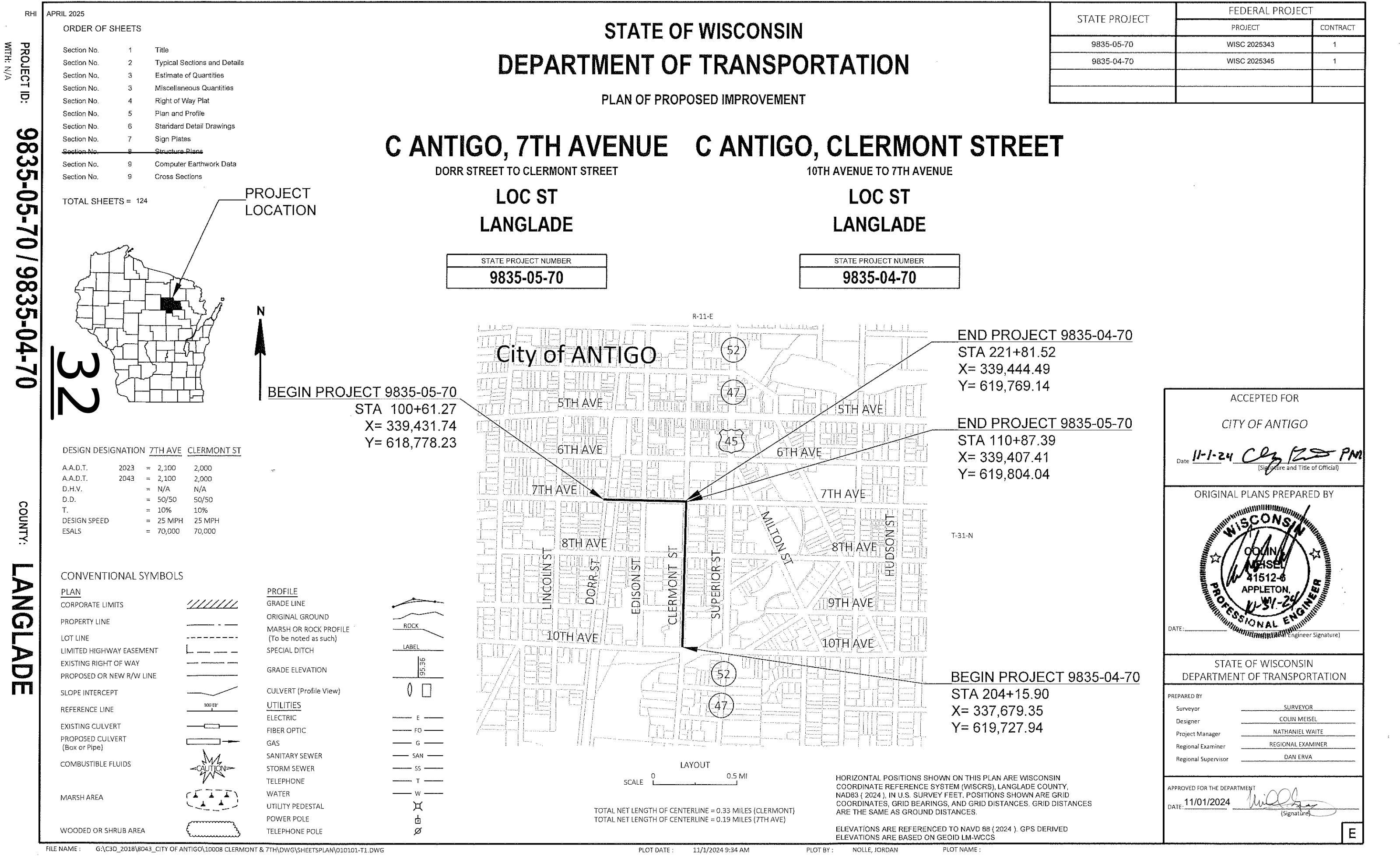




GENERAL NOTES

1. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
2. PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.
3. CROSS DRAIN PIPE LOCATIONS AND ELEVATIONS AS SHOWN ON THE CROSS SECTION SHEETS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
4. EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE EARTHWORK, EBS IS MEASURED AND PAID FOR AS EXCAVATION COMMON. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.
5. SEED MIXTURE NO.40 SHALL BE USED THROUGHOUT THE PROJECT.
6. DISTURBED AREAS SHALL BE FERTILIZED, SEEDED AND EMATTED AS DIRECTED BY THE ENGINEER.
7. THE LOCATIONS OF ROCK AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE ADDITIONAL AREAS OF ROCK THAT ARE NOT SHOWN.
8. A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.
9. EXACT LOCATION OF ALL DRIVEWAY ENTRANCES TO BE REVIEWED AND APPROVED BY THE ENGINEER.
10. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
11. STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.
12. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
13. TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION OF 0.07 GAL./S.Y. AND SHALL BE PLACED BETWEEN THE LAYERS OF ASPHALTIC PAVEMENT.
14. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
15. CURVE DATA IS BASED ON THE RADIUS DEFINITION.

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- INTERSECTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- PAVEMENT MARKINGS
- TRAFFIC CONTROL
- ALIGNMENT DETAILS

STANDARD ABBREVIATIONS

AP	ACCESS POINT	INTERS	INTERSECTION
AC	ACRE	INV	INVERT
AGG	AGGREGATE	JT	JOINT
ASPH	ASPHALTIC	LT	LEFT
BL	BASELINE	LF	LINEAR FOOT
BM	BENCH MARK	MH	MANHOLE
CB	CATCH BASIN	MP	MARKER POST
CL	CENTER LINE	MB	MESSAGE BOARD
CONC	CONCRETE	NOM	NOMINAL
CO	COUNTY	NB	NORTHBOUND
CABC	CRUSHED AGGREGATE BASE	PAVT	PAVEMENT
	COURSE	PERM	PERMENANT
CY	CUBIC YARD	PU	PIPE UNDERDRAIN
CULV	CULVERT	PCC	PORTLAND CEMENT CONCRETE
CP	CULVERT PIPE	PE	PRIVATE ENTRANCE
C&G	CURB AND GUTTER	PROJ	PROJECT
DIA	DIAMETER	PL	PROPERTY LINE
DWY	DRIVEWAY	RL	REFERENCE LINE
EB	EASTBOUND	RT	RIGHT
ELEV	ELEVATION	R/W	RIGHT OF WAY
EW	ENDWALL	RDWY	ROADWAY
ENT	ENTRANCE	SHLDR	SHOULDER
EXC	EXCAVATION	SB	SOUTHBOUND
FP	FENCE POST	SS	STORM SEWER
FERT	FERTILIZE	TEL	TELEPHONE
F	FILL	TEMP	TEMPORARY
FG	FINISHED GRADE	TER	TERRACE
FL	FLOW LINE	TV	TELEVISION
FO	FIBER OPTIC	UG	UNDERGROUND
FT	FOOT	VOL	VOLUME
HYD	HYDRANT	W	WATER
INL	INLET	WB	WESTBOUND

DESIGN CONTACT

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COMMUNICATIONS

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WAUSAU, WI 54402
PHONE: (800) 450-7260
EMAIL: DONALD.LUTZOW@WISCONSINPUBLICSERVICE.COM

WDNR CONTACT

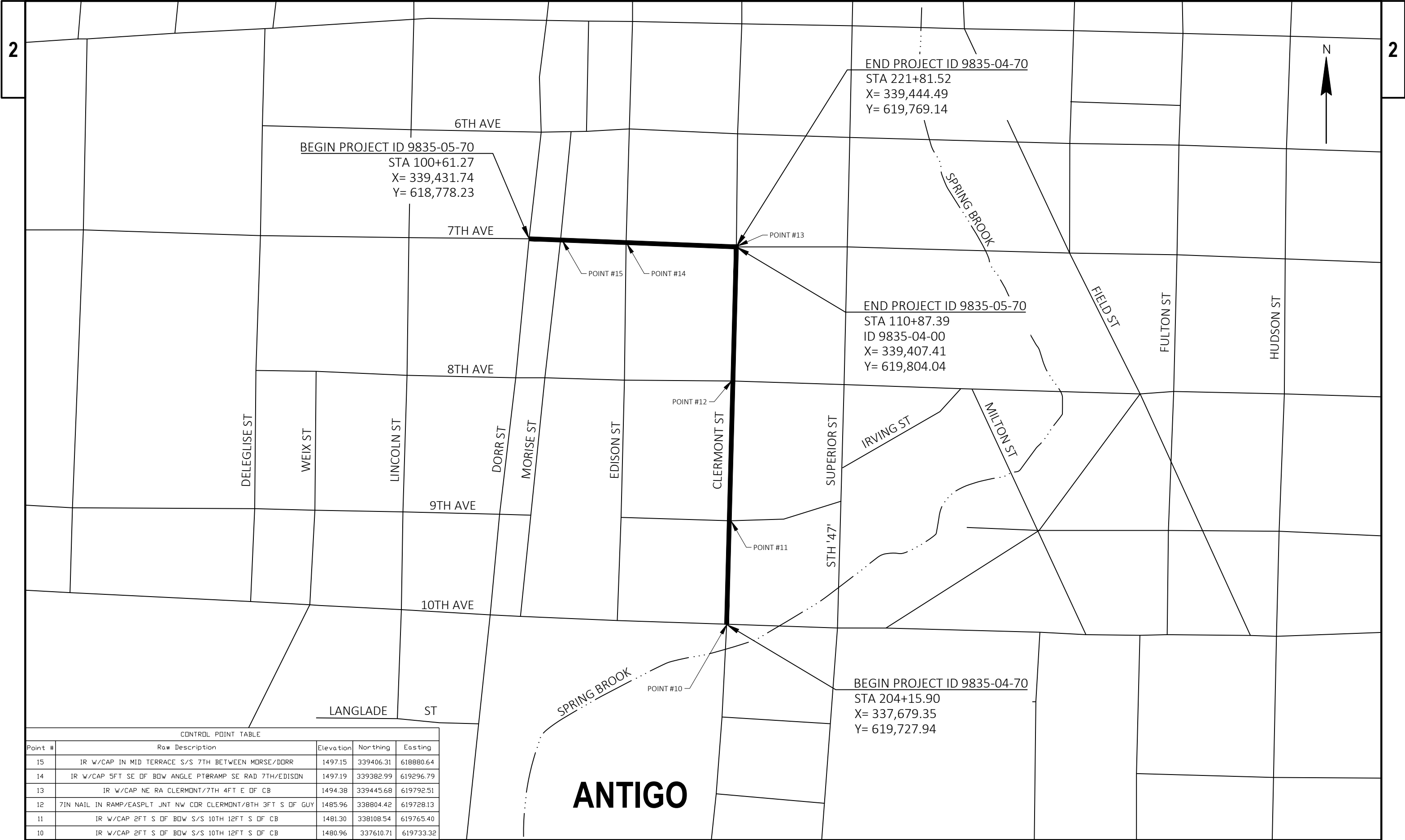
WISCONSIN DEPARTMENT OF NATURAL
RESOURCES
WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
PHONE: (715) 499-1608
EMAIL:
WENDY.HENNIGES@WISCONSIN.GOV

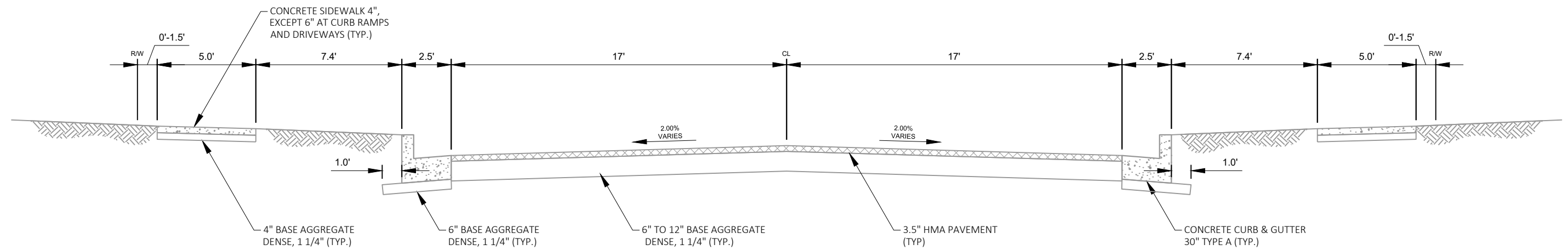
WISDOT CONTACT

NORTH CENTRAL REGION - RHINELANDER OFFICE
NATHANIEL WAITE
510 HANSON LAKE ROAD
RHINELANDER, WI 54501
PHONE: (715) 365-5762
EMAIL: NATHANIEL.WAITE@DOT.WI.GOV

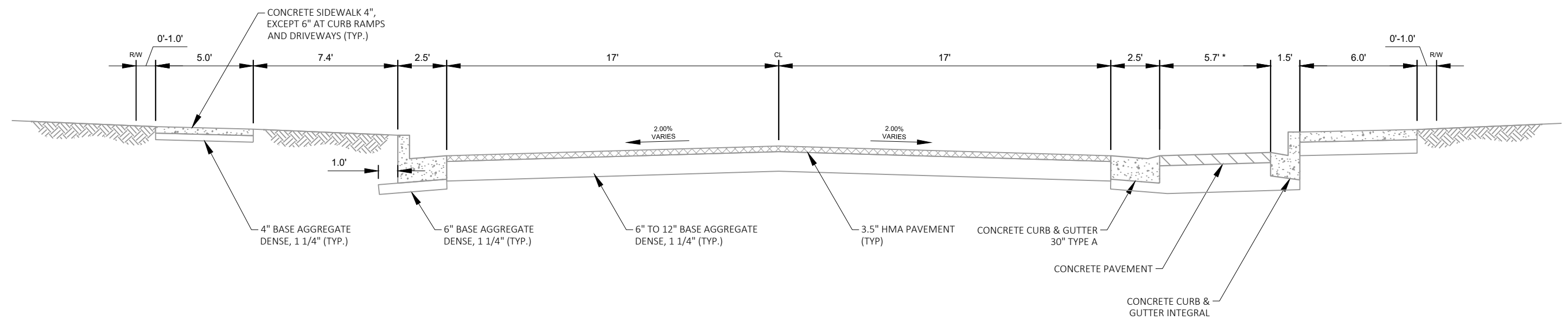


Dial 811 or (800)242-8511
www.DiggersHotline.com



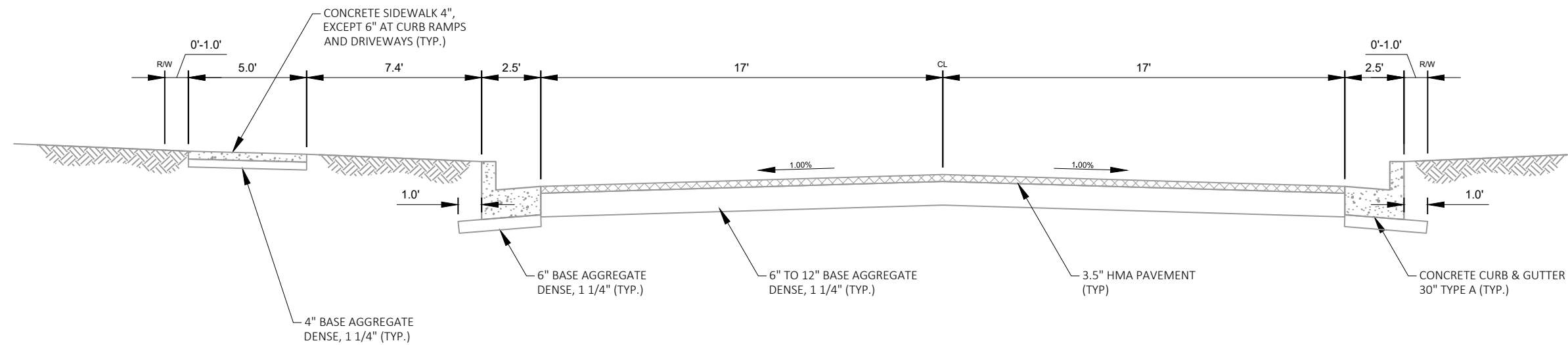


EXISTING TYPICAL SECTION 7TH AVENUE
STA 100+61 - 105+45

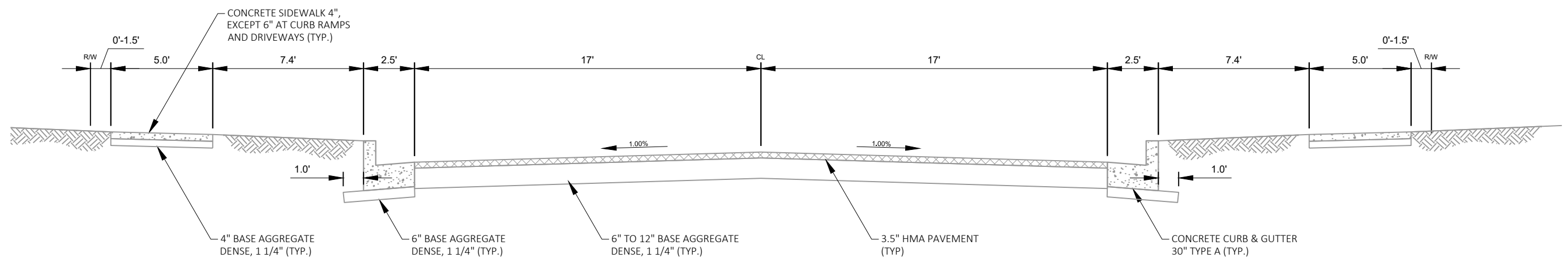


EXISTING TYPICAL SECTION 7TH AVENUE
STA 105+45 - 110+87

* WIDTH TRANSITION FROM 0' TO 5.7' FROM
STA 105+94 TO STA 106+07 AND FROM 5.7' TO
0' FROM STA 109+95 TO STA 110+09.



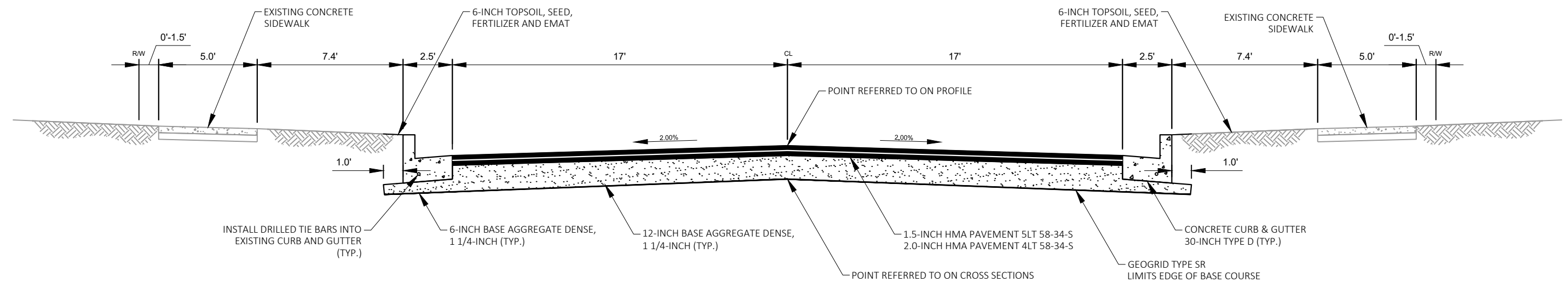
EXISTING TYPICAL SECTION CLERMONT STREET
STA 204+15- 208+70



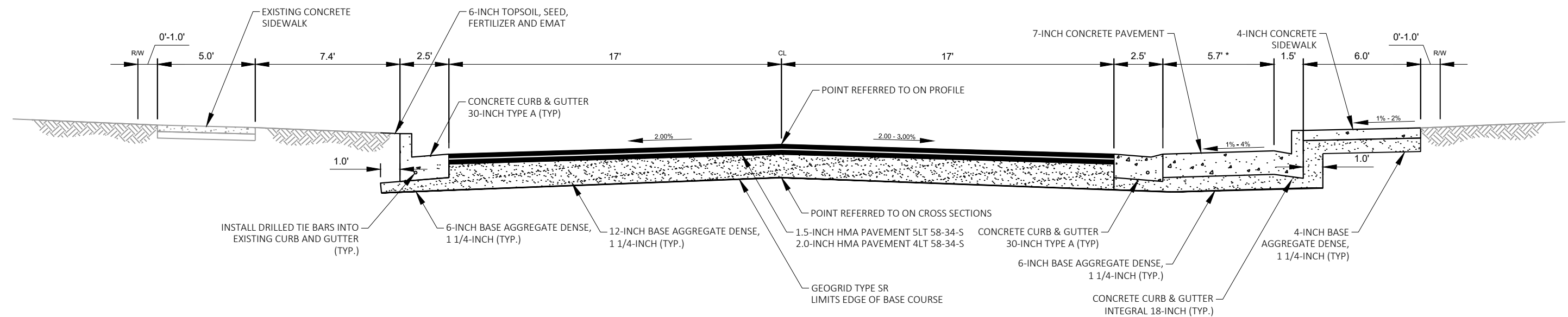
EXISTING TYPICAL SECTION CLERMONT STREET
STA 208+70 - 221+81

2

2 |

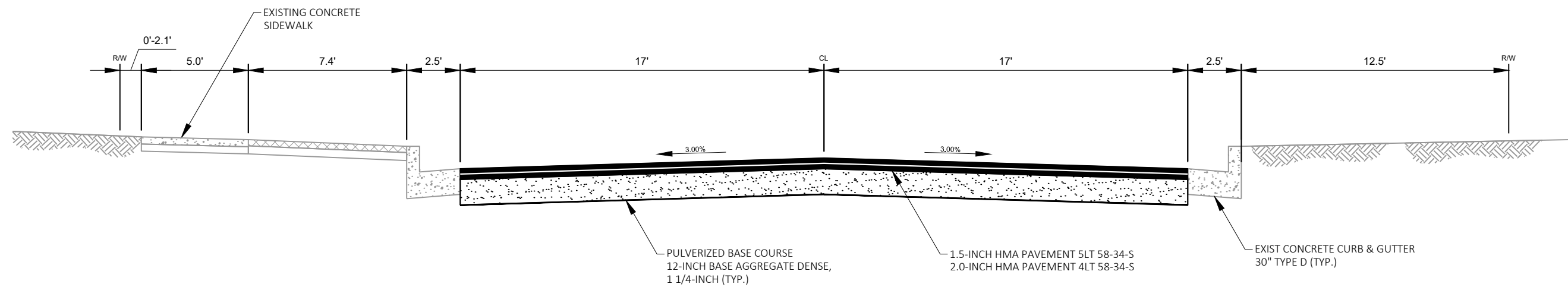


TYPICAL FINISHED SECTION 7TH AVENUE
STA 100+61 - 105+45

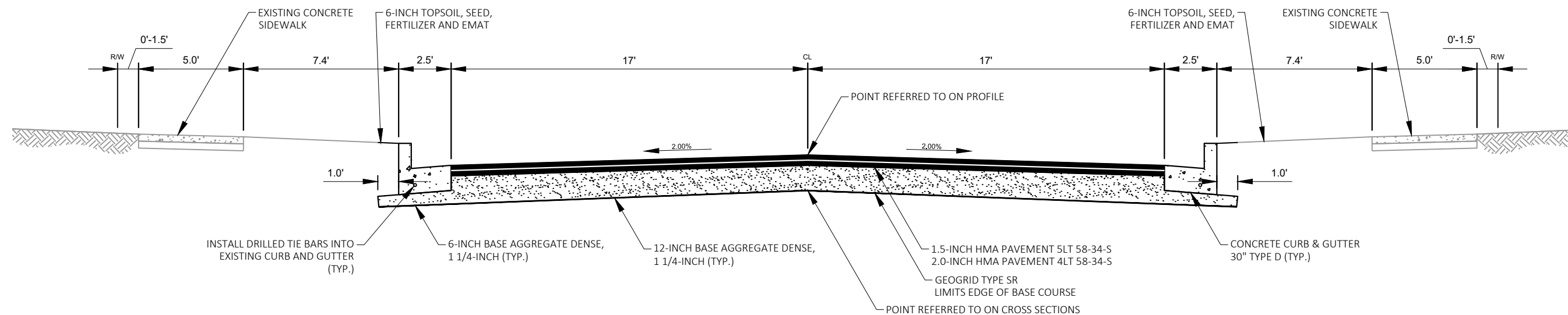


TYPICAL FINISHED SECTION 7TH AVENUE
STA 105+45 - 110+87

* WIDTH TRANSITION FROM 0' TO 5.7' FROM STA 105+94 TO STA 106+07 AND FROM 5.7' TO 0' FROM STA 109+95 TO STA 110+09.

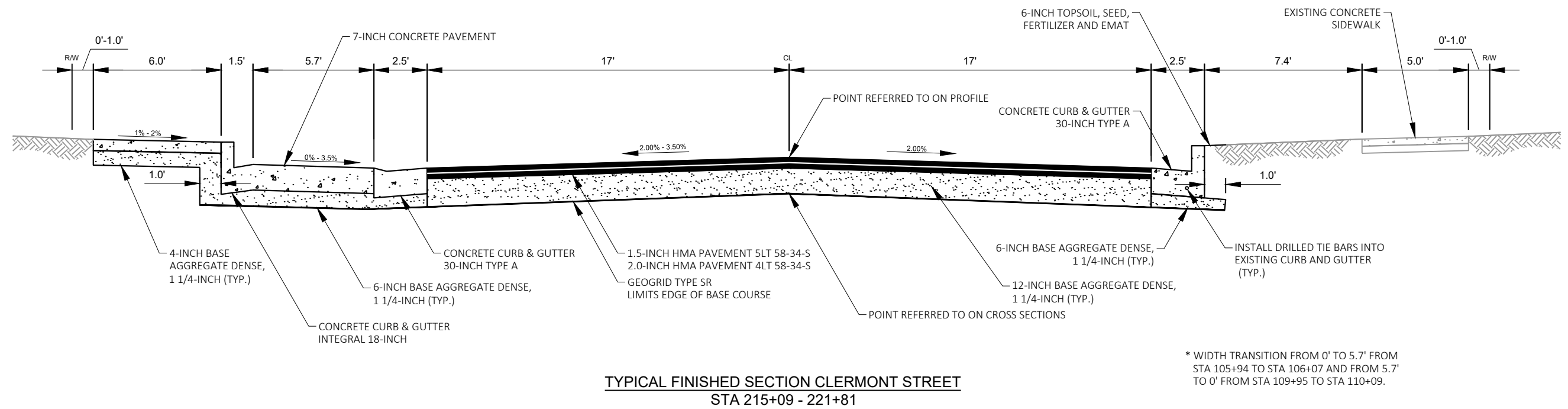


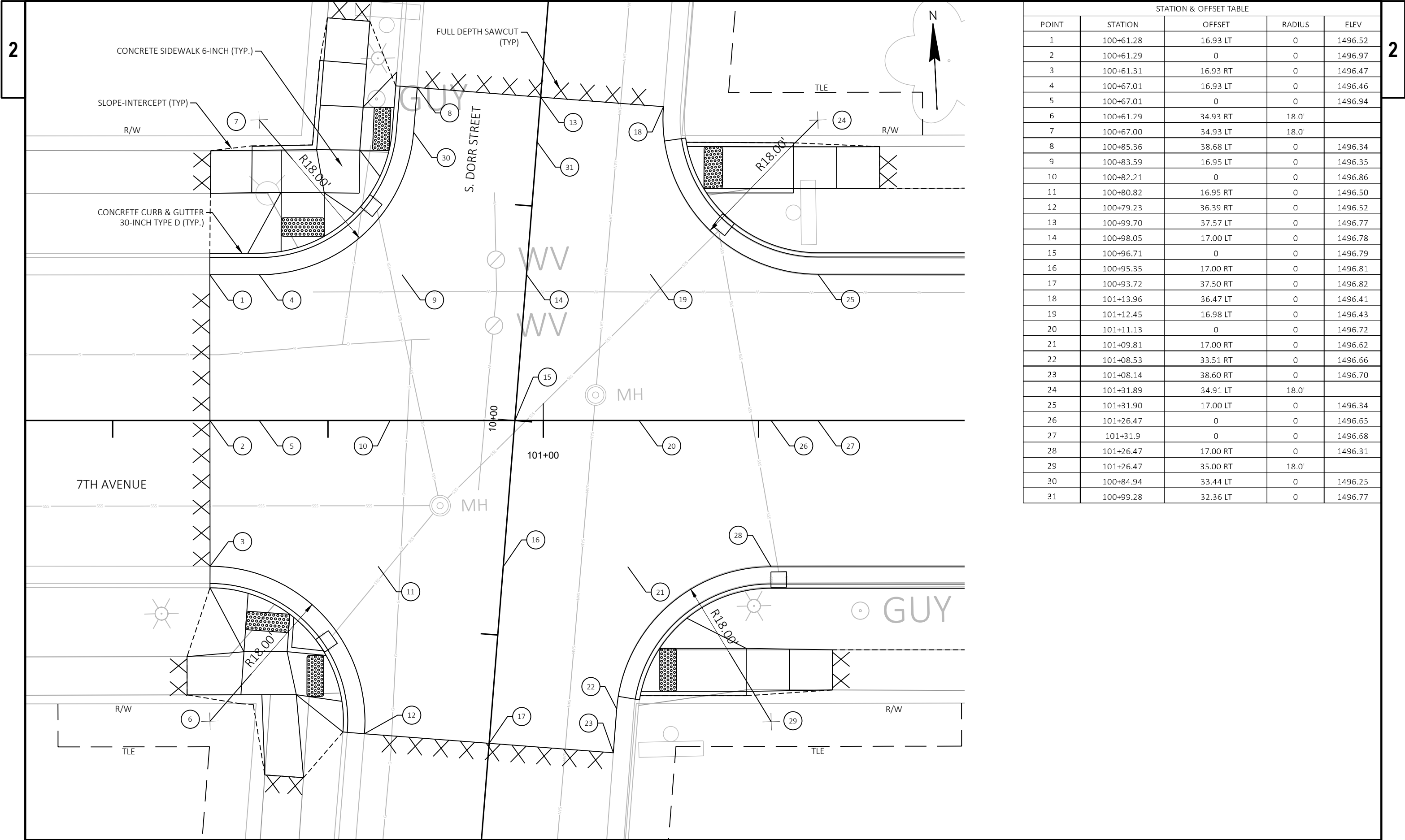
PROPOSED TYPICAL SECTION CLERMONT STREET
STA 204+15 - 208+25



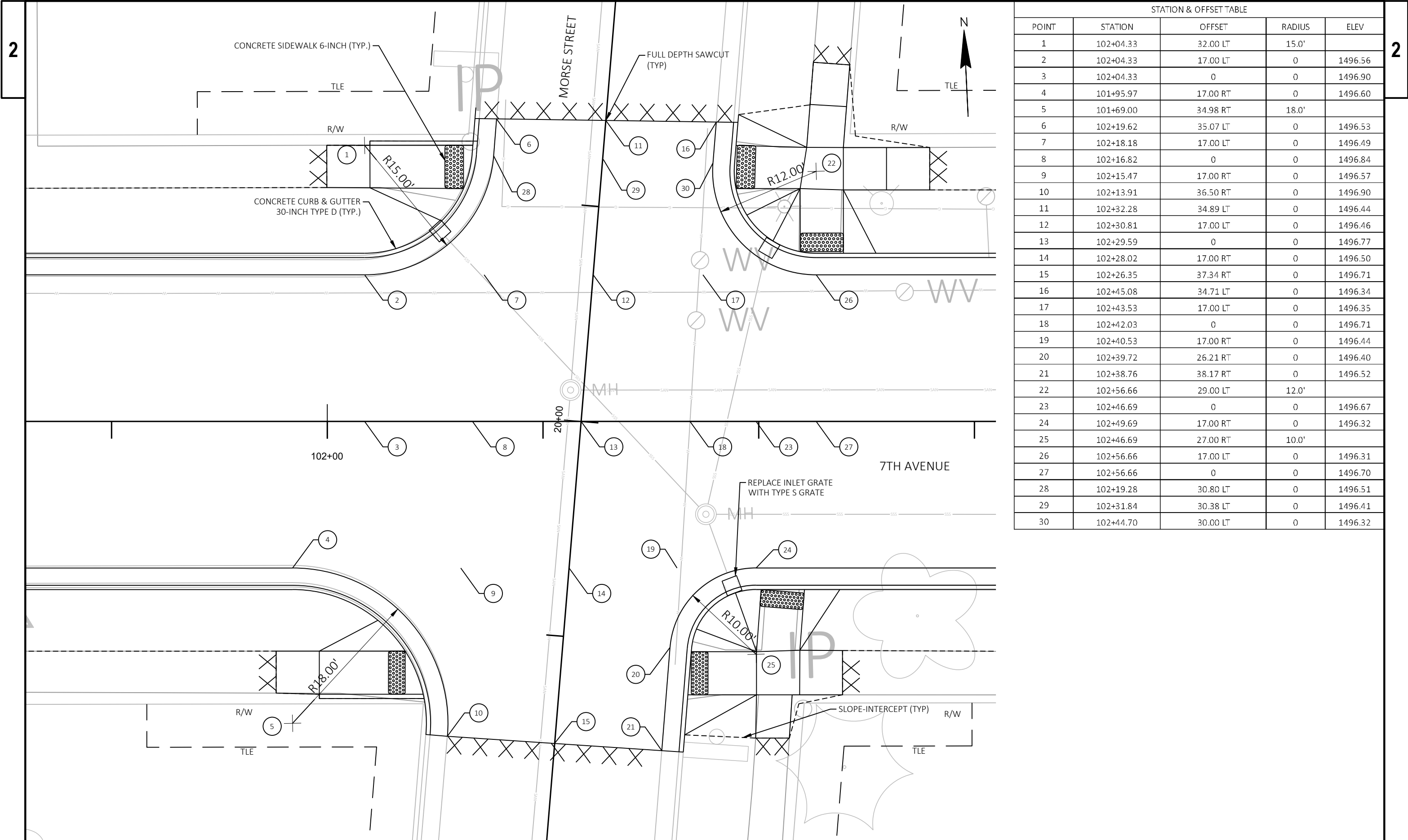
TYPICAL FINISHED SECTION CLERMONT STREET
STA 208+25 - 215+09

* WIDTH TRANSITION FROM 0' TO 5.7' FROM
STA 105+94 TO STA 106+07 AND FROM 5.7'
TO 0' FROM STA 109+95 TO STA 110+09.

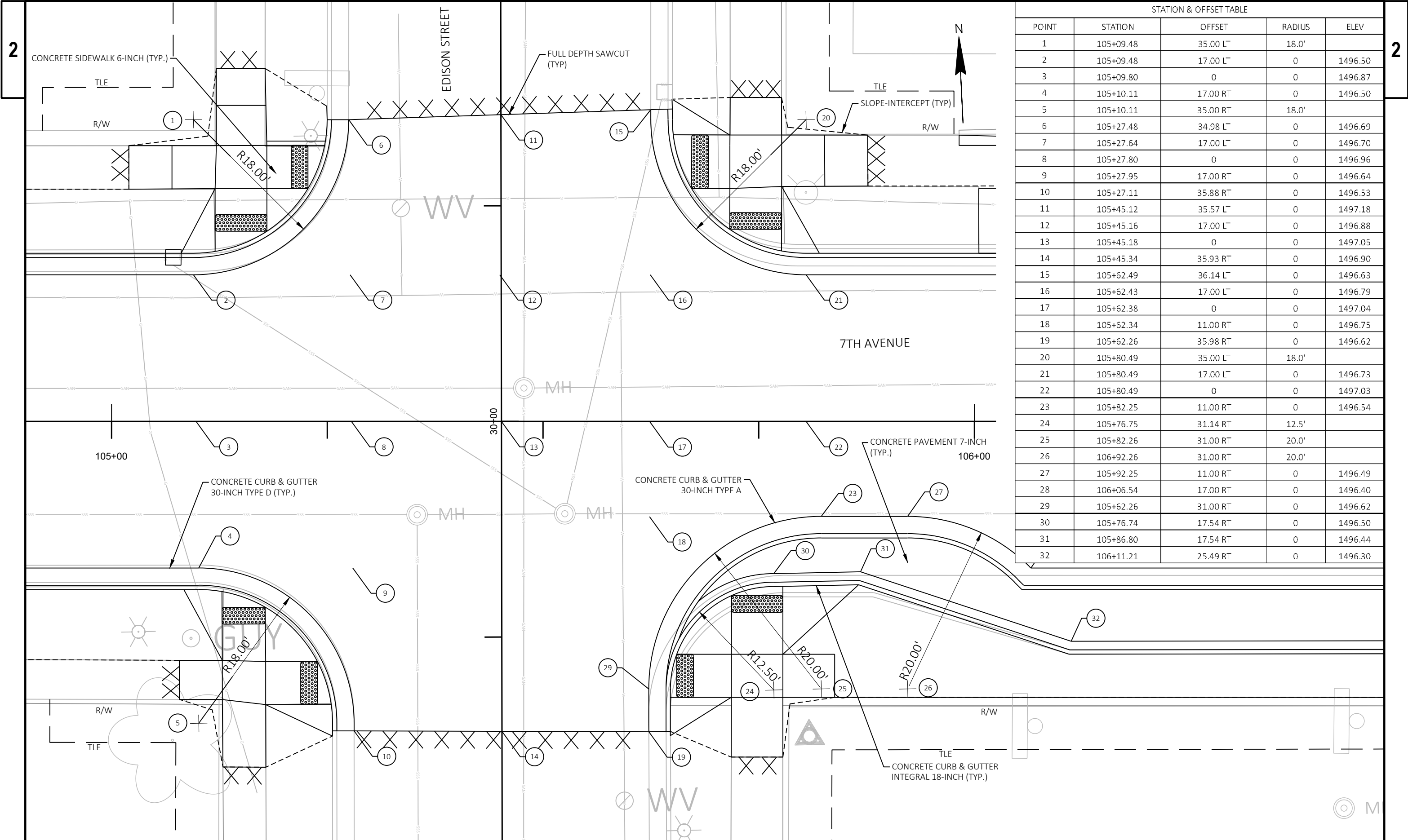




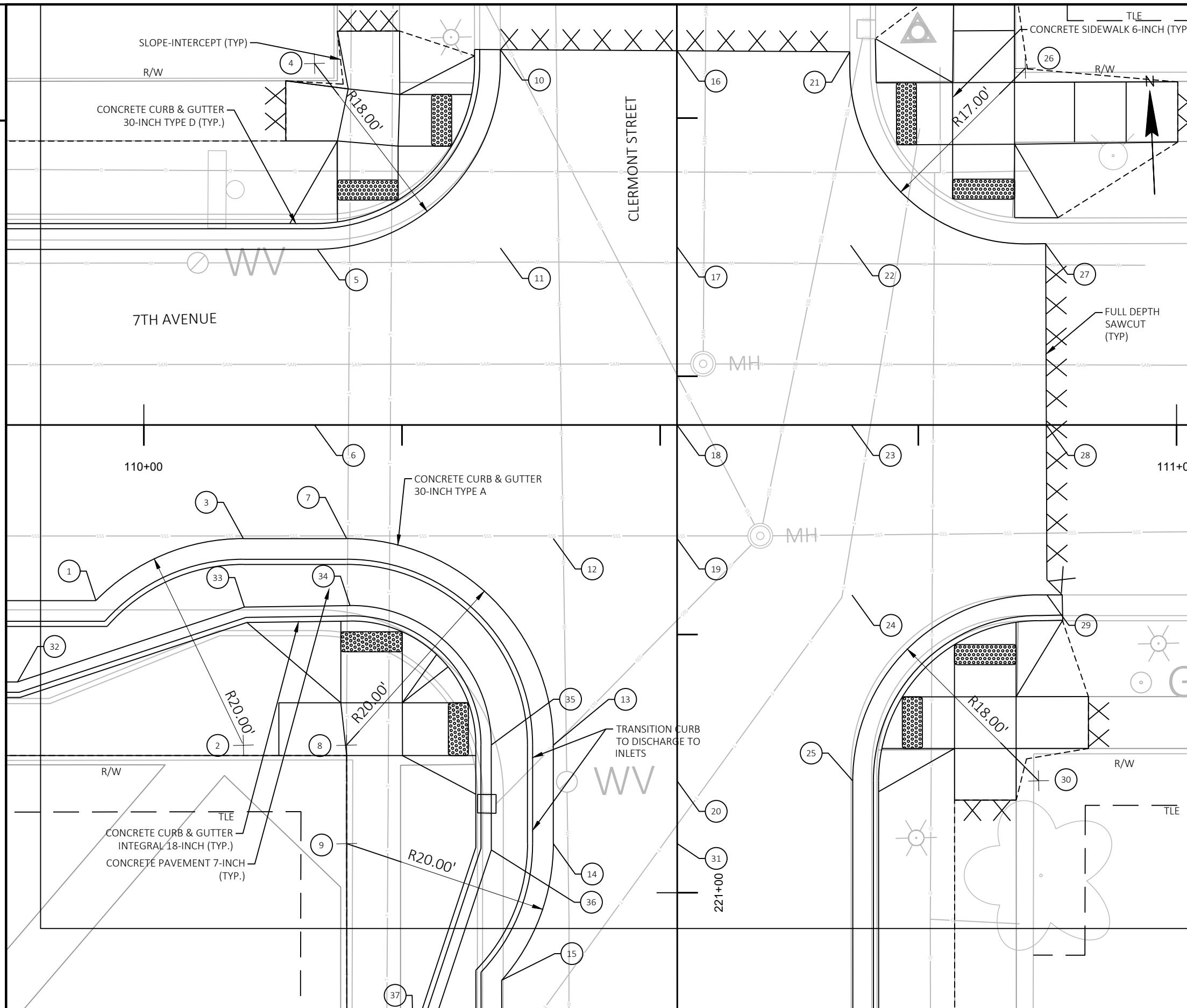
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	RADIUS	ELEV
1	100+61.28	16.93 LT	0	1496.52
2	100+61.29	0	0	1496.97
3	100+61.31	16.93 RT	0	1496.47
4	100+67.01	16.93 LT	0	1496.46
5	100+67.01	0	0	1496.94
6	100+61.29	34.93 RT	18.0'	
7	100+67.00	34.93 LT	18.0'	
8	100+85.36	38.68 LT	0	1496.34
9	100+83.59	16.95 LT	0	1496.35
10	100+82.21	0	0	1496.86
11	100+80.82	16.95 RT	0	1496.50
12	100+79.23	36.39 RT	0	1496.52
13	100+99.70	37.57 LT	0	1496.77
14	100+98.05	17.00 LT	0	1496.78
15	100+96.71	0	0	1496.79
16	100+95.35	17.00 RT	0	1496.81
17	100+93.72	37.50 RT	0	1496.82
18	101+13.96	36.47 LT	0	1496.41
19	101+12.45	16.98 LT	0	1496.43
20	101+11.13	0	0	1496.72
21	101+09.81	17.00 RT	0	1496.62
22	101+08.53	33.51 RT	0	1496.66
23	101+08.14	38.60 RT	0	1496.70
24	101+31.89	34.91 LT	18.0'	
25	101+31.90	17.00 LT	0	1496.34
26	101+26.47	0	0	1496.65
27	101+31.9	0	0	1496.68
28	101+26.47	17.00 RT	0	1496.31
29	101+26.47	35.00 RT	18.0'	
30	100+84.94	33.44 LT	0	1496.25
31	100+99.28	32.36 LT	0	1496.77



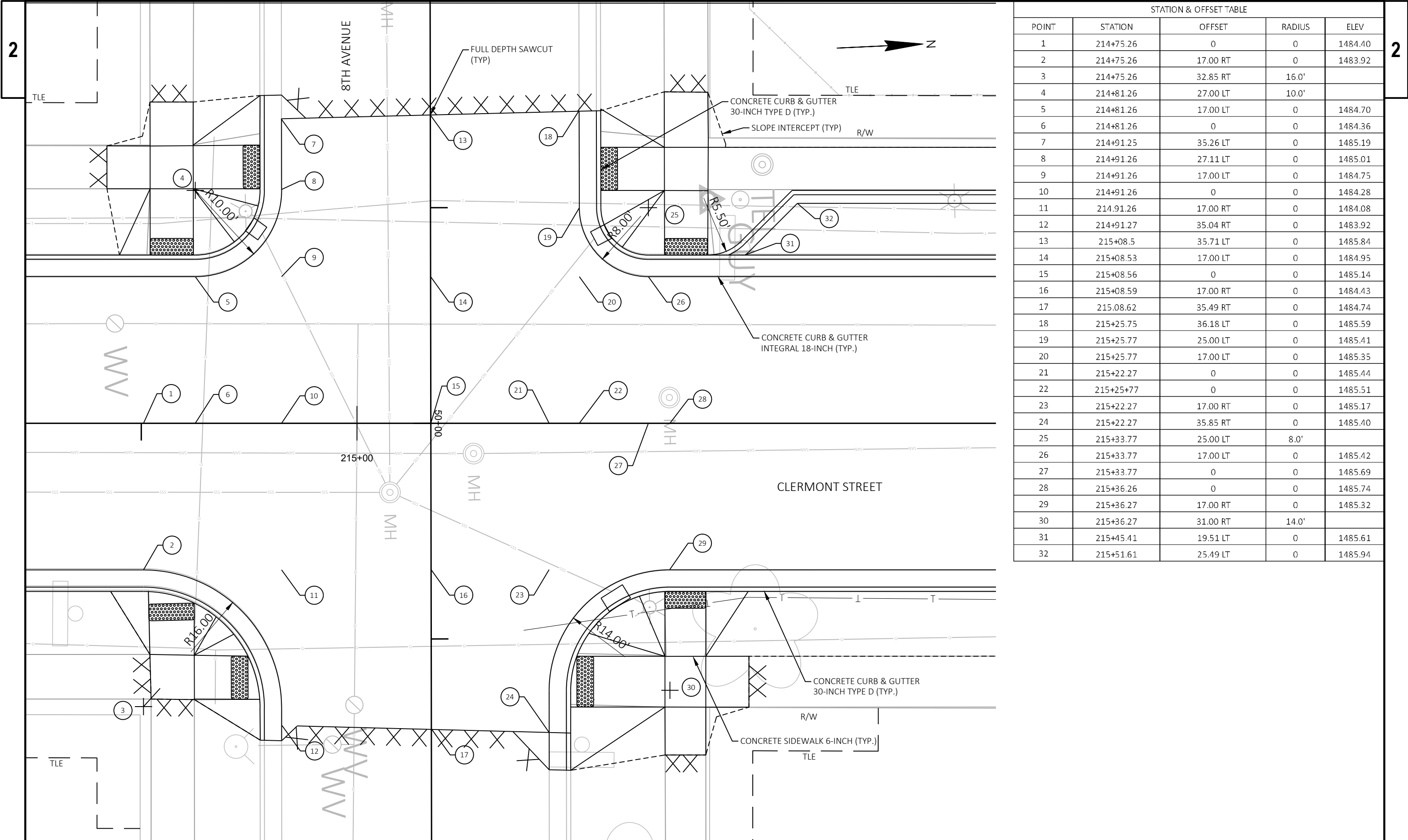
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	RADIUS	ELEV
1	102+04.33	32.00 LT	15.0'	
2	102+04.33	17.00 LT	0	1496.56
3	102+04.33	0	0	1496.90
4	101+95.97	17.00 RT	0	1496.60
5	101+69.00	34.98 RT	18.0'	
6	102+19.62	35.07 LT	0	1496.53
7	102+18.18	17.00 LT	0	1496.49
8	102+16.82	0	0	1496.84
9	102+15.47	17.00 RT	0	1496.57
10	102+13.91	36.50 RT	0	1496.90
11	102+32.28	34.89 LT	0	1496.44
12	102+30.81	17.00 LT	0	1496.46
13	102+29.59	0	0	1496.77
14	102+28.02	17.00 RT	0	1496.50
15	102+26.35	37.34 RT	0	1496.71
16	102+45.08	34.71 LT	0	1496.34
17	102+43.53	17.00 LT	0	1496.35
18	102+42.03	0	0	1496.71
19	102+40.53	17.00 RT	0	1496.44
20	102+39.72	26.21 RT	0	1496.40
21	102+38.76	38.17 RT	0	1496.52
22	102+56.66	29.00 LT	12.0'	
23	102+46.69	0	0	1496.67
24	102+49.69	17.00 RT	0	1496.32
25	102+46.69	27.00 RT	10.0'	
26	102+56.66	17.00 LT	0	1496.31
27	102+56.66	0	0	1496.70
28	102+19.28	30.80 LT	0	1496.51
29	102+31.84	30.38 LT	0	1496.41
30	102+44.70	30.00 LT	0	1496.32



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	RADIUS	ELEV
1	105+09.48	35.00 LT	18.0'	
2	105+09.48	17.00 LT	0	1496.50
3	105+09.80	0	0	1496.87
4	105+10.11	17.00 RT	0	1496.50
5	105+10.11	35.00 RT	18.0'	
6	105+27.48	34.98 LT	0	1496.69
7	105+27.64	17.00 LT	0	1496.70
8	105+27.80	0	0	1496.96
9	105+27.95	17.00 RT	0	1496.64
10	105+27.11	35.88 RT	0	1496.53
11	105+45.12	35.57 LT	0	1497.18
12	105+45.16	17.00 LT	0	1496.88
13	105+45.18	0	0	1497.05
14	105+45.34	35.93 RT	0	1496.90
15	105+62.49	36.14 LT	0	1496.63
16	105+62.43	17.00 LT	0	1496.79
17	105+62.38	0	0	1497.04
18	105+62.34	11.00 RT	0	1496.75
19	105+62.26	35.98 RT	0	1496.62
20	105+80.49	35.00 LT	18.0'	
21	105+80.49	17.00 LT	0	1496.73
22	105+80.49	0	0	1497.03
23	105+82.25	11.00 RT	0	1496.54
24	105+76.75	31.14 RT	12.5'	
25	105+82.26	31.00 RT	20.0'	
26	106+92.26	31.00 RT	20.0'	
27	105+92.25	11.00 RT	0	1496.49
28	106+06.54	17.00 RT	0	1496.40
29	105+62.26	31.00 RT	0	1496.62
30	105+76.74	17.54 RT	0	1496.50
31	105+86.80	17.54 RT	0	1496.44
32	106+11.21	25.49 RT	0	1496.30



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	RADIUS	ELEV
1	109+95.36	17.00 RT	0	1494.07
2	110+09.64	31.00 RT	20.0'	
3	110+09.64	11.00 RT	0	1493.99
4	110+16.53	35.00 LT	18.0'	
5	110+16.81	17.00 LT	0	1493.96
6	110+16.53	0	0	1494.32
7	110+19.64	11.00 RT	0	1493.94
8	110+19.64	31.00 RT	20.0'	
9	110+19.65	40.54 RT	20.0'	
10	110+34.52	36.35 LT	0	1493.67
11	110+34.53	17.14 LT	0	1493.94
12	110+39.64	11.00 RT	0	1494.02
13	110+39.64	31.00 RT	0	1493.78
14	110+39.65	40.53 RT	0	1493.87
15	110+34.65	53.76 RT	0	1493.94
16	110+51.62	36.24 LT	0	1493.85
17	110+51.63	17.27 LT	0	1494.09
18	110+51.63	0	0	1494.30
19	110+51.64	11.00 RT	0	1494.30
20	110+51.65	34.47 RT	0	1494.30
21	110+68.36	36.14 LT	0	1493.39
22	110+68.43	17.40 LT	0	1493.65
23	110+68.51	0	0	1494.01
24	110+68.57	16.46 RT	0	1494.18
25	110+68.65	35.46 RT	0	1494.07
26	110+85.36	34.53 LT	17.0'	
27	110+87.33	17.54 LT	0	1493.43
28	110+87.39	0	0	1493.75
29	110+87.45	16.45 RT	0	1493.56
30	110+86.65	34.45 RT	18.0'	
31	110+51.65	40.52 RT	0	1494.30
32	109+87.77	24.88 RT	0	1493.96
33	110+097.3	17.62 RT	0	1494.80
34	110+19.96	17.62 RT	0	1493.73
35	110+33.64	30.98 RT	0	1493.58
36	110+33.65	41.14 RT	0	1493.73
37	110+26.16	63.75 RT	0	1493.80



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	RADIUS	ELEV
1	214+75.26	0	0	1484.40
2	214+75.26	17.00 RT	0	1483.92
3	214+75.26	32.85 RT	16.0'	
4	214+81.26	27.00 LT	10.0'	
5	214+81.26	17.00 LT	0	1484.70
6	214+81.26	0	0	1484.36
7	214+91.25	35.26 LT	0	1485.19
8	214+91.26	27.11 LT	0	1485.01
9	214+91.26	17.00 LT	0	1484.75
10	214+91.26	0	0	1484.28
11	214.91.26	17.00 RT	0	1484.08
12	214+91.27	35.04 RT	0	1483.92
13	215+08.5	35.71 LT	0	1485.84
14	215+08.53	17.00 LT	0	1484.95
15	215+08.56	0	0	1485.14
16	215+08.59	17.00 RT	0	1484.43
17	215.08.62	35.49 RT	0	1484.74
18	215+25.75	36.18 LT	0	1485.59
19	215+25.77	25.00 LT	0	1485.41
20	215+25.77	17.00 LT	0	1485.35
21	215+22.27	0	0	1485.44
22	215+25+77	0	0	1485.51
23	215+22.27	17.00 RT	0	1485.17
24	215+22.27	35.85 RT	0	1485.40
25	215+33.77	25.00 LT	8.0'	
26	215+33.77	17.00 LT	0	1485.42
27	215+33.77	0	0	1485.69
28	215+36.26	0	0	1485.74
29	215+36.27	17.00 RT	0	1485.32
30	215+36.27	31.00 RT	14.0'	
31	215+45.41	19.51 LT	0	1485.61
32	215+51.61	25.49 LT	0	1485.94

NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

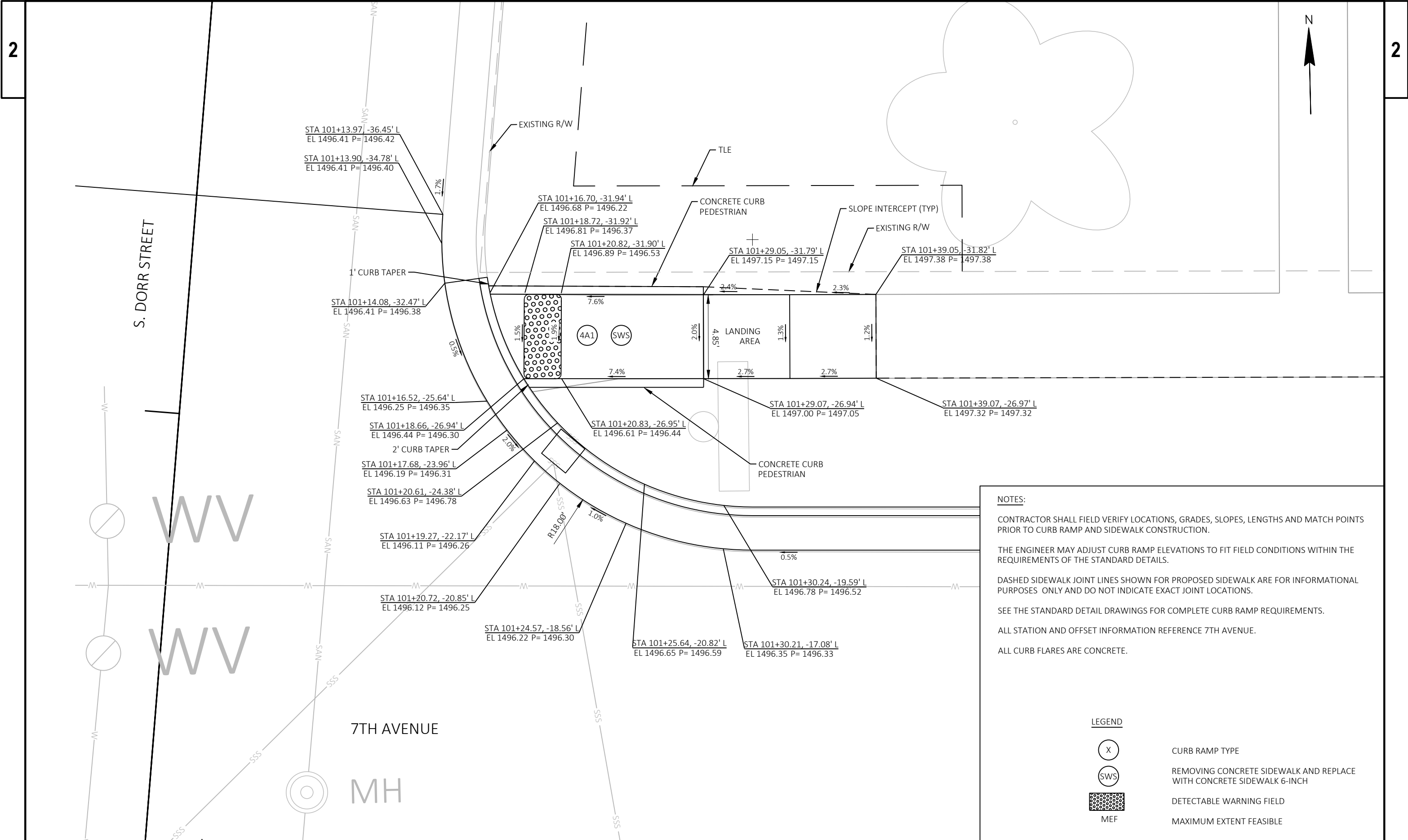
ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

ALL CURB FLARES ARE CONCRETE.

LEGEND

	CURB RAMP TYPE
	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
MEF	MAXIMUM EXTENT FEASIBLE

[illegible]



NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

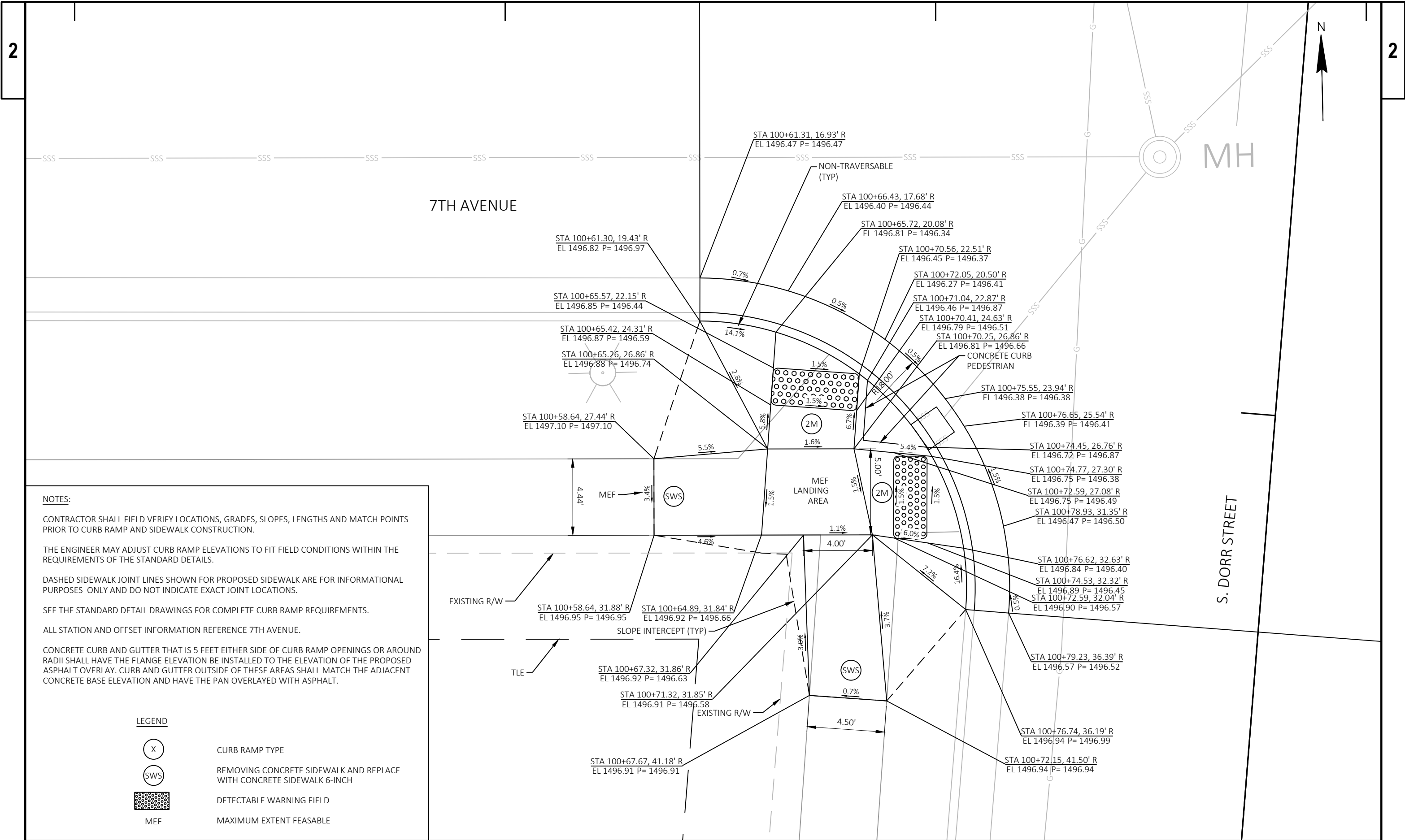
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	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
	MAXIMUM EXTENT FEASIBLE



NOTES:

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

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DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

CONCRETE CURB AND GUTTER THAT IS 5 FEET EITHER SIDE OF CURB RAMP OPENINGS OR AROUND RADII SHALL HAVE THE FLANGE ELEVATION BE INSTALLED TO THE ELEVATION OF THE PROPOSED ASPHALT OVERLAY. CURB AND GUTTER OUTSIDE OF THESE AREAS SHALL MATCH THE ADJACENT CONCRETE BASE ELEVATION AND HAVE THE PAN OVERLAYED WITH ASPHALT.

- LEGEND**
- CURB RAMP TYPE
 - REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 - DETECTABLE WARNING FIELD
 - MAXIMUM EXTENT FEASIBLE

2

NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

ALL CURB FLARES ARE CONCRETE.

LEGEND



CURB RAMP TYPE



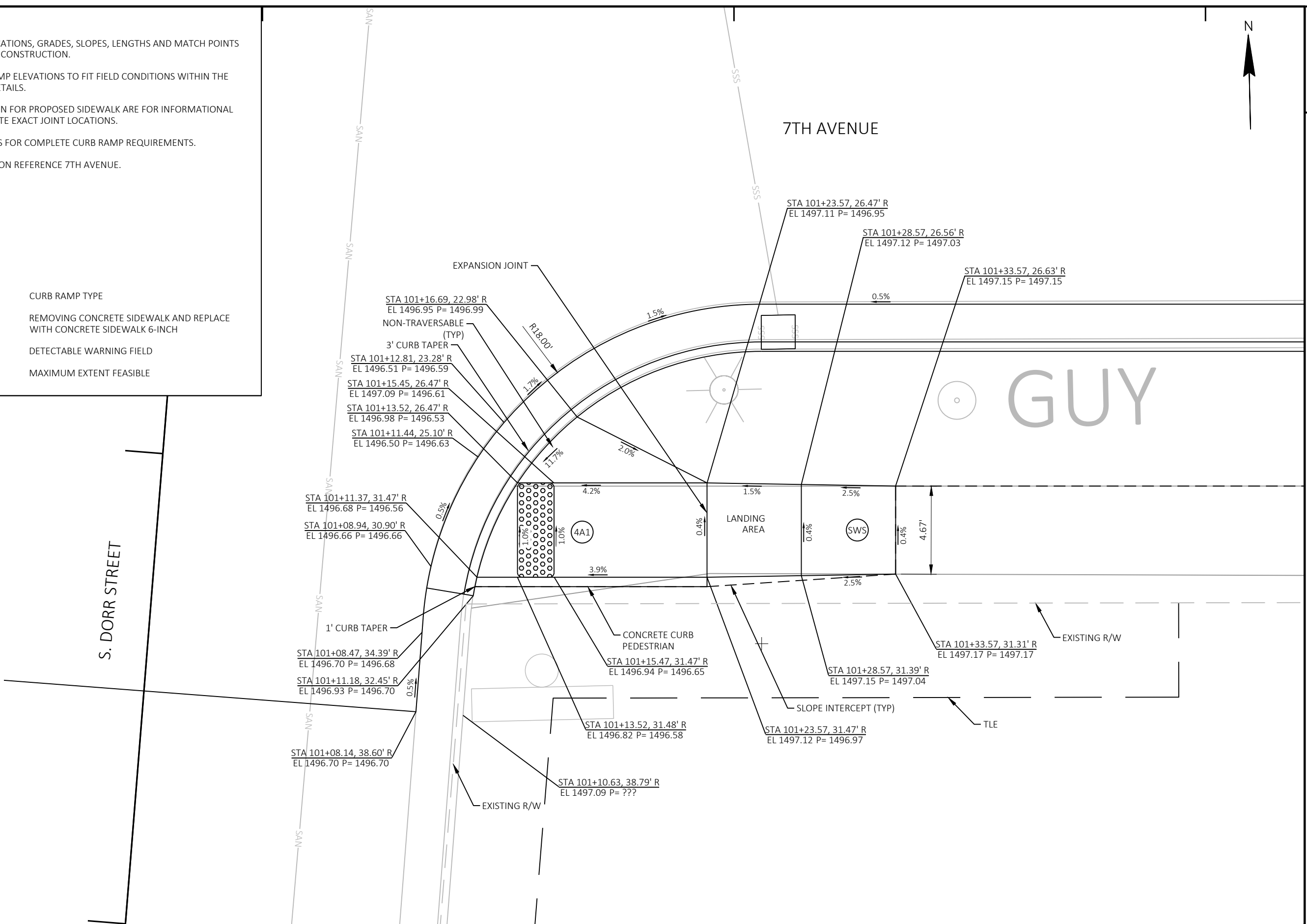
REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH



DETECTABLE WARNING FIELD

MEF

MAXIMUM EXTENT FEASIBLE



PROJECT NO: 9835-04-70 & 9835-05-70

HWY: 7TH AVE & CLERMONT ST

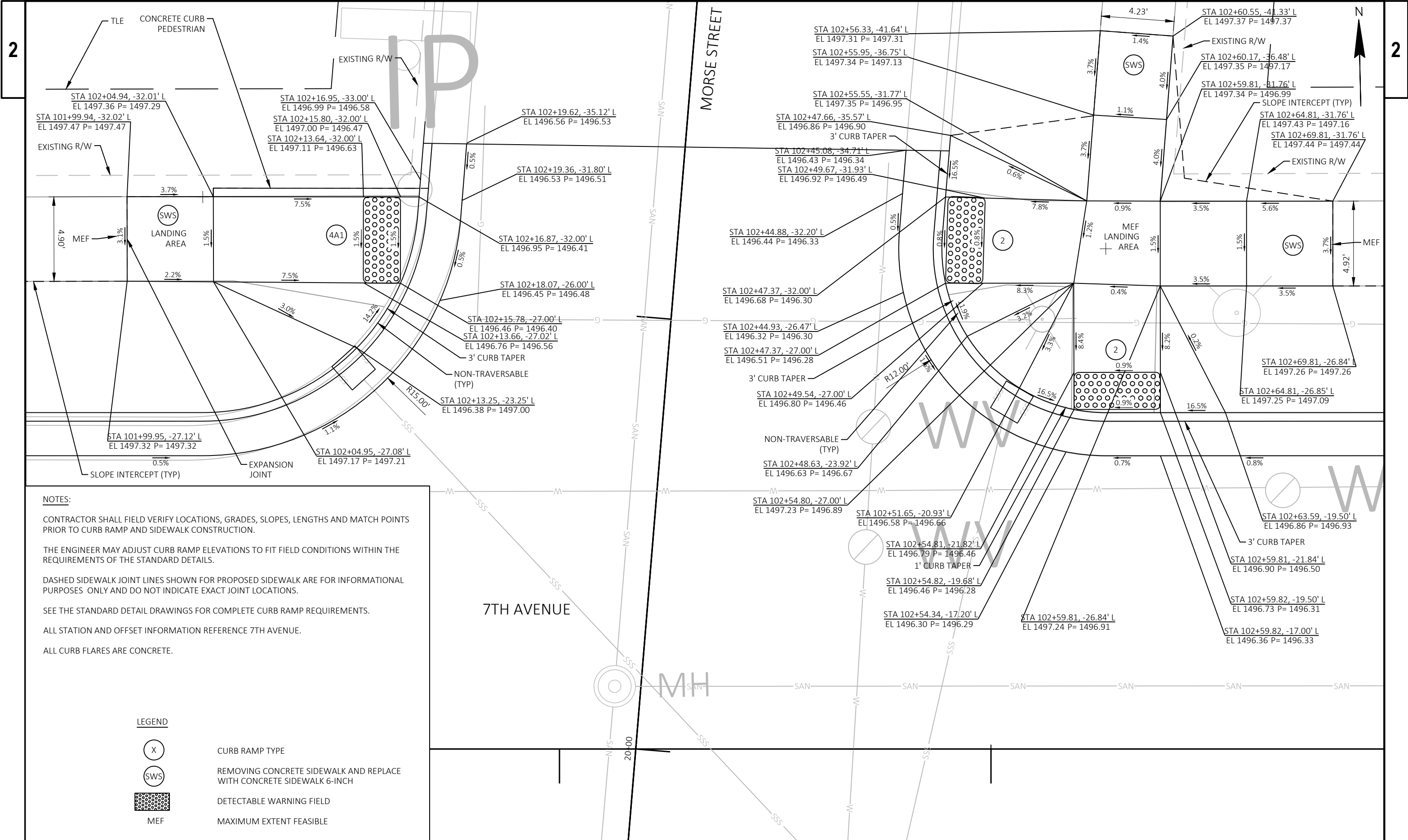
COUNTY: LANGLADE COUNTY

CURB RAMP - 7TH AVENUE AND DORR STREET

SHEET

18

E



NOTES:

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

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ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

ALL CURB FLARES ARE CONCRETE.

- LEGEND**
-  CURB RAMP TYPE
 -  REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 -  DETECTABLE WARNING FIELD
 -  MAXIMUM EXTENT FEASIBLE

2

NOTES:

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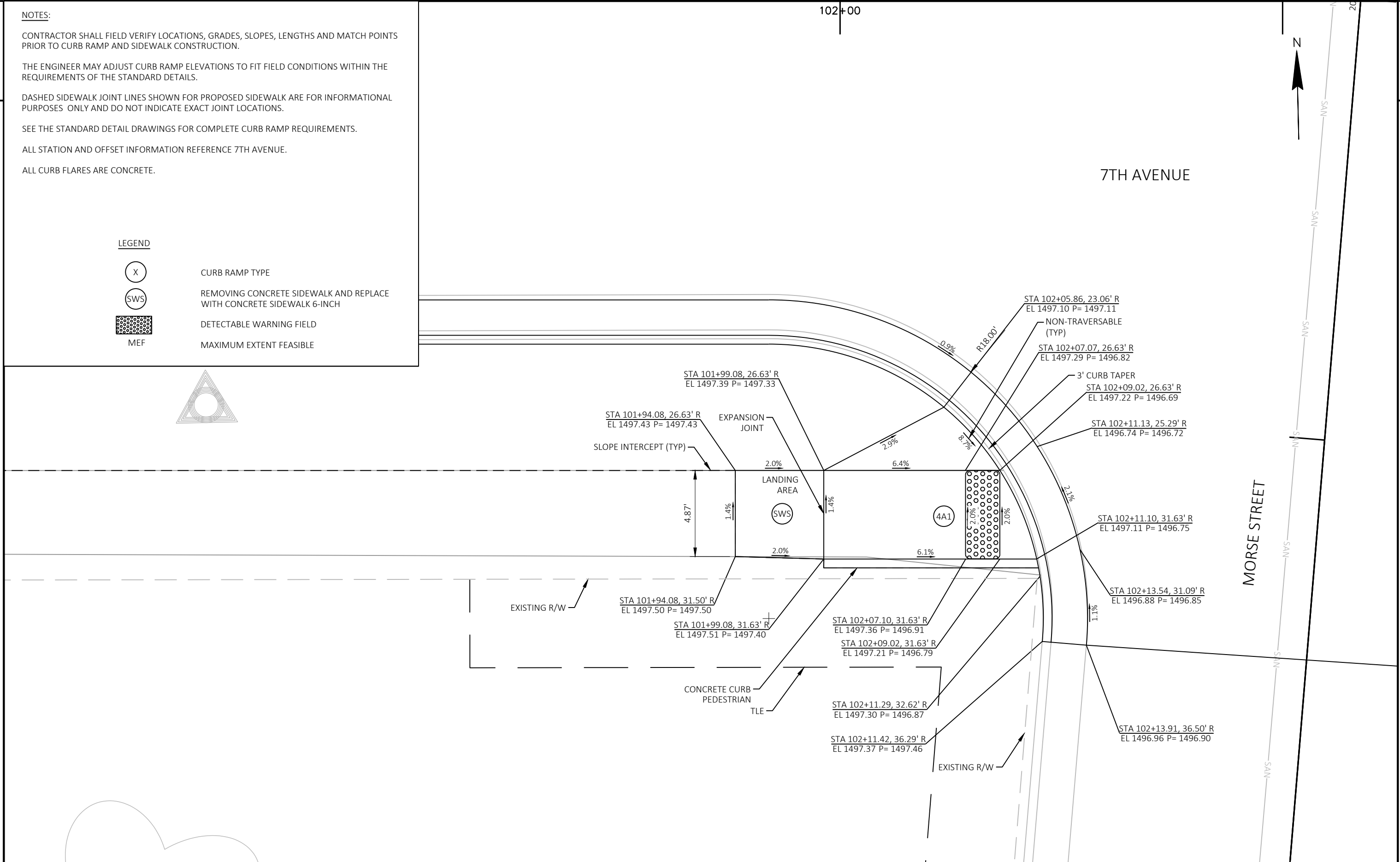
ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

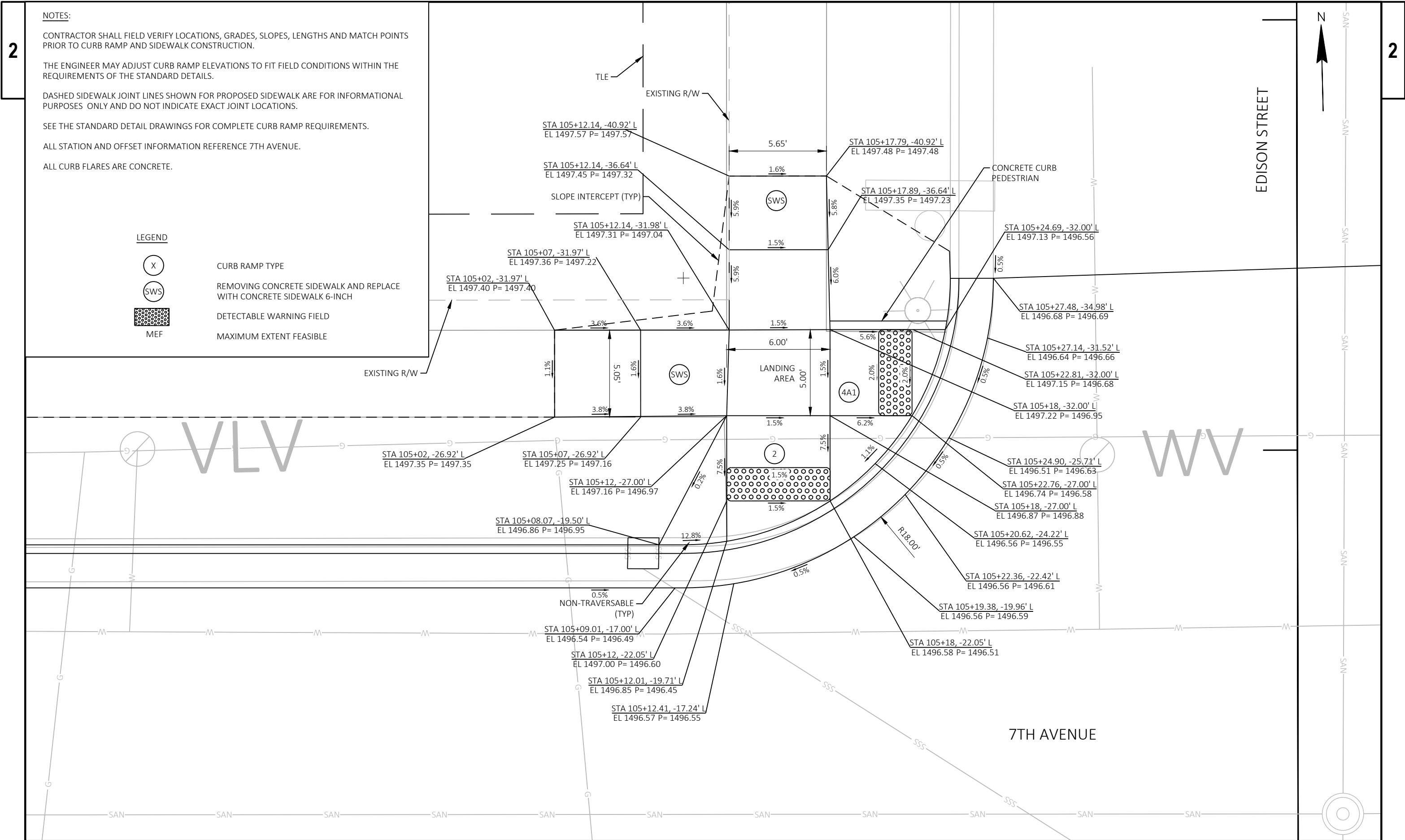
ALL CURB FLARES ARE CONCRETE.

LEGEND

	CURB RAMP TYPE
	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
MEF	MAXIMUM EXTENT FEASIBLE

2



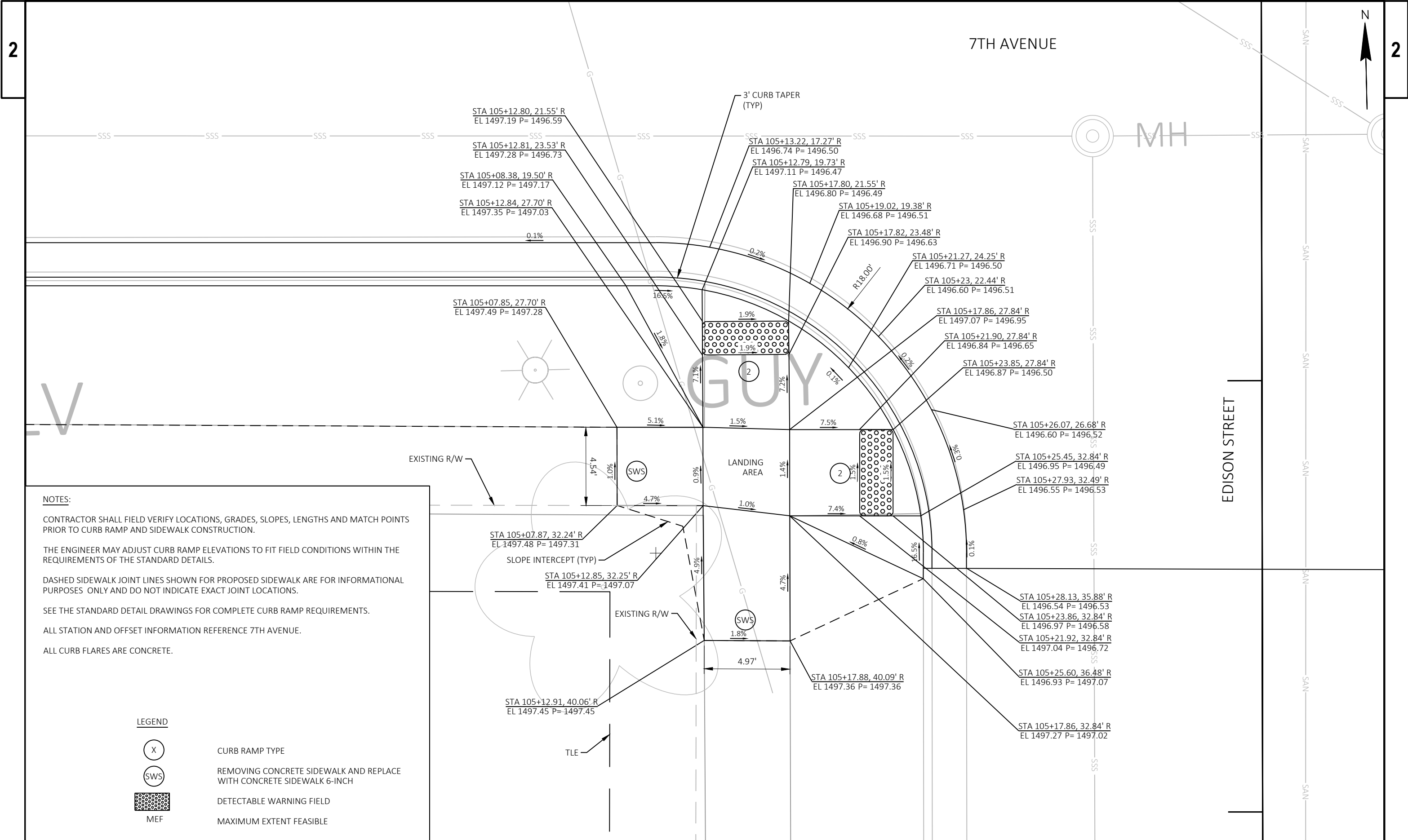




ALL CURB FLARES ARE CONCRETE.

MEF

MAXIMUM EXTENT FEASIBLE



NOTES:

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

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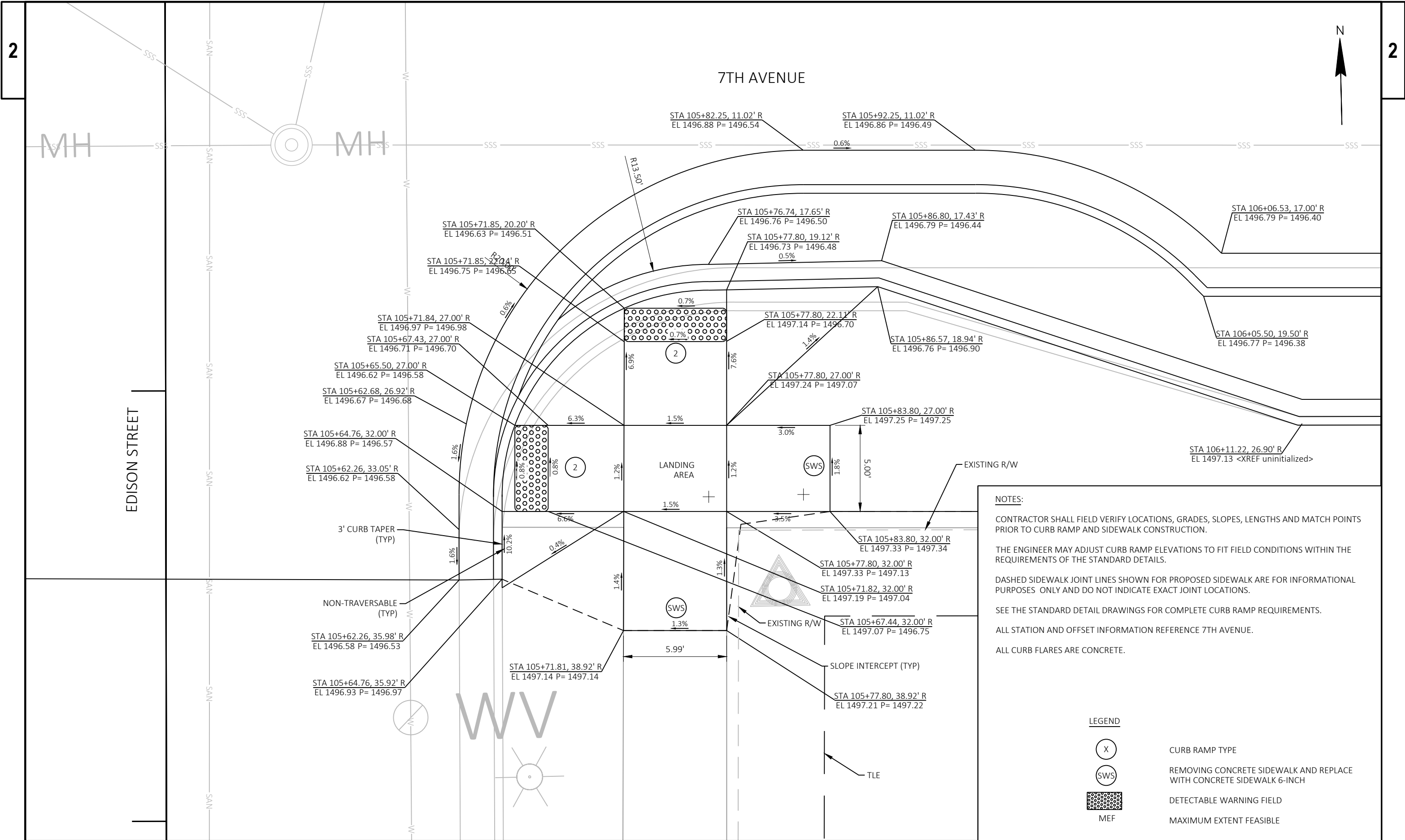
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SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

ALL CURB FLARES ARE CONCRETE.

- LEGEND**
- (X) CURB RAMP TYPE
 - (SWS) REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 - (Pattern) DETECTABLE WARNING FIELD
 - (MEF) MAXIMUM EXTENT FEASIBLE



NOTES:

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

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ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

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- LEGEND**
- (X) CURB RAMP TYPE
 - (SWS) REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 - [Pattern] DETECTABLE WARNING FIELD
 - [Pattern] MAXIMUM EXTENT FEASIBLE

2

NOTES:

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

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ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

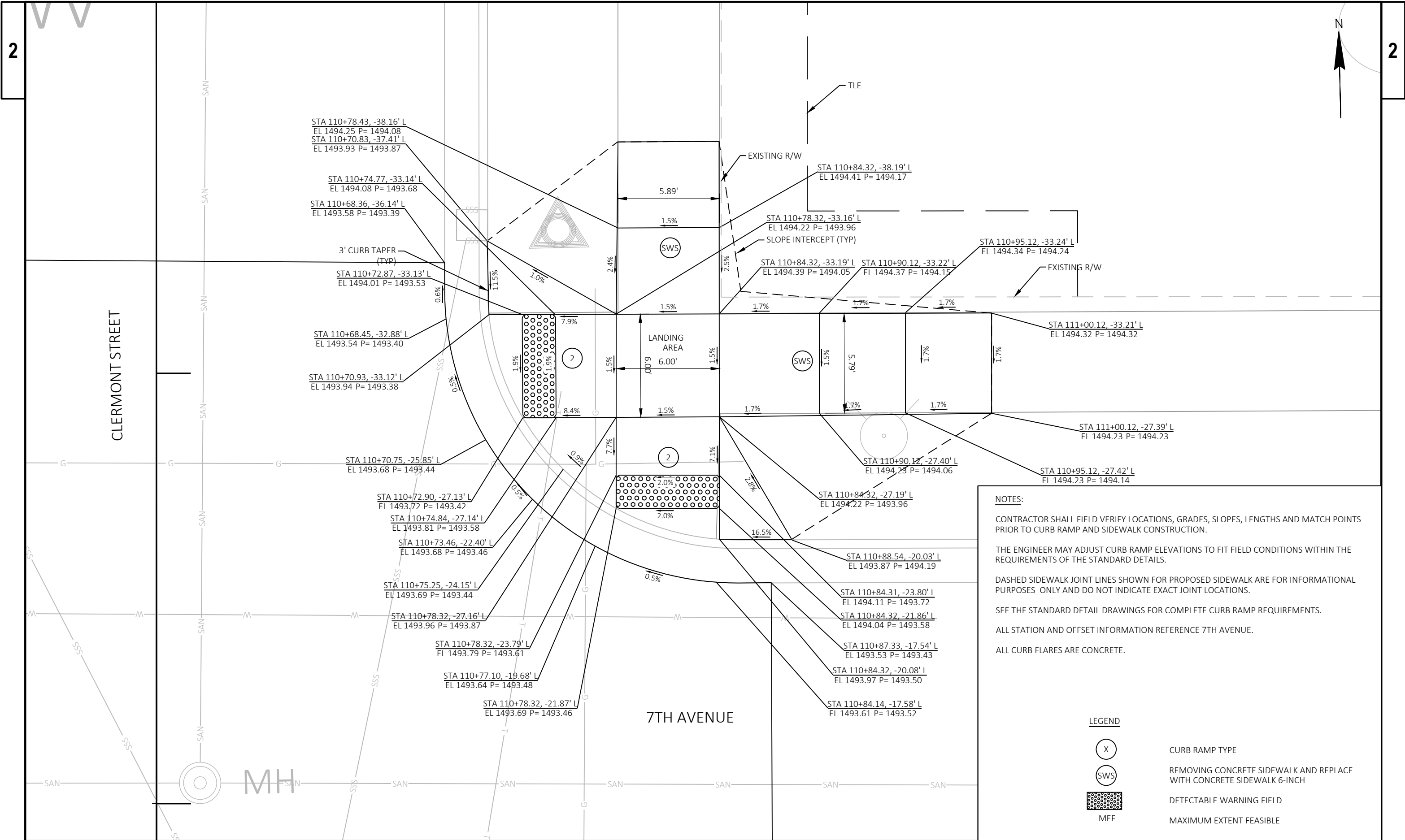
ALL CURB FLARES ARE CONCRETE.

LEGEND

	CURB RAMP TYPE
	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
MEF	MAXIMUM EXTENT FEASIBLE

2





NOTES:

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

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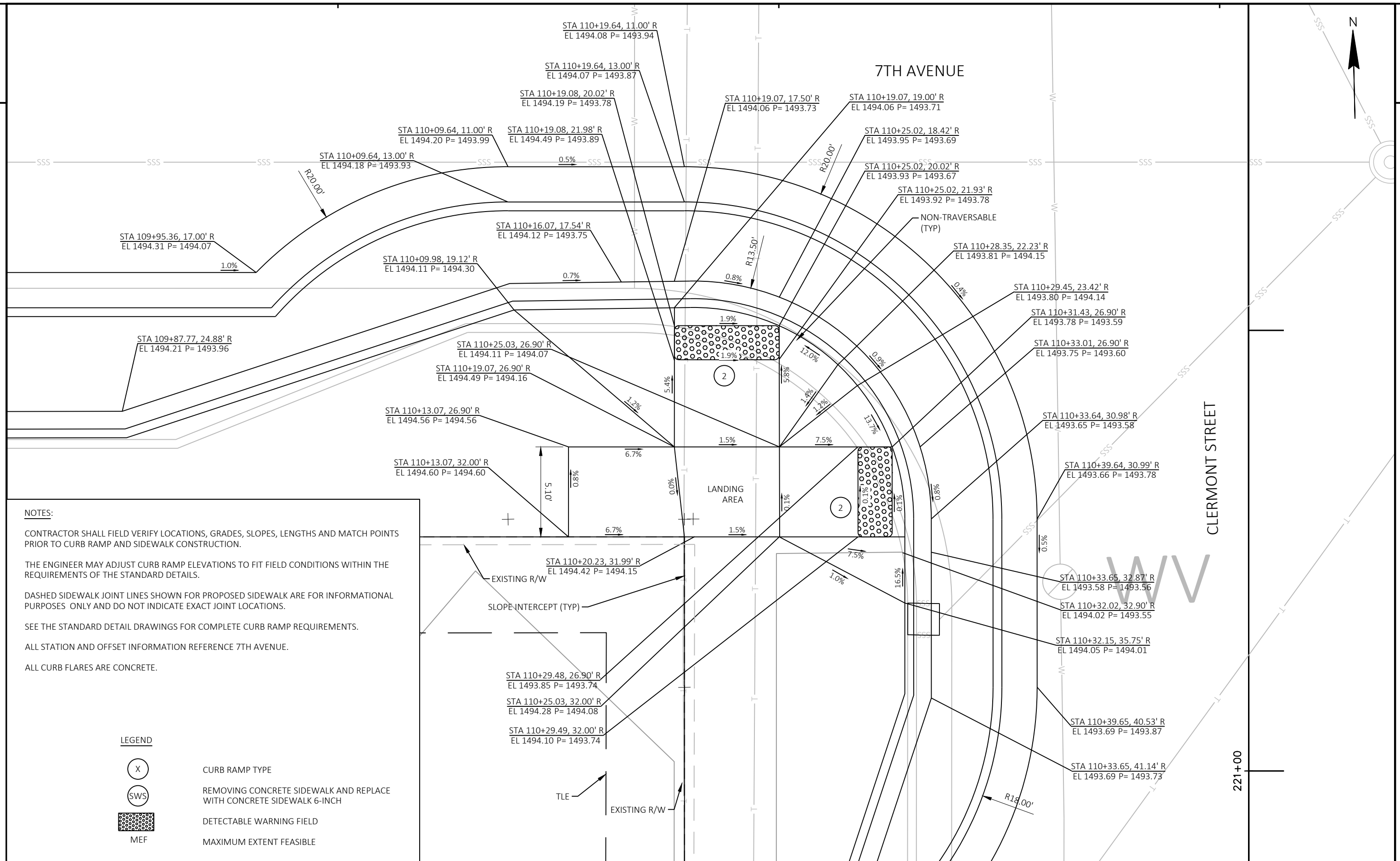
ALL STATION AND OFFSET INFORMATION REFERENCE 7TH AVENUE.

ALL CURB FLARES ARE CONCRETE.

LEGEND	
	CURB RAMP TYPE
	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
	MAXIMUM EXTENT FEASIBLE

2

2 |



PROJECT NO: 9835-04-70 & 9835-05-70	HWY: 7TH AVE & CLERMONT ST	COUNTY: LANGLADE COUNTY	CURB RAMP - 7TH AVENUE CLERMONT STREET	SHEET 28	E
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2

NOTES:

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

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ALL STATION AND OFFSET INFORMATION REFERENCE CLERMONT STREET.

ALL CURB FLARES ARE CONCRETE.

LEGEND



CURB RAMP TYPE



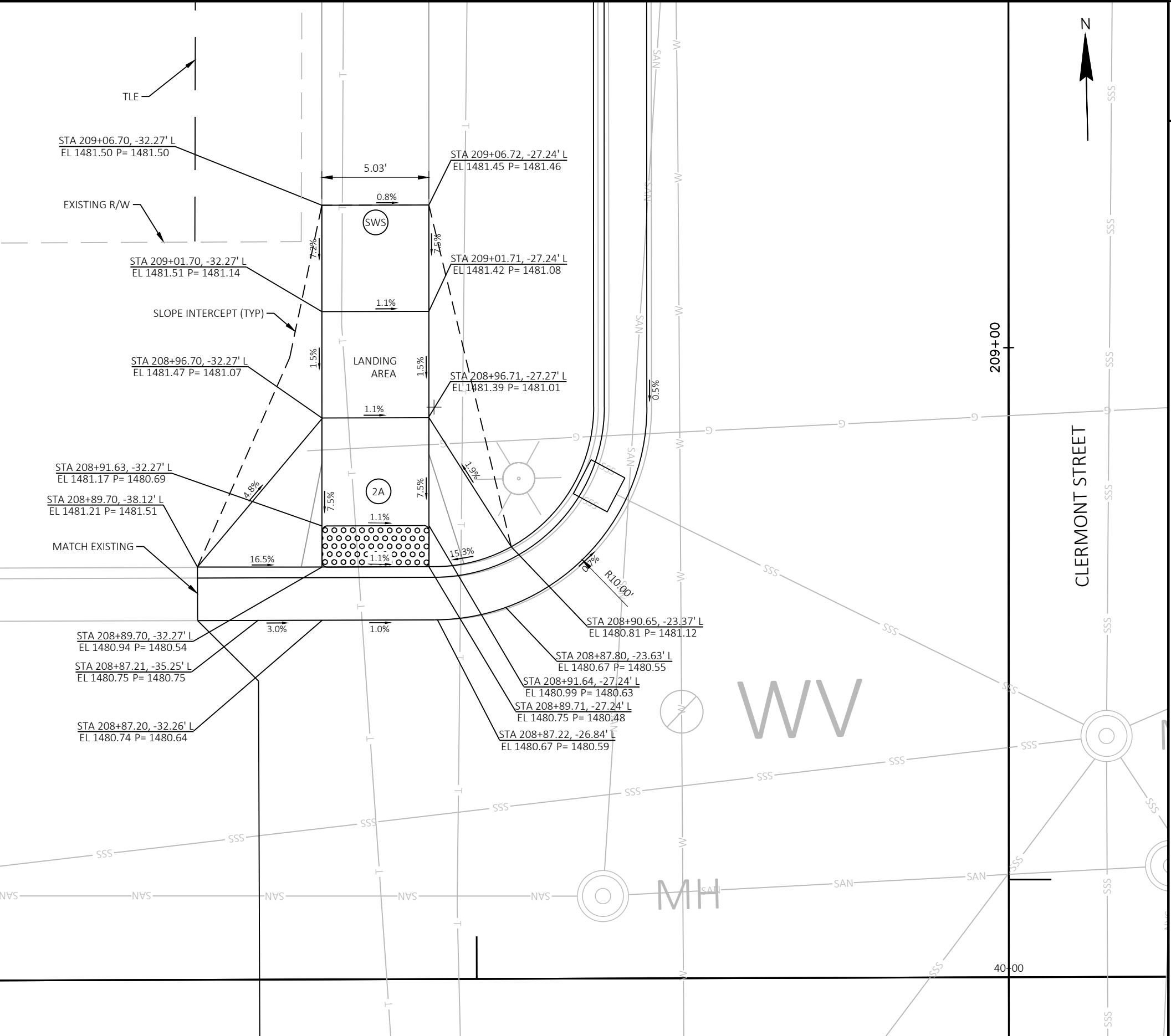
REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH



DETECTABLE WARNING FIELD



MAXIMUM EXTENT FEASIBLE



PROJECT NO: 9835-04-70 & 9835-05-70

HWY: 7TH AVE & CLERMONT ST

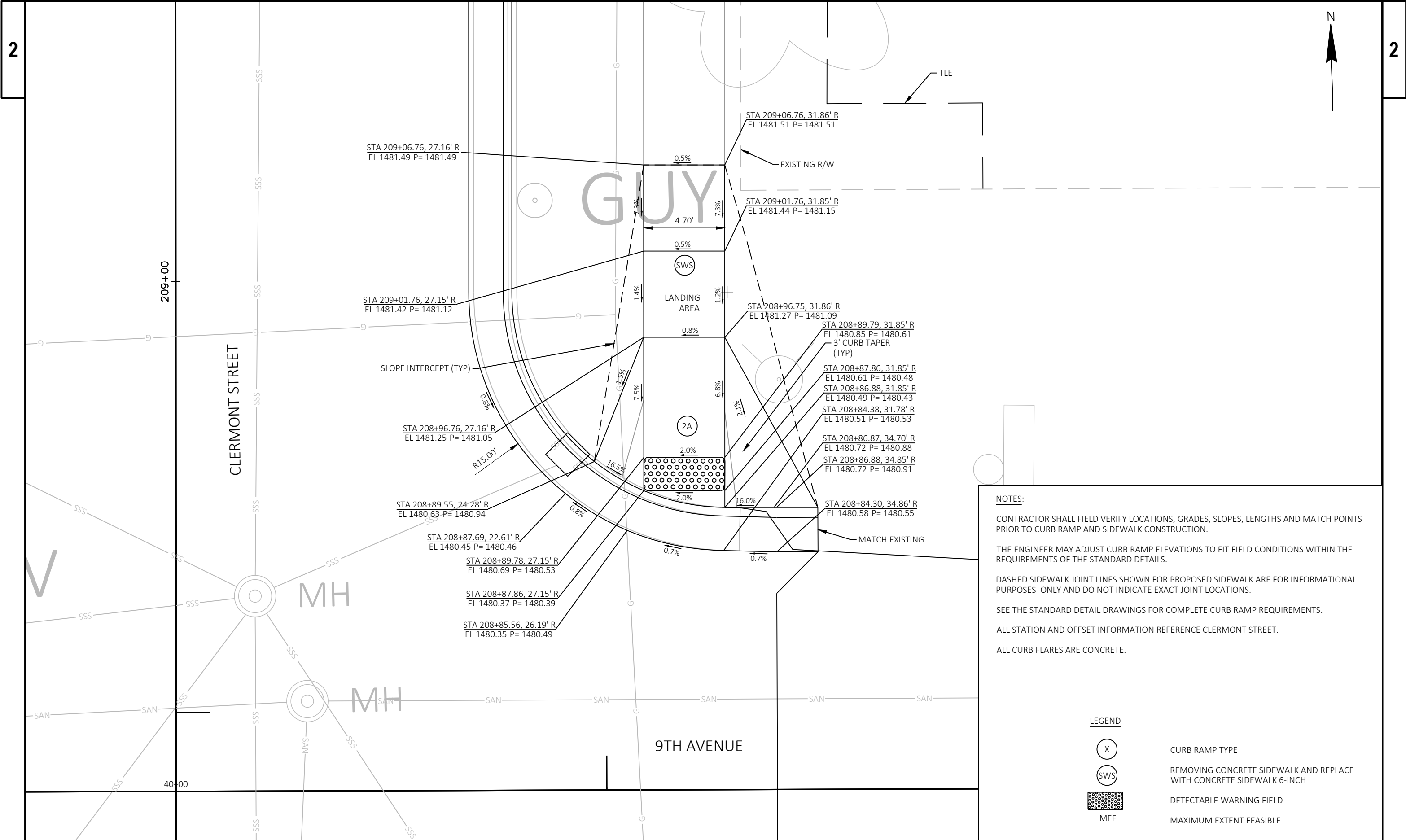
COUNTY: LANGLADE COUNTY

CURB RAMP - CLERMONT STREET AND 9TH AVENUE

SHEET

30

E



NOTES:

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

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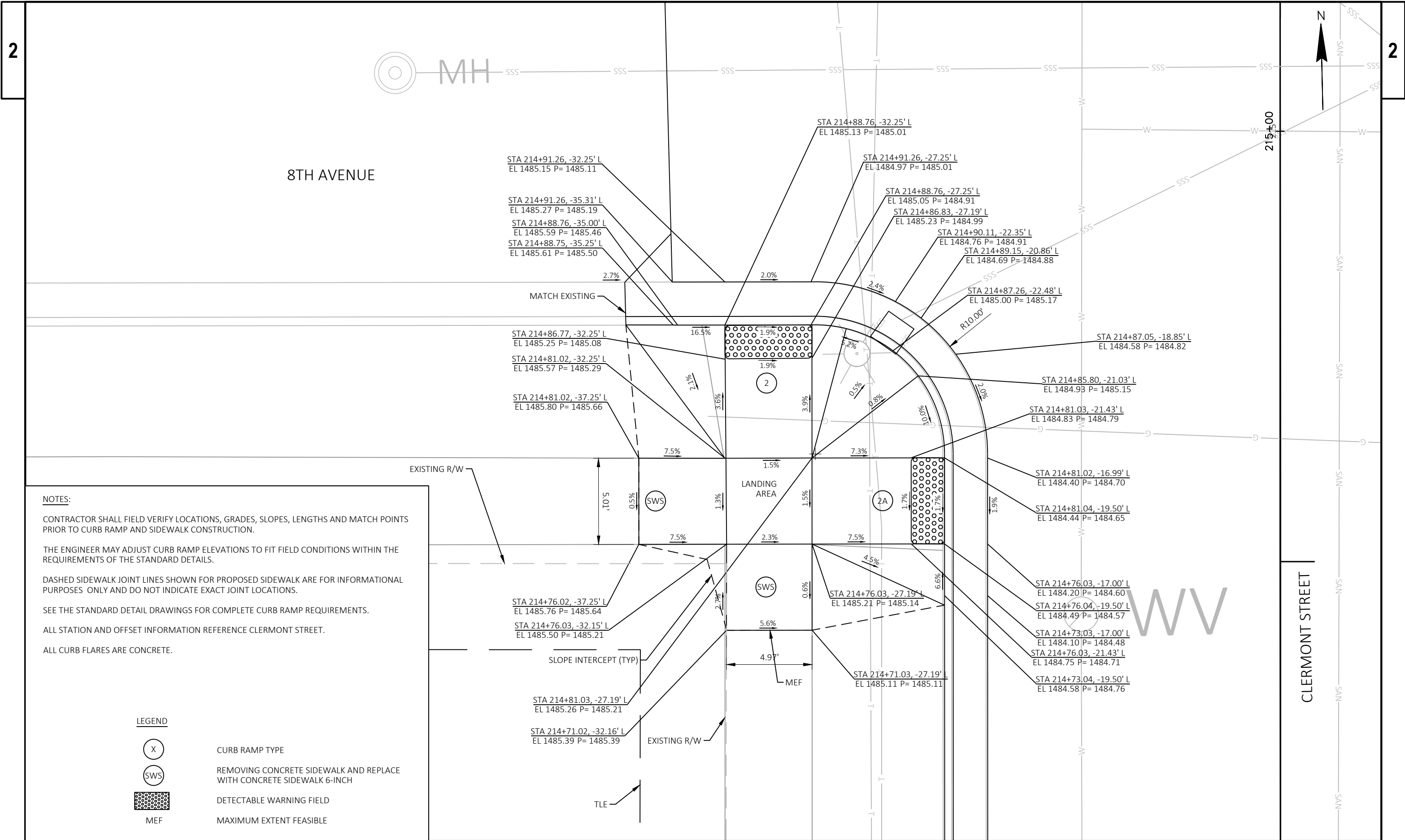
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ALL STATION AND OFFSET INFORMATION REFERENCE CLERMONT STREET.

ALL CURB FLARES ARE CONCRETE.

LEGEND	
	CURB RAMP TYPE
	REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
	DETECTABLE WARNING FIELD
	MAXIMUM EXTENT FEASIBLE



NOTES:

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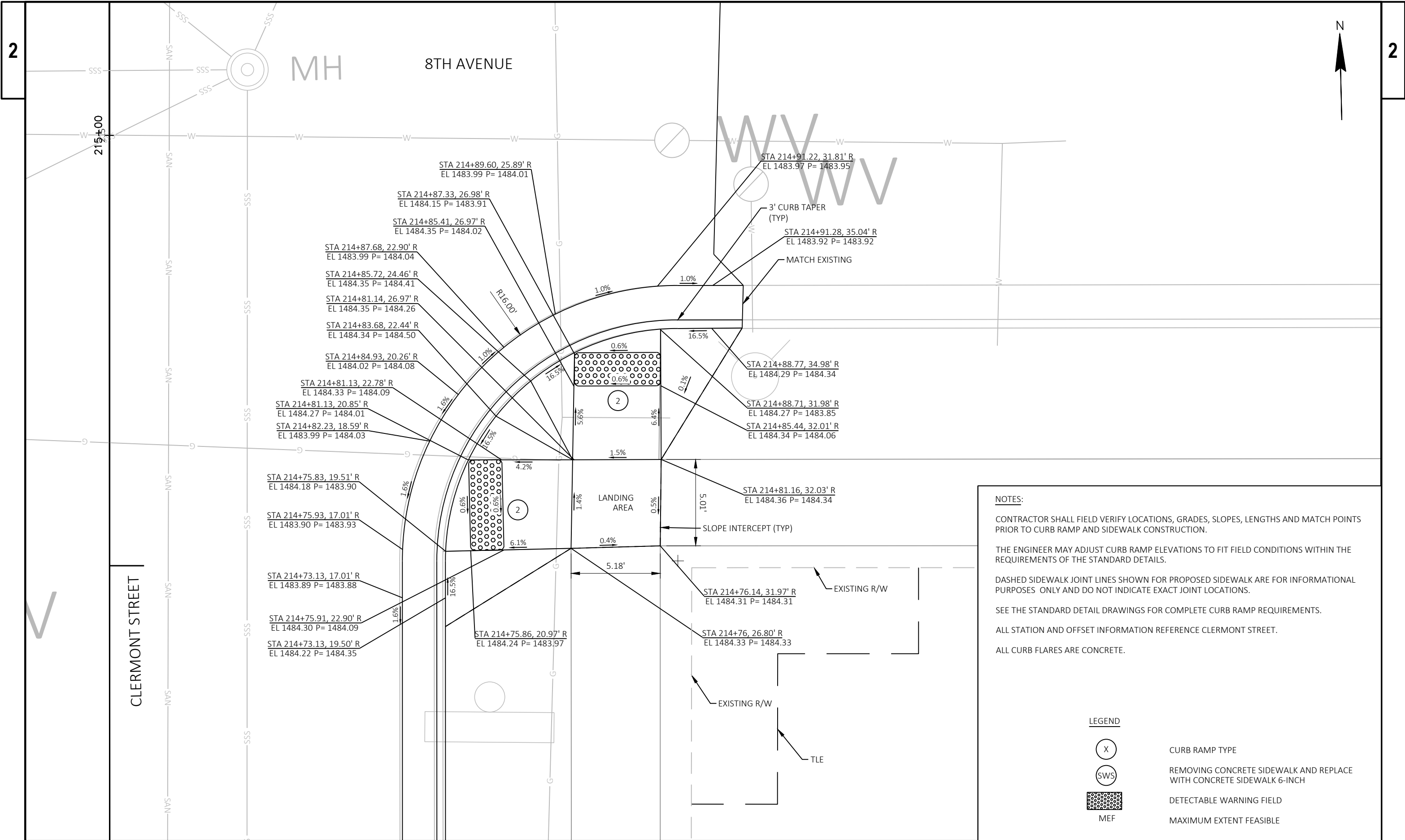
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- LEGEND**
-  CURB RAMP TYPE
 -  REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
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- LEGEND**
-  CURB RAMP TYPE
 -  REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 -  DETECTABLE WARNING FIELD
 -  MEF
 - MAXIMUM EXTENT FEASIBLE

2

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

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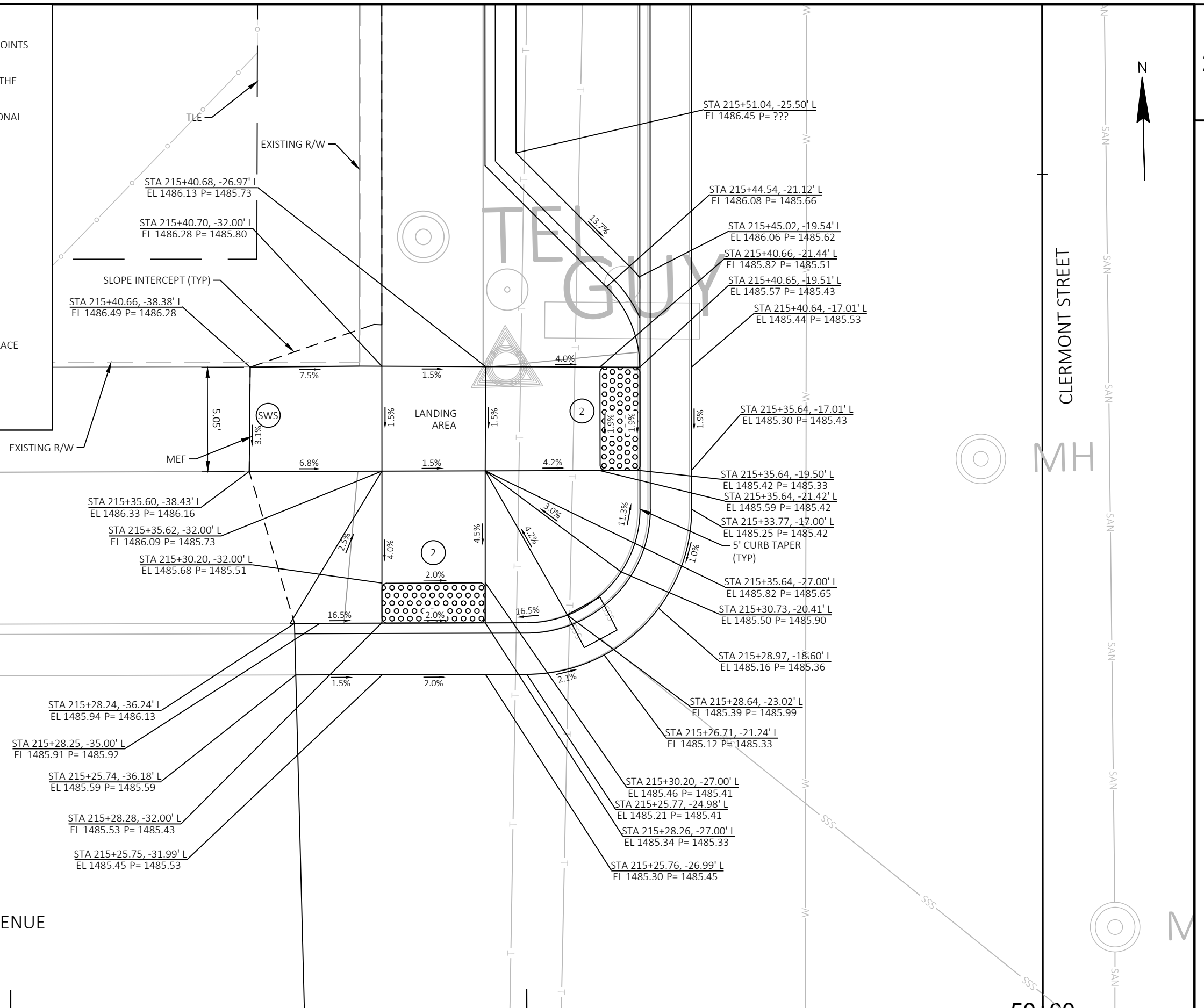
(SWS)



MEF

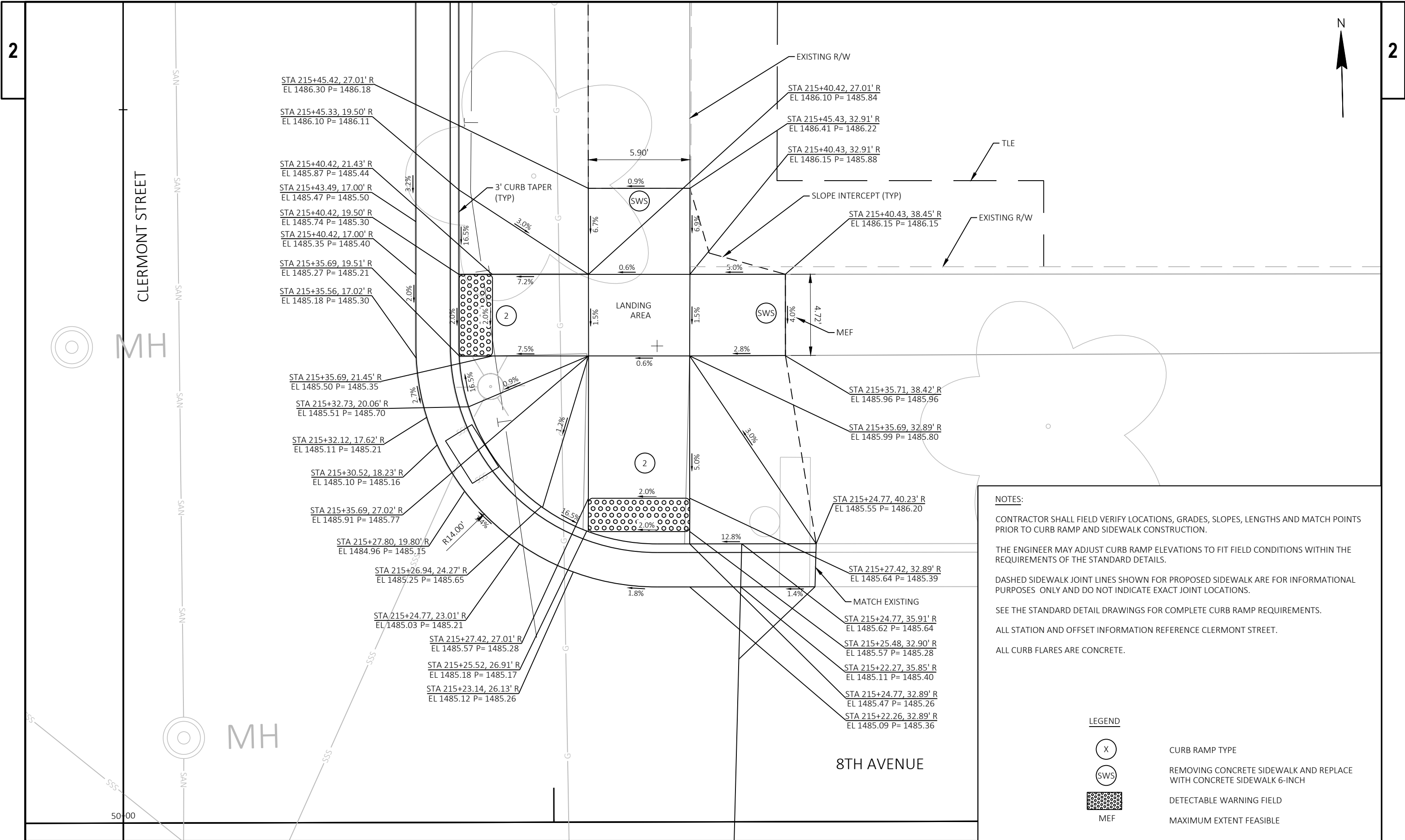
REMOVING CONCRETE SIDEWALK AND REPLACE
WITH CONCRETE SIDEWALK 6-INCH

MAXIMUM EXTENT FEASIBLE



34

WISDOT/CADDS SHEET 42



NOTES:

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

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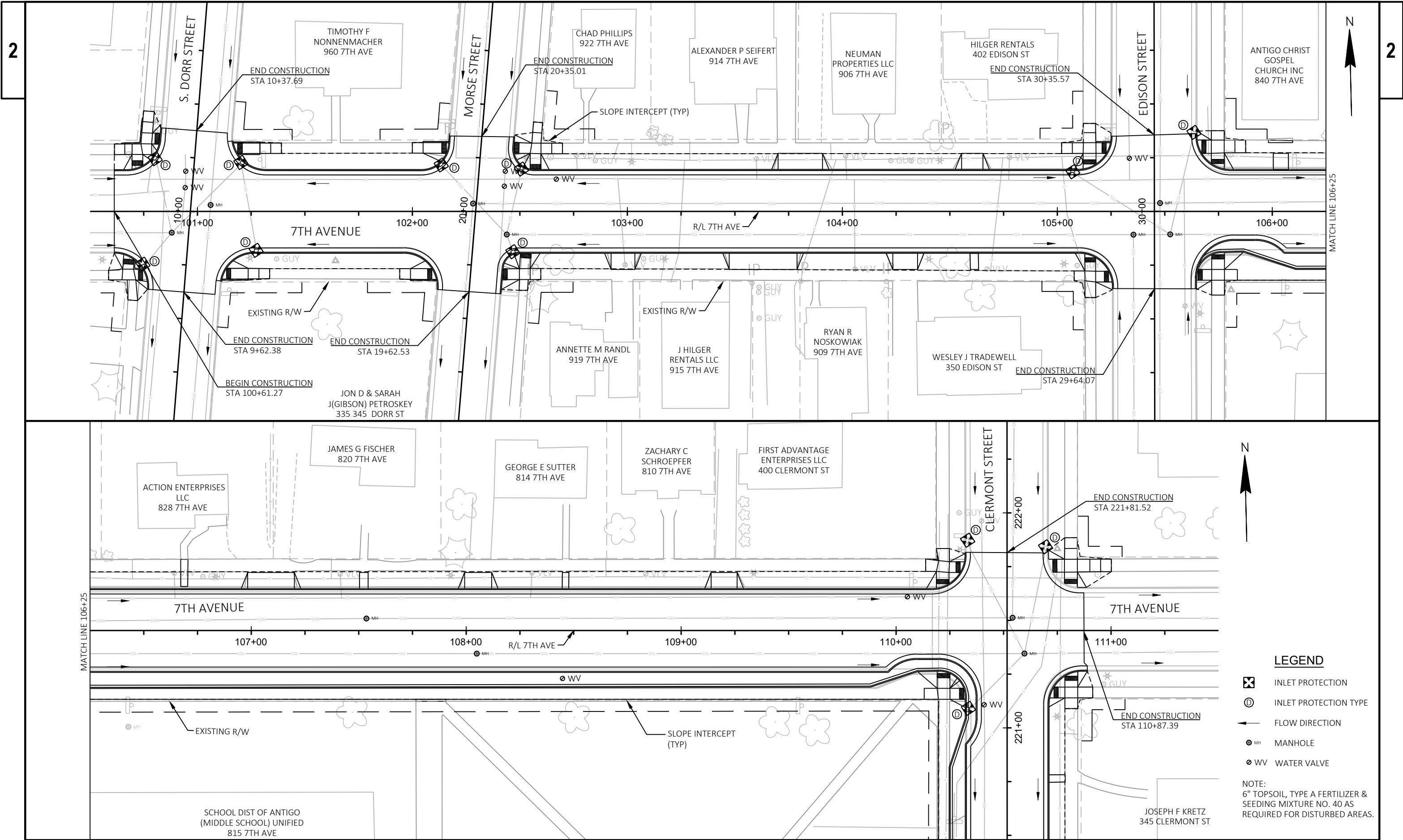
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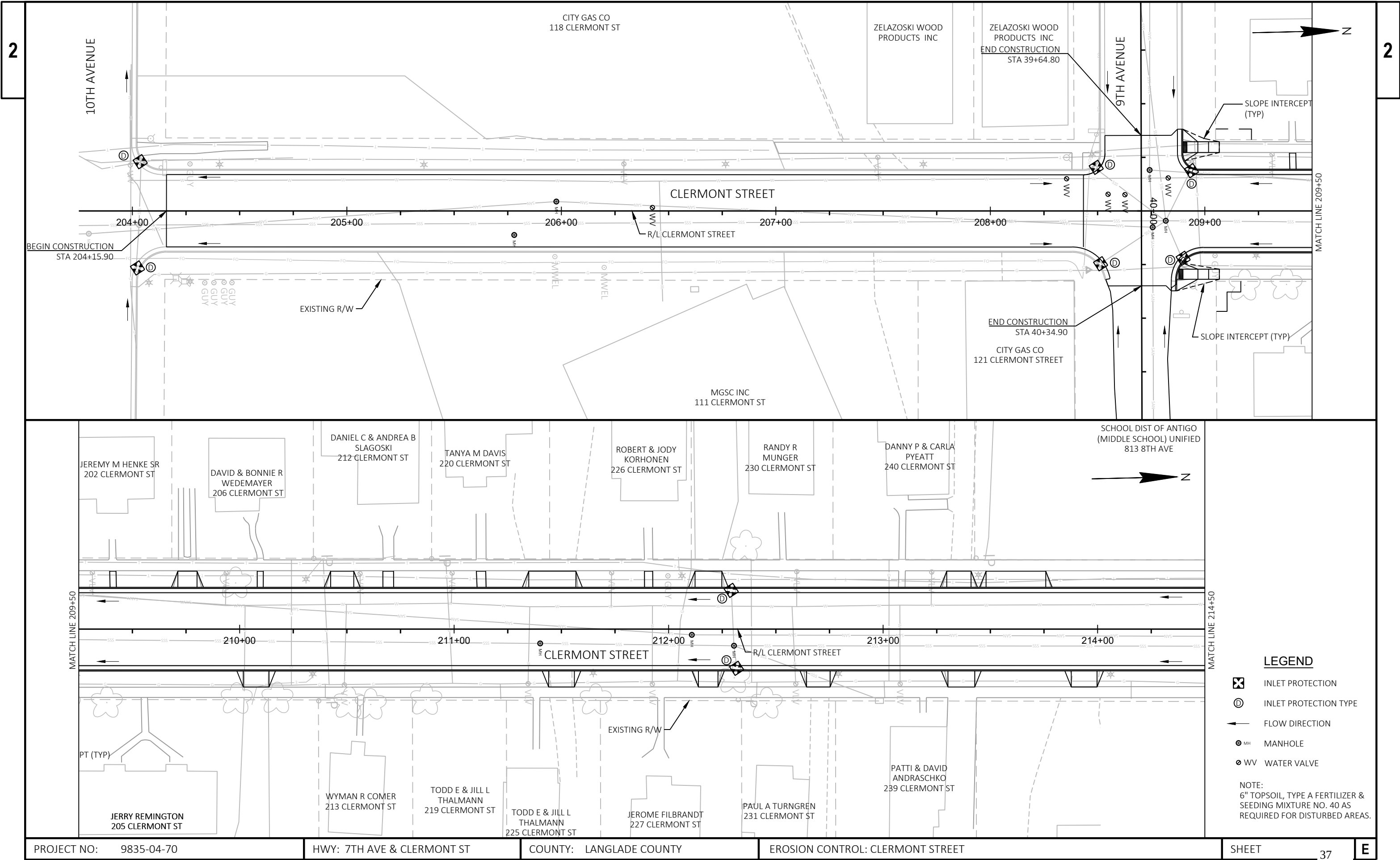
SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

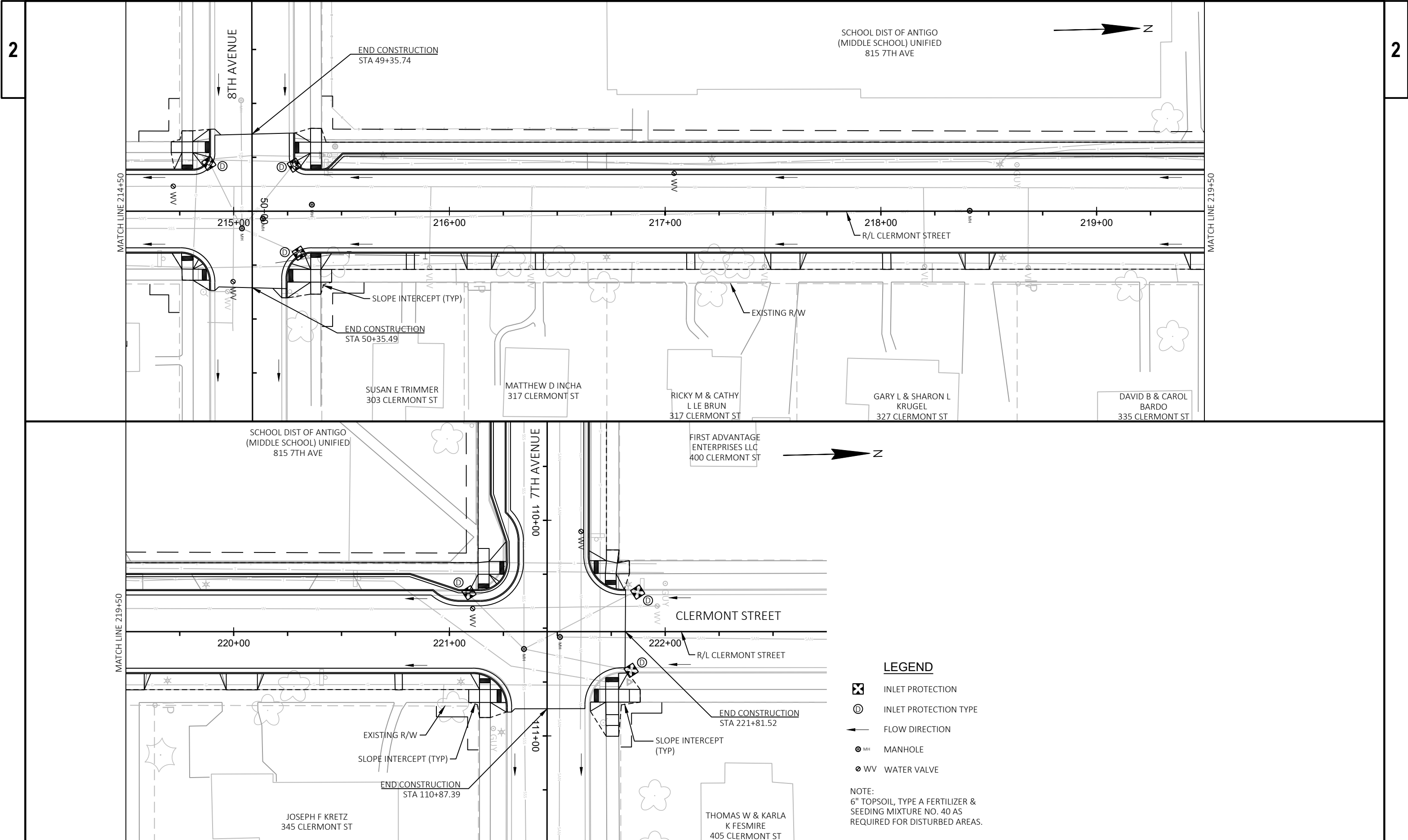
ALL STATION AND OFFSET INFORMATION REFERENCE CLERMONT STREET.

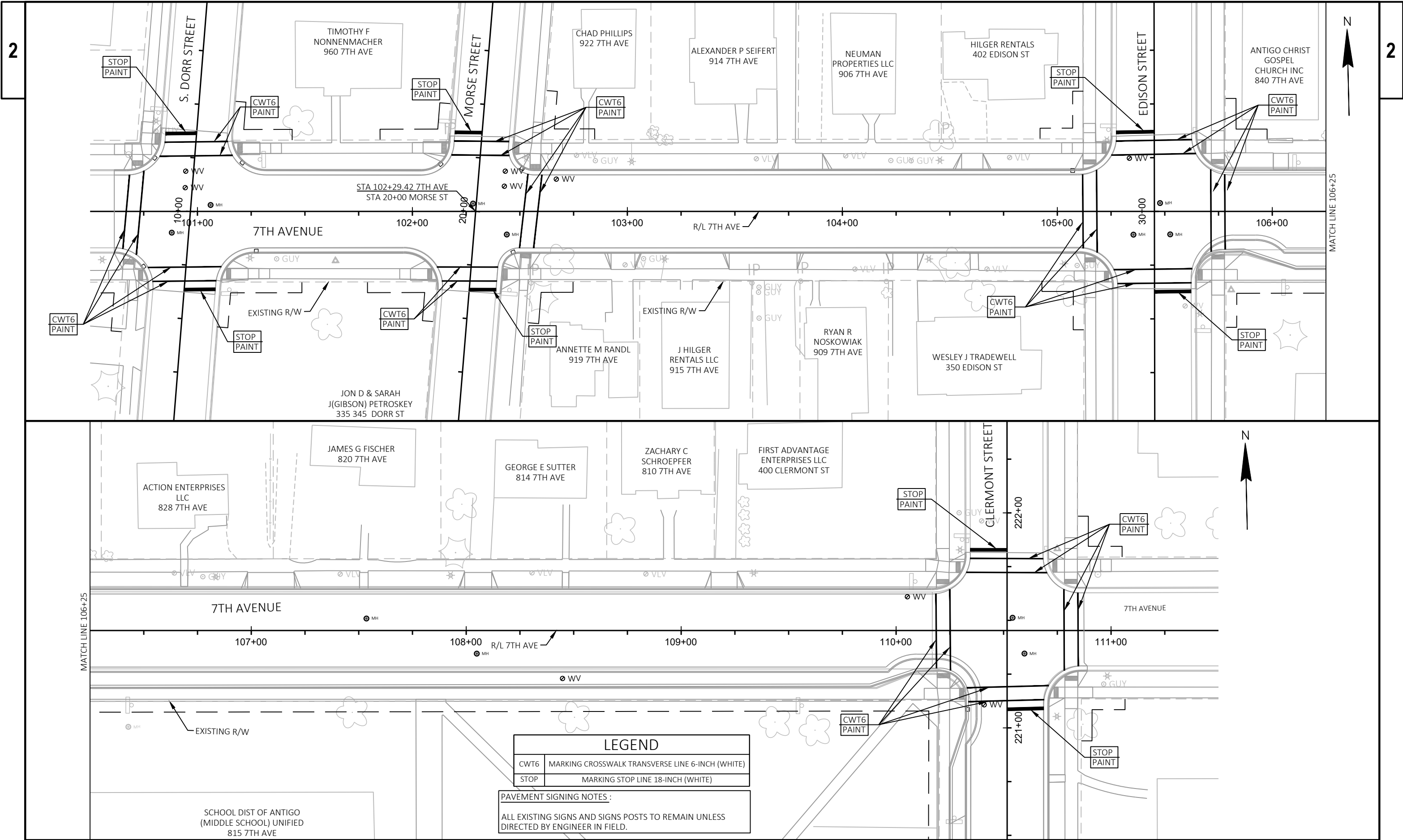
ALL CURB FLARES ARE CONCRETE.

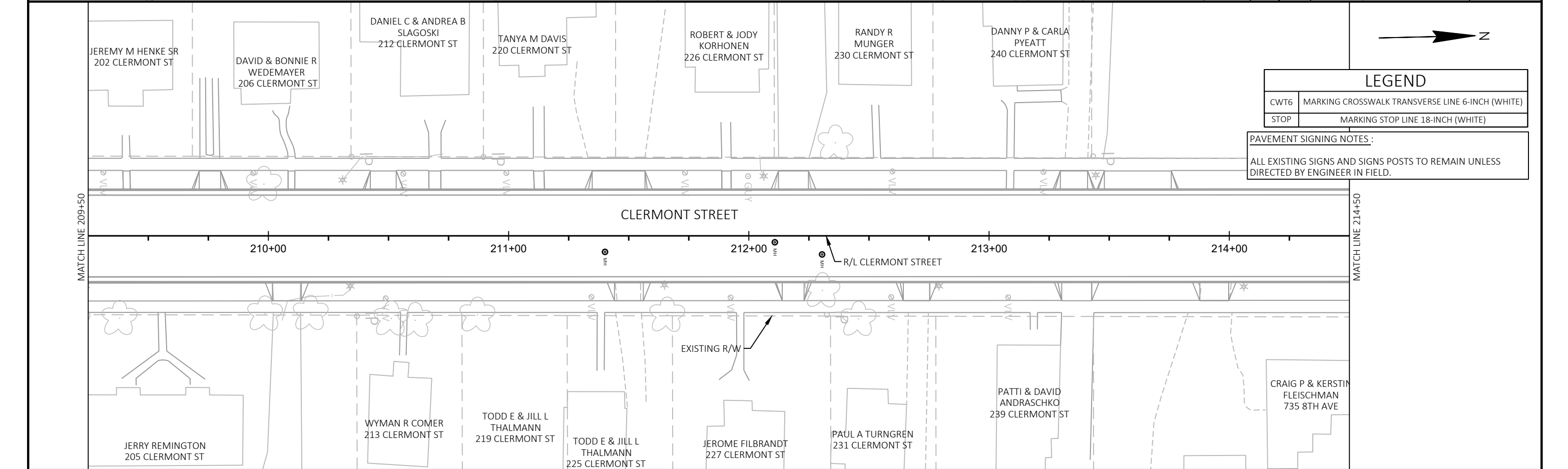
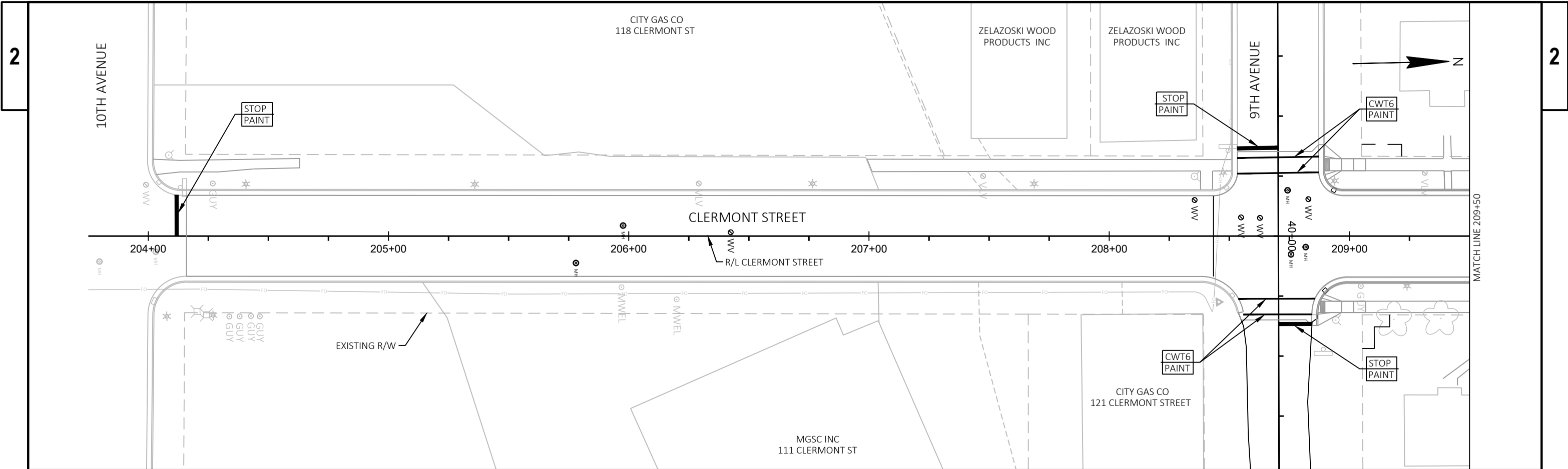
- LEGEND**
- (X) CURB RAMP TYPE
 - (SWS) REMOVING CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 6-INCH
 - [Pattern] DETECTABLE WARNING FIELD
 - MEF MAXIMUM EXTENT FEASIBLE





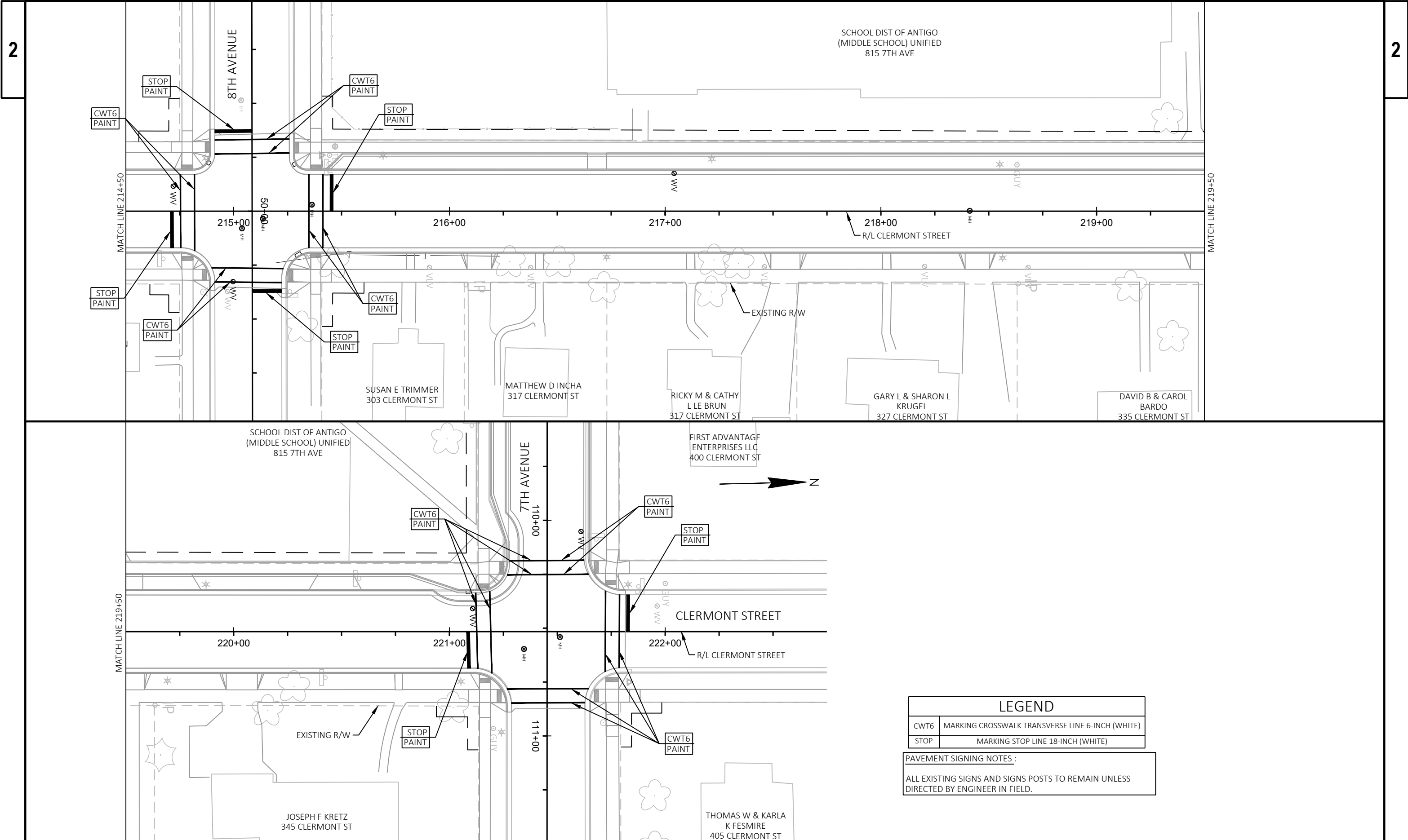






LEGEND	
CWT6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH (WHITE)
STOP	MARKING STOP LINE 18-INCH (WHITE)

PAVEMENT SIGNING NOTES :
ALL EXISTING SIGNS AND SIGNS POSTS TO REMAIN UNLESS DIRECTED BY ENGINEER IN FIELD.

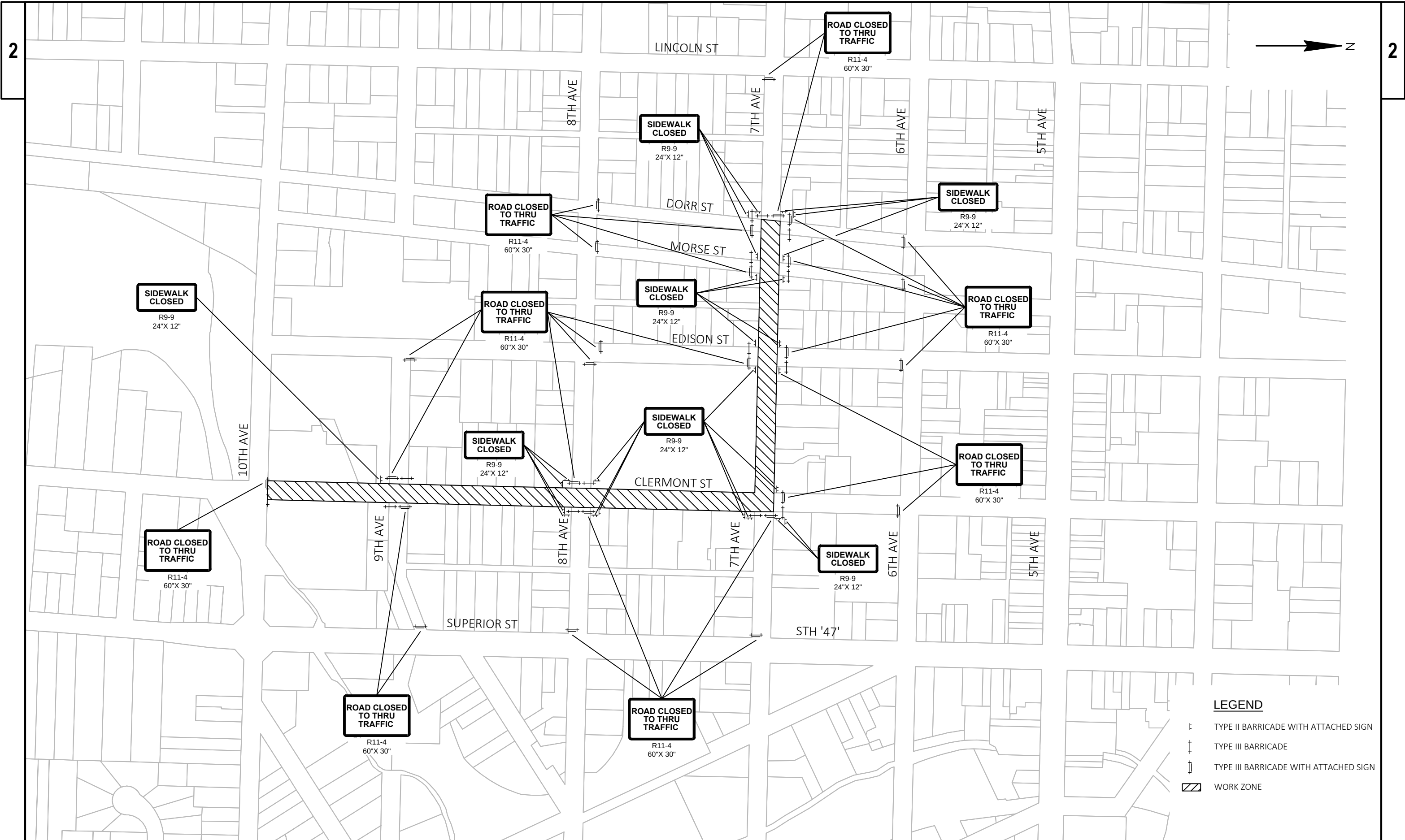


LEGEND

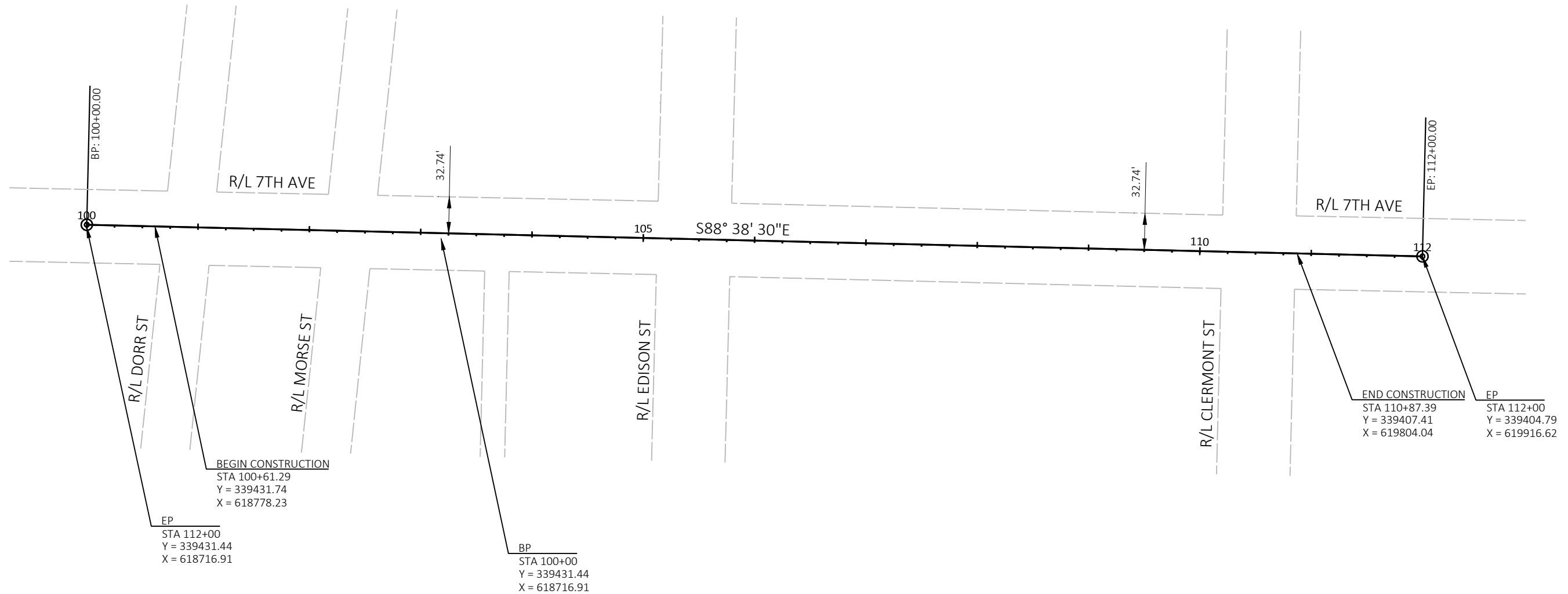
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STOP	MARKING STOP LINE 18-INCH (WHITE)

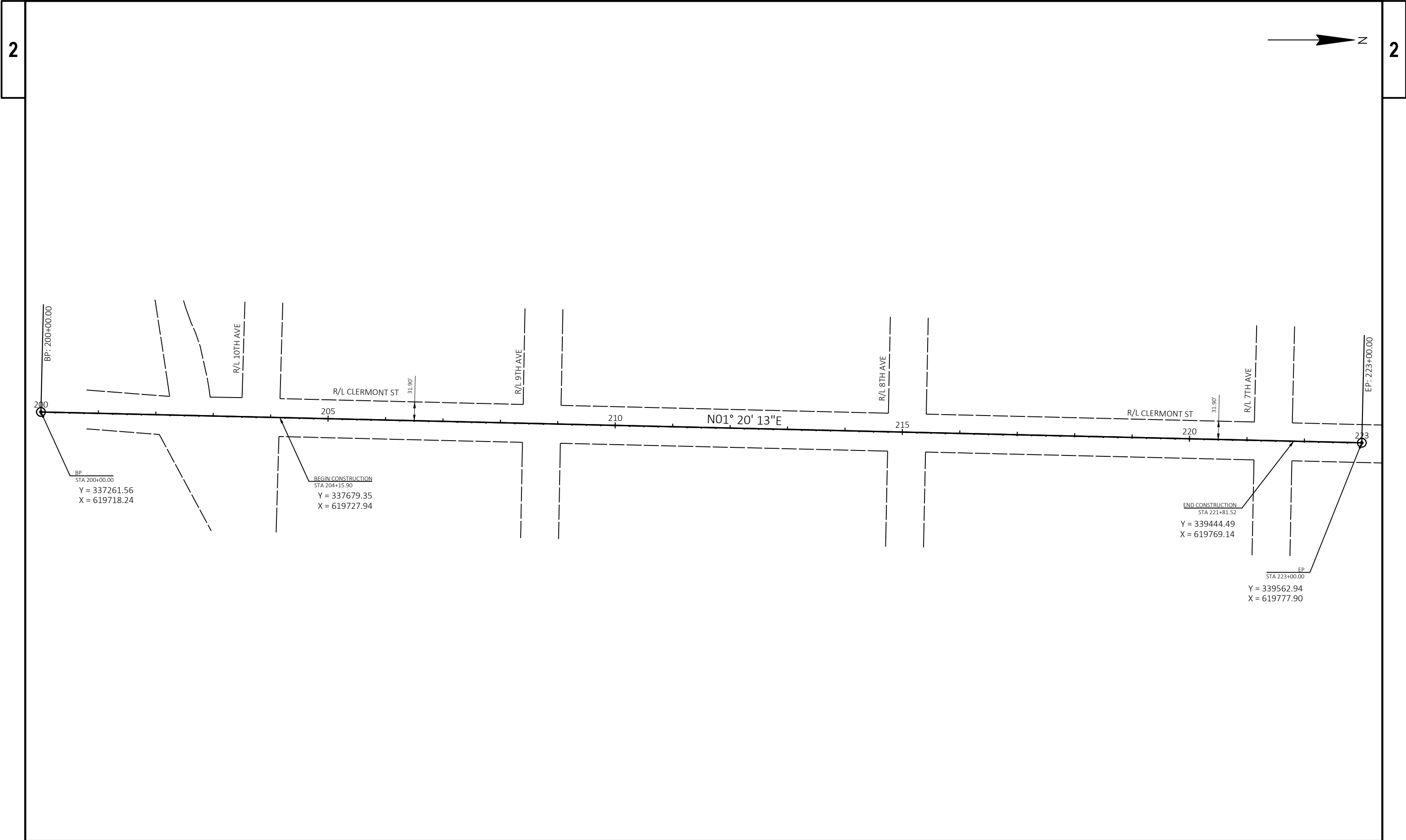
PAVEMENT SIGNING NOTES :

ALL EXISTING SIGNS AND SIGNS POSTS TO REMAIN UNLESS DIRECTED BY ENGINEER IN FIELD.



N





Estimate Of Quantities

				9835-04-70	9835-05-70	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	204.0100	Removing Concrete Pavement	SY	820.000	270.000	550.000
0004	204.0150	Removing Curb & Gutter	LF	4,360.000	2,510.000	1,850.000
0006	204.0155	Removing Concrete Sidewalk	SY	380.000	190.000	190.000
0008	205.0100	Excavation Common	CY	5,844.000	3,228.000	2,616.000
0010	213.0100	Finishing Roadway (project) 01. 9835-04-70	EACH	1.000	1.000	
0012	213.0100	Finishing Roadway (project) 02. 9835-05-70	EACH	1.000		1.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,950.000	3,980.000	2,970.000
0016	311.0110	Breaker Run	TON	801.000	505.000	296.000
0018	325.0100	Pulverize and Relay	SY	1,660.000	1,660.000	
0020	415.0070	Concrete Pavement 7-Inch	SY	655.000	397.000	258.000
0022	416.0610	Drilled Tie Bars	EACH	44.000	14.000	30.000
0024	455.0605	Tack Coat	GAL	782.000	496.000	286.000
0026	460.2000	Incentive Density HMA Pavement	DOL	1,460.000	930.000	530.000
0028	460.5244	HMA Pavement 4 LT 58-34 S	TON	1,308.000	830.000	478.000
0030	460.5245	HMA Pavement 5 LT 58-34 S	TON	982.000	624.000	358.000
0032	601.0342	Concrete Curb & Gutter Integral 18-Inch	LF	1,072.000	600.000	472.000
0034	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,110.000	630.000	480.000
0036	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,138.000	1,778.000	1,360.000
0038	601.0600	Concrete Curb Pedestrian	LF	85.000		85.000
0040	602.0405	Concrete Sidewalk 4-Inch	SF	2,050.000	1,170.000	880.000
0042	602.0415	Concrete Sidewalk 6-Inch	SF	4,250.000	1,980.000	2,270.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	380.000	180.000	200.000
0046	602.0810	Concrete Driveway 6-Inch	SY	365.000	234.000	131.000
0048	611.0651	Inlet Covers Type S	EACH	1.000		1.000
0050	611.8110	Adjusting Manhole Covers	EACH	23.000	14.000	9.000
0052	611.8115	Adjusting Inlet Covers	EACH	22.000	14.000	8.000
0054	619.1000	Mobilization	EACH	1.000	0.570	0.430
0056	624.0100	Water	MGAL	120.000	70.000	50.000
0058	625.0100	Topsoil	SY	1,990.000	1,190.000	800.000
0060	628.1905	Mobilizations Erosion Control	EACH	4.000	2.000	2.000
0062	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	2.000	2.000
0064	628.2006	Erosion Mat Urban Class I Type A	SY	1,990.000	1,190.000	800.000
0066	628.7020	Inlet Protection Type D	EACH	23.000	14.000	9.000
0068	629.0205	Fertilizer Type A	CWT	2.000	1.000	1.000
0070	630.0140	Seeding Mixture No. 40	LB	90.000	54.000	36.000
0072	630.0500	Seed Water	MGAL	45.000	27.000	18.000
0074	642.5201	Field Office Type C	EACH	1.000	0.570	0.430
0076	643.0410	Traffic Control Barricades Type II	DAY	2,047.000	712.000	1,335.000
0078	643.0420	Traffic Control Barricades Type III	DAY	3,649.000	1,246.000	2,403.000
0080	643.0705	Traffic Control Warning Lights Type A	DAY	3,649.000	1,246.000	2,403.000
0082	643.0900	Traffic Control Signs	DAY	2,403.000	801.000	1,602.000
0084	643.5000	Traffic Control	EACH	1.000	0.570	0.430
0086	645.0220	Geogrid Type SR	SY	9,599.000	5,529.000	4,070.000
0088	646.6105	Marking Stop Line Paint 18-Inch	LF	250.000	120.000	130.000
0090	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	1,330.000	410.000	920.000
0092	650.4500	Construction Staking Subgrade	LF	2,711.000	1,685.000	1,026.000
0094	650.5000	Construction Staking Base	LF	2,711.000	1,685.000	1,026.000
0096	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,268.000	3,008.000	2,260.000
0098	650.9000	Construction Staking Curb Ramps	EACH	38.000	18.000	20.000

Estimate Of Quantities

				9835-04-70	9835-05-70	
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	650.9500	Construction Staking Sidewalk (project) 01. 9835-04-70	EACH	1.000	1.000	
0102	650.9500	Construction Staking Sidewalk (project) 02. 9835-05-70	EACH	1.000		1.000
0104	650.9911	Construction Staking Supplemental Control (project) 01. 9835-04-70	EACH	1.000	1.000	
0106	650.9911	Construction Staking Supplemental Control (project) 02. 9835-05-70	EACH	1.000		1.000
0108	690.0150	Sawing Asphalt	LF	520.000	300.000	220.000
0110	690.0250	Sawing Concrete	LF	190.000	90.000	100.000
0112	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,000.000	500.000	500.000
0114	740.0440	Incentive IRI Ride	DOL	850.000	850.000	
0116	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	171.000	129.000
0118	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	342.000	258.000
0120	SPV.0060	Special 01. Adjust Valve Box Cover	EACH	17.000	9.000	8.000
0122	SPV.0060	Special 02. External Sanitary Manhole Seal	EACH	12.000	8.000	4.000
0124	SPV.0060	Special 03. Grading and Shaping Curb Ramps	EACH	38.000	18.000	20.000

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	204.0100	415.0070	416.0160	REMARKS
							REMOVING CONCRETE PAVEMENT SY	CONCRETE PAVEMENT 7-INCH SY	CONCRETE DRIVEWAY 6-INCH SY	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	0	0	0	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	0	0	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	110	0	93	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	73	0	73	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	0	249	0	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	50	0	38	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	0	148	0	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	33	0	30	
TOTAL CLERMONT STREET							270	397	234	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	31	0	31	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	56	4	53	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	64	0	47	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	390	254	0	
TOTAL 7TH AVENUE							550	258	131	
PROJECT TOTAL							820	655	365	

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (CY) (1)		AVAILABLE MATERIAL (CY) (5)	EXPANDED EBS BACKFILL (11)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	COMMENT
			CUT (2)	EBS EXCAVATION (3)		FACTOR 1.30		FACTOR 1.25		
DIVISION 1										
0010 9835-04-70	204+15.89 to 208+25	Clermont	32	0	32					Pulverized section
0010 9835-04-70	208+25 to 221+00	Clermont	2,996	0	2,996	0	10	13	2,984	
0010 9835-04-70	UNDISTRIBUTED	Clermont	0	200						
DIVISION 1 SUBTOTAL			3,028	200	3,028	0	10	13	2,984	
DIVISION 2										
0010 9835-05-70	50+00 to 100+00	7th	2,416	0	1,027	0	5	6	1,022	
0010 9835-05-70	UNDISTRIBUTED	7th	0	200						
DIVISION 2 SUBTOTAL			2,416	200	1,027	0	5	6	1,022	
GRAND TOTAL			5,444	400	4,055	0	15	18	4,006	
TOTAL COMMON EXC			5,844							

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNSUALE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUALE PAVEMENT MATERIAL
- (11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BREAKER RUN.
- (13) EXPANDED FILL FACTOR = X.6X
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	204.0150	416.0610	601.0342	601.0409	601.0411	601.0600	650.5500	REMARKS
							REMOVING CURB & GUTTER	DRILLED TIE BARS	CONCRETE CURB & GUTTER INTEGRAL 18-INCH	CONCRETE CURB & GUTTER 30-INCH TYPE A	CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE CURB PEDESTRIAN	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	
							LF	EACH	LF	LF	LF	LF	LF	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	24	2	0	0	24	0	24	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	21	2	0	0	24	0	24	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	500	0	0	0	500	0	500	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	510	0	0	0	500	0	500	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	490	4	360	390	0	0	750	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	490	4	0	0	490	0	490	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	230	0	240	240	0	0	480	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	240	2	0	0	240	0	240	
TOTAL CLERMONT STREET							2510	14	600	630	1778	0	3008	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	450	14	0	0	450	18	450	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	440	14	42	50	460	0	500	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	450	2	0	0	450	42	450	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	510	0	430	430	0	25	860	
TOTAL 7TH AVENUE							1850	30	472	480	1360	85	2260	
PROJECT TOTAL							4360	44	1072	1110	3138	85	5268	

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	204.0155	602.0405	602.0415	602.0505	650.9000	REMARKS
							REMOVING CONCRETE SIDEWALK	CONCRETE SIDEWALK 4-INCH	CONCRETE SIDEWALK 6-INCH	CURB RAMP DETECTABLE WARNING FIELD YELLOW	CONSTRUCTION STAKING CURB RAMPS	
							SY	SF	SF	SF	EACH	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	4	0	43	10	1	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	5	0	44	10	1	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	3	0	24	0	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	3	0	23	0	0	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	46	730	440	40	4	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	34	0	460	40	4	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	41	440	440	40	4	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	52	0	500	40	4	
TOTAL CLERMONT STREET							190	1170	1980	180	18	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	120	0	1160	100	10	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	70	43	1110	100	10	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	0	0	0	0	0	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	0	840	0	0	0	
TOTAL 7TH AVENUE							190	880	2270	200	20	
PROJECT TOTAL							380	2050	4250	380	38	

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	305.0120	311.0110	624.0100	645.0550	650.4500	650.5000	REMARKS
						BASE AGGREGATE	BREAKER		GEOGRID	CONSTRUCTION STAKING	CONSTRUCTION STAKING	
						DENSE 1 1/4-INCH	RUN	WATER	TYPE SR	SUBGRADE	BASE	
						TON	TON	MGAL	SY	LF	LF	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	200	148	6	425	485	485	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	1350	138	23	1890	500	500	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	1540	148	26	2040	500	500	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	890	71	15	1174	200	200	
TOTAL CLERMONT STREET						3980	505	70	5529	1685	1685	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	1730	188	29	2480	539	539	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	1240	108	21	1590	487	487	
TOTAL 7TH AVENUE						2970	296	50	4070	1026	1026	
PROJECT TOTAL						6950	801	120	9599	2711	2711	

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	325.0100	455.0605	460.5244	460.5245	460.2000	REMARKS
						PULVERIZE &	TACK	HMA PAVEMENT	HMA PAVEMENT	INCENTIVE DENSITY	
						RELAY	COAT	4 LT 58-34 S	5 LT 58-34 S	HMA PAVEMENT	
						SY	GAL	TON	TON		
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	1660	137	230	173	258	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	0	133	222	167	249	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	0	143	240	180	269	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	0	83	138	104	154	
TOTAL CLERMONT STREET						1660	496	830	624	930	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	0	174	291	218	323	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	0	112	187	140	207	
TOTAL 7TH AVENUE						0	286	478	358	530	
PROJECT TOTAL						1660	782	1310	982	1460	

						646.6105	646.7405					
						MARKING STOP LINE	MARKING CROSSWALK					
						PAINT 18-INCH	PAINT TRANSVERSE LINE 6-INCH					
CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	LF		LF		REMARKS		
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	50		130				
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	0		0				
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	70		280				
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	0		0				
TOTAL CLERMONT STREET						120		410				
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	90		630				
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	40		290				
TOTAL 7TH AVENUE						130		920				
PROJECT TOTAL						250		1330				
				643.0410	643.0420		643.0705		643.0900			
				TRAFFIC CONTROL	TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL			
				BARRICADES TYPE II	BARRICADES TYPE III		WARNING LIGHTS TYPE A		SIGNS			
CATEGORY	PROJECT ID	LOCATION		EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	REMARKS
0010	9835-04-70	CLERMONT ST/10TH AVE		0	0	2	178	2	178	1	89	
0010	9835-04-70	CLERMONT ST/9TH AVE		1	89	4	356	4	356	2	178	
0010	9835-04-70	9TH AVE/EDISON ST		0	0	1	89	1	89	1	89	
0010	9835-04-70	9TH AVE/SUPERIOR ST		0	0	1	89	1	89	1	89	
0010	9835-04-70	CLERMONT ST/8TH AVE		7	623	4	356	4	356	2	178	
0010	9835-04-70	8TH AVE/EDISON ST		0	0	1	89	1	89	1	89	
0010	9835-04-70	8TH AVE/SUPERIOR ST		0	0	1	89	1	89	1	89	
TOTAL CLERMONT STREET				8	712	14	1246	14	1246	9	801	
0010	9835-05-70	7TH AVE/LINCOLN ST		0	0	1	89	1	89	1	89	
0010	9835-05-70	7TH AVE/DORR ST		4	356	6	534	6	534	3	267	
0010	9835-05-70	DORR ST/8TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	DORR ST/6TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	7TH AVE/MORSE ST		2	178	4	356	4	356	2	178	
0010	9835-05-70	MORSE ST/8TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	MORSE ST/6TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	7TH AVE/EDISON ST		4	356	4	356	4	356	2	178	
0010	9835-05-70	EDISON ST/8TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	EDISON ST/6TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	7TH AVE/CLERMONT ST		5	445	4	356	4	356	2	178	
0010	9835-05-70	CLERMONT ST/6TH AVE		0	0	1	89	1	89	1	89	
0010	9835-05-70	7TH AVE/SUPERIOR ST		0	0	1	89	1	89	1	89	
TOTAL 7TH AVENUE				15	1335	27	2403	27	2403	18	1602	
PROJECT TOTAL				23	2047	41	3649	41	3649	27	2403	

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	625.0100	628.2006	629.0205	630.0140	630.0500	REMARKS
						TOPSOIL	EROSION MAT	FERTILIZER	SEEDING MIXTURE	SEED WATER	
						SY	URBAN CLASS I TYPE A	TYPE A	NO. 40	MGAL	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	0	0	0	0	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	660	660	0.5	30	15	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	380	380	0.3	17	8.4	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	150	150	0.1	7	3.4	
TOTAL CLERMONT STREET						1190	1190	1	54	27	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	490	490	0.4	22	11	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	310	310	0.2	14	6.9	
TOTAL 7TH AVENUE						800	800	1	36	18	
PROJECT TOTAL						1990.0	1990.0	2.0	90.0	45.0	

CATEGORY	CATEGORY	STATION	TO	STATION	LOCATION	690.0150	690.0250	REMARKS
						SAWING ASPHALT	SAWING CONCRETE	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	160	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	0	10	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	70	40	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	70	40	
TOTAL CLERMONT STREET						300	90	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	220	100	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	0	0	
TOTAL 7TH AVENUE						220	100	
PROJECT TOTAL						520	190	

							628.7020	
							INLET PROTECTION	
							TYPE D	
CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	EACH	REMARKS
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	3	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	3	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	1	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	1	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	2	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	1	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	2	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	1	
TOTAL CLERMONT STREET							14	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	6	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	3	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	0	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	0	
TOTAL 7TH AVENUE							9	
PROJECT TOTAL							23	

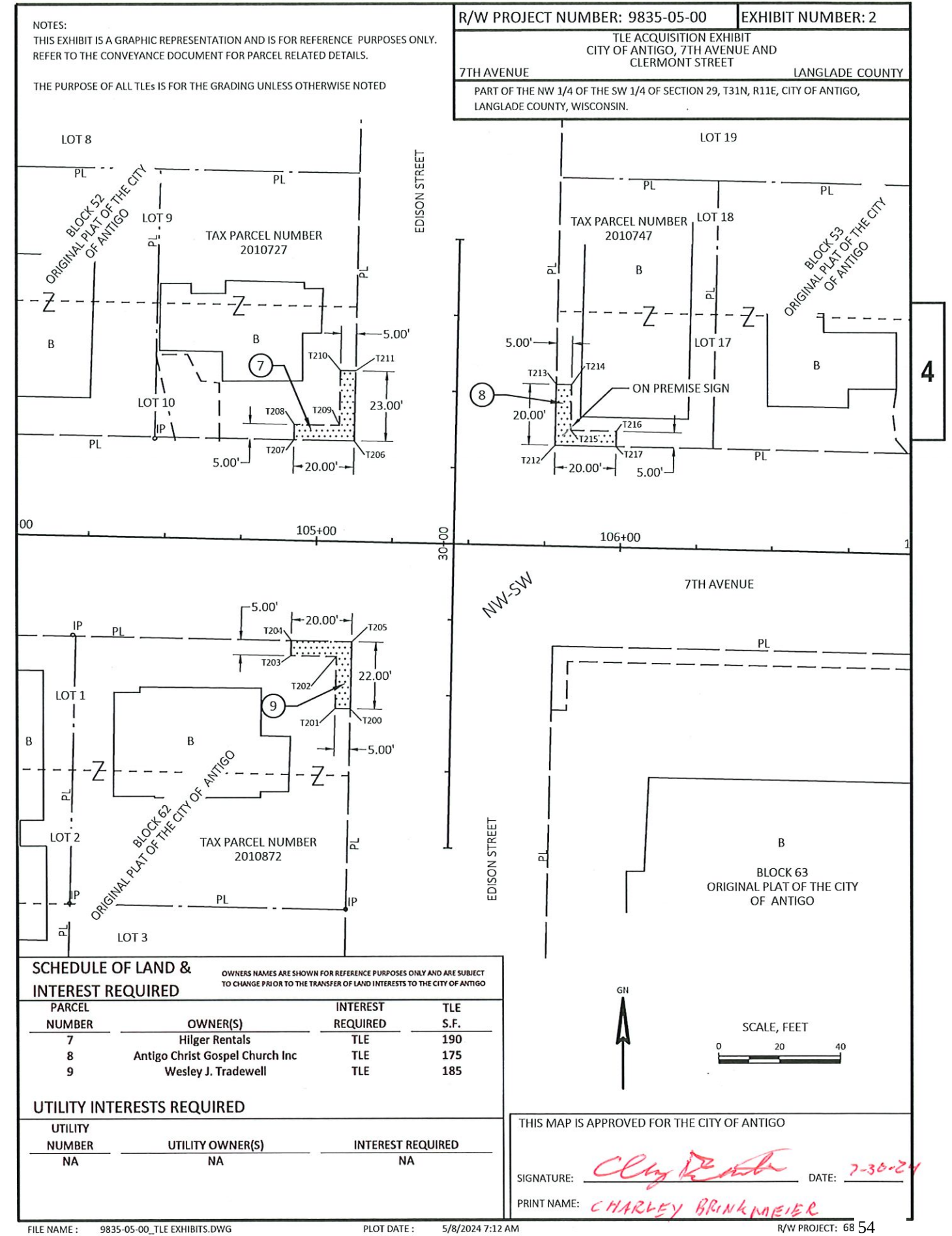
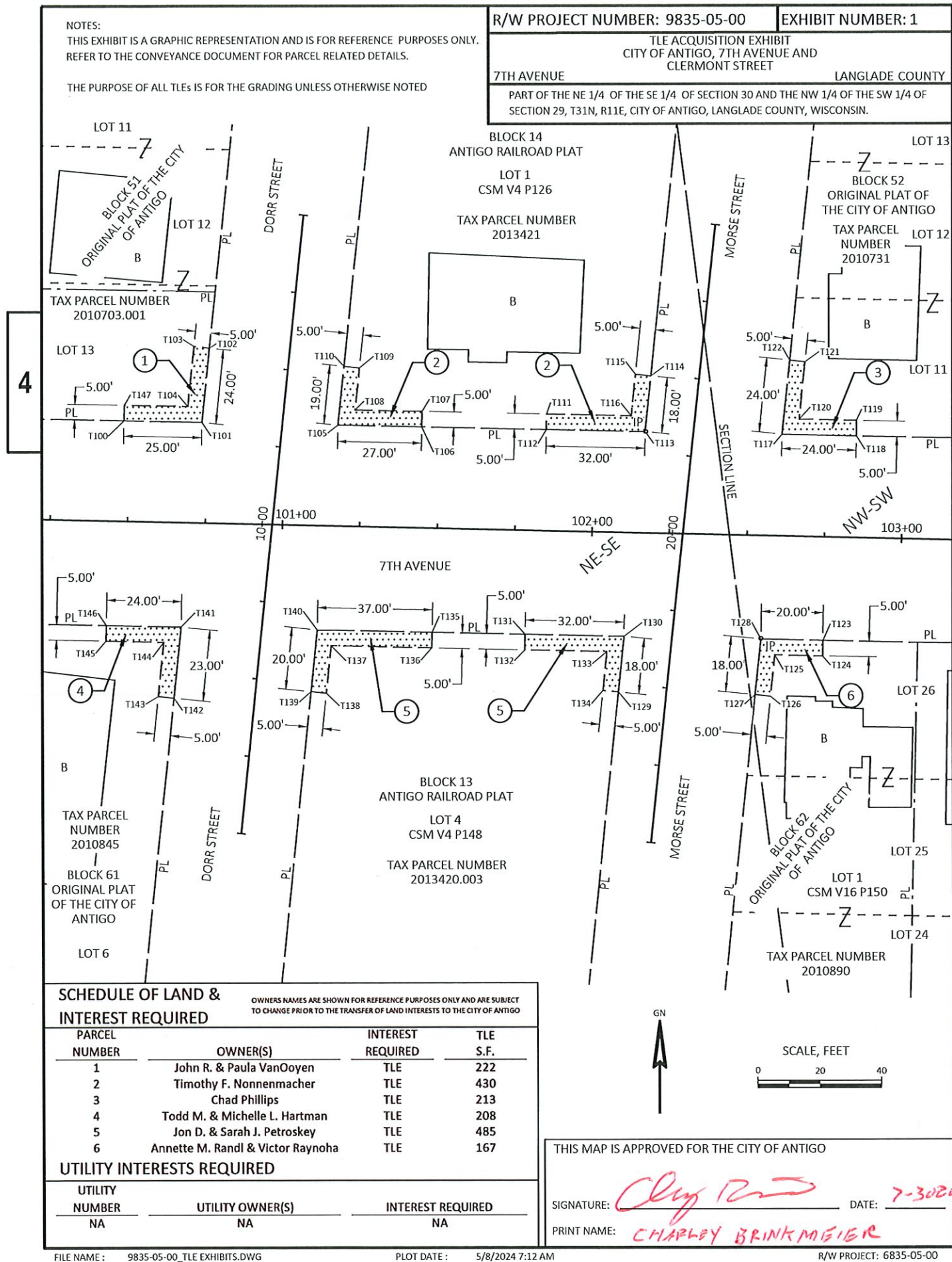
			628.1905 MOBALIZATIONS EROSION CONTROL	628.1905 MOBALIZATIONS EMERGENCY EROSION CONTROL	REMARKS
CATEGORY	PROJECT ID	LOCATION	EACH	EACH	
0010	9835-04-70	TOTAL CLERMONT STREET	2	2	
0010	9835-05-70	TOTAL 7TH AVENUE	2	2	

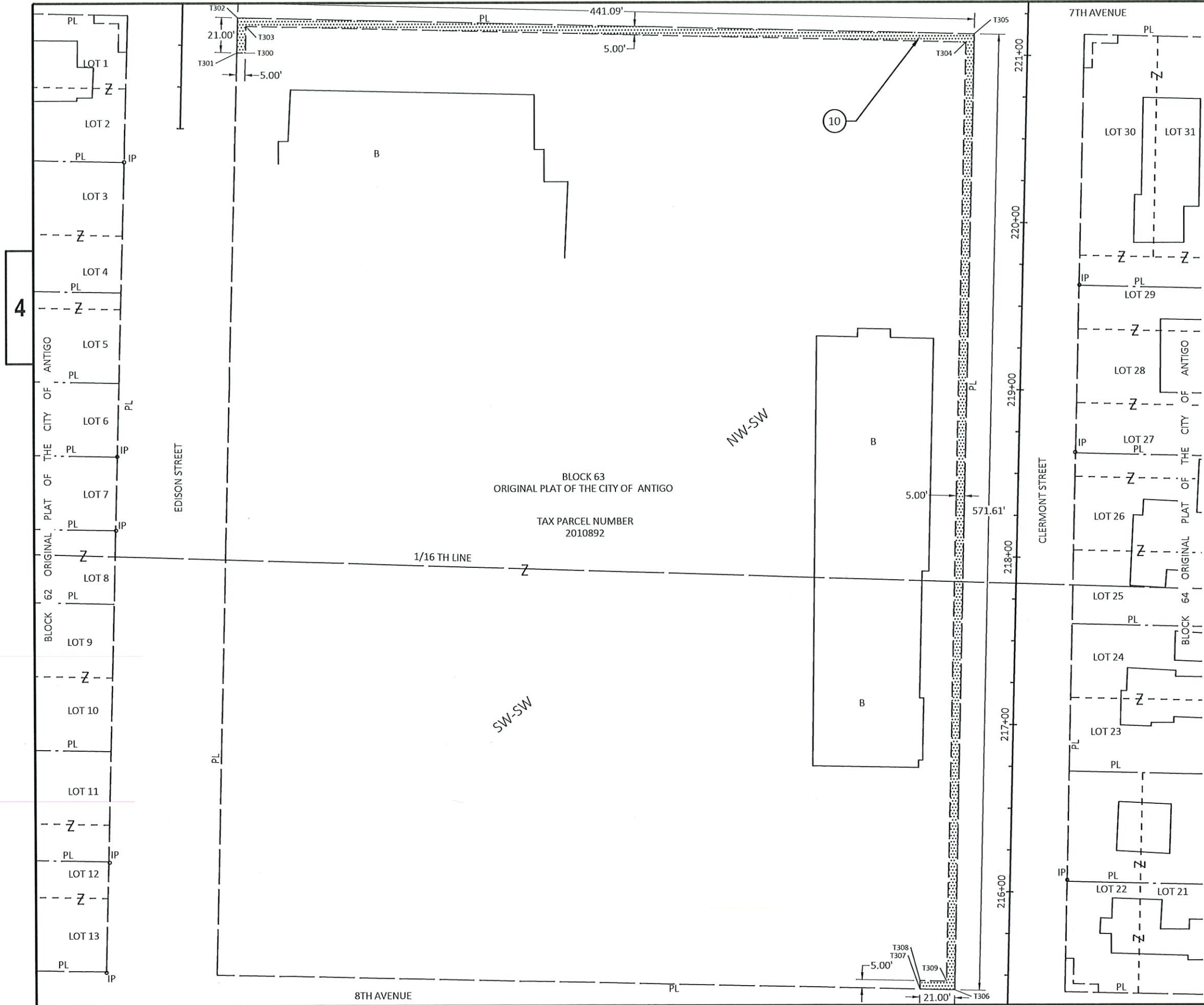
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CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	611.8110	611.8115	611.0651	REMARKS
							ADJUSTING MANHOLE	ADJUSTING INLET	INLET COVERS	
							COVERS	COVERS	TYPE S	
							EACH	EACH	EACH	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	0	3	0	
0010	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	2	3	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	0	1	0	
0010	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	2	1	0	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	1	2	0	
0010	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	1	1	0	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	0	2	0	
0010	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	0	1	0	
TOTAL CLERMONT STREET							6	14	0	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	0	5	1	
0010	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	4	3	0	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	0	0	0	
0010	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	1	0	0	
TOTAL 7TH AVENUE							5	8	1	
PROJECT TOTAL							11	22	1	

3

CATEGORY	PROJECT ID	STATION	TO	STATION	LOCATION	OFFSET	SPV. 0060	SPV. 0060	SPV. 0060	611.8110	REMARKS
							SPECIAL 01. ADJUST	SPECIAL 02. EXTERNAL	SPECIAL 03. GRADING AND	ADJUSTING MANHOLE	
							VALVE BOX COVER	SANITARY MANHOLE SEAL	SHAPING CURB RAMPS	COVERS	
							EACH	EACH	EACH	EACH	
0020	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	LT	5	2	1	2	
0020	9835-04-70	204+15.89	-	209+00	CLERMONT STREET	RT	0	1	1	1	
0020	9835-04-70	209+00	-	214+00	CLERMONT STREET	LT	0	0	0	0	
0020	9835-04-70	209+00	-	214+00	CLERMONT STREET	RT	0	1	0	1	
0020	9835-04-70	214+00	-	219+00	CLERMONT STREET	LT	2	1	4	1	
0020	9835-04-70	214+00	-	219+00	CLERMONT STREET	RT	1	1	4	1	
0020	9835-04-70	219+00	-	221+81	CLERMONT STREET	LT	1	0	4	0	
0020	9835-04-70	219+00	-	221+81	CLERMONT STREET	RT	0	2	4	2	
TOTAL CLERMONT STREET							9	8	18	8	
0020	9835-05-70	100+61.27	-	106+00	7TH AVENUE	LT	6	3	10	3	
0020	9835-05-70	100+61.27	-	106+00	7TH AVENUE	RT	0	0	10	0	
0020	9835-05-70	106+00	-	110+86.61	7TH AVENUE	LT	1	1	0	1	
0020	9835-05-70	106+00	-	110+86.61	7TH AVENUE	RT	1	0	0	0	
TOTAL 7TH AVENUE							8	4	20	4	
PROJECT TOTAL							17	12	38	12	





R/W PROJECT NUMBER: 9835-05-00 EXHIBIT NUMBER: 3

TLE ACQUISITION EXHIBIT
CITY OF ANTIGO, 7TH AVENUE AND
CLERMONT STREET

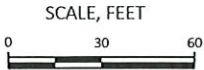
7TH AVENUE LANGLADE COUNTY

PART OF THE NW 1/4 OF THE SW 1/4 AND THE SW 1/4 OF THE SW 1/4 OF SECTION 29,
T31N, R11E, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN.

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

THE PURPOSE OF ALL TLEs IS FOR THE GRADING UNLESS OTHERWISE NOTED

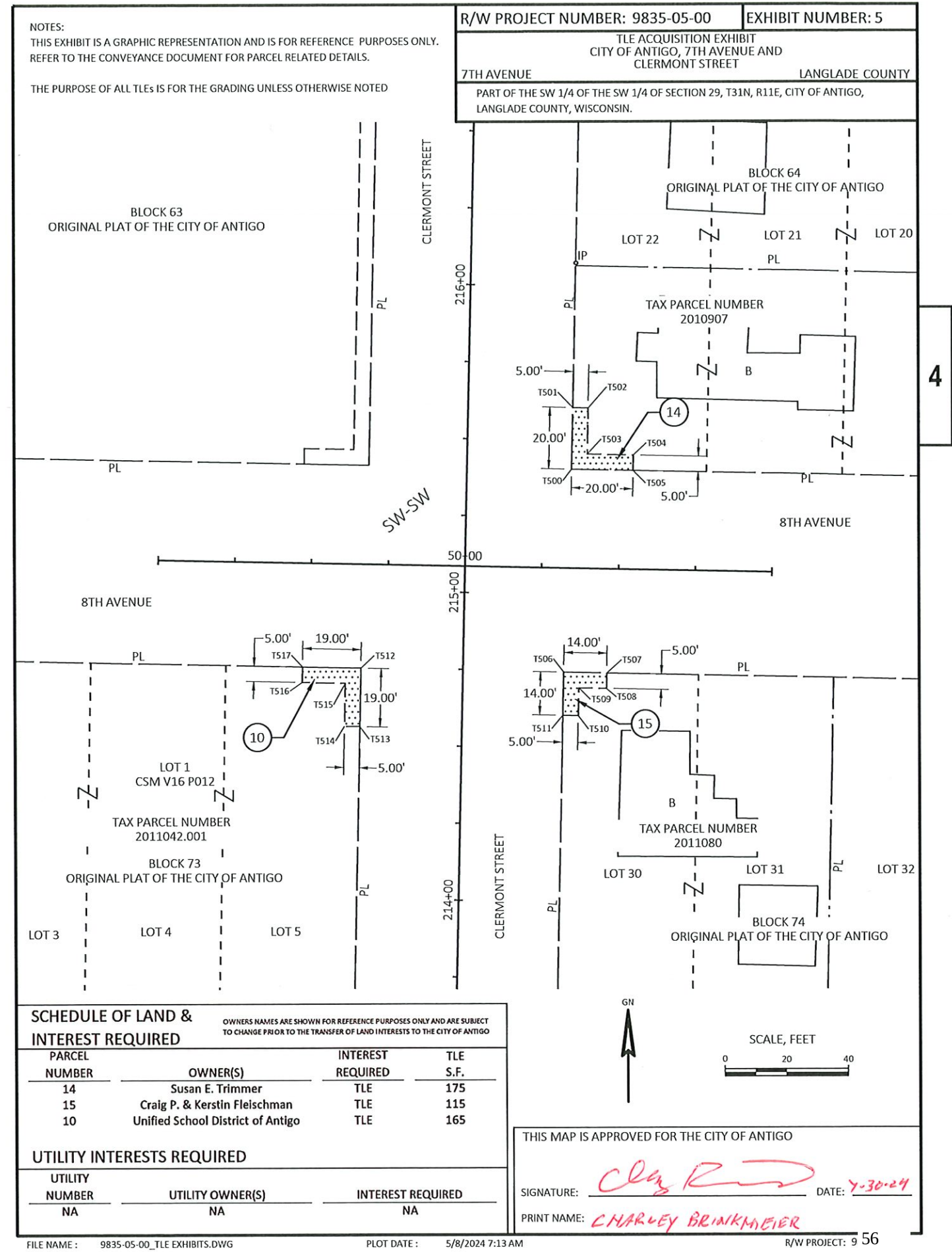
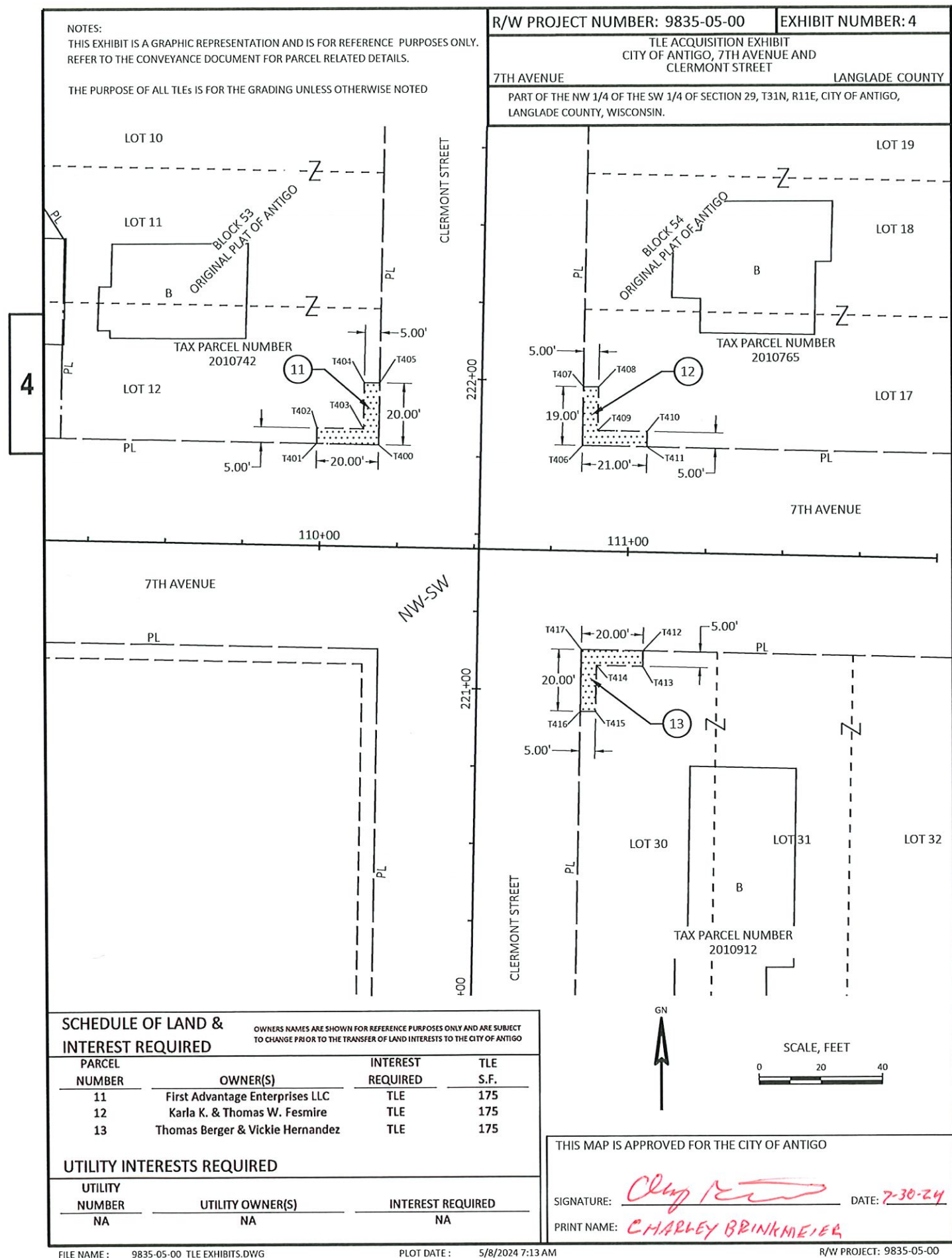
SCHEDULE OF LAND & INTEREST REQUIRED			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
10	UNIFIED SCHOOL DISTRICT OF ANTIGO	TLE	5199
UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	
NA	NA	NA	



THIS MAP IS APPROVED FOR THE CITY OF ANTIGO

SIGNATURE: *Charley Brinkmeier* DATE: 7-30-24

PRINT NAME: CHARLEY BRINKMEIER



4

4

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4

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4

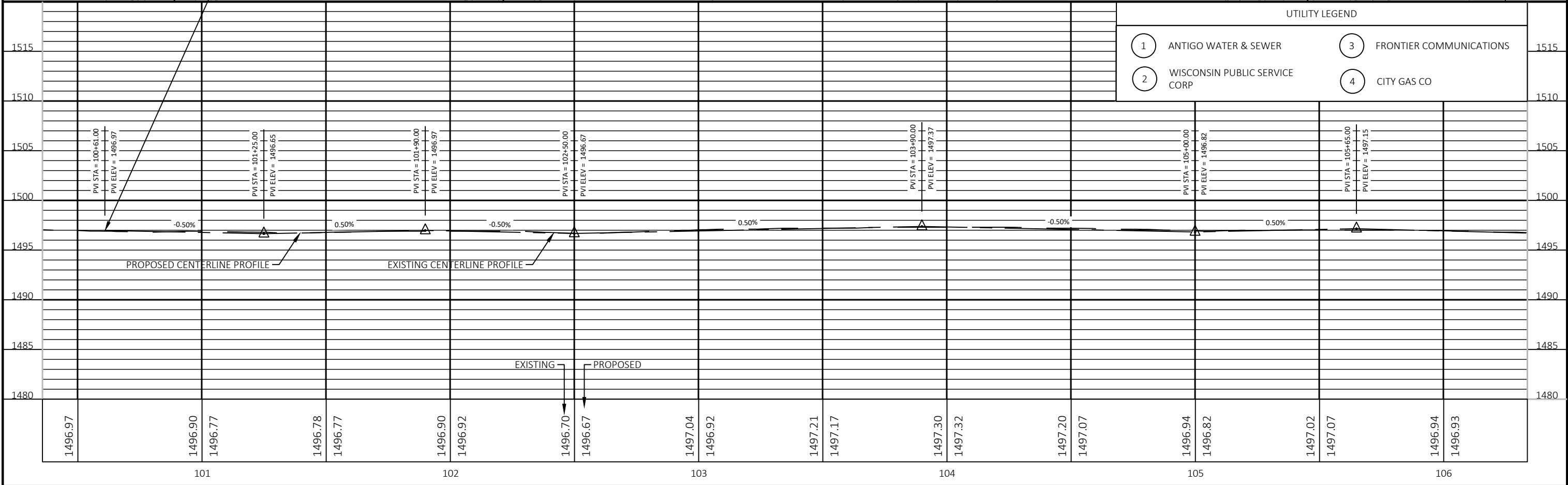
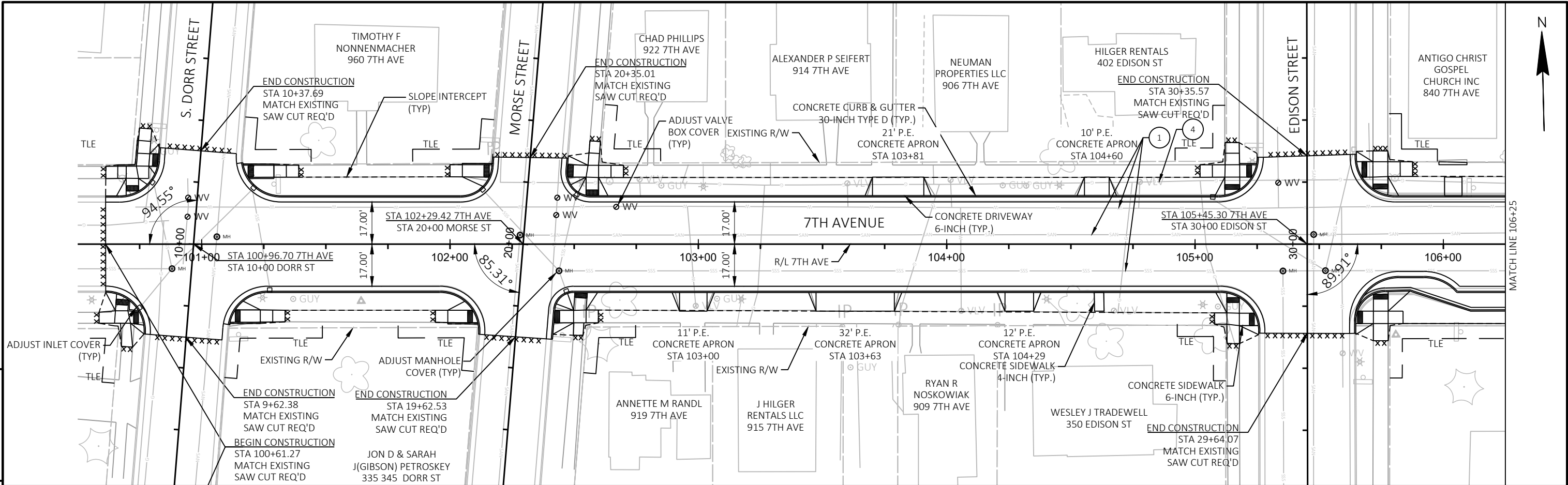
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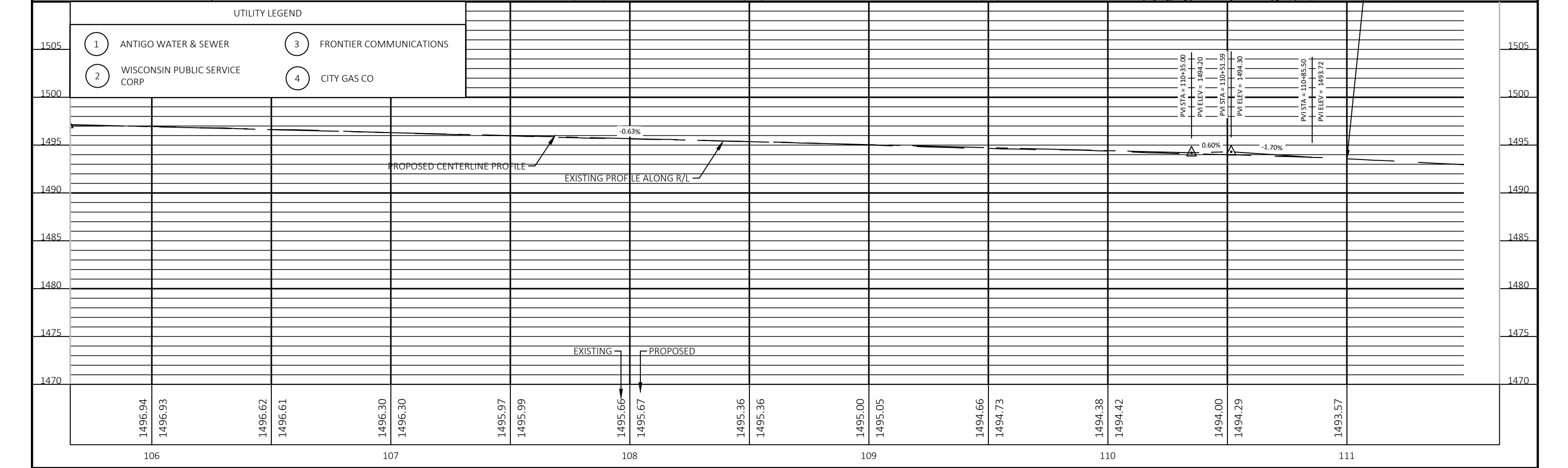
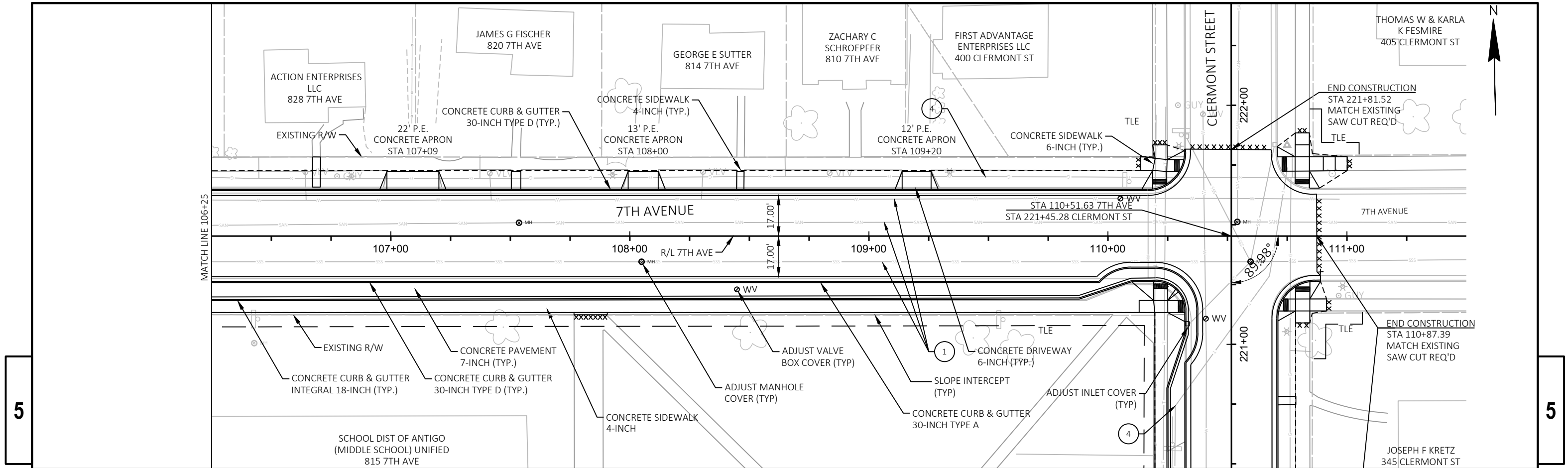
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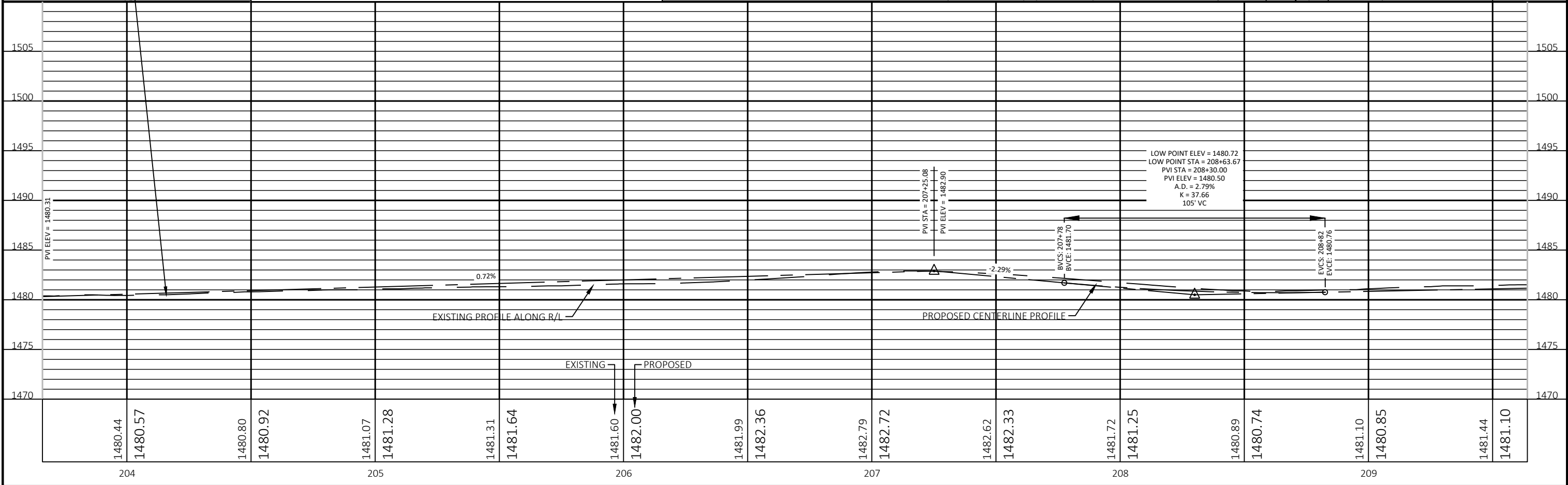
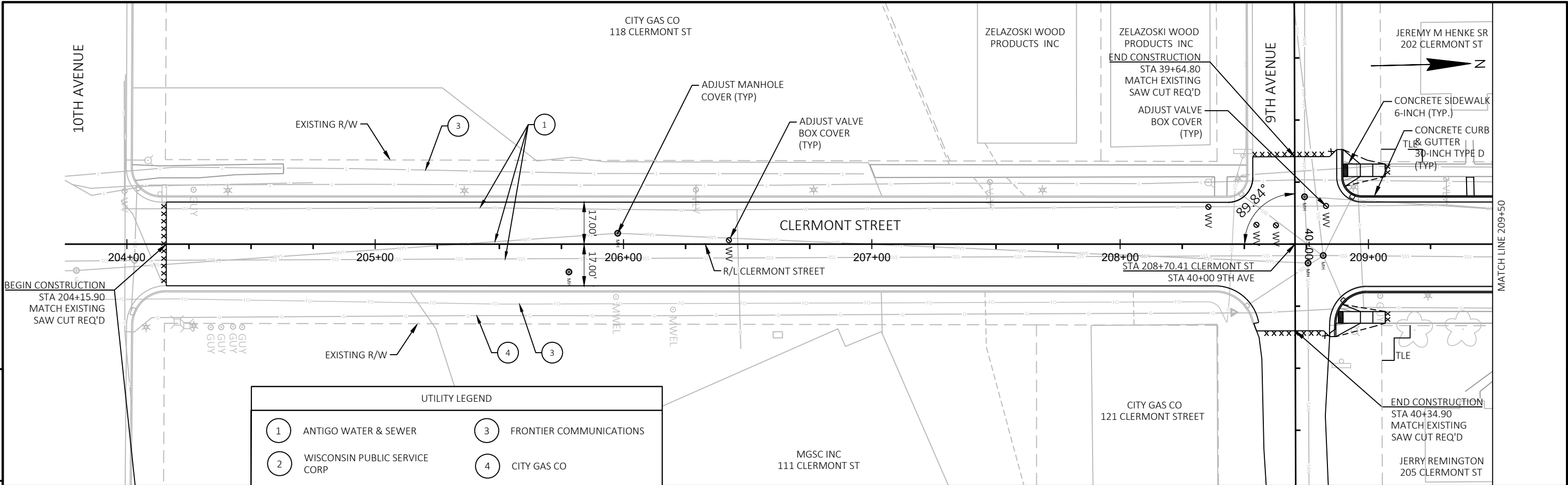
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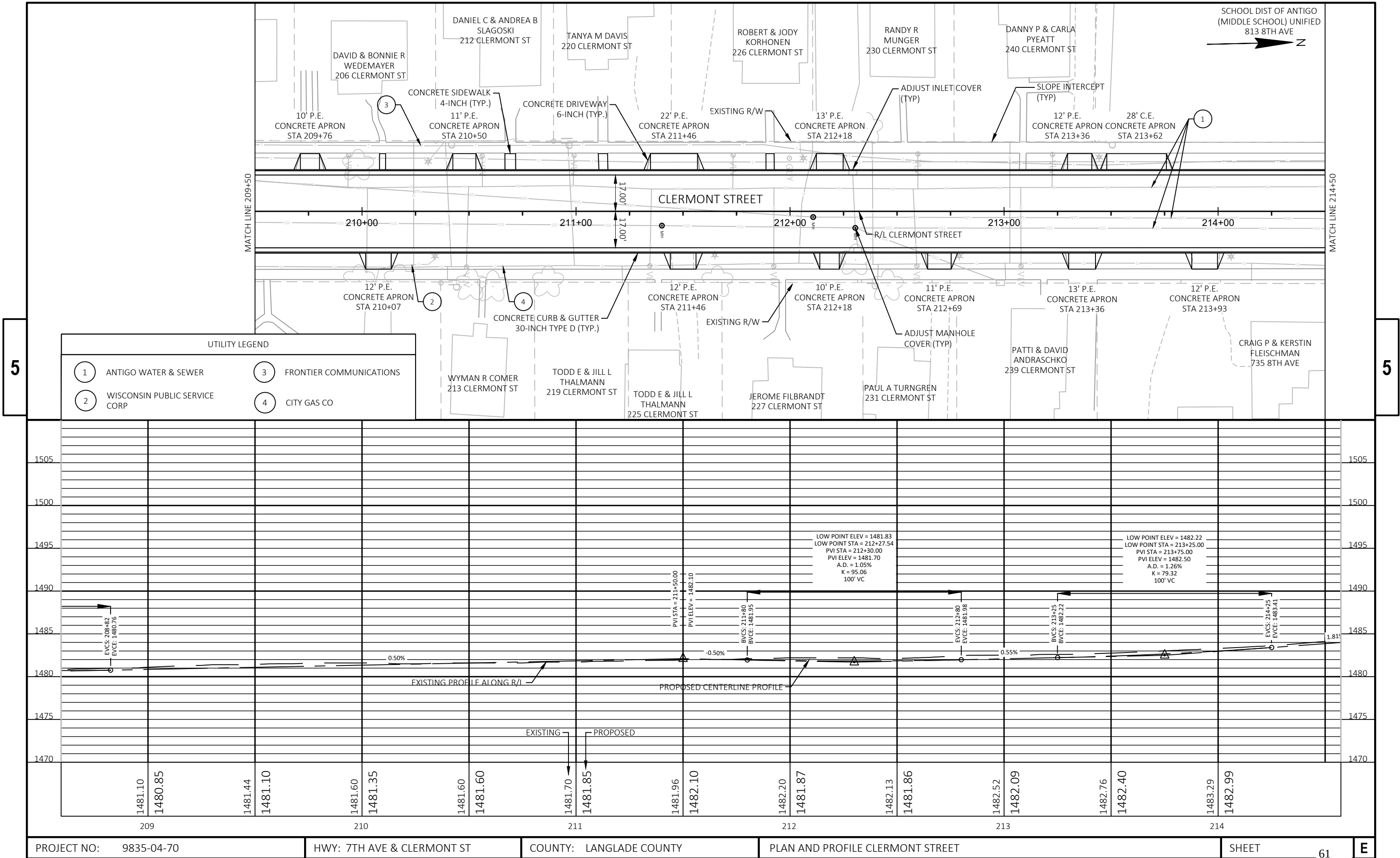
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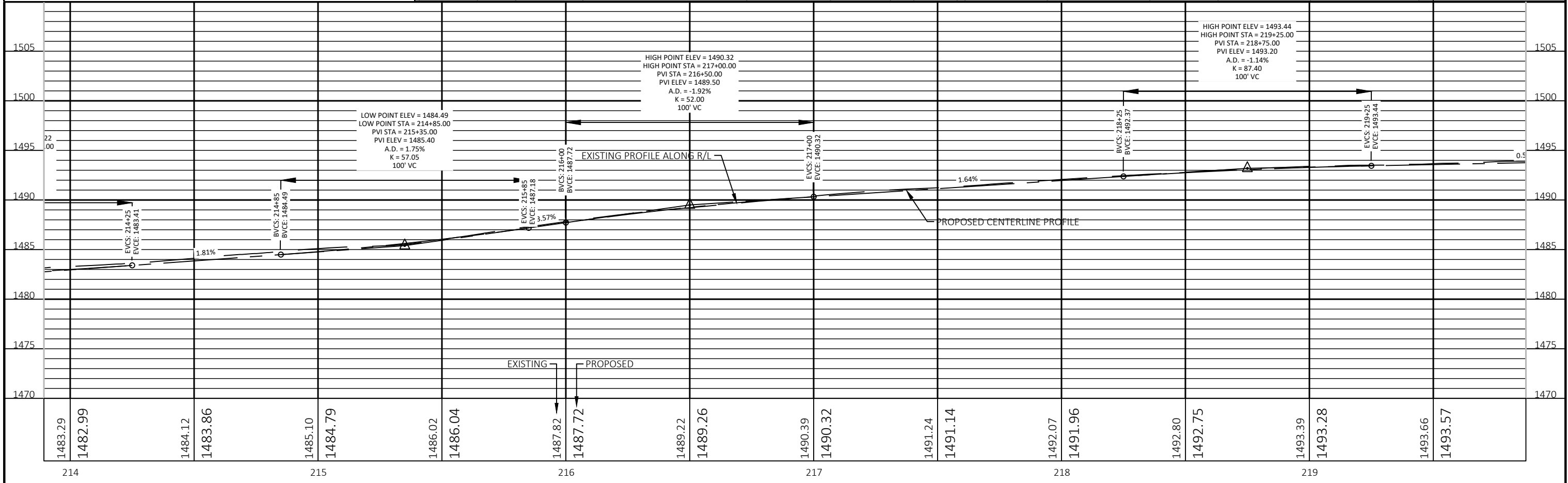
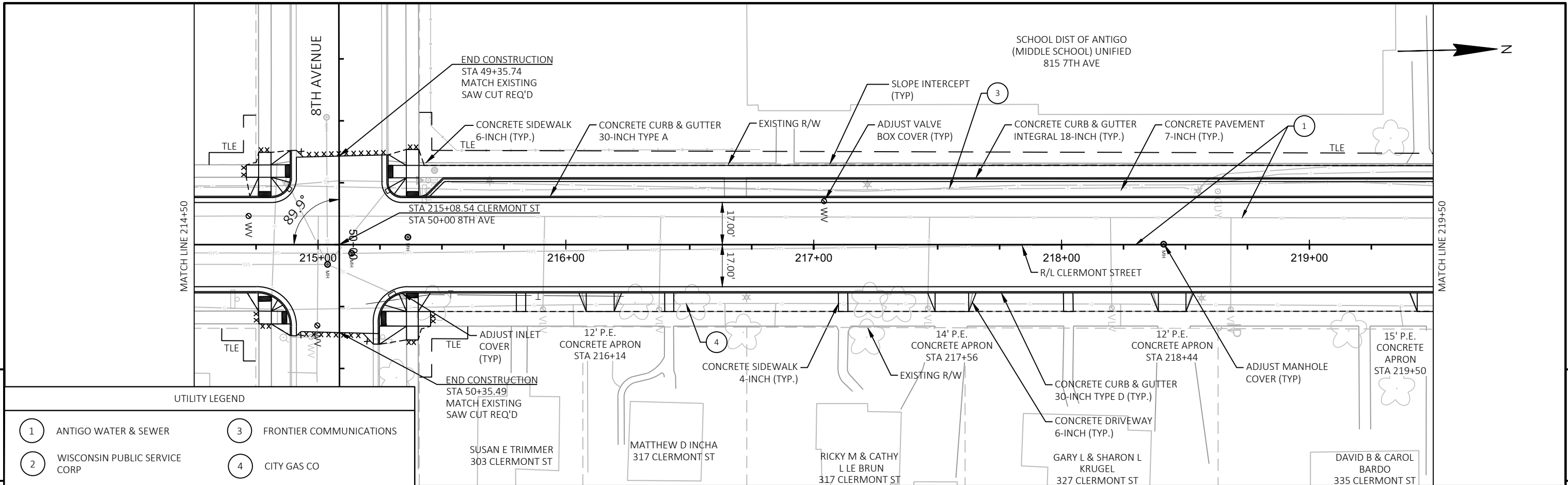
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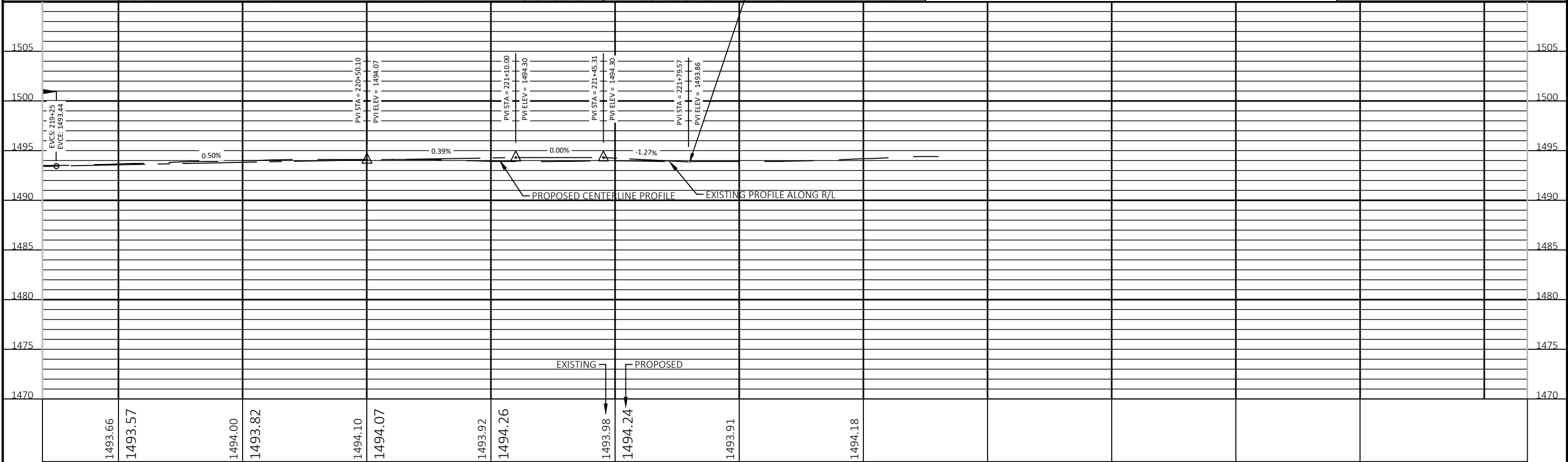
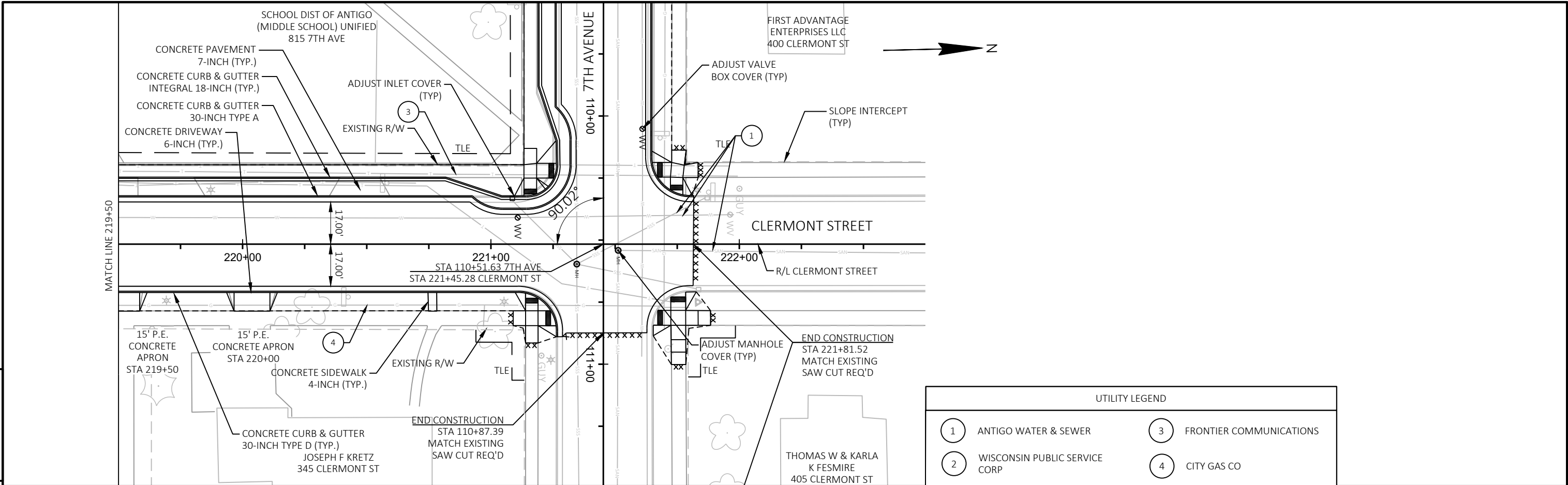












PROJECT NO:	9835-04-70	HWY:	7TH AVE & CLERMONT ST	COUNTY:	LANGLADE COUNTY	PLAN AND PROFILE CLERMONT STREET	SHEET	63	E
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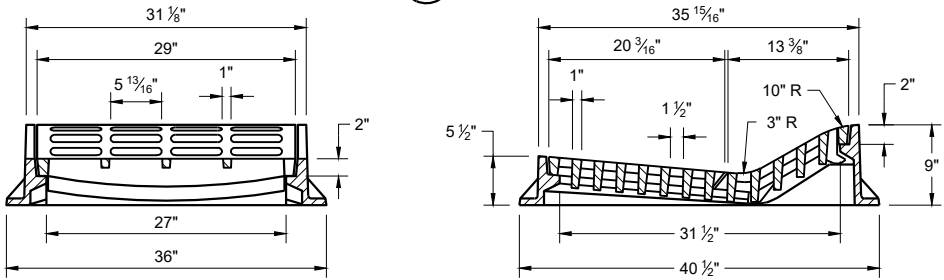
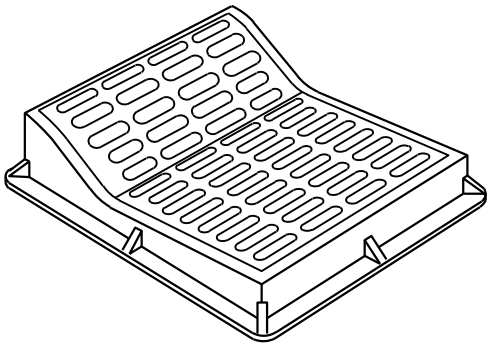
Standard Detail Drawing List

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
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING

GENERAL NOTES

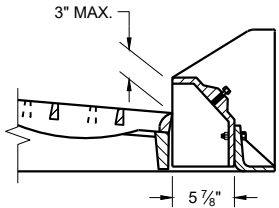
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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"

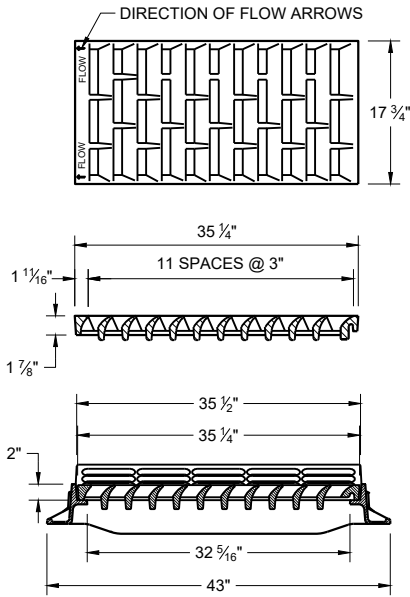


ALTERNATIVE CURB BOX
FOR TYPE "HM" COVER

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

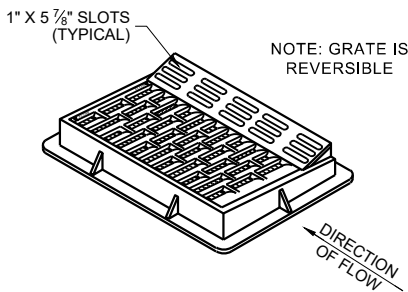
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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

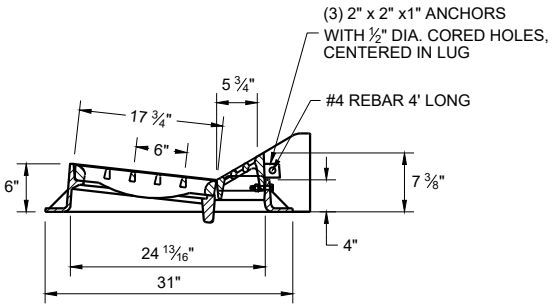


TYPE "HM"

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

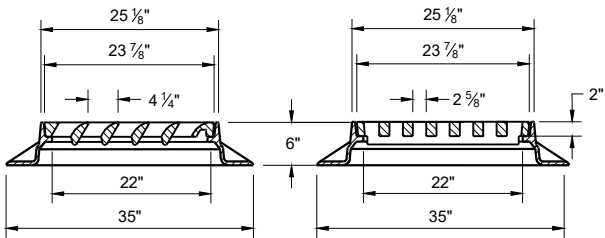
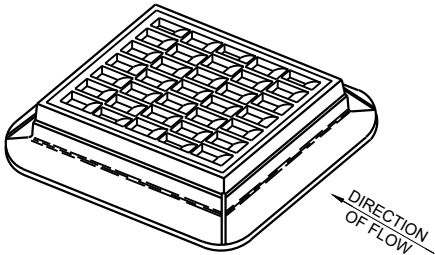


NOTE: GRATE IS REVERSIBLE

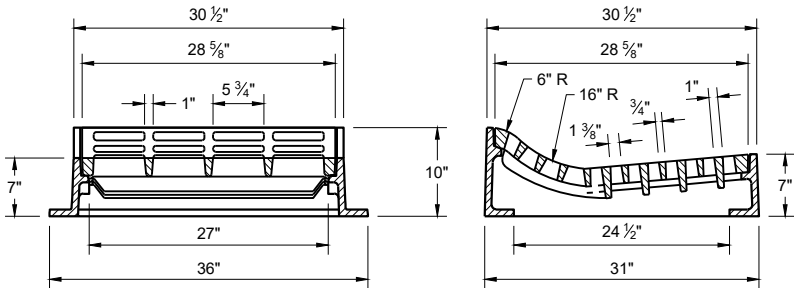
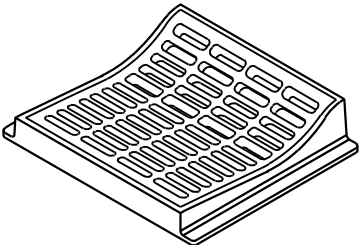


NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



TYPE "S"



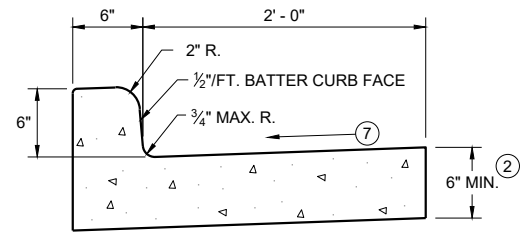
TYPE "T"

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

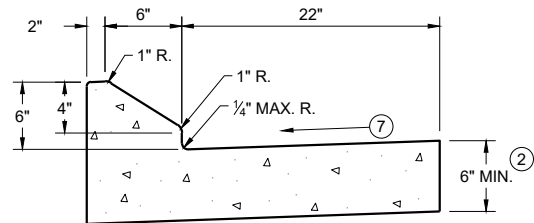
INLET COVERS
TYPES F, HM, HM-S, S, T,
HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

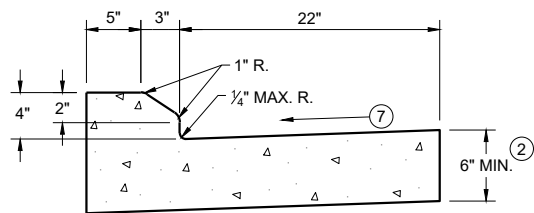
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



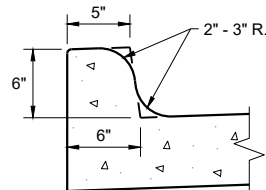
TYPES A^① & D



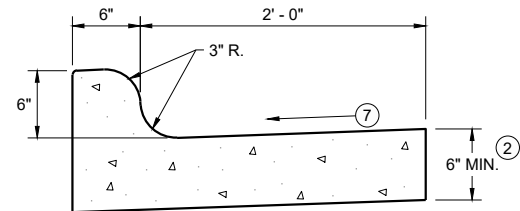
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

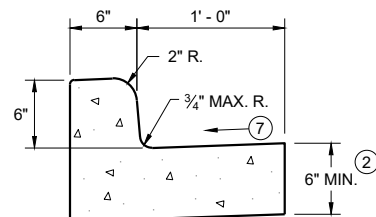


TYPES K^① & L
(OPTIONAL CURB SHAPE)



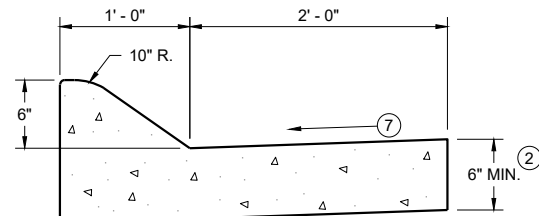
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

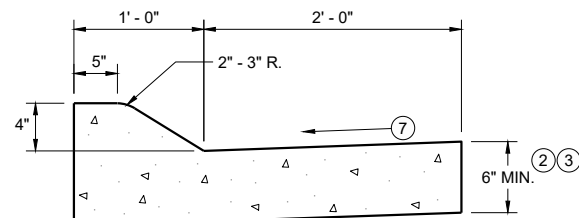


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

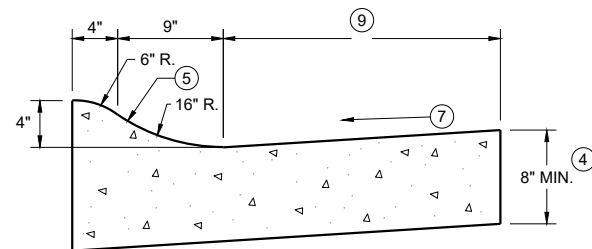


6" SLOPED CURB TYPES A^① & D



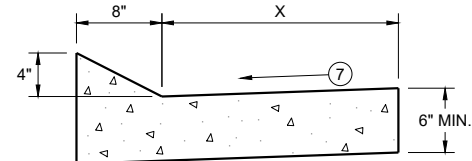
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

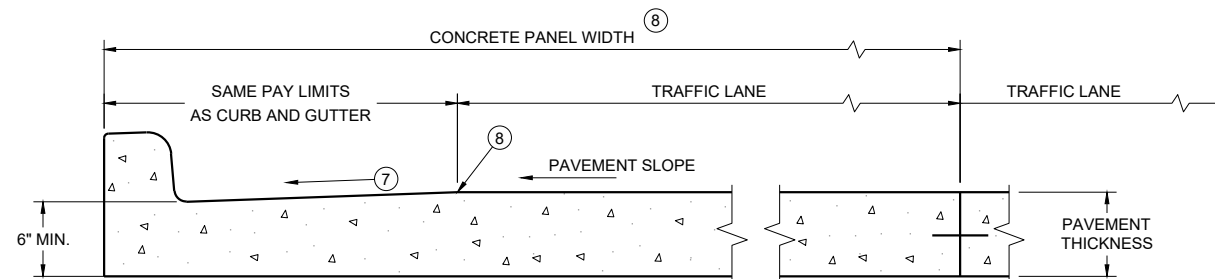


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

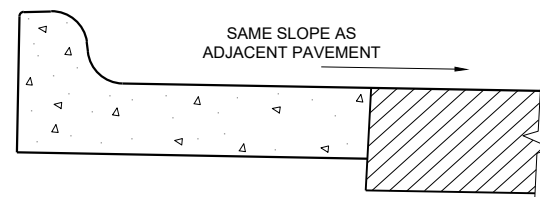
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

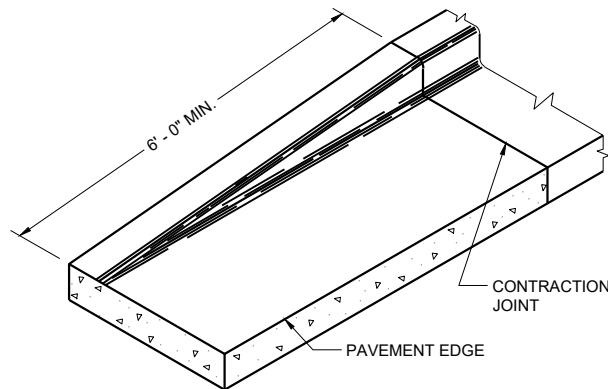
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

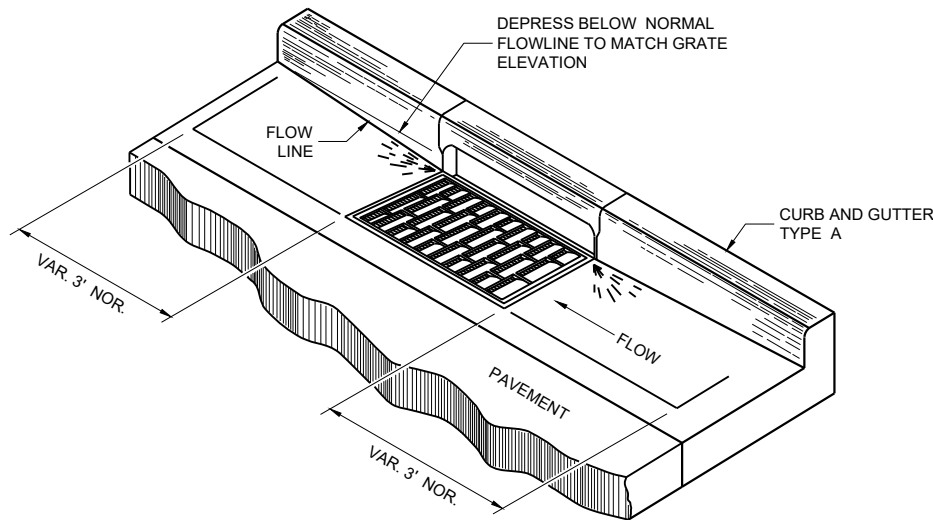
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

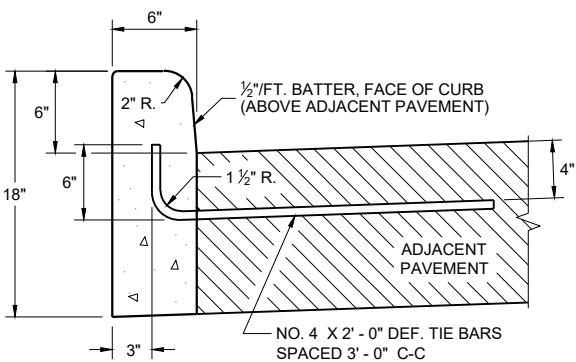


END SECTION CURB AND GUTTER

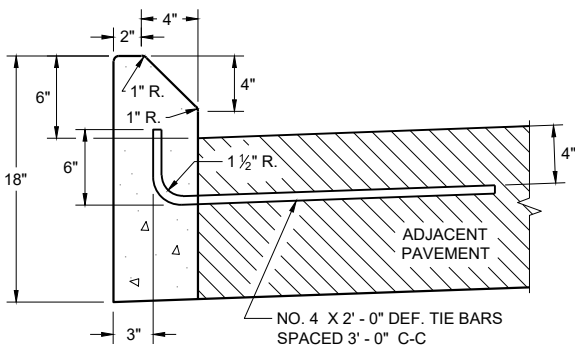


DETAIL OF CURB AND GUTTER AT INLETS

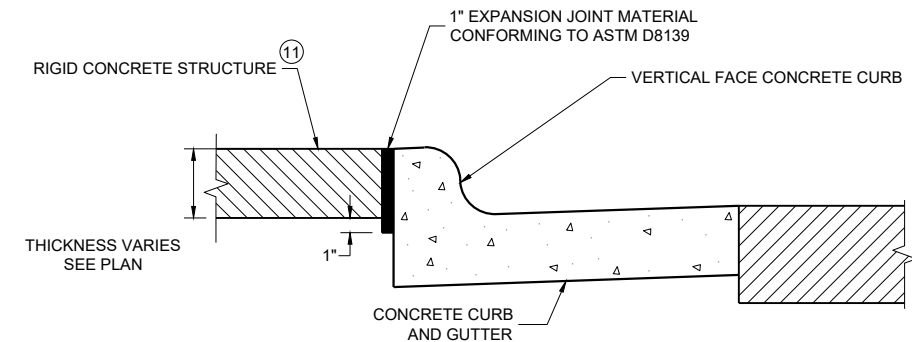
(TYPICAL H INLET COVER SHOWN)



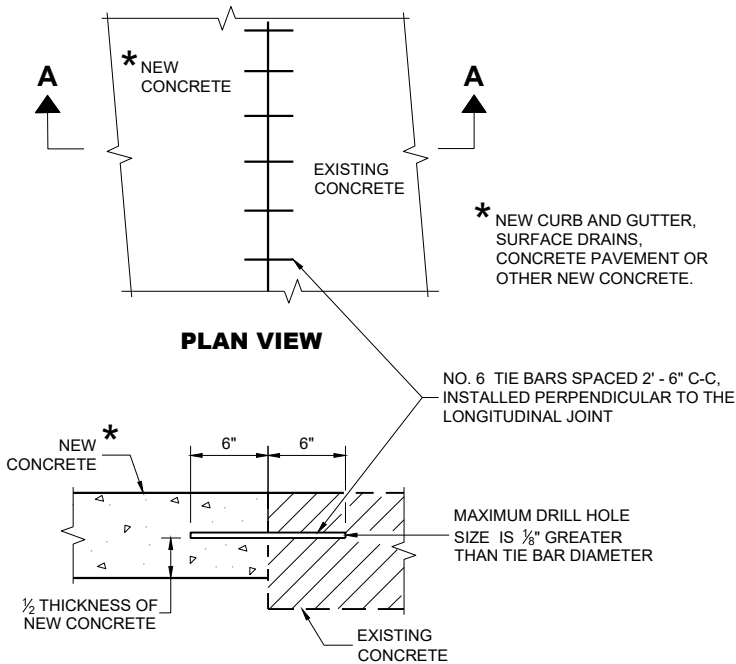
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

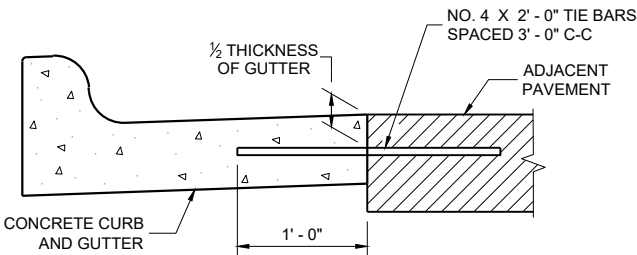
GENERAL NOTES

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

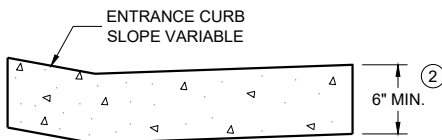
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

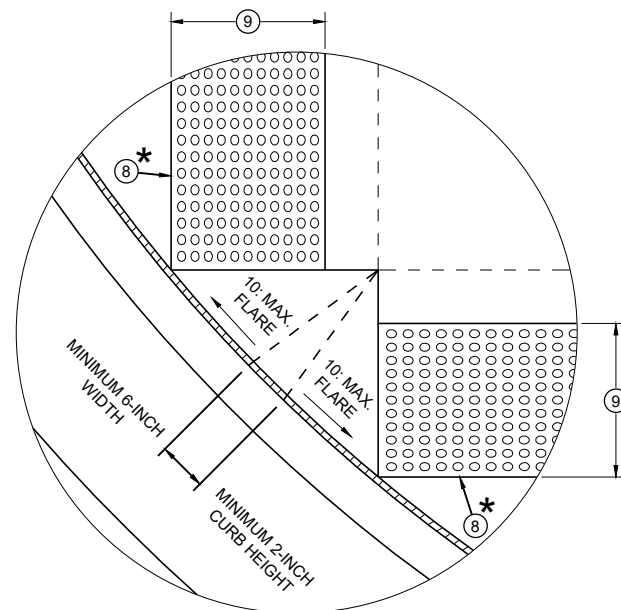


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

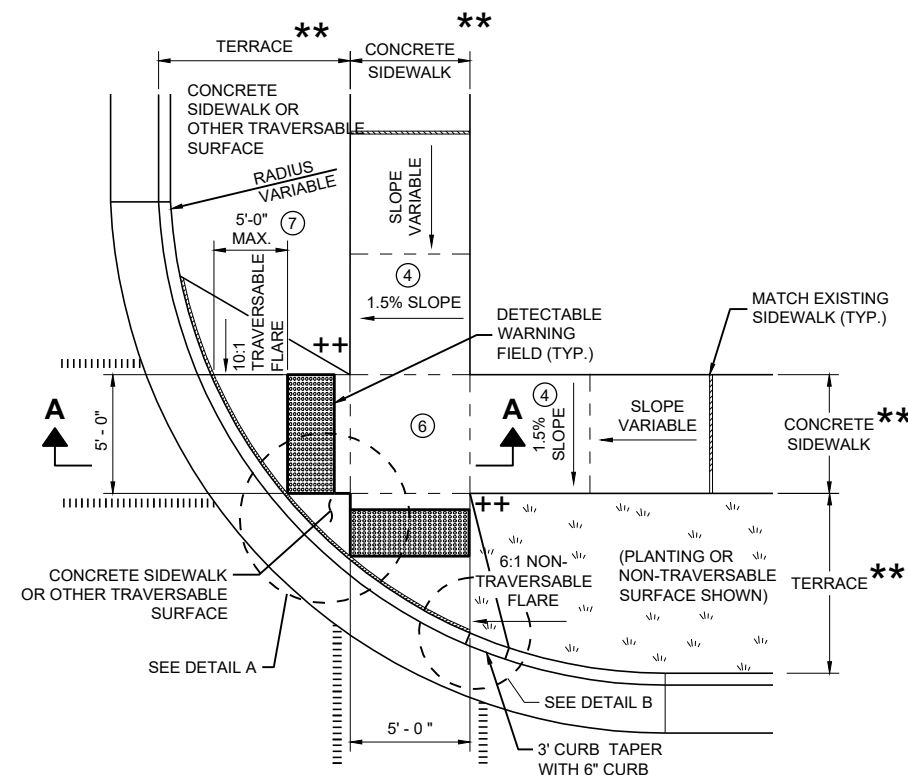
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

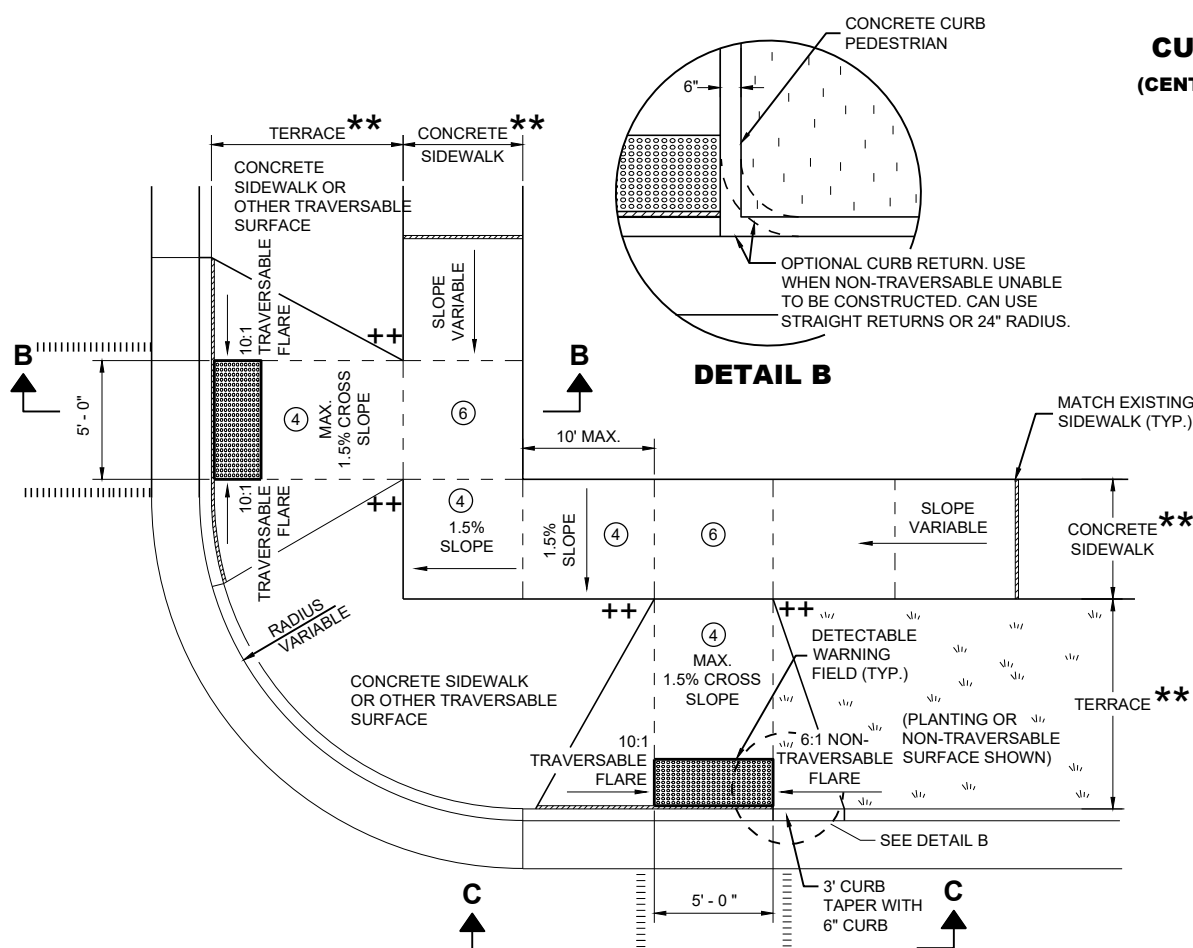
APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



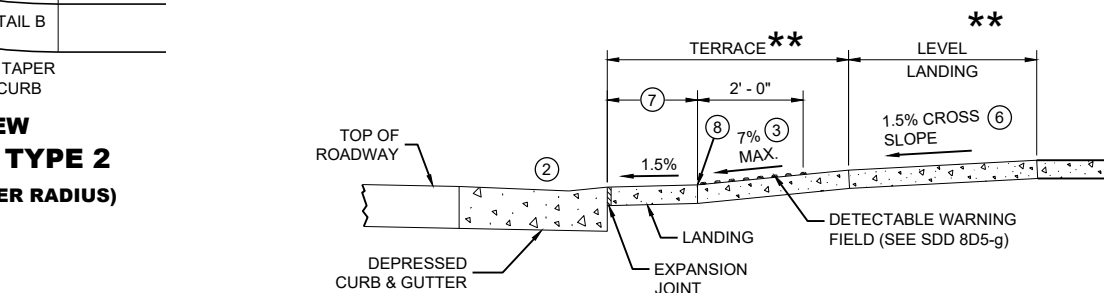
DETAIL A



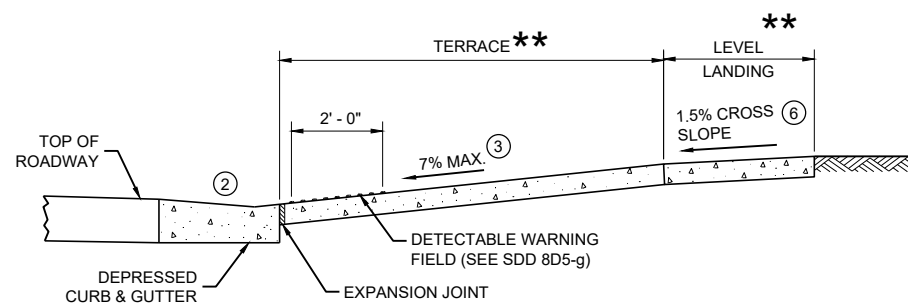
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



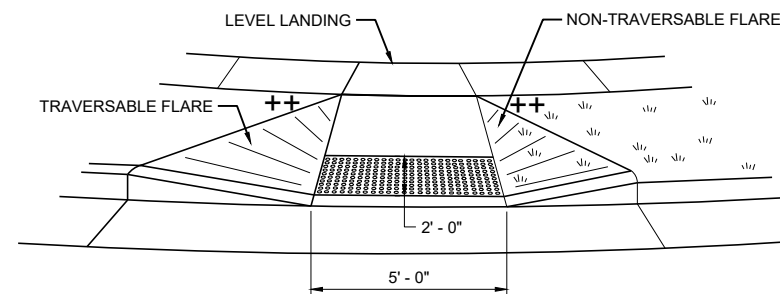
**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

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

★★ WIDTH SHOWN ELSEWHERE
IN THE PLANS

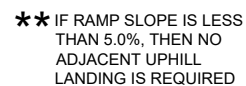
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

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

**CURB RAMPS
TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

INTERMEDIATE RADII CAN BE INTERPOLATED



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 $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

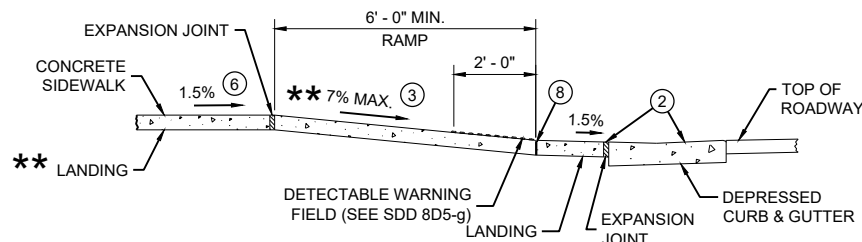
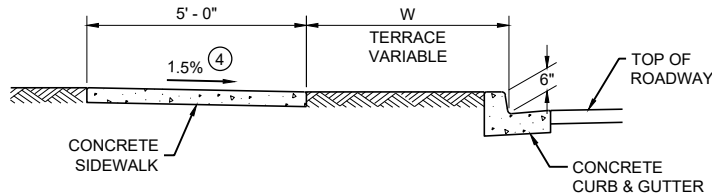
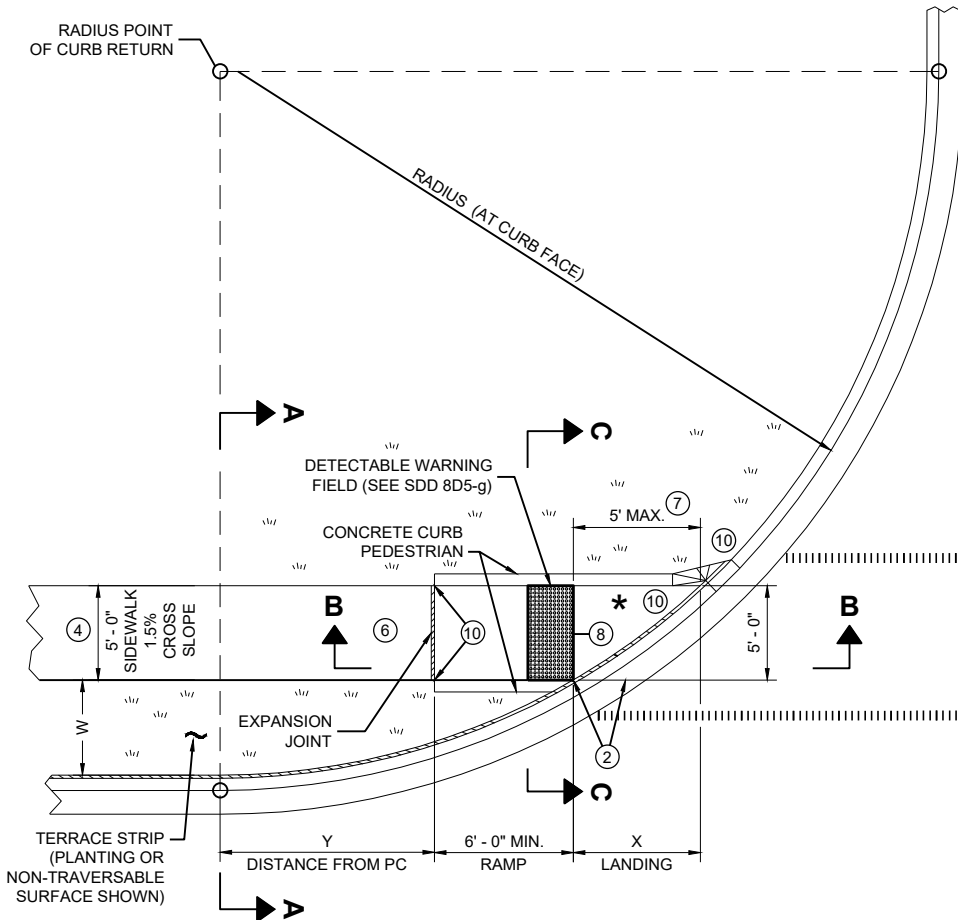
- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

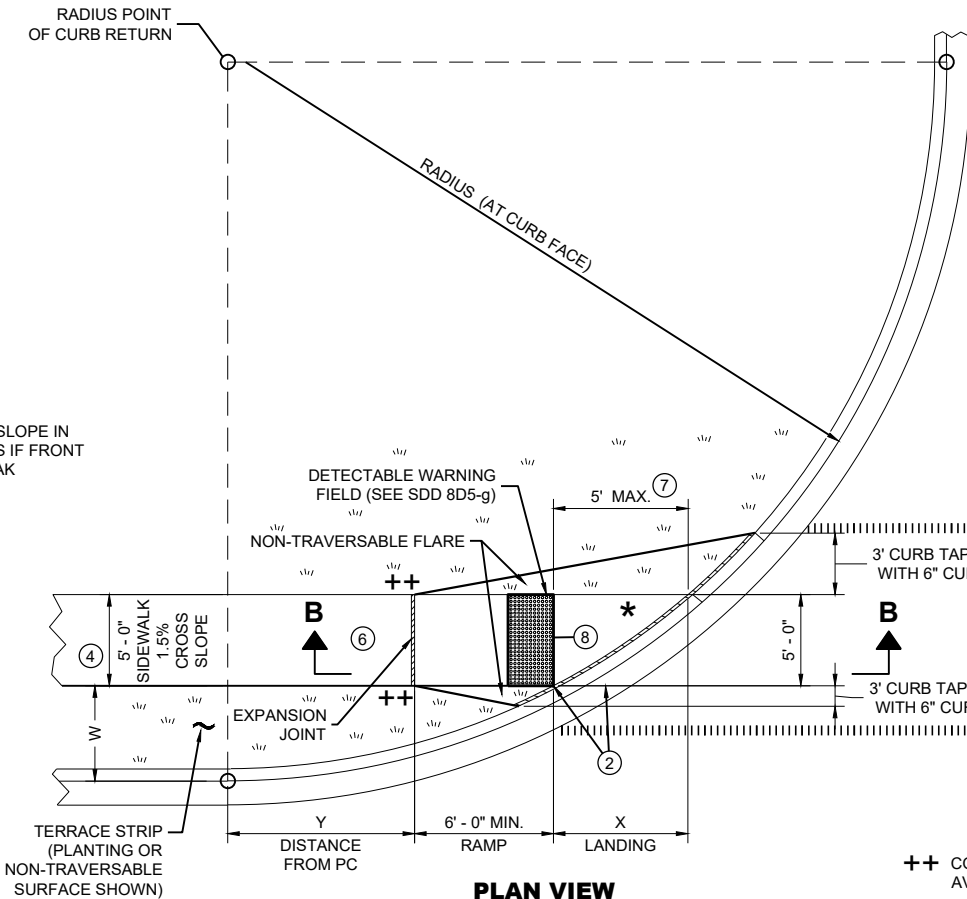
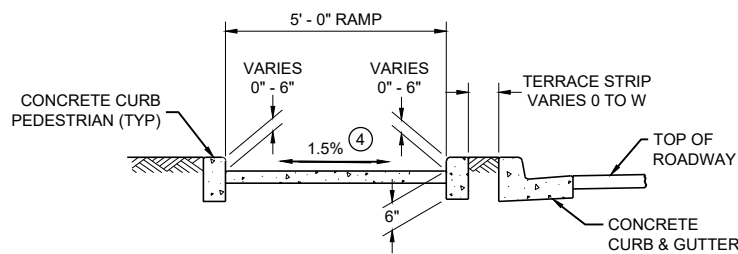


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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



++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

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

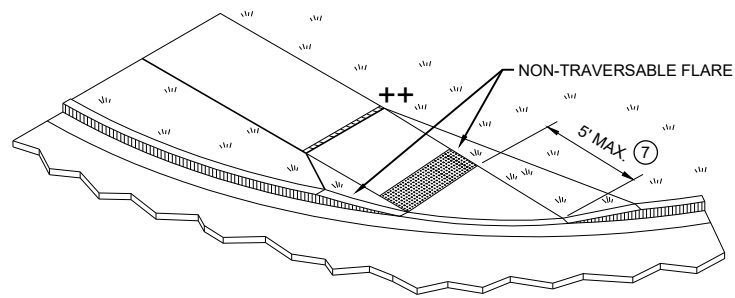
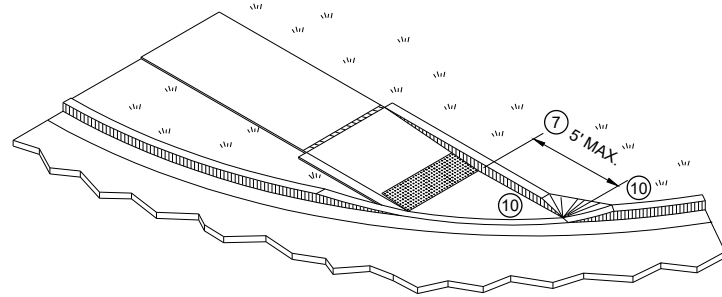
GENERAL NOTES

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

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

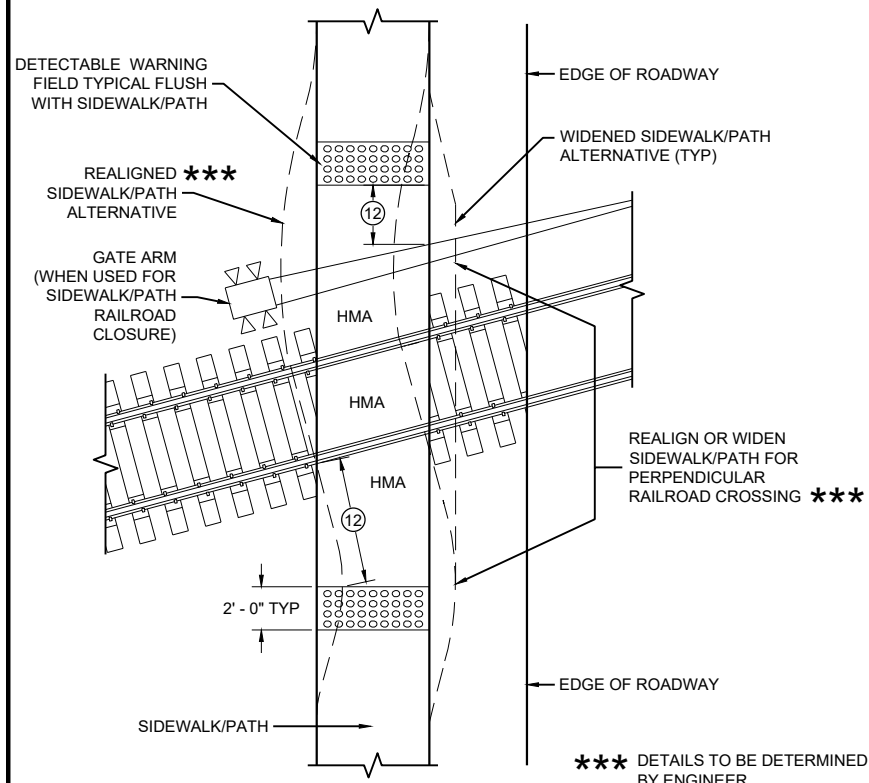
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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



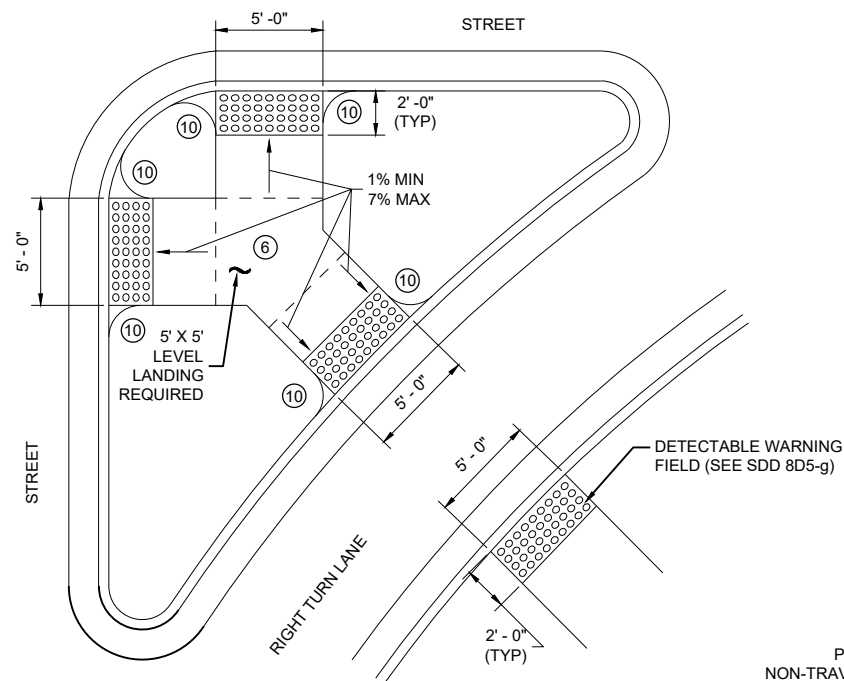
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

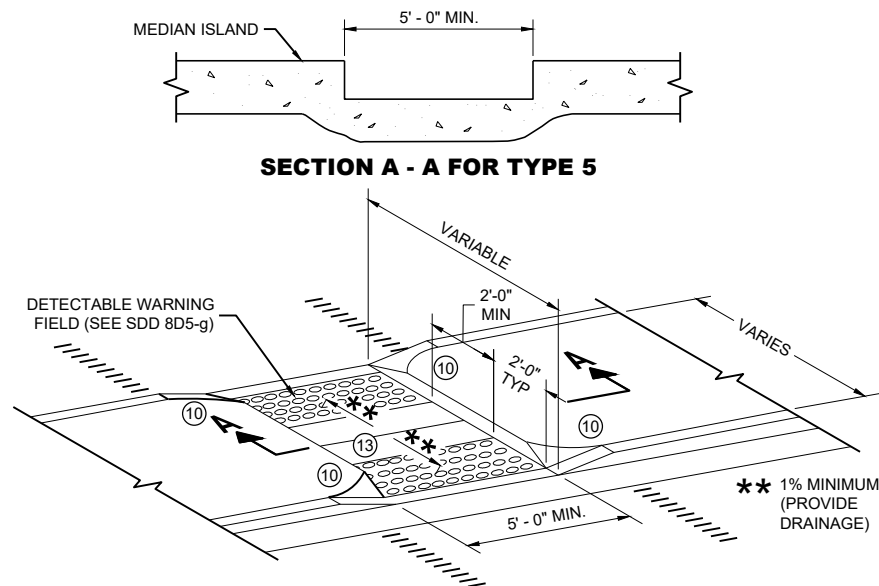
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

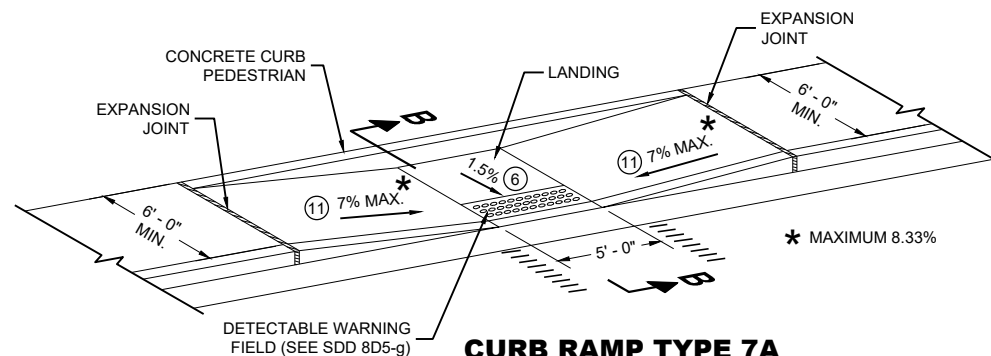
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



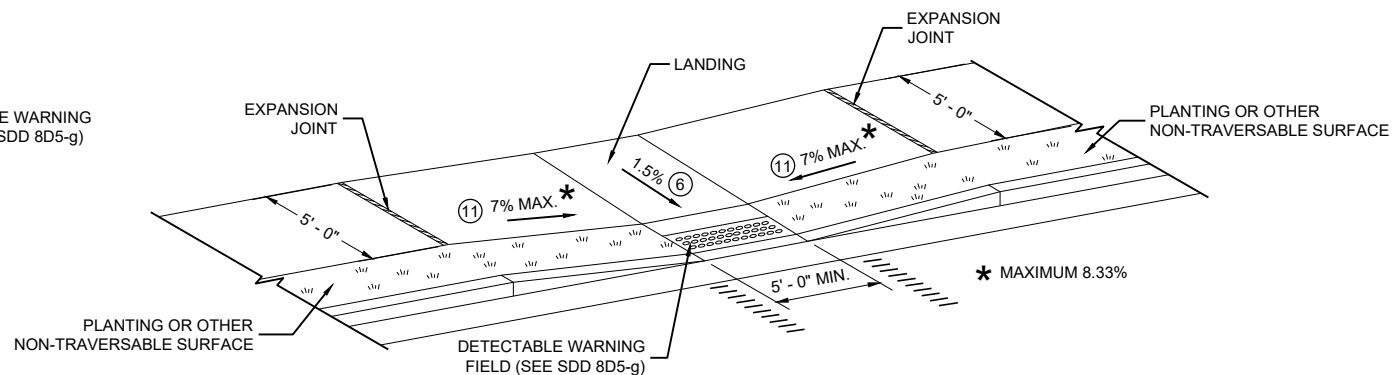
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

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

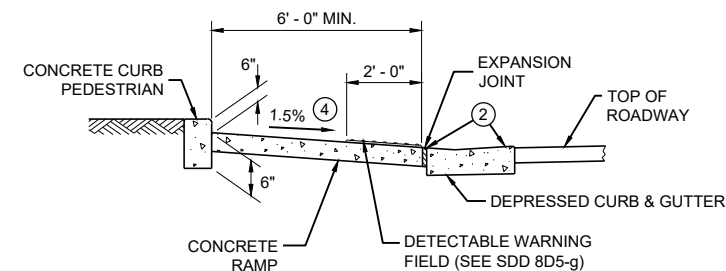
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/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 STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

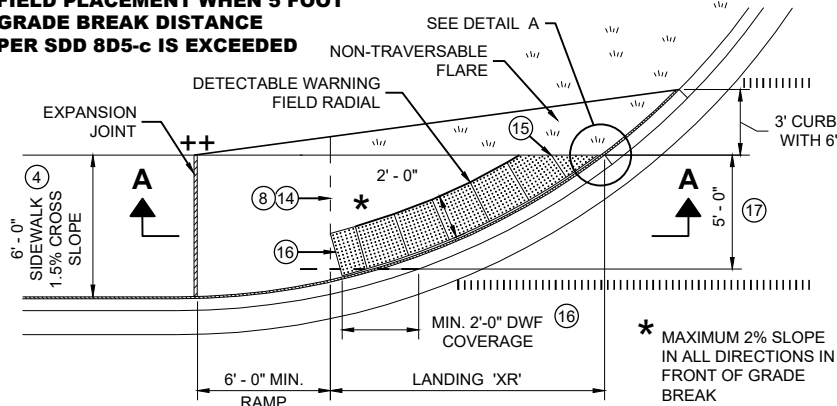


SECTION B - B FOR TYPE 7A

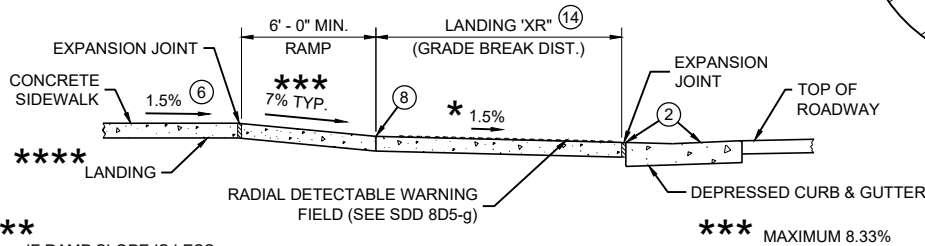
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

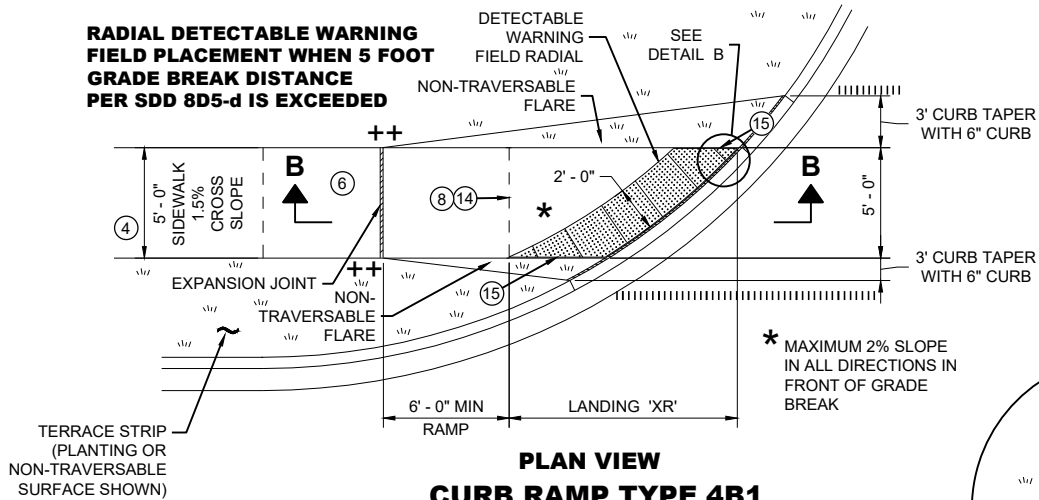


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

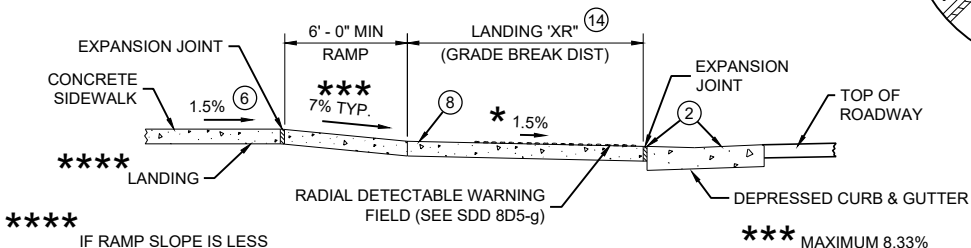


SECTION A - A FOR TYPE 4A1

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



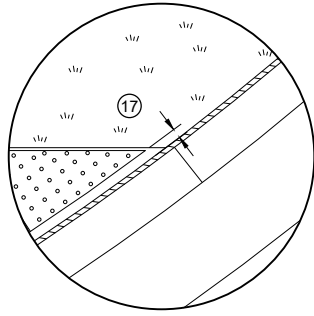
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



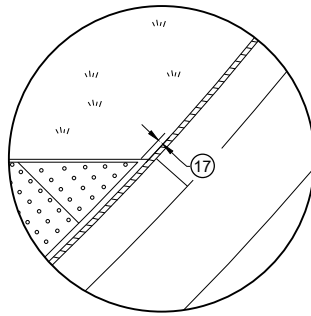
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



DETAIL B

GENERAL NOTES

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

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

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

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

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

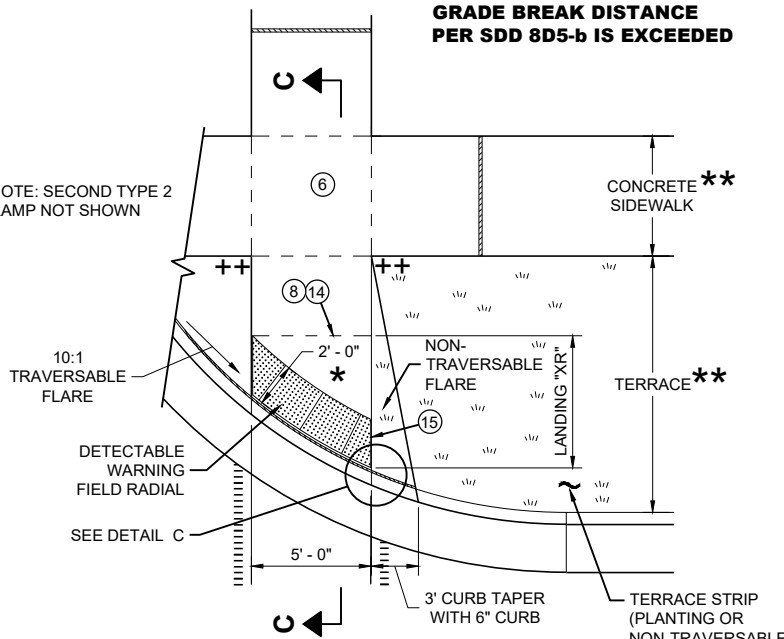
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

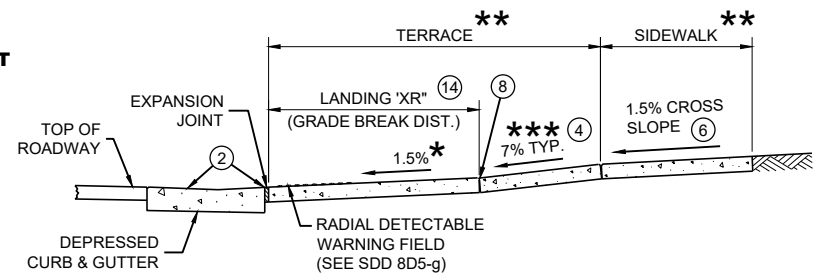
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/2" 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-b IS EXCEEDED**

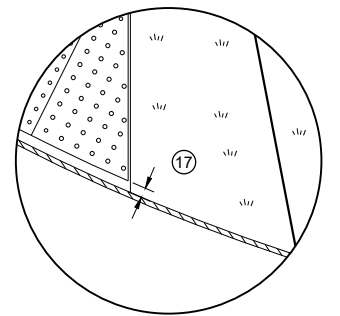
NOTE: SECOND TYPE 2 RAMP NOT SHOWN



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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

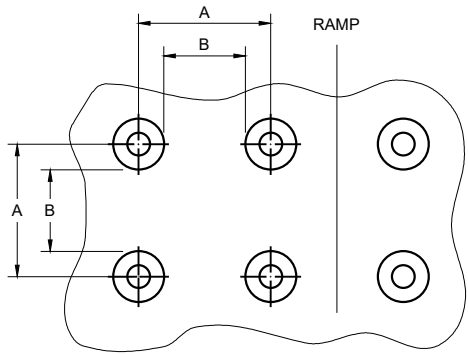
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

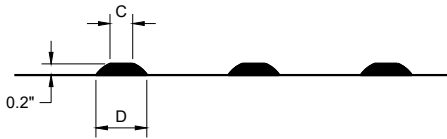
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

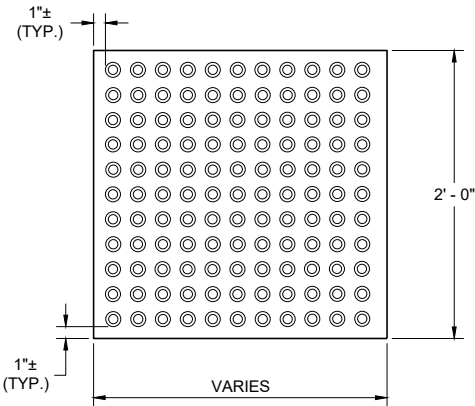


PLAN VIEW

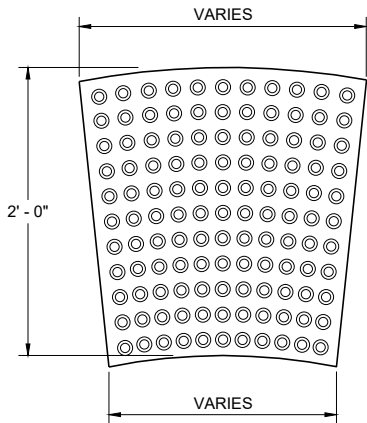


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

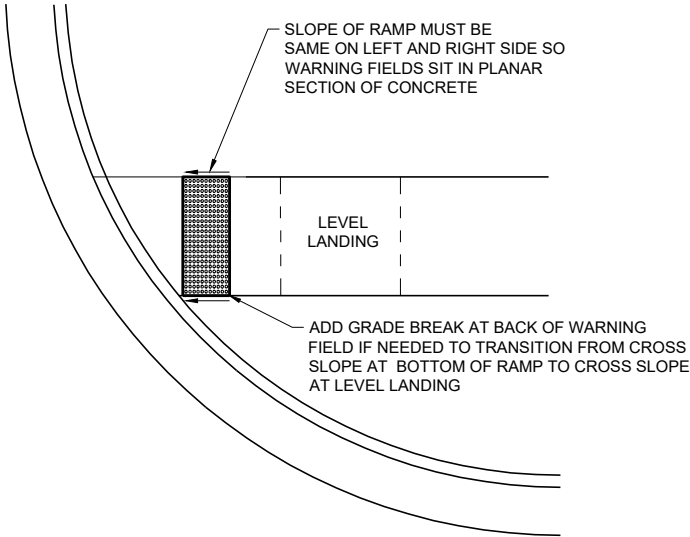


RECTANGULAR
PLATES

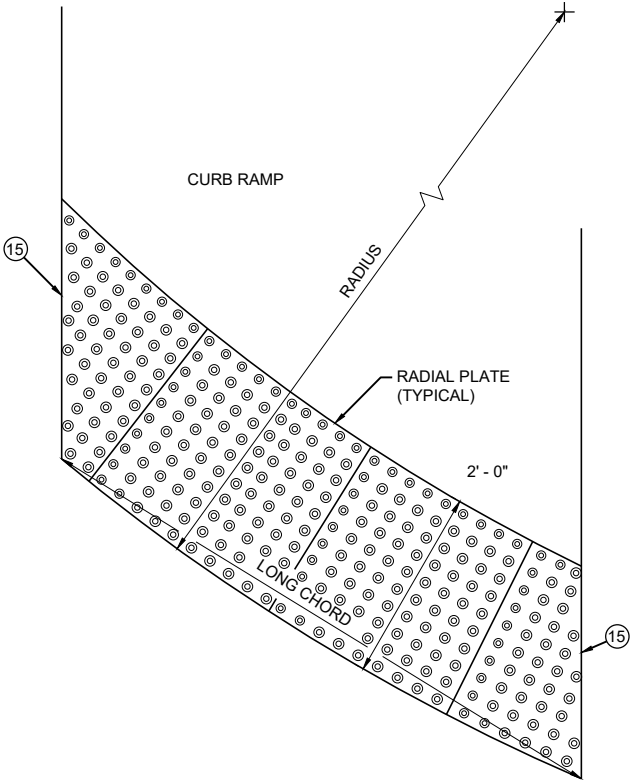


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

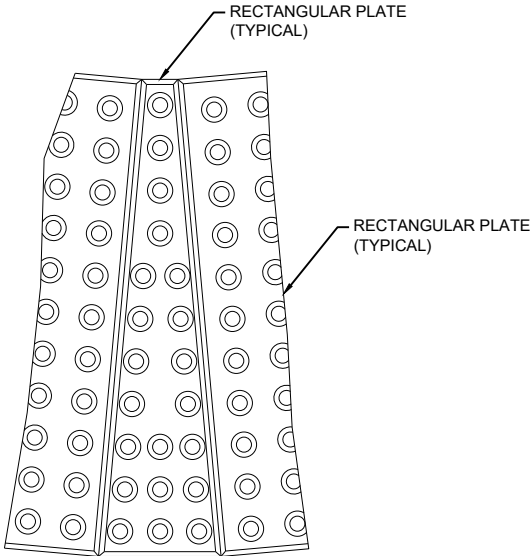
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

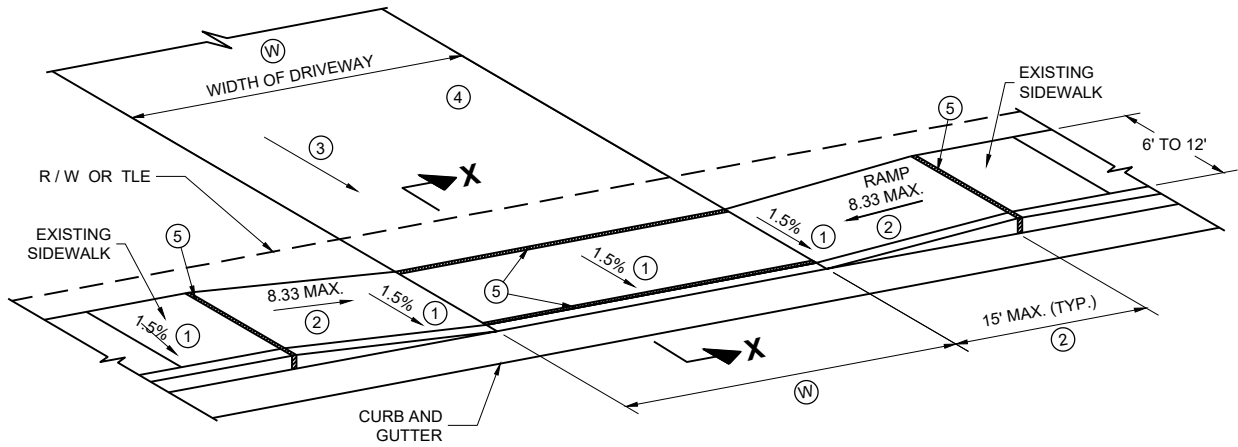


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

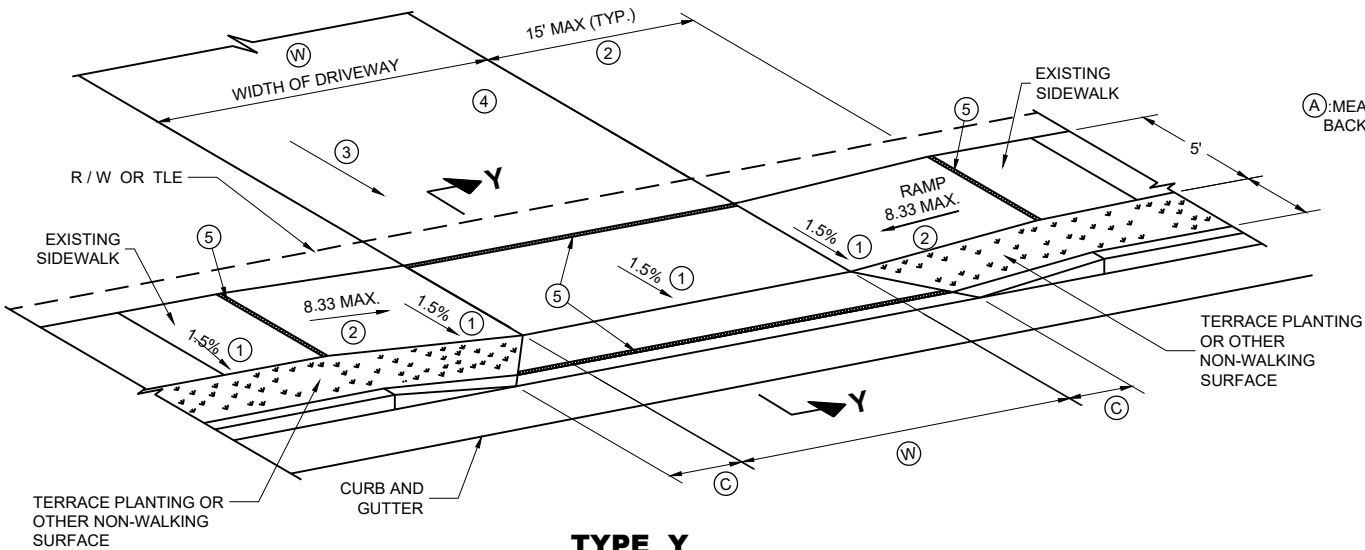
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

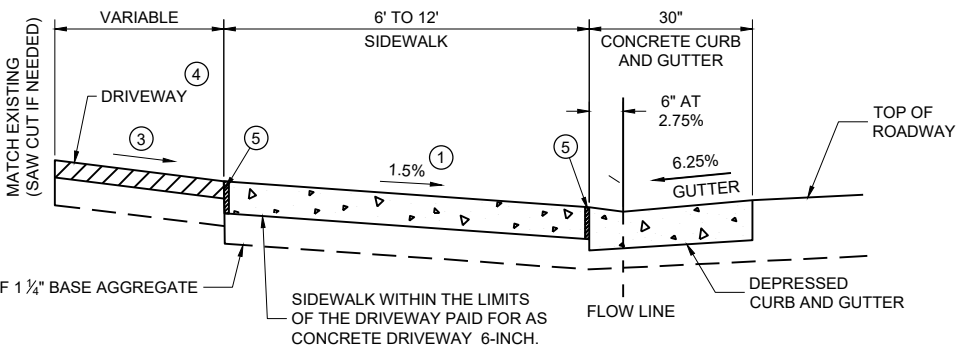
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

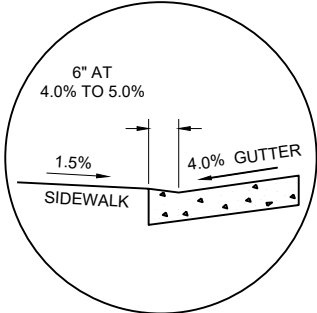
③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

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



SECTION X - X



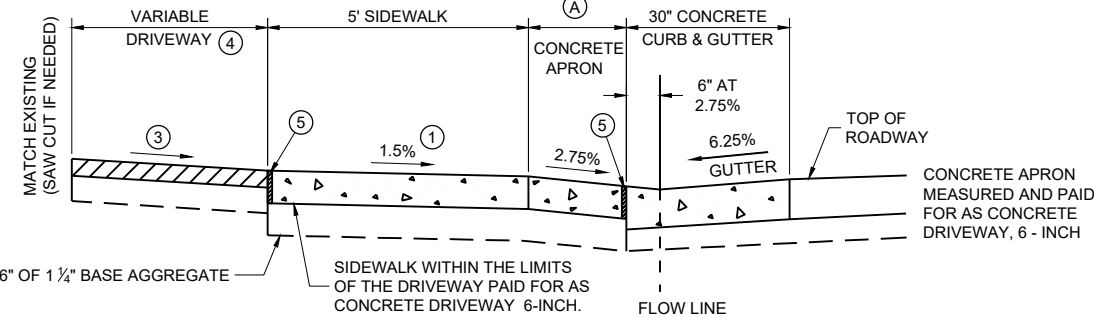
SECTION X - X
4% GUTTER SLOPE

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

TABLE Y

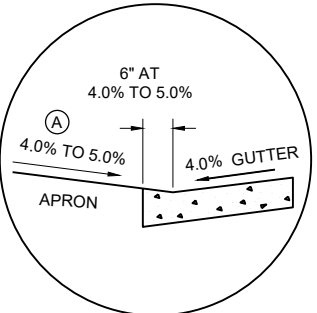
(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

(A): MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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

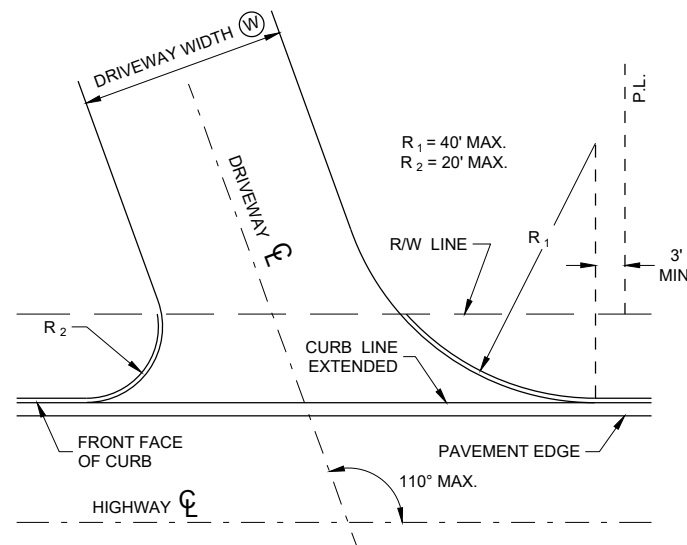
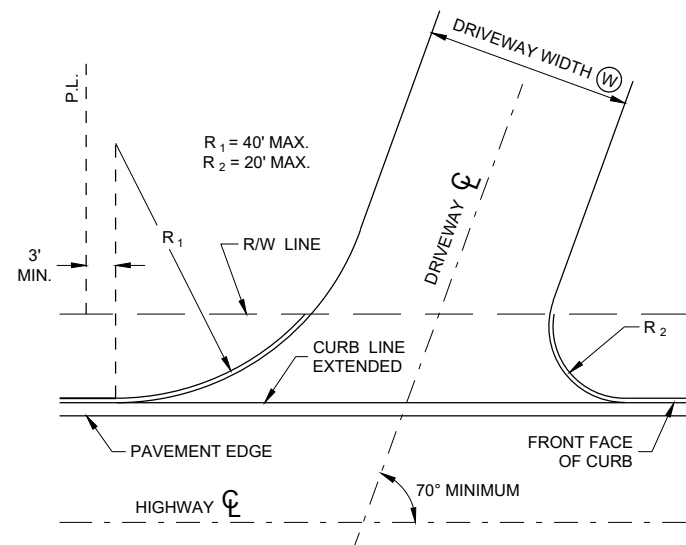


SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



**SKewed DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)
SIDEWALK NOT SHOWN**

GENERAL NOTES

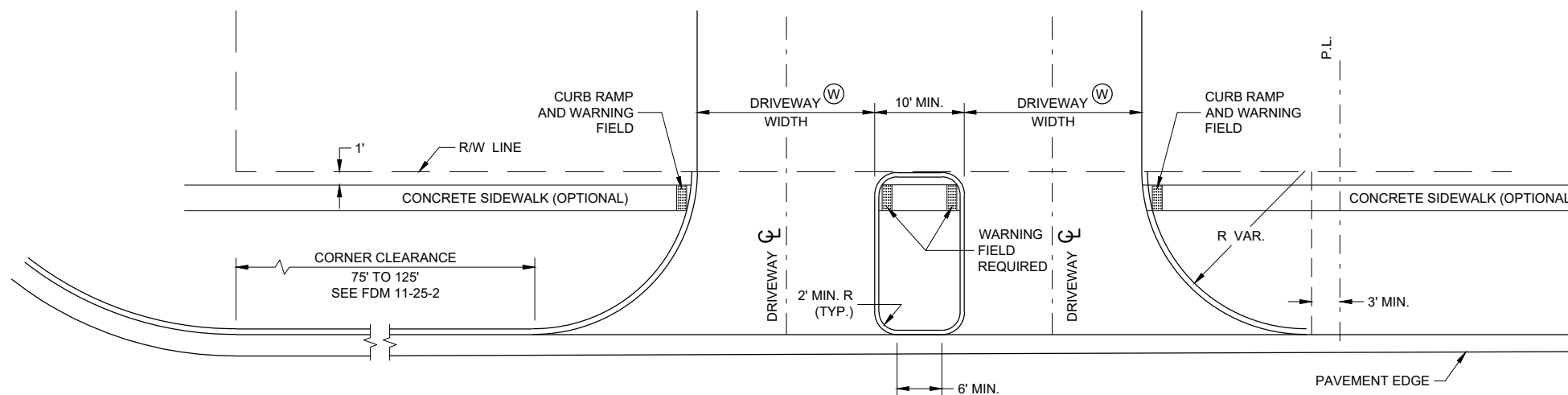
A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

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

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

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

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



**DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN**

DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

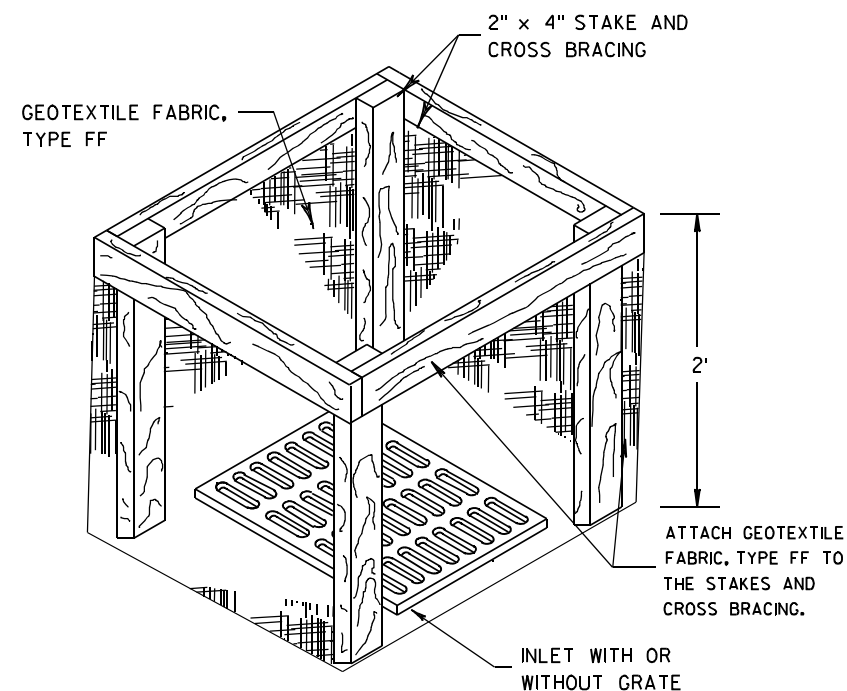
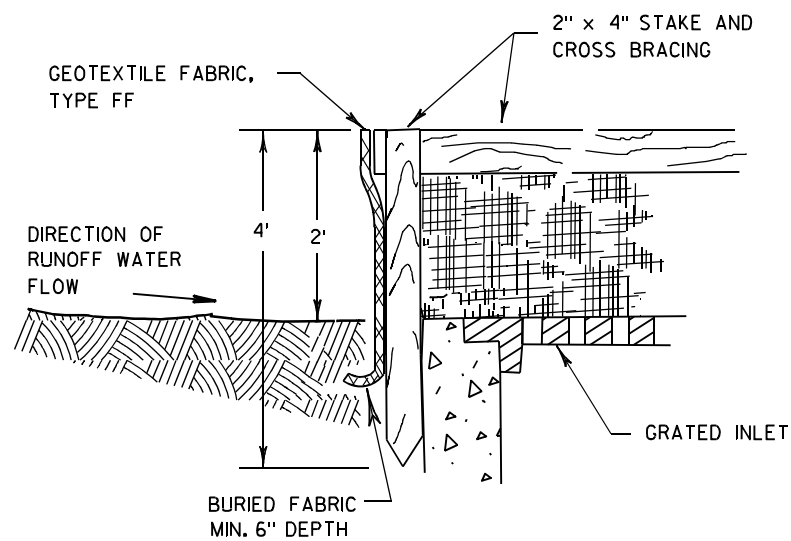
APPROVED

00-00-00
DATE

/S/ <AUTHOR>
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

76

FHWA



INLET PROTECTION, TYPE A

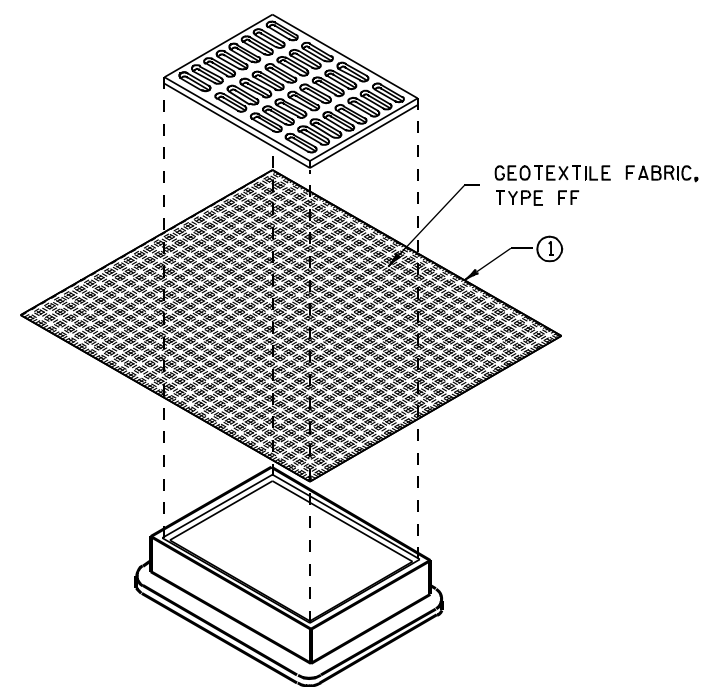
GENERAL NOTES

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

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

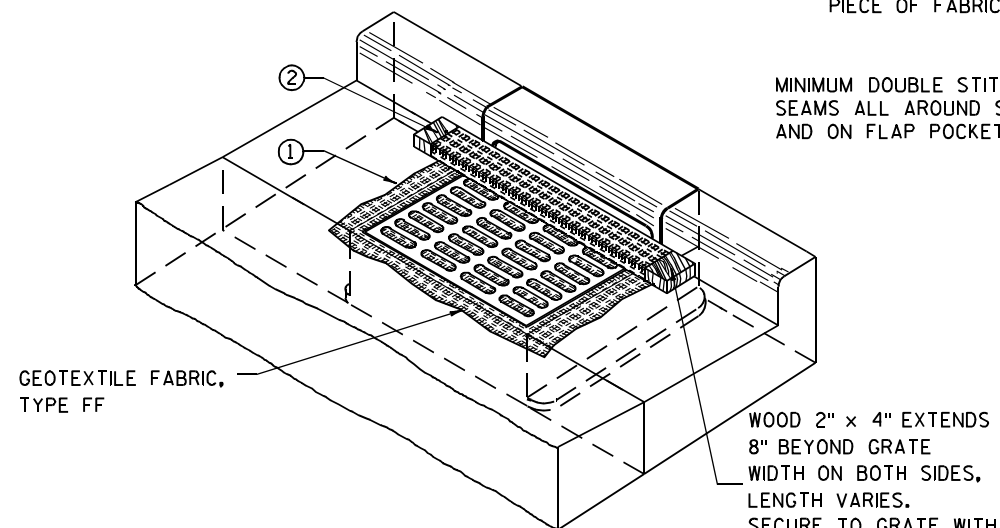
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

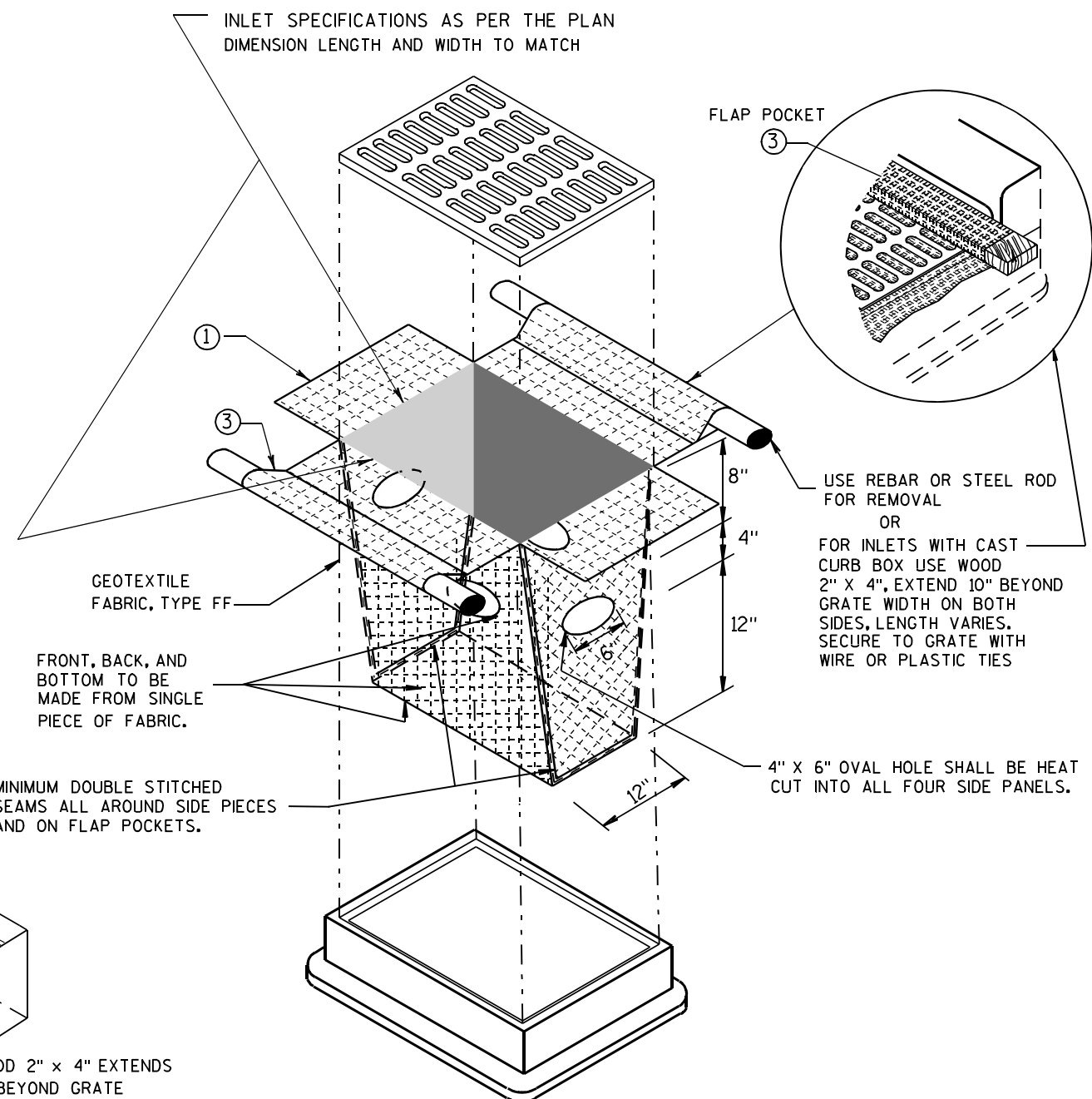
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



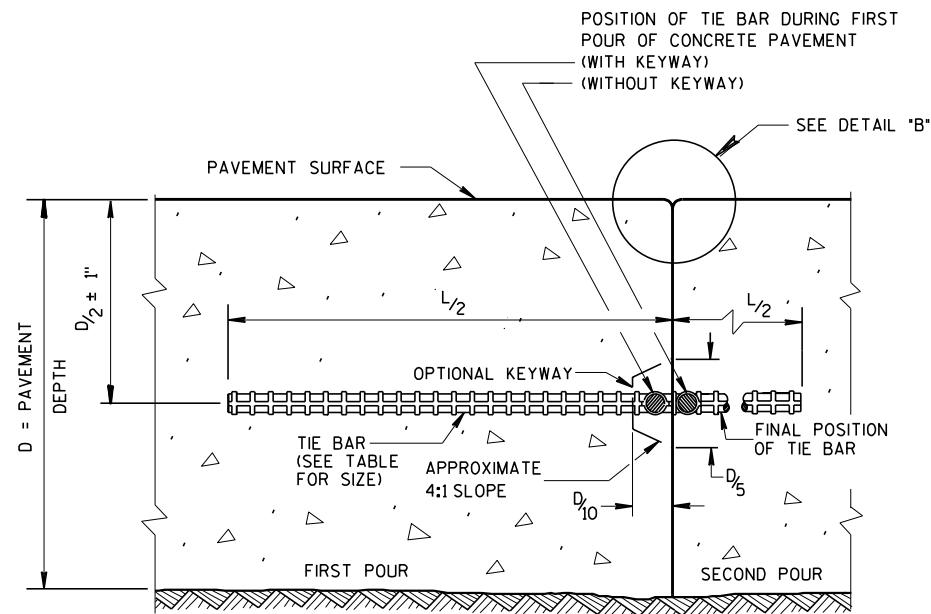
INLET PROTECTION, TYPE D

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

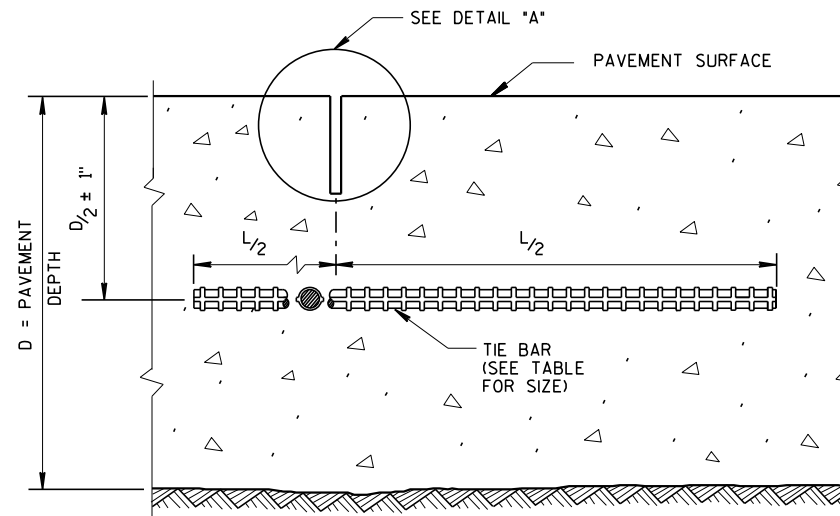
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 77
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



CONSTRUCTION JOINT



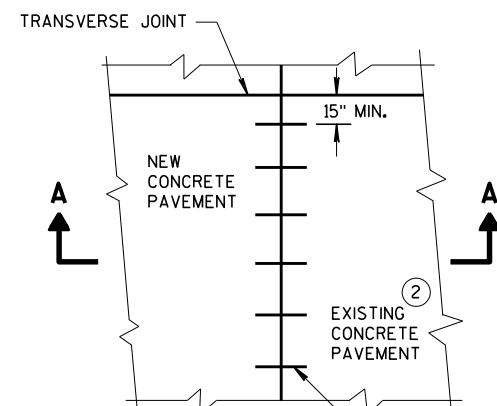
SAWED JOINT

GENERAL NOTES

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

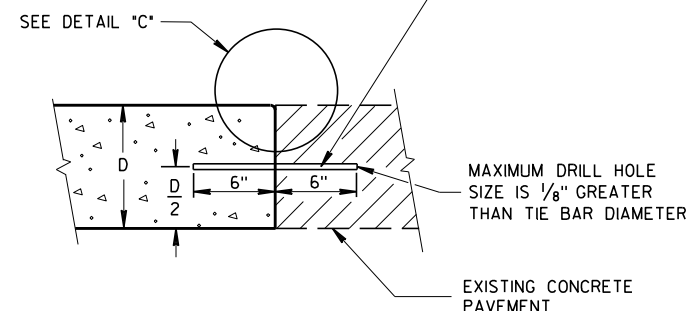
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

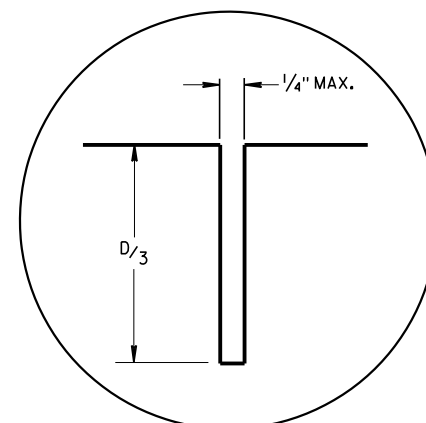


PLAN VIEW

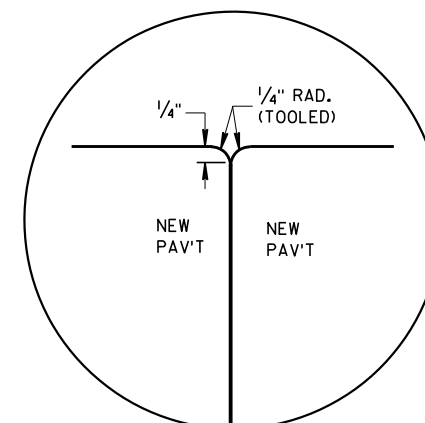
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



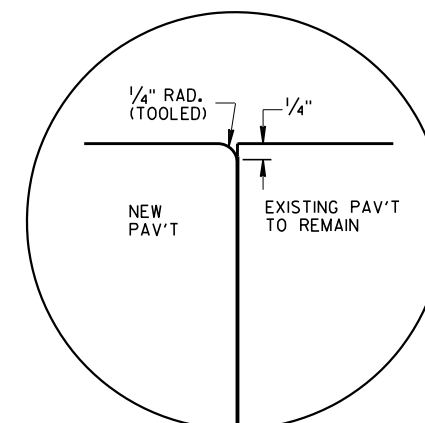
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



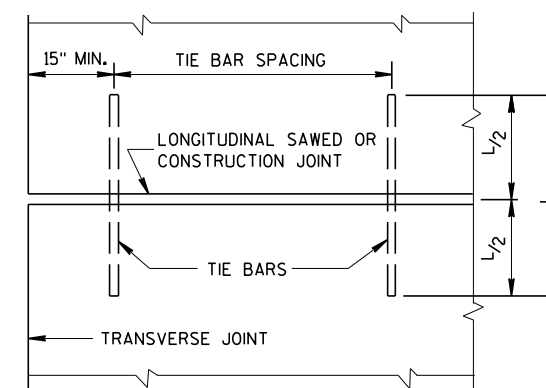
DETAIL "C"

TIE BAR TABLE

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

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

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

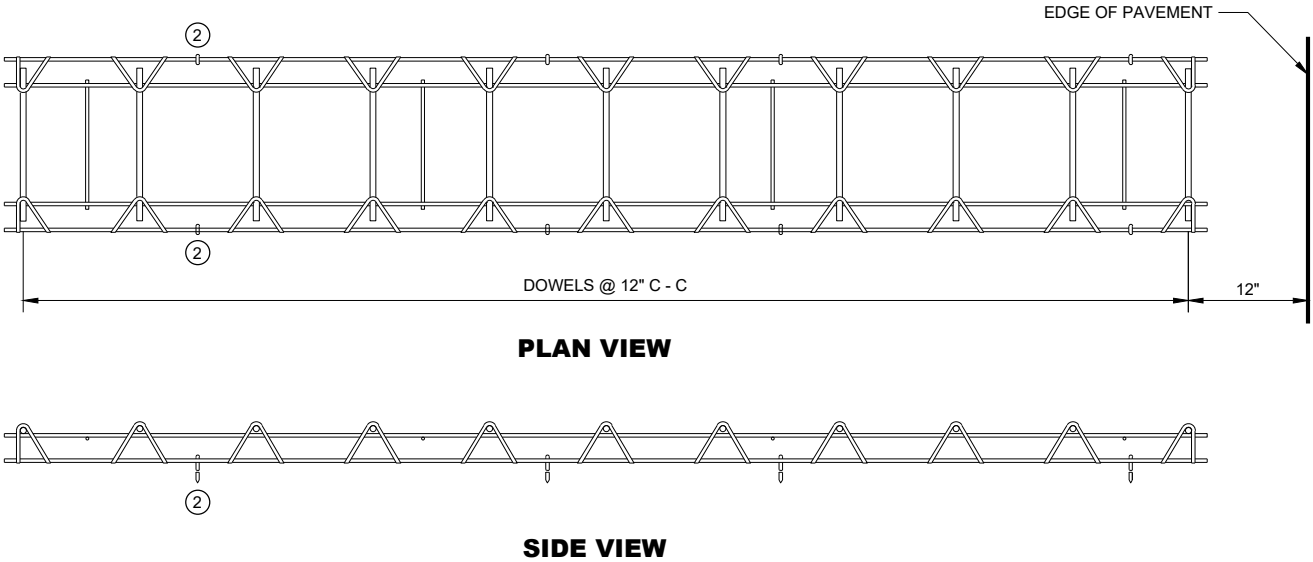


PLAN VIEW
SHOWING LOCATION OF TIE BARS

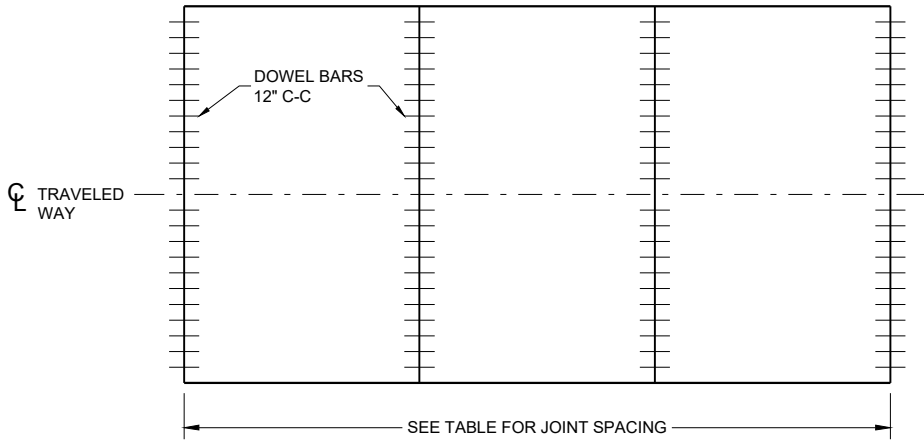
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

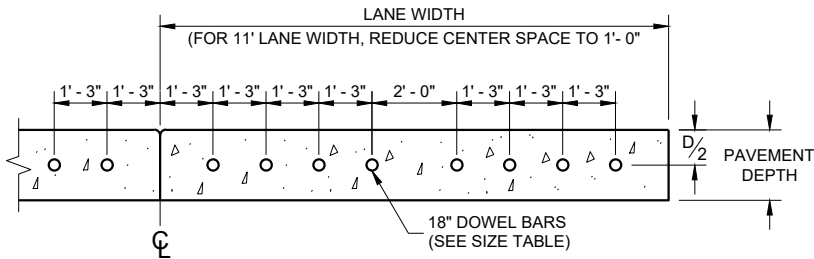
APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 78
FHWA



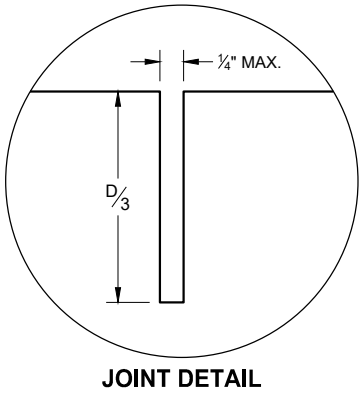
CONTRACTION JOINT DOWEL ASSEMBLY ①



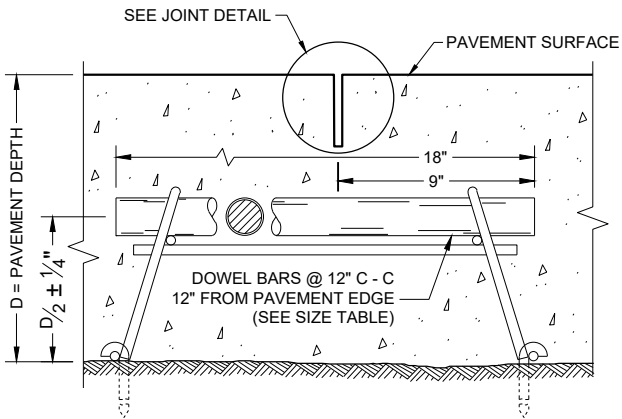
CONTRACTION JOINT LOCATIONS



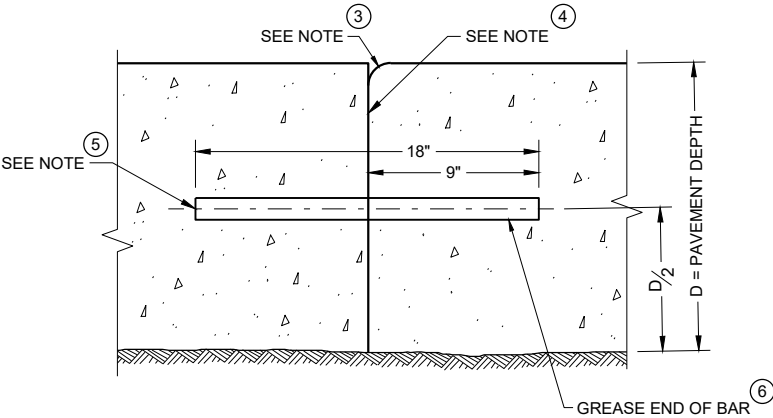
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



JOINT DETAIL



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

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

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

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

CONSTRUCTION JOINTS

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

- ① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
- ② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- ③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4" RADIUS AT FORMED JOINTS.
- ④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- ⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
- ⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- ⑦ ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.

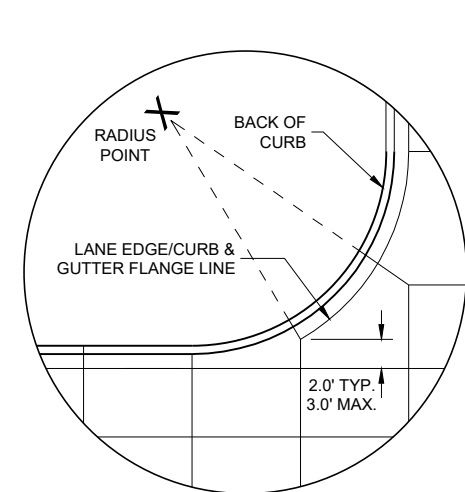
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

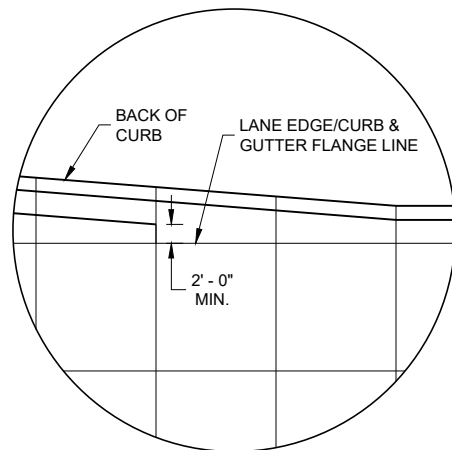
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

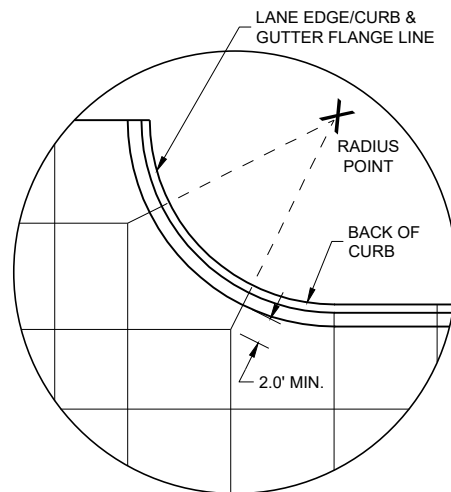
APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 79
FHWA



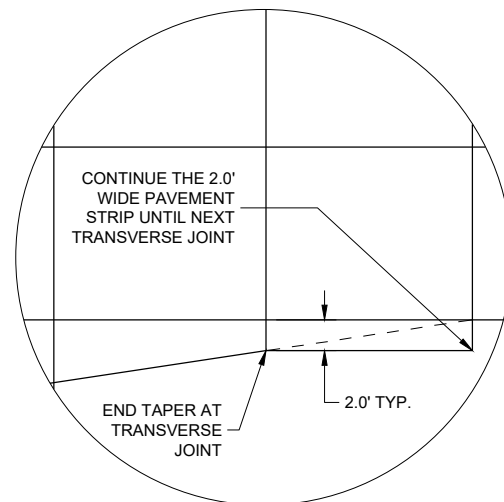
DETAIL "A"



DETAIL "B"



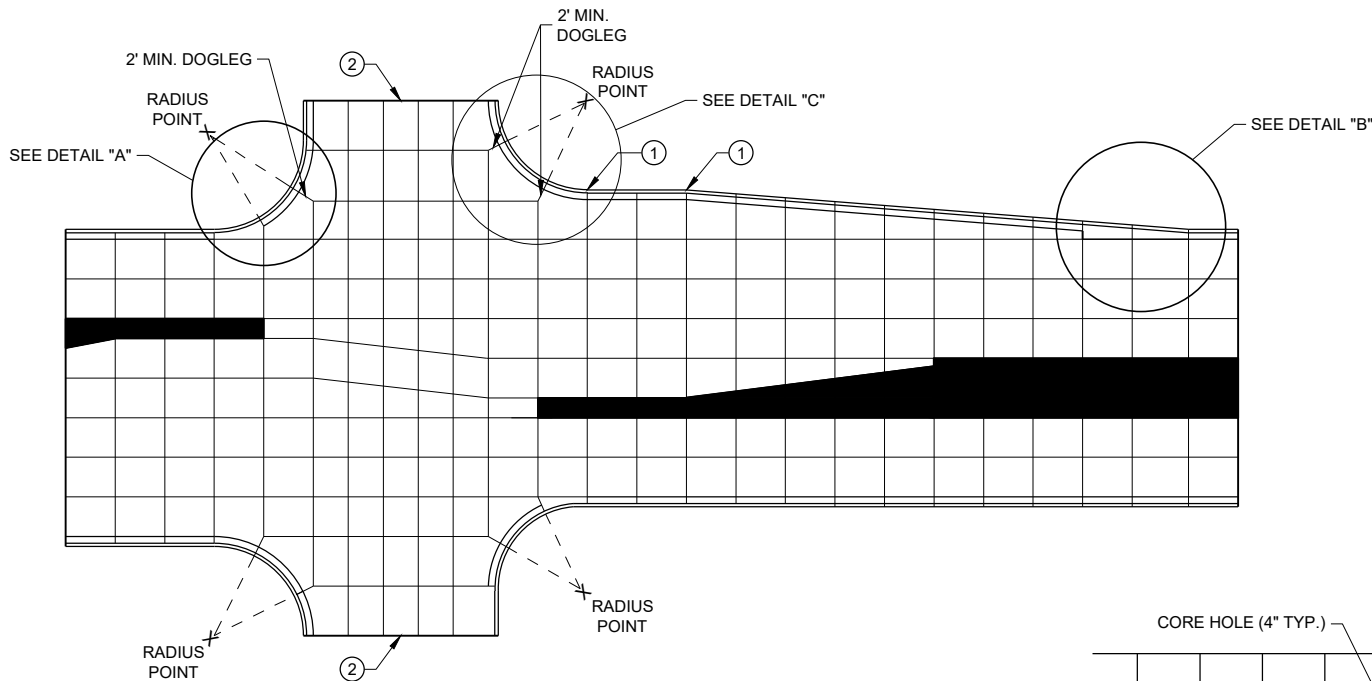
DETAIL "C"



DETAIL "D"

GENERAL NOTES

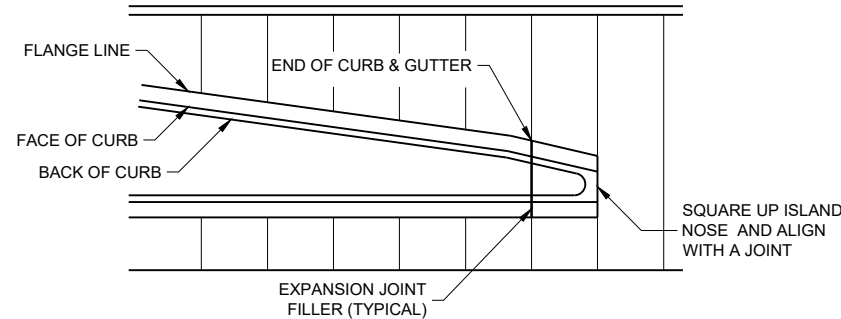
- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
 - 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
 - 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



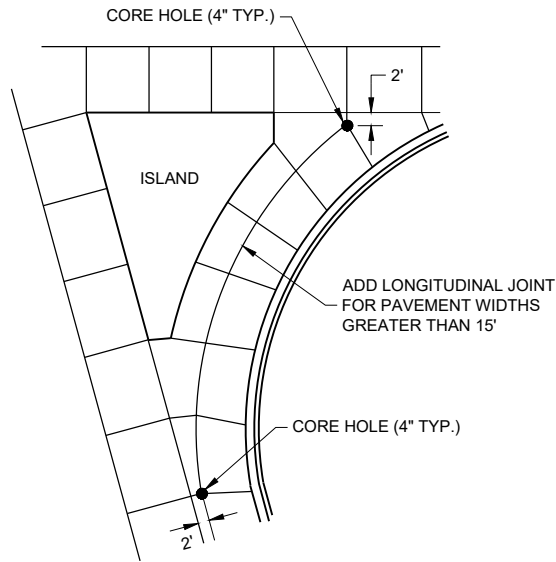
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

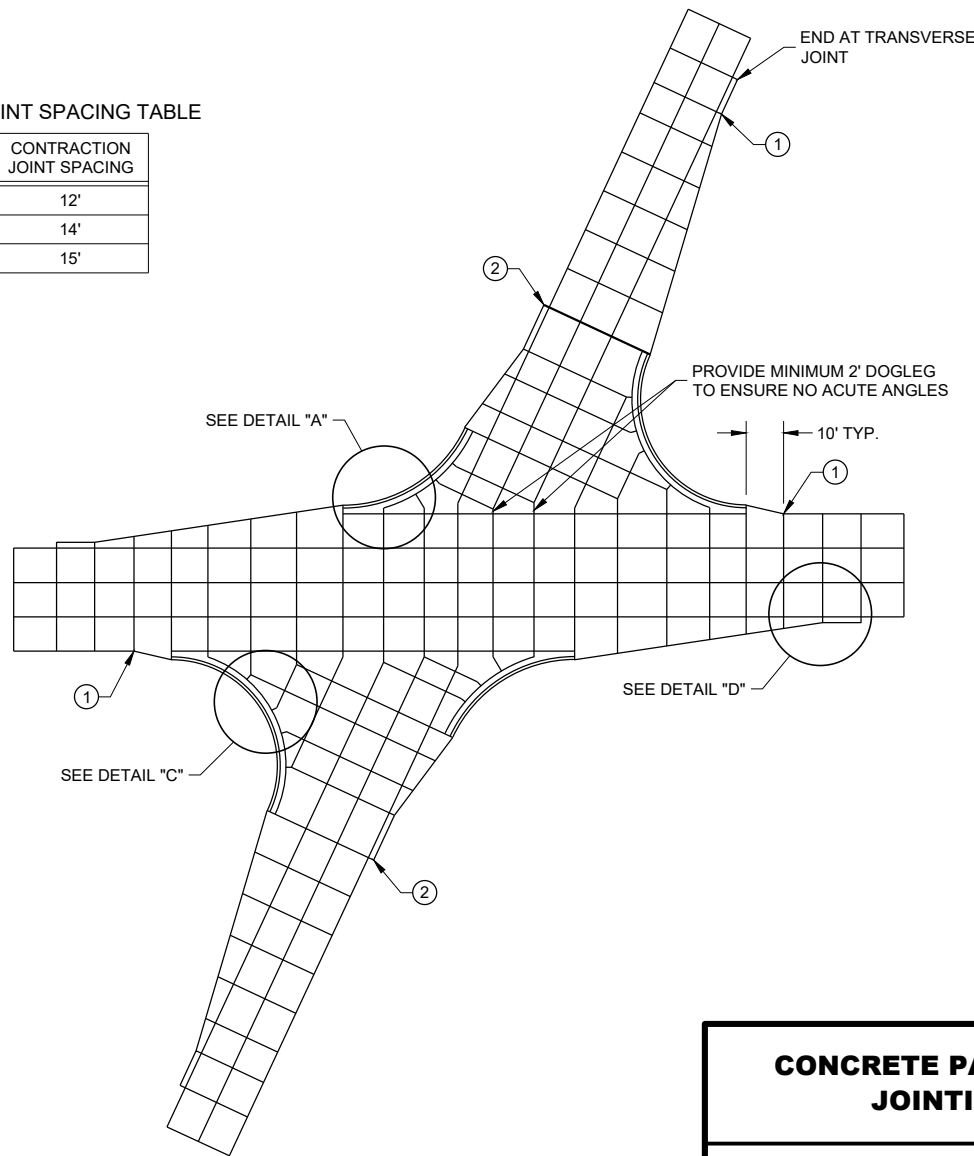
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



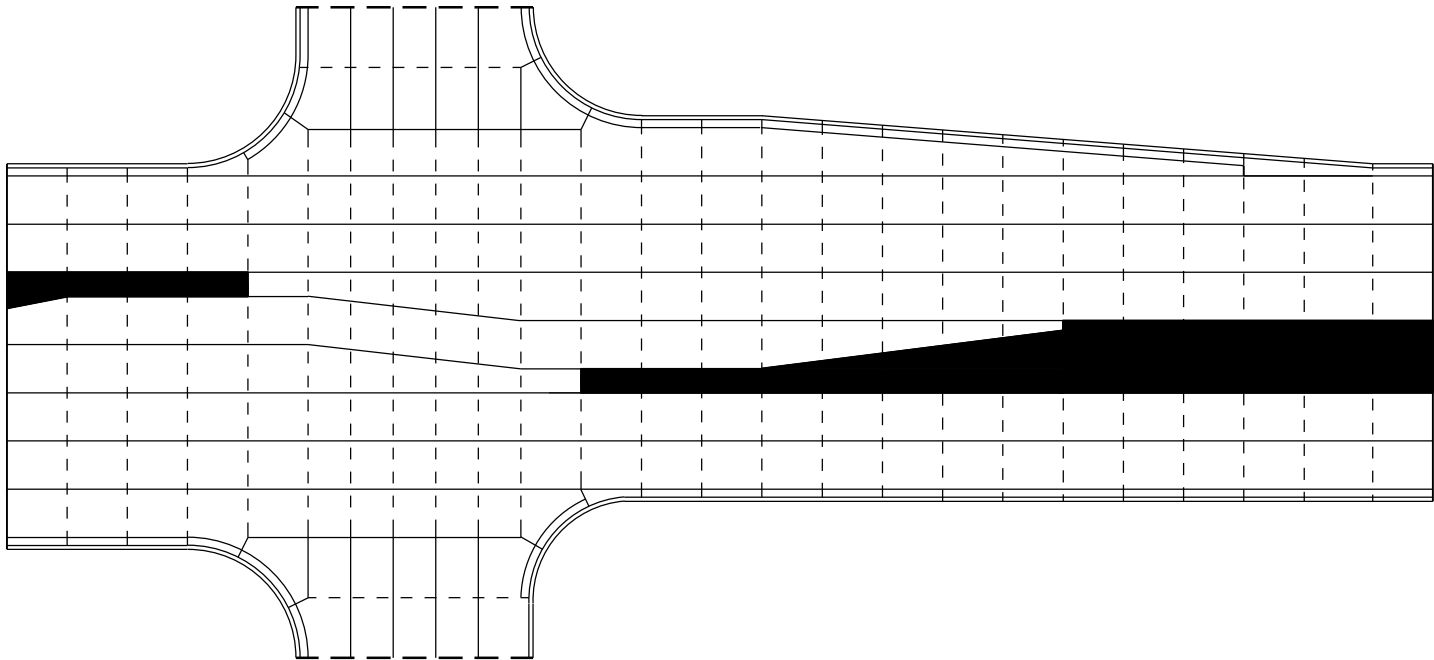
SKewed INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

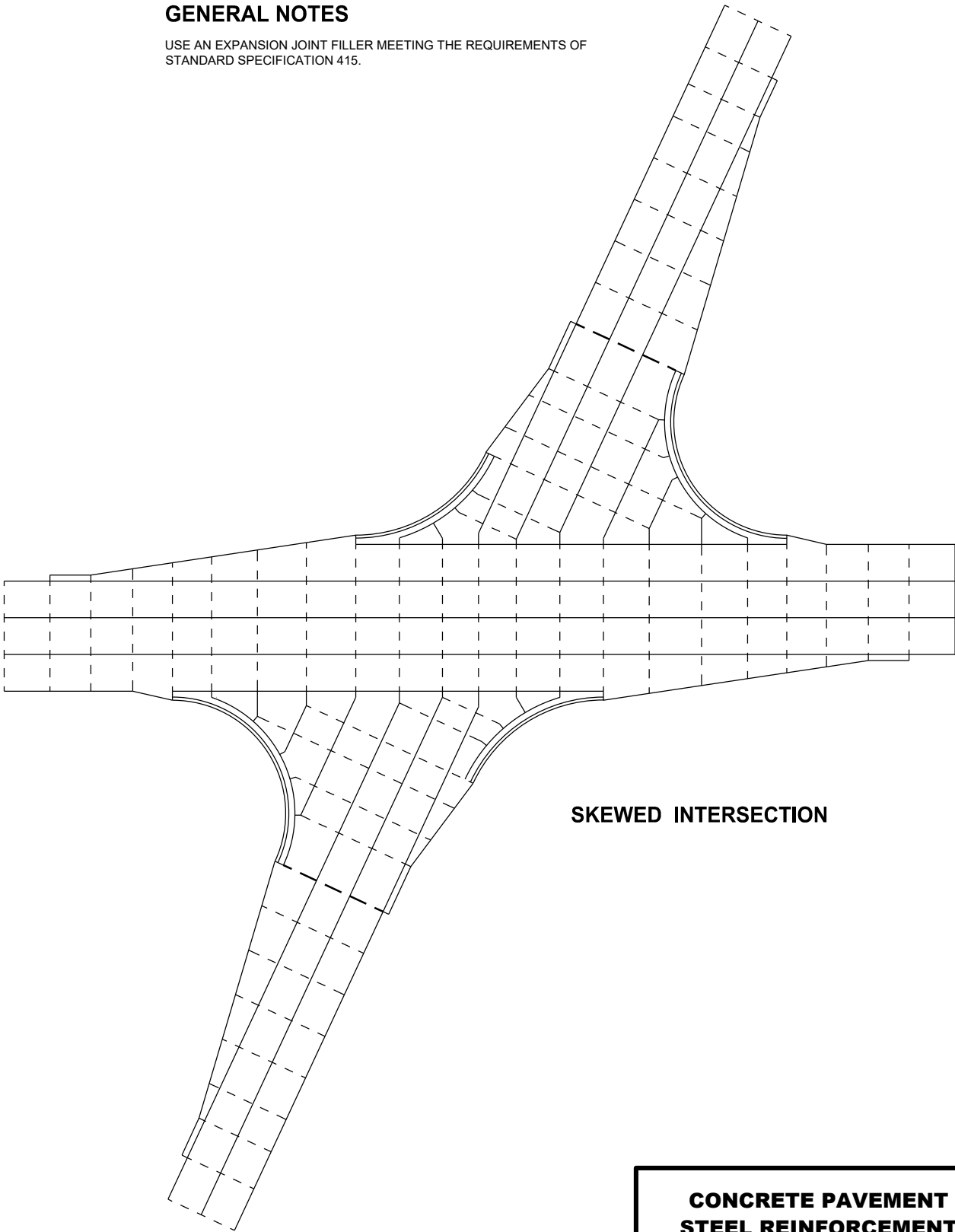
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

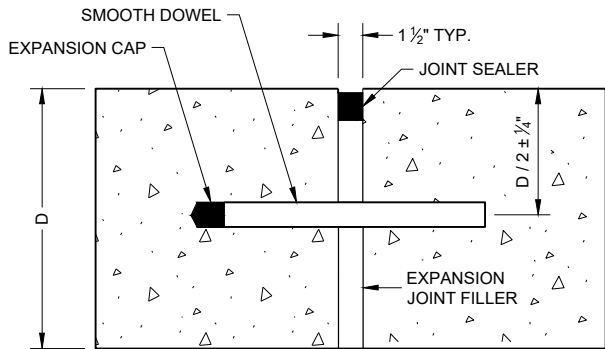
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



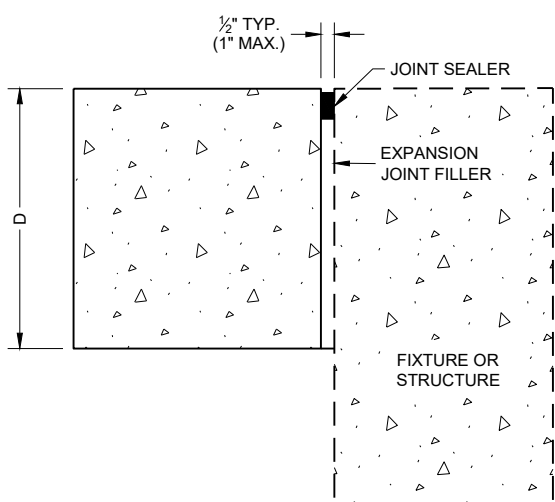
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

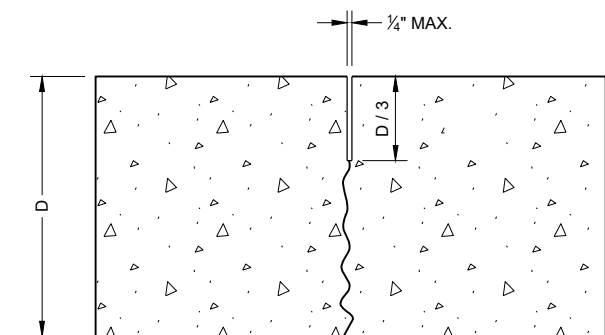


DOWELED TRANSVERSE ①

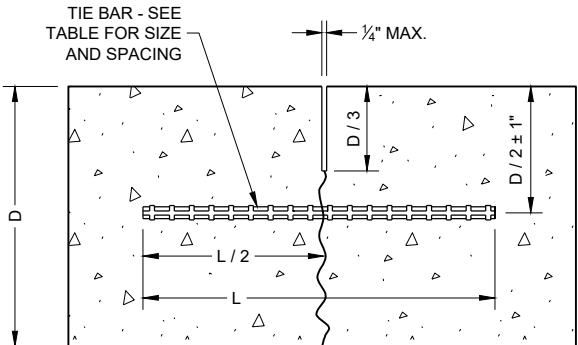


UNTIED - LONGITUDINAL

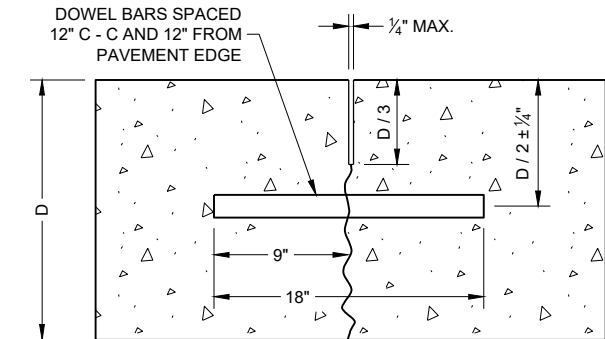
EXPANSION JOINTS



UNDOWELED TRANSVERSE



TIED LONGITUDINAL



DOWELED TRANSVERSE

CONTRACTION JOINTS ②

TIE BAR TABLE

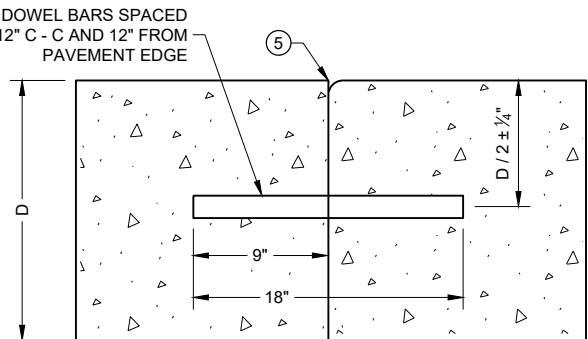
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

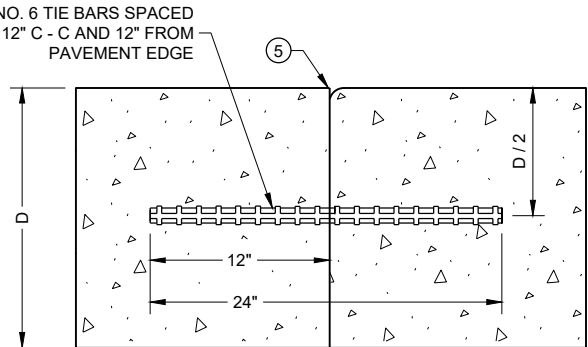
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

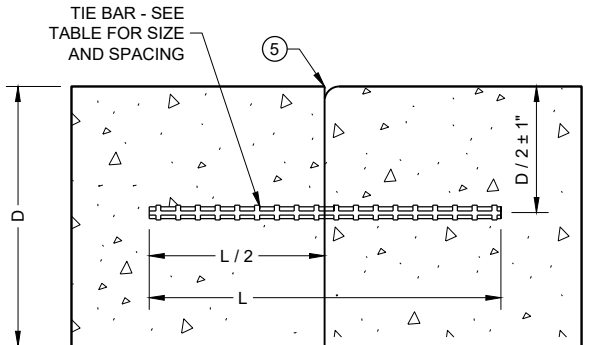
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM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



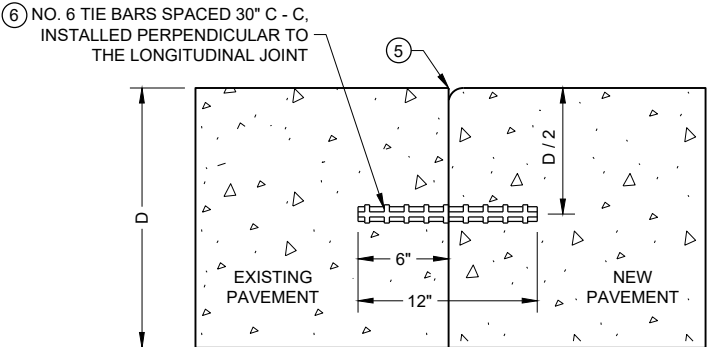
DOWELED TRANSVERSE ③



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



TIED LONGITUDINAL

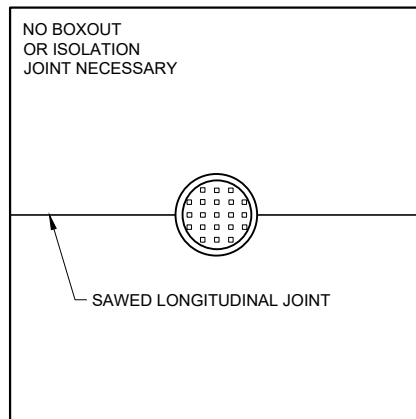


TIED LONGITUDINAL TO EXISTING

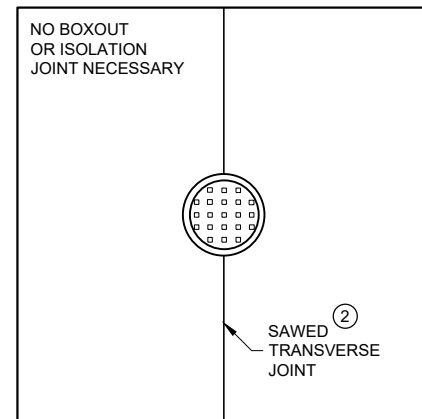
CONSTRUCTION JOINTS ④

CONCRETE PAVEMENT
JOINT TYPES

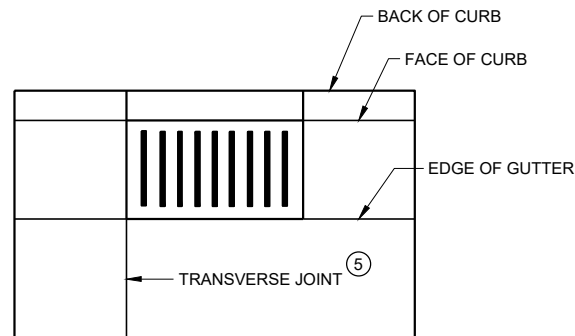
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MANHOLE WITH
LONGITUDINAL JOINT



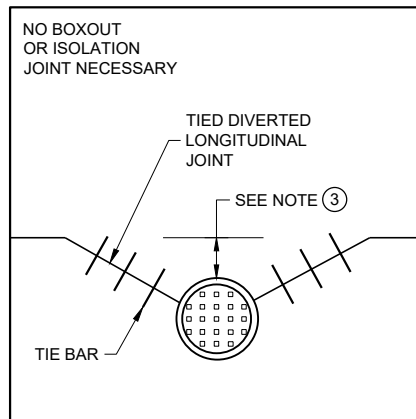
MANHOLE WITH
TRANSVERSE JOINT



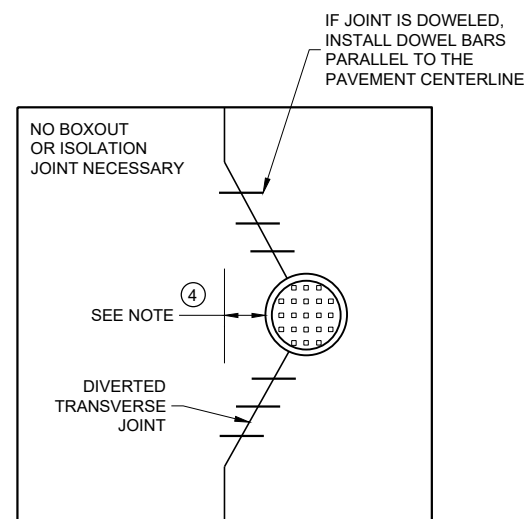
INLET WITH
TRANSVERSE JOINT

GENERAL NOTES

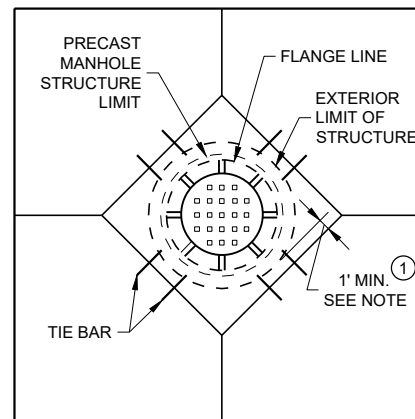
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

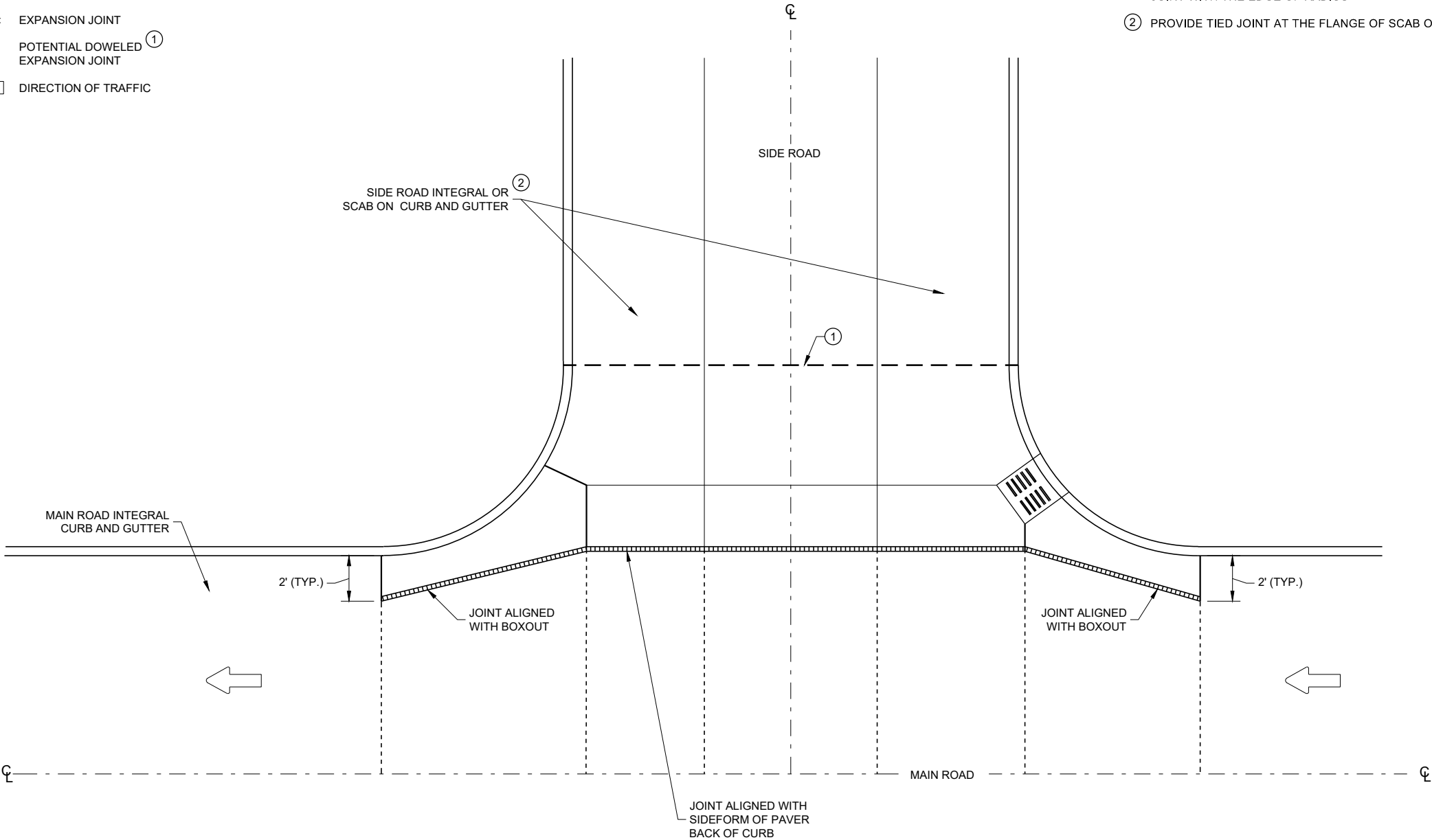
APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 83

FHWA

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

GENERAL NOTES

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

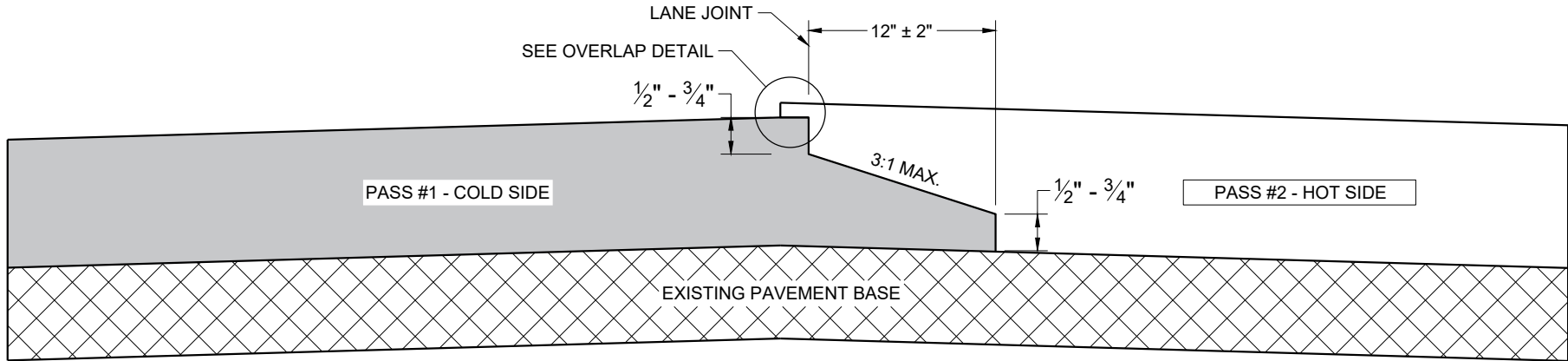


INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

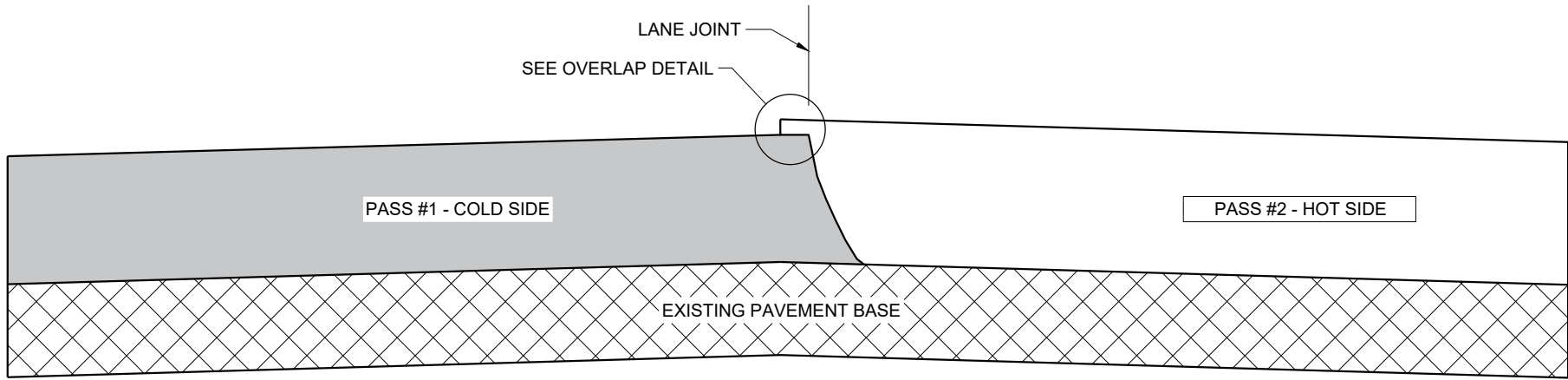
**CONCRETE PAVEMENT
INTERSECTION BOXOUT FOR
INTEGRAL CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

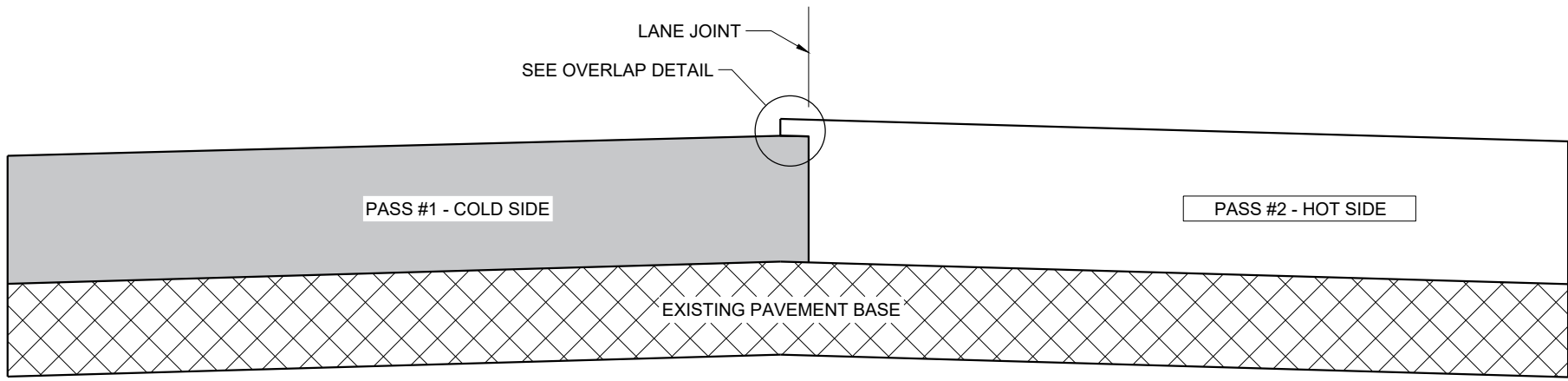
APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 84
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

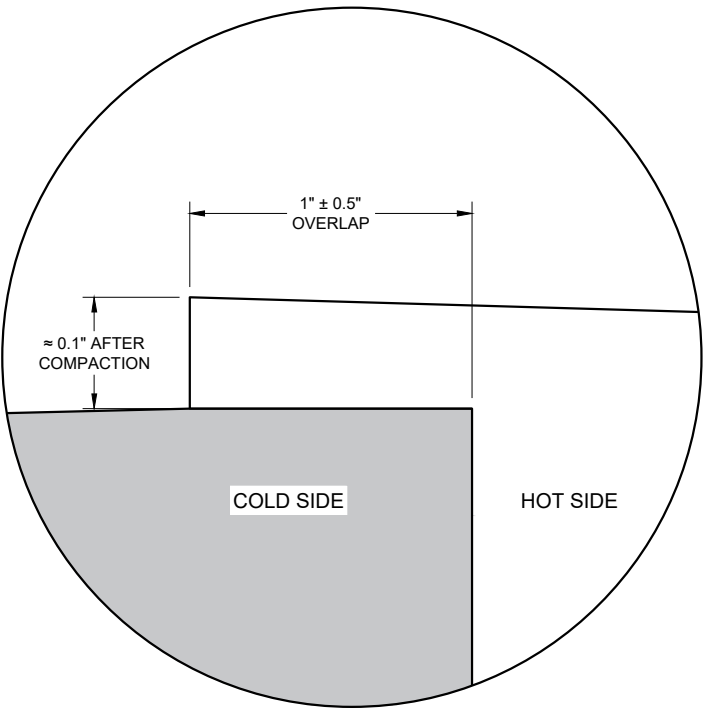
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

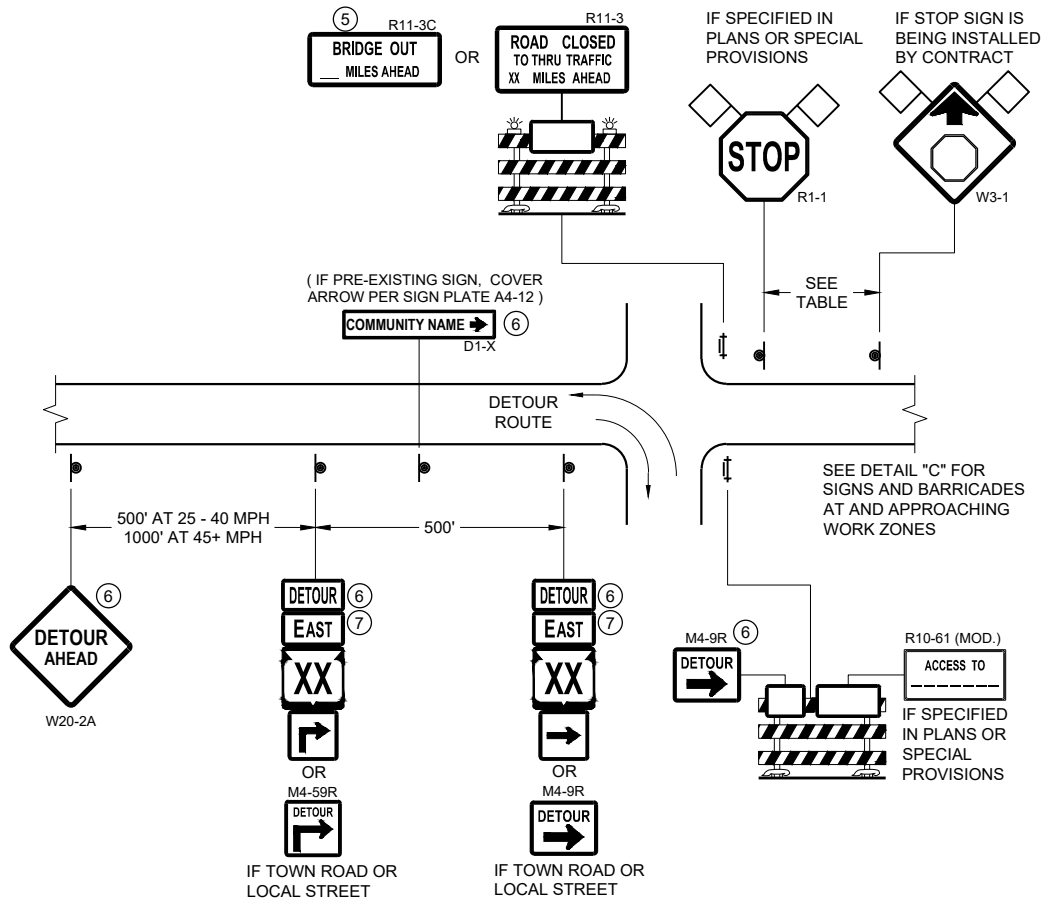


OVERLAP DETAIL (TYPICAL)

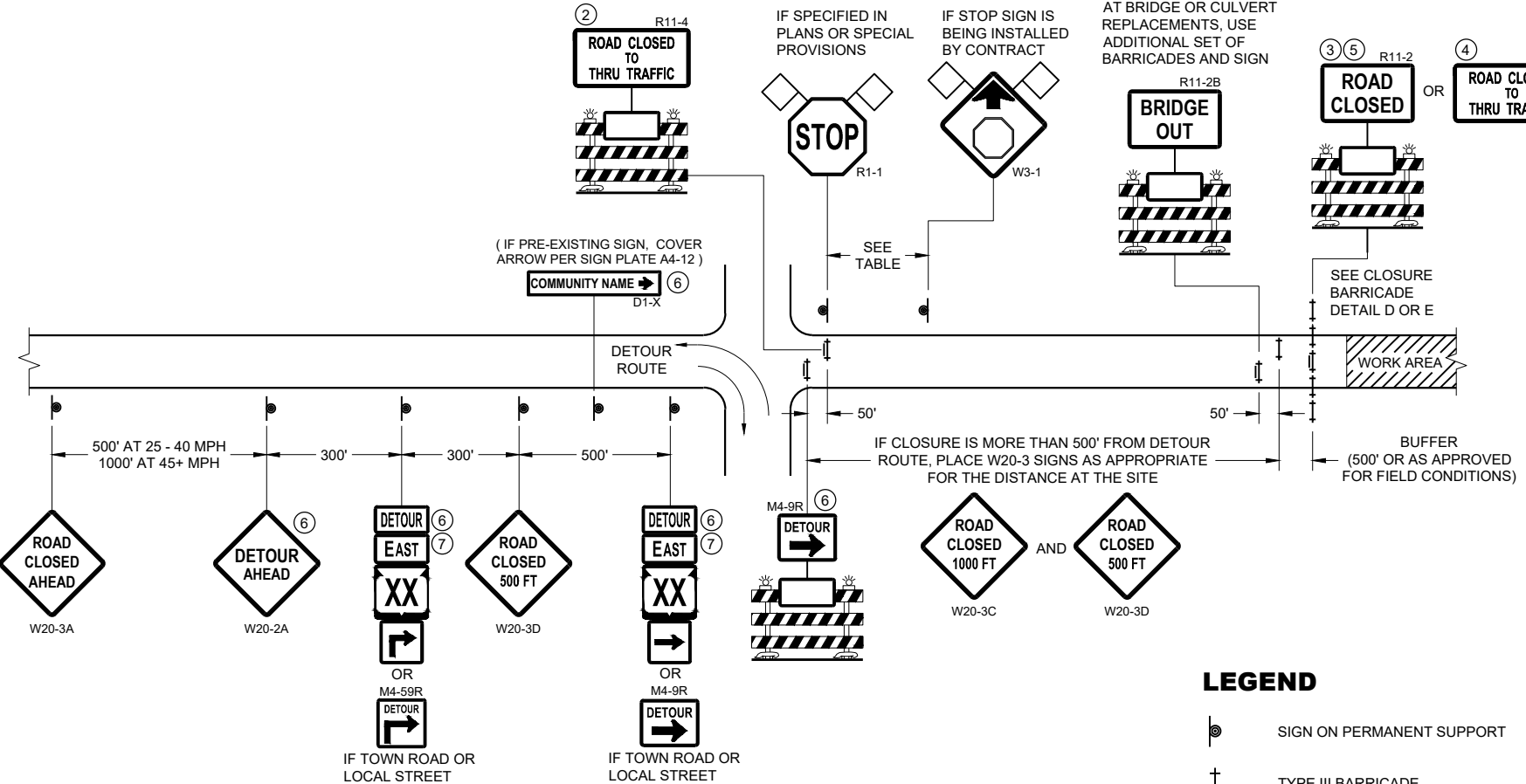
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 85
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



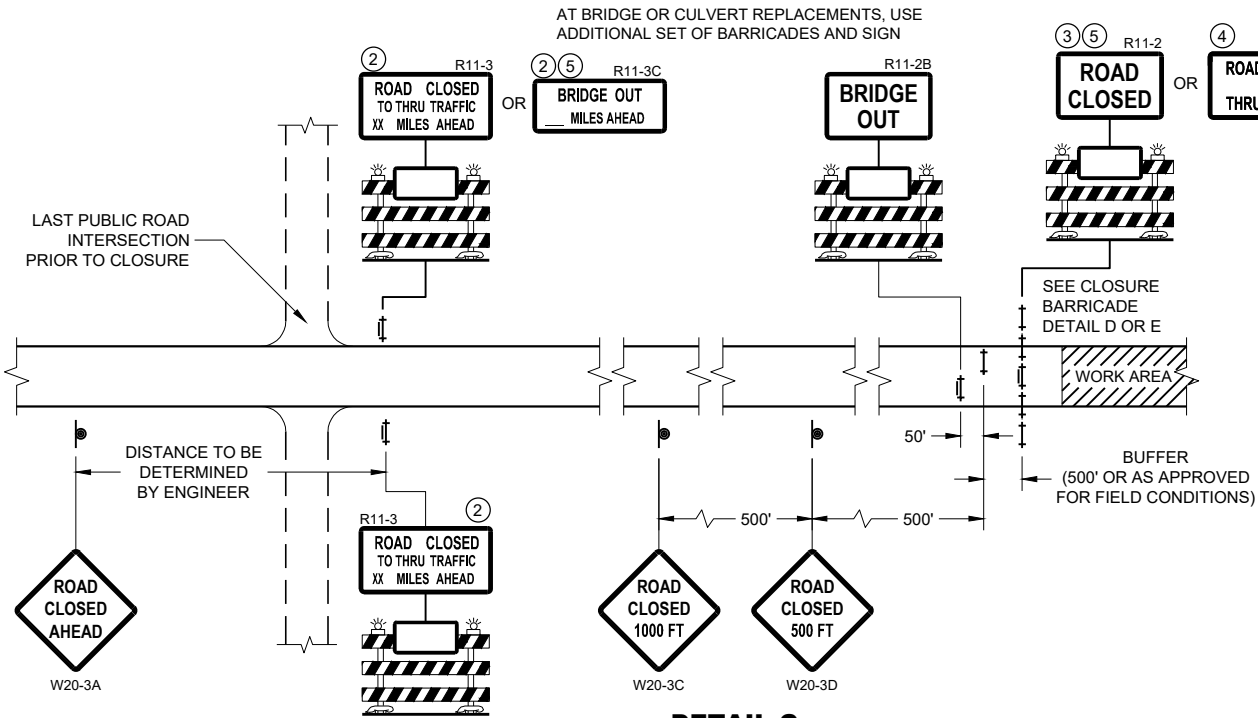
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

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

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

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



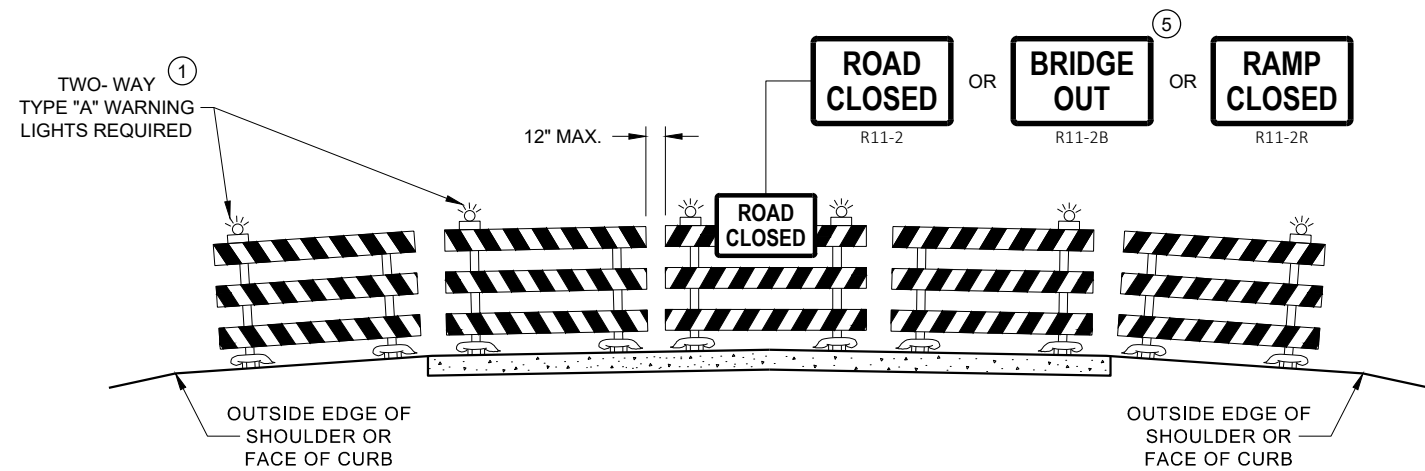
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

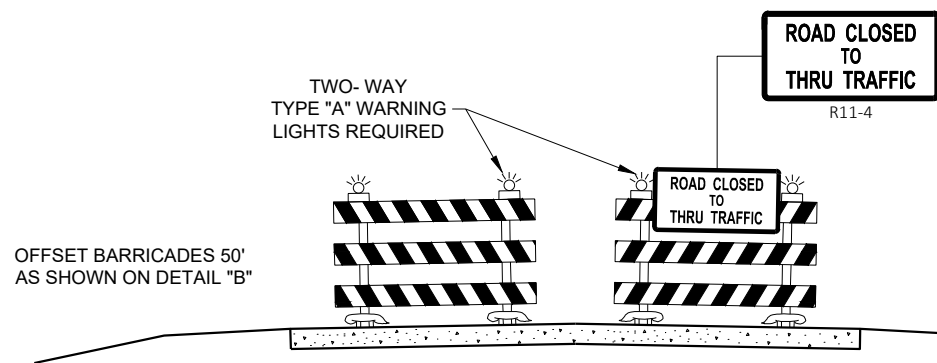
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 86

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

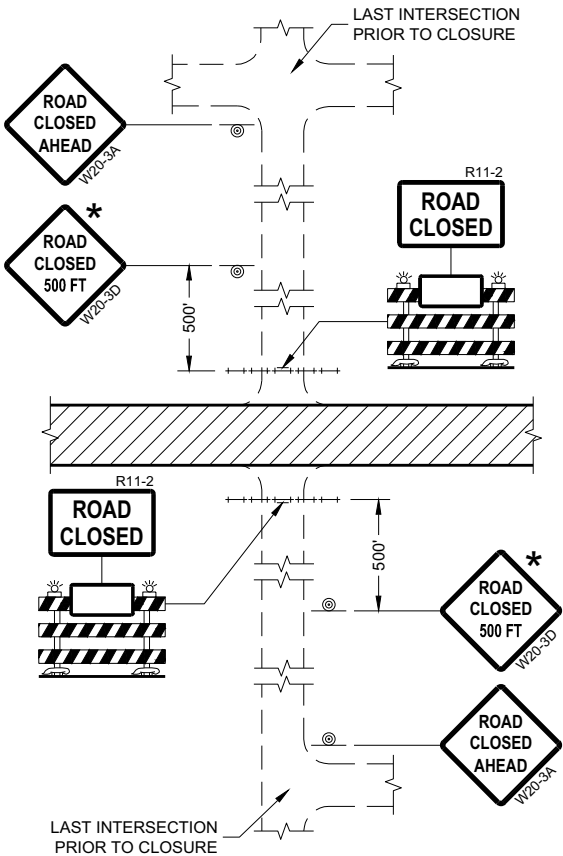
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE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

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

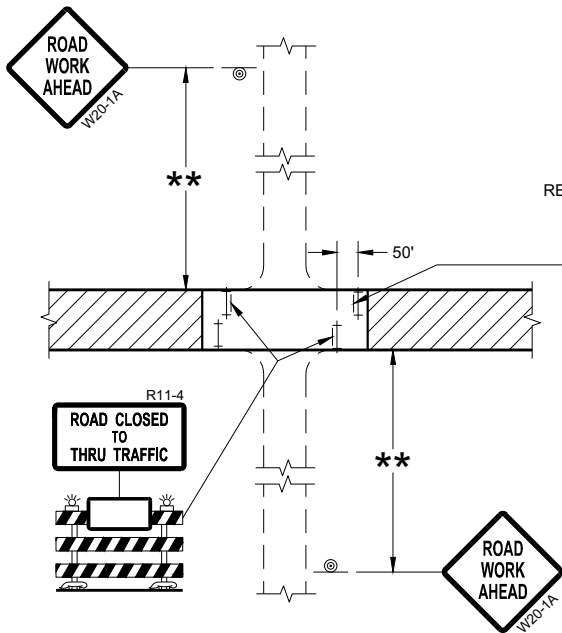
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

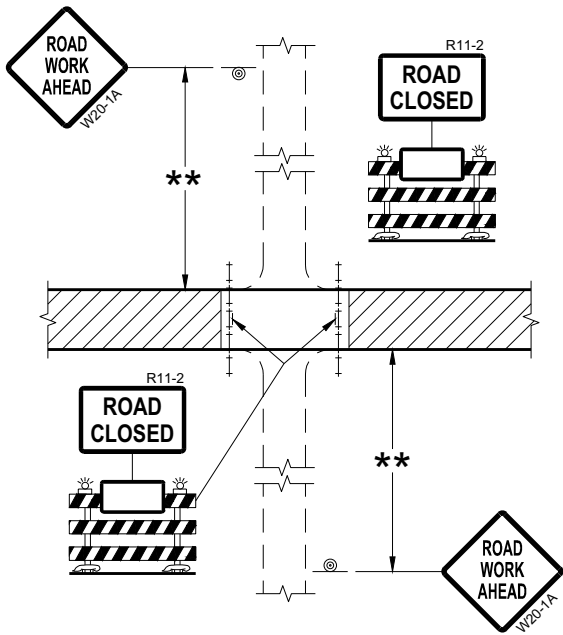
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 87
FHWA



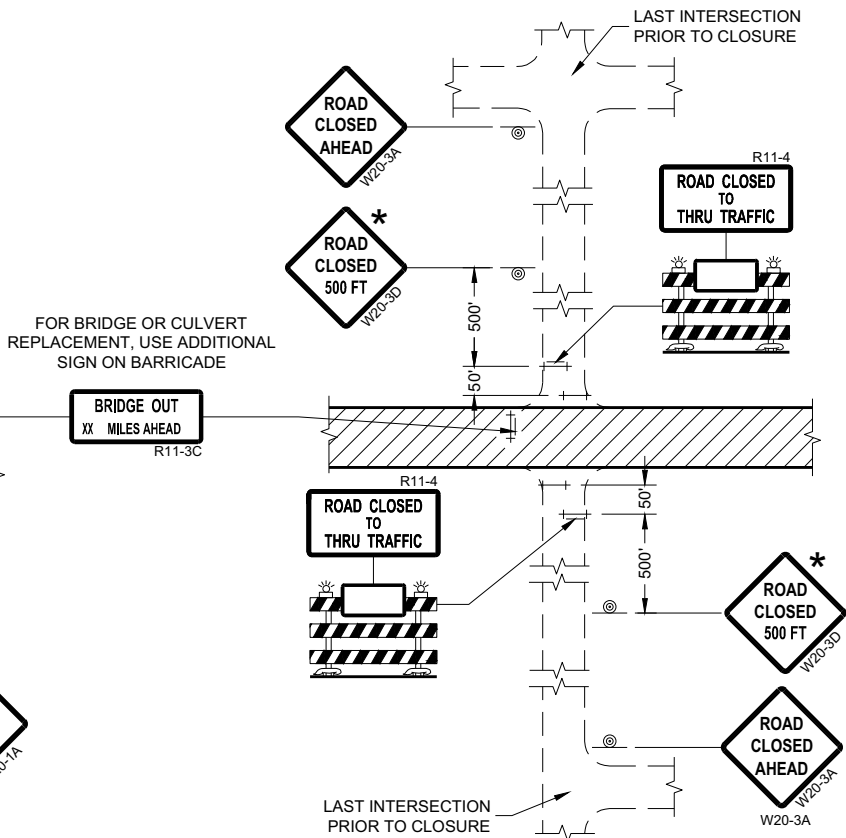
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

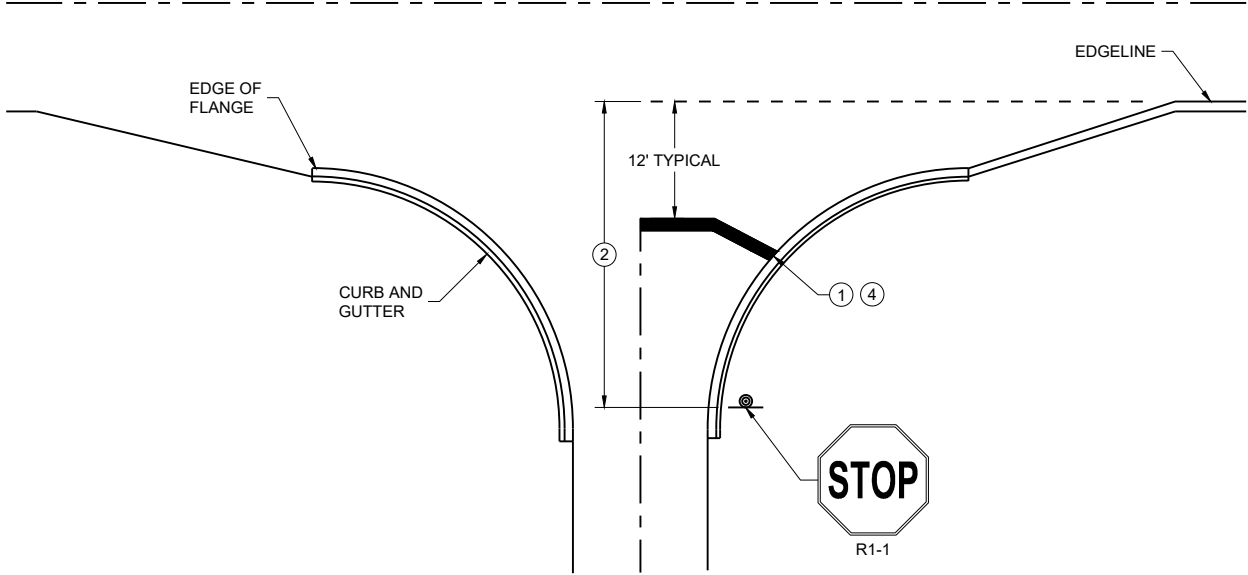
LEGEND

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

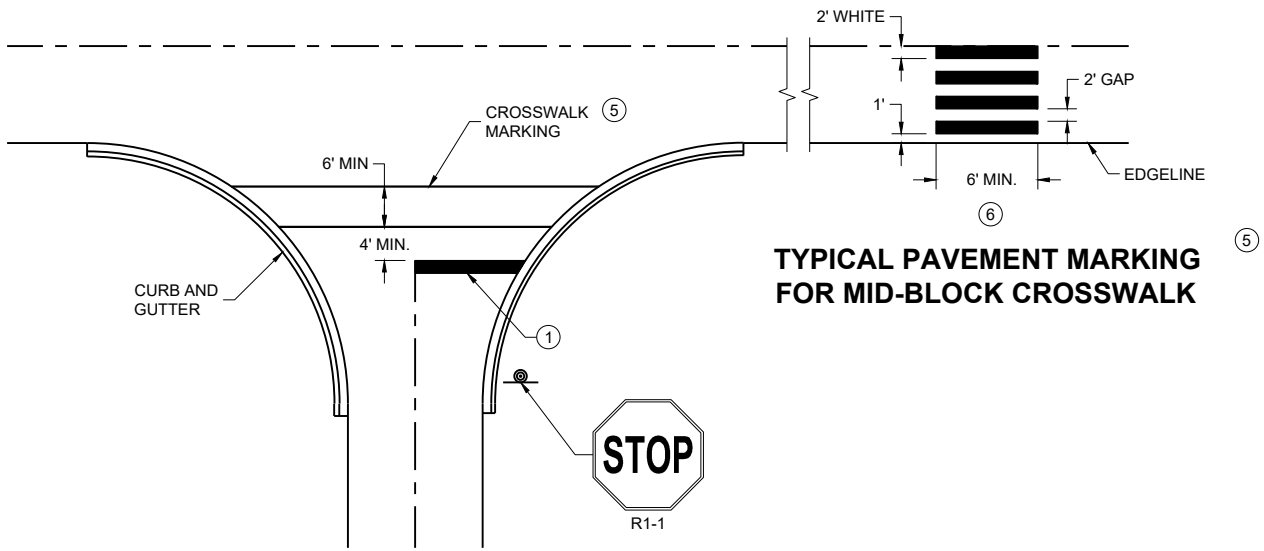
**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

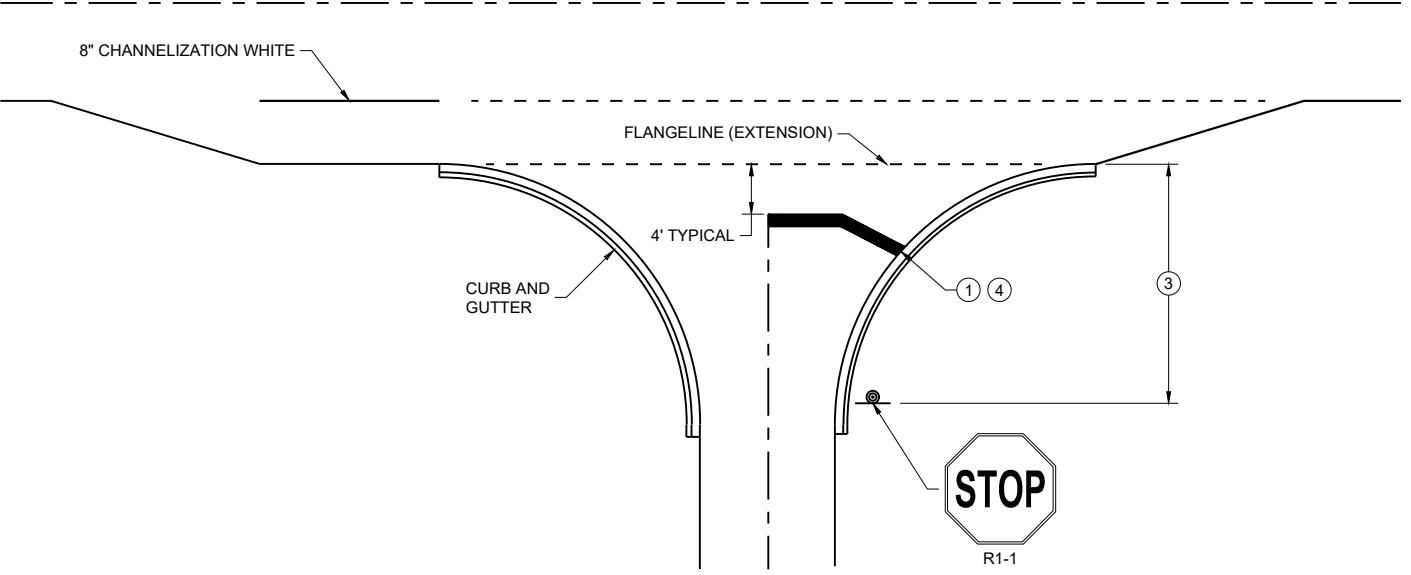
APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 88
FHWA



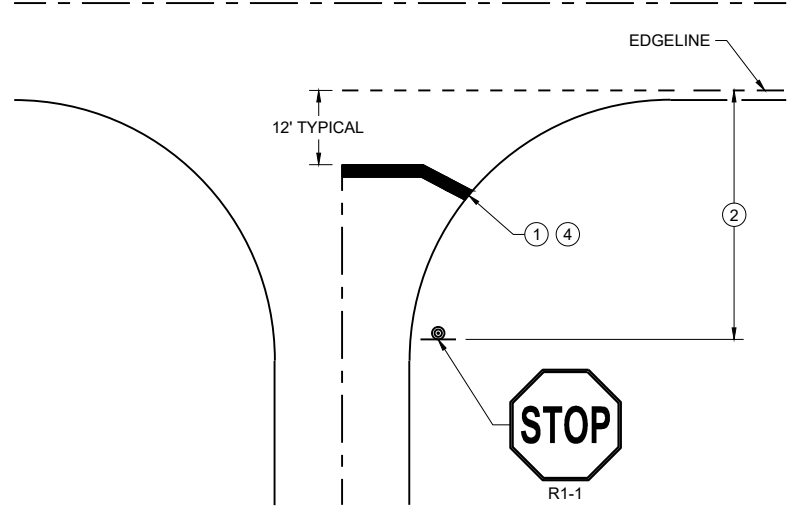
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

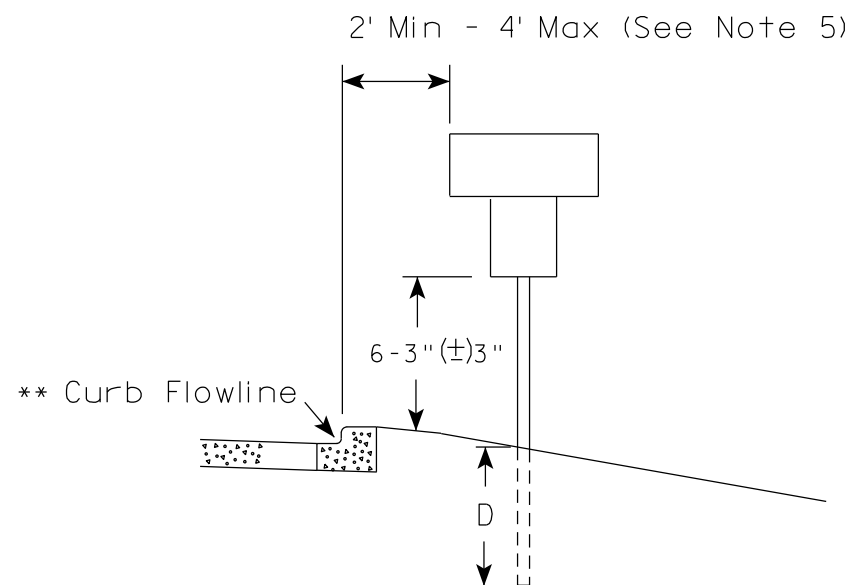
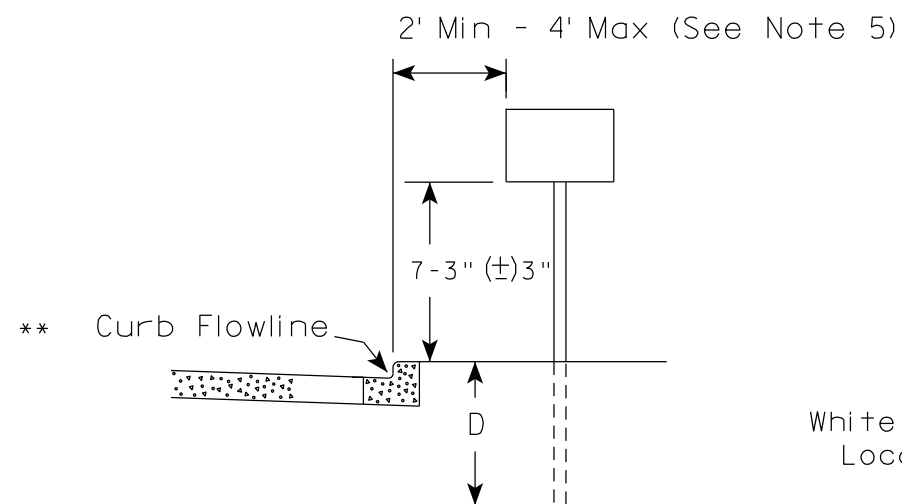
GENERAL NOTES

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

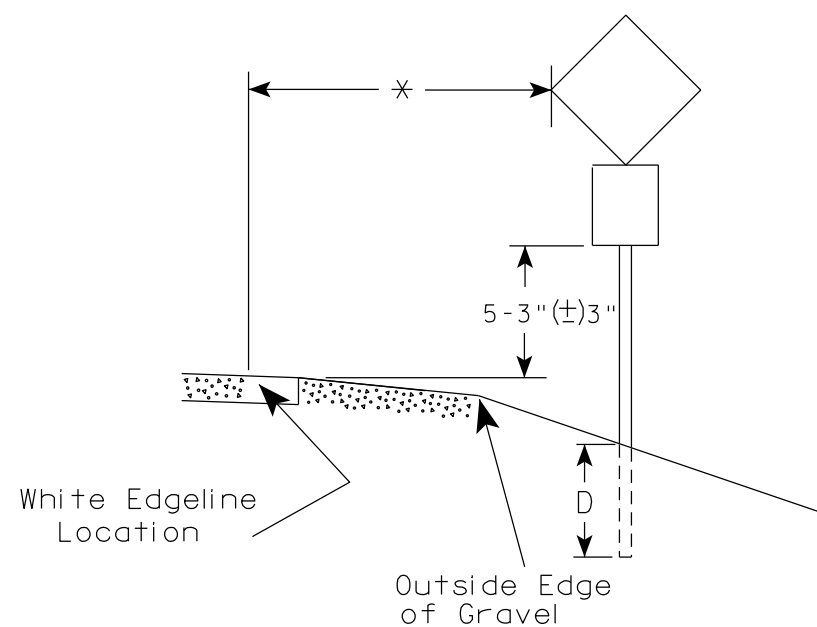
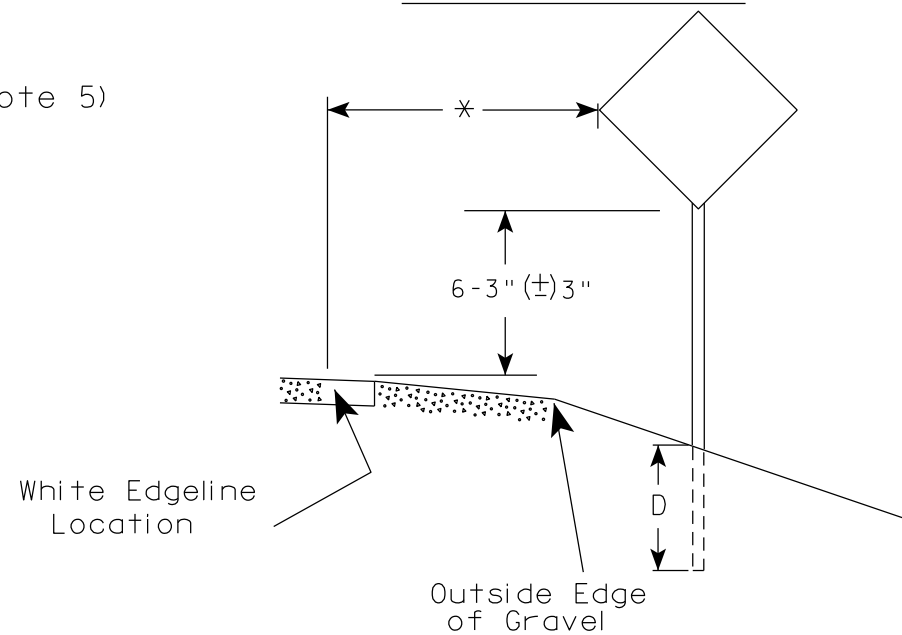
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

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

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

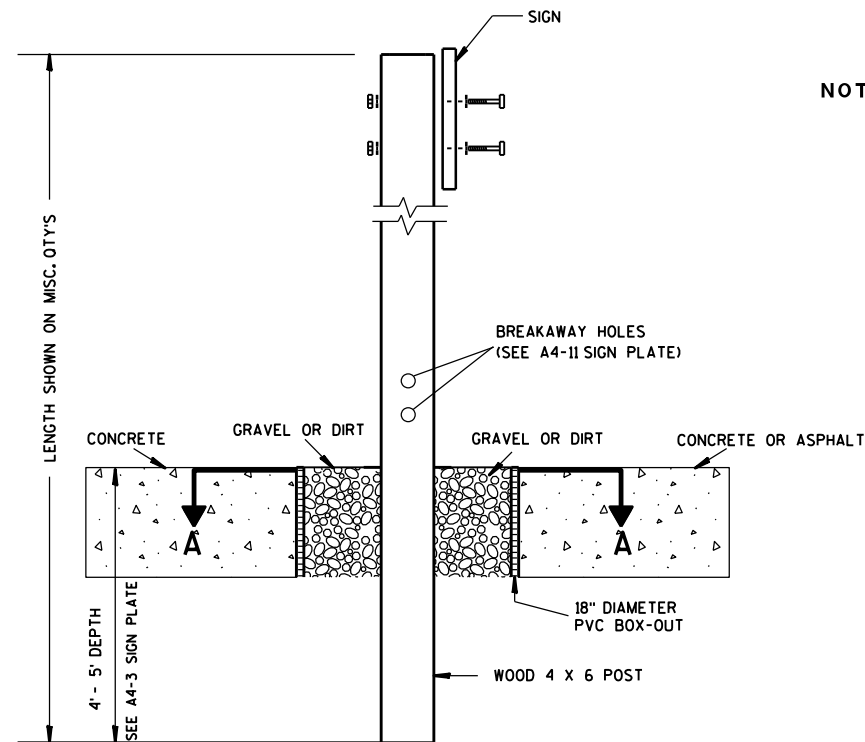
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

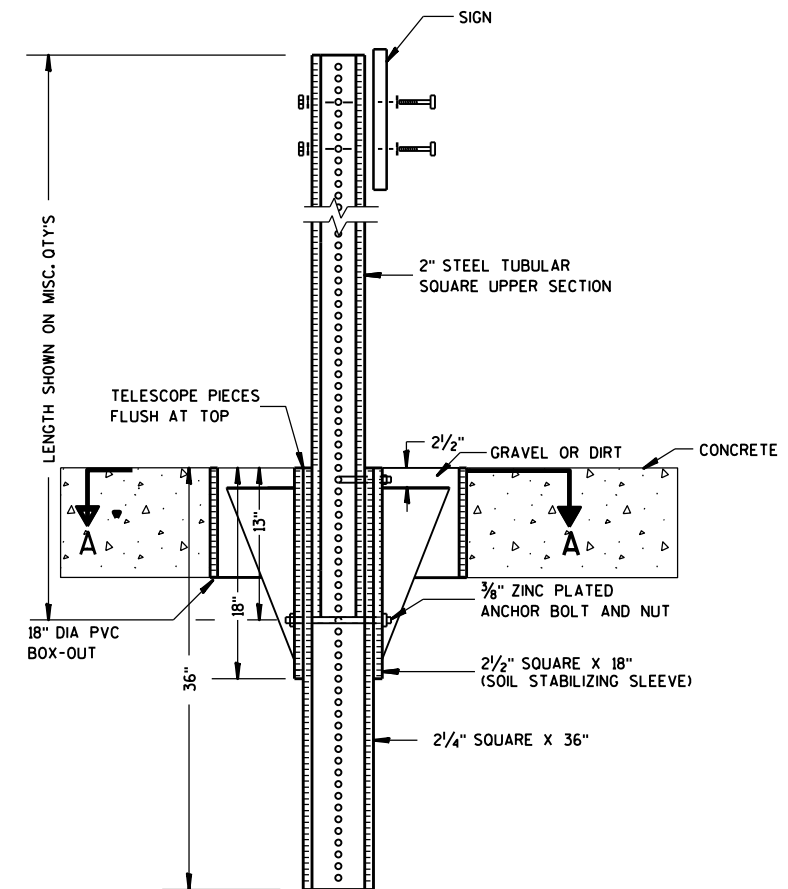
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

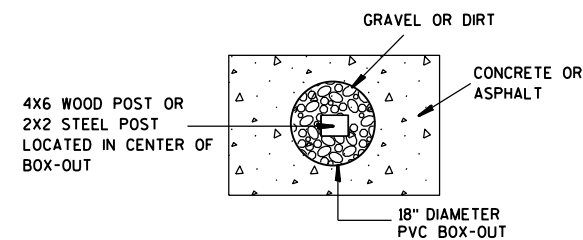
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 91 A4-3B.1

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

GENERAL NOTES

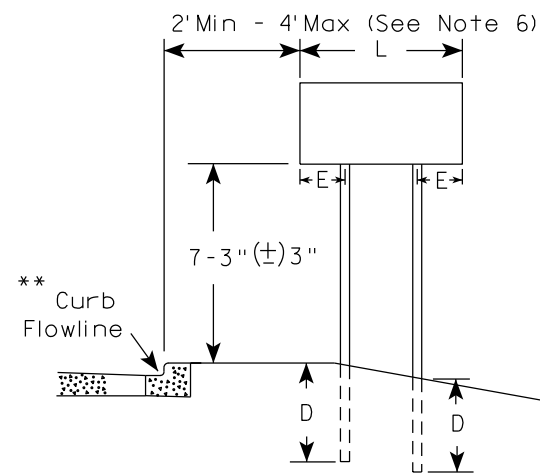
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.
- J-Assemblies are considered to be one sign for mounting height.
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
- 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.

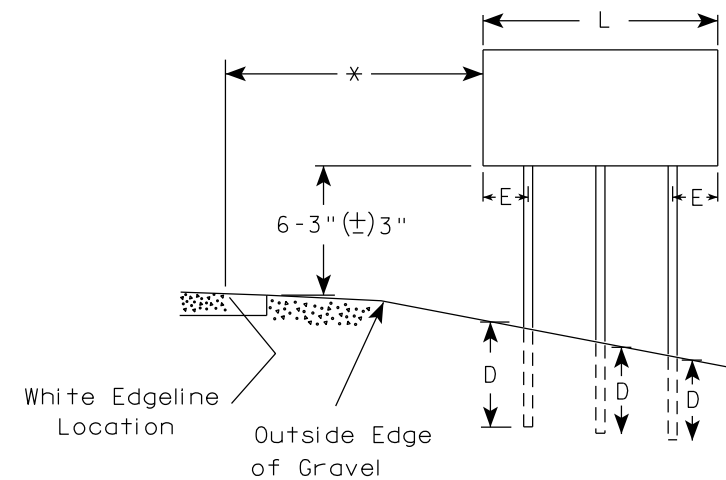
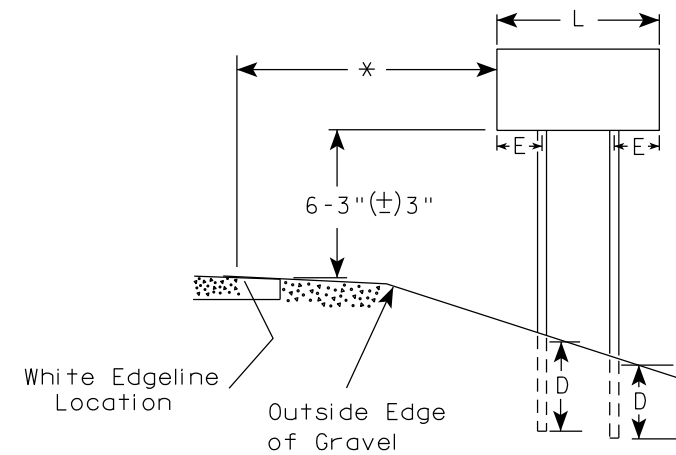
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

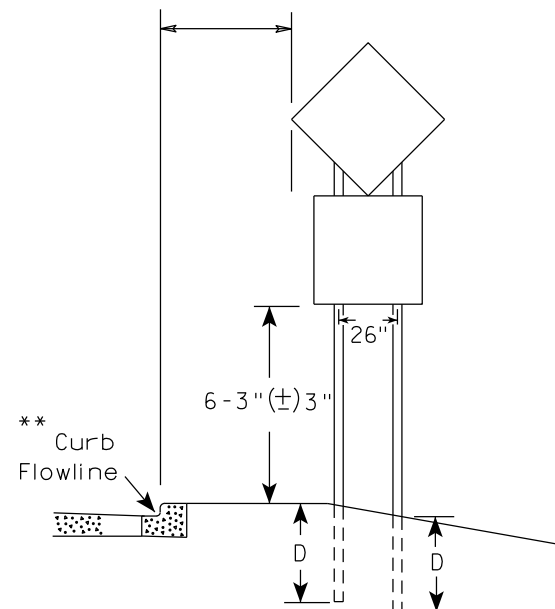
URBAN AREA



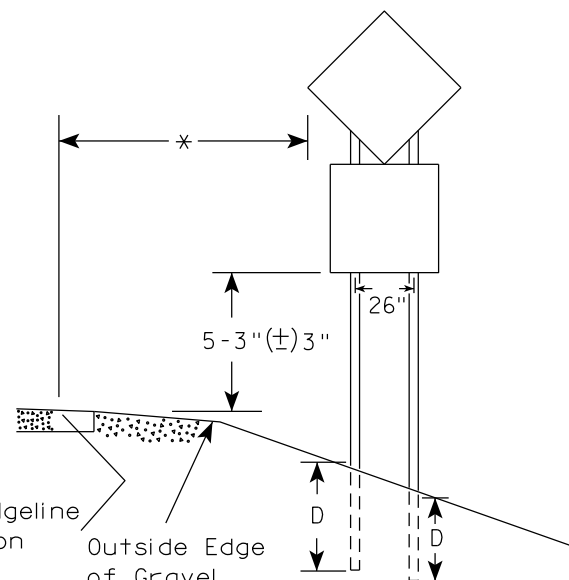
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

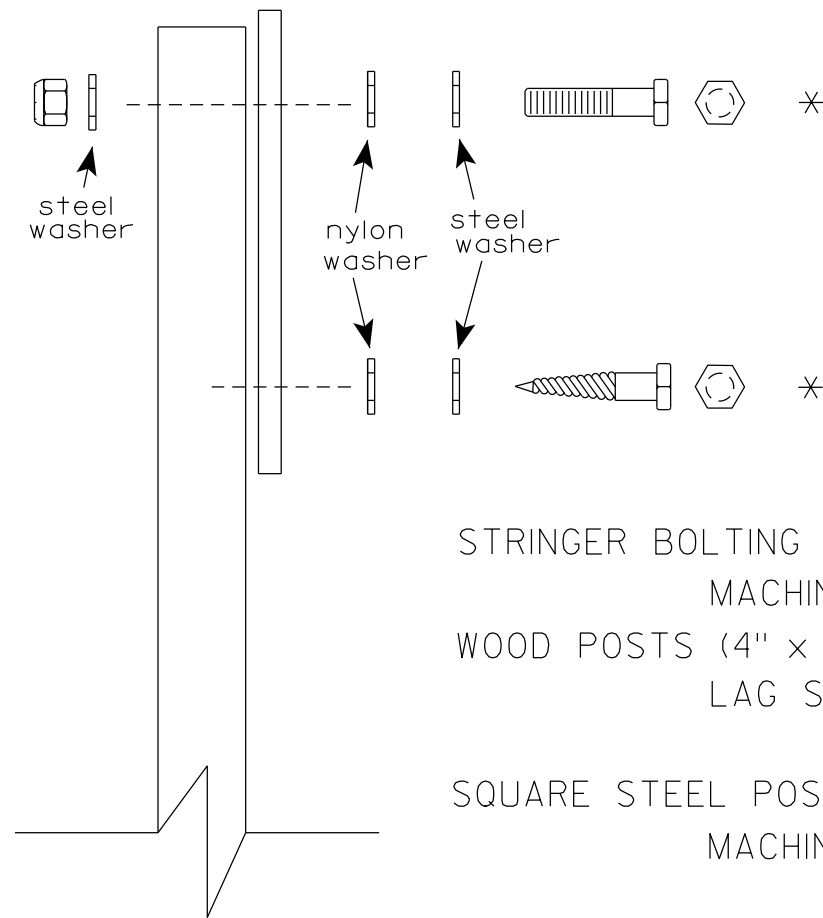
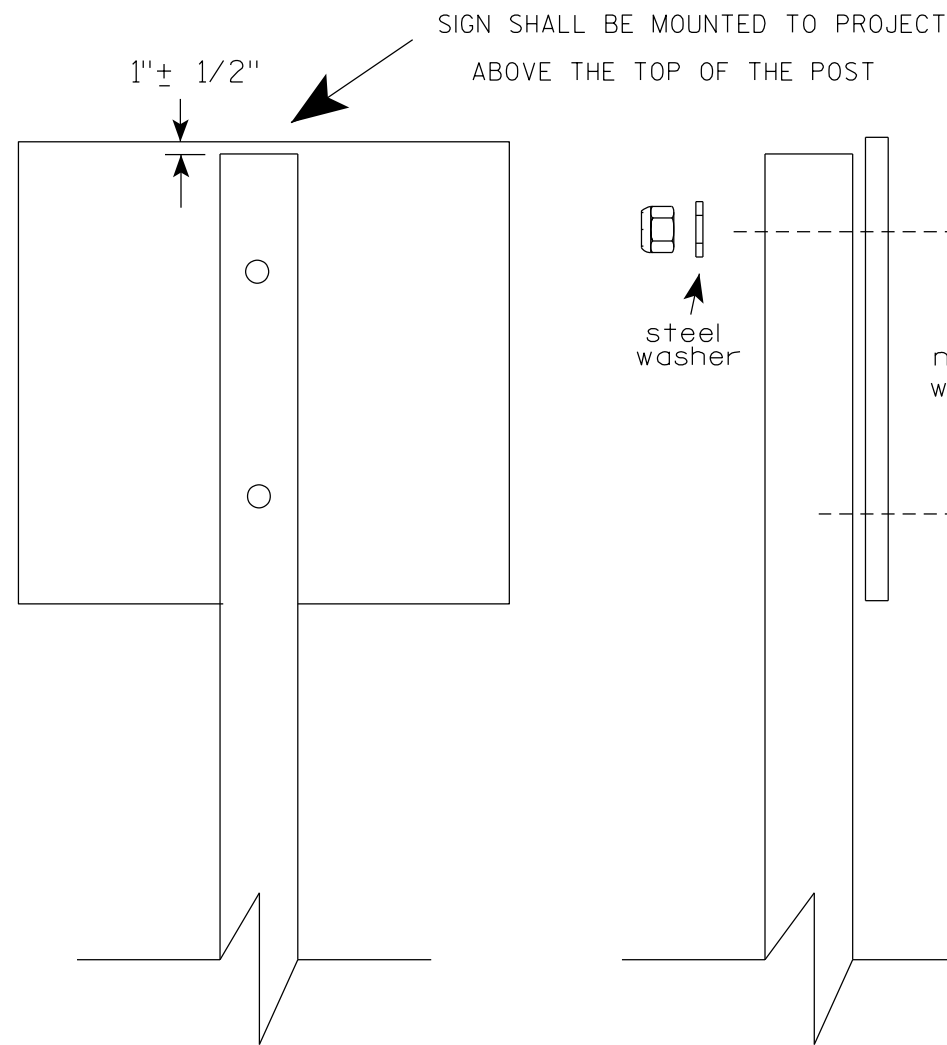
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



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

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

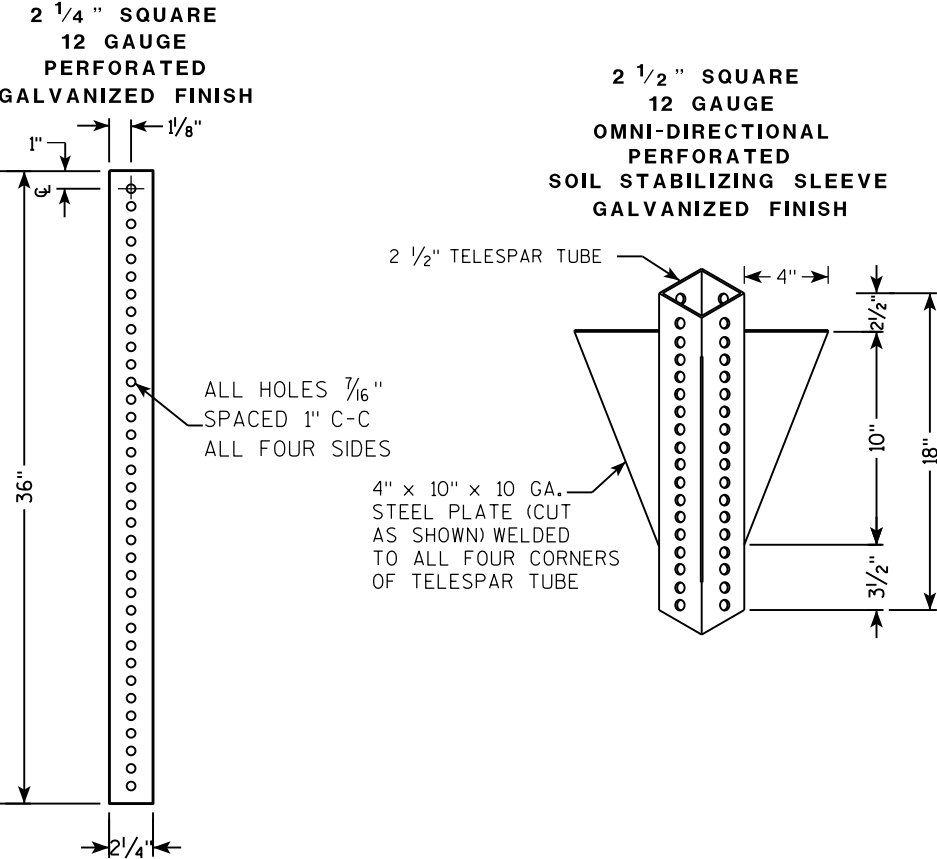
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

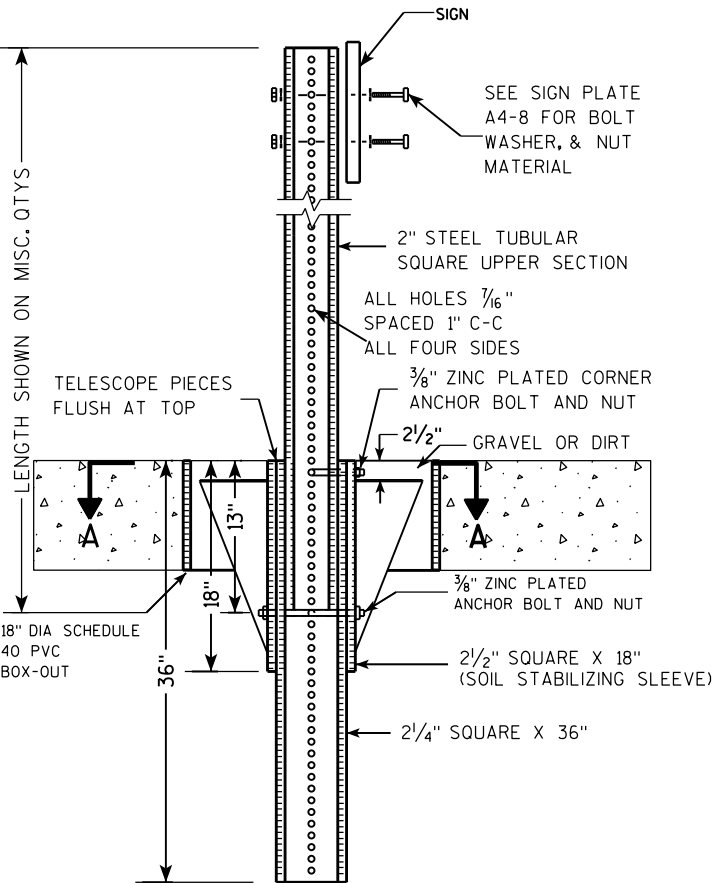
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

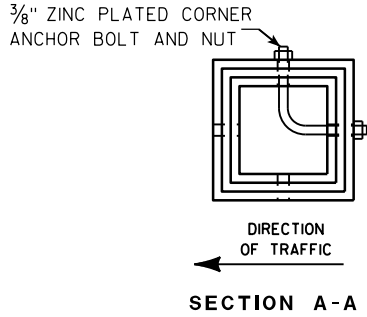
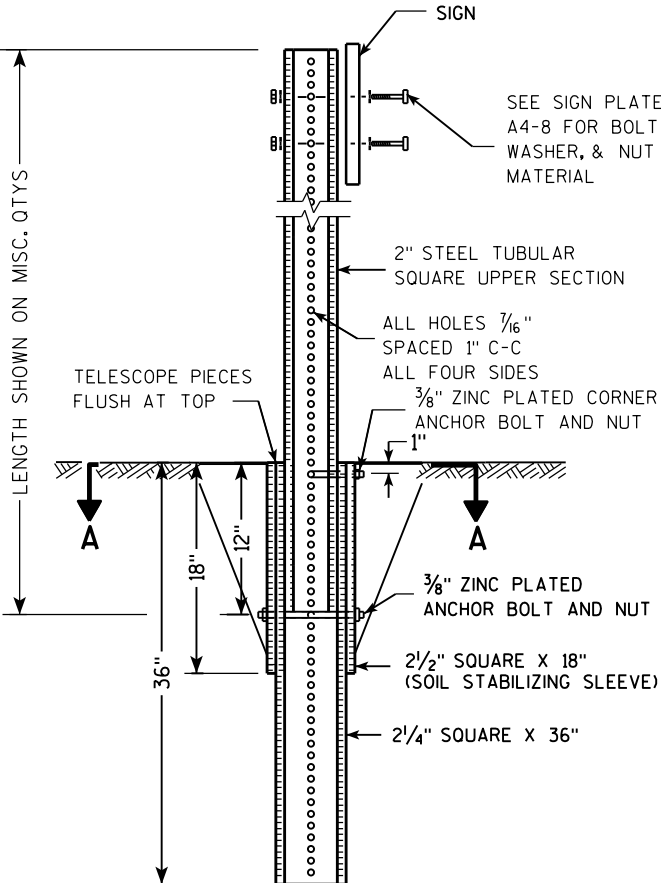
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

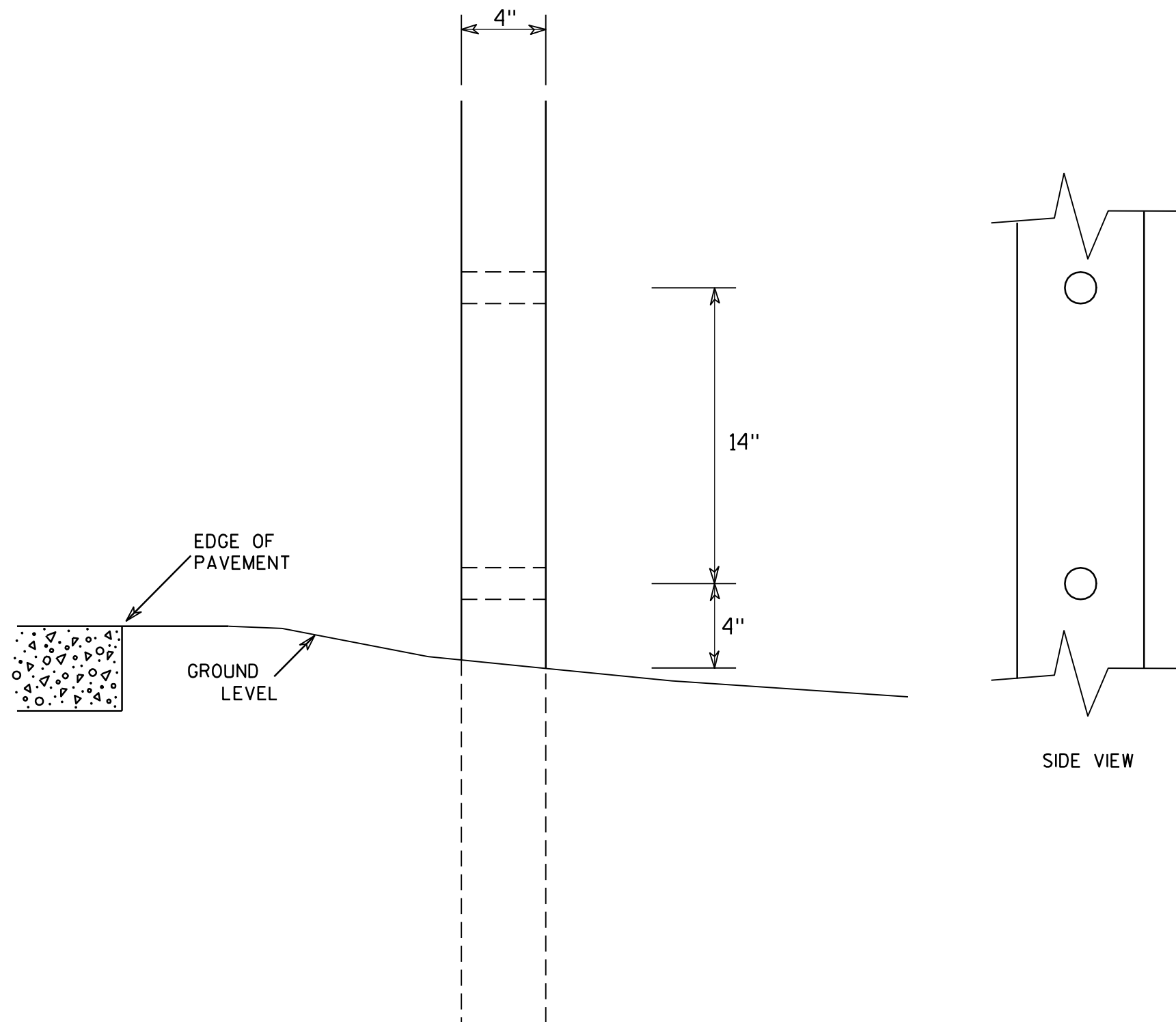
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 94 14-9.9

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

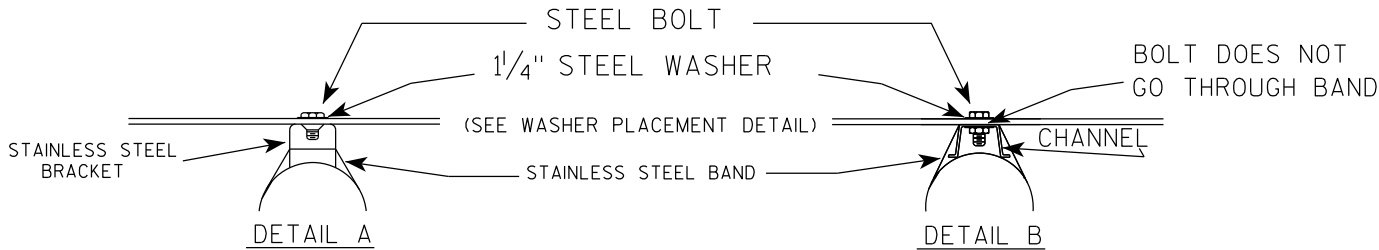
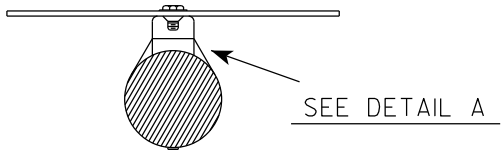
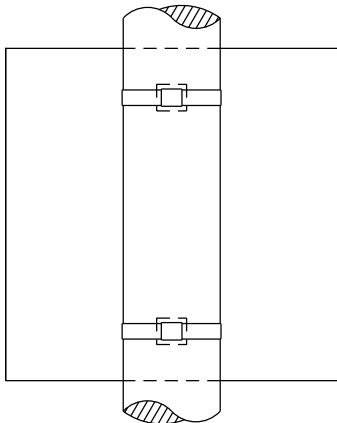
COUNTY:

SHEET NO: 95

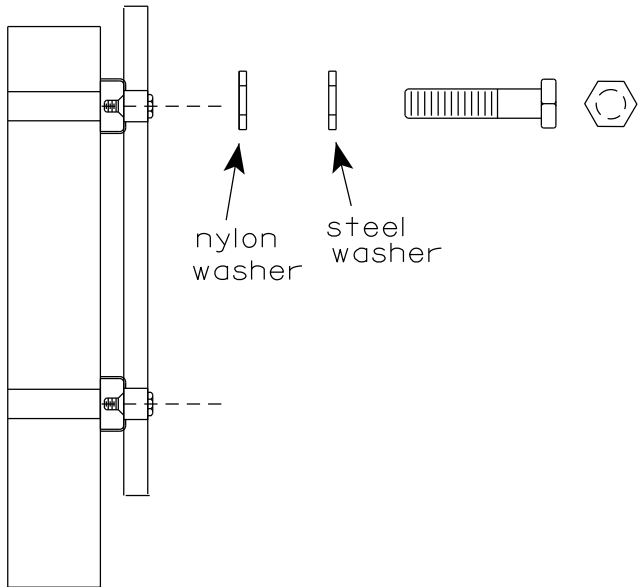
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

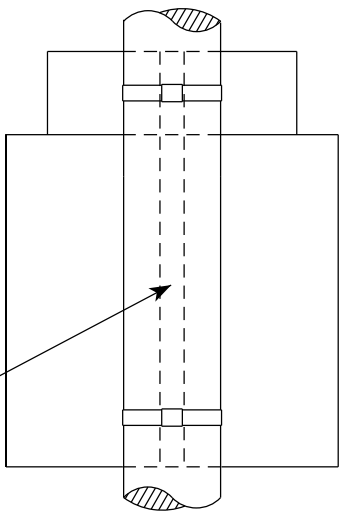


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

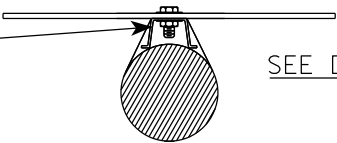
GENERAL NOTES

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

"J" ASSEMBLY



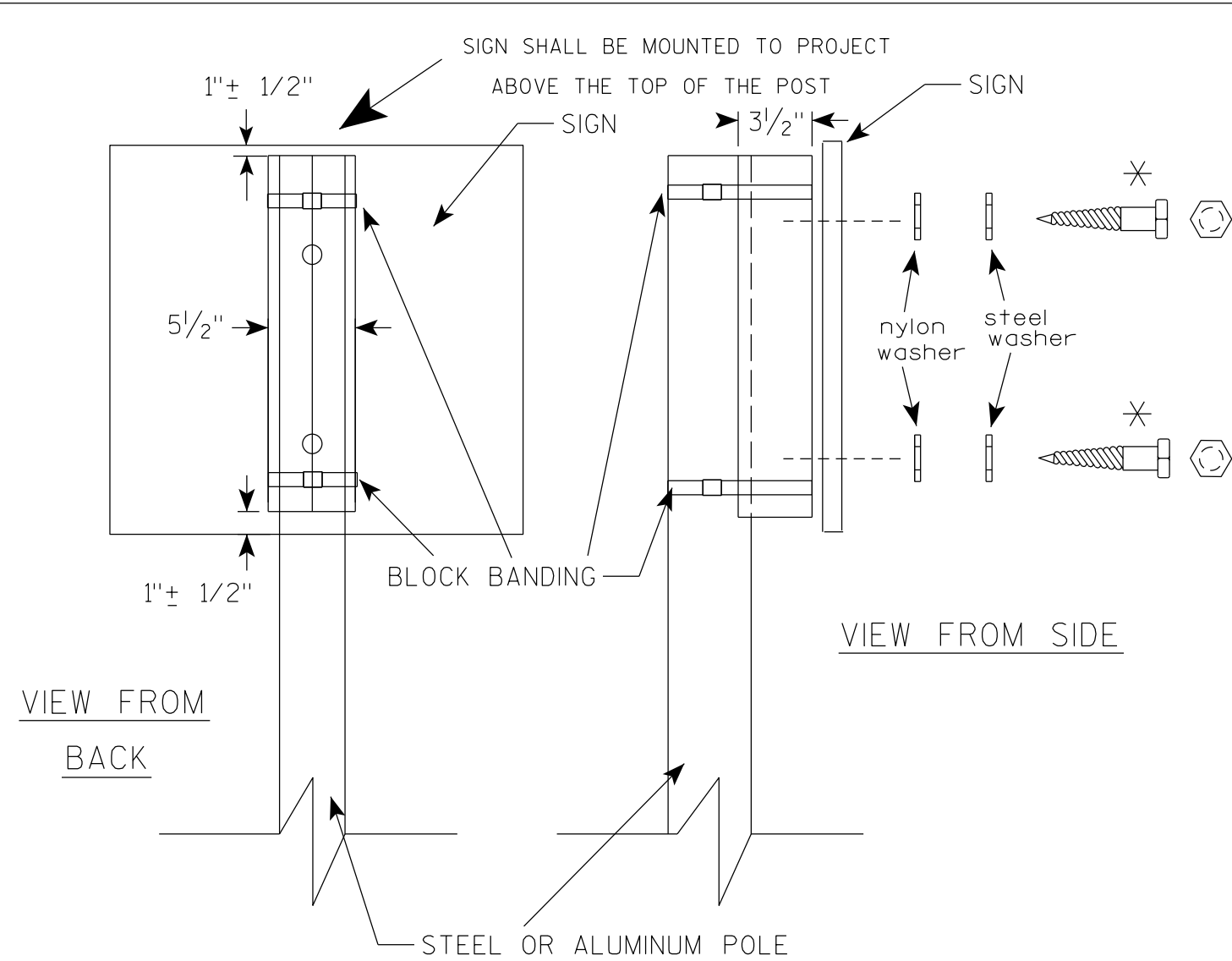
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



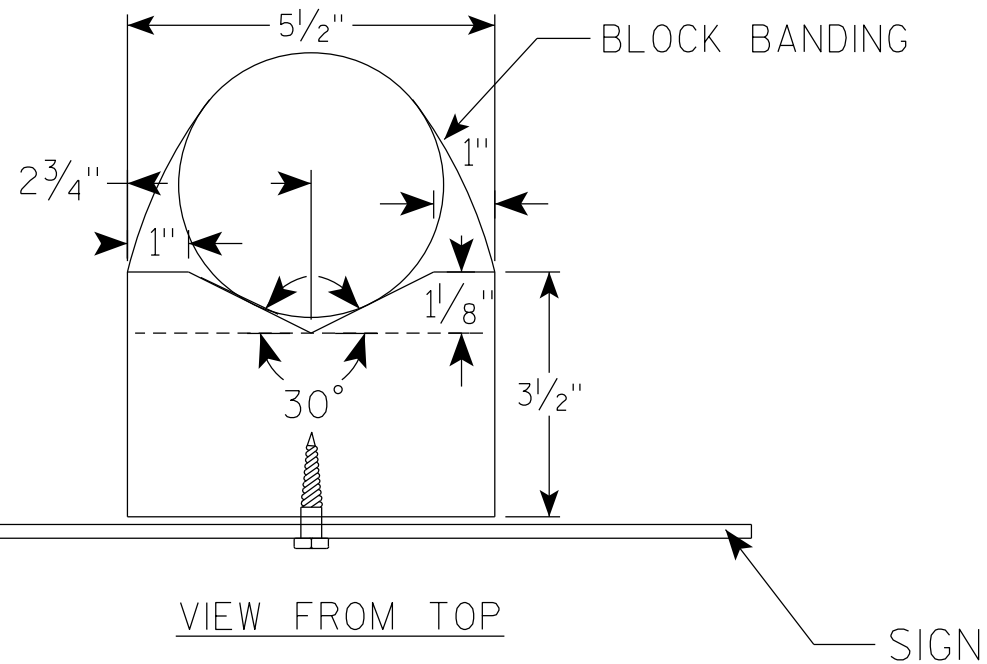
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK



GENERAL NOTES

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

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

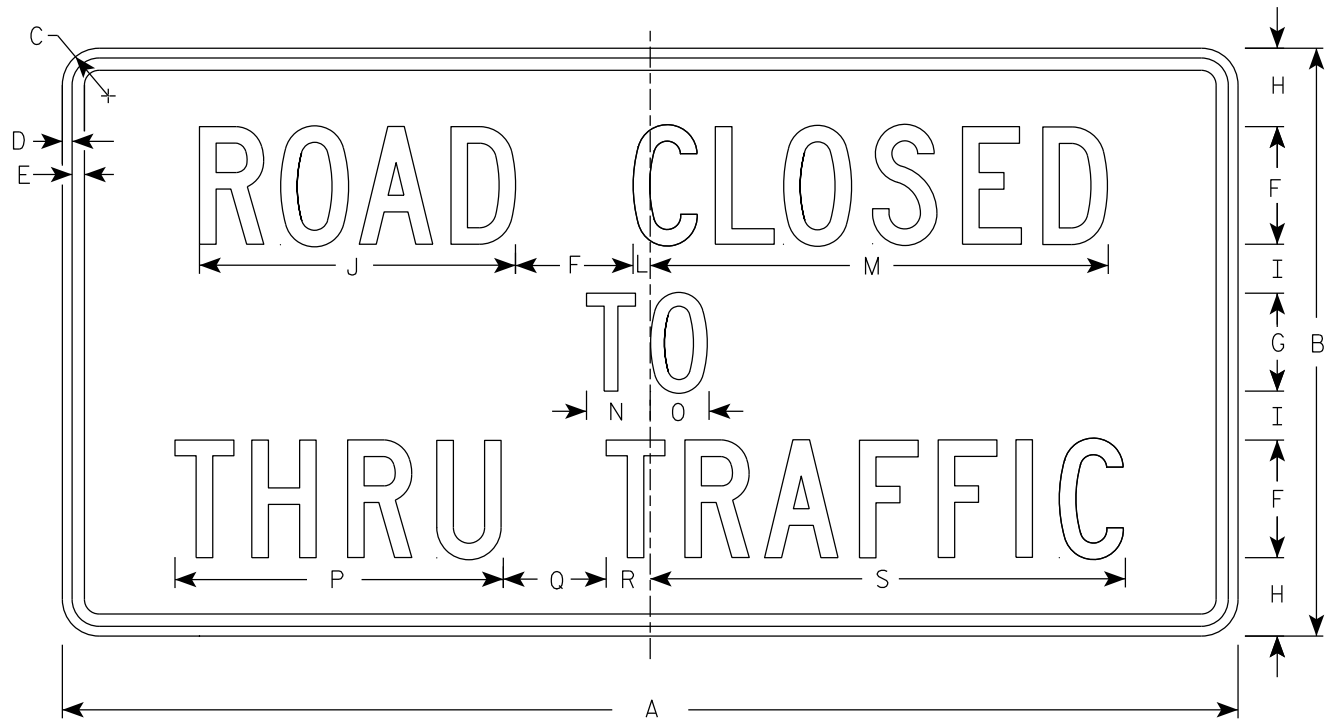
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 97

E

7



R11-4

NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 98

E

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.25	
						NOTE 1		
101+61.27	0	48.8	0.0	0.0	0.0	0	0	0
101+00	39	100.7	0.0	107.2	0.0	0	0	108
101+50	50	58.7	0.4	147.6	0.3	148	0	255
102+00	50	52.9	0.2	103.3	0.5	251	1	358
102+32	32	94.8	0.0	87.5	0.1	338	1	445
102+50	18	54.1	0.5	49.7	0.2	388	1	495
103+00	50	61.5	0.0	107.1	0.4	495	2	601
103+50	50	58.2	0.1	110.8	0.1	606	2	712
103+63	13	57.0	0.2	27.7	0.1	634	2	740
103+81	18	56.9	0.0	38.0	0.1	672	2	778
104+00	19	51.1	0.5	38.0	0.2	710	3	815
104+29	29	59.9	0.0	59.6	0.3	769	3	875
104+50	21	55.7	0.1	44.9	0.0	814	3	920
104+60	10	61.2	0.1	21.6	0.0	836	3	941
105+00	40	59.6	0.0	89.5	0.0	925	3	1031
105+50	50	85.6	0.0	134.5	0.0	1060	3	1165
106+00	50	60.4	0.1	135.2	0.1	1195	3	1300
106+50	50	67.4	0.0	118.3	0.1	1313	3	1418
107+00	50	69.2	0.0	126.5	0.0	1440	3	1545
107+09	9	69.8	0.0	23.2	0.0	1463	3	1568
107+50	41	63.3	0.3	101.1	0.2	1564	4	1669
108+00	50	69.4	0.0	122.8	0.3	1687	4	1791
108+06	6	68.2	0.0	15.3	0.0	1702	4	1807
108+50	44	61.8	0.2	105.9	0.1	1808	4	1912
109+00	50	62.8	0.2	115.4	0.3	1924	4	2027
109+20	20	64.6	0.0	47.2	0.1	1971	5	2074
109+50	30	61.1	0.3	69.8	0.1	2041	5	2144
110+00	50	59.4	0.3	111.6	0.5	2152	5	2255
110+50	50	42.3	0.0	94.2	0.3	2152	5	2349
110+87.39	37	48.3	0.0	62.8	0.0	2152	5	2411

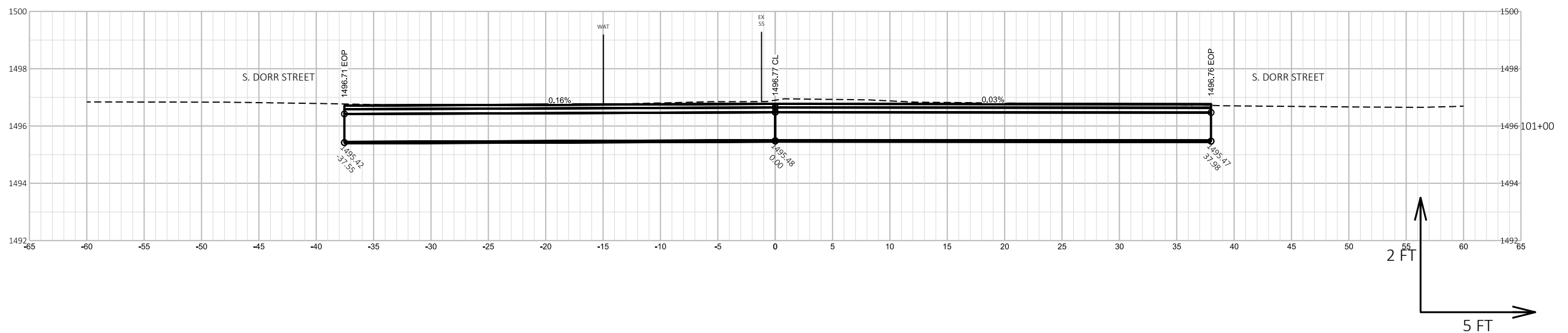
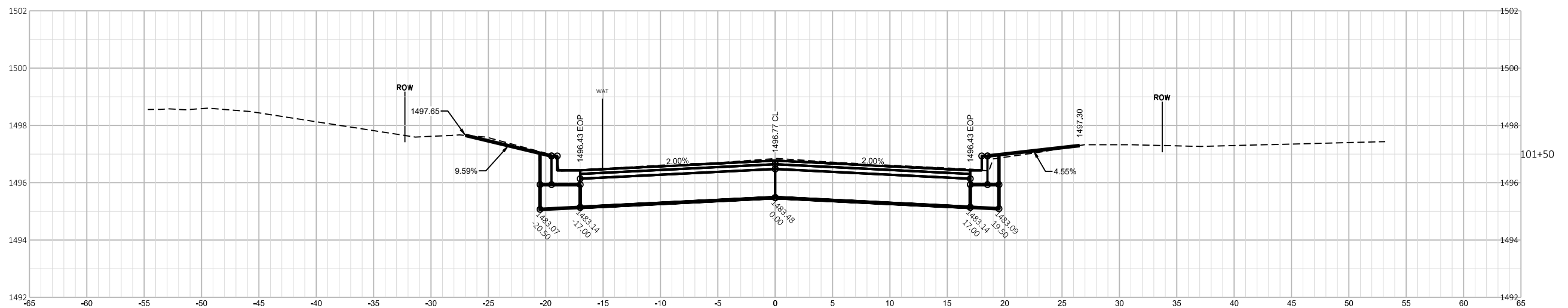
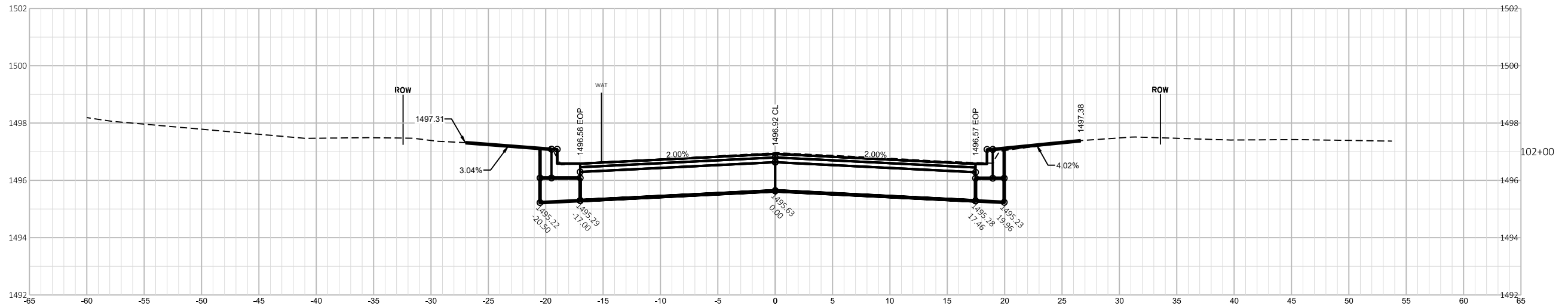
2416

5

NOTE 1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
NOTE 5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
NOTE 8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = X.1X

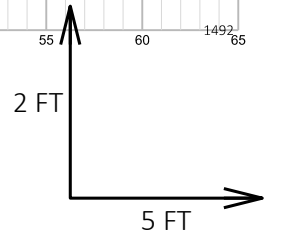
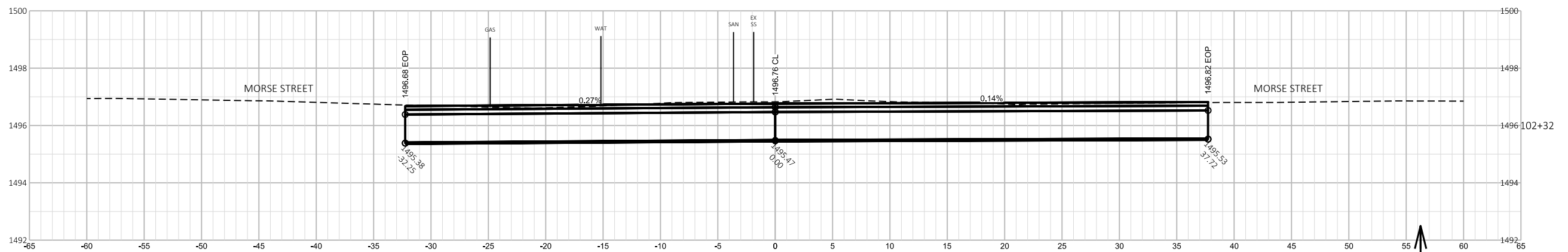
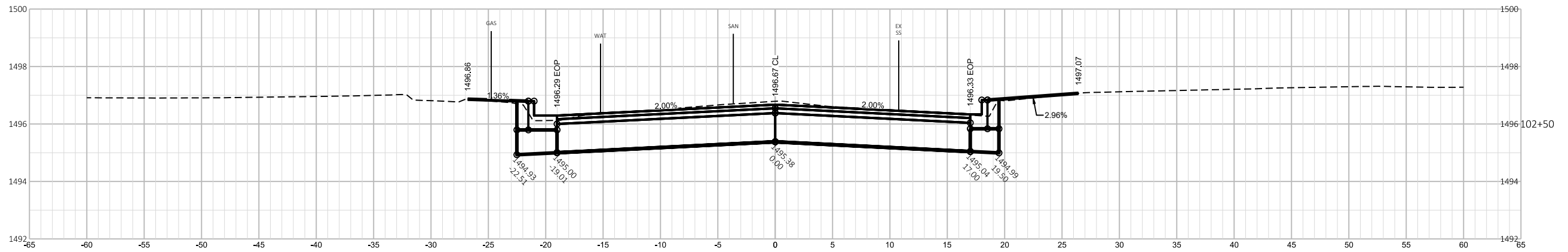
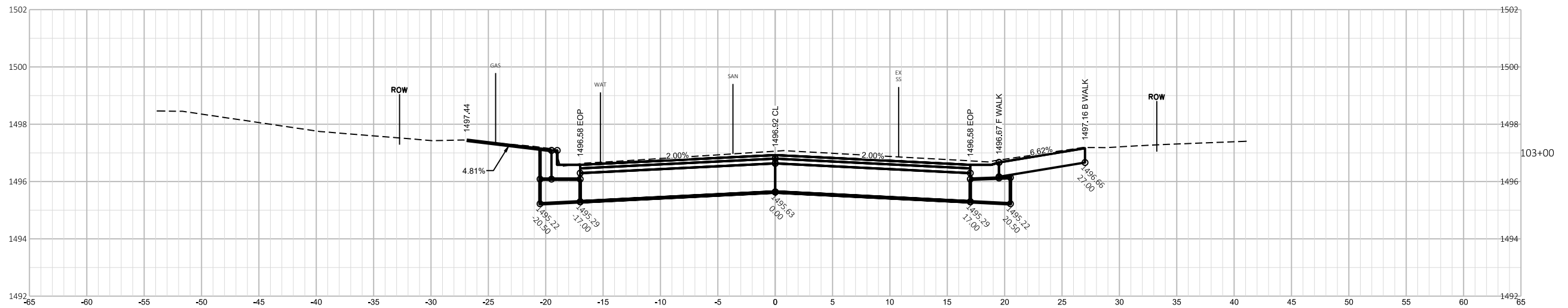
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.25	
				NOTE 1	NOTE 3	NOTE 1		NOTE 8
208+70	0	75.9	0.0	0.0	0.0	0	0	0
209+00	30	59.2	0.0	75.0	0.0	75	0	75
209+50	50	66.1	0.0	116.0	0.0	191	0	191
209+76	26	68.2	0.0	64.7	0.0	256	0	256
210+00	24	58.9	0.3	56.5	0.1	312	0	312
210+07	7	58.4	0.4	15.2	0.1	327	0	327
210+50	43	56.6	0.0	91.5	0.3	419	1	418
211+00	50	50.0	1.4	98.6	1.3	518	2	515
211+46	46	50.7	0.0	85.8	1.2	603	4	599
211+50	4	50.2	0.0	7.5	0.0	611	4	607
212+00	50	61.2	0.2	103.2	0.2	714	4	710
212+18	18	71.4	0.0	44.2	0.1	758	4	754
212+50	32	64.7	0.0	80.7	0.0	839	4	835
212+69	19	70.3	0.0	47.5	0.0	886	4	882
213+00	31	63.5	0.0	76.8	0.0	963	4	959
213+36	36	68.6	0.0	88.0	0.0	1051	4	1047
213+50	14	63.5	0.3	34.2	0.1	1086	4	1081
213+62	12	62.4	0.6	28.0	0.2	1113	4	1109
213+93	31	62.8	0.3	71.8	0.5	1185	5	1180
214+00	7	63.0	0.0	16.3	0.0	1202	5	1196
214+50	50	56.9	1.3	111.0	1.2	1313	7	1306
215+00	50	92.8	0.0	138.6	1.2	1451	8	1443
215+07	7	92.7	0.0	24.0	0.0	1475	8	1467
215+50	43	63.1	0.0	124.1	0.0	1599	8	1591
216+00	50	66.6	0.2	120.2	0.2	1720	8	1711
216+14	14	66.8	0.0	34.6	0.1	1754	8	1746
216+50	36	58.8	0.8	83.8	0.5	1838	9	1829
217+00	50	61.1	0.5	111.0	1.2	1949	11	1938
217+50	50	74.4	0.0	125.4	0.4	2074	11	2063
217+56	6	73.8	0.0	16.5	0.0	2091	11	2080
218+00	44	67.4	0.0	115.1	0.0	2206	11	2195
218+44	44	71.8	0.0	113.4	0.0	2319	11	2308
218+50	6	70.8	0.0	15.8	0.0	2335	11	2324
219+00	50	67.2	0.0	127.8	0.0	2463	11	2452
219+50	50	73.1	0.0	129.9	0.0	2593	11	2582
219+70	20	68.7	0.0	52.5	0.0	2645	11	2634
220+00	30	74.1	0.0	79.3	0.0	2725	11	2713
220+50	50	65.4	0.0	129.1	0.0	2854	11	2843
221+00	50	44.6	0.8	101.8	0.8	2956	14	2943
221+25	25	43.8	0.0	40.9	0.4	2996	15	2983
				2996	10			

NOTE 1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
NOTE 5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
NOTE 8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = X.1X



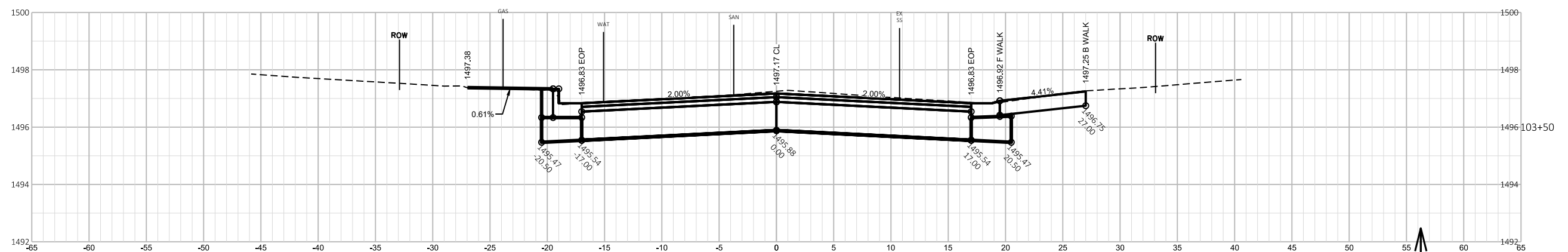
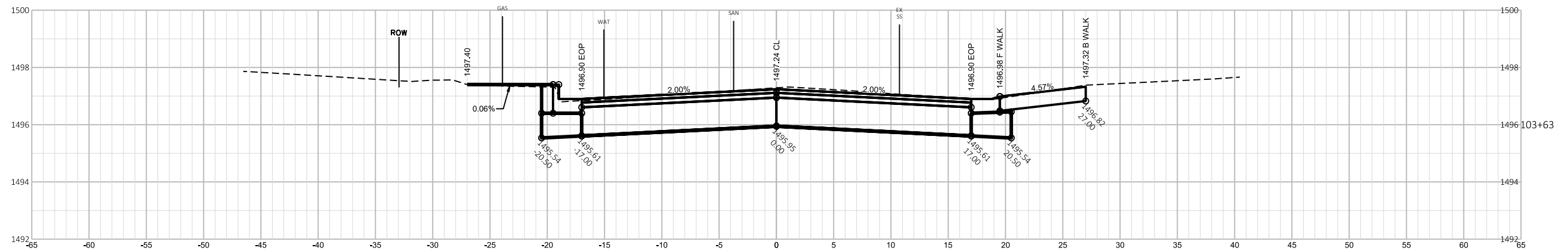
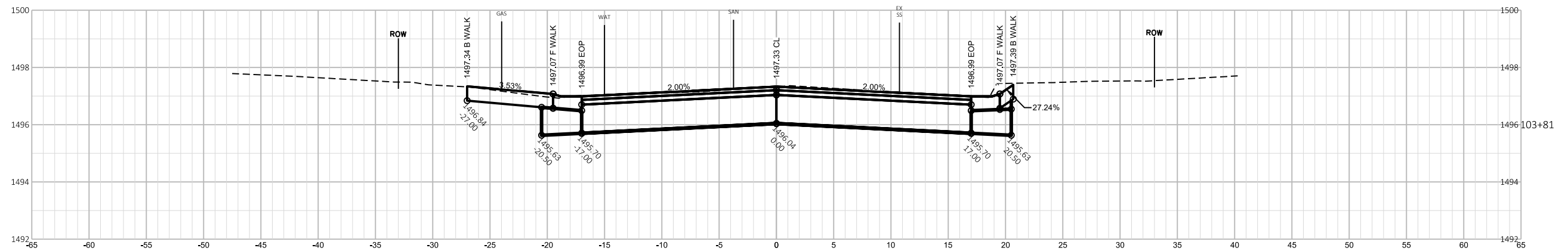
9

9



9

9



2 FT |

5 FT

9

9 |

PROJECT NO:	9835-05-70
-------------	------------

HWY: 7TH AVE & CLERMONT ST

COUNTY: LANGLADE COUNTY

CROSS SECTIONS: 7TH AVENUE

SHEET 103

FILE NAME : G:\3D_2018\8043_CITY OF ANTIGO\10008 CLERMONT & 7TH\DWG\SHEETS\PLAN\090201-XS.DWG
LAYOUT NAME - XS 3 7TH AVE

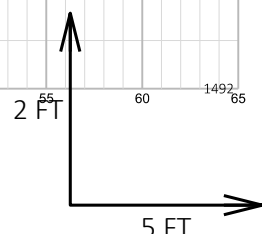
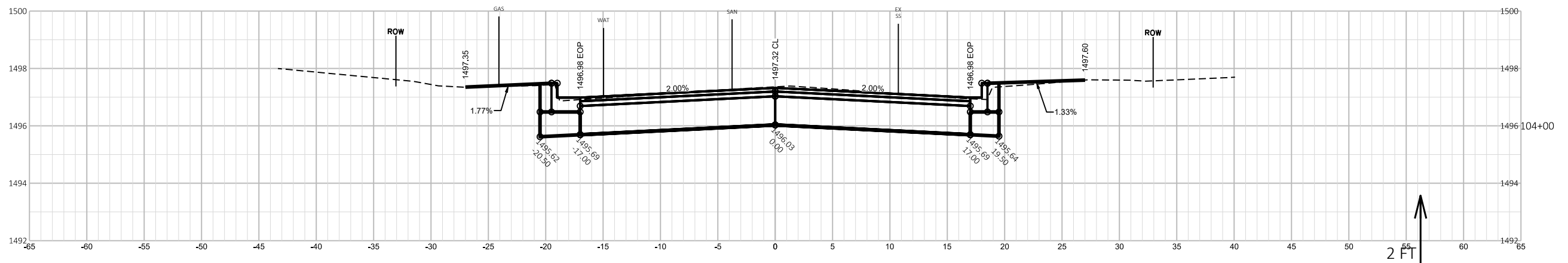
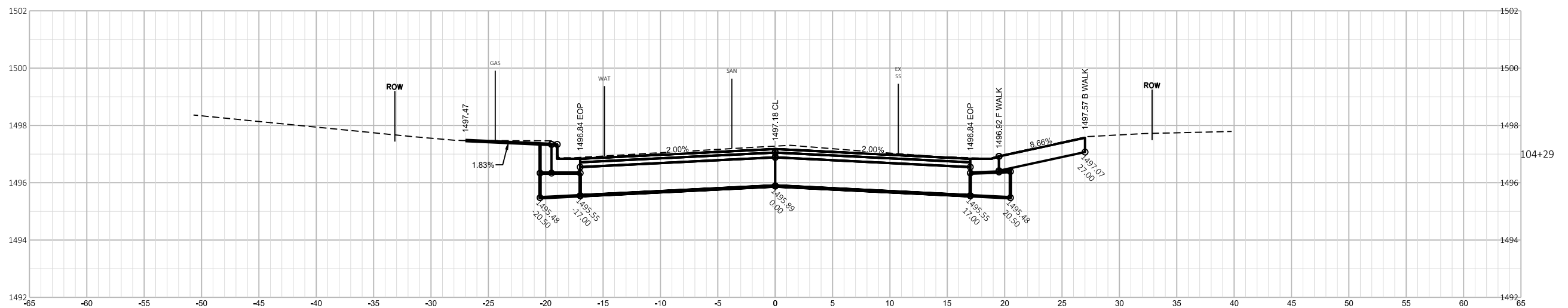
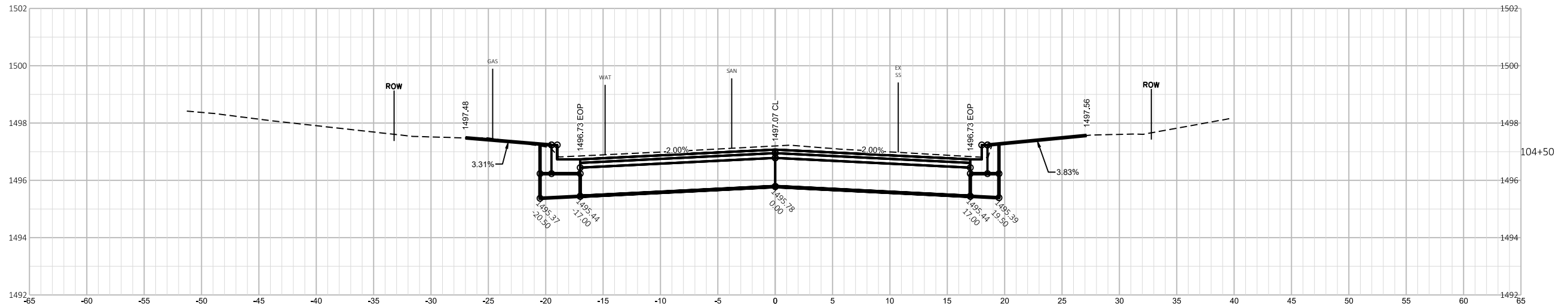
PLOT DATE : 1/2/2025 1:32 PM

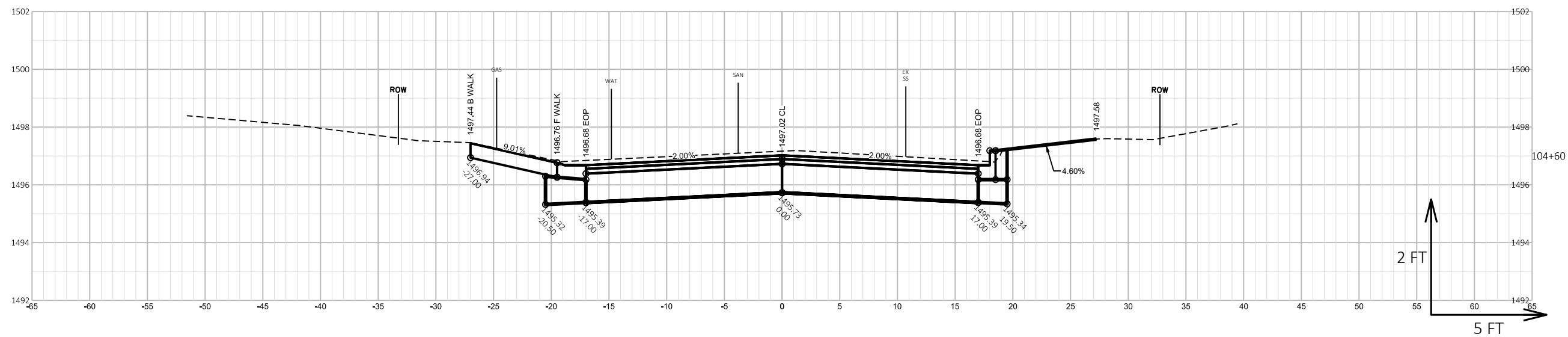
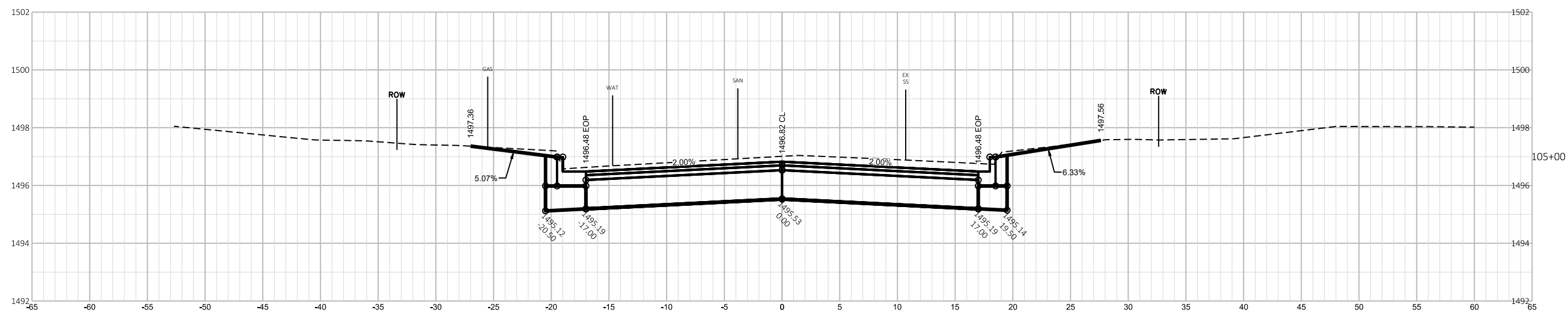
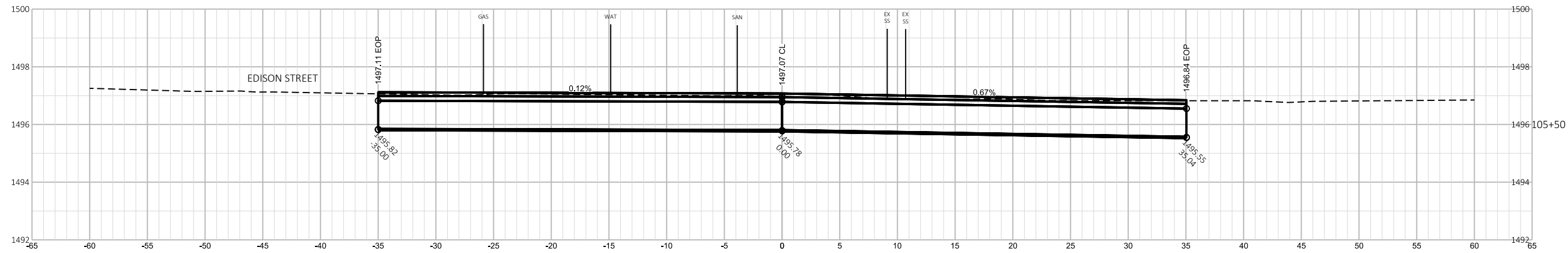
PLOT BY : DEPREY, GENE

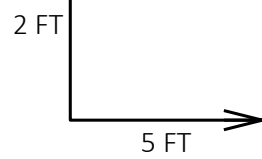
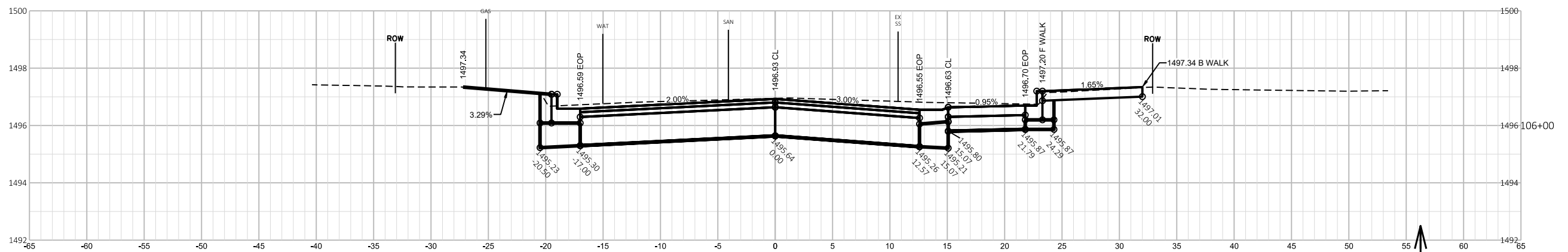
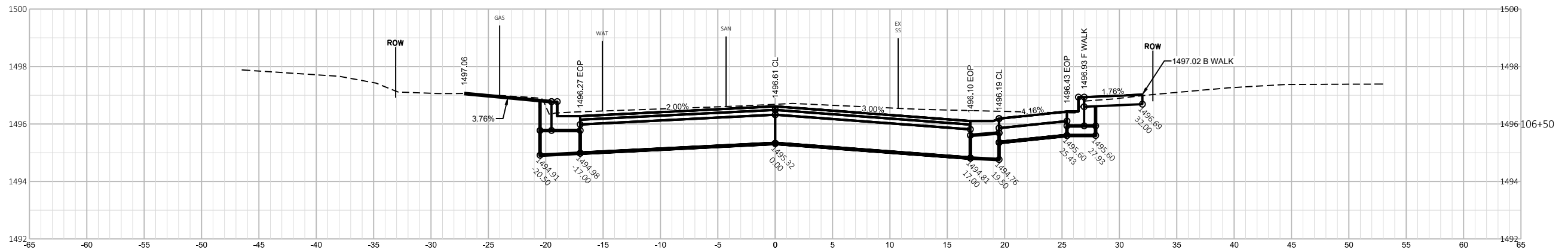
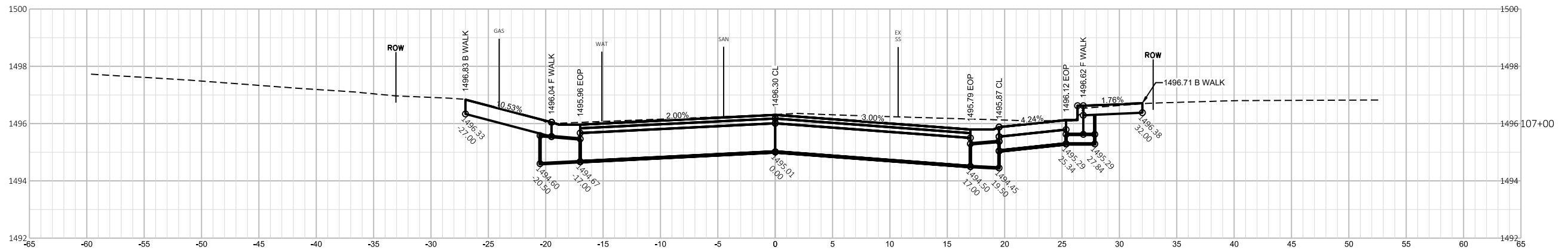
PLOT NAME :

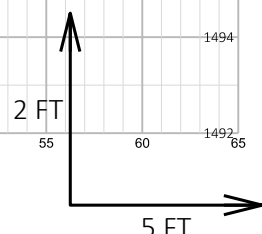
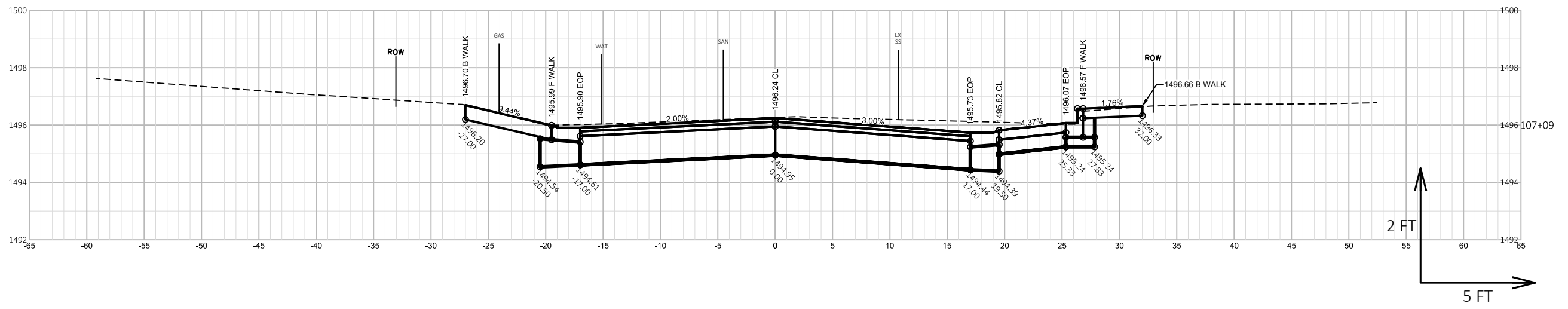
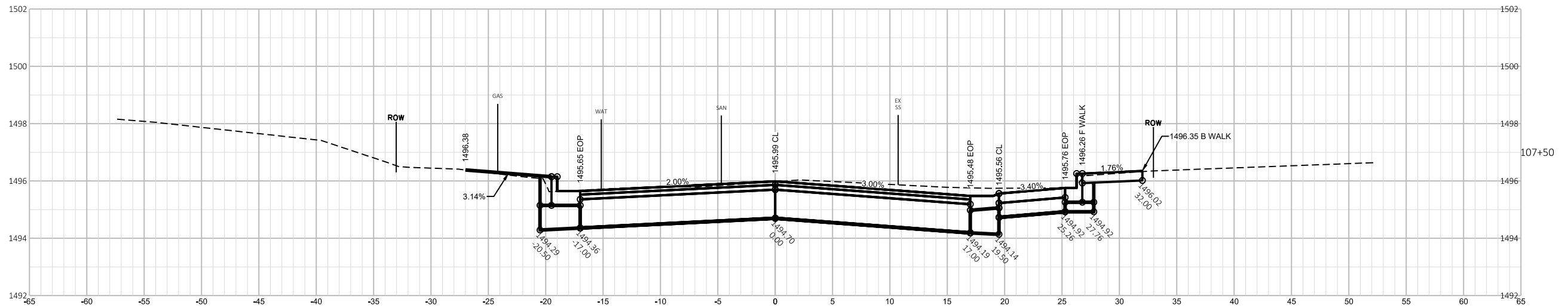
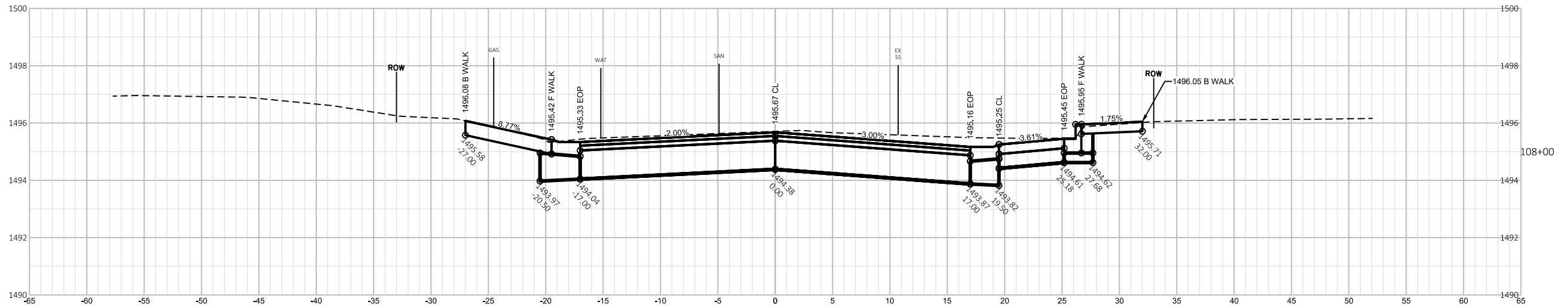
PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

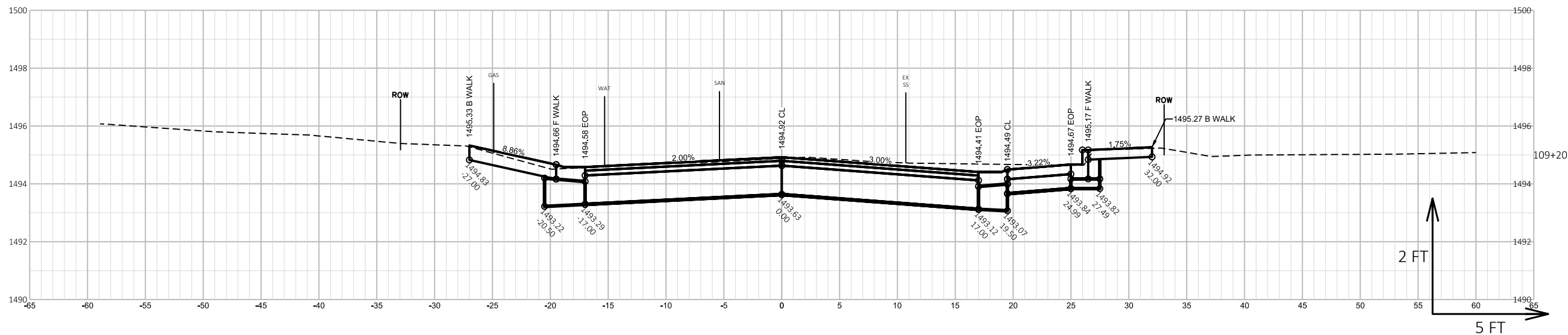
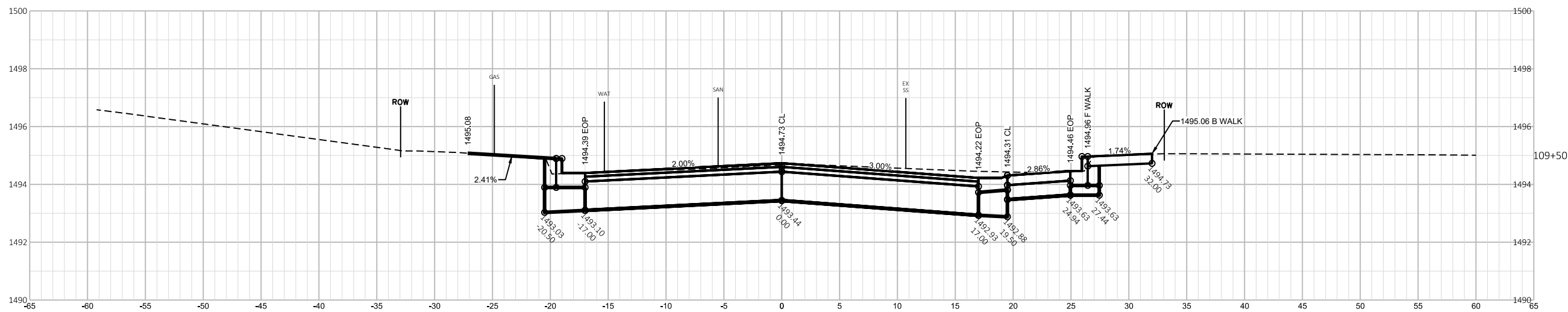
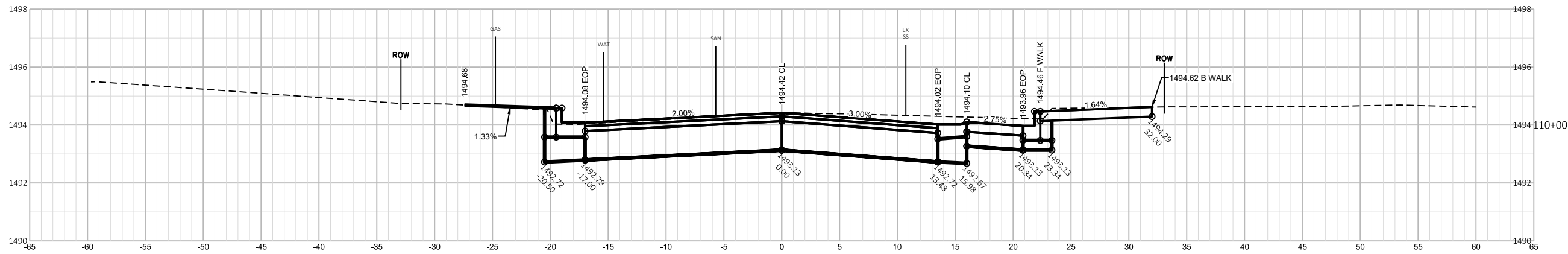
WISDOT/CADDS SHEET 49











9

9

PROJECT NO: 9835-05-70

HWY: 7TH AVE & CLERMONT ST

COUNTY: LANGLADE COUNTY

CROSS SECTIONS: 7TH AVENUE

SHEET

109

E

FILE NAME : G:\C3D_2018\8043_CITY OF ANTIGO\10008 CLERMONT & 7TH\DWG\SHEETS\PLAN\090201-XS.DWG
LAYOUT NAME - XS 9 7TH AVE

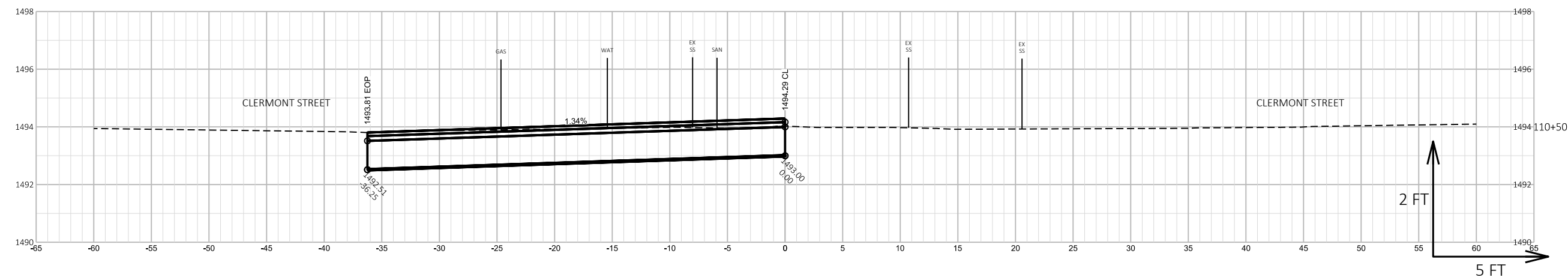
PLOT DATE : 1/2/2025 1:32 PM

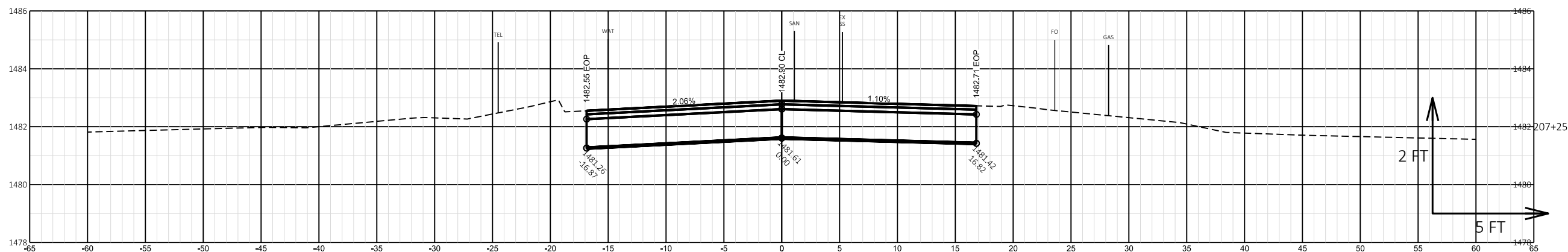
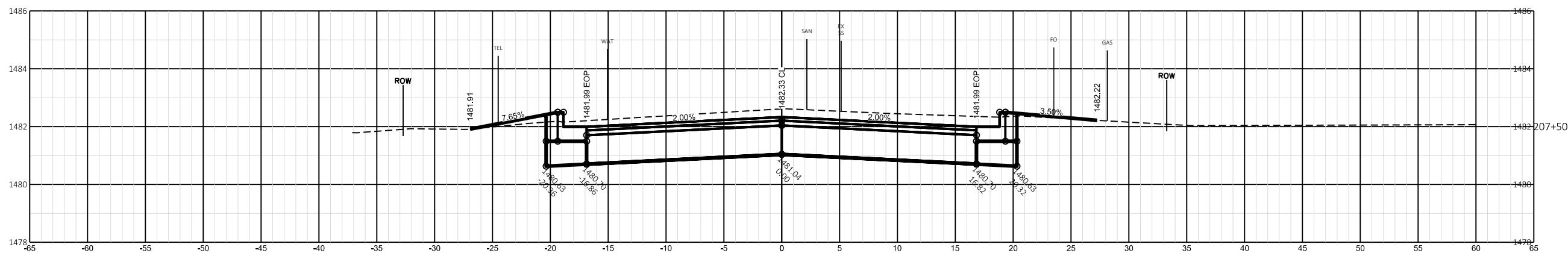
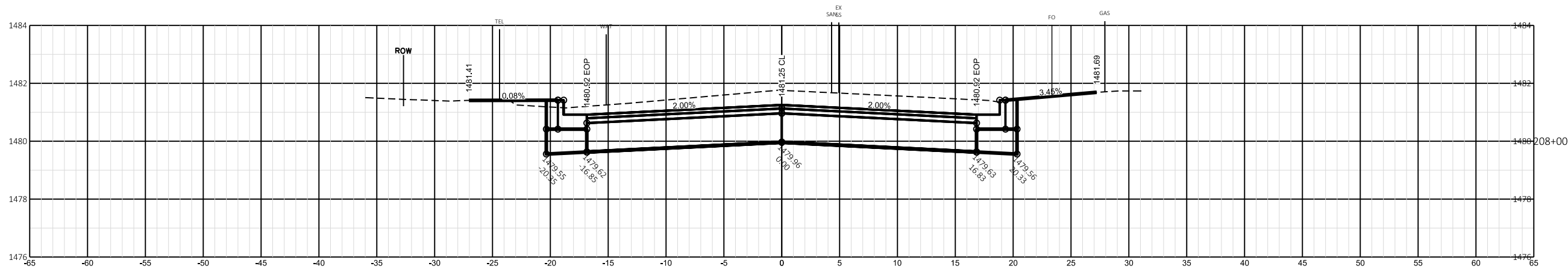
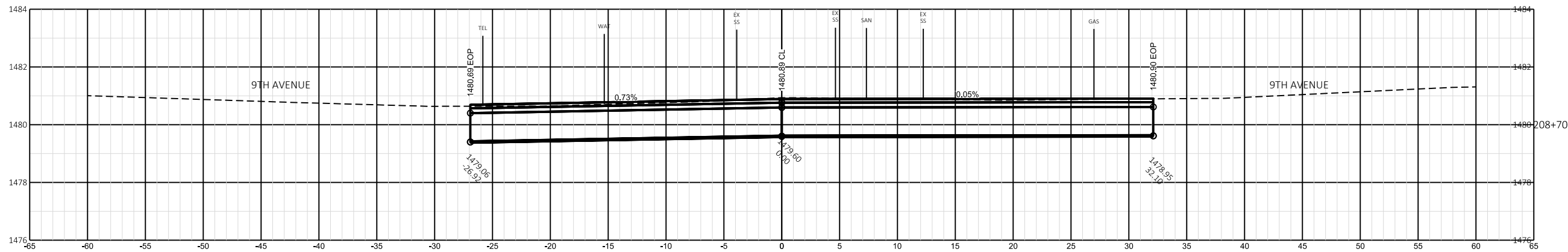
PLOT BY : DEPREY, GENE

PLOT NAME :

PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

WISDOT/CADDs SHEET 49





PROJECT NO: 9835-04-70

HWY: 7TH AVE & CLERMONT ST

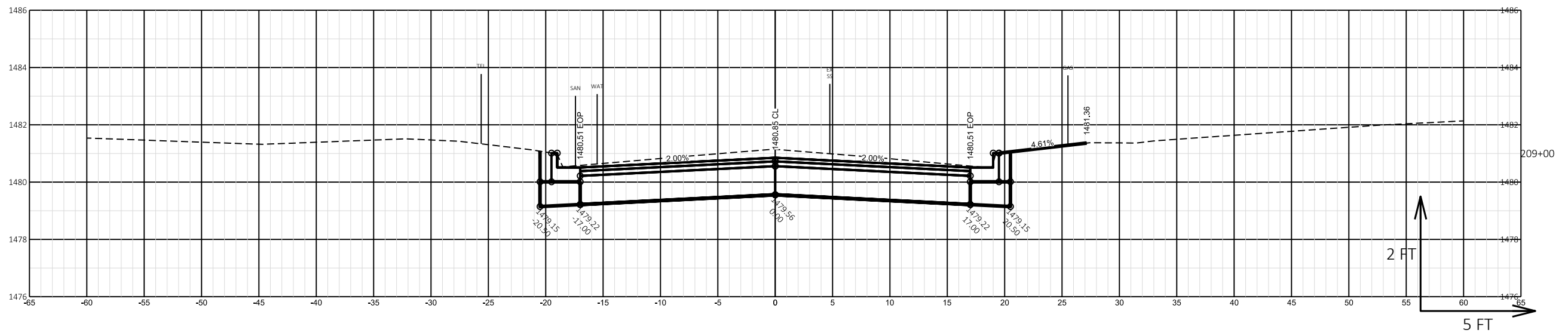
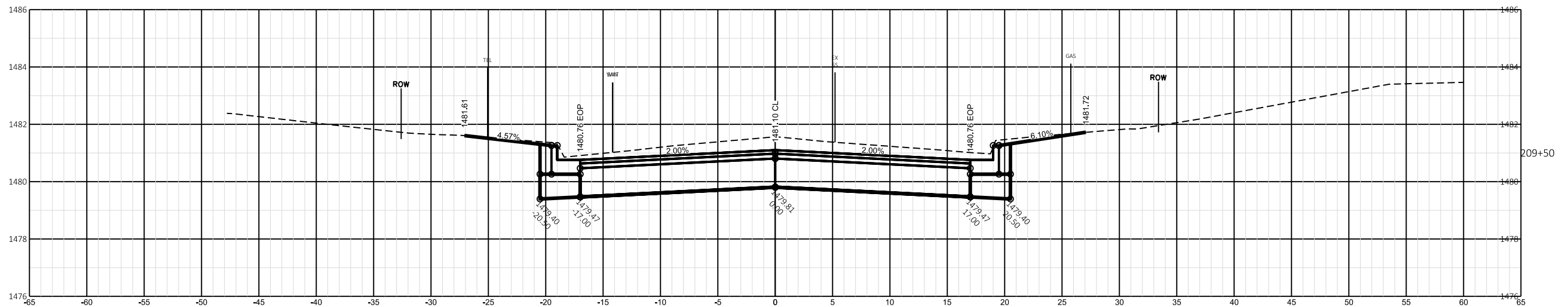
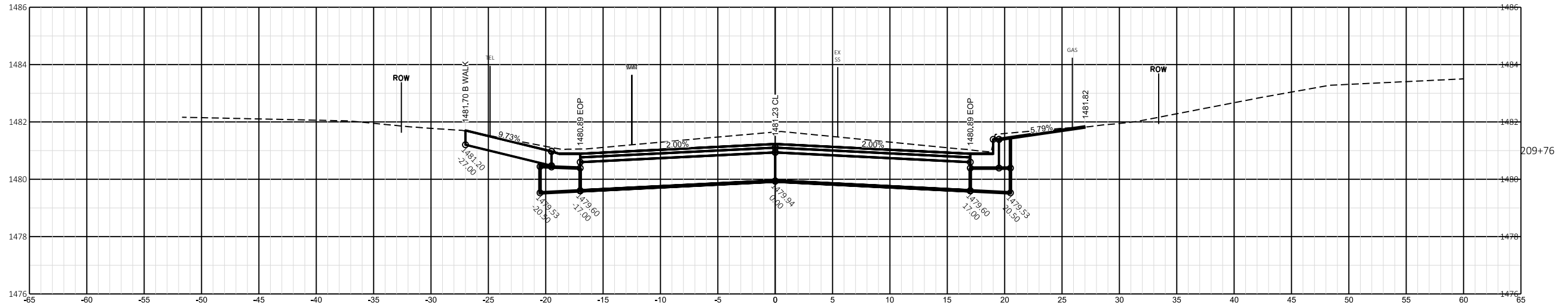
COUNTY: LANGLADE COUNTY

CROSS SECTIONS: CLERMONT STREET

SHEET

111

E



9

9

PROJECT NO: 9835-04-70

HWY: 7TH AVE & CLERMONT ST

COUNTY: LANGLADE COUNTY

CROSS SECTIONS: CLERMONT STREET

SHEET

112

E

FILE NAME : G:\C3D_2018\8043_CITY OF ANTIGO\10008 CLERMONT & 7TH\DWG\SHEETS\PLAN\090202-XS.DWG
LAYOUT NAME - XS 4

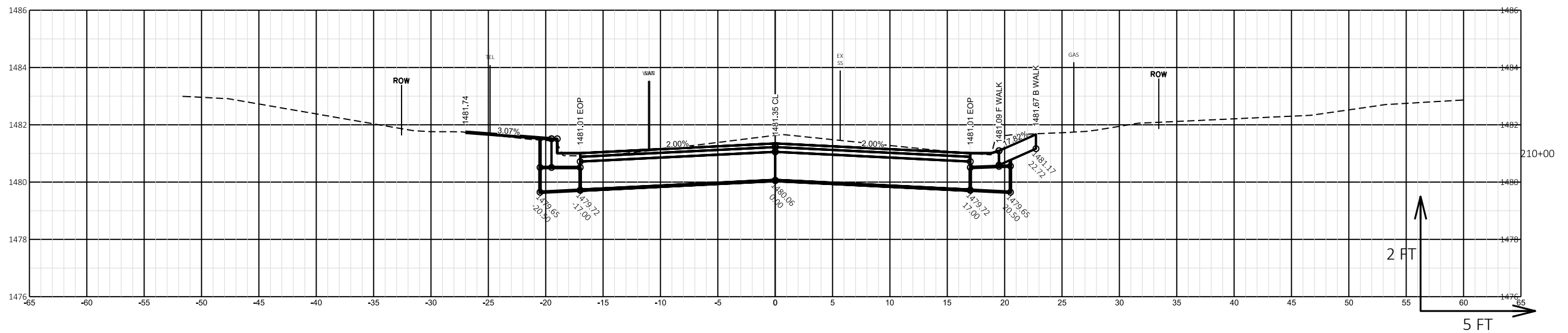
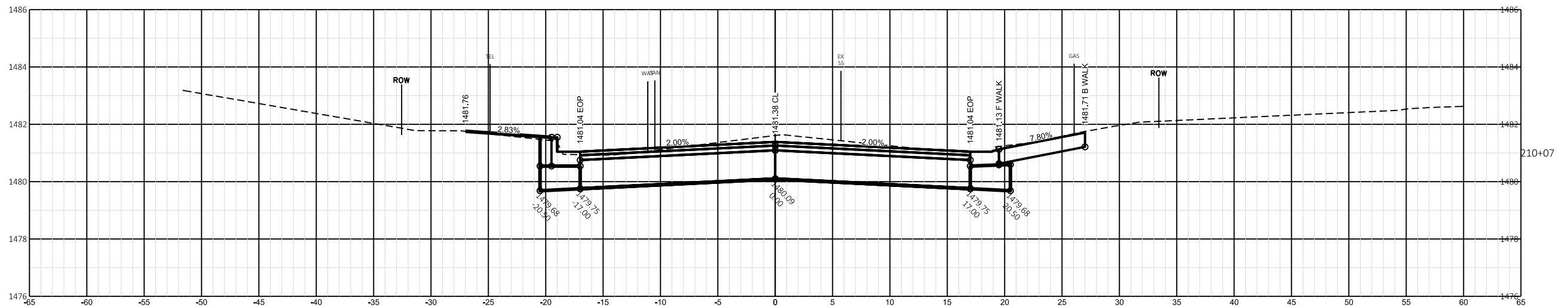
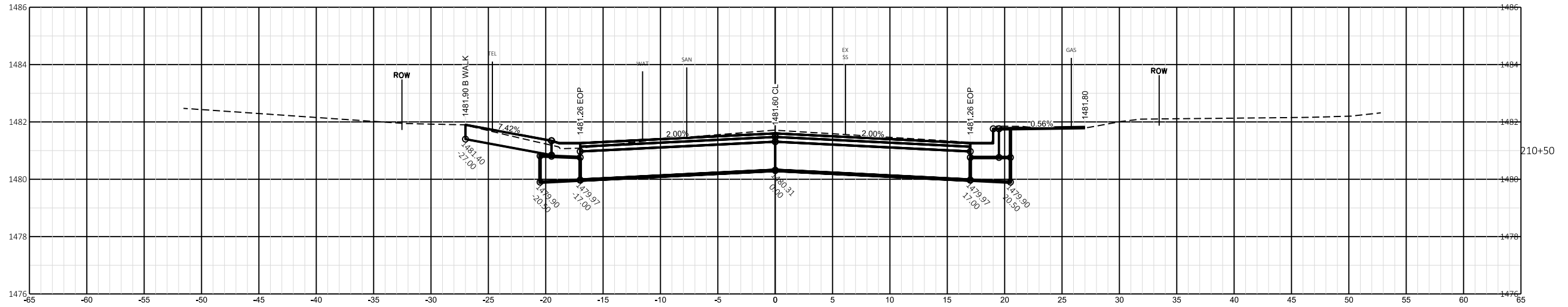
PLOT DATE : 1/2/2025 1:33 PM

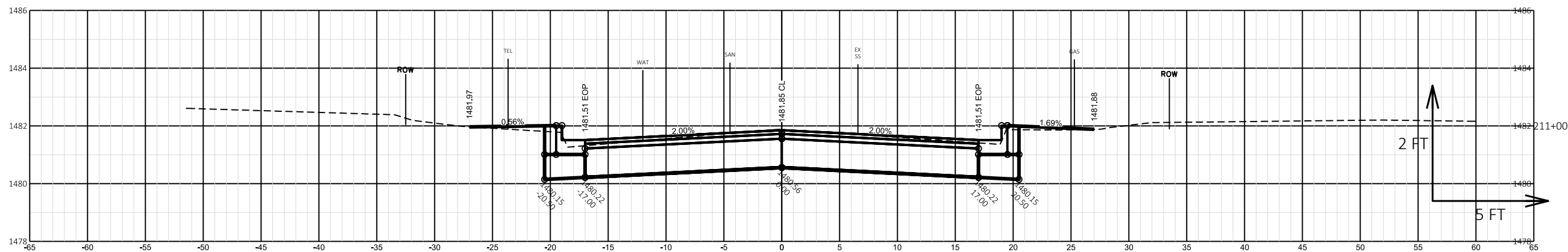
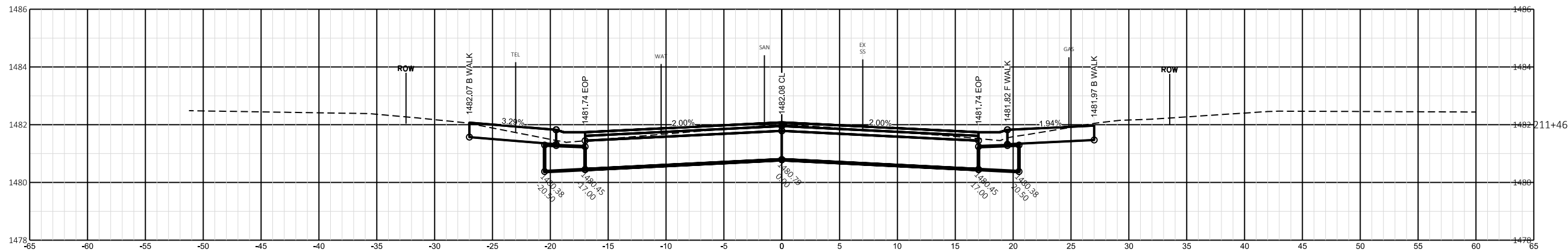
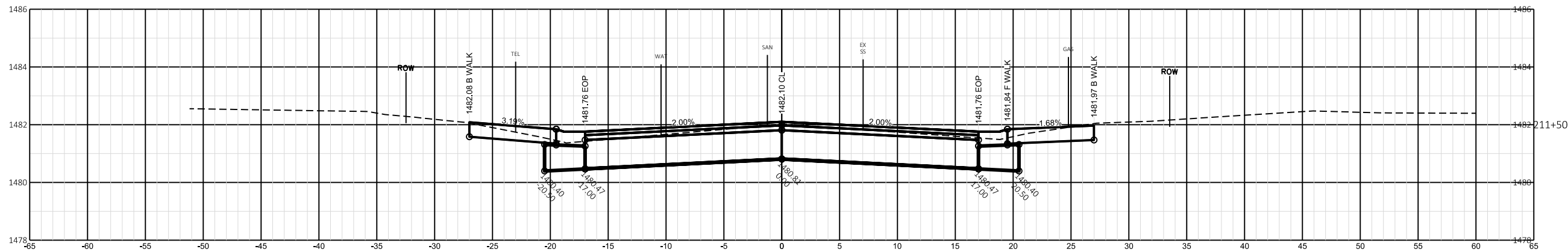
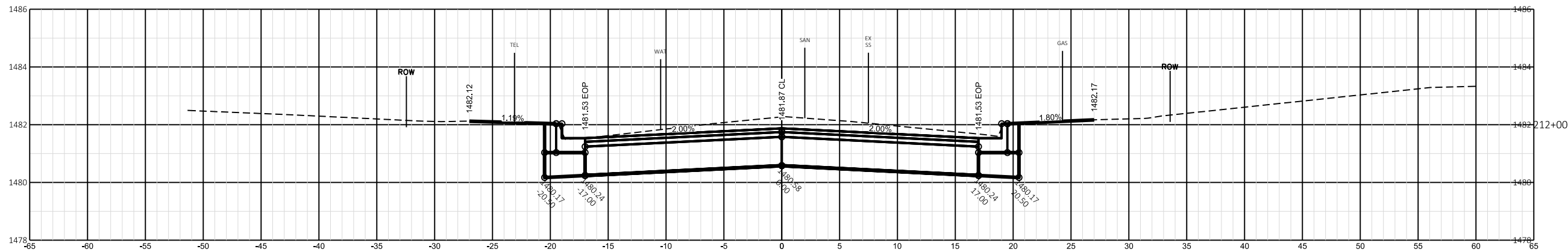
PLOT BY : DEPREY, GENE

PLOT NAME :

PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

WISDOT/CADDs SHEET 49





PROJECT NO: 9835-04-70

HWY: 7TH AVE & CLERMONT ST

COUNTY: LANGLADE COUNTY

CROSS SECTIONS: CLERMONT STREET

SHEET

114

E

FILE NAME : G:\C3D_2018\8043_CITY OF ANTIGO\10008 CLERMONT & 7TH\DWG\SHEETS\PLAN\090202-XS.DWG
LAYOUT NAME - XS 6

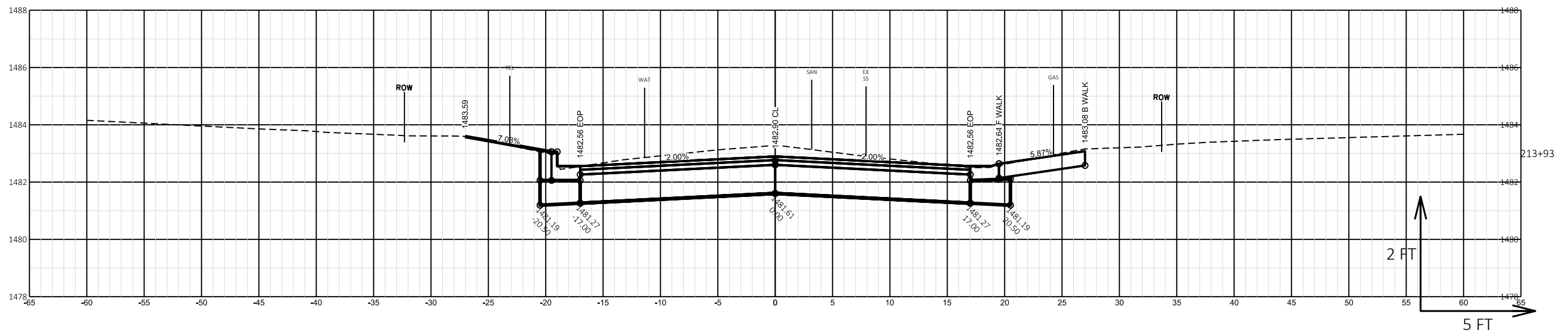
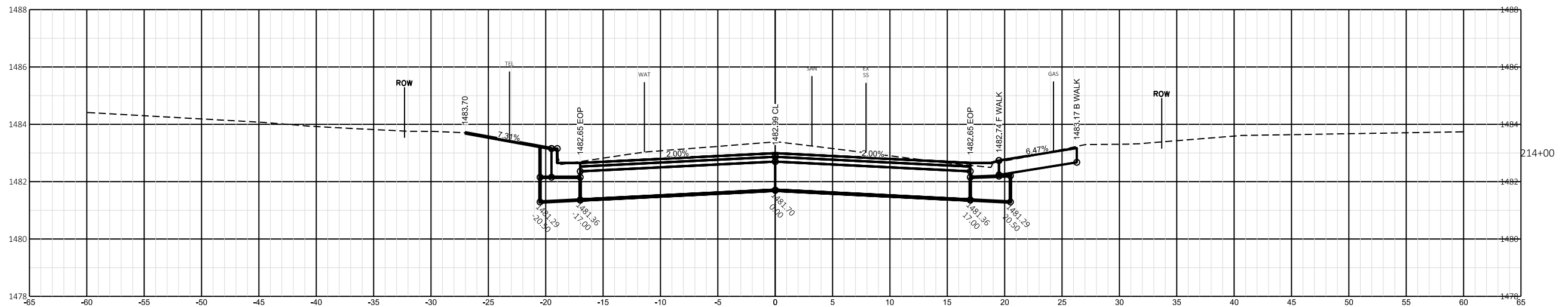
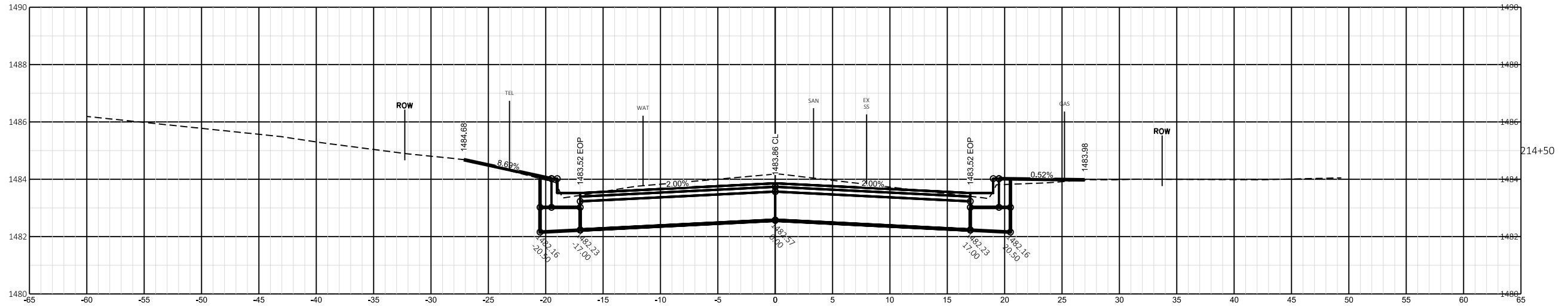
PLOT DATE : 1/2/2025 1:33 PM

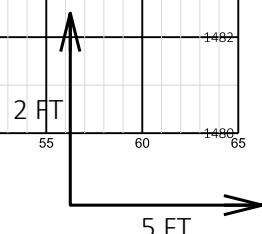
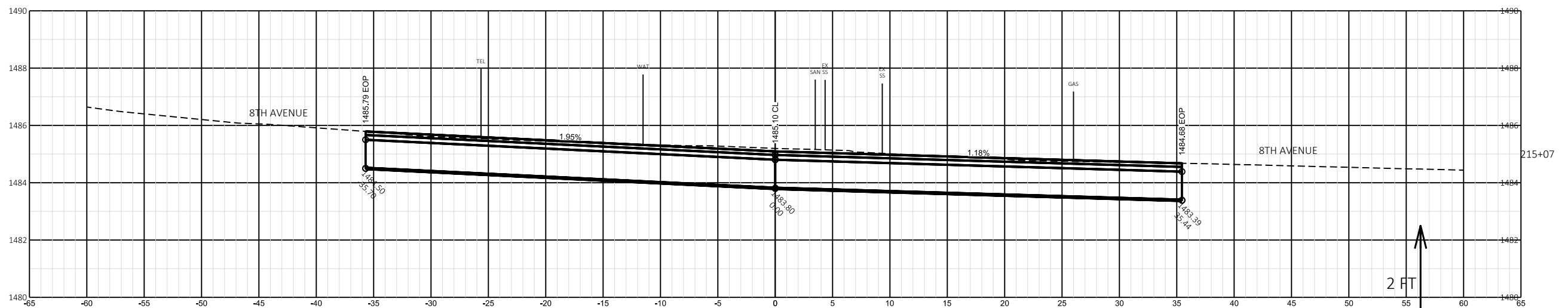
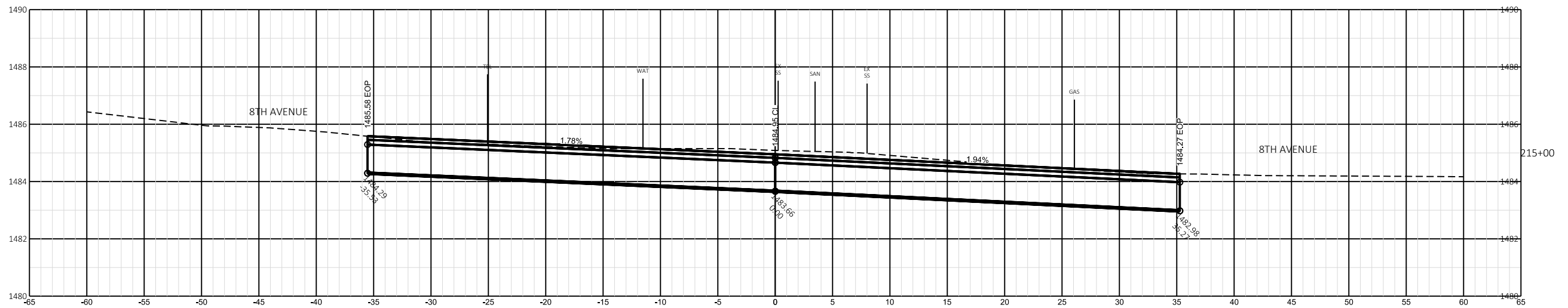
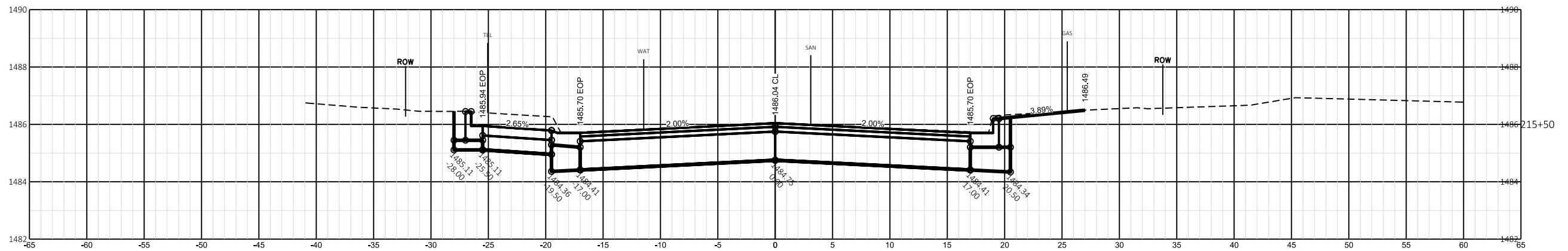
PLOT BY : DEPREY, GENE

PLOT NAME :

PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

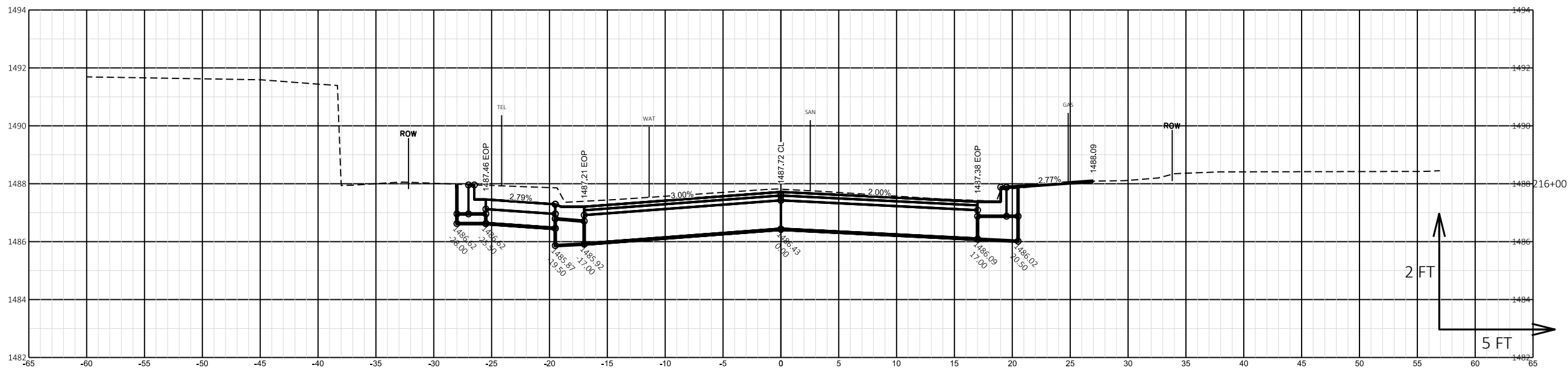
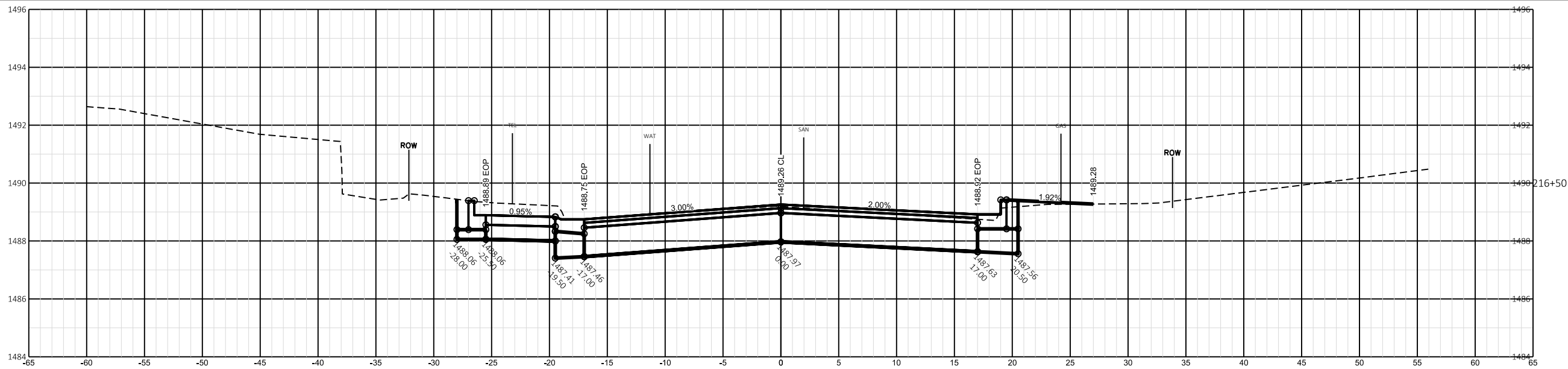
WISDOT/CADDs SHEET 49





9

9



9

9

PROJECT NO: 9835-04-70

HWY: 7TH AVE & CLERMONT ST

COUNTY: LANGLADE COUNTY

CROSS SECTIONS: CLERMONT STREET

SHEET

119

E

FILE NAME : G:\C3D_2018\8043_CITY OF ANTIGO\10008 CLERMONT & 7TH\DWG\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - XS 11

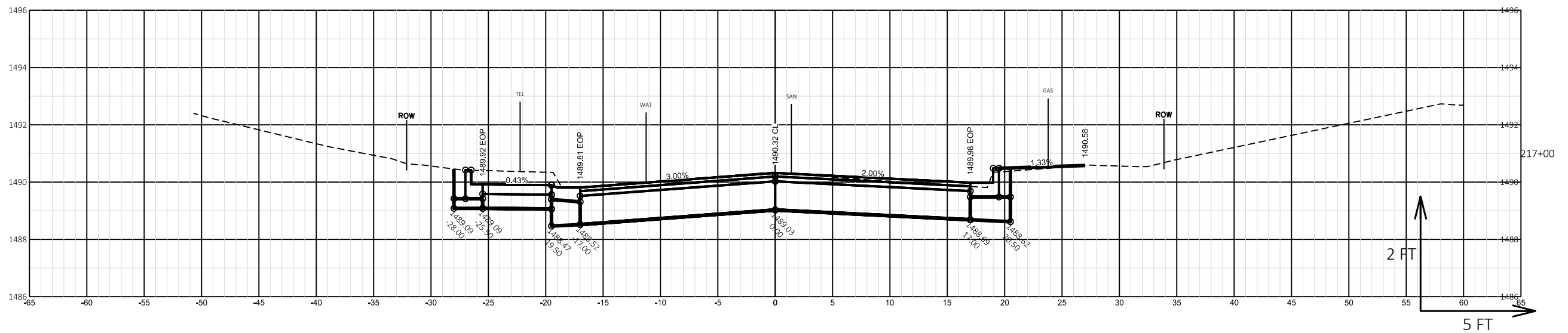
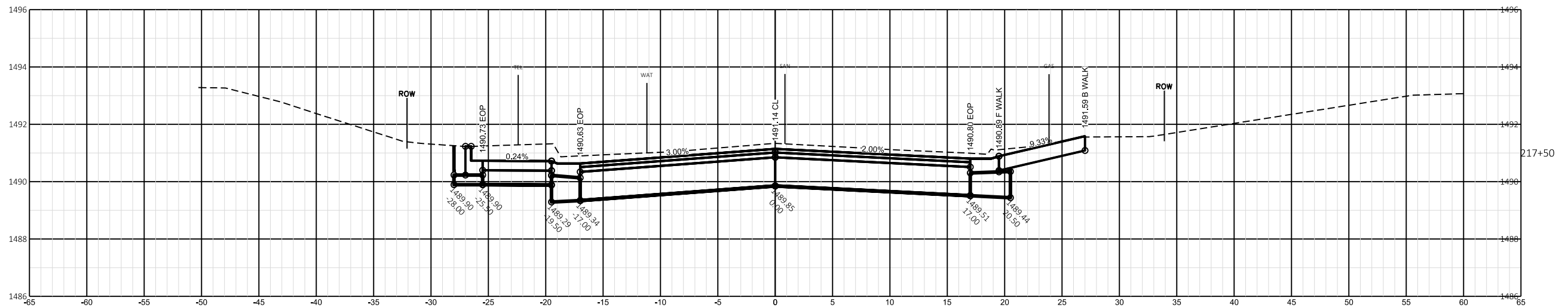
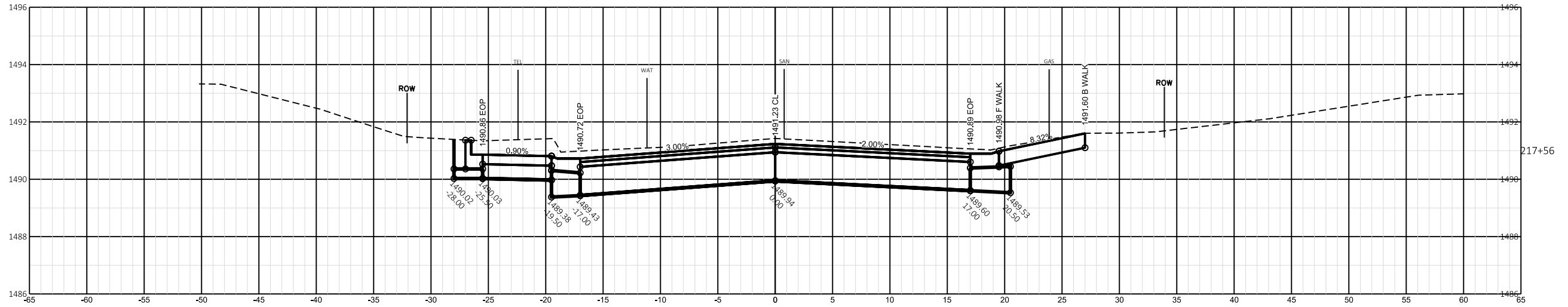
PLOT DATE : 1/2/2025 1:33 PM

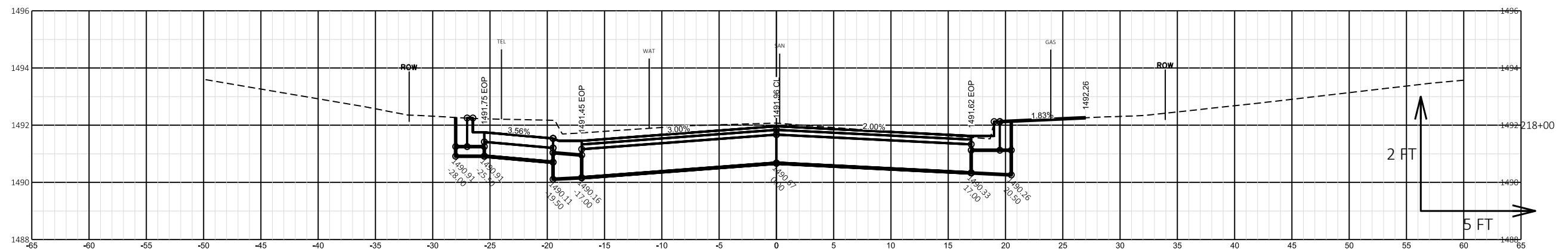
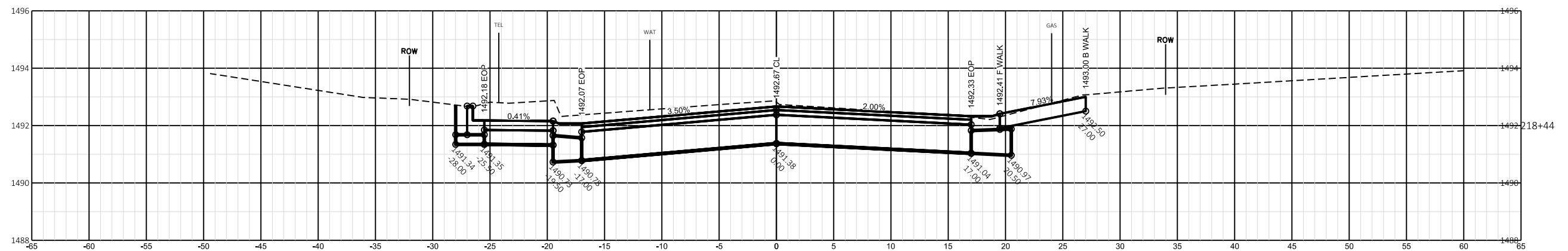
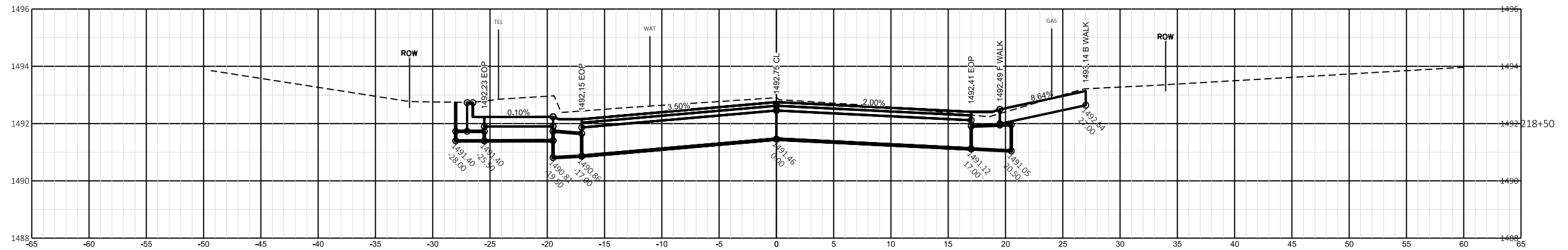
PLOT BY : DEPREY, GENE

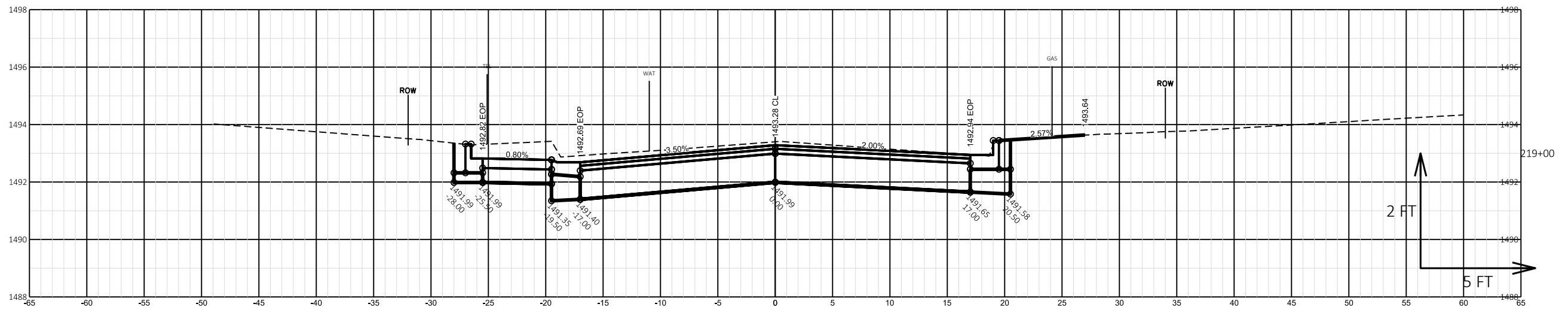
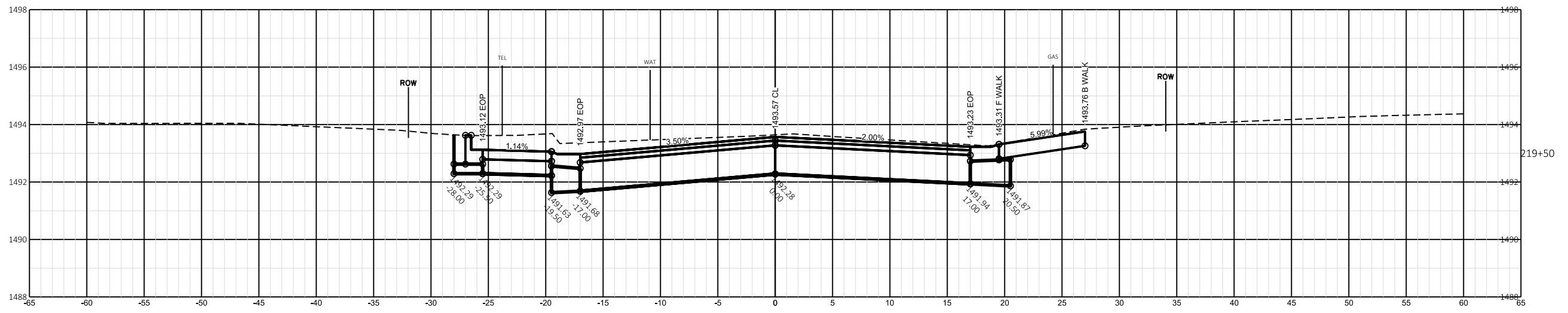
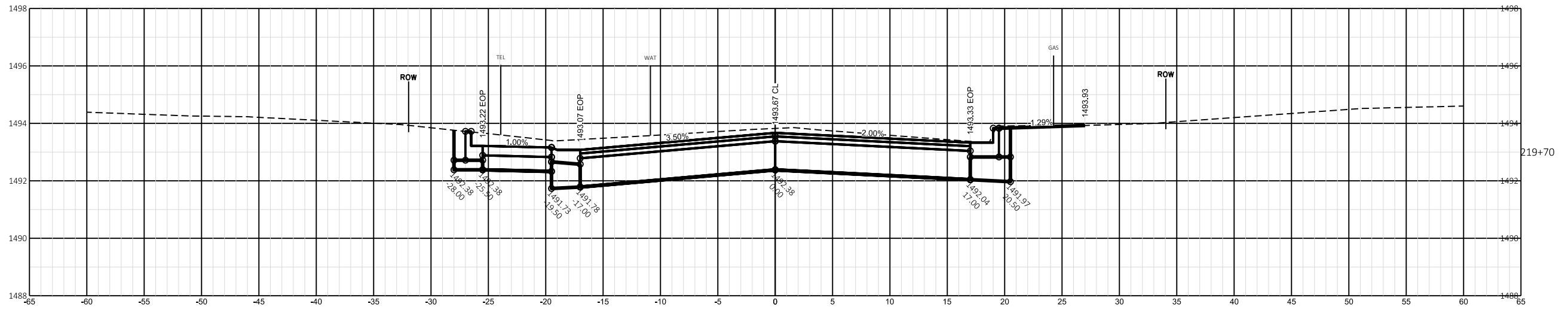
PLOT NAME :

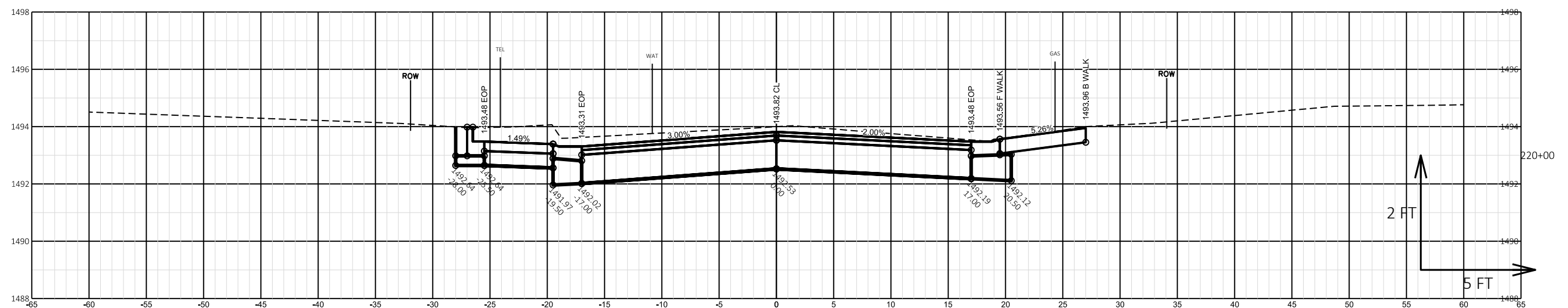
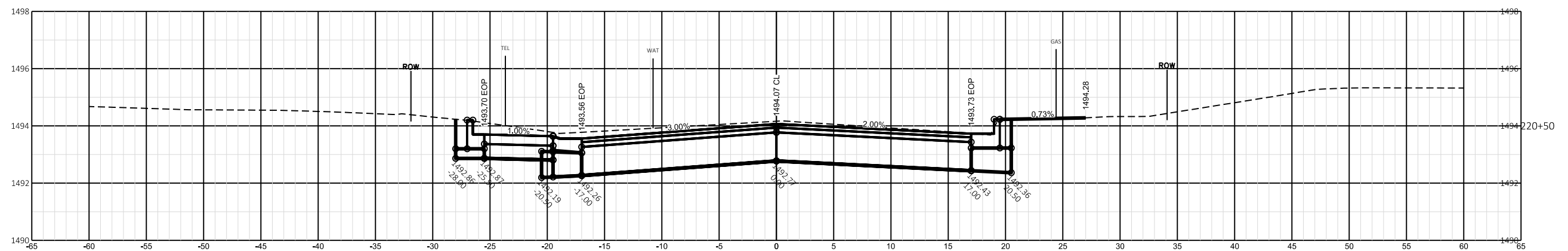
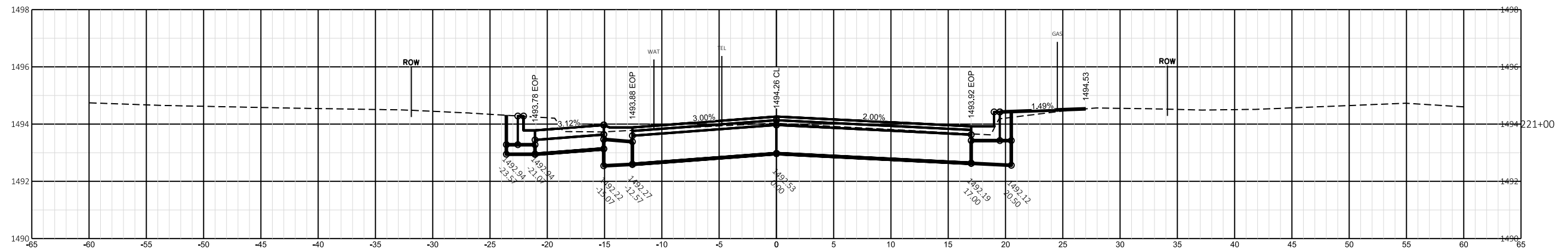
PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

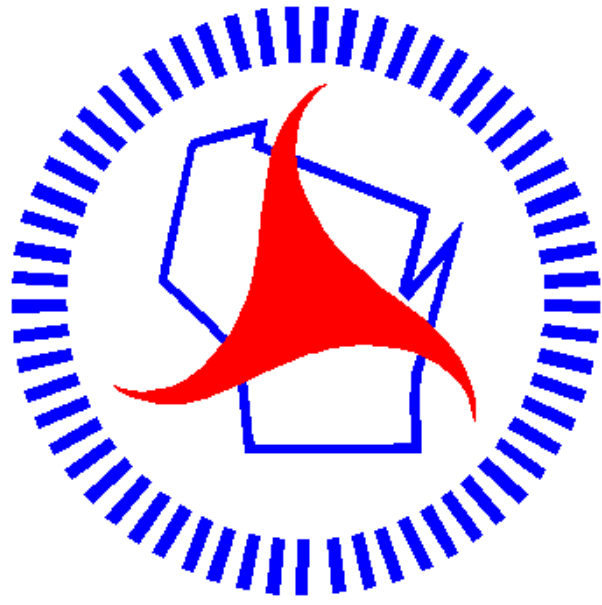
WISDOT/CADDs SHEET 49











Wisconsin Department of Transportation

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