RHI

December 2024

PROJECT ID: 9931-02-72

WITH: N/A

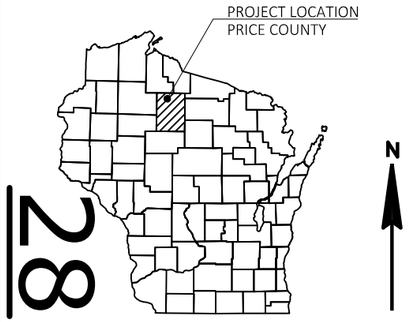
COUNTY: PRICE

28

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control 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 = 202



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF PARK FALLS

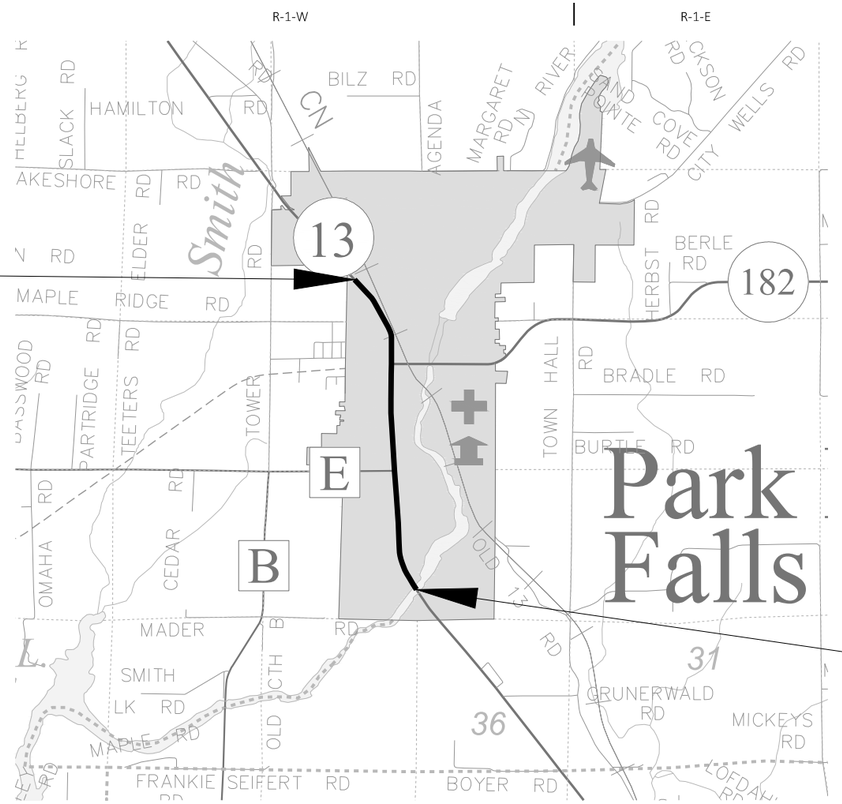
N FORK FLAMBEAU RVR BRDG - 5TH ST N

STH 13

PRICE COUNTY

STATE PROJECT NUMBER
9931-02-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9931-02-72	WISC 2025120	1



END PROJECT
STA 1604+00
Y = 505,646.705
X = 756,160.676

BEGIN PROJECT
STA 1489+63
Y = 494,848.230
X = 758,317.386

DESIGN DESIGNATION

A.A.D.T.	2023	=	8,440
A.A.D.T.	2043	=	9,250
D.H.V.		=	649
D.D.		=	59/41
T.		=	7.1%
DESIGN SPEED		=	45 MPH / 35 MPH
ESALS		=	1,410,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
WOODED OR SHRUB AREA		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

LAYOUT

SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 2.166 MILES

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

ORIGINAL PLANS PREPARED BY

MSA

1835 North Stevens St, Rhinelander WI 54501
(715) 362-3244 www.msa-ps.com

© MSA Professional Services, Inc.

WISCONSIN PROFESSIONAL ENGINEER
ALEX PASSOW E-464886 MINOCQUA WI

DATE: 07/29/2024 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	ANDREW CASPER
Regional Examiner	FRED SCHUNKE
Regional Supervisor	KAI KILEN

APPROVED FOR THE DEPARTMENT

DATE: 8/1/2024 Andrew Casper (Signature)

E

GENERAL NOTES

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

R/W APPROXIMATE BASED ON AS-BUILTS/GIS DATA.

THE ALIGNMENT IS FOR STATION REFERENCE ONLY EXCEPT WHERE DETAILS OR CROSS SECTIONS ARE SHOWN. THE ROAD WAY CENTERLINES ALL MATCH EXISTING CENTERLINE.

SECTION 2 ORDER

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
PEDESTRIAN STAGING

AS-BUILTS

PROJECT: 9931-02-70 (2012)

DNR

DEPARTMENT OF NATURAL RESOURCES
WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI, 54501
PHONE: (715) 365-8916
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

PRICE COUNTY SURVEYOR

ALFRED SCHNEIDER
126 CHERRY STREET
ROOM 9
PHILLIPS, WI, 54555
PHONE: (715) 339-2985
EMAIL: SURVEYOR@CO.PRICE.WI.US

UTILITIES

COMMUNICATIONS

CENTURYLINK
KYLE SCHLAMPP
20 S. WILSON AVENUE
RICE LAKE, WI 54868
PHONE: (715) 475-2029 (OFFICE)
EMAIL: KYLE.SCHLAMPP@LUMEN.COM

PRICE COUNTY TELEPHONE COMPANY
KIRK BOGDANOVIC
105 N. AVON AVENUE
PHILLIPS, WI 54555
PHONE: (715) 339-7511 (OFFICE)
PHONE: (715) 820-0082 (MOBILE)
EMAIL: KBOGDANOVIC@NORVADO.COM

SPECTRUM COMMUNICATIONS
DAN LUDWIG
853 MCINTOSH STREET
WAUSAU, WI 54403
PHONE: (715) 722-9424 (OFFICE)
EMAIL: DAN.LUDWIG@CHARTER.COM

ELECTRIC

XCEL ENERGY
KELLI GAGO
310 HICKORY HILLS LANE
PHILLIPS, WI 54555
PHONE: (715) 737-1150 (OFFICE)
EMAIL: KELLI.K.GAGO@XCELENERGY.COM

SEWER

PARK FALLS WATER & SEWER DEPARTMENT
BILL HOFFMAN
400 4TH AVENUE S
PARK FALLS, WI 54552
PHONE: (715) 661-3778 (OFFICE)
EMAIL: DPW@CITYOFPARKFALLS.COM

GAS/PETROLEUM

XCEL ENERGY
CHERI MARCHELLO
1751 LIBERTY STREET
IRONWOOD, MI 49938
PHONE: (906) 767-5125 (OFFICE)
EMAIL: CHERI.J.MARCHELLO@XCELENERGY.COM

WATER

PARK FALLS WATER & SEWER DEPARTMENT
BILL HOFFMAN
400 4TH AVENUE S
PARK FALLS, WI 54552
PHONE: (715) 661-3778 (OFFICE)
EMAIL: DPW@CITYOFPARKFALLS.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		2-6	6 & OVER	0-2	2-6	6 & OVER
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 - 0.60											
ASPHALT:	0.70 - 0.95											
CONCRETE:	0.80 - 0.95											
BRICK:	0.70 - 0.80											
DRIVES, WALKS:	0.75 - 0.85											
ROOFS:	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

EROSION CONTROL NOTES

RUNOFF COEFFICIENTS FOR THIS PROJECT: EXISTING SIDE SLOPES 0.30, PROPOSED SIDE SLOPES 0.30, EXISTING PAVEMENT 0.95, PROPOSED PAVEMENT 0.95.

TOTAL PROJECT AREA = 10.1 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.3 ACRES

* - NOT A MEMBER OF DIGGERS HOTLINE

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

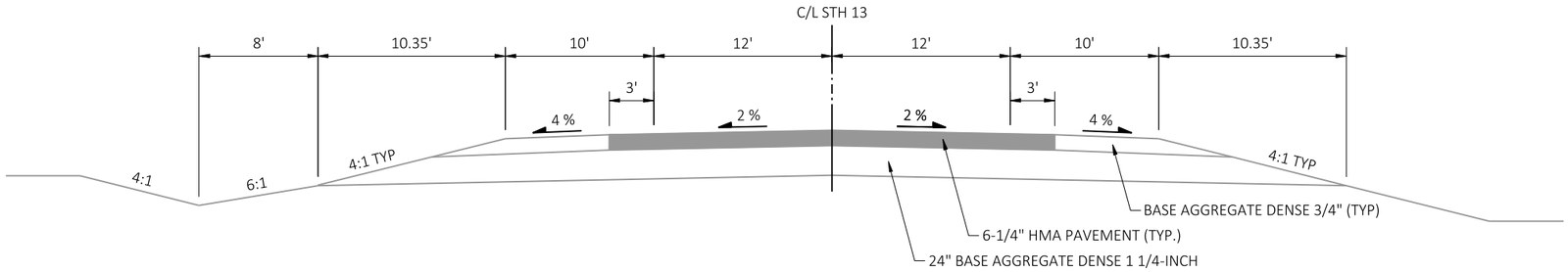
PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 6/12/2024 10:16 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:500 FT

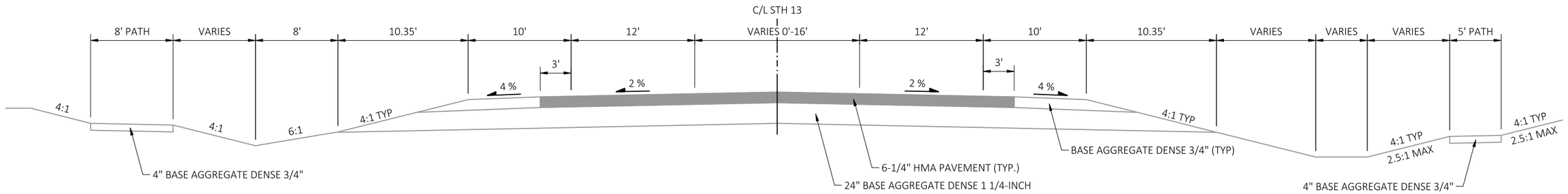
WISDOT/CADDS SHEET 44

2



EXISTING TYPICAL SECTION

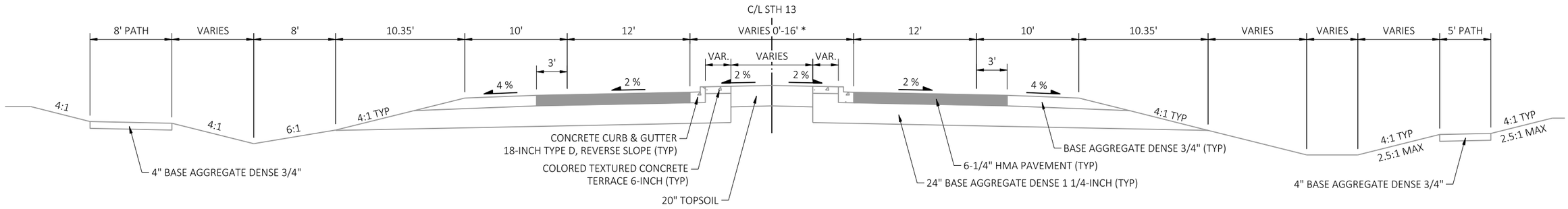
STA 1489+63 - STA 1492+15



EXISTING TYPICAL SECTION

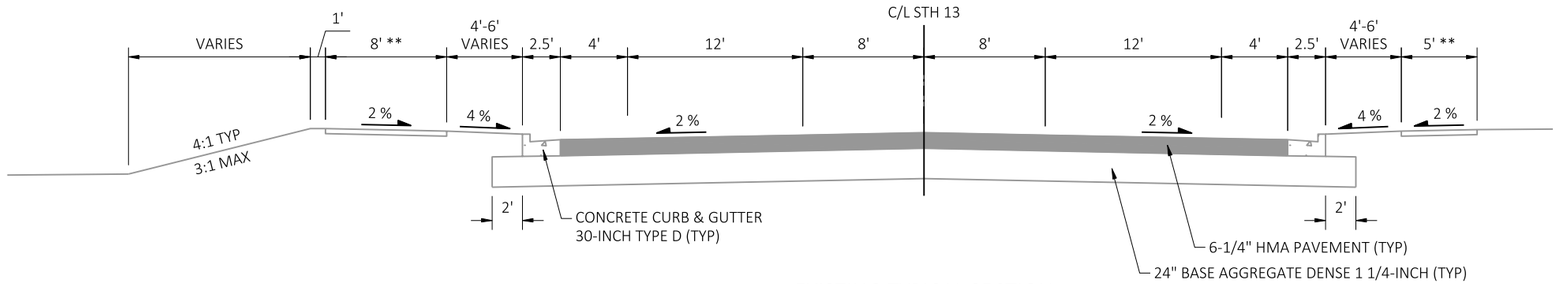
STA 1492+15 - STA 1493+60

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 4	E



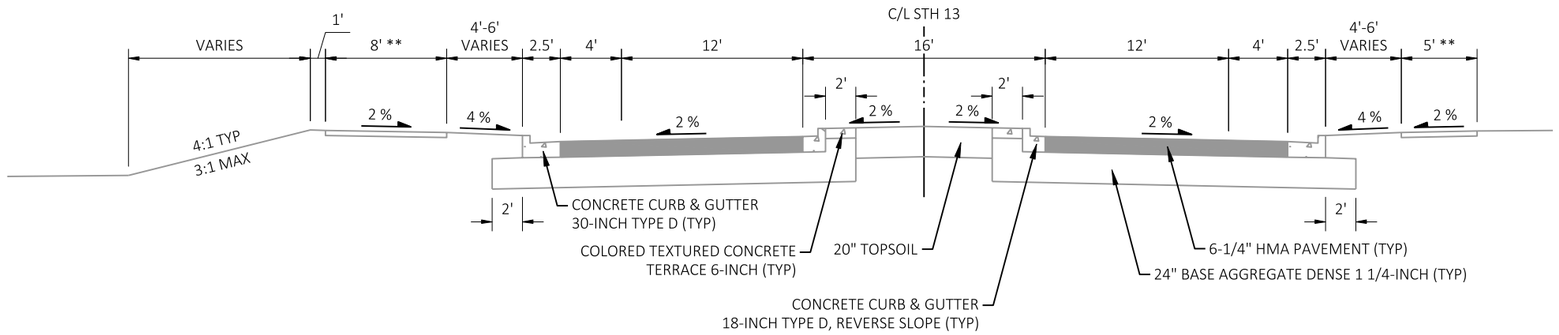
EXISTING TYPICAL SECTION

STA 1493+60 - STA 1495+00



EXISTING TYPICAL SECTION

STA 1495+00 - STA 1497+75
STA 1499+25 - STA 1504+10
STA 1505+75 - STA 1513+50
STA 1514+20 - STA 1525+66

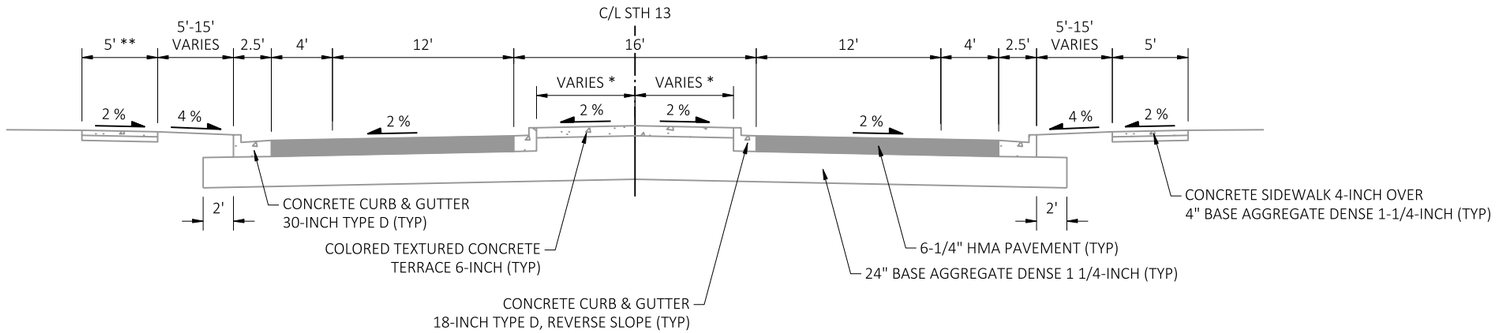


EXISTING TYPICAL SECTION

STA 1497+75 - STA 1499+25
STA 1504+10 - STA 1505+75
STA 1513+50 - STA 1514+20

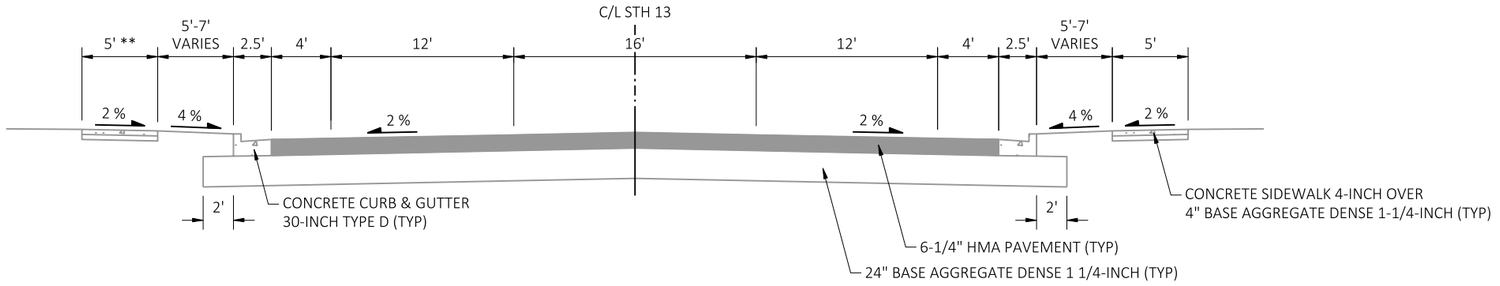
NOTES:
* SEE DETAIL SHEETS FOR RAISED MEDIAN LAYOUT.

** SEE PLAN - CONCRETE SIDEWALK, 4-INCH OVER 4" BASE AGGREGATE DENSE 1-1/4-INCH OR 4" BASE AGGREGATE DENSE 3/4-INCH.



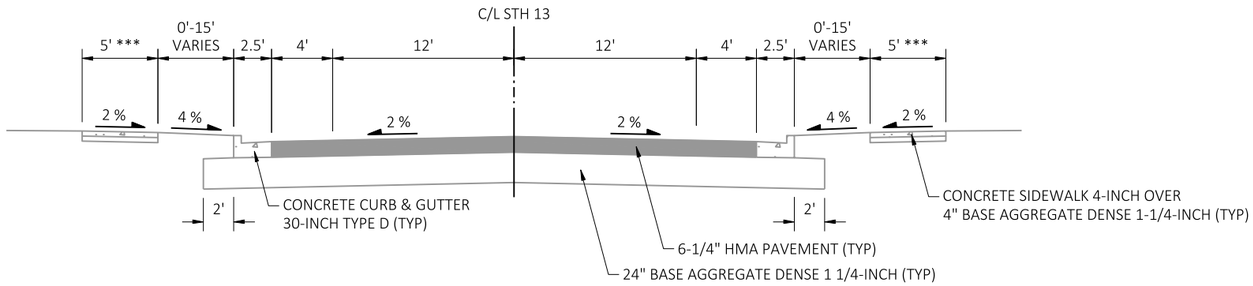
EXISTING TYPICAL SECTION

STA 1525+66 - STA 1531+12
STA 1562+92 - STA 1568+38



EXISTING TYPICAL SECTION

STA 1531+12 - STA 1542+15



EXISTING TYPICAL SECTION

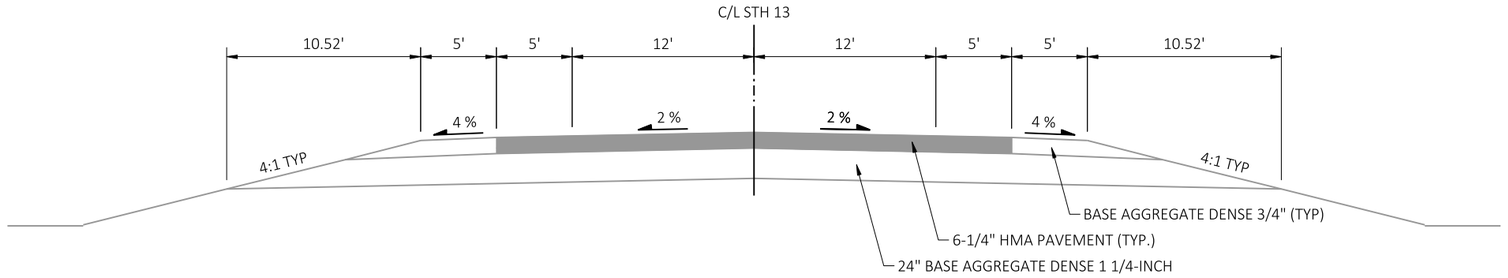
STA 1542+15 - STA 1562+92
STA 1568+38 - STA 1592+00

NOTES:

* SEE DETAIL SHEETS FOR RAISED MEDIAN LAYOUT.

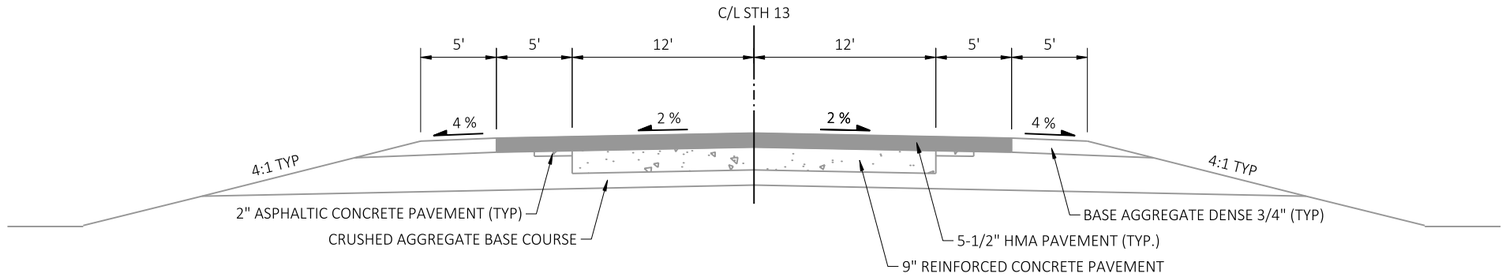
** 8' WIDE FROM STA 1524+45 - STA 1528+00
6' WIDE FROM STA 1562+92 - STA 1568+38

*** 6' WIDE FROM STA 1554+00 - STA 1568+75 LT
AND FROM STA 1560+30 - STA 1573+20 RT



EXISTING TYPICAL SECTION

STA 1592+00 - STA 1599+00



EXISTING TYPICAL SECTION

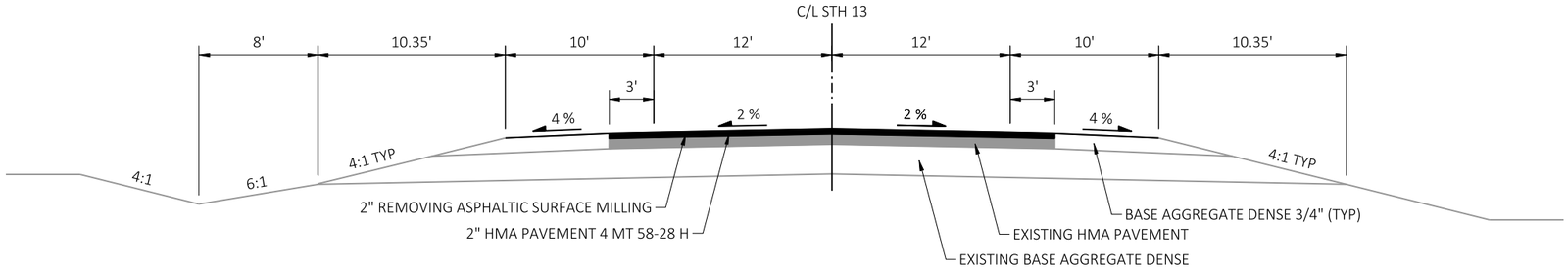
STA 1599+00 - STA 1604+00

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts

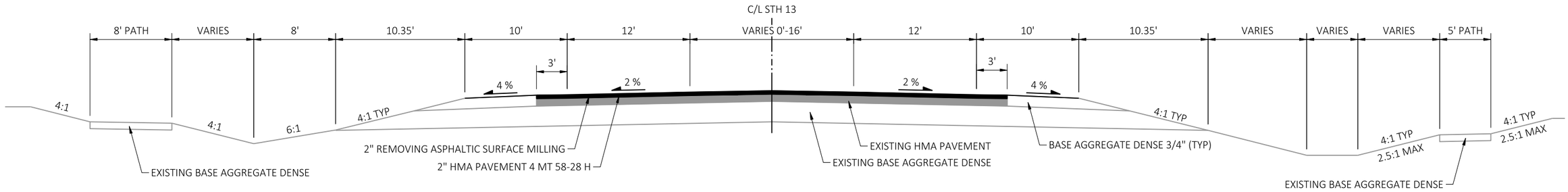
PLOT DATE : 6/12/2024 10:13 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION

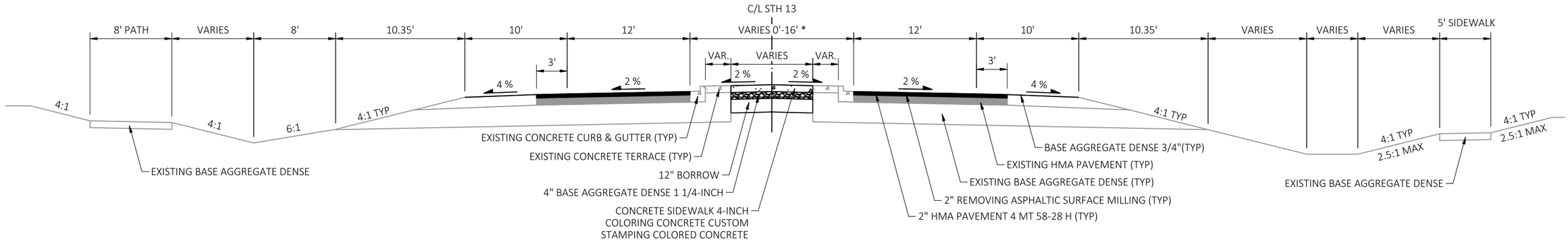
STA 1489+63 - STA 1492+15



FINISHED TYPICAL SECTION

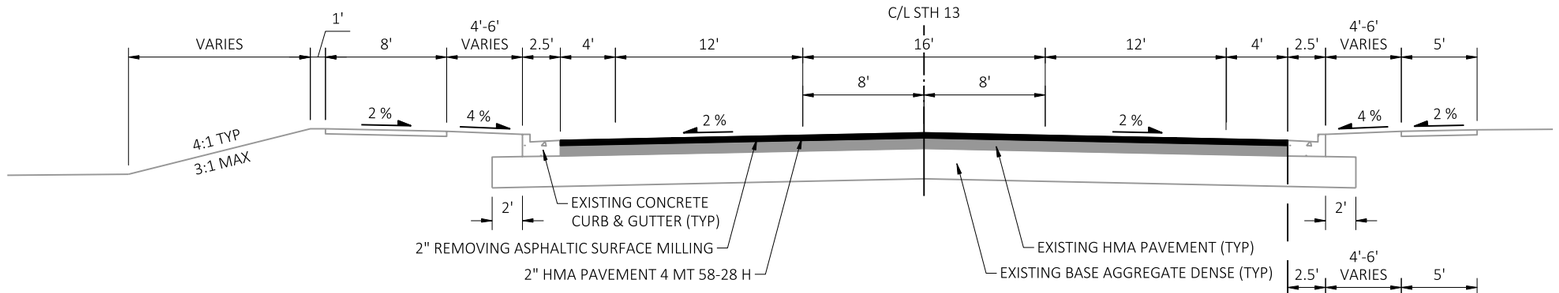
STA 1492+15 - STA 1493+60

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 8	E



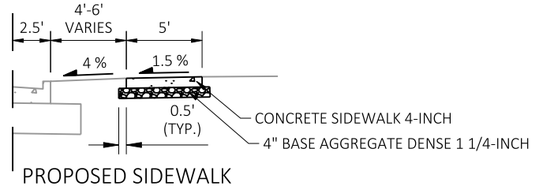
FINISHED TYPICAL SECTION

STA 1493+60 - STA 1495+00



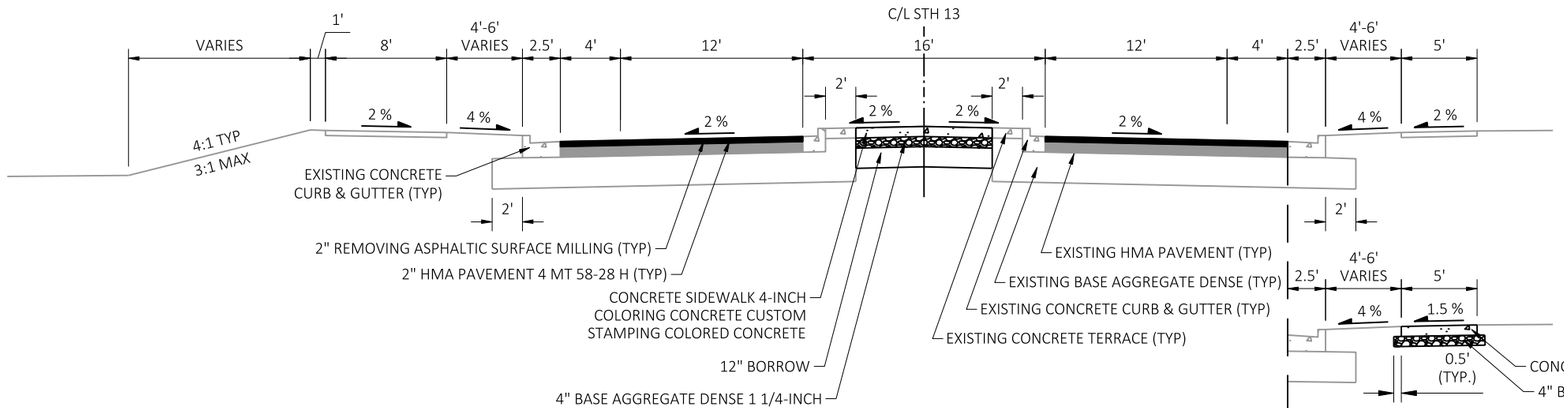
FINISHED TYPICAL SECTION

STA 1495+00 - STA 1497+75
STA 1499+25 - STA 1504+10
STA 1505+75 - STA 1513+50
STA 1514+20 - STA 1525+66



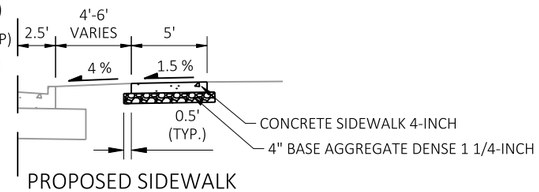
PROPOSED SIDEWALK

STA 1496+25 - STA 1497+75
STA 1499+25 - STA 1499+58



FINISHED TYPICAL SECTION

STA 1497+75 - STA 1499+25
STA 1504+10 - STA 1505+75
STA 1513+50 - STA 1514+20

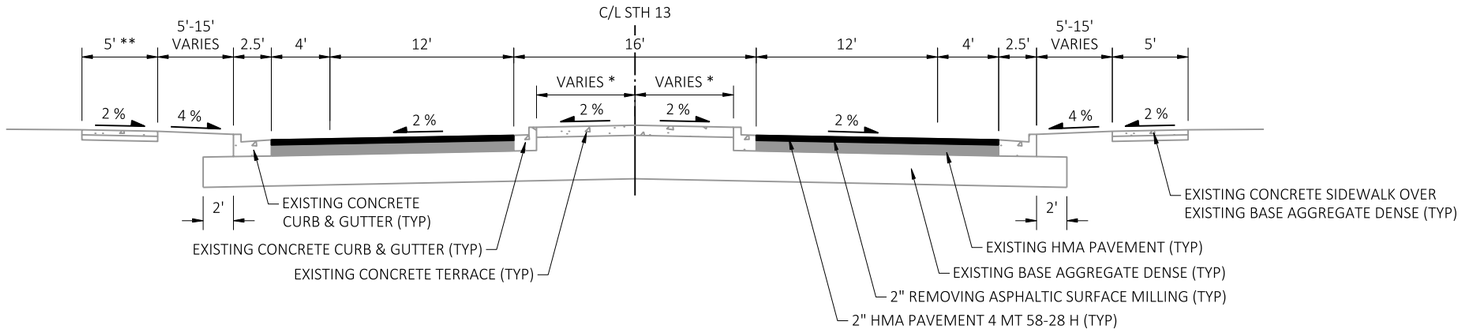


PROPOSED SIDEWALK

STA 1497+75 - STA 1499+25

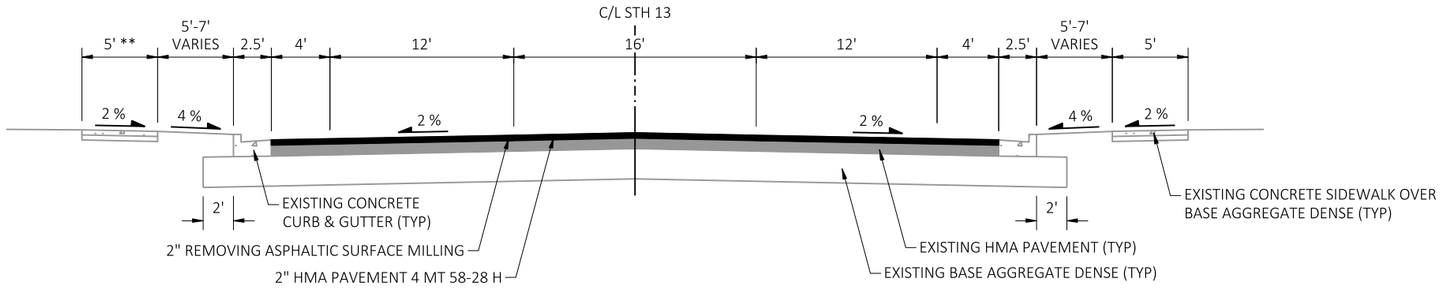
NOTES:
* SEE DETAIL SHEETS FOR RAISED MEDIAN LAYOUT.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 9	E



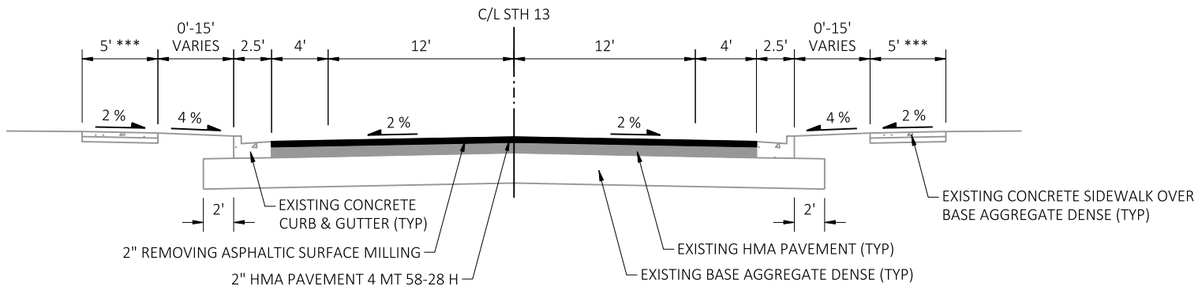
FINISHED TYPICAL SECTION

STA 1525+66 - STA 1531+12
STA 1562+92 - STA 1568+38



FINISHED TYPICAL SECTION

STA 1531+12 - STA 1542+15



FINISHED TYPICAL SECTION

STA 1542+15 - STA 1562+92
STA 1568+38 - STA 1592+00

NOTES:

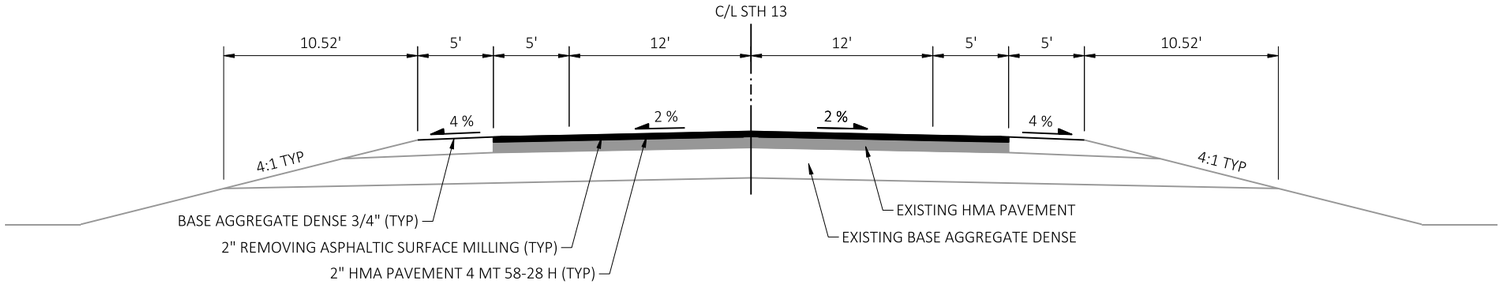
* SEE DETAIL SHEETS FOR RAISED MEDIAN LAYOUT.

** 8' WIDE FROM STA 1524+45 - STA 1528+00
6' WIDE FROM STA 1562+92 - STA 1568+38

*** 6' WIDE FROM STA 1554+00 - STA 1568+75 LT
AND FROM STA 1560+30 - STA 1573+20 RT

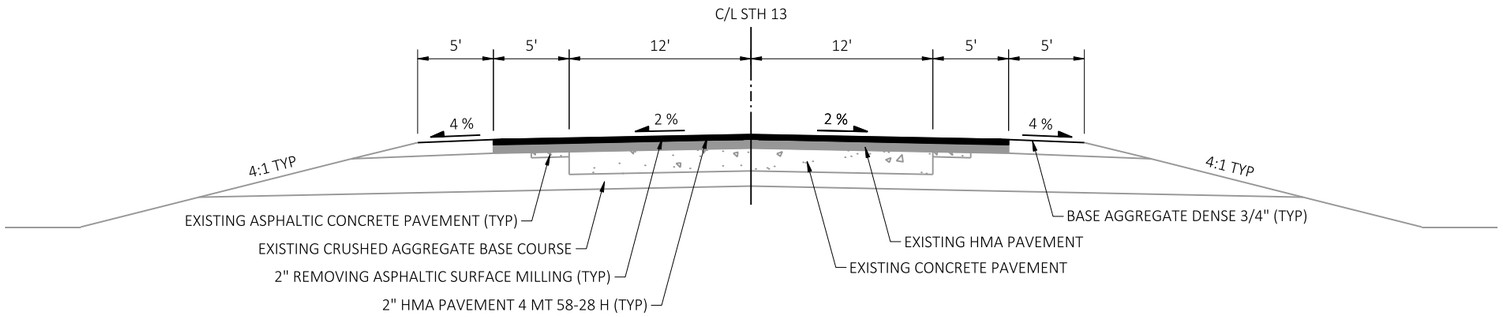
PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 10	E

2



FINISHED TYPICAL SECTION

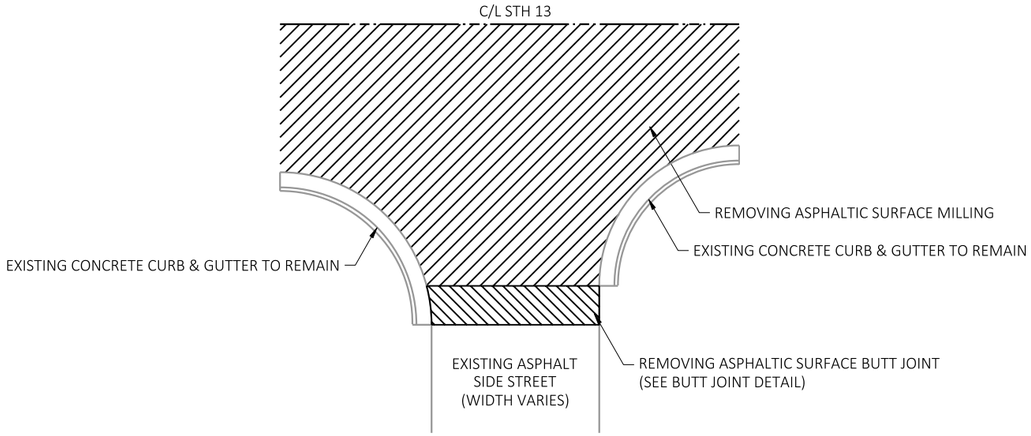
STA 1592+00 - STA 1599+00



FINISHED TYPICAL SECTION

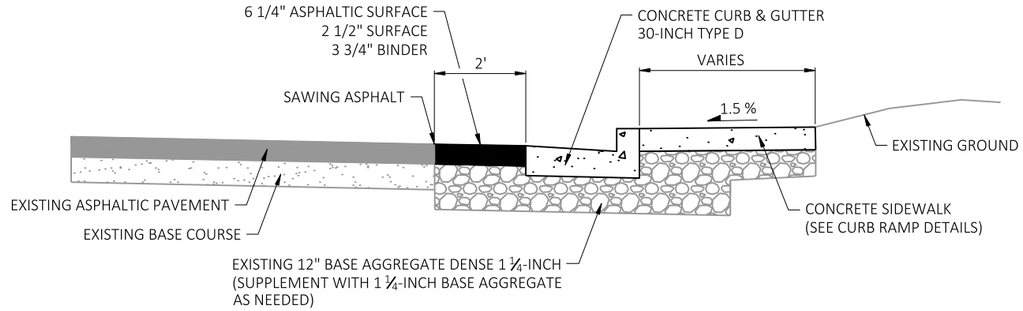
STA 1599+00 - STA 1604+00

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 11	E



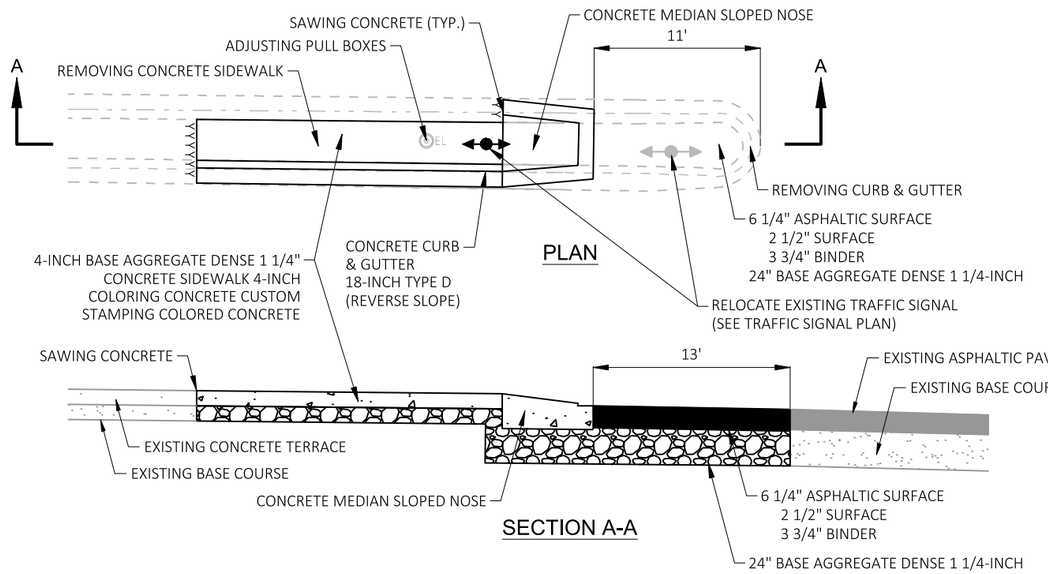
URBAN ASPHALTIC SURFACE SIDE ROAD DETAIL

12TH STREET S
10TH STREET S
WELLS STREET
9TH STREET S
8TH STREET S
5TH STREET S
4TH STREET S
3RD STREET S
2ND STREET S
STH 182/1ST STREET S
DIVISION STREET
1ST STREET N
2ND STREET N
5TH AVENUE N
5TH STREET N



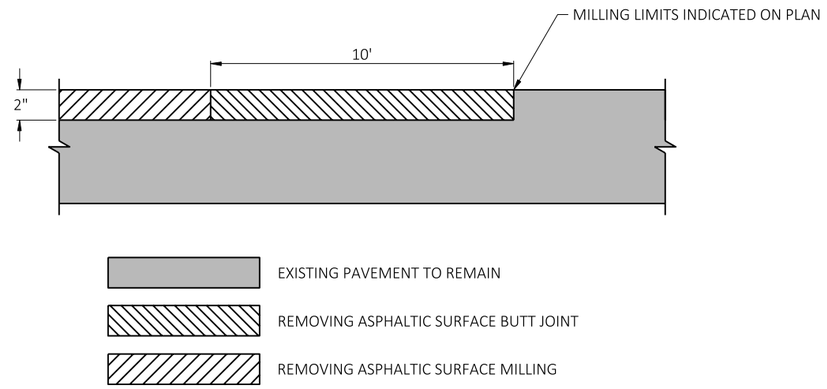
SPOT CURB AND GUTTER REPLACEMENT AT CURB RAMPS DETAIL

NOT TO SCALE



ISLAND SHORTENING AND PAVEMENT REPAIR DETAIL

STA 1564+75
NOT TO SCALE



BUTT JOINT DETAIL

NOT TO SCALE
USE WHERE MILLING ABUTS PAVEMENT TO BE LEFT IN PLACE
EXACT LOCATIONS TO BE DETERMINED IN FIELD BY ENGINEER

2

2

N

1ST STREET S

SEE CURB RAMP DETAILS (TYP.)

TLE

R/W

ADJUSTING PULL BOXES

CONCRETE CURB & GUTTER
18-INCH TYPE D (REVERSE SLOPE)

SANITARY SEWER
(PARK FALLS WATER &
SEWER DEPARTMENT)

SAWING CONCRETE

4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

CONCRETE MEDIAN SLOPED NOSE

STA 1564+76.2

SEE ISLAND SHORTENING AND
PAVEMENT REPAIR DETAIL

SAWING CONCRETE

STH 13 SB

1564

1565

1566

INSTALL NEW LOOP DETECTOR
(SEE TRAFFIC SIGNAL PLAN)

STA 1564+89.2

SAWING ASPHALT

RELOCATE EXISTING TRAFFIC SIGNAL
(SEE TRAFFIC SIGNAL PLAN)

ASPHALTIC SURFACE

STH 13 NB

WATER MAIN
(PARK FALLS WATER &
SEWER DEPARTMENT)

R/W

IP

STH 182

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 021004-cd

PLOT DATE : 6/12/2024 11:02 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

12TH ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
50	1495+26.96	33.50' RT	1493.24	495734.30	757866.40	BOC
51	1495+31.13	36.50' RT	1492.71	495739.17	757867.91	BOC
52	1495+36.36	41.50' RT	1492.66	495745.64	757870.98	BOC
53	1495+38.79	44.50' RT	1493.07	495748.87	757873.06	BOC
54	1495+27.81	41.50' RT	1492.78	495737.70	757873.70	EOW
55	1495+21.70	41.50' RT	1492.90	495732.03	757875.65	EOW
56	1495+21.72	36.50' RT	1492.82	495730.41	757870.92	EOW
57	1495+27.81	36.50' RT	1492.73	495736.08	757868.97	EOW
58	1495+14.34	28.02' RT	1493.34	495720.75	757865.31	BOC
59	1495+00.66	26.64' RT	1493.24	495707.54	757868.51	BOC
60	1495+47.15	67.63' RT	1492.52	495763.96	757892.39	BOC

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
323	1495+98.60	1494.39	TOP OF HYDRANT NUT, 75.6' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.AAAA.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

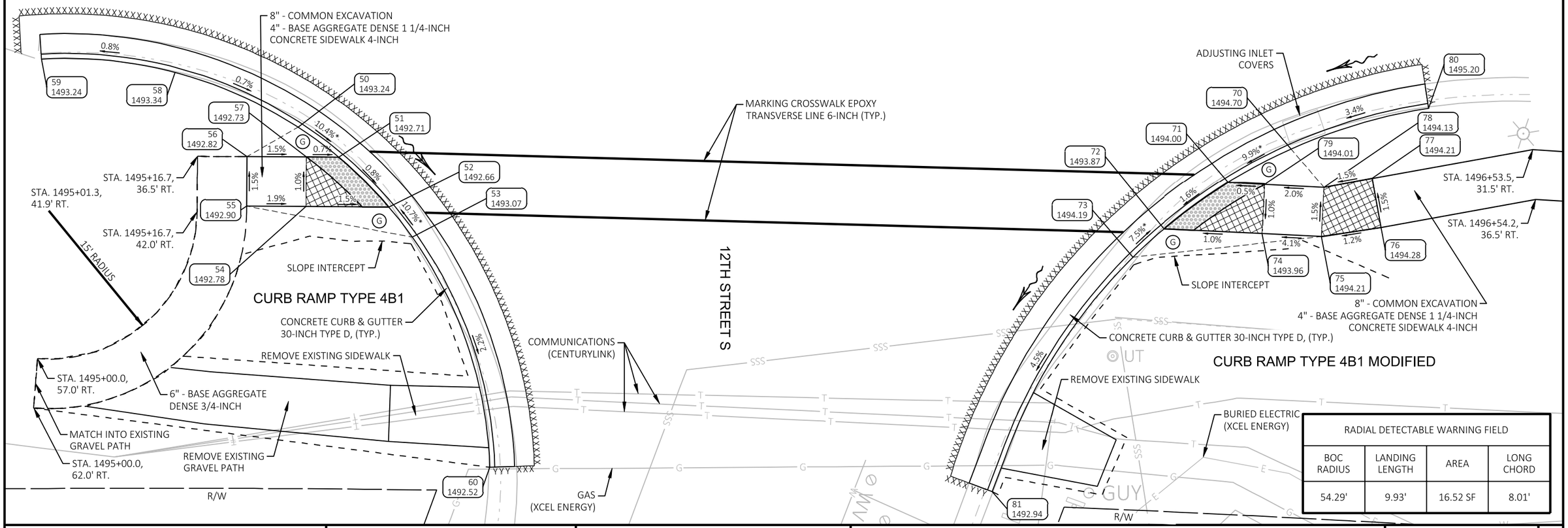
12TH ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
70	1496+28.78	32.83' RT	1494.70	495829.69	757835.26	BOC
71	1496+22.51	36.50' RT	1494.00	495824.82	757840.53	BOC
72	1496+16.15	41.50' RT	1493.87	495820.25	757847.11	BOC
73	1496+13.09	44.50' RT	1494.19	495818.25	757850.85	BOC
74	1496+26.26	41.50' RT	1493.96	495829.77	757844.27	EOW
75	1496+32.37	41.49' RT	1494.21	495835.52	757842.57	EOW
76	1496+38.45	40.24' RT	1494.28	495840.91	757839.70	EOW
77	1496+37.27	35.36' RT	1494.21	495838.43	757835.33	EOW
78	1496+32.35	36.50' RT	1494.13	495834.10	757837.78	EOW
79	1496+26.26	36.50' RT	1494.01	495828.35	757839.48	EOW
80	1496+42.64	27.97' RT	1495.20	495841.46	757826.76	BOC
81	1495+99.52	68.74' RT	1492.94	495812.68	757877.90	BOC

2

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
42.78'	8.39'	14.74 SF	7.16'

STH 13 NB

N



RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
54.29'	9.93'	16.52 SF	8.01'

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 14	E

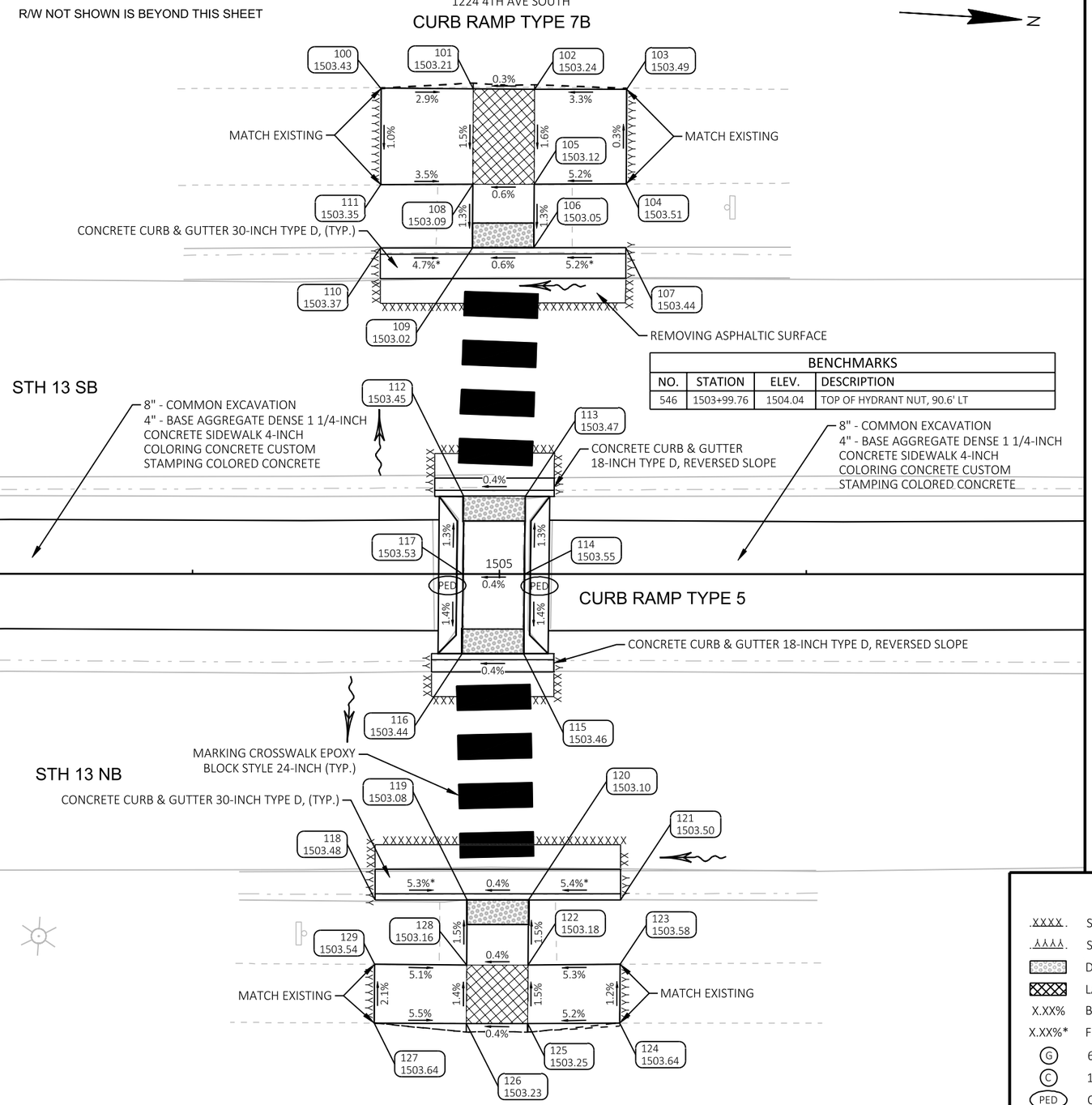
FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 01A

PLOT DATE : 10/22/2024 2:12 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

R/W NOT SHOWN IS BEYOND THIS SHEET

1224 4TH AVE SOUTH

CURB RAMP TYPE 7B



CURB RAMP TYPE 7B

1329 4TH AVE SOUTH

R/W NOT SHOWN IS BEYOND THIS SHEET

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
546	1503+99.76	1504.04	TOP OF HYDRANT NUT, 90.6' LT

CURB RAMPS - STA 1505+00

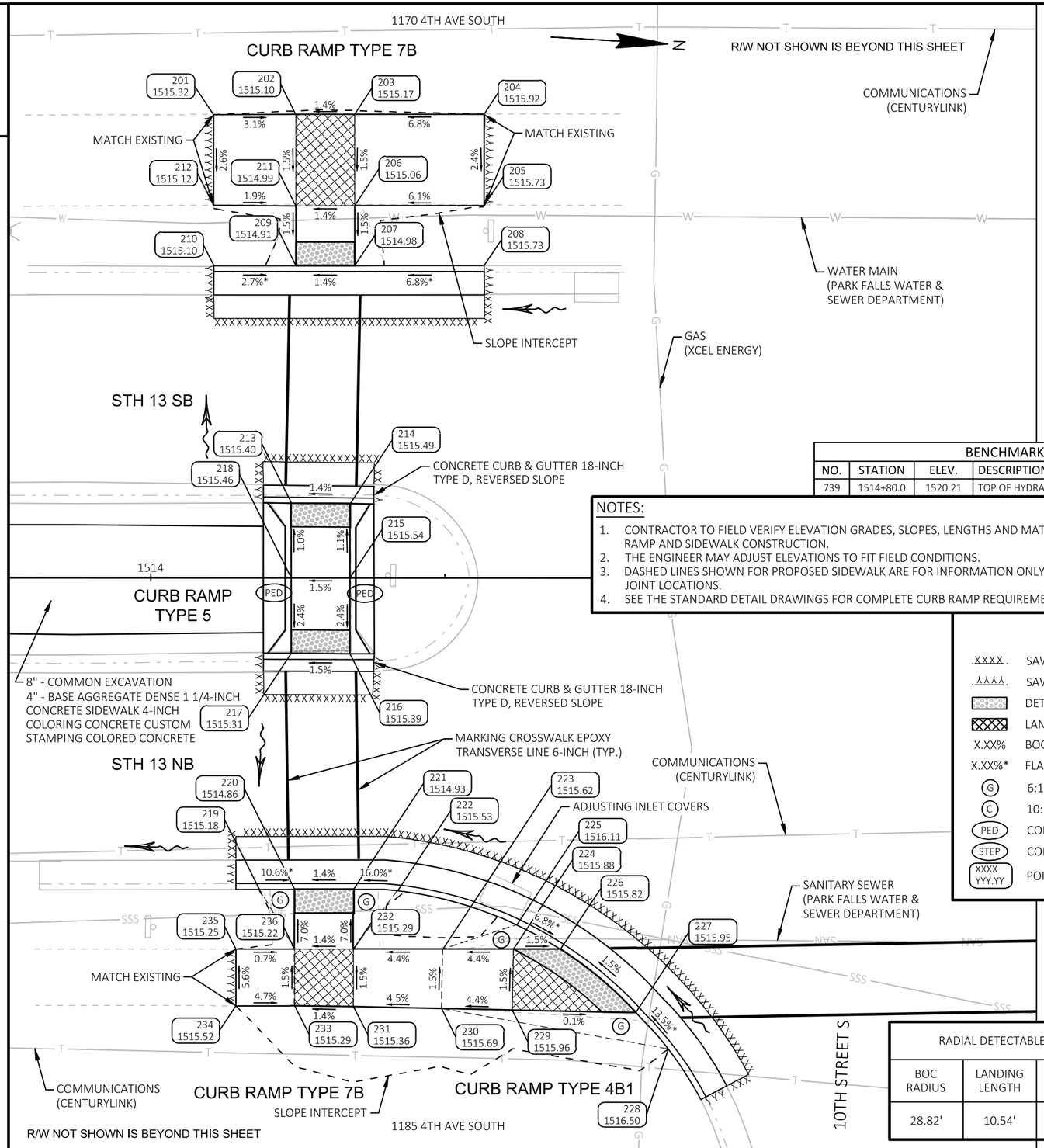
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
100	1504+90.37	39.52' LT	1503.43	496669.37	757654.57	EOW
101	1504+97.87	39.51' LT	1503.21	496676.86	757654.13	EOW
102	1505+02.87	39.51' LT	1503.24	496681.85	757653.83	EOW
103	1505+10.37	39.50' LT	1503.49	496689.34	757653.39	EOW
104	1505+10.33	31.80' LT	1503.51	496689.75	757661.08	EOW
105	1505+02.83	31.77' LT	1503.12	496682.26	757661.56	EOW
106	1505+02.79	26.58' LT	1503.05	496682.53	757666.75	BOC
107	1505+10.29	26.60' LT	1503.44	496690.02	757666.28	BOC
108	1504+97.83	31.76' LT	1503.09	496677.27	757661.87	EOW
109	1504+97.80	26.56' LT	1503.02	496677.55	757667.06	EOW
110	1504+90.30	26.55' LT	1503.37	496670.07	757667.52	EOW
111	1504+90.33	31.73' LT	1503.35	496669.78	757662.35	EOW
112	1504+97.11	6.33' LT	1503.45	496678.07	757687.29	BOC
113	1505+02.11	6.34' LT	1503.47	496683.06	757686.99	BOC
114	1505+02.04	0.00'	1503.55	496683.37	757693.32	EOW
115	1505+01.98	6.48' RT	1503.46	496683.69	757699.79	BOC
116	1504+96.98	6.48' RT	1503.44	496678.70	757700.09	BOC
117	1504+97.04	0.00'	1503.53	496678.37	757693.62	EOW
118	1504+89.89	26.54' RT	1503.48	496672.82	757720.54	BOC
119	1504+97.39	26.54' RT	1503.08	496680.30	757720.09	BOC
120	1505+02.39	26.54' RT	1503.10	496685.29	757719.80	BOC
121	1505+09.89	26.54' RT	1503.50	496692.78	757719.35	BOC
122	1505+02.36	31.82' RT	1503.18	496685.58	757725.07	EOW
123	1505+09.86	31.77' RT	1503.58	496693.06	757724.57	EOW
124	1505+09.83	36.58' RT	1503.64	496693.32	757729.37	EOW
125	1505+02.33	36.59' RT	1503.25	496685.83	757729.83	EOW
126	1504+97.33	36.59' RT	1503.23	496680.84	757730.13	EOW
127	1504+89.83	36.56' RT	1503.64	496673.35	757730.54	EOW
128	1504+97.36	31.82' RT	1503.16	496680.59	757725.37	EOW
129	1504+89.86	31.78' RT	1503.54	496673.10	757725.77	EOW

LEGEND:

- XXXX — SAWING ASPHALT
- XXXX — SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% — BOC/CONCRETE SLOPE
- X.XX%* — FLARE SLOPE
- (G) — 6:1 GRADED FLARE
- (C) — 10:1 CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- STEP — CONCRETE STEP
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
739	1514+80.0	1520.21	TOP OF HYDRANT NUT, 43.1' LT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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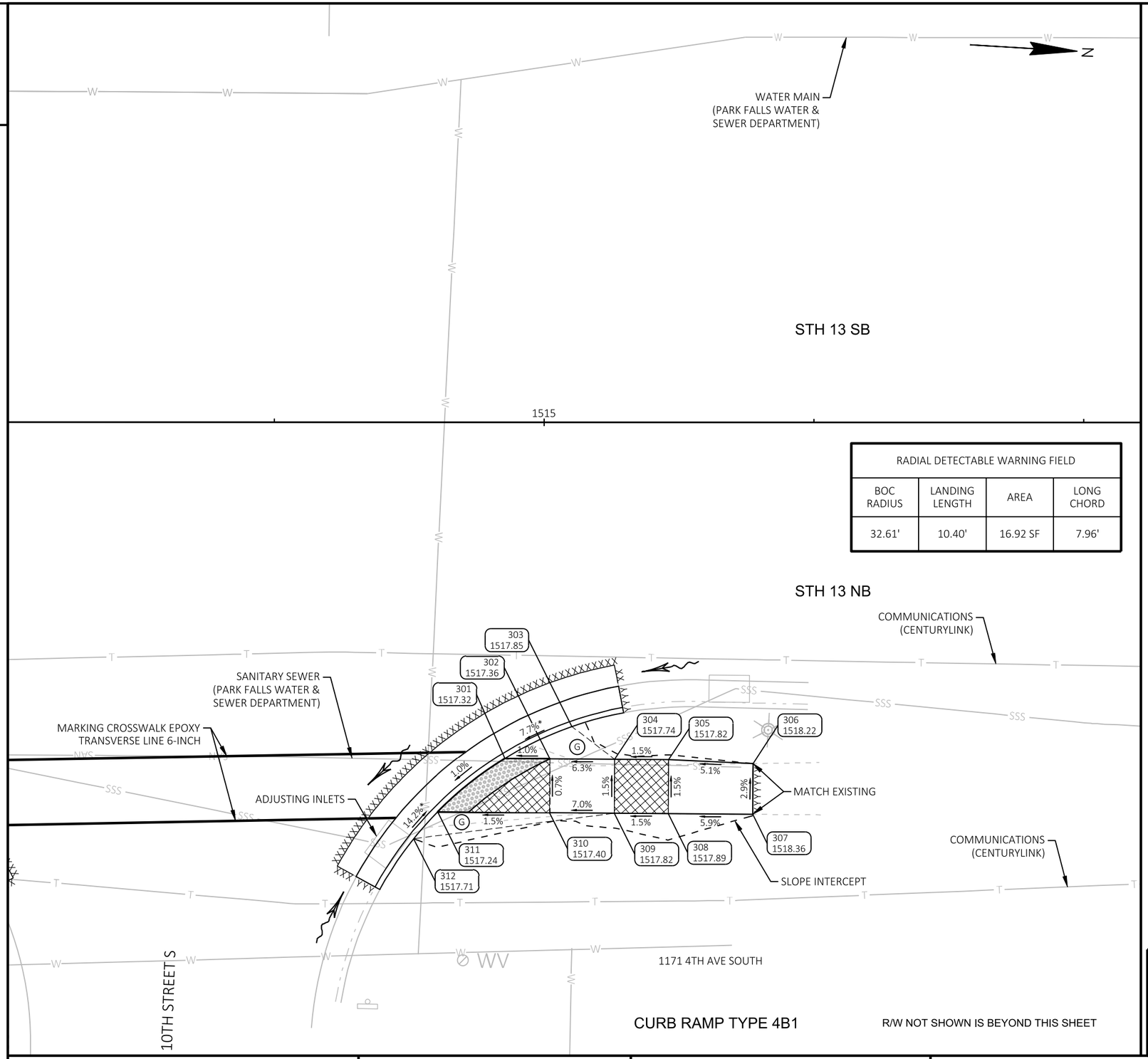
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
28.82'	10.54'	17.61 SF	8.38'

CURB RAMPS - 10TH ST S						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
201	1514+05.30	39.37' LT	1515.32	497582.69	757600.27	EOW
202	1514+12.30	39.38' LT	1515.10	497589.67	757599.84	EOW
203	1514+17.30	39.40' LT	1515.17	497594.66	757599.53	EOW
204	1514+28.30	39.42' LT	1515.92	497605.64	757598.85	EOW
205	1514+28.32	31.64' LT	1515.73	497606.12	757606.61	EOW
206	1514+17.32	31.62' LT	1515.06	497595.14	757607.29	EOW
207	1514+17.33	26.53' LT	1514.98	497595.45	757612.36	BOC
208	1514+28.33	26.53' LT	1515.73	497606.43	757611.71	BOC
209	1514+12.33	26.53' LT	1514.91	497590.46	757612.66	BOC
210	1514+05.33	26.54' LT	1515.10	497583.48	757613.08	BOC
211	1514+12.32	31.61' LT	1514.99	497590.15	757607.59	EOW
212	1514+05.32	31.68' LT	1515.12	497583.16	757607.94	EOW
213	1514+11.96	6.34' LT	1515.40	497591.29	757632.84	BOC
214	1514+16.98	6.37' LT	1515.49	497596.31	757632.52	BOC
215	1514+16.93	0.00'	1515.54	497596.63	757638.87	EOW
216	1514+16.94	6.45' RT	1515.39	497597.02	757645.31	BOC
217	1514+11.94	6.43' RT	1515.31	497592.03	757645.59	BOC
218	1514+11.93	0.00'	1515.46	497591.64	757639.17	EOW
219	1514+09.24	26.50' RT	1515.18	497590.54	757665.78	BOC
220	1514+12.24	26.50' RT	1514.86	497593.53	757665.60	BOC
221	1514+17.25	26.48' RT	1514.93	497598.53	757665.29	BOC
222	1514+21.00	26.59' RT	1515.53	497602.28	757665.18	BOC
223	1514+24.83	31.57' RT	1515.62	497606.40	757669.91	EOW
224	1514+30.83	31.56' RT	1515.88	497612.39	757669.55	EOW
225	1514+31.12	29.50' RT	1516.11	497612.55	757667.47	BOC
226	1514+34.84	31.56' RT	1515.82	497616.39	757669.32	BOC
227	1514+41.25	36.94' RT	1515.95	497623.11	757674.30	BOC
228	1514+43.99	40.04' RT	1516.50	497626.03	757677.23	BOC
229	1514+30.72	36.75' RT	1515.96	497612.59	757674.73	EOW
230	1514+24.72	36.61' RT	1515.69	497606.59	757674.96	EOW
231	1514+17.25	36.45' RT	1515.36	497599.12	757675.24	EOW
232	1514+17.25	31.56' RT	1515.29	497598.83	757670.36	EOW
233	1514+12.25	36.39' RT	1515.29	497594.12	757675.48	EOW
234	1514+07.25	36.39' RT	1515.52	497589.13	757675.77	EOW
235	1514+07.25	31.57' RT	1515.25	497588.85	757670.96	EOW
236	1514+12.25	31.56' RT	1515.22	497593.84	757670.66	EOW



RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
32.61'	10.40'	16.92 SF	7.96'

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
739	1514+80.0	1520.21	TOP OF HYDRANT NUT, 43.1' RT

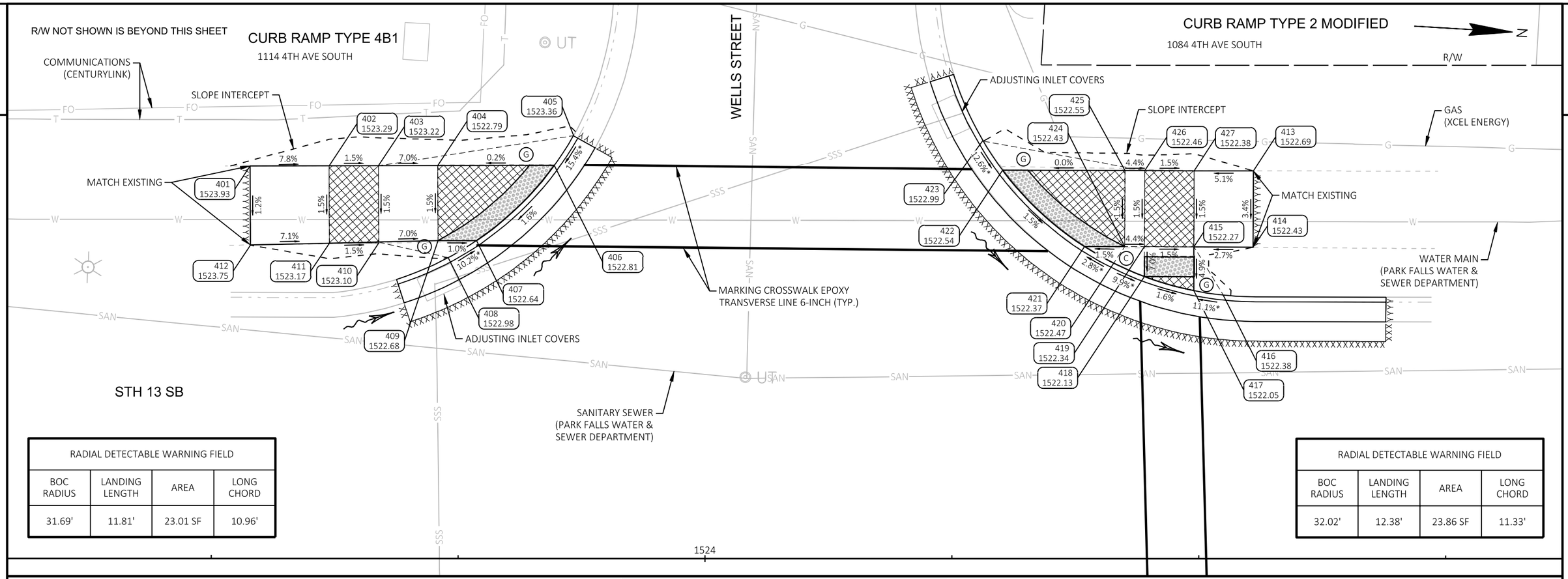
CURB RAMPS - 10TH ST N						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
301	1514+96.37	31.12' RT	1517.32	497677.79	757665.21	BOC
302	1515+00.54	31.15' RT	1517.36	497681.95	757665.00	EOW
303	1515+02.59	28.17' RT	1517.85	497683.82	757661.90	BOC
304	1515+06.54	31.20' RT	1517.74	497687.95	757664.68	EOW
305	1515+11.54	31.24' RT	1517.82	497692.94	757664.42	EOW
306	1515+19.37	31.59' RT	1518.22	497700.77	757664.31	EOW
307	1515+19.33	36.30' RT	1518.36	497701.01	757669.01	EOW
308	1515+11.51	36.24' RT	1517.89	497693.20	757669.42	EOW
309	1515+06.51	36.20' RT	1517.82	497688.21	757669.68	EOW
310	1515+00.51	36.15' RT	1517.40	497682.21	757669.99	EOW
311	1514+90.14	36.08' RT	1517.24	497671.86	757670.53	BOC
312	1514+87.93	38.57' RT	1517.71	497669.80	757673.15	BOC

LEGEND:

- .XXXX. SAWING ASPHALT
- .XXXX. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- XXXX YYY.YY POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
31.69'	11.81'	23.01 SF	10.96'

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
32.02'	12.38'	23.86 SF	11.33'

WELLS ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
401	1523+53.92	39.75' LT	1523.93	498529.59	757543.43	EOW
402	1523+61.92	39.77' LT	1523.29	498537.58	757542.93	EOW
403	1523+66.92	39.78' LT	1523.22	498542.57	757542.62	EOW
404	1523+72.92	39.80' LT	1522.79	498548.56	757542.25	EOW
405	1523+86.66	42.83' LT	1523.36	498562.10	757538.41	BOC
406	1523+84.72	39.83' LT	1522.81	498560.34	757541.52	BOC
407	1523+76.84	32.21' LT	1522.64	498552.93	757549.60	BOC
408	1523+73.98	30.48' LT	1522.98	498550.17	757551.49	BOC
409	1523+72.94	32.20' LT	1522.68	498549.03	757549.84	EOW
410	1523+66.94	31.97' LT	1523.10	498543.05	757550.43	EOW
411	1523+61.93	31.92' LT	1523.17	498538.06	757550.77	EOW
412	1523+53.94	31.74' LT	1523.75	498530.09	757551.43	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
787	1524+27.26	1527.08	TOP OF HYDRANT NUT, 59.9' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.ΔΔΔΔ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

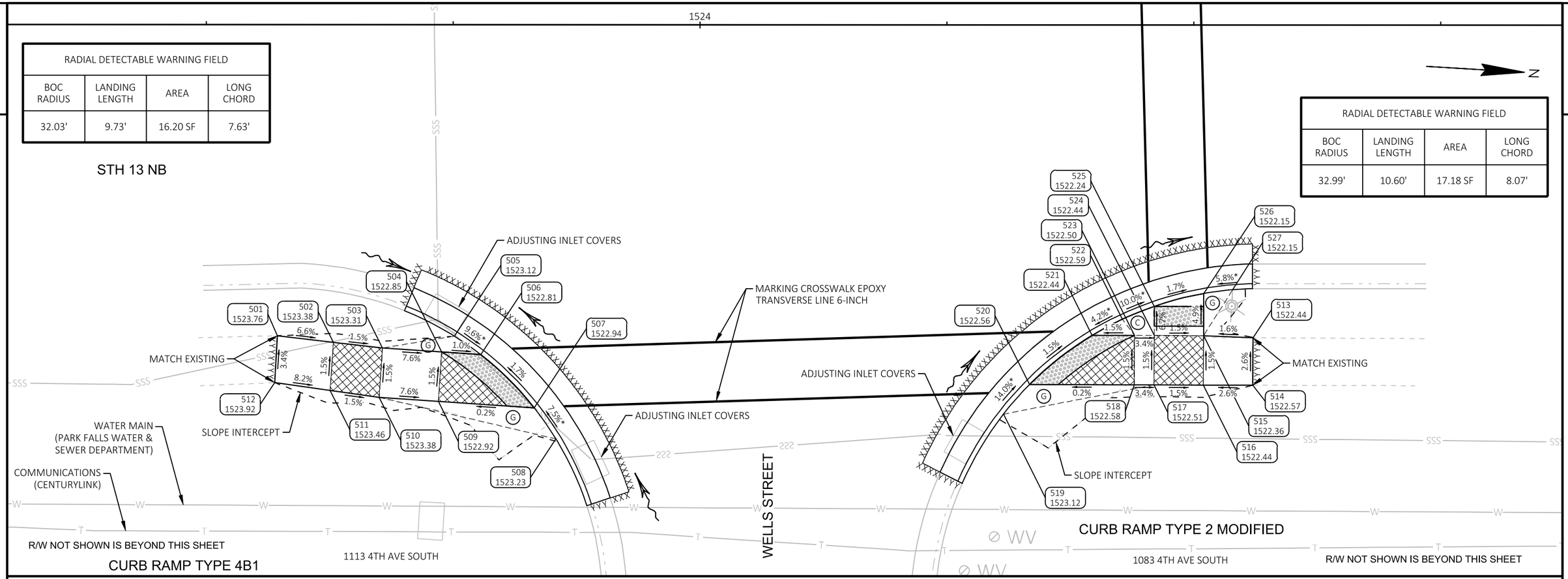
WELLS ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
413	1524+55.50	39.29' LT	1522.69	498631.03	757537.84	EOW
414	1524+55.49	31.55' LT	1522.43	498631.48	757545.57	EOW
415	1524+49.49	31.60' LT	1522.27	498625.48	757545.88	EOW
416	1524+52.46	26.71' LT	1522.38	498628.74	757550.58	BOC
417	1524+49.48	27.16' LT	1522.05	498625.74	757550.32	BOC
418	1524+44.48	28.58' LT	1522.13	498620.67	757549.19	BOC
419	1524+44.49	31.61' LT	1522.34	498620.49	757546.16	EOW
420	1524+41.37	29.94' LT	1522.47	498617.48	757548.02	BOC
421	1524+38.41	31.62' LT	1522.37	498614.43	757546.52	BOC
422	1524+30.11	39.34' LT	1522.54	498605.68	757539.30	BOC
423	1524+28.12	42.34' LT	1522.99	498603.51	757536.43	BOC
424	1524+42.49	31.62' LT	1522.43	498618.49	757546.28	EOW
425	1524+42.50	39.32' LT	1522.55	498618.05	757538.59	EOW
426	1524+44.50	39.31' LT	1522.46	498620.05	757538.48	EOW
427	1524+49.50	39.30' LT	1522.38	498625.04	757538.19	EOW

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 18	E

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
32.03'	9.73'	16.20 SF	7.63'

STH 13 NB

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
32.99'	10.60'	17.18 SF	8.07'



WELLS ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
501	1523+57.19	31.47' RT	1523.76	498537.10	757614.33	EOW
502	1523+62.88	32.13' RT	1523.38	498542.82	757614.65	EOW
503	1523+67.85	32.71' RT	1523.31	498547.81	757614.93	EOW
504	1523+73.84	33.11' RT	1522.85	498553.81	757614.98	EOW
505	1523+75.12	31.50' RT	1523.12	498555.00	757613.30	BOC
506	1523+77.79	33.37' RT	1522.81	498557.78	757615.01	BOC
507	1523+83.21	38.75' RT	1522.94	498563.51	757620.05	BOC
508	1523+85.41	41.90' RT	1523.23	498565.89	757623.07	BOC
509	1523+73.50	38.10' RT	1522.92	498553.78	757619.98	EOW
510	1523+67.51	37.70' RT	1523.38	498547.78	757619.93	EOW
511	1523+62.55	37.00' RT	1523.46	498542.78	757619.53	EOW
512	1523+56.92	36.21' RT	1523.92	498537.12	757619.08	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
787	1524+27.26	1527.08	TOP OF HYDRANT NUT, 59.9' RT

LEGEND:

- .XXXX. SAWING ASPHALT
- .ΔΔΔΔ. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- XXXX YYY.YY POINT NUMBER & ELEVATION

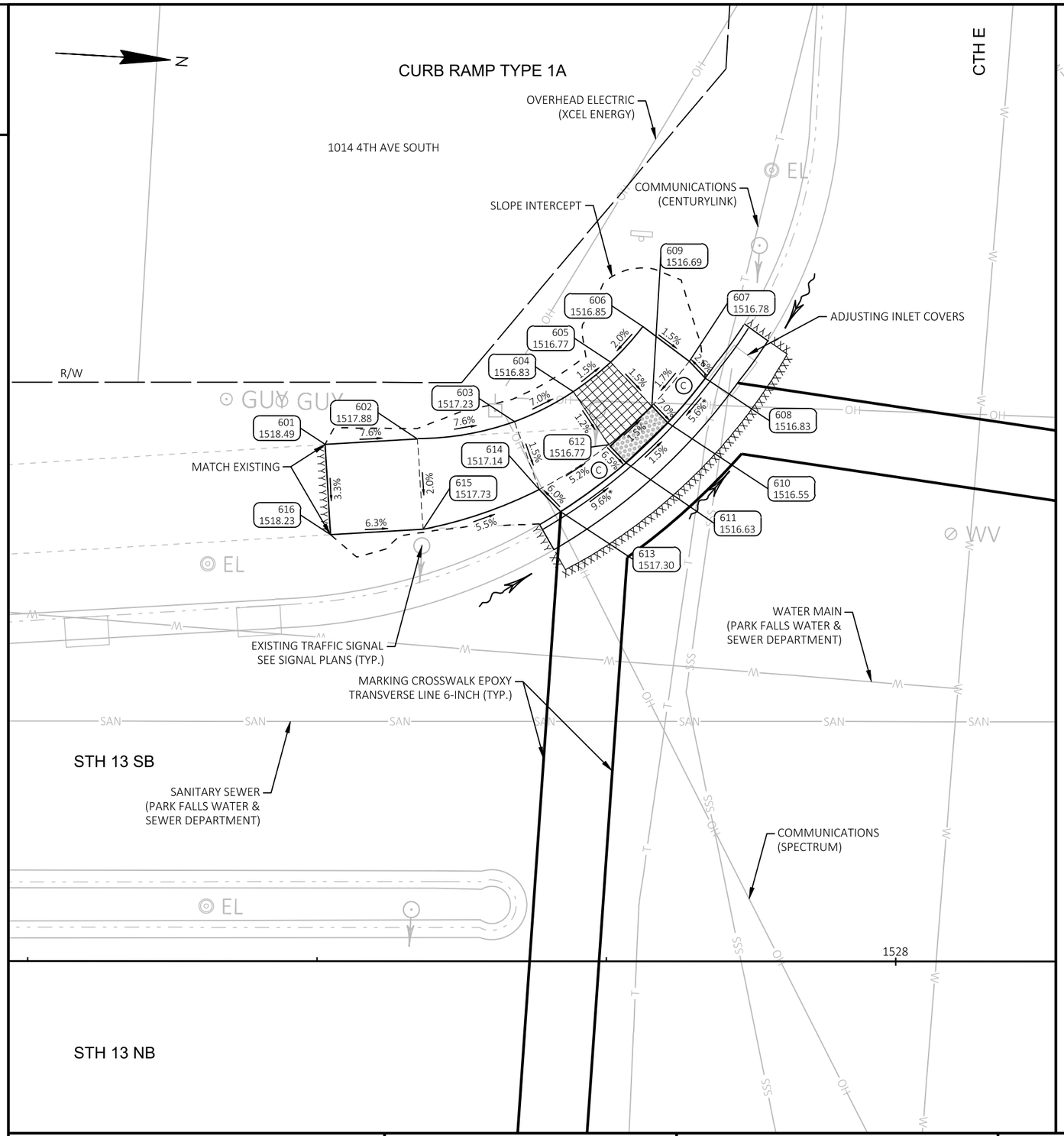
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

WELLS ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
513	1524+55.98	31.64' RT	1522.44	498635.73	757608.62	EOW
514	1524+55.97	36.45' RT	1522.57	498636.00	757613.42	EOW
515	1524+50.98	31.43' RT	1522.36	498630.72	757608.71	EOW
516	1524+50.97	36.43' RT	1522.44	498631.01	757613.70	EOW
517	1524+45.97	36.42' RT	1522.51	498626.02	757613.99	EOW
518	1524+43.97	36.41' RT	1522.58	498624.02	757614.10	EOW
519	1524+30.73	39.38' RT	1523.12	498610.98	757617.85	BOC
520	1524+33.37	36.38' RT	1522.56	498613.43	757614.70	BOC
521	1524+39.71	31.40' RT	1522.44	498619.47	757609.35	BOC
522	1524+42.77	29.77' RT	1522.59	498622.43	757607.54	BOC
523	1524+43.98	31.41' RT	1522.50	498623.74	757609.11	EOW
524	1524+45.98	31.42' RT	1522.44	498625.73	757608.99	EOW
525	1524+45.99	28.46' RT	1522.24	498625.56	757606.04	BOC
526	1524+50.99	27.16' RT	1522.15	498630.48	757604.45	BOC
527	1524+53.94	26.78' RT	1522.15	498633.40	757603.89	BOC

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 19	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05
PLOT DATE : 7/31/2024 11:32 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



CTH E - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
601	1527+50.68	44.64' LT	1518.49	498925.37	757514.94	EOW
602	1527+58.67	45.13' LT	1517.88	498933.31	757513.97	EOW
603	1527+67.04	46.62' LT	1517.23	498941.58	757511.99	EOW
604	1527+72.15	49.20' LT	1516.83	498946.52	757509.11	EOW
605	1527+75.36	51.75' LT	1516.77	498949.58	757506.38	EOW
606	1527+78.14	54.84' LT	1516.85	498952.17	757503.12	EOW
607	1527+82.14	51.82' LT	1516.78	498956.34	757505.90	EOW
608	1527+83.54	50.37' LT	1516.83	498957.82	757507.27	BOC
609	1527+78.91	47.96' LT	1516.69	498953.35	757509.94	EOW
610	1527+80.30	46.52' LT	1516.55	498954.82	757511.30	BOC
611	1527+76.70	43.05' LT	1516.63	498951.43	757514.97	BOC
612	1527+75.19	44.61' LT	1516.77	498949.83	757513.51	EOW
613	1527+71.05	38.83' LT	1517.30	498946.04	757519.53	BOC
614	1527+69.19	40.76' LT	1517.14	498944.07	757517.71	EOW
615	1527+59.14	37.32' LT	1517.73	498934.25	757521.74	EOW
616	1527+51.16	36.84' LT	1518.23	498926.30	757522.70	EOW

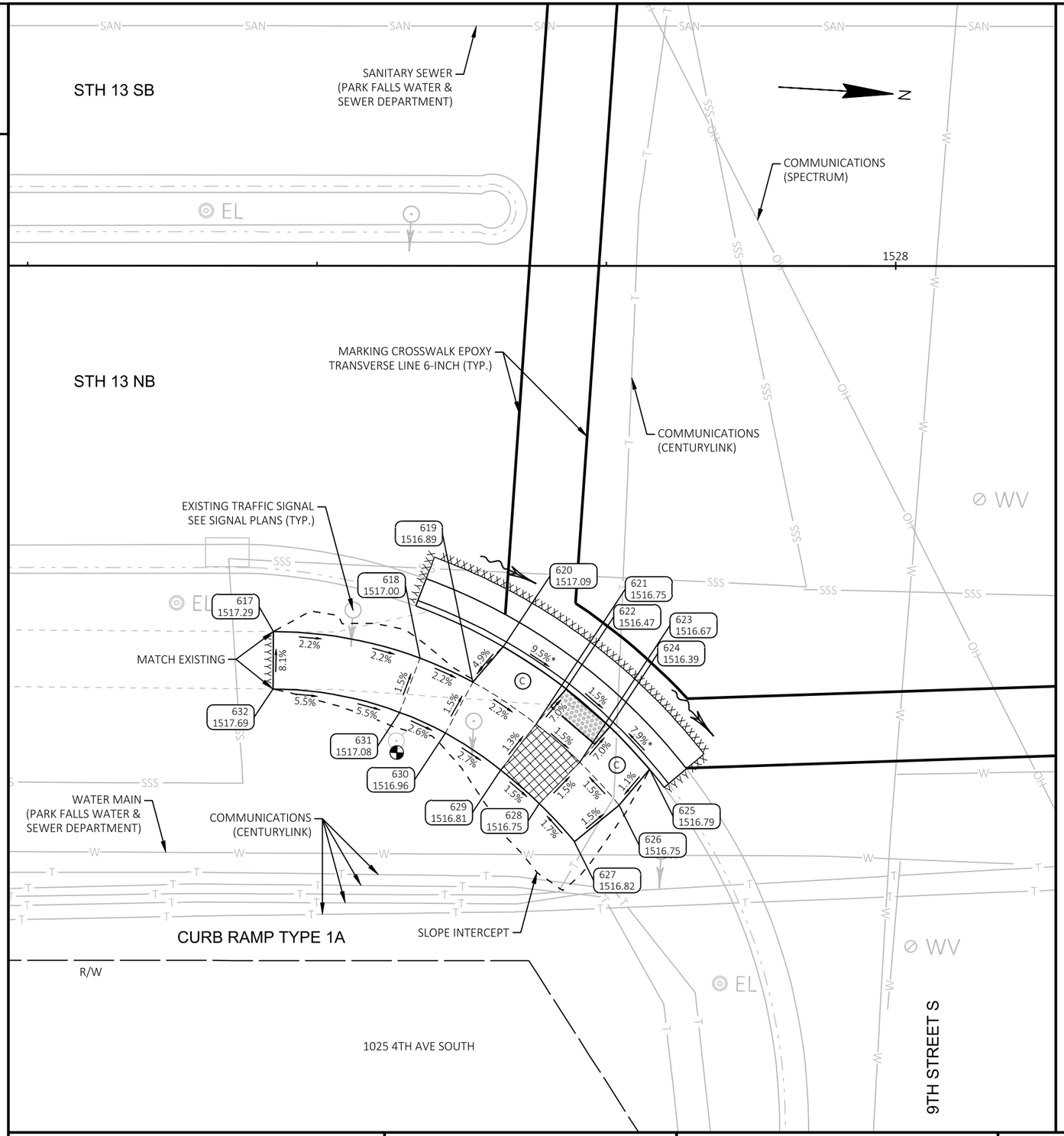
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1191	1527+56.9	1521.49	TOP OF HYDRANT NUT, 42.0' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN
(STEP)	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



9TH ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
617	1527+46.23	31.60' RT	1517.29	498925.46	757591.30	EOW
618	1527+58.92	33.88' RT	1517.00	498938.26	757592.83	EOW
619	1527+63.48	35.96' RT	1516.89	498942.94	757594.64	EOW
620	1527+66.10	32.89' RT	1517.09	498945.37	757591.41	BOC
621	1527+68.93	39.59' RT	1516.75	498948.60	757597.93	EOW
622	1527+71.53	36.54' RT	1516.47	498951.01	757594.73	BOC
623	1527+72.71	42.86' RT	1516.67	498952.57	757600.97	EOW
624	1527+75.31	39.81' RT	1516.39	498954.98	757597.77	BOC
625	1527+78.75	43.48' RT	1516.79	498958.63	757601.23	BOC
626	1527+76.12	46.57' RT	1516.75	498956.19	757604.47	EOW
627	1527+72.25	49.73' RT	1516.82	498952.51	757607.86	EOW
628	1527+69.23	46.45' RT	1516.75	498949.30	757604.76	EOW
629	1527+65.88	43.55' RT	1516.81	498945.79	757602.06	EOW
630	1527+61.10	40.36' RT	1516.96	498940.82	757599.17	EOW
631	1527+57.16	38.57' RT	1517.08	498936.79	757597.61	EOW
632	1527+46.20	36.55' RT	1517.69	498925.72	757596.25	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1191	1527+56.9	1521.49	TOP OF HYDRANT NUT, 42.0' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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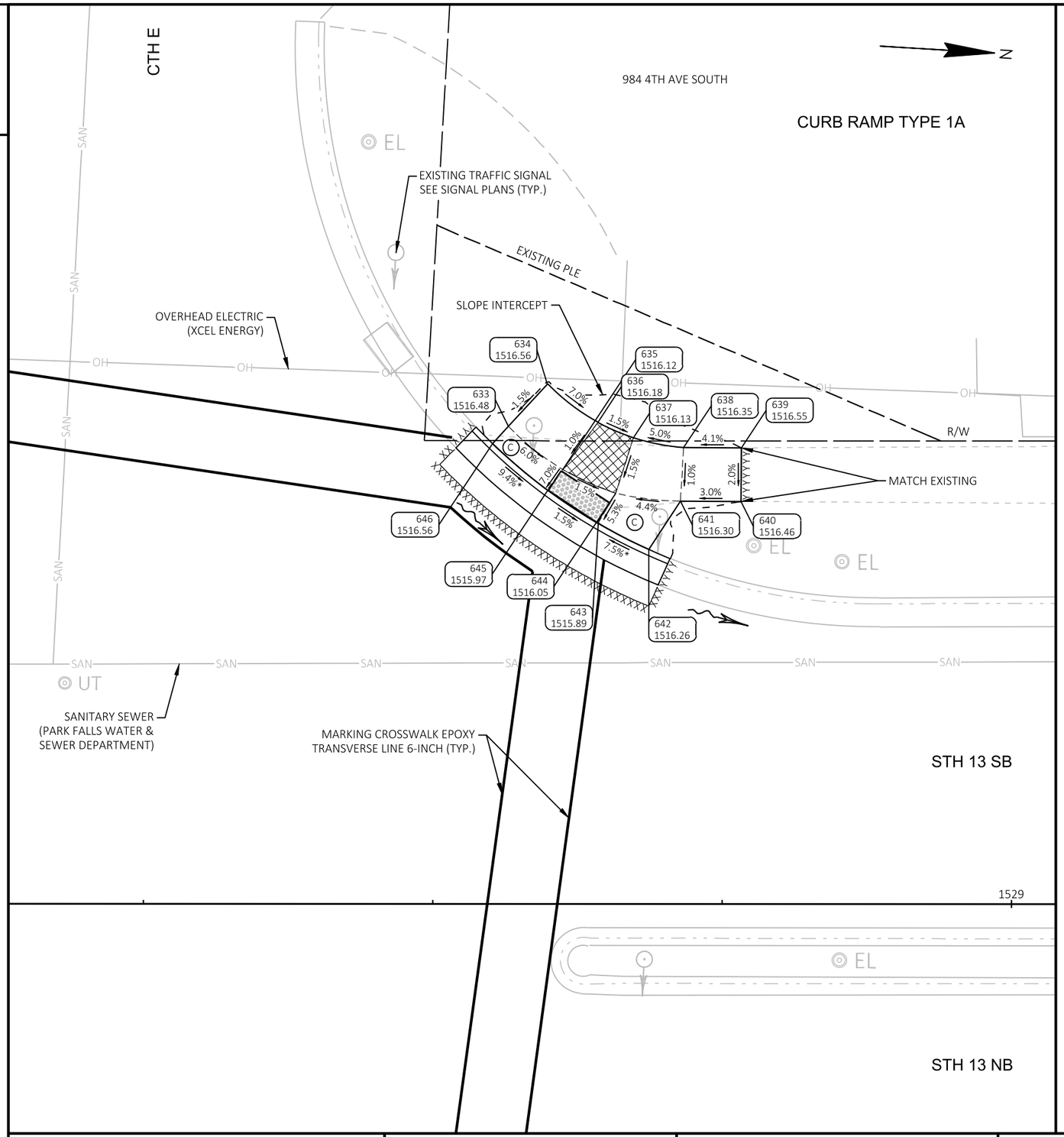

CTH E - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
633	1528+56.52	41.25' LT	1516.48	499031.22	757512.02	EOW
634	1528+59.89	44.89' LT	1516.56	499034.37	757508.19	EOW
635	1528+61.24	37.51' LT	1516.12	499036.15	757515.47	EOW
636	1528+64.25	41.60' LT	1516.18	499038.91	757511.22	EOW
637	1528+67.34	40.26' LT	1516.13	499042.08	757512.36	EOW
638	1528+71.66	39.42' LT	1516.35	499046.44	757512.95	EOW
639	1528+76.66	39.39' LT	1516.55	499051.43	757512.68	EOW
640	1528+76.63	34.77' LT	1516.46	499051.68	757517.30	EOW
641	1528+71.39	34.79' LT	1516.30	499046.45	757517.59	EOW
642	1528+68.66	30.62' LT	1516.26	499043.97	757521.92	BOC
643	1528+64.28	32.86' LT	1515.89	499039.47	757519.93	BOC
644	1528+65.79	35.46' LT	1516.05	499040.82	757517.25	EOW
645	1528+59.92	35.73' LT	1515.97	499034.94	757517.34	BOC
646	1528+55.14	39.76' LT	1516.56	499029.93	757513.59	BOC

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1191	1527+56.9	1521.49	TOP OF HYDRANT NUT, 42.0' RT

LEGEND:

- .XXXX. SAWING ASPHALT
- .ΔΔΔΔ. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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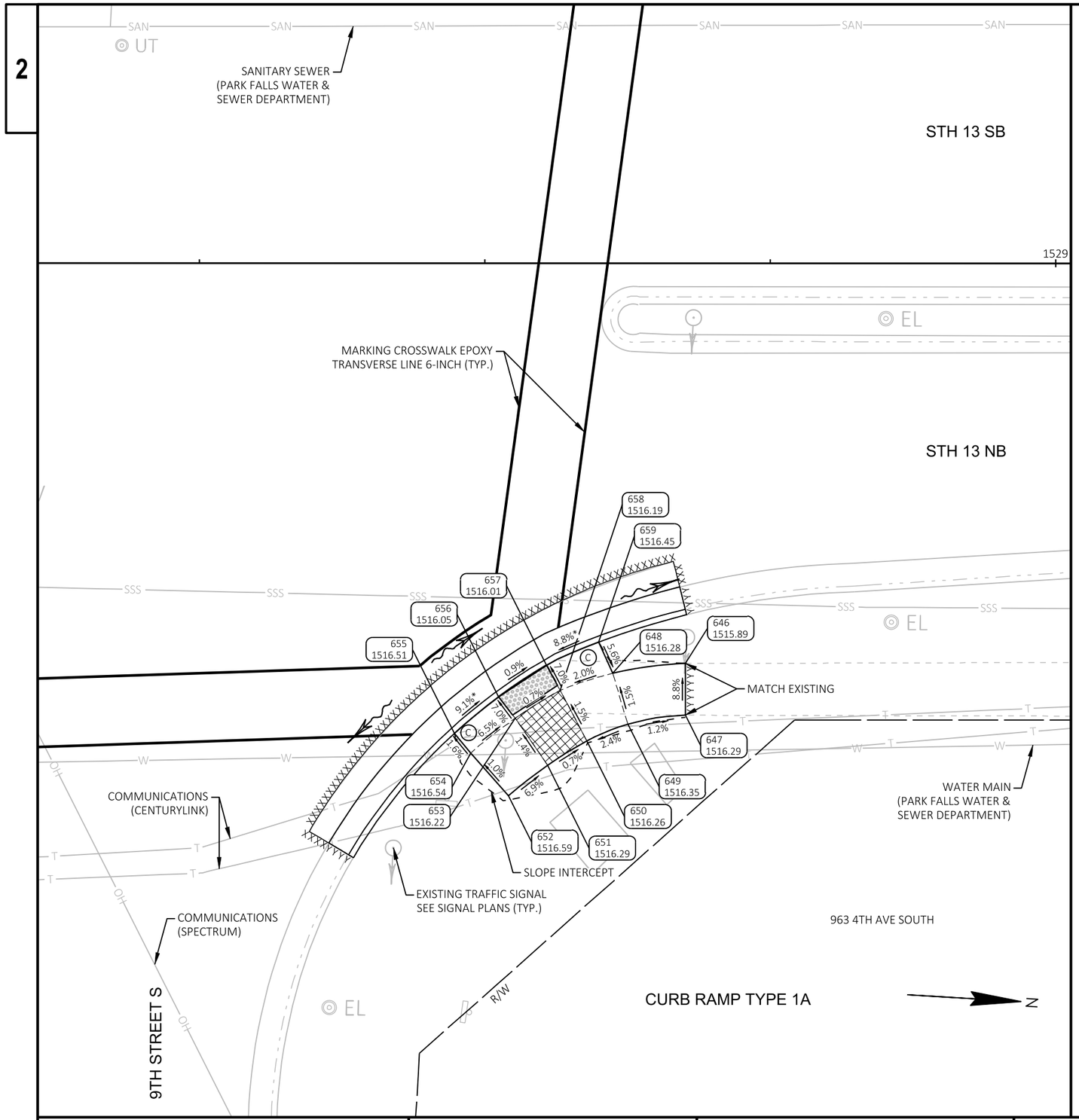
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



9TH ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
646	1528+67.58	35.06' RT	1515.89	499046.80	757587.54	EOW
647	1528+67.57	39.59' RT	1516.29	499047.06	757592.06	EOW
648	1528+61.22	35.93' RT	1516.28	499040.50	757588.79	EOW
649	1528+62.53	40.39' RT	1516.35	499042.08	757593.16	EOW
650	1528+58.95	41.84' RT	1516.26	499038.59	757594.82	EOW
651	1528+55.53	43.97' RT	1516.29	499035.30	757597.15	EOW
652	1528+52.08	46.67' RT	1516.59	499032.02	757600.05	EOW
653	1528+52.67	39.86' RT	1516.22	499032.20	757593.22	EOW
654	1528+48.78	42.91' RT	1516.54	499028.50	757596.49	EOW
655	1528+47.36	41.18' RT	1516.51	499026.98	757594.85	BOC
656	1528+51.23	38.00' RT	1516.05	499030.65	757591.45	BOC
657	1528+55.42	35.23' RT	1516.01	499034.67	757588.43	BOC
658	1528+56.62	37.41' RT	1516.19	499036.00	757590.54	EOW
659	1528+60.00	33.19' RT	1516.45	499039.12	757586.12	BOC

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1191	1527+56.9	1521.49	TOP OF HYDRANT NUT, 42.0' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

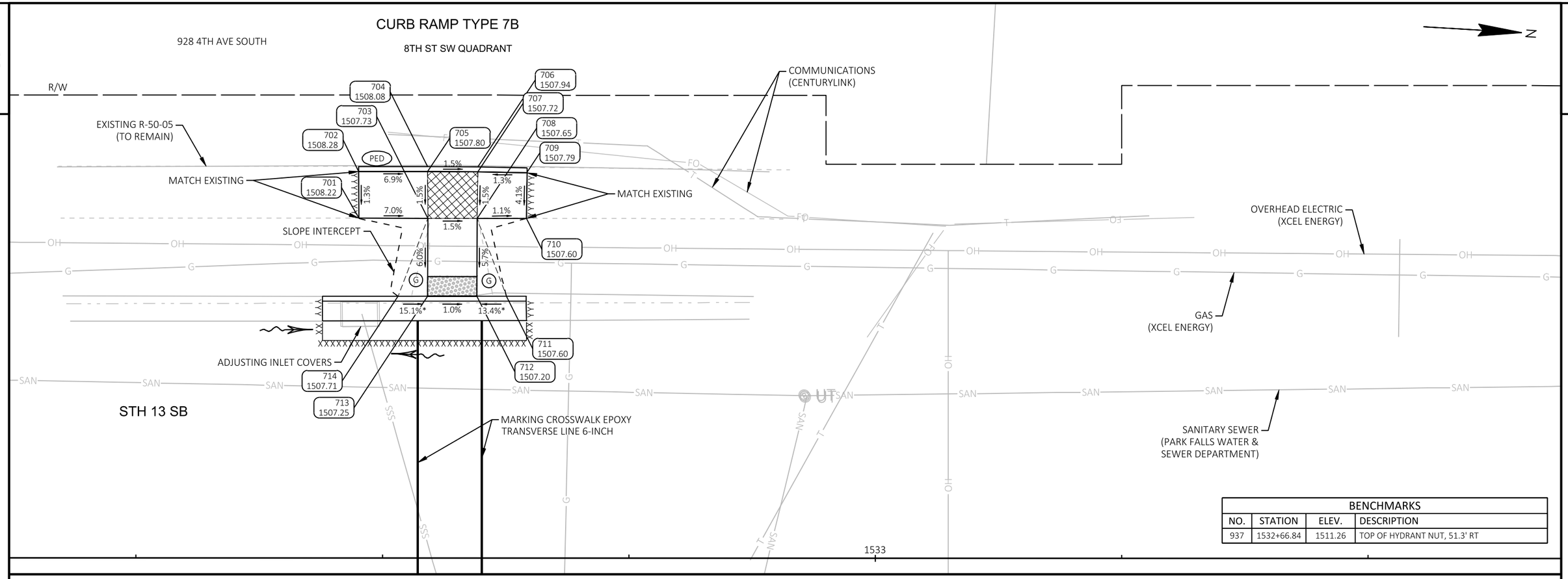
1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE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

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 23	E

CURB RAMP TYPE 7B

928 4TH AVE SOUTH

8TH ST SW QUADRANT



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
937	1532+66.84	1511.26	TOP OF HYDRANT NUT, 51.3' RT

8TH ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
701	1532+47.59	34.52' LT	1508.22	499422.00	757495.47	EOW
702	1532+47.58	39.25' LT	1508.28	499421.71	757490.75	EOW
703	1532+54.59	34.48' LT	1507.73	499428.99	757495.09	EOW
704	1532+54.58	39.76' LT	1508.08	499428.67	757489.82	PED
705	1532+54.58	39.26' LT	1507.80	499428.69	757490.32	EOW
706	1532+59.67	39.72' LT	1507.94	499433.75	757489.56	PED
707	1532+59.67	39.22' LT	1507.72	499433.78	757490.06	EOW
708	1532+59.59	34.47' LT	1507.65	499433.98	757494.80	EOW
709	1532+64.67	39.18' LT	1507.79	499438.77	757489.80	EOW
710	1532+64.59	34.50' LT	1507.60	499438.97	757494.47	EOW
711	1532+62.58	26.58' LT	1507.60	499437.43	757502.50	BOC
712	1532+59.58	26.59' LT	1507.20	499434.44	757502.67	BOC
713	1532+54.58	26.59' LT	1507.25	499429.45	757502.97	BOC
714	1532+51.58	26.59' LT	1507.71	499426.45	757503.15	BOC

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN
(STEP)	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
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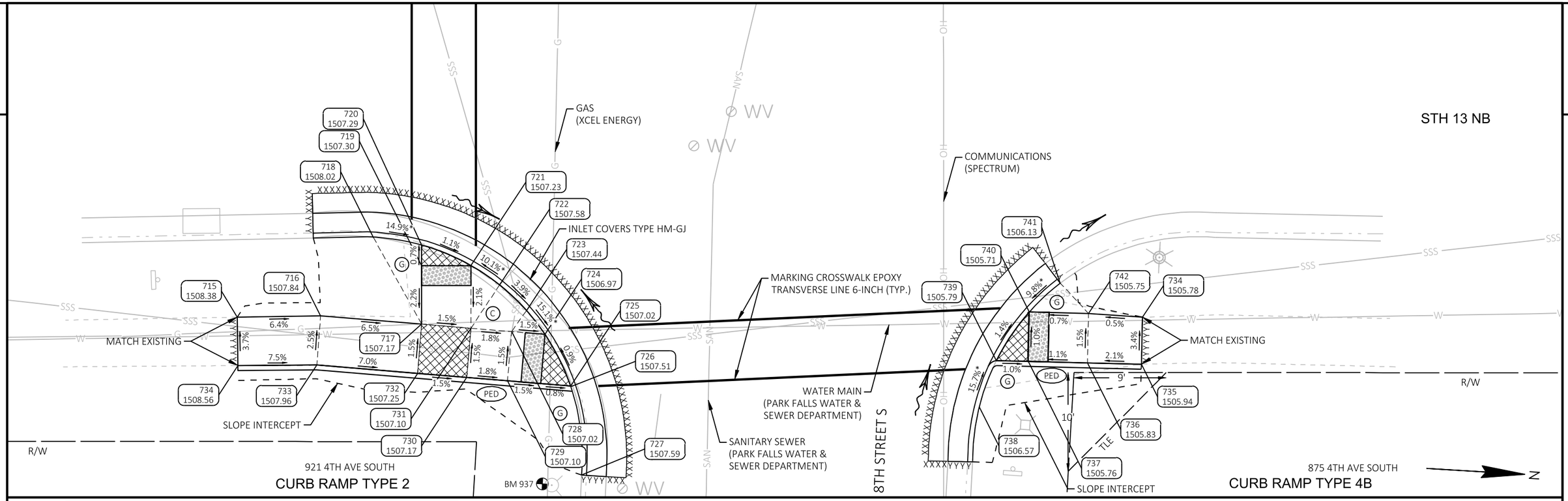
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



8TH ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
715	1532+35.92	34.42' RT	1508.38	499414.45	757564.98	EOW
716	1532+44.37	34.28' RT	1507.84	499422.87	757564.33	EOW
717	1532+54.60	35.12' RT	1507.17	499433.14	757564.57	EOW
718	1532+49.71	26.37' RT	1508.02	499427.74	757556.12	BOC
719	1532+54.59	29.21' RT	1507.30	499432.78	757558.67	EOW
720	1532+54.58	27.11' RT	1507.29	499432.65	757556.57	BOC
721	1532+59.59	29.19' RT	1507.23	499437.77	757558.35	BOC
722	1532+62.49	31.15' RT	1507.58	499440.78	757560.14	BOC
723	1532+65.21	33.73' RT	1507.44	499443.65	757562.55	BOC
724	1532+67.09	36.15' RT	1506.97	499445.67	757564.85	BOC
725	1532+69.68	41.38' RT	1507.02	499448.57	757569.92	BOC
726	1532+69.70	41.44' RT	1507.51	499448.59	757569.97	BOC
727	1532+70.79	50.38' RT	1507.59	499450.21	757578.84	BOC
728	1532+63.71	35.88' RT	1507.02	499442.28	757564.78	EOW
729	1532+63.30	40.86' RT	1507.10	499442.16	757569.78	EOW
730	1532+59.17	40.52' RT	1507.17	499438.02	757569.68	EOW
731	1532+59.59	35.53' RT	1507.10	499438.14	757564.68	EOW
732	1532+54.19	40.11' RT	1507.25	499433.03	757569.57	EOW
733	1532+44.01	39.26' RT	1507.96	499422.81	757569.33	EOW
734	1532+36.01	39.32' RT	1508.56	499414.83	757569.87	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
937	1532+66.84	1511.26	TOP OF HYDRANT NUT, 51.3' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

8TH ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
734	1533+27.59	34.40' RT	1505.78	499505.95	757559.50	EOW
735	1533+27.48	39.14' RT	1505.94	499506.12	757564.24	EOW
736	1533+22.01	39.02' RT	1505.83	499500.66	757564.45	EOW
737	1533+16.01	38.88' RT	1505.76	499494.66	757564.66	EOW
738	1533+11.07	43.48' RT	1506.57	499490.01	757569.55	BOC
739	1533+12.80	38.80' RT	1505.79	499491.45	757564.78	BOC
740	1533+16.13	33.88' RT	1505.71	499494.48	757559.67	BOC
741	1533+19.27	30.95' RT	1506.13	499497.45	757556.56	BOC
742	1533+22.13	34.02' RT	1505.75	499500.48	757559.45	EOW

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 25	E

628 4TH AVE SOUTH

CURB RAMP TYPE 7B

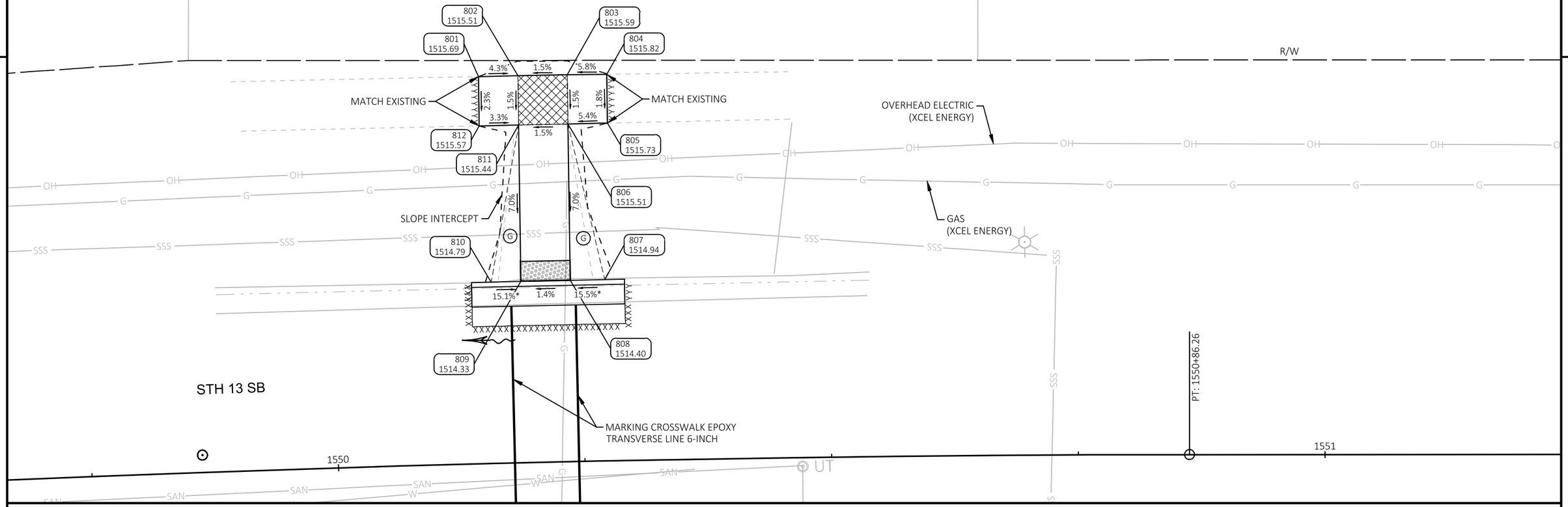
614 4TH AVE SOUTH

572 4TH AVE SOUTH

N

2

2



5TH ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
801	1550+15.19	39.26' LT	1515.69	501188.08	757388.37	EOW
802	1550+19.14	39.25' LT	1515.51	501192.08	757388.33	EOW
803	1550+24.07	39.22' LT	1515.59	501197.08	757388.30	EOW
804	1550+28.02	39.19' LT	1515.82	501201.08	757388.29	EOW
805	1550+27.98	34.24' LT	1515.73	501201.09	757393.23	EOW
806	1550+24.03	34.24' LT	1515.51	501197.09	757393.27	EOW
807	1550+27.37	18.39' LT	1514.94	501200.64	757409.09	BOC
808	1550+23.89	18.39' LT	1514.40	501197.14	757409.12	BOC
809	1550+18.92	18.40' LT	1514.33	501192.14	757409.18	BOC
810	1550+15.91	18.41' LT	1514.79	501189.10	757409.21	BOC
811	1550+19.09	34.25' LT	1515.44	501192.09	757393.33	EOW
812	1550+15.13	34.26' LT	1515.57	501188.09	757393.37	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 2	1550+85.72	1515.54	3/4-IN IRON ROD, 24.7' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 26	E

5TH ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
813	1550+11.74	34.98' RT	1515.09	501185.75	757462.65	EOW
814	1550+18.82	34.78' RT	1514.63	501192.74	757462.35	EOW
815	1550+23.89	34.78' RT	1514.56	501197.74	757462.29	EOW
816	1550+18.83	27.61' RT	1514.34	501192.66	757455.18	EOW
817	1550+15.77	20.83' RT	1514.73	501189.52	757448.45	BOC
818	1550+18.84	22.68' RT	1514.27	501192.60	757450.25	BOC
819	1550+23.88	27.61' RT	1514.31	501197.65	757455.12	BOC
820	1550+25.99	31.03' RT	1514.70	501199.78	757458.52	BOC
821	1550+27.46	34.77' RT	1514.35	501201.28	757462.25	BOC
822	1550+28.33	39.77' RT	1514.37	501202.18	757467.24	BOC
823	1550+28.30	43.78' RT	1514.89	501202.19	757471.24	BOC
824	1550+27.47	39.77' RT	1514.38	501201.34	757467.25	EOW
825	1550+23.89	39.78' RT	1514.63	501197.80	757467.29	EOW
826	1550+18.82	39.78' RT	1514.71	501192.80	757467.35	EOW
827	1550+11.72	39.76' RT	1515.10	501185.80	757467.44	EOW

LEGEND:

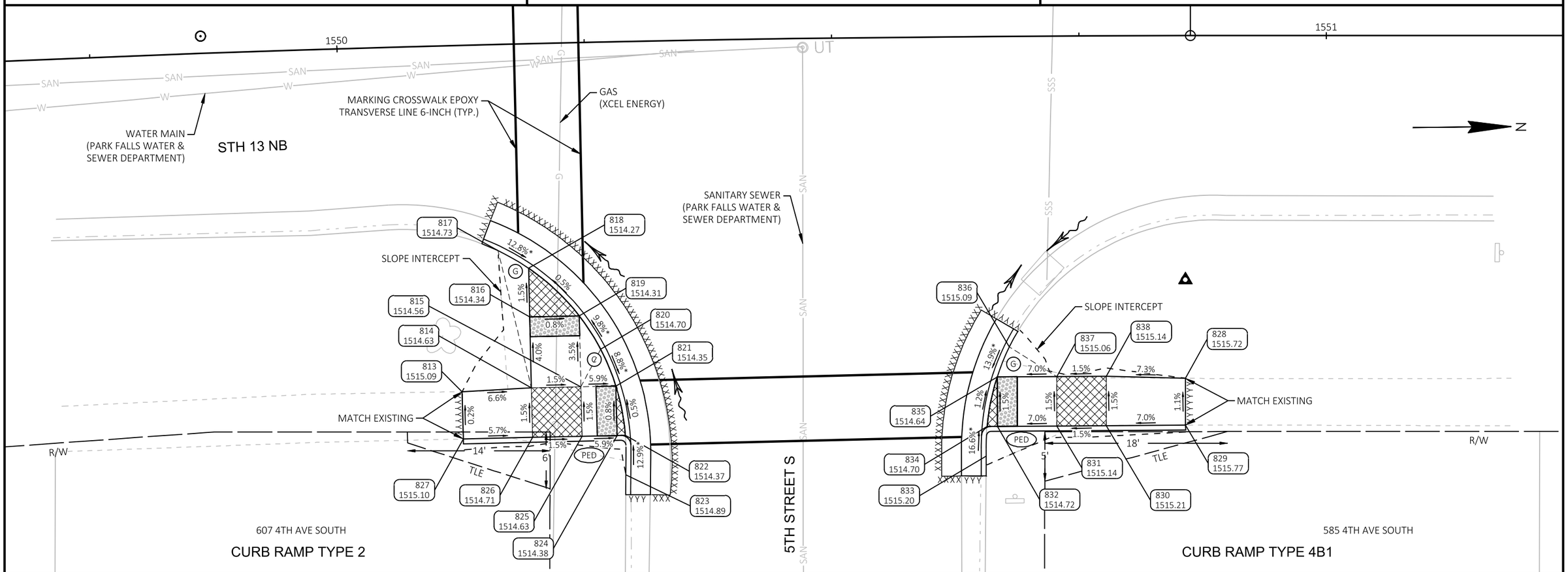
.XXXX.	SAWING ASPHALT
.ÅÅÅÅ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

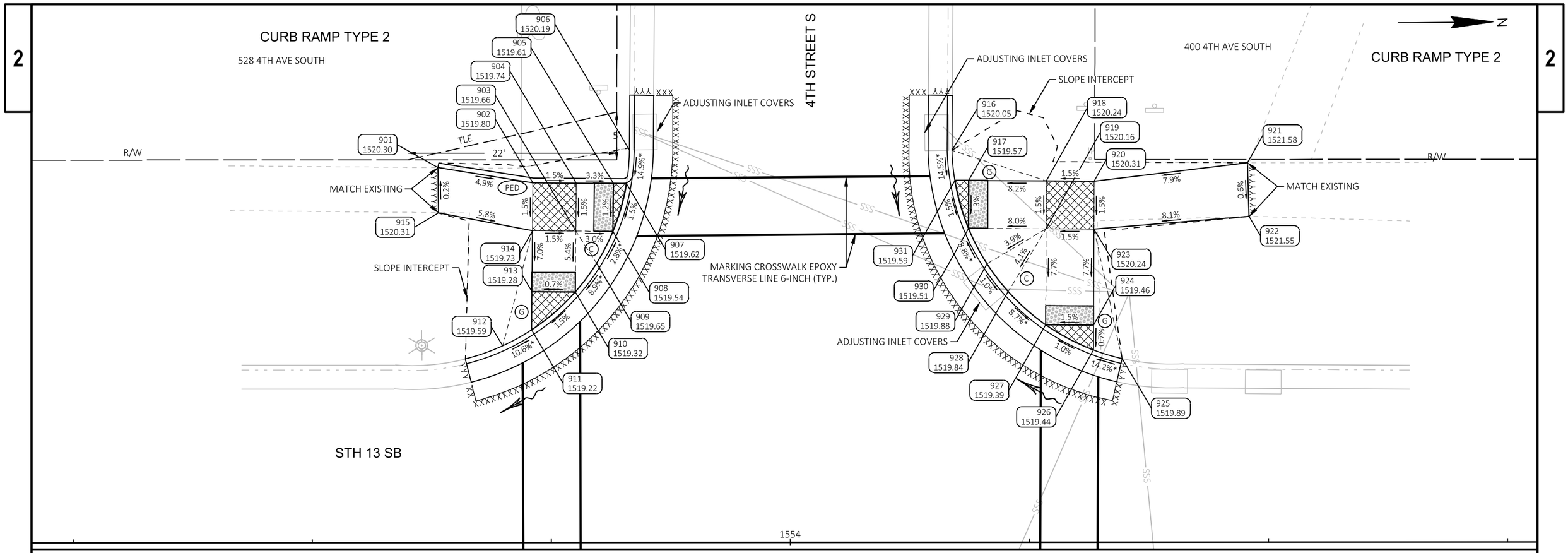
1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE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

5TH ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
828	1550+85.72	34.62' RT	1515.72	501258.82	757462.09	EOW
829	1550+85.74	39.36' RT	1515.77	501258.80	757466.83	EOW
830	1550+77.63	39.39' RT	1515.21	501250.80	757466.79	EOW
831	1550+72.56	39.40' RT	1515.14	501245.80	757466.77	EOW
832	1550+66.48	39.39' RT	1514.72	501239.80	757466.74	EOW
833	1550+65.29	42.39' RT	1515.20	501238.62	757469.73	BOC
834	1550+65.41	39.39' RT	1514.70	501238.75	757466.73	BOC
835	1550+66.49	34.39' RT	1514.64	501239.82	757461.74	BOC
836	1550+67.74	31.40' RT	1515.09	501241.07	757458.74	BOC
837	1550+72.56	34.40' RT	1515.06	501245.82	757461.77	EOW
838	1550+77.62	34.39' RT	1515.14	501250.82	757461.79	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 2	1550+85.72	1515.54	3/4-IN IRON ROD, 24.7' RT



PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 27	E



4TH ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
901	1553+63.16	39.19' LT	1520.30	501537.00	757391.14	EOW
902	1553+73.08	37.60' LT	1519.80	501546.90	757392.83	EOW
903	1553+77.57	32.55' LT	1519.66	501551.34	757397.92	EOW
904	1553+77.62	37.55' LT	1519.74	501551.44	757392.92	EOW
905	1553+81.50	37.52' LT	1519.61	501555.32	757392.99	EOW
906	1553+83.18	41.01' LT	1520.19	501557.04	757389.52	BOC
907	1553+82.88	37.50' LT	1519.62	501556.70	757393.02	BOC
908	1553+81.45	32.52' LT	1519.54	501555.23	757397.99	BOC
909	1553+79.74	29.18' LT	1519.65	501553.48	757401.31	BOC
910	1553+77.50	26.18' LT	1519.32	501551.21	757404.29	BOC
911	1553+72.94	22.22' LT	1519.22	501546.60	757408.21	BOC
912	1553+69.92	20.55' LT	1519.59	501543.57	757409.84	BOC
913	1553+72.97	26.22' LT	1519.28	501546.68	757404.20	EOW
914	1553+73.03	32.60' LT	1519.73	501546.81	757397.83	EOW
915	1553+63.21	34.45' LT	1520.31	501537.00	757395.87	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 1	1554+38.71	1519.76	3/4-IN IRON ROD, 25.6' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.ΔΔΔΔ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN
(STEP)	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

4TH ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
916	1554+16.92	40.96' LT	1520.05	501590.78	757389.91	BOC
917	1554+18.66	37.81' LT	1519.57	501592.48	757393.08	EOW
918	1554+26.78	37.77' LT	1520.24	501600.60	757393.21	EOW
919	1554+26.75	32.77' LT	1520.16	501600.53	757398.21	EOW
920	1554+31.78	37.74' LT	1520.31	501605.60	757393.29	EOW
921	1554+47.82	39.66' LT	1521.58	501621.66	757391.53	EOW
922	1554+47.98	34.04' LT	1521.55	501621.76	757397.15	EOW
923	1554+31.75	32.74' LT	1520.24	501605.53	757398.29	EOW
924	1554+31.70	22.71' LT	1519.46	501605.37	757408.32	EOW
925	1554+34.69	19.19' LT	1519.89	501608.32	757411.87	BOC
926	1554+31.69	20.10' LT	1519.44	501605.33	757410.93	BOC
927	1554+26.70	22.73' LT	1519.39	501600.37	757408.24	BOC
928	1554+22.78	26.20' LT	1519.84	501596.49	757404.73	BOC
929	1554+20.57	29.10' LT	1519.88	501594.30	757401.81	BOC
930	1554+18.63	32.81' LT	1519.51	501592.40	757398.08	BOC
931	1554+17.21	37.81' LT	1519.59	501591.04	757393.06	BOC

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 28	E

2

4TH ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
932	1553+62.87	34.54' RT	1519.88	501535.96	757464.85	EOW
933	1553+72.64	34.10' RT	1519.22	501545.72	757464.52	EOW
934	1553+72.60	27.02' RT	1518.86	501545.76	757457.44	EOW
935	1553+69.57	20.68' RT	1519.26	501542.80	757451.07	BOC
936	1553+72.58	22.37' RT	1518.79	501545.79	757452.79	BOC
937	1553+77.60	27.00' RT	1518.84	501550.76	757457.47	BOC
938	1553+79.81	30.36' RT	1519.24	501552.93	757460.85	BOC
939	1553+81.37	34.06' RT	1518.90	501554.46	757464.57	BOC
940	1553+82.34	39.06' RT	1518.94	501555.38	757469.57	BOC
941	1553+82.41	42.56' RT	1519.42	501555.41	757473.07	BOC
942	1553+81.39	39.06' RT	1518.96	501554.43	757469.57	EOW
943	1553+77.66	39.08' RT	1519.22	501550.70	757469.54	EOW
944	1553+77.64	34.08' RT	1519.14	501550.72	757464.54	EOW
945	1553+72.66	39.10' RT	1519.29	501545.70	757469.52	EOW
946	1553+62.89	39.19' RT	1519.90	501535.93	757469.50	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 1	1554+38.71	1519.76	3/4-IN IRON ROD, 25.6' RT

LEGEND:

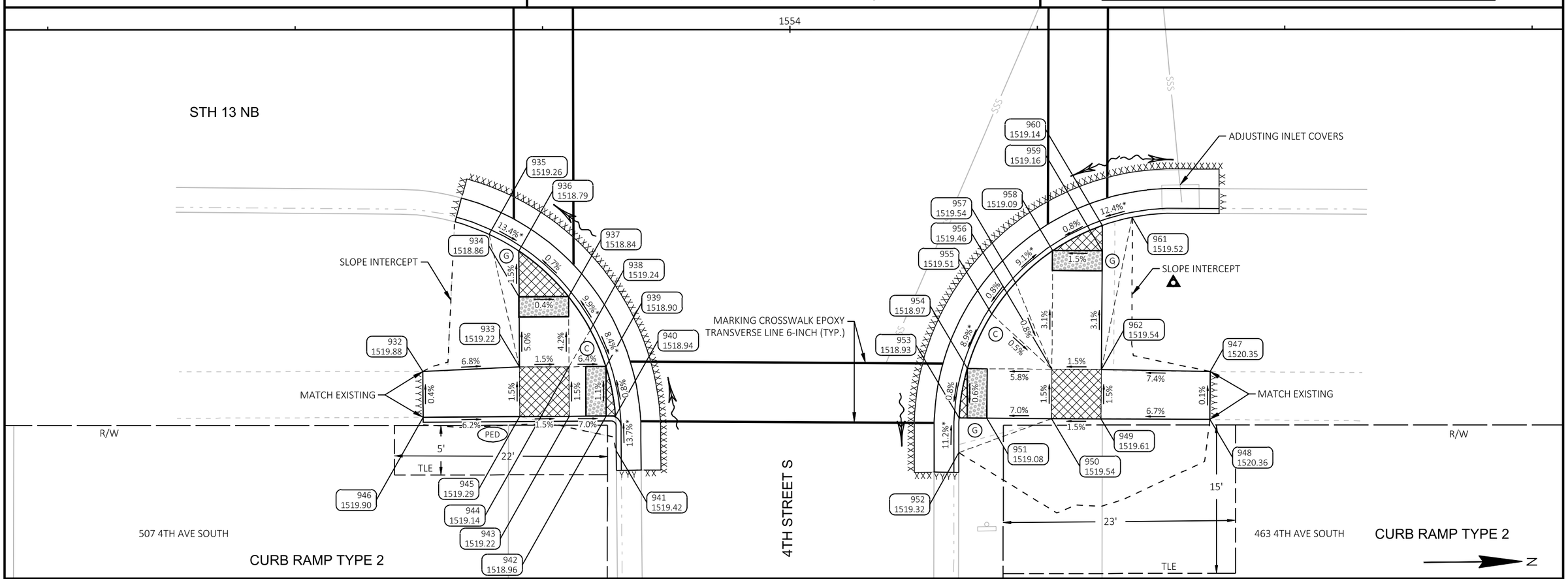
XXXX	SAWING ASPHALT
XXXX	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

4TH ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
947	1554+42.44	34.60' RT	1520.35	501615.52	757465.74	EOW
948	1554+42.40	39.44' RT	1520.36	501615.43	757470.57	EOW
949	1554+31.40	39.38' RT	1519.61	501604.43	757470.40	EOW
950	1554+26.40	39.35' RT	1519.54	501599.43	757470.31	EOW
951	1554+19.85	39.30' RT	1519.08	501592.89	757470.20	EOW
952	1554+17.03	42.78' RT	1519.32	501590.03	757473.65	BOC
953	1554+17.06	39.28' RT	1518.93	501590.09	757470.15	BOC
954	1554+17.89	34.28' RT	1518.97	501590.98	757465.16	BOC
955	1554+20.36	28.79' RT	1519.51	501593.50	757459.69	BOC
956	1554+26.44	34.35' RT	1519.46	501599.52	757465.31	EOW
957	1554+22.78	25.61' RT	1519.54	501595.96	757456.54	BOC
958	1554+26.53	22.37' RT	1519.09	501599.74	757453.34	BOC
959	1554+31.53	22.41' RT	1519.16	501604.74	757453.43	EOW
960	1554+31.55	19.83' RT	1519.14	501604.78	757450.85	BOC
961	1554+34.56	19.00' RT	1519.52	501607.80	757450.06	BOC
962	1554+31.44	34.38' RT	1519.54	501604.52	757465.40	EOW

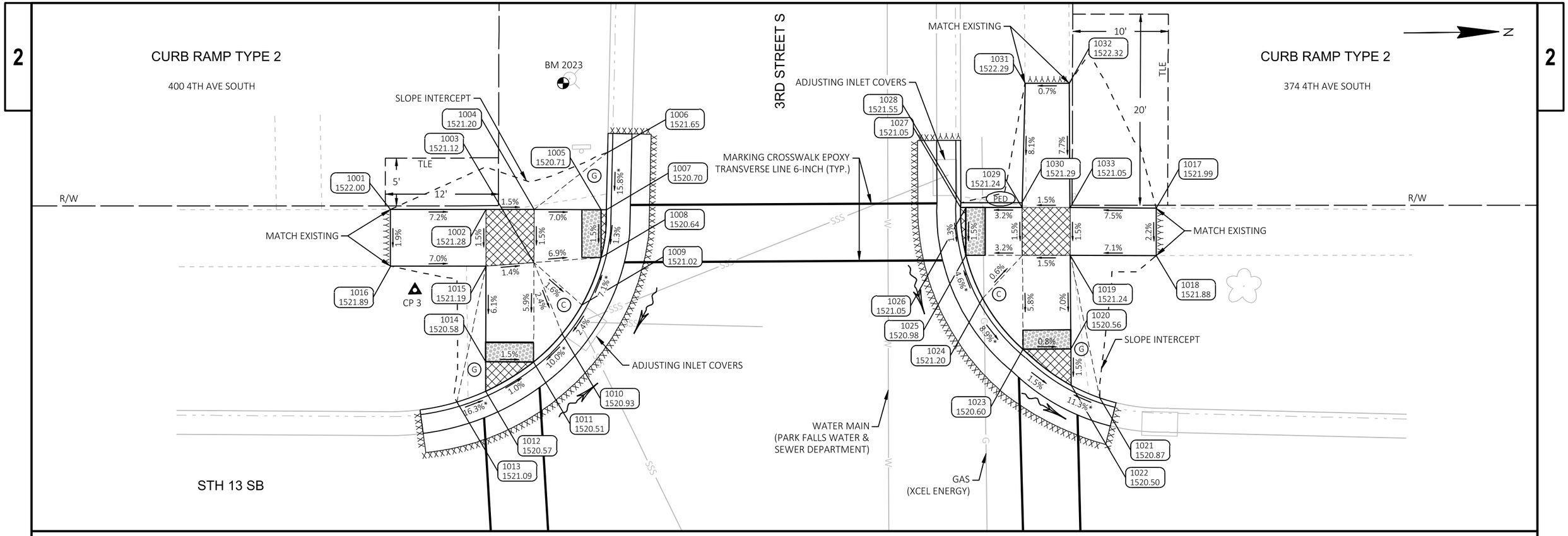
2



PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 29	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 15

PLOT DATE : 7/31/2024 11:35 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT



3RD ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1001	1557+70.54	39.61' LT	1522.00	501944.36	757394.89	EOW
1002	1557+80.54	39.62' LT	1521.28	501954.37	757394.99	EOW
1003	1557+85.54	34.06' LT	1521.12	501959.31	757400.59	EOW
1004	1557+85.57	39.61' LT	1521.20	501959.39	757395.05	EOW
1005	1557+92.57	39.57' LT	1520.71	501966.40	757395.16	EOW
1006	1557+93.27	45.58' LT	1521.65	501967.15	757389.16	BOC
1007	1557+93.13	39.57' LT	1520.70	501966.95	757395.16	BOC
1008	1557+92.55	34.57' LT	1520.64	501966.32	757400.16	BOC
1009	1557+90.56	29.62' LT	1521.02	501964.28	757405.09	BOC
1010	1557+88.50	26.59' LT	1520.93	501962.19	757408.09	BOC
1011	1557+85.50	23.65' LT	1520.51	501959.16	757411.01	BOC
1012	1557+80.48	20.59' LT	1520.57	501954.11	757414.01	BOC
1013	1557+77.48	19.47' LT	1521.09	501951.10	757415.11	BOC
1014	1557+80.50	23.67' LT	1520.58	501954.16	757410.94	EOW
1015	1557+80.54	33.70' LT	1521.19	501954.31	757400.91	EOW
1016	1557+70.57	33.68' LT	1521.89	501944.33	757400.83	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 3	1557+73.09	1521.76	3/4-IN IRON ROD, 31.2' LT
2023	1557+88.60	1525.97	TOP OF HYDRANT NUT, 52.8' LT

LEGEND:

.XXXX.	SAWING ASPHALT
.ÅÅÅÅ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN
(STEP)	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

3RD ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1017	1558+50.61	39.71' LT	1521.99	502024.44	757395.61	EOW
1018	1558+50.64	34.76' LT	1521.88	502024.41	757400.57	EOW
1019	1558+41.64	34.77' LT	1521.24	502015.41	757400.46	EOW
1020	1558+41.68	24.97' LT	1520.56	502015.36	757410.26	EOW
1021	1558+44.72	19.86' LT	1520.87	502018.33	757415.41	BOC
1022	1558+41.71	21.19' LT	1520.50	502015.34	757414.05	BOC
1023	1558+36.69	24.94' LT	1520.60	502010.36	757410.24	BOC
1024	1558+32.46	30.28' LT	1521.20	502006.19	757404.86	BOC
1025	1558+30.73	34.79' LT	1520.98	502004.50	757400.34	BOC
1026	1558+30.74	39.79' LT	1521.05	502004.56	757395.34	EOW
1027	1558+30.17	39.79' LT	1521.05	502004.00	757395.33	BOC
1028	1558+30.19	40.29' LT	1521.55	502004.02	757394.83	PED
1029	1558+36.61	39.78' LT	1521.24	502010.44	757395.40	EOW
1030	1558+36.61	40.31' LT	1521.29	502010.44	757394.87	PED
1031	1558+36.92	52.78' LT	1522.29	502010.88	757382.41	EOW
1032	1558+41.55	52.77' LT	1522.32	502015.51	757382.46	EOW
1033	1558+41.64	39.77' LT	1521.05	502015.47	757395.46	EOW

2

3RD ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1034	1557+78.67	33.97' RT	1520.32	501951.74	757468.55	EOW
1035	1557+83.67	33.78' RT	1519.99	501956.74	757468.41	EOW
1036	1557+80.91	20.93' RT	1520.39	501954.12	757455.54	BOC
1037	1557+83.38	22.29' RT	1519.92	501956.57	757456.92	BOC
1038	1557+83.49	26.64' RT	1519.91	501956.63	757461.28	EOW
1039	1557+88.48	26.51' RT	1519.84	501961.63	757461.20	BOC
1040	1557+90.66	29.89' RT	1520.14	501963.77	757464.60	BOC
1041	1557+92.26	33.56' RT	1519.75	501965.34	757468.28	BOC
1042	1557+93.47	38.53' RT	1519.68	501966.49	757473.26	BOC
1043	1557+93.69	41.54' RT	1520.05	501966.68	757476.28	BOC
1044	1557+92.39	38.56' RT	1519.70	501965.41	757473.28	EOW
1045	1557+88.80	38.65' RT	1519.99	501961.82	757473.34	EOW
1046	1557+88.67	33.65' RT	1519.91	501961.74	757468.34	EOW
1047	1557+83.80	38.78' RT	1520.06	501956.82	757473.41	EOW
1048	1557+78.80	38.91' RT	1520.30	501951.82	757473.49	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 3	1557+73.09	1521.76	3/4-IN IRON ROD, 31.2' LT
2023	1557+88.60	1525.97	TOP OF HYDRANT NUT, 52.8' LT

LEGEND:

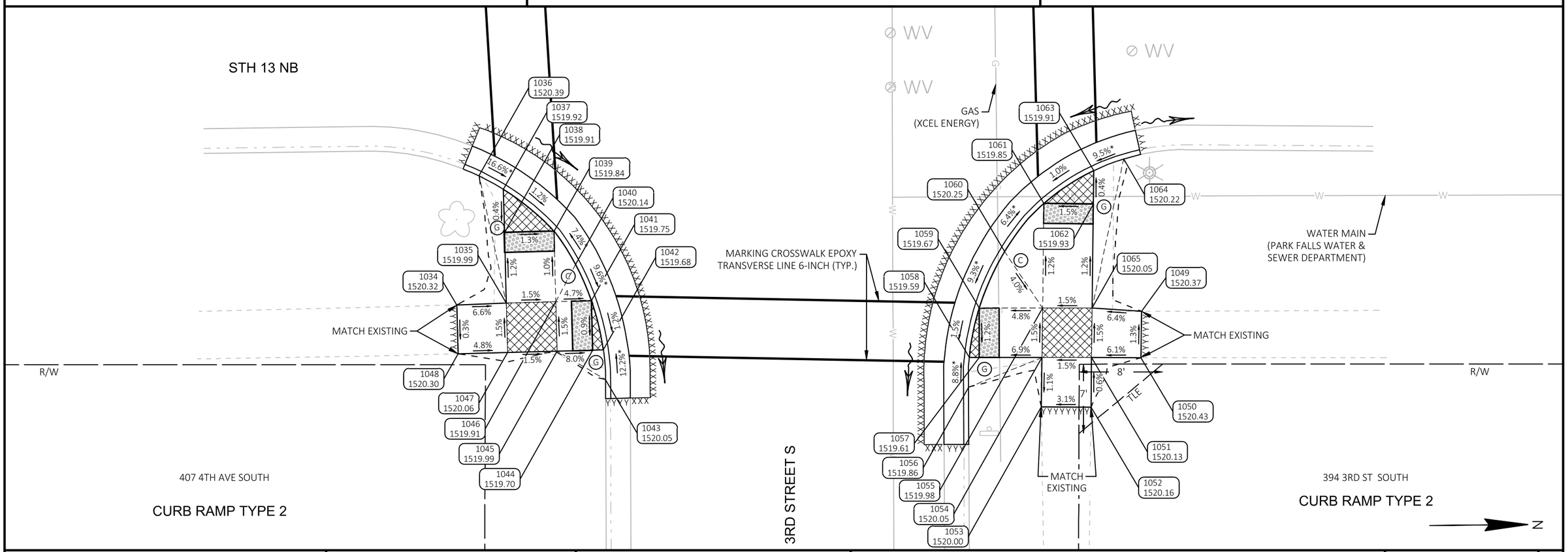
- .XXXX. SAWING ASPHALT
- .ΔΔΔΔ. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

3RD ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1049	1558+47.86	34.67' RT	1520.37	502020.91	757469.96	EOW
1050	1558+47.80	39.34' RT	1520.43	502020.81	757474.63	EOW
1051	1558+42.80	39.33' RT	1520.13	502015.81	757474.57	EOW
1052	1558+42.74	44.33' RT	1520.16	502015.70	757479.57	EOW
1053	1558+37.72	44.33' RT	1520.00	502010.67	757479.52	EOW
1054	1558+37.80	39.33' RT	1520.05	502010.81	757474.52	EOW
1055	1558+37.86	34.33' RT	1519.98	502010.92	757469.52	EOW
1056	1558+30.37	42.32' RT	1519.86	502003.35	757477.44	BOC
1057	1558+31.45	39.32' RT	1519.61	502004.46	757474.45	EOW
1058	1558+30.44	39.32' RT	1519.59	502003.45	757474.44	BOC
1059	1558+31.45	34.32' RT	1519.67	502004.52	757469.45	BOC
1060	1558+34.02	28.61' RT	1520.25	502007.14	757463.76	BOC
1061	1558+37.99	23.75' RT	1519.85	502011.16	757458.94	BOC
1062	1558+42.99	23.81' RT	1519.93	502016.16	757459.06	EOW
1063	1558+43.03	20.43' RT	1519.91	502016.23	757455.67	BOC
1064	1558+46.05	19.25' RT	1520.22	502019.27	757454.53	BOC
1065	1558+42.86	34.33' RT	1520.05	502015.92	757469.58	EOW

2

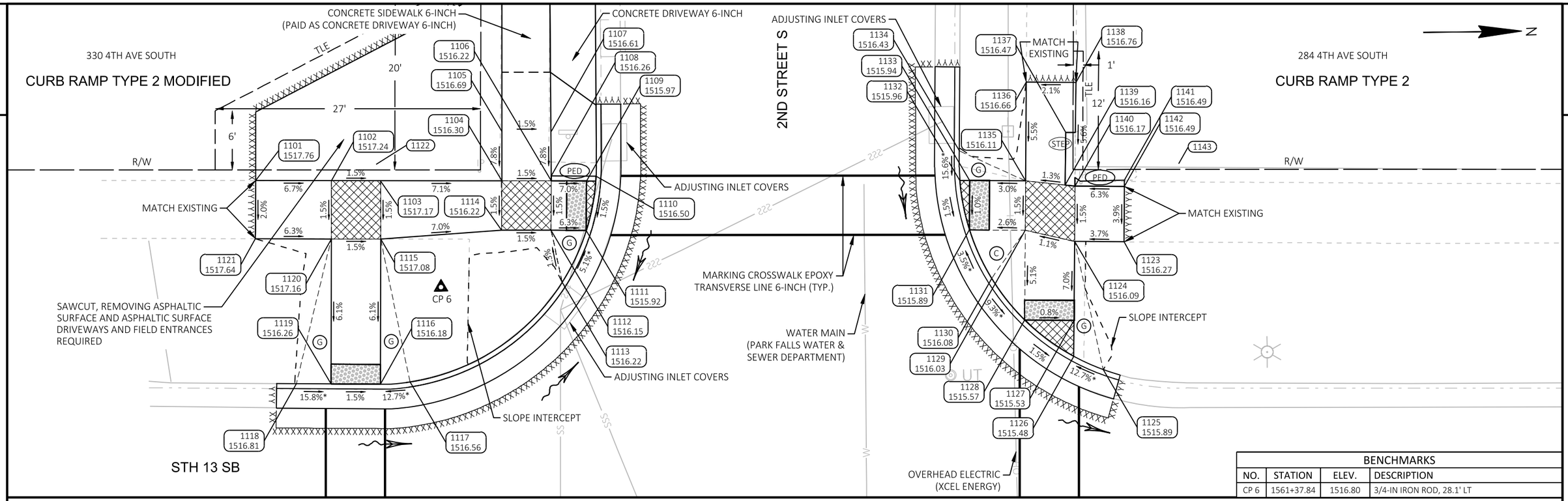


PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 31	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 17

PLOT DATE : 7/31/2024 11:36 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 6	1561+37.84	1516.80	3/4-IN IRON ROD, 28.1' LT

2ND ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1101	1561+19.08	38.92' LT	1517.76	502292.88	757399.16	EOW
1102	1561+26.75	38.90' LT	1517.24	502300.54	757399.26	EOW
1103	1561+31.73	38.89' LT	1517.17	502305.53	757399.32	EOW
1104	1561+44.00	38.88' LT	1516.30	502317.80	757399.46	EOW
1105	1561+44.01	43.88' LT	1516.69	502317.86	757394.46	EOW
1106	1561+49.00	38.87' LT	1516.22	502322.80	757399.52	EOW
1107	1561+49.01	43.87' LT	1516.61	502322.86	757394.52	EOW
1108	1561+49.00	39.37' LT	1516.26	502322.80	757399.02	PED
1109	1561+52.57	38.86' LT	1515.97	502326.36	757399.56	EOW
1110	1561+53.55	39.36' LT	1516.50	502327.35	757399.07	PED
1111	1561+52.56	33.86' LT	1515.92	502326.30	757404.56	BOC
1112	1561+48.99	33.87' LT	1516.15	502322.74	757404.52	EOW
1113	1561+50.12	28.62' LT	1516.22	502323.82	757409.78	BOC
1114	1561+43.99	33.87' LT	1516.22	502317.74	757404.46	EOW
1115	1561+31.74	33.00' LT	1517.08	502305.47	757405.21	EOW
1116	1561+31.69	18.31' LT	1516.18	502305.28	757419.90	BOC
1117	1561+34.69	18.52' LT	1516.56	502308.28	757419.72	BOC
1118	1561+23.19	18.36' LT	1516.81	502296.78	757419.76	BOC
1119	1561+26.69	18.34' LT	1516.26	502300.28	757419.82	BOC

2ND ST - SW QUAD CONT.						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1120	1561+26.74	33.01' LT	1517.16	502300.47	757405.15	EOW
1121	1561+19.06	33.04' LT	1517.64	502292.80	757405.04	EOW
1122	1561+31.29	40.55' LT	-	502305.11	757397.66	24.79' RAD

2ND ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1123	1562+07.01	32.67' LT	1516.27	502380.74	757406.32	EOW
1124	1562+02.01	32.71' LT	1516.09	502375.74	757406.23	EOW
1125	1562+04.89	19.71' LT	1515.89	502378.49	757419.25	BOC
1126	1562+01.90	21.07' LT	1515.48	502375.51	757417.86	BOC
1127	1562+01.94	24.72' LT	1515.53	502375.58	757414.21	EOW
1128	1561+96.94	24.76' LT	1515.57	502370.59	757414.12	BOC
1129	1561+97.02	33.85' LT	1516.03	502370.76	757405.04	EOW
1130	1561+93.59	28.98' LT	1516.08	502367.29	757409.87	BOC
1131	1561+91.36	33.88' LT	1515.89	502365.10	757404.94	BOC
1132	1561+90.39	38.89' LT	1515.96	502364.18	757399.92	BOC
1133	1561+91.39	38.88' LT	1515.94	502365.19	757399.94	EOW
1134	1561+90.34	41.89' LT	1516.43	502364.16	757396.92	BOC

2ND ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1135	1561+97.06	38.85' LT	1516.11	502370.85	757400.04	EOW
1136	1561+97.11	48.85' LT	1516.66	502371.01	757390.04	EOW
1137	1562+01.10	43.75' LT	1516.47	502374.95	757395.18	STEP
1138	1562+02.15	48.81' LT	1516.76	502376.04	757390.12	EOW
1139	1562+01.06	38.42' LT	1516.16	502374.85	757400.51	STEP
1140	1562+02.05	38.31' LT	1516.17	502375.84	757400.62	EOW
1141	1562+07.04	38.90' LT	1516.49	502380.84	757400.08	PED
1142	1562+07.05	38.28' LT	1516.49	502380.84	757400.71	EOW
1143	1562+12.55	40.57' LT	-	502386.36	757398.47	24.72' RAD FLAG

LEGEND:

.XXXX.	SAWING ASPHALT
.AAAA.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

2

2ND ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1141	1561+27.86	42.01' RT	-	502300.82	757480.18	27.80' RAD FLAG
1142	1561+17.43	34.08' RT	1516.36	502290.48	757472.14	EOW
1143	1561+26.43	34.12' RT	1515.79	502299.48	757472.28	EOW
1144	1561+22.55	18.47' RT	1516.22	502295.76	757456.58	BOC
1145	1561+26.56	18.48' RT	1515.66	502299.77	757456.64	BOC
1146	1561+31.57	18.50' RT	1515.59	502304.78	757456.71	BOC
1147	1561+34.55	18.72' RT	1515.94	502307.76	757456.96	BOC
1148	1561+31.43	34.16' RT	1515.71	502304.48	757472.36	EOW
1149	1561+43.22	34.86' RT	1514.78	502316.26	757473.19	EOW
1150	1561+48.22	35.00' RT	1514.71	502321.26	757473.38	EOW
1151	1561+51.17	32.18' RT	1514.84	502324.24	757470.59	BOC
1152	1561+52.17	35.00' RT	1514.52	502325.21	757473.42	BOC
1153	1561+52.16	40.00' RT	1514.47	502325.15	757478.42	EOW
1154	1561+53.14	43.21' RT	1514.73	502326.09	757481.64	BOC
1155	1561+53.07	40.00' RT	1514.45	502326.06	757478.43	BOC
1156	1561+43.18	40.00' RT	1514.86	502316.17	757478.33	EOW
1157	1561+31.38	40.00' RT	1515.80	502304.37	757478.20	EOW
1158	1561+26.38	39.99' RT	1515.88	502299.37	757478.14	EOW
1159	1561+17.38	39.99' RT	1516.46	502290.37	757478.05	EOW

2ND ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1160	1561+48.24	25.98' RT	1514.78	502321.37	757464.36	BOC

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2254	1562+33.95	1517.19	TOP OF HYDRANT NUT, 29.4' RT

LEGEND:

- .XXXX. SAWING ASPHALT
- .XXXX. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
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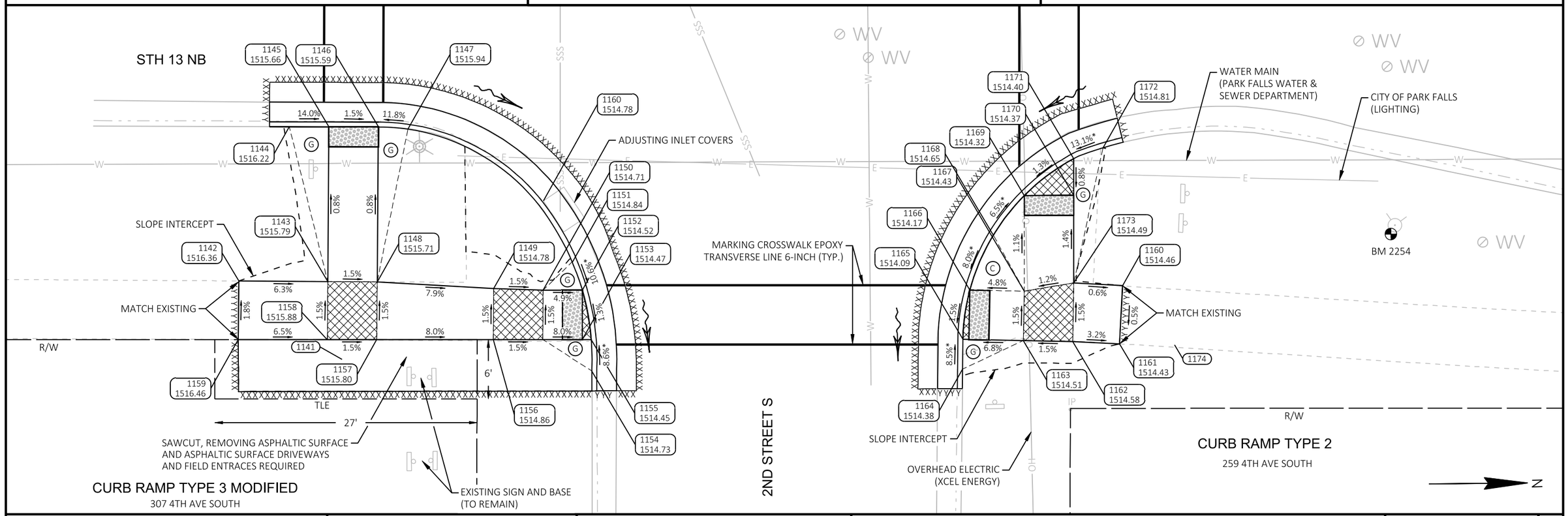
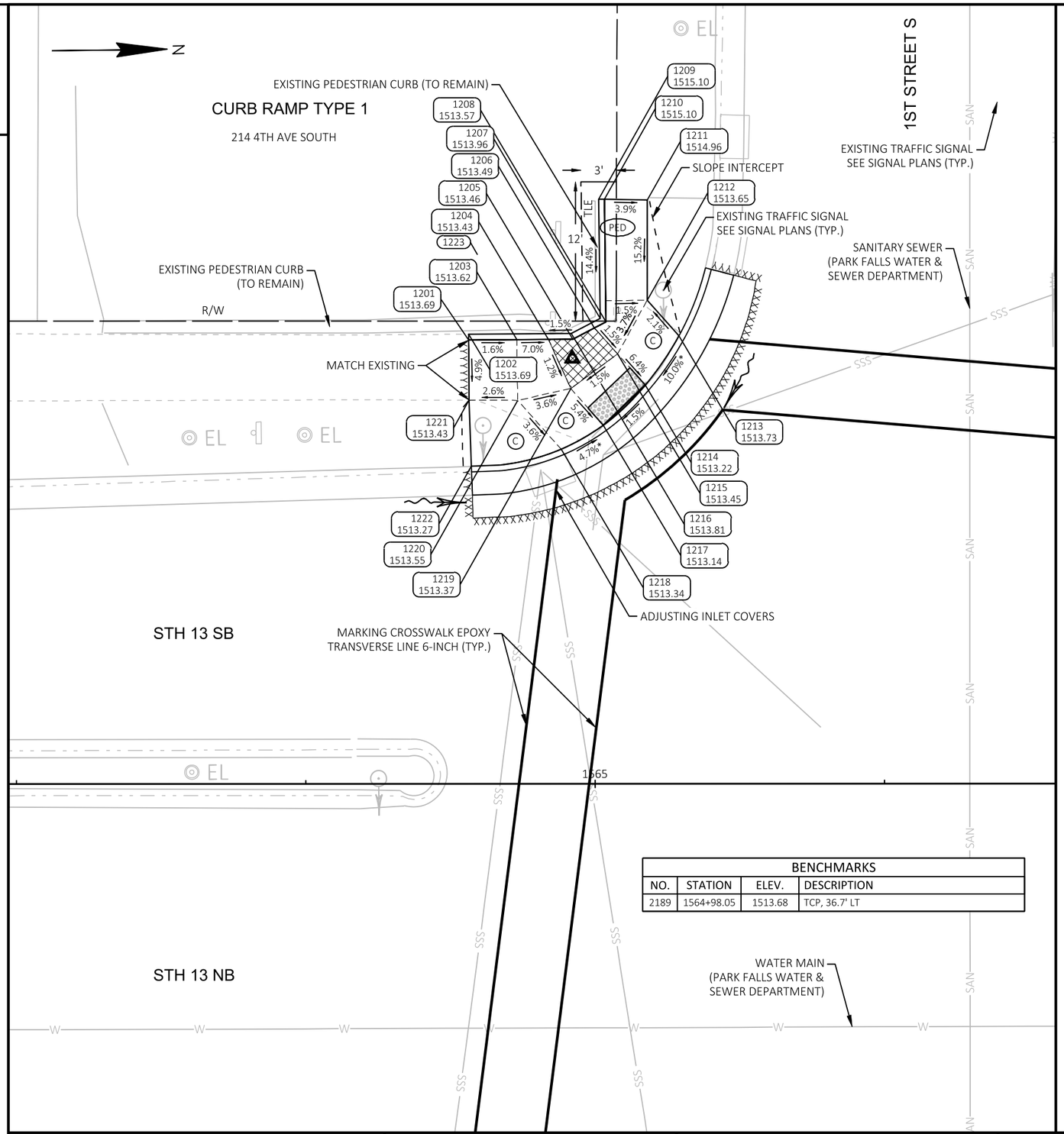
2ND ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1160	1562+06.81	34.63' RT	1514.46	502379.85	757473.60	EOW
1161	1562+06.51	40.47' RT	1514.43	502379.49	757479.44	EOW
1162	1562+01.78	40.23' RT	1514.58	502374.76	757479.16	EOW
1163	1561+96.78	40.13' RT	1514.51	502369.76	757479.01	EOW
1164	1561+90.64	43.01' RT	1514.38	502363.59	757481.82	BOC
1165	1561+90.68	40.01' RT	1514.09	502363.66	757478.83	BOC
1166	1561+91.37	35.02' RT	1514.17	502364.41	757473.84	BOC
1167	1561+96.88	35.14' RT	1514.43	502369.91	757474.01	EOW
1168	1561+93.74	29.48' RT	1514.65	502366.83	757468.33	BOC
1169	1561+96.88	25.47' RT	1514.32	502370.01	757464.35	BOC
1170	1562+01.88	25.45' RT	1514.37	502375.01	757464.38	EOW
1171	1562+01.88	21.74' RT	1514.40	502375.05	757460.66	BOC
1172	1562+04.84	20.64' RT	1514.81	502378.02	757459.60	BOC
1173	1562+01.88	34.31' RT	1514.49	502374.92	757473.24	EOW
1174	1562+12.08	40.60' RT	-	502385.05	757479.63	23.94' RAD FLAG



PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 33	E



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2189	1564+98.05	1513.68	TCP, 36.7' LT

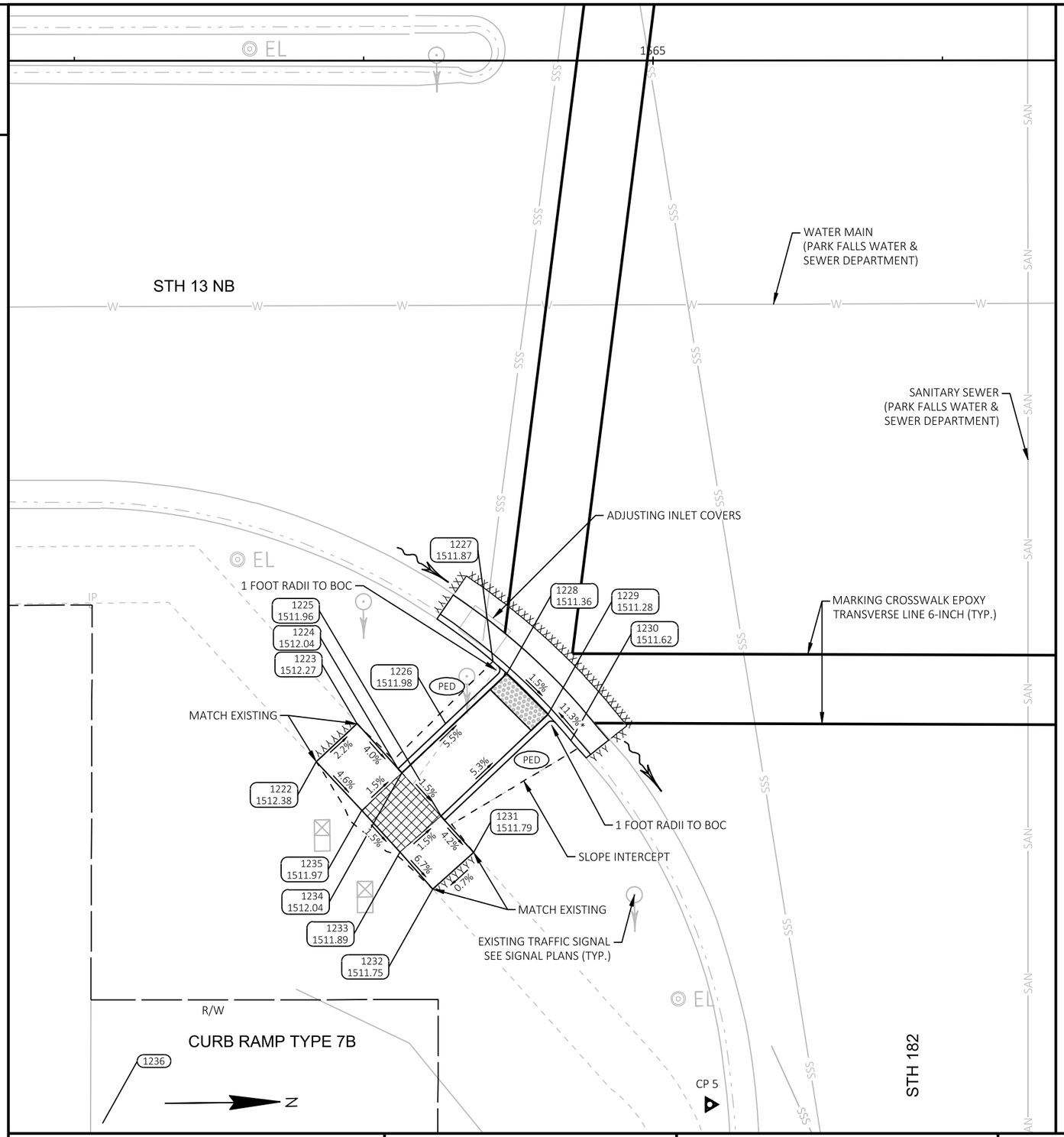
1ST ST S - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1201	1564+89.11	38.36' LT	1513.69	502662.89	757403.52	EOW
1202	1564+89.11	38.86' LT	1513.69	502662.89	757403.02	PED
1203	1564+93.25	38.38' LT	1513.62	502667.02	757403.54	EOW
1204	1564+96.00	38.40' LT	1513.43	502669.77	757403.55	EOW
1205	1564+98.09	38.41' LT	1513.46	502671.86	757403.56	EOW
1206	1564+99.96	39.39' LT	1513.49	502673.75	757402.60	EOW
1207	1565+00.47	40.22' LT	1513.96	502674.26	757401.78	PED
1208	1565+00.97	39.92' LT	1513.57	502674.76	757402.08	EOW
1209	1565+00.33	50.53' LT	1515.10	502674.23	757391.46	PED
1210	1565+00.83	50.52' LT	1515.10	502674.73	757391.48	EOW
1211	1565+04.54	50.43' LT	1514.96	502678.44	757391.61	EOW
1212	1565+04.53	41.79' LT	1513.65	502678.34	757400.25	EOW
1213	1565+07.26	38.70' LT	1513.73	502681.04	757403.37	BOC
1214	1565+04.35	34.45' LT	1513.22	502678.08	757407.59	BOC
1215	1565+01.96	37.15' LT	1513.45	502675.72	757404.87	EOW
1216	1564+97.96	38.91' LT	1513.81	502671.74	757403.06	PED
1217	1565+00.73	30.99' LT	1513.14	502674.43	757411.01	BOC
1218	1564+97.09	28.91' LT	1513.34	502670.76	757413.05	BOC
1219	1564+97.92	34.17' LT	1513.37	502671.65	757407.80	EOW
1220	1564+93.34	33.14' LT	1513.55	502667.06	757408.79	EOW
1221	1564+89.14	33.15' LT	1513.43	502662.86	757408.73	EOW
1222	1564+89.34	27.47' LT	1513.27	502663.00	757414.42	BOC
1223	1564+89.88	45.74' LT	-	502663.73	757396.15	20.81' RAD FLAG

LEGEND:

.XXXX.	SAWING ASPHALT
.ΔΔΔΔ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



STH 182 - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1222	1564+70.88	60.52' RT	1512.38	502643.64	757502.20	EOW
1223	1564+74.40	57.25' RT	1512.27	502647.20	757498.98	EOW
1224	1564+77.94	61.13' RT	1512.04	502650.69	757502.89	PED
1225	1564+81.63	65.21' RT	1511.96	502654.34	757507.01	EOW
1226	1564+82.05	57.25' RT	1511.98	502654.85	757499.05	PED
1227	1564+86.14	51.88' RT	1511.87	502658.98	757493.73	PED
1228	1564+87.35	52.94' RT	1511.36	502660.19	757494.80	BOC
1229	1564+90.91	56.45' RT	1511.28	502663.71	757498.35	BOC
1230	1564+92.89	58.71' RT	1511.62	502665.66	757500.62	BOC
1231	1564+84.47	68.38' RT	1511.79	502657.15	757510.20	EOW
1232	1564+80.93	71.52' RT	1511.75	502653.58	757513.31	EOW
1233	1564+78.11	68.35' RT	1511.89	502650.79	757510.11	EOW
1234	1564+78.28	61.50' RT	1512.04	502651.03	757503.27	EOW
1235	1564+74.79	64.73' RT	1511.97	502647.51	757506.46	EOW
1236	1564+52.39	91.74' RT	-	502624.83	757533.23	54.76' RAD FLAG

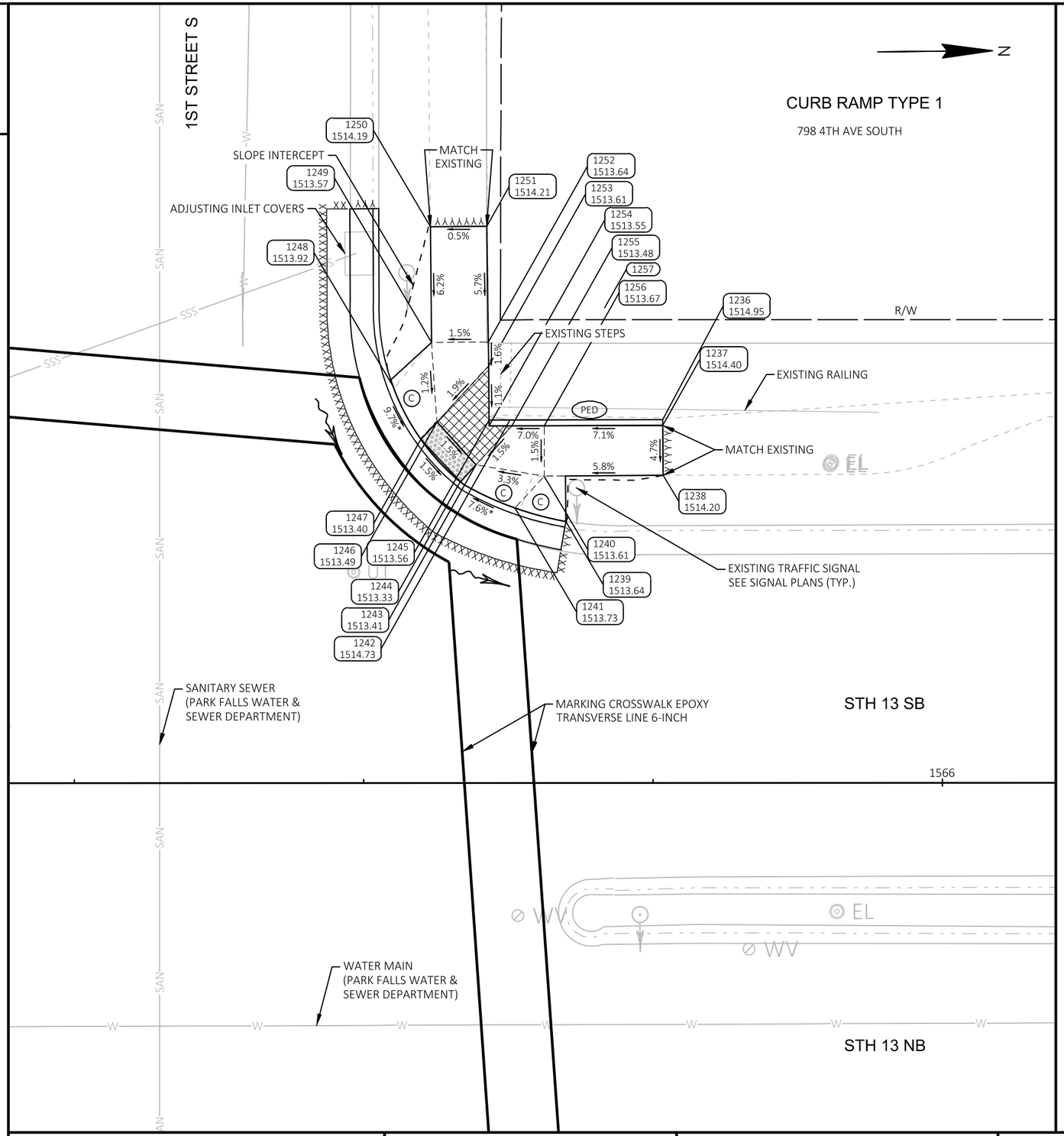
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 5	1565+04.86	1509.86	3/4-IN IRON ROD, 90.1' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



1ST ST S - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1236	1565+75.87	31.38' LT	1514.95	502749.57	757411.39	PED
1237	1565+75.87	30.88' LT	1514.40	502749.57	757411.89	EOW
1238	1565+75.90	26.56' LT	1514.20	502749.55	757416.21	EOW
1239	1565+67.48	22.59' LT	1513.64	502741.09	757420.09	BOC
1240	1565+65.63	26.50' LT	1513.61	502739.27	757416.17	EOW
1241	1565+63.09	23.75' LT	1513.73	502736.71	757418.89	BOC
1242	1565+62.66	31.35' LT	1514.73	502736.35	757411.28	PED
1243	1565+59.73	27.49' LT	1513.41	502733.39	757415.12	EOW
1244	1565+58.37	26.02' LT	1513.33	502732.02	757416.57	BOC
1245	1565+60.85	31.35' LT	1513.56	502734.55	757411.27	PED
1246	1565+56.35	31.20' LT	1513.49	502730.05	757411.37	EOW
1247	1565+54.96	29.69' LT	1513.40	502728.65	757412.86	BOC
1248	1565+52.50	34.40' LT	1513.92	502726.23	757408.13	BOC
1249	1565+55.88	38.06' LT	1513.57	502729.65	757404.51	EOW
1250	1565+55.80	48.06' LT	1514.19	502729.67	757394.51	EOW
1251	1565+60.67	48.09' LT	1514.21	502734.54	757394.52	EOW
1252	1565+60.80	38.09' LT	1513.64	502734.57	757404.52	EOW
1253	1565+60.82	36.03' LT	1513.61	502734.56	757406.58	EOW
1254	1565+60.85	30.85' LT	1513.55	502734.55	757411.77	EOW
1255	1565+62.84	30.85' LT	1513.48	502736.53	757411.78	EOW
1256	1565+65.62	30.86' LT	1513.67	502739.31	757411.81	EOW
1257	1565+70.84	41.01' LT	-	502744.64	757401.71	22.00' RAD FLAG

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
3512	1565+78.93	1515.50	TOP OF HYDRANT NUT, 53.3' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.ΔΔΔΔ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
(G)	6:1 GRADED FLARE
(C)	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

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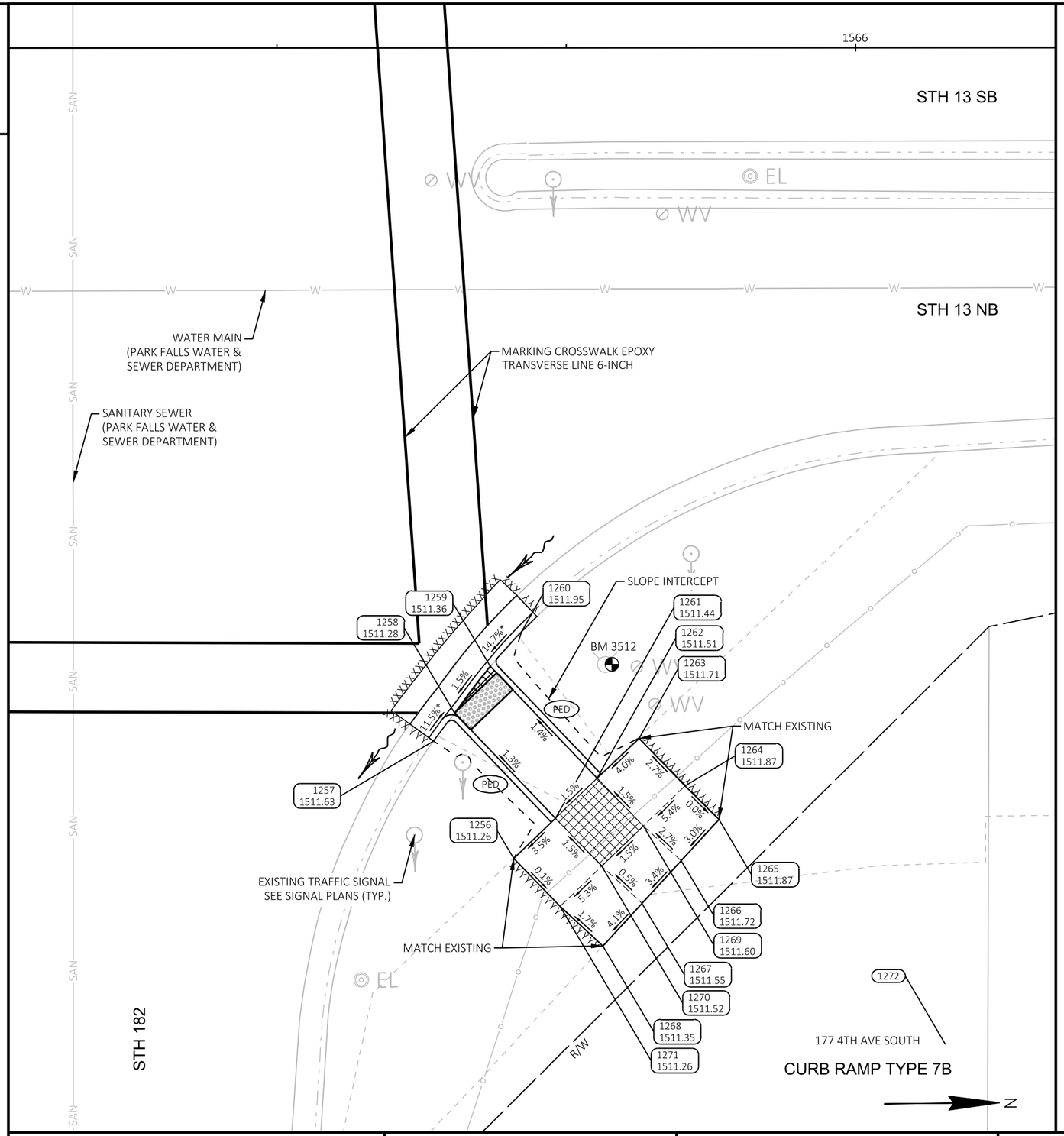
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



STH 182 - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1256	1565+70.43	70.01' RT	1511.26	502743.08	757512.72	EOW
1257	1565+63.51	59.87' RT	1511.63	502736.27	757502.51	BOC
1258	1565+65.35	57.47' RT	1511.28	502738.13	757500.13	BOC
1259	1565+68.43	53.43' RT	1511.36	502741.25	757496.12	BOC
1260	1565+71.11	50.45' RT	1511.95	502743.97	757493.16	BOC
1261	1565+74.02	66.54' RT	1511.44	502746.72	757509.29	EOW
1262	1565+77.64	63.09' RT	1511.51	502750.37	757505.87	EOW
1263	1565+81.27	59.65' RT	1511.71	502754.03	757502.47	EOW
1264	1565+85.23	63.75' RT	1511.87	502757.95	757506.61	EOW
1265	1565+88.16	66.64' RT	1511.87	502760.85	757509.54	EOW
1266	1565+84.89	70.21' RT	1511.72	502757.54	757513.07	EOW
1267	1565+81.51	73.89' RT	1511.55	502754.13	757516.71	EOW
1268	1565+78.14	77.58' RT	1511.35	502750.72	757520.37	EOW
1269	1565+81.63	67.22' RT	1511.60	502754.31	757510.05	EOW
1270	1565+78.03	70.69' RT	1511.52	502750.68	757513.48	EOW
1271	1565+74.43	74.16' RT	1511.26	502747.04	757516.91	EOW
1272	1566+07.74	86.10' RT	-	502780.23	757529.19	53.62' RAD FLAG

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
3512	1565+78.93	1515.50	TOP OF HYDRANT NUT, 53.3' RT

LEGEND:

- .XXXX. SAWING ASPHALT
- .XXXX. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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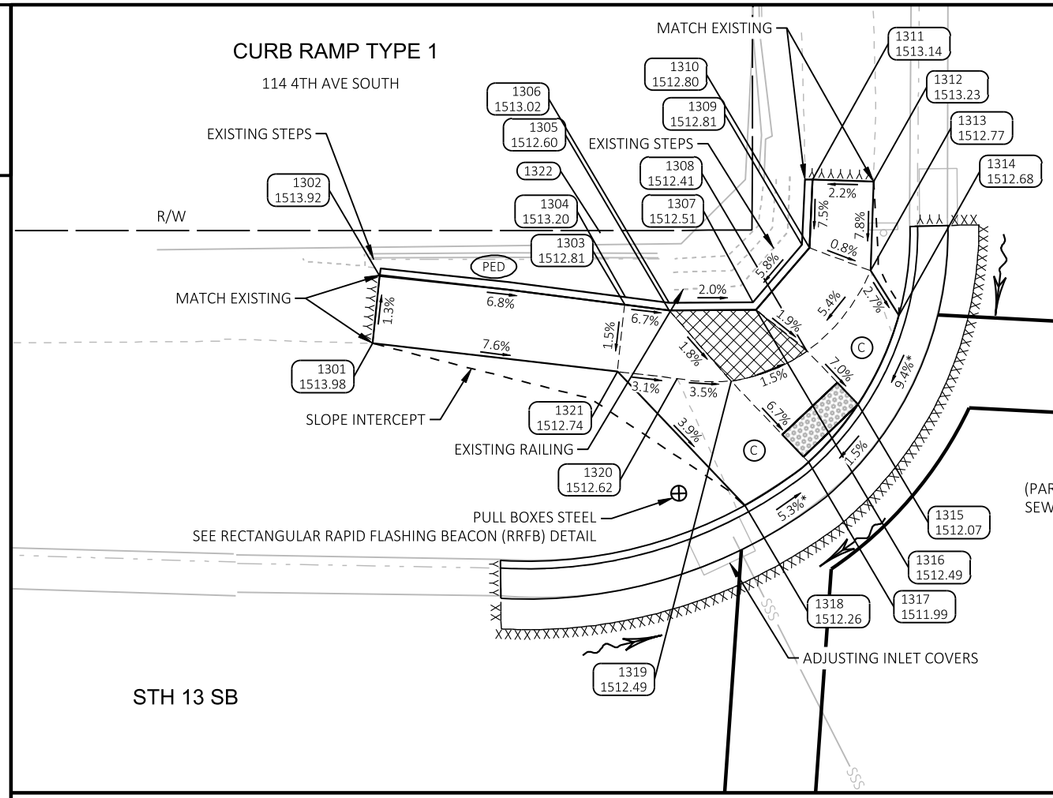
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 37	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 23
PLOT DATE : 7/31/2024 11:37 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CURB RAMP TYPE 1

114 4TH AVE SOUTH

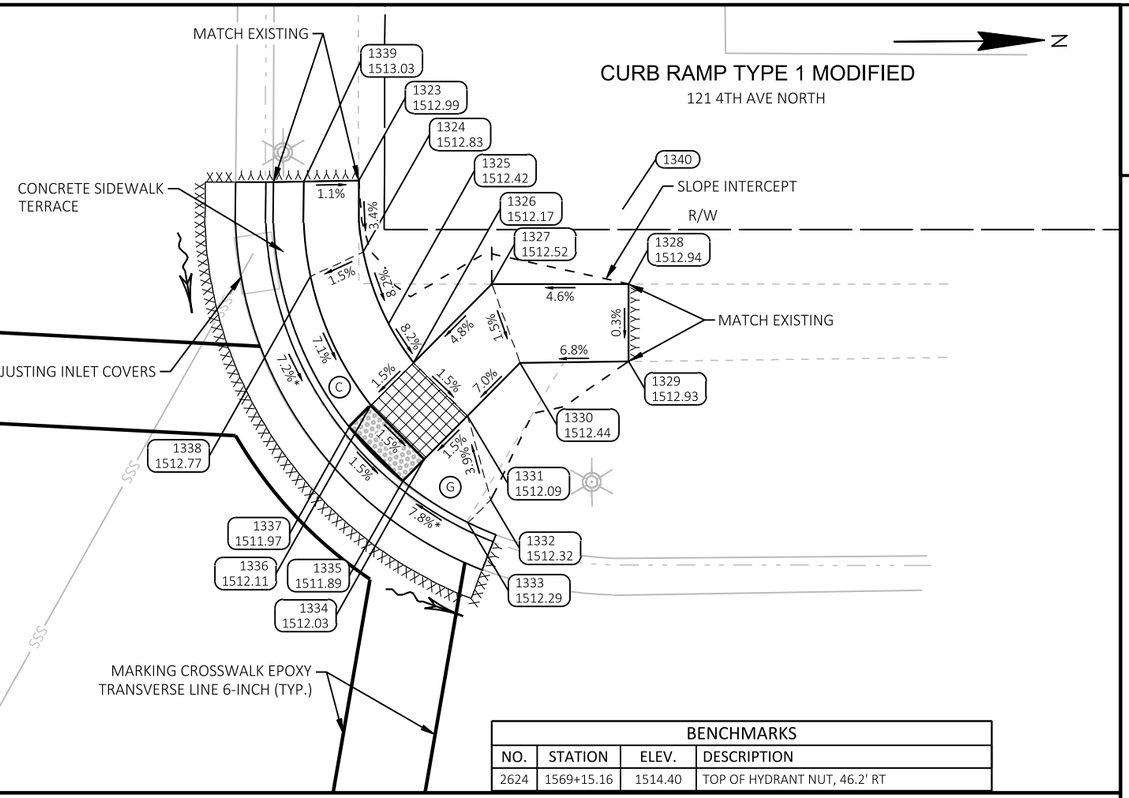


DIVISION STREET

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

CURB RAMP TYPE 1 MODIFIED

121 4TH AVE NORTH



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2624	1569+15.16	1514.40	TOP OF HYDRANT NUT, 46.2' RT

DIVISION ST - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1301	1568+36.79	32.55' LT	1513.98	503010.48	757412.90	EOW
1302	1568+37.27	37.00' LT	1513.92	503011.02	757408.45	EOW
1303	1568+53.43	35.11' LT	1512.81	503027.15	757410.51	EOW
1305	1568+56.37	34.73' LT	1512.60	503030.09	757410.92	EOW
1308	1568+65.48	32.03' LT	1512.41	503039.17	757413.72	EOW
1310	1568+65.62	38.85' LT	1512.80	503039.38	757406.90	EOW
1311	1568+65.82	43.34' LT	1513.14	503039.63	757402.41	EOW
1312	1568+69.85	43.21' LT	1513.23	503043.65	757402.58	EOW
1313	1568+69.65	37.33' LT	1512.77	503043.39	757408.46	EOW
1314	1568+71.52	34.39' LT	1512.68	503045.23	757411.42	BOC
1315	1568+68.83	28.51' LT	1512.07	503042.48	757417.27	BOC
1316	1568+62.11	34.75' LT	1512.49	503035.83	757410.96	EOW
1317	1568+65.55	24.70' LT	1511.99	503039.17	757421.04	BOC
1318	1568+61.36	21.85' LT	1512.26	503034.95	757423.85	BOC
1319	1568+60.45	30.05' LT	1512.49	503034.12	757415.64	EOW
1320	1568+56.90	30.22' LT	1512.62	503030.57	757415.43	EOW
1321	1568+52.94	30.68' LT	1512.74	503026.62	757414.93	EOW

DIVISION ST - SW QUAD CONT.						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1304	1568+53.46	35.61' LT	1513.20	503027.18	757410.01	PED
1306	1568+56.37	35.23' LT	1513.02	503030.09	757410.42	PED
1307	1568+61.89	35.26' LT	1512.51	503035.61	757410.45	PED
1309	1568+65.13	39.04' LT	1512.81	503038.89	757406.70	PED
1322	1568+51.83	39.83' LT	-	503025.60	757405.77	22.92' RAD FLAG

LEGEND:

- .XXXX. SAWING ASPHALT
- .XXXX. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
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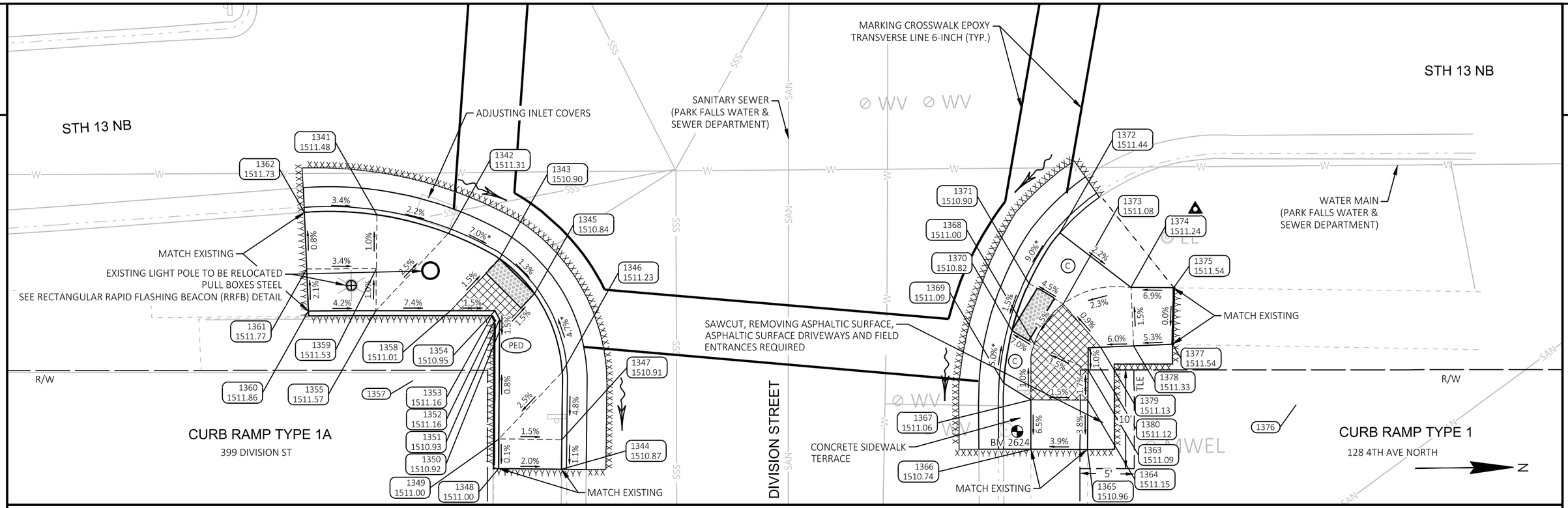
DIVISION ST - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1323	1569+20.15	43.24' LT	1512.99	503093.95	757403.06	EOW
1324	1569+20.44	38.52' LT	1512.83	503094.20	757407.78	EOW
1325	1569+22.11	33.81' LT	1512.42	503095.82	757412.52	EOW
1326	1569+23.76	31.23' LT	1512.17	503097.44	757415.12	EOW
1327	1569+28.94	36.42' LT	1512.52	503102.67	757409.97	EOW
1328	1569+37.95	36.41' LT	1512.94	503111.68	757410.07	EOW
1329	1569+37.95	31.30' LT	1512.93	503111.63	757415.19	EOW
1330	1569+30.80	31.21' LT	1512.44	503104.48	757415.20	EOW
1331	1569+27.33	27.73' LT	1512.09	503100.97	757418.65	EOW
1332	1569+28.85	22.17' LT	1512.32	503102.44	757424.22	EOW
1333	1569+27.36	20.67' LT	1512.29	503100.93	757425.71	BOC
1334	1569+24.46	24.84' LT	1512.03	503098.08	757421.51	EOW
1335	1569+23.04	23.43' LT	1511.89	503096.64	757422.91	BOC
1336	1569+20.93	28.39' LT	1512.11	503094.58	757417.92	EOW
1337	1569+19.52	26.97' LT	1511.97	503093.16	757419.33	BOC
1338	1569+16.96	36.93' LT	1512.77	503090.70	757409.34	EOW
1339	1569+16.52	43.18' LT	1513.03	503090.32	757403.09	EOW
1340	1569+37.55	41.35' LT	-	503111.33	757405.13	25.56' RAD FLAG



DIVISION ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1341	1568+50.34	24.24' RT	1511.48	503023.45	757469.83	BOC
1342	1568+57.61	26.15' RT	1511.31	503030.70	757471.81	BOC
1343	1568+62.76	28.71' RT	1510.90	503035.83	757474.42	BOC
1344	1568+69.01	50.03' RT	1510.87	503041.86	757495.80	BOC
1345	1568+66.30	32.25' RT	1510.84	503039.33	757478.00	BOC
1346	1568+69.09	40.20' RT	1511.23	503042.04	757485.98	BOC
1347	1568+69.05	47.03' RT	1510.91	503041.92	757492.80	BOC
1348	1568+62.66	49.95' RT	1511.00	503035.51	757495.66	EOW
1349	1568+62.68	46.95' RT	1511.00	503035.56	757492.66	EOW
1350	1568+62.74	35.99' RT	1510.92	503035.73	757481.70	EOW
1351	1568+62.75	34.84' RT	1510.93	503035.75	757480.55	EOW
1352	1568+62.25	34.96' RT	1511.16	503035.25	757480.66	PED
1353	1568+62.00	34.46' RT	1511.16	503035.00	757480.17	PED
1354	1568+62.30	33.96' RT	1510.95	503035.31	757479.67	EOW
1355	1568+50.24	33.96' RT	1511.57	503023.25	757479.54	EOW
1357	1568+53.96	41.05' RT	-	503026.90	757486.67	17.67' RAD FLAG
1358	1568+57.78	33.96' RT	1511.01	503030.79	757479.62	EOW
1359	1568+50.28	29.68' RT	1511.53	503023.34	757475.26	WALK
1360	1568+43.40	34.00' RT	1511.86	503016.42	757479.51	EOW

DIVISION ST - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1361	1568+43.23	29.74' RT	1511.77	503016.29	757475.25	EOW
1362	1568+43.00	24.00' RT	1511.73	503016.12	757469.51	BOC

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2624	1569+15.16	1514.40	TOP OF HYDRANT NUT, 46.2' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.ΔΔΔΔ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

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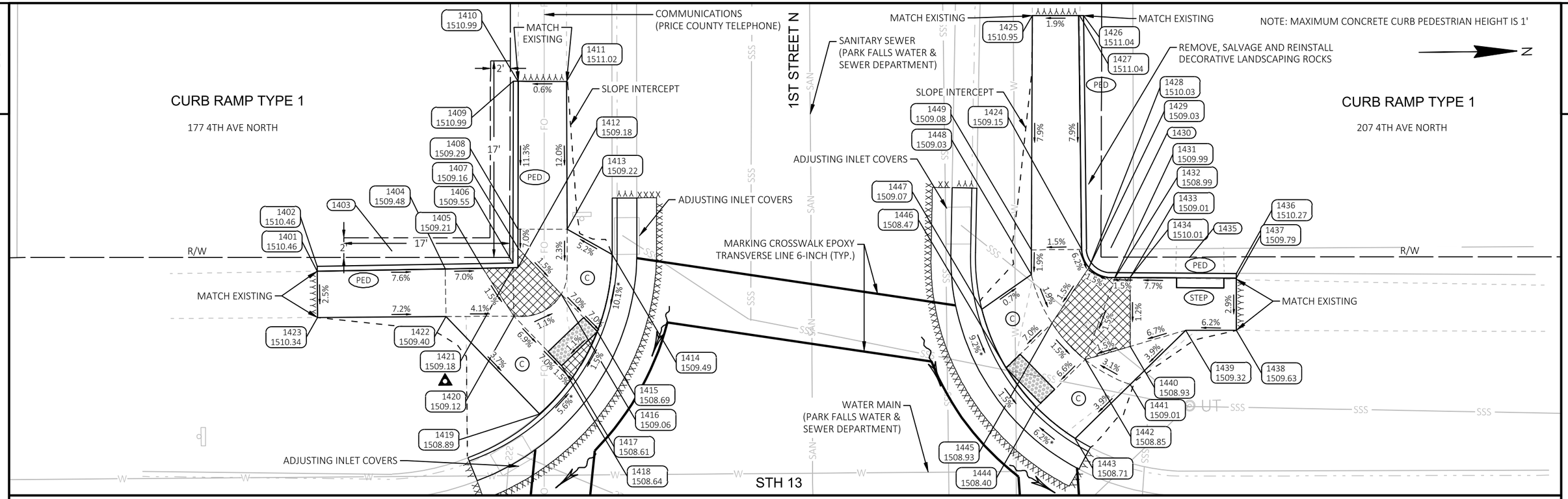
DIVISION ST - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1363	1569+22.34	40.00' RT	1511.09	503095.29	757486.32	EOW
1364	1569+22.32	43.05' RT	1511.15	503095.24	757489.37	EOW
1365	1569+22.30	48.05' RT	1510.96	503095.16	757494.37	EOW
1366	1569+16.54	48.02' RT	1510.74	503089.40	757494.28	EOW
1367	1569+16.55	43.02' RT	1511.06	503089.46	757489.28	EOW
1368	1569+16.88	37.38' RT	1511.00	503089.86	757483.65	EOW
1369	1569+13.78	41.34' RT	1511.09	503086.71	757487.58	BOC
1370	1569+14.65	36.02' RT	1510.82	503087.63	757482.27	BOC
1371	1569+16.36	31.22' RT	1510.90	503089.40	757477.48	BOC
1372	1569+19.50	26.10' RT	1511.44	503092.59	757472.40	BOC
1373	1569+19.83	33.32' RT	1511.08	503092.85	757479.62	EOW
1374	1569+26.71	31.63' RT	1511.24	503099.74	757478.00	EOW
1375	1569+31.04	31.69' RT	1511.54	503104.07	757478.10	EOW
1376	1569+43.40	43.56' RT	-	503116.31	757490.10	32.20' RAD FLAG
1377	1569+30.89	37.41' RT	1511.54	503103.86	757483.82	EOW
1378	1569+26.95	37.57' RT	1511.33	503099.92	757483.95	EOW
1379	1569+23.62	37.71' RT	1511.13	503096.59	757484.05	EOW
1380	1569+22.35	37.76' RT	1511.12	503095.32	757484.08	EOW

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 39	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 25
PLOT DATE : 7/31/2024 11:38 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



1ST ST N - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1401	1572+02.30	38.61' LT	1510.46	503376.04	757410.59	EOW
1402	1572+02.30	39.11' LT	1510.46	503376.05	757410.09	PED
1403	1572+09.92	40.62' LT	-	503383.67	757408.66	24.84' RAD FLAG
1404	1572+15.30	38.82' LT	1509.48	503389.04	757410.51	EOW
1405	1572+19.12	38.88' LT	1509.21	503392.86	757410.49	EOW
1406	1572+22.17	39.43' LT	1509.55	503395.91	757409.97	PED
1407	1572+22.67	40.94' LT	1509.16	503396.43	757408.47	EOW
1408	1572+22.68	42.87' LT	1509.29	503396.46	757406.54	EOW
1409	1572+22.22	57.87' LT	1510.99	503396.16	757391.54	PED
1410	1572+22.70	57.87' LT	1510.99	503396.63	757391.54	EOW
1411	1572+27.64	57.86' LT	1511.02	503401.57	757391.61	EOW
1412	1572+22.66	38.94' LT	1509.18	503396.41	757410.47	EOW
1413	1572+27.66	42.85' LT	1509.22	503401.45	757406.61	EOW
1414	1572+32.25	40.27' LT	1509.49	503406.01	757409.24	BOC
1415	1572+30.72	32.45' LT	1508.69	503404.40	757417.04	BOC
1416	1572+27.07	36.25' LT	1509.06	503400.79	757413.20	EOW
1417	1572+28.24	27.87' LT	1508.61	503401.86	757421.60	BOC
1418	1572+27.12	28.99' LT	1508.64	503400.76	757420.47	EOW
1419	1572+24.88	24.11' LT	1508.89	503398.46	757425.33	BOC
1420	1572+22.27	34.04' LT	1509.12	503395.96	757415.37	EOW

1ST ST N - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1421	1572+22.19	38.93' LT	1509.18	503395.93	757410.47	EOW
1422	1572+15.38	33.99' LT	1509.40	503389.07	757415.34	EOW
1423	1572+02.33	33.90' LT	1510.34	503376.02	757415.30	EOW

1ST ST N - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1424	1572+79.86	40.78' LT	1509.15	503453.62	757409.22	EOW
1425	1572+74.88	64.52' LT	1510.95	503448.89	757385.43	EOW
1426	1572+80.10	64.52' LT	1511.04	503454.10	757385.49	PED
1427	1572+79.69	64.51' LT	1511.04	503453.69	757385.49	EOW
1428	1572+80.65	38.95' LT	1510.03	503454.39	757411.05	PED
1429	1572+80.62	38.92' LT	1509.03	503454.36	757411.09	EOW
1430	1572+82.86	40.91' LT	-	503456.62	757409.12	2.5' RAD BOC
1431	1572+83.28	37.97' LT	1509.99	503457.01	757412.06	PED
1432	1572+83.28	37.92' LT	1508.99	503457.01	757412.11	EOW
1433	1572+84.81	37.91' LT	1509.01	503458.54	757412.13	EOW
1434	1572+84.81	37.96' LT	1510.01	503458.54	757412.08	PED
1435	1572+90.82	39.93' LT	-	503464.57	757410.18	24.22' RAD FLAG
1436	1572+95.57	38.33' LT	1510.27	503469.31	757411.83	PED

1ST ST N - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1437	1572+95.58	37.83' LT	1509.79	503469.30	757412.32	EOW
1438	1572+95.56	32.54' LT	1509.63	503469.23	757417.62	EOW
1439	1572+90.43	32.56' LT	1509.32	503464.11	757417.55	EOW
1440	1572+84.80	30.91' LT	1508.93	503458.45	757419.14	EOW
1441	1572+84.79	27.05' LT	1509.01	503458.41	757423.00	EOW
1442	1572+80.22	29.58' LT	1508.85	503453.87	757420.42	EOW
1443	1572+79.20	21.58' LT	1508.71	503452.76	757428.41	BOC
1444	1572+75.28	24.75' LT	1508.40	503448.88	757425.20	BOC
1445	1572+76.87	33.29' LT	1508.93	503450.55	757416.68	EOW
1446	1572+72.21	28.74' LT	1508.47	503445.84	757421.18	BOC
1447	1572+69.74	34.71' LT	1509.07	503443.43	757415.18	BOC
1448	1572+74.78	38.24' LT	1509.03	503448.51	757411.71	EOW
1449	1572+74.79	40.74' LT	1509.08	503448.55	757409.21	EOW

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 7	1572+15.29	1509.29	3/4-IN IRON ROD, 27.4' LT

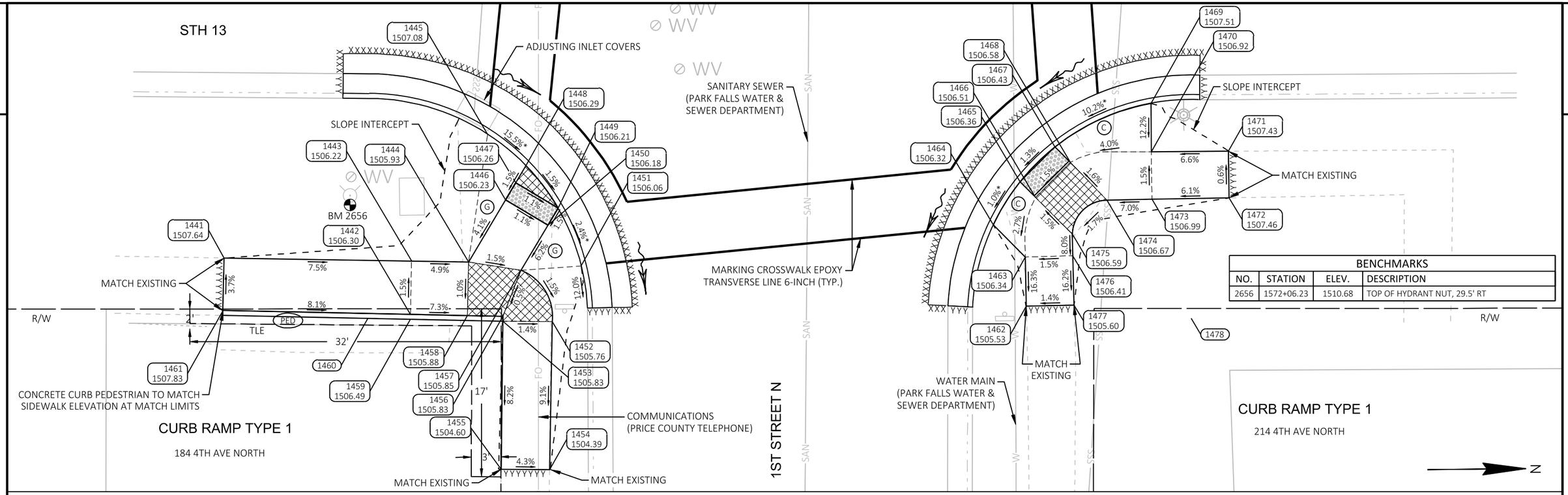
LEGEND:

- .XXXX. SAWING ASPHALT
- .AAAA. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- XXXX YYY.YY POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 40	E



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2656	1572+06.23	1510.68	TOP OF HYDRANT NUT, 29.5' RT

1ST ST N - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1441	1571+93.46	34.83' RT	1507.64	503366.45	757483.94	EOW
1442	1572+12.35	40.56' RT	1506.30	503385.27	757489.86	EOW
1443	1572+12.46	35.16' RT	1506.22	503385.44	757484.46	EOW
1444	1572+18.23	35.26' RT	1505.93	503391.21	757484.62	EOW
1445	1572+20.16	22.28' RT	1507.08	503393.28	757471.66	BOC
1446	1572+21.99	28.96' RT	1506.23	503395.04	757478.36	EOW
1447	1572+23.02	27.25' RT	1506.26	503396.08	757476.66	EOW
1448	1572+24.06	25.50' RT	1506.29	503397.14	757474.92	BOC
1449	1572+27.32	29.80' RT	1506.21	503400.35	757479.26	BOC
1450	1572+26.28	31.53' RT	1506.18	503399.30	757480.97	EOW
1451	1572+29.65	35.64' RT	1506.06	503402.62	757485.12	BOC
1452	1572+26.71	41.31' RT	1505.76	503399.62	757490.75	EOW
1453	1572+21.71	41.26' RT	1505.83	503394.63	757490.65	PED
1454	1572+26.42	56.29' RT	1504.39	503399.18	757505.74	EOW
1455	1572+21.54	56.25' RT	1504.60	503394.31	757505.64	EOW
1456	1572+21.72	40.76' RT	1505.83	503394.64	757490.15	EOW
1457	1572+23.55	36.10' RT	1505.85	503396.52	757485.52	EOW
1458	1572+18.11	40.68' RT	1505.88	503391.04	757490.04	EOW
1459	1572+12.35	41.06' RT	1506.49	503385.27	757490.36	PED

1ST ST N - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1460	1572+08.02	40.94' RT	0.00	503380.95	757490.20	24.77' RAD FLAG
1461	1571+93.35	40.21' RT	1507.83	503366.28	757489.32	EOW

1ST ST N - NE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1462	1572+74.71	39.75' RT	1505.53	503447.64	757489.69	EOW
1463	1572+74.61	34.78' RT	1506.34	503447.59	757484.72	EOW
1464	1572+71.36	31.52' RT	1506.32	503444.38	757481.43	BOC
1465	1572+74.08	27.17' RT	1506.36	503447.14	757477.10	BOC
1466	1572+75.66	28.74' RT	1506.51	503448.70	757478.70	EOW
1467	1572+77.63	23.64' RT	1506.43	503450.72	757473.61	EOW
1468	1572+79.18	25.20' RT	1506.58	503452.26	757475.18	BOC
1469	1572+87.34	19.23' RT	1507.51	503460.48	757469.30	BOC
1470	1572+87.36	24.12' RT	1506.92	503460.46	757474.19	EOW
1471	1572+95.17	24.08' RT	1507.43	503468.26	757474.23	EOW
1472	1572+95.26	28.81' RT	1507.46	503468.30	757478.96	EOW
1473	1572+87.45	28.94' RT	1506.99	503460.49	757479.02	EOW
1474	1572+82.87	29.02' RT	1506.67	503455.91	757479.05	EOW
1475	1572+79.36	32.47' RT	1506.59	503452.37	757482.46	EOW
1476	1572+79.42	34.65' RT	1506.41	503452.40	757484.64	EOW
1477	1572+79.55	39.65' RT	1505.60	503452.48	757489.64	EOW
1478	1572+91.39	41.00' RT	-	503464.30	757491.11	24.65' RAD FLAG

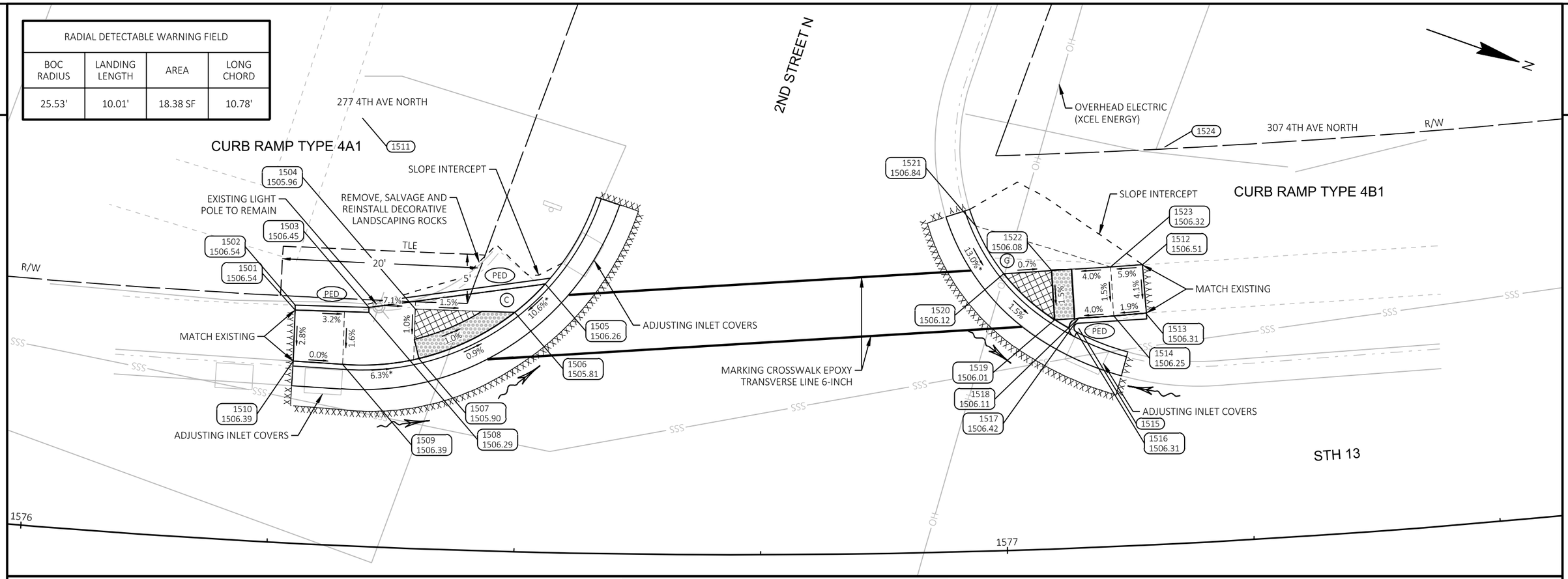
LEGEND:

- .XXXX. SAWING ASPHALT
- .XXXX. SAWING CONCRETE
- DETECTABLE WARNING FIELD
- LANDING AREA
- X.XX% BOC/CONCRETE SLOPE
- X.XX%* FLARE SLOPE
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN
- (STEP) CONCRETE STEP
- (XXXX YYY.YY) POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
25.53'	10.01'	18.38 SF	10.78'



2ND ST N - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1501	1576+26.59	23.62' LT	1506.54	503789.75	757392.04	EOW
1502	1576+26.59	24.12' LT	1506.54	503789.59	757391.56	PED
1503	1576+34.27	24.22' LT	1506.45	503796.73	757389.31	PED
1504	1576+39.09	24.25' LT	1505.96	503801.20	757387.90	EOW
1505	1576+52.58	27.21' LT	1506.26	503812.77	757381.09	BOC
1506	1576+49.46	24.24' LT	1505.81	503810.81	757384.86	BOC
1507	1576+39.65	19.26' LT	1505.90	503803.20	757392.51	BOC
1508	1576+34.28	23.72' LT	1506.29	503796.88	757389.79	EOW
1509	1576+31.80	18.35' LT	1506.39	503796.12	757395.63	BOC
1510	1576+26.69	18.44' LT	1506.39	503791.31	757396.98	EOW
1511	1576+32.67	43.37' LT	-	503789.68	757371.44	27.53' RAD FLAG

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP 10	1577+07.33	1506.69	3/4-IN IRON ROD, 21.6' RT

LEGEND:

.XXXX.	SAWING ASPHALT
.ÅÅÅÅ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

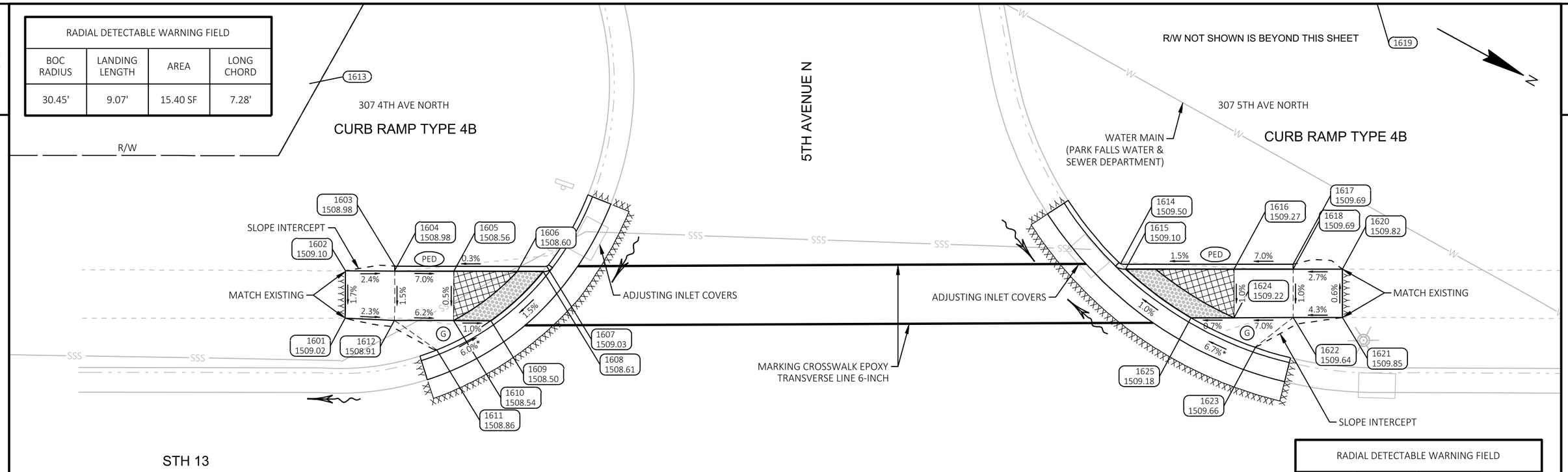
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

2ND ST N - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1512	1577+15.03	28.38' LT	1506.51	503869.10	757359.11	EOW
1513	1577+15.20	23.39' LT	1506.31	503871.15	757363.68	EOW
1514	1577+11.80	23.33' LT	1506.25	503868.11	757364.98	EOW
1515	1577+08.11	22.27' LT	-	503865.17	757367.30	0.48' RAD BOC
1516	1577+07.88	21.82' LT	1506.31	503865.12	757367.80	BOC
1517	1577+08.11	23.21' LT	1506.42	503864.82	757366.43	PED
1518	1577+08.11	23.24' LT	1506.11	503864.81	757366.40	EOW
1519	1577+05.64	23.19' LT	1506.01	503862.59	757367.34	BOC
1520	1577+00.48	28.04' LT	1506.12	503856.16	757364.65	BOC
1521	1576+97.70	32.96' LT	1506.84	503851.87	757361.04	BOC
1522	1577+05.50	28.19' LT	1506.08	503860.63	757362.74	EOW
1523	1577+11.70	28.33' LT	1506.32	503866.14	757360.38	EOW
1524	1577+17.96	40.16' LT	-	503867.24	757347.15	20.72' RAD FLAG

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 42	E

RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
30.45'	9.07'	15.40 SF	7.28'



RADIAL DETECTABLE WARNING FIELD			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
37.27'	11.00'	17.59 SF	8.29'

5TH AVE N - SW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1601	1580+69.75	23.51' LT	1509.02	504182.56	757199.97	EOW
1602	1580+69.77	28.33' LT	1509.10	504180.28	757195.74	EOW
1603	1580+74.77	28.81' LT	1508.98	504184.44	757192.92	PED
1604	1580+74.77	28.36' LT	1508.98	504184.66	757193.32	EOW
1605	1580+80.77	28.28' LT	1508.56	504189.96	757190.52	EOW
1606	1580+87.21	28.26' LT	1508.60	504195.63	757187.46	EOW
1607	1580+90.23	28.75' LT	1509.03	504198.05	757185.58	PED
1608	1580+89.84	28.25' LT	1508.61	504197.95	757186.21	BOC
1609	1580+84.53	23.27' LT	1508.50	504195.66	757193.12	BOC
1610	1580+80.75	23.28' LT	1508.54	504192.33	757194.92	EOW
1611	1580+79.04	20.29' LT	1508.86	504192.26	757198.36	BOC
1612	1580+74.75	23.31' LT	1508.91	504187.05	757197.77	EOW
1613	1580+66.09	47.30' LT	-	504167.98	757180.83	32.95' RAD FLAG

LEGEND:

.XXXX.	SAWING ASPHALT
.XXXX.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.

5TH AVE N - NW QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1614	1581+48.40	29.04' LT	1509.50	504249.01	757157.52	PED
1615	1581+48.93	28.54' LT	1509.10	504249.71	757157.71	BOC
1616	1581+59.93	28.53' LT	1509.27	504259.37	757152.46	EOW
1617	1581+65.93	29.02' LT	1509.69	504264.41	757149.16	PED
1618	1581+65.93	28.52' LT	1509.69	504264.65	757149.60	EOW
1619	1581+74.35	55.78' LT	-	504259.01	757121.63	39.76' RAD FLAG
1620	1581+70.93	28.52' LT	1509.82	504269.04	757147.21	EOW
1621	1581+70.92	23.63' LT	1509.85	504271.37	757151.50	EOW
1622	1581+65.92	23.62' LT	1509.64	504266.99	757153.91	EOW
1623	1581+62.11	20.58' LT	1509.66	504265.09	757158.39	BOC
1624	1581+59.92	23.60' LT	1509.22	504261.72	757156.79	EOW
1625	1581+55.58	23.59' LT	1509.18	504257.91	757158.88	BOC

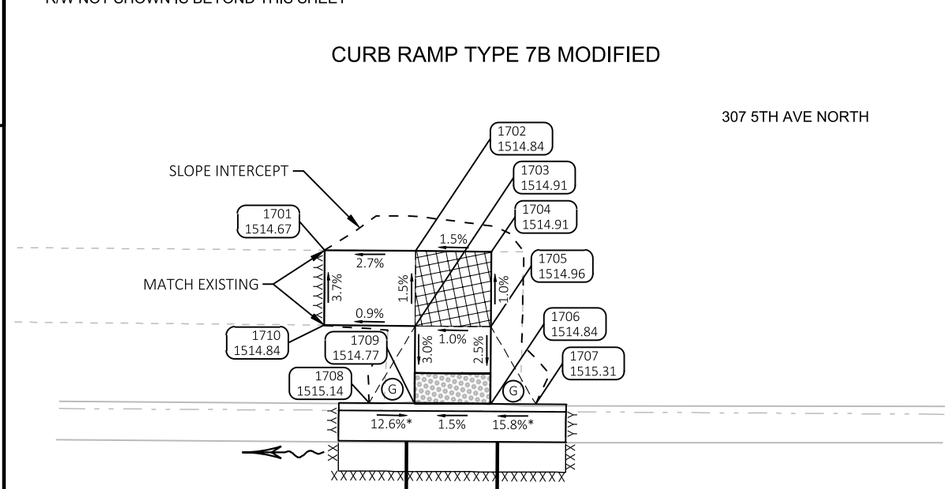
PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CURB RAMP DETAILS	SHEET 43	E

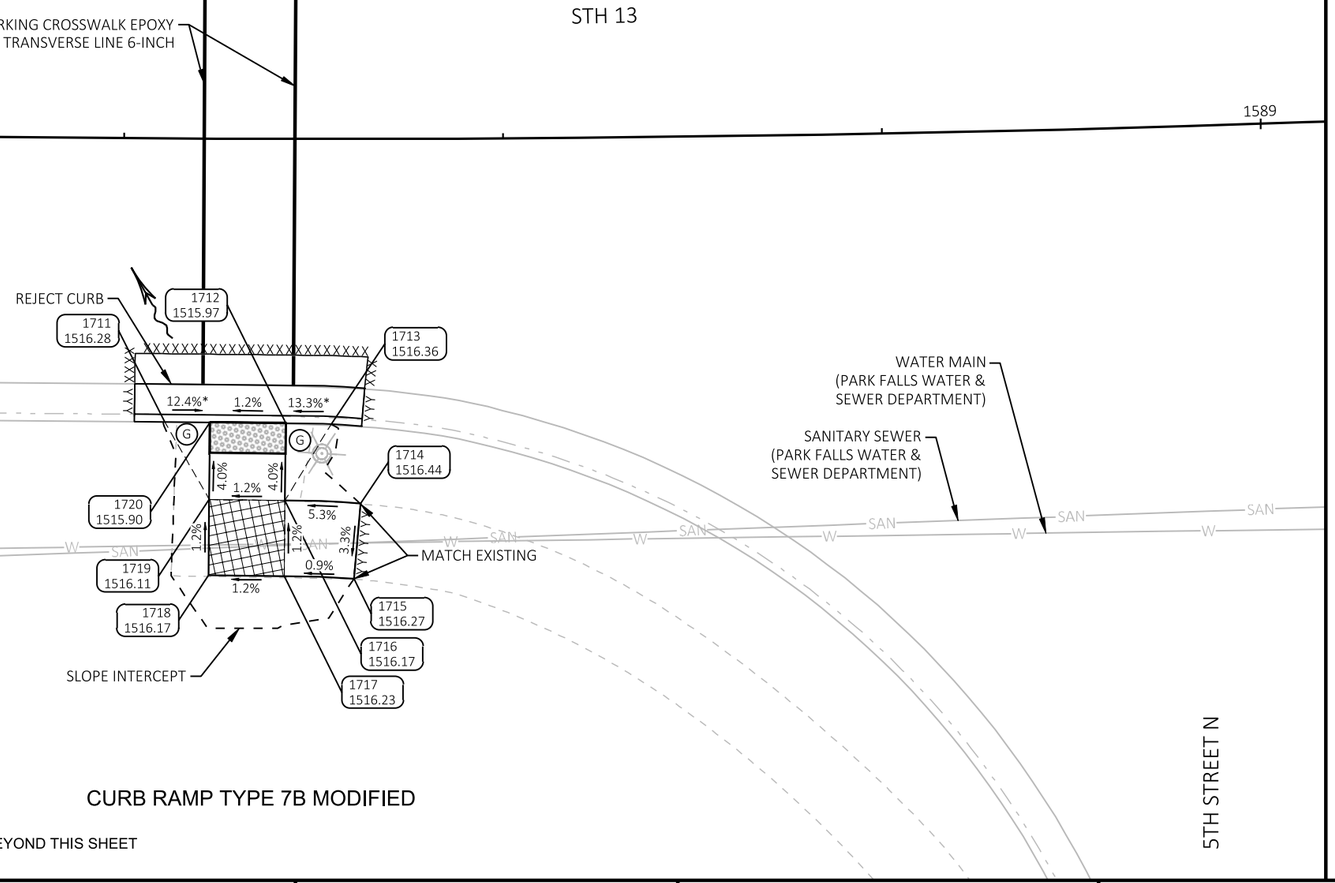
FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 29
PLOT DATE : 7/31/2024 11:39 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

R/W NOT SHOWN IS BEYOND THIS SHEET

CURB RAMP TYPE 7B MODIFIED

307 5TH AVE NORTH





CURB RAMP TYPE 7B MODIFIED

R/W NOT SHOWN IS BEYOND THIS SHEET

5TH ST N - SE QUAD						
POINT #	STATION	OFFSET	ELEV	NORTHING	EASTING	LOCATION
1701	1588+24.77	29.02' LT	1514.67	504837.99	756830.06	EOW
1702	1588+30.86	29.00' LT	1514.84	504843.01	756826.78	EOW
1703	1588+30.84	24.05' LT	1514.91	504845.72	756830.93	EOW
1704	1588+35.94	28.98' LT	1514.91	504847.20	756824.05	EOW
1705	1588+35.90	24.02' LT	1514.96	504849.91	756828.20	EOW
1706	1588+35.91	18.93' LT	1514.84	504852.73	756832.44	BOC
1707	1588+38.89	18.93' LT	1515.31	504855.19	756830.81	BOC
1708	1588+27.78	18.97' LT	1515.14	504845.99	756836.84	BOC
1709	1588+30.77	19.06' LT	1514.77	504848.40	756835.14	BOW
1710	1588+24.76	24.08' LT	1514.84	504840.69	756834.19	EOW
1711	1588+27.77	18.70' RT	1516.28	504866.64	756868.35	BOC
1712	1588+35.69	18.77' RT	1515.97	504873.35	756863.99	BOC
1713	1588+38.66	18.81' RT	1516.36	504875.88	756862.38	BOC
1714	1588+40.58	24.06' RT	1516.44	504880.40	756865.68	EOW
1715	1588+40.13	29.04' RT	1516.27	504882.77	756870.08	EOW
1716	1588+35.65	23.87' RT	1516.17	504876.12	756868.27	EOW
1717	1588+35.60	28.86' RT	1516.23	504878.84	756872.47	EOW
1718	1588+30.67	28.82' RT	1516.17	504874.65	756875.19	EOW
1719	1588+30.71	23.82' RT	1516.11	504871.93	756870.99	EOW
1720	1588+30.74	18.72' RT	1515.90	504869.15	756866.71	BOC

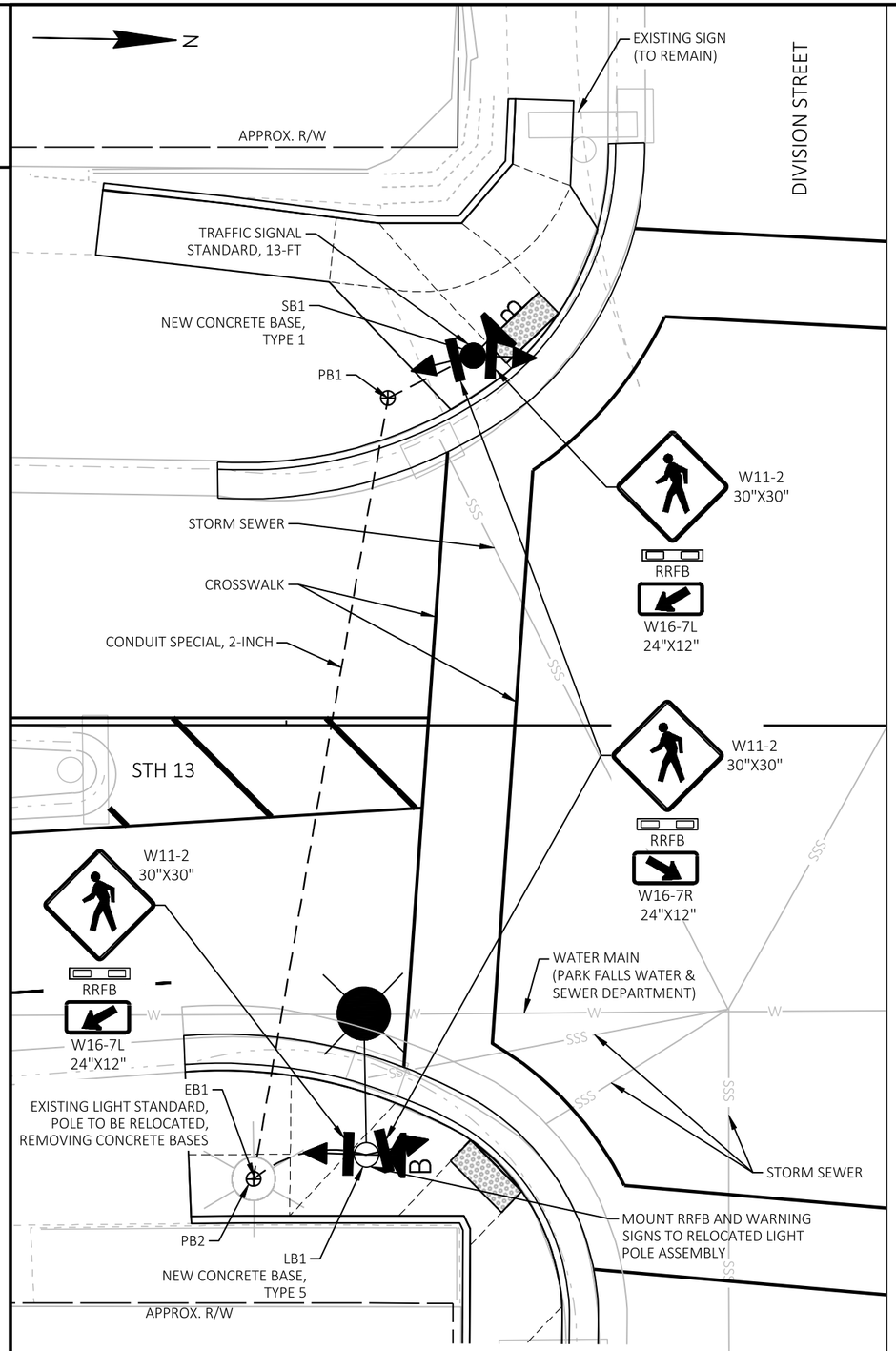
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2937	1589+41.76	1517.85	TOP OF HYDRANT NUT, 29.5' LT

LEGEND:

.XXXX.	SAWING ASPHALT
.ȤȤȤȤ.	SAWING CONCRETE
	DETECTABLE WARNING FIELD
	LANDING AREA
X.XX%	BOC/CONCRETE SLOPE
X.XX%*	FLARE SLOPE
G	6:1 GRADED FLARE
C	10:1 CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN
STEP	CONCRETE STEP
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD 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.



RECTANGULAR RAPID FLASHING BEACON (RRFB) PLAN

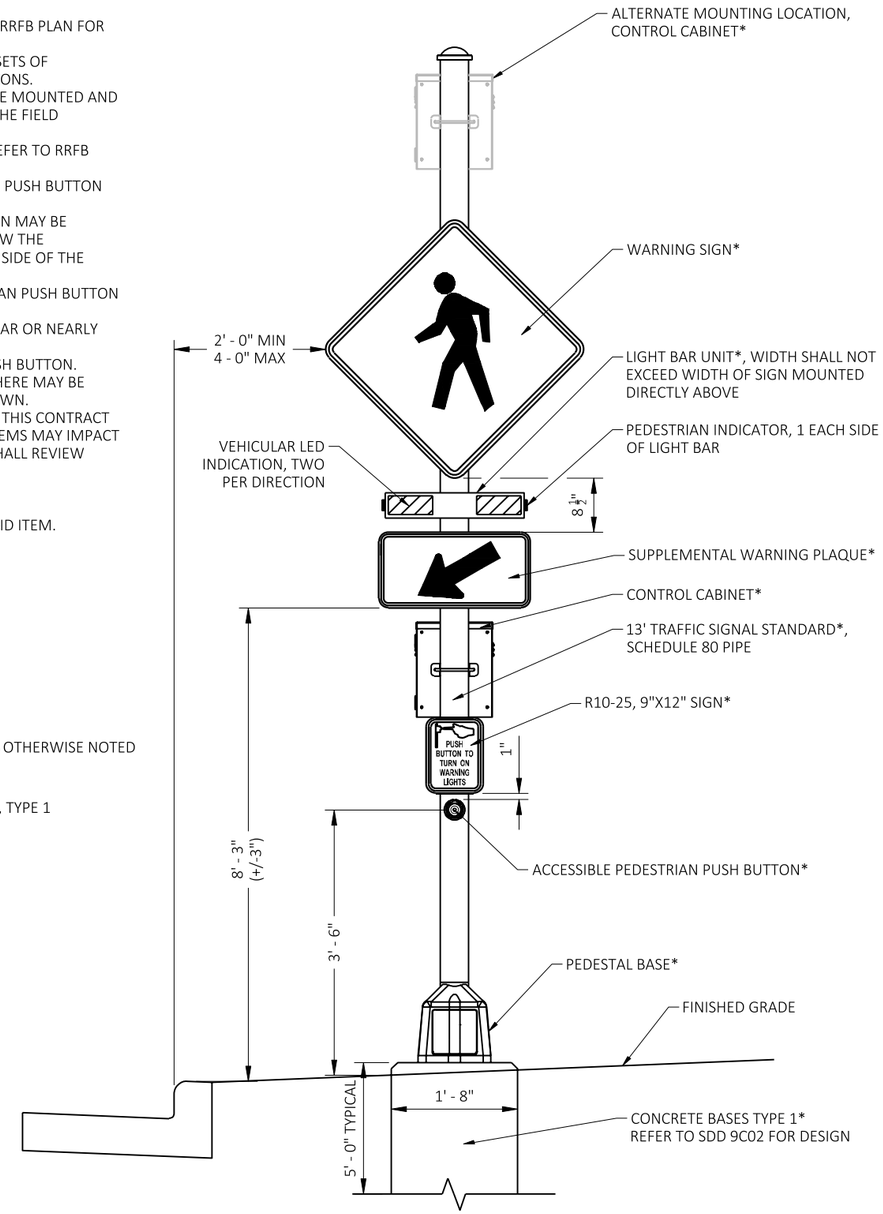
NOTES

1. REFER TO THE RRFB PLAN FOR RRFB INSTALLATION LOCATIONS.
2. EXCEPT FOR THE PEDESTRIAN PUSH BUTTON SIGN (R10-25), REFER TO THE RRFB PLAN FOR SIGN CODE, SIZE, QUANTITY, AND MOUNTING LOCATION.
3. REFER TO THE RRFB DETAIL FOR MOUNTING HEIGHTS AND MINIMUM OFFSETS OF ACCESSIBLE PEDESTRIAN PUSH BUTTON, SIGNAGE, AND RRFB LED INDICATIONS. INSTALLATION DIMENSIONS SHALL BE THE SAME FOR BOTH THE LIGHT POLE MOUNTED AND PEDESTAL BASE MOUNTED LOCATIONS UNLESS OTHERWISE DIRECTED BY THE FIELD ENGINEER.
4. PEDESTRIAN PUSH BUTTON LOCATION IS FOR MOUNTING HEIGHT ONLY. REFER TO RRFB PLAN FOR BUTTON ORIENTATION.
5. REFER TO SDD 9E07 FOR INSTALLATION OF THE INDEPENDENT PEDESTRIAN PUSH BUTTON POLE.
6. TYPICAL MOUNTING LOCATION OF CONTROL CABINET IS SHOWN. LOCATION MAY BE ADJUSTED AS DIRECTED BY THE FIELD ENGINEER. CABINETS LOCATED BELOW THE SUPPLEMENTAL WARNING SIGN(S) SHALL BE MOUNTED ON THE OPPOSITE SIDE OF THE POLE AS THE FACE OF THE PEDESTRIAN PUSH BUTTON.
7. BASE TO BE FIELD LOCATED. SUBSEQUENT REACH DISTANCE FOR PEDESTRIAN PUSH BUTTON FROM AN ACCESSIBLE AREA SHALL NOT EXCEED 1.5-FEET.
8. ACCESSIBLE PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK.
9. R10-25 SIGN SHALL BE MOUNTED ABOVE THE ACCESSIBLE PEDESTRIAN PUSH BUTTON.
10. THE LOCATION OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
11. THE FIELD ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE FIELD ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION.
12. DRAWING NOT TO SCALE.

* ITEM PAID FOR UNDER RECTANGULAR RAPID FLASHING BEACON (RRFB) BID ITEM.

LEGEND

- CONDUIT RIGID NONMETALLIC SCHEDULE 40, 2-INCH, UNLESS OTHERWISE NOTED
- RECTANGULAR RAPID FLASHING BEACON (RRFB) AND SIGNS
- TRAFFIC SIGNAL STANDARD; PEDESTAL BASE; CONCRETE BASE, TYPE 1
- ACCESSIBLE PEDESTRIAN PUSH BUTTON
- PULL BOXES STEEL, 24" X 42"
- RELOCATED LIGHT POLE, ARM MOUNTED LUMINARIE

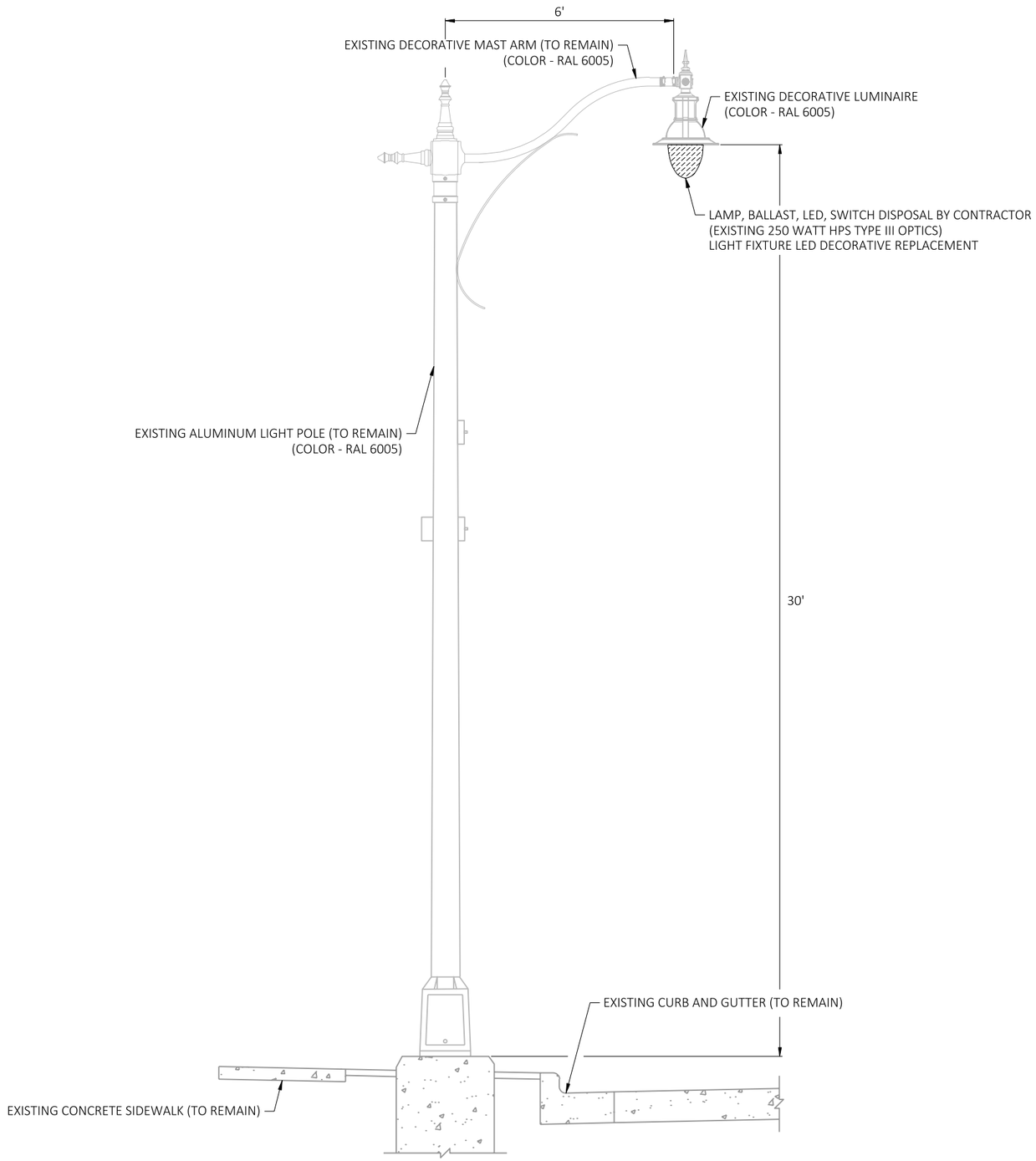


RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL

THE RRFB DETAIL DEPICTS THE TYPICAL INSTALLATION FOR THE WEST SIDE OF STH 13. EXCEPT FOR THE ACCESSIBLE PEDESTRIAN PUSH BUTTON, THE RRFB INSTALLATION ON THE EAST SIDE OF STH 13 SHALL FOLLOW THE SAME MOUNTING HEIGHTS AND EQUIPMENT INSTALLATION. THE ACCESSIBLE PEDESTRIAN PUSH BUTTON AND ASSOCIATED SIGN SHALL FOLLOW SDD 9E07.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL	SHEET 45	E

2



LIGHTING ASSEMBLIES DECORATIVE DETAIL

NOT TO SCALE

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	LIGHTING PLAN	SHEET 46	E

2

NORTH FORK FLAMBEAU RIVER

LOWER DAM ROAD

COMMUNICATIONS (SPECTRUM)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

APPROX. R/W

PE GRAVEL

STH 13

1484 1485 1486 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498

PC: 1489+81.23

BEGIN PROJECT STA 1489+63

COMMUNICATIONS (CENTURYLINK)

12TH STREET S

APPROX. R/W

BURIED ELECTRIC (XCEL ENERGY)

GAS (XCEL ENERGY)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

MATCH LINE STA 1499+00

MATCH LINE STA 1499+00

LIGHTING LEGEND

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR, LIGHT FIXTURE LED DECORATIVE REPLACEMENT

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

COMMUNICATIONS (CENTURYLINK)

GAS (XCEL ENERGY)

APPROX. R/W

PT: 1501+50.25

CE ASPHALT

CE ASPHALT

CE ASPHALT

CE GRAVEL

CE ASPHALT

1500 1501 1502 1503 1504 1505 1506 STH 13 1507 1508 1509 1510 1511 1512 1513

CE ASPHALT

PE ASPHALT

FE ASPHALT

CE ASPHALT

APPROX. R/W

STA BACK = 1501+49.46

STA AHEAD = 1501+50.25

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

COMMUNICATIONS (CENTURYLINK)

MATCH LINE STA 1499+00

MATCH LINE STA 1514+00

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	LIGHTING PLAN	SHEET 47	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023601-lp

PLOT DATE : 7/31/2024 1:27 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GAS (XCEL ENERGY)

APPROX. R/W

CP 8

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

COMMUNICATIONS (CENTURYLINK)

CE ASPHALT

STH 13

1514 1515 1516 1517 1518 1519 1520 1521 1522 1523 1524 1525 1526 1527 1528 1529

MATCH LINE STA 1514+00

MATCH LINE STA 1529+00

APPROX. R/W

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

COMMUNICATIONS (CENTURYLINK)

10TH STREET S

WELLS STREET

9TH STREET S

CTH E

GAS (XCEL ENERGY)

OVERHEAD ELECTRIC (XCEL ENERGY)

EXISTING PLE

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

COMMUNICATIONS (SPECTRUM)

N

LIGHTING LEGEND

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR, LIGHT FIXTURE LED DECORATIVE REPLACEMENT

2

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

GAS (XCEL ENERGY)

EXISTING PLE

OVERHEAD ELECTRIC (XCEL ENERGY)

CE ASPHALT

PE GRAVEL

PE ASPHALT

CE CONCRETE

APPROX. R/W

STH 13

1529 1530 1531 1532 1533 1534 1535 1536 1537 1538 1539 1540 1541 1542 1543 1544

MATCH LINE STA 1529+00

MATCH LINE STA 1544+00

TLE

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

EXISTING PLE

COMMUNICATIONS (SPECTRUM)

8TH STREET S

N

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	LIGHTING PLAN	SHEET 48	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023602-lp

PLOT DATE : 7/31/2024 1:28 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 1544+00

MATCH LINE STA 1559+00

MATCH LINE STA 1559+00

MATCH LINE STA 1574+00

GAS
(XCEL ENERGY)

APPROX. R/W

CE
ASPHALT

CE
ASPHALT

PC: 1548+86.26

PT: 1550+86.26

OVERHEAD ELECTRIC
(XCEL ENERGY)

CE
GRAVEL/ASPHALT

PE
ASPHALT

TLE

TLE

1544 1545 1546 1547 1548 1549 1550 1551 1552 STH 13 1553 1554 1555 1556 1557 1558 15

PE
CONCRETE

PE
CONCRETE

APPROX. R/W

WATER MAIN
(PARK FALLS WATER &
SEWER DEPARTMENT)

PE
ASPHALT

TLE

TLE

PE
CONCRETE

PE
CONCRETE

TLE

TLE

TLE

SANITARY SEWER
(PARK FALLS WATER &
SEWER DEPARTMENT)

5TH STREET S

4TH STREET S

3RD STREET S

1ST STREET S

LIGHTING LEGEND

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR,
LIGHT FIXTURE LED DECORATIVE REPLACEMENT

SANITARY SEWER
(PARK FALLS WATER &
SEWER DEPARTMENT)

TLE

TLE

TLE

CE
CONCRETE

TLE

TLE

TLE

CE
ASPHALT

1559 1560 1561 1562 1563 1564 1565 1566 STH 13 1567 1568 1569 1570 1571 1572 1573 15

APPROX. R/W

PC: 1573+63.98

CE
ASPHALT

CE
CONCRETE

PE
ASPHALT

CE
GRAVEL

CE
ASPHALT

APPROX. R/W

TLE

TLE

TLE

CP 5

CITY OF PARK FALLS
(LIGHTING)

OVERHEAD ELECTRIC
(XCEL ENERGY)

WATER MAIN
(PARK FALLS WATER &
SEWER DEPARTMENT)

COMMUNICATIONS
(PRICE COUNTY TELEPHONE)

2ND STREET S

STH 182

DIVISION STREET

1ST STREET N

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	LIGHTING PLAN	SHEET 49	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023603-lp

PLOT DATE : 7/31/2024 1:28 PM

PLOT BY : SHAWN DOLENS

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 1574+00

2ND STREET N

5TH AVENUE N

TLE

PT: 1578+12.38

WATER MAIN
(PARK FALLS WATER &
SEWER DEPARTMENT)

COMMUNICATIONS
(PRICE COUNTY TELEPHONE)

APPROX. R/W

PC: 1586+71.10

MATCH LINE STA 1589+00

5TH STREET N

1574 1575 1576 1577 1578 1579 1580 1581 1582 1583 1584 1585 1586 1587 1588 1589

STH 13

CE GRAVEL

CE GRAVEL

CE ASPHALT

CE ASPHALT

CE ASPHALT

OVERHEAD ELECTRIC
(XCEL ENERGY)

SANITARY SEWER
(PARK FALLS WATER &
SEWER DEPARTMENT)

APPROX. R/W

COMMUNICATIONS
(SPECTRUM)

LIGHTING LEGEND

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR,
LIGHT FIXTURE LED DECORATIVE REPLACEMENT

MATCH LINE STA 1589+00

PT: 1591+42.91

COMMUNICATIONS
(PRICE COUNTY TELEPHONE)

APPROX. R/W

END PROJECT
STA 1604+00

1589 1590 1591 1592 1593 1594 1595 1596 1597 1598 1599 1600 1601 1602 1603 1604

STH 13

CE ASPHALT

PE GRAVEL

PE ASPHALT

CE ASPHALT

PE GRAVEL

PE ASPHALT

PE ASPHALT

PE GRAVEL

PE GRAVEL

CE ASPHALT

PE GRAVEL

PE GRAVEL

SANITARY SEWER
(PARK FALLS WATER &
SEWER DEPARTMENT)

GAS
(XCEL ENERGY)

WATER MAIN
(PARK FALLS WATER &
SEWER DEPARTMENT)

OVERHEAD ELECTRIC
(XCEL ENERGY)

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	LIGHTING PLAN	SHEET 50	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023604-lp

PLOT DATE : 7/31/2024 1:28 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES

1. THIS AS-BUILT PLAN WAS GENERATED IN 2024 USING PAST PLANS AND OTHER SOURCES (GOOGLE EARTH, PHOTOLOG, ETC). EQUIPMENT TYPES ARE DEPICTED AS ACCURATELY AS POSSIBLE, HOWEVER SHOULD BE FIELD VERIFIED (GRAYSHADE REPRESENTS EXISTING - - BOLD REPRESENTS PROPOSED).

2. ALL LOOP DETECTORS ARE INSTALLED IN THE BASE COURSE UNDER THE PAVEMENT ACCORDING TO SDD 9F15-4B, LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL SPLICE BOX OFF ROADWAY-OPTION 2.

3. LOOP DETECTOR LEADS ARE INSTALLED AND ASSIGNED ACCORDING TO THE AMPLIFIER CHANNEL ASSIGNMENTS IDENTIFIED IN THE DETECTOR LOGIC CHART LOCATED ON THE SEQUENCE OF OPERATION SHEET.

4. FOLDING STOP SIGNS (36"x36") HAVE BEEN INSTALLED ON SIGNAL BASES (SB1, SB6, SB7, SB11, SB14, SB15).

5. EQUIPMENT LISTING AT CLOSE OF CONSTRUCTION:

10-FT SIGNAL STANDARDS (SB2, SB4, SB5, SB9, SB10, SB13, SB17)

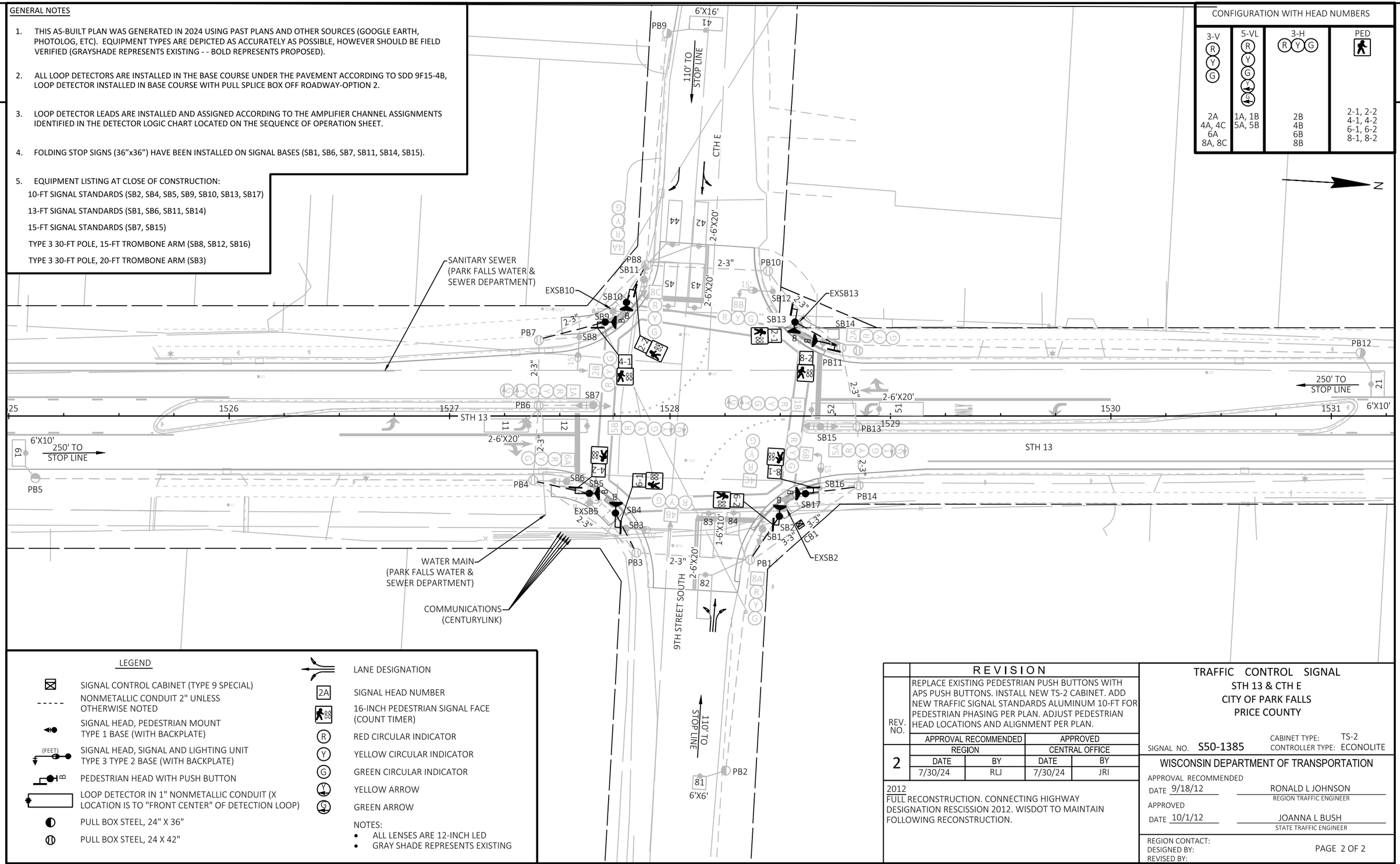
13-FT SIGNAL STANDARDS (SB1, SB6, SB11, SB14)

15-FT SIGNAL STANDARDS (SB7, SB15)

TYPE 3 30-FT POLE, 15-FT TROMBONE ARM (SB8, SB12, SB16)

TYPE 3 30-FT POLE, 20-FT TROMBONE ARM (SB3)

CONFIGURATION WITH HEAD NUMBERS			
3-V	5-VL	3-H	PED
2A 4A, 4C 6A 8A, 8C	1A, 1B 5A, 5B	2B 4B 6B 8B	2-1, 2-2 4-1, 4-2 6-1, 6-2 8-1, 8-2



LEGEND

- SIGNAL CONTROL CABINET (TYPE 9 SPECIAL)
- NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTRIAN MOUNT TYPE 1 BASE (WITH BACKPLATE)
- SIGNAL HEAD, SIGNAL AND LIGHTING UNIT TYPE 3 TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (X LOCATION IS TO "FRONT CENTER" OF DETECTION LOOP)
- PULL BOX STEEL, 24" X 36"
- PULL BOX STEEL, 24 X 42"
- LANE DESIGNATION
- SIGNAL HEAD NUMBER
- 16-INCH PEDESTRIAN SIGNAL FACE (COUNT TIMER)
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

NOTES:
- ALL LENSES ARE 12-INCH LED
- GRAY SHADE REPRESENTS EXISTING

REVISION				
REV. NO.	REPLACE EXISTING PEDESTRIAN PUSH BUTTONS WITH APS PUSH BUTTONS. INSTALL NEW TS-2 CABINET. ADD NEW TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT FOR PEDESTRIAN PHASING PER PLAN. ADJUST PEDESTRIAN HEAD LOCATIONS AND ALIGNMENT PER PLAN.			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	7/30/24	RLJ	7/30/24	JRI

2012
FULL RECONSTRUCTION. CONNECTING HIGHWAY DESIGNATION RESCISSION 2012. WISDOT TO MAINTAIN FOLLOWING RECONSTRUCTION.

TRAFFIC CONTROL SIGNAL
STH 13 & CTH E
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO. S50-1385
CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 9/18/12 — RONALD L JOHNSON, REGION TRAFFIC ENGINEER

APPROVED
DATE 10/1/12 — JOANNA L BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC SIGNAL PLAN	SHEET 51	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024204-SP.DWG
LAYOUT NAME - 024204-sp
PLOT DATE : 7/30/2024 1:55 PM
PLOT BY : CHAD WAGNER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

SIGNAL DESIGN GENERAL CONSTRUCTION NOTES:

1. SEE STH 13 & CTH TRAFFIC SIGNAL CONSTRUCTION NOTES FOR DETAILED CONSTRUCTION NOTES

N

TO PB9 · PB8 · SB11 · EXSB10 · SB10 · SB9 · PB7 · SB8 · 2-3" · 4-1 MOVE · 2-1 MOVE · 8-2 ROTATE · 8-1 MOVE · 6-1 MOVE · 6-2 MOVE · PB10 · SB12 · SB13 · EXSB13 · SB14 · PB11 · TO PB12 · CTH E · 44 · 42 · 45 · 43 · 15' · 8B · 2A · 8A · 4A · 4B · 4C · 5A · 5B · 5C · 6B · 8C · 8D · 8E · 8F · 8G · 8H · 8J · 8K · 8L · 8M · 8N · 8P · 8Q · 8R · 8S · 8T · 8U · 8V · 8W · 8X · 8Y · 8Z · 20 · 21 · 22 · 23 · 24 · 25 · 26 · 27 · 28 · 29 · 30 · 31 · 32 · 33 · 34 · 35 · 36 · 37 · 38 · 39 ·

2

CONSTRUCTION NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATIONS.

3. PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK, IF POSSIBLE.

4. REMOVE AND SALVAGE 10-FT SIGNAL STANDARD EXSB2 ALONG WITH ATTACHED PED HEAD AND PEDESTRIAN PUSH BUTTON. REMOVE AND DISPOSE OF EXISTING TYPE 1 CONCRETE BASE. INSTALL NEW TYPE 1 BASE AT SB2. REINSTALL PEDESTAL BASE, 10-FT SIGNAL STANDARD, A NEW AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 6. ROTATE SALVAGED PED HEAD IF NECESSARY AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 6-2.

5. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB6. SEAL EXISTING PUSH BUTTON HOLE IN SB6 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE N-S CROSSING, PED PHASE 6 (SET ASIDE FOR REINSTALLATION ON NEW SB4).

6. INSTALL NEW TYPE 1 CONCRETE BASE AT SB4. INSTALL NEW PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 6. INSTALL PED HEAD SALVAGED FROM SB6 TO SB4 AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 6-1.

7. REMOVE AND SALVAGE 10-FT SIGNAL STANDARD EXSB5 ALONG WITH ATTACHED PED HEAD AND PEDESTRIAN PUSH BUTTON. REMOVE AND DISPOSE OF EXISTING TYPE 1 CONCRETE BASE. INSTALL NEW TYPE 1 BASE AT SB5 RELOCATION. REINSTALL PEDESTAL BASE, WITH 10-FT SIGNAL STANDARD, A NEW AUDIBLE TACTILE PUSH BUTTON FOR THE E-W CROSSING, PED PHASE 4. ROTATE SALVAGED PED HEAD IF NECESSARY AND ORIENT TO THE E-W CROSSING, AND WIRE AS PED HEAD 4-2.

8. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB8. SEAL EXISTING PUSH BUTTON HOLE IN SB8 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE N-S CROSSING, PED PHASE 2 (SET ASIDE FOR REINSTALLATION ON NEW SB9).

9. INSTALL NEW TYPE 1 CONCRETE BASE AT SB9. INSTALL NEW PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE E-W CROSSING, PED PHASE 4. INSTALL PED HEAD SALVAGED FROM SB8 TO SB9 AND ORIENT TO THE E-W CROSSING, AND WIRE AS PED HEAD 4-1.

10. REMOVE AND SALVAGE 10-FT SIGNAL STANDARD EXSB10 ALONG WITH ATTACHED PED HEAD AND PEDESTRIAN PUSH BUTTON. REMOVE AND DISPOSE OF EXISTING TYPE 1 CONCRETE BASE. INSTALL NEW TYPE 1 BASE AT SB10 RELOCATION. REINSTALL PEDESTAL BASE, WITH 10-FT SIGNAL STANDARD, A NEW AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 2. ROTATE SALVAGED PED HEAD IF NECESSARY AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 2-2.

11. REMOVE AND SALVAGE 10-FT SIGNAL STANDARD EXSB13 ALONG WITH ATTACHED PED HEAD AND PEDESTRIAN PUSH BUTTON. REMOVE AND DISPOSE OF EXISTING TYPE 1 CONCRETE BASE. INSTALL NEW TYPE 1 BASE AT SB13 RELOCATION. REINSTALL PEDESTAL BASE, WITH 10-FT SIGNAL STANDARD, A NEW AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 2. ROTATE SALVAGED PED HEAD IF NECESSARY AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 2-1.

12. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB14. SEAL EXISTING PUSH BUTTON HOLE IN SB14 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED FOR THE E-W CROSSING, PED PHASE 8. ROTATE EXISTING PED HEAD LOCATED ON SB14 TO ORIENT TO THE E-W CROSSING, AND REWIRE AS PED HEAD 8-2.

13. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB16. SEAL EXISTING PUSH BUTTON HOLE IN SB16 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE N-S CROSSING, PED PHASE 6 (SET ASIDE FOR REINSTALLATION ON NEW SB17).

14. INSTALL NEW TYPE 1 CONCRETE BASE AT SB17. INSTALL NEW PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE E-W CROSSING, PED PHASE 8. INSTALL PED HEAD SALVAGED FROM SB16 TO SB17 AND ORIENT TO THE E-W CROSSING, AND WIRE AS PED HEAD 8-1.

2

TRAFFIC CONTROL SIGNAL
STH 13 & CTH E
CITY OF PARK FALLS
PRICE COUNTY

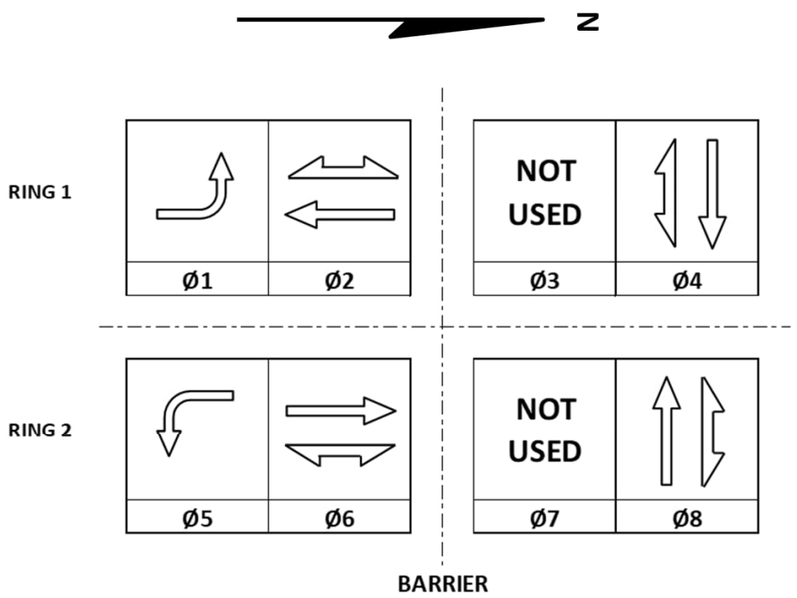
(7/30/24) RLJ
(REV#2)

SIGNAL NO. S50-1385

CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	STH 13 & CTH E TRAFFIC SIGNAL CONSTRUCTION NOTES	SHEET 53	E

	HEAD NUMBERS	FLASH
Ø1	1A,1B	-
Ø2	2A, 2B, 5A, 5B	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5	5A, 5B	-
Ø6	6A, 6B, 1A, 1B	R
Ø7		
Ø8	8A, 8B, 8C	R
Ø2P	2-1, 2,1	
Ø4P	4-1, 4-2	
Ø6P	6-1, 6-2	
Ø8P	8-1, 8-2	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

Detector Input	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
Detector #(s)	61	11	21	51	41	* 42	44	81	82	84						
Calls & Extends	X	X	X	X		X	X		X	X						
Calls Only																
Extends Only					X			X								
Phase Called	6	1	2	5		4	4		8	8						
Phase Extended	6	1	2	5	4	4	4	8	8	8						
Disconnect Phase																
Calling Delay							X			X						
Extension Stretch					X			X								
Size	6x10	6x20	6x10	6x20	6x16	6x20	6x20	6x6	6x20	6x10						
Number of Turns	4	3	4	3	5	4	3	4	3	3						
Detector Input	**4**	**2**	**8**	**6**	**12**	**10**	**16**	**14**	**20**	**18**	**24**	**22**	**28**	**26**	**32**	**30**
Detector #(s)		12		52		* 43	45		83							
Calls & Extends		X		X		X	X		X							
Calls Only																
Extends Only																
Phase Called		1		5		4	4		8							
Phase Extended		1		5		4	4		8							
Disconnect Phase																
Calling Delay							X									
Extension Stretch																
Size		6x20		6x20		6x20	6x20		6x20							
Number of Turns		3		3		4	3		3							

* DETECTORS 42, 43 LOCATED FOR POTENTIAL FUTURE LEFT-TURN PHASE (7)

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.

(7/30/24) RLJ
(REV#2)

STH 13 & CTH E
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO: S50-1385 CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE
DATE: 4/24 PAGE NO. OF 5

2

PROJECT ID:	S50-1385
INTERSECTION	STH 13 & CTH E

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE: 4/11/2024

CB1 TO	JUMPER	# OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									APS BUTTON	
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FLASHING YELLOW>	<GREEN>	DWALK	WALK		
SB1		12	4C	RED	ORG	GRN								
			8A	RED/BLK	ORG/BLK	GRN/BLK								
~~EXSB2~~			~~8-1~~								~~BLK~~	~~BLU~~		
			~~B~~										~~WHT/BLK~~	
SB2		**12**	**6-2**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB3		12	4B	RED	ORG	GRN								
SB4		**12**	**6-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
~~EXSB5~~		~~12~~	~~4-2~~								~~BLK~~	~~BLU~~		
			~~B~~										~~WHT/BLK~~	
SB5		**12**	**4-2**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB6		12	6A	RED	ORG	GRN								
SB7		12	1A	RED	ORG	GRN		BLK		BLU				
			5B	RED/BLK	ORG/BLK	GRN/BLK		BLU/BLK		BLK/WHT				
SB8		12	2B	RED	ORG	GRN								
SB9		**12**	**4-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
~~EXSB10~~		~~12~~	~~4-1~~								~~BLK~~	~~BLU~~		
			~~B~~										~~WHT/BLK~~	
SB10		**12**	**2-2**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB11		12	4A	RED	ORG	GRN								
			8C	RED/BLK	ORG/BLK	GRN/BLK								
SB12		12	8B	RED	ORG	GRN								
~~EXSB13~~		~~12~~	~~8-2~~								~~BLK~~	~~BLU~~		
			~~B~~										~~WHT/BLK~~	
SB13		**12**	**2-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB14		**12**	**8-2**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB15		12	1B	RED	ORG	GRN		BLK		BLU				
			5C	RED/BLK	ORG/BLK	GRN/BLK		BLU/BLK		BLK/WHT				
SB16		12	6B	RED	ORG	GRN								
SB17		**12**	**8-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	**SB2**
SB2	SB3
SB3	**SB4**
SB4	**SB5**
SB5	SB6
SB6	SB7
SB7	SB8
SB8	**SB9**
SB9	**SB10**
SB10	SB11
SB11	SB12
SB12	**SB13**
SB13	**SB14**
SB14	SB15
SB15	SB16
SB16	**SB17**
SB17	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB3
SB6	PB4
SB7	PB6
SB8	PB7
SB11	PB8
SB12	PB10
SB14	PB11
SB15	PB13
CB1	PB14

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB1	SB3
SB3	SB8
CB1	SB16
SB16	SB12

* USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCT FOR ALL TRAFFIC SIGNAL INDICATIONS.
* ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
* AT THE SIGNAL BASE, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
* GRAY SHADE REPRESENTS EXISTING POLES AND WIRING FROM AS-BUILT DRAWINGS. CONTRACTOR SHALL CONFIRM WIRING CONDUCTORS AND CONFIGURATION PRIOR TO COMMENCING WORK ON POLES WHERE CHANGES ARE OCCURRING

(7/30/24) RLJ
(REV#2)

STH 13 & CTH E
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO: S50-1385 CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE
DATE: 4/24 PAGE NO. OF 5

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	CABLE ROUTING	SHEET NO: 55	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

GENERAL NOTES:

1. THIS AS-BUILT PLAN WAS GENERATED IN 2024 USING PAST PLANS AND OTHER SOURCES (GOOGLE EARTH, PHOTOLOG, ETC). EQUIPMENT TYPES ARE DEPICTED AS ACCURATELY AS POSSIBLE, HOWEVER SHOULD BE FIELD VERIFIED (GRAYSHADE REPRESENTS EXISTING - - BOLD REPRESENTS PROPOSED).

2. ALL LOOP DETECTORS ARE INSTALLED IN THE BASE COURSE UNDER THE PAVEMENT ACCORDING TO SDD 9F15-4B, LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL SPLICE BOX OFF ROADWAY-OPTION 2.

3. LOOP DETECTOR LEADS ARE INSTALLED AND ASSIGNED ACCORDING TO THE AMPLIFIER CHANNEL ASSIGNMENTS IDENTIFIED IN THE DETECTOR LOGIC CHART LOCATED ON THE SEQUENCE OF OPERATION SHEET.

4. FOLDING STOP SIGNS (36"x36") HAVE BEEN INSTALLED ON SIGNAL BASES (SB2, SB3, SB5, SB8, SB9, SB13).

5. EQUIPMENT LISTING AT CLOSE OF CONSTRUCTION:

   10-FT SIGNAL STANDARDS (SB1, SB7, SB11, SB12, SB15)

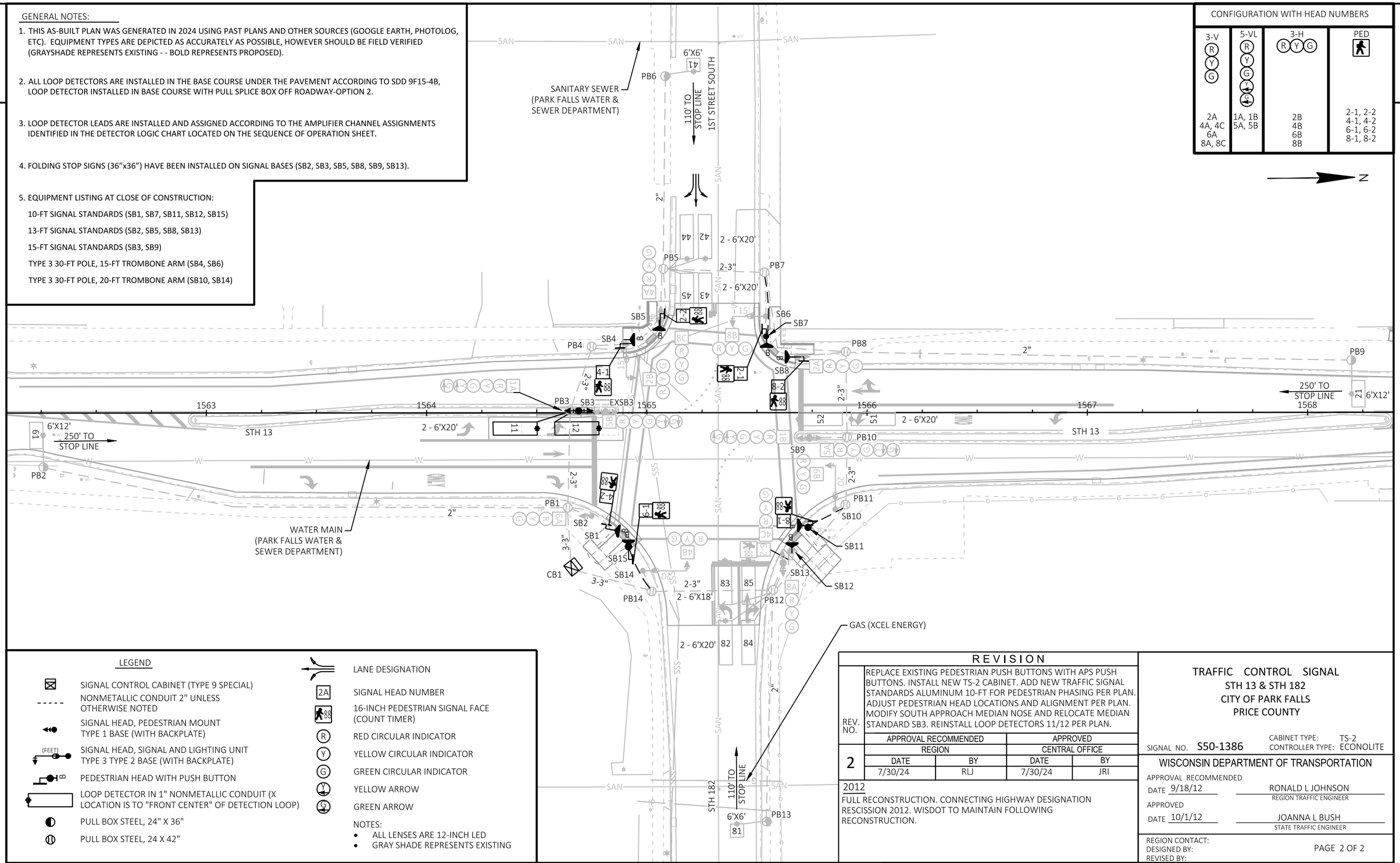
   13-FT SIGNAL STANDARDS (SB2, SB5, SB8, SB13)

   15-FT SIGNAL STANDARDS (SB3, SB9)

   TYPE 3 30-FT POLE, 15-FT TROMBONE ARM (SB4, SB6)

   TYPE 3 30-FT POLE, 20-FT TROMBONE ARM (SB10, SB14)

CONFIGURATION WITH HEAD NUMBERS			
3-V (R Y G)	5-VL (R Y G Y)	3-H (R Y G)	PED
2A 4A, 4C 6A 8A, 8C	1A, 1B 5A, 5B	2B 4B 6B 8B	2-1, 2-2 4-1, 4-2 6-1, 6-2 8-1, 8-2



LEGEND

- SIGNAL CONTROL CABINET (TYPE 9 SPECIAL)
- NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTRIAN MOUNT TYPE 1 BASE (WITH BACKPLATE)
- SIGNAL HEAD, SIGNAL AND LIGHTING UNIT TYPE 3 TYPE 2 BASE (WITH BACKPLATE)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT (X LOCATION IS TO "FRONT CENTER" OF DETECTION LOOP)
- PULL BOX STEEL, 24" X 36"
- PULL BOX STEEL, 24 X 42"
- LANE DESIGNATION
- 2A SIGNAL HEAD NUMBER
- 16-INCH PEDESTRIAN SIGNAL FACE (COUNT TIMER)
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

NOTES:
- ALL LENSES ARE 12-INCH LED
- GRAY SHADE REPRESENTS EXISTING

REVISION

REV. NO.				
2	REPLACE EXISTING PEDESTRIAN PUSH BUTTONS WITH APS PUSH BUTTONS. INSTALL NEW TS-2 CABINET. ADD NEW TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT FOR PEDESTRIAN PHASING PER PLAN. ADJUST PEDESTRIAN HEAD LOCATIONS AND ALIGNMENT PER PLAN. MODIFY SOUTH APPROACH MEDIAN NOSE AND RELOCATE MEDIAN STANDARD SB3. REINSTALL LOOP DETECTORS 11/12 PER PLAN.	APPROVAL RECOMMENDED		APPROVED	
		REGION		CENTRAL OFFICE	
		DATE	BY	DATE	BY
		7/30/24	RLJ	7/30/24	JRI

2012
FULL RECONSTRUCTION. CONNECTING HIGHWAY DESIGNATION RESCISSION 2012. WISDOT TO MAINTAIN FOLLOWING RECONSTRUCTION.

TRAFFIC CONTROL SIGNAL
STH 13 & STH 182
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO. S50-1386
CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

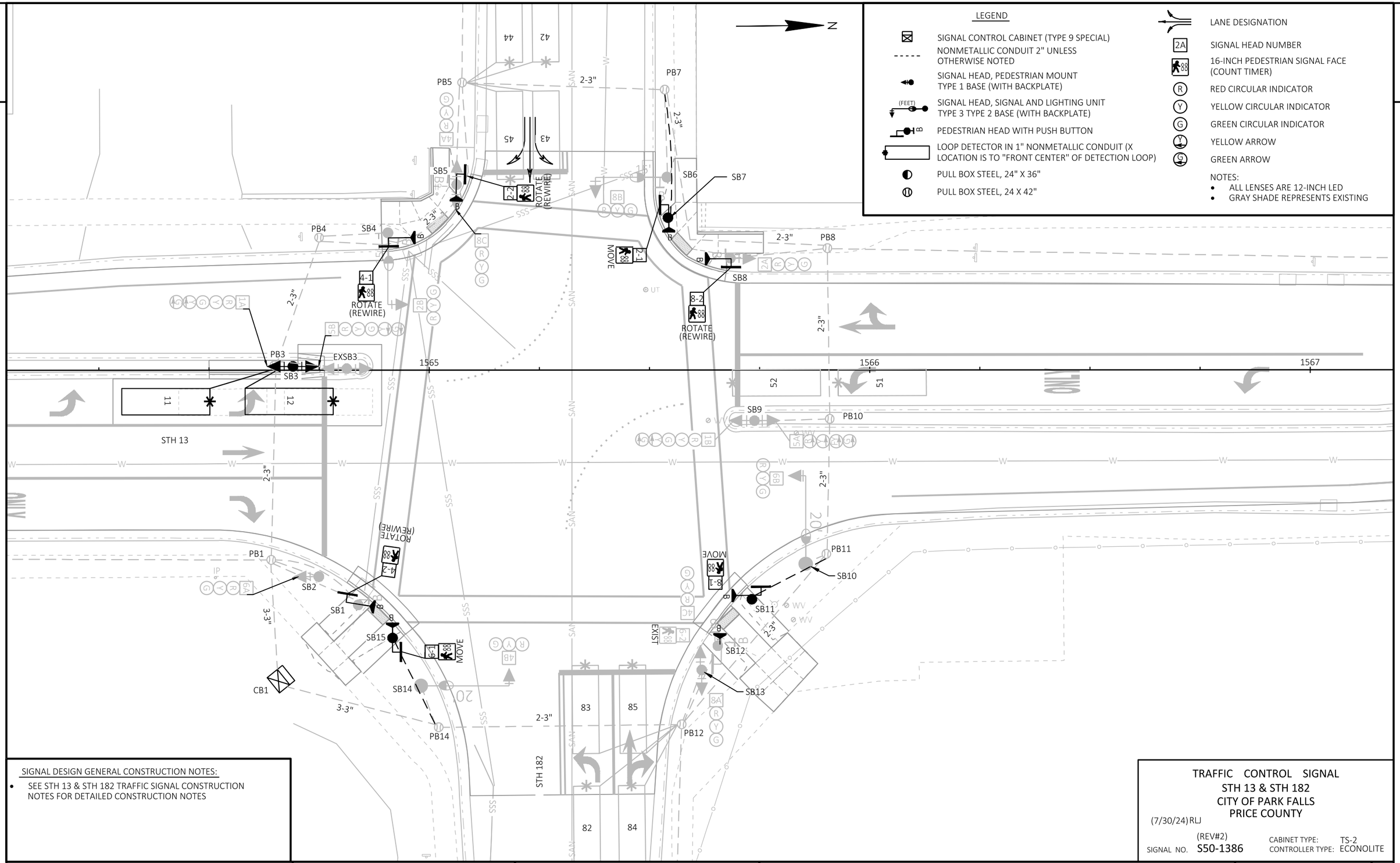
APPROVAL RECOMMENDED
DATE 9/18/12 — RONALD L JOHNSON, REGION TRAFFIC ENGINEER

APPROVED
DATE 10/1/12 — JOANNA L BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC SIGNAL PLAN	SHEET 56	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 7/30/2024 1:56 PM
PLOT BY : CHAD WAGNER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



SIGNAL DESIGN GENERAL CONSTRUCTION NOTES:

- SEE STH 13 & STH 182 TRAFFIC SIGNAL CONSTRUCTION NOTES FOR DETAILED CONSTRUCTION NOTES

TRAFFIC CONTROL SIGNAL
STH 13 & STH 182
CITY OF PARK FALLS
PRICE COUNTY

(7/30/24) RLJ
(REV#2)

SIGNAL NO. S50-1386
CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC SIGNAL PLAN DETAIL	SHEET 57	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024202-SP.DWG
LAYOUT NAME - 024202-sp

PLOT DATE : 7/30/2024 1:58 PM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICTS WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATIONS.

3. PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK, IF POSSIBLE.

4. REMOVE AND/OR ABANDON EXISTING DETECTOR LOOPS 11 / 12. INSTALL NEW DETECTOR LOOPS 11 / 12 IN ADJUSTED LOCATION (INSTALL IN BASE COURSE ACCORDING TO SDD 9F15-4B, LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL SPLICE BOX OFF ROADWAY-OPTION 2). SPLICE NEW DETECTOR WIRE WITH EXISTING LEAN-IN CABLE AS APPROPRIATE. DETECTOR LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANE. DISTANCE BETWEEN MULTIPLE LOOPS SHALL BE 8 FEET.

5. REMOVE AND SALVAGE TWO EXISTING PEDESTRIAN PUSH BUTTONS FROM SB1. INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED FOR THE E-W CROSSING, PED PHASE 4. REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE N-S CROSSING, PED PHASE 6 (SET ASIDE FOR REINSTALLATION ON NEW SB15). SEAL UNUSED PUSH BUTTON HOLE IN POLE SB1 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON).

6. REMOVE AND SALVAGE SIGNAL STANDARD EXSB3 ALONG WITH ATTACHED HEADS 1A / 1B. REMOVE AND DISPOSE OF EXISTING TYPE 1 CONCRETE BASE. INSTALL NEW TYPE 1 BASE AT SB3 RELOCATION. REINSTALL SIGNAL STANDARD AND REALIGN HEADS 1A / 5B ONTO NEW BASE SB3. DISCONNECT POLE WIRING FROM UNDERGROUND CABLE AT EXIST BASE….PULL BACK CABLE INTO PULL BOX PB3 UNTIL STANDARD IS RELOCATED….RECONNECT CABLE WITH POLE WIRING WHEN COMPLETE (WIRING INCIDENTAL TO MOVING SIGNAL STANDARD).

7. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB4. SEAL EXISTING PUSH BUTTON HOLE IN SB4 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED FOR THE E-W CROSSING, PED PHASE 4. ROTATE EXISTING PED HEAD LOCATED ON SB4 TO ORIENT TO THE E-W CROSSING, AND REWIRE AS PED HEAD 4-1.

8. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB5. SEAL EXISTING PUSH BUTTON HOLE IN SB5 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED FOR THE N-S CROSSING, PED PHASE 2. ROTATE EXISTING PED HEAD LOCATED ON SB4 TO ORIENT TO THE N-S CROSSING, AND REWIRE AS PED HEAD 2-2.

9. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB6. SEAL EXISTING PUSH BUTTON HOLE IN SB6 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE E-W CROSSING, PED PHASE 8 (SET ASIDE FOR REINSTALLATION ON NEW SB7).

10. INSTALL NEW TYPE 1 CONCRETE BASE AT SB7. INSTALL NEW PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 2. INSTALL PED HEAD SALVAGED FROM SB6 TO SB7 AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 2-1.

11. REMOVE AND SALVAGE ONE EXISTING PEDESTRIAN PUSH BUTTON FROM SB8. SEAL EXISTING PUSH BUTTON HOLE IN SB8 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON). INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED TO THE E-W CROSSING, PED PHASE 8. ROTATE EXISTING PED HEAD LOCATED ON SB8 TO ORIENT TO THE E-W CROSSING, AND REWIRE AS PED HEAD 8-2.

12. REMOVE AND SALVAGE TWO EXISTING PEDESTRIAN PUSH BUTTONS FROM SB12. INSTALL ONE NEW AUDIBLE TACTILE PUSH BUTTON ORIENTED FOR THE N-S CROSSING, PED PHASE 6. REMOVE AND SALVAGE EXISTING PED HEAD NOW ORIENTED FOR THE E-W CROSSING, PED PHASE 8 (SET ASIDE FOR REINSTALLATION ON NEW SB11). SEAL UNUSED PUSH BUTTON HOLE IN POLE SB12 WITH WATER TIGHT MATERIAL APPROVED BY THE ENGINEER (INCIDENTAL TO REMOVE AND SALVAGE PEDESTRIAN PUSH BUTTON).

13. INSTALL NEW TYPE 1 CONCRETE BASE AT SB11. INSTALL PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE E-W CROSSING, PED PHASE 8. INSTALL PED HEAD SALVAGED FROM SB12 TO SB11 AND ORIENT TO THE E-W CROSSING, AND WIRE AS PED HEAD 8-1.

14. INSTALL NEW TYPE 1 CONCRETE BASE AT SB15. INSTALL PEDESTAL BASE, 10-FT SIGNAL STANDARD, AND ONE AUDIBLE TACTILE PUSH BUTTON FOR THE N-S CROSSING, PED PHASE 6. INSTALL PED HEAD SALVAGED FROM SB1 TO SB15 AND ORIENT TO THE N-S CROSSING, AND WIRE AS PED HEAD 6-1.

TRAFFIC CONTROL SIGNAL
STH 13 & STH 182
CITY OF PARK FALLS
PRICE COUNTY

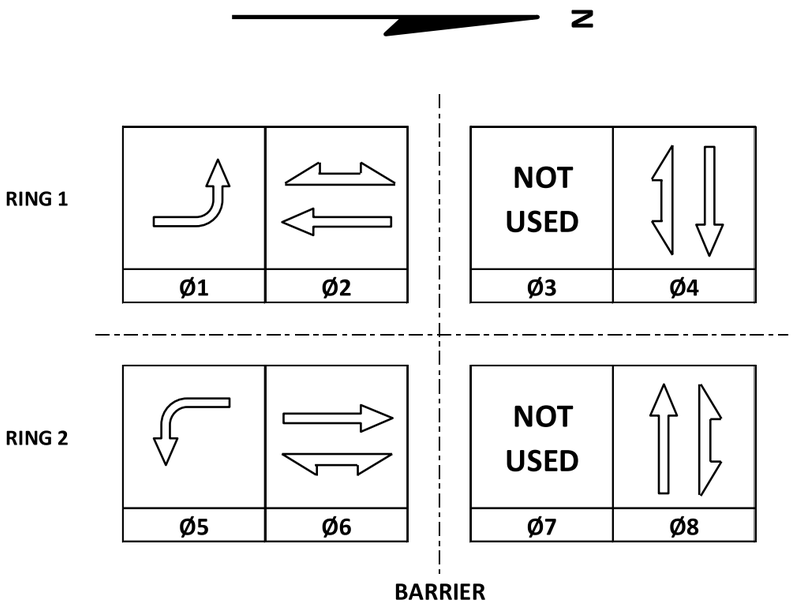
(7/30/24)RJ
(REV#2)

SIGNAL NO. S50-1386

CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	STH 13 & STH 182 TRAFFIC SIGNAL CONSTRUCTION NOTES	SHEET 58	E

	HEAD NUMBERS	FLASH
Ø1	1A,1B	-
Ø2	2A, 2B, 5A, 5B	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5	5A, 5B	-
Ø6	6A, 6B, 1A, 1B	R
Ø7		
Ø8	8A, 8B, 8C	R
Ø2P	2-1, 2,1	
Ø4P	4-1, 4-2	
Ø6P	6-1, 6-2	
Ø8P	8-1, 8-2	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	X

TYPE OF COORDINATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

Detector Input	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
Detector #(s)	61	11	21	51	41	* 42	44	81	* 82	84						
Calls & Extends	X	X	X	X		X	X		X	X						
Calls Only																
Extends Only					X			X								
Phase Called	6	1	2	5		4	4		8	8						
Phase Extended	6	1	2	5	4	4	4	8	8	8						
Disconnect Phase																
Calling Delay							X			X						
Extension Stretch					X			X								
Size	6x12	6x20	6x12	6x20	6x6	6x20	6x20	6x6	6x20	6x20						
Number of Turns	4	3	4	3	4	4	3	4	4	3						
Detector Input	**4**	**2**	**8**	**6**	**12**	**10**	**16**	**14**	**20**	**18**	**24**	**22**	**28**	**26**	**32**	**30**
Detector #(s)		12		52		* 43	45		* 83	85						
Calls & Extends		X		X		X	X		X	X						
Calls Only																
Extends Only										X						
Phase Called		1		5		4	4		8	8						
Phase Extended		1		5		4	4		8	8						
Disconnect Phase																
Calling Delay							X			X						
Extension Stretch																
Size		6x20		6x20		6x20	6x20		6x18	6x18						
Number of Turns		3		3		4	3		4	3						

* DETECTORS 42, 43, 82, 83 LOCATED FOR POTENTIAL FUTURE LEFT-TURN PHASES (3, 7)

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.

(7/30/24) RLJ
(REV#2)

STH 13 & STH 182
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO: S50-1386 **CABINET TYPE: TS-2**
CONTROLLER TYPE: ECONOLITE
DATE: 4/24 **PAGE NO. OF 5**

PROJECT ID:	S50-1386
INTERSECTION	STH 13 & STH 182

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE: 4/11/2024

CB1 TO	JUMPER	# OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									APS BUTTON	
				RED	YELLOW	GREEN	<RED	<YELLOW>	<FLASHING YELLOW>	<GREEN>	DWALK	WALK		
SB1		12	4-2								BLK	BLU		
			B										WHT/BLK	BLK/WHT
SB2		12	6A	RED	ORG	GRN								
EXSB3		~~12~~	~~1A~~	~~RED~~	~~ORG~~	~~GRN~~		~~BLK~~		~~BLU~~				
			~~5B~~	~~RED/BLK~~	~~ORG/BLK~~	~~GRN/BLK~~		~~BLU/BLK~~		~~BLK/WHT~~				
SB3		**12**	**1A**	**RED**	**ORG**	**GRN**		**BLK**		**BLU**				
			5B	**RED/BLK**	**ORG/BLK**	**GRN/BLK**		**BLU/BLK**		**BLK/WHT**				
SB4		12	2B	RED	ORG	GRN								
			4-1								BLK	BLU		
			B										WHT/BLK	BLK/WHT
SB5		12	4A	RED	ORG	GRN								
			8C	RED/BLK	ORG/BLK	GRN/BLK								
			2-2								BLK	BLU		
			B										WHT/BLK	BLK/WHT
SB6		12	8B	RED	ORG	GRN								
SB7		**12**	**2-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB8		12	2A	RED	ORG	GRN								
			8-2								BLK	BLU		
			B										WHT/BLK	BLK/WHT
SB9		12	1B	RED	ORG	GRN		BLK		BLU				
			5A	RED/BLK	ORG/BLK	GRN/BLK		BLU/BLK		BLK/WHT				
SB10		12	6B	RED	ORG	GRN								
SB11		**12**	**8-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB12		**12**	**6-2**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**
SB13		12	4C	RED	ORG	GRN								
			8A	RED/BLK	ORG/BLK	GRN/BLK								
SB14		12	4B	RED	ORG	GRN								
SB15		**12**	**6-1**								**BLK**	**BLU**		
			B										**WHT/BLK**	**BLK/WHT**

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	**SB7**
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	**SB15**
SB15	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
CB1	PB1
SB3	PB3
SB4	PB4
SB5	PB5
SB6	PB7
SB8	PB8
SB9	PB10
SB10	PB11
SB13	PB12
CB1	PB14

LIGHTING UF 12 AWG UNDERGROUND	
FROM	TO
CB1	SB4
SB4	SB6
CB1	SB14
SB14	SB10

(7/30/24) RLJ
(REV#2)

STH 13 & STH 182
CITY OF PARK FALLS
PRICE COUNTY

SIGNAL NO: S50-1386 **CABINET TYPE: TS-2**
CONTROLLER TYPE: ECONOLITE
DATE: 4/24 **PAGE NO. OF 5**

PROJECT NO: 9931-02-72 | **HWY:** STH 13 | **COUNTY: PRICE** | **CABLE ROUTING** | **SHEET NO:** 60 | **E**

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

2

NORTH FORK FLAMBEAU RIVER

LOWER DAM ROAD

BEGIN PROJECT
STA 1489+63

STH 13

APPROX. R/W

APPROX. R/W

12TH STREETS

MATCH LINE STA 1499+00

PAVEMENT MARKING LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' LINE, 9' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
F	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 2' LINE, 6' GAP
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 12.5' LINE, 37.5' GAP
H	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
I	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
J	MARKING STOP LINE EPOXY 18-INCH, WHITE
K	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
L	MARKING ARROW EPOXY, TYPE 1, WHITE
M	MARKING ARROW EPOXY, TYPE 2, WHITE
N	MARKING ARROW EPOXY, TYPE 3, WHITE
O	MARKING WORD EPOXY, ONLY, WHITE
P	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
Q	MARKING ISLAND NOSE EPOXY, YELLOW
R	MARKING CURB EPOXY, YELLOW

APPROX. R/W

STH 13

APPROX. R/W

MATCH LINE STA 1499+00

STA BACK = 1501+49.46
STA AHEAD = 1501+50.25

MATCH LINE STA 1514+00

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PAVEMENT MARKING	SHEET 61	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-pm

PLOT DATE : 10/22/2024 3:30 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE STA 1514+00

APPROX. R/W

STH 13

1514 1515 1516 1517 1518 1519 1520 1521 1522 1523 1524 1525 1526 1527 1528

APPROX. R/W

10TH STREET S

WELLS STREET

CTH E

9TH STREET S

MATCH LINE STA 1529+00

N

PAVEMENT MARKING LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' LINE, 9' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
F	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 2' LINE, 6' GAP
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 12.5' LINE, 37.5' GAP
H	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
I	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
J	MARKING STOP LINE EPOXY 18-INCH, WHITE
K	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
L	MARKING ARROW EPOXY, TYPE 1, WHITE
M	MARKING ARROW EPOXY, TYPE 2, WHITE
N	MARKING ARROW EPOXY, TYPE 3, WHITE
O	MARKING WORD EPOXY, ONLY, WHITE
P	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
Q	MARKING ISLAND NOSE EPOXY, YELLOW
R	MARKING CURB EPOXY, YELLOW

MATCH LINE STA 1529+00

1529 1530 1531 1532 1533 1534 1535 1536 1537 1538 1539 1540 1541 1542 1543

STH 13

APPROX. R/W

APPROX. R/W

8TH STREET S

MATCH LINE STA 1544+00

N

2

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PAVEMENT MARKING	SHEET 62	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm

PLOT DATE : 10/22/2024 3:30 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

PAVEMENT MARKING LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' LINE, 9' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
F	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 2' LINE, 6' GAP
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 12.5' LINE, 37.5' GAP
H	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
I	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
J	MARKING STOP LINE EPOXY 18-INCH, WHITE
K	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
L	MARKING ARROW EPOXY, TYPE 1, WHITE
M	MARKING ARROW EPOXY, TYPE 2, WHITE
N	MARKING ARROW EPOXY, TYPE 3, WHITE
O	MARKING WORD EPOXY, ONLY, WHITE
P	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
Q	MARKING ISLAND NOSE EPOXY, YELLOW
R	MARKING CURB EPOXY, YELLOW

MATCH LINE STA 1544+00

MATCH LINE STA 1559+00

MATCH LINE STA 1559+00

MATCH LINE STA 1574+00

APPROX. R/W

APPROX. R/W

APPROX. R/W

APPROX. R/W

STH 13

STH 13

5TH STREET S

4TH STREET S

3RD STREET S

2ND STREET S

1ST STREET S

STH 182

DIVISION STREET

1ST STREET N

N

N

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PAVEMENT MARKING	SHEET 63	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024503-pm

PLOT DATE : 10/22/2024 3:30 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 1574+00

2ND STREET N

5TH AVENUE N

APPROX. R/W

STH 13

1574 1575 1576 1577 1578 1579 1580 1581 1582 1583 1584 1585 1586 1587 1588 1589

MATCH LINE STA 1589+00

5TH STREET N

APPROX. R/W

PAVEMENT MARKING LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE, 3' LINE, 9' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH, DOUBLE YELLOW
F	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 2' LINE, 6' GAP
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, 12.5' LINE, 37.5' GAP
H	MARKING LINE GROOVED WET REF EPOXY 10-INCH, WHITE
I	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
J	MARKING STOP LINE EPOXY 18-INCH, WHITE
K	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
L	MARKING ARROW EPOXY, TYPE 1, WHITE
M	MARKING ARROW EPOXY, TYPE 2, WHITE
N	MARKING ARROW EPOXY, TYPE 3, WHITE
O	MARKING WORD EPOXY, ONLY, WHITE
P	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
Q	MARKING ISLAND NOSE EPOXY, YELLOW
R	MARKING CURB EPOXY, YELLOW

END PROJECT
STA 1604+00

APPROX. R/W

MATCH LINE STA 1589+00

STH 13

1589 1590 1591 1592 1593 1594 1595 1596 1597 1598 1599 1600 1601 1602 1603 1604

APPROX. R/W

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PAVEMENT MARKING	SHEET 64 E

2

2

N

7TH AVENUE S

CTH E

7TH STREET S

6TH ST S

6TH AVE S

5TH ST S

5TH AVENUE S

BEGIN PROJECT
STA 1489+63

LOWER DAM ROAD

1490

1500

1510

STH 13

1520

1530

1540

1550

12TH STREET S

10TH STREET S

3RD AVENUE S

WELLS STREET

9TH STREET S

8TH STREET S

3RD AVENUE S

5TH ST S

4TH ST S

MATCH LINE STA 1555+00

1ST AVENUE S

HWY 13
ROAD WORK
BEGINS XXX-XX
G20-57
72"X36"

NORTH FORK FLAMBEAU RIVER

LEGEND

(1) PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(2) PLACE TRAFFIC CONTROL SIGNS PER STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(3) PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE WHEN CONSTRUCTION BEGINS.

N

MATCH LINE STA 1555+00

7TH AVENUE S

6TH AVENUE S

DIVISION STREET

1560

3RD ST S

2ND ST S

1ST ST S

5TH AVENUE N

3RD AVENUE S

1570

1580

2ND ST N

STH 13

1590

1600

1610

1617

9TH ST

HWY 13
ROAD WORK
BEGINS XXX-XX
G20-57
72"X36"

HWY 13
ROAD WORK
BEGINS XXX-XX
G20-57
72"X36"

END PROJECT
STA 1604+00

DIVISION STREET

1ST ST N

3RD AVE N

WI CENTRAL LTD

5TH ST N

STH 182

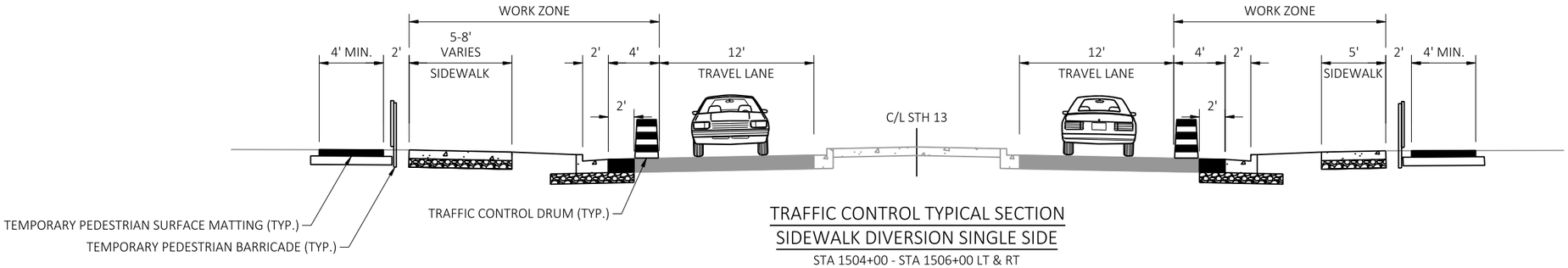
2ND AVE N

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC CONTROL OVERVIEW	SHEET 65	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC OVERVIEW.DWG
LAYOUT NAME - 025200-tc overview

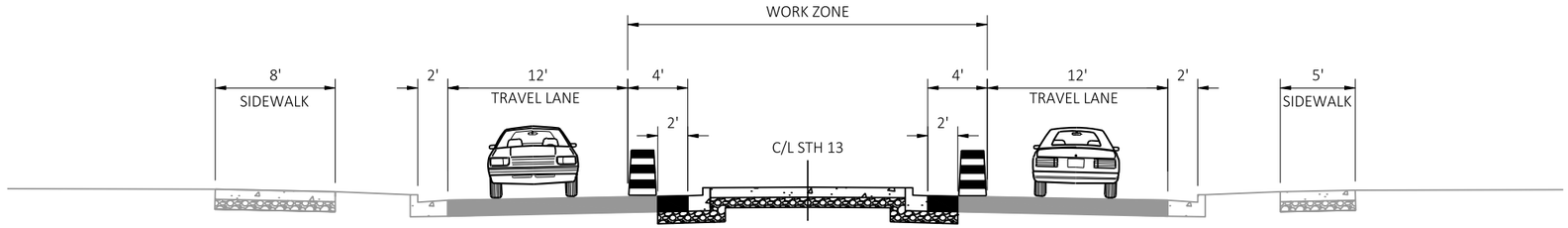
PLOT DATE : 6/13/2024 1:08 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 44



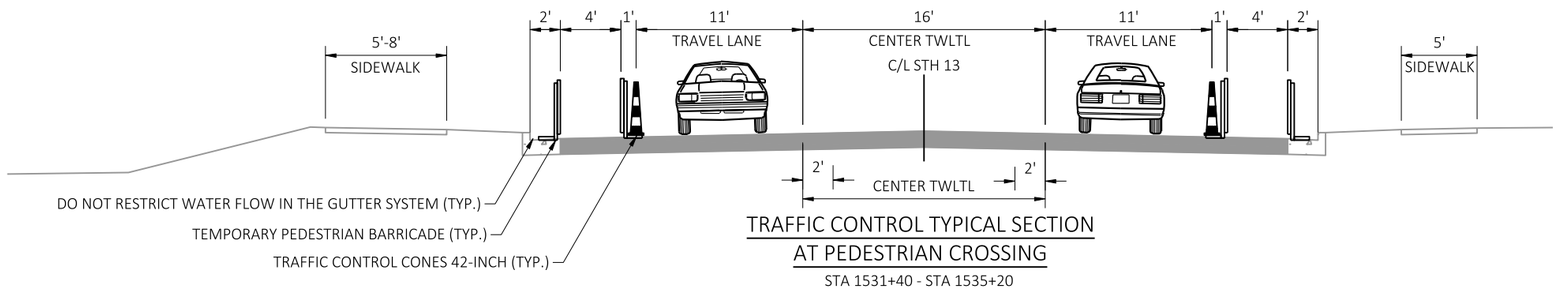
TRAFFIC CONTROL TYPICAL SECTION
SIDEWALK DIVERSION SINGLE SIDE

STA 1504+00 - STA 1506+00 LT & RT
STA 1512+75 - STA 1516+12 LT



TRAFFIC CONTROL TYPICAL SECTION
MEDIAN WORK ZONE WITH LANE SHIFT

STA 1502+76 - STA 1506+72
STA 1512+10 - STA 1515+87

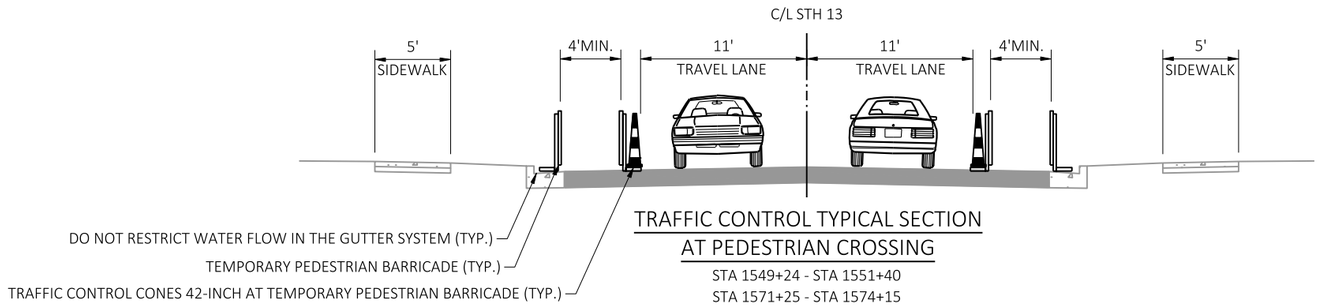


TRAFFIC CONTROL TYPICAL SECTION
AT PEDESTRIAN CROSSING

STA 1531+40 - STA 1535+20

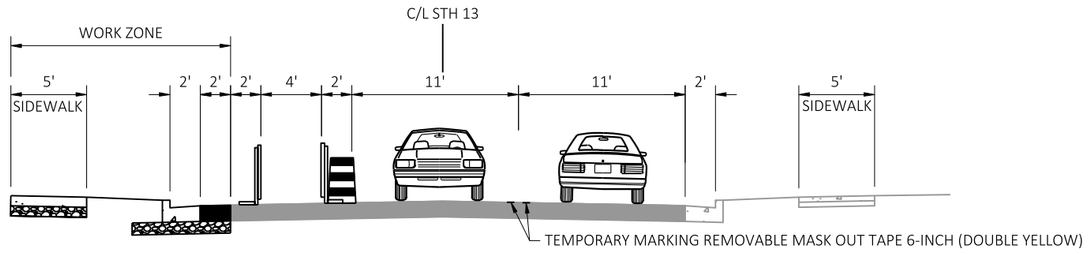
PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 66	E

FILE NAME : \\MSA-PS.COM\FS\PROJECT\00\00093\00093626\CADD\SHEETSPLAN\025200-TC TYP.DWG
LAYOUT NAME - 025200-tc typ1
PLOT DATE : 7/11/2024 3:08 PM
PLOT BY : COURTNEY ROOYAKKERS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



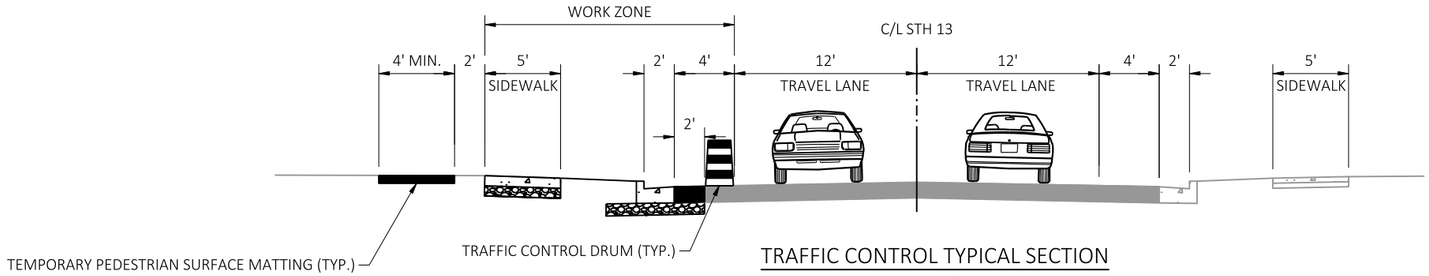
TRAFFIC CONTROL TYPICAL SECTION
AT PEDESTRIAN CROSSING

STA 1549+24 - STA 1551+40
STA 1571+25 - STA 1574+15



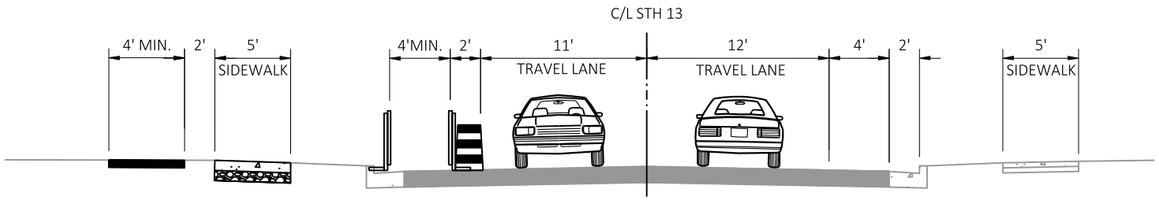
TRAFFIC CONTROL TYPICAL SECTION
SIDEWALK DIVERSION WITH LANE SHIFT

STA 1574+15 - STA 1579+25 LT



TRAFFIC CONTROL TYPICAL SECTION
SIDEWALK DIVERSION SINGLE SIDE

STA 1579+50 - STA 1582+72 LT



TRAFFIC CONTROL TYPICAL SECTION SIDEWALK DIVERSION
SINGLE SIDE AT PEDESTRIAN CROSSING

STA 1587+23 - STA 1589+68

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 67	E

FILE NAME : \\MSA-PS.COM\FS\PROJECT\00\00093\00093626\CADD\SHEETSPLAN\025200-TC TYP.DWG
LAYOUT NAME - 025200-tc typ2
PLOT DATE : 7/11/2024 3:08 PM
PLOT BY : COURTNEY ROOYAKKERS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

N

1488+00 1490+00 1492+00 1494+00 1496+00 1498+00 1500+00 1502+00 1504+00 1506+00 1508+00 1510+00 1512+00 1514+00 1516+00

STH 13

SEE "PEDESTRIAN STAGING - STA 1505+00"

SEE "PEDESTRIAN STAGING - 10TH STREET S"

BEGINNING OF EXISTING SIDEWALK AND PEDESTRIAN TRAFFIC

PROPOSED CONCRETE SIDEWALK 4-INCH

10TH ST S

MATCH LINE 1518+00

NOTES

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

AT ANY GIVEN INTERSECTION DO NOT CLOSE CURB RAMPS ON BOTH THE EAST AND WEST SIDE OF STH 13 AT THE SAME TIME.

DO NOT RESTRICT PEDESTRIAN ACCESS TO ANY ONE BLOCK ALONG STH 13.

LEGEND

EXISTING PEDESTRIAN ROUTE

WORK AREA FOR SIDEWALK AND CURB RAMPS

N

5TH AVE S

SEE "PEDESTRIAN STAGING - NO ADJACENT PEDESTRIAN FACILITIES"

CTH E

MATCH LINE 1518+00

1520+00 1522+00 1524+00 1526+00 1528+00 1530+00 1532+00 1534+00 1536+00 1538+00 1540+00 1542+00 1544+00

STH 13

WELLS ST

9TH ST S

8TH ST S

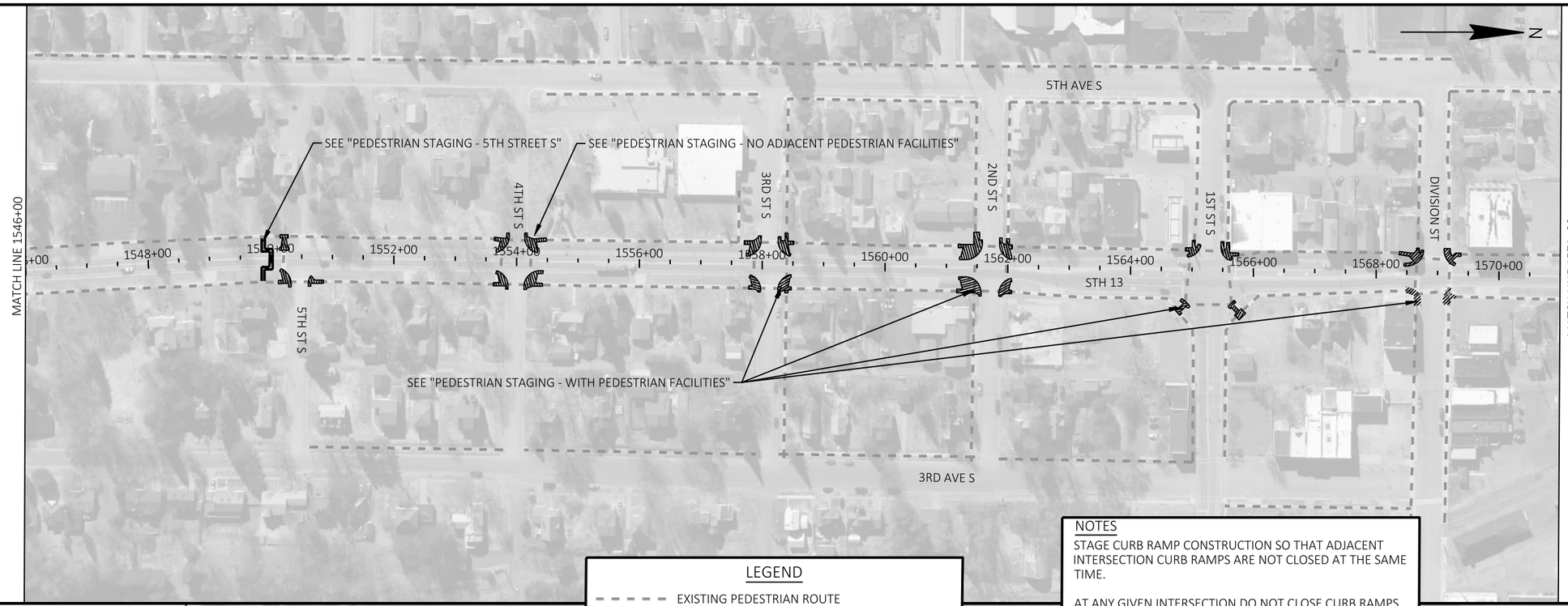
SEE "PEDESTRIAN STAGING - 8TH STREET S"

3RD AVE S

MATCH LINE 1546+00

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING OVERVIEW	SHEET 68	E

2



LEGEND

EXISTING PEDESTRIAN ROUTE

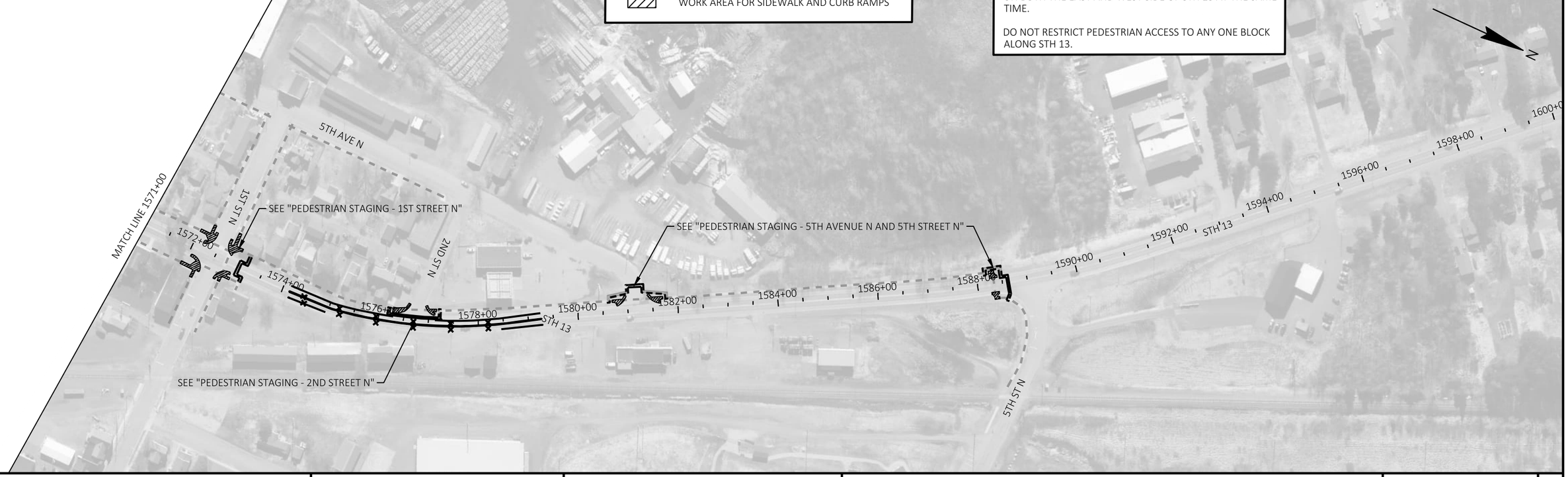
WORK AREA FOR SIDEWALK AND CURB RAMPS

NOTES

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

AT ANY GIVEN INTERSECTION DO NOT CLOSE CURB RAMPS ON BOTH THE EAST AND WEST SIDE OF STH 13 AT THE SAME TIME.

DO NOT RESTRICT PEDESTRIAN ACCESS TO ANY ONE BLOCK ALONG STH 13.



PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING OVERVIEW	SHEET 69	E

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
MEDIAN CROSSING	NO	MAINTAIN PEDESTRIAN ROUTE ON LT AND RT SIDEWALK. CLOSE MEDIAN RAMP

STAGE 1

WO1-6 48" X 24"
TYPE III BARRICADE
R3-2 24"X24"
DO NOT BLOCK ENTRANCES (TYP.)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
M4-60L 30"X24"
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
W24-1R
12'
25' TYP
350'
1502+00
1504+00
1506+00
1508+00
STH 13
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
M4-60R 30"X24"
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

STAGE 1 :
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"

STAGE 2:
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

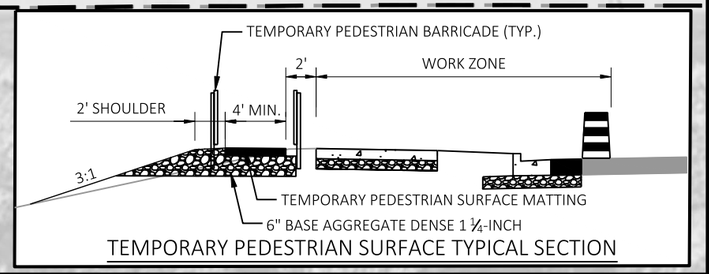
LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- BARRICADE TYPE III WITH SIGN
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING LINE REMOVABLE MASK OUT TAPE
- PERMANENT SUPPORT WITH SIGN
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

STAGE 2

SEE TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION
M4-60L 30"X24"
M4-60R 30"X24"
200'
SHOULDER WORK
W21-5
SLIT FENCE (TYP.)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH (FROM STAGE 1)

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
LT & RT RAMPS	NO	MAINTAIN A TEMPORARY ROUTE AROUND THE CURB RAMPS. CLOSE MEDIAN RAMP



TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - STA 1505+00	SHEET 70	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025203-tc ped
PLOT DATE : 7/31/2024 12:52 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
MEDIAN CROSSING	NO	MAINTAIN PEDESTRIAN ROUTE ON LT AND RT SIDEWALK. CLOSE MEDIAN RAMP

STAGE 1

WO1-6 48" X 24"
TYPE III BARRICADE
R3-2 24"X24"
DO NOT BLOCK ENTRANCES (TYP.)
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
M4-60D 30"X24"
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
W24-1R
200'
STH 13
1512+00
1514+00
1516+00
12'
25' TYP
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
10TH STREET S

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

STAGE 1 :
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER"

STAGE 2:
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

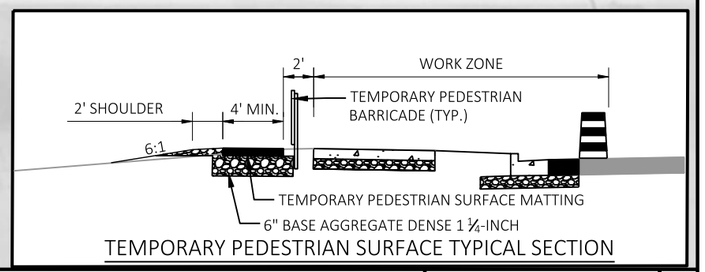
LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- BARRICADE TYPE III WITH SIGN
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING LINE REMOVABLE MASK OUT TAPE
- PERMANENT SUPPORT WITH SIGN
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

SILT FENCE (TYP.)
SEE TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION
M4-60L 30"X24"
M4-60R 30"X24"
DO NOT BLOCK ENTRANCES (TYP.)
SHOULDER WORK W21-5
200'
STH 13
1512+00
1514+00
1516+00
12'
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH (FROM STAGE 1)
25' TYP
10' TYP
R9-9 24"X12"
SIDEWALK CLOSED
10TH ST S

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST RAMP	NO	MAINTAIN A TEMPORARY ROUTE ON THE RT SIDE OF THE ROADWAY WITH CROSSINGS NORTH AND SOUTH OF THE WORK AREA, CLOSE MEDIAN RAMP
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN A TEMPORARY ROUTE ON THE LT SIDE OF THE ROADWAY WITH CROSSINGS NORTH AND SOUTH OF THE WORK AREA, CLOSE MEDIAN CROSSING.

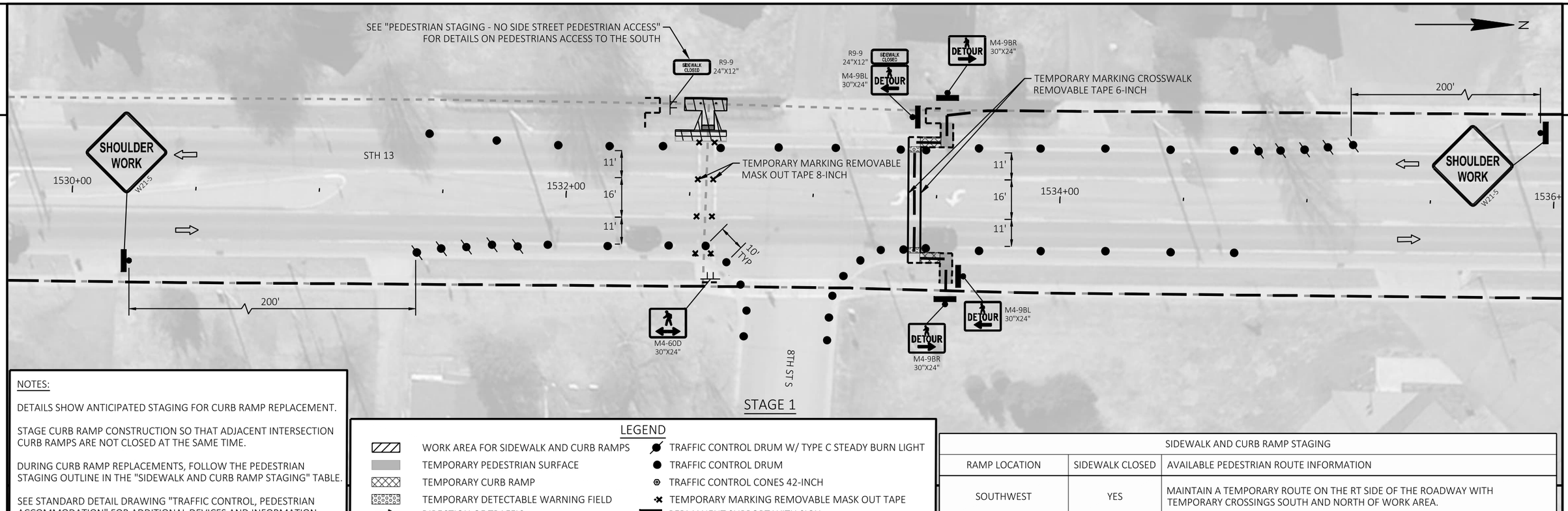
STAGE 2A & 2B



TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 10TH STREET S	SHEET 71	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025204-tc ped
PLOT DATE : 7/31/2024 12:52 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



STAGE 1

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

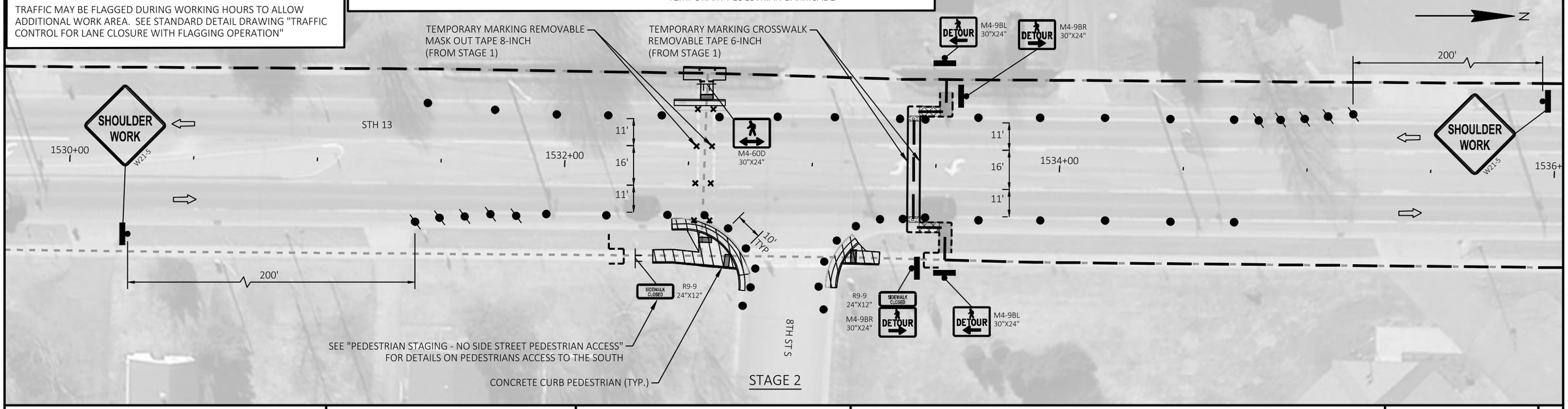
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- PERMANENT SUPPORT WITH SIGN
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST	YES	MAINTAIN A TEMPORARY ROUTE ON THE RT SIDE OF THE ROADWAY WITH TEMPORARY CROSSINGS SOUTH AND NORTH OF WORK AREA.
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN A TEMPORARY ROUTE ON THE LT SIDE OF THE ROADWAY WITH TEMPORARY CROSSINGS SOUTH AND NORTH OF WORK AREA.



STAGE 2

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 8TH STREET S	SHEET 72	E

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

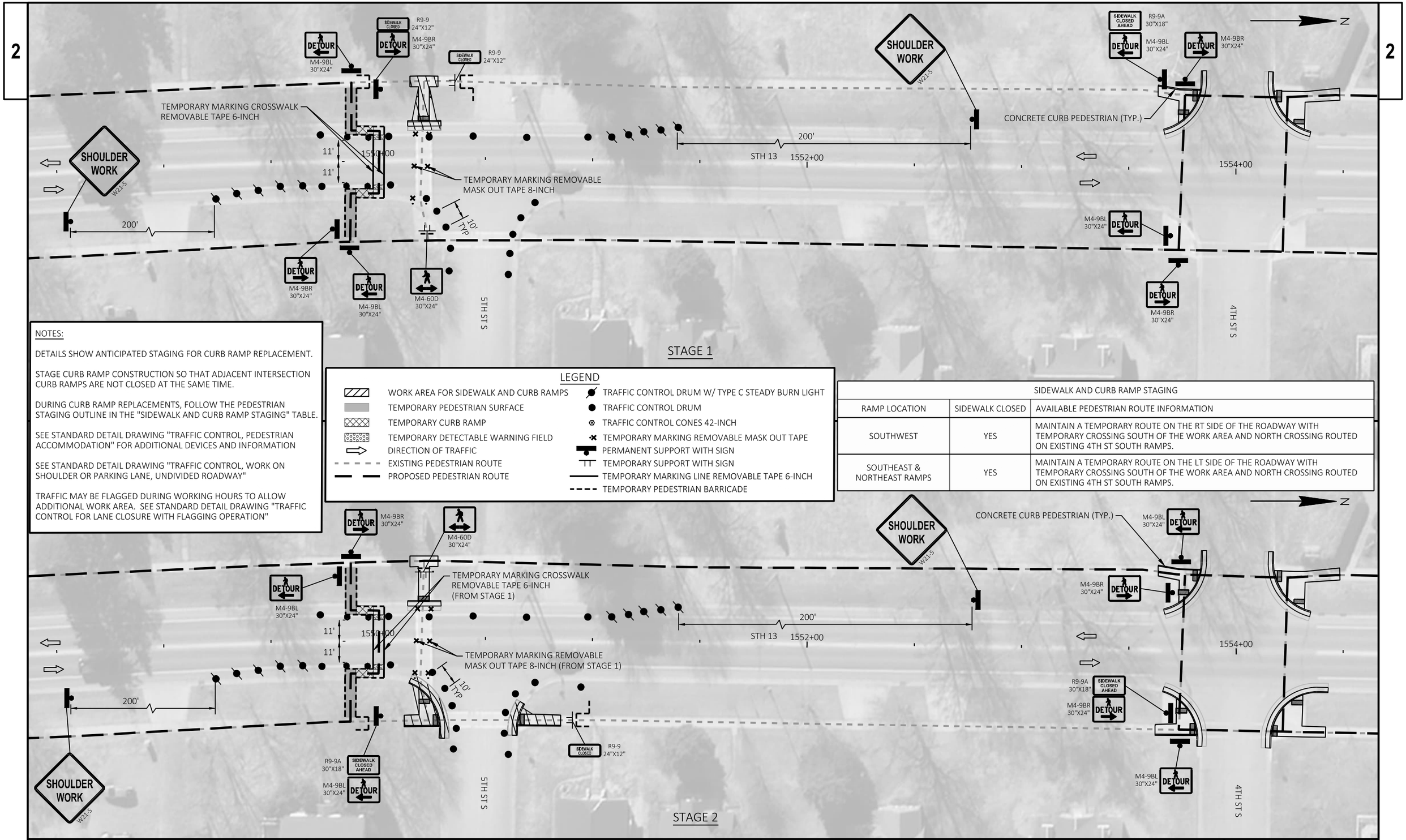
STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

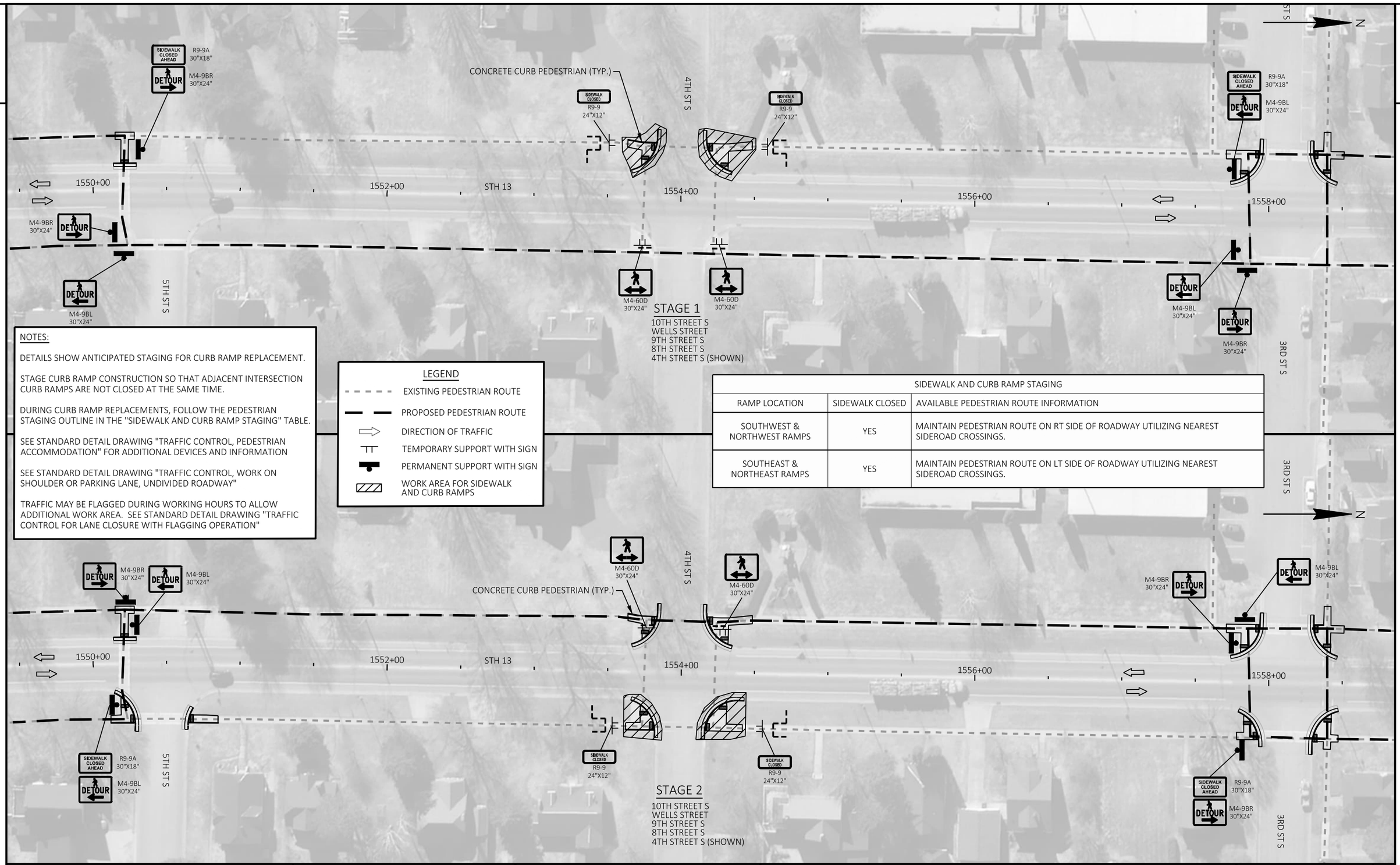
TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"



SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST	YES	MAINTAIN A TEMPORARY ROUTE ON THE RT SIDE OF THE ROADWAY WITH TEMPORARY CROSSING SOUTH OF THE WORK AREA AND NORTH CROSSING ROUTED ON EXISTING 4TH ST SOUTH RAMPS.
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN A TEMPORARY ROUTE ON THE LT SIDE OF THE ROADWAY WITH TEMPORARY CROSSING SOUTH OF THE WORK AREA AND NORTH CROSSING ROUTED ON EXISTING 4TH ST SOUTH RAMPS.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 5TH STREET S	SHEET 73	E

2



NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

LEGEND

- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- DIRECTION OF TRAFFIC
- TEMPORARY SUPPORT WITH SIGN
- PERMANENT SUPPORT WITH SIGN
- WORK AREA FOR SIDEWALK AND CURB RAMPS

SIDEWALK AND CURB RAMP STAGING

RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & NORTHWEST RAMPS	YES	MAINTAIN PEDESTRIAN ROUTE ON RT SIDE OF ROADWAY UTILIZING NEAREST SIDEROAD CROSSINGS.
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN PEDESTRIAN ROUTE ON LT SIDE OF ROADWAY UTILIZING NEAREST SIDEROAD CROSSINGS.

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - NO ADJACENT PEDESTRIAN FACILITIES	SHEET 74	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025207-tc ped
PLOT DATE : 7/31/2024 12:52 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:60 FT
WISDOT/CADDS SHEET 44

2

N

5TH AVE S

M4-9BR 30"X24"

DETOUR

M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD

R9-9A 30"X18"

3RD ST S

2ND ST S

1ST ST S

SIDEWALK CLOSED

R9-9 24"X12"

CONCRETE CURB PEDESTRIAN (TYP.)

1556+00

1558+00

1560+00

1562+00

1564+00

STH 13

1566+00

1568+00

M4-60D 30"X24"

STAGE 1

3RD STREET S
2ND STREET S (SHOWN)
1ST STREET S
DIVISION STREET

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

LEGEND

- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- DIRECTION OF TRAFFIC
- TEMPORARY SUPPORT WITH SIGN
- PERMANENT SUPPORT WITH SIGN
- WORK AREA FOR SIDEWALK AND CURB RAMPS

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & NORTHWEST RAMPS	YES	MAINTAIN PEDESTRIAN ROUTE ON RT SIDE OF ROADWAY AND DIRECT PEDESTRIAN TRAFFIC ON LT SIDE OF ROADWAY TO FOLLOW WALK ALONG NEAREST SIDE STREET

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - WITH ADJACENT PEDESTRIAN FACILITIES	SHEET 75	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025208-tc ped

PLOT DATE : 7/31/2024 12:52 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:80 FT

WISDOT/CADDS SHEET 44

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

LEGEND

- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- DIRECTION OF TRAFFIC
- TEMPORARY SUPPORT WITH SIGN
- PERMANENT SUPPORT WITH SIGN
- WORK AREA FOR SIDEWALK AND CURB RAMPS

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN PEDESTRIAN ROUTE ON LT SIDE OF ROADWAY AND DIRECT PEDESTRIAN TRAFFIC ON RT SIDE OF ROADWAY TO FOLLOW WALK ALONG NEAREST SIDE STREET

N

5TH AVE S

M4-60D 30"X24"

M4-60D 30"X24"

CONCRETE CURB PEDESTRIAN (TYP.)

1556+00

1558+00

1560+00

1562+00

1564+00

STH 13

1566+00

1568+00

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BL 30"X24" DETOUR

3RD ST S

2ND ST S

1ST ST S

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-9BL 30"X24" DETOUR

DETOUR M4-9BL 30"X24"

M4-9BR 30"X24" DETOUR

3RD AVE S

STAGE 2

3RD STREET S
2ND STREET S (SHOWN)
1ST STREET S
DIVISION STREET

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - WITH ADJACENT PEDESTRIAN FACILITIES	SHEET 76	E

2

2

5TH AVE S

N

M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- PERMANENT SUPPORT WITH SIGN
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & NORTHWEST RAMPS	YES	MAINTAIN A TEMPORARY ROUTE ON THE RT SIDE OF THE ROADWAY WITH TEMPORARY CROSSING NORTH OF WORK AREA AND SOUTH CROSSING ROUTED ON EXISTING DIVISION ST RAMPS.

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

DIVISION ST

1ST ST N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

CONCRETE CURB PEDESTRIAN (TYP.)

10' TYP

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

1570+00

SHOULDER WORK
W21-5

STH 13

200'

1572+00

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

11'

11'

1574+00

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

STAGE 1

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 1ST STREET N (STAGE 1)	SHEET 77	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025210-tc ped

PLOT DATE : 7/31/2024 12:52 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

DIVISION ST

1ST STREET N

DETOUR M4-9BR 30"X24"

CONCRETE CURB PEDESTRIAN (TYP.)

M4-60D 30"X24"

DETOUR M4-9BL 30"X24"

SHOULDER WORK W21-5

1570+00

STH 13

1572+00

1574+00

200'

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH (FROM STAGE 1)

11'

11'

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (FROM STAGE 1)

10' TYP

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

CONCRETE CURB PEDESTRIAN

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

N

STAGE 2

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHEAST & NORTHEAST RAMPS	YES	MAINTAIN A TEMPORARY ROUTE ON THE LT SIDE OF THE ROADWAY WITH TEMPORARY CROSSING NORTH OF WORK AREA AND SOUTH CROSSING ROUTED ON EXISTING DIVISION ST RAMPS.

LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- PERMANENT SUPPORT WITH SIGN
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 1ST STREET N (STAGE 2)	SHEET 78	E

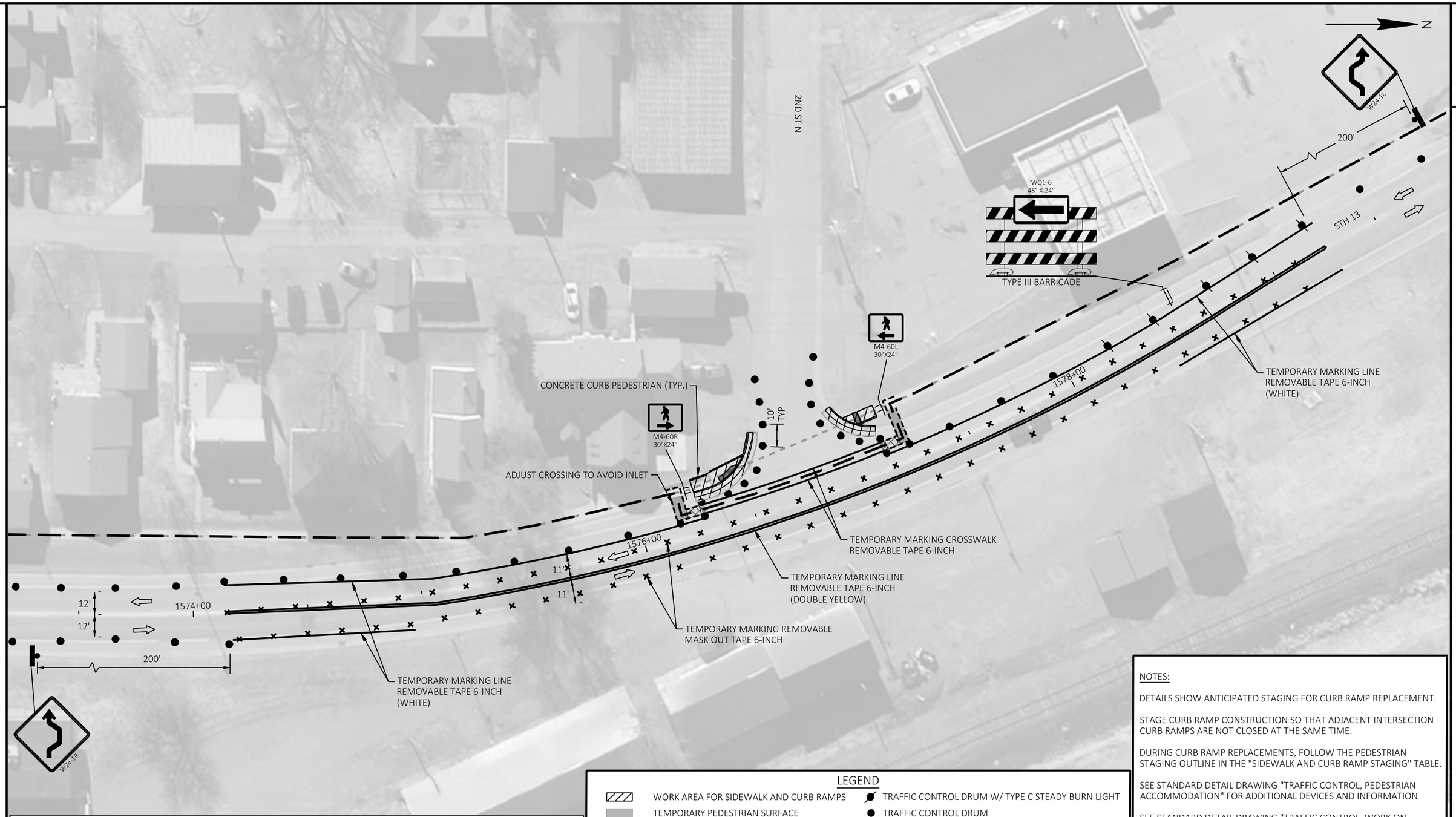
FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025211-tc ped

PLOT DATE : 7/31/2024 12:52 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2



SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & NORTHWEST RAMPS	NO	MAINTAIN A TEMPORARY ROUTE AROUND CURB RAMPS UTILIZING EXISTING ROADWAY

LEGEND

- WORK AREA FOR SIDEWALK AND CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TRAFFIC CONTROL DRUM W/ TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE
- TEMPORARY SUPPORT WITH SIGN
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN BARRICADE

NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

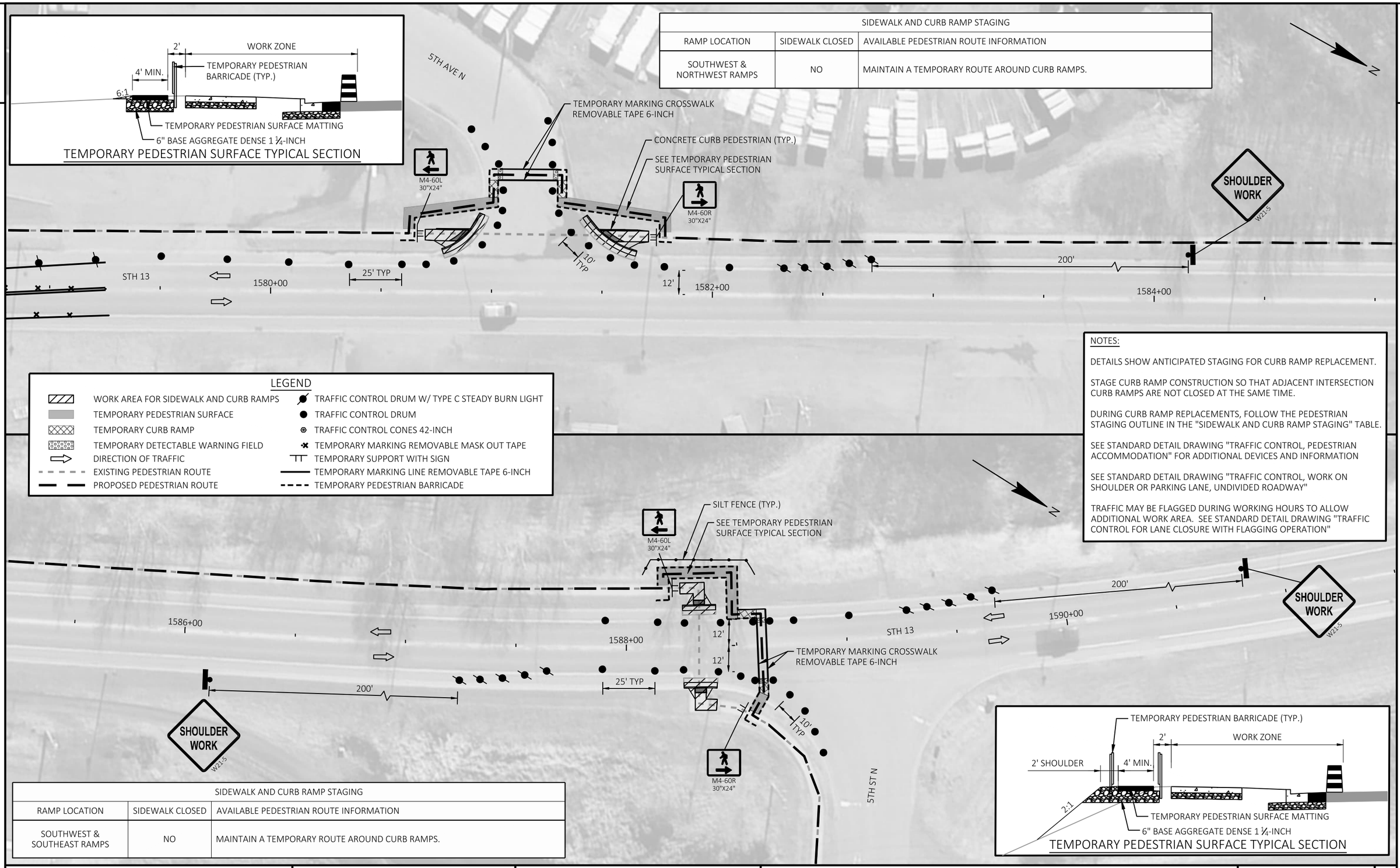
TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 2ND STREET N	SHEET 79	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025212-tc ped
PLOT DATE : 7/31/2024 12:52 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & NORTHWEST RAMPS	NO	MAINTAIN A TEMPORARY ROUTE AROUND CURB RAMPS.



NOTES:

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENT.

STAGE CURB RAMP CONSTRUCTION SO THAT ADJACENT INTERSECTION CURB RAMPS ARE NOT CLOSED AT THE SAME TIME.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINE IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORK AREA. SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

SIDEWALK AND CURB RAMP STAGING		
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION
SOUTHWEST & SOUTHEAST RAMPS	NO	MAINTAIN A TEMPORARY ROUTE AROUND CURB RAMPS.

TEMPORARY PEDESTRIAN SURFACE TYPICAL SECTION

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PEDESTRIAN STAGING - 5TH AVENUE N AND 5TH STREET N	SHEET 80	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\025200-TC PED.DWG
LAYOUT NAME - 025213-tc ped

PLOT DATE : 7/31/2024 12:52 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Estimate Of Quantities

9931-02-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	5.000	5.000
0004	204.0110	Removing Asphaltic Surface	SY	555.000	555.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	940.000	940.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	53,035.000	53,035.000
0010	204.0130	Removing Curb	LF	100.000	100.000
0012	204.0150	Removing Curb & Gutter	LF	1,770.000	1,770.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,225.000	1,225.000
0016	204.0195	Removing Concrete Bases	EACH	6.000	6.000
0018	205.0100	Excavation Common	CY	540.000	540.000
0020	208.0100	Borrow	CY	140.000	140.000
0022	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 9931-02-72	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	250.000	250.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	650.000	650.000
0028	405.0200	Coloring Concrete Custom	CY	48.000	48.000
0030	405.1000	Stamping Colored Concrete	CY	48.000	48.000
0032	450.4000	HMA Cold Weather Paving	TON	1,500.000	1,500.000
0034	455.0605	Tack Coat	GAL	3,800.000	3,800.000
0036	460.2000	Incentive Density HMA Pavement	DOL	3,880.000	3,880.000
0038	460.6424	HMA Pavement 4 MT 58-28 H	TON	6,050.000	6,050.000
0040	465.0105	Asphaltic Surface	TON	180.000	180.000
0042	465.0110	Asphaltic Surface Patching	TON	150.000	150.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	15.000	15.000
0046	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	60.000	60.000
0048	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,675.000	1,675.000
0050	601.0600	Concrete Curb Pedestrian	LF	550.000	550.000
0052	602.0405	Concrete Sidewalk 4-Inch	SF	15,530.000	15,530.000
0054	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	610.000	610.000
0056	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	197.410	197.410
0058	602.0810	Concrete Driveway 6-Inch	SY	10.000	10.000
0060	602.1500	Concrete Steps	SF	10.000	10.000
0062	611.0630	Inlet Covers Type HM-GJ	EACH	1.000	1.000
0064	611.8110	Adjusting Manhole Covers	EACH	10.000	10.000
0066	611.8115	Adjusting Inlet Covers	EACH	36.000	36.000
0068	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9931-02-72	EACH	1.000	1.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	620.0300	Concrete Median Sloped Nose	SF	30.000	30.000
0074	624.0100	Water	MGAL	10.000	10.000
0076	625.0100	Topsoil	SY	1,545.000	1,545.000
0078	628.1504	Silt Fence	LF	400.000	400.000
0080	628.1520	Silt Fence Maintenance	LF	400.000	400.000
0082	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0084	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0086	628.2008	Erosion Mat Urban Class I Type B	SY	1,545.000	1,545.000
0088	628.7005	Inlet Protection Type A	EACH	36.000	36.000
0090	628.7015	Inlet Protection Type C	EACH	157.000	157.000
0092	630.0140	Seeding Mixture No. 40	LB	26.000	26.000
0094	630.0500	Seed Water	MGAL	85.000	85.000
0096	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	3.000	3.000
0098	638.2102	Moving Signs Type II	EACH	13.000	13.000

9931-02-72

Line	Item	Item Description	Unit	Total	Qty
0100	638.4000	Moving Small Sign Supports	EACH	13.000	13.000
0102	642.5001	Field Office Type B	EACH	1.000	1.000
0104	643.0300	Traffic Control Drums	DAY	10,000.000	10,000.000
0106	643.0420	Traffic Control Barricades Type III	DAY	700.000	700.000
0108	643.0705	Traffic Control Warning Lights Type A	DAY	1,400.000	1,400.000
0110	643.0715	Traffic Control Warning Lights Type C	DAY	2,000.000	2,000.000
0112	643.0900	Traffic Control Signs	DAY	10,500.000	10,500.000
0114	643.1000	Traffic Control Signs Fixed Message	SF	54.000	54.000
0116	643.1070	Traffic Control Cones 42-Inch	DAY	1,000.000	1,000.000
0118	643.3165	Temporary Marking Line Paint 6-Inch	LF	33,230.000	33,230.000
0120	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	4,500.000	4,500.000
0122	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	500.000	500.000
0124	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	3,250.000	3,250.000
0126	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	450.000	450.000
0128	643.5000	Traffic Control	EACH	1.000	1.000
0130	644.1430	Temporary Pedestrian Surface Plate	SF	400.000	400.000
0132	644.1440	Temporary Pedestrian Surface Matting	SF	3,000.000	3,000.000
0134	644.1601	Temporary Pedestrian Curb Ramp	DAY	800.000	800.000
0136	644.1605	Temporary Pedestrian Detectable Warning Field	SF	600.000	600.000
0138	644.1810	Temporary Pedestrian Barricade	LF	4,000.000	4,000.000
0140	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	37,500.000	37,500.000
0142	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	725.000	725.000
0144	646.5020	Marking Arrow Epoxy	EACH	36.000	36.000
0146	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0148	646.6120	Marking Stop Line Epoxy 18-Inch	LF	230.000	230.000
0150	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	37,500.000	37,500.000
0152	646.7120	Marking Diagonal Epoxy 12-Inch	LF	175.000	175.000
0154	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,870.000	3,870.000
0156	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	48.000	48.000
0158	646.8120	Marking Curb Epoxy	LF	259.000	259.000
0160	646.8220	Marking Island Nose Epoxy	EACH	9.000	9.000
0162	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,285.000	2,285.000
0164	650.8000	Construction Staking Resurfacing Reference	LF	11,437.000	11,437.000
0166	650.8501	Construction Staking Electrical Installations (project) 01. 9931-02-72	EACH	1.000	1.000
0168	650.9000	Construction Staking Curb Ramps	EACH	70.000	70.000
0170	650.9500	Construction Staking Sidewalk (project) 01. 9931-02-72	EACH	1.000	1.000
0172	650.9911	Construction Staking Supplemental Control (project) 01. 9931-02-72	EACH	1.000	1.000
0174	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	248.000	248.000
0176	652.0605	Conduit Special 2-Inch	LF	55.000	55.000
0178	652.0800	Conduit Loop Detector	LF	154.000	154.000
0180	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000
0182	653.0900	Adjusting Pull Boxes	EACH	5.000	5.000
0184	654.0101	Concrete Bases Type 1	EACH	11.000	11.000
0186	654.0105	Concrete Bases Type 5	EACH	1.000	1.000
0188	655.0210	Cable Traffic Signal 3-14 AWG	LF	240.000	240.000
0190	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,908.000	1,908.000
0192	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,006.000	1,006.000
0194	655.0800	Loop Detector Wire	LF	462.000	462.000
0196	657.0100	Pedestal Bases	EACH	6.000	6.000

9931-02-72

Line	Item	Item Description	Unit	Total	Qty
0198	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	6.000	6.000
0200	658.5070	Signal Mounting Hardware (location) 01. STH 13 & CTH E/9TH ST S	EACH	1.000	1.000
0202	658.5070	Signal Mounting Hardware (location) 02. STH 13 & STH 182/1ST ST S	EACH	1.000	1.000
0204	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	83.000	83.000
0206	690.0150	Sawing Asphalt	LF	2,345.000	2,345.000
0208	690.0250	Sawing Concrete	LF	830.000	830.000
0210	740.0440	Incentive IRI Ride	DOL	4,330.000	4,330.000
0212	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0214	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
0216	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	0.950	0.950
0218	SPV.0060	Special 01. Light Fixture LED Decorative Replacement	EACH	83.000	83.000
0220	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	28.000	28.000
0222	SPV.0060	Special 03. Adjusting Sanitary Sewer Manhole Covers	EACH	18.000	18.000
0224	SPV.0060	Special 04. Adjusting Water Service Curb Stop	EACH	2.000	2.000
0226	SPV.0060	Special 05. Remove, Salvage and Reinstall Light Pole Assembly	EACH	1.000	1.000
0228	SPV.0060	Special 06. Rectangular Rapid Flashing Beacon (RRFB) System, STA 1568+56, RT	EACH	1.000	1.000
0230	SPV.0060	Special 07. Rectangular Rapid Flashing Beacon (RRFB) System, STA 1568+63, LT	EACH	1.000	1.000
0232	SPV.0060	Special 08. Remove, Salvage and Reinstall Traffic Signal Equipment (STH 13 & STH 182)	EACH	1.000	1.000
0234	SPV.0060	Special 09. Remove, Salvage and Reinstall Traffic Signal Equipment (STH 13 & CTH E)	EACH	1.000	1.000
0236	SPV.0060	Special 10. Removing Traffic Signal Push Button	EACH	16.000	16.000
0238	SPV.0060	Special 11. Install State Furnished APS Push Buttons (STH 13 & CTH E)	EACH	8.000	8.000
0240	SPV.0060	Special 12. Install State Furnished APS Push Buttons (STH 13 & STH 182)	EACH	8.000	8.000
0242	SPV.0165	Special 01. Remove, Salvage and Reinstall Decorative Landscaping Rocks	SF	60.000	60.000
0244	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	1,545.000	1,545.000

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
0010	1561+49	-	1561+54	LT	5	DRIVEWAY APRON
				TOTAL 0010	5	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	1495+01	-	1495+52	RT	16	CURB RAMP REPLACEMENT
0010	1495+95	-	1496+43	RT	15	CURB RAMP REPLACEMENT
0010	1504+90	-	1505+10	LT	4	CURB RAMP REPLACEMENT
0010	1504+90	-	1505+10	RT	4	CURB RAMP REPLACEMENT
0010	1504+95	-	1505+05	LT (MEDIAN)	2	CURB RAMP REPLACEMENT
0010	1504+95	-	1505+05	RT (MEDIAN)	2	CURB RAMP REPLACEMENT
0010	1514+05	-	1514+28	LT	5	CURB RAMP REPLACEMENT
0010	1514+07	-	1514+51	RT	11	CURB RAMP REPLACEMENT
0010	1514+10	-	1514+19	LT (MEDIAN)	2	CURB RAMP REPLACEMENT
0010	1514+10	-	1514+19	RT (MEDIAN)	2	CURB RAMP REPLACEMENT
0010	1514+81	-	1515+07	RT	7	CURB RAMP REPLACEMENT
0010	1523+70	-	1523+91	LT	6	CURB RAMP REPLACEMENT
0010	1523+71	-	1523+93	RT	7	CURB RAMP REPLACEMENT
0010	1524+21	-	1524+69	LT	13	CURB RAMP REPLACEMENT
0010	1524+23	-	1524+56	RT	9	CURB RAMP REPLACEMENT
0010	1527+59	-	1527+83	RT	6	CURB RAMP REPLACEMENT
0010	1527+71	-	1527+91	LT	7	CURB RAMP REPLACEMENT
0010	1528+35	-	1528+67	RT	9	CURB RAMP REPLACEMENT
0010	1528+51	-	1528+70	LT	5	CURB RAMP REPLACEMENT
0010	1532+43	-	1532+75	RT	10	CURB RAMP REPLACEMENT
0010	1532+44	-	1532+65	LT	5	CURB RAMP REPLACEMENT
0010	1533+06	-	1533+18	RT	5	CURB RAMP REPLACEMENT
0010	1550+14	-	1550+29	LT	4	CURB RAMP REPLACEMENT
0010	1550+15	-	1550+33	RT	7	CURB RAMP REPLACEMENT
0010	1550+61	-	1550+67	RT	4	CURB RAMP REPLACEMENT
0010	1553+67	-	1553+88	LT	9	CURB RAMP REPLACEMENT
0010	1553+67	-	1553+87	RT	8	CURB RAMP REPLACEMENT
0010	1554+13	-	1554+43	RT	11	CURB RAMP REPLACEMENT
0010	1554+13	-	1554+34	LT	10	CURB RAMP REPLACEMENT
0010	1557+74	-	1557+98	LT	10	CURB RAMP REPLACEMENT
0010	1557+80	-	1557+98	RT	8	CURB RAMP REPLACEMENT
0010	1558+26	-	1558+47	RT	10	CURB RAMP REPLACEMENT
0010	1558+26	-	1558+46	LT	9	CURB RAMP REPLACEMENT
0010	1561+17	-	1561+53	RT	20	PARKING LOT
0010	1561+19	-	1561+44	LT	37	PARKING LOT

(CONTINUED)

REMOVING ASPHALTIC SURFACE (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	1561+21	-	1561+58	LT	13	CURB RAMP REPLACEMENT
0010	1561+21	-	1561+58	RT	12	CURB RAMP REPLACEMENT
0010	1561+86	-	1562+06	RT	8	CURB RAMP REPLACEMENT
0010	1561+86	-	1562+06	LT	10	CURB RAMP REPLACEMENT
0010	1564+28	-	1564+89	LT & RT	79	ISLAND SHORTENING AND TURN LANE
0010	1564+83	-	1564+98	RT	4	CURB RAMP REPLACEMENT
0010	1564+89	-	1565+14	LT	9	CURB RAMP REPLACEMENT
0010	1565+47	-	1565+67	LT	9	CURB RAMP REPLACEMENT
0010	1565+60	-	1565+71	RT	3	CURB RAMP REPLACEMENT
0010	1568+45	-	1568+77	LT	10	CURB RAMP REPLACEMENT
0010	1568+43	-	1568+74	RT	10	CURB RAMP REPLACEMENT
0010	1569+09	-	1569+22	RT	7	CURB RAMP REPLACEMENT
0010	1569+10	-	1569+28	LT	7	CURB RAMP REPLACEMENT
0010	1569+22	-	1569+31	RT	4	PARKING LOT
0010	1572+06	-	1572+35	RT	10	CURB RAMP REPLACEMENT
0010	1572+19	-	1572+37	LT	9	CURB RAMP REPLACEMENT
0010	1572+65	-	1572+80	LT	8	CURB RAMP REPLACEMENT
0010	1572+65	-	1572+92	RT	9	CURB RAMP REPLACEMENT
0010	1576+27	-	1576+62	LT	10	CURB RAMP REPLACEMENT
0010	1576+93	-	1577+12	LT	6	CURB RAMP REPLACEMENT
0010	1580+78	-	1580+99	LT	6	CURB RAMP REPLACEMENT
0010	1581+39	-	1581+65	LT	7	CURB RAMP REPLACEMENT
0010	1588+26	-	1588+41	LT	3	CURB RAMP REPLACEMENT
0010	1588+26	-	1588+41	RT	3	CURB RAMP REPLACEMENT
				TOTAL 0010	555	

REMOVE, SALVAGE AND REINSTALL DECORATIVE LANDSCAPING ROCKS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.01 SPECIAL (01.REMOVE, SALVAGE AND REINSTALL DECORATIVE LANDSCAPING ROCKS) SF
0010	1572+80	-	1572+85	LT	30
0010	1576+27	-	1576+53	LT	30
				TOTAL 0010	60

REMOVIG ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
0010	1489+63	-	1489+73	LT & RT	36	STH 13
0010	1495+46	-	1495+90	RT	45	12TH STREET S
0010	1514+52	-	1514+79	RT	29	10TH STREET S
0010	1523+92	-	1524+22	LT	32	WELLS STREET
0010	1523+92	-	1524+22	RT	32	WELLS STREET
0010	1527+92	-	1528+30	RT	42	9TH STREET S
0010	1527+95	-	1528+39	LT	49	9TH STREET S
0010	1532+73	-	1533+08	RT	39	8TH STREET S
0010	1550+30	-	1550+63	RT	35	5TH STREET S
0010	1553+84	-	1554+15	RT	33	4TH STREET S
0010	1553+85	-	1554+15	LT	32	4TH STREET S
0010	1557+96	-	1558+28	LT	36	3RD STREET S
0010	1557+96	-	1558+28	RT	35	3RD STREET S
0010	1561+55	-	1561+89	RT	36	2ND STREET S
0010	1561+56	-	1561+88	LT	35	2ND STREET S
0010	1565+09	-	1565+52	RT	48	STH 182
0010	1565+11	-	1565+49	LT	41	1ST STREET S
0010	1568+72	-	1569+12	RT	44	DIVISION STREET
0010	1568+74	-	1569+13	LT	42	DIVISION STREET
0010	1572+30	-	1572+70	RT	40	1ST STREET N
0010	1572+35	-	1572+67	LT	36	1ST STREET N
0010	1576+67	-	1576+94	LT	27	2ND STREET N
0010	1580+96	-	1581+38	LT	44	5TH AVENUE N
0010	1588+93	-	1589+23	RT	34	5TH STREET N
0010	1603+90	-	1604+00	LT & RT	38	STH 13
				TOTAL 0010	940	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	1489+63	-	1495+23	LT & RT	2,055
0010	1495+23	-	1496+53	LT & RT	1,110
0010	1496+53	-	1514+28	LT & RT	8,735
0010	1514+28	-	1515+16	LT & RT	600
0010	1515+16	-	1523+60	LT & RT	4,535
0010	1523+60	-	1524+57	LT & RT	800
0010	1524+57	-	1527+68	LT & RT	1,540
0010	1527+68	-	1528+60	LT & RT	1,120
0010	1528+60	-	1532+44	LT & RT	1,850
0010	1532+44	-	1533+35	LT & RT	590
0010	1533+35	-	1550+03	LT & RT	7,440
0010	1550+03	-	1550+88	LT & RT	405
0010	1550+88	-	1553+61	LT & RT	975
0010	1553+61	-	1554+41	LT & RT	475
0010	1554+41	-	1557+71	LT & RT	1,175
0010	1557+71	-	1558+54	LT & RT	505
0010	1558+54	-	1561+31	LT & RT	985
0010	1561+31	-	1562+14	LT & RT	505
0010	1562+14	-	1564+87	LT & RT	1,445
0010	1564+87	-	1565+67	LT & RT	965
0010	1565+67	-	1568+38	LT & RT	1,275
0010	1568+38	-	1569+38	LT & RT	610
0010	1569+38	-	1572+08	LT & RT	960
0010	1572+08	-	1572+92	LT & RT	480
0010	1572+92	-	1576+36	LT & RT	1,225
0010	1576+36	-	1577+18	LT & RT	420
0010	1577+18	-	1580+70	LT & RT	1,250
0010	1580+70	-	1581+75	LT & RT	510
0010	1581+75	-	1588+40	LT & RT	2,365
0010	1588+40	-	1589+80	LT & RT	850
0010	1589+80	-	1604+00	LT & RT	5,280
				TOTAL 0010	53,035

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
0010	1495+01	-	1495+48	RT	-	70
0010	1495+99	-	1496+43	RT	-	64
0010	1504+90	-	1505+10	LT	-	20
0010	1504+90	-	1505+10	RT	-	20
0010	1504+95	-	1505+05	LT (MEDIAN)	-	10
0010	1504+95	-	1505+05	RT (MEDIAN)	-	10
0010	1504+97	-	1504+97	LT & RT (MEDIAN)	13	-
0010	1505+02	-	1505+02	LT & RT (MEDIAN)	13	-
0010	1514+05	-	1514+28	LT	-	23
0010	1514+07	-	1514+47	RT	-	47
0010	1514+09	-	1514+19	LT (MEDIAN)	-	10
0010	1514+09	-	1514+19	RT (MEDIAN)	-	10
0010	1514+12	-	1514+12	LT & RT (MEDIAN)	13	-
0010	1514+17	-	1514+17	LT & RT (MEDIAN)	13	-
0010	1514+84	-	1515+07	RT	-	29
0010	1523+69	-	1523+87	LT	-	24
0010	1523+70	-	1523+89	RT	-	28
0010	1524+25	-	1524+69	LT	-	55
0010	1524+26	-	1524+56	RT	-	38
0010	1527+59	-	1527+80	RT	-	27
0010	1527+69	-	1527+87	LT	-	25
0010	1528+38	-	1528+68	RT	-	38
0010	1528+53	-	1528+70	LT	-	21
0010	1532+44	-	1532+71	RT	-	43
0010	1532+44	-	1532+65	LT	-	21
0010	1533+10	-	1533+19	RT	-	21
0010	1550+14	-	1550+29	RT	-	32
0010	1550+14	-	1550+30	LT	-	16
0010	1550+65	-	1550+68	RT	-	16
0010	1553+66	-	1553+83	RT	-	33
0010	1553+66	-	1553+84	LT	-	36
0010	1554+16	-	1554+35	LT	-	37
0010	1554+17	-	1554+43	RT	-	44
0010	1557+74	-	1557+94	LT	-	40
0010	1557+80	-	1557+94	RT	-	30
0010	1558+30	-	1558+46	LT	-	36
0010	1558+30	-	1558+48	RT	-	38
0010	1561+21	-	1561+54	RT	-	51
0010	1561+21	-	1561+54	LT	-	52
0010	1561+90	-	1562+07	RT	-	34
0010	1561+90	-	1562+07	LT	-	40
0010	1564+50	-	1564+87	LT & RT (MEDIAN)	-	56
0010	1564+82	-	1564+95	RT	-	18
0010	1564+89	-	1565+10	LT	-	29
0010	1565+51	-	1565+67	LT	-	36

(CONTINUED)

REMOVING CURB & GUTTER (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
0010	1565+63	-	1565+72	RT	-	14
0010	1568+45	-	1568+73	LT	-	40
0010	1568+43	-	1568+70	RT	-	45
0010	1569+13	-	1569+23	RT	-	29
0010	1569+14	-	1569+29	LT	-	30
0010	1572+05	-	1571+31	RT	-	37
0010	1572+18	-	1572+33	LT	-	33
0010	1572+69	-	1572+92	RT	-	36
0010	1572+69	-	1572+81	LT	-	32
0010	1572+80	-	1572+96	LT	34	-
0010	1576+27	-	1576+58	LT	-	39
0010	1576+36	-	1576+47	LT	14	-
0010	1576+97	-	1577+13	LT	-	23
0010	1580+78	-	1580+95	LT	-	25
0010	1581+43	-	1581+66	LT	-	29
0010	1588+26	-	1588+41	RT	-	15
0010	1588+26	-	1588+41	LT	-	15
				TOTAL 0010	100	1,770

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REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	1495+37	-	1495+47	RT	6
0010	1496+00	-	1496+12	RT	7
0010	1504+90	-	1505+10	LT	24
0010	1504+90	-	1505+10	RT	16
0010	1504+95	-	1505+04	LT & RT (MEDIAN)	12
0010	1514+05	-	1514+28	LT	24
0010	1514+07	-	1514+41	RT	23
0010	1514+09	-	1514+19	LT & RT (MEDIAN)	12
0010	1514+90	-	1515+19	RT	15
0010	1523+54	-	1523+85	LT	24
0010	1523+57	-	1523+83	RT	17
0010	1524+30	-	1524+56	LT	19
0010	1524+33	-	1524+56	RT	16
0010	1527+46	-	1527+79	RT	15
0010	1527+51	-	1527+84	LT	21
0010	1528+47	-	1528+68	RT	8
0010	1528+55	-	1528+77	LT	11
0010	1532+36	-	1532+70	RT	26
0010	1532+48	-	1532+65	LT	16
0010	1533+13	-	1533+28	RT	10
0010	1550+12	-	1550+28	RT	21
0010	1550+15	-	1550+28	LT	20
0010	1550+65	-	1550+86	RT	13
0010	1553+63	-	1553+82	RT	29
0010	1553+63	-	1553+83	LT	30
0010	1554+17	-	1554+48	LT	34
0010	1554+17	-	1554+42	RT	32
0010	1557+71	-	1557+93	LT	30
0010	1557+79	-	1557+94	RT	17
0010	1558+30	-	1558+48	RT	28
0010	1558+30	-	1558+51	LT	30
0010	1561+17	-	1561+53	RT	35
0010	1561+19	-	1561+54	LT	45
0010	1561+90	-	1562+07	LT	27
0010	1561+91	-	1562+07	RT	23
0010	1564+50	-	1564+86	LT & RT (MEDIAN)	11
0010	1564+71	-	1564+94	RT	18
0010	1564+89	-	1565+07	LT	19
0010	1565+51	-	1565+76	LT	24
0010	1565+65	-	1565+88	RT	30
0010	1568+37	-	1568+72	LT	33
0010	1568+43	-	1568+69	RT	31
0010	1569+14	-	1569+31	RT	25
0010	1569+15	-	1569+38	LT	29
0010	1571+94	-	1572+30	RT	42

(CONTINUED)

REMOVING CONCRETE SIDEWALK (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	1572+02	-	1572+32	LT	37
0010	1572+70	-	1572+96	LT	40
0010	1572+71	-	1572+95	RT	19
0010	1576+27	-	1576+53	LT	15
0010	1577+00	-	1577+15	LT	9
0010	1580+70	-	1580+90	LT	11
0010	1581+49	-	1581+71	LT	11
0010	1588+25	-	1588+36	LT	12
0010	1588+31	-	1588+40	RT	11
0010			UNDISTRIBUTED		62
				TOTAL 0010	1,225

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EARTHWORK

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	208.0100 BORROW CY	REMARKS
0010	1494+34	-	1495+13	LT & RT (MEDIAN)	33	20	GRASS MEDIAN
0010	1495+00	-	1495+37	RT	8	-	GRAVEL PATH REMOVAL/REALIGNMENT
0010	1497+77	-	1499+23	LT & RT (MEDIAN)	79	47	GRASS MEDIAN
0010	1504+10	-	1505+75	LT & RT (MEDIAN)	87	53	GRASS MEDIAN
0010	1513+50	-	1514+20	LT & RT (MEDIAN)	33	20	GRASS MEDIAN
0010	CURB RAMP REPLACEMENT AREAS				175	-	CURB RAMP REPLACEMENTS
0010	UNDISTRIBUTED				85	-	
				TOTAL 0010	**500**	**140**	
0020	1496+38	-	1499+58	RT	40	-	NEW SIDEWALK
				TOTAL 0020	**40**	**0**	
				TOTAL PROJECT	**540**	**140**	

BASE AGGREGATE DENSE

CATEGORY	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	REMARKS
0010	1489+63	-	1495+00	LT & RT	94	-	0.9	SHOULDERS
0010	1494+34	-	1495+13	LT & RT (MEDIAN)	-	13	0.1	MEDIAN
0010	1495+00	-	1495+22	RT	6	-	0.1	GRAVEL PATH CONNECTION
0010	1497+77	-	1499+23	LT & RT (MEDIAN)	-	32	0.3	MEDIAN
0010	1504+10	-	1505+75	LT & RT (MEDIAN)	-	36	0.4	MEDIAN
0010	1513+50	-	1514+20	LT & RT (MEDIAN)	-	13	0.1	MEDIAN
0010	1592+00	-	1604+00	LT & RT	150	-	1.5	SHOULDERS
0010	1564+28	-	1564+89	RT	-	13	0.1	TURN LANE
0010	1564+50	-	1564+70	LT & RT (MEDIAN)	-	1	0.1	MEDIAN
0010	1564+76		1564+89	LT & RT (MEDIAN)	-	15	0.3	ISLAND SHORTENING
0010	CURB & GUTTER REPLACEMENT AREAS				-	156	1.7	CURB & GUTTER REPLACEMENTS
0010	CURB RAMP REPLACEMENT AREAS				-	211	2.3	CURB RAMP REPLACEMENTS
0010	HMA PARKING LOT REPLACEMENT AREAS				-	10	0.1	HMA PARKING LOT REAPLACEMENTS
0010	TEMPORARY CROSSWALK AREAS				-	110	1.0	TEMPORARY CROSSWALK AREAS
				TOTAL 0010	**250**	**610**	**9**	
0020	1496+38	-	1499+58	RT	-	40	1	NEW SIDEWALK
				TOTAL 0020	**0**	**40**	**1**	
				TOTAL PROJECT	**250**	**650**	**10**	

NOTE: WATER BID ITEM TO BE USED FOR BASE AGGREGATE COMPACTION

COLORED STAMPED CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	405.0200 COLORING CONCRETE CUSTOM CY	405.1000 STAMPING COLORED CONCRETE CY
0030	1494+34	-	1495+13	LT & RT (MEDIAN)	7	7
0030	1497+77	-	1499+23	LT & RT (MEDIAN)	16	16
0030	1504+10	-	1505+75	LT & RT (MEDIAN)	17	17
0030	1513+50	-	1514+20	LT & RT (MEDIAN)	7	7
0030	1564+50	-	1564+70	LT & RT (MEDIAN)	1	1
				TOTAL 0030	**48**	**48**

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	1495+01	-	1495+52	RT	0.8	6	CURB RAMP REPLACEMENT
0010	1495+95	-	1496+43	RT	0.7	5	CURB RAMP REPLACEMENT
0010	1504+90	-	1505+10	LT	0.2	2	CURB RAMP REPLACEMENT
0010	1504+90	-	1505+10	RT	0.2	2	CURB RAMP REPLACEMENT
0010	1504+95	-	1505+05	LT (MEDIAN)	0.1	1	CURB RAMP REPLACEMENT
0010	1504+95	-	1505+05	RT (MEDIAN)	0.1	1	CURB RAMP REPLACEMENT
0010	1514+05	-	1514+28	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1514+07	-	1514+51	RT	0.6	4	CURB RAMP REPLACEMENT
0010	1514+10	-	1514+19	LT (MEDIAN)	0.1	1	CURB RAMP REPLACEMENT
0010	1514+10	-	1514+19	RT (MEDIAN)	0.1	1	CURB RAMP REPLACEMENT
0010	1514+81	-	1515+07	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1523+70	-	1523+91	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1523+71	-	1523+93	RT	0.3	2	CURB RAMP REPLACEMENT
0010	1524+21	-	1524+69	LT	0.7	5	CURB RAMP REPLACEMENT
0010	1524+23	-	1524+56	RT	0.5	3	CURB RAMP REPLACEMENT
0010	1527+59	-	1527+83	RT	0.3	2	CURB RAMP REPLACEMENT
0010	1527+71	-	1527+91	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1528+35	-	1528+67	RT	0.5	3	CURB RAMP REPLACEMENT
0010	1528+51	-	1528+70	LT	0.2	2	CURB RAMP REPLACEMENT
0010	1532+43	-	1532+75	RT	0.5	4	CURB RAMP REPLACEMENT
0010	1532+44	-	1532+65	LT	0.2	2	CURB RAMP REPLACEMENT
0010	1533+06	-	1533+18	RT	0.3	2	CURB RAMP REPLACEMENT
0010	1550+14	-	1550+29	LT	0.2	1	CURB RAMP REPLACEMENT
0010	1550+15	-	1550+33	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1550+61	-	1550+67	RT	0.2	1	CURB RAMP REPLACEMENT
0010	1553+67	-	1553+88	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1553+67	-	1553+87	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1554+13	-	1554+43	RT	0.5	4	CURB RAMP REPLACEMENT
0010	1554+13	-	1554+34	LT	0.5	4	CURB RAMP REPLACEMENT
0010	1557+74	-	1557+98	LT	0.5	4	CURB RAMP REPLACEMENT
0010	1557+80	-	1557+98	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1558+26	-	1558+47	RT	0.5	3	CURB RAMP REPLACEMENT
0010	1558+26	-	1558+46	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1561+21	-	1561+58	LT	0.6	4	CURB RAMP REPLACEMENT
0010	1561+21	-	1561+58	RT	0.6	4	CURB RAMP REPLACEMENT

*ADDITIONAL QUANTITIES FOUND ELSEWHERE (CONTINUED)

ASPHALTIC SURFACE (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	1561+86	-	1562+06	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1561+86	-	1562+06	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1564+28	-	1564+89	LT & RT	4.8	31	ISLAND SHORTENING AND TURN LANE
0010	1564+83	-	1564+98	RT	0.2	1	CURB RAMP REPLACEMENT
0010	1564+89	-	1565+14	LT	0.4	3	CURB RAMP REPLACEMENT
0010	1565+47	-	1565+67	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1565+60	-	1565+71	RT	0.2	1	CURB RAMP REPLACEMENT
0010	1568+45	-	1568+77	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1568+43	-	1568+74	RT	0.5	4	CURB RAMP REPLACEMENT
0010	1569+09	-	1569+22	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1569+10	-	1569+28	LT	0.4	3	CURB RAMP REPLACEMENT
0010	1572+06	-	1572+35	RT	0.5	4	CURB RAMP REPLACEMENT
0010	1572+19	-	1572+37	LT	0.5	3	CURB RAMP REPLACEMENT
0010	1572+65	-	1572+80	LT	0.4	3	CURB RAMP REPLACEMENT
0010	1572+65	-	1572+92	RT	0.4	3	CURB RAMP REPLACEMENT
0010	1576+27	-	1576+62	LT	0.5	4	CURB RAMP REPLACEMENT
0010	1576+93	-	1577+12	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1580+78	-	1580+99	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1581+39	-	1581+65	LT	0.3	2	CURB RAMP REPLACEMENT
0010	1588+26	-	1588+41	LT	0.2	1	CURB RAMP REPLACEMENT
0010	1588+26	-	1588+41	RT	0.2	1	CURB RAMP REPLACEMENT
				TOTAL 0010	**26**	**180**	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	* 455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0110 ASPHALTIC SURFACE PATCHING TON
0010	1489+63	-	1495+23	LT & RT	-	146	234	-
0010	1495+23	-	1496+53	LT & RT	-	81	130	-
0010	1496+53	-	1514+28	LT & RT	-	609	980	-
0010	1514+28	-	1515+16	LT & RT	-	44	71	-
0010	1515+16	-	1523+60	LT & RT	-	317	508	-
0010	1523+60	-	1524+57	LT & RT	-	61	97	-
0010	1524+57	-	1527+68	LT & RT	-	108	172	-
0010	1527+68	-	1528+60	LT & RT	-	85	136	-
0010	1528+60	-	1532+44	LT & RT	-	129	207	-
0010	1532+44	-	1533+35	LT & RT	-	44	71	-
0010	1533+35	-	1550+03	LT & RT	-	520	835	-
0010	1550+03	-	1550+88	LT & RT	-	31	49	-
0010	1550+88	-	1553+61	LT & RT	-	68	109	-
0010	1553+61	-	1554+41	LT & RT	-	38	60	-
0010	1554+41	-	1557+71	LT & RT	-	82	132	-
0010	1557+71	-	1558+54	LT & RT	-	40	65	-
0010	1558+54	-	1561+31	LT & RT	-	69	110	-
0010	1561+31	-	1562+14	LT & RT	-	41	65	-
0010	1562+14	-	1564+76	LT & RT	-	96	153	-
0010	1564+76	-	1565+67	LT & RT	-	80	127	-
0010	1565+67	-	1568+38	LT & RT	-	89	143	-
0010	1568+38	-	1569+38	LT & RT	-	49	78	-
0010	1569+38	-	1572+08	LT & RT	-	67	107	-
0010	1572+08	-	1572+92	LT & RT	-	39	62	-
0010	1572+92	-	1576+36	LT & RT	-	86	137	-
0010	1576+36	-	1577+18	LT & RT	-	31	50	-
0010	1577+18	-	1580+70	LT & RT	-	88	140	-
0010	1580+70	-	1581+75	LT & RT	-	39	62	-
0010	1581+75	-	1588+40	LT & RT	-	165	265	-
0010	1588+40	-	1589+80	LT & RT	-	62	99	-
0010	1589+80	-	1604+00	LT & RT	-	371	596	-
0010			PROJECT 9931-02-72		1,500	-	-	-
0010			UNDISTRIBUTED		-	-	-	150
				TOTAL 0010	**1,500**	**3,774**	**6,050**	**150**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	1561+17	-	1561+53	RT	3	PARKING LOT
0010	1561+19	-	1561+44	LT	6	PARKING LOT
0010	1569+22	-	1569+31	RT	1	PARKING LOT
0010			UNDISTRIBUTED		5	
				TOTAL 0010	**15**	

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	1495+01	-	1495+48	RT	-	70	-	70
0010	1495+99	-	1496+43	RT	-	64	-	64
0010	1504+90	-	1505+10	LT	-	20	-	20
0010	1504+90	-	1505+10	RT	-	20	-	20
0010	1504+95	-	1505+05	LT (MEDIAN)	10	-	-	10
0010	1504+95	-	1505+05	RT (MEDIAN)	10	-	-	10
0010	1504+97	-	1504+97	LT & RT (MEDIAN)	-	-	13	13
0010	1505+02	-	1505+02	LT & RT (MEDIAN)	-	-	13	13
0010	1514+05	-	1514+28	LT	-	23	-	23
0010	1514+07	-	1514+47	RT	-	47	-	47
0010	1514+09	-	1514+19	LT (MEDIAN)	10	-	-	10
0010	1514+09	-	1514+19	RT (MEDIAN)	10	-	-	10
0010	1514+12	-	1514+12	LT & RT (MEDIAN)	-	-	13	13
0010	1514+17	-	1514+17	LT & RT (MEDIAN)	-	-	13	13
0010	1514+84	-	1515+07	RT	-	29	-	29
0010	1523+69	-	1523+87	LT	-	24	-	24
0010	1523+70	-	1523+89	RT	-	28	-	28
0010	1524+25	-	1524+69	LT	-	55	-	55
0010	1524+26	-	1524+56	RT	-	38	-	38
0010	1527+59	-	1527+80	RT	-	27	-	27
0010	1527+69	-	1527+87	LT	-	25	-	25
0010	1528+38	-	1528+68	RT	-	38	-	38
0010	1528+53	-	1528+70	LT	-	21	-	21
0010	1532+36	-	1532+70	LT	-	-	35	35
0010	1532+44	-	1532+71	RT	-	43	-	43
0010	1532+44	-	1532+65	LT	-	21	-	21
0010	1532+48	-	1532+65	LT	-	-	17	17
0010	1533+10	-	1533+19	RT	-	21	-	21
0010	1533+12	-	1533+28	LT	-	-	16	16
0010	1550+12	-	1550+29	RT	-	-	18	18
0010	1550+14	-	1550+29	RT	-	32	-	32
0010	1550+14	-	1550+30	LT	-	16	-	16
0010	1550+65	-	1550+68	RT	-	16	-	16
0010	1550+65	-	1550+86	RT	-	-	21	21
0010	1553+63	-	1553+83	RT	-	-	21	21
0010	1553+63	-	1553+83	LT	-	-	21	21
0010	1553+66	-	1553+83	RT	-	33	-	33
0010	1553+66	-	1553+84	LT	-	36	-	36
0010	1554+16	-	1554+35	LT	-	37	-	37
0010	1554+17	-	1554+43	RT	-	44	-	44
0010	1557+74	-	1557+94	LT	-	40	-	40
0010	1557+80	-	1557+94	RT	-	30	-	30
0010	1558+30	-	1558+46	LT	-	36	-	36
0010	1558+30	-	1558+48	RT	-	38	-	38
0010	1558+30	-	1558+37	LT	-	-	6	6

(CONTINUED)

CONCRETE CURB & GUTTER (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	1561+21	-	1561+54	RT	-	51	-	51
0010	1561+21	-	1561+54	LT	-	52	-	52
0010	1561+49	-	1561+54	LT	-	-	4	4
0010	1561+90	-	1562+07	RT	-	34	-	34
0010	1561+90	-	1562+07	LT	-	40	-	40
0010	1562+02	-	1562+07	LT	-	-	5	5
0010	1564+50	-	1564+70	RT (MEDIAN)	20	-	-	20
0010	1564+78	-	1564+87	RT	-	-	13	13
0010	1564+82	-	1564+95	RT	-	18	-	18
0010	1546+82	-	1564+91	RT	-	-	13	13
0010	1546+82	-	1565+01	LT	-	-	23	23
0010	1564+89	-	1565+10	LT	-	29	-	29
0010	1565+51	-	1565+67	LT	-	36	-	36
0010	1565+61	-	1565+76	LT	-	-	15	15
0010	1565+63	-	1565+72	RT	-	14	-	14
0010	1565+65	-	1565+74	RT	-	-	13	13
0010	1565+69	-	1565+78	RT	-	-	13	13
0010	1568+37	-	1568+66	LT	-	-	35	35
0010	1568+45	-	1568+73	LT	-	40	-	40
0010	1568+43	-	1568+70	RT	-	45	-	45
0010	1568+43	-	1568+63	RT	-	-	35	35
0010	1569+13	-	1569+23	RT	-	29	-	29
0010	1569+14	-	1569+29	LT	-	30	-	30
0010	1571+93	-	1572+22	RT	-	-	28	28
0010	1572+02	-	1572+23	LT	-	-	39	39
0010	1572+05	-	1571+31	RT	-	37	-	37
0010	1572+18	-	1572+33	LT	-	34	-	34
0010	1572+69	-	1572+92	RT	-	36	-	36
0010	1572+69	-	1572+81	LT	-	32	-	32
0010	1572+80	-	1572+96	LT	-	-	41	41
0010	1576+27	-	1576+58	LT	-	39	-	39
0010	1576+27	-	1576+52	LT	-	-	24	24
0010	1576+97	-	1577+13	LT	-	23	-	23
0010	1577+08	-	1577+15	LT	-	-	9	9
0010	1580+75	-	1580+91	LT	-	-	16	16
0010	1580+78	-	1580+95	LT	-	25	-	25
0010	1581+43	-	1581+66	LT	-	29	-	29
0010	1581+48	-	1581+66	LT	-	-	17	17
0010	1588+26	-	1588+41	RT	-	15	-	15
0010	1588+26	-	1588+41	LT	-	15	-	15
TOTAL 0010					**60**	**1,675**	**550**	**2,285**

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (01. 9931-02-72) EACH
0010	1494+34	-	1495+13	LT & RT (MEDIAN)	540	-	-	-	-
0010	1495+22	-	1495+36	RT	60	-	14.74	1	-
0010	1496+16	-	1496+38	RT	95	-	16.52	1	-
0010	1497+77	-	1499+23	LT & RT (MEDIAN)	1,275	-	-	-	-
0010	1504+10	-	1505+75	LT & RT (MEDIAN)	1,500	20.00	-	1	-
0010	1504+90	-	1505+10	LT	180	10.00	-	1	-
0010	1504+90	-	1505+10	RT	125	10.00	-	1	-
0010	1513+50	-	1514+20	LT & RT (MEDIAN)	650	20.00	-	1	-
0010	1514+05	-	1514+28	LT	205	10.00	-	1	-
0010	1514+07	-	1514+41	RT	185	10.00	17.61	2	-
0010	1514+90	-	1515+19	RT	130	-	16.92	1	-
0010	1523+54	-	1523+85	LT	215	-	23.01	1	-
0010	1523+57	-	1523+83	RT	120	-	16.20	1	-
0010	1524+30	-	1524+56	LT	200	10.00	23.86	2	-
0010	1524+33	-	1524+56	RT	130	10.00	17.18	2	-
0010	1527+46	-	1527+79	RT	230	10.00	-	1	-
0010	1527+51	-	1527+84	LT	250	10.00	-	1	-
0010	1528+47	-	1528+68	RT	130	10.00	-	1	-
0010	1528+55	-	1528+77	LT	145	10.00	-	1	-
0010	1532+36	-	1532+70	RT	230	20.00	-	2	-
0010	1532+48	-	1532+65	LT	120	10.00	-	1	-
0010	1533+13	-	1533+28	RT	65	10.00	-	1	-
0010	1550+12	-	1550+28	RT	145	20.00	-	2	-
0010	1550+15	-	1550+28	LT	145	10.00	-	1	-
0010	1550+65	-	1550+86	RT	100	10.00	-	1	-
0010	1553+63	-	1553+82	RT	160	20.00	-	2	-
0010	1553+63	-	1553+83	LT	150	20.00	-	2	-
0010	1554+17	-	1554+48	LT	260	20.00	-	2	-
0010	1554+17	-	1554+42	RT	255	20.00	-	2	-
0010	1557+71	-	1557+93	LT	235	20.00	-	2	-
0010	1557+79	-	1557+94	RT	135	20.00	-	2	-
0010	1558+30	-	1558+48	RT	215	20.00	-	2	-
0010	1558+30	-	1558+51	LT	260	20.00	-	2	-
0010	1561+17	-	1561+53	RT	275	20.00	-	2	-
0010	1561+19	-	1561+54	LT	360	20.00	-	2	-
0010	1561+90	-	1562+07	LT	215	20.00	-	2	-
0010	1561+91	-	1562+07	RT	175	20.00	-	2	-
0010	1564+50	-	1564+70	LT & RT (MEDIAN)	55	-	-	-	-
0010	1564+71	-	1564+94	RT	135	10.00	-	1	-
0010	1564+89	-	1565+07	LT	190	10.00	-	1	-
0010	1565+51	-	1565+76	LT	215	10.00	-	1	-
0010	1565+65	-	1565+88	RT	220	10.00	-	1	-
0010	1568+37	-	1568+72	LT	275	10.00	-	1	-
0010	1568+43	-	1568+69	RT	285	10.00	-	1	-
0010	1569+14	-	1569+31	RT	215	10.00	-	1	-

(CONTINUED ON NEXT SHEET)

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CONCRETE SIDEWALK (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (01. 9931-02-72) EACH
0010	1569+15	-	1569+38	LT	190	10.00	-	1	-
0010	1571+94	-	1572+30	RT	295	10.00	-	1	-
0010	1572+02	-	1572+32	LT	335	10.00	-	1	-
0010	1572+70	-	1572+96	LT	380	10.00	-	1	-
0010	1572+71	-	1572+95	RT	200	10.00	-	1	-
0010	1576+27	-	1576+53	LT	120	-	18.38	1	-
0010	1577+00	-	1577+15	LT	60	10.00	-	1	-
0010	1580+70	-	1580+90	LT	90	-	15.40	1	-
0010	1581+49	-	1581+71	LT	95	-	17.59	1	-
0010	1588+25	-	1588+36	LT	80	10.00	-	1	-
0010	1588+31	-	1588+40	RT	75	10.00	-	1	-
0010			UNDISTRIBUTED		575	-	-	-	-
				TOTAL 0010	**13,950**	**610.00**	**197.41**	**70**	**0**
0020	1496+38	-	1499+58	RT	1,580	-	-	-	-
0020			PROJECT 9931-02-72		-	-	-	-	1
				TOTAL 0020	**1,580**	**0.00**	**0.00**	**0**	**1**
				TOTAL PROJECT	**15,530**	**610.00**	**197.41**	**70**	**1**

CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY
0010	1561+44	-	1561+54	LT	10
				TOTAL 0010	10

CONCRETE STEPS

CATEGORY	STATION	TO	STATION	LOCATION	602.1500 CONCRETE STEPS SF
0010	1562+01	-	1562+02	LT	5
0010	1572+90	-	1572+95	LT	5
				TOTAL 0010	10

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	1564+70	-	1564+76	LT & RT (MEDIAN)	30	TYPE 1
				TOTAL 0010	30	

ADJUSTING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	TO	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0630 INLET COVERS TYPE HM-GJ EACH
0010	1489+63	BOP	-	1495+18	12TH ST S	-	-	-
0010	1495+18	12TH ST S	-	1514+23	10TH ST S	2	2	-
0010	1514+23	10TH ST S	-	1524+55	WELLS ST	-	6	-
0010	1524+55	WELLS ST	-	1528+73	9TH ST S	1	1	-
0010	1528+73	9TH ST S	-	1532+43	8TH ST S	-	-	-
0010	1532+43	8TH ST S	-	1550+09	5TH ST S	-	1	1
0010	1550+09	5TH ST S	-	1553+61	4TH ST S	-	-	-
0010	1553+61	4TH ST S	-	1557+75	3RD ST S	1	3	-
0010	1557+75	3RD ST S	-	1561+31	2ND ST S	-	2	-
0010	1561+31	2ND ST S	-	1564+56	1ST ST S	1	4	-
0010	1564+56	1ST ST S	-	1568+47	DIVISION ST	1	4	-
0010	1568+47	DIVISION ST	-	1572+14	1ST ST N	1	7	-
0010	1572+14	1ST ST N	-	1576+37	2ND ST N	3	1	-
0010	1576+37	2ND ST N	-	1580+72	5TH AVE N	-	3	-
0010	1580+72	5TH AVE N	-	1588+41	5TH ST N	-	2	-
0010	1588+41	5TH ST N	-	1604+00	EOP	-	-	-
					TOTAL 0010	10	36	1

MOVING SIGNS

CATEGORY	STATION	LOCATION	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1495+12	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1497+78	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1499+22	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1504+12	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1505+71	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1513+52	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1514+20	ON LINE	-	1	1	SIGN POST BOX OUT
0010	1568+69	RT	-	1	1	SIGN POST BOX OUT
0010	1569+16	RT	-	1	1	SIGN POST BOX OUT
0010	1572+28	RT	-	1	1	
0010	UNDISTRIBUTED		3	3	3	
		TOTAL 0010	3	13	13	

FINISHING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0030.01 SPECIAL (01. FERTILIZER FOR LAWN TYPE TURF) CWT	SPV.0180.01 SPECIAL (01. PREPARING TOPSOIL FOR LAWN TYPE TURF) SY
0010	1495+22	-	1495+47	RT	52	52	0.9	3	0.03	52
0010	1496+00	-	1496+38	RT	24	24	0.4	1	0.01	24
0010	1504+79	-	1505+22	LT	61	61	1.1	3	0.04	61
0010	1504+79	-	1505+22	RT	61	61	1.1	3	0.04	61
0010	1513+94	-	1514+39	LT	67	67	1.2	4	0.04	67
0010	1514+07	-	1514+47	RT	28	28	0.5	2	0.02	28
0010	1514+85	-	1515+19	RT	17	17	0.3	1	0.01	17
0010	1523+54	-	1523+87	LT	19	19	0.3	1	0.01	19
0010	1523+57	-	1523+89	RT	16	16	0.3	1	0.01	16
0010	1524+25	-	1524+69	LT	13	13	0.2	1	0.01	13
0010	1524+27	-	1524+56	RT	11	11	0.2	1	0.01	11
0010	1527+46	-	1527+80	RT	19	19	0.3	1	0.01	19
0010	1527+51	-	1527+87	LT	21	21	0.4	1	0.01	21
0010	1528+39	-	1528+68	RT	8	8	0.1	0	0.01	8
0010	1528+54	-	1528+77	LT	8	8	0.1	0	0.01	8
0010	1532+36	-	1532+71	RT	18	18	0.3	1	0.01	18
0010	1532+44	-	1532+65	LT	11	11	0.2	1	0.01	11
0010	1533+10	-	1533+28	RT	12	12	0.2	1	0.01	12
0010	1533+51	-	1533+58	LT	5	5	0.1	0	0.00	5
0010	1533+51	-	1533+58	RT	8	8	0.2	0	0.01	8
0010	1549+84	-	1549+91	LT	14	14	0.3	1	0.01	14
0010	1549+84	-	1549+91	RT	15	15	0.3	1	0.01	15
0010	1550+12	-	1550+28	RT	13	13	0.2	1	0.01	13
0010	1550+14	-	1550+29	LT	18	18	0.3	1	0.01	18
0010	1550+65	-	1550+86	RT	28	28	0.5	2	0.02	28
0010	1553+63	-	1553+82	RT	17	17	0.3	1	0.01	17
0010	1553+63	-	1553+83	LT	18	18	0.3	1	0.01	18
0010	1554+17	-	1554+43	RT	40	40	0.7	2	0.03	40
0010	1554+17	-	1554+48	LT	38	38	0.7	2	0.02	38
0010	1557+70	-	1557+94	LT	22	22	0.4	1	0.01	22
0010	1557+79	-	1557+94	RT	8	8	0.2	0	0.01	8
0010	1558+30	-	1558+51	LT	28	28	0.5	2	0.02	28
0010	1558+30	-	1558+48	RT	15	15	0.3	1	0.01	15
0010	1561+17	-	1561+53	RT	40	40	0.7	2	0.03	40
0010	1561+19	-	1561+54	LT	41	41	0.7	2	0.03	41
0010	1561+91	-	1562+07	RT	11	11	0.2	1	0.01	11
0010	1561+91	-	1562+07	LT	15	15	0.3	1	0.01	15
0010	1564+74	-	1564+96	RT	5	5	0.1	0	0.00	5
0010	1564+89	-	1565+10	LT	3	3	0.1	0	0.00	3
0010	1565+51	-	1565+76	LT	5	5	0.1	0	0.00	5
0010	1565+61	-	1565+83	RT	6	6	0.1	0	0.00	6
0010	1568+37	-	1568+72	LT	19	19	0.4	1	0.01	19
0010	1569+14	-	1569+31	RT	5	5	0.1	0	0.00	5
0010	1569+15	-	1569+38	LT	13	13	0.2	1	0.01	13
0010	1571+94	-	1572+30	RT	33	33	0.6	2	0.02	33

(CONTINUED ON NEXT SHEET)

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FINISHING ITEMS (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0030.01 SPECIAL (01. FERTILIZER FOR LAWN TYPE TURF) CWT	SPV.0180.01 SPECIAL (01. PREPARING TOPSOIL FOR LAWN TYPE TURF) SY
0010	1572+02	-	1572+32	LT	10	10	0.2	1	0.01	10
0010	1572+69	-	1572+95	RT	10	10	0.2	1	0.01	10
0010	1572+69	-	1572+96	LT	10	10	0.2	1	0.01	10
0010	1573+12	-	1573+19	LT	12	12	0.2	1	0.01	12
0010	1573+12	-	1573+19	RT	6	6	0.1	0	0.00	6
0010	1576+97	-	1577+25	LT	17	17	0.3	1	0.01	17
0010	1580+59	-	1580+94	LT	51	51	0.9	3	0.03	51
0010	1581+43	-	1581+82	LT	53	53	1.0	3	0.03	53
0010	1588+15	-	1588+51	LT	48	48	0.9	3	0.03	48
0010	1588+26	-	1588+41	RT	9	9	0.2	1	0.01	9
0010	1588+55	-	1588+63	RT	5	5	0.1	0	0.00	5
0010			UNDISTRIBUTED		120	120	0.8	2	0.03	120
				TOTAL 0010	**1,300**	**1,300**	**22.0**	**70**	**0.80**	**1,300**
0020	1496+38	-	1499+58	RT	245	245	4.0	15	0.15	245
				TOTAL 0020	245	245	4.0	15	0.15	245
				TOTAL PROJECT	**1,545**	**1,545**	**26.00**	**85**	**0.95**	**1,545**

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	1504+80	-	1505+20	LT	40	40
0010	1504+80	-	1505+20	RT	40	40
0010	1513+97	-	1514+37	LT	40	40
0010	1523+40	-	1523+90	RT	50	50
0010	1523+40	-	1523+90	LT	50	50
0010	1528+40	-	1528+90	RT	50	50
0010	1588+13	-	1588+53	LT	40	40
0010	1588+13	-	1588+53	RT	40	40
0010		UNDISTRIBUTED			50	50
				TOTAL 0010	**400**	**400**

MOBILIZATIONS EROSION CONTROL

CATEGORY	DESCRIPTION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 9931-02-72	5	3
	TOTAL 0010	**5**	**3**

INLET PROTECTION

CATEGORY	STATION	LOCATION	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
0010	1489+63	BOP	1495+18	12TH ST S	-	-
0010	1495+18	12TH ST S	1514+23	10TH ST S	1	23
0010	1514+23	10TH ST S	1524+55	WELLS ST	6	13
0010	1524+55	WELLS ST	1528+73	9TH ST S	1	9
0010	1528+73	9TH ST S	1532+43	8TH ST S	-	6
0010	1532+43	8TH ST S	1550+09	5TH ST S	2	30
0010	1550+09	5TH ST S	1553+61	4TH ST S	-	7
0010	1553+61	4TH ST S	1557+75	3RD ST S	3	8
0010	-	3RD ST S	-	3RD AVE S	-	2
0010	1557+75	3RD ST S	1561+31	2ND ST S	2	8
0010	-	2ND ST S	-	3RD AVE S	-	2
0010	1561+31	2ND ST S	1564+56	1ST ST S	4	8
0010	-	1ST S	-	3RD AVE S	-	2
0010	1564+56	1ST ST S	1568+47	DIVISION ST	4	7
0010	-	DIVISION ST	-	2ND AVE N	-	2
0010	1568+47	DIVISION ST	1572+14	1ST ST N	7	7
0010	-	1ST ST N	-	3RD AVE N	-	2
0010	1572+14	1ST ST N	1580+72	5TH AVE N	4	15
0010	1580+72	5TH AVE N	1588+41	5TH ST N	2	6
0010	1588+41	5TH ST N	1604+00	EOP	-	-
				TOTAL 0010	**36**	**157**

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PEDESTRIAN STAGING

CATEGORY	DESCRIPTION	DRUMS NO. DEVICES	643.0300 TRAFFIC CONTROL DRUMS DAY	BARRICADES NO. DEVICES	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	WARNING LIGHTS TYPE A NO. DEVICES	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	WARNING LIGHTS TYPE C NO. DEVICES	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	SIGNS NO. DEVICES	643.0900 * TRAFFIC CONTROL SIGNS DAY	CONES NO. DEVICES	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY CURB RAMP NO. DEVICES	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	DURATION
0010	STA. 1505+00 - STAGE 1	60	720	4	48	8	96	20	240	9	108	-	-	-	-	-	-	-	12	12 DAYS
0010	STA. 1505+00 - STAGE 2	32	384	-	-	-	-	10	120	6	72	-	-	-	455	-	-	-	228	12 DAYS
0010	10TH STREET S - STAGE 1	58	696	4	48	8	96	20	240	9	108	-	-	-	-	-	-	-	12	12 DAYS
0010	10TH STREET S - STAGE 2	43	516	-	-	-	-	10	120	6	72	-	-	-	245	-	-	-	174	12 DAYS
0010	8TH STREET S - STAGE 1	46	552	-	-	-	-	10	120	9	108	-	-	-	110	2	24	20	132	12 DAYS
0010	8TH STREET S - STAGE 2	46	552	-	-	-	-	10	120	9	108	-	-	-	-	2	24	-	132	12 DAYS
0010	5TH STREET S - STAGE 1	28	336	-	-	-	-	10	120	14	168	6	72	-	225	2	24	20	180	12 DAYS
0010	5TH STREET S - STAGE 2	28	336	-	-	-	-	10	120	13	156	6	72	-	-	2	24	-	180	12 DAYS
0010	10TH STREET S - STAGE 1	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	10TH STREET S - STAGE 2	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	WELLS STREET - STAGE 1	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	WELLS STREET - STAGE 2	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	9TH STREET S - STAGE 1	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	9TH STREET S - STAGE 2	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	8TH STREET S - STAGE 1	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	8TH STREET S - STAGE 2	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	4TH STREET S - STAGE 1	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	4TH STREET S - STAGE 2	12	144	-	-	-	-	-	-	12	144	-	-	-	-	-	-	-	60	12 DAYS
0010	3RD STREET S - STAGE 1	12	144	-	-	-	-	-	-	16	192	-	-	-	-	-	-	-	108	12 DAYS
0010	3RD STREET S - STAGE 2	12	144	-	-	-	-	-	-	13	156	-	-	-	-	-	-	-	60	12 DAYS
0010	2ND STREET S - STAGE 1	12	144	-	-	-	-	-	-	16	192	-	-	-	-	-	-	-	108	12 DAYS
0010	2ND STREET S - STAGE 2	12	144	-	-	-	-	-	-	14	168	-	-	-	-	-	-	-	84	12 DAYS
0010	1ST STREET S - STAGE 1	12	144	-	-	-	-	-	-	16	192	-	-	-	-	-	-	-	108	12 DAYS
0010	1ST STREET S - STAGE 2	12	144	-	-	-	-	-	-	15	180	-	-	-	-	-	-	-	108	12 DAYS
0010	DIVISION STREET - STAGE 1	12	144	-	-	-	-	-	-	16	192	-	-	-	-	-	-	-	108	12 DAYS
0010	DIVISION STREET - STAGE 2	12	144	-	-	-	-	-	-	15	180	-	-	-	-	-	-	-	108	12 DAYS
0010	1ST STREET N - STAGE 1	32	384	-	-	-	-	-	-	18	216	6	72	-	155	2	24	20	204	12 DAYS
0010	1ST STREET N - STAGE 2	35	420	-	-	-	-	5	60	11	132	6	72	-	-	2	24	-	198	12 DAYS
0010	2ND STREET N	37	444	1	12	2	24	5	60	5	60	-	-	-	115	2	24	20	108	12 DAYS
0010	5TH AVENUE N	30	360	-	-	-	-	5	60	3	36	-	-	-	485	2	24	20	174	12 DAYS
0010	5TH STREET N	29	348	-	-	-	-	10	120	4	48	-	-	-	335	2	24	20	186	12 DAYS
0010	UNDISTRIBUTED	-	1,360	-	592	-	1,184	-	500	-	716	-	712	400	875	-	584	480	688	12 DAYS
	TOTAL 0010		**10,000**		**700**		**1,400**		**2,000**		**5,000**		**1,000**	**400**	**3,000**		**800**	**600**	**4,000**	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

TRAFFIC CONTROL

CATEGORY	DESCRIPTION	SIGNS NO. DEVICES	* 643.0900 TRAFFIC CONTROL SIGNS DAY	SIGNS FIXED MESSAGE NO. DEVICES	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	DURATION	
0010	PROJECT ADVANCED WARNING	-	-	3	54	7	DAYS
0010	STH 13 ADVANCED WARNING SIGNS	8	680	-	-	85	DAYS
0010	STH 182 ADVANCED WARNING SIGNS	4	340	-	-	85	DAYS
0010	SIDEROAD ROAD WORK AHEAD SIGNS	23	1,955	-	-	85	DAYS
0010	STH 13, STH 182 AND SIDEROAD BUMP SIGNS	26	260	-	-	10	DAYS
0010	STH 13, STH 182 AND SIDEROAD GROOVED SURFACE SIGNS	26	260	-	-	10	DAYS
0010	STH 13 UNEVEN SIGNS	10	100	-	-	10	DAYS
0010	ADVANCED WIDTH RESTRICTION SIGNS	27	1,080	-	-	40	DAYS
0010	UNDISTRIBUTED	-	825	-	-	-	DAYS
	TOTAL 0010		**5,500**		**54**		

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

TEMPORARY PAVEMENT MARKINGS

CATEGORY	DESCRIPTION	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	643.3980 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH LF	REMARKS
0010	PEDESTRIAN STAGING - STA. 1505+00 (STAGE 1)	750	200	-	750	65	MASK WHITE EDGLINES AND CROSSWALK LINES
0010	PEDESTRIAN STAGING - 10TH STREET S (STAGE 1)	750	200	-	750	65	MASK WHITE EDGLINES AND CROSSWALK LINES
0010	PEDESTRIAN STAGING - 8TH STREET S (STAGE 1)	-	-	80	-	100	MASK CROSSEWALK LINES
0010	PEDESTRIAN STAGING - 5TH STREET S (STAGE 1)	-	-	50	-	80	MASK CROSSEWALK LINES
0010	PEDESTRIAN STAGING - 1ST STREET N (STAGE 1)	-	-	50	-	80	MASK CROSSEWALK LINES
0010	PEDESTRIAN STAGING - 2ND STREET N	1,000	600	170	1,500	-	MASK DOUBLE YELLOW CENTERLINE AND WHITE EDGELINES
0010	PEDESTRIAN STAGING - 5TH AVENUE N	-	-	50	-	-	
0010	PEDESTRIAN STAGING - 5TH STREET N	-	-	50	-	-	
0010	UNDISTRIBUTED	500	500	50	250	60	
	SUBTOTAL 0010	**3,000**	**1,500**				
	TOTAL 0010	**4,500**		**500**	**3,250**	**450**	

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PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) (TYPE 1) EACH	646.5020 MARKING ARROW EPOXY (WHITE) (TYPE 2) EACH	646.5020 MARKING ARROW EPOXY (WHITE) (TYPE 3) EACH	646.5120 MARKING WORD EPOXY (WHITE, ONLY) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF
0010	1489+63	-	1604+00	CENTERLINE	-	18,000	-	-	-	-	-	-	18,000	-	-	48	-	-	33,230
0010	1489+63	-	1604+00	EDGELINE	19,250	-	-	-	-	-	-	-	19,250	-	-	-	-	-	-
0010	1489+63	-	1604+00	INTERSECTIONS	-	250	725	1	31	4	3	230	250	175	3,870	-	-	-	-
0010	1489+63	-	1604+00	MEDIANS	-	-	-	-	-	-	-	-	-	-	-	-	259	9	-
				SUBTOTAL 0010	**19,250**	**18,250**		**1**	**31**	**4**									
				TOTAL 0010	**37,500**		**725**		**36**		**3**	**230**	**37,500**	**175**	**3,870**	**48**	**259**	**9**	**33,230**

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (01. 9931-02-72) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (01. 9931-02-72) EACH
0010	1489+63	-	1604+00	11,437	-	-
0010	PROJECT 9931-02-72			-	1	1
			TOTAL 0010	**11,437**	**1**	**1**

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	1495+01	-	1495+52	RT	80	5
0010	1495+95	-	1496+43	RT	71	5
0010	1499+58	-	1499+58	RT	-	5
0010	1504+90	-	1505+10	LT	24	21
0010	1504+90	-	1505+10	RT	24	15
0010	1504+95	-	1505+05	LT & RT (MEDIAN)	28	6
0010	1514+05	-	1514+28	LT	27	21
0010	1514+07	-	1514+51	RT	55	10
0010	1514+10	-	1514+19	LT & RT (MEDIAN)	27	6
0010	1514+81	-	1515+19	RT	37	10
0010	1523+54	-	1523+91	LT	31	13
0010	1523+57	-	1523+93	RT	36	10
0010	1524+21	-	1524+69	LT	64	13
0010	1524+23	-	1524+56	RT	46	10
0010	1527+46	-	1527+83	RT	33	10
0010	1527+51	-	1527+91	LT	31	13
0010	1528+35	-	1528+68	RT	45	10
0010	1528+51	-	1528+77	LT	26	10
0010	1532+36	-	1532+75	RT	53	10
0010	1532+44	-	1532+65	LT	25	15
0010	1533+06	-	1533+28	RT	29	10
0010	1550+12	-	1550+33	RT	41	10
0010	1550+14	-	1550+29	LT	20	15
0010	1550+61	-	1550+86	RT	21	10
0010	1553+63	-	1553+87	RT	43	10
0010	1553+63	-	1553+88	LT	46	10
0010	1554+13	-	1554+43	RT	54	10
0010	1554+13	-	1554+48	LT	46	10
0010	1557+71	-	1557+98	LT	50	10
0010	1557+79	-	1557+98	RT	39	10
0010	1558+26	-	1558+48	RT	48	15
0010	1558+26	-	1558+51	LT	45	15
0010	1561+18	-	1561+58	RT	102	10
0010	1561+19	-	1561+58	LT	98	20
0010	1561+86	-	1562+07	LT	49	16
0010	1561+86	-	1562+07	RT	43	11
0010	1564+28	-	1564+89	LT & RT (MEDIAN)	111	26
0010	1564+71	-	1564+98	RT	23	15
0010	1564+89	-	1565+14	LT	43	33
0010	1565+47	-	1565+76	LT	46	47
0010	1565+60	-	1565+88	RT	19	35
0010	1568+37	-	1568+77	LT	51	49
0010	1568+43	-	1568+74	RT	57	59
0010	1569+09	-	1569+31	RT	56	17
0010	1569+10	-	1569+38	LT	39	16

(CONTINUED)

SAWING (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	1571+94	-	1572+35	RT	48	16
0010	1572+02	-	1572+37	LT	43	15
0010	1572+65	-	1572+96	LT	40	16
0010	1572+65	-	1572+95	RT	46	15
0010	1576+27	-	1576+62	LT	47	11
0010	1576+93	-	1577+15	LT	31	10
0010	1580+70	-	1580+99	LT	32	10
0010	1581+39	-	1581+71	LT	36	10
0010	1588+25	-	1588+41	LT	20	10
0010	1588+26	-	1588+40	RT	20	10
				TOTAL 0010	**2,345**	**830**

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REMOVING CONCRETE BASES

CATEGORY	STRUCTURE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
STH 13 & CTH E/9TH ST S		
0010	EXSB2	1
0010	EXSB5	1
0010	EXSB10	1
0010	EXSB13	1
STH 13 & STH 182/1ST ST S		
0010	EXSB3	1
	TOTAL 0010	5

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

TRAFFIC SIGNAL CONDUIT

CATEGORY	STRUCTURE NO.	TO	STRUCTURE NO.	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	REMARKS
STH 13 & CTH E/9TH ST S					
0010	PB1	-	SB2	23	1 - 2"
0010	PB3	-	SB4	20	1 - 2"
0010	PB4	-	SB5	26	1 - 2"
0010	PB7	-	SB9	30	1 - 2"
0010	PB8	-	SB10	18	1 - 2"
0010	PB11	-	SB13	23	1 - 2"
0010	PB14	-	SB17	24	1 - 2"
STH 13 & STH 182/1ST ST S					
0010	PB7	-	SB7	28	1 - 2"
0010	PB11	-	SB11	19	1 - 2"
0010	PB14	-	SB15	22	1 - 2"
			TOTAL 0010	233	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

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REMOVE, SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT

CATEGORY	DESCRIPTION	SPV.0060.08 SPECIAL (08. REMOVE, SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT (STH 13 & STH 182) EACH	SPV.0060.09 SPECIAL (09. REMOVE, SALVAGE AND REINSTALL TRAFFIC SIGNAL EQUIPMENT (STH 13 & CTH E) EACH
STH 13 & CTH E/9TH ST S			
0010	STH 13 & CTH E/9TH ST S	-	1
STH 13 & STH 182/1ST ST S			
0010	STH 13 & STH 182/1ST ST S	1	-
	TOTAL 0010	1	1

TRAFFIC SIGNAL CONCRETE BASES

CATEGORY	STRUCTURE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH
STH 13 & CTH E/9TH ST S				
0010	SB2	1528+50	45.4' RT	1
0010	SB4	1527+75	44.0' RT	1
0010	SB5	1527+63	35.0' RT	1
0010	SB9	1527+70	42.5' LT	1
0010	SB10	1527+80	51.5' LT	1
0010	SB13	1528+57	42.5' LT	1
0010	SB17	1528+61	35.0' RT	1
STH 13 & STH 182/1ST ST S				
0010	SB3	1564+69	0.9' LT	1
0010	SB7	1565+54	34.5' LT	1
0010	SB11	1565+73	52.0' RT	1
0010	SB15	1564+91	60.6' RT	1
			TOTAL 0010	11

TRAFFIC SIGNAL CABLE

CATEGORY	STRUCTURE NO.	TO	STRUCTURE NO.	655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
STH 13 & CTH E/9TH ST S					
0010	CB1	-	SB2	-	72
0010	SB2	-	PED HEAD 6-2	18	-
0010	SB2	-	PED BUTTON	6	-
0010	CB1	-	SB4	-	137
0010	SB4	-	PED HEAD 6-1	18	-
0010	SB4	-	PED BUTTON	6	-
0010	CB1	-	SB5	-	215
0010	SB5	-	PED HEAD 4-2	18	-
0010	SB5	-	PED BUTTON	6	-
0010	CB1	-	SB9	-	316
0010	SB9	-	PED HEAD 4-1	18	-
0010	SB9	-	PED BUTTON	6	-
0010	CB1	-	SB10	-	303
0010	SB10	-	PED HEAD 2-2	18	-
0010	SB10	-	PED BUTTON	6	-
0010	CB1	-	SB13	-	173
0010	SB13	-	PED HEAD 2-1	18	-
0010	SB13	-	PED BUTTON	6	-
0010	CB1	-	SB17	-	77
0010	SB17	-	PED HEAD 8-1	18	-
0010	SB17	-	PED BUTTON	6	-
STH 13 & STH 182/1ST ST S					
0010	CB1	-	SB7	-	319
0010	SB7	-	PED HEAD 2-1	18	-
0010	SB7	-	PED BUTTON	6	-
0010	CB1	-	SB11	-	216
0010	SB11	-	PED HEAD 8-1	18	-
0010	SB11	-	PED BUTTON	6	-
0010	CB1	-	SB15	-	80
0010	SB15	-	PED HEAD 6-1	18	-
0010	SB15	-	PED BUTTON	6	-
			TOTAL 0010	**240**	**1,908**

EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	STRUTURE NO.	TO	STRUCTURE NO.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF
STH 13 & CTH E/9TH ST S				
0010	CB1	-	SB2	49
0010	SB2	-	SB1	37
0010	SB3	-	SB4	32
0010	SB4	-	SB5	103
0010	SB5	-	SB6	40
0010	SB8	-	SB9	48
0010	SB9	-	SB10	107
0010	SB10	-	SB11	24
0010	SB12	-	SB13	80
0010	SB13	-	SB14	30
0010	SB16	-	SB17	39
0010	SB17	-	CB1	54
STH 13 & STH 182/1ST ST S				
0010	SB3	-	PB3	10
0010	SB6	-	SB7	45
0010	SB7	-	SB8	112
0010	SB10	-	SB11	22
0010	SB11	-	SB12	88
0010	SB14	-	SB15	30
0010	SB15	-	CB1	56
			TOTAL 0010	**1,006**

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TRAFFIC SIGNAL LOOP DETECTORS

CATEGORY	LOOP NUMBER	STATION	LOCATION	SIZE	NUMBER OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF
STH 13 & STH 182/1ST ST S							
0010	11	1564+50.2	7.0' RT	6'x20'	3	84	252
0010	12	1564+78.2	7.0' RT	6'x20'	3	70	210
					TOTAL 0010	**154**	**462**

TRAFFIC SIGNAL MOUNTING HARDWARE

CATEGORY	DESCRIPTION	658.5070.01 SIGNAL MOUNTING HARDWARE (STH 13 & CTH E/9TH ST S) EACH	658.5070.02 SIGNAL MOUNTING HARDWARE (STH 13 & STH 182/1ST ST S) EACH
STH 13 & CTH E/9TH ST S			
0010	STH 13 & CTH E/9TH ST S	1	-
STH 13 & STH 182/1ST ST S			
0010	STH 13 & STH 182/1ST ST S	-	1
	TOTAL 0010	**1**	**1**

TRAFFIC SIGNAL EQUIPMENT

CATEGORY	STRUCTURE NO.	657.0100 PEDESTAL BASES EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	SPV.0060.10 SPECIAL (10. REMOVING TRAFFIC SIGNAL PUSH BUTTON) EACH	SPV.0060.11 SPECIAL (11. INSTALL STATE FURNISHED APS PUSH BUTTONS (STH 13 & CTH E)) EACH	SPV.0060.12 SPECIAL (12. INSTALL STATE FURNISHED APS PUSH BUTTONS (STH 13 & STH 182)) EACH
STH 13 & CTH E/9TH ST S						
0010	SB2	-	-	1	1	-
0010	SB4	1	1	-	1	-
0010	SB5	-	-	1	1	-
0010	SB6	-	-	1	-	-
0010	SB8	-	-	1	-	-
0010	SB9	1	1	-	1	-
0010	SB10	-	-	1	1	-
0010	SB13	-	-	1	1	-
0010	SB14	-	-	1	1	-
0010	SB16	-	-	1	-	-
0010	SB17	1	1	-	1	-
STH 13 & STH 182/1ST ST S						
0010	SB1	-	-	2	-	1
0010	SB4	-	-	1	-	1
0010	SB5	-	-	1	-	1
0010	SB6	-	-	1	-	-
0010	SB7	1	1	-	-	1
0010	SB8	-	-	1	-	1
0010	SB11	1	1	-	-	1
0010	SB12	-	-	2	-	1
0010	SB15	1	1	-	-	1
	TOTAL 0010	**6**	**6**	**16**	**8**	**8**

STREET LIGHTING ITEMS

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. LIGHT FIXTURE LED DECORATIVE REPLACEMENT EACH	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0040	1493+00	LT	1	1
0040	1494+25	RT	1	1
0040	1495+36	LT	1	1
0040	1496+52	RT	1	1
0040	1497+62	LT	1	1
0040	1498+75	RT	1	1
0040	1499+87	LT	1	1
0040	1500+95	RT	1	1
0040	1502+13	LT	1	1
0040	1503+15	RT	1	1
0040	1504+38	LT	1	1
0040	1405+63	RT	1	1
0040	1506+75	LT	1	1
0040	1508+06	RT	1	1
0040	1509+13	LT	1	1
0040	1510+38	RT	1	1
0040	1511+50	LT	1	1
0040	1512+69	RT	1	1
0040	1513+88	LT	1	1
0040	1515+21	RT	1	1
0040	1516+11	LT	1	1
0040	1517+38	RT	1	1
0040	1518+48	LT	1	1
0040	1519+69	RT	1	1
0040	1520+94	LT	1	1
0040	1522+10	RT	1	1
0040	1523+38	LT	1	1
0040	1524+54	RT	1	1
0040	1525+73	LT	1	1
0040	1526+62	RT	1	1
0040	1529+74	LT	1	1
0040	1530+88	RT	1	1
0040	1532+06	LT	1	1
0040	1533+29	RT	1	1
0040	1534+50	LT	1	1
0040	1535+69	RT	1	1
0040	1536+88	LT	1	1
0040	1538+08	RT	1	1
0040	1539+22	LT	1	1
0040	1540+48	RT	1	1
0040	1541+72	LT	1	1
0040	1543+03	RT	1	1
0040	1544+56	LT	1	1
0040	1546+13	RT	1	1
0040	1547+71	LT	1	1
0040	1549+19	RT	1	1
0040	1550+70	LT	1	1
0040	1552+13	RT	1	1
0040	1553+61	LT	1	1
0040	1555+25	RT	1	1

(CONTINUED)

STREET LIGHTING ITEMS (CONTINUED)

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. LIGHT FIXTURE LED DECORATIVE REPLACEMENT EACH	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0040	1556+88	LT	1	1
0040	1558+49	RT	1	1
0040	1559+94	LT	1	1
0040	1561+36	RT	1	1
0040	1562+22	LT	1	1
0040	1563+77	RT	1	1
0040	1567+25	LT	1	1
0040	1568+48	RT	1	1
0040	1569+36	LT	1	1
0040	1570+44	RT	1	1
0040	1571+63	LT	1	1
0040	1572+91	RT	1	1
0040	1574+00	LT	1	1
0040	1575+10	RT	1	1
0040	1576+35	LT	1	1
0040	1577+47	RT	1	1
0040	1578+88	LT	1	1
0040	1580+31	RT	1	1
0040	1581+73	LT	1	1
0040	1583+00	RT	1	1
0040	1584+38	LT	1	1
0040	1585+69	RT	1	1
0040	1587+03	LT	1	1
0040	1588+38	RT	1	1
0040	1589+97	LT	1	1
0040	1591+56	RT	1	1
0040	1593+04	LT	1	1
0040	1594+81	RT	1	1
0040	1596+50	LT	1	1
0040	1598+21	RT	1	1
0040	1599+85	LT	1	1
0040	1601+55	RT	1	1
0040	1603+23	LT	1	1
		TOTAL 0040	83	83

ADJUSTING PULL BOXES

CATEGORY	STATION	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
0010	1564+65	LT (MEDIAN)	1
0010	1569+30	LT	1
0010	1569+30	RT	1
0010		UNDISTRIBUTED	2
		TOTAL 0010	5

RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM

CATEGORY	STRUCTURE NO.	STATION	LOCATION	* 204.0195 REMOVING CONCRETE BASES EACH	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	653.0140 PULL BOXES STEEL 24x42-INCH EACH	654.0105 CONCRETE BASES TYPE 5 EACH	SPV.0060.05 SPECIAL (05. REMOVE, SALVAGE AND REINSTALL LIGHT POLE ASSEMBLY EACH	SPV.0060.06 SPECIAL (06. RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM, STA 1568+56, RT EACH	SPV.0060.07 SPECIAL (07. RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM, STA 1568+63, LT EACH
0060	EB1/PB2	1568+48	31.5' RT	1	-	-	1	-	-	-	-
0060	LB1	1568+56	30.0' RT	-	-	-	-	1	1	1	-
0060	PB1	1568+57	22.5' LT	-	-	-	1	-	-	-	-
0060	SB1	1568+63	25.5' LT	-	-	-	-	-	-	-	1
0060		SB1 - PB1		-	7	-	-	-	-	-	-
0060		PB1 - PB2		-	-	55	-	-	-	-	-
0060		PB2 - LB1		-	8	-	-	-	-	-	-
			TOTAL 0060	1	15	55	2	1	1	1	1

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ADJUSTING SANITARY SEWER AND WATER STRUCTURES

CATEGORY	STATION	LOCATION	TO STATION	LOCATION	SPV.0060.02 SPECIAL (02. ADJUSTING WATER VALVE BOXES) EACH	SPV.0060.03 SPECIAL (03. ADJUSTING SANITARY SEWER MANHOLE COVERS) EACH	SPV.0060.04 SPECIAL (04. ADJUSTING WATER SERVICE CURB STOP) EACH
0050	1489+63	BOP	1495+18	12TH ST S	-	1	-
0050	1495+18	12TH ST S	1514+23	10TH ST S	2	-	-
0050	1514+23	10TH ST S	1524+55	WELLS ST	-	1	-
0050	1524+55	WELLS ST	1528+73	9TH ST S	4	2	-
0050	1528+73	9TH ST S	1532+43	8TH ST S	-	1	-
0050	1532+43	8TH ST S	1550+09	5TH ST S	7	8	-
0050	1550+09	5TH ST S	1553+61	4TH ST S	-	2	-
0050	1553+61	4TH ST S	1557+75	3RD ST S	-	-	-
0050	1557+75	3RD ST S	1561+31	2ND ST S	3	-	-
0050	1561+31	2ND ST S	1564+56	1ST ST S	5	-	-
0050	1564+56	1ST ST S	1568+47	DIVISION ST	2	-	-
0050	1568+47	DIVISION ST	1572+14	1ST ST N	2	1	-
0050	1572+14	1ST ST N	1576+37	2ND ST N	3	2	-
0050	1576+37	2ND ST N	1580+72	5TH AVE N	-	-	-
0050	1580+72	5TH AVE N	1588+41	5TH ST N	-	-	-
0050	1588+41	5TH ST N	1604+00	EOP	-	-	-
0050		UNDISTRIBUTED			-	-	2
				TOTAL 0050	28	18	2

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 — PRICE COUNTY

PART OF LOT 2 OF BLOCK E OF SOUTH TOWN ADDITION TO PARK FALLS, LOCATED IN GOVERNMENT LOT 3, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.

NOTES:
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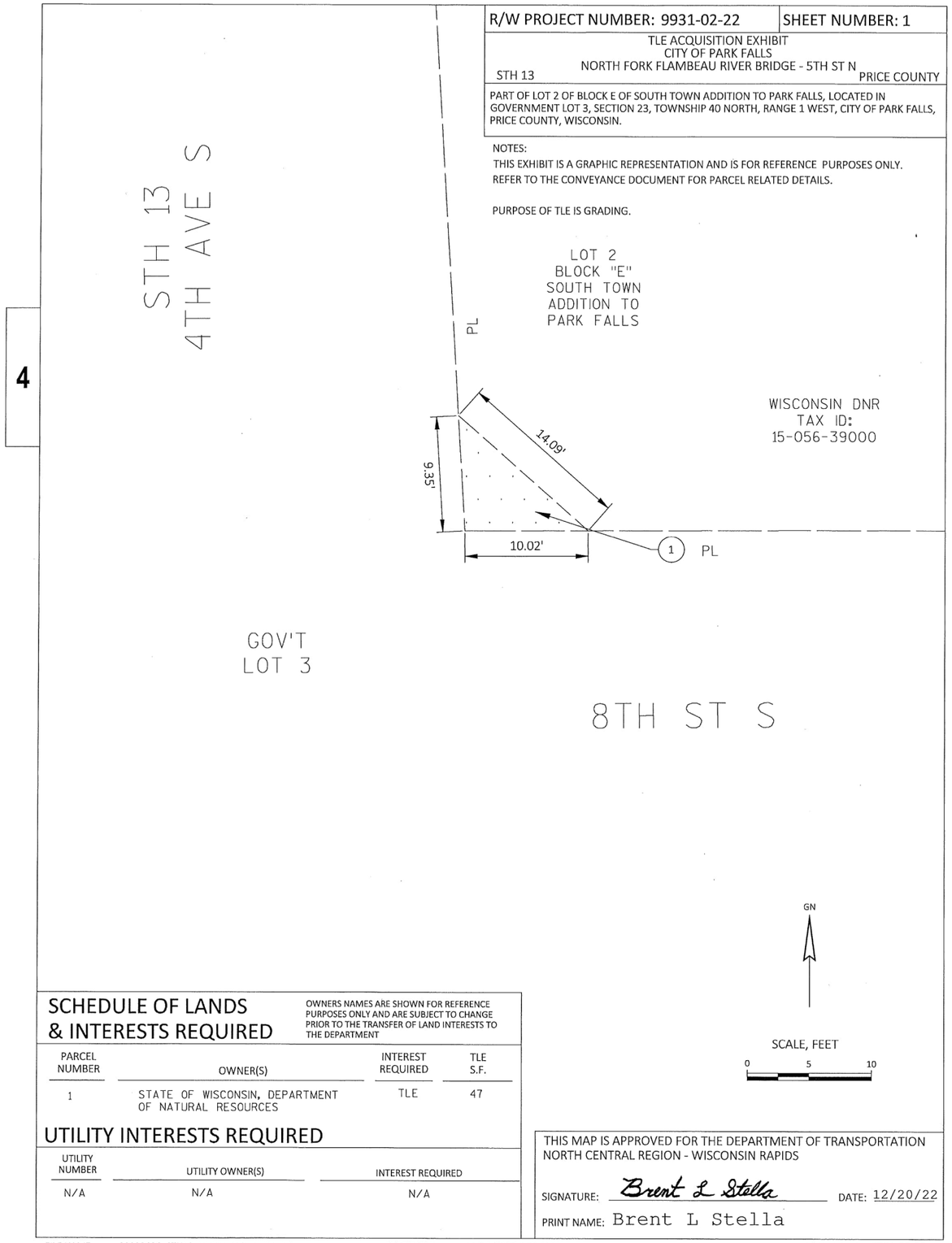
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF TLE IS GRADING.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	STATE OF WISCONSIN, DEPARTMENT OF NATURAL RESOURCES	TLE	47

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

FILE NAME : 00093626_STH13_PARKFALLS_TPP.DWG PLOT DATE : 11/17/2022 9:06 AM R/W PROJECT: 9931-02-22

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 — PRICE COUNTY

PART OF LOT 2 OF BLOCK 2, AND PART OF LOT 11 OF BLOCK 1 OF SOUTH PARK ADDITION, ALL IN GOVERNMENT LOT 2, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.

NOTES:
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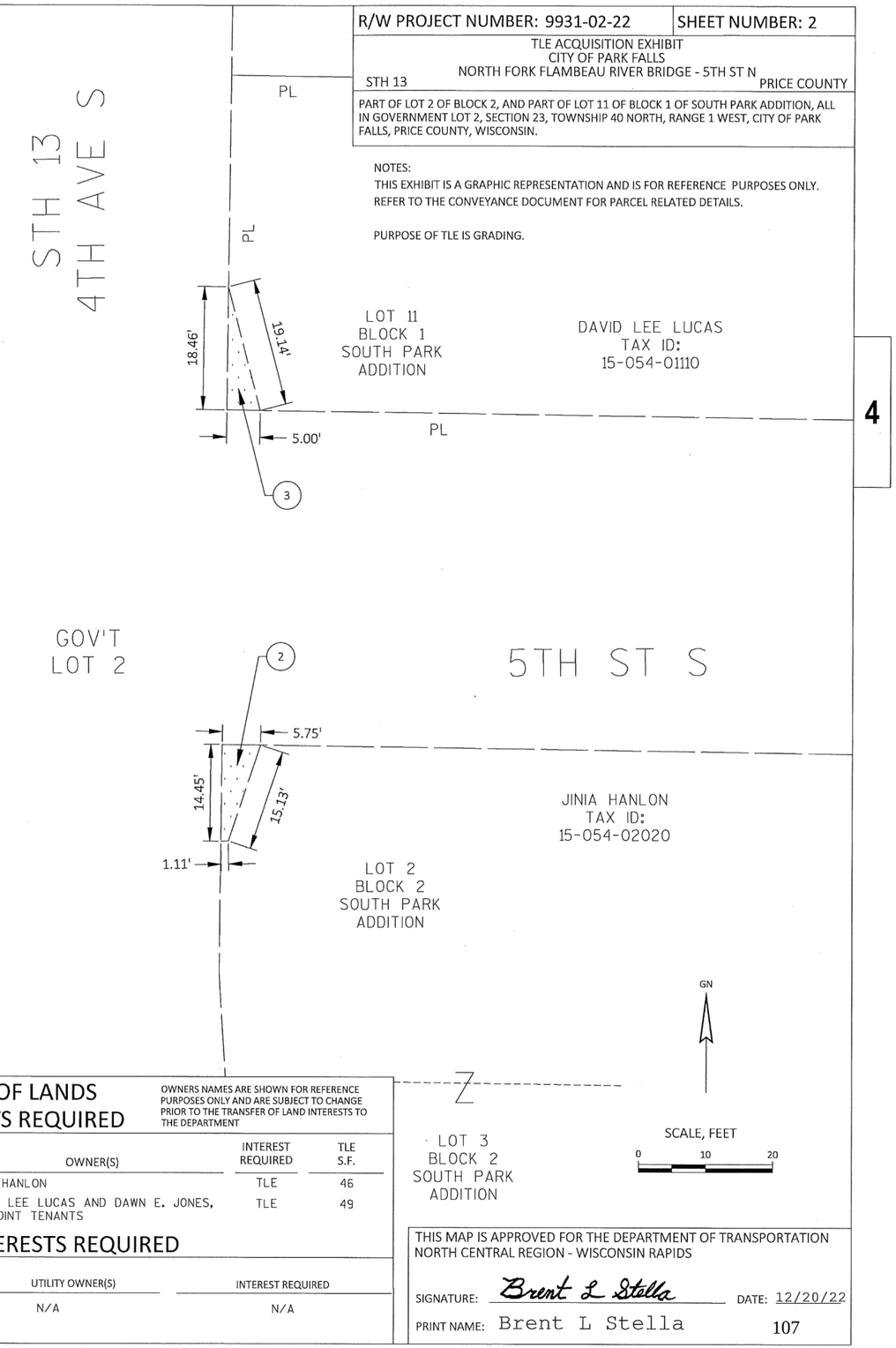
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF TLE IS GRADING.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	JINIA HANLON	TLE	46
3	DAVID LEE LUCAS AND DAWN E. JONES, AS JOINT TENANTS	TLE	49

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

FILE NAME : 00093626_STH13_PARKFALLS_TPP.DWG PLOT DATE : 11/17/2022 9:06 AM R/W PROJECT: 9931-02-22

NOTES:
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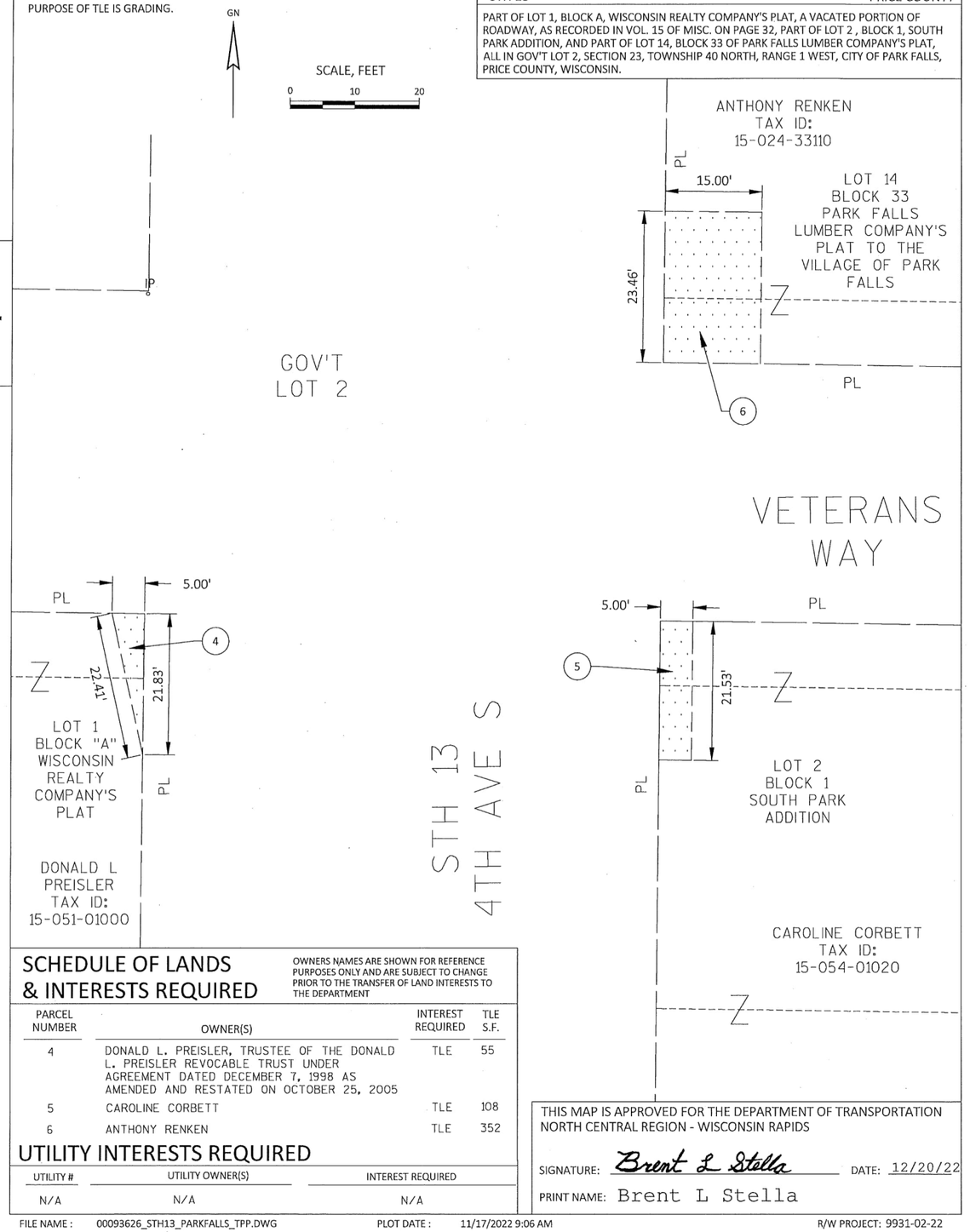
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK A, WISCONSIN REALTY COMPANY'S PLAT, A VACATED PORTION OF ROADWAY, AS RECORDED IN VOL. 15 OF MISC. ON PAGE 32, PART OF LOT 2 , BLOCK 1, SOUTH PARK ADDITION, AND PART OF LOT 14, BLOCK 33 OF PARK FALLS LUMBER COMPANY'S PLAT, ALL IN GOV'T LOT 2, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	DONALD L. PREISLER, TRUSTEE OF THE DONALD L. PREISLER REVOCABLE TRUST UNDER AGREEMENT DATED DECEMBER 7, 1998 AS AMENDED AND RESTATED ON OCTOBER 25, 2005	TLE	55
5	CAROLINE CORBETT	TLE	108
6	ANTHONY RENKEN	TLE	352

UTILITY INTERESTS REQUIRED

UTILITY #	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

NOTES:
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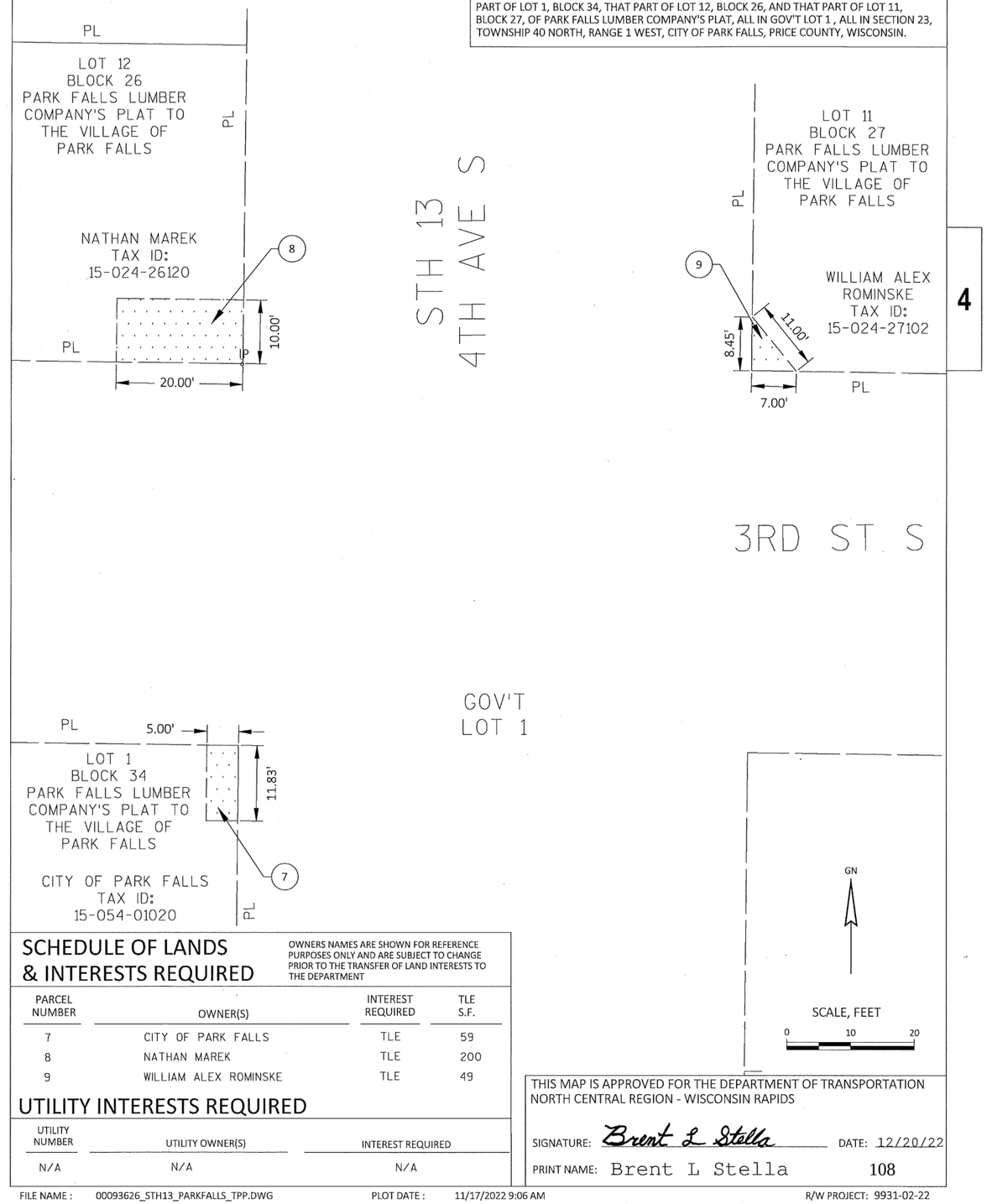
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK 34, THAT PART OF LOT 12, BLOCK 26, AND THAT PART OF LOT 11, BLOCK 27, OF PARK FALLS LUMBER COMPANY'S PLAT, ALL IN GOV'T LOT 1 , ALL IN SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	CITY OF PARK FALLS	TLE	59
8	NATHAN MAREK	TLE	200
9	WILLIAM ALEX ROMINSKE	TLE	49

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella 108

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 5

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK 26, AND PART OF LOT 12, BLOCK 25, AND PART OF LOT 2, BLOCK 27, PARK FALLS LUMBER COMPANY'S PLAT, ALL IN GOVERNMENT LOT 1, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.

NOTES:
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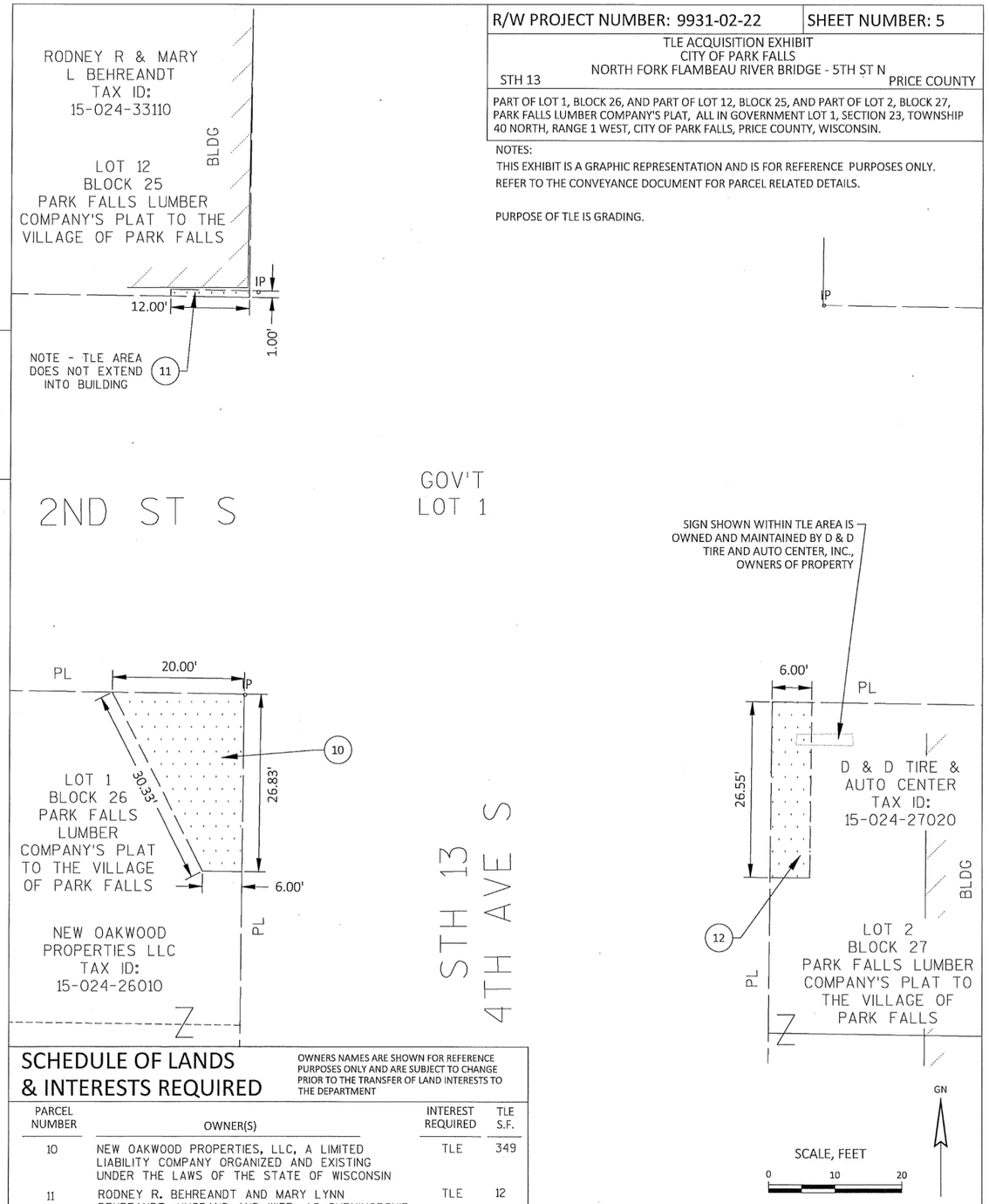
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF TLE IS GRADING.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
10	NEW OAKWOOD PROPERTIES, LLC, A LIMITED LIABILITY COMPANY ORGANIZED AND EXISTING UNDER THE LAWS OF THE STATE OF WISCONSIN	TLE	349
11	RODNEY R. BEHREANDT AND MARY LYNN BEHREANDT, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	12
12	D & D TIRE AND AUTO CENTER, INC.	TLE	159

UTILITY INTERESTS REQUIRED

UTILITY #	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

NOTES:
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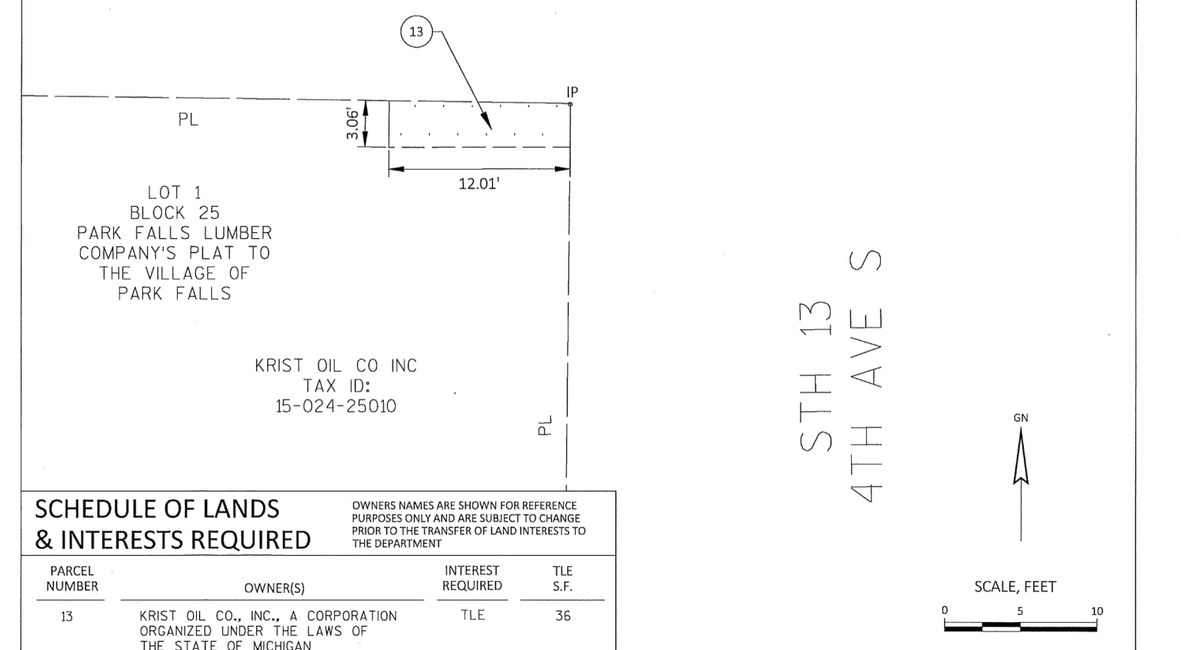
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 6

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK 25 OF PARK FALLS LUMBER COMPANY'S PLAT, LOCATED IN GOV'T LOT 1, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
13	KRIST OIL CO., INC., A CORPORATION ORGANIZED UNDER THE LAWS OF THE STATE OF MICHIGAN	TLE	36

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

NOTES:
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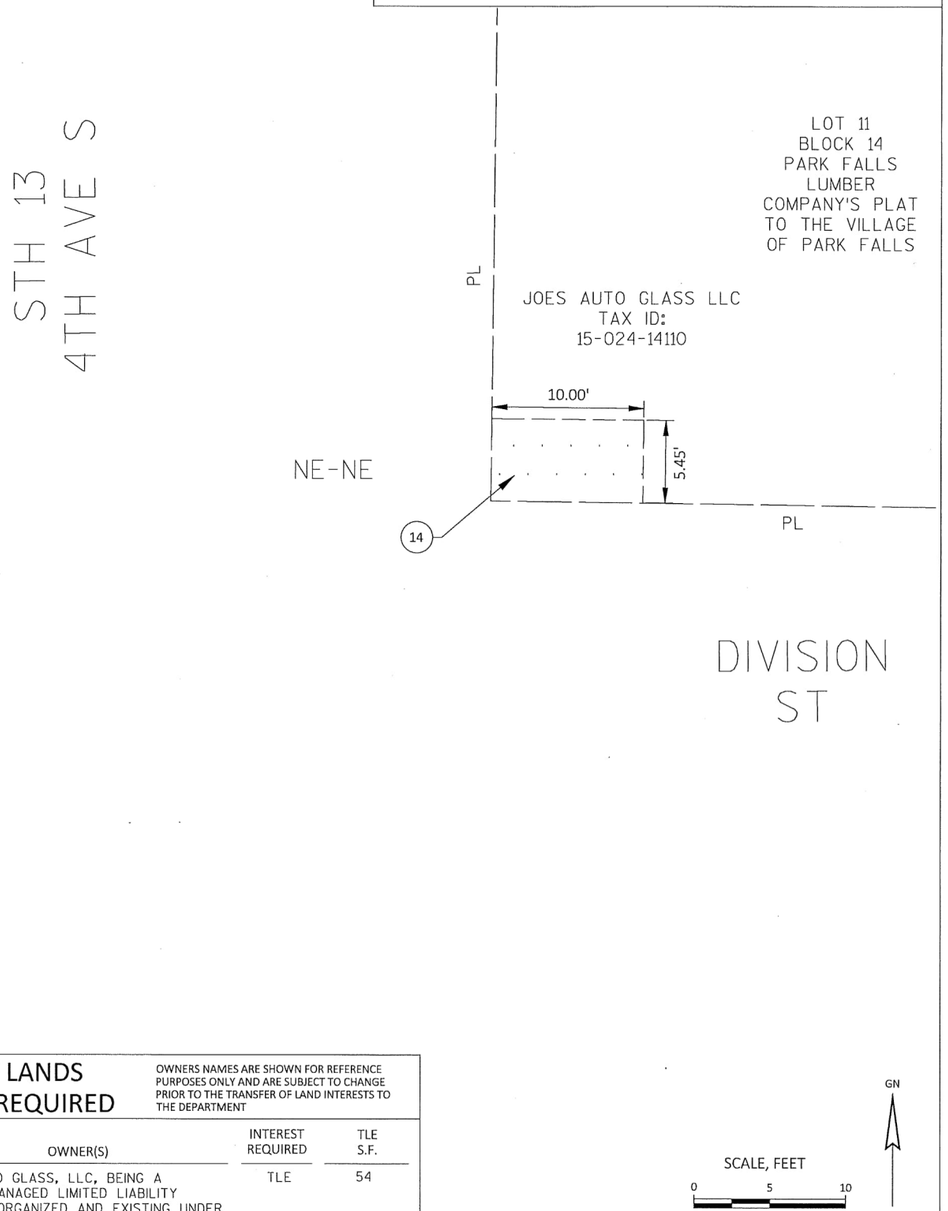
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 7

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 11, BLOCK 14 OF PARK FALLS LUMBER COMPANY'S PLAT, IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
14	JOES AUTO GLASS, LLC, BEING A MEMBER MANAGED LIMITED LIABILITY COMPANY ORGANIZED AND EXISTING UNDER THE LAWS OF THE STATE OF WISCONSIN	TLE	54

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

NOTES:
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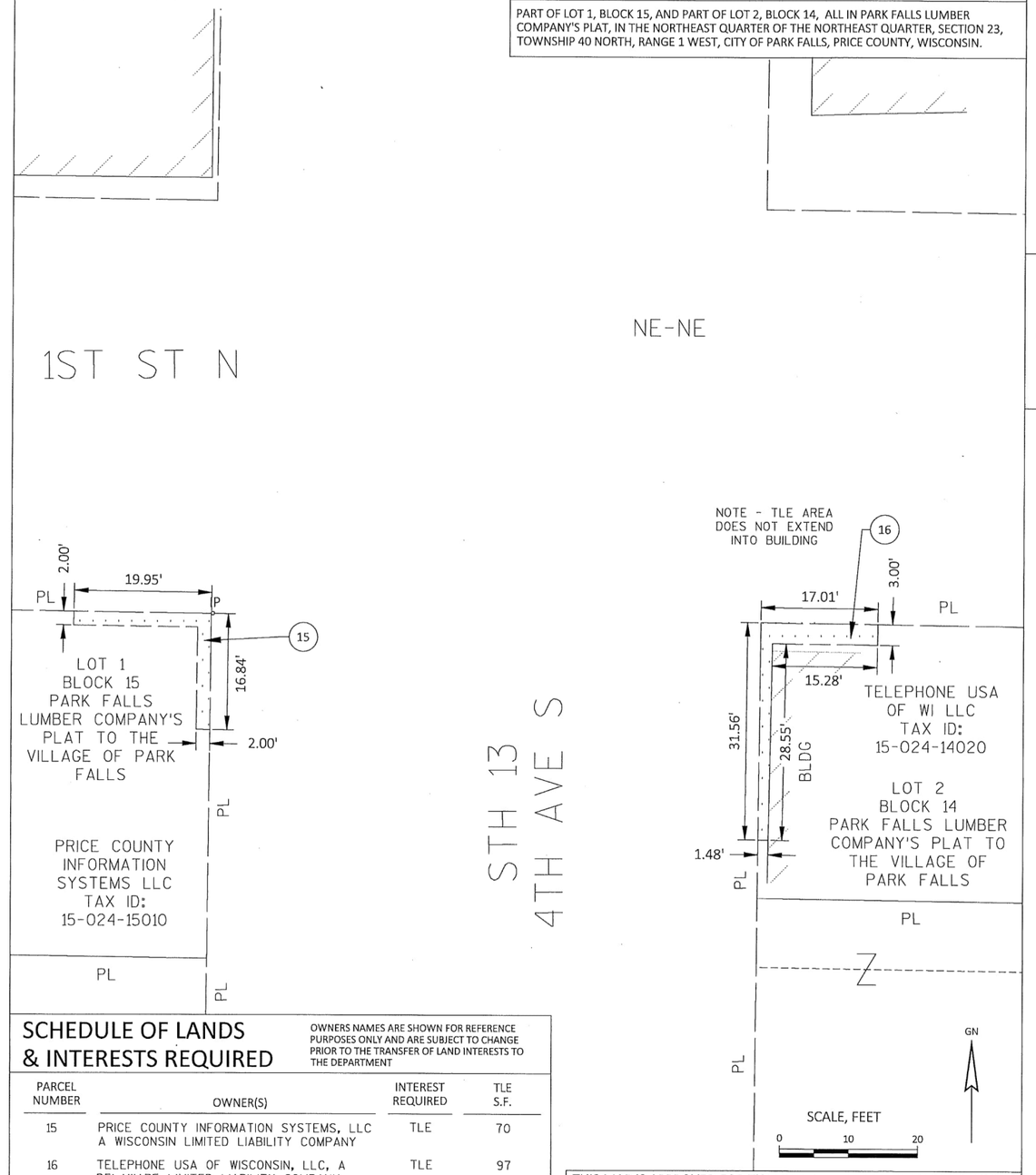
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 8

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK 15, AND PART OF LOT 2, BLOCK 14, ALL IN PARK FALLS LUMBER COMPANY'S PLAT, IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
15	PRICE COUNTY INFORMATION SYSTEMS, LLC A WISCONSIN LIMITED LIABILITY COMPANY	TLE	70
16	TELEPHONE USA OF WISCONSIN, LLC, A DELAWARE LIMITED LIABILITY COMPANY	TLE	97

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella 110

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

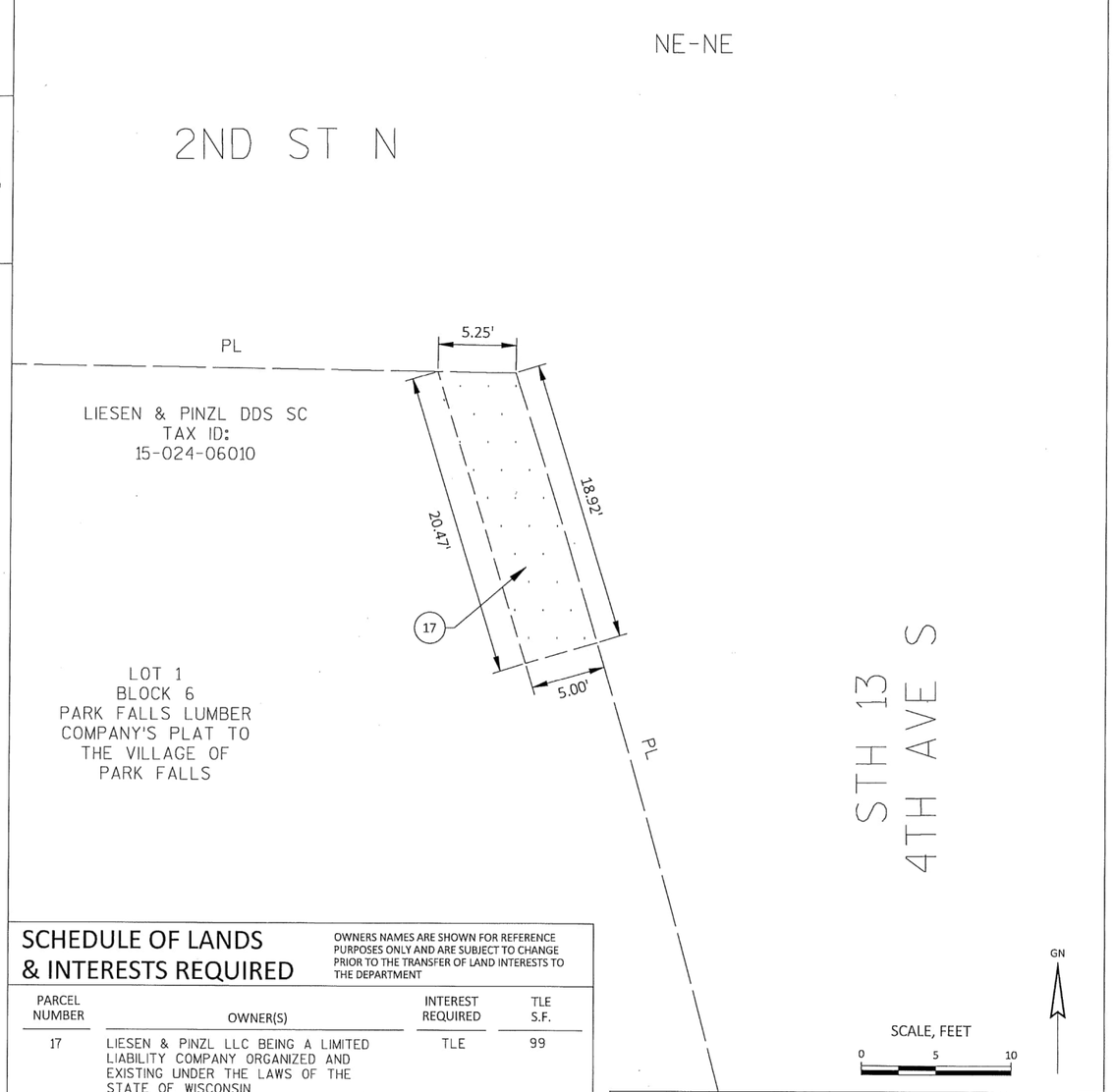
PURPOSE OF TLE IS GRADING.

R/W PROJECT NUMBER: 9931-02-22	SHEET NUMBER: 9

TLE ACQUISITION EXHIBIT
CITY OF PARK FALLS
NORTH FORK FLAMBEAU RIVER BRIDGE - 5TH ST N
STH 13 PRICE COUNTY

PART OF LOT 1, BLOCK 6, IN PARK FALLS LUMBER COMPANY'S PLAT, IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, ALL IN SECTION 23, TOWNSHIP 40 NORTH, RANGE 1 WEST, CITY OF PARK FALLS, PRICE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
17	LIESEN & PINZL LLC BEING A LIMITED LIABILITY COMPANY ORGANIZED AND EXISTING UNDER THE LAWS OF THE STATE OF WISCONSIN	TLE	99

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - WISCONSIN RAPIDS

SIGNATURE: Brent L Stella DATE: 12/20/22

PRINT NAME: Brent L Stella

FILE NAME : 00093626_STH13_PARKFALLS_TPP.DWG PLOT DATE : 11/17/2022 9:06 AM R/W PROJECT: 9931-02-22

4

NORTH FORK FLAMBEAU RIVER

LOWER DAM ROAD

COMMUNICATIONS (SPECTRUM)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

STA 1493+34 TO STA 1495+13
4-INCH BASE AGGREGATE DENSE 1-1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

STA 1495+12
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

STA 1497+75 TO STA 1499+25
4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

APPROX. R/W

PE
GRAVEL

STA 1497+78
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

STH 13

1484 1485 1486 N32°37'03"W 1487 1488 1489 1490 1491 1492 1493 1494 1495 1496 1497 1498

MATCH LINE STA 1499+00

PC: 1489+81.23

BEGIN PROJECT
STA 1489+63
MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

COMMUNICATIONS (CENTURYLINK)

PI STA = 1495+78.33
Y = 495736.16
X = 757749.79
DELTA = 29°12'20"
D = 2°30'00"
T = 597.10'
L = 1168.23'
R = 2291.83'
PC STA = 1489+81.23
Y = 495233.23
X = 758071.64
PT STA = 1501+50.25
Y = 496332.20
X = 757714.26

SEE CURB RAMP DETAILS (TYP.)

MATCH EXISTING
STA 1495+66.5, 92.2' RT
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

BM 323

APPROX. R/W

BURIED ELECTRIC (XCEL ENERGY)

GAS (XCEL ENERGY)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

STA 1498+00.0, 31.5' RT

STA 1498+00.0, 36.5' RT

12TH STREET S

STA 1496+25 TO STA 1499+58
CONSTRUCTION STAKING SIDEWALK
4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH

MATCH LINE STA 1499+00

5

5

N

N

▲ CONTROL POINTS

NO.	STATION	DESCRIPTION	Y	X
CP 9	1503+24.06, 29.35' LT	IRON ROD	496,503.96	757,674.61

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 323	1495+98.60, 75.59' RT	HYDRANT TOP	1494.39
BM 546	1503+99.76, 90.56' LT	HYDRANT TOP	1504.04

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

STA 1504+12
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

COMMUNICATIONS (CENTURYLINK)

GAS (XCEL ENERGY)

STA 1513+52
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

APPROX. R/W

BM 546

PT: 1501+50.25

CE
ASPHALT

CP 9

CE
ASPHALT

CE
ASPHALT

CE
ASPHALT

CE
GRAVEL

CE
ASPHALT

STA 1499+22
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

STH 13

1499 1500 1501 1502 1503 1504 1505 1506 1507 N3°24'43"W 1508 1509 1510 1511 1512 1513

MATCH LINE STA 1499+00

MATCH LINE STA 1514+00

CE
ASPHALT

PE
ASPHALT

FE
ASPHALT

CE
ASPHALT

APPROX. R/W

STA BACK = 1501+49.46

STA AHEAD = 1501+50.25

SEE CURB RAMP DETAILS (TYP.)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

STA 1505+71
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS,
SIGN POST BOX OUT REQUIRED

COMMUNICATIONS (CENTURYLINK)

MATCH EXISTING
STA 1499+58.3, 31.5' RT

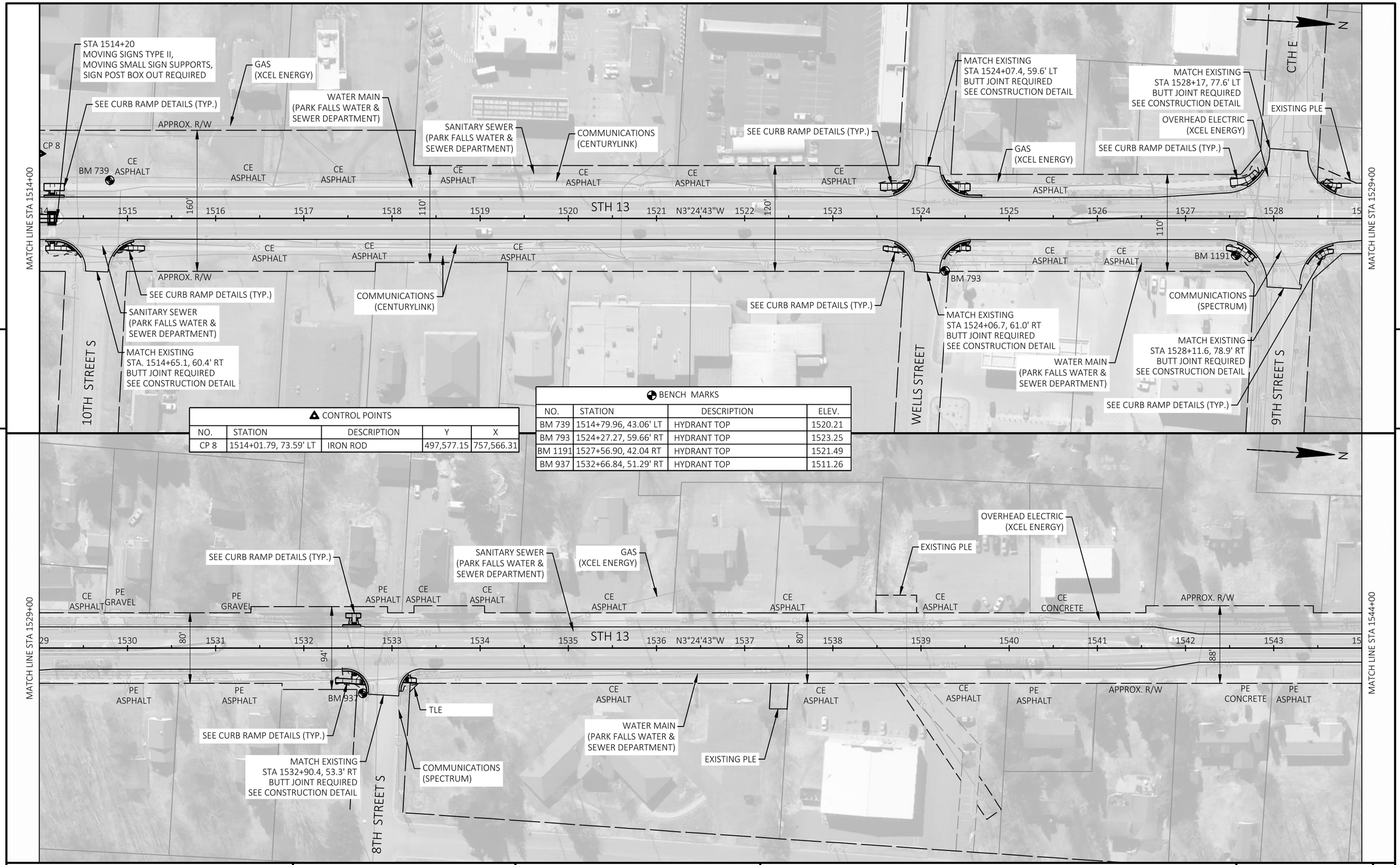
MATCH EXISTING
STA 1499+58.3, 36.5' RT

STA 1504+10 TO STA 1505+75
4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

STA 1513+50 TO STA 1514+20
4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

STA 1497+75 TO STA 1499+25
4-INCH BASE AGGREGATE DENSE 1 1/4"
CONCRETE SIDEWALK 4-INCH
COLORING CONCRETE CUSTOM
STAMPING COLORED CONCRETE

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PLAN	SHEET 112	E



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CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
CP 8	1514+01.79, 73.59' LT	IRON ROD	497,577.15	757,566.31

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM 739	1514+79.96, 43.06' LT	HYDRANT TOP	1520.21
BM 793	1524+27.27, 59.66' RT	HYDRANT TOP	1523.25
BM 1191	1527+56.90, 42.04 RT	HYDRANT TOP	1521.49
BM 937	1532+66.84, 51.29' RT	HYDRANT TOP	1511.26

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PLAN	SHEET 113	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn
PLOT DATE : 7/31/2024 1:29 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

PI STA = 1549+86.30
Y = 501159.68
X = 757426.45
DELTA = 4°00'00"
D = 2°00'00"
T = 100.04'
L = 200.00'
R = 2864.79'
PC STA = 1548+86.26
Y = 501059.82
X = 757432.40
PT STA = 1550+86.26
Y = 501259.72
X = 757427.48

MATCH LINE STA 1544+00

MATCH LINE STA 1559+00

MATCH LINE STA 1559+00

MATCH LINE STA 1574+00

STH 13

1ST STREET S

2ND STREET S

3RD STREET S

4TH STREET S

5TH STREET S

STH 182

DIVISION STREET

1ST STREET N

N3°24'43"W

N0°35'17"E

N0°35'17"E

APPROX. R/W

APPROX. R/W

APPROX. R/W

80'

80'

PC: 1548+86.26

PT: 1550+86.26

PC: 1573+63.98

GAS (XCEL ENERGY)

OVERHEAD ELECTRIC (XCEL ENERGY)

WATER MAIN (PARK FALLS WATER & SEWER DEPARTMENT)

SANITARY SEWER (PARK FALLS WATER & SEWER DEPARTMENT)

CITY OF PARK FALLS (LIGHTING)

OVERHEAD ELECTRIC (XCEL ENERGY)

COMMUNICATIONS (PRICE COUNTY TELEPHONE)

CE ASPHALT

CE GRAVEL

PE ASPHALT

PE CONCRETE

CE CONCRETE

SEE CURB RAMP DETAILS (TYP.)

TLE

CP 1

CP 2

CP 3

CP 4

CP 5

CP 6

CP 7

CP 2189

BM 2023

BM 2254

BM 3512

BM 2624

BM 2656

MATCH EXISTING STA 1550+46.8, 46' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1554+00, 46.7' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1553+98.7, 44.7' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1558+12.9, 47.5' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1558+10.9, 48.1' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1561+70.9, 50.4' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1561+71.9, 45.1' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1565+29.8, 49.4' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1565+30.2, 96.4' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1568+93.4, 43.1' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1568+92.4, 50' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1572+49.7, 47' LT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCH EXISTING STA 1572+49.8, 39.8' RT BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

SEE CONSTRUCTION DETAIL

STA 1568+69 MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS, SIGN POST BOX OUT REQUIRED

STA 1569+16 MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS, SIGN POST BOX OUT REQUIRED

STA 1572+28 MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

ADJUSTING PULL BOXES

▲ CONTROL POINTS

NO.	STATION	DESCRIPTION	Y	X
CP 2	1550+85.72, 24.68' RT	3/4" IRON ROD	501,258.93	757,452.15
CP 1	1554+38.71, 25.63' RT	3/4" IRON ROD	501,611.88	757,456.72
CP 3	1557+73.09, 31.17' LT	3/4" IRON ROD	501,946.83	757,403.36
CP 6	1561+37.84, 28.11' LT	3/4" IRON ROD	502,311.52	757,410.16
CP 2189	1564+98.05, 36.76' LT	IRON ROD	502,671.81	757,405.21
CP 5	1565+04.86, 90.15' RT	3/4" IRON ROD	502,677.31	757,532.18
CP 4	1569+33.21, 23.73' RT	3/4" IRON ROD	503,106.33	757,470.17
CP 7	1572+15.29, 27.42' LT	3/4" IRON ROD	503,388.91	757,421.92

◔ BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 2023	1514+79.96, 43.06' LT	HYDRANT TOP	1520.21
BM 2254	1562+33.95, 29.40 RT	HYDRANT TOP	1514.19
BM 3512	1565+78.35, 53.28' RT	HYDRANT TOP	1515.50
BM 2624	1569+14.05, 46.06' RT	HYDRANT TOP	1514.40
BM 2656	1572+06.23, 29.48' RT	HYDRANT TOP	1510.68

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PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PLAN	SHEET 114	E

FILE NAME : G:\00\00093\00093626\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

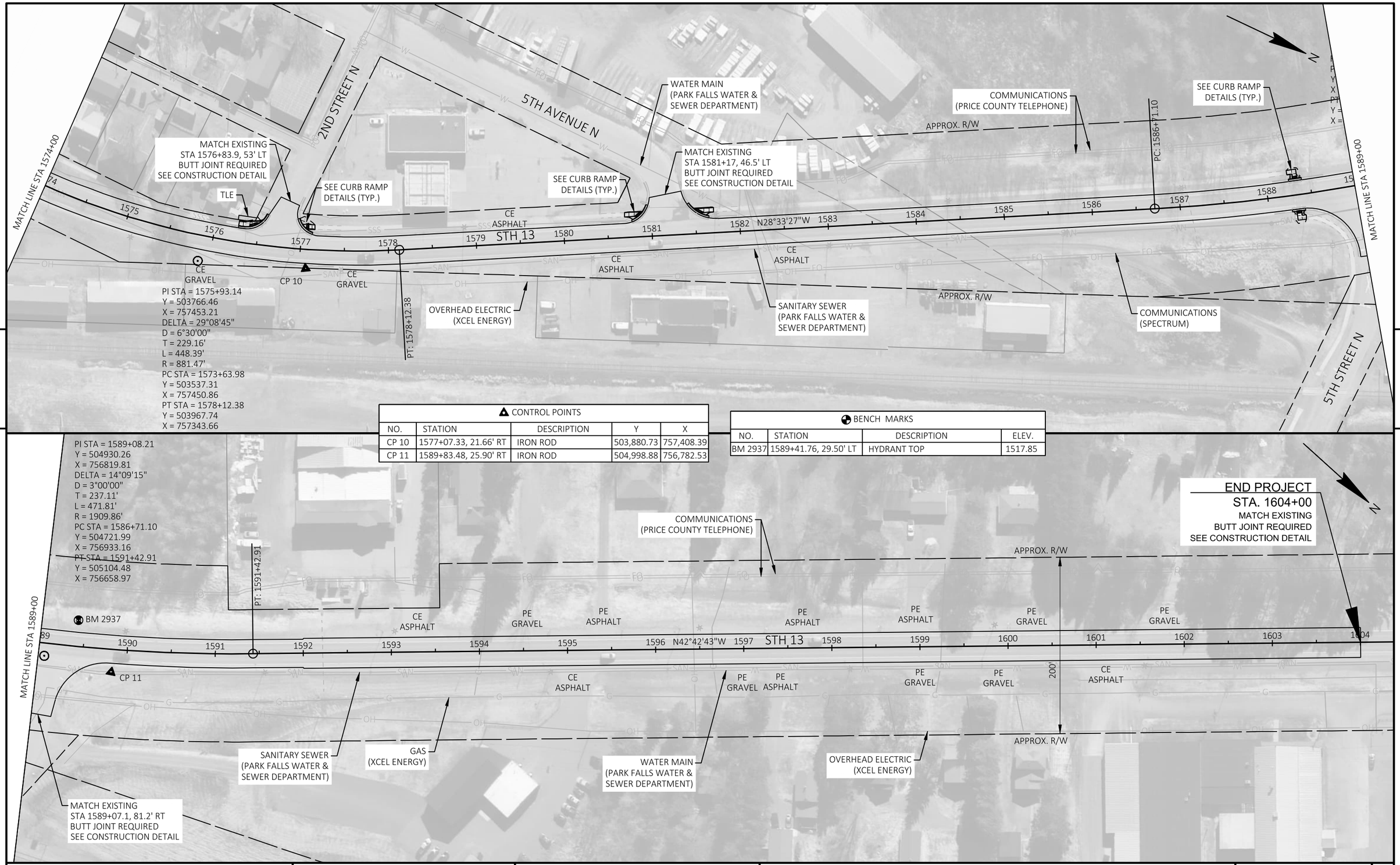
PLOT DATE : 7/31/2024 1:29 PM

PLOT BY : SHAWN DOLENS

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



CONTROL POINTS				
NO.	STATION	DESCRIPTION	Y	X
CP 10	1577+07.33, 21.66' RT	IRON ROD	503,880.73	757,408.39
CP 11	1589+83.48, 25.90' RT	IRON ROD	504,998.88	756,782.53

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM 2937	1589+41.76, 29.50' LT	HYDRANT TOP	1517.85

PROJECT NO: 9931-02-72	HWY: STH 13	COUNTY: PRICE	PLAN	SHEET 115	E

Standard Detail Drawing List

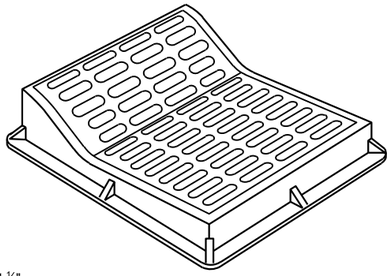
08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-03	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09I	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E12-01E	GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

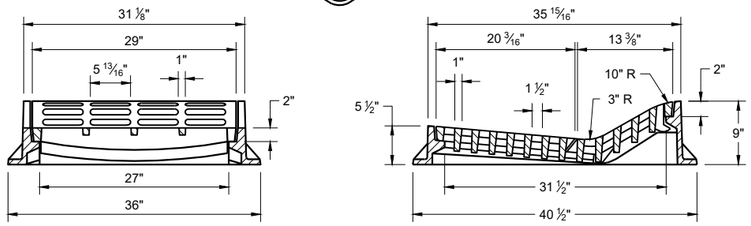
6

GENERAL NOTES

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

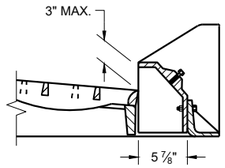
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

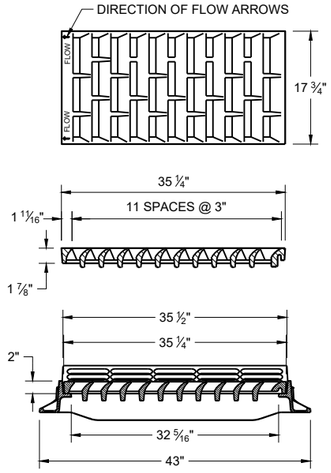


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

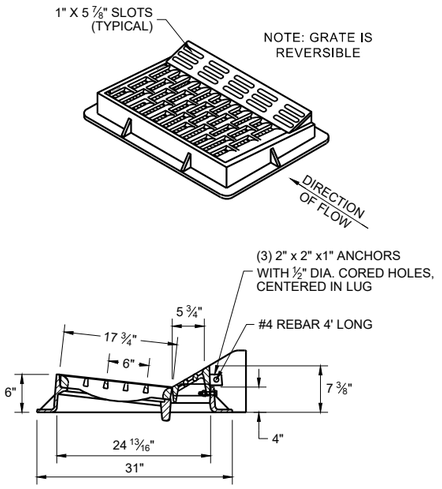
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



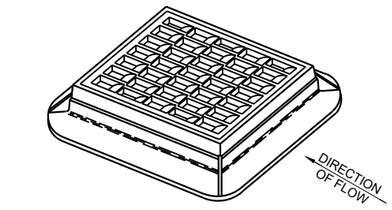
TYPE "HM"

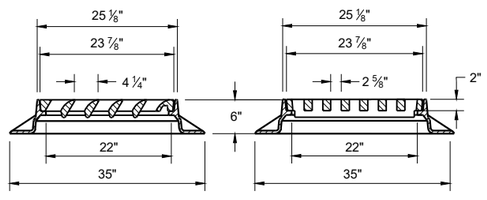
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



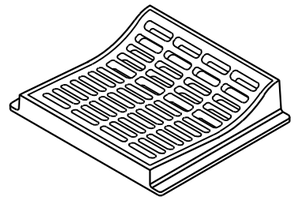
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

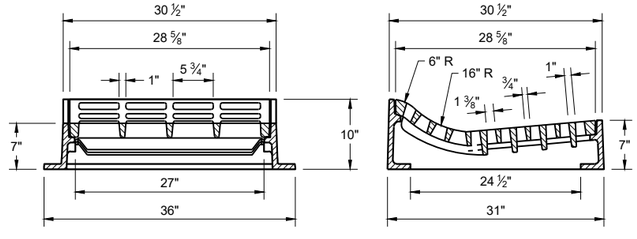
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

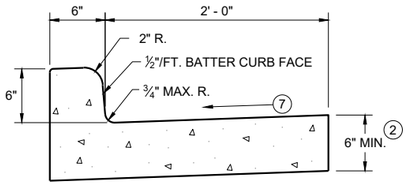
INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

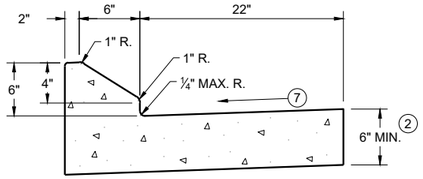
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

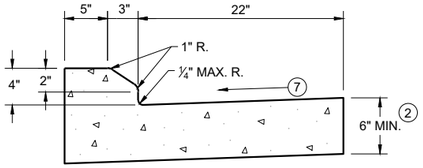
6
SDD 08A05-21c



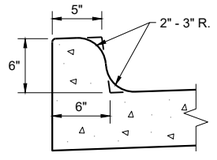
TYPES A (1) & D



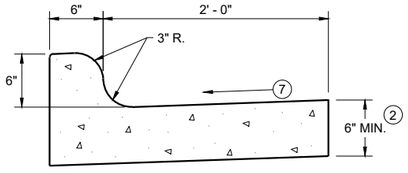
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

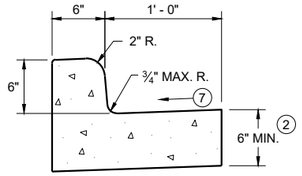


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



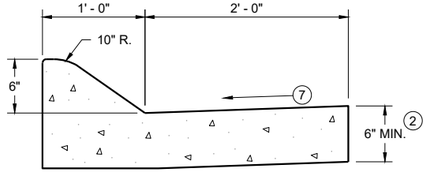
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

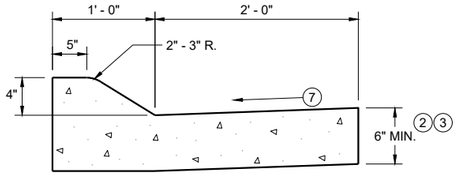


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

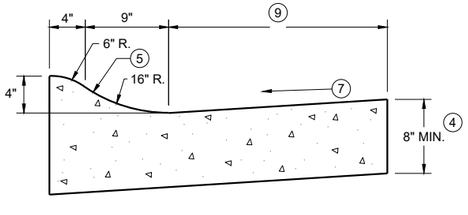


6" SLOPED CURB TYPES A (1) & D



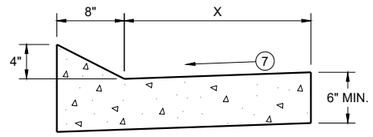
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

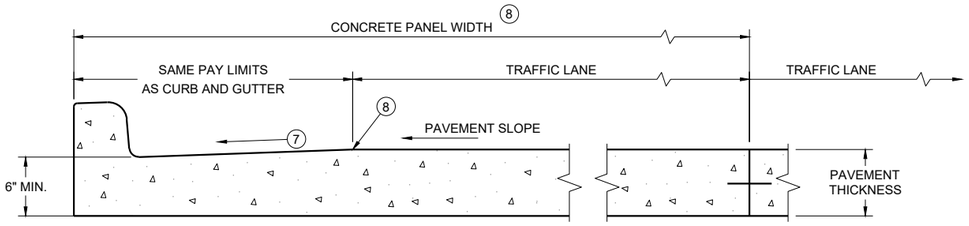


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

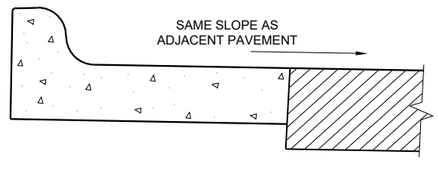
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

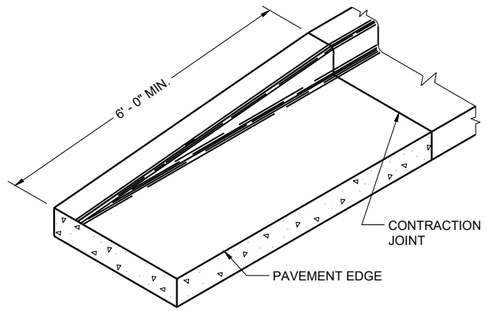
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

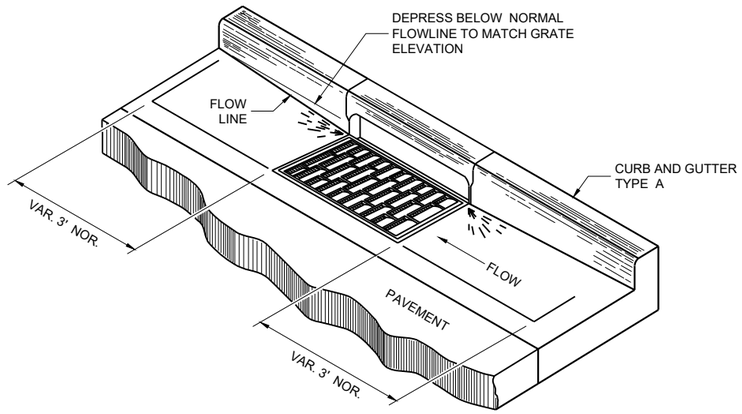
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

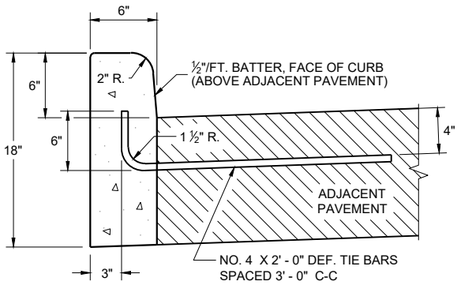
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

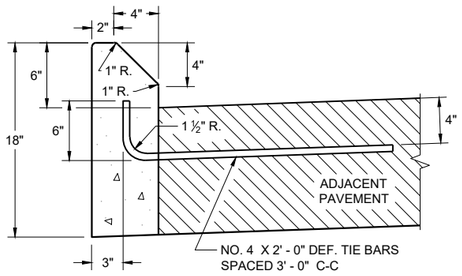
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

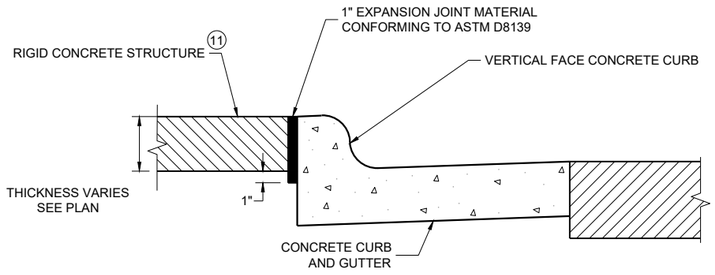


TYPES A (1) & D

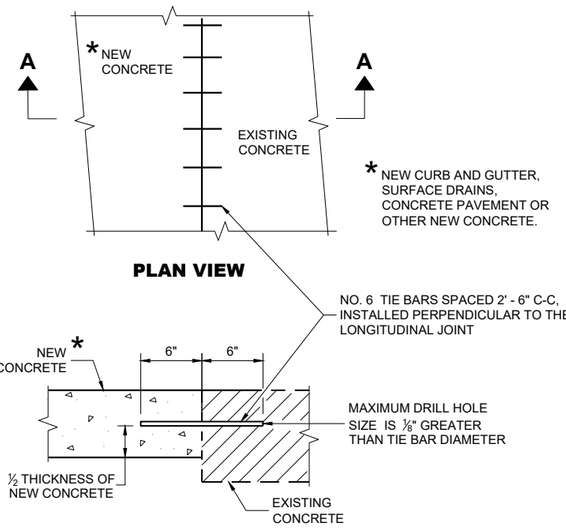


TYPES G (1) & J

CONCRETE CURB



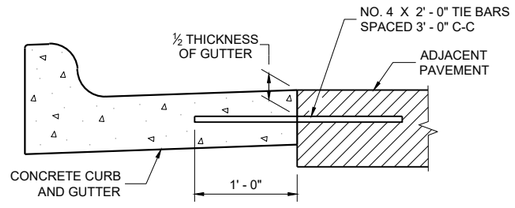
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



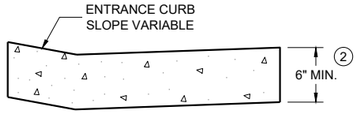
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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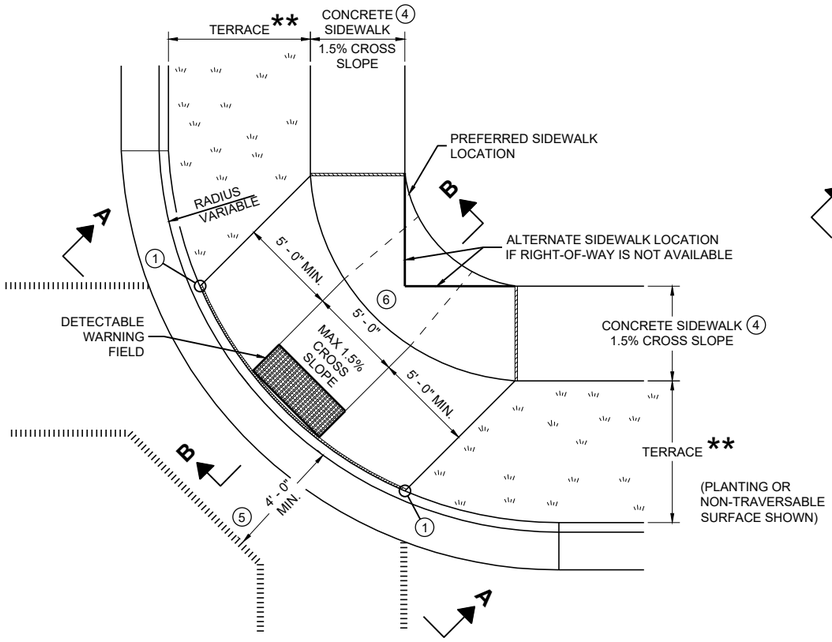
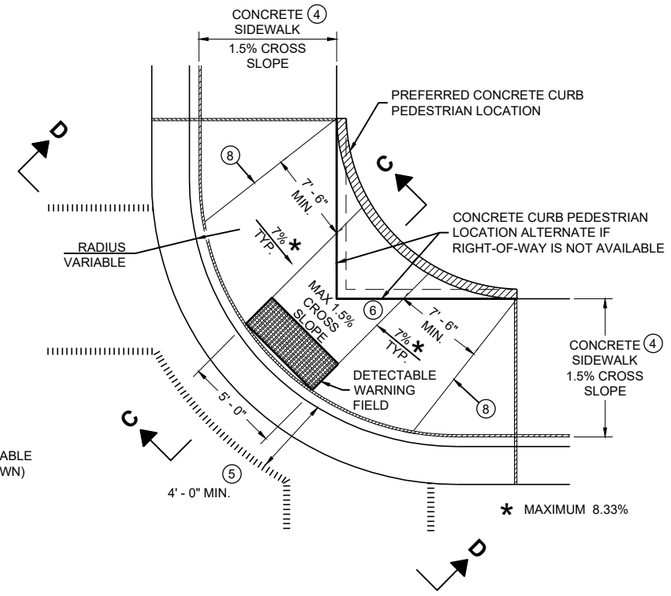
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

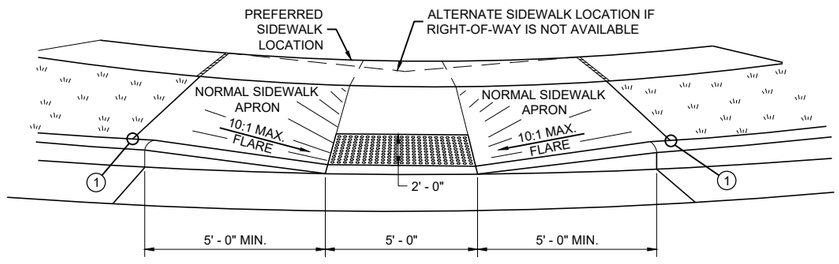
(CENTER OF CORNER RADIUS)



PLAN VIEW

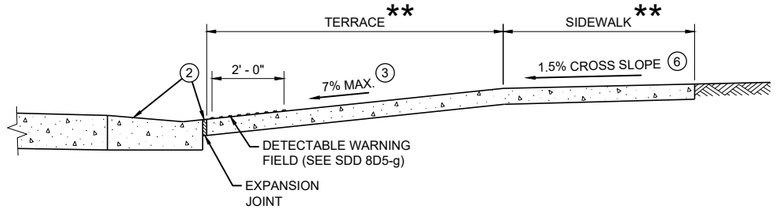
CURB RAMP TYPE 1 - A

(NO TERRACE)

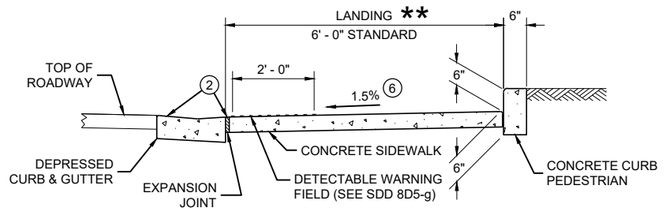


VIEW A - A FOR TYPE 1

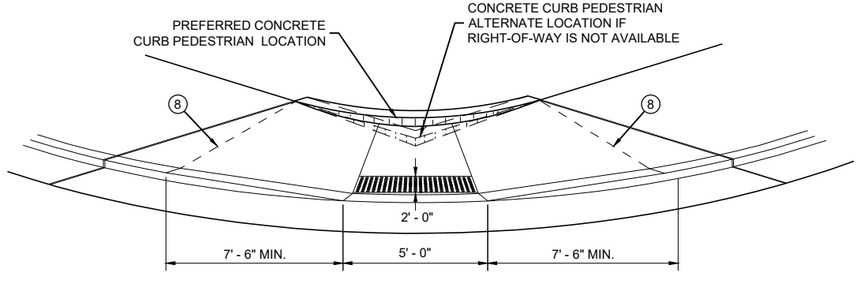
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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 ½ - 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

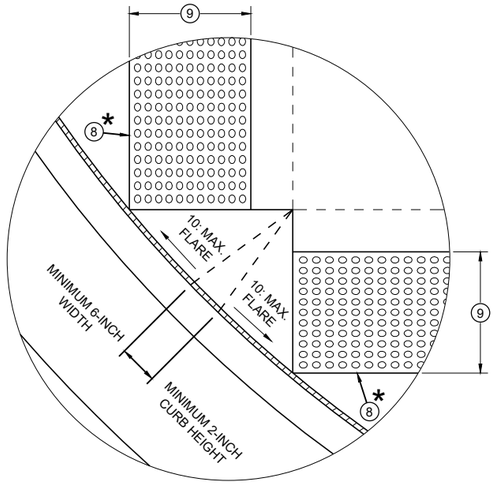
LEGEND

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

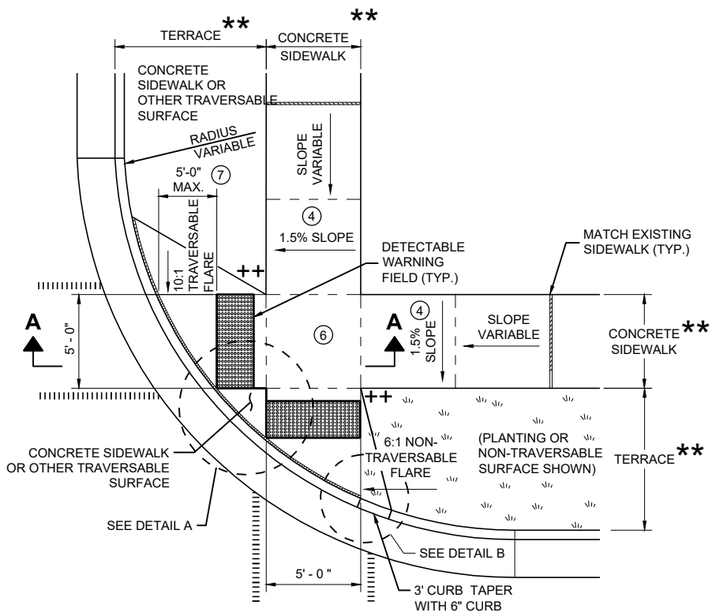
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

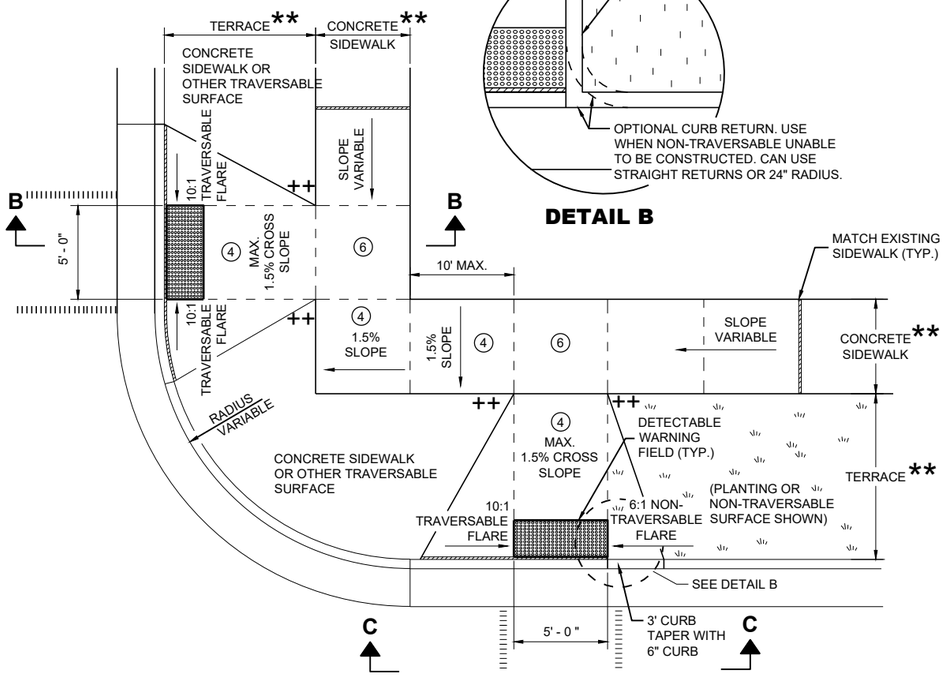
6
SDD 08D05-21a



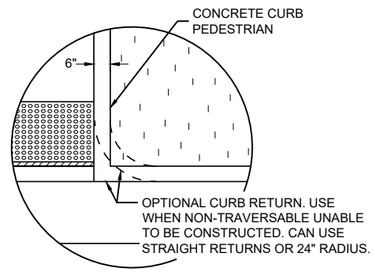
DETAIL A



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



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



DETAIL B

GENERAL NOTES

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

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

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

(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.

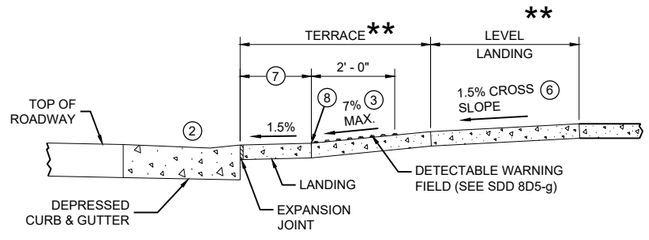
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

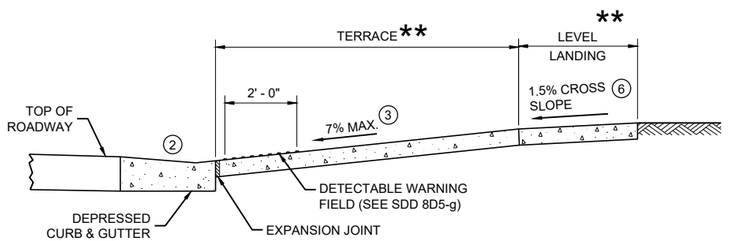


SECTION A - A FOR TYPE 2

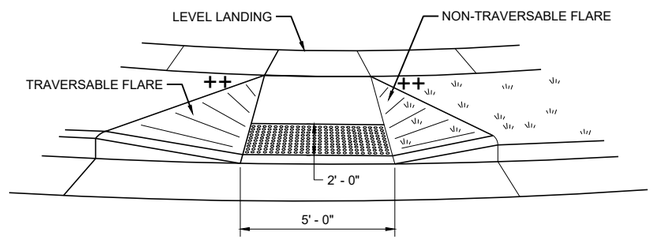
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



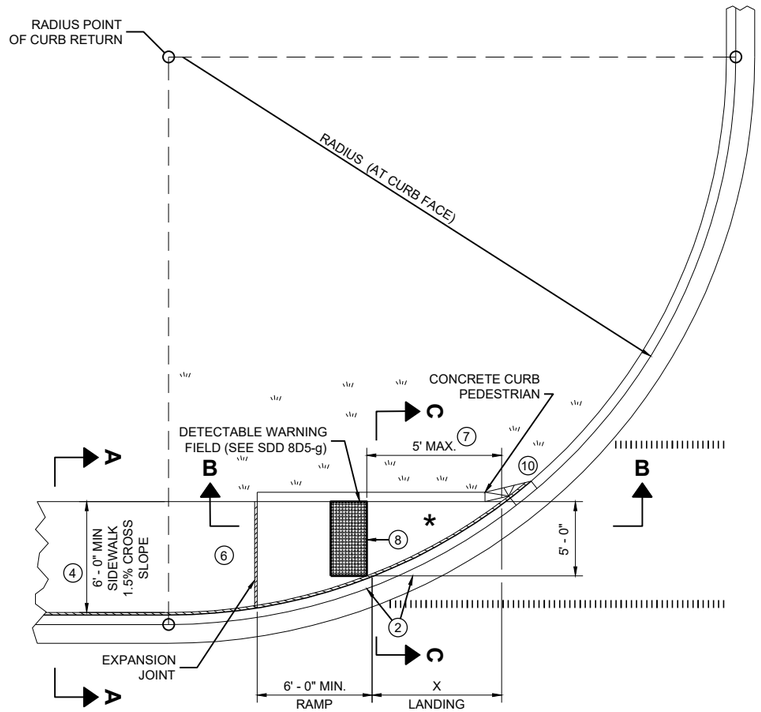
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

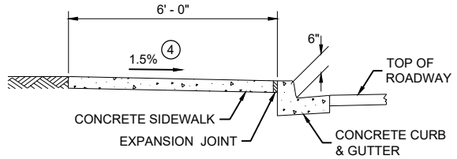


PLAN VIEW

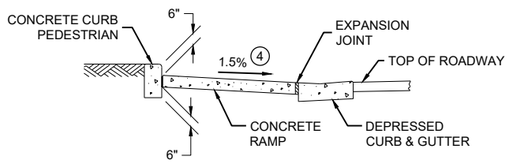
CURB RAMP TYPE 4A

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

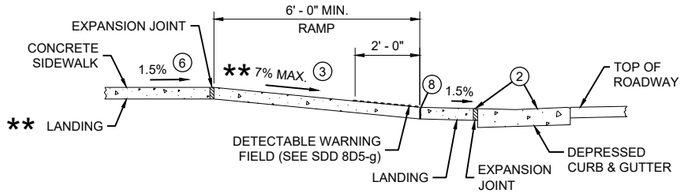
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



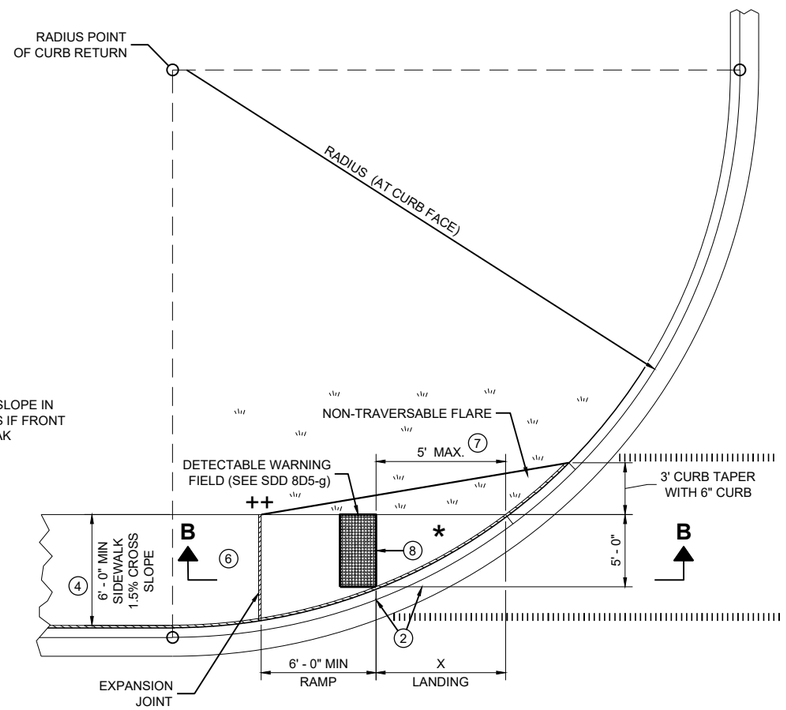
SECTION C - C FOR TYPE 4A



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

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

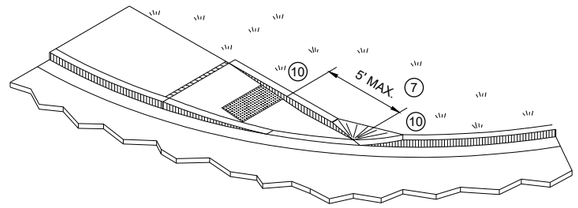
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



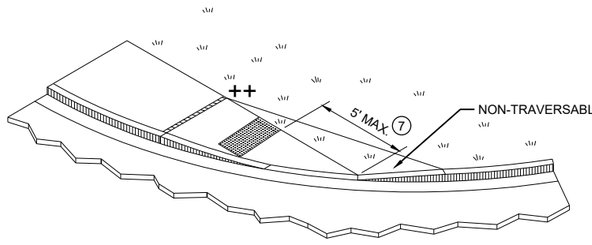
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

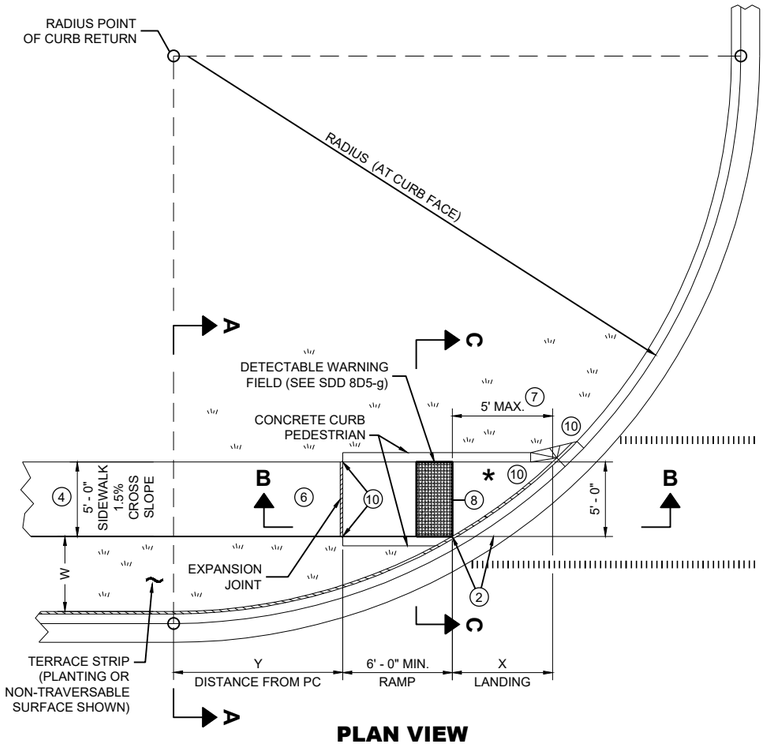
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

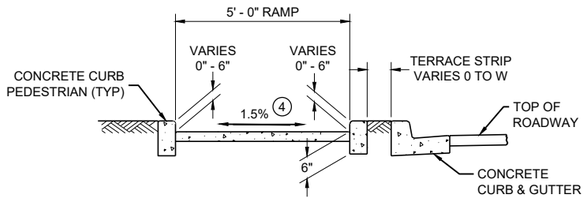
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

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.

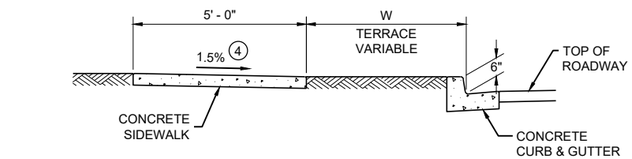
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

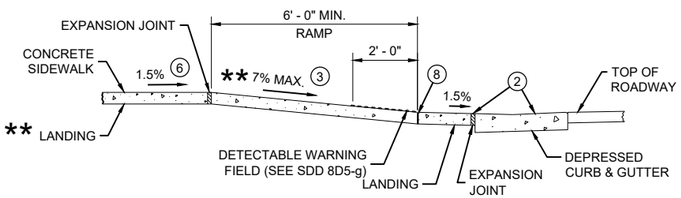
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



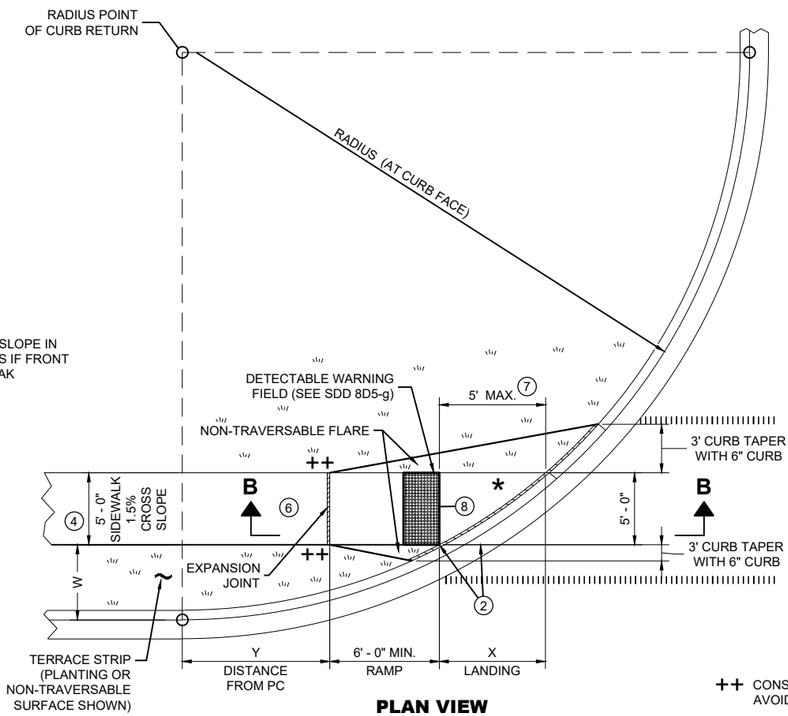
SECTION A - A FOR TYPE 4B



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

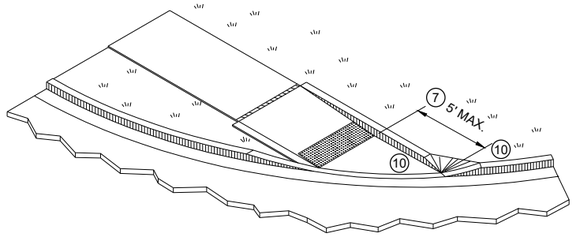
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

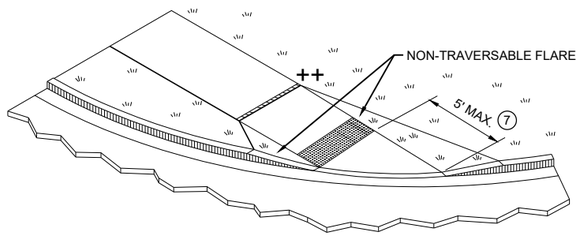


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B

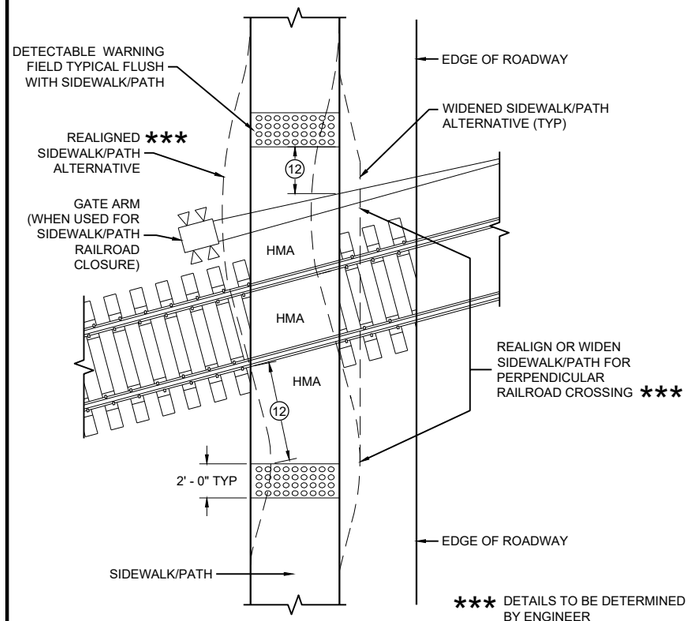


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

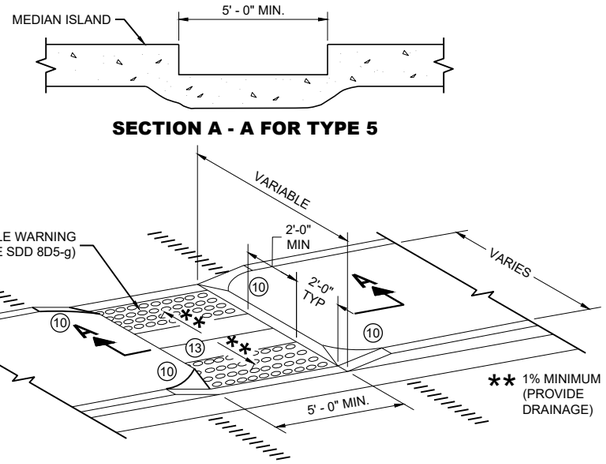
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

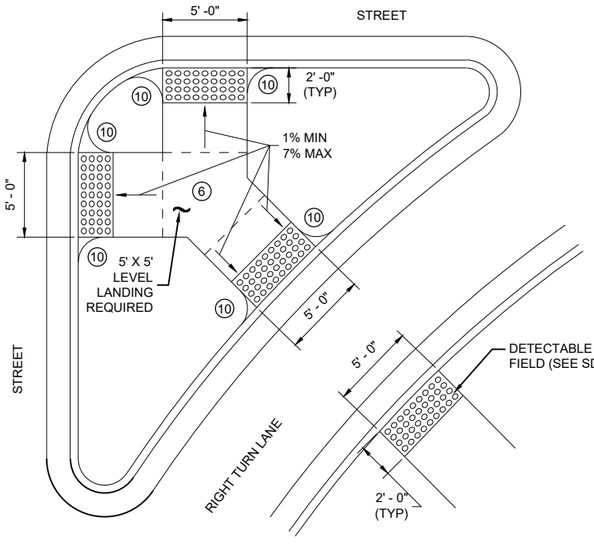
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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

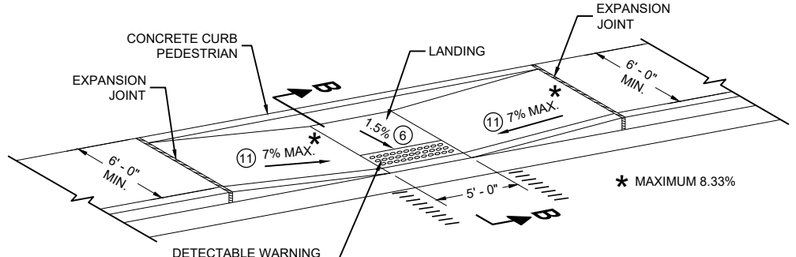
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

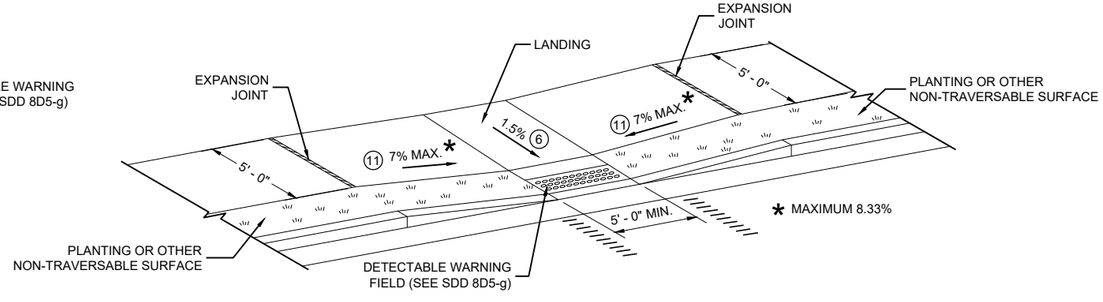
DETECTABLE WARNING AT ISLANDS

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



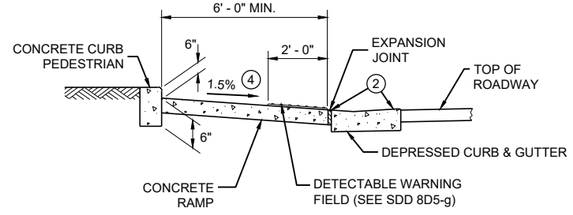
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



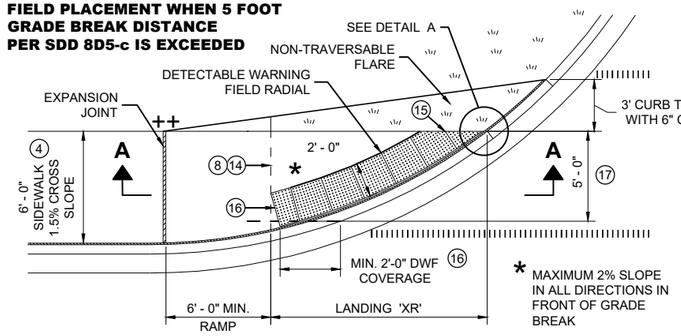
SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

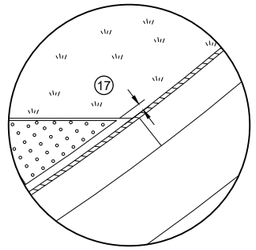
SDD 08D05-21e

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

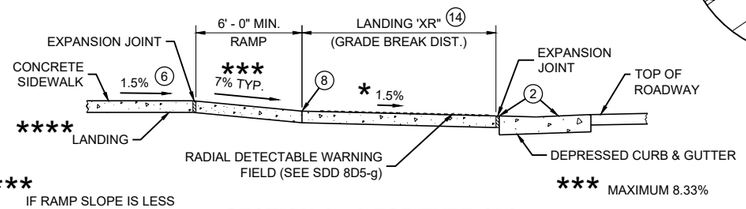


PLAN VIEW

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

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.

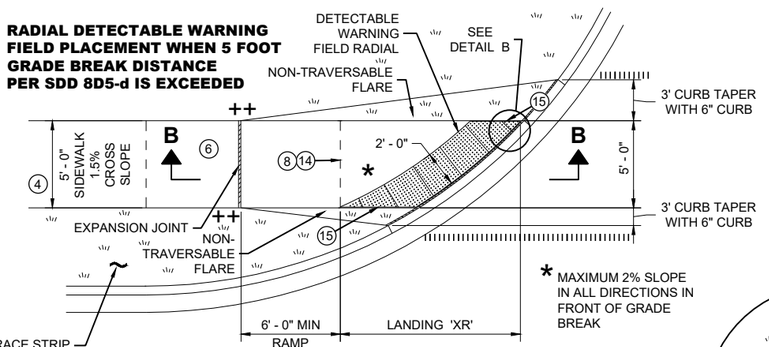
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

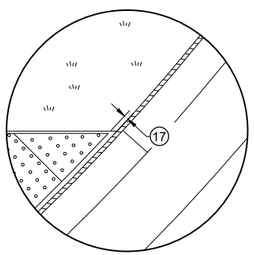
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

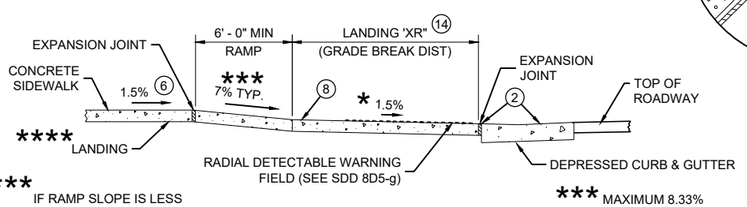


PLAN VIEW

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



DETAIL B

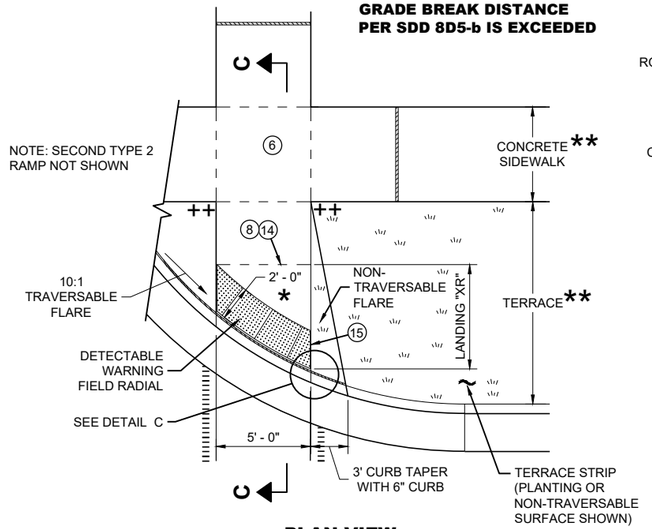


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

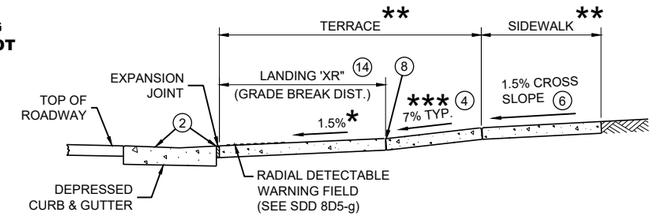
SECTION B - B FOR TYPE 4B1

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

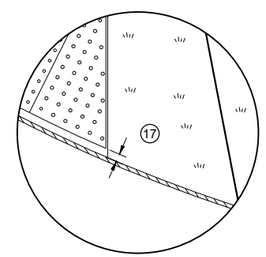


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

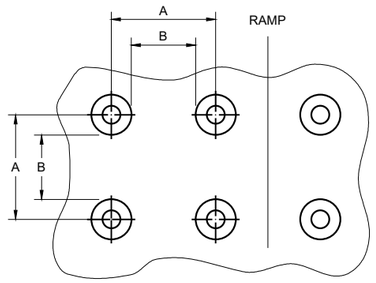
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

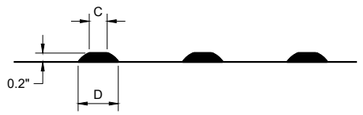
SDD 08D05-21f

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

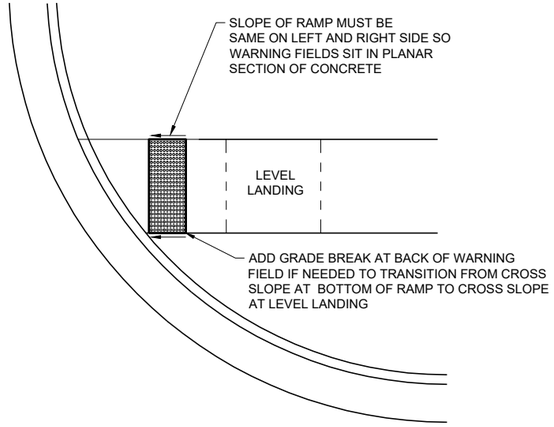
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

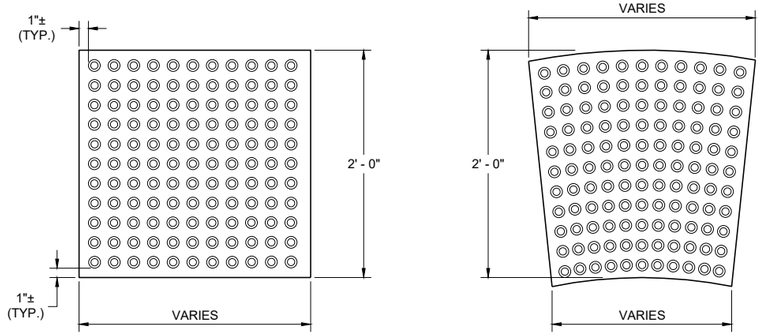
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

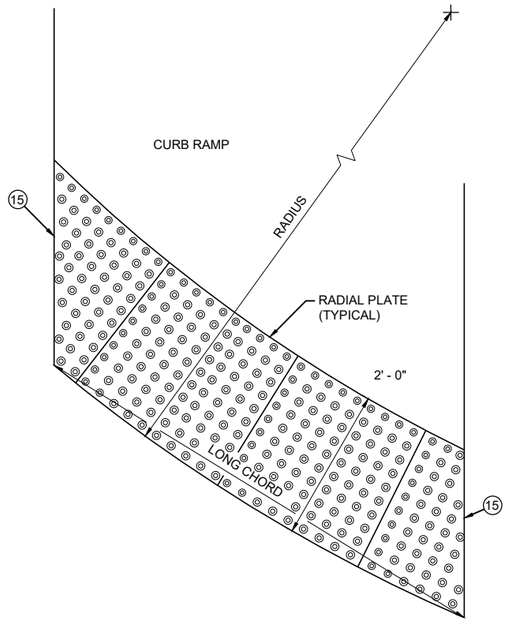
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



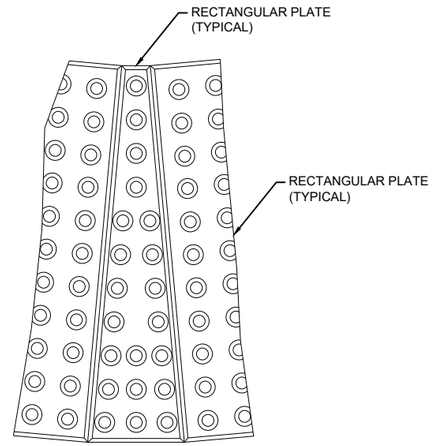
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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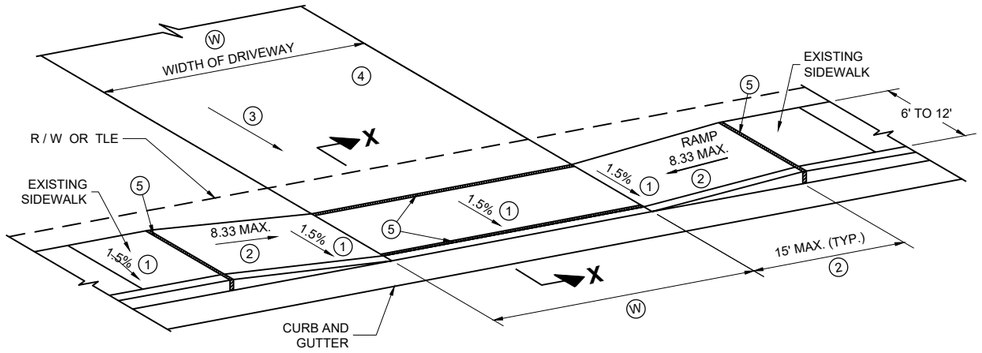
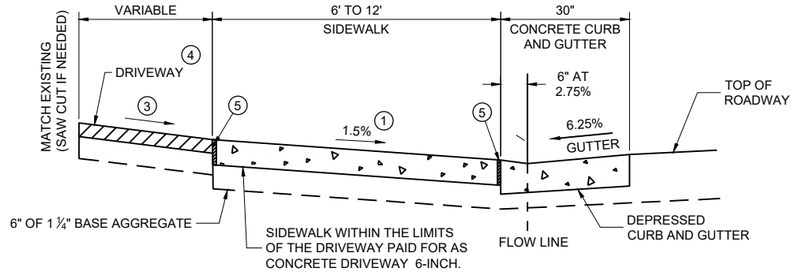
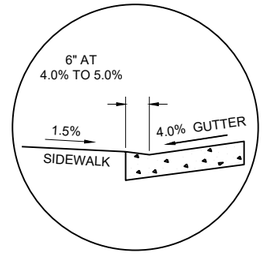
SDD 08D05-21g



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



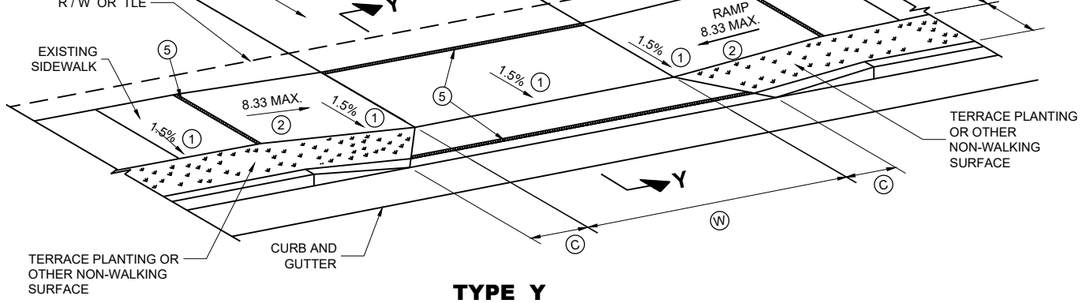
SECTION X - X
4% GUTTER SLOPE

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

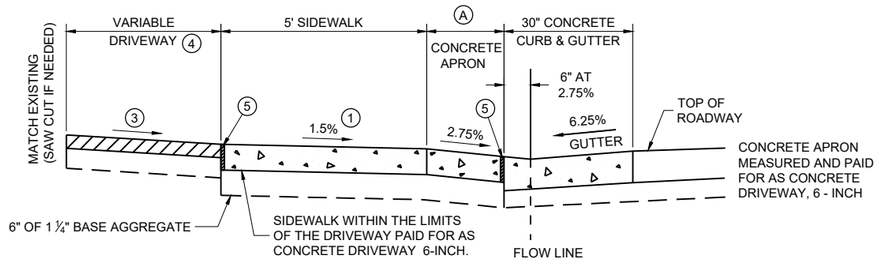
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

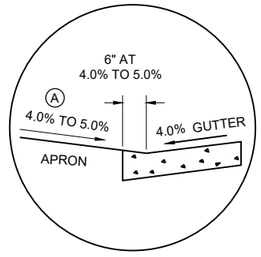


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

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

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.

Ⓦ 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. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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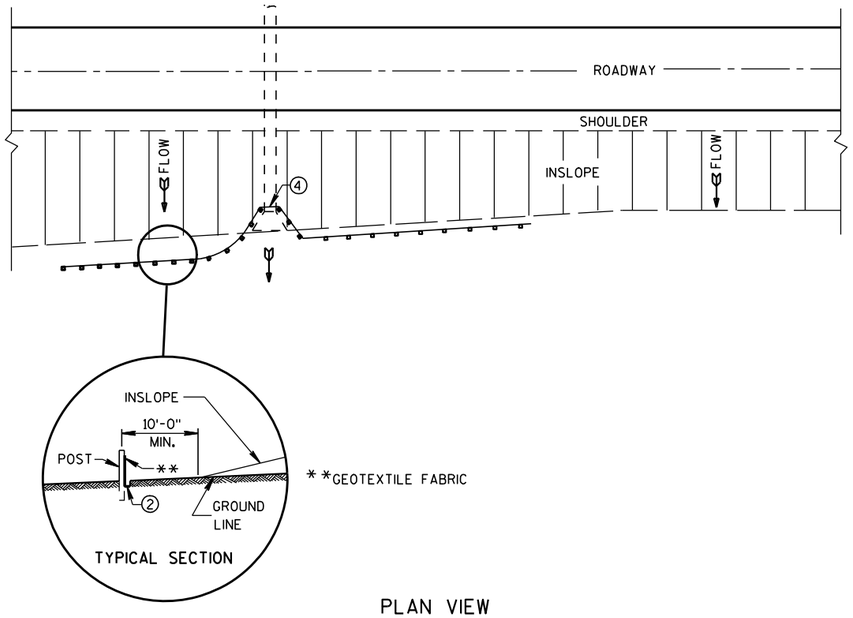
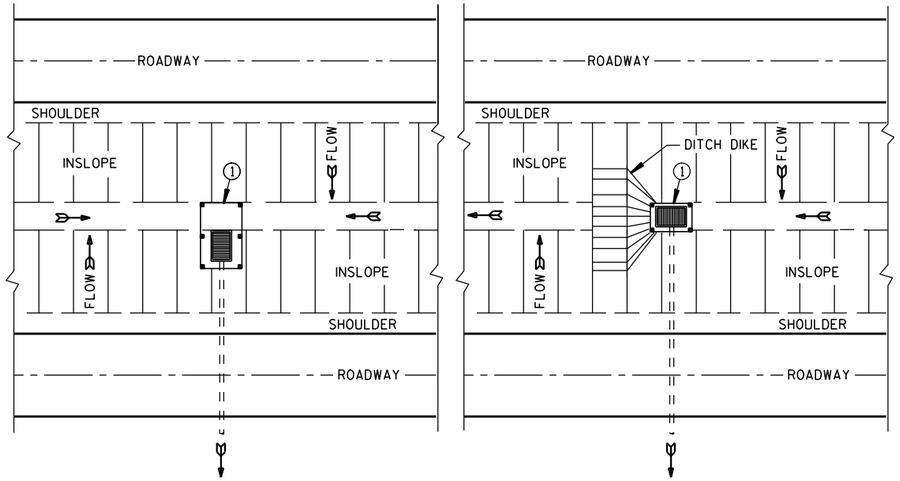
SDD 08D18-04



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



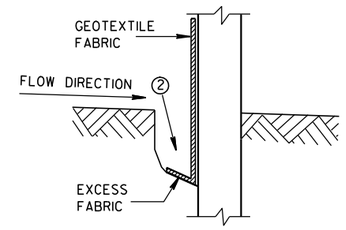
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

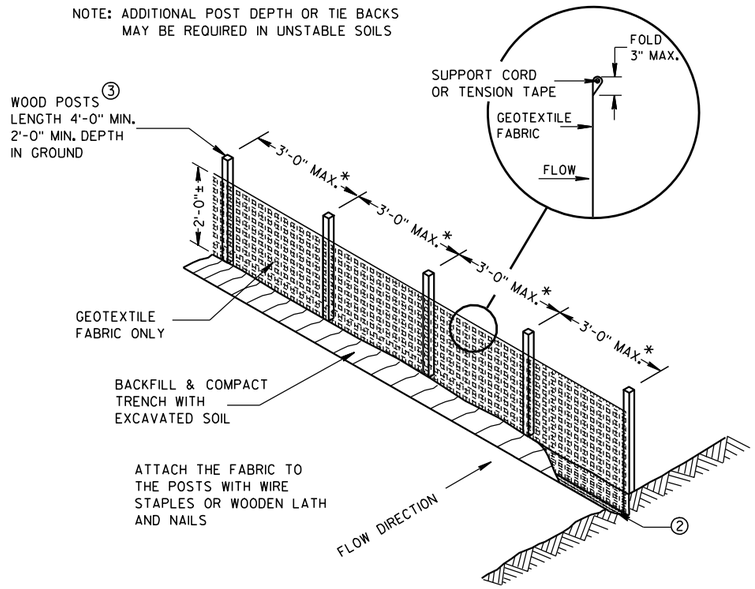
GENERAL NOTES

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

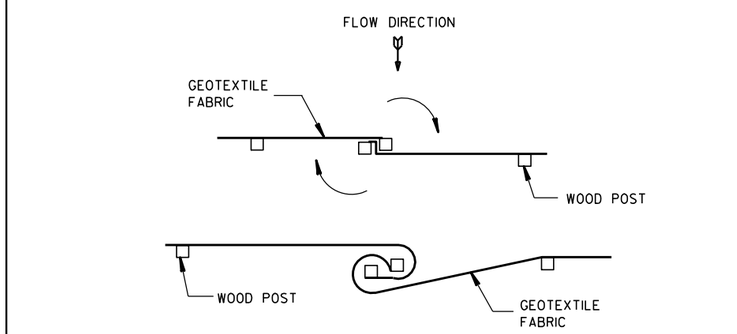
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



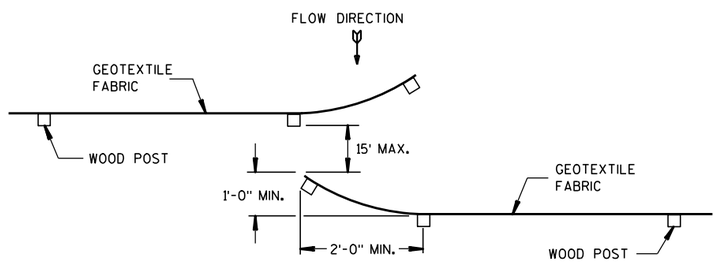
TRENCH DETAIL



SILT FENCE

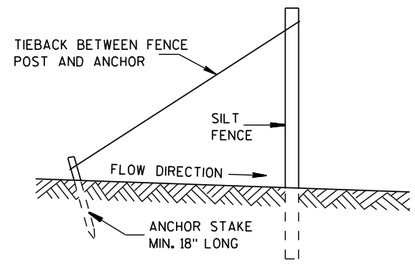


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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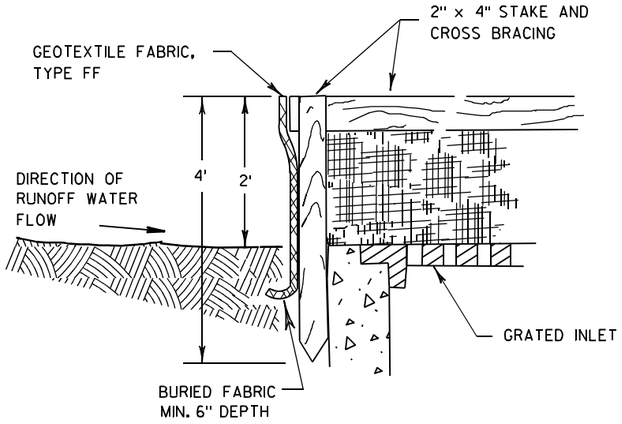
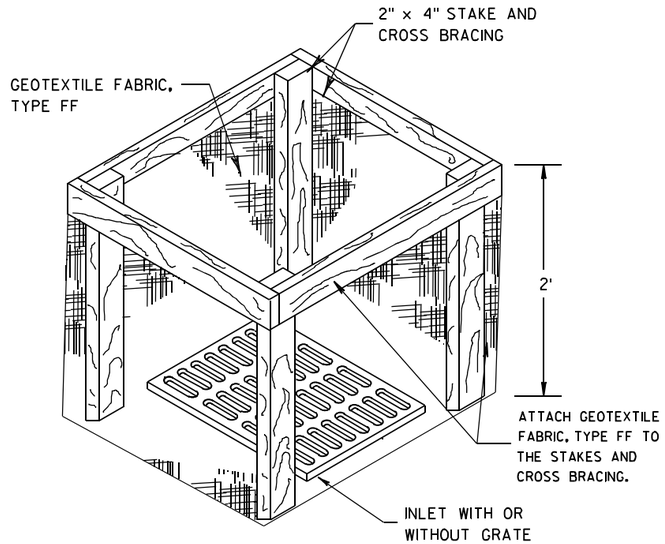
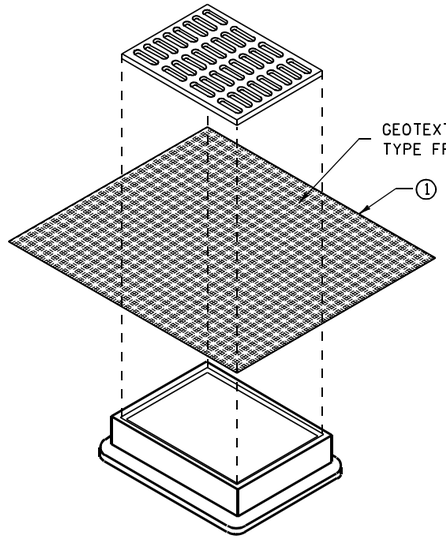
S.D.D. 8 E 9-6



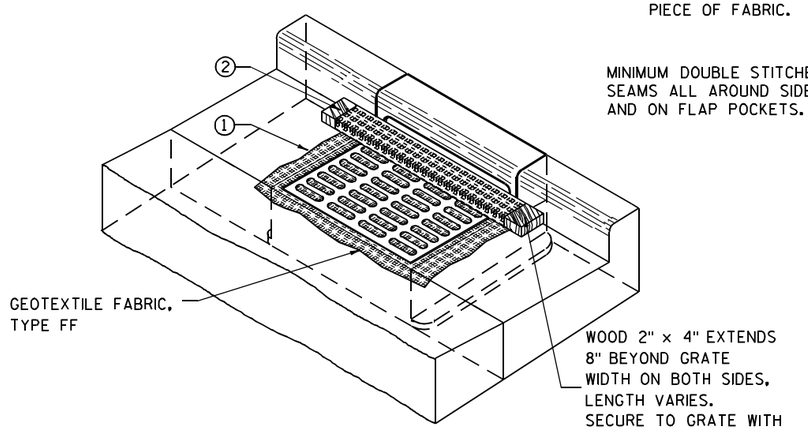


INLET PROTECTION, TYPE A

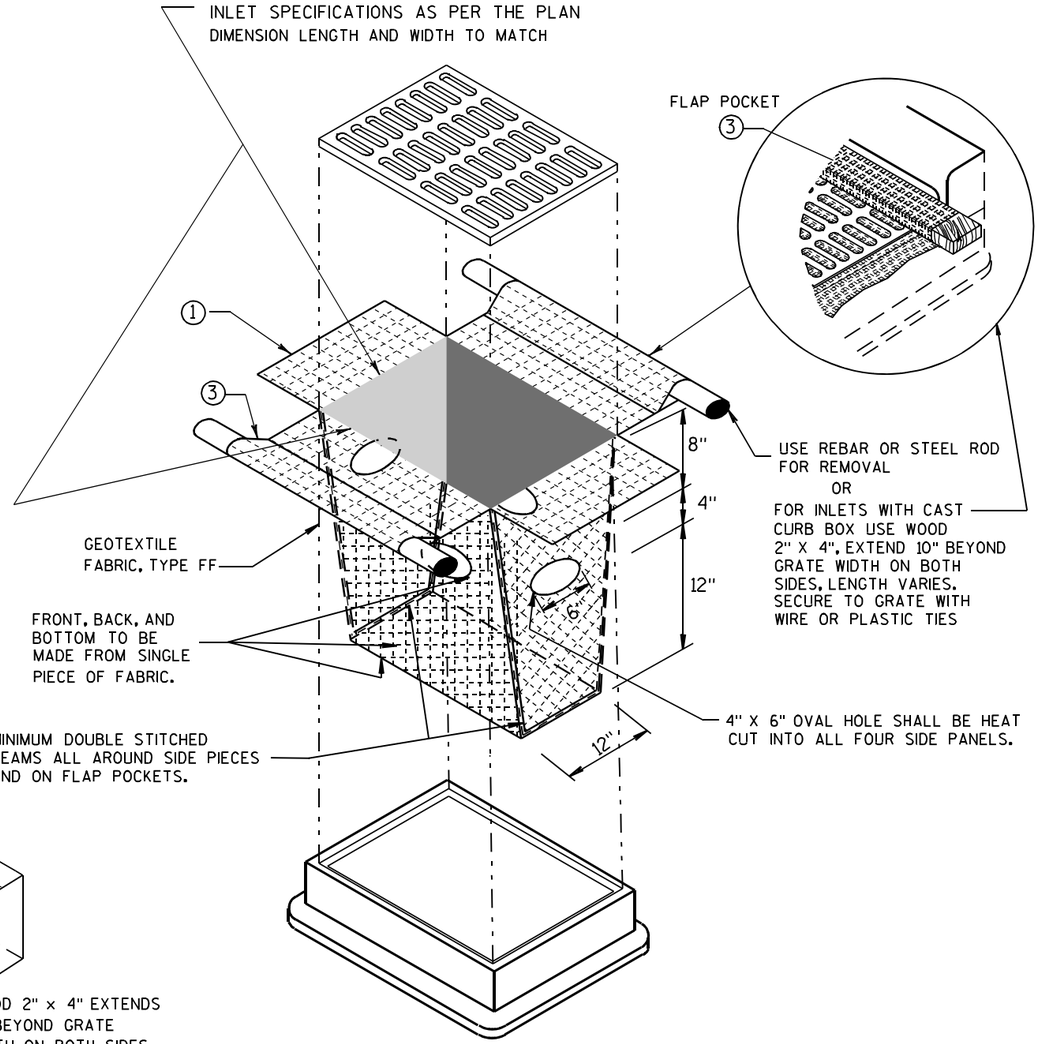


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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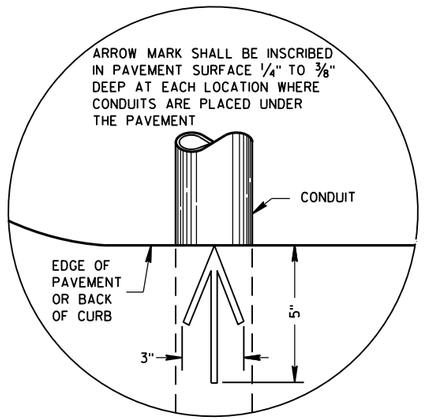
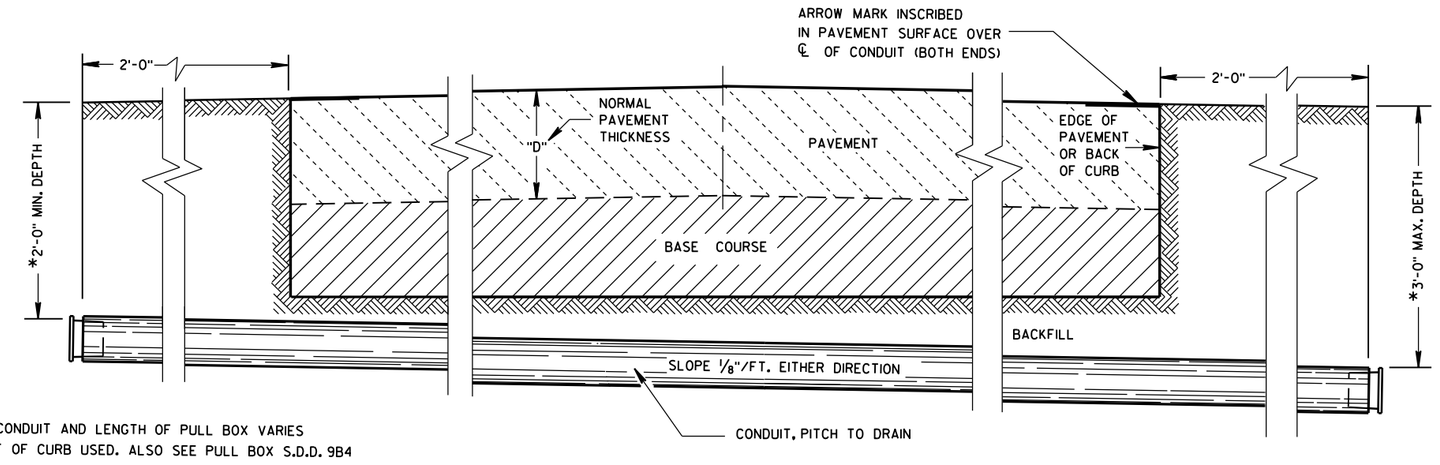
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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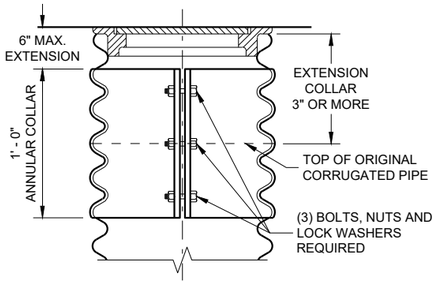
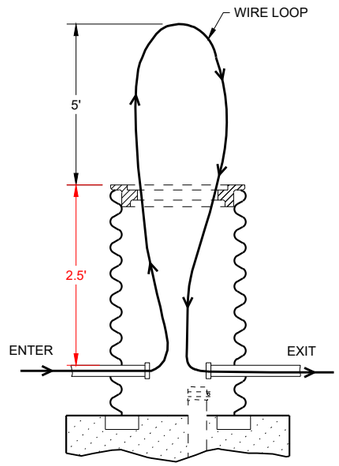
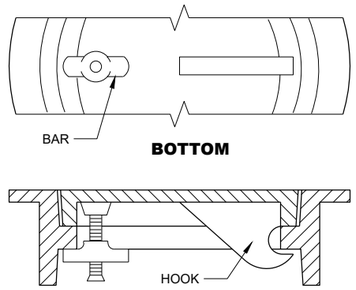
S.D.D. 9 B 2-10



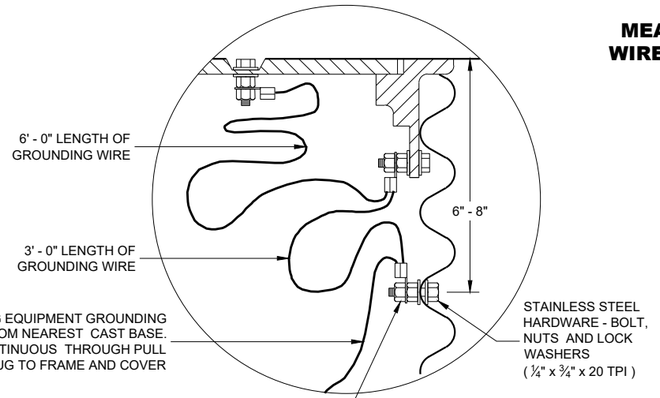
CORRUGATED PIPE EXTENDER



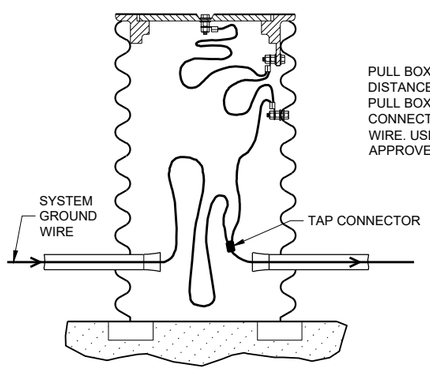
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

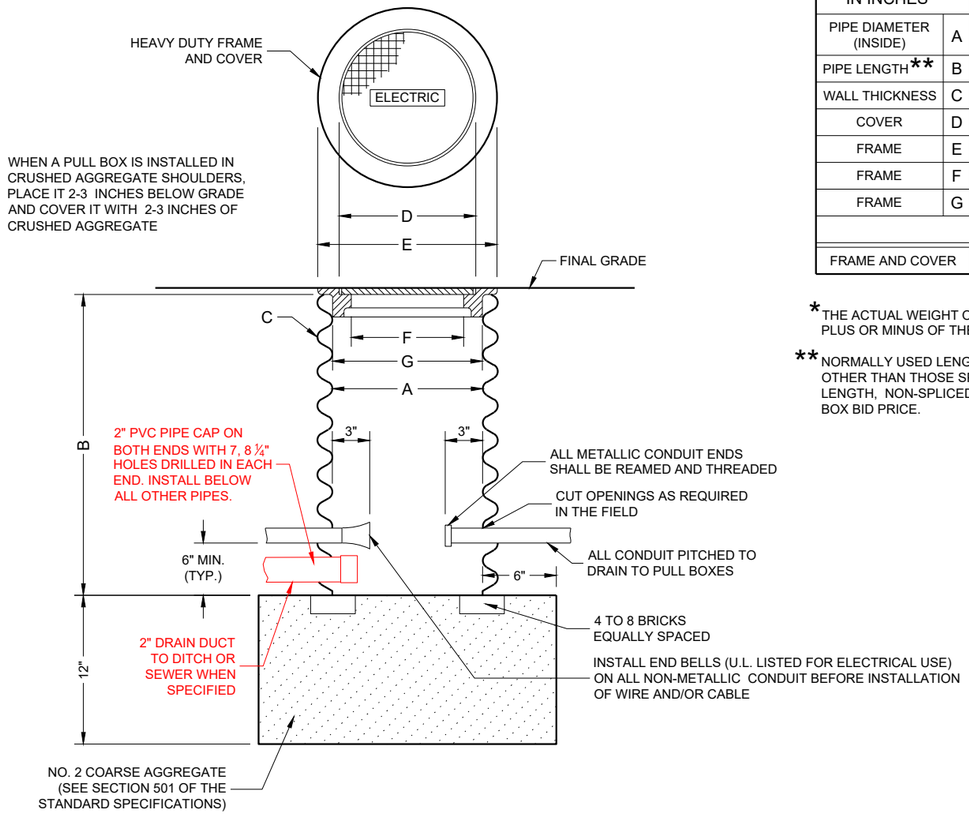


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

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

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

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

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

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

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

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 131

FHWA

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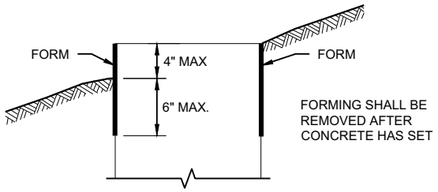
SDD 09B04-12

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

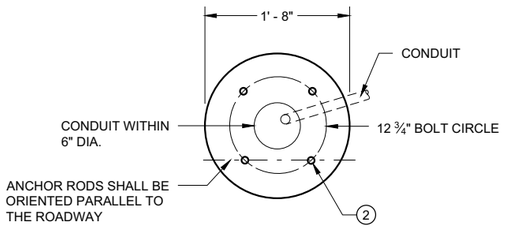
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

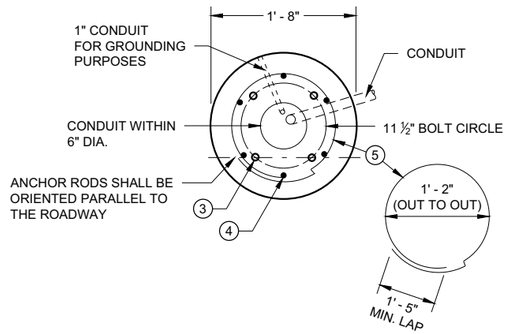
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

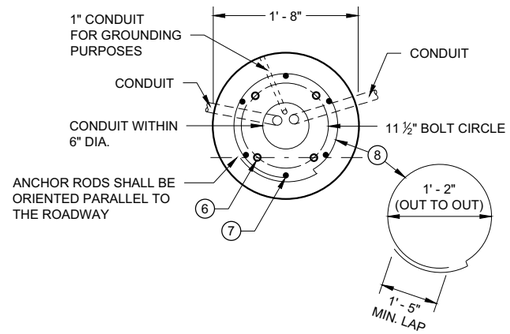
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

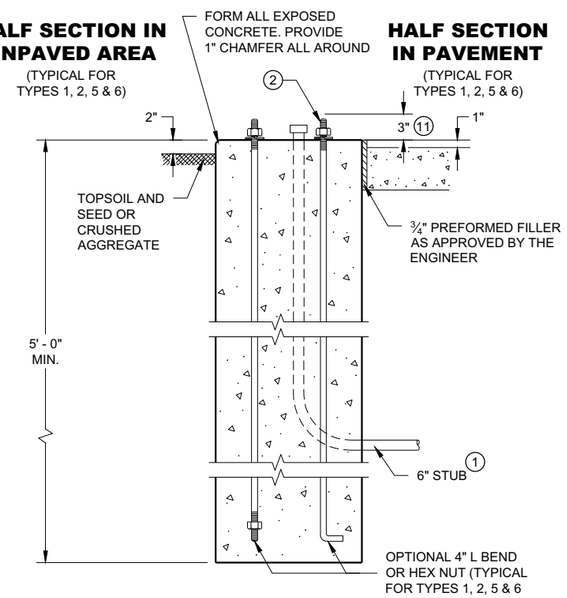
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

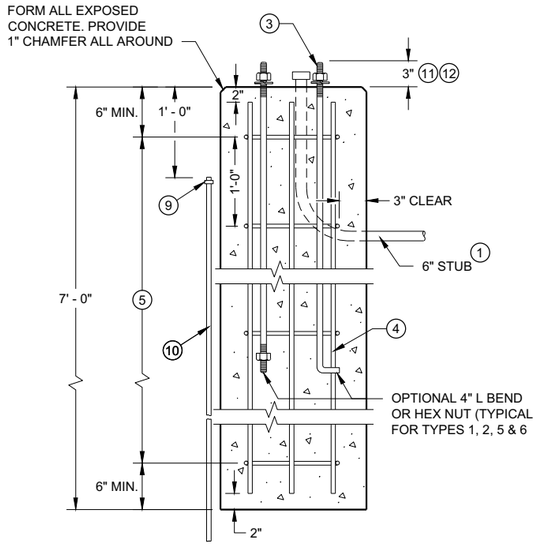
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

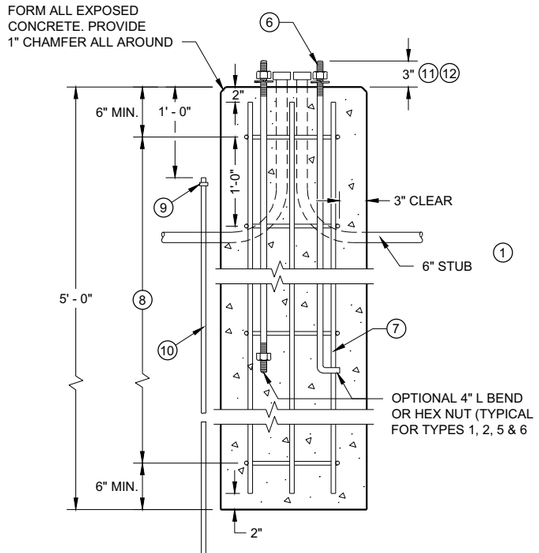
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

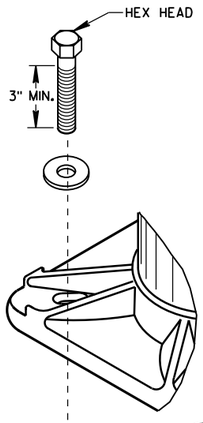
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

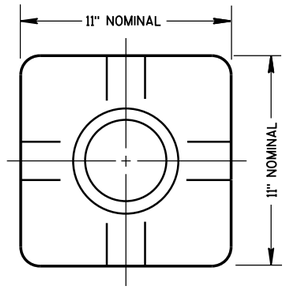
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

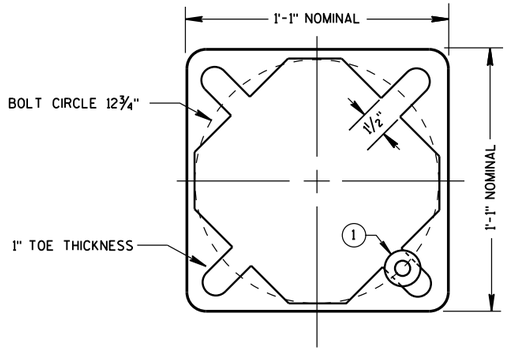
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

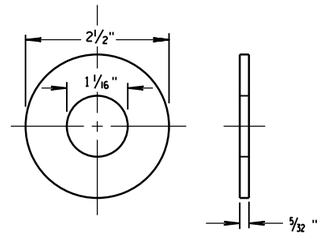




TOP VIEW
(PEDESTAL BASE)

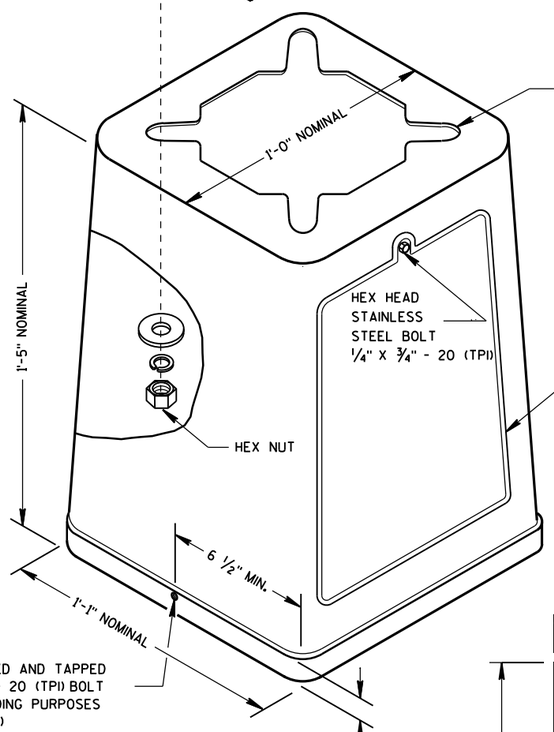


BOTTOM VIEW
(PEDESTAL BASE)

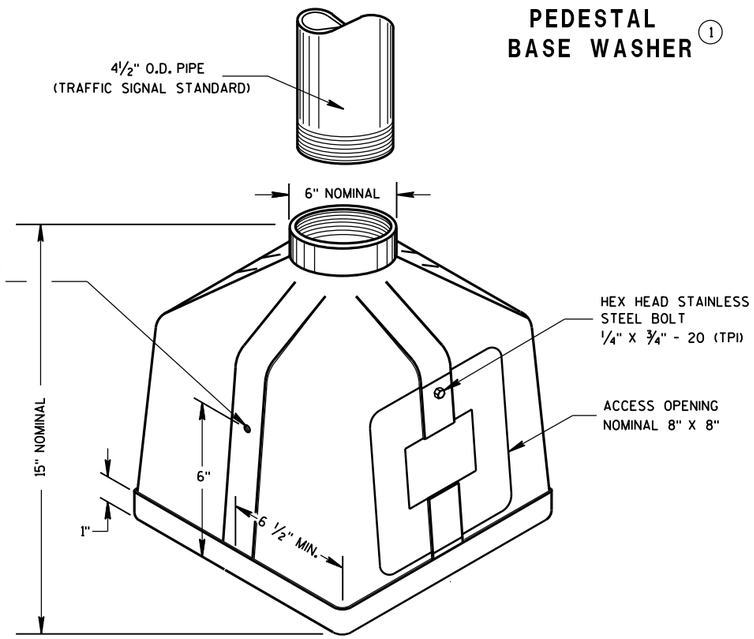


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

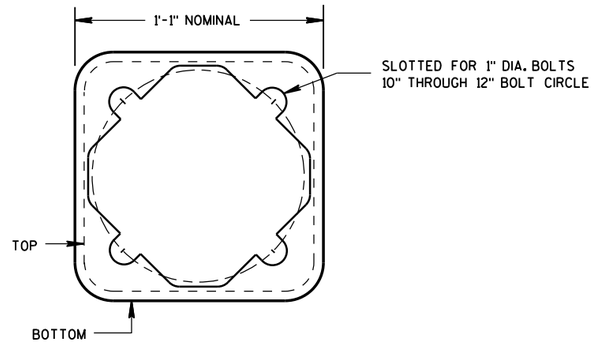
PEDESTAL BASE WASHER (1)



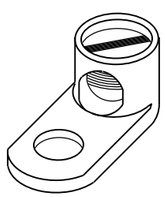
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

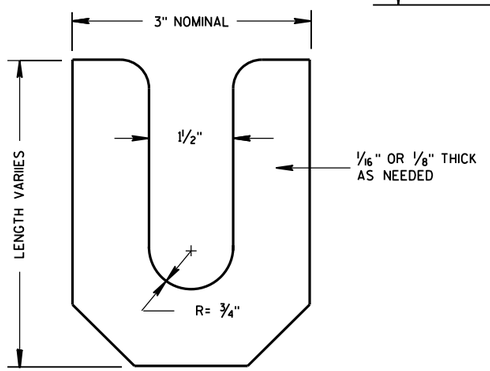


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 3-4

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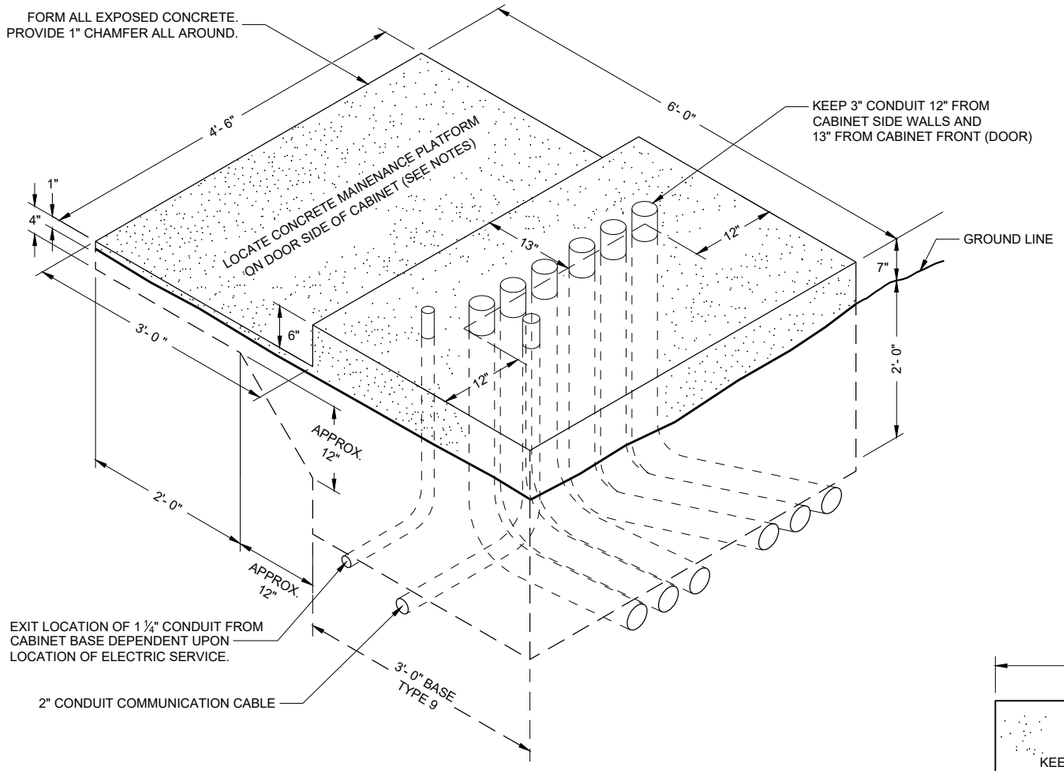
S.D.D. 9 C 3-4

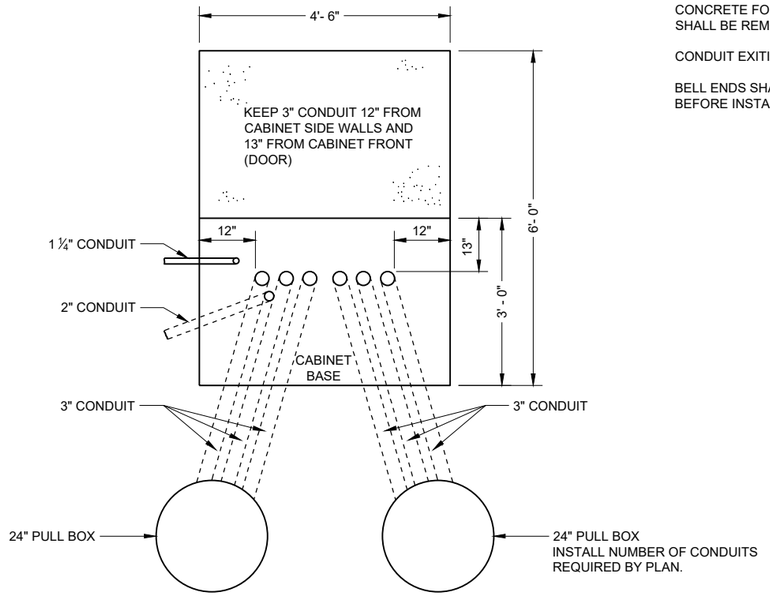
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

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

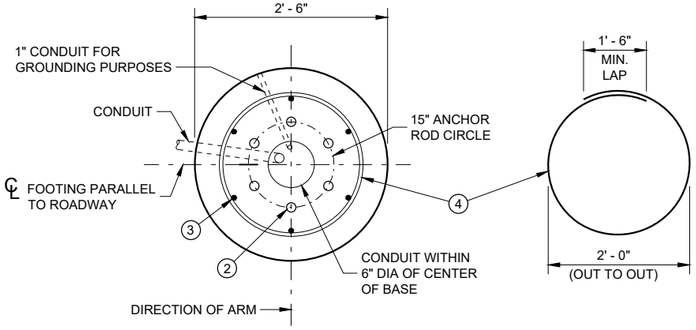
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

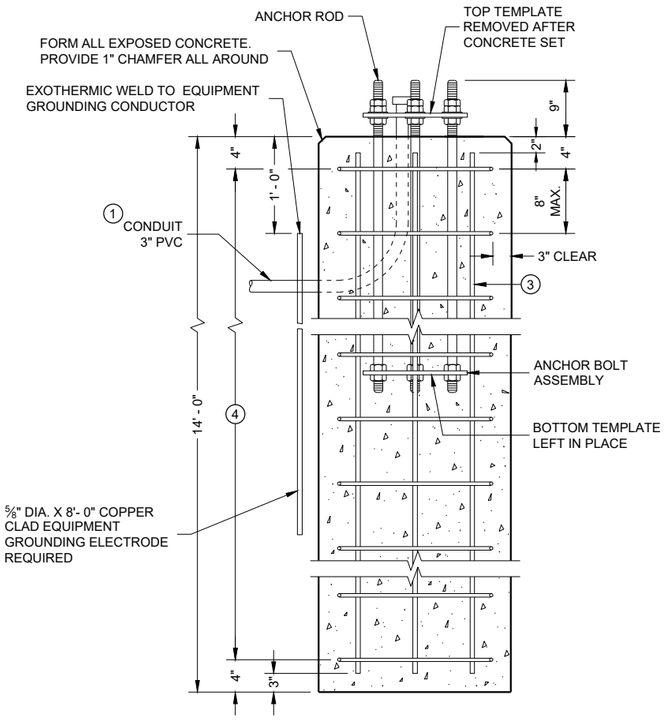
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

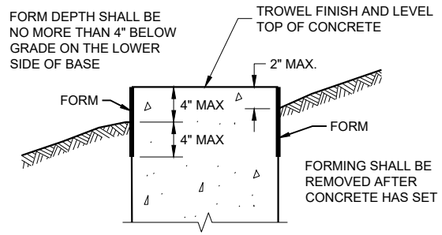
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



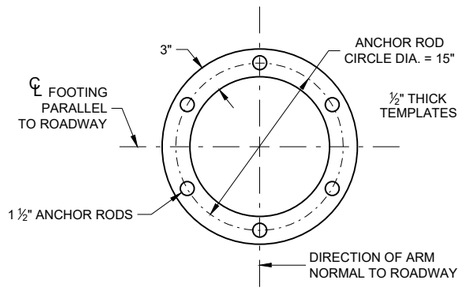


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

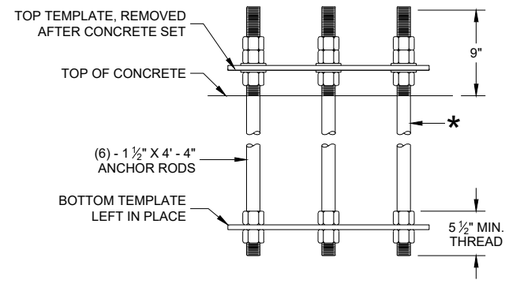
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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SDD 09C11 - 10

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SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

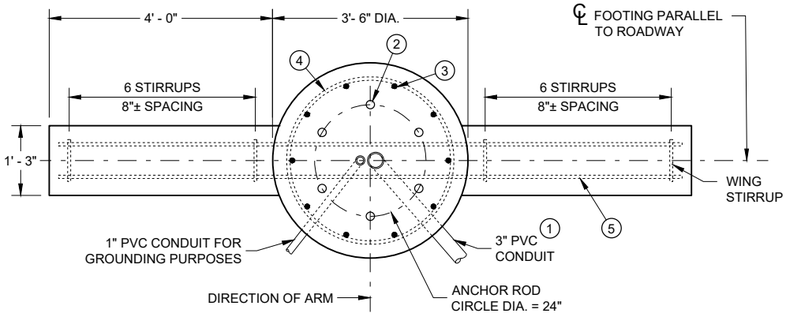
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

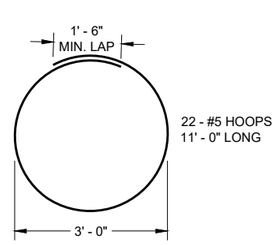
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

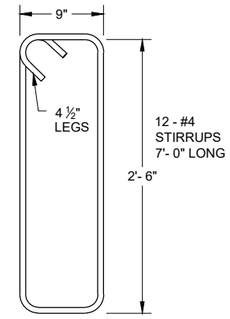
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



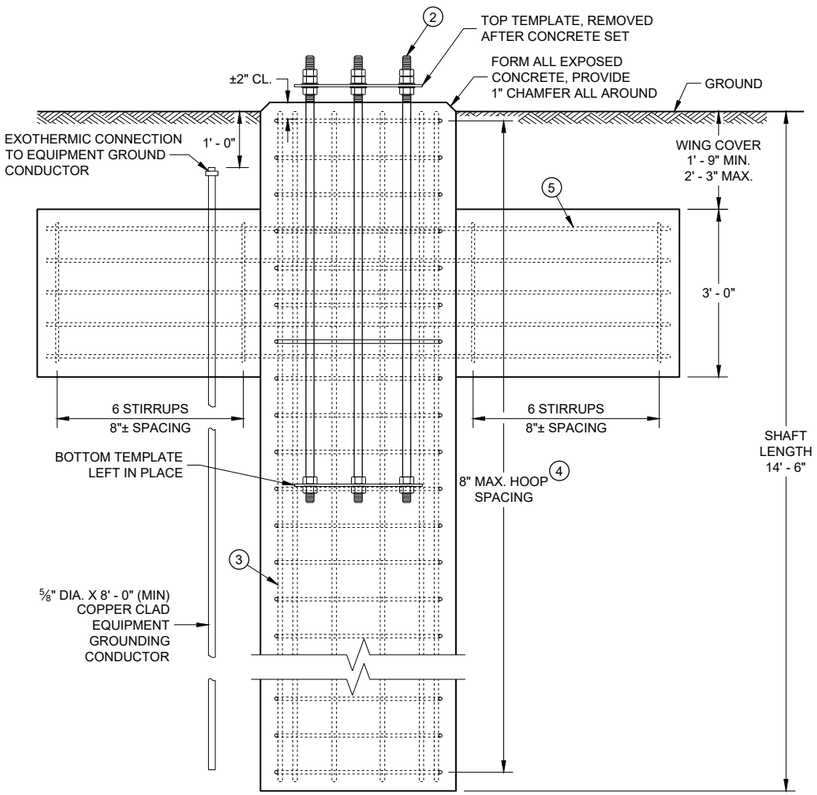
PLAN VIEW



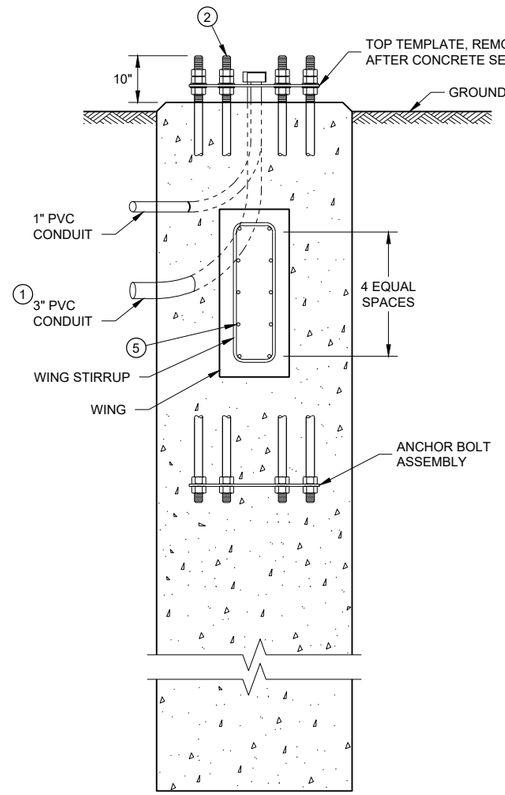
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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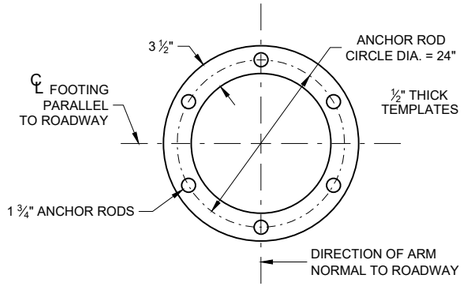
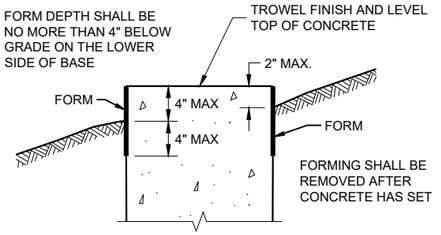
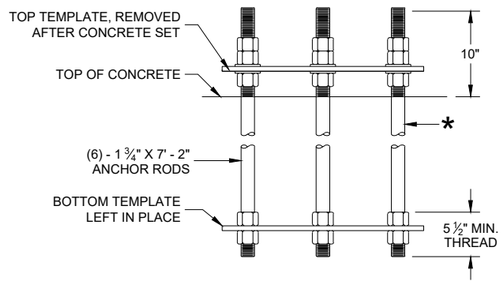
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

FHWA

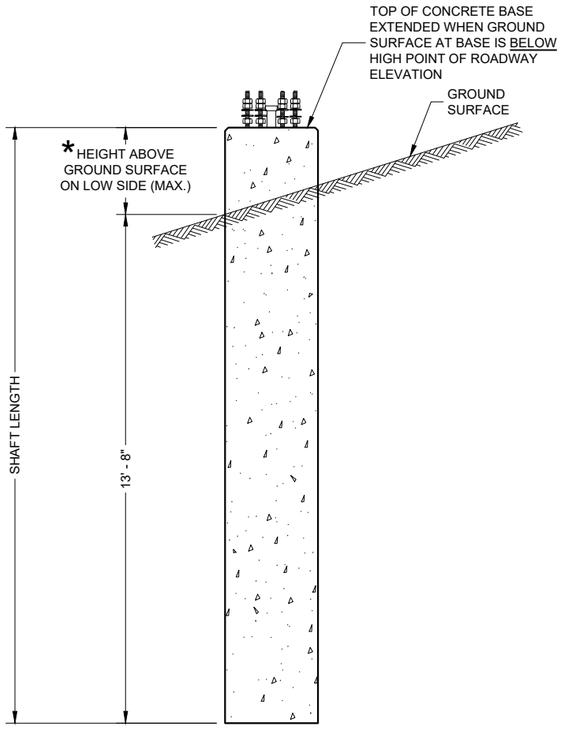
6

SDD 09C12 - 09b

SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

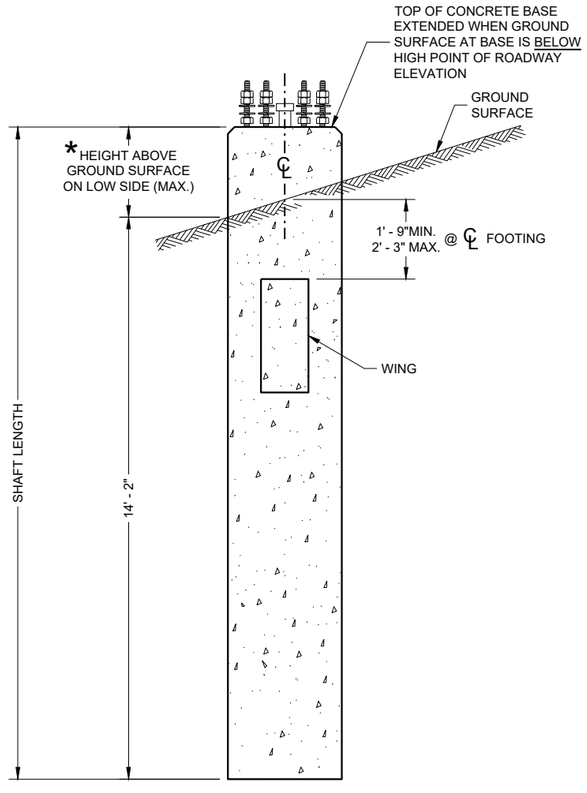
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	22	2.6	180	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	23	2.7	188	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	24	2.8	196	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	24	2.9	196	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	23	6.5	654
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	24	6.6	673
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	24	6.8	680
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	25	7.0	699



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

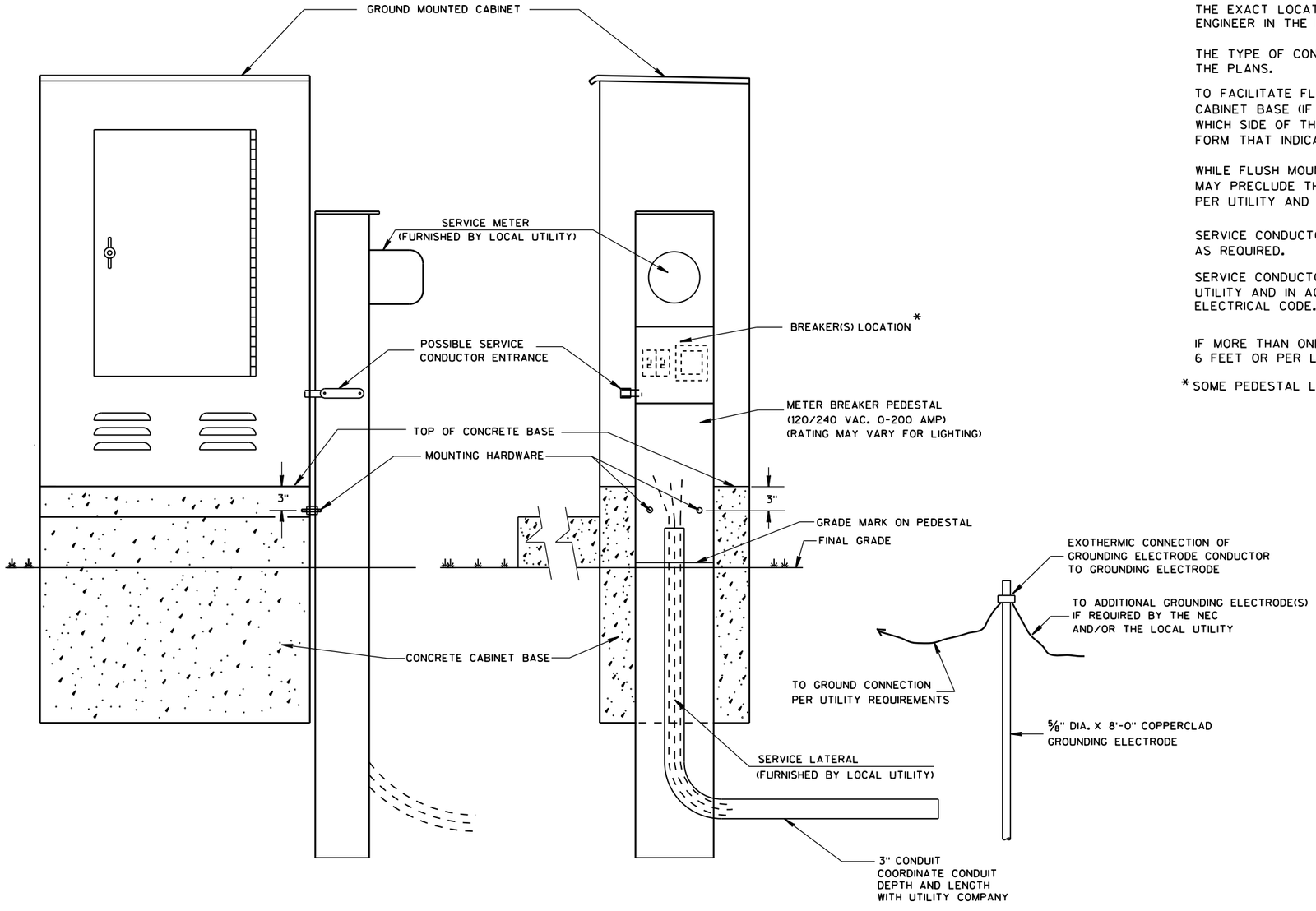
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C13 - 03

SDD 09C13 - 03



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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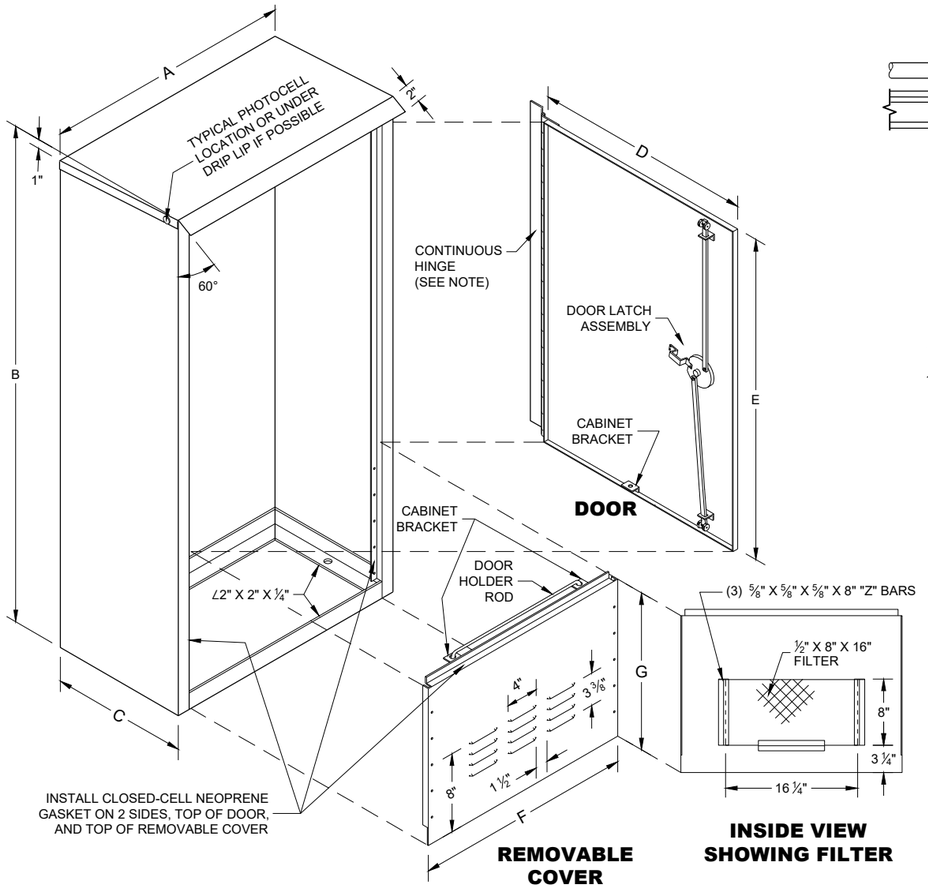
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

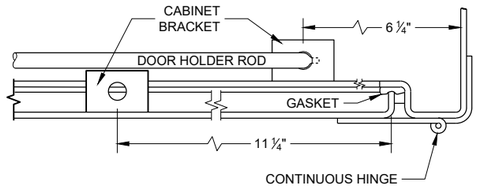
FHWA



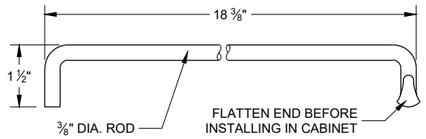
DOOR

REMOVABLE COVER

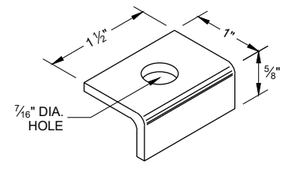
INSIDE VIEW SHOWING FILTER



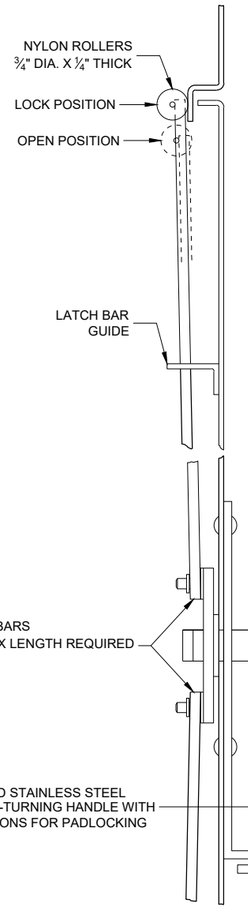
HINGE AND DOOR HOLDER

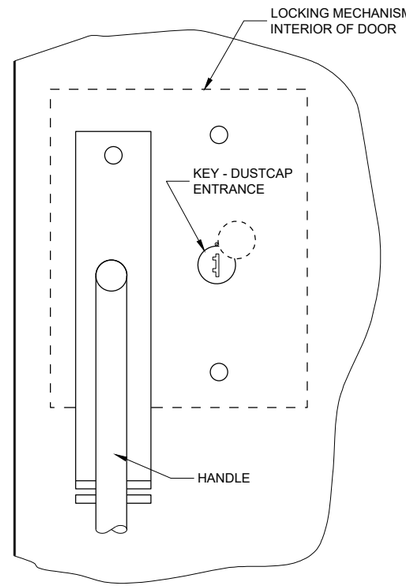


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

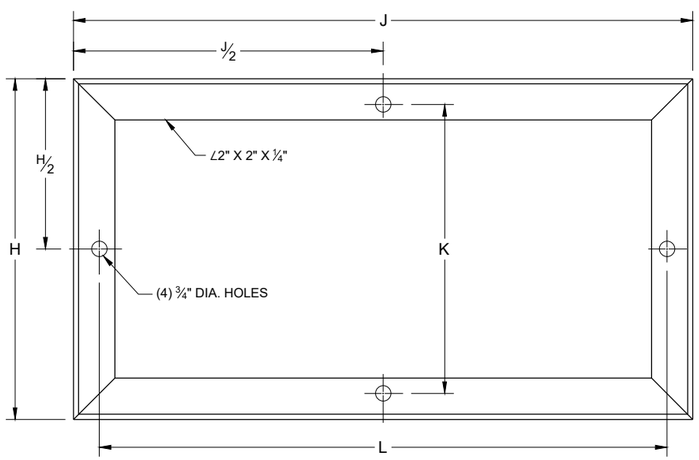
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

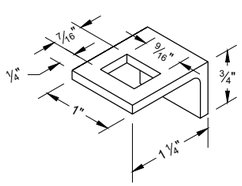
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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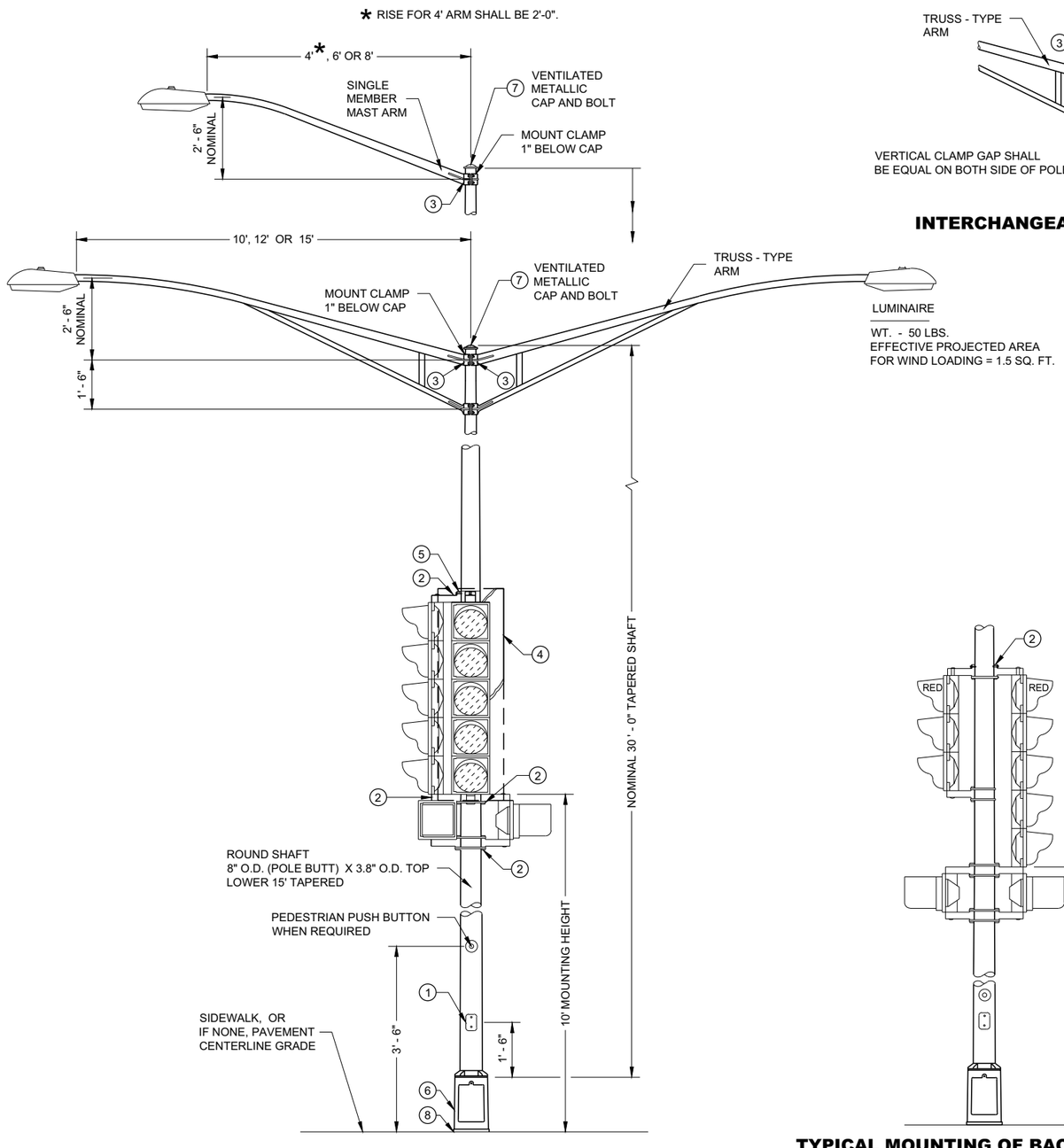
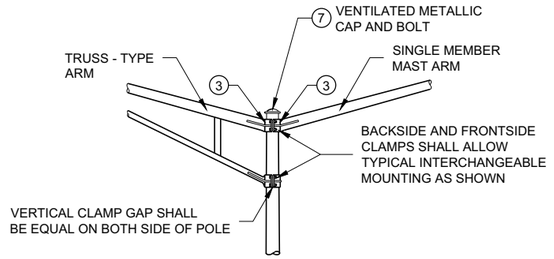


(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

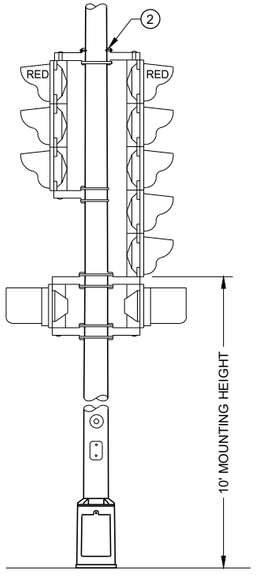
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

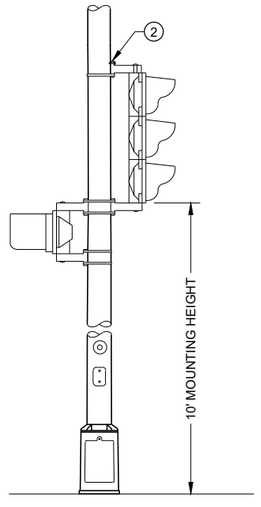
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

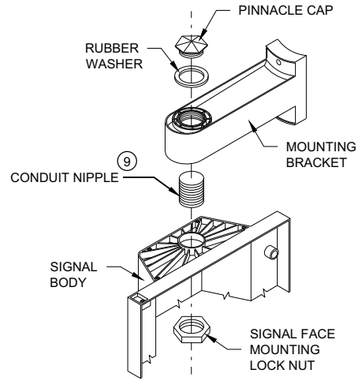
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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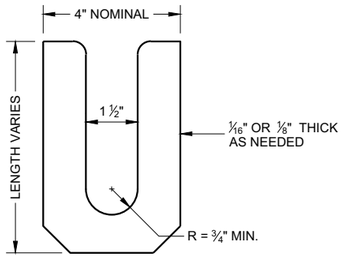
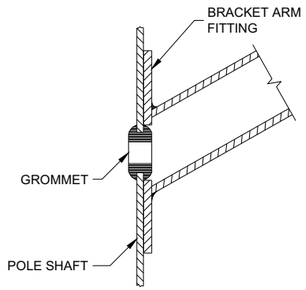
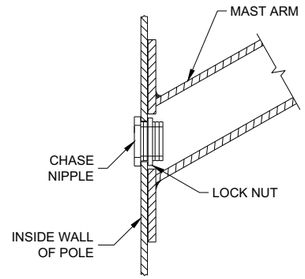


LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

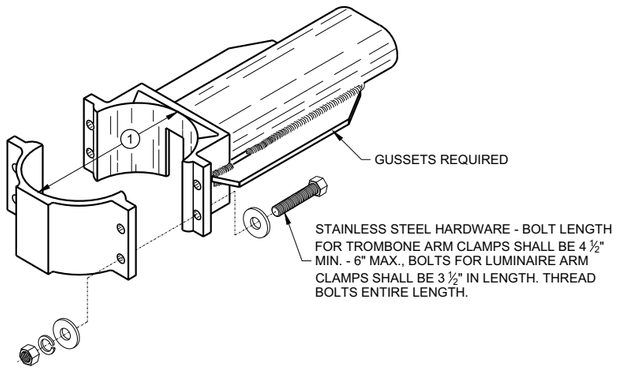
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

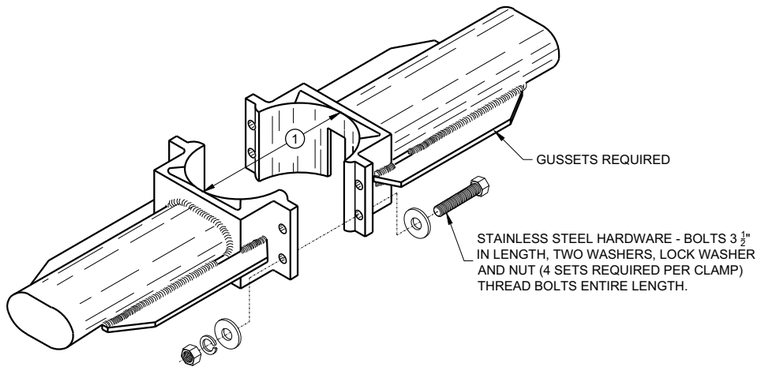
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

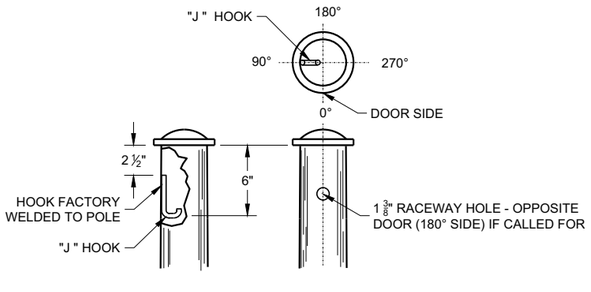
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



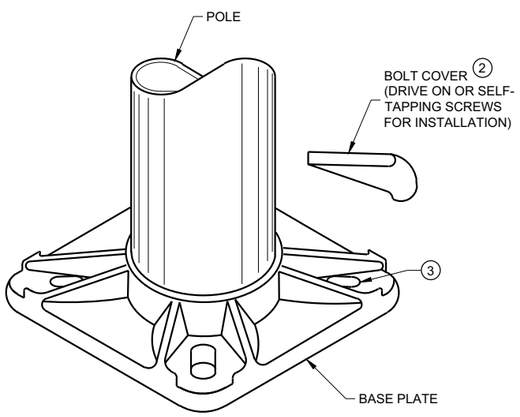
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



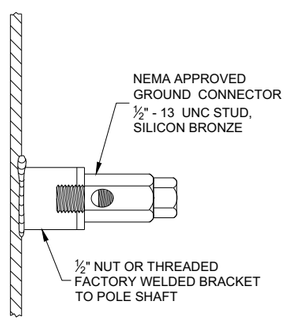
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

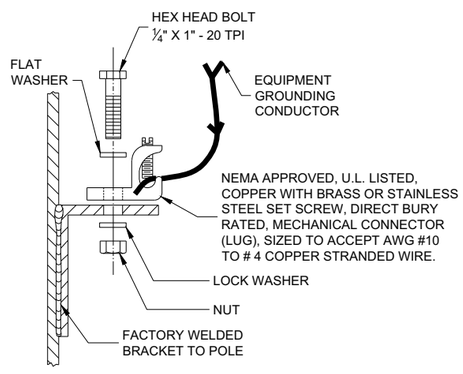


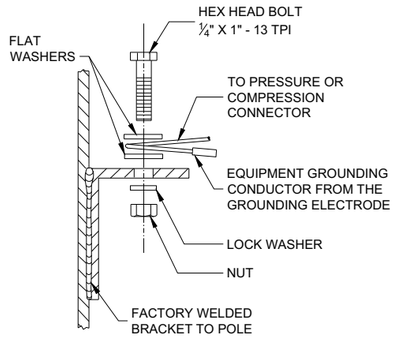
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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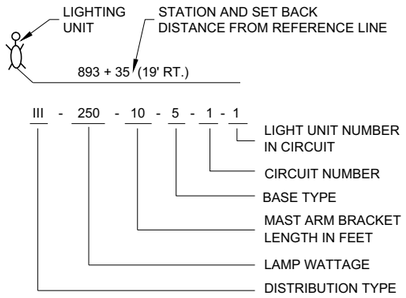
GENERAL NOTES

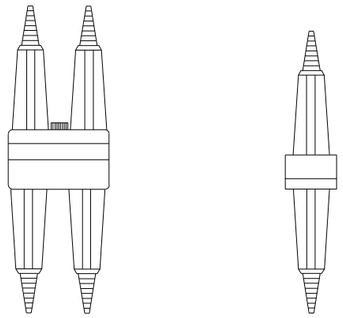
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

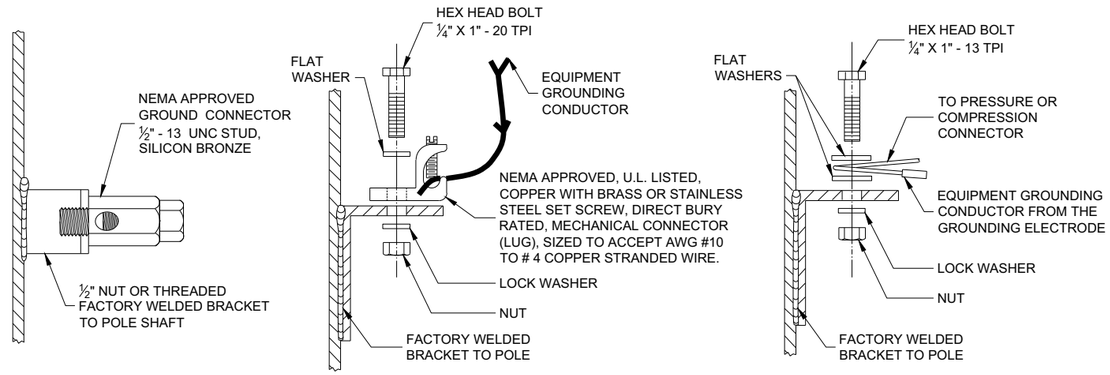


LIGHTING UNIT CODE
(TYPICAL)

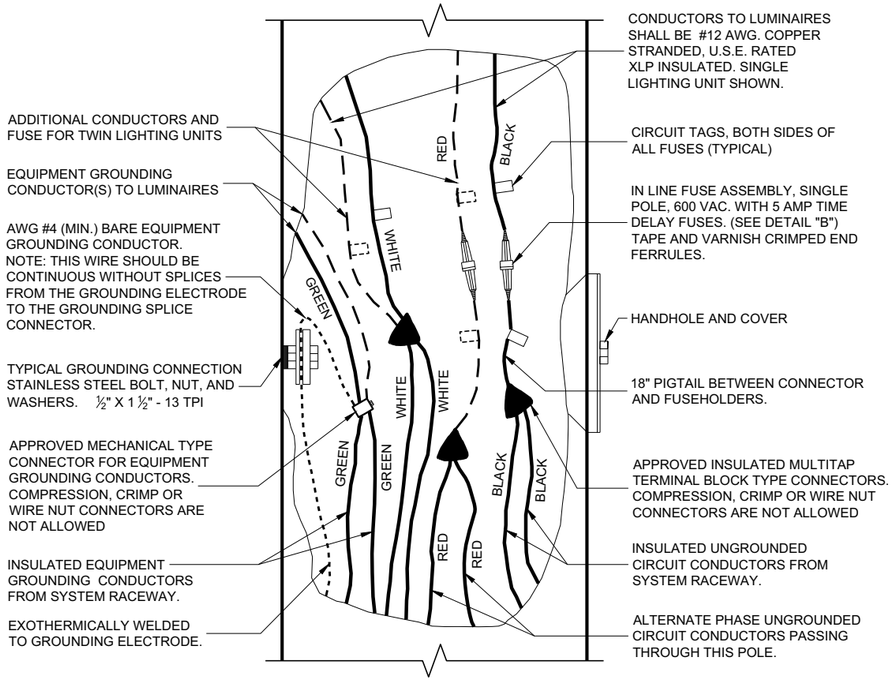


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

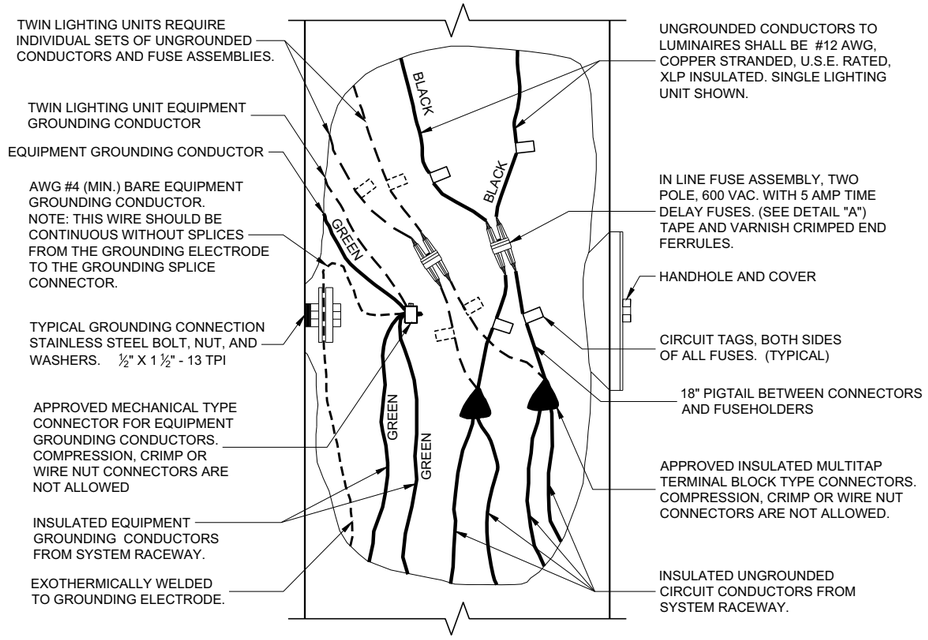
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
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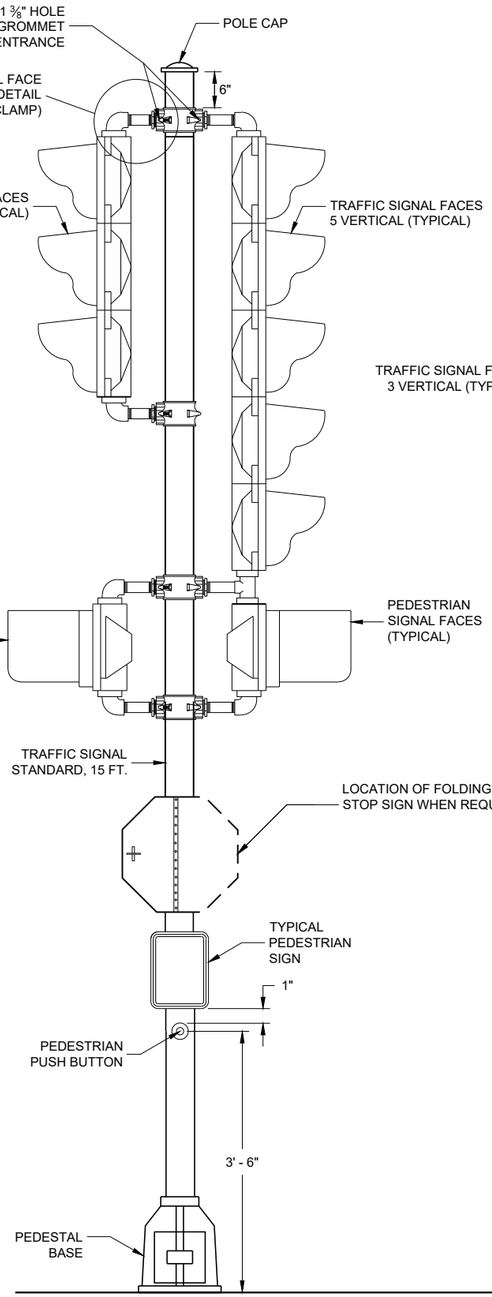
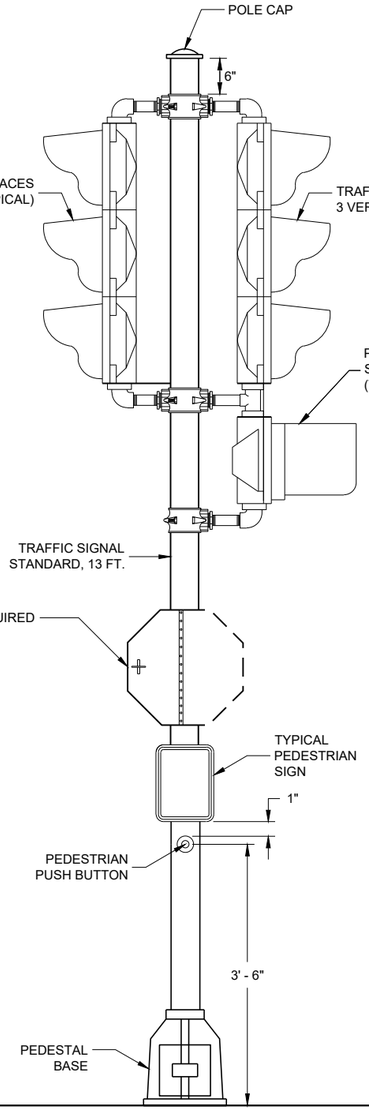
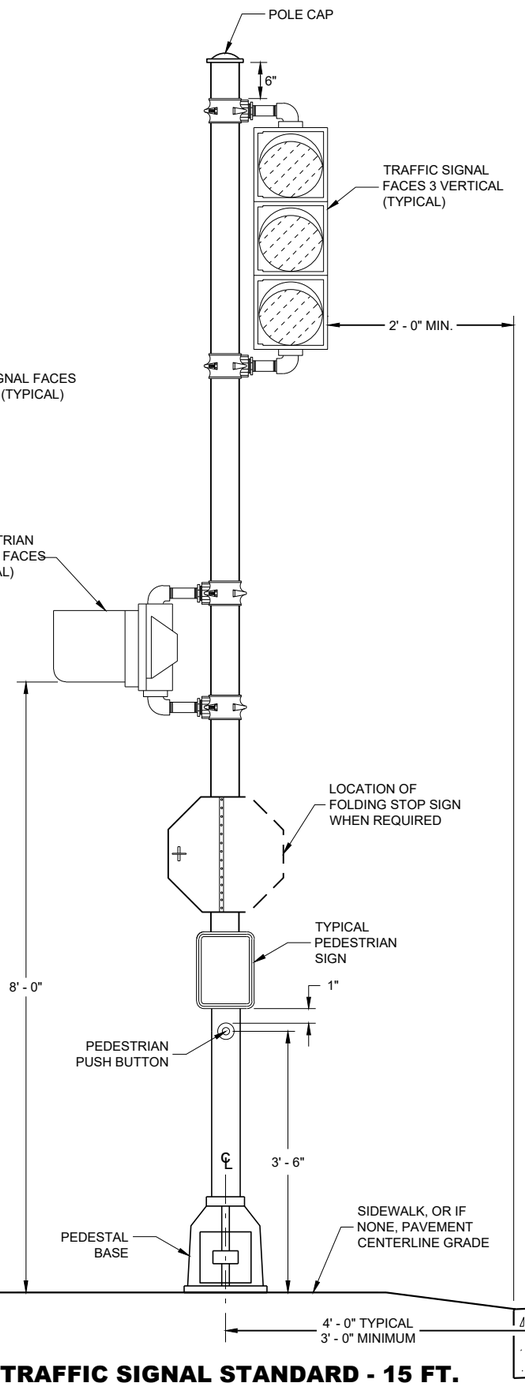


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL STANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

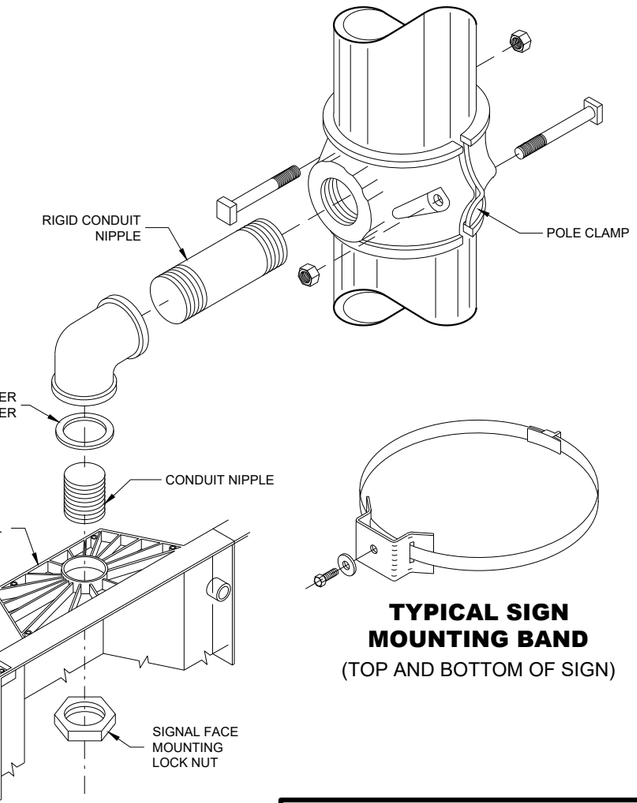
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL (ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

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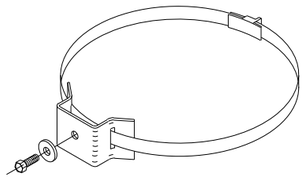
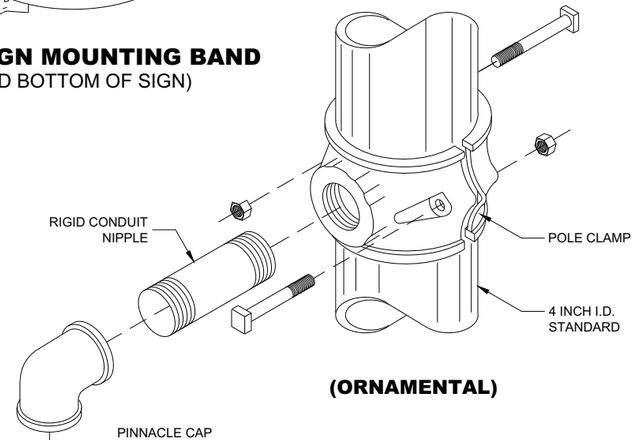


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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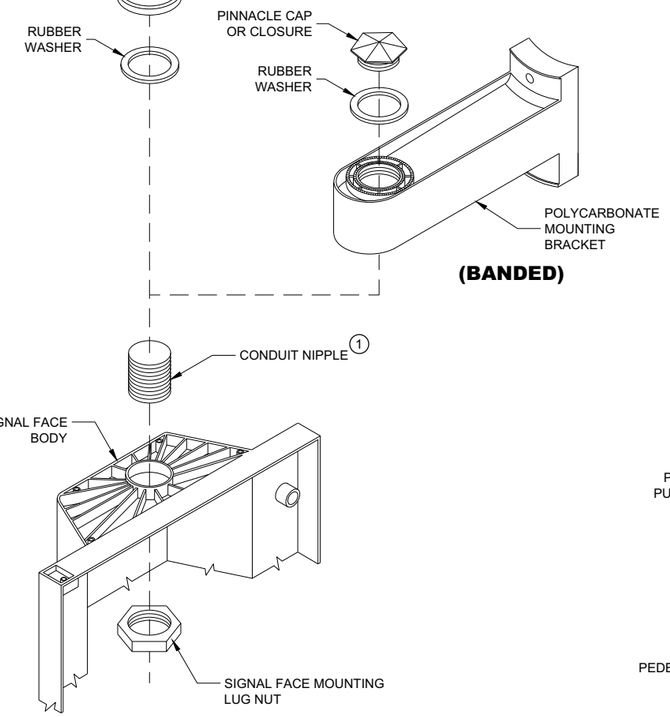

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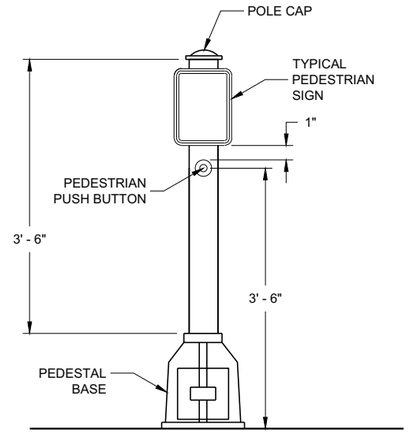
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

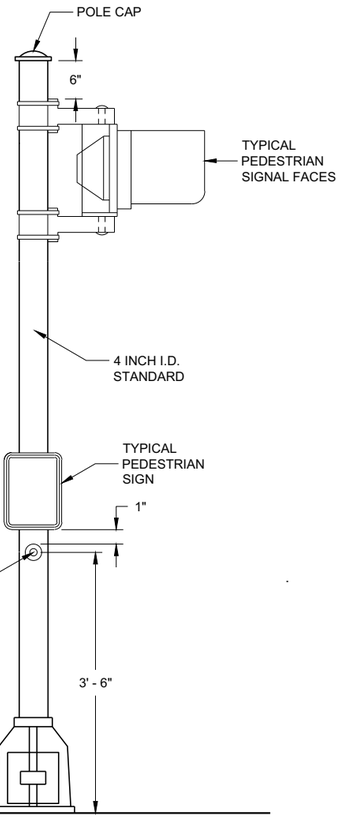
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

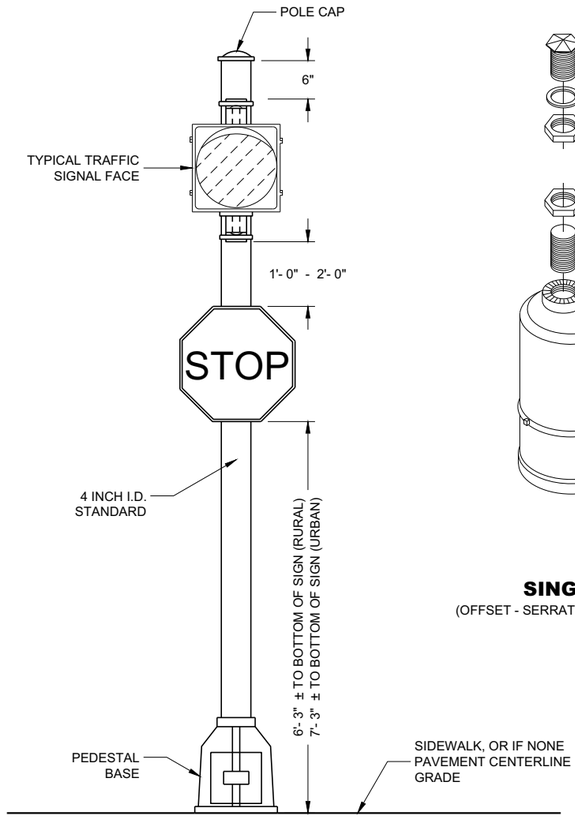
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

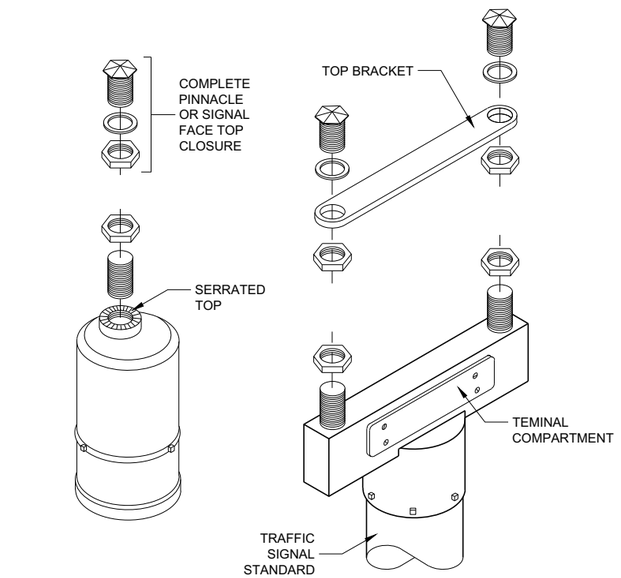
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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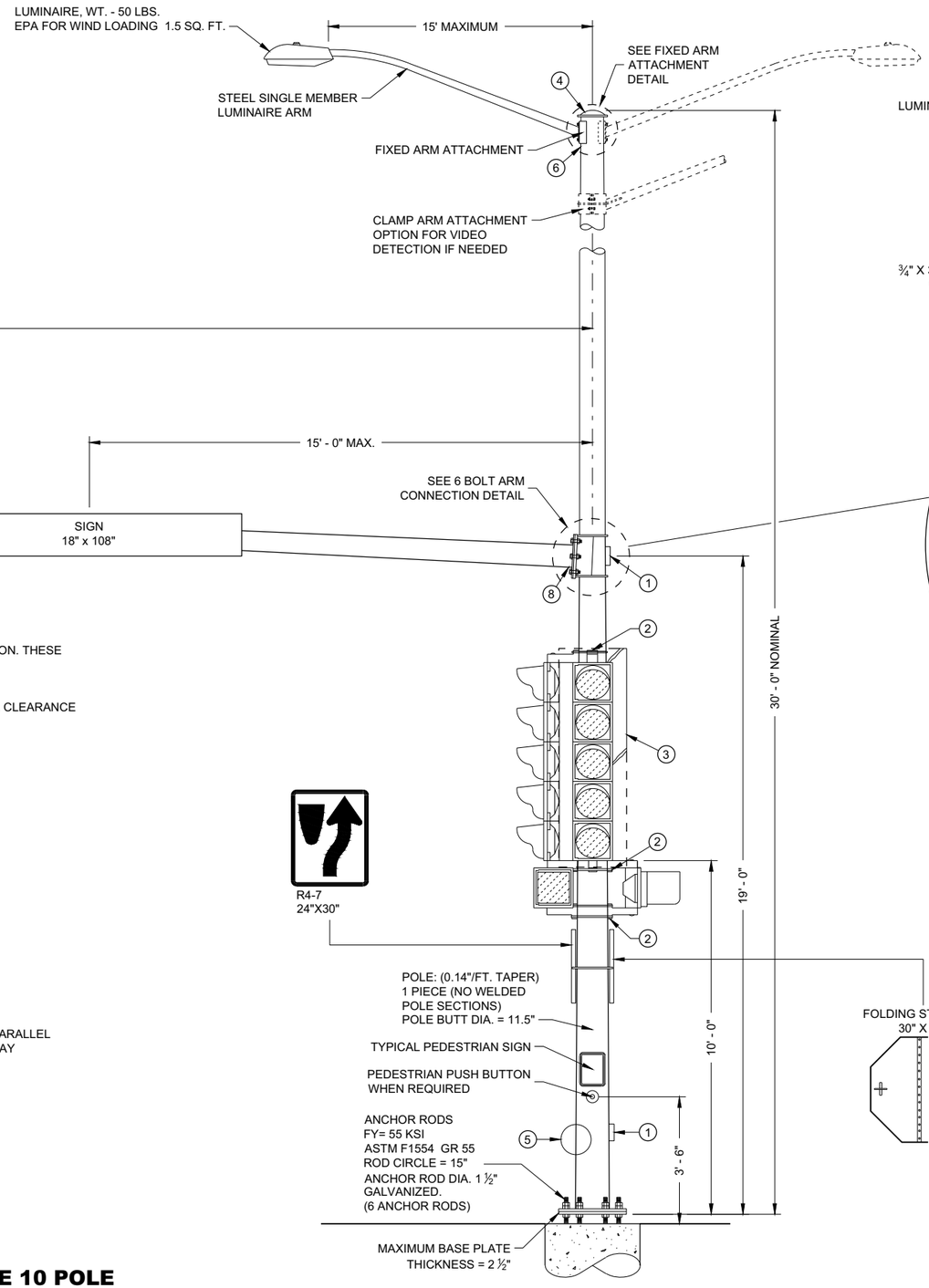
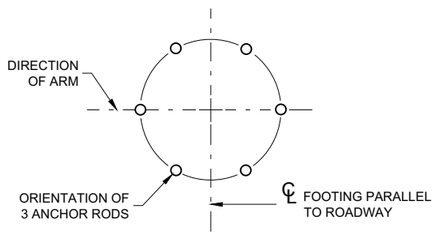
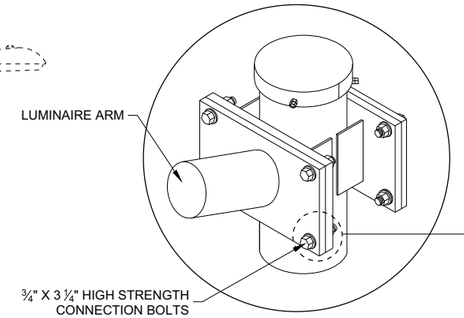


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

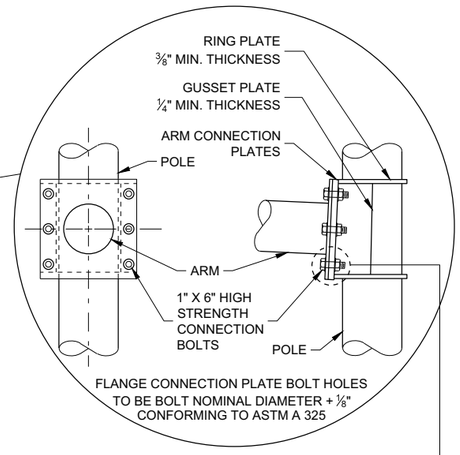
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



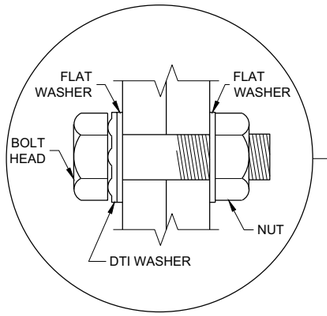
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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August 2020
DATE

/S/ Ahmet Demirbilek
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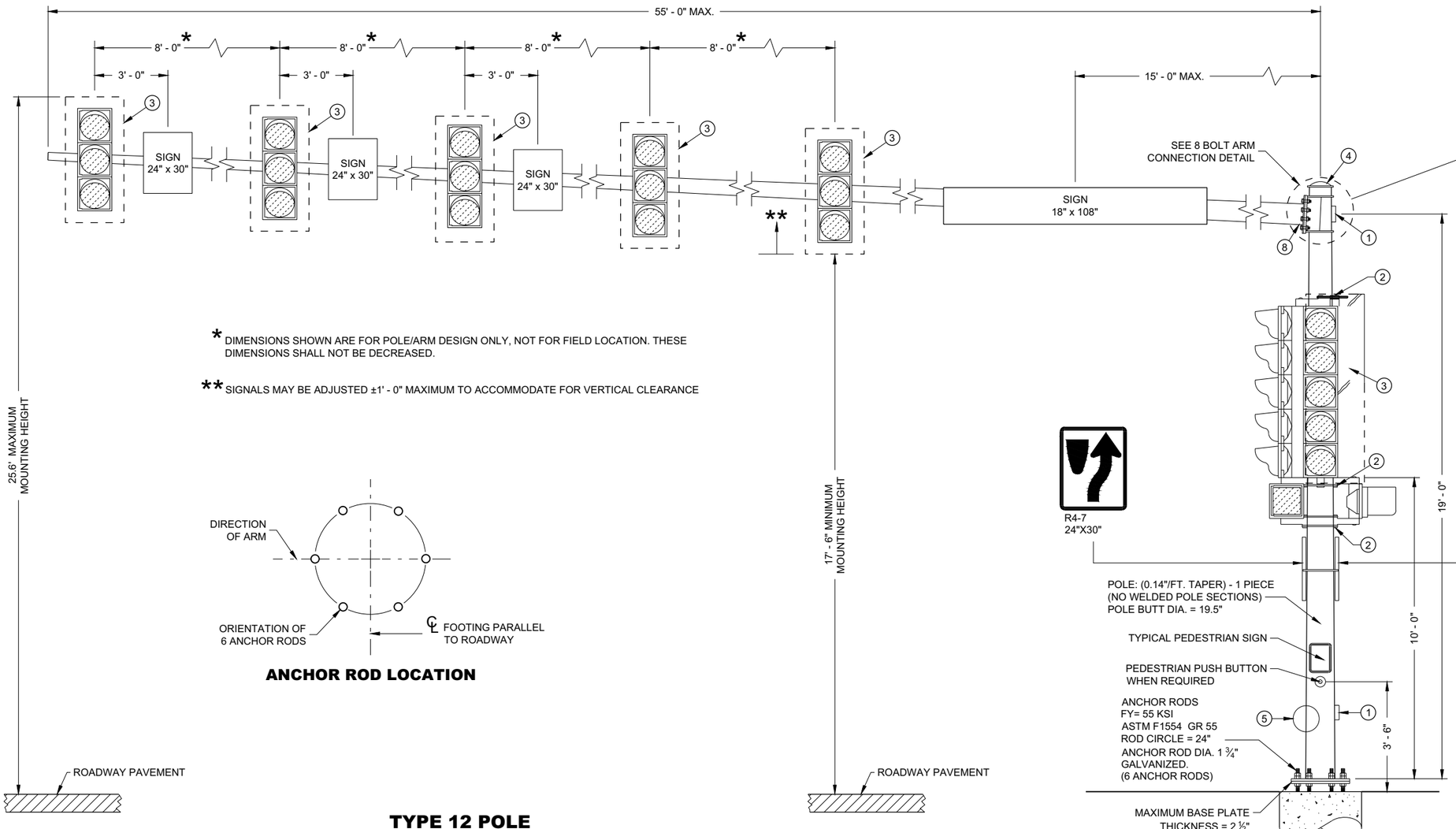
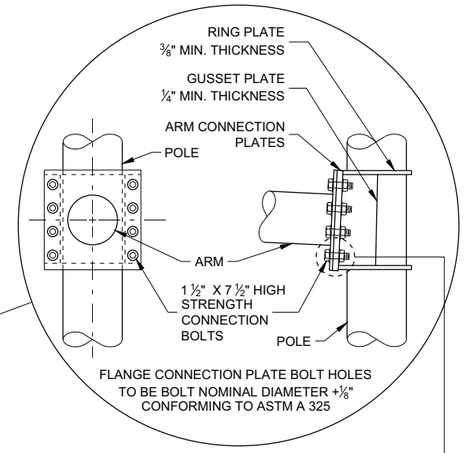
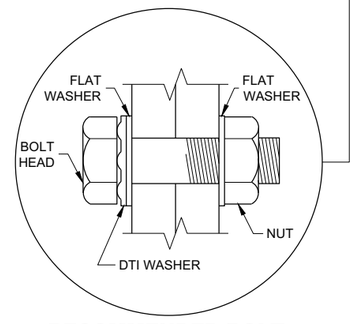




8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 12 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

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

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

OVER HEIGHT POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING 2017 INTERIM REVISIONS) AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

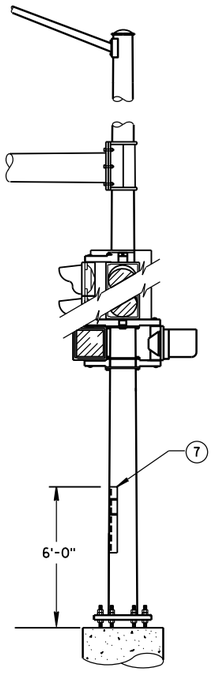
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

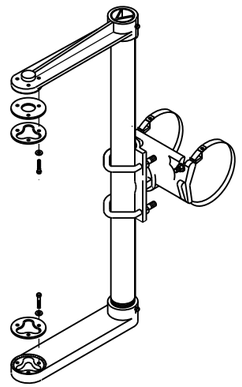
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

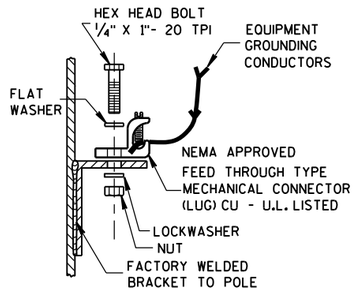


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



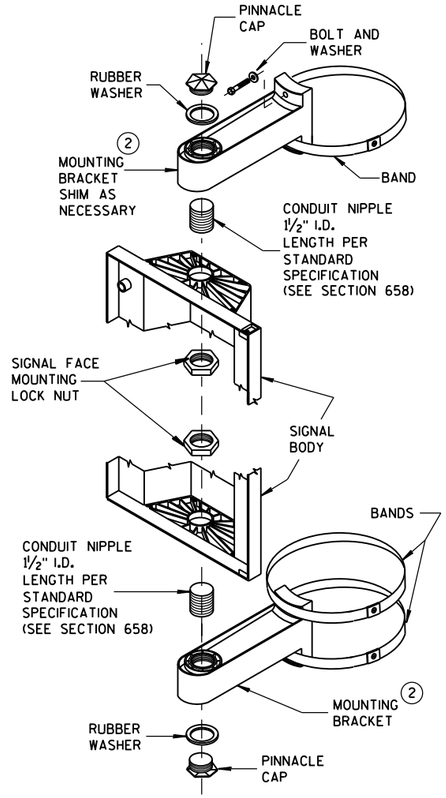
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

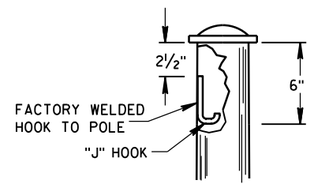


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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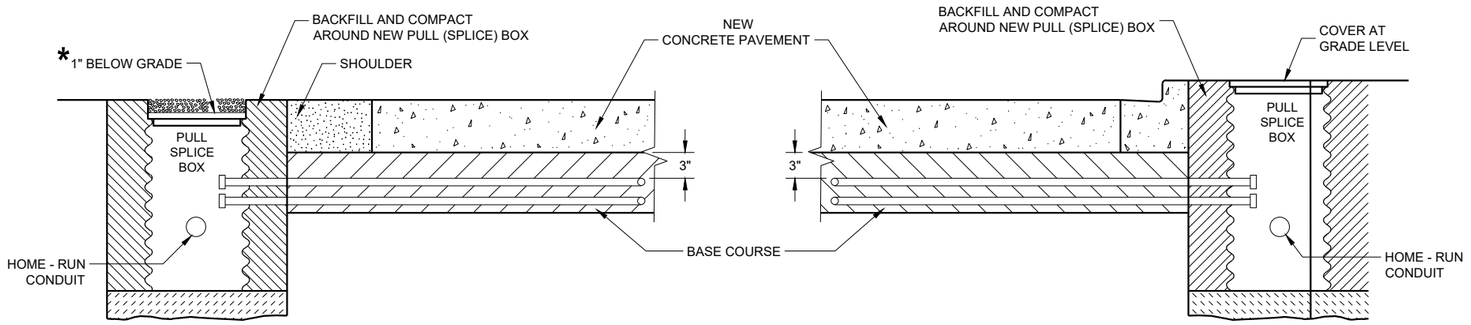


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

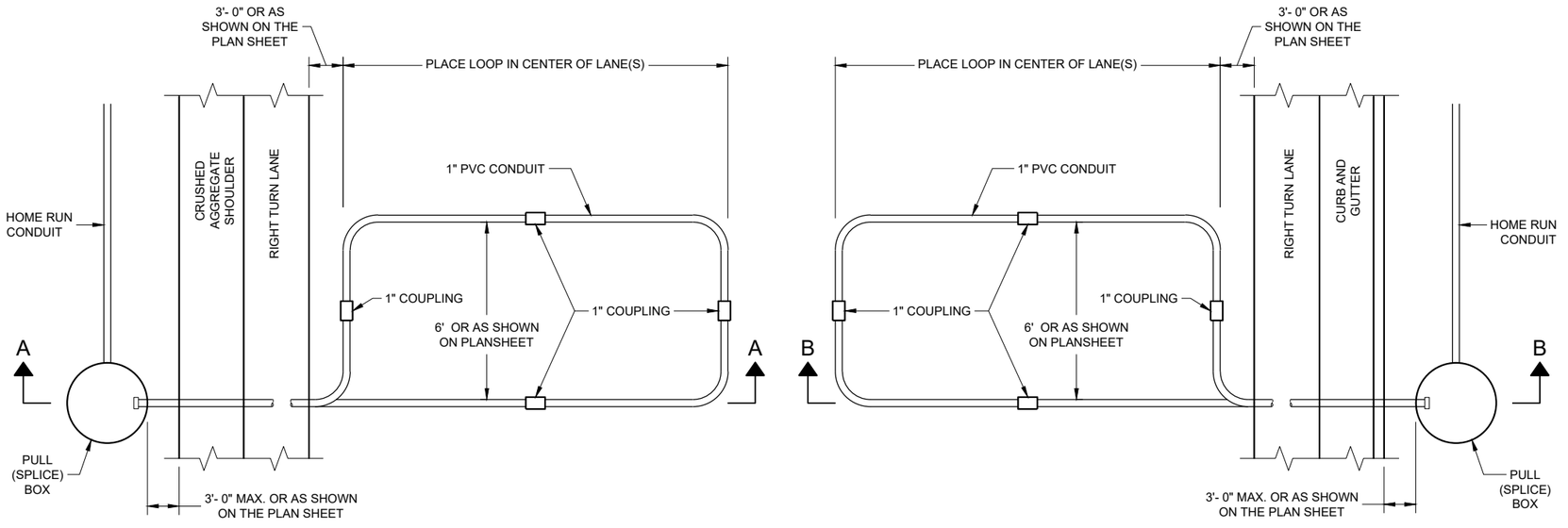
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

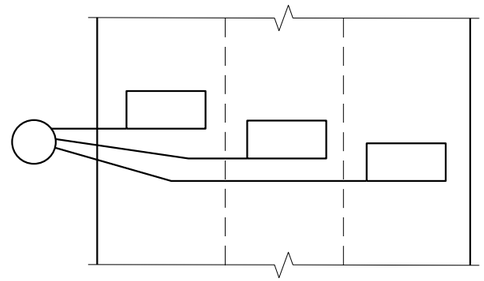
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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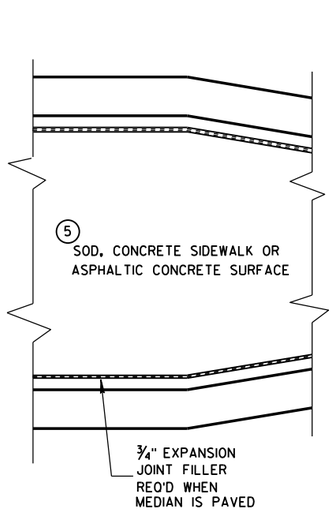
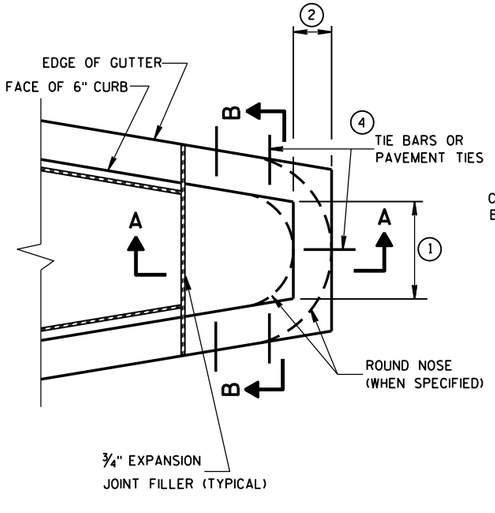
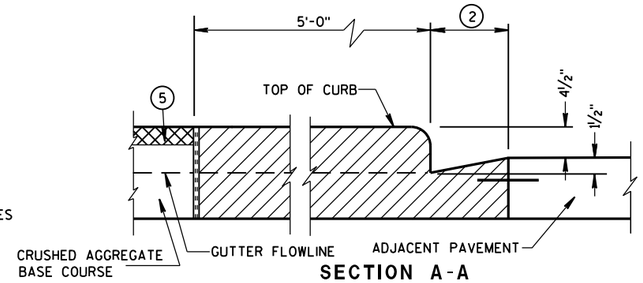
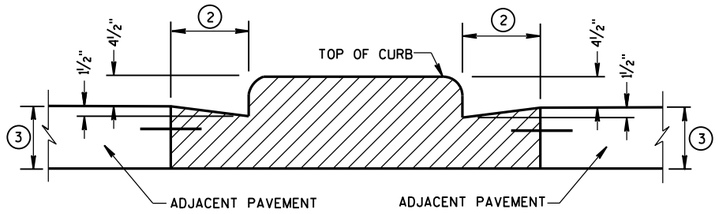






SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

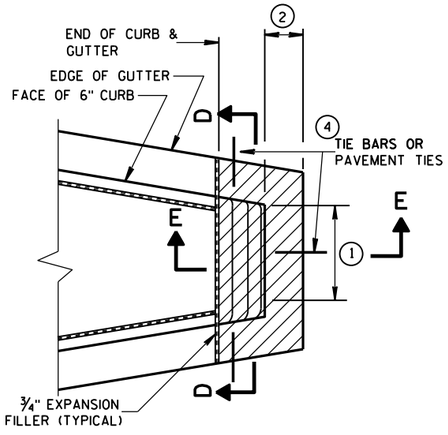
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

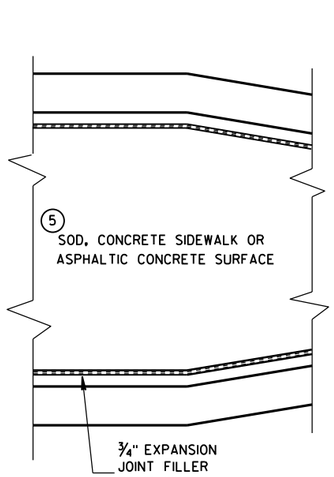
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

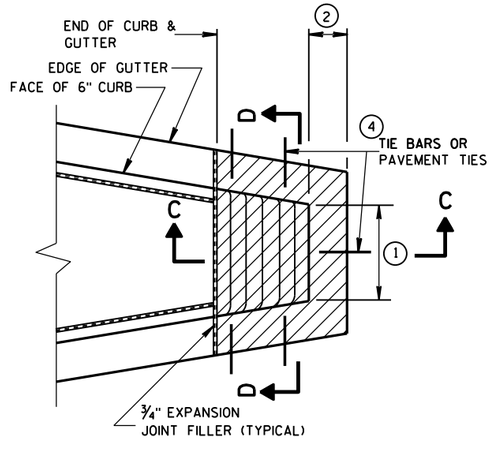
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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

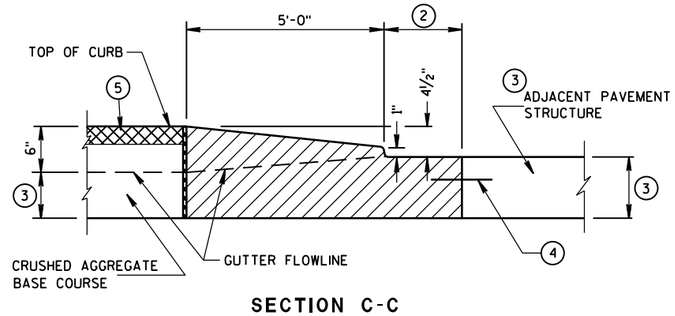
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



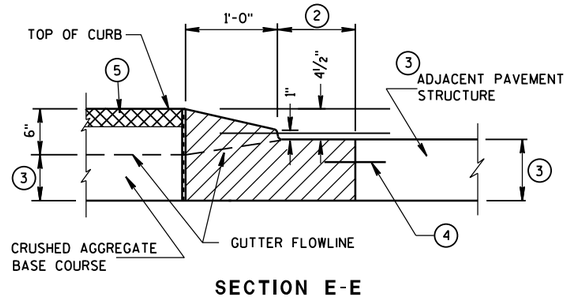




CONCRETE MEDIAN SLOPED NOSE TYPE 1

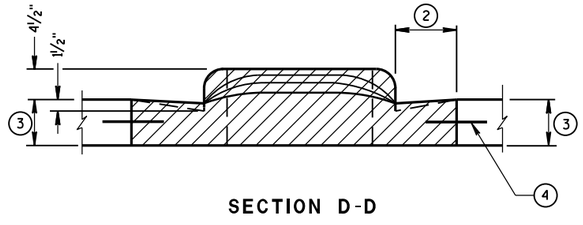


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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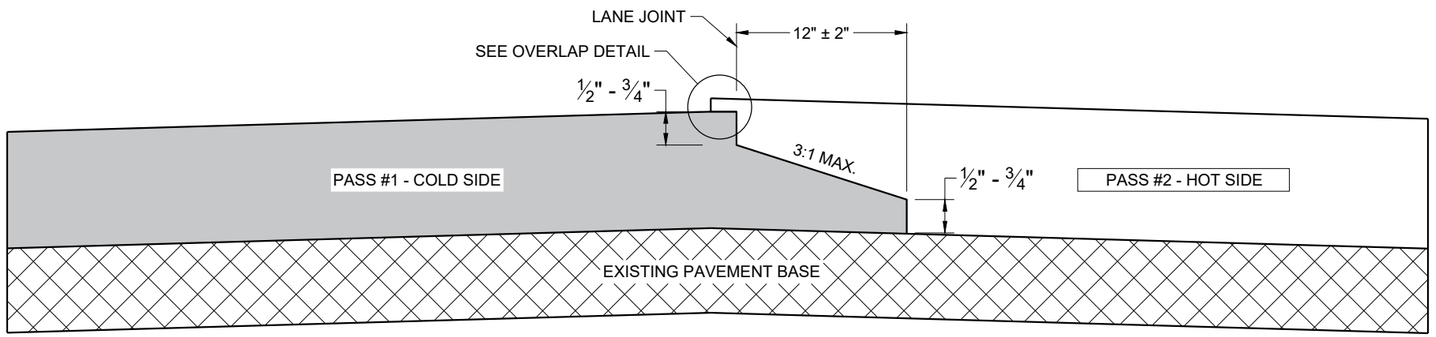
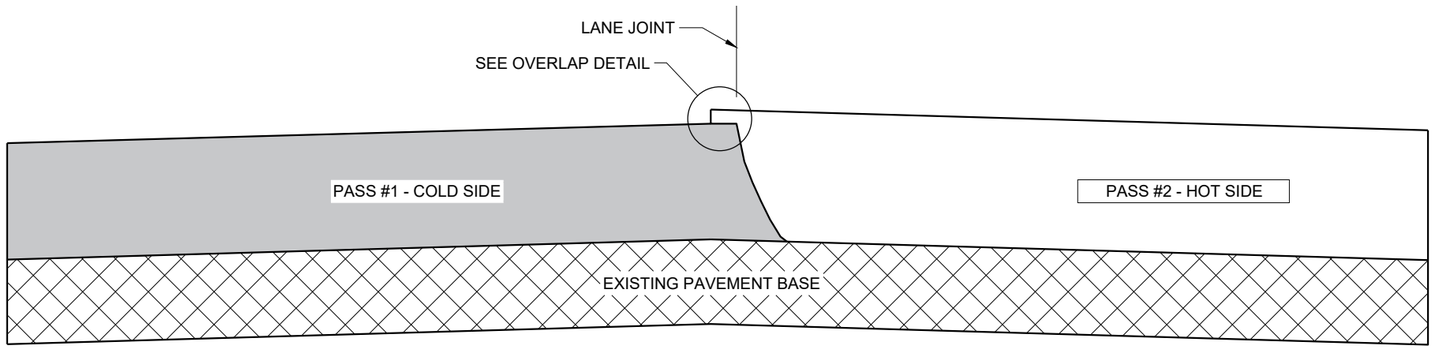
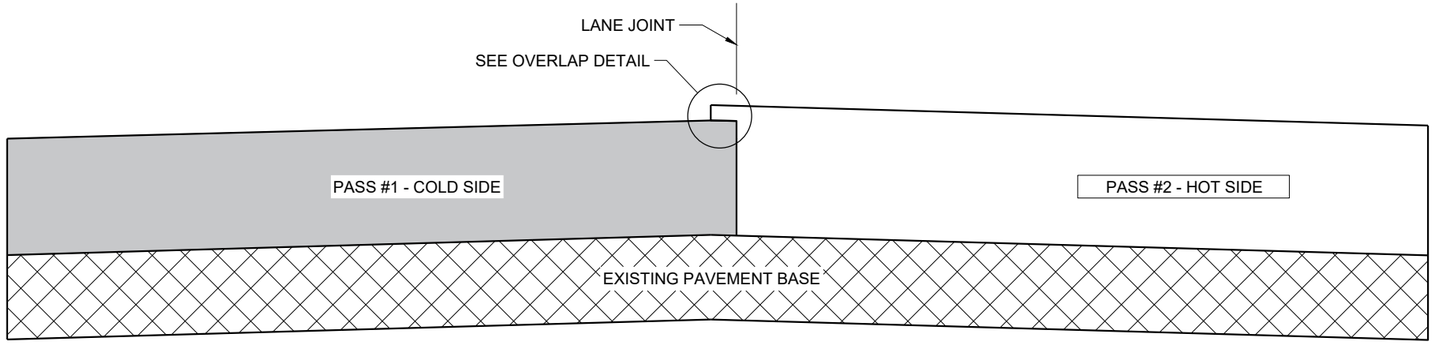
S.D.D. 11 B 2-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

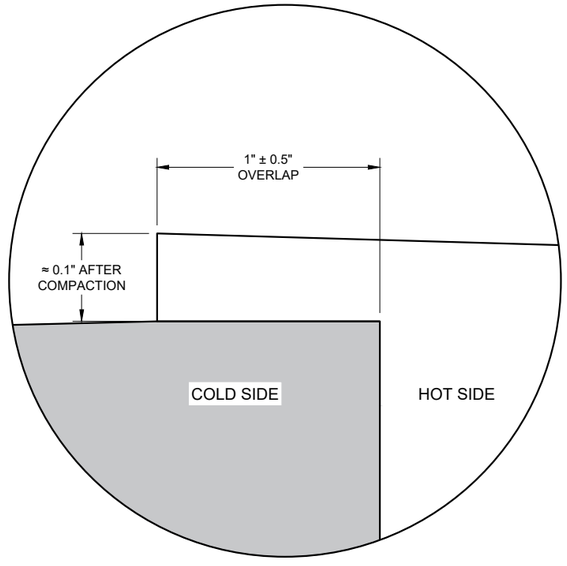
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

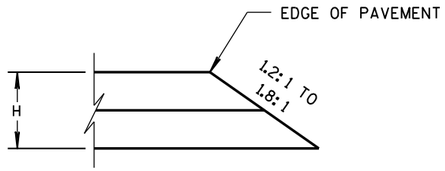
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

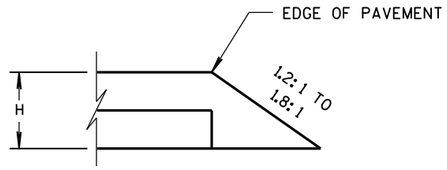
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



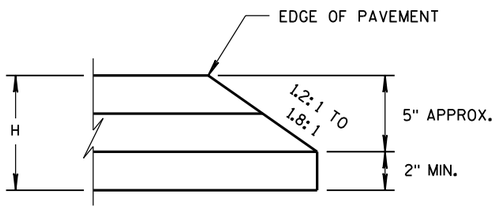
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



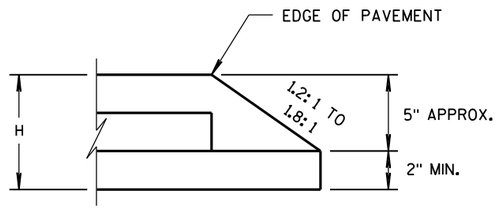
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

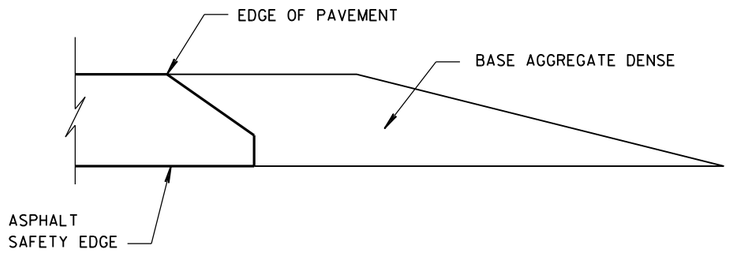
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

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

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

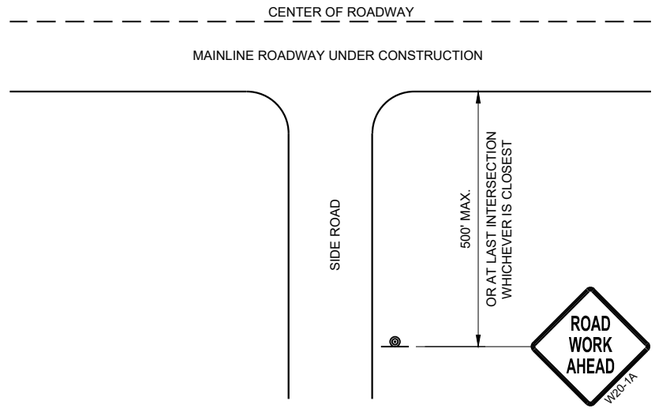
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



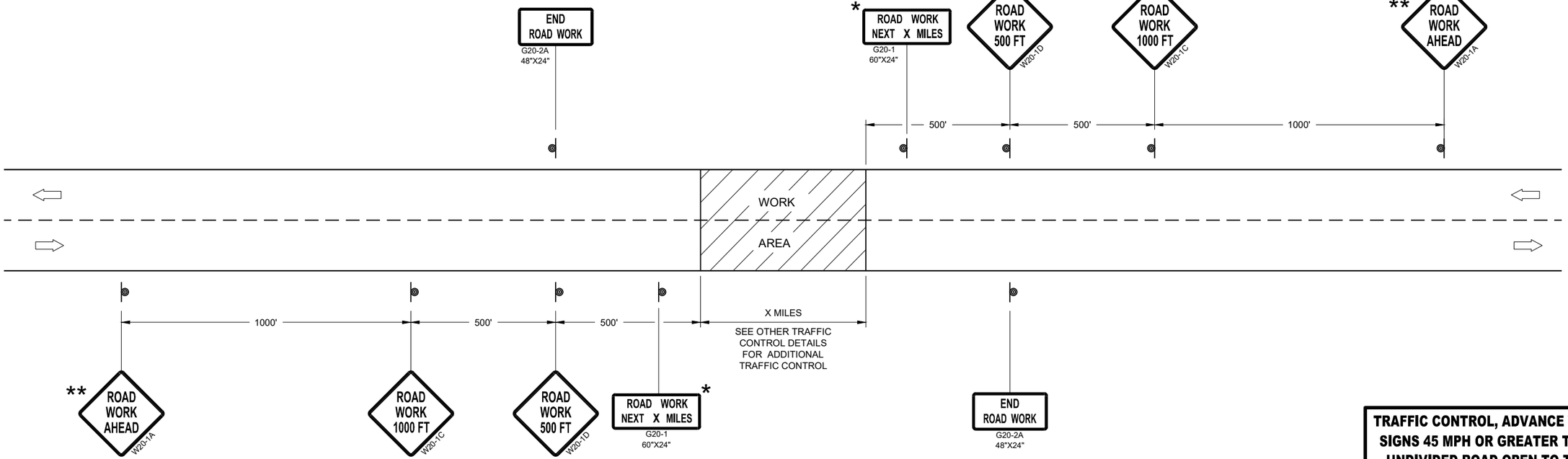
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

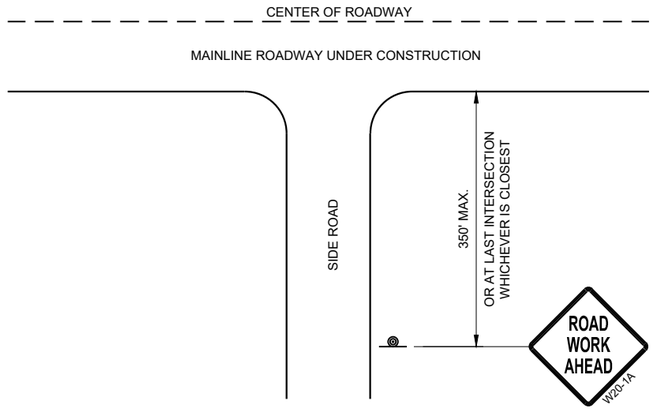
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



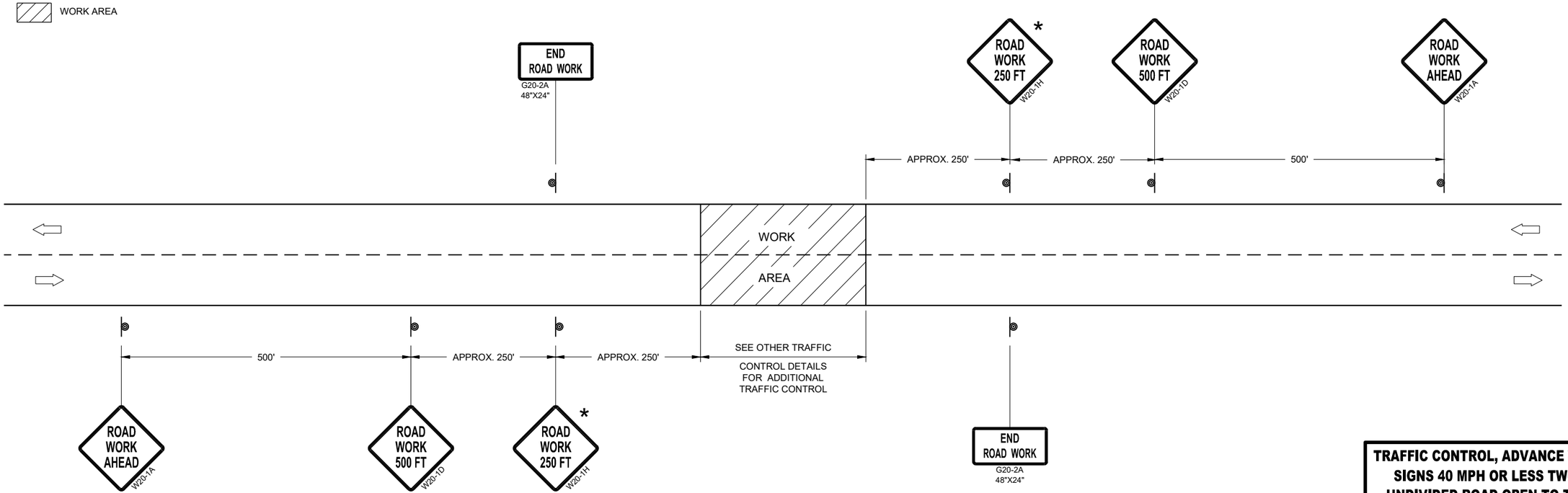
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

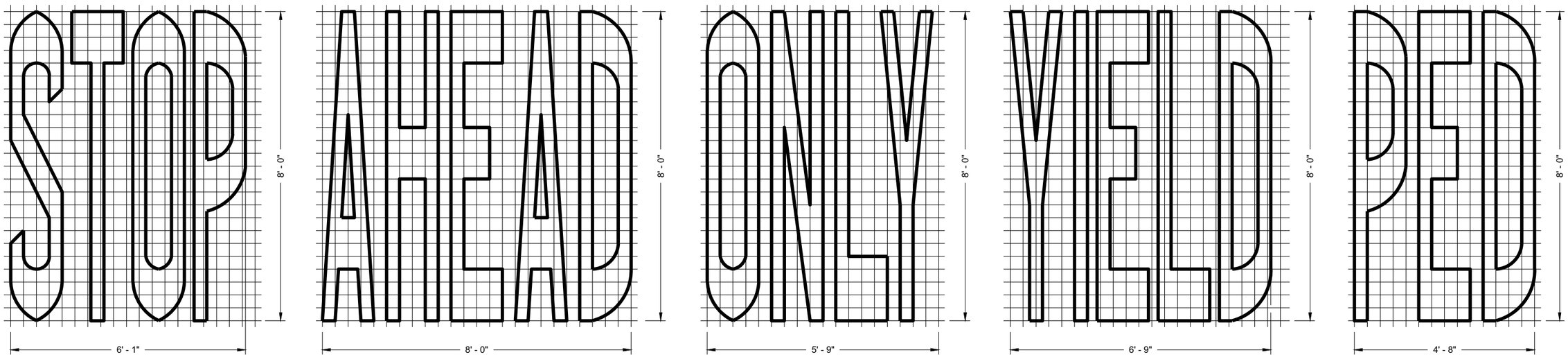
APPROVED
July 2018
DATE

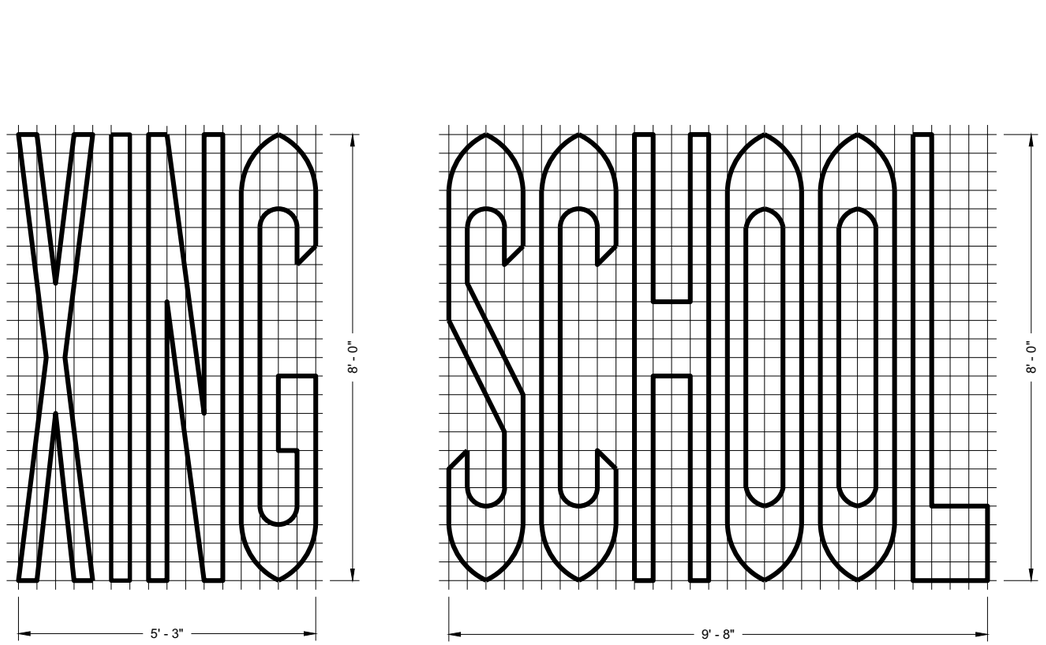
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

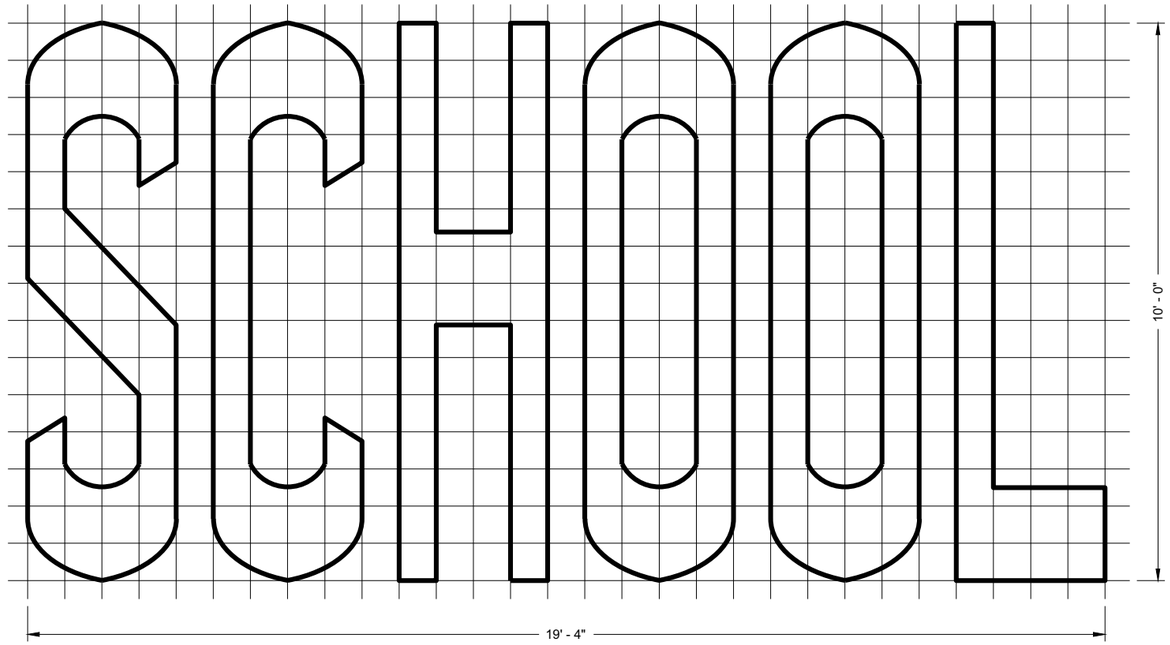
6

SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

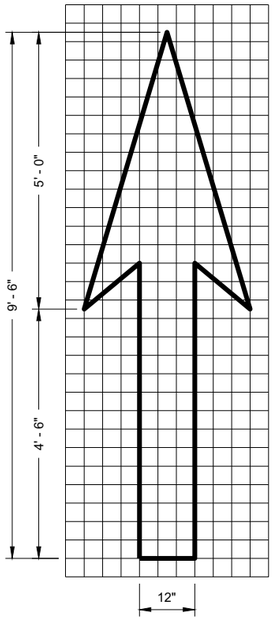
SDD 15C07 - 15b

6

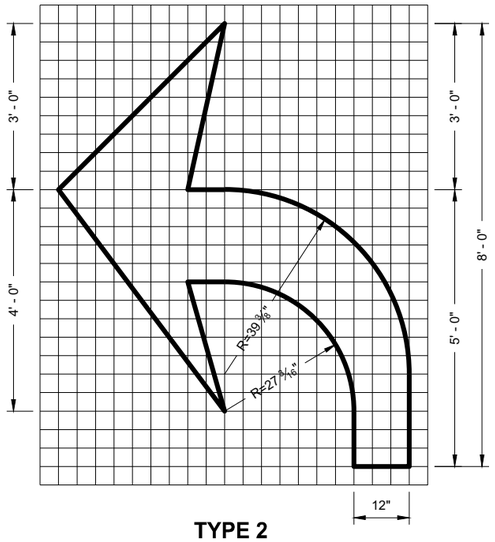
SDD 15C07 - 15b

GENERAL NOTES

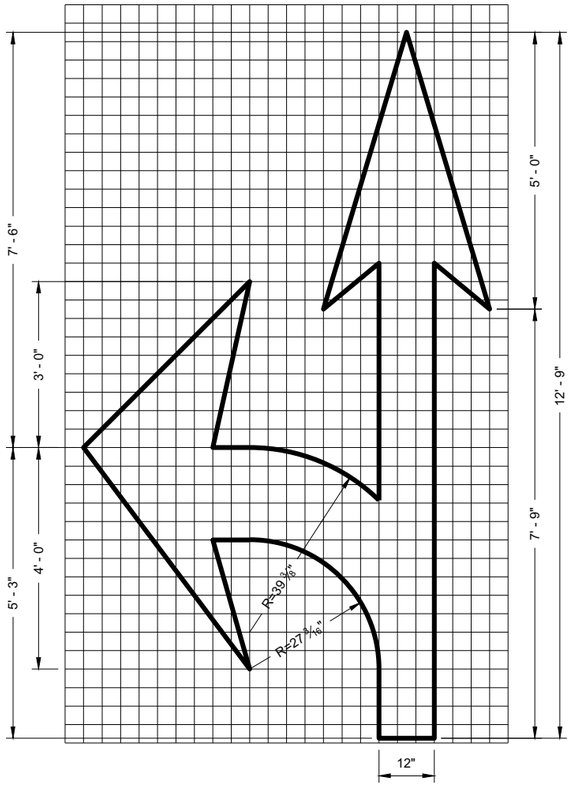
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



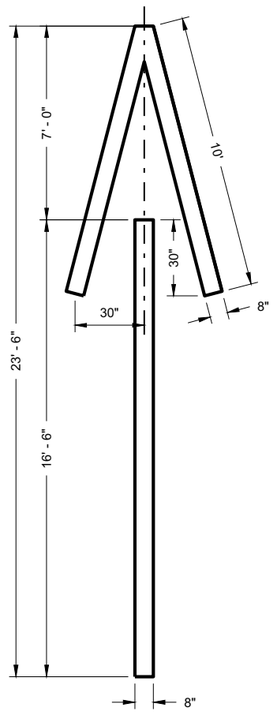
TYPE 1



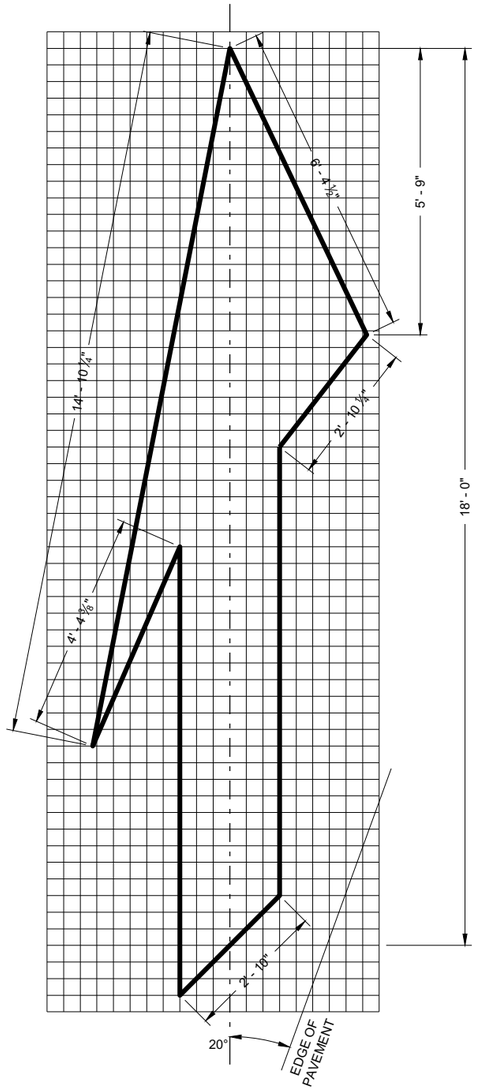
TYPE 2



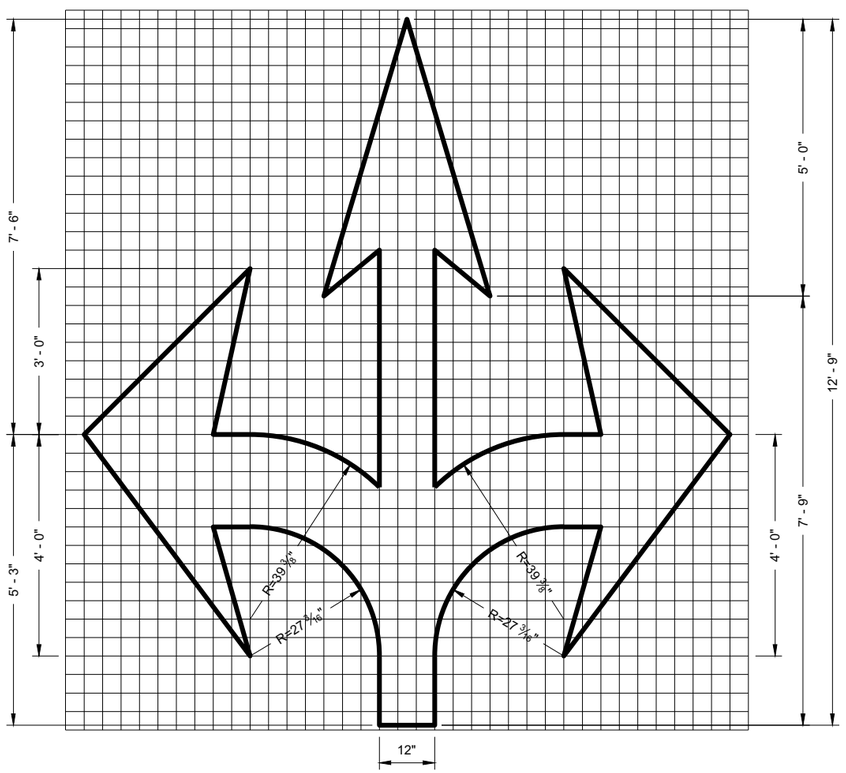
TYPE 3



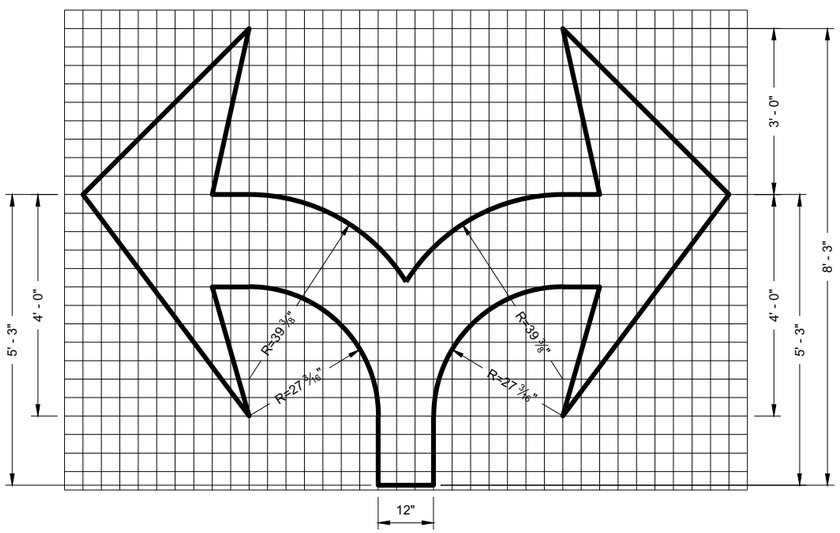
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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.

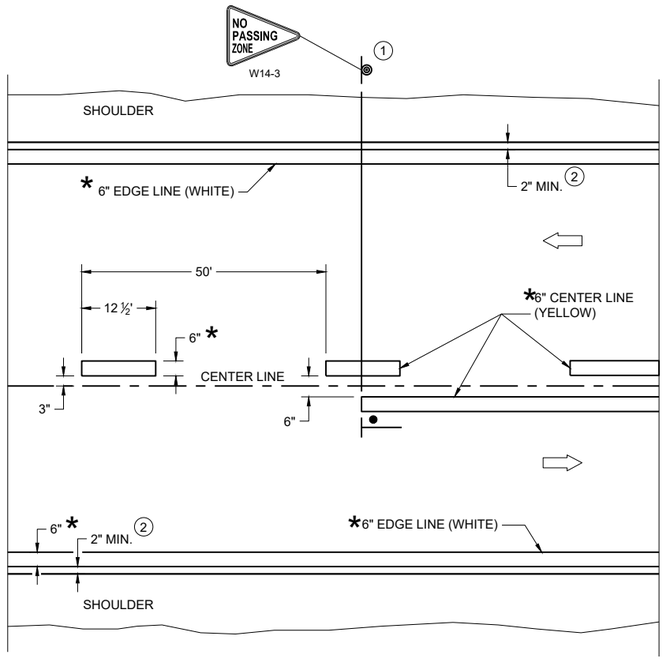
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

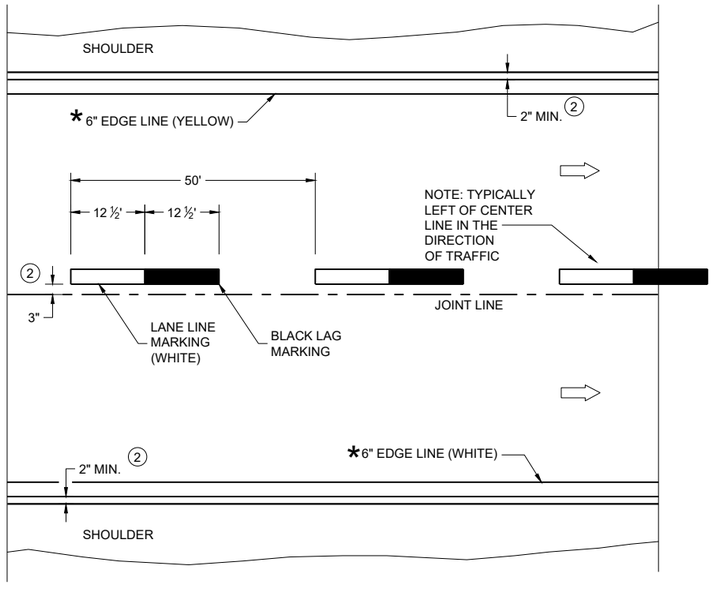
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

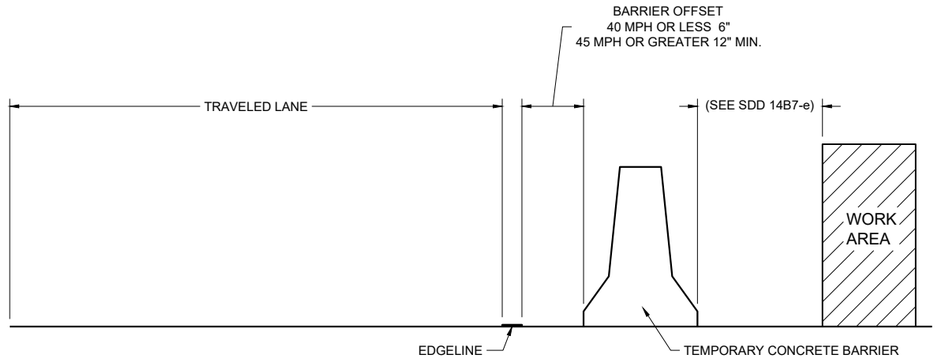
APPROVED
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

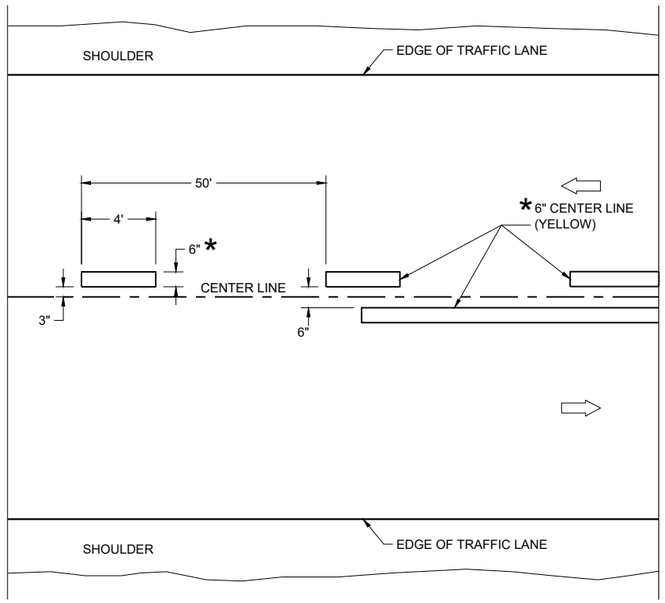
GENERAL NOTES

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

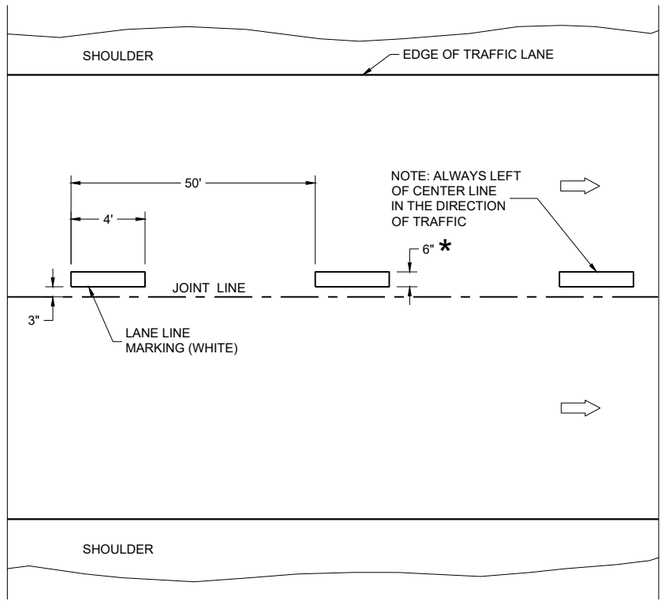
LEGEND

DIRECTION OF TRAFFIC

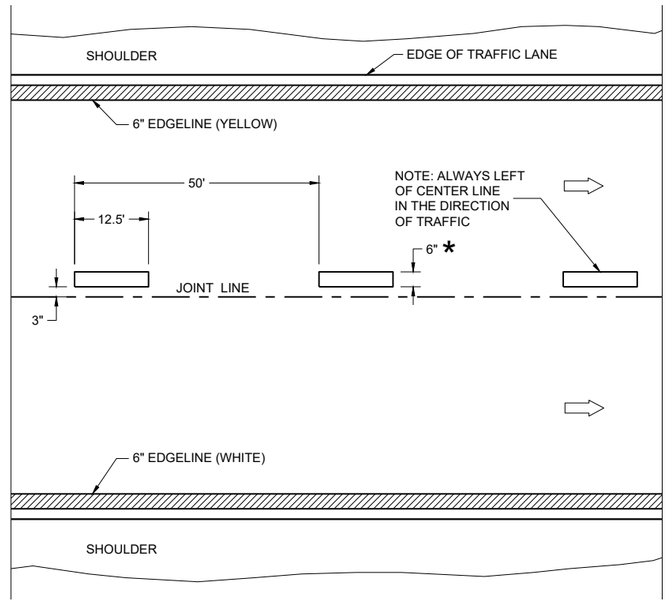
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

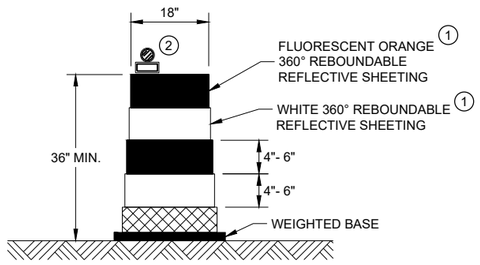
SDD 15C08-23b

6

SDD 15C08-23b

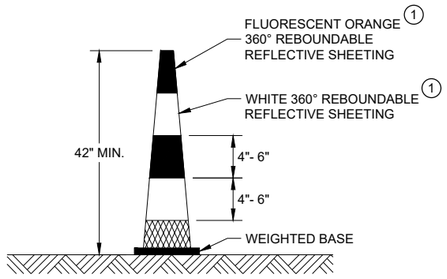
GENERAL NOTES

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

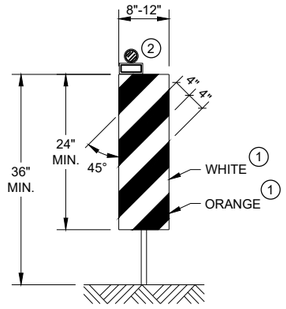
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

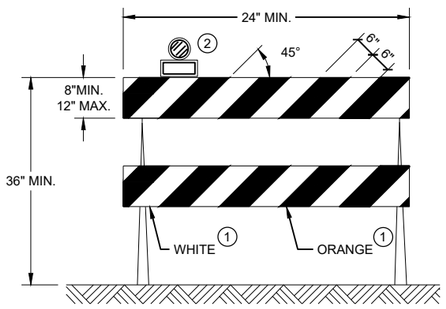
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



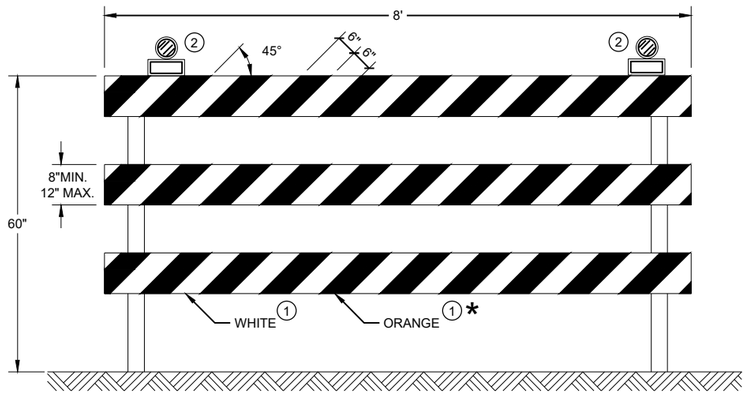
VERTICAL PANEL

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 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

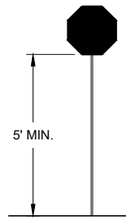
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



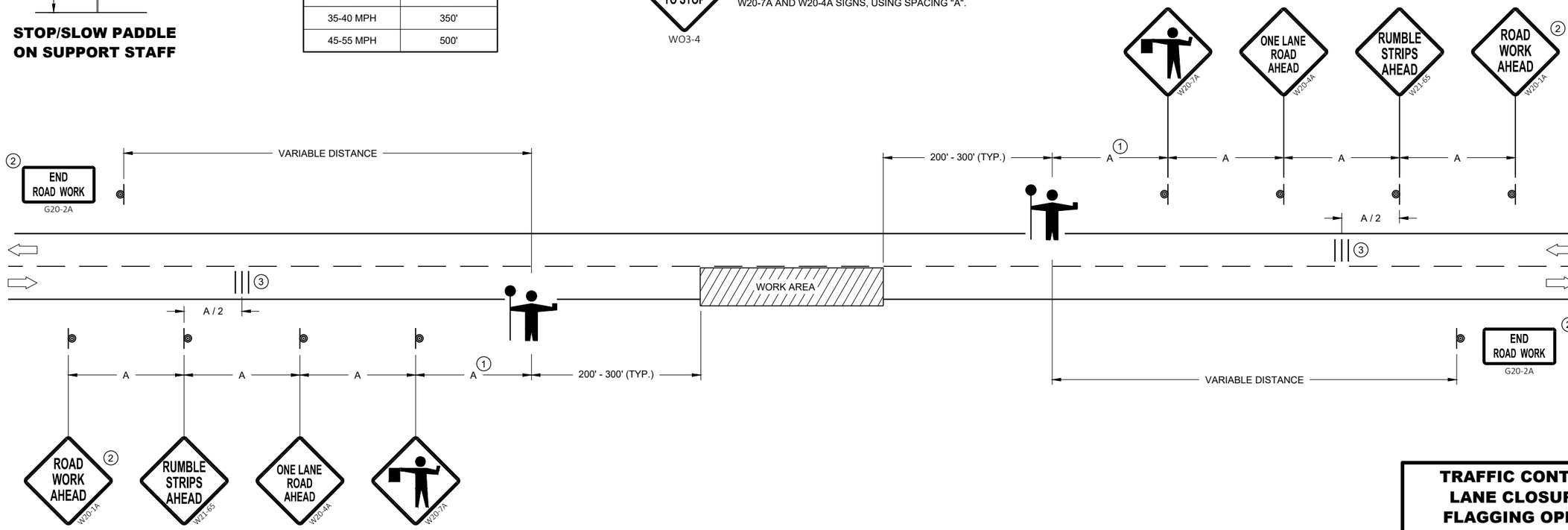
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

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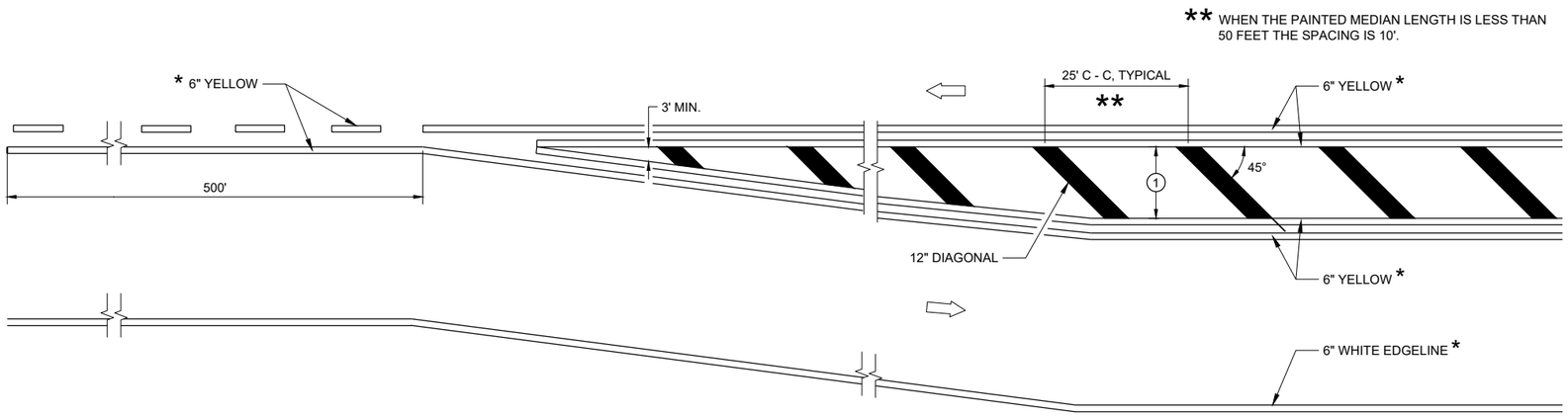


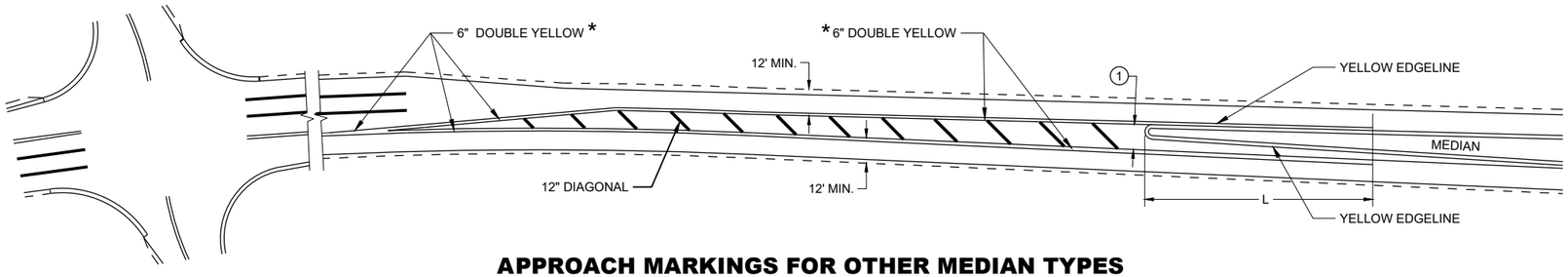
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

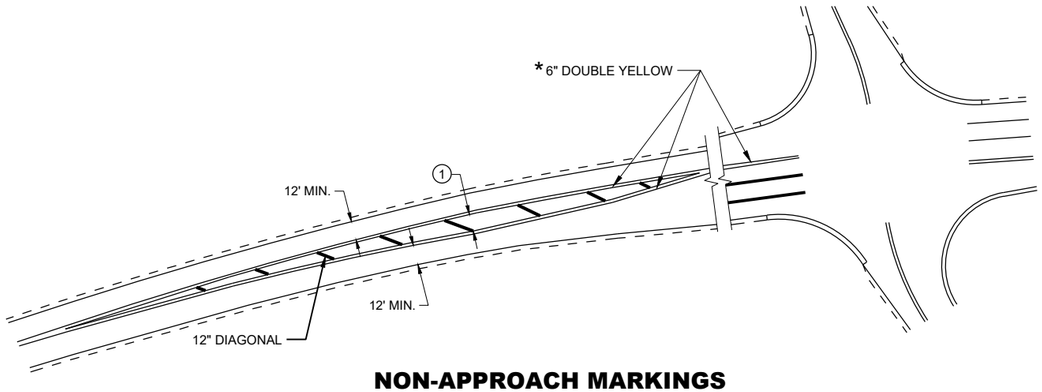
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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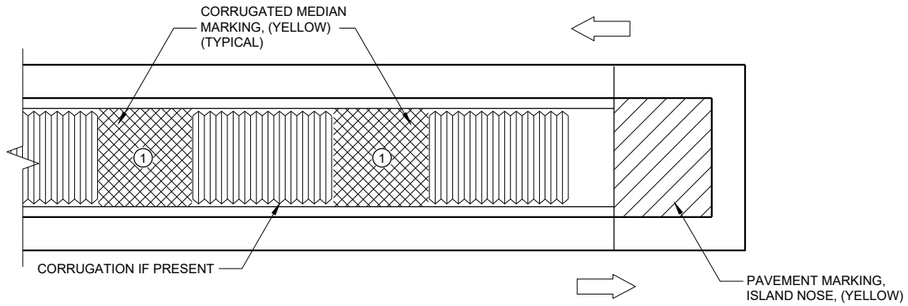
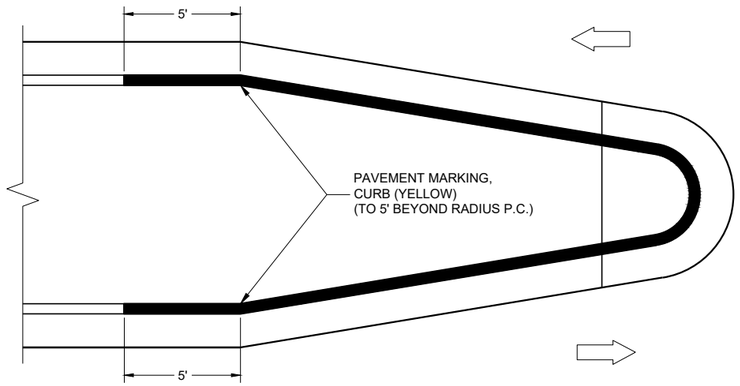
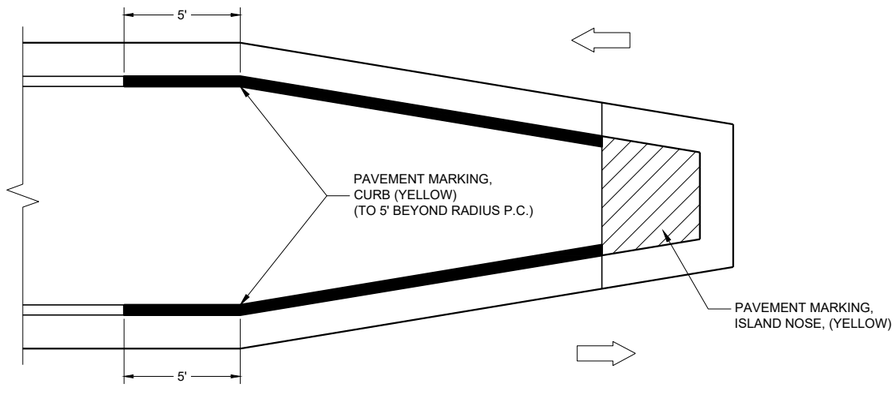
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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SDD 15C18-08b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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.

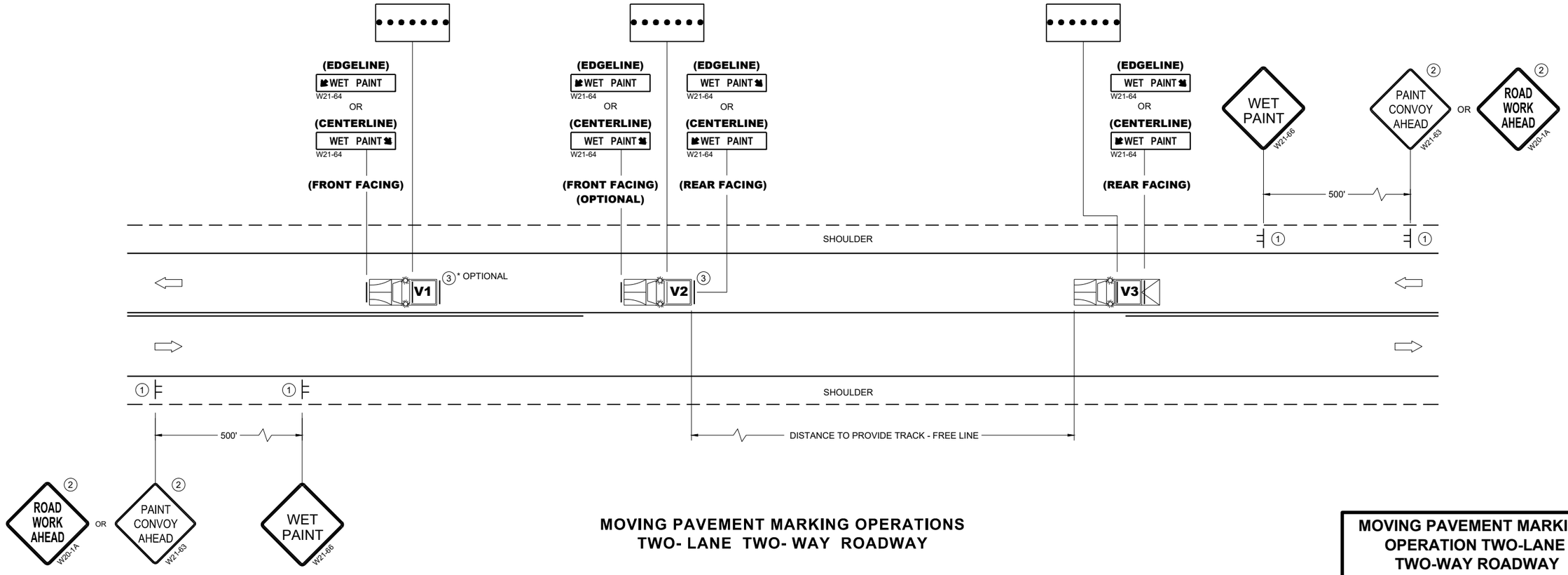
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

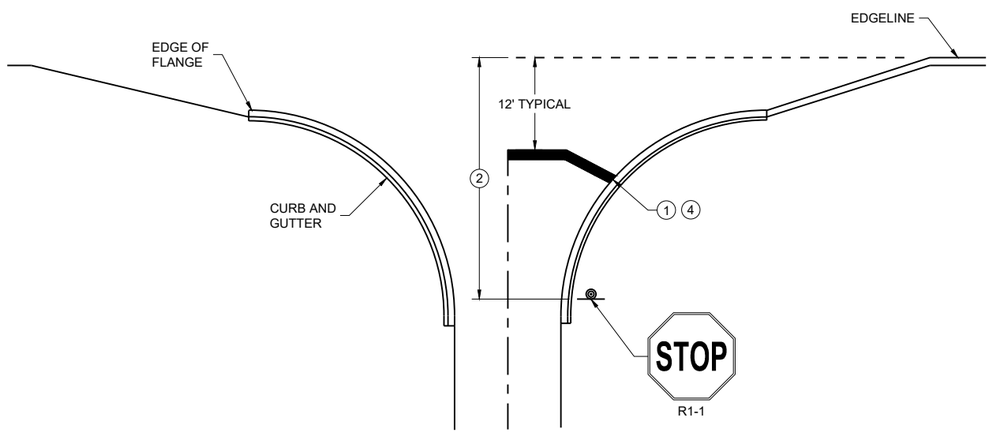
APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15C19-9a

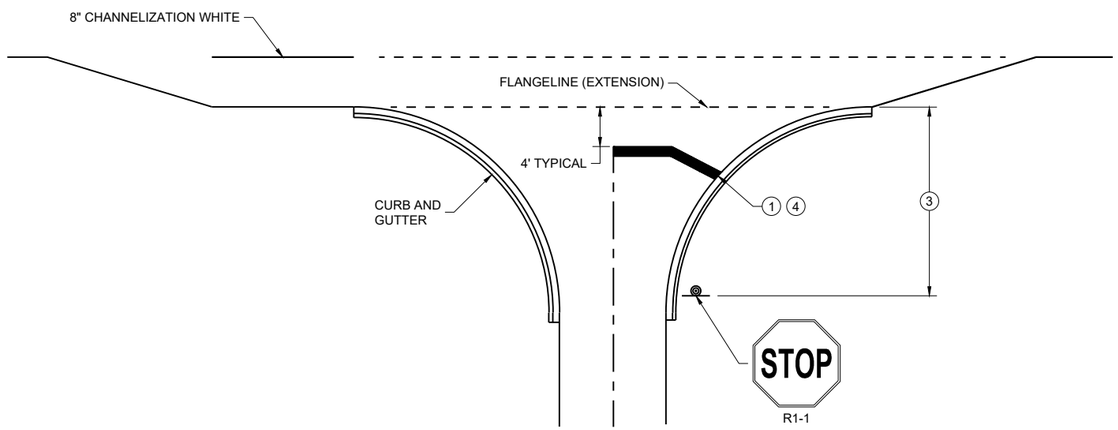
GENERAL NOTES

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

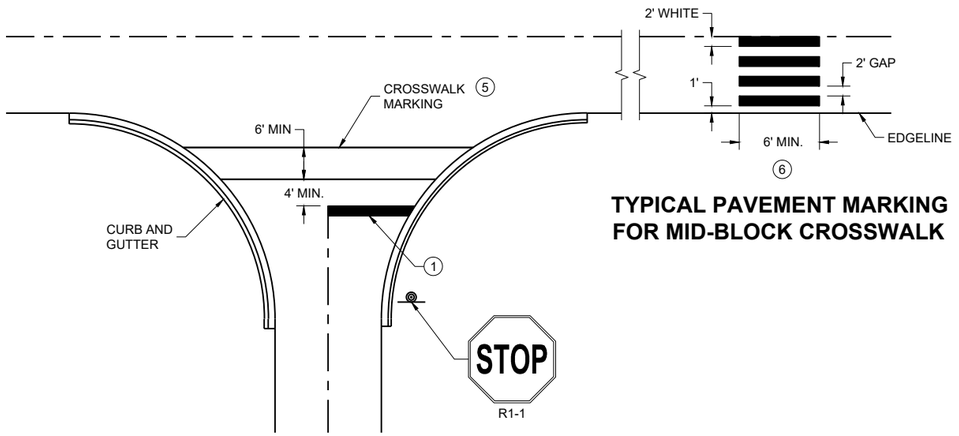
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

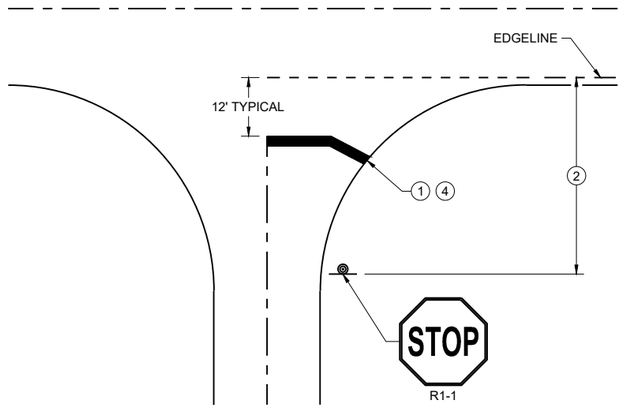


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33-05

LEGEND

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

GENERAL NOTES

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

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

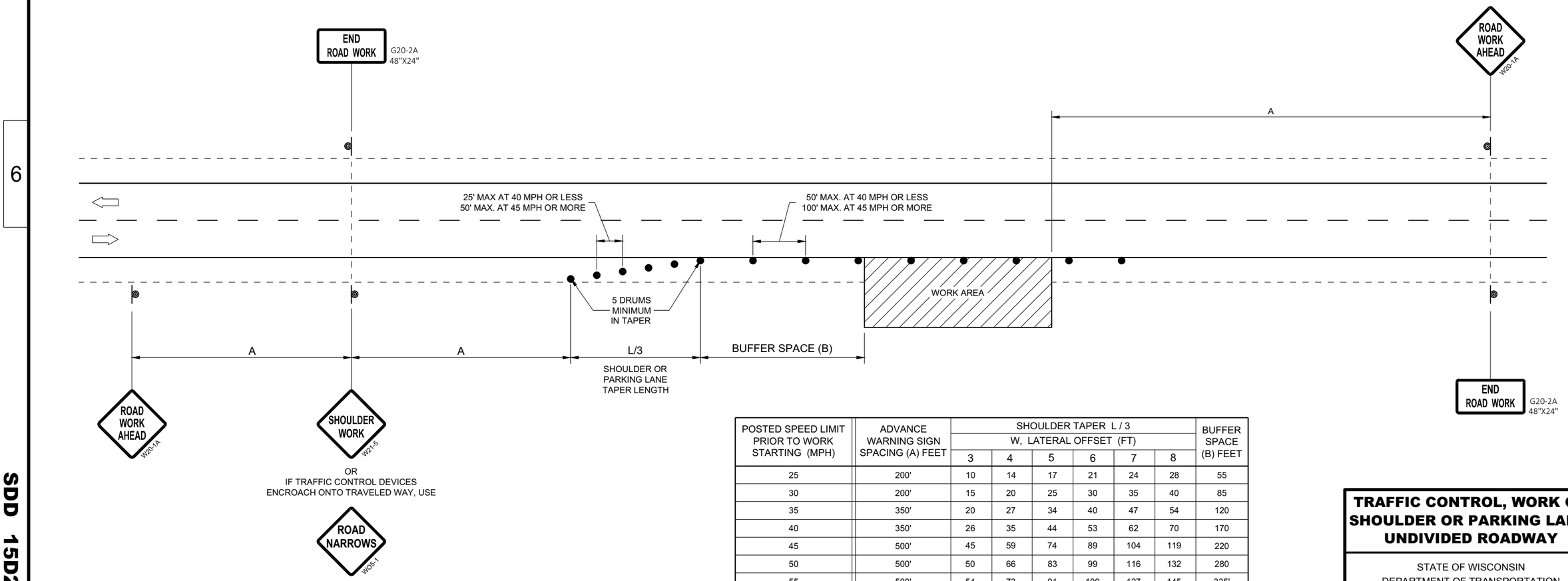
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04

GENERAL NOTES

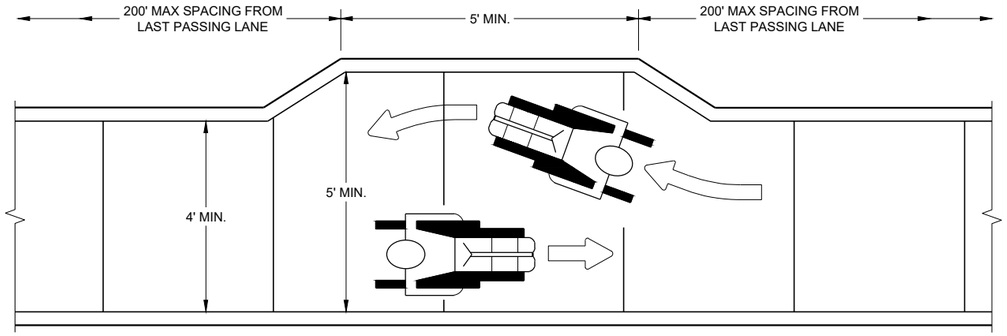
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

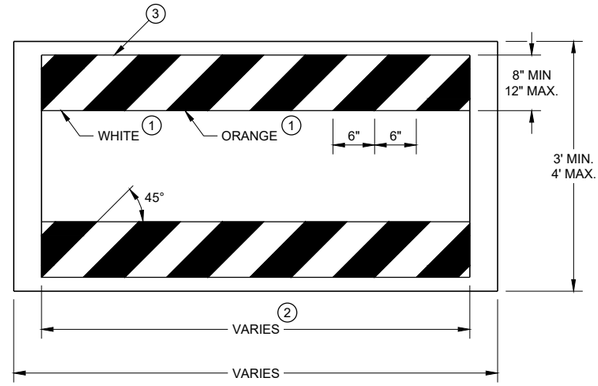
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

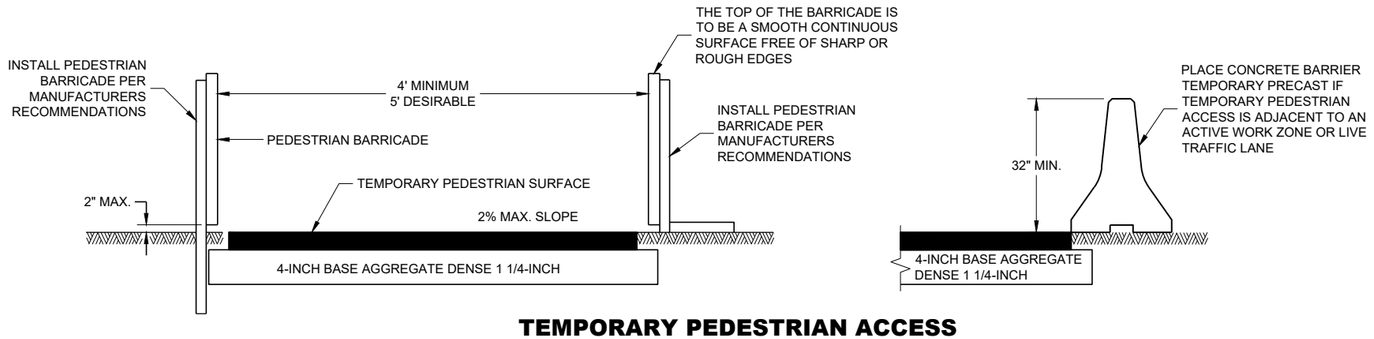
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

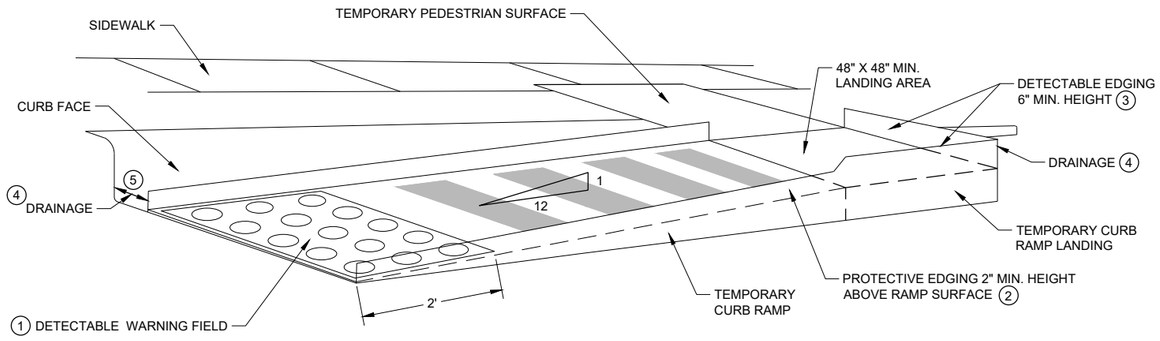


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

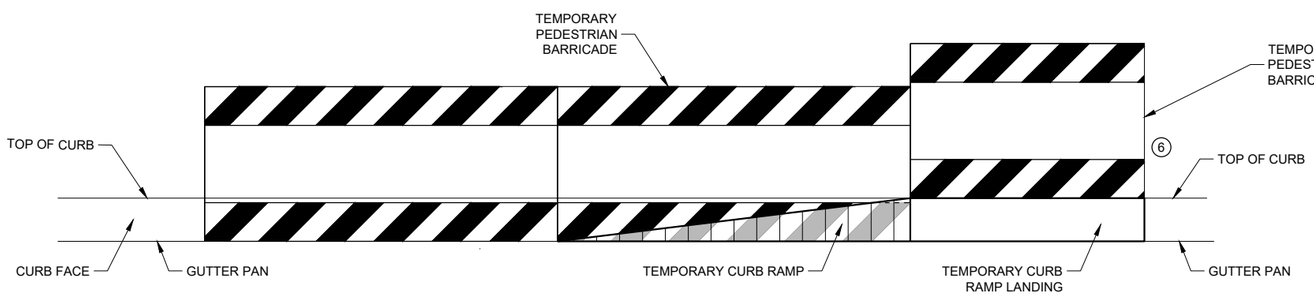
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

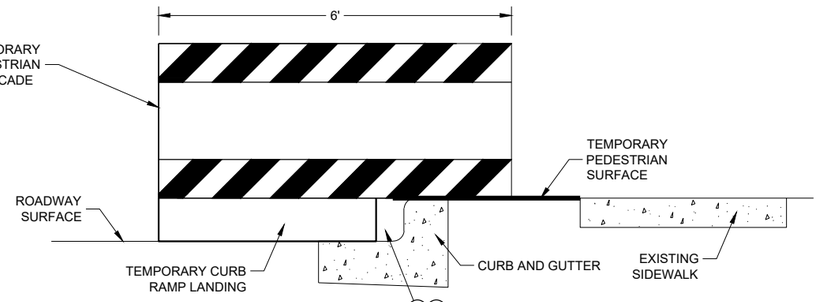
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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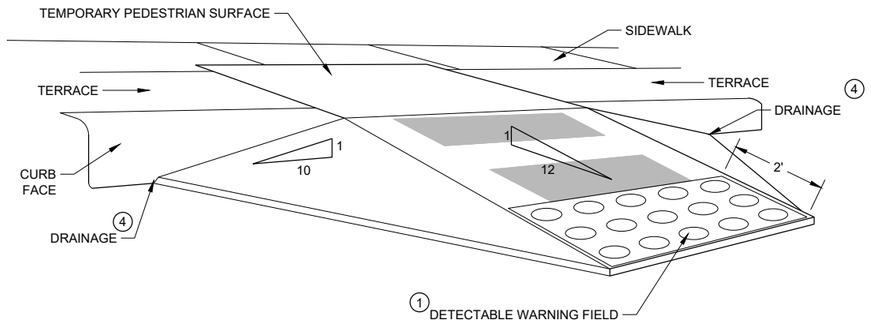
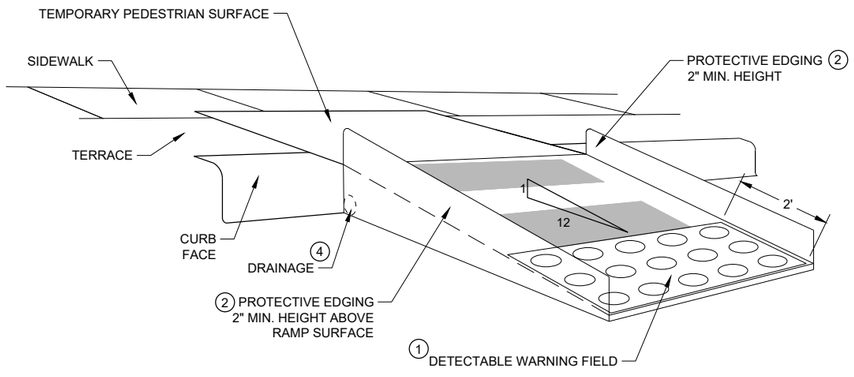
SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(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) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

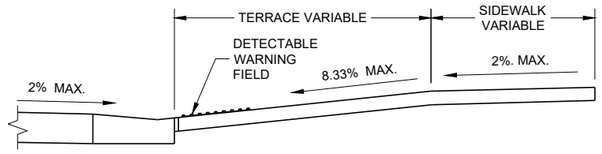
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

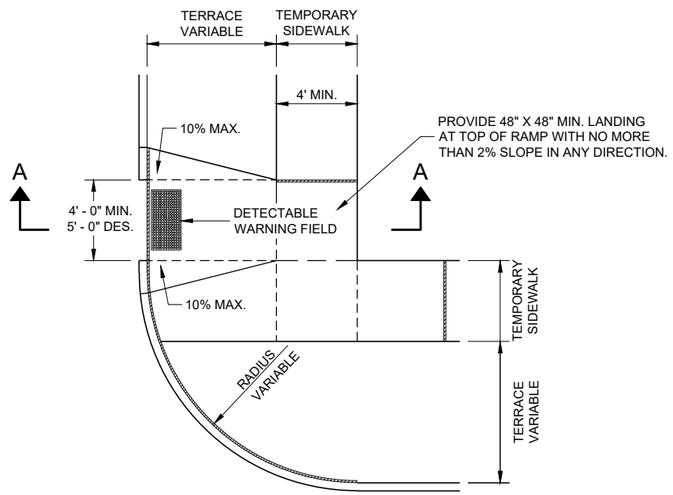
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

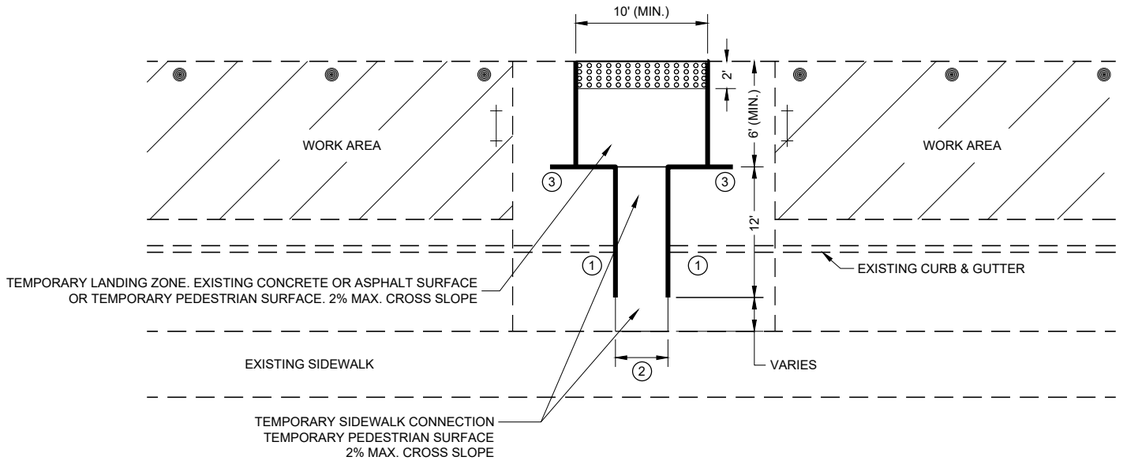
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

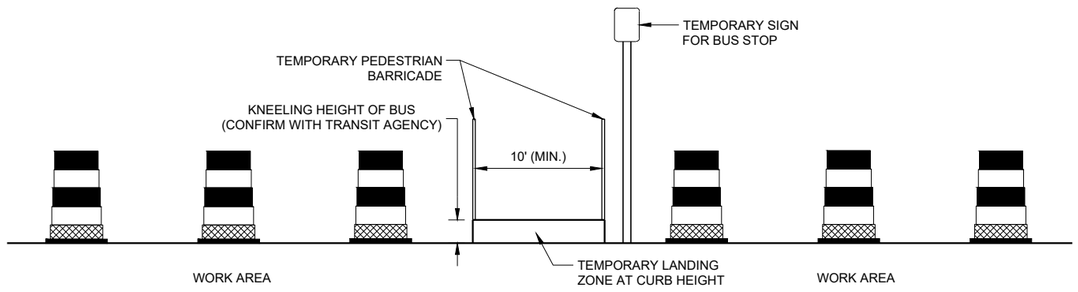
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

6

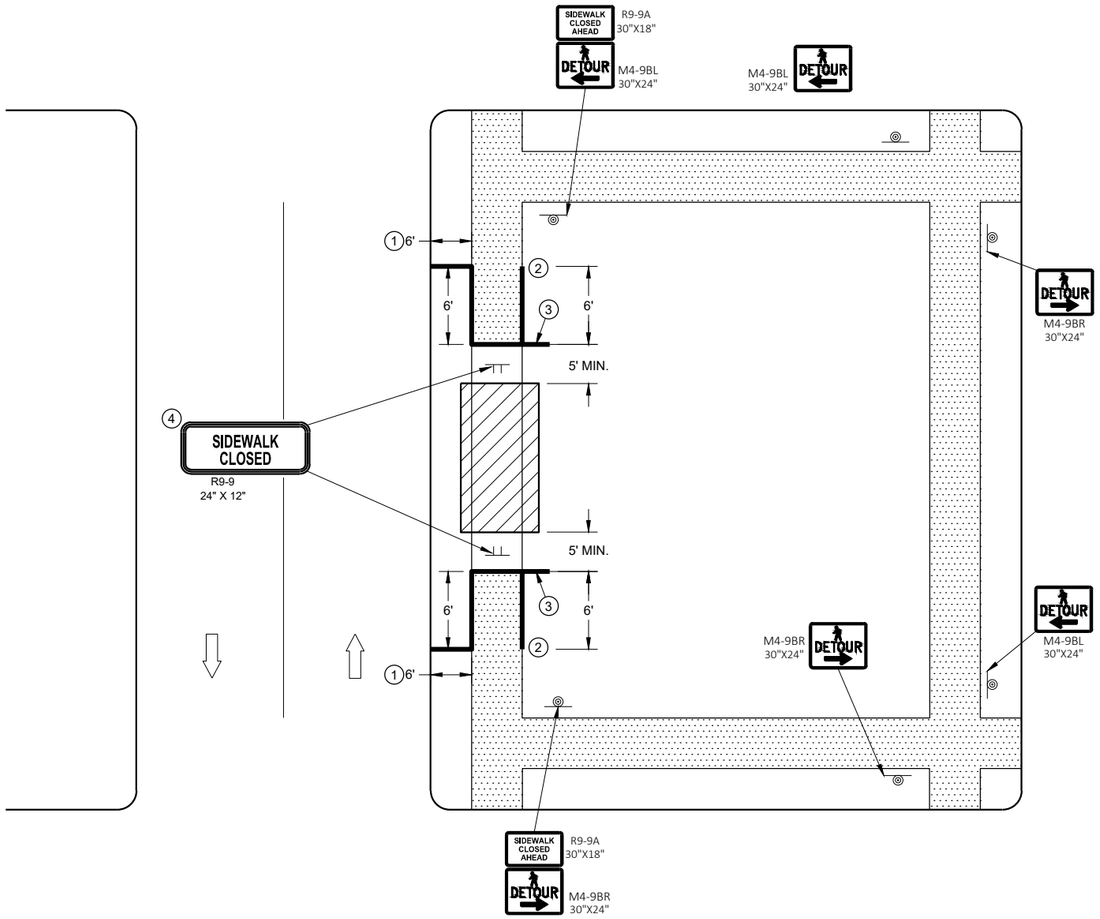
SDD 15D30 - 09e

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

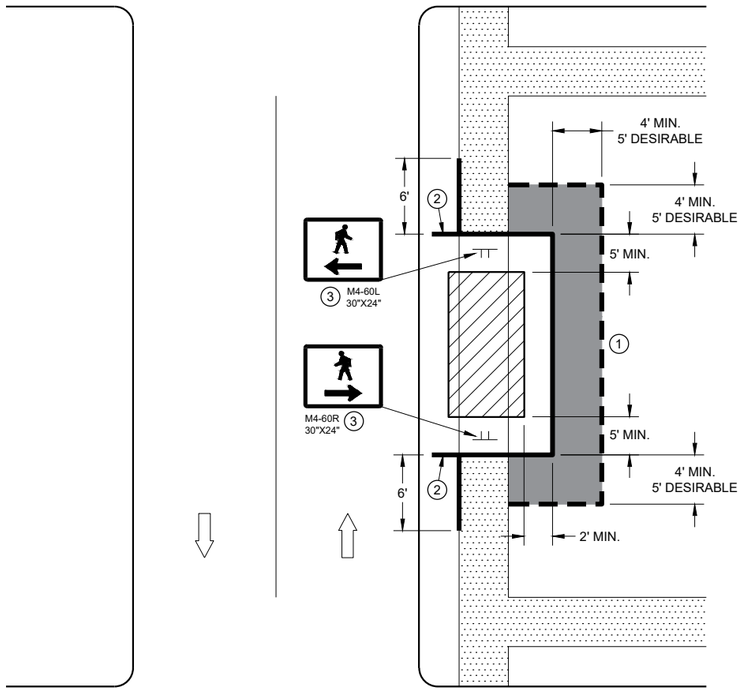
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

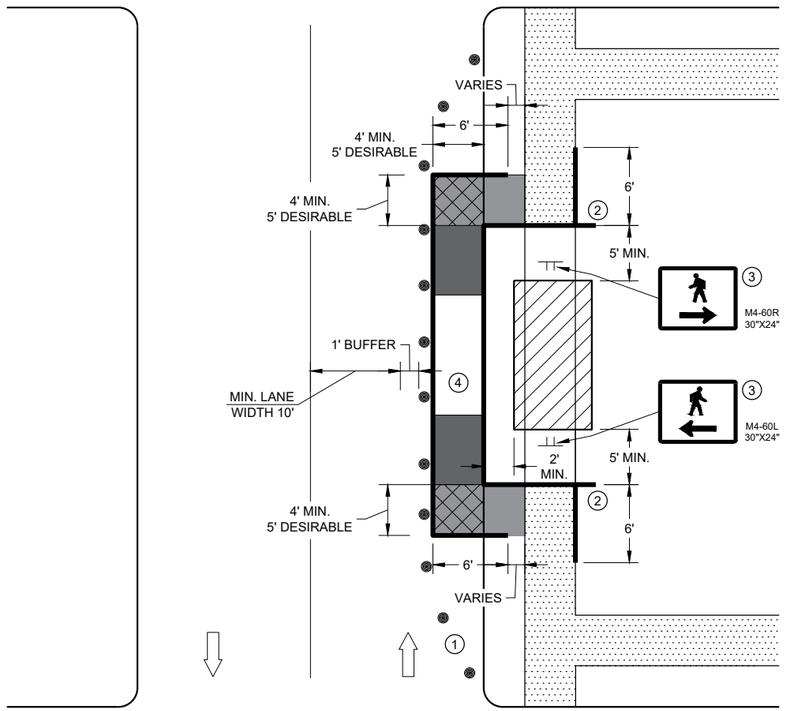
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

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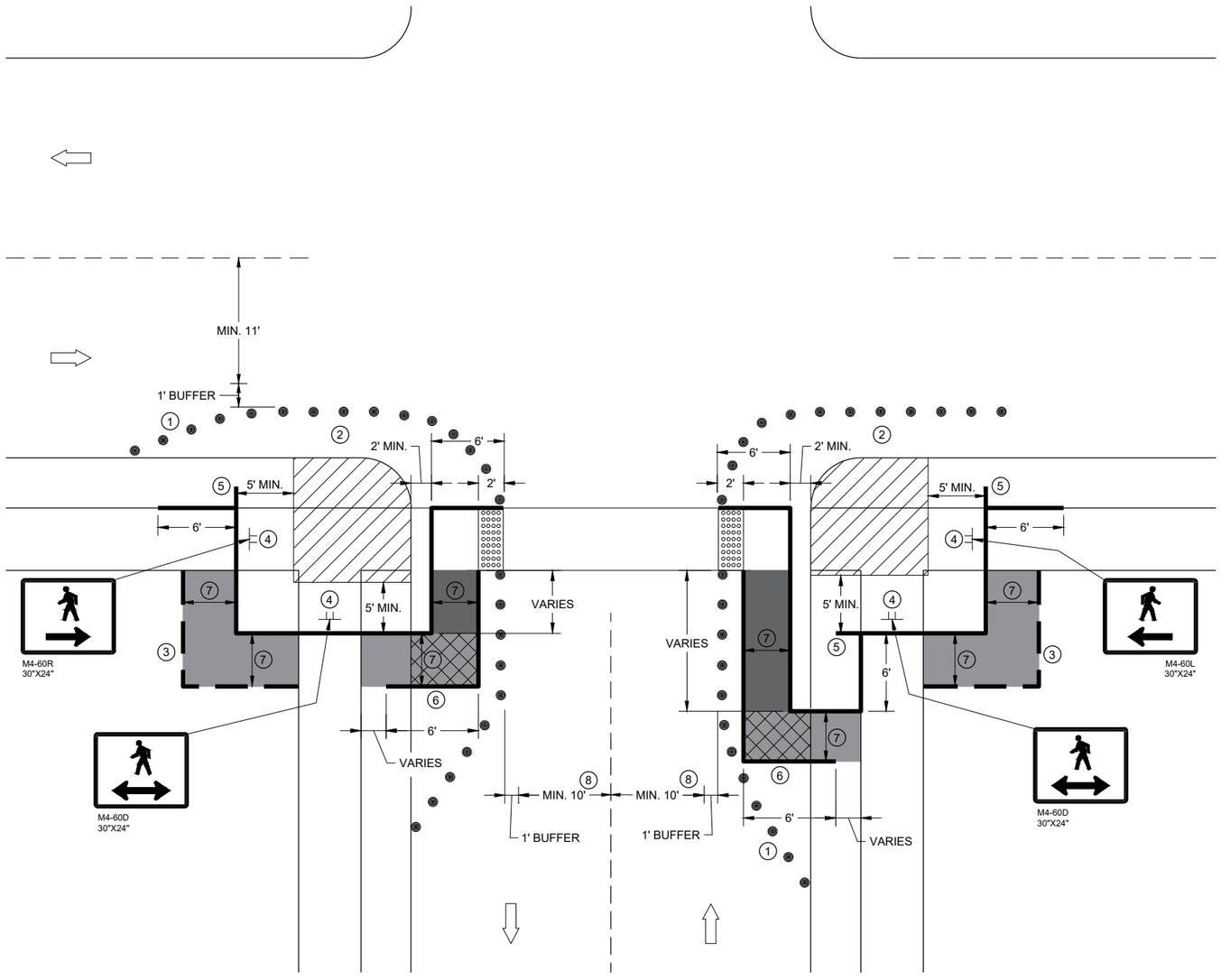
SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

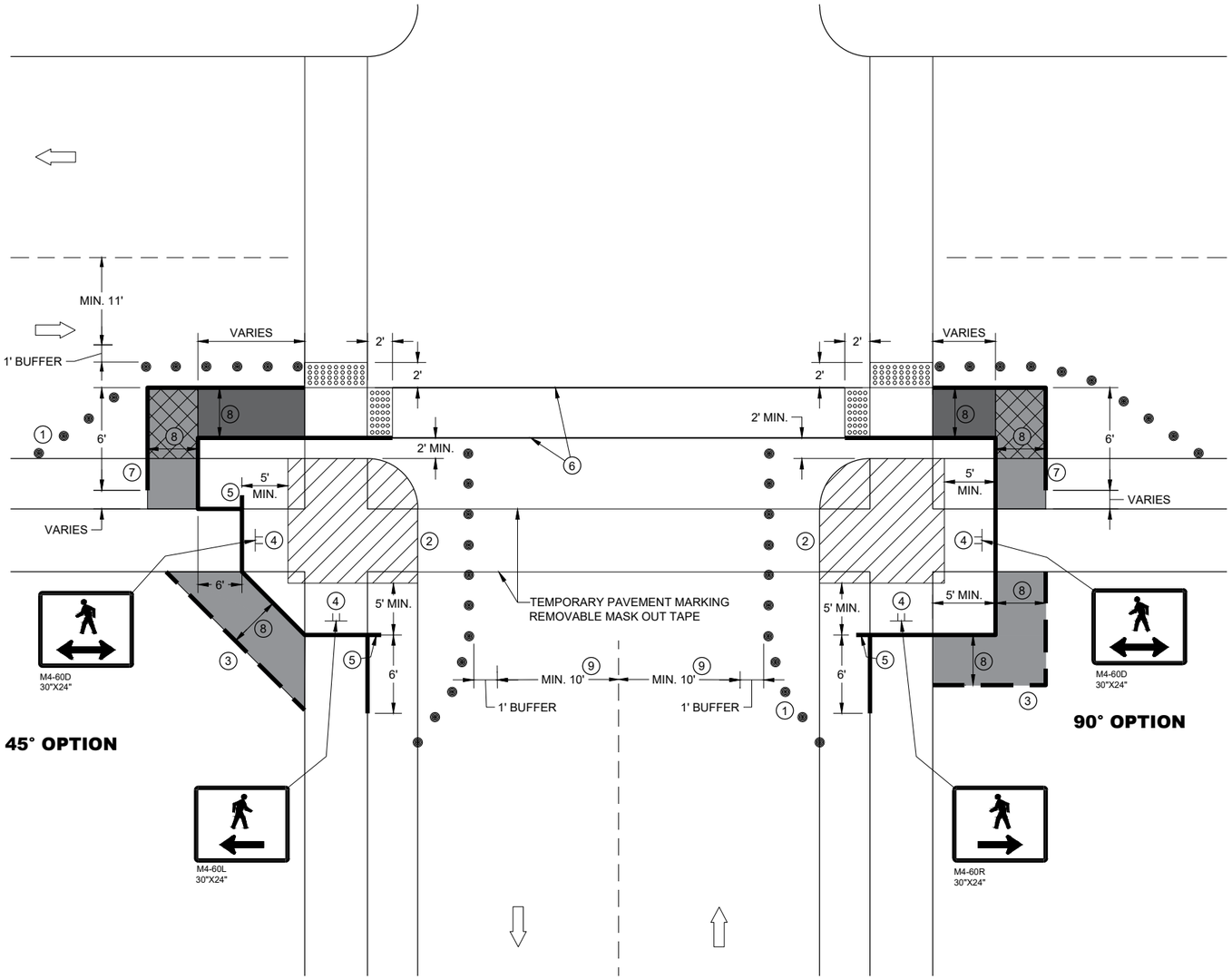
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

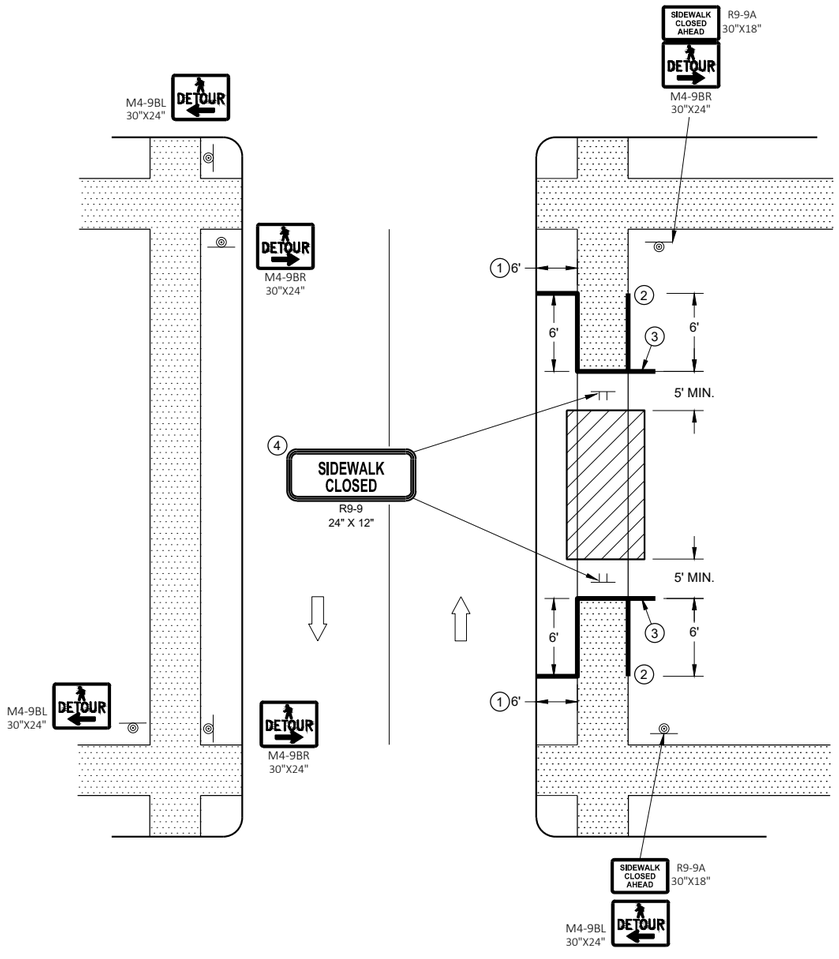
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

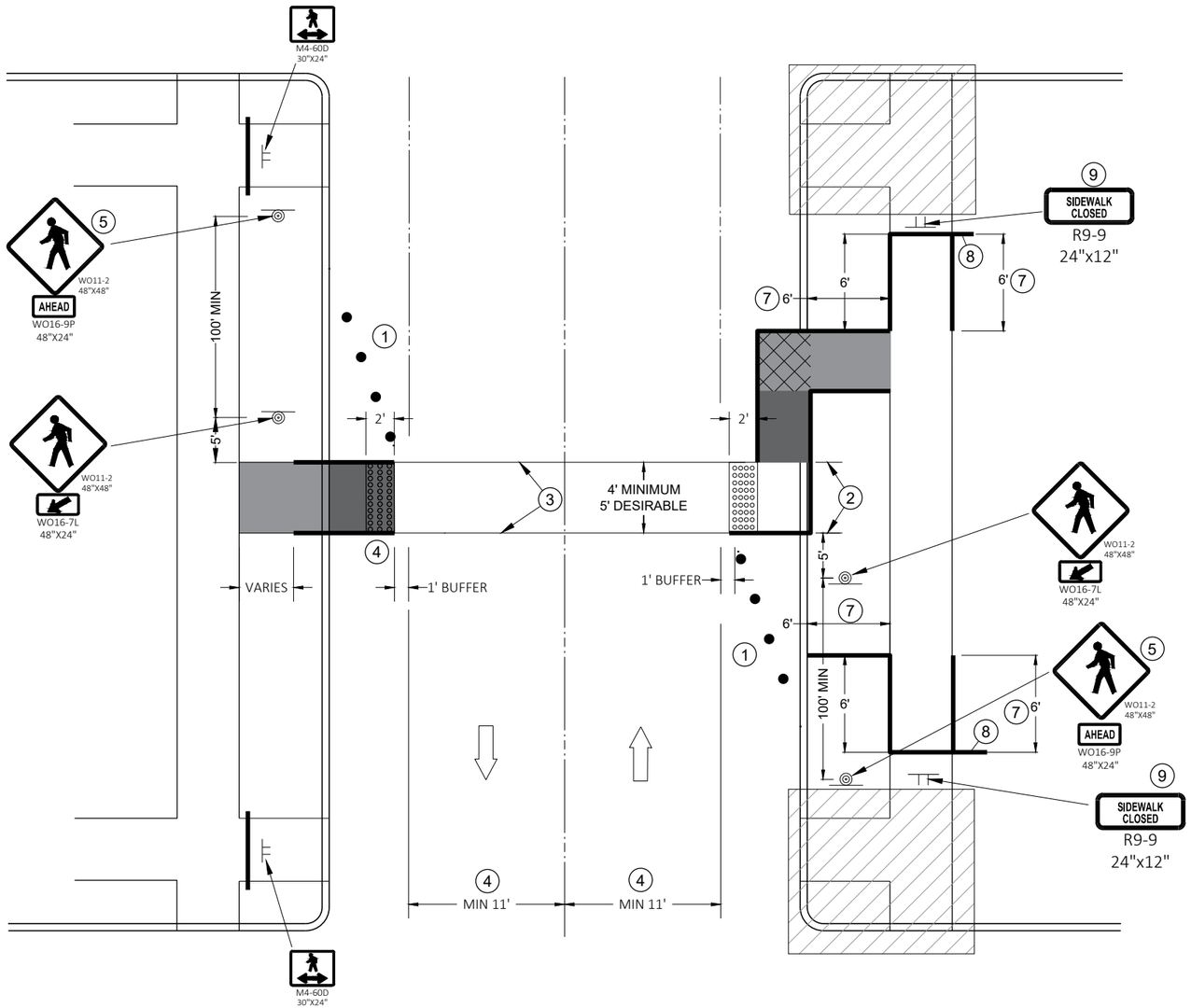
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

(6) IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(7) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

(8) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

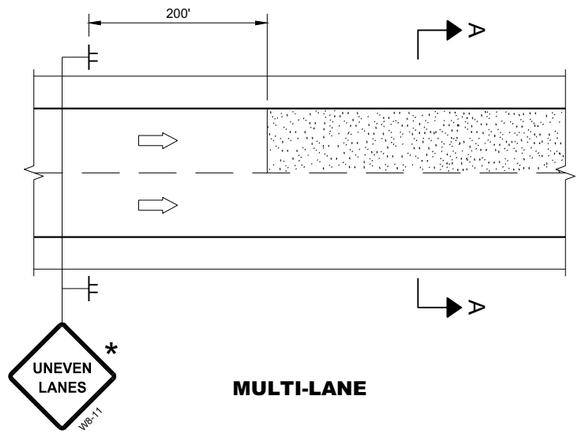
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

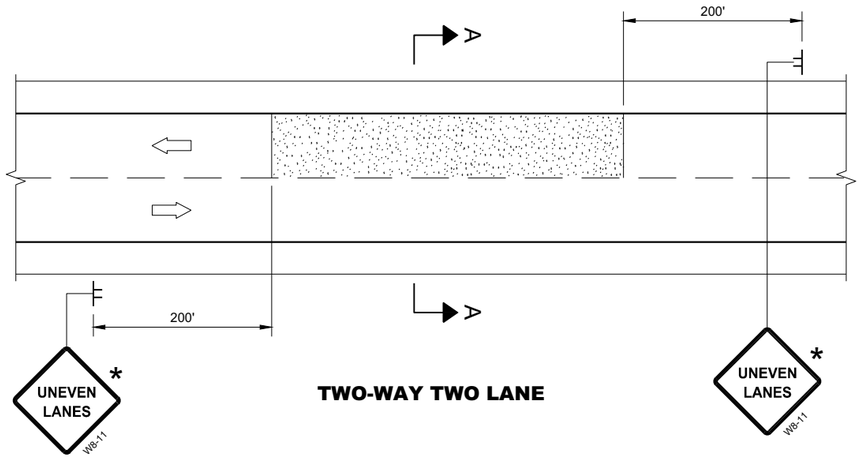
6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09L



MULTI-LANE



TWO-WAY TWO LANE

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.

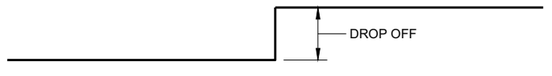
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

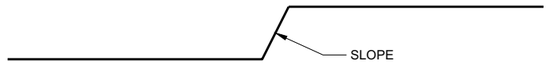
LEGEND

- 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

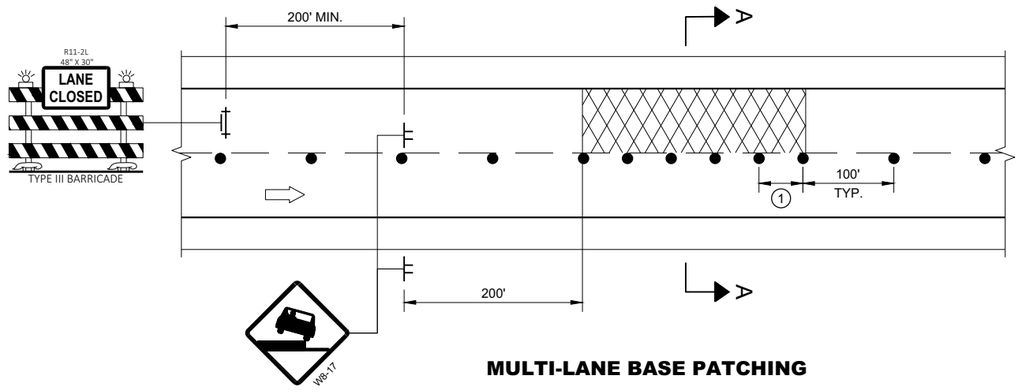


SECTION A - A

OR

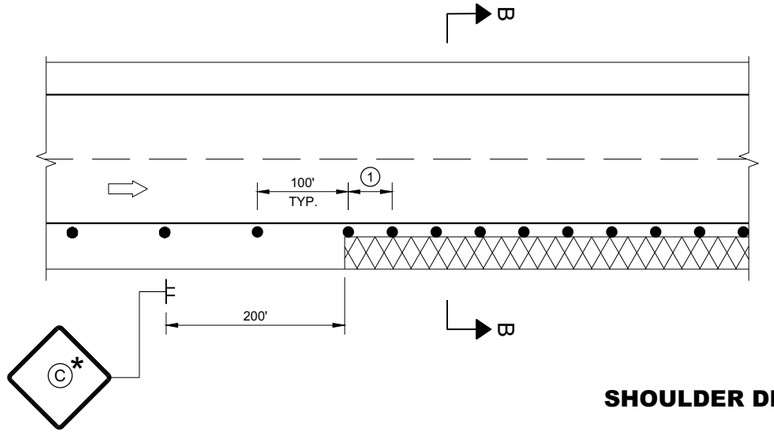


SECTION A - A

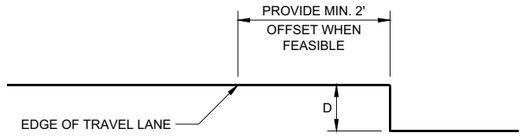


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



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

6

SDD 15D39 - 02

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SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

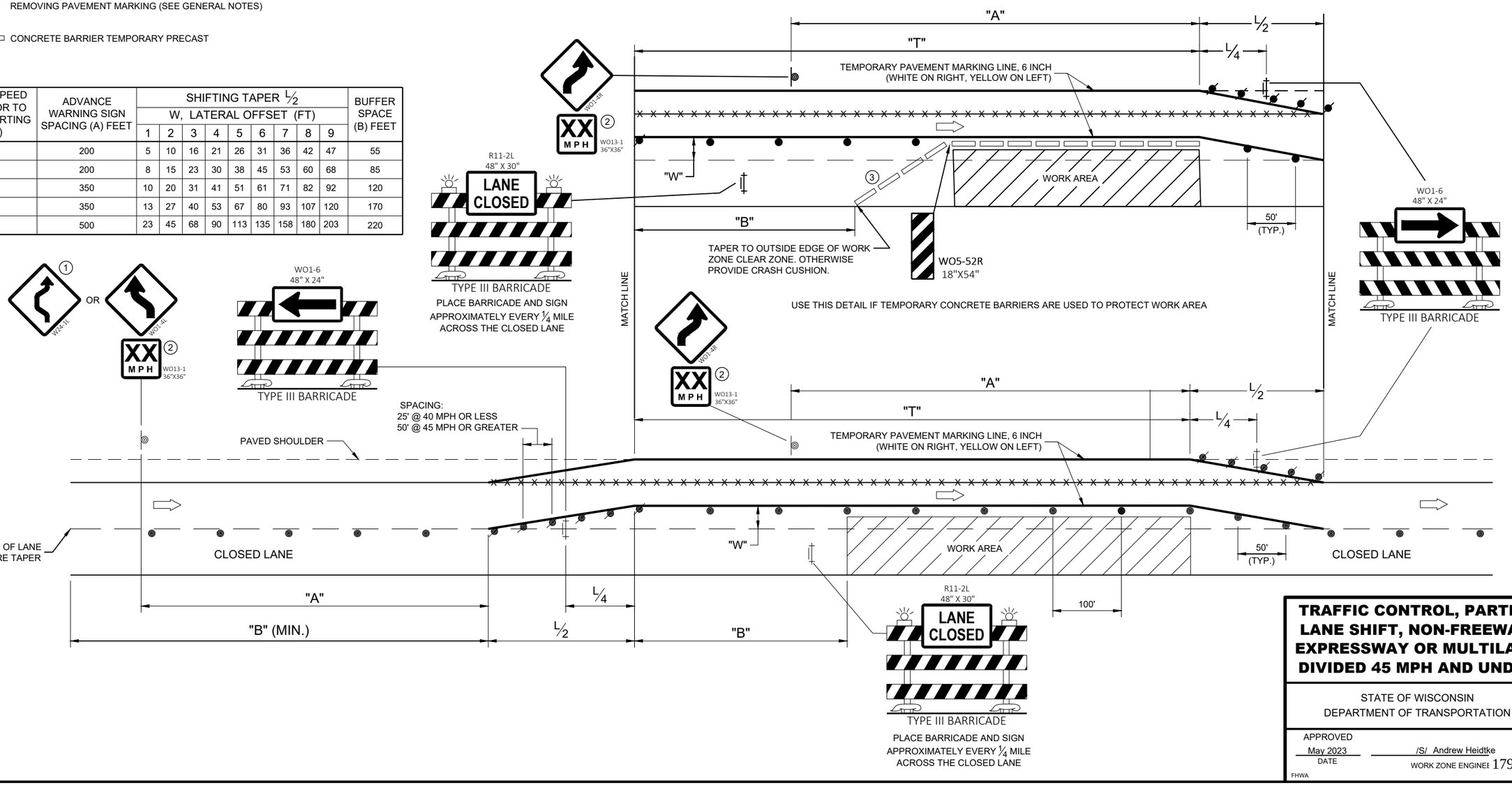
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40-05c

6

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.

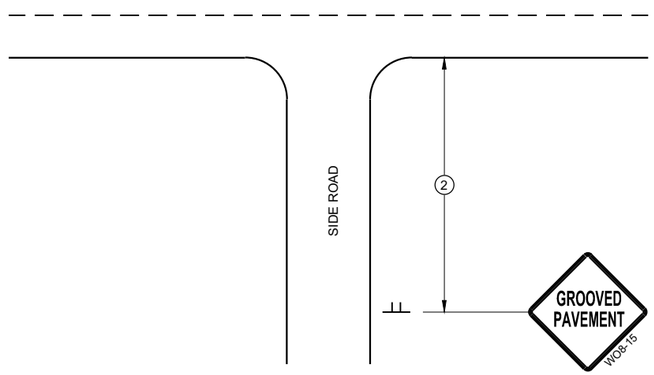
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

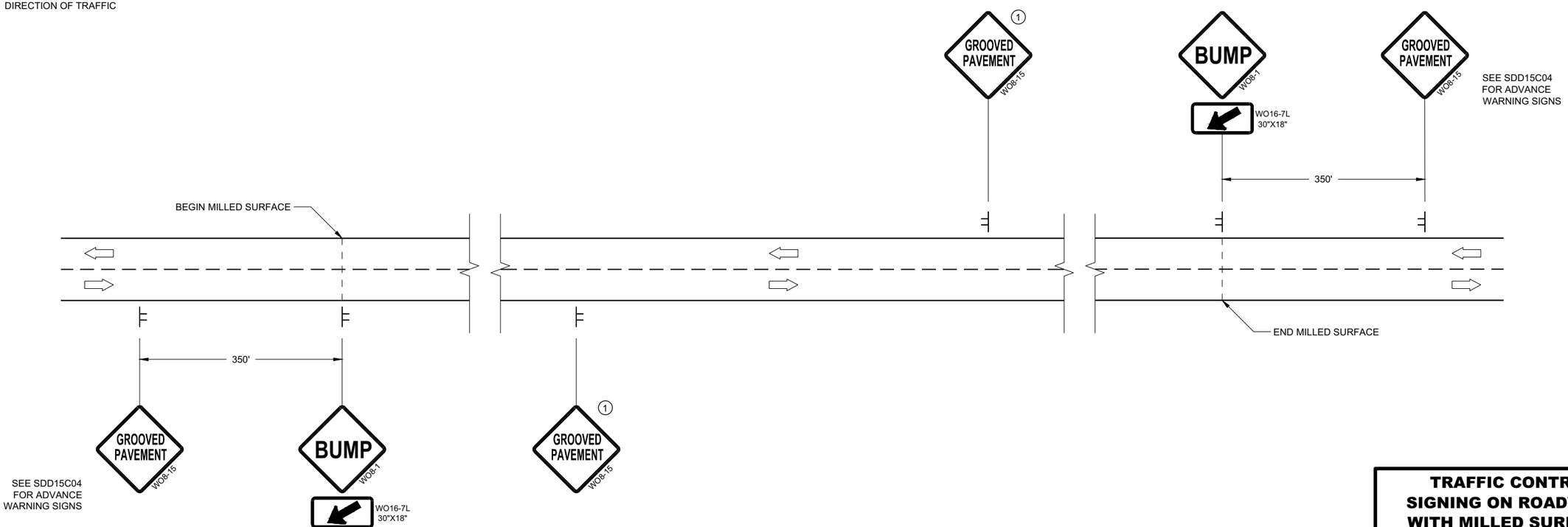
LEGEND

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

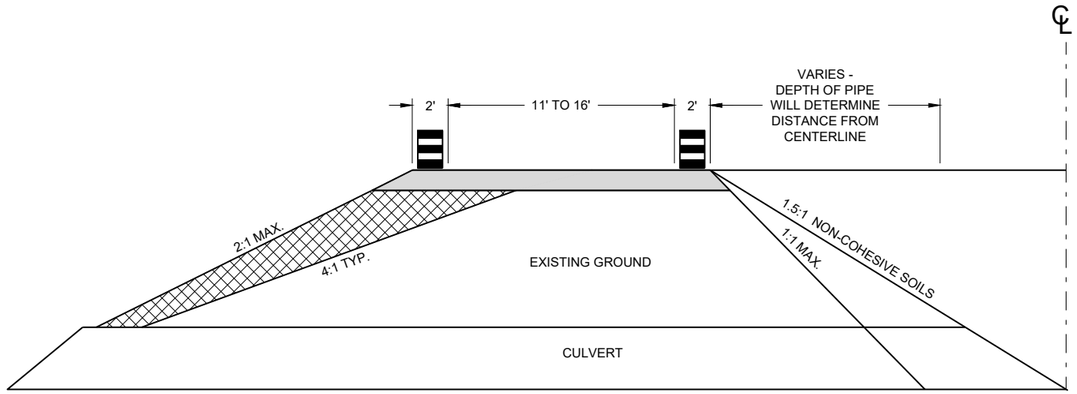
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

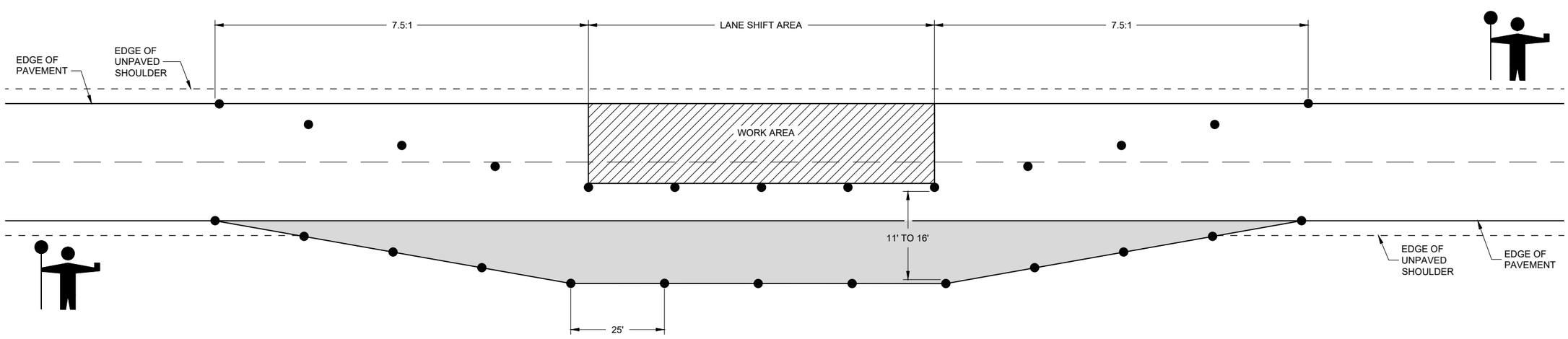
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

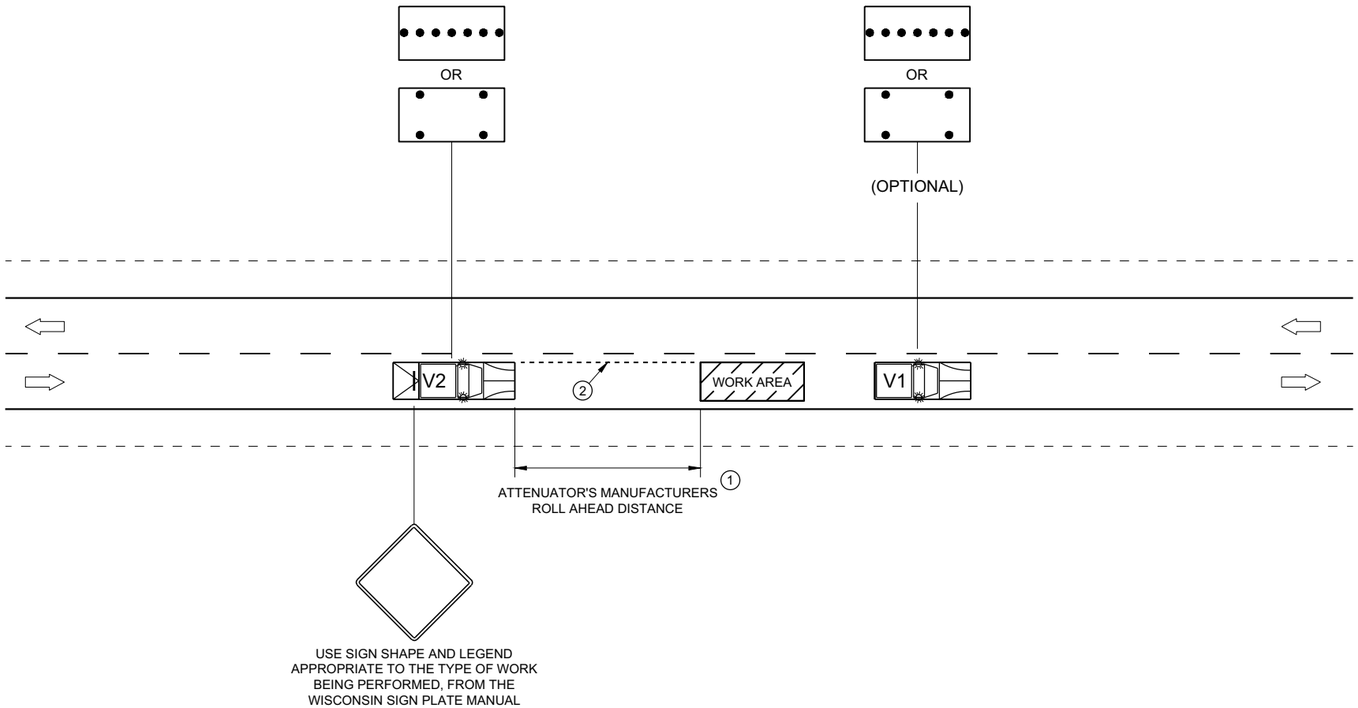
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



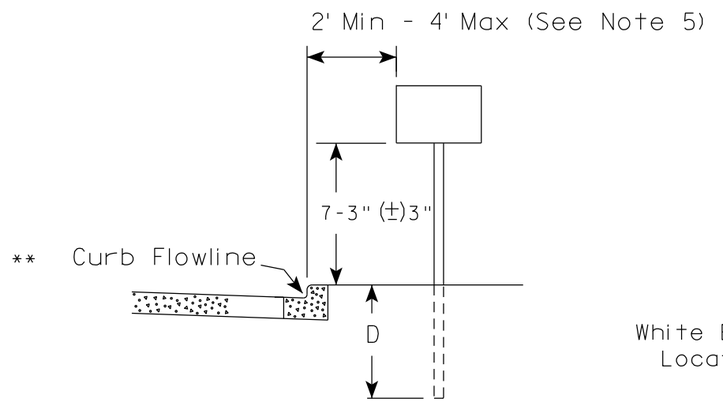
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

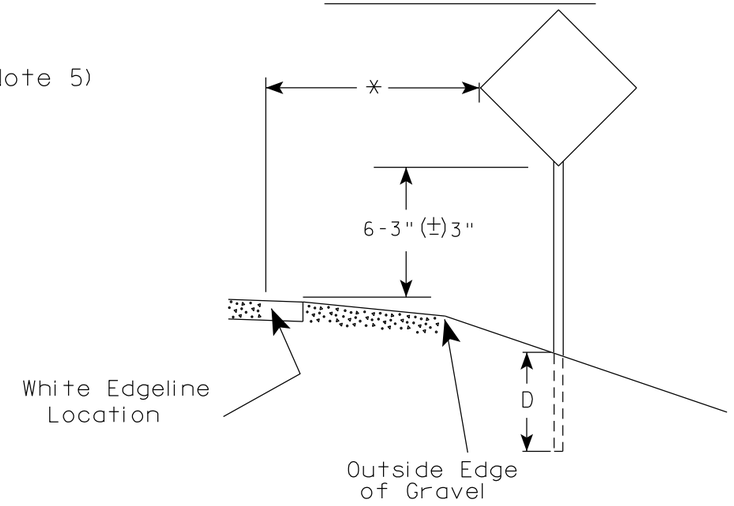
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

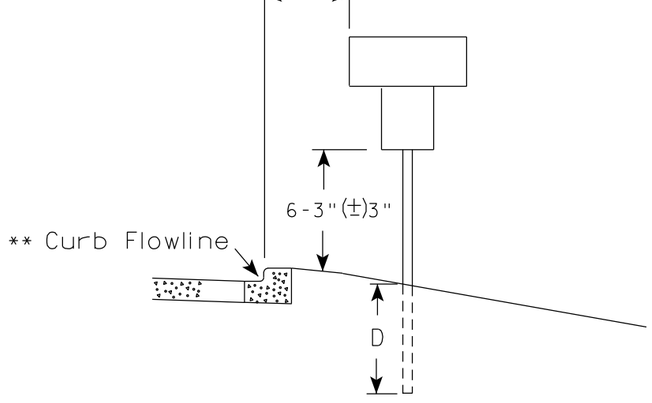
6
SDD 15D51 - 01

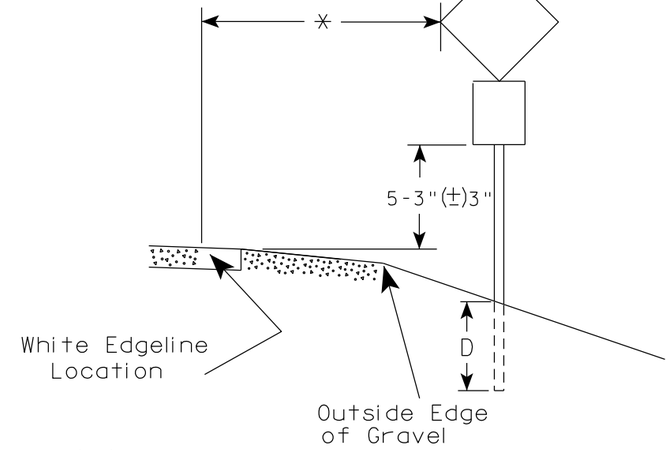
URBAN AREA



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

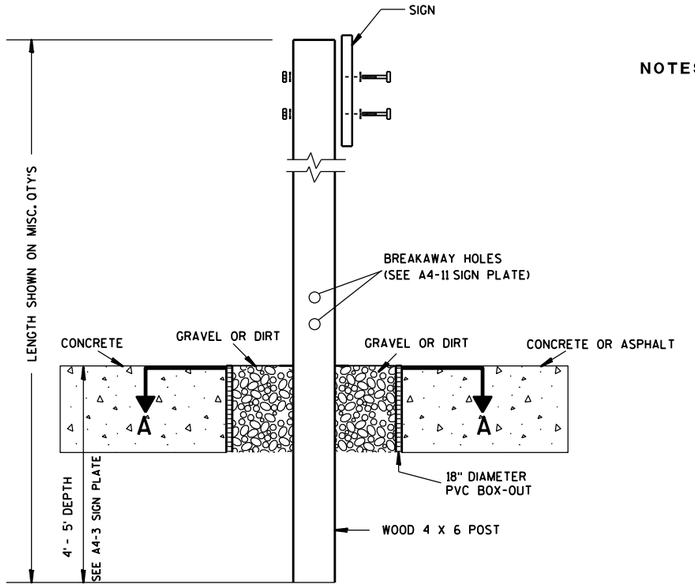
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

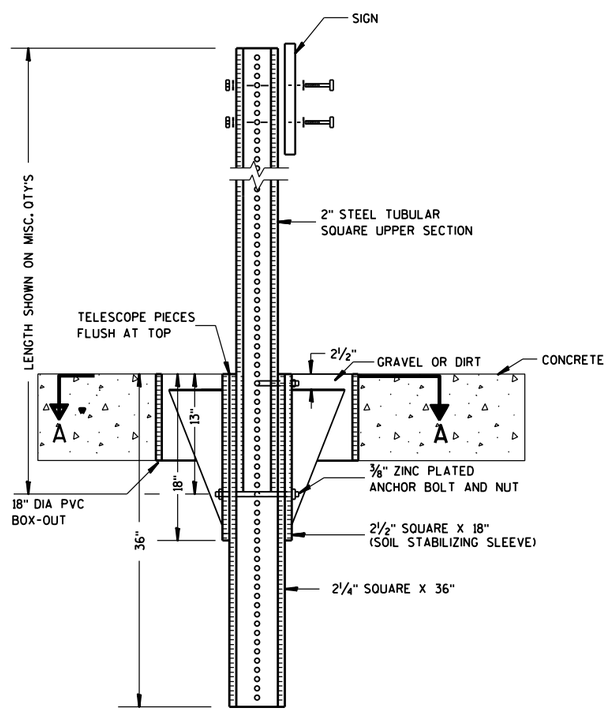
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E



ELEVATION VIEW

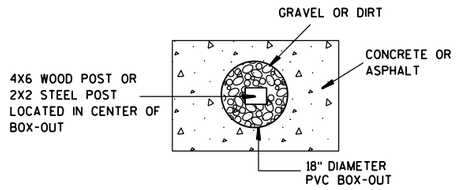
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

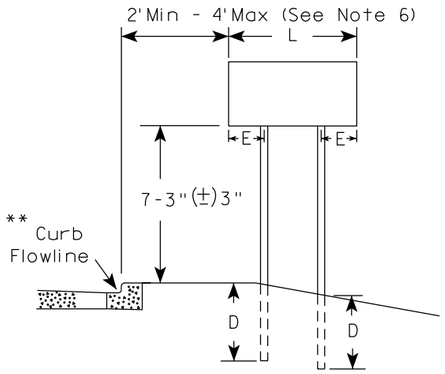
APPROVED Matthew R Rauch
for State Traffic Engineer

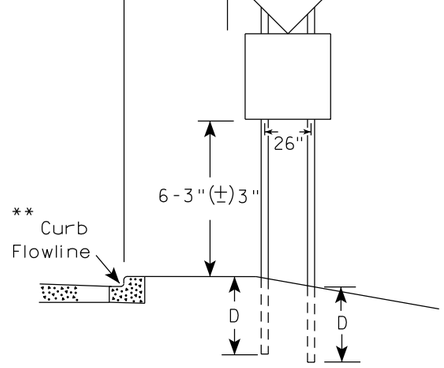
DATE 1/27/14 PLATE NO. A4-3B.1

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

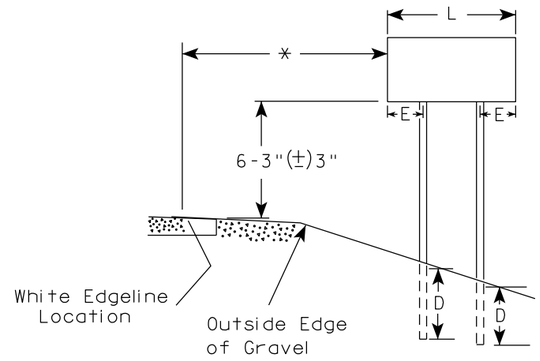
URBAN AREA

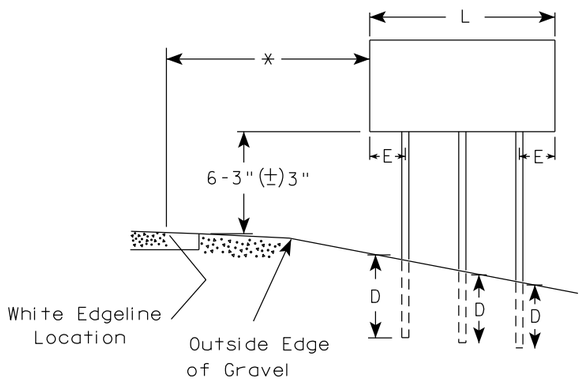


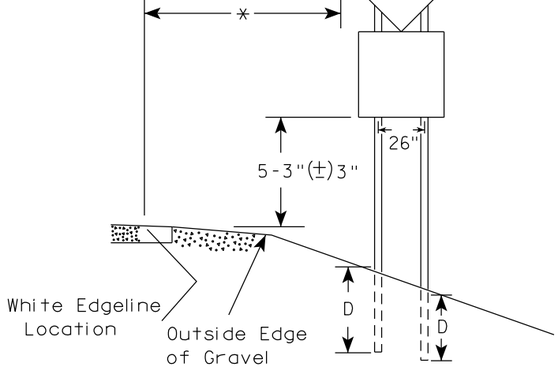


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

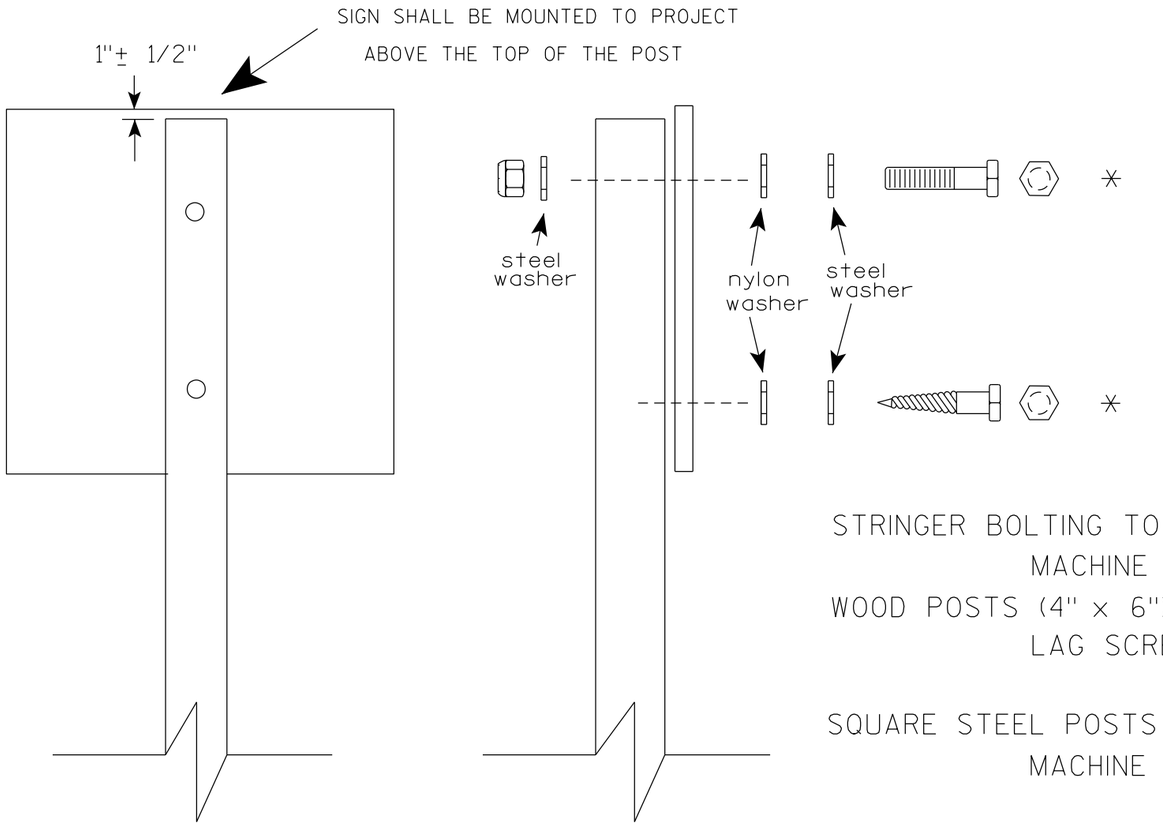
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

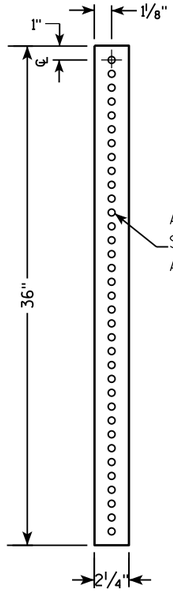
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

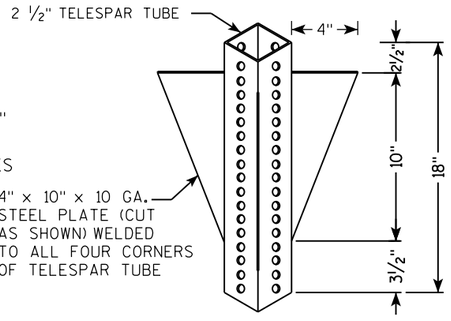
SHEET NO: 186 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

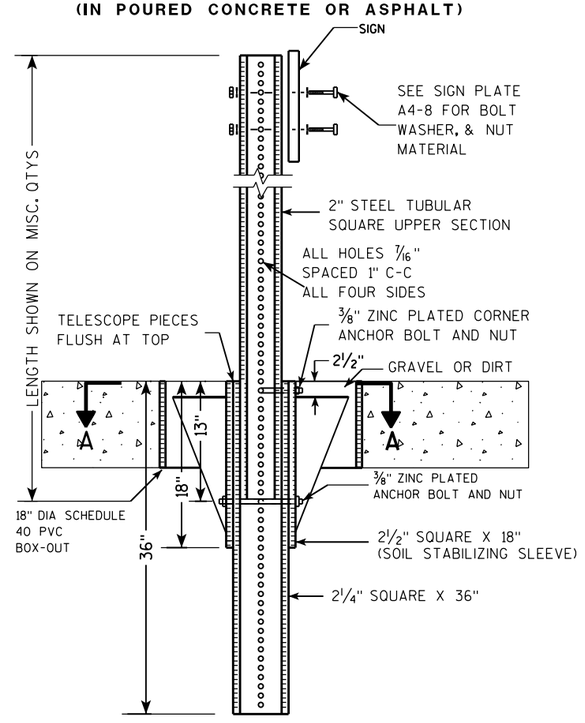
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



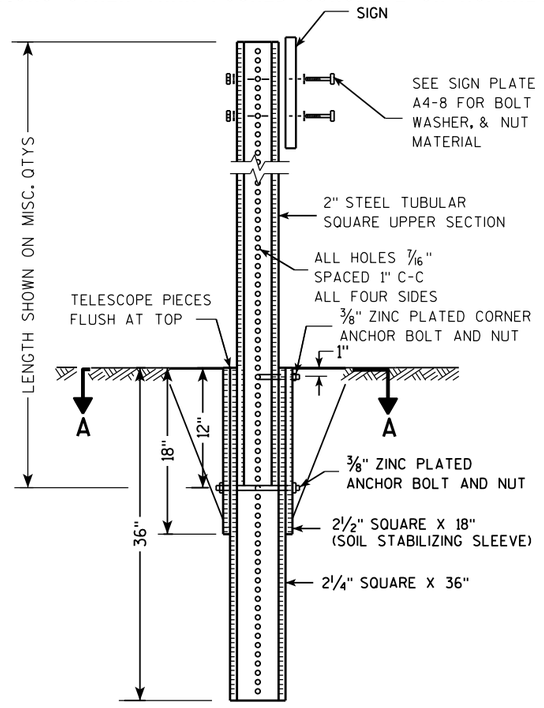
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

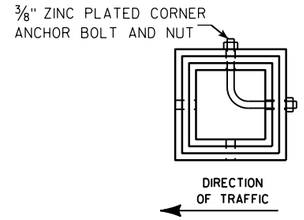


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

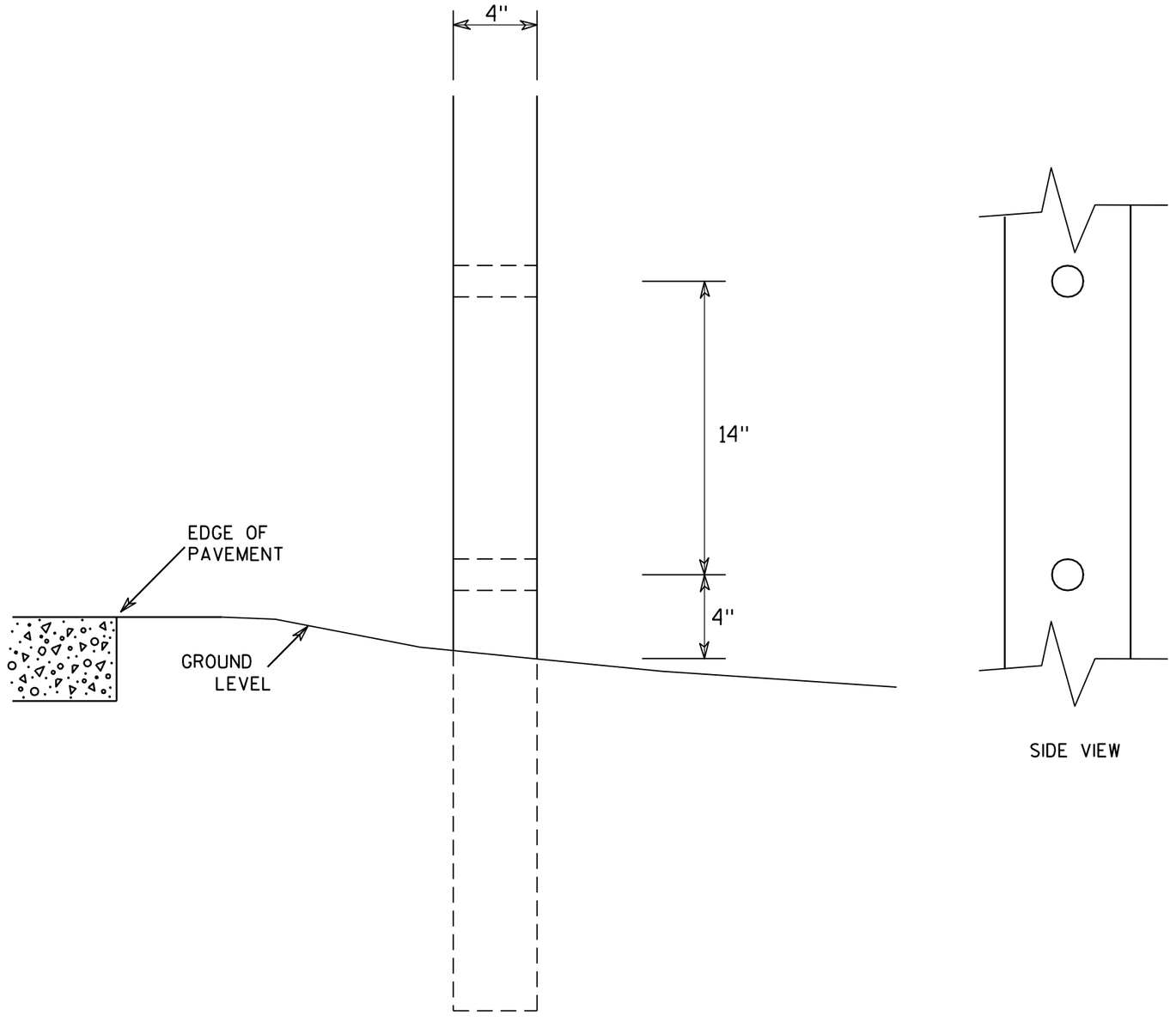
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

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

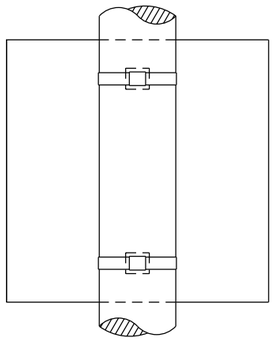
APPROVED Chester J Spang
for State Traffic Engineer

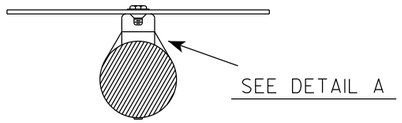
DATE 3/27/97 PLATE NO. A4-11.2

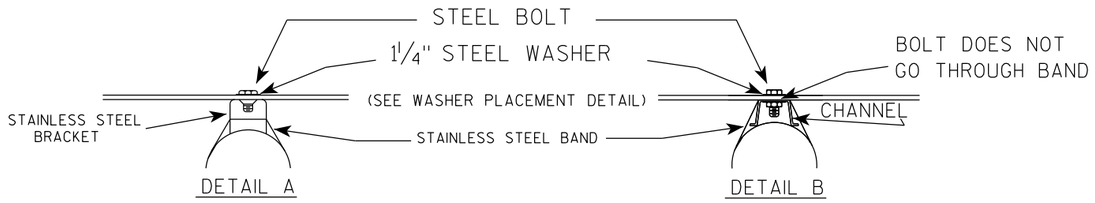
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E

BANDING

SINGLE SIGN



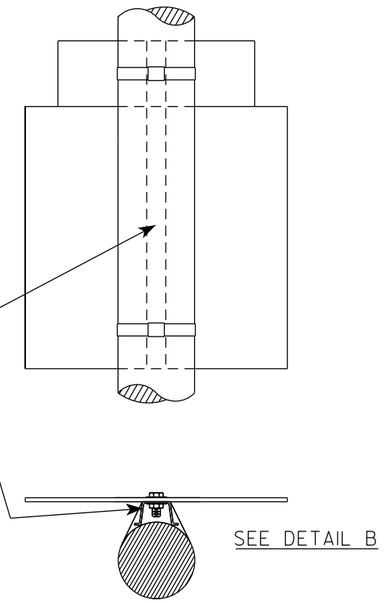




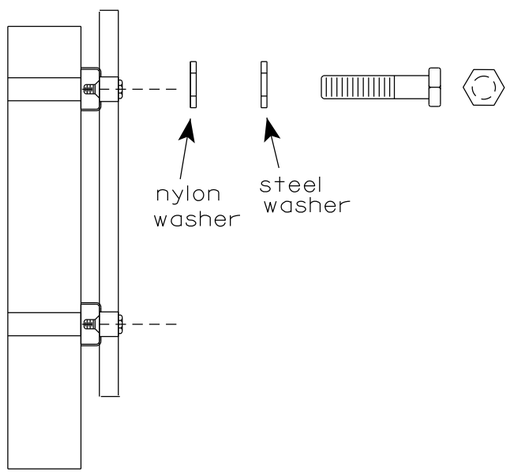
GENERAL NOTES

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

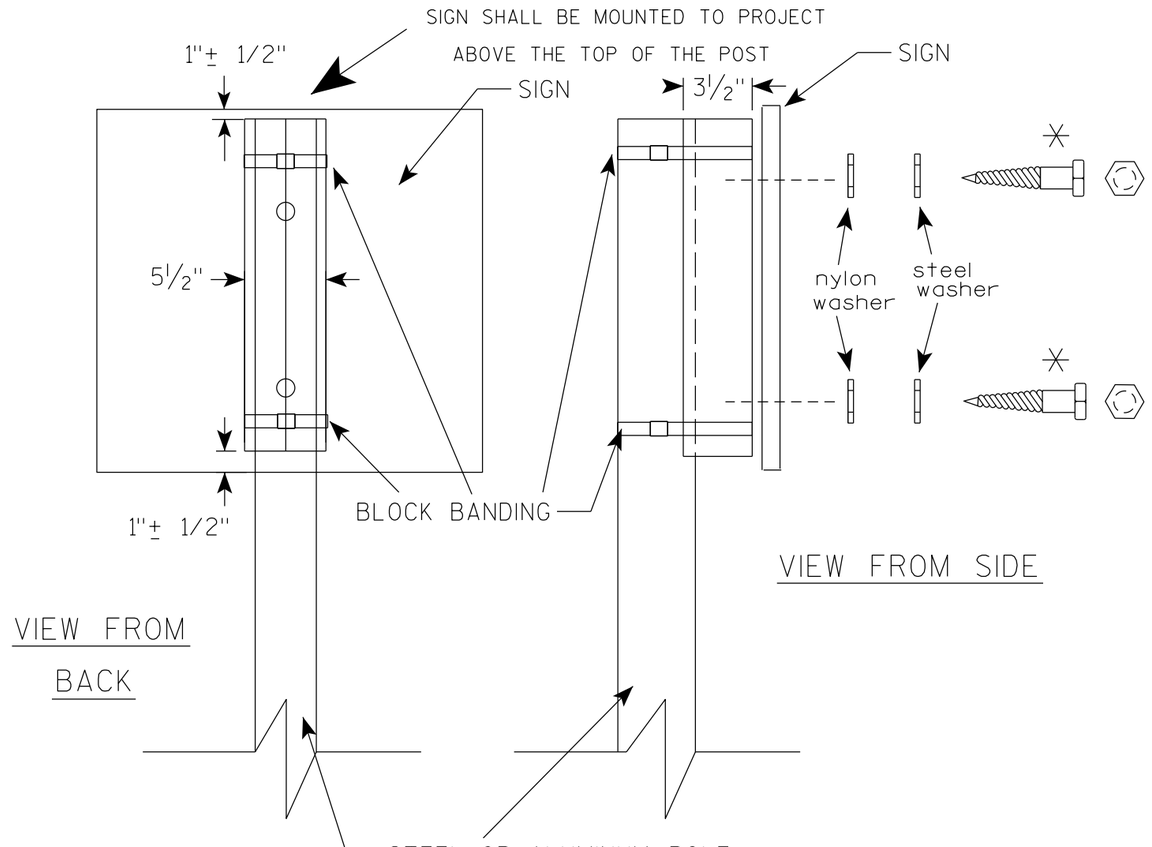
DATE 6/10/19 PLATE NO. A5-9.4

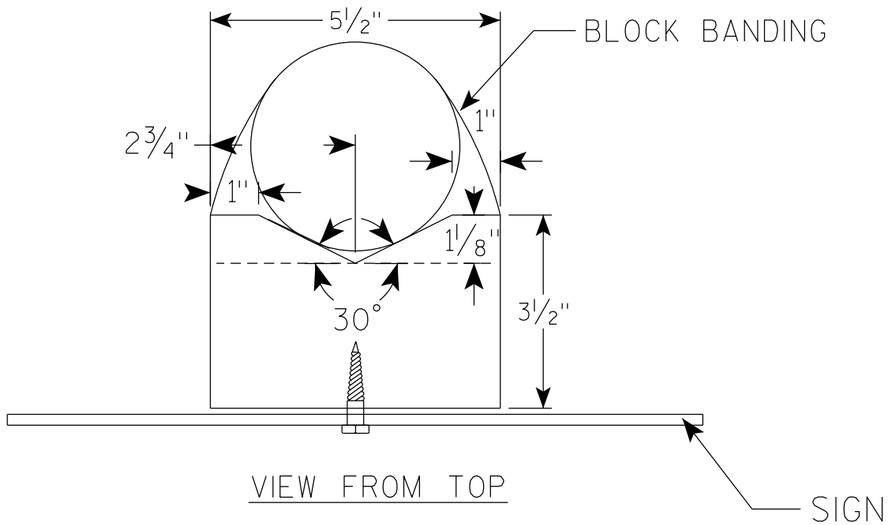
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E

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

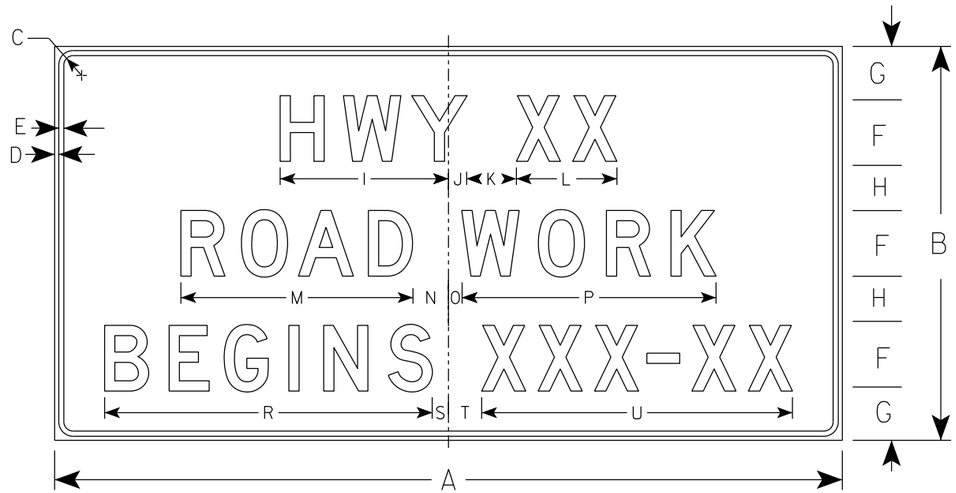
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 190 E

NOTES

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



G20-57

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

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

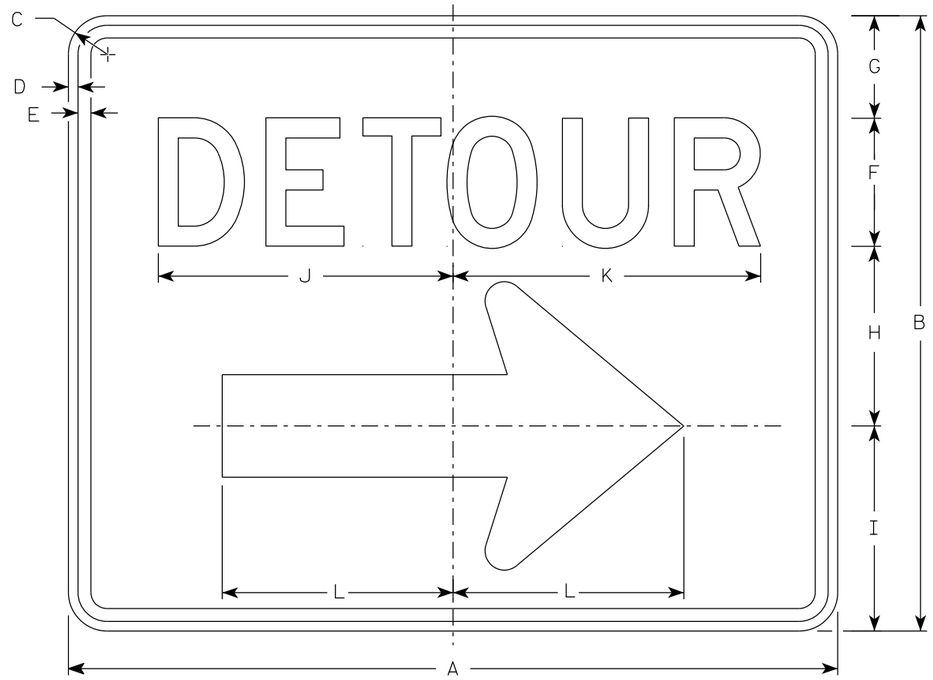
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E

7

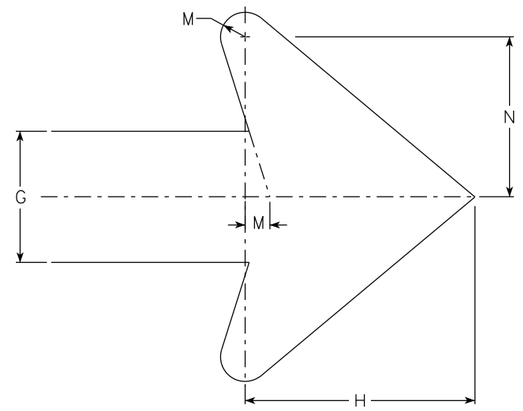
7



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
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.
4. 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 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	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 7/8	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

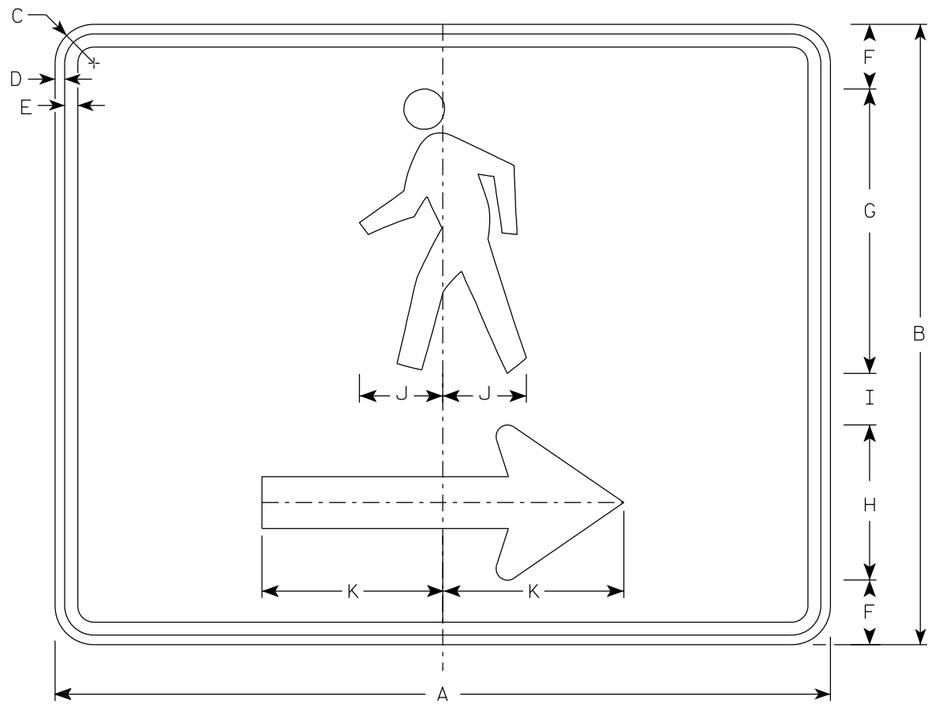
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

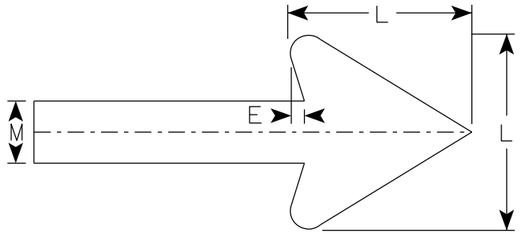
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

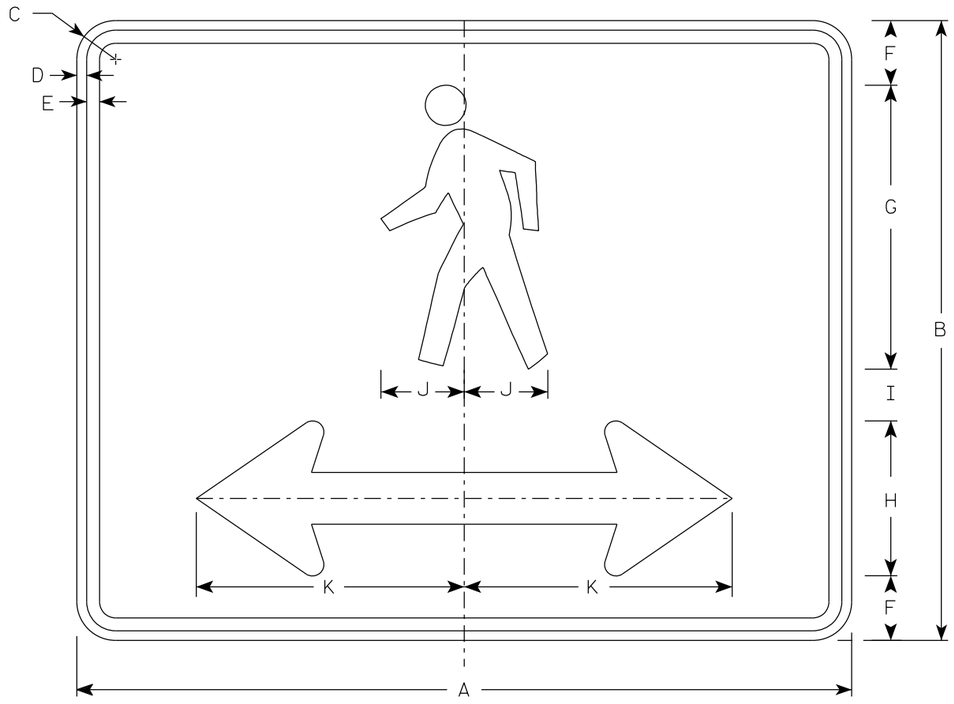
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

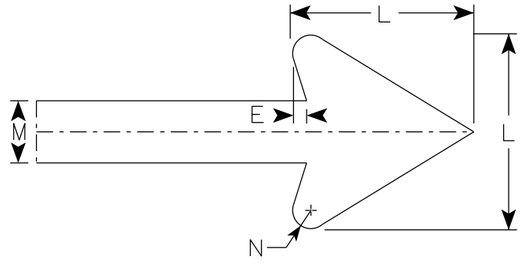
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E



M4-60D

NOTES

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



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	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

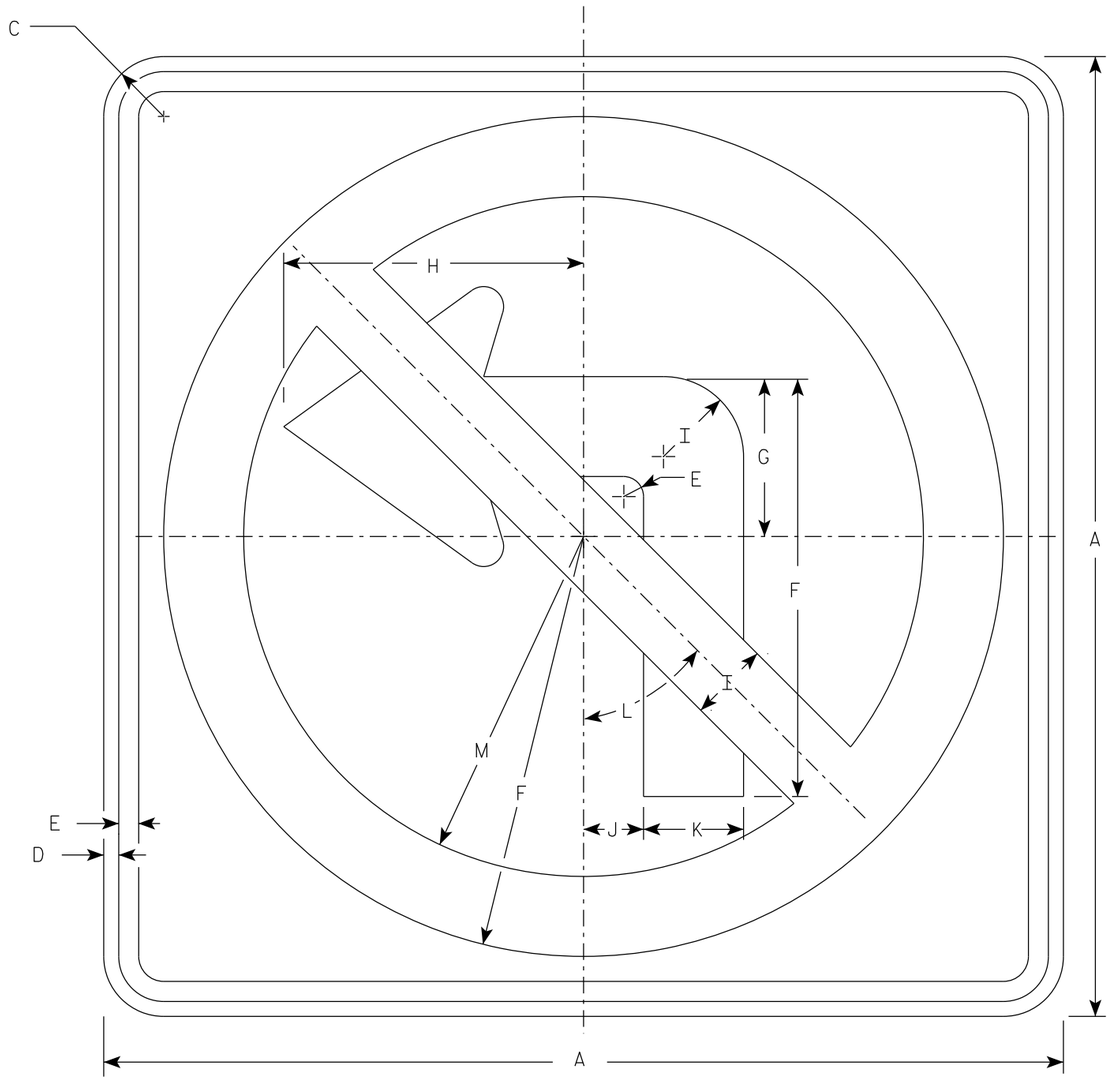
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M460D.dgn PLOT DATE : 14-FEB 2023 9:49 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

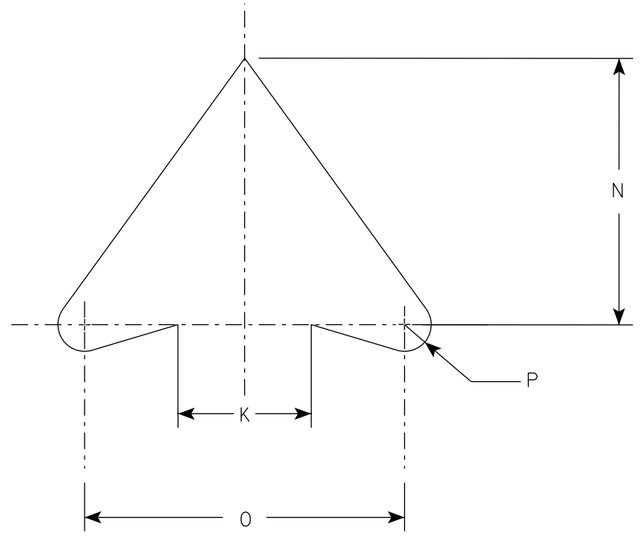
7



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

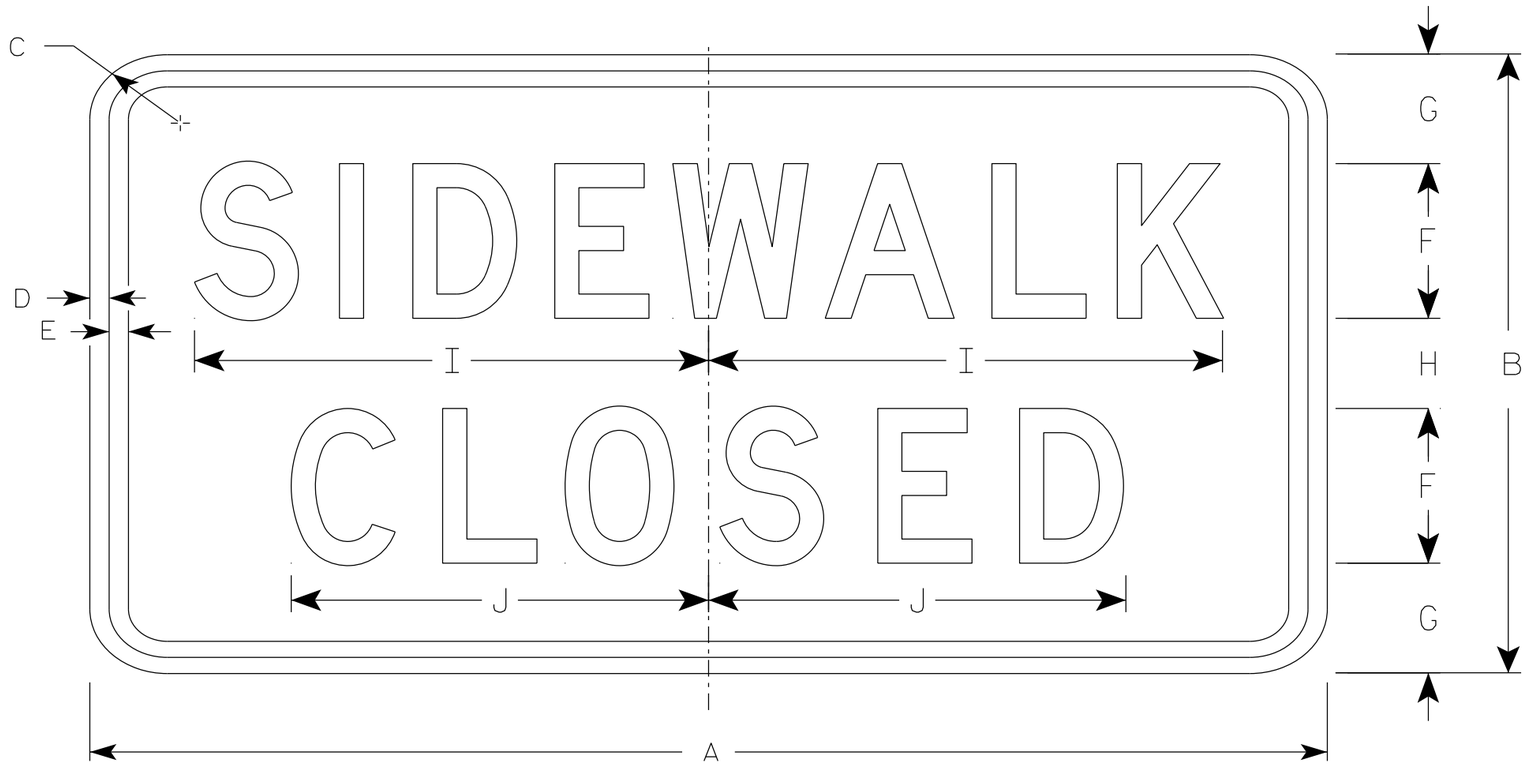
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

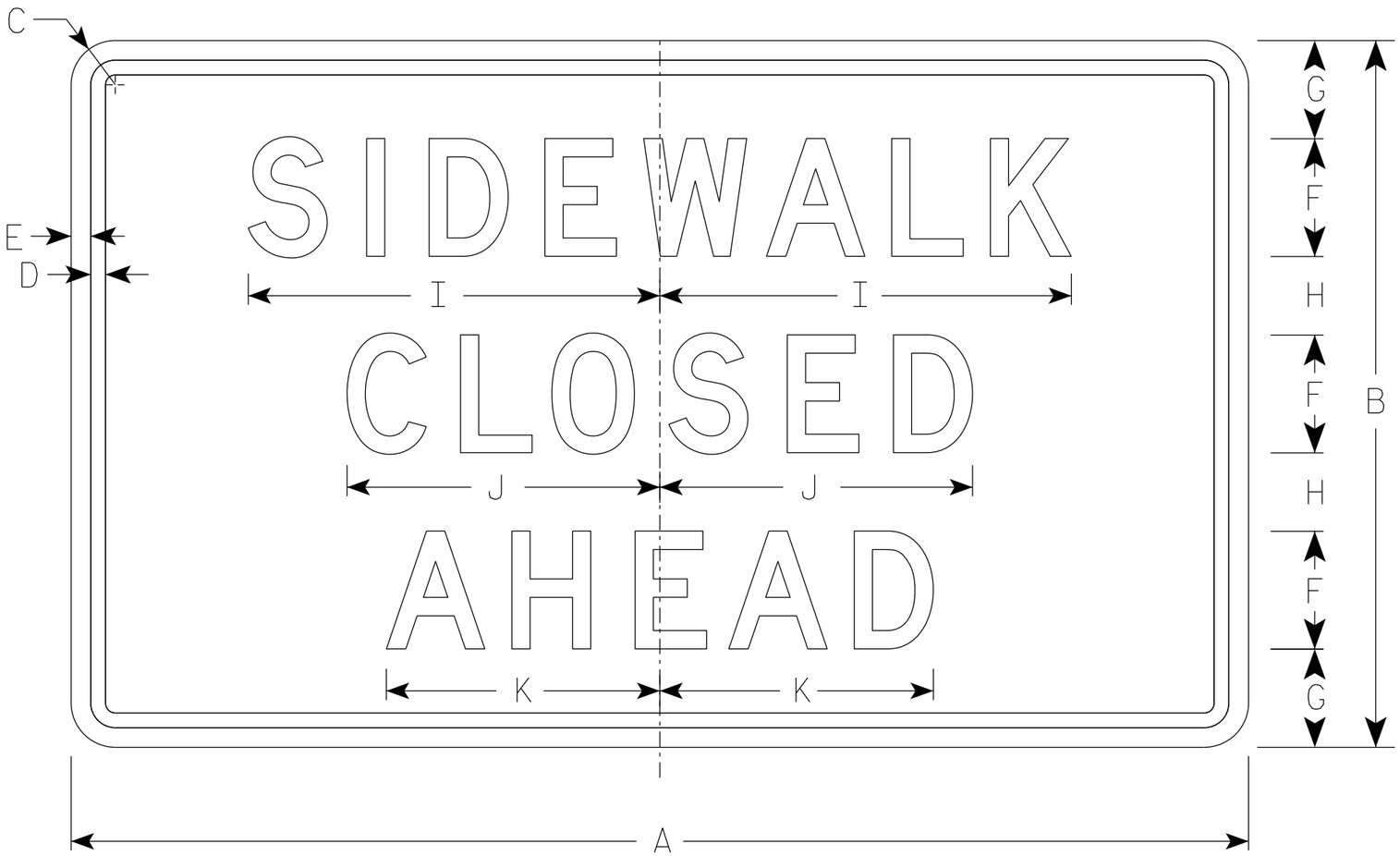
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

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	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

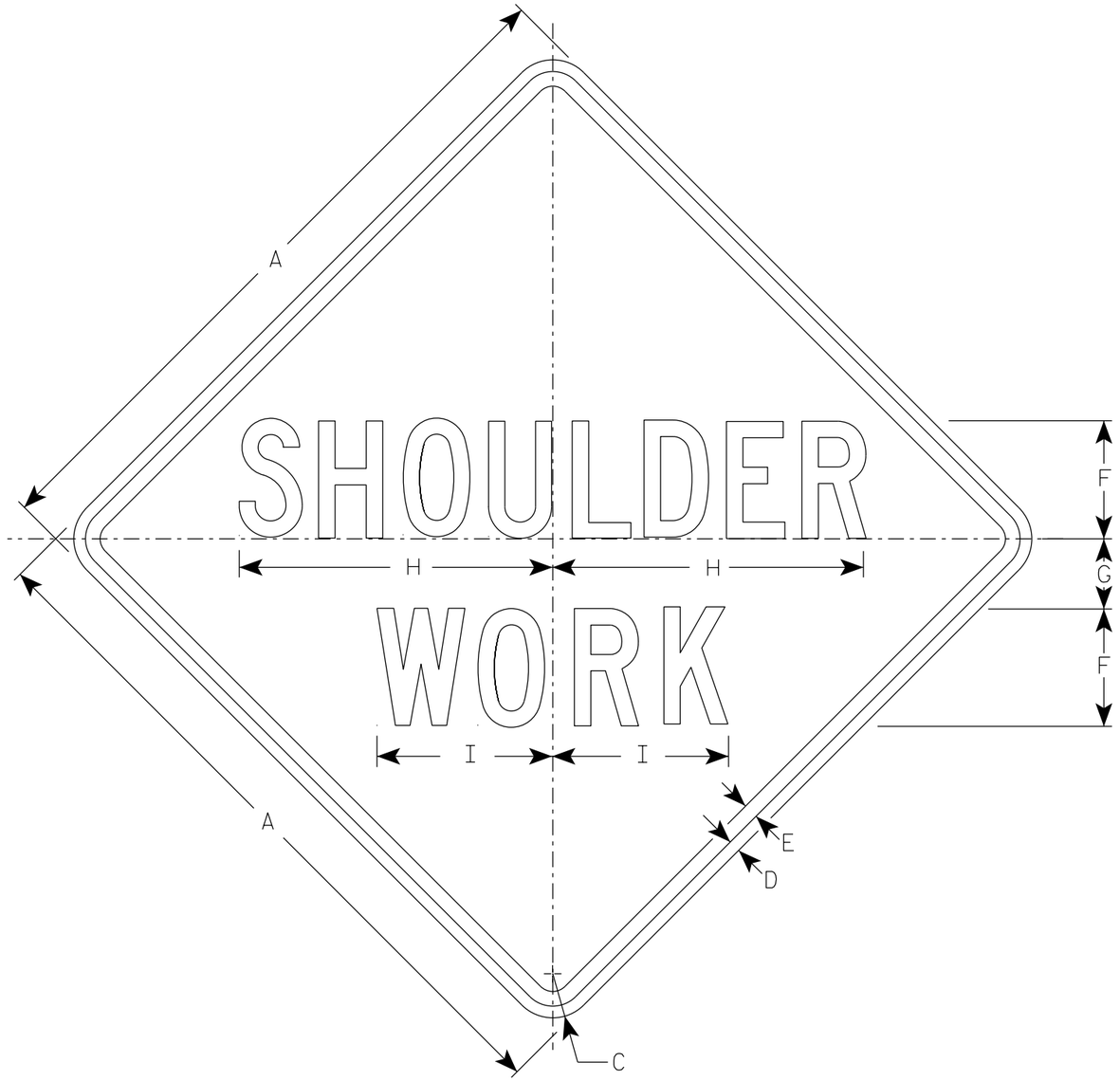
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

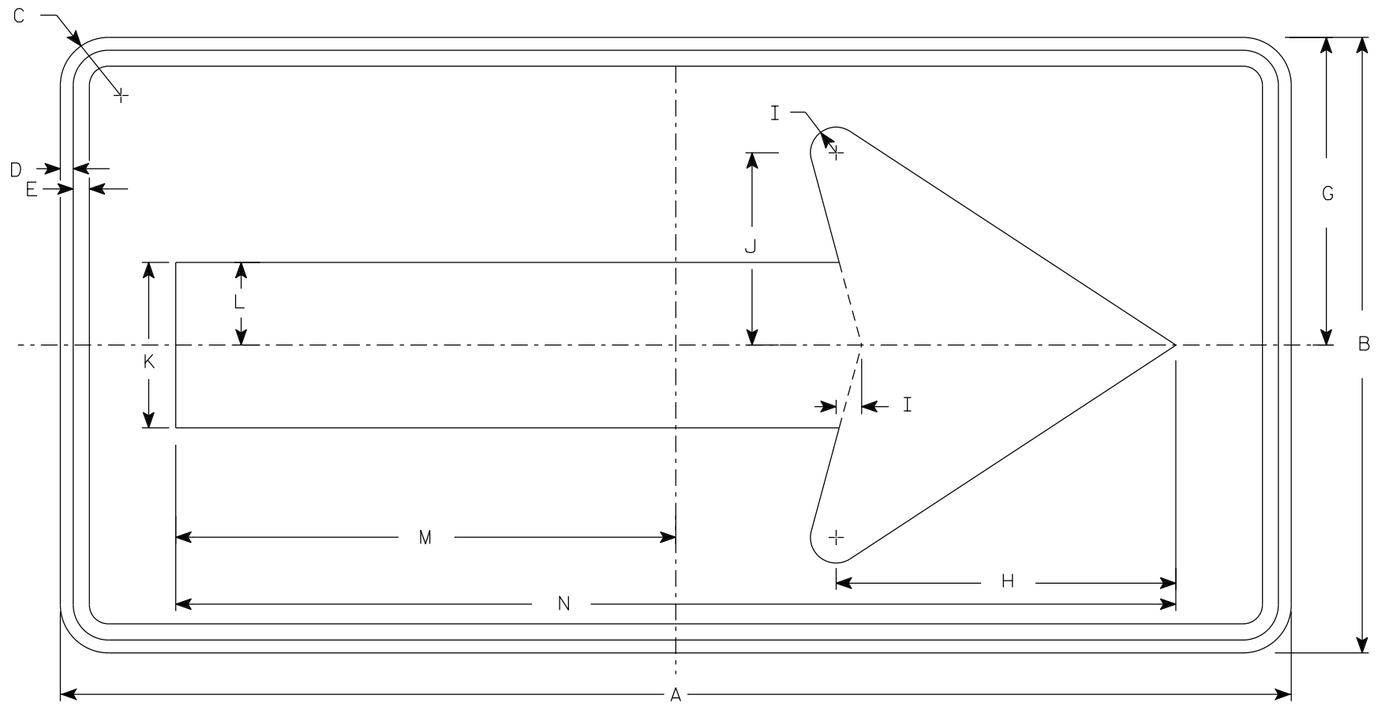
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 E



WO1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

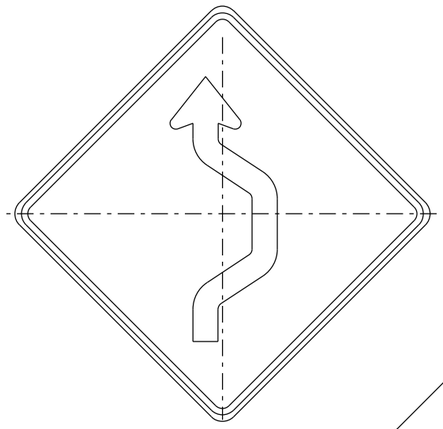
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

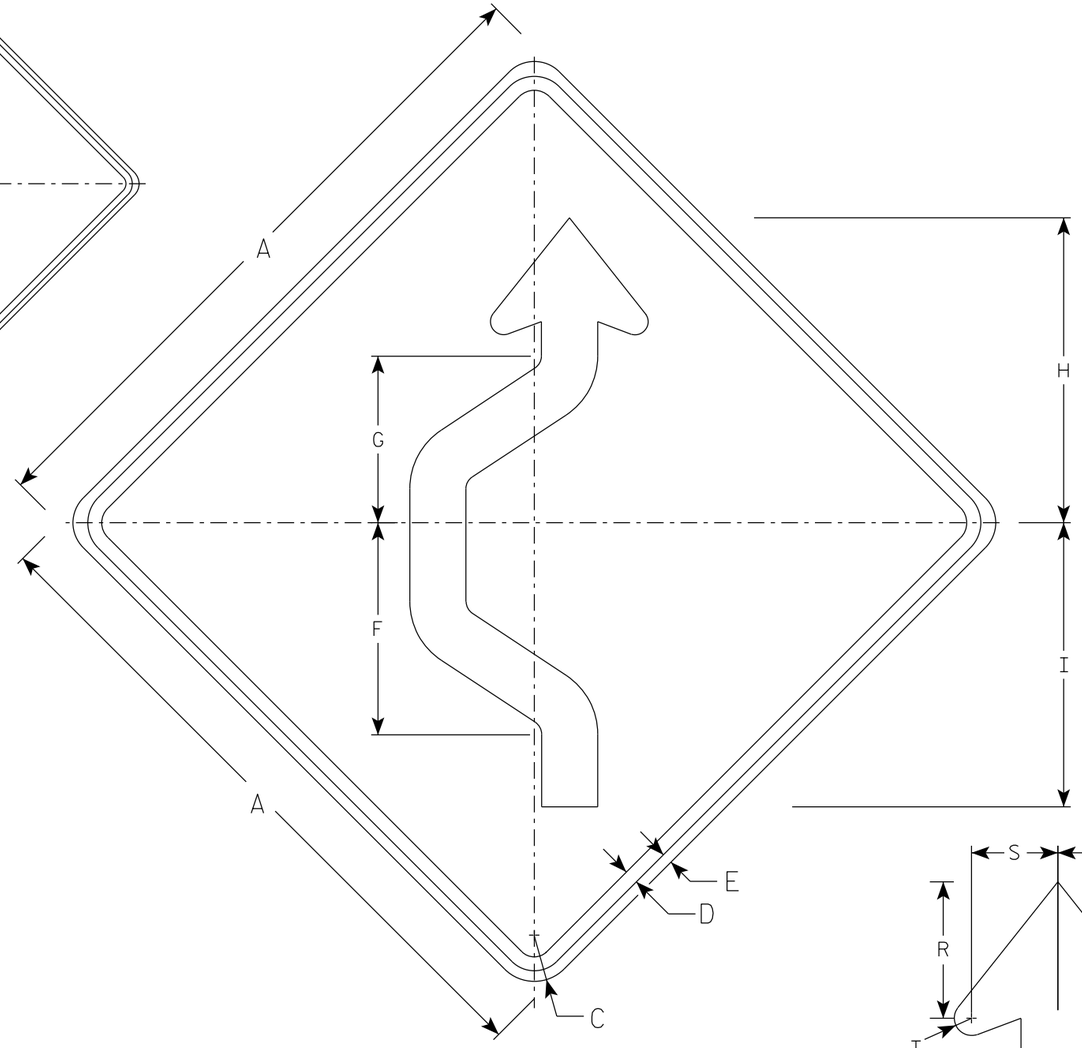
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

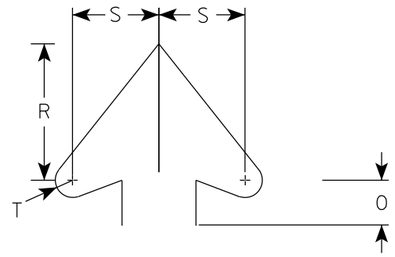
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



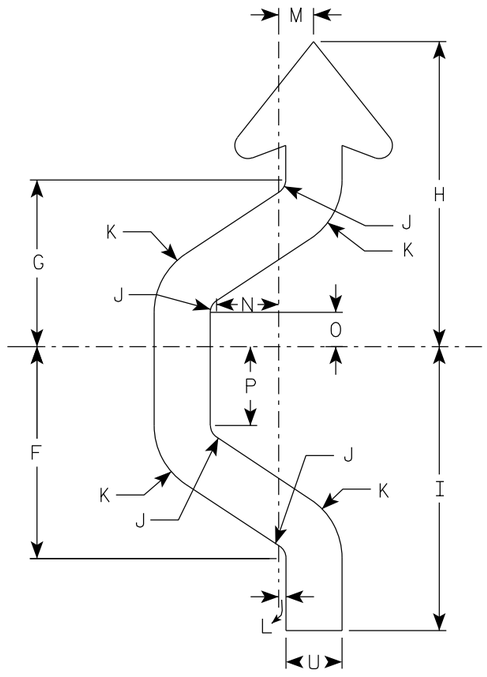
W024-1R



W024-1L



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.

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		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2S	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
2M	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
3	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
4	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
5	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Notes

Wisconsin Department of Transportation

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