

RHI
PROJECT ID: 9120-09-71, 9120-09-81
COUNTY: FLORENCE

MAY 2025

ORDER OF SHEETS

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

TOTAL SHEETS = 166

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9120-09-71		
9120-09-81	WISC 2025495	1

BRULE RIVER - IRON MOUNTAIN
PEWABIC STREET TO CTH NN
USH 2
FLORENCE COUNTY

BRULE RIVER - IRON MOUNTAIN
2ND CROSSING RD TO 0.17 MILES EAST
USH 2
FLORENCE COUNTY

STATE PROJECT NUMBER
9120-09-71

STATE PROJECT NUMBER
9120-09-81



DESIGN DESIGNATION 9120-09-71

A.A.D.T.	2026	=	6,820
A.A.D.T.	2046	=	7,790
D.H.V.	2046	=	657
D.D.	2046	=	61/39
T.		=	24.5%
DESIGN SPEED		=	30 MPH
ESALS		=	2,900,000

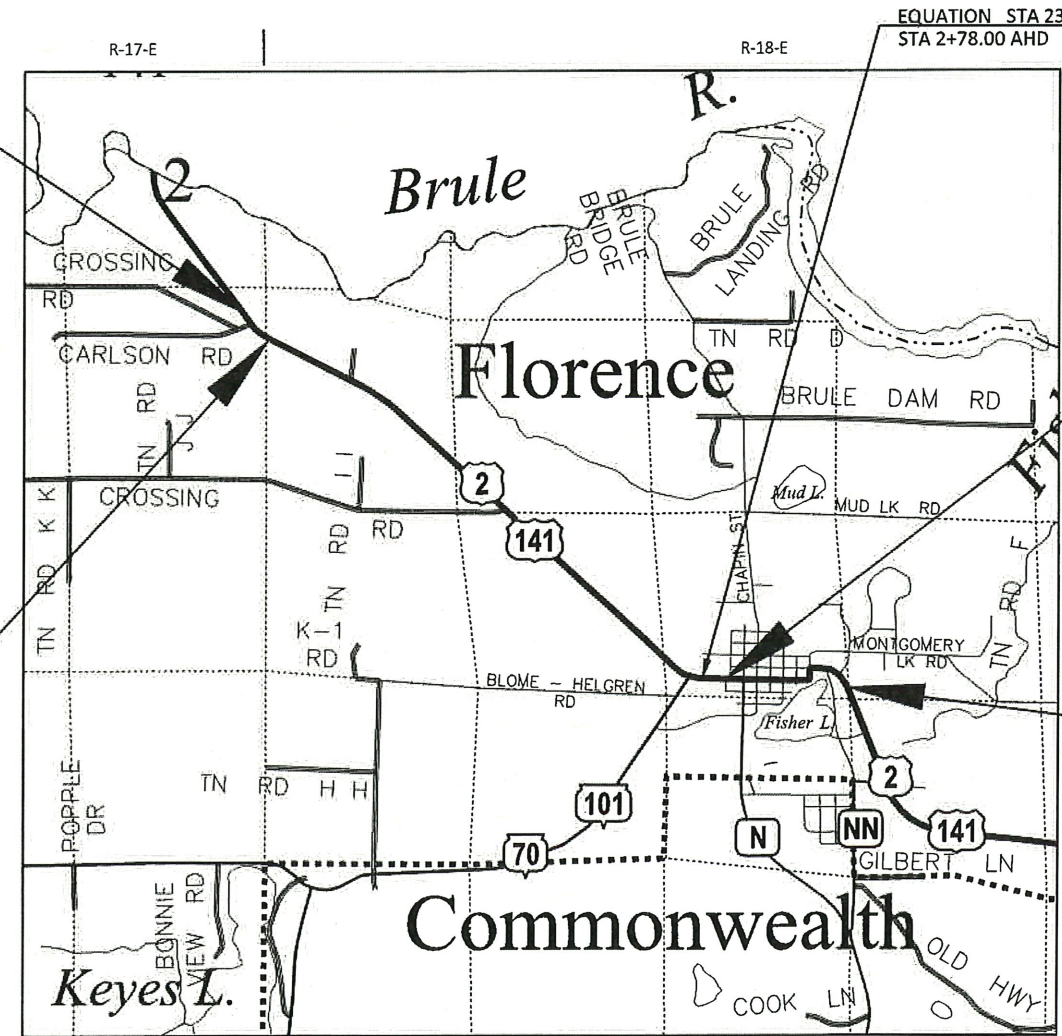
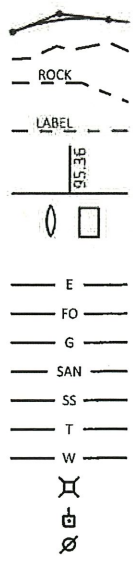
DESIGN DESIGNATION 9120-09-81

A.A.D.T.	2046	=	4,040
A.A.D.T.	2046	=	4,910
D.H.V.	2046	=	414
D.D.	2046	=	61/39
T.		=	18.0%
DESIGN SPEED		=	55 MPH
ESALS		=	1,700,000

CONVENTIONAL SYMBOLS

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

- PROFILE
- GRADE LINE
 - ORIGINAL GROUND
 - MARSH OR ROCK PROFILE (To be noted as such)
 - SPECIAL DITCH
 - GRADE ELEVATION
 - CULVERT (Profile View)
 - UTILITIES
 - ELECTRIC
 - FIBER OPTIC
 - GAS
 - SANITARY SEWER
 - STORM SEWER
 - TELEPHONE
 - WATER
 - UTILITY PEDESTAL
 - POWER POLE
 - TELEPHONE POLE



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE 9120-09-71 = 0.785 MI
TOTAL NET LENGTH OF CENTERLINE 9120-09-81 = 0.159 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), FLORENCE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18

ORIGINAL PLANS PREPARED BY

ISG

WISCONSIN
CORONA V. WOYCHIK
E-47688
ONALASKA, WISC.
PROFESSIONAL ENGINEER

DATE: 1/27/2025 [Signature]

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/ISG
Designer	ISG
Project Manager	FELIX OGLES, P.E.
Regional Examiner	FRED SCHUNKE, P.E.
Regional Supervisor	ELIZABETH NEMEC, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 1/30/2025 Felix Ogles [Signature]

E

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

DNR LIAISON

JON SIMONSEN
DEPARTMENT OF NATURAL RESOURCES
107 SURLIFF AVE
RHINELANDER, WI 54501
(715)-367-1936
EMAIL: JONATHAN.SIMONSEN@WISCONSIN.GOV

CONTROL POINTS					
CP#	STATION	OFFSET	Y	X	ELEVATION
101	6+96.37	15.53LT	176379.500	409217.440	1293.22
102	6+95.37	16.58RT	176347.420	409215.760	1293.12
103	8+57.26	26.10LT	176386.650	409378.520	1295.58
104	8+63.56	20.94RT	176339.490	409383.820	1295.76
105	17+44.11	62.64LT	176404.350	410265.950	1300.38
106	17+38.43	31.54RT	176310.310	410258.270	1300.16
107	18+66.55	35.56LT	176374.670	410387.780	1301.73
108	18+71.13	35.58RT	176303.450	410390.850	1302.09
109	28+09.41	36.17LT	176355.260	411330.440	1301.47
110	27+69.82	36.96RT	176282.990	411289.310	1301.89
111	29+95.07	36.71LT	176351.860	411516.070	1302.65
112	29+31.49	35.47RT	176281.050	411450.980	1300.99
113	35+68.57	29.93LT	176671.810	411793.110	1314.99
114	35+89.96	30.83RT	176610.630	411813.260	1313.01
115	34+60.25	29.08LT	176574.610	411722.180	1310.72
116	33+81.53	31.76RT	176494.330	411780.940	1307.24
117	39+37.50	27.84LT	176662.170	412162.210	1312.88
118	39+37.60	22.28RT	176612.070	412160.770	1311.34
119	40+95.58	22.18LT	176629.470	412323.370	1308.20
120	40+89.44	21.71RT	176589.280	412304.690	1306.65

UTILITY CONTACTS

FLORENCE UTILITY COMMISSION
SEWER
ERIC LORENZEN
P.O. BOX 109, 501 SPRING AVE
FLORENCE, WI 54121
(715)-528-3330
EMAIL: ELORENZEN@FLORENCEUTILITIESWI.GOV

FLORENCE UTILITY COMMISSION
GAS/PETROLEUM
ERIC LORENZEN
P.O. BOX 109, 501 SPRING AVE
FLORENCE, WI 54121
(715)-528-3330
EMAIL: ELORENZEN@FLORENCEUTILITIESWI.GOV

MERIT NETWORK, INC.
COMMUNICATIONS
JOHN SITKA
880 TECHNOLOGY DRIVE
SUITE B
ANN ARBOR, MI 48108-8963
(616)-970-1703
EMAIL: JCSITKA@MERIT.EDU

SPECTRUM COMMUNICATIONS
SCOTT BEASTER
385 WOODWARD AVE
KINGSFORD, MI 49802
(906)-553-7859
EMAIL: SCOTT.BEASTER@CHARTER.COM

FLORENCE UTILITY COMMISSION
ELECTRICITY
ERIC LORENZEN
P.O. BOX 109, 501 SPRING AVE
FLORENCE, WI 54121
(715)-528-3330
EMAIL: ELORENZEN@FLORENCEUTILITIESWI.GOV

FLORENCE UTILITY COMMISSION
WATER
ERIC LORENZEN
P.O. BOX 109, 501 SPRING AVE
FLORENCE, WI 54121
(715)-528-3330
EMAIL: ELORENZEN@FLORENCEUTILITIESWI.GOV

NSIGHT TELSERVICES
COMMUNICATIONS
RICK VINCENT
470 SECURITY BLVD
GREEN BAY, WI 54313
(920)-617-7316
EMAIL: RICK.VINCENT@NSIGHT.COM

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 7.64 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.24 ACRES

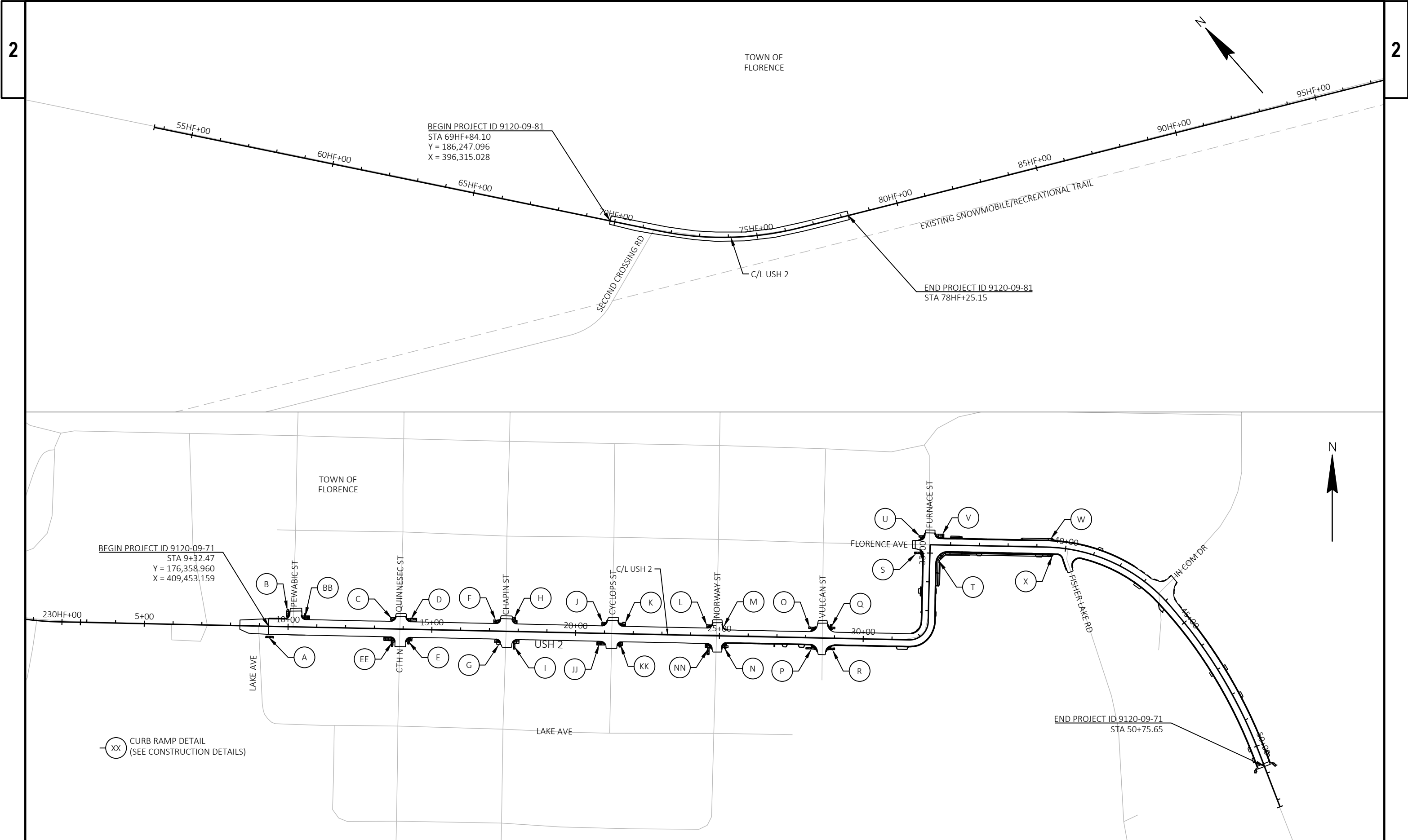
DIGGERSHOTLINE

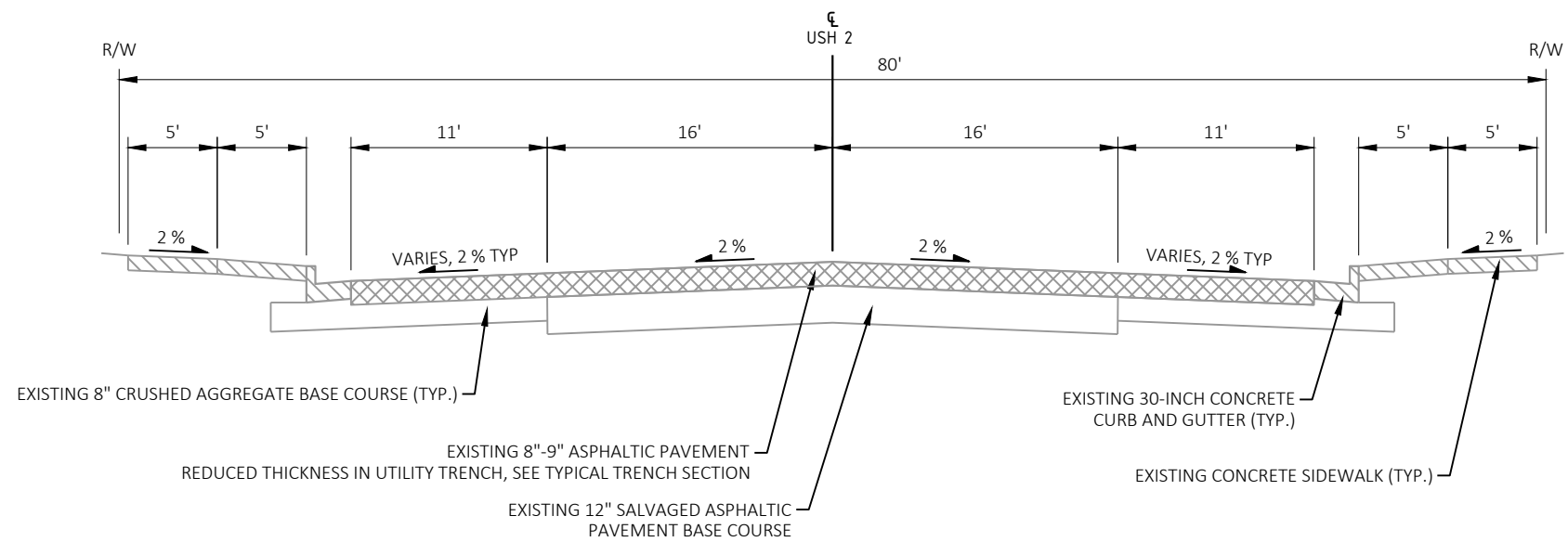
Dial 811 or (800)242-8511

www.DiggersHotline.com

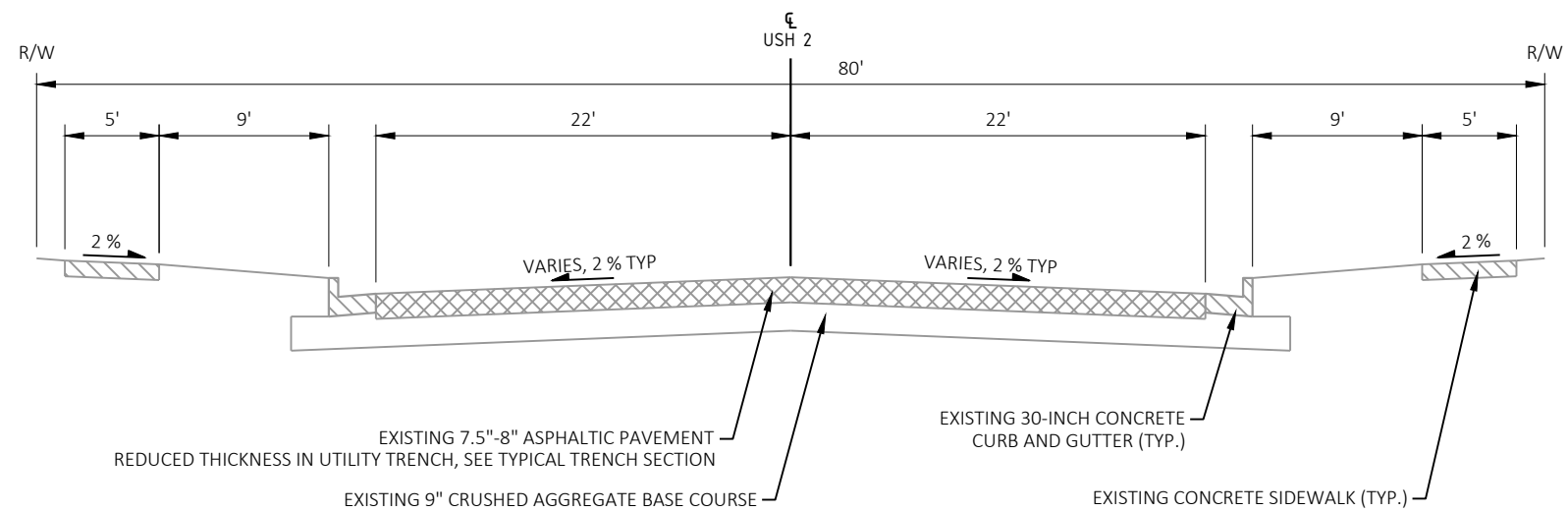
ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- DRAINAGE DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- PAVEMENT MARKING AND SIGNING PLAN
- TRAFFIC CONTROL



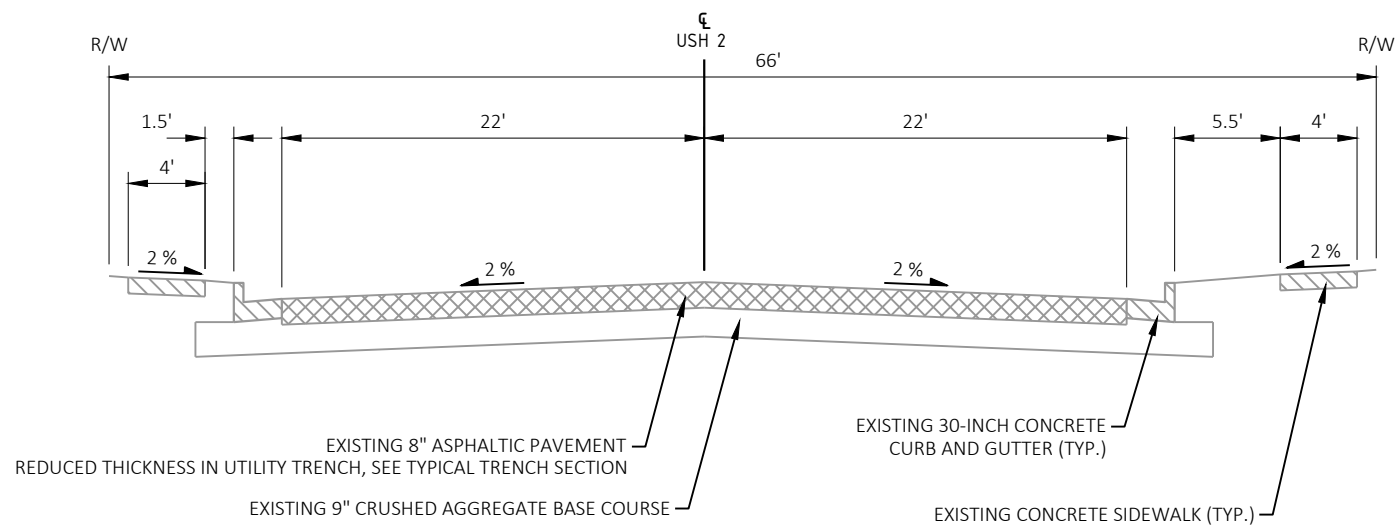
**EXISTING TYPICAL SECTION**

STA 8+32 - STA 24+91

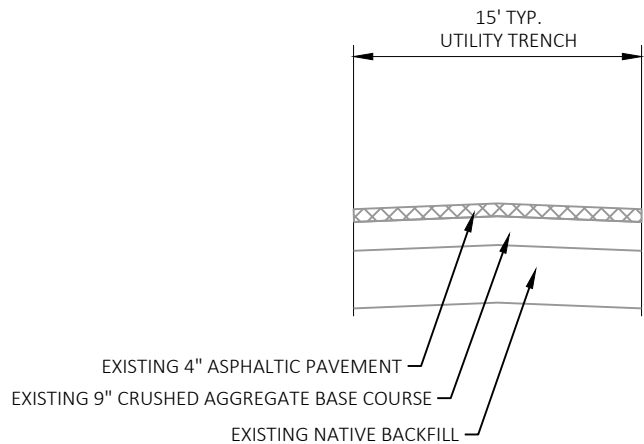
**EXISTING TYPICAL SECTION**

STA 24+91 - STA 31+60

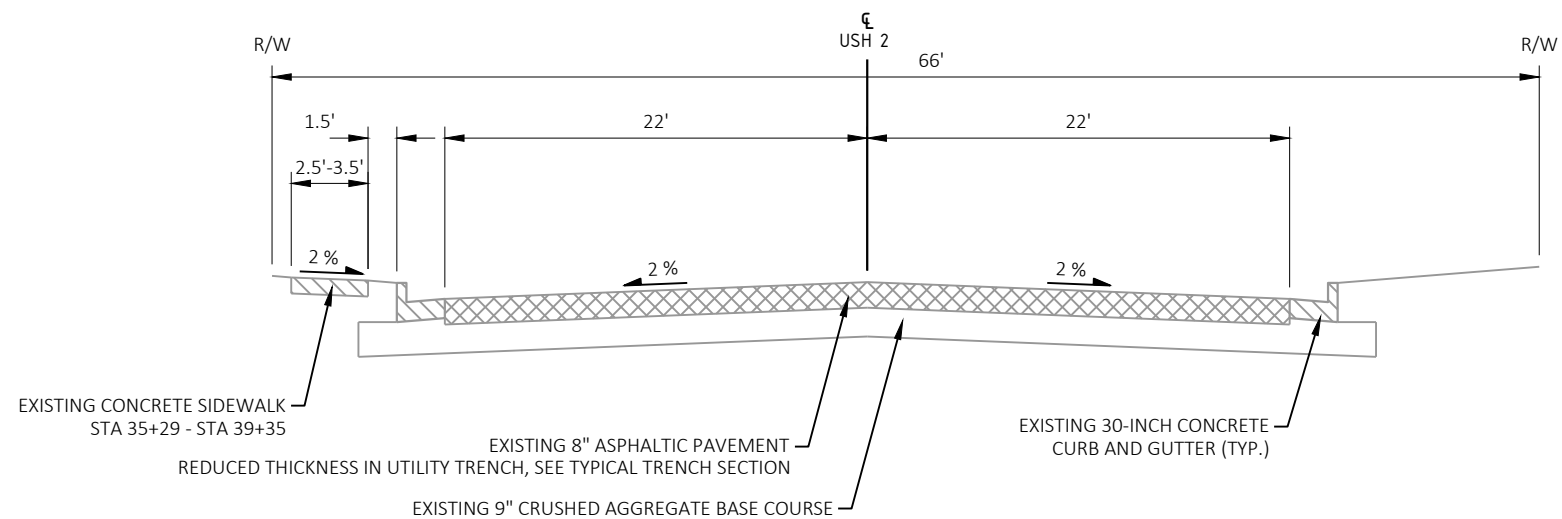
NOTES
-PAVEMENT STRUCTURE INFORMATION FROM EXISTING
AS-BUILTS AND PAVEMENT CORES COLLECTED ON 6/29/2023.
APPROXIMATE LOCATIONS:
BORING 1: STA 16+00, LT DRIVING LANE
BORING 2: STA 20+00, RT DRIVING LANE
BORING 3: STA 23+00, LT DRIVING LANE
BORING 4: STA 27+00, RT DRIVING LANE



EXISTING TYPICAL SECTION
STA 31+60 - STA 35+29



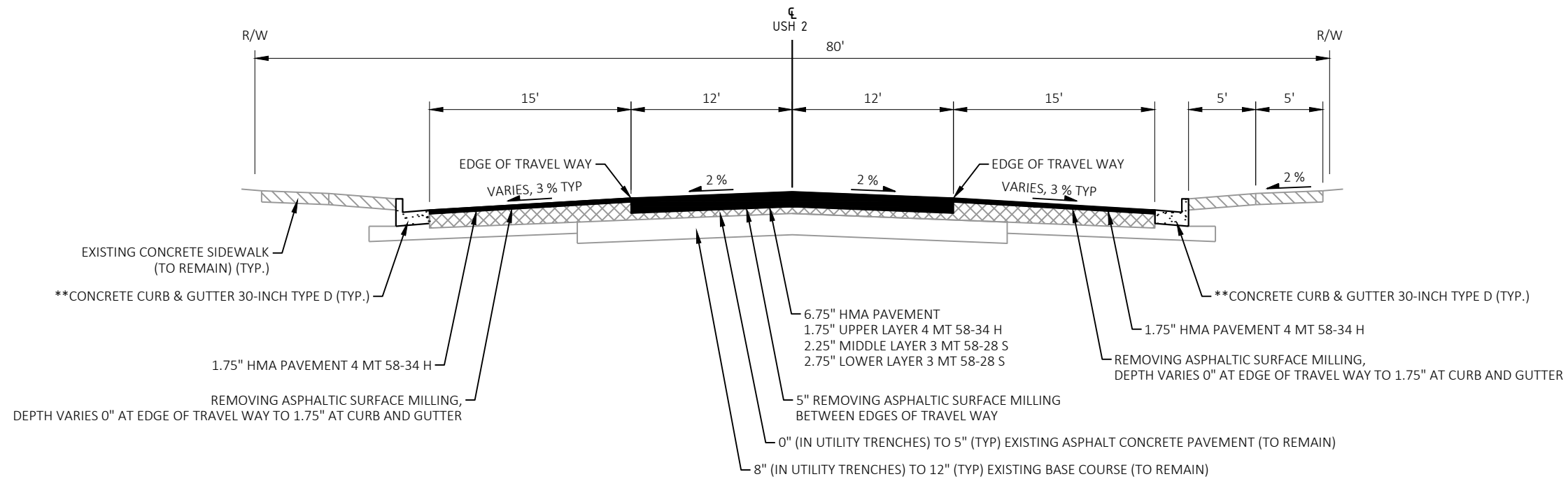
EXISTING TYPICAL TRENCH SECTION



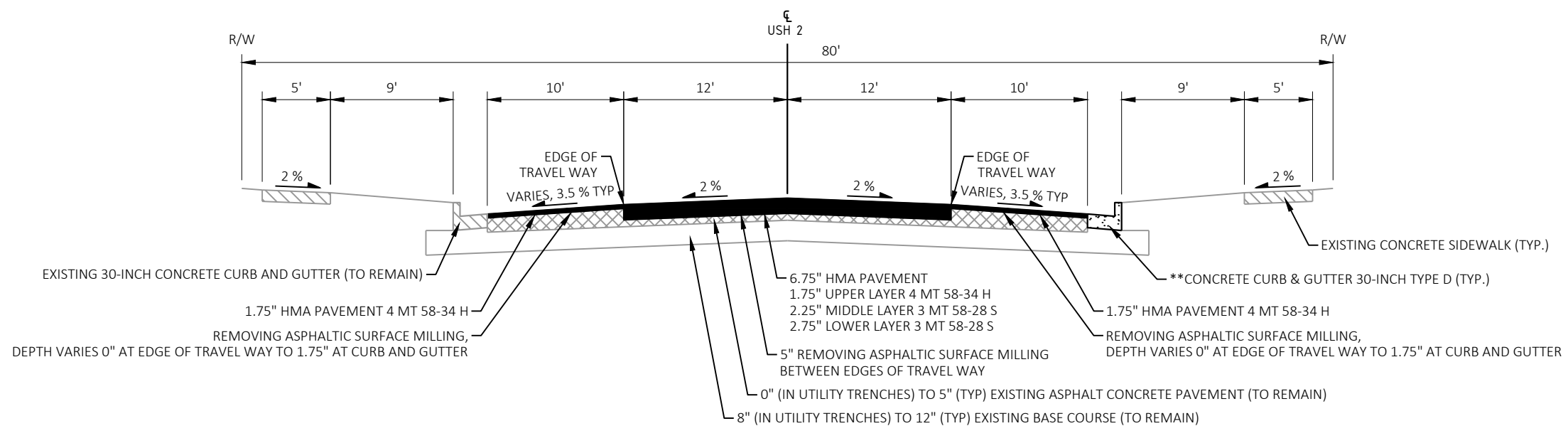
EXISTING TYPICAL SECTION
STA 35+29 - STA 50+76

USH 2 CENTER LINE		
STA 10+25 TO STA 31+75		
STA 35+29 TO STA 38+86		
LATERALS RT, APPROX. STA		
STA 10+94	STA 16+46	STA 26+02
STA 11+67	STA 16+89	STA 26+42
STA 12+00	STA 17+98	STA 27+81
STA 12+30	STA 21+56	STA 29+27
STA 13+07	STA 21+84	STA 30+85
STA 13+92	STA 23+20	STA 36+18
STA 14+55	STA 24+18	STA 38+17
STA 15+53	STA 25+50	STA 38+76
LATERALS LT, APPROX. STA		
STA 11+33	STA 17+97	STA 27+68
STA 12+27	STA 19+66	STA 27+96
STA 12+93	STA 19+97	STA 28+97
STA 14+91	STA 20+28	STA 29+98
STA 15+21	STA 20+67	STA 31+12
STA 15+43	STA 21+83	STA 35+96
STA 15+75	STA 23+93	STA 36+51
STA 16+01	STA 25+57	STA 37+47
STA 16+58	STA 25+84	STA 38+76
STA 16+91	STA 26+76	

NOTES
-PAVEMENT STRUCTURE INFORMATION
FROM EXISTING AS-BUILTS.

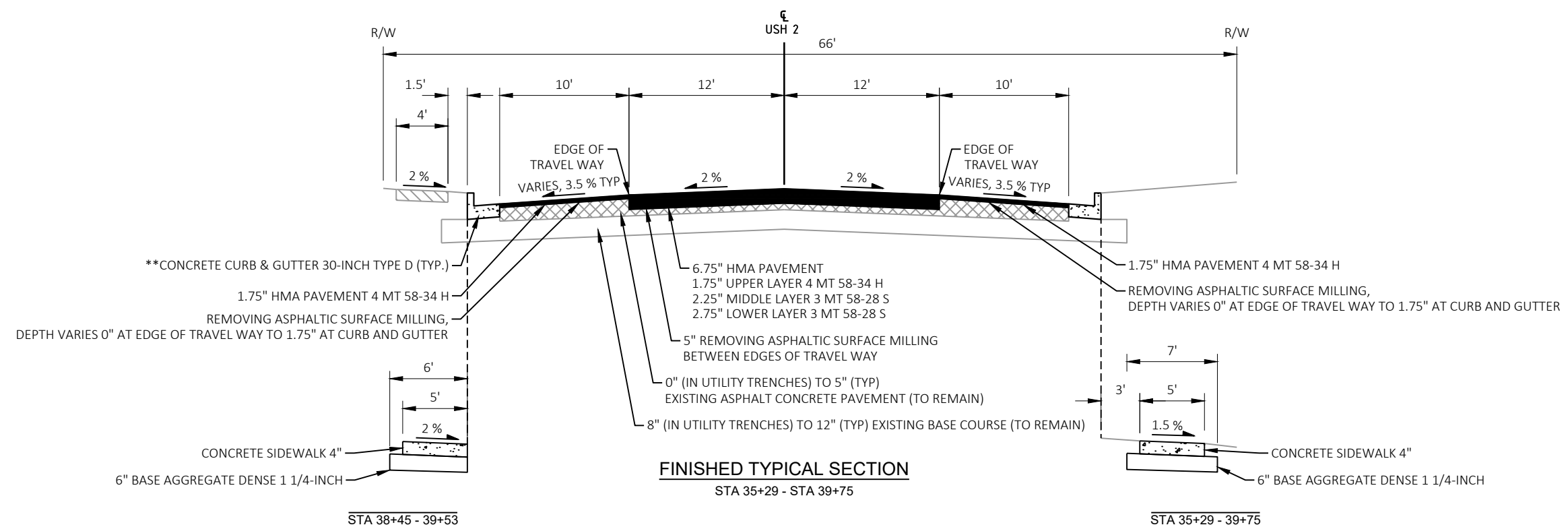
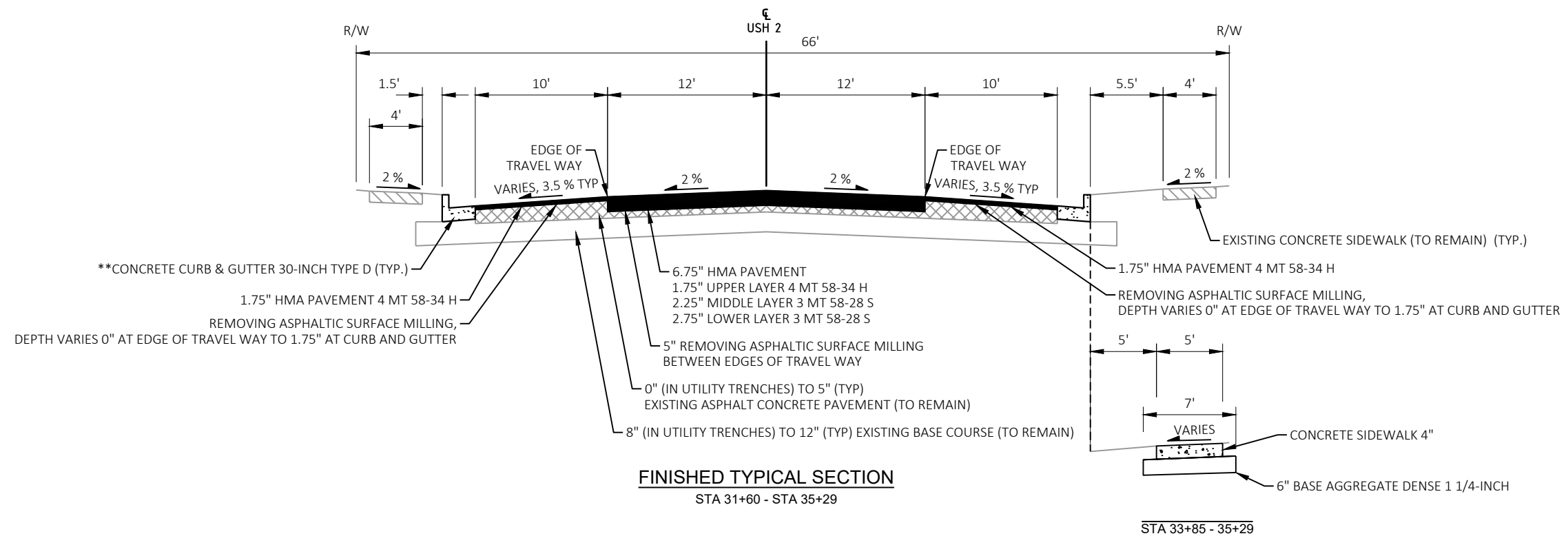
**FINISHED TYPICAL SECTION**

STA 8+32 - STA 24+91

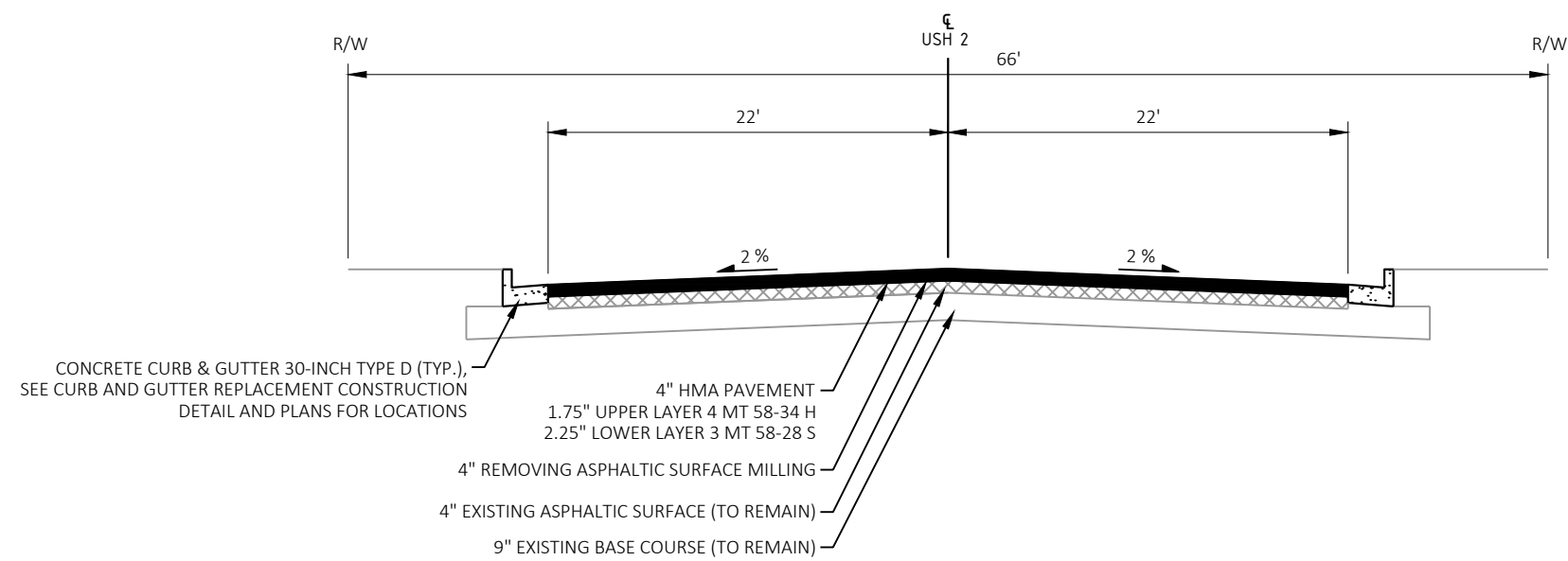
**FINISHED TYPICAL SECTION**

STA 24+91 - STA 31+60

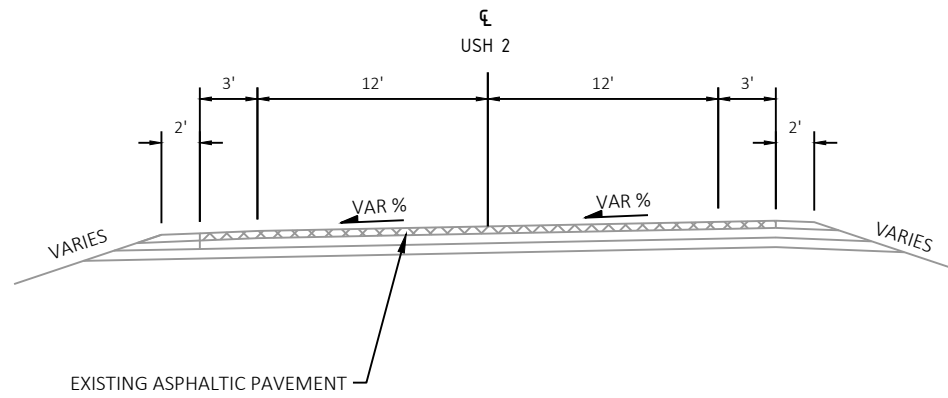
**SEE CURB AND GUTTER REPLACEMENT CONSTRUCTION DETAIL AND PLANS FOR LOCATIONS



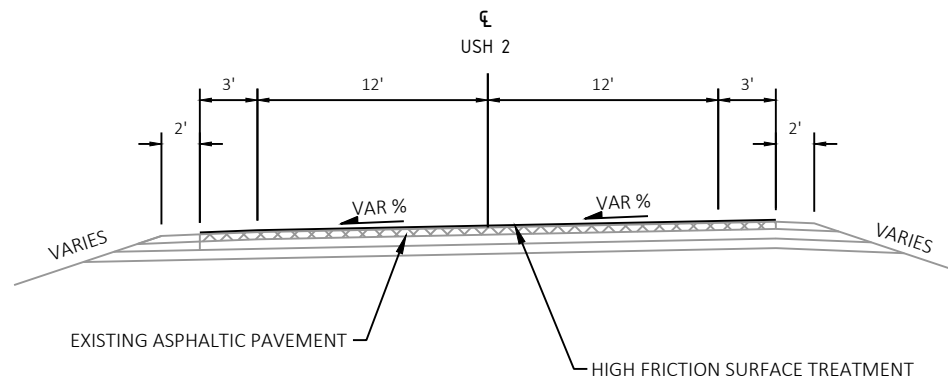
**SEE CURB AND GUTTER REPLACEMENT CONSTRUCTION DETAIL AND PLANS FOR LOCATIONS



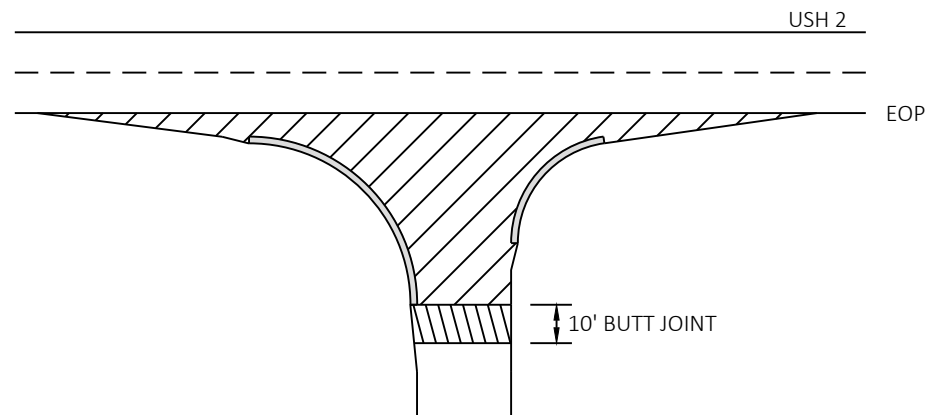
FINISHED TYPICAL SECTION
STA 35+75 - STA 50+76



EXISTING TYPICAL SECTION
STA 69'HF'+84 - STA 78'HF'+25



PROPOSED TYPICAL SECTION
STA 69'HF'+84 - STA 78'HF'+25



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

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

SIDE ROADS

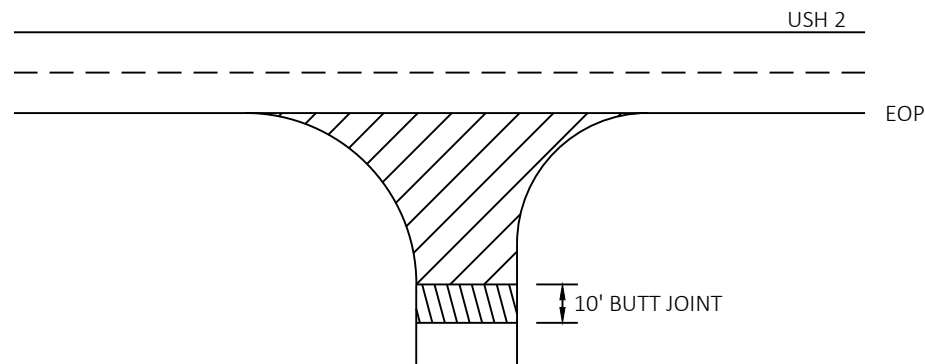
WITH CURB AND GUTTER

PEWABIC STREET, QUINNESEC STREET
CHAPIN STREET, CYCLOPS STREET
NORWAY STREET, VULCAN STREET
FLORENCE AVENUE, FURNACE STREET
FISHER LAKE ROAD

SIDE ROADS

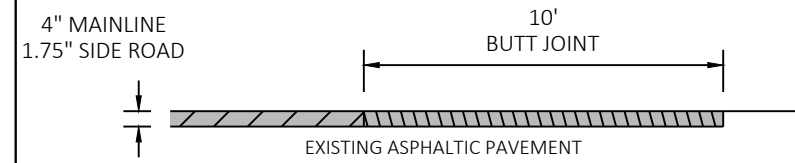
WITHOUT CURB AND GUTTER

IN COM DRIVE



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

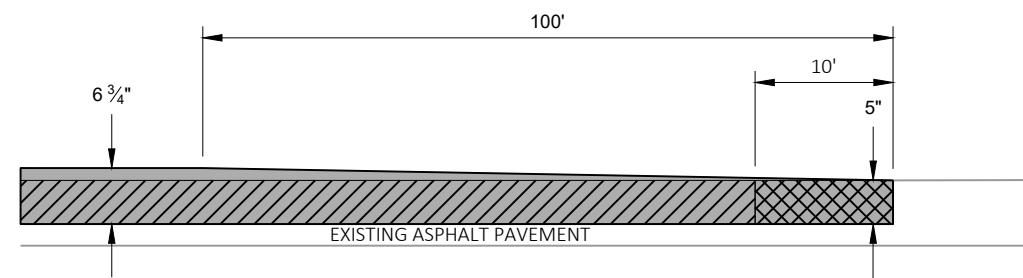
NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED



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

BUTT JOINT

MAINLINE (STA 50+66 TO STA 50+76)
SIDE ROADS

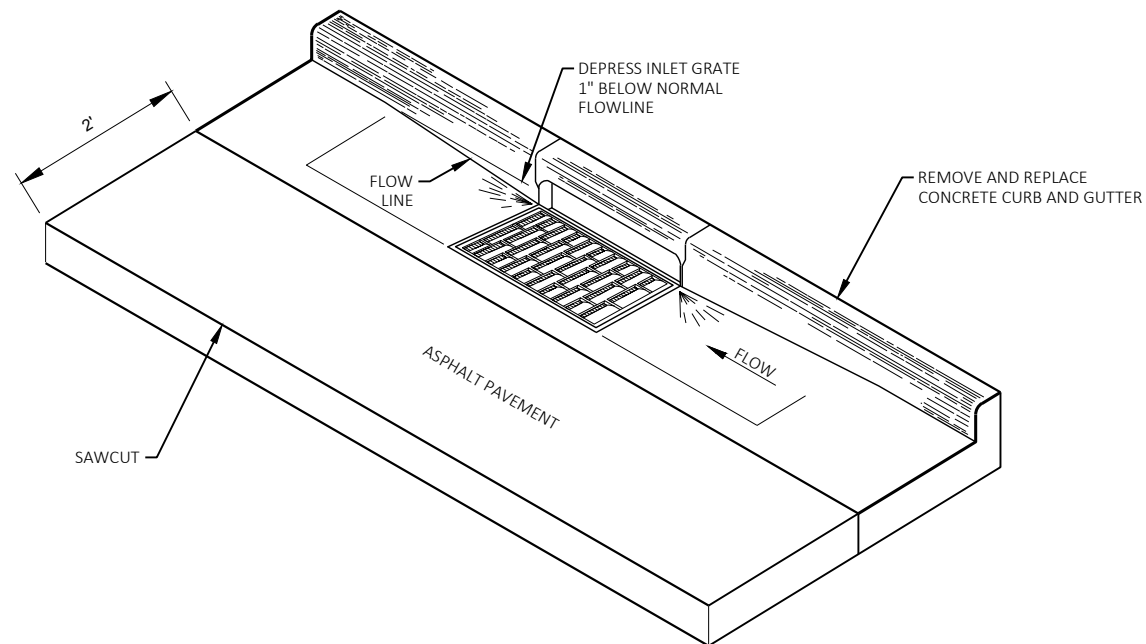


BUTT JOINT WITH PROFILE TRANSITION

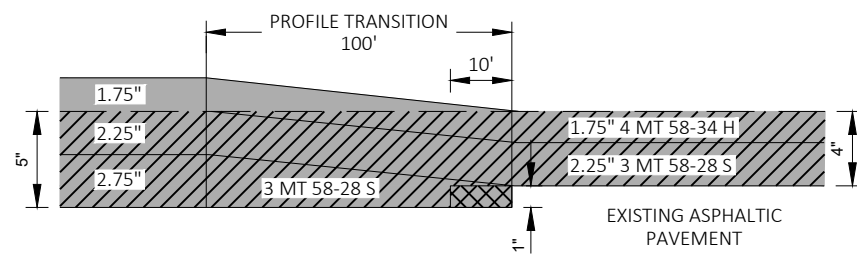
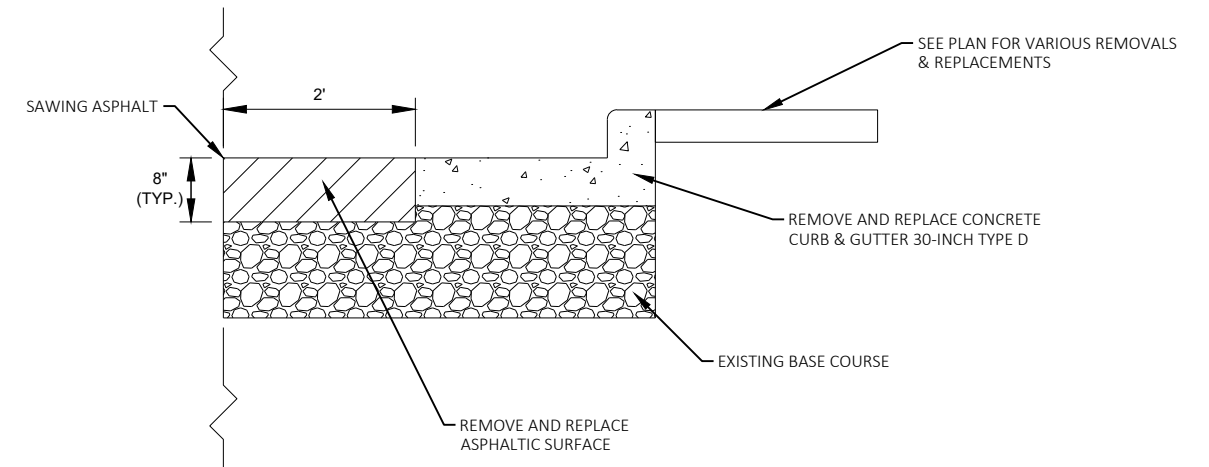
MAINLINE (STA 8+32 TO STA 9+32)

LEGEND

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

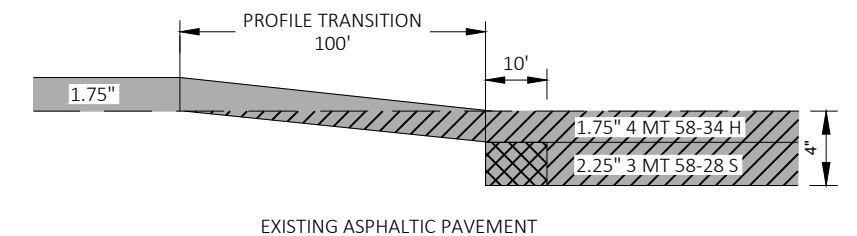
**CURB & GUTTER REPLACEMENT**

STA 9+31 - 10+05, LT
STA 25+05 - 28+38, RT
STA 28+72 - 36+47, RT
STA 31+67 - 35+10, LT
STA 35+45 - 42+44, LT
STA 36+67 - 40+04, RT
STA 40+22 - 50+76, RT
STA 44+82 - 50+76, LT

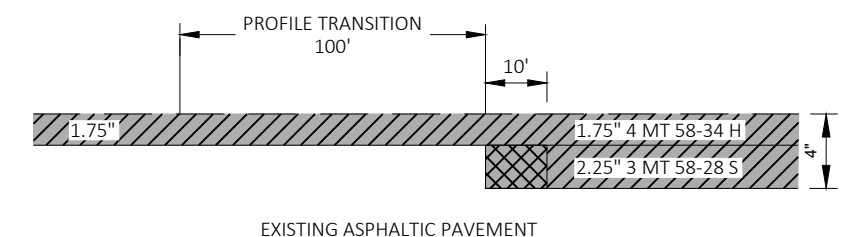
**PROFILE TRANSITION - TRAVEL AREA**

MAINLINE (STA 38+75 TO STA 39+75)

- LEGEND**
- REMOVING ASPHALTIC SURFACE
 - REMOVING ASPHALTIC SURFACE BUTT JOINTS
 - HMA PAVEMENT

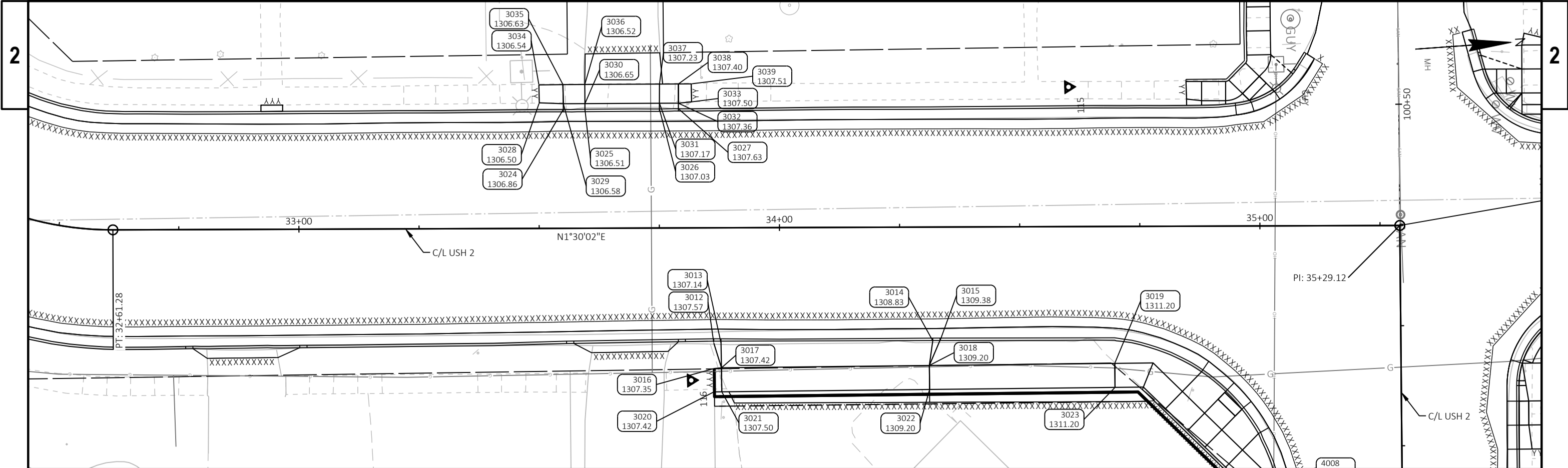
**PROFILE TRANSITION - WITHIN SHOULDERS, AT EDGE OF TRAVEL WAY**

MAINLINE (STA 38+75 TO STA 39+75)

**PROFILE TRANSITION - WITHIN SHOULDERS, AT CURB AND GUTTER**

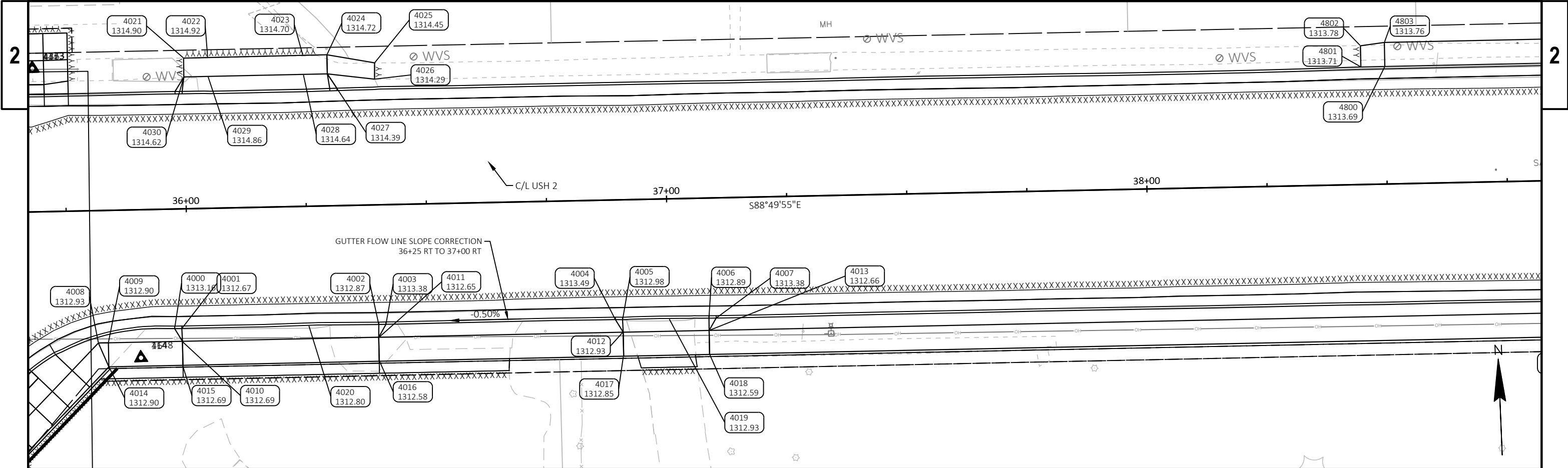
MAINLINE (STA 38+75 TO STA 39+75)





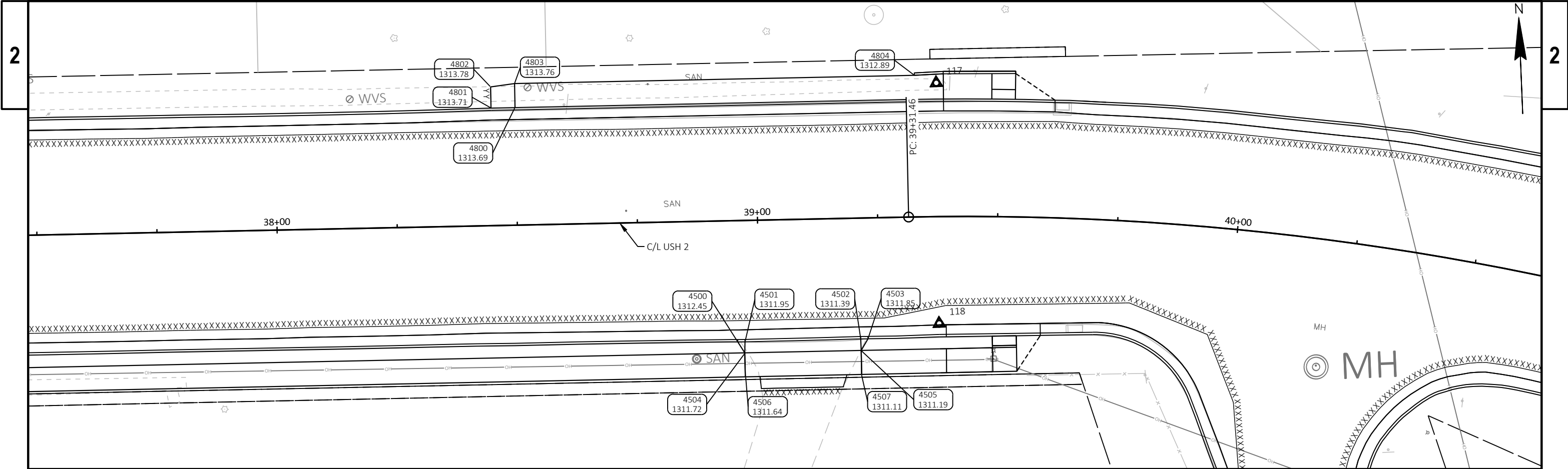
Sidewalk 33+75 - 34+75					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3012	33+86.26	24.00' RT	1307.57	176499.26	411773.31
3013	33+87.76	24.03' RT	1307.14	176500.76	411773.37
3014	34+31.84	23.70' RT	1308.83	176544.83	411774.20
3015	34+33.34	23.68' RT	1309.38	176546.33	411774.23
3016	33+86.26	29.33' RT	1307.35	176499.12	411778.64
3017	33+87.84	29.16' RT	1307.42	176500.71	411778.51
3018	34+31.10	28.83' RT	1309.20	176543.96	411779.31
3019	34+69.70	28.53' RT	1311.20	176582.55	411780.02
3020	33+86.26	34.17' RT	1307.42	176498.99	411783.48
3021	33+87.88	34.16' RT	1307.50	176500.62	411783.51
3022	34+31.14	33.83' RT	1309.20	176543.87	411784.31
3023	34+69.73	33.53' RT	1311.20	176582.46	411785.02
3024	33+55.11	24.76' LT	1306.86	176469.40	411723.75
3025	33+59.61	24.78' LT	1306.51	176473.90	411723.85
3026	33+75.11	24.79' LT	1307.03	176489.39	411724.24
3027	33+79.05	24.84' LT	1307.63	176493.33	411724.29
3028	33+50.11	26.16' LT	1306.50	176464.43	411722.21
3029	33+55.11	25.95' LT	1306.58	176469.43	411722.56
3030	33+59.61	25.95' LT	1306.65	176473.93	411722.67
3031	33+75.12	25.98' LT	1307.17	176489.43	411723.05

Sidewalk 33+75 - 34+75					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3032	33+79.05	25.99' LT	1307.36	176493.37	411723.15
3033	33+81.81	26.24' LT	1307.50	176496.13	411722.96
3034	33+50.05	29.88' LT	1306.54	176464.47	411718.50
3035	33+55.05	29.94' LT	1306.63	176469.47	411718.57
3036	33+59.59	29.95' LT	1306.52	176474.02	411718.67
3037	33+75.15	29.98' LT	1307.23	176489.56	411719.06
3038	33+79.07	29.99' LT	1307.40	176493.49	411719.15
3039	33+81.75	29.99' LT	1307.51	176496.16	411719.22



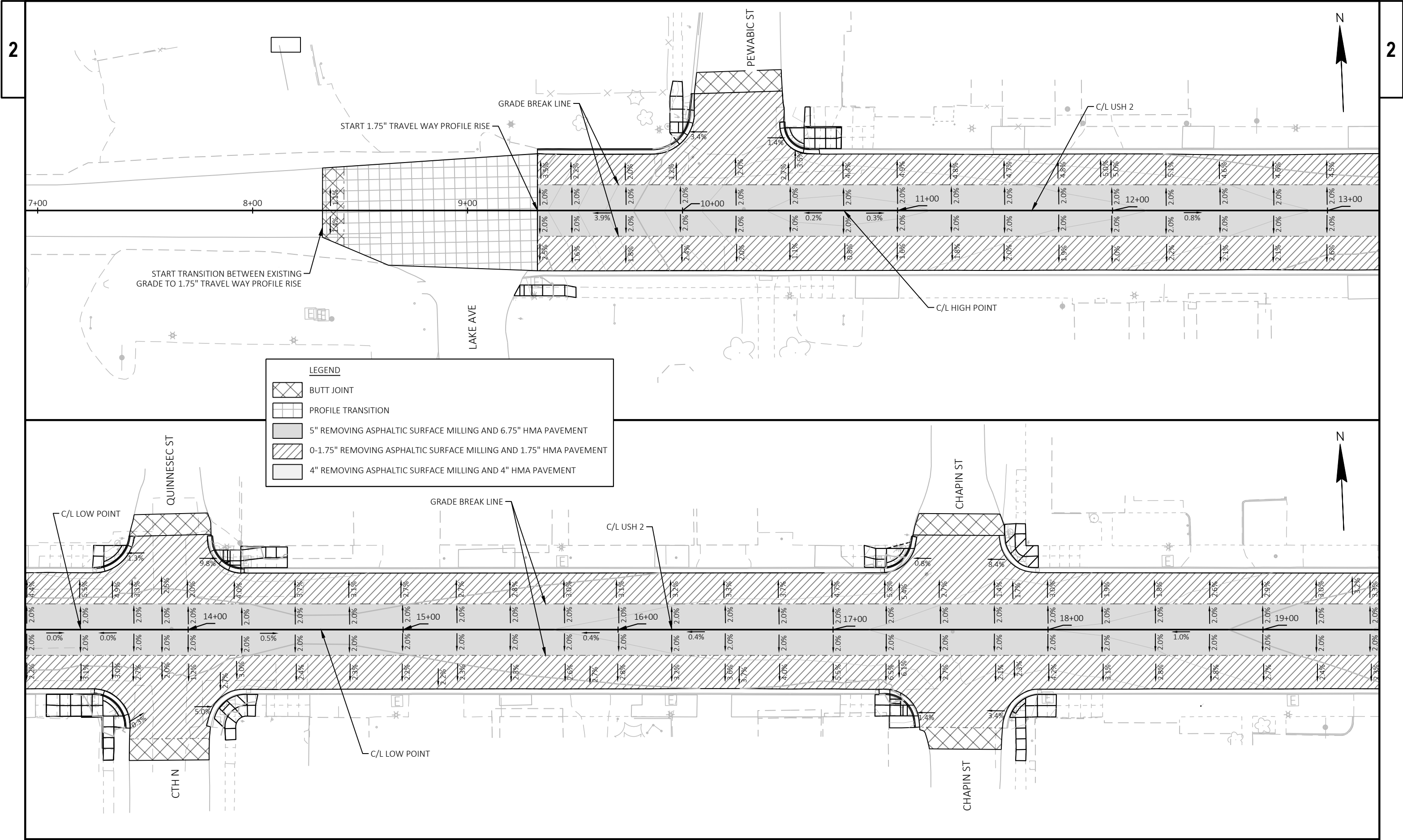
Sidewalk 36+00 RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4000	35+97.08	24.90' RT	1313.16	176616.42	411820.50
4001	35+98.58	24.90' RT	1312.67	176616.39	411822.00
4002	36+39.58	24.94' RT	1312.87	176615.51	411862.99
4003	36+41.06	24.93' RT	1313.38	176615.48	411864.47
4004	36+88.83	24.94' RT	1313.49	176614.50	411912.23
4005	36+90.33	24.95' RT	1312.98	176614.46	411913.73
4006	37+08.31	25.00' RT	1312.89	176614.05	411931.70
4007	37+09.81	25.03' RT	1313.38	176613.99	411933.20
4008	35+81.16	27.58' RT	1312.93	176614.06	411804.52
4009	35+83.24	27.58' RT	1312.90	176614.02	411806.60
4010	35+98.58	27.58' RT	1312.69	176613.71	411821.94
4011	36+39.58	27.58' RT	1312.65	176612.87	411862.93
4012	36+90.33	27.58' RT	1312.93	176611.84	411913.68
4013	37+08.31	27.58' RT	1312.66	176611.47	411931.65
4014	35+83.24	32.58' RT	1312.90	176609.02	411806.50
4015	35+98.58	32.58' RT	1312.69	176608.71	411821.84
4016	36+39.58	32.58' RT	1312.58	176607.87	411862.83
4017	36+90.33	32.58' RT	1312.85	176606.84	411913.58
4018	37+08.31	32.58' RT	1312.59	176606.47	411931.55
4019	37+00.00	24.95' RT	1312.93	176614.26	411923.40

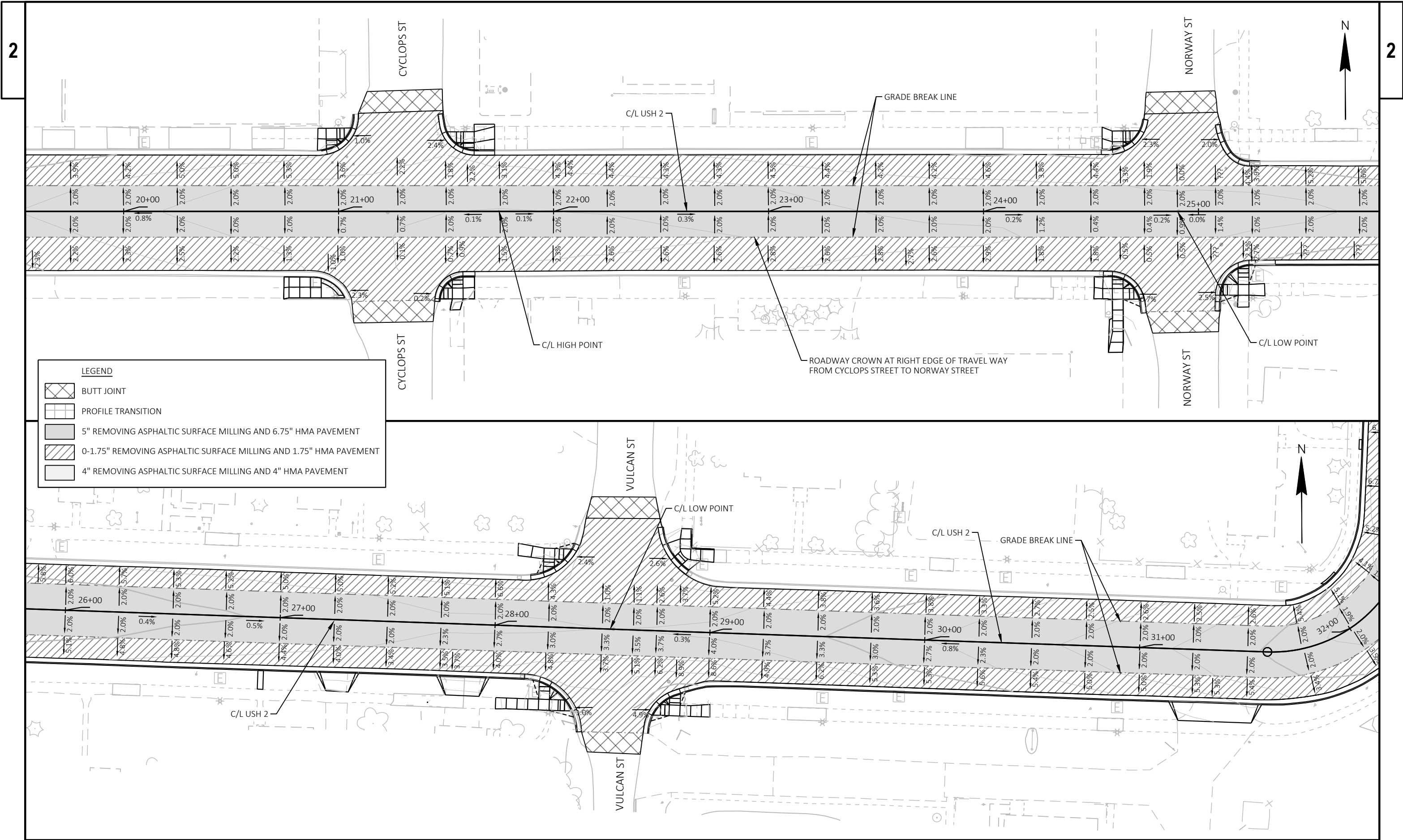
Sidewalk 36+00 RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4020	36+25.00	24.79' RT	1312.80	176615.96	411848.42
4021	36+00.11	31.40' LT	1314.90	176672.64	411824.68
4022	36+05.11	31.41' LT	1314.92	176672.55	411829.68
4023	36+24.94	31.46' LT	1314.70	176672.20	411849.50
4024	36+29.94	31.48' LT	1314.72	176672.11	411854.50
4025	36+39.82	29.59' LT	1314.45	176670.02	411864.35
4026	36+39.75	26.19' LT	1314.29	176666.62	411864.21
4027	36+29.95	27.49' LT	1314.39	176668.12	411854.43
4028	36+24.95	27.48' LT	1314.64	176668.22	411849.43
4029	36+05.10	27.47' LT	1314.86	176668.61	411829.58
4030	36+00.10	27.47' LT	1314.62	176668.71	411824.58

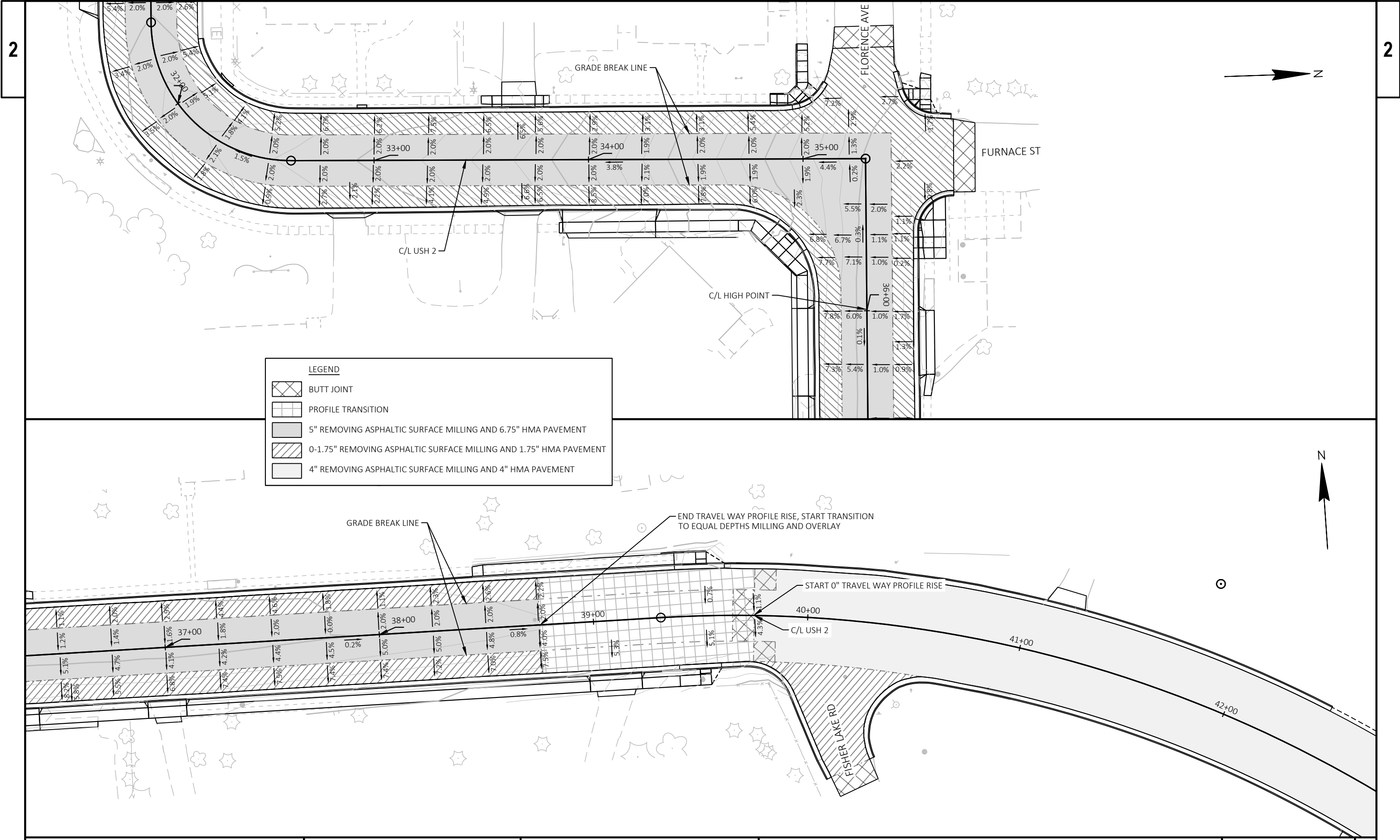


Sidewalk 39+00 RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4500	38+95.37	25.28' RT	1312.45	176609.95	412118.72
4501	38+96.89	25.29' RT	1311.95	176609.92	412120.24
4502	39+20.97	25.18' RT	1311.39	176609.54	412144.32
4503	39+22.47	25.20' RT	1311.85	176609.49	412145.82
4504	38+96.87	27.58' RT	1311.72	176607.63	412120.17
4505	39+20.97	27.58' RT	1311.19	176607.14	412144.27
4506	38+96.87	32.58' RT	1311.64	176602.63	412120.07
4507	39+20.97	32.58' RT	1311.11	176602.14	412144.16

Sidewalk 39+00 LT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4800	38+50.03	24.50' LT	1313.69	176660.65	412074.40
4801	38+45.03	24.50' LT	1313.71	176660.75	412069.41
4802	38+45.03	28.90' LT	1313.78	176665.15	412069.50
4803	38+50.03	29.50' LT	1313.76	176665.65	412074.50
4804	39+33.18	29.50' LT	1312.89	176663.95	412157.73

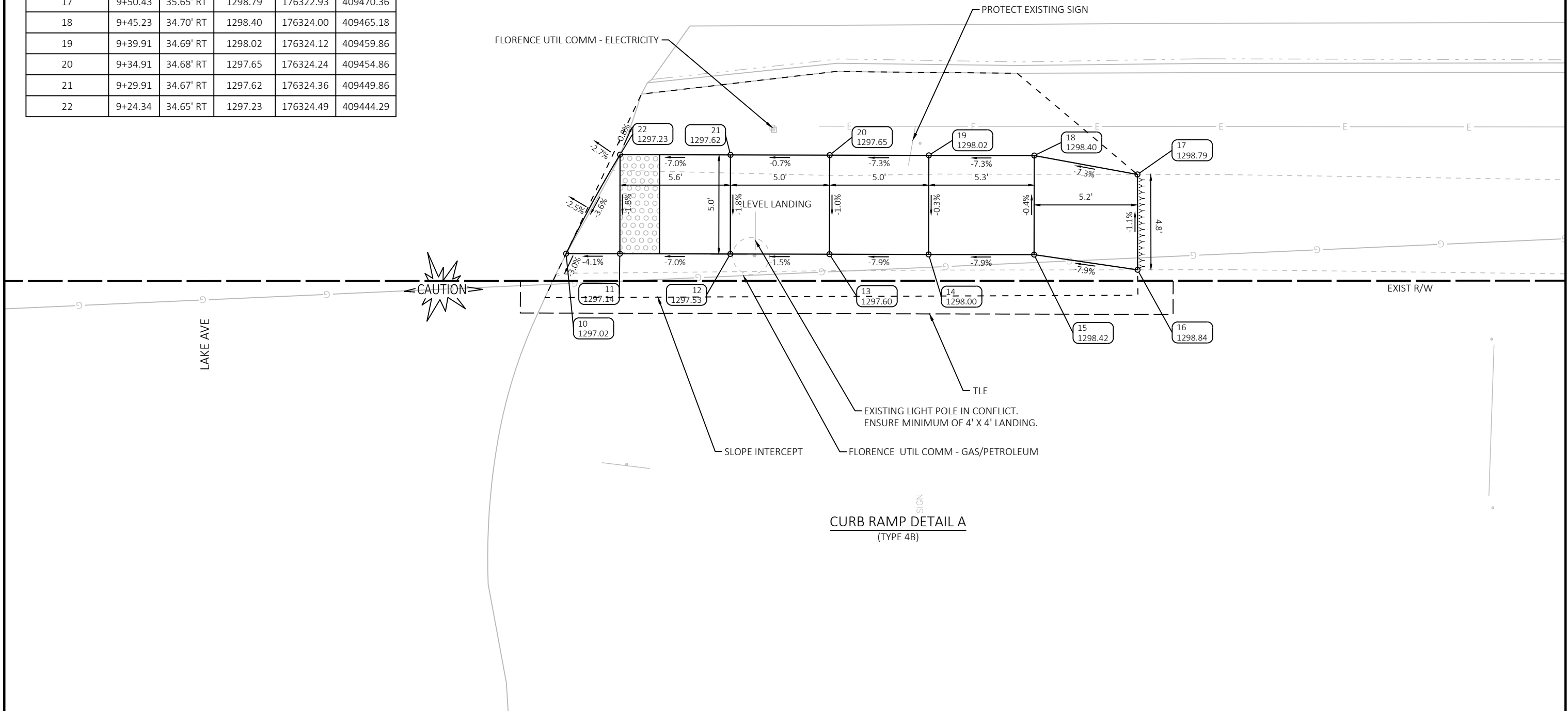






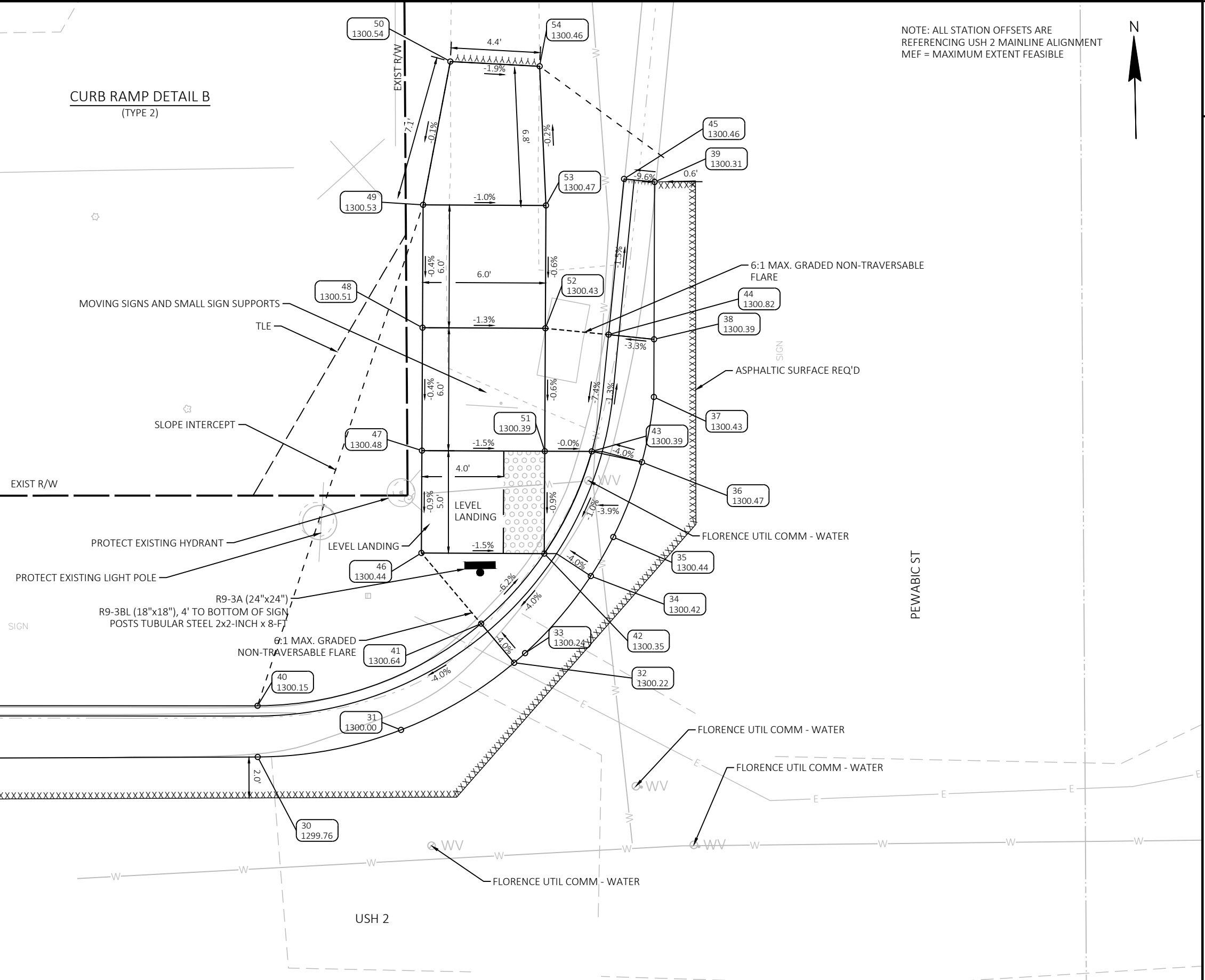
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

LAKE AVENUE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10	9+21.62	39.65' RT	1297.02	176319.55	409441.47
11	9+24.33	39.65' RT	1297.14	176319.49	409444.18
12	9+29.90	39.67' RT	1297.53	176319.36	409449.75
13	9+34.90	39.68' RT	1297.60	176319.24	409454.74
14	9+39.90	39.69' RT	1298.00	176319.12	409459.74
15	9+45.22	39.70' RT	1298.42	176319.00	409465.06
16	9+50.44	40.46' RT	1298.84	176318.12	409470.27
17	9+50.43	35.65' RT	1298.79	176322.93	409470.36
18	9+45.23	34.70' RT	1298.40	176324.00	409465.18
19	9+39.91	34.69' RT	1298.02	176324.12	409459.86
20	9+34.91	34.68' RT	1297.65	176324.24	409454.86
21	9+29.91	34.67' RT	1297.62	176324.36	409449.86
22	9+24.34	34.65' RT	1297.23	176324.49	409444.29

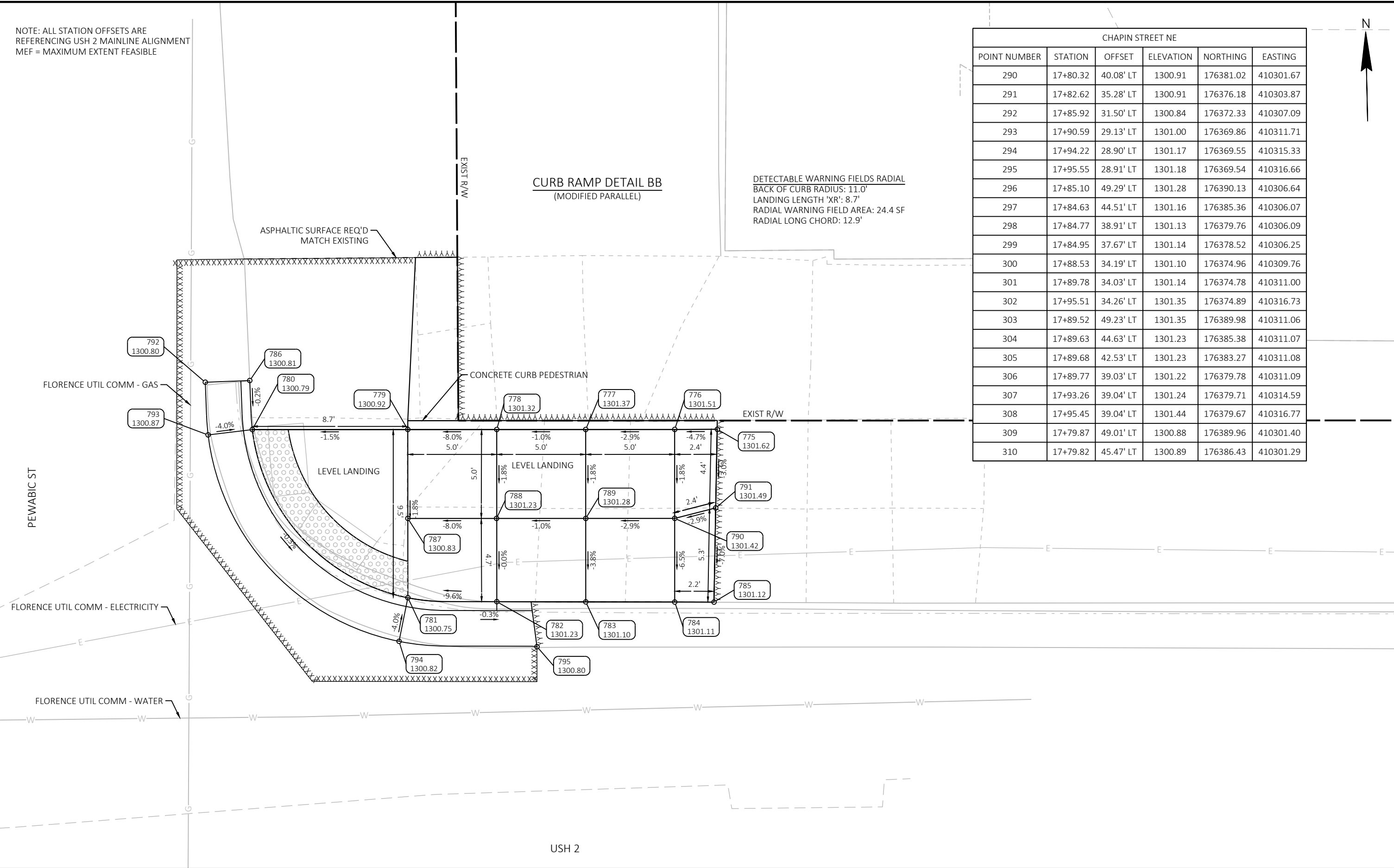


PEWABIC STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	9+86.08	26.23' LT	1299.76	176384.04	409507.32
31	9+93.08	27.55' LT	1300.00	176385.22	409514.34
32	9+98.61	30.83' LT	1300.22	176388.38	409519.94
33	9+99.14	31.30' LT	1300.24	176388.83	409520.48
34	10+02.35	35.06' LT	1300.42	176392.53	409523.77
35	10+03.45	36.97' LT	1300.44	176394.41	409524.91
36	10+04.85	40.62' LT	1300.47	176398.04	409526.38
37	10+05.43	43.81' LT	1300.43	176401.21	409527.04
38	10+05.44	46.63' LT	1300.39	176404.02	409527.10
39	10+05.47	54.31' LT	1300.31	176411.71	409527.29
40	9+86.08	28.73' LT	1300.15	176386.54	409507.36
41	9+96.99	32.74' LT	1300.64	176390.32	409518.36
42	10+00.08	36.16' LT	1300.35	176393.68	409521.52
43	10+02.40	41.15' LT	1300.39	176398.62	409523.95
44	10+03.22	46.86' LT	1300.82	176404.30	409524.89
45	10+03.97	54.46' LT	1300.46	176411.88	409525.80
46	9+94.08	36.19' LT	1300.44	176393.83	409515.52
47	9+94.10	41.19' LT	1300.48	176398.83	409515.65
48	9+94.13	47.19' LT	1300.51	176404.83	409515.81
49	9+94.16	53.19' LT	1300.53	176410.83	409515.97
50	9+95.49	60.19' LT	1300.54	176417.80	409517.44
51	10+00.10	41.16' LT	1300.39	176398.68	409521.65
52	10+00.13	47.16' LT	1300.43	176404.67	409521.81
53	10+00.16	53.16' LT	1300.47	176410.67	409521.97
54	9+99.85	59.96' LT	1300.46	176417.47	409521.80

CURB RAMP DETAIL B
(TYPE 2)



NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



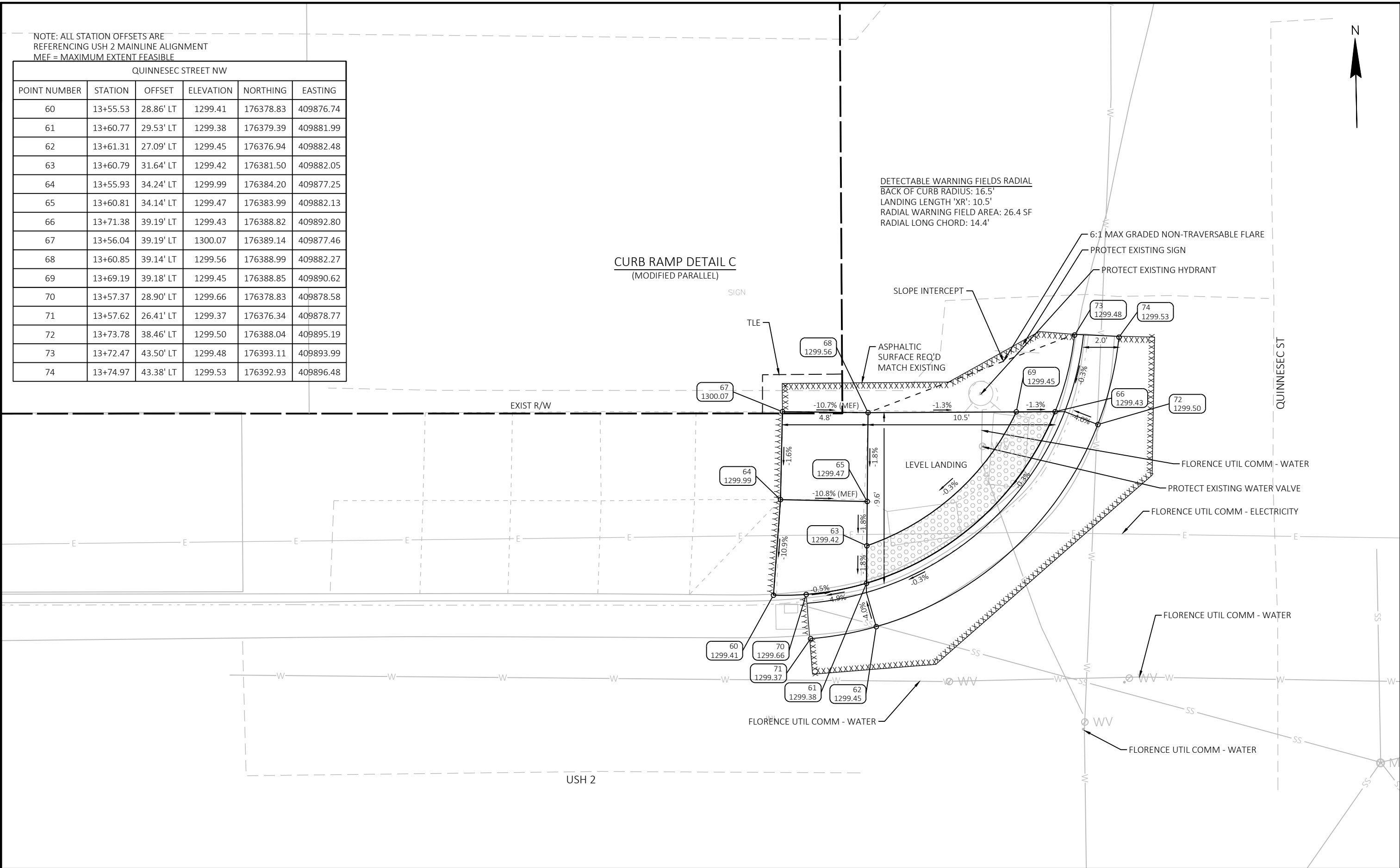
CHAPIN STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
290	17+80.32	40.08' LT	1300.91	176381.02	410301.67
291	17+82.62	35.28' LT	1300.91	176376.18	410303.87
292	17+85.92	31.50' LT	1300.84	176372.33	410307.09
293	17+90.59	29.13' LT	1301.00	176369.86	410311.71
294	17+94.22	28.90' LT	1301.17	176369.55	410315.33
295	17+95.55	28.91' LT	1301.18	176369.54	410316.66
296	17+85.10	49.29' LT	1301.28	176390.13	410306.64
297	17+84.63	44.51' LT	1301.16	176385.36	410306.07
298	17+84.77	38.91' LT	1301.13	176379.76	410306.09
299	17+84.95	37.67' LT	1301.14	176378.52	410306.25
300	17+88.53	34.19' LT	1301.10	176374.96	410309.76
301	17+89.78	34.03' LT	1301.14	176374.78	410311.00
302	17+95.51	34.26' LT	1301.35	176374.89	410316.73
303	17+89.52	49.23' LT	1301.35	176389.98	410311.06
304	17+89.63	44.63' LT	1301.23	176385.38	410311.07
305	17+89.68	42.53' LT	1301.23	176383.27	410311.08
306	17+89.77	39.03' LT	1301.22	176379.78	410311.09
307	17+93.26	39.04' LT	1301.24	176379.71	410314.59
308	17+95.45	39.04' LT	1301.44	176379.67	410316.77
309	17+79.87	49.01' LT	1300.88	176389.96	410301.40
310	17+79.82	45.47' LT	1300.89	176386.43	410301.29

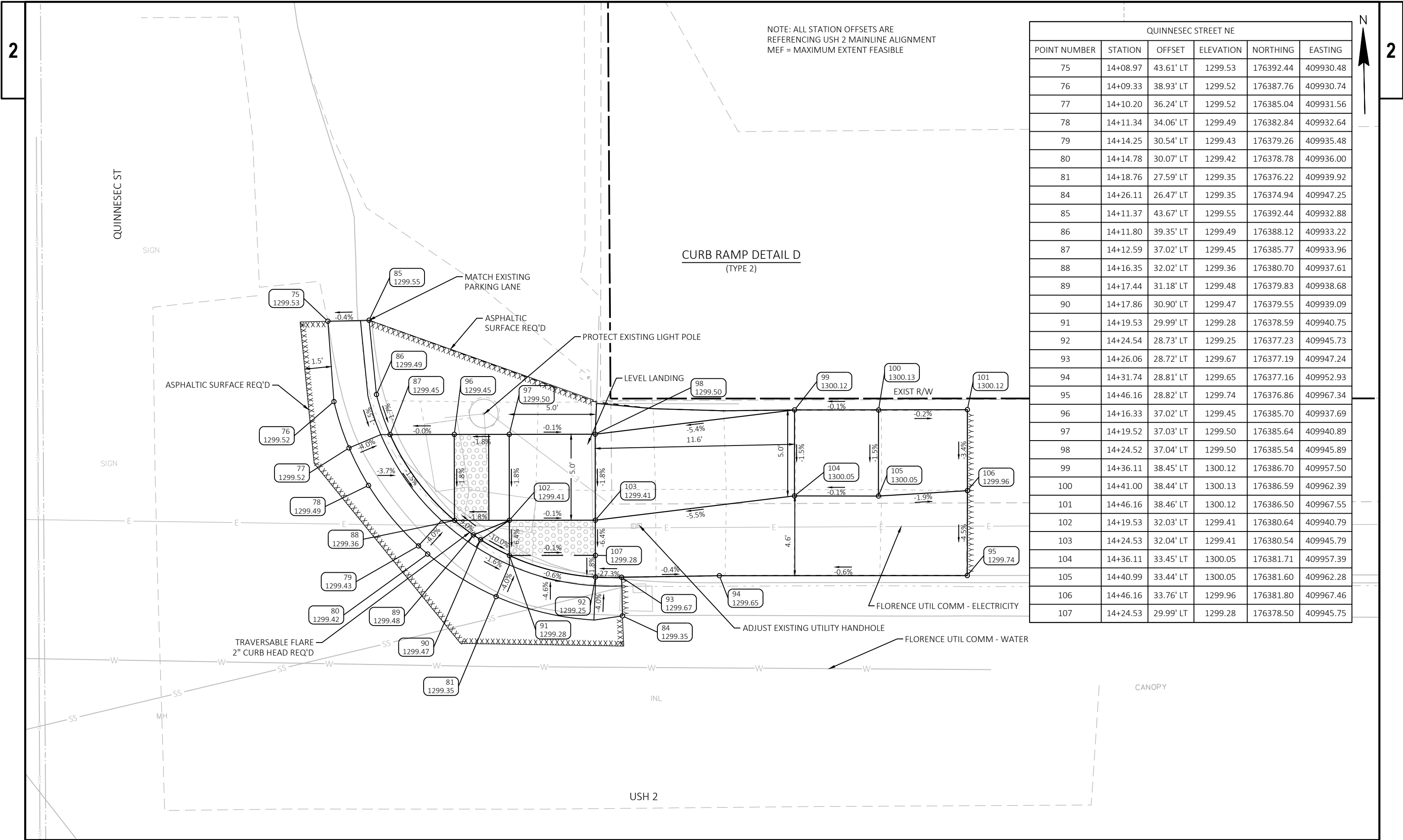
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

QUINNESEC STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
60	13+55.53	28.86' LT	1299.41	176378.83	409876.74
61	13+60.77	29.53' LT	1299.38	176379.39	409881.99
62	13+61.31	27.09' LT	1299.45	176376.94	409882.48
63	13+60.79	31.64' LT	1299.42	176381.50	409882.05
64	13+55.93	34.24' LT	1299.99	176384.20	409877.25
65	13+60.81	34.14' LT	1299.47	176383.99	409882.13
66	13+71.38	39.19' LT	1299.43	176388.82	409892.80
67	13+56.04	39.19' LT	1300.07	176389.14	409877.46
68	13+60.85	39.14' LT	1299.56	176388.99	409882.27
69	13+69.19	39.18' LT	1299.45	176388.85	409890.62
70	13+57.37	28.90' LT	1299.66	176378.83	409878.58
71	13+57.62	26.41' LT	1299.37	176376.34	409878.77
72	13+73.78	38.46' LT	1299.50	176388.04	409895.19
73	13+72.47	43.50' LT	1299.48	176393.11	409893.99
74	13+74.97	43.38' LT	1299.53	176392.93	409896.48



CURB RAMP DETAIL C
(MODIFIED PARALLEL)



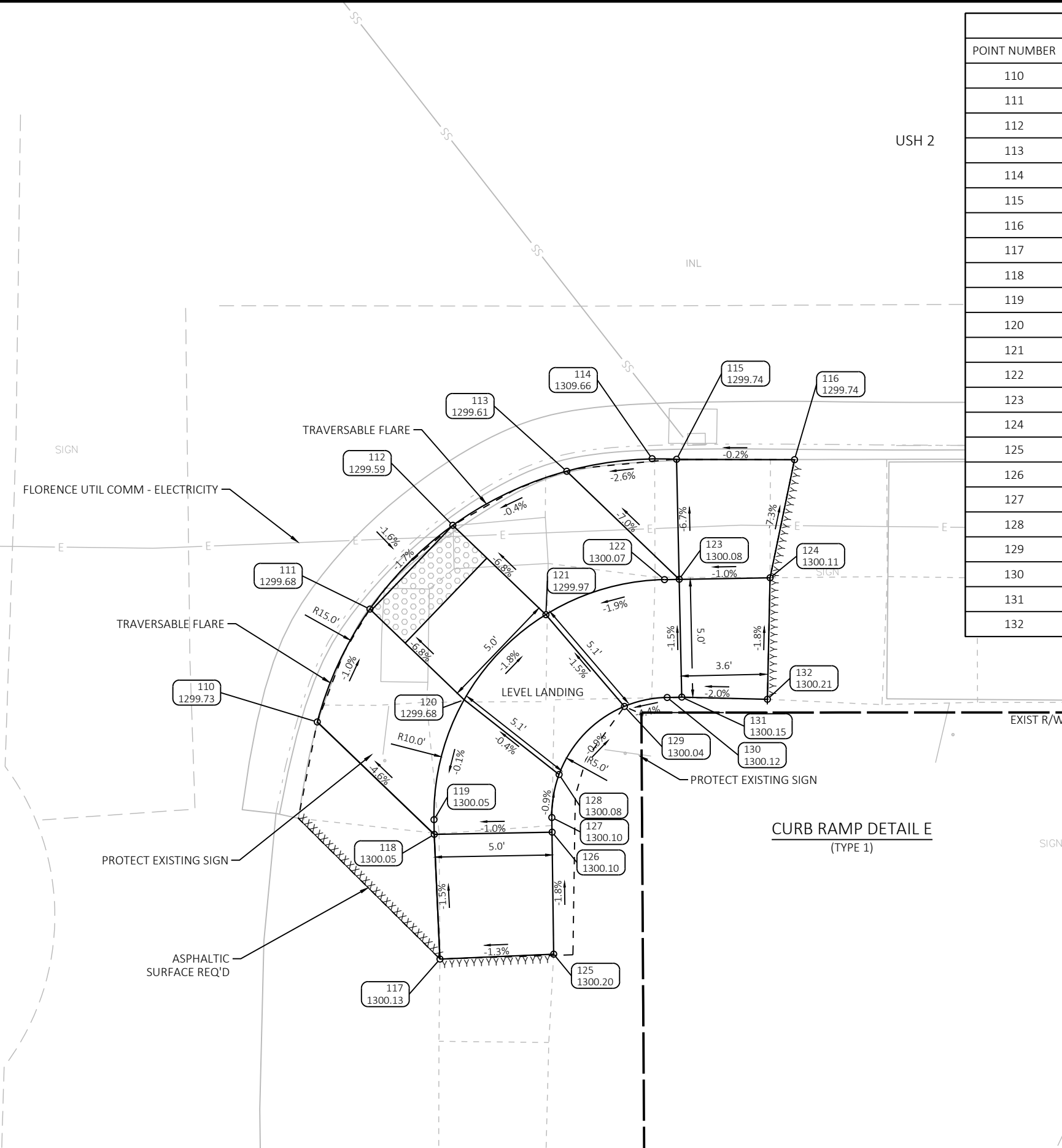


QUINNESEC STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
75	14+08.97	43.61' LT	1299.53	176392.44	409930.48
76	14+09.33	38.93' LT	1299.52	176387.76	409930.74
77	14+10.20	36.24' LT	1299.52	176385.04	409931.56
78	14+11.34	34.06' LT	1299.49	176382.84	409932.64
79	14+14.25	30.54' LT	1299.43	176379.26	409935.48
80	14+14.78	30.07' LT	1299.42	176378.78	409936.00
81	14+18.76	27.59' LT	1299.35	176376.22	409939.92
84	14+26.11	26.47' LT	1299.35	176374.94	409947.25
85	14+11.37	43.67' LT	1299.55	176392.44	409932.88
86	14+11.80	39.35' LT	1299.49	176388.12	409933.22
87	14+12.59	37.02' LT	1299.45	176385.77	409933.96
88	14+16.35	32.02' LT	1299.36	176380.70	409937.61
89	14+17.44	31.18' LT	1299.48	176379.83	409938.68
90	14+17.86	30.90' LT	1299.47	176379.55	409939.09
91	14+19.53	29.99' LT	1299.28	176378.59	409940.75
92	14+24.54	28.73' LT	1299.25	176377.23	409945.73
93	14+26.06	28.72' LT	1299.67	176377.19	409947.24
94	14+31.74	28.81' LT	1299.65	176377.16	409952.93
95	14+46.16	28.82' LT	1299.74	176376.86	409967.34
96	14+16.33	37.02' LT	1299.45	176385.70	409937.69
97	14+19.52	37.03' LT	1299.50	176385.64	409940.89
98	14+24.52	37.04' LT	1299.50	176385.54	409945.89
99	14+36.11	38.45' LT	1300.12	176386.70	409957.50
100	14+41.00	38.44' LT	1300.13	176386.59	409962.39
101	14+46.16	38.46' LT	1300.12	176386.50	409967.55
102	14+19.53	32.03' LT	1299.41	176380.64	409940.79
103	14+24.53	32.04' LT	1299.41	176380.54	409945.79
104	14+36.11	33.45' LT	1300.05	176381.71	409957.39
105	14+40.99	33.44' LT	1300.05	176381.60	409962.28
106	14+46.16	33.76' LT	1299.96	176381.80	409967.46
107	14+24.53	29.99' LT	1299.28	176378.50	409945.75

NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT

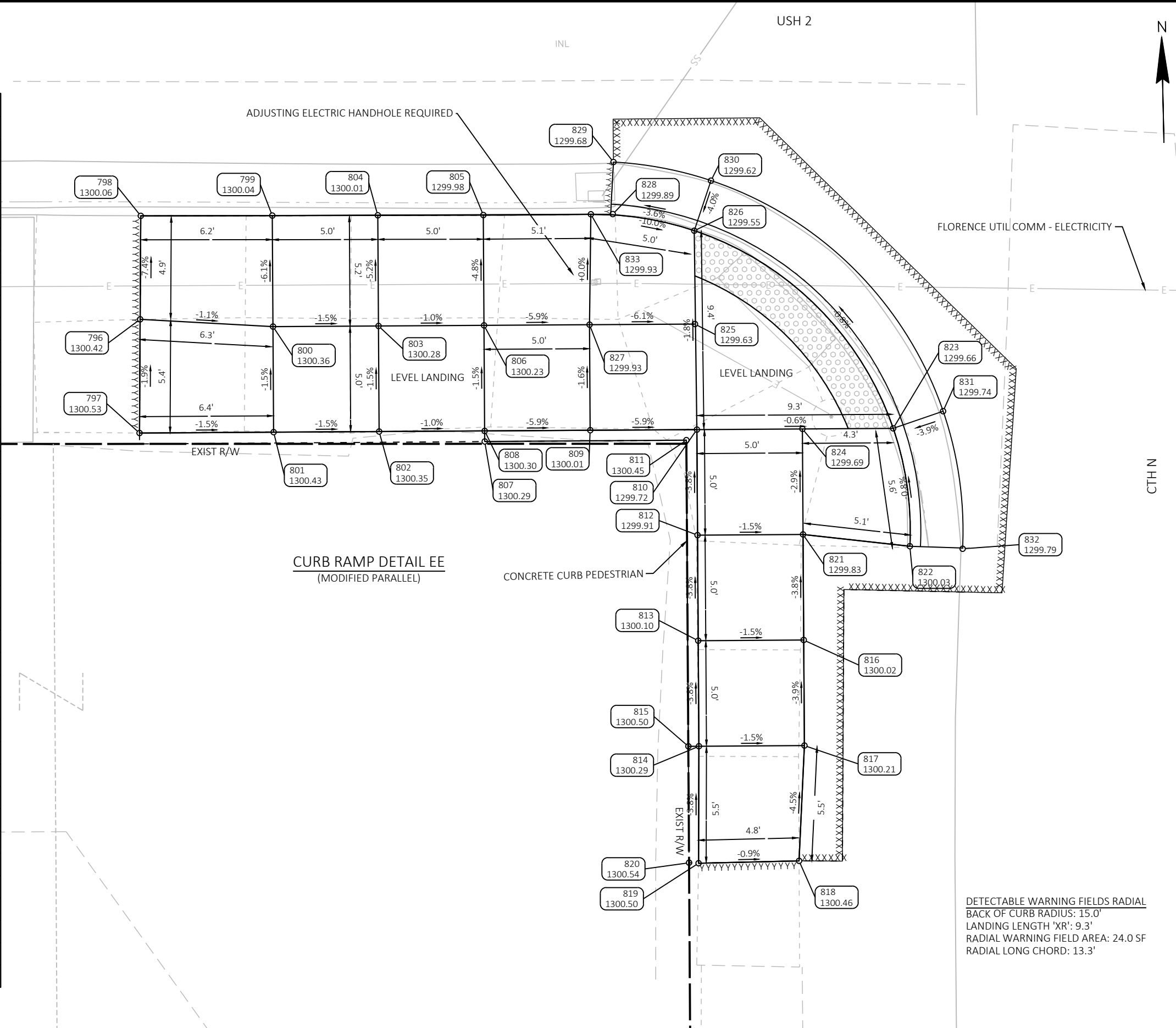


CTH N SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
110	14+12.17	41.29' RT	1299.73	176307.49	409931.87
111	14+14.40	36.50' RT	1299.68	176312.23	409934.21
112	14+17.92	32.95' RT	1299.59	176315.71	409937.80
113	14+22.75	30.66' RT	1299.61	176317.90	409942.68
114	14+26.37	30.12' RT	1309.66	176318.35	409946.31
115	14+27.41	30.15' RT	1299.74	176318.31	409947.35
116	14+32.41	30.16' RT	1299.74	176318.18	409952.35
117	14+17.38	51.35' RT	1300.13	176297.33	409936.87
118	14+17.13	46.06' RT	1300.05	176302.62	409936.74
119	14+17.12	45.43' RT	1300.05	176303.24	409936.74
120	14+18.41	40.35' RT	1299.68	176308.30	409938.13
121	14+21.87	36.74' RT	1299.97	176311.83	409941.67
122	14+26.90	35.25' RT	1300.07	176313.22	409946.73
123	14+27.52	35.24' RT	1300.08	176313.22	409947.35
124	14+31.38	35.17' RT	1300.11	176313.20	409951.21
125	14+22.20	51.14' RT	1300.20	176297.43	409941.69
126	14+22.13	45.97' RT	1300.10	176302.61	409941.74
127	14+22.12	45.34' RT	1300.10	176303.23	409941.74
128	14+22.43	43.52' RT	1300.08	176305.05	409942.09
129	14+25.20	40.63' RT	1300.04	176307.87	409944.92
130	14+27.01	40.25' RT	1300.12	176308.22	409946.73
131	14+27.63	40.24' RT	1300.15	176308.22	409947.36
132	14+31.27	40.33' RT	1300.21	176308.05	409950.99

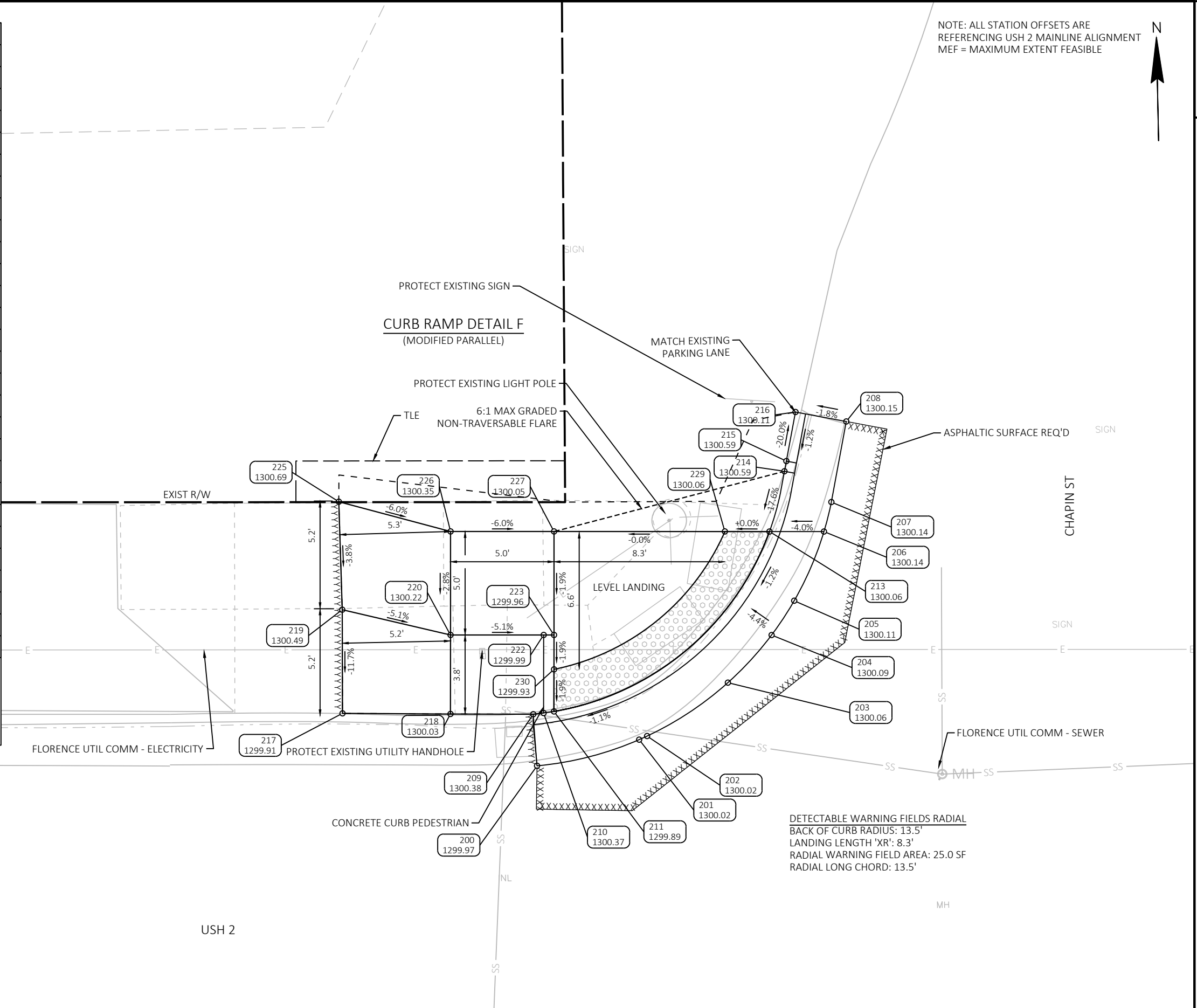


NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

QUINNESEC STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
796	13+34.03	35.01' RT	1300.42	176315.42	409853.89
797	13+34.00	40.40' RT	1300.53	176310.04	409853.74
798	13+34.06	30.11' RT	1300.06	176320.33	409854.02
799	13+40.30	30.10' RT	1300.04	176320.20	409860.25
800	13+40.33	35.36' RT	1300.36	176314.95	409860.18
801	13+40.36	40.36' RT	1300.43	176309.95	409860.10
802	13+45.36	40.33' RT	1300.35	176309.87	409865.10
803	13+45.33	35.33' RT	1300.28	176314.87	409865.17
804	13+45.30	30.09' RT	1300.01	176320.11	409865.25
805	13+50.30	30.08' RT	1299.98	176320.02	409870.25
806	13+50.33	35.30' RT	1300.23	176314.80	409870.17
807	13+50.36	40.80' RT	1300.29	176309.30	409870.09
808	13+50.36	40.30' RT	1300.30	176309.80	409870.10
809	13+55.36	40.27' RT	1300.01	176309.72	409875.10
810	13+60.41	40.24' RT	1299.72	176309.64	409880.15
811	13+59.92	40.74' RT	1300.45	176309.15	409879.65
812	13+60.45	45.24' RT	1299.91	176304.64	409880.08
813	13+60.48	50.24' RT	1300.10	176299.65	409880.00
814	13+60.51	55.24' RT	1300.29	176294.65	409879.93
815	13+60.01	55.24' RT	1300.50	176294.65	409879.43
816	13+65.48	50.20' RT	1300.02	176299.57	409885.00
817	13+65.51	55.20' RT	1300.21	176294.57	409884.93
818	13+65.26	60.66' RT	1300.46	176289.12	409884.56
819	13+60.50	60.78' RT	1300.50	176289.11	409879.80
820	13+60.04	60.75' RT	1300.54	176289.14	409879.35
821	13+65.45	45.20' RT	1299.83	176304.57	409885.08
822	13+70.51	45.76' RT	1300.03	176303.90	409890.13
823	13+69.71	40.18' RT	1299.66	176309.51	409889.45
824	13+65.41	40.20' RT	1299.69	176309.57	409885.15
825	13+60.32	35.24' RT	1299.63	176314.64	409880.17
826	13+60.29	30.82' RT	1299.55	176319.07	409880.23
827	13+55.33	35.27' RT	1299.93	176314.72	409875.17
828	13+56.43	30.03' RT	1299.89	176319.93	409876.38
829	13+56.46	27.56' RT	1299.68	176322.40	409876.47
830	13+61.08	28.45' RT	1299.62	176321.42	409881.07
831	13+72.08	39.37' RT	1299.74	176310.27	409891.83
832	13+73.00	45.88' RT	1299.79	176303.73	409892.62
833	13+55.39	30.04' RT	1299.93	176319.95	409875.35



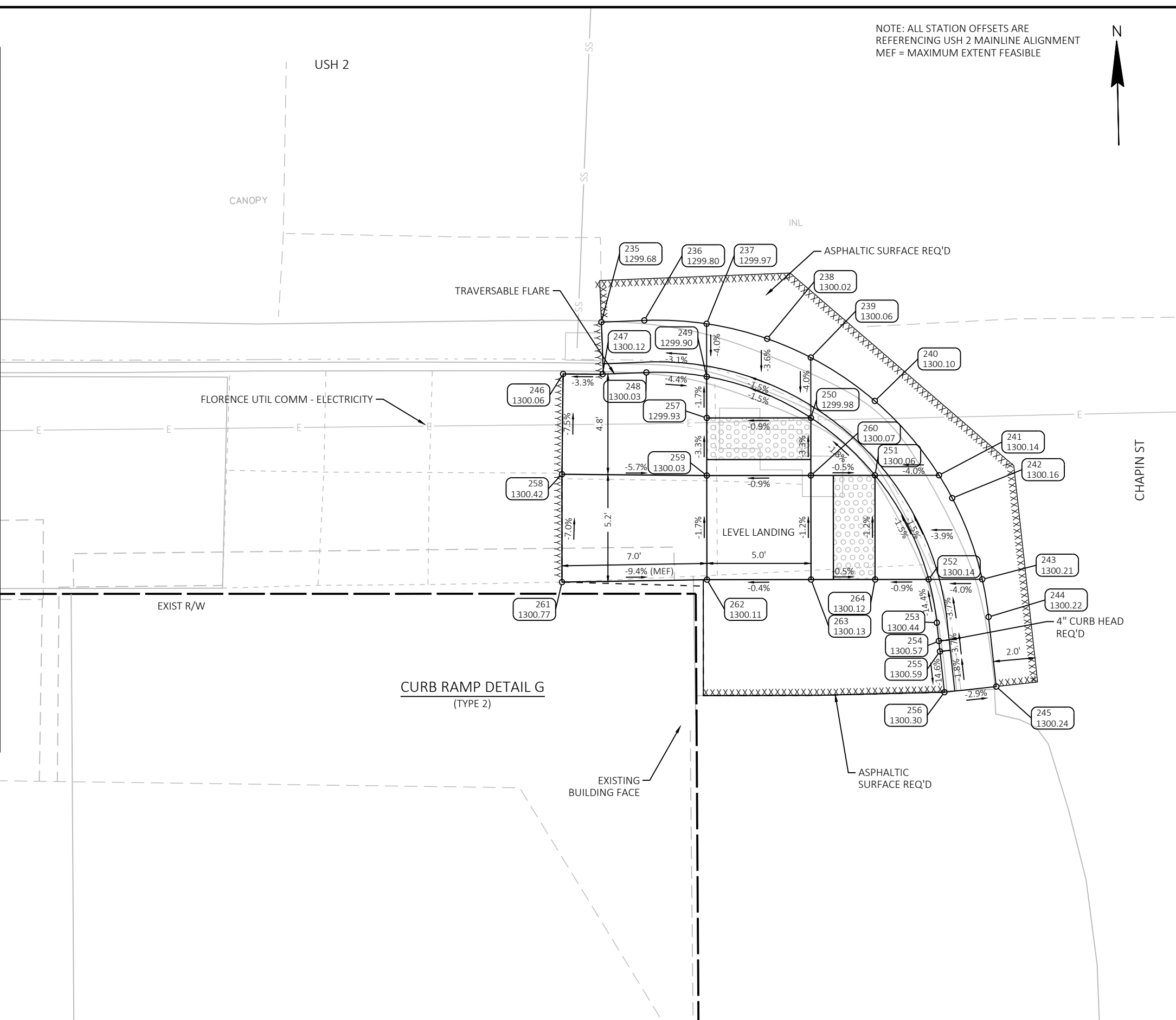
CHAPIN STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	17+24.06	26.45' LT	1299.97	176368.59	410245.13
201	17+28.99	27.72' LT	1300.02	176369.75	410250.09
202	17+29.38	27.89' LT	1300.02	176369.92	410250.48
203	17+33.28	30.47' LT	1300.06	176372.41	410254.43
204	17+35.39	32.77' LT	1300.09	176374.67	410256.59
205	17+36.48	34.43' LT	1300.11	176376.30	410257.72
206	17+37.92	37.77' LT	1300.14	176379.61	410259.23
207	17+38.28	39.19' LT	1300.14	176381.03	410259.62
208	17+39.00	43.08' LT	1300.15	176384.91	410260.42
209	17+23.88	28.94' LT	1300.38	176371.09	410245.00
210	17+24.38	29.00' LT	1300.37	176371.14	410245.50
211	17+24.88	29.08' LT	1299.89	176371.20	410246.01
213	17+35.29	37.77' LT	1300.06	176379.67	410256.60
214	17+36.01	40.68' LT	1300.59	176382.57	410257.38
215	17+36.10	41.17' LT	1300.59	176383.06	410257.49
216	17+36.54	43.54' LT	1300.11	176385.41	410257.98
217	17+14.66	28.98' LT	1299.91	176371.33	410235.79
218	17+19.88	28.96' LT	1300.03	176371.19	410241.00
219	17+14.65	33.99' LT	1300.49	176376.33	410235.88
220	17+19.88	32.77' LT	1300.22	176375.00	410241.09
222	17+24.38	32.77' LT	1299.99	176374.91	410245.58
223	17+24.88	32.77' LT	1299.96	176374.90	410246.08
225	17+14.48	39.21' LT	1300.69	176381.55	410235.83
226	17+19.88	37.77' LT	1300.35	176380.00	410241.19
227	17+24.88	37.77' LT	1300.05	176379.89	410246.19
229	17+33.13	37.77' LT	1300.06	176379.72	410254.45
230	17+24.88	31.11' LT	1299.93	176373.24	410246.05



NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



CHAPIN STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
235	17+21.39	27.77' RT	1299.68	176314.44	410241.31
236	17+23.45	27.69' RT	1299.80	176314.48	410243.38
237	17+26.45	27.85' RT	1299.97	176314.25	410246.37
238	17+29.35	28.57' RT	1300.02	176313.47	410249.26
239	17+31.45	29.47' RT	1300.06	176312.53	410251.33
240	17+34.52	31.55' RT	1300.10	176310.38	410254.36
241	17+37.61	35.12' RT	1300.14	176306.74	410257.37
242	17+38.24	36.22' RT	1300.16	176305.63	410257.98
243	17+39.68	40.12' RT	1300.21	176301.70	410259.34
244	17+39.99	41.93' RT	1300.22	176299.89	410259.61
245	17+40.35	45.27' RT	1300.24	176296.54	410259.90
246	17+19.55	30.26' RT	1300.06	176311.99	410239.42
247	17+21.45	30.27' RT	1300.12	176311.94	410241.32
248	17+23.55	30.19' RT	1300.03	176311.98	410243.42
249	17+26.45	30.39' RT	1299.90	176311.72	410246.31
250	17+31.45	32.36' RT	1299.98	176309.63	410251.27
251	17+34.53	35.13' RT	1300.06	176306.81	410254.29
252	17+37.11	40.12' RT	1300.14	176301.76	410256.76
253	17+37.50	42.20' RT	1300.44	176299.67	410257.11
254	17+37.60	43.08' RT	1300.57	176298.79	410257.19
255	17+37.65	43.58' RT	1300.59	176298.29	410257.24
256	17+37.87	45.54' RT	1300.30	176296.32	410257.41
257	17+26.45	32.37' RT	1299.93	176309.73	410246.27
258	17+19.50	35.07' RT	1300.42	176307.18	410239.27
259	17+26.46	35.14' RT	1300.03	176306.97	410246.22
260	17+31.46	35.13' RT	1300.07	176306.87	410251.22
261	17+19.50	40.25' RT	1300.77	176302.00	410239.16
262	17+26.46	40.14' RT	1300.11	176301.97	410246.12
263	17+31.46	40.13' RT	1300.13	176301.87	410251.12
264	17+34.54	40.13' RT	1300.12	176301.81	410254.20



NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

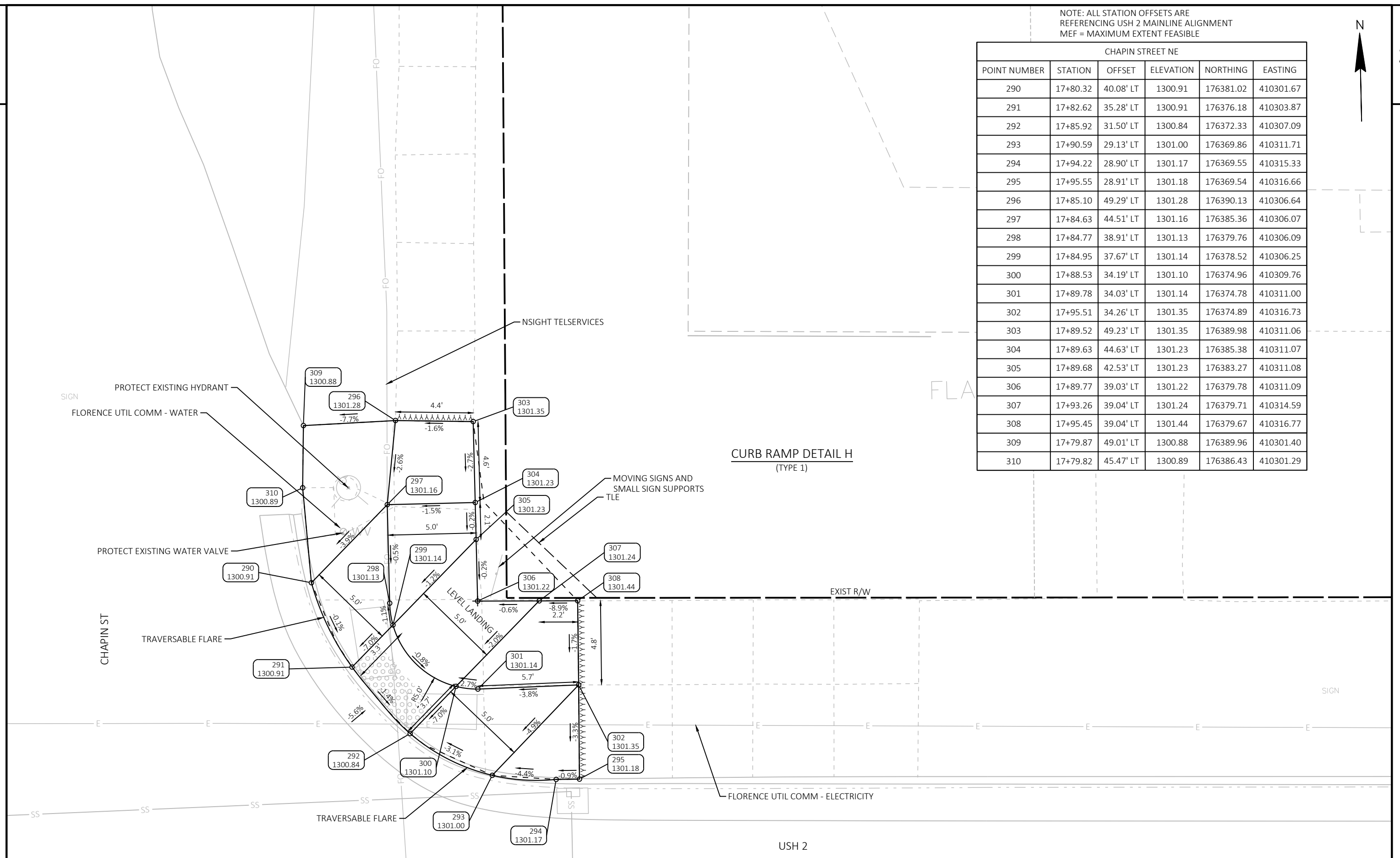


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2

NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

CHAPIN STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
290	17+80.32	40.08' LT	1300.91	176381.02	410301.67
291	17+82.62	35.28' LT	1300.91	176376.18	410303.87
292	17+85.92	31.50' LT	1300.84	176372.33	410307.09
293	17+90.59	29.13' LT	1301.00	176369.86	410311.71
294	17+94.22	28.90' LT	1301.17	176369.55	410315.33
295	17+95.55	28.91' LT	1301.18	176369.54	410316.66
296	17+85.10	49.29' LT	1301.28	176390.13	410306.64
297	17+84.63	44.51' LT	1301.16	176385.36	410306.07
298	17+84.77	38.91' LT	1301.13	176379.76	410306.09
299	17+84.95	37.67' LT	1301.14	176378.52	410306.25
300	17+88.53	34.19' LT	1301.10	176374.96	410309.76
301	17+89.78	34.03' LT	1301.14	176374.78	410311.00
302	17+95.51	34.26' LT	1301.35	176374.89	410316.73
303	17+89.52	49.23' LT	1301.35	176389.98	410311.06
304	17+89.63	44.63' LT	1301.23	176385.38	410311.07
305	17+89.68	42.53' LT	1301.23	176383.27	410311.08
306	17+89.77	39.03' LT	1301.22	176379.78	410311.09
307	17+93.26	39.04' LT	1301.24	176379.71	410314.59
308	17+95.45	39.04' LT	1301.44	176379.67	410316.77
309	17+79.87	49.01' LT	1300.88	176389.96	410301.40
310	17+79.82	45.47' LT	1300.89	176386.43	410301.29

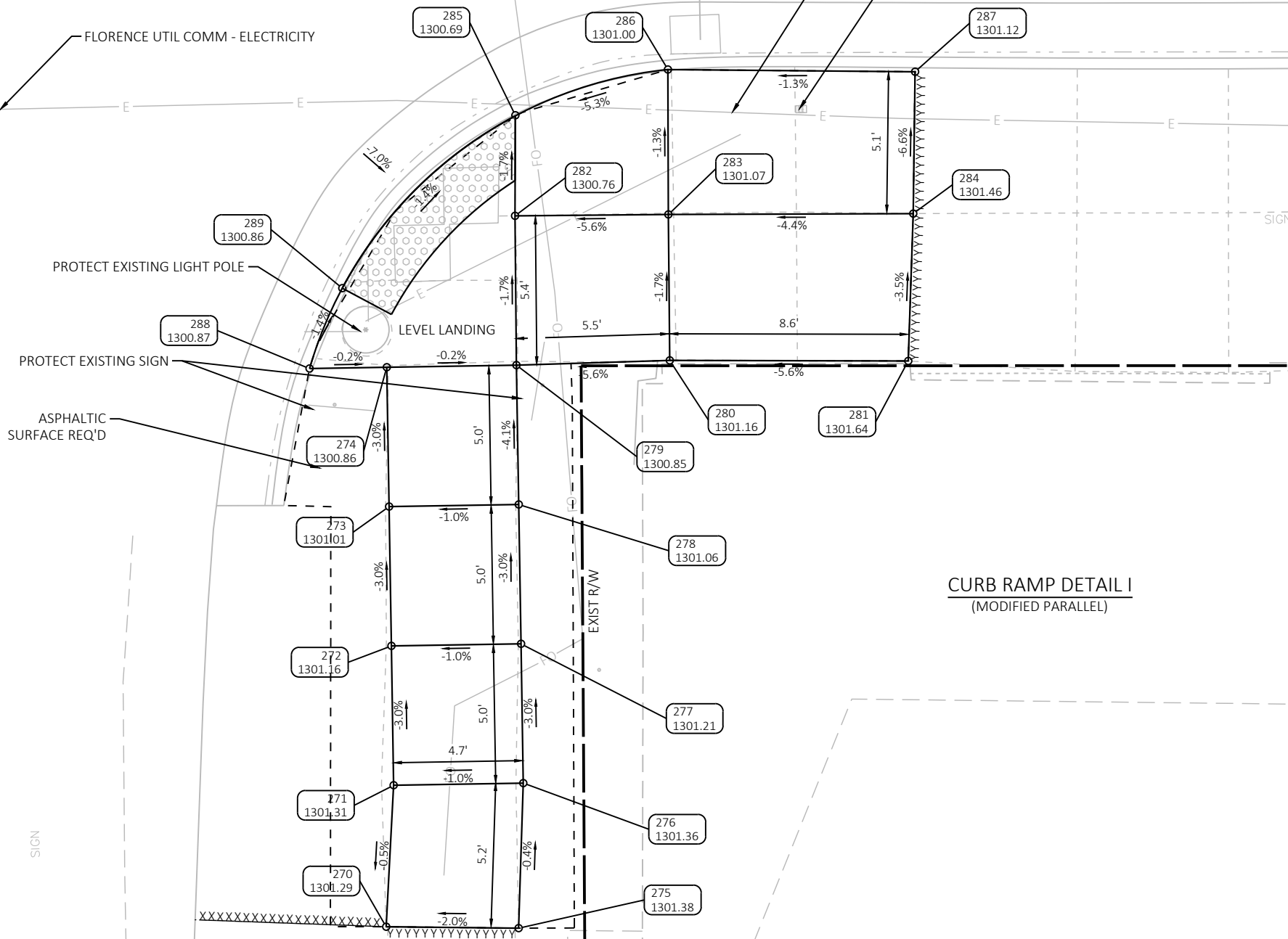


NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



DETECTABLE WARNING FIELDS RADIAL
BACK OF CURB RADIUS: 15.0'
LANDING LENGTH 'XR': 6.6'
RADIAL WARNING FIELD AREA: 15.5 SF
RADIAL LONG CHORD: 8.8'

CHAPIN ST

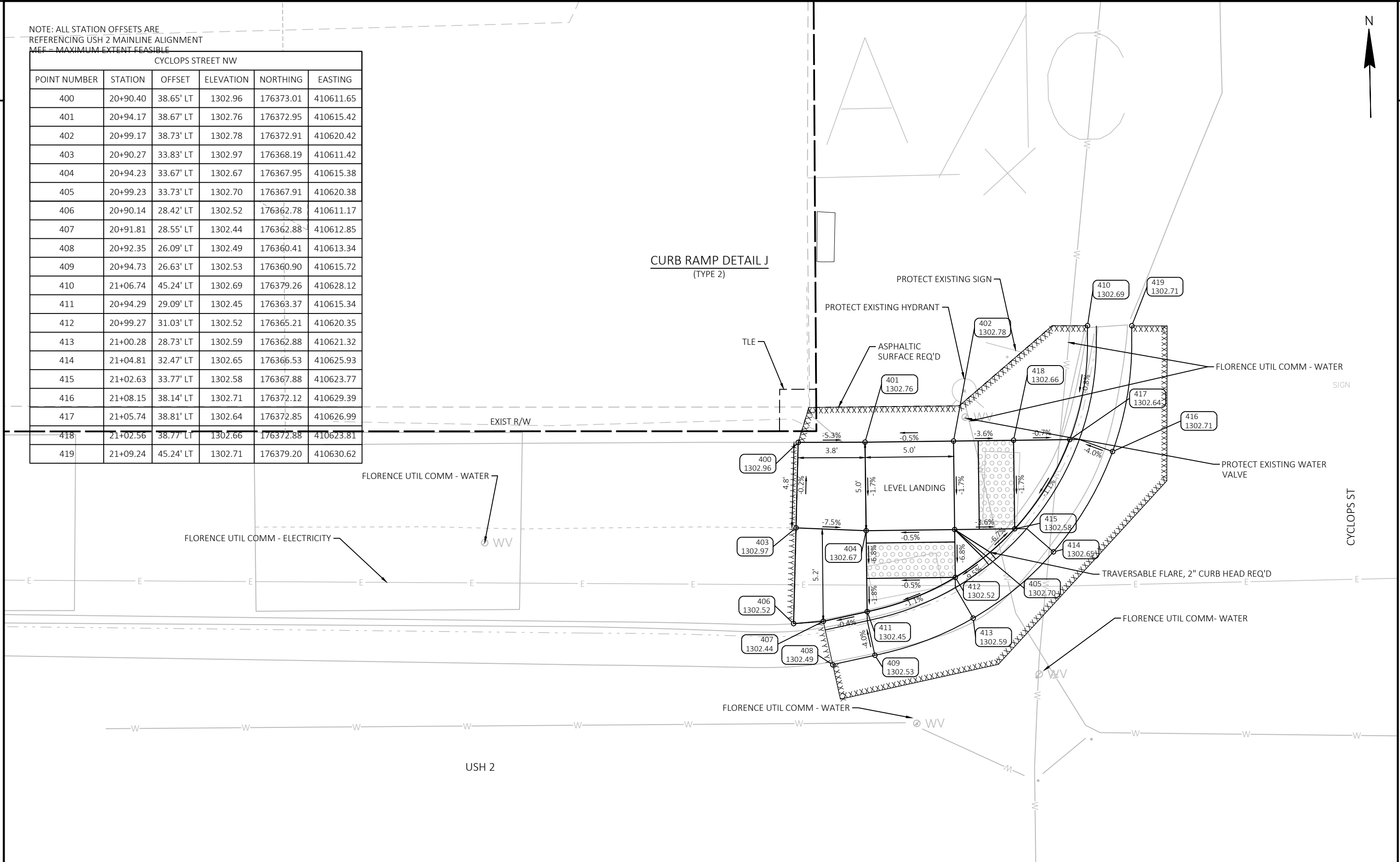


CHAPIN STREET SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
270	17+84.94	60.92' RT	1301.29	176279.95	410304.14
271	17+85.20	55.84' RT	1301.31	176285.02	410304.52
272	17+85.12	50.85' RT	1301.16	176290.02	410304.54
273	17+85.04	45.85' RT	1301.01	176295.02	410304.56
274	17+84.96	40.85' RT	1300.86	176300.02	410304.59
275	17+89.68	60.97' RT	1301.38	176279.80	410308.89
276	17+89.85	55.77' RT	1301.36	176285.00	410309.17
277	17+89.77	50.77' RT	1301.21	176290.00	410309.19
278	17+89.69	45.77' RT	1301.06	176295.00	410309.21
279	17+89.61	40.77' RT	1300.85	176300.00	410309.24
280	17+95.10	40.60' RT	1301.16	176300.05	410314.74
281	18+03.66	40.62' RT	1301.64	176299.85	410323.29
282	17+89.56	35.41' RT	1300.76	176305.35	410309.30
283	17+95.06	35.36' RT	1301.07	176305.29	410314.80
284	18+03.84	35.33' RT	1301.46	176305.13	410323.58
285	17+89.57	31.80' RT	1300.69	176308.96	410309.39
286	17+95.04	30.16' RT	1301.00	176310.49	410314.89
287	18+03.90	30.24' RT	1301.12	176310.22	410323.76
288	17+82.18	40.89' RT	1300.87	176300.03	410301.81
289	17+83.36	38.01' RT	1300.86	176302.89	410303.05

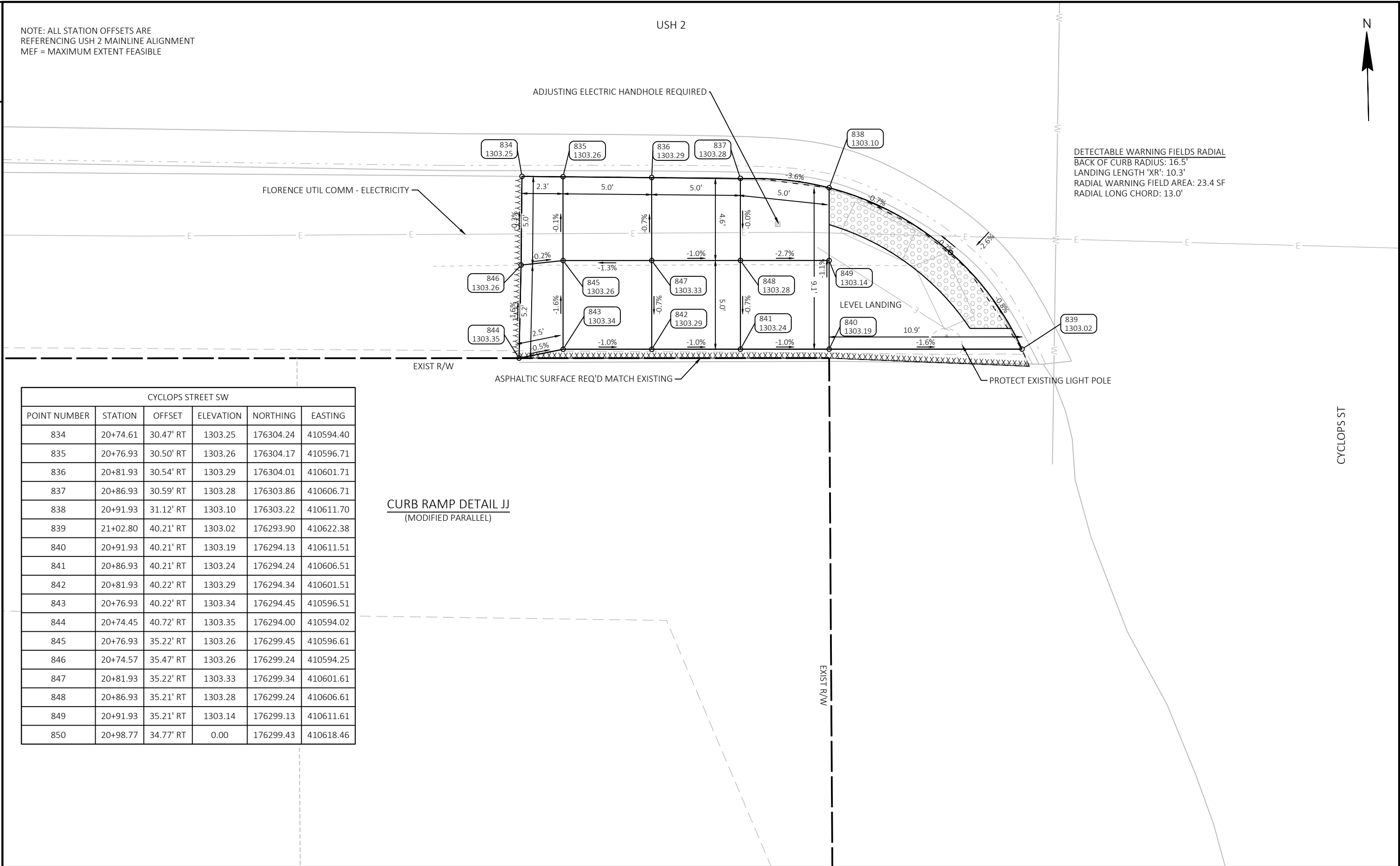
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF - MAXIMUM EXTENT FEASIBLE

CYCLOPS STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	20+90.40	38.65' LT	1302.96	176373.01	410611.65
401	20+94.17	38.67' LT	1302.76	176372.95	410615.42
402	20+99.17	38.73' LT	1302.78	176372.91	410620.42
403	20+90.27	33.83' LT	1302.97	176368.19	410611.42
404	20+94.23	33.67' LT	1302.67	176367.95	410615.38
405	20+99.23	33.73' LT	1302.70	176367.91	410620.38
406	20+90.14	28.42' LT	1302.52	176362.78	410611.17
407	20+91.81	28.55' LT	1302.44	176362.88	410612.85
408	20+92.35	26.09' LT	1302.49	176360.41	410613.34
409	20+94.73	26.63' LT	1302.53	176360.90	410615.72
410	21+06.74	45.24' LT	1302.69	176379.26	410628.12
411	20+94.29	29.09' LT	1302.45	176363.37	410615.34
412	20+99.27	31.03' LT	1302.52	176365.21	410620.35
413	21+00.28	28.73' LT	1302.59	176362.88	410621.32
414	21+04.81	32.47' LT	1302.65	176366.53	410625.93
415	21+02.63	33.77' LT	1302.58	176367.88	410623.77
416	21+08.15	38.14' LT	1302.71	176372.12	410629.39
417	21+05.74	38.81' LT	1302.64	176372.85	410626.99
418	21+02.56	38.77' LT	1302.66	176372.88	410623.81
419	21+09.24	45.24' LT	1302.71	176379.20	410630.62

CURB RAMP DETAIL J
(TYPE 2)



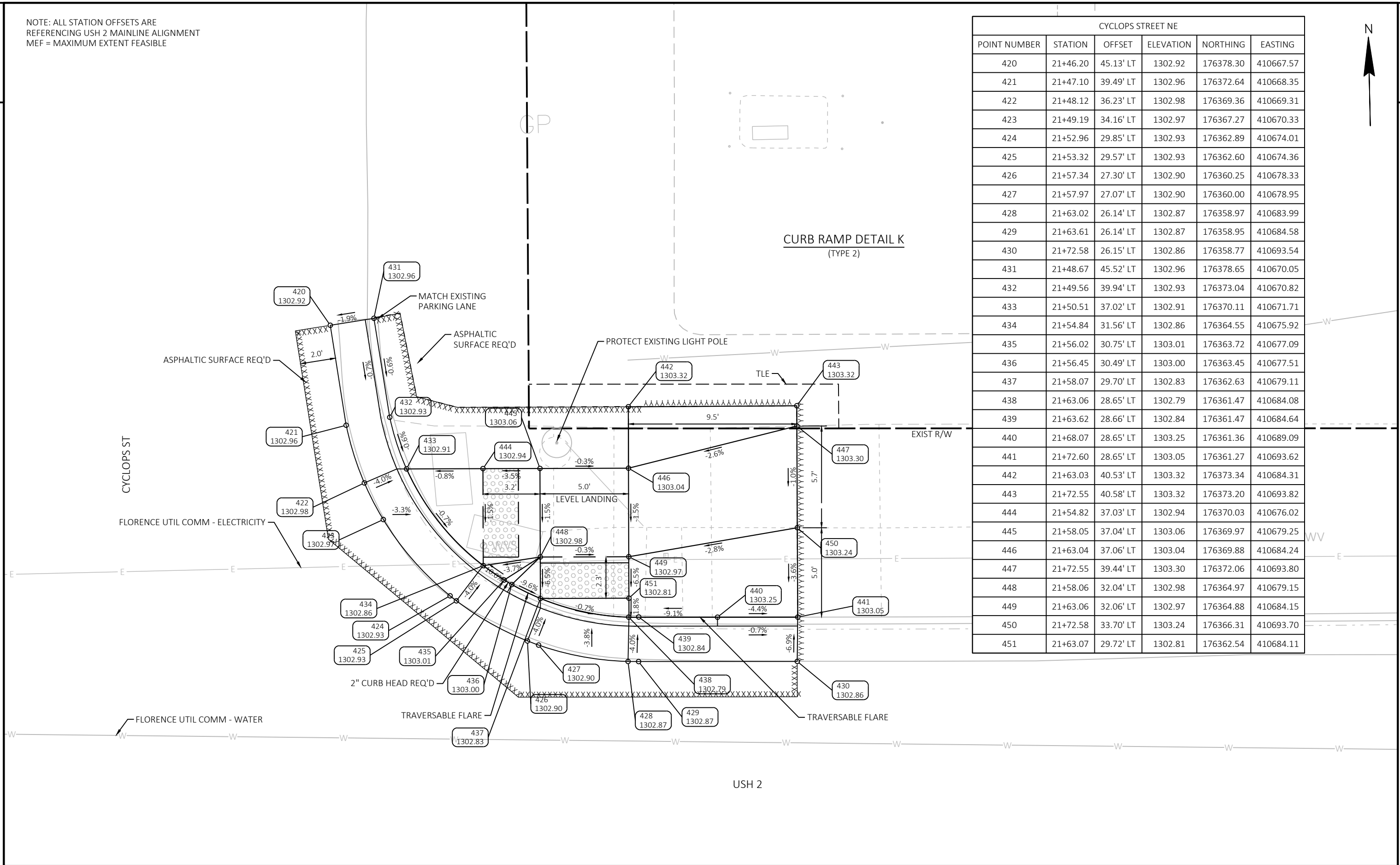
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



CURB RAMP DETAIL JJ
(MODIFIED PARALLEL)

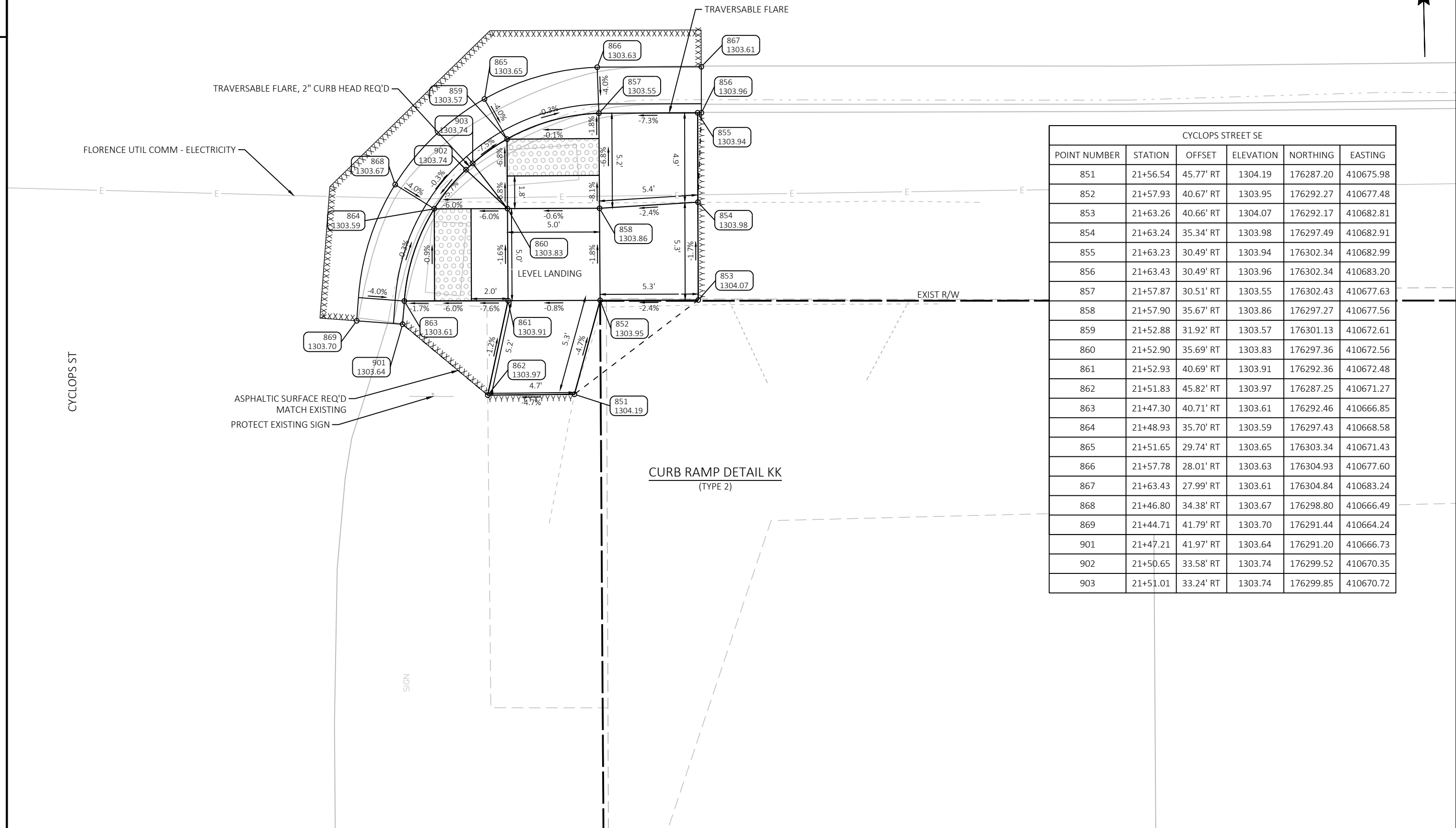
CYCLOPS STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
834	20+74.61	30.47' RT	1303.25	176304.24	410594.40
835	20+76.93	30.50' RT	1303.26	176304.17	410596.71
836	20+81.93	30.54' RT	1303.29	176304.01	410601.71
837	20+86.93	30.59' RT	1303.28	176303.86	410606.71
838	20+91.93	31.12' RT	1303.10	176303.22	410611.70
839	21+02.80	40.21' RT	1303.02	176293.90	410622.38
840	20+91.93	40.21' RT	1303.19	176294.13	410611.51
841	20+86.93	40.21' RT	1303.24	176294.24	410606.51
842	20+81.93	40.22' RT	1303.29	176294.34	410601.51
843	20+76.93	40.22' RT	1303.34	176294.45	410596.51
844	20+74.45	40.72' RT	1303.35	176294.00	410594.02
845	20+76.93	35.22' RT	1303.26	176299.45	410596.61
846	20+74.57	35.47' RT	1303.26	176299.24	410594.25
847	20+81.93	35.22' RT	1303.33	176299.34	410601.61
848	20+86.93	35.21' RT	1303.28	176299.24	410606.61
849	20+91.93	35.21' RT	1303.14	176299.13	410611.61
850	20+98.77	34.77' RT	0.00	176299.43	410618.46

NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



CYCLOPS STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	21+46.20	45.13' LT	1302.92	176378.30	410667.57
421	21+47.10	39.49' LT	1302.96	176372.64	410668.35
422	21+48.12	36.23' LT	1302.98	176369.36	410669.31
423	21+49.19	34.16' LT	1302.97	176367.27	410670.33
424	21+52.96	29.85' LT	1302.93	176362.89	410674.01
425	21+53.32	29.57' LT	1302.93	176362.60	410674.36
426	21+57.34	27.30' LT	1302.90	176360.25	410678.33
427	21+57.97	27.07' LT	1302.90	176360.00	410678.95
428	21+63.02	26.14' LT	1302.87	176358.97	410683.99
429	21+63.61	26.14' LT	1302.87	176358.95	410684.58
430	21+72.58	26.15' LT	1302.86	176358.77	410693.54
431	21+48.67	45.52' LT	1302.96	176378.65	410670.05
432	21+49.56	39.94' LT	1302.93	176373.04	410670.82
433	21+50.51	37.02' LT	1302.91	176370.11	410671.71
434	21+54.84	31.56' LT	1302.86	176364.55	410675.92
435	21+56.02	30.75' LT	1303.01	176363.72	410677.09
436	21+56.45	30.49' LT	1303.00	176363.45	410677.51
437	21+58.07	29.70' LT	1302.83	176362.63	410679.11
438	21+63.06	28.65' LT	1302.79	176361.47	410684.08
439	21+63.62	28.66' LT	1302.84	176361.47	410684.64
440	21+68.07	28.65' LT	1303.25	176361.36	410689.09
441	21+72.60	28.65' LT	1303.05	176361.27	410693.62
442	21+63.03	40.53' LT	1303.32	176373.34	410684.31
443	21+72.55	40.58' LT	1303.32	176373.20	410693.82
444	21+54.82	37.03' LT	1302.94	176370.03	410676.02
445	21+58.05	37.04' LT	1303.06	176369.97	410679.25
446	21+63.04	37.06' LT	1303.04	176369.88	410684.24
447	21+72.55	39.44' LT	1303.30	176372.06	410693.80
448	21+58.06	32.04' LT	1302.98	176364.97	410679.15
449	21+63.06	32.06' LT	1302.97	176364.88	410684.15
450	21+72.58	33.70' LT	1303.24	176366.31	410693.70
451	21+63.07	29.72' LT	1302.81	176362.54	410684.11

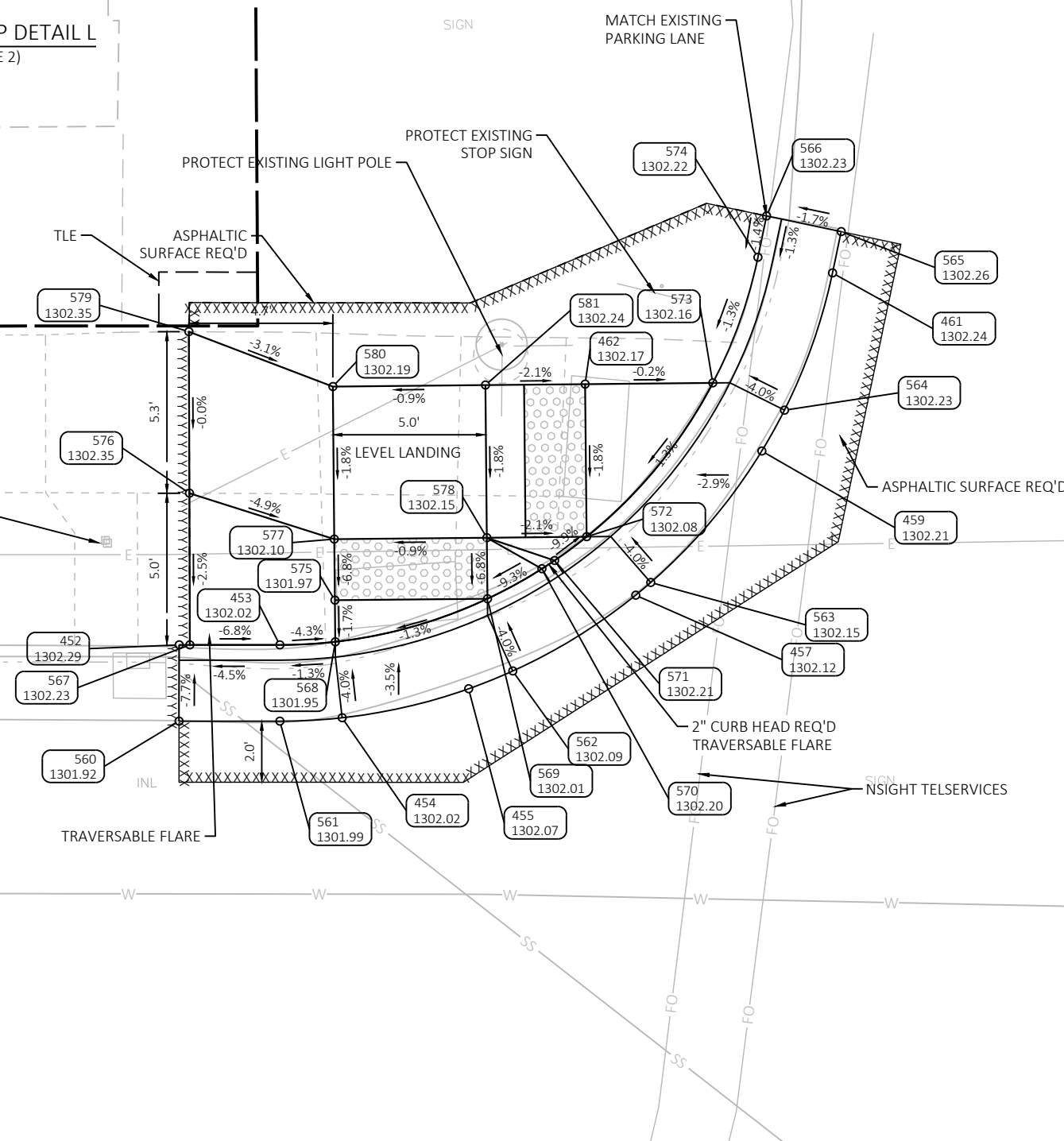
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



CYCLOPS STREET SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
851	21+56.54	45.77' RT	1304.19	176287.20	410675.98
852	21+57.93	40.67' RT	1303.95	176292.27	410677.48
853	21+63.26	40.66' RT	1304.07	176292.17	410682.81
854	21+63.24	35.34' RT	1303.98	176297.49	410682.91
855	21+63.23	30.49' RT	1303.94	176302.34	410682.99
856	21+63.43	30.49' RT	1303.96	176302.34	410683.20
857	21+57.87	30.51' RT	1303.55	176302.43	410677.63
858	21+57.90	35.67' RT	1303.86	176297.27	410677.56
859	21+52.88	31.92' RT	1303.57	176301.13	410672.61
860	21+52.90	35.69' RT	1303.83	176297.36	410672.56
861	21+52.93	40.69' RT	1303.91	176292.36	410672.48
862	21+51.83	45.82' RT	1303.97	176287.25	410671.27
863	21+47.30	40.71' RT	1303.61	176292.46	410666.85
864	21+48.93	35.70' RT	1303.59	176297.43	410668.58
865	21+51.65	29.74' RT	1303.65	176303.34	410671.43
866	21+57.78	28.01' RT	1303.63	176304.93	410677.60
867	21+63.43	27.99' RT	1303.61	176304.84	410683.24
868	21+46.80	34.38' RT	1303.67	176298.80	410666.49
869	21+44.71	41.79' RT	1303.70	176291.44	410664.24
901	21+47.21	41.97' RT	1303.64	176291.20	410666.73
902	21+50.65	33.58' RT	1303.74	176299.52	410670.35
903	21+51.01	33.24' RT	1303.74	176299.85	410670.72

NORWAY STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
452	24+54.85	28.93' LT	1302.29	176355.55	410975.81
453	24+58.15	28.93' LT	1302.02	176355.48	410979.11
454	24+60.19	26.54' LT	1302.02	176353.05	410981.10
455	24+64.34	27.49' LT	1302.07	176353.91	410985.26
457	24+69.81	30.56' LT	1302.12	176356.87	410990.80
459	24+73.95	35.29' LT	1302.21	176361.50	410995.04
461	24+76.26	41.12' LT	1302.24	176367.28	410997.48
462	24+68.16	37.48' LT	1302.17	176363.81	410989.30
560	24+54.85	26.43' LT	1301.92	176353.05	410975.76
561	24+58.15	26.43' LT	1301.99	176352.98	410979.06
562	24+65.78	28.07' LT	1302.09	176354.47	410986.72
563	24+70.30	30.98' LT	1302.15	176357.27	410991.31
564	24+74.69	36.62' LT	1302.23	176362.82	410995.81
565	24+76.55	42.47' LT	1302.26	176368.63	410997.79
566	24+74.10	42.99' LT	1302.23	176369.20	410995.36
567	24+55.20	28.93' LT	1302.23	176355.55	410976.16
568	24+59.97	29.03' LT	1301.95	176355.55	410980.93
569	24+64.95	30.44' LT	1302.01	176356.85	410985.95
570	24+66.74	31.42' LT	1302.20	176357.79	410987.75
571	24+67.16	31.70' LT	1302.21	176358.06	410988.17
572	24+68.20	32.48' LT	1302.08	176358.81	410989.24
573	24+72.34	37.52' LT	1302.16	176363.77	410993.48
574	24+73.82	41.63' LT	1302.22	176367.85	410995.04
575	24+59.95	30.40' LT	1301.97	176356.91	410980.95
576	24+55.19	33.90' LT	1302.35	176360.52	410976.25
577	24+59.94	32.40' LT	1302.10	176358.91	410980.97
578	24+64.94	32.44' LT	1302.15	176358.85	410985.97
579	24+55.17	39.20' LT	1302.35	176365.81	410976.35
580	24+59.89	37.40' LT	1302.19	176363.91	410981.03
581	24+64.89	37.44' LT	1302.24	176363.85	410986.03

CURB RAMP DETAIL L
(TYPE 2)



NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

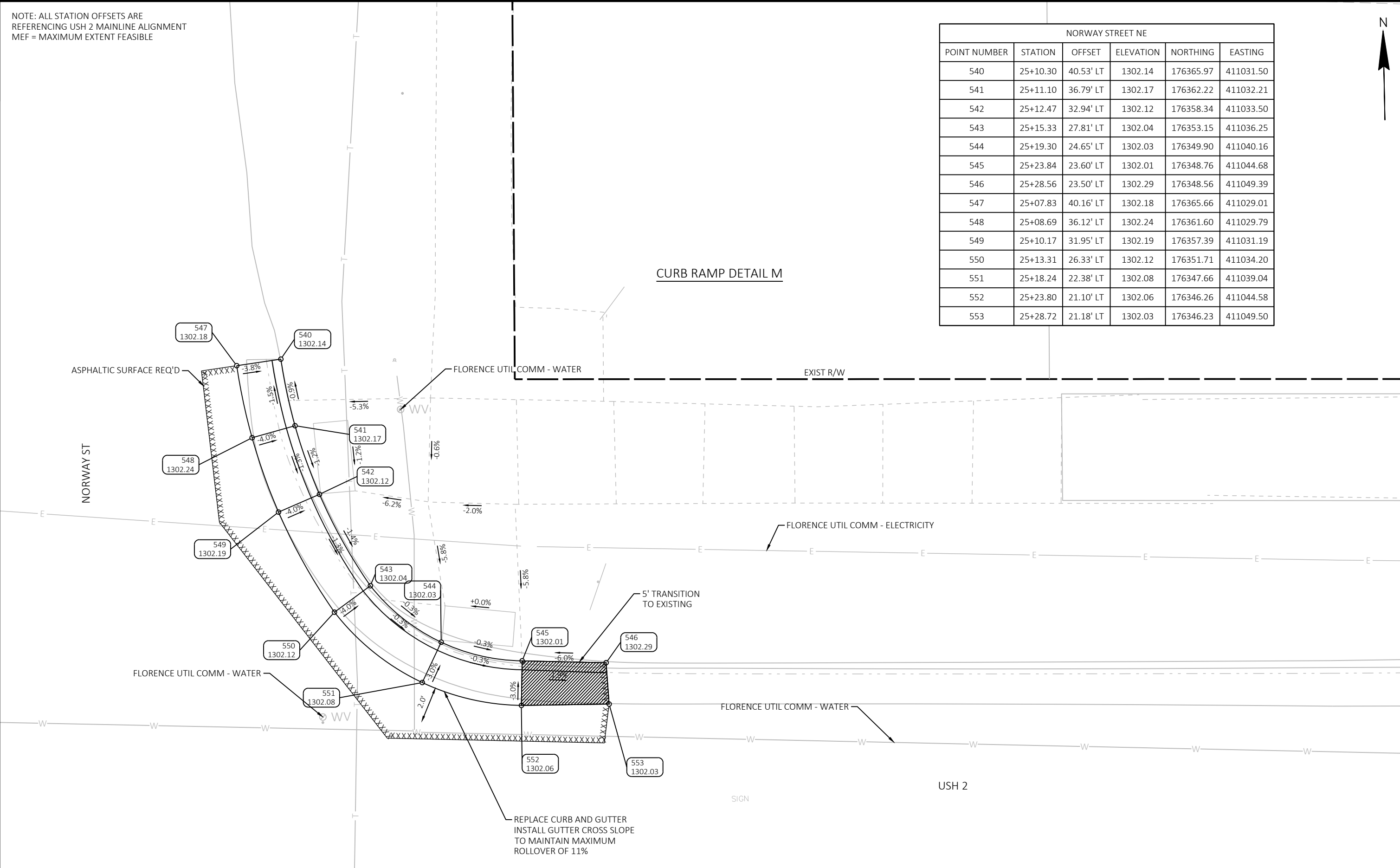


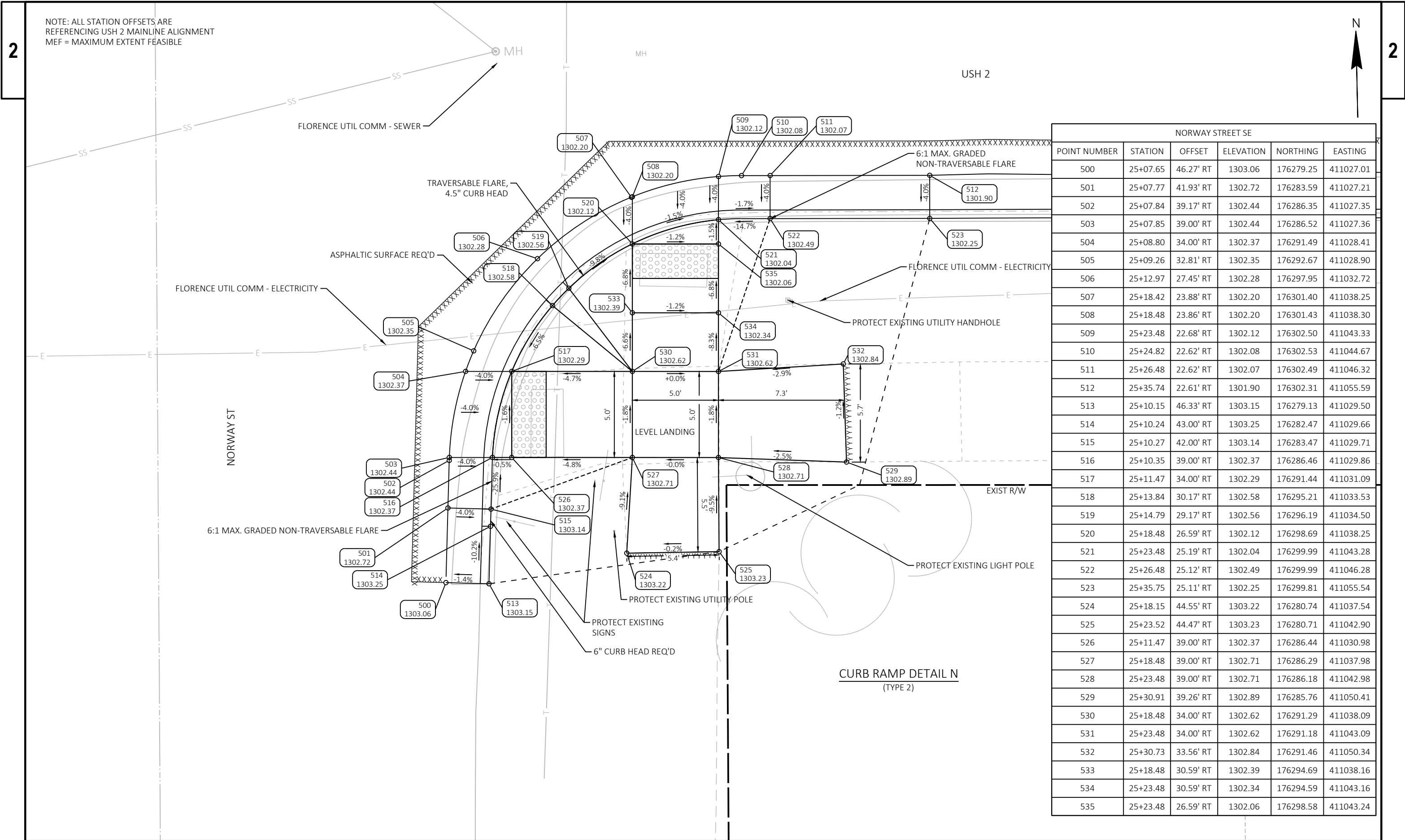
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



NORWAY STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
540	25+10.30	40.53' LT	1302.14	176365.97	411031.50
541	25+11.10	36.79' LT	1302.17	176362.22	411032.21
542	25+12.47	32.94' LT	1302.12	176358.34	411033.50
543	25+15.33	27.81' LT	1302.04	176353.15	411036.25
544	25+19.30	24.65' LT	1302.03	176349.90	411040.16
545	25+23.84	23.60' LT	1302.01	176348.76	411044.68
546	25+28.56	23.50' LT	1302.29	176348.56	411049.39
547	25+07.83	40.16' LT	1302.18	176365.66	411029.01
548	25+08.69	36.12' LT	1302.24	176361.60	411029.79
549	25+10.17	31.95' LT	1302.19	176357.39	411031.19
550	25+13.31	26.33' LT	1302.12	176351.71	411034.20
551	25+18.24	22.38' LT	1302.08	176347.66	411039.04
552	25+23.80	21.10' LT	1302.06	176346.26	411044.58
553	25+28.72	21.18' LT	1302.03	176346.23	411049.50

CURB RAMP DETAIL M





NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

NORWAY STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
870	24+51.33	40.62' RT	1303.29	176286.10	410970.81
871	24+55.47	40.62' RT	1303.29	176286.01	410974.95
872	24+57.94	40.89' RT	1303.11	176285.68	410977.42
873	24+59.99	45.88' RT	1303.33	176280.65	410979.36
874	24+60.02	50.88' RT	1303.72	176275.65	410979.29
875	24+65.02	50.85' RT	1303.70	176275.58	410984.29
876	24+64.99	45.85' RT	1303.30	176280.58	410984.36
877	24+65.06	55.85' RT	1304.09	176270.58	410984.21
878	24+60.06	55.88' RT	1304.12	176270.65	410979.21
879	24+59.05	60.89' RT	1304.20	176265.67	410978.10
880	24+65.09	60.85' RT	1304.17	176265.58	410984.14
881	24+64.69	65.54' RT	1304.39	176260.90	410983.64
882	24+58.10	65.58' RT	1304.41	176260.99	410977.05
883	24+64.96	40.85' RT	1303.00	176285.58	410984.44
884	24+59.96	40.88' RT	1302.96	176285.65	410979.44
885	24+72.35	40.80' RT	1302.82	176285.47	410991.83
886	24+74.77	40.16' RT	1302.90	176286.05	410994.26
887	24+71.88	34.29' RT	1302.81	176291.99	410991.50
888	24+69.90	35.82' RT	1302.73	176290.50	410989.49
889	24+64.93	35.85' RT	1302.91	176290.58	410984.51
890	24+59.93	35.88' RT	1302.87	176290.65	410979.51
891	24+55.44	35.91' RT	1303.20	176290.72	410975.02
892	24+51.55	35.38' RT	1303.18	176291.33	410971.15
894	24+55.69	30.47' RT	1302.97	176296.15	410975.39
895	24+59.89	30.40' RT	1302.55	176296.13	410979.59
896	24+64.98	31.59' RT	1302.63	176294.84	410984.65
897	24+60.09	27.91' RT	1302.62	176298.61	410979.84
898	24+65.99	29.50' RT	1302.71	176296.90	410985.71
899	24+75.75	47.10' RT	1303.05	176279.09	410995.09
900	24+73.27	47.39' RT	1302.99	176278.85	410992.60
904	24+67.65	33.50' RT	1302.93	176292.86	410987.29
905	24+68.04	33.83' RT	1302.94	176292.53	410987.66
906	24+72.90	44.26' RT	1303.38	176282.00	410992.30
907	24+72.94	44.76' RT	1303.39	176281.50	410992.34
908	24+69.94	40.82' RT	1303.39	176285.50	410989.41

FLORENCE UTIL COMM - ELECTRICITY

EXIST R/W

CURB RAMP DETAIL NN
(TYPE 2)

TRAVERSABLE FLARE

PROTECT EXISTING BOLLARD

LEVEL LANDING

EXIST R/W

USH 2

NSIGHT TELS SERVICES

TRAVERSABLE FLARE,
3" CURB HEAD REQ'D

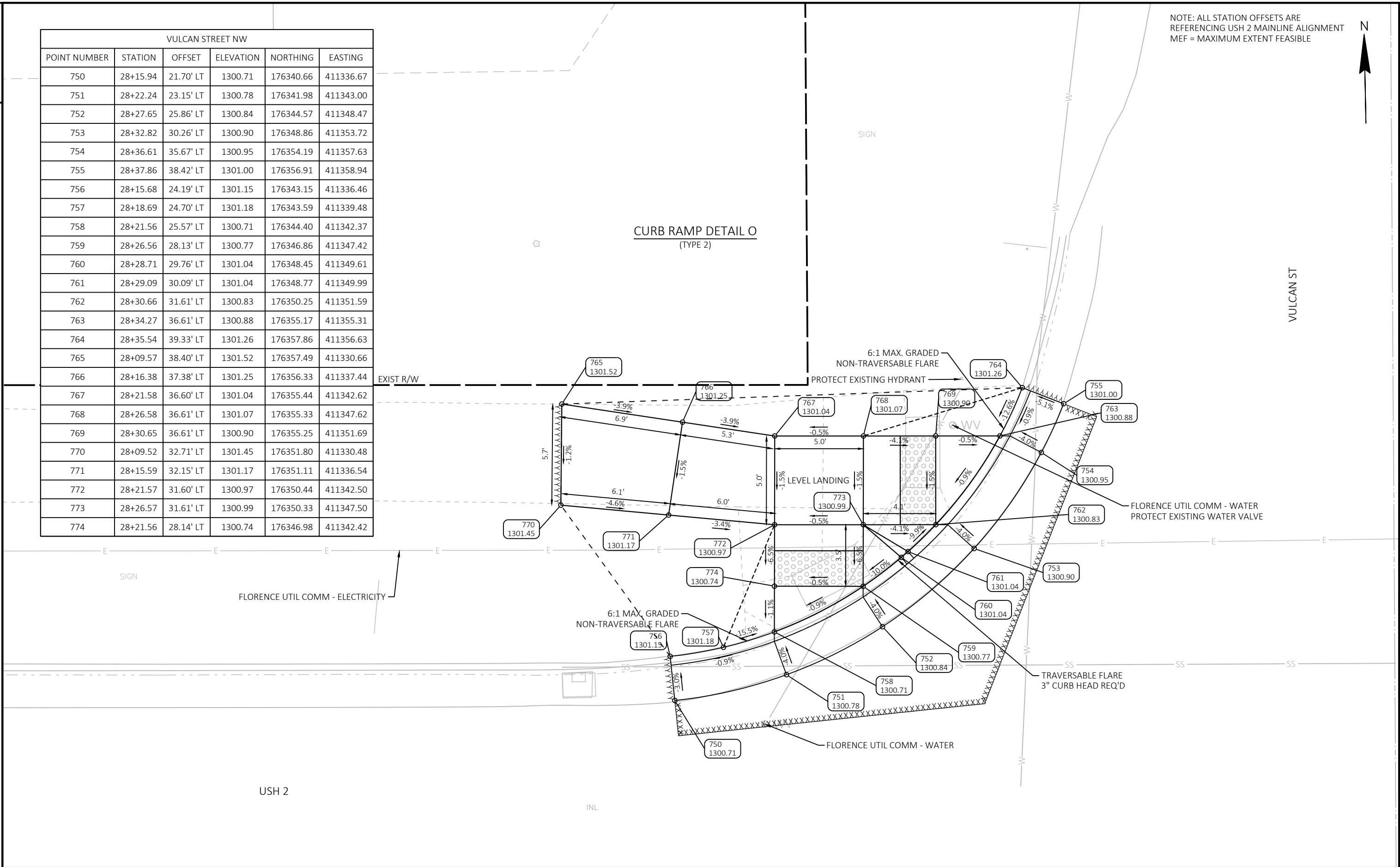
6:1 MAX GRADED
NON-TRAVERSABLE
FLARE, 6" CURB
HEAD REQ'D

NSIGHT TELS SERVICES

NORWAY ST

VULCAN STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
750	28+15.94	21.70' LT	1300.71	176340.66	411336.67
751	28+22.24	23.15' LT	1300.78	176341.98	411343.00
752	28+27.65	25.86' LT	1300.84	176344.57	411348.47
753	28+32.82	30.26' LT	1300.90	176348.86	411353.72
754	28+36.61	35.67' LT	1300.95	176354.19	411357.63
755	28+37.86	38.42' LT	1301.00	176356.91	411358.94
756	28+15.68	24.19' LT	1301.15	176343.15	411336.46
757	28+18.69	24.70' LT	1301.18	176343.59	411339.48
758	28+21.56	25.57' LT	1300.71	176344.40	411342.37
759	28+26.56	28.13' LT	1300.77	176346.86	411347.42
760	28+28.71	29.76' LT	1301.04	176348.45	411349.61
761	28+29.09	30.09' LT	1301.04	176348.77	411349.99
762	28+30.66	31.61' LT	1300.83	176350.25	411351.59
763	28+34.27	36.61' LT	1300.88	176355.17	411355.31
764	28+35.54	39.33' LT	1301.26	176357.86	411356.63
765	28+09.57	38.40' LT	1301.52	176357.49	411330.66
766	28+16.38	37.38' LT	1301.25	176356.33	411337.44
767	28+21.58	36.60' LT	1301.04	176355.44	411342.62
768	28+26.58	36.61' LT	1301.07	176355.33	411347.62
769	28+30.65	36.61' LT	1300.90	176355.25	411351.69
770	28+09.52	32.71' LT	1301.45	176351.80	411330.48
771	28+15.59	32.15' LT	1301.17	176351.11	411336.54
772	28+21.57	31.60' LT	1300.97	176350.44	411342.50
773	28+26.57	31.61' LT	1300.99	176350.33	411347.50
774	28+21.56	28.14' LT	1300.74	176346.98	411342.42

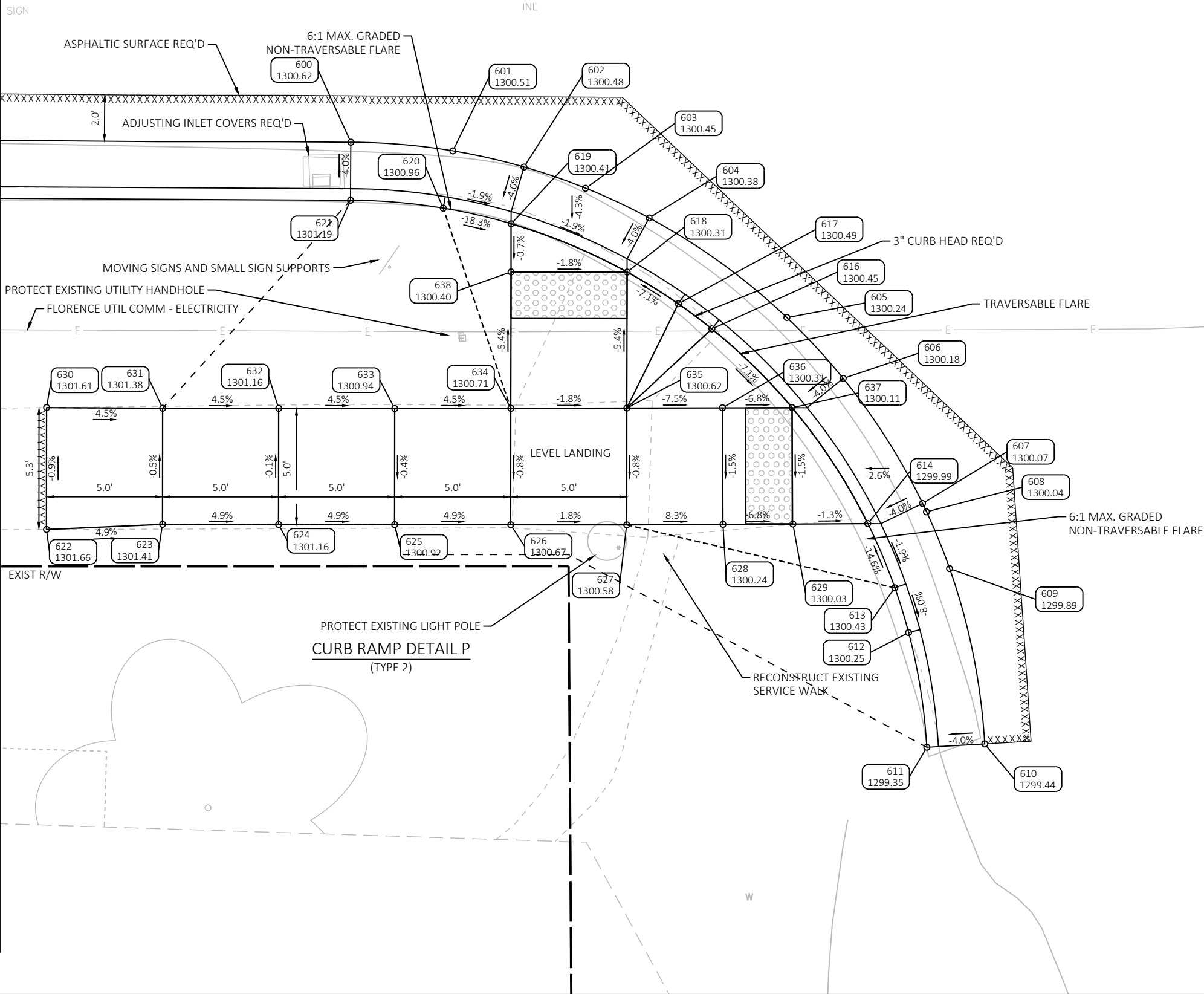
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

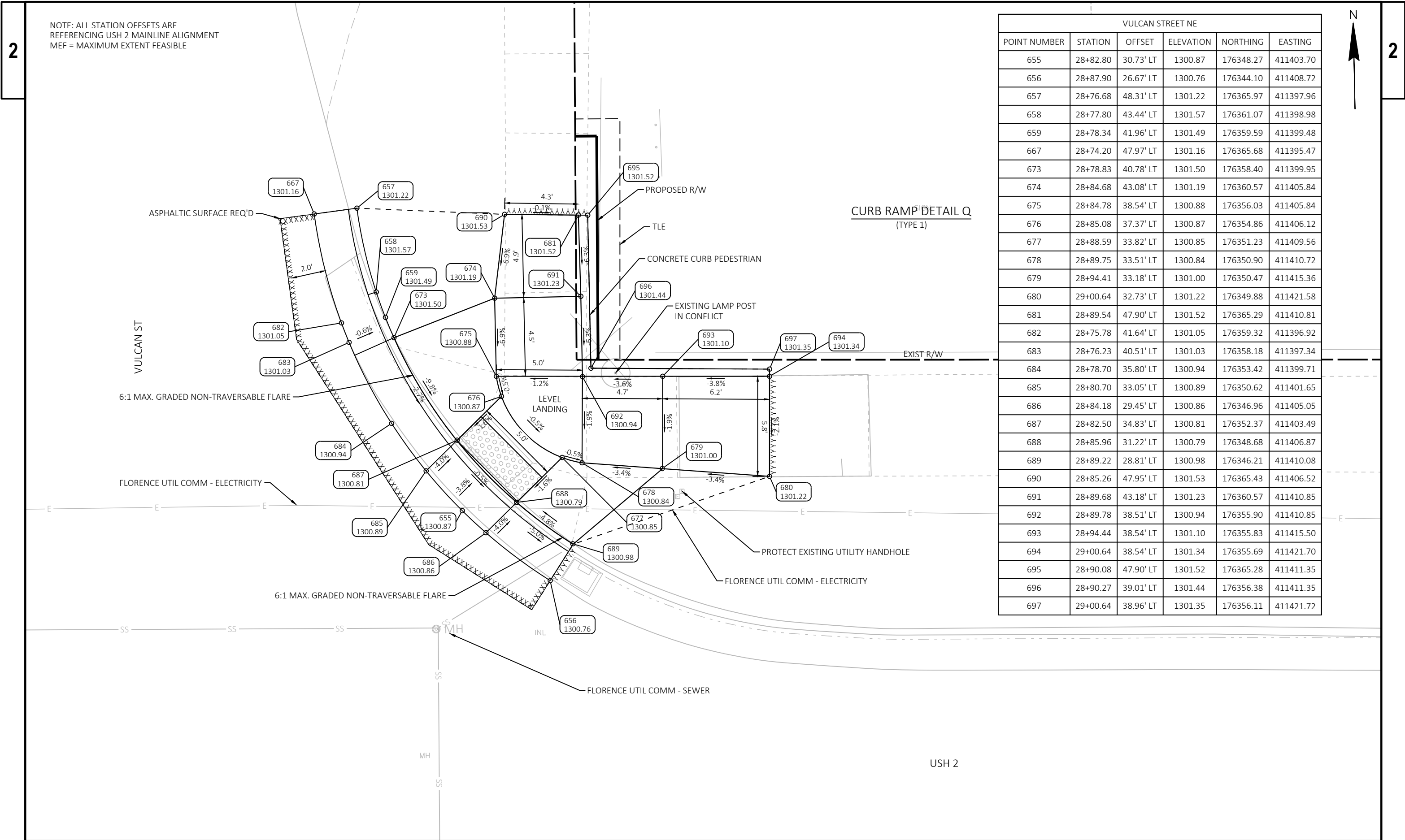


NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

USH 2

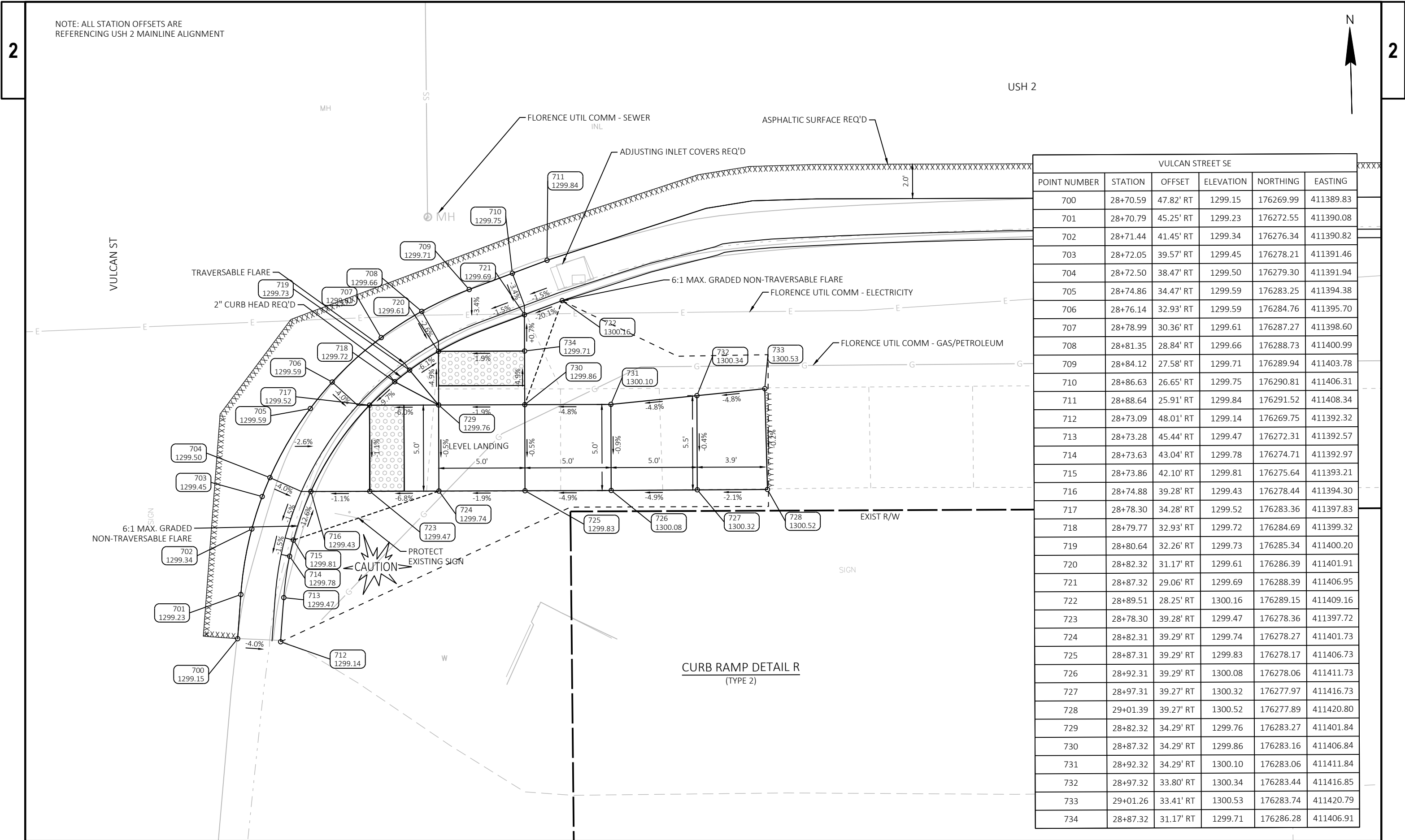
VULCAN STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	28+14.57	22.26' RT	1300.62	176296.73	411334.36
601	28+18.96	22.64' RT	1300.51	176296.26	411338.74
602	28+22.02	23.33' RT	1300.48	176295.50	411341.79
603	28+24.68	24.25' RT	1300.45	176294.53	411344.43
604	28+27.41	25.52' RT	1300.38	176293.20	411347.13
605	28+33.35	29.81' RT	1300.24	176288.78	411352.98
606	28+35.77	32.43' RT	1300.18	176286.11	411355.35
607	28+39.19	37.82' RT	1300.07	176280.65	411358.65
608	28+39.36	38.18' RT	1300.04	176280.29	411358.81
609	28+40.36	40.62' RT	1299.89	176277.83	411359.75
610	28+41.87	48.18' RT	1299.44	176270.25	411361.11
611	28+39.38	48.32' RT	1299.35	176270.15	411358.61
612	28+38.59	43.38' RT	1300.25	176275.11	411357.93
613	28+38.00	41.45' RT	1300.43	176277.05	411357.38
614	28+36.83	38.69' RT	1299.99	176279.84	411356.27
616	28+30.12	30.30' RT	1300.45	176288.36	411349.73
617	28+28.67	29.22' RT	1300.49	176289.48	411348.31
618	28+26.47	27.86' RT	1300.31	176290.89	411346.14
619	28+21.47	25.78' RT	1300.41	176293.07	411341.19
620	28+18.55	25.11' RT	1300.96	176293.81	411338.28
621	28+14.55	24.76' RT	1301.19	176294.23	411334.29
622	28+01.45	38.94' RT	1301.66	176280.34	411320.89
623	28+06.45	38.72' RT	1301.41	176280.45	411325.90
624	28+11.45	38.73' RT	1301.16	176280.34	411330.89
625	28+16.45	38.73' RT	1300.92	176280.23	411335.89
626	28+21.45	38.74' RT	1300.67	176280.12	411340.89
627	28+26.45	38.74' RT	1300.58	176280.01	411345.89
628	28+30.60	38.72' RT	1300.24	176279.94	411350.04
629	28+33.61	38.71' RT	1300.03	176279.89	411353.05
630	28+01.45	33.69' RT	1301.61	176285.59	411321.01
631	28+06.45	33.72' RT	1301.38	176285.45	411326.01
632	28+11.45	33.73' RT	1301.16	176285.34	411331.00
633	28+16.45	33.73' RT	1300.94	176285.23	411336.00
634	28+21.45	33.72' RT	1300.71	176285.13	411341.00
635	28+26.45	33.71' RT	1300.62	176285.03	411346.00
636	28+30.57	33.70' RT	1300.31	176284.95	411350.12
637	28+33.57	33.70' RT	1300.11	176284.90	411353.12
638	28+21.47	27.85' RT	1300.40	176291.00	411341.14





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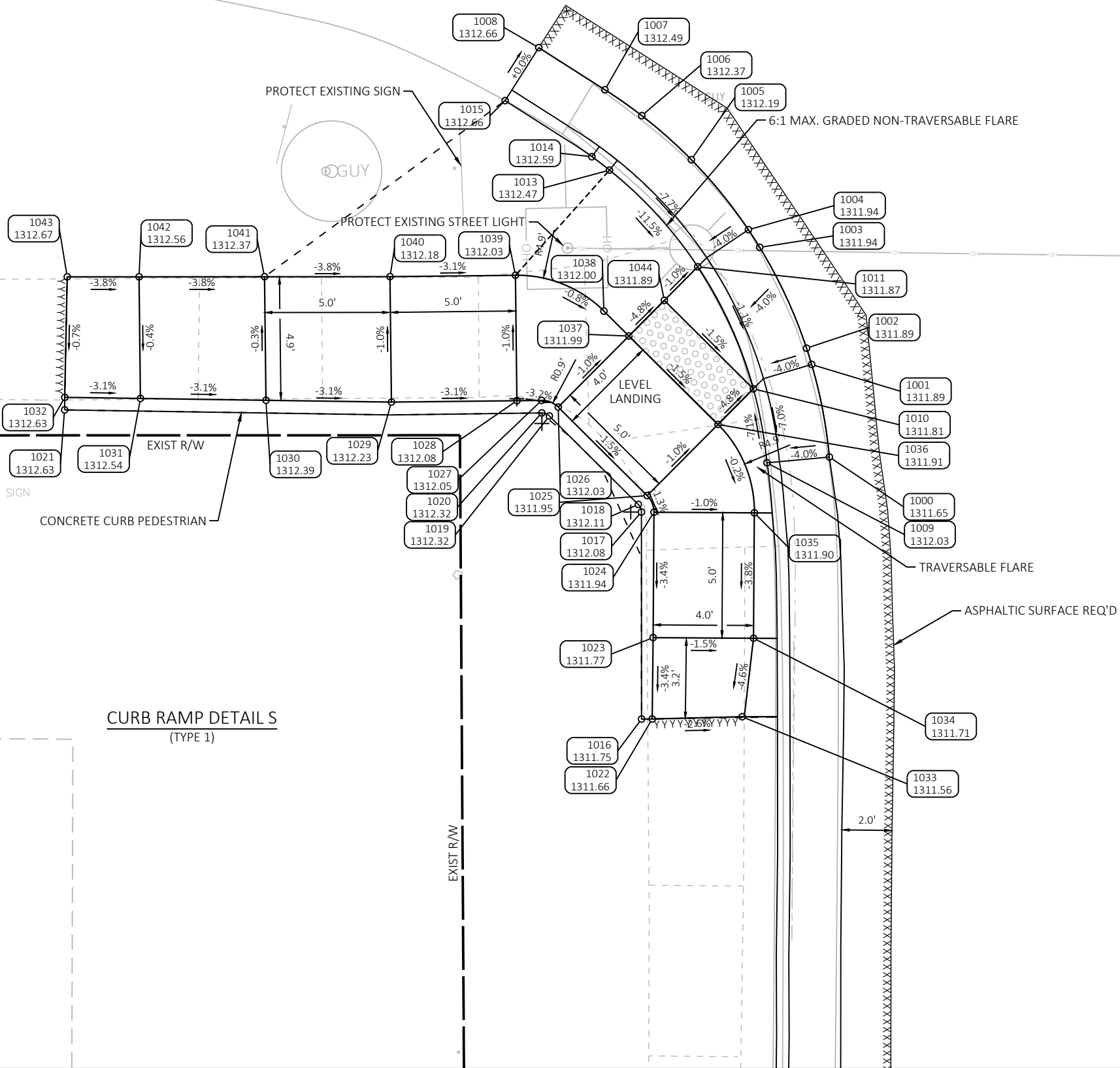
VULCAN STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
655	28+82.80	30.73' LT	1300.87	176348.27	411403.70
656	28+87.90	26.67' LT	1300.76	176344.10	411408.72
657	28+76.68	48.31' LT	1301.22	176365.97	411397.96
658	28+77.80	43.44' LT	1301.57	176361.07	411398.98
659	28+78.34	41.96' LT	1301.49	176359.59	411399.48
667	28+74.20	47.97' LT	1301.16	176365.68	411395.47
673	28+78.83	40.78' LT	1301.50	176358.40	411399.95
674	28+84.68	43.08' LT	1301.19	176360.57	411405.84
675	28+84.78	38.54' LT	1300.88	176356.03	411405.84
676	28+85.08	37.37' LT	1300.87	176354.86	411406.12
677	28+88.59	33.82' LT	1300.85	176351.23	411409.56
678	28+89.75	33.51' LT	1300.84	176350.90	411410.72
679	28+94.41	33.18' LT	1301.00	176350.47	411415.36
680	29+00.64	32.73' LT	1301.22	176349.88	411421.58
681	28+89.54	47.90' LT	1301.52	176365.29	411410.81
682	28+75.78	41.64' LT	1301.05	176359.32	411396.92
683	28+76.23	40.51' LT	1301.03	176358.18	411397.34
684	28+78.70	35.80' LT	1300.94	176353.42	411399.71
685	28+80.70	33.05' LT	1300.89	176350.62	411401.65
686	28+84.18	29.45' LT	1300.86	176346.96	411405.05
687	28+82.50	34.83' LT	1300.81	176352.37	411403.49
688	28+85.96	31.22' LT	1300.79	176348.68	411406.87
689	28+89.22	28.81' LT	1300.98	176346.21	411410.08
690	28+85.26	47.95' LT	1301.53	176365.43	411406.52
691	28+89.68	43.18' LT	1301.23	176360.57	411410.85
692	28+89.78	38.51' LT	1300.94	176355.90	411410.85
693	28+94.44	38.54' LT	1301.10	176355.83	411415.50
694	29+00.64	38.54' LT	1301.34	176355.69	411421.70
695	28+90.08	47.90' LT	1301.52	176365.28	411411.35
696	28+90.27	39.01' LT	1301.44	176356.38	411411.35
697	29+00.64	38.96' LT	1301.35	176356.11	411421.72



VULCAN STREET SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	28+70.59	47.82' RT	1299.15	176269.99	411389.83
701	28+70.79	45.25' RT	1299.23	176272.55	411390.08
702	28+71.44	41.45' RT	1299.34	176276.34	411390.82
703	28+72.05	39.57' RT	1299.45	176278.21	411391.46
704	28+72.50	38.47' RT	1299.50	176279.30	411391.94
705	28+74.86	34.47' RT	1299.59	176283.25	411394.38
706	28+76.14	32.93' RT	1299.59	176284.76	411395.70
707	28+78.99	30.36' RT	1299.61	176287.27	411398.60
708	28+81.35	28.84' RT	1299.66	176288.73	411400.99
709	28+84.12	27.58' RT	1299.71	176289.94	411403.78
710	28+86.63	26.65' RT	1299.75	176290.81	411406.31
711	28+88.64	25.91' RT	1299.84	176291.52	411408.34
712	28+73.09	48.01' RT	1299.14	176269.75	411392.32
713	28+73.28	45.44' RT	1299.47	176272.31	411392.57
714	28+73.63	43.04' RT	1299.78	176274.71	411392.97
715	28+73.86	42.10' RT	1299.81	176275.64	411393.21
716	28+74.88	39.28' RT	1299.43	176278.44	411394.30
717	28+78.30	34.28' RT	1299.52	176283.36	411397.83
718	28+79.77	32.93' RT	1299.72	176284.69	411399.32
719	28+80.64	32.26' RT	1299.73	176285.34	411400.20
720	28+82.32	31.17' RT	1299.61	176286.39	411401.91
721	28+87.32	29.06' RT	1299.69	176288.39	411406.95
722	28+89.51	28.25' RT	1300.16	176289.15	411409.16
723	28+78.30	39.28' RT	1299.47	176278.36	411397.72
724	28+82.31	39.29' RT	1299.74	176278.27	411401.73
725	28+87.31	39.29' RT	1299.83	176278.17	411406.73
726	28+92.31	39.29' RT	1300.08	176278.06	411411.73
727	28+97.31	39.27' RT	1300.32	176277.97	411416.73
728	29+01.39	39.27' RT	1300.52	176277.89	411420.80
729	28+82.32	34.29' RT	1299.76	176283.27	411401.84
730	28+87.32	34.29' RT	1299.86	176283.16	411406.84
731	28+92.32	34.29' RT	1300.10	176283.06	411411.84
732	28+97.32	33.80' RT	1300.34	176283.44	411416.85
733	29+01.26	33.41' RT	1300.53	176283.74	411420.79
734	28+87.32	31.17' RT	1299.71	176286.28	411406.91

FLORENCE STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	34+95.20	23.14' LT	1311.65	176609.39	411729.04
1001	34+98.88	23.87' LT	1311.89	176613.10	411728.41
1002	34+99.53	24.07' LT	1311.89	176613.75	411728.22
1003	35+03.54	25.96' LT	1311.94	176617.81	411726.44
1004	35+04.24	26.41' LT	1311.94	176618.52	411726.00
1005	35+07.02	28.70' LT	1312.19	176621.36	411723.79
1006	35+08.77	30.68' LT	1312.37	176623.16	411721.85
1007	35+09.79	32.16' LT	1312.49	176624.22	411720.40
1008	35+11.46	34.80' LT	1312.66	176625.95	411717.80
1009	34+94.95	25.63' LT	1312.03	176609.22	411726.54
1010	34+97.90	26.18' LT	1311.81	176612.18	411726.06
1011	35+02.75	28.42' LT	1311.87	176617.09	411723.95
1013	35+06.59	31.96' LT	1312.47	176621.01	411720.52
1014	35+07.12	32.66' LT	1312.59	176621.56	411719.83
1015	35+09.34	36.13' LT	1312.66	176623.87	411716.42
1016	34+84.71	30.57' LT	1311.75	176599.11	411721.33
1017	34+92.96	30.62' LT	1312.08	176607.36	411721.50
1018	34+93.27	30.75' LT	1312.11	176607.66	411721.38
1019	34+96.78	34.31' LT	1312.32	176611.26	411717.92
1020	34+96.90	34.61' LT	1312.32	176611.39	411717.61
1021	34+96.92	53.63' LT	1312.63	176611.92	411698.61
1022	34+84.72	30.15' LT	1311.66	176599.10	411721.76
1023	34+87.96	30.13' LT	1311.77	176602.34	411721.86
1024	34+92.96	30.12' LT	1311.94	176607.34	411722.00
1025	34+93.62	30.39' LT	1311.95	176608.01	411721.74
1026	34+97.13	33.96' LT	1312.03	176611.61	411718.28
1027	34+97.40	34.62' LT	1312.05	176611.89	411717.62
1028	34+97.38	35.60' LT	1312.08	176611.90	411716.63
1029	34+97.30	40.60' LT	1312.23	176611.95	411711.63
1030	34+97.35	45.60' LT	1312.39	176612.13	411706.64
1031	34+97.40	50.61' LT	1312.54	176612.31	411701.64
1032	34+97.42	53.62' LT	1312.63	176612.42	411698.62
1033	34+84.83	26.57' LT	1311.56	176599.12	411725.34
1034	34+87.96	26.13' LT	1311.71	176602.24	411725.86
1035	34+92.96	26.12' LT	1311.90	176607.23	411726.00
1036	34+96.47	27.59' LT	1311.91	176610.79	411724.62
1037	34+99.98	31.15' LT	1311.99	176614.39	411721.15
1038	35+00.97	32.15' LT	1312.00	176615.40	411720.18
1039	35+02.38	35.69' LT	1312.03	176616.90	411716.68
1040	35+02.30	40.69' LT	1312.18	176616.95	411711.68
1041	35+02.27	45.69' LT	1312.37	176617.05	411706.68
1042	35+02.24	50.69' LT	1312.56	176617.16	411701.68
1043	35+02.23	53.55' LT	1312.67	176617.22	411698.82

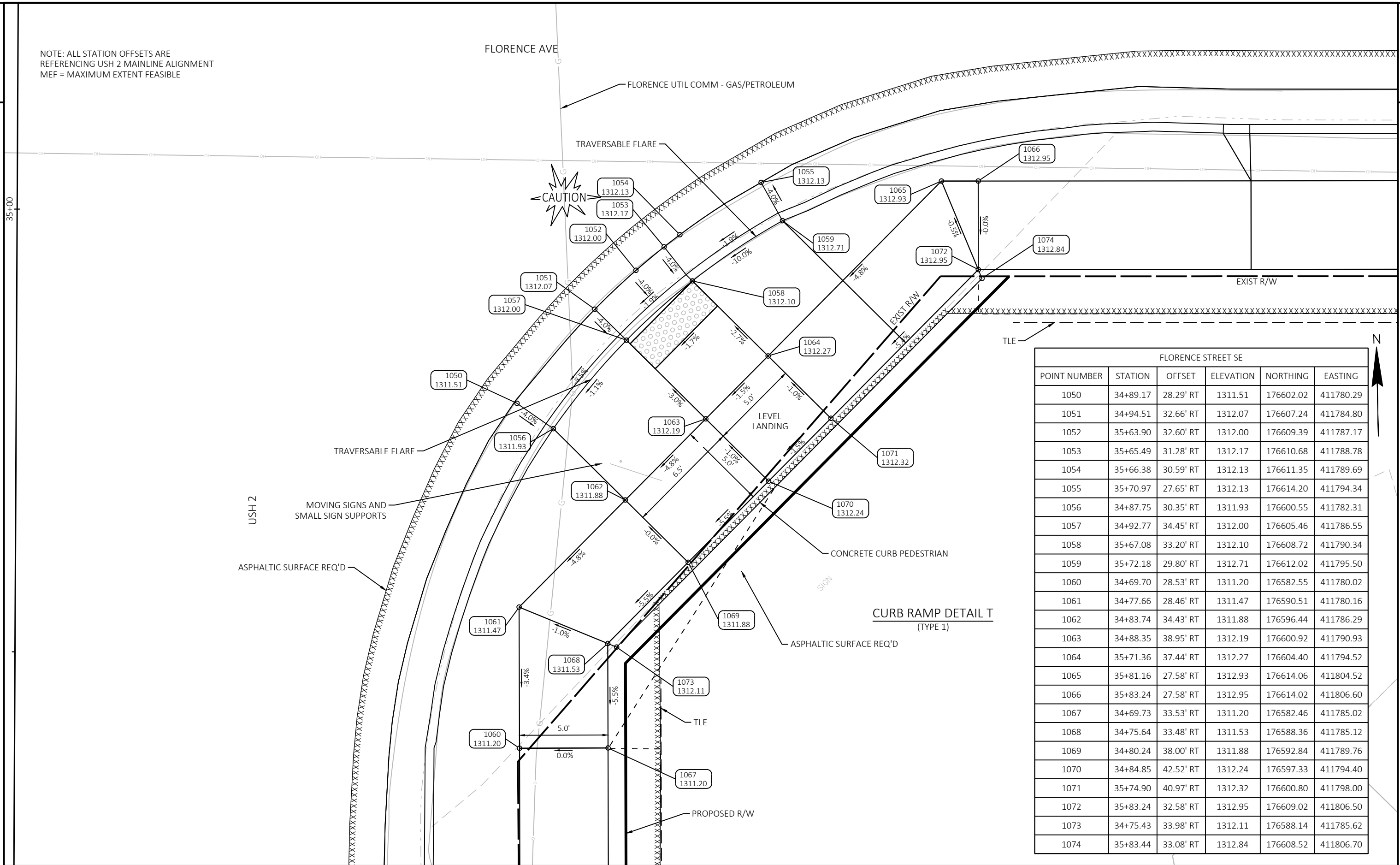
FLORENCE STREET SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1044	35+01.41	29.75' LT	1311.89	176615.78	411722.59



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NOTE: ALL STATION OFFSETS ARE
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MEF = MAXIMUM EXTENT FEASIBLE



FLORENCE STREET SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1050	34+89.17	28.29' RT	1311.51	176602.02	411780.29
1051	34+94.51	32.66' RT	1312.07	176607.24	411784.80
1052	35+63.90	32.60' RT	1312.00	176609.39	411787.17
1053	35+65.49	31.28' RT	1312.17	176610.68	411788.78
1054	35+66.38	30.59' RT	1312.13	176611.35	411789.69
1055	35+70.97	27.65' RT	1312.13	176614.20	411794.34
1056	34+87.75	30.35' RT	1311.93	176600.55	411782.31
1057	34+92.77	34.45' RT	1312.00	176605.46	411786.55
1058	35+67.08	33.20' RT	1312.10	176608.72	411790.34
1059	35+72.18	29.80' RT	1312.71	176612.02	411795.50
1060	34+69.70	28.53' RT	1311.20	176582.55	411780.02
1061	34+77.66	28.46' RT	1311.47	176590.51	411780.16
1062	34+83.74	34.43' RT	1311.88	176596.44	411786.29
1063	34+88.35	38.95' RT	1312.19	176600.92	411790.93
1064	35+71.36	37.44' RT	1312.27	176604.40	411794.52
1065	35+81.16	27.58' RT	1312.93	176614.06	411804.52
1066	35+83.24	27.58' RT	1312.95	176614.02	411806.60
1067	34+69.73	33.53' RT	1311.20	176582.46	411785.02
1068	34+75.64	33.48' RT	1311.53	176588.36	411785.12
1069	34+80.24	38.00' RT	1311.88	176592.84	411789.76
1070	34+84.85	42.52' RT	1312.24	176597.33	411794.40
1071	35+74.90	40.97' RT	1312.32	176600.80	411798.00
1072	35+83.24	32.58' RT	1312.95	176609.02	411806.50
1073	34+75.43	33.98' RT	1312.11	176588.14	411785.62
1074	35+83.44	33.08' RT	1312.84	176608.52	411806.70

NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

FURNACE STREET NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1140	35+29.12	42.29' LT	1313.63	176656.87	411713.21
1141	35+29.12	35.48' LT	1314.03	176658.92	411721.51
1142	35+29.12	32.20' LT	1314.11	176660.99	411726.56
1143	35+29.12	31.91' LT	1314.12	176661.40	411727.20
1144	35+29.12	31.22' LT	1314.23	176664.52	411730.73
1145	35+29.12	32.18' LT	1314.33	176667.86	411733.01
1146	35+29.12	32.84' LT	1314.35	176669.16	411733.61
1147	35+29.12	35.77' LT	1314.41	176673.46	411734.81
1148	35+29.12	36.58' LT	1314.44	176674.46	411734.92
1149	35+29.12	43.93' LT	1314.78	176683.03	411735.65
1150	35+29.12	43.72' LT	1313.62	176659.30	411712.61
1151	35+29.12	39.80' LT	1314.37	176660.50	411717.47
1152	35+29.12	39.28' LT	1314.41	176660.66	411718.13
1153	35+29.12	37.07' LT	1314.06	176661.38	411721.04
1154	35+29.12	34.16' LT	1314.15	176663.68	411726.10
1155	35+29.12	33.72' LT	1314.45	176666.19	411728.87
1156	35+29.12	33.76' LT	1314.46	176666.58	411729.19
1157	35+29.12	34.39' LT	1314.26	176668.80	411730.67
1158	35+29.12	37.35' LT	1314.33	176673.76	411732.32
1159	35+29.12	38.06' LT	1314.52	176674.67	411732.43
1160	35+29.12	39.72' LT	1314.94	176676.75	411732.61
1161	35+29.12	40.96' LT	1315.02	176678.26	411732.73
1162	35+29.12	45.16' LT	1314.77	176683.24	411733.16
1163	35+29.12	49.45' LT	1314.57	176674.31	411715.04
1164	35+29.12	48.34' LT	1314.56	176674.17	411716.37
1165	35+29.12	44.57' LT	1314.51	176674.04	411721.37
1166	35+29.12	41.07' LT	1314.56	176673.92	411726.37
1167	35+29.12	38.25' LT	1314.33	176673.80	411730.80
1168	35+29.12	47.66' LT	1314.46	176669.72	411713.80
1169	35+29.12	45.35' LT	1314.48	176669.18	411716.24
1170	35+29.12	41.31' LT	1314.43	176669.05	411721.24
1171	35+29.12	37.51' LT	1314.48	176668.92	411726.24
1172	35+29.12	38.30' LT	1314.10	176663.81	411721.10

CURB RAMP DETAIL U
(TYPE 2)

6:1 MAX GRADED NON-TRAVERSABLE FLARE

FLORENCE AVE

FLORENCE UTIL COMM - WATER
PROTECT EXISTING WATER VALVE
PROTECT EXISTING SIGN

PROTECT EXISTING SIGN

LEVEL LANDING

ASPHALTIC SURFACE REQ'D

6:1 MAX GRADED NON-TRAVERSABLE FLARE

FLORENCE UTIL COMM - WATER

TRAVERSABLE FLARE
3" CURB HEAD REQ'D

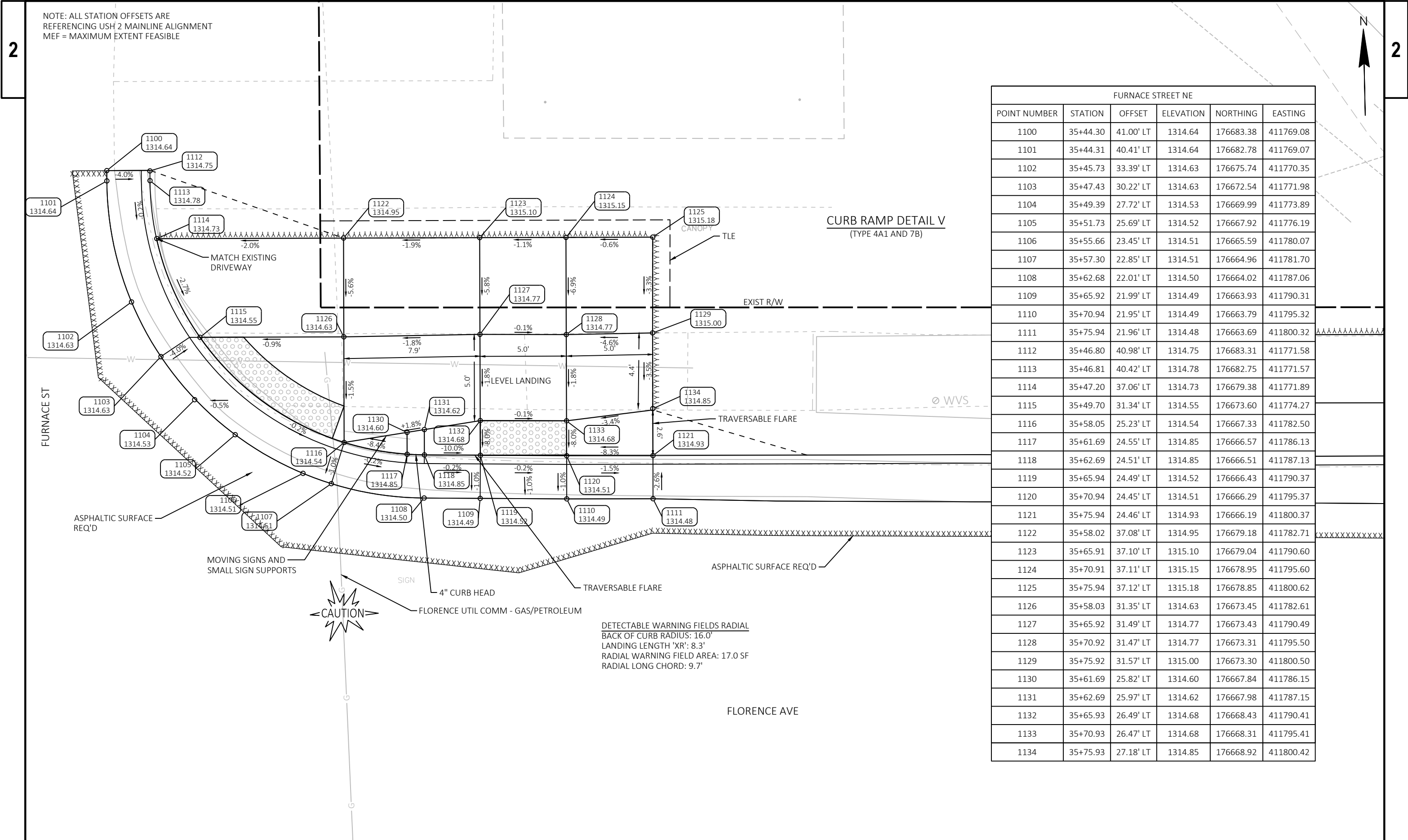
FLORENCE UTIL COMM - WATER
PROTECT EXISTING WATER VALVE

SIGN

SIGN

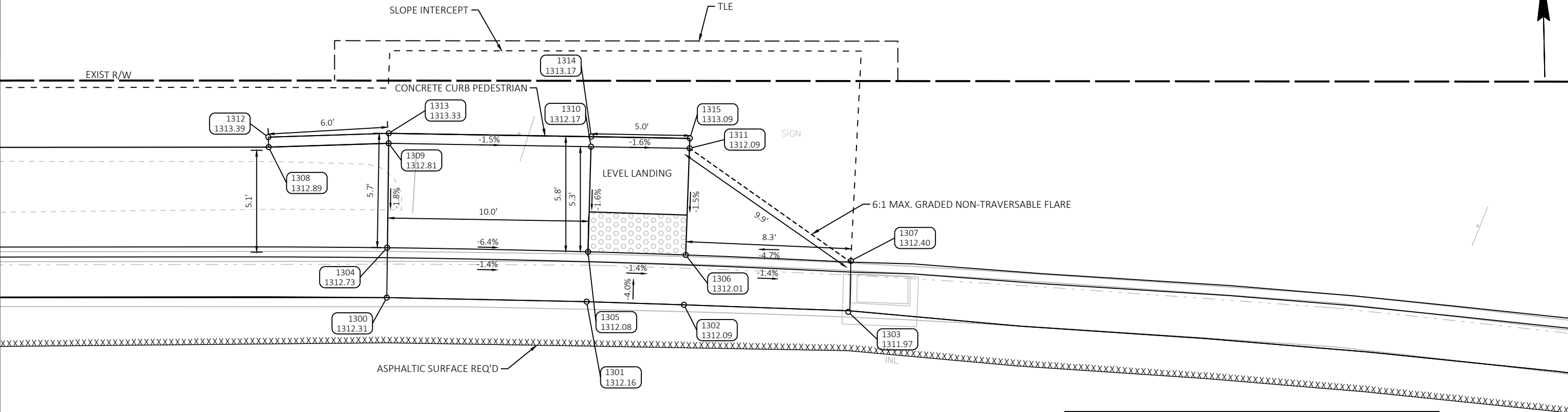
FURNACE ST





FURNACE STREET NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	35+44.30	41.00' LT	1314.64	176683.38	411769.08
1101	35+44.31	40.41' LT	1314.64	176682.78	411769.07
1102	35+45.73	33.39' LT	1314.63	176675.74	411770.35
1103	35+47.43	30.22' LT	1314.63	176672.54	411771.98
1104	35+49.39	27.72' LT	1314.53	176669.99	411773.89
1105	35+51.73	25.69' LT	1314.52	176667.92	411776.19
1106	35+55.66	23.45' LT	1314.51	176665.59	411780.07
1107	35+57.30	22.85' LT	1314.51	176664.96	411781.70
1108	35+62.68	22.01' LT	1314.50	176664.02	411787.06
1109	35+65.92	21.99' LT	1314.49	176663.93	411790.31
1110	35+70.94	21.95' LT	1314.49	176663.79	411795.32
1111	35+75.94	21.96' LT	1314.48	176663.69	411800.32
1112	35+46.80	40.98' LT	1314.75	176683.31	411771.58
1113	35+46.81	40.42' LT	1314.78	176682.75	411771.57
1114	35+47.20	37.06' LT	1314.73	176679.38	411771.89
1115	35+49.70	31.34' LT	1314.55	176673.60	411774.27
1116	35+58.05	25.23' LT	1314.54	176667.33	411782.50
1117	35+61.69	24.55' LT	1314.85	176666.57	411786.13
1118	35+62.69	24.51' LT	1314.85	176666.51	411787.13
1119	35+65.94	24.49' LT	1314.52	176666.43	411790.37
1120	35+70.94	24.45' LT	1314.51	176666.29	411795.37
1121	35+75.94	24.46' LT	1314.93	176666.19	411800.37
1122	35+58.02	37.08' LT	1314.95	176679.18	411782.71
1123	35+65.91	37.10' LT	1315.10	176679.04	411790.60
1124	35+70.91	37.11' LT	1315.15	176678.95	411795.60
1125	35+75.94	37.12' LT	1315.18	176678.85	411800.62
1126	35+58.03	31.35' LT	1314.63	176673.45	411782.61
1127	35+65.92	31.49' LT	1314.77	176673.43	411790.49
1128	35+70.92	31.47' LT	1314.77	176673.31	411795.50
1129	35+75.92	31.57' LT	1315.00	176673.30	411800.50
1130	35+61.69	25.82' LT	1314.60	176667.84	411786.15
1131	35+62.69	25.97' LT	1314.62	176667.98	411787.15
1132	35+65.93	26.49' LT	1314.68	176668.43	411790.41
1133	35+70.93	26.47' LT	1314.68	176668.31	411795.41
1134	35+75.93	27.18' LT	1314.85	176668.92	411800.42

NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE



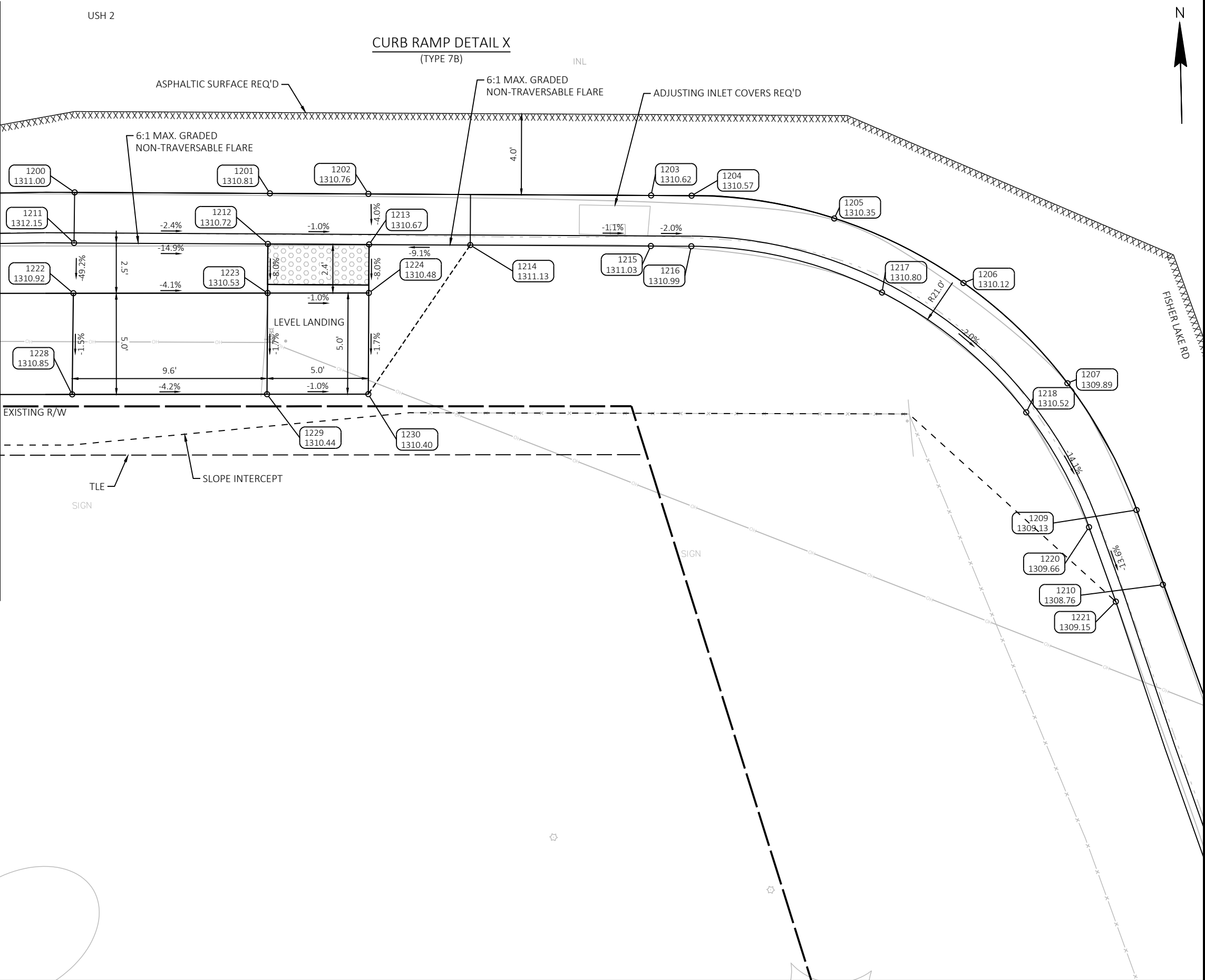
CURB RAMP DETAIL W
(TYPE 7B)

FISHER LAKE ROAD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	39+38.91	22.00' LT	1312.31	176656.28	412163.49
1301	39+48.55	22.00' LT	1312.16	176655.87	412173.49
1302	39+53.26	22.00' LT	1312.09	176655.61	412178.36
1303	39+61.20	22.00' LT	1311.97	176655.07	412186.59
1304	39+38.89	24.50' LT	1312.73	176658.78	412163.56
1305	39+48.55	24.50' LT	1312.08	176658.36	412173.62
1306	39+53.26	24.50' LT	1312.01	176658.10	412178.51
1307	39+61.20	24.56' LT	1312.40	176657.63	412186.77
1308	39+33.18	29.50' LT	1312.89	176663.95	412157.73
1309	39+38.90	29.73' LT	1312.81	176664.01	412163.74
1310	39+48.55	29.77' LT	1312.17	176663.63	412173.88
1311	39+53.26	29.85' LT	1312.09	176663.44	412178.82
1312	39+33.17	30.00' LT	1313.39	176664.45	412157.72
1313	39+38.91	30.23' LT	1313.33	176664.51	412163.76
1314	39+48.55	30.27' LT	1313.17	176664.13	412173.90
1315	39+53.25	30.35' LT	1313.09	176663.94	412178.84

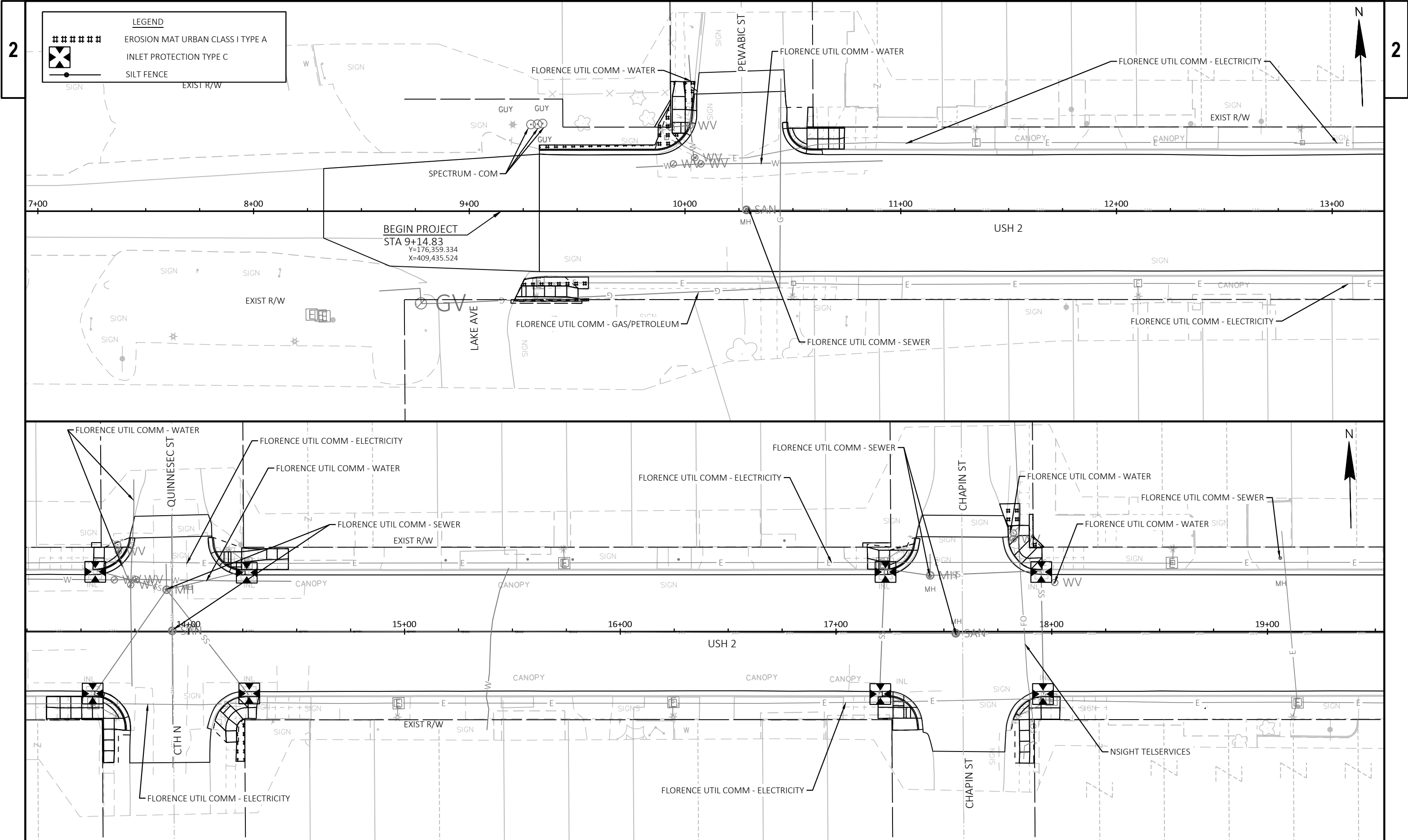
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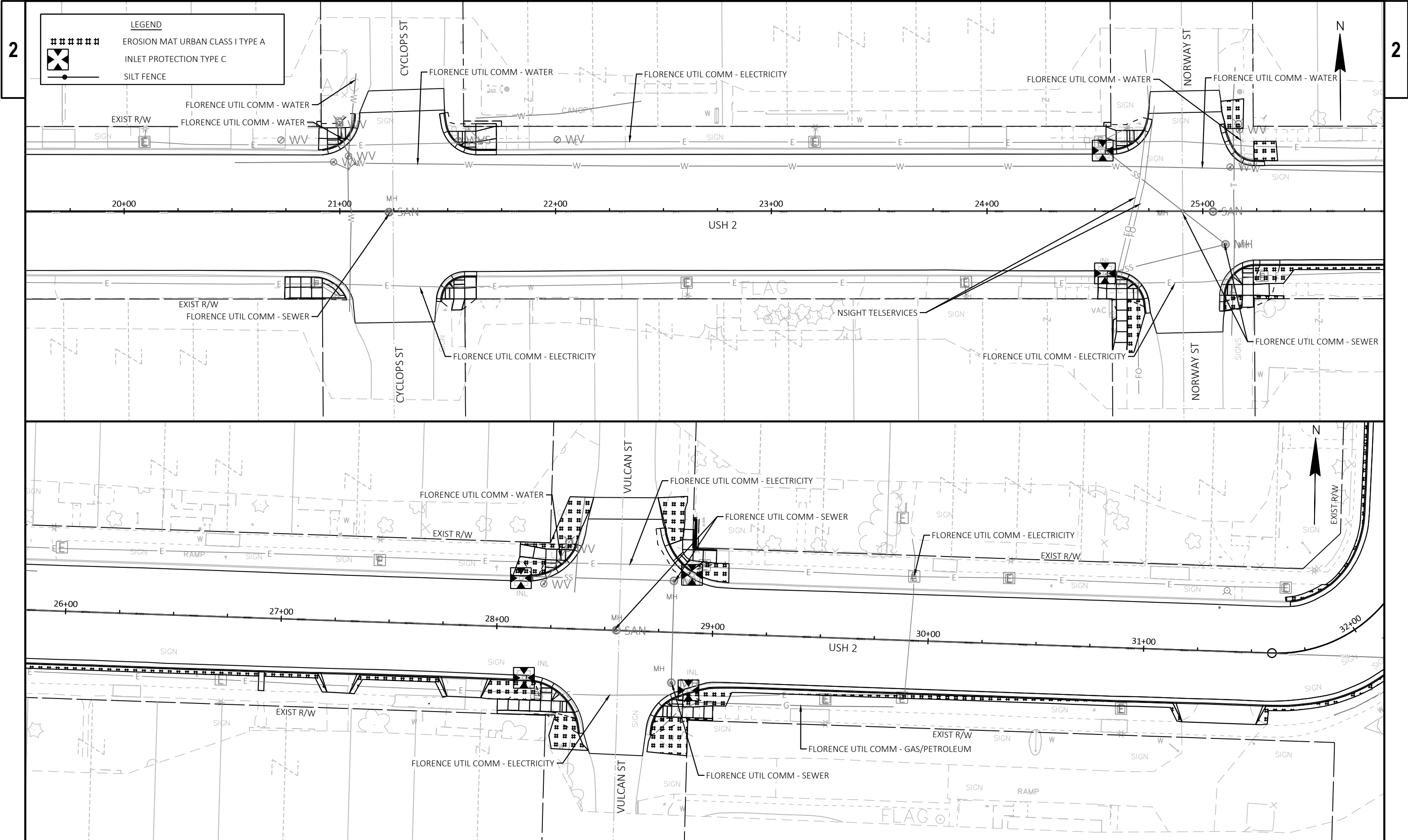
FISHER LAKE ROAD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	39+39.11	22.54' RT	1311.00	176611.76	412162.21
1201	39+49.14	22.39' RT	1310.81	176611.50	412171.85
1202	39+54.20	22.25' RT	1310.76	176611.37	412176.72
1203	39+68.70	21.62' RT	1310.62	176611.00	412190.68
1204	39+70.77	21.51' RT	1310.57	176610.95	412192.68
1205	39+78.15	22.12' RT	1310.35	176609.67	412199.70
1206	39+85.06	24.75' RT	1310.12	176606.35	412206.01
1207	39+90.92	29.19' RT	1309.89	176601.29	412211.04
1209	39+95.21	35.07' RT	1309.13	176594.95	412214.33
1210	39+97.02	38.59' RT	1308.76	176591.23	412215.55
1211	39+39.11	25.04' RT	1312.15	176609.26	412162.13
1212	39+49.11	24.89' RT	1310.72	176609.00	412171.70
1213	39+54.33	24.75' RT	1310.67	176608.87	412176.70
1214	39+59.55	24.56' RT	1311.13	176608.74	412181.70
1215	39+68.85	24.12' RT	1311.03	176608.50	412190.61
1216	39+70.93	24.00' RT	1310.99	176608.45	412192.61
1217	39+80.92	25.57' RT	1310.80	176605.96	412201.98
1218	39+88.94	30.83' RT	1310.52	176599.89	412208.98
1220	39+92.81	36.16' RT	1309.66	176594.15	412211.96
1221	39+94.64	39.68' RT	1309.15	176590.44	412213.20
1222	39+39.11	27.53' RT	1310.92	176606.77	412162.04
1223	39+49.17	27.32' RT	1310.53	176606.58	412171.63
1224	39+54.41	27.15' RT	1310.48	176606.48	412176.63
1228	39+39.11	32.53' RT	1310.85	176601.78	412161.88
1229	39+49.30	32.32' RT	1310.44	176601.58	412171.50
1230	39+54.59	32.14' RT	1310.40	176601.48	412176.50

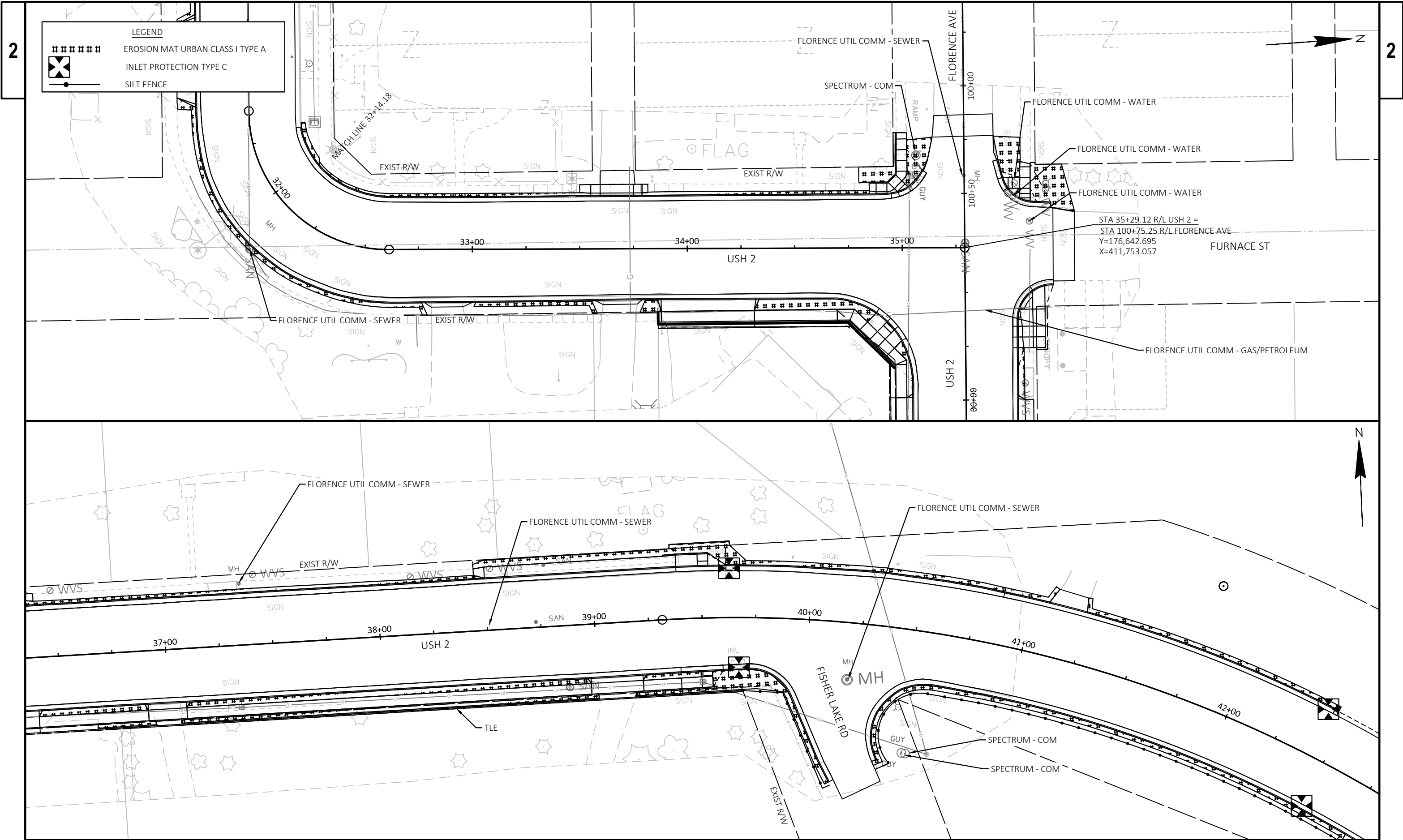
NOTE: ALL STATION OFFSETS ARE
REFERENCING USH 2 MAINLINE ALIGNMENT
MEF = MAXIMUM EXTENT FEASIBLE

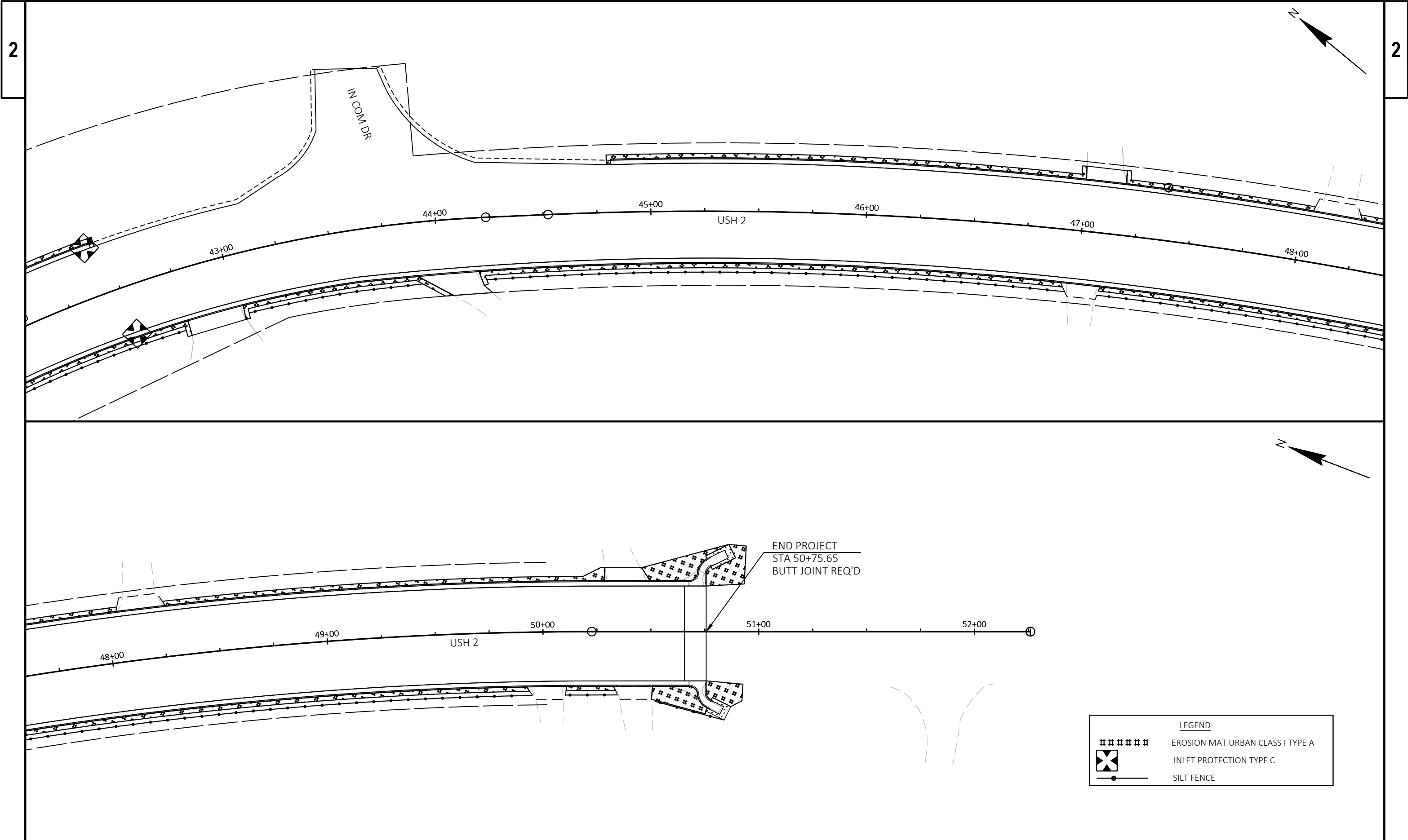


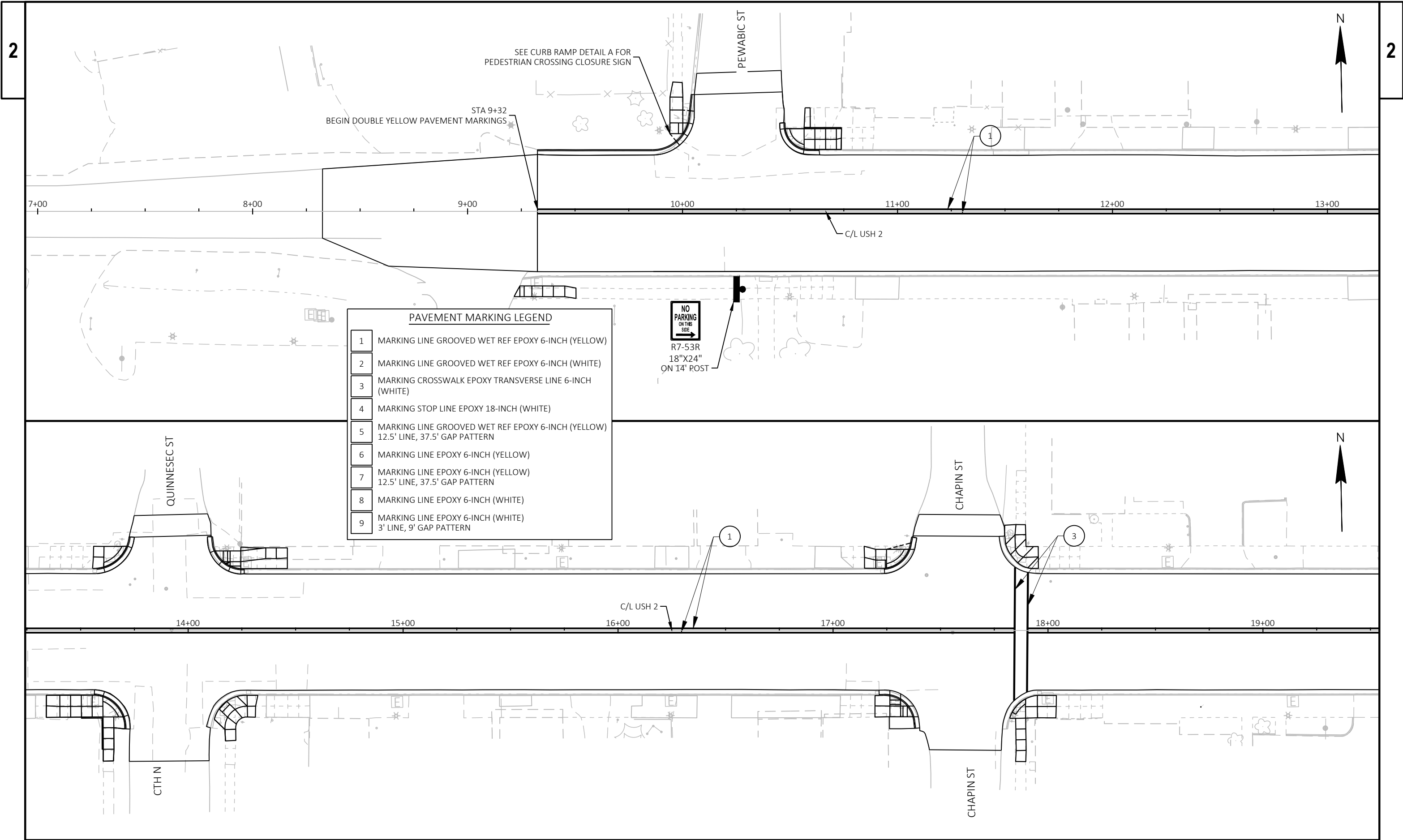
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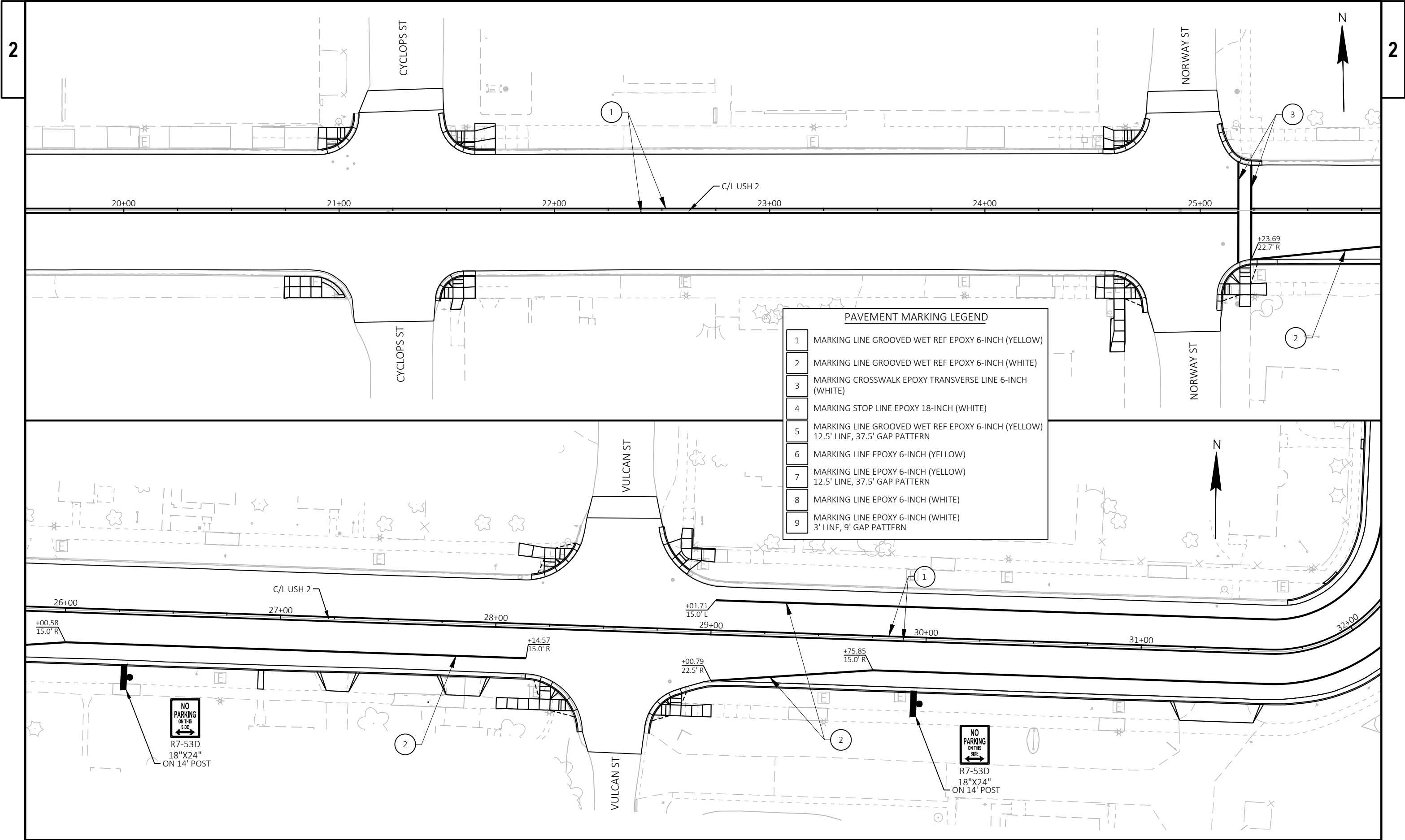


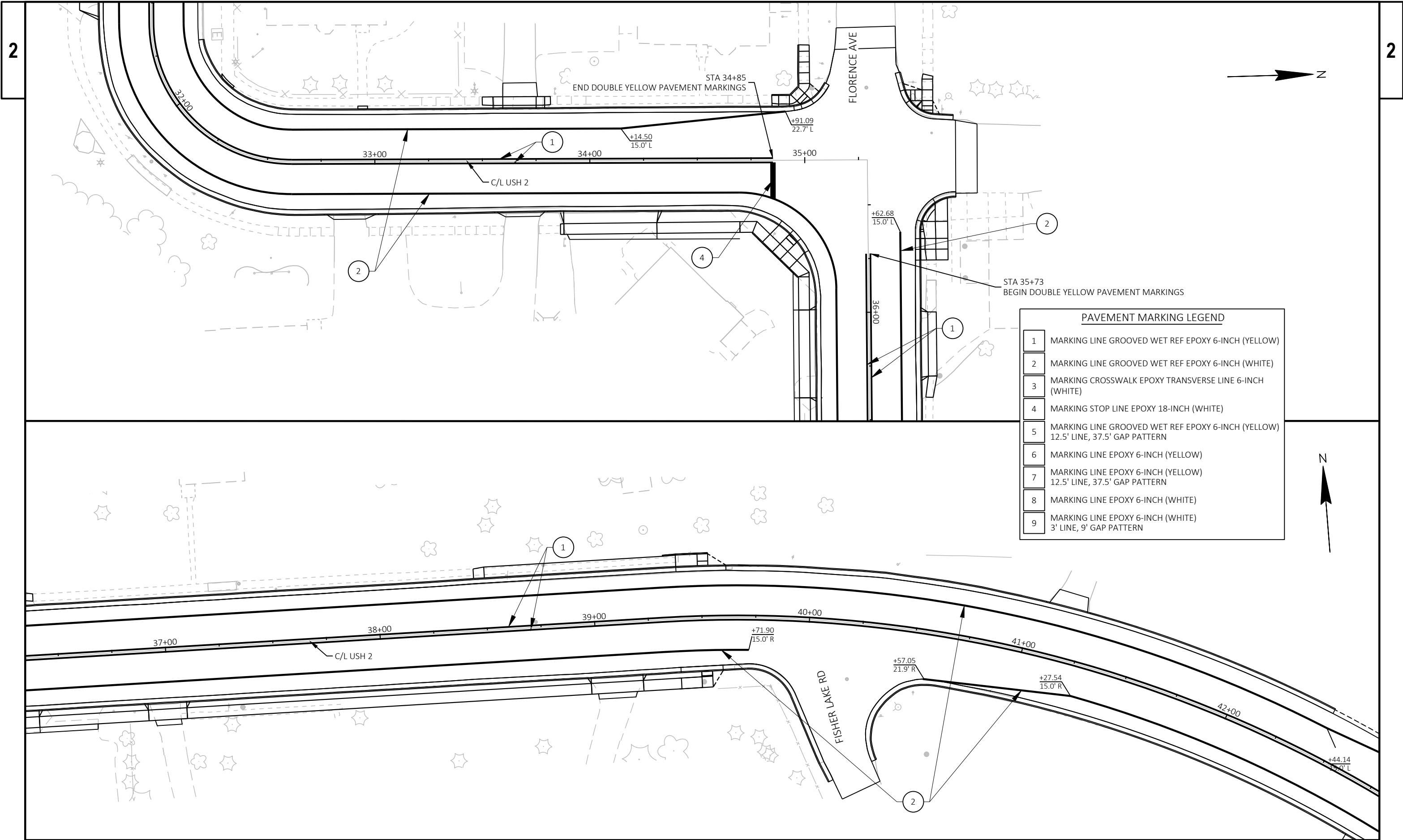








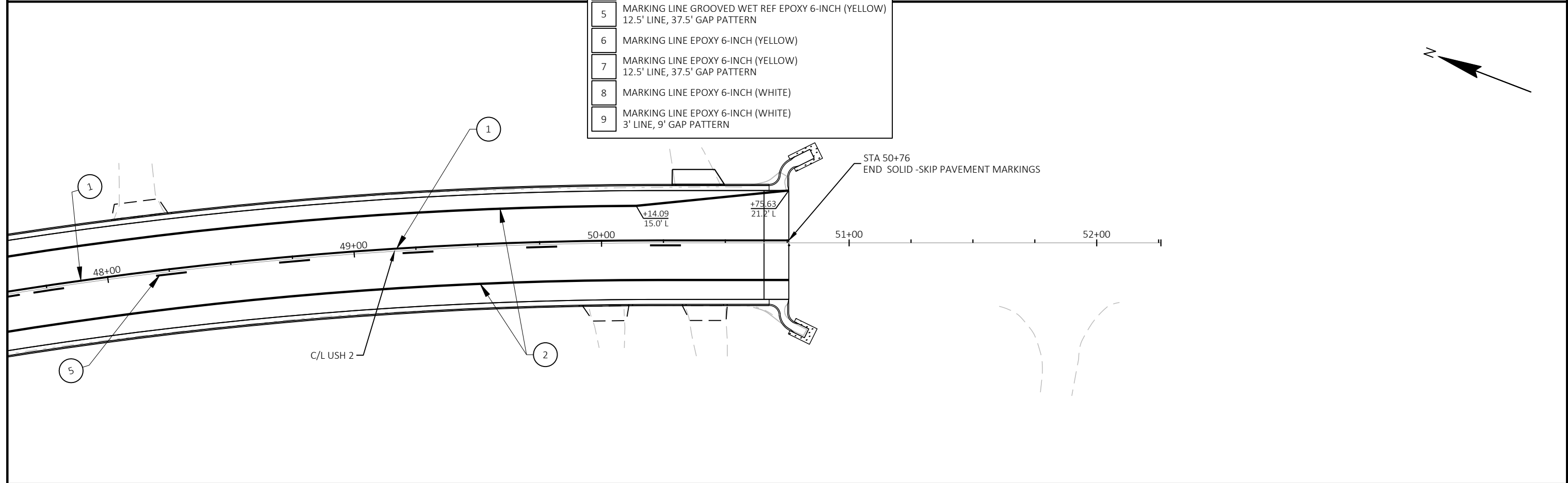
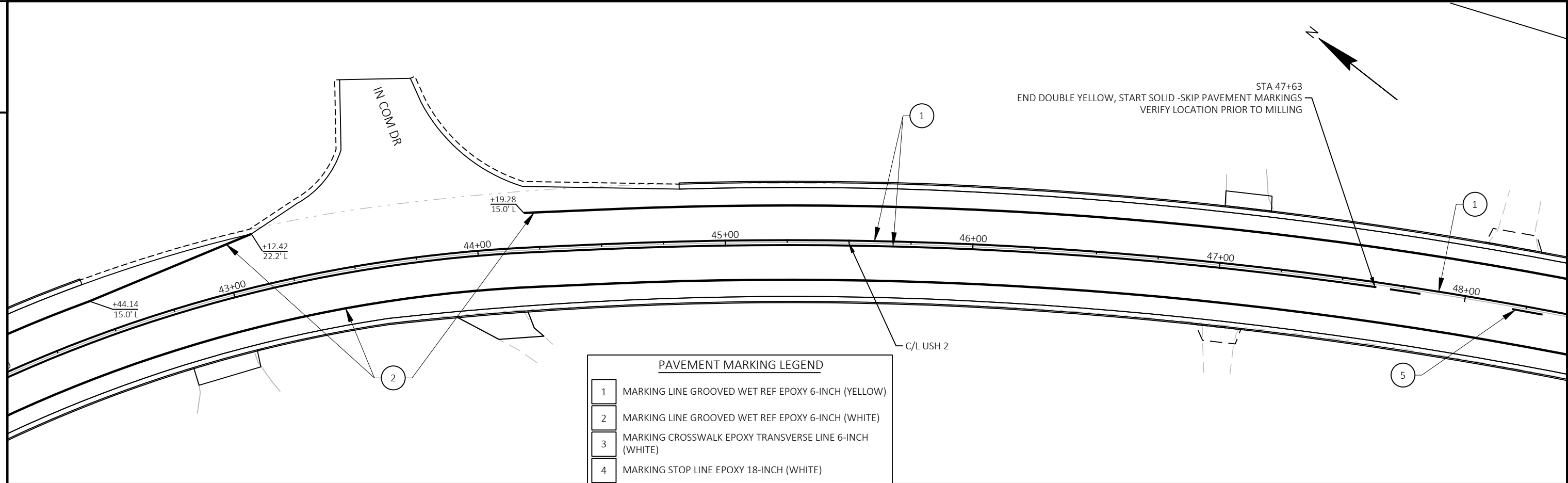




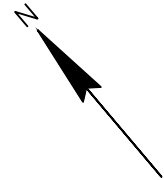
PAVEMENT MARKING LEGEND	
1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
4	MARKING STOP LINE EPOXY 18-INCH (WHITE)
5	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE, 37.5' GAP PATTERN
6	MARKING LINE EPOXY 6-INCH (YELLOW)
7	MARKING LINE EPOXY 6-INCH (YELLOW) 12.5' LINE, 37.5' GAP PATTERN
8	MARKING LINE EPOXY 6-INCH (WHITE)
9	MARKING LINE EPOXY 6-INCH (WHITE) 3' LINE, 9' GAP PATTERN

2

2



PAVEMENT MARKING LEGEND	
1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
4	MARKING STOP LINE EPOXY 18-INCH (WHITE)
5	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE, 37.5' GAP PATTERN
6	MARKING LINE EPOXY 6-INCH (YELLOW)
7	MARKING LINE EPOXY 6-INCH (YELLOW) 12.5' LINE, 37.5' GAP PATTERN
8	MARKING LINE EPOXY 6-INCH (WHITE)
9	MARKING LINE EPOXY 6-INCH (WHITE) 3' LINE, 9' GAP PATTERN



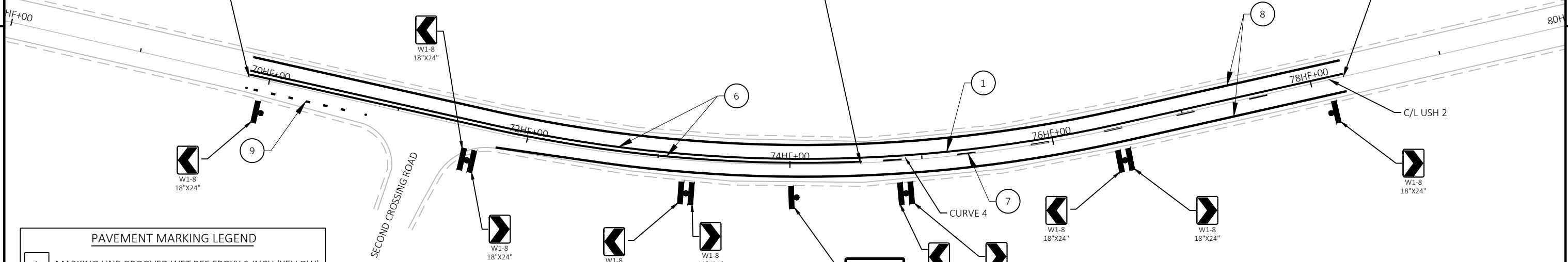
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5

STA 74+53
END DOUBLE YELLOW, START SOLID -SKIP PAVEMENT MARKINGS
VERIFY LOCATION PRIOR TO HIGH FRICTION SURFACE TREATMENT

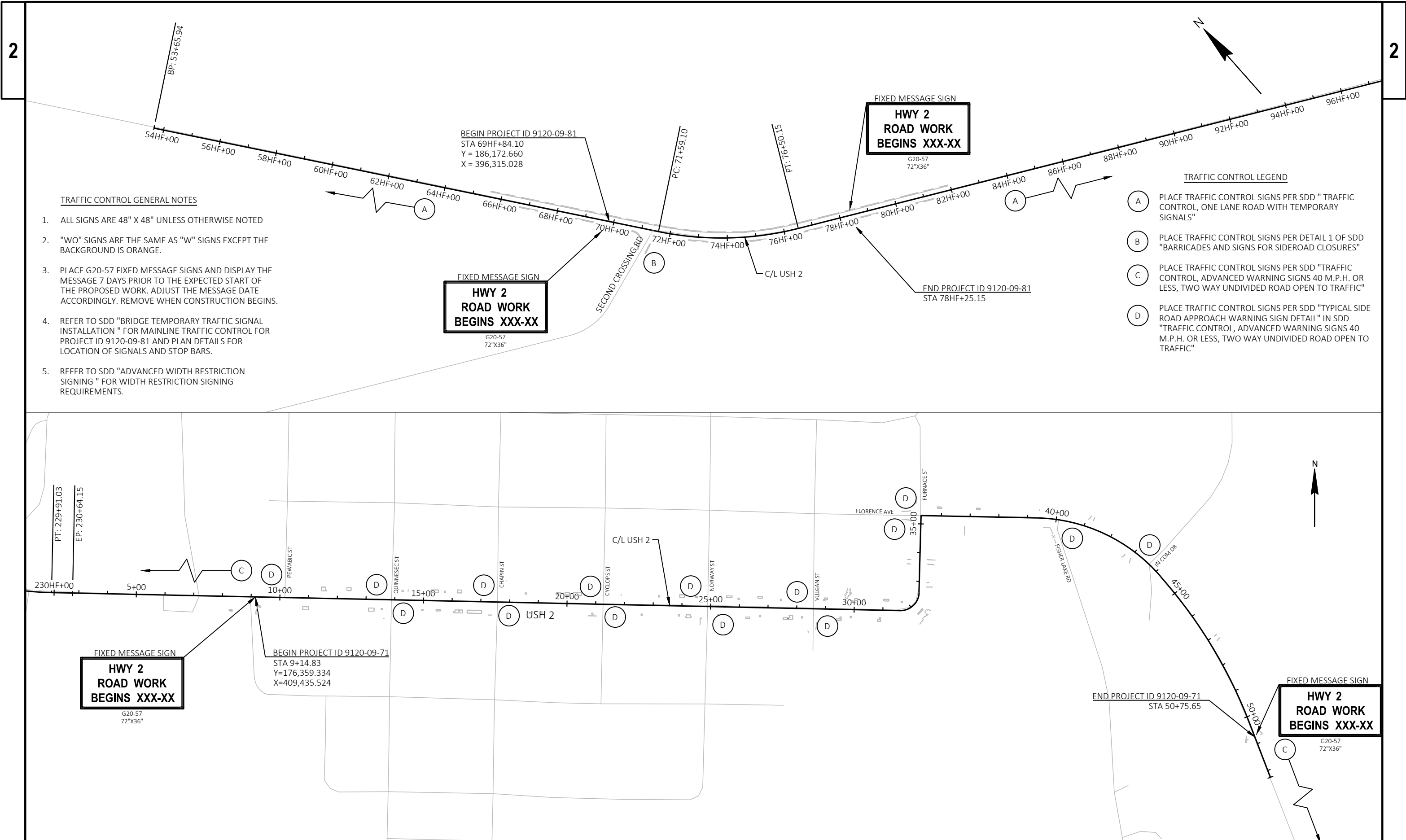
STA 69HF+84
BEGIN PAVEMENT MARKINGS

STA 78HF+25
END PAVEMENT MARKINGS



PAVEMENT MARKING LEGEND

- | | |
|---|---|
| 1 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) |
| 2 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) |
| 3 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| 4 | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
| 5 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
12.5' LINE, 37.5' GAP PATTERN |
| 6 | MARKING LINE EPOXY 6-INCH (YELLOW) |
| 7 | MARKING LINE EPOXY 6-INCH (YELLOW)
12.5' LINE, 37.5' GAP PATTERN |
| 8 | MARKING LINE EPOXY 6-INCH (WHITE) |
| 9 | MARKING LINE EPOXY 6-INCH (WHITE)
3' LINE, 9' GAP PATTERN |



TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. PLACE G20-57 FIXED MESSAGE SIGNS AND DISPLAY THE MESSAGE 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK. ADJUST THE MESSAGE DATE ACCORDINGLY. REMOVE WHEN CONSTRUCTION BEGINS.
4. REFER TO SDD "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION " FOR MAINLINE TRAFFIC CONTROL FOR PROJECT ID 9120-09-81 AND PLAN DETAILS FOR LOCATION OF SIGNALS AND STOP BARS.
5. REFER TO SDD "ADVANCED WIDTH RESTRICTION SIGNING " FOR WIDTH RESTRICTION SIGNING REQUIREMENTS.

TRAFFIC CONTROL LEGEND

- (A) PLACE TRAFFIC CONTROL SIGNS PER SDD " TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS"
- (B) PLACE TRAFFIC CONTROL SIGNS PER DETAIL 1 OF SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- (C) PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- (D) PLACE TRAFFIC CONTROL SIGNS PER SDD "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STAGE 1 TRAFFIC CONTROL NOTES

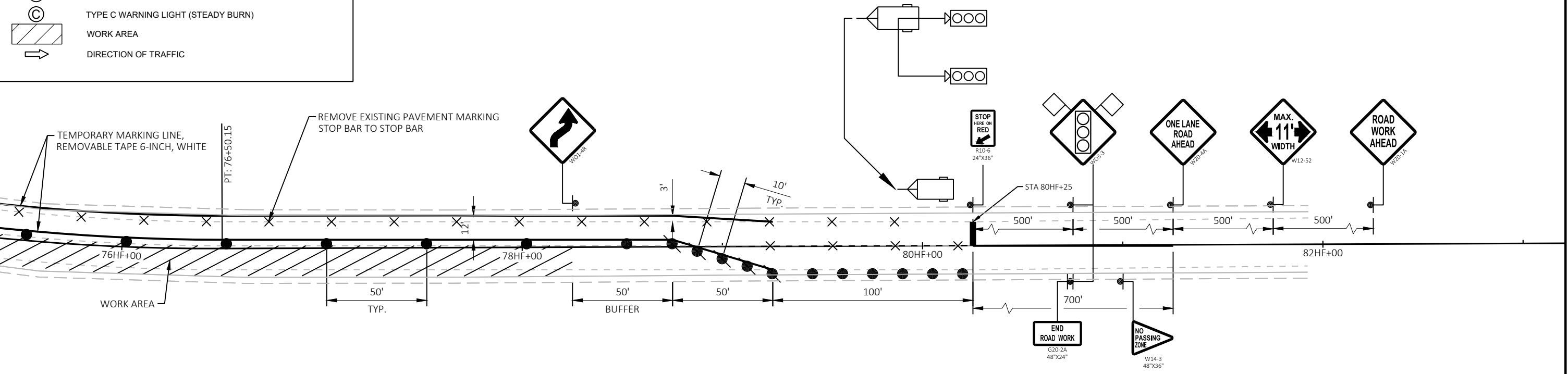
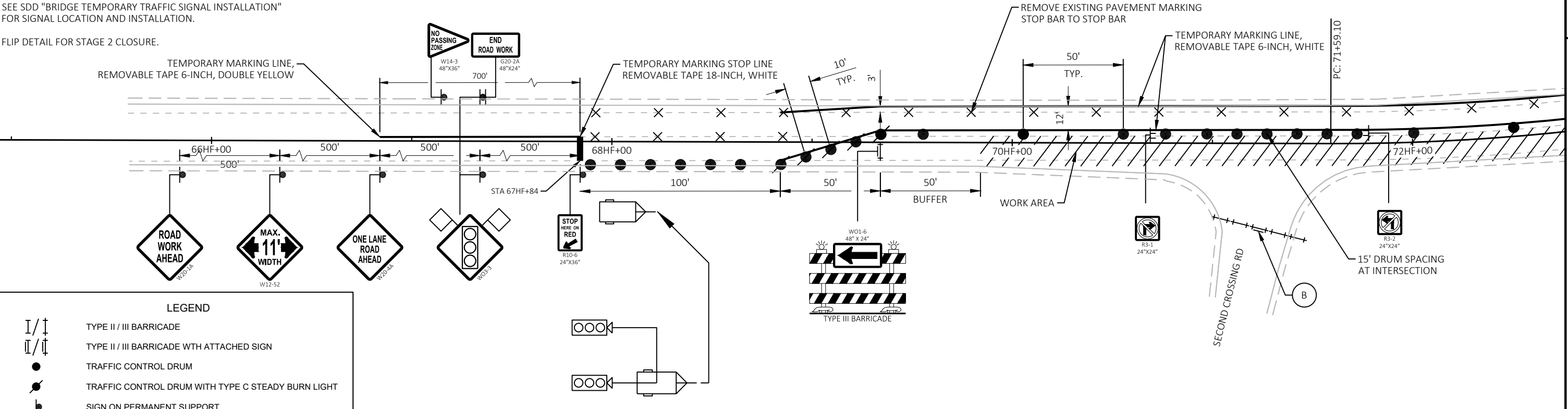
SEE SDD "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL SIGNAGE AND PAVEMENT MARKING.

SEE SDD "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION" FOR SIGNAL LOCATION AND INSTALLATION.

FLIP DETAIL FOR STAGE 2 CLOSURE.

TRAFFIC CONTROL LEGEND

B PLACE TRAFFIC CONTROL SIGNS PER DETAIL 1 OF SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"



TEMPORARY SIGNAL TIMING (1,241-FT STOP BAR SPACING)

SIGNAL TIMING PROVIDED BY NC REGION, TRAFFIC SECTION.

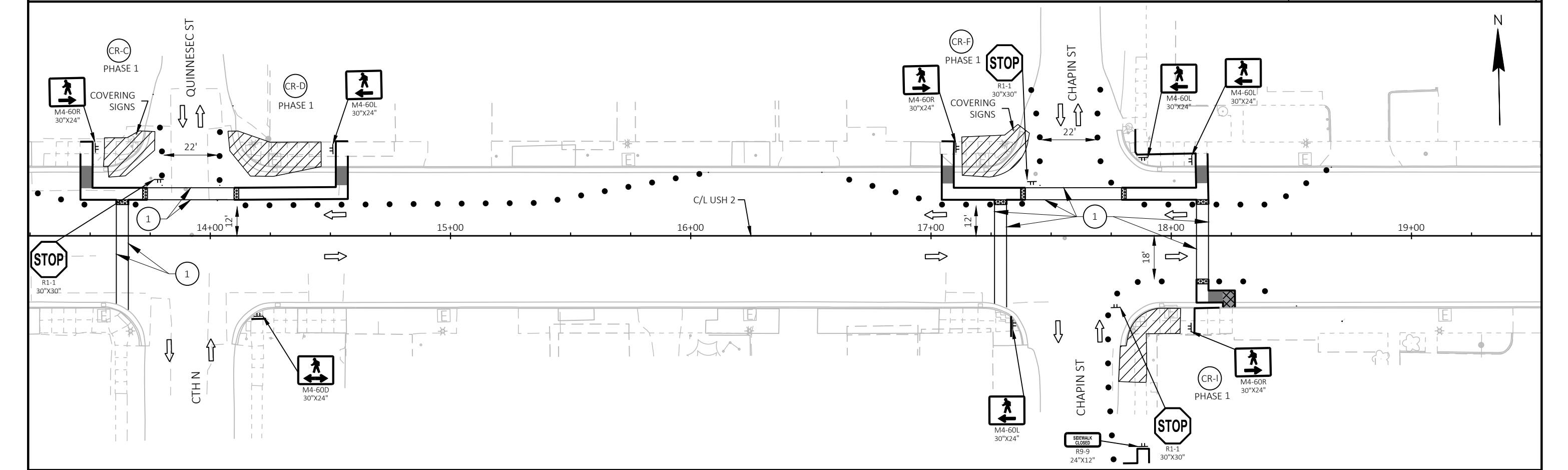
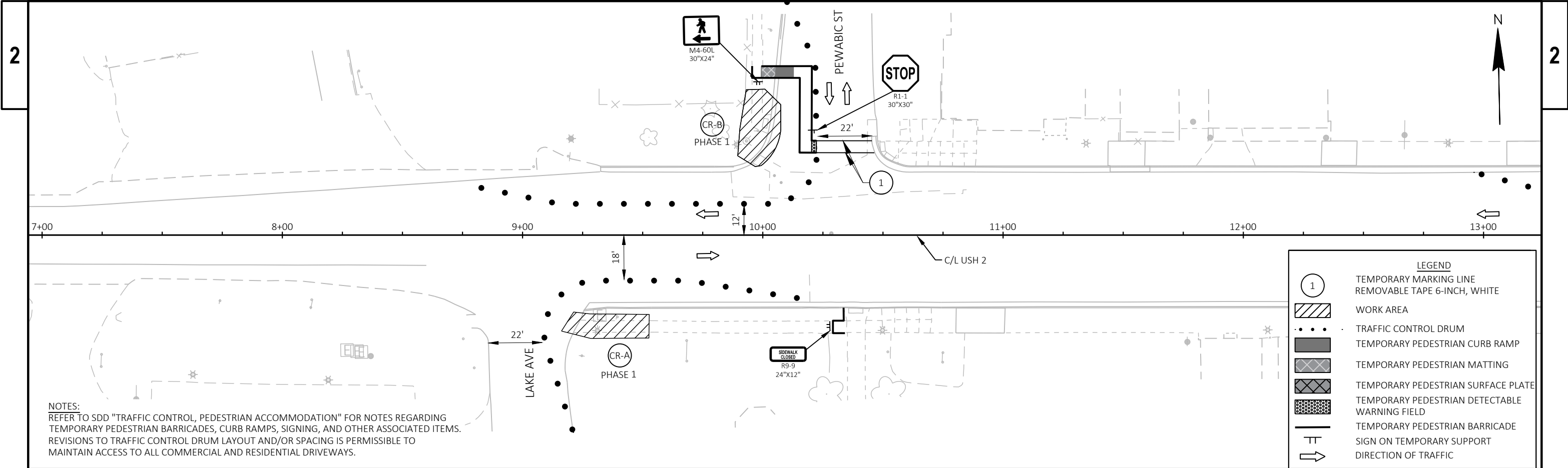
TEMPORARY SIGNAL TIMING (6:00 AM - 8:00 PM)			
INTERVAL	NB	SB	SECONDS
1	G	R	34
2	Y	R	5
3	R	R	38
4	R	G	34
5	R	Y	5
6	R	R	38
TOTAL CYCLE LENGTH = 154 SECONDS			

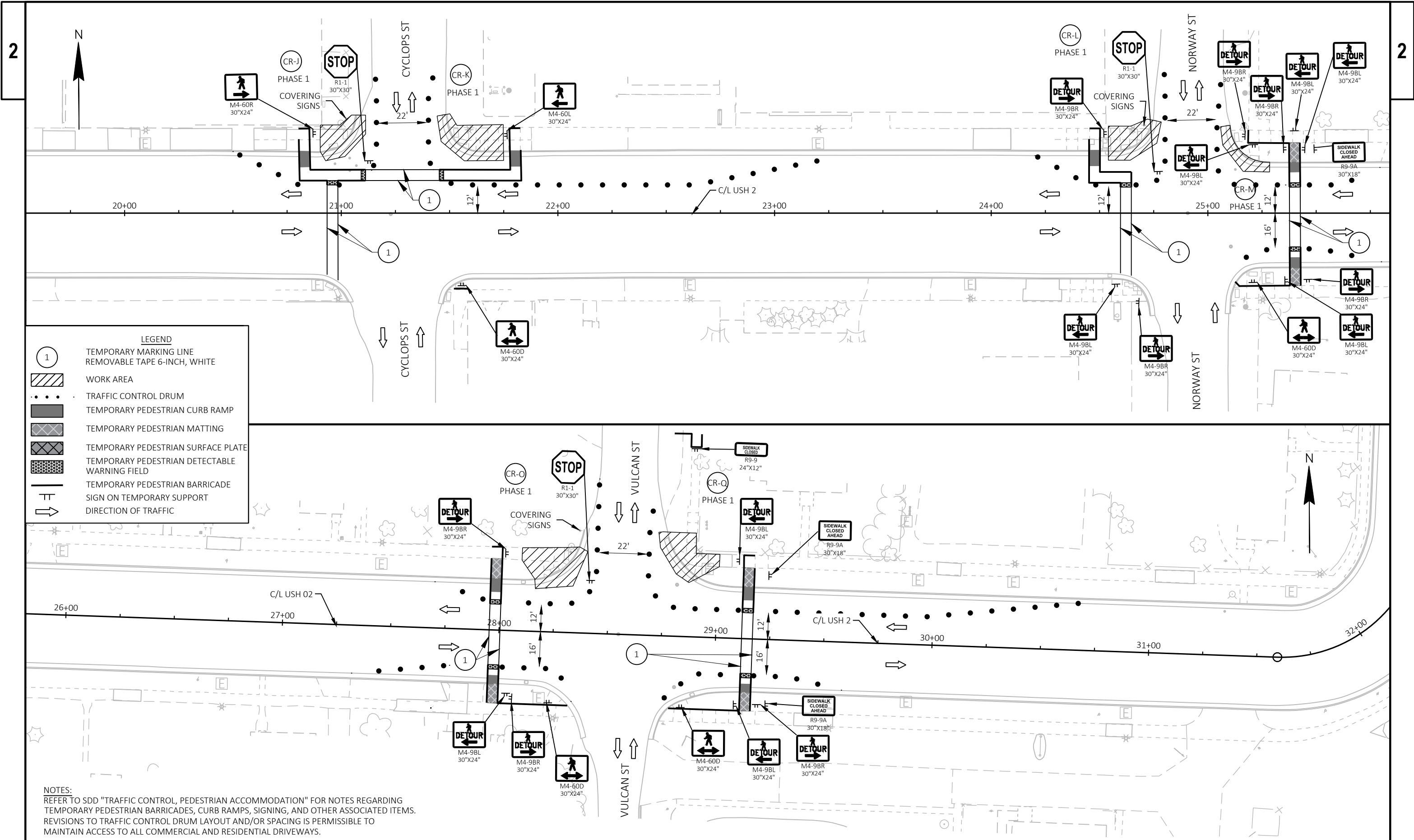
TEMPORARY SIGNAL TIMING (8:00 PM - 6:00 AM)			
INTERVAL	NB	SB	SECONDS
1	G	R	28
2	Y	R	5
3	R	R	38
4	R	G	28
5	R	Y	5
6	R	R	38
TOTAL CYCLE LENGTH = 142 SECONDS			

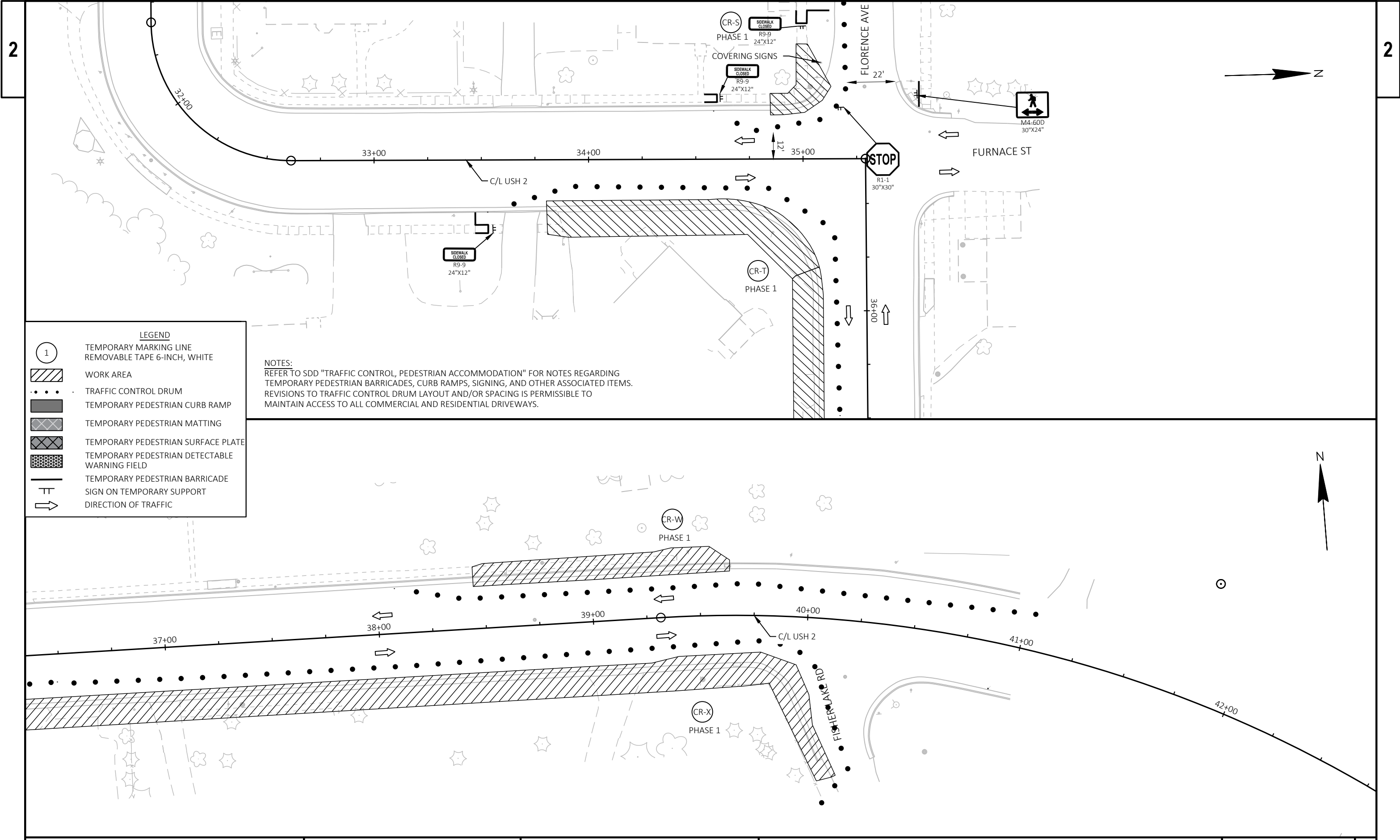
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2











NOTES:
REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR NOTES REGARDING
TEMPORARY PEDESTRIAN BARRICADES, CURB RAMPS, SIGNING, AND OTHER ASSOCIATED ITEMS.
REVISIONS TO TRAFFIC CONTROL DRUM LAYOUT AND/OR SPACING IS PERMISSIBLE TO
MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS.

- LEGEND**
- 1 TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH, WHITE
 - WORK AREA
 - TRAFFIC CONTROL DRUM
 - TEMPORARY PEDESTRIAN CURB RAMP
 - TEMPORARY PEDESTRIAN MATTING
 - TEMPORARY PEDESTRIAN SURFACE PLATE
 - TEMPORARY PEDESTRIAN DETECTABLE
WARNING FIELD
 - TEMPORARY PEDESTRIAN BARRICADE
 - SIGN ON TEMPORARY SUPPORT
 - DIRECTION OF TRAFFIC

2

2



PROJECT NO:	9120-09-71
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HWY: USH 2

COUNTY: FLORENCE

TRAFFIC CONTROL PEDESTRIAN ACCOMMODATIONS - PHASE 2 (OVERVIEW)

SHEET 65

E

FILE NAME : W:\91200901\C3D\SHEETSP\PLAN\026007-TC.DWG
LAYOUT NAME - 09-tc

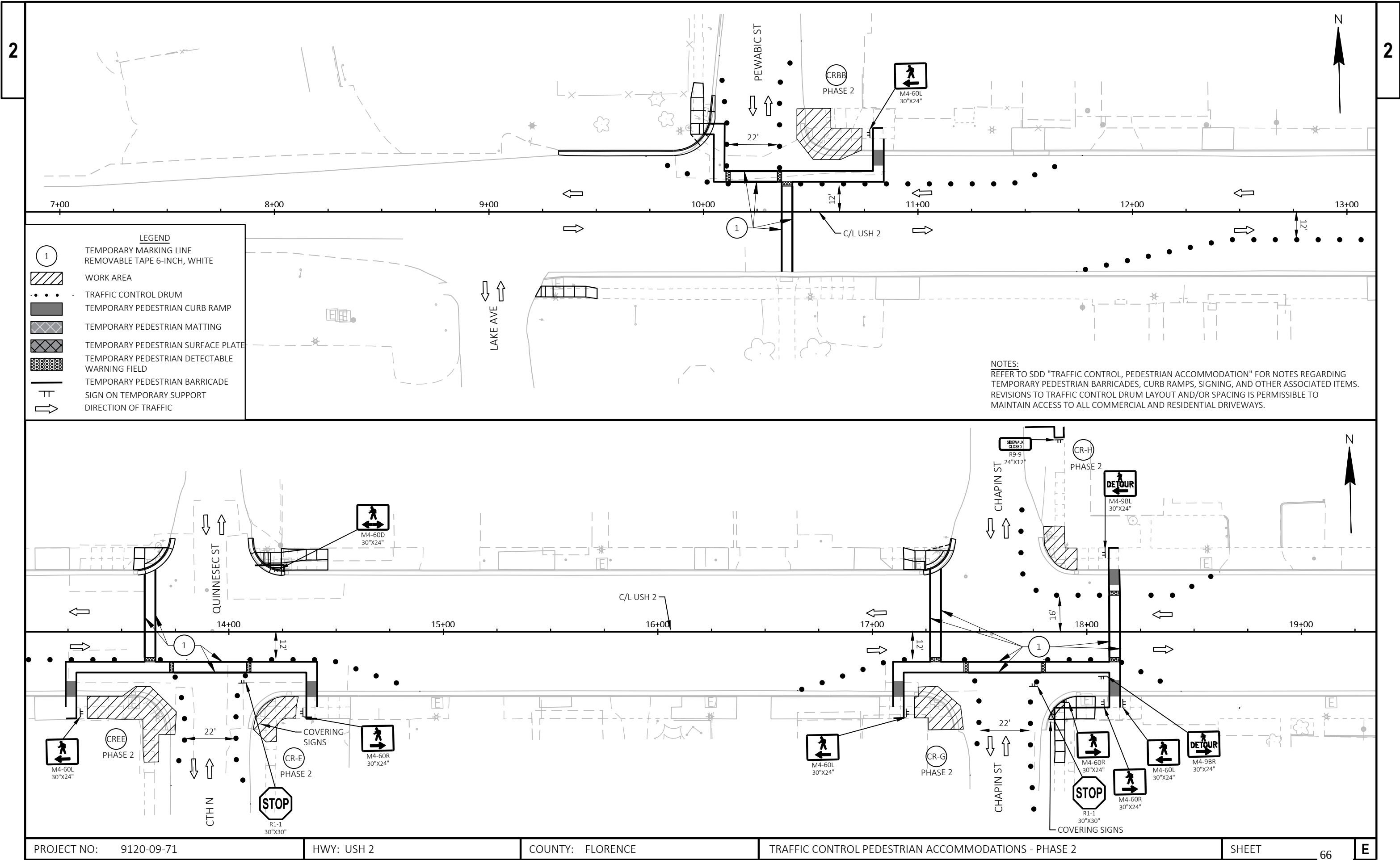
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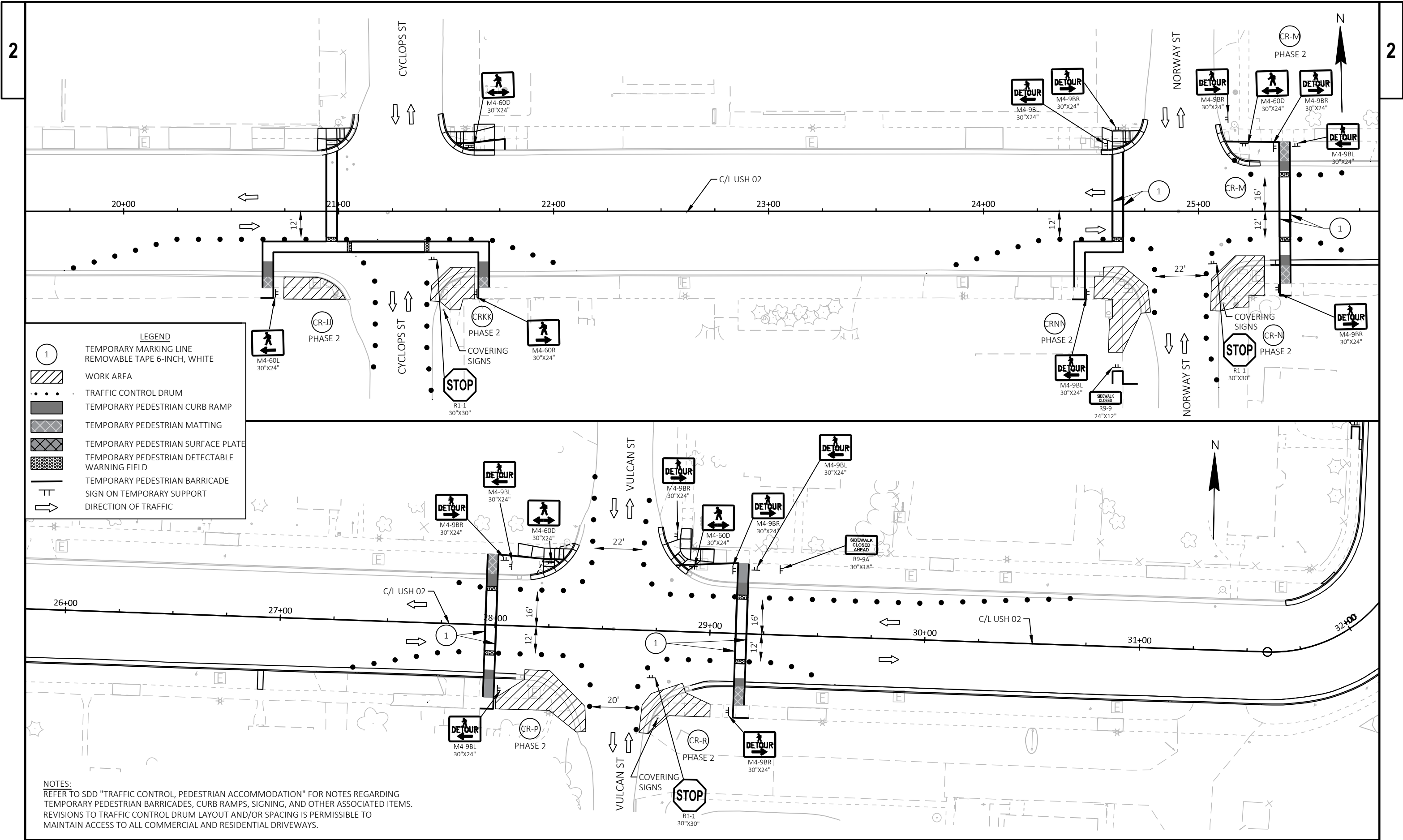
PLOT BY : KYLE MAROSZEK

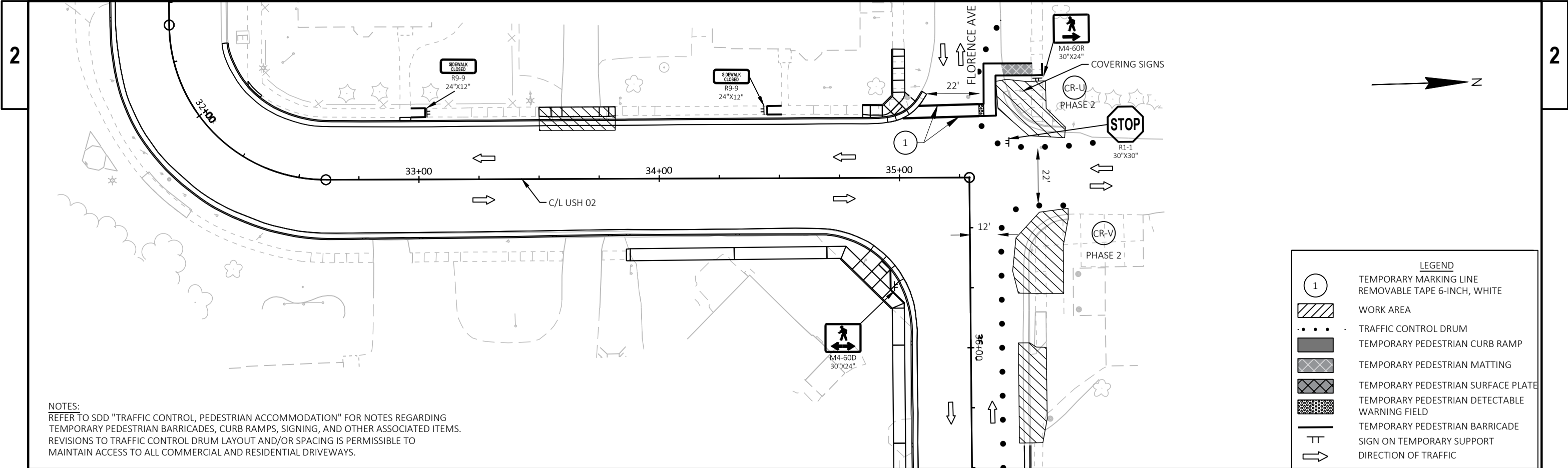
PLOT NAME : _____

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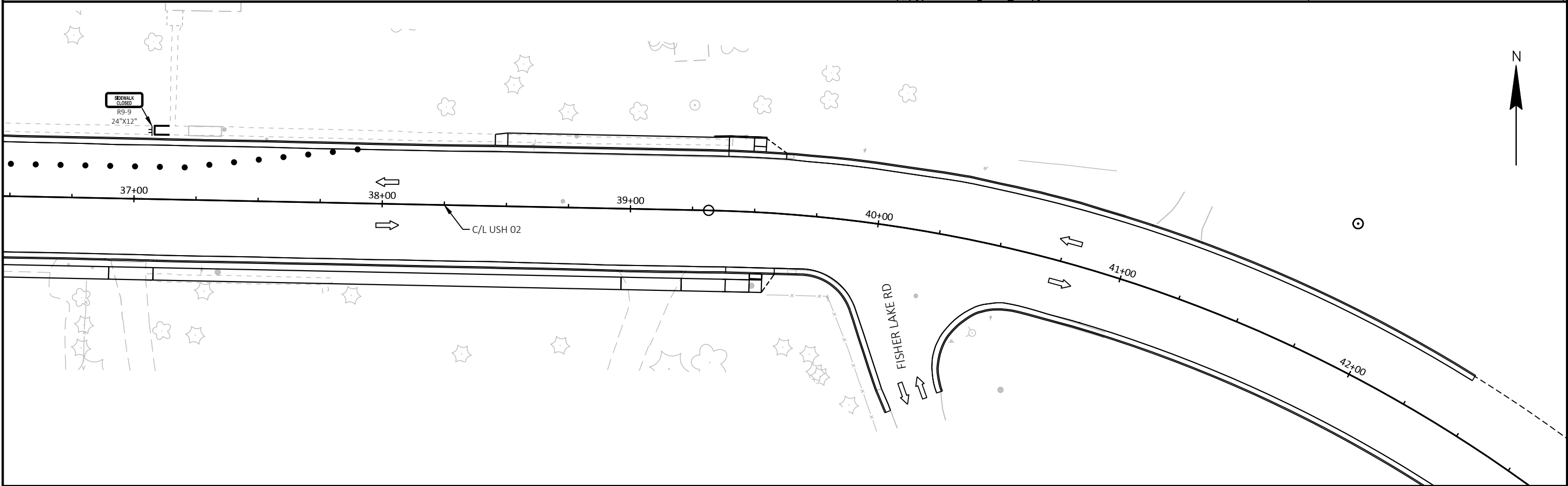
WISDOT/CADDS SHEET 42







NOTES:
REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR NOTES REGARDING
TEMPORARY PEDESTRIAN BARRICADES, CURB RAMPS, SIGNING, AND OTHER ASSOCIATED ITEMS.
REVISIONS TO TRAFFIC CONTROL DRUM LAYOUT AND/OR SPACING IS PERMISSIBLE TO
MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS.







Estimate Of Quantities

				9120-09-71	9120-09-81
Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	180.000	180.000
0004	204.0110	Removing Asphaltic Surface	SY	1,400.000	1,400.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	650.000	650.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	24,300.000	24,300.000
0010	204.0150	Removing Curb & Gutter	LF	4,690.000	4,690.000
0012	204.0155	Removing Concrete Sidewalk	SY	670.000	670.000
0014	205.0100	Excavation Common	CY	110.000	110.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 9120-09-71	EACH	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 9120-09-71	EACH	1.000	1.000
0020	213.0100	Finishing Roadway (project) 02. 9120-09-81	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	100.000	100.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	130.000	130.000
0026	305.0500	Shaping Shoulders	STA	2.000	2.000
0028	450.4000	HMA Cold Weather Paving	TON	1,460.000	1,460.000
0030	455.0605	Tack Coat	GAL	3,020.000	3,020.000
0032	460.2000	Incentive Density HMA Pavement	DOL	3,740.000	3,740.000
0034	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,280.000	3,280.000
0036	460.6444	HMA Pavement 4 MT 58-34 H	TON	2,550.000	2,550.000
0038	465.0105	Asphaltic Surface	TON	553.000	553.000
0040	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0042	465.0315	Asphaltic Flumes	SY	21.000	21.000
0044	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	4,690.000	4,690.000
0046	601.0600	Concrete Curb Pedestrian	LF	149.000	149.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	7,690.000	7,690.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	340.000	340.000
0052	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	156.200	156.200
0054	602.0810	Concrete Driveway 6-Inch	SY	266.000	266.000
0056	611.8110	Adjusting Manhole Covers	EACH	16.000	16.000
0058	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0060	611.8120.S	Cover Plates Temporary	EACH	14.000	14.000
0062	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9120-09-71	EACH	1.000	1.000
0064	618.0100	Maintenance and Repair of Haul Roads (project) 02. 9120-09-81	EACH	1.000	1.000
0066	619.1000	Mobilization	EACH	1.000	0.900
0068	625.0100	Topsoil	SY	1,180.000	1,180.000
0070	628.1504	Silt Fence	LF	1,040.000	1,040.000
0072	628.1520	Silt Fence Maintenance	LF	1,040.000	1,040.000
0074	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0076	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0078	628.2006	Erosion Mat Urban Class I Type A	SY	1,180.000	1,180.000
0080	628.7015	Inlet Protection Type C	EACH	18.000	18.000
0082	629.0210	Fertilizer Type B	CWT	1.000	1.000
0084	630.0130	Seeding Mixture No. 30	LB	54.000	54.000
0086	630.0500	Seed Water	MGAL	26.000	26.000
0088	631.1000	Sod Lawn	SY	11.000	11.000
0090	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	10.000	3.000
0092	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	1.000	1.000
0094	637.2210	Signs Type II Reflective H	SF	15.250	15.250
0096	637.2230	Signs Type II Reflective F	SF	38.000	38.000
0098	638.2102	Moving Signs Type II	EACH	8.000	8.000

Estimate Of Quantities

					9120-09-71	9120-09-81
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	638.4000	Moving Small Sign Supports	EACH	8.000	8.000	
0102	642.5001	Field Office Type B	EACH	1.000	0.900	0.100
0104	643.0300	Traffic Control Drums	DAY	27,300.000	26,920.000	380.000
0106	643.0420	Traffic Control Barricades Type III	DAY	40.000		40.000
0108	643.0705	Traffic Control Warning Lights Type A	DAY	64.000		64.000
0110	643.0715	Traffic Control Warning Lights Type C	DAY	580.000	500.000	80.000
0112	643.0900	Traffic Control Signs	DAY	6,250.000	6,080.000	170.000
0114	643.0920	Traffic Control Covering Signs Type II	EACH	17.000	17.000	
0116	643.1000	Traffic Control Signs Fixed Message	SF	72.000	36.000	36.000
0118	643.3165	Temporary Marking Line Paint 6-Inch	LF	23,600.000	23,600.000	
0120	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	6,440.000	1,880.000	4,560.000
0122	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	24.000		24.000
0124	643.5000	Traffic Control	EACH	1.000	0.900	0.100
0126	644.1430	Temporary Pedestrian Surface Plate	SF	35.000	35.000	
0128	644.1440	Temporary Pedestrian Surface Matting	SF	670.000	670.000	
0130	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,150.000	1,150.000	
0132	644.1605	Temporary Pedestrian Detectable Warning Field	SF	400.000	400.000	
0134	644.1810	Temporary Pedestrian Barricade	LF	3,180.000	3,180.000	
0136	646.2020	Marking Line Epoxy 6-Inch	LF	4,370.000		4,370.000
0138	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	12,200.000	12,200.000	
0140	646.6120	Marking Stop Line Epoxy 18-Inch	LF	16.000	16.000	
0142	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	12,200.000	12,200.000	
0144	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	210.000	210.000	
0146	646.9000	Marking Removal Line 4-Inch	LF	1,450.000		1,450.000
0148	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,690.000	4,690.000	
0150	650.8000	Construction Staking Resurfacing Reference	LF	4,145.000	4,145.000	
0152	650.9000	Construction Staking Curb Ramps	EACH	41.000	41.000	
0154	650.9500	Construction Staking Sidewalk (project) 01. 9120-09-71	EACH	1.000	1.000	
0156	650.9911	Construction Staking Supplemental Control (project) 01. 9120-09-71	EACH	1.000	1.000	
0158	661.0101	Temporary Traffic Signals for Bridges (structure) 01. Station 73HF+55	EACH	1.000		1.000
0160	690.0150	Sawing Asphalt	LF	5,470.000	5,470.000	
0162	690.0250	Sawing Concrete	LF	560.000	560.000	
0164	740.0440	Incentive IRI Ride	DOL	3,140.000	3,140.000	
0166	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	22.000	22.000	
0168	SPV.0060	Special 02. Adjusting Curb Stops	EACH	2.000	2.000	
0170	SPV.0180	Special 01. Resin Binder High Friction Surface Treatment	SY	2,910.000		2,910.000

204 REMOVING ASPHALTIC SURFACE								
*								
204.0110 204.0115 204.0120								
REMOVING REMOVING REMOVING								
ASPHALTIC ASPHALTIC ASPHALTIC								
SURFACE SURFACE BUTT SURFACE								
SY SY MILLING								
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	SY	REMARKS
0010	8+32	-	9+32	USH 2	-	40	495	START PROJECT PROFILE TRANSITION
0010	9+32	-	9+42	USH 2	-	-	7,925	MAINLINE (DRIVING LANES ONLY), WEST SECTION
0010	10+06	-	38+75	LT	-	-	4,835	PARKING, SHOULDER, AND SIDE ROADS
0010	10+60	-	38+75	RT	-	-	4,740	PARKING, SHOULDER, AND SIDE ROADS
0010	10+60	-	24+59	RT	-	45	-	PEWABIC BUTT JOINT
0010	13+73	-	14+10	RT	-	43	-	CTH N BUTT JOINT
0010	13+75	-	14+09	LT	-	42	-	QUINNESEC ST BUTT JOINT
0010	17+40	-	17+78	LT	-	41	-	CHAPIN ST BUTT JOINT
0010	17+45	-	17+78	RT	-	47	-	CHAPIN ST BUTT JOINT
0010	21+07	-	21+44	RT	-	42	-	CYCLOPS ST BUTT JOINT
0010	21+13	-	21+48	LT	-	42	-	CYCLOPS ST BUTT JOINT
0010	24+76	-	25+08	LT	-	36	-	NORWAY ST BUTT JOINT
0010	24+78	-	25+09	RT	-	37	-	NORWAY ST BUTT JOINT
0010	28+43	-	28+73	LT	-	36	-	VULCAN ST BUTT JOINT
0010	28+45	-	28+70	RT	-	25	-	VULCAN ST BUTT JOINT
0010	35+15	-	35+15	LT	-	31	-	FLORENCE ST BUTT JOINT
0010	35+45	-	35+45	LT	-	37	-	FURNACE ST BUTT JOINT
0010	38+75	-	39+75	USH 2	-	-	495	END PROFILE RISE, TRANSITION TO NEW SECTION
0010	43+56	-	43+81	USH 2	-	-	5,360	MAINLINE, EAST SECTION
0010	39+72	-	40+57	RT	-	22	180	SIDE ROAD AND BUTT JOINT - FISHER LAKE RD
0010	31+60	-	50+76	LT	-	34	270	SIDE ROAD AND BUTT JOINT - IN COM DRIVE
0010	50+66	-	50+76	USH 2	-	50	-	MAINLINE END PROJECT BUTT JOINT
0010	9+32	-	50+76	USH 2	1,107	-	-	CURB AND GUTTER REPLACEMENT
0010	10+47	-	10+57	LT	9	-	-	CURB RAMP BB, PATCH OUTSIDE OF ROADWAY
0010	13+56	-	13+66	LT	2	-	-	CURB RAMP C, PATCH OUTSIDE OF ROADWAY
0010	14+11	-	14+32	LT	6	-	-	CURB RAMP D, PATCH OUTSIDE OF ROADWAY
0010	13+65	-	13+73	RT	5	-	-	CURB RAMP EE, PATCH OUTSIDE OF ROADWAY
0010	14+11	-	14+17	RT	3	-	-	CURB RAMP E, PATCH OUTSIDE OF ROADWAY
0010	17+26	-	17+38	RT	7	-	-	CURB RAMP G, PATCH OUTSIDE OF ROADWAY
0010	17+79	-	17+85	RT	13	-	-	CURB RAMP I, PATCH OUTSIDE OF ROADWAY
0010	21+74	-	21+03	RT	2	-	-	CURB RAMP JJ, PATCH OUTSIDE OF ROADWAY
0010	20+90	-	20+98	LT	1	-	-	CURB RAMP J, PATCH OUTSIDE OF ROADWAY
0010	21+47	-	21+52	RT	2	-	-	CURB RAMP KK, PATCH OUTSIDE OF ROADWAY
0010	21+49	-	21+73	LT	6	-	-	CURB RAMP K, PATCH OUTSIDE OF ROADWAY
0010	24+55	-	24+76	LT	7	-	-	CURB RAMP L, PATCH OUTSIDE OF ROADWAY
0010	50+75	-	50+89	LT	11	-	-	ASPHALTIC FLUMES
0010	50+75	-	50+89	RT	11	-	-	ASPHALTIC FLUMES
0010	9+32	-	50+76	LT/RT	17	-	-	ADJUSTING STORM MANHOLE COVERS
TOTAL 0010					1,209	650	24,300	
0040	9+32	-	50+76	CL	23	-	-	ADJUSTING SANITARY MANHOLE COVERS
TOTAL 0040					23	0	0	
PROJECT TOTAL					1,232	650	24,300	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110	305.0500	REMARKS
					BASE AGGREGATE DENSE 3/4-INCH TON	SHAPING SHOULDERS STA	
0010	9+32	-	50+76	USH 2	100	-	UNDISTRIBUTED
0010	42+44	-	43+56	LT	-	1	IN COM DRIVE
0010	43+81	-	44+82	LT	-	1	IN COM DRIVE
TOTAL 0010					100	2	

465 HMA ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605	460.6223	460.6444	465.0105	REMARKS
					TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S TON	HMA PAVEMENT 4 MT 58-34 H TON	ASPHALTIC SURFACE TON	
0010	8+32	-	9+32	USH 2 LT/RT	67	129	52	-	LONG BUTT JOINT / TRANSITION
0010	9+32	-	38+75	USH 2 LT/RT	1,494	2,296	774	-	MAINLINE (DRIVING LANES ONLY), WEST SECTION
0010	9+32	-	38+75	USH 2 LT	339	-	522	-	PARKING, SHOULDER, AND SIDE ROADS
0010	9+32	-	38+75	USH 2 RT	332	-	511	-	PARKING, SHOULDER, AND SIDE ROADS
0010	10+05	-	10+46	USH 2 LT	4	-	5	-	PEWABIC BUTT JOINT
0010	13+72	-	14+11	USH 2 LT	3	-	5	-	QUINNESEC ST BUTT JOINT
0010	13+73	-	14+10	USH 2 RT	3	-	5	-	CTH N BUTT JOINT
0010	17+37	-	17+80	USH 2 LT	4	-	5	-	CHAPIN ST BUTT JOINT
0010	17+40	-	17+79	USH 2 RT	3	-	5	-	CHAPIN ST BUTT JOINT
0010	21+06	-	21+45	USH 2 RT	3	-	5	-	CYCLOPS ST BUTT JOINT
0010	21+09	-	21+49	USH 2 LT	3	-	5	-	CYCLOPS ST BUTT JOINT
0010	24+75	-	25+09	USH 2 LT	3	-	4	-	NORWAY ST BUTT JOINT
0010	24+76	-	25+10	USH 2 RT	3	-	4	-	NORWAY ST BUTT JOINT
0010	28+41	-	28+75	USH 2 LT	3	-	4	-	VULCAN ST BUTT JOINT
0010	28+42	-	28+71	USH 2 RT	2	-	4	-	VULCAN ST BUTT JOINT
0010	35+14	-	35+29	USH 2 LT	3	-	4	-	FLORENCE ST BUTT JOINT
0010	35+29	-	35+45	USH 2 LT	3	-	4	-	FURNACE ST BUTT JOINT
0010	38+75	-	39+75	USH 2 LT/RT	63	120	49	-	END PROFILE RISE, TRANSITION TO NEW PAVEMENT STRUCTURE
0010	39+75	-	50+76	USH 2 LT/RT	648	735	528	-	MAINLINE, EAST SECTION
0010	39+72	-	40+56	USH 2 RT	15	-	22	-	SIDE ROAD AND BUTT JOINT - FISHER LAKE RD
0010	43+12	-	44+19	USH 2 LT	22	-	33	-	SIDE ROAD AND BUTT JOINT - IN COM DRIVE
0010	9+32	-	50+76	USH 2 LT/RT	-	-	-	509	CURB AND GUTTER REPLACEMENT
0010	10+47	-	10+57	USH LT	-	-	-	3	CURB RAMP BB, PATCH OUTSIDE OF ROADWAY
0010	13+56	-	13+66	USH LT	-	-	-	2	CURB RAMP C, PATCH OUTSIDE OF ROADWAY
0010	14+11	-	14+32	USH LT	-	-	-	2	CURB RAMP D, PATCH OUTSIDE OF ROADWAY
0010	13+65	-	13+73	USH RT	-	-	-	2	CURB RAMP EE, PATCH OUTSIDE OF ROADWAY
0010	14+11	-	14+17	USH RT	-	-	-	2	CURB RAMP E, PATCH OUTSIDE OF ROADWAY
0010	17+26	-	17+38	USH RT	-	-	-	2	CURB RAMP G, PATCH OUTSIDE OF ROADWAY
0010	17+79	-	17+85	USH RT	-	-	-	3	CURB RAMP I, PATCH OUTSIDE OF ROADWAY
0010	20+74	-	21+03	USH RT	-	-	-	2	CURB RAMP JJ, PATCH OUTSIDE OF ROADWAY
0010	20+90	-	20+98	USH LT	-	-	-	1	CURB RAMP J, PATCH OUTSIDE OF ROADWAY
0010	21+47	-	21+52	USH RT	-	-	-	1	CURB RAMP KK, PATCH OUTSIDE OF ROADWAY
0010	21+49	-	21+73	USH LT	-	-	-	2	CURB RAMP K, PATCH OUTSIDE OF ROADWAY
0010	24+55	-	24+76	USH LT	-	-	-	2	CURB RAMP L, PATCH OUTSIDE OF ROADWAY
0010	9+32	-	50+76	USH 2 LT/RT	-	-	-	8	ADJUSTING STORM MANHOLE COVERS
TOTAL 0010					3,020	3,280	2,550	541	
0040	9+32	-	50+76	USH 2 CL	-	-	-	5	ADJUSTING SANITARY MANHOLE COVERS
TOTAL 0040					0	0	0	5	
PROJECT TOTAL					3,020	3,280	2,550	546	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACES

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465.0315 ASPHALTIC FLUMES						
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	50+75	-	50+89	LT	11	
0010	50+75	-	50+89	RT	10	
TOTAL 0010					21	

601 CURB AND GUTTER

					204.0150	601.0411		
					REMOVING CURB & GUTTER	CONCRETE CURB & GUTTER 30-INCH TYPE D		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS	
0010	9+32	-	10+04	LT	90	90	CURB AND GUTTER REPLACEMENT	
0010	10+47	-	10+64	LT	24	24	CURB RAMP BB	
0010	13+57	-	13+73	LT	24	24	CURB RAMP C	
0010	14+11	-	14+26	LT	24	24	CURB RAMP D	
0010	13+56	-	13+71	RT	24	24	CURB RAMP EE	
0010	17+21	-	17+38	RT	27	27	CURB RAMP G	
0010	17+24	-	17+37	LT	22	22	CURB RAMP F	
0010	20+92	-	21+07	LT	25	25	CURB RAMP J	
0010	21+48	-	21+73	LT	35	35	CURB RAMP K	
0010	21+47	-	21+63	RT	24	24	CURB RAMP KK	
0010	24+55	-	24+75	LT	30	30	CURB RAMP L	
0010	24+56	-	24+74	RT	30	30	CURB RAMP NN	
0010	25+10	-	25+31	LT	32	32	CURB RAMP M	
0010	25+10	-	28+40	RT	358	358	CURB AND GUTTER REPLACEMENT	
0010	28+73	-	40+16	RT	1,155	1,155	CURB AND GUTTER REPLACEMENT	
0010	28+16	-	28+36	LT	27	27	CURB RAMP O	
0010	28+76	-	28+89	LT	25	25	CURB RAMP Q	
0010	31+72	-	35+10	LT	310	310	CURB AND GUTTER REPLACEMENT	
0010	35+46	-	42+44	LT	720	720	CURB AND GUTTER REPLACEMENT	
0010	40+39	-	50+76	RT	1,045	1,045	CURB AND GUTTER REPLACEMENT	
0010	44+82	-	50+76	LT	602	602	CURB AND GUTTER REPLACEMENT	
0010	100+40 FL	-	100+55 FL	LT	37	37	CURB RAMP U	
TOTAL 0010					4,690	4,690		

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602 CURB RAMP ITEMS												
					*	*	*		*			
					204.0155	205.0100	305.0120	601.0600	602.0405	602.0505	602.0605	
					REMOVING CONCRETE SIDEWALK	EXCAVATION COMMON	BASE AGGREGATE DENSE 1 1/4-INCH	CONCRETE CURB PEDESTRIAN	CONCRETE SIDEWALK 4-INCH	CURB RAMP DETECTABLE WARNING FIELD YELLOW	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW	
CATEGORY	STATION	TO	STATION	LOCATION	SY	CY	TON	LF	SF	SF	SF	REMARKS
0010	9+21	-	9+50	RT	15	-	-	-	138	10	-	SEE CURB RAMP DETAIL A
0010	9+95	-	10+04	LT	11	-	-	-	144	10	-	SEE CURB RAMP DETAIL B
0010	10+48	-	10+74	LT	28	-	-	17	251	-	24.4	SEE CURB RAMP DETAIL BB
0010	13+56	-	13+66	LT	13	-	-	-	116	-	26.4	SEE CURB RAMP DETAIL C
0010	14+12	-	14+32	LT	34	-	-	-	280	20	-	SEE CURB RAMP DETAIL D
0010	14+16	-	14+27	RT	27	-	-	-	231	10	-	SEE CURB RAMP DETAIL E
0010	13+34	-	13+70	RT	52	-	-	25	454	-	24.3	SEE CURB RAMP DETAIL EE
0010	17+15	-	17+36	LT	21	-	-	4	156	-	25.2	SEE CURB RAMP DETAIL F
0010	17+20	-	17+38	RT	16	-	-	-	140	20	-	SEE CURB RAMP DETAIL G
0010	17+84	-	17+96	LT	24	-	-	-	212	10	-	SEE CURB RAMP DETAIL H
0010	17+84	-	18+04	RT	32	-	-	-	282	-	15.5	SEE CURB RAMP DETAIL I
0010	20+90	-	20+99	LT	13	-	-	-	115	20	-	SEE CURB RAMP DETAIL J
0010	20+74	-	21+03	RT	26	-	-	-	233	-	23.4	SEE CURB RAMP DETAIL JJ
0010	21+50	-	21+73	LT	25	-	-	-	188	20	-	SEE CURB RAMP DETAIL K
0010	21+47	-	21+63	RT	20	-	-	-	161	20	-	SEE CURB RAMP DETAIL KK
0010	24+55	-	24+73	LT	16	-	-	-	115	20	-	SEE CURB RAMP DETAIL L
0010	25+10	-	25+34	RT	25	-	-	-	205	20	-	SEE CURB RAMP DETAIL N
0010	24+51	-	24+72	RT	37	-	-	-	330	20	-	SEE CURB RAMP DETAIL NN
0010	26+90	-	26+93	RT	3	-	-	-	23	-	-	CARRIAGE WALK
0010	28+14	-	28+25	LT	23	-	-	-	152	20	-	SEE CURB RAMP DETAIL O
0010	28+07	-	28+38	RT	25	-	-	-	229	20	-	SEE CURB RAMP DETAIL P
0010	28+79	-	28+99	LT	20	-	-	19	191	10	-	SEE CURB RAMP DETAIL Q
0010	28+74	-	28+96	RT	20	-	-	-	157	20	-	SEE CURB RAMP DETAIL R
0010	32+01	-	32+14	LT	1	-	-	-	8	-	-	CARRIAGE WALK
0010	32+92	-	32+97	LT	1	-	-	-	6	-	-	CARRIAGE WALK
0010	34+86	-	35+07	LT	22	-	-	33	193	10	-	SEE CURB RAMP DETAIL S
0010	34+69	-	35+84	RT	-	11	13	30	301	10	-	SEE CURB RAMP DETAIL T
0010	100+37	-	100+55	LT	16	-	-	-	133	20	-	SEE CURB RAMP DETAIL U
0010	35+47	-	35+76	LT	35	-	-	-	312	10	17.0	SEE CURB RAMP DETAIL V
0010	39+33	-	39+62	LT	-	3	5	21	83	10	-	SEE CURB RAMP DETAILW
0010	39+39	-	39+92	RT	-	3	5	-	85	10	-	SEE CURB RAMP DETAIL X
TOTAL 0010					601	17	23	149	5,624	340	156.2	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

602 DRIVEWAYS									
			*	*	*		*		
			204.0100	204.0110	204.0155	465.0120	602.0405	602.0810	
			REMOVING	REMOVING	REMOVING	ASPHALTIC SURFACE	CONCRETE	CONCRETE DRIVEWAY	
			CONCRETE	ASPHALTIC	CONCRETE	DRIVEWAYS AND FIELD	SIDEWALK 4-INCH	6-INCH	
			PAVEMENT	SURFACE	SIDEWALK	ENTRANCES			
CATEGORY	STATION	LOCATION	SY	SY	SY	TON	SF	SY	REMARKS
0010	27+27	RT	14	-	-	-	-	14	PE
0010	27+85	RT	16	-	-	-	-	19	PE
0010	31+36	RT	28	-	-	-	-	37	CE
0010	32+89	RT	-	3	-	1	-	-	CE
0010	33+67	RT	-	3	-	1	-	-	CE
0010	33+67	LT	-	11	17	3	30	14	CE
0010	34+09	RT	-	12	1	2	-	51	CE
0010	36+15	LT	30	-	-	-	36	23	CE
0010	36+19	RT	-	30	-	3	-	34	CE
0010	36+99	RT	15	-	-	-	-	16	PE
0010	39+08	RT	24	-	-	1	-	20	PE
0010	41+17	LT	-	13	-	3	-	-	PE
0010	42+89	RT	-	20	-	4	-	-	PE
0010	44+15	RT	26	-	-	-	-	25	PE
0010	47+09	LT	-	13	-	3	-	-	PE
0010	50+37	LT	12	-	-	-	-	13	PE
TOTAL 0010			165	105	18	20	66	266	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

602 SIDEWALK EXTENSION												
				*	*	*	*	*	*	*	*	
				204.0100	204.0110	204.0155	205.0100	305.0120	465.0105	602.0405	690.0150	
				REMOVING	REMOVING	REMOVING	EXCAVATION	BASE AGGREGATE	ASPHALTIC	CONCRETE	SAWING ASPHALT	
				CONCRETE	ASPHALTIC	CONCRETE	COMMON	DENSE 1 1/4-INCH	SURFACE	SIDEWALK 4-INCH		
				PAVEMENT	SURFACE	SIDEWALK			TON	SF	LF	
CATEGORY	STATION TO	STATION	LOCATION	SY	SY	SY	CY	TON	TON			REMARKS
0020	34+31	- 34+70	RT	-	2	-	5	10	3	195	39	SIDEWALK BETWEEN CE AND CURB RAMP T
0020	35+83	- 35+99	RT	-	54	-	2	5	2	80	16	SIDEWALK BETWEEN CURB RAMP T AND CE
0020	36+40	- 36+90	RT	15	7	-	6	13	2	250	27	SIDEWALK BETWEEN CE AND PE
0020	37+08	- 38+97	RT	-	-	24	25	50	-	945	-	SIDEWALK BETWEEN PE AND PE
0020	39+21	- 39+39	RT	-	-	27	42	5	-	90	-	SIDEWALK BETWEEN PE AND CURB RAMP X
TOTAL 0020				15	63	51	80	83	7	1,560	82	
0030	38+45	- 39+33	LT	-	-	-	13	24	-	440	-	SIDEWALK REPLACEMENT
TOTAL 0030				0	0	0	13	24	0	440	0	
PROJECT TOTAL				15	63	51	93	107	7	2,000	82	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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611 ADJUSTING COVERS

CATEGORY	STATION	LOCATION	611.8110	611.8115	611.8120.S	REMARKS
			ADJUSTING MANHOLE COVERS EACH	ADJUSTING INLET COVERS EACH	COVER PLATES TEMPORARY EACH	
0010	13+90	LT	1	-	1	STORM MANHOLE
0010	17+44	LT	1	-	1	STORM MANHOLE
0010	25+11	RT	1	-	1	STORM MANHOLE
0010	28+13	RT	-	1	-	
0010	28+89	RT	-	1	-	
0010	28+81	LT	1	-	1	STORM MANHOLE
0010	28+81	RT	1	-	1	STORM MANHOLE
0010	39+63	LT	-	1	-	
0010	39+67	RT	-	1	-	
0010	40+20	RT	1	-	1	STORM MANHOLE
0010	42+30	LT	-	1	-	
0010	42+30	RT	-	1	-	
TOTAL 0010			6	6	6	
0040	10+28	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	13+92	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	17+56	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	21+23	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	25+05	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	28+55	USH 2 C/L	1	-	1	SANITARY MANHOLE
0040	32+10	27' RT	1	-	-	SANITARY MANHOLE, TERRACE
0040	35+89	34' LT	1	-	1	SANITARY MANHOLE, FLORENCE C/L
0040	38+51	LT	1	-	1	SANITARY MANHOLE
0040	38+86	30' RT	1	-	-	SANITARY MANHOLE, SIDEWALK
TOTAL 0040			10	0	8	
PROJECT TOTAL			16	6	14	

628 EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504	628.1520	628.1905	628.1910	REMARKS
					SILT FENCE LF	SILT FENCE MAINTENANCE LF	MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	
0010	40+39	-	50+78	RT	940	940	-	-	UNDISTRIBUTED
0010	9+32	-	50+78	USH 2	100	100	4	2	
TOTAL 0010					1,040	1,040	4	2	

CATEGORY	STATION	TO	STATION	LOCATION	630.0500	REMARKS
					SEED WATER MGAL	
0010	9+32	-	9+55	USH 2	24	
TOTAL 0010					24	
0020	35+71	-	40+15	RT	1	
TOTAL 0020					1	
0030	38+45	-	39+33	LT	1	
TOTAL 0030					1	
PROJECT TOTAL					26	

628.7015

INLET PROTECTION TYPE C

CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	13+56	LT	1	
0010	13+56	RT	1	
0010	14+26	LT	1	
0010	14+27	RT	1	
0010	17+20	RT	1	
0010	17+22	LT	1	
0010	17+95	LT	1	
0010	17+96	RT	1	
0010	24+54	LT	1	
0010	24+55	RT	1	
0010	28+11	LT	1	
0010	28+13	RT	1	
0010	28+89	LT	1	
0010	28+89	RT	1	
0010	39+63	LT	1	
0010	39+63	RT	1	
0010	42+30	LT	1	
0010	42+30	RT	1	
TOTAL 0010			18	

3

PROJECT NO: 9120-09-71

HWY: USH 2

COUNTY: FLORENCE

MISCELLANEOUS QUANTITIES

SHEET

78

E

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637 PERMANENT SIGNING

CATEGORY	STATION	LOCATION	SIGN #	SIGN CODE				634.0614	634.0808	637.2210	638.2102	638.4000	DESCRIPTION	REMARKS
					IN	X	IN	POSTS WOOD 4X6-INCH X 14-FT EACH	POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	SIGNS TYPE II REFLECTIVE H SF	MOVING SIGNS TYPE II EACH	MOVING SMALL SIGN SUPPORTS EACH		
0010	9+96	USH 2 LT	1	R9-3A	24	X	24	-	1	4.00	-	-	REGULATORY SIGN	NO PEDESTRIAN CROSSING SYMBOL
0010				R9-3BL	18	X	18	-	-	2.25	-	-	REGULATORY SIGN	USE CROSSWALK, WITH LEFT ARROW
0010	9+98	USH 2 LT						-	-	-	1	1		STOP SIGN
0010	10+27	USH 2 RT	2	R7-51R	18	X	24	1	-	3.00	-	-	REGULATORY SIGN	NO PARKING HERE TO CORNER, WITH RIGHT ARROW
0010	17+90	USH 2 LT						-	-	-	1	1		SCHOOL CROSSING SIGN AT CURB RAMP H
0010	26+30	USH 2 RT	3	R7-53D	18	X	24	1	-	3.00	-	-	REGULATORY SIGN	NO PARKING ON THIS SIDE, WITH DOUBLE ARROW
0010	28+16	USH 2 RT						-	-	-	1	1		NO PARKING SIGN AT CURB RAMP P
0010	29+97	USH 2 RT	4	R7-53D	18	X	24	1	-	3.00	-	-	REGULATORY SIGN	NO PARKING ON THIS SIDE, WITH DOUBLE ARROW
0010	34+86	USH 2 RT						-	-	-	1	1		STOP SIGN AND EXCEPT RIGHT TURN PLAQUE AT CURB RAMP T
0010	35+60	USH 2 LT						-	-	-	1	1		USH 2 / USH 141 SIGN ASSEMBLY AT CURB RAMP V
0010	37+28	USH 2 RT						-	-	-	1	1		PEDESTRIAN AHEAD AND NO PARKING SIGNS
0010	38+61	USH 2 LT						-	-	-	1	1		HORIZONTAL TURNS SIGN AND 15 MPH PLAQUE
0010	39+45	USH 2 LT						-	-	-	1	1		CHEVRON SIGN
PROJECT 9120-09-71		TOTAL 0010						3	1	15.25	8	8		

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630 RESTORATION										
CATEGORY	STATION	TO	STATION	LOCATION	625.0100	628.2006	629.0210	630.0130	631.1000	REMARKS
					TOPSOIL SY	EROSION MAT URBAN CLASS I TYPE A SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	SOD LAWN SY	
0010	9+22	-	9+55	RT	22	22	0.02	1.0	-	
0010	9+88	-	10+05	LT	33	33	0.03	1.5	-	
0010	17+90	-	17+99	LT	4	4	0.01	0.2	-	
0010	14+22	-	14+28	RT	3	3	0.01	0.2	-	
0010	24+65	-	24+73	RT	18	18	0.02	0.8	-	
0010	25+10	-	25+37	RT	18	18	0.02	0.8	-	
0010	25+24	-	25+31	LT	2	2	0.01	0.1	-	
0010	25+28	-	26+90	RT	37	37	0.03	1.7	-	
0010	26+93	-	27+17	RT	8	8	0.01	0.4	-	
0010	27+32	-	27+78	RT	12	12	0.01	0.6	-	
0010	27+94	-	28+13	RT	5	5	0.01	0.3	-	
0010	28+04	-	28+40	RT	20	20	0.02	0.9	-	
0010	28+12	-	28+26	LT	5	5	0.01	0.3	-	
0010	28+78	-	29+02	LT	13	13	0.01	0.6	-	
0010	28+87	-	28+98	RT	13	13	0.01	0.6	-	
0010	28+89	-	31+26	RT	52	52	0.05	2.4	-	
0010	31+50	-	32+80	RT	40	40	0.03	1.8	-	
0010	31+68	-	32+04	LT	5	5	0.01	0.2	-	
0010	32+14	-	33+56	LT	19	19	0.02	0.9	-	
0010	33+01	-	33+58	RT	14	14	0.01	0.6	-	
0010	33+78	-	33+89	RT	5	5	0.01	0.3	-	
0010	33+78	-	34+84	LT	18	18	0.02	0.8	-	
0010	34+27	-	34+88	RT	30	30	0.02	1.4	-	
0010	34+84	-	35+11	LT	15	15	0.01	0.7	-	
0010	100+35 FL	-	100+54 FL	LT	15	15	0.01	0.7	-	
0010	35+71	-	36+03	LT	10	10	0.01	0.5	-	
0010	35+76	-	40+15	RT	116	116	0.09	5.2	-	
0010	36+36	-	38+50	LT	39	39	0.03	1.8	-	
0010	39+33	-	42+46	LT	76	76	0.06	3.5	-	
0010	40+37	-	50+78	RT	218	218	0.15	9.9	-	
0010	44+80	-	50+78	LT	126	126	0.09	5.7	-	
0010	50+75	-	50+89	LT	14	14	0.01	0.7	5.3	ASPHALTIC FLUME
0010	50+75	-	50+89	RT	14	14	0.01	0.7	5.3	ASPHALTIC FLUME
0010	9+32	-	50+78	USH 2	50	50	0.05	2.0		UNDISTRIBUTED
				TOTAL 0010	1,089	1,089	0.92	49.8	11	
0020	36+36	-	36+93	RT	21	21	0.02	1.0	-	
0020	36+67	-	39+00	RT	50	50	0.04	2.3	-	
				TOTAL 0020	71	71	0.06	3.3	0	
0030	38+45	-	39+38	LT	20	20	0.02	0.9	-	
				TOTAL 0030	20	20	0.02	0.9	0	
				PROJECT TOTAL	1,180	1,180	1.00	54	11	

643 TEMPORARY TRAFFIC CONTROL

			643.0300		643.0715		643.0900		643.0920		643.1000		643.3180	
			TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS TYPE II		TRAFFIC CONTROL SIGNS FIXED MESSAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH	
CATEGORY	LOCATION	DAYS	EACH	DAY	EACH	DAY	EACH	DAY	EACH	SF	LF	REMARKS		
0010	PROJECT	100	-	-	-	-	8	800	-	36.00	-	ADVANCED WARNING		
0010	PROJECT	84	82	6,888	-	-	-	-	-	-	-	SHOULDER CLOSURE - EAST BOUND		
0010	PROJECT	84	66	5,544	-	-	-	-	-	-	-	SHOULDER CLOSURE - WEST BOUND		
0010	PROJECT	84	-	-	-	-	4	336	-	-	-	WIDTH RESTRICTIONS		
0010	USH 2 & PEWABIC ST INTERSECTION	38	16	607	-	-	3	114	-	-	48	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & QUINNESEC ST INTERSECTION	38	15	551	-	-	4	152	1	-	157	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & CHAPIN ST INTERSECTION	38	17	657	-	-	8	304	1	-	226	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & CYCLOPS ST INTERSECTION	38	15	561	-	-	4	152	1	-	154	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & NORWAY ST INTERSECTION	38	12	460	-	-	20	760	1	-	139	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & VULCAN ST INTERSECTION	38	20	765	-	-	12	456	1	-	112	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & FLORENCE AVE INTERSECTION	38	15	563	-	-	5	190	1	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & FISHER LAKE RD INTERSECTION	38	29	1,115	-	-	-	-	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	NORWAY ST & FLORENCE INTERSECTION	38	-	-	-	-	3	114	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	VULCAN ST & FLORENCE INTERSECTION	38	-	-	-	-	8	304	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	CTH N & LAKE AVE INTERSECTION	38	-	-	-	-	1	38	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	CHAPIN ST & LAKE AVE INTERSECTION	38	-	-	-	-	2	76	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1		
0010	USH 2 & PEWABIC ST INTERSECTION	38	12	450	-	-	1	38	-	-	125	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & QUINNESEC ST INTERSECTION	38	16	620	-	-	4	152	1	-	150	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & CHAPIN ST INTERSECTION	38	16	621	-	-	8	304	1	-	210	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & CYCLOPS ST INTERSECTION	38	14	536	-	-	4	152	1	-	147	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & NORWAY ST INTERSECTION	38	14	530	-	-	10	380	1	-	134	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & VULCAN ST INTERSECTION	38	25	935	-	-	11	418	1	-	112	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	USH 2 & FLORENCE AVE INTERSECTION	38	15	587	-	-	6	228	1	-	57	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	CTH N & LAKE AVE INTERSECTION	38	-	-	-	-	6	228	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	CHAPIN ST & LAKE AVE INTERSECTION	38	-	-	-	-	2	76	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	CYCLOPS ST & LAKE AVE INTERSECTION	38	-	-	-	-	2	76	-	-	109	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	NORWAY ST & LAKE AVE INTERSECTION	38	-	-	-	-	2	76	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	CHAPIN ST & FLORENCE INTERSECTION	38	-	-	-	-	1	38	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	NORWAY ST & FLORENCE INTERSECTION	38	-	-	-	-	2	76	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	VULCAN ST & FLORENCE INTERSECTION	38	-	-	-	-	1	38	-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 2		
0010	PROJECT		-	4,930	-	500	-	4	5	-	-	UNDISTRIBUTED		
	TOTAL 0010			26,920		500		6,080	17	36.00	1,880			

644 TEMPORARY PED ACCOMODATIONS

			644.1430	644.1440			644.1601	644.1605	644.1810		
			TEMPORARY PEDESTRIAN SURFACE PLATE	TEMPORARY PEDESTRIAN SURFACE MATTING			TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE		
CATEGORY	LOCATION	DAYS	SF	SF	EACH		DAYS	SF	LF	REMARKS	
0010	USH 2 & PEWABIC ST INTERSECTION	38	-	30	1		38	10	138	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & QUINNESEC ST INTERSECTION	38	-	-	2		76	30	234	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & CHAPIN ST INTERSECTION	38	35	-	3		114	50	342	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & CYCLOPS ST INTERSECTION	38	-	-	2		76	30	216	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & NORWAY ST INTERSECTION	38	-	85	3		114	30	204	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & VULCAN ST INTERSECTION	38	-	178	4		152	40	264	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & FLORENCE AVE INTERSECTION	38	-	-	-		-	-	78	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & FISHER LAKE RD INTERSECTION	38	-	-	-		-	-	-	PEDESTRIAN ACCOMMODATIONS - PHASE 1	
0010	USH 2 & PEWABIC ST INTERSECTION	38	-	-	1		36	30	204	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & QUINNESEC ST INTERSECTION	38	-	-	2		76	30	270	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & CHAPIN ST INTERSECTION	38	-	-	3		114	40	318	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & CYCLOPS ST INTERSECTION	38	-	50	2		76	30	252	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & NORWAY ST INTERSECTION	38	-	85	2		76	30	228	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & VULCAN ST INTERSECTION	38	-	178	4		152	40	234	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	USH 2 & FLORENCE AVE INTERSECTION	38	-	64	-		-	10	150	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	CTH N & LAKE AVE INTERSECTION	38	-	-	-		-	-	48	PEDESTRIAN ACCOMMODATIONS - PHASE 2	
0010	PROJECT	5	-	-	10		50	-	-	PEDESTRIAN ACCOMMODATIONS - MILLING OPERATIONS	
TOTAL 0010			35	670			1,150	400	3,180		

PROJECT NO: 9120-09-71

HWY: USH 2

COUNTY: FLORENCE

MISCELLANEOUS QUANTITIES

SHEET

3

3

646 PAVEMENT MARKING												
643.3165					646.2040			646.6120		646.6466		646.7420
CATEGORY	STATION	TO	STATION	LOCATION	TEMPORARY MARKING	MARKING LINE GROOVED WET REF		MARKING STOP LINE	COLD WEATHER MARKING EPOXY		MARKING CROSSWALK	REMARKS
					LINE PAINT 6-INCH	EPOXY 6-INCH		EPOXY 18-INCH	6-INCH		EPOXY TRANSVERSE	
					WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE	LINE 6-INCH	
					LF	LF	LF	LF	LF	LF	LF	
0010	9+32	-	17+84	USH 2 CL	5,120	1,705	-	-	1,705	-	-	TEMP. APPLIED ON MILLED SURFACE, BINDER, AND SURFACE
0010	17+84	-	17+90	LT & RT	-	-	-	-	-	-	118	
0010	17+90	-	25+18	USH 2 CL	4,370	1,455	-	-	1,455	-	-	TEMP. APPLIED ON MILLED SURFACE, BINDER, AND SURFACE
0010	25+18	-	25+24	LT & RT	-	-	-	-	-	-	92	
0010	25+24	-	34+85	USH 2 CL	5,780	1,925	-	-	1,925	-	-	TEMP. APPLIED ON MILLED SURFACE, BINDER, AND SURFACE
0010	25+24	-	28+15	RT	-	-	295	-	-	295	-	EDGE LINE
0010	29+01	-	39+72	RT	-	-	1,045	-	-	1,045	-	EDGE LINE
0010	29+02	-	34+91	LT	-	-	570	-	-	570	-	EDGE LINE
0010	34+85	-	-	RT	-	-	-	16	-	-	-	
0010	35+63	-	43+12	LT	-	-	760	-	-	760	-	EDGE LINE
0010	35+73	-	47+63	USH 2 CL	7,160	2,385	-	-	2,385	-	-	TEMP. APPLIED ON MILLED SURFACE, BINDER, AND SURFACE
0010	40+56	-	50+76	RT	-	-	1,005	-	-	1,005	-	EDGE LINE
0010	44+19	-	50+76	LT	-	-	665	-	-	665	-	EDGE LINE
0010	47+63	-	50+76	USH 2 CL	1,170	390	-	-	390	-	-	TEMP. APPLIED ON MILLED SURFACE, BINDER, AND SURFACE
TOTAL 0010					23,600	12,200		16	12,200		210	

650 STAKING								
650.5500					650.8000		650.9000	
CATEGORY	STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING	CONSTRUCTION STAKING	CONSTRUCTION STAKING	REMARKS
					CURB GUTTER AND CURB & GUTTER	RESURFACING REFERENCE	CURB RAMPS	
					LF	LF	EACH	
0010	9+32	-	50+76	USH 2	4,690	4,145	41	
				TOTAL 0010	4,690	4,145	41	

690.0250 SAWING CONCRETE						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	9+50	-	9+50	RT	5	CURB RAMP A
0010	9+95	-	10+00	LT	4	CURB RAMP B
0010	10+04	-	10+05	LT	2	CURB RAMP B
0010	10+57	-	10+74	LT	36	CURB RAMP BB
0010	10+63	-	10+64	LT	3	CURB RAMP BB
0010	13+34	-	13+34	RT	10	CURB RAMP EE
0010	13+56	-	13+56	LT	10	CURB RAMP C
0010	13+56	-	13+56	RT	3	CURB RAMP EE
0010	13+57	-	13+58	LT	3	CURB RAMP C
0010	13+60	-	13+65	RT	5	CURB RAMP EE
0010	14+17	-	14+22	RT	5	CURB RAMP E
0010	14+26	-	14+26	LT	2	CURB RAMP D
0010	14+31	-	14+32	RT	10	CURB RAMP E
0010	14+46	-	14+46	LT	10	CURB RAMP D
0010	17+14	-	17+15	LT	10	CURB RAMP F
0010	17+19	-	17+20	RT	10	CURB RAMP G
0010	17+21	-	17+21	RT	3	CURB RAMP G
0010	17+24	-	17+24	LT	3	CURB RAMP F
0010	17+85	-	17+90	LT	4	CURB RAMP H
0010	17+85	-	17+90	RT	5	CURB RAMP I
0010	17+95	-	17+96	LT	10	CURB RAMP H
0010	18+04	-	18+04	RT	10	CURB RAMP I
0010	20+74	-	20+75	RT	10	CURB RAMP JJ
0010	20+90	-	20+90	LT	10	CURB RAMP J
0010	20+92	-	20+92	LT	3	CURB RAMP J
0010	21+52	-	21+57	RT	5	CURB RAMP KK
0010	21+63	-	21+63	RT	10	CURB RAMP KK
0010	21+64	-	21+73	LT	21	CURB RAMP K
0010	21+73	-	21+73	LT	3	CURB RAMP K
0010	24+51	-	24+58	RT	17	CURB RAMP NN
0010	24+55	-	24+55	LT	10	CURB RAMP L
0010	24+55	-	24+55	LT	3	CURB RAMP L
0010	24+56	-	24+56	RT	3	CURB RAMP NN
0010	24+58	-	24+65	RT	23	CURB RAMP NN
0010	25+18	-	25+24	RT	5	CURB RAMP N
0010	25+29	-	25+29	LT	2	CURB RAMP M
0010	25+31	-	25+31	RT	6	CURB RAMP N
0010	26+90	-	26+93	RT	3	CARRIAGE WALK
0010	27+22	-	27+33	RT	10	PE
0010	27+78	-	27+94	RT	16	PE
0010	28+01	-	28+01	RT	5	CURB RAMP P
0010	28+10	-	28+10	LT	6	CURB RAMP O
0010	28+16	-	28+16	LT	3	CURB RAMP O
0010	28+36	-	28+38	LT	3	CURB RAMP O
0010	28+85	-	28+90	LT	5	CURB RAMP Q
0010	28+88	-	28+89	LT	3	CURB RAMP Q
0010	29+01	-	29+01	LT	6	CURB RAMP Q
0010	29+01	-	29+01	RT	6	CURB RAMP S
0010	31+13	-	31+61	RT	47	CE
0010	31+71	-	31+72	LT	3	CURB AND GUTTER
0010	32+01	-	32+14	LT	8	CARRIAGE WALK
0010	32+92	-	32+97	LT	5	CARRIAGE WALK
0010	33+50	-	33+50	LT	4	SIDEWALK AT CE
0010	33+82	-	33+82	LT	4	SIDEWALK AT CE
0010	33+86	-	33+86	RT	5	SIDEWALK AT CE
0010	34+85	-	34+85	LT	4	CURB RAMP S
0010	34+97	-	35+02	LT	5	CURB RAMP S
0010	35+29	-	35+29	LT	5	CURB RAMP U
0010	35+47	-	35+76	LT	38	CURB RAMP V
0010	36+00	-	36+28	LT	31	CE
0010	36+40	-	36+40	LT	3	SIDEWALK AT CE
0010	38+45	-	38+45	LT	3	CURB RAMP W
0010	44+06	-	44+25	RT	18	PE
0010	50+29	-	50+46	LT	17	CURB RAMP X
TOTAL 0010					560	

690.0150 SAWING ASPHALT						
* 690.0150 SAWING ASPHALT						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	9+32	-	10+07	LT	102	CURB RAMP B
0010	10+44	-	10+64	LT	45	CURB RAMP BB
0010	10+47	-	10+57	LT	10	CURB RAMP BB
0010	13+56	-	13+72	LT	19	CURB RAMP C
0010	13+56	-	13+76	RT	59	CURB RAMP EE
0010	13+58	-	13+77	LT	35	CURB RAMP C
0010	14+07	-	14+26	LT	35	CURB RAMP D
0010	14+11	-	14+25	LT	14	CURB RAMP D
0010	14+11	-	14+17	RT	8	CURB RAMP E
0010	17+21	-	17+42	RT	38	CURB RAMP G
0010	17+24	-	17+41	LT	32	CURB RAMP F
0010	17+26	-	17+38	RT	12	CURB RAMP G
0010	17+78	-	17+85	RT	7	CURB RAMP I
0010	20+74	-	21+03	RT	29	CURB RAMP JJ
0010	20+90	-	21+07	LT	19	CURB RAMP J
0010	20+92	-	21+11	LT	36	CURB RAMP J
0010	21+43	-	21+63	RT	35	CURB RAMP KK
0010	21+44	-	21+73	LT	46	CURB RAMP K
0010	21+47	-	21+52	RT	6	CURB RAMP KK
0010	21+49	-	21+64	LT	19	CURB RAMP K
0010	24+55	-	24+74	LT	21	CURB RAMP L
0010	24+55	-	24+79	LT	38	CURB RAMP L
0010	24+56	-	24+78	RT	40	CURB RAMP NN
0010	25+06	-	25+29	LT	40	CURB RAMP M
0010	25+06	-	28+44	RT	378	CURB AND GUTTER REPLACEMENT
0010	28+16	-	28+40	LT	39	CURB RAMP O
0010	28+69	-	40+19	RT	1178	CURB AND GUTTER REPLACEMENT
0010	28+72	-	28+88	LT	32	CURB RAMP Q
0010	31+71	-	35+13	LT	324	CURB AND GUTTER REPLACEMENT
0010	32+81	-	32+96	RT	15	CE
0010	33+60	-	33+75	LT	16	CE
0010	33+61	-	33+77	RT	16	CE
0010	33+90	-	34+31	RT	41	CE
0010	34+70	-	35+83	RT	33	CURB RAMP T
0010	35+99	-	36+39	RT	39	CE
0010	35+29	-	35+29	LT	47	CURB RAMP U
0010	35+42	-	42+44	LT	731	CURB AND GUTTER REPLACEMENT
0010	36+94	-	37+06	RT	12	PE
0010	39+00	-	39+17	RT	17	PE
0010	40+30	-	50+76	RT	1062	CURB AND GUTTER REPLACEMENT
0010	41+10	-	41+23	LT	14	PE
0010	42+76	-	43+03	RT	26	PE
0010	44+82	-	50+76	LT	604	CURB AND GUTTER REPLACEMENT
0010	46+99	-	47+18	LT	19	PE
TOTAL 0010					5,388	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

3

SPV ADJUSTING WATER VALVE BOXES

			SPV.0060.01	SPV.0060.02	
			SPECIAL (01. ADJUSTING WATER VALVE BOXES)	SPECIAL (02. ADJUSTING CURB STOPS)	
CATEGORY	STATION	LOCATION	EACH	EACH	REMARKS
0040	10+02	40' LT	1	-	CURB RAMP A, IN SIDEWALK
0040	9+93	21' LT	1	-	IN ROADWAY
0040	10+05	25' LT	1	-	IN ROADWAY
0040	10+08	22' LT	1	-	IN ROADWAY
0040	13+67	37' LT	1	-	CURB RAMP C, IN SIDEWALK
0040	13+65	24' LT	1	-	IN ROADWAY
0040	13+73	21' LT	1	-	IN ROADWAY
0040	13+75	24' LT	1	-	IN ROADWAY
0040	17+82	43'LT	1	-	IN TERRACE
0040	18+01	23' LT	1	-	IN ROADWAY
0040	20+97	23' LT	1	-	IN ROADWAY
0040	21+00	40' LT	1	-	CURB RAMP J, IN TERRACE
0040	21+04	25' LT	1	-	IN ROADWAY
0040	21+04	20' LT	1	-	IN ROADWAY
0040	21+07	22' LT	1	-	IN ROADWAY
0040	21+54	33' LT	-	1	CURB RAMP K, IN SIDEWALK
0040	25+13	20' LT	1	-	IN ROADWAY
0040	28+21	20' LT	1	-	IN ROADWAY
0040	28+31	37' LT	1	-	IN TERRACE
0040	31+34	20' LT	1	-	IN ROADWAY
0040	35+29	32' LT	1	-	CURB RAMP U, IN ROADWAY
0040	35+29	32' LT	1	-	CURB RAMP U, IN CURB AND GUTTER
0040	35+29	38' LT	1	-	CURB RAMP U, IN SIDEWALK
0040	38+53	29' LT	-	1	IN SIDEWALK
TOTAL 0040			22	2	

3

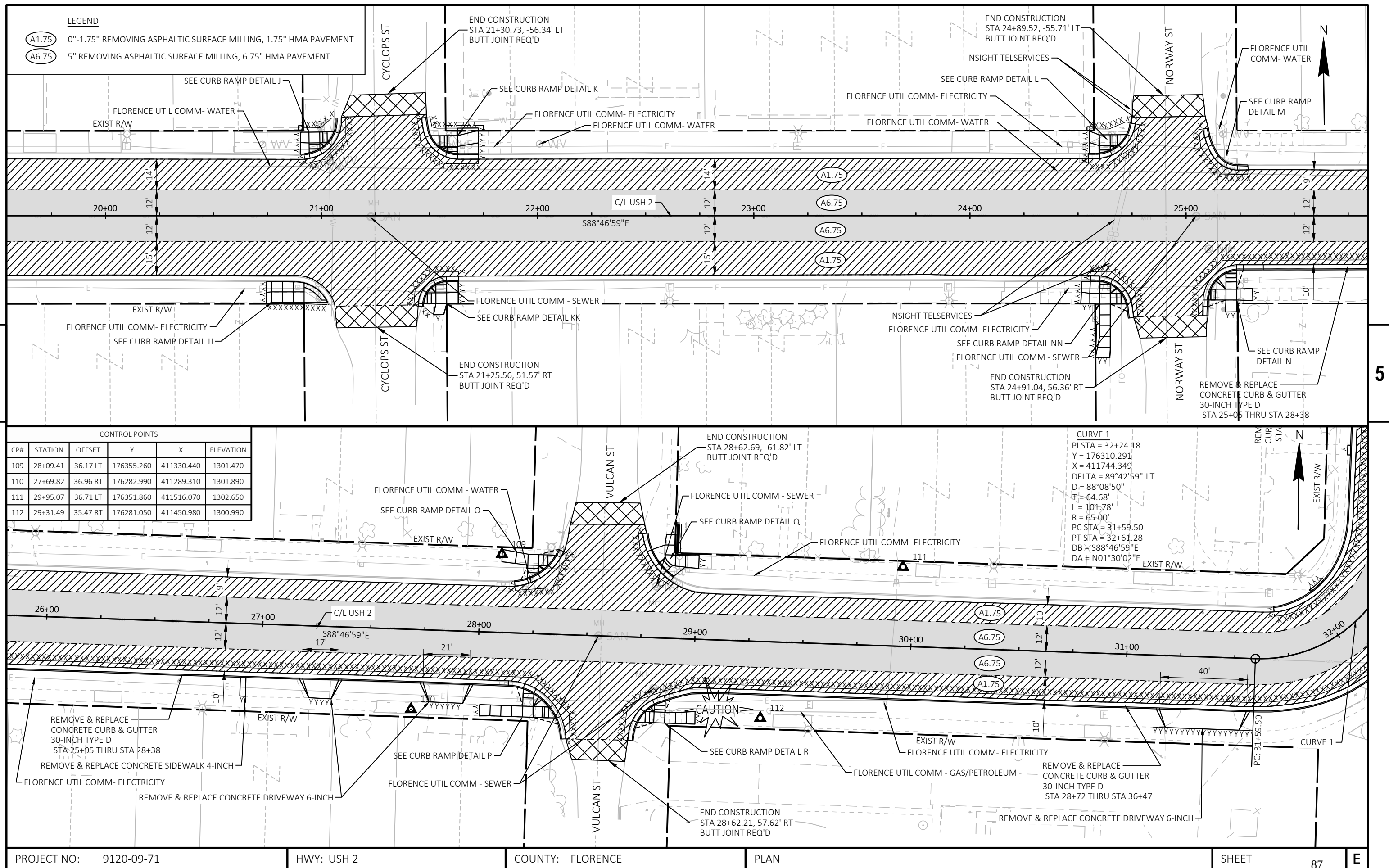
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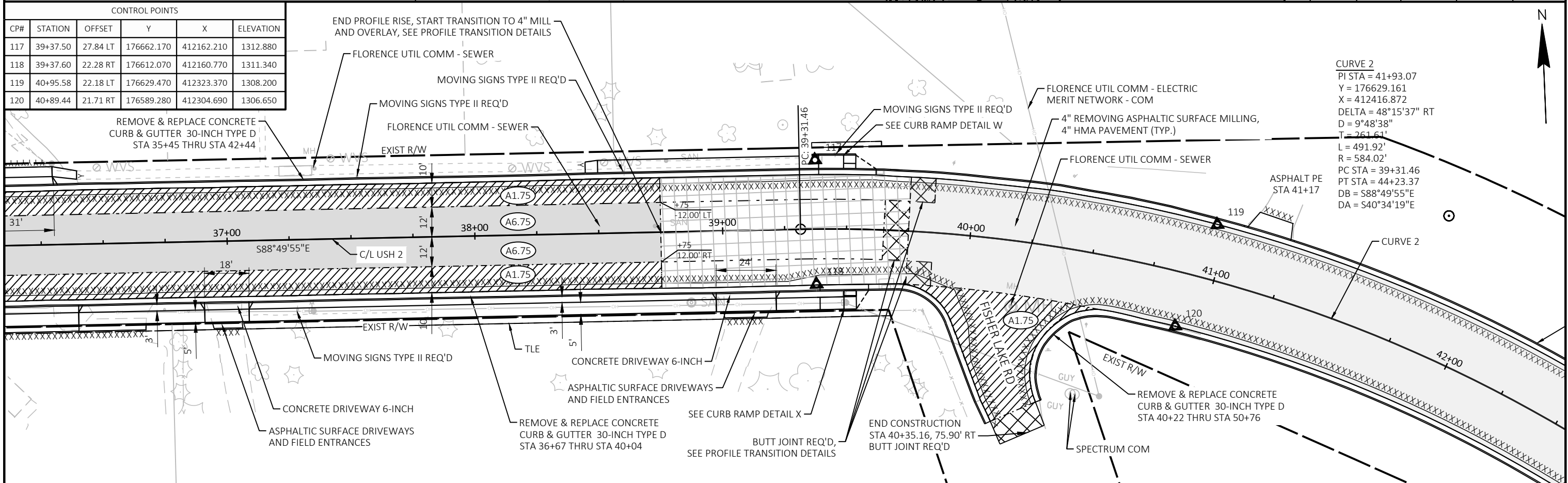
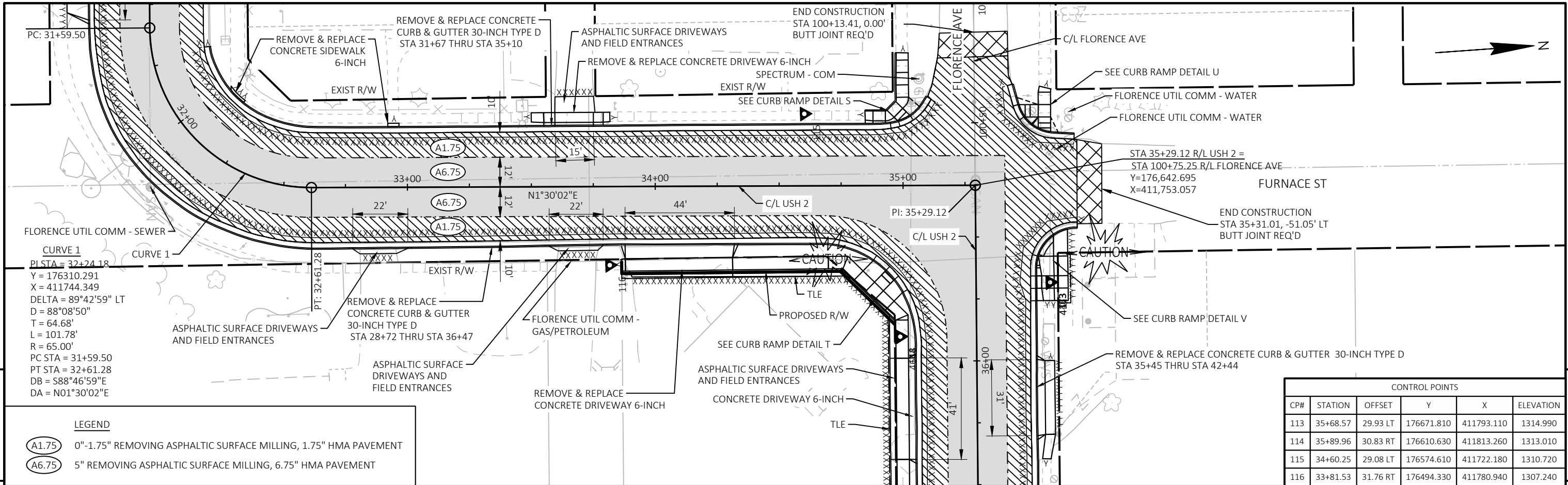
637 PERMANENT SIGNING								
CATEGORY	STATION	LOCATION	SIGN CODE	SIZE	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS	
0010	69HF+99	RT	W1-8	18 X 24	1	3.00	CHEVRON	
0010	71HF+59	RT	W1-8	18 X 24	1	3.00	CHEVRON	
0010			W1-8	18 X 24	-	3.00	CHEVRON	
0010	73HF+23	RT	W1-8	18 X 24	1	3.00	CHEVRON	
0010			W1-8	18 X 24	-	3.00	CHEVRON	
0010	74HF+05	RT	W1-6	48 X 24	1	8.00	ARROW	
0010	74HF+86	RT	W1-8	18 X 24	1	3.00	CHEVRON	
0010			W1-8	18 X 24	-	3.00	CHEVRON	
0010	76HF+50	RT	W1-8	18 X 24	1	3.00	CHEVRON	
0010			W1-8	18 X 24	-	3.00	CHEVRON	
0010	78HF+10	RT	W1-8	18 X 24	1	3.00	CHEVRON	
PROJECT 9120-09-81		TOTAL 0010			7	38.00		

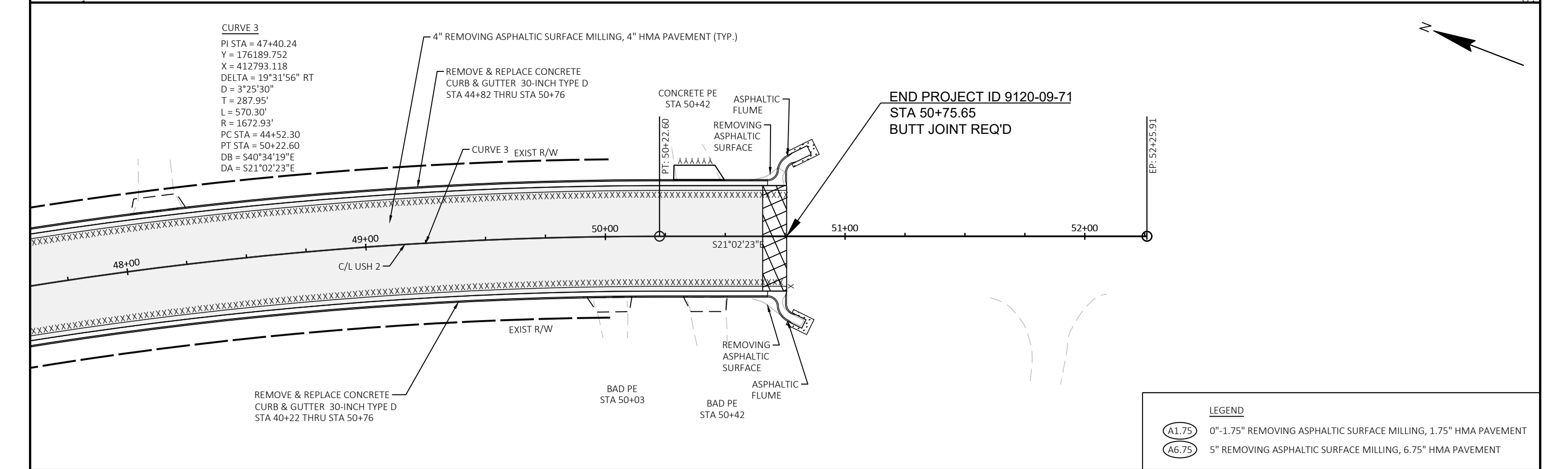
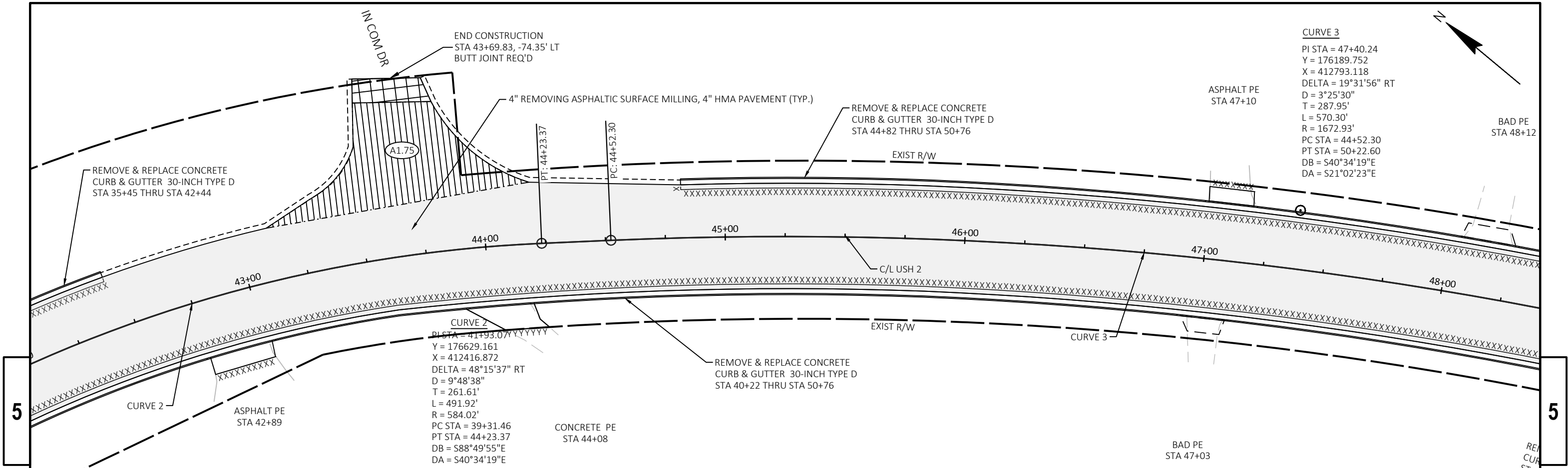
643 TRAFFIC CONTROL HFST																				
CATEGOR Y	LOCATION	DAYS	EACH	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0900 TRAFFIC CONTROL SIGNS		643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE		643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH		643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH		REMARKS
				DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	SF	LF	LF				
0010	PROJECT 9120-09-81	8	46	368	5	40	8	64	10	80	21	168	36.00	4,560	24	UNDISTRIBUTED				
0010	PROJECT	-	-	12	-		-		-		-	2								
			TOTAL 0010	380		40		64		80		170	36.00	4,560	24					

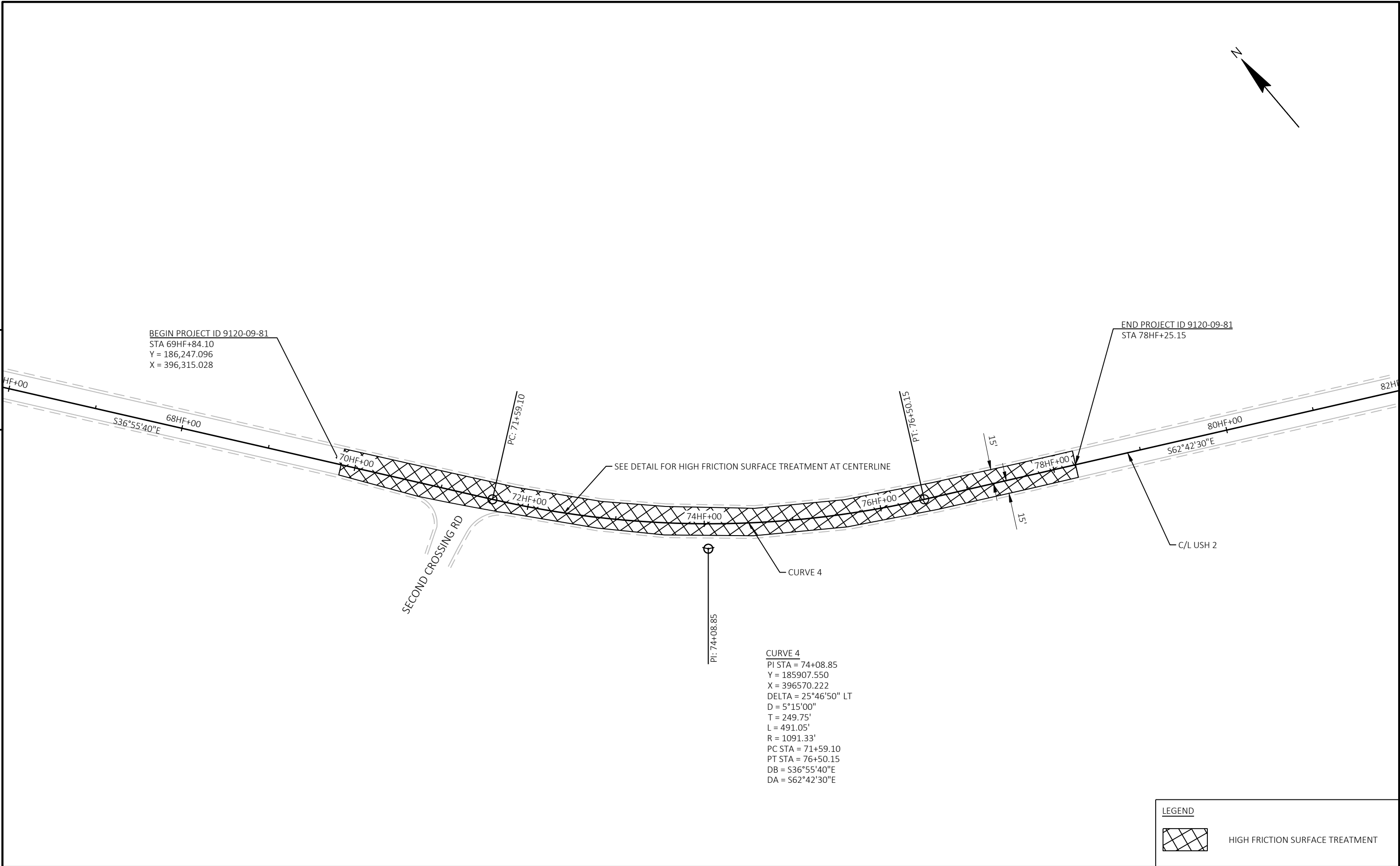
661 PAVEMENT MARKING HFST								
CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) (01. HIGH FRICTION SURFACE TREATMENT)	REMARKS
					LF	LF	EACH	
0010	67HF+83	-	69HF+83	USH 2 CL	400	400	-	DOUBLE YELLOW
0010	69HF+83	-	74HF+53	USH 2 CL	937	-	1	DOUBLE YELLOW
0010	74HF+53	-	78HF+25	USH 2 CL	472	-	-	SOLID SKIP, 12.5' SKIPS
0010	78HF+25	-	80HF+25	USH 2 CL	250	250	-	SOLID SKIP, 12.5' SKIPS
0010	67HF+83	-	69HF+83	LT	200	200	-	SOLID WHITE
0010	69HF+83	-	78HF+25	LT	835	-	-	SOLID WHITE
0010	78HF+25	-	80HF+25	LT	200	200	-	SOLID WHITE
0010	67HF+83	-	69HF+83	RT	200	200	-	SOLID WHITE
0010	69HF+83	-	70HF+77	RT	24	-	-	3' SKIPS, WHITE
0010	71HF+78	-	78HF+25	RT	652	-	-	SOLID WHITE
0010	78HF+25	-	80HF+25	RT	200	200	-	SOLID WHITE
PROJECT 9120-09-81			TOTAL 0010		4,370	1,450	1	

SPV.0180.01 SPECIAL (01. RESIN BINDER HIGH FRICTION SURFACE TREATMENT)					
CATEGORY	STATION	TO	STATION	LOCATION	SY
0010	69HF+83	-	78HF+25	USH 2	2,910
PROJECT 9120-09-81			TOTAL 0010		2,910



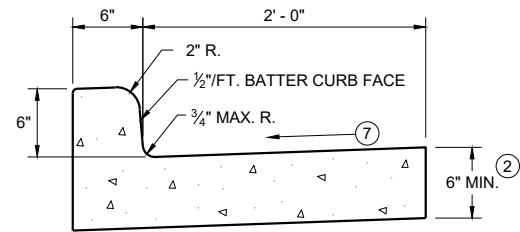




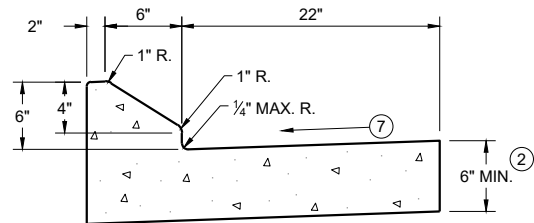


Standard Detail Drawing List

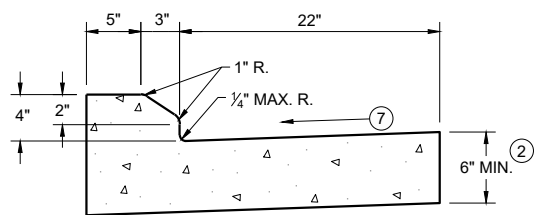
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



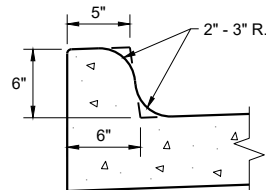
TYPES A^① & D



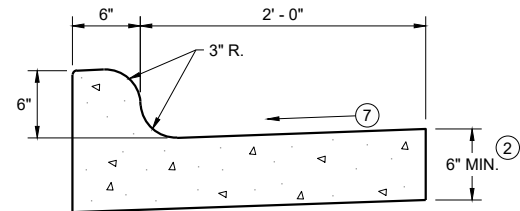
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

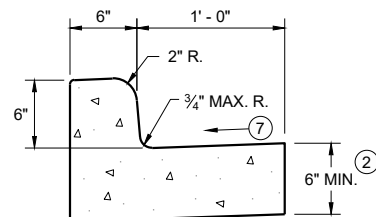


TYPES K^① & L
(OPTIONAL CURB SHAPE)



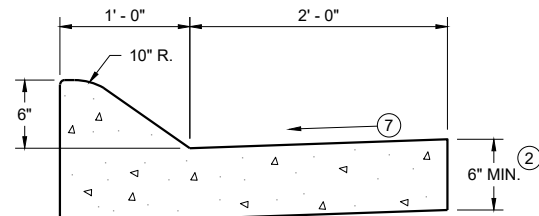
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

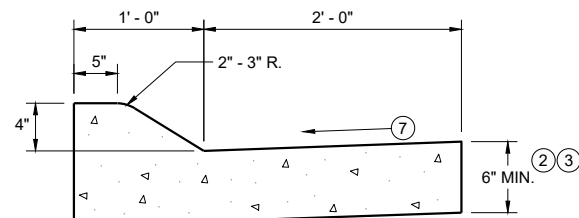


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

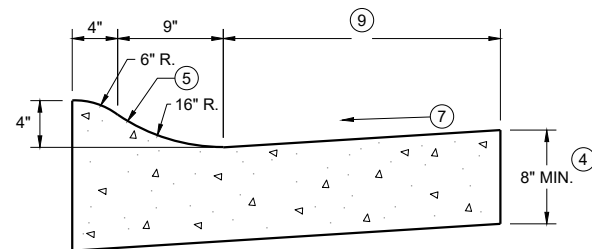


6" SLOPED CURB TYPES A^① & D



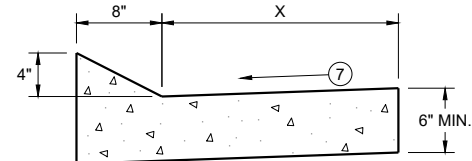
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

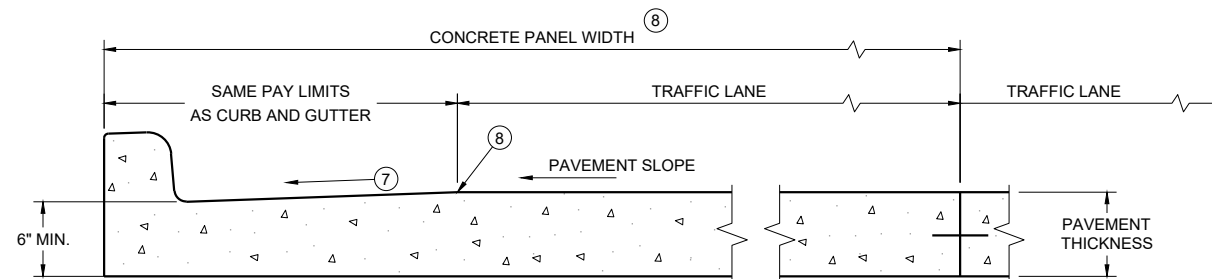


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

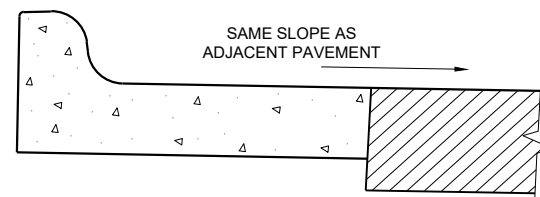
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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)

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

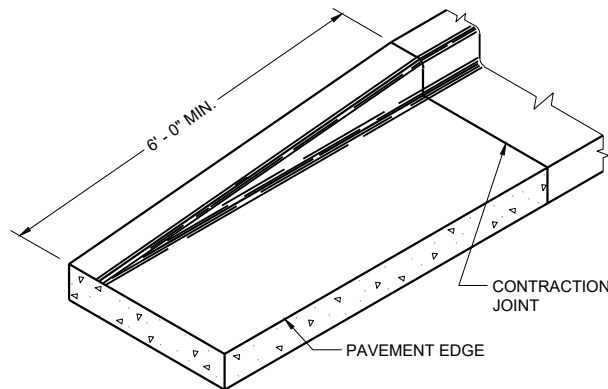
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

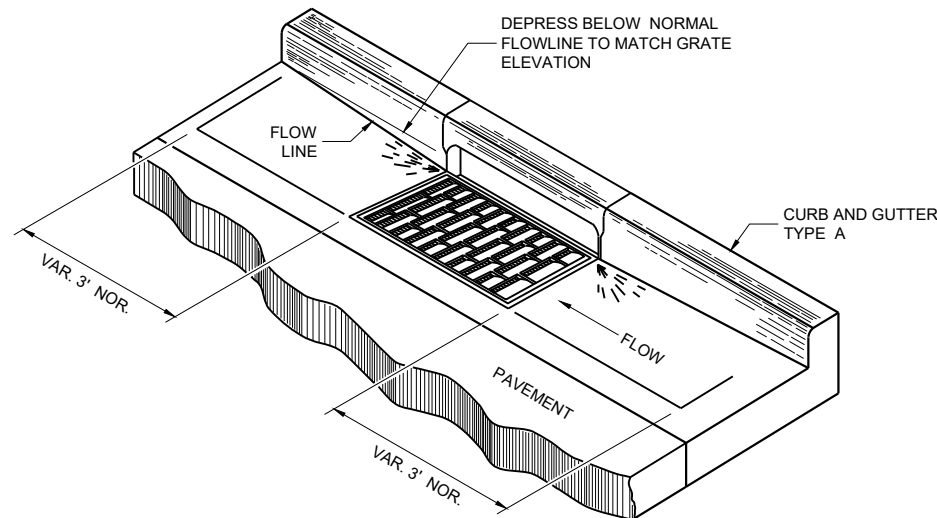
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

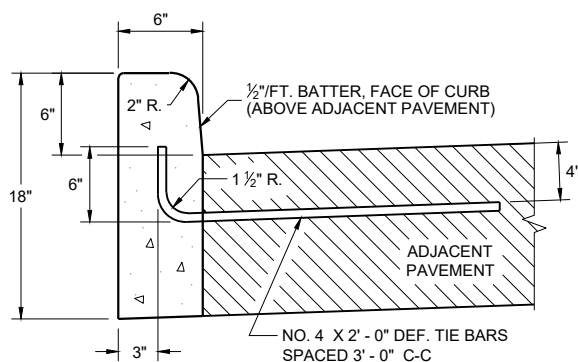


END SECTION CURB AND GUTTER

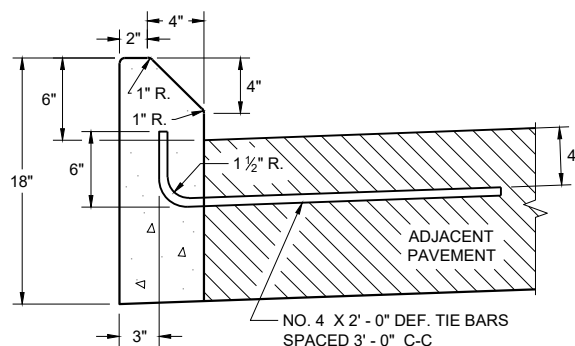


DETAIL OF CURB AND GUTTER AT INLETS

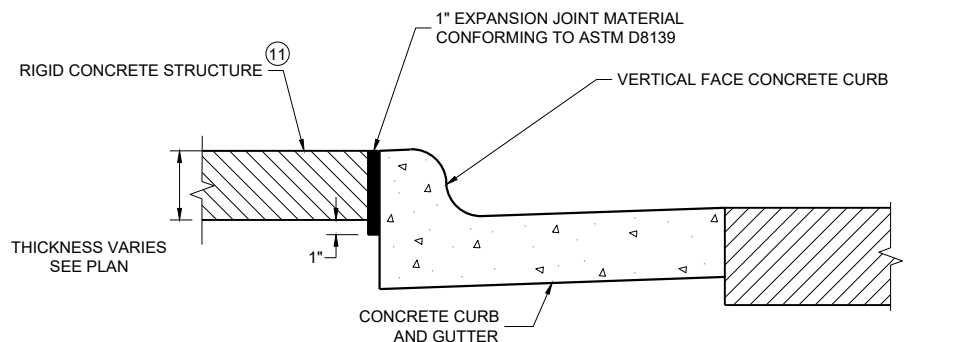
(TYPICAL H INLET COVER SHOWN)



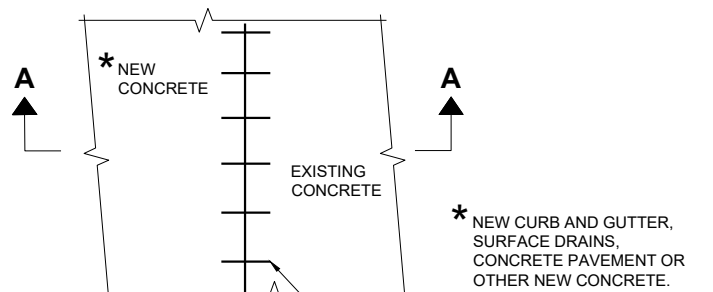
TYPES A^① & D



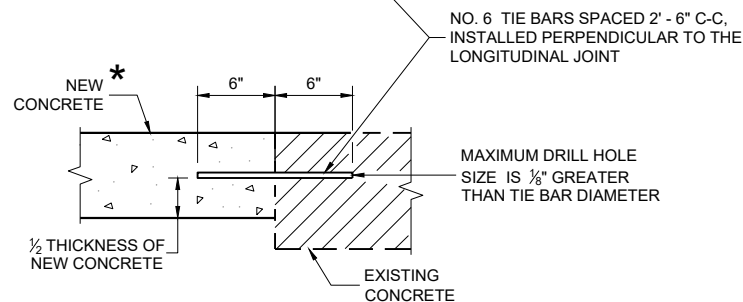
TYPES G^① & J
CONCRETE CURB



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



PLAN VIEW



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

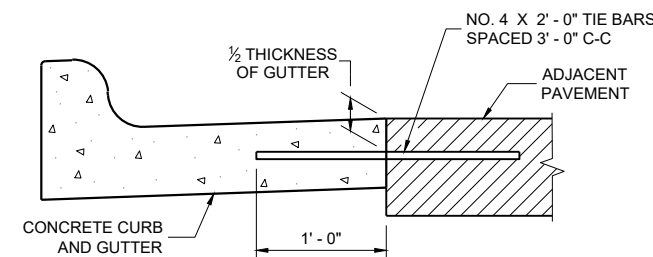
GENERAL NOTES

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

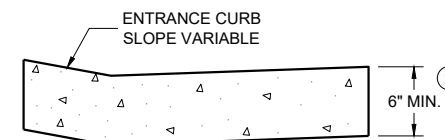
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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

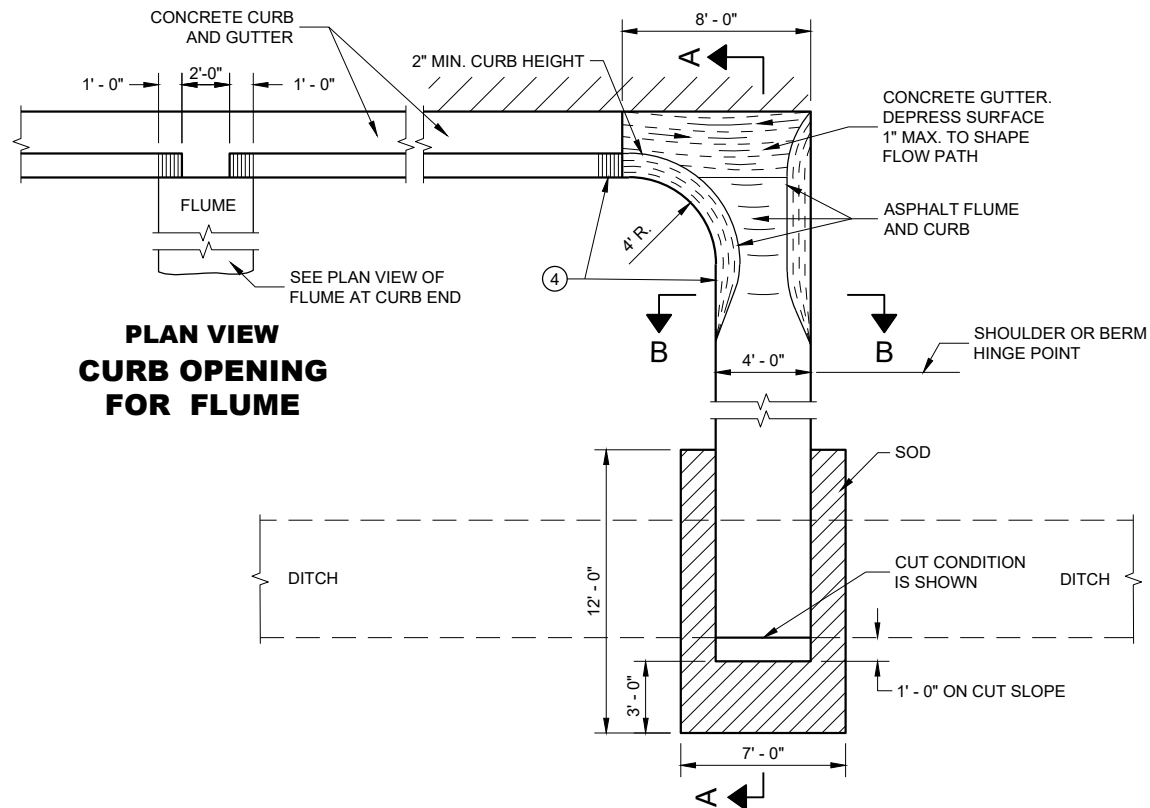
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

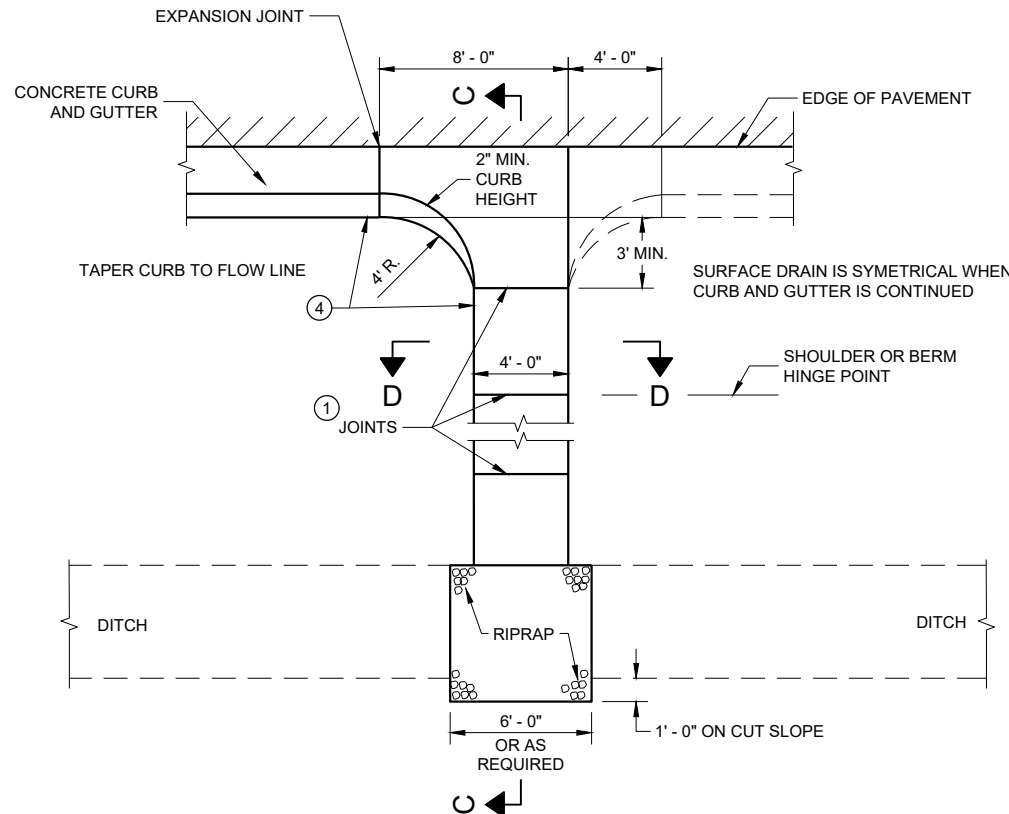
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING
FOR FLUME

PLAN VIEW
FLUME AT CURB END



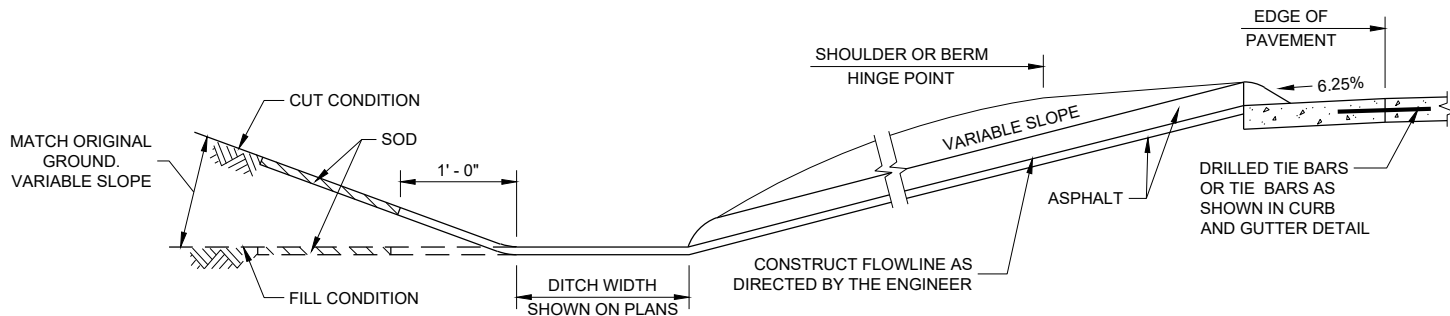
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

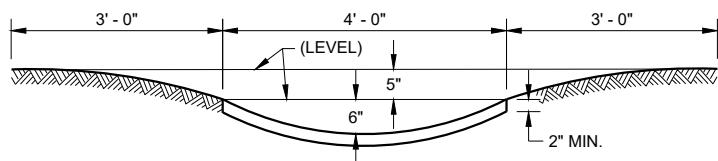
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

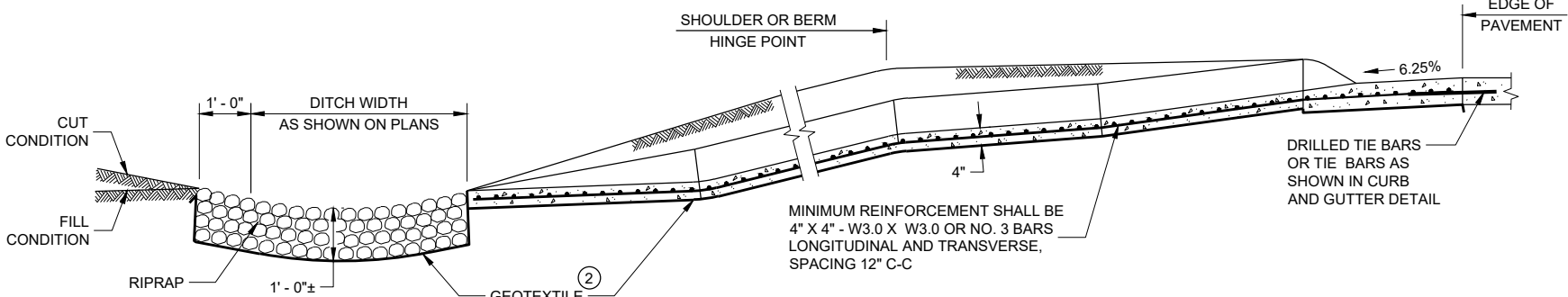
- JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



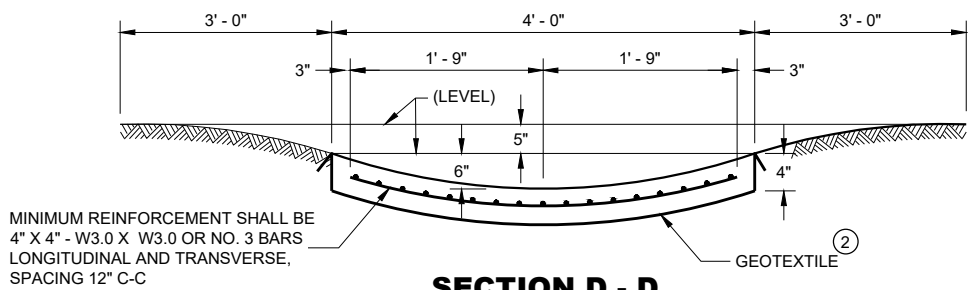
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE
DRAINS AND
ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

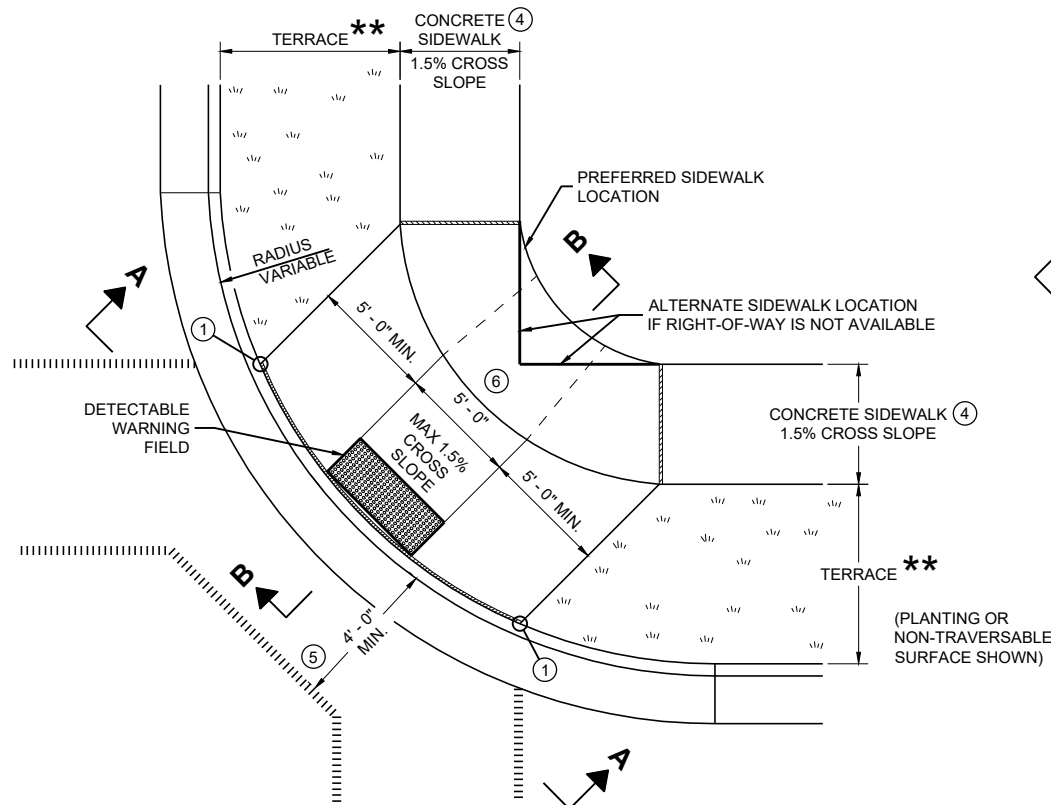
May 2023

DATE

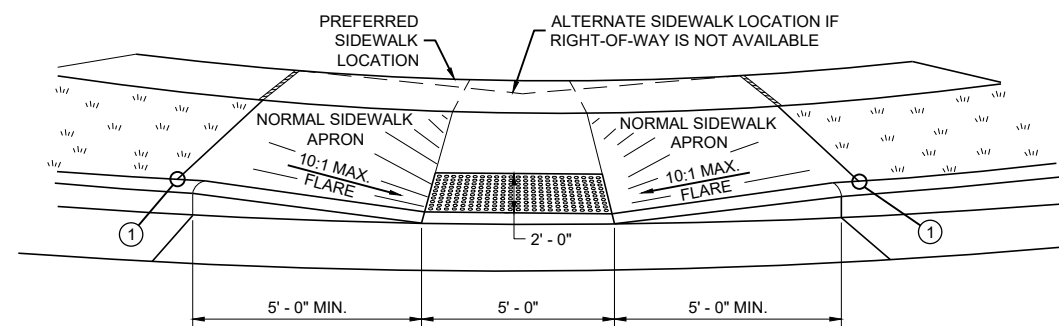
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

94

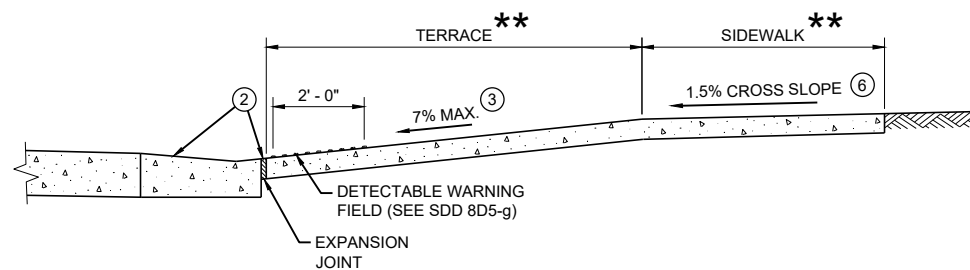


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

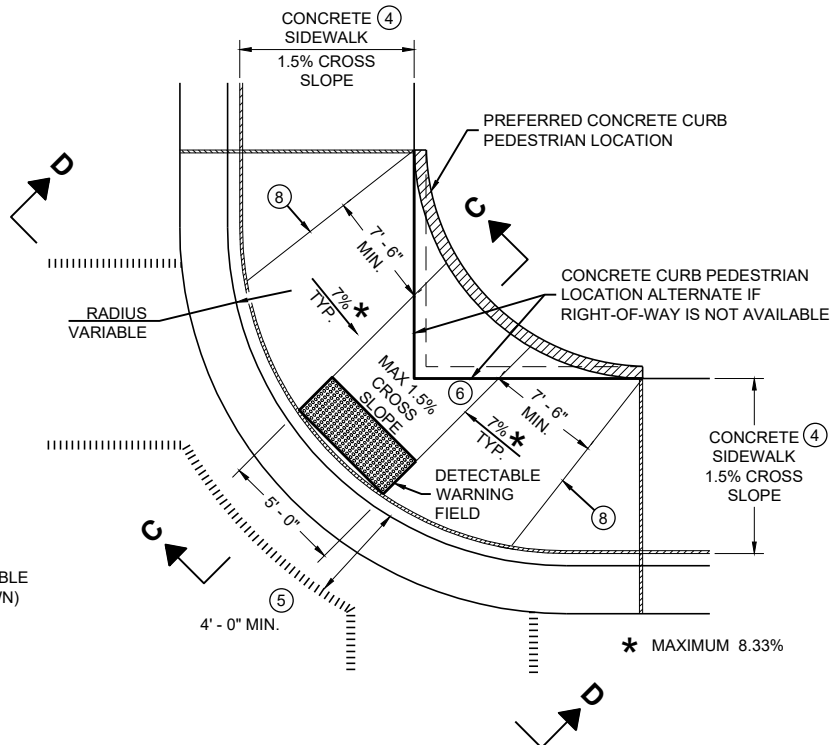


VIEW A - A FOR TYPE 1

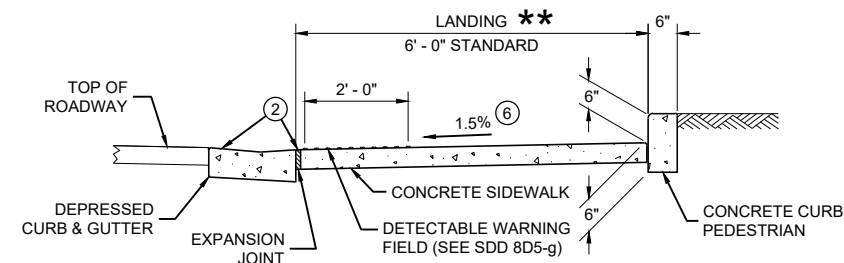
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



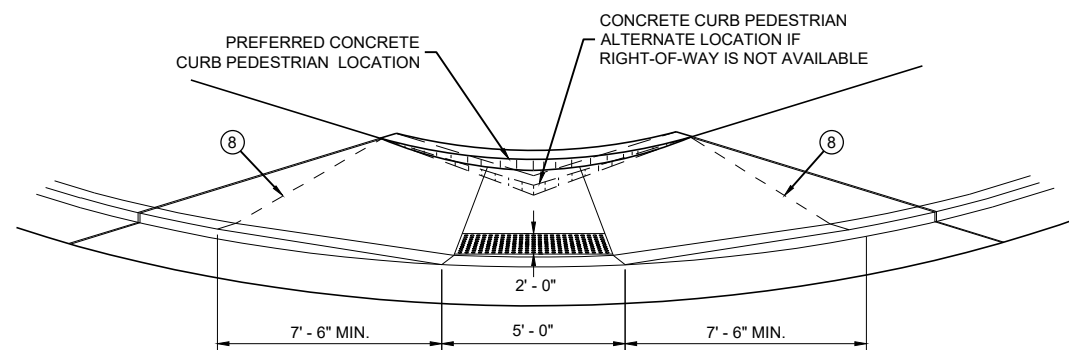
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

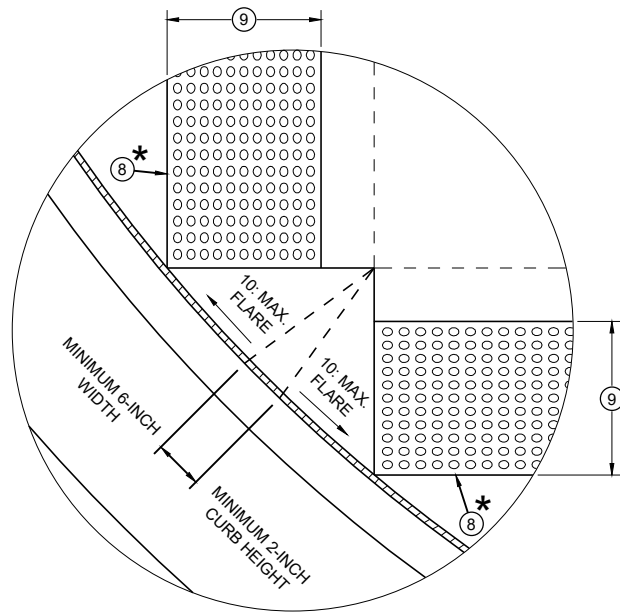
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

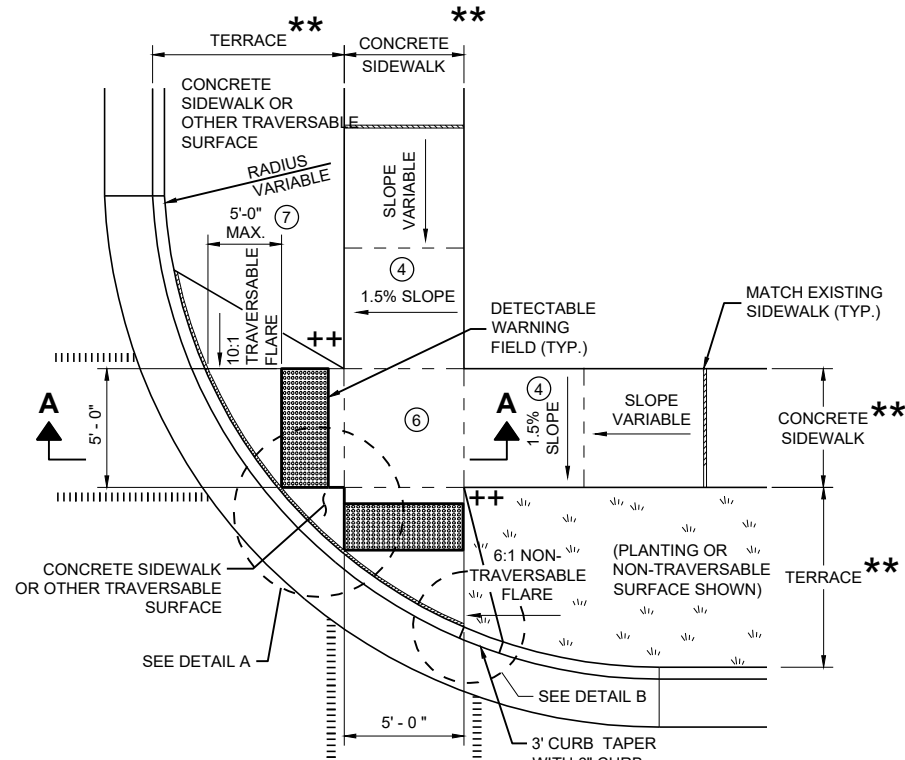
- ===== 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

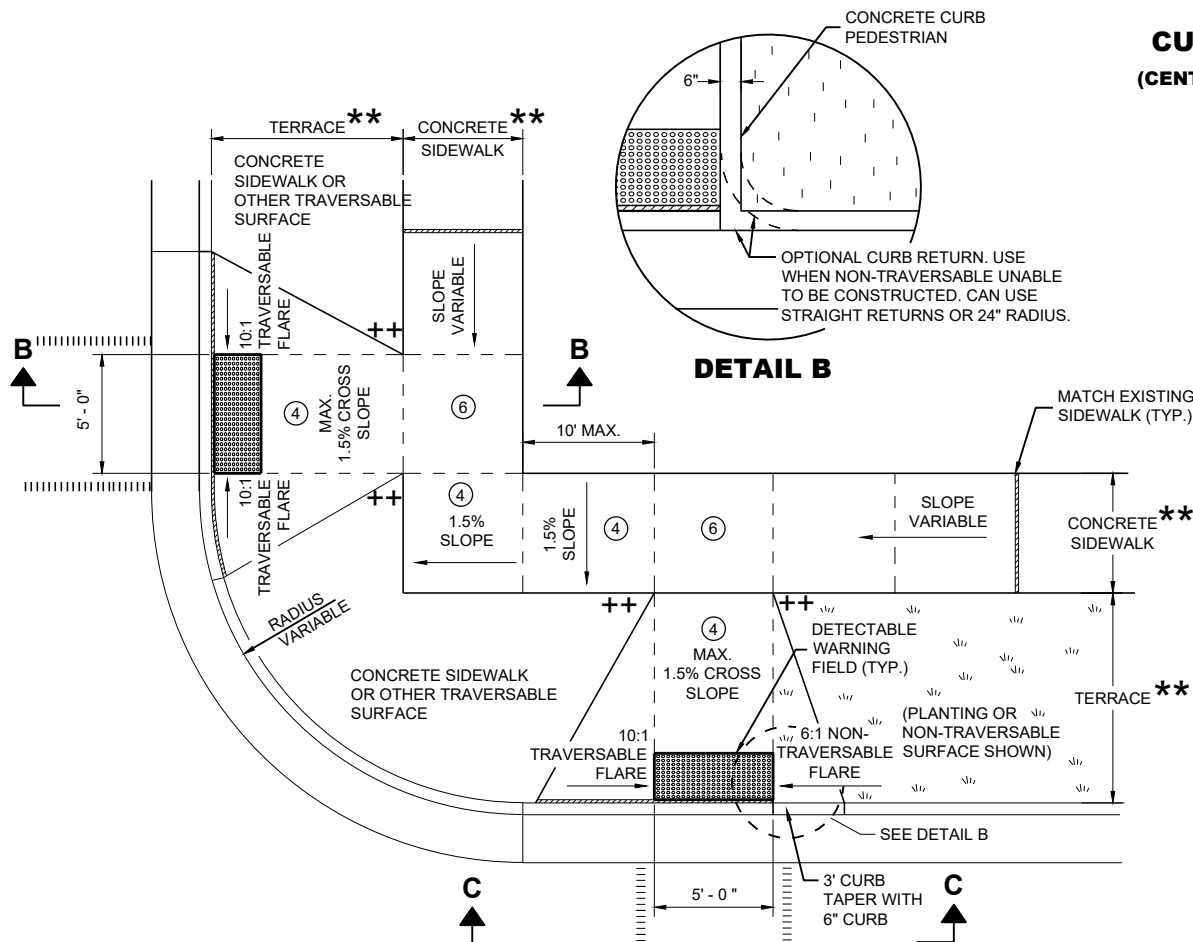
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



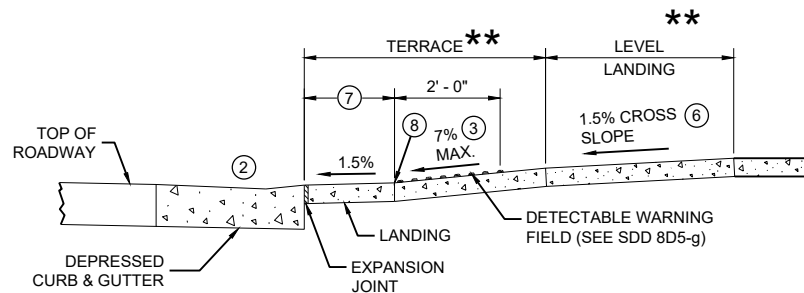
DETAIL A



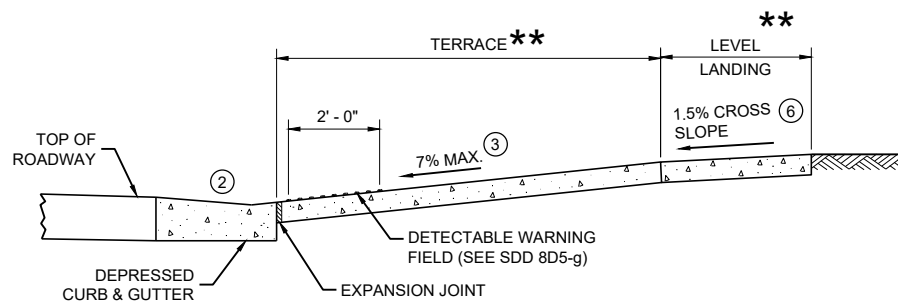
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



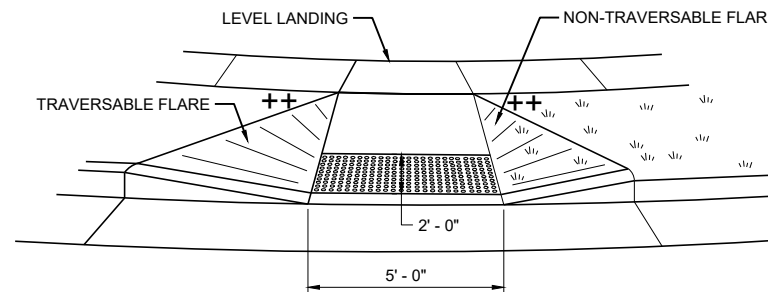
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



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.
- 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 (2.67% OR LESS) 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 X 5 FEET.
 - WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - 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.

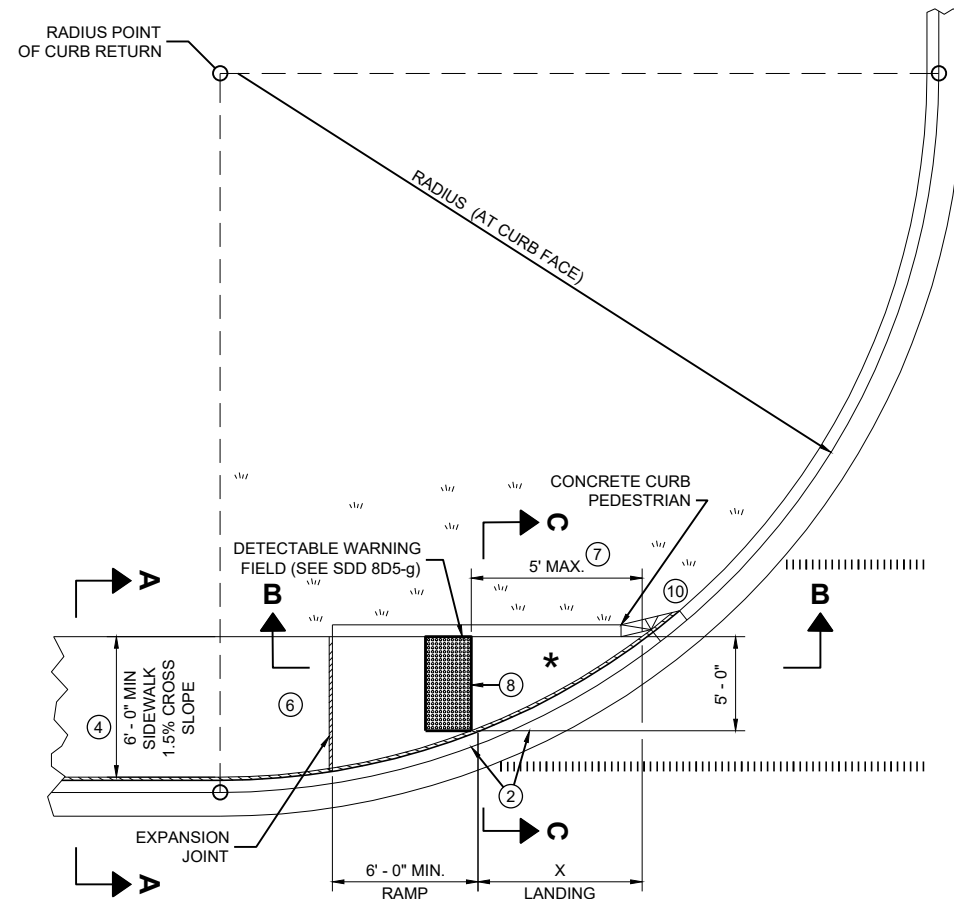
- * MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

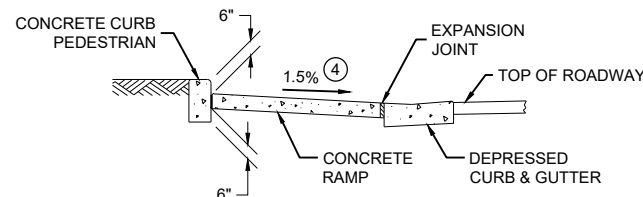
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 2 AND 3

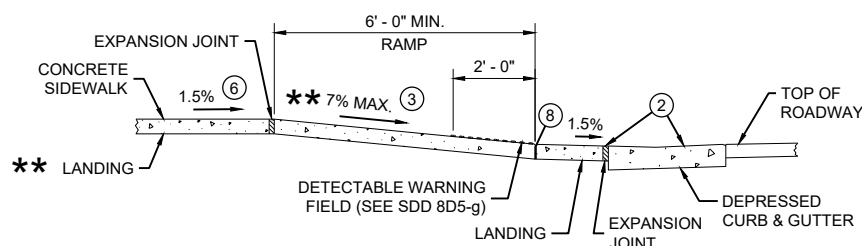
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**



SECTION C - C FOR TYPE 4A



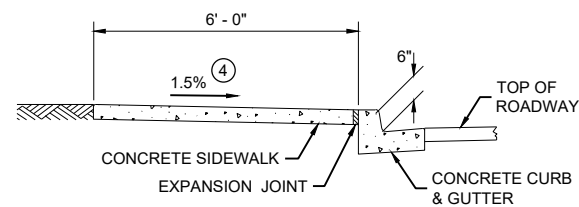
**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

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

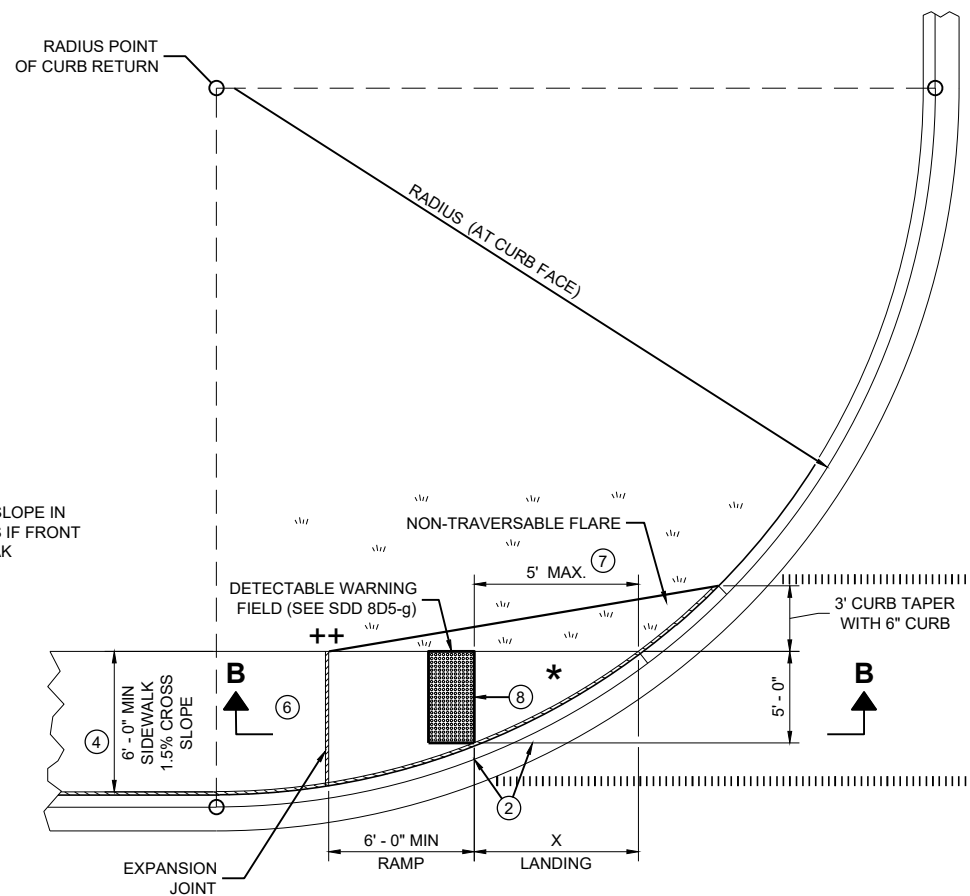
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



**PLAN VIEW
CURB RAMP TYPE 4A1**

GENERAL NOTES

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

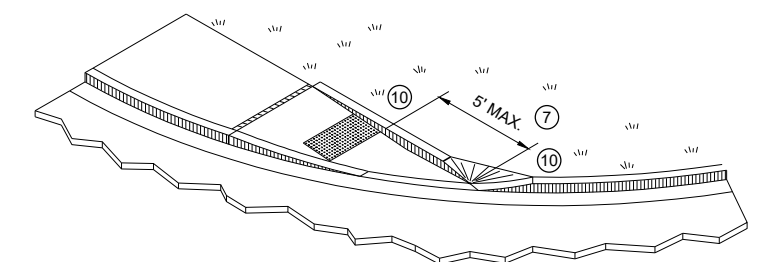
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

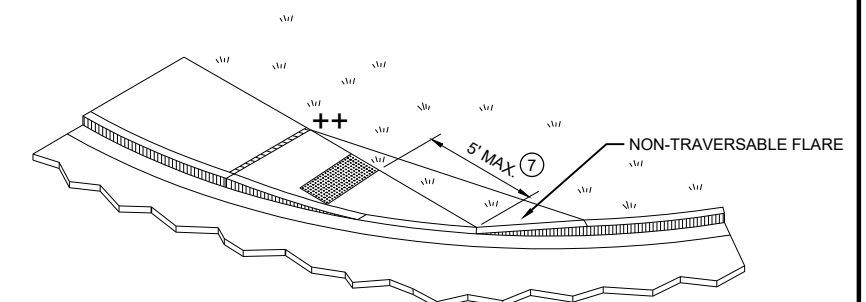
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH 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 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)



ISOMETRIC VIEW FOR TYPE 4A

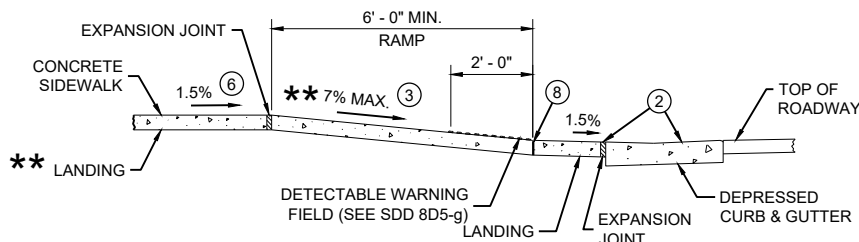
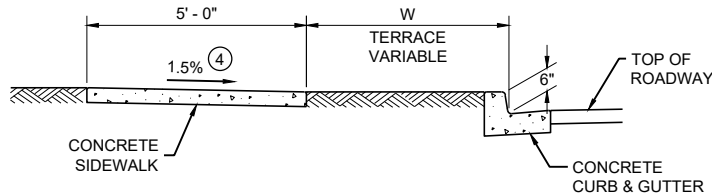
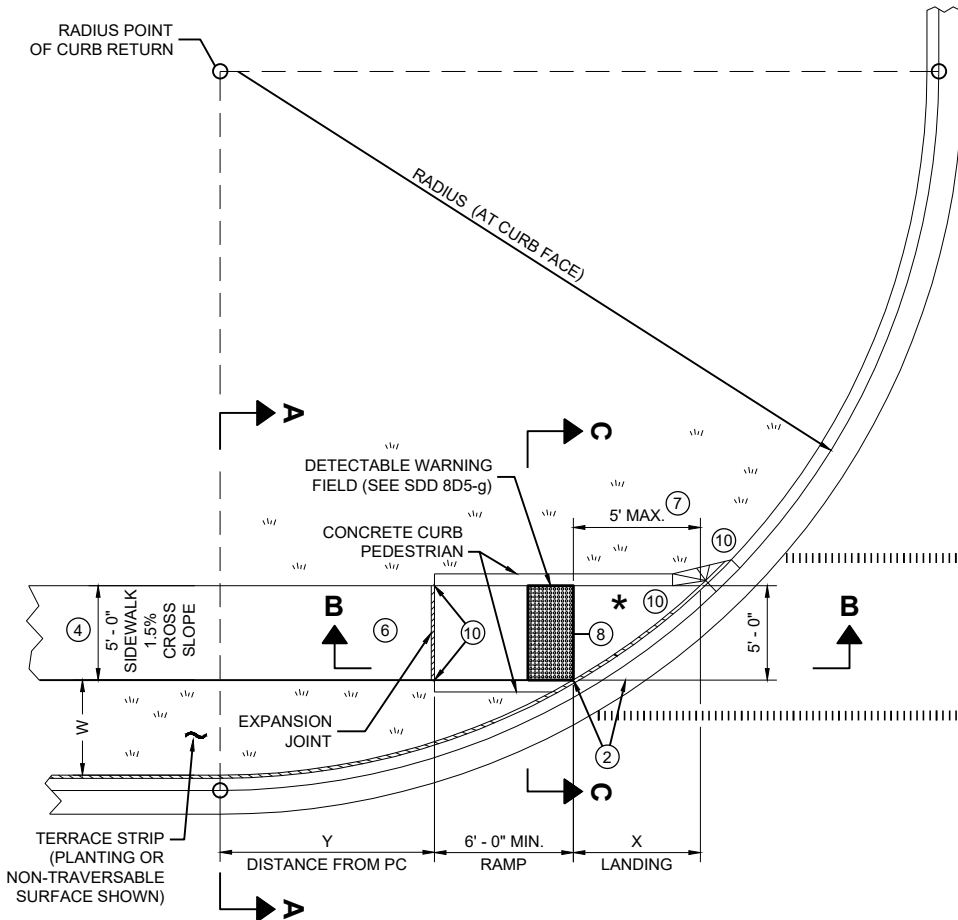


ISOMETRIC VIEW FOR TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

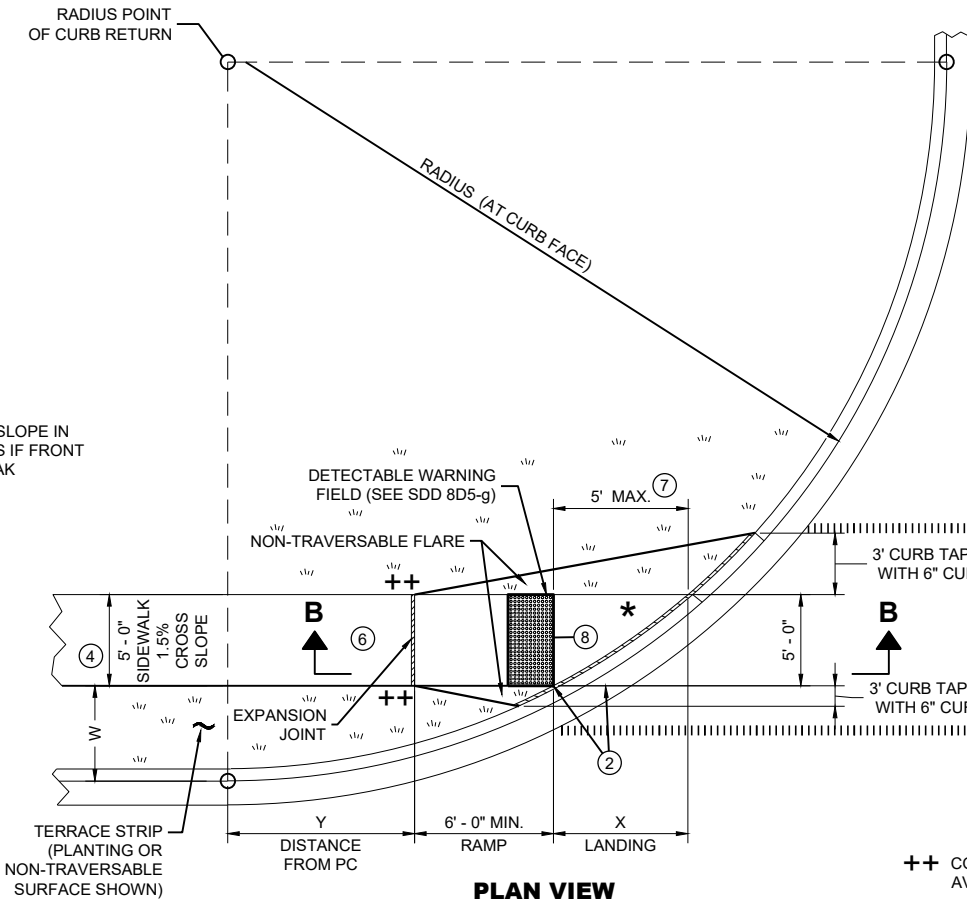
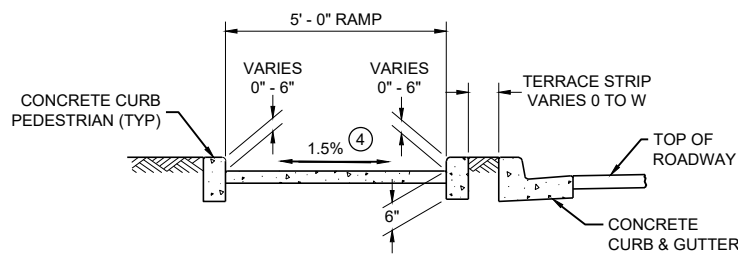


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* 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)

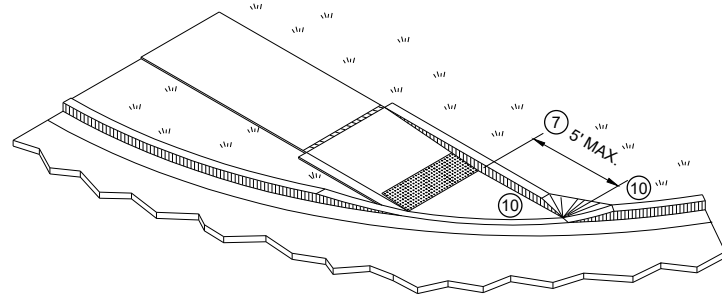
GENERAL NOTES

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

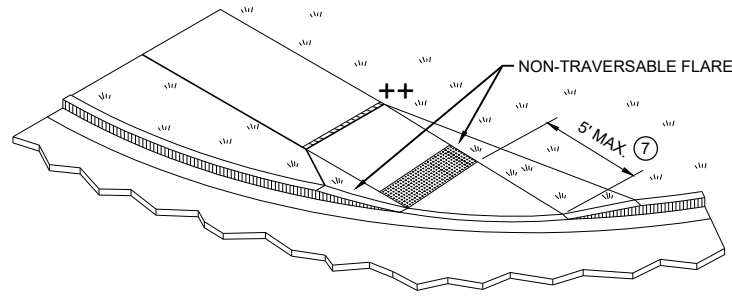
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



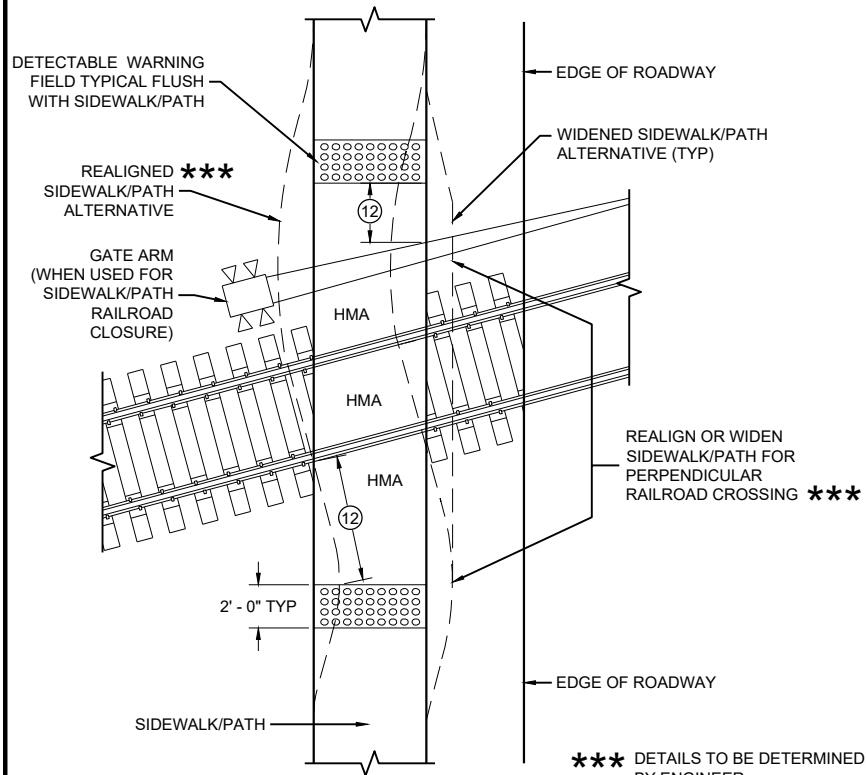
ISOMETRIC VIEW FOR TYPE 4B



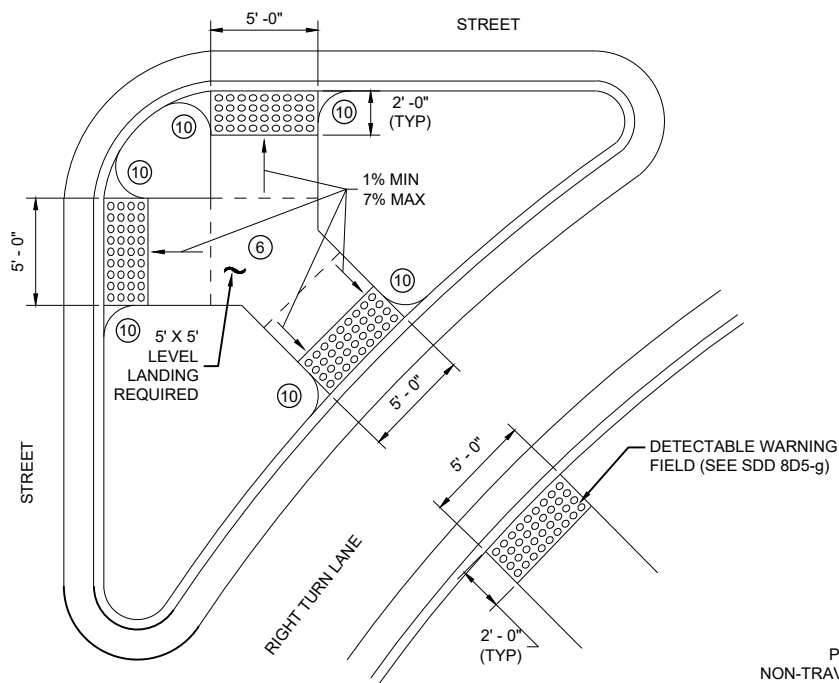
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

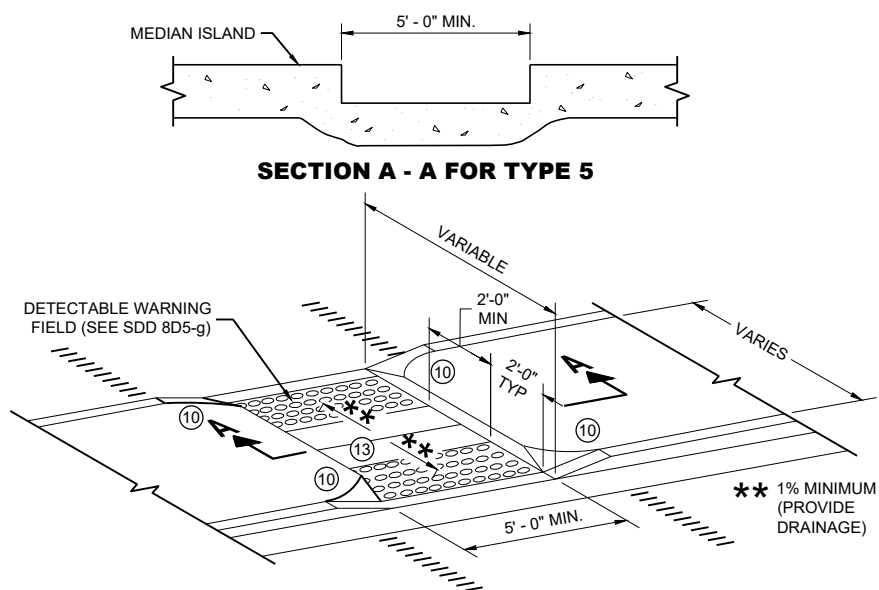


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

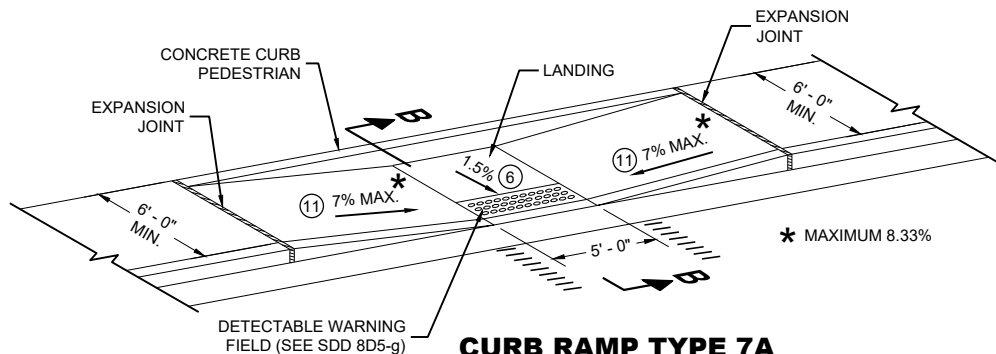


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

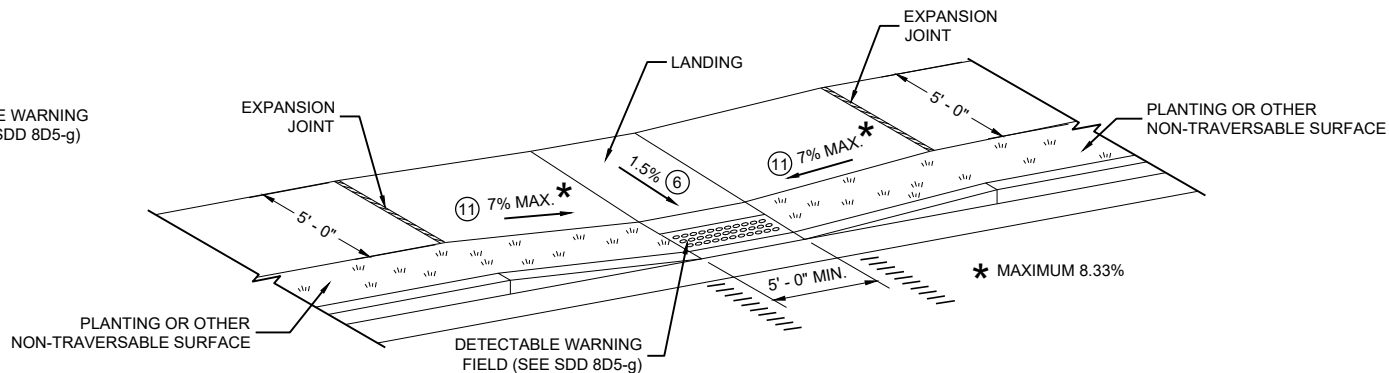
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

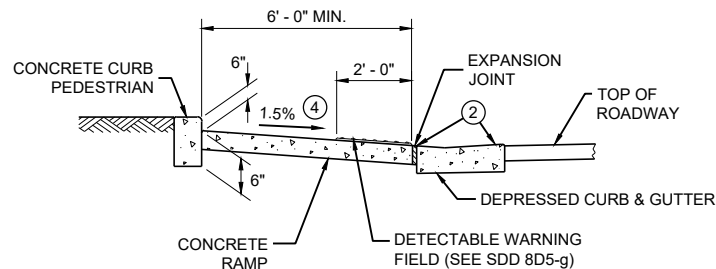
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

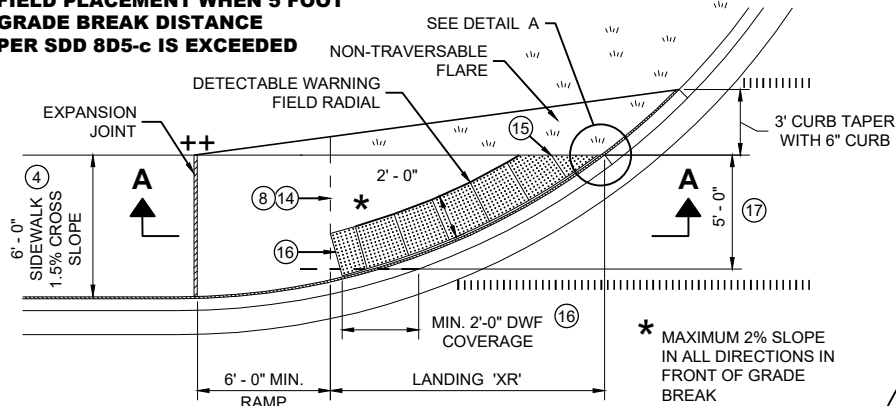


SECTION B - B FOR TYPE 7A

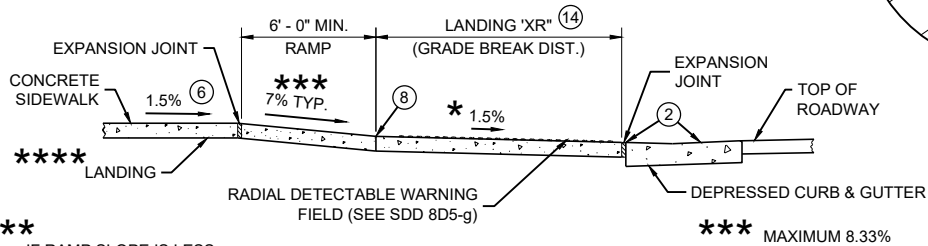
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

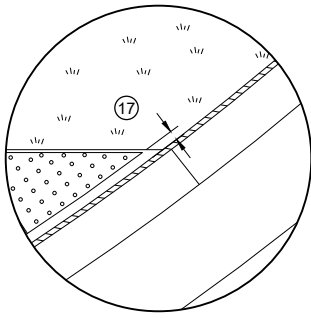
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



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

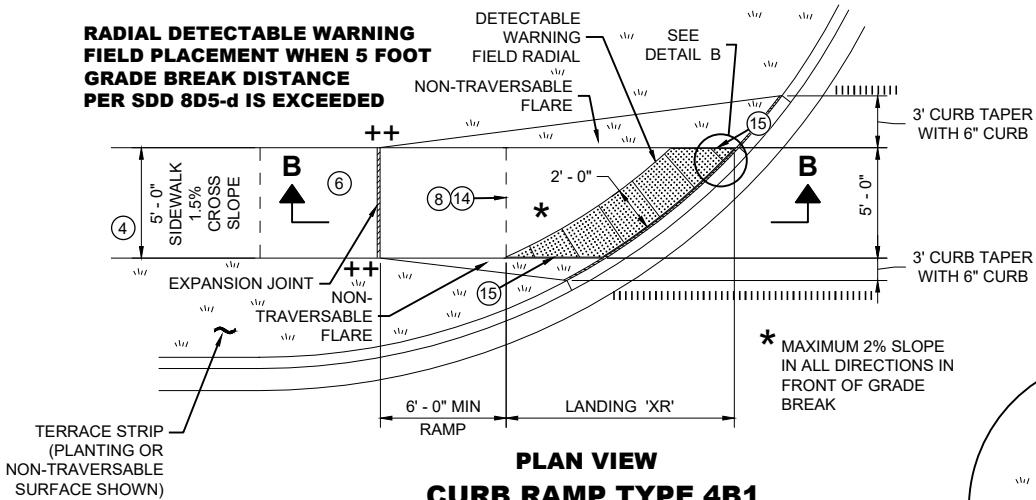


SECTION A - A FOR TYPE 4A1

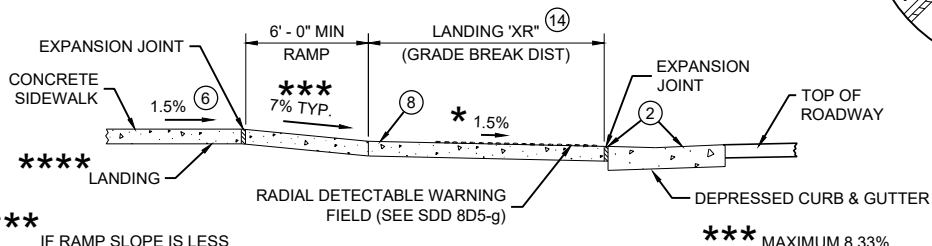


DETAIL A

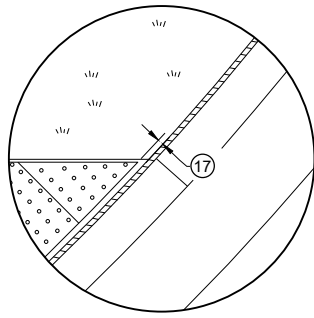
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



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



SECTION B - B FOR TYPE 4B1



DETAIL B

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.

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.

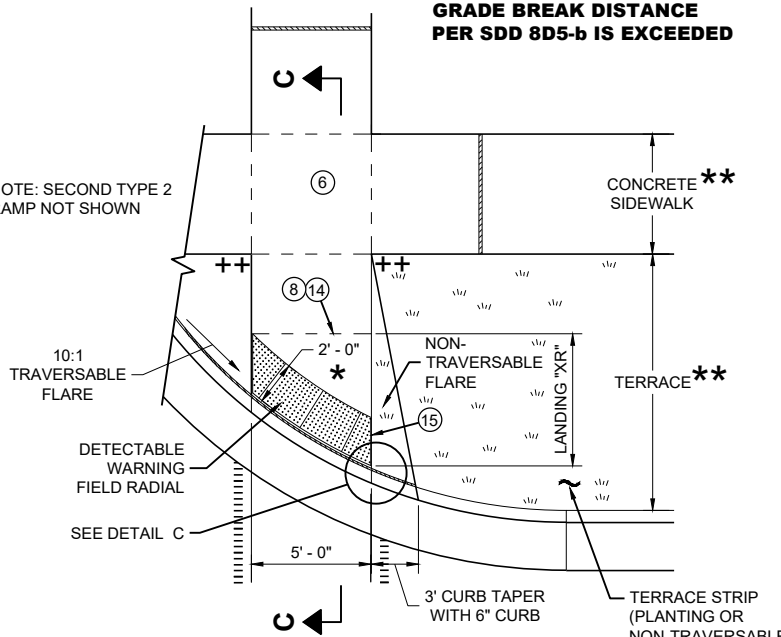
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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.

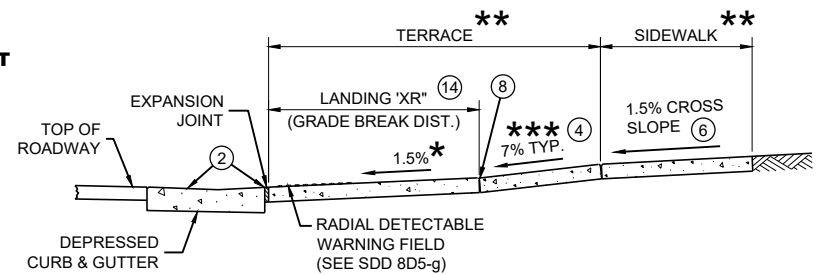
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE 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**

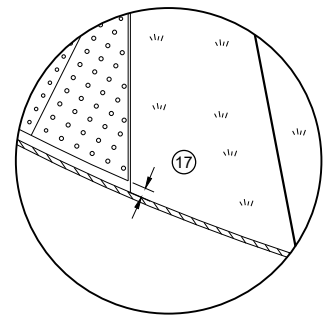
NOTE: SECOND TYPE 2 RAMP NOT SHOWN



**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%

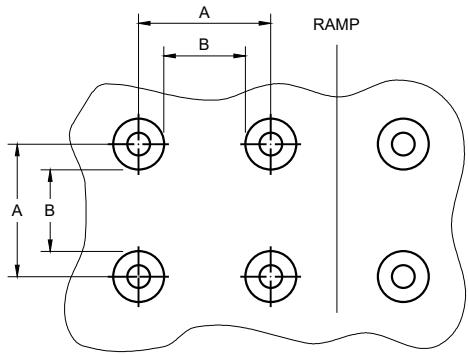
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

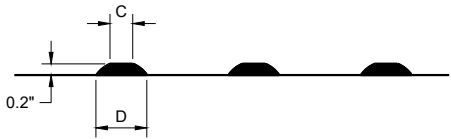
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

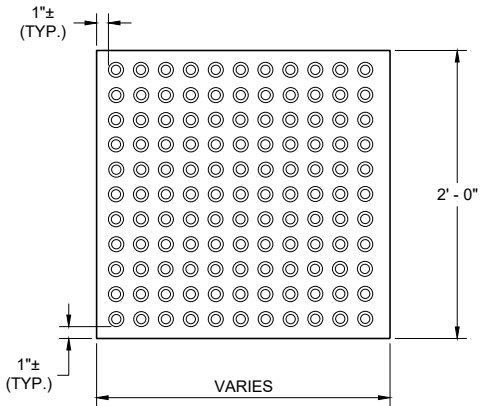


PLAN VIEW

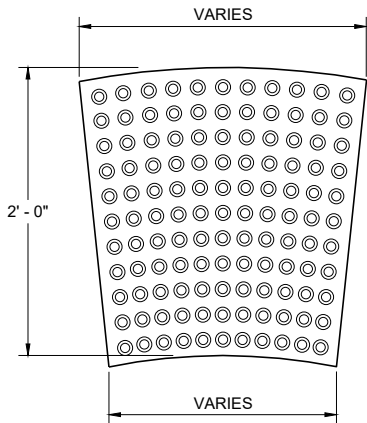


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

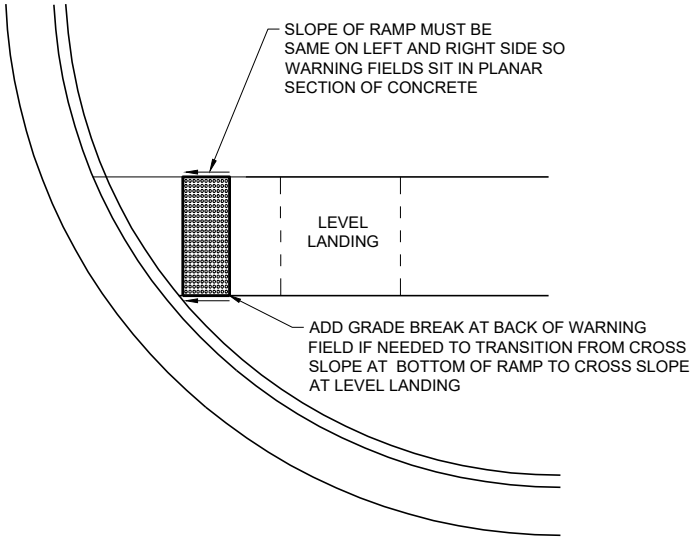


RECTANGULAR
PLATES

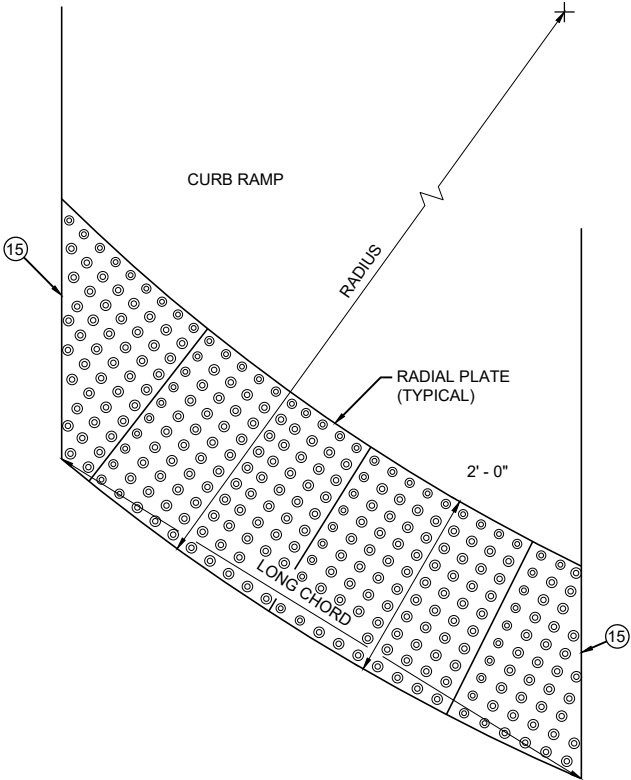


RADIAL
PLATES

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.

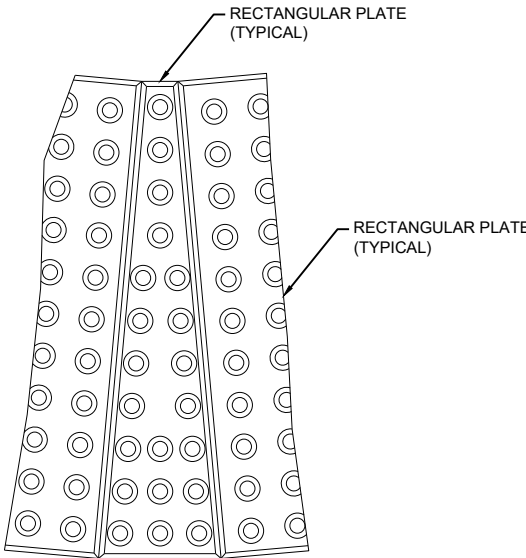
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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\"/>



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

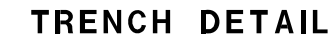
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

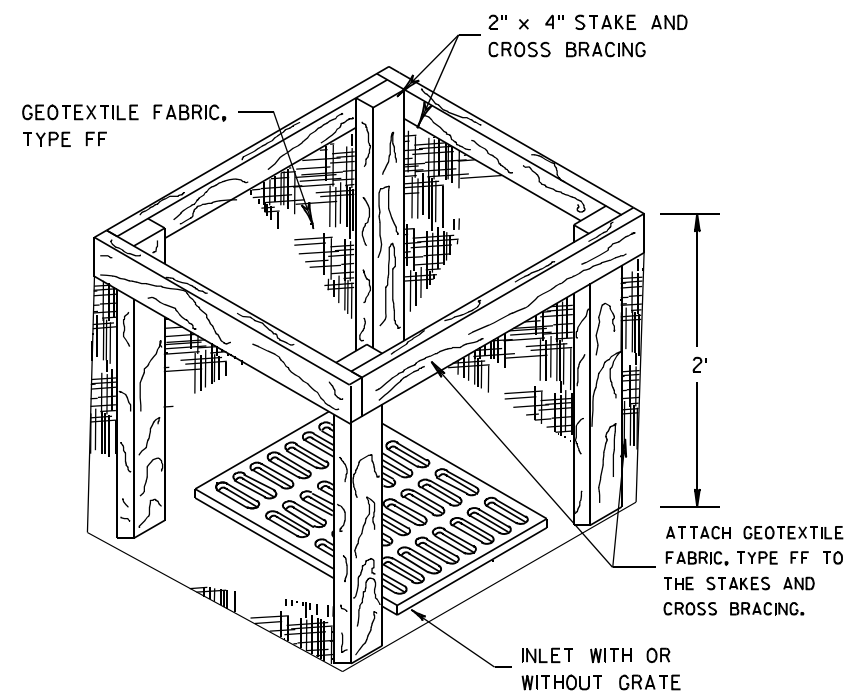
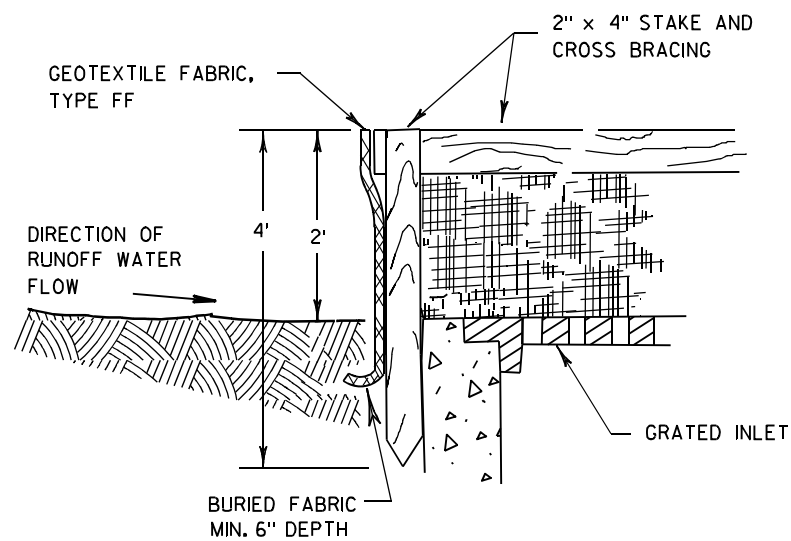


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE _____ /S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT 102 INCHES

FHWA



INLET PROTECTION, TYPE A

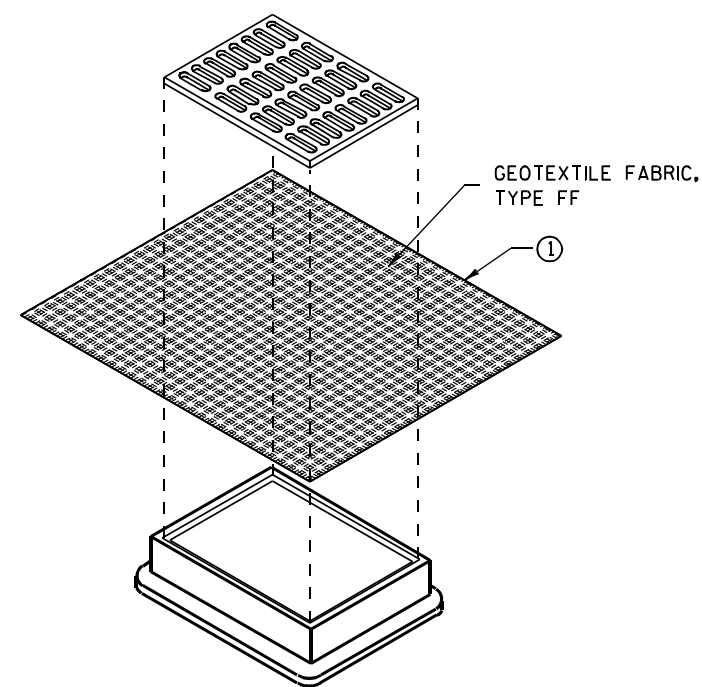
GENERAL NOTES

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.

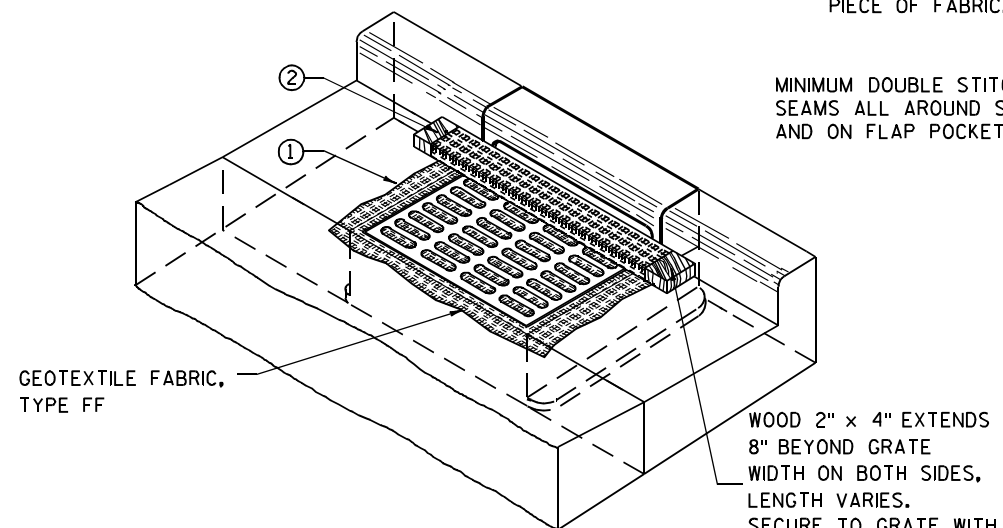
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

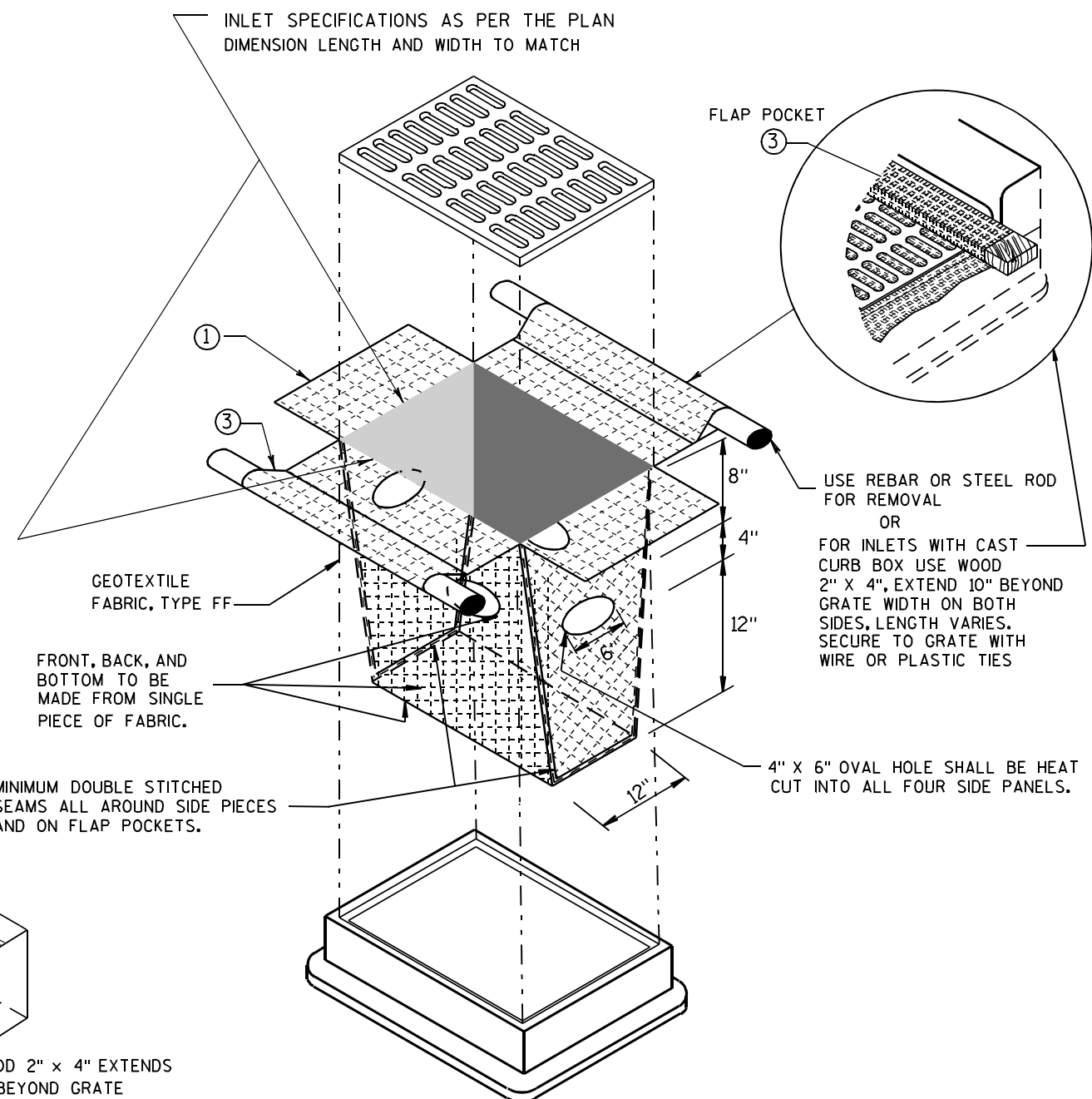
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



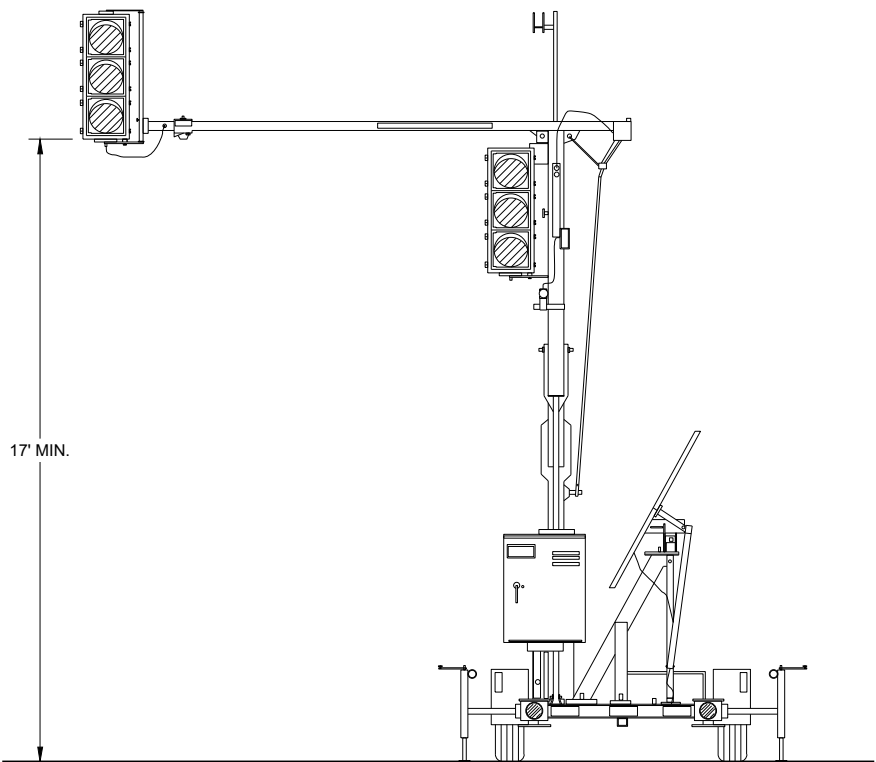
INLET PROTECTION, TYPE D

(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 103
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

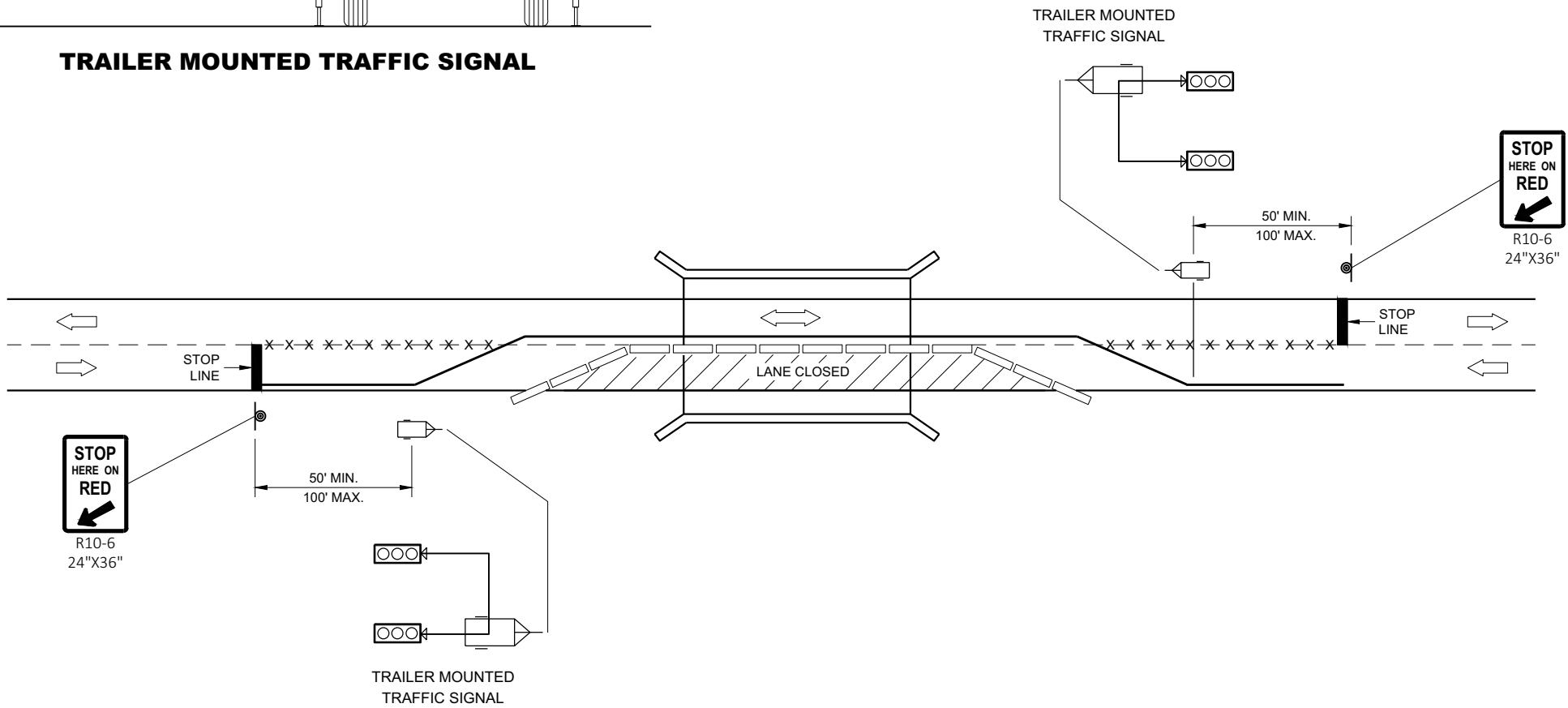


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

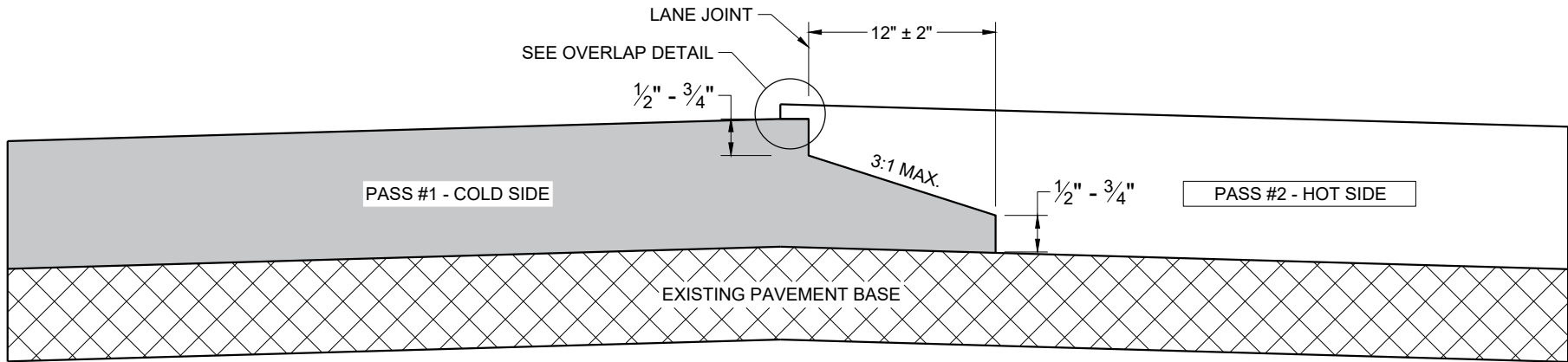
LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

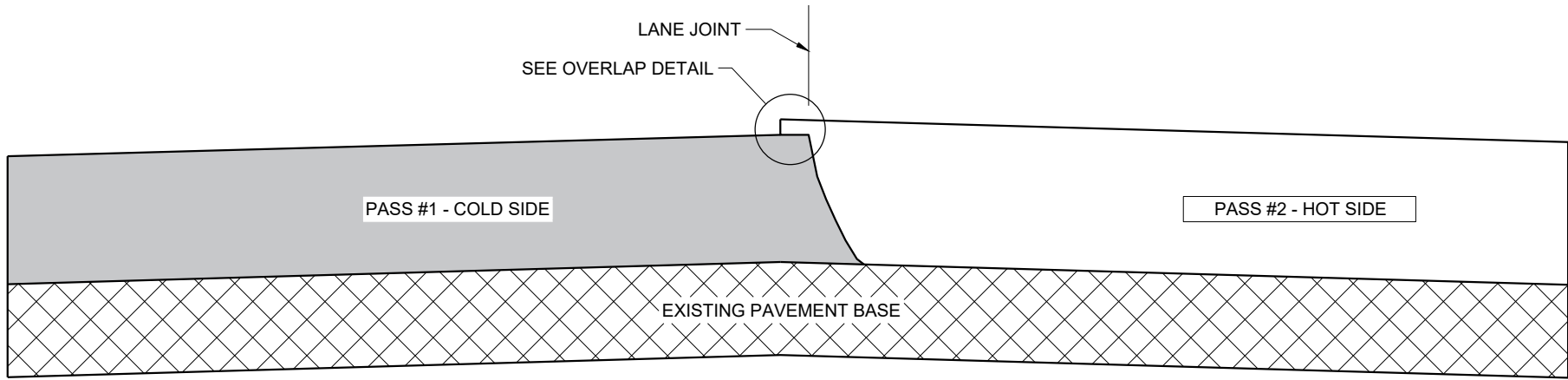
BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

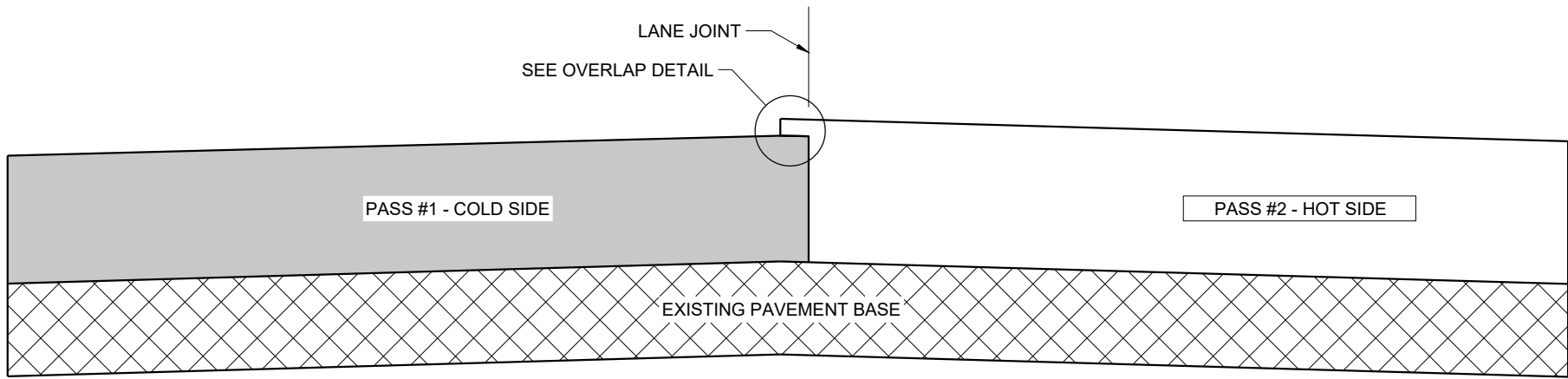
APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 104
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

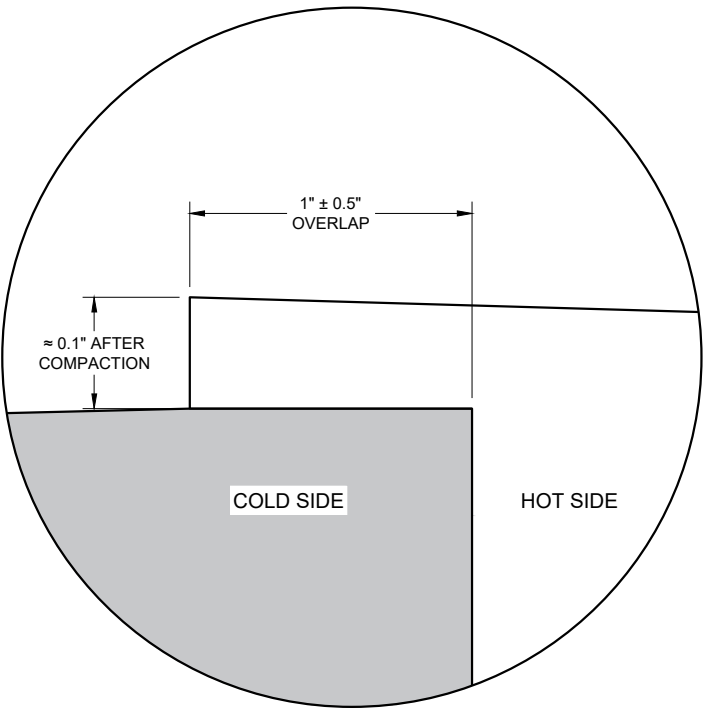
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



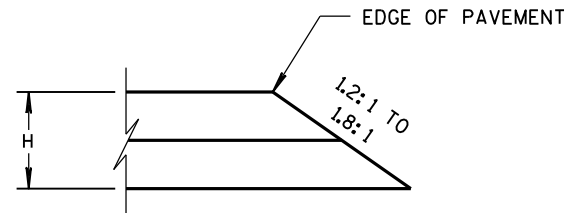
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

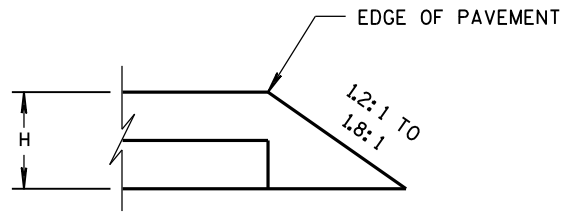
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 105

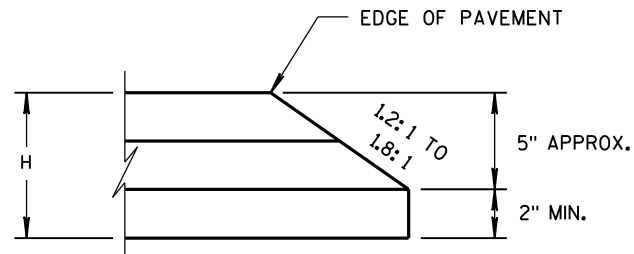
FHWA



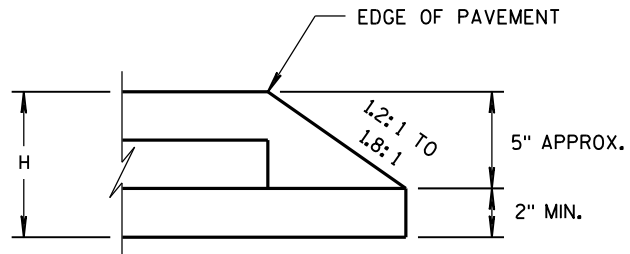
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

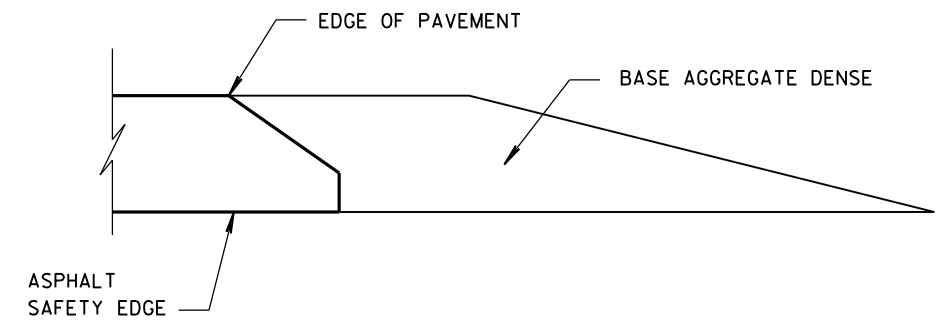


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

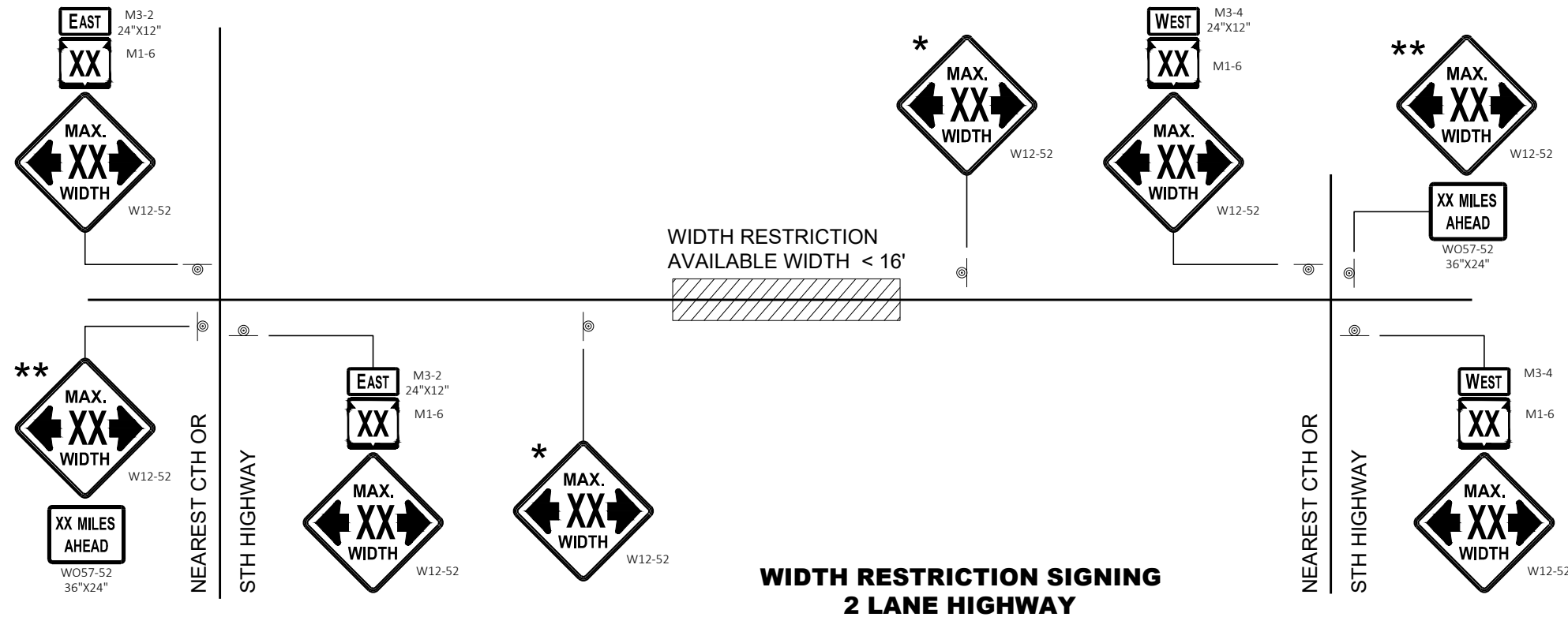
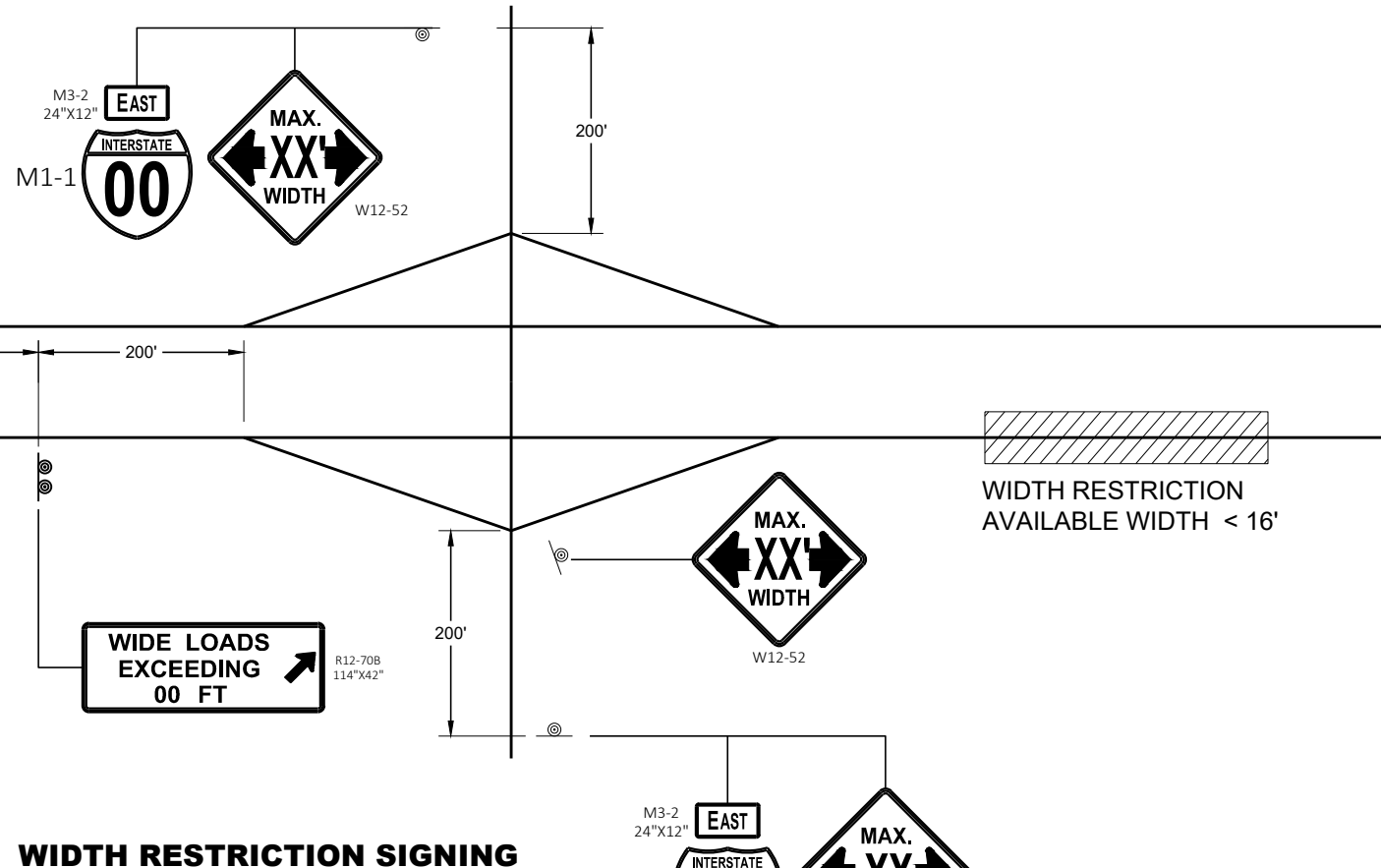
11/30/2012
DATE

FHWA

/s/ Jerry H. Zoga
ROADWAY STANDARDS
ENGINEER

106

ENT



LEGEND

⊙ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

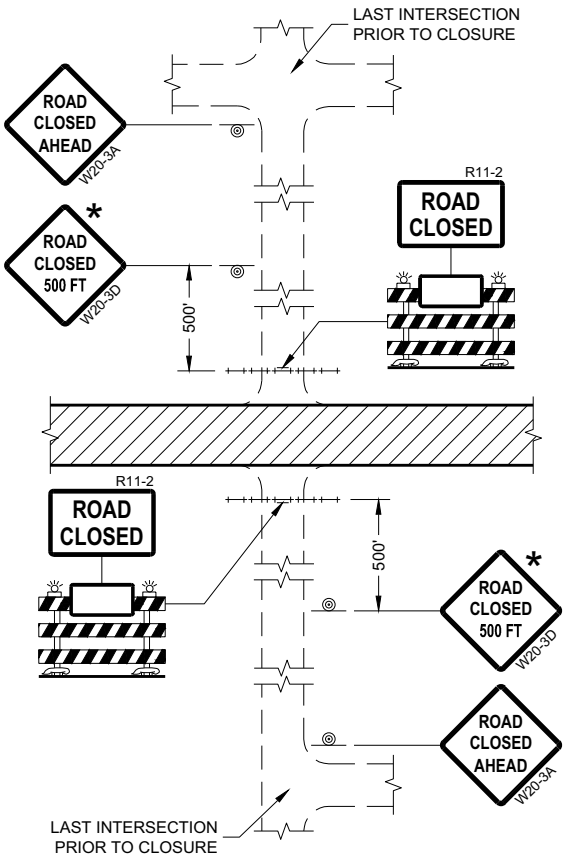


WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

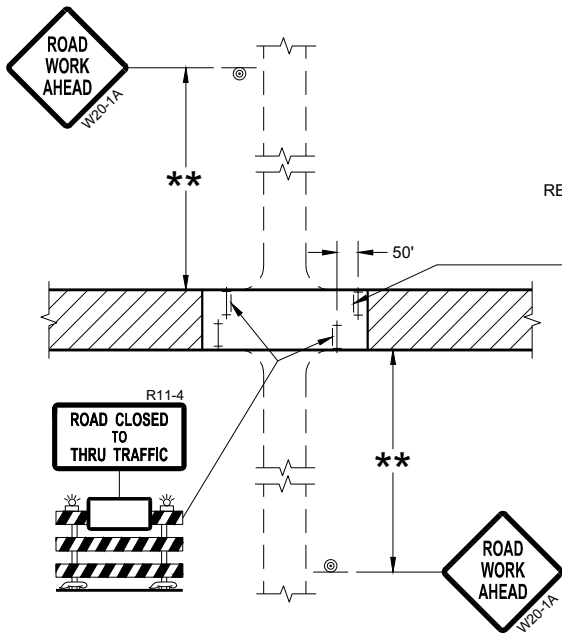
ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

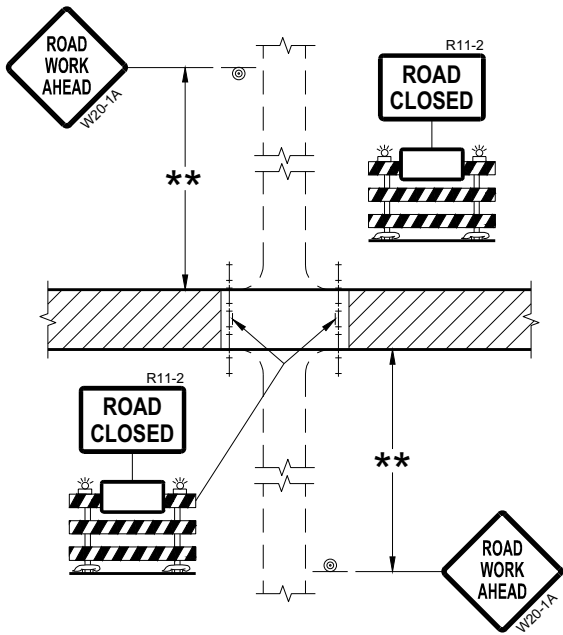
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 107
FHWA



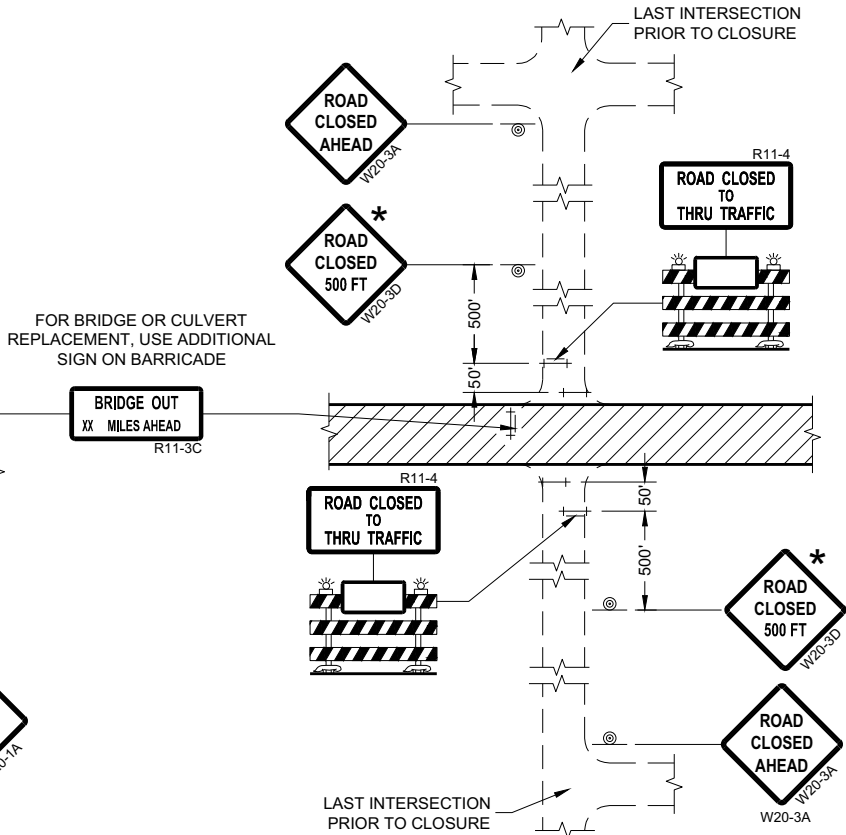
DETAIL 1
(NO ACCESS TO PROJECT)



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 108
FHWA

GENERAL NOTES

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

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

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

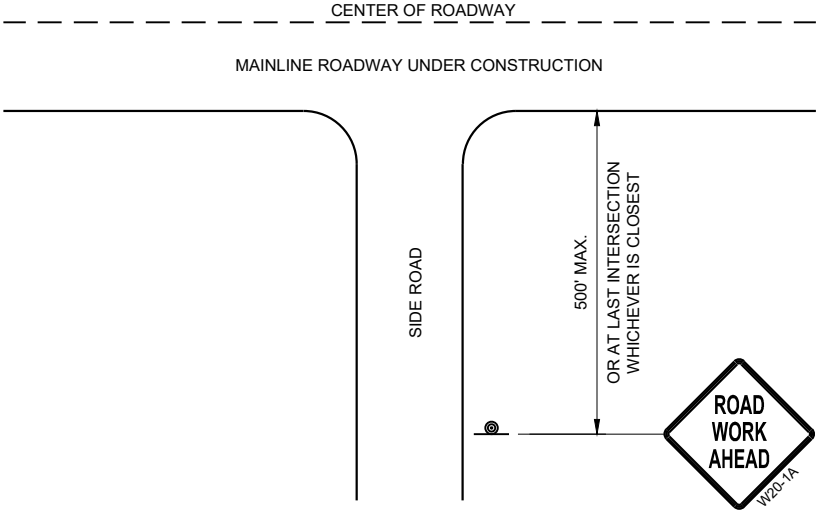
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

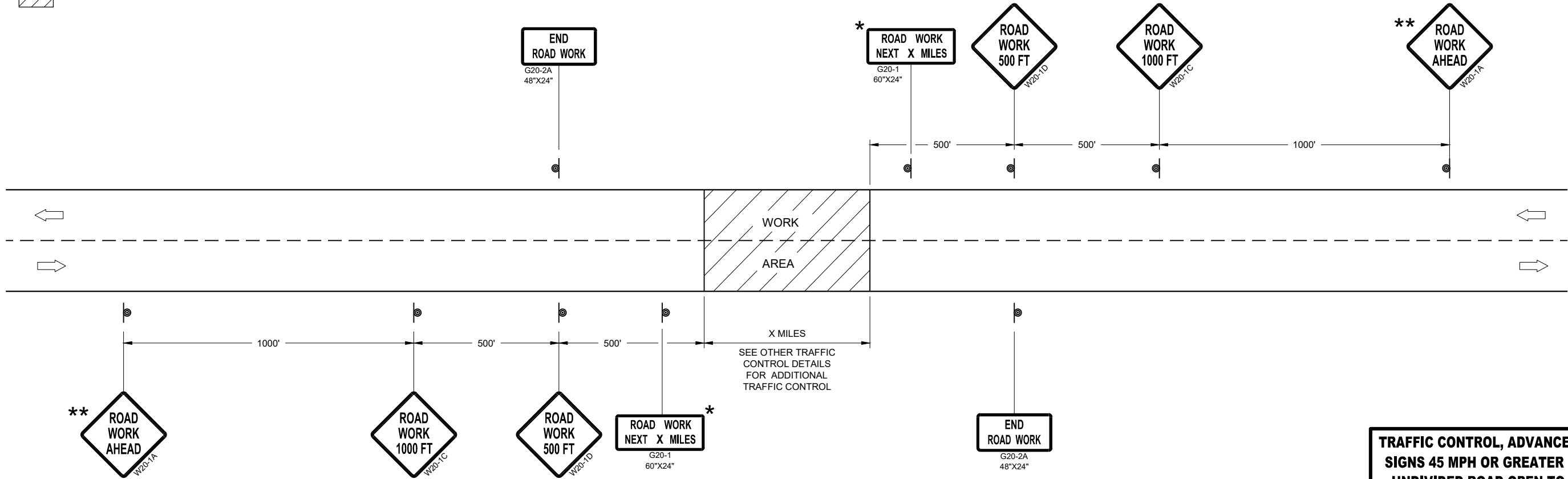
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 109
FHWA

GENERAL NOTES

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

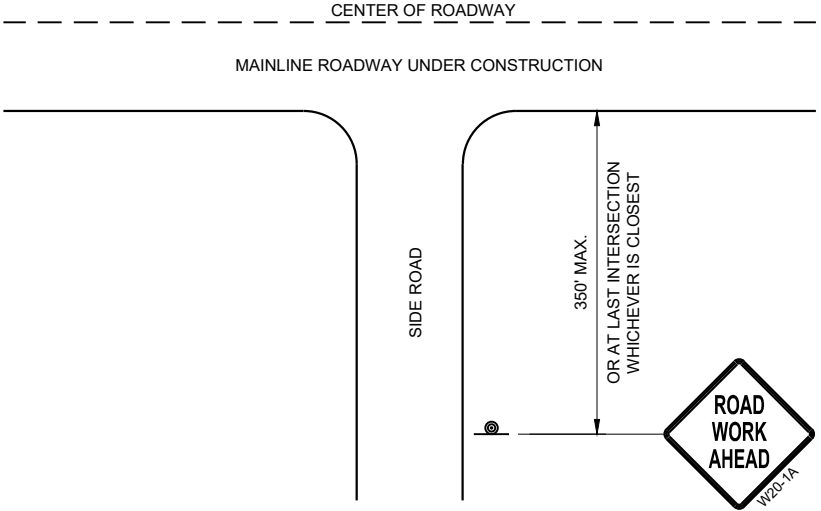
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

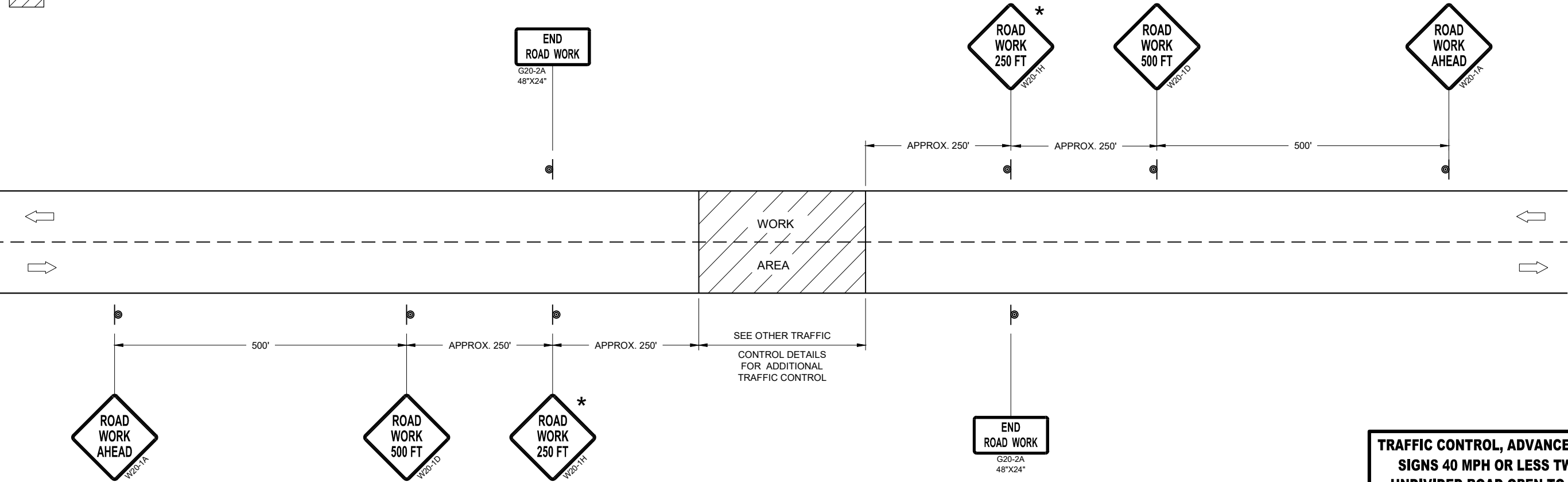
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

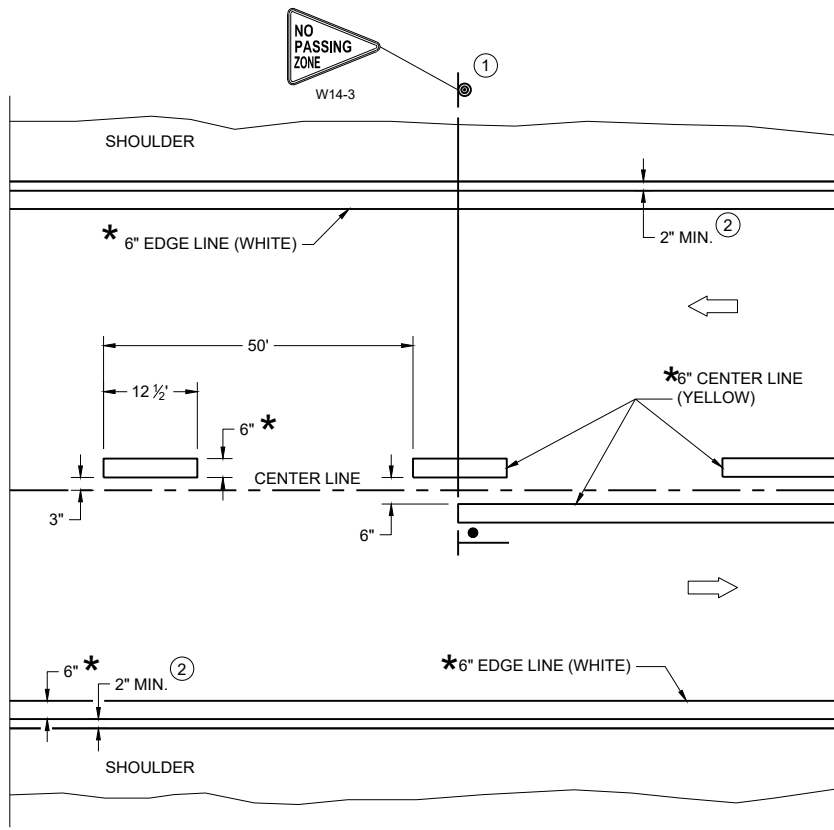


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

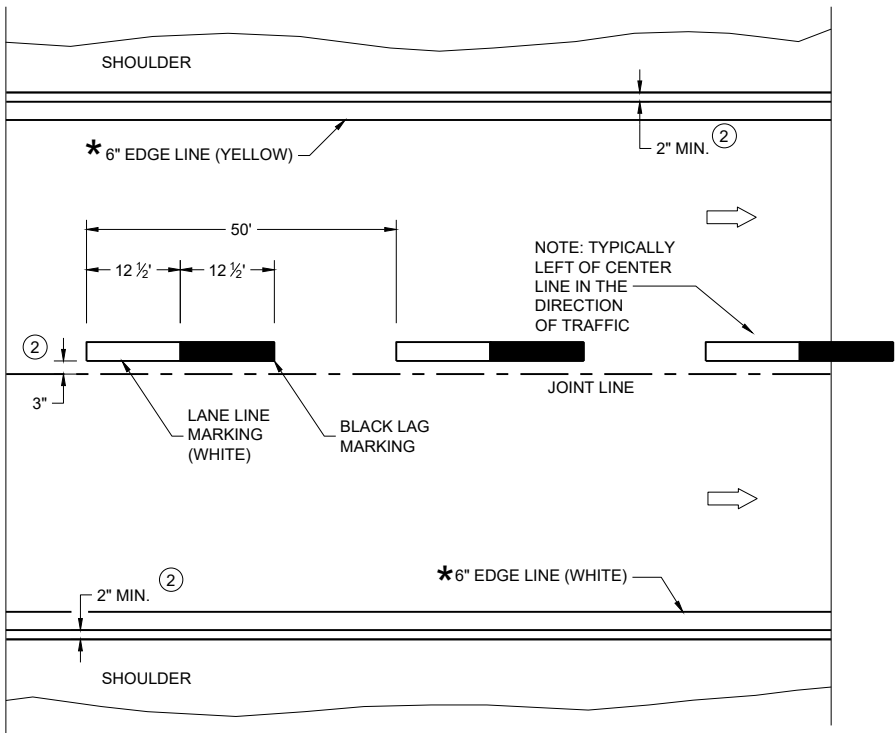
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 110
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

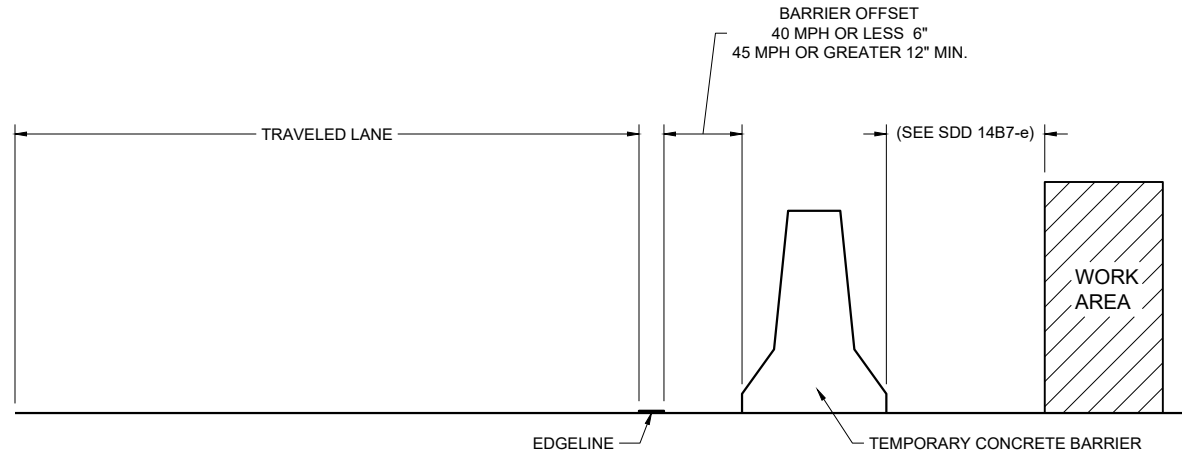
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

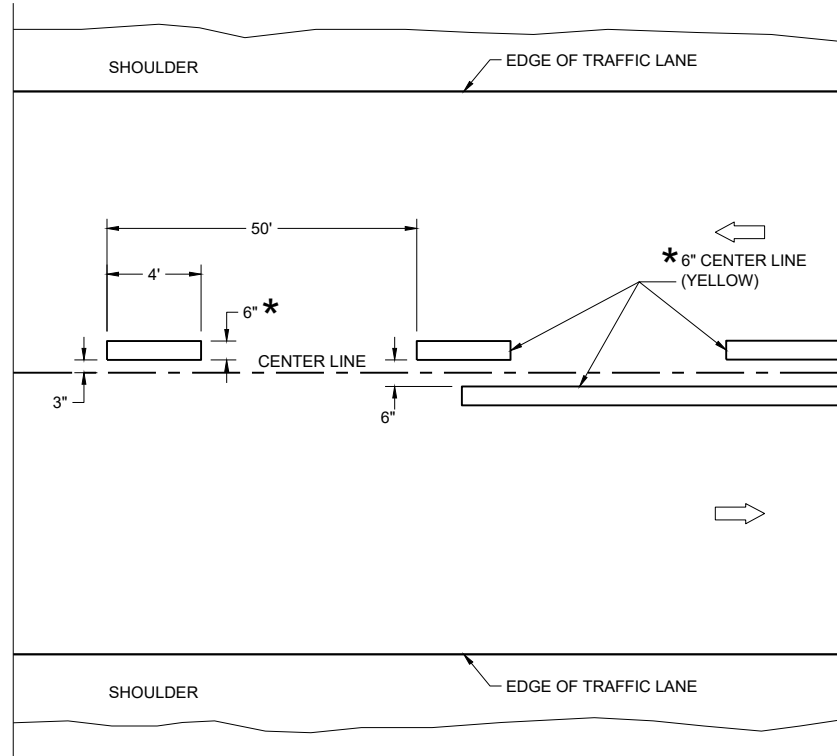
GENERAL NOTES

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

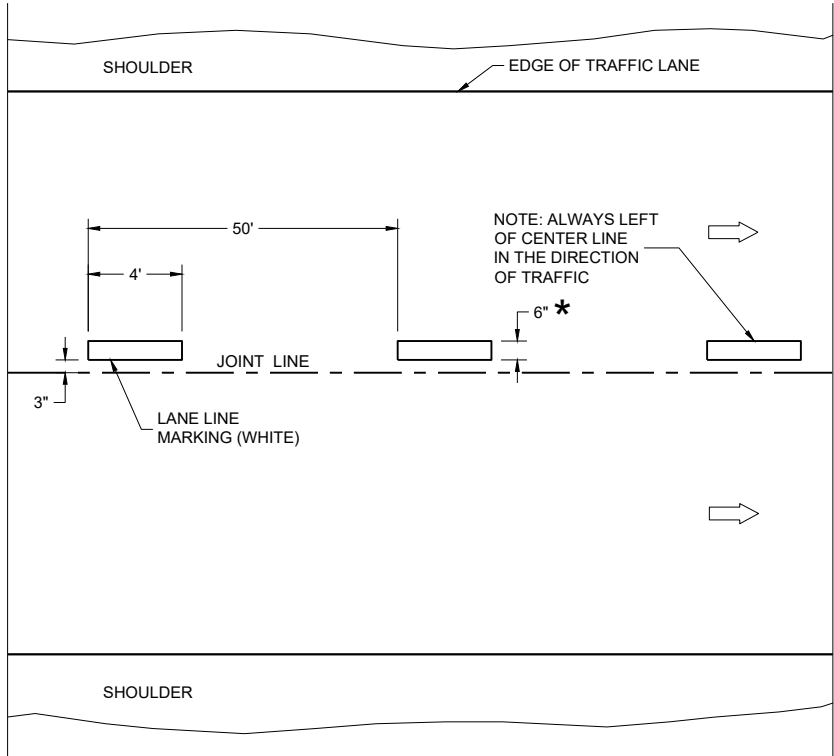
LEGEND

➡ DIRECTION OF TRAFFIC

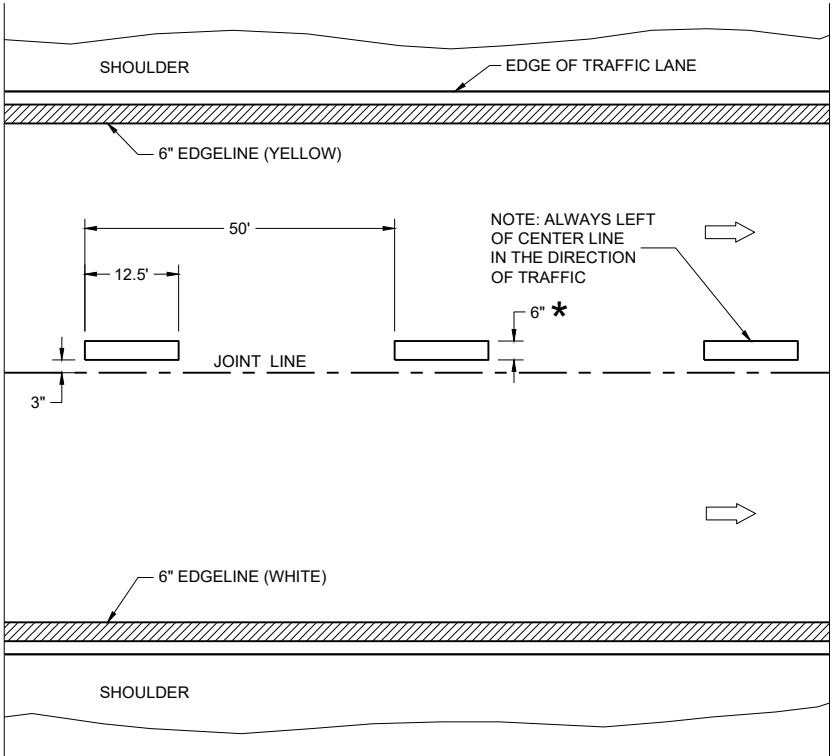
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



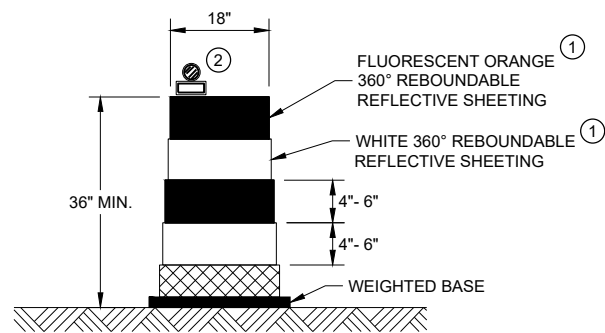
ONE WAY TRAFFIC



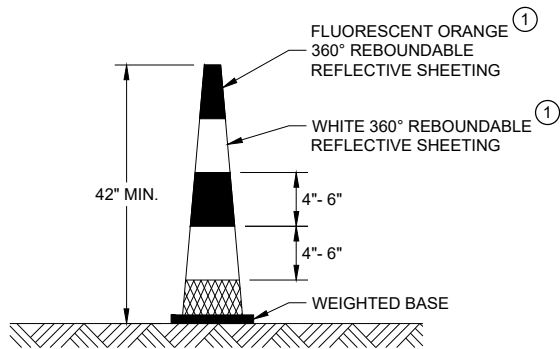
FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

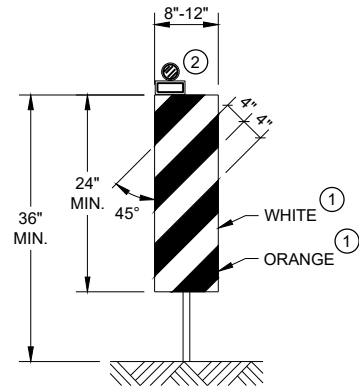
TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



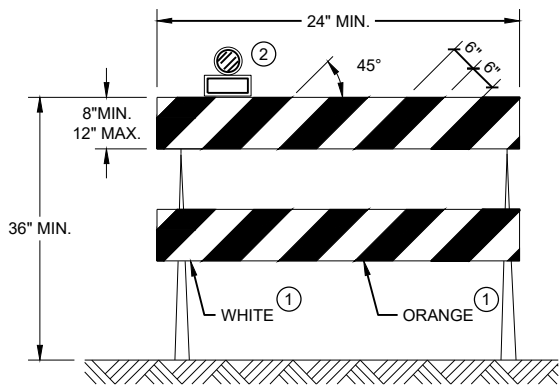
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



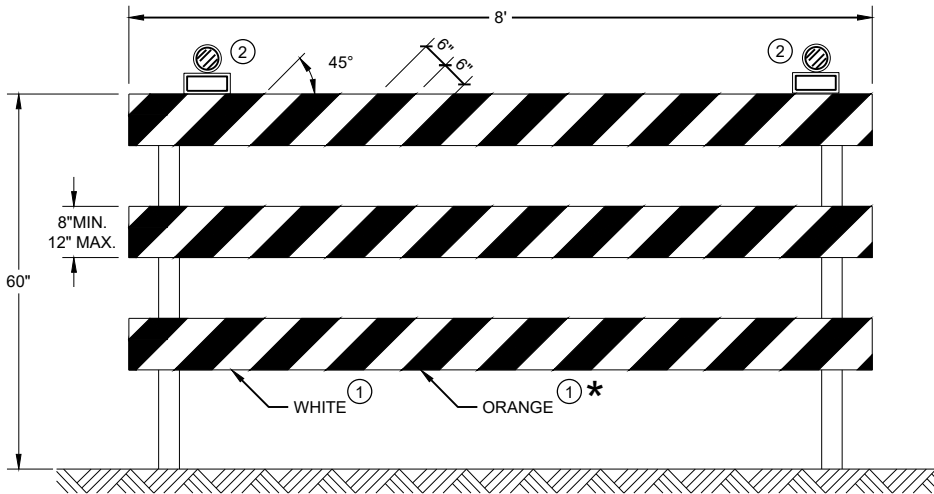
42" CONE
DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



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



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



TYPE III BARRICADE
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.
* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 113

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

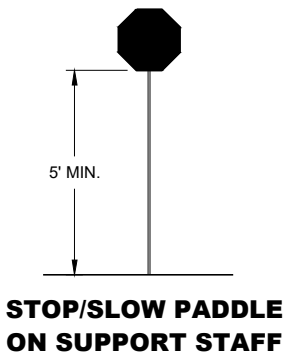
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

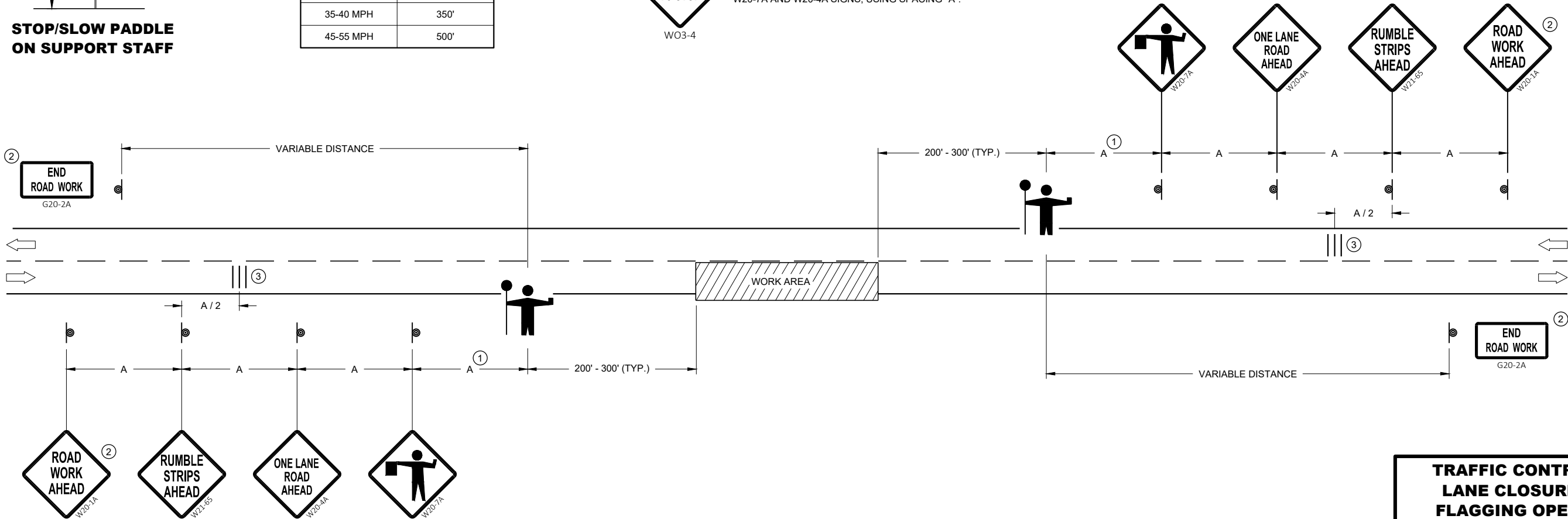


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 114
FHWA	

GENERAL NOTES

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL CONE 42-INCH
-  TRAFFIC CONTROL DRUM
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

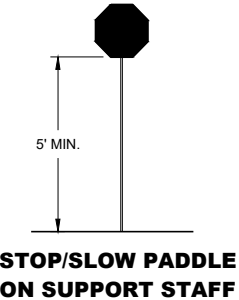
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

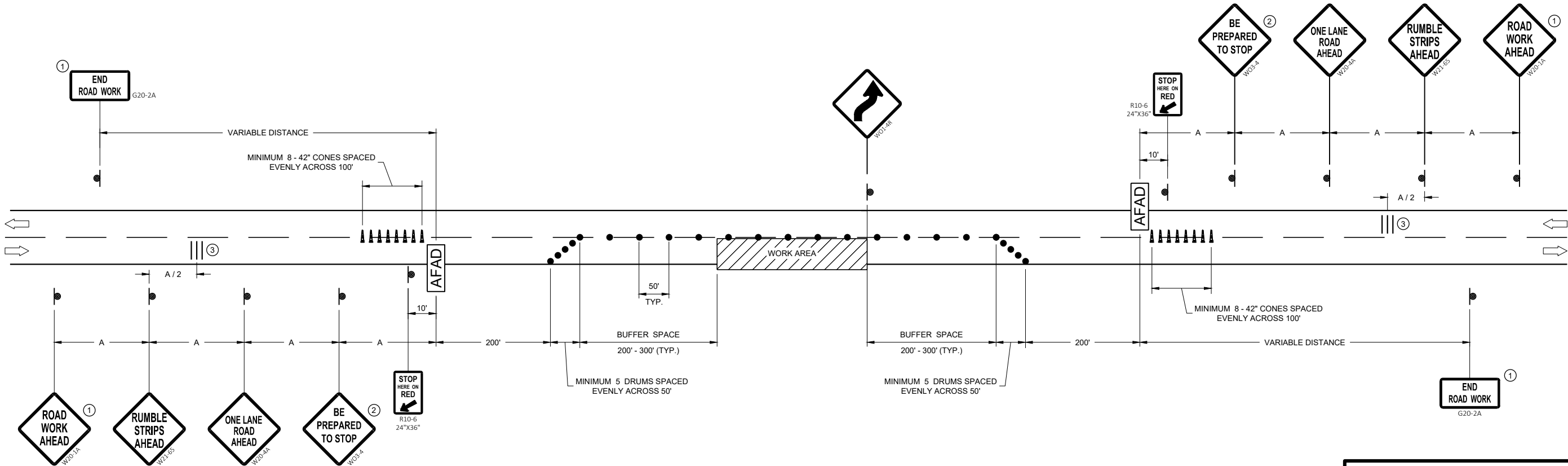
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 115
FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

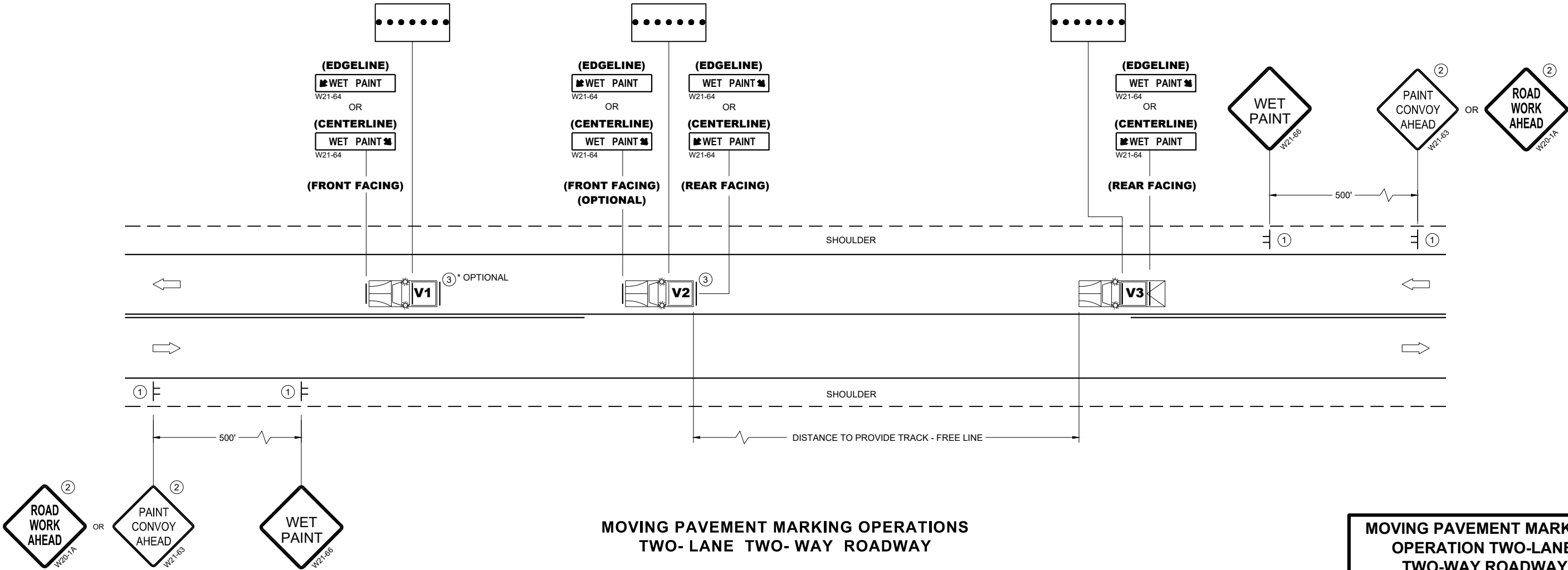
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

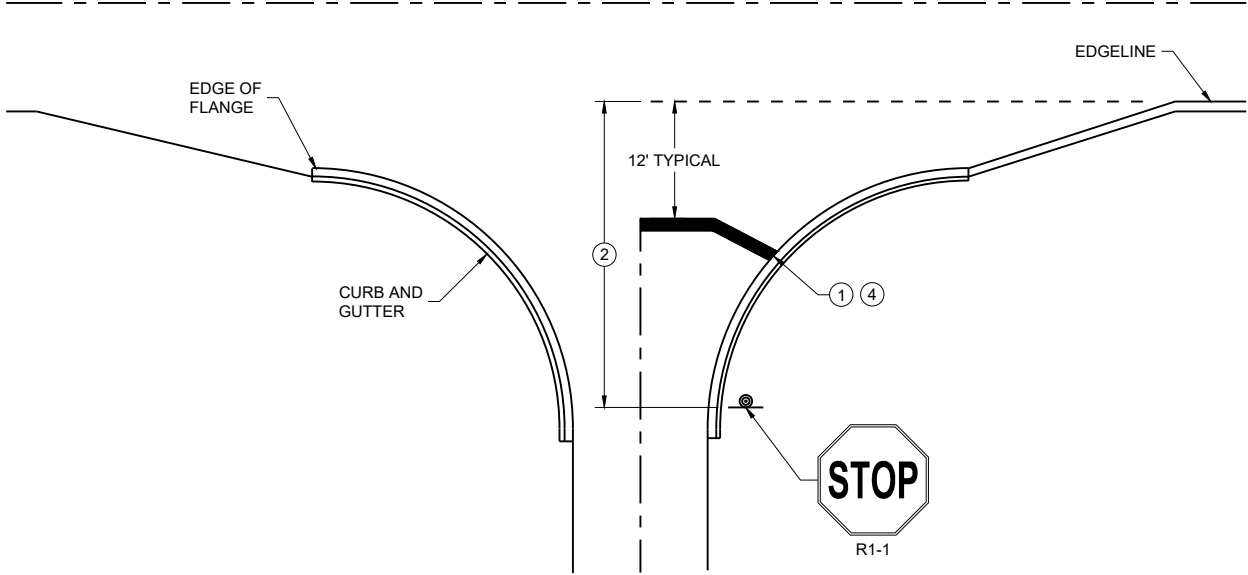


MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

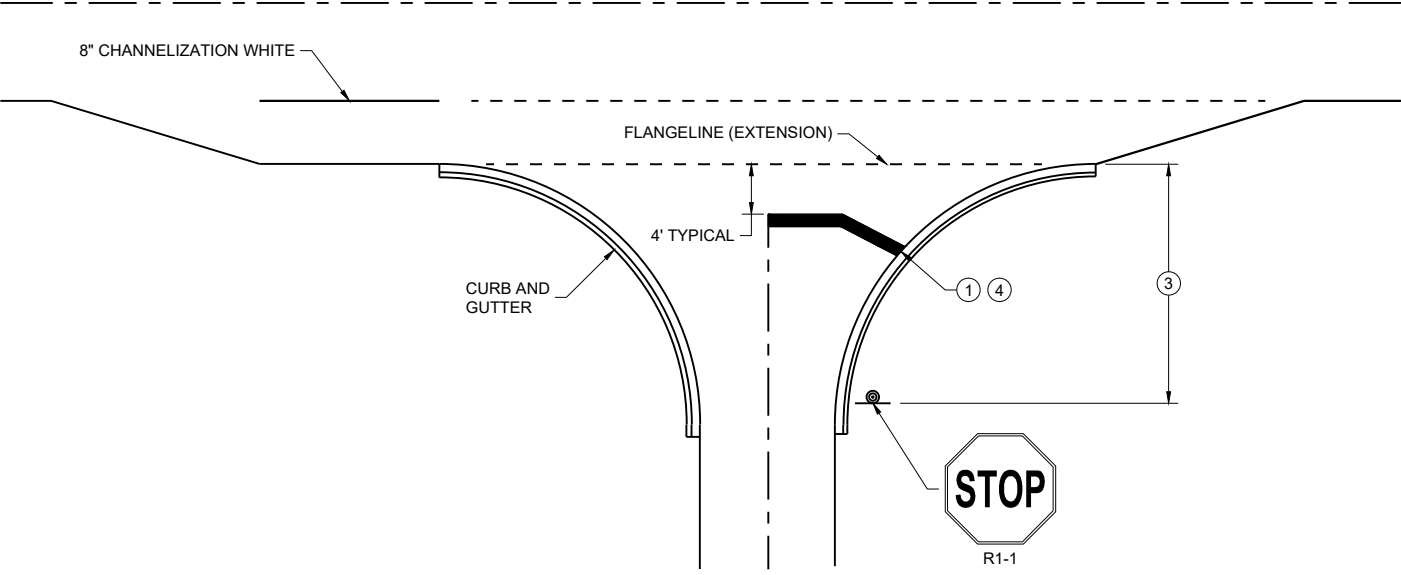
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

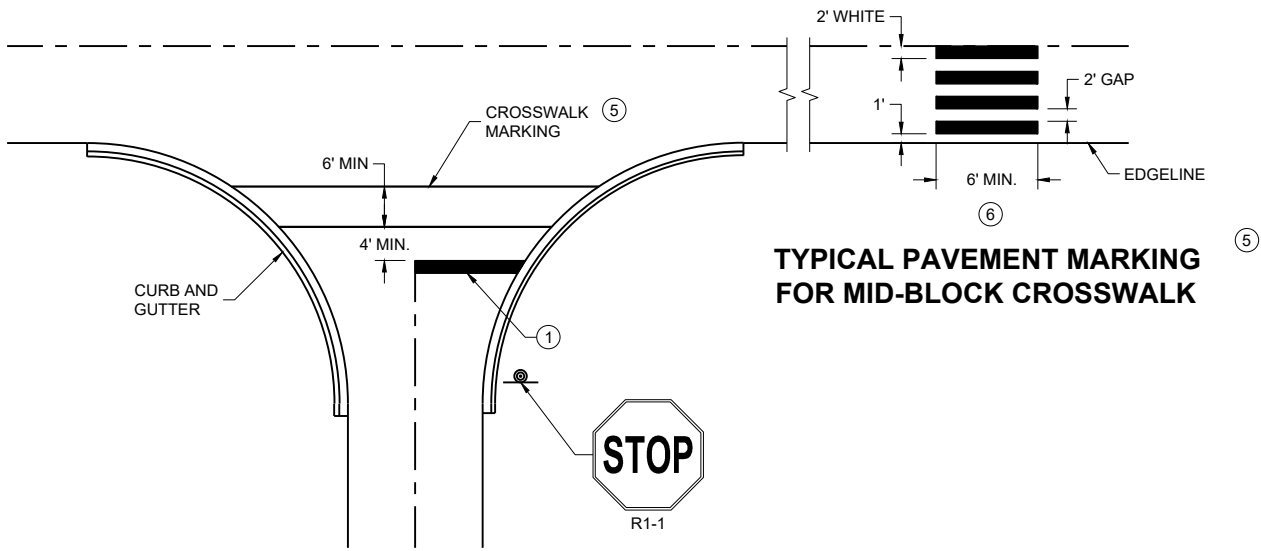
FHWA



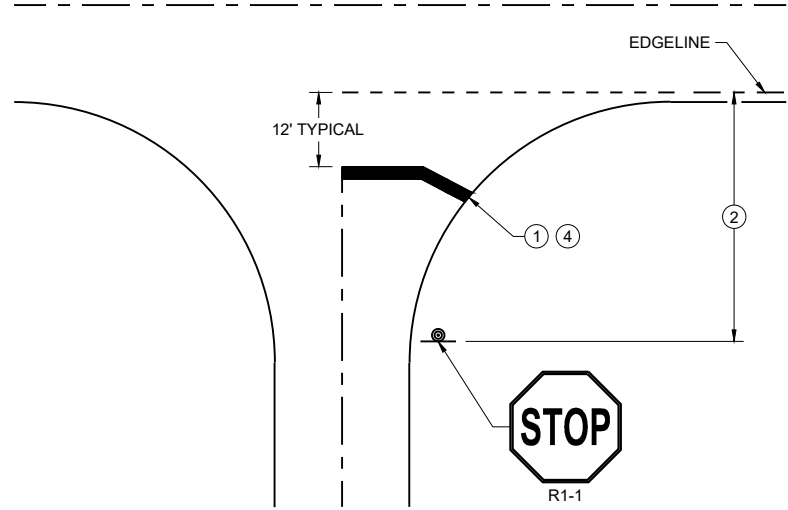
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

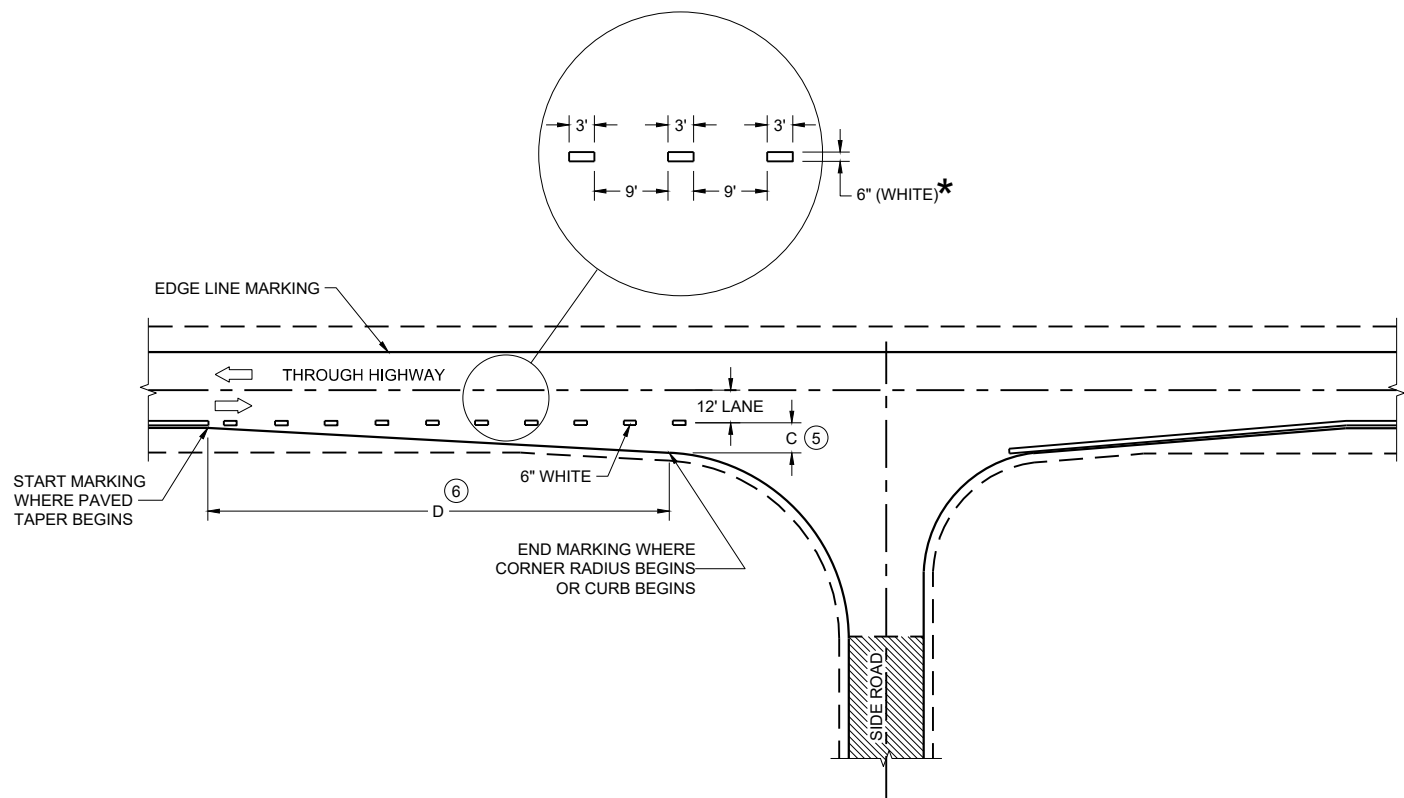
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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

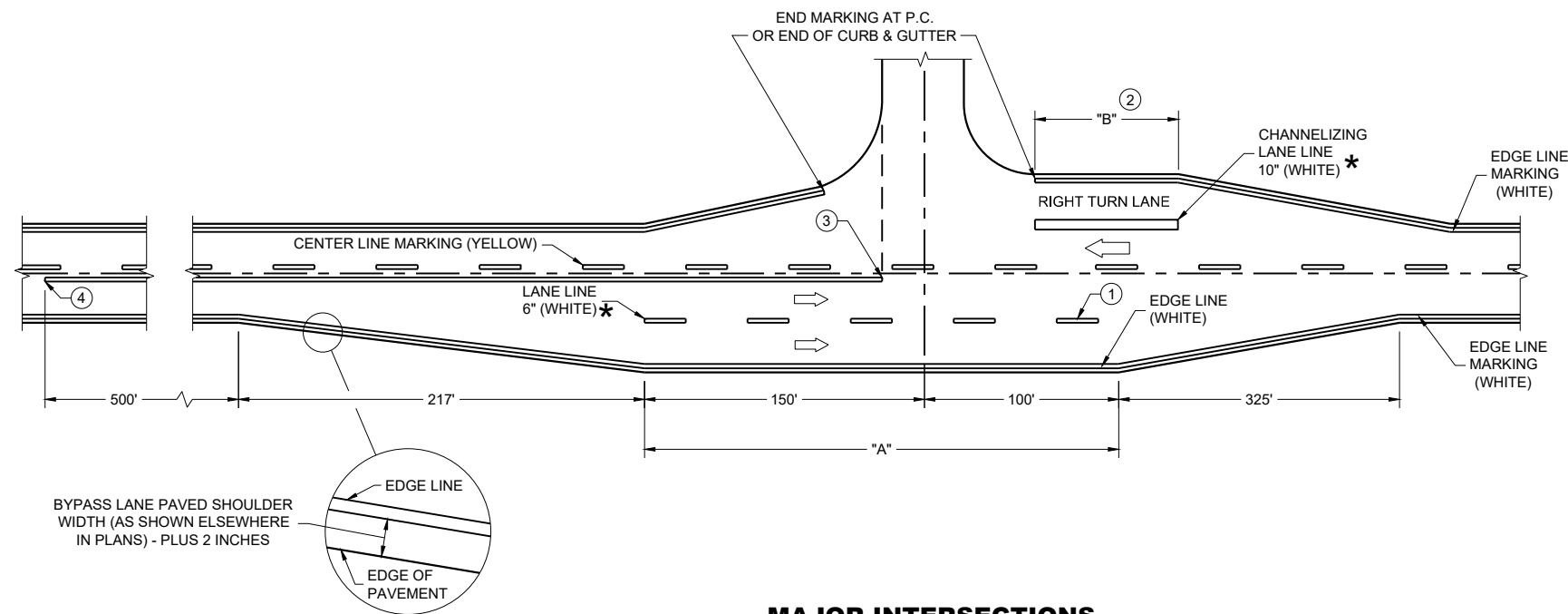
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

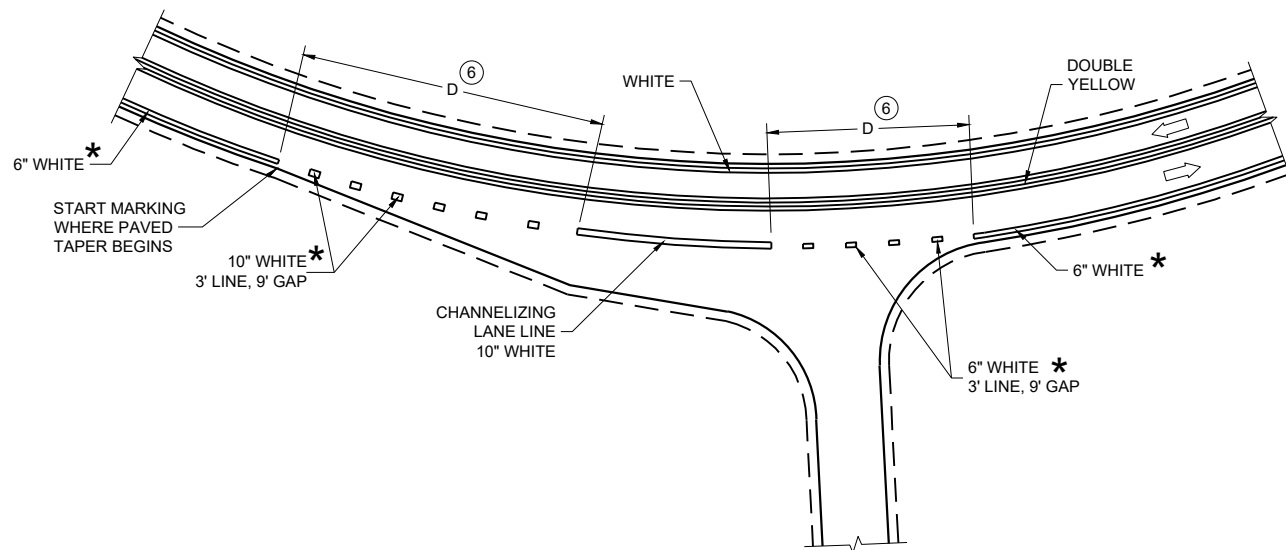
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

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

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

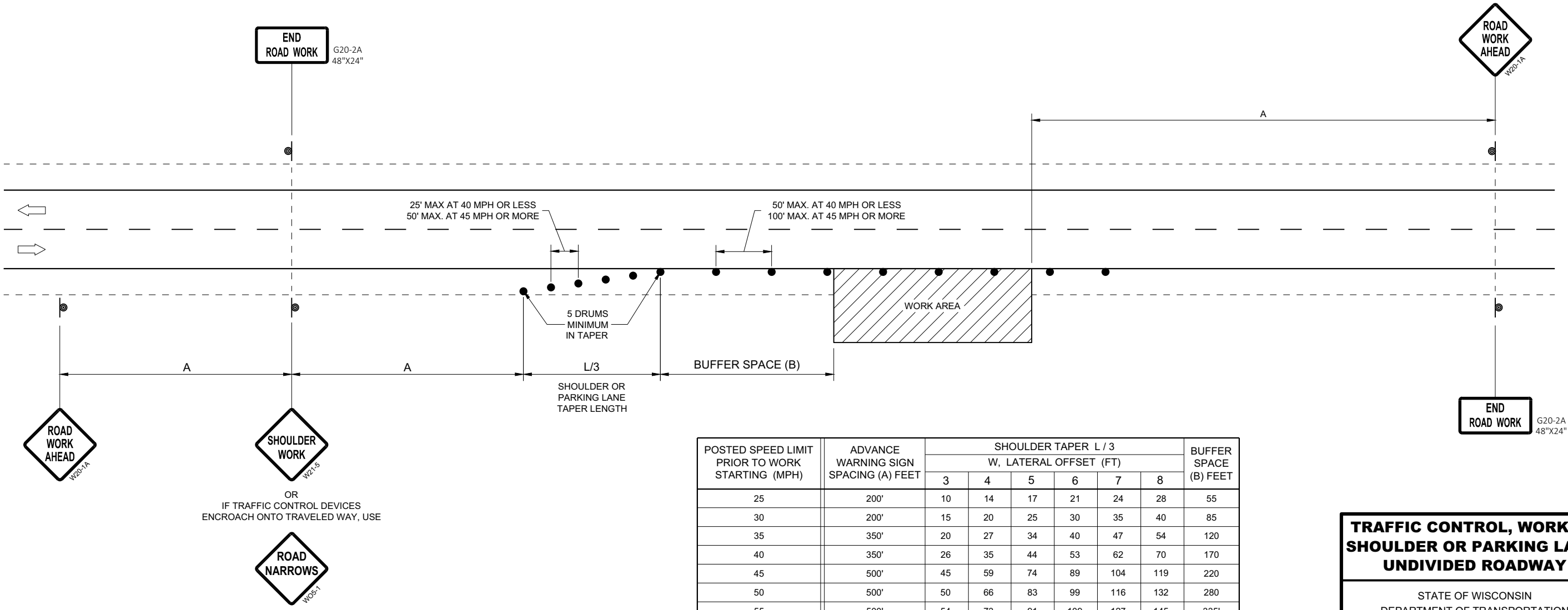
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

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POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

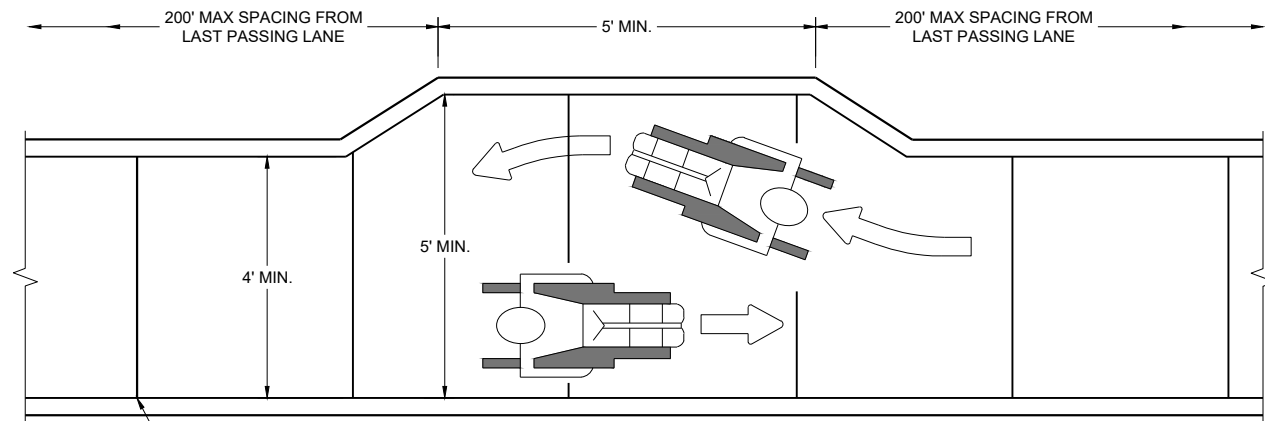
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

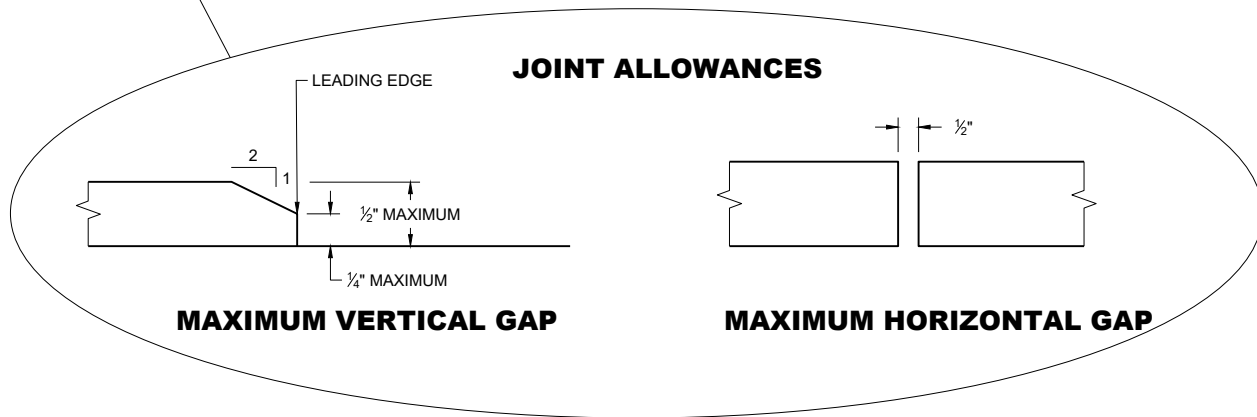
APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 119
FHWA

SDD 15D28 - 04

SDD 15D28 - 04

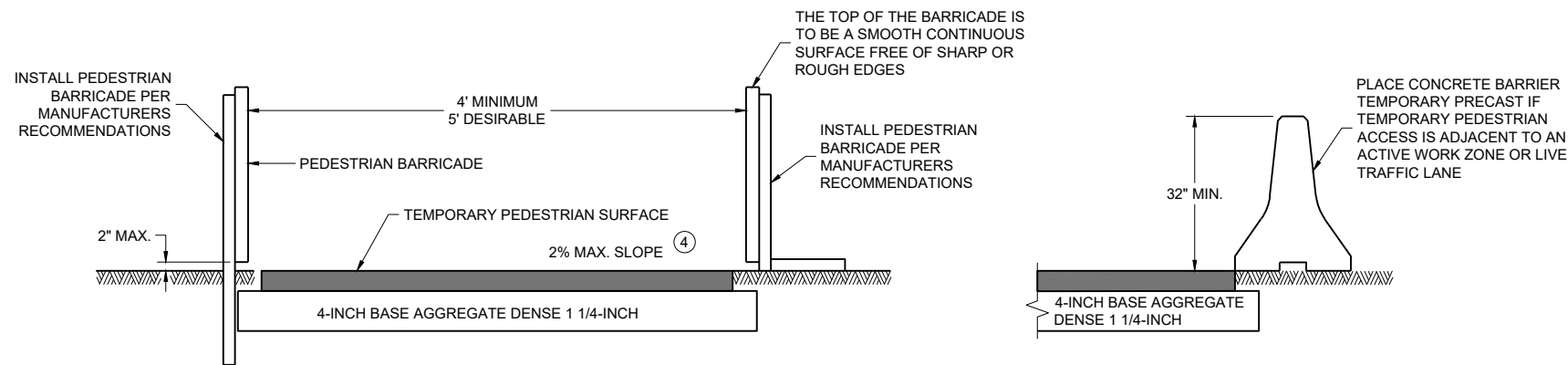


NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN ACCESS

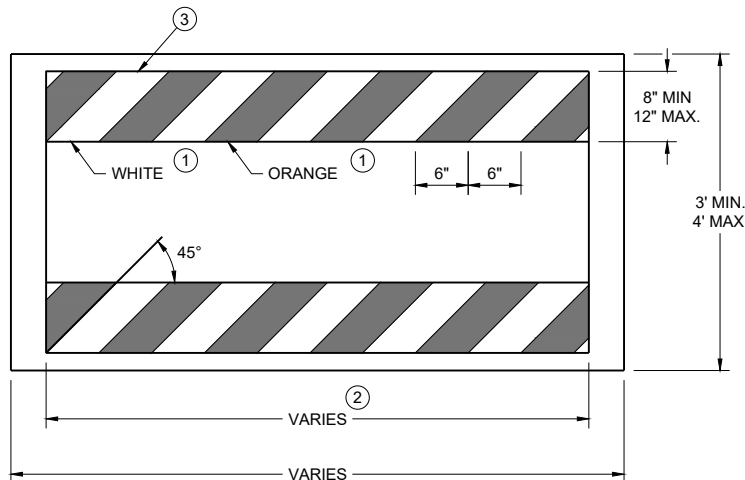
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

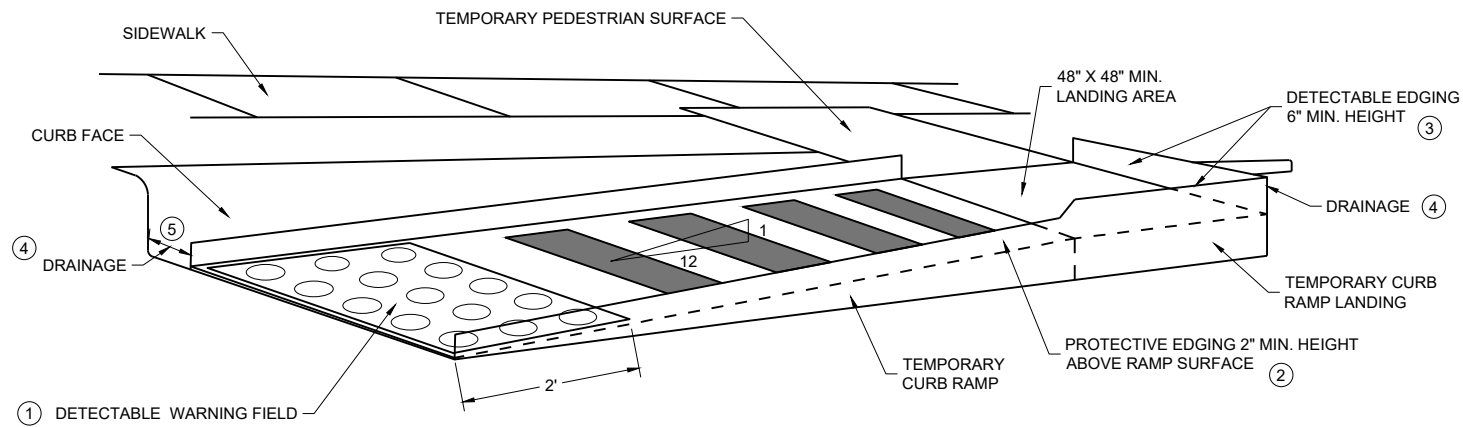
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



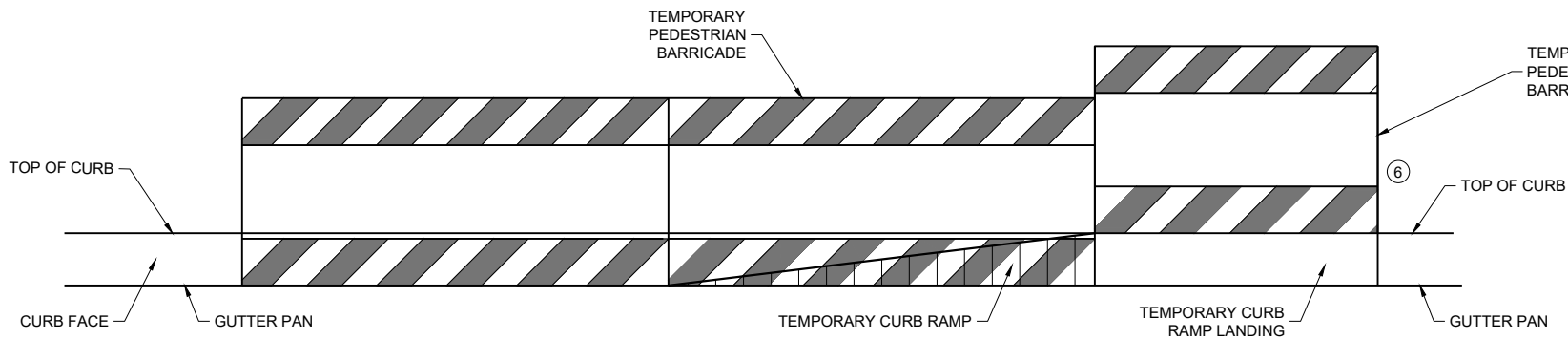
TEMPORARY PEDESTRIAN BARRICADE *

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

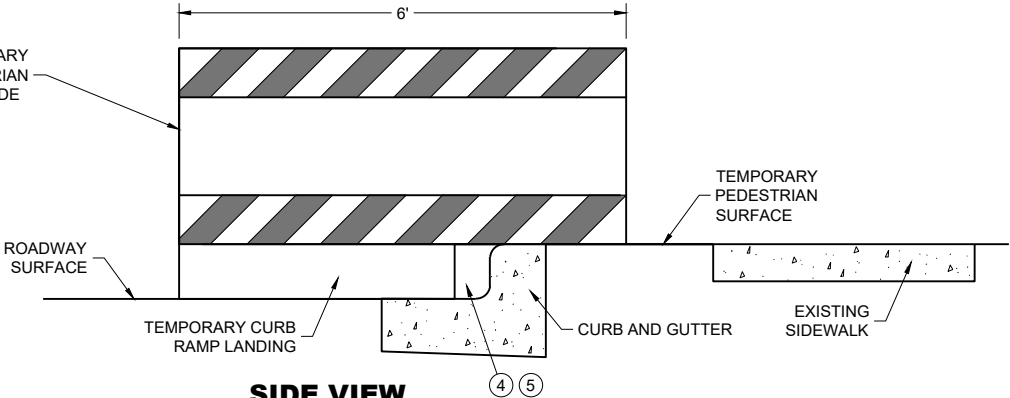
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

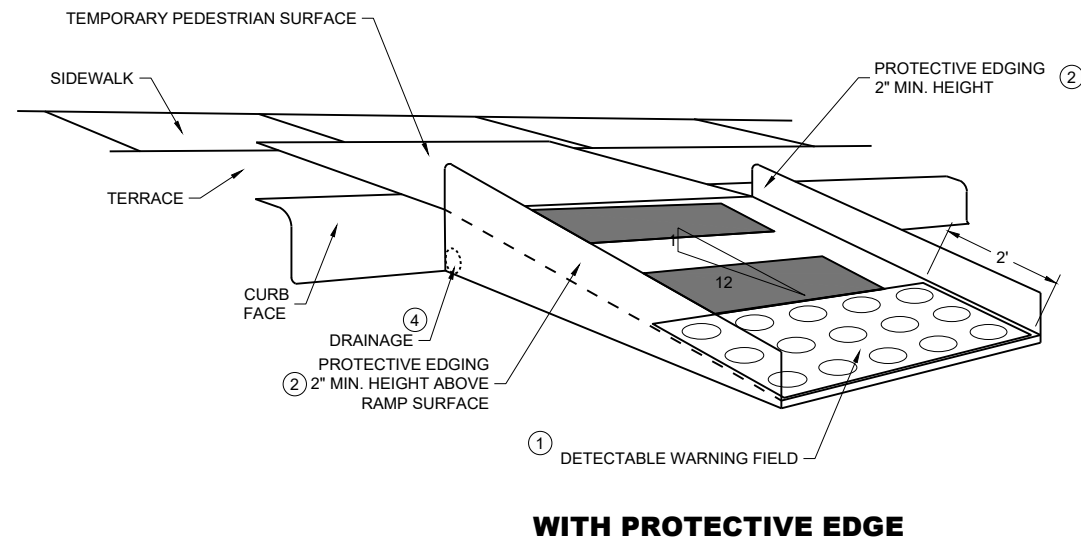
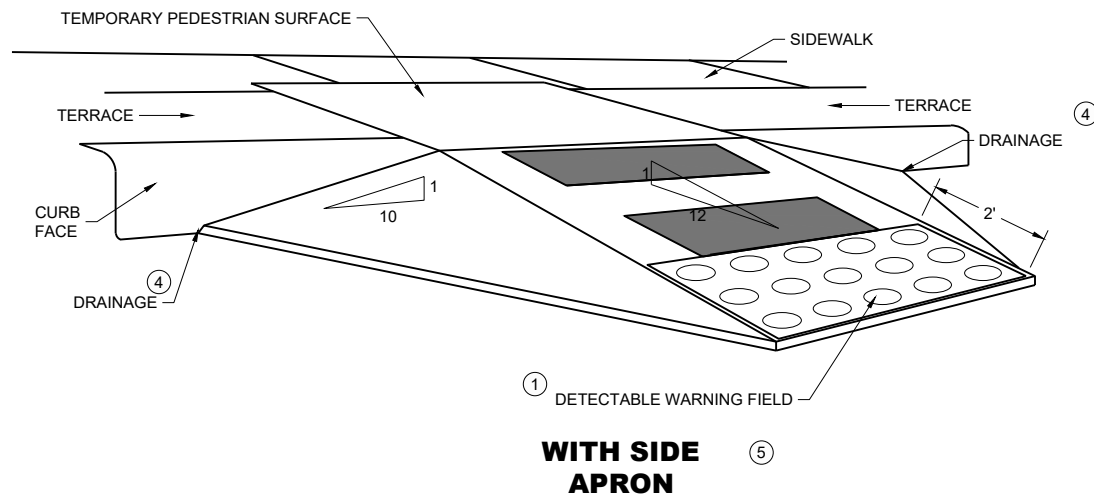
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- 1 INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- 2 PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- 3 DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- 4 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 5 ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- 6 IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

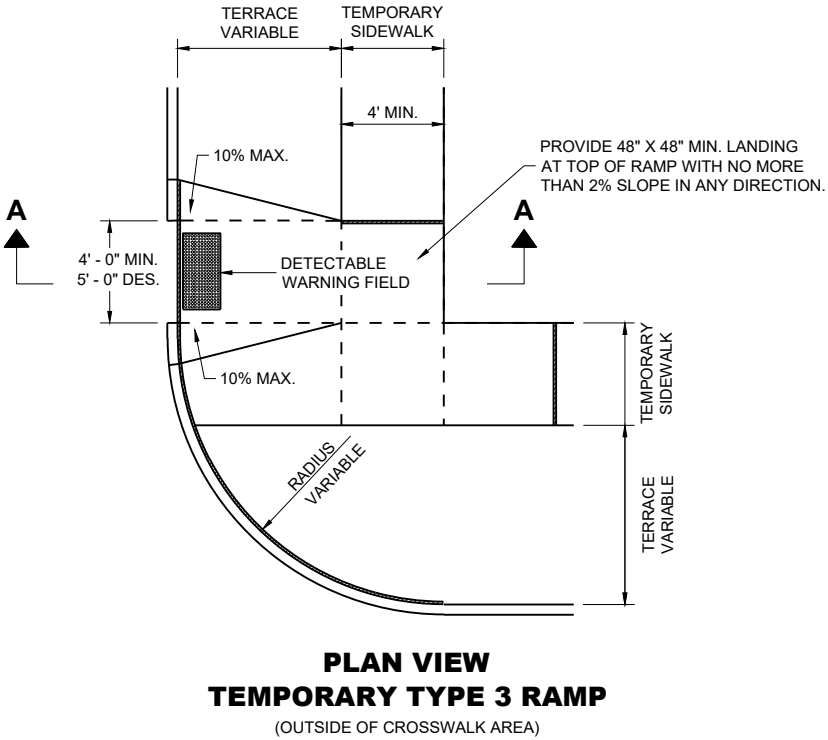
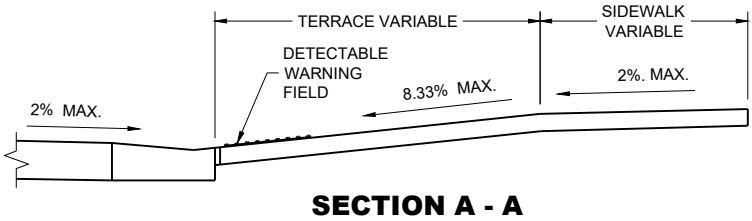
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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SDD 15D30-10d

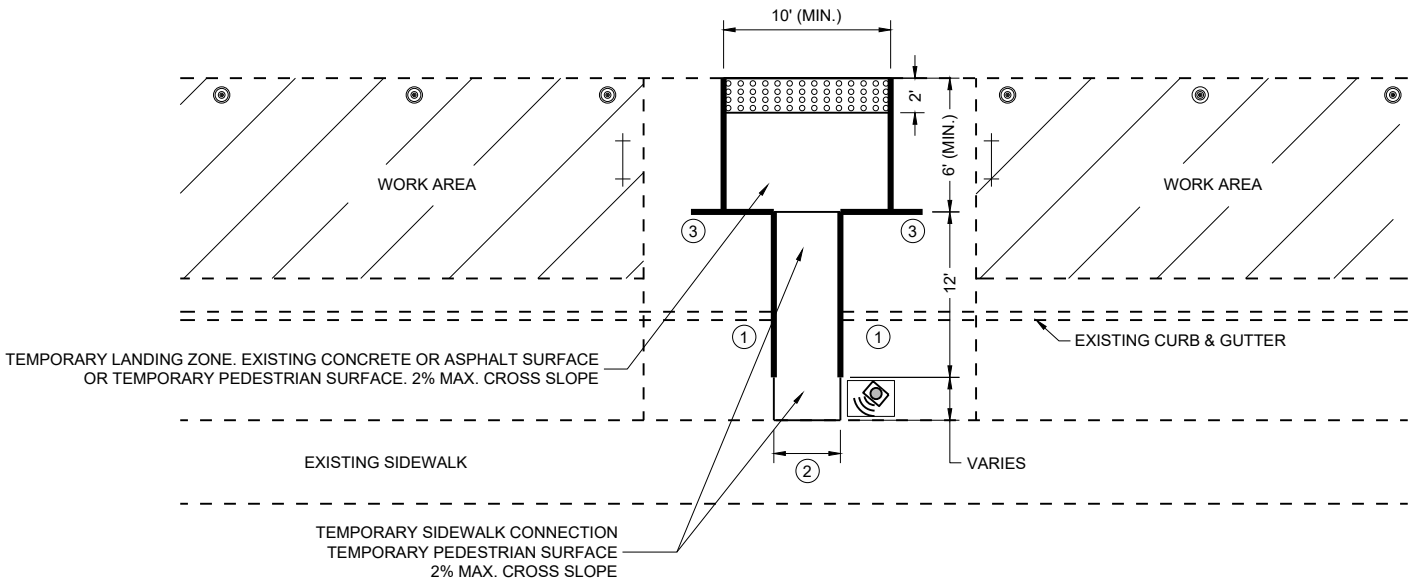
GENERAL NOTES



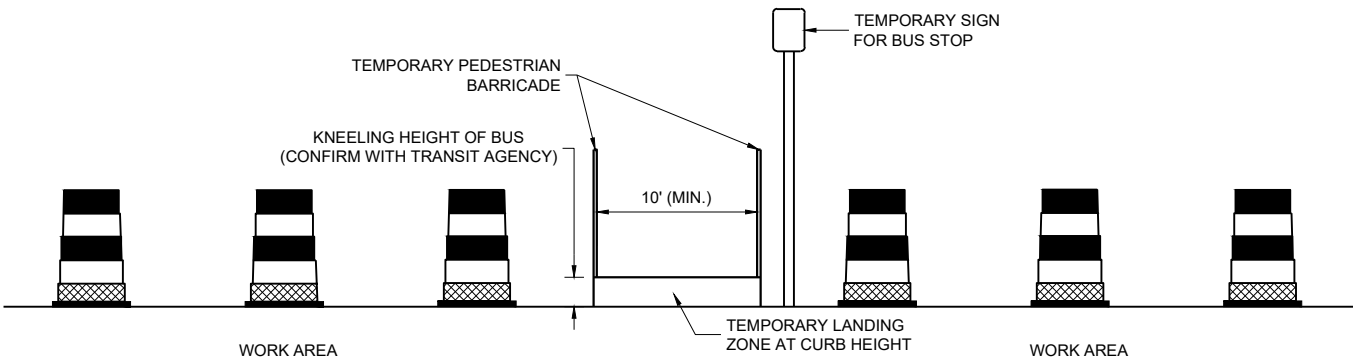
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SDD 15D30-10d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke <position>
FHWA	



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- ⊙ TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

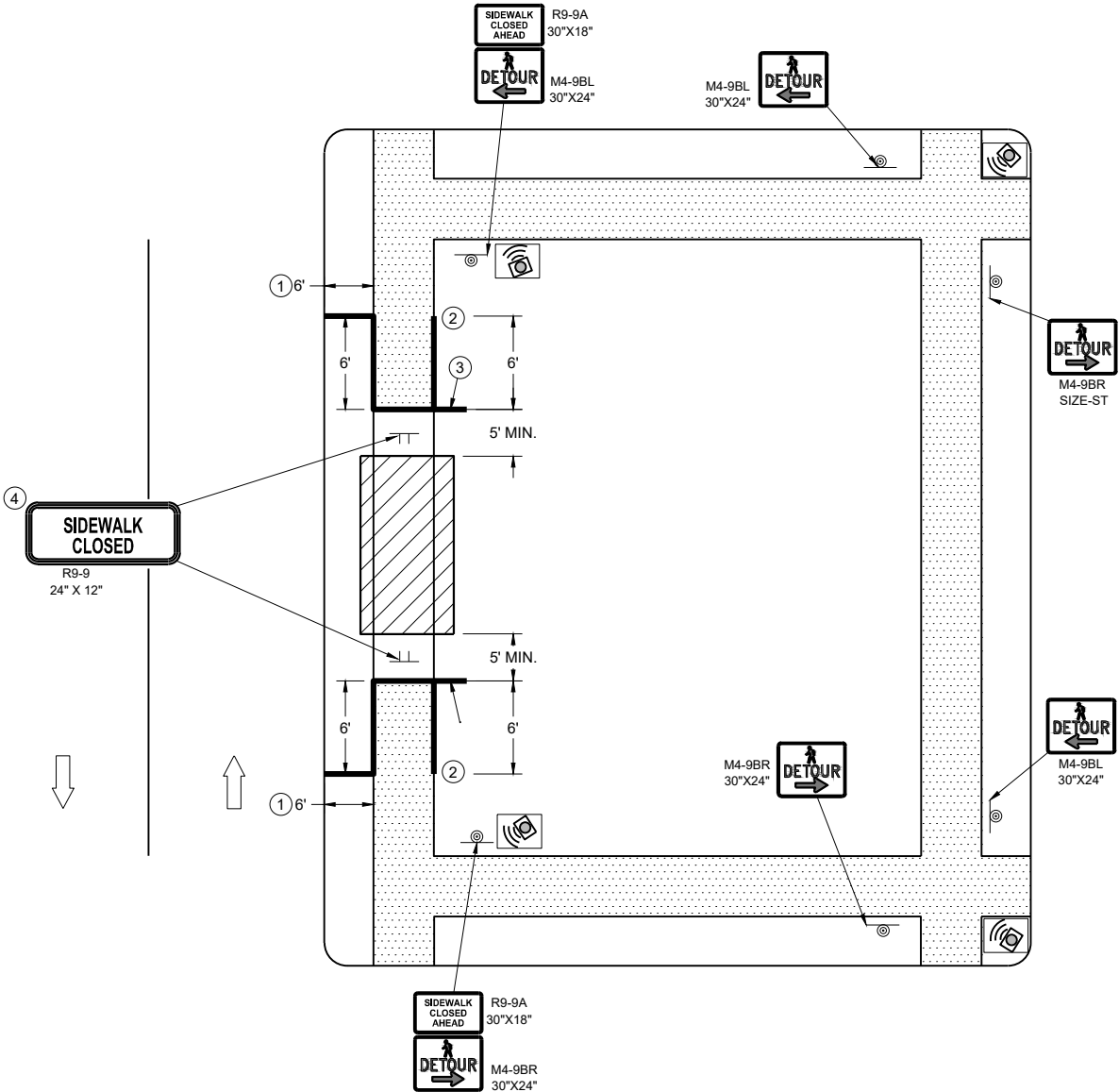
GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



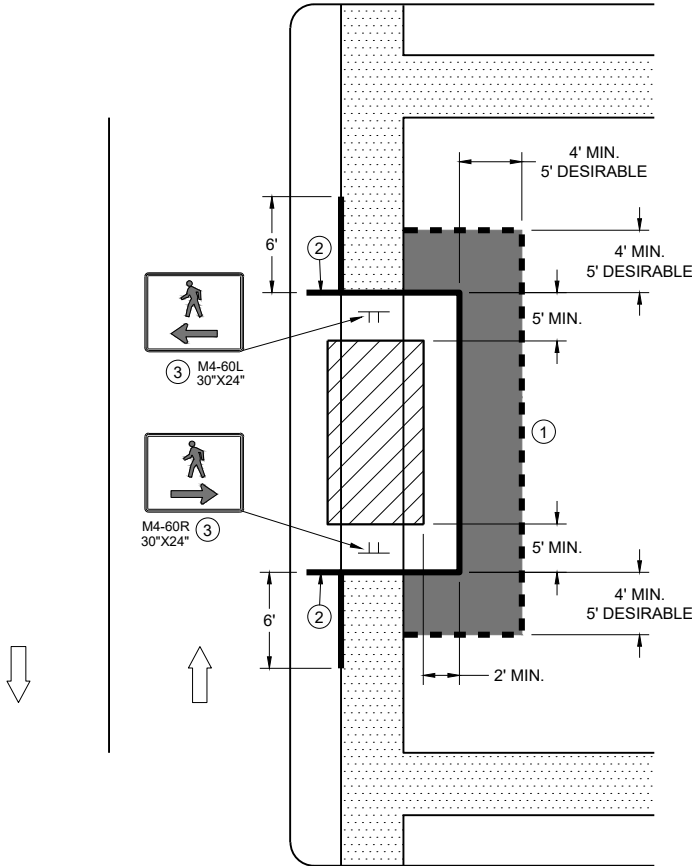
SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- 1 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - 2 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - 3 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



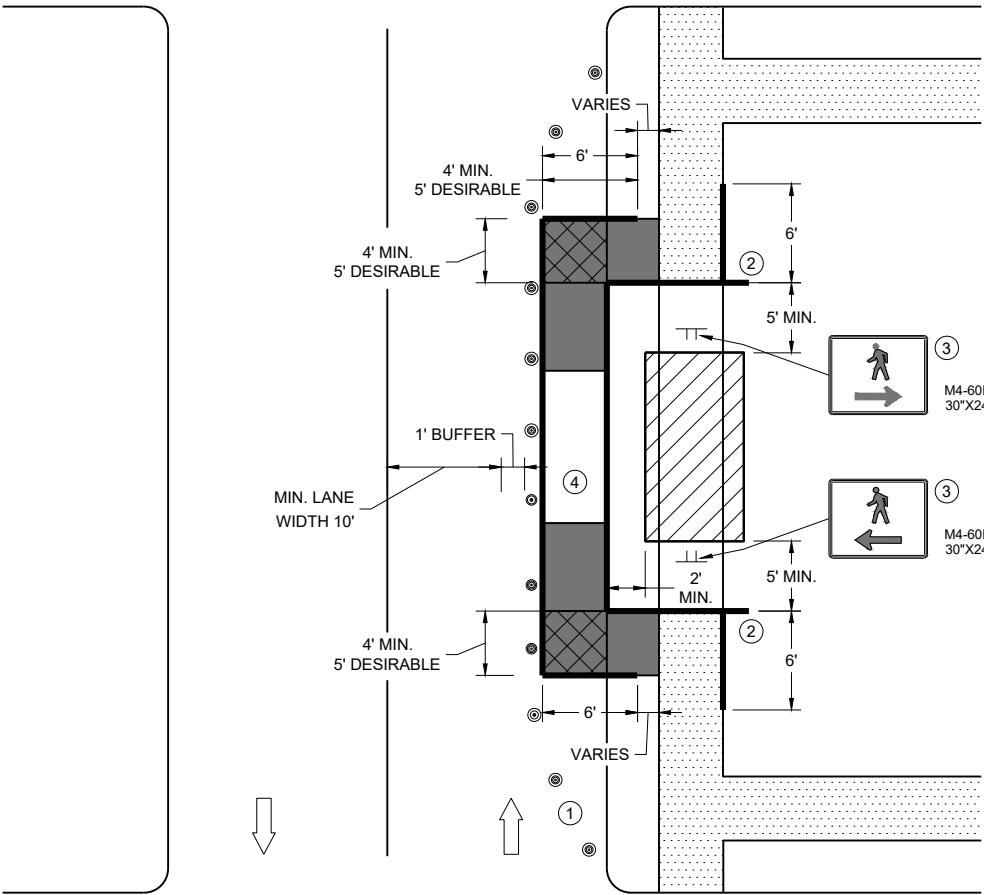
SIDEWALK BYPASS
SINGLE SIDE

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

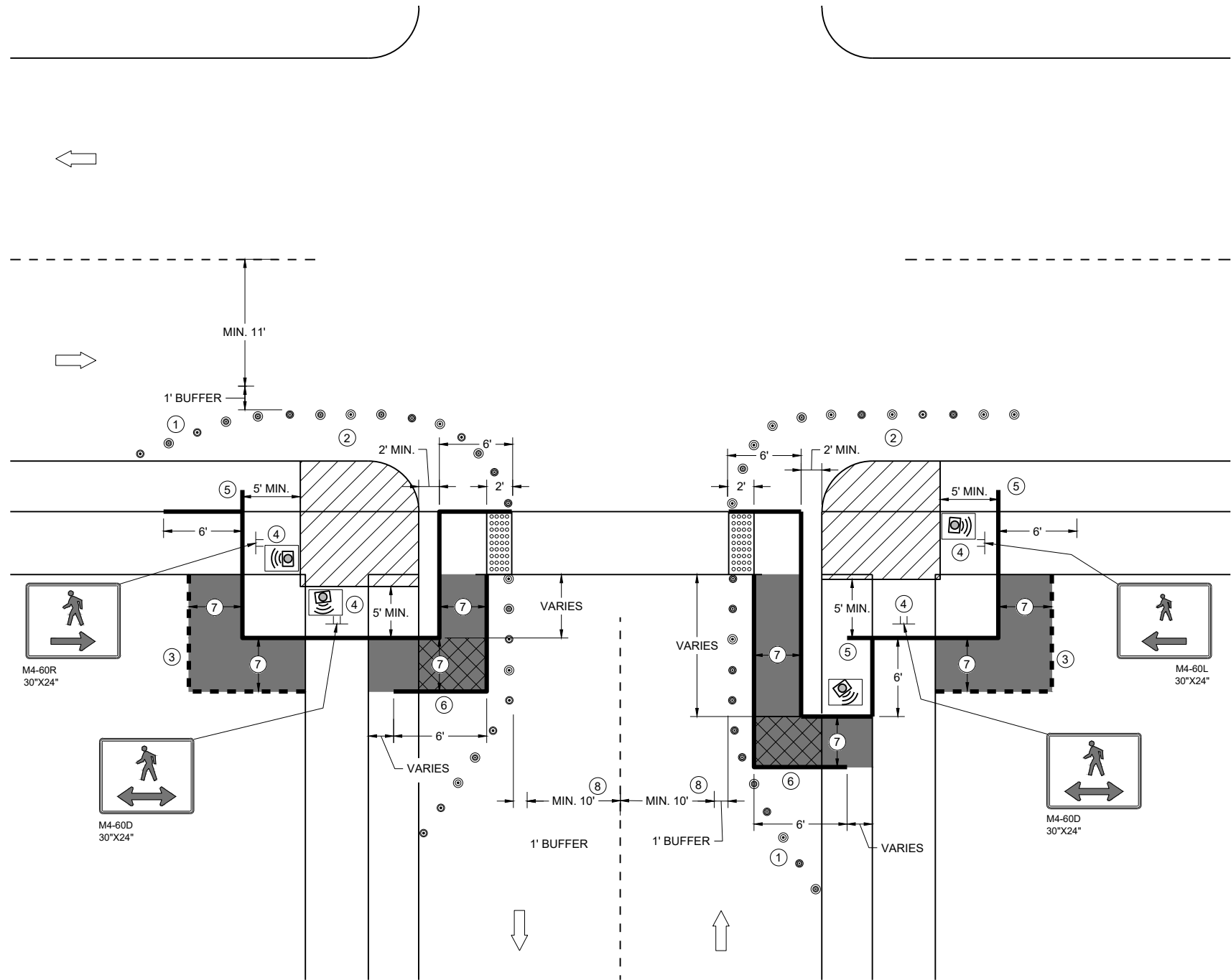
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



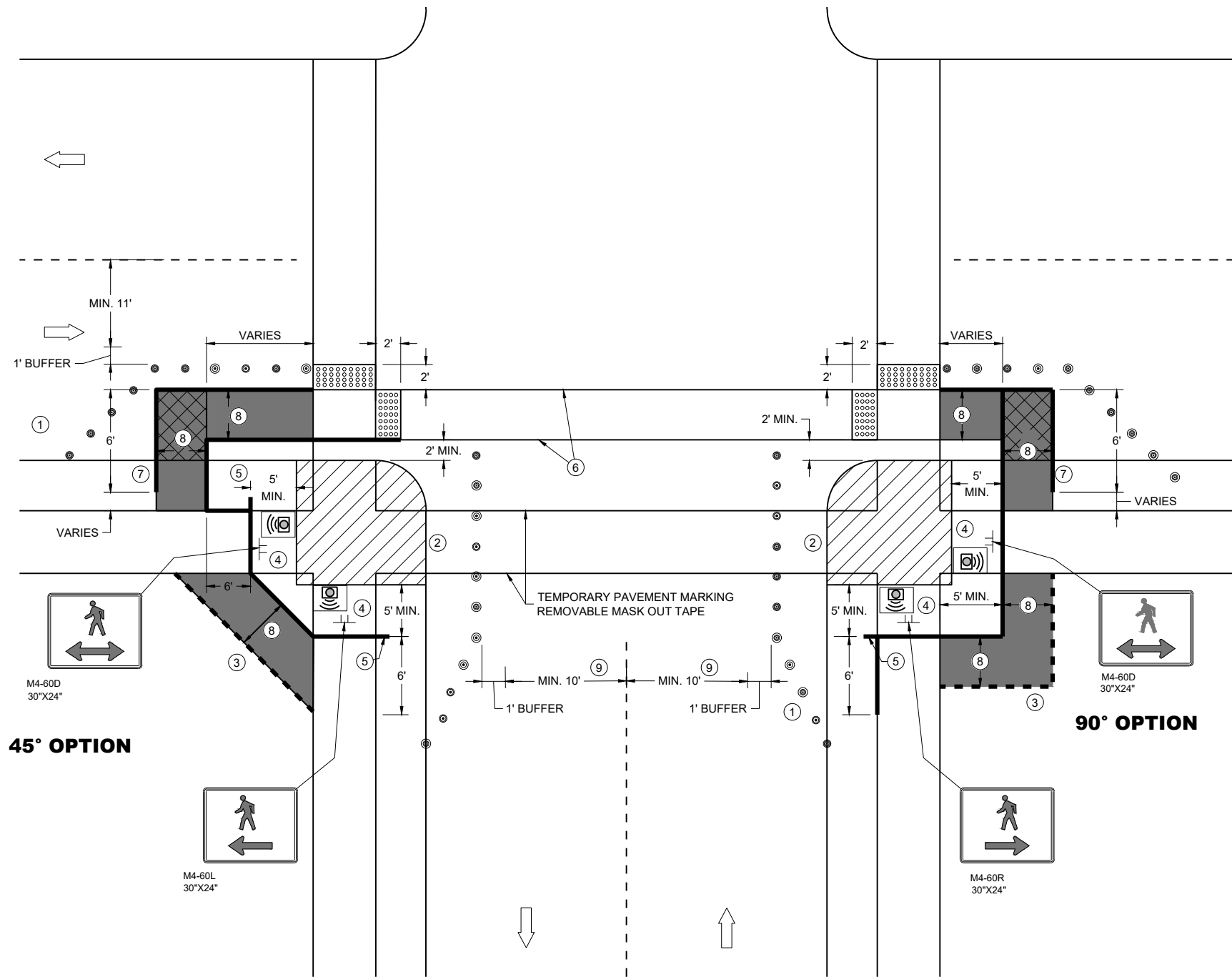
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- 1 SHOULDERS OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - 5 PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - 6 IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - 7 4 FEET MINIMUM, 5 FEET DESIRABLE
 - 8 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

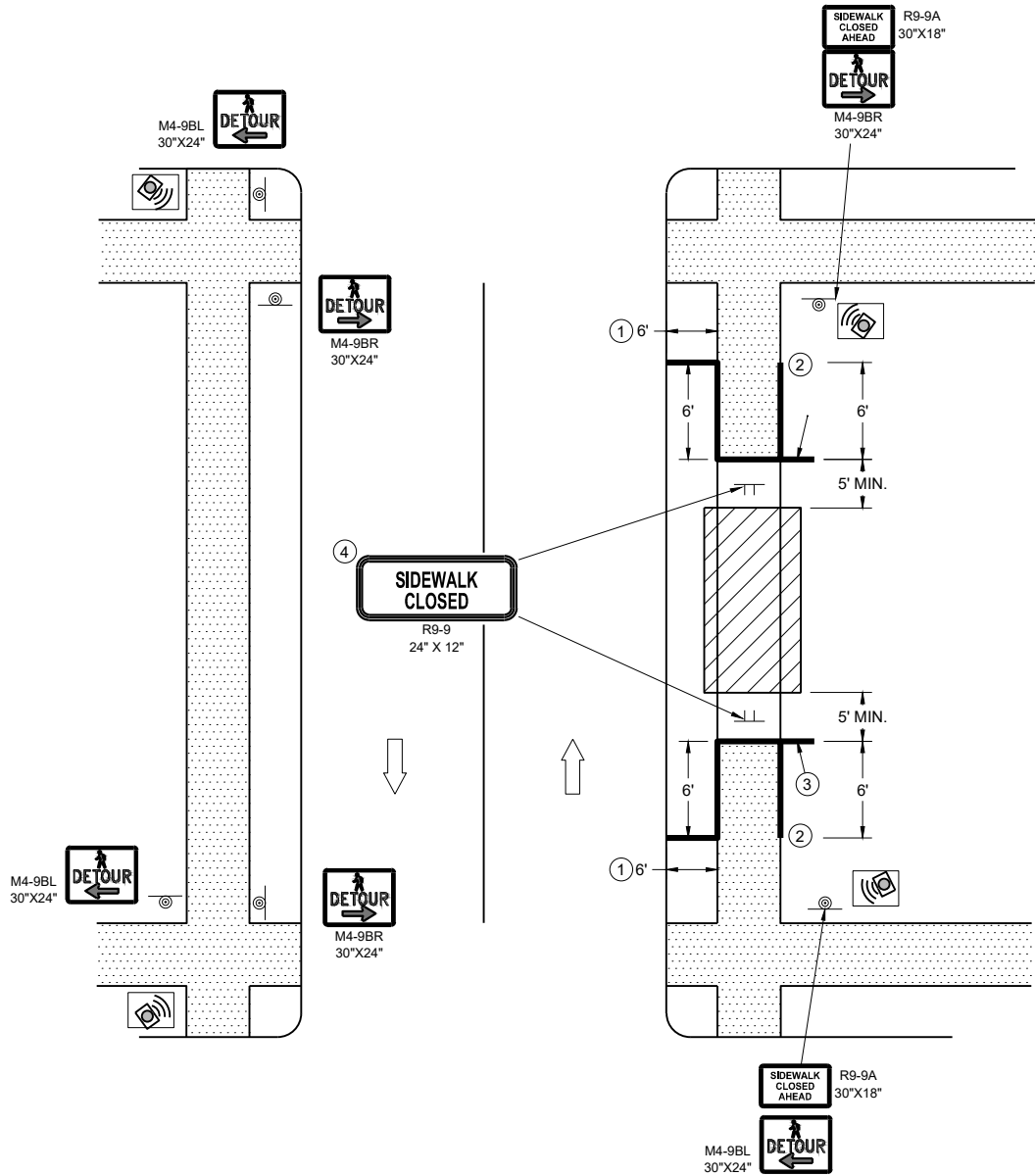
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

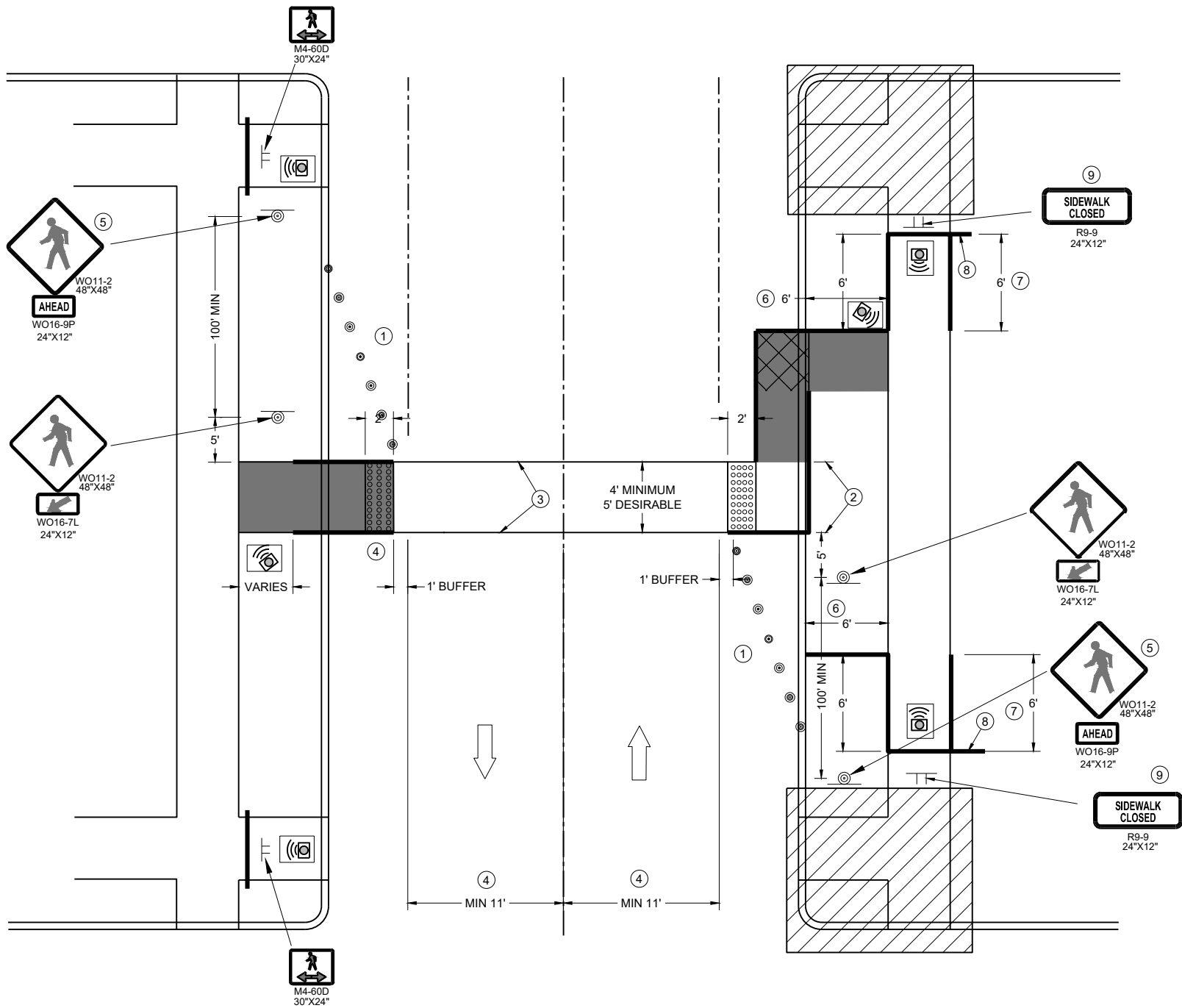
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMP MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- 6 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 7 PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- 8 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 9 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

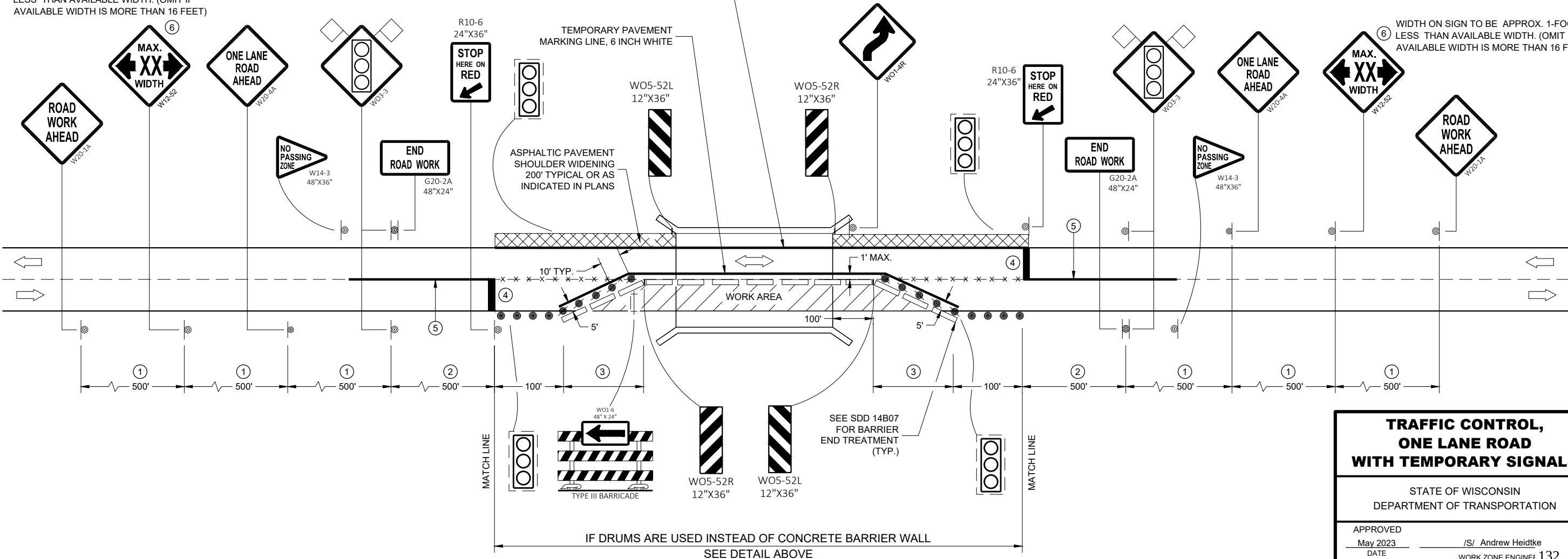
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT

WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)



GENERAL NOTES

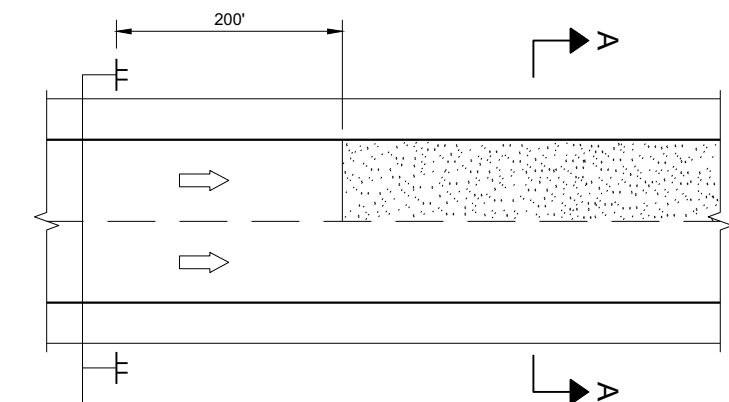
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..
- THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.
- ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.
- "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.
- REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.
- INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.
- 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
 - USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
 - DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
 - TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
 - 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
 - SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.

**TRAFFIC CONTROL,
ONE LANE ROAD
WITH TEMPORARY SIGNALS**

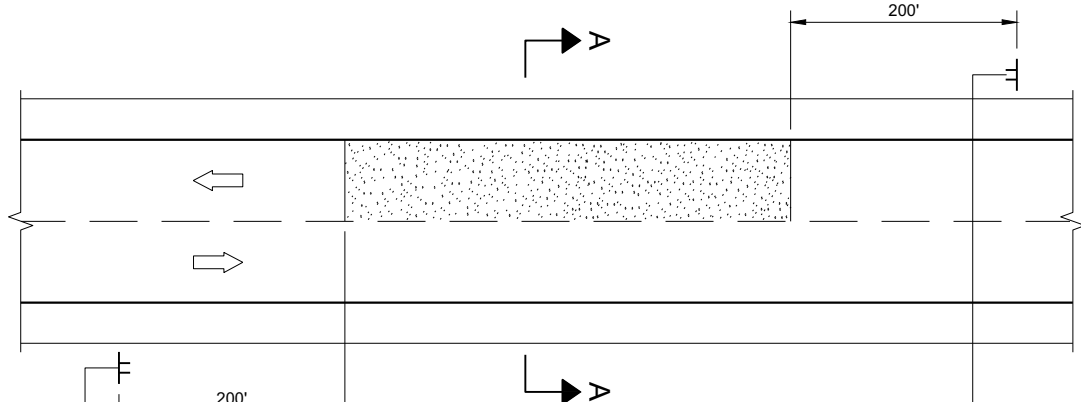
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 132

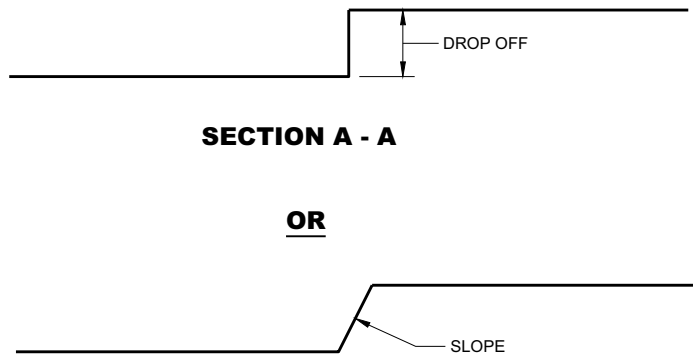
FHWA



MULTI-LANE



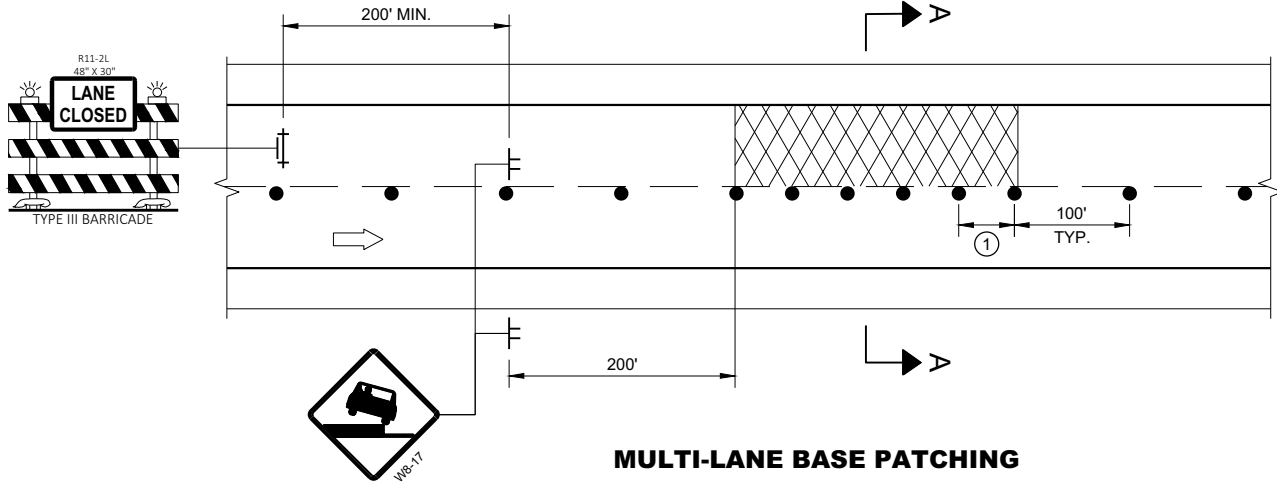
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

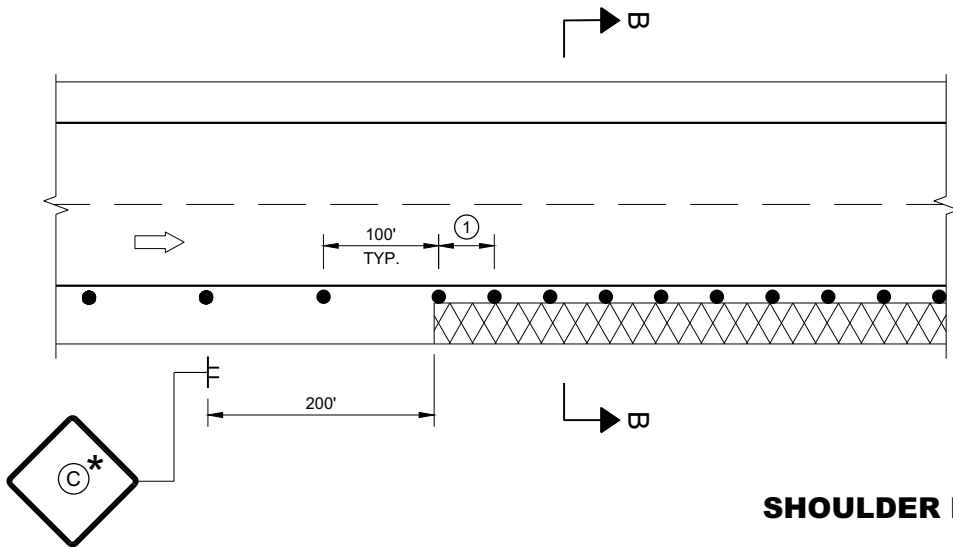
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

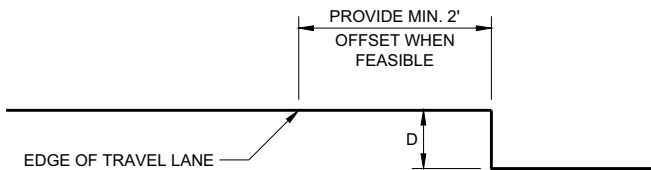
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 133
FHWA

GENERAL NOTES

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

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

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

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

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

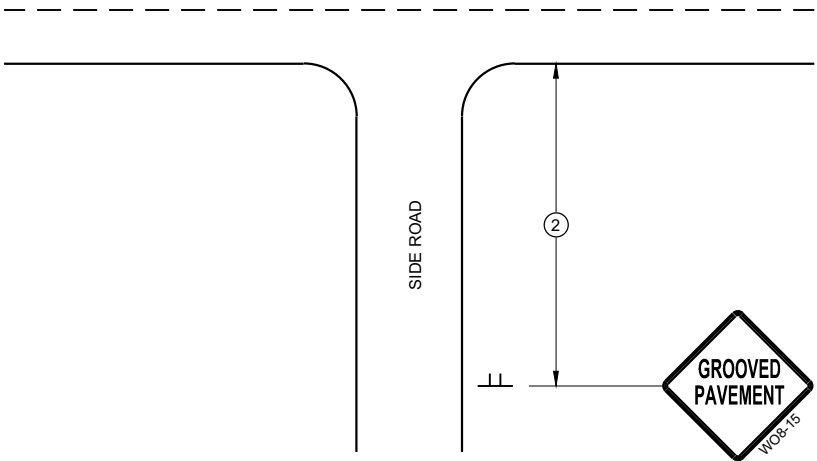
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

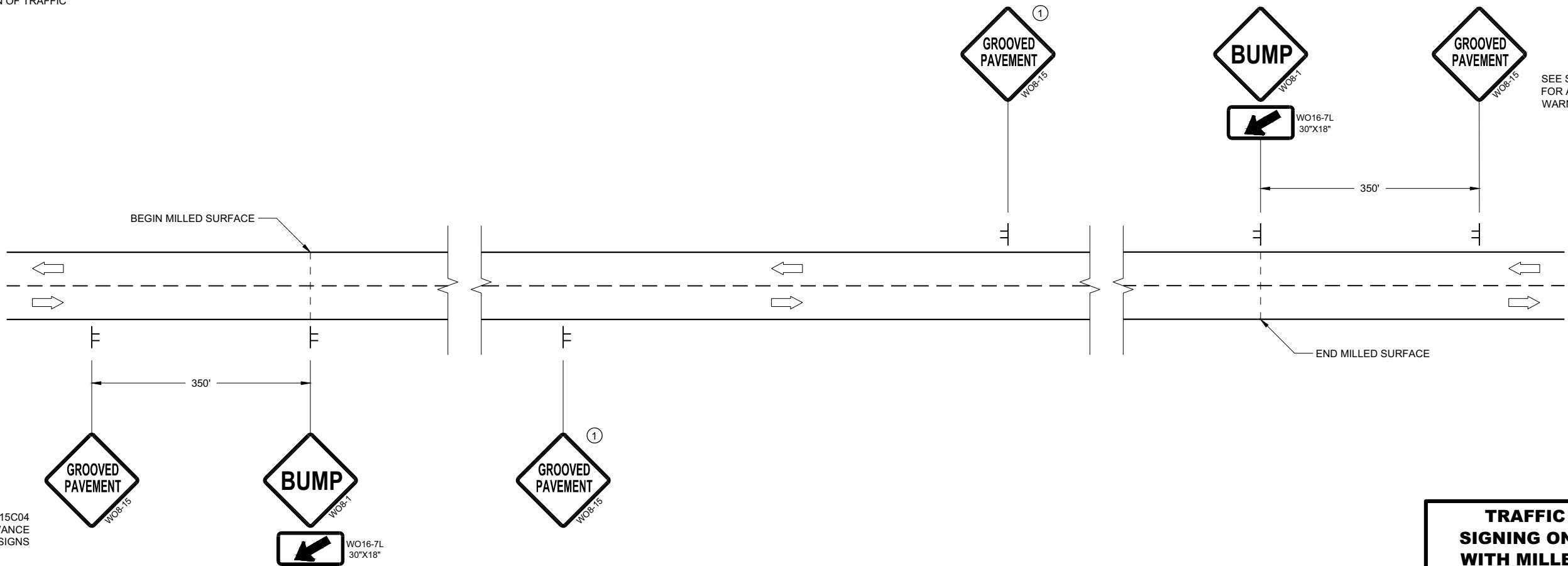
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 134

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

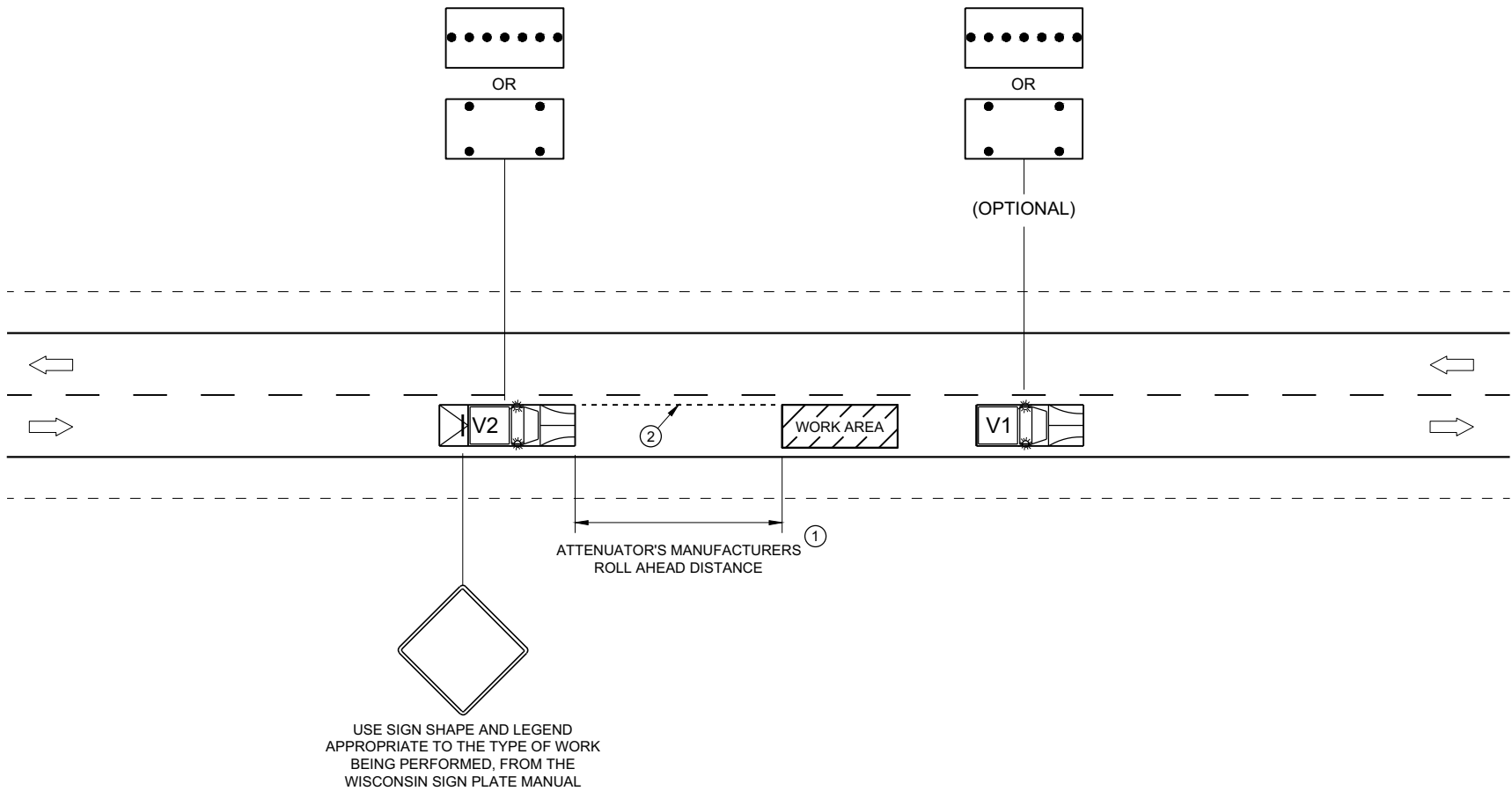
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- ①

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

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

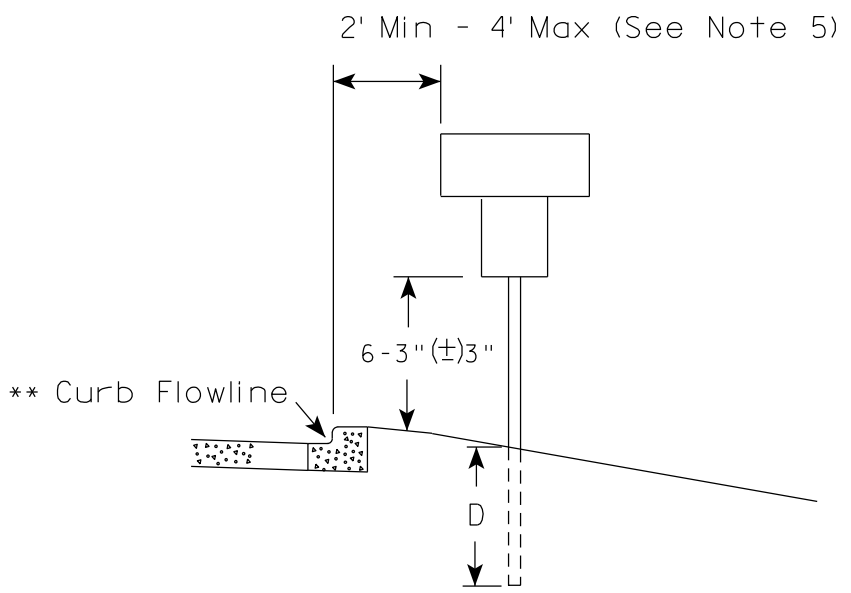
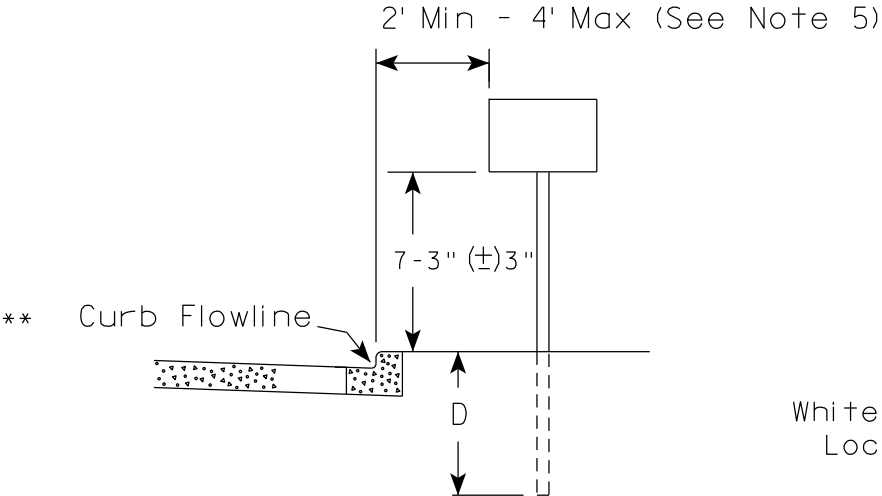


TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

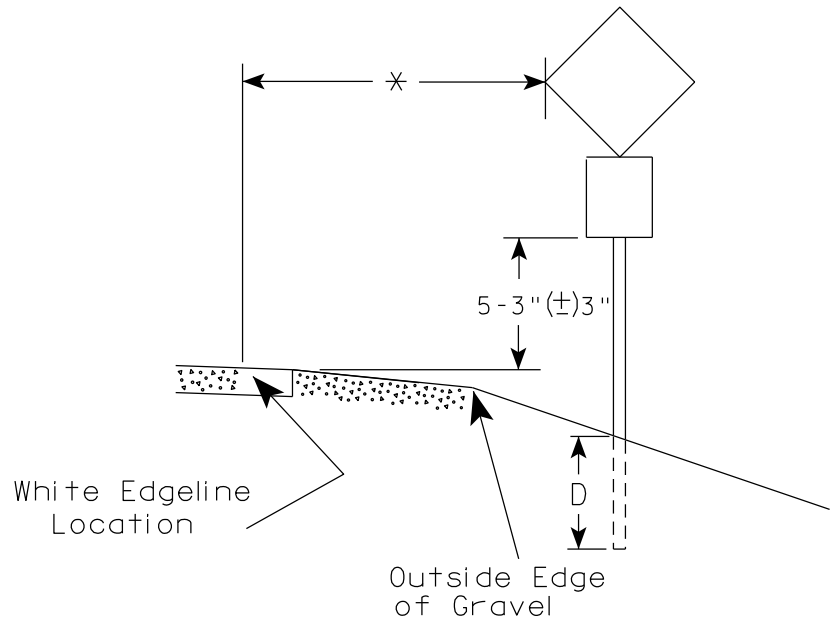
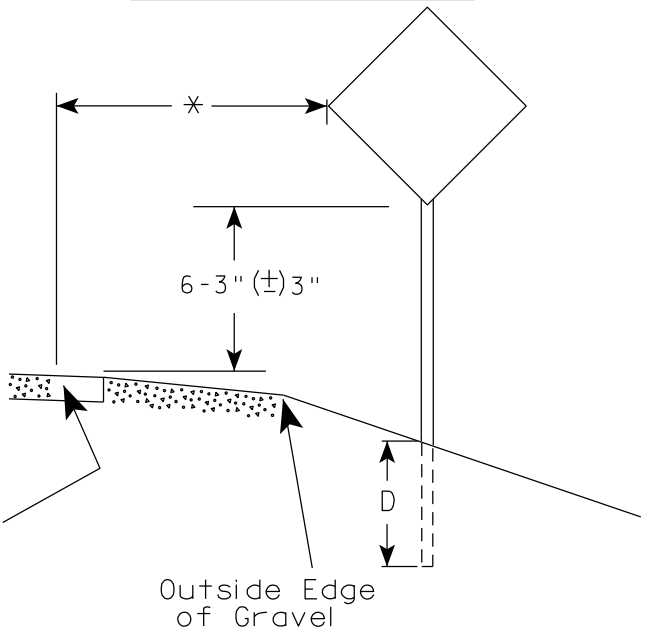
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 135
FHWA

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

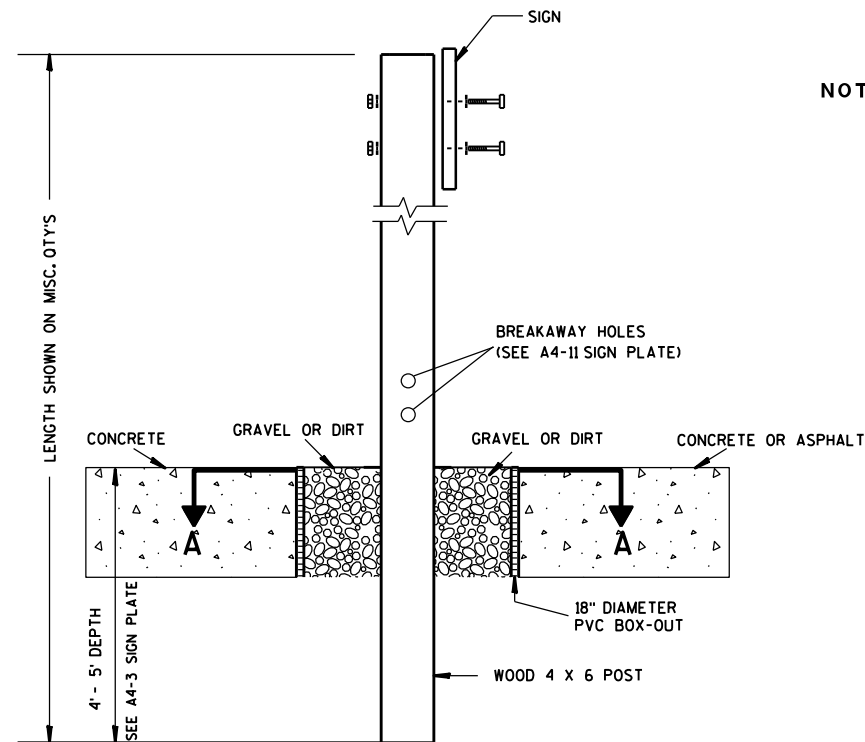
POST EMBEDMENT DEPTH	
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

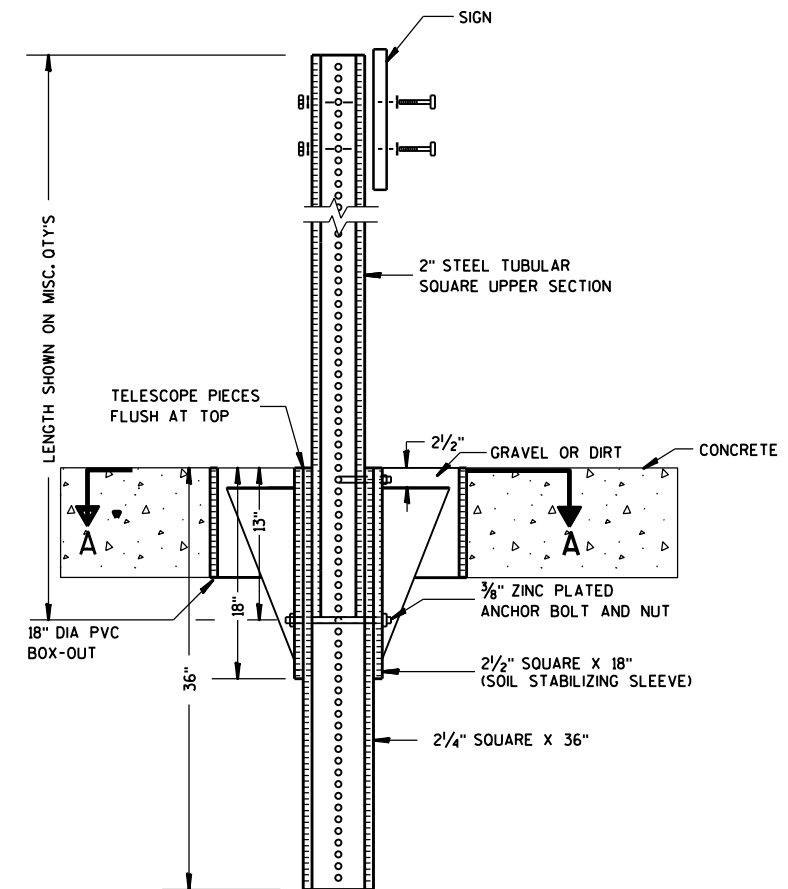
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

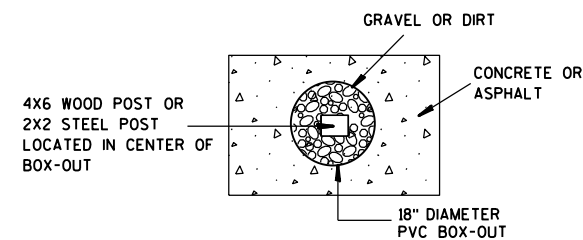
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 137 A4-3B.1

PROJECT NO:

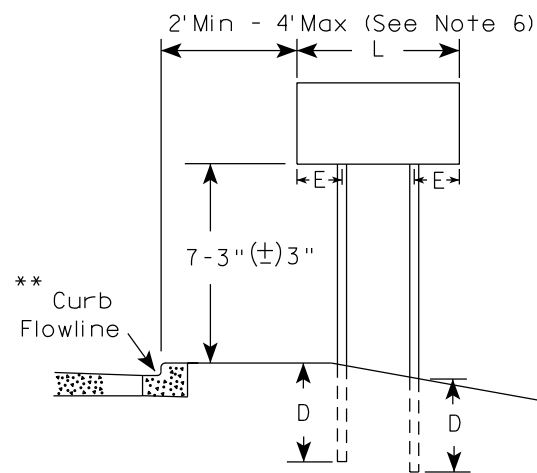
HWY:

COUNTY:

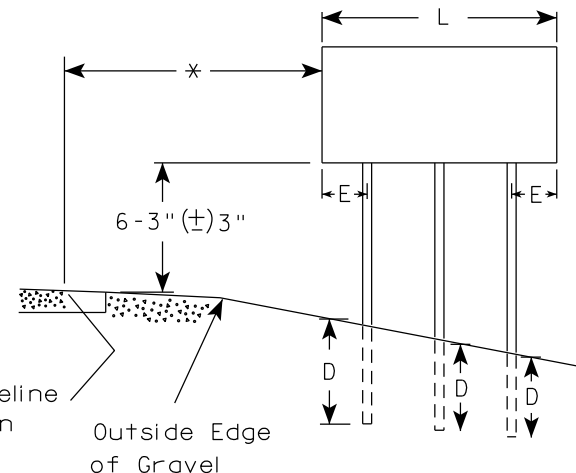
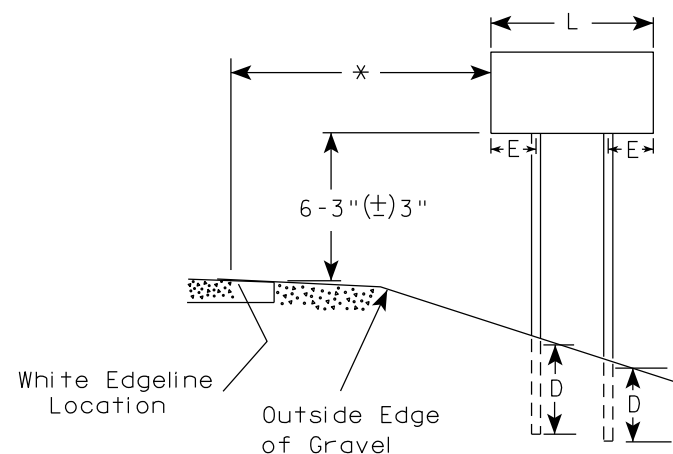
SHEET NO:

E

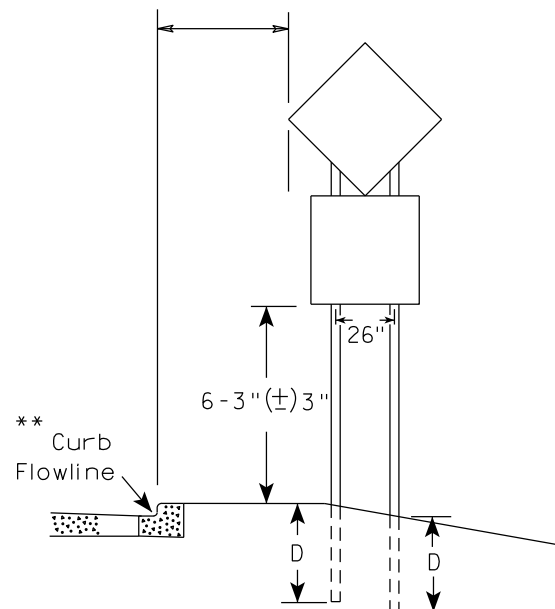
URBAN AREA



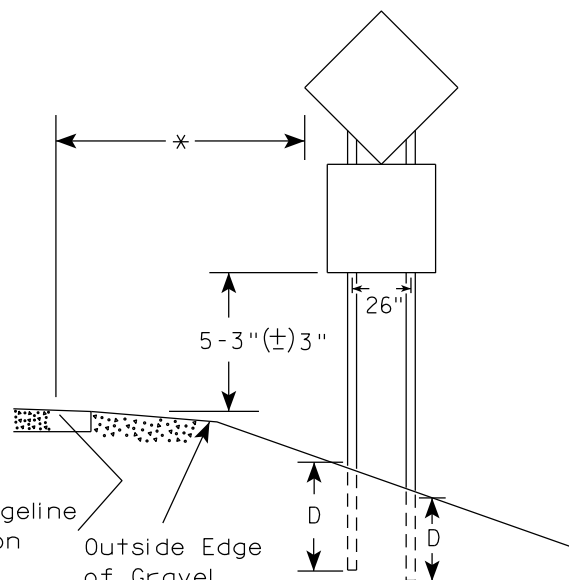
RURAL AREA (See Note 3)



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

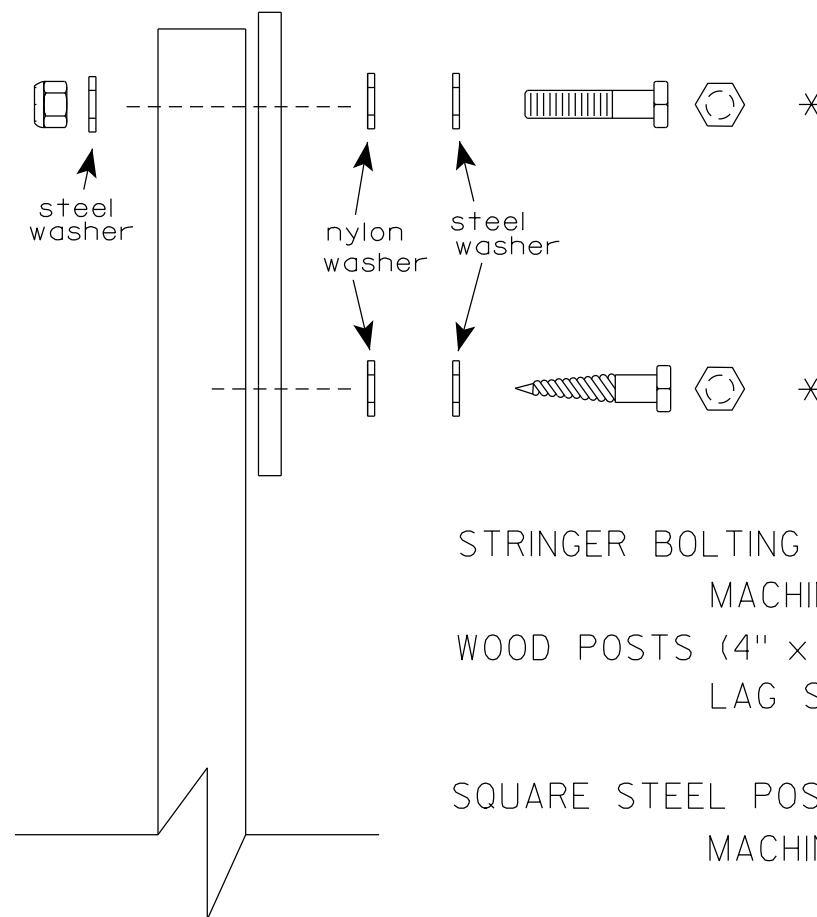
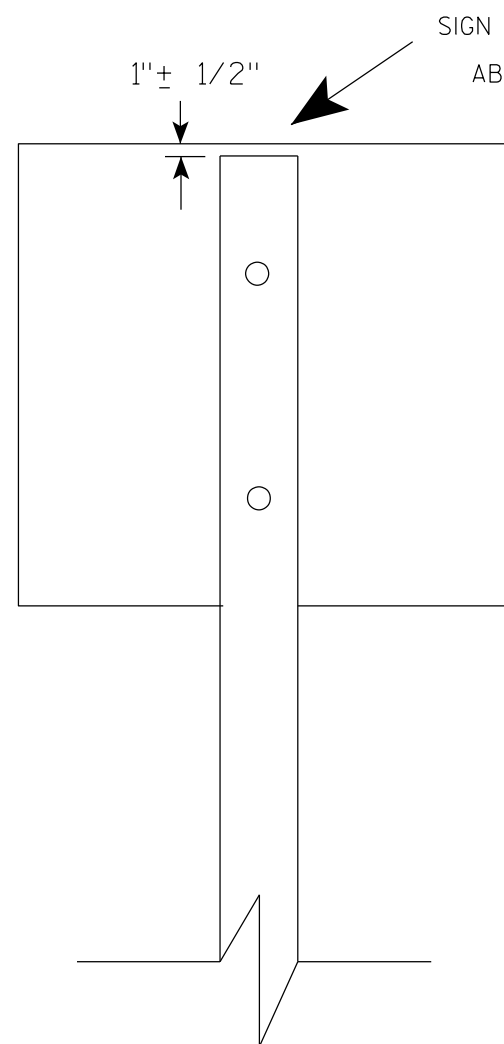
GENERAL NOTES

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

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

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

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



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

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

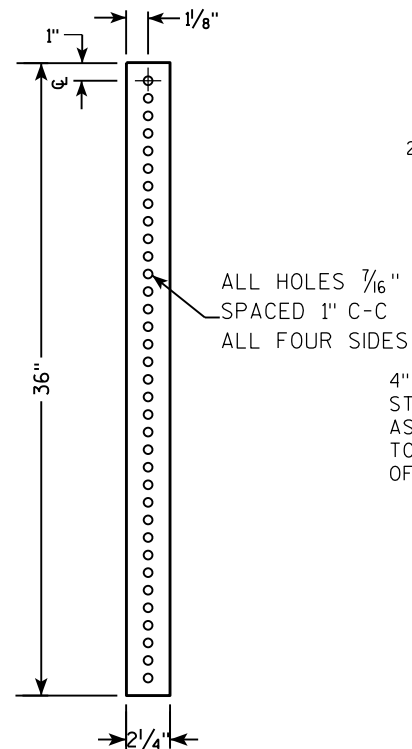
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

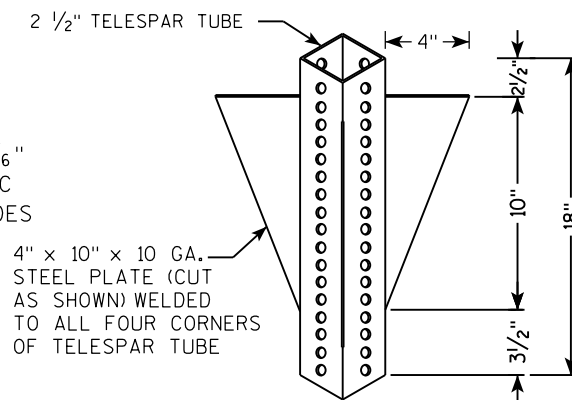
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



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



LENGTH SHOWN ON MISC. QTY'S

18" DIA SCHEDULE 40 PVC BOX-OUT

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

2 1/2" GRAVEL OR DIRT

13"

18"

36"

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

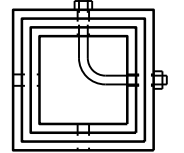
2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

SECTION A-A

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

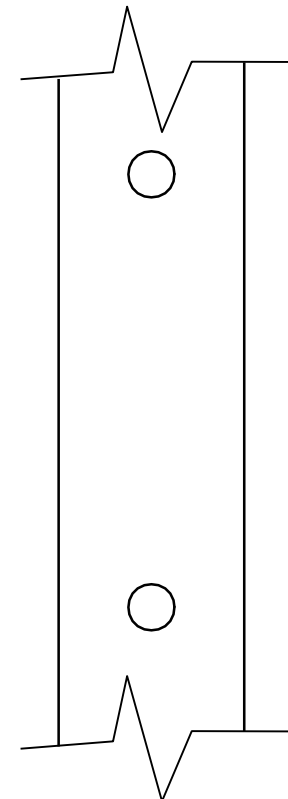
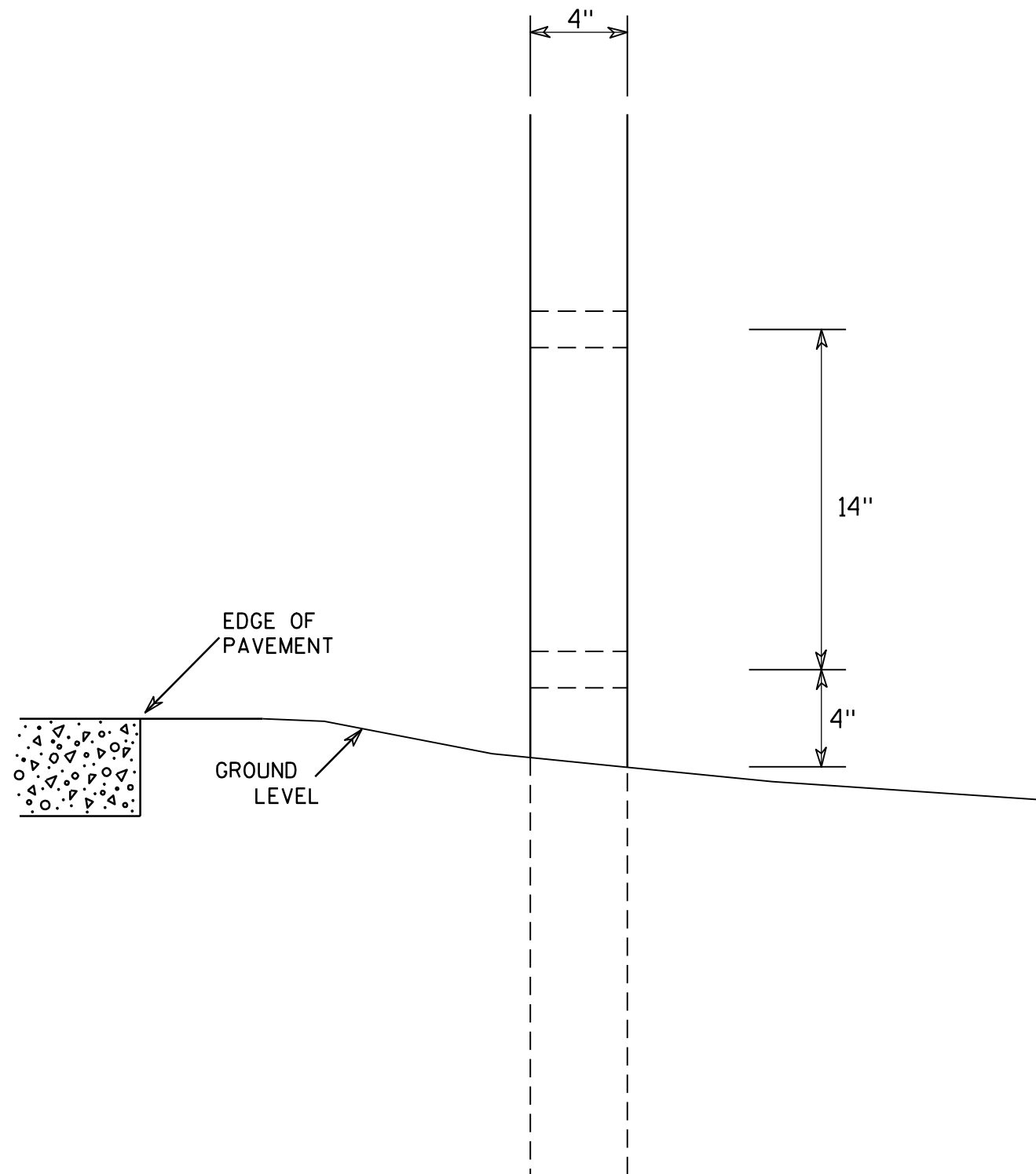
APPROVED Matthieu R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 140 14-9.9

SHEET NO:		E
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PROJECT NO:	HWY:	COUNTY:	SHEET NO:
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SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

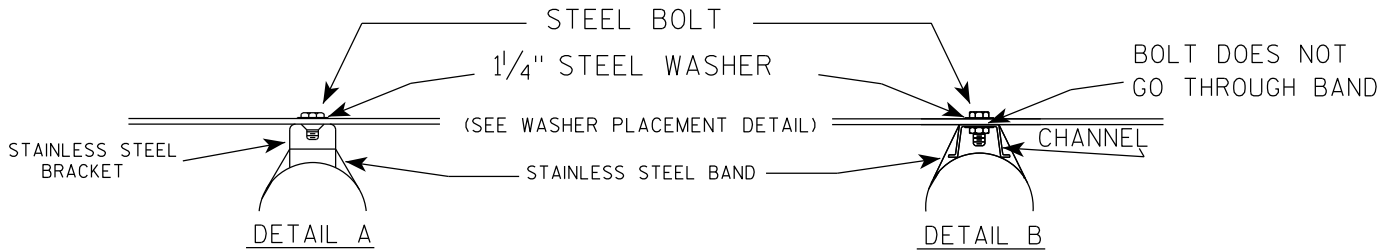
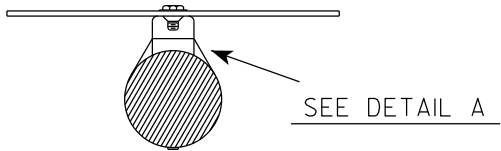
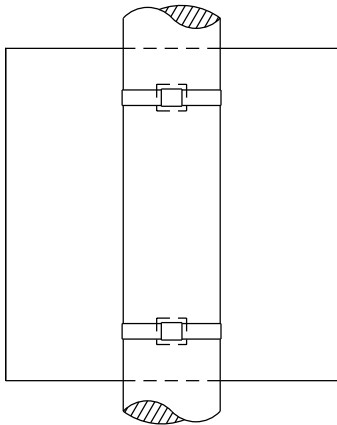
COUNTY:

SHEET NO: 141

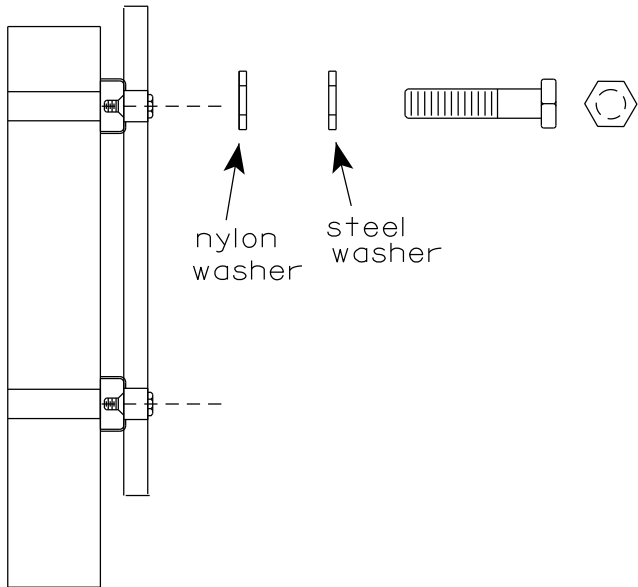
E

BANDING

SINGLE SIGN



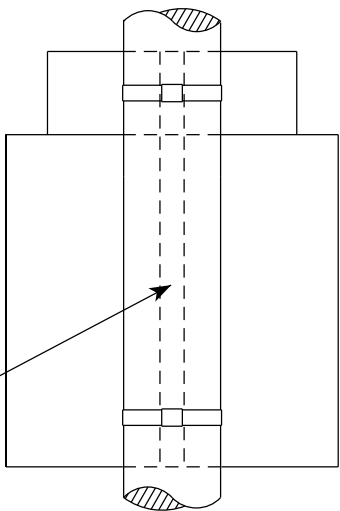
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



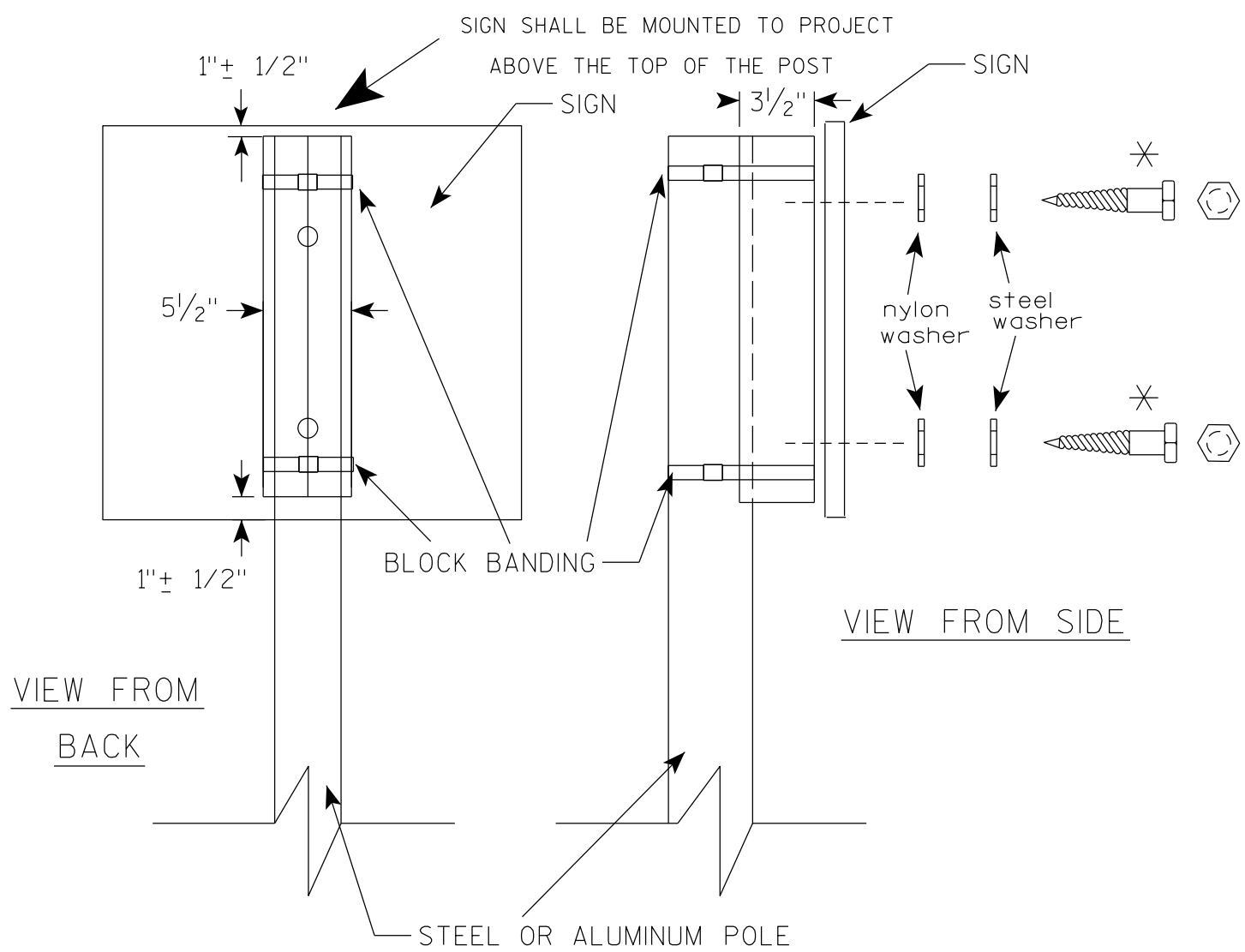
SEE DETAIL B

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

STANDARD SIGN
SIGN BANDING DETAILS

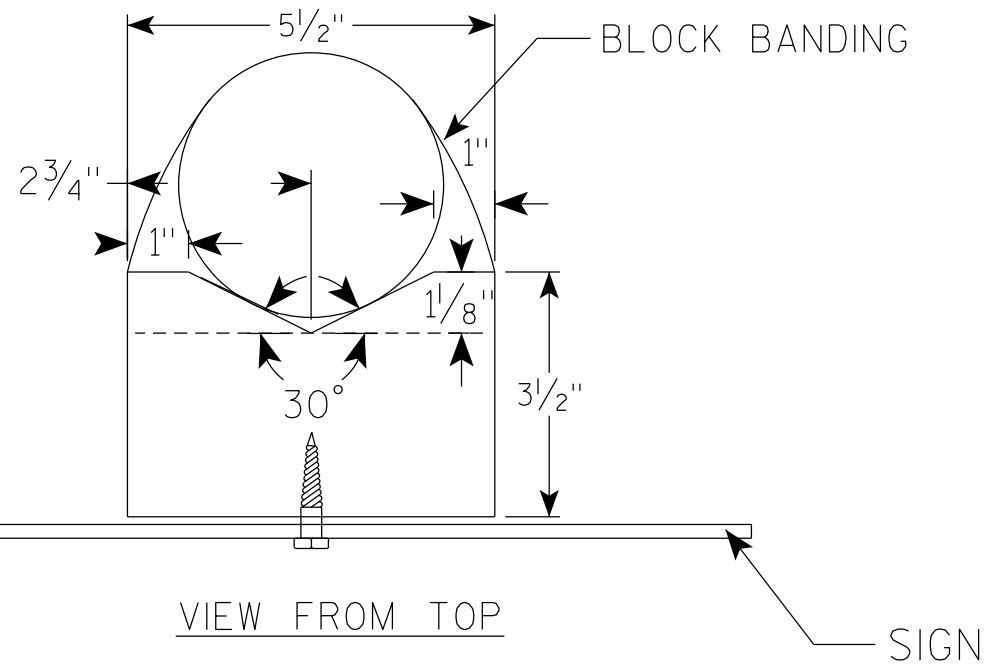
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 143

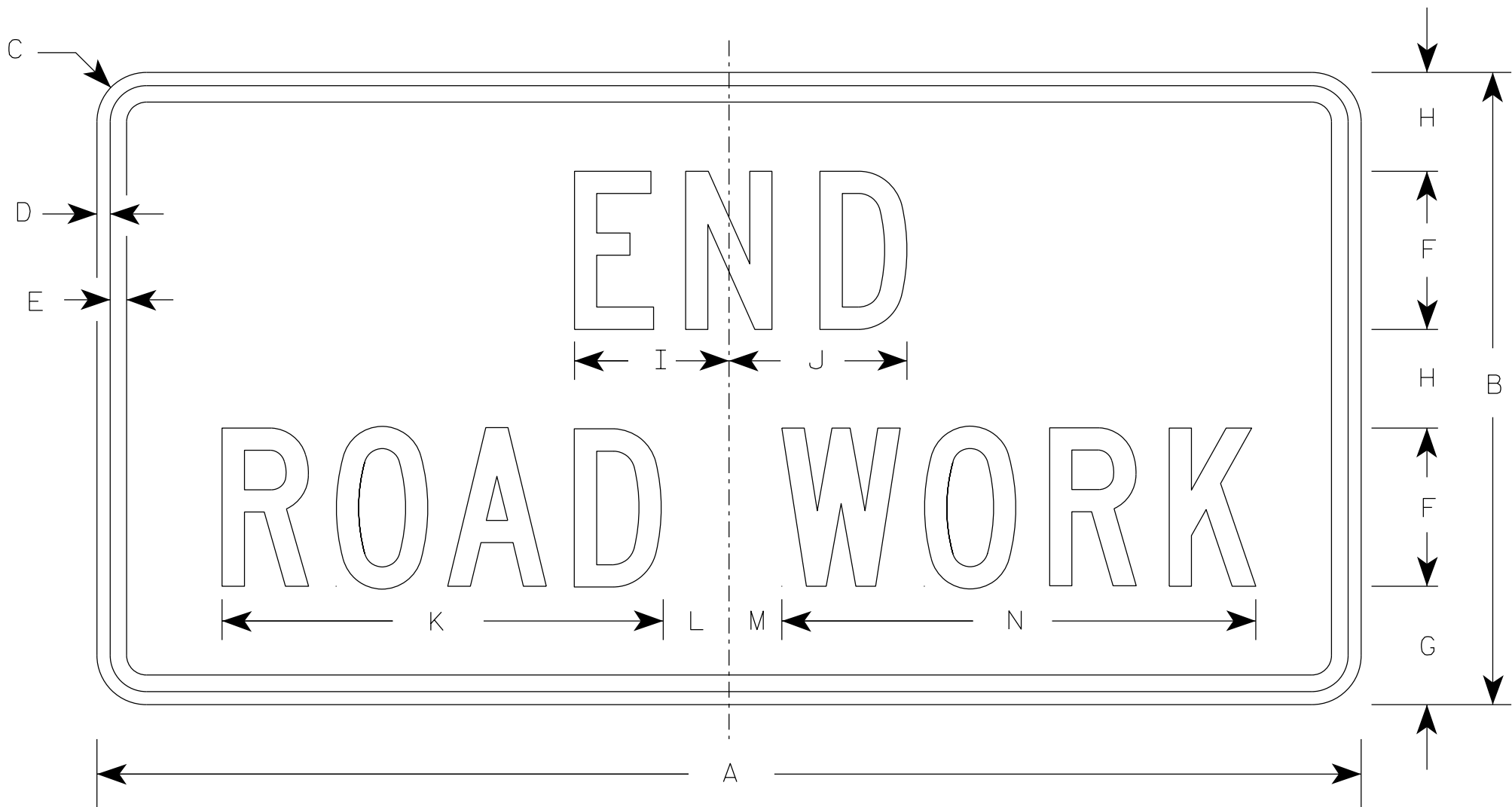
E

NOTES

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

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 144

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D
- 4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

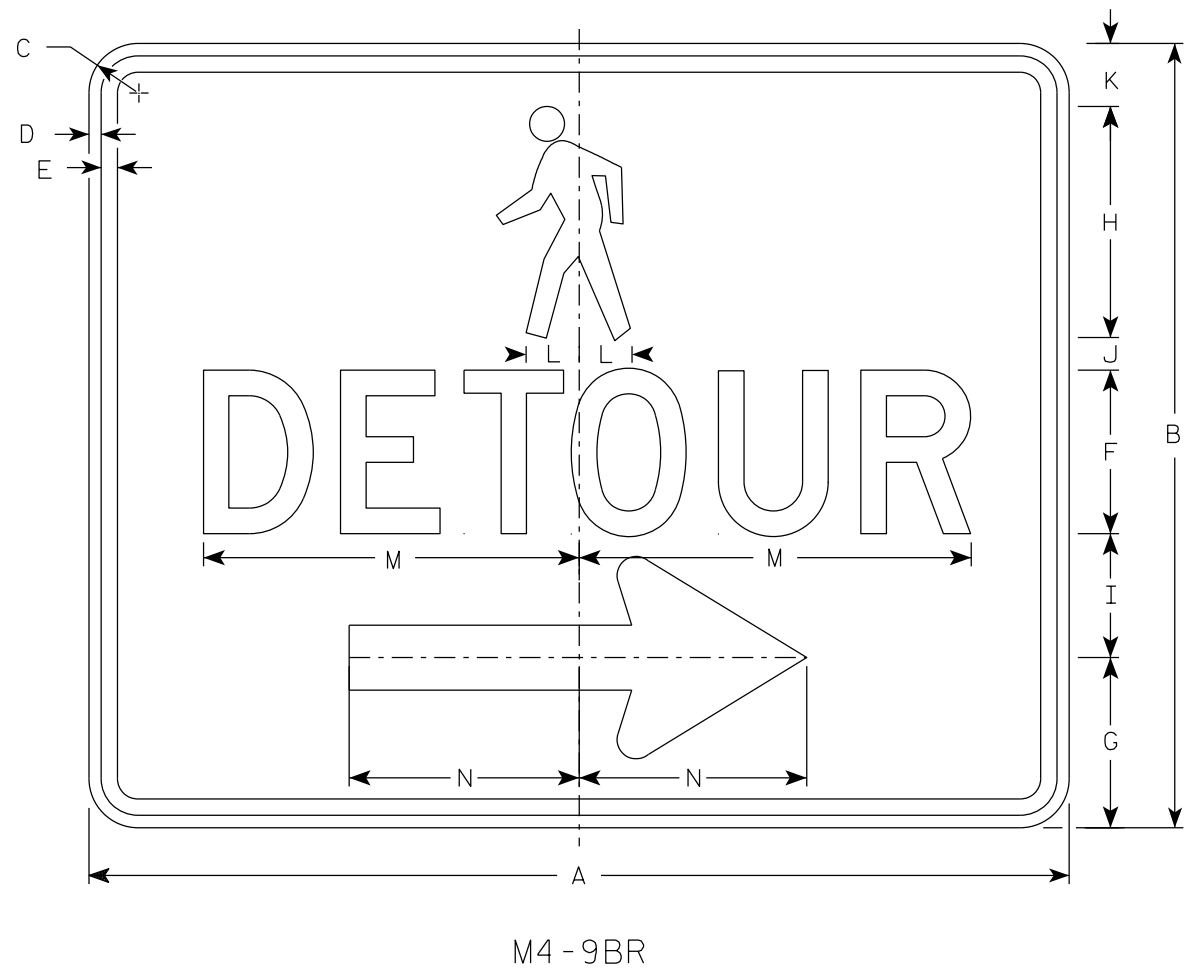
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

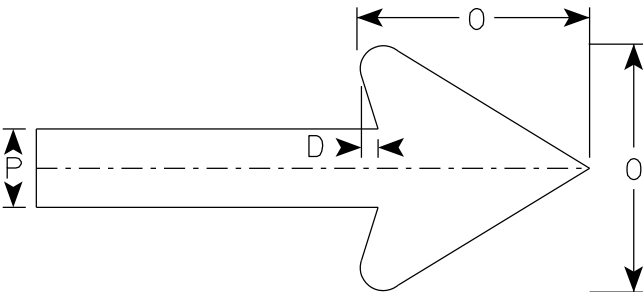
DATE 1/22/19 PLATE NO. G20-57.3

7



M4-9BR

- NOTES
1. Sign is Type II-Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

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	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

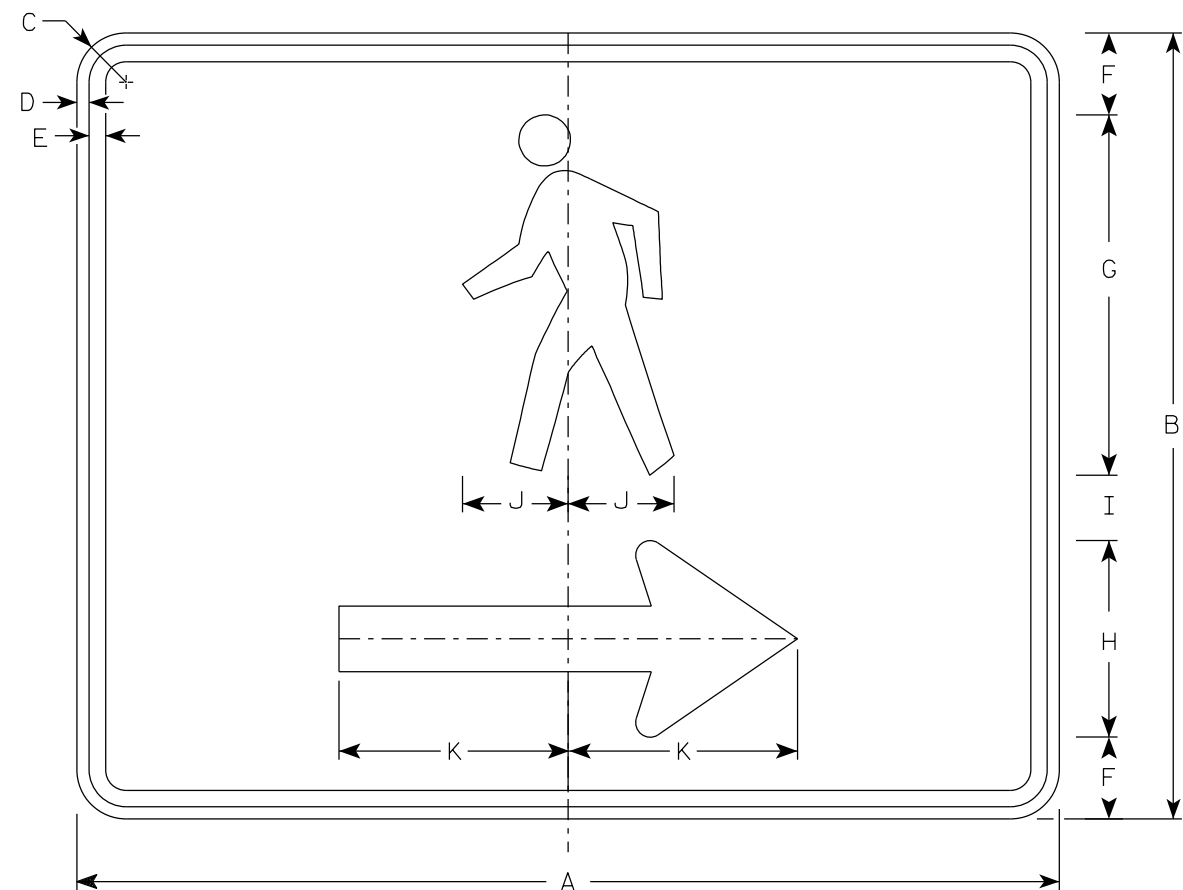
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

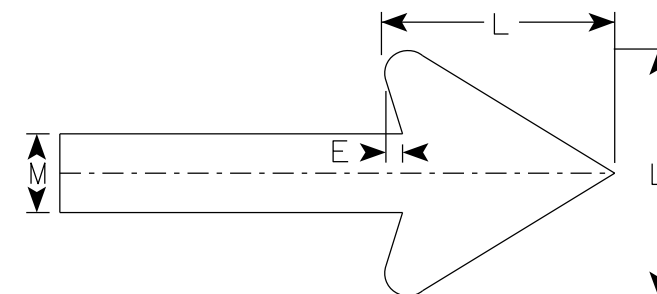
7



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



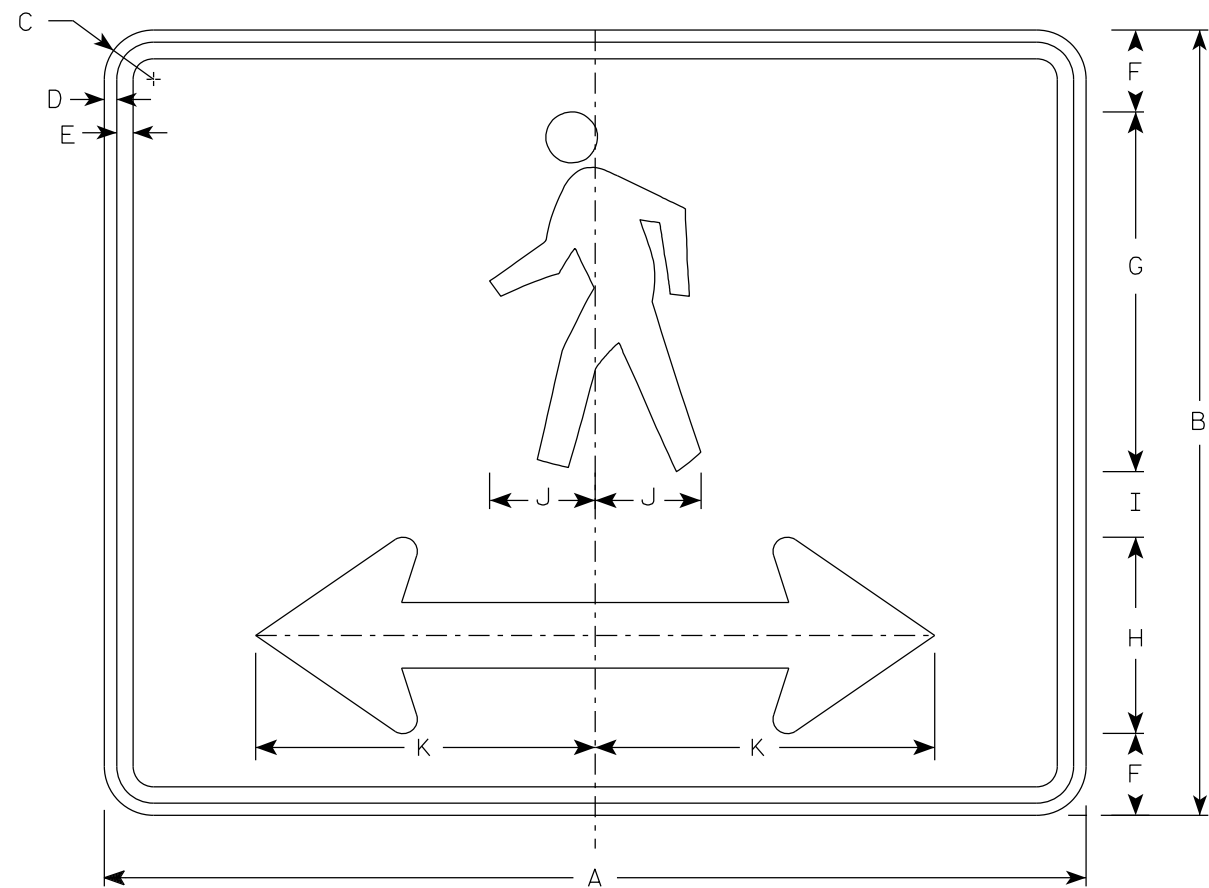
Arrow Detail

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	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 147												E
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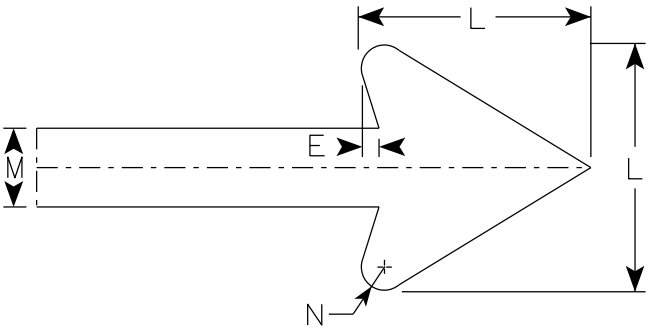
7



M4-60D

NOTES

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

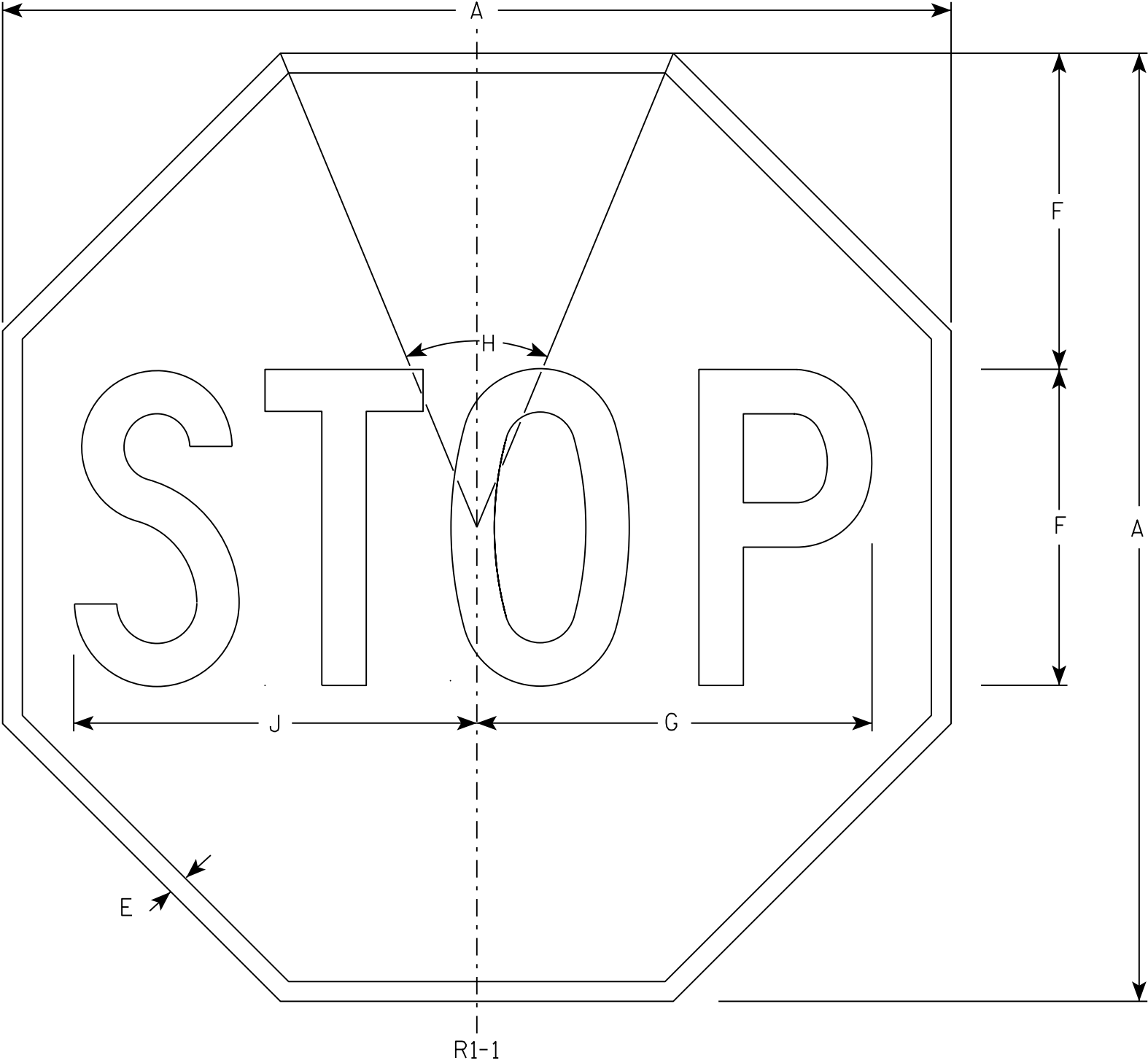


Arrow Detail

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	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

7

R1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

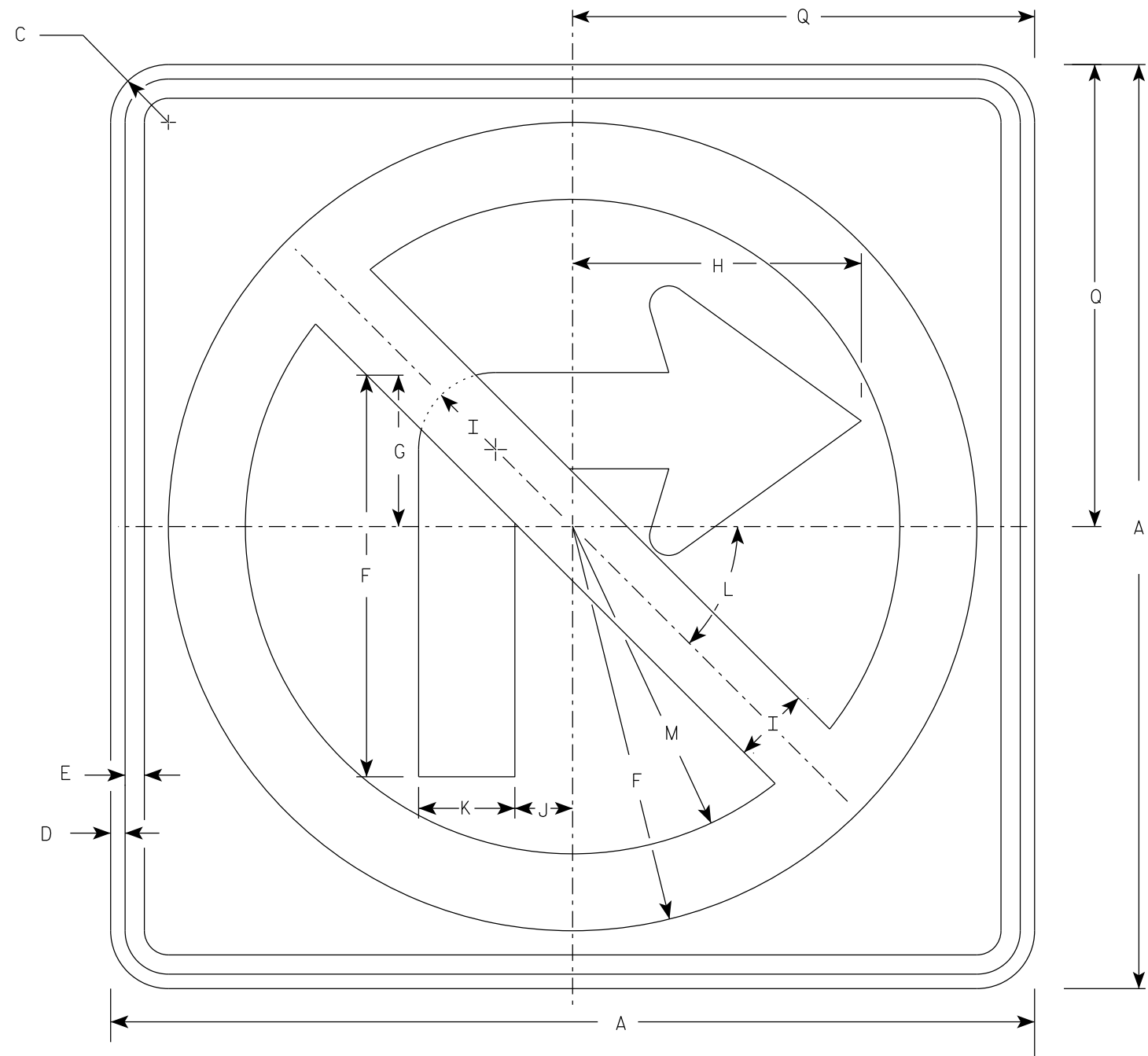
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

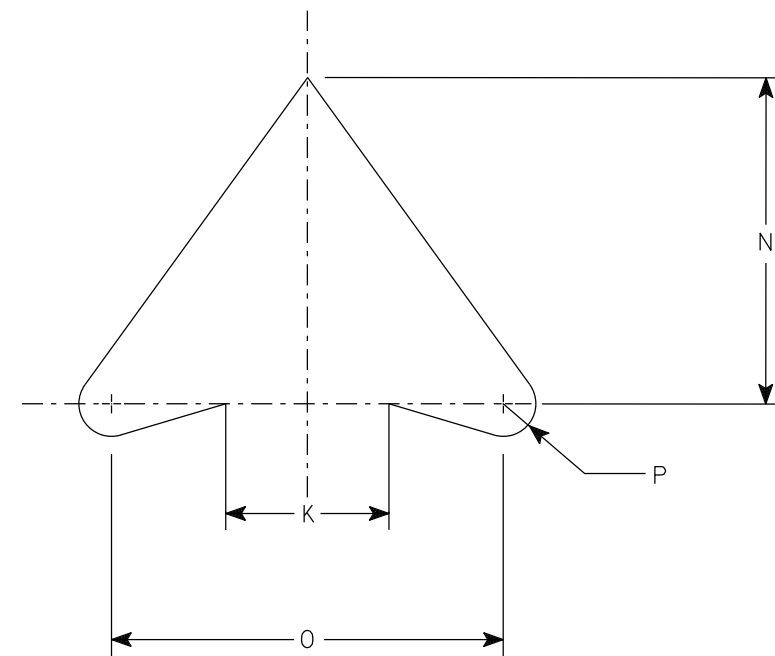
7



R3-1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 3
- 3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 150

E

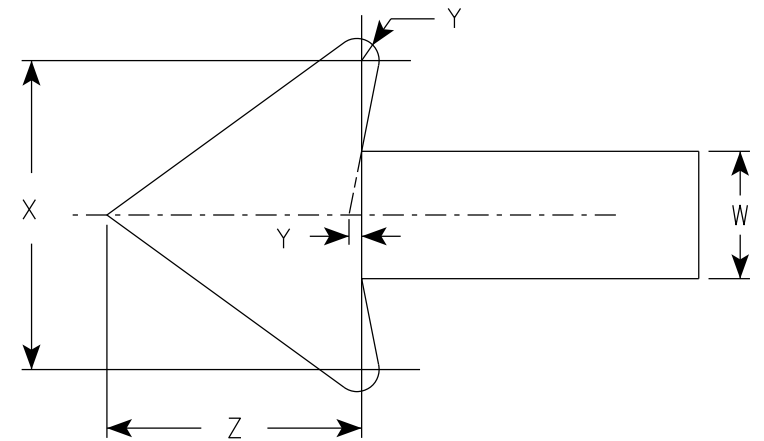
7



R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
Line 2 is Series B.
4. R7-51D (double arrow)
R7-51R (right arrow)
R7-51L (left arrow)



ARROW DETAIL

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

STANDARD SIGN	
R7-51	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/9/23	PLATE NO. R7-51.7

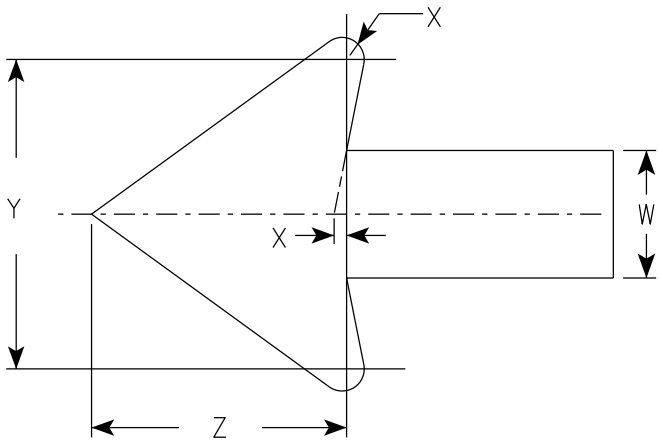
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	E
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R7-53

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-53D (double arrow)
R7-53L (left arrow)
R7-53R (right arrow)

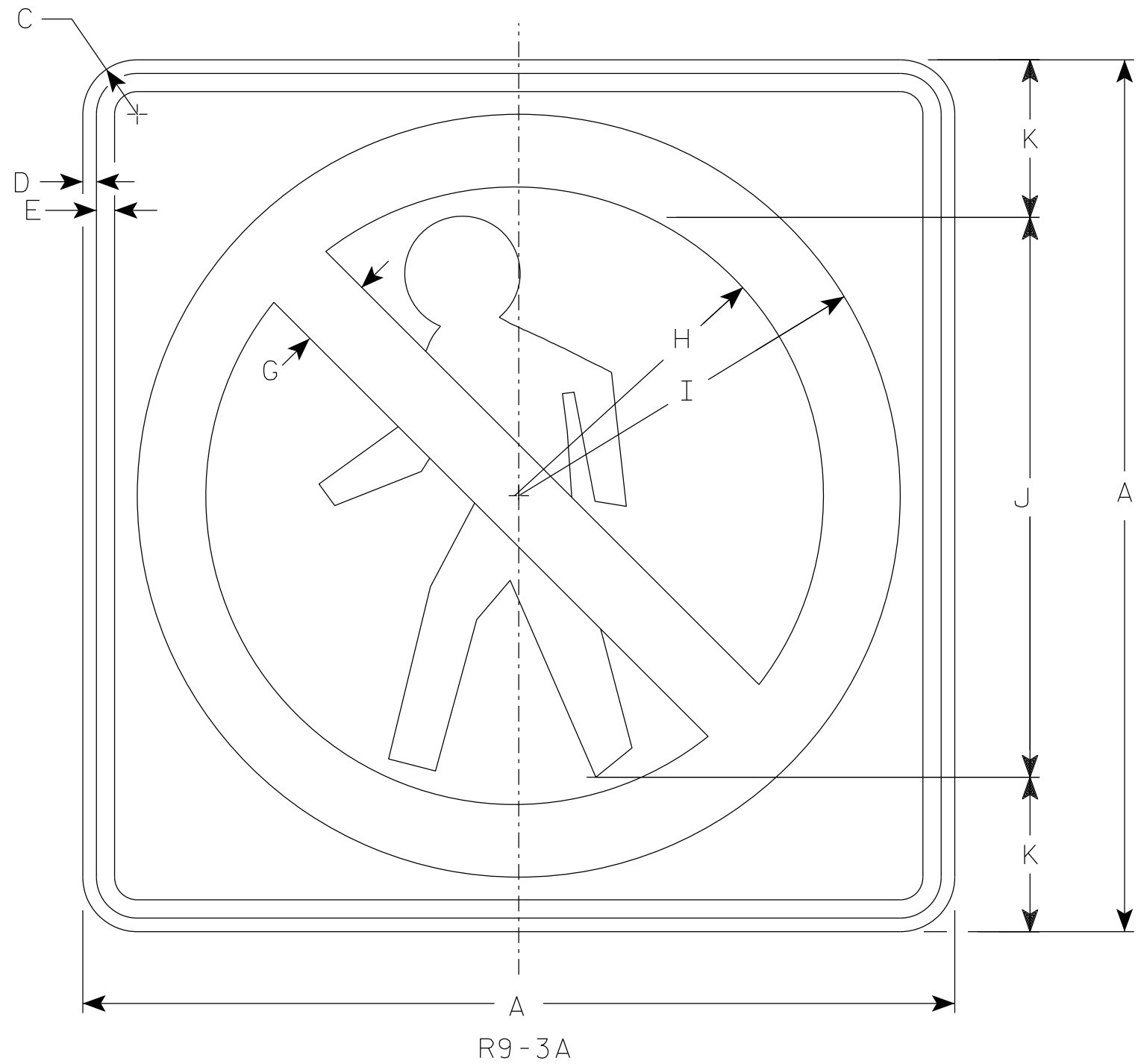


ARROW DETAIL

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	E
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7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - See note 3
- 3. Border & Pedestrian are non-reflective black.
Circle with diagonal bar is reflective red.

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	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 153

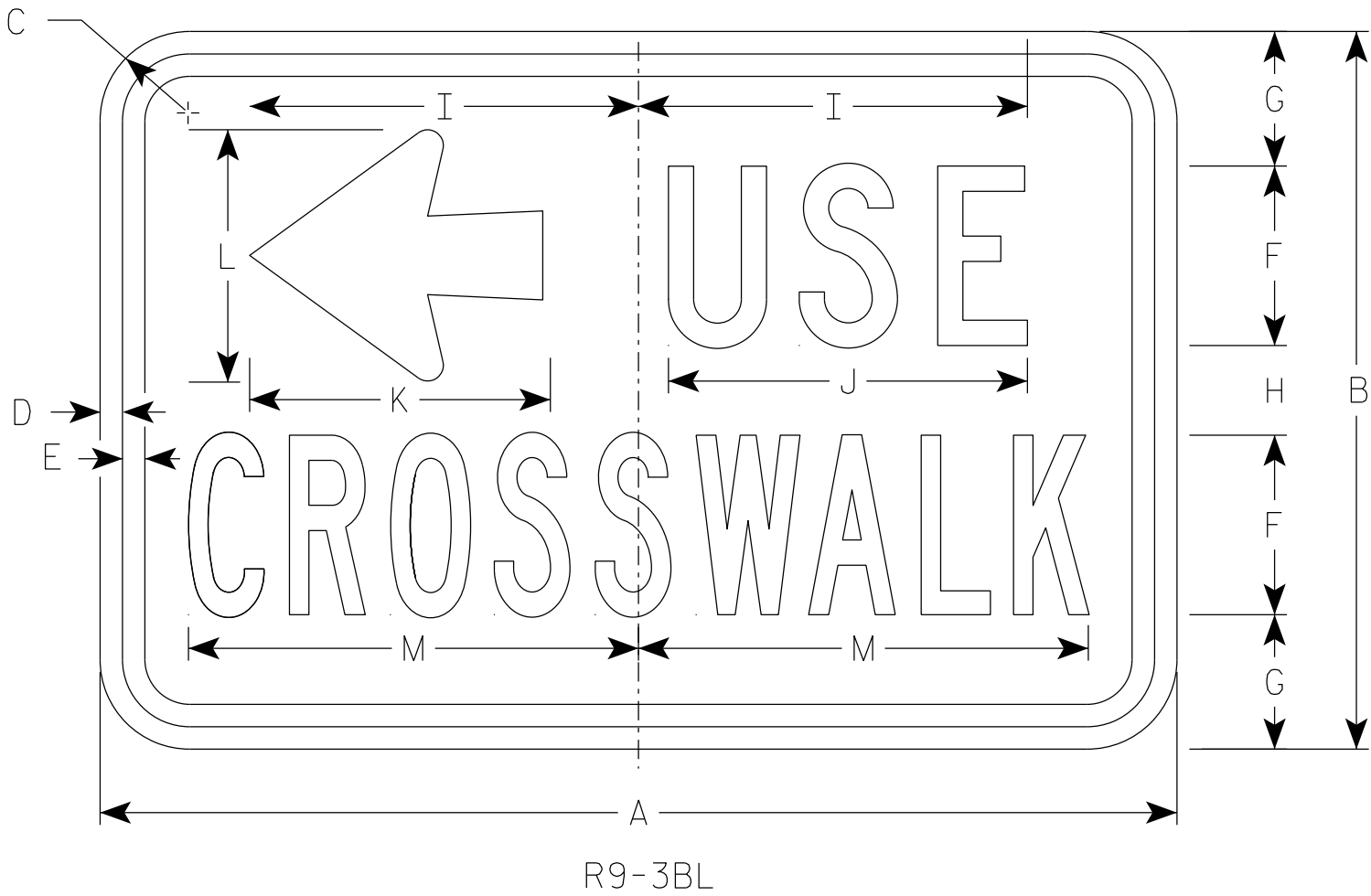
E

7

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C Line 1, Series B Line 2



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

PROJECT NO:

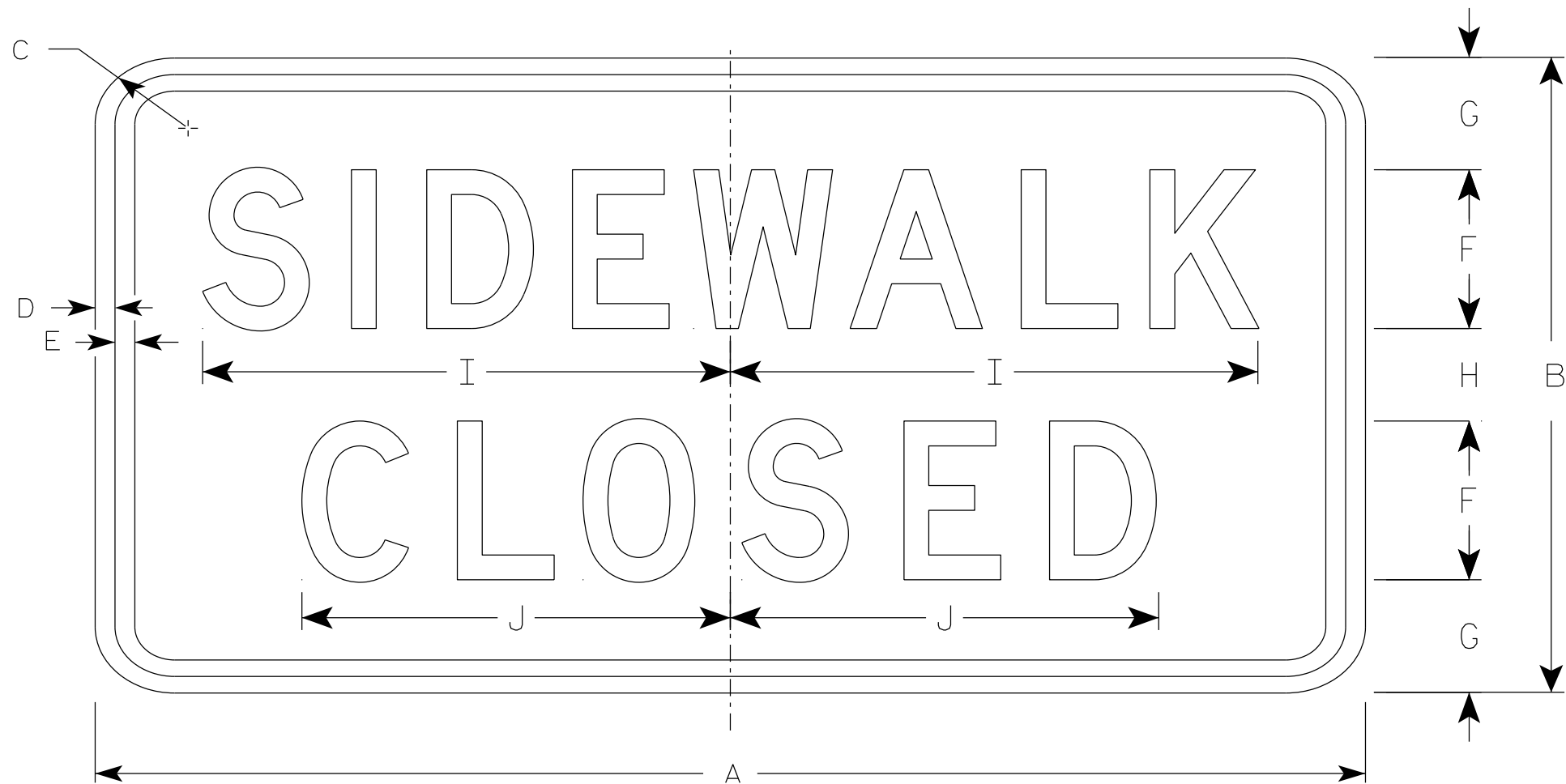
HWY:

COUNTY:

SHEET NO: 154

E

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 155

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 1/24/24

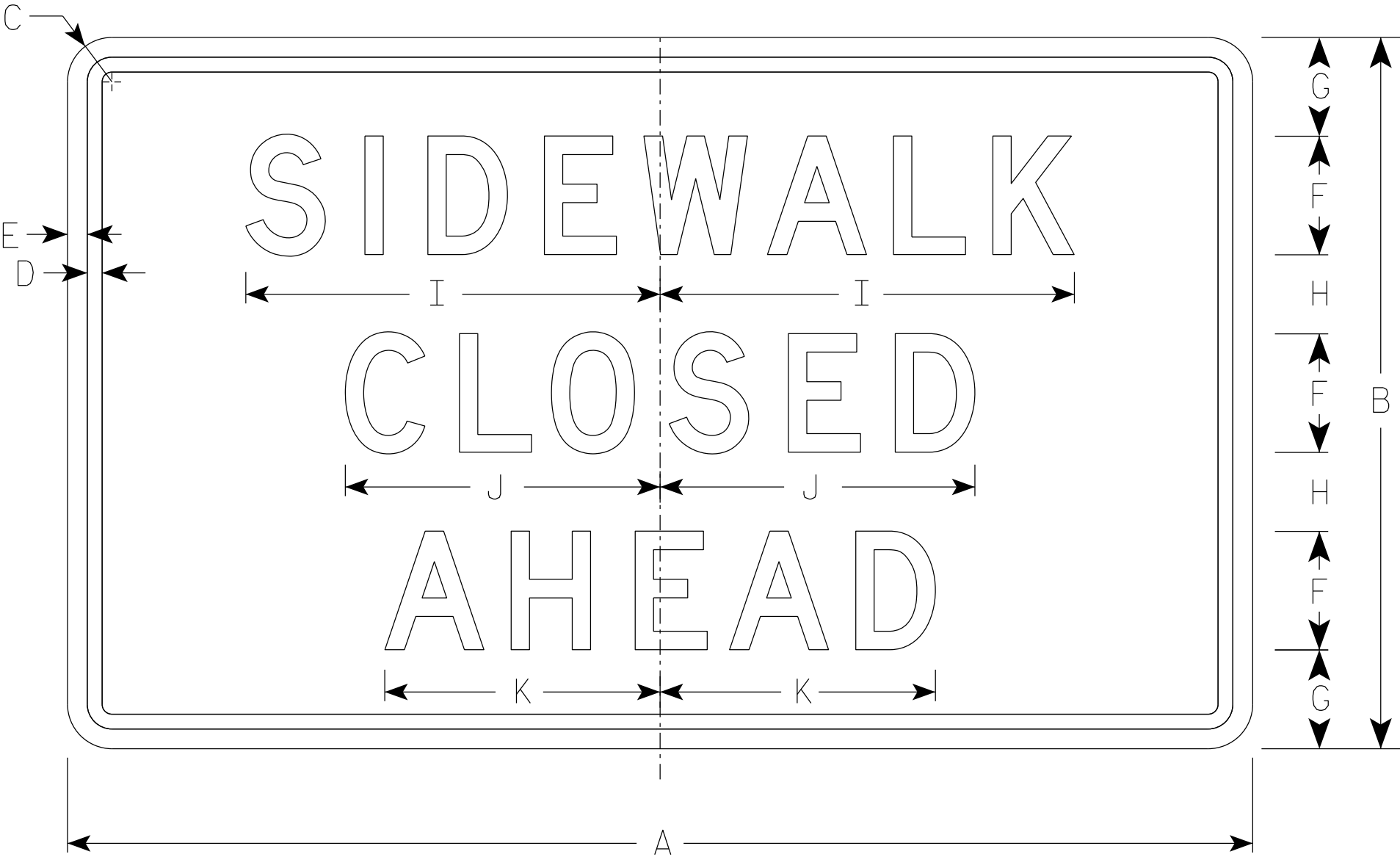
PLATE NO. R9-9.7

NOTES

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

Background - White

Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

PROJECT NO:

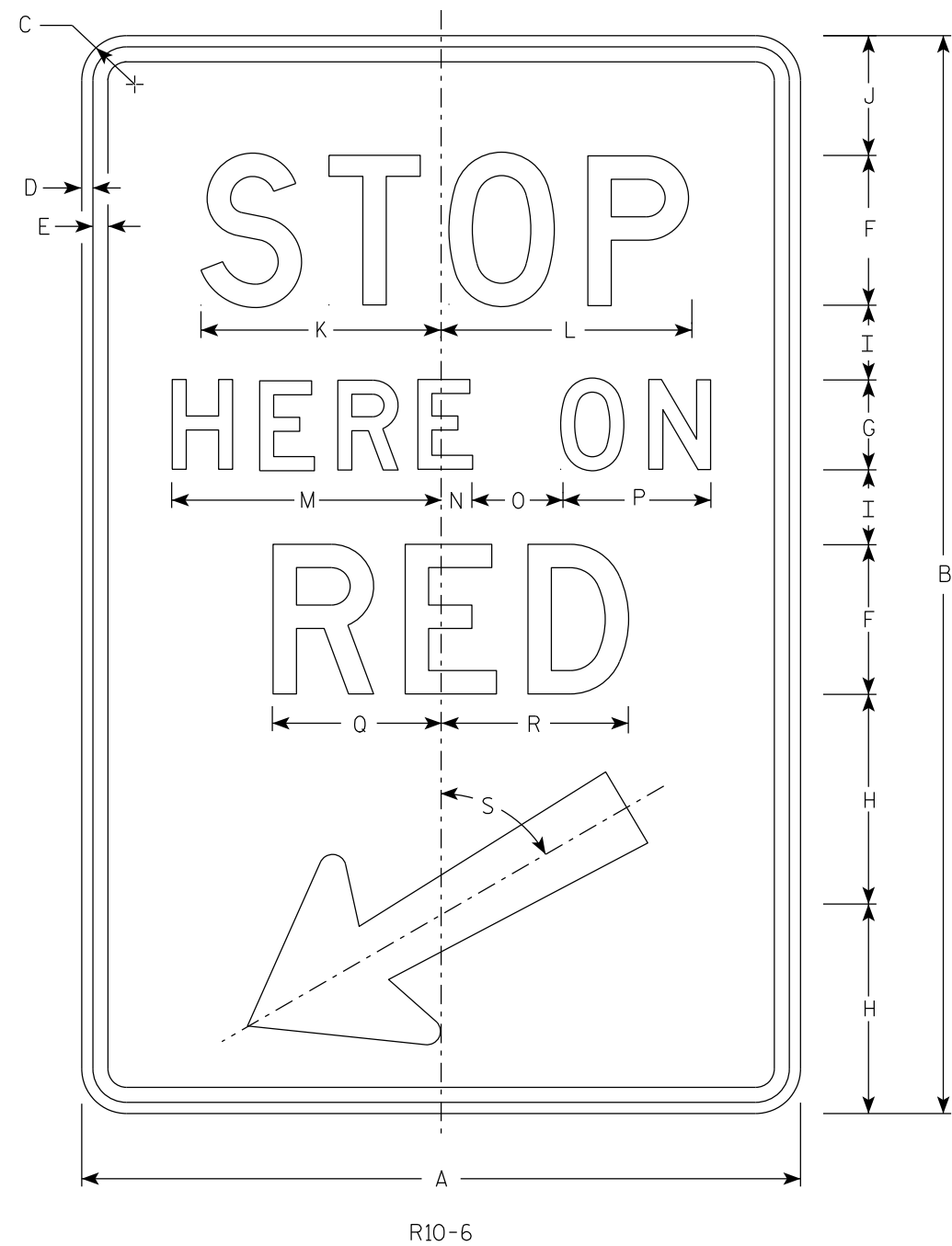
HWY:

COUNTY:

SHEET NO: 156

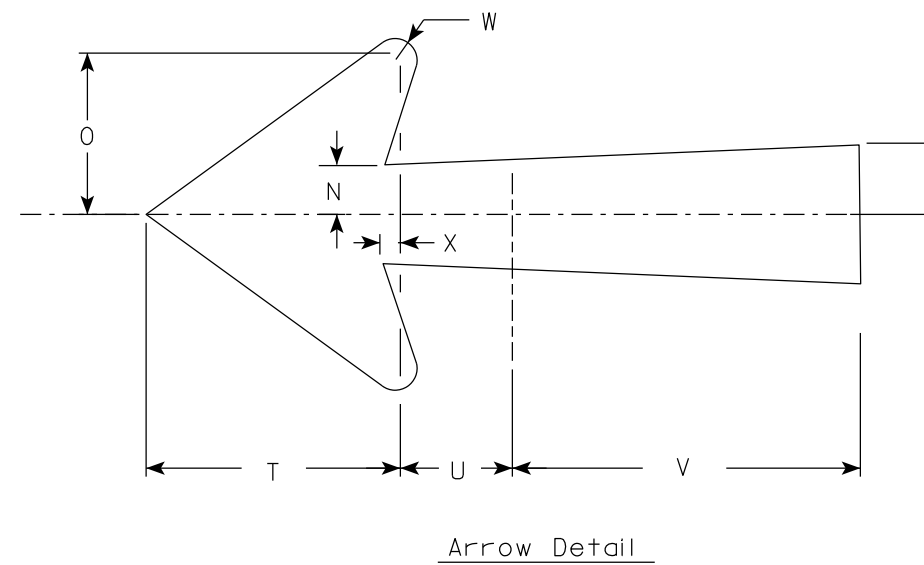
E

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



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	Areq sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 157

E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R106.dgn

PLOT DATE : 25-JAN 2024 11:01

PLOT BY : mscj9h

PLOT NAME :

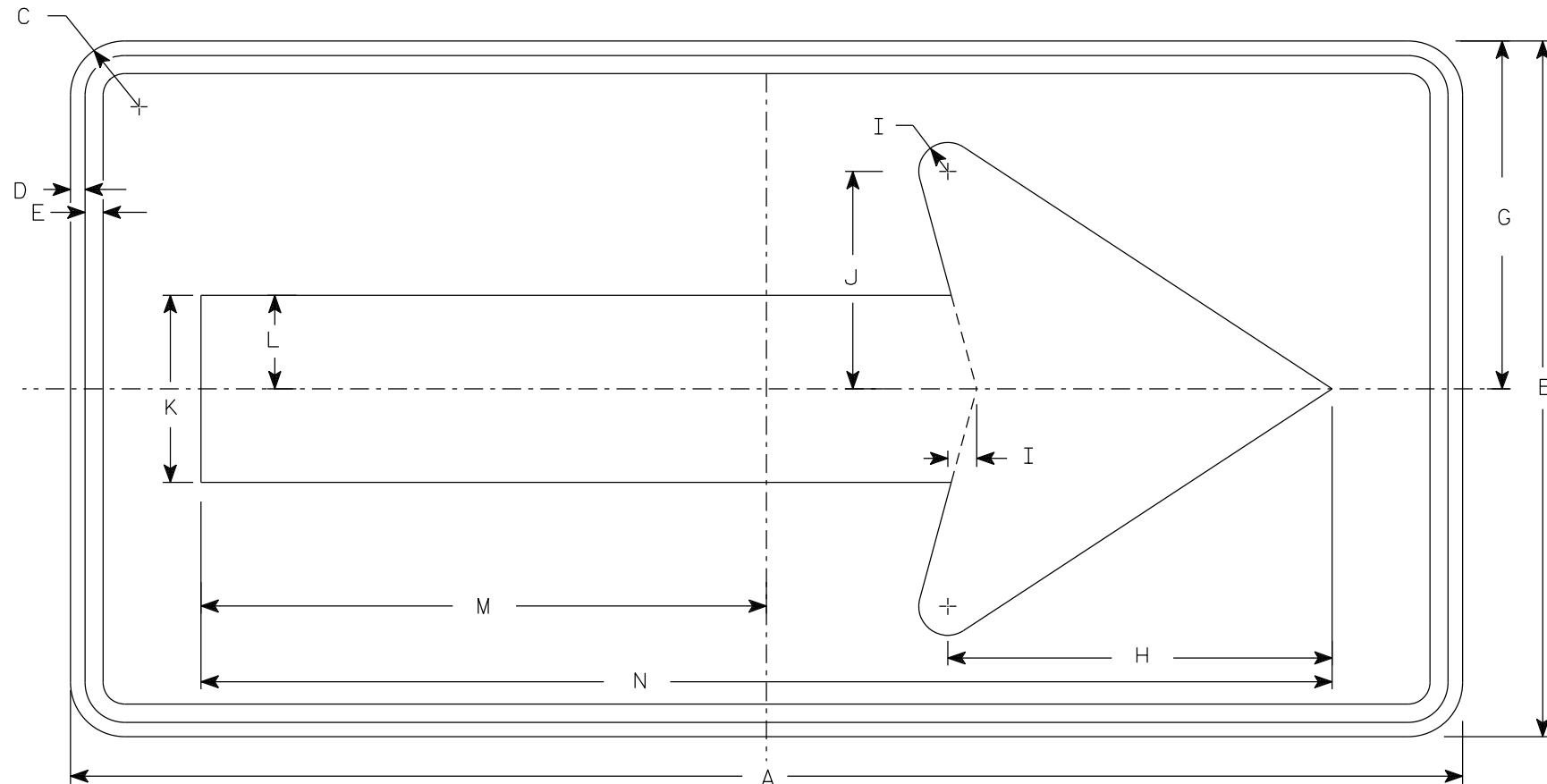
PLOT SCALE : \$\$.....plotscale.....\$\$WISDOT/CADDs SHEET 42

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	3	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN

W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/13/2023 PLATE NO. W1-6.9

PROJECT NO:

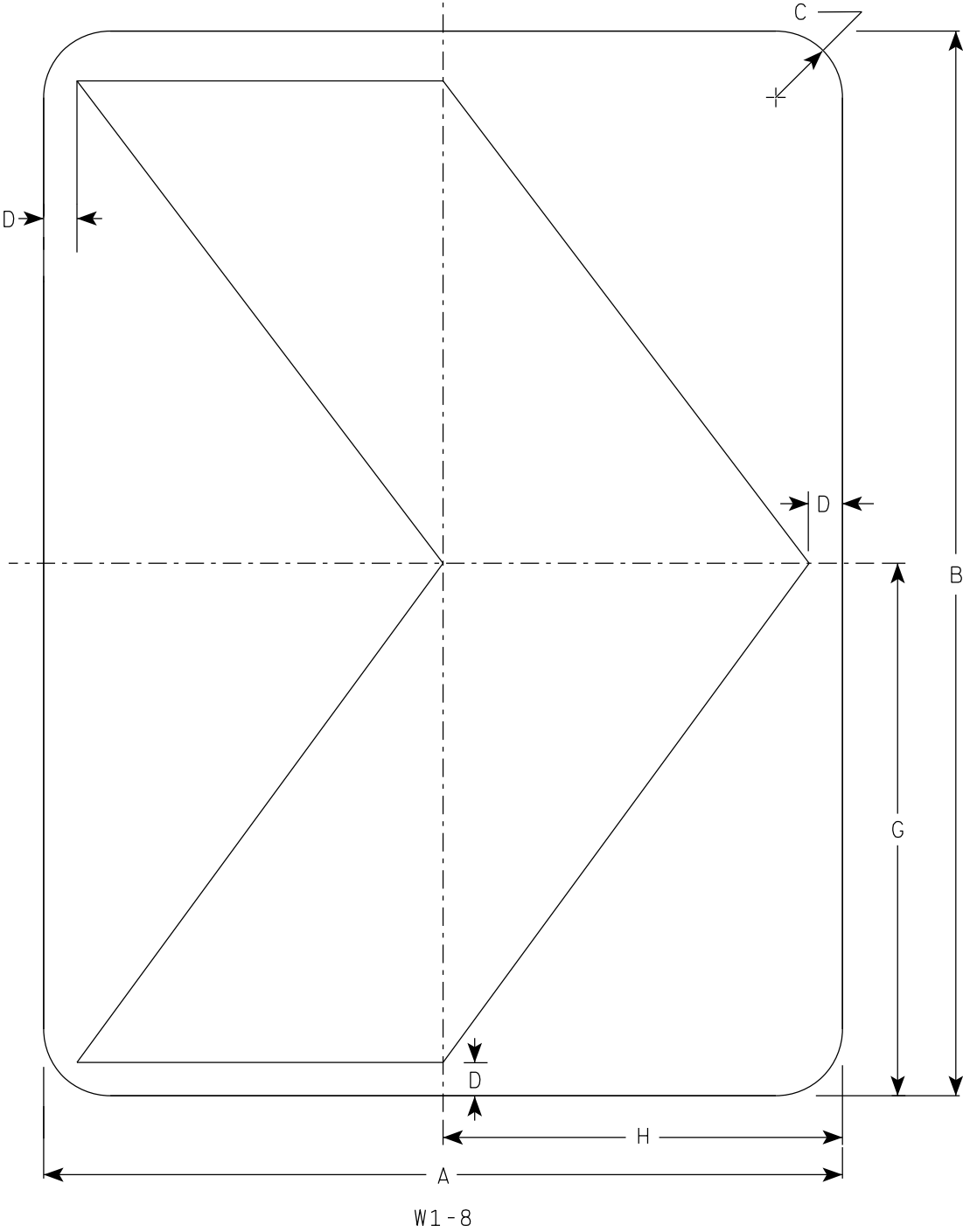
HWY:

COUNTY:

SHEET NO: 158

E

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
- Background - Yellow
- Message - Black

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	12	18	1 1/2	1/2			9	6																			1.5
2S	18	24	1 1/2	3/4			12	9																			3.0
2M	18	24	1 1/2	3/4			12	9																			3.0
3	24	30	1 1/2	1			15	12																			5.0
4	30	36	1 7/8	1 1/4			18	15																			7.5
5	36	48	1 7/8	1 1/2			24	18																			12.0

STANDARD SIGN

W1-8

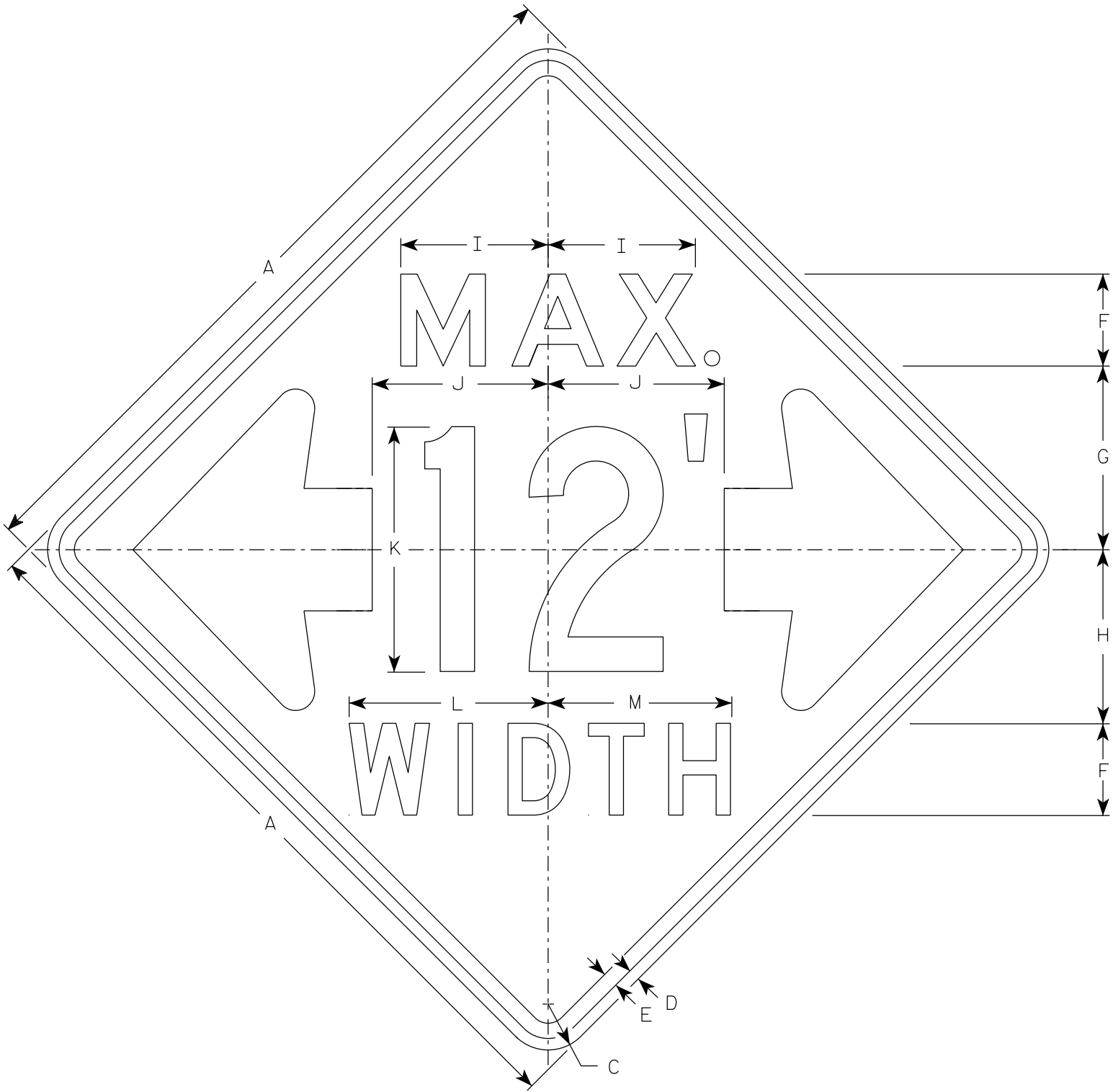
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

SHEET NO: 159

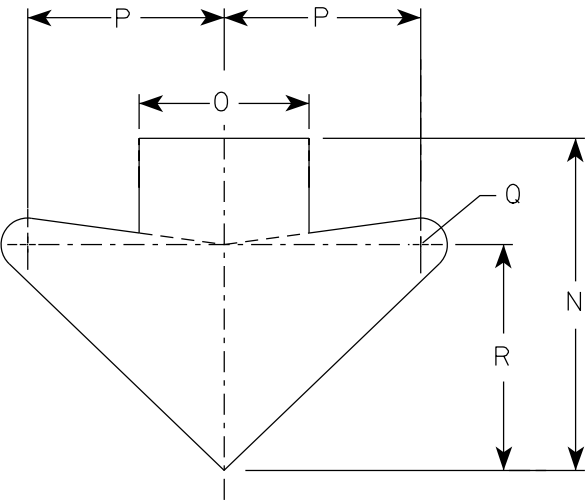
E



W12-52

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See note 5
- 4. The top line is series E, the numerals are series C, and the bottom line is series D.
- 5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

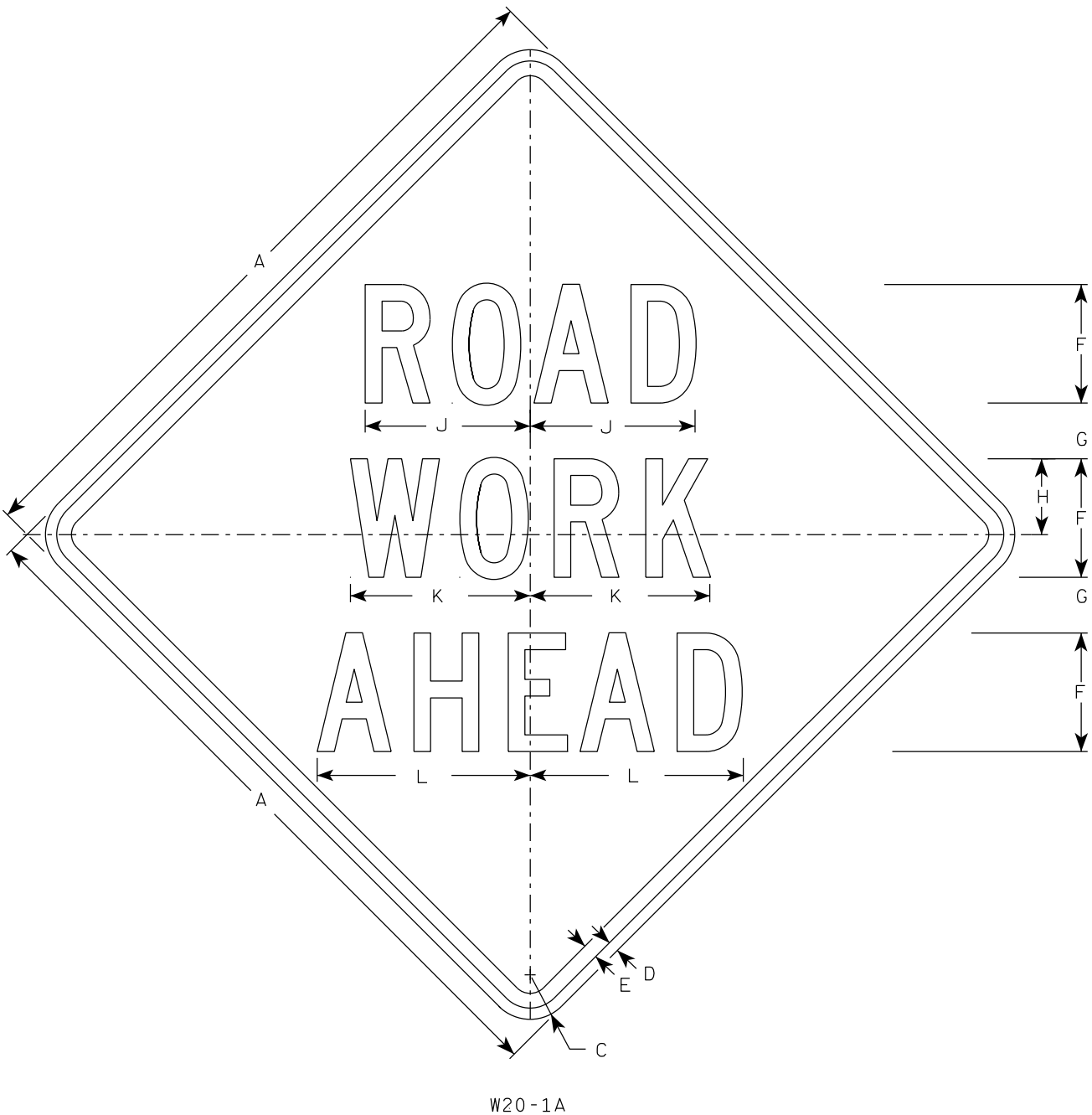
STANDARD SIGN

W12-52

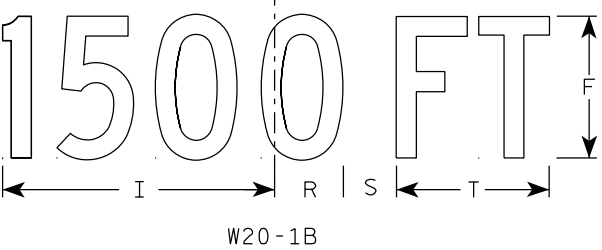
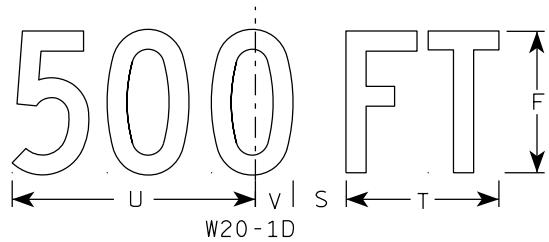
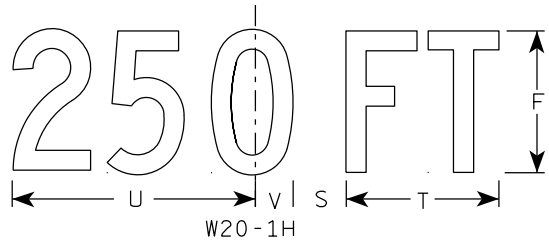
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

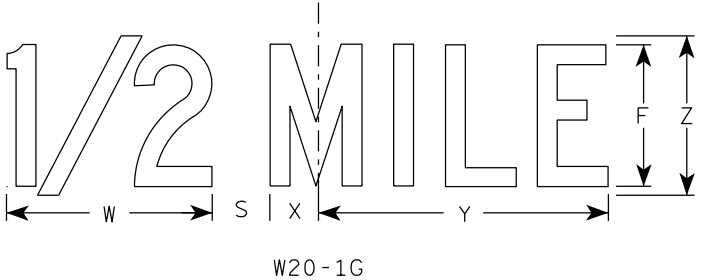


W20-1A

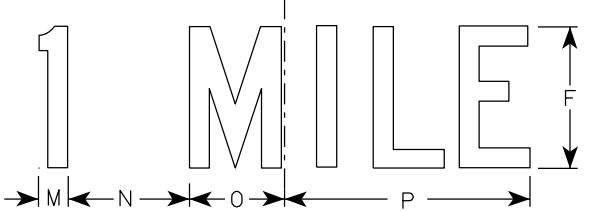


W20-1B

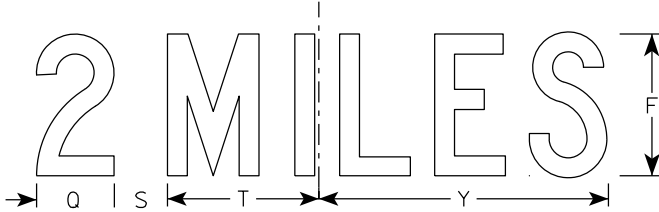
- NOTES
- 1. Sign is Type II - Type F Reflective
 - 2. Color:
 - Background - Orange
 - Message - Black
 - 3. Message Series - C
 - 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

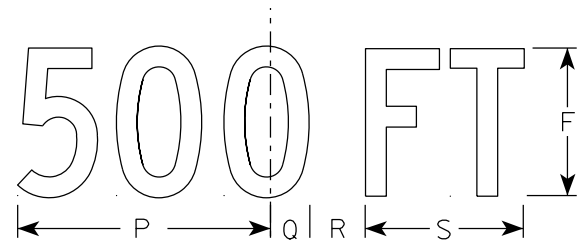
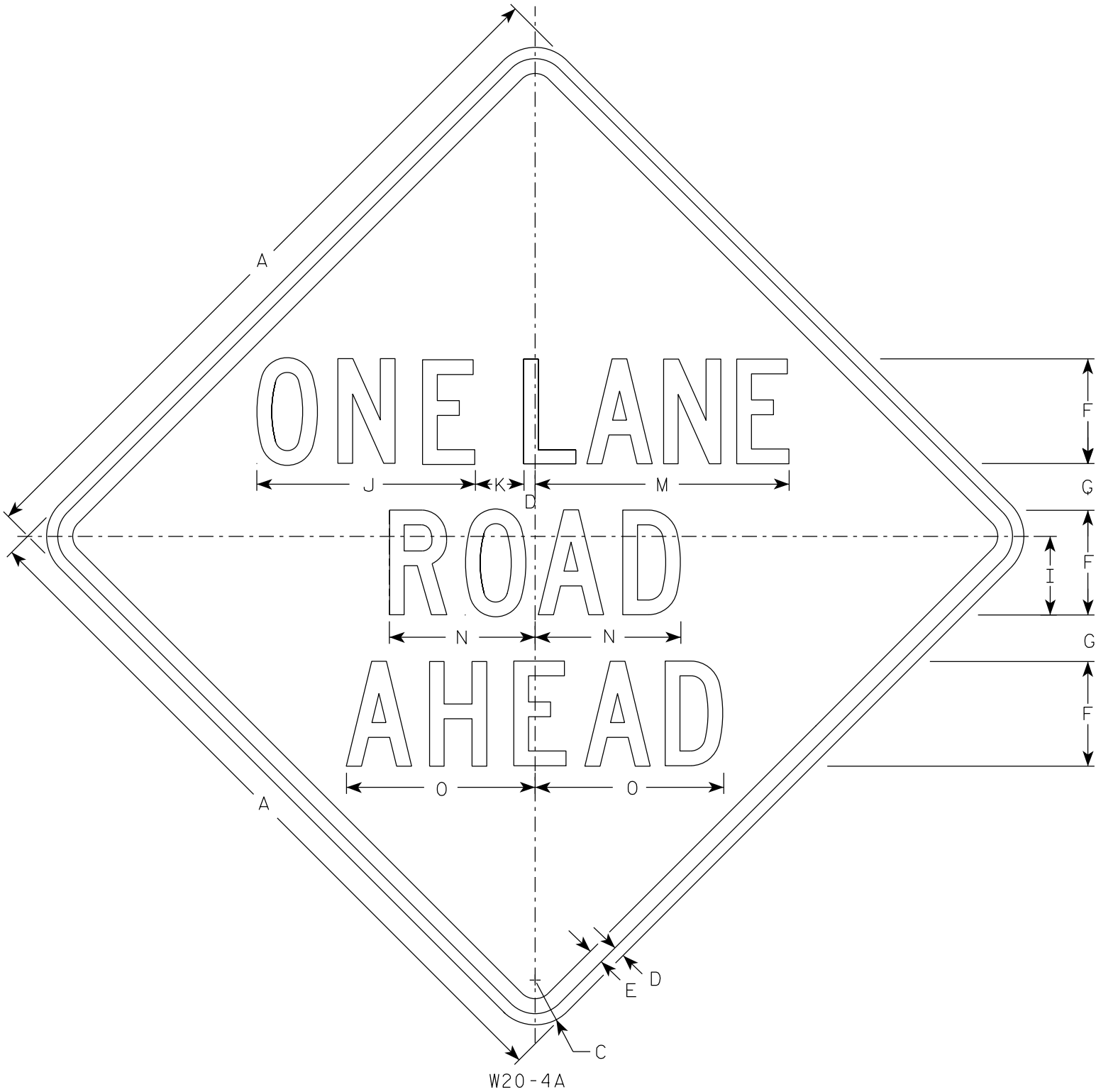
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

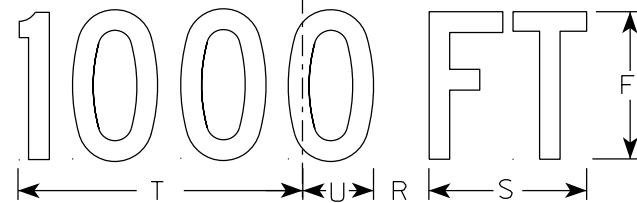
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

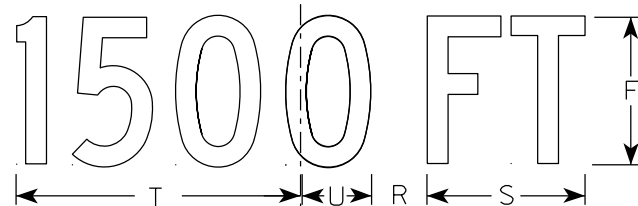
DATE 1/10/2024 PLATE NO. W20-1.12



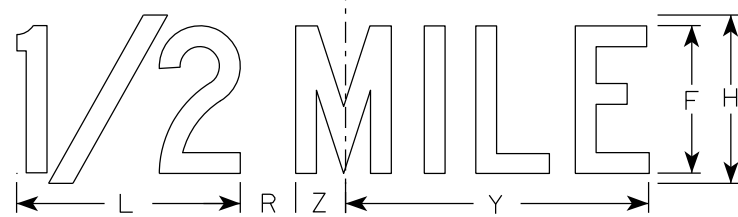
W20-4D



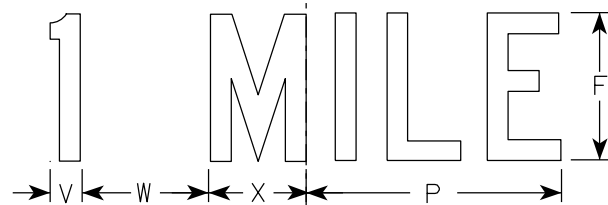
W20-4C



W20-4B



W20-4G



W20-4F

NOTES

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

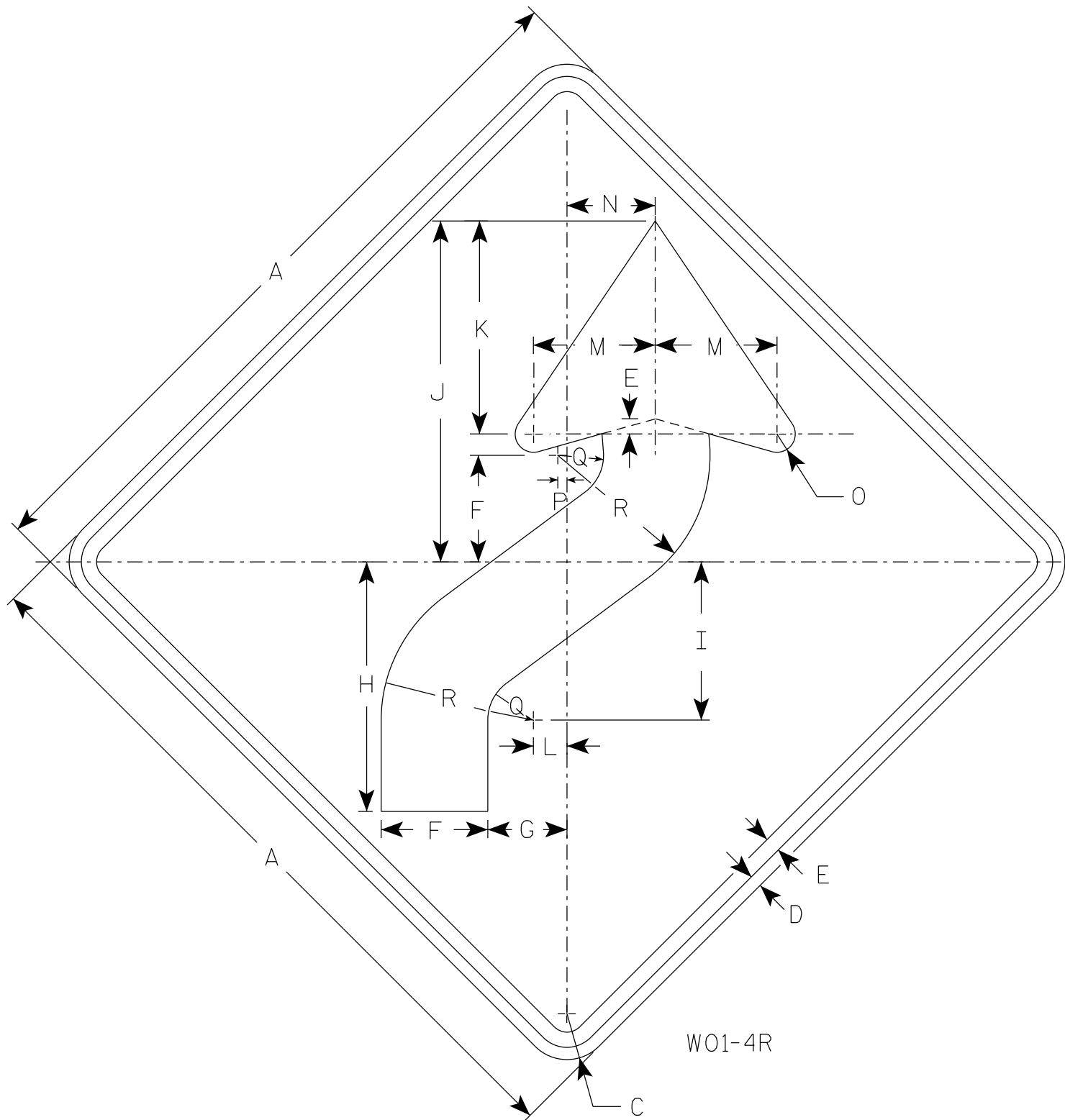
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-4.10



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

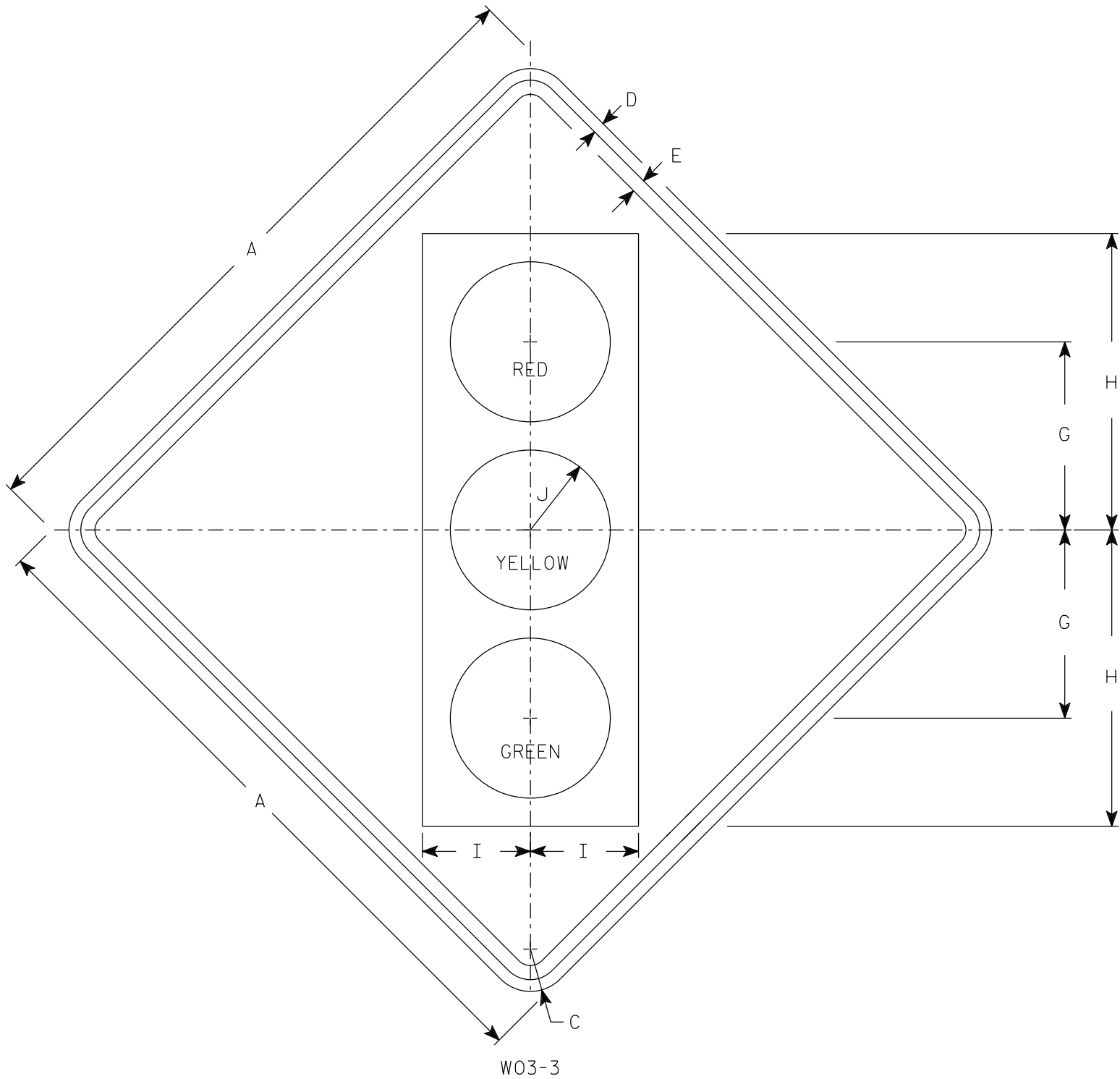
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

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

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - See Note 4
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. Symbol and border are non-reflective black.
 - Top circle - Type H Reflectorized Red
 - Center circle - Same as background
 - Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W03-3

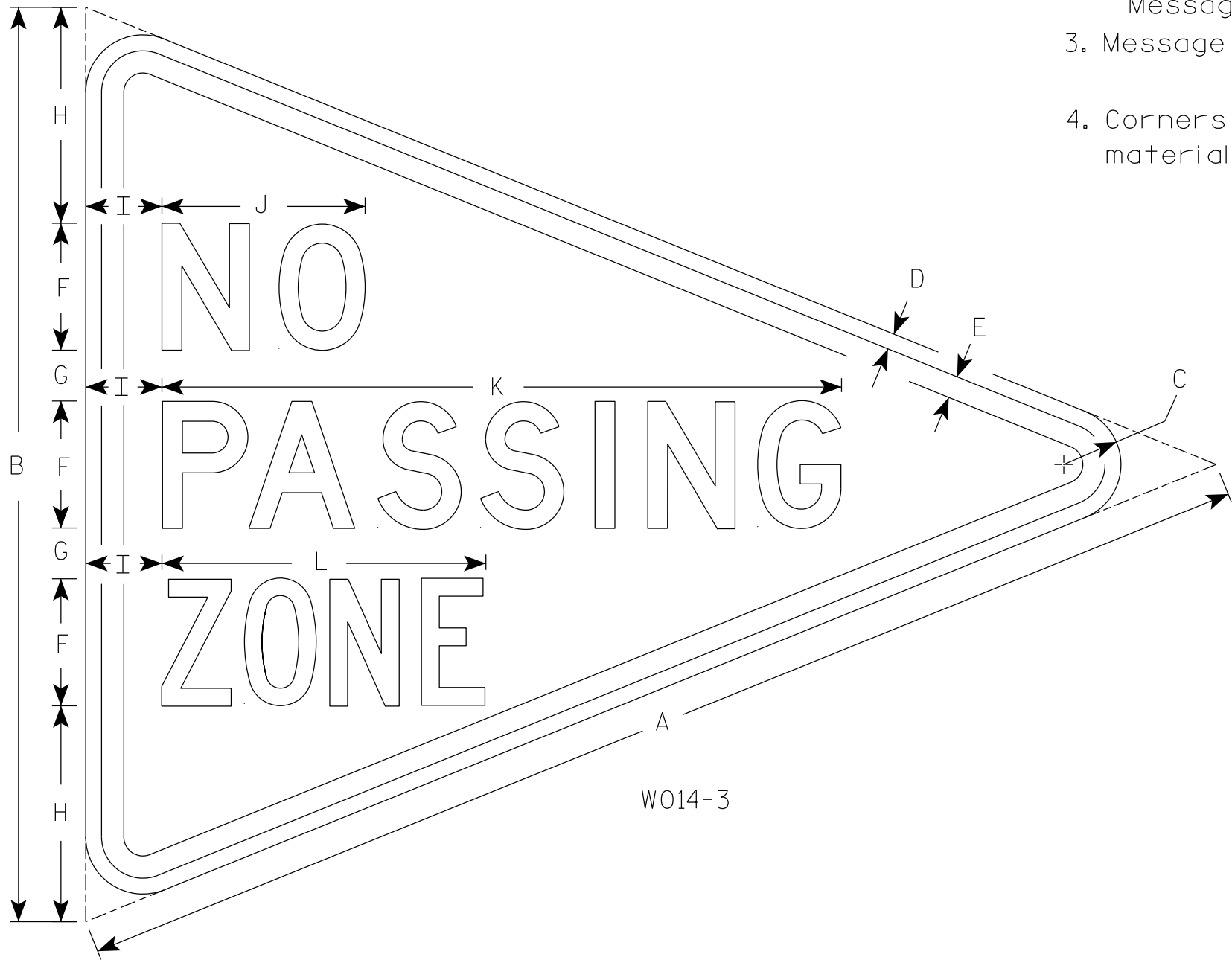
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

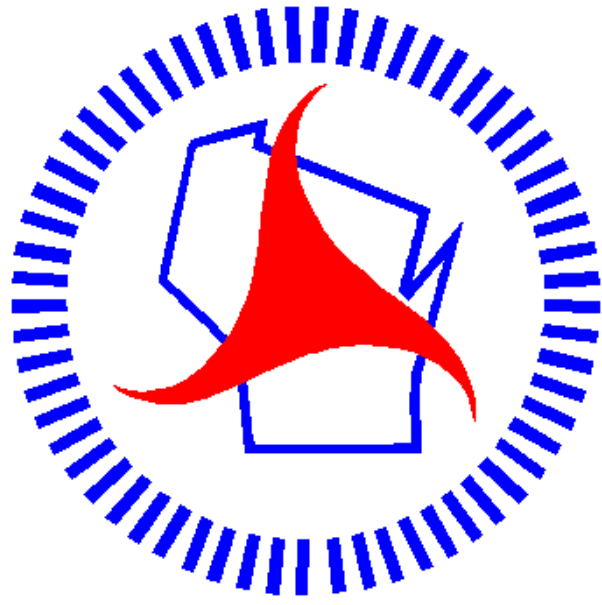
DATE 1/24/2024 PLATE NO. W03-3.2

NOTES

- 1. Sign is Type II- Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											



Wisconsin Department of Transportation

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