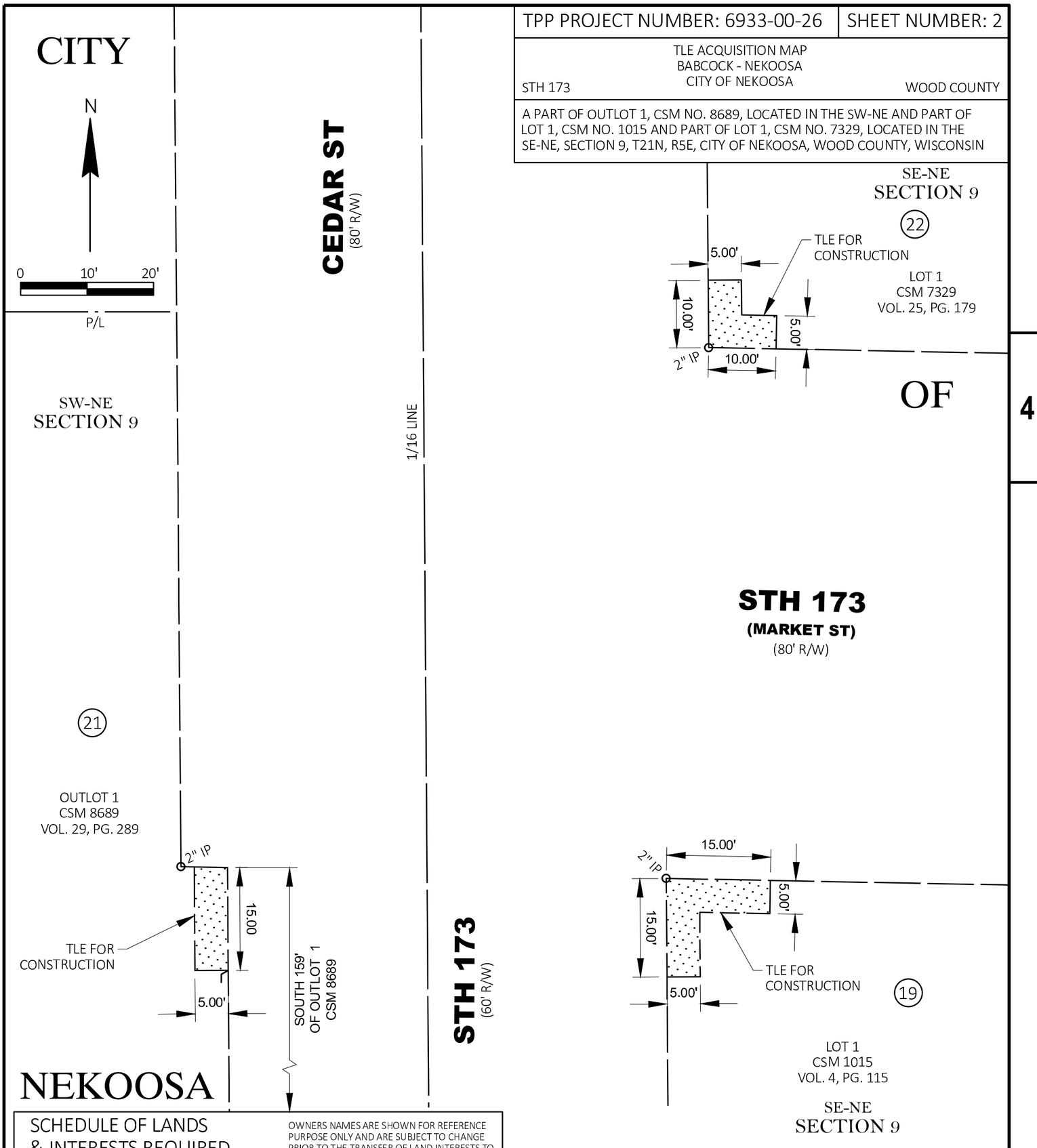
PRINT NAME: _____

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 2

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — WOOD COUNTY

A PART OF OUTLOT 1, CSM NO. 8689, LOCATED IN THE SW-NE AND PART OF LOT 1, CSM NO. 1015 AND PART OF LOT 1, CSM NO. 7329, LOCATED IN THE SE-NE, SECTION 9, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



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.
19	BETHLEHEM EVANGELICAL LUTHERAN CHURCH U.A.C. OF NEKOOSA	TLE	125
21	TODD A. OMERINK	TLE	77
22	EXTENDICARE NEKOOSA RE 2, LLC	TLE	77

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: _____

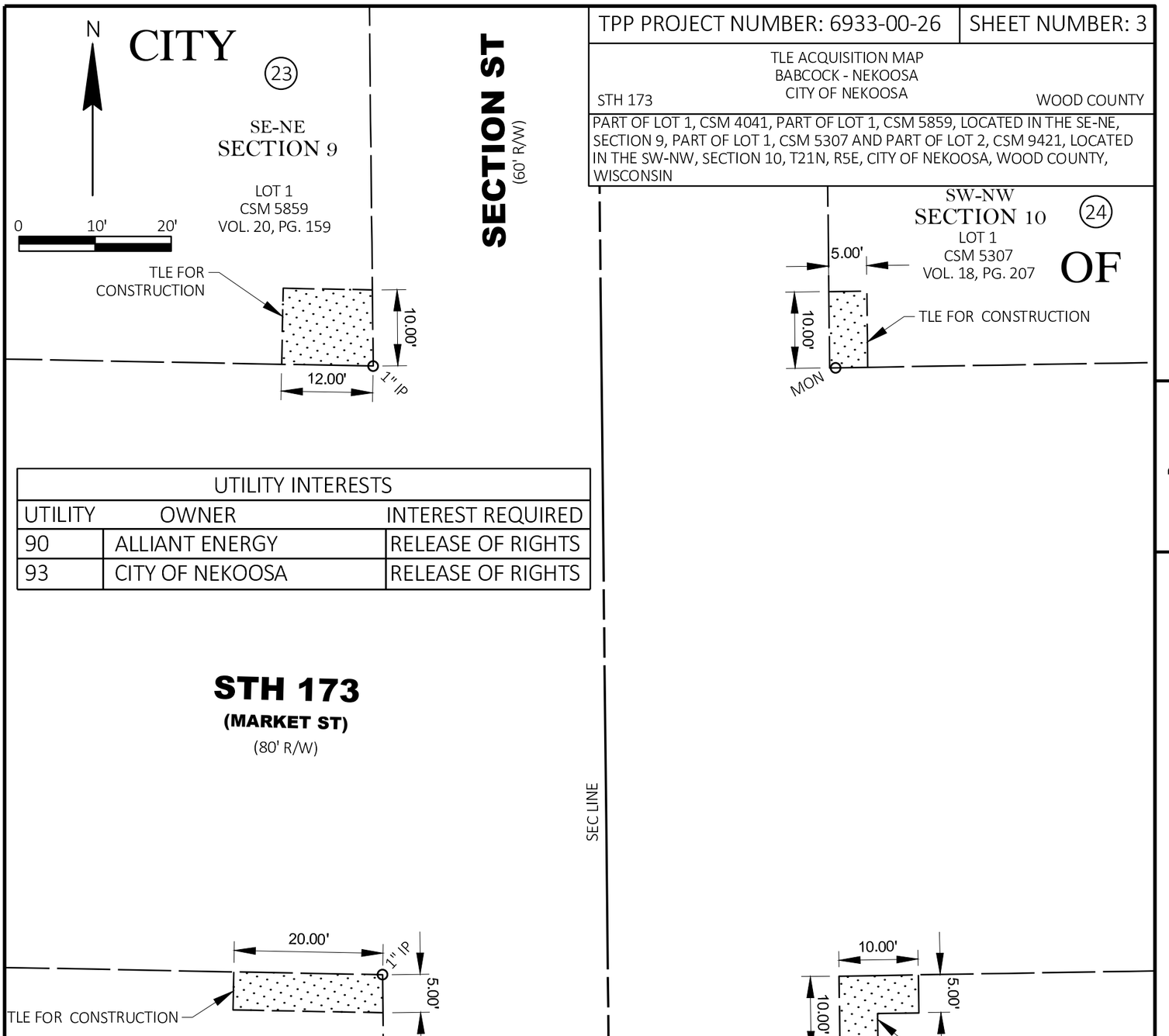
4

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 3

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — WOOD COUNTY

PART OF LOT 1, CSM 4041, PART OF LOT 1, CSM 5859, LOCATED IN THE SE-NE, SECTION 9, PART OF LOT 1, CSM 5307 AND PART OF LOT 2, CSM 9421, LOCATED IN THE SW-NW, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



UTILITY INTERESTS		
UTILITY	OWNER	INTEREST REQUIRED
90	ALLIANT ENERGY	RELEASE OF RIGHTS
93	CITY OF NEKOOSA	RELEASE OF RIGHTS

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.
23	PB STEINKE	TLE	116
24	CITY OF NEKOOSA	TLE	125
26	MORTON'S LIMITED PARTNERSHIP	TLE	99

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: _____

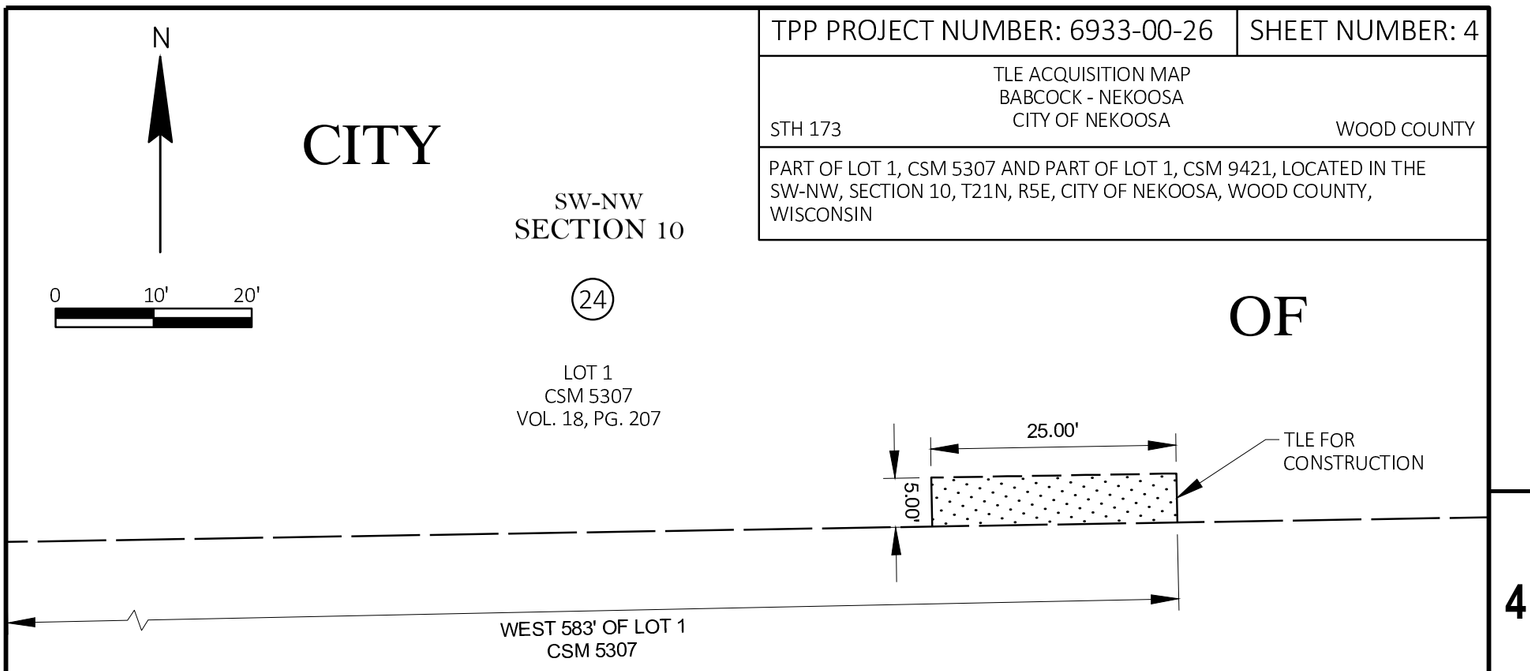
4

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 4

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — WOOD COUNTY

PART OF LOT 1, CSM 5307 AND PART OF LOT 1, CSM 9421, LOCATED IN THE SW-NW, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



4

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

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.
24	CITY OF NEKOOSA	TLE	125
27	DISCOUNT RETAIL VENTURE, DST	TLE	100

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: _____

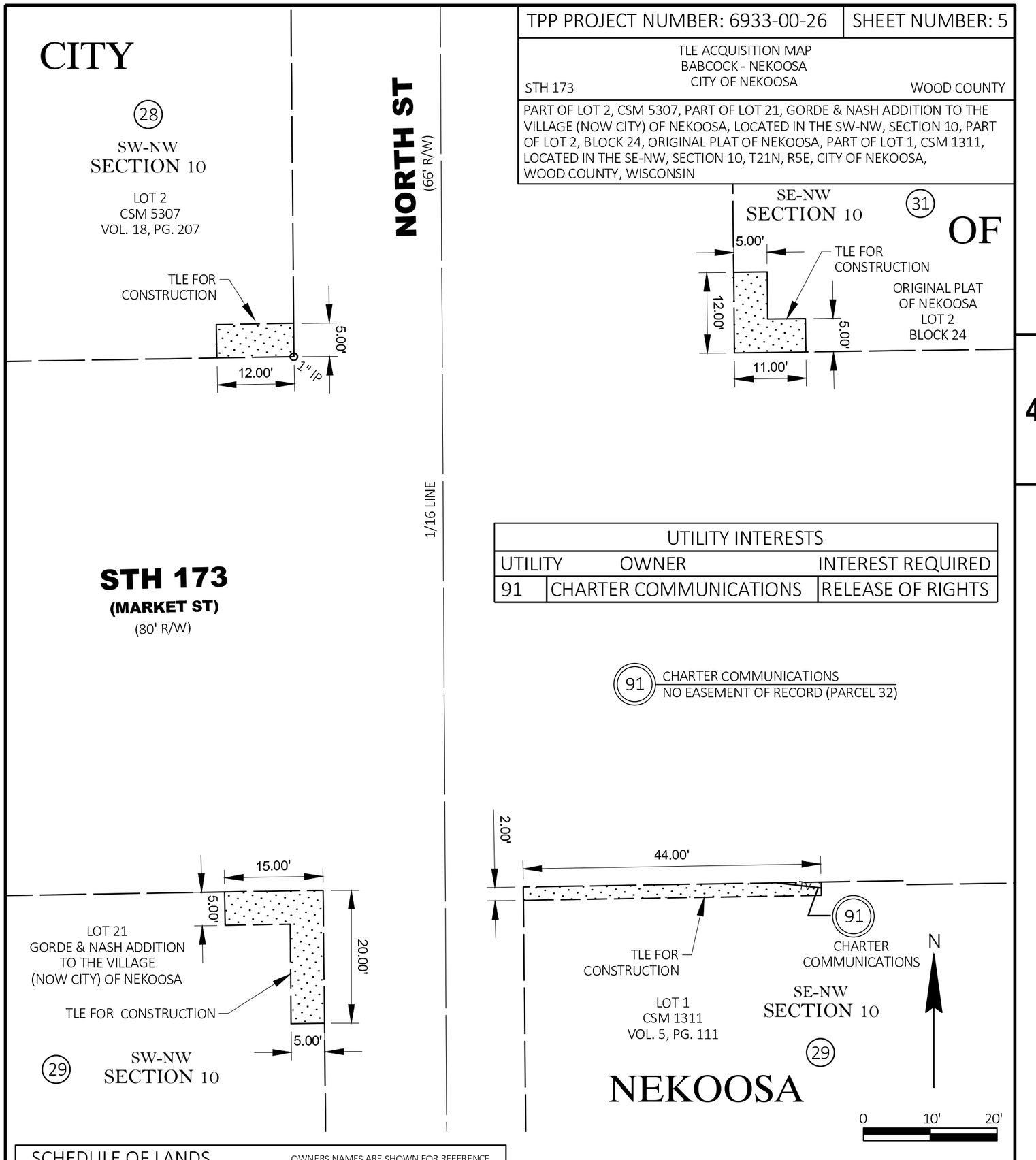
PRINT NAME: _____

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 5

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — 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



UTILITY INTERESTS		
UTILITY	OWNER	INTEREST REQUIRED
91	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

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 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: _____

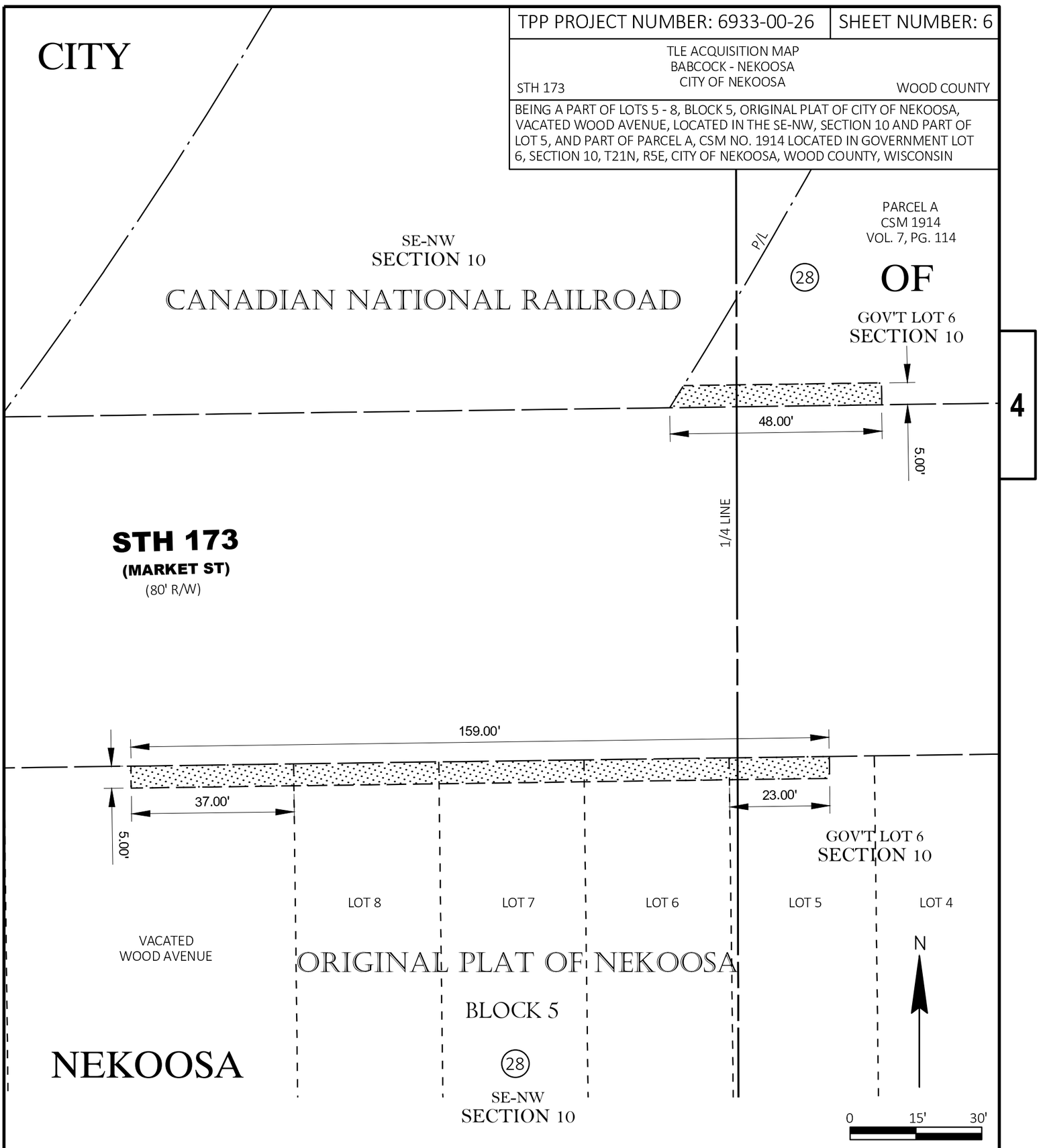
4

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 6

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — WOOD COUNTY

BEING A PART OF LOTS 5 - 8, BLOCK 5, ORIGINAL PLAT OF CITY OF NEKOOSA, VACATED WOOD AVENUE, LOCATED IN THE SE-NW, SECTION 10 AND PART OF LOT 5, AND PART OF PARCEL A, CSM NO. 1914 LOCATED IN GOVERNMENT LOT 6, SECTION 10, T21N, R5E, CITY OF NEKOOSA, WOOD COUNTY, WISCONSIN



4

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	1,030

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

SIGNATURE: _____ DATE: _____

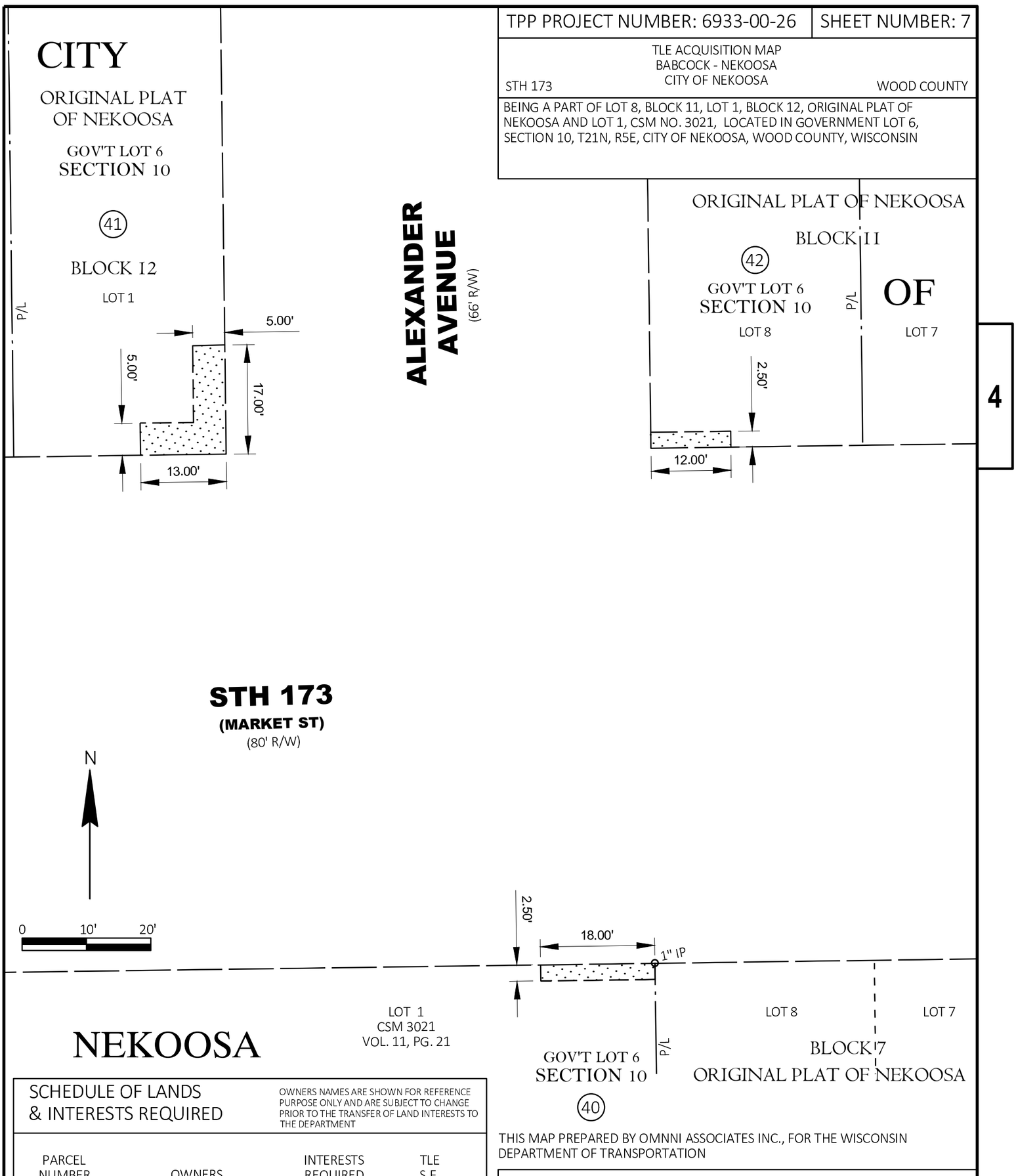
PRINT NAME: _____

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 7

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — 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



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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.
40	NEKOOSA PORT EDWARDS STATE BANK	TLE	45
41	NEKOOSA PORT EDWARDS STATE BANK	TLE	125
42	JOHN A. WILLIAMSON	TLE	30

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: _____

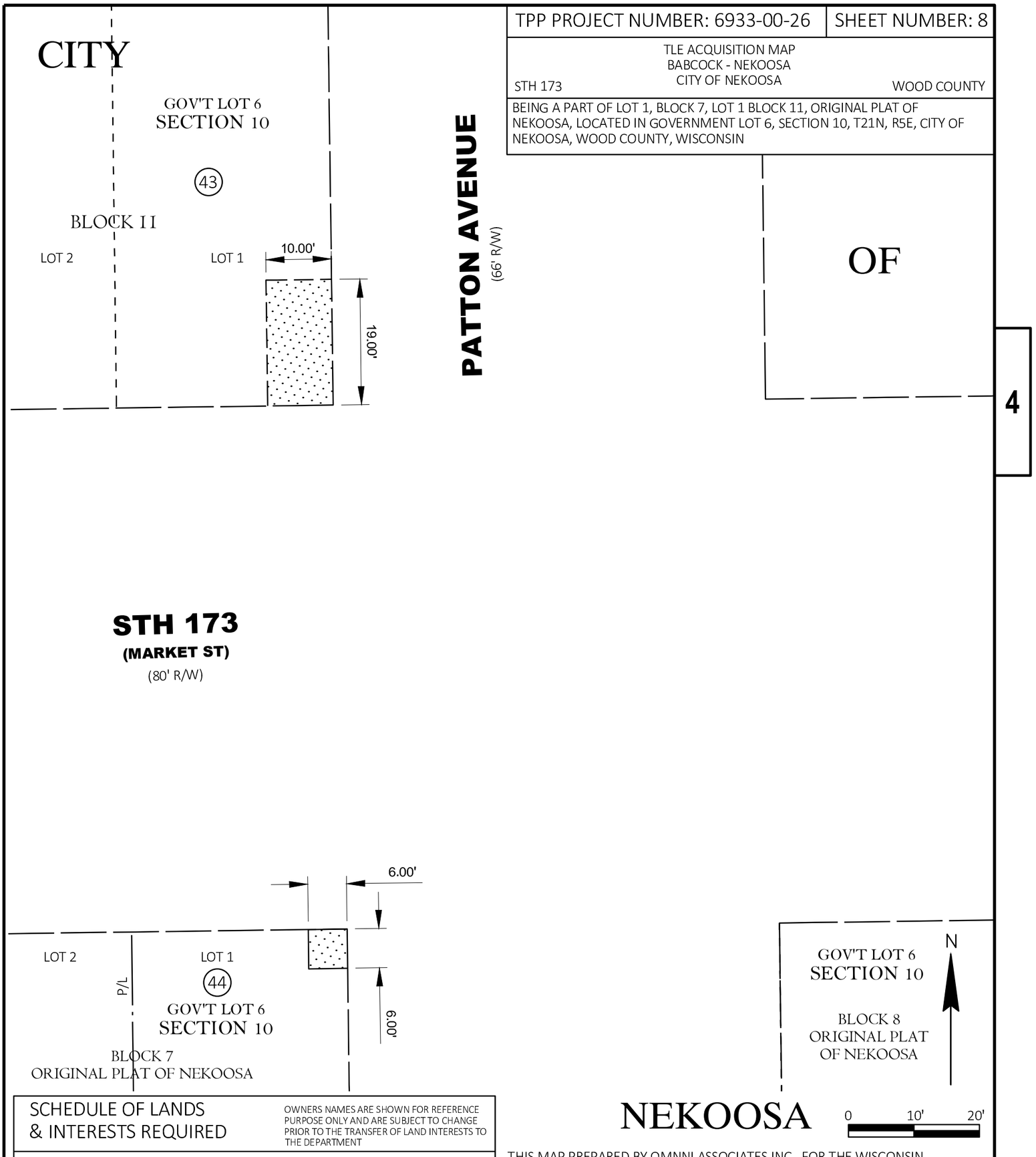
PRINT NAME: _____

TPP PROJECT NUMBER: 6933-00-26	SHEET NUMBER: 8

TLE ACQUISITION MAP
BABCOCK - NEKOOSA
CITY OF NEKOOSA

STH 173 — 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



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

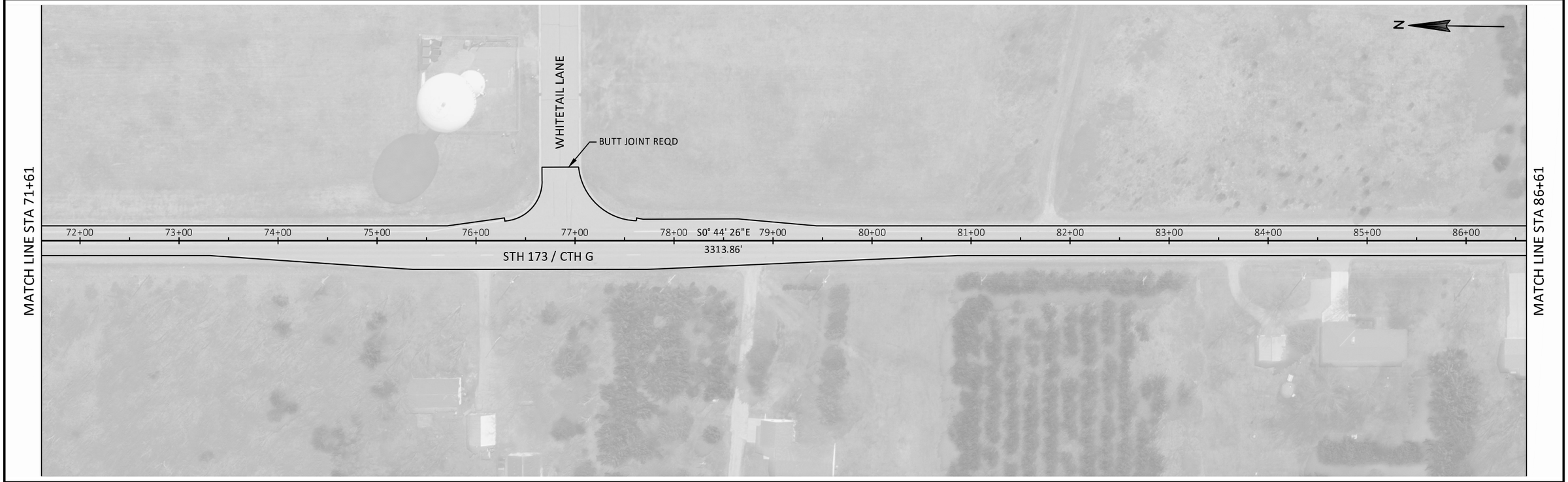
PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TLE S.F.
43	ROBERT A. KUNDERT & LORI J. KUNDERT	TLE	192
44	DANIEL D. HUSTEDT	TLE	32

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: _____



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 107	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050210-pn

PLOT DATE : 5/12/2021 2:37 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 86+61

STH 173 / CTH G

87+00

88+00

89+00

FAWN LANE

BUTT JOINT REQD

90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 S88° 53' 50"E 98+00 99+00 100+00 101+00

STH 173 (WOOD AVE)

2255.45'

PI: 89+55.61

CTH G

BUTT JOINT REQD

MATCH LINE STA 101+61

N

5

5

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

MATCH LINE STA 101+61

WATERWORKS ROAD

GREG ROYCE

BM#1000

BUTT JOINT REQD

BM#1001

102+00 103+00 104+00 105+00 106+00 107+00 S88° 53' 50"E 108+00 109+00 110+00 111+00 112+00 113+00 114+00 S88° 54' 16"E 115+00 116+00

2255.45'

STH 173 (WOOD AVE)

1769.66'

PI: 112+11.06

WILLIAM JACK A. WORTH & TANYA L. CIHAK

WATERWORKS ROAD

BUTT JOINT REQD

AILEEN M. LARSON F/K/A AILEEN M. WINTERS

MATCH LINE STA 116+61

N

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 108	E

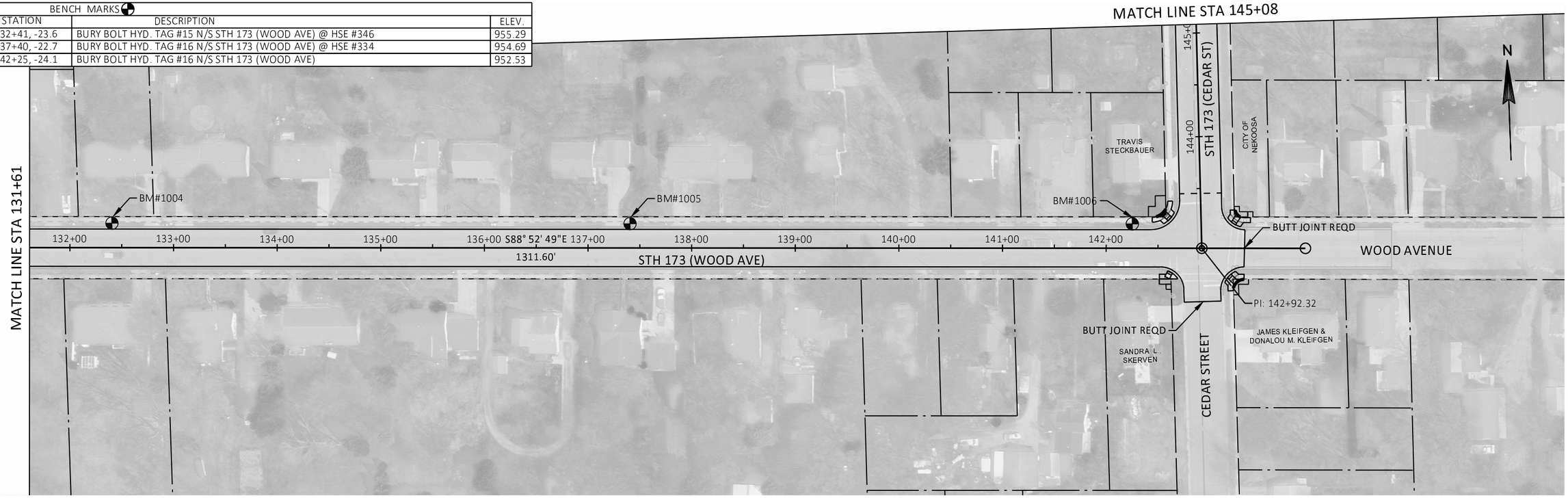
FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050211-pn

PLOT DATE : 5/12/2021 2:37 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1002	118+15, -23.3	BURY BOLT HYD. TAG #12 N/S STH 173 (WOOD AVE) @ HSE #438	953.75
BM#1003	127+85, -24.1	BURY BOLT HYD. TAG #14 N/S STH 173 (WOOD AVE) @ HSE #362	953.91

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1004	132+41, -23.6	BURY BOLT HYD. TAG #15 N/S STH 173 (WOOD AVE) @ HSE #346	955.29
BM#1005	137+40, -22.7	BURY BOLT HYD. TAG #16 N/S STH 173 (WOOD AVE) @ HSE #334	954.69
BM#1006	142+25, -24.1	BURY BOLT HYD. TAG #16 N/S STH 173 (WOOD AVE)	952.53



PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 109 E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050212-pn

PLOT DATE : 5/12/2021 2:37 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

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

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 110	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050213-pn

PLOT DATE : 5/12/2021 2:38 PM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#1010	166+33, -52.0'	STAINLESS STEEL ROD ENCASED PID-PN0852 W223 NE QUAD N SECTION ST & MARKET ST	947.42
BM#1011	170+70, 32.6'	BURY BOLT ON HYD. S/S MARKEY ST @ DOLLAR GENERAL STORE	950.21

MATCH LINE STA 156+60

CURB REPAIR (TYP)
(SEE CONST. DETAIL)

PB STEINKE, LLC

N SECTION STREET

CITY OF NEKOOSA

BUTT JOINT REQD
BM#1010

REMOVE ASPHALTIC SURFACE
(SEE PAVING DETAIL)

157+00 158+00 159+00 160+00 161+00 S88° 58' 02"E 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 N89° 03' 30"E 170+00 171+00

1375.74'

1200.22'

STH 173 (MARKET ST)

MATCH LINE STA 171+60

BM#1011

PI: 166+57.60

BUTT JOINT REQD

REMOVING INLET COVER.
INLET COVER TYPE H-S.

CITY OF NEKOOSA

DISCOUNT RETAIL VENTURE I DST

MORTON'S LIMITED PARNERSHIP

REMOVING MANHOLE COVER.
MANHOLE COVER TYPE J.

S SECTION STREET

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM#1012	177+02, -32.2'	BURY BOLT HYD TAG #17 N/S STH 173 (MARKET ST) ±200' W OF NORTH ST N OF HSE #941	953.01
BM#1013	183+75, -31.0'	BURY BOLT HYD. SW QUAD OF POINT BASSE & STH 173 (MARKET ST)	954.17

MATCH LINE STA 171+60

NORTH STREET

BRYAN J. RINGER

DOMTAR A.W. CORP

PI: 178+57.83

BM#1012

BUTT JOINT REQD

ADJUSTING INLET COVER.

JORGE O. ZAMORA

POINT BASSE AVENUE

JAY J. CAPEK, KELEN A. CAPEK & BEN CAPEK

REMOVING MANHOLE COVER.
MANHOLE COVER TYPE J.

172+00 173+00 174+00 175+00 N89° 03' 30"E 176+00 177+00 178+00 179+00 180+00 N89° 02' 44"E 181+00 182+00 183+00 184+00 185+00 N89° 16' 57"E 186+00

1200.22'

508.33'

1902.31'

STH 173 (MARKET ST)

ADJUSTING MANHOLE COVER.

PI: 183+66.16
BM#1013

REMOVING INLET COVER.
INLET COVER TYPE H.

DOMTAR A.W. CORP.

BUTT JOINT REQD

CITY OF NEKOOSA

CURB REPAIR (TYP)
(SEE CONST. DETAIL)

REMOVING MANHOLE COVER.
MANHOLE COVER TYPE J.

IMATION ENTERPRISES CORP.

NEKOOSA COATED PAPERS, LLC.

BUTT JOINT REQD

NEKOOSA COATED PAPERS, LLC.

ADJUSTING PULL BOX

CTH AA (POINT BASSE AVE)

NORTH STREET

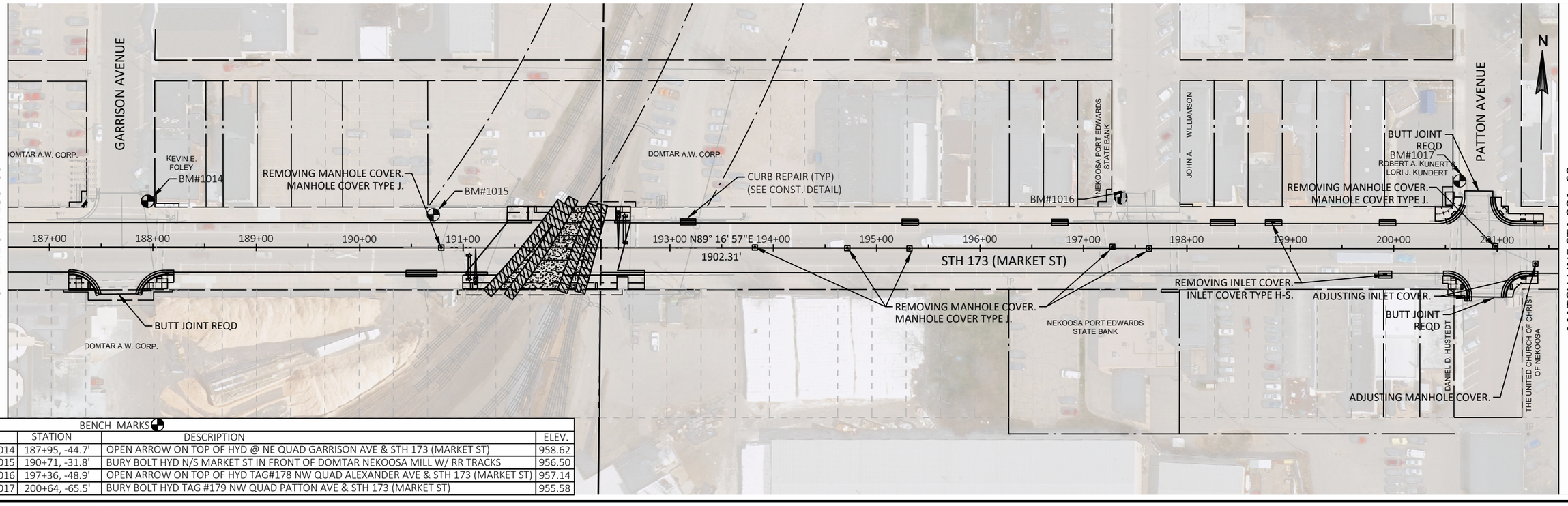
MATCH LINE STA 186+60

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 111	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050214-pn

PLOT DATE : 7/29/2021 8:53 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



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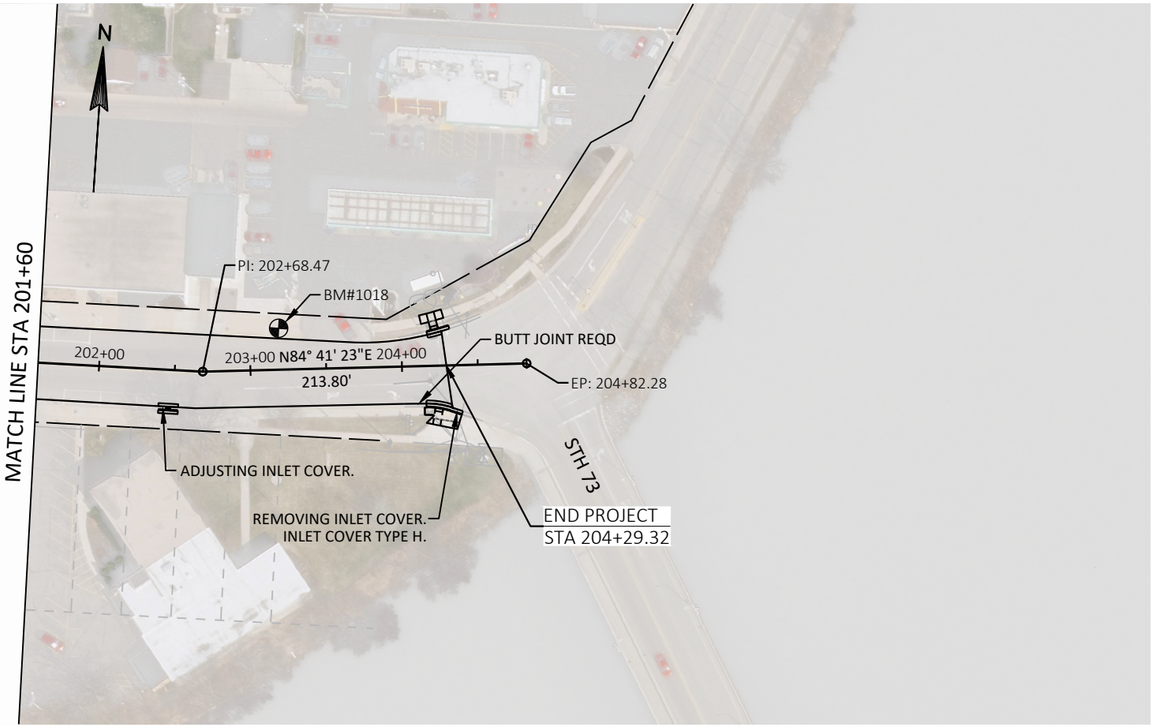
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1014	187+95, -44.7'	OPEN ARROW ON TOP OF HYD @ NE QUAD GARRISON AVE & STH 173 (MARKET ST)	958.62
BM#1015	190+71, -31.8'	BURY BOLT HYD N/S MARKET ST IN FRONT OF DOMTAR NEKOOSA MILL W/ RR TRACKS	956.50
BM#1016	197+36, -48.9'	OPEN ARROW ON TOP OF HYD TAG#178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

5

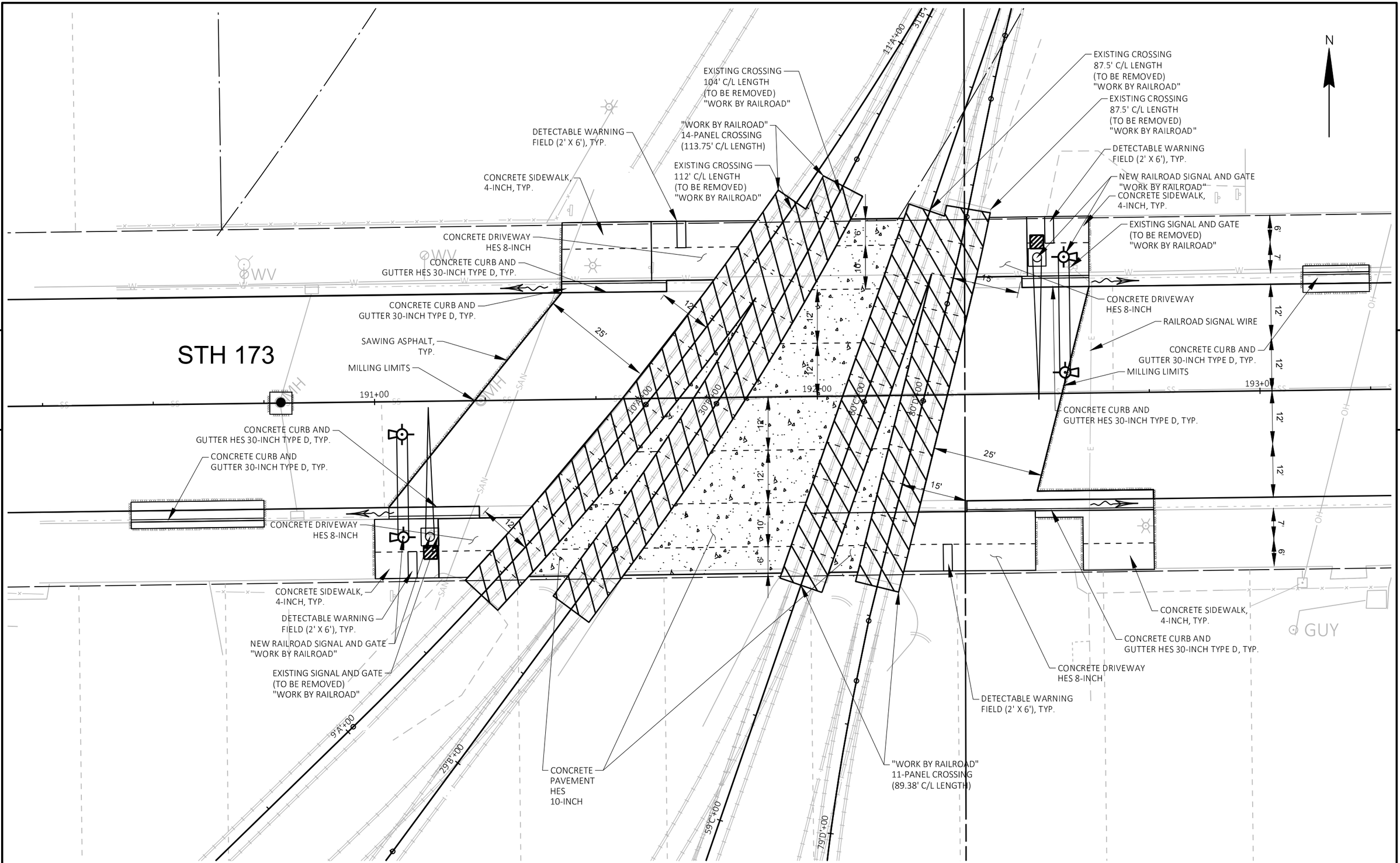


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1018	203+19, -27.3'	BURY BOLT HYD. TAG #180 N/S STH 173 (MARKET ST) @ BP/MCDONALDS	956.27

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN	SHEET 112	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050210-PN.DWG
LAYOUT NAME - 693300-050215-pn
PLOT DATE : 10/26/2021 7:45 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6933-00-76	HWY: STH 173	COUNTY: WOOD	PLAN : STH 173 RAILROAD	SHEET 113	E

FILE NAME : F:\TR\JOBS\E2315A18\CIVIL 3D\SHEETSPLAN\693300-050310-PN.DWG
LAYOUT NAME - 693300-050301-pn

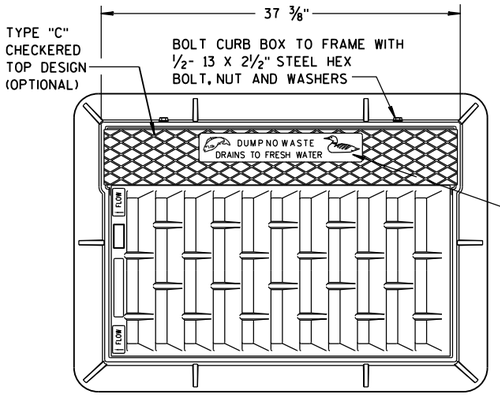
PLOT DATE : 7/7/2021 10:13 AM PLOT BY : MATT TOMSOVIC PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

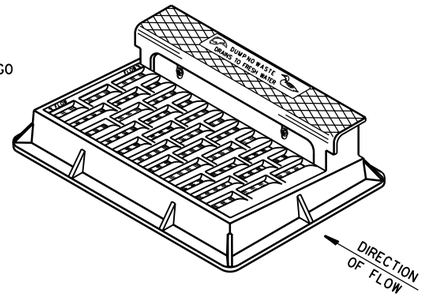
Standard Detail Drawing List

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

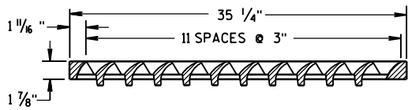
6

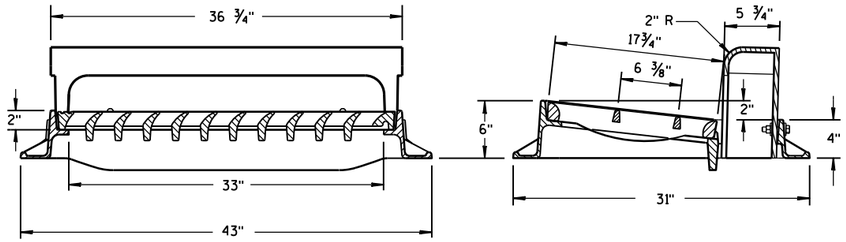


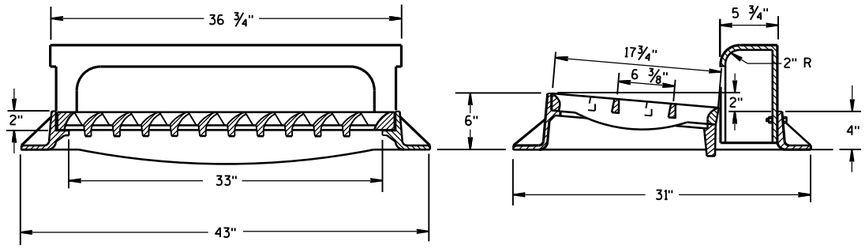
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

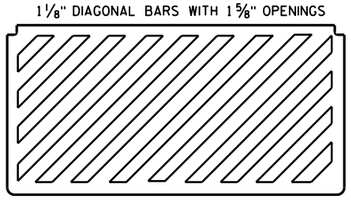






TYPE "H"

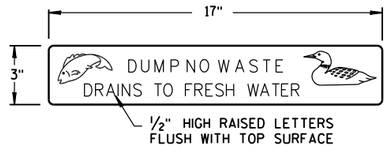
NOTE: EITHER CASTING IS ACCEPTABLE



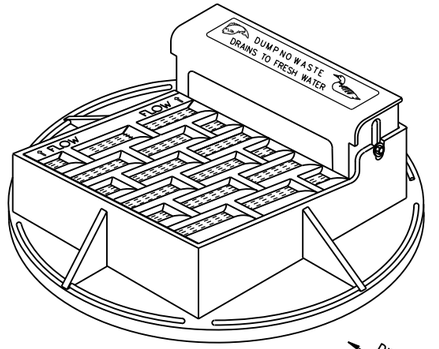
SPECIAL GRATE FOR TYPE "H" COVER

(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"

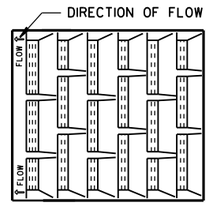
NOTE:
GRATE IS REVERSIBLE.

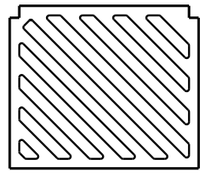
GENERAL NOTES

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

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

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

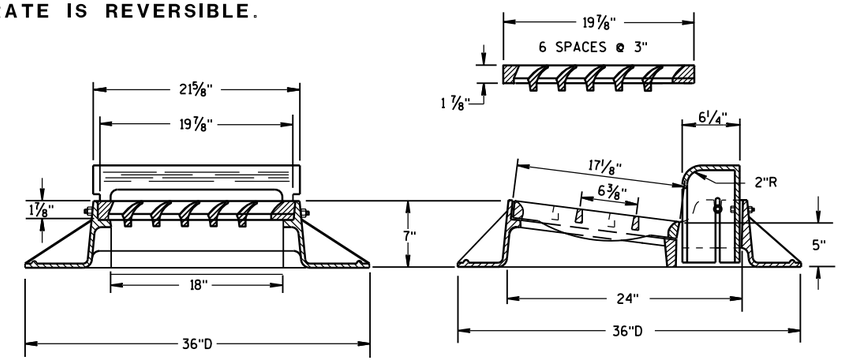




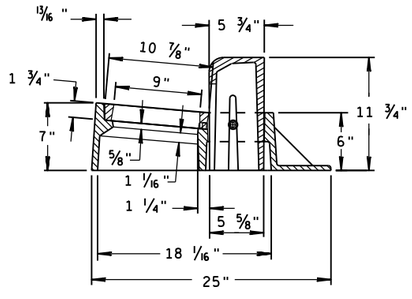
SPECIAL GRATE FOR TYPE "A" COVER

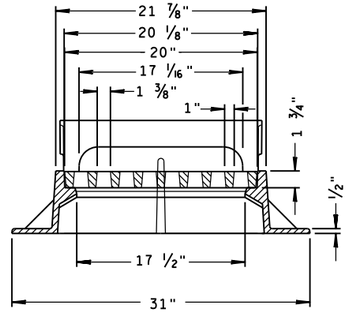
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

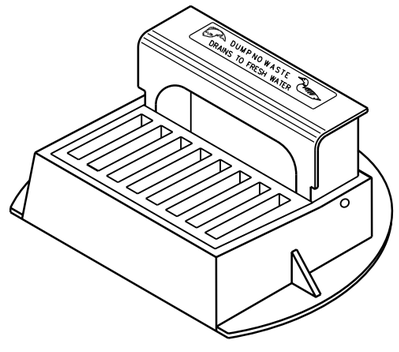


TYPE "A"





TYPE "Z"



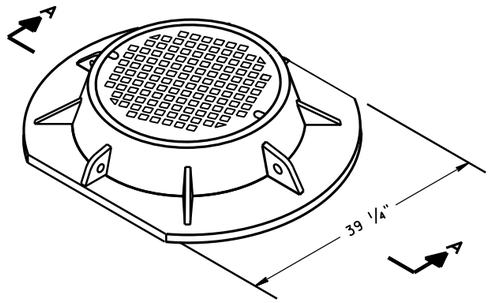
INLET COVERS
TYPE A, H, A-S, H-S & Z

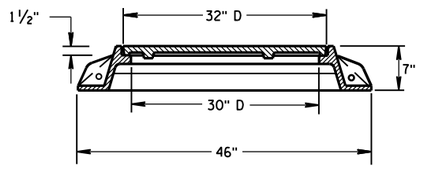
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

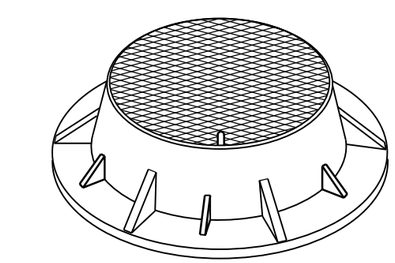
6

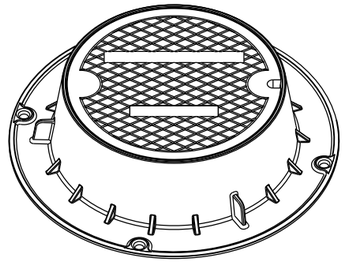
S.D.D. 8 A 5-19a

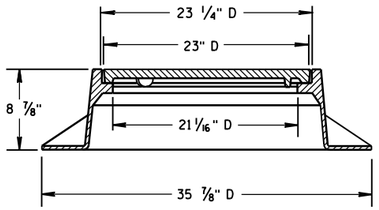


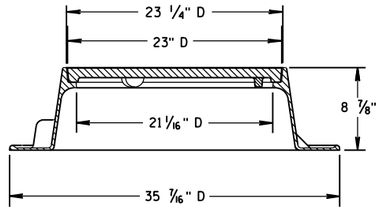


SECTION A-A
TYPE "K"









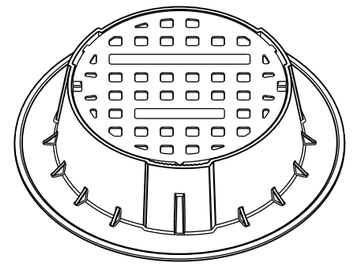
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

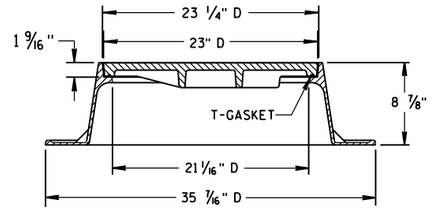
GENERAL NOTES

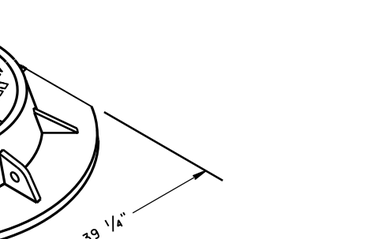
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

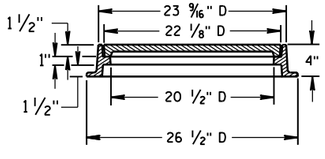
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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









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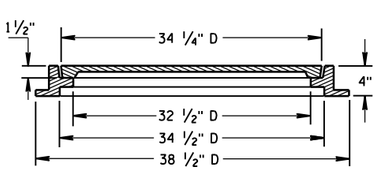
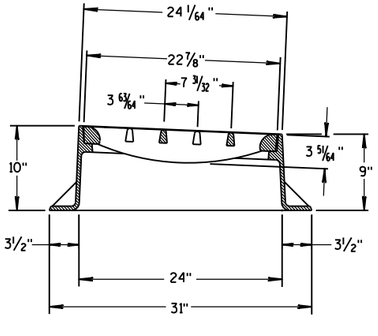
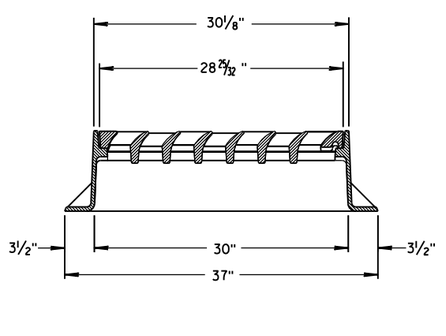
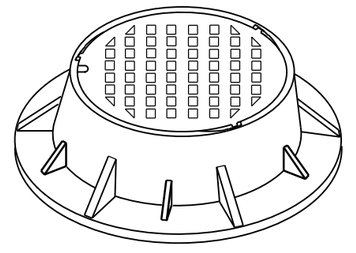


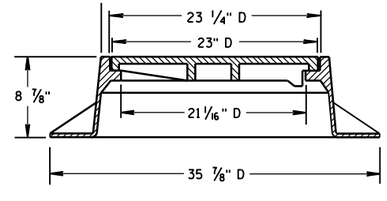
TYPE "M"





INLET COVER TYPE "BW"





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

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

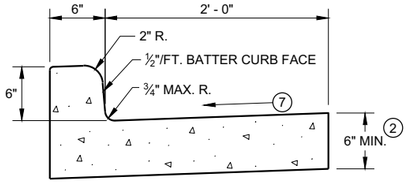
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

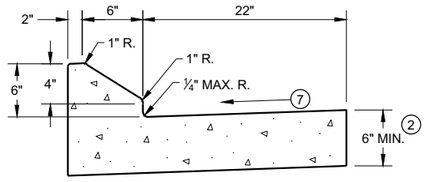
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

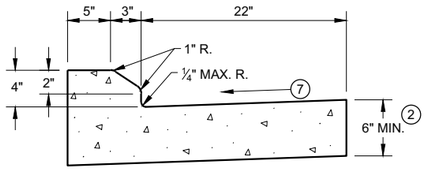
S.D.D. 8 A 5-19d



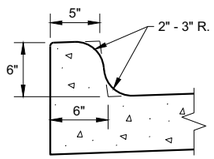
TYPES A[1] & D



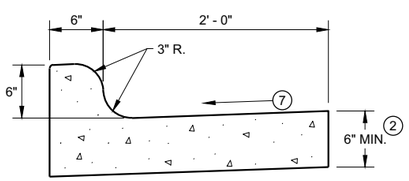
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

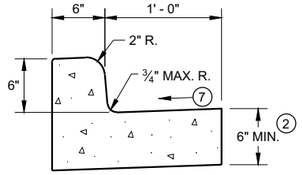


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



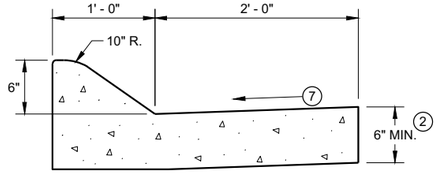
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

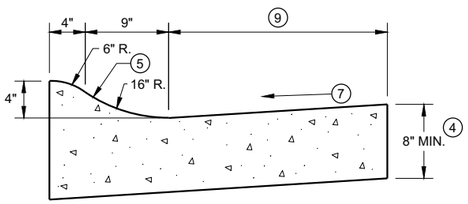
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

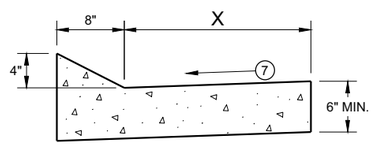
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

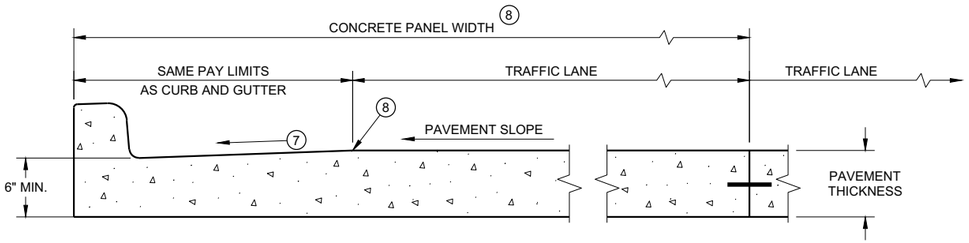


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

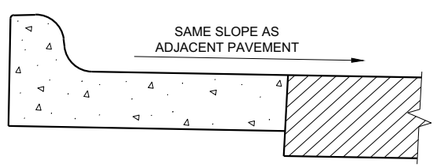
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

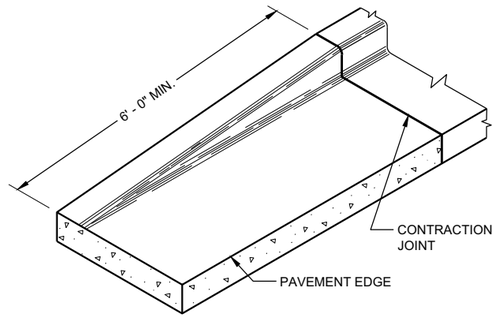
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

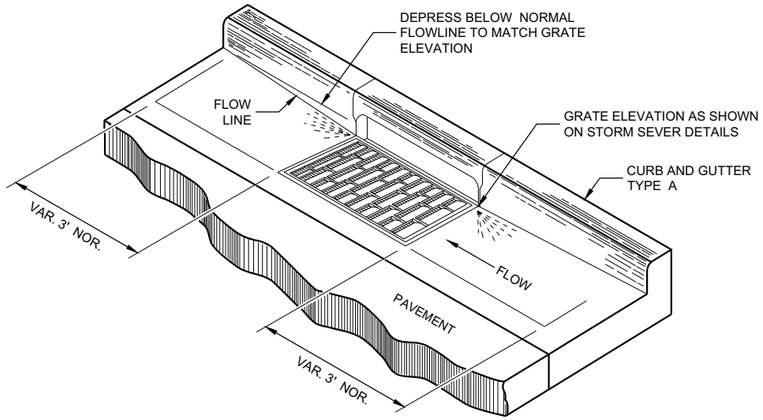
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

SDD 08D01 - 22a
6



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

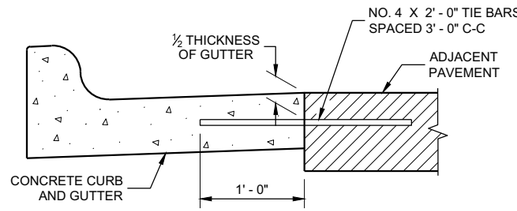
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

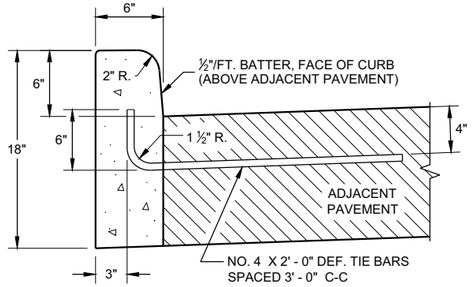
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

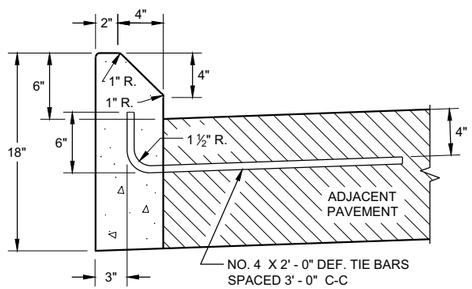
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

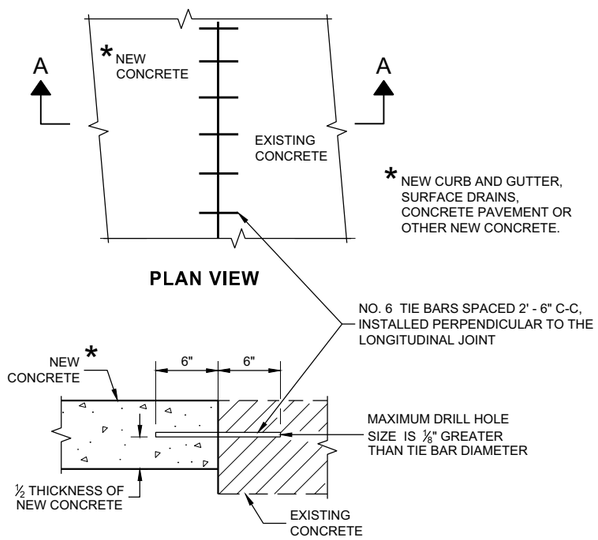


TYPES A (1) & D



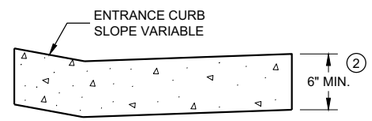
TYPES G (1) & J

CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

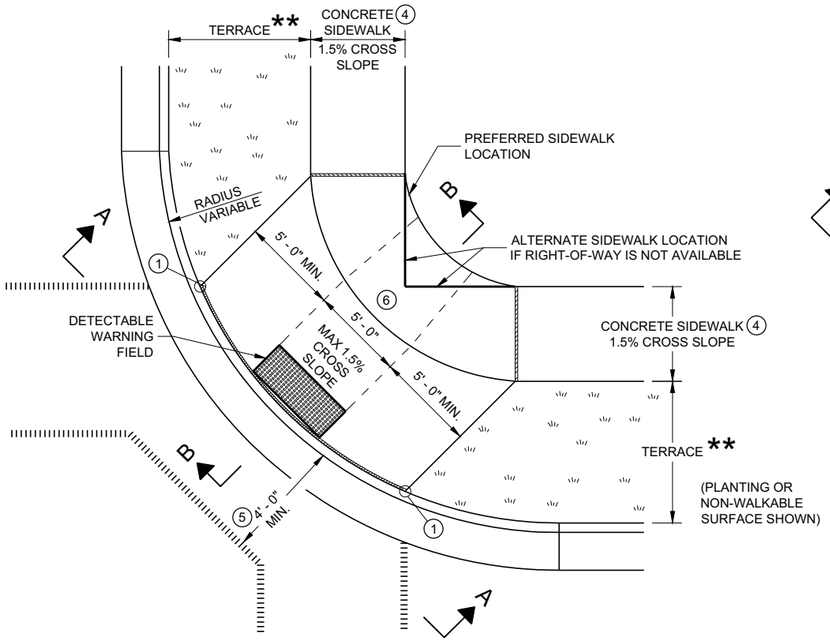
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

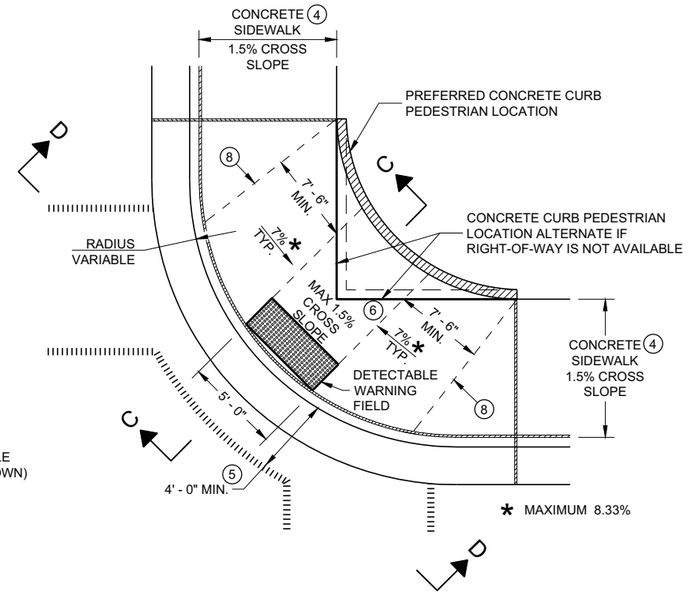
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

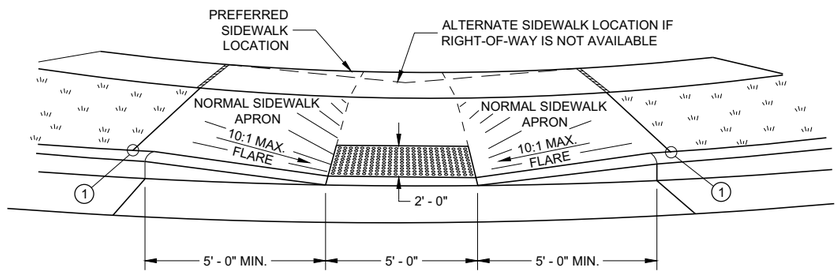
(CENTER OF CORNER RADIUS)



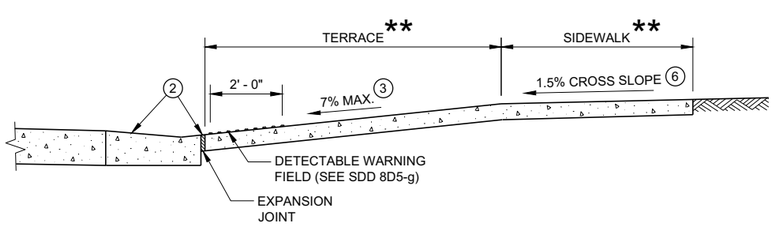
PLAN VIEW

CURB RAMP TYPE 1 - A

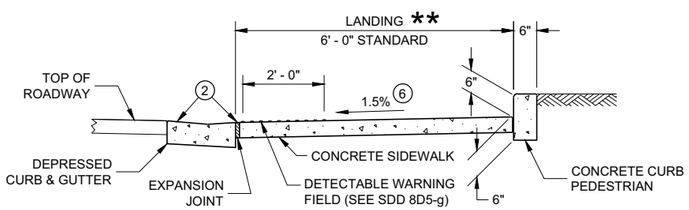
(NO TERRACE)



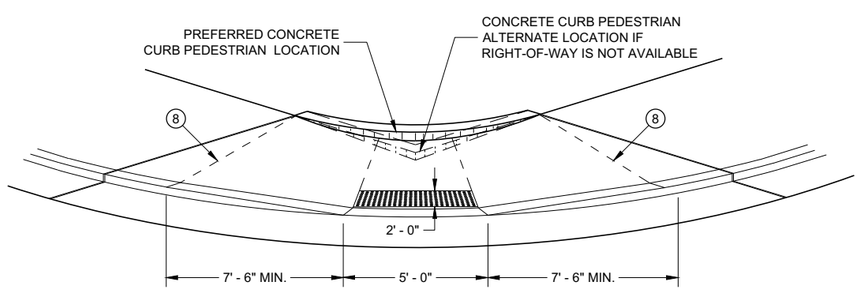
VIEW A - A FOR TYPE 1



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

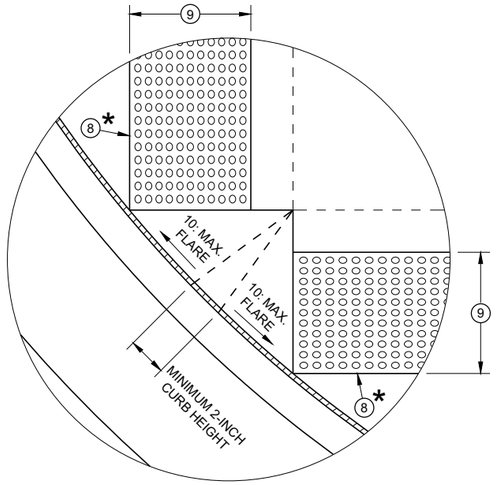
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

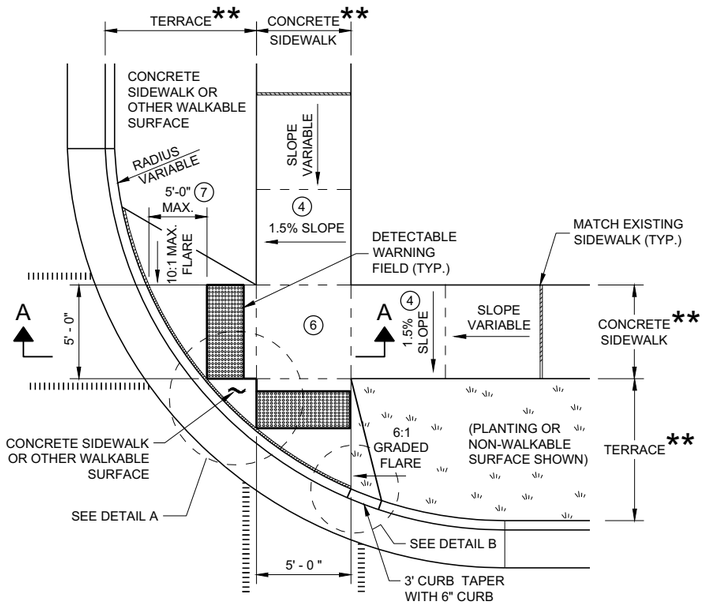
SDD 08D05 - 20a

6

SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

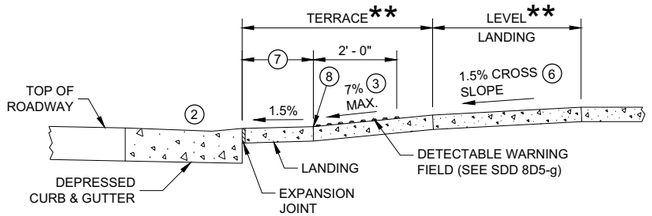
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

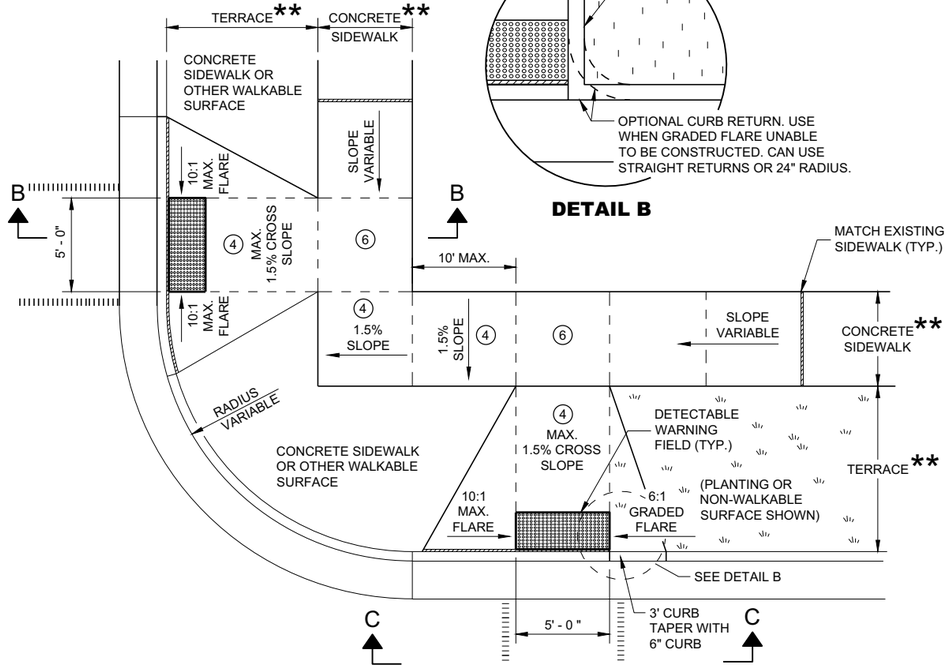
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



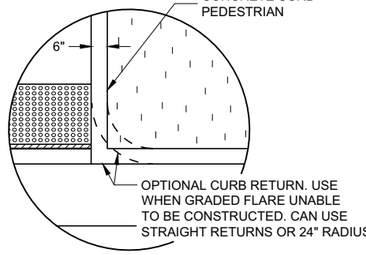
SECTION A - A FOR TYPE 2

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

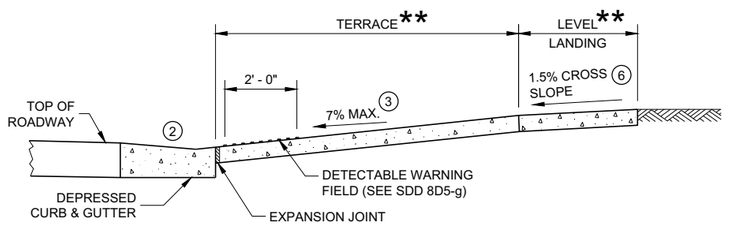
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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



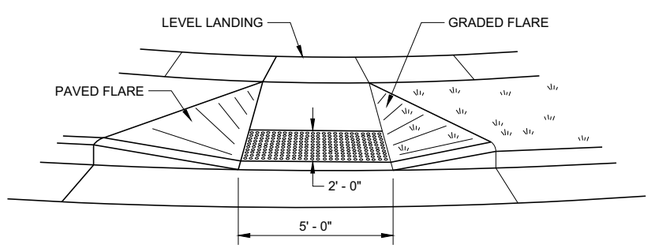
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

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



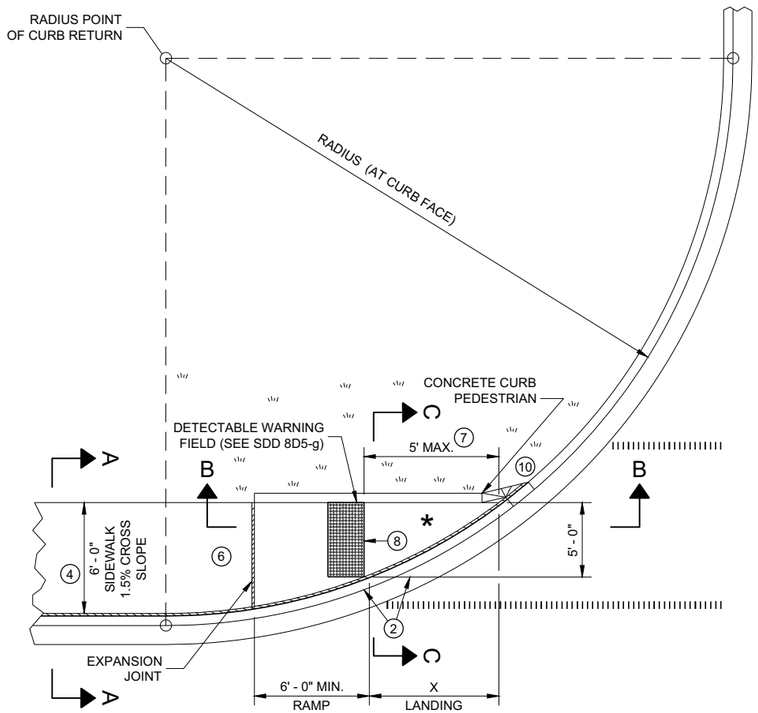
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

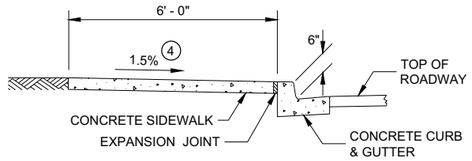


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

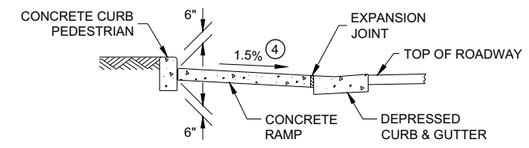
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

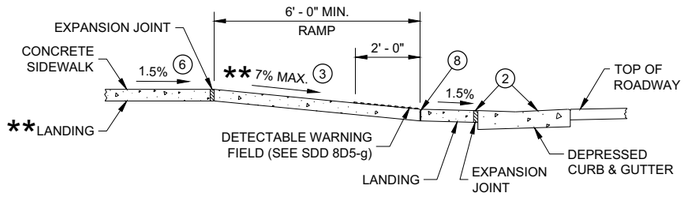
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

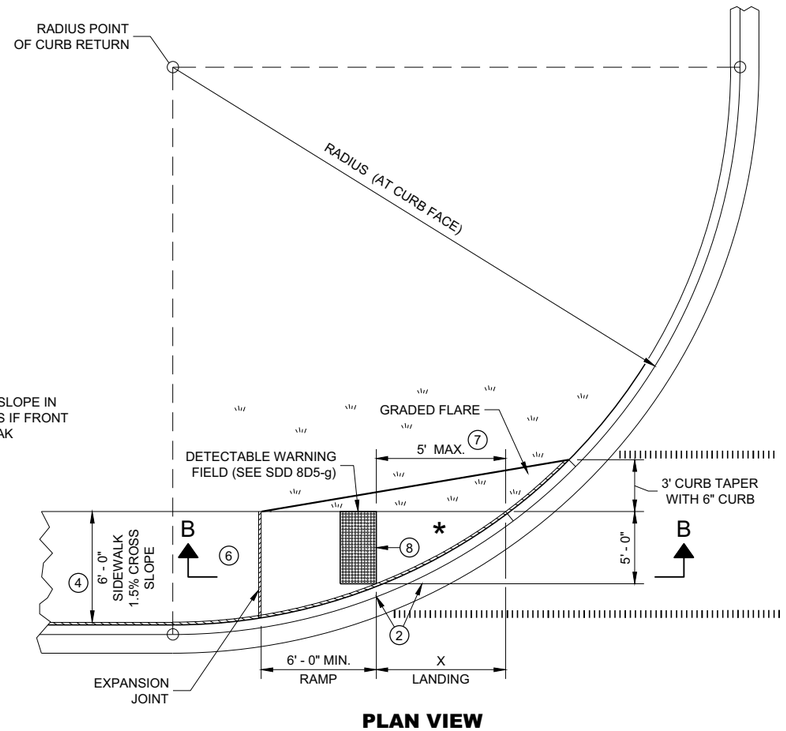


SECTION C - C FOR TYPE 4A



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

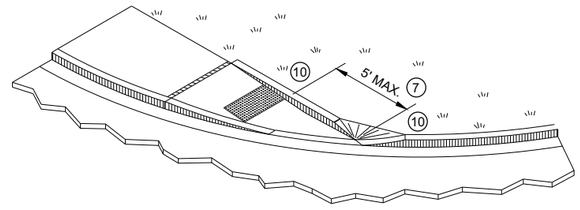
SECTION B - B FOR TYPE 4A AND TYPE 4A1



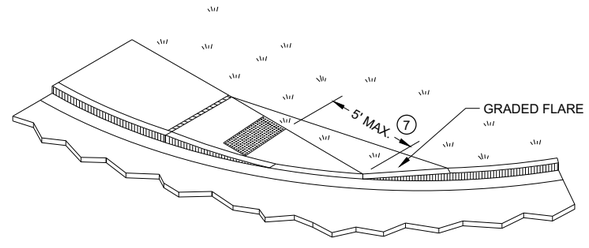
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



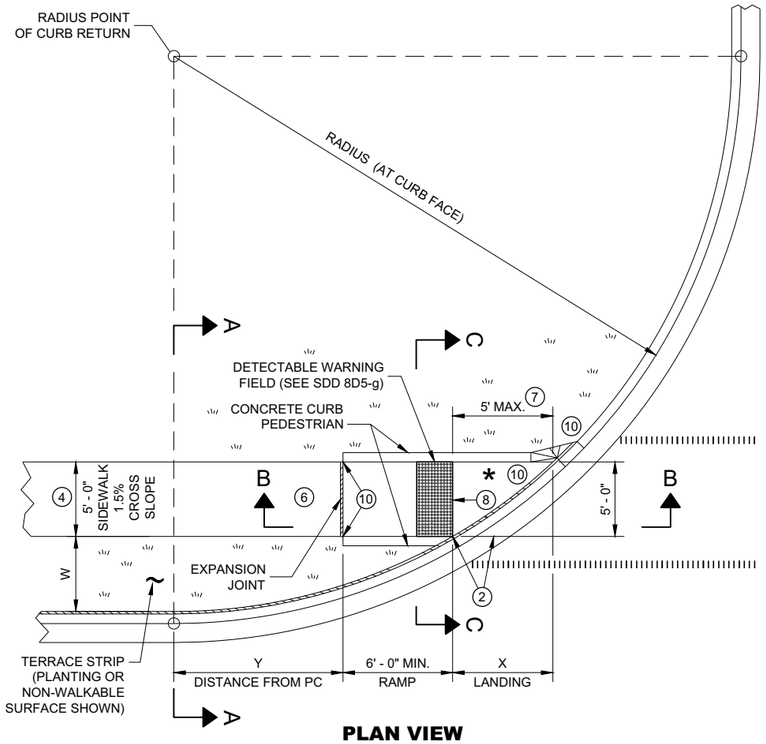
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

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

LEGEND

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

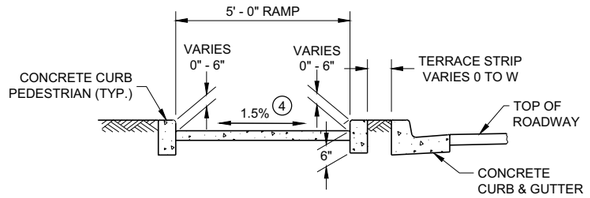
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

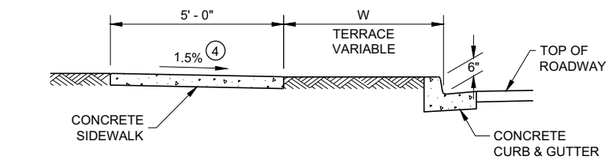
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

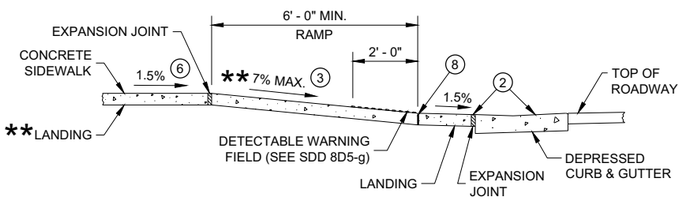
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



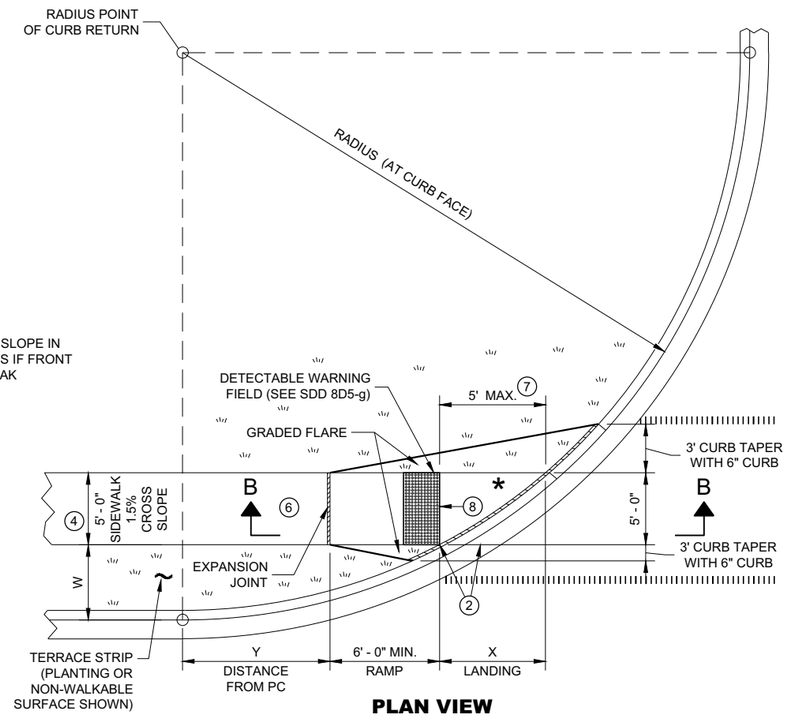
SECTION A - A FOR TYPE 4B



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

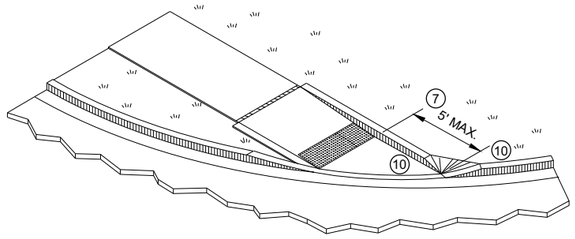
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

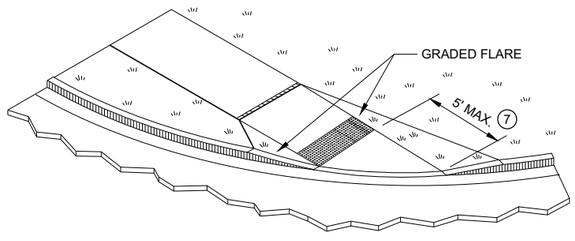


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



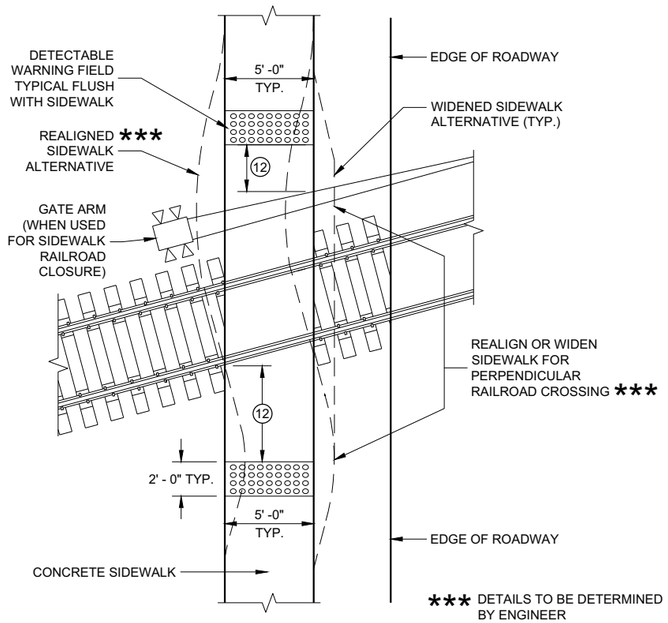
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

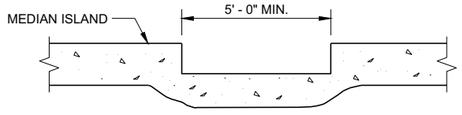
6

SDD 08D05 - 20d

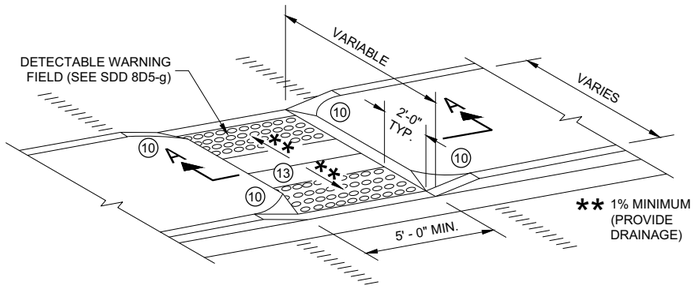


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

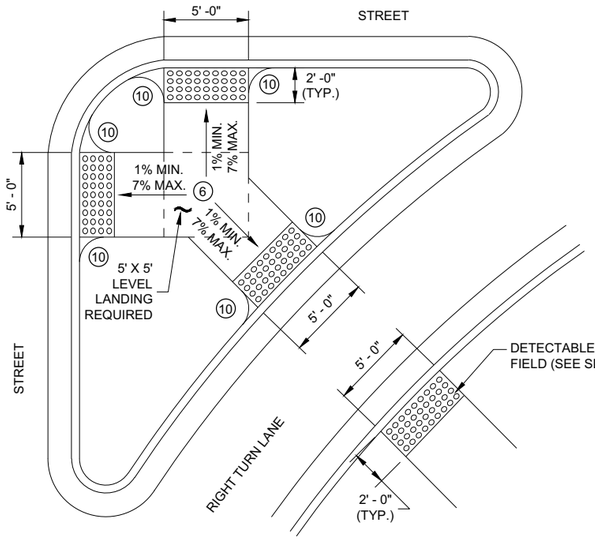
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

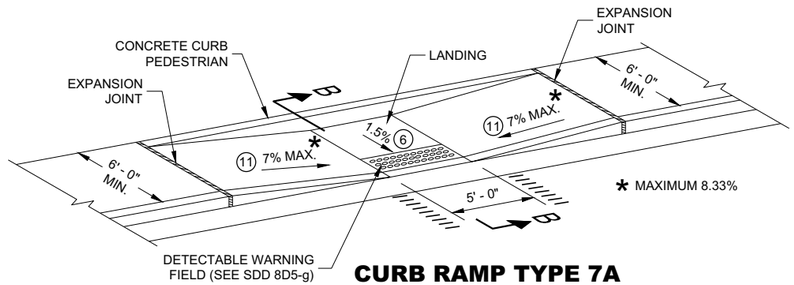
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

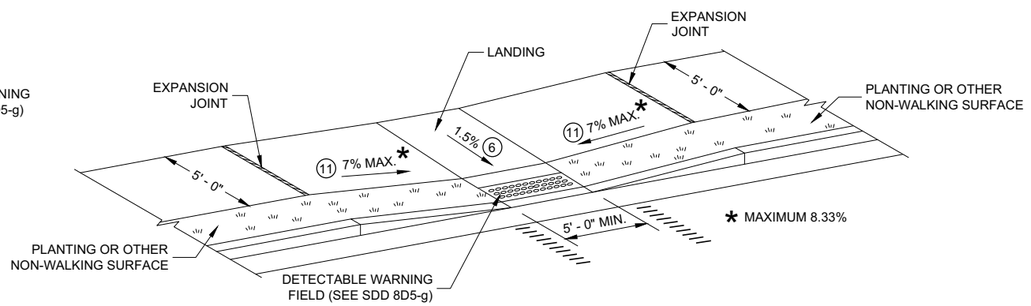
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

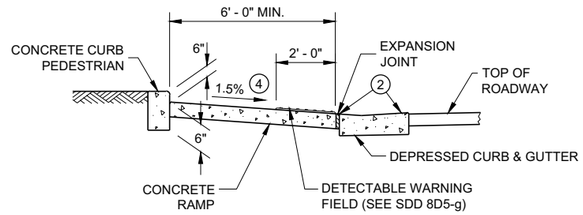
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

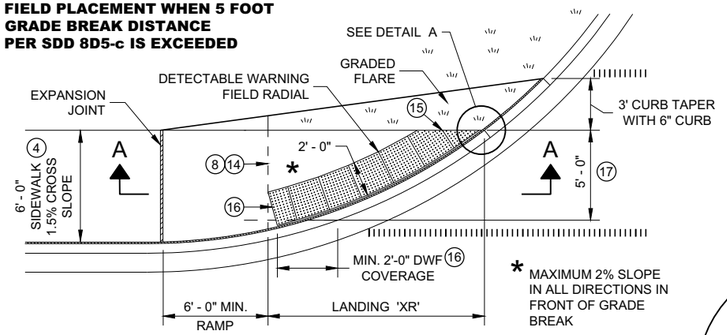
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

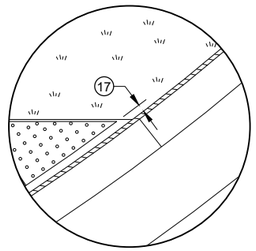
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



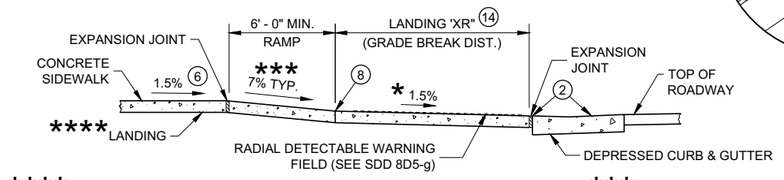
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

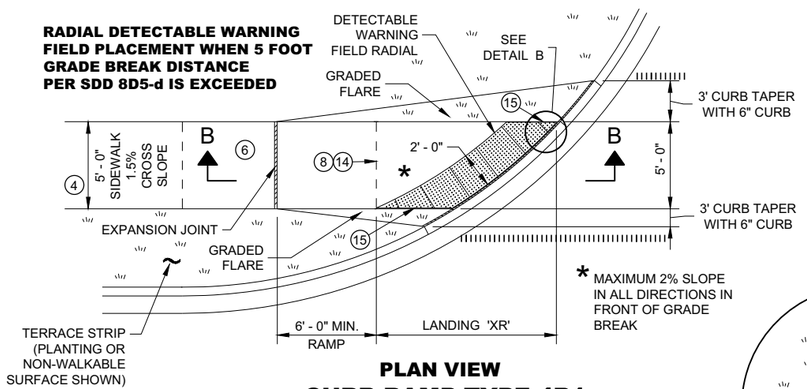


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

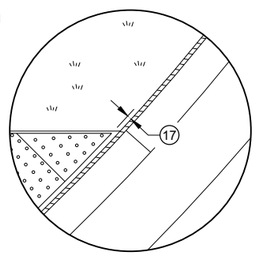
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



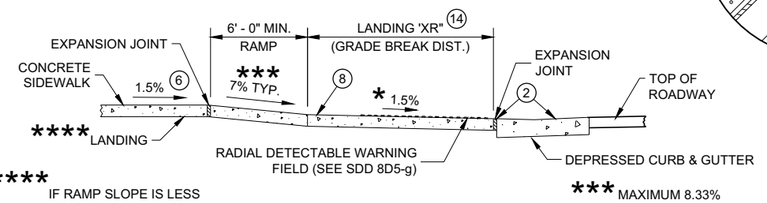
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

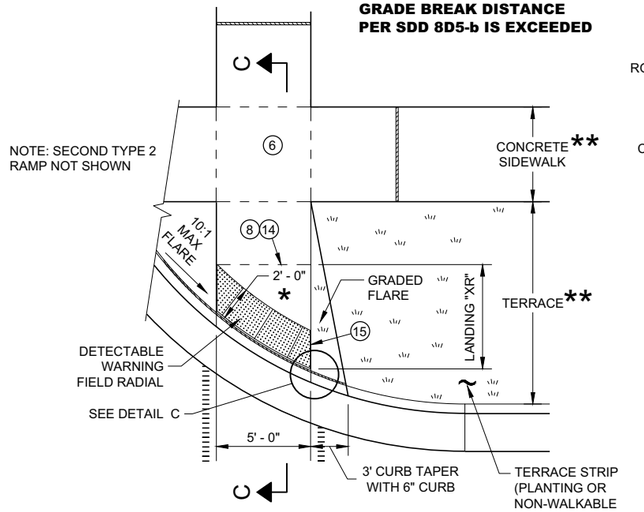
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

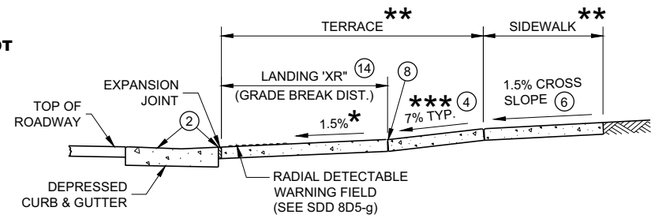


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

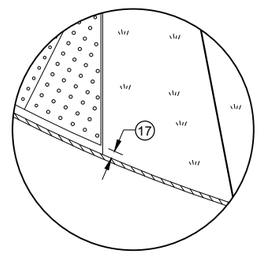


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

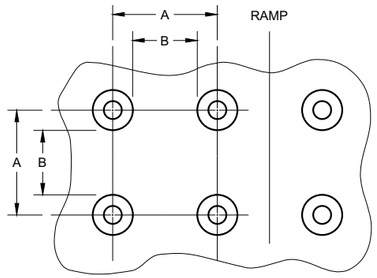
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

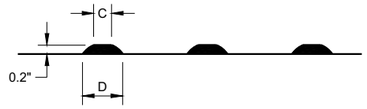
SDD 08D05 - 20f

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

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

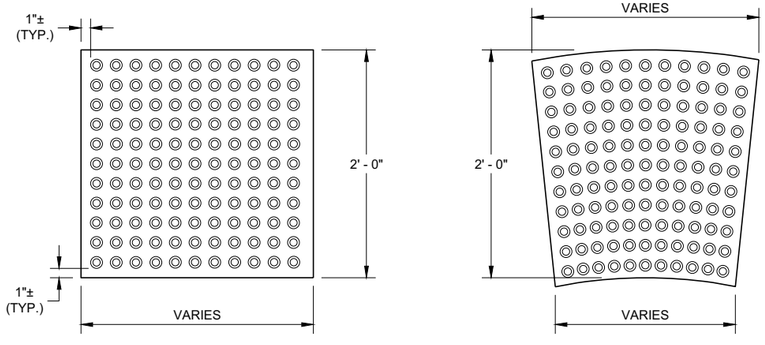


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

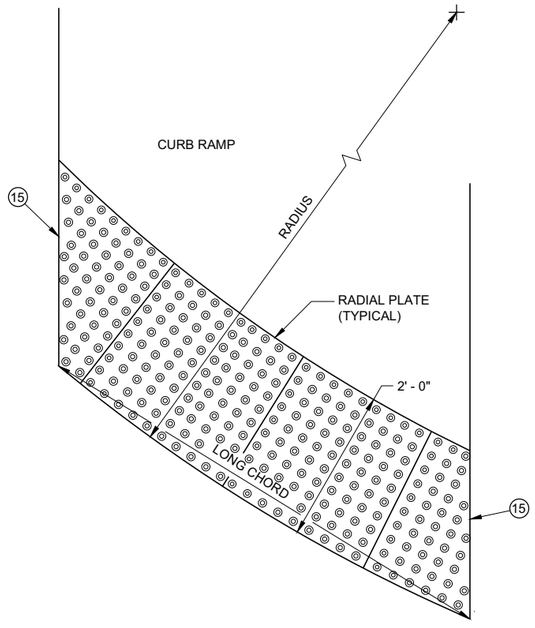
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

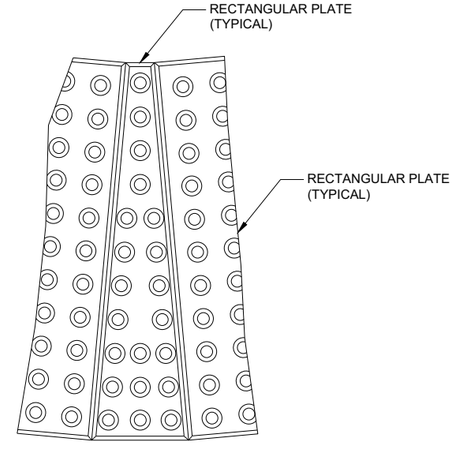
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



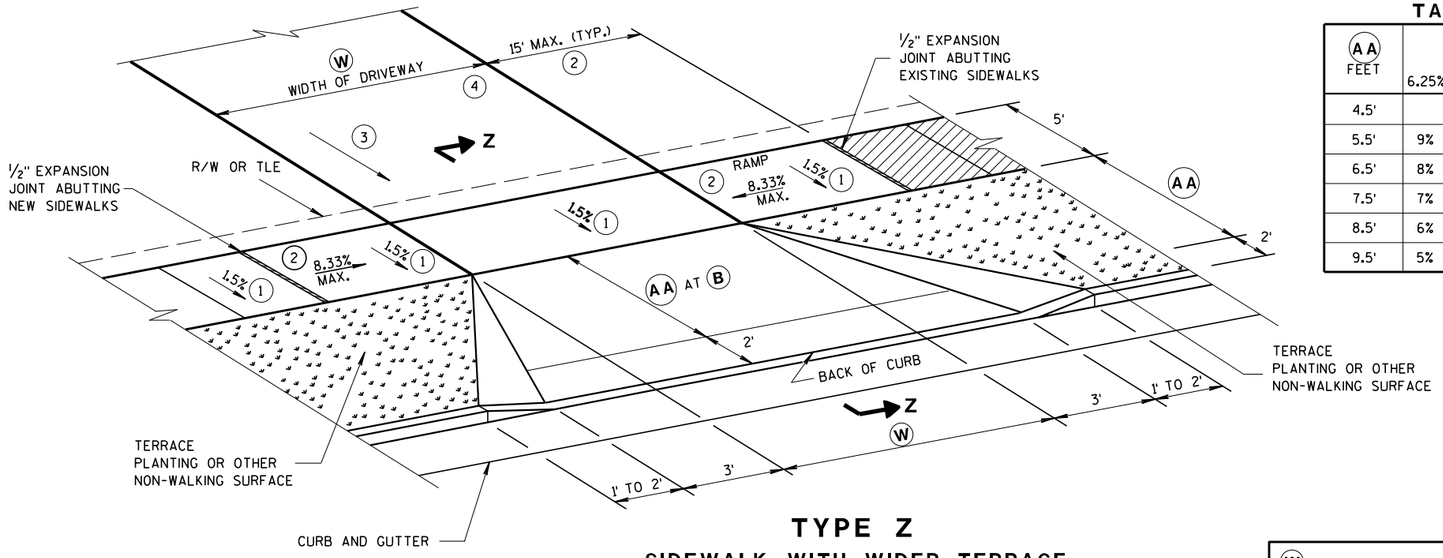
PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

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

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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

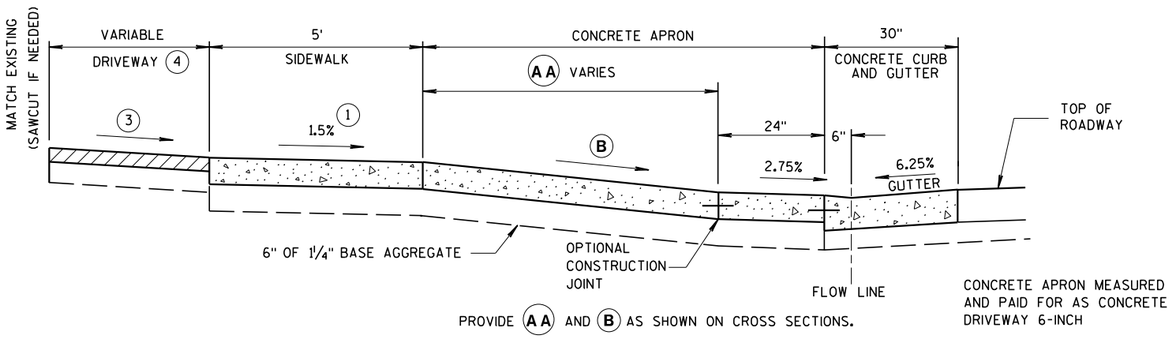
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

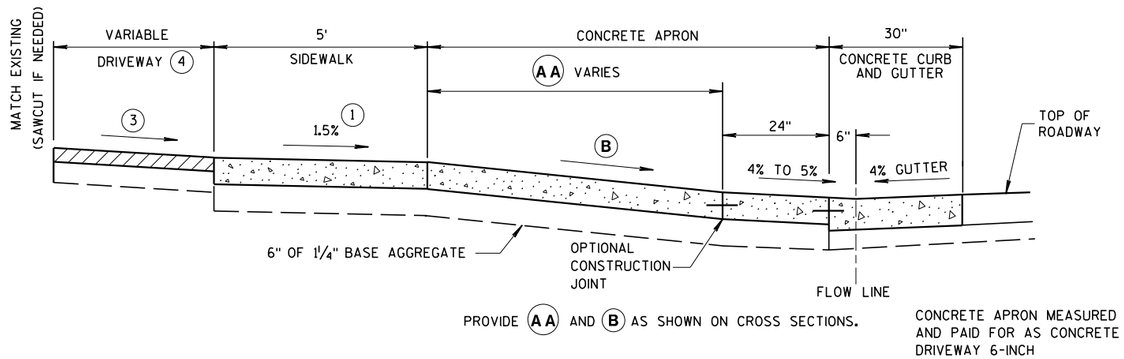
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

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

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



6.25% GUTTER SLOPE



4% GUTTER SLOPE

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

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

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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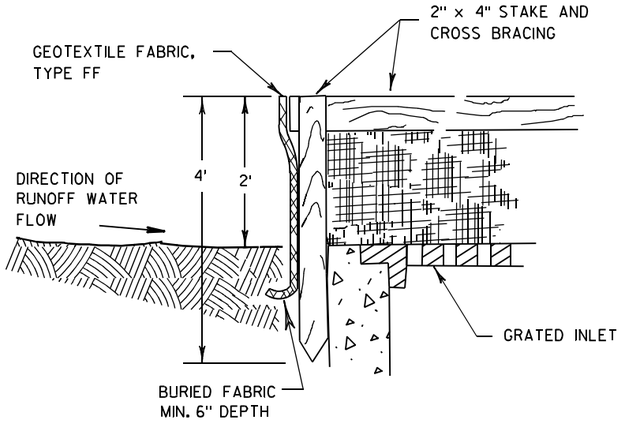
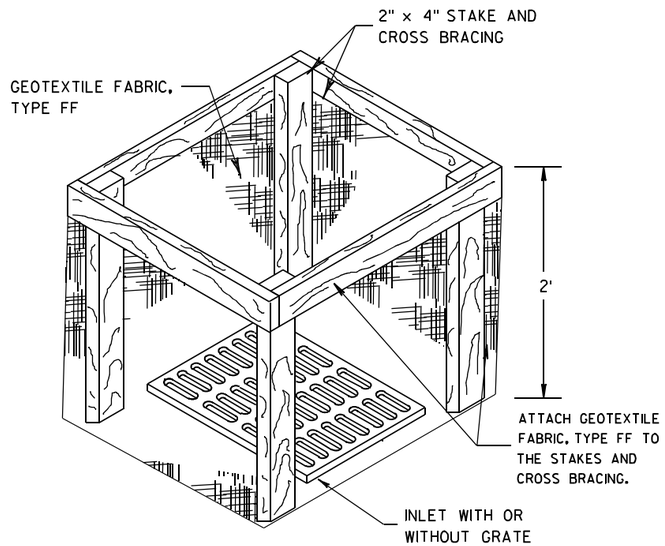
S.D.D. 8 D 19-2

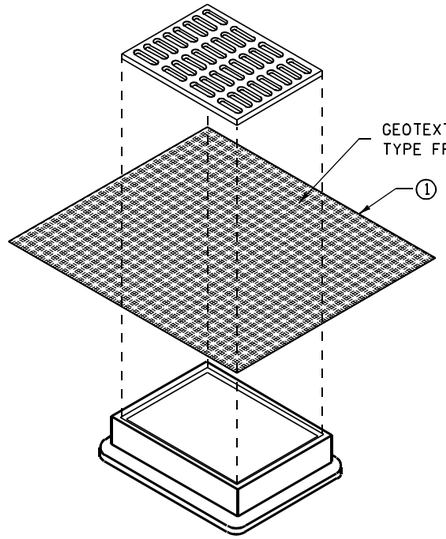
6

S.D.D. 8 D 19-2



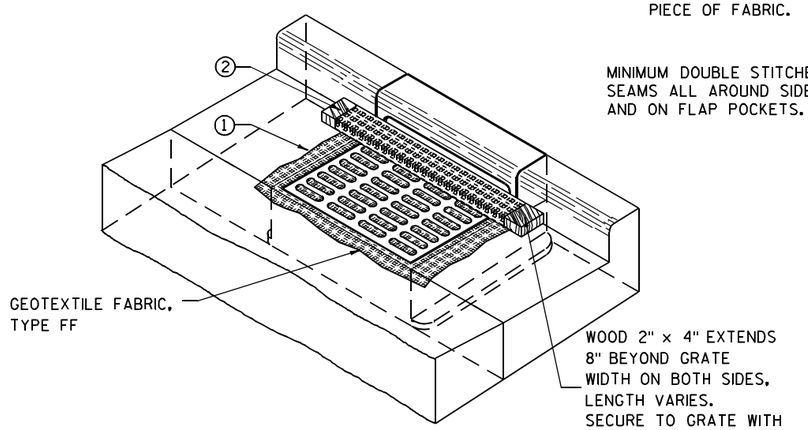


INLET PROTECTION, TYPE A

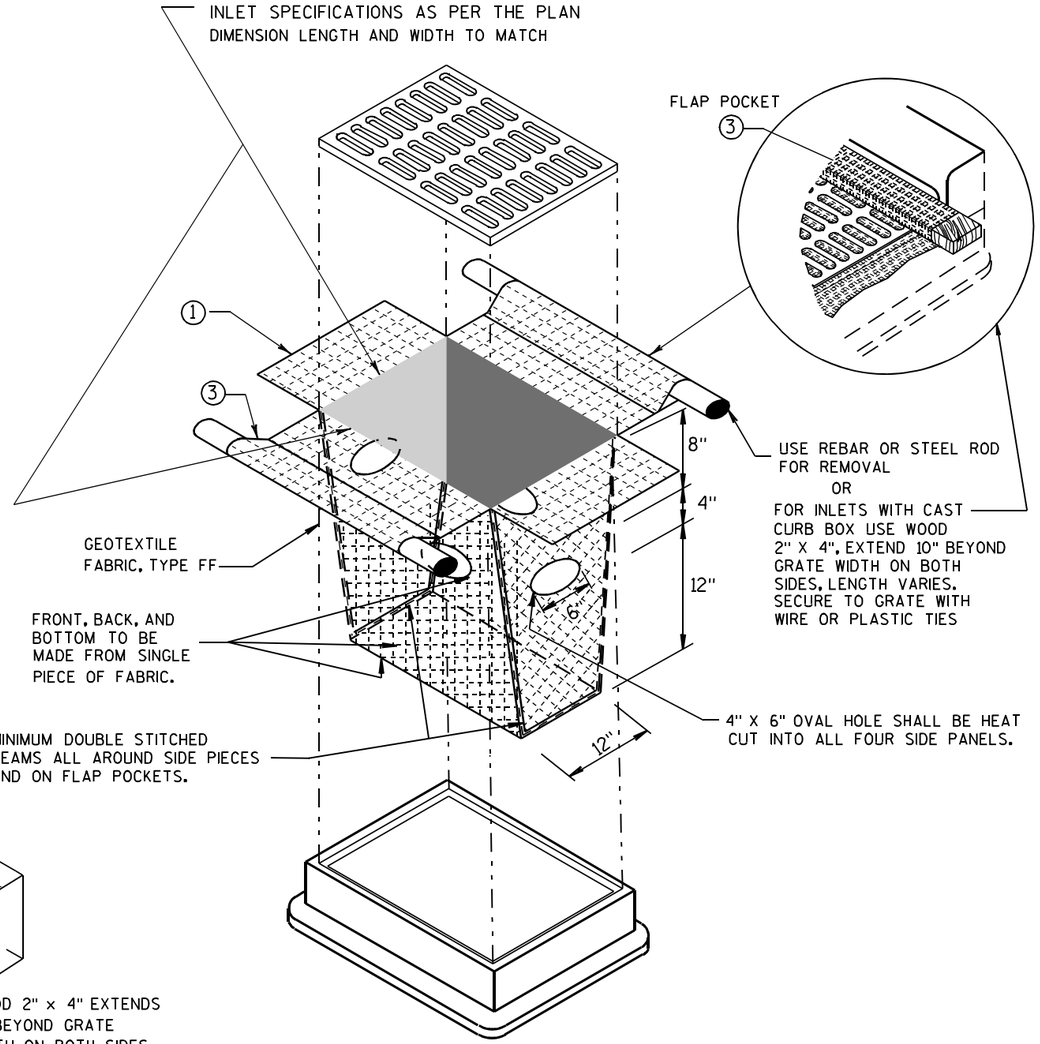


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

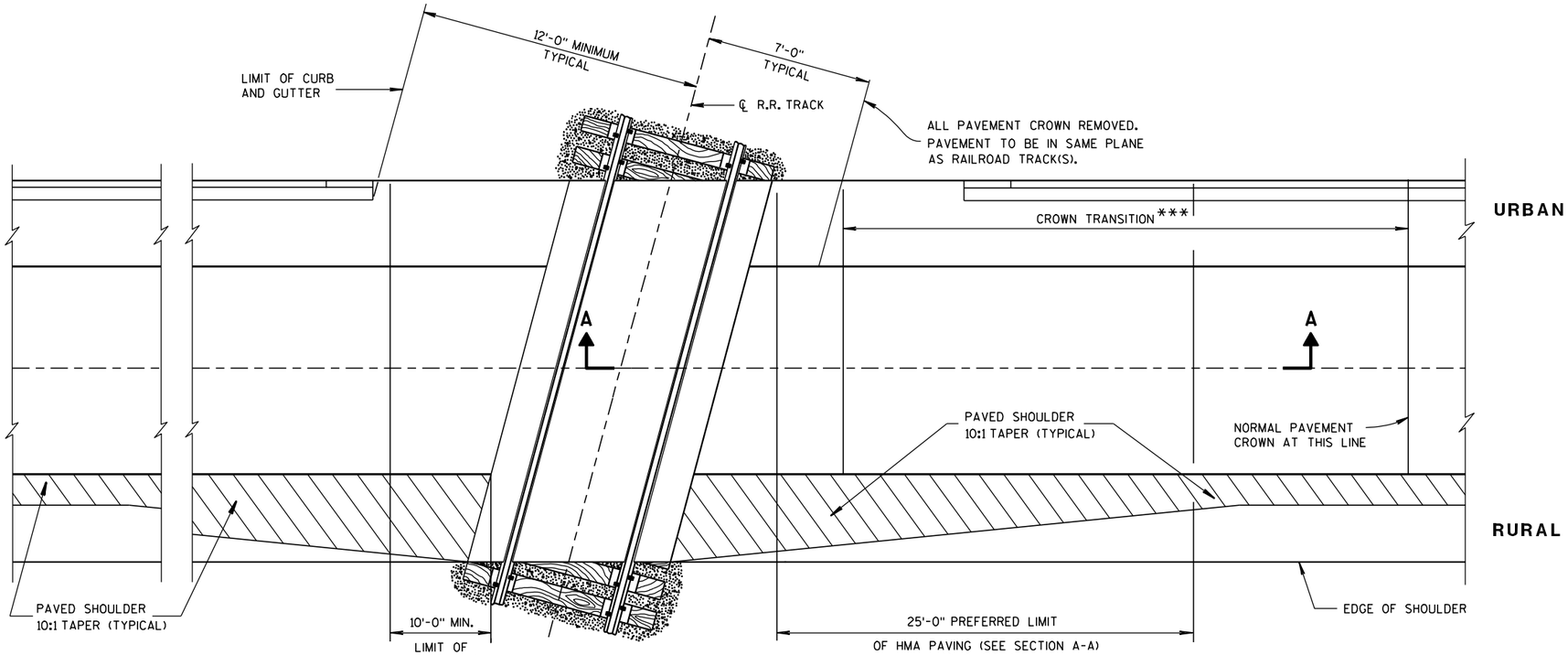
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

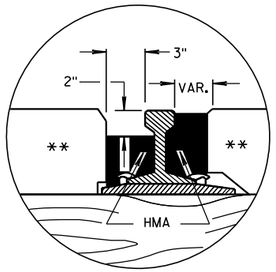
6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

GENERAL NOTES

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

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

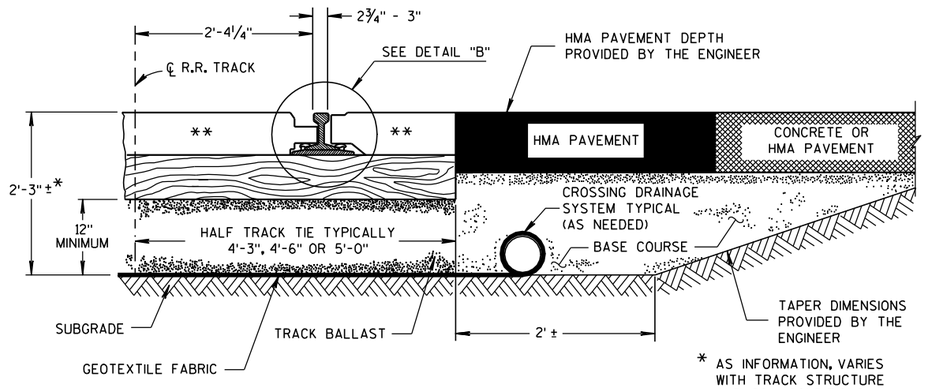
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

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

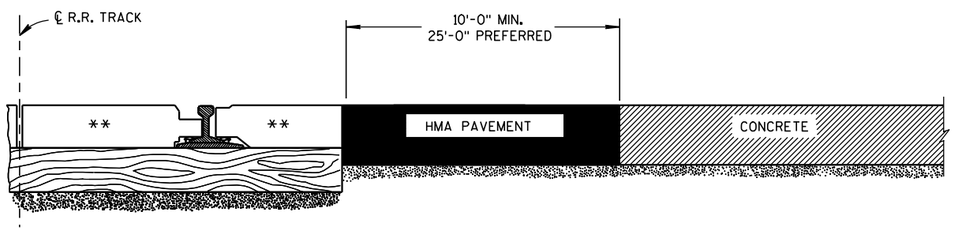
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

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

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

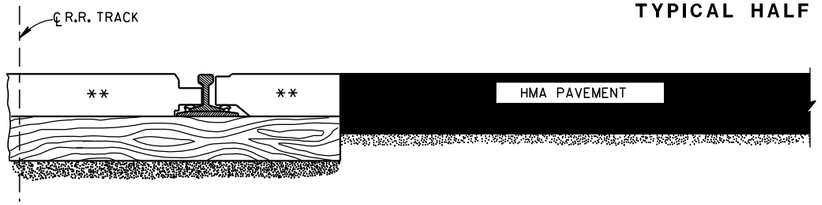


TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

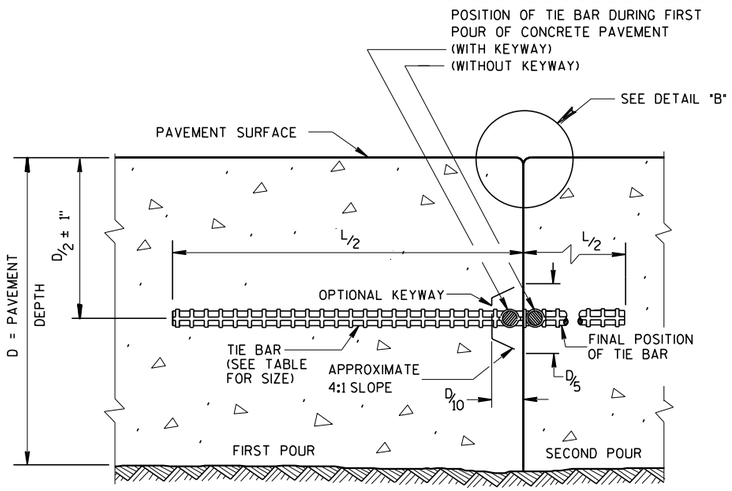
PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

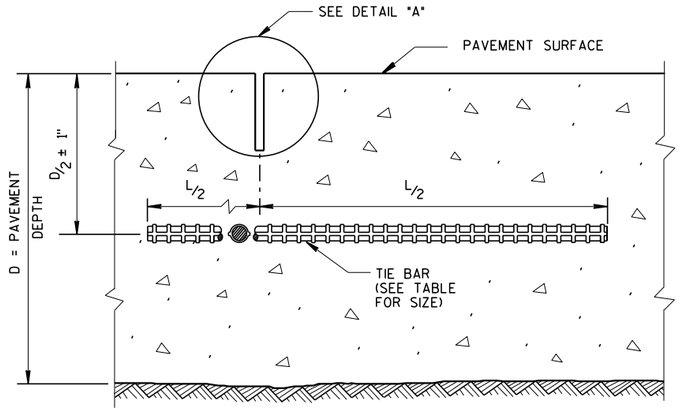
APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

6

S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

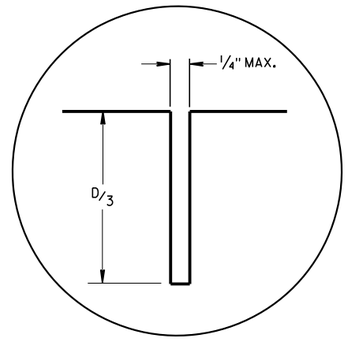
GENERAL NOTES

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

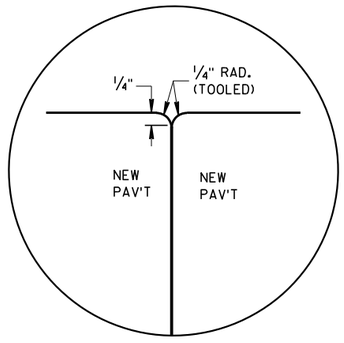
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

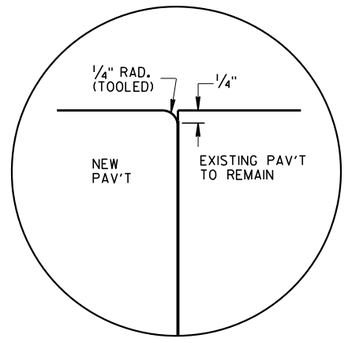
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



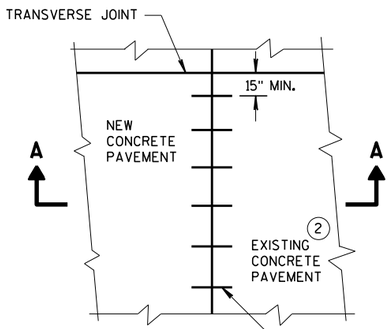
DETAIL "A"



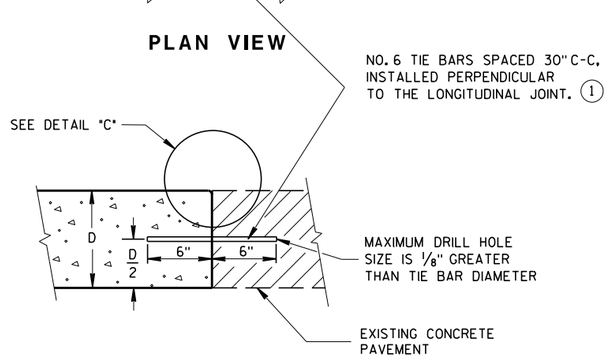
DETAIL "B"



DETAIL "C"



PLAN VIEW



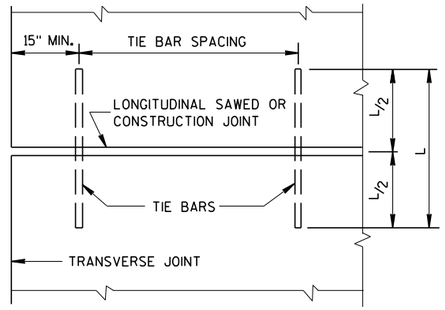
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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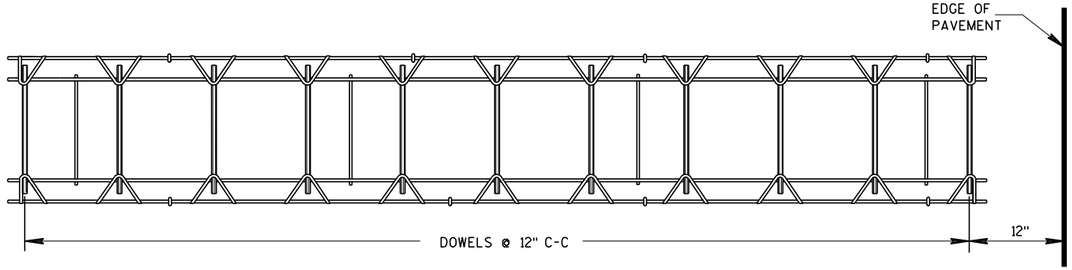
S.D.D. 13 C 1-19



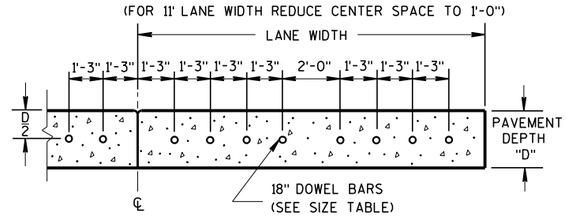
PLAN VIEW

SIDE VIEW

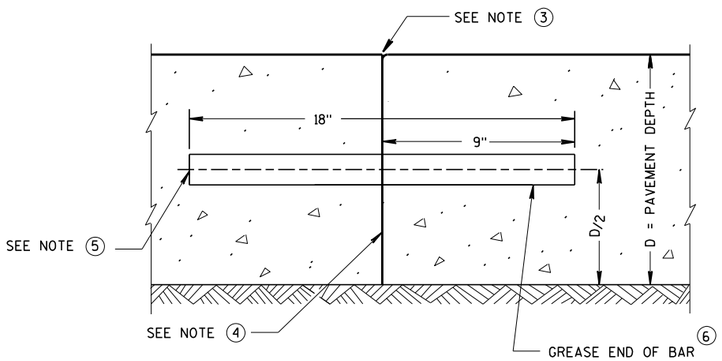
CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

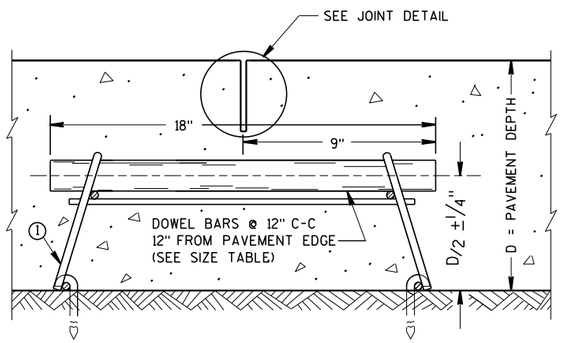
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



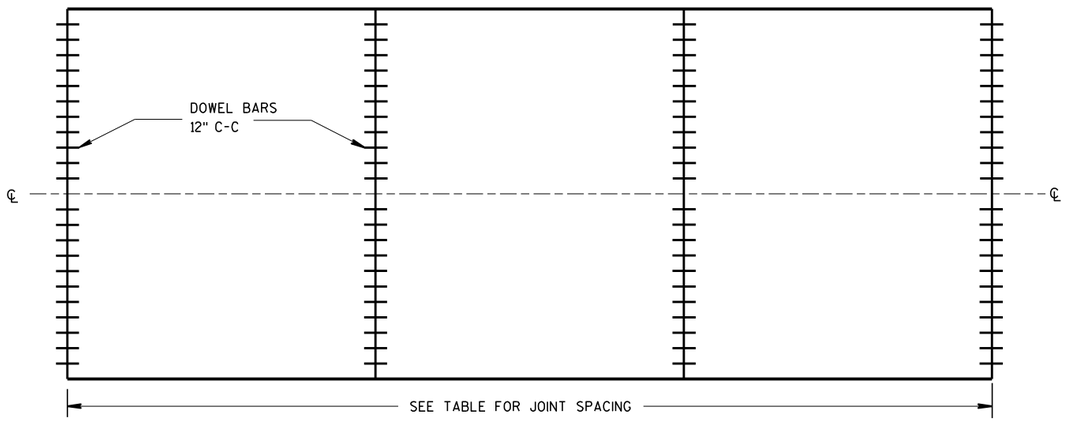
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS

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.

① 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.

② 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.

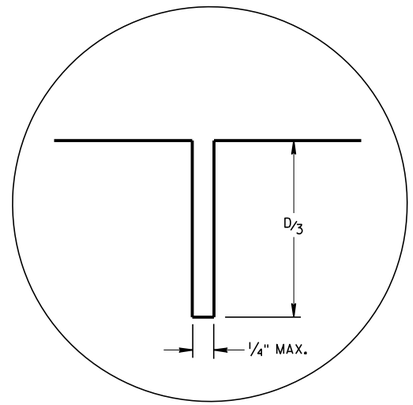
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ 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.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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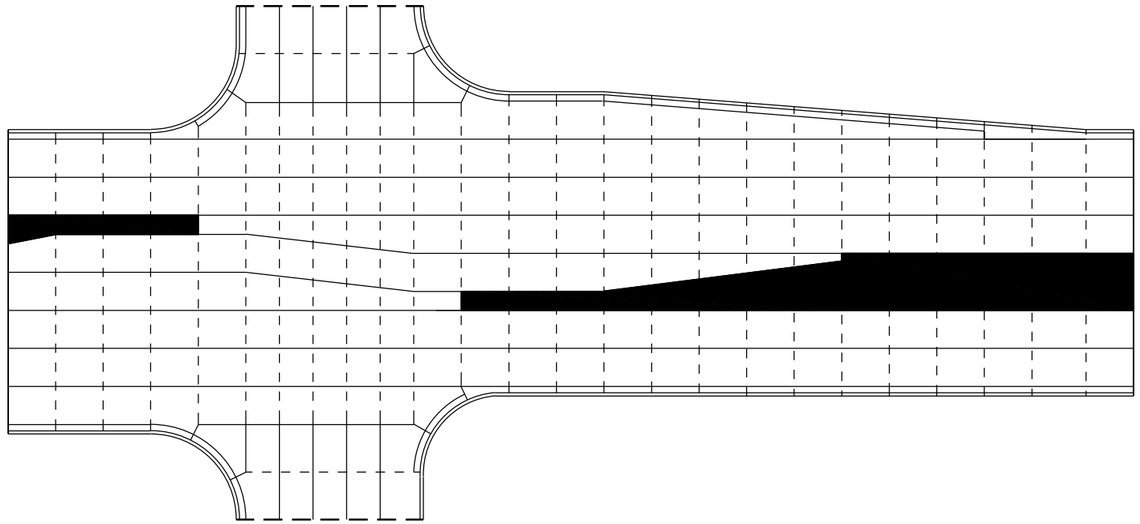
LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

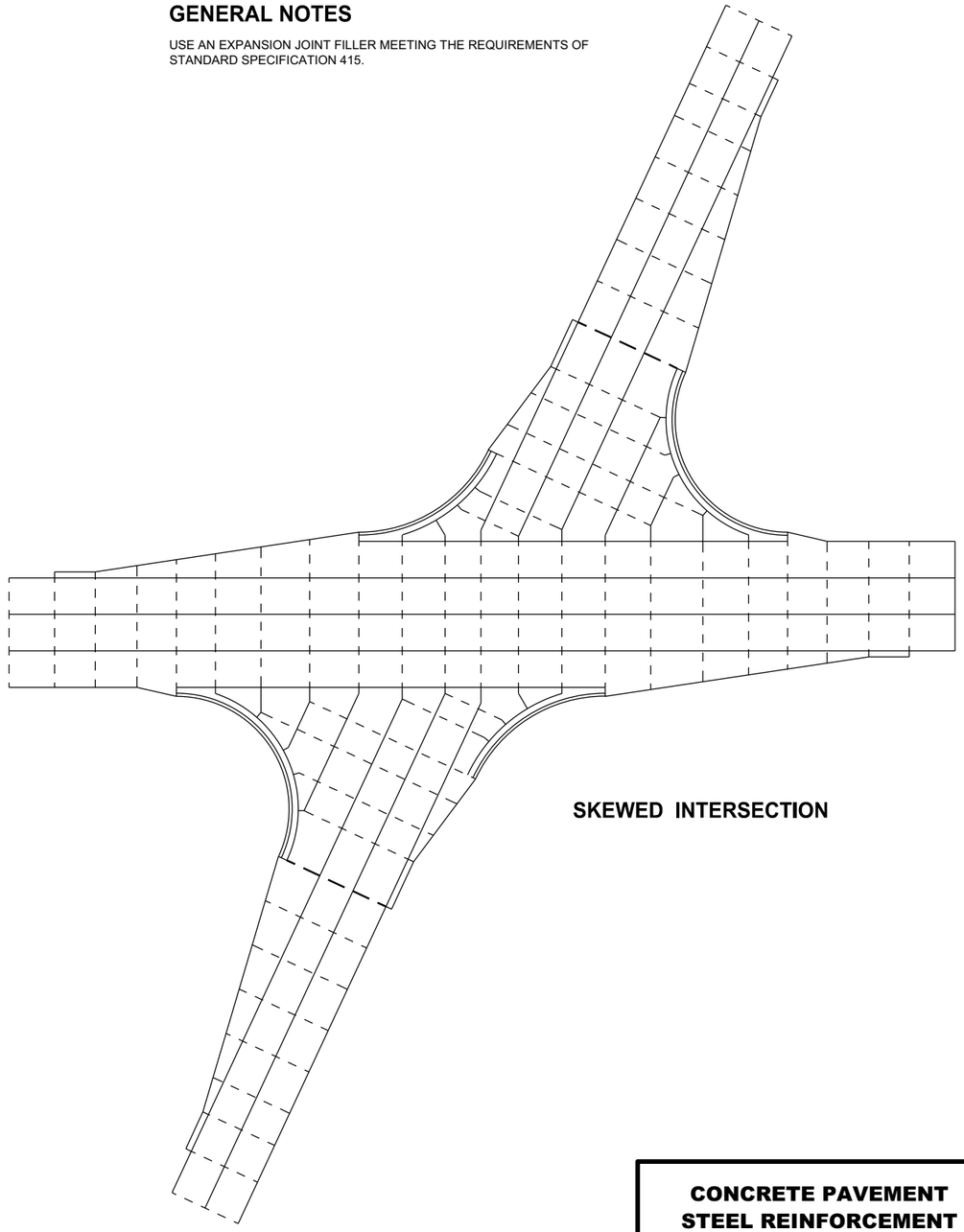
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

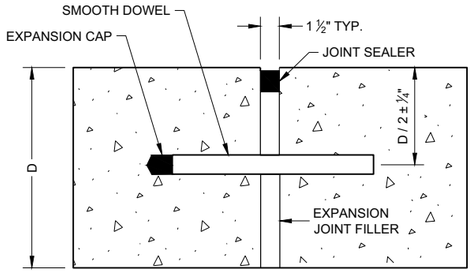
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

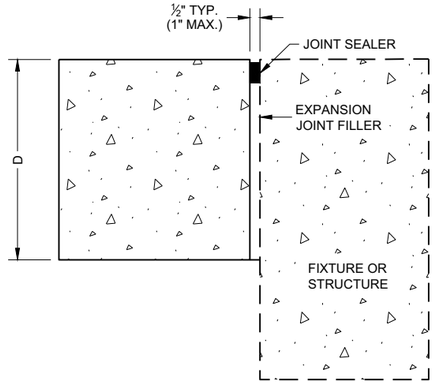
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

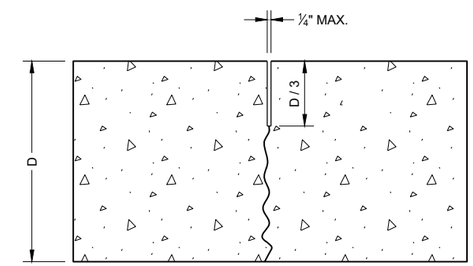
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

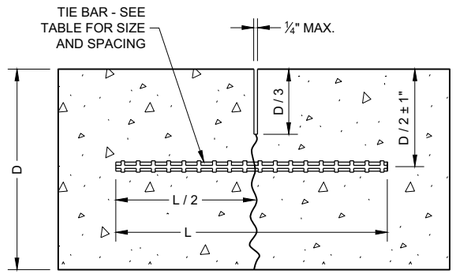
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

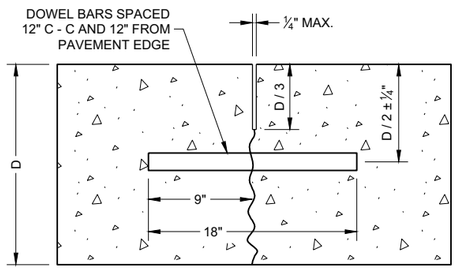
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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 ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

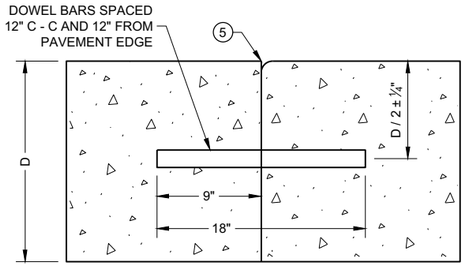


TIED LONGITUDINAL

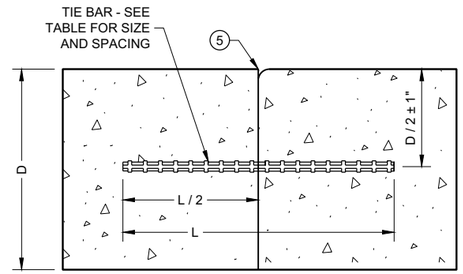


DOWELED TRANSVERSE

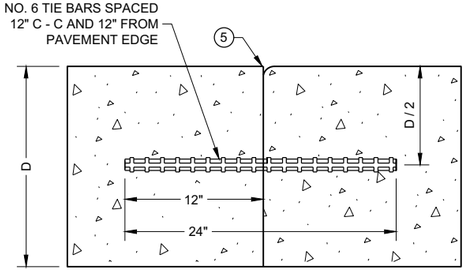
CONTRACTION JOINTS (2)



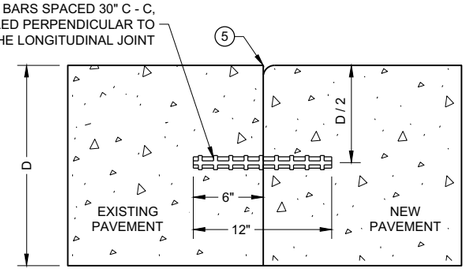
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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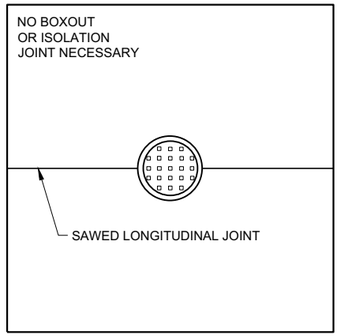
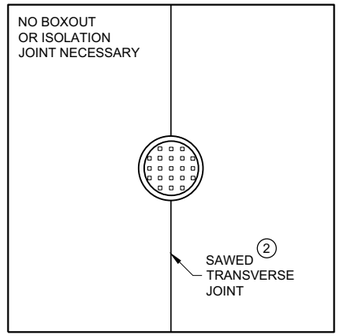
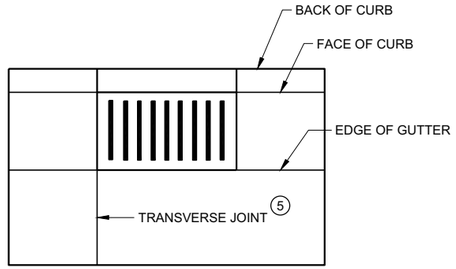
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



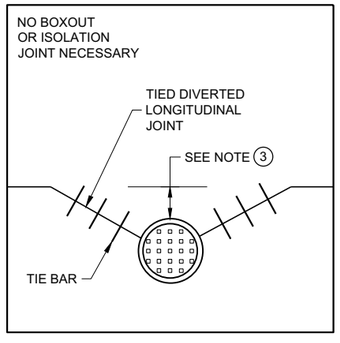
MANHOLE WITH TRANSVERSE JOINT



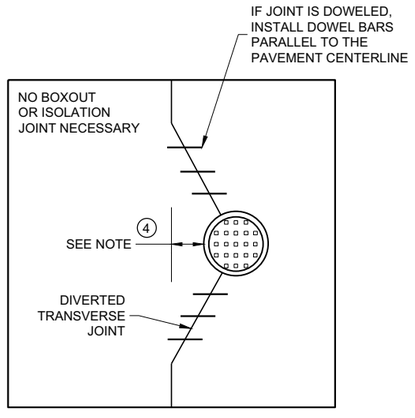
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

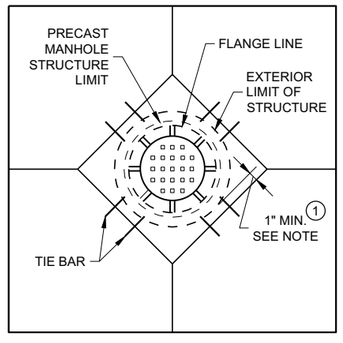
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD13C18 - 07d

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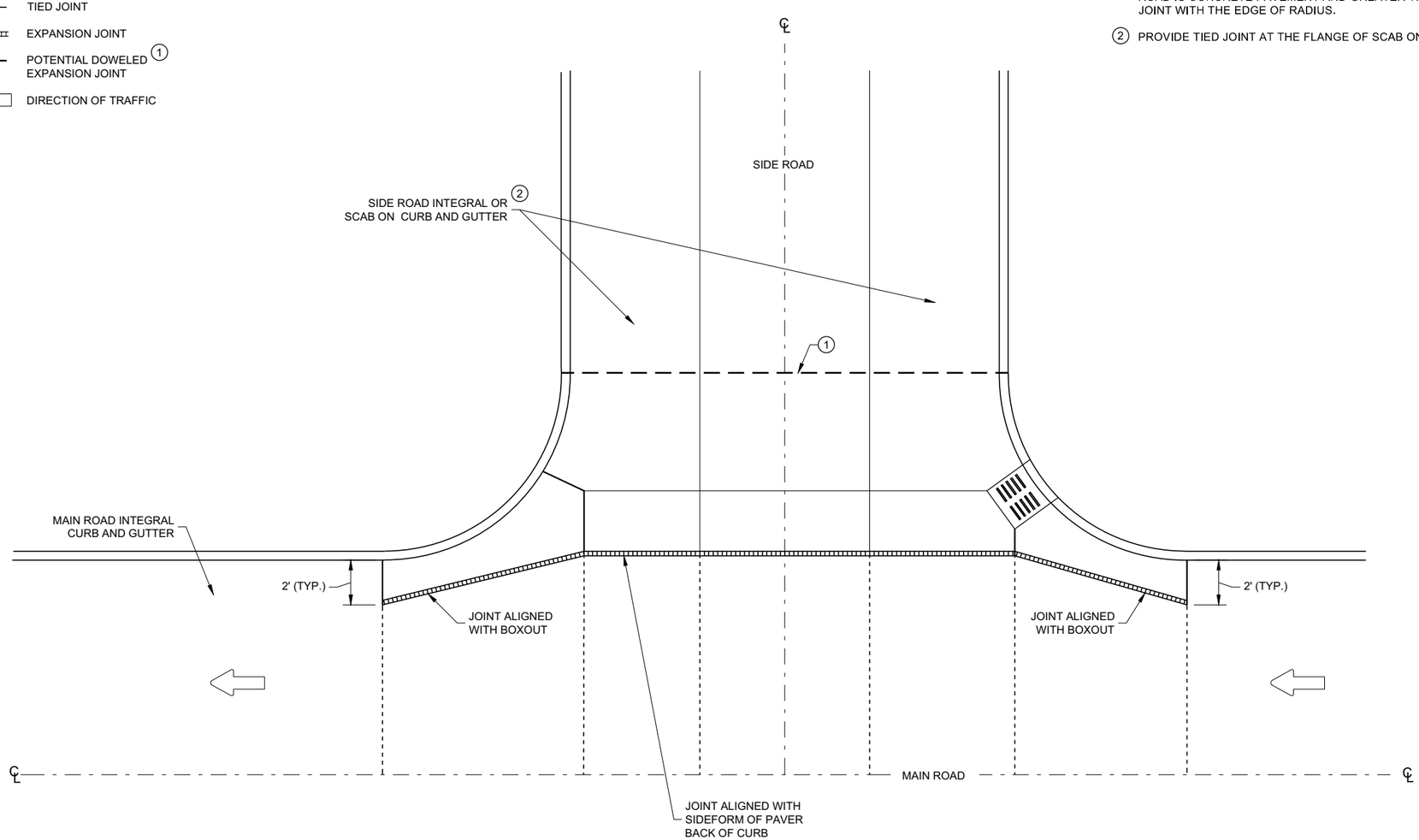
LEGEND

- 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
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 13C18 - 07f

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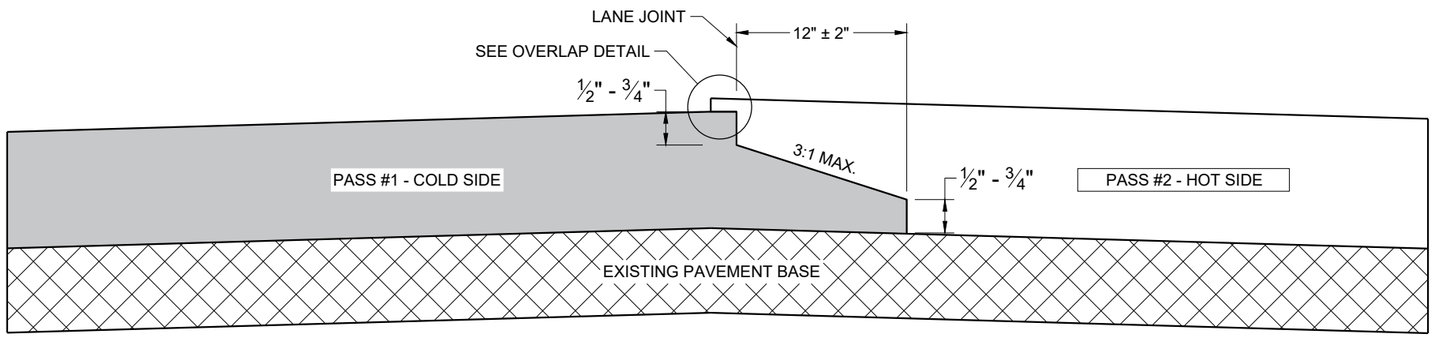
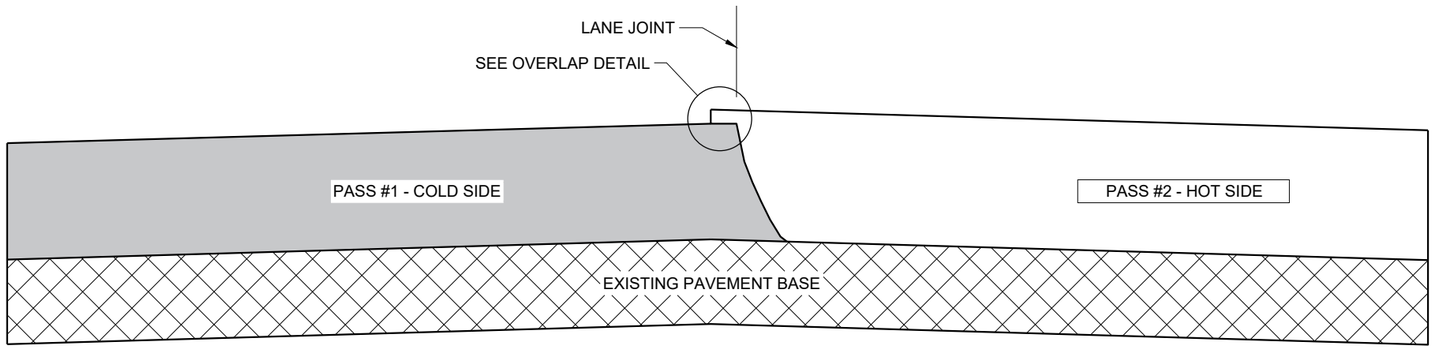
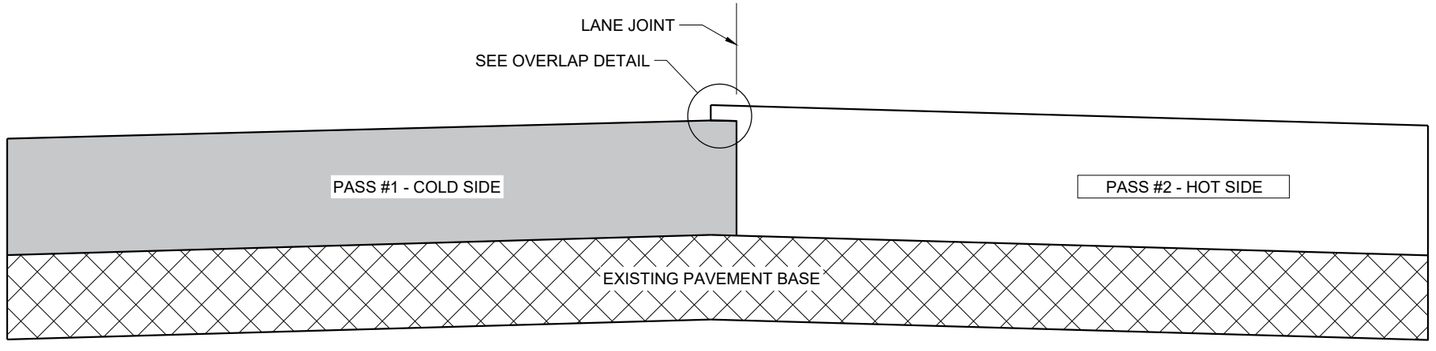
SDD 13C18 - 07f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

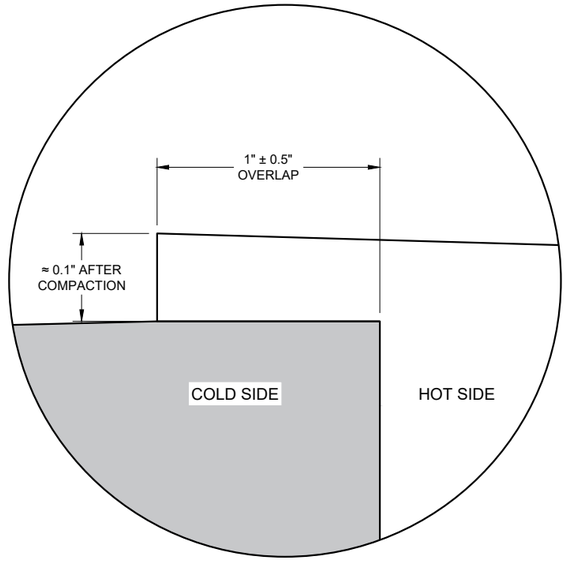
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 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)

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SDD 13C19 - 03

SDD 13C19 - 03

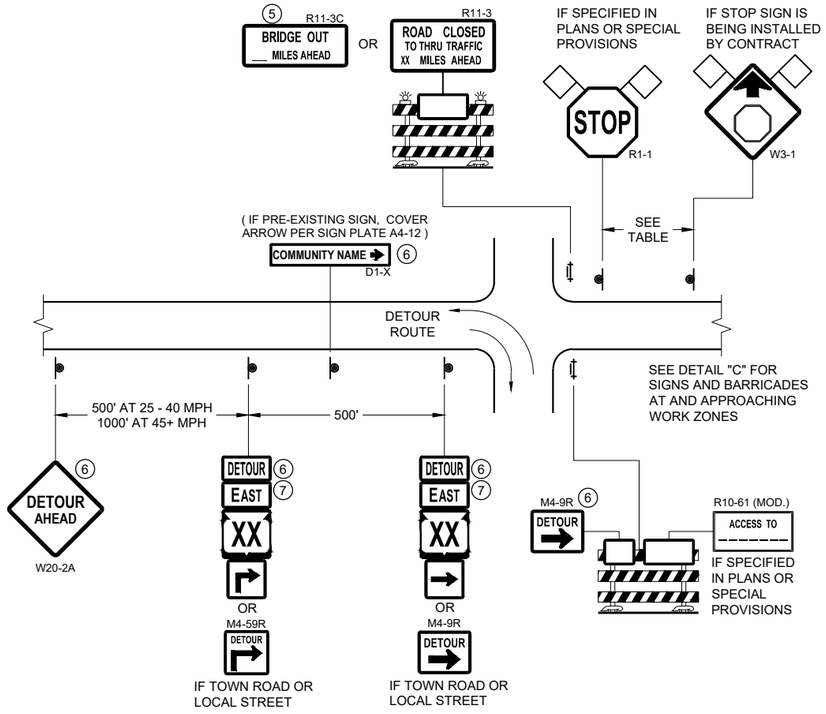
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

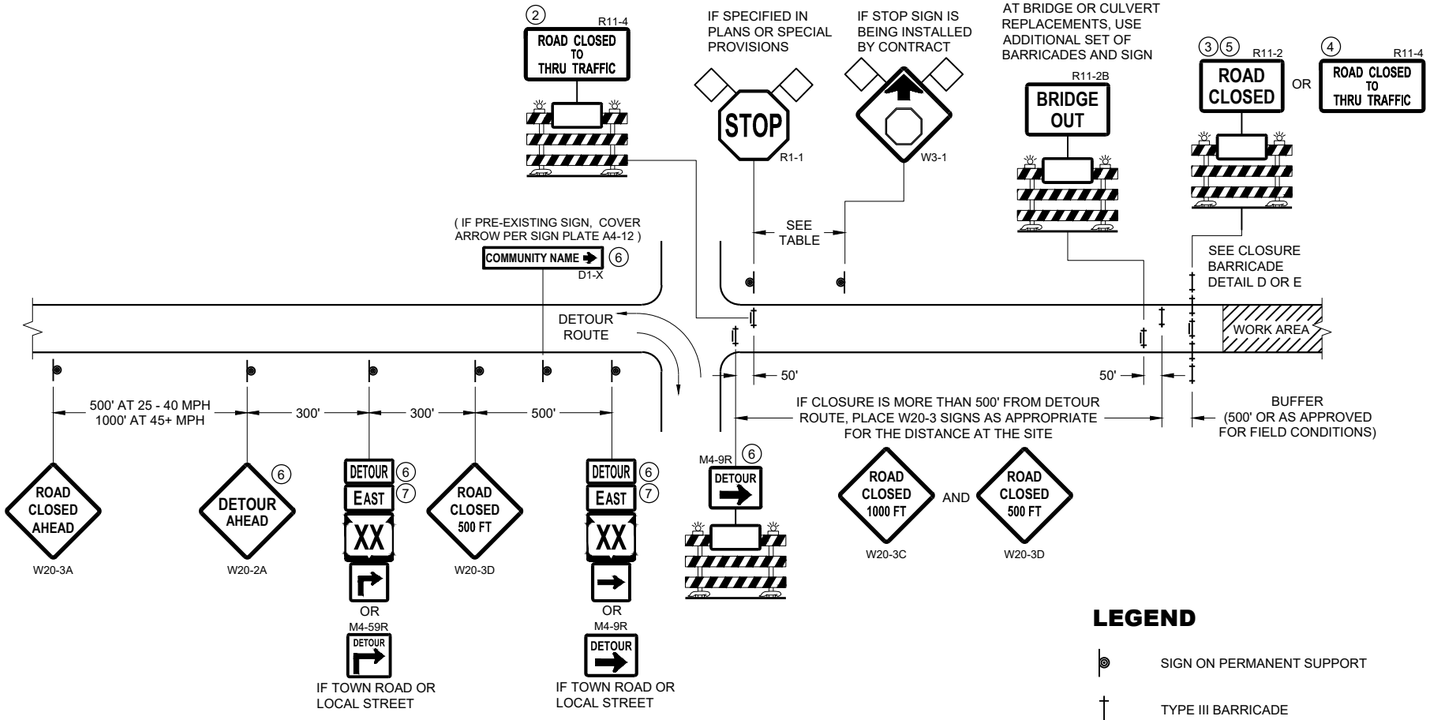
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



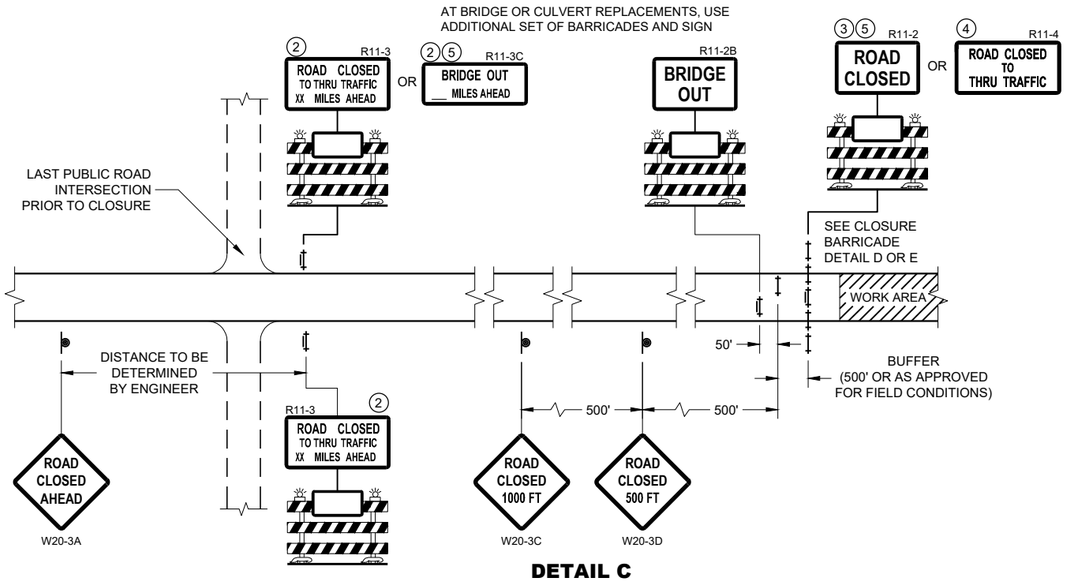
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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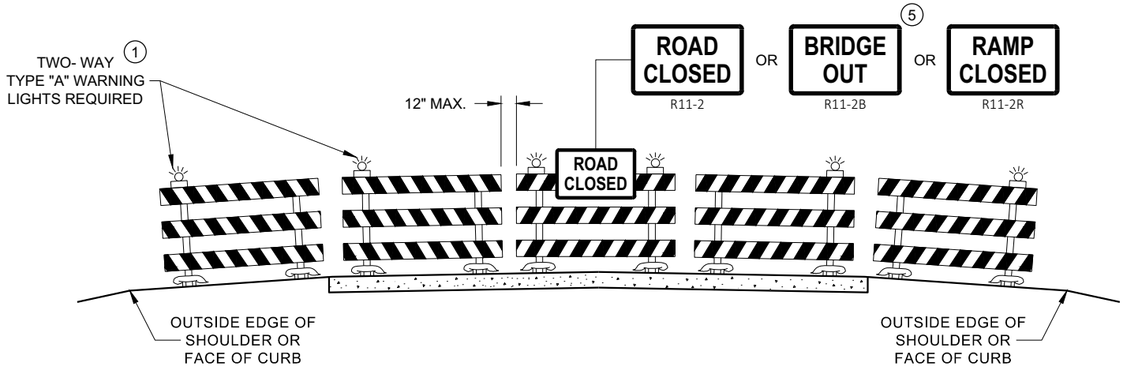
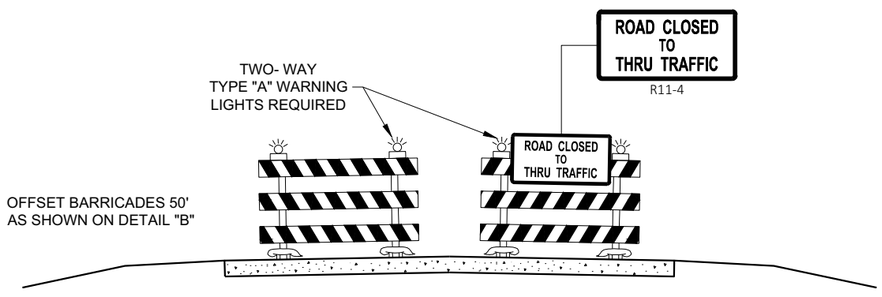
SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

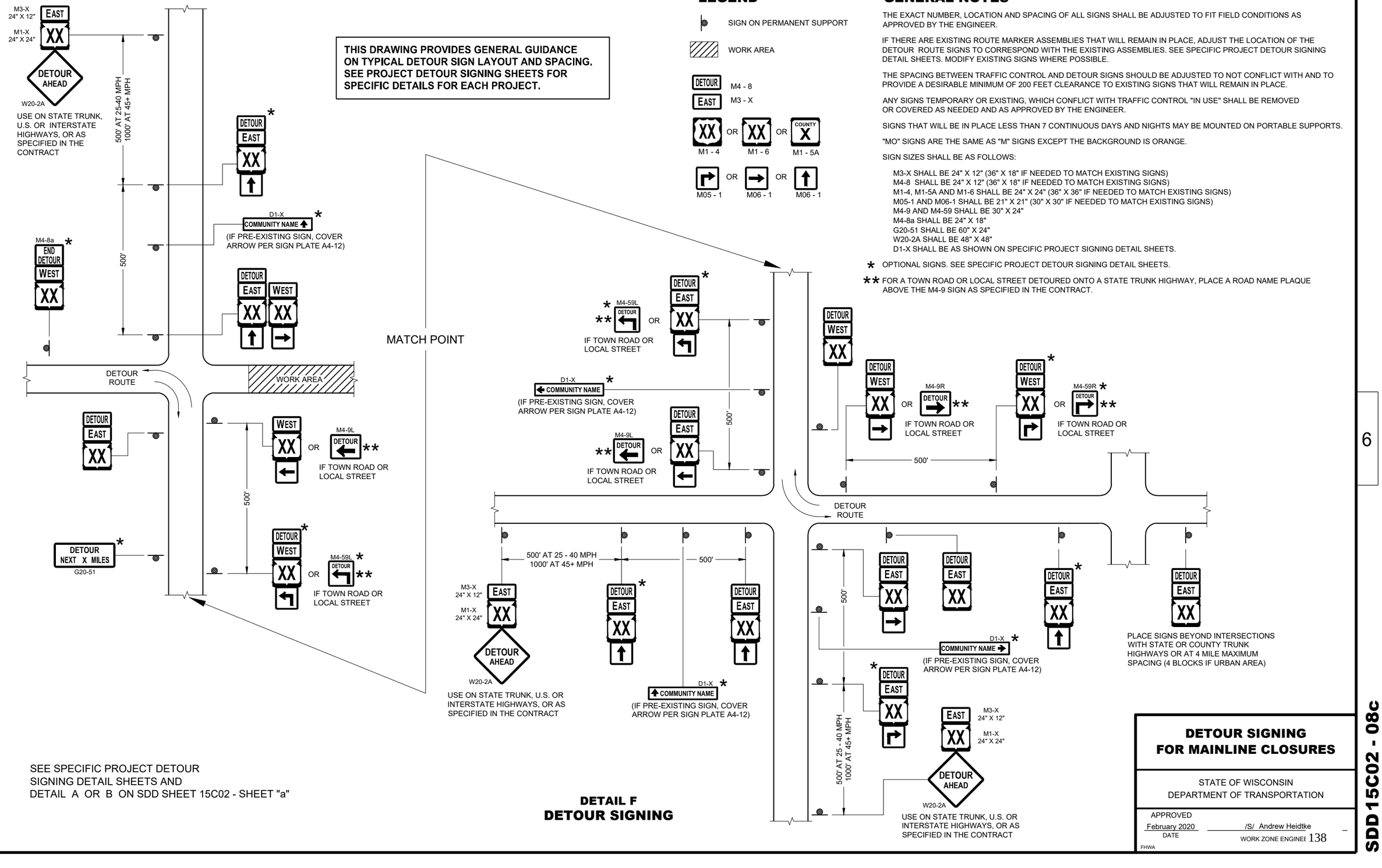
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (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.



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

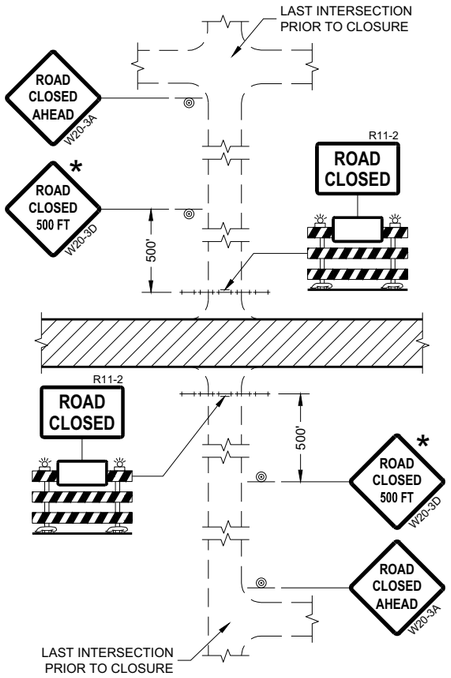
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

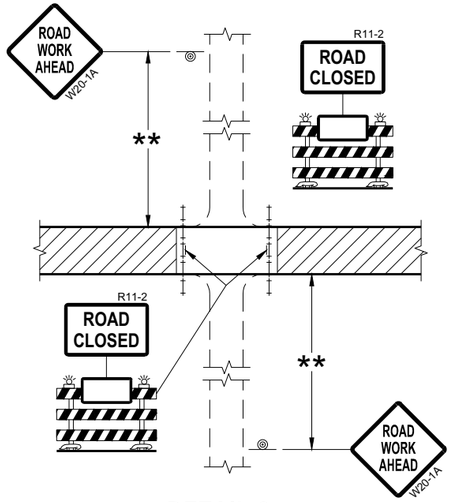
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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.

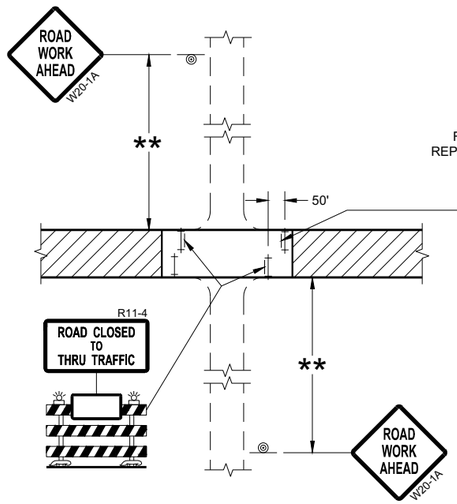
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

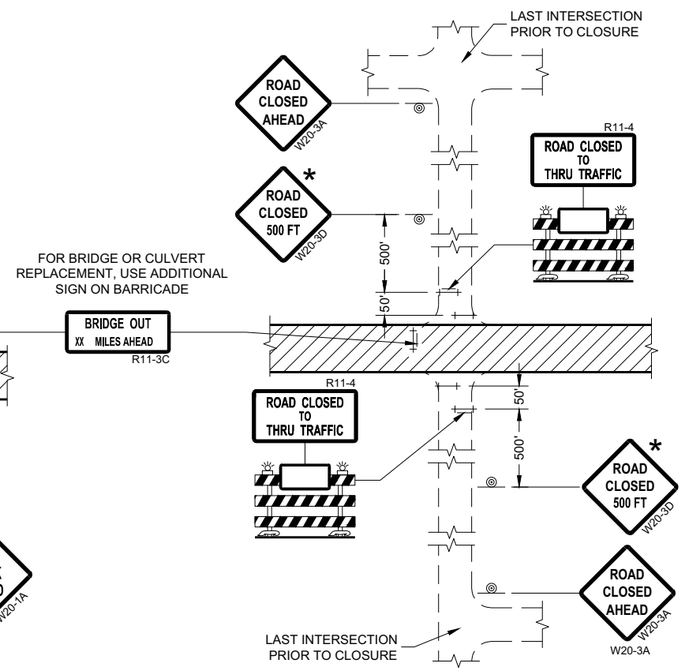
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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.



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



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

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
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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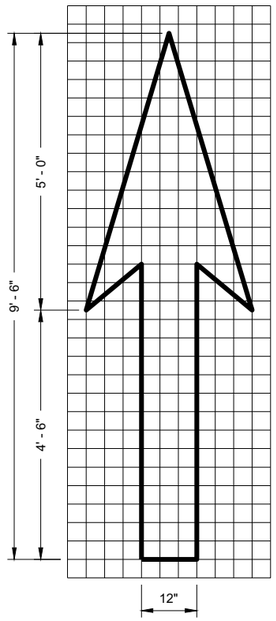
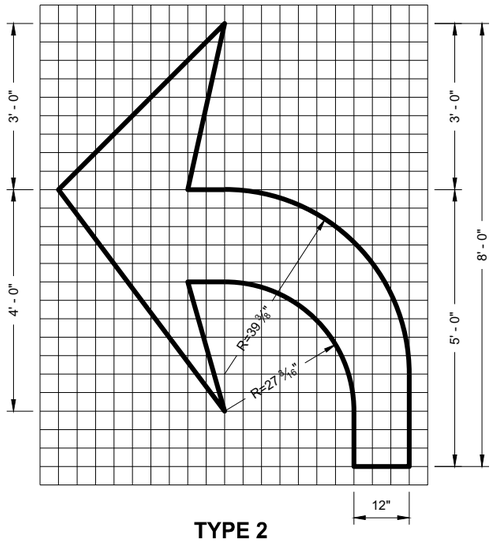
SDD 15C03 - 05



TYPE 1



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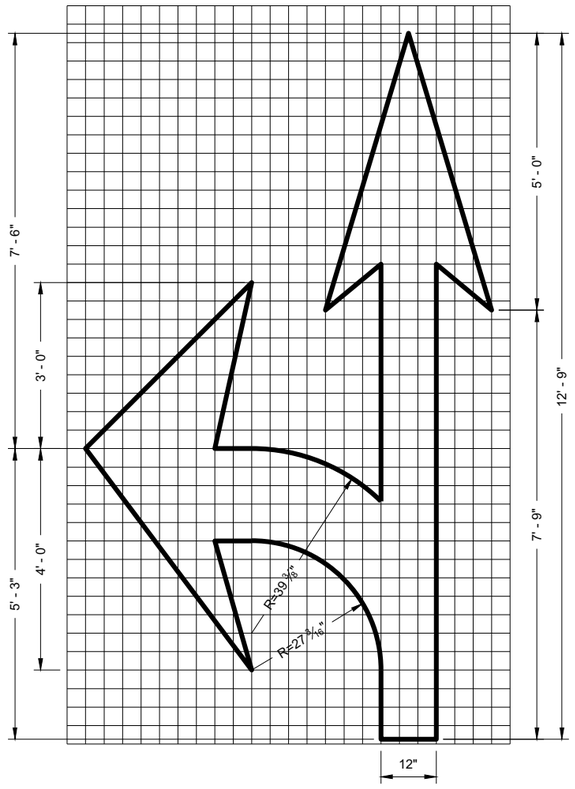
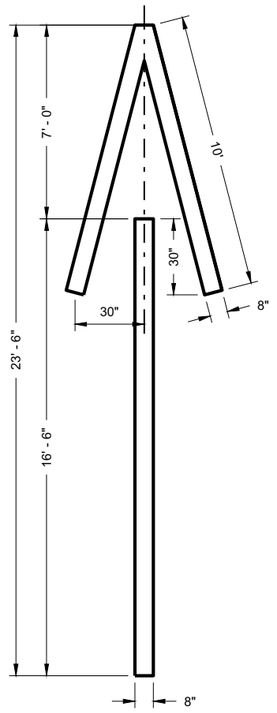


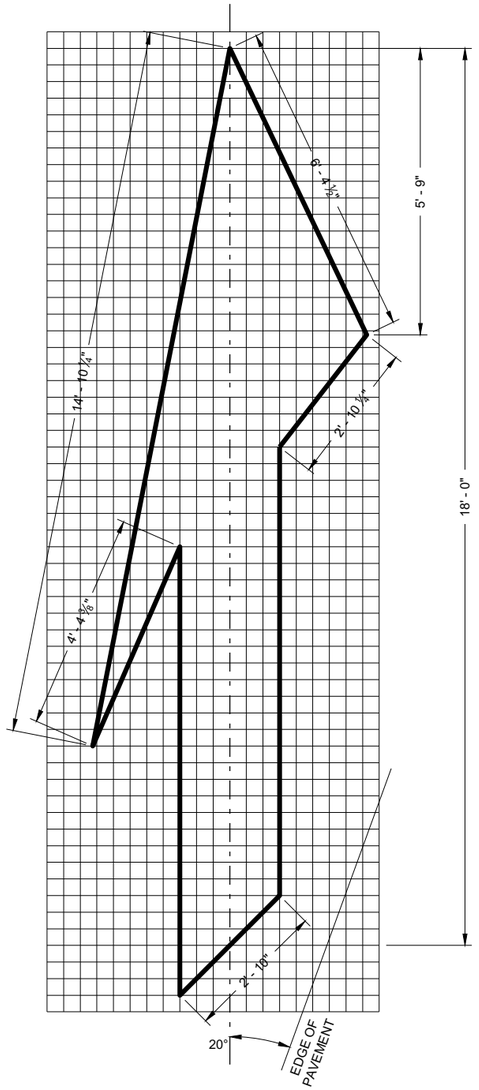
TYPE 3

GENERAL NOTES

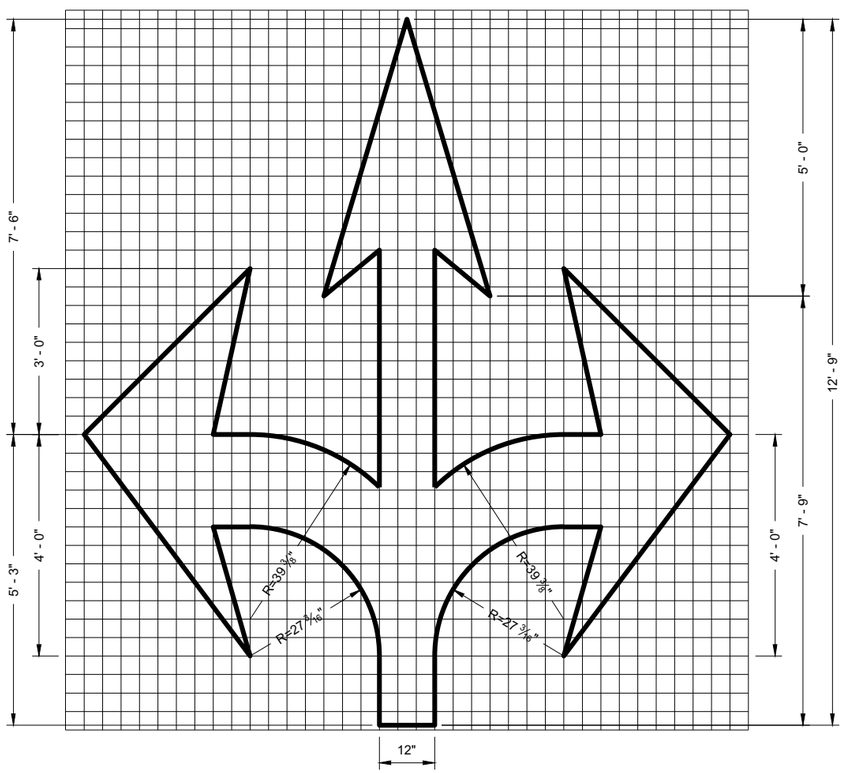
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



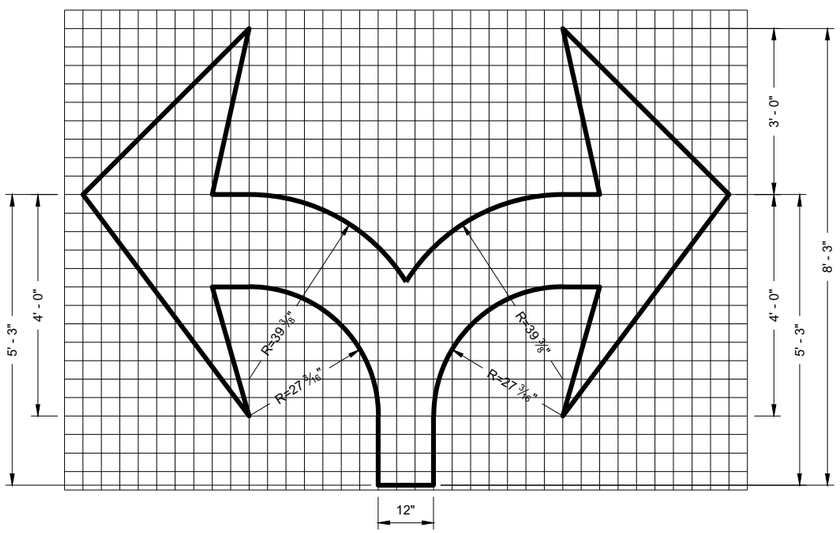
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C07 - 15c

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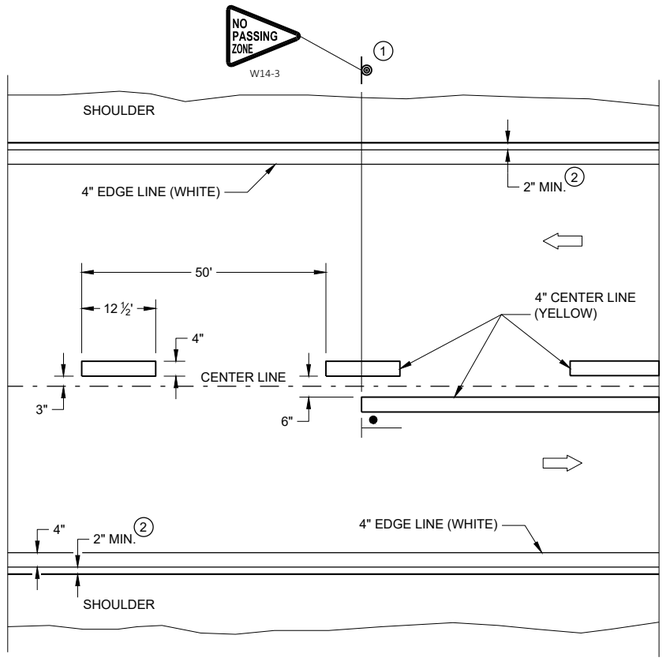
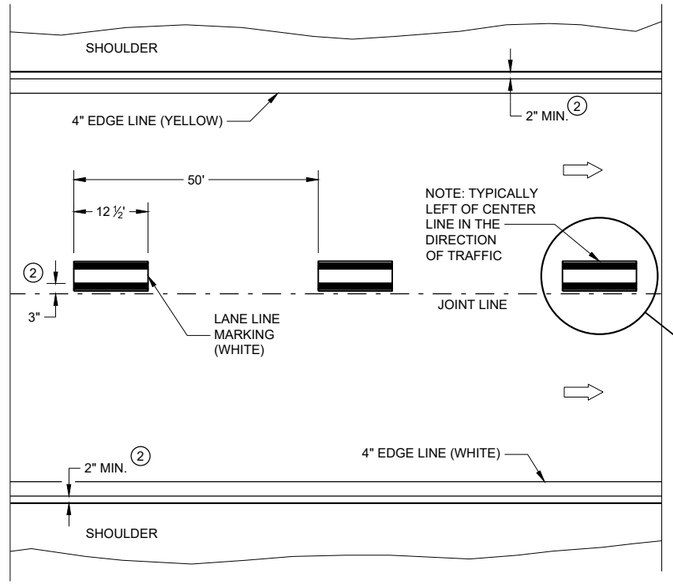
SDD 15C07 - 15c

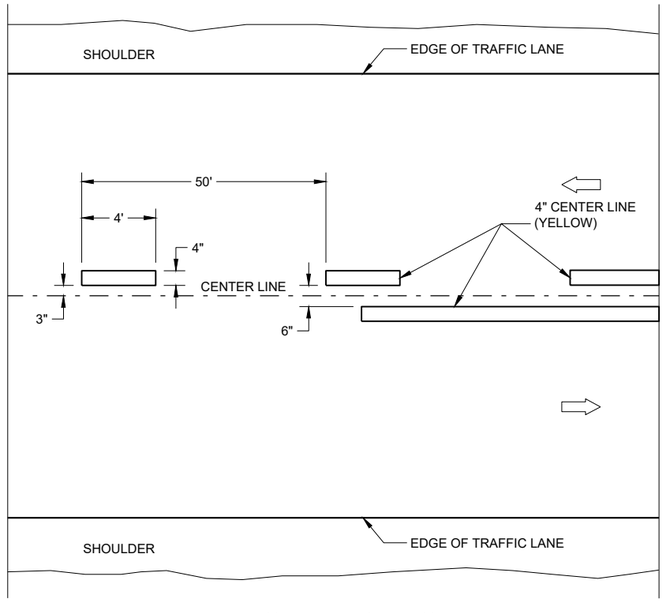


TWO WAY TRAFFIC

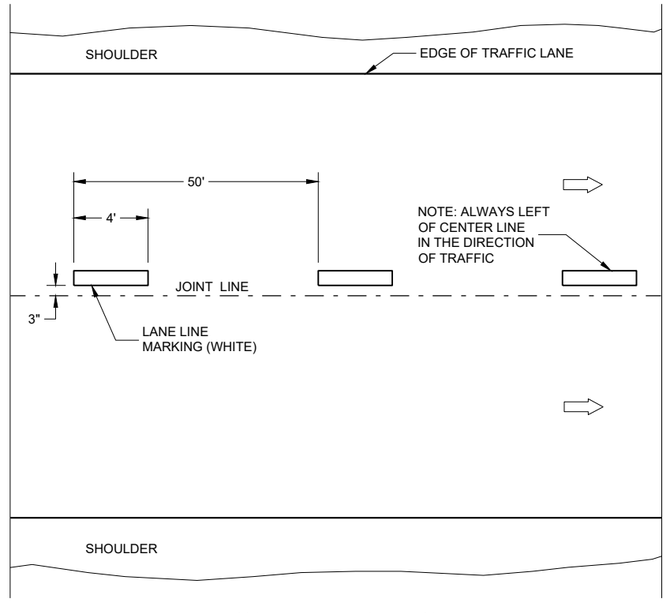


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

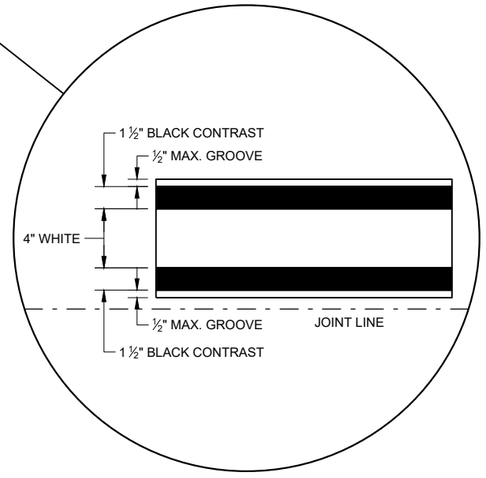
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

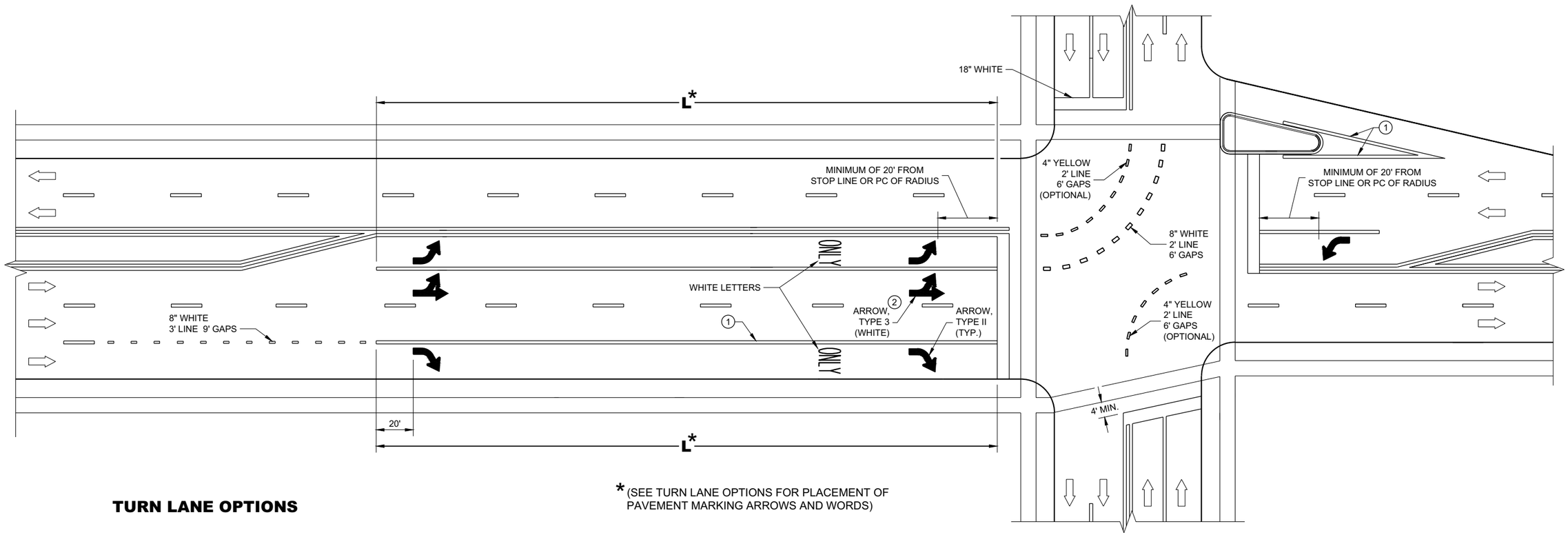
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 20a

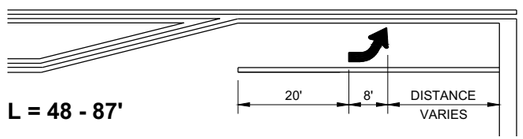
SDD 15C08 - 20a



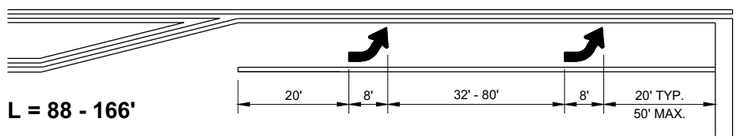
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

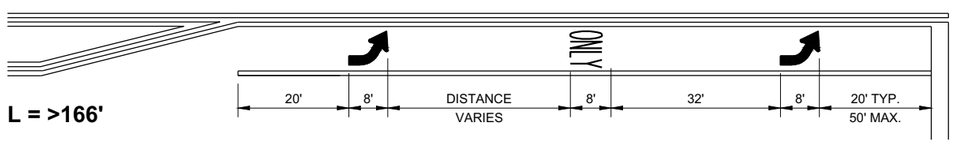
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

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

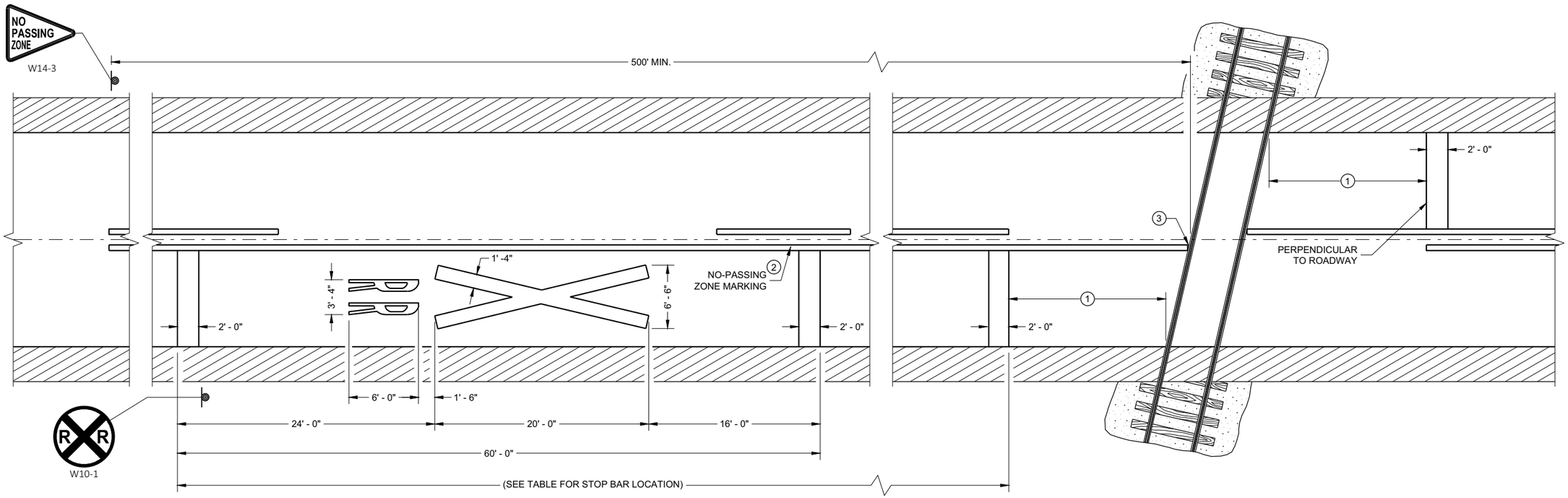
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



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.

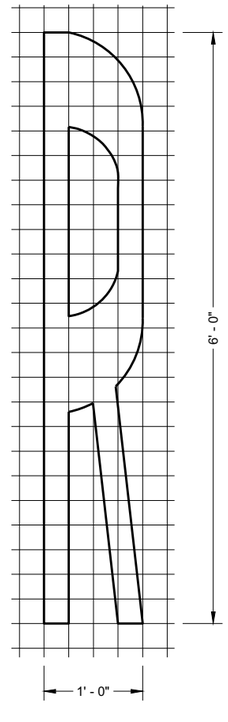
(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

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
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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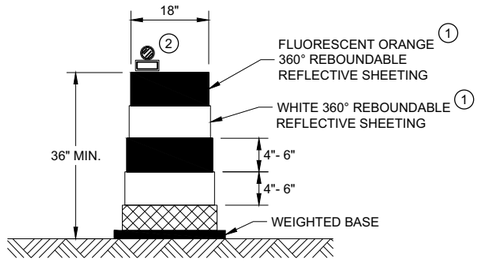
SDD 15C09 - 12a

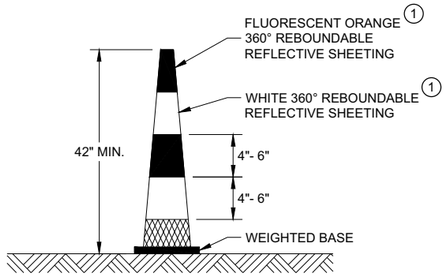
SDD15C09 - 12a

GENERAL NOTES

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

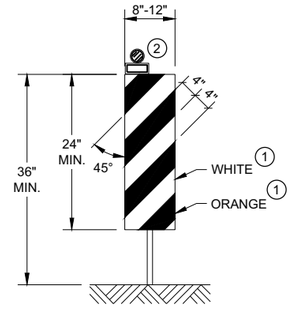


DRUM



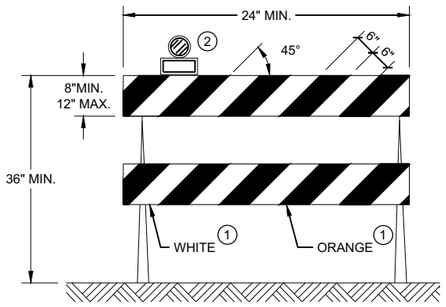
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



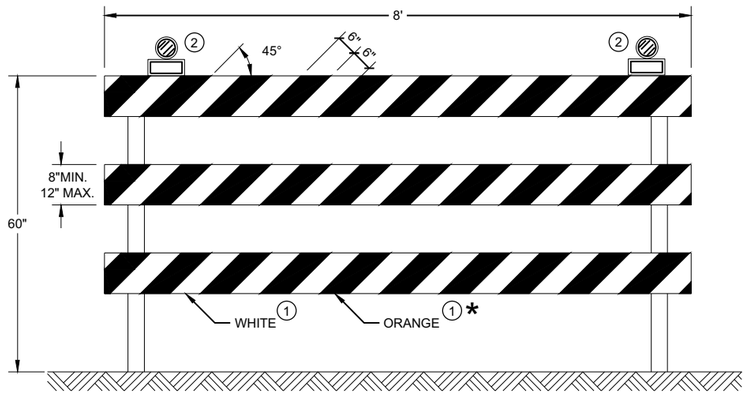
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 08b

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SDD 15C11 - 08b

LEGEND

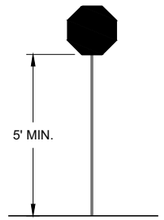
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



STOP/SLOW PADDLE 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.

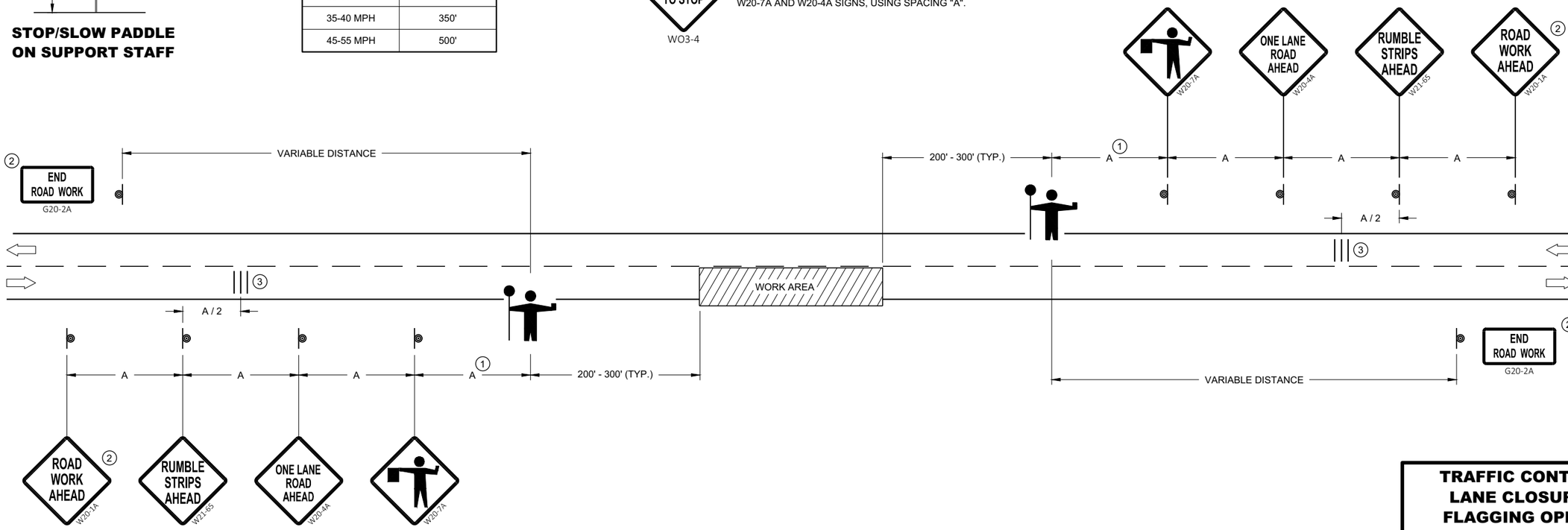
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 07

SDD 15C12 - 07

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.

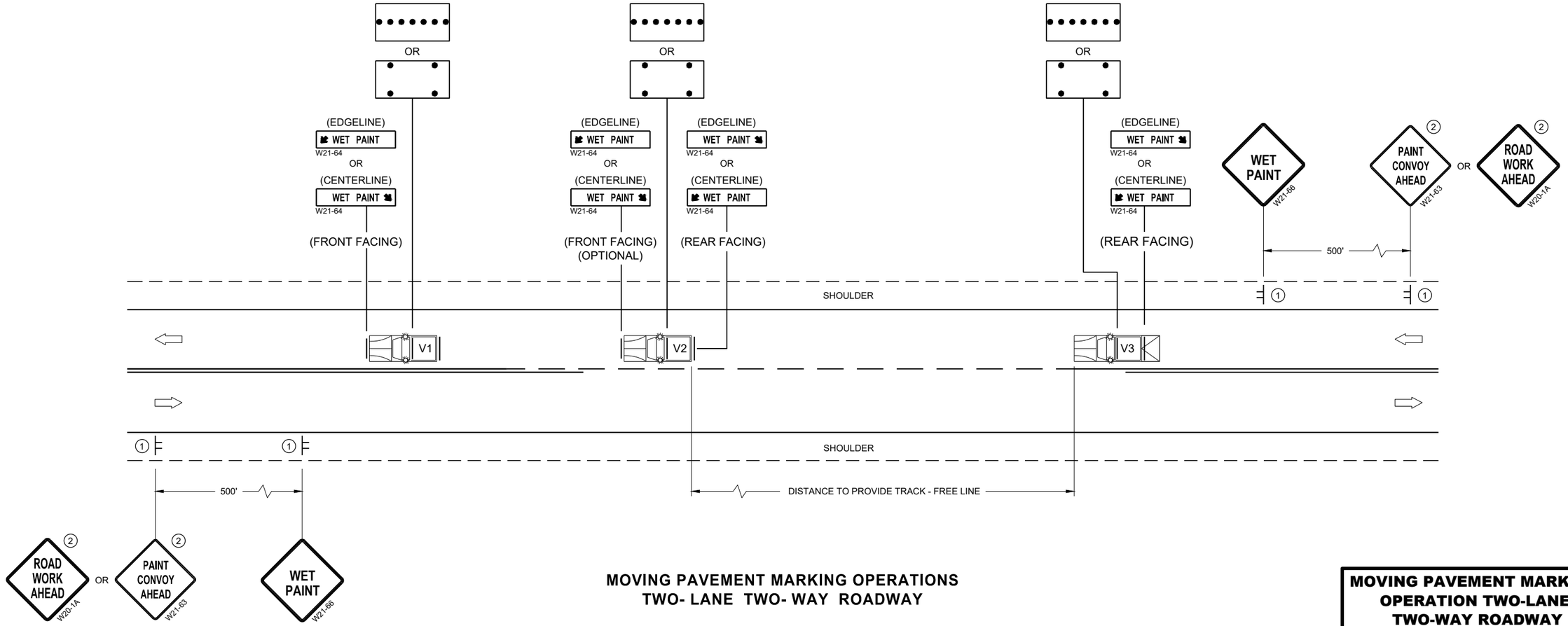
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C19 - 06a

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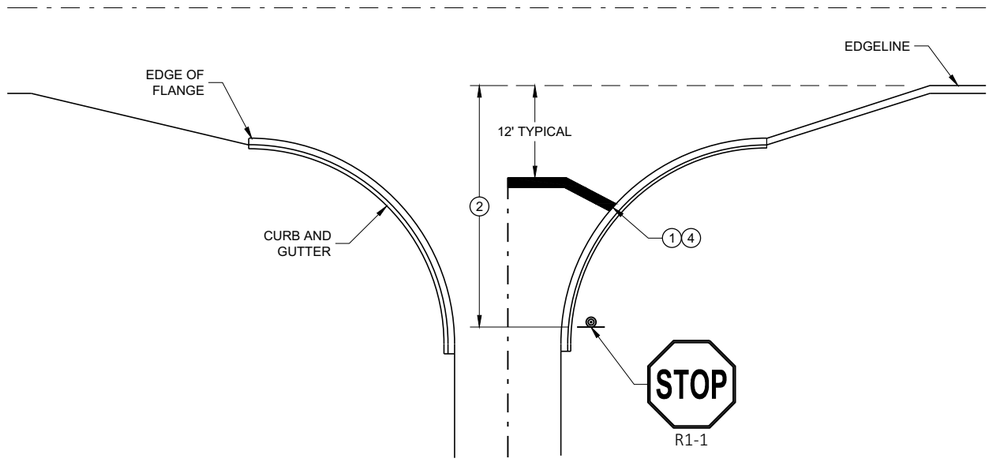
SDD 15C19 - 06a

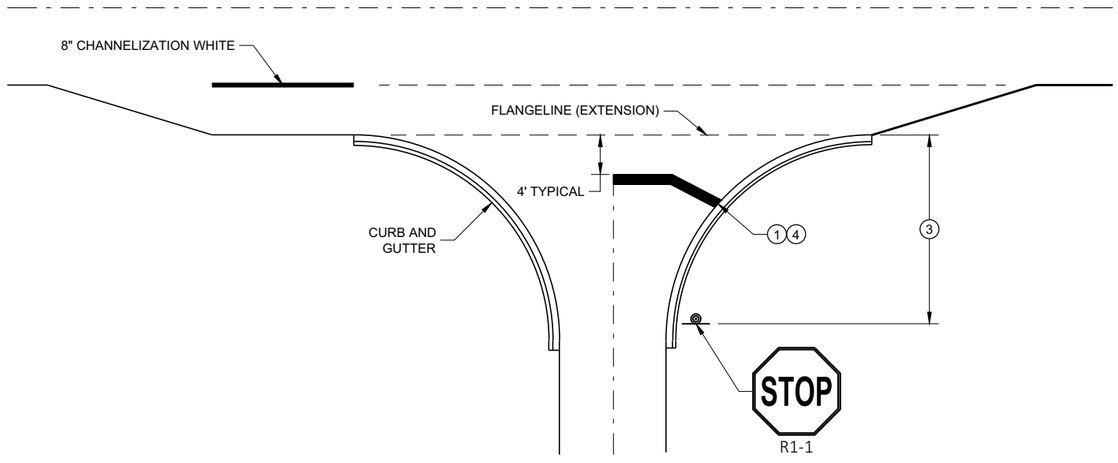
GENERAL NOTES

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

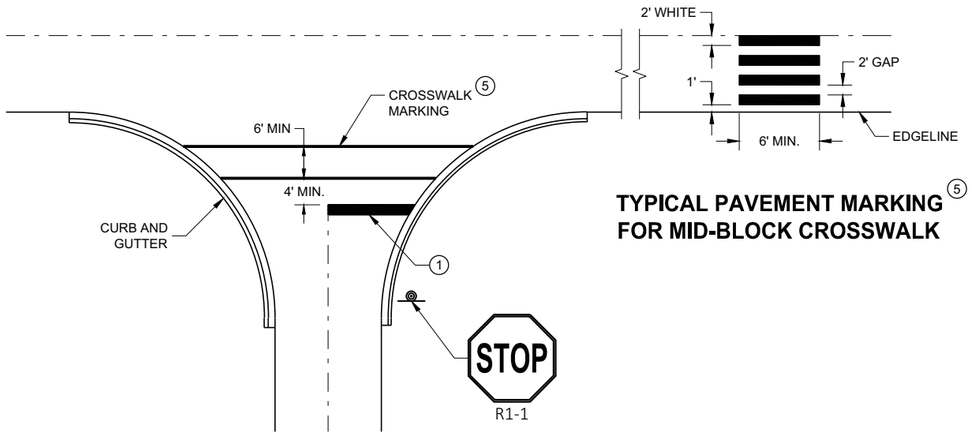
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

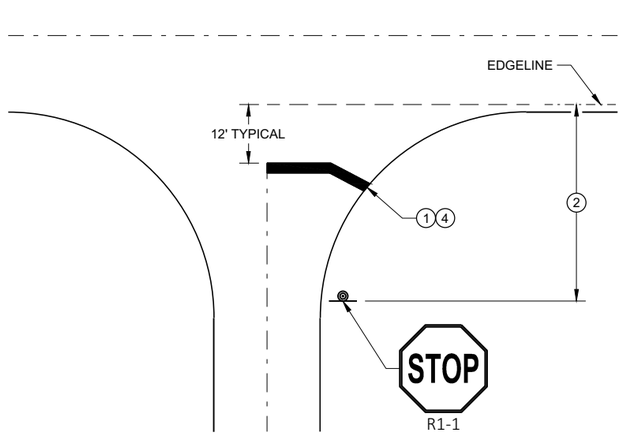


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C33 - 04

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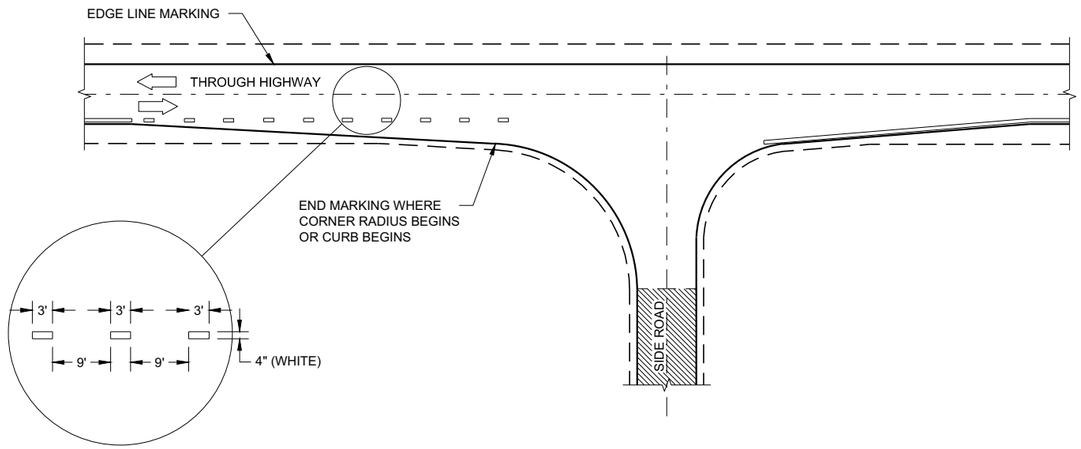
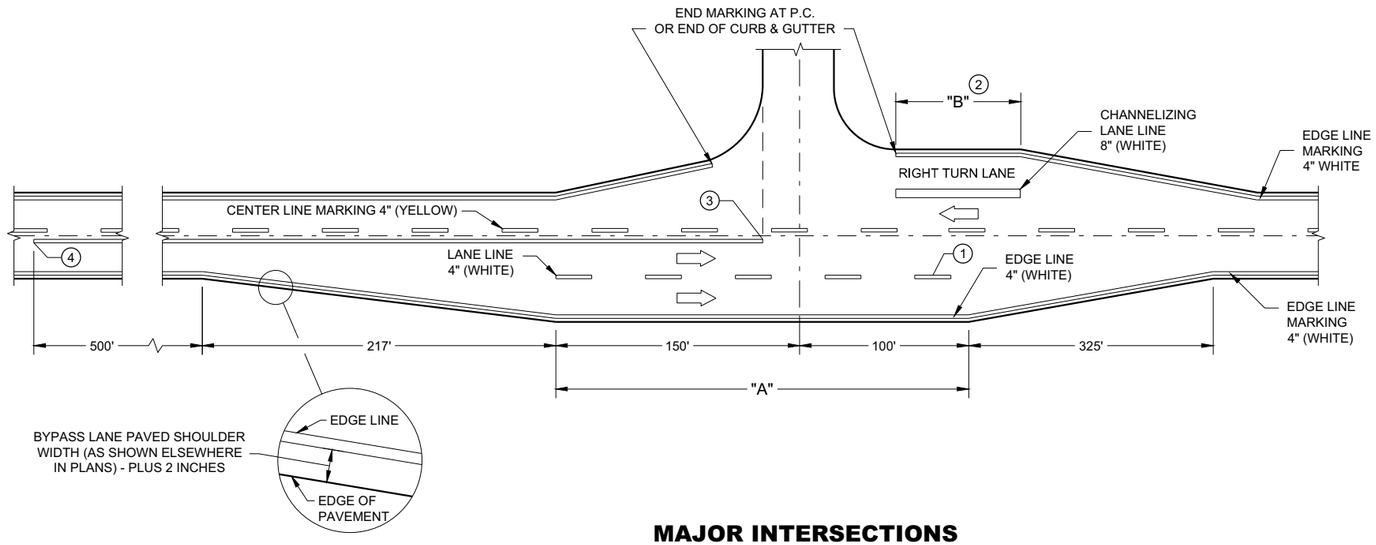


MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

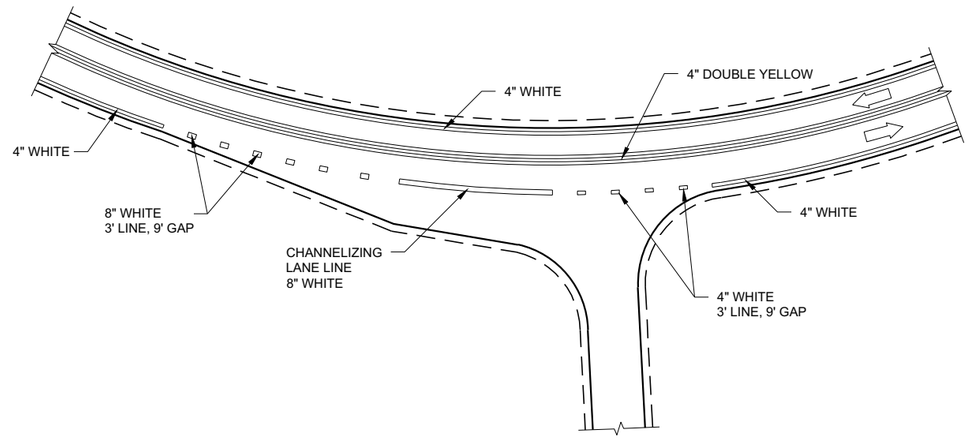
GENERAL NOTES

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

6

SDD 15C35 - 04a

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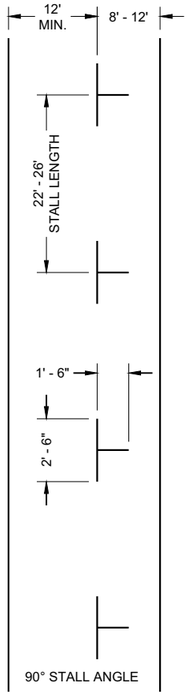
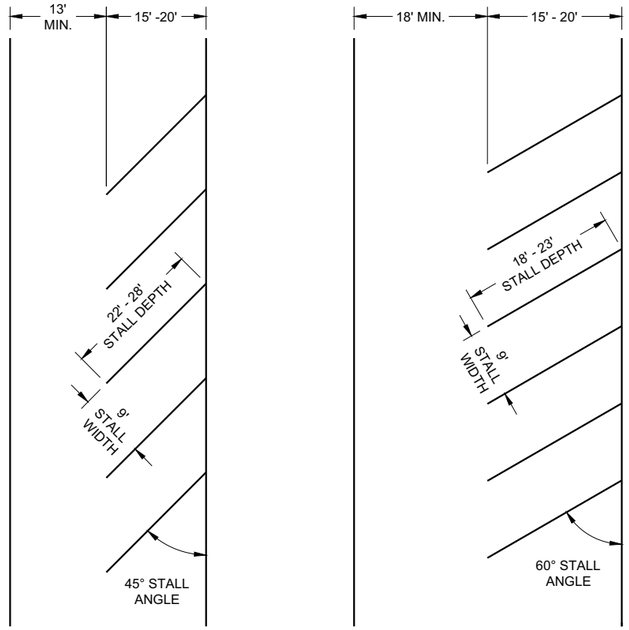
SDD 15C35 - 04a

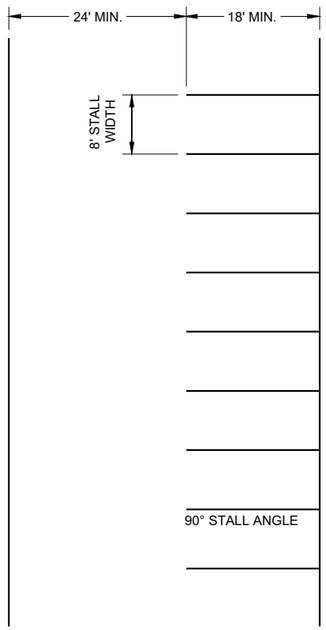


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

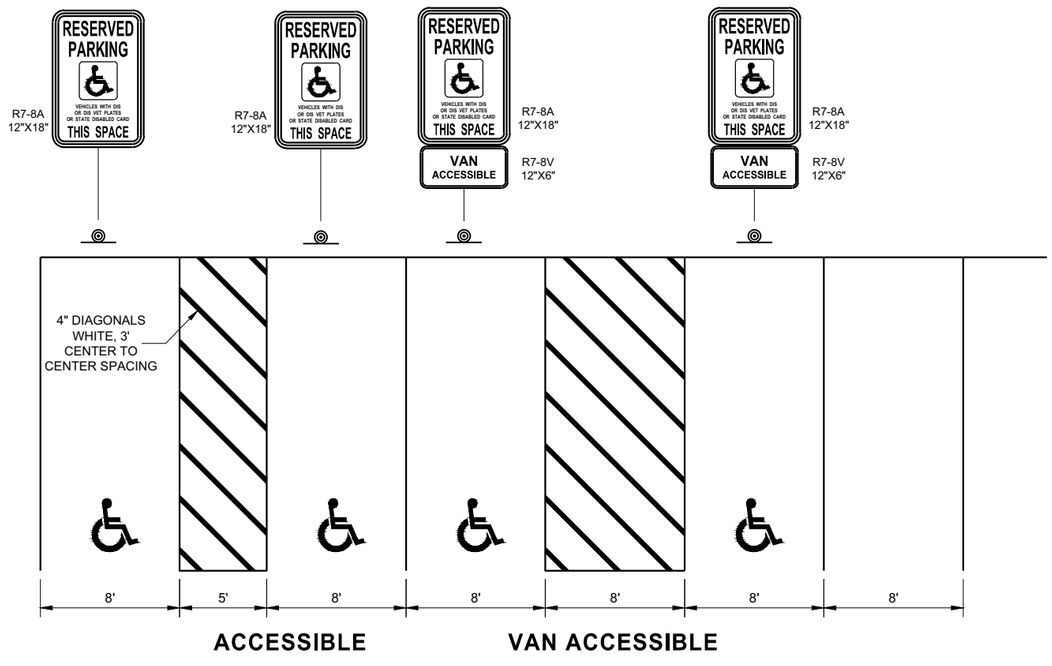
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

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SDD 15C36 - 01

SDD 15C36 - 01

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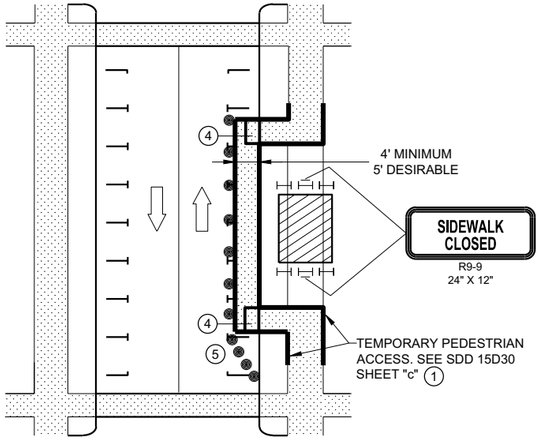
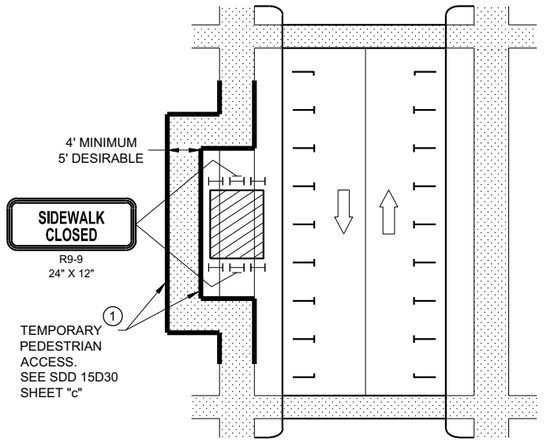
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

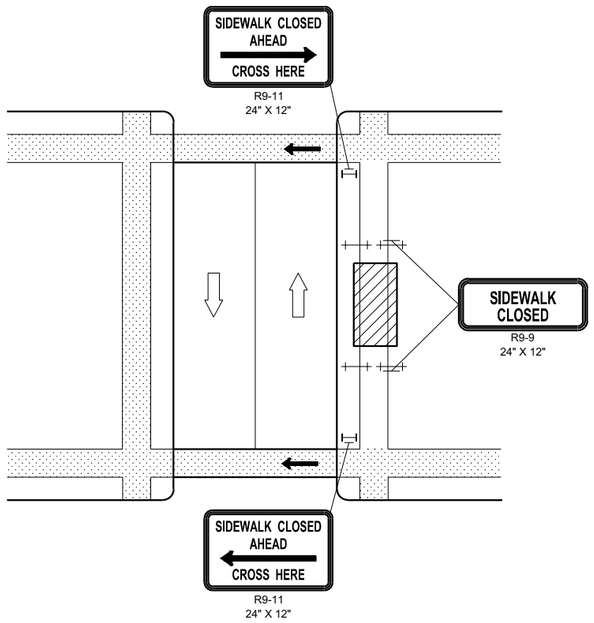


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

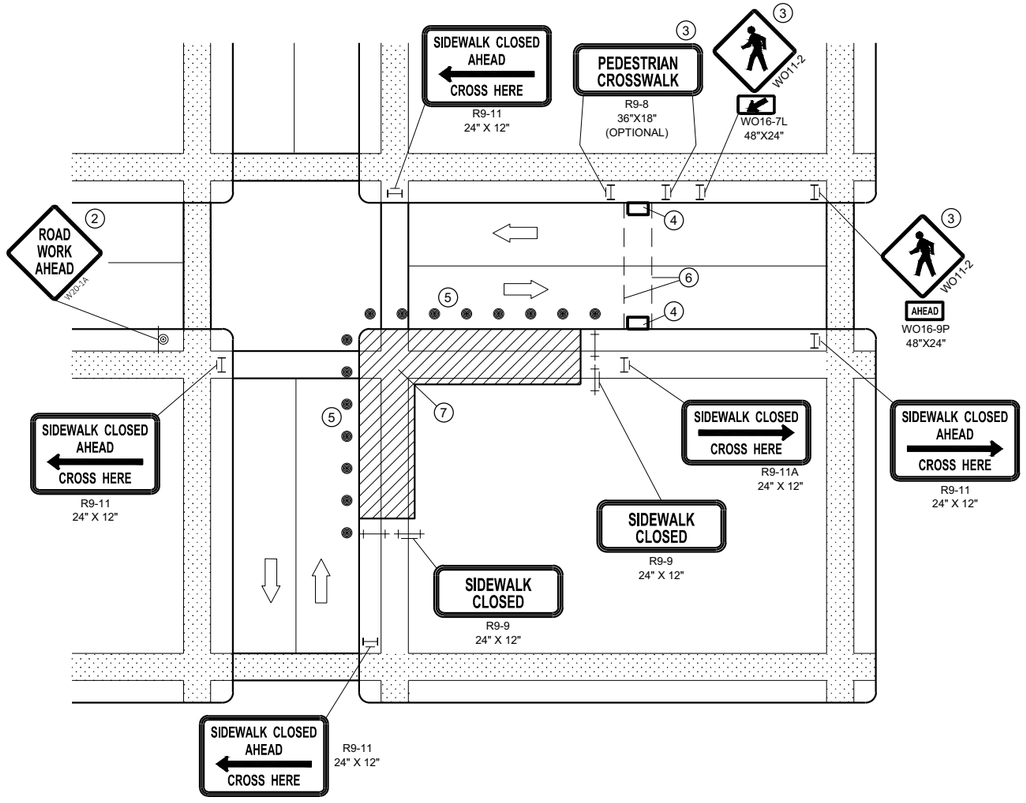
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

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

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

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

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

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

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

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

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

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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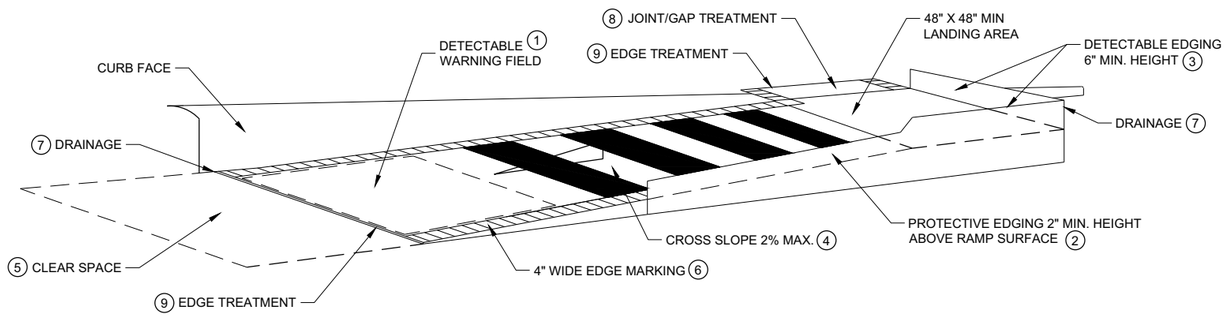
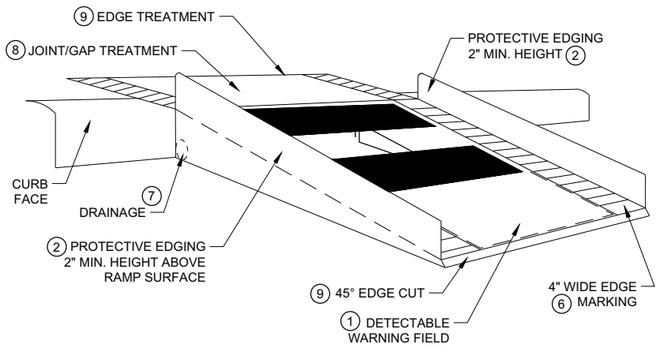
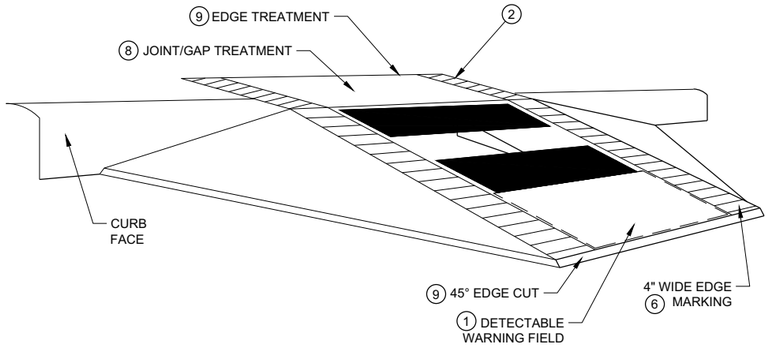
SDD 15D30 - 06a
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

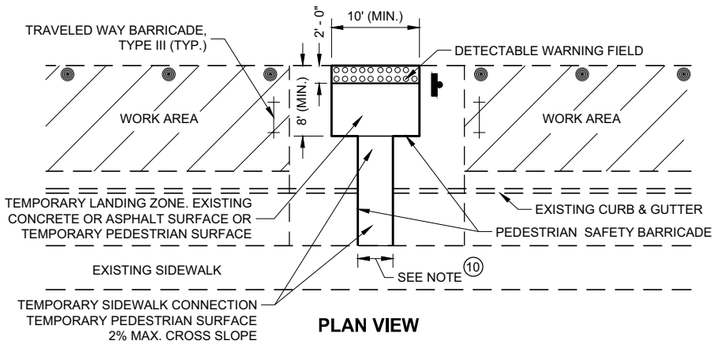
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

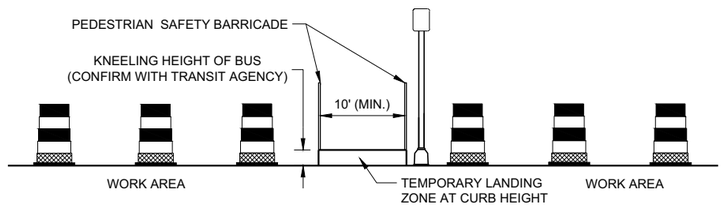
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

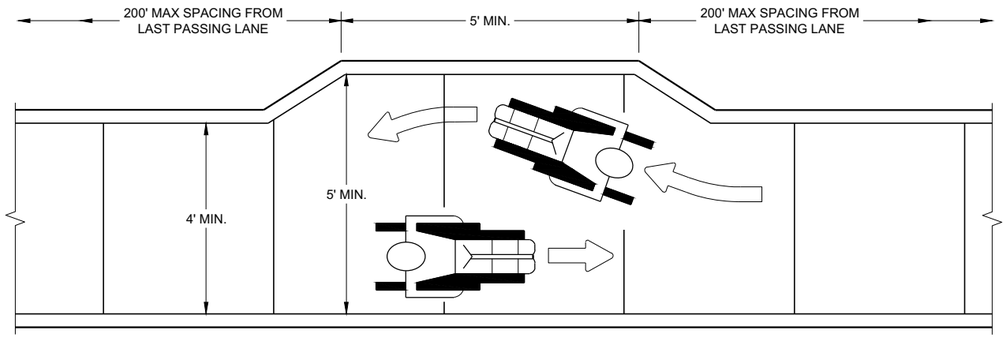
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

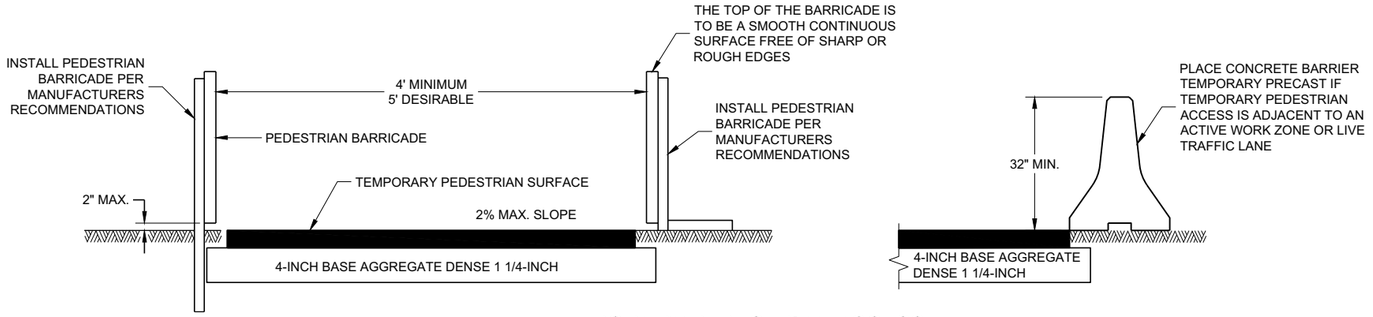
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

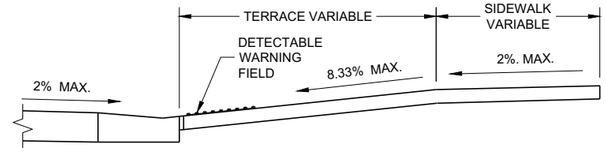
SDD 15D30 - 06b



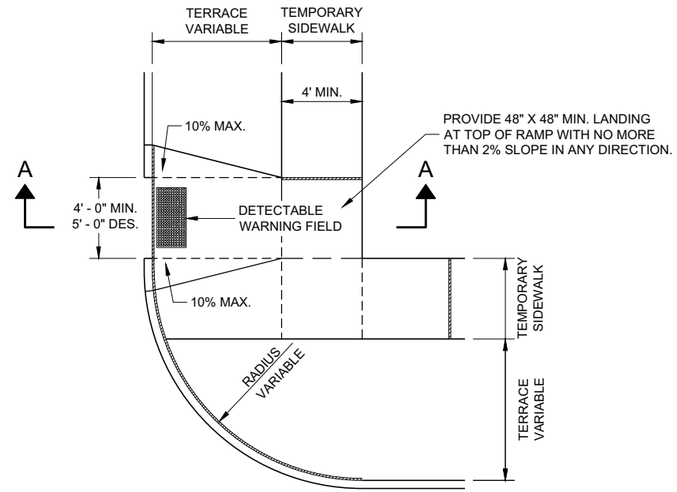
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



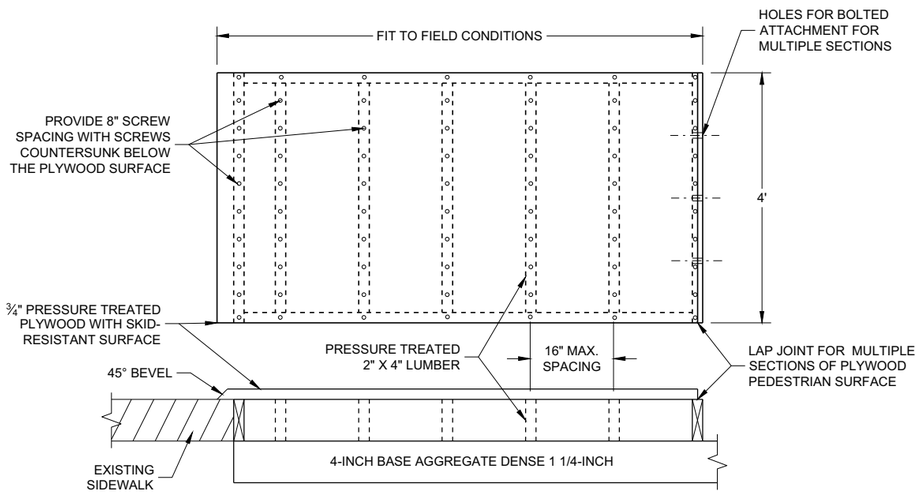
SECTION A - A



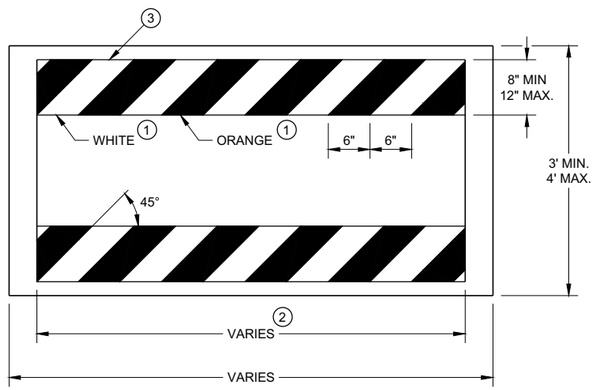
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

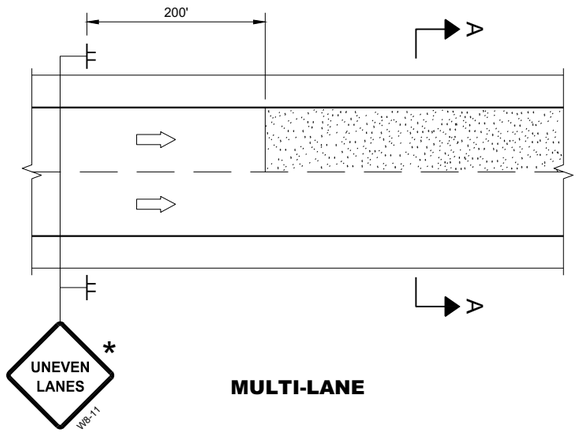
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

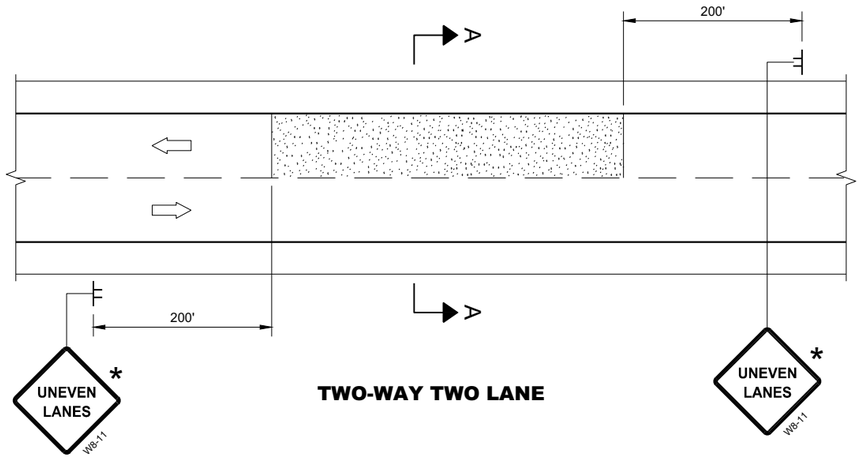
SDD 15D30 - 06c

6

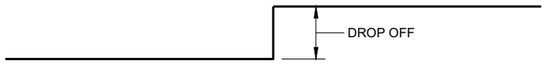
SDD 15D30 - 06c



MULTI-LANE

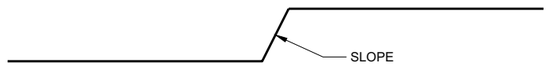


TWO-WAY TWO LANE

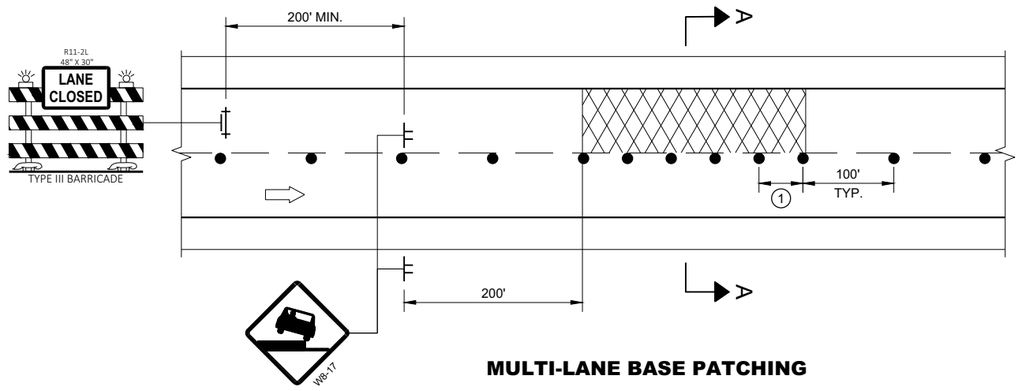


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

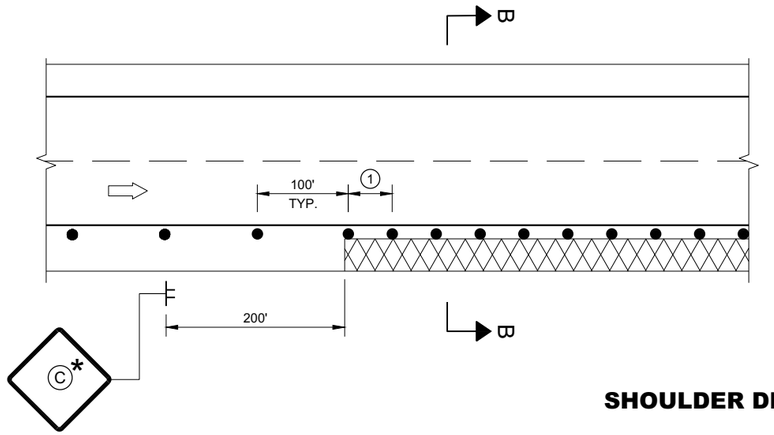
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

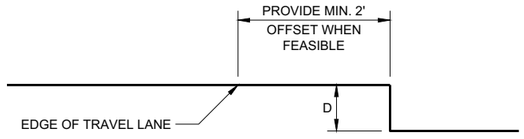
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

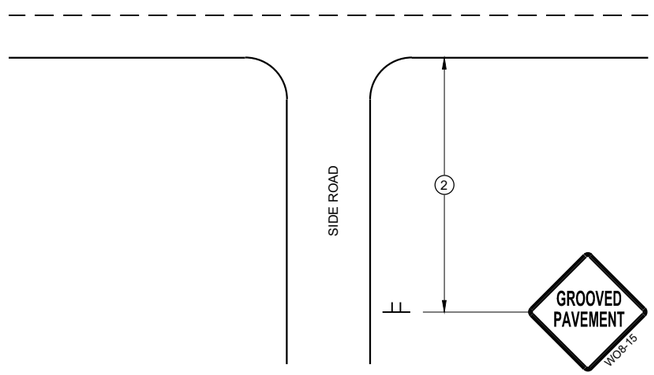
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

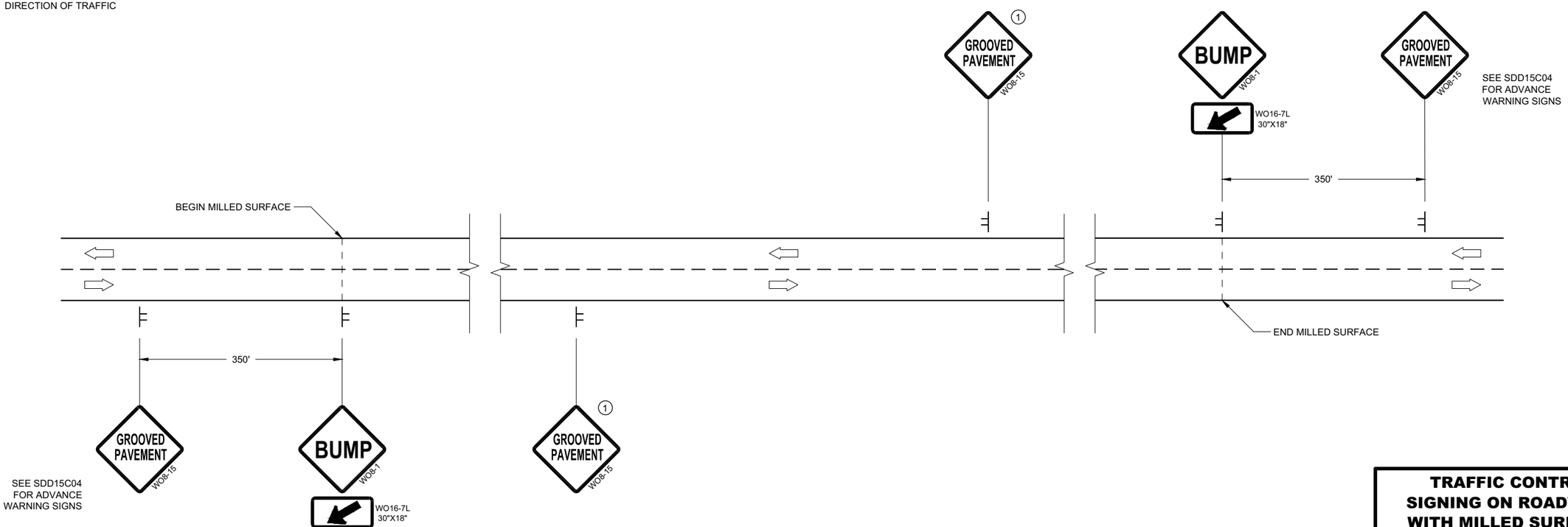
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D44 - 02

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.

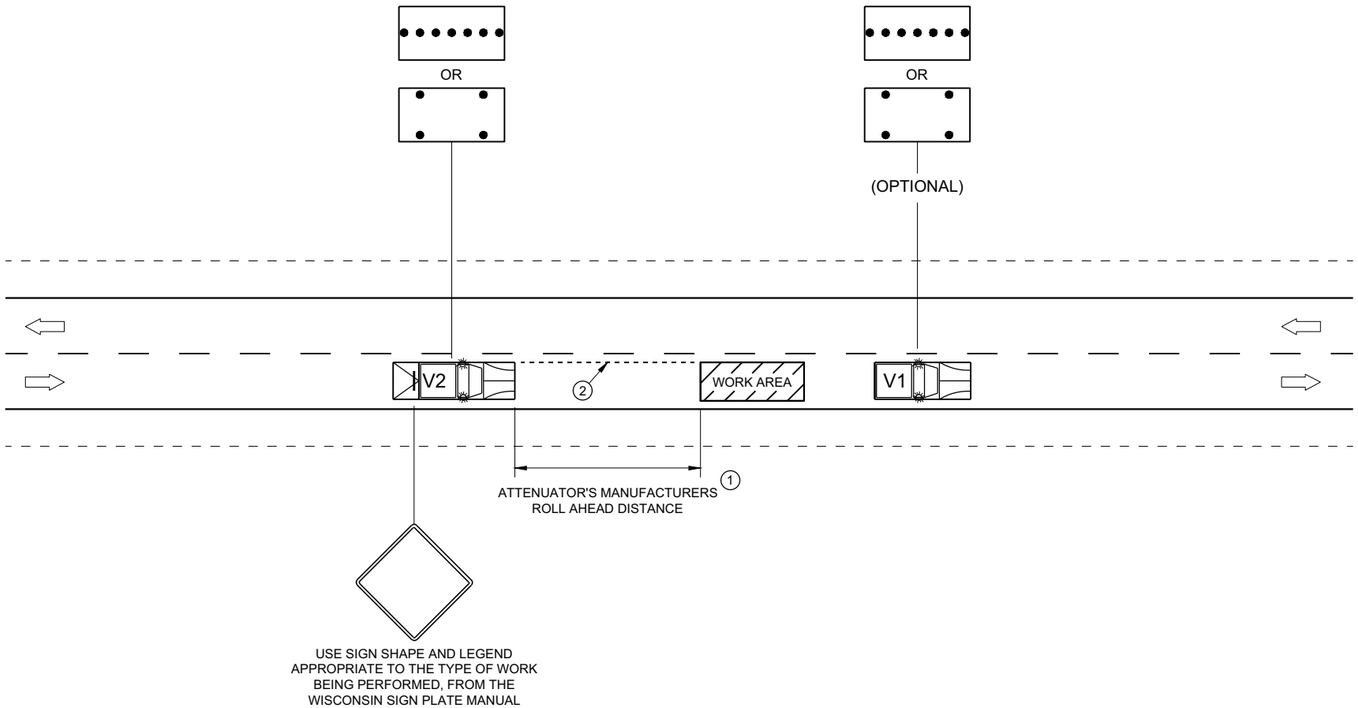
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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.



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SDD 15D51 - 01

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

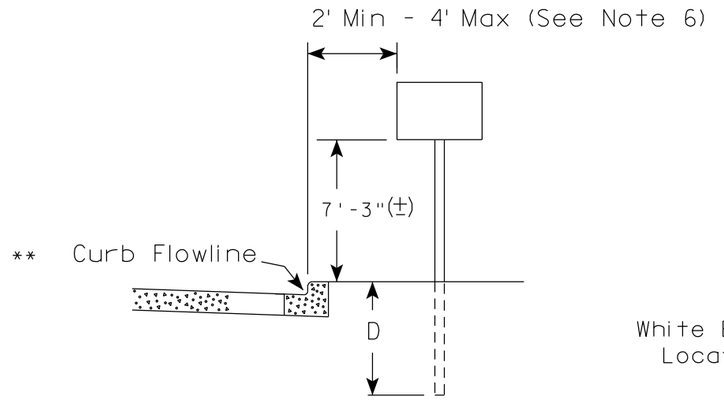
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

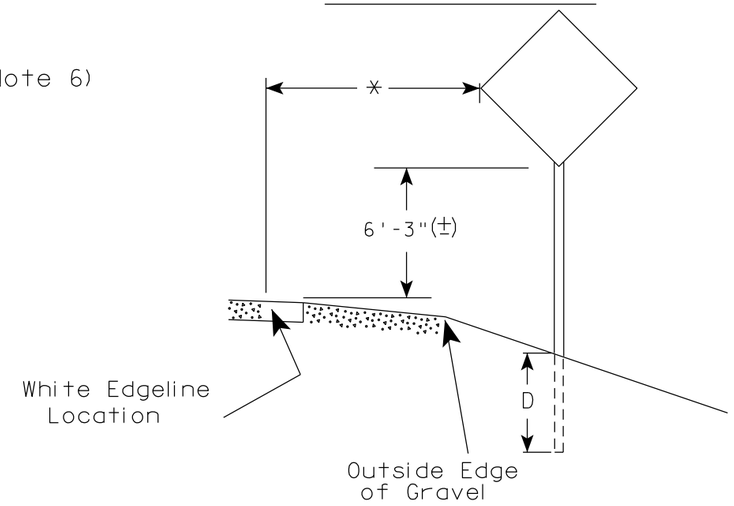
6

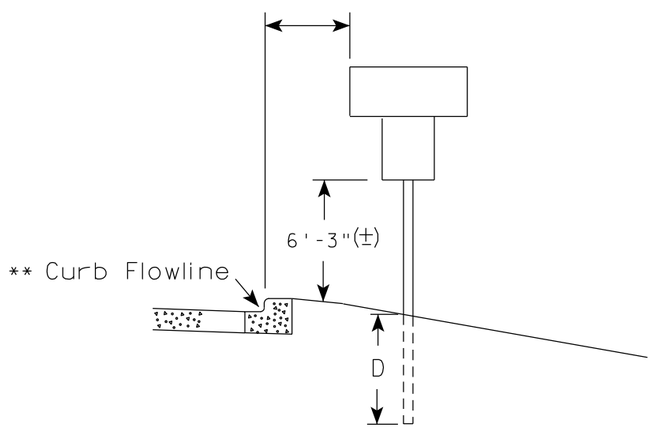
SDD 15D51 - 01

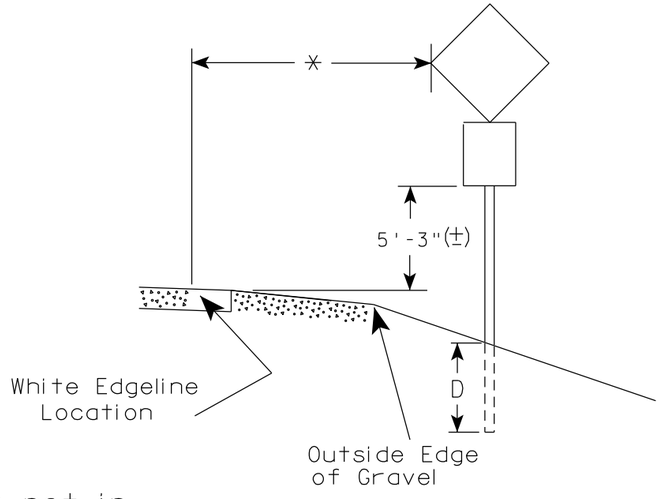
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

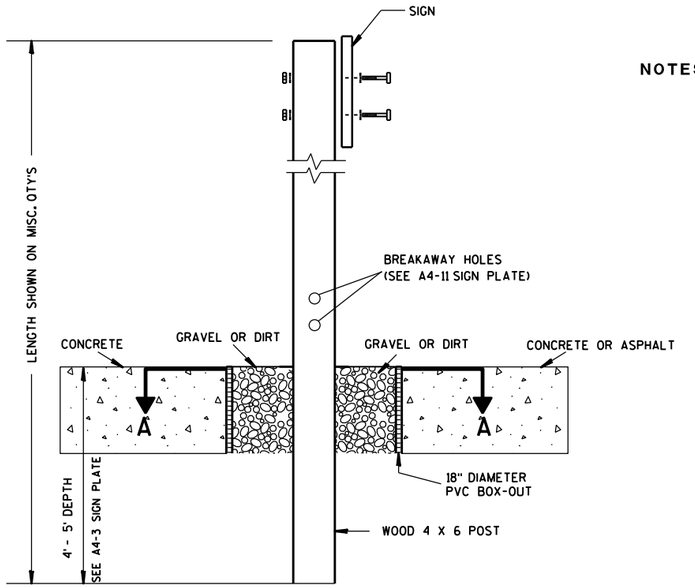
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

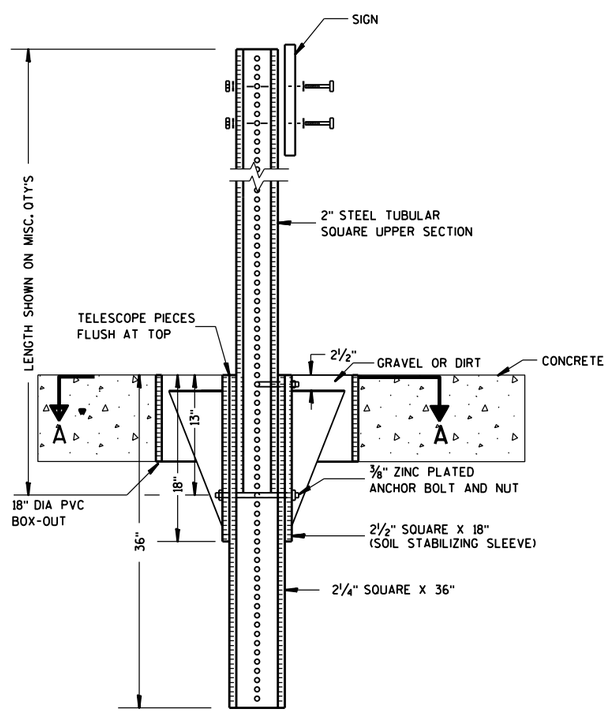
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 156	E



ELEVATION VIEW

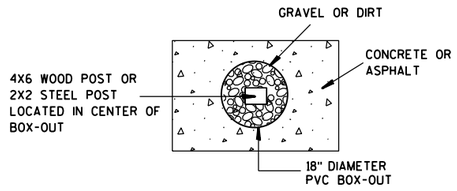
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

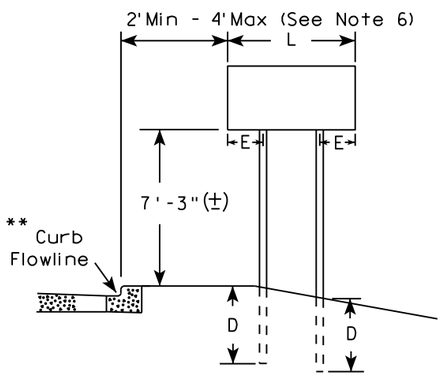
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

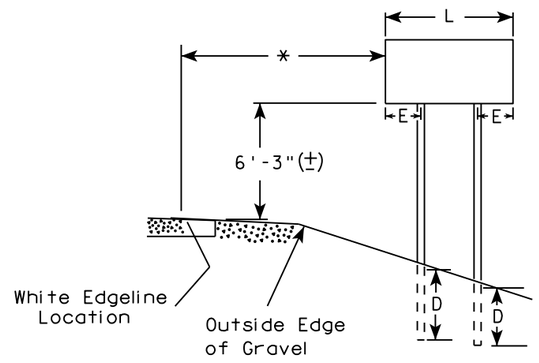
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

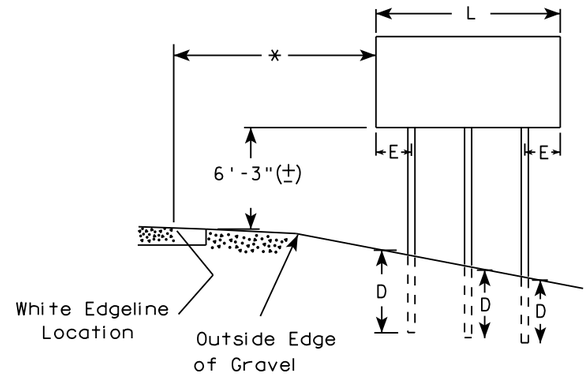
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

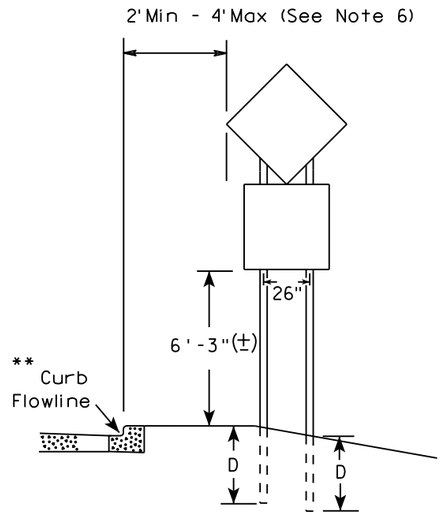
URBAN AREA



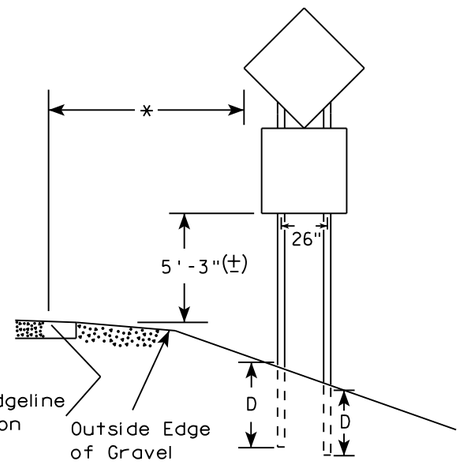
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

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

POST EMBEDMENT DEPTH

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

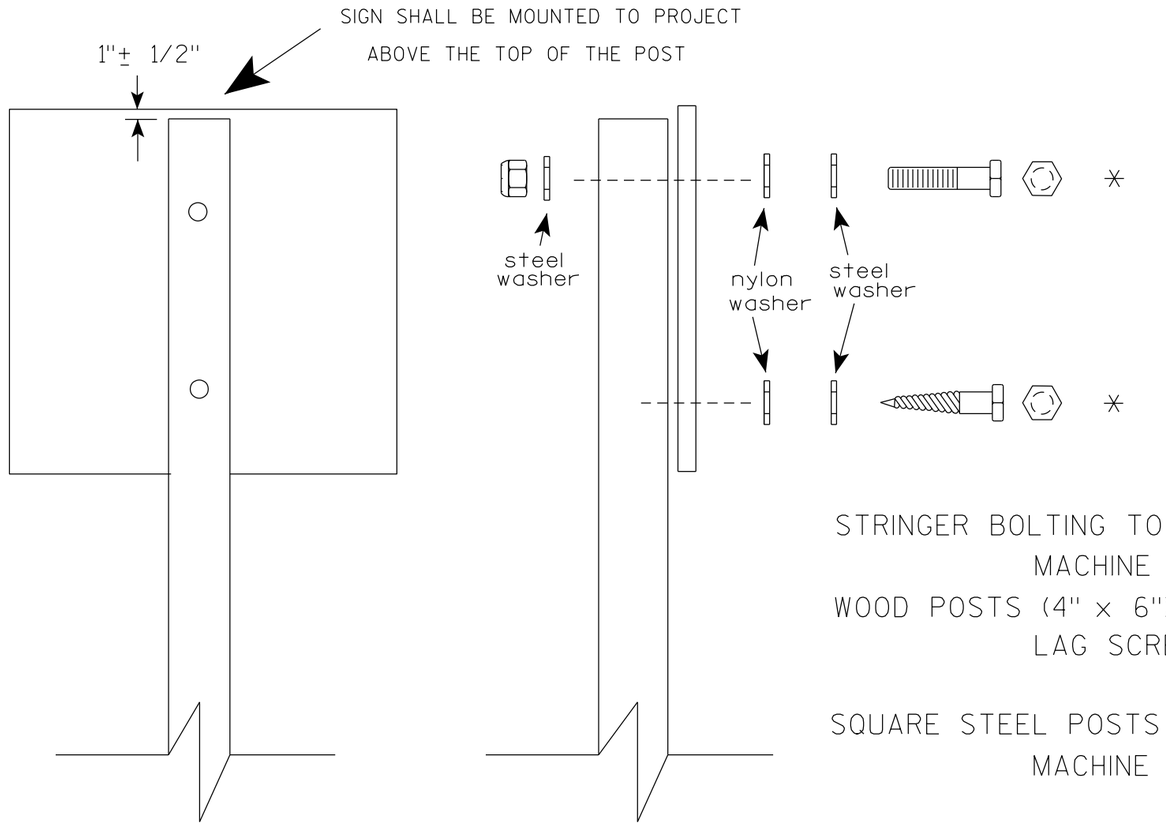
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 158	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

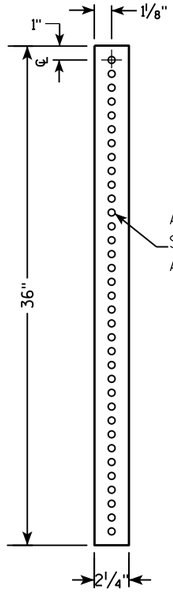
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

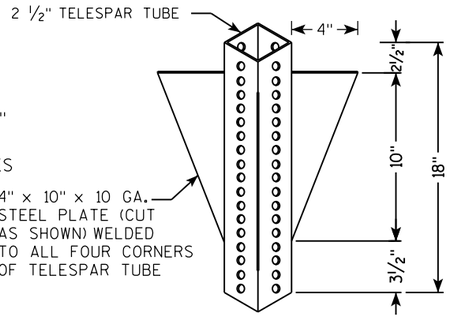
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

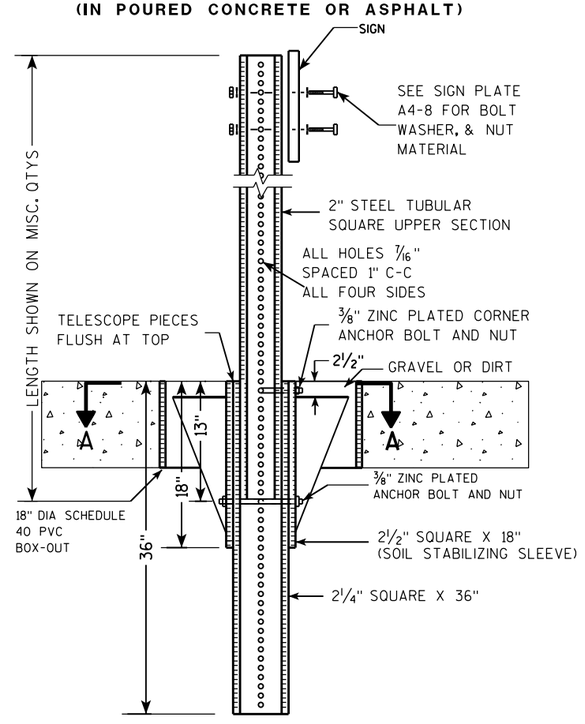
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



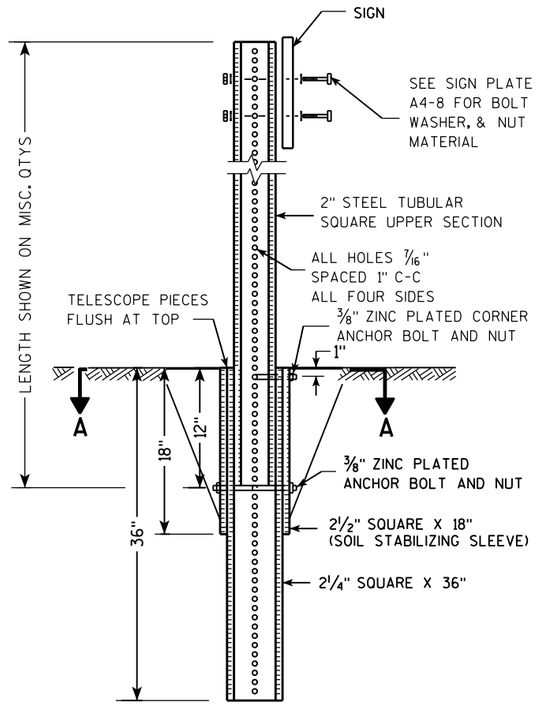
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

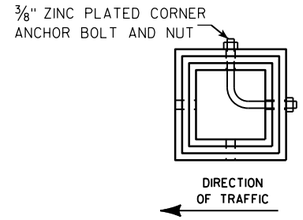


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

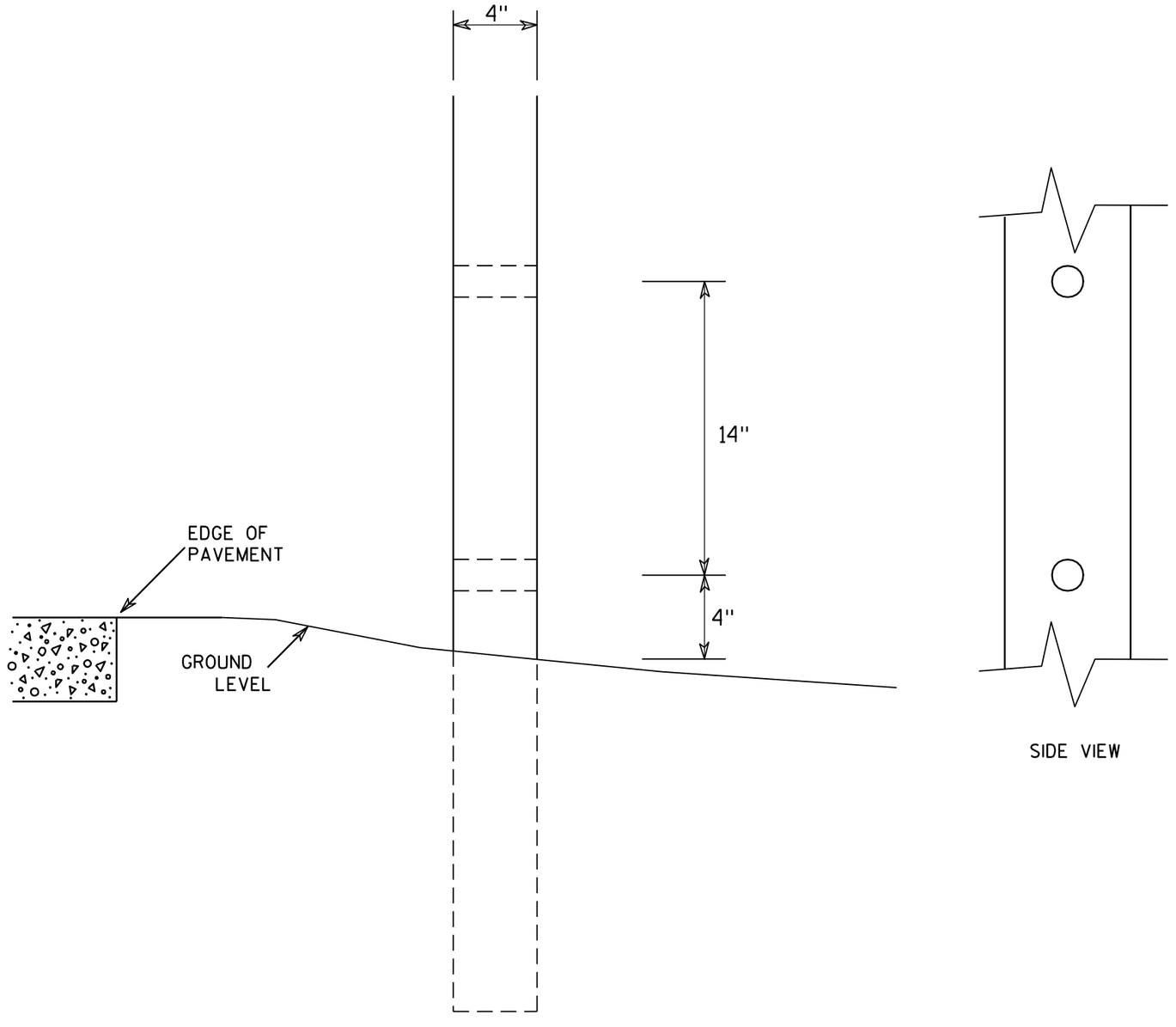
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

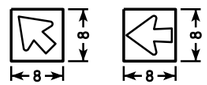
WISCONSIN DEPT OF TRANSPORTATION

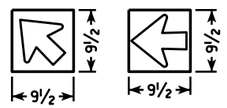
APPROVED Chester J Spang for State Traffic Engineer

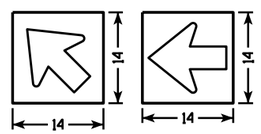
DATE 3/27/97 PLATE NO. A4-11.2

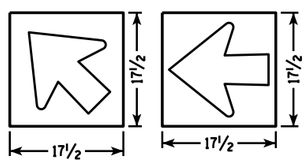
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







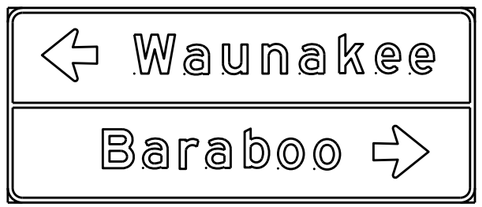


GENERAL NOTES

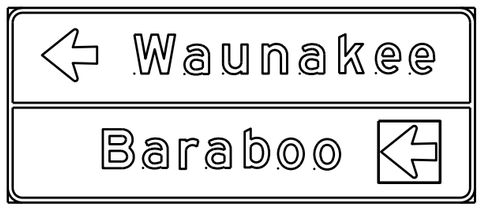
1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. 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

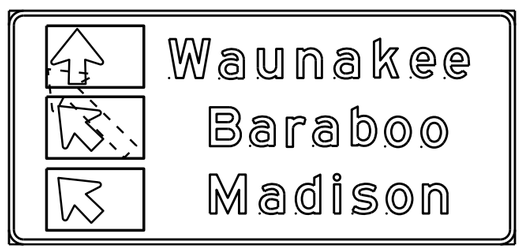
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

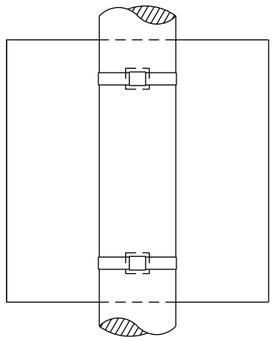
SHEET NO: E

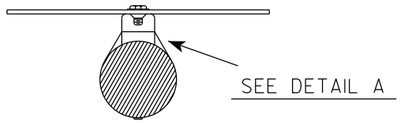
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

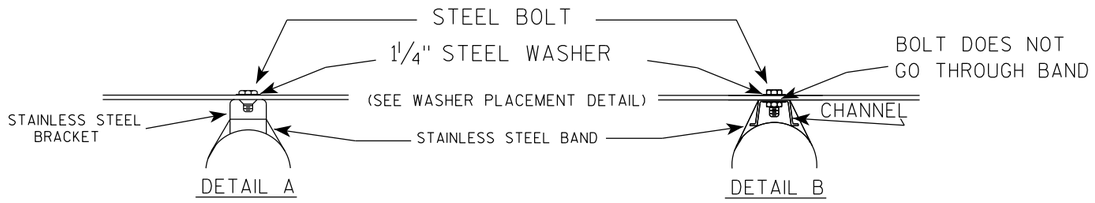
WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



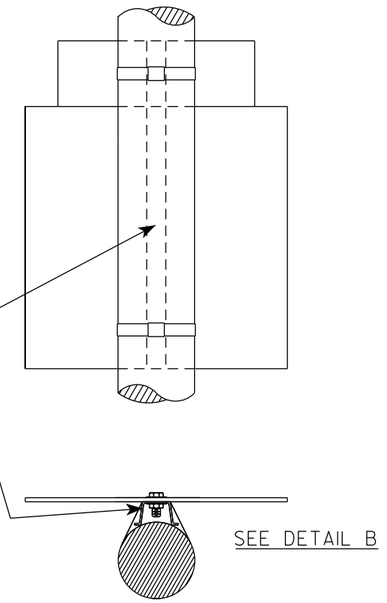




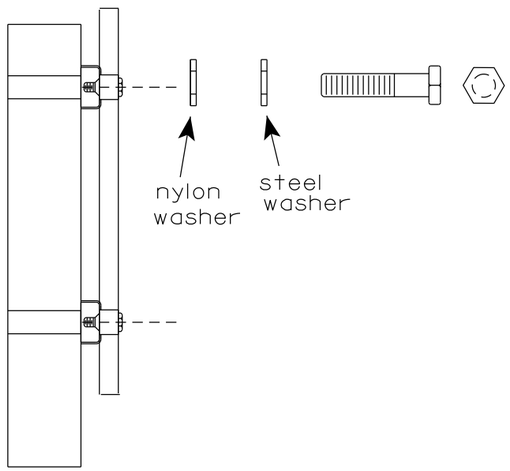
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

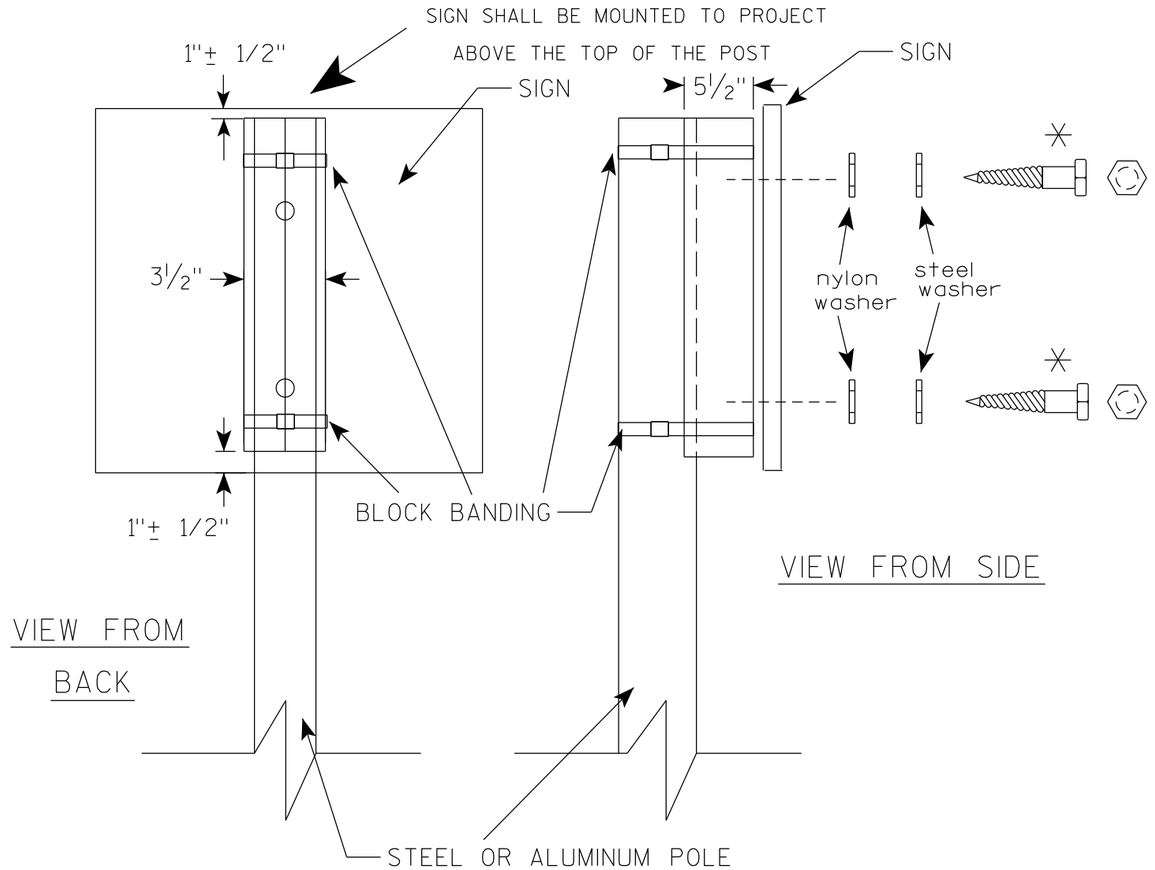
DATE 6/10/19 PLATE NO. A5-9.4

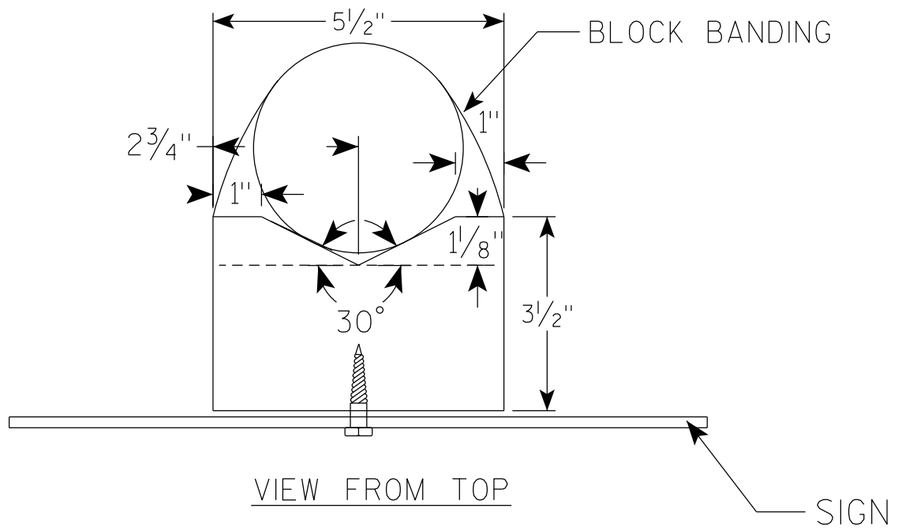
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 163	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

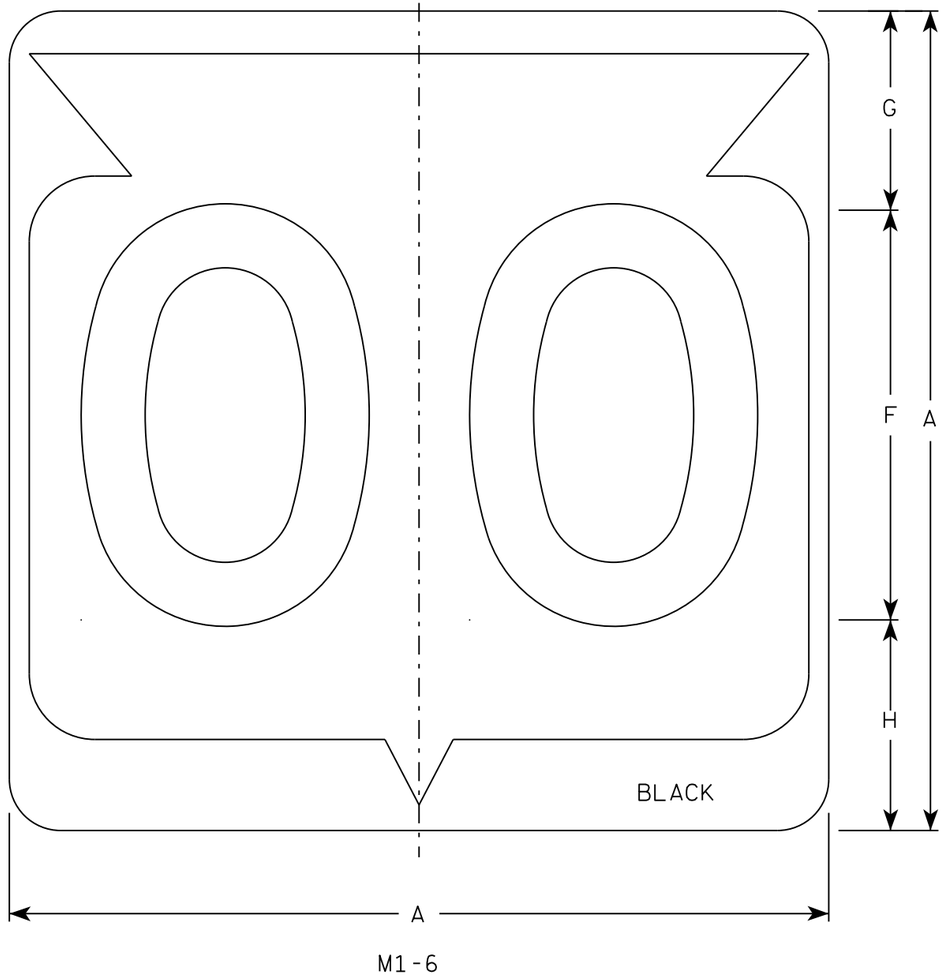
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:

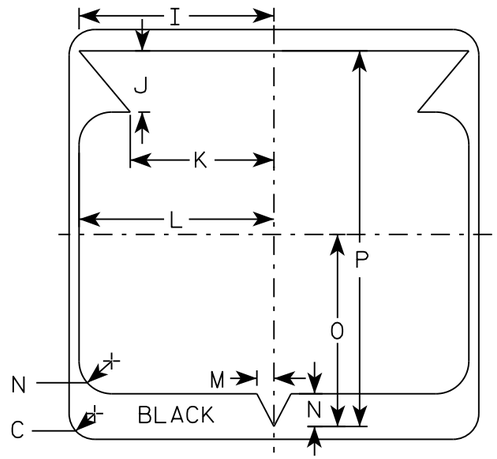
SHEET NO: 164 E



M1-6

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.



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

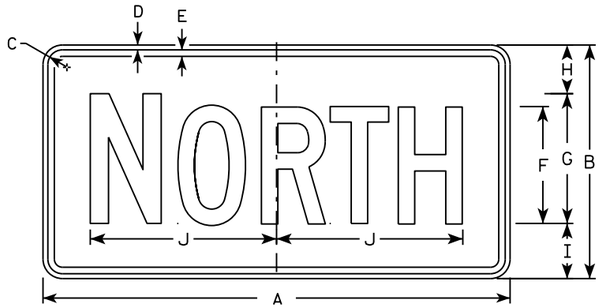
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

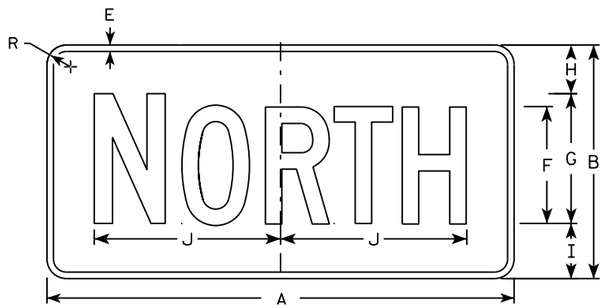
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 165 | E



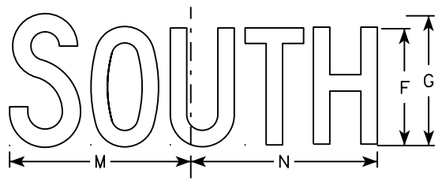
M3-1
MM3-1
MP3-1



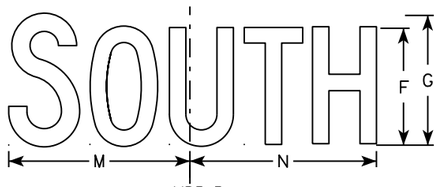
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

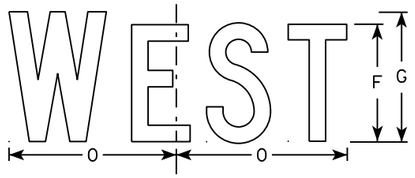
MB3-2
MK3-2
MN3-2



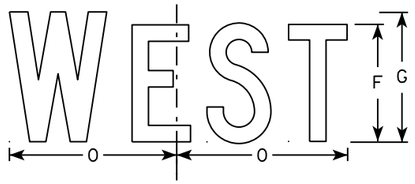
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

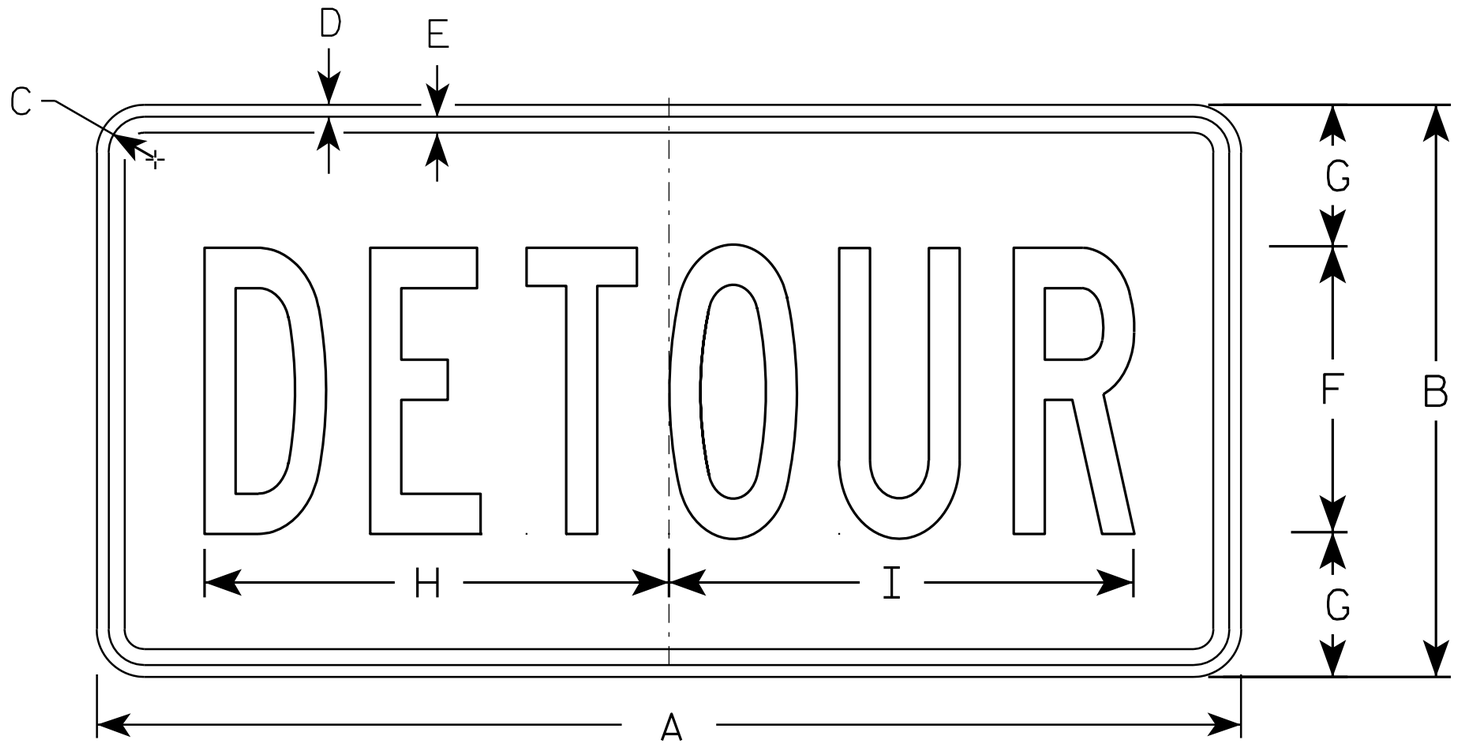
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

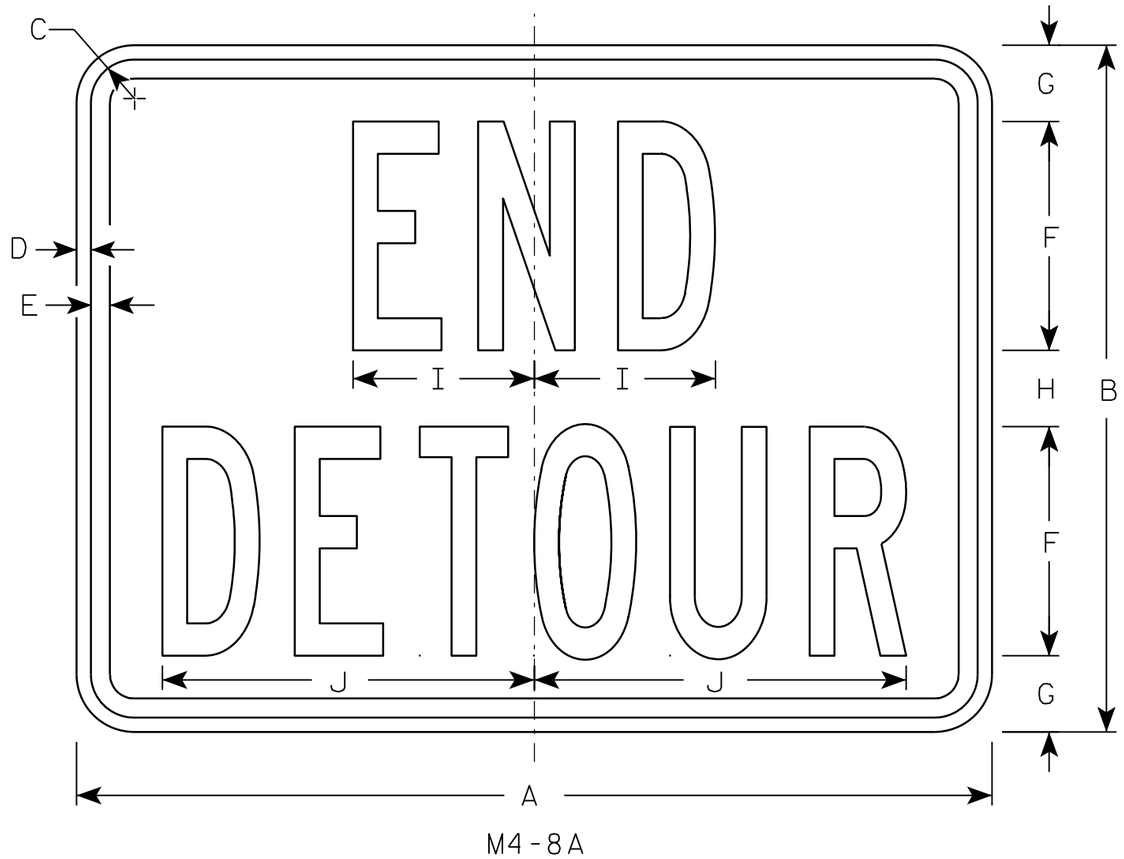
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 167	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

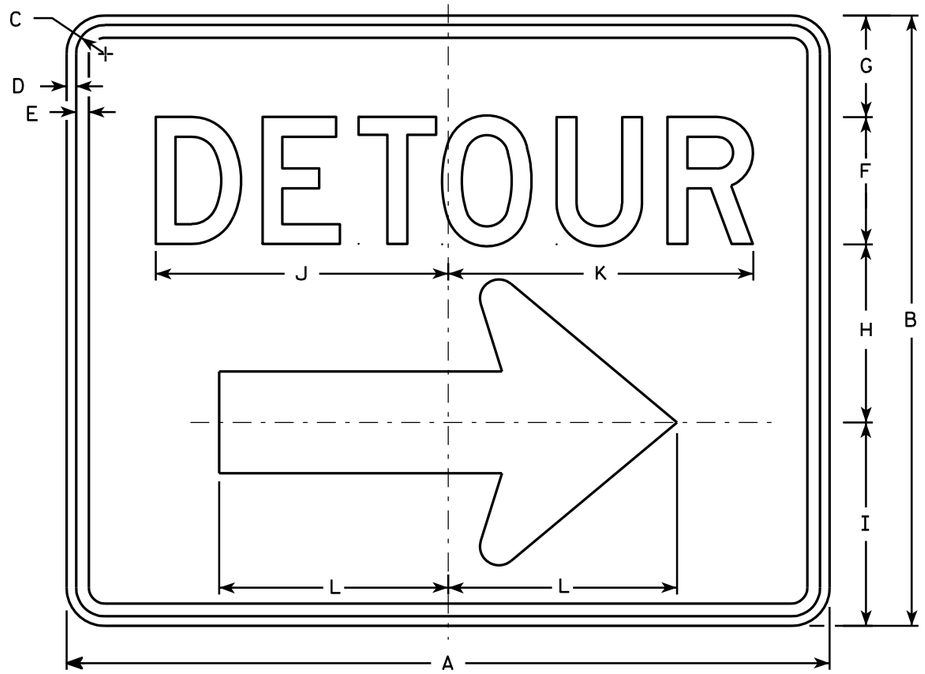
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

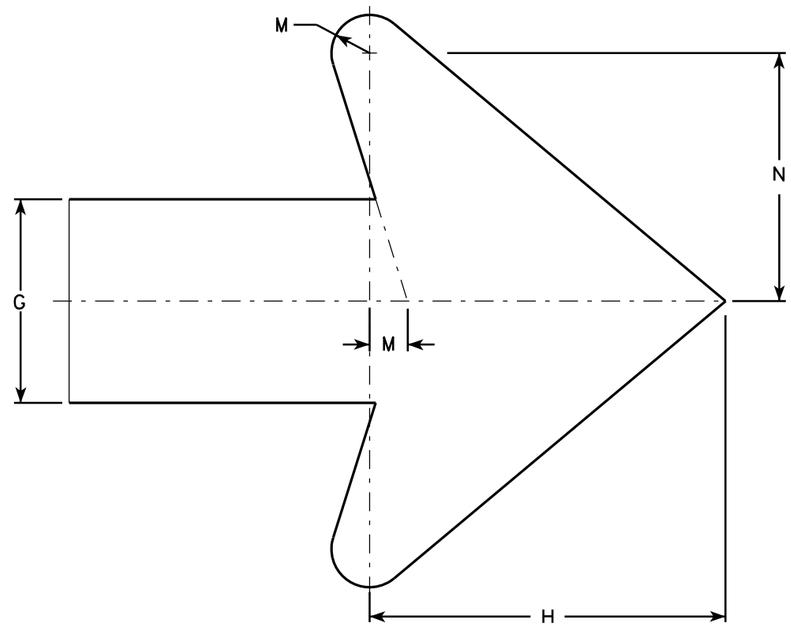
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

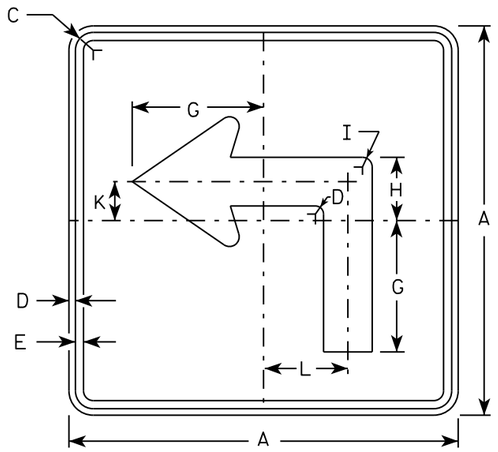
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

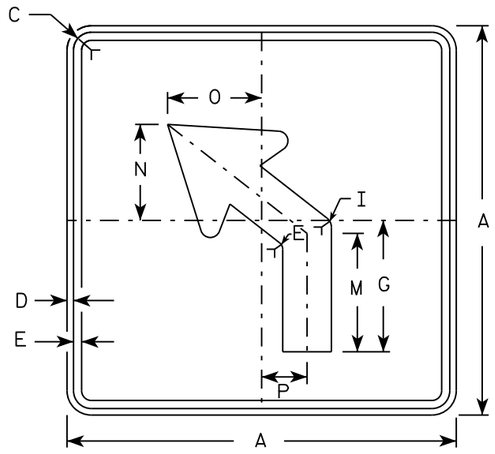
APPROVED Matthew R Rauch
for State Traffic Engineer

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

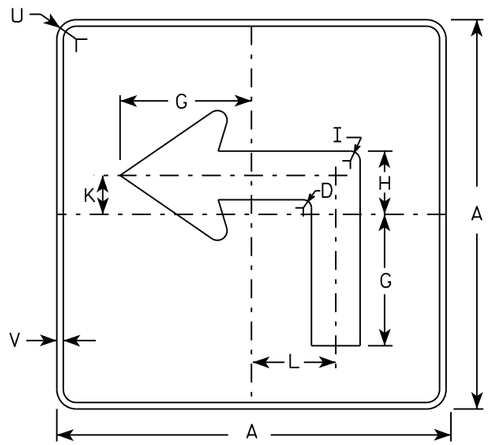
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 169	E



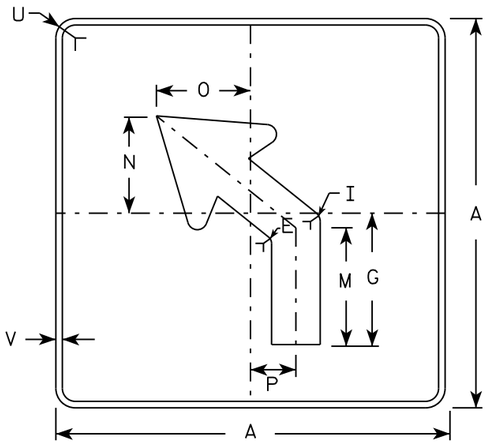
M5-1L
MM5-1L
MO5-1L
MP5-1L



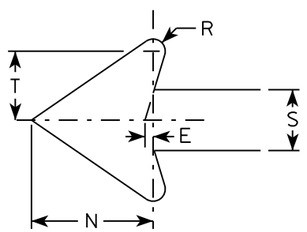
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

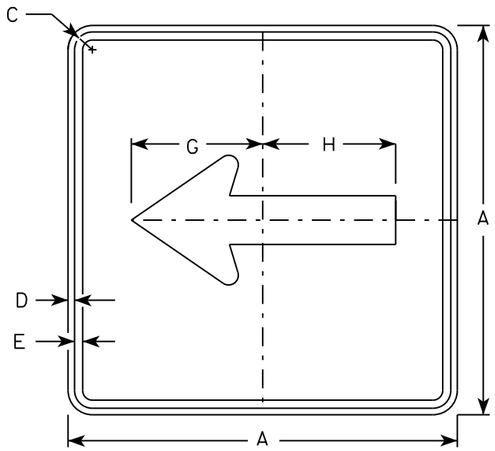
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

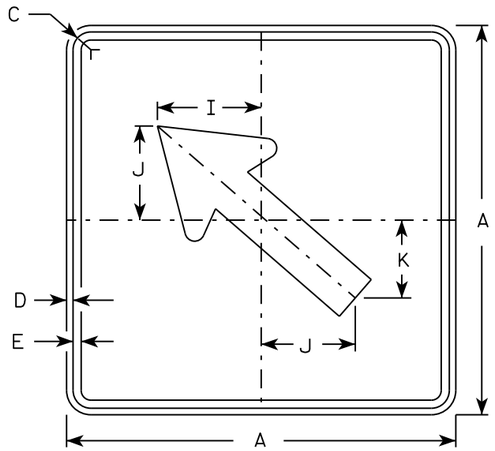
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



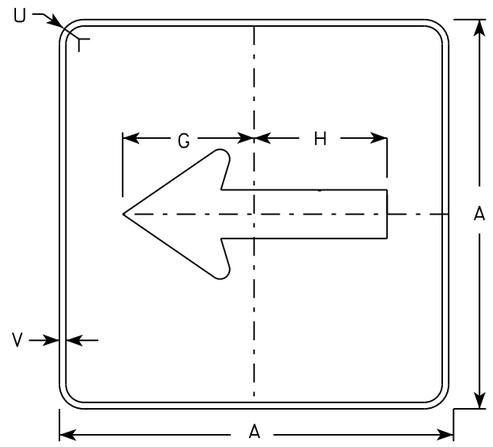
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

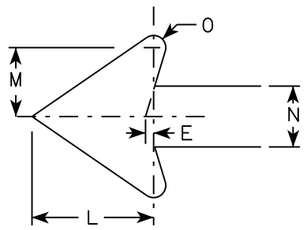
NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1

MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

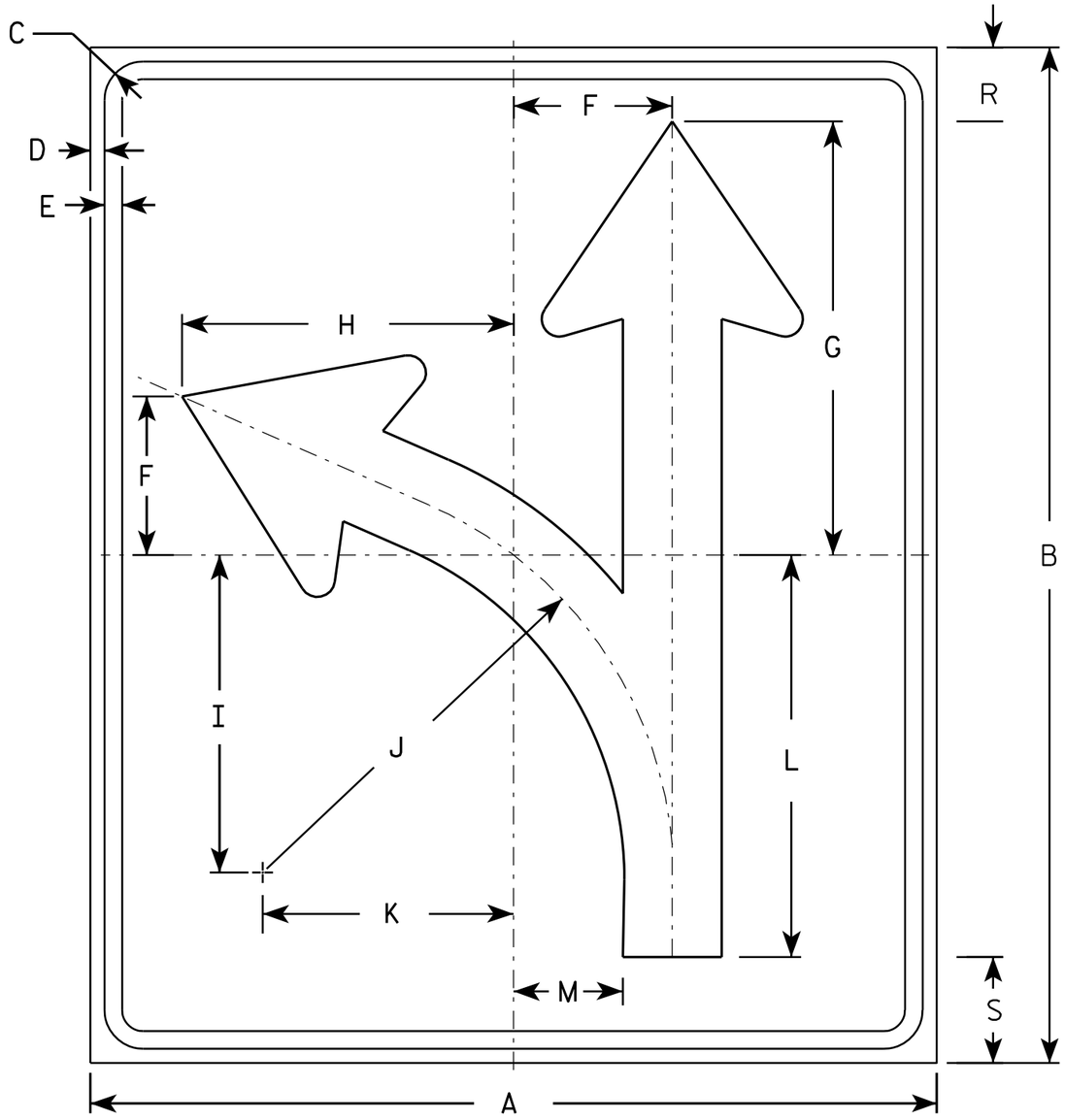
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 171 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

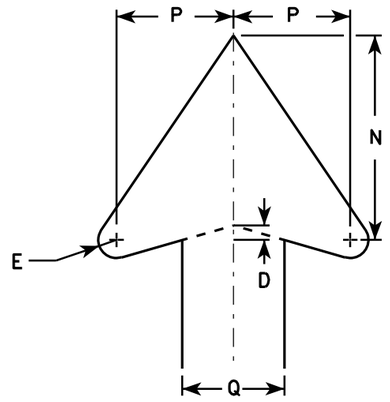
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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																											

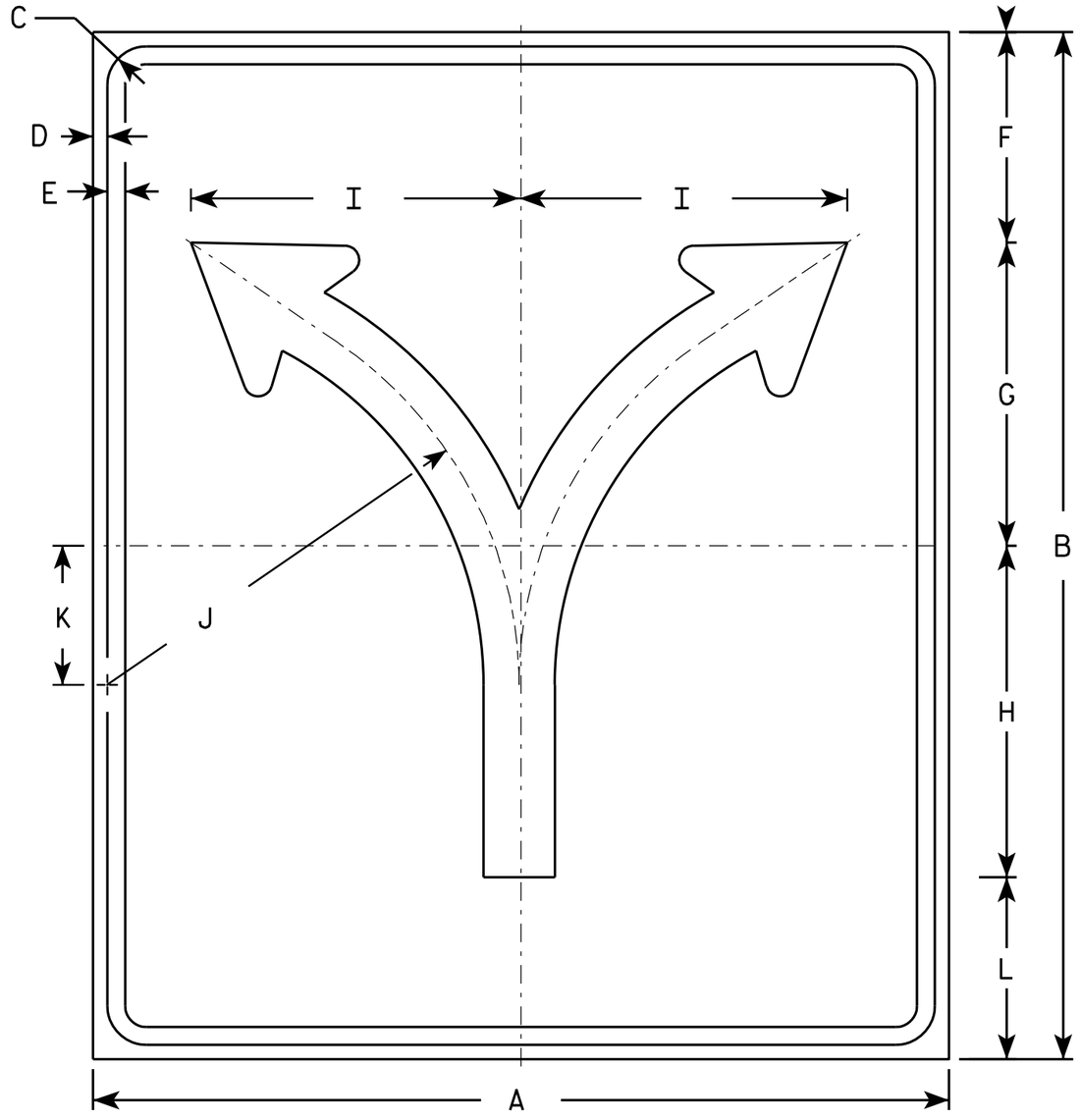
STANDARD SIGN
R3-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R3-60.3

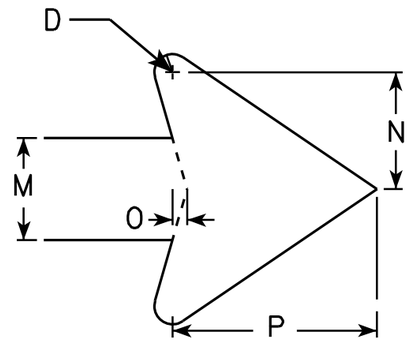
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E



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

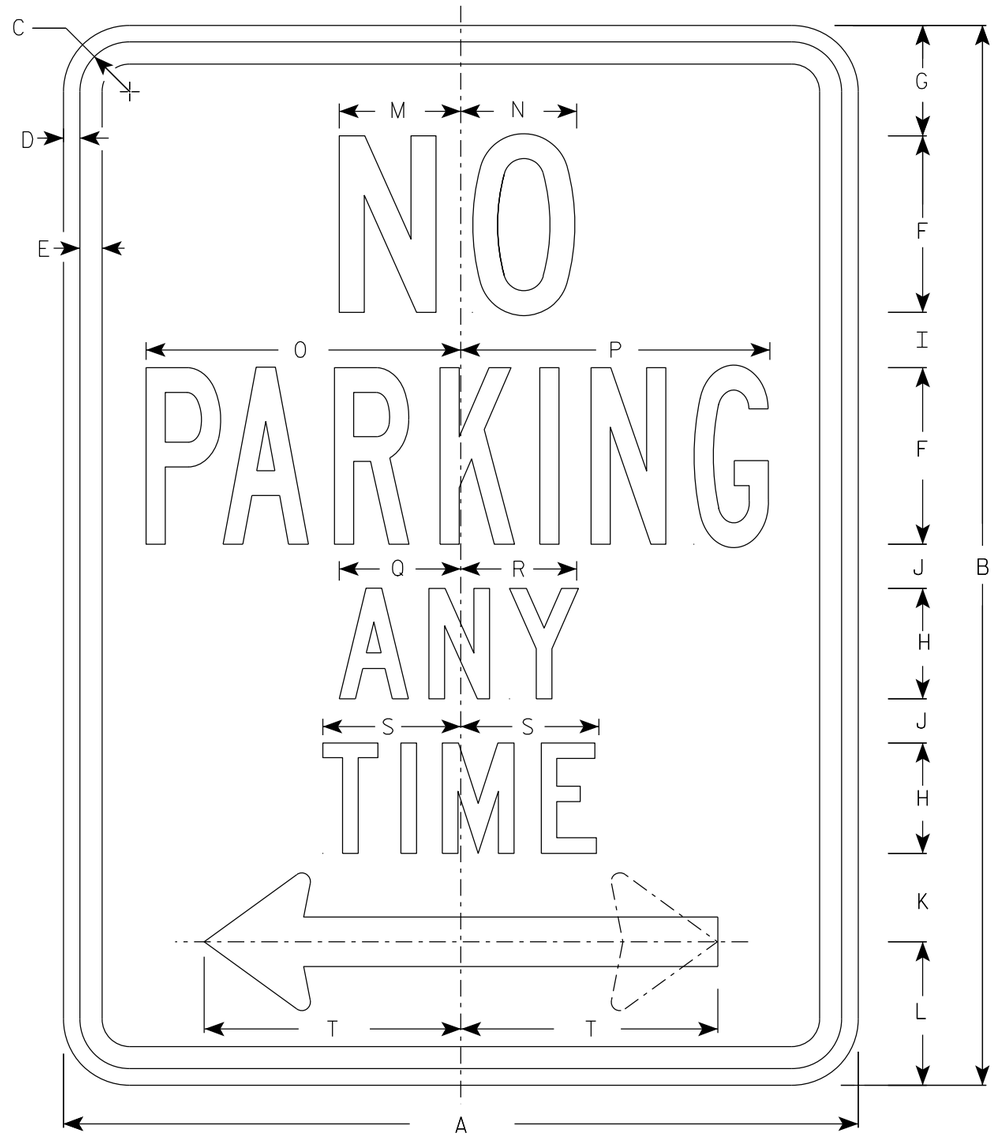
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R360T.DGN PLOT DATE : 25-MAR-2011 13:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.214163:1.000000

WISDOT/CADDS SHEET 42

7

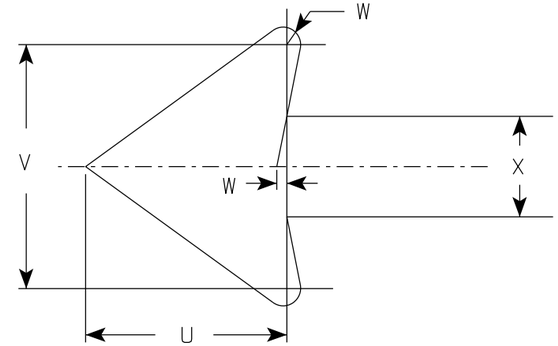
7



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

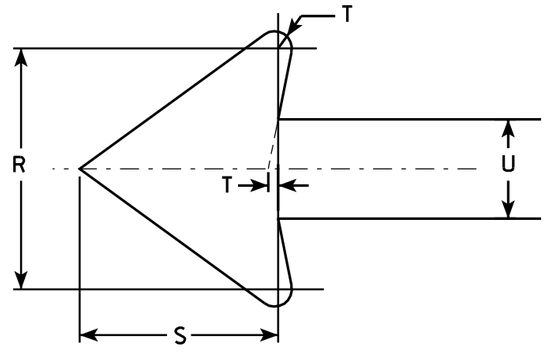
7

7

R7-5

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.



* - 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	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																											

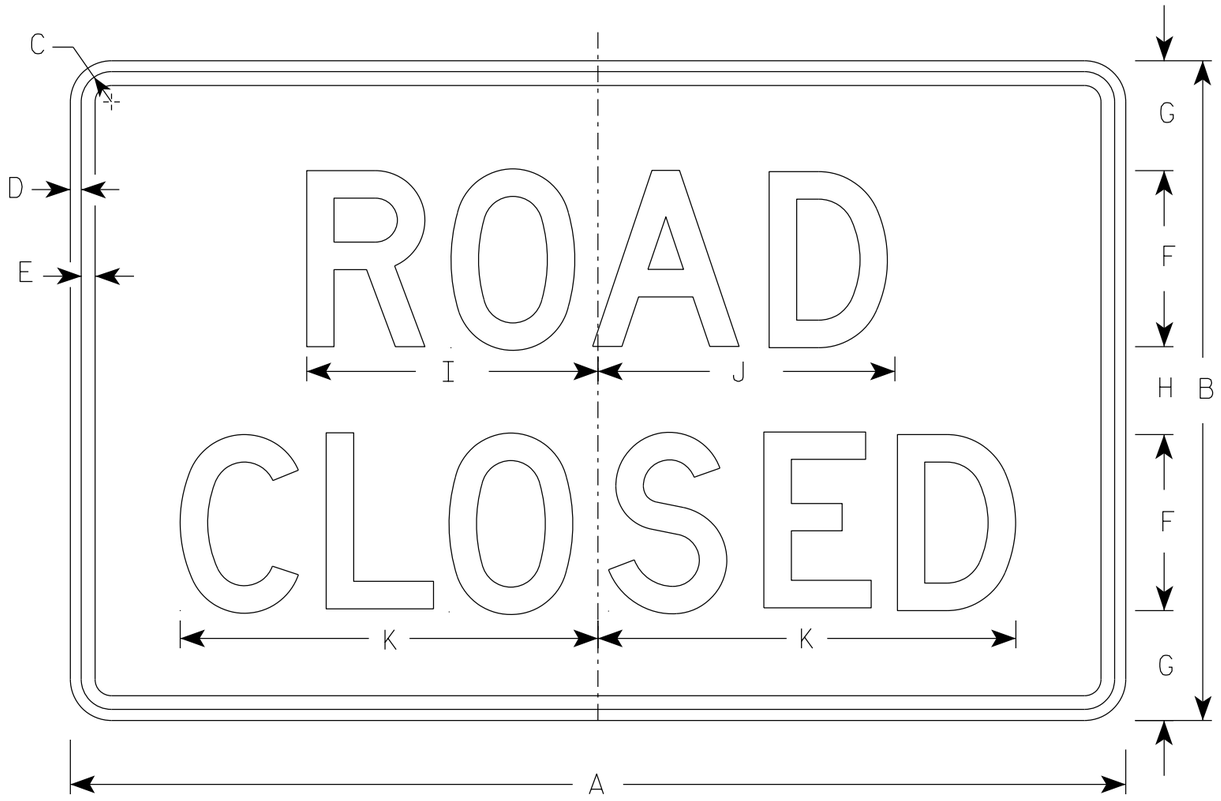
STANDARD SIGN
R7-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

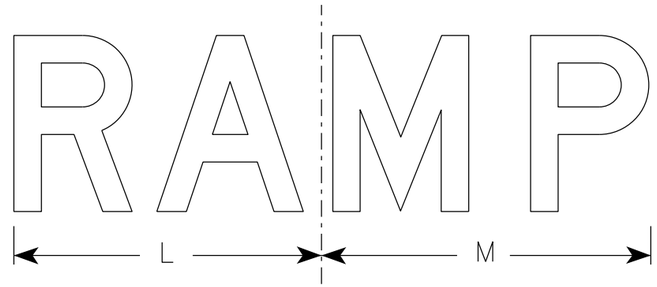
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E



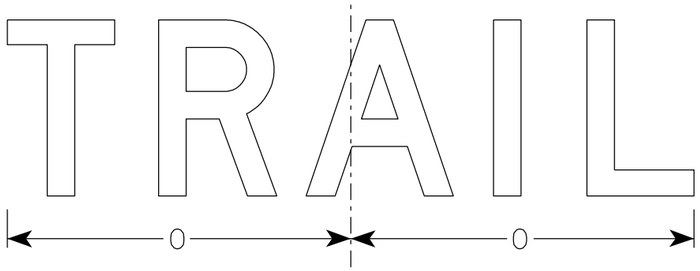
R11-2

NOTES

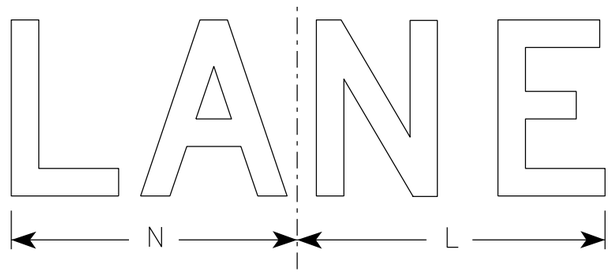
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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

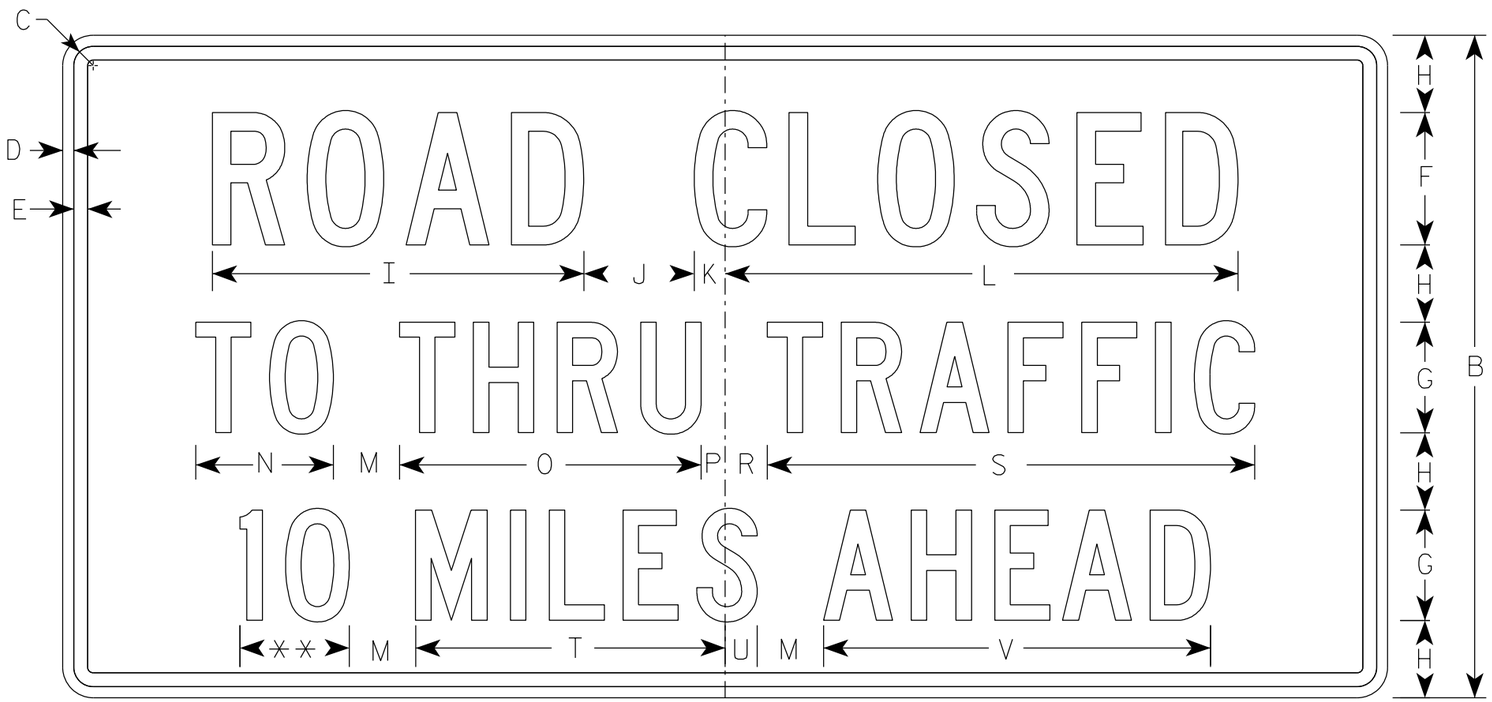
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

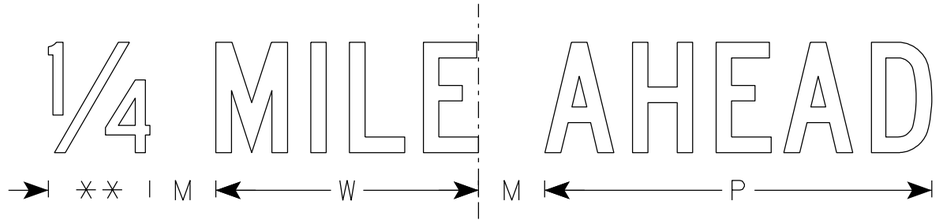
NOTES

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

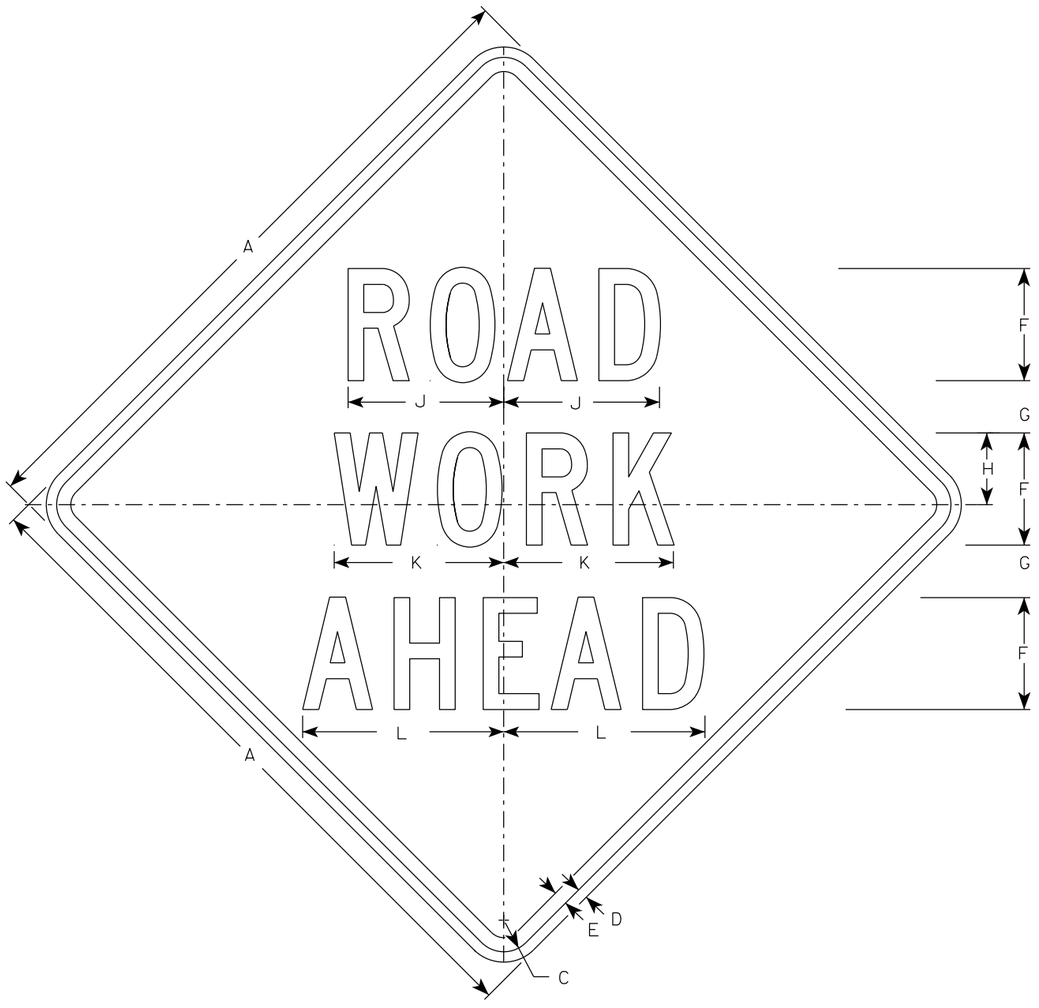
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

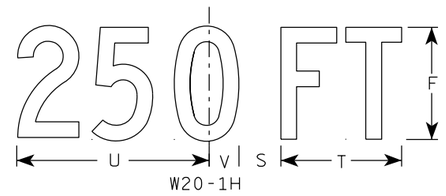
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E

NOTES

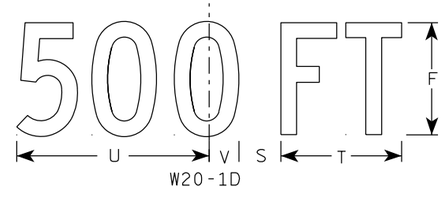
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

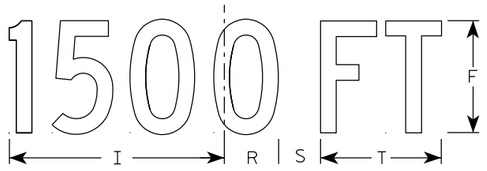


W20-1H

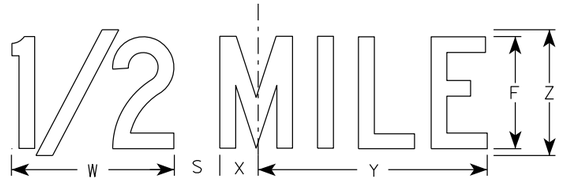


W20-1D

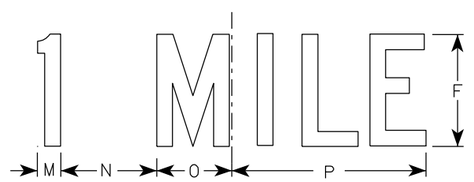
W20-1C



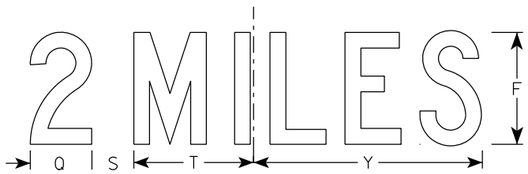
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

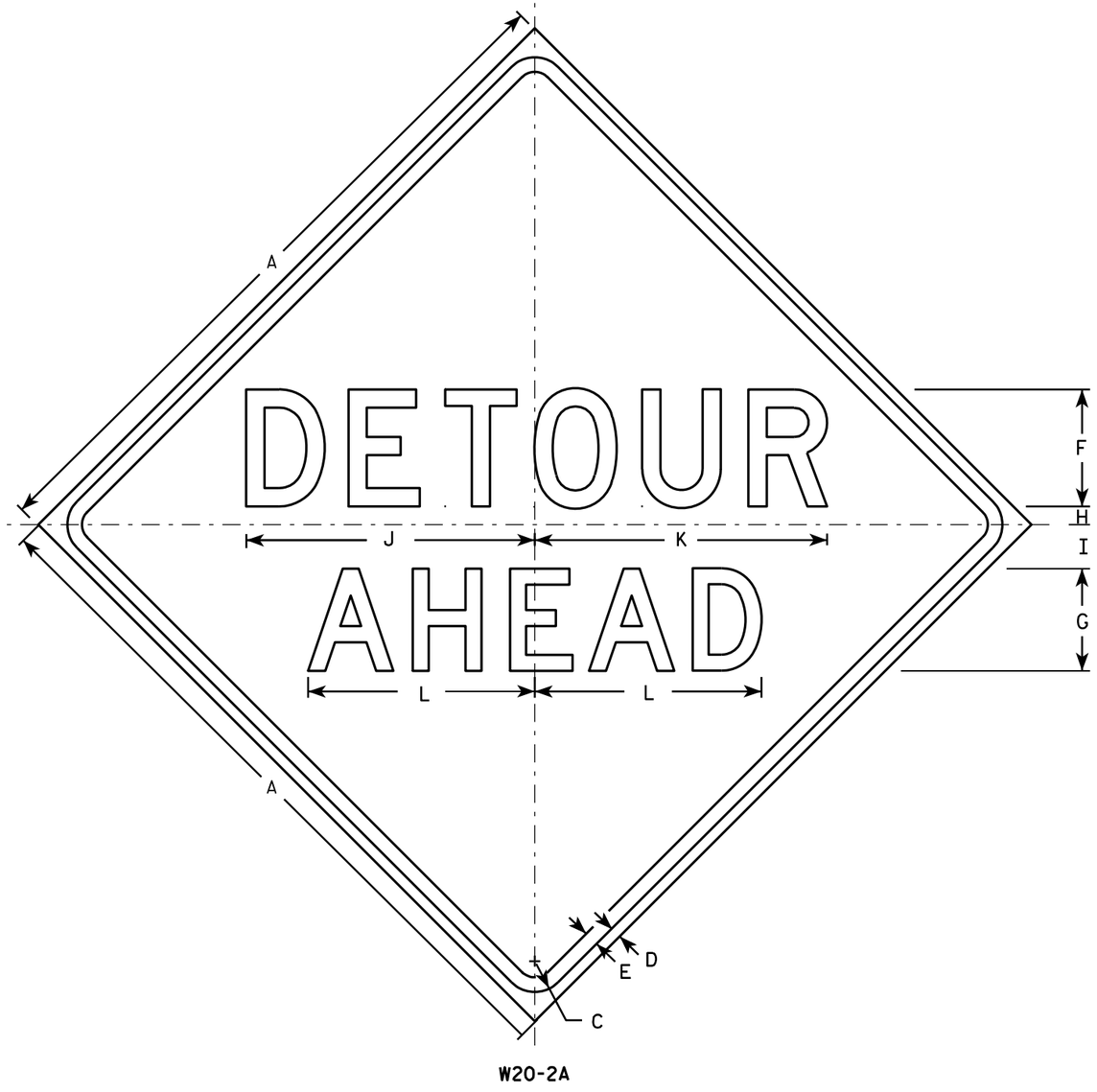
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

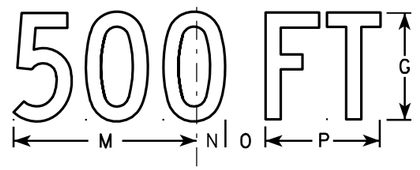
WISDOT/CADDS SHEET 42

7

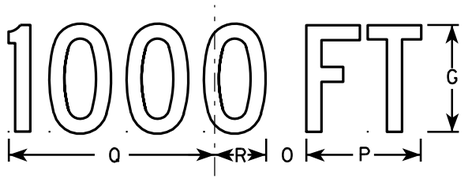
7



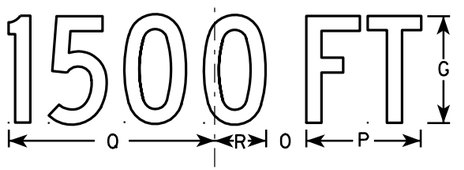
W20-2A



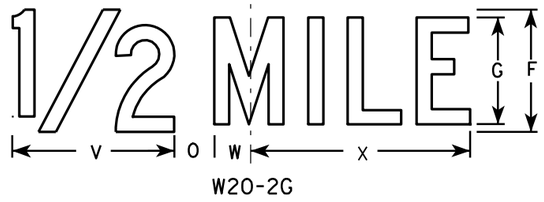
W20-2D



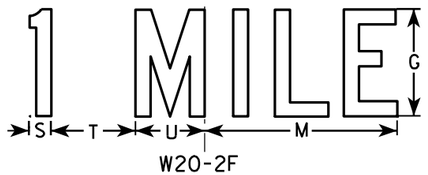
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

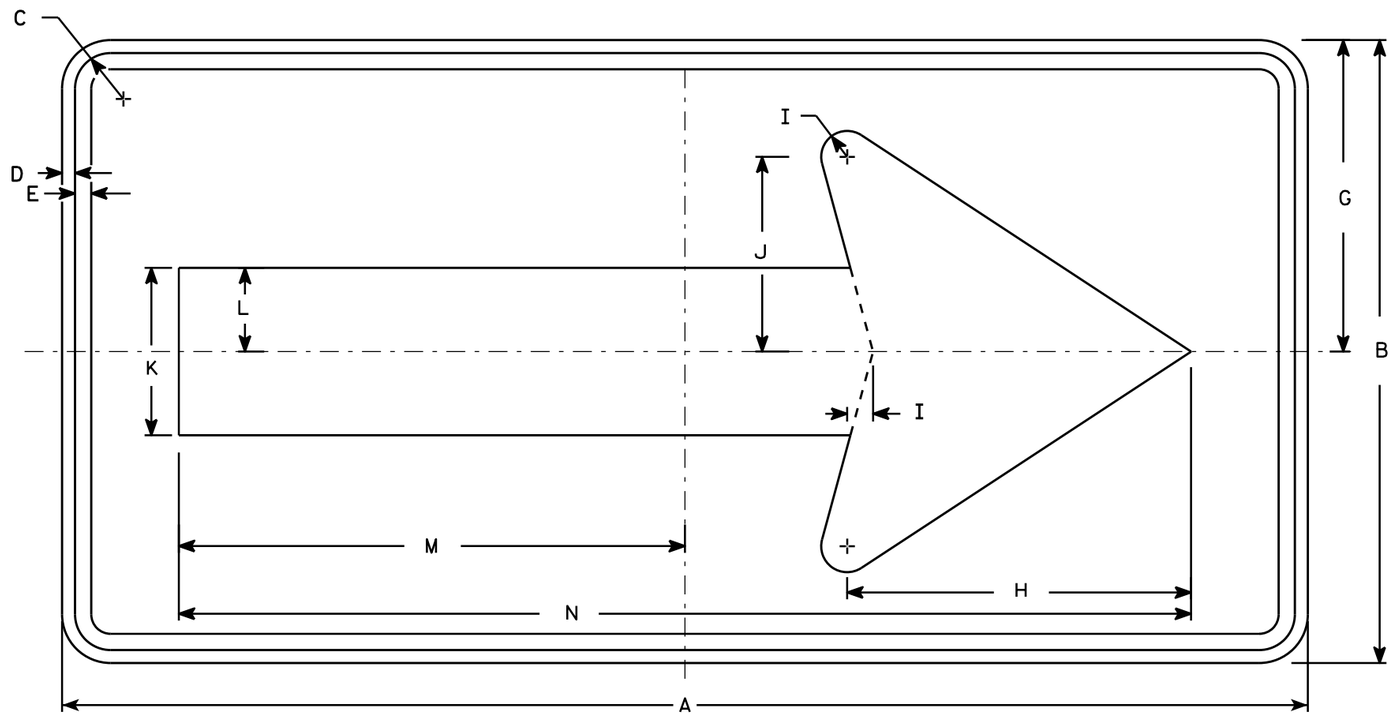
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W01-6

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.

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 W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov