

RHI  
PROJECT ID: 1170-19-61  
WITH: N/A  
COUNTY: ONEIDA

SEPTEMBER 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 = 216



DESIGN DESIGNATION

|              |               |        |
|--------------|---------------|--------|
|              | SB            | NB     |
| A.A.D.T.     | 2026 = 11,760 | 9,960  |
| A.A.D.T.     | 2046 = 13,290 | 11,255 |
| D.H.V.       | = 1601        | 1566   |
| D.D.         | = 61/39       | 61/39  |
| T.           | = 8%          | 8%     |
| DESIGN SPEED | = 25 MPH      | 25 MPH |
| ESALS        | = N/A         | N/A    |

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                              |  |

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED IMPROVEMENT

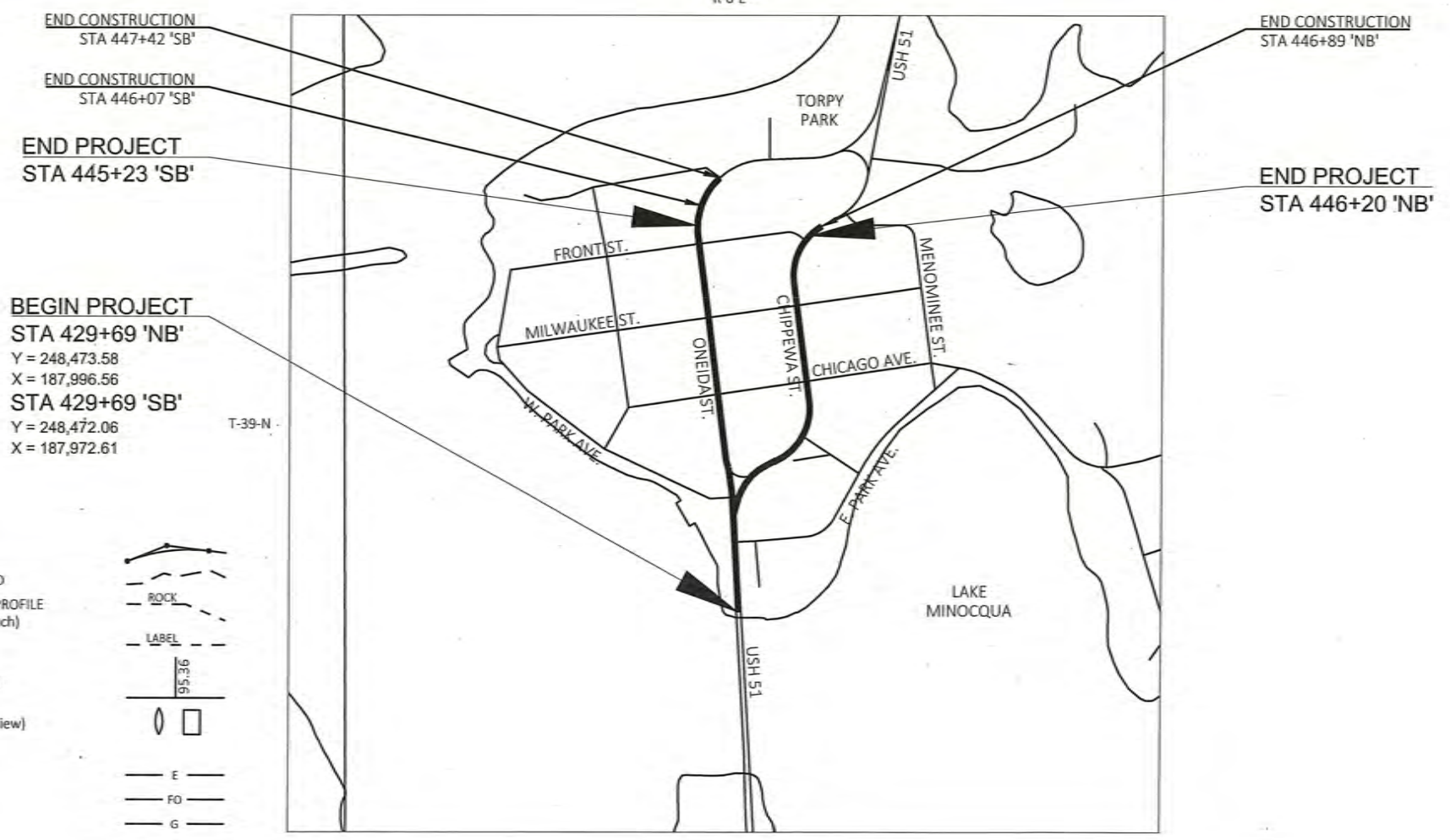
MINOCQUA - MANITOWISH

MINOCQUA BRIDGE TO FRONT STREET

USH 51

ONEIDA COUNTY

STATE PROJECT NUMBER  
1170-19-61



LAYOUT  
SCALE 0 0.125 MI  
TOTAL NET LENGTH OF CENTERLINE = 0.607 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ONEIDA 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.

| STATE PROJECT | FEDERAL PROJECT |          |
|---------------|-----------------|----------|
|               | PROJECT         | CONTRACT |
| 1170-19-61    |                 |          |
|               |                 |          |
|               |                 |          |
|               |                 |          |

ORIGINAL PLANS PREPARED BY

**MSA**

1835 NORTH STEVENS STREET, RHINELANDER, WI 54501  
(715) 362-3244 (1-800) 844-7854 FAX: (715) 362-4116

**WISCONSIN PROFESSIONAL ENGINEER**

ALEX PASSOW  
E-484886  
MINOCQUA  
WI

DATE: 04/23/2025 *Alex Passow*  
(PROFESSIONAL ENGINEER)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

|                     |                                 |
|---------------------|---------------------------------|
| PREPARED BY         | MSA PROFESSIONAL SERVICES, INC. |
| Surveyor            | MSA PROFESSIONAL SERVICES, INC. |
| Designer            | FRED OGLES                      |
| Project Manager     | FRED SCHUNK                     |
| Regional Examiner   | BETH NEMEC                      |
| Regional Supervisor |                                 |

APPROVED FOR THE DEPARTMENT

DATE: 4/24/2025 *Felix Ogles*  
(Signature)

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS SHALL BE FERTILIZED, SEEDED AND EROSION MATTED AS DIRECTED BY THE ENGINEER.

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

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

SECTION 2 ORDER

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- PAVEMENT MARKING
- PEDESTRIAN ACCOMMODATIONS
- TRAFFIC CONTROL

AS-BUILT

- 1177-05-70 (1995)
- 1175-05-75 (1996)
- 1170-19-60 (2019)
- 1170-19-84 (2020)

WISDOT SIGNALS

NORTH CENTRAL REGION ELECTRICIAN  
TIM KNOWLES  
510 HANSON LAKE ROAD  
RHINELANDER, WI 54501  
PHONE: (715) 401-0105  
EMAIL: TIMOTHY.KNOWLES@DOT.WI.GOV

TOWN OF MINOCQUA - STREET LIGHTING

DIRECTOR OF PUBLIC WORKS  
MARK PERTILE  
415 MENOMINEE STREET  
MINOCQUA, WI 54548  
PHONE: (715) 365-5296  
EMAIL: PUBLICWORKS@TOWNOFMINOCQUA.ORG

DNR LIASON

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

UTILITIES

COMMUNICATIONS

FRONTIER COMMUNICATIONS OF WI  
CHRISTOPHER POLLACK  
521 N 4TH STREET  
WAUSAU, WI 54403  
PHONE: (715) 847-1240 (WORK)  
EMAIL: CHRISTOPHER.POLLACK@FTR.COM

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

ELECTRICITY

WISCONSIN PUBLIC SERVICE CORP.  
RANDY MARVIN  
2027 NAVAJO STREET  
RHINELANDER, WI 54501  
PHONE: (715) 369-7166 (WORK)  
PHONE: (715) 902-1491 (MOBILE)  
EMAIL: RANDY.MARVIN@WISCONSINPUBLICSERVICE.COM

GAS

WISCONSIN PUBLIC SERVICE CORP.  
SHANE SARKKINEN  
2027 NAVAJO STREET  
RHINELANDER, WI 54501  
PHONE: (715) 369-7133 (WORK)  
PHONE: (715) 966-1040 (MOBILE)  
EMAIL: SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM

SANITARY SEWER

LAKELAND SANITARY DISTRICT #1  
WILBUR PETERS  
8780 MORGAN ROAD  
MINOCQUA, WI 54548  
PHONE: (715) 356-4454 (WORK)  
PHONE: (715) 360-5984 (MOBILE)  
EMAIL: WILBURLAKELAND@YAHOO.COM

WATER

LAKELAND SANITARY DISTRICT #1  
WILBUR PETERS  
8780 MORGAN ROAD  
MINOCQUA, WI 54548  
PHONE: (715) 356-4454 (WORK)  
PHONE: (715) 360-5984 (MOBILE)  
EMAIL: WILBURLAKELAND@YAHOO.COM

\* - NOT A MEMBER OF DIGGERS HOTLINE



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

RUNOFF COEFFICIENT TABLE

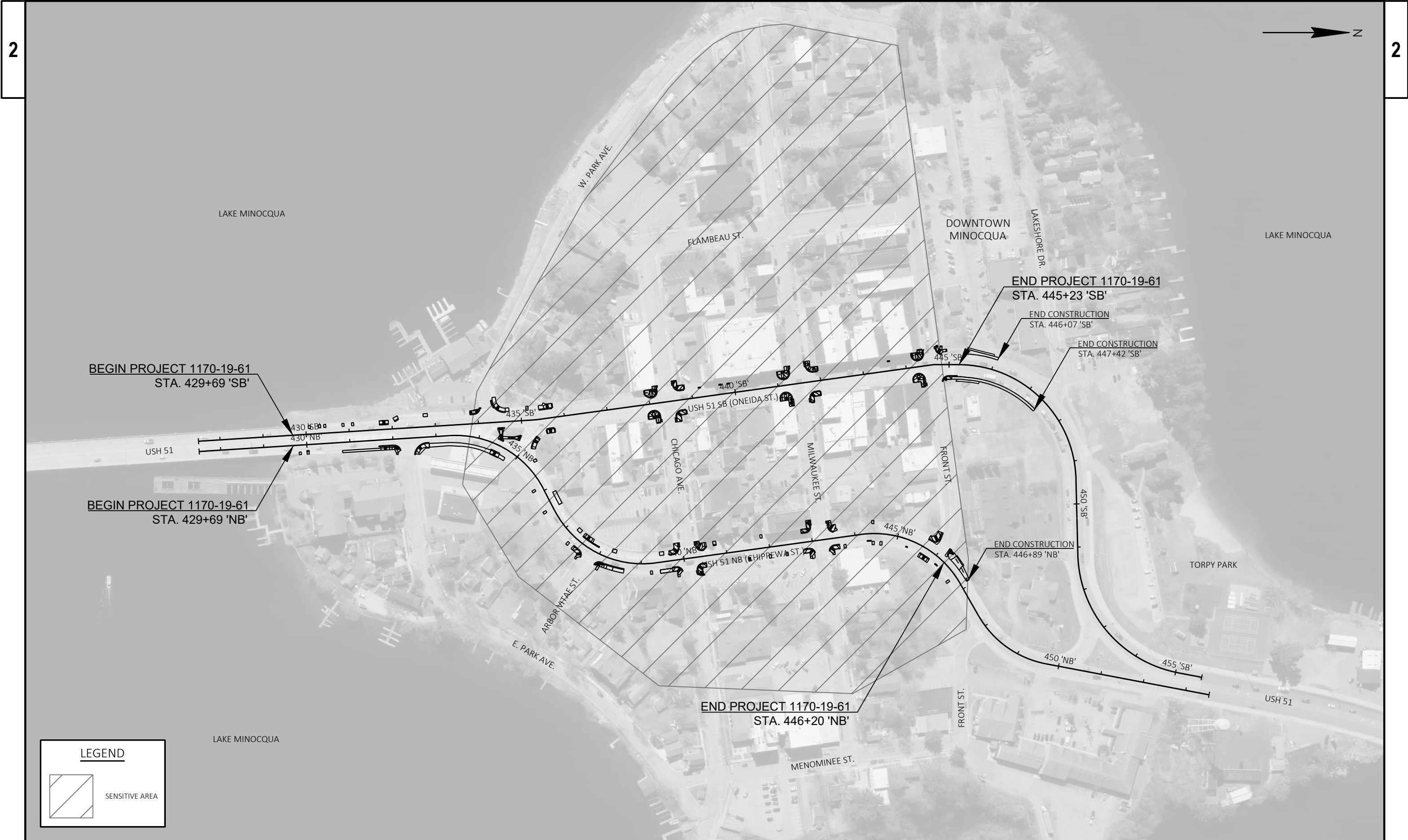
|                         | HYDROLOGIC SOIL GROUP |      |          |                       |      |          |                       |      |          |                       |              |              |
|-------------------------|-----------------------|------|----------|-----------------------|------|----------|-----------------------|------|----------|-----------------------|--------------|--------------|
|                         | A                     |      |          | B                     |      |          | C                     |      |          | D                     |              |              |
|                         | SLOPE RANGE (PERCENT) |      |          | SLOPE RANGE (PERCENT) |      |          | SLOPE RANGE (PERCENT) |      |          | SLOPE RANGE (PERCENT) |              |              |
| LAND USE:               | 0-2                   | 2-6  | 6 & OVER | 0-2                   | 2-6  | 6 & OVER |                       | 2-6  | 6 & OVER | 0-2                   | 2-6          | 6 & OVER     |
| MEDIAN STRIP TURF       | 0.19                  | 0.20 | 0.24     | 0.19                  | 0.22 | 0.26     | 0.20                  | 0.23 | 0.30     | 0.20                  | 0.25<br>0.32 | 0.30<br>0.40 |
| SIDE SLOPE TURF         |                       |      | 0.25     |                       |      | 0.27     |                       |      | 0.28     |                       |              | 0.30<br>0.38 |
| PAVEMENT:               | 0.40 - 0.60           |      |          |                       |      |          |                       |      |          |                       |              |              |
| ASPHALT:                | 0.70 - 0.95           |      |          |                       |      |          |                       |      |          |                       |              |              |
| CONCRETE:               | 0.80 - 0.95           |      |          |                       |      |          |                       |      |          |                       |              |              |
| BRICK:                  | 0.70 - 0.80           |      |          |                       |      |          |                       |      |          |                       |              |              |
| DRIVES, WALKS:          | 0.75 - 0.85           |      |          |                       |      |          |                       |      |          |                       |              |              |
| ROOFS:                  | 0.75 - 0.95           |      |          |                       |      |          |                       |      |          |                       |              |              |
| GRAVEL ROADS, SHOULDERS | 0.40 - 0.60           |      |          |                       |      |          |                       |      |          |                       |              |              |

EROSION CONTROL NOTES

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

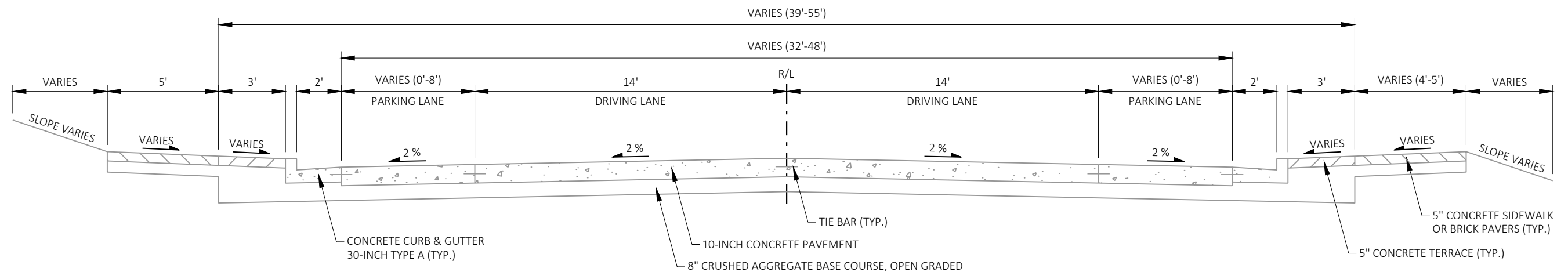
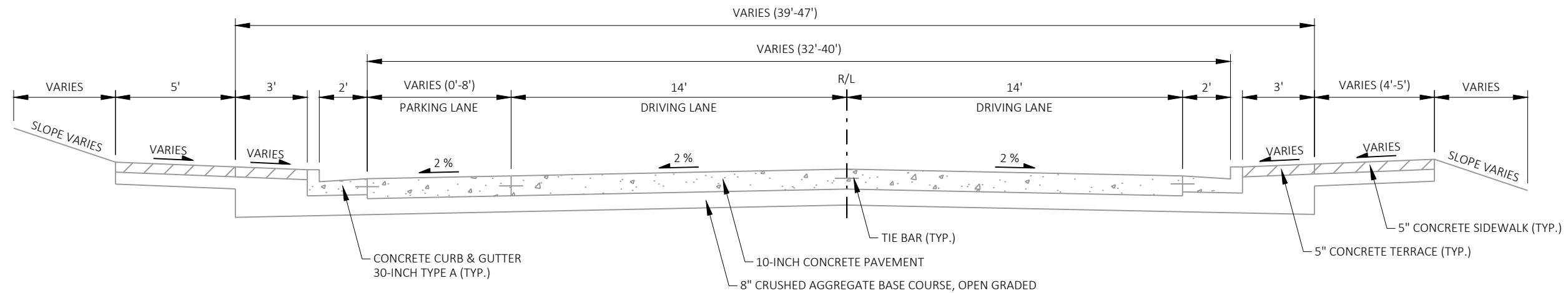
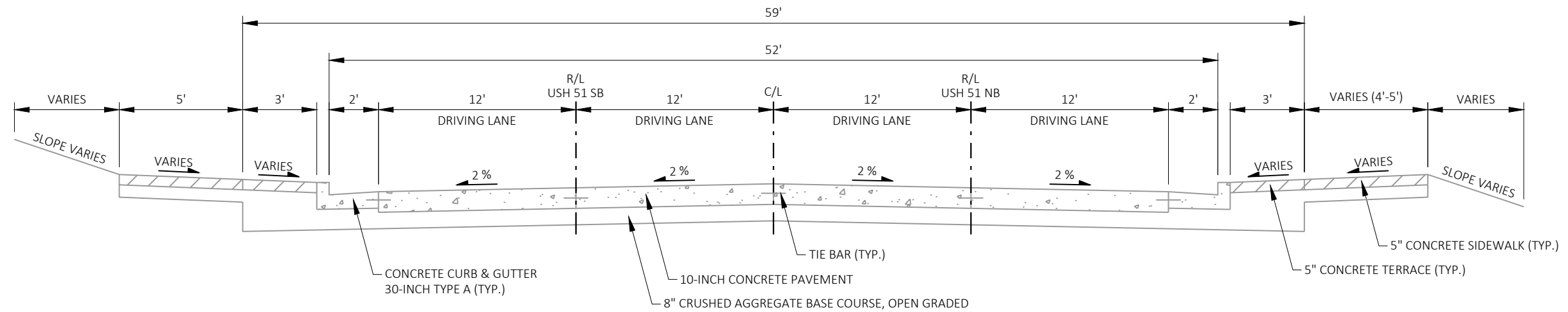
TOTAL PROJECT AREA = 4.04 ACRES  
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.95 ACRES



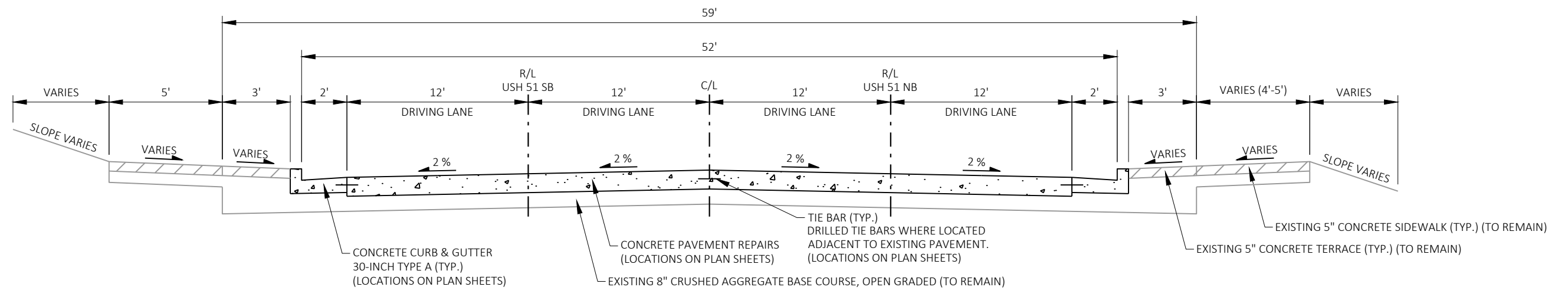


LEGEND

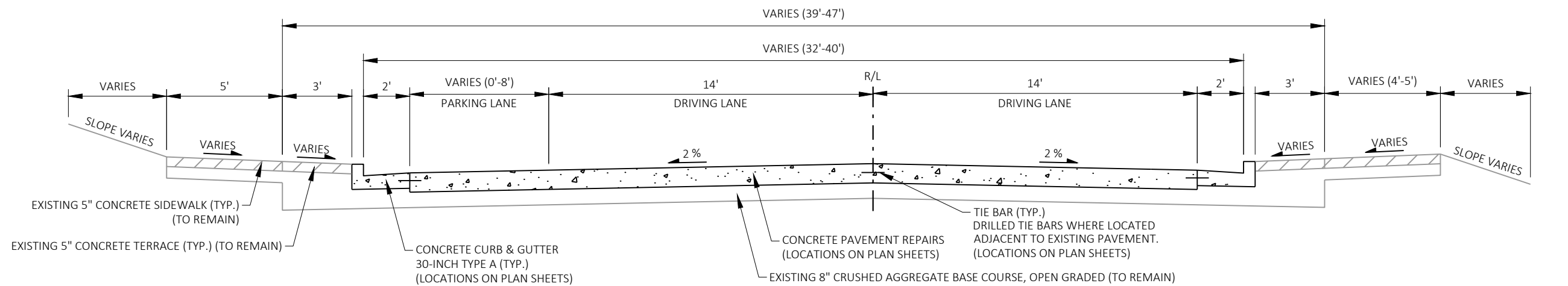
SENSITIVE AREA



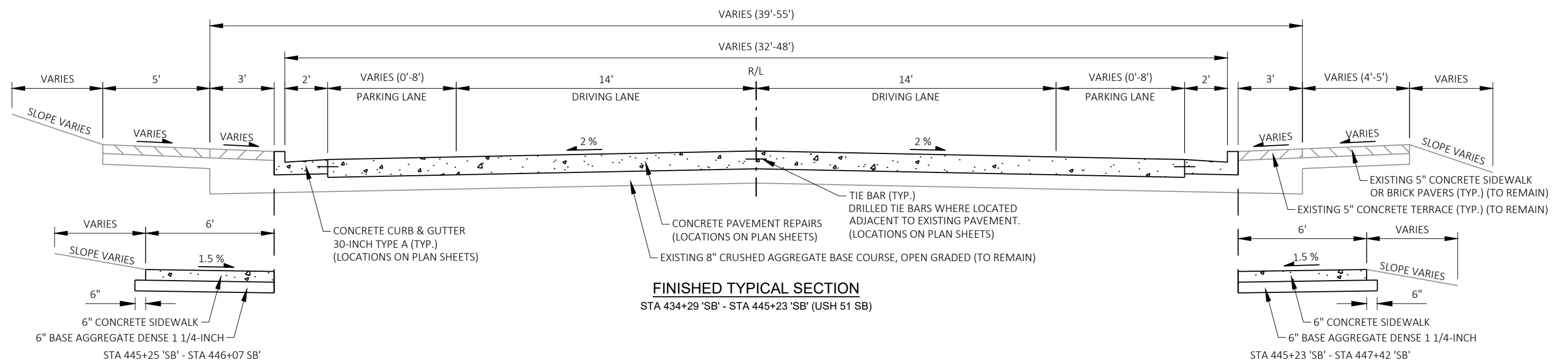


**FINISHED TYPICAL SECTION**

STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)  
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)

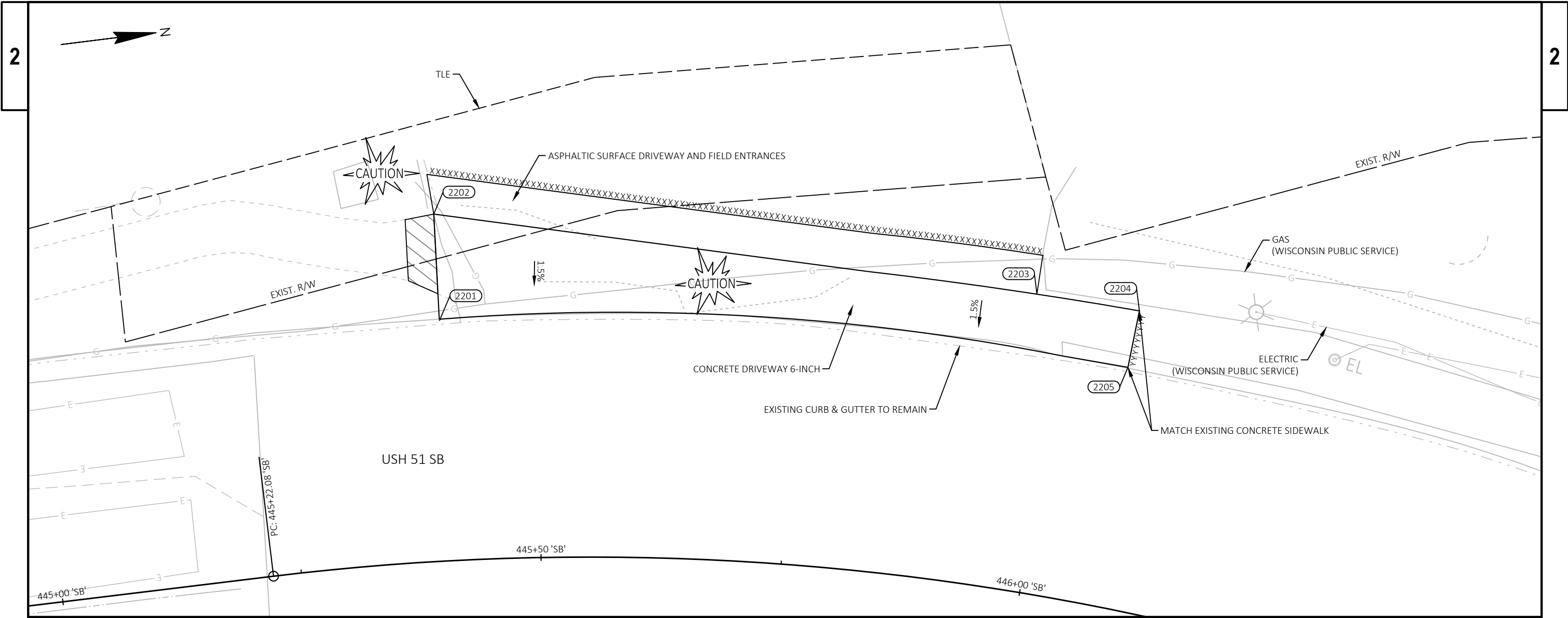
**FINISHED TYPICAL SECTION**

STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)

**FINISHED TYPICAL SECTION**

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)





**LEGEND:**

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

- NOTES:**
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
  - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
  - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
  - REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
  - TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| W SB USH 51 SIDEWALK REPLACEMENT |                |          |           |           |           |             |
|----------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 2201                             | 445+40.73 'SB' | 24.99' L | -         | 250032.74 | 187781.29 | BOC         |
| 2202                             | 445+40.72 'SB' | 36.12' L | -         | 250033.52 | 187770.19 | EOW         |
| 2203                             | 445+97.02 'SB' | 30.95' L | -         | 250094.79 | 187786.18 | EOW         |
| 2204                             | 446+06.73 'SB' | 31.06' L | -         | 250105.15 | 187789.22 | EOW         |
| 2205                             | 446+06.67 'SB' | 25.06' L | -         | 250103.25 | 187794.91 | BOC         |



- NOTES:
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  - 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
  - 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
  - 4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
  - 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| E SB USH 51 SIDEWALK REPLACEMENT |                |          |           |           |           |             |
|----------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 2301                             | 445+19.85 'SB' | 27.80' R | -         | 250010.04 | 187833.33 | BOC         |
| 2302                             | 445+19.84 'SB' | 33.80' R | -         | 250010.02 | 187839.33 | EOW         |
| 2303                             | 445+82.67 'SB' | 28.43' R | -         | 250066.08 | 187840.10 | BOC         |
| 2304                             | 445+76.99 'SB' | 34.46' R | -         | 250059.89 | 187844.93 | EOW         |
| 2305                             | 447+42.36 'SB' | 27.40' R | -         | 250189.39 | 187909.13 | BOC         |
| 2306                             | 447+42.39 'SB' | 33.40' R | -         | 250185.06 | 187913.28 | EOW         |

LEGEND:

 EXISTING SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON POST(S)

 .XXXX. SAWING ASPHALT

 .AAAA. SAWING CONCRETE

 X.XX% FLOWLINE/CONCRETE SLOPE

 X.XX%\* FLARE SLOPE

 DETECTABLE WARNING FIELD

 LANDING AREA

 REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

 6:1 GRADED FLARE

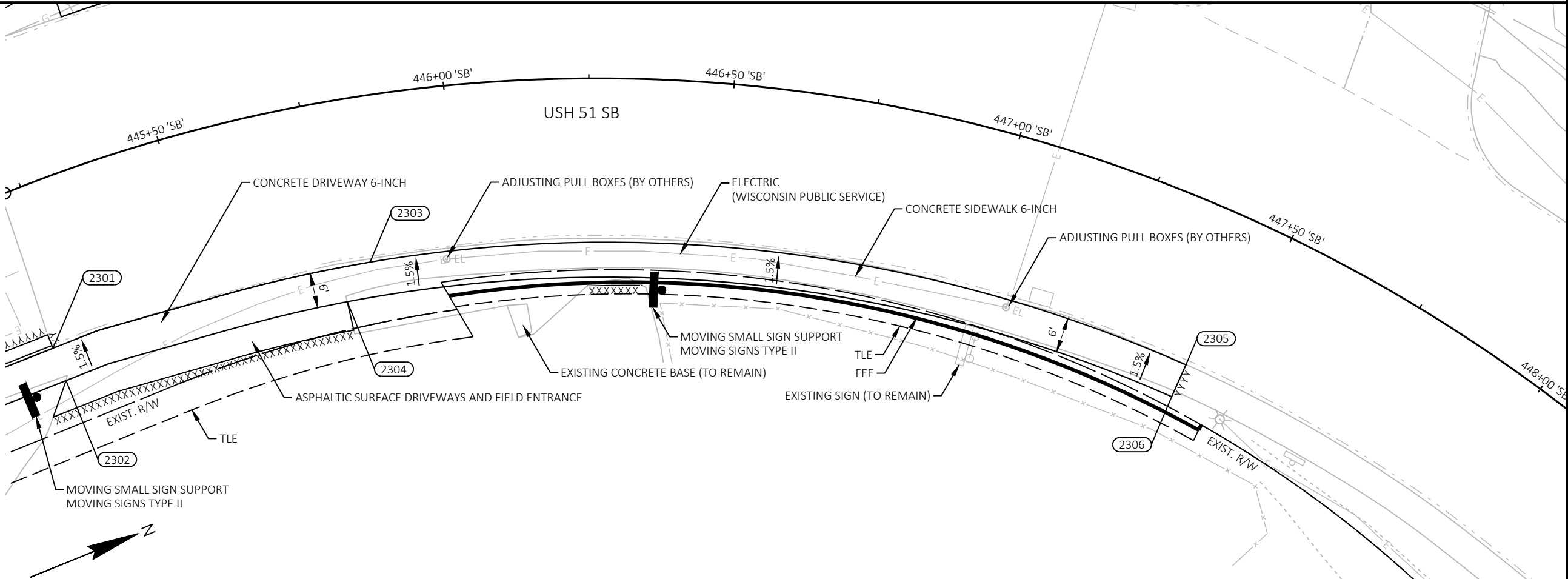
 10:1 CONCRETE FLARE

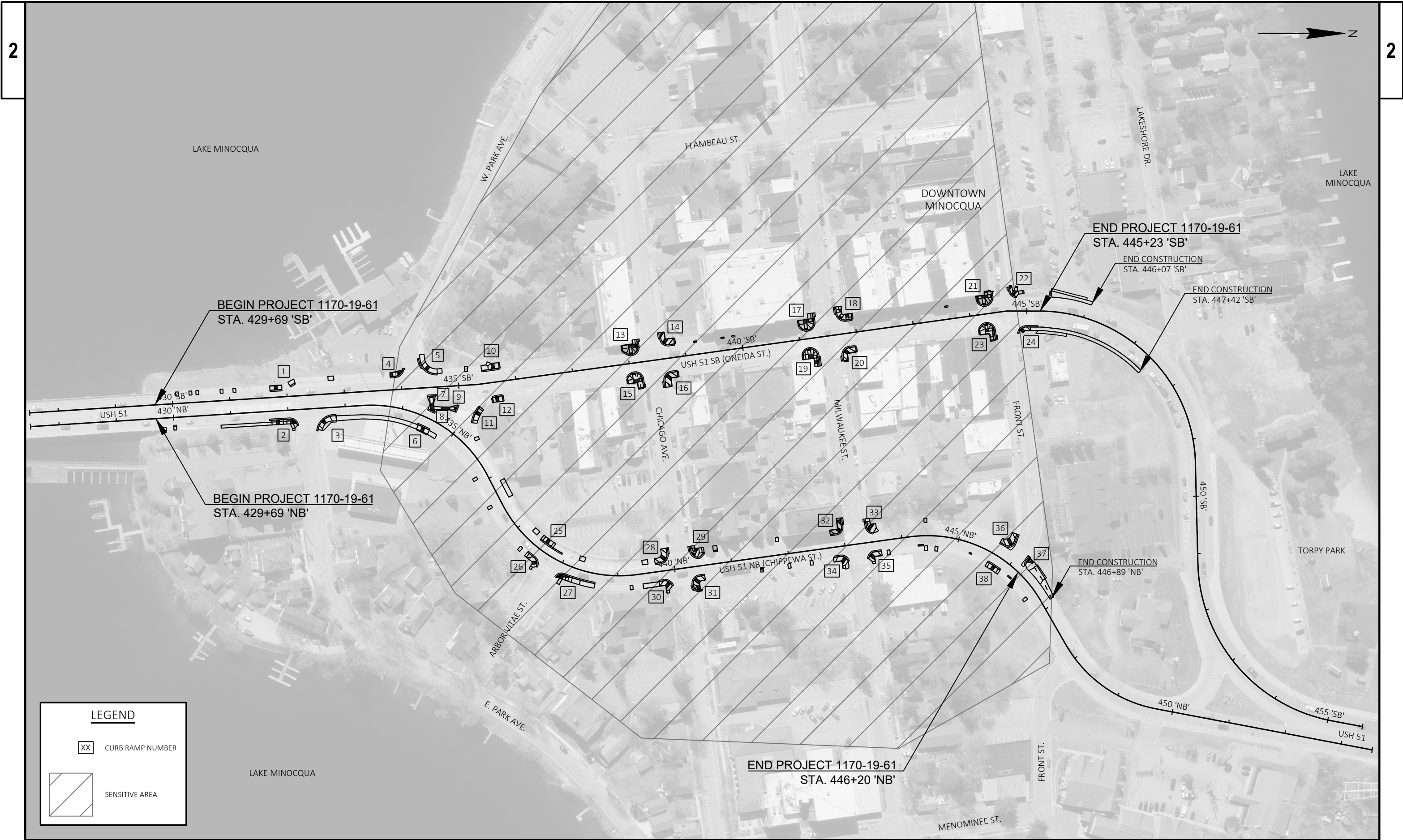
 CONCRETE CURB PEDESTRIAN

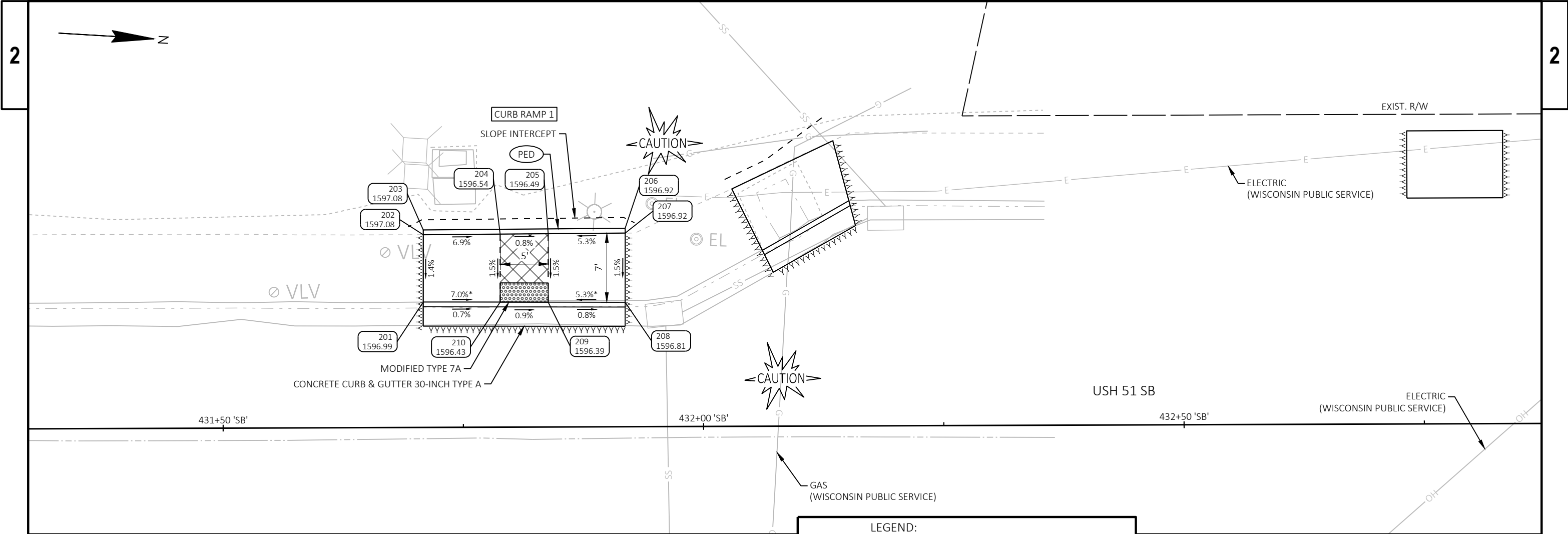
 CONCRETE STEP

 MAXIMUM EXTENT FEASIBLE

 XXXX  
YYY.YY POINT NUMBER & ELEVATION







| SW USH 51 & E PARK ST INTERSECTION - CURB RAMP 1 |                |          |           |           |           |             |
|--------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 201                                              | 431+70.87 'SB' | 13.05' L | 1596.99   | 248669.87 | 187943.34 | BOC         |
| 202                                              | 431+70.90 'SB' | 20.05' L | 1597.08   | 248669.45 | 187936.35 | EOW         |
| 203                                              | 431+70.90 'SB' | 20.55' L | 1597.08   | 248669.42 | 187935.85 | BOC         |
| 204                                              | 431+78.90 'SB' | 20.09' L | 1596.54   | 248677.44 | 187935.81 | EOW         |
| 205                                              | 431+83.90 'SB' | 20.11' L | 1596.49   | 248682.42 | 187935.46 | EOW         |
| 206                                              | 431+91.91 'SB' | 20.65' L | 1596.92   | 248690.38 | 187934.42 | BOC         |
| 207                                              | 431+91.91 'SB' | 20.15' L | 1596.92   | 248690.42 | 187934.92 | EOW         |
| 208                                              | 431+91.88 'SB' | 12.95' L | 1596.81   | 248690.84 | 187942.10 | BOC         |
| 209                                              | 431+83.87 'SB' | 12.99' L | 1596.39   | 248682.84 | 187942.57 | BOC         |
| 210                                              | 431+78.87 'SB' | 13.01' L | 1596.43   | 248677.85 | 187942.87 | BOC         |

LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

.XXX.

SAWING ASPHALT.AAA.X.XX%X.XX%\*GCPEDSTEPMEFXXXX  
YYY.YY

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

3.

4.

5.

| SE USH 51 & E PARK ST INTERSECTION - CURB RAMP 2 |                |          |           |           |           |             |
|--------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 101                                              | 431+70.81 'NB' | 23.81' R | 1597.24   | 248673.67 | 188004.08 | EOW         |
| 102                                              | 431+70.83 'NB' | 18.81' R | 1597.08   | 248673.37 | 187999.08 | EOW         |
| 103                                              | 431+70.84 'NB' | 15.81' R | 1597.13   | 248673.19 | 187996.09 | BOC         |
| 104                                              | 431+78.83 'NB' | 18.84' R | 1596.62   | 248681.36 | 187998.61 | EOW         |
| 105                                              | 431+78.84 'NB' | 15.84' R | 1596.58   | 248681.18 | 187995.62 | BOC         |
| 106                                              | 431+83.84 'NB' | 15.87' R | 1596.54   | 248686.17 | 187995.32 | BOC         |
| 107                                              | 431+83.83 'NB' | 18.87' R | 1596.58   | 248686.35 | 187998.32 | EOW         |
| 108                                              | 431+90.84 'NB' | 15.90' R | 1596.97   | 248693.16 | 187994.91 | BOC         |
| 109                                              | 431+90.83 'NB' | 18.90' R | 1597.00   | 248693.34 | 187997.91 | EOW         |
| 110                                              | 431+96.78 'NB' | 18.41' R | 1596.94   | 248699.24 | 187997.04 | BOC         |
| 111                                              | 431+96.77 'NB' | 18.91' R | 1596.94   | 248699.26 | 187997.54 | EOW         |
| 112                                              | 432+02.71 'NB' | 18.92' R | 1596.50   | 248705.19 | 187997.18 | EOW         |
| 113                                              | 432+07.71 'NB' | 19.07' R | 1596.45   | 248710.19 | 187997.01 | EOW         |
| 114                                              | 432+09.03 'NB' | 18.61' R | 1596.81   | 248711.48 | 187996.46 | BOC         |
| 115                                              | 432+09.70 'NB' | 19.13' R | 1596.31   | 248712.19 | 187996.94 | BOC         |
| 116                                              | 432+13.59 'NB' | 24.25' R | 1596.25   | 248716.39 | 188001.80 | BOC         |

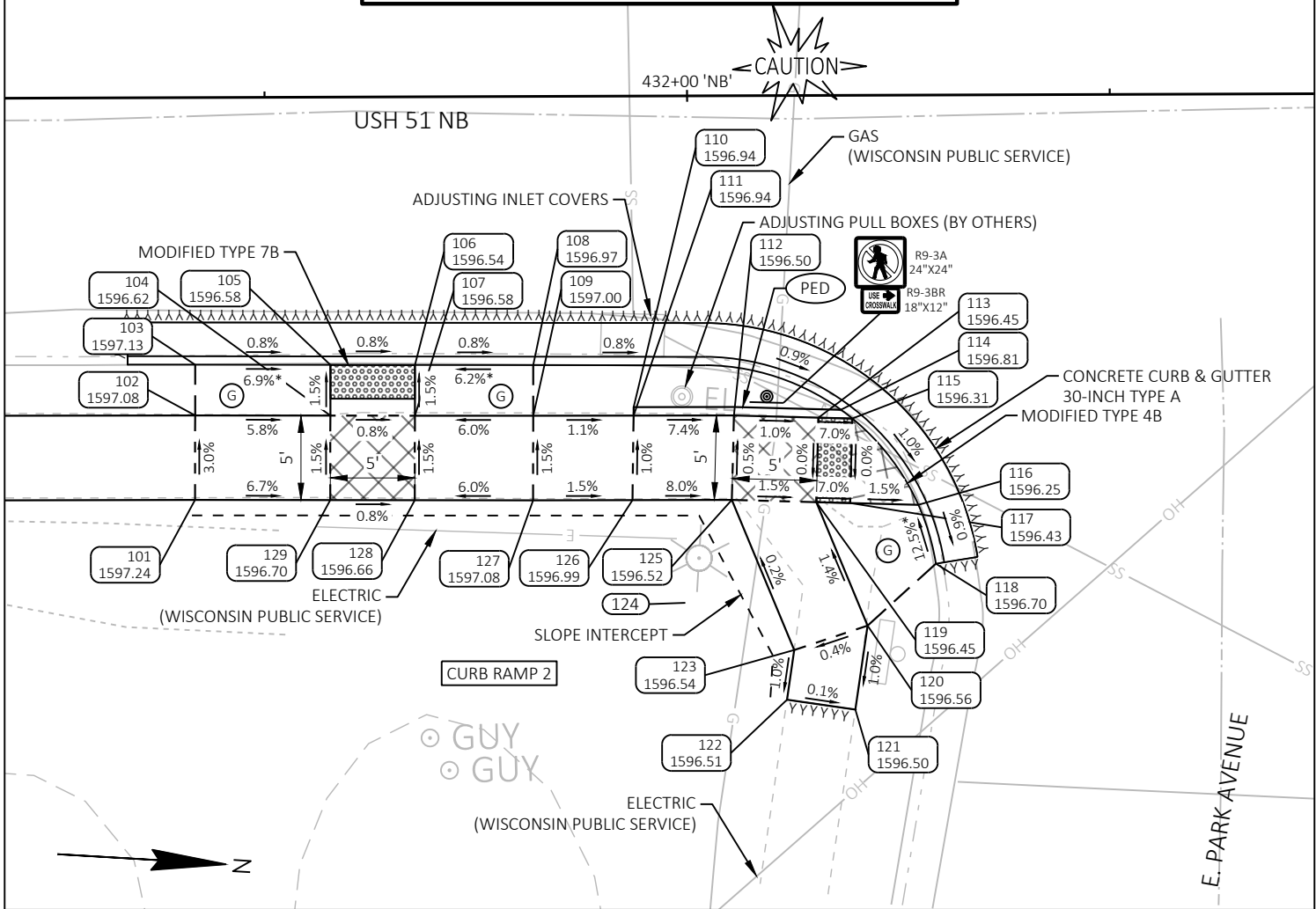
NOTES:

1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:

-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  SAWING ASPHALT
-  SAWING CONCRETE
-  FLOWLINE/CONCRETE SLOPE
-  FLARE SLOPE
-  DETECTABLE WARNING FIELD
-  LANDING AREA
-  REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
-  6:1 GRADED FLARE
-  10:1 CONCRETE FLARE
-  CONCRETE CURB PEDESTRIAN
-  CONCRETE STEP
-  MAXIMUM EXTENT FEASIBLE
-  POINT NUMBER & ELEVATION

| SE USH 51 & E PARK ST INTERSECTION - CURB RAMP 2 |                |          |           |           |           |                |
|--------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 117                                              | 432+09.56 'NB' | 24.12' R | 1596.43   | 248712.36 | 188001.93 | EOW            |
| 118                                              | 432+14.62 'NB' | 27.73' R | 1596.70   | 248717.64 | 188005.21 | BOC            |
| 119                                              | 432+07.56 'NB' | 24.07' R | 1596.45   | 248710.36 | 188002.00 | EOW            |
| 120                                              | 432+10.57 'NB' | 31.39' R | 1596.56   | 248713.83 | 188009.12 | EOW            |
| 121                                              | 432+09.82 'NB' | 36.36' R | 1596.50   | 248713.40 | 188014.12 | EOW            |
| 122                                              | 432+05.78 'NB' | 35.75' R | 1596.51   | 248709.33 | 188013.78 | EOW            |
| 123                                              | 432+06.22 'NB' | 32.82' R | 1596.54   | 248709.58 | 188010.82 | EOW            |
| 124                                              | 431+99.79 'NB' | 30.00' R | -         | 248702.99 | 188008.42 | 17.5' RAD FLAG |
| 125                                              | 432+02.56 'NB' | 23.92' R | 1596.52   | 248705.36 | 188002.18 | EOW            |
| 126                                              | 431+96.68 'NB' | 23.91' R | 1596.99   | 248699.50 | 188002.54 | EOW            |
| 127                                              | 431+90.81 'NB' | 23.90' R | 1597.08   | 248693.63 | 188002.90 | EOW            |
| 128                                              | 431+83.81 'NB' | 23.87' R | 1596.66   | 248686.64 | 188003.31 | EOW            |
| 129                                              | 431+78.81 'NB' | 23.84' R | 1596.70   | 248681.65 | 188003.60 | EOW            |



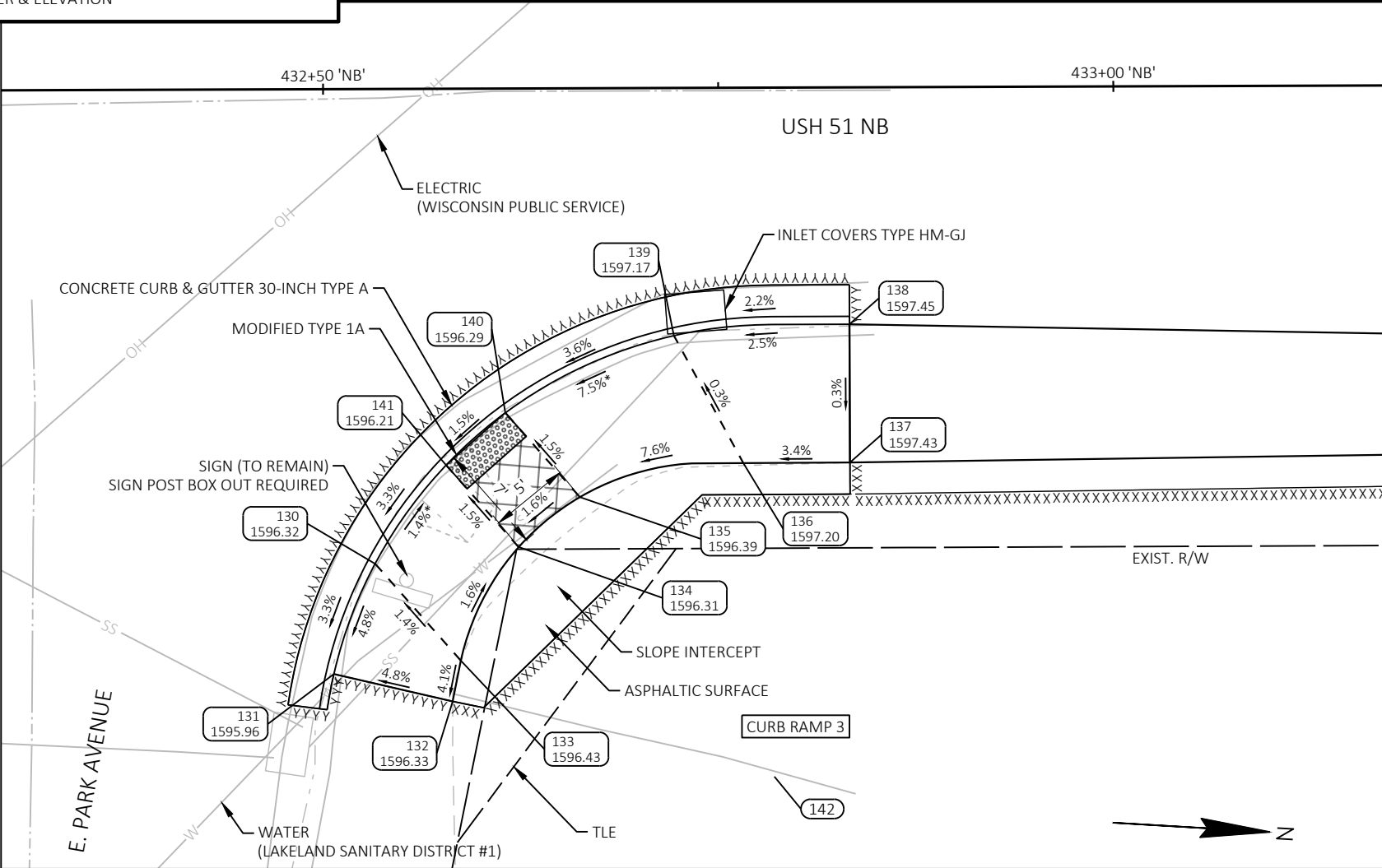
NOTES:

- 1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
- 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- 4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
- 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

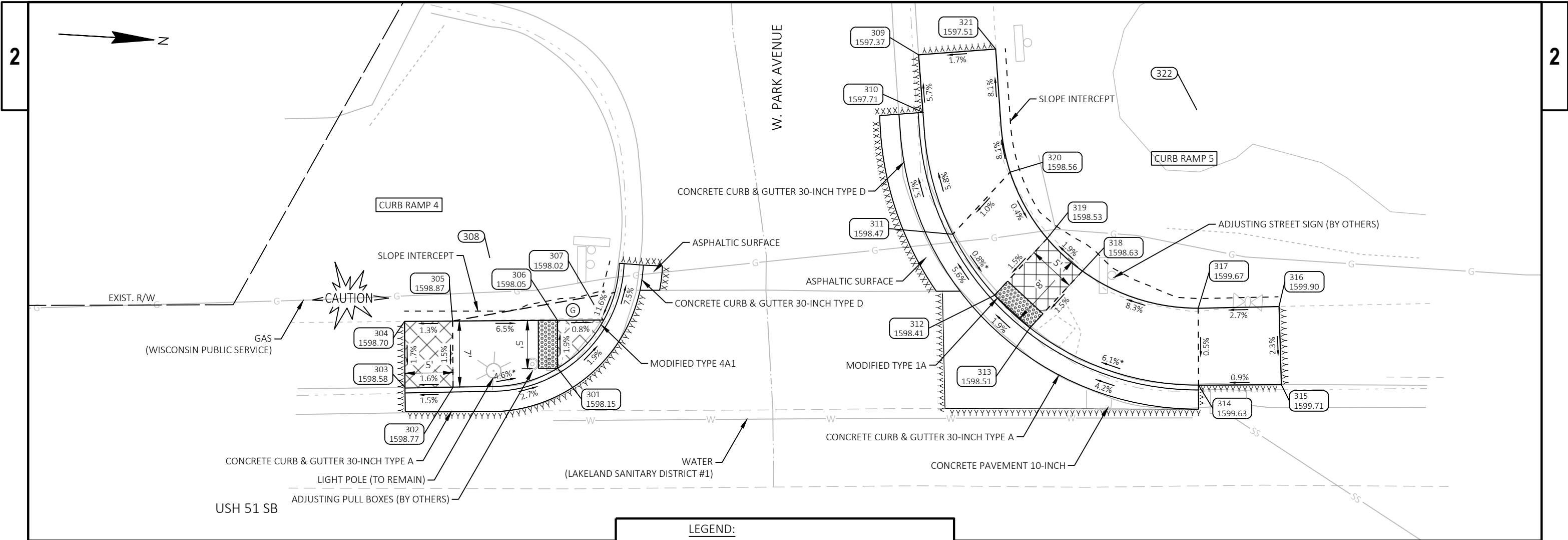
LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

| NE USH 51 & E PARK ST INTERSECTION - CURB RAMP 3 |           |          |           |           |           |              |
|--------------------------------------------------|-----------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                     | STATION   | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 130                                              | 432+53.19 | 30.05' R | 1596.32   | 248756.28 | 188005.08 | BOC          |
| 131                                              | 432+50.55 | 37.02' R | 1595.96   | 248754.09 | 188012.20 | BOC          |
| 132                                              | 432+58.06 | 38.79' R | 1596.33   | 248761.69 | 188013.49 | EOW          |
| 133                                              | 432+58.59 | 36.20' R | 1596.43   | 248762.06 | 188010.88 | EOW          |
| 134                                              | 432+62.28 | 29.02' R | 1596.31   | 248765.29 | 188003.48 | EOW          |
| 135                                              | 432+66.16 | 25.88' R | 1596.39   | 248768.96 | 188000.09 | EOW          |
| 136                                              | 432+76.50 | 23.76' R | 1597.20   | 248779.15 | 187997.32 | EOW          |
| 137                                              | 432+83.25 | 23.75' R | 1597.43   | 248785.88 | 187996.89 | EOW          |
| 138                                              | 432+83.25 | 15.00' R | 1597.45   | 248785.33 | 187988.15 | BOC          |
| 139                                              | 432+72.15 | 15.68' R | 1597.17   | 248774.28 | 187989.54 | BOC          |
| 140                                              | 432+61.46 | 20.52' R | 1596.29   | 248763.93 | 187995.05 | BOC          |
| 141                                              | 432+57.70 | 23.82' R | 1596.21   | 248760.39 | 187998.58 | BOC          |
| 142                                              | 432+78.32 | 43.51' R | -         | 248782.22 | 188016.92 | 31' RAD FLAG |







| SW USH 51 & W PARK ST INTERSECTION - CURB RAMP 4 |                |          |           |           |           |              |
|--------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 301                                              | 433+97.40 'SB' | 25.50' L | 1598.15   | 248895.16 | 187916.54 | BOC          |
| 302                                              | 433+86.51 'SB' | 23.56' L | 1598.77   | 248884.41 | 187919.17 | BOC          |
| 303                                              | 433+81.51 'SB' | 23.56' L | 1598.58   | 248879.42 | 187919.48 | BOC          |
| 304                                              | 433+81.49 'SB' | 30.42' L | 1598.70   | 248878.96 | 187912.64 | EOW          |
| 305                                              | 433+86.49 'SB' | 30.45' L | 1598.87   | 248883.95 | 187912.30 | EOW          |
| 306                                              | 433+97.40 'SB' | 30.48' L | 1598.05   | 248894.84 | 187911.57 | EOW          |
| 307                                              | 434+02.18 'SB' | 30.43' L | 1598.02   | 248899.61 | 187911.33 | BOC          |
| 308                                              | 433+90.38 'SB' | 36.99' L | -         | 248887.42 | 187905.53 | 16' RAD FLAG |

**LEGEND:**

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- SAWING ASPHALT
- SAWING CONCRETE
- FLOWLINE/CONCRETE SLOPE
- FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

- NOTES:**
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
  - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
  - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
  - REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
  - TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| NW USH 51 & W PARK ST INTERSECTION - CURB RAMP 5 |                |          |           |           |           |              |
|--------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                     | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 309                                              | 434+35.08 'SB' | 57.95' L | 1597.37   | 248930.70 | 187881.77 | BOC          |
| 310                                              | 434+35.51 'SB' | 51.96' L | 1597.71   | 248931.50 | 187887.72 | BOC          |
| 311                                              | 434+38.57 'SB' | 39.28' L | 1598.47   | 248935.37 | 187900.18 | BOC          |
| 312                                              | 434+42.90 'SB' | 32.92' L | 1598.41   | 248940.09 | 187906.25 | BOC          |
| 313                                              | 434+46.56 'SB' | 29.52' L | 1598.51   | 248943.96 | 187909.42 | BOC          |
| 314                                              | 434+64.09 'SB' | 23.50' L | 1599.63   | 248961.84 | 187914.31 | BOC          |
| 315                                              | 434+72.71 'SB' | 23.52' L | 1599.71   | 248970.44 | 187913.75 | BOC          |
| 316                                              | 434+72.49 'SB' | 31.66' L | 1599.90   | 248969.70 | 187905.63 | EOW          |
| 317                                              | 434+64.08 'SB' | 31.50' L | 1599.67   | 248961.31 | 187906.33 | EOW          |
| 318                                              | 434+52.04 'SB' | 35.40' L | 1598.63   | 248949.06 | 187903.19 | EOW          |
| 319                                              | 434+48.38 'SB' | 38.81' L | 1598.53   | 248945.19 | 187900.03 | EOW          |
| 320                                              | 434+44.56 'SB' | 45.72' L | 1598.56   | 248940.94 | 187893.38 | EOW          |
| 321                                              | 434+43.10 'SB' | 58.52' L | 1597.51   | 248938.66 | 187880.69 | EOW          |
| 322                                              | 434+64.08 'SB' | 52.00' L | -         | 248960.01 | 187885.87 | 31' RAD FLAG |

| 434+47 NB RT - CURB RAMP 6 |                |          |           |           |           |             |
|----------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER               | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 401                        | 434+36.89 'NB' | 25.68' R | 1600.00   | 248925.53 | 188011.36 | EOW         |
| 402                        | 434+36.89 'NB' | 26.18' R | 1600.00   | 248925.33 | 188011.82 | BOC         |
| 403                        | 434+45.20 'NB' | 25.71' R | 1599.91   | 248932.26 | 188014.37 | EOW         |
| 404                        | 434+50.83 'NB' | 25.71' R | 1600.01   | 248936.77 | 188016.53 | EOW         |
| 405                        | 434+60.43 'NB' | 26.20' R | 1600.45   | 248944.09 | 188020.90 | BOC         |
| 406                        | 434+60.43 'NB' | 25.70' R | 1600.46   | 248944.33 | 188020.46 | EOW         |
| 407                        | 434+60.37 'NB' | 17.84' R | 1600.42   | 248948.06 | 188013.54 | BOC         |
| 408                        | 434+50.73 'NB' | 17.81' R | 1599.89   | 248940.19 | 188009.41 | BOC         |
| 409                        | 434+45.31 'NB' | 17.82' R | 1599.79   | 248935.67 | 188007.26 | BOC         |
| 410                        | 434+36.92 'NB' | 17.89' R | 1600.05   | 248928.58 | 188004.19 | BOC         |
| 411                        | 434+12.45 'NB' | 18.00' R | -         | 248907.33 | 187996.65 | BOC         |
| 412                        | 434+12.45 'NB' | 25.33' R | -         | 248905.22 | 188003.67 | EOW         |

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

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3.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



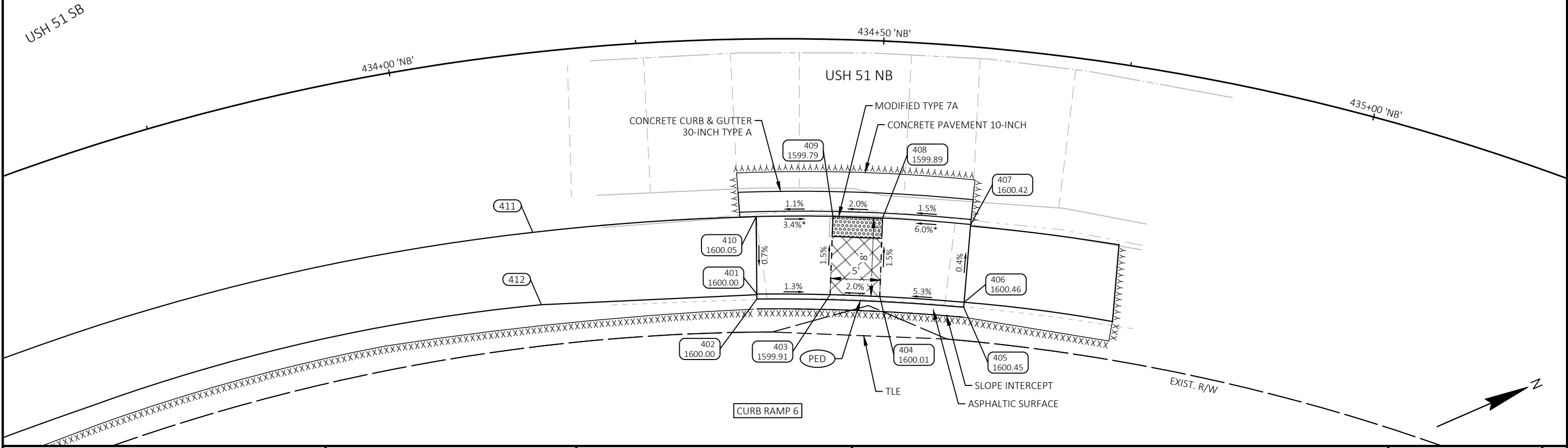
CONCRETE STEP

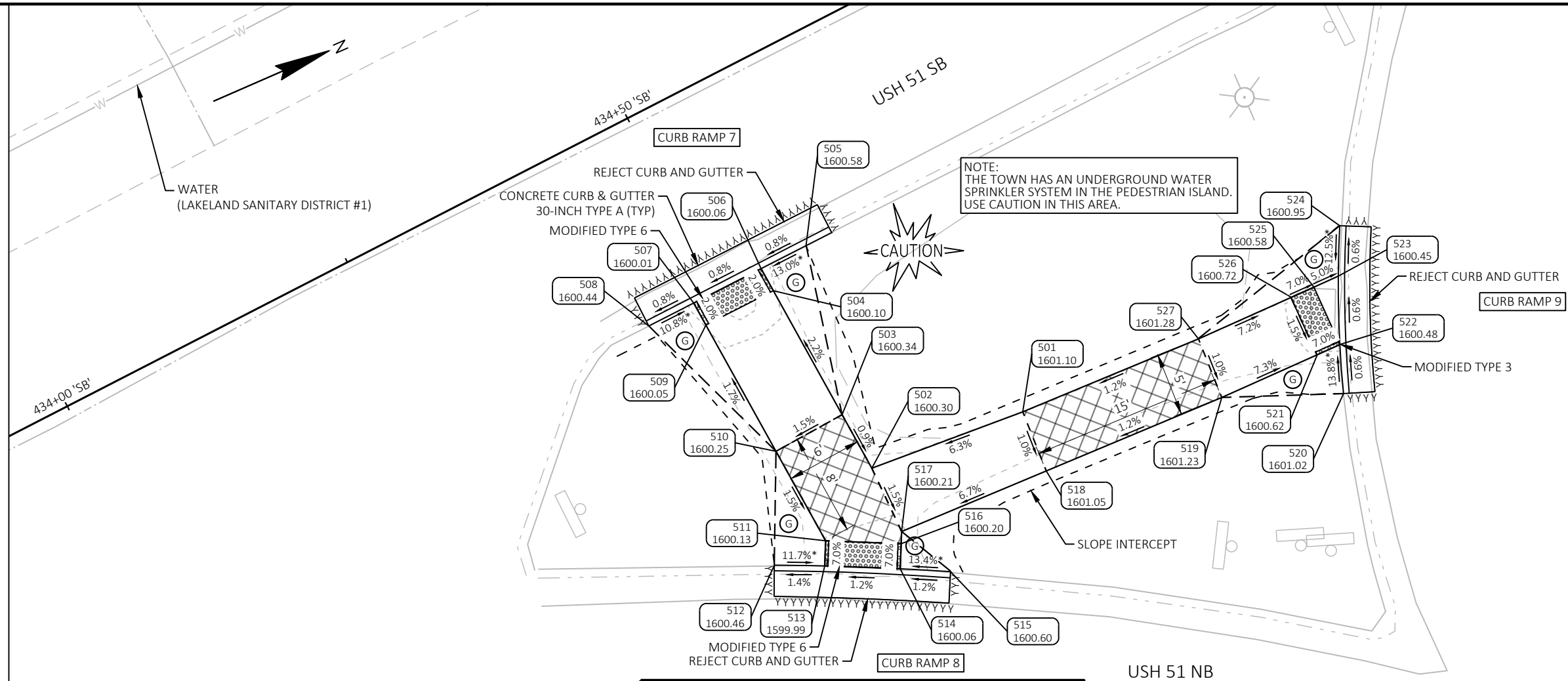


MAXIMUM EXTENT FEASIBLE



POINT NUMBER & ELEVATION





S SPLITTER ISLAND - CURB RAMP 7 AND CURB RAMP 8

| POINT NUMBER | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
|--------------|----------------|----------|-----------|-----------|-----------|-------------|
| 501          | 434+58.95 'NB' | 28.03' L | 1601.10   | 248968.71 | 187972.56 | EOW         |
| 502          | 434+48.43 'NB' | 22.83' L | 1600.30   | 248955.94 | 187971.87 | EOW         |
| 503          | 434+46.18 'NB' | 27.00' L | 1600.34   | 248955.48 | 187967.04 | EOW         |
| 504          | 434+41.24 'NB' | 36.75' L | 1600.10   | 248954.40 | 187955.83 | EOW         |
| 505          | 434+43.42 'NB' | 40.34' L | 1600.58   | 248958.21 | 187953.60 | BOC         |
| 506          | 434+40.39 'NB' | 38.50' L | 1600.06   | 248954.21 | 187953.83 | BOC         |
| 507          | 434+35.78 'NB' | 35.80' L | 1600.01   | 248948.22 | 187954.21 | BOC         |
| 508          | 434+32.64 'NB' | 34.06' L | 1600.44   | 248944.22 | 187954.45 | BOC         |
| 509          | 434+36.59 'NB' | 34.04' L | 1600.05   | 248948.41 | 187956.19 | EOW         |
| 510          | 434+41.51 'NB' | 24.00' L | 1600.25   | 248949.50 | 187967.60 | EOW         |
| 511          | 434+45.23 'NB' | 16.96' L | 1600.13   | 248950.28 | 187975.69 | EOW         |
| 512          | 434+41.45 'NB' | 14.96' L | 1600.46   | 248945.77 | 187975.83 | BOC         |
| 513          | 434+45.20 'NB' | 14.96' L | 1599.99   | 248949.41 | 187977.49 | BOC         |
| 514          | 434+50.83 'NB' | 14.95' L | 1600.06   | 248954.81 | 187980.10 | BOC         |
| 515          | 434+54.59 'NB' | 14.96' L | 1600.60   | 248958.38 | 187981.89 | BOC         |
| 516          | 434+50.81 'NB' | 16.95' L | 1600.20   | 248955.68 | 187978.30 | EOW         |
| 517          | 434+50.81 'NB' | 17.92' L | 1600.21   | 248956.10 | 187977.42 | EOW         |
| 518          | 434+61.00 'NB' | 23.52' L | 1601.05   | 248968.54 | 187977.61 | EOW         |

## LEGEND:

|  |                                                   |
|--|---------------------------------------------------|
|  | EXISTING SIGN MOUNTED ON POST(S)                  |
|  | PROPOSED SIGN MOUNTED ON POST(S)                  |
|  | SAWING ASPHALT                                    |
|  | SAWING CONCRETE                                   |
|  | FLOWLINE/CONCRETE SLOPE                           |
|  | FLARE SLOPE                                       |
|  | DETECTABLE WARNING FIELD                          |
|  | LANDING AREA                                      |
|  | REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS |
|  | 6:1 GRADED FLARE                                  |
|  | 10:1 CONCRETE FLARE                               |
|  | CONCRETE CURB PEDESTRIAN                          |
|  | CONCRETE STEP                                     |
|  | MAXIMUM EXTENT FEASIBLE                           |
|  | POINT NUMBER & ELEVATION                          |

## NOTES:

- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
- TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

N SPLITTER ISLAND - CURB RAMP 9

| POINT NUMBER | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
|--------------|----------------|----------|-----------|-----------|-----------|-------------|
| 519          | 434+72.75 'NB' | 30.96' L | 1601.23   | 248983.64 | 187977.83 | EOW         |
| 520          | 434+81.08 'NB' | 32.82' L | 1601.02   | 248992.63 | 187981.42 | BOC         |
| 521          | 434+78.82 'NB' | 35.50' L | 1600.62   | 248991.95 | 187977.75 | EOW         |
| 522          | 434+80.23 'NB' | 36.61' L | 1600.48   | 248993.92 | 187977.73 | BOC         |
| 523          | 434+79.32 'NB' | 41.93' L | 1600.45   | 248995.97 | 187972.70 | BOC         |
| 524          | 434+78.84 'NB' | 45.89' L | 1600.95   | 248997.68 | 187969.08 | BOC         |
| 525          | 434+77.83 'NB' | 40.75' L | 1600.58   | 248993.86 | 187972.73 | EOW         |
| 526          | 434+76.44 'NB' | 39.66' L | 1600.72   | 248991.89 | 187972.75 | EOW         |
| 527          | 434+70.58 'NB' | 35.31' L | 1601.28   | 248983.81 | 187972.83 | EOW         |

PROJECT NO: 1170-19-61

HWY: USH 51

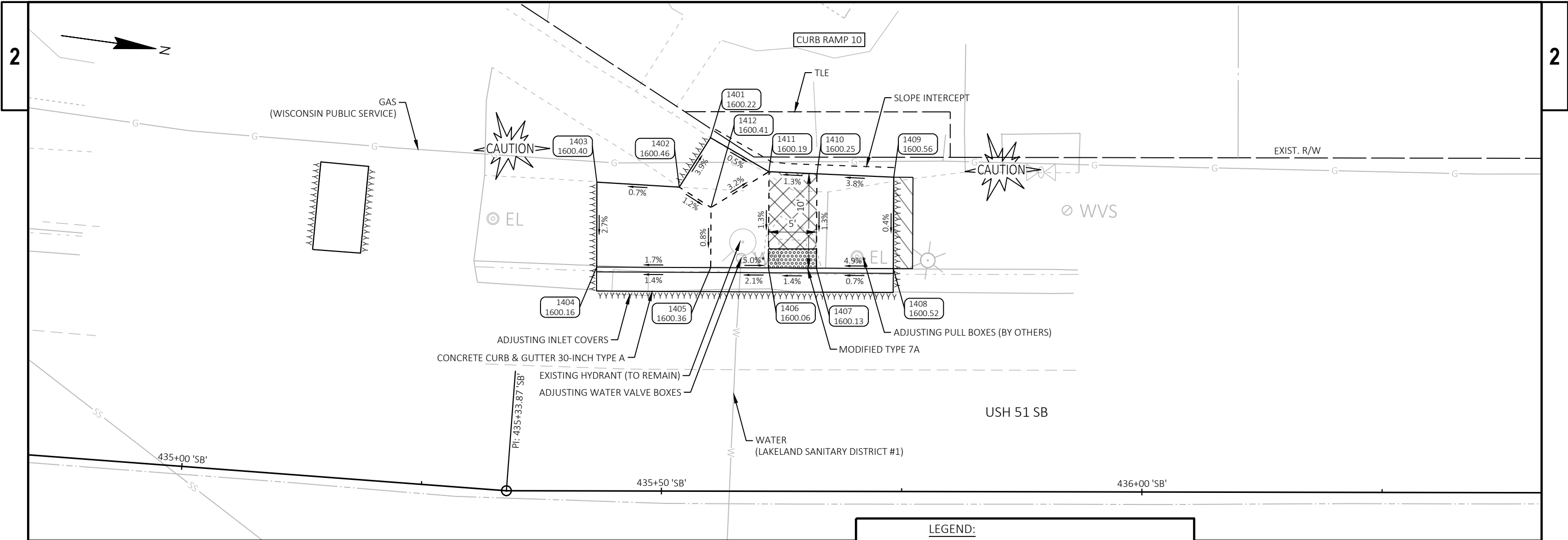
COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

15

E



| 435+65 SB LT - CURB RAMP 10 |                |          |           |           |           |             |
|-----------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1401                        | 435+55.04 'SB' | 36.75' L | 1600.22   | 249048.93 | 187894.05 | EOW         |
| 1402                        | 435+51.80 'SB' | 31.60' L | 1600.46   | 249046.43 | 187899.59 | EOW         |
| 1403                        | 435+43.22 'SB' | 32.10' L | 1600.40   | 249037.86 | 187900.27 | EOW         |
| 1404                        | 435+43.22 'SB' | 23.28' L | 1600.16   | 249039.06 | 187909.00 | BOC         |
| 1405                        | 435+55.09 'SB' | 23.24' L | 1600.36   | 249050.82 | 187907.42 | BOC         |
| 1406                        | 435+61.10 'SB' | 23.22' L | 1600.06   | 249056.78 | 187906.63 | BOC         |
| 1407                        | 435+66.09 'SB' | 23.20' L | 1600.13   | 249061.72 | 187905.96 | BOC         |
| 1408                        | 435+74.09 'SB' | 23.18' L | 1600.52   | 249069.65 | 187904.90 | BOC         |
| 1409                        | 435+74.12 'SB' | 32.68' L | 1600.56   | 249068.39 | 187895.48 | EOW         |
| 1410                        | 435+66.12 'SB' | 33.01' L | 1600.25   | 249060.42 | 187896.24 | EOW         |
| 1411                        | 435+61.12 'SB' | 33.22' L | 1600.19   | 249055.44 | 187896.71 | EOW         |
| 1412                        | 435+55.11 'SB' | 29.49' L | 1600.41   | 249049.99 | 187901.23 | WALK        |

LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

.XXXX.

SAWING ASPHALT

.AAAA.

SAWING CONCRETE

X.XX%

FLOWLINE/CONCRETE SLOPE

X.XX%\*

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

XXXX  
YYY.YY

POINT NUMBER & ELEVATION

- NOTES:
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5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

- NOTES:
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  - 5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| 435+10 SB RT - CURB RAMP 11 |                |          |           |           |           |              |
|-----------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 1501                        | 435+05.46 'SB' | 66.42' L | 1600.27   | 249036.48 | 187972.43 | BOC          |
| 1502                        | 435+05.46 'SB' | 63.42' L | 1600.29   | 249034.56 | 187974.73 | BOC          |
| 1503                        | 435+05.92 'SB' | 56.94' L | 1599.98   | 249030.83 | 187980.06 | BOC          |
| 1504                        | 435+06.71 'SB' | 52.04' L | 1600.03   | 249028.42 | 187984.44 | BOC          |
| 1505                        | 435+10.05 'SB' | 41.36' L | 1600.81   | 249024.49 | 187995.15 | BOC          |
| 1506                        | 435+12.74 'SB' | 37.01' L | 1600.83   | 249023.97 | 188000.50 | BOC          |
| 1507                        | 435+17.98 'SB' | 41.82' L | 1601.00   | 249031.75 | 188001.09 | EOW          |
| 1508                        | 435+16.00 'SB' | 45.10' L | 1600.86   | 249032.26 | 187997.08 | EOW          |
| 1509                        | 435+13.22 'SB' | 53.83' L | 1600.15   | 249035.63 | 187988.35 | EOW          |
| 1510                        | 435+12.34 'SB' | 58.71' L | 1600.10   | 249038.07 | 187983.99 | EOW          |
| 1511                        | 435+11.88 'SB' | 63.67' L | 1600.41   | 249040.93 | 187979.89 | EOW          |
| 1512                        | 435+11.79 'SB' | 66.63' L | 1600.48   | 249042.80 | 187977.61 | EOW          |
| 1513                        | 435+47.24 'SB' | 69.94' L | -         | 249077.11 | 188008.39 | 57' RAD FLAG |

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



CONCRETE STEP

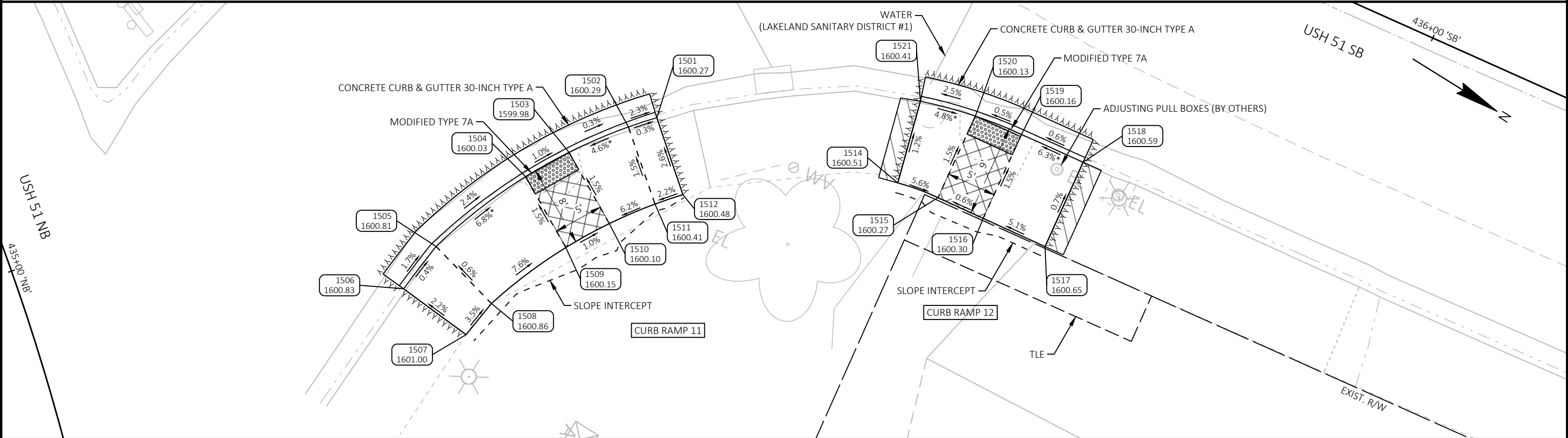


MAXIMUM EXTENT FEASIBLE

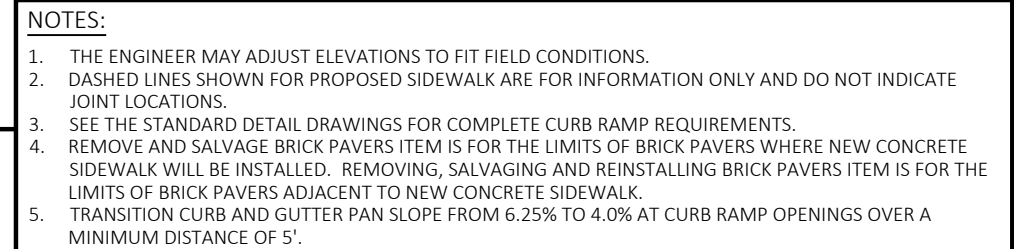


POINT NUMBER & ELEVATION

| 435+65 SB RT - CURB RAMP 12 |                |          |           |           |           |             |
|-----------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1514                        | 435+56.84 'SB' | 35.29' R | 1600.51   | 249060.53 | 187965.17 | EOW         |
| 1515                        | 435+61.14 'SB' | 34.99' R | 1600.27   | 249064.74 | 187964.29 | EOW         |
| 1516                        | 435+66.13 'SB' | 35.03' R | 1600.30   | 249069.70 | 187963.65 | EOW         |
| 1517                        | 435+72.98 'SB' | 35.09' R | 1600.65   | 249076.48 | 187962.77 | EOW         |
| 1518                        | 435+73.00 'SB' | 25.77' R | 1600.59   | 249075.24 | 187953.54 | BOC         |
| 1519                        | 435+66.21 'SB' | 25.76' R | 1600.16   | 249068.51 | 187954.45 | BOC         |
| 1520                        | 435+61.21 'SB' | 25.97' R | 1600.13   | 249063.59 | 187955.34 | BOC         |
| 1521                        | 435+55.56 'SB' | 26.85' R | 1600.41   | 249058.11 | 187956.99 | BOC         |







| SW SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 13 |                |          |           |           |           |              |
|---------------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                            | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 1621                                                    | 438+15.40 'SB' | 40.22' L | 1602.57   | 249306.40 | 187855.18 | EOW          |
| 1622                                                    | 438+06.15 'SB' | 28.25' L | -         | 249298.87 | 187868.29 | 15' RAD FLAG |

### LEGEND:

|                                                                                       |                                                   |
|---------------------------------------------------------------------------------------|---------------------------------------------------|
|  | EXISTING SIGN MOUNTED ON POST(S)                  |
|  | PROPOSED SIGN MOUNTED ON POST(S)                  |
|  | SAWING ASPHALT                                    |
|  | SAWING CONCRETE                                   |
|  | FLOWLINE/CONCRETE SLOPE                           |
|  | FLARE SLOPE                                       |
|  | DETECTABLE WARNING FIELD                          |
|  | LANDING AREA                                      |
|  | REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS |
|  | 6:1 GRADED FLARE                                  |
|  | 10:1 CONCRETE FLARE                               |
|  | CONCRETE CURB PEDESTRIAN                          |
|  | CONCRETE STEP                                     |
|  | MAXIMUM EXTENT FEASIBLE                           |
|  | POINT NUMBER & ELEVATION                          |

| SE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 15 |                |          |           |           |           |             |
|---------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                            | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1701                                                    | 438+14.68 'SB' | 33.29' R | 1602.57   | 249315.69 | 187928.10 | WALK        |
| 1702                                                    | 438+18.90 'SB' | 33.33' R | 1602.27   | 249319.88 | 187927.56 | BOC         |
| 1703                                                    | 438+18.75 'SB' | 28.33' R | 1602.30   | 249319.05 | 187922.63 | BOC         |
| 1704                                                    | 438+14.64 'SB' | 28.33' R | 1602.58   | 249314.98 | 187923.19 | WALK        |
| 1705                                                    | 438+16.85 'SB' | 23.31' R | 1602.66   | 249316.48 | 187917.92 | BOC         |
| 1706                                                    | 438+13.18 'SB' | 19.71' R | 1602.67   | 249312.36 | 187914.84 | BOC         |
| 1707                                                    | 438+08.17 'SB' | 20.30' R | 1602.38   | 249307.48 | 187916.11 | WALK        |
| 1708                                                    | 438+08.18 'SB' | 17.93' R | 1602.25   | 249307.16 | 187913.76 | BOC         |
| 1709                                                    | 438+03.17 'SB' | 18.30' R | 1602.15   | 249302.25 | 187914.81 | BOC         |
| 1710                                                    | 438+03.17 'SB' | 20.30' R | 1602.26   | 249302.52 | 187916.79 | WALK        |
| 1711                                                    | 437+98.18 'SB' | 20.68' R | 1602.51   | 249297.63 | 187917.85 | BOC         |
| 1712                                                    | 437+93.85 'SB' | 25.88' R | 1602.38   | 249294.04 | 187923.59 | BOC         |
| 1713                                                    | 437+93.85 'SB' | 28.39' R | 1602.55   | 249294.39 | 187926.08 | EOW         |
| 1714                                                    | 437+93.86 'SB' | 34.39' R | 1602.73   | 249295.22 | 187932.02 | EOW         |
| 1715                                                    | 438+03.17 'SB' | 28.38' R | 1602.71   | 249303.62 | 187924.80 | WALK        |
| 1716                                                    | 438+08.17 'SB' | 28.34' R | 1602.65   | 249308.57 | 187924.08 | WALK        |
| 1717                                                    | 438+03.17 'SB' | 34.38' R | 1602.74   | 249304.43 | 187930.74 | EOW         |
| 1718                                                    | 438+10.19 'SB' | 34.36' R | 1602.63   | 249311.39 | 187929.77 | EOW         |
| 1719                                                    | 438+10.26 'SB' | 44.61' R | 1603.18   | 249312.85 | 187939.91 | EOW         |
| 1720                                                    | 438+14.76 'SB' | 44.58' R | 1603.18   | 249317.31 | 187939.27 | EOW         |

| SE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 15 |                |          |           |           |           |              |
|---------------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                            | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 1721                                                    | 438+18.99 'SB' | 44.55' R | 1603.11   | 249321.49 | 187938.66 | BOC          |
| 1722                                                    | 438+06.59 'SB' | 30.08' R | -         | 249307.24 | 187926.02 | 15' RAD FLAG |
| 1723                                                    | 438+06.72 'SB' | 32.20' R | -         | 249307.66 | 187928.10 | 17' RAD FLAG |

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



CONCRETE STEP



MAXIMUM EXTENT FEASIBLE



POINT NUMBER & ELEVATION

| NE SB USH 51 & W CHICAGO ST INTERSECTION - CURB RAMP 16 |                |          |           |           |           |              |
|---------------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                            | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 1724                                                    | 438+68.25 'SB' | 49.89' R | 1602.89   | 249371.12 | 187937.18 | EOW          |
| 1725                                                    | 438+63.28 'SB' | 44.79' R | 1602.81   | 249365.49 | 187932.81 | WALK         |
| 1726                                                    | 438+68.30 'SB' | 39.20' R | 1602.27   | 249369.69 | 187926.58 | EOW          |
| 1727                                                    | 438+68.32 'SB' | 34.44' R | 1602.18   | 249369.06 | 187921.87 | EOW          |
| 1728                                                    | 438+70.66 'SB' | 34.45' R | 1602.14   | 249371.37 | 187921.55 | EOW          |
| 1729                                                    | 438+81.15 'SB' | 34.48' R | 1602.80   | 249381.77 | 187920.13 | EOW          |
| 1730                                                    | 438+81.15 'SB' | 25.46' R | 1602.01   | 249380.52 | 187911.20 | BOC          |
| 1731                                                    | 438+70.45 'SB' | 25.50' R | 1602.42   | 249369.93 | 187912.73 | BOC          |
| 1732                                                    | 438+63.92 'SB' | 27.53' R | 1602.00   | 249363.75 | 187915.64 | BOC          |
| 1733                                                    | 438+60.34 'SB' | 31.02' R | 1602.10   | 249360.68 | 187919.59 | BOC          |
| 1734                                                    | 438+58.08 'SB' | 39.46' R | 1602.72   | 249359.61 | 187928.25 | BOC          |
| 1735                                                    | 438+57.82 'SB' | 49.62' R | 1602.28   | 249360.75 | 187938.35 | BOC          |
| 1736                                                    | 438+63.55 'SB' | 49.77' R | 1602.75   | 249366.45 | 187937.71 | EOW          |
| 1737                                                    | 438+70.82 'SB' | 38.20' R | -         | 249372.05 | 187925.24 | 15' RAD FLAG |

- NOTES:
1.

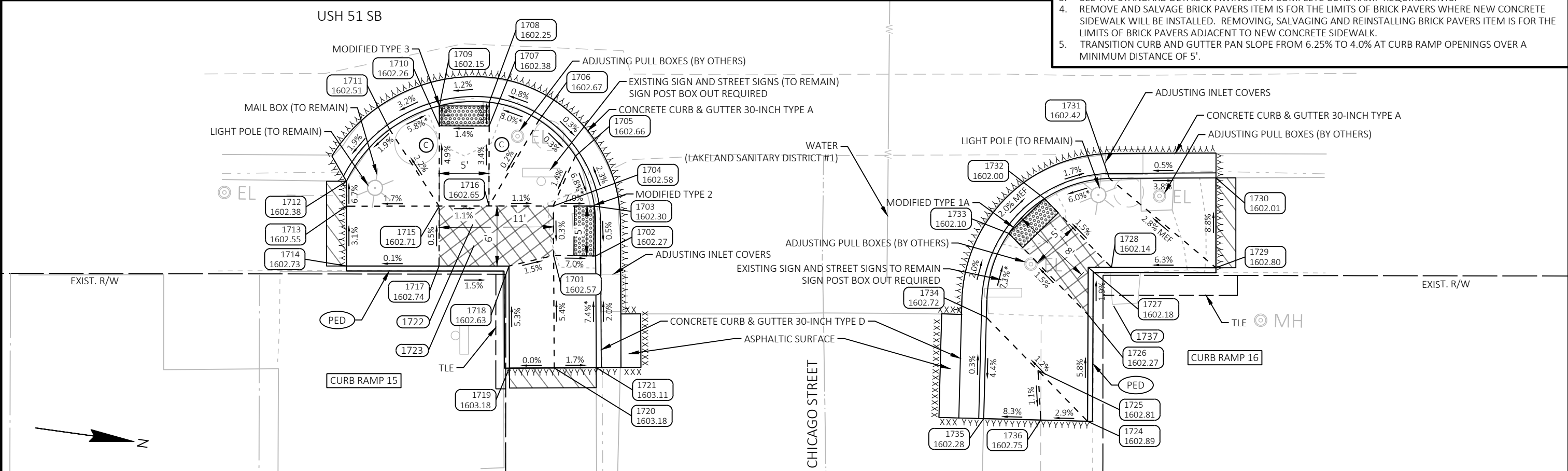
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

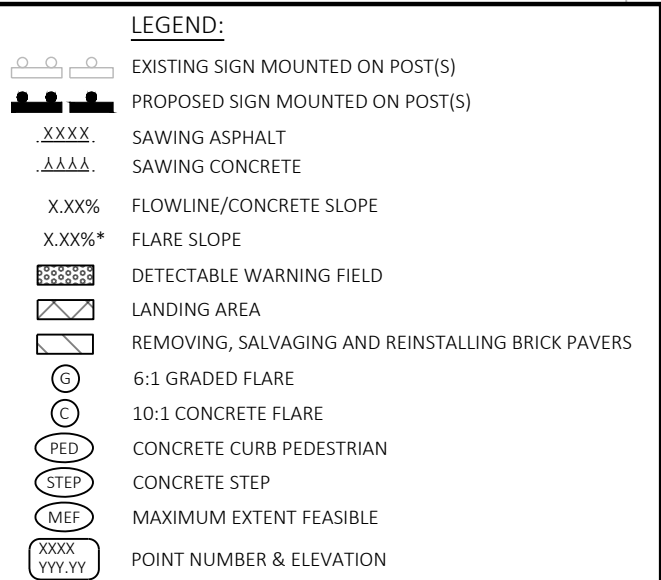
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.





| NW SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 18 |                |          |           |           |           |             |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1823                                                      | 441+74.68 'SB' | 38.44' L | 1603.38   | 249662.41 | 187807.36 | WALK        |
| 1824                                                      | 441+75.21 'SB' | 31.79' L | 1602.88   | 249663.84 | 187813.87 | WALK        |
| 1825                                                      | 441+73.34 'SB' | 29.74' L | 1602.64   | 249662.28 | 187816.16 | BOC         |
| 1826                                                      | 441+76.88 'SB' | 26.20' L | 1602.67   | 249666.27 | 187819.18 | BOC         |
| 1827                                                      | 441+78.91 'SB' | 28.43' L | 1602.93   | 249667.97 | 187816.69 | WALK        |
| 1828                                                      | 441+85.48 'SB' | 27.46' L | 1603.45   | 249674.62 | 187816.73 | WALK        |
| 1829                                                      | 441+85.66 'SB' | 23.50' L | 1603.00   | 249675.34 | 187820.64 | BOC         |
| 1830                                                      | 441+90.45 'SB' | 23.47' L | 1602.90   | 249680.09 | 187820.00 | BOC         |
| 1831                                                      | 441+95.45 'SB' | 23.45' L | 1602.83   | 249685.05 | 187819.34 | BOC         |
| 1832                                                      | 441+95.48 'SB' | 27.38' L | 1603.32   | 249684.53 | 187815.43 | EOW         |
| 1833                                                      | 441+90.48 'SB' | 27.42' L | 1603.53   | 249679.58 | 187816.08 | WALK        |
| 1834                                                      | 441+95.53 'SB' | 33.40' L | 1603.63   | 249683.75 | 187809.46 | EOW         |
| 1835                                                      | 441+90.53 'SB' | 33.45' L | 1603.62   | 249678.80 | 187810.11 | EOW         |
| 1836                                                      | 441+85.53 'SB' | 33.49' L | 1603.61   | 249673.84 | 187810.76 | EOW         |
| 1837                                                      | 441+83.53 'SB' | 33.52' L | 1603.54   | 249671.85 | 187811.01 | EOW         |
| 1838                                                      | 441+79.67 'SB' | 33.52' L | 1603.40   | 249668.02 | 187811.54 | EOW         |
| 1839                                                      | 441+79.68 'SB' | 36.71' L | 1603.46   | 249667.60 | 187808.38 | EOW         |
| 1840                                                      | 441+79.68 'SB' | 38.33' L | 1603.45   | 249667.37 | 187806.77 | EOW         |
| 1841                                                      | 441+79.69 'SB' | 43.43' L | 1603.42   | 249666.67 | 187801.72 | EOW         |
| 1842                                                      | 441+80.42 'SB' | 46.52' L | 1603.42   | 249666.97 | 187798.56 | EOW         |
| 1843                                                      | 441+79.94 'SB' | 46.52' L | 1603.42   | 249666.50 | 187798.63 | EOW         |
| 1844                                                      | 441+80.42 'SB' | 48.43' L | 1603.42   | 249666.71 | 187796.67 | EOW         |

**NOTES:**

1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

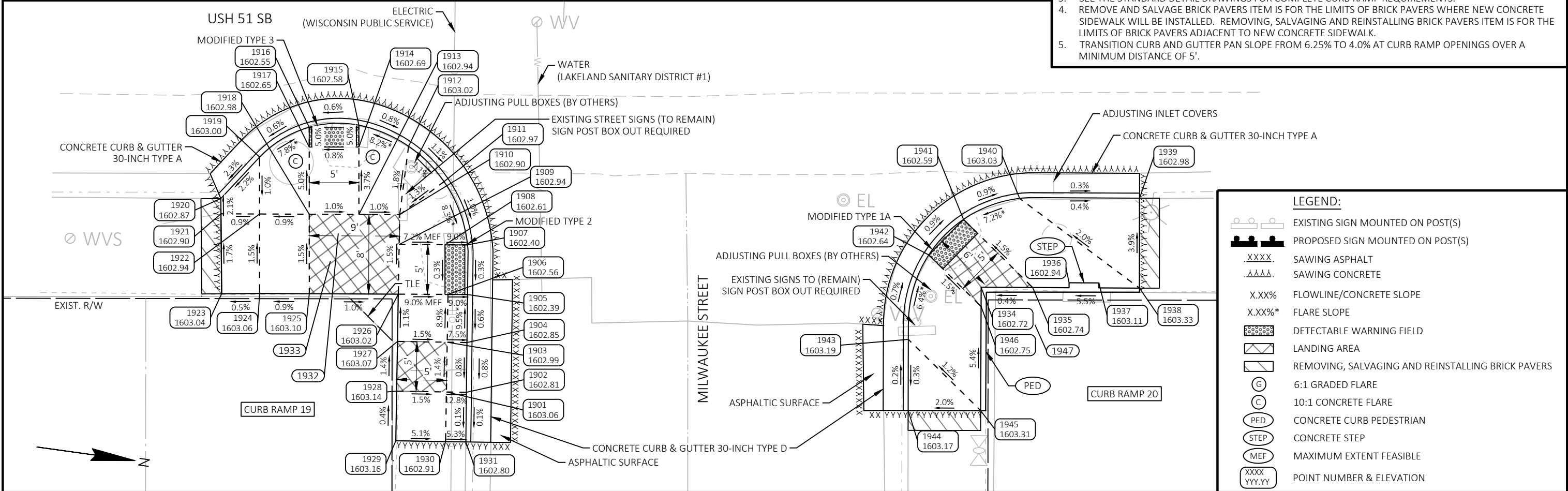
| SE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 19 |                |          |           |           |           |             |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1901                                                      | 441+25.26 'SB' | 45.06' R | 1603.06   | 249625.00 | 187896.88 | WALK        |
| 1902                                                      | 441+27.28 'SB' | 45.09' R | 1602.81   | 249627.00 | 187896.64 | BOC         |
| 1903                                                      | 441+25.35 'SB' | 40.05' R | 1602.99   | 249624.39 | 187891.91 | WALK        |
| 1904                                                      | 441+27.34 'SB' | 40.08' R | 1602.85   | 249626.37 | 187891.67 | BOC         |
| 1905                                                      | 441+27.40 'SB' | 35.25' R | 1602.39   | 249625.76 | 187886.87 | BOC         |
| 1906                                                      | 441+25.43 'SB' | 35.24' R | 1602.56   | 249623.80 | 187887.13 | WALK        |
| 1907                                                      | 441+27.39 'SB' | 30.25' R | 1602.40   | 249625.06 | 187881.92 | BOC         |
| 1908                                                      | 441+25.13 'SB' | 30.25' R | 1602.61   | 249622.82 | 187882.23 | WALK        |
| 1909                                                      | 441+20.51 'SB' | 30.21' R | 1602.94   | 249618.24 | 187882.83 | WALK        |
| 1910                                                      | 441+20.56 'SB' | 27.21' R | 1602.90   | 249617.88 | 187879.85 | WALK        |
| 1911                                                      | 441+25.03 'SB' | 23.89' R | 1602.97   | 249621.84 | 187875.95 | BOC         |
| 1912                                                      | 441+21.46 'SB' | 20.33' R | 1603.02   | 249617.82 | 187872.92 | BOC         |
| 1913                                                      | 441+16.46 'SB' | 27.19' R | 1602.94   | 249613.81 | 187880.40 | WALK        |
| 1914                                                      | 441+16.46 'SB' | 20.41' R | 1602.69   | 249612.88 | 187873.69 | WALK        |
| 1915                                                      | 441+16.46 'SB' | 18.20' R | 1602.58   | 249612.57 | 187871.50 | BOC         |
| 1916                                                      | 441+11.46 'SB' | 18.41' R | 1602.55   | 249607.65 | 187872.40 | BOC         |
| 1917                                                      | 441+11.46 'SB' | 20.41' R | 1602.65   | 249607.92 | 187874.38 | WALK        |
| 1918                                                      | 441+11.46 'SB' | 27.17' R | 1602.98   | 249608.86 | 187881.07 | WALK        |
| 1919                                                      | 441+06.46 'SB' | 21.41' R | 1603.00   | 249603.11 | 187876.06 | BOC         |

| SE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 19 |                |          |           |           |           |                |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1920                                                      | 441+02.56 'SB' | 25.59' R | 1602.87   | 249599.82 | 187880.74 | BOC            |
| 1921                                                      | 441+02.57 'SB' | 27.12' R | 1602.90   | 249600.05 | 187882.25 | EOW            |
| 1922                                                      | 441+06.46 'SB' | 27.14' R | 1602.94   | 249603.90 | 187881.73 | WALK           |
| 1923                                                      | 441+02.64 'SB' | 35.17' R | 1603.04   | 249601.23 | 187890.21 | EOW            |
| 1924                                                      | 441+06.46 'SB' | 35.14' R | 1603.06   | 249605.01 | 187889.66 | EOW            |
| 1925                                                      | 441+11.46 'SB' | 35.17' R | 1603.10   | 249609.96 | 187888.99 | EOW            |
| 1926                                                      | 441+20.43 'SB' | 35.21' R | 1603.02   | 249618.85 | 187887.80 | EOW            |
| 1927                                                      | 441+20.34 'SB' | 39.97' R | 1603.07   | 249619.42 | 187892.52 | EOW            |
| 1928                                                      | 441+20.26 'SB' | 44.97' R | 1603.14   | 249620.03 | 187897.49 | EOW            |
| 1929                                                      | 441+20.17 'SB' | 49.97' R | 1603.16   | 249620.63 | 187902.45 | EOW            |
| 1930                                                      | 441+25.18 'SB' | 50.05' R | 1602.91   | 249625.61 | 187901.84 | EOW            |
| 1931                                                      | 441+27.22 'SB' | 50.08' R | 1602.80   | 249627.63 | 187901.59 | BOC            |
| 1932                                                      | 441+14.40 'SB' | 28.97' R | -         | 249612.02 | 187882.45 | 13.5' RAD FLAG |
| 1933                                                      | 441+13.62 'SB' | 31.75' R | -         | 249611.63 | 187885.31 | 16.4' RAD FLAG |

| NE SB USH 51 & W MILWAUKEE ST INTERSECTION - CURB RAMP 20 |                |          |           |           |           |                |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1934                                                      | 441+79.10 'SB' | 34.52' R | 1602.72   | 249676.87 | 187879.01 | EOW            |
| 1935                                                      | 441+84.29 'SB' | 34.55' R | 1602.74   | 249682.01 | 187878.32 | EOW            |
| 1936                                                      | 441+87.96 'SB' | 34.07' R | 1602.94   | 249685.57 | 187877.34 | EOW            |
| 1937                                                      | 441+90.96 'SB' | 34.09' R | 1603.11   | 249688.55 | 187876.94 | EOW            |
| 1938                                                      | 441+95.04 'SB' | 34.62' R | 1603.33   | 249692.67 | 187876.90 | EOW            |
| 1939                                                      | 441+95.05 'SB' | 25.56' R | 1602.98   | 249691.42 | 187867.93 | BOC            |
| 1940                                                      | 441+82.98 'SB' | 25.59' R | 1603.03   | 249679.47 | 187869.62 | BOC            |
| 1941                                                      | 441+77.33 'SB' | 27.71' R | 1602.59   | 249674.17 | 187872.50 | BOC            |
| 1942                                                      | 441+73.83 'SB' | 31.27' R | 1602.64   | 249671.19 | 187876.52 | BOC            |
| 1943                                                      | 441+71.77 'SB' | 39.77' R | 1603.19   | 249670.33 | 187885.22 | BOC            |
| 1944                                                      | 441+71.75 'SB' | 46.92' R | 1603.17   | 249671.30 | 187892.31 | BOC            |
| 1945                                                      | 441+79.06 'SB' | 46.94' R | 1603.31   | 249678.54 | 187891.31 | EOW            |
| 1946                                                      | 441+79.09 'SB' | 36.46' R | 1602.75   | 249677.13 | 187880.92 | EOW            |
| 1947                                                      | 441+84.47 'SB' | 38.19' R | -         | 249682.69 | 187881.90 | 15.2' RAD FLAG |

NOTES:

1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.



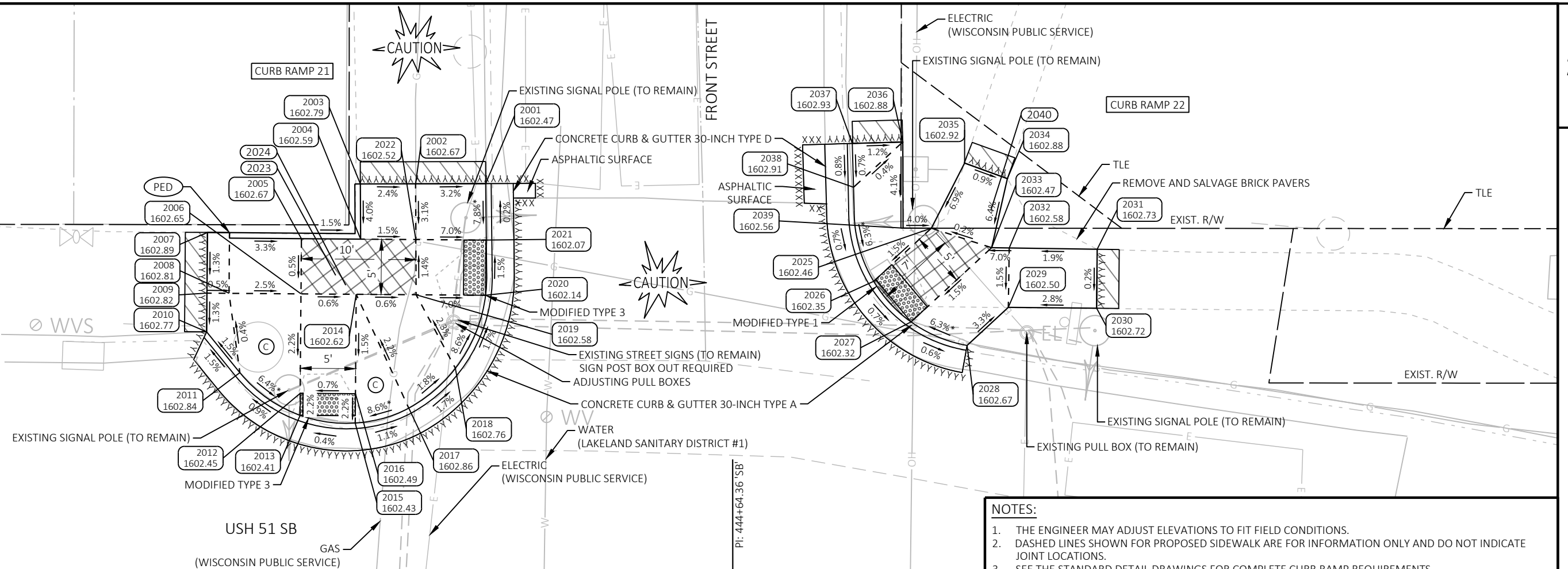
PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

**NOTES:**

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5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| SW SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 21 |                |          |           |           |           |             |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 2001                                                | 444+42.00 'SB' | 37.49' L | 1602.47   | 249927.29 | 187771.36 | BOC         |
| 2002                                                | 444+35.64 'SB' | 37.42' L | 1602.67   | 249921.01 | 187772.30 | EOW         |
| 2003                                                | 444+30.64 'SB' | 37.46' L | 1602.79   | 249916.05 | 187772.96 | EOW         |
| 2004                                                | 444+30.67 'SB' | 32.46' L | 1602.59   | 249916.76 | 187777.90 | EOW         |
| 2005                                                | 444+25.30 'SB' | 32.50' L | 1602.67   | 249911.44 | 187778.60 | EOW         |
| 2006                                                | 444+25.27 'SB' | 27.50' L | 1602.65   | 249912.10 | 187783.56 | WALK        |
| 2007                                                | 444+16.79 'SB' | 33.07' L | 1602.89   | 249902.93 | 187779.22 | EOW         |
| 2008                                                | 444+18.75 'SB' | 27.55' L | 1602.81   | 249905.63 | 187784.41 | WALK        |
| 2009                                                | 444+16.75 'SB' | 27.57' L | 1602.82   | 249903.65 | 187784.67 | EOW         |
| 2010                                                | 444+16.72 'SB' | 24.07' L | 1602.77   | 249904.11 | 187788.15 | BOC         |
| 2011                                                | 444+19.73 'SB' | 20.36' L | 1602.84   | 249907.60 | 187791.40 | BOC         |
| 2012                                                | 444+25.20 'SB' | 18.50' L | 1602.45   | 249913.27 | 187792.49 | WALK        |
| 2013                                                | 444+25.18 'SB' | 16.50' L | 1602.41   | 249913.53 | 187794.48 | BOC         |
| 2014                                                | 444+30.26 'SB' | 27.47' L | 1602.62   | 249917.05 | 187782.91 | WALK        |
| 2015                                                | 444+30.17 'SB' | 15.79' L | 1602.43   | 249918.58 | 187794.48 | BOC         |
| 2016                                                | 444+30.19 'SB' | 18.46' L | 1602.49   | 249918.23 | 187791.84 | WALK        |
| 2017                                                | 444+35.03 'SB' | 17.15' L | 1602.86   | 249923.20 | 187792.47 | BOC         |
| 2018                                                | 444+39.25 'SB' | 20.76' L | 1602.76   | 249926.88 | 187788.31 | BOC         |
| 2019                                                | 444+35.69 'SB' | 27.42' L | 1602.58   | 249922.44 | 187782.20 | WALK        |

| SW SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 21 |                |          |           |           |           |                |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 2020                                                | 444+41.98 'SB' | 27.37' L | 1602.14   | 249928.67 | 187781.38 | BOC            |
| 2021                                                | 444+42.05 'SB' | 32.37' L | 1602.07   | 249928.05 | 187776.42 | BOC            |
| 2022                                                | 444+35.67 'SB' | 32.42' L | 1602.52   | 249921.72 | 187777.25 | WALK           |
| 2023                                                | 444+28.47 'SB' | 29.07' L | -         | 249915.06 | 187781.57 | 13.5' RAD FLAG |
| 2024                                                | 444+29.37 'SB' | 28.18' L | -         | 249916.07 | 187782.33 | 14.9' RAD FLAG |

**LEGEND:**

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXX SAWING ASPHALT
- AAAA SAWING CONCRETE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%\* FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- PED CONCRETE CURB PEDESTRIAN
- STEP CONCRETE STEP
- MEF MAXIMUM EXTENT FEASIBLE
- XXXX YYY.YY POINT NUMBER & ELEVATION

| NW SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 22 |                |          |           |           |           |                |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 2025                                                | 444+77.48 'SB' | 35.65' L | 1602.46   | 249967.83 | 187769.79 | EOW            |
| 2026                                                | 444+72.98 'SB' | 30.14' L | 1602.35   | 249963.31 | 187775.28 | BOC            |
| 2027                                                | 444+76.85 'SB' | 26.98' L | 1602.32   | 249967.17 | 187778.45 | BOC            |
| 2028                                                | 444+82.17 'SB' | 25.58' L | 1602.67   | 249972.49 | 187779.87 | BOC            |
| 2029                                                | 444+85.39 'SB' | 29.52' L | 1602.50   | 249975.72 | 187775.93 | EOW            |
| 2030                                                | 444+93.32 'SB' | 30.57' L | 1602.72   | 249983.65 | 187774.90 | EOW            |
| 2031                                                | 444+92.62 'SB' | 35.86' L | 1602.73   | 249982.97 | 187769.61 | EOW            |
| 2032                                                | 444+84.72 'SB' | 34.86' L | 1602.58   | 249975.06 | 187770.59 | EOW            |
| 2033                                                | 444+83.13 'SB' | 34.66' L | 1602.47   | 249973.48 | 187770.78 | EOW            |
| 2034                                                | 444+83.67 'SB' | 41.06' L | 1602.88   | 249974.03 | 187764.38 | EOW            |
| 2035                                                | 444+79.64 'SB' | 41.91' L | 1602.92   | 249969.99 | 187763.53 | EOW            |
| 2036                                                | 444+73.82 'SB' | 43.01' L | 1602.88   | 249964.18 | 187762.41 | EOW            |
| 2037                                                | 444+69.31 'SB' | 42.24' L | 1602.93   | 249959.67 | 187763.17 | BOC            |
| 2038                                                | 444+69.98 'SB' | 38.32' L | 1602.91   | 249960.33 | 187767.09 | BOC            |
| 2039                                                | 444+74.94 'SB' | 35.29' L | 1602.56   | 249965.28 | 187770.14 | EOW            |
| 2040                                                | 444+82.57 'SB' | 37.92' L | -         | 249972.92 | 187767.52 | 14.9' RAD FLAG |

PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

CURB RAMP DETAILS

SHEET

22

E

| SE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 23 |                |          |           |           |           |             |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 2101                                                | 444+35.39 'SB' | 41.06' R | 1602.66   | 249931.60 | 187850.07 | EOW         |
| 2102                                                | 444+36.07 'SB' | 31.21' R | 1602.79   | 249930.92 | 187840.22 | EOW         |
| 2103                                                | 444+38.36 'SB' | 31.28' R | 1602.75   | 249933.19 | 187839.97 | BOC         |
| 2104                                                | 444+38.36 'SB' | 30.78' R | 1602.26   | 249933.12 | 187839.48 | BOC         |
| 2105                                                | 444+35.58 'SB' | 30.70' R | 1602.45   | 249930.36 | 187839.78 | EOW         |
| 2106                                                | 444+28.39 'SB' | 30.48' R | 1602.58   | 249923.20 | 187840.56 | WALK        |
| 2107                                                | 444+35.73 'SB' | 25.70' R | 1602.44   | 249929.82 | 187834.81 | WALK        |
| 2108                                                | 444+37.61 'SB' | 25.74' R | 1602.31   | 249931.68 | 187834.59 | BOC         |
| 2109                                                | 444+28.54 'SB' | 25.48' R | 1602.55   | 249922.66 | 187835.59 | WALK        |
| 2110                                                | 444+34.12 'SB' | 20.62' R | 1602.87   | 249927.52 | 187830.00 | BOC         |
| 2111                                                | 444+28.71 'SB' | 19.84' R | 1602.51   | 249922.05 | 187829.98 | WALK        |
| 2112                                                | 444+28.77 'SB' | 17.84' R | 1602.46   | 249921.84 | 187827.99 | BOC         |
| 2113                                                | 444+23.77 'SB' | 17.75' R | 1602.44   | 249916.87 | 187828.58 | BOC         |
| 2114                                                | 444+23.73 'SB' | 19.75' R | 1602.49   | 249917.11 | 187830.57 | WALK        |
| 2115                                                | 444+18.71 'SB' | 20.05' R | 1602.91   | 249912.18 | 187831.57 | BOC         |
| 2116                                                | 444+23.54 'SB' | 25.33' R | 1602.62   | 249917.69 | 187836.13 | WALK        |
| 2117                                                | 444+13.55 'SB' | 25.37' R | 1602.74   | 249907.80 | 187837.55 | BOC         |
| 2118                                                | 444+13.53 'SB' | 28.66' R | 1602.85   | 249908.24 | 187840.81 | EOW         |

| SE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 23 |                |          |           |           |           |                |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 2119                                                | 444+13.50 'SB' | 34.66' R | 1602.99   | 249909.04 | 187846.76 | EOW            |
| 2120                                                | 444+23.39 'SB' | 30.33' R | 1602.67   | 249918.23 | 187841.10 | WALK           |
| 2121                                                | 444+23.26 'SB' | 34.71' R | 1602.73   | 249918.71 | 187845.46 | EOW            |
| 2122                                                | 444+24.98 'SB' | 34.22' R | 1602.73   | 249920.34 | 187844.73 | EOW            |
| 2123                                                | 444+24.97 'SB' | 34.72' R | 1602.73   | 249920.40 | 187845.23 | EOW            |
| 2124                                                | 444+30.23 'SB' | 40.97' R | 1602.73   | 249926.48 | 187850.69 | EOW            |
| 2125                                                | 444+30.73 'SB' | 40.98' R | 1602.73   | 249926.98 | 187850.63 | EOW            |
| 2126                                                | 444+30.21 'SB' | 46.47' R | 1603.11   | 249927.22 | 187856.14 | EOW            |
| 2127                                                | 444+35.29 'SB' | 46.56' R | 1603.03   | 249932.26 | 187855.53 | EOW            |
| 2128                                                | 444+35.80 'SB' | 46.57' R | 1603.03   | 249932.76 | 187855.47 | EOW            |
| 2129                                                | 444+38.36 'SB' | 46.62' R | 1602.94   | 249935.31 | 187855.16 | BOC            |
| 2130                                                | 444+26.03 'SB' | 29.41' R | -         | 249920.72 | 187839.83 | 14.4' RAD FLAG |
| 2131                                                | 444+25.85 'SB' | 30.00' R | -         | 249920.63 | 187840.43 | 15' RAD FLAG   |

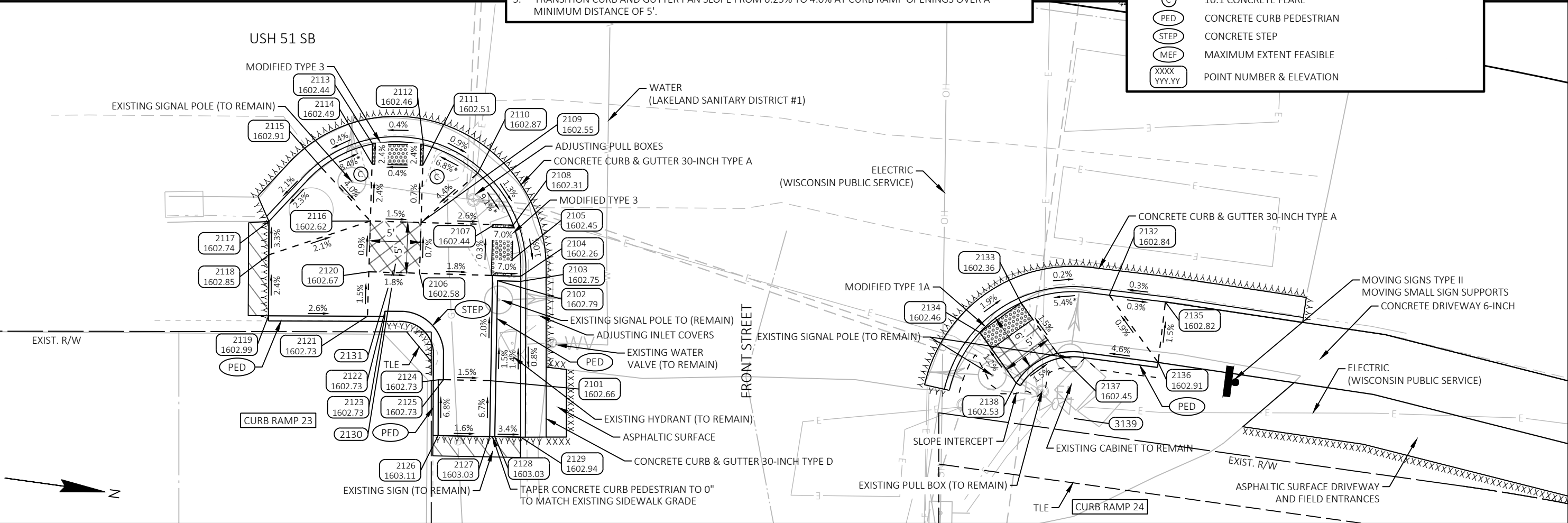
NOTES:

1. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5. TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| NE SB USH 51 & FRONT ST INTERSECTION - CURB RAMP 24 |                |          |           |           |           |              |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 2132                                                | 445+00.61 'SB' | 27.83' R | 1602.84   | 249990.80 | 187833.31 | BOC          |
| 2133                                                | 444+92.10 'SB' | 29.79' R | 1602.36   | 249982.28 | 187835.26 | BOC          |
| 2134                                                | 444+88.49 'SB' | 33.25' R | 1602.46   | 249978.67 | 187838.71 | BOC          |
| 2135                                                | 445+06.17 'SB' | 27.71' R | 1602.82   | 249996.37 | 187833.21 | BOC          |
| 2136                                                | 445+06.30 'SB' | 33.71' R | 1602.91   | 249996.48 | 187839.21 | EOW          |
| 2137                                                | 444+96.35 'SB' | 34.22' R | 1602.45   | 249986.53 | 187839.70 | EOW          |
| 2138                                                | 444+92.74 'SB' | 37.68' R | 1602.53   | 249982.91 | 187843.15 | EOW          |
| 3139                                                | 444+98.76 'SB' | 40.34' R | -         | 249988.92 | 187845.83 | 15' RAD FLAG |

LEGEND:

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXX SAWING ASPHALT
- .AAAA. SAWING CONCRETE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%\* FLARE SLOPE
- DETECTABLE WARNING FIELD
- LANDING AREA
- REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- PED CONCRETE CURB PEDESTRIAN
- STEP CONCRETE STEP
- MEF MAXIMUM EXTENT FEASIBLE
- XXXX YYY.YY POINT NUMBER & ELEVATION





| SW NB USH 51 & ARBORVITAE ST INTERSECTION - CURB RAMP 25 |                |          |           |           |           |             |
|----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                             | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 601                                                      | 437+72.18 'NB' | 23.50' L | 1601.77   | 249168.46 | 188211.28 | EOW         |
| 602                                                      | 437+67.72 'NB' | 23.48' L | 1601.78   | 249165.10 | 188209.11 | EOW         |
| 603                                                      | 437+60.17 'NB' | 23.44' L | 1601.31   | 249159.50 | 188205.28 | EOW         |
| 604                                                      | 437+54.73 'NB' | 23.41' L | 1601.32   | 249155.55 | 188202.42 | EOW         |
| 605                                                      | 437+48.47 'NB' | 23.36' L | 1601.74   | 249151.07 | 188199.01 | EOW         |
| 606                                                      | 437+44.01 'NB' | 23.32' L | 1601.86   | 249147.94 | 188196.52 | EOW         |
| 607                                                      | 437+44.09 'NB' | 15.27' L | 1601.65   | 249142.87 | 188202.76 | BOC         |
| 608                                                      | 437+48.38 'NB' | 15.29' L | 1601.62   | 249145.98 | 188205.27 | BOC         |
| 609                                                      | 437+54.80 'NB' | 15.32' L | 1601.20   | 249150.73 | 188208.91 | BOC         |
| 610                                                      | 437+60.17 'NB' | 15.34' L | 1601.19   | 249154.79 | 188211.86 | BOC         |
| 611                                                      | 437+67.68 'NB' | 15.36' L | 1601.66   | 249160.56 | 188215.84 | BOC         |
| 612                                                      | 437+71.96 'NB' | 15.37' L | 1601.55   | 249163.90 | 188218.02 | BOC         |

- NOTES:
1.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



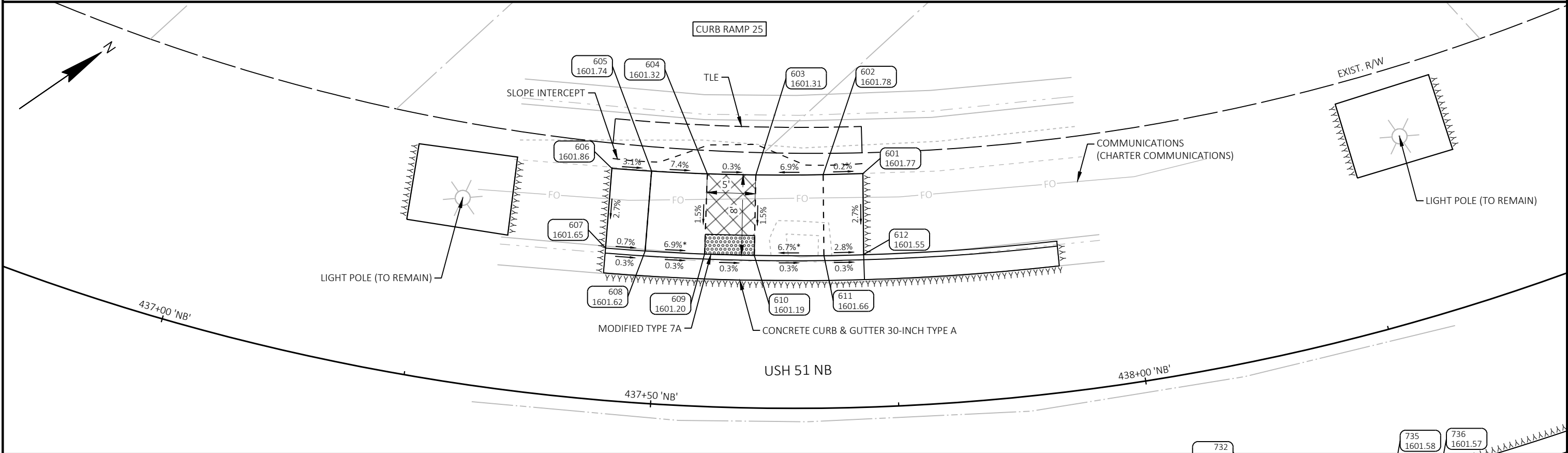
CONCRETE STEP

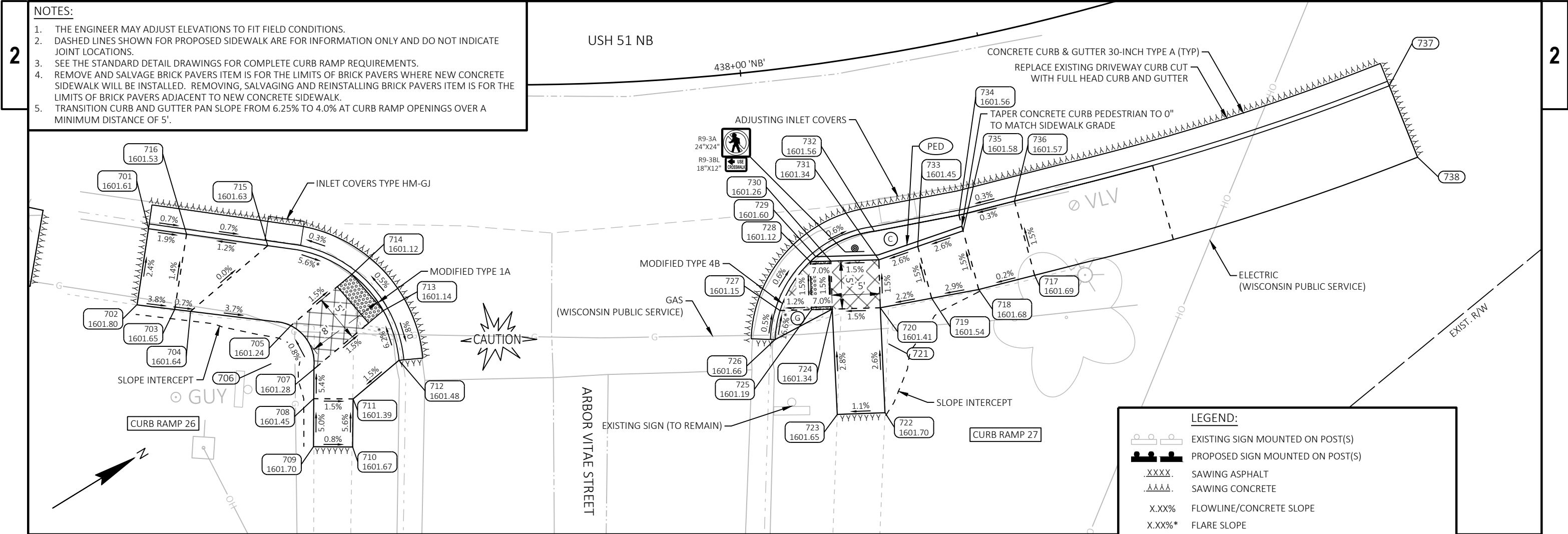


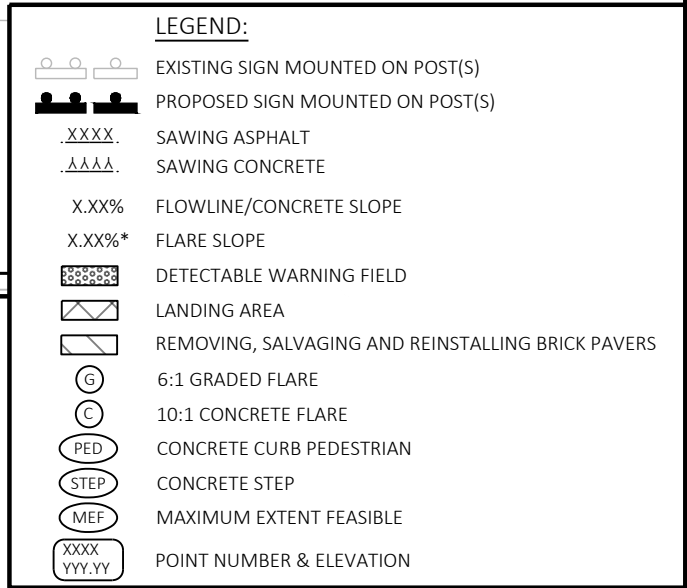
MAXIMUM EXTENT FEASIBLE



POINT NUMBER & ELEVATION







| NW NB USH 51 & E CHICAGO AVE INTERSECTION - CURB RAMP 29 |                |          |           |           |           |              |
|----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                             | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 930                                                      | 440+46.62 'NB' | 31.13' L | 1602.65   | 249417.85 | 188218.83 | EOW          |
| 931                                                      | 440+44.62 'NB' | 31.16' L | 1602.64   | 249415.86 | 188219.09 | EOW          |
| 932                                                      | 440+39.96 'NB' | 31.20' L | 1602.62   | 249411.24 | 188219.68 | EOW          |
| 933                                                      | 440+39.95 'NB' | 32.20' L | 1602.62   | 249411.10 | 188218.69 | EOW          |
| 934                                                      | 440+39.95 'NB' | 36.37' L | 1602.65   | 249410.52 | 188214.56 | EOW          |
| 935                                                      | 440+45.21 'NB' | 28.00' L | -         | 249416.88 | 188222.13 | 15' RAD FLAG |
| 936                                                      | 440+71.24 'NB' | 23.50' L | -         | 249443.28 | 188223.02 | BOC          |
| 937                                                      | 440+78.47 'NB' | 23.50' L | -         | 249450.44 | 188222.03 | BOC          |

- |                        |             |                |                   |          |          |
|------------------------|-------------|----------------|-------------------|----------|----------|
| PROJECT NO: 1170-19-61 | HWY: USH 51 | COUNTY: ONEIDA | CURB RAMP DETAILS | SHEET 26 | <b>E</b> |
|------------------------|-------------|----------------|-------------------|----------|----------|

| SE NB USH 51 & E CHICAGO AVE INTERSECTION - CURB RAMP 30 |                |          |           |           |           |                |
|----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                             | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 801                                                      | 439+91.73 'NB' | 28.12' R | 1601.80   | 249371.61 | 188285.06 | BOC            |
| 802                                                      | 439+89.60 'NB' | 23.13' R | 1601.44   | 249368.81 | 188280.41 | BOC            |
| 803                                                      | 439+85.98 'NB' | 19.64' R | 1601.54   | 249364.74 | 188277.46 | BOC            |
| 804                                                      | 439+77.61 'NB' | 17.55' R | 1601.90   | 249356.17 | 188276.53 | BOC            |
| 805                                                      | 439+70.27 'NB' | 17.59' R | 1602.05   | 249348.90 | 188277.57 | BOC            |
| 806                                                      | 439+70.30 'NB' | 25.13' R | 1602.15   | 249349.97 | 188285.04 | EOW            |
| 807                                                      | 439+70.31 'NB' | 25.63' R | 1602.18   | 249350.04 | 188285.53 | BOC            |
| 808                                                      | 439+80.79 'NB' | 25.06' R | 1601.65   | 249360.35 | 188283.53 | EOW            |
| 809                                                      | 439+80.76 'NB' | 25.56' R | 1602.07   | 249360.38 | 188284.03 | BOC            |
| 810                                                      | 439+81.27 'NB' | 31.76' R | 1601.62   | 249361.75 | 188290.10 | EOW            |
| 811                                                      | 439+80.82 'NB' | 39.39' R | 1602.02   | 249362.35 | 188297.72 | BOC            |
| 812                                                      | 439+81.29 'NB' | 39.40' R | 1602.02   | 249362.81 | 188297.67 | EOW            |
| 813                                                      | 439+85.82 'NB' | 39.39' R | 1602.00   | 249367.30 | 188297.03 | EOW            |
| 814                                                      | 439+85.85 'NB' | 34.22' R | 1601.72   | 249366.62 | 188291.91 | EOW            |
| 815                                                      | 439+78.72 'NB' | 30.74' R | -         | 249359.08 | 188289.44 | 15.8' RAD FLAG |
| 816                                                      | 439+41.88 'NB' | 17.50' R | -         | 249320.77 | 188281.38 | BOC            |
| 817                                                      | 439+41.88 'NB' | 25.75' R | -         | 249321.90 | 188289.55 | BOW            |

| NE NB USH 51 & E CHICAGO AVE INTERSECTION - CURB RAMP 31 |                |          |           |           |           |             |
|----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                             | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 818                                                      | 440+34.50 'NB' | 41.24' R | 1601.78   | 249415.77 | 188292.19 | BOC         |
| 819                                                      | 440+39.53 'NB' | 41.58' R | 1601.87   | 249420.80 | 188291.84 | BOC         |
| 820                                                      | 440+40.03 'NB' | 41.60' R | 1602.32   | 249421.29 | 188291.79 | BOC         |
| 821                                                      | 440+39.47 'NB' | 39.12' R | 1601.99   | 249420.40 | 188289.41 | EOW         |
| 822                                                      | 440+39.34 'NB' | 33.86' R | 1602.07   | 249419.55 | 188284.21 | EOW         |
| 823                                                      | 440+39.29 'NB' | 31.81' R | 1601.98   | 249419.22 | 188282.19 | EOW         |
| 824                                                      | 440+44.27 'NB' | 30.70' R | -         | 249424.00 | 188280.41 | 5' RAD BOW  |
| 825                                                      | 440+41.23 'NB' | 26.73' R | 1602.03   | 249420.45 | 188276.89 | EOW         |
| 826                                                      | 440+50.48 'NB' | 26.14' R | 1602.56   | 249429.53 | 188275.04 | BOC         |
| 827                                                      | 440+50.47 'NB' | 25.64' R | 1602.57   | 249429.45 | 188274.54 | EOW         |
| 828                                                      | 440+50.47 'NB' | 17.82' R | 1602.51   | 249428.38 | 188266.79 | BOC         |
| 829                                                      | 440+44.14 'NB' | 17.81' R | 1602.56   | 249422.11 | 188267.66 | BOC         |
| 830                                                      | 440+34.19 'NB' | 19.92' R | 1601.89   | 249412.54 | 188271.11 | BOC         |
| 831                                                      | 440+30.72 'NB' | 23.52' R | 1601.79   | 249409.59 | 188275.15 | BOC         |
| 832                                                      | 440+28.83 'NB' | 30.38' R | 1602.12   | 249408.67 | 188282.21 | BOC         |
| 833                                                      | 440+29.05 'NB' | 34.58' R | 1602.14   | 249409.46 | 188286.34 | BOC         |
| 834                                                      | 440+34.34 'NB' | 33.98' R | 1601.99   | 249414.62 | 188285.02 | WALK        |
| 835                                                      | 440+30.87 'NB' | 38.92' R | 1602.19   | 249411.86 | 188290.38 | BOC         |

LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SAWING ASPHALT

SAWING CONCRETE

FLOWLINE/CONCRETE SLOPE

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

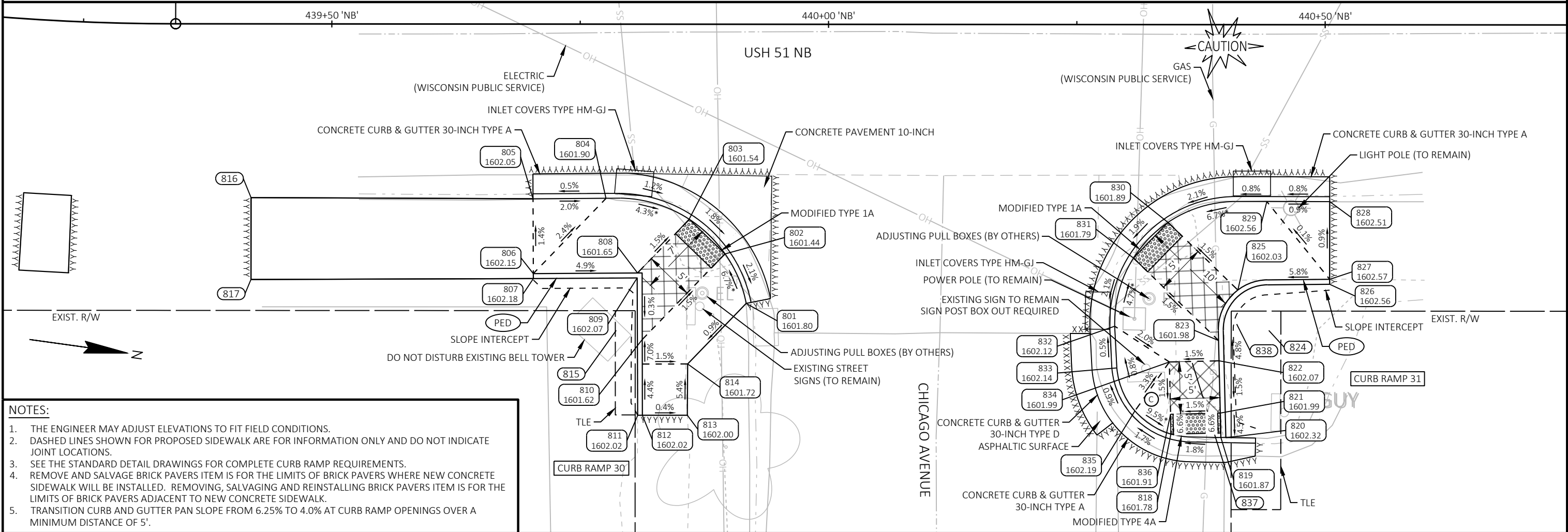
CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

POINT NUMBER & ELEVATION

| NE NB USH 51 & E CHICAGO AVE INTERSECTION - CURB RAMP 31 |                |          |           |           |           |                |
|----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                             | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 836                                                      | 440+34.47 'NB' | 39.24' R | 1601.91   | 249415.47 | 188290.22 | WALK           |
| 837                                                      | 440+36.61 'NB' | 33.96' R | -         | 249416.86 | 188284.68 | 10.1' RAD FLAG |
| 838                                                      | 440+41.06 'NB' | 30.04' R | -         | 249420.73 | 188280.20 | 14.7' RAD FLAG |



- NOTES:
1.

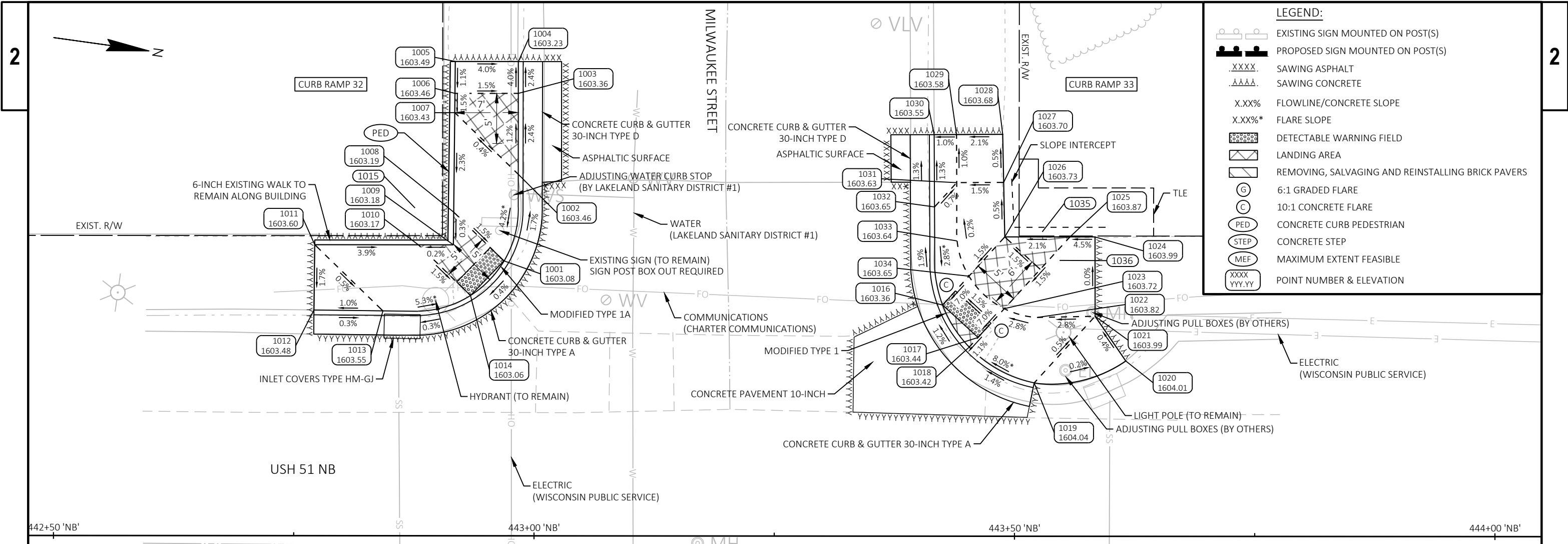
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
2.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
3.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

REMOVE AND SALVAGE BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS WHERE NEW CONCRETE SIDEWALK WILL BE INSTALLED. REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS ITEM IS FOR THE LIMITS OF BRICK PAVERS ADJACENT TO NEW CONCRETE SIDEWALK.
5.

TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.



LEGEND:

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

SAWING ASPHALT

SAWING CONCRETE

FLOWLINE/CONCRETE SLOPE

FLARE SLOPE

DETECTABLE WARNING FIELD

LANDING AREA

REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS

6:1 GRADED FLARE

10:1 CONCRETE FLARE

CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

POINT NUMBER & ELEVATION

| SW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 32 |                |           |           |           |           |                |
|-----------------------------------------------------------|----------------|-----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET    | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1001                                                      | 441+25.84 'NB' | 338.10' R | 1603.08   | 249666.06 | 188187.03 | BOC            |
| 1002                                                      | 441+27.33 'NB' | 329.09' R | 1603.46   | 249666.29 | 188177.90 | BOC            |
| 1003                                                      | 441+27.34 'NB' | 320.68' R | 1603.36   | 249665.14 | 188169.57 | BOC            |
| 1004                                                      | 441+27.35 'NB' | 317.37' R | 1603.23   | 249664.69 | 188166.30 | BOC            |
| 1005                                                      | 441+20.78 'NB' | 317.36' R | 1603.49   | 249658.19 | 188167.19 | EOW            |
| 1006                                                      | 441+20.74 'NB' | 320.67' R | 1603.46   | 249658.60 | 188170.48 | EOW            |
| 1007                                                      | 441+20.72 'NB' | 322.67' R | 1603.43   | 249658.86 | 188172.46 | EOW            |
| 1008                                                      | 441+20.61 'NB' | 333.02' R | 1603.19   | 249660.18 | 188182.73 | EOW            |
| 1009                                                      | 441+20.58 'NB' | 336.43' R | 1603.18   | 249660.62 | 188186.10 | EOW            |
| 1010                                                      | 441+16.93 'NB' | 336.42' R | 1603.17   | 249657.01 | 188186.60 | EOW            |
| 1011                                                      | 441+06.15 'NB' | 336.41' R | 1603.60   | 249646.33 | 188188.08 | EOW            |
| 1012                                                      | 441+06.07 'NB' | 343.20' R | 1603.48   | 249647.19 | 188194.81 | BOC            |
| 1013                                                      | 441+13.24 'NB' | 343.29' R | 1603.55   | 249654.30 | 188193.91 | BOC            |
| 1014                                                      | 441+22.36 'NB' | 341.69' R | 1603.06   | 249663.11 | 188191.07 | BOC            |
| 1015                                                      | 441+16.67 'NB' | 332.68' R | -         | 249656.24 | 188182.93 | 13.1' RAD FLAG |

| NW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 33 |                |          |           |           |           |             |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1016                                                      | 443+42.50 'NB' | 24.03' L | 1603.36   | 249711.90 | 188185.27 | BOC         |
| 1017                                                      | 443+46.19 'NB' | 20.66' L | 1603.44   | 249716.02 | 188188.10 | WALK        |
| 1018                                                      | 443+45.27 'NB' | 19.65' L | 1603.42   | 249715.25 | 188189.23 | BOC         |
| 1019                                                      | 443+52.04 'NB' | 15.94' L | 1604.04   | 249722.46 | 188191.98 | BOC         |
| 1020                                                      | 443+61.57 'NB' | 18.23' L | 1604.01   | 249731.59 | 188188.40 | EOW         |
| 1021                                                      | 443+58.37 'NB' | 22.87' L | 1603.99   | 249727.78 | 188184.24 | EOW         |
| 1022                                                      | 443+52.40 'NB' | 22.75' L | 1603.82   | 249721.88 | 188185.18 | WALK        |
| 1023                                                      | 443+48.93 'NB' | 23.66' L | 1603.72   | 249718.32 | 188184.76 | WALK        |
| 1024                                                      | 443+58.36 'NB' | 31.13' L | 1603.99   | 249726.64 | 188176.07 | EOW         |
| 1025                                                      | 443+55.75 'NB' | 31.12' L | 1603.87   | 249724.05 | 188176.43 | EOW         |
| 1026                                                      | 443+48.97 'NB' | 31.11' L | 1603.73   | 249717.34 | 188177.37 | EOW         |
| 1027                                                      | 443+48.85 'NB' | 36.78' L | 1603.70   | 249716.44 | 188171.77 | EOW         |
| 1028                                                      | 443+48.74 'NB' | 41.78' L | 1603.68   | 249715.65 | 188166.83 | EOW         |
| 1029                                                      | 443+43.94 'NB' | 41.76' L | 1603.58   | 249710.89 | 188167.51 | EOW         |
| 1030                                                      | 443+41.61 'NB' | 41.74' L | 1603.55   | 249708.59 | 188167.85 | BOC         |
| 1031                                                      | 443+43.96 'NB' | 36.76' L | 1603.63   | 249711.61 | 188172.46 | WALK        |
| 1032                                                      | 443+41.65 'NB' | 34.23' L | 1603.65   | 249709.66 | 188175.29 | BOC         |

| NW NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 33 |                |          |           |           |           |                |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1033                                                      | 443+44.00 'NB' | 30.70' L | 1603.64   | 249712.47 | 188178.46 | WALK           |
| 1034                                                      | 443+45.24 'NB' | 27.03' L | 1603.65   | 249714.20 | 188181.92 | WALK           |
| 1035                                                      | 443+52.87 'NB' | 31.64' L | -         | 249721.13 | 188176.31 | 9' RAD WALK    |
| 1036                                                      | 443+54.67 'NB' | 28.68' L | -         | 249723.32 | 188178.99 | 15.5' RAD FLAG |

- NOTES:
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TRANSITION CURB AND GUTTER PAN SLOPE FROM 6.25% TO 4.0% AT CURB RAMP OPENINGS OVER A MINIMUM DISTANCE OF 5'.

| SE NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 34 |                |          |           |           |           |                |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1101                                                      | 442+95.83 'NB' | 33.89' R | 1602.98   | 249673.62 | 188249.04 | EOW            |
| 1102                                                      | 443+01.54 'NB' | 27.67' R | 1603.02   | 249678.42 | 188242.11 | BOC            |
| 1103                                                      | 442+99.40 'NB' | 22.60' R | 1602.79   | 249675.61 | 188237.37 | BOC            |
| 1104                                                      | 442+95.71 'NB' | 19.22' R | 1602.89   | 249671.49 | 188234.54 | BOC            |
| 1105                                                      | 442+84.57 'NB' | 17.52' R | 1603.71   | 249660.22 | 188234.37 | BOC            |
| 1106                                                      | 442+77.13 'NB' | 17.54' R | 1603.62   | 249652.85 | 188235.42 | BOC            |
| 1107                                                      | 442+77.15 'NB' | 25.11' R | 1603.49   | 249653.91 | 188242.91 | EOW            |
| 1108                                                      | 442+80.15 'NB' | 25.12' R | 1603.42   | 249656.89 | 188242.51 | EOW            |
| 1109                                                      | 442+90.29 'NB' | 25.15' R | 1603.01   | 249666.94 | 188241.15 | EOW            |
| 1110                                                      | 442+91.53 'NB' | 25.15' R | 1603.01   | 249668.16 | 188240.98 | EOW            |
| 1111                                                      | 442+91.51 'NB' | 31.22' R | 1602.97   | 249668.98 | 188246.99 | EOW            |
| 1112                                                      | 442+91.50 'NB' | 33.90' R | 1603.04   | 249669.34 | 188249.65 | EOW            |
| 1113                                                      | 442+91.49 'NB' | 38.90' R | 1603.09   | 249670.01 | 188254.61 | EOW            |
| 1114                                                      | 442+95.83 'NB' | 38.90' R | 1602.96   | 249674.31 | 188254.01 | EOW            |
| 1115                                                      | 442+89.44 'NB' | 29.78' R | -         | 249666.72 | 188245.86 | 14.8' RAD FLAG |

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LEGEND:



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



SAWING ASPHALT



SAWING CONCRETE



FLOWLINE/CONCRETE SLOPE



FLARE SLOPE



DETECTABLE WARNING FIELD



LANDING AREA



REMOVING, SALVAGING AND REINSTALLING BRICK PAVERS



6:1 GRADED FLARE



10:1 CONCRETE FLARE



CONCRETE CURB PEDESTRIAN



CONCRETE STEP

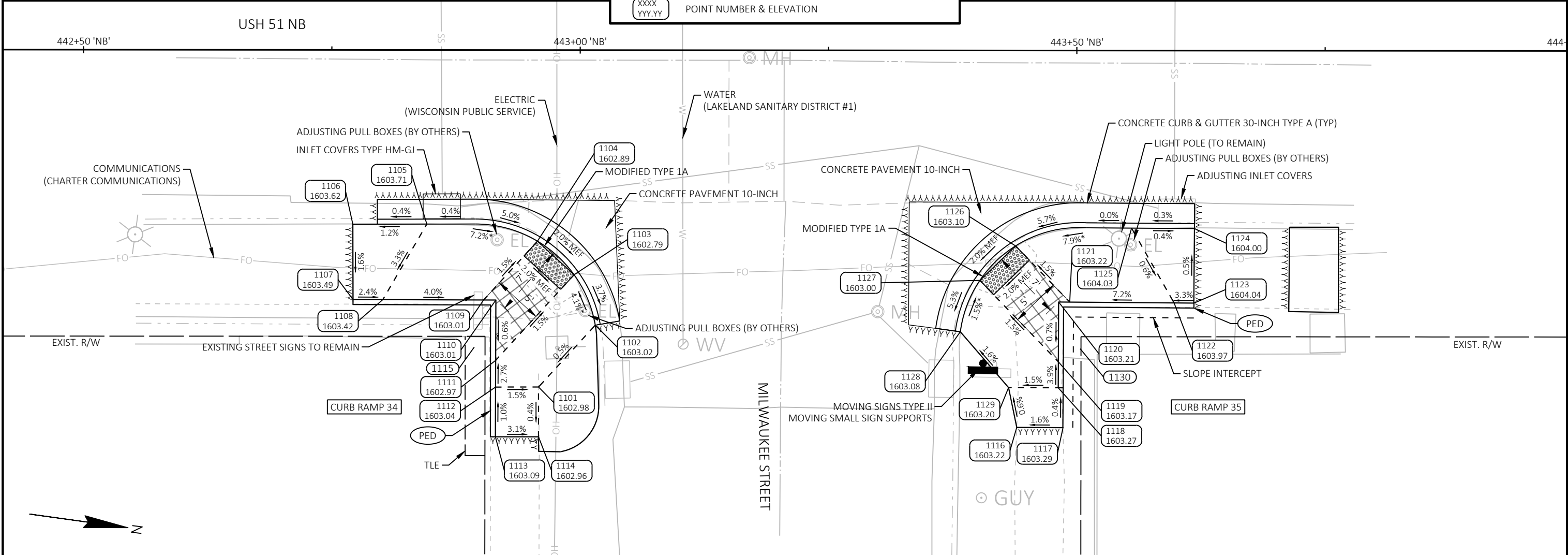


MAXIMUM EXTENT FEASIBLE

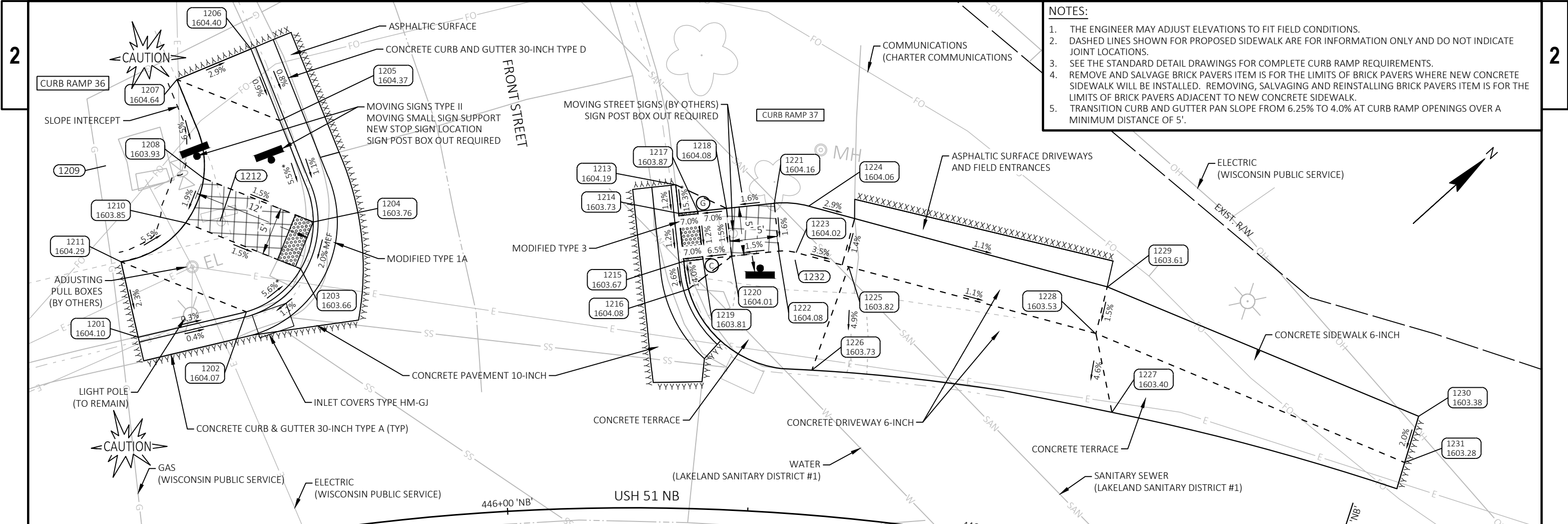


POINT NUMBER & ELEVATION

| NE NB USH 51 & E MILWAUKEE ST INTERSECTION - CURB RAMP 35 |                |          |           |           |           |                |
|-----------------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                              | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1116                                                      | 443+43.98 'NB' | 37.91' R | 1603.22   | 249721.87 | 188246.43 | EOW            |
| 1117                                                      | 443+48.64 'NB' | 37.93' R | 1603.29   | 249726.49 | 188245.80 | EOW            |
| 1118                                                      | 443+48.16 'NB' | 33.93' R | 1603.27   | 249725.46 | 188241.91 | EOW            |
| 1119                                                      | 443+48.17 'NB' | 31.32' R | 1603.17   | 249725.11 | 188239.32 | EOW            |
| 1120                                                      | 443+48.19 'NB' | 25.30' R | 1603.21   | 249724.30 | 188233.35 | EOW            |
| 1121                                                      | 443+49.31 'NB' | 25.30' R | 1603.22   | 249725.41 | 188233.21 | EOW            |
| 1122                                                      | 443+59.81 'NB' | 25.38' R | 1603.97   | 249735.83 | 188231.84 | EOW            |
| 1123                                                      | 443+61.81 'NB' | 25.39' R | 1604.04   | 249737.81 | 188231.58 | EOW            |
| 1124                                                      | 443+61.85 'NB' | 17.89' R | 1604.00   | 249736.82 | 188224.14 | BOC            |
| 1125                                                      | 443+55.53 'NB' | 17.86' R | 1604.03   | 249730.55 | 188224.98 | BOC            |
| 1126                                                      | 443+43.85 'NB' | 19.66' R | 1603.10   | 249719.24 | 188228.36 | BOC            |
| 1127                                                      | 443+40.26 'NB' | 23.13' R | 1603.00   | 249716.15 | 188232.30 | BOC            |
| 1128                                                      | 443+38.29 'NB' | 28.30' R | 1603.08   | 249714.91 | 188237.68 | BOC            |
| 1129                                                      | 443+43.16 'NB' | 33.91' R | 1603.20   | 249720.50 | 188242.57 | EOW            |
| 1130                                                      | 443+50.27 'NB' | 29.90' R | -         | 249727.00 | 188237.63 | 14.6' RAD FLAG |







| SW NB USH 51 & FRONT ST INTERSECTION - CURB RAMP 36 |                |          |           |           |           |                |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|----------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION    |
| 1201                                                | 445+65.91 'NB' | 22.99' L | 1604.10   | 249943.87 | 188208.74 | BOC            |
| 1202                                                | 445+76.40 'NB' | 23.57' L | 1604.07   | 249954.01 | 188214.31 | BOC            |
| 1203                                                | 445+82.03 'NB' | 27.17' L | 1603.66   | 249961.21 | 188214.78 | BOC            |
| 1204                                                | 445+83.73 'NB' | 31.82' L | 1603.76   | 249965.43 | 188212.04 | BOC            |
| 1205                                                | 445+81.94 'NB' | 42.73' L | 1604.37   | 249969.90 | 188201.87 | BOC            |
| 1206                                                | 445+80.33 'NB' | 50.51' L | 1604.40   | 249972.66 | 188194.35 | BOC            |
| 1207                                                | 445+73.67 'NB' | 48.57' L | 1604.64   | 249964.82 | 188191.55 | EOW            |
| 1208                                                | 445+74.50 'NB' | 38.00' L | 1603.93   | 249960.00 | 188201.00 | EOW            |
| 1209                                                | 445+66.31 'NB' | 41.15' L | -         | 249953.44 | 188193.31 | 10' RAD BOW    |
| 1210                                                | 445+72.24 'NB' | 33.74' L | 1603.85   | 249955.51 | 188203.21 | EOW            |
| 1211                                                | 445+65.78 'NB' | 31.04' L | 1604.29   | 249947.81 | 188201.72 | EOW            |
| 1212                                                | 445+75.30 'NB' | 33.22' L | -         | 249958.20 | 188205.53 | 12.2' RAD FLAG |

| NW NB 51 & FRONT ST INTERSECTION - CURB RAMP 37 |                |          |           |           |           |             |
|-------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                    | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1213                                            | 446+16.90 'NB' | 33.62' L | 1604.19   | 249996.01 | 188234.44 | BOC         |
| 1214                                            | 446+17.25 'NB' | 30.65' L | 1603.73   | 249994.28 | 188236.87 | BOC         |
| 1215                                            | 446+17.79 'NB' | 25.69' L | 1603.67   | 249991.33 | 188240.91 | BOC         |
| 1216                                            | 446+18.28 'NB' | 22.80' L | 1604.08   | 249989.73 | 188243.37 | BOC         |
| 1217                                            | 446+18.98 'NB' | 30.91' L | 1603.87   | 249995.88 | 188238.04 | EOW         |
| 1218                                            | 446+21.60 'NB' | 31.32' L | 1604.08   | 249998.31 | 188239.80 | BOW         |
| 1219                                            | 446+19.57 'NB' | 25.95' L | 1603.81   | 249992.94 | 188242.08 | WALK        |
| 1220                                            | 446+22.24 'NB' | 26.37' L | 1604.01   | 249995.37 | 188243.85 | BOW         |
| 1221                                            | 446+25.94 'NB' | 32.08' L | 1604.16   | 250002.35 | 188242.74 | BOW         |
| 1222                                            | 446+26.58 'NB' | 27.14' L | 1604.08   | 249999.34 | 188246.73 | BOW         |
| 1223                                            | 446+28.23 'NB' | 27.11' L | 1604.02   | 250000.60 | 188248.07 | BOW         |
| 1224                                            | 446+29.08 'NB' | 32.01' L | 1604.06   | 250004.80 | 188245.36 | BOW         |
| 1225                                            | 446+33.21 'NB' | 26.06' L | 1603.82   | 250003.67 | 188252.82 | EOW         |
| 1226                                            | 446+30.53 'NB' | 15.04' L | 1603.73   | 249993.63 | 188258.24 | BOC         |
| 1227                                            | 446+60.14 'NB' | 15.10' L | 1603.40   | 250013.87 | 188282.42 | BOC         |
| 1228                                            | 446+57.12 'NB' | 22.77' L | 1603.53   | 250018.09 | 188275.23 | EOW         |
| 1229                                            | 446+57.32 'NB' | 27.74' L | 1603.61   | 250022.20 | 188272.43 | BOW         |
| 1230                                            | 446+88.99 'NB' | 23.16' L | 1603.38   | 250037.29 | 188304.10 | BOW         |

| NW NB 51 & FRONT ST INTERSECTION - CURB RAMP 37 |                |          |           |           |           |              |
|-------------------------------------------------|----------------|----------|-----------|-----------|-----------|--------------|
| POINT NUMBER                                    | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION  |
| 1231                                            | 446+89.11 'NB' | 18.14' L | 1603.28   | 250032.99 | 188306.70 | EOW          |
| 1232                                            | 446+28.14 'NB' | 26.47' L | -         | 250000.08 | 188248.44 | 14' RAD FLAG |

**LEGEND:**

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- SAWING ASPHALT
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- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- CONCRETE STEP
- MAXIMUM EXTENT FEASIBLE
- POINT NUMBER & ELEVATION

| SE NB USH 51 & FRONT ST INTERSECTION - CURB RAMP 38 |                |          |           |           |           |             |
|-----------------------------------------------------|----------------|----------|-----------|-----------|-----------|-------------|
| POINT NUMBER                                        | STATION        | OFFSET   | ELEVATION | NORTHING  | EASTING   | DESCRIPTION |
| 1301                                                | 445+92.56 'NB' | 18.07' R | 1603.99   | 249943.55 | 188257.78 | BOC         |
| 1302                                                | 445+88.23 'NB' | 18.09' R | 1604.07   | 249940.33 | 188255.42 | BOC         |
| 1303                                                | 445+81.15 'NB' | 18.12' R | 1603.64   | 249934.98 | 188251.71 | BOC         |
| 1304                                                | 445+75.72 'NB' | 18.14' R | 1603.67   | 249930.79 | 188248.97 | BOC         |
| 1305                                                | 445+68.12 'NB' | 18.18' R | 1604.16   | 249924.83 | 188245.31 | BOC         |
| 1306                                                | 445+63.77 'NB' | 18.19' R | 1604.13   | 249921.36 | 188243.30 | BOC         |
| 1307                                                | 445+63.60 'NB' | 26.22' R | 1604.35   | 249917.24 | 188250.19 | EOW         |
| 1308                                                | 445+68.08 'NB' | 26.28' R | 1604.26   | 249920.64 | 188252.24 | EOW         |
| 1309                                                | 445+75.65 'NB' | 26.25' R | 1603.79   | 249926.35 | 188255.76 | EOW         |
| 1310                                                | 445+81.30 'NB' | 26.22' R | 1603.76   | 249930.54 | 188258.49 | EOW         |
| 1311                                                | 445+88.27 'NB' | 26.21' R | 1604.19   | 249935.60 | 188262.02 | EOW         |
| 1312                                                | 445+92.79 'NB' | 26.14' R | 1604.17   | 249938.86 | 188264.35 | EOW         |

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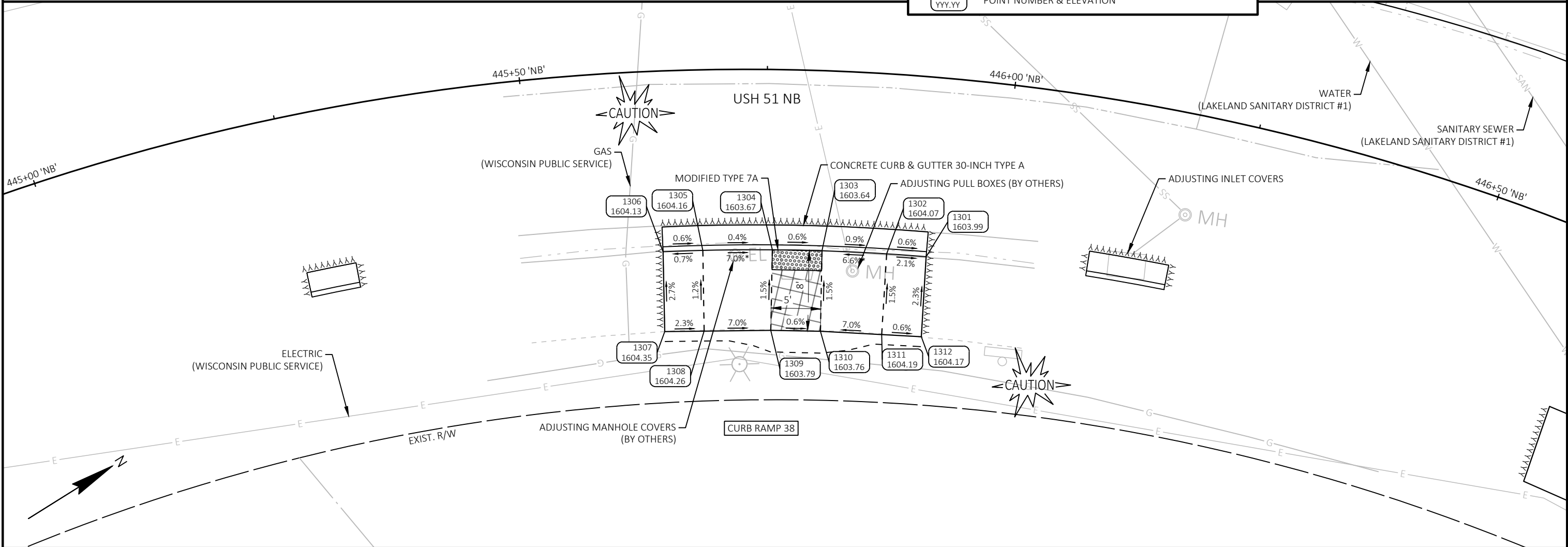
10:1 CONCRETE FLARE

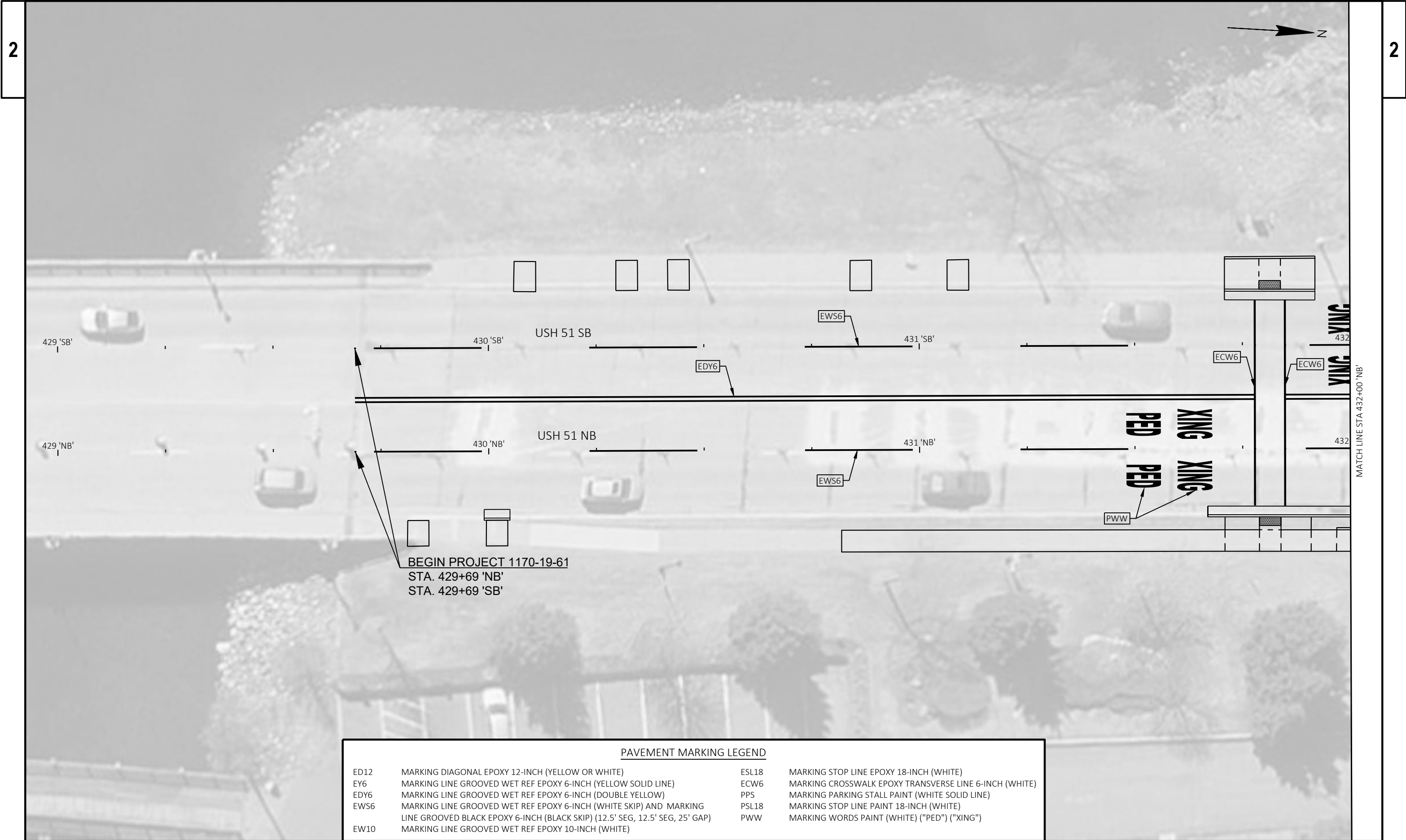
CONCRETE CURB PEDESTRIAN

CONCRETE STEP

MAXIMUM EXTENT FEASIBLE

POINT NUMBER & ELEVATION

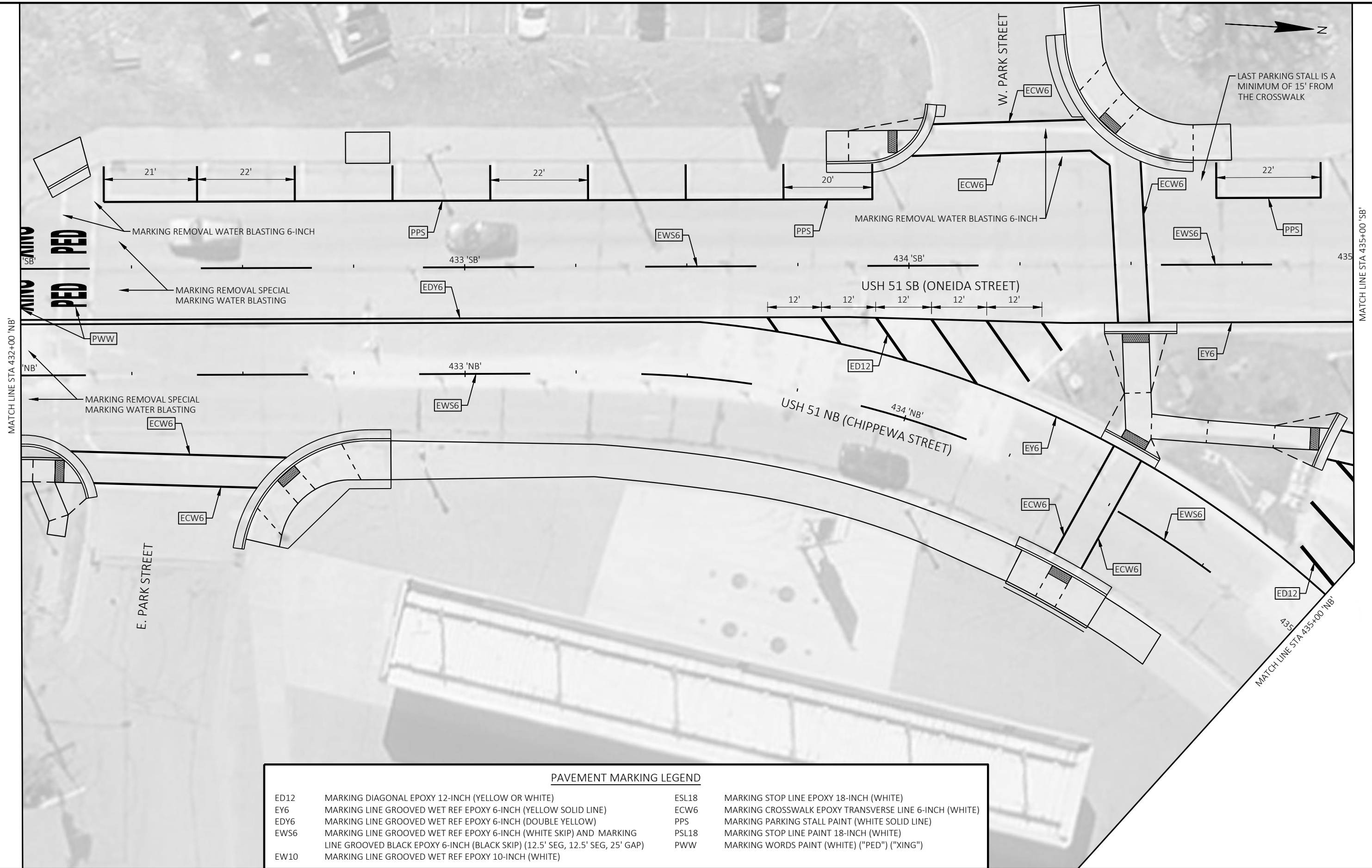




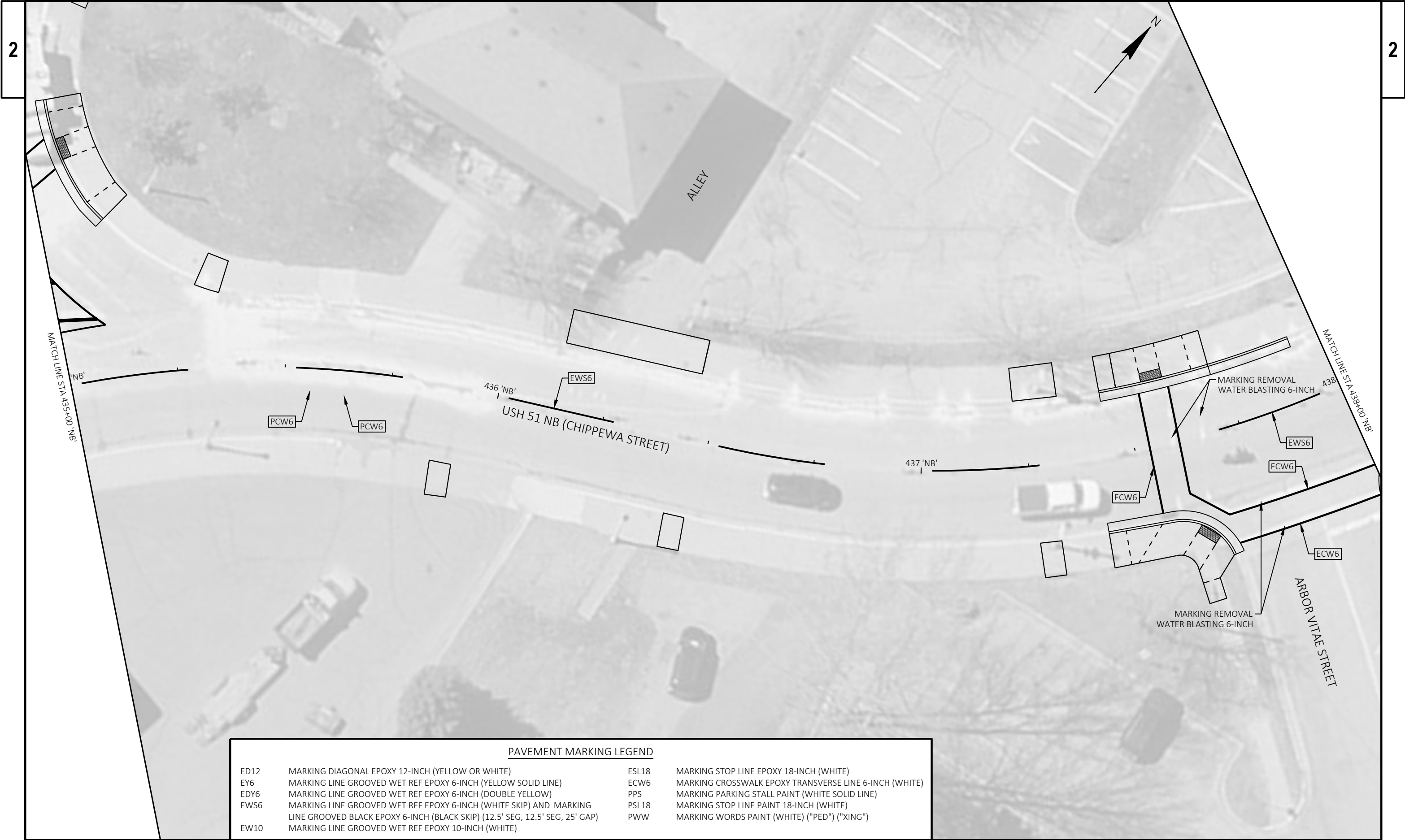
| PAVEMENT MARKING LEGEND |                                                                                                                                                 |       |                                                        |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------|
| ED12                    | MARKING DIAGONAL EPOXY 12-INCH (YELLOW OR WHITE)                                                                                                | ESL18 | MARKING STOP LINE EPOXY 18-INCH (WHITE)                |
| EY6                     | MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SOLID LINE)                                                                                   | ECW6  | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) |
| EDY6                    | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)                                                                                       | PPS   | MARKING PARKING STALL PAINT (WHITE SOLID LINE)         |
| EWS6                    | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (BLACK SKIP) (12.5' SEG, 12.5' SEG, 25' GAP) | PSL18 | MARKING STOP LINE PAINT 18-INCH (WHITE)                |
| EW10                    | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)                                                                                              | PWW   | MARKING WORDS PAINT (WHITE) ("PED") ("XING")           |

2

2 |



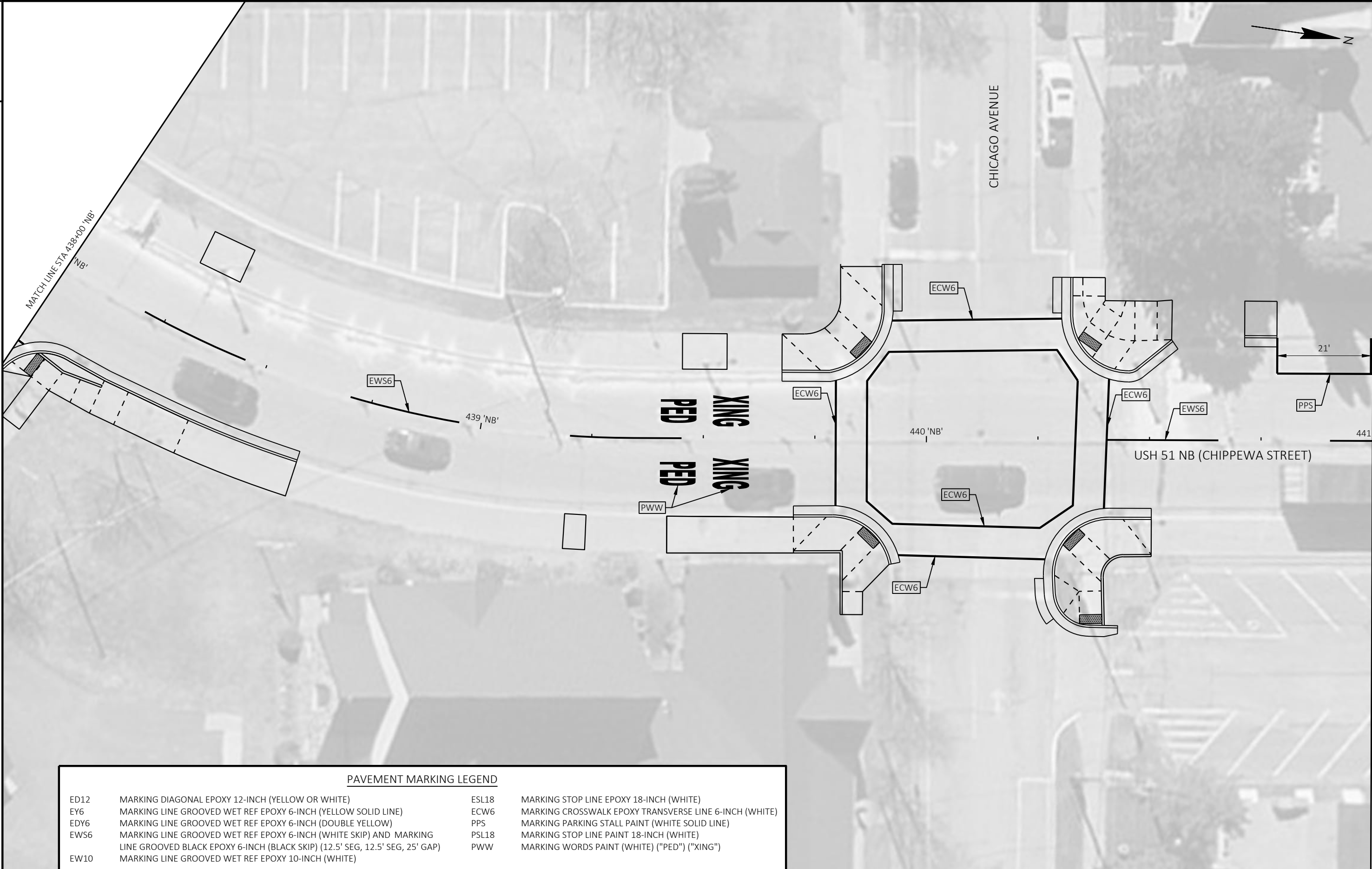
| PAVEMENT MARKING LEGEND |                                                                                                                                                 |       |                                                        |
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| EDY6                    | MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)                                                                                       | PPS   | MARKING PARKING STALL PAINT (WHITE SOLID LINE)         |
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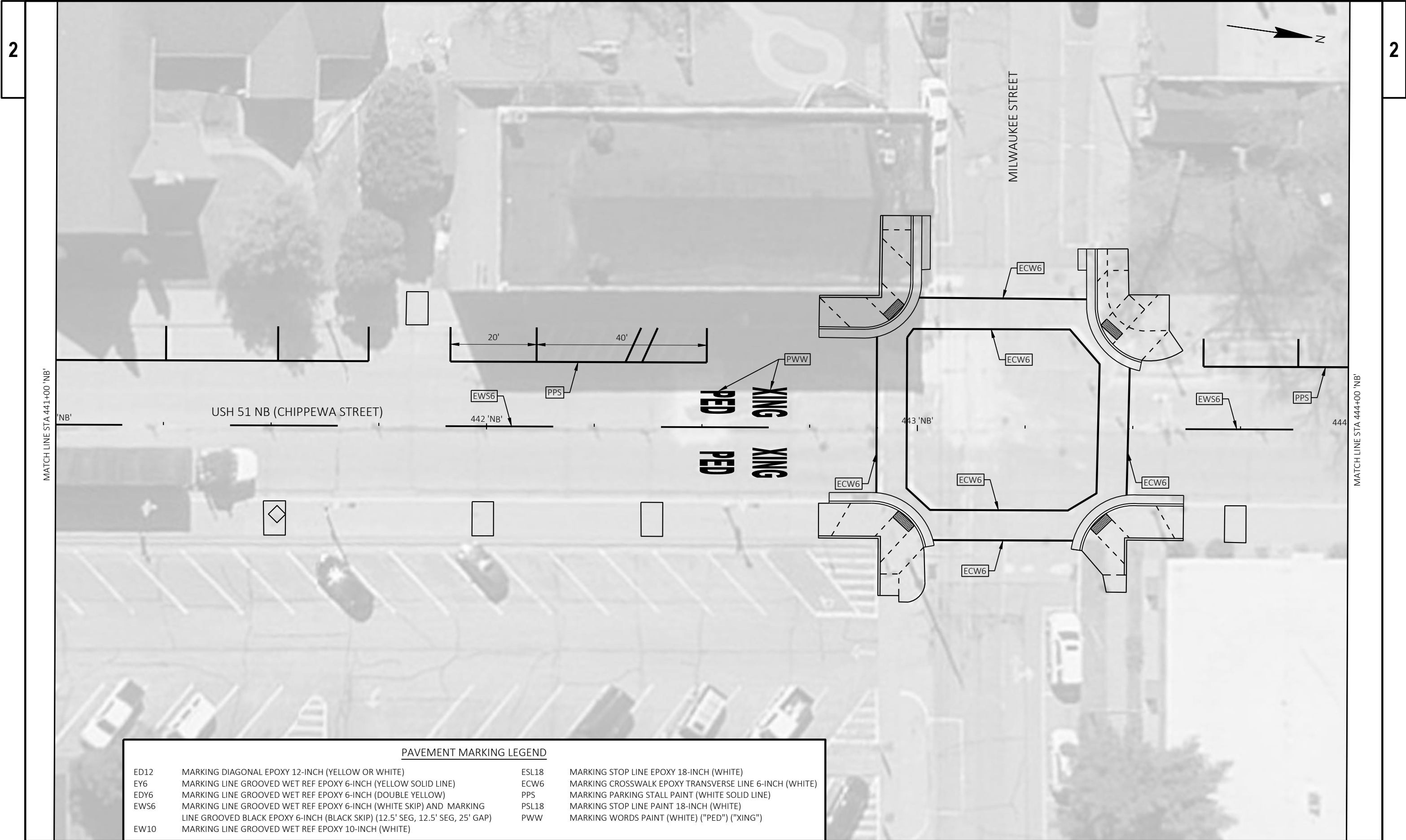
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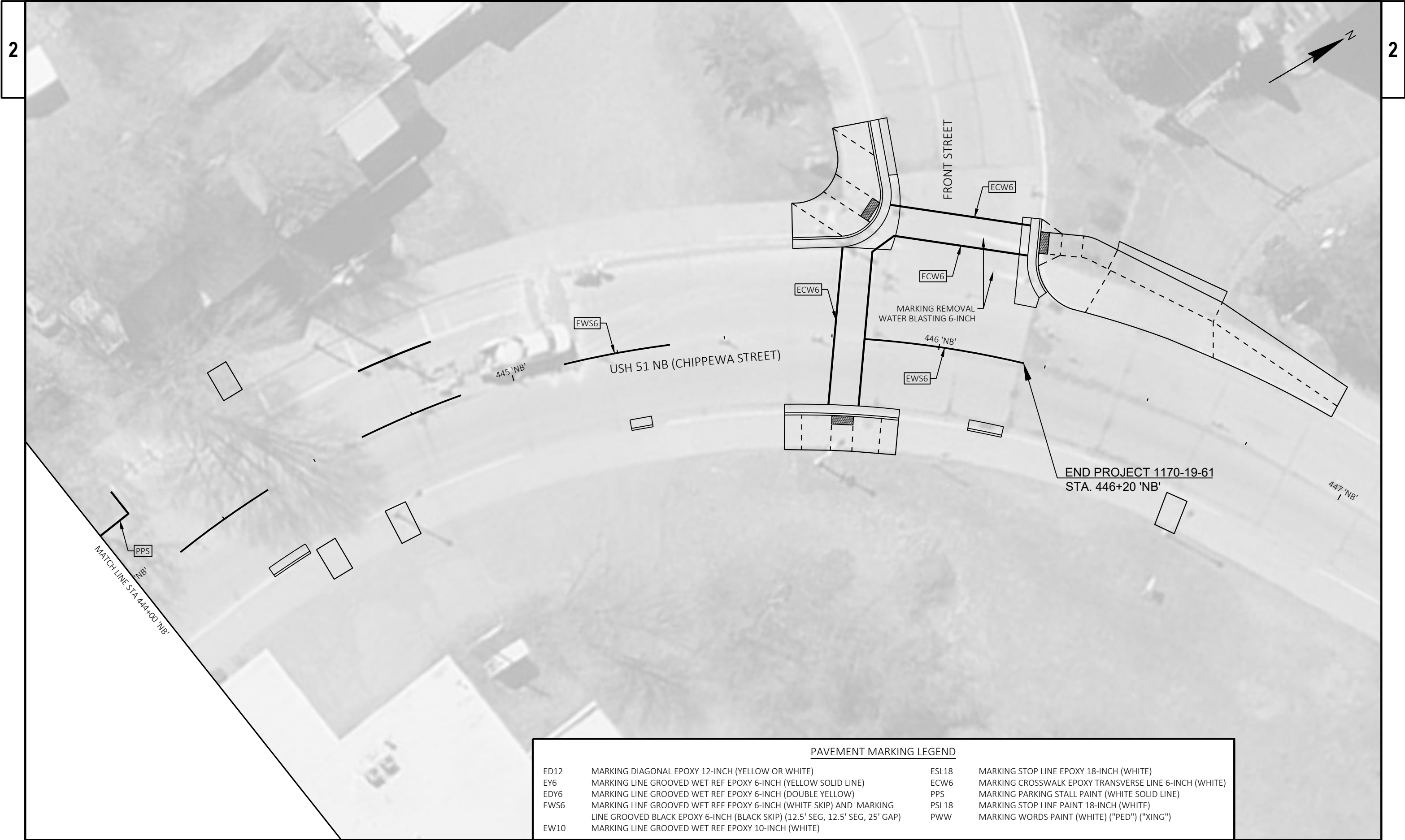


| PAVEMENT MARKING LEGEND |                                                                                                                                                 |       |                                                        |
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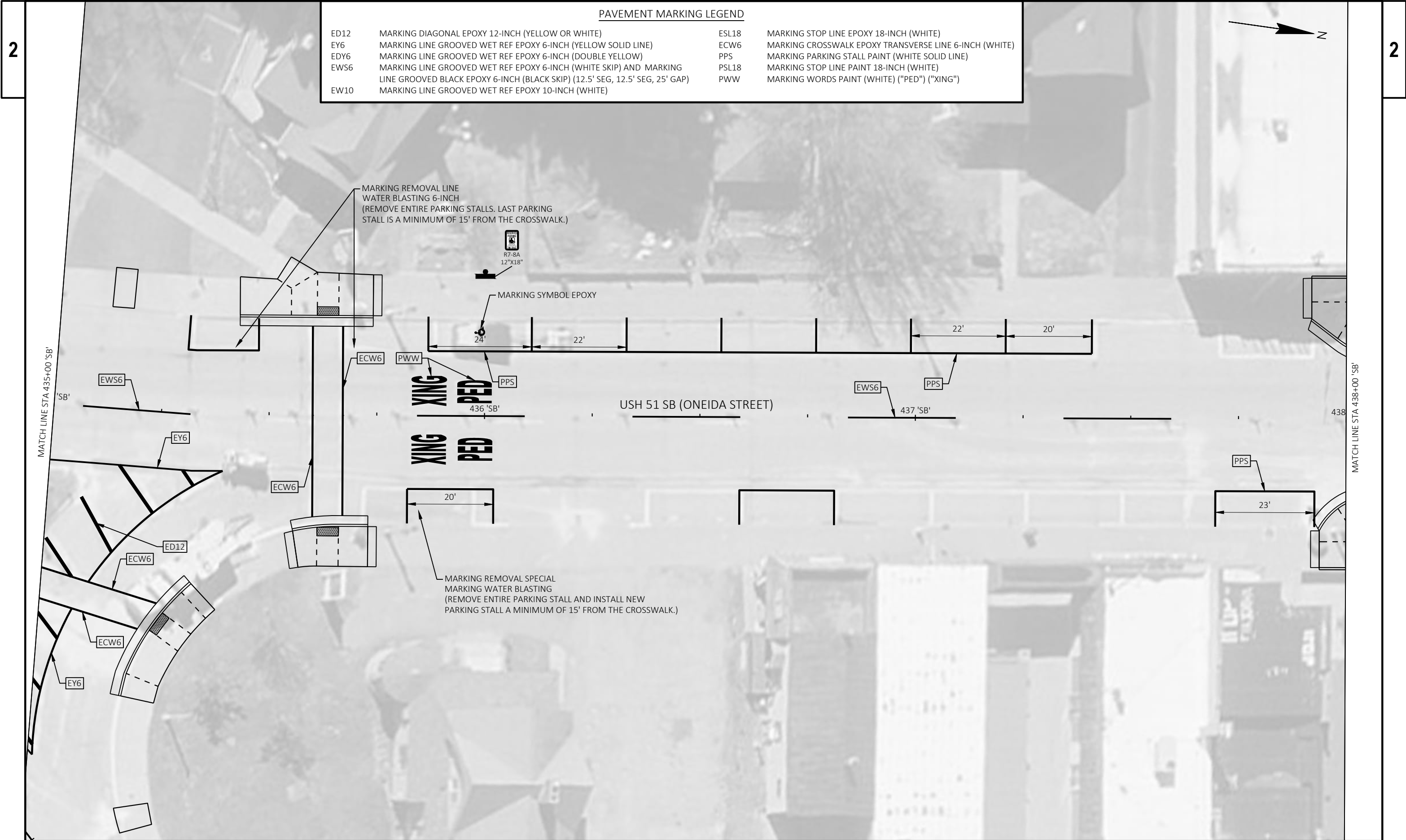


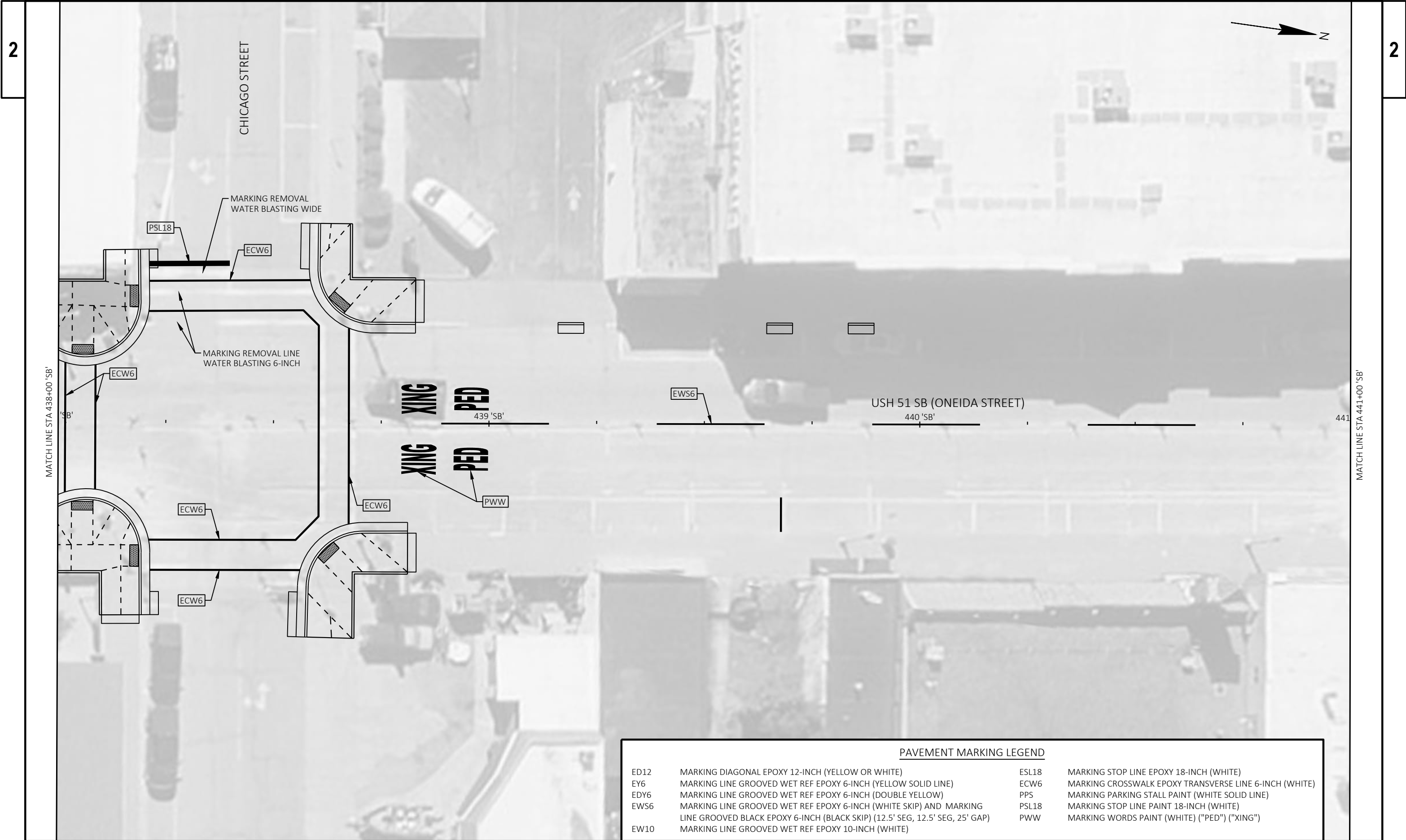


| PAVEMENT MARKING LEGEND |                                                                              |       |                                                        |
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| EWS6                    | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING           | PSL18 | MARKING STOP LINE PAINT 18-INCH (WHITE)                |
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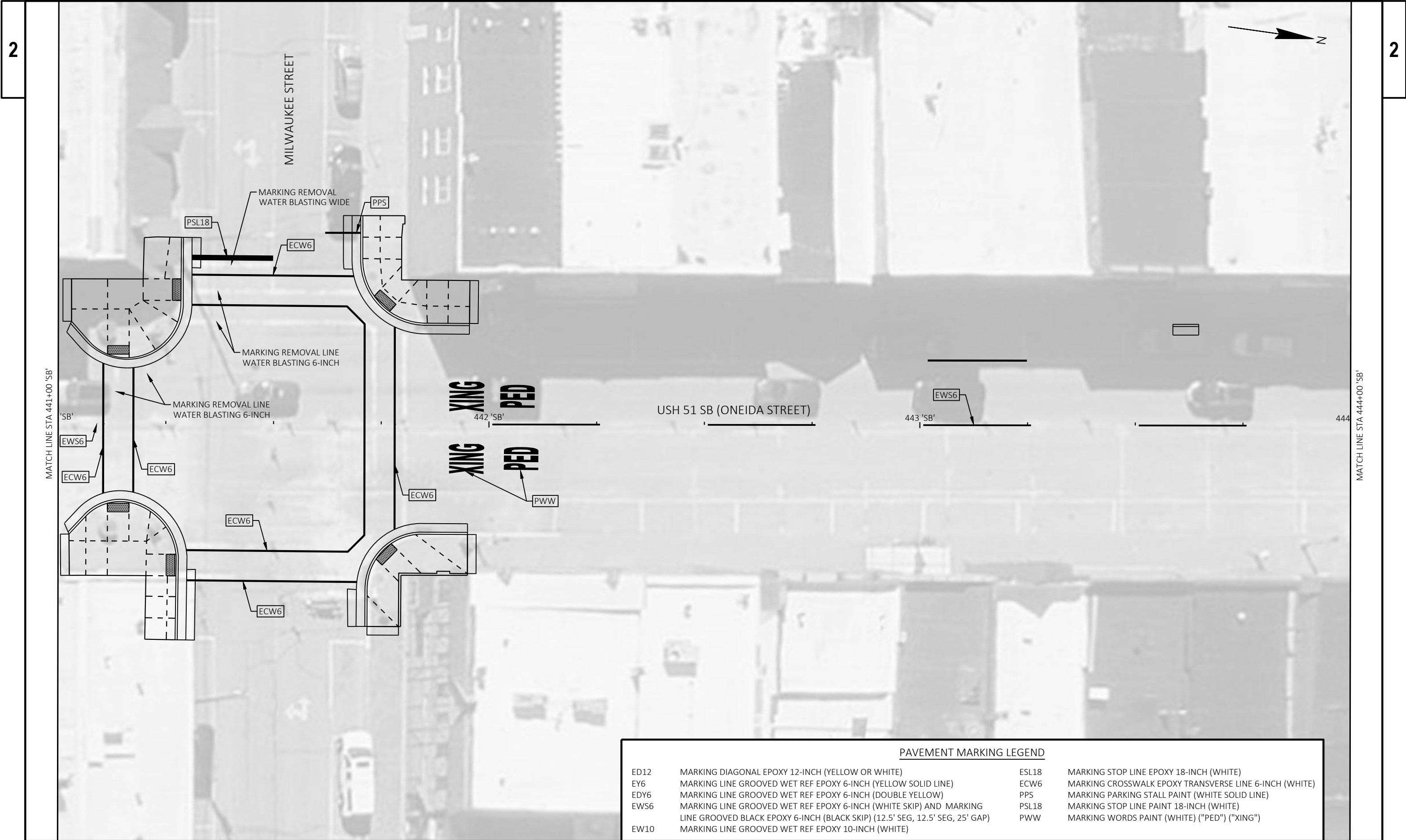
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| PAVEMENT MARKING LEGEND |                                                                              |       |                                                        |
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| PAVEMENT MARKING LEGEND |                                                                              |       |                                                        |
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| EWS6                    | MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP) AND MARKING           | PSL18 | MARKING STOP LINE PAINT 18-INCH (WHITE)                |
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PAVEMENT MARKING LEGEND

|      |                                                                                                                                                 |       |                                                        |
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NOTE: USE MARKING PARKING STALL PAINT BID ITEM TO MATCH THE EXISTING WHITE LINES BEHIND THE SIDEWALK AT 445'SB'+75 TO 446'SB'+00 LT.

MATCH LINE STA 444+00 'SB'

'SB'

FRONT STREET

MARKING REMOVAL  
WATER BLASTING WIDE

PSL18

ECW6

MARKING REMOVAL LINE  
WATER BLASTING 6-INCH

ECW6

ECW6

USH 51 SB (ONEIDA STREET)

EWS6

ECW6

ECW6

MARKING REMOVAL LINE  
WATER BLASTING 6-INCH

ECW6

ESL18

EW10

EWS6

445 'SB'

EW10

END PROJECT 1170-19-61  
STA. 445+23 'SB'

EXISTING PAVEMENT MARKINGS  
(TO REMAIN) (TYP.)

MATCH BOTTOM OPENING  
OF CURB & GUTTER

446 'SB'

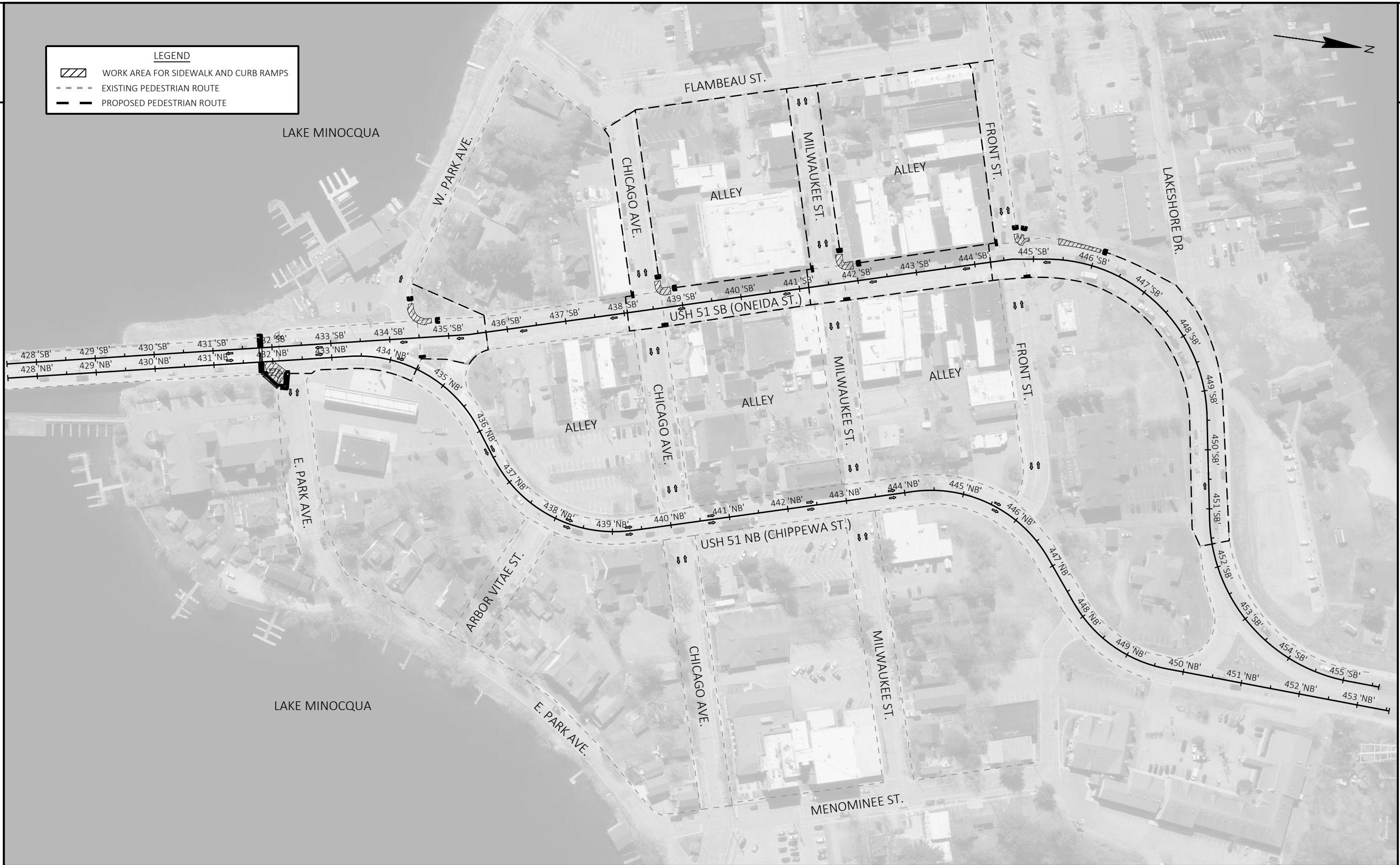
447 'SB'

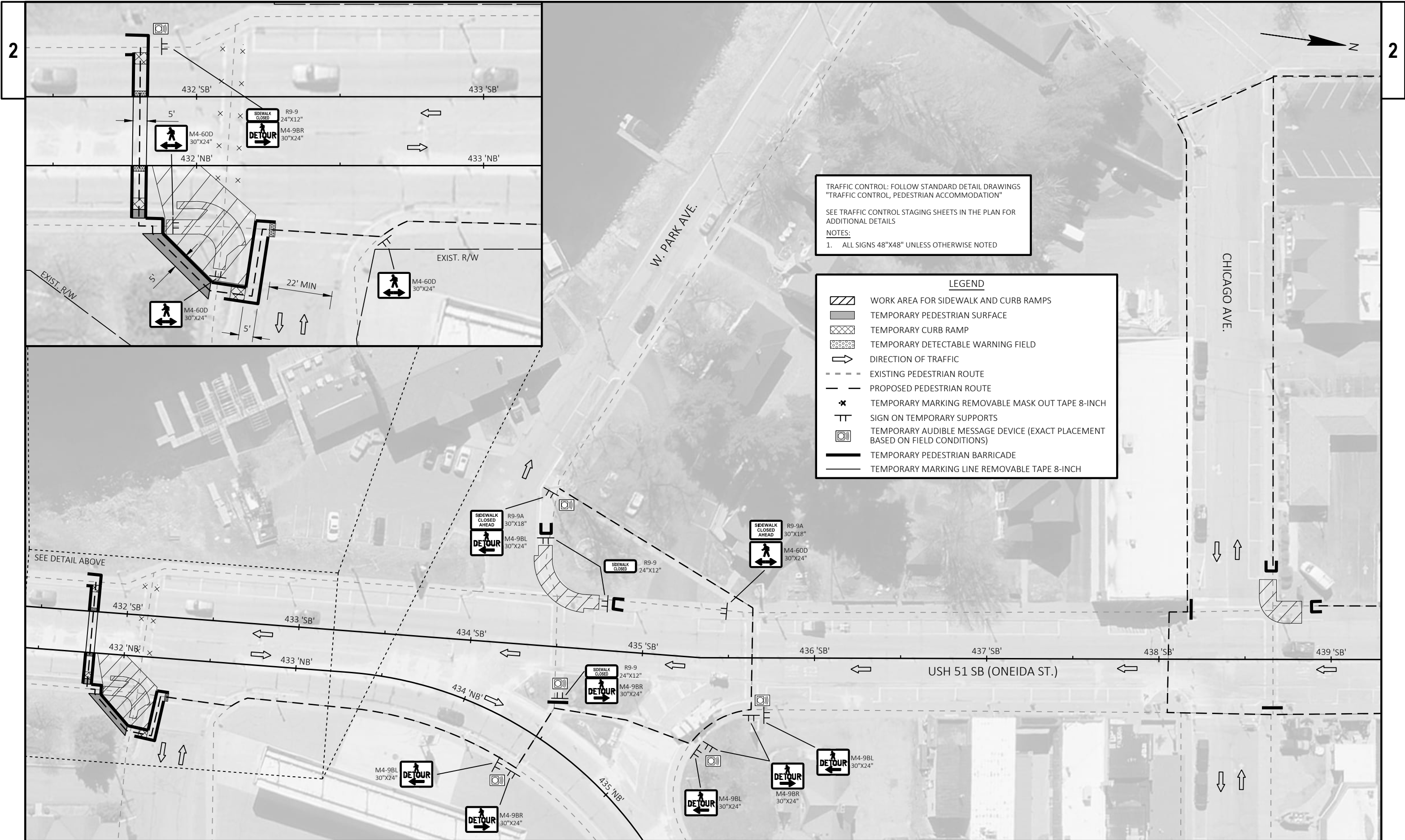
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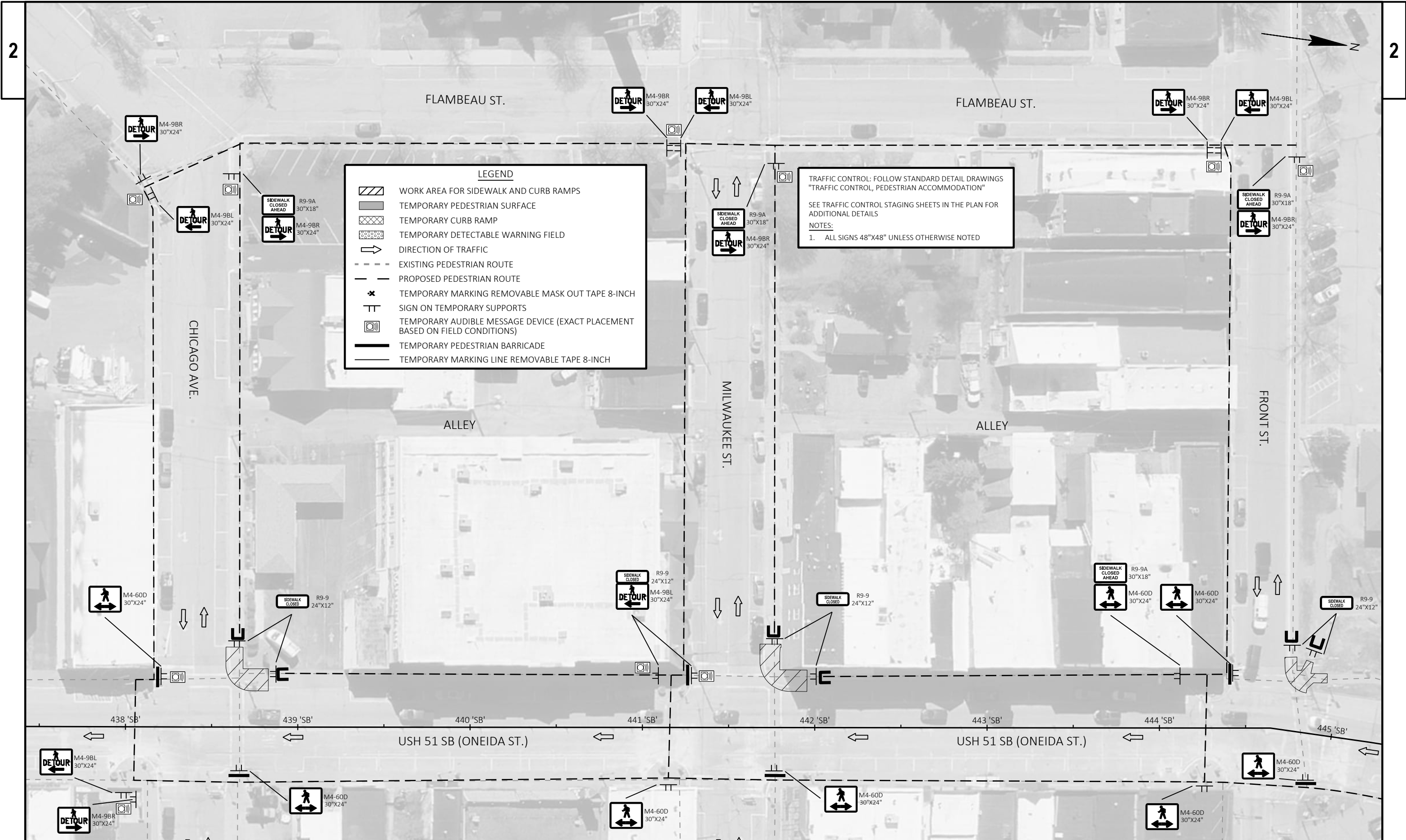
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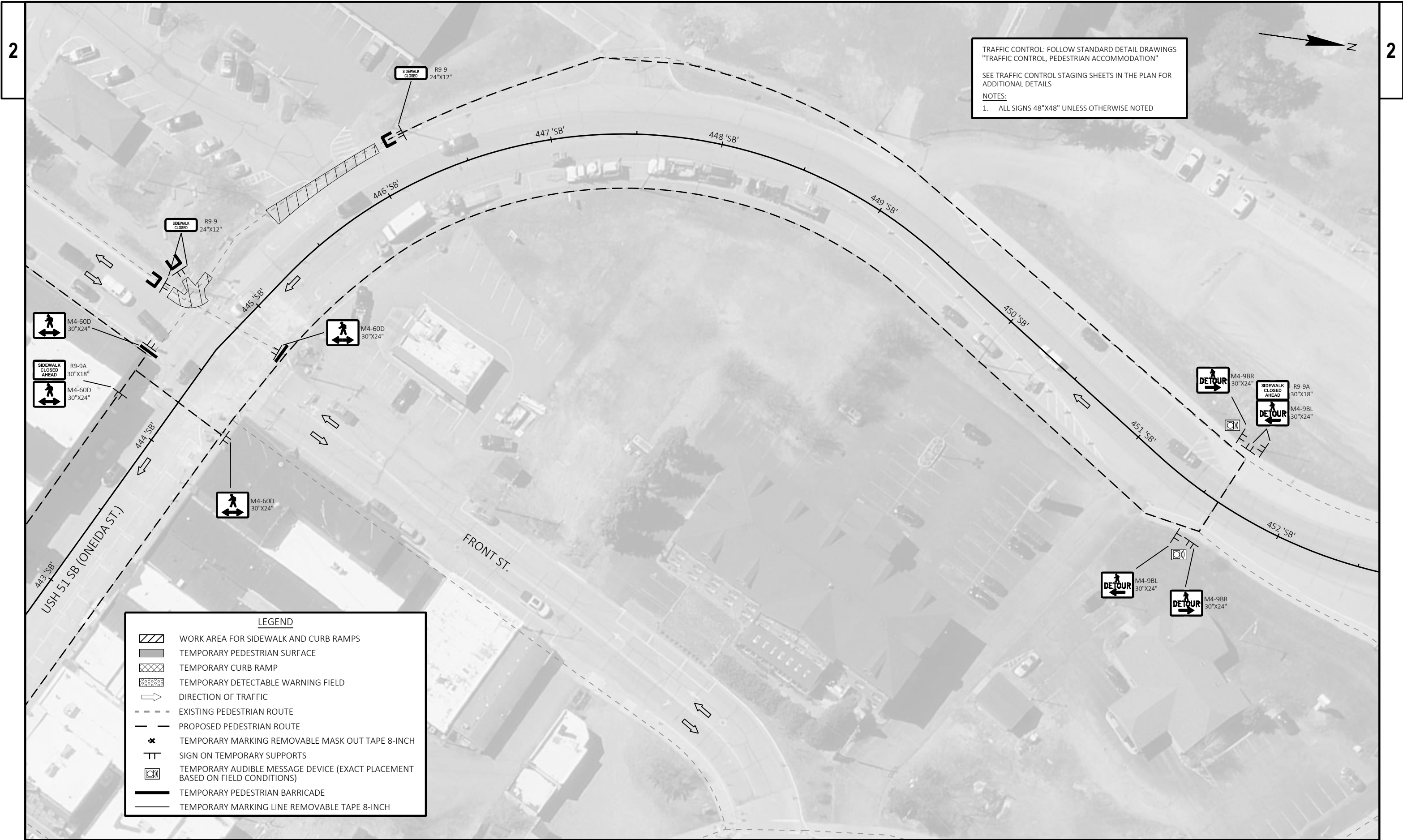
WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE







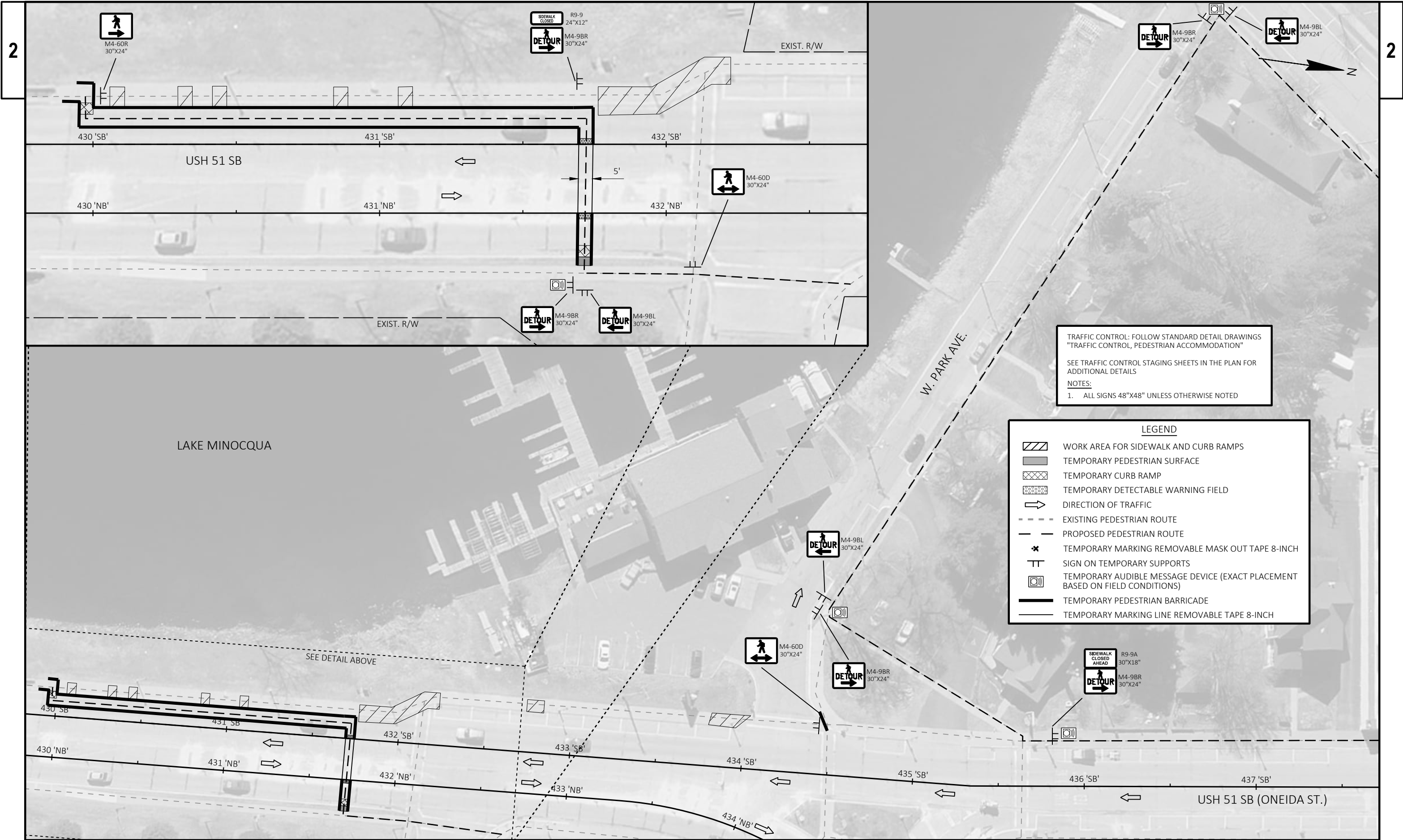




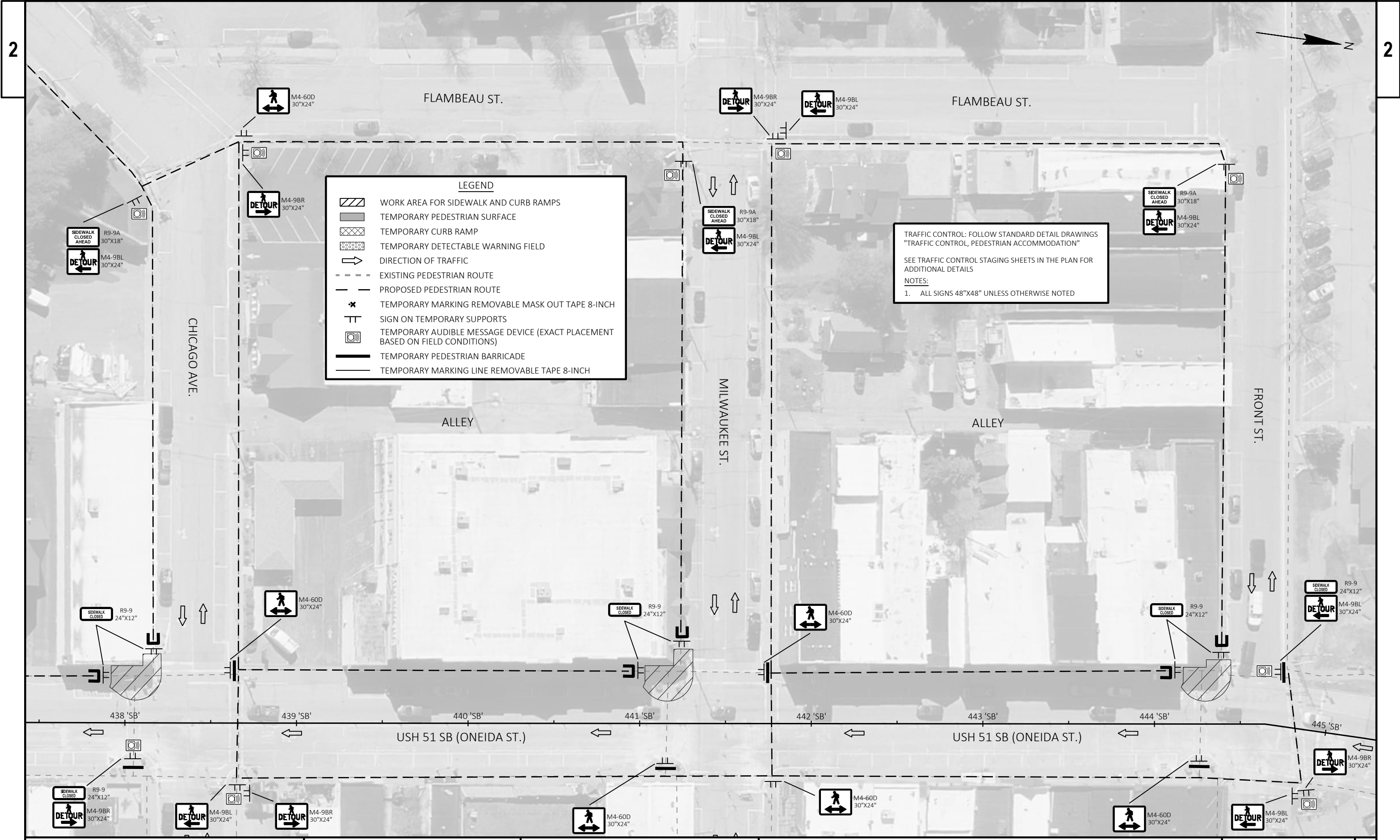
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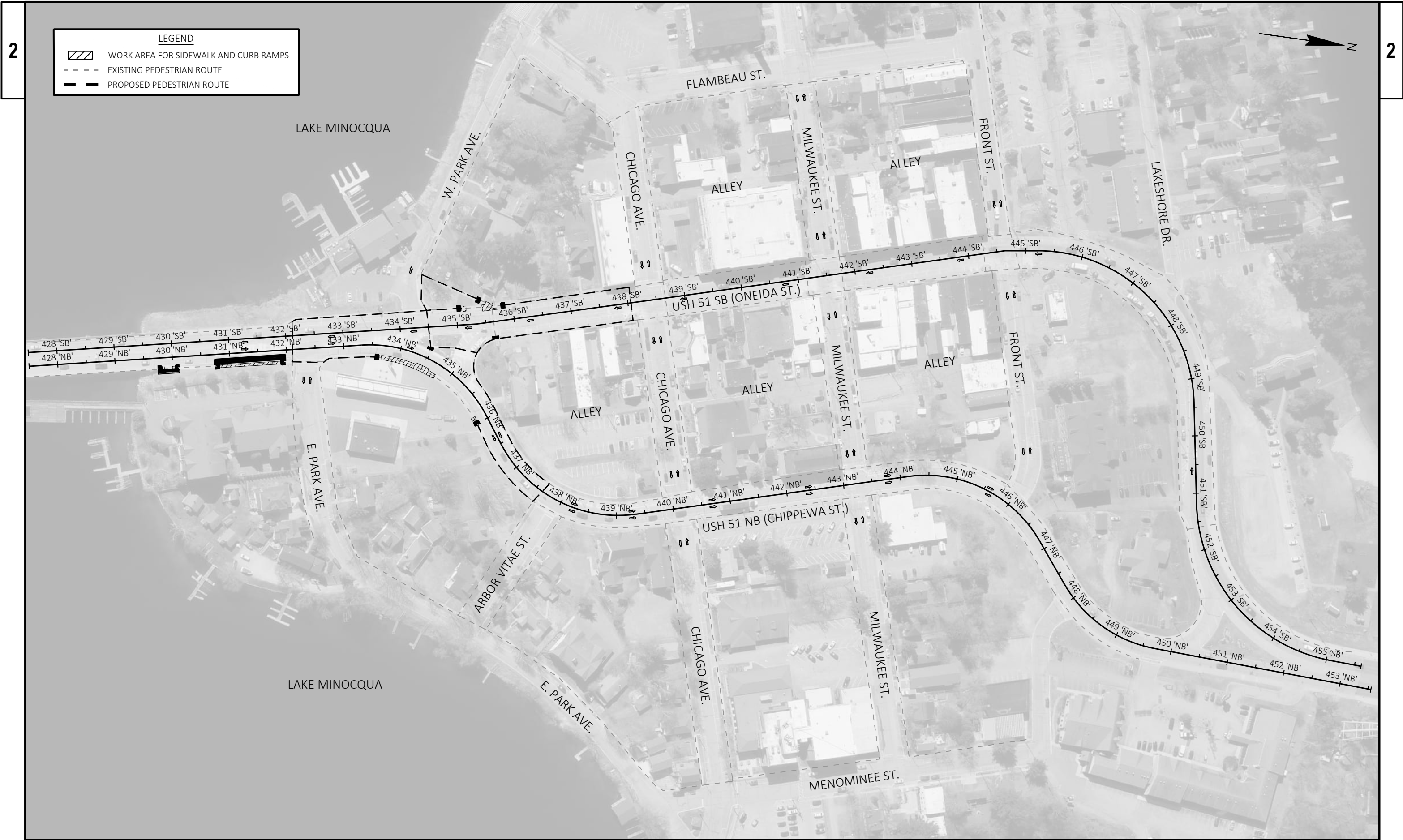
WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE

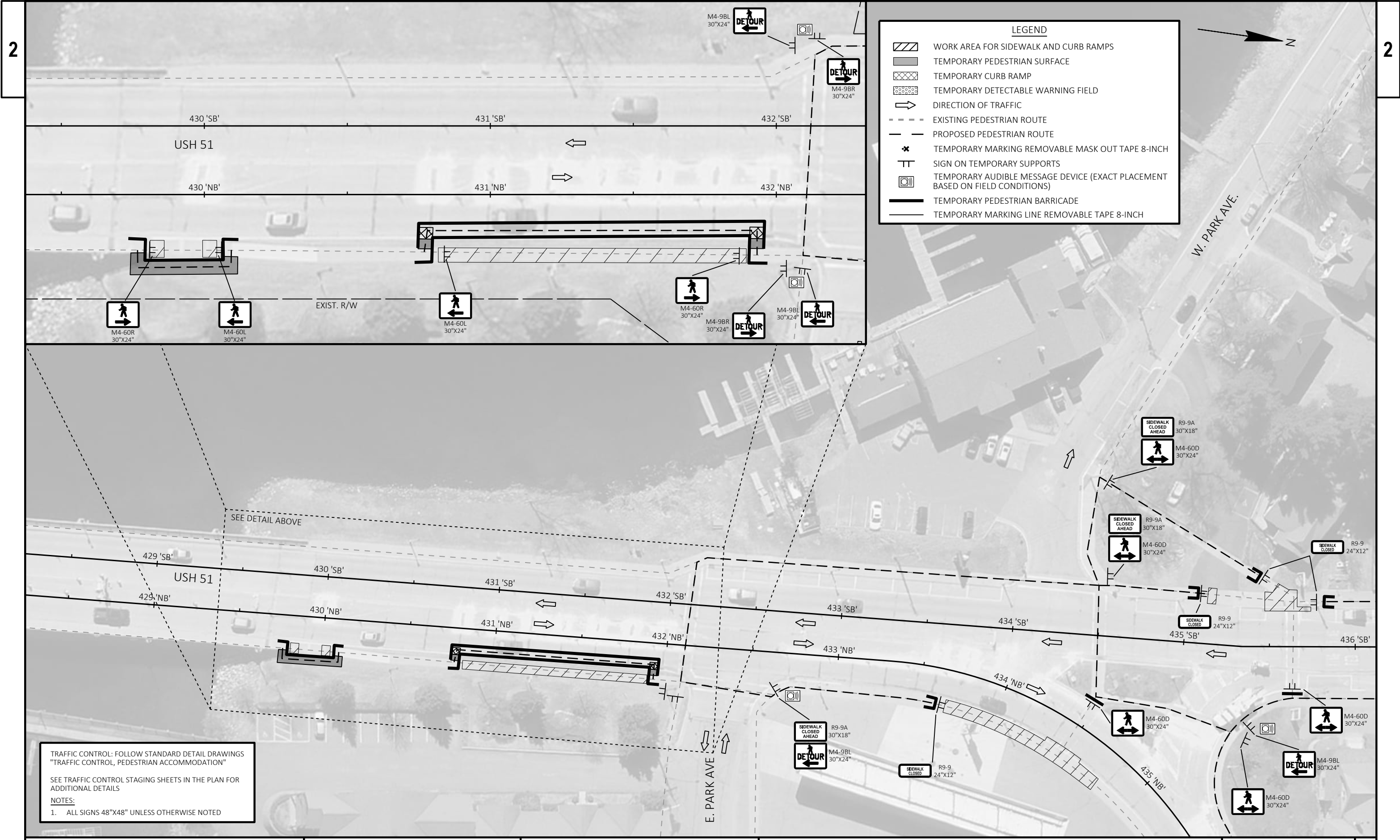








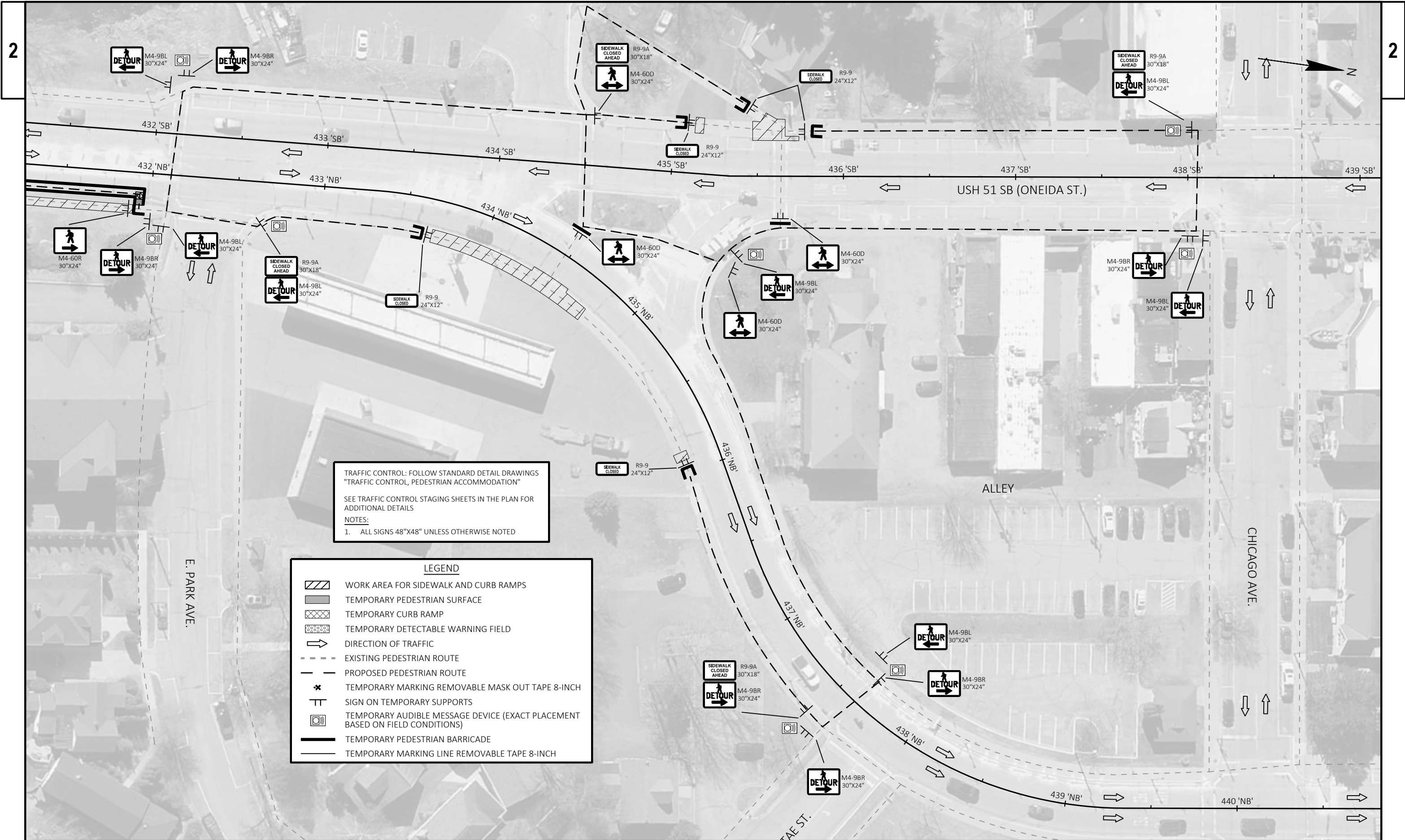




TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR  
ADDITIONAL DETAILS

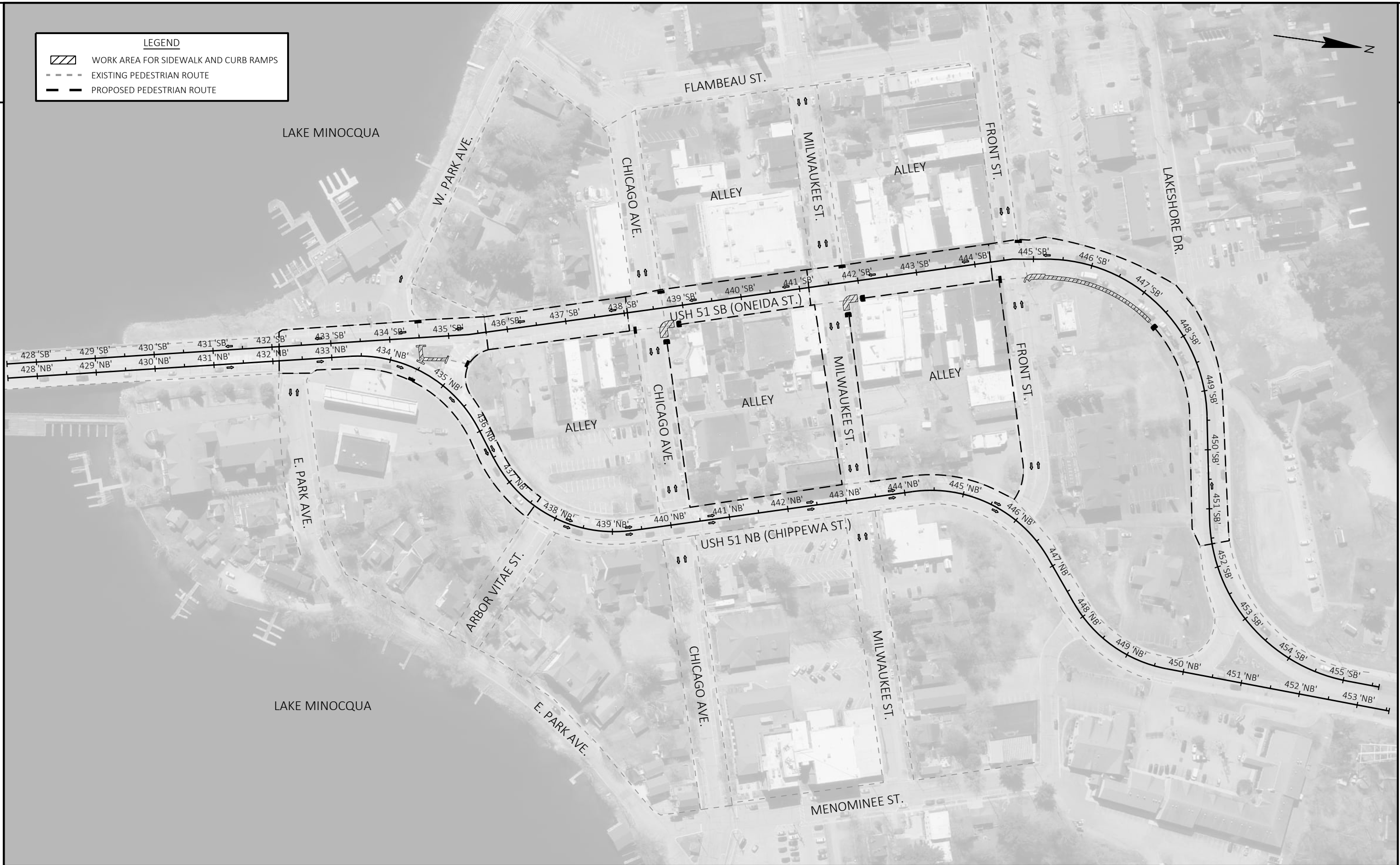
NOTES:  
1. ALL SIGNS 48"x48" UNLESS OTHERWISE NOTED



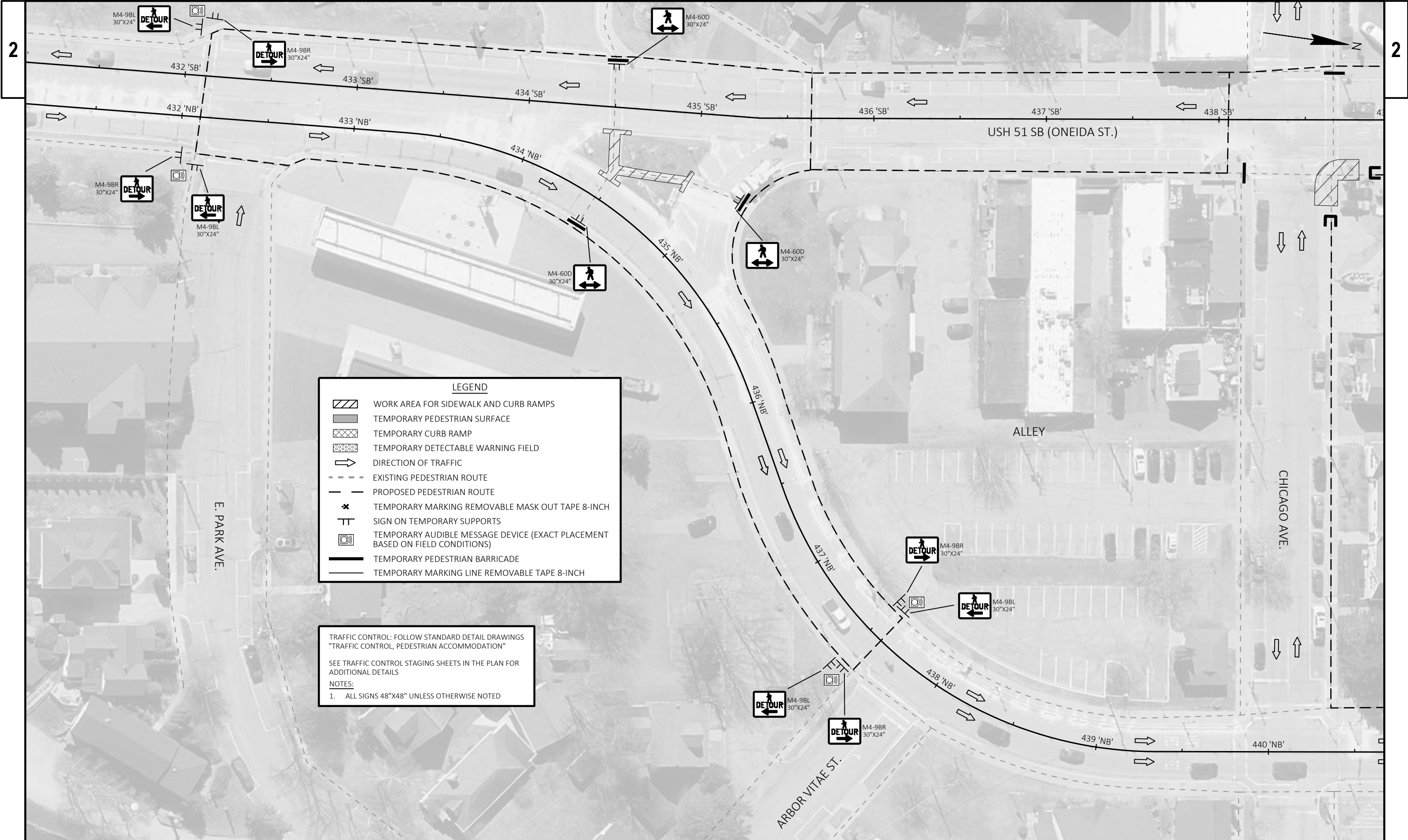


LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE





LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMP

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

DIRECTION OF TRAFFIC

EXISTING PEDESTRIAN ROUTE

PROPOSED PEDESTRIAN ROUTE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

SIGN ON TEMPORARY SUPPORTS

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)

TEMPORARY PEDESTRIAN BARRICADE

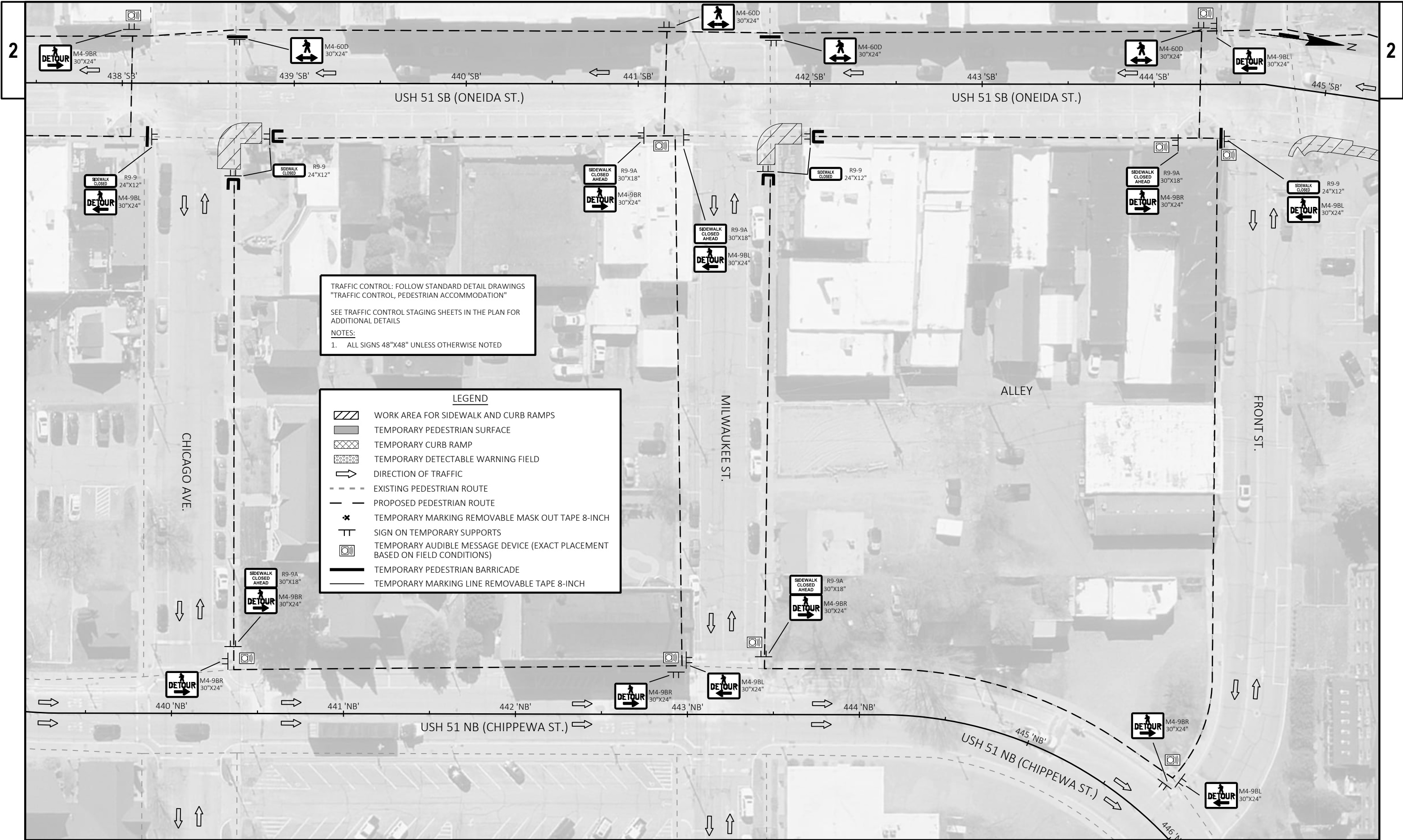
TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

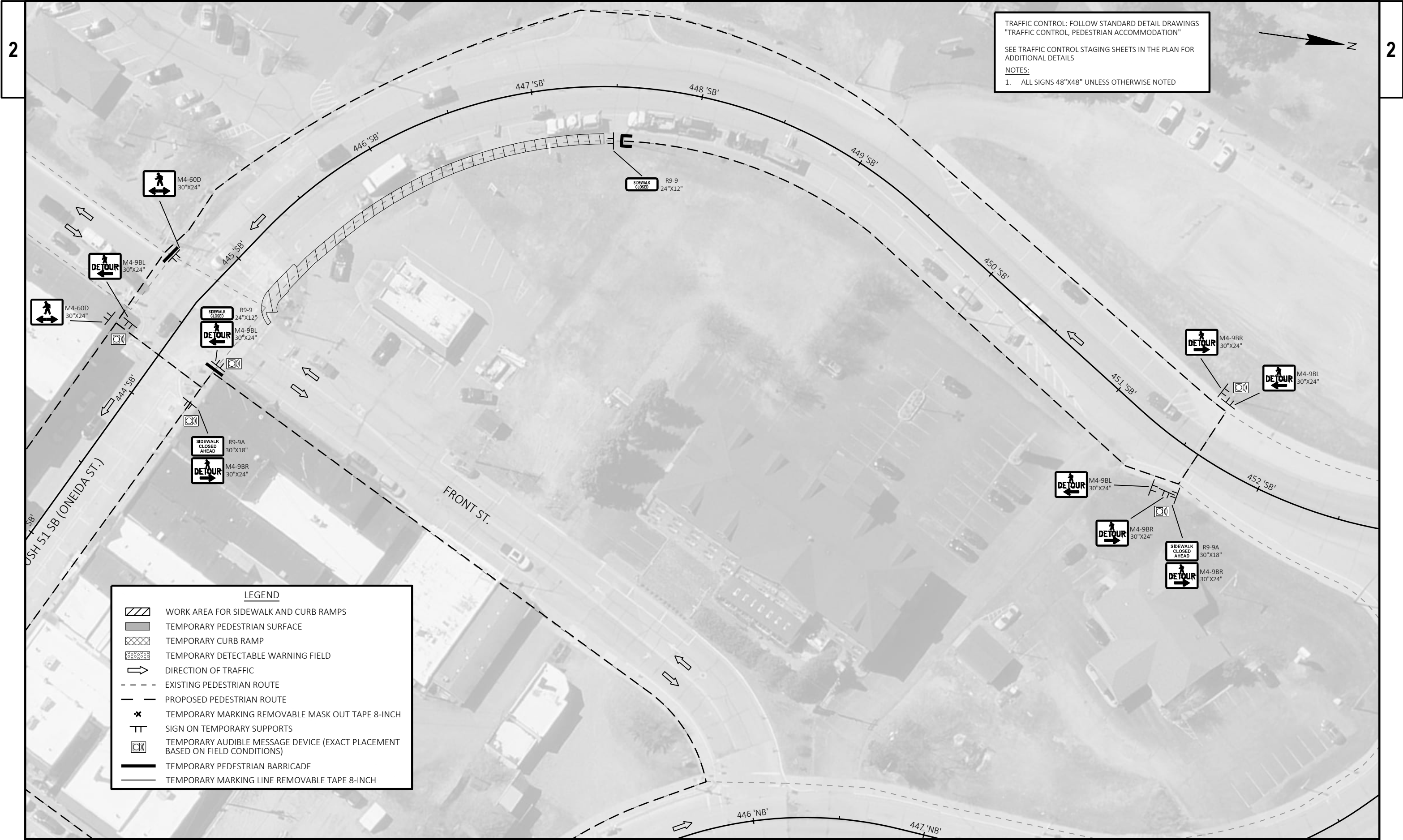
SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR  
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TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR  
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LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMP

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY CURB RAMP

TEMPORARY DETECTABLE WARNING FIELD

DIRECTION OF TRAFFIC

EXISTING PEDESTRIAN ROUTE

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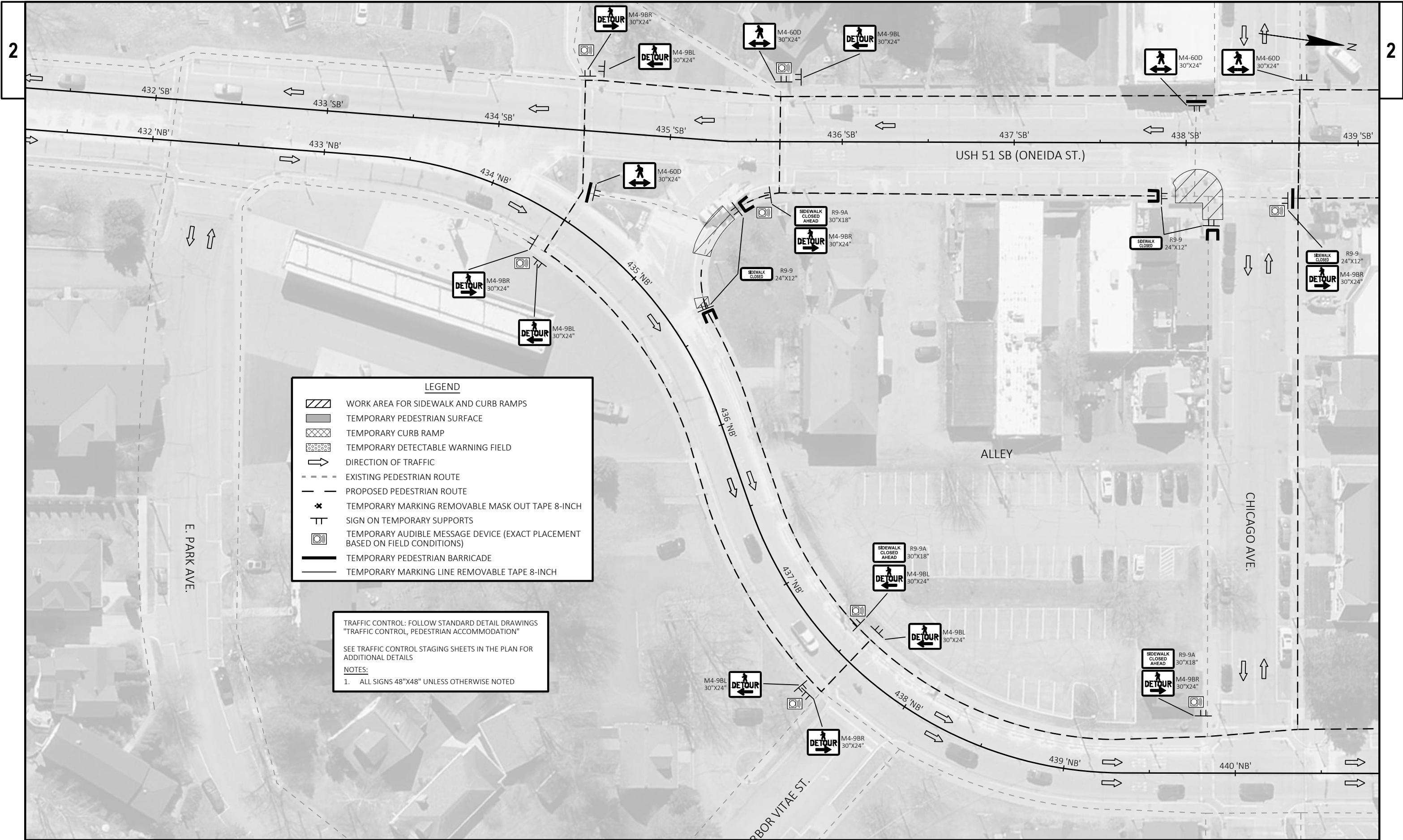
TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

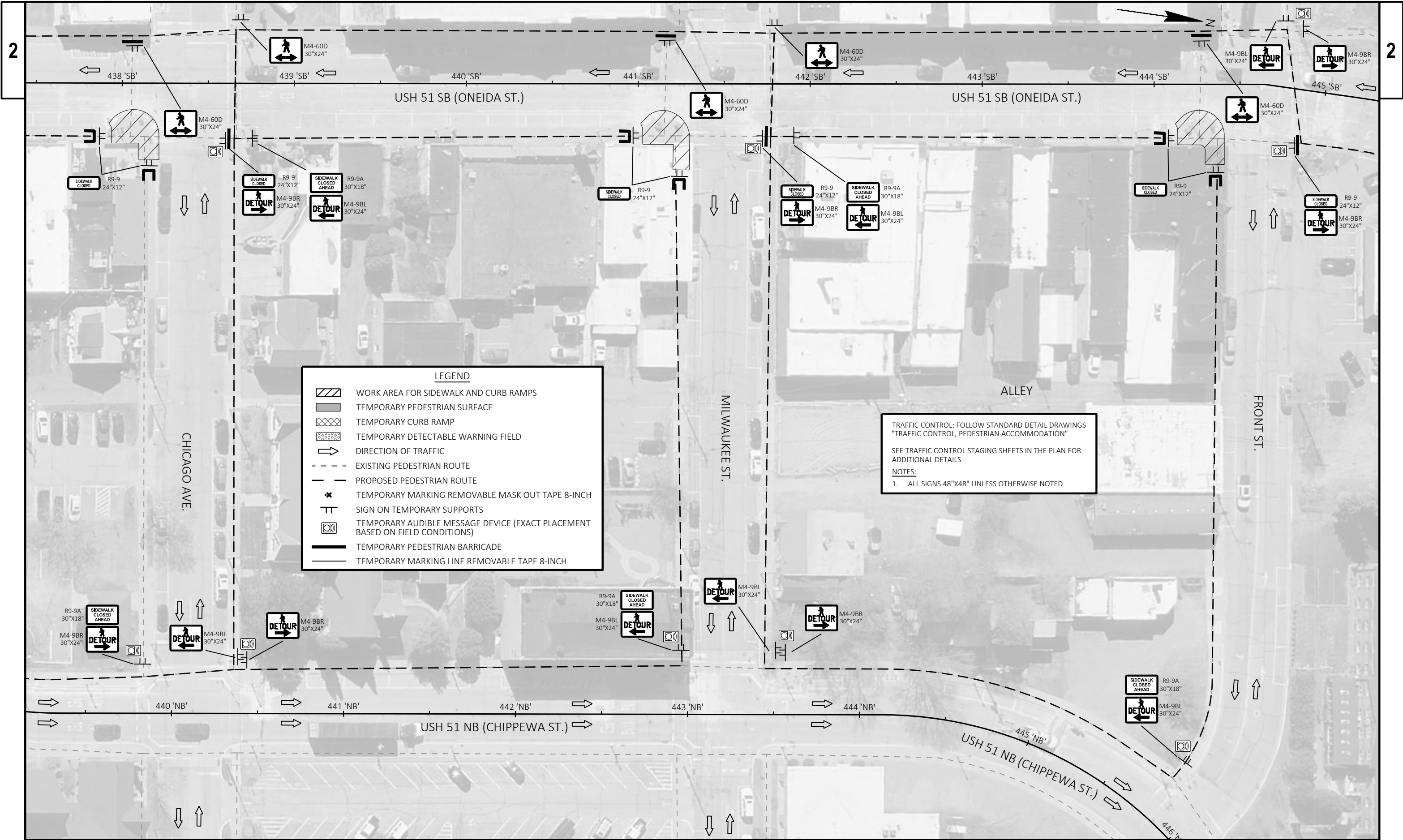
LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE







**LEGEND**

- WORK AREA FOR SIDEWALK AND CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
- SIGN ON TEMPORARY SUPPORTS
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED ON FIELD CONDITIONS)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

SEE TRAFFIC CONTROL STAGING SHEETS IN THE PLAN FOR  
ADDITIONAL DETAILS

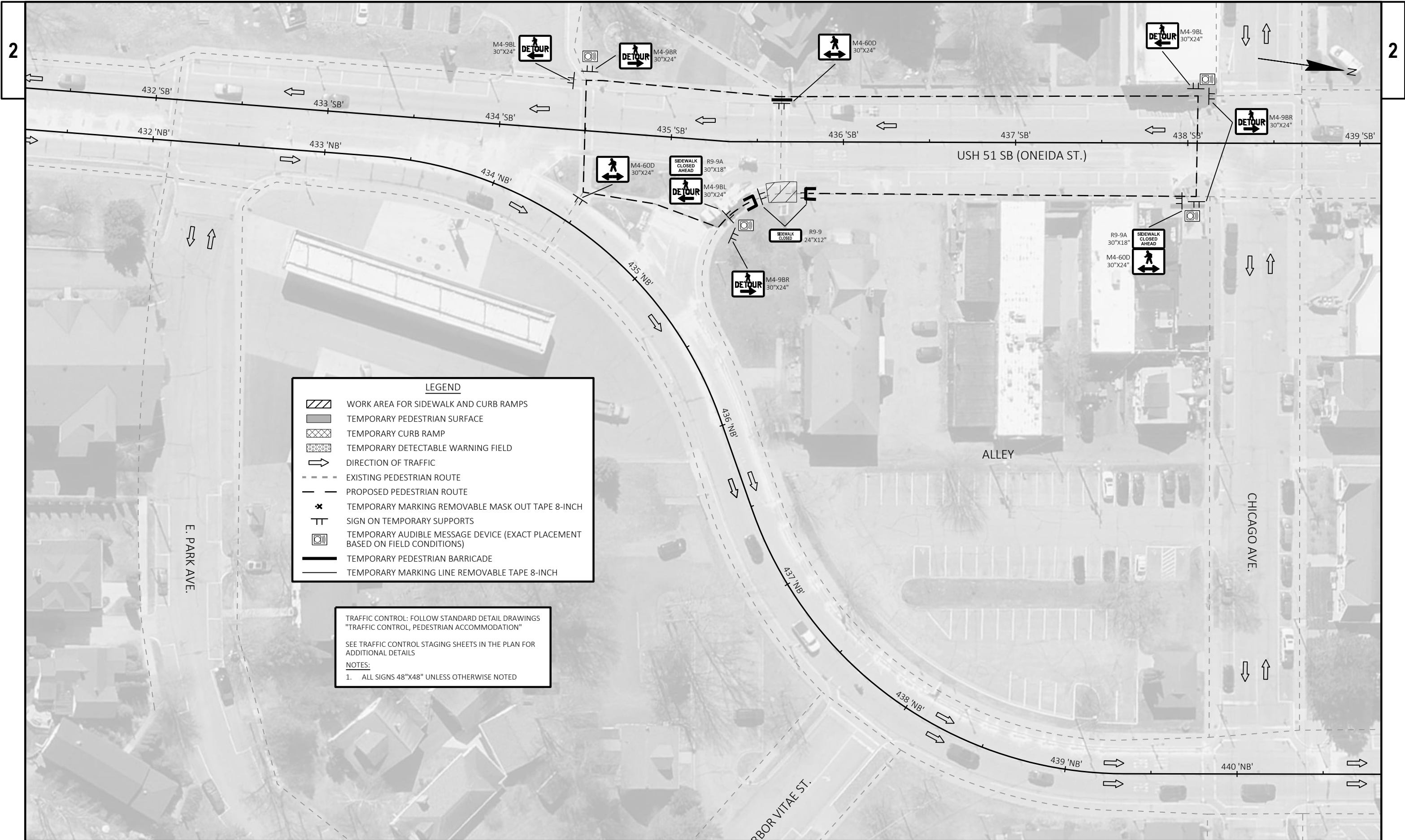
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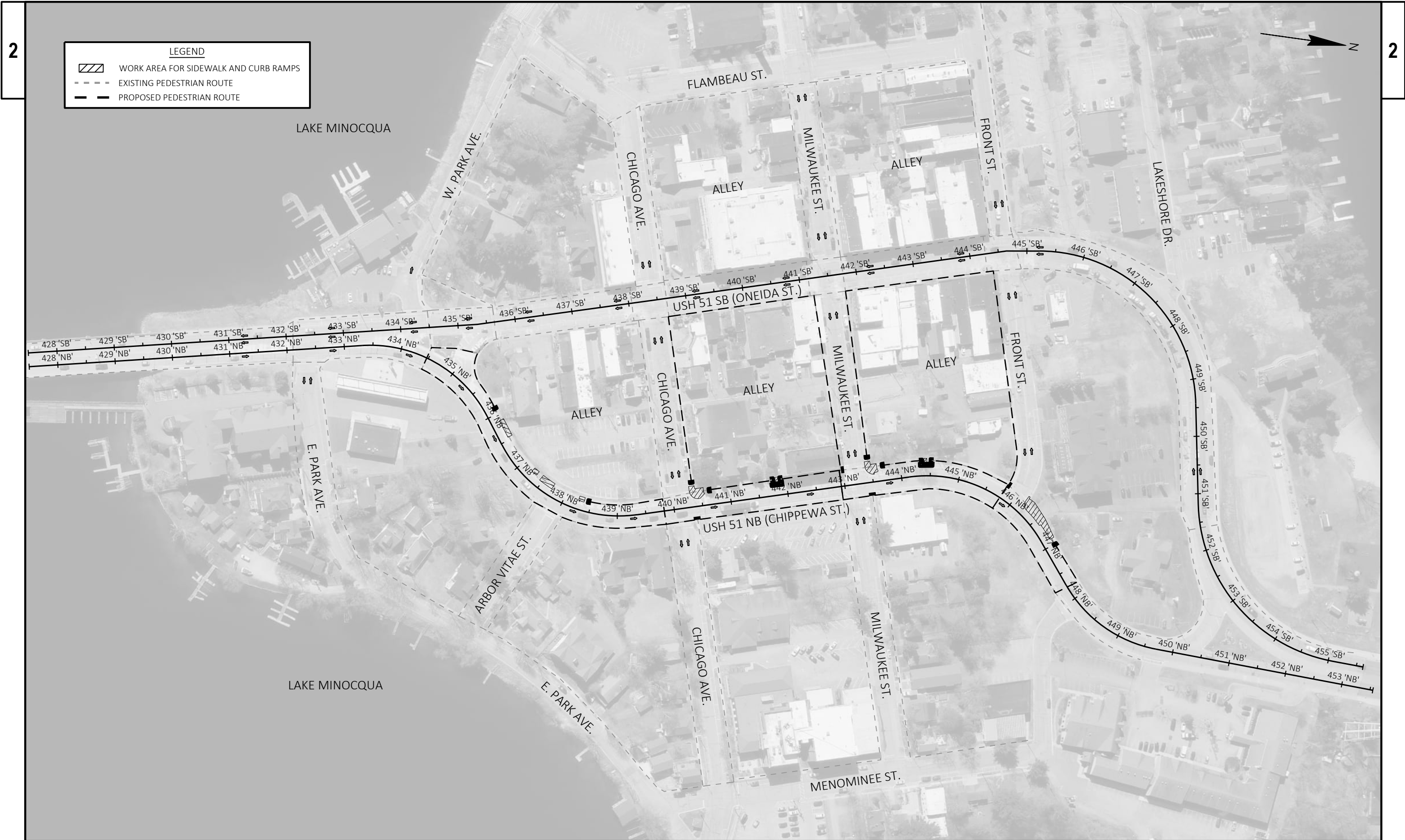
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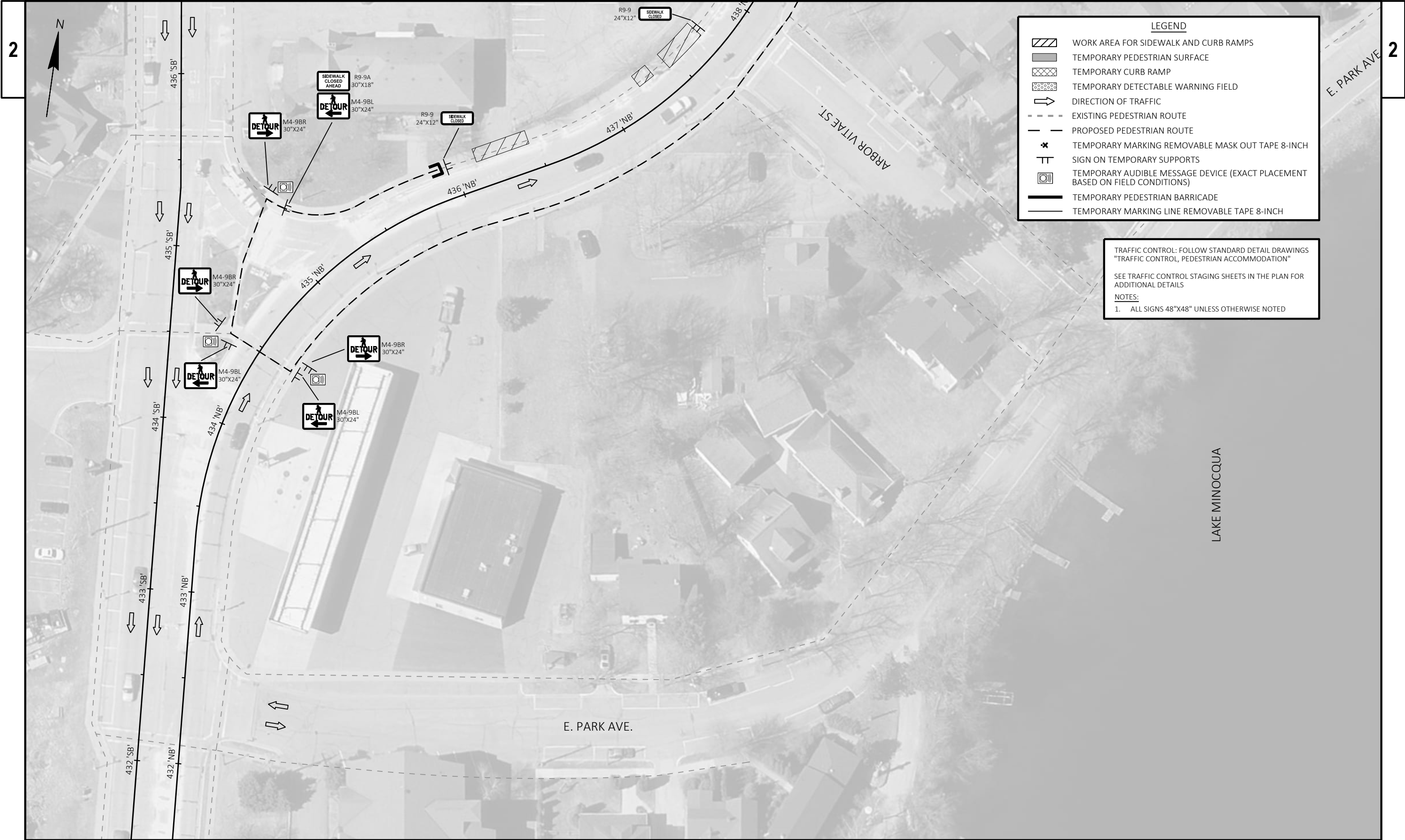
WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE

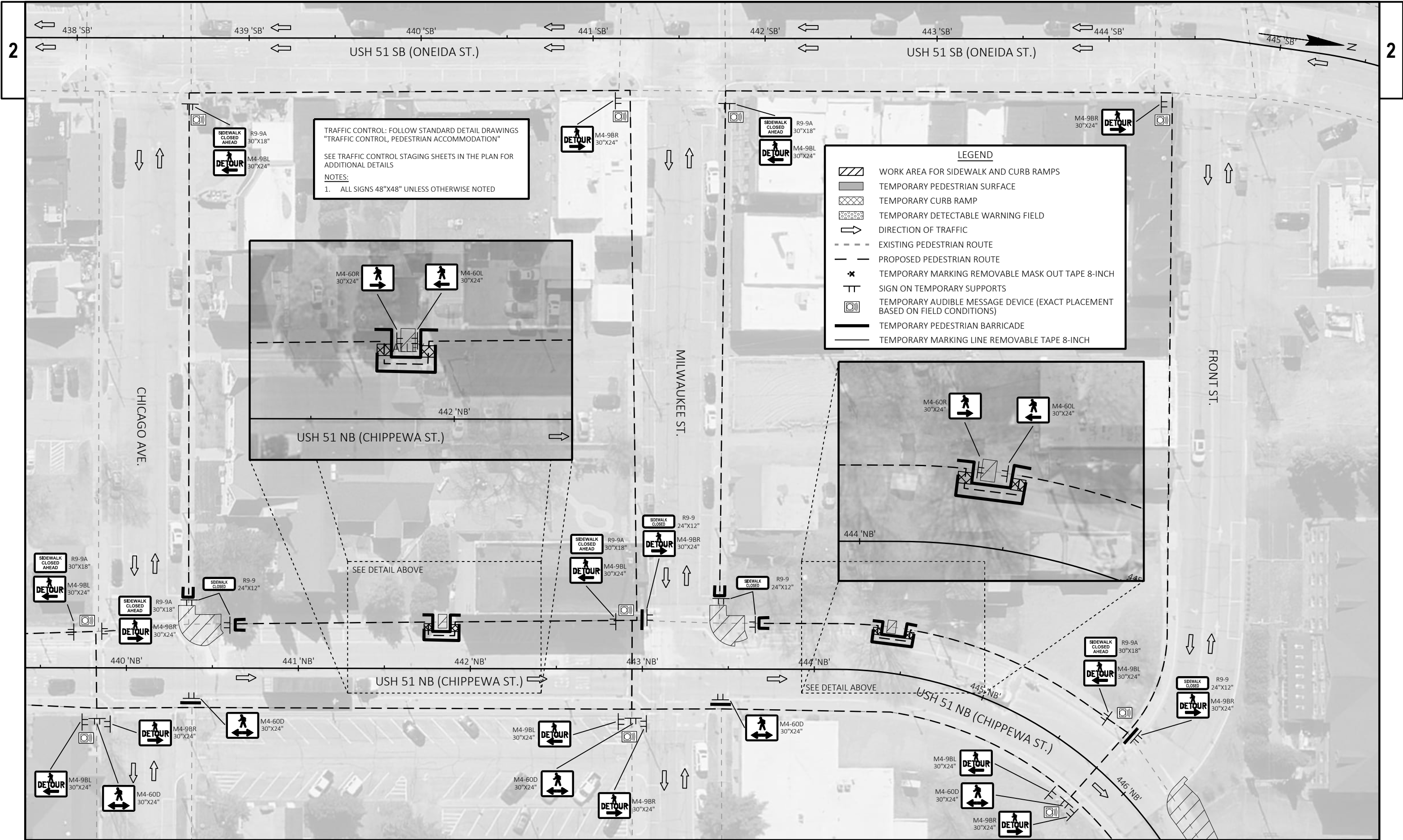








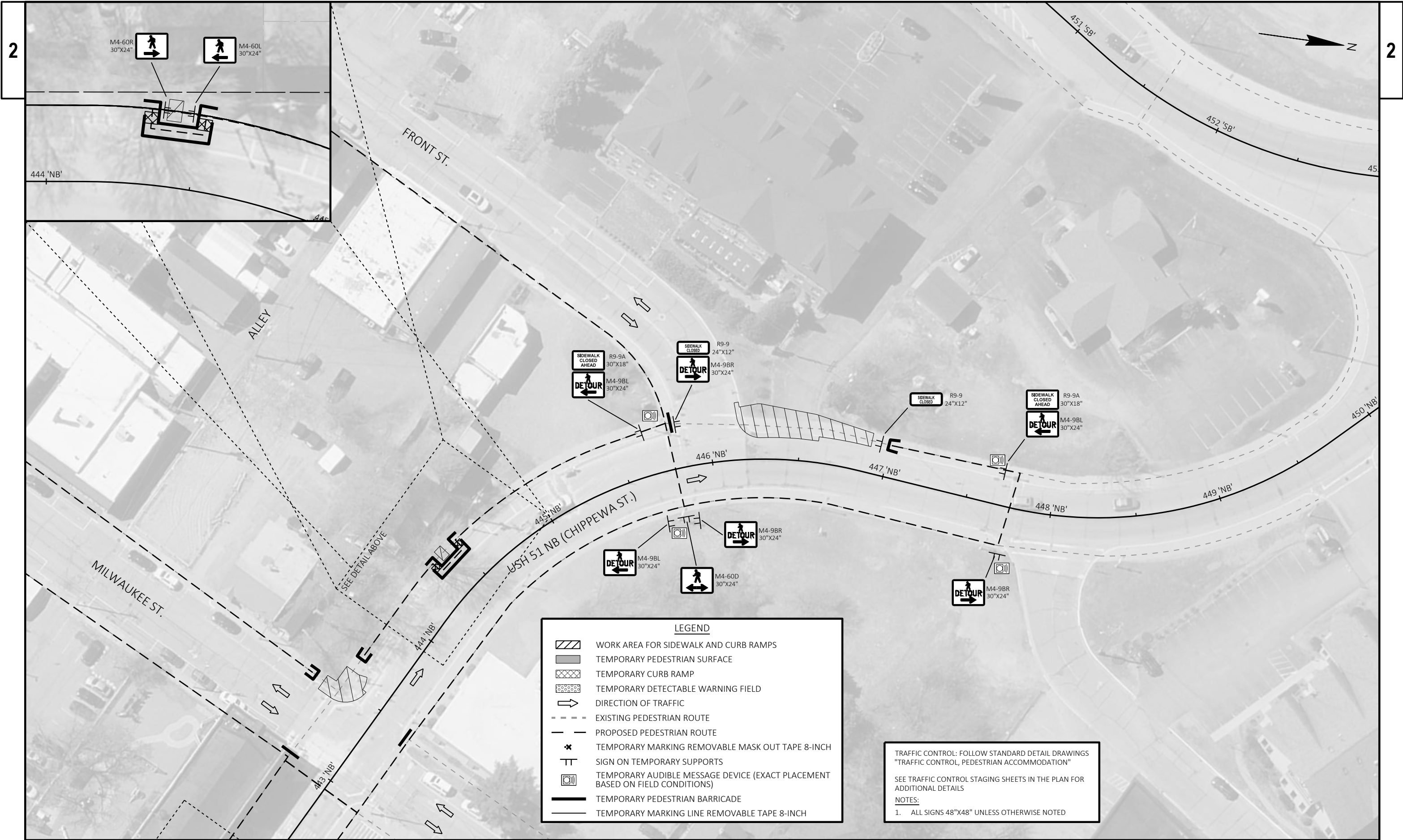




TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
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**LEGEND**

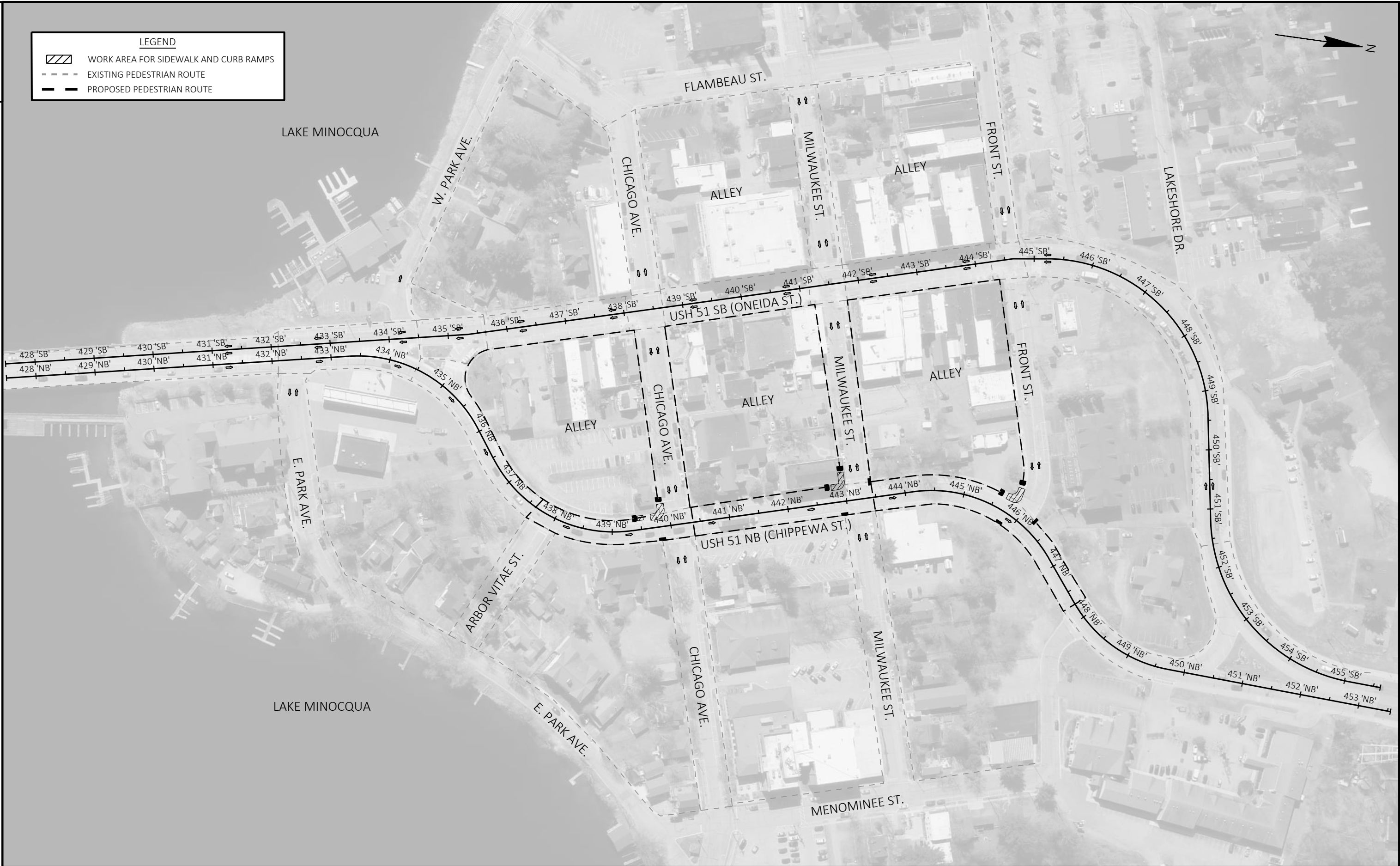
- WORK AREA FOR SIDEWALK AND CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- DIRECTION OF TRAFFIC
- EXISTING PEDESTRIAN ROUTE
- PROPOSED PEDESTRIAN ROUTE
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
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- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH

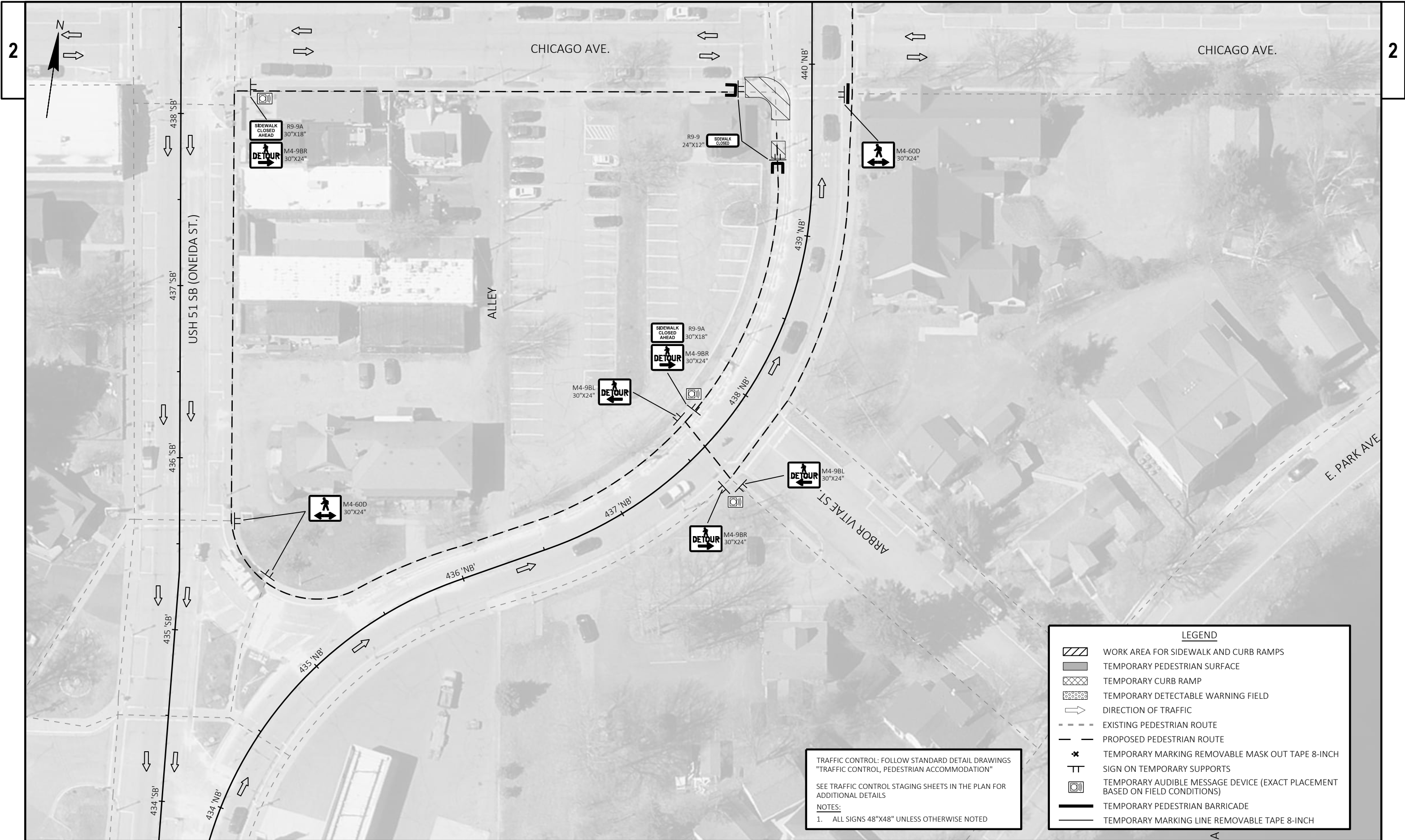




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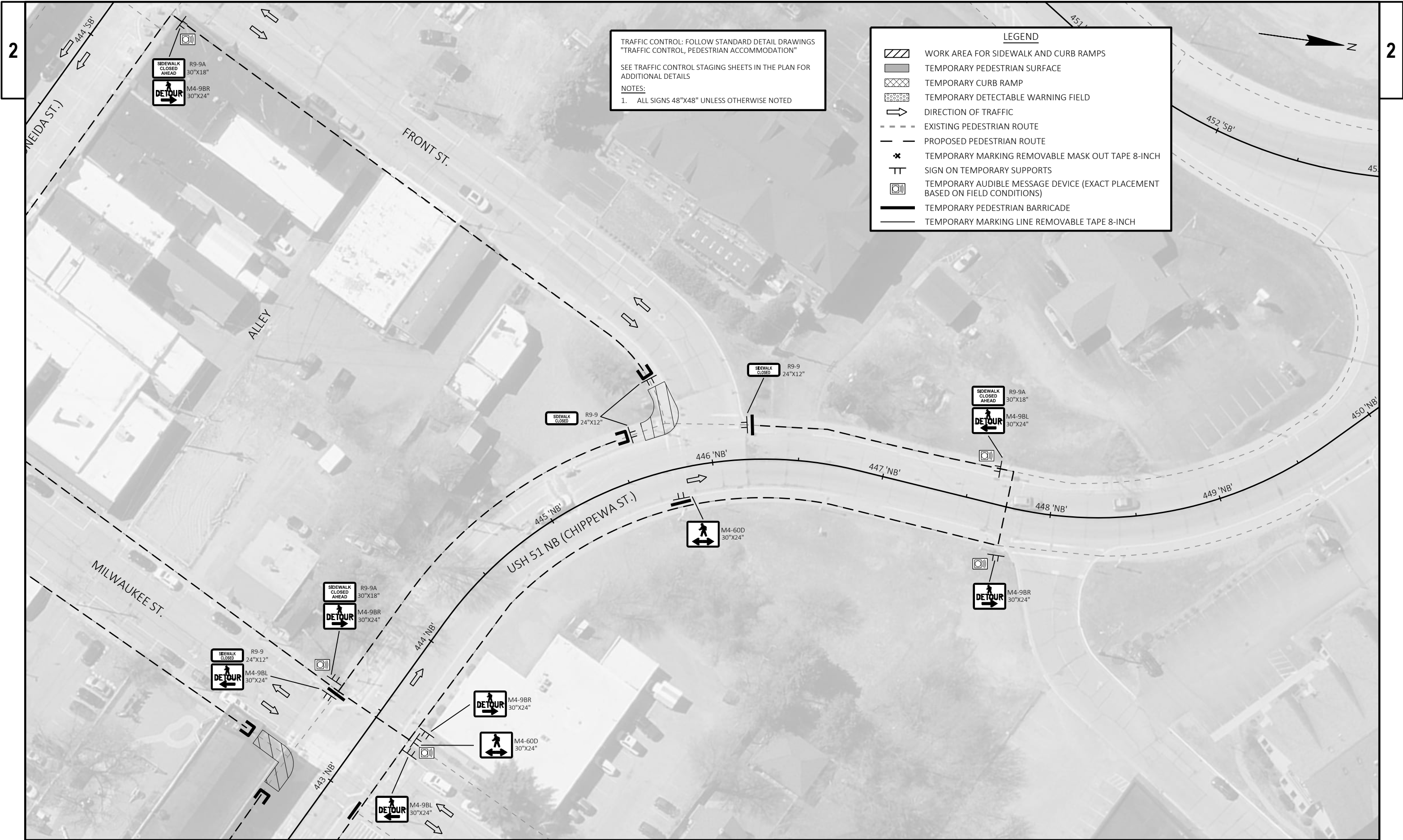
WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE









TRAFFIC CONTROL: FOLLOW STANDARD DETAIL DRAWINGS  
"TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

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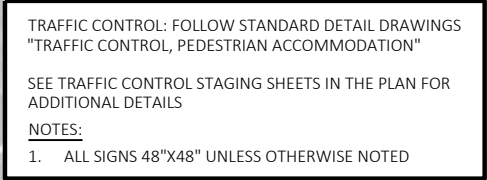
- LEGEND**
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  - TEMPORARY PEDESTRIAN SURFACE
  - TEMPORARY CURB RAMP
  - TEMPORARY DETECTABLE WARNING FIELD
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  - TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH



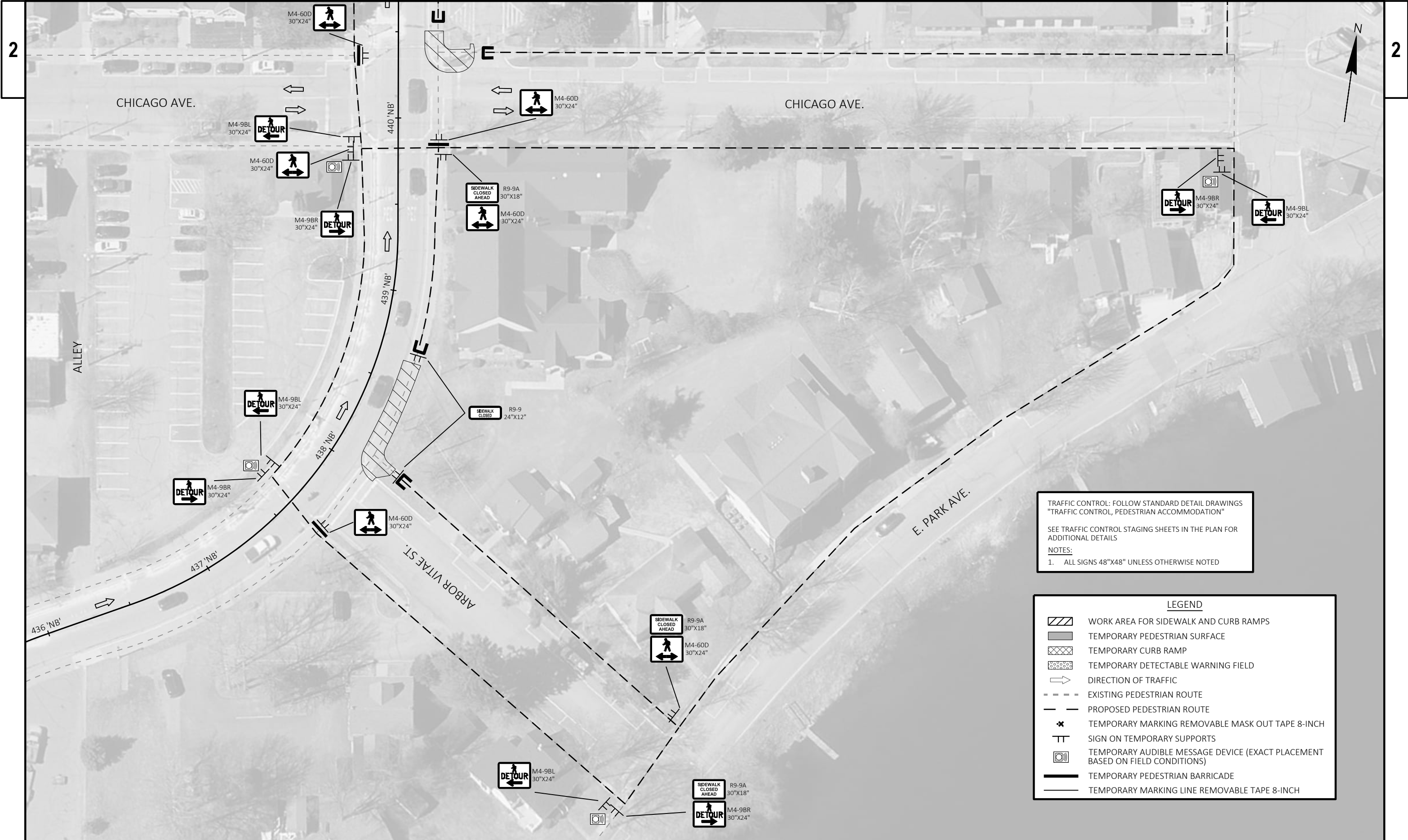
LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE







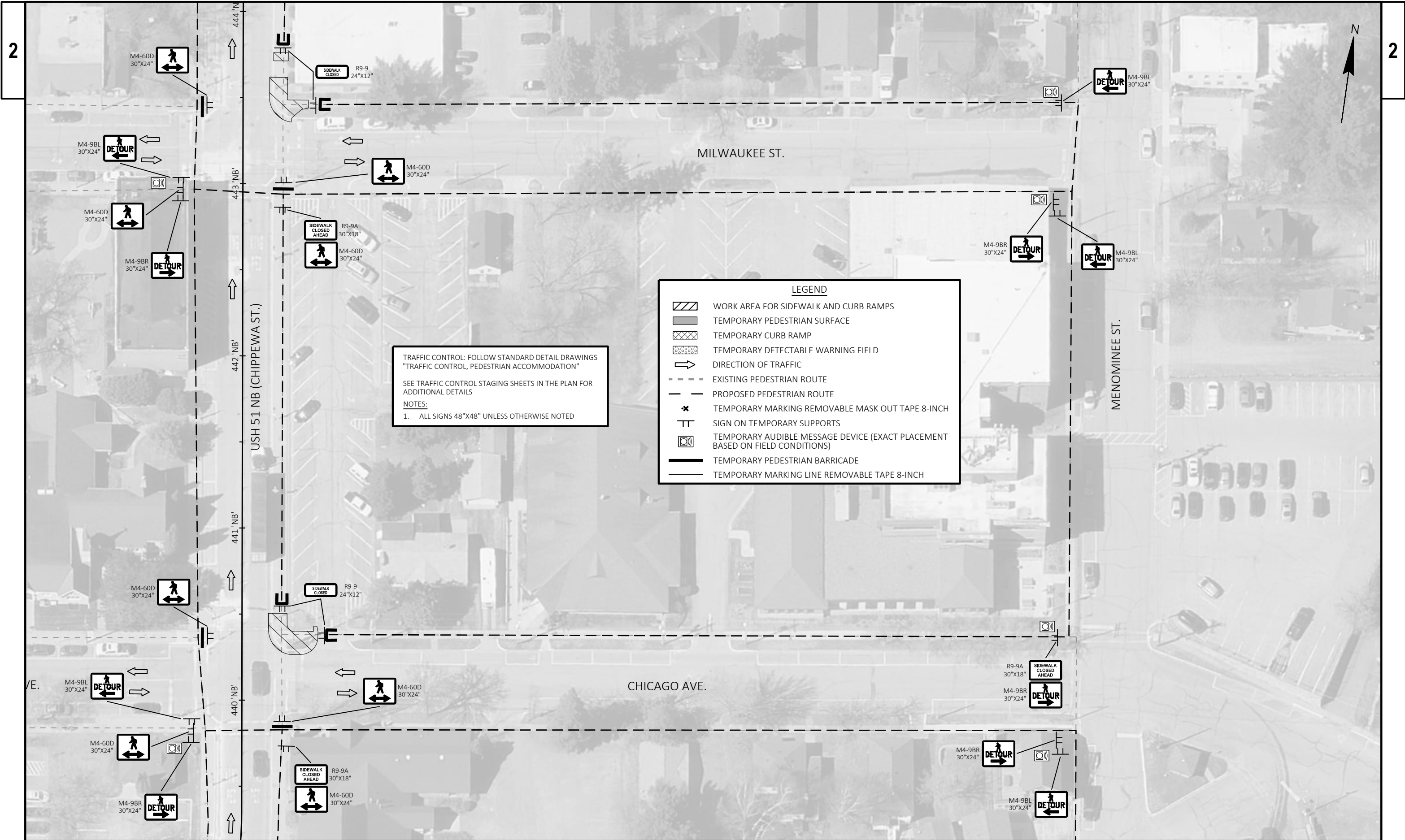
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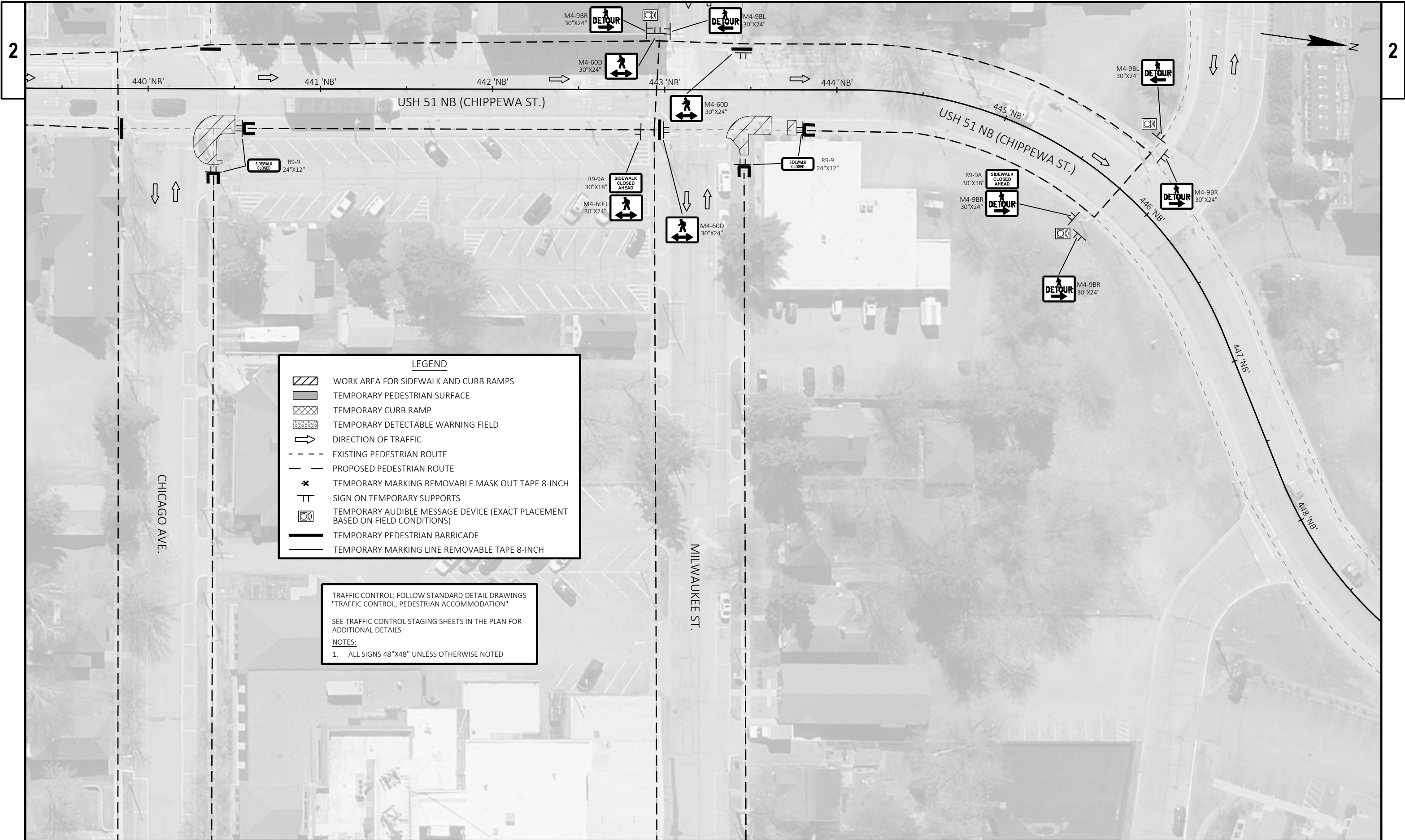
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| LEGEND |                                                                                 |
|--------|---------------------------------------------------------------------------------|
|        | WORK AREA FOR SIDEWALK AND CURB RAMP                                            |
|        | TEMPORARY PEDESTRIAN SURFACE                                                    |
|        | TEMPORARY CURB RAMP                                                             |
|        | TEMPORARY DETECTABLE WARNING FIELD                                              |
|        | DIRECTION OF TRAFFIC                                                            |
|        | EXISTING PEDESTRIAN ROUTE                                                       |
|        | PROPOSED PEDESTRIAN ROUTE                                                       |
|        | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH                                |
|        | SIGN ON TEMPORARY SUPPORTS                                                      |
|        | TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT<br>BASED ON FIELD CONDITIONS) |
|        | TEMPORARY PEDESTRIAN BARRICADE                                                  |
|        | TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH                                    |







PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

PEDESTRIAN ACCOMMODATIONS - STAGE 4A

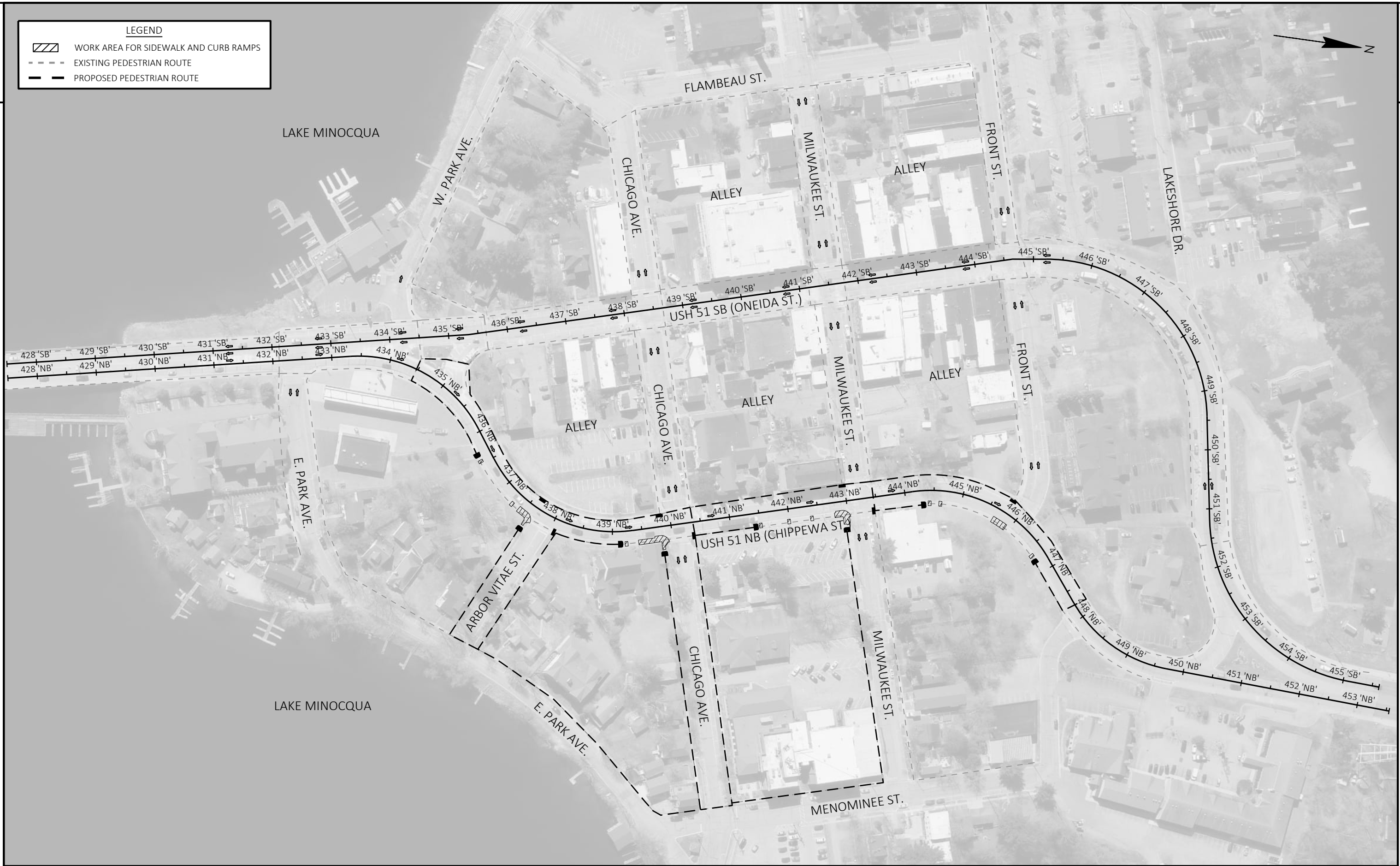
SHEET

73

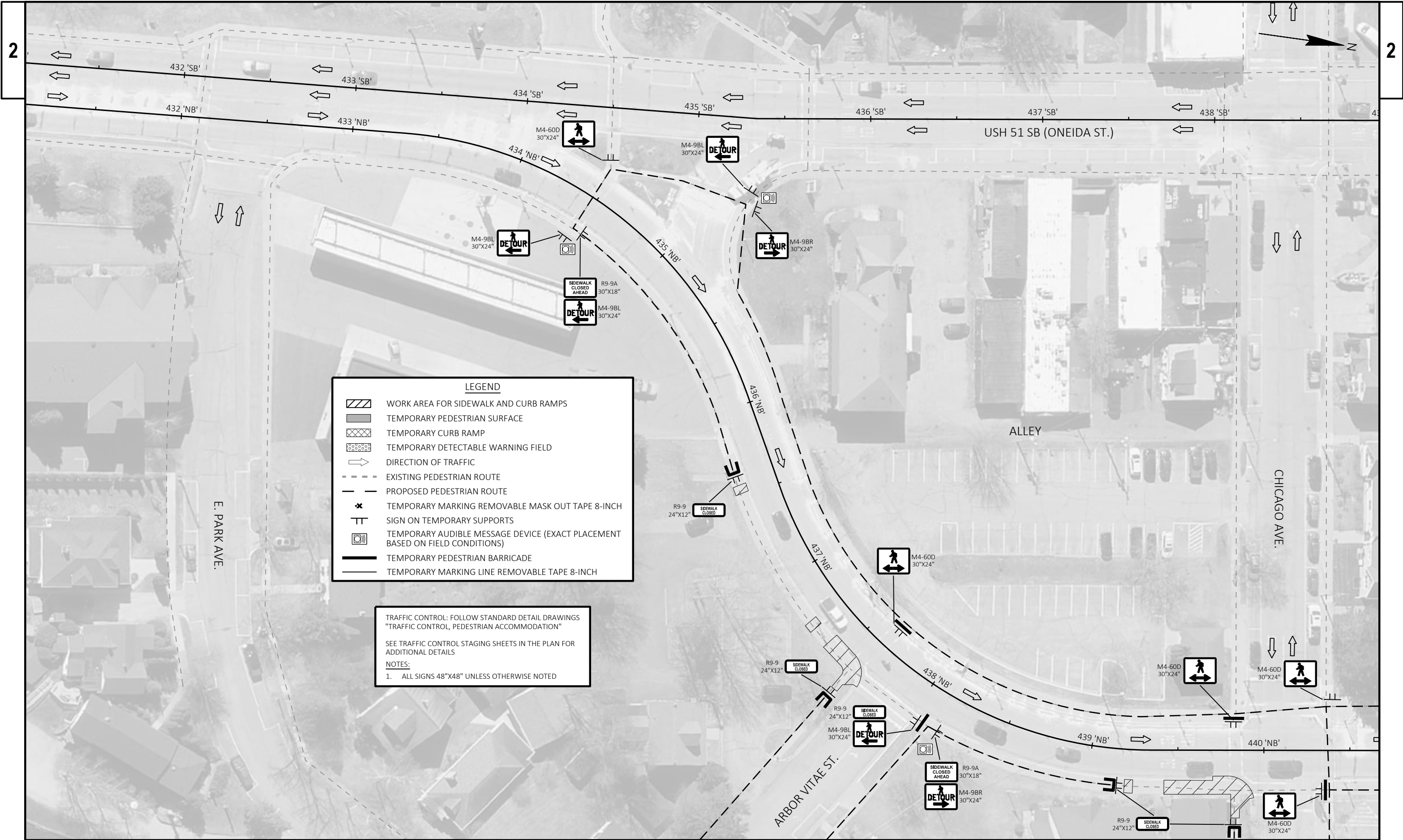
E

LEGEND

WORK AREA FOR SIDEWALK AND CURB RAMPS

EXISTING PEDESTRIAN ROUTE





PROJECT NO: 1170-19-61

HWY: USH 51

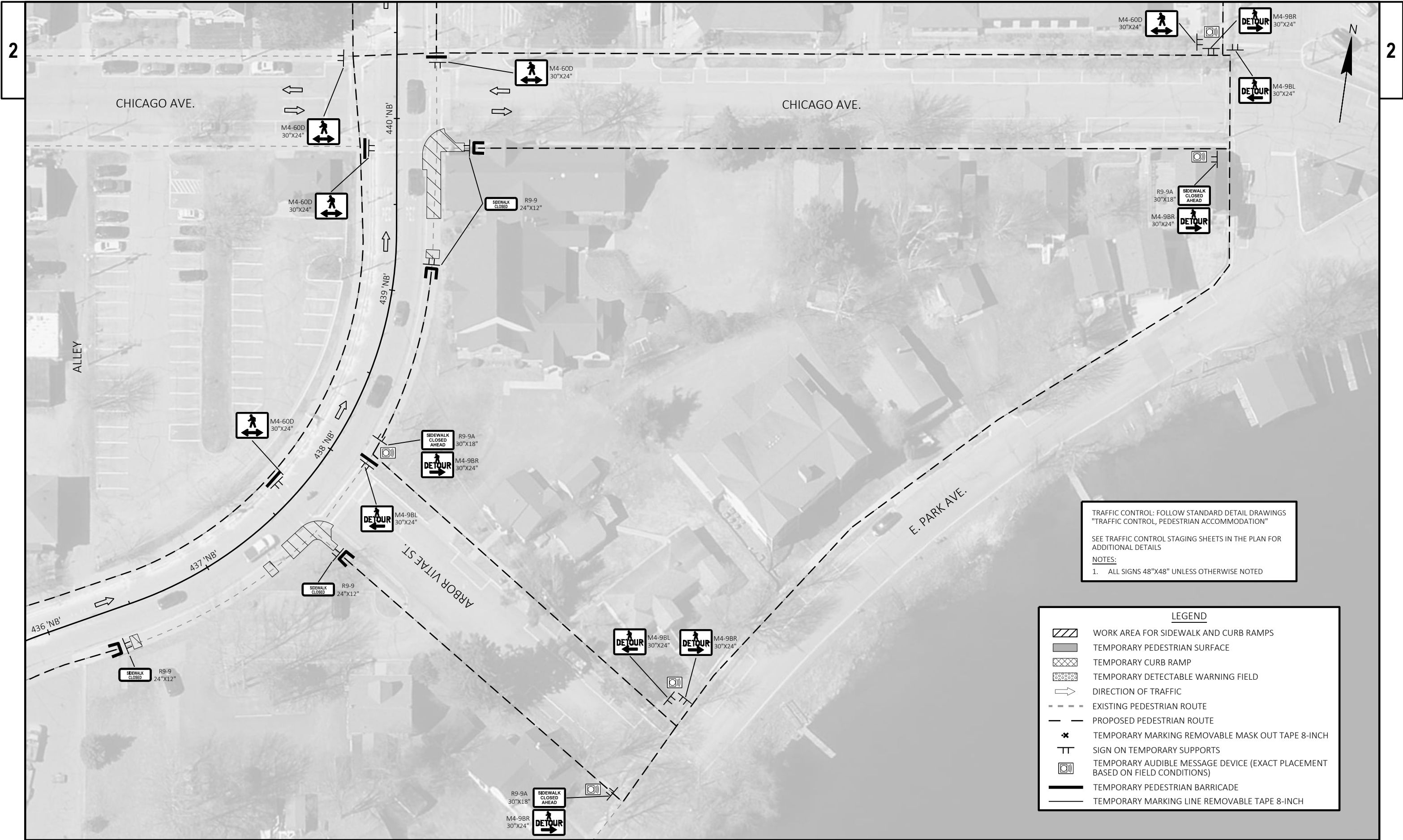
COUNTY: ONEIDA

PEDESTRIAN ACCOMMODATIONS - STAGE 4B

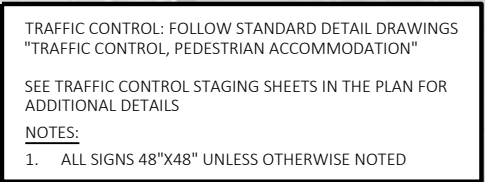
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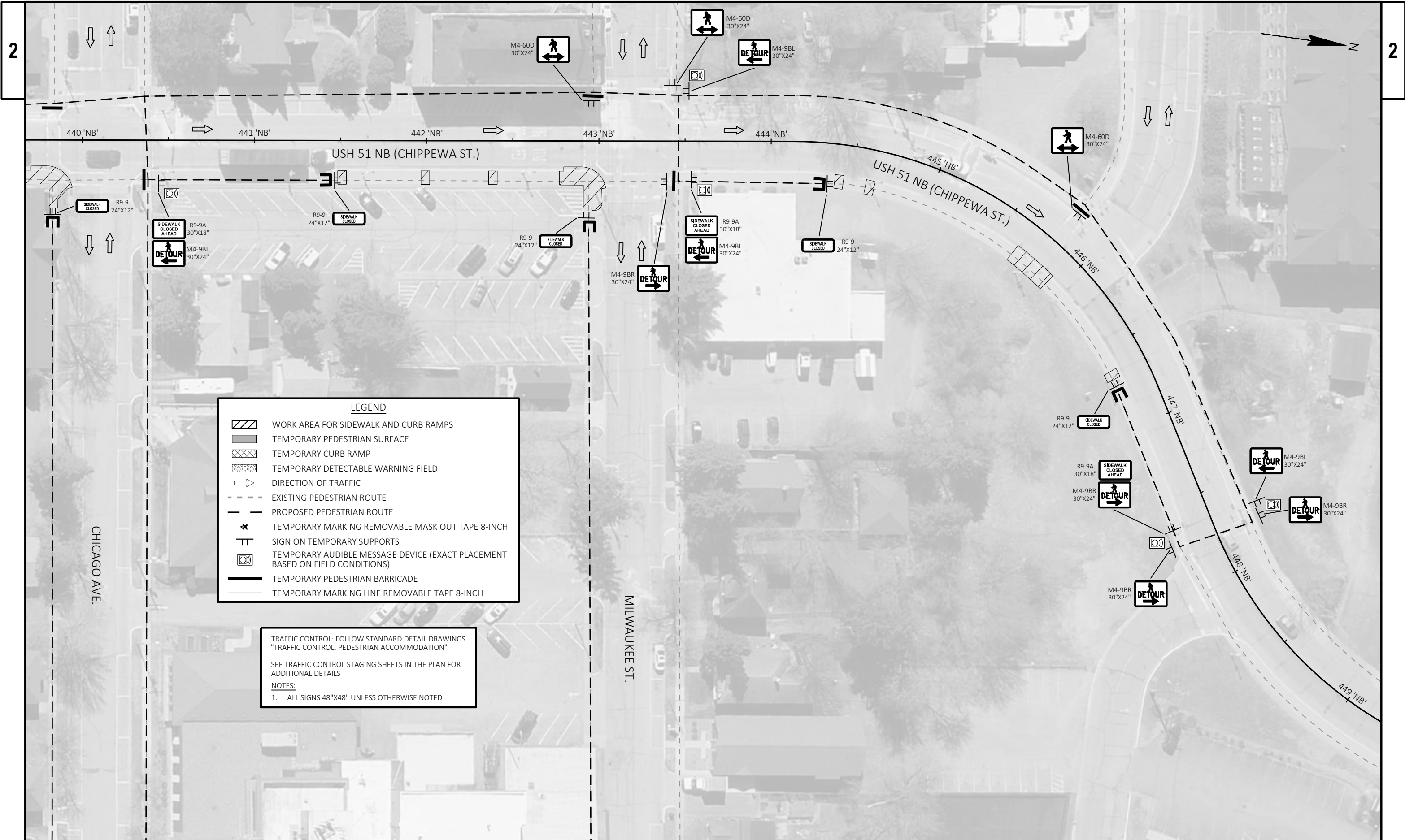
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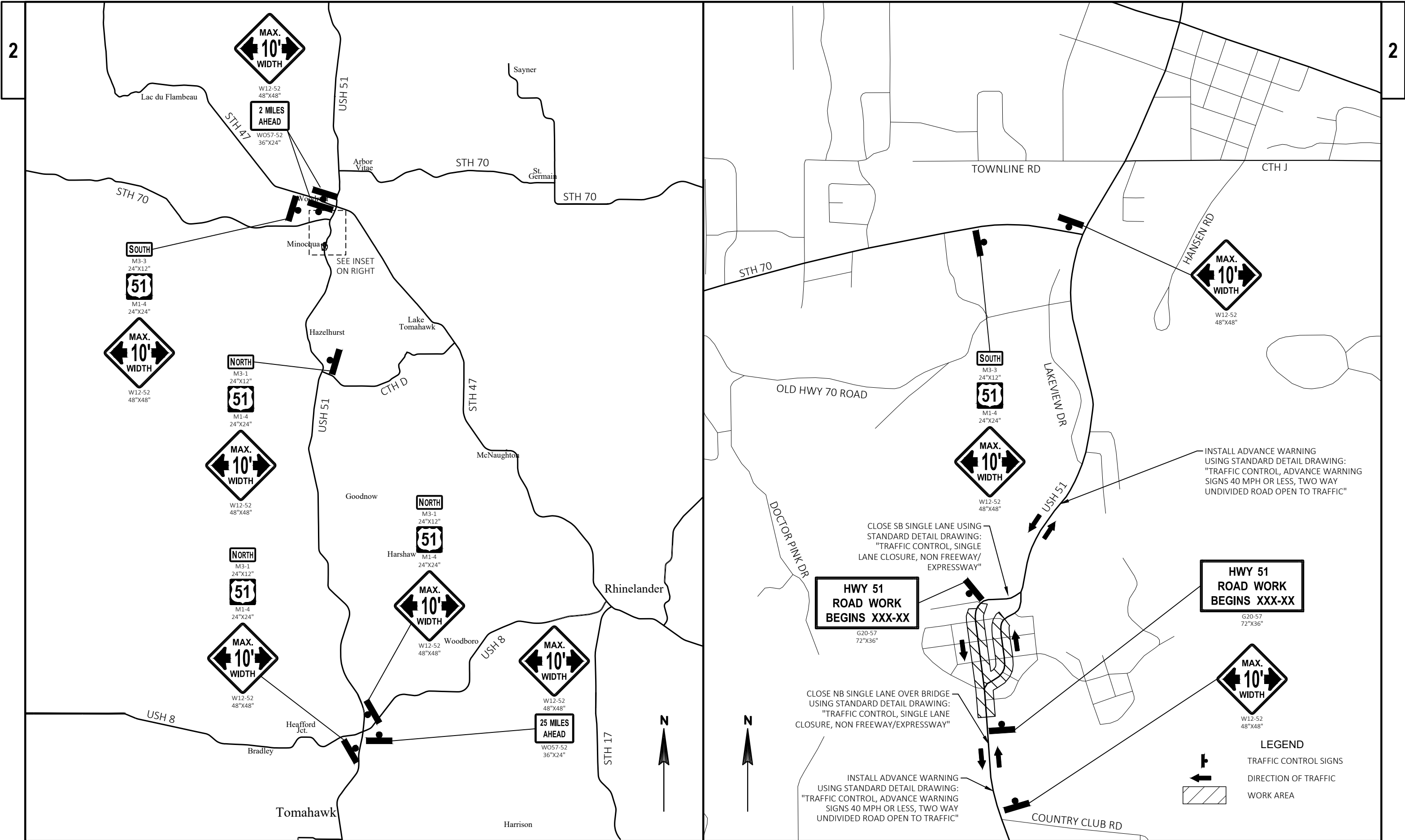
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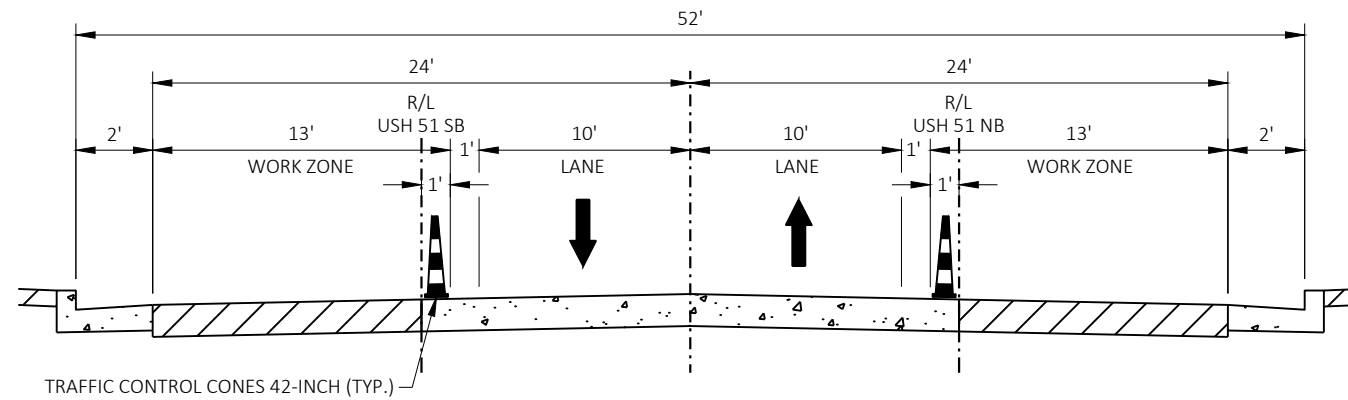






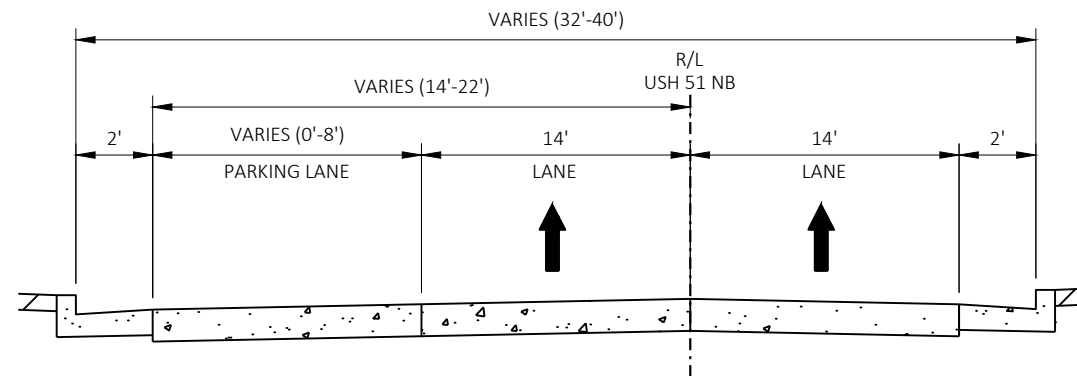






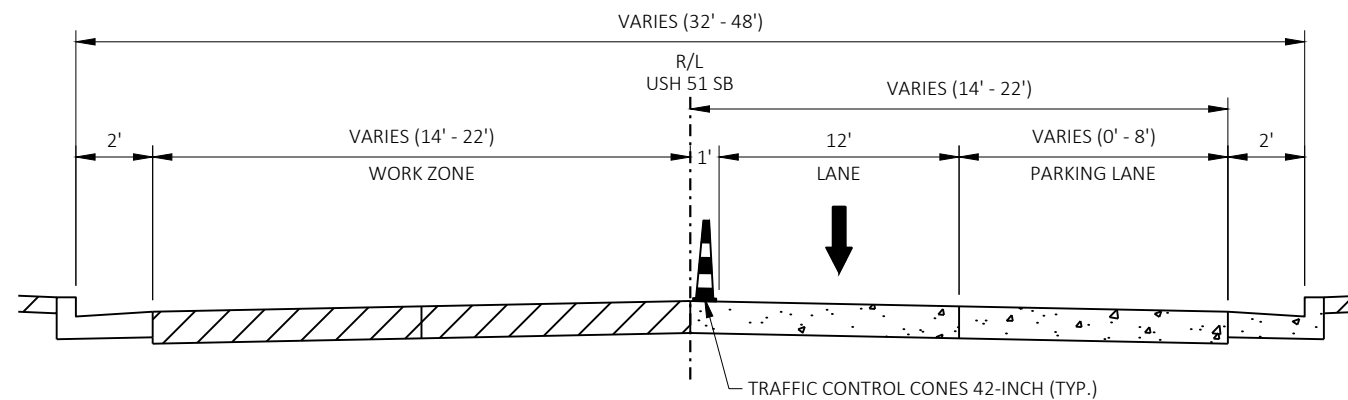
#### USH 51 NB/SB TRAFFIC CONTROL

STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)  
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)



#### USH 51 NB TRAFFIC CONTROL

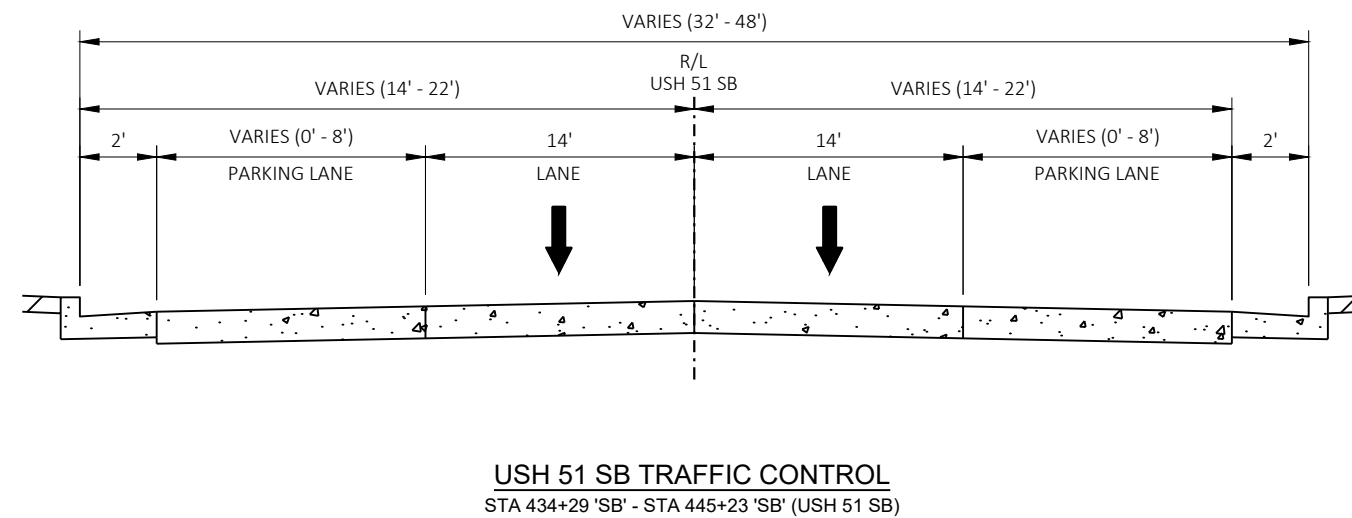
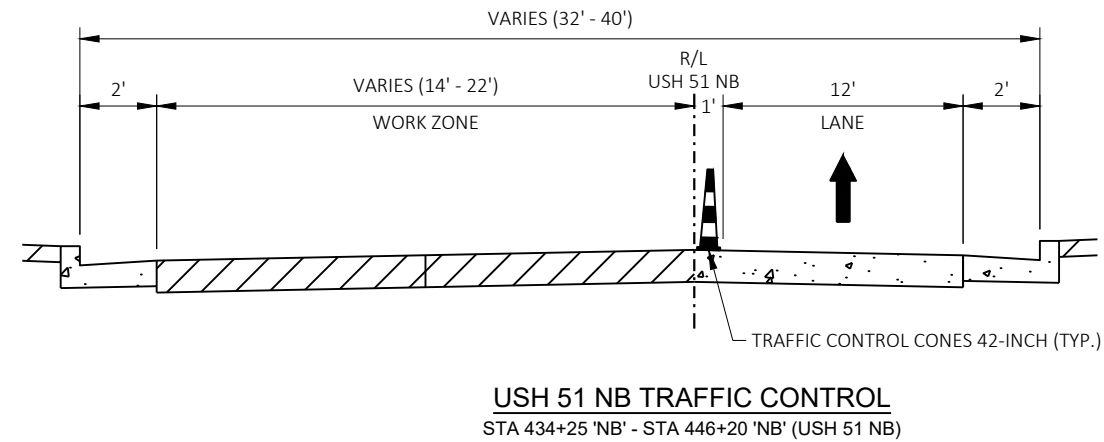
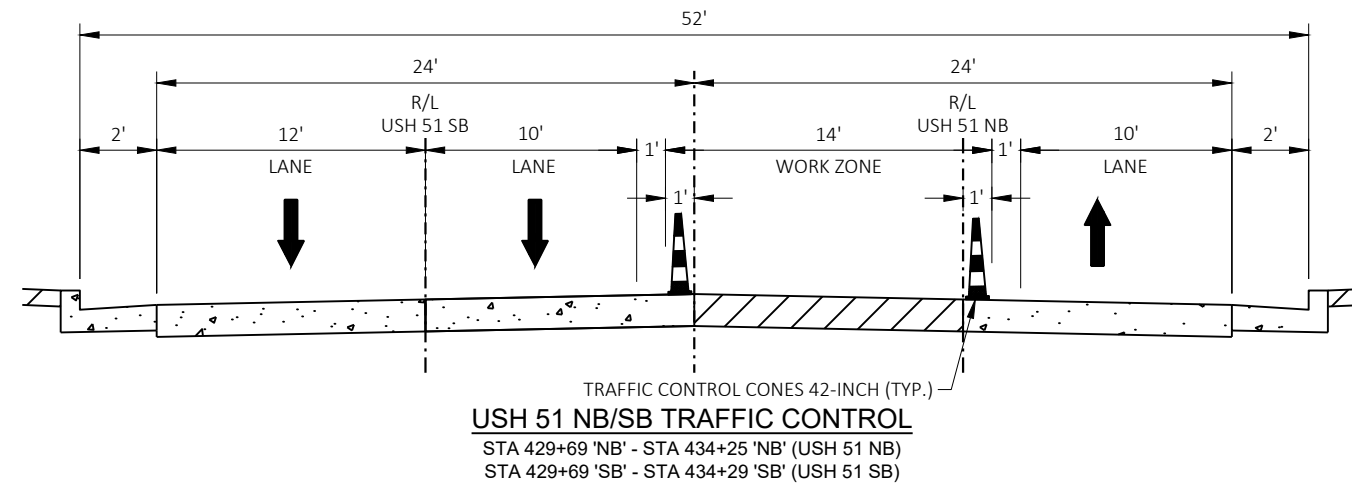
STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)



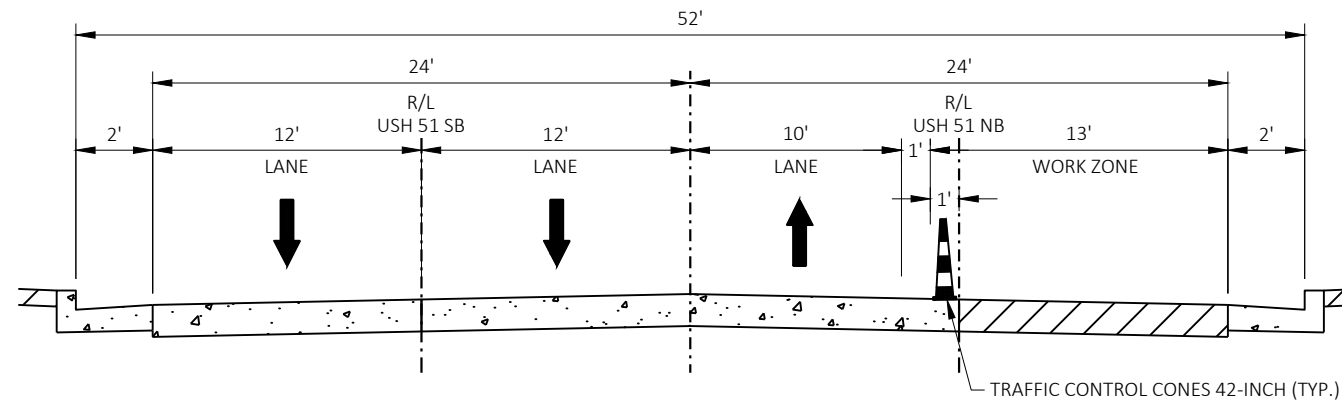
#### USH 51 SB TRAFFIC CONTROL

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)

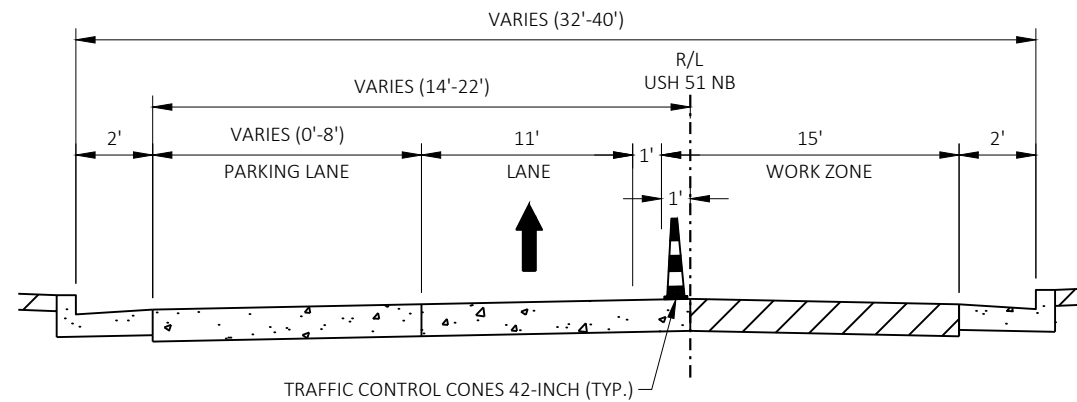




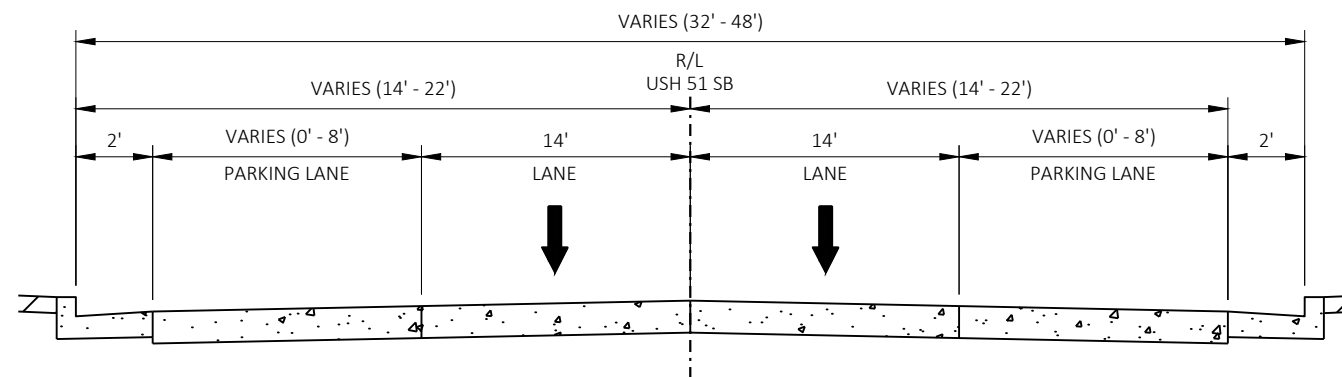


**USH 51 NB/SB TRAFFIC CONTROL**

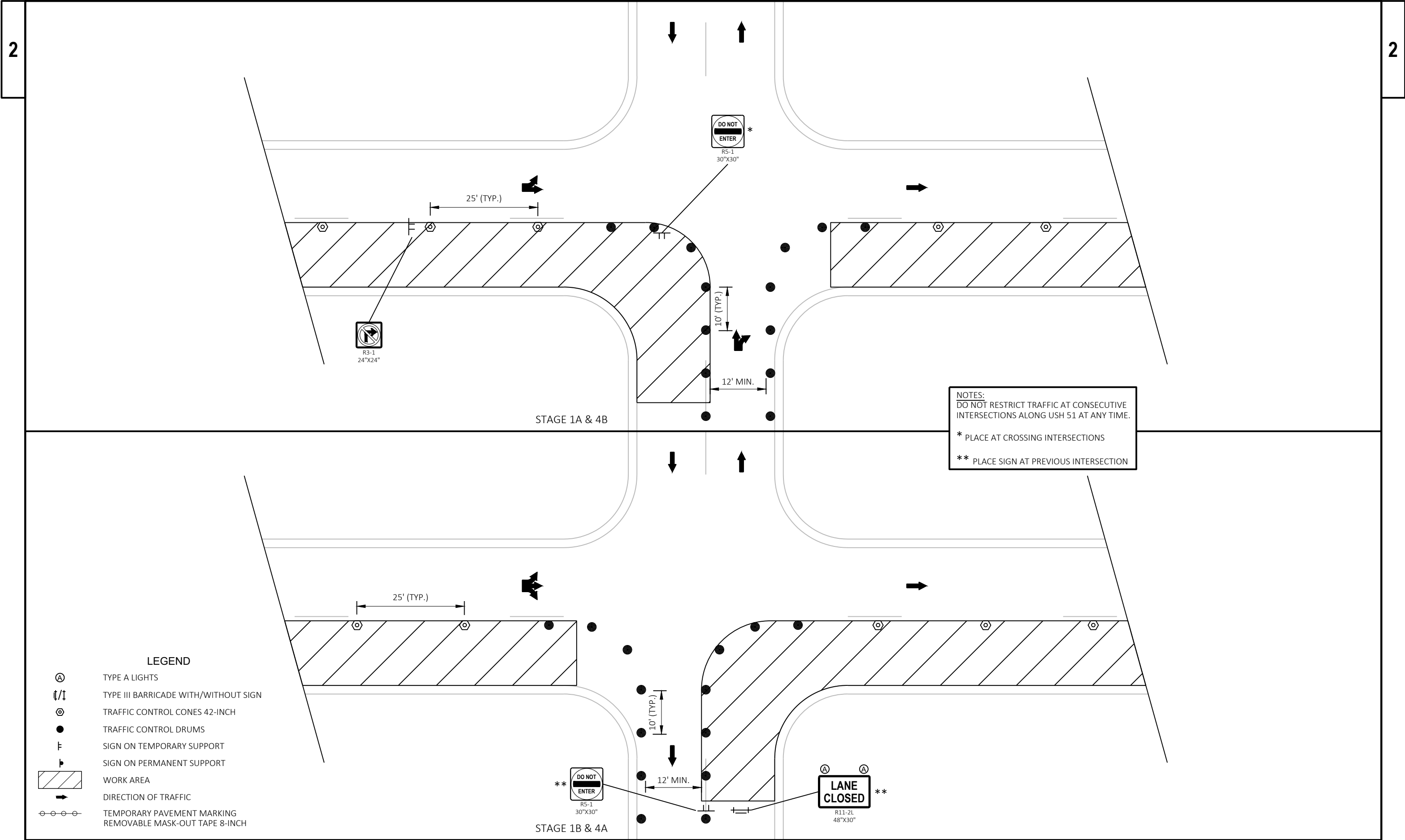
STA 429+69 'NB' - STA 434+25 'NB' (USH 51 NB)  
STA 429+69 'SB' - STA 434+29 'SB' (USH 51 SB)

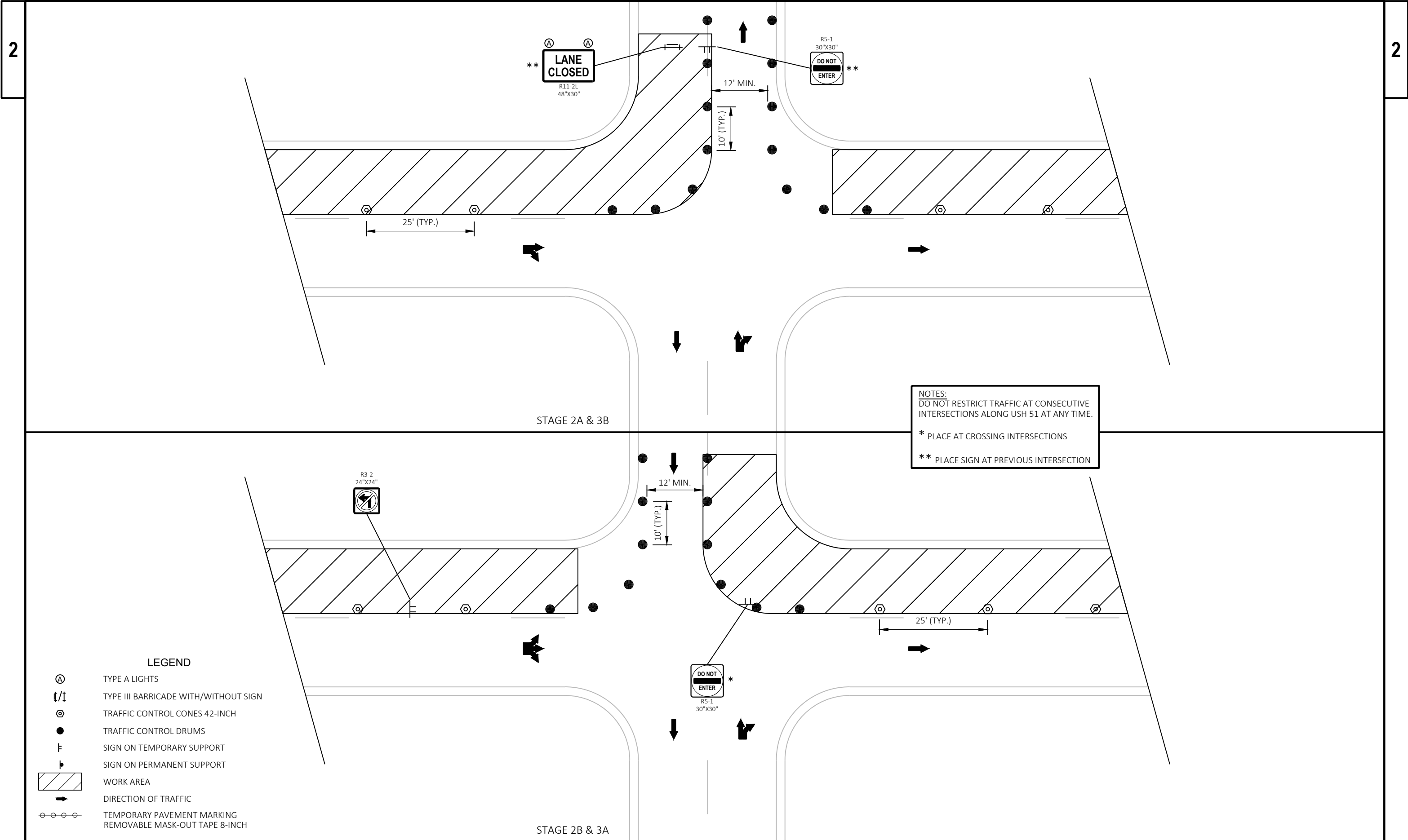
**USH 51 NB TRAFFIC CONTROL**

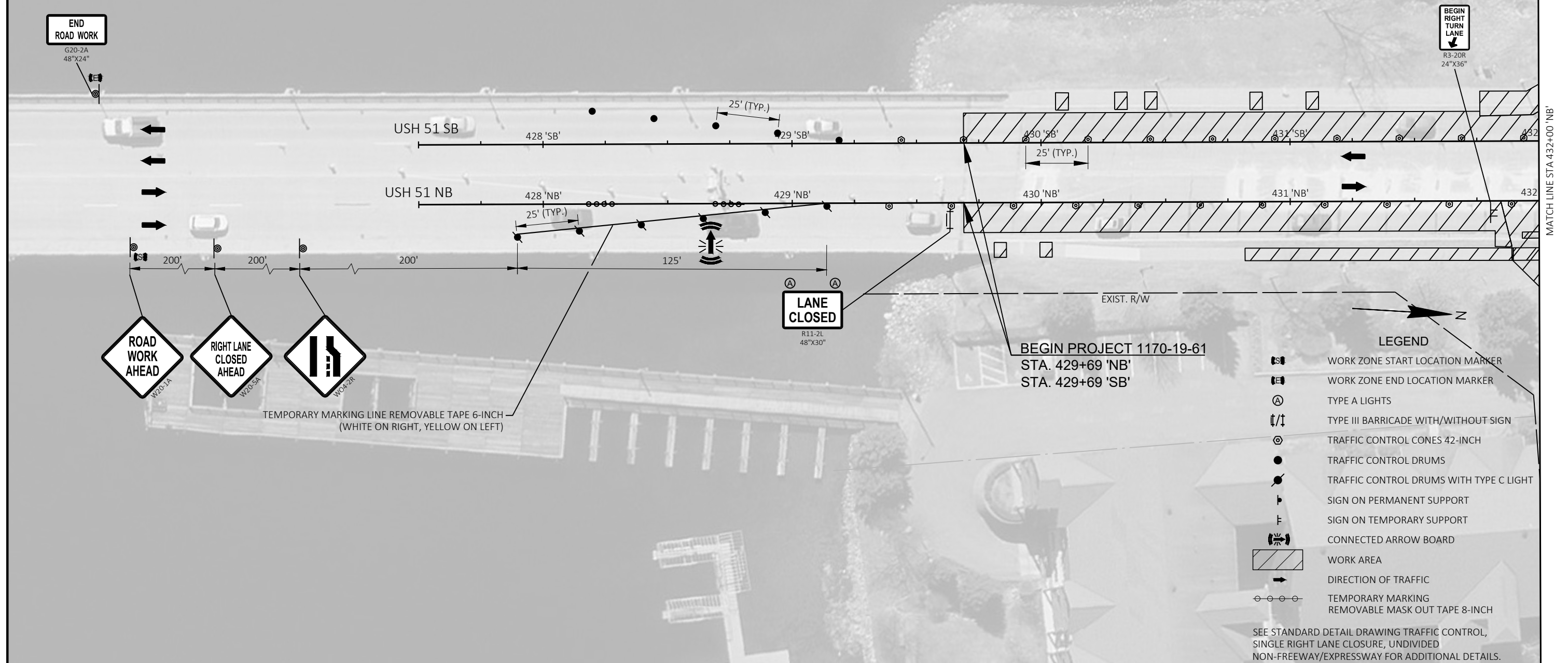
STA 434+25 'NB' - STA 446+20 'NB' (USH 51 NB)

**USH 51 SB TRAFFIC CONTROL**

STA 434+29 'SB' - STA 445+23 'SB' (USH 51 SB)







PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

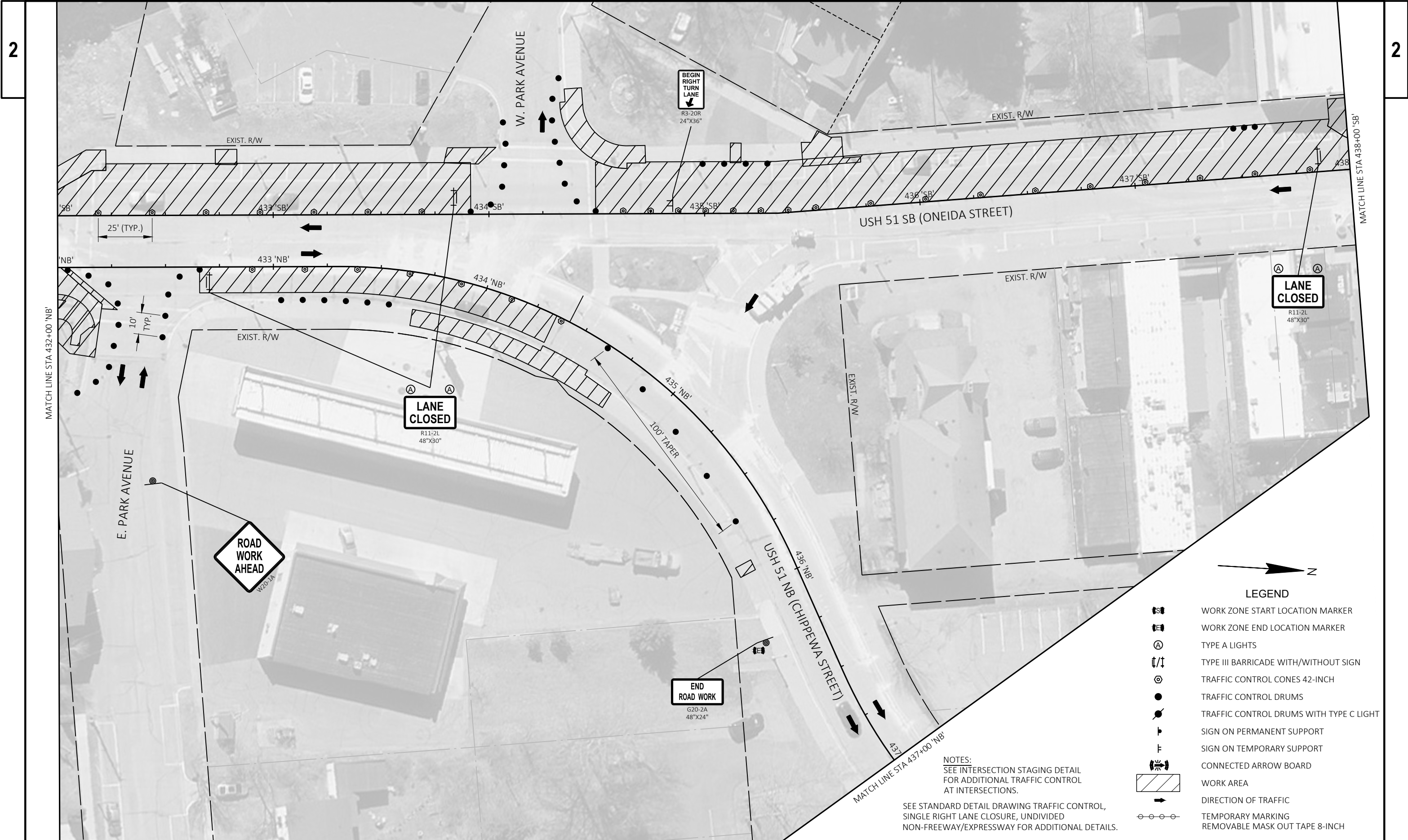
TRAFFIC CONTROL STAGE 1

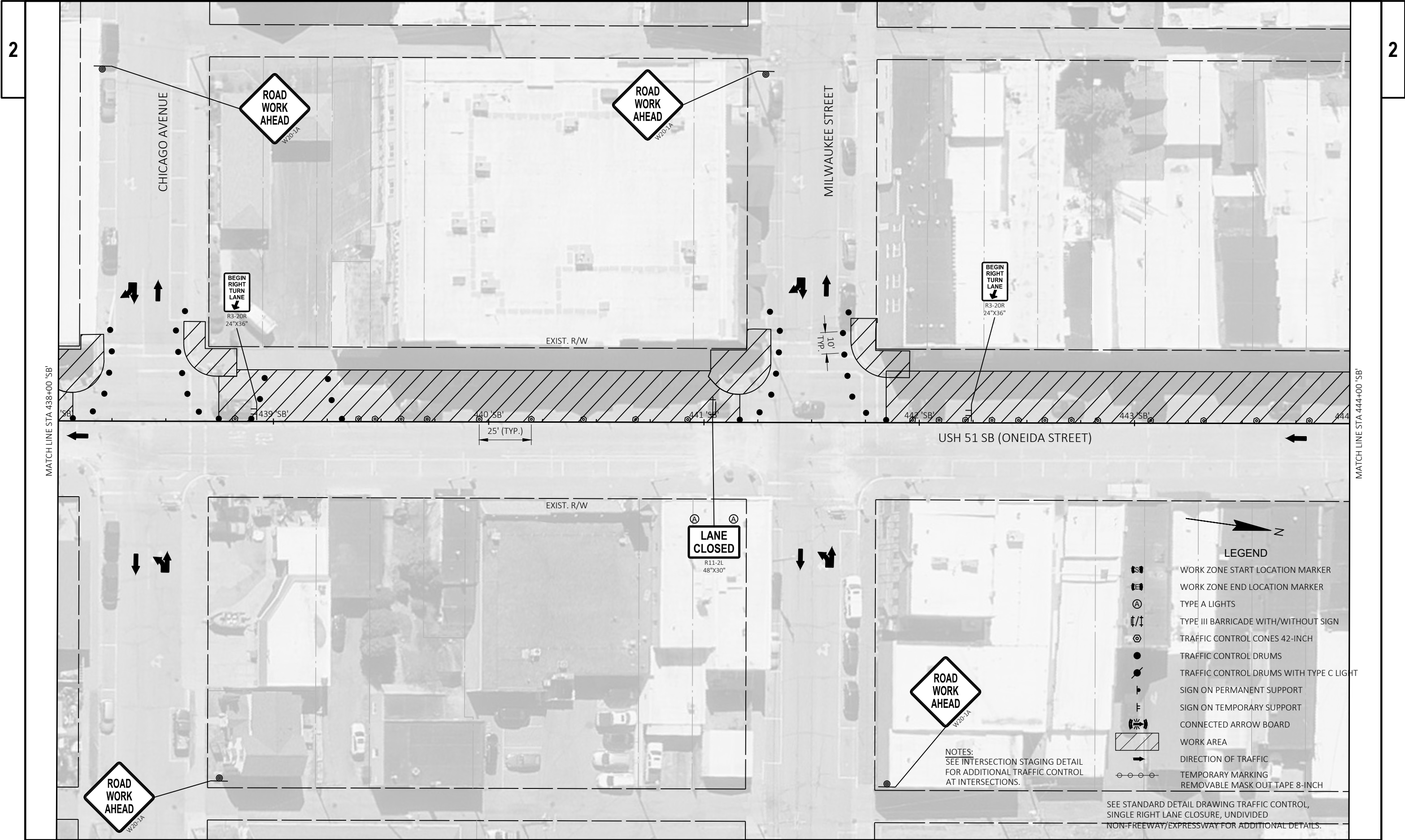
SHEET

86

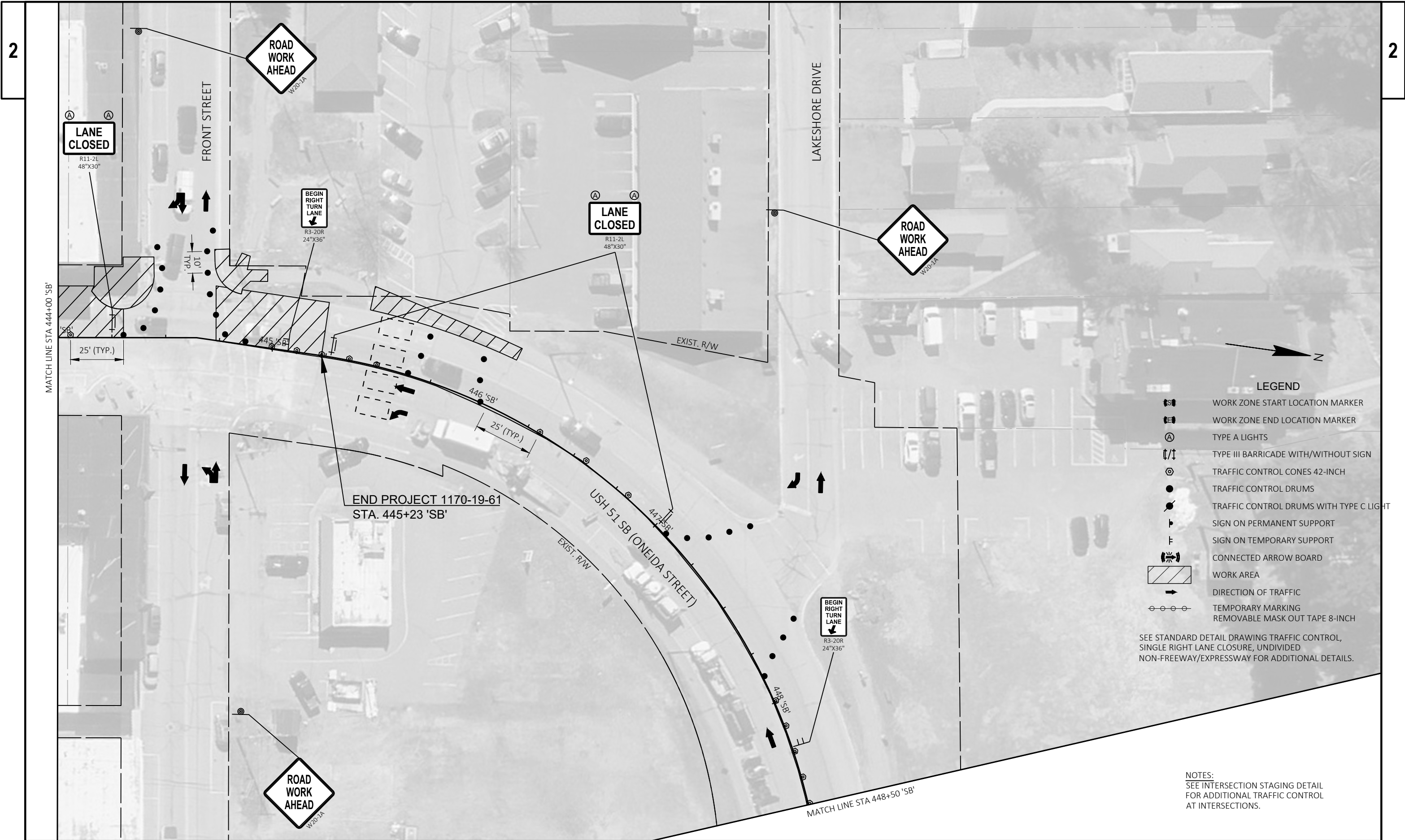
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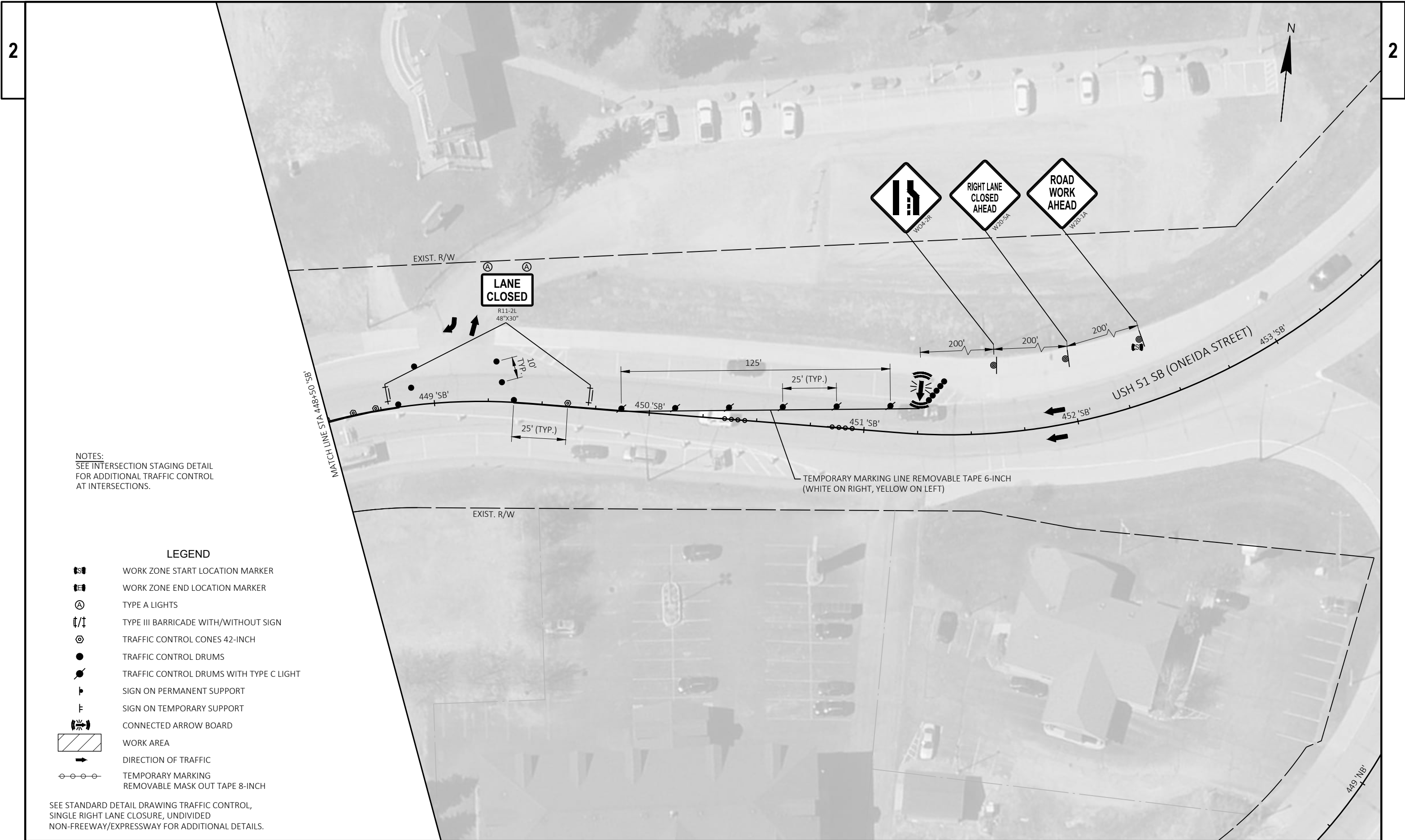




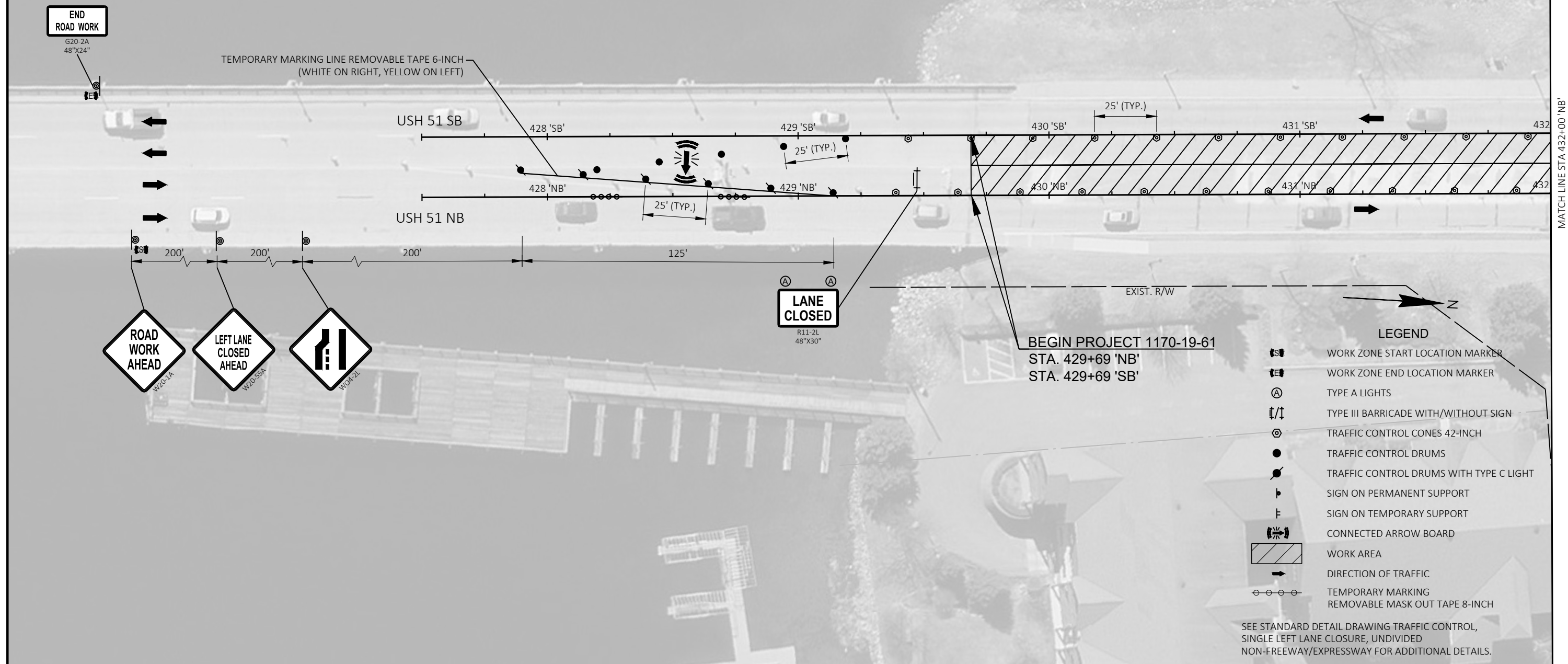












PROJECT NO: 1170-19-61

HWY: USH 51

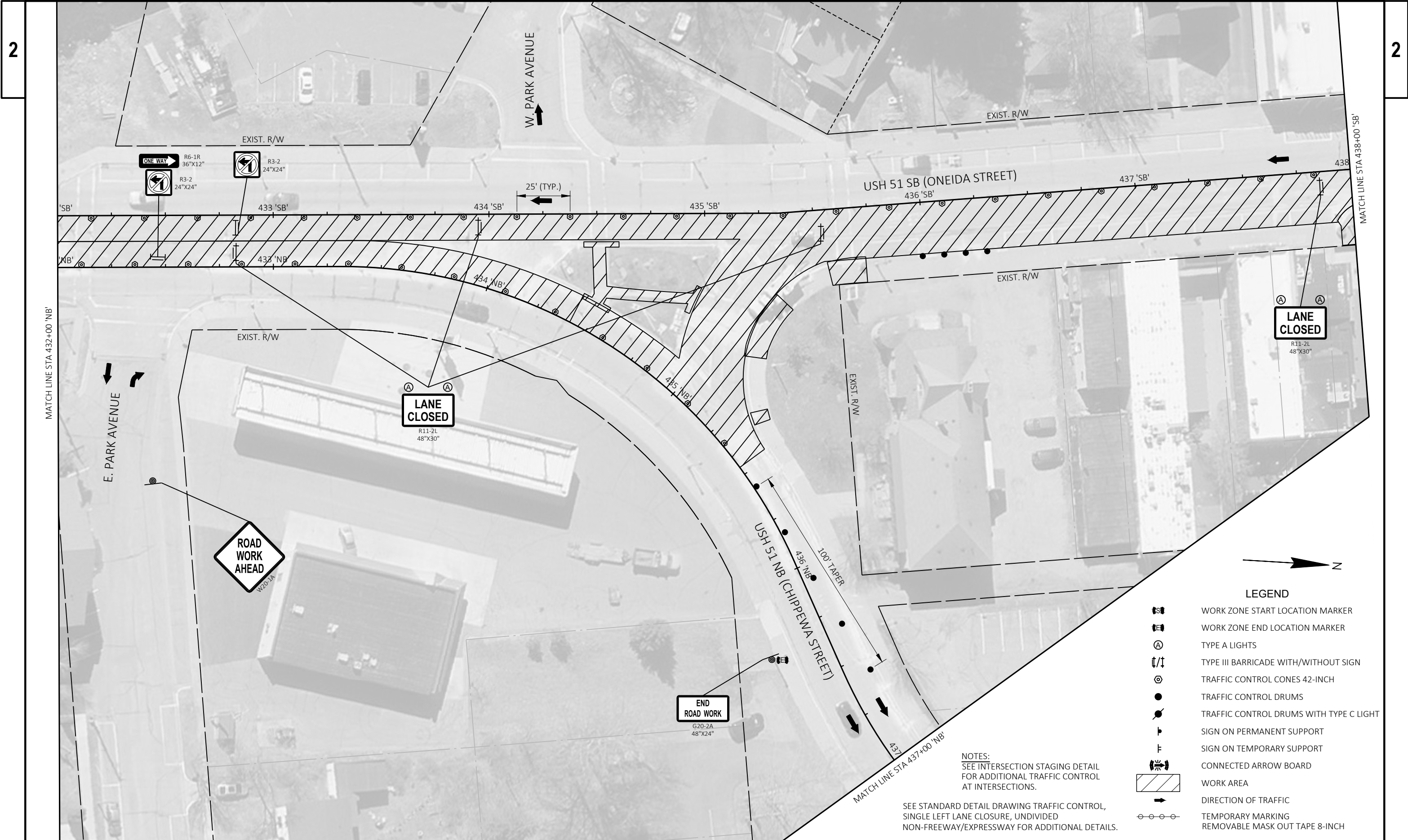
COUNTY: ONEIDA

TRAFFIC CONTROL STAGE 2

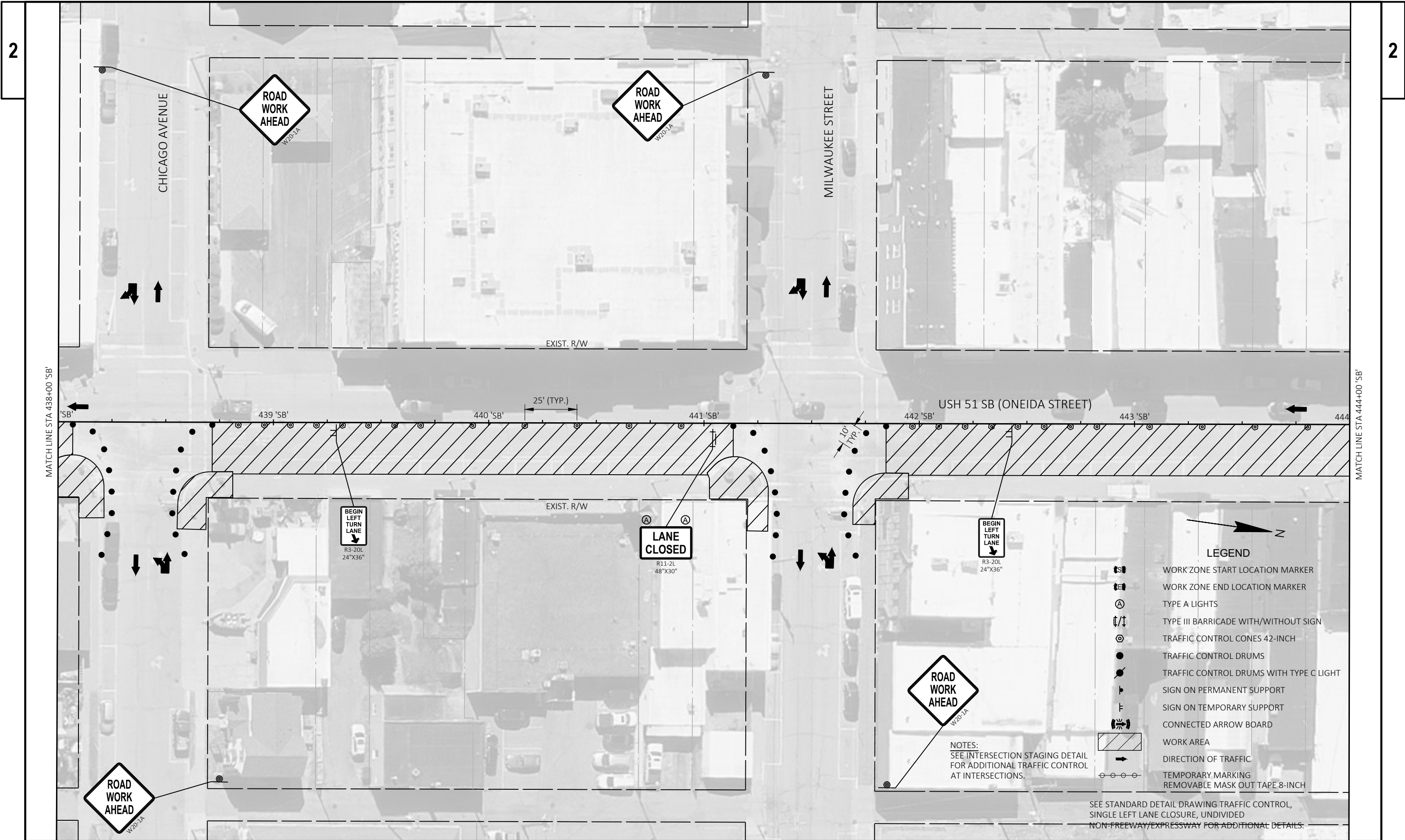
SHEET

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E





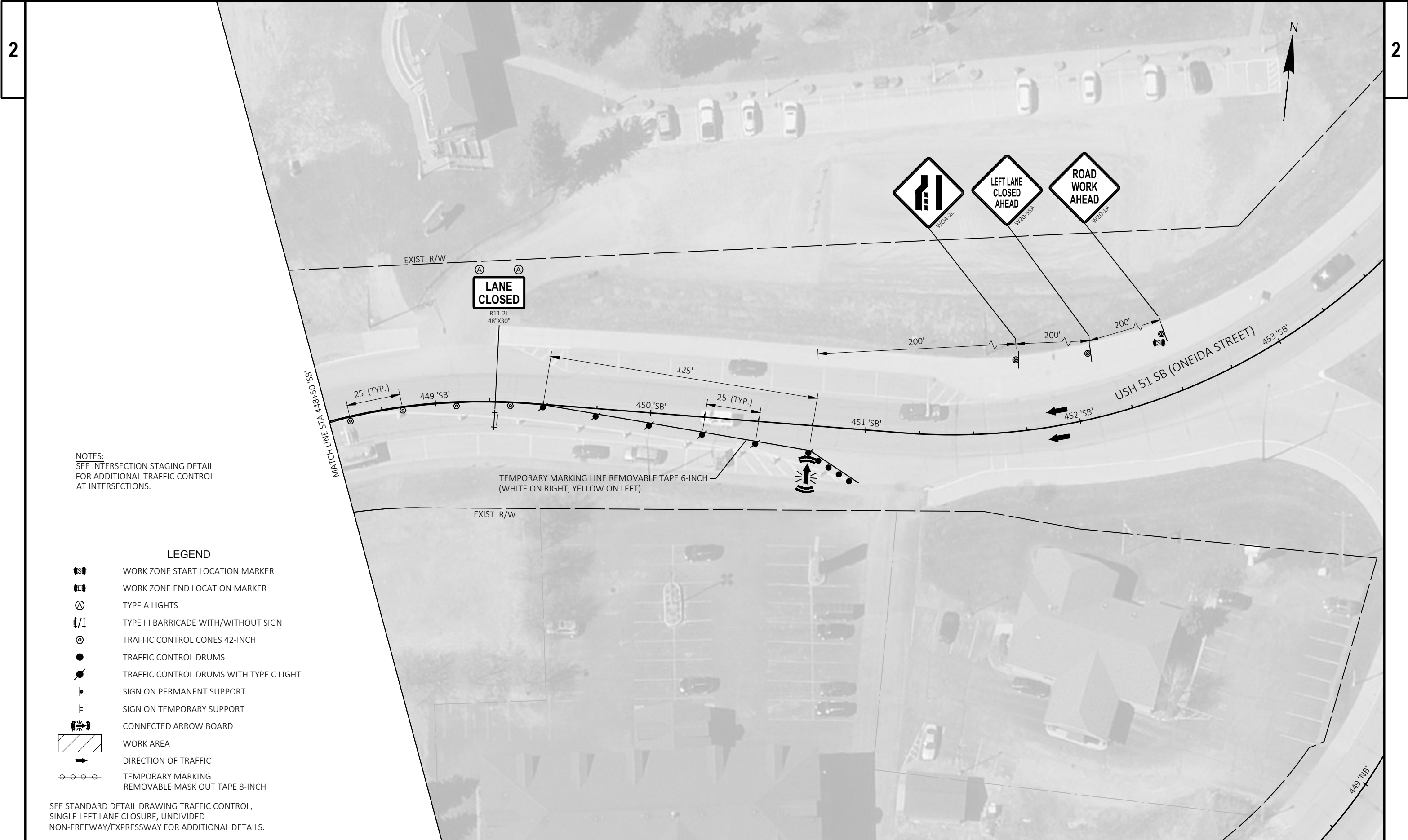




- LEGEND**
- WORK ZONE START LOCATION MARKER
  - WORK ZONE END LOCATION MARKER
  - TYPE A LIGHTS
  - TYPE III BARRICADE WITH/WITHOUT SIGN
  - TRAFFIC CONTROL CONES 42-INCH
  - TRAFFIC CONTROL DRUMS
  - TRAFFIC CONTROL DRUMS WITH TYPE C LIGHT
  - SIGN ON PERMANENT SUPPORT
  - SIGN ON TEMPORARY SUPPORT
  - CONNECTED ARROW BOARD
  - WORK AREA
  - DIRECTION OF TRAFFIC
  - TEMPORARY MARKING
  - REMOVABLE MASK OUT TAPE 8-INCH
- SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS.

NOTES:  
SEE INTERSECTION STAGING DETAIL  
FOR ADDITIONAL TRAFFIC CONTROL  
AT INTERSECTIONS.



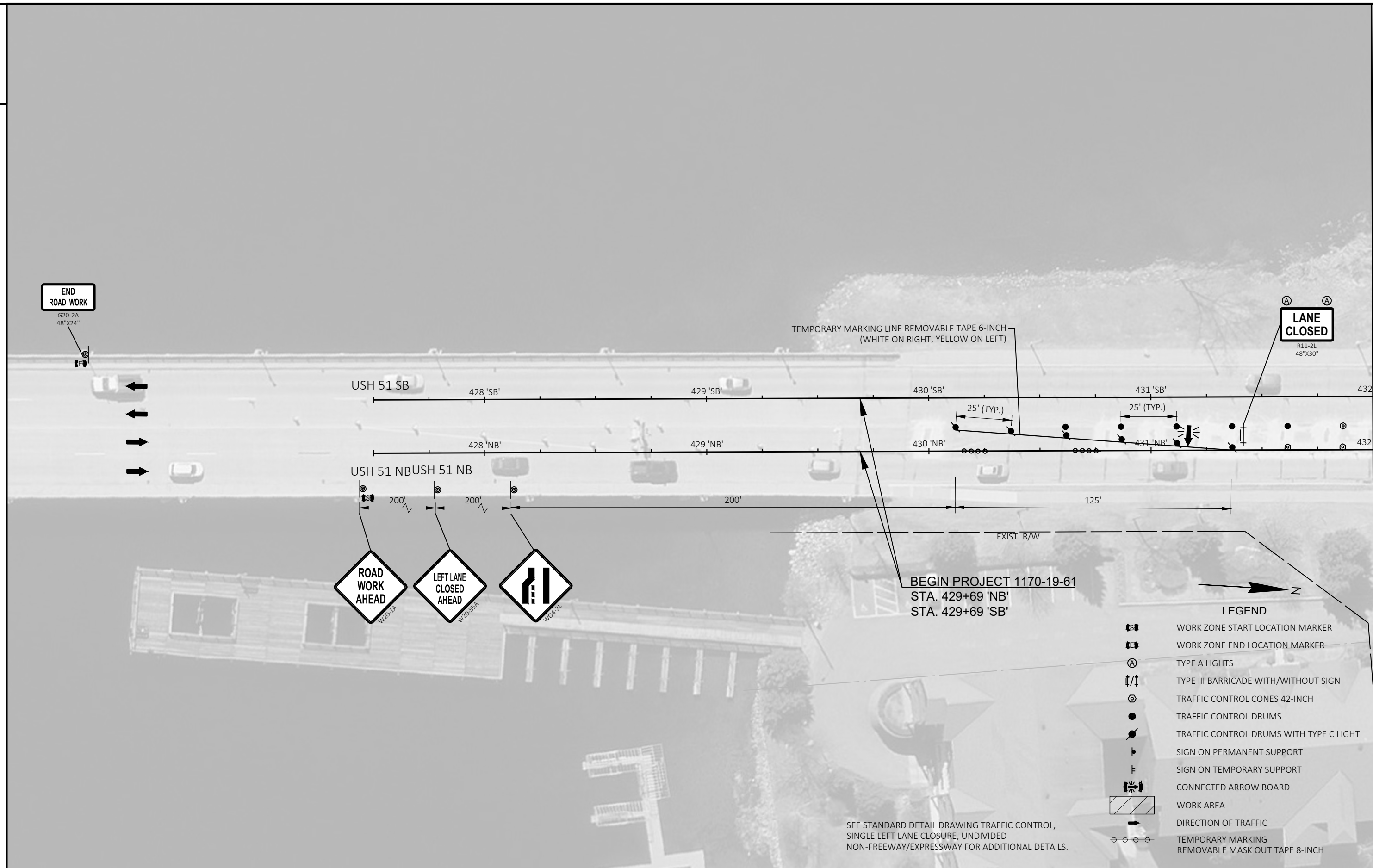


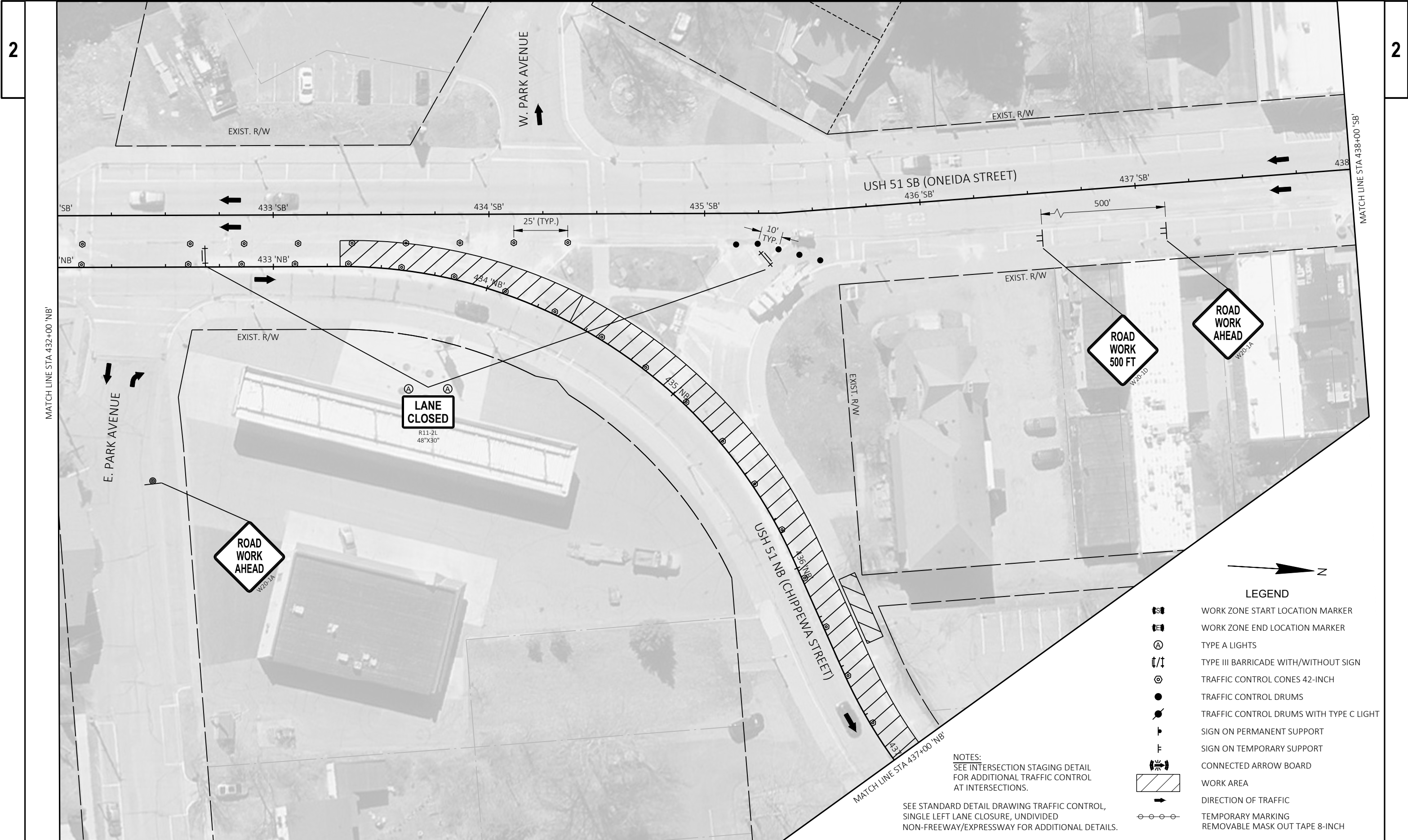
NOTES:  
SEE INTERSECTION STAGING DETAIL  
FOR ADDITIONAL TRAFFIC CONTROL  
AT INTERSECTIONS.

LEGEND

- WORK ZONE START LOCATION MARKER
- WORK ZONE END LOCATION MARKER
- TYPE A LIGHTS
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL CONES 42-INCH
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS WITH TYPE C LIGHT
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- SIGN ON TEMPORARY SUPPORT
- CONNECTED ARROW BOARD
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY MARKING  
REMOVABLE MASK OUT TAPE 8-INCH

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL,  
SINGLE LEFT LANE CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS.



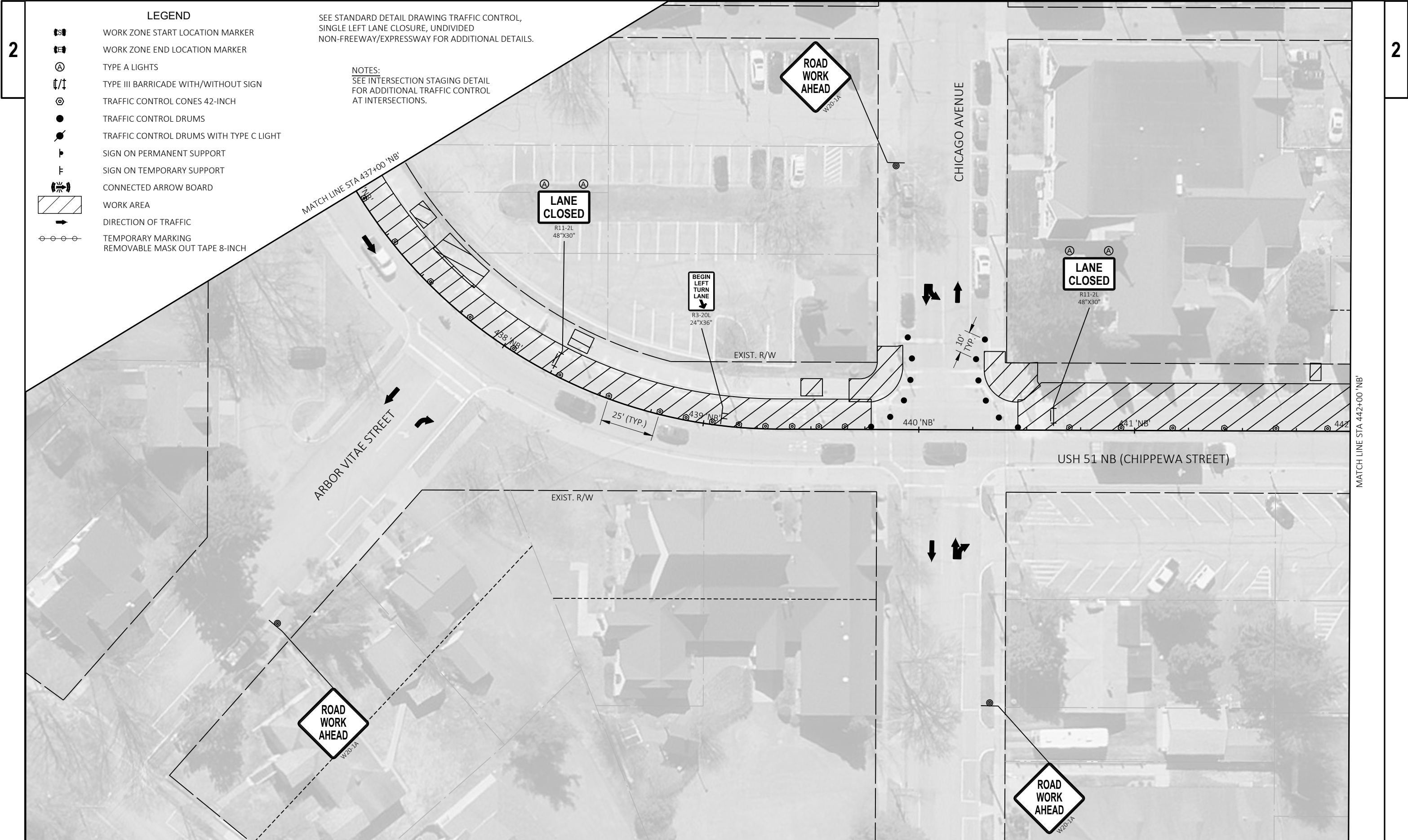


- LEGEND**
- WORK ZONE START LOCATION MARKER
  - WORK ZONE END LOCATION MARKER
  - TYPE A LIGHTS
  - TYPE III BARRICADE WITH/WITHOUT SIGN
  - TRAFFIC CONTROL CONES 42-INCH
  - TRAFFIC CONTROL DRUMS
  - TRAFFIC CONTROL DRUMS WITH TYPE C LIGHT
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  - SIGN ON TEMPORARY SUPPORT
  - CONNECTED ARROW BOARD
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  - DIRECTION OF TRAFFIC
  - TEMPORARY MARKING
  - REMOVABLE MASK OUT TAPE 8-INCH

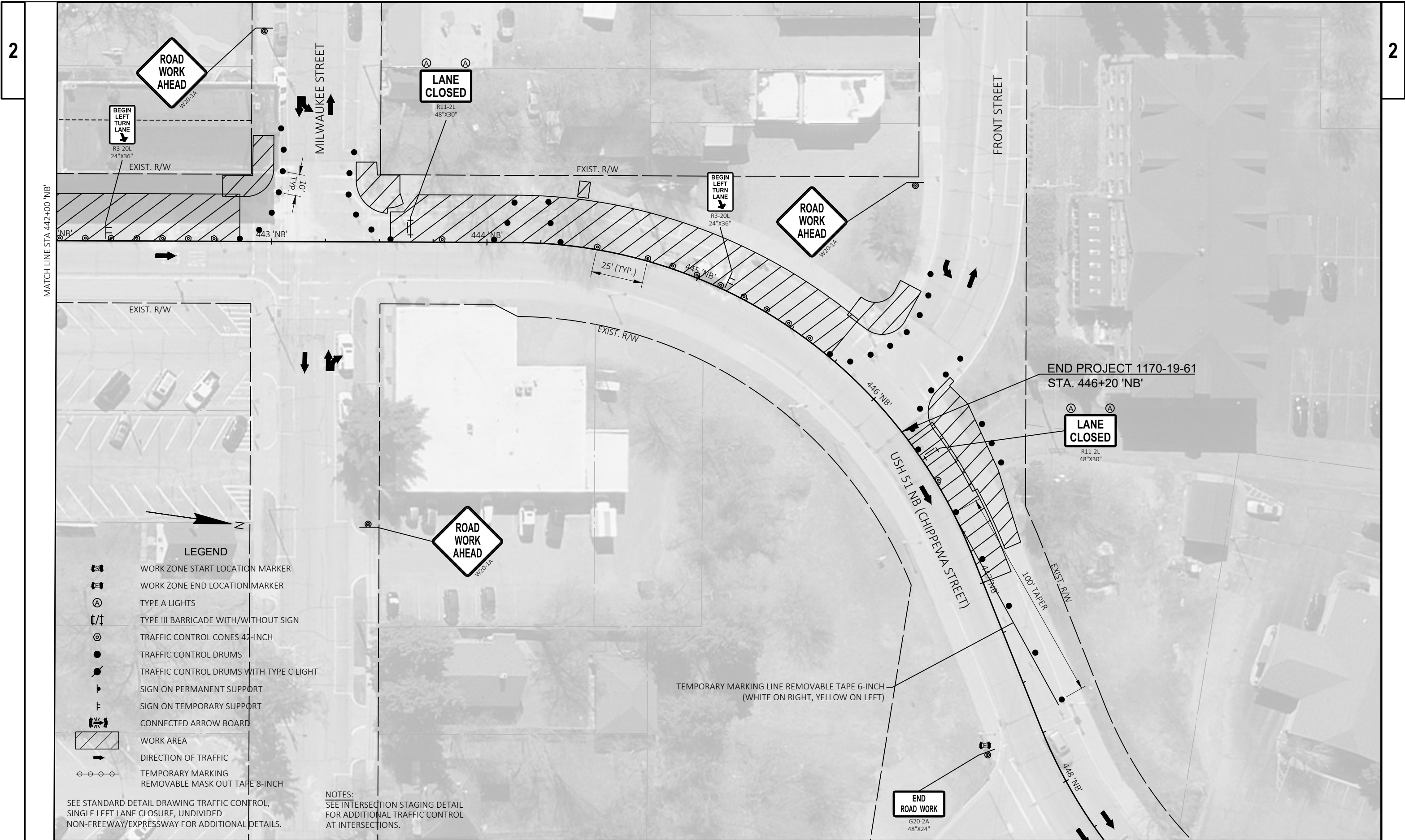
NOTES:  
SEE INTERSECTION STAGING DETAIL  
FOR ADDITIONAL TRAFFIC CONTROL  
AT INTERSECTIONS.

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL,  
SINGLE LEFT LANE CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS.



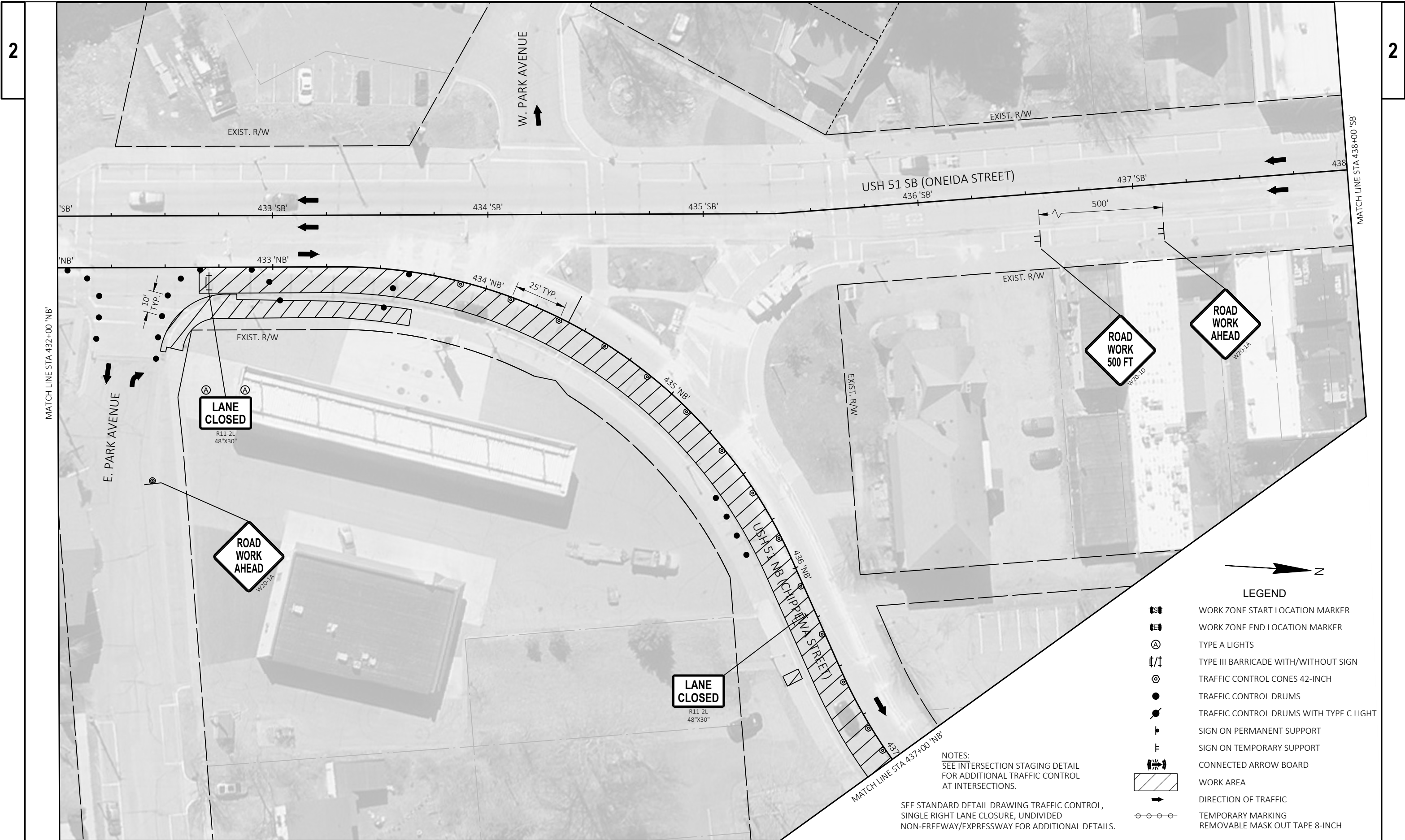




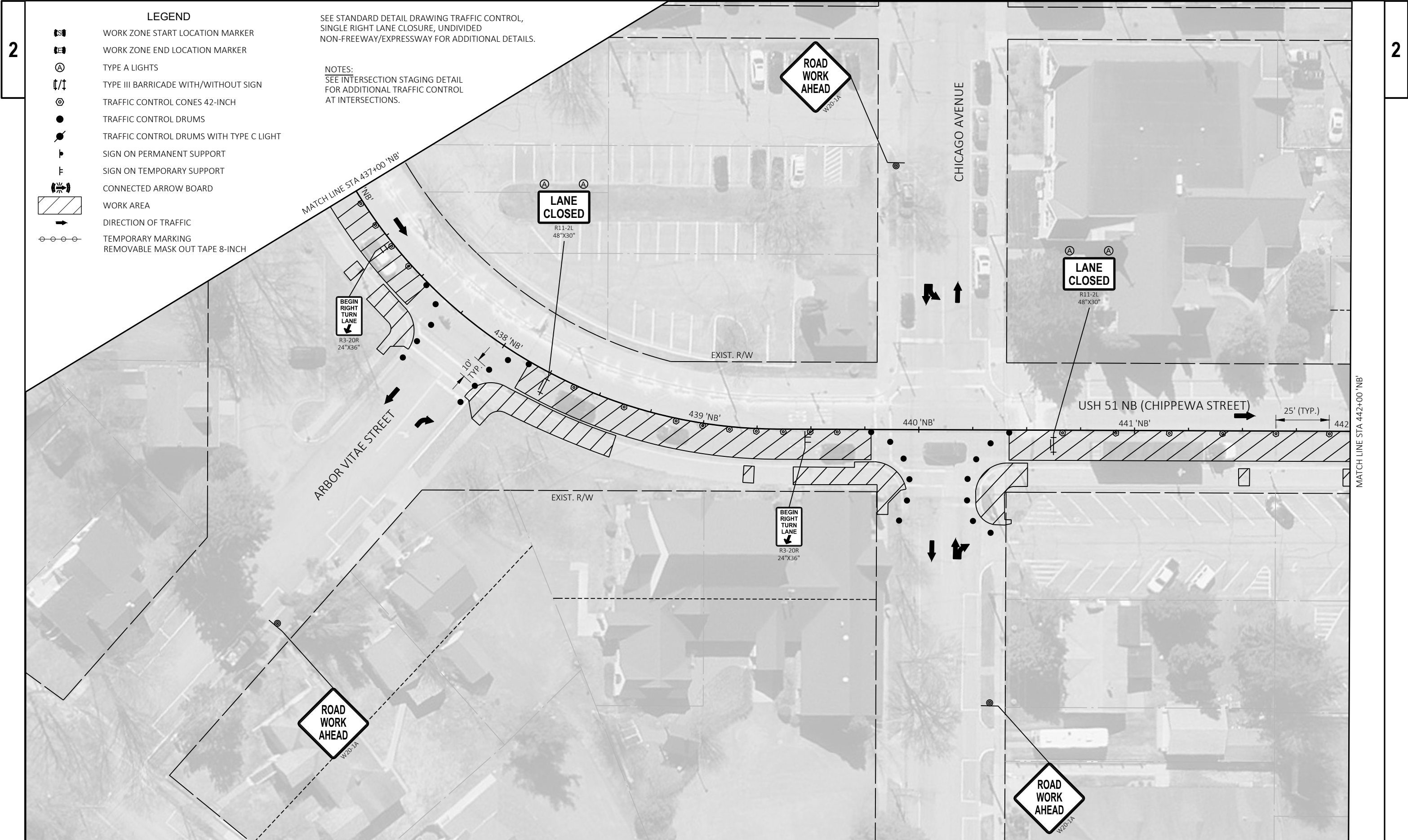


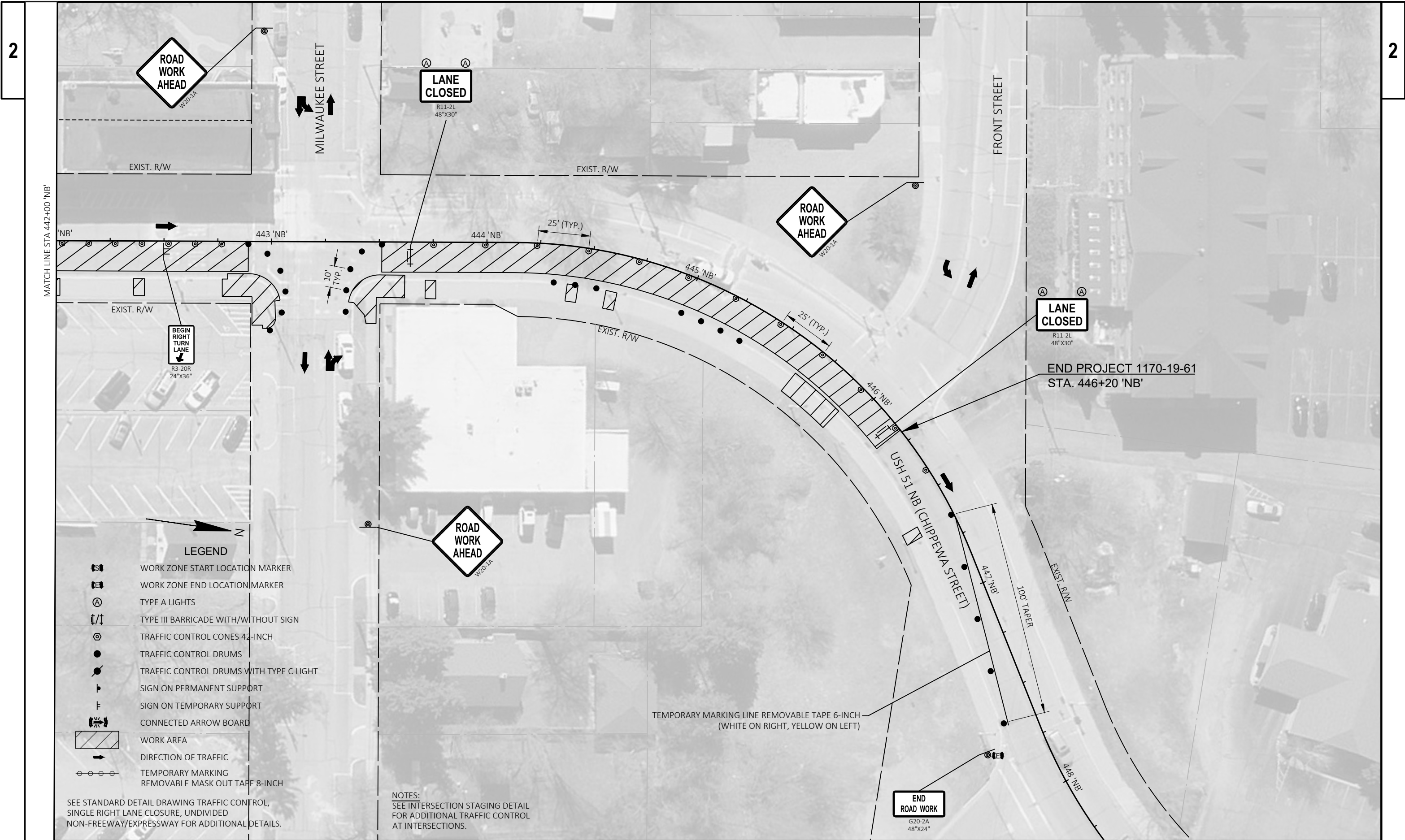












Estimate Of Quantities

| 1170-19-61 |            |                                                               |      |            |            |
|------------|------------|---------------------------------------------------------------|------|------------|------------|
| Line       | Item       | Item Description                                              | Unit | Total      | Qty        |
| 0002       | 204.0100   | Removing Concrete Pavement                                    | SY   | 70.000     | 70.000     |
| 0004       | 204.0110   | Removing Asphaltic Surface                                    | SY   | 160.000    | 160.000    |
| 0006       | 204.0150   | Removing Curb & Gutter                                        | LF   | 2,310.000  | 2,310.000  |
| 0008       | 204.0155   | Removing Concrete Sidewalk                                    | SY   | 1,270.000  | 1,270.000  |
| 0010       | 205.0100   | Excavation Common                                             | CY   | 70.000     | 70.000     |
| 0012       | 213.0100   | Finishing Roadway (project) 01. 1170-19-61                    | EACH | 1.000      | 1.000      |
| 0014       | 305.0120   | Base Aggregate Dense 1 1/4-Inch                               | TON  | 130.000    | 130.000    |
| 0016       | 415.0100   | Concrete Pavement 10-Inch                                     | SY   | 59.000     | 59.000     |
| 0018       | 416.0610   | Drilled Tie Bars                                              | EACH | 1,010.000  | 1,010.000  |
| 0020       | 416.0620   | Drilled Dowel Bars                                            | EACH | 300.000    | 300.000    |
| 0022       | 416.0750.S | Concrete Pavement Partial Depth Repair Joint Repair           | LF   | 2,780.000  | 2,780.000  |
| 0024       | 416.0752.S | Concrete Pavement Partial Depth Repair Crack Repair           | LF   | 220.000    | 220.000    |
| 0026       | 416.0754.S | Concrete Pavement Partial Depth Repair Surface Repair         | SF   | 110.000    | 110.000    |
| 0028       | 416.0756.S | Concrete Pavement Partial Depth Repair Edge Repair            | LF   | 1,160.000  | 1,160.000  |
| 0030       | 416.0758.S | Concrete Pavement Partial Depth Repair Full Depth Adjustment  | SF   | 110.000    | 110.000    |
| 0032       | 416.1710   | Concrete Pavement Repair                                      | SY   | 160.000    | 160.000    |
| 0034       | 465.0105   | Asphaltic Surface                                             | TON  | 27.000     | 27.000     |
| 0036       | 465.0120   | Asphaltic Surface Driveways and Field Entrances               | TON  | 12.000     | 12.000     |
| 0038       | 601.0409   | Concrete Curb & Gutter 30-Inch Type A                         | LF   | 2,100.000  | 2,100.000  |
| 0040       | 601.0411   | Concrete Curb & Gutter 30-Inch Type D                         | LF   | 210.000    | 210.000    |
| 0042       | 601.0600   | Concrete Curb Pedestrian                                      | LF   | 418.000    | 418.000    |
| 0044       | 602.0415   | Concrete Sidewalk 6-Inch                                      | SF   | 16,000.000 | 16,000.000 |
| 0046       | 602.0505   | Curb Ramp Detectable Warning Field Yellow                     | SF   | 464.000    | 464.000    |
| 0048       | 602.0810   | Concrete Driveway 6-Inch                                      | SY   | 135.000    | 135.000    |
| 0050       | 602.1500   | Concrete Steps                                                | SF   | 12.000     | 12.000     |
| 0052       | 611.0630   | Inlet Covers Type HM-GJ                                       | EACH | 9.000      | 9.000      |
| 0054       | 611.8110   | Adjusting Manhole Covers                                      | EACH | 2.000      | 2.000      |
| 0056       | 611.8115   | Adjusting Inlet Covers                                        | EACH | 14.000     | 14.000     |
| 0058       | 618.0100   | Maintenance and Repair of Haul Roads (project) 01. 1170-19-61 | EACH | 1.000      | 1.000      |
| 0060       | 619.1000   | Mobilization                                                  | EACH | 1.000      | 1.000      |
| 0062       | 624.0100   | Water                                                         | MGAL | 5.000      | 5.000      |
| 0064       | 625.0100   | Topsoil                                                       | SY   | 950.000    | 950.000    |
| 0066       | 628.1504   | Silt Fence                                                    | LF   | 150.000    | 150.000    |
| 0068       | 628.1520   | Silt Fence Maintenance                                        | LF   | 150.000    | 150.000    |
| 0070       | 628.1905   | Mobilizations Erosion Control                                 | EACH | 4.000      | 4.000      |
| 0072       | 628.1910   | Mobilizations Emergency Erosion Control                       | EACH | 2.000      | 2.000      |
| 0074       | 628.2006   | Erosion Mat Urban Class I Type A                              | SY   | 950.000    | 950.000    |
| 0076       | 628.7005   | Inlet Protection Type A                                       | EACH | 4.000      | 4.000      |
| 0078       | 628.7010   | Inlet Protection Type B                                       | EACH | 2.000      | 2.000      |
| 0080       | 628.7015   | Inlet Protection Type C                                       | EACH | 36.000     | 36.000     |
| 0082       | 630.0140   | Seeding Mixture No. 40                                        | LB   | 53.000     | 53.000     |
| 0084       | 630.0500   | Seed Water                                                    | MGAL | 7.000      | 7.000      |
| 0086       | 634.0808   | Posts Tubular Steel 2x2-Inch X 8-FT                           | EACH | 2.000      | 2.000      |
| 0088       | 634.0814   | Posts Tubular Steel 2x2-Inch X 14-FT                          | EACH | 5.000      | 5.000      |
| 0090       | 637.2210   | Signs Type II Reflective H                                    | SF   | 12.500     | 12.500     |
| 0092       | 638.2102   | Moving Signs Type II                                          | EACH | 8.000      | 8.000      |
| 0094       | 638.4000   | Moving Small Sign Supports                                    | EACH | 8.000      | 8.000      |
| 0096       | 642.5001   | Field Office Type B                                           | EACH | 1.000      | 1.000      |
| 0098       | 643.0300   | Traffic Control Drums                                         | DAY  | 8,300.000  | 8,300.000  |



Estimate Of Quantities

| 1170-19-61 |            |                                                                    |      |            |            |
|------------|------------|--------------------------------------------------------------------|------|------------|------------|
| Line       | Item       | Item Description                                                   | Unit | Total      | Qty        |
| 0100       | 643.0420   | Traffic Control Barricades Type III                                | DAY  | 1,400.000  | 1,400.000  |
| 0102       | 643.0705   | Traffic Control Warning Lights Type A                              | DAY  | 2,800.000  | 2,800.000  |
| 0104       | 643.0715   | Traffic Control Warning Lights Type C                              | DAY  | 880.000    | 880.000    |
| 0106       | 643.0810.S | Connected Arrow Board                                              | DAY  | 125.000    | 125.000    |
| 0108       | 643.0900   | Traffic Control Signs                                              | DAY  | 12,200.000 | 12,200.000 |
| 0110       | 643.1000   | Traffic Control Signs Fixed Message                                | SF   | 36.000     | 36.000     |
| 0112       | 643.1070   | Traffic Control Cones 42-Inch                                      | DAY  | 9,300.000  | 9,300.000  |
| 0114       | 643.1220.S | Connected Work Zone Start and End Location Markers                 | DAY  | 250.000    | 250.000    |
| 0116       | 643.3180   | Temporary Marking Line Removable Tape 6-Inch                       | LF   | 1,400.000  | 1,400.000  |
| 0118       | 643.3980   | Temporary Marking Removable Mask Out Tape 8-Inch                   | LF   | 500.000    | 500.000    |
| 0120       | 643.5000   | Traffic Control                                                    | EACH | 1.000      | 1.000      |
| 0122       | 644.1430   | Temporary Pedestrian Surface Plate                                 | SF   | 60.000     | 60.000     |
| 0124       | 644.1440   | Temporary Pedestrian Surface Matting                               | SF   | 460.000    | 460.000    |
| 0126       | 644.1601   | Temporary Pedestrian Curb Ramp                                     | DAY  | 188.000    | 188.000    |
| 0128       | 644.1605   | Temporary Pedestrian Detectable Warning Field                      | SF   | 130.000    | 130.000    |
| 0130       | 644.1810   | Temporary Pedestrian Barricade                                     | LF   | 3,240.000  | 3,240.000  |
| 0132       | 644.1900.S | Temporary Audible Message Devices                                  | DAY  | 1,130.000  | 1,130.000  |
| 0134       | 646.2025   | Marking Line Grooved Black Epoxy 6-Inch                            | LF   | 800.000    | 800.000    |
| 0136       | 646.2040   | Marking Line Grooved Wet Ref Epoxy 6-Inch                          | LF   | 2,000.000  | 2,000.000  |
| 0138       | 646.4040   | Marking Line Grooved Wet Ref Epoxy 10-Inch                         | LF   | 60.000     | 60.000     |
| 0140       | 646.5105   | Marking Word Paint                                                 | EACH | 28.000     | 28.000     |
| 0142       | 646.5205   | Marking Symbol Paint                                               | EACH | 1.000      | 1.000      |
| 0144       | 646.6105   | Marking Stop Line Paint 18-Inch                                    | LF   | 58.000     | 58.000     |
| 0146       | 646.6120   | Marking Stop Line Epoxy 18-Inch                                    | LF   | 48.000     | 48.000     |
| 0148       | 646.7120   | Marking Diagonal Epoxy 12-Inch                                     | LF   | 170.000    | 170.000    |
| 0150       | 646.7420   | Marking Crosswalk Epoxy Transverse Line 6-Inch                     | LF   | 2,450.000  | 2,450.000  |
| 0152       | 646.8305   | Marking Parking Stall Paint                                        | LF   | 1,080.000  | 1,080.000  |
| 0154       | 646.9012   | Marking Removal Line Water Blasting 6-Inch                         | LF   | 1,070.000  | 1,070.000  |
| 0156       | 646.9200   | Marking Removal Line Wide                                          | LF   | 70.000     | 70.000     |
| 0158       | 646.9310   | Marking Removal Special Marking Water Blasting                     | EACH | 5.000      | 5.000      |
| 0160       | 650.5500   | Construction Staking Curb Gutter and Curb & Gutter                 | LF   | 2,310.000  | 2,310.000  |
| 0162       | 650.9000   | Construction Staking Curb Ramps                                    | EACH | 46.000     | 46.000     |
| 0164       | 650.9500   | Construction Staking Sidewalk (project) 01. 1170-19-61             | EACH | 1.000      | 1.000      |
| 0166       | 650.9911   | Construction Staking Supplemental Control (project) 01. 1170-19-61 | EACH | 1.000      | 1.000      |
| 0168       | 653.0900   | Adjusting Pull Boxes                                               | EACH | 2.000      | 2.000      |
| 0170       | 690.0150   | Sawing Asphalt                                                     | LF   | 730.000    | 730.000    |
| 0172       | 690.0250   | Sawing Concrete                                                    | LF   | 5,120.000  | 5,120.000  |
| 0174       | 715.0720   | Incentive Compressive Strength Concrete Pavement                   | DOL  | 500.000    | 500.000    |
| 0176       | SPV.0030   | Special 01. Fertilizer Lawn Type Turf                              | CWT  | 2.000      | 2.000      |
| 0178       | SPV.0060   | Special 01. Adjusting Water Valve Boxes                            | EACH | 7.000      | 7.000      |
| 0180       | SPV.0060   | Special 02. Research and Locate Existing Land Parcel Monuments     | EACH | 13.000     | 13.000     |
| 0182       | SPV.0060   | Special 03. Verify and Replace Existing Land Parcel Monuments      | EACH | 13.000     | 13.000     |
| 0184       | SPV.0165   | Special 01. Remove, Salvage, and Reinstall Brick Pavers            | SF   | 392.000    | 392.000    |
| 0186       | SPV.0180   | Special 01. Preparing Topsoil for Lawn Type Turf                   | SY   | 950.000    | 950.000    |
| 0188       | SPV.0180   | Special 02. Remove and Salvage Brick Pavers                        | SY   | 480.000    | 480.000    |

1170-19-61

|                |         |    |         |                                                | REMOVALS |           |          |          |               |
|----------------|---------|----|---------|------------------------------------------------|----------|-----------|----------|----------|---------------|
|                |         |    |         |                                                | 204.0100 | 204.0110  | 204.0150 | 204.0155 | SPV.0180.02   |
|                |         |    |         |                                                | REMOVING | REMOVING  |          | REMOVING | SPECIAL (02.  |
|                |         |    |         |                                                | CONCRETE | ASPHALTIC |          | CONCRETE | REMOVE AND    |
|                |         |    |         |                                                | PAVEMENT | SURFACE   | REMOVING | SIDEWALK | SALVAGE BRICK |
| CATEGORY       | STATION | TO | STATION | LOCATION                                       | SY       | SY        | LF       | SY       | PAVERS)       |
| 0010           |         |    |         | E PARK AVENUE INTERSECTION, USH 51 NB & SB     | --       | 13        | 138      | 89       | --            |
| 0010           |         |    |         | W PARK AVENUE INTERSECTION, USH 51 NB & SB     | 13       | 5         | 232      | 160      | 22            |
| 0010           |         |    |         | ARBOR VITAE STREET INTERSECTION, USH 51 NB     | --       | --        | 160      | 130      | --            |
| 0010           |         |    |         | CHICAGO AVENUE INTERSECTION, USH 51 NB         | 6        | 7         | 186      | 130      | --            |
| 0010           |         |    |         | MILWAUKEE STREET INTERSECTION, USH 51 NB       | 26       | 4         | 146      | 120      | --            |
| 0010           |         |    |         | FRONT STREET INTERSECTION, USH 51 NB           | 14       | 41        | 102      | 110      | --            |
| 0010           |         |    |         | CHICAGO AVENUE INTERSECTION, USH 51 SB         | --       | 7         | 197      | 17       | 150           |
| 0010           |         |    |         | MILWAUKEE STREET INTERSECTION, USH 51 SB       | --       | 10        | 206      | 14       | 160           |
| 0010           |         |    |         | FRONT STREET INTERSECTION, USH 51 SB           | --       | 15        | 177      | --       | 120           |
| 0010           | 434+37  | -  | 434+60  | NB, RT                                         | --       | 3         | --       | --       | --            |
| 0010           | 444+27  | -  | 445+30  | NB, RT                                         | --       | --        | 15       | --       | --            |
| 0010           | 439+16  | -  | 443+64  | SB, LT                                         | --       | --        | 24       | --       | --            |
| 0010           |         |    |         | UNDISTRIBUTED                                  | 11       | 17        | 727      | 87       | 28            |
| TOTAL 0010     |         |    |         |                                                | 70       | 122       | 2,310    | 857      | 480           |
| 0040           |         |    |         | BRIDGE - E PARK AVENUE                         | --       | --        | --       | 77       | --            |
| 0040           |         |    |         | E PARK AVENUE - W PARK AVENUE, USH 51 NB & SB  | --       | --        | --       | 130      | --            |
| 0040           |         |    |         | W PARK AVENUE - ARBOR VITAE STREET, USH 51 NB  | --       | --        | --       | 69       | --            |
| 0040           |         |    |         | ARBOR VITAE STREET - CHICAGO AVENUE, USH 51 NB | --       | --        | --       | 48       | --            |
| 0040           |         |    |         | CHICAGO AVENUE - MILWAUKEE STREET, USH 51 NB   | --       | --        | --       | 25       | --            |
| 0040           |         |    |         | MILWAUKEE STREET - FRONT STREET, USH 51 NB     | --       | --        | --       | 19       | --            |
| 0040           |         |    |         | FRONT STREET - 446+89, USH 51 NB               | --       | --        | --       | 39       | --            |
| 0040           |         |    |         | W PARK AVENUE - CHICAGO AVENUE, USH 51 SB      | --       | --        | --       | 6        | --            |
| 0040           | 432+83  | -  | 434+36  | NB ASPHALT LOT                                 | --       | 33        | --       | --       | --            |
| 0040           | 434+60  | -  | 434+77  | NB ASPHALT LOT                                 | --       | 4         | --       | --       | --            |
| 0040           | 435+87  | -  | 435+93  | NB ASPHALT LOT                                 | --       | 1         | --       | --       | --            |
| TOTAL 0040     |         |    |         |                                                | 0        | 38        | 0        | 413      | 0             |
| PROJECT TOTALS |         |    |         |                                                | 70       | 160       | 2,310    | 1,270    | 480           |

| EXCAVATION     |         |   |         |               |                                                             |                           |
|----------------|---------|---|---------|---------------|-------------------------------------------------------------|---------------------------|
| CATEGORY       | STATION | - | STATION | DIRECTION     | 205.0100<br>EXCAVATION<br>COMMON<br>CY                      |                           |
| 0030           | 445+23  | - | 447+42  | SB, RT        | 50                                                          |                           |
| 0030           | 445+23  | - | 446+07  | SB, LT        | 20                                                          |                           |
| TOTAL 0030     |         |   |         |               | 70                                                          |                           |
| PROJECT TOTALS |         |   |         |               | 70                                                          |                           |
| BASE AGGREGATE |         |   |         |               |                                                             |                           |
| CATEGORY       | STATION | - | STATION | DIRECTION     | 305.0120<br>BASE<br>AGGREGATE<br>DENSE<br>1 1/4-INCH<br>TON | 624.0100<br>WATER<br>MGAL |
| 0010           |         |   |         | UNDISTRIBUTED | 50                                                          | 2                         |
| TOTAL 0010     |         |   |         |               | 50                                                          | 2                         |
| 0030           | 445+23  | - | 447+42  | SB, RT        | 60                                                          | 2                         |
| 0030           | 445+23  | - | 446+07  | SB, LT        | 20                                                          | 1                         |
| TOTAL 0030     |         |   |         |               | 80                                                          | 3                         |
| PROJECT TOTALS |         |   |         |               | 130                                                         | 5                         |



PAVEMENT REPAIR

|                |               | 416.0610                    | 416.0620                      | 416.0750.S                                                      | 416.0752.S                                                      | 416.0754.S                                                        | 416.0756.S                                                     | 416.0758.S                                                                  | 416.1710                       |
|----------------|---------------|-----------------------------|-------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------|
|                |               |                             |                               | CONCRETE<br>PAVEMENT<br>PARTIAL DEPTH<br>REPAIR JOINT<br>REPAIR | CONCRETE<br>PAVEMENT<br>PARTIAL DEPTH<br>REPAIR CRACK<br>REPAIR | CONCRETE<br>PAVEMENT<br>PARTIAL DEPTH<br>REPAIR SURFACE<br>REPAIR | CONCRETE<br>PAVEMENT<br>PARTIAL DEPTH<br>REPAIR EDGE<br>REPAIR | CONCRETE<br>PAVEMENT<br>PARTIAL DEPTH<br>REPAIR FULL<br>DEPTH<br>ADJUSTMENT | CONCRETE<br>PAVEMENT<br>REPAIR |
| CATEGORY       | LOCATION      | DRILLED TIE<br>BARS<br>EACH | DRILLED DOWEL<br>BARS<br>EACH | LF                                                              | LF                                                              | SF                                                                | LF                                                             | SF                                                                          | SY                             |
| 0010           | NB USH 51     | 486                         | 116                           | 860                                                             | --                                                              | --                                                                | 580                                                            | --                                                                          | 80                             |
| 0010           | SB USH 51     | 446                         | 127                           | 1,290                                                           | --                                                              | --                                                                | 400                                                            | --                                                                          | 50                             |
| 0010           | UNDISTRIBUTED | 68                          | 47                            | 330                                                             | 200                                                             | 100                                                               | 150                                                            | 100                                                                         | 20                             |
| TOTAL 0010     |               | 1,000                       | 290                           | 2,480                                                           | 200                                                             | 100                                                               | 1,130                                                          | 100                                                                         | 150                            |
| 0020           | NB USH 51     | --                          | --                            | 90                                                              | --                                                              | --                                                                | 10                                                             | --                                                                          | --                             |
| 0020           | SB USH 51     | --                          | --                            | 160                                                             | --                                                              | --                                                                | 10                                                             | --                                                                          | --                             |
| 0020           | UNDISTRIBUTED | 10                          | 10                            | 50                                                              | 20                                                              | 10                                                                | 10                                                             | 10                                                                          | 10                             |
| TOTAL 0020     |               | 10                          | 10                            | 300                                                             | 20                                                              | 10                                                                | 30                                                             | 10                                                                          | 10                             |
| PROJECT TOTALS |               | 1,010                       | 300                           | 2,780                                                           | 220                                                             | 110                                                               | 1,160                                                          | 110                                                                         | 160                            |

SURFACING

|                |                               | 415.0100                           | 465.0105                    | 465.0120<br>ASPHALTIC<br>SURFACE        | 602.0810                          |
|----------------|-------------------------------|------------------------------------|-----------------------------|-----------------------------------------|-----------------------------------|
|                |                               | CONCRETE<br>PAVEMENT 10-INCH<br>SY | ASPHALTIC<br>SURFACE<br>TON | DRIVEWAYS AND<br>FIELD ENTRANCES<br>TON | CONCRETE<br>DRIVEWAY 6-INCH<br>SY |
| CATEGORY       | LOCATION                      | DIRECTION                          |                             |                                         |                                   |
| 0010           | W PARK AVENUE INTERSECTION    | SB                                 | 13                          | 2                                       | --                                |
| 0010           | CHICAGO AVENUE INTERSECTION   | NB                                 | 6                           | 2                                       | --                                |
| 0010           | MILWAUKEE STREET INTERSECTION | NB                                 | 26                          | 2                                       | --                                |
| 0010           | FRONT STREET INTERSECTION     | NB                                 | 14                          | 1                                       | 45                                |
| 0010           | CHICAGO AVENUE INTERSECTION   | SB                                 | --                          | 2                                       | --                                |
| 0010           | MILWAUKEE STREET INTERSECTION | SB                                 | --                          | 3                                       | --                                |
| 0010           | FRONT STREET INTERSECTION     | SB                                 | --                          | 1                                       | --                                |
| 0010           | 432+58 - 432+82               | NB                                 | --                          | 4                                       | --                                |
| 0010           | 434+37 - 434+60               | NB                                 | --                          | 1                                       | --                                |
| TOTAL 0010     |                               |                                    | 59                          | 18                                      | 45                                |
| 0030           | 445+23 - 447+42               | SB, RT                             | --                          | --                                      | 34                                |
| 0030           | 445+23 - 446+07               | SB, LT                             | --                          | --                                      | 56                                |
| TOTAL 0030     |                               |                                    | 0                           | 0                                       | 90                                |
| 0040           | 432+83 - 434+36               | NB, RT                             | --                          | 6                                       | --                                |
| 0040           | 434+60 - 434+77               | NB, RT                             | --                          | 2                                       | --                                |
| 0040           | 435+87 - 435+93               | NB, RT                             | --                          | 1                                       | --                                |
| TOTAL 0040     |                               |                                    | 0                           | 9                                       | 0                                 |
| PROJECT TOTALS |                               |                                    | 59                          | 27                                      | 135                               |

CURB AND GUTTER

|                |                    | 601.0409                                          | 601.0411                                          | 650.5500                                                          |
|----------------|--------------------|---------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------|
|                |                    | CONCRETE CURB<br>& GUTTER<br>30-INCH TYPE A<br>LF | CONCRETE CURB<br>& GUTTER<br>30-INCH TYPE D<br>LF | CONSTRUCTION<br>STAKING CURB<br>GUTTER AND CURB<br>& GUTTER<br>LF |
| CATEGORY       | STATION TO STATION | LOCATION                                          |                                                   |                                                                   |
| 0010           |                    | E PARK AVENUE INTERSECTION, USH 51 NB & SB        | 138                                               | --                                                                |
| 0010           |                    | W PARK AVENUE INTERSECTION, USH 51 NB & SB        | 209                                               | 23                                                                |
| 0010           |                    | ARBOR VITAE STREET INTERSECTION, USH 51 NB        | 160                                               | --                                                                |
| 0010           |                    | CHICAGO AVENUE INTERSECTION, USH 51 NB            | 158                                               | 28                                                                |
| 0010           |                    | MILWAUKEE STREET INTERSECTION, USH 51 NB          | 128                                               | 18                                                                |
| 0010           |                    | FRONT STREET INTERSECTION, USH 51 NB              | 89                                                | 13                                                                |
| 0010           |                    | CHICAGO AVENUE INTERSECTION, USH 51 SB            | 166                                               | 31                                                                |
| 0010           |                    | MILWAUKEE STREET INTERSECTION, USH 51 SB          | 162                                               | 44                                                                |
| 0010           |                    | FRONT STREET INTERSECTION, USH 51 SB              | 163                                               | 14                                                                |
| 0010           | 444+27 - 444+38    | NB, RT                                            | 10                                                | --                                                                |
| 0010           | 445+25 - 445+30    | NB, RT                                            | 5                                                 | --                                                                |
| 0010           | 439+16 - 439+22    | SB, LT                                            | 6                                                 | --                                                                |
| 0010           | 439+64 - 439+70    | SB, LT                                            | 6                                                 | --                                                                |
| 0010           | 439+83 - 439+89    | SB, LT                                            | 6                                                 | --                                                                |
| 0010           | 443+58 - 443+64    | SB, LT                                            | 6                                                 | --                                                                |
| 0010           |                    | UNDISTRIBUTED                                     | 688                                               | 39                                                                |
| TOTAL 0010     |                    |                                                   | 2,100                                             | 210                                                               |
| PROJECT TOTALS |                    |                                                   | 2,100                                             | 210                                                               |

NOTE: MATCH EXISTING ASPHALTIC SURFACE THICKNESS. ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES THICKNESS SHALL BE 3-INCHES.

| SIDEWALK       |                                     |           |                                               |                                                  |                                                                      |                                     |                                                                                            |
|----------------|-------------------------------------|-----------|-----------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------|
| CATEGORY       | LOCATION                            | DIRECTION | 601.0600<br>CONCRETE CURB<br>PEDESTRIAN<br>LF | 602.0415<br>CONCRETE<br>SIDEWALK<br>6-INCH<br>SF | 602.0505<br>CURB RAMP<br>DETECTABLE<br>WARNING FIELD<br>YELLOW<br>SF | 602.1500<br>CONCRETE<br>STEPS<br>SF | SPV.0165.01<br>SPECIAL<br>(01. REMOVE,<br>SALVAGE, AND<br>REINSTALL BRICK<br>PAVERS)<br>SF |
| 0010           | E PARK AVENUE INTERSECTION          | NB & SB   | 34                                            | 800                                              | 40                                                                   | --                                  | --                                                                                         |
| 0010           | W PARK AVENUE INTERSECTION          | NB & SB   | 21                                            | 1,760                                            | 94                                                                   | --                                  | 60                                                                                         |
| 0010           | ARBOR VITAE STREET INTERSECTION     | NB        | 17                                            | 1,040                                            | 30                                                                   | --                                  | --                                                                                         |
| 0010           | CHICAGO AVENUE INTERSECTION         | NB        | 50                                            | 1,200                                            | 50                                                                   | --                                  | --                                                                                         |
| 0010           | MILWAUKEE STREET INTERSECTION       | NB        | 84                                            | 1,100                                            | 40                                                                   | --                                  | --                                                                                         |
| 0010           | FRONT STREET INTERSECTION           | NB        | --                                            | 800                                              | 30                                                                   | --                                  | --                                                                                         |
| 0010           | CHICAGO AVENUE INTERSECTION         | SB        | 111                                           | 1,490                                            | 60                                                                   | --                                  | 100                                                                                        |
| 0010           | MILWAUKEE STREET INTERSECTION       | SB        | 31                                            | 1,550                                            | 60                                                                   | 2                                   | 100                                                                                        |
| 0010           | FRONT STREET INTERSECTION           | SB        | 70                                            | 1,140                                            | 60                                                                   | 10                                  | 110                                                                                        |
| TOTAL 0010     |                                     |           | 418                                           | 10,880                                           | 464                                                                  | 12                                  | 370                                                                                        |
| 0030           | STA 445+23 - STA 447+42             | SB, RT    | --                                            | 970                                              | --                                                                   | --                                  | --                                                                                         |
| 0030           | STA 445+25 - STA 446+07             | SB, LT    | --                                            | 510                                              | --                                                                   | --                                  | --                                                                                         |
| TOTAL 0030     |                                     |           | 0                                             | 1,480                                            | 0                                                                    | 0                                   | 0                                                                                          |
| 0040           | BRIDGE - E PARK AVENUE              | NB & SB   | --                                            | 690                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | E PARK AVENUE - W PARK AVENUE       | NB & SB   | --                                            | 1,170                                            | --                                                                   | --                                  | --                                                                                         |
| 0040           | W PARK AVENUE - ARBOR VITAE STREEET | NB        | --                                            | 620                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | ARBOR VITAE STREET - CHICAGO AVENUE | NB        | --                                            | 430                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | CHICAGO AVENUE - MILWAUKEE STREET   | NB        | --                                            | 160                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | MILWAUKEE STREET - FRONT STREET     | NB        | --                                            | 170                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | FRONT STREET - STA 446+89           | NB        | --                                            | 350                                              | --                                                                   | --                                  | --                                                                                         |
| 0040           | W PARK AVENUE - CHICAGO AVENUE      | SB        | --                                            | 50                                               | --                                                                   | --                                  | --                                                                                         |
| 0040           | FRONT STREET - STA 447+42           | SB        | --                                            | --                                               | --                                                                   | --                                  | 22                                                                                         |
| TOTAL 0040     |                                     |           | 0                                             | 3,640                                            | 0                                                                    | 0                                   | 22                                                                                         |
| PROJECT TOTALS |                                     |           | 418                                           | 16,000                                           | 464                                                                  | 12                                  | 392                                                                                        |

| ADJUSTING ITEMS |                     |                                                |                                                    |                                               |                                             |
|-----------------|---------------------|------------------------------------------------|----------------------------------------------------|-----------------------------------------------|---------------------------------------------|
| CATEGORY        | LOCATION            | 611.0630<br>INLET COVERS<br>TYPE HM-GJ<br>EACH | 611.8110<br>ADJUSTING<br>MANHOLE<br>COVERS<br>EACH | 611.8115<br>ADJUSTING<br>INLET COVERS<br>EACH | 653.0900<br>ADJUSTING PULL<br>BOXES<br>EACH |
| 0010            | E PARK AVENUE       | 1                                              | --                                                 | 1                                             | --                                          |
| 0010            | ARBOR VITAE STREET  | 1                                              | --                                                 | 1                                             | --                                          |
| 0010            | CHICAGO AVENUE NB   | 4                                              | --                                                 | 1                                             | --                                          |
| 0010            | MILWAUKEE STREET NB | 2                                              | --                                                 | 1                                             | --                                          |
| 0010            | FRONT STREET NB     | 1                                              | --                                                 | 1                                             | --                                          |
| 0010            | 436+47, SB          | --                                             | --                                                 | 1                                             | --                                          |
| 0010            | CHICAGO AVENUE SB   | --                                             | --                                                 | 3                                             | --                                          |
| 0010            | MILWAUKEE STREET SB | --                                             | --                                                 | 2                                             | --                                          |
| 0010            | FRONT STREET SB     | --                                             | --                                                 | 1                                             | --                                          |
| 0010            | UNDISTRIBUTED       |                                                | 2                                                  | 2                                             | 2                                           |
| TOTAL 0010      |                     | 9                                              | 2                                                  | 14                                            | 2                                           |
| PROJECT TOTALS  |                     | 9                                              | 2                                                  | 14                                            | 2                                           |

| INLET PROTECTION |                    |          |                                                   |                                                   |                                                   |
|------------------|--------------------|----------|---------------------------------------------------|---------------------------------------------------|---------------------------------------------------|
| CATEGORY         | INTERSECTION       | LOCATION | 628.7005<br>INLET<br>PROTECTION<br>TYPE A<br>EACH | 628.7010<br>INLET<br>PROTECTION<br>TYPE B<br>EACH | 628.7015<br>INLET<br>PROTECTION<br>TYPE C<br>EACH |
| 0010             | E PARK AVENUE      | NB       | --                                                | --                                                | 3                                                 |
| 0010             | ARBOR VITAE STREET | NB       | --                                                | --                                                | 2                                                 |
| 0010             | CHICAGO AVENUE     | NB       | --                                                | --                                                | 7                                                 |
| 0010             | MILWAUKEE STREET   | NB       | --                                                | --                                                | 6                                                 |
| 0010             | FRONT STREET       | NB       | --                                                | --                                                | 4                                                 |
| 0010             | W PARK AVENUE      | SB       | --                                                | --                                                | 3                                                 |
| 0010             | CHICAGO AVENUE     | SB       | --                                                | --                                                | 3                                                 |
| 0010             | MILWAUKEE STREET   | SB       | --                                                | --                                                | 2                                                 |
| 0010             | FRONT STREET       | SB       | --                                                | --                                                | 3                                                 |
| 0010             | UNDISTIRBUTED      |          | 4                                                 | 2                                                 | 3                                                 |
| TOTAL 0010       |                    |          | 4                                                 | 2                                                 | 36                                                |
| PROJECT TOTALS   |                    |          | 4                                                 | 2                                                 | 36                                                |

3

3

RESTORATION

|                |                                     |               | 625.0100 | 628.1504   | 628.1520   | 628.2006      | 630.0140       | 630.0500   | SPV.0030.01    | SPV.0180.01      | REMARKS                             |
|----------------|-------------------------------------|---------------|----------|------------|------------|---------------|----------------|------------|----------------|------------------|-------------------------------------|
|                |                                     |               |          |            |            | EROSION MAT   |                |            |                |                  |                                     |
|                |                                     |               | TOPSOIL  | SILT FENCE | SILT FENCE | URBAN CLASS I | SEEDING        | SEED WATER | FERTILIZER FOR | TOPSOIL FOR LAWN |                                     |
| CATEGORY       | LOCATION                            | DIRECTION     | SY       | LF         | LF         | TYPE A        | MIXTURE NO. 40 | MGAL       | LAWN TYPE TURF | TYPE TURF        |                                     |
| 0010           | BRIDGE - E PARK AVENUE              | NB & SB       | 50       | 100        | 100        | 50            | 3              | 0.4        | 0.1            | 50               | SILT FENCE BEHIND CURB RAMP 1 AND 2 |
| 0010           | E PARK AVENUE - W PARK AVENUE       | NB & SB       | 20       | --         | --         | 20            | 1              | 0.2        | 0.1            | 20               |                                     |
| 0010           | W PARK AVENUE - ARBOR VITAE STREEET | NB            | 40       | --         | --         | 40            | 2              | 0.3        | 0.1            | 40               |                                     |
| 0010           | ARBOR VITAE STREET - CHICAGO AVENUE | NB            | 70       | --         | --         | 70            | 4              | 0.5        | 0.1            | 70               |                                     |
| 0010           | CHICAGO AVENUE - MILWAUKEE STREET   | NB            | 30       | --         | --         | 30            | 2              | 0.2        | 0.1            | 30               |                                     |
| 0010           | MILWAUKEE STREET - FRONT STREET     | NB            | 50       | --         | --         | 50            | 3              | 0.4        | 0.1            | 50               |                                     |
| 0010           | FRONT STREET - STA 446+89           | NB            | 40       | --         | --         | 40            | 2              | 0.3        | 0.1            | 40               |                                     |
| 0010           | W PARK AVENUE - CHICAGO AVENUE      | SB            | 130      | --         | --         | 130           | 6              | 0.9        | 0.1            | 130              |                                     |
| 0010           | FRONT STREET - STA 447+42           | SB            | 30       | --         | --         | 30            | 2              | 0.2        | 0.1            | 30               |                                     |
| 0010           |                                     | UNDISTRIBUTED | 90       | 50         | 50         | 90            | 5              | 0.6        | 0.1            | 90               |                                     |
| TOTAL 0010     |                                     |               | 550      | 150        | 150        | 550           | 30             | 4.0        | 1.0            | 550              |                                     |
| 0030           | FRONT STREET - STA 447+42           | SB            | 100      | --         | --         | 100           | 5              | 0.7        | 0.1            | 100              |                                     |
| 0030           |                                     | UNDISTRIBUTED | 50       | --         | --         | 50            | 3              | 0.3        | 0.1            | 50               |                                     |
| TOTAL 0030     |                                     |               | 150      | 0          | 0          | 150           | 8              | 1.0        | 0.2            | 150              |                                     |
| 0040           | BRIDGE - E PARK AVENUE              | NB & SB       | 80       | --         | --         | 80            | 4              | 0.6        | 0.1            | 80               |                                     |
| 0040           | E PARK AVENUE - W PARK AVENUE       | NB & SB       | 10       | --         | --         | 10            | 1              | 0.1        | 0.1            | 10               |                                     |
| 0040           | W PARK AVENUE - ARBOR VITAE STREEET | NB            | 40       | --         | --         | 40            | 2              | 0.3        | 0.1            | 40               |                                     |
| 0040           | ARBOR VITAE STREET - CHICAGO AVENUE | NB            | 40       | --         | --         | 40            | 2              | 0.3        | 0.1            | 40               |                                     |
| 0040           | MILWAUKEE STREET - FRONT STREET     | NB            | 10       | --         | --         | 10            | 1              | 0.1        | 0.1            | 10               |                                     |
| 0040           | FRONT STREET - STA 446+89           | NB            | 10       | --         | --         | 10            | 1              | 0.1        | 0.1            | 10               |                                     |
| 0040           | W PARK AVENUE - CHICAGO AVENUE      | SB            | 10       | --         | --         | 10            | 1              | 0.1        | 0.1            | 10               |                                     |
| 0040           |                                     | UNDISTRIBUTED | 50       | --         | --         | 50            | 3              | 0.4        | 0.1            | 50               |                                     |
| TOTAL 0040     |                                     |               | 250      | 0          | 0          | 250           | 15             | 2.0        | 0.8            | 250              |                                     |
| PROJECT TOTALS |                                     |               | 950      | 150        | 150        | 950           | 53             | 7.0        | 2.0            | 950              |                                     |

LAND PARCEL MONUMENT ITEMS

SIGNING

|                |         |                           |                                                               |                                                                |                                                 |                                             |                                                   |                                   |          |         |    |                | SPV.0060.02          |      | SPV.0060.03          |  |
|----------------|---------|---------------------------|---------------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------|---------------------------------------------|---------------------------------------------------|-----------------------------------|----------|---------|----|----------------|----------------------|------|----------------------|--|
|                |         |                           |                                                               |                                                                |                                                 |                                             |                                                   |                                   |          |         |    |                | SPECIAL              |      | SPECIAL              |  |
|                |         |                           |                                                               |                                                                |                                                 |                                             |                                                   |                                   |          |         |    |                | (RESEARCH AND LOCATE |      | (VERIFY AND REPLACE  |  |
|                |         |                           |                                                               |                                                                |                                                 |                                             |                                                   |                                   |          |         |    |                | EXISTING LAND PARCEL |      | EXISTING LAND PARCEL |  |
|                |         |                           |                                                               |                                                                |                                                 |                                             |                                                   |                                   |          |         |    |                | MONUMENTS)           |      | MONUMENTS)           |  |
| CATEGORY       | STATION | LOCATION                  | 634.0808<br>POSTS TUBULAR<br>STEEL 2X2-INCH<br>X 8-FT<br>EACH | 634.0814<br>POSTS TUBULAR<br>STEEL 2X2-INCH<br>X 14-FT<br>EACH | 637.2210<br>SIGNS TYPE II<br>REFLECTIVE H<br>SF | 638.2102<br>MOVING SIGNS<br>TYPE II<br>EACH | 638.4000<br>MOVING SMALL<br>SIGN SUPPORTS<br>EACH | REMARKS                           | CATEGORY | STATION | TO | STATION        | LOCATION             | EACH | EACH                 |  |
| 0010           |         | CHICAGO STREET SB, LT     | --                                                            | --                                                             | --                                              | 2                                           | 2                                                 |                                   | 0010     |         |    | 440+39         | NB, LT               | 1    | 1                    |  |
| 0010           |         | FRONT STREET SB, RT       | --                                                            | --                                                             | --                                              | 1                                           | 1                                                 |                                   | 0010     |         |    | 442+90         | NB, RT               | 1    | 1                    |  |
| 0010           |         | EAST PARK AVENUE NB, RT   | 1                                                             | --                                                             | 5.50                                            | --                                          | --                                                | R9-3A (24"X24"); R9-3BR (18"X12") | 0010     |         |    | 443+50         | NB, LT               | 1    | 1                    |  |
| 0010           |         | ARBOR VITAE STREET NB, RT | 1                                                             | --                                                             | 5.50                                            | --                                          | --                                                | R9-3A (24"X24"); R9-3BL (18"X12") | 0010     |         |    | 435+59         | SB, RT               | 1    | 1                    |  |
| 0010           |         | MILWAUKEE STREET NB, RT   | --                                                            | --                                                             | --                                              | 1                                           | 1                                                 |                                   | 0010     |         |    | 438+10         | SB, RT               | 1    | 1                    |  |
| 0010           |         | FRONT STREET NB, LT       | --                                                            | --                                                             | --                                              | 1                                           | 1                                                 |                                   | 0010     |         |    | 438+70         | SB, RT               | 1    | 1                    |  |
| 0010           | 436+00  | USH 51 SB, LT             | --                                                            | 1                                                              | 1.50                                            | --                                          | --                                                | R7-8A (12"X18")                   | 0010     |         |    | 441+19         | SB, RT               | 1    | 1                    |  |
| 0010           | 446+40  | USH 51 SB, RT             | --                                                            | --                                                             | --                                              | 1                                           | 1                                                 |                                   | 0010     |         |    | 444+29         | SB, RT               | 1    | 1                    |  |
| 0010           |         | UNDISTRIBUTED             | --                                                            | 4                                                              | --                                              | 2                                           | 2                                                 |                                   | 0010     | 444+75  | -  | 447+00         | SB, RT & RT          | 5    | 5                    |  |
| TOTAL 0010     |         |                           | 2                                                             | 5                                                              | 12.50                                           | 8                                           | 8                                                 |                                   |          |         |    | TOTAL 0010     |                      | 13   | 13                   |  |
| PROJECT TOTALS |         |                           | 2                                                             | 5                                                              | 12.50                                           | 8                                           | 8                                                 |                                   |          |         |    | PROJECT TOTALS |                      | 13   | 13                   |  |



| TRAFFIC CONTROL |               |      |                       |       |                                     |     |                                       |     |                                       |     |                       |       |                                     |    |                               |       |                            |
|-----------------|---------------|------|-----------------------|-------|-------------------------------------|-----|---------------------------------------|-----|---------------------------------------|-----|-----------------------|-------|-------------------------------------|----|-------------------------------|-------|----------------------------|
|                 |               |      | 643.0300              |       | 643.0420                            |     | 643.0705                              |     | 643.0715                              |     | 643.0900              |       | * 643.1000                          |    | 643.1070                      |       |                            |
| CATEGORY        | LOCATION      | DAYS | TRAFFIC CONTROL DRUMS |       | TRAFFIC CONTROL BARRICADES TYPE III |     | TRAFFIC CONTROL WARNING LIGHTS TYPE A |     | TRAFFIC CONTROL WARNING LIGHTS TYPE C |     | TRAFFIC CONTROL SIGNS |       | TRAFFIC CONTROL SIGNS FIXED MESSAGE |    | TRAFFIC CONTROL CONES 42-INCH |       | REMARKS                    |
|                 |               |      | EACH                  | DAY   | EACH                                | DAY | EACH                                  | DAY | EACH                                  | DAY | EACH                  | DAY   | EACH                                | SF | EACH                          | DAY   |                            |
| 0010            | PROJECT       | 7    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | --                    | --    | --                                  | 36 | --                            | --    | WIDTH RESTRICTION/OVERVIEW |
| 0010            | PROJECT       | 80   | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 25                    | 2,000 | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 1       | 22   | 140                   | 3,080 | 15                                  | 330 | 30                                    | 660 | 12                                    | 264 | 57                    | 1,254 | --                                  | -- | 128                           | 2,816 |                            |
| 0010            | STAGE 2       | 22   | 80                    | 1,760 | 14                                  | 308 | 28                                    | 616 | 12                                    | 264 | 48                    | 1,056 | --                                  | -- | 114                           | 2,508 |                            |
| 0010            | STAGE 3       | 22   | 70                    | 1,540 | 10                                  | 220 | 20                                    | 440 | 6                                     | 132 | 39                    | 858   | --                                  | -- | 68                            | 1,496 |                            |
| 0010            | STAGE 4       | 15   | 70                    | 1,050 | 11                                  | 242 | 22                                    | 484 | 6                                     | 132 | 43                    | 946   | --                                  | -- | 71                            | 1,562 | PEDESTRIAN ACCOMMODATIONS  |
| 0010            | STAGE 1A      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 60                    | 480   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 1B      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 42                    | 336   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 1C      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 32                    | 256   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 2A      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 48                    | 384   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 2B      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 51                    | 408   | --                                  | -- | --                            | --    | PEDESTRIAN ACCOMMODATIONS  |
| 0010            | STAGE 2C      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 14                    | 112   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 3A      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 50                    | 400   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 3B      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 42                    | 336   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 4A      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 52                    | 416   | --                                  | -- | --                            | --    |                            |
| 0010            | STAGE 4B      | 8    | --                    | --    | --                                  | --  | --                                    | --  | --                                    | --  | 46                    | 368   | --                                  | -- | --                            | --    | PEDESTRIAN ACCOMMODATIONS  |
| 0010            | UNDISTRIBUTED |      | --                    | 870   | --                                  | 300 | --                                    | 600 | --                                    | 88  | --                    | 2,590 | --                                  | -- | --                            | 918   |                            |
| TOTAL 0010      |               |      | 8,300                 |       | 1,400                               |     | 2,800                                 |     | 880                                   |     | 12,200                |       | 36                                  |    | 9,300                         |       |                            |
| PROJECT TOTALS  |               |      | 8,300                 |       | 1,400                               |     | 2,800                                 |     | 880                                   |     | 12,200                |       | 36                                  |    | 9,300                         |       |                            |

\*PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION, REMOVE WHEN CONSTRUCTION BEGINS

| CONNECTED WORK ZONE |           |         |                                                    |                           |                                                       |                                                        |
|---------------------|-----------|---------|----------------------------------------------------|---------------------------|-------------------------------------------------------|--------------------------------------------------------|
|                     |           |         | 643.0810.S                                         |                           | 643.1220.S                                            |                                                        |
|                     |           |         | CONNECTED WORK ZONE START AND END LOCATION MARKERS |                           | CONNECTED WORK ZONE START AND END LOCATION MARKERS    |                                                        |
| CATEGORY            | LOCATION  | STAGE   | CONNECTED ARROW BOARD EA                           | CONNECTED ARROW BOARD DAY | CONNECTED WORK ZONE START AND END LOCATION MARKERS EA | CONNECTED WORK ZONE START AND END LOCATION MARKERS DAY |
| 0010                | USH 51 NB | STAGE 1 | 1                                                  | 22                        | 2                                                     | 44                                                     |
| 0010                | USH 51 SB | STAGE 1 | 1                                                  | 22                        | 2                                                     | 44                                                     |
| 0010                | USH 51 NB | STAGE 2 | 1                                                  | 22                        | 2                                                     | 44                                                     |
| 0010                | USH 51 SB | STAGE 2 | 1                                                  | 22                        | 2                                                     | 44                                                     |
| 0010                | USH 51 NB | STAGE 3 | 1                                                  | 22                        | 2                                                     | 44                                                     |
| 0010                | USH 51 NB | STAGE 4 | 1                                                  | 15                        | 2                                                     | 30                                                     |
| TOTAL 0010          |           |         | 125                                                |                           | 250                                                   |                                                        |
| PROJECT TOTALS      |           |         | 125                                                |                           | 250                                                   |                                                        |

| TEMPORARY TAPE |               |                                              |                                                  |                           |
|----------------|---------------|----------------------------------------------|--------------------------------------------------|---------------------------|
|                |               | 643.3180                                     | 643.3980                                         |                           |
|                |               | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH | TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH |                           |
| CATEGORY       | LOCATION      | LF                                           | LF                                               | REMARKS                   |
| 0010           | STAGE 1       | 250                                          | 64                                               |                           |
| 0010           | STAGE 1A      | 138                                          | 135                                              | PEDESTRIAN ACCOMMODATIONS |
| 0010           | STAGE 1B      | 48                                           | --                                               | PEDESTRIAN ACCOMMODATIONS |
| 0010           | STAGE 2       | 250                                          | 64                                               |                           |
| 0010           | STAGE 3       | 225                                          | 32                                               |                           |
| 0010           | STAGE 4       | 225                                          | 32                                               |                           |
| 0010           | UNDISTRIBUTED | 264                                          | 173                                              |                           |
| TOTAL 0010     |               | 1,400                                        | 500                                              |                           |
| PROJECT TOTALS |               | 1,400                                        | 500                                              |                           |

| PEDESTRIAN ACCOMMODATIONS |               |      |                                    |                                      |                                |                                               |                                |                                    |      |       |
|---------------------------|---------------|------|------------------------------------|--------------------------------------|--------------------------------|-----------------------------------------------|--------------------------------|------------------------------------|------|-------|
|                           |               |      | 644.1430                           | 644.1440                             | 644.1601                       | 644.1605                                      | 644.1810                       | 644.1900.S                         |      |       |
|                           |               |      | TEMPORARY PEDESTRIAN SURFACE PLATE | TEMPORARY PEDESTRIAN SURFACE MATTING | TEMPORARY PEDESTRIAN CURB RAMP | TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD | TEMPORARY PEDESTRIAN BARRICADE | TEMPORARAY AUDIBLE MESSAGE DEVICES |      |       |
| CATEGORY                  | LOCATION      | DAYS | SF                                 | SF                                   | EACH                           | DAY                                           | SF                             | LF                                 | EACH | DAY   |
| 0010                      | STAGE 1A      | 8    | 15                                 | 140                                  | 3                              | 24                                            | 30                             | 432                                | 18   | 144   |
| 0010                      | STAGE 1B      | 8    | --                                 | 15                                   | 2                              | 16                                            | 20                             | 624                                | 13   | 104   |
| 0010                      | STAGE 1C      | 8    | 30                                 | 215                                  | 2                              | 16                                            | --                             | 432                                | 8    | 64    |
| 0010                      | STAGE 2A      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 198                                | 15   | 120   |
| 0010                      | STAGE 2B      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 288                                | 15   | 120   |
| 0010                      | STAGE 2C      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 48                                 | 4    | 32    |
| 0010                      | STAGE 3A      | 8    | --                                 | --                                   | 4                              | 32                                            | --                             | 312                                | 15   | 120   |
| 0010                      | STAGE 3B      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 168                                | 13   | 104   |
| 0010                      | STAGE 4A      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 204                                | 14   | 112   |
| 0010                      | STAGE 4B      | 8    | --                                 | --                                   | --                             | --                                            | --                             | 228                                | 13   | 104   |
| 0010                      | UNDISTRIBUTED | 10   | 15                                 | 90                                   | 10                             | 100                                           | 80                             | 306                                |      | 106   |
| TOTAL 0010                |               |      | 60                                 | 460                                  | 188                            | 130                                           | 3,240                          |                                    |      | 1,130 |
| PROJECT TOTALS            |               |      | 60                                 | 460                                  | 188                            | 130                                           | 3,240                          |                                    |      | 1,130 |

| PAVEMENT MARKING |                                 |   |                  |                |              |              |            |              |              |              |          |                 |          |              |              |               |    |
|------------------|---------------------------------|---|------------------|----------------|--------------|--------------|------------|--------------|--------------|--------------|----------|-----------------|----------|--------------|--------------|---------------|----|
|                  |                                 |   |                  | 646.2025       | 646.2040     | 646.4040     | 646.5105   | 646.5205     | 646.6105     | 646.6120     | 646.7120 | 646.7420        | 646.8305 | 646.9012     | 646.9200     | 646.9310      |    |
|                  |                                 |   |                  | MARKING LINE   | MARKING LINE | MARKING LINE |            |              |              |              | MARKING  | MARKING         |          | REMOVAL LINE | REMOVAL LINE | REMOVAL       |    |
|                  |                                 |   |                  | GROOVED BLACK  | GROOVED WET  | GROOVED WET  |            |              | MARKING STOP | MARKING STOP | DIAGONAL | CROSSWALK       |          | WATER        | WATER        | SPECIAL       |    |
|                  |                                 |   |                  | EPOXY          | REF EPOXY    | REF EPOXY    | MARKING    | MARKING      | LINE PAINT   | LINE EPOXY   | EPOXY    | TRANSVERSE LINE | MARKING  | BLASTING     | BLASTING     | MARKING WATER |    |
|                  |                                 |   |                  | 6-INCH         | 6-INCH       | 10-INCH      | WORD PAINT | SYMBOL PAINT | 18-INCH      | 18-INCH      | 12-INCH  | 6-INCH          | PAINT    | 6-INCH       | WIDE         | BLASTING      |    |
| CATEGORY         | LOCATION                        | - | LOCATION         | DIRECTION      | LF           | LF           | LF         | EACH         | EACH         | LF           | LF       | LF              | LF       | LF           | LF           | EACH          |    |
| 0010             | MINOCQUA BRIDGE                 | - | W PARK AVENUE    | NB & SB        | 240          | 1,420        | --         | 8            | --           | --           | --       | 70              | 96       | --           | 122          | --            | 4  |
| 0010             | W PARK AVENUE                   | - | CHICAGO AVENUE   | NB             | 130          | 130          | --         | 4            | --           | --           | --       | --              | 191      | --           | 61           | --            | -- |
| 0010             | CHICAGO AVENUE                  | - | MILWAUKEE STREET | NB             | 63           | 63           | --         | 4            | --           | --           | --       | --              | 226      | --           | --           | --            | -- |
| 0010             | MILWAUKEE STREET                | - | FRONT STREET     | NB             | 66           | 66           | --         | --           | --           | --           | --       | --              | --       | --           | --           | --            | -- |
| 0010             | W PARK AVENUE                   | - | CHICAGO AVENUE   | SB             | 86           | 86           | --         | 4            | 1            | --           | --       | 100             | 223      | --           | 62           | --            | 1  |
| 0010             | CHICAGO AVENUE                  | - | MILWAUKEE STREET | SB             | 61           | 61           | --         | 4            | --           | --           | --       | --              | 157      | --           | 166          | --            | -- |
| 0010             | MILWAUKEE STREET                | - | FRONT STREET     | SB             | 62           | 62           | 60         | 4            | --           | --           | 48       | --              | 271      | --           | --           | --            | -- |
| 0010             | E PARK AVENUE INTERSECTION      |   |                  |                | --           | --           | --         | --           | --           | --           | --       | --              | 195      | --           | 75           | --            | -- |
| 0010             | W PARK AVENUE INTERSECTION      |   |                  |                | --           | --           | --         | --           | --           | --           | --       | --              | 119      | --           | 86           | --            | -- |
| 0010             | ARBOR VITAE STREET INTERSECTION |   |                  | NB             | --           | --           | --         | --           | --           | --           | --       | --              | 72       | --           | 72           | --            | -- |
| 0010             | CHICAGO AVENUE INTERSECTION     |   |                  | NB             | --           | --           | --         | --           | --           | --           | --       | --              | 145      | --           | --           | --            | -- |
| 0010             | MILWAUKEE STREET INTERSECTION   |   |                  | NB             | --           | --           | --         | --           | --           | --           | --       | --              | 132      | --           | --           | --            | -- |
| 0010             | FRONT STREET INTERSECTION       |   |                  | NB             | --           | --           | --         | --           | --           | --           | --       | --              | 65       | --           | 72           | --            | -- |
| 0010             | CHICAGO AVENUE INTERSECTION     |   |                  | SB             | --           | --           | --         | --           | --           | 19           | --       | --              | 148      | --           | 78           | 19            | -- |
| 0010             | MILWAUKEE STREET INTERSECTION   |   |                  | SB             | --           | --           | --         | --           | --           | 19           | --       | --              | 151      | --           | 74           | 19            | -- |
| 0010             | FRONT STREET INTERSECTION       |   |                  | SB             | 13           | 13           | --         | --           | --           | 20           | --       | --              | 140      | --           | 140          | 20            | -- |
|                  |                                 |   |                  | UNDISTRIBUTED  | 81           | 101          | --         | --           | --           | --           | --       | --              | 119      | --           | 62           | 12            | -- |
|                  |                                 |   |                  | TOTAL 0010     | 800          | 2,000        | 60         | 28           | 1            | 58           | 48       | 170             | 2,450    | 0            | 1,070        | 70            | 5  |
| 0020             | PROJECT                         |   |                  | NB USH 51      | --           | --           | --         | --           | --           | --           | --       | --              | --       | 419          | --           | --            | -- |
| 0020             |                                 |   |                  | SB USH 51      | --           | --           | --         | --           | --           | --           | --       | --              | --       | 309          | --           | --            | -- |
| 0020             |                                 |   |                  | UNDISTRIBUTED  | --           | --           | --         | --           | --           | --           | --       | --              | --       | 352          | --           | --            | -- |
|                  |                                 |   |                  | TOTAL 0020     | 0            | 0            | 0          | 0            | 0            | 0            | 0        | 0               | 0        | 1,080        | 0            | 0             | 0  |
|                  |                                 |   |                  | PROJECT TOTALS | 800          | 2,000        | 60         | 28           | 1            | 58           | 48       | 170             | 2,450    | 1,080        | 1,070        | 70            | 5  |

| STAKING  |                |                                   |                                         |                                        |
|----------|----------------|-----------------------------------|-----------------------------------------|----------------------------------------|
|          |                | 650.9000                          | 650.9500.01                             | 650.9911.01                            |
|          |                | CONSTRUCTION STAKING              |                                         |                                        |
|          |                | CONSTRUCTION STAKING SUPPLEMENTAL |                                         |                                        |
|          |                | CONSTRUCTION STAKING CURB RAMP    | CONSTRUCTION STAKING SIDEWALK (PROJECT) | CONSTRUCTION STAKING CONTROL (PROJECT) |
|          |                | (01. 1170-19-61)                  | (01. 1170-19-61)                        | (01. 1170-19-61)                       |
| CATEGORY | LOCATION       | EACH                              | EACH                                    | EACH                                   |
| 0010     | PROJECT        | 46                                | --                                      | 1                                      |
|          | TOTAL 0010     | 46                                | 0                                       | 1                                      |
| 0030     | PROJECT        | --                                | 1                                       | --                                     |
|          | TOTAL 0030     | 0                                 | 1                                       | 0                                      |
|          | PROJECT TOTALS | 46                                | 1                                       | 1                                      |

| ADJUSTING WATER VALVE BOXES |                |          |                                   |
|-----------------------------|----------------|----------|-----------------------------------|
|                             |                |          | SPV.0060.01                       |
|                             |                |          | SPECIAL                           |
|                             |                |          | (01. ADJUSTING WATER VALVE BOXES) |
| CATEGORY                    | STATION        | LOCATION | EACH                              |
| 0050                        | 430+60 NB      | 1' LT    | 1                                 |
| 0050                        | 435+59 SB      | 25' LT   | 1                                 |
| 0050                        | 438+05 SB      | 27' LT   | 1                                 |
| 0050                        | 440+47 NB      | 17' LT   | 1                                 |
| 0050                        | 441+18 SB      | 24' LT   | 1                                 |
| 0050                        | UNDISTRIBUTED  |          | 2                                 |
|                             | TOTAL 0050     |          | 7                                 |
|                             | PROJECT TOTALS |          | 7                                 |

| SAWING   |                |                |                 |
|----------|----------------|----------------|-----------------|
|          |                | 690.0150       | 690.0250        |
|          |                | SAWING ASPHALT | SAWING CONCRETE |
|          |                | LF             | LF              |
| CATEGORY | LOCATION       |                |                 |
| 0010     | STAGE 1        | --             | 876             |
| 0010     | STAGE 2        | 115            | 1,070           |
| 0010     | STAGE 3        | 126            | 1,241           |
| 0010     | STAGE 4        | 70             | 1,050           |
| 0010     | UNDISTRIBUTED  | 89             | 283             |
|          | TOTAL 0010     | 400            | 4,520           |
| 0020     | STAGE 1        | --             | --              |
| 0020     | STAGE 2        | --             | --              |
| 0020     | STAGE 3        | --             | --              |
| 0020     | STAGE 4        | --             | --              |
| 0020     | UNDISTRIBUTED  | --             | 40              |
|          | TOTAL 0020     | 0              | 40              |
| 0030     | STAGE 1        | 65             | 6               |
| 0030     | STAGE 2        | 54             | 6               |
| 0030     | STAGE 3        | --             | --              |
| 0030     | STAGE 4        | --             | --              |
| 0030     | UNDISTRIBUTED  | 61             | 48              |
|          | TOTAL 0030     | 180            | 60              |
| 0040     | STAGE 1        | 150            | 127             |
| 0040     | STAGE 2        | --             | --              |
| 0040     | STAGE 3        | --             | 162             |
| 0040     | STAGE 4        | --             | 162             |
| 0040     | UNDISTRIBUTED  | --             | 50              |
|          | TOTAL 0040     | 150            | 500             |
|          | PROJECT TOTALS | 730            | 5,120           |



|                         |  |                                                             |  |                                      |                 |
|-------------------------|--|-------------------------------------------------------------|--|--------------------------------------|-----------------|
| SECTION LINE            |  | SECTION CORNER SYMBOL                                       |  | R/W MONUMENT (TO BE SET)             |                 |
| QUARTER LINE            |  | GEODETIC SURVEY MONUMENT                                    |  | NON-MONUMENTED R/W POINT             |                 |
| SIXTEENTH LINE          |  | SIXTEENTH CORNER MONUMENT                                   |  | FOUND IRON PIN (1-INCH UNLESS NOTED) |                 |
| NEW REFERENCE LINE      |  | LOT, TIE & OTHER MINOR LINES                                |  |                                      |                 |
| NEW R/W LINE            |  | SLOPE INTERCEPT                                             |  |                                      |                 |
| EXISTING R/W OR HE LINE |  | CORPORATE LIMITS                                            |  |                                      |                 |
| PROPERTY LINE           |  | UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)       |  |                                      |                 |
|                         |  | NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)              |  |                                      |                 |
|                         |  | TEMPORARY LIMITED EASEMENT AREA                             |  |                                      |                 |
|                         |  | EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) |  |                                      |                 |
|                         |  | TRANSMISSION STRUCTURES                                     |  |                                      |                 |
|                         |  | BUILDING TO BE REMOVED                                      |  |                                      |                 |
|                         |  | BRIDGE                                                      |  |                                      |                 |
|                         |  | CULVERT                                                     |  |                                      |                 |
|                         |  | PARALLEL OFFSETS                                            |  |                                      |                 |
|                         |  | PARCEL NUMBER                                               |  | UTILITY NUMBER                       |                 |
|                         |  | ACCESS RESTRICTED BY ACQUISITION                            |  | COMPENSABLE                          | NON-COMPENSABLE |
|                         |  | NO ACCESS (BY STATUTORY AUTHORITY)                          |  |                                      |                 |
|                         |  | ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)          |  |                                      |                 |
|                         |  | NO ACCESS (NEW HIGHWAY)                                     |  |                                      |                 |
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|                             |                                                                                       |
|-----------------------------|---------------------------------------------------------------------------------------|
| WATER                       | —W                                                                                    |
| GAS                         | —G                                                                                    |
| TELEPHONE                   | —T                                                                                    |
| OVERHEAD TRANSMISSION LINES | —OH                                                                                   |
| ELECTRIC                    | —E                                                                                    |
| CABLE TELEVISION            | —TV                                                                                   |
| FIBER OPTIC                 | —FO                                                                                   |
| SANITARY SEWER              | —SAN                                                                                  |
| STORM SEWER                 | —SS                                                                                   |
| ELECTRIC TOWER              | —  |

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

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ONEIDA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLES) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE ARE LISTED ON THE DETAIL PAGES.



END RELOCATION ORDER  
NB AND SB STA. 450+00.00  
NB: Y = 50,244.080  
X = 188,504.811  
SB: Y = 250,285.758  
X = 188,128.419

NB: 852.52 FEET WEST AND  
1016.20 FEET SOUTH  
SB: 1228.91 FEET WEST AND  
974.52 FEET SOUTH  
OF THE NORTH QUARTER  
CORNER OF SECTION 14,  
T-39-N, R-6-E, TOWN OF  
MINOCQUA, ONEIDA  
COUNTY, WI

**BEGIN RELOCATION ORDER**  
**NB AND SB STA. 429+69.00**  
**NB: Y = 248,470.755**  
**X = 187,993.116**  
**SB: Y = 248,469.233**  
**X = 187,969.164**

NB: 1105.15 FEET WEST AND  
2,386.90 FEET NORTH  
SB: 1081.22 FEET WEST AND  
2388.42 FEET NORTH  
OF THE SOUTH QUARTER  
CORNER OF SECTION 14,  
T-39-N, R-6-E, TOWN OF  
MINOCQUA, ONEIDA  
COUNTY, WI

|                                                                               |                 |                 |
|-------------------------------------------------------------------------------|-----------------|-----------------|
| R/W PROJECT NUMBER<br>1170-19-23                                              | SHEET<br>NUMBER | TOTAL<br>SHEETS |
| FEDERAL PROJECT NUMBER                                                        | 1               | 2               |
| PLAT OF RIGHT OF WAY REQUIRED FOR<br>USH 51<br>MINOCQUA BRIDGE - FRONT STREET |                 |                 |
| USH 51                                                                        | ONEIDA COUNTY   |                 |
| CONSTRUCTION PROJECT NUMBER<br>1170-19-61                                     |                 |                 |



02/28/2024  
(DATE)

Emily K. Pares  
(Professional Land Surveyor)



### PROJECT LOCATION

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR  
REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO  
DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

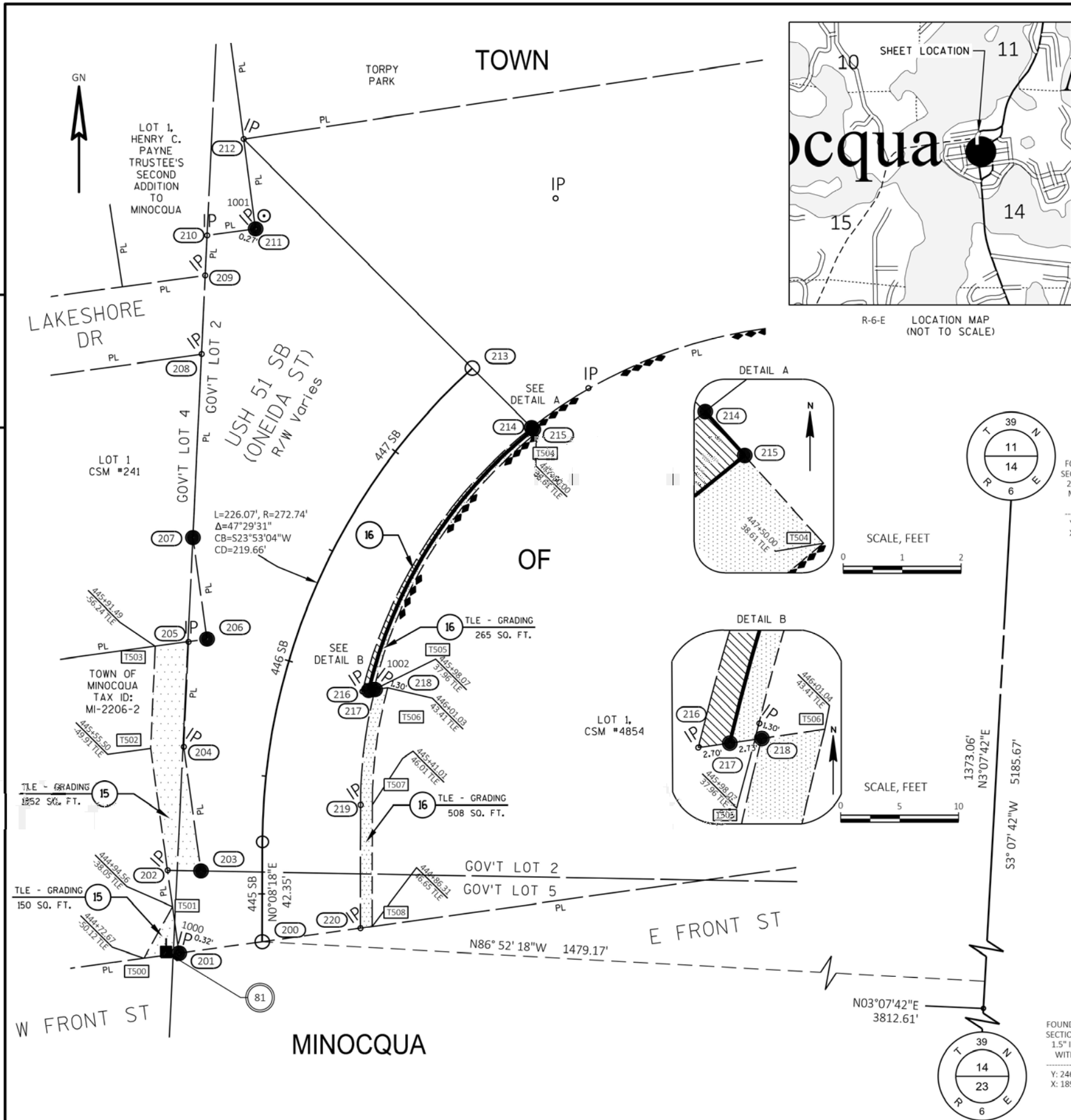
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: 2/28/24

Brent L Stella  
(Signature)

115



| RW POINTS |           |          |            |            |
|-----------|-----------|----------|------------|------------|
| PNT #     | STATION   | OFFSET   | NORTH (Y)  | EAST (X)   |
| 200       | 444+79.73 | 0.00'    | 249969.985 | 187805.437 |
| 201       | 444+74.75 | -35.26'  | 249965.095 | 187770.163 |
| 202       | 445+09.94 | -40.22'  | 250000.297 | 187765.287 |
| 203       | 445+09.72 | -26.05'  | 250000.040 | 187779.455 |
| 204       | 445+57.61 | -36.07'  | 250052.529 | 187772.184 |
| 205       | 445+96.20 | -43.14'  | 250097.204 | 187774.199 |
| 206       | 445+98.98 | -35.93'  | 250098.278 | 187782.005 |
| 207       | 446+31.94 | -56.13'  | 250141.327 | 187776.042 |
| 208       | 446+86.92 | -90.74'  | 250218.951 | 187779.692 |
| 209       | 447+07.23 | -109.62' | 250252.478 | 187781.269 |
| 210       | 447+16.74 | -119.92' | 250269.449 | 187782.067 |
| 211       | 447+27.98 | -106.59' | 250272.274 | 187802.627 |
| 212       | 447+44.05 | -137.06' | 250310.250 | 187797.583 |
| 213       | 447+48.15 | 0.00'    | 250213.185 | 187894.476 |
| 214       | 447+50.00 | 35.61'   | 250187.952 | 187919.665 |
| 215       | 447+50.00 | 36.61'   | 250187.208 | 187920.333 |
| 216       | 445+95.78 | 33.54'   | 250076.091 | 187847.909 |
| 217       | 445+97.05 | 36.00'   | 250076.484 | 187850.580 |
| 218       | 445+98.35 | 38.48'   | 250076.882 | 187853.280 |
| 219       | 445+40.59 | 41.02'   | 250027.954 | 187847.133 |
| 220       | 444+85.60 | 41.65'   | 249975.762 | 187847.102 |

|                                           |                 |                 |
|-------------------------------------------|-----------------|-----------------|
| R/W PROJECT NUMBER<br>1170-19-23          | SHEET<br>NUMBER | TOTAL<br>SHEETS |
| CONSTRUCTION PROJECT NUMBER<br>1170-19-61 | 2               | 2               |

PLAT OF RIGHT OF WAY REQUIRED FOR  
USH 51  
MINOCQUA BRIDGE - FRONT STREET

|        |               |
|--------|---------------|
| USH 51 | ONEIDA COUNTY |
|--------|---------------|

| TLE COURSE TABLE |               |          |
|------------------|---------------|----------|
| LINE             | BEARING       | DISTANCE |
| 201-T500         | S82° 09' 44"W | 15.00'   |
| T500-T501        | N29° 00' 04"E | 24.99'   |
| T501-T502        | N07° 53' 11"W | 15.54'   |
| 202-T502         | N07° 53' 11"W | 52.08'   |
| T502-T503        | N02° 34' 55"E | 43.42'   |
| T503-T505        | N82° 09' 54"E | 14.23'   |
| 205-T504         | S02° 34' 55"W | 44.72'   |
| 204-T503         | S07° 53' 11"E | 52.99'   |
| 203-T502         | N88° 57' 40"E | 14.17'   |
| 202-T501         | S07° 53' 11"E | 15.54'   |
| T501-T501        | S07° 53' 11"E | 20.00'   |

| R/W COURSE TABLE |                 |          |
|------------------|-----------------|----------|
| LINE             | BEARING         | DISTANCE |
| 200-201          | S82° 06' 25"W   | 35.61'   |
| 201-202          | N07° 53' 11"W   | 35.54'   |
| 202-203          | S88° 57' 40"E   | 14.17'   |
| 203-204          | N07° 53' 11"W   | 52.99'   |
| 204-205          | N02° 34' 55"E   | 44.72'   |
| 205-206          | N82° 09' 43"E   | 7.88'    |
| 206-207          | N07° 53' 11"W   | 43.46'   |
| 207-208          | N02° 41' 33"E   | 77.71'   |
| 208-209          | N02° 41' 33"E   | 33.56'   |
| 209-210          | N02° 41' 33"E   | 16.99'   |
| 210-211          | N82° 10' 35"E   | 20.75'   |
| 211-212          | N07° 33' 58"W   | 38.31'   |
| 212-213          | S44° 56' 57"E   | 137.15'  |
| 213-214          | S44° 56' 59"E   | 35.65'   |
| 214-215          | S41° 57' 50"E   | 1.00'    |
| 215-217          | SEE CURVE TABLE |          |
| 217-216          | S81° 37' 03"W   | 2.70'    |
| 217-218          | N81° 37' 03"E   | 2.73'    |
| 219-218          | SEE CURVE TABLE |          |
| 220-219          | N00° 02' 01"E   | 52.19'   |
| 220-200          | S82° 06' 25"W   | 42.06'   |

| TLE COURSE TABLE |                 |          |
|------------------|-----------------|----------|
| LINE             | BEARING         | DISTANCE |
| 220-219          | N00° 02' 01"E   | 52.19'   |
| 219-218          | SEE CURVE TABLE |          |
| 218-T506         | N81° 37' 03"E   | 5.43'    |
| T506-T507        | SEE CURVE TABLE |          |
| T507-T508        | S00° 02' 01"W   | 51.49'   |
| T508-220         | S82° 03' 44"W   | 5.05'    |
| 218-T505         | S81° 37' 03"W   | 0.58'    |
| T505-217         | S81° 37' 03"W   | 2.15'    |
| 217-215          | SEE CURVE TABLE |          |
| 215-T504         | S41° 58' 55"E   | 2.00'    |
| T504-T505        | SEE CURVE TABLE |          |

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ONEIDA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 ESTABLISHED FROM PREVIOUS TRANSPORTATION PROJECT PLAT 1174-10-21-4.05 AMENDMENT NO.1 RECORDED IN DOC. #717441 OF THE ONEIDA COUNTY REGISTER OF DEEDS.

EXISTING RIGHT OF WAY OF E. FRONT ST ESTABLISHED MAP OF MINOCQUA RECORDED IN DOC. #P000013, CSM #4854 RECORDED IN DOC. #793773, CSM #2826 RECORDED IN VOL. 4 OF SURVEY MAPS, PAGE 1007, ALL IN ONEIDA COUNTY REGISTER OF DEEDS.

EXISTING RIGHT OF WAY OF LAKESHORE DRIVE ESTABLISHED FROM PREVIOUS TRANSPORTATION PROJECT PLAT 1174-10-21-4.05 AMENDMENT NO.1 RECORDED IN DOC. #717441,

#### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S)                                                  | INTEREST(S) REQUIRED | R/W SF REQUIRED |          |       | TLE SF |
|---------------|-----------------------------------------------------------|----------------------|-----------------|----------|-------|--------|
|               |                                                           |                      | NEW             | EXISTING | TOTAL |        |
| 15            | TOWN OF MINOCQUA                                          | TLE                  | --              | --       | --    | 1502   |
| 16            | KARTAR PROPERTIES, LLC, AN IOWA LIMITED LIABILITY COMPANY | FEE/TLE              | 235             | --       | 235   | 773    |

| CURVE     | RADIUS  | ARC LENGTH | DELTA     | CHORD BEARING | CHORD DISTANCE | TANGENT IN  | TANGENT OUT |
|-----------|---------|------------|-----------|---------------|----------------|-------------|-------------|
| 216-214   | 203.73' | 135.37'    | 38°04'19" | N32°40'44"E   | 132.90'        | N13°38'34"E | N51°42'53"E |
| 215-217   | 201.82' | 133.27'    | 37°50'08" | S32°12'35"W   | 130.86'        | S51°07'39"W | S13°17'31"W |
| 219-218   | 198.73' | 49.44'     | 14°15'15" | N7°09'38"E    | 49.31'         | N00°02'01"E | N14°17'16"E |
| T504-T505 | 200.01' | 131.26'    | 37°36'07" | S32°20'22"W   | 128.92'        | S51°08'25"W | S13°32'18"W |
| T506-T507 | 193.84' | 50.29'     | 14°51'53" | S07°28'05"W   | 50.15'         | S14°54'02"W | S00°02'09"W |

#### UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S)                             | PARCEL | INTEREST REQUIRED | EASEMENT              |
|----------------|--------------------------------------|--------|-------------------|-----------------------|
| 81             | WISCONSIN PUBLIC SERVICE CORPORATION | 1      | RELEASE OF RIGHTS | NO EASEMENT OF RECORD |

|               |  |  |  |  |
|---------------|--|--|--|--|
| REVISION DATE |  |  |  |  |
|               |  |  |  |  |
|               |  |  |  |  |

DATE 02/28/2024

GRID FACTOR

SCALE, FEET



HWY: 51

COUNTY: ONEIDA

STATE R/W PROJECT NUMBER 1170-19-23

CONSTRUCTION PROJECT NUMBER 1170-19-61

PLAT SHEET 4.02

PS&E SHEET 116

E

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT  
USH 51  
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

USH 51

PART OF LOT 1 OF CSM 1942, RECORDED IN VOL. 7, P. 1942 AS DOC. #466714, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

4

W PARK AVE  
R/W Varies

NORTHWOODS EQUITY  
INVESTMENTS LLC  
PID: MI-2206-16

USH 51  
(ONEIDA ST.)  
GL 5

Varies

N3°40'55"W  
10.09'

S56°46'42"E  
23.19'

N82°00'51"W  
31.85'

93 SO. FT. 1

E PARK AVE  
R/W Varies

GN



### SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL<br>NUMBER | OWNER(S)                                                           | INTEREST<br>REQUIRED | TLE<br>S.F. |
|------------------|--------------------------------------------------------------------|----------------------|-------------|
| 1                | KRIST OIL CO., INC. A/K/A KRIST OIL<br>CO., A MICHIGAN CORPORATION | TLE                  | 120         |

### UTILITY INTERESTS REQUIRED

| UTILITY<br>NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|-------------------|------------------|-------------------|
| N/A               |                  |                   |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION  
NORTH CENTRAL REGION, RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT  
USH 51  
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

USH 51

PART OF LOTS 9-10, BLOCK 9 OF MAP OF MINOCQUA; AND PART OF LOT 1 OF CSM 4995, RECORDED IN VOL. 24, P. 4995 AS DOC. #807179; ALL LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

4

LOT 8, BLOCK 9  
MAP OF MINOCQUA

LOT 9, BLOCK 9  
MAP OF MINOCQUA

LOT 10, BLOCK 9  
MAP OF MINOCQUA

USH 51 SB  
(ONEIDA ST.)

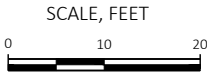
GL 5

LOT 1  
CSM 4995  
VOL. 24, P. 4995  
DOC. #807179

BUILDING

USH 51 NB  
(CHIPPEWA ST.)  
R/W Varies

GN



### SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL<br>NUMBER | OWNER(S)                                                              | INTEREST<br>REQUIRED | TLE<br>S.F. |
|------------------|-----------------------------------------------------------------------|----------------------|-------------|
| 2                | RRG MINOCQUA, LLC                                                     | TLE                  | 113         |
| 3                | COACH HOUSE CROSSING LLC, A<br>WISCONSIN LIMITED LIABILITY<br>COMPANY | TLE                  | 125         |

### UTILITY INTERESTS REQUIRED

| UTILITY<br>NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|-------------------|------------------|-------------------|
| N/A               |                  |                   |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION  
NORTH CENTRAL REGION, RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 2/26/24

PRINT NAME: **Brent L Stella**



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

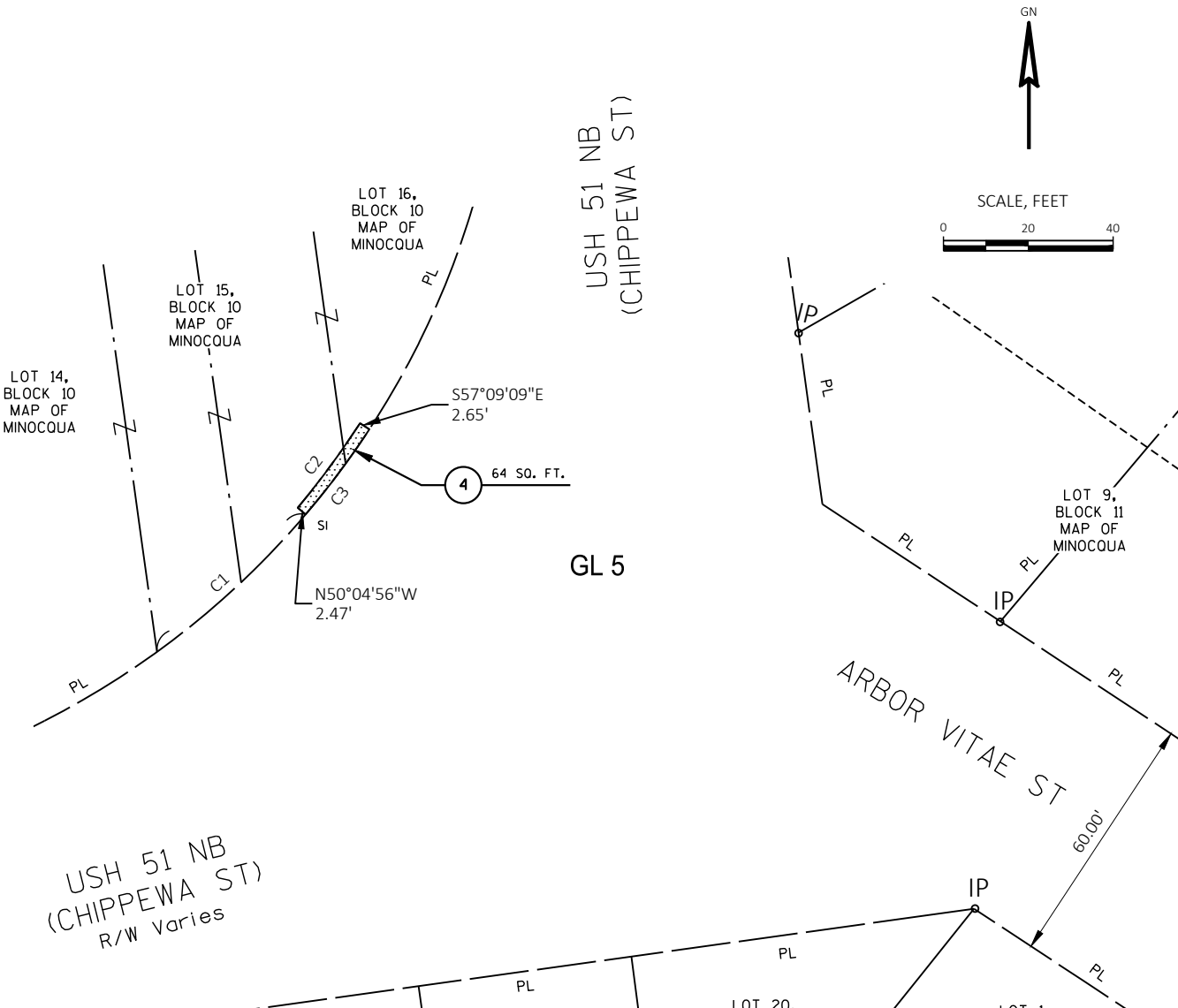
PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT  
USH 51  
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

PART OF LOTS 15-16, BLOCK 10 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

| CURVE | LENGTH | RADIUS  | DELTA     | CHORD BEARING | CHORD LENGTH |
|-------|--------|---------|-----------|---------------|--------------|
| C1    | 47.86' | 200.18' | 13°41'55" | N47°13'53"E   | 47.75'       |
| C2    | 24.79' | 200.87' | 7°04'13"  | N36°22'58"E   | 24.77'       |
| C3    | 25.10' | 200.18' | 7°11'07"  | S36°47'22"W   | 25.09'       |



SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S)                                    | INTEREST REQUIRED | TLE S.F. |
|---------------|---------------------------------------------|-------------------|----------|
| 4             | TOWN OF MINOCQUA (MUNICIPAL PARKING SYSTEM) | TLE               | 64       |

UTILITY INTERESTS REQUIRED

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

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION, RHINELANDER OFFICE

SIGNATURE: *Brent L Stella* DATE: 2/26/24

PRINT NAME: Brent L Stella

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

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

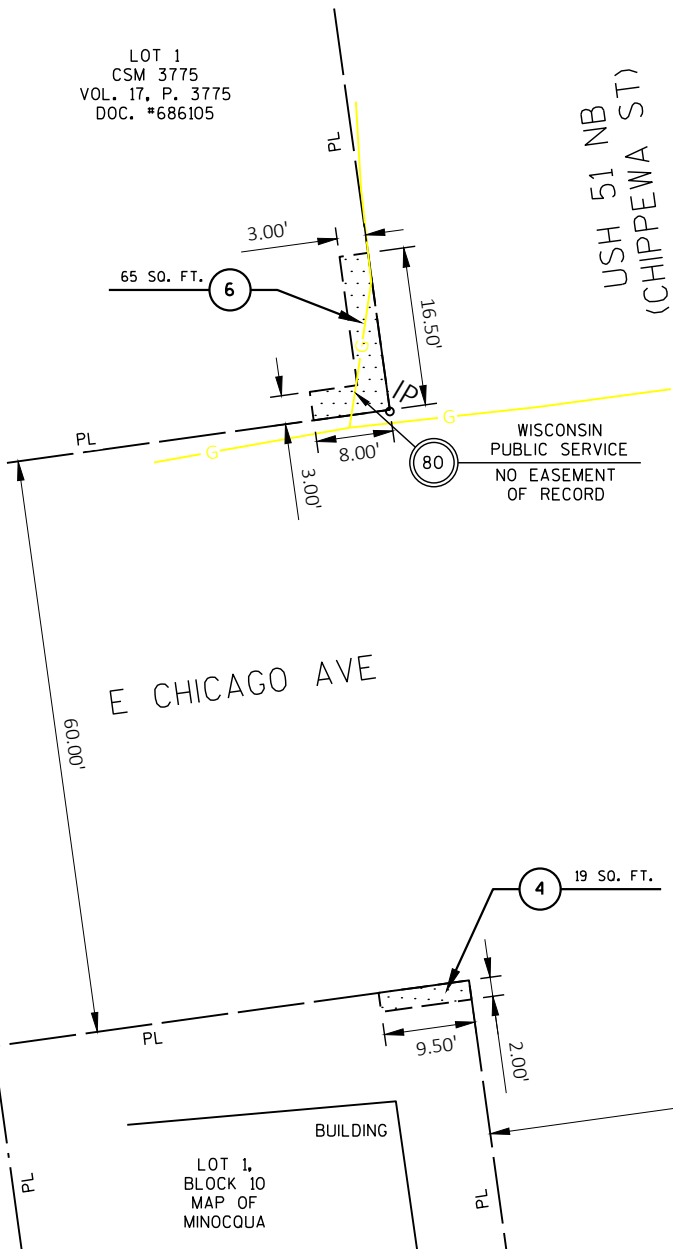
R/W PROJECT NUMBER: 1170-19-23 SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT  
USH 51  
MINOCQUA BRIDGE - FRONT ST ONEIDA COUNTY

PART OF LOT 1, BLOCK 10; PART OF LOT 8, BLOCK 11; AND PART OF LOT 10, BLOCK 5 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013; AND PART OF LOT 1 OF CSM 3775, RECORDED IN VOL. 17, P. 3775 AS DOC. #686105; ALL LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S)         | INTEREST REQUIRED |
|----------------|--------------------------|-------------------|
| 80             | WISCONSIN PUBLIC SERVICE | RELEASE OF RIGHTS |



SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S)                                                                    | INTEREST REQUIRED | TLE S.F. |
|---------------|-----------------------------------------------------------------------------|-------------------|----------|
| 4             | TOWN OF MINOCQUA (MUNICIPAL PARKING SYSTEM)                                 | TLE               | 119      |
| 5             | ST. MATTHIAS EPISCOPAL CHURCH, INC. A WISCONSIN CORPORATION                 | TLE               | 21       |
| 6             | THE UNITED METHODIST CHURCH OF THE PINES, INC. AS THEIR INTEREST MAY APPEAR | TLE               | 65       |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION, RHINELANDER OFFICE

SIGNATURE: *Brent L Stella* DATE: 2/26/24

PRINT NAME: Brent L Stella



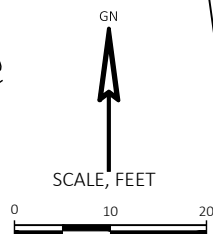
PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

| UTILITY<br>NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|-------------------|------------------|-------------------|
|-------------------|------------------|-------------------|



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

USH 51 NB  
(CHIPPEWA ST)



PRINT NAME: **Brent L Stella**

PART OF LOT 9, BLOCK 5 AND PART OF LOT 22, BLOCK 3 OF MAP OF MINOCQUA, RECORDED IN VOL. 1, P. 17 AS DOC. #000013, LOCATED IN GOVERNMENT LOT 5 OF SECTION 14, T-39-N, R-6-E, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.



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

USH 51 SB  
CANADA ST)

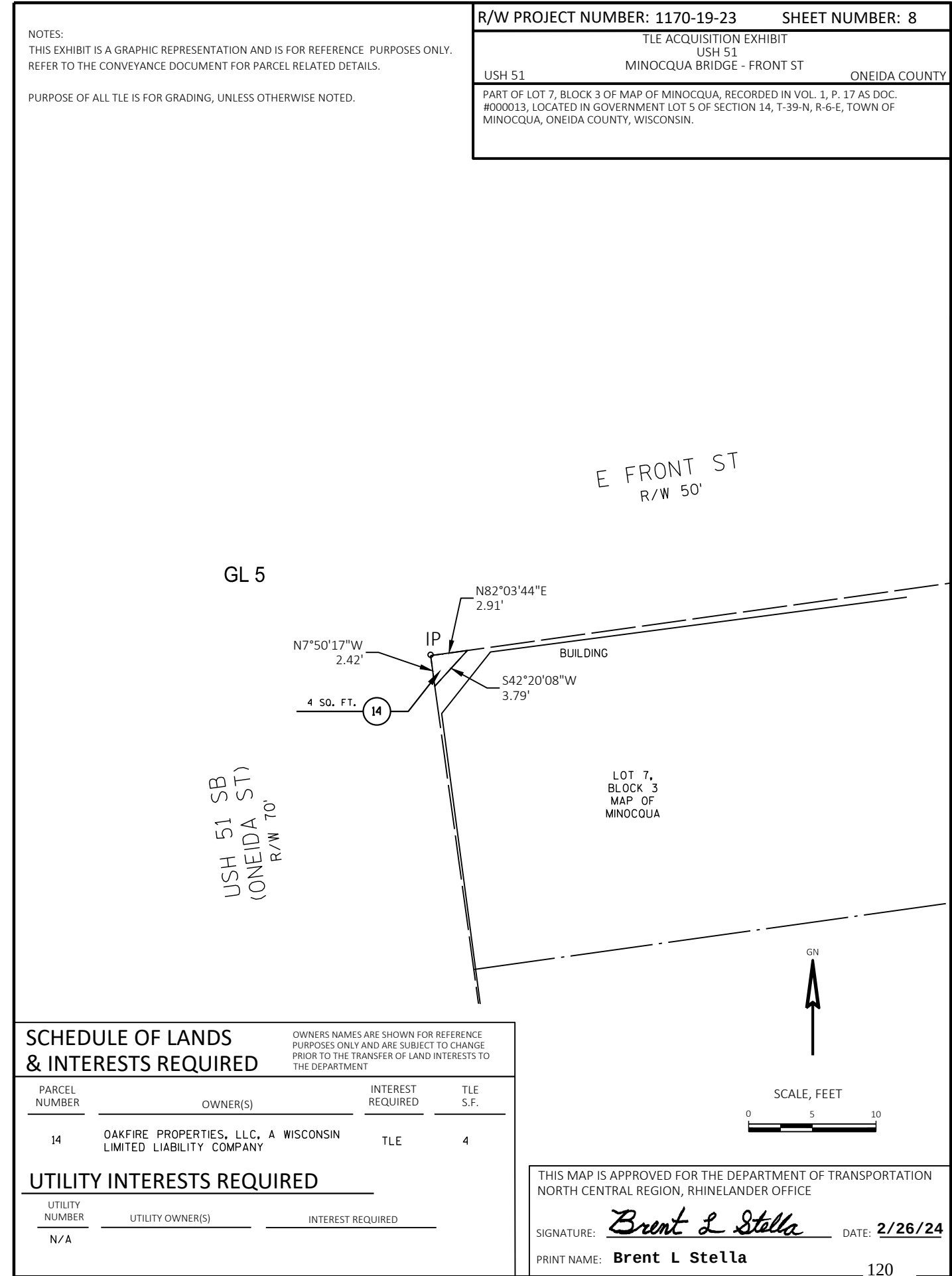
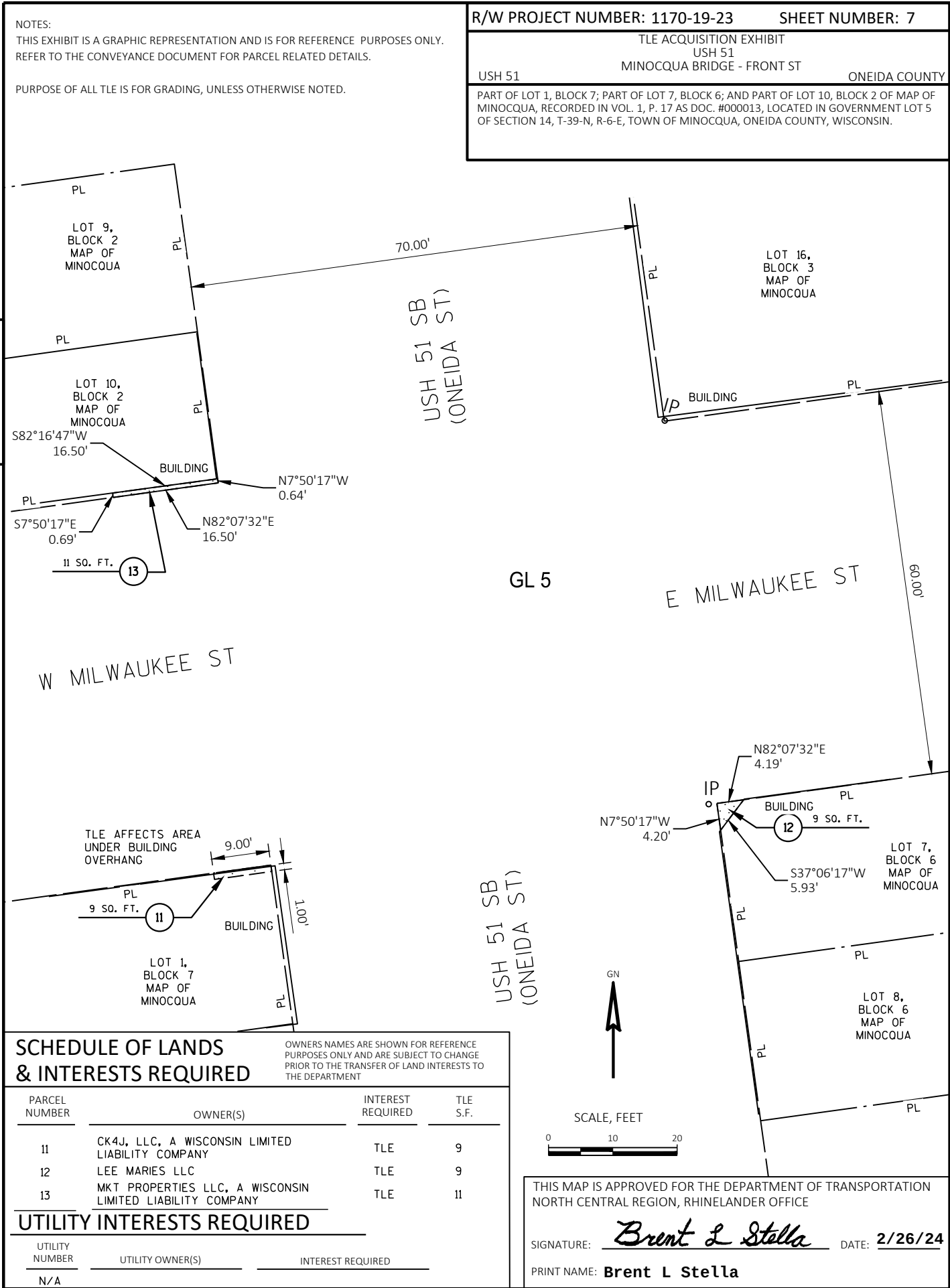
| UTILITY<br>NUMBER | UTILITY OWNER(S) | INTEREST REQUIRED |
|-------------------|------------------|-------------------|
| N/A               |                  |                   |



PRINT NAME: **Brent L Stella**

R/W PROJECT: R/W PROJ NO

R/W PROJECT: R/W PROJ NO

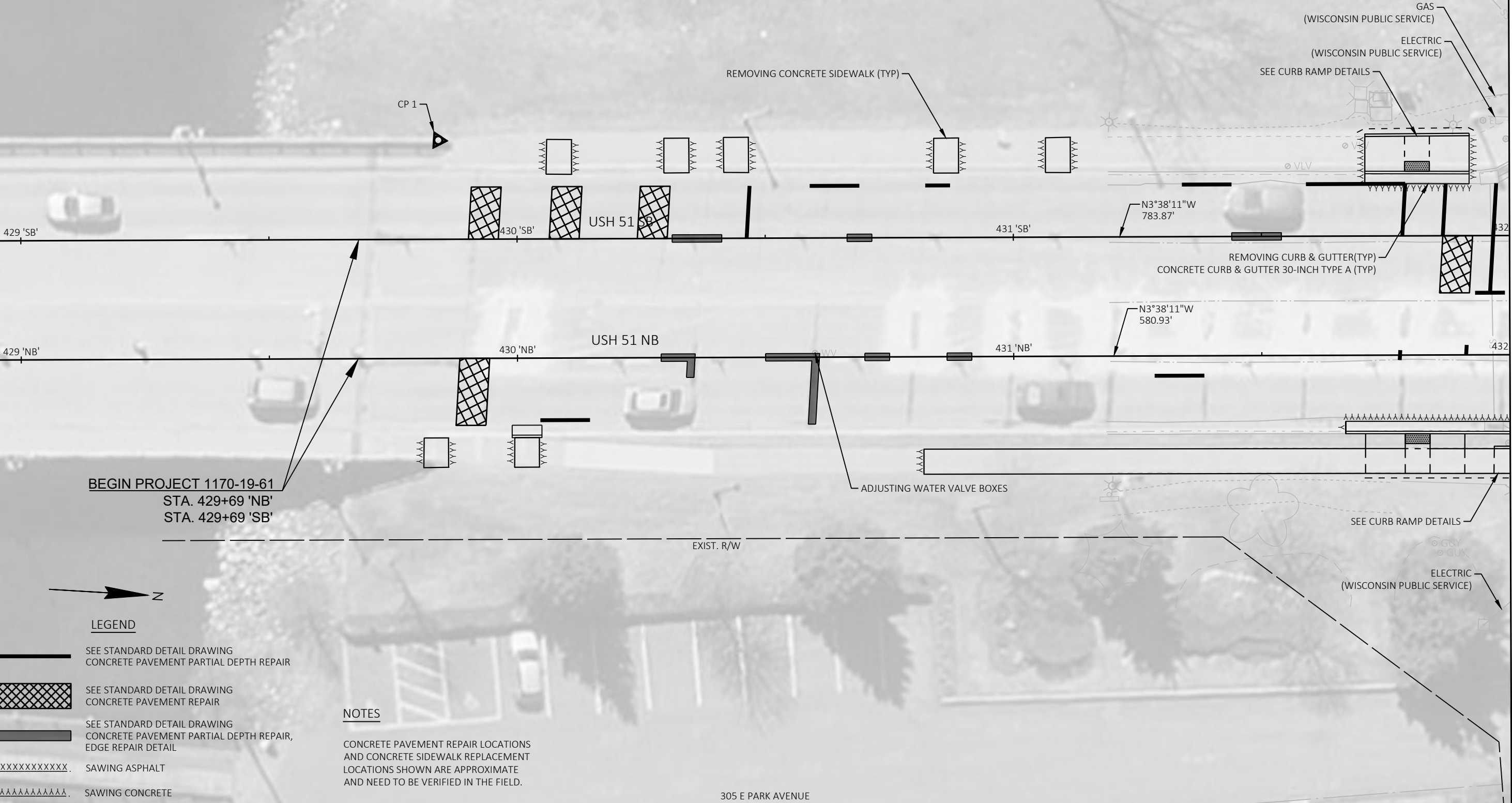


| △ CONTROL POINTS |                           |                     |            |            |
|------------------|---------------------------|---------------------|------------|------------|
| NO.              | STATION                   | DESCRIPTION         | Y          | X          |
| 1                | 429+84.19 'SB', 19.95' LT | 3/4" IRON ROD W/CAP | 248,483.12 | 187,948.29 |

LAKE MINOCQUA

5

5



- LEGEND**
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
  - .XXXXXXXXXX. SAWING ASPHALT
  - .AAAAAAAAAAAA. SAWING CONCRETE

**NOTES**

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.

| CONTROL POINTS |                           |             |            |            |
|----------------|---------------------------|-------------|------------|------------|
| NO.            | STATION                   | DESCRIPTION | Y          | X          |
| 2              | 434+38.17 'NB', 29.52' RT | SPIKE       | 248,925.50 | 188,015.52 |

5

5

- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR

SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR

SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL

.....

SAWING ASPHALT

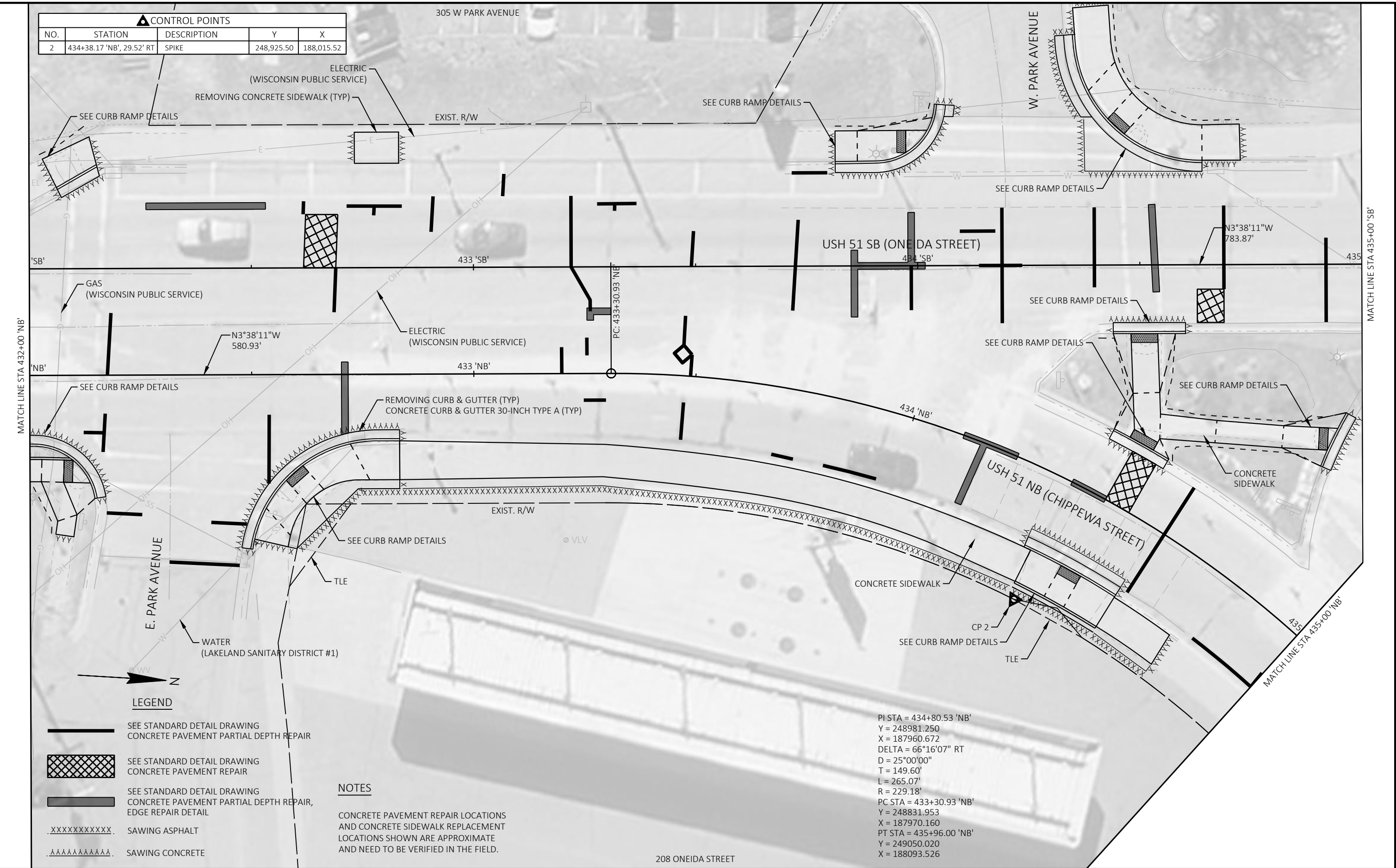
.....

SAWING CONCRETE
- LEGEND

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.

PI STA = 434+80.53 'NB'  
Y = 248981.250  
X = 187960.672  
DELTA = 66°16'07" RT  
D = 25°00'00"  
T = 149.60'  
L = 265.07'  
R = 229.18'  
PC STA = 433+30.93 'NB'  
Y = 248831.953  
X = 187970.160  
PT STA = 435+96.00 'NB'  
Y = 249050.020  
X = 188093.526



PROJECT NO: 1170-19-61

HWY: USH 51

COUNTY: ONEIDA

PLAN

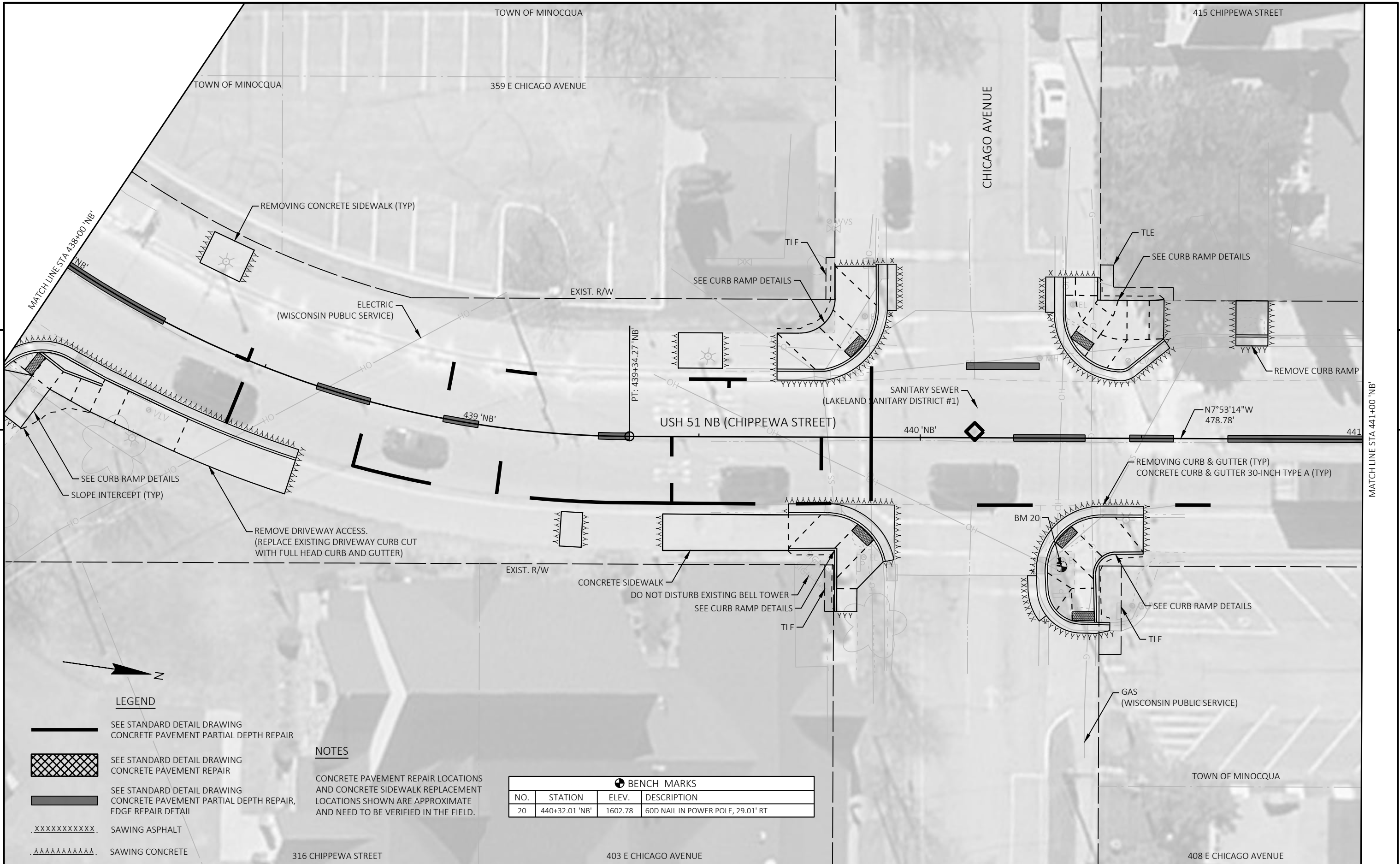
SHEET

122

E







LEGEND

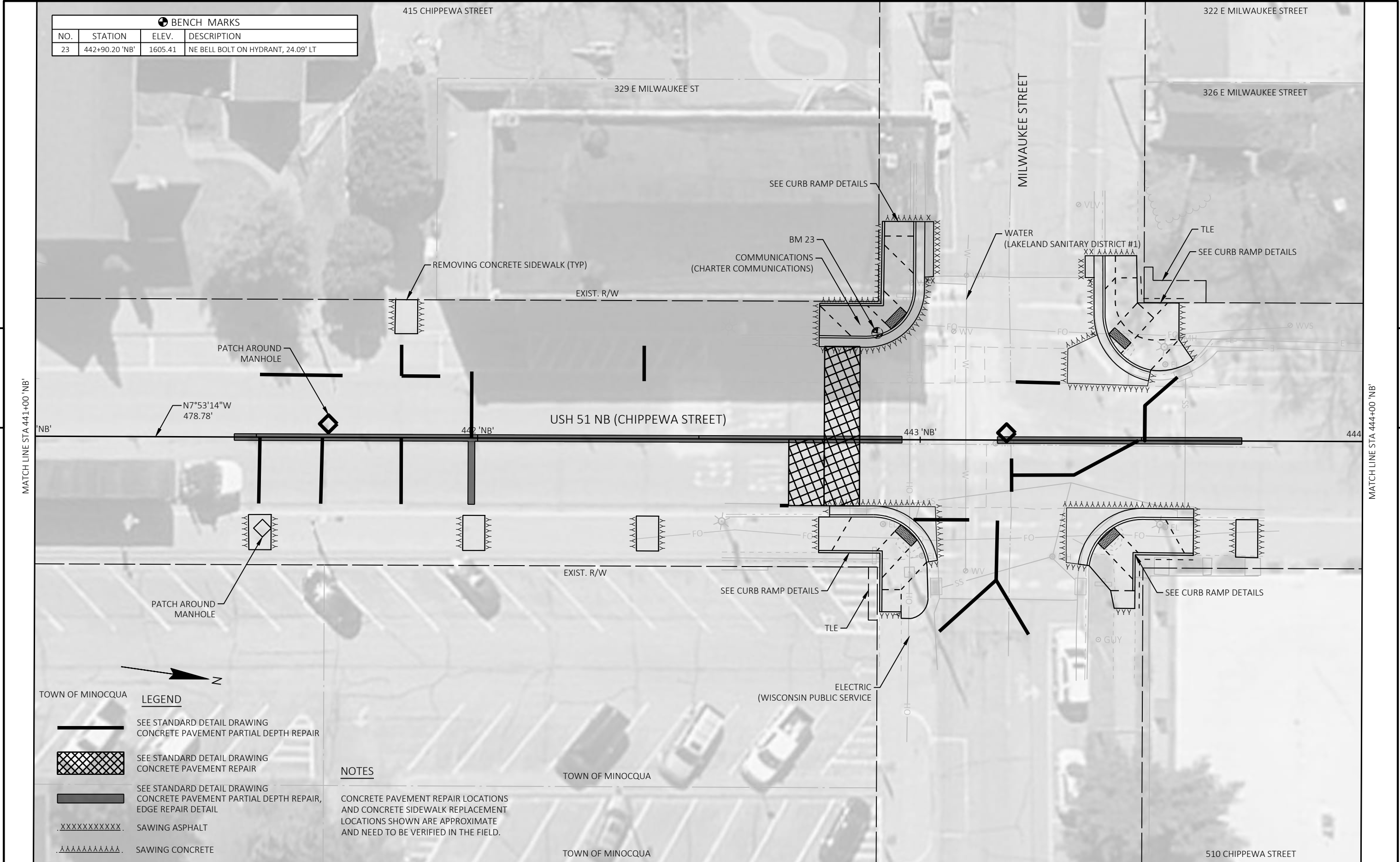
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
- .XXXXXXXXXX. SAWING ASPHALT
- .AAAAAAAAAA. SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.

BENCH MARKS

| NO. | STATION        | ELEV.   | DESCRIPTION                       |
|-----|----------------|---------|-----------------------------------|
| 20  | 440+32.01 'NB' | 1602.78 | 60D NAIL IN POWER POLE, 29.01' RT |



| BENCH MARKS |                |         |                                    |
|-------------|----------------|---------|------------------------------------|
| NO.         | STATION        | ELEV.   | DESCRIPTION                        |
| 23          | 442+90.20 'NB' | 1605.41 | NE BELL BOLT ON HYDRANT, 24.09' LT |

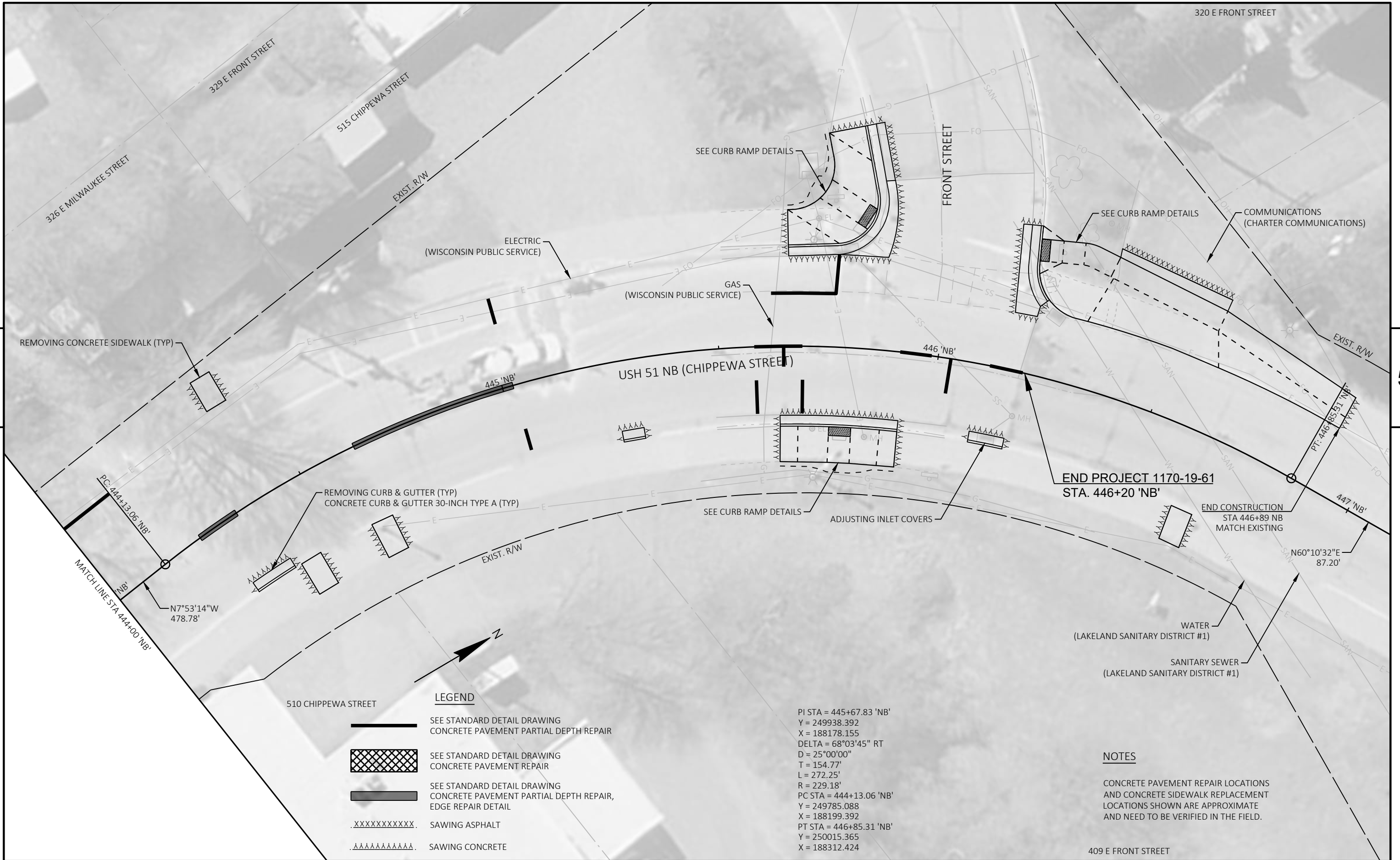
- TOWN OF MINOCQUA

**LEGEND**

  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
  - .XXXXXXXXXX. SAWING ASPHALT
  - .AAAAAAAAAAA. SAWING CONCRETE
- NOTES**

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.



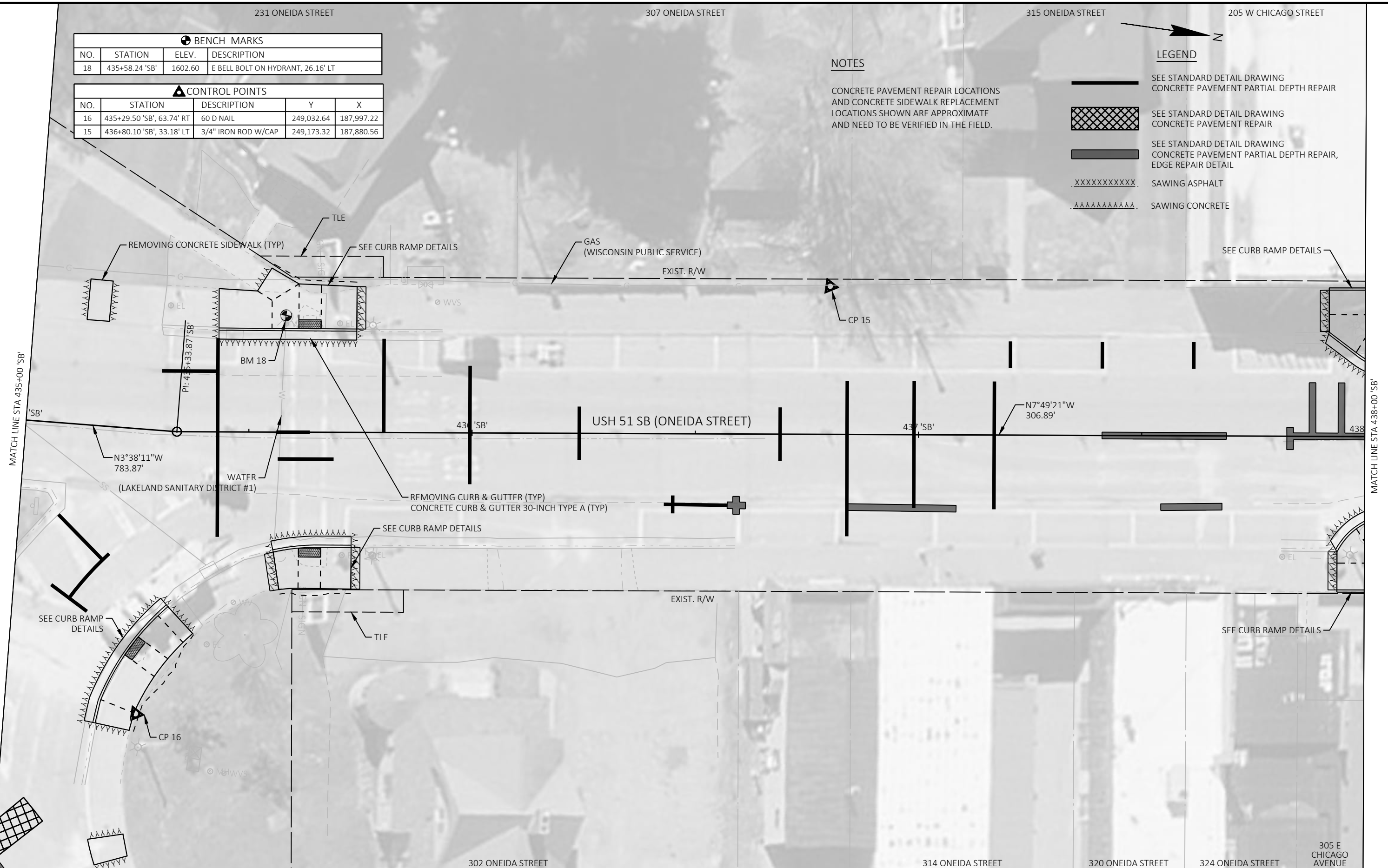


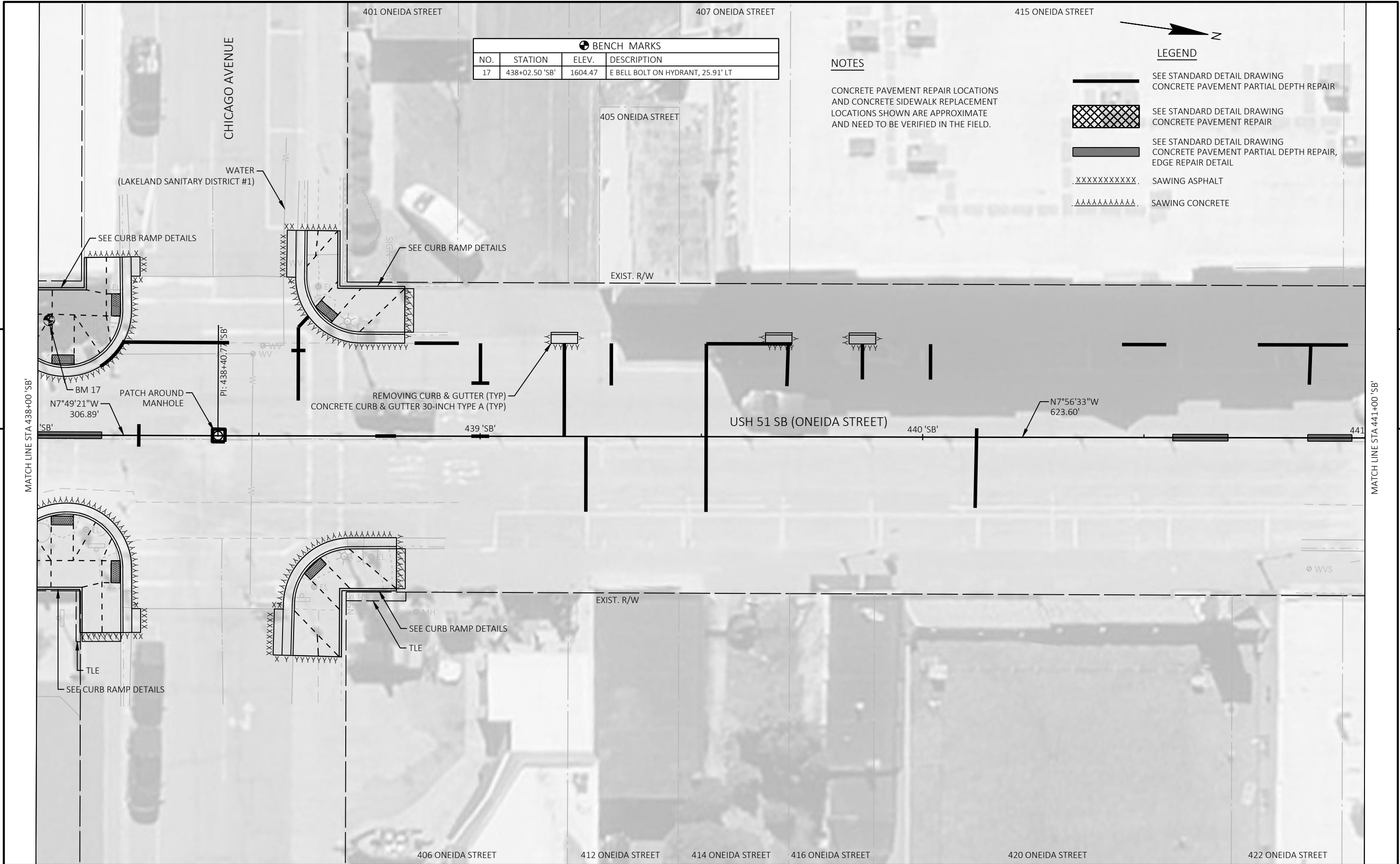


| BENCH MARKS |                |         |                                   |
|-------------|----------------|---------|-----------------------------------|
| NO.         | STATION        | ELEV.   | DESCRIPTION                       |
| 18          | 435+58.24 'SB' | 1602.60 | E BELL BOLT ON HYDRANT, 26.16' LT |

## NOTES

LEGEND





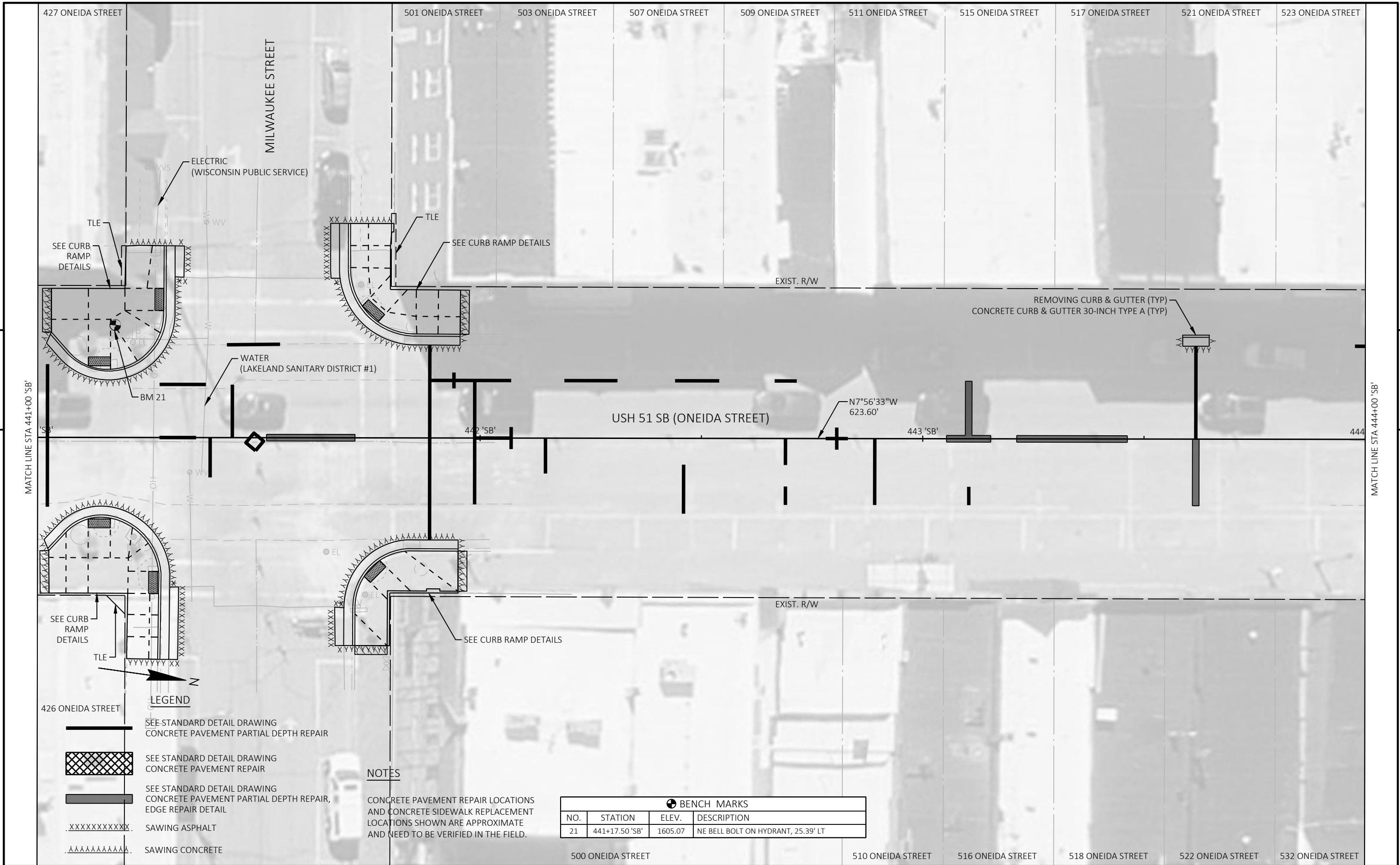
| BENCH MARKS |                |         |                                   |
|-------------|----------------|---------|-----------------------------------|
| NO.         | STATION        | ELEV.   | DESCRIPTION                       |
| 17          | 438+02.50 'SB' | 1604.47 | E BELL BOLT ON HYDRANT, 25.91' LT |

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS AND CONCRETE SIDEWALK REPLACEMENT LOCATIONS SHOWN ARE APPROXIMATE AND NEED TO BE VERIFIED IN THE FIELD.

LEGEND

- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
- .XXXXXXXXXX. SAWING ASPHALT
- .AAAAAAAAAAAA. SAWING CONCRETE



5

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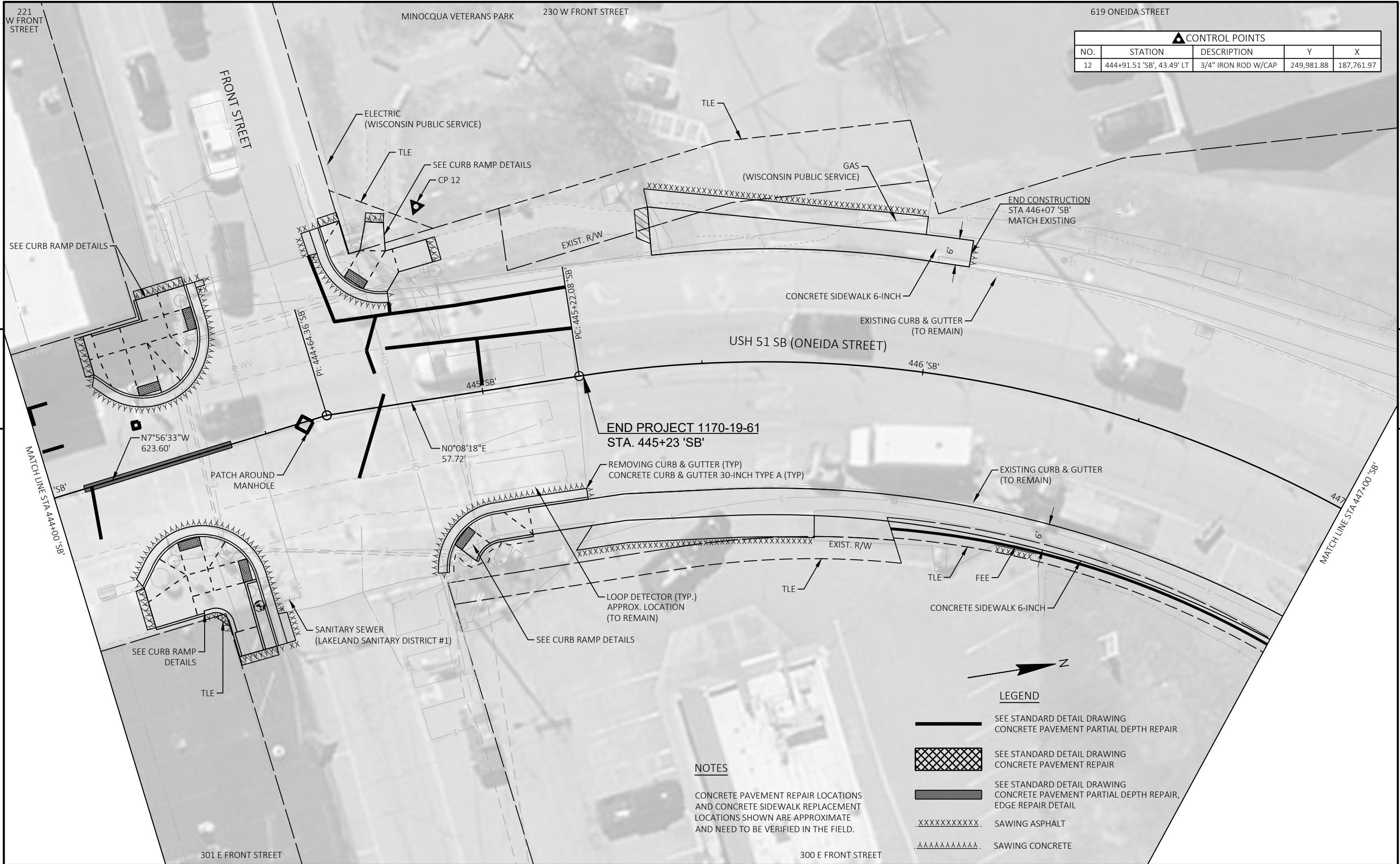
- LEGEND**
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
  - SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
  - .XXXXXXXXXXXX. SAWING ASPHALT
  - .AAAAAAAAAAAA. SAWING CONCRETE

**NOTES**

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.

| BENCH MARKS |                |         |                                    |
|-------------|----------------|---------|------------------------------------|
| NO.         | STATION        | ELEV.   | DESCRIPTION                        |
| 21          | 441+17.50 'SB' | 1605.07 | NE BELL BOLT ON HYDRANT, 25.39' LT |





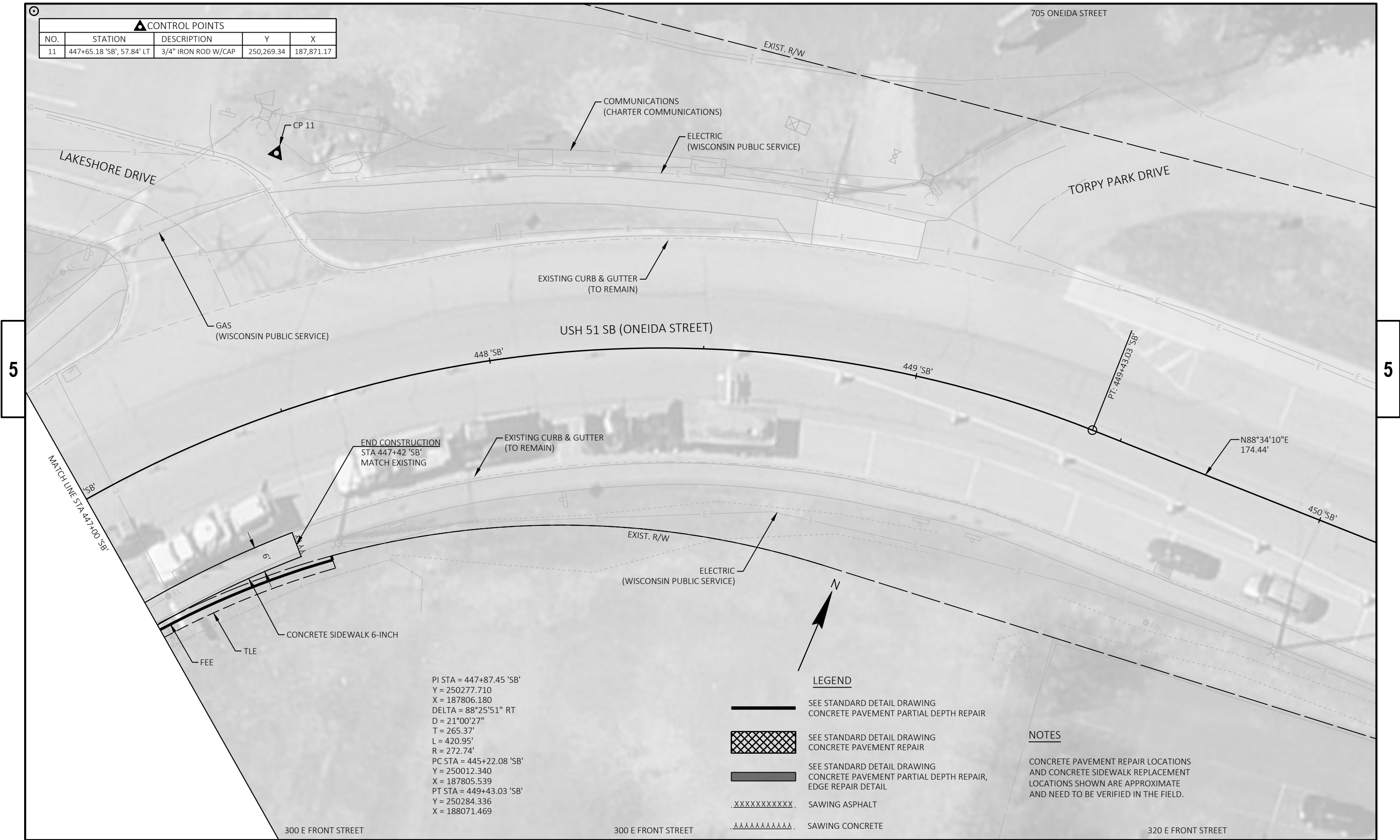
| CONTROL POINTS |                           |                     |            |            |
|----------------|---------------------------|---------------------|------------|------------|
| NO.            | STATION                   | DESCRIPTION         | Y          | X          |
| 12             | 444+91.51 'SB', 43.49' LT | 3/4" IRON ROD W/CAP | 249,981.88 | 187,761.97 |

5

5



| △ CONTROL POINTS |                           |                     |            |            |
|------------------|---------------------------|---------------------|------------|------------|
| NO.              | STATION                   | DESCRIPTION         | Y          | X          |
| 11               | 447+65.18 'SB', 57.84' LT | 3/4" IRON ROD W/CAP | 250,269.34 | 187,871.17 |



PI STA = 447+87.45 'SB'  
Y = 250277.710  
X = 187806.180  
DELTA = 88°25'51" RT  
D = 21°00'27"  
T = 265.37'  
L = 420.95'  
R = 272.74'  
PC STA = 445+22.08 'SB'  
Y = 250012.340  
X = 187805.539  
PT STA = 449+43.03 'SB'  
Y = 250284.336  
X = 188071.469

LEGEND

- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT REPAIR
- SEE STANDARD DETAIL DRAWING  
CONCRETE PAVEMENT PARTIAL DEPTH REPAIR,  
EDGE REPAIR DETAIL
- XXXXXXXXXXXX SAWING ASPHALT
- AAAAAAAAAAAA SAWING CONCRETE

NOTES

CONCRETE PAVEMENT REPAIR LOCATIONS  
AND CONCRETE SIDEWALK REPLACEMENT  
LOCATIONS SHOWN ARE APPROXIMATE  
AND NEED TO BE VERIFIED IN THE FIELD.

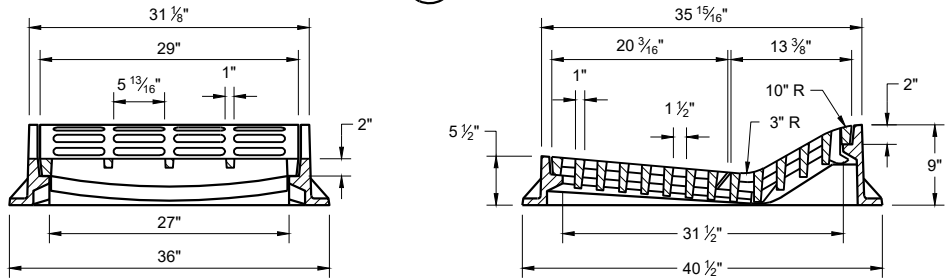
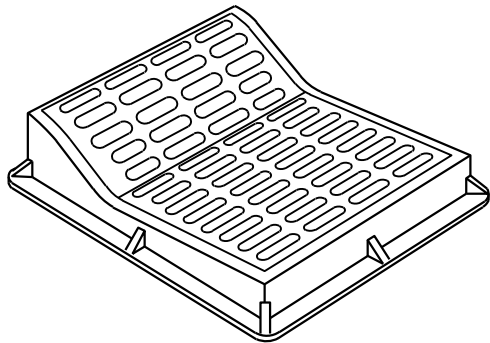
Standard Detail Drawing List

|           |                                                                              |
|-----------|------------------------------------------------------------------------------|
| 08A05-21C | INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S                         |
| 08D01-23A | CONCRETE CURB & GUTTER                                                       |
| 08D01-23B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS                         |
| 08D05-21A | CURB RAMPS TYPES 1 AND 1-A                                                   |
| 08D05-21B | CURB RAMPS TYPES 2 AND 3                                                     |
| 08D05-21C | CURB RAMPS TYPES 4A AND 4A1                                                  |
| 08D05-21D | CURB RAMPS TYPE 4B AND 4B1                                                   |
| 08D05-21E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8                                            |
| 08D05-21F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS                      |
| 08D05-21G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES                  |
| 08D18-04  | DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y                                      |
| 08D19-04  | DRIVEWAY AND SIDEWALK RAMPS TYPE Z                                           |
| 08E09-06  | SILT FENCE                                                                   |
| 08E10-02  | INLET PROTECTION TYPE A, B, C AND D                                          |
| 09B04-13  | PULL BOX                                                                     |
| 13C01-19  | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES                               |
| 13C08-02  | CONCRETE PAVEMENT PARTIAL DEPTH REPAIR                                       |
| 13C09-17A | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                                     |
| 13C09-17B | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                                     |
| 13C09-17C | CONCRETE PAVEMENT REPAIR AND REPLACEMENT                                     |
| 13C18-08A | CONCRETE PAVEMENT JOINTING                                                   |
| 13C18-08B | CONCRETE PAVEMENT STEEL REINFORCEMENT                                        |
| 13C18-08C | CONCRETE PAVEMENT JOINT TYPES                                                |
| 13C18-08D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES                               |
| 13C18-08F | CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER           |
| 15C02-09F | ADVANCED WIDTH RESTRICTION SIGNING                                           |
| 15C05-05  | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS                     |
| 15C07-16A | PAVEMENT MARKING SYMBOLS                                                     |
| 15C07-16B | PAVEMENT MARKING WORDS                                                       |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS                                     |
| 15C08-23C | PAVEMENT MARKING (TURN LANES)                                                |
| 15C08-23D | PAVEMENT MARKING (TURN LANES)                                                |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS            |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION                     |
| 15C19-09B | MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY               |
| 15C19-09C | MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY                 |
| 15C33-05  | STOP LINE AND CROSSWALK PAVEMENT MARKING                                     |
| 15C36-01  | PARKING STALL MARKING                                                        |
| 15D20-09A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY         |
| 15D20-09B | TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D20-09C | TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY  |
| 15D21-07A | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE                     |
| 15D21-07B | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE                     |
| 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                                    |
| 15D39-02  | TRAFFIC CONTROL, DROP-OFF SIGNING                                            |

GENERAL NOTES

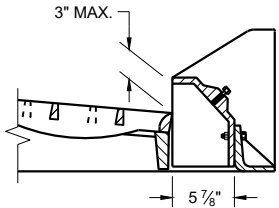
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

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

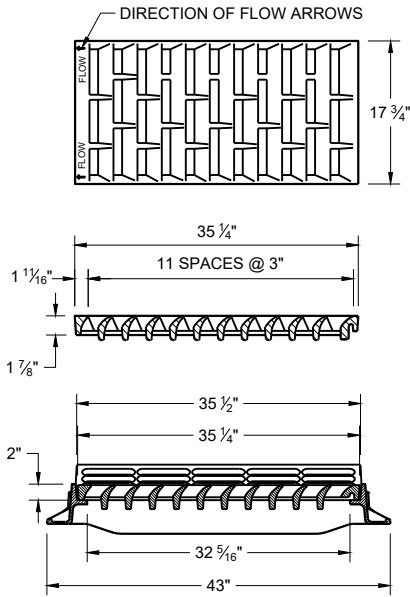


ALTERNATIVE CURB BOX  
FOR TYPE "HM" COVER

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

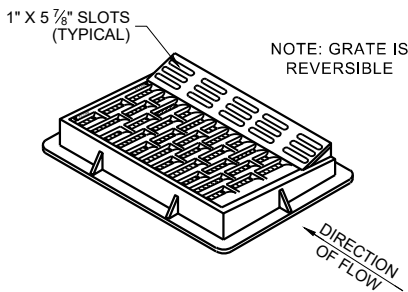
NOTE:  
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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

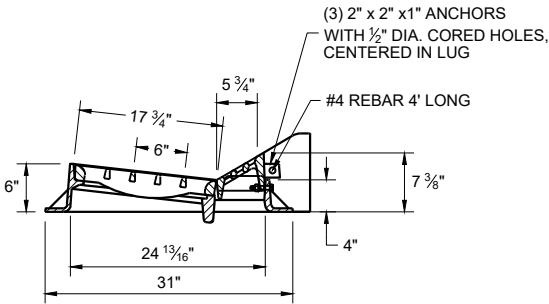


TYPE "HM"

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

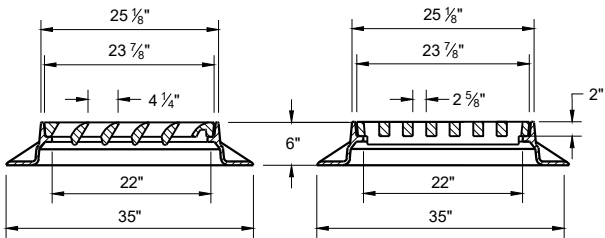
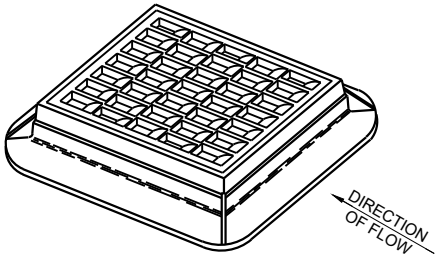


NOTE: GRATE IS REVERSIBLE

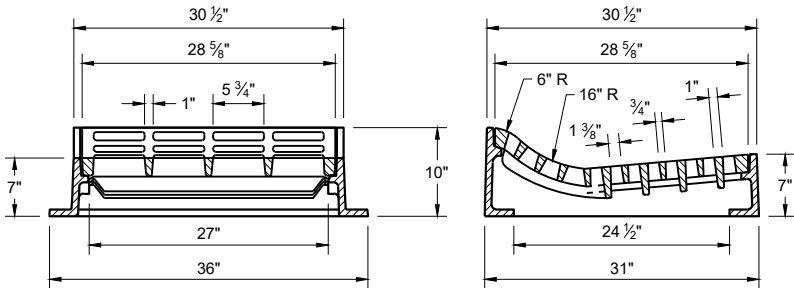
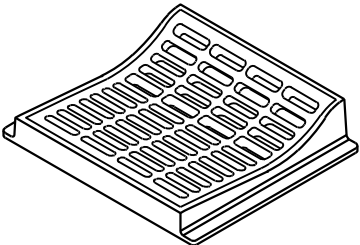


NOTE:  
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



TYPE "S"



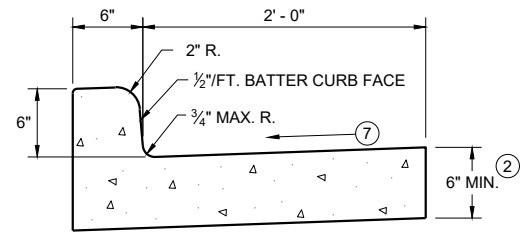
TYPE "T"

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

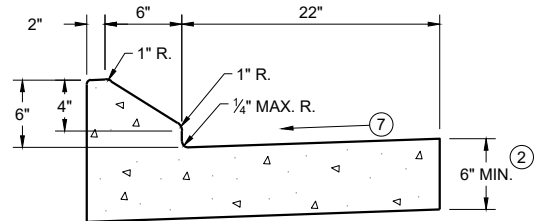
INLET COVERS  
TYPES F, HM, HM-S, S, T,  
HM-GJ AND HM-GJ-S

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

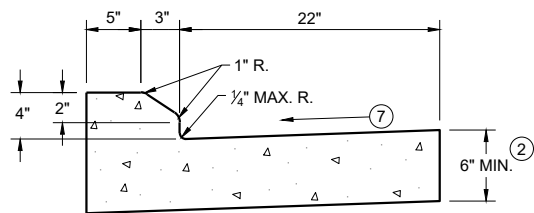
APPROVED  
December 2023 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
FHWA UNIT SUPERVISOR



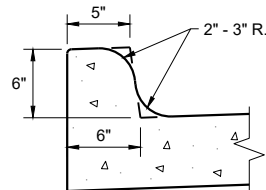
TYPES A<sup>①</sup> & D



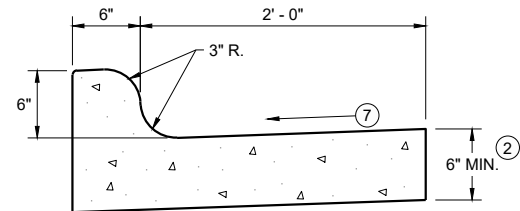
6" SLOPED CURB TYPES G<sup>①</sup> & J



4" SLOPED CURB TYPES G<sup>①</sup> & J

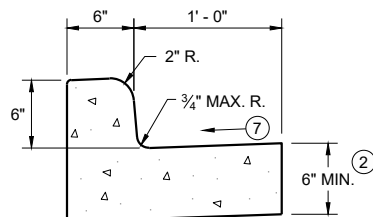


TYPES K<sup>①</sup> & L  
(OPTIONAL CURB SHAPE)



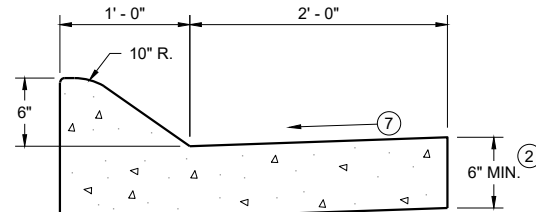
TYPES K<sup>①</sup> & L

CONCRETE CURB AND GUTTER 30"

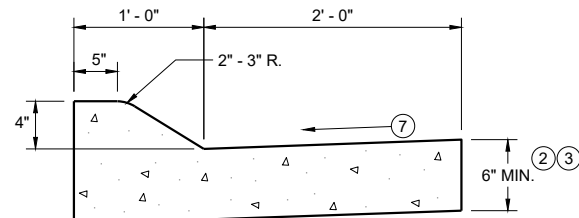


TYPES A<sup>①</sup> & D

CONCRETE CURB AND GUTTER 18"

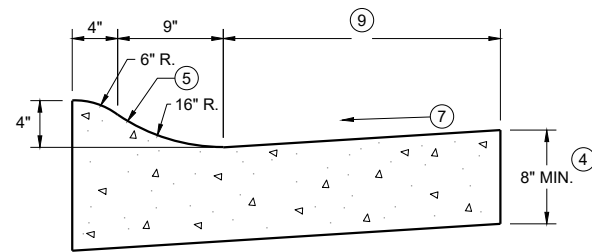


6" SLOPED CURB TYPES A<sup>①</sup> & D



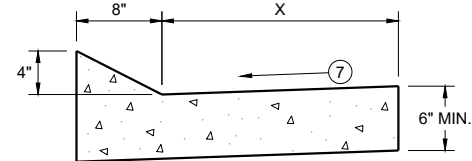
4" SLOPED CURB TYPES A<sup>①</sup> & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R<sup>①</sup> & T

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

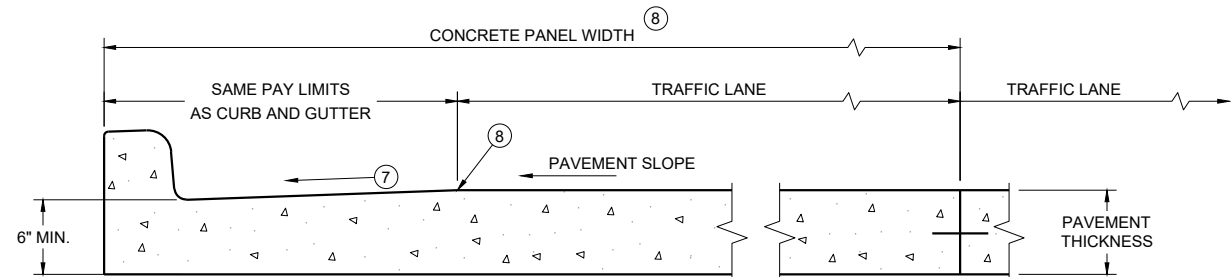


TYPES TBT & TBTT<sup>①</sup>

CONCRETE CURB AND GUTTER

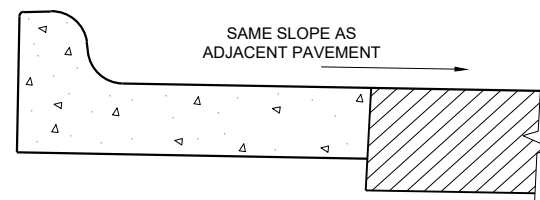
PAVEMENT THICKNESS  
AND MAXIMUM CONCRETE  
PANEL WIDTH TABLE

| 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<sup>⑥</sup>  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

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

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

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

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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION





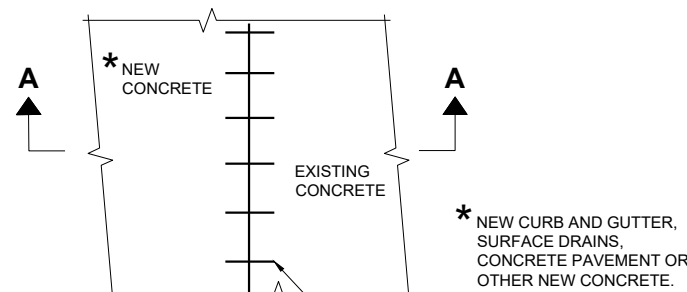
## GENERAL NOTES

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

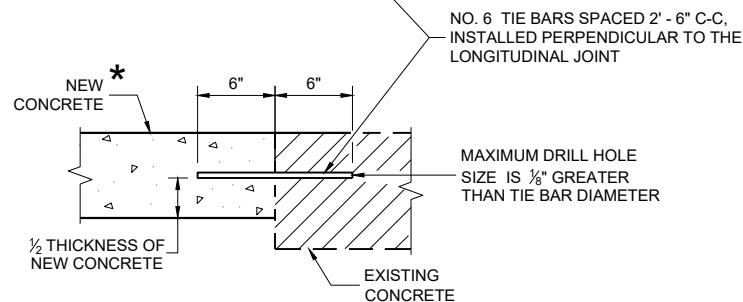
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.



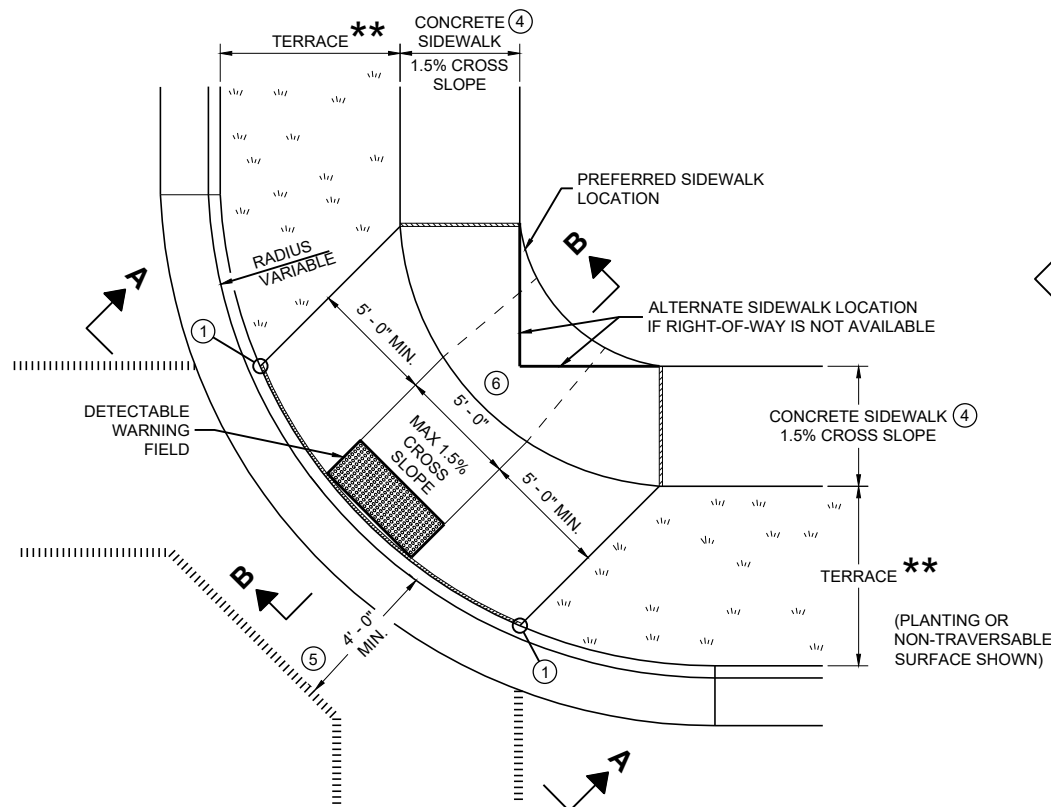
## PLAN VIEW



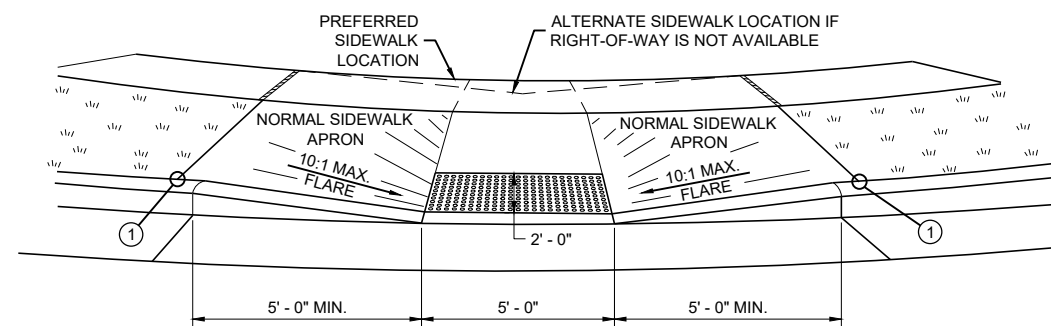
## SECTION A - A

## TIE BARS DRILLED INTO EXISTING PAVEMENT



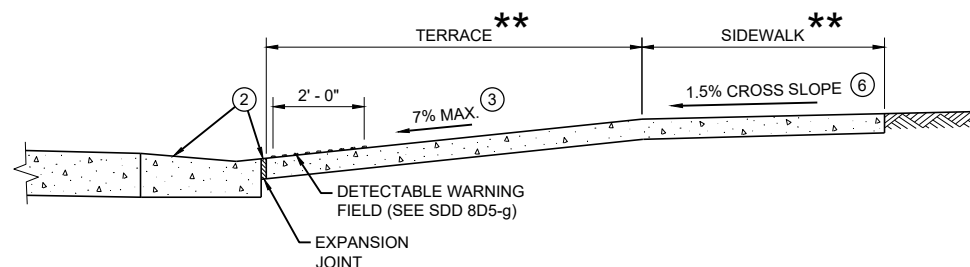


**PLAN VIEW**  
**CURB RAMP TYPE 1**  
**(CENTER OF CORNER RADIUS)**

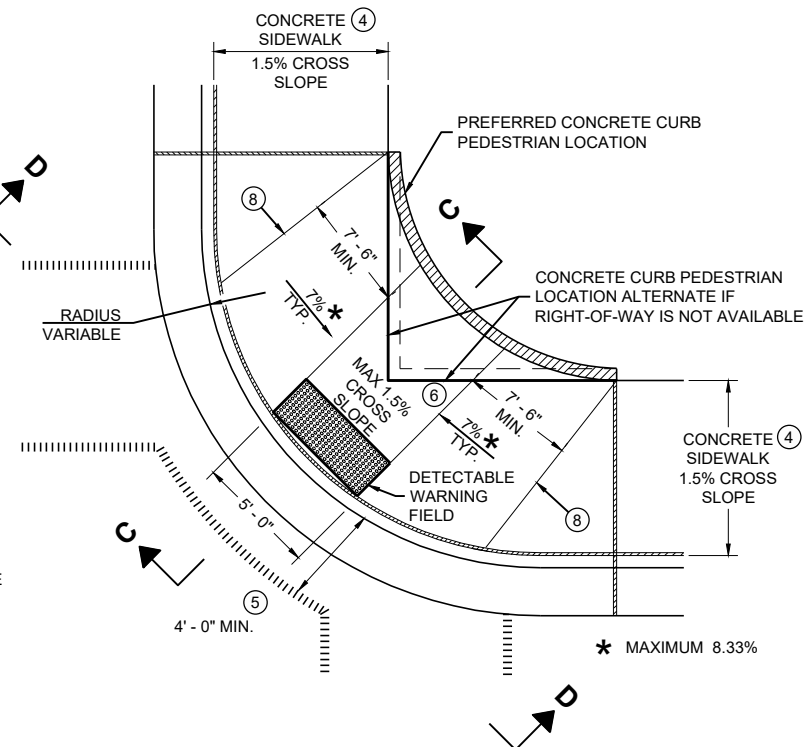


**VIEW A - A FOR TYPE 1**

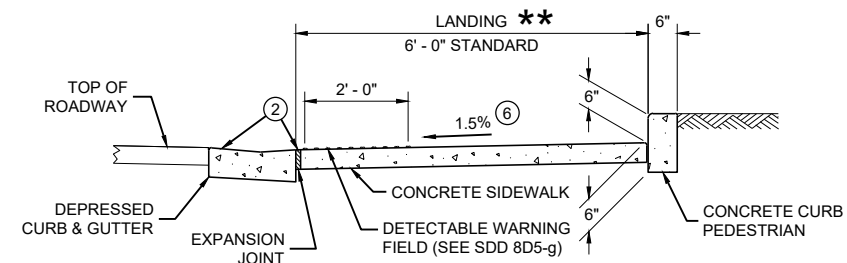
\*\* WIDTH SHOWN ELSEWHERE  
IN THE PLANS



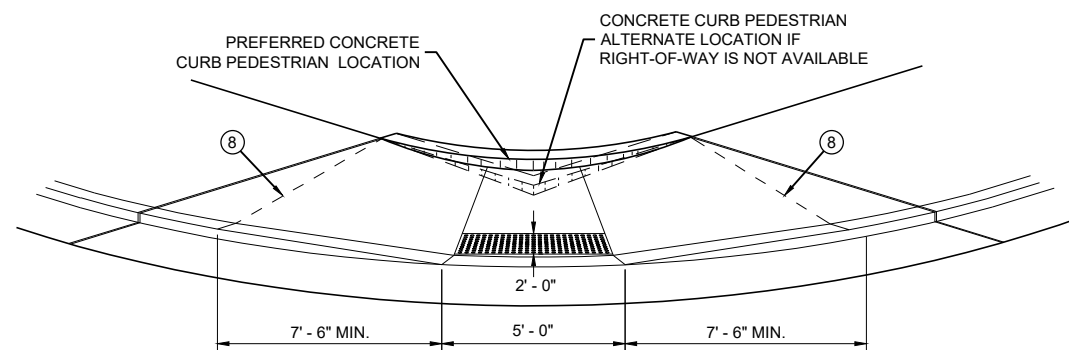
**SECTION B - B FOR TYPE 1**



**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.

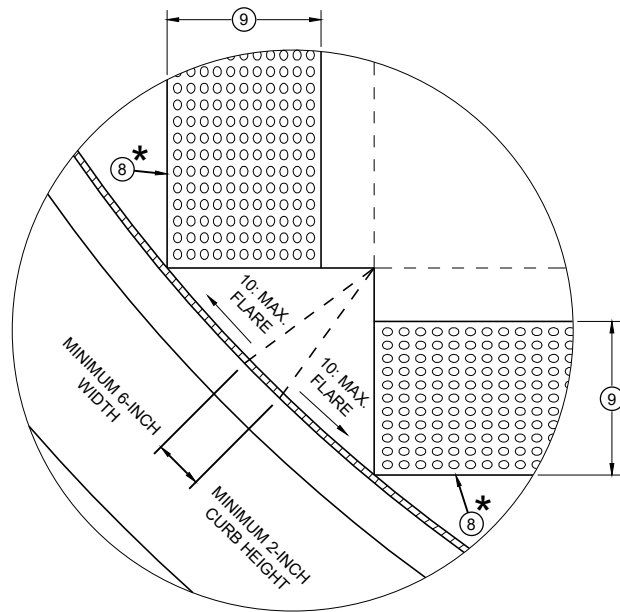
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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

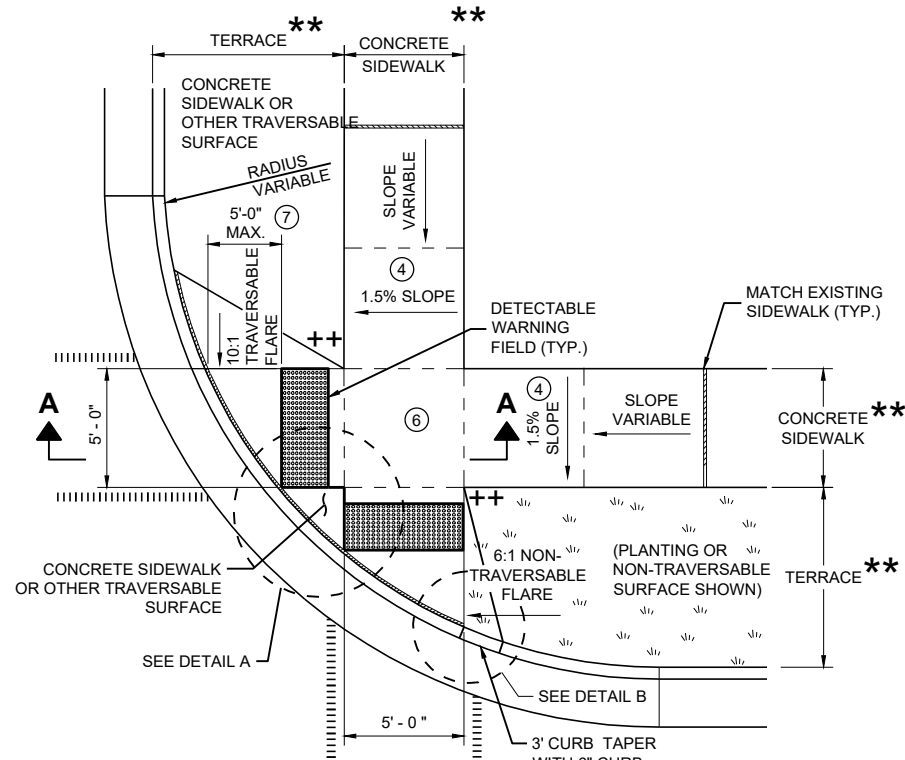
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

## CURB RAMPS TYPE 1 AND 1-A

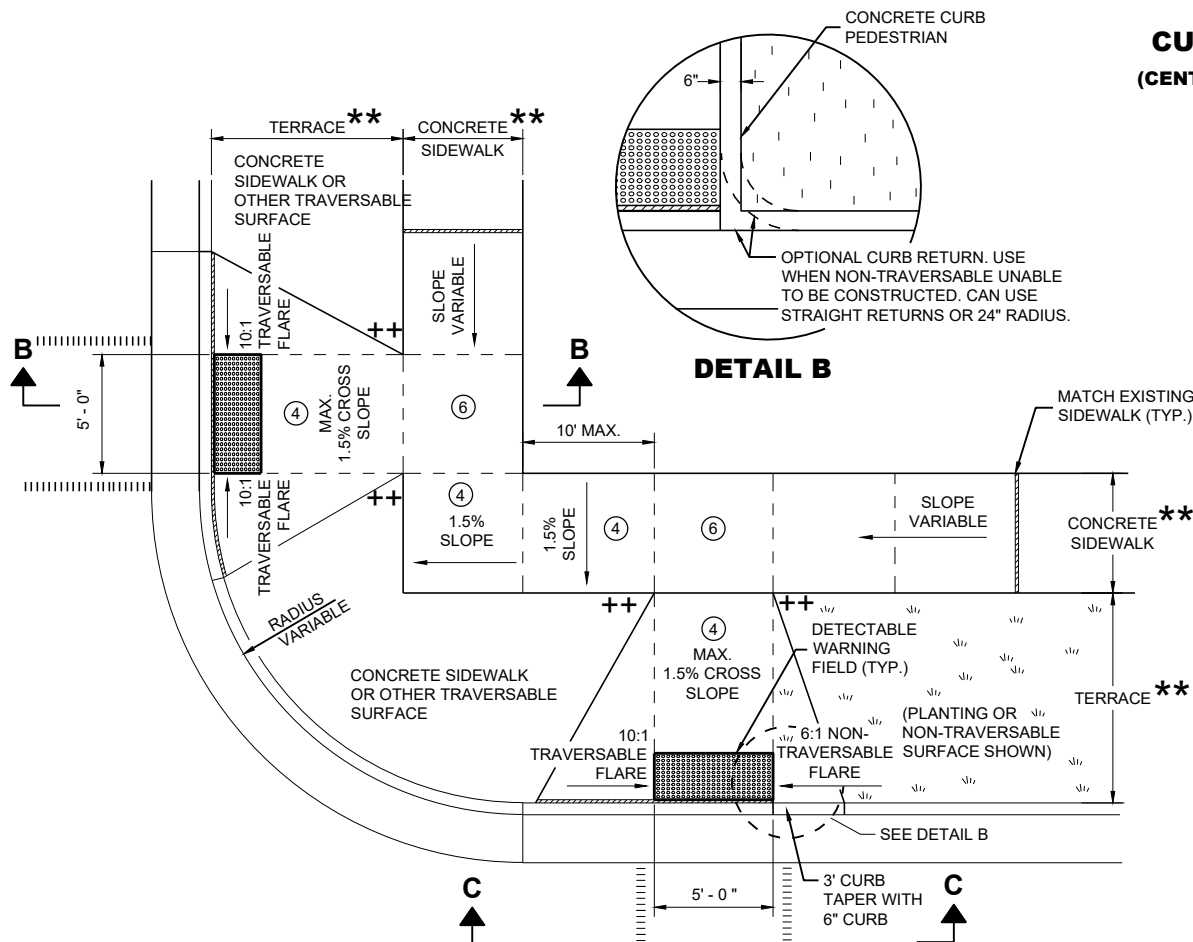
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



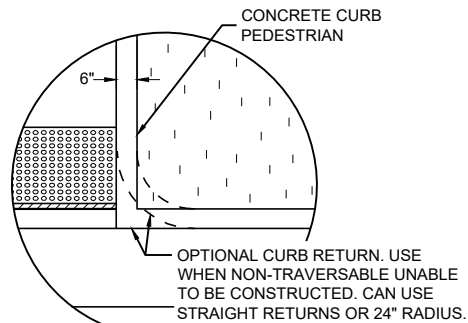
DETAIL A



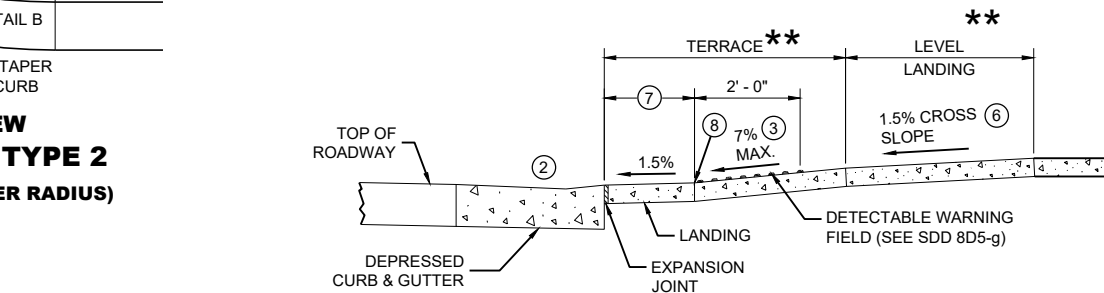
PLAN VIEW  
CURB RAMP TYPE 2  
(CENTER OF CORNER RADIUS)



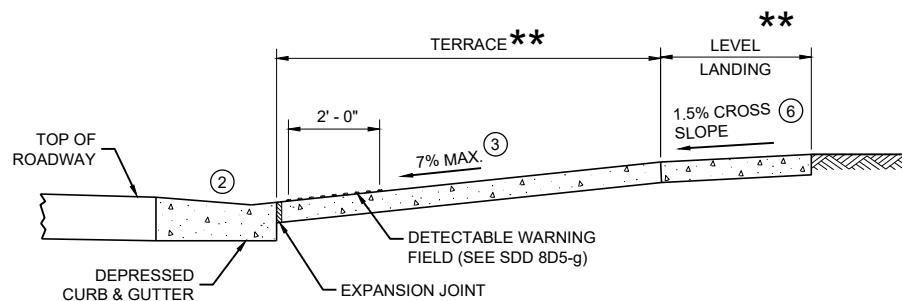
PLAN VIEW  
CURB RAMP TYPE 3  
(OUTSIDE OF CROSSWALK AREA)



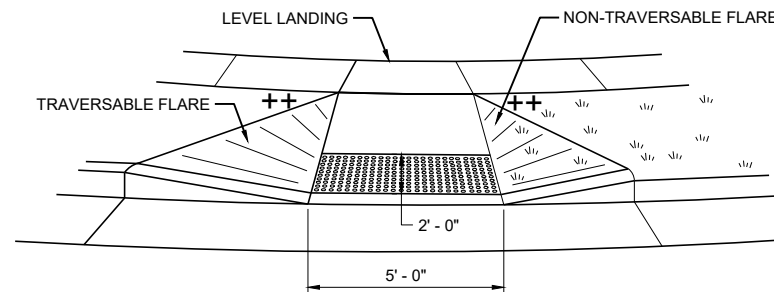
DETAIL B



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

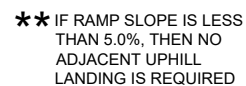
++ CONSTRUCT 6" WEDGE TO  
AVOID CONCRETE BREAKAGE

### 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



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

|                          |         |
|--------------------------|---------|
| RADIUS<br>(AT CURB FACE) | X       |
| 10 FEET                  | 4' - 7" |

### INTERMEDIATE RADII CAN BE INTERPOLATED



## GENERAL NOTES

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN  $\frac{1}{4}$  - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④  $\pm 0.5\%$  CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## LEGEND

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

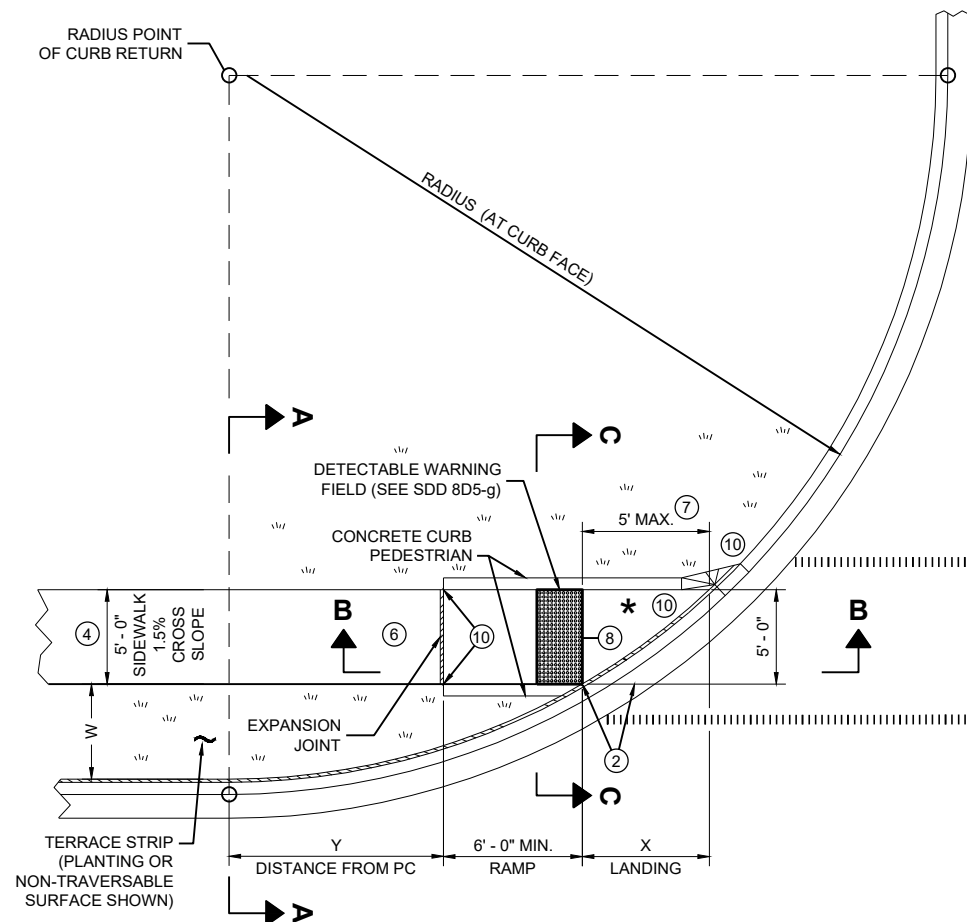


++ CONSTRUCT 6" WEDGE TO  
AVOID CONCRETE BREAKAGE

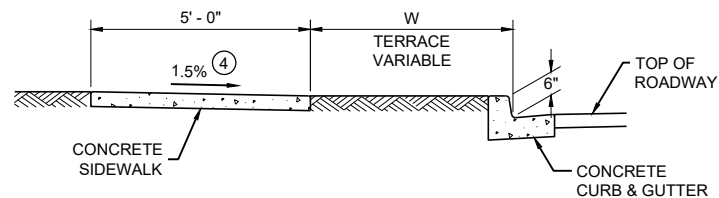
## CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

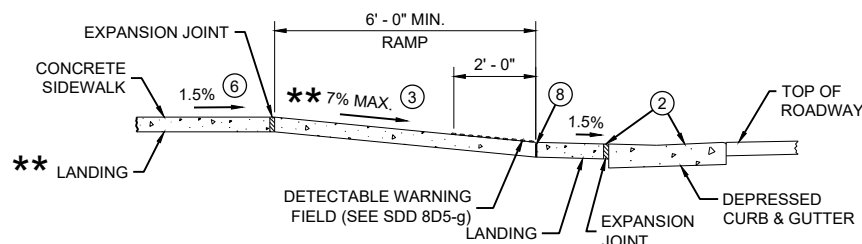




**PLAN VIEW  
CURB RAMP TYPE 4B**



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



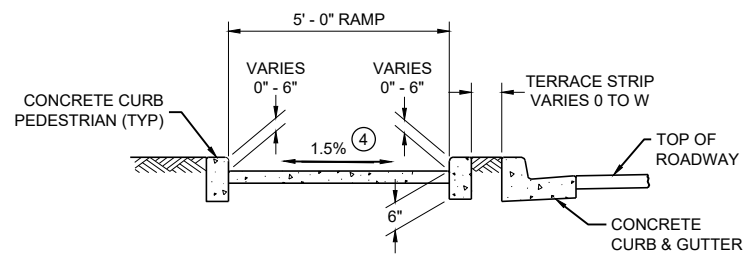
**SECTION B - B FOR  
TYPE 4B AND TYPE 4B1**

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

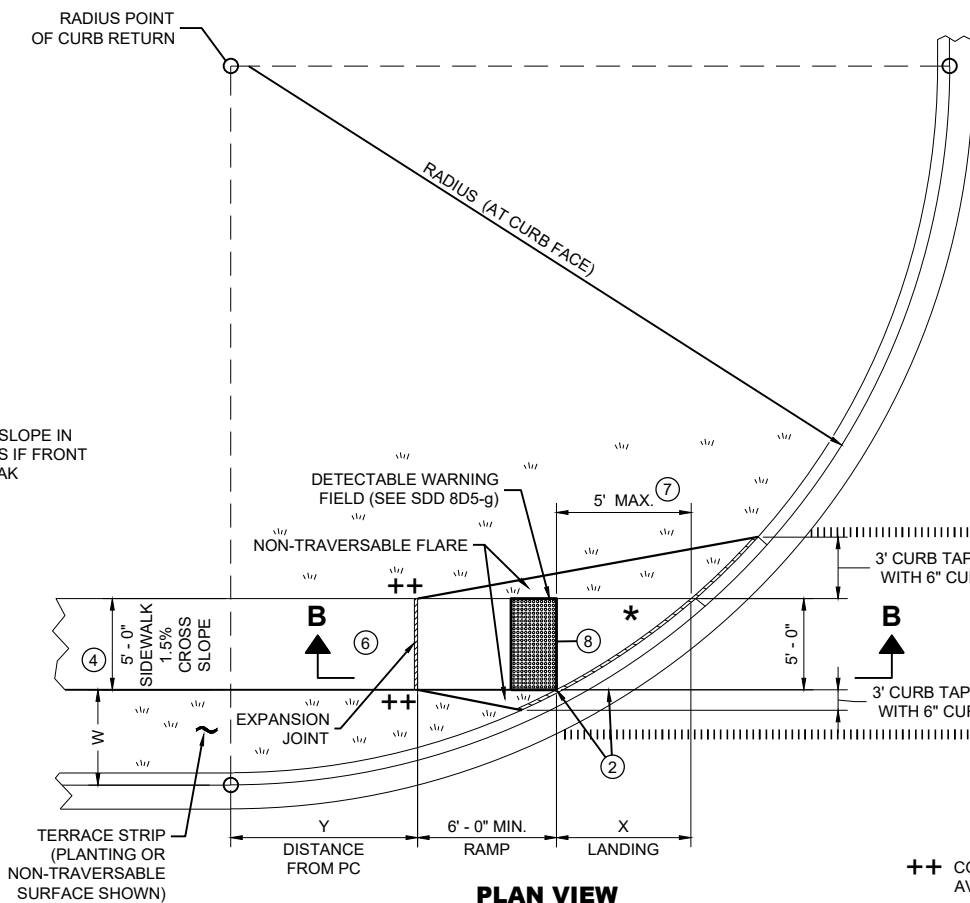
\* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

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



**SECTION C - C FOR TYPE 4B**



**PLAN VIEW  
CURB RAMP TYPE 4B1**

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

## LEGEND

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

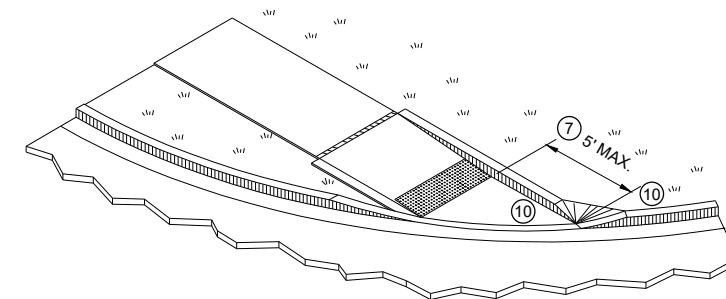
## GENERAL NOTES

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

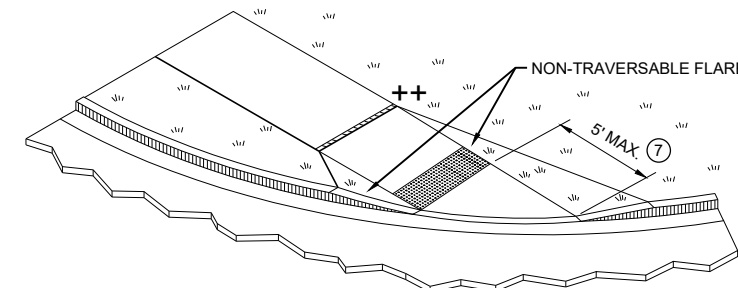
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- 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.



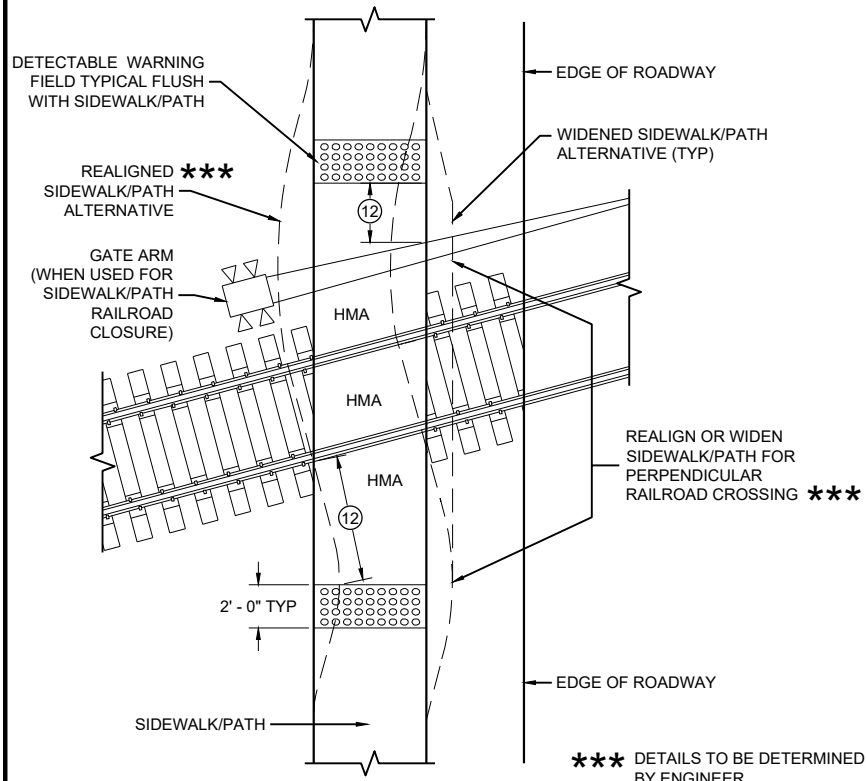
**ISOMETRIC VIEW FOR TYPE 4B**



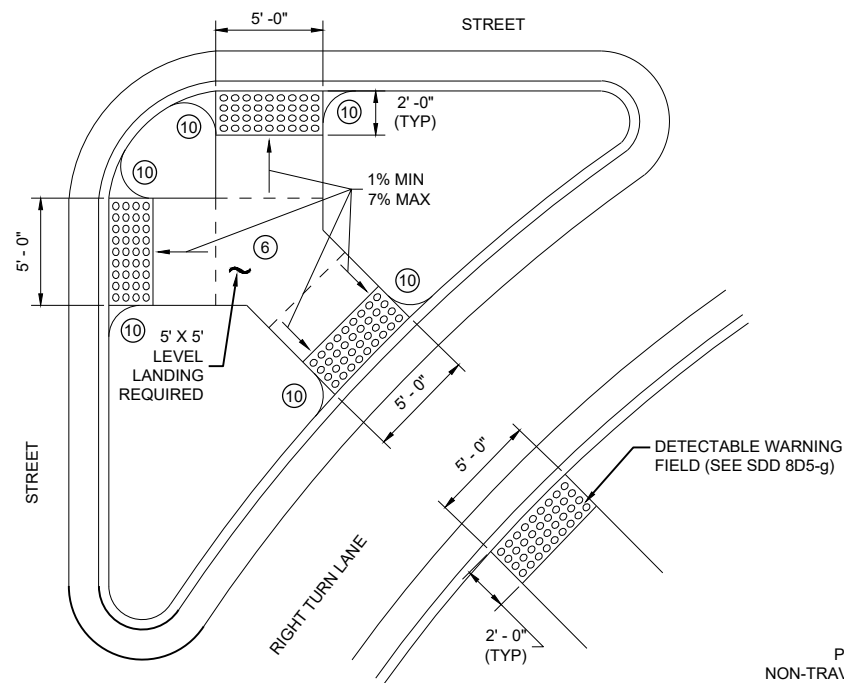
**ISOMETRIC VIEW FOR TYPE 4B1**

## CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

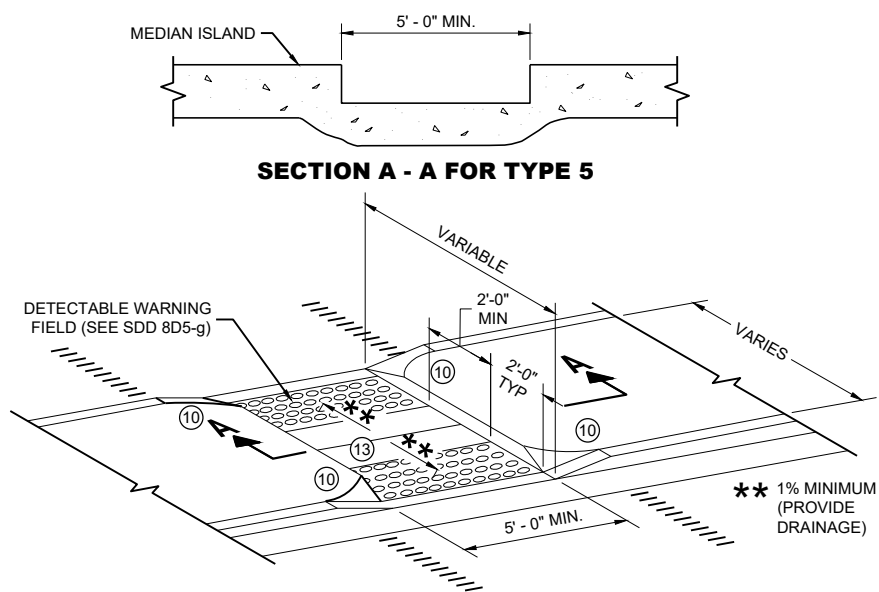


**CURB RAMP TYPE 8**  
**DETECTABLE WARNINGS**  
**FOR SIDEWALKS OR SHARED USE PATHS**  
**AT RAILROAD CROSSINGS**

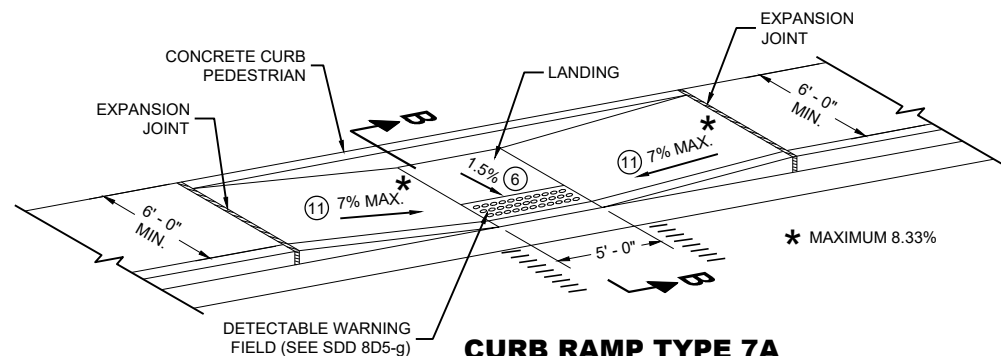


**CURB RAMP TYPE 6**  
**DETECTABLE WARNING AT ISLANDS**

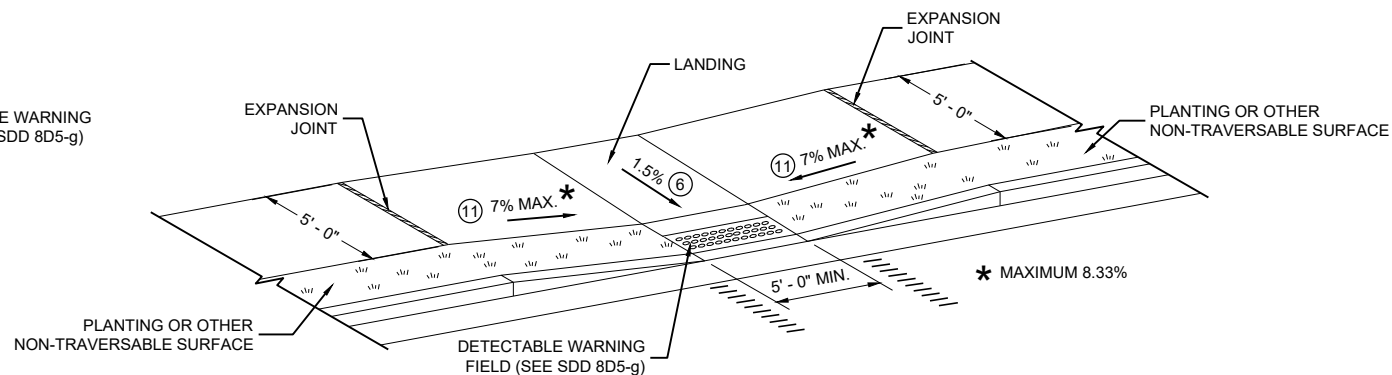
REFER TO GENERAL NOTES ② AND ③  
FOR ALL ISLAND CURB RAMPS



**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.

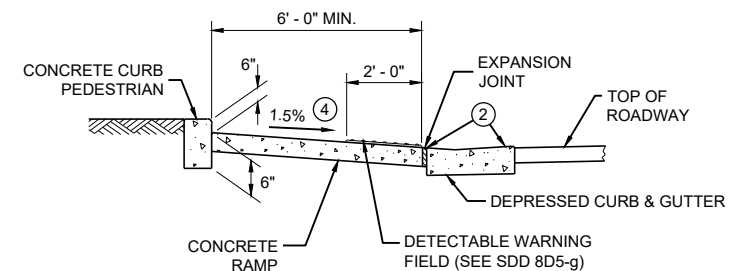
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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)

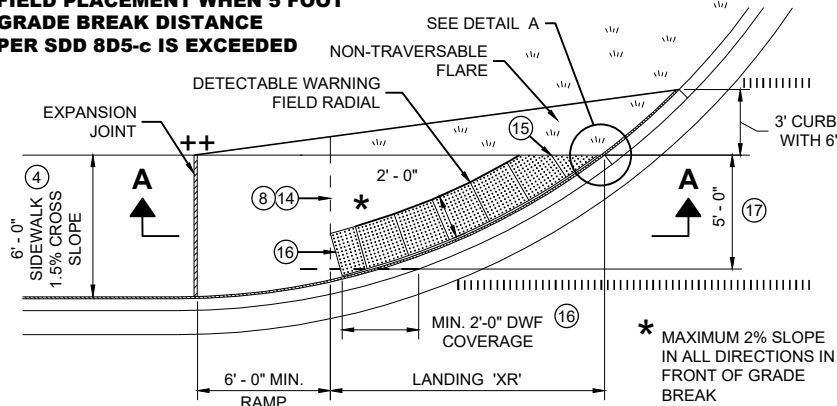


**SECTION B - B FOR TYPE 7A**

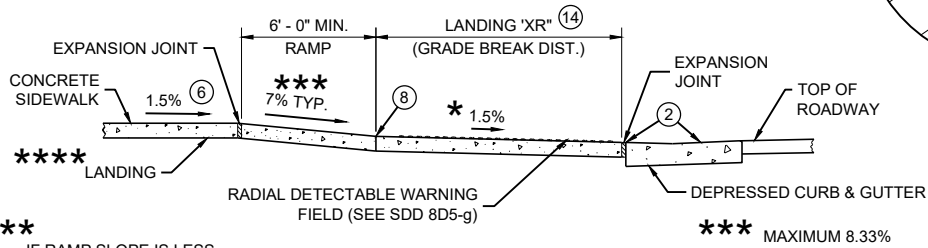
**CURB RAMPS**  
**TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

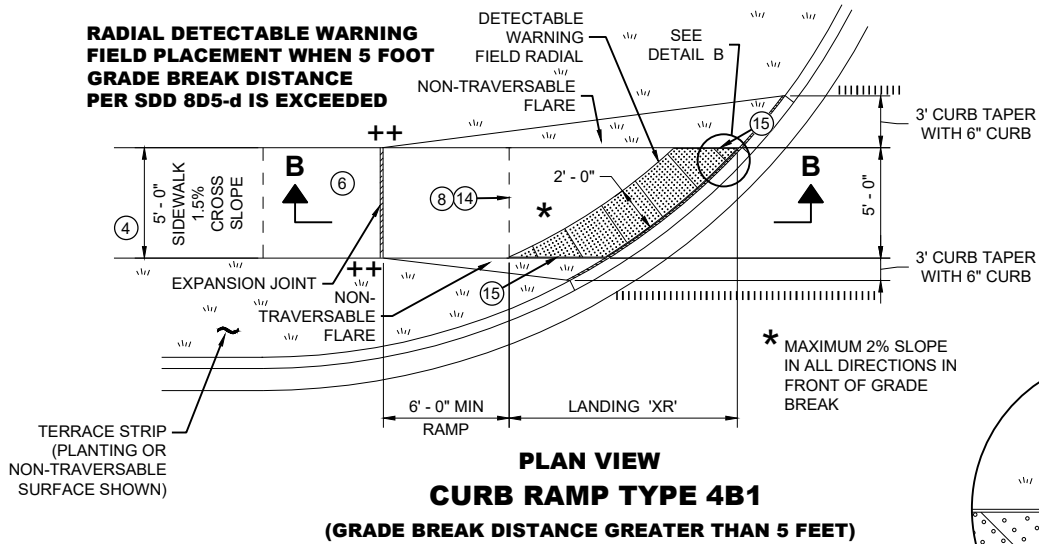


**PLAN VIEW  
CURB RAMP TYPE 4A1  
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

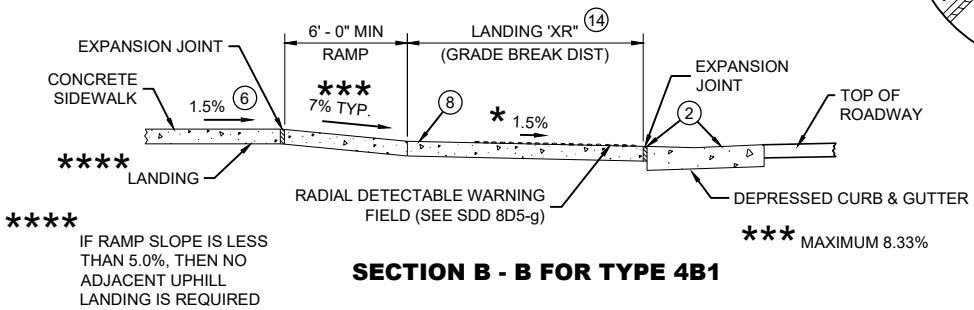


**SECTION A - A FOR TYPE 4A1**

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



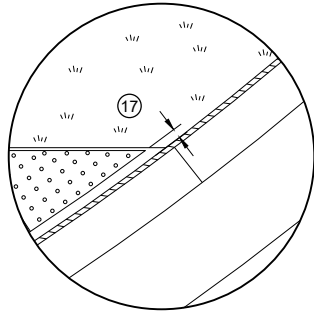
**PLAN VIEW  
CURB RAMP TYPE 4B1  
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**SECTION B - B FOR TYPE 4B1**

**LEGEND**

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



**DETAIL A**

**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.

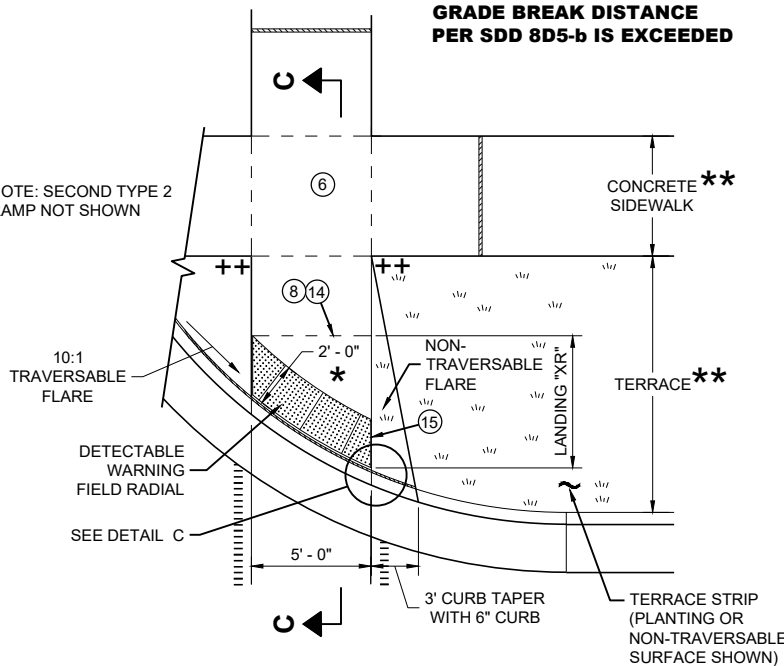
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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.

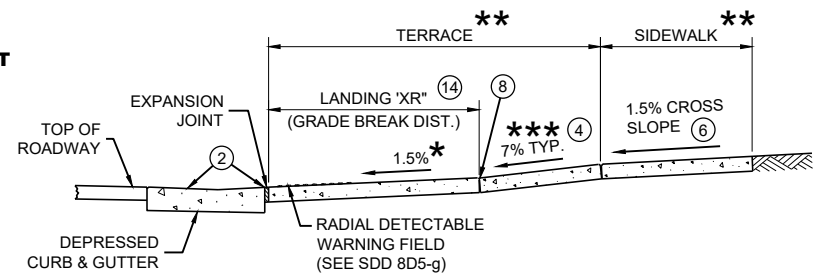
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE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

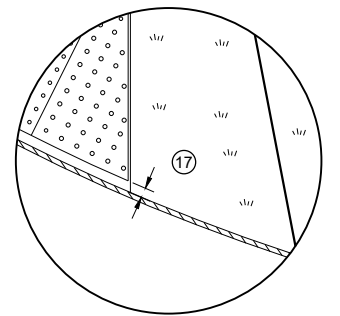
NOTE: SECOND TYPE 2 RAMP NOT SHOWN



**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%

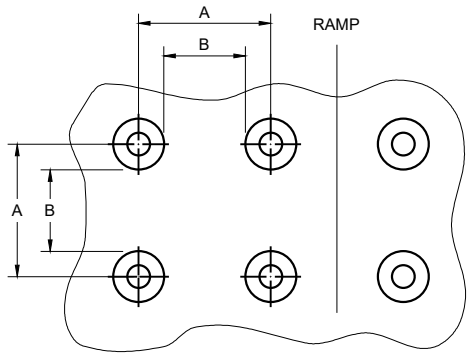
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS  
RADIAL DETECTABLE WARNING**

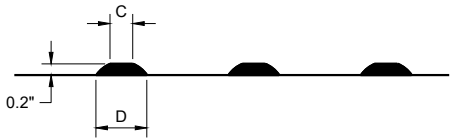
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

|   | 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.

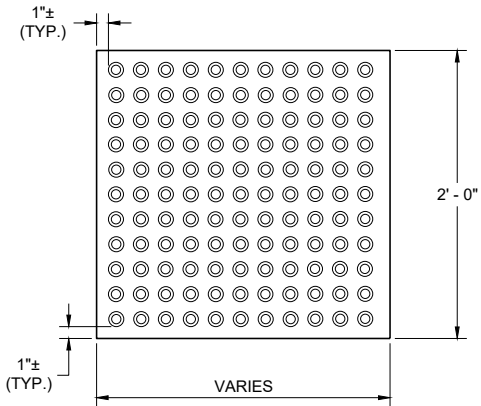


PLAN VIEW

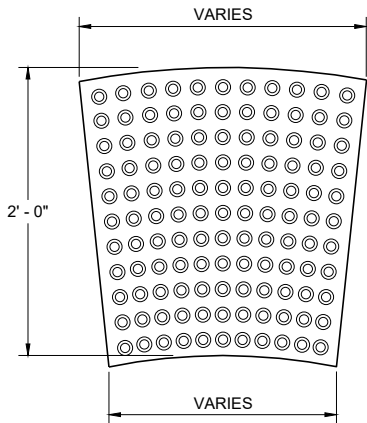


ELEVATION VIEW

TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL

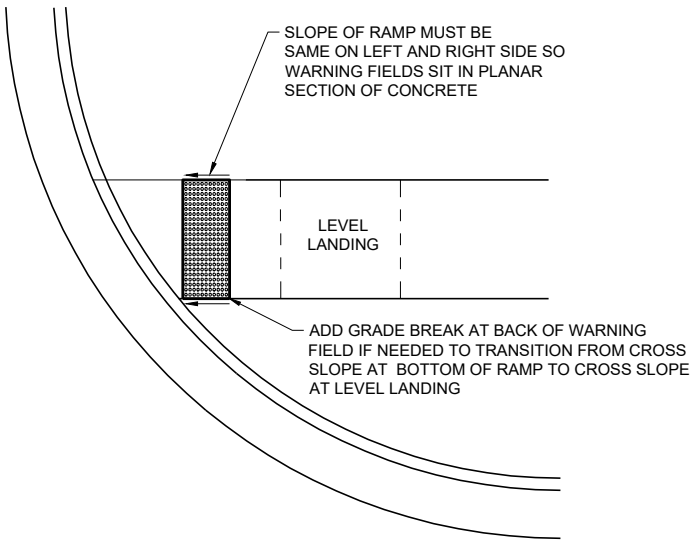


RECTANGULAR  
PLATES

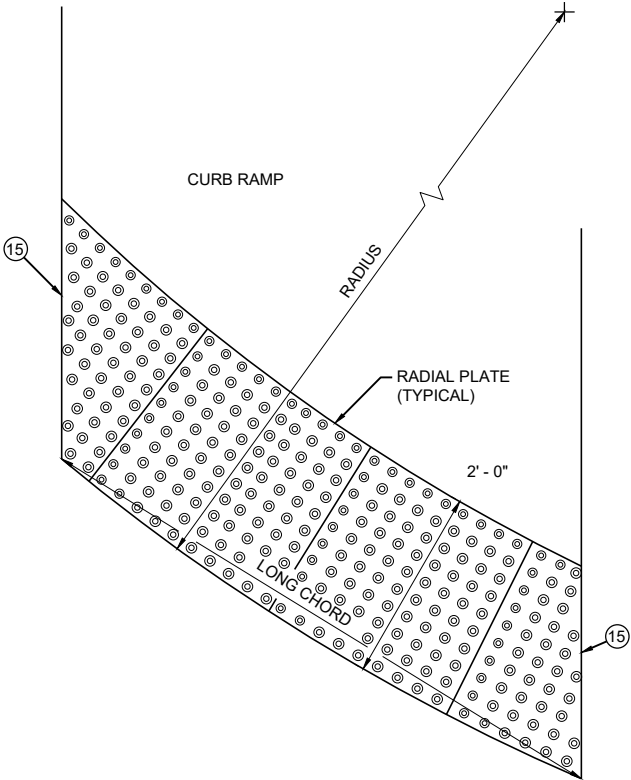


RADIAL  
PLATES

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.

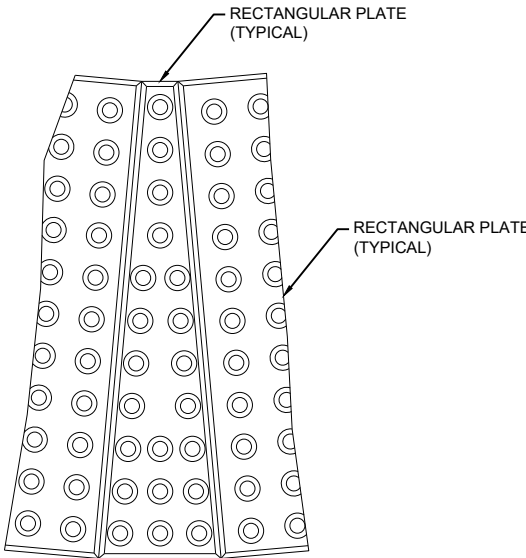
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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\"/>



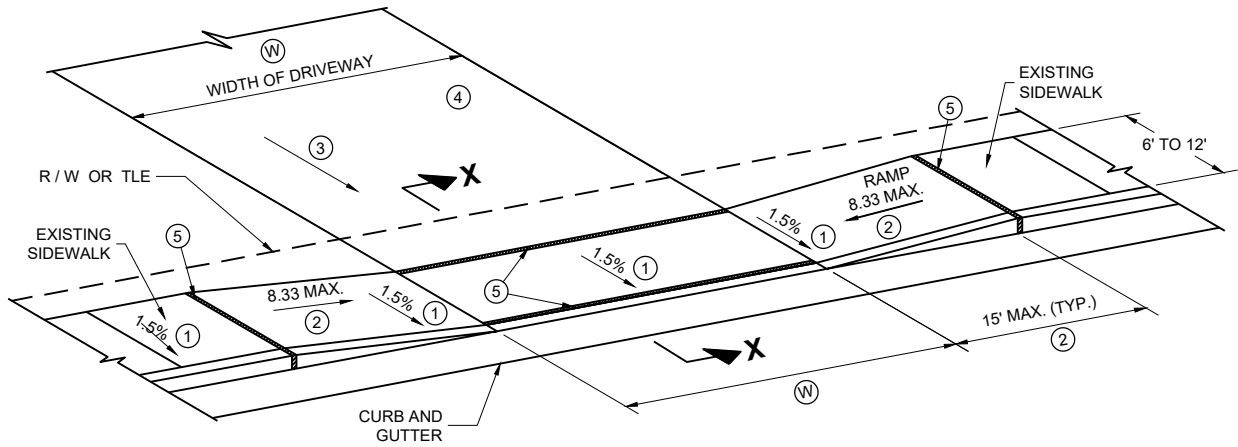
PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL

CURB RAMPS  
RECTANGULAR AND RADIAL  
DETECTABLE WARNING PLATES

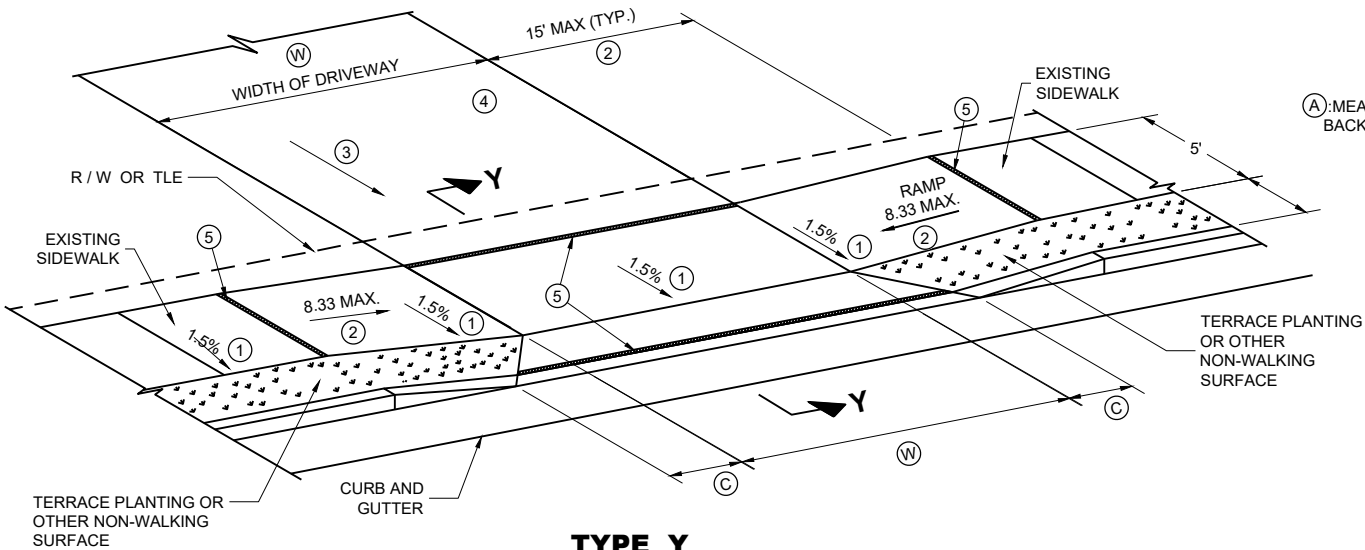
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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





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



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

**GENERAL NOTES**

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

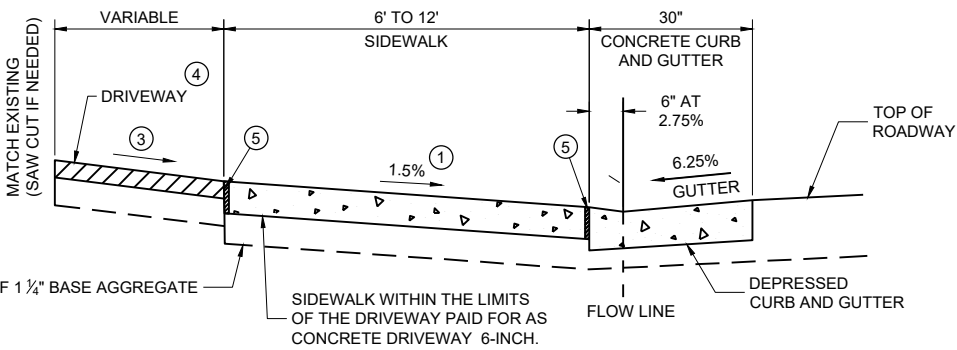
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

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

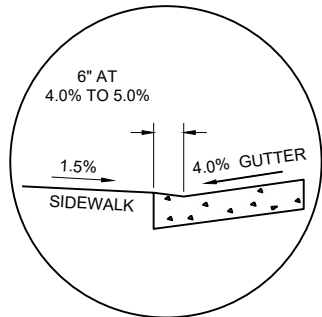
③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM  
10.5% UP AWAY FROM SIDEWALK (SAG)  
8.5% DOWN AWAY FROM SIDEWALK (CREST)  
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

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

⑤ ½" EXPANSION JOINT FILLER



**SECTION X - X**



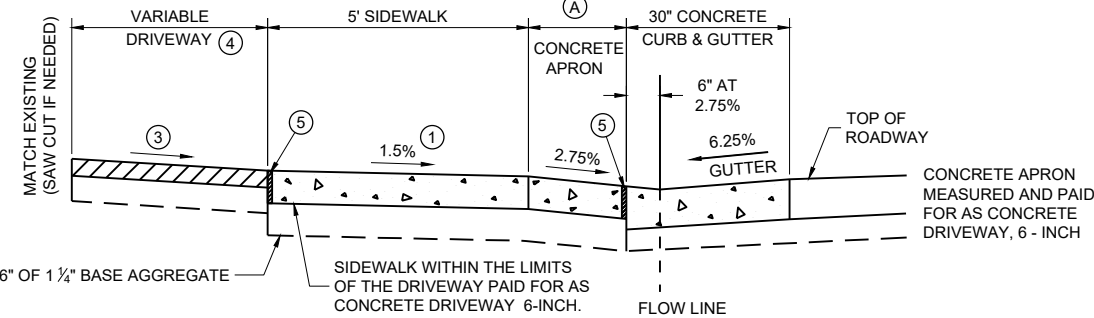
**SECTION X - X**  
**4% GUTTER SLOPE**

**TABLE Y**

| (A)<br>FEET | (C)<br>FEET |
|-------------|-------------|
| 3.5'        | 2.0'        |
| 4.5'        | 3.0'        |
| 5.5'        | 3.5'        |

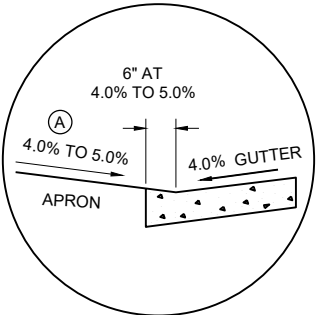
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND  
NON-COMMERCIAL (PE & FE)  
16' MIN. - 35' MAX. COMMERCIAL (CE)

(A): MEASURE FROM  
BACK OF CURB



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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

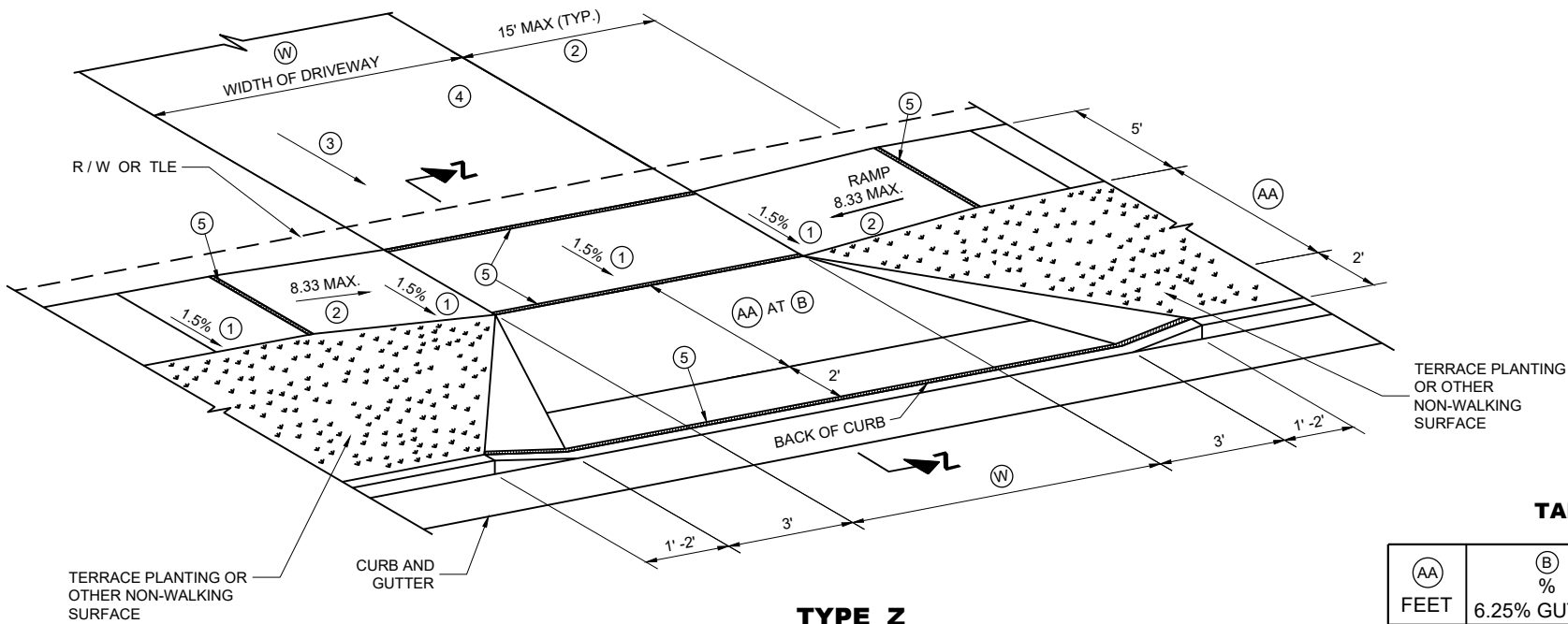


**SECTION Y - Y**  
**4% GUTTER SLOPE**

**DRIVEWAY AND**  
**SIDEWALK RAMPS**  
**TYPES X AND Y**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

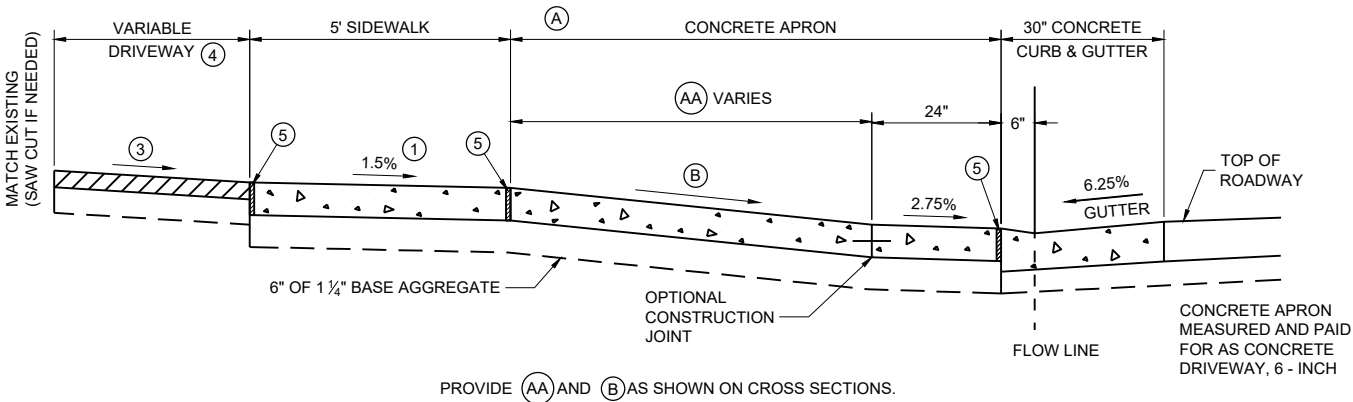


**TYPE Z**  
**SIDEWALK WITH WIDER TERRACE**  
**TERRACE VARIES 7 TO 12 FEET**

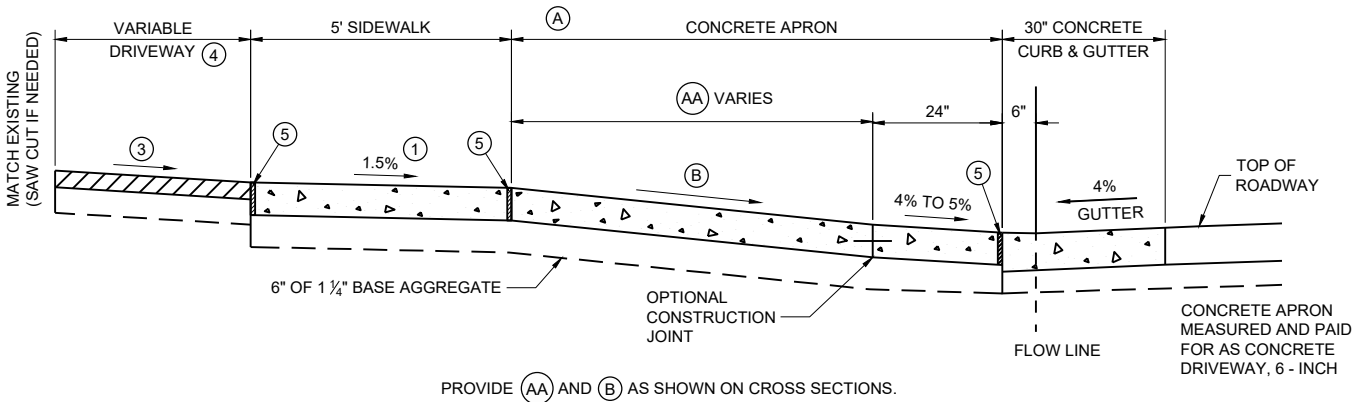
**TABLE Z**

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

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



**6.25% GUTTER SLOPE**



**4% GUTTER SLOPE**

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.  
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

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

**GENERAL NOTES**

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- DRIVEWAY SLOPES: DESIRABLE MAXIMUM**  
10.5% UP AWAY FROM SIDEWALK (SAG)  
8.5% DOWN AWAY FROM SIDEWALK (CREST)  
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- DRIVEWAY TYPES**  
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE  
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE  
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ½" EXPANSION JOINT FILLER.

**DRIVEWAY AND  
SIDEWALK RAMPS  
TYPE Z**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

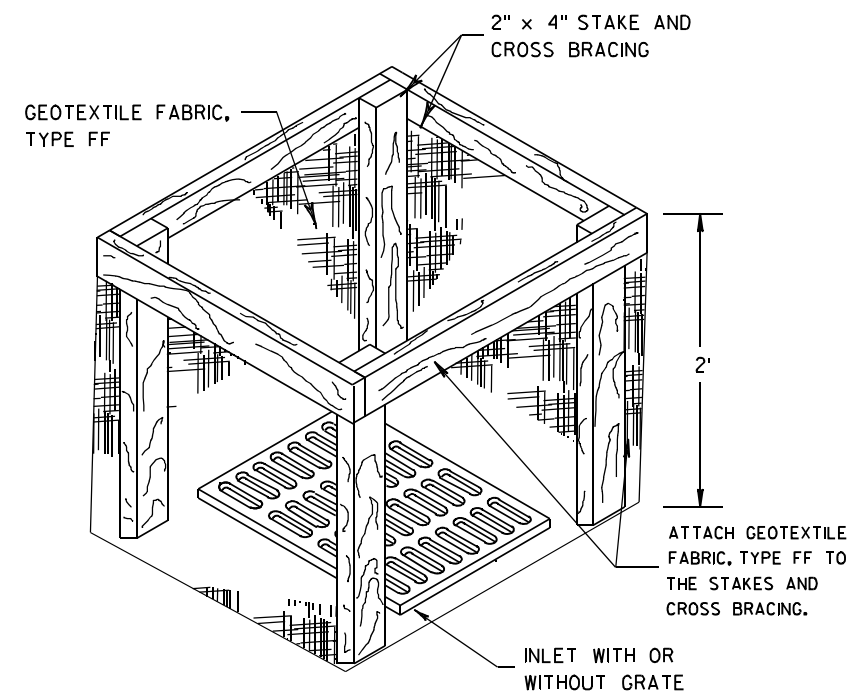
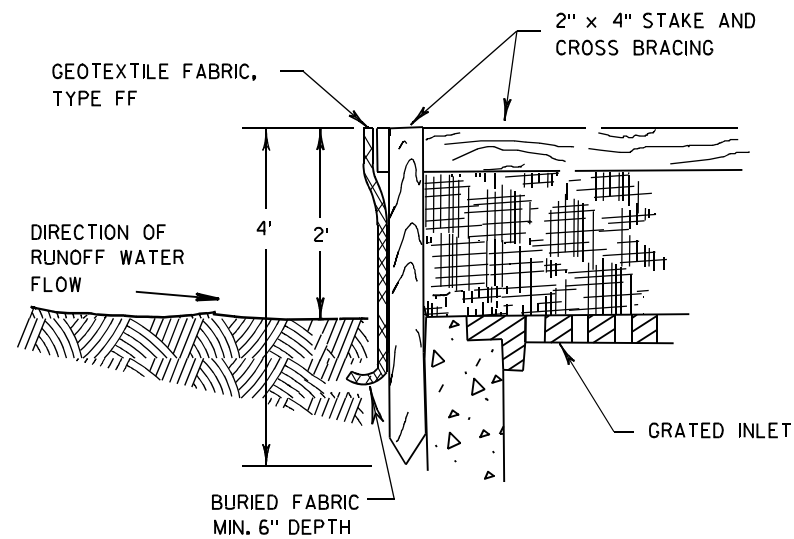
APPROVED  
July 2023 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
FHWA UNIT SUPERVISOR



- 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<br>DEPARTMENT OF TRANSPORTATION |                                                             |
| APPROVED<br>4-29-05<br>DATE                        | /S/ Beth Conn-----<br>CHIEF ROADWAY DEVELOP 145<br>ENGINEER |
| FHWA                                               |                                                             |



## INLET PROTECTION, TYPE A

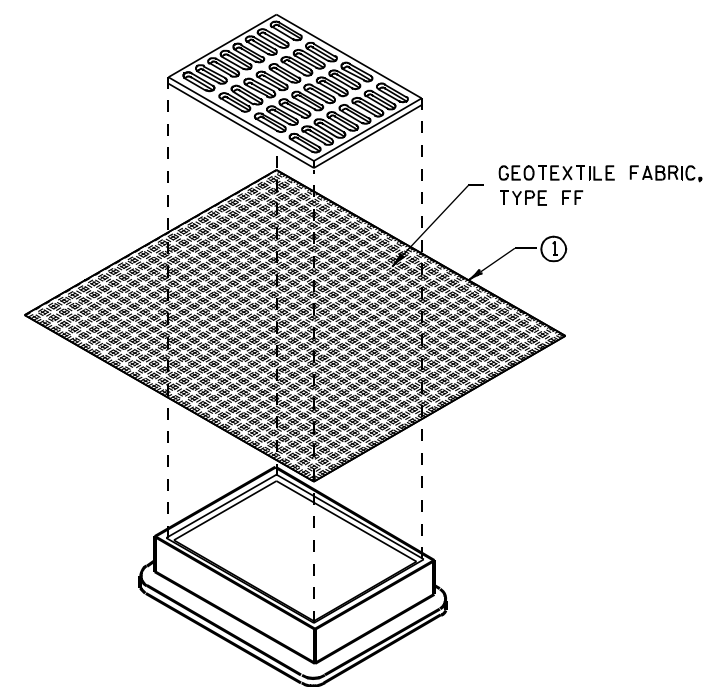
## GENERAL NOTES

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.

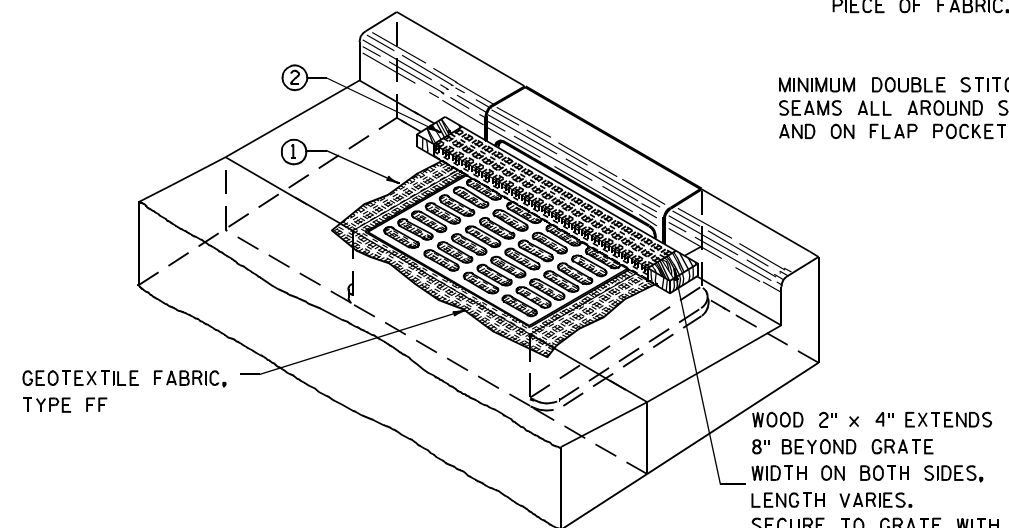
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

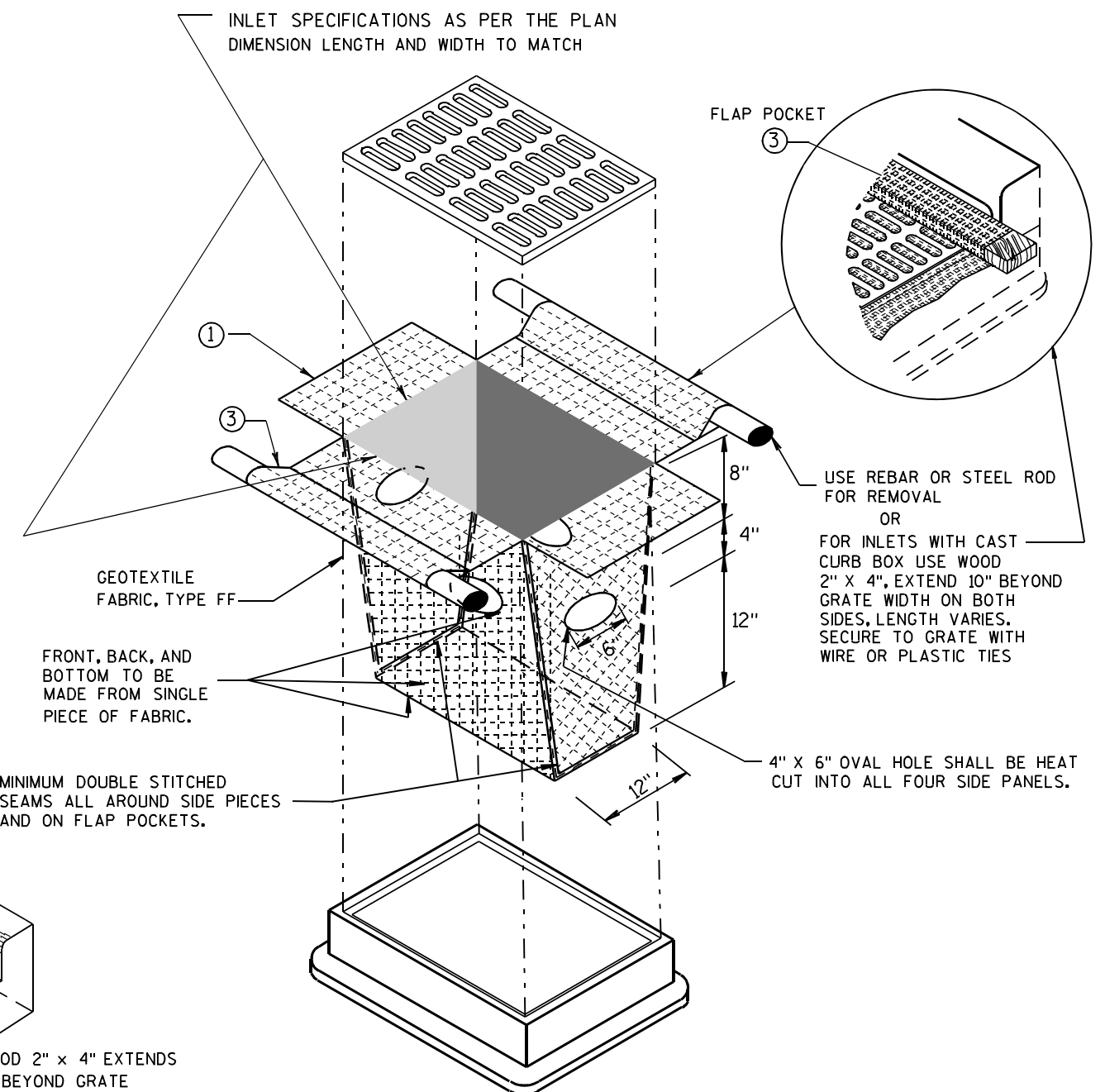
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

## 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

DATE

/S/ Beth Connolly

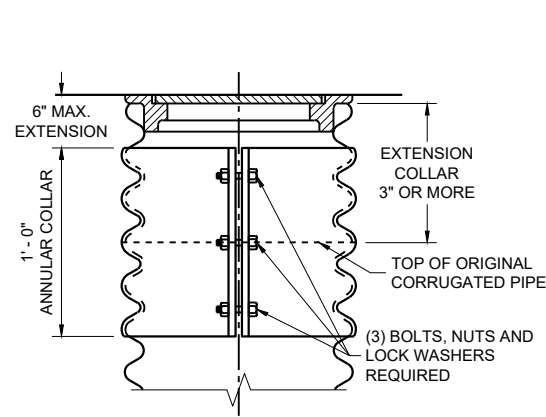
146

CHIEF ROADWAY DEVELOPMENT ENGINEER

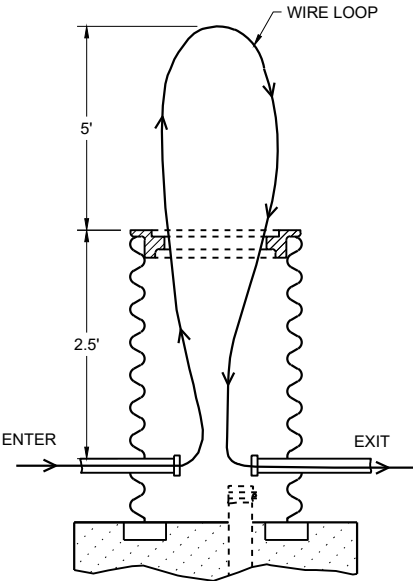
FHWA



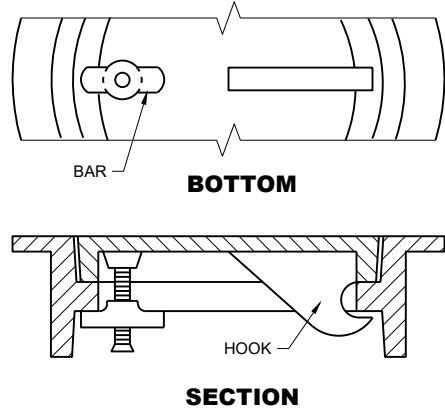
CORRUGATED PIPE EXTENDER



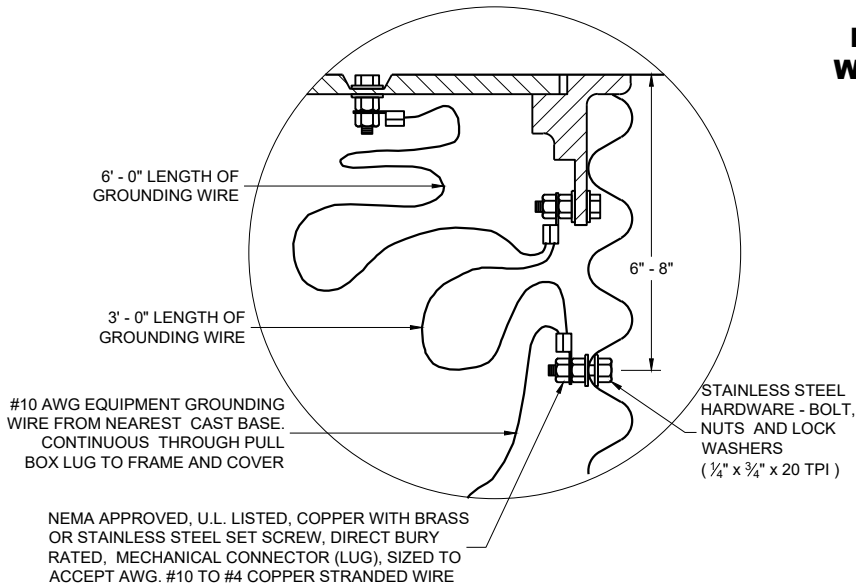
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



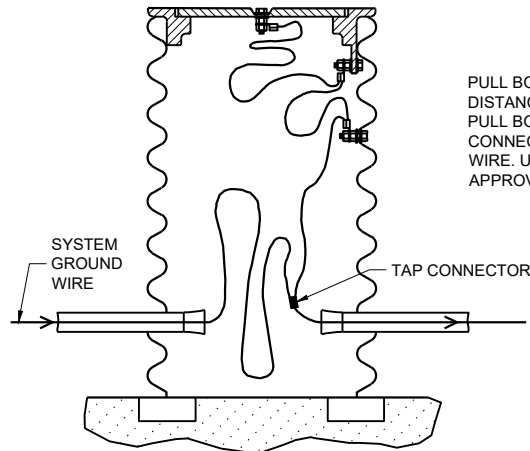
ALTERNATE COVER (LOCKING)  
TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

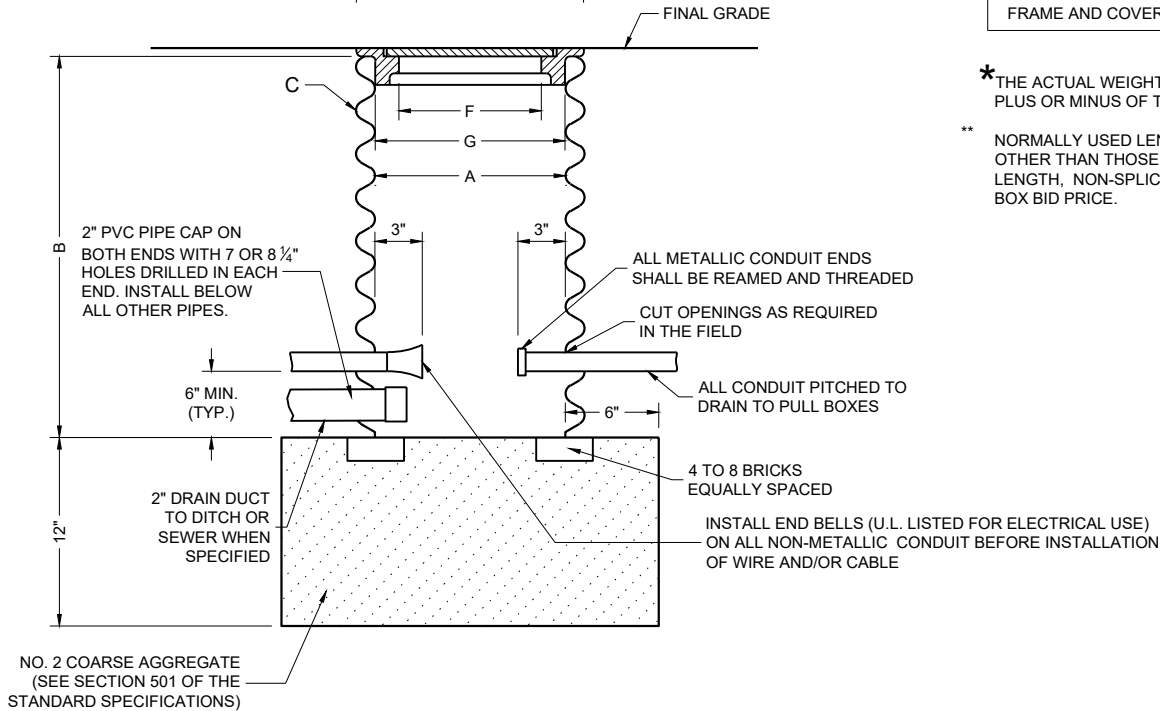


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

| DIMENSION IN INCHES    |   | CORRUGATED STEEL PIPE  |                |                |        |        |        |        |        |        |
|------------------------|---|------------------------|----------------|----------------|--------|--------|--------|--------|--------|--------|
|                        |   | PIPE DIAMETER (INSIDE) | PIPE LENGTH ** | WALL THICKNESS | COVER  | FRAME  | FRAME  | FRAME  | FRAME  | FRAME  |
| PIPE DIAMETER (INSIDE) | A | 12                     | 12             | 12             | 18     | 18     | 18     | 24     | 24     | 24     |
| PIPE LENGTH **         | B | 24                     | 30             | 36             | 24     | 30     | 36     | 36     | 42     | 48     |
| WALL THICKNESS         | C | 0.064                  | 0.064          | 0.064          | 0.064  | 0.064  | 0.064  | 0.064  | 0.064  | 0.064  |
| COVER                  | D | 10 1/4                 | 10 1/4         | 10 1/4         | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME                  | E | 14 1/2                 | 14 1/2         | 14 1/2         | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME                  | F | 8 1/2                  | 8 1/2          | 8 1/2          | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME                  | G | 11 1/2                 | 11 1/2         | 11 1/2         | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS*      |   |                        |                |                |        |        |        |        |        |        |
| FRAME AND COVER        |   | 60                     | 60             | 60             | 110    | 110    | 110    | 155    | 155    | 155    |

\*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

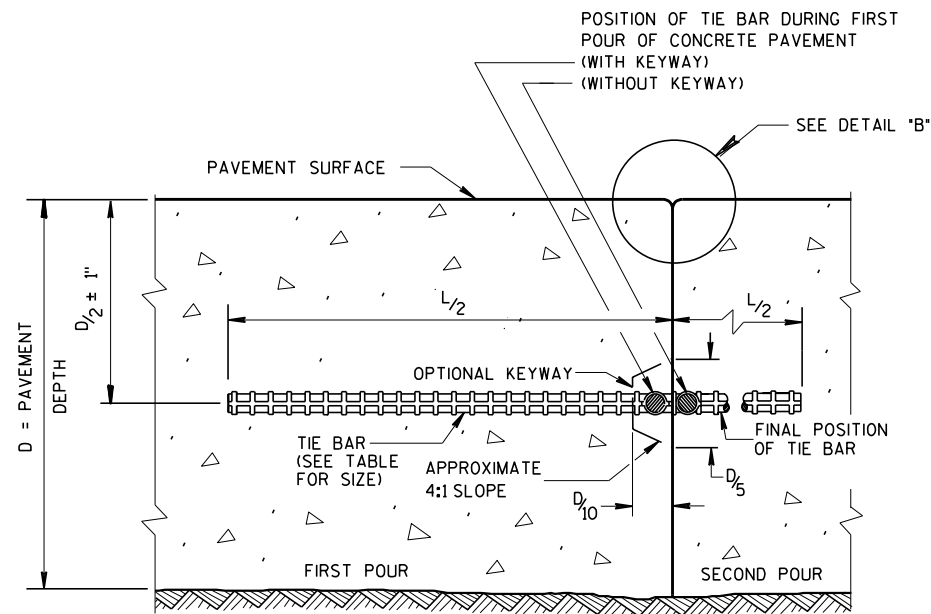
\*\* NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

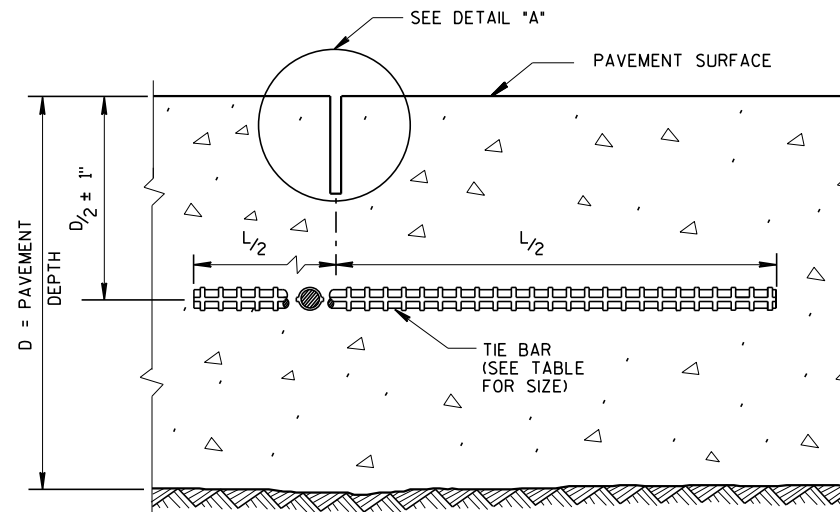
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2024 /S/ Ahmet Demirbilek  
DATE STATE ELECTRICAL ENGINEER

FHWA



CONSTRUCTION JOINT



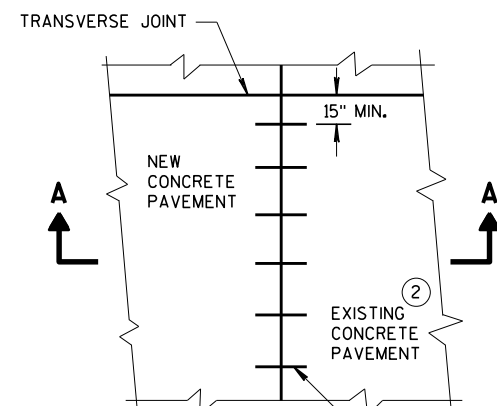
SAWED JOINT

GENERAL NOTES

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

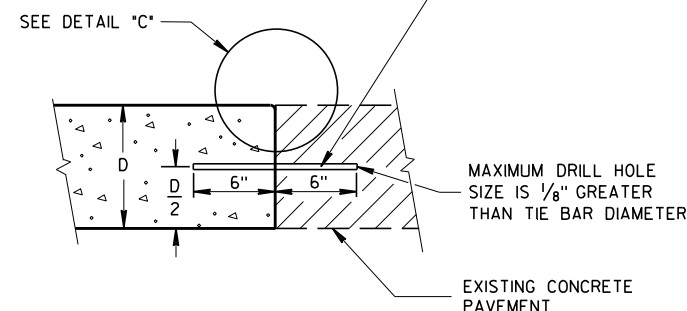
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

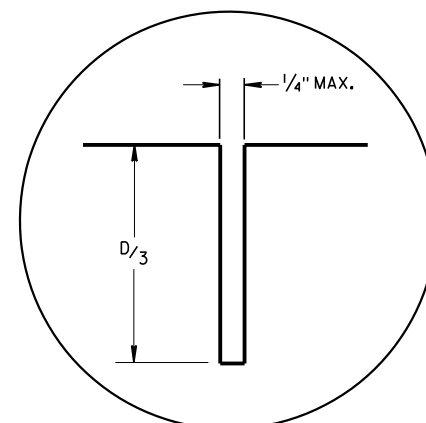


PLAN VIEW

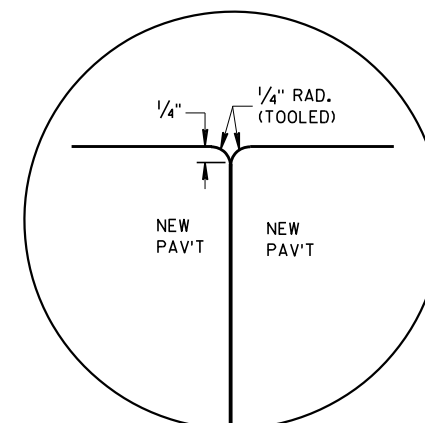
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



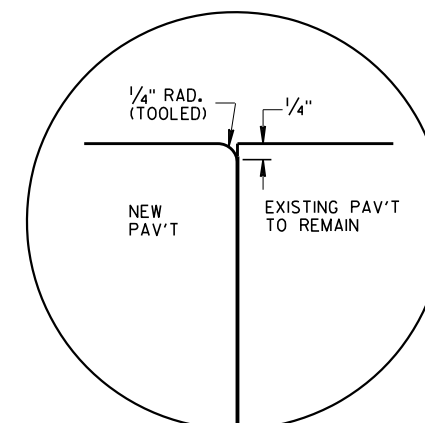
SECTION A-A  
LONGITUDINAL CONSTRUCTION JOINT  
TIE BARS ANCHORED  
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



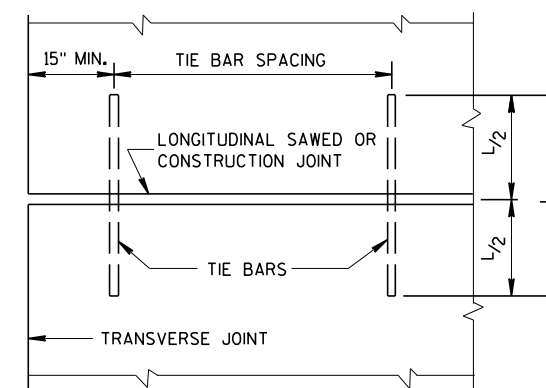
DETAIL "C"

TIE BAR TABLE

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

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

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

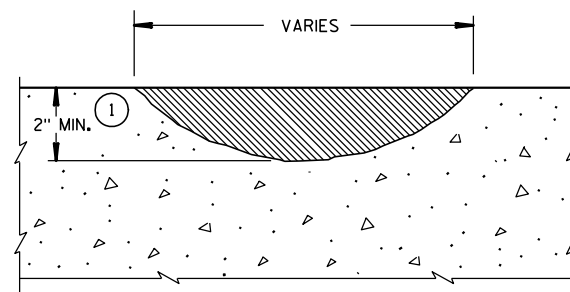


PLAN VIEW  
SHOWING LOCATION OF TIE BARS

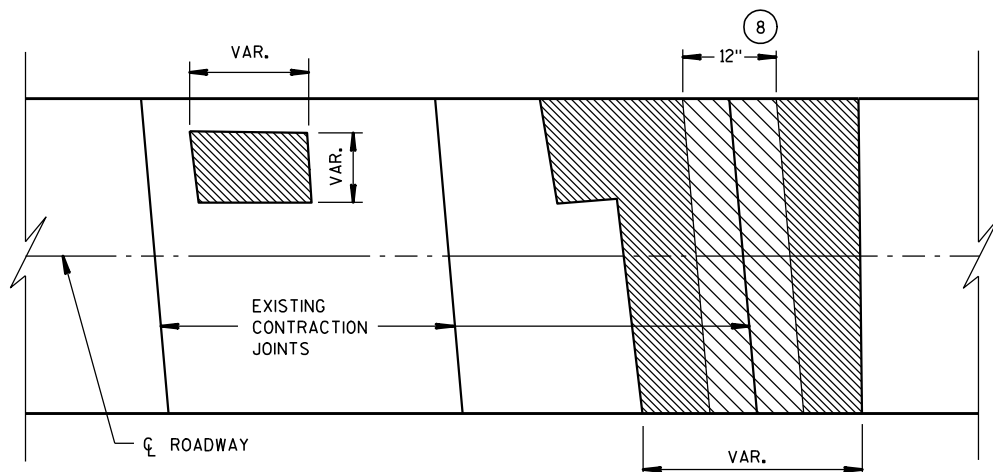
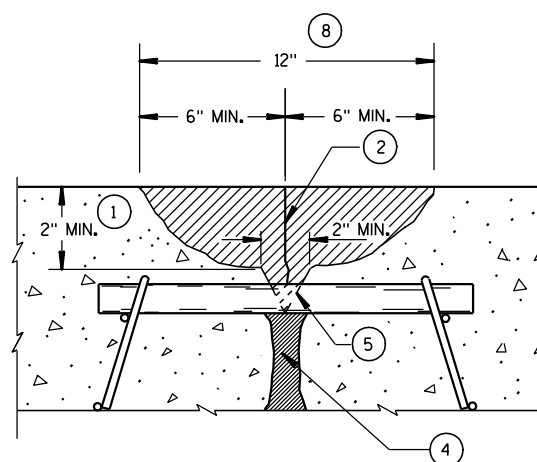
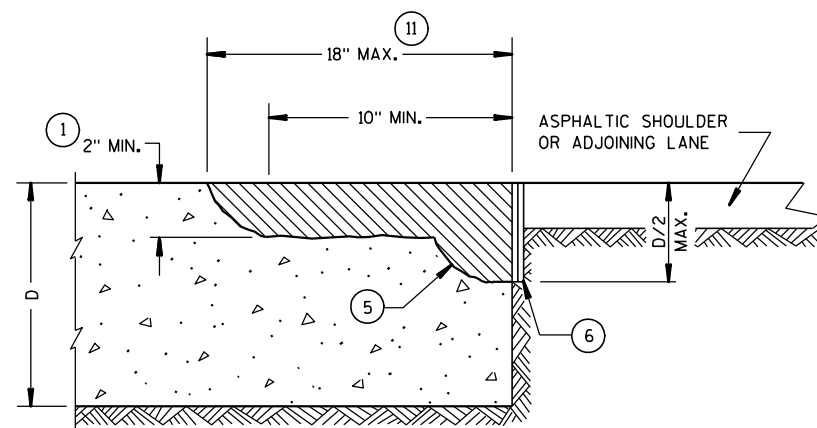
CONCRETE PAVEMENT  
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Peter Kern  
DATE PAVEMENT SUPE 148  
FHWA

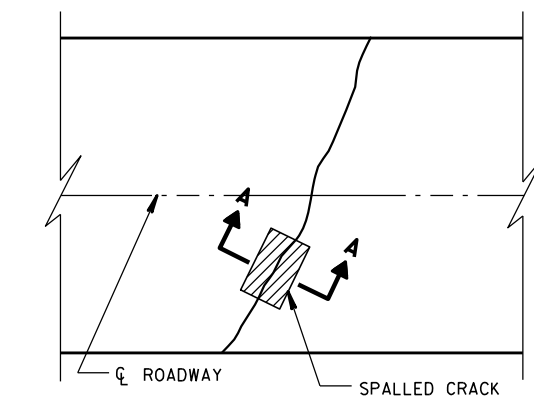
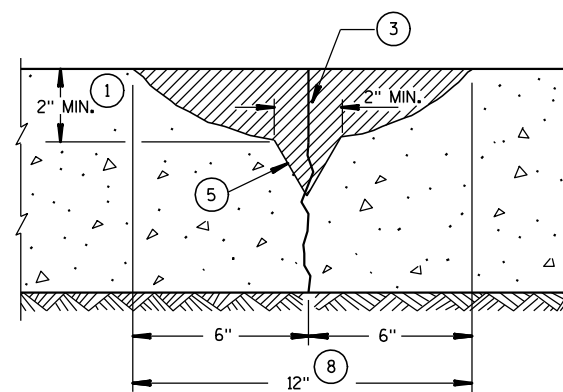


PROFILE VIEW

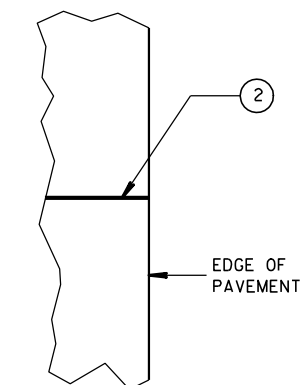
PLAN VIEW  
SURFACE REPAIRPROFILE VIEW  
JOINT REPAIR

PROFILE VIEW

EDGE REPAIR

PLAN VIEW  
CRACK REPAIR

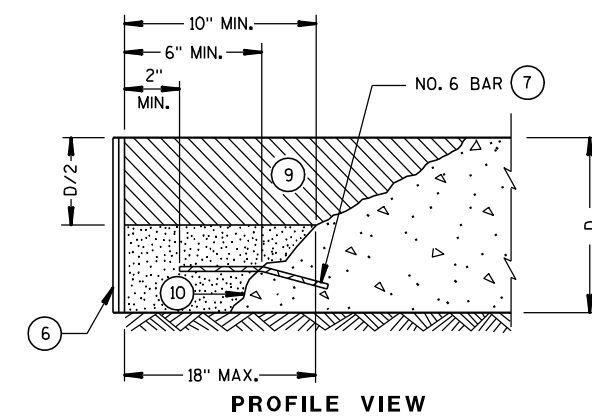
SECTION A-A



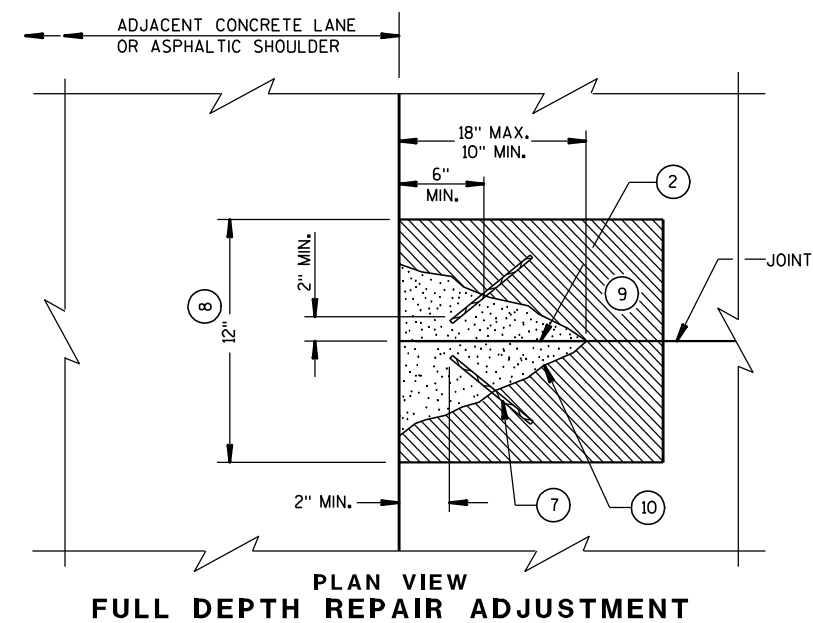
PLAN VIEW

**GENERAL NOTES**

- ① REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF  $\frac{1}{2}$  THE PAVEMENT DEPTH OR TOP OF DOWELS.
- ② IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ( $\frac{1}{4}$ "). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- ③ COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK ( $\frac{1}{4}$ "). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
- ④ CLEAN, DRY SAND WHEN NECESSARY.
- ⑤ REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
- ⑥  $\frac{1}{4}$ " MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED, FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
- ⑦ PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
- ⑧ OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
- ⑨ PAID AS JOINT OR CRACK REPAIR.
- ⑩ FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
- ⑪ BEYOND 18" WILL BE PAID AS SURFACE REPAIR.



PROFILE VIEW

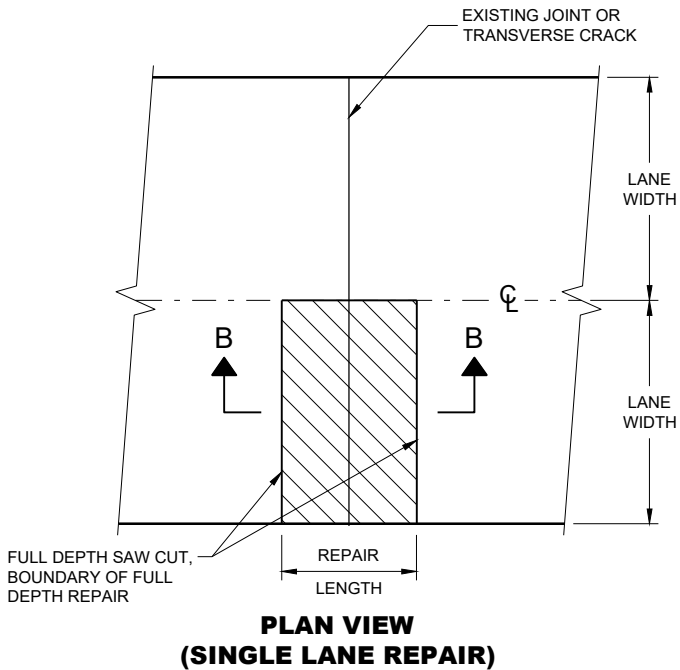
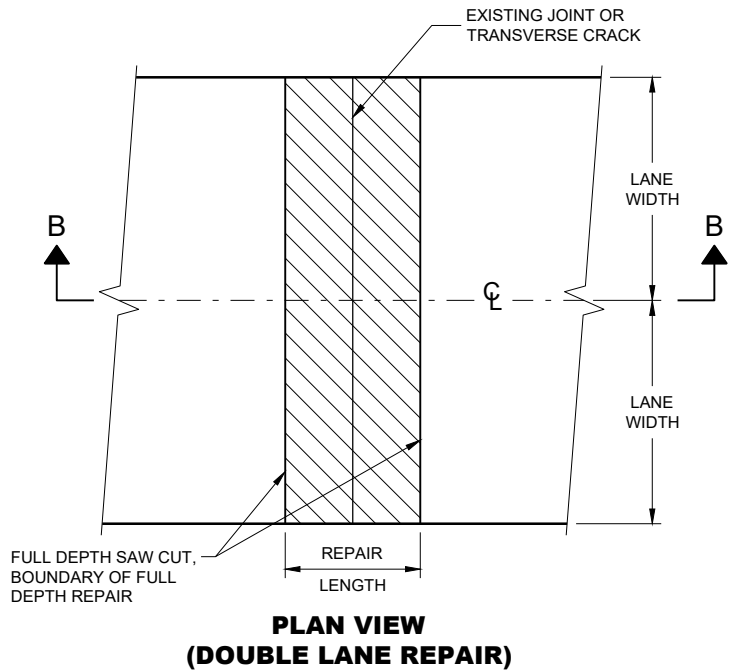
PLAN VIEW  
FULL DEPTH REPAIR ADJUSTMENT**CONCRETE PAVEMENT  
PARTIAL DEPTH REPAIR**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

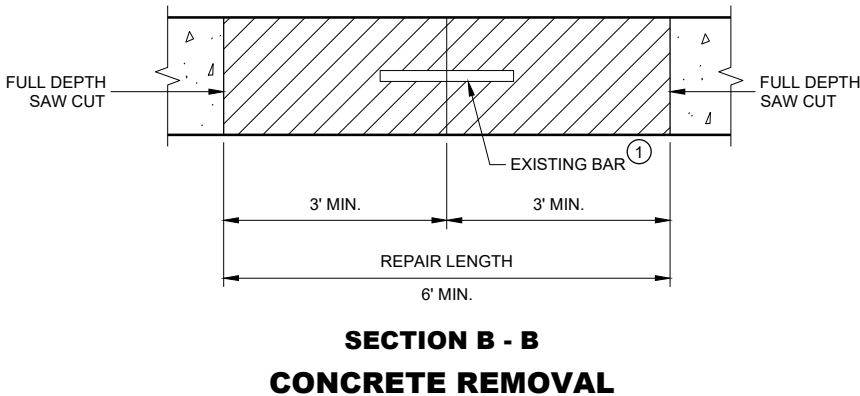
3/21/03  
DATE

FHWA

/S/ Bill Duck  
PAVEMENT ENGINEER 149



**FULL DEPTH CONCRETE PAVEMENT REMOVAL**



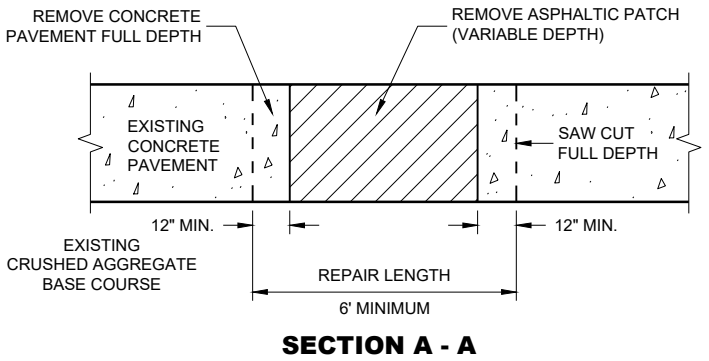
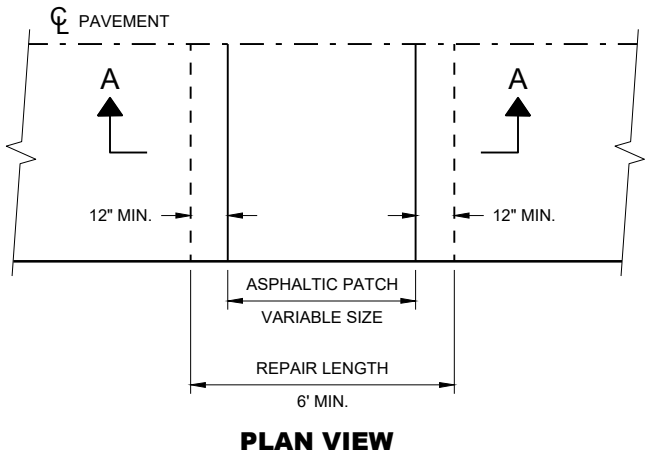
**GENERAL NOTES**

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MAY NOT BE PRESENT.

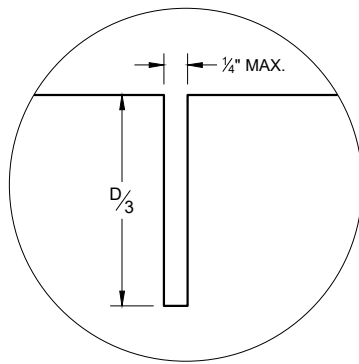


**HMA PATCH REMOVAL**

**CONCRETE PAVEMENT  
REPAIR AND REPLACEMENT**

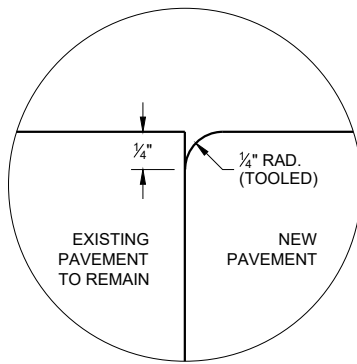
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 150



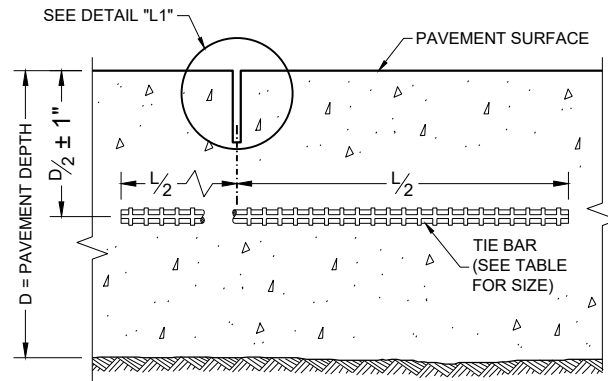


C1

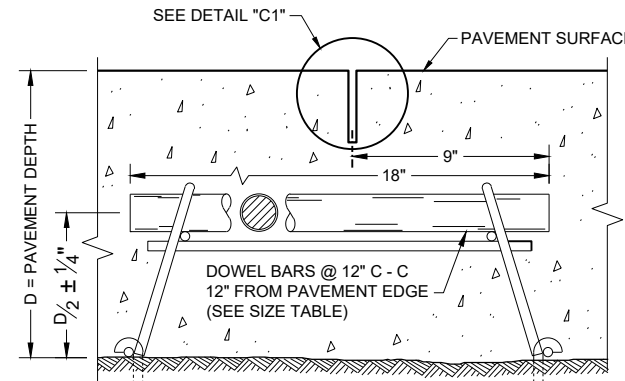
### TRANSVERSE JOINTS



C2



SECTION C - C  
SAWED LONGITUDINAL JOINT



SECTION F - F  
DOWELED CONTRACTION JOINT

### GENERAL NOTES

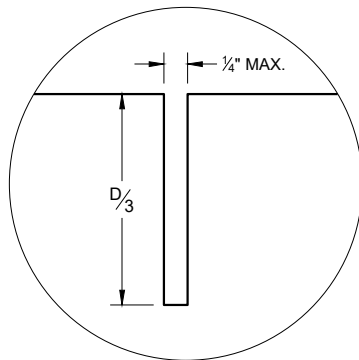
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

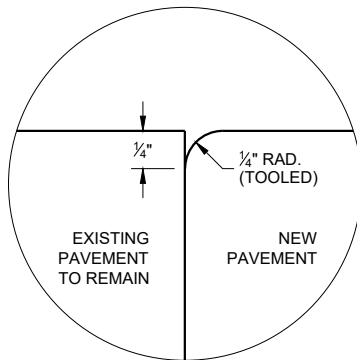
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

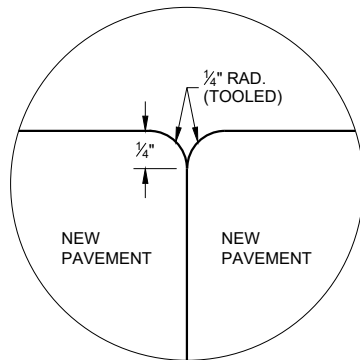


L1

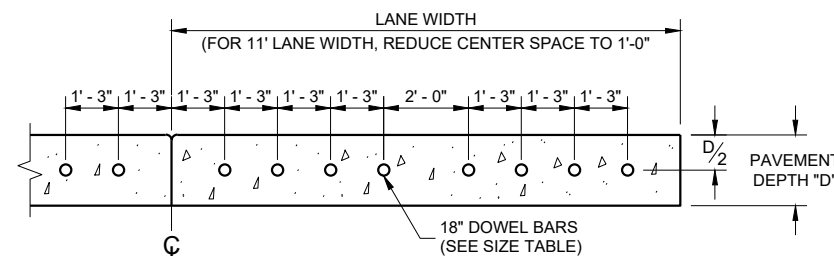


L2

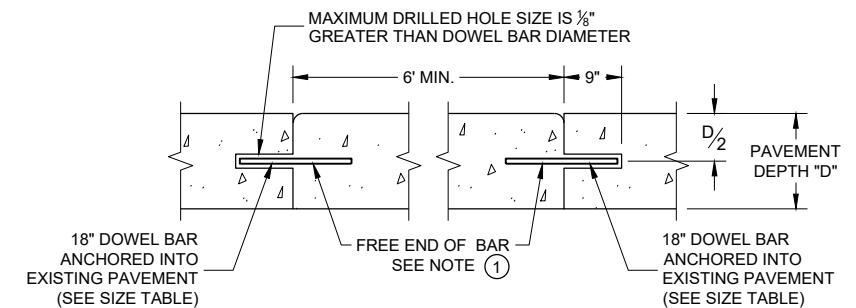
### LONGITUDINAL JOINTS



L3



SECTION E - E  
DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

### TIE BAR TABLE

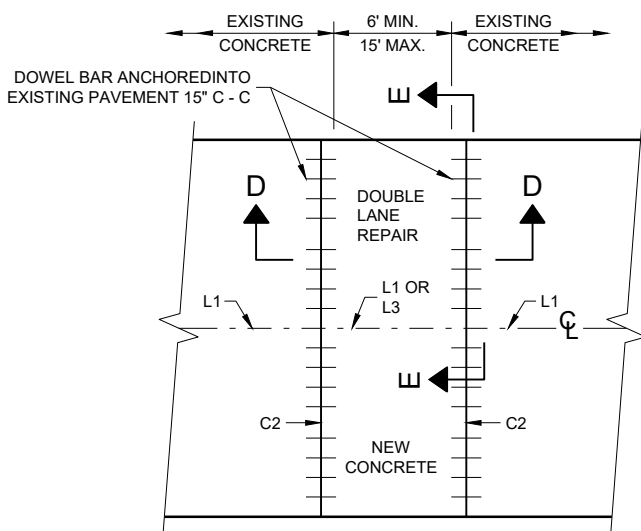
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|--------------------|--------------|--------------------|----------------------|
| < 10 1/2"          | NO. 4        | 30"                | 36"                  |
| ≥ 10 1/2"          | NO. 5        | 36"             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

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

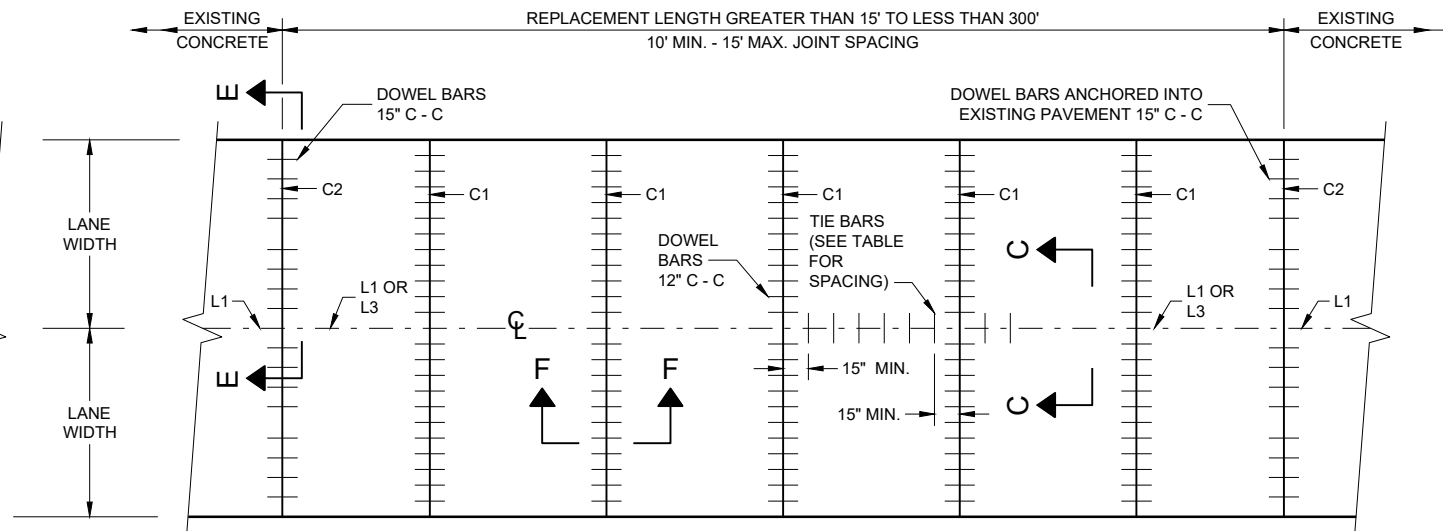
\*\* CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

### PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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



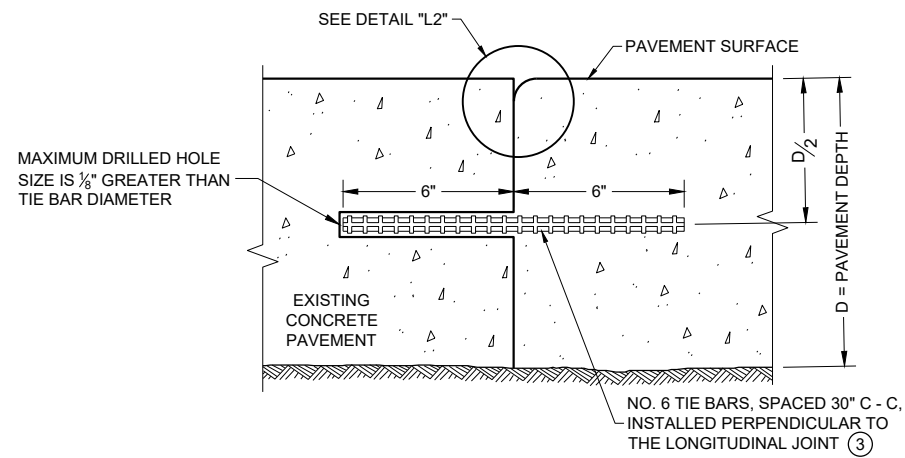
PLAN VIEW  
MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW  
MULTILANE CONCRETE PAVEMENT REPLACEMENT

### CONCRETE PAVEMENT REPAIR AND REPLACEMENT

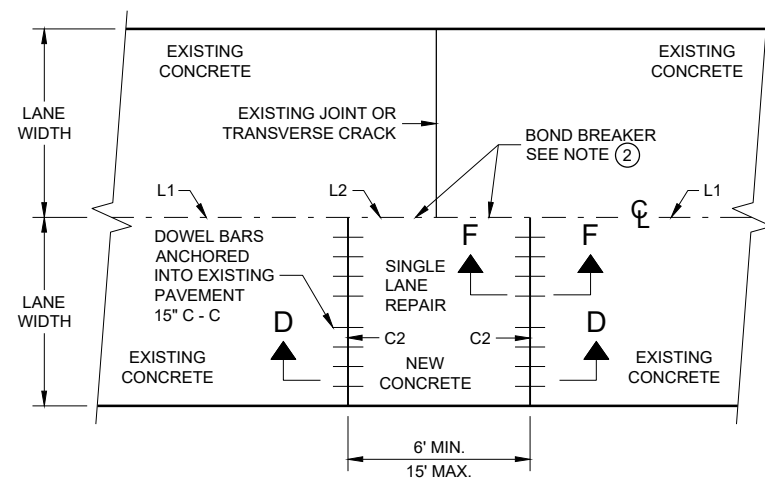
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 151



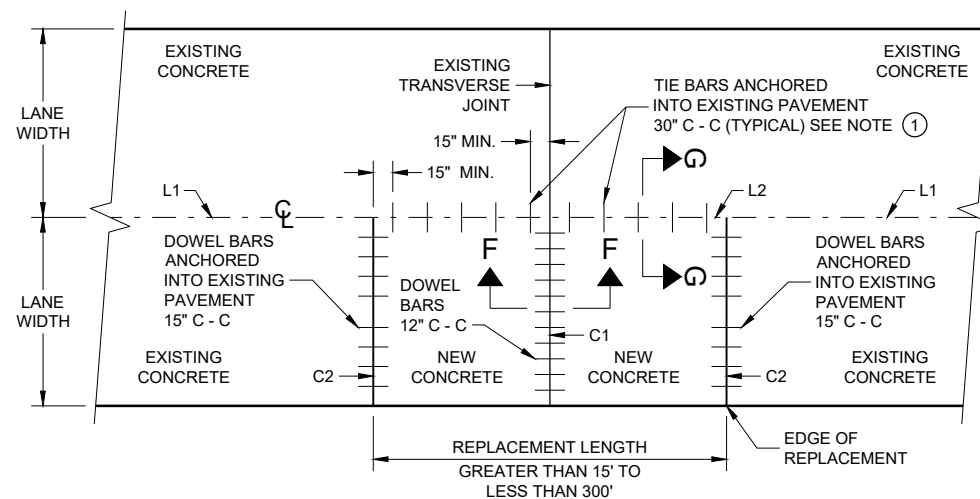
**SECTION G - G**  
**TIE BARS ANCHORED INTO EXISTING PAVEMENT**

### GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



**PLAN VIEW**  
**SINGLE LANE CONCRETE PAVEMENT REPAIR**

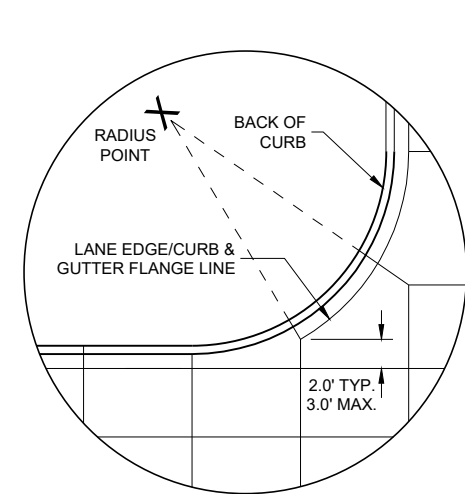


**PLAN VIEW**  
**SINGLE LANE CONCRETE PAVEMENT REPLACEMENT**

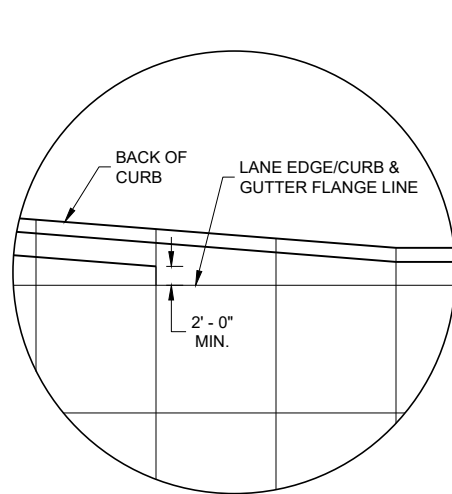
### CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

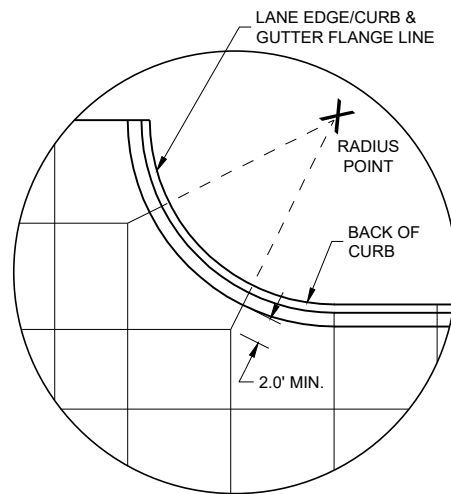
APPROVED  
November 2022 /S/ Peter Kemp P.E.  
DATE PAVEMENT SUPERVISOR 152  
FHWA



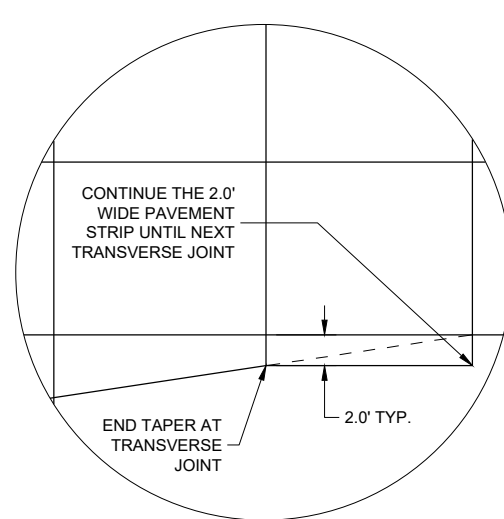
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

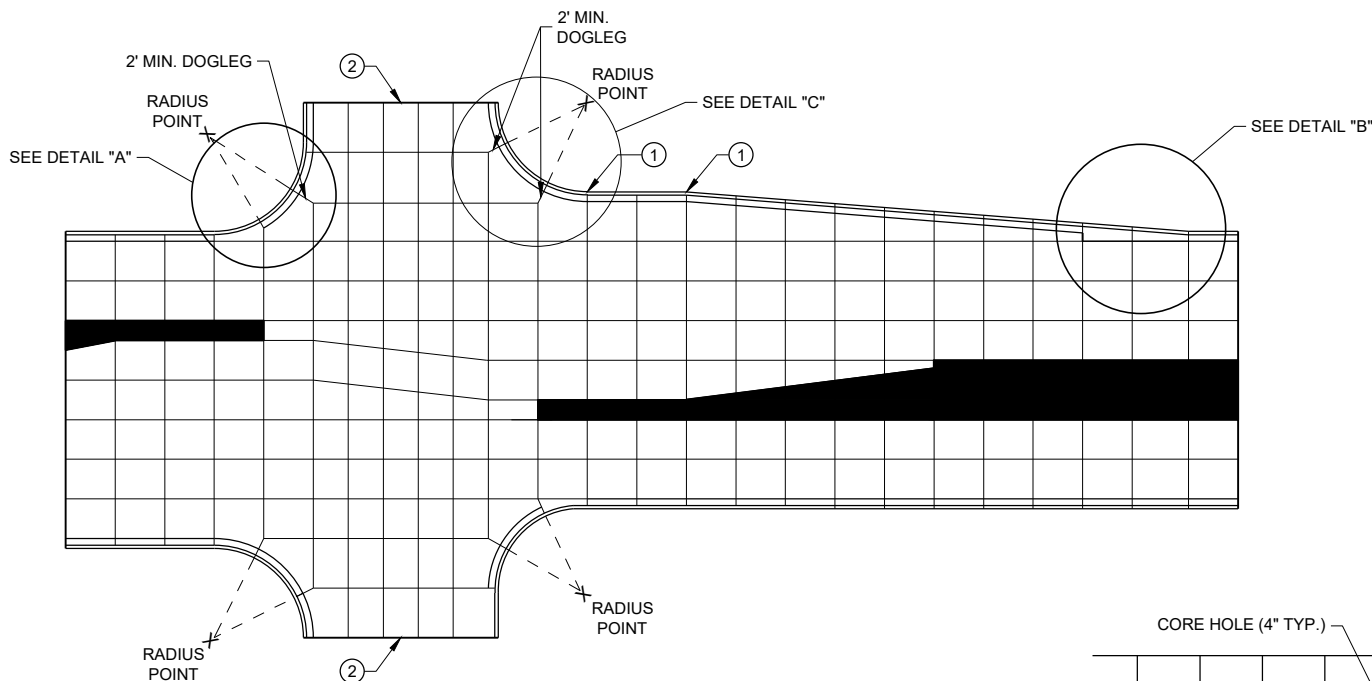
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

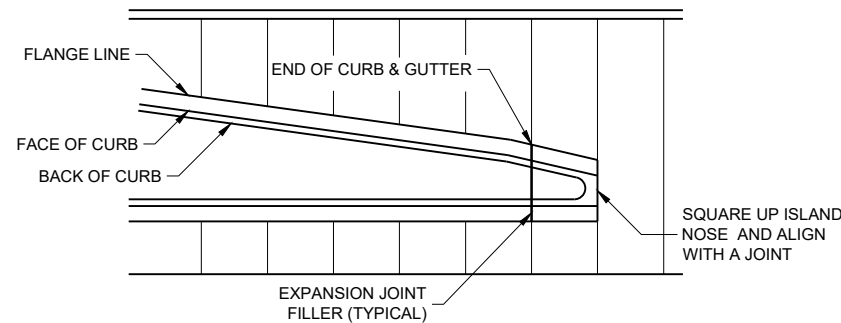
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

PAVEMENT DEPTH AND JOINT SPACING TABLE

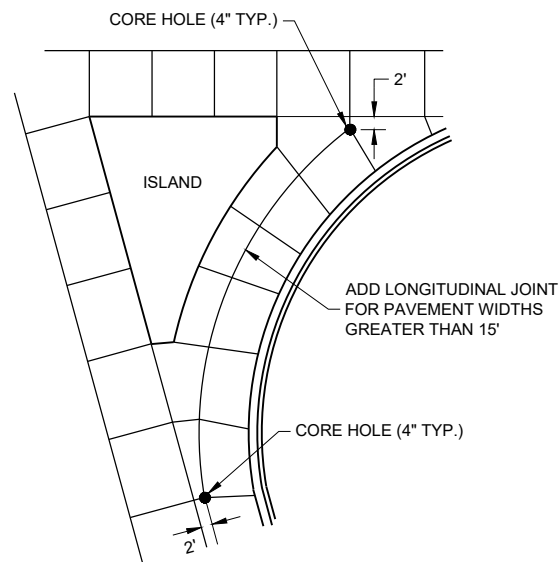
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|--------------------|---------------------------|
| 6", 6 1/2"         | 12'                       |
| 7", 7 1/2"         | 14'                       |
| 8" & ABOVE         | 15'                       |



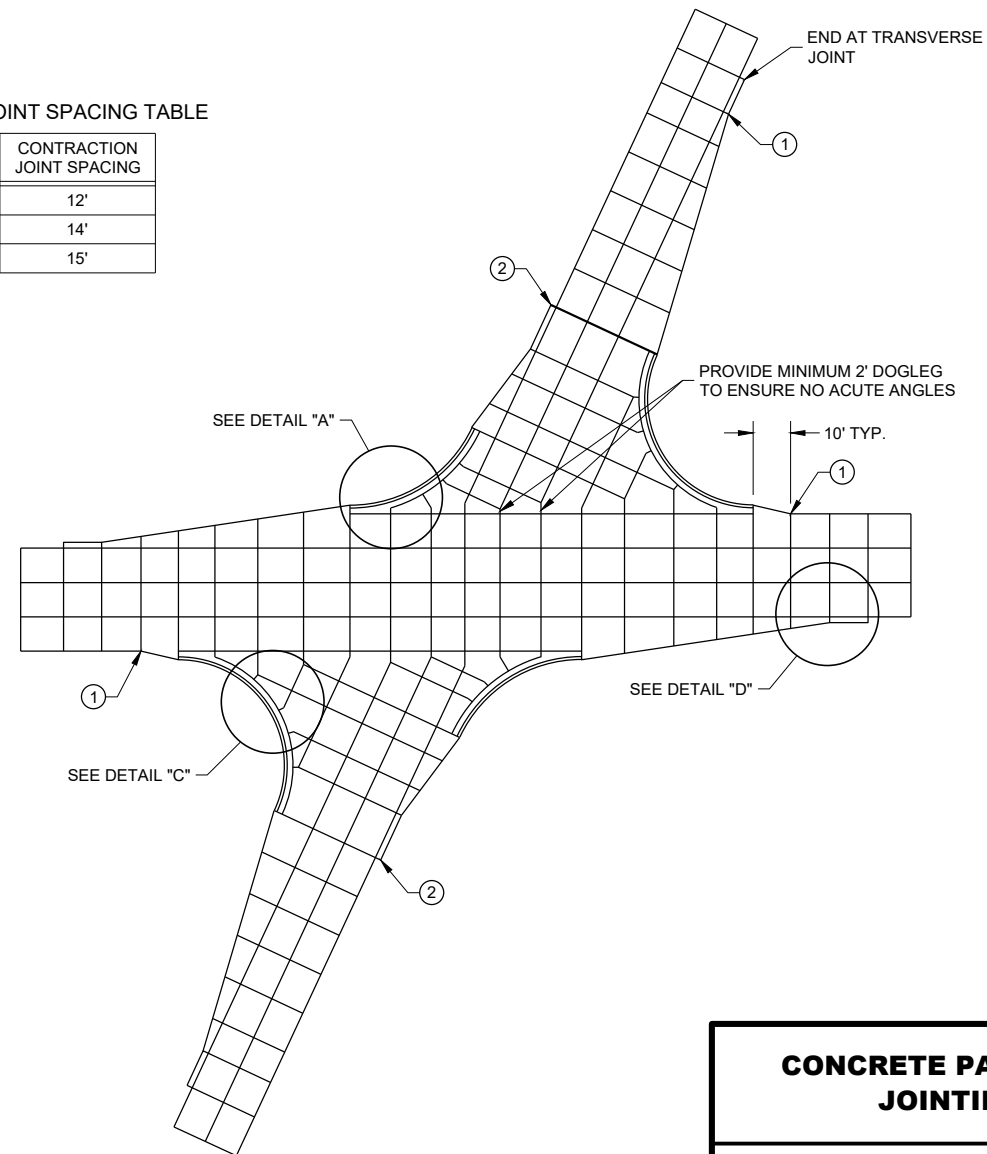
STANDARD INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN



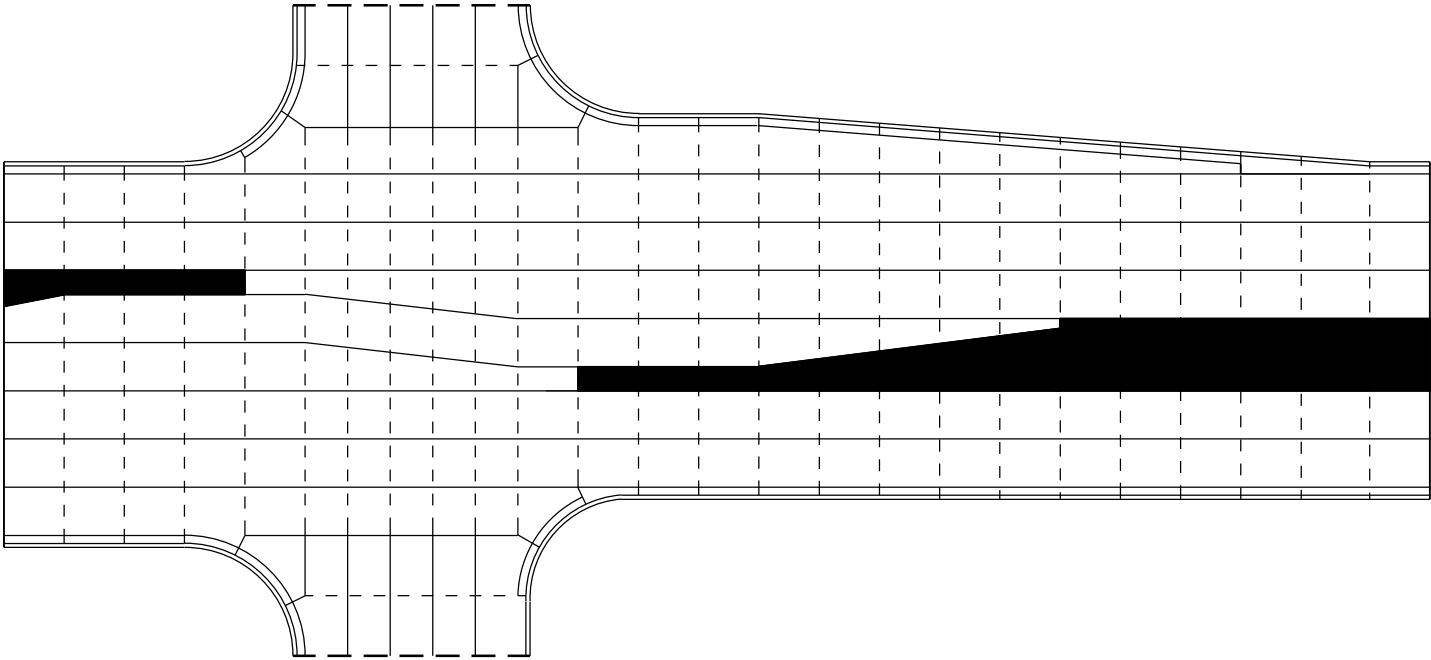
SKewed INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

LEGEND

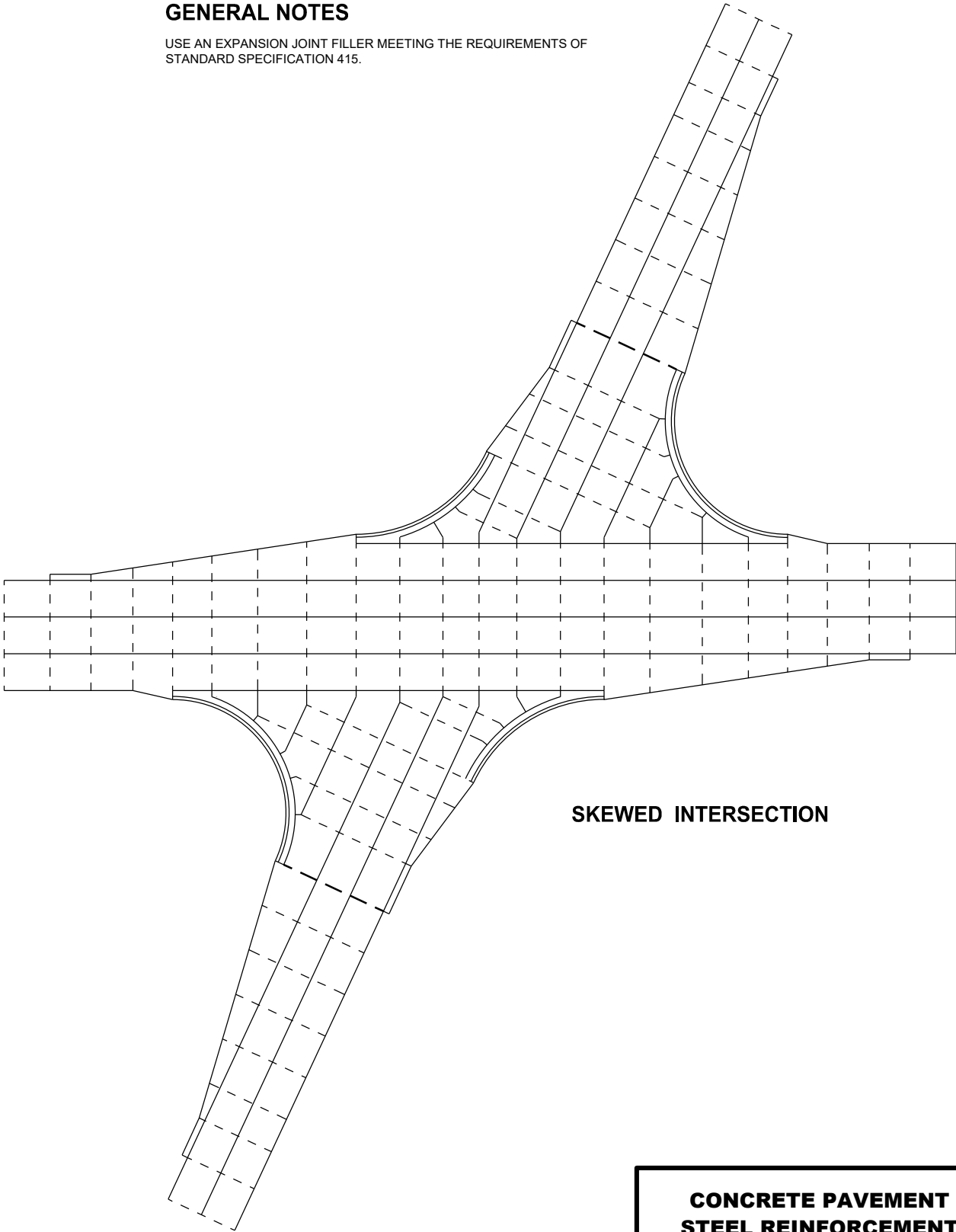
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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

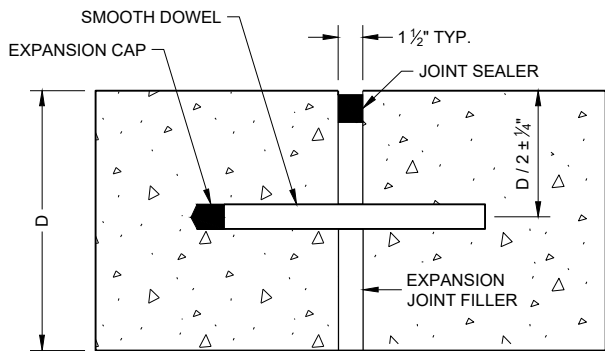


SKEWED INTERSECTION

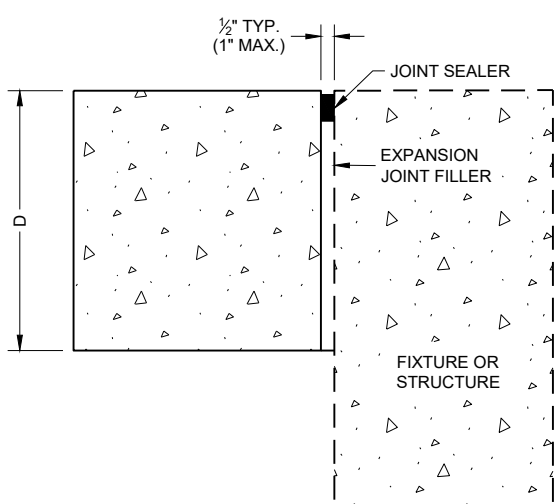
CONCRETE PAVEMENT  
STEEL REINFORCEMENT

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 154



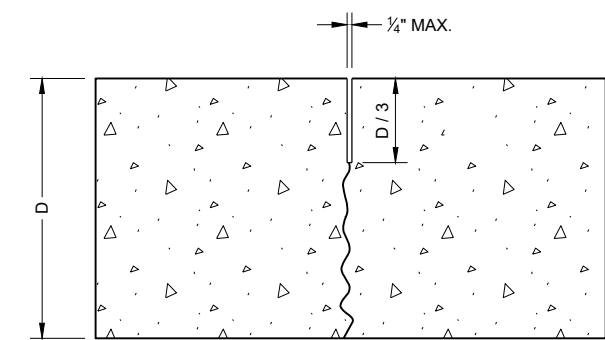


**DOWELED TRANSVERSE** ①

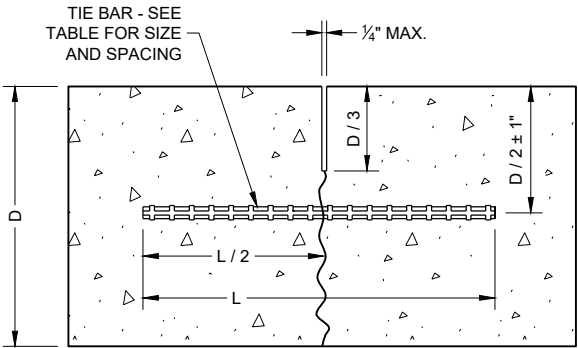


**UNTIED - LONGITUDINAL**

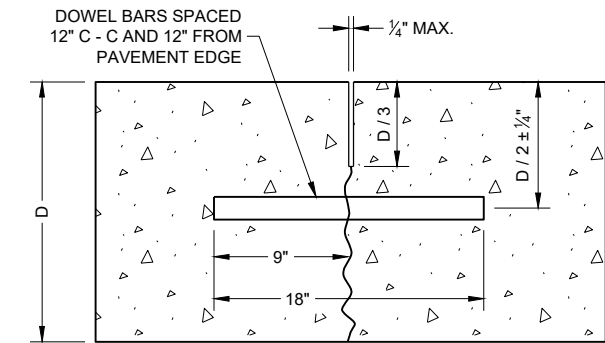
**EXPANSION JOINTS**



**UNDOWELED TRANSVERSE**



**TIED LONGITUDINAL**



**DOWELED TRANSVERSE**

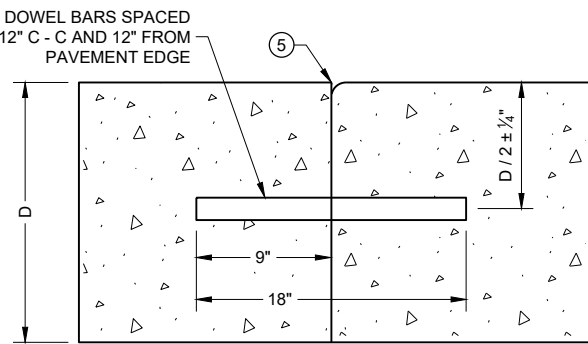
**CONTRACTION JOINTS** ②

**TIE BAR TABLE**

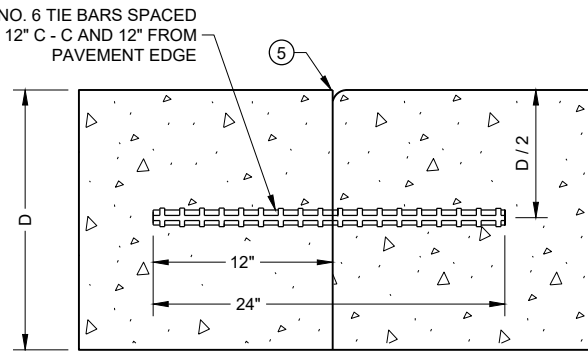
| PAVEMENT DEPTH (D) | TIE BAR SIZE | TIE BAR LENGTH (L) | MAX. TIE BAR SPACING |
|--------------------|--------------|--------------------|----------------------|
| < 10 1/2"          | NO. 4        | 30"                | 36"                  |
| ≥ 10 1/2"          | NO. 5        | 36"             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

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

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



**DOWELED TRANSVERSE** ③

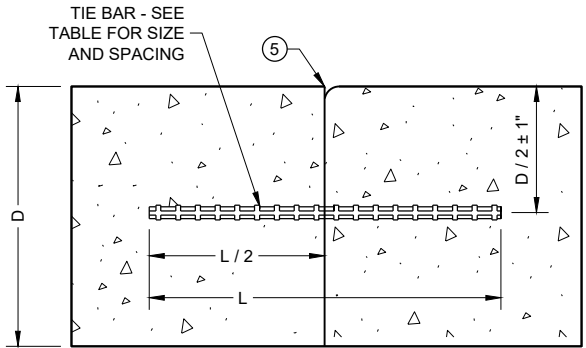


**TIED TRANSVERSE** ③  
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

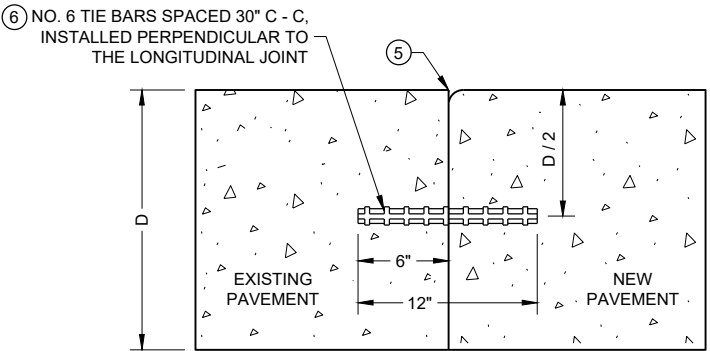
**CONSTRUCTION JOINTS** ④

**GENERAL NOTES**

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



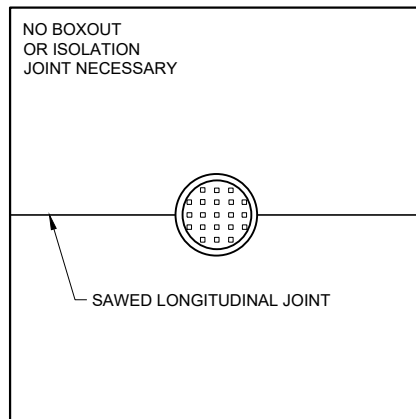
**TIED LONGITUDINAL**



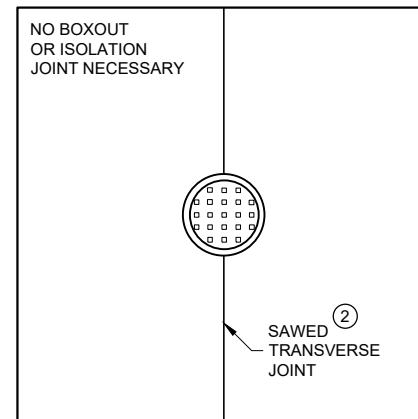
**TIED LONGITUDINAL TO EXISTING**

**CONCRETE PAVEMENT  
JOINT TYPES**

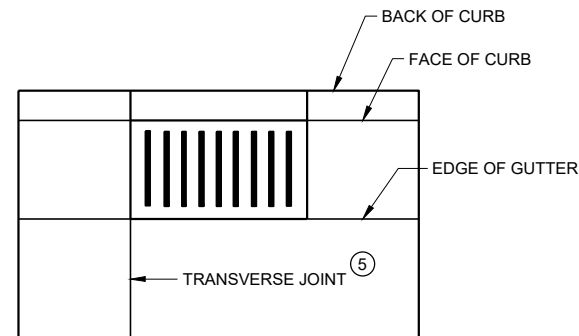
STATE OF WISCONSIN  
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**MANHOLE WITH  
LONGITUDINAL JOINT**



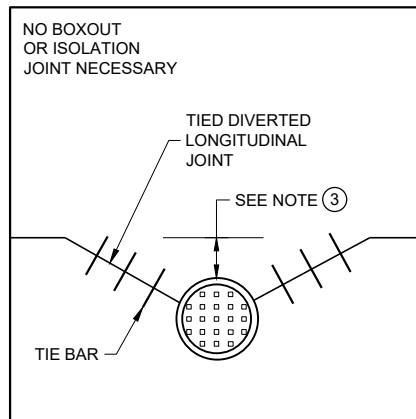
**MANHOLE WITH  
TRANSVERSE JOINT**



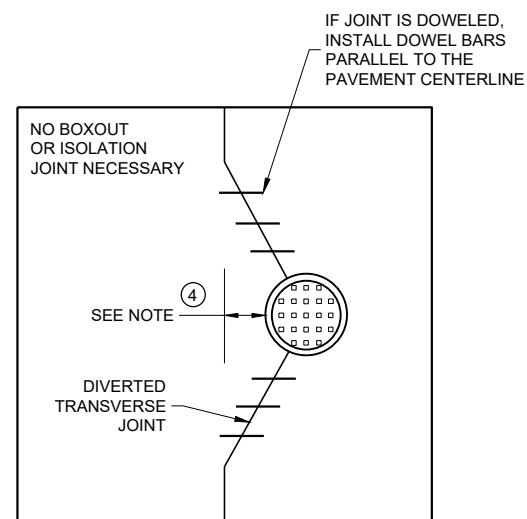
**INLET WITH  
TRANSVERSE JOINT**

### GENERAL NOTES

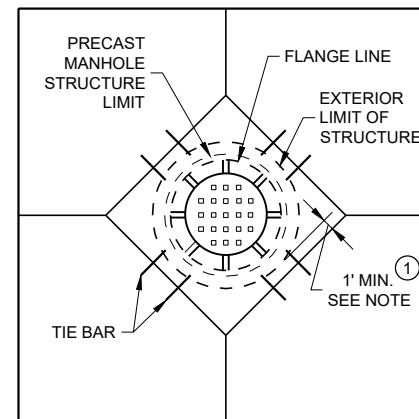
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



**MANHOLE WITH DIVERTED  
LONGITUDINAL CONTRACTION JOINT**



**MANHOLE WITH DIVERTED  
TRANSVERSE CONTRACTION JOINT**



**DIAGONAL MANHOLE BOXOUT  
FOR CONSTRUCTION JOINTS**

**CONCRETE PAVEMENT  
JOINTING AT UTILITY  
FIXTURES**

STATE OF WISCONSIN  
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May 2023 /S/ Peter Kemp P.E.  
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LEGEND

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DOWELED JOINT

————

TIED JOINT

=====

EXPANSION JOINT

— — — —

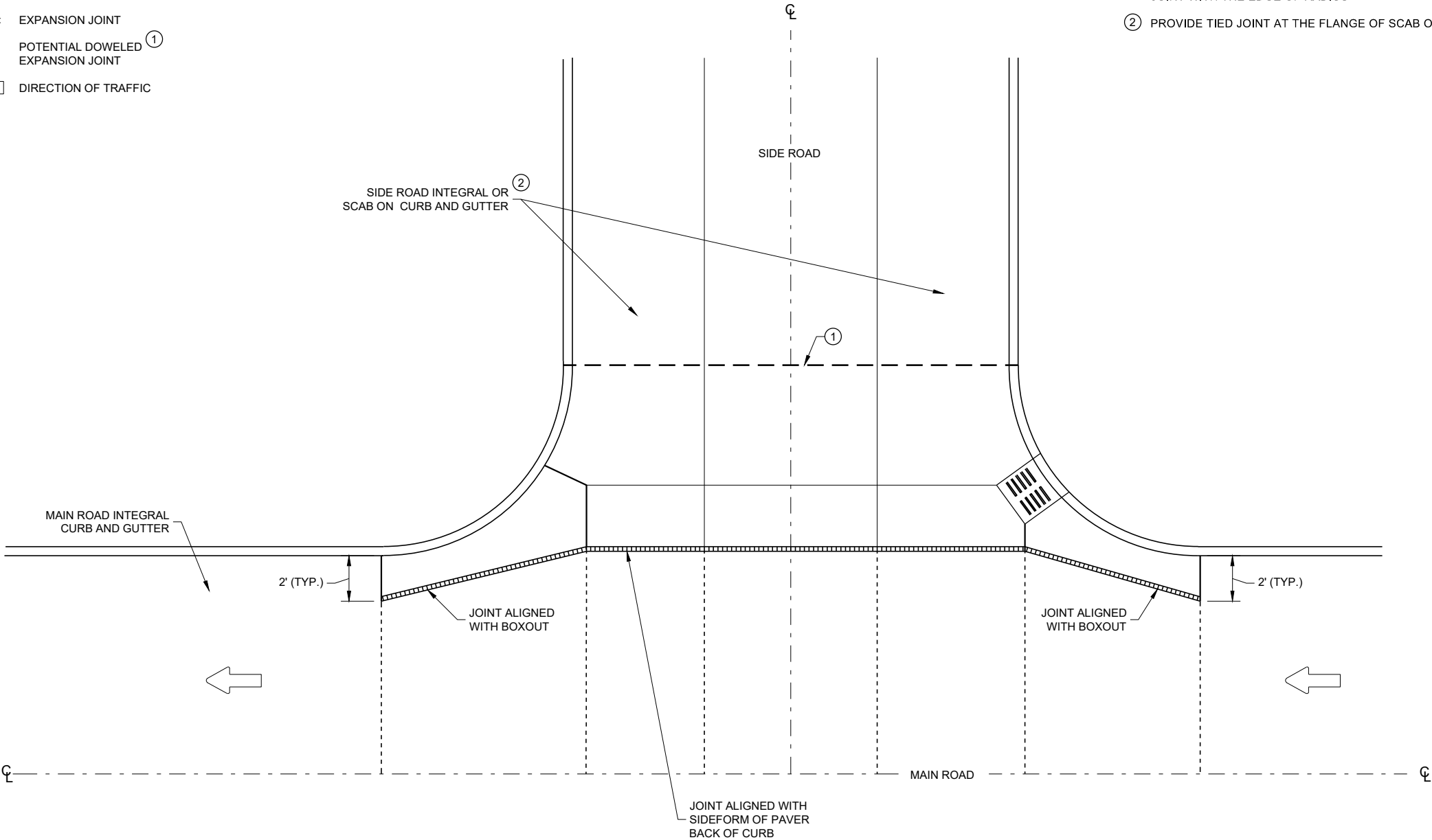
POTENTIAL DOWELED  
EXPANSION JOINT ①

←

DIRECTION OF TRAFFIC

GENERAL NOTES

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

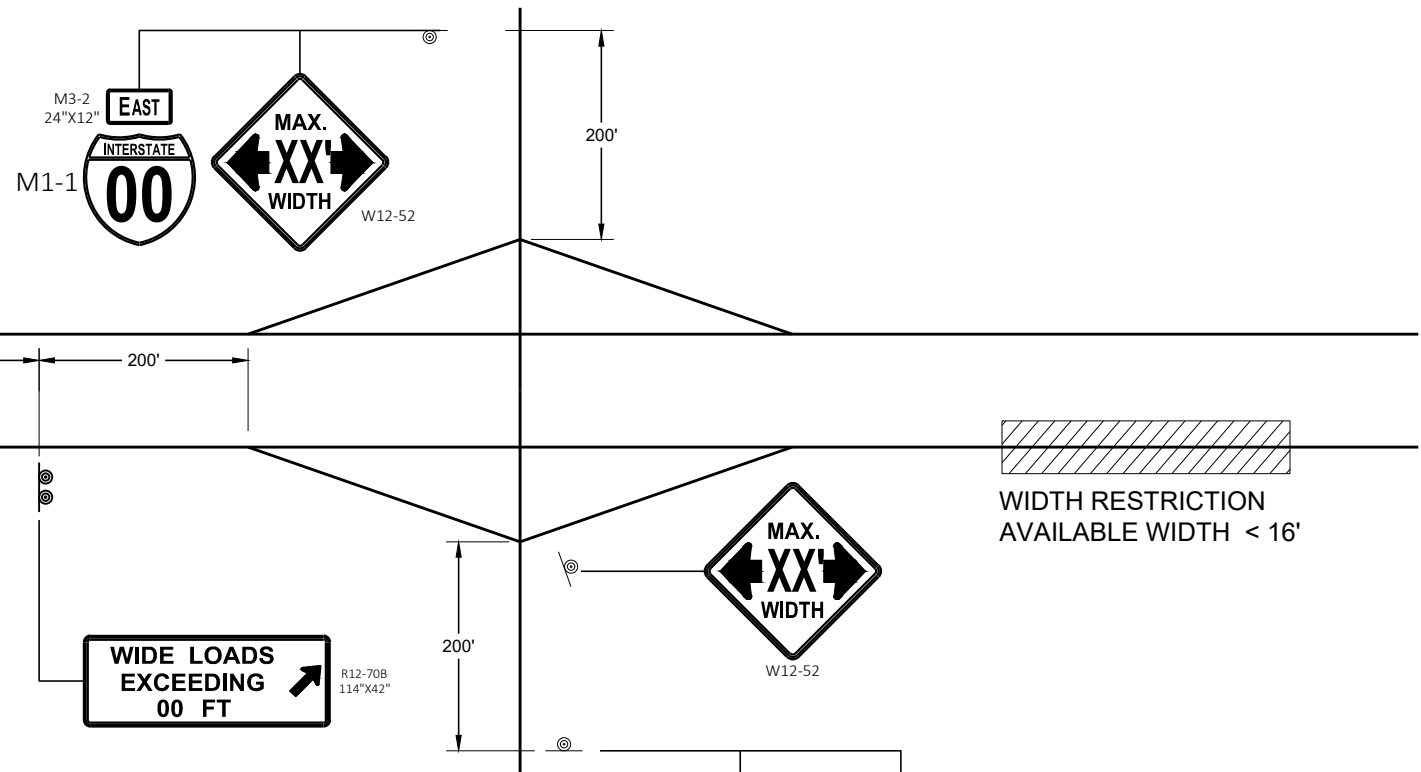


INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

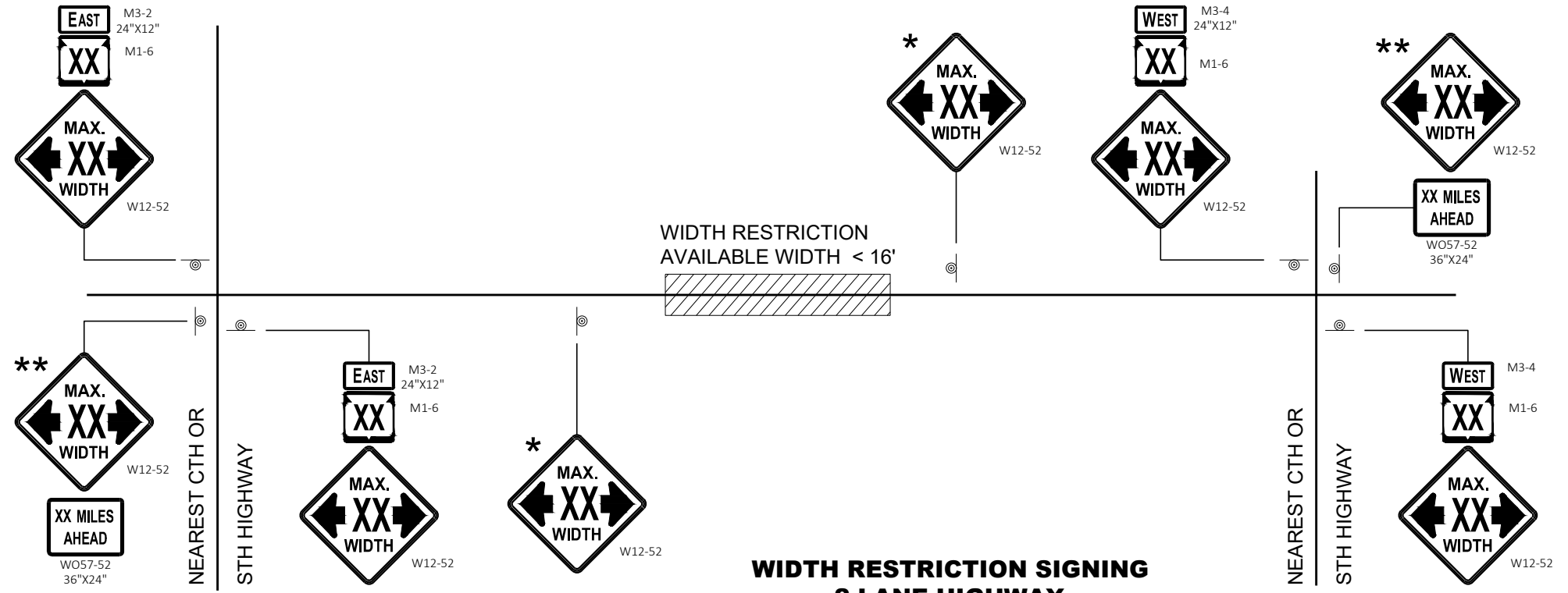
CONCRETE PAVEMENT  
INTERSECTION BOXOUT FOR  
INTEGRAL CURB AND GUTTER

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May 2023 /S/ Peter Kemp P.E.  
DATE PAVEMENT SUPERVISOR 157  
FHWA



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING  
2 LANE HIGHWAY

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.



ADVANCED WIDTH  
RESTRICTION SIGNING

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DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER 158

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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.

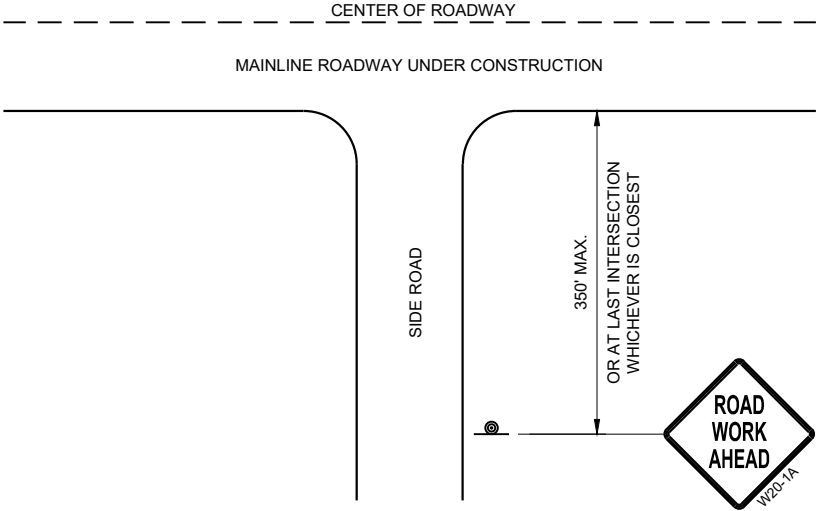
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

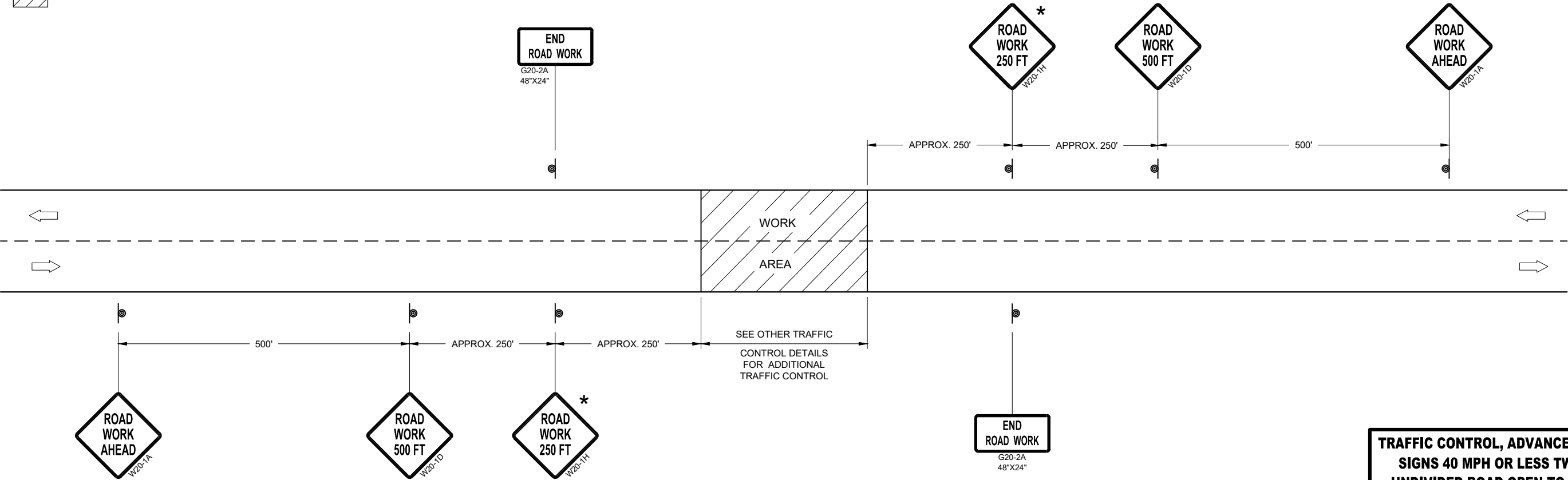
\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL



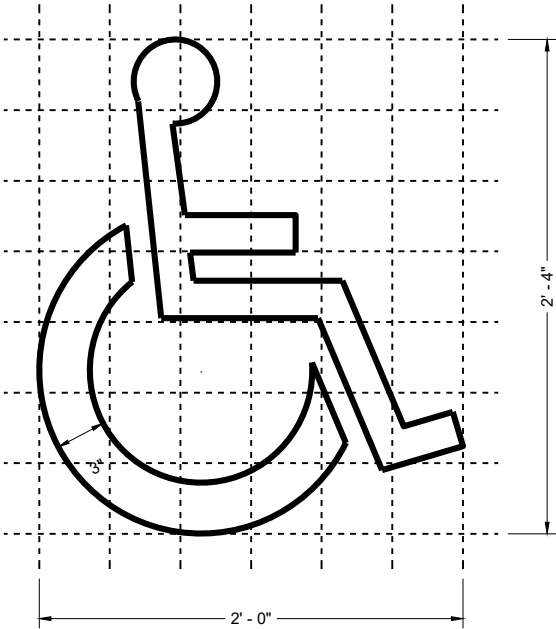
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

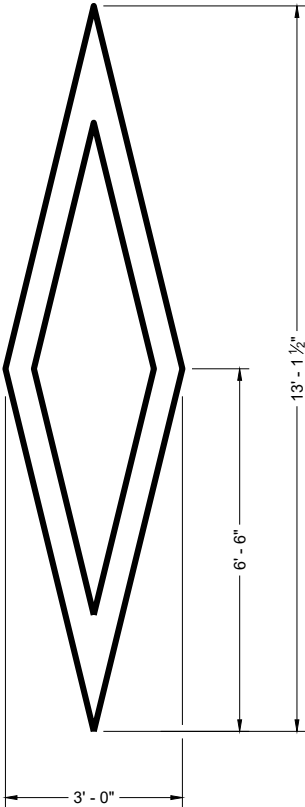
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER 159

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HANDICAP SYMBOL

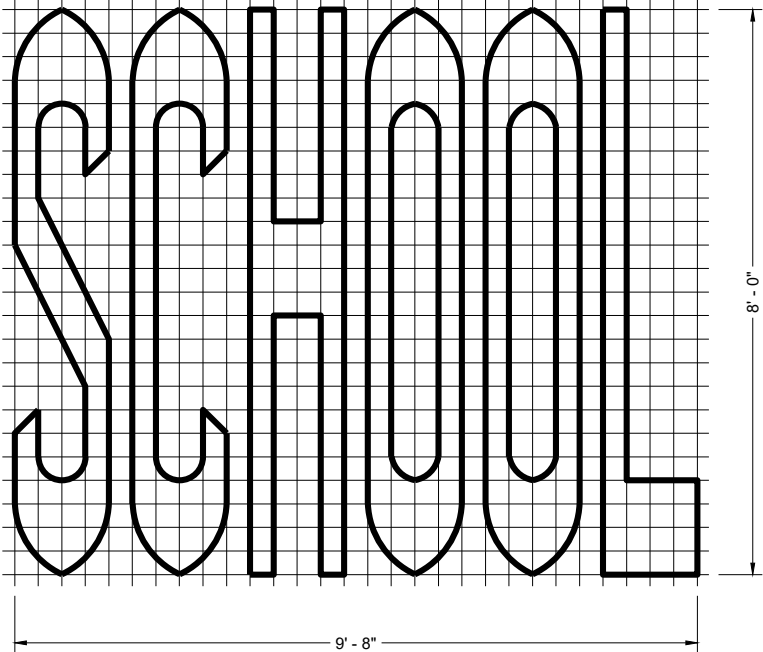
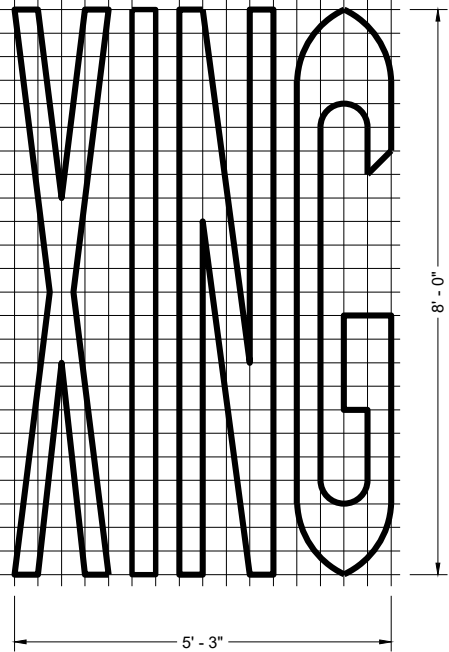
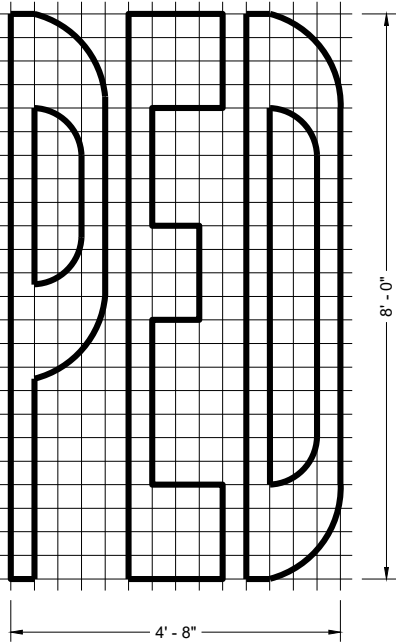
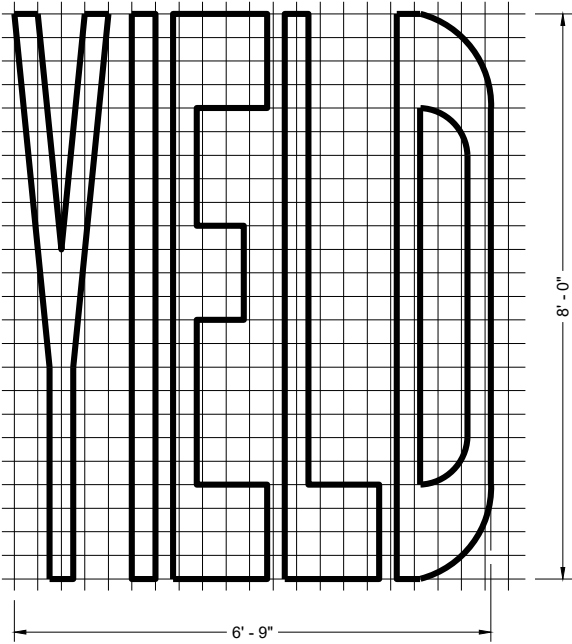
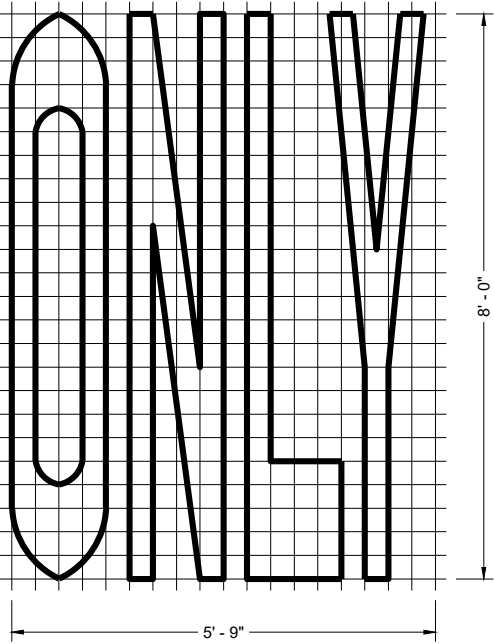
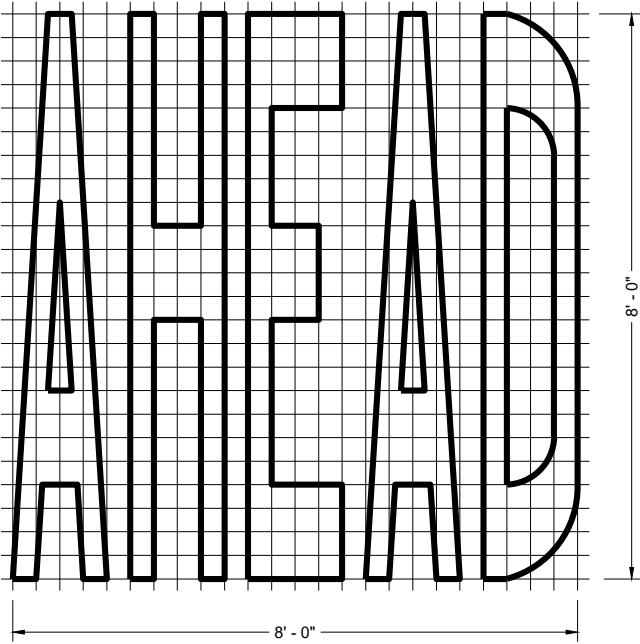
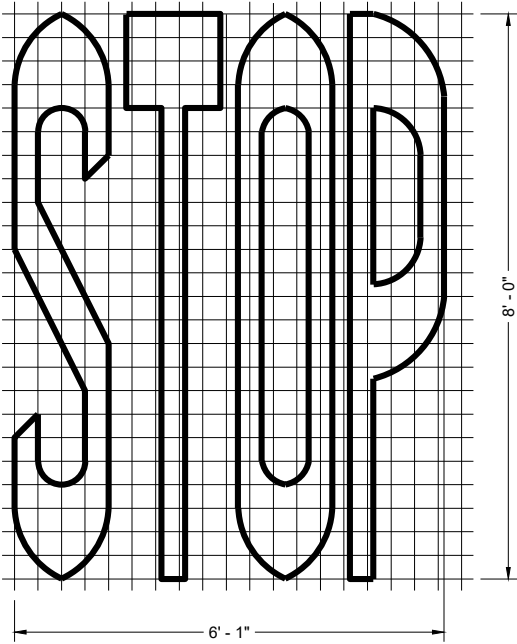


PREFERENTIAL  
LANE SYMBOL

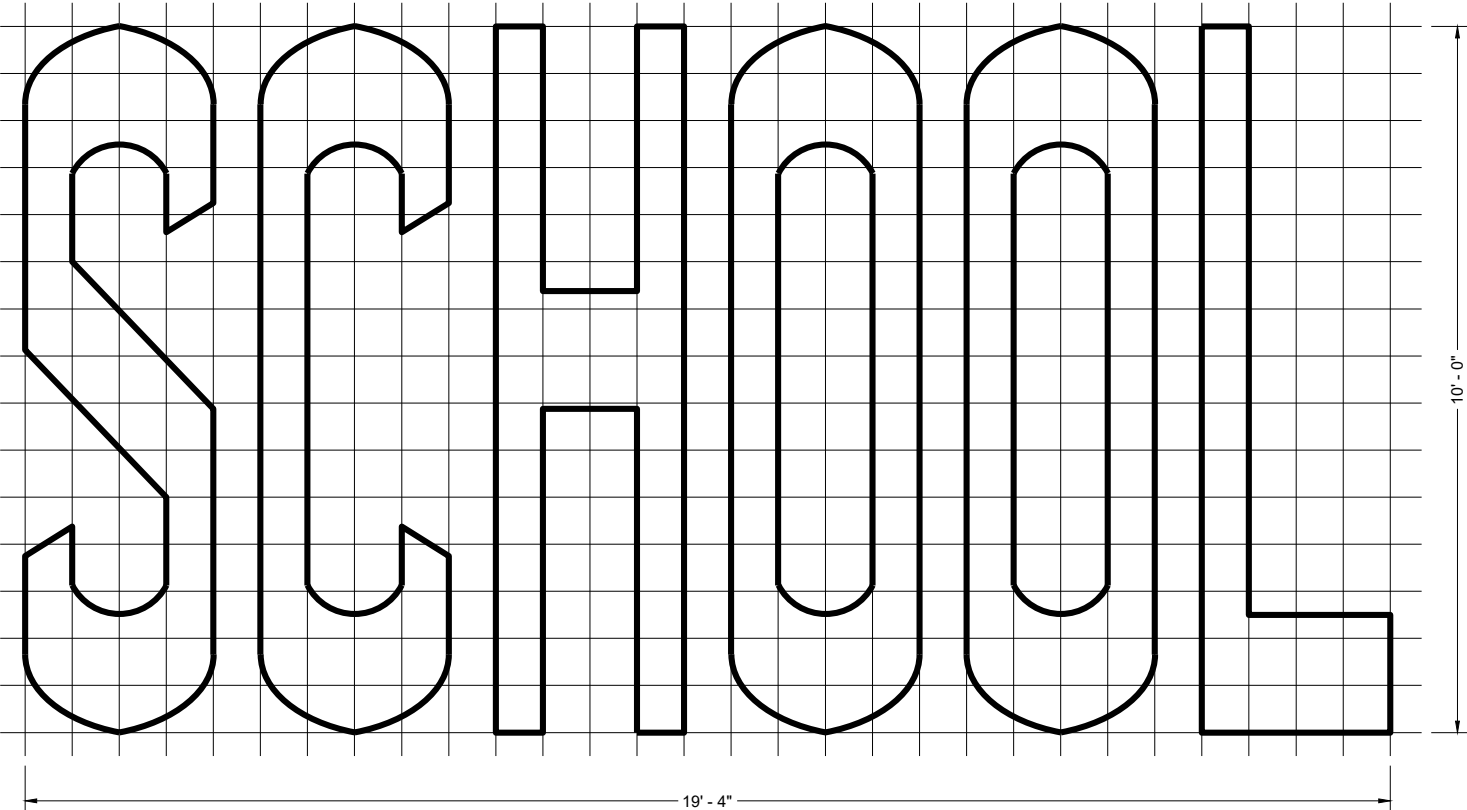
GENERAL NOTES

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

|                                                    |                                                         |
|----------------------------------------------------|---------------------------------------------------------|
| PAVEMENT MARKING SYMBOLS                           |                                                         |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |                                                         |
| APPROVED<br>November 2024<br>DATE                  | /S/ Matthew Rauch<br>STATE SIGNING AND MARKING ENGINEER |
| FHWA                                               |                                                         |



SINGLE LANE

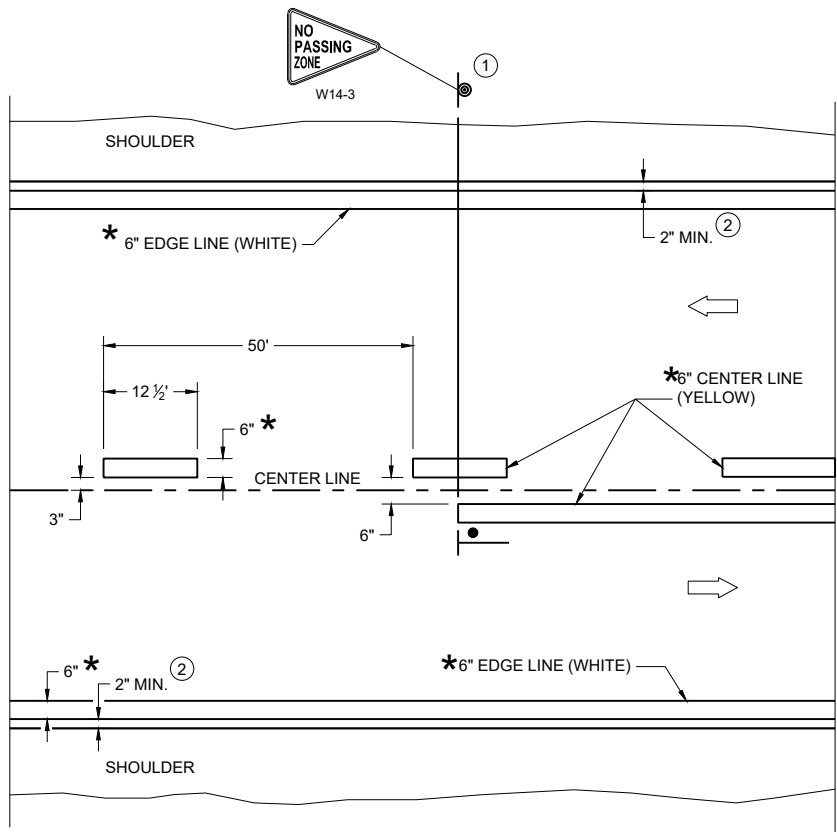


TWO - LANE

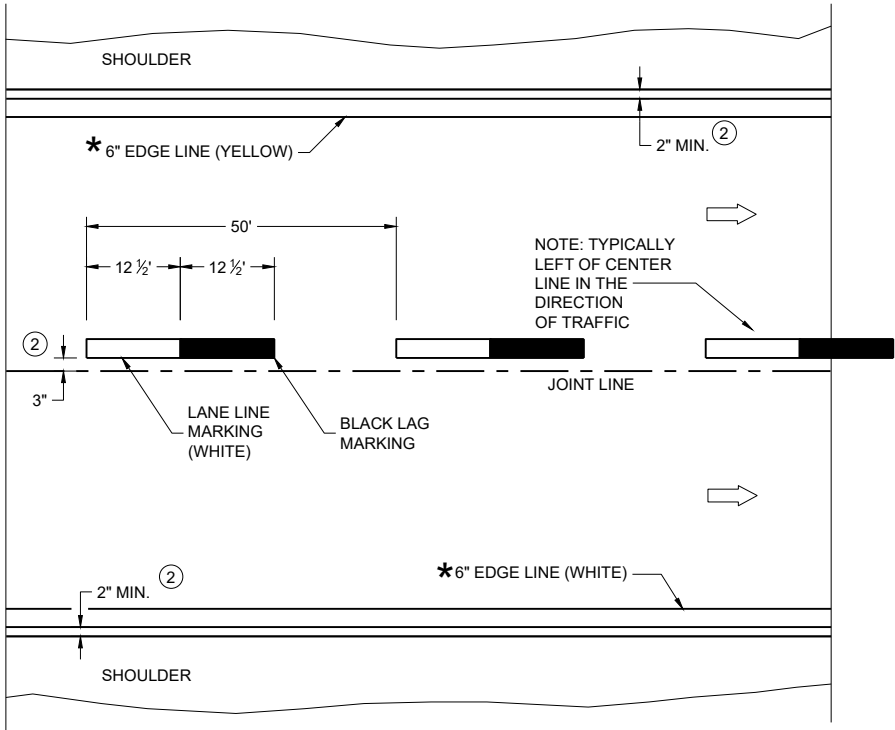
GENERAL NOTES

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

| PAVEMENT MARKING WORDS                             |                                                         |
|----------------------------------------------------|---------------------------------------------------------|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |                                                         |
| APPROVED<br>November 2024<br>DATE                  | /S/ Matthew Rauch<br>STATE SIGNING AND MARKING ENGINEER |
| FHWA                                               | 161                                                     |



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.

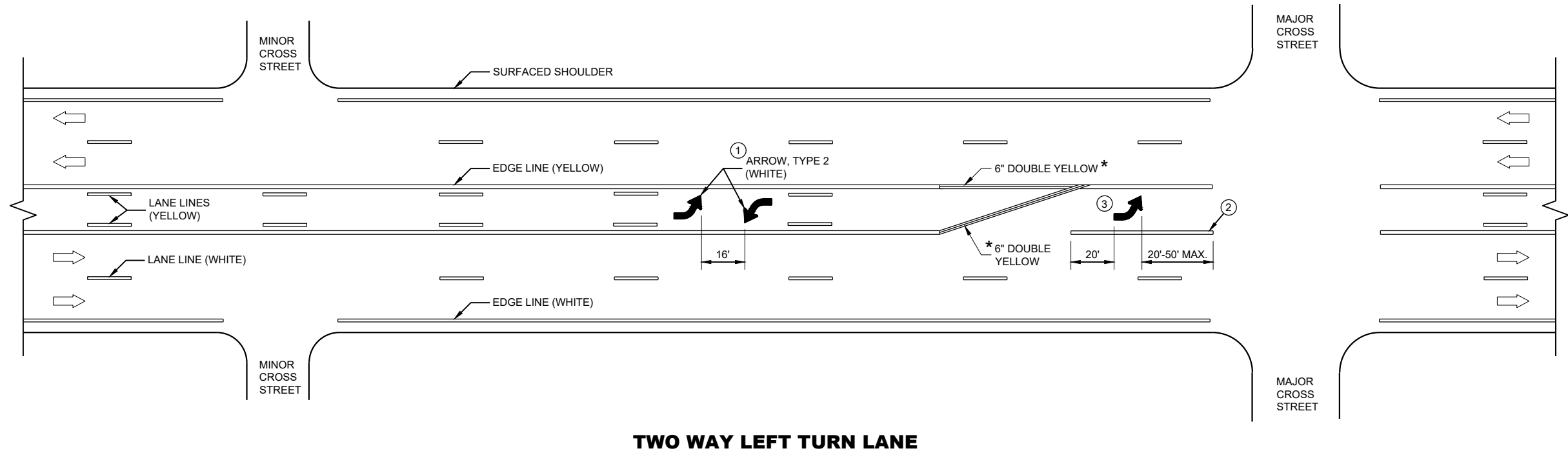
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

|                                                    |                                                           |
|----------------------------------------------------|-----------------------------------------------------------|
| PERMANENT LONGITUDINAL PAVEMENT MARKINGS           |                                                           |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |                                                           |
| APPROVED<br>May 2023<br>DATE                       | /S/ Jeannie Silver<br>Statewide Pavement Marking Engineer |
| FHWA 162                                           |                                                           |





**GENERAL NOTES**

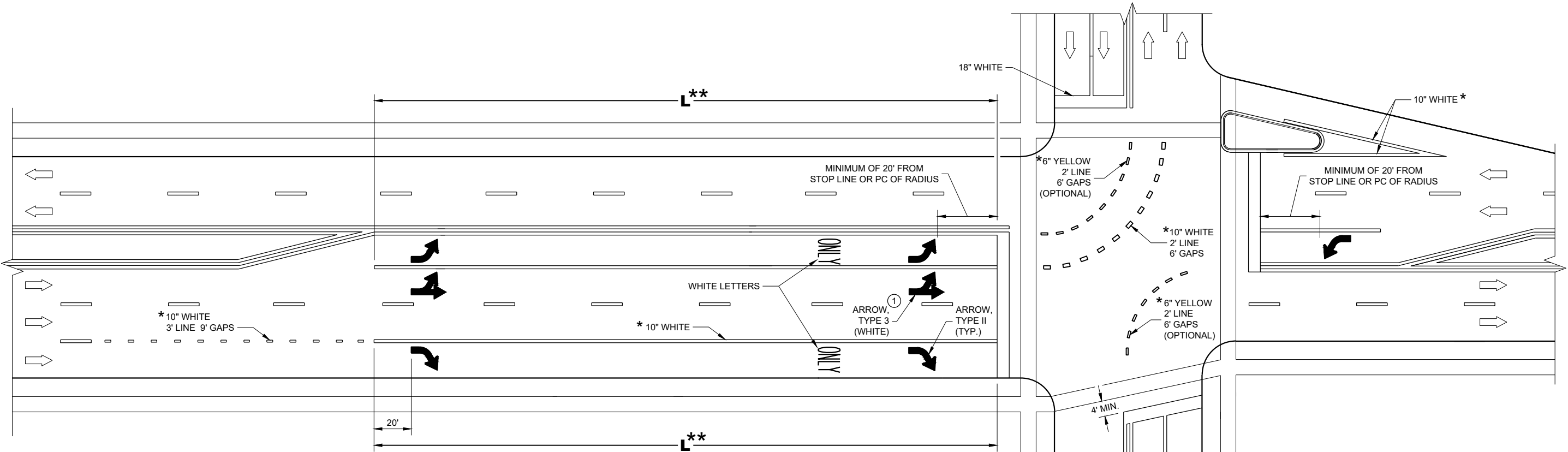
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING  
(TURN LANES)**

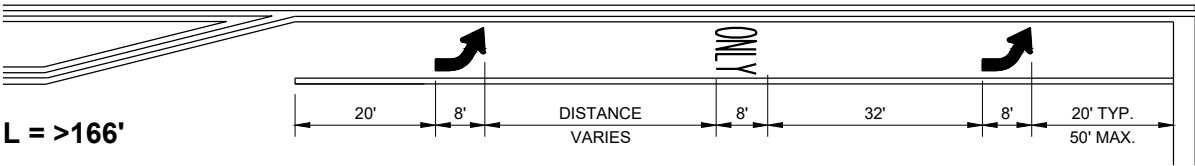
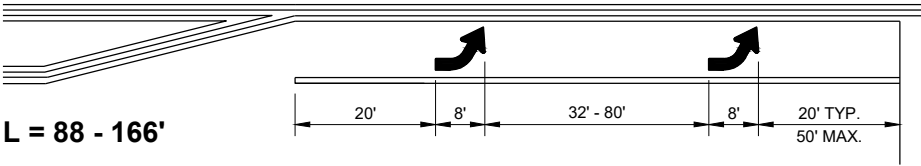
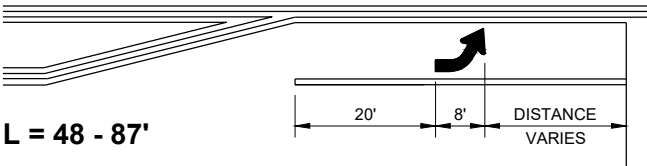
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 163



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

TURN LANE OPTIONS

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



GENERAL NOTES

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

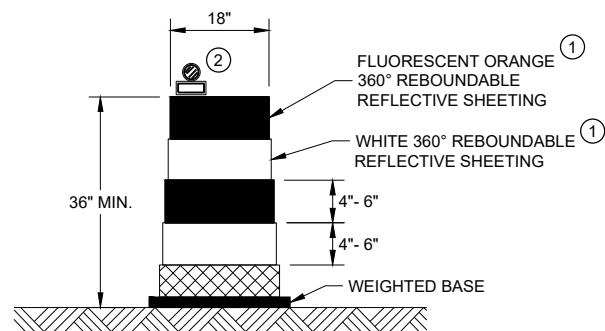
→ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

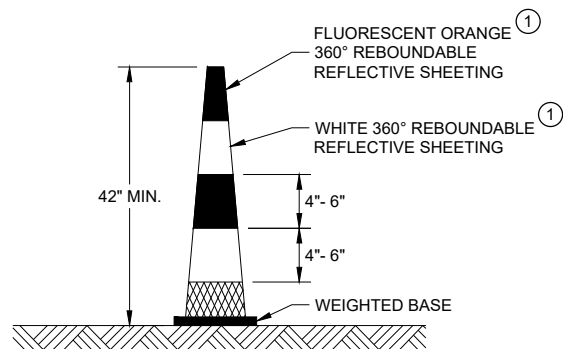
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 164



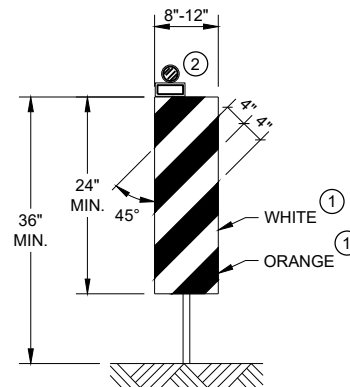
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



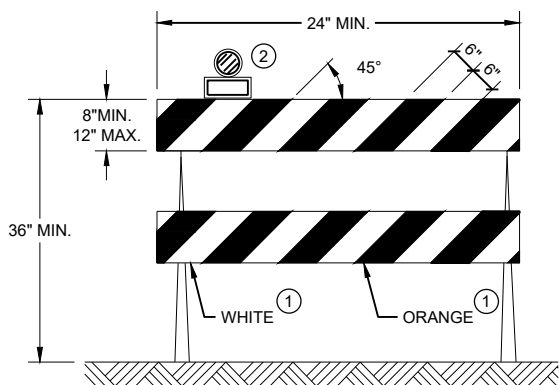
**42" CONE**

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



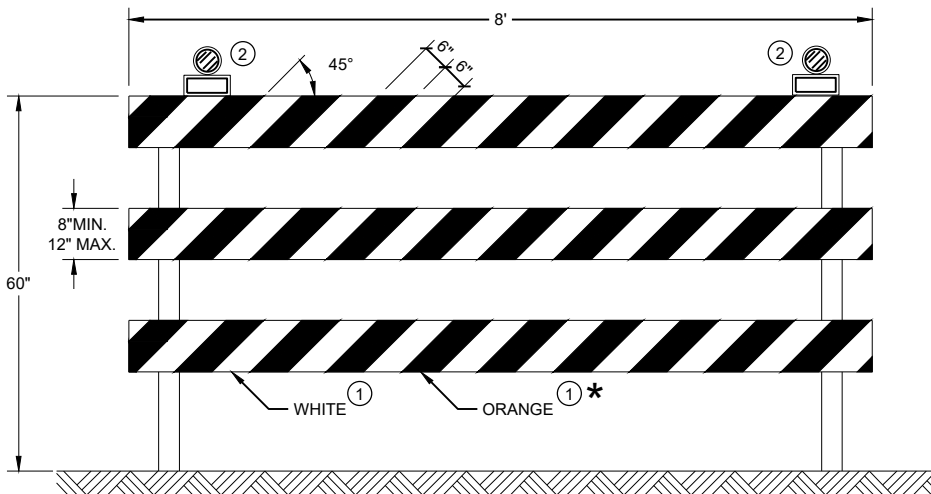
**VERTICAL PANEL**

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 165

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

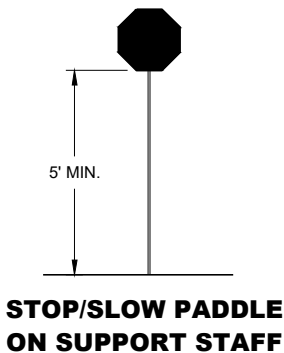
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.
- 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.
- 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.

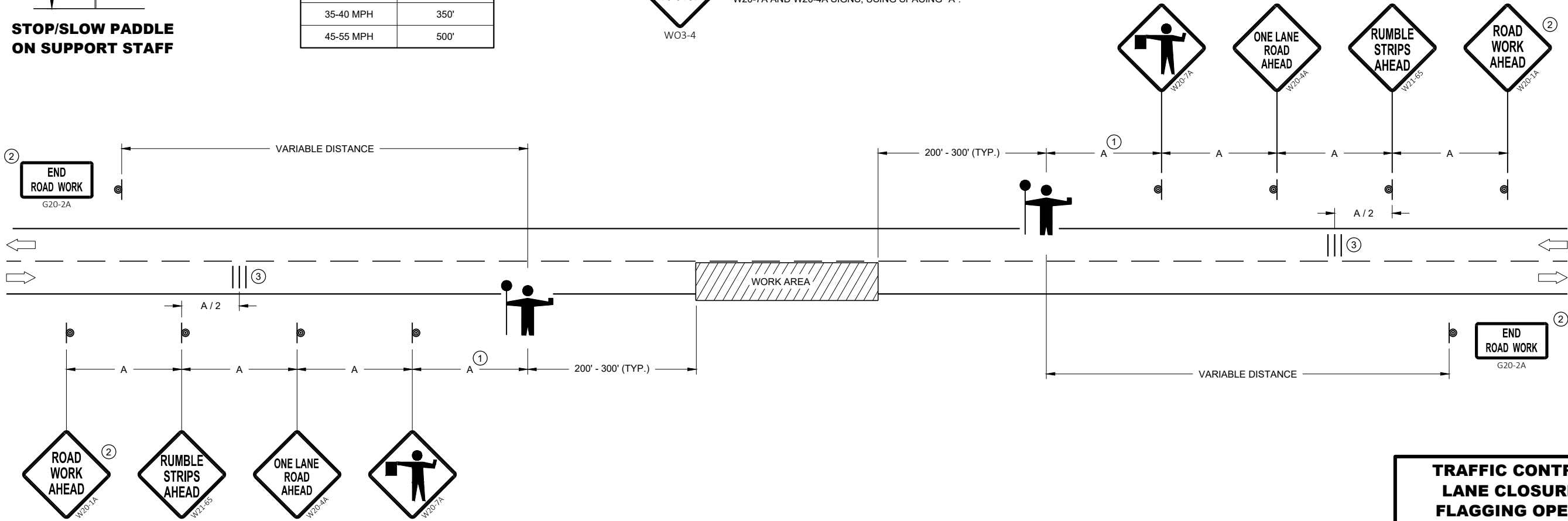


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

| 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 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER 166

FHWA



LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

DIRECTION OF TRAFFIC
- 

FLASHING ARROW PANEL (MERGE)

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. 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

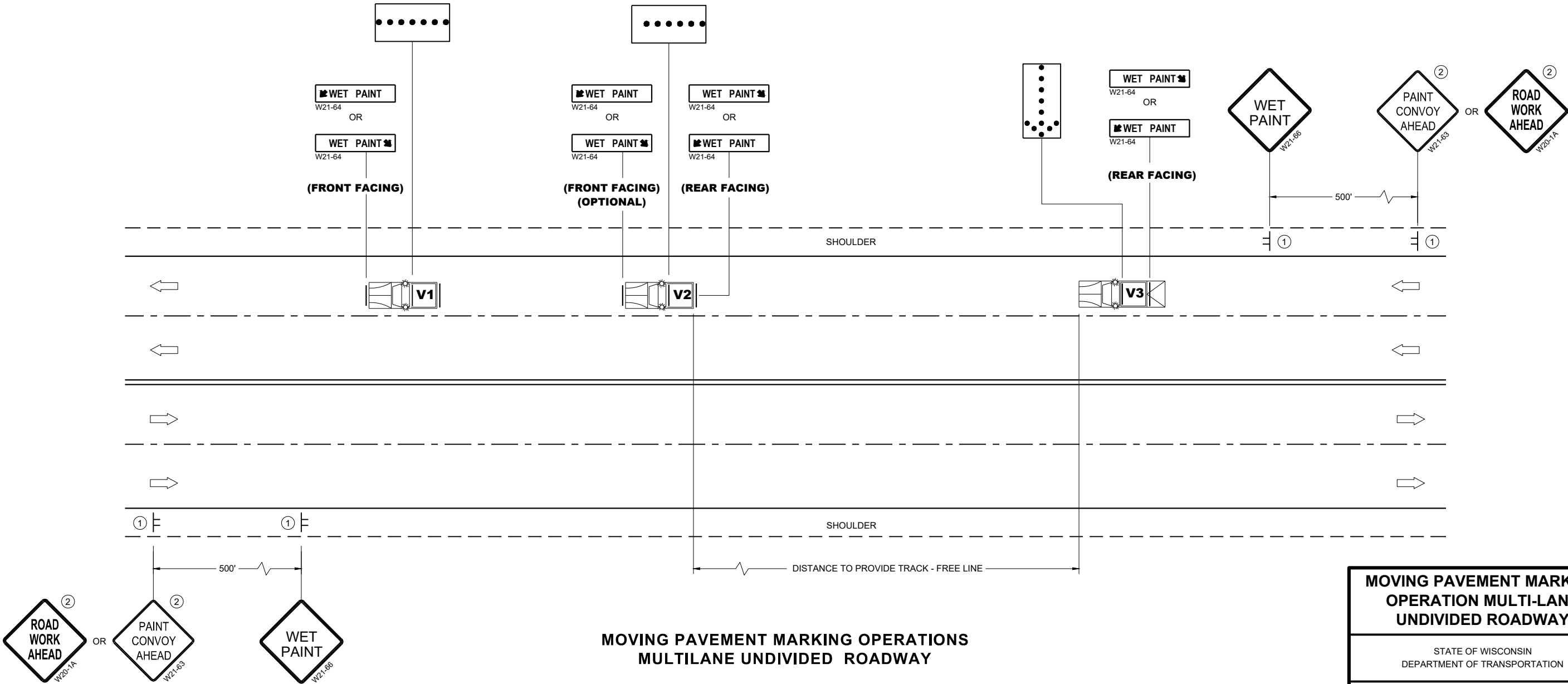
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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 VEHICLES 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 HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

- 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.

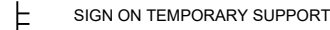


MOVING PAVEMENT MARKING  
OPERATION MULTI-LANE  
UNDIVIDED ROADWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

|           |                 |
|-----------|-----------------|
| <b>V1</b> | MARKING VEHICLE |
| <b>V2</b> | SHADOW VEHICLE  |
| <b>V3</b> | TRAIL VEHICLE   |



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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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 SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

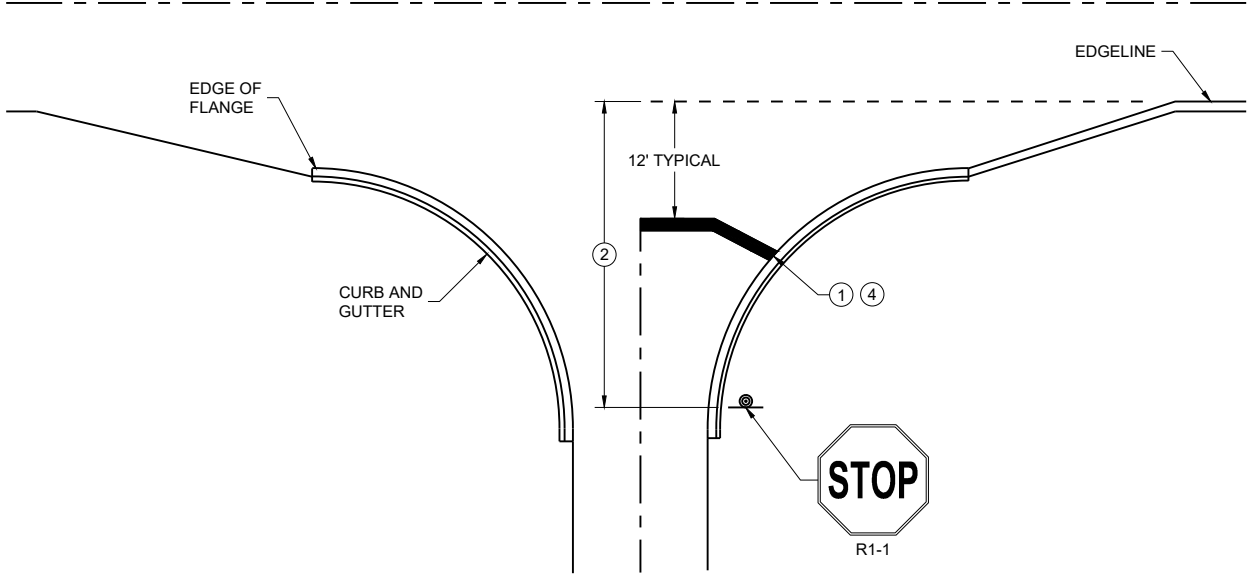


## SHOULDER

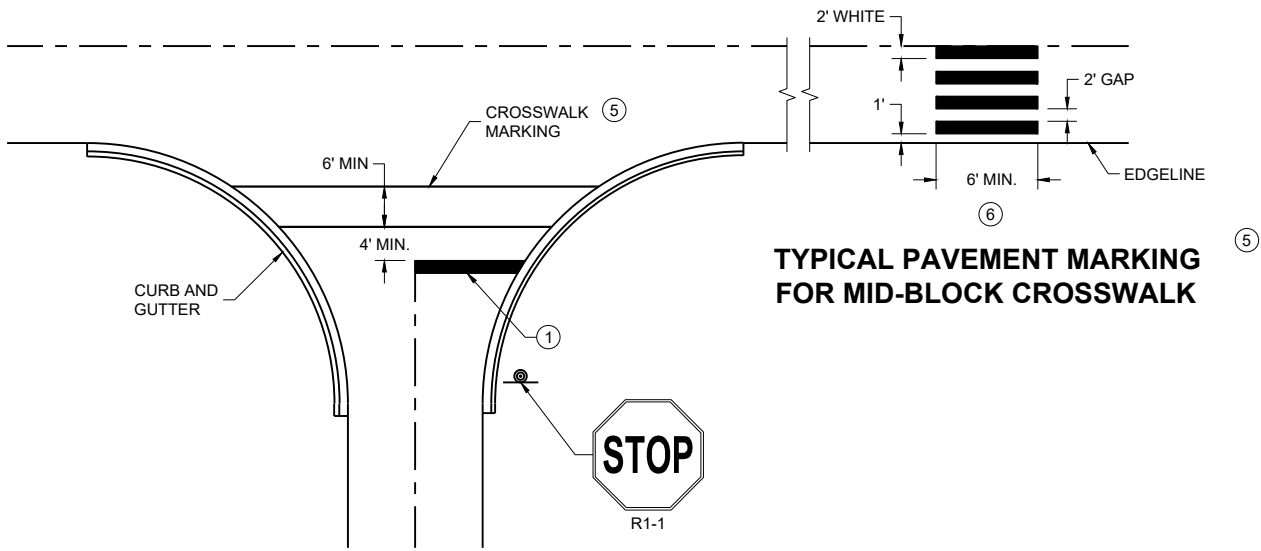
DISTANCE TO PROVIDE  
TRACK-FREE LINE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

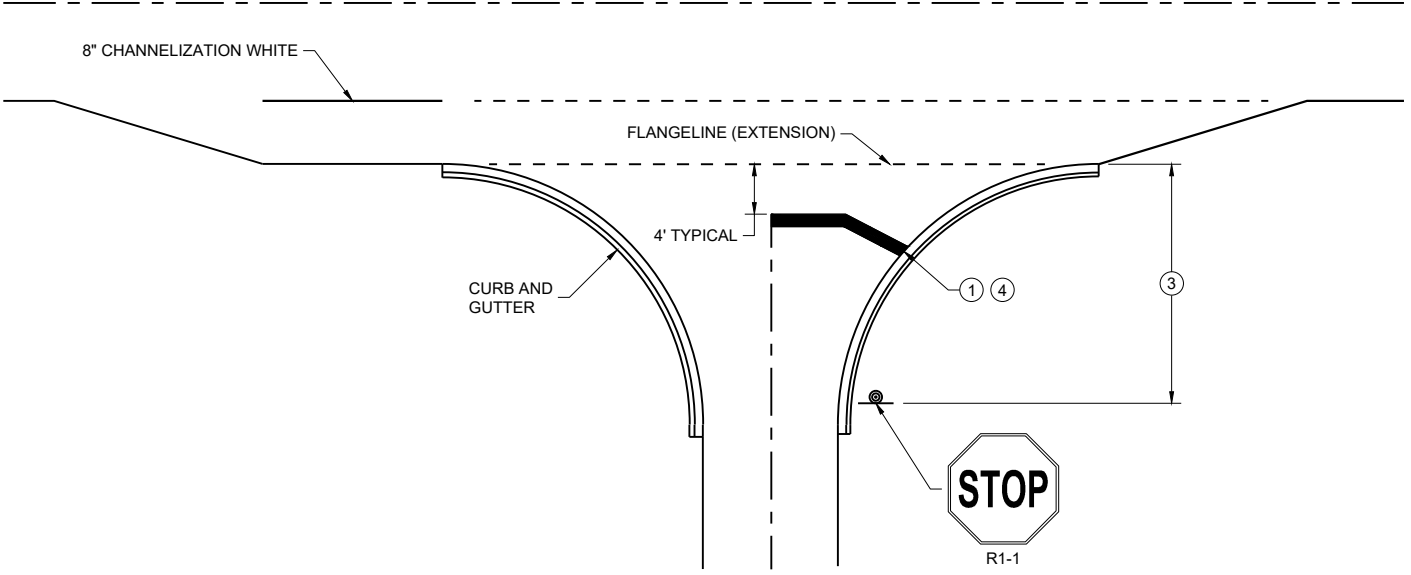
FHWA



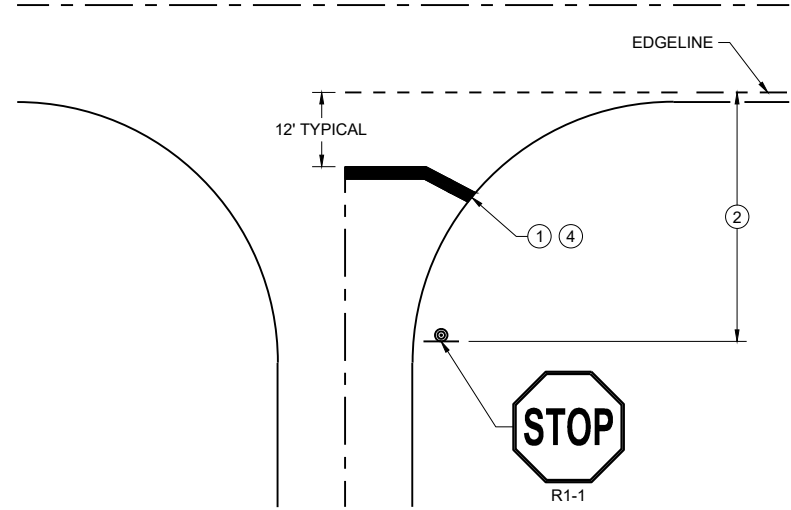
TYPICAL STOP LINE PAVEMENT MARKING  
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR  
SIDE ROADS WITH CROSSWALK MARKING



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



TYPICAL STOP LINE PAVEMENT MARKING  
WITHOUT CURB AND GUTTER

GENERAL NOTES

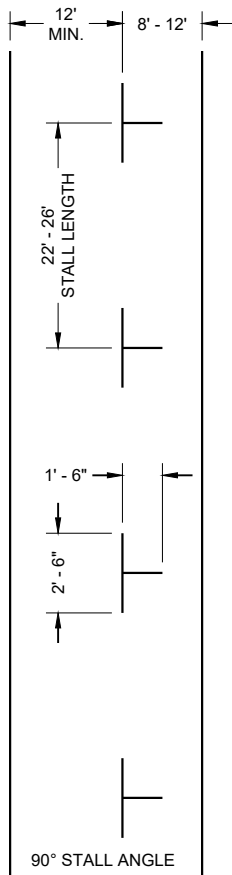
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

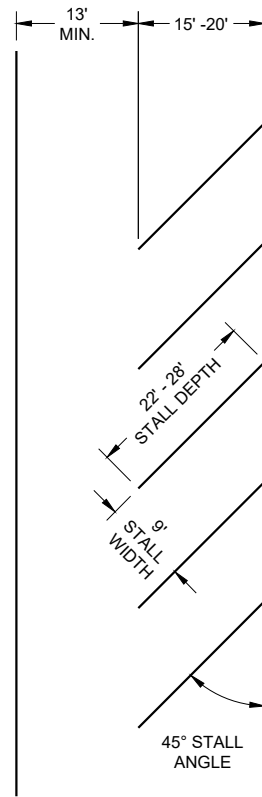
STOP LINE AND CROSSWALK  
PAVEMENT MARKING

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

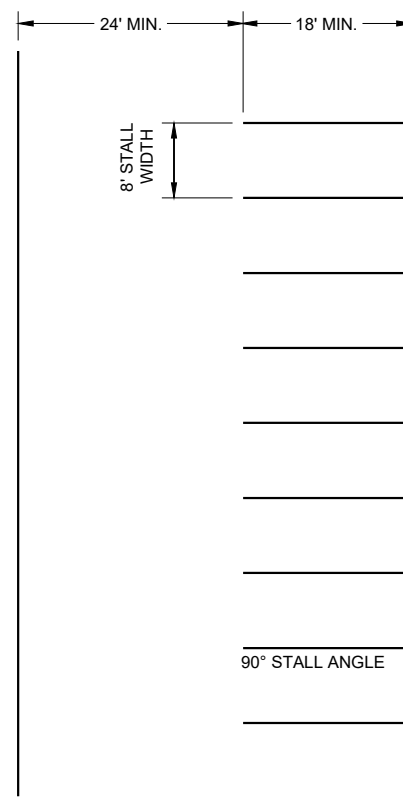
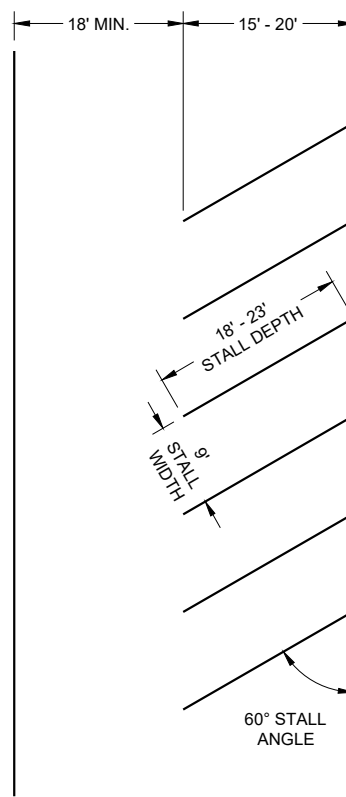


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

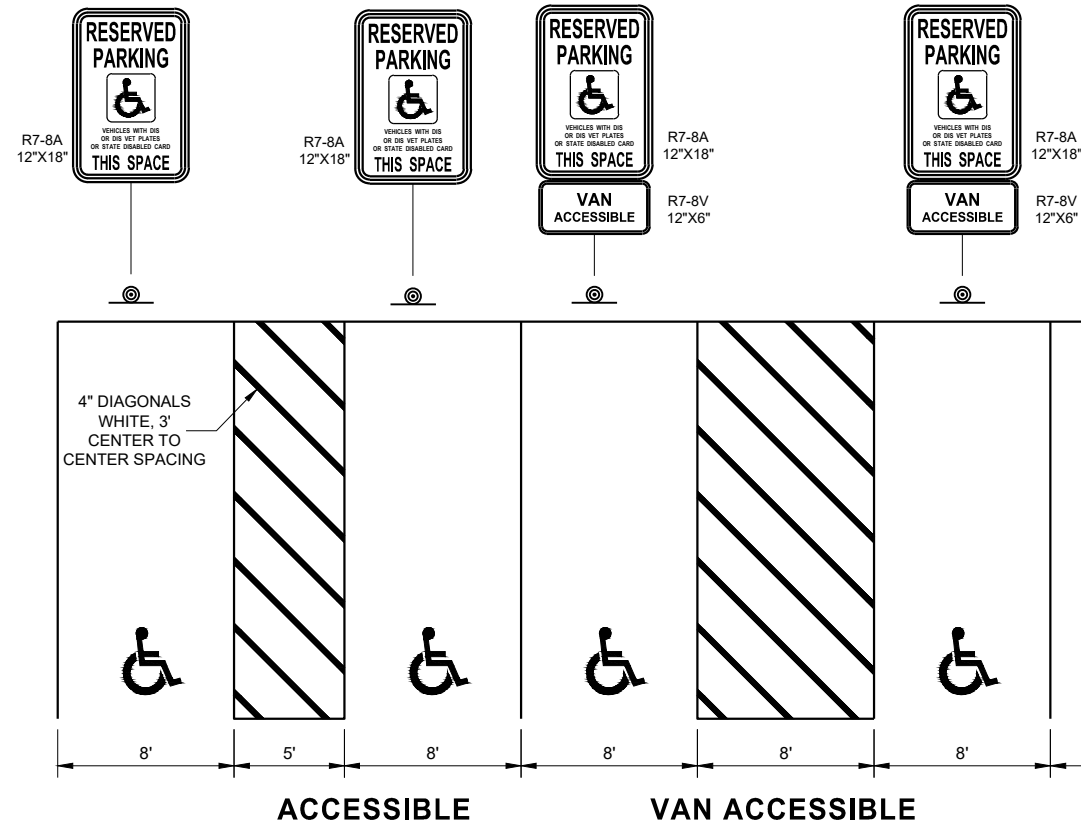
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
August 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MAP ENGINEER 170  
FHWA



|                                                                                   |                                                      |
|-----------------------------------------------------------------------------------|------------------------------------------------------|
|  | SIGN ON PERMANENT SUPPORT                            |
|  | TRAFFIC CONTROL DRUM                                 |
|  | TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT |
|  | TYPE III BARRICADE WITH ATTACHED SIGN                |
|  | TYPE "A" WARNING LIGHT (FLASHING)                    |
|  | REMOVING PAVEMENT MARKINGS                           |
|  | DIRECTION OF TRAFFIC                                 |
|  | WORK AREA                                            |
|  | CONNECTED ARROW BOARD                                |
|  | WZ START LOCATION MARKER                             |
|  | WZ END LOCATION MARKER                               |

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

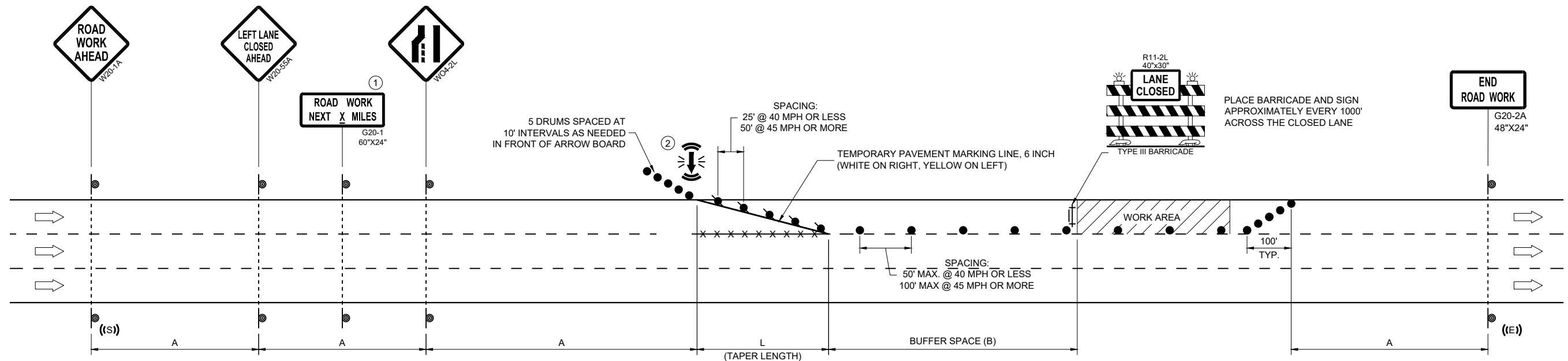
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



| POSTED SPEED LIMIT<br>PRIOR TO WORK<br>STARTING (MPH) | ADVANCE<br>WARNING SIGN<br>SPACING (A) FEET | TAPER LENGTH<br>(12 FT. LANE)<br>(L) FEET | BUFFER<br>SPACE<br>(B) FEET |
|-------------------------------------------------------|---------------------------------------------|-------------------------------------------|-----------------------------|
| 25                                                    | 200'                                        | 125'                                      | 55'                         |
| 30                                                    | 200'                                        | 180'                                      | 85'                         |
| 35                                                    | 350'                                        | 245'                                      | 120'                        |
| 40                                                    | 350'                                        | 320'                                      | 170'                        |
| 45                                                    | 500'                                        | 540'                                      | 220'                        |

APPROVED  
November 2024  
DATE

/S/ Andrew Heidtke  
WORK ZONE ENGINEER

|                                                                                   |                                                      |
|-----------------------------------------------------------------------------------|------------------------------------------------------|
|  | SIGN ON PERMANENT SUPPORT                            |
|  | TRAFFIC CONTROL DRUM                                 |
|  | TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT |
|  | TYPE III BARRICADE WITH ATTACHED SIGN                |
|  | TYPE "A" WARNING LIGHT (FLASHING)                    |
|  | REMOVING PAVEMENT MARKINGS                           |
|  | DIRECTION OF TRAFFIC                                 |
|  | WORK AREA                                            |
|  | CONNECTED ARROW BOARD                                |
|  | WZ START LOCATION MARKER                             |
|  | WZ END LOCATION MARKER                               |

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

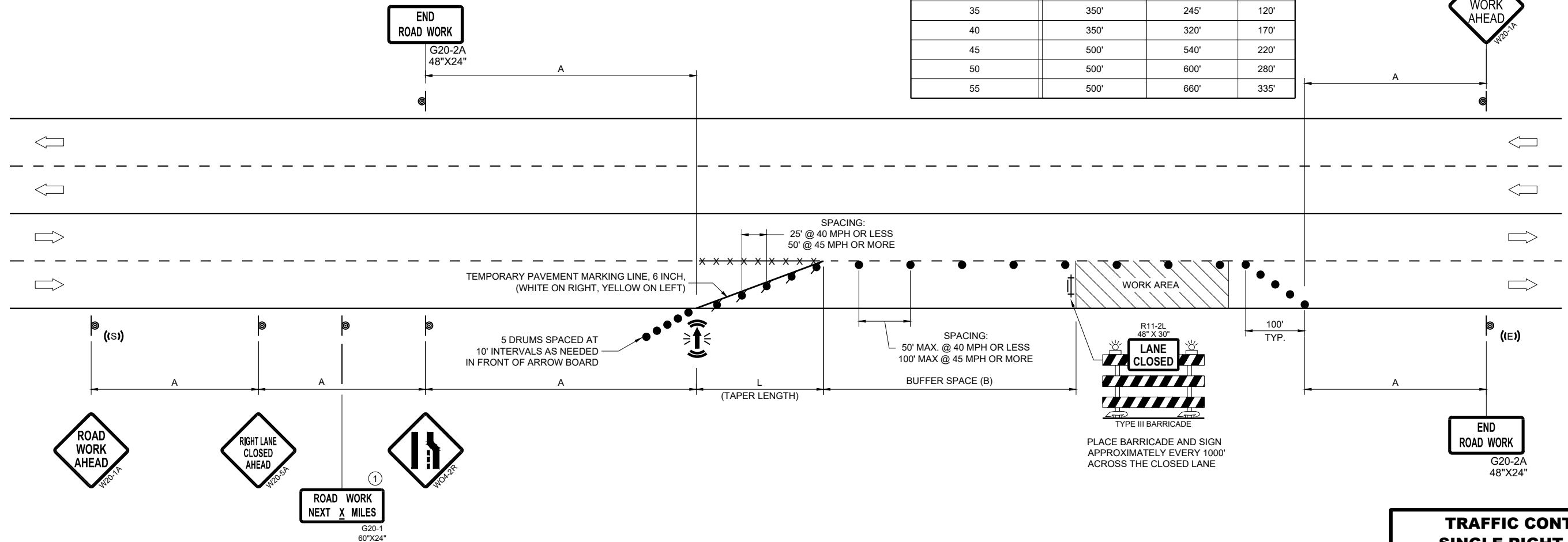
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE

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

| POSTED SPEED LIMIT<br>PRIOR TO WORK<br>STARTING (MPH) | ADVANCE<br>WARNING SIGN<br>SPACING (A) FEET | TAPER LENGTH<br>(12 FT. LANE)<br>(L) FEET | BUFFER<br>SPACE<br>(B) FEET |
|-------------------------------------------------------|---------------------------------------------|-------------------------------------------|-----------------------------|
| 25                                                    | 200'                                        | 125'                                      | 55'                         |
| 30                                                    | 200'                                        | 180'                                      | 85'                         |
| 35                                                    | 350'                                        | 245'                                      | 120'                        |
| 40                                                    | 350'                                        | 320'                                      | 170'                        |
| 45                                                    | 500'                                        | 540'                                      | 220'                        |
| 50                                                    | 500'                                        | 600'                                      | 280'                        |
| 55                                                    | 500'                                        | 660'                                      | 335'                        |



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 REGIONAL TRAFFIC UNIT.

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SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

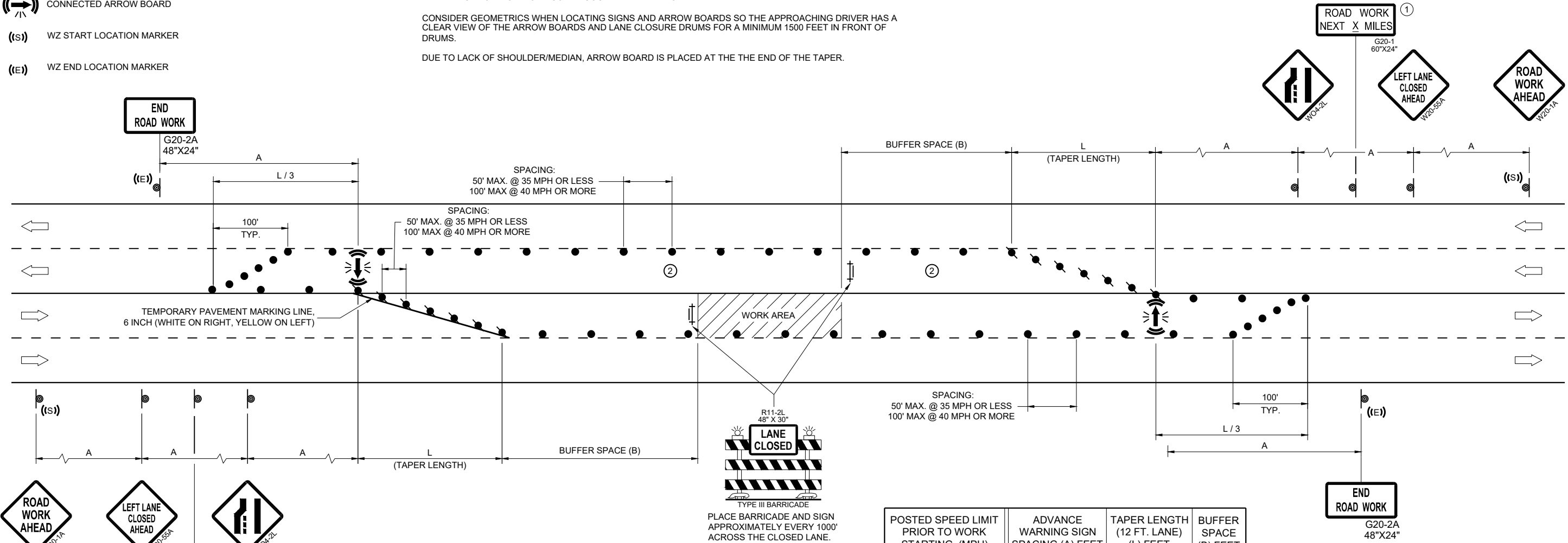
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

BARRICADES IN A CLOSED LANE 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.

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



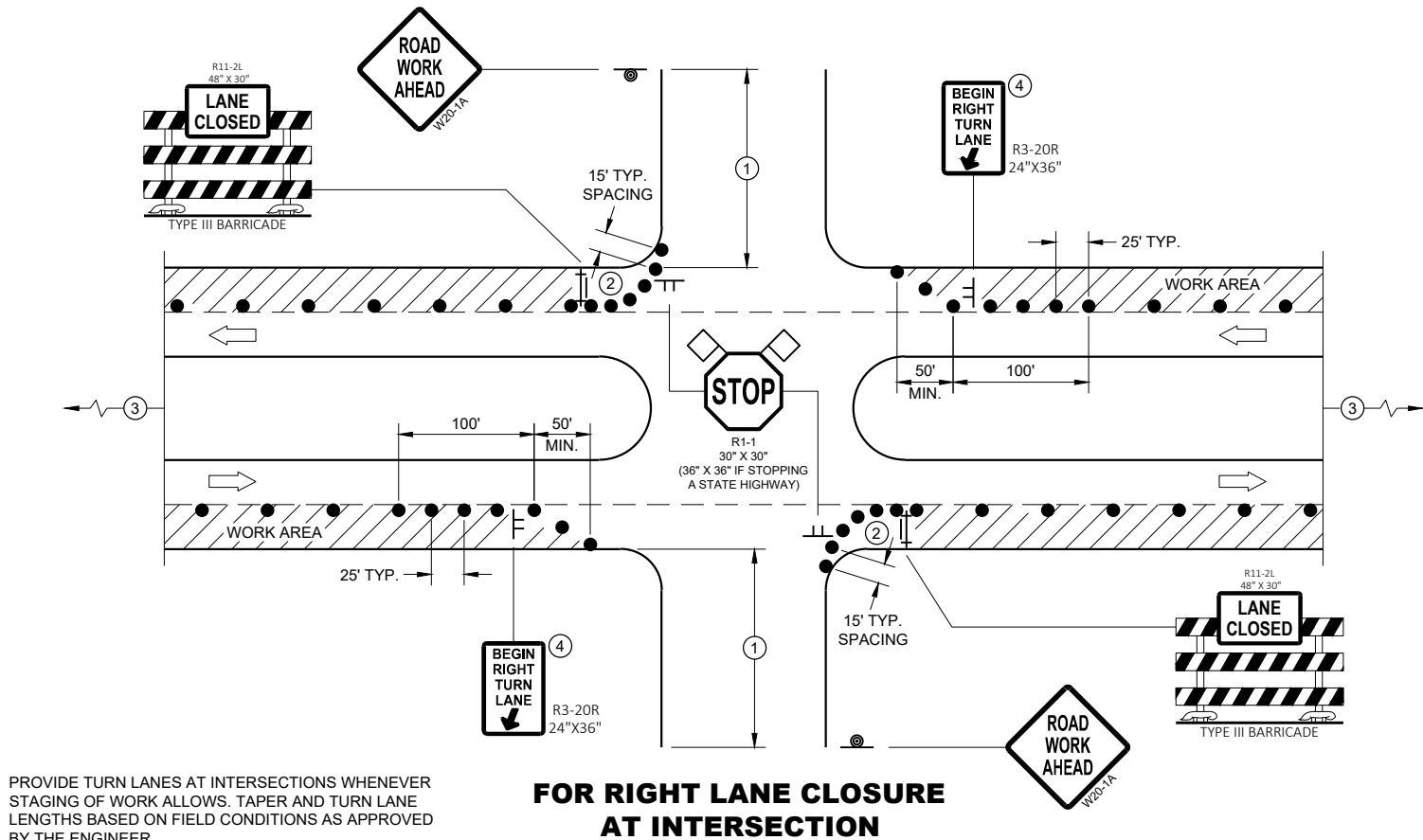
| POSTED SPEED LIMIT<br>PRIOR TO WORK<br>STARTING (MPH) | ADVANCE<br>WARNING SIGN<br>SPACING (A) FEET | TAPER LENGTH<br>(12 FT. LANE)<br>(L) FEET | BUFFER<br>SPACE (B) FEET |
|-------------------------------------------------------|---------------------------------------------|-------------------------------------------|--------------------------|
| 25                                                    | 200'                                        | 125'                                      | 55'                      |
| 30                                                    | 200'                                        | 180'                                      | 85'                      |
| 35                                                    | 350'                                        | 245'                                      | 120'                     |
| 40                                                    | 350'                                        | 320'                                      | 170'                     |
| 45                                                    | 500'                                        | 540'                                      | 220'                     |
| 50                                                    | 500'                                        | 600'                                      | 280'                     |
| 55                                                    | 500'                                        | 660'                                      | 335'                     |

**TRAFFIC CONTROL,  
SINGLE LEFT LANE  
CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA



**GENERAL NOTES**

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

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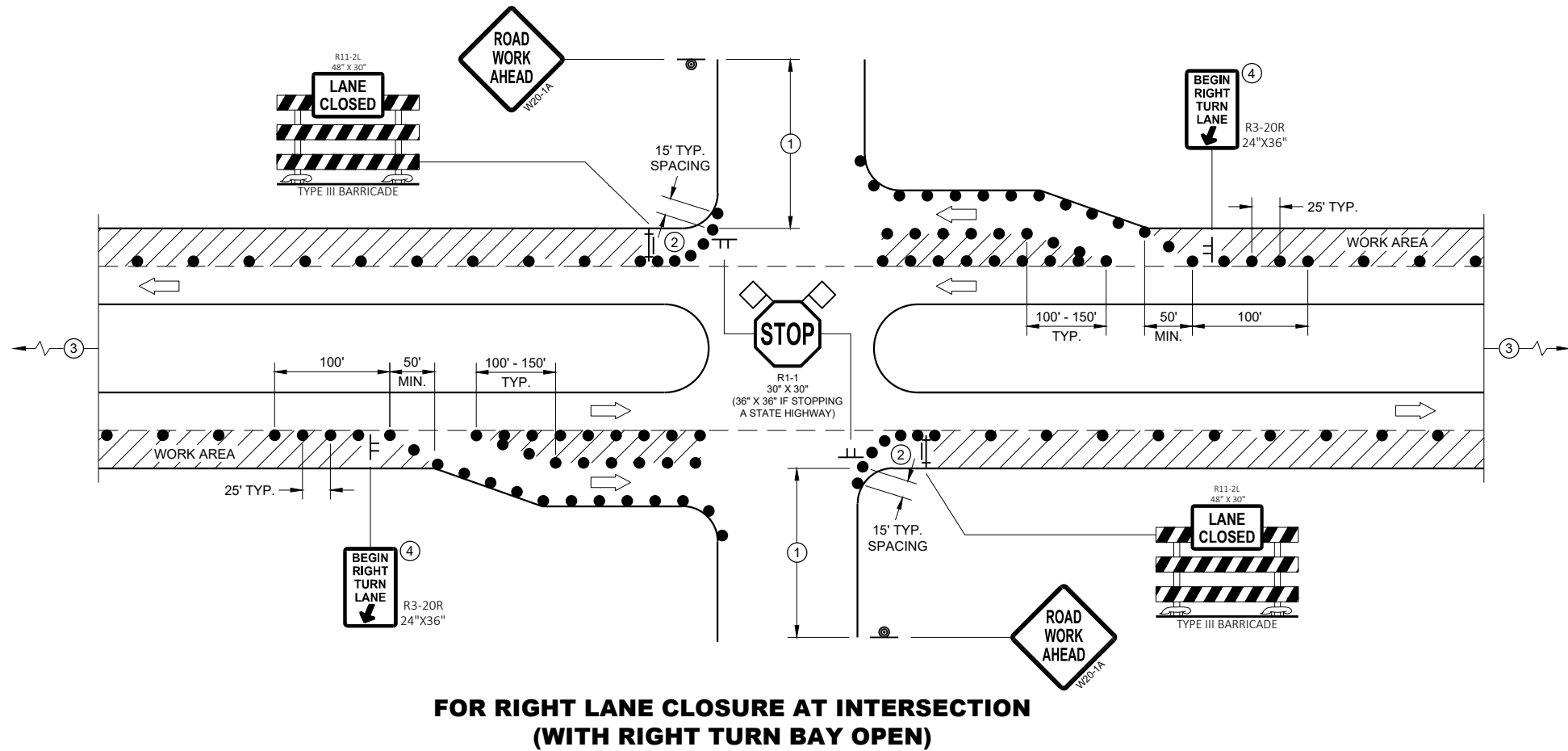
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE 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.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.  
350' IF 35 - 40 MPH.  
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



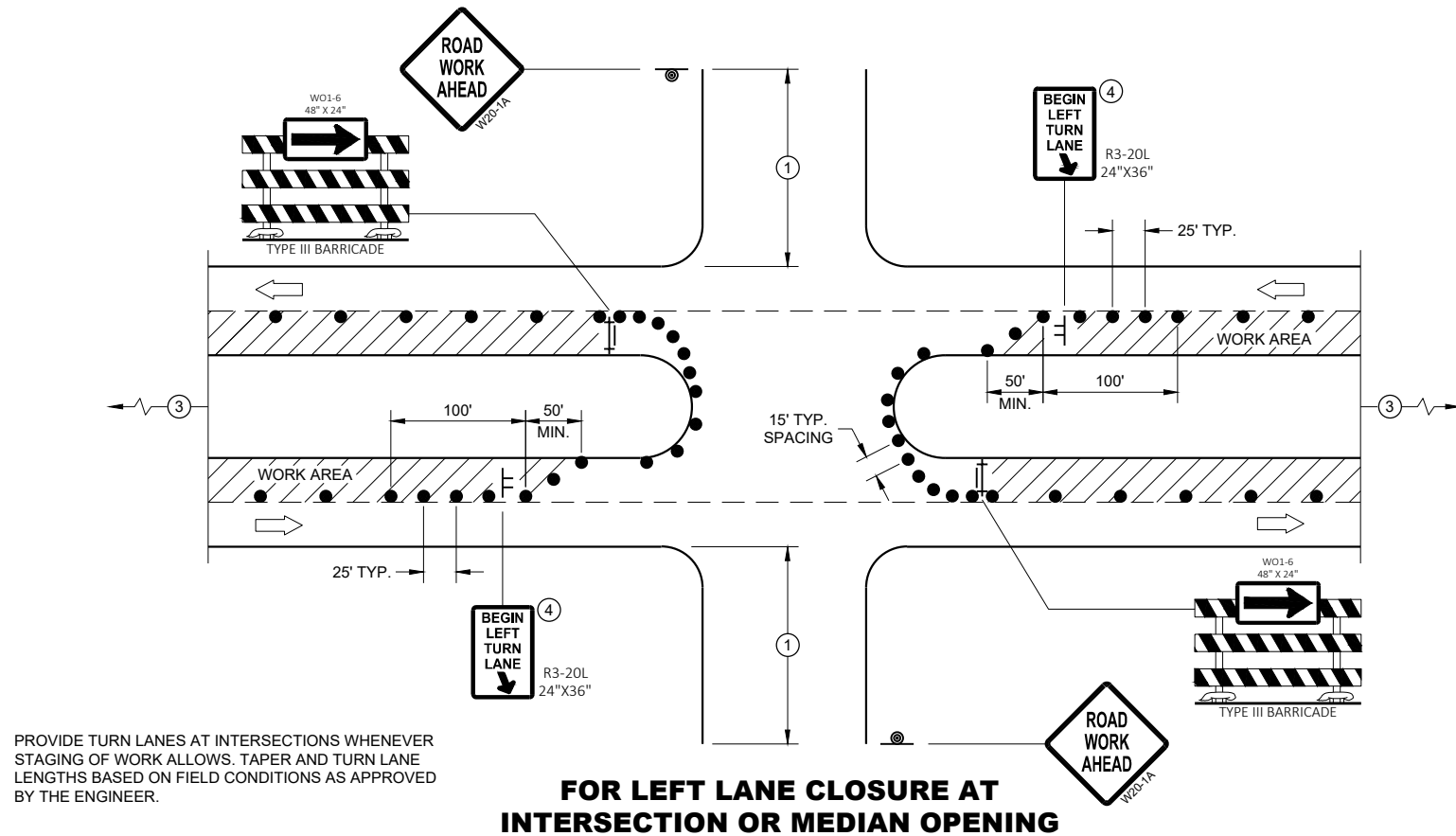
**LEGEND**

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**TRAFFIC CONTROL,  
INTERSECTION WITHIN SINGLE  
RIGHT LANE CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION 174



**GENERAL NOTES**

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- MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

**LEGEND**

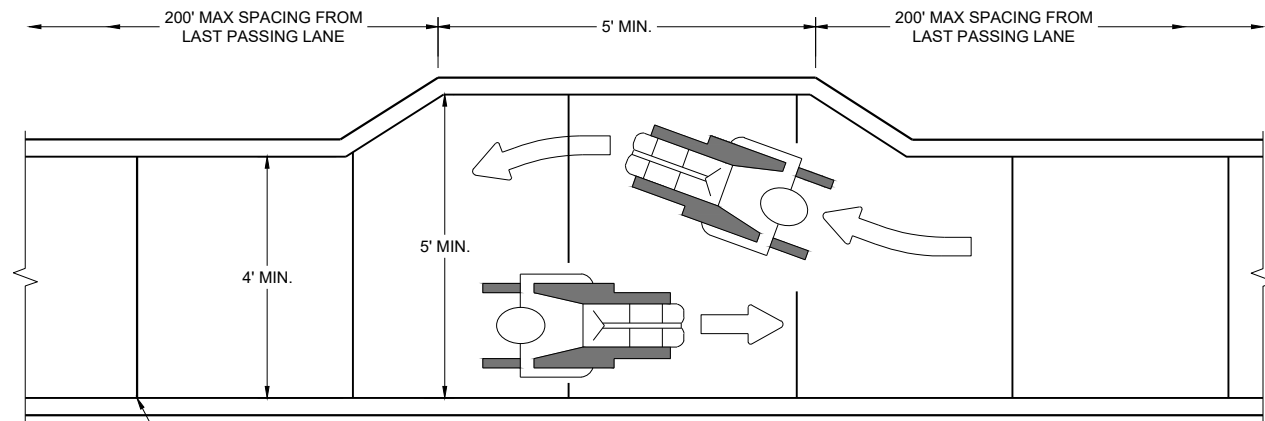
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**FOR LEFT LANE CLOSURE AT INTERSECTION  
OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)**

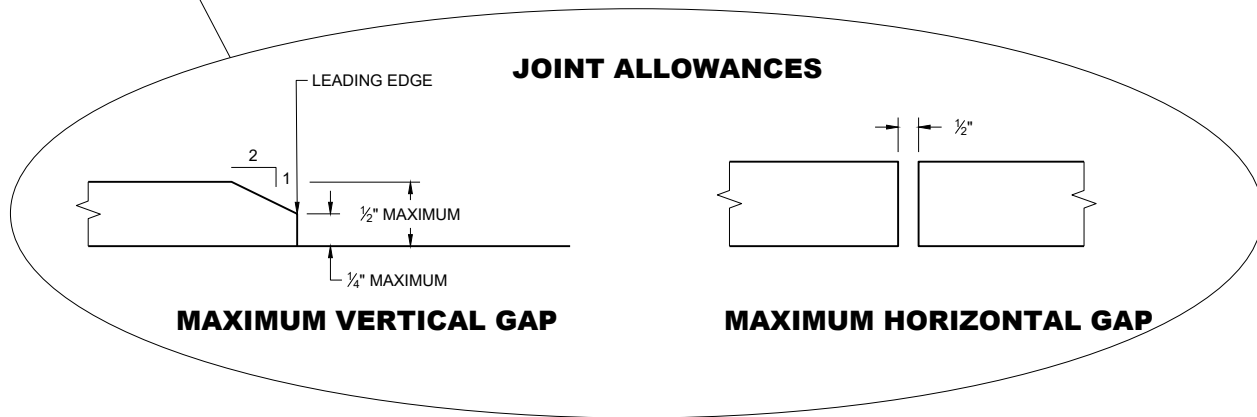
**TRAFFIC CONTROL,  
INTERSECTION WITHIN SINGLE  
LEFT LANE CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
August 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER 175  
FHWA



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

JOINT ALLOWANCES

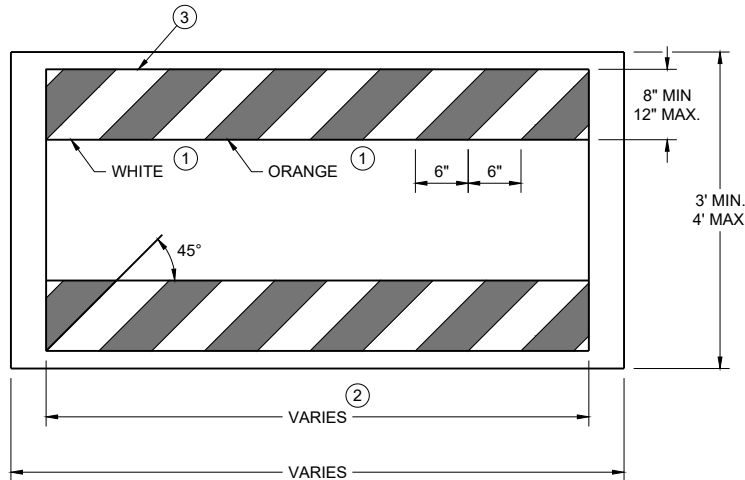
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

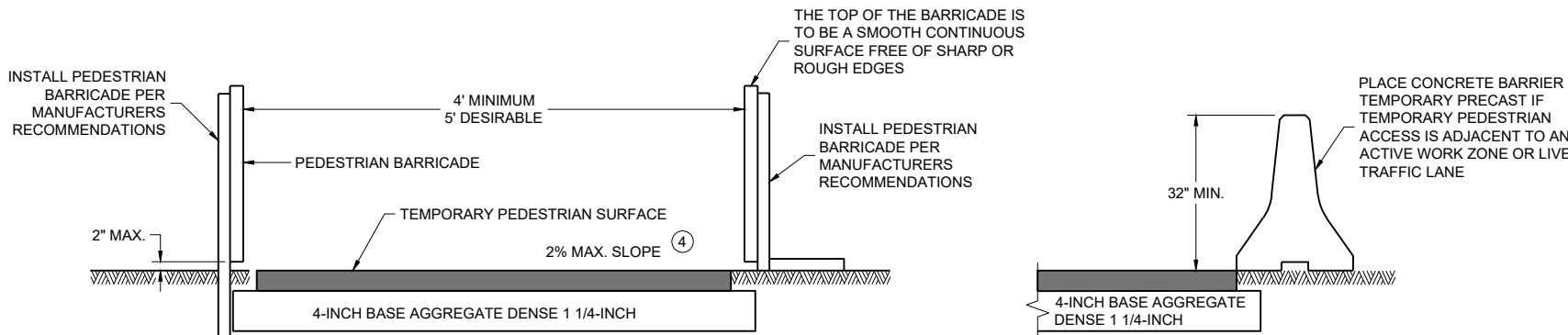
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ 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.



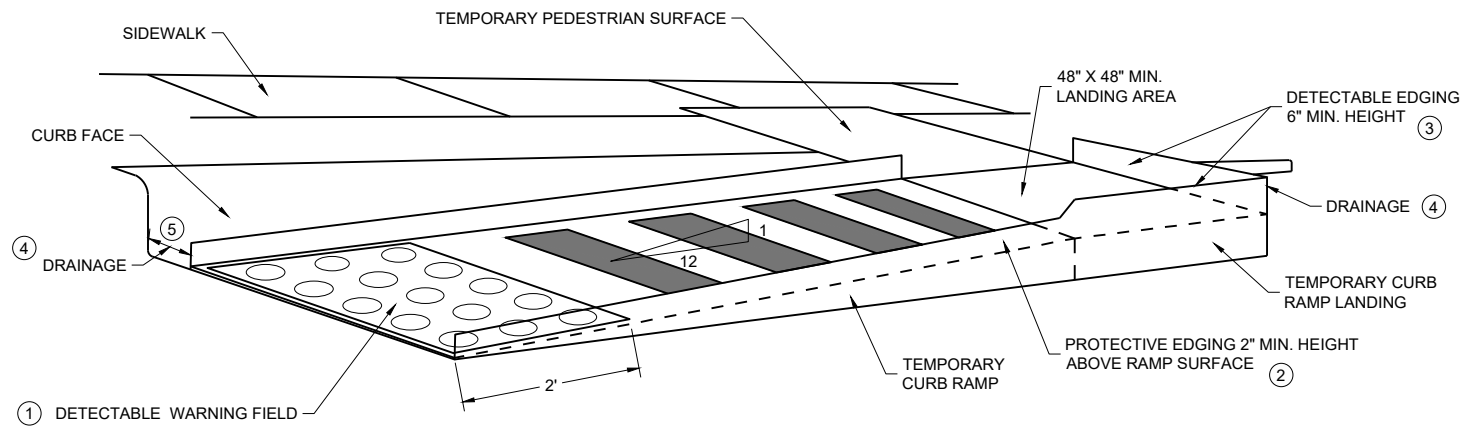
TEMPORARY PEDESTRIAN BARRICADE \*



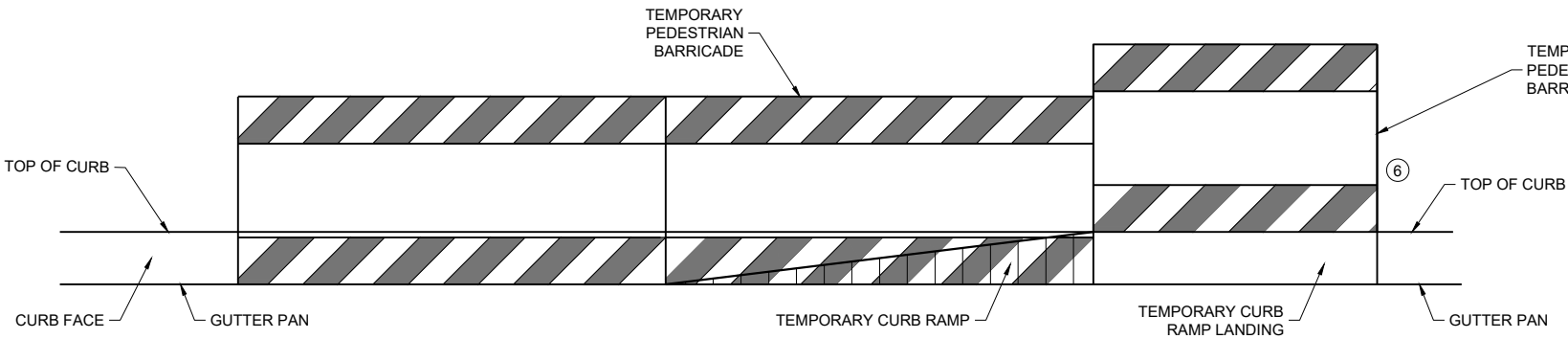
TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL,  
PEDESTRIAN  
ACCOMMODATION

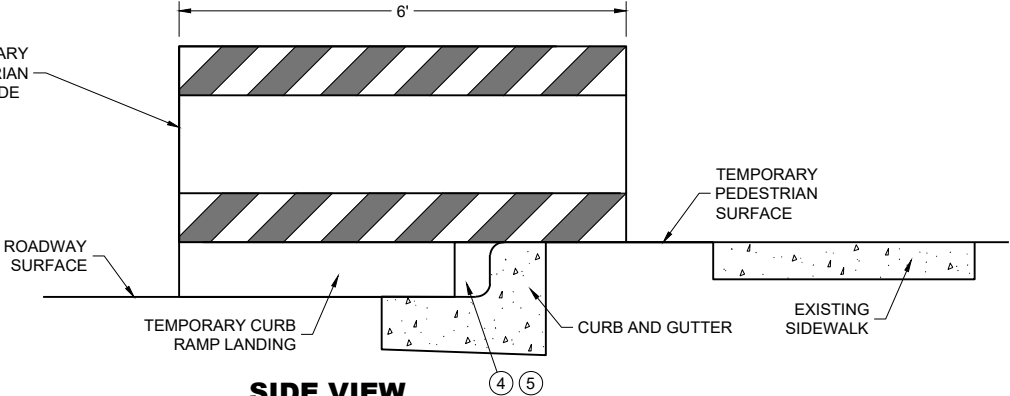
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW



FRONT VIEW

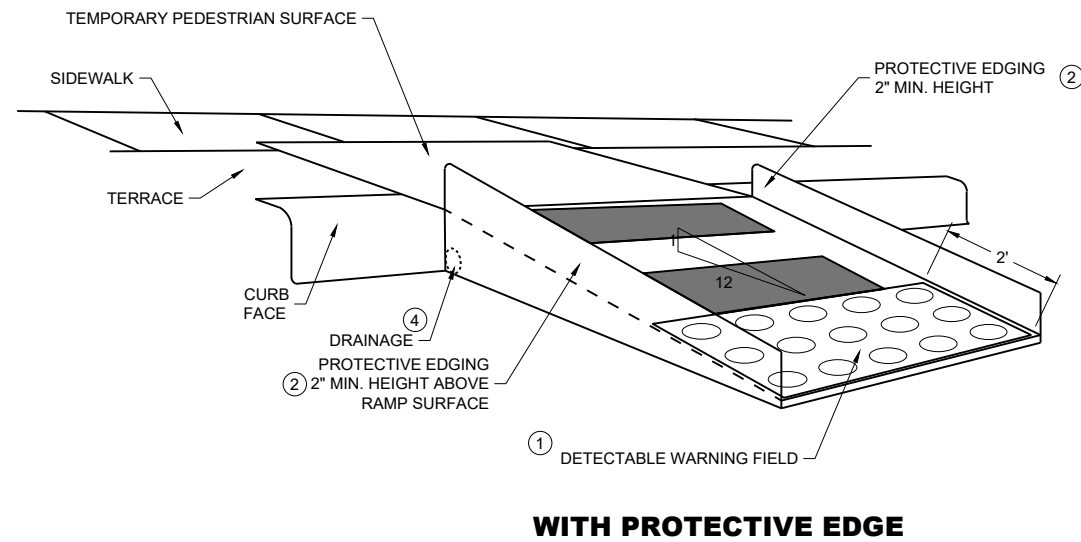
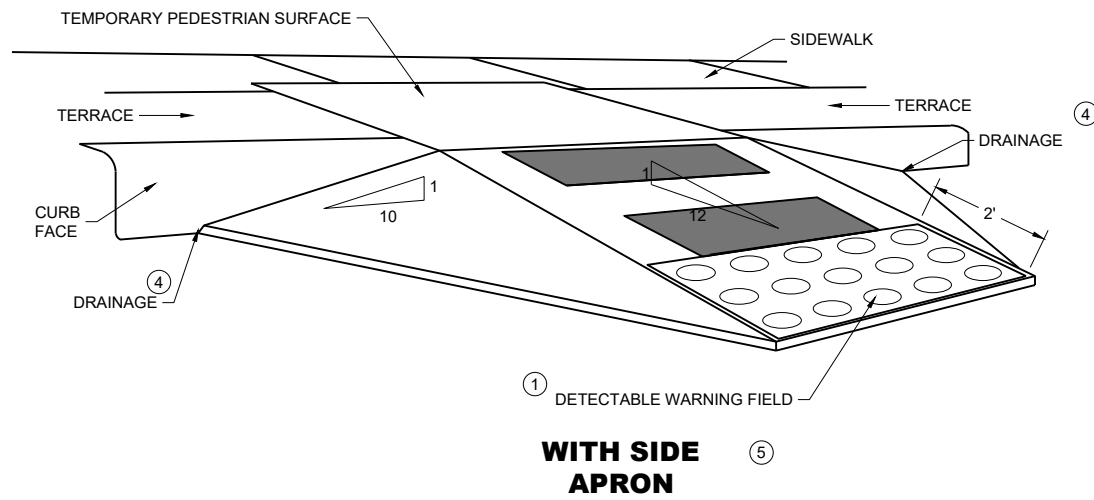


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

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

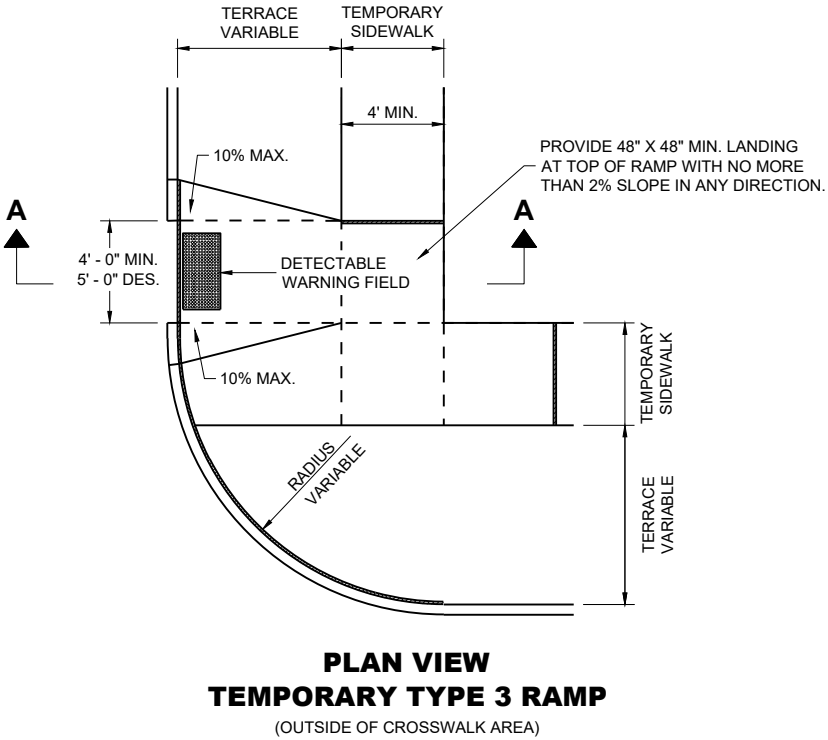
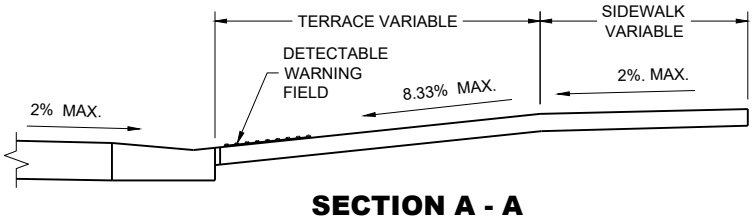
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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".

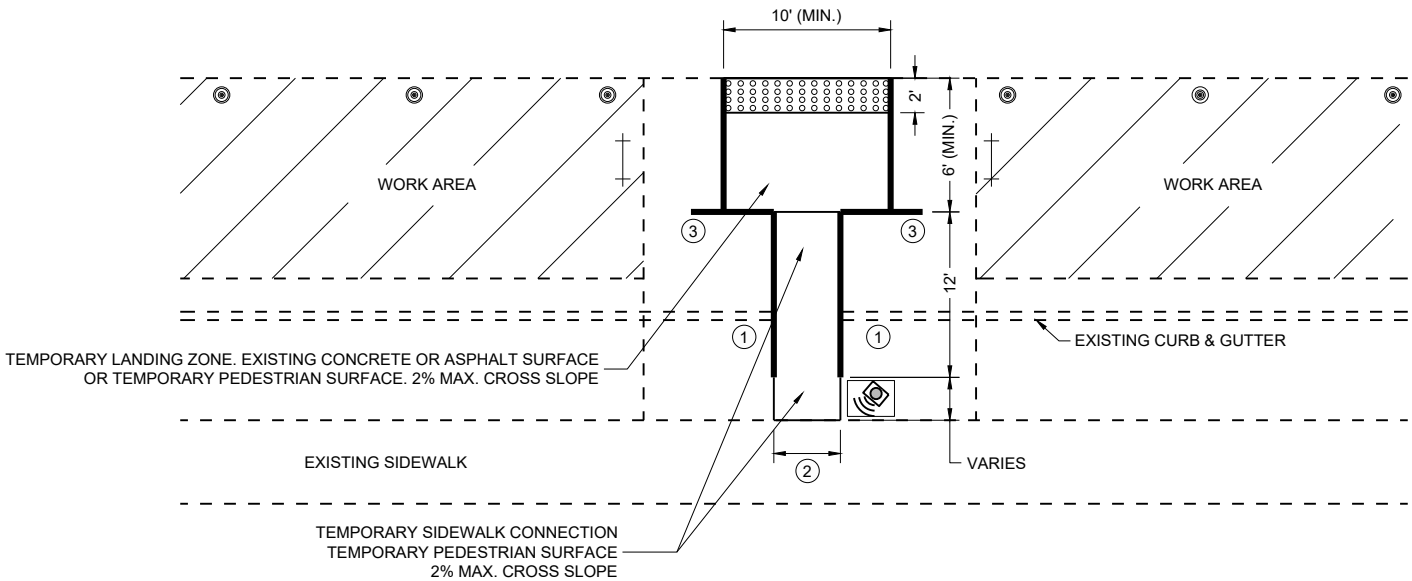
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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.

GENERAL NOTES

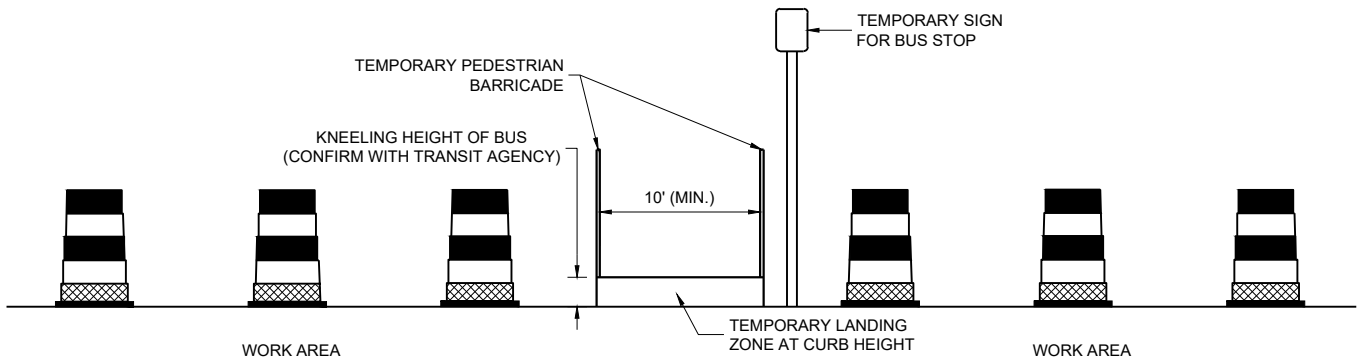


|                                                    |                                  |
|----------------------------------------------------|----------------------------------|
| TRAFFIC CONTROL,<br>PEDESTRIAN ACCOMMODATION       |                                  |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |                                  |
| APPROVED<br>May 2023<br>DATE                       | /S/ Andrew Heidtke<br><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.

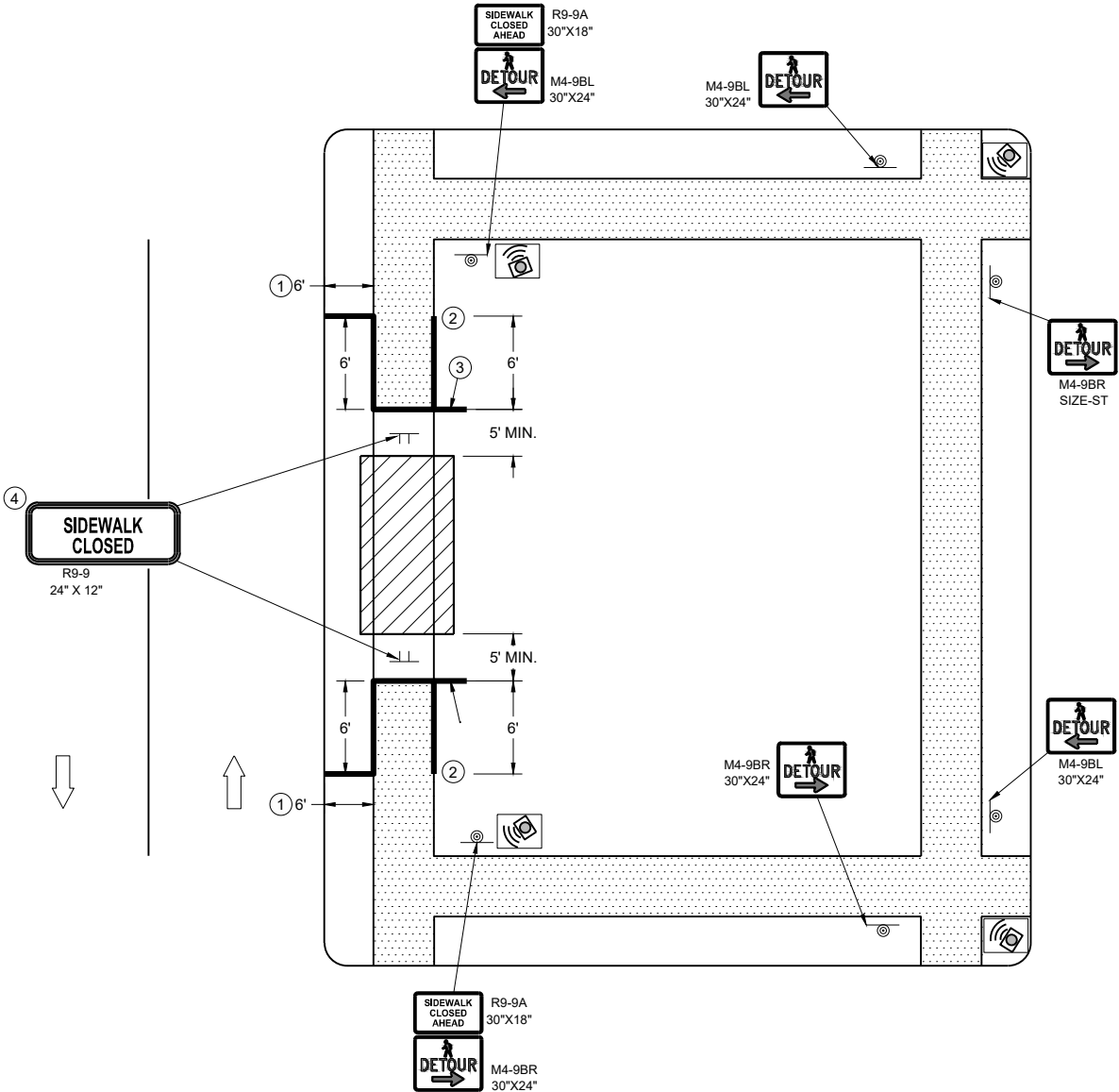
- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

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)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

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.

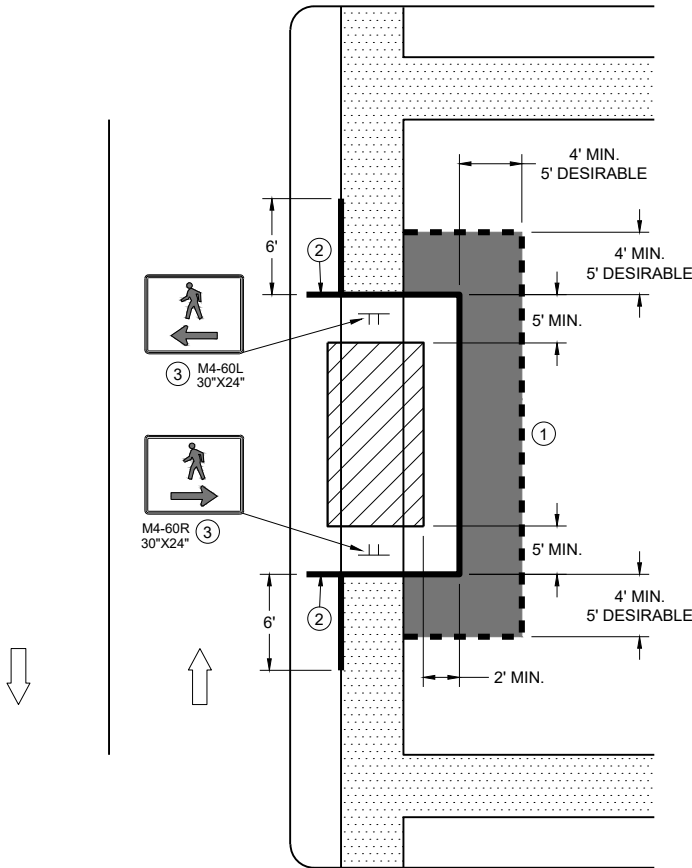
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

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.



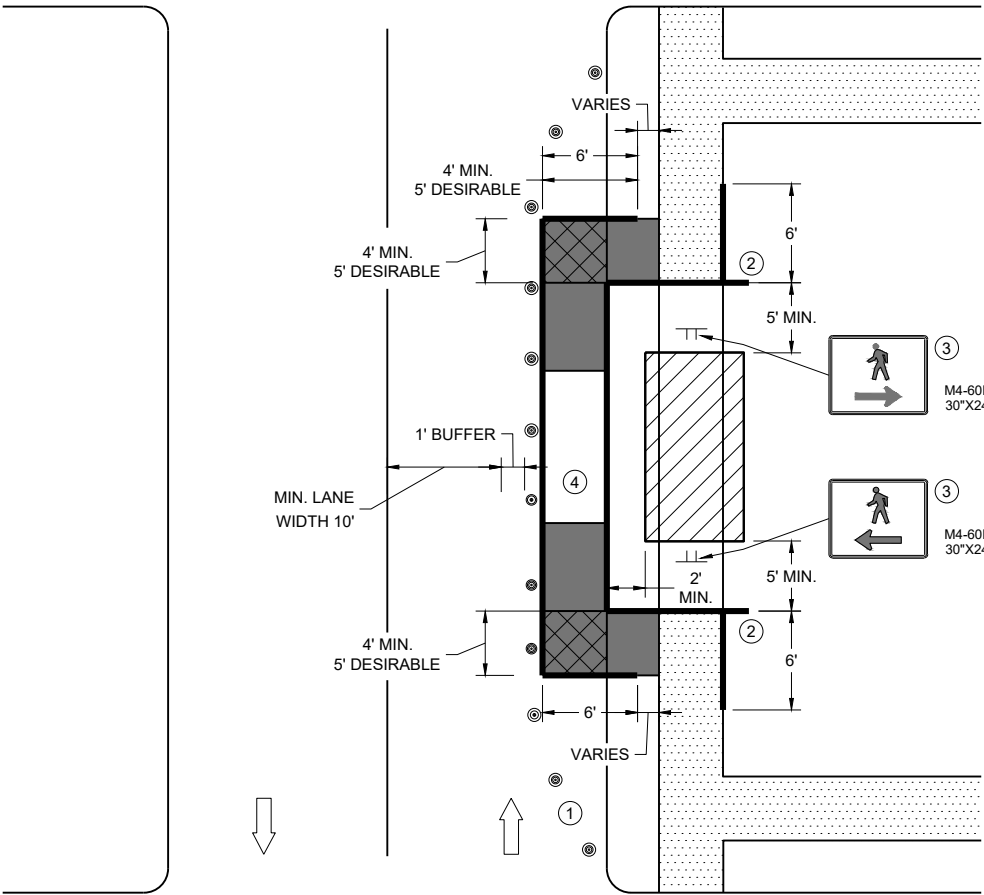
SIDEWALK BYPASS  
SINGLE SIDE

LEGEND

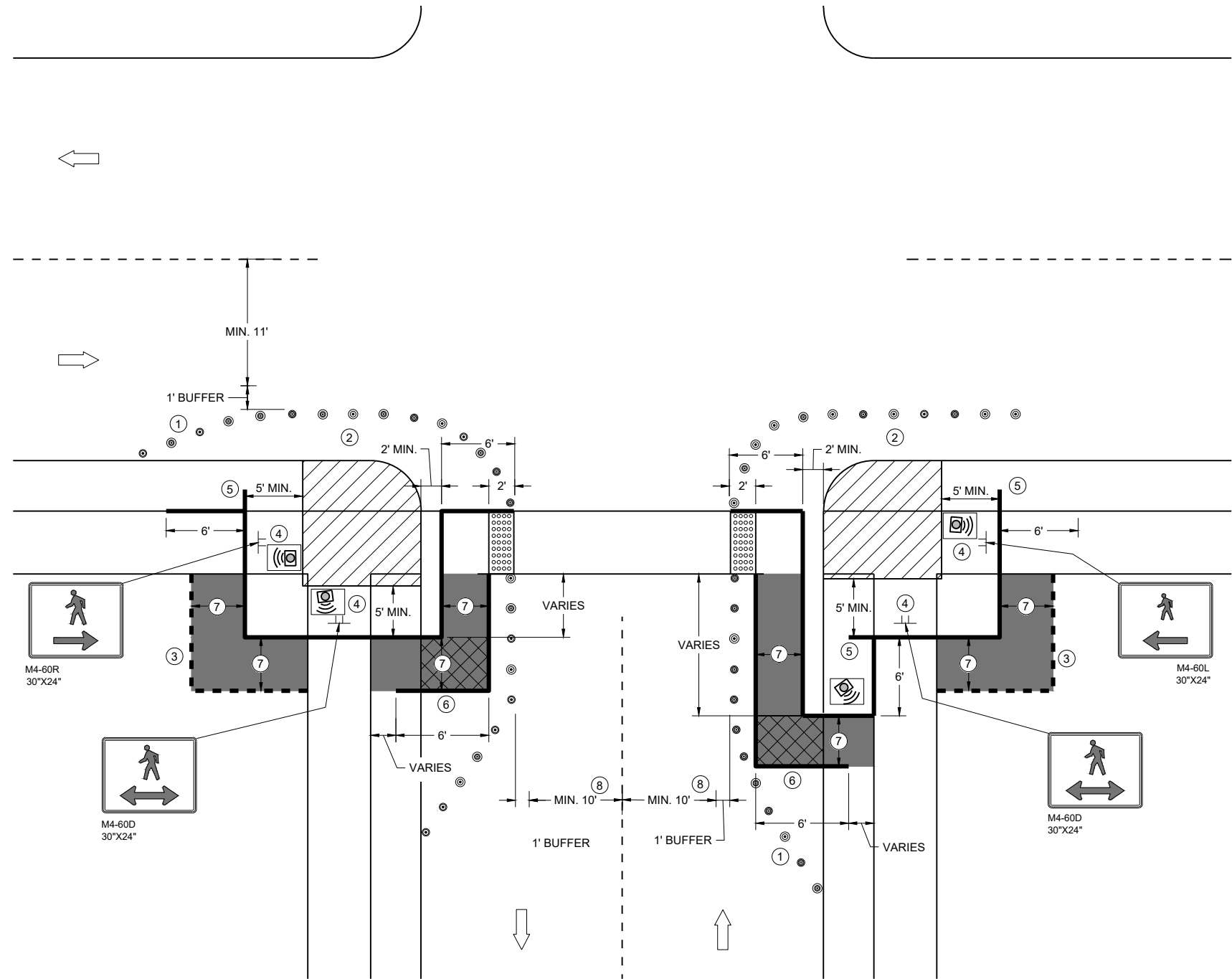
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL  
SIDEWALK ON SINGLE SIDE**

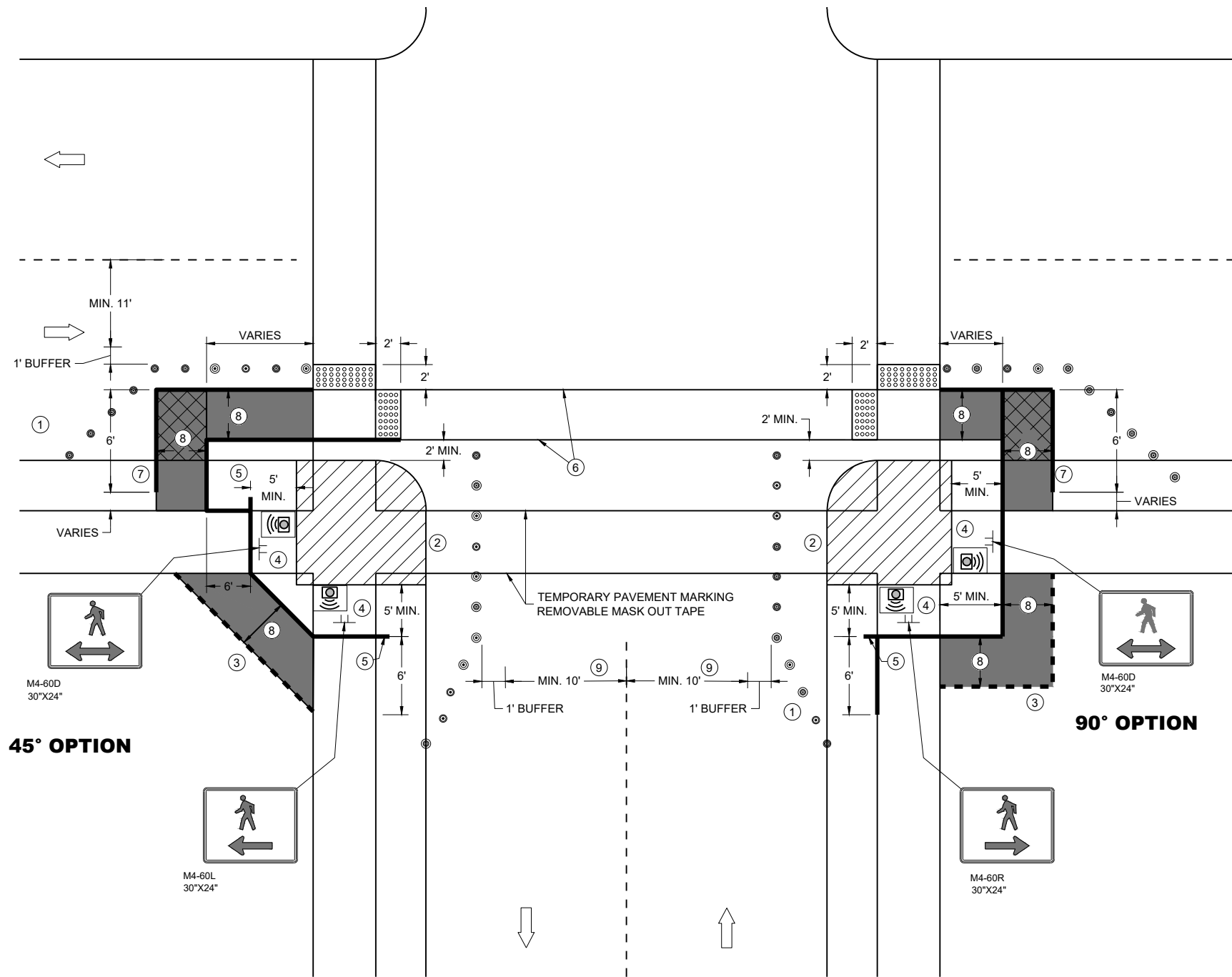
**GENERAL NOTES**

- 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 SHOULD 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

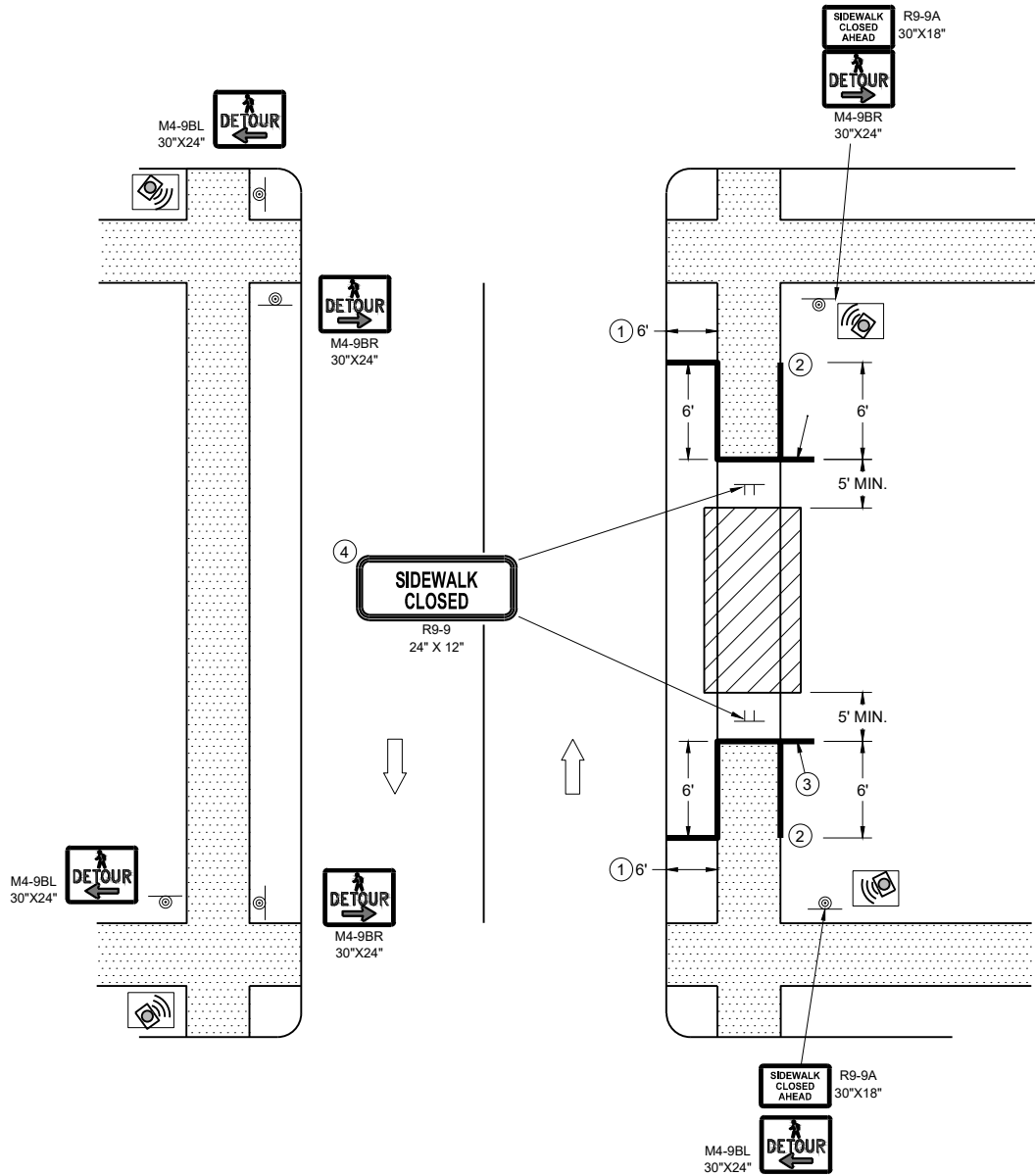
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY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

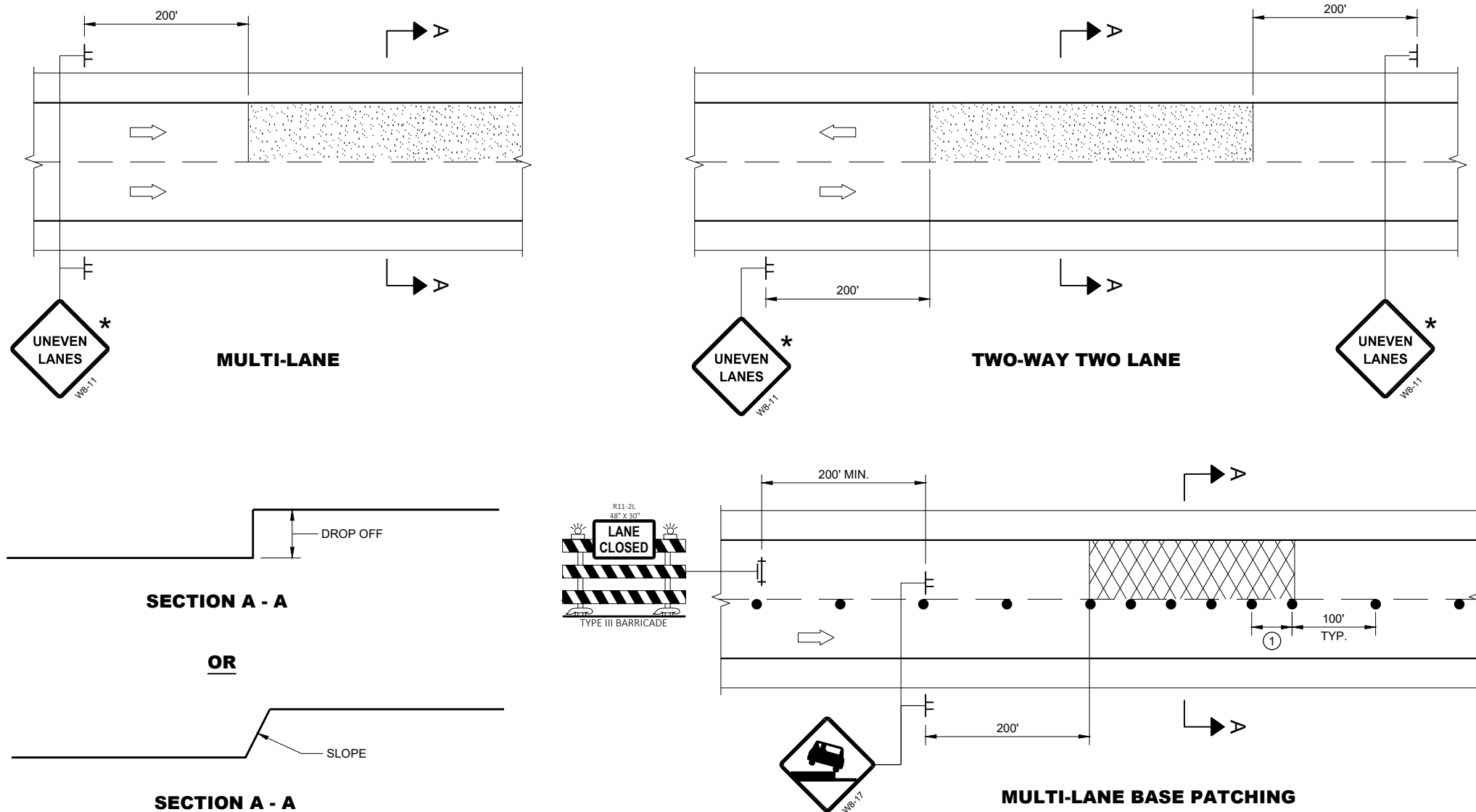
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING 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.



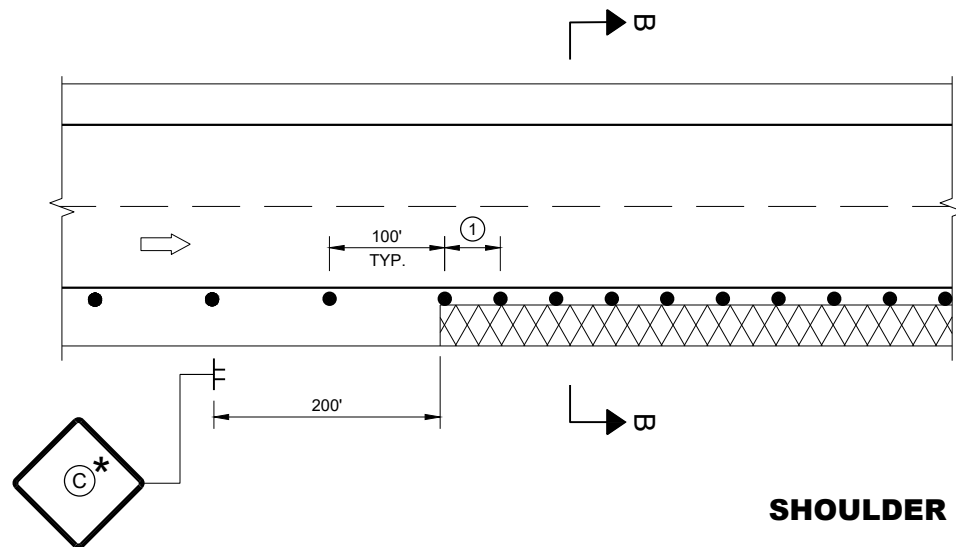
- ① SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② 4 FEET MINIMUM, 5 FEET DESIRABLE.
- ③ WHITE 6" TEMPORARY PAVEMENT MARKING.
- ④ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
- ⑤ IF MINIMUM 100' SPACING FROM THE MID-BLOCK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

## LEGEND

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



ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS

SECTION B - B

| D                                     | SIGN (C)                                                                         |
|---------------------------------------|----------------------------------------------------------------------------------|
| < 2" WITH A SLOPE STEEPER THAN 3:1    | <br>WB-9                                                                         |
| 2" < 6" WITH A SLOPE STEEPER THAN 3:1 | <br>WB-9A<br>PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT |

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

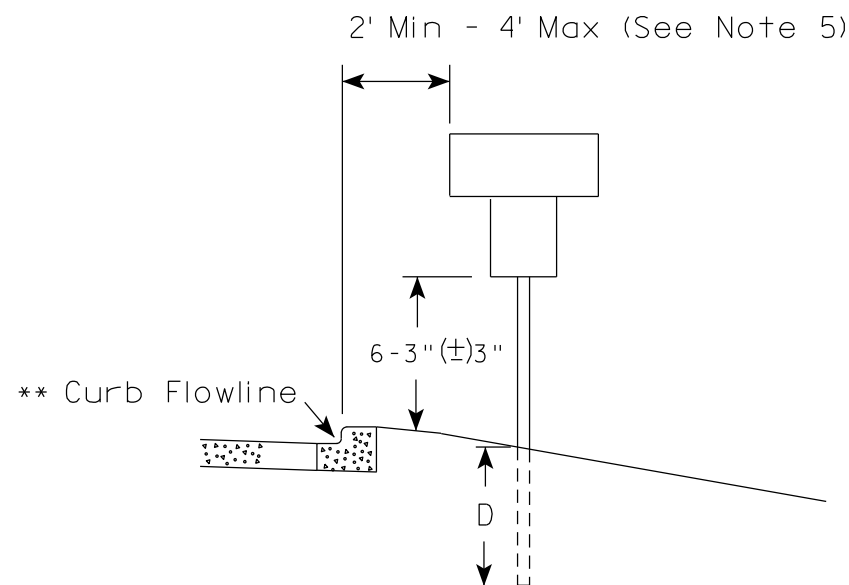
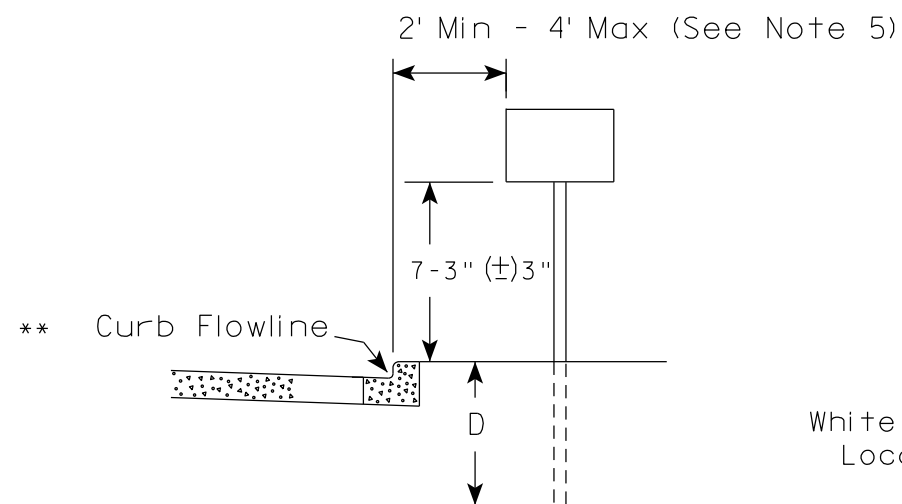
**TRAFFIC CONTROL,  
DROP-OFF SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER 188

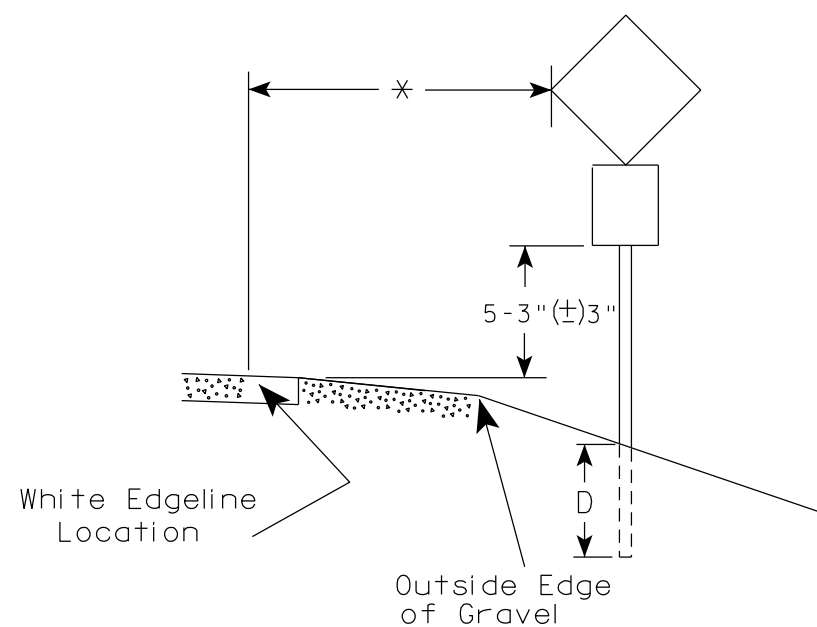
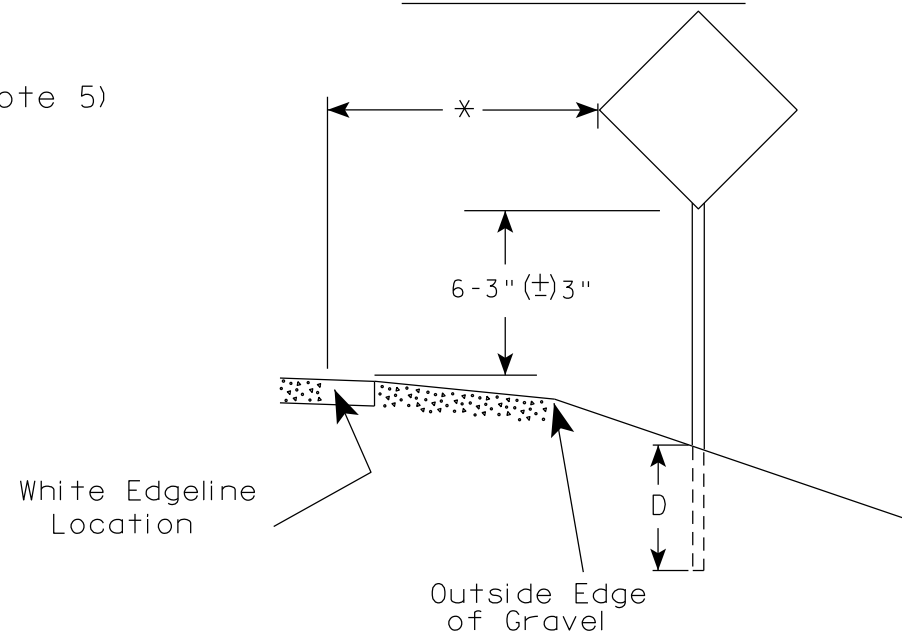
FHWA

## URBAN AREA



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

## RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

| Area of Sign Installation<br>( Sq. Ft. ) | D<br>( Min ) |
|------------------------------------------|--------------|
| 20 or Less                               | 4'           |
| Greater than 20                          | 5'           |

## GENERAL NOTES

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

TYPICAL INSTALLATION  
OF PERMANENT TYPE II  
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

*Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

HWY:

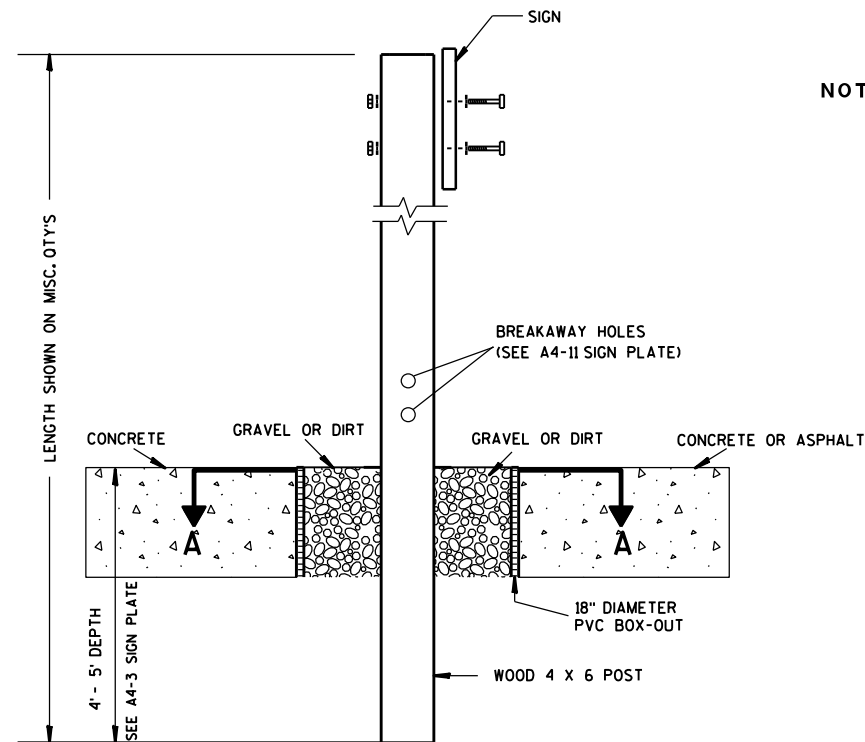
COUNTY:

SHEET NO:

189

E

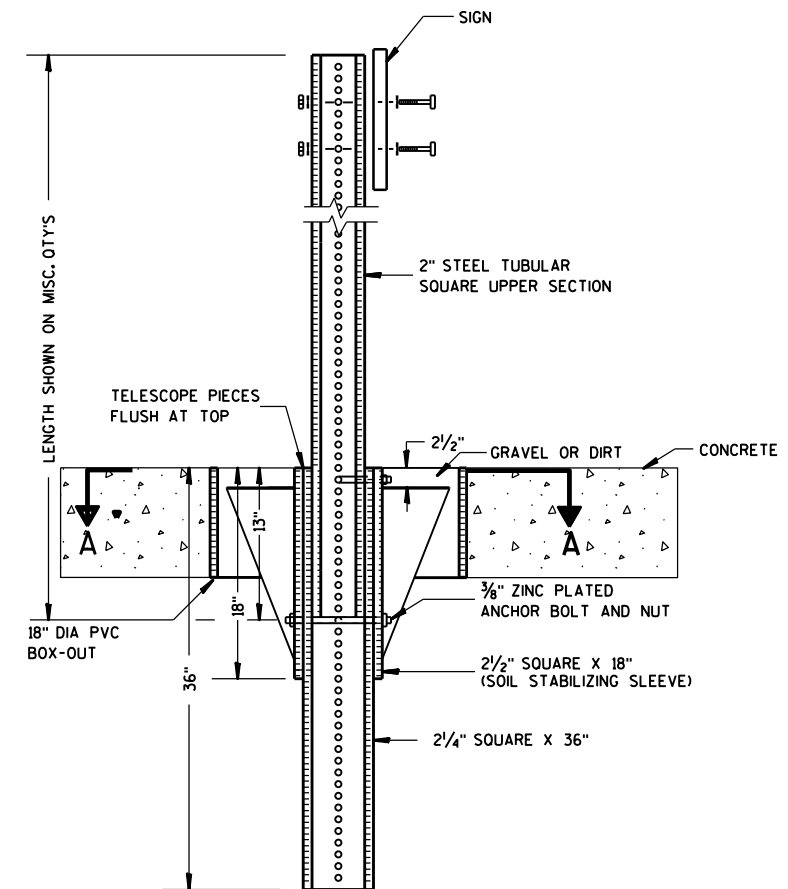




### ELEVATION VIEW

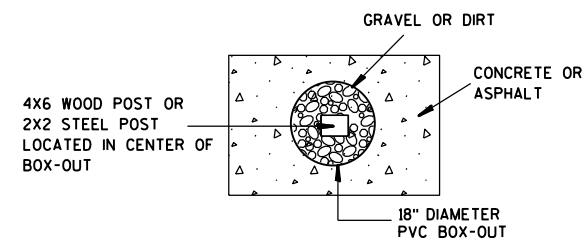
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



### ELEVATION VIEW

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



### PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST  
BOX-OUTS  
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 1/27/14 PLAT 190 A4-3B.1

PROJECT NO:

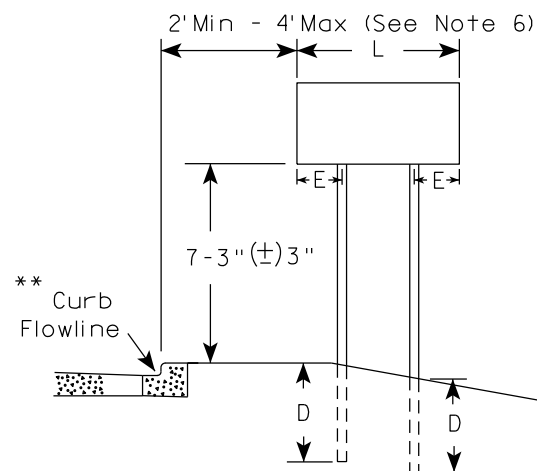
HWY:

COUNTY:

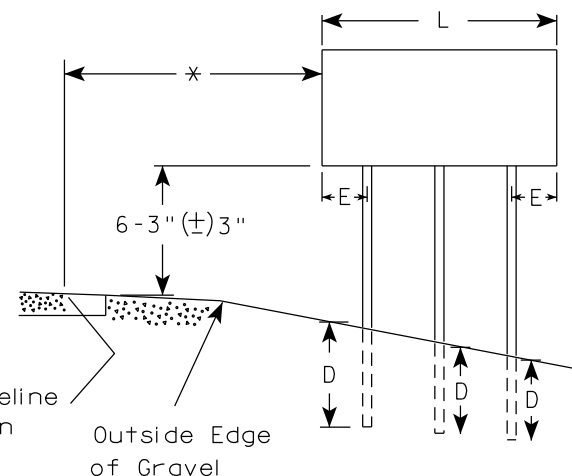
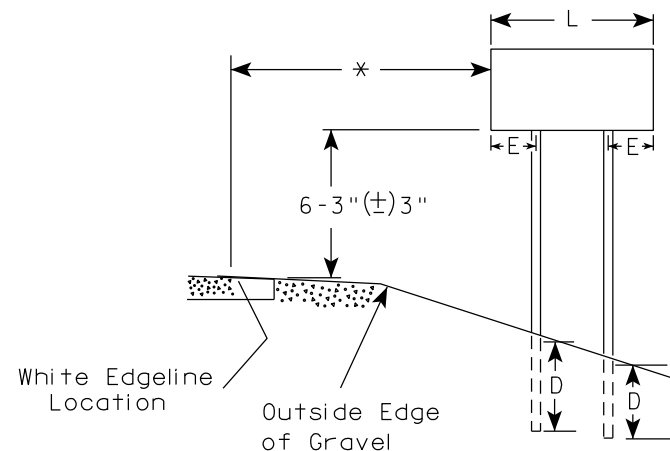
SHEET NO:

E

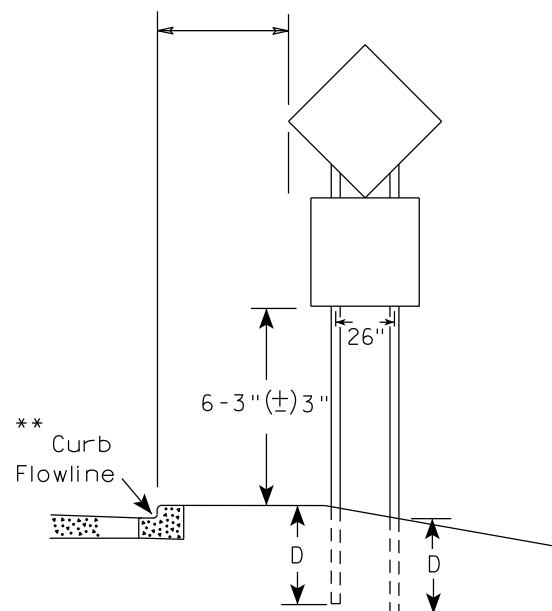
URBAN AREA



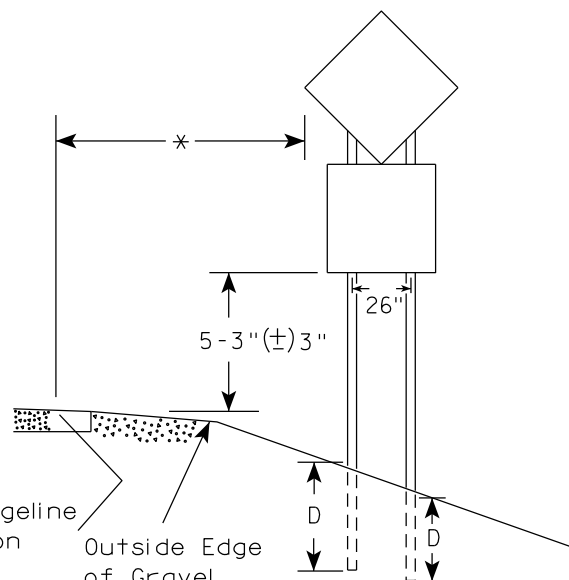
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

\*\*\*

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

| SIGN SHAPE OTHER THAN DIAMOND<br>(THREE POSTS REQUIRED) |     |
|---------------------------------------------------------|-----|
| L                                                       | E   |
| Greater than 108"<br>to 144"                            | 12" |

POST EMBEDMENT DEPTH

| Area of Sign<br>Installation<br>( Sq.Ft. ) | D<br>( Min ) |
|--------------------------------------------|--------------|
| 20 or Less                                 | 4'           |
| Greater than 20                            | 5'           |

TYPICAL INSTALLATION  
OF TYPE II SIGNS  
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

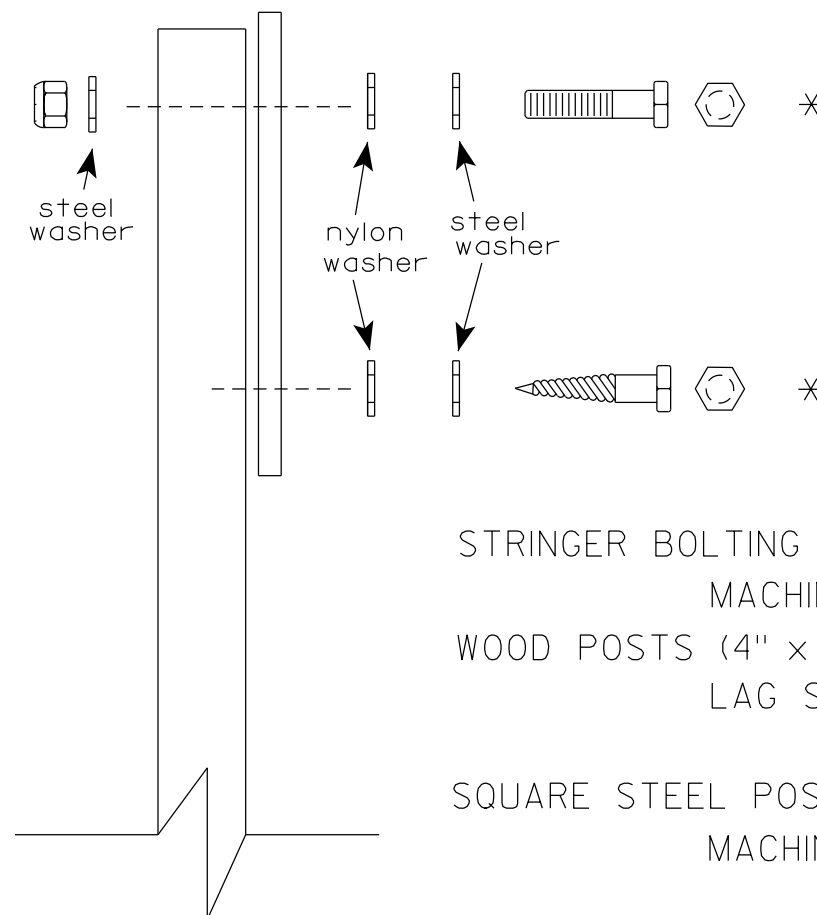
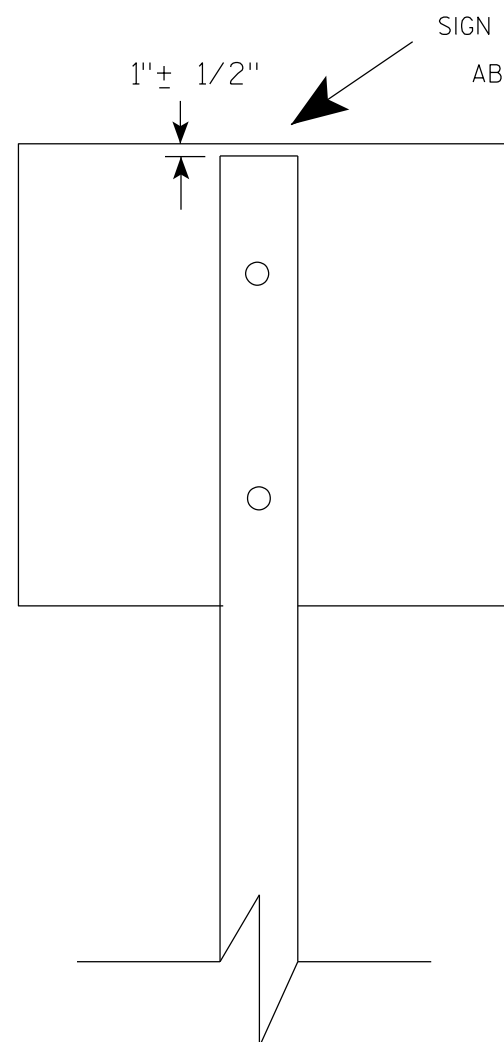
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 191

E



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

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

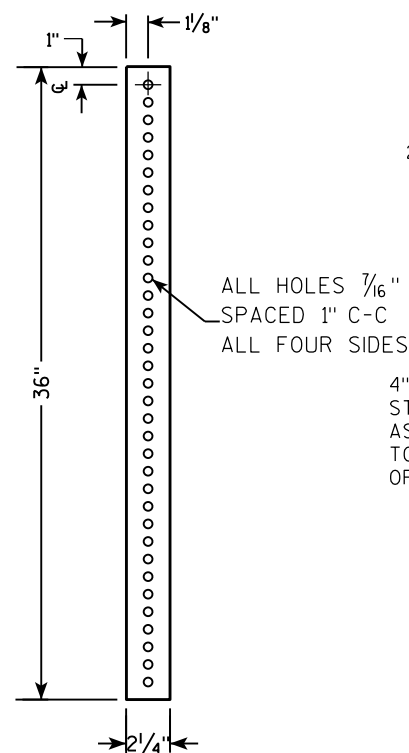
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS -  $\frac{5}{16}$ " 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

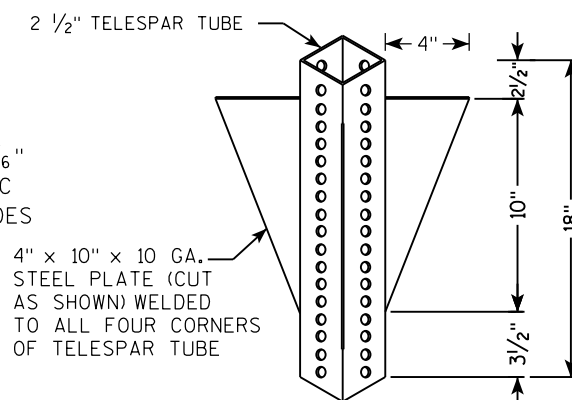
\* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



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

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

**Side View Dimensions:**

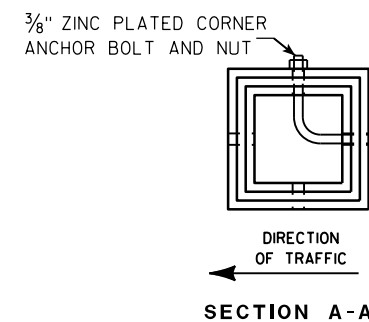
- Overall height: 36"
- Section A: 18"
- Section B: 12"

**End View Dimensions:**

- Overall width: 2 1/4" SQUARE X 36"
- Section A: 1 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- Section B: 3/8" ZINC PLATED ANCHOR BOLT AND NUT

**Material and Assembly Specifications:**

- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- TELESCOPE PIECES FLUSH AT TOP
- SIGN



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

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

TUBULAR STEEL  
SIGN POST  
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 193 14-9.9

PROJECT NO:

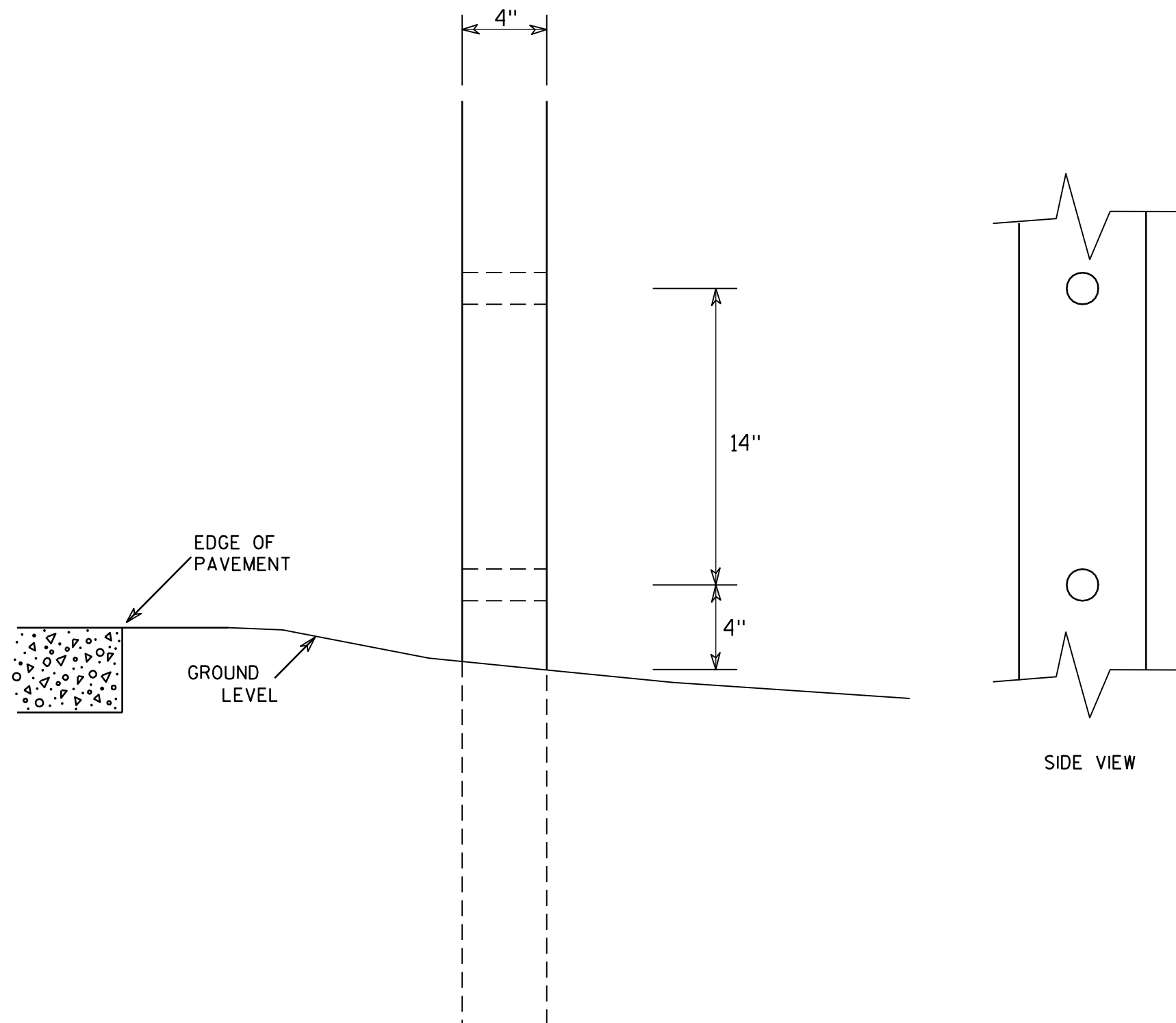
HWY:

COUNTY:

SHEET NO:

**T**

7



### GENERAL NOTES

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

7

### 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

*Chester J. Spang*  
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

COUNTY:

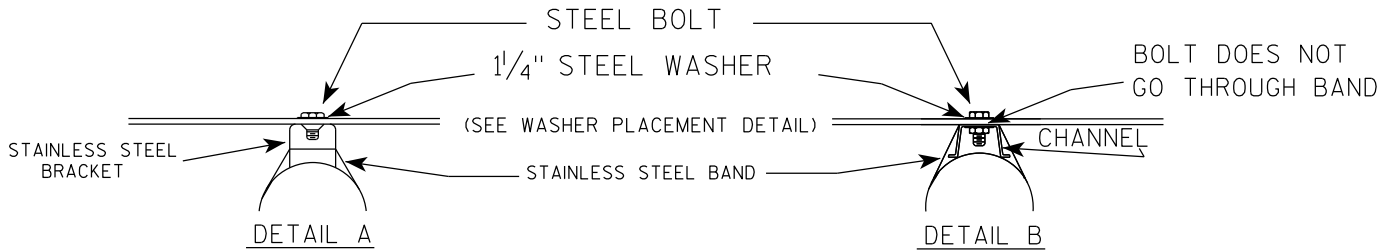
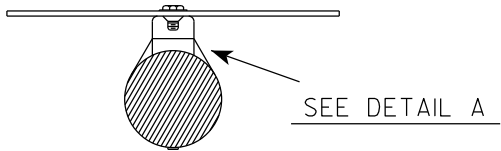
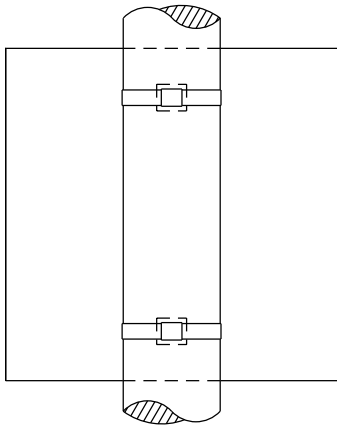
SHEET NO: 194

E



BANDING

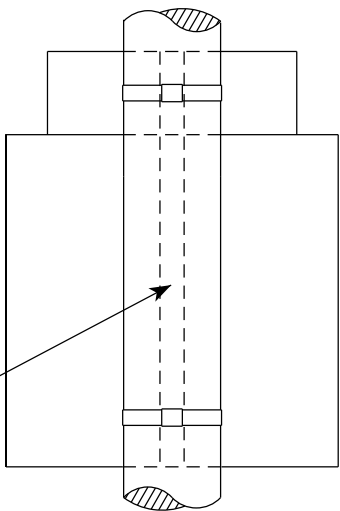
SINGLE SIGN



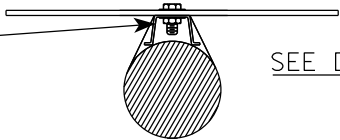
GENERAL NOTES

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

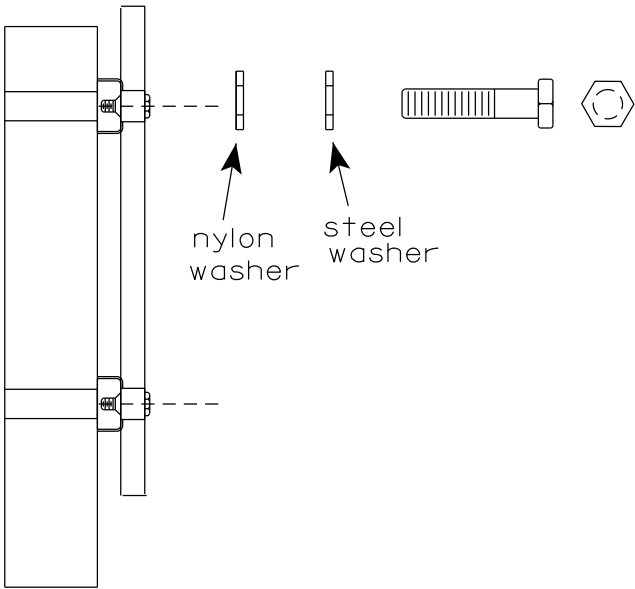
"J" ASSEMBLY



CHANNEL  
SEE TYPICAL PANEL  
INSTALLATION SHEET



WASHER PLACEMENT

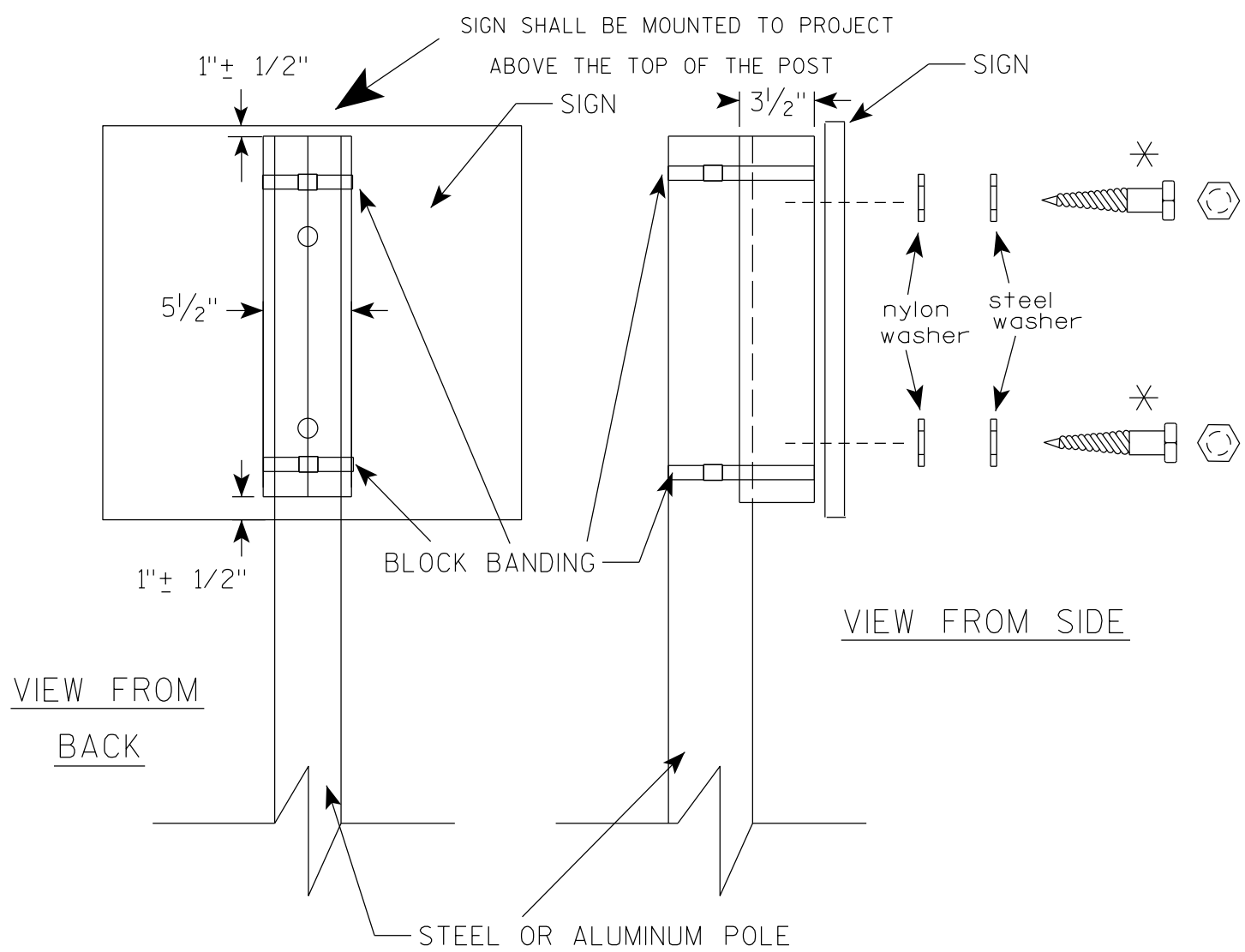


WASHERS (ALL POSTS) -  
1-1/4" O.D. X  $\frac{3}{8}$ " I.D. X  $\frac{1}{16}$ " STEEL  
1-1/4" O.D. X  $\frac{3}{8}$ " I.D. X .080 NYLON  
FOR ALL TYPE H SIGNS

STANDARD SIGN  
SIGN BANDING DETAILS

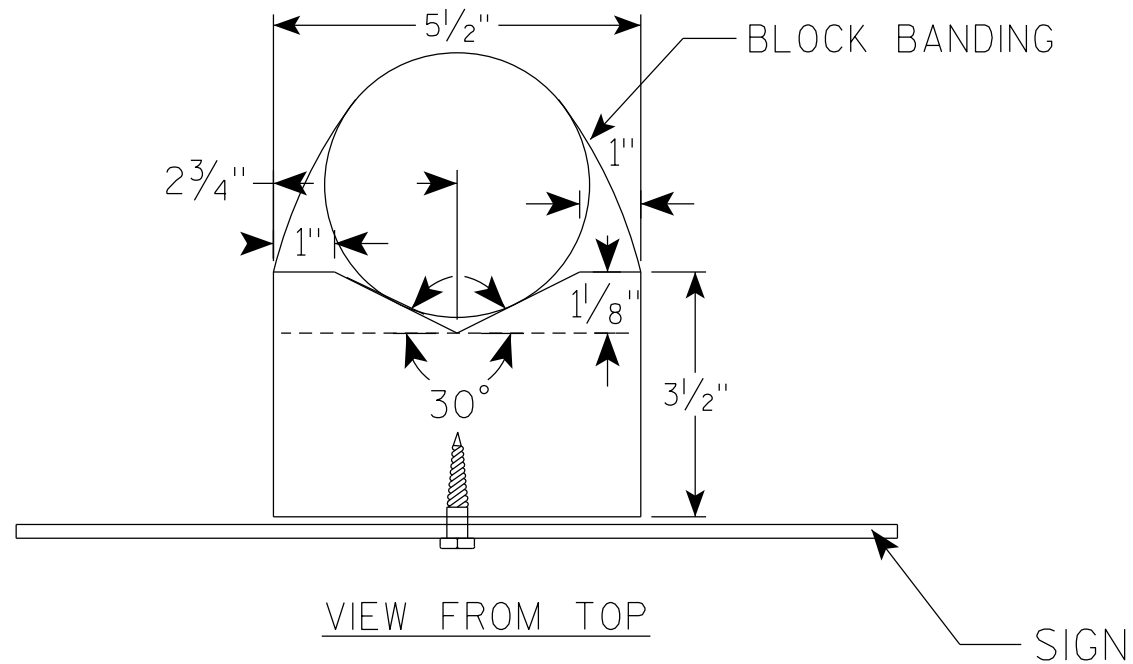
WISCONSIN DEPT OF TRANSPORTATION

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



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

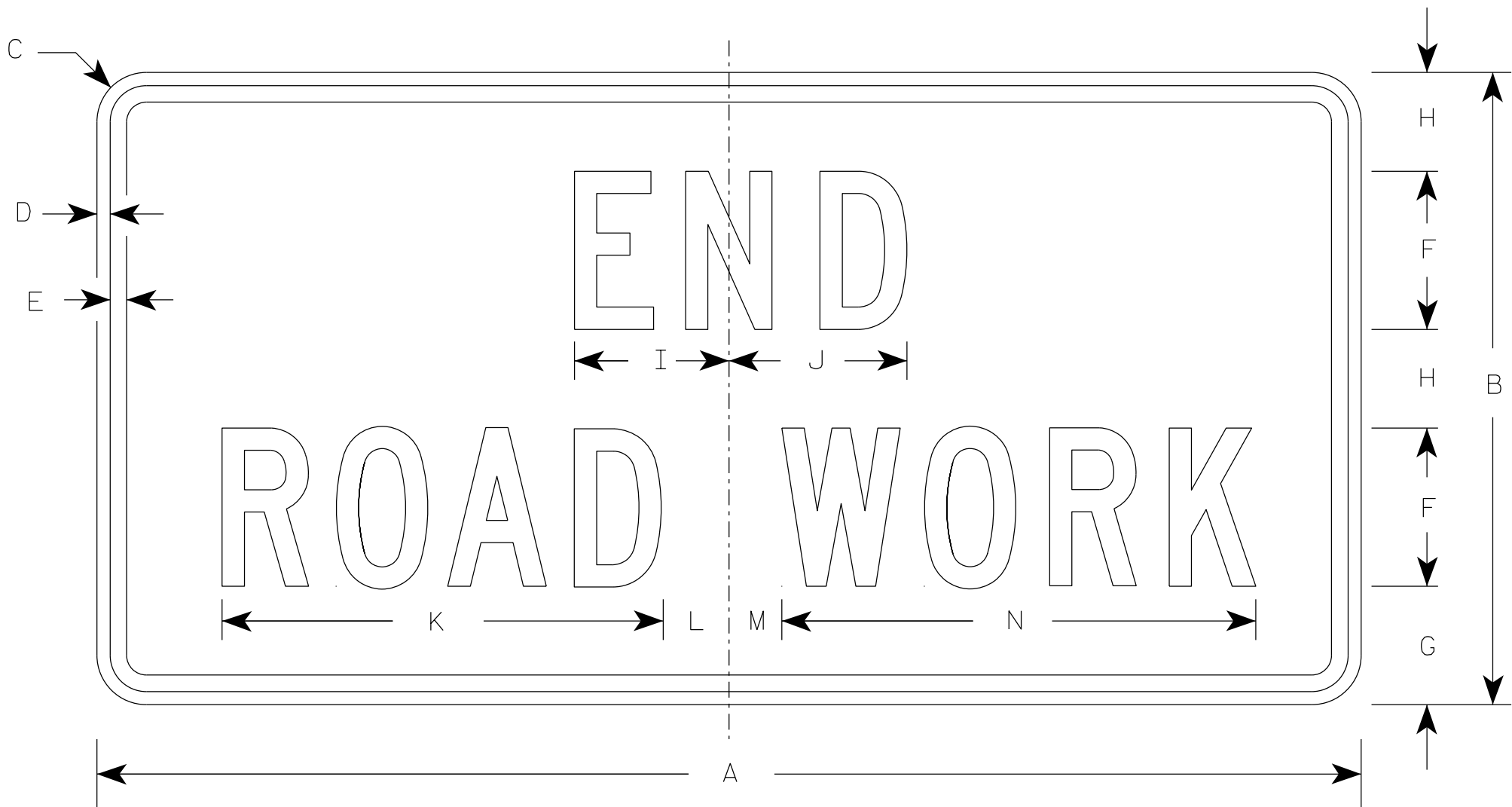
PROJECT NO:

SHEET NO: 196

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<br>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             |

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

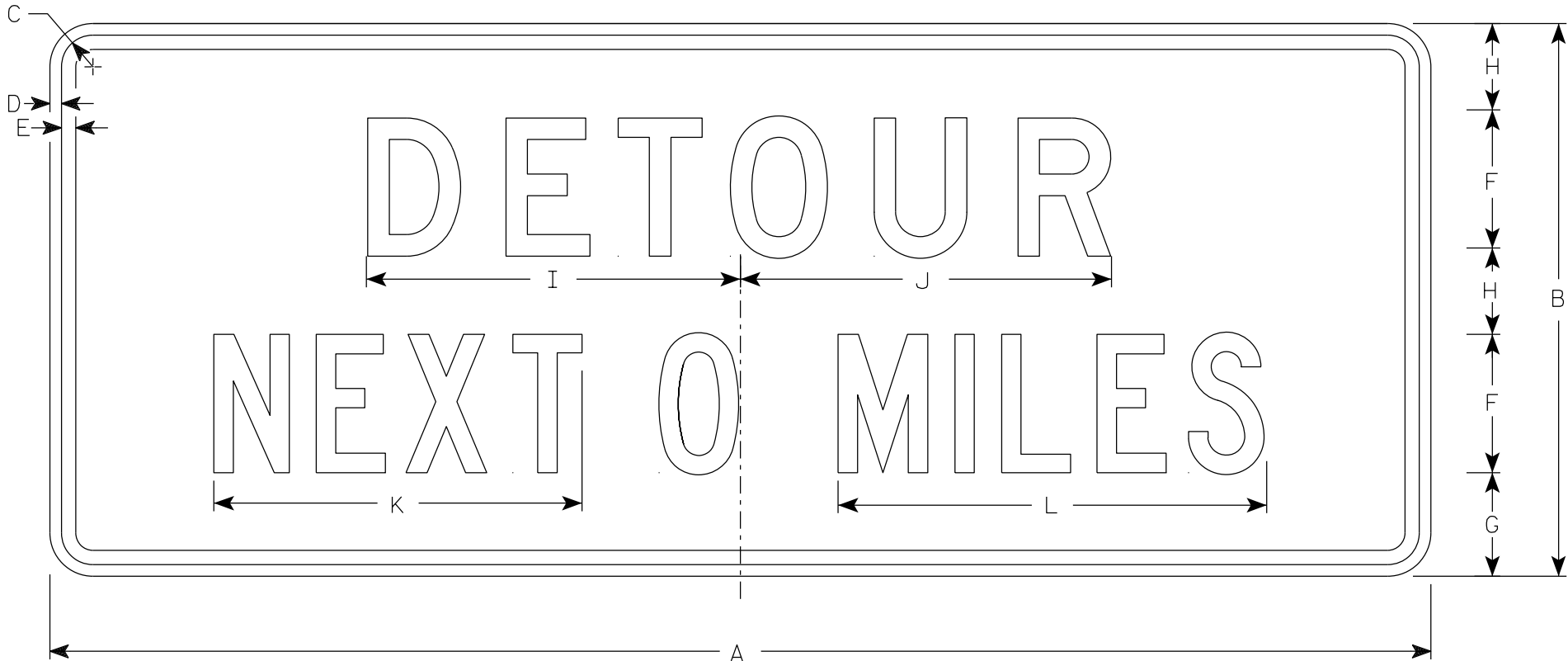
DATE 1/26/2023 PLATE NO. G20-2A.10

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:  
Background - Orange  
Message - Black
- 3. Message Series - Line 1 is D and Line 2 is C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance



G20-51

| 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<br>sq. ft. |
|------|----|----|-------|-----|-----|---|-------|-------|--------|--------|----|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    |    |    |       |     |     |   |       |       |        |        |    |        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                 |
| 2    | 60 | 24 | 1 7⁄8 | 1⁄2 | 5⁄8 | 6 | 4 1⁄2 | 3 3⁄4 | 16 1⁄4 | 16 1⁄8 | 16 | 18 5⁄8 |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 10.0            |
| 2M   | 60 | 24 | 1 7⁄8 | 1⁄2 | 5⁄8 | 6 | 4 1⁄2 | 3 3⁄4 | 16 1⁄4 | 16 1⁄8 | 16 | 18 5⁄8 |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 10.0            |
| 3    | 60 | 24 | 1 7⁄8 | 1⁄2 | 5⁄8 | 6 | 4 1⁄2 | 3 3⁄4 | 16 1⁄4 | 16 1⁄8 | 16 | 18 5⁄8 |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 10.0            |
| 4    | 60 | 24 | 1 7⁄8 | 1⁄2 | 5⁄8 | 6 | 4 1⁄2 | 3 3⁄4 | 16 1⁄4 | 16 1⁄8 | 16 | 18 5⁄8 |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 10.0            |
| 5    | 60 | 24 | 1 7⁄8 | 1⁄2 | 5⁄8 | 6 | 4 1⁄2 | 3 3⁄4 | 16 1⁄4 | 16 1⁄8 | 16 | 18 5⁄8 |   |   |   |   |   |   |   |   |   |   |   |   |   |   | 10.0            |

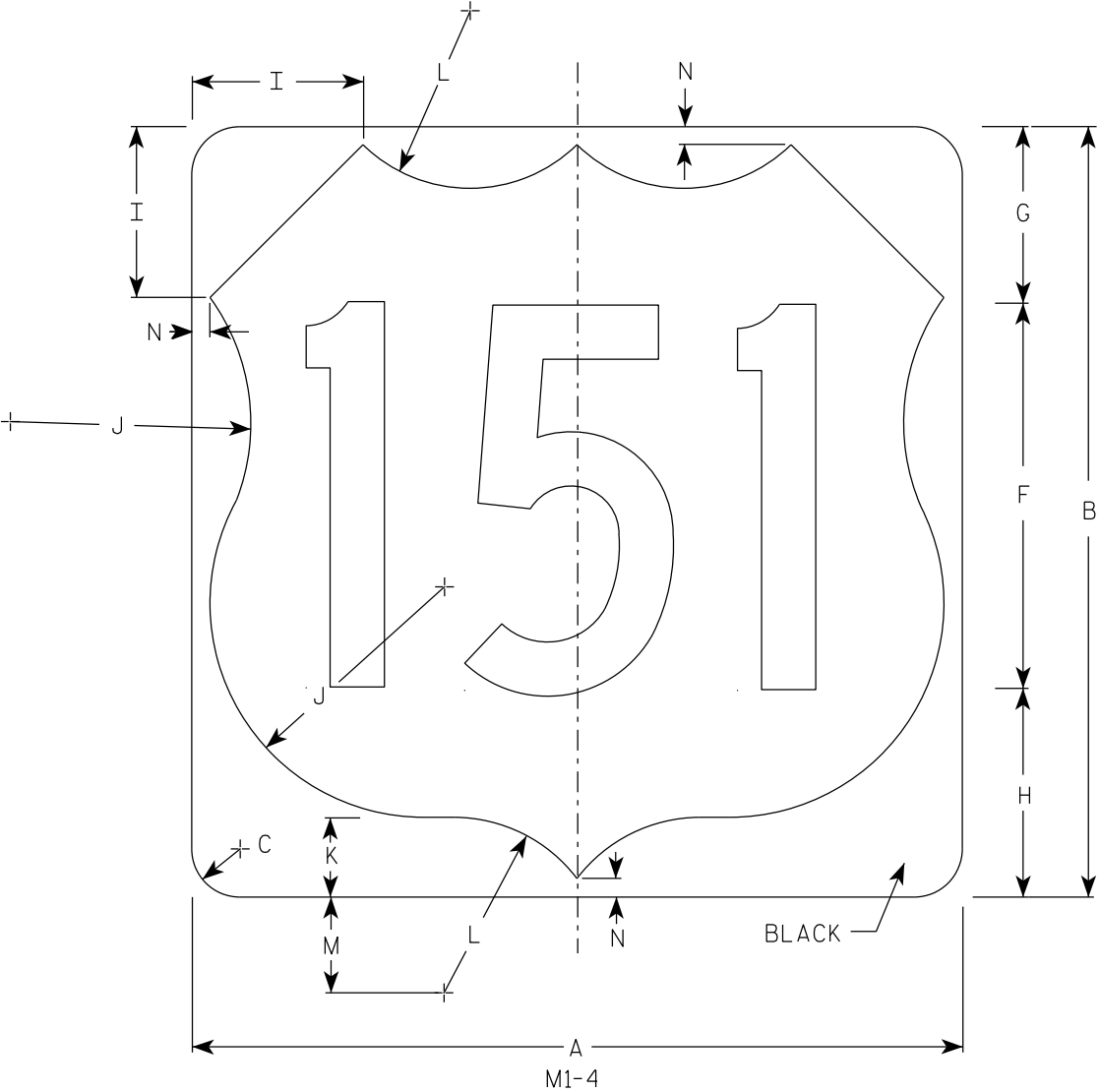
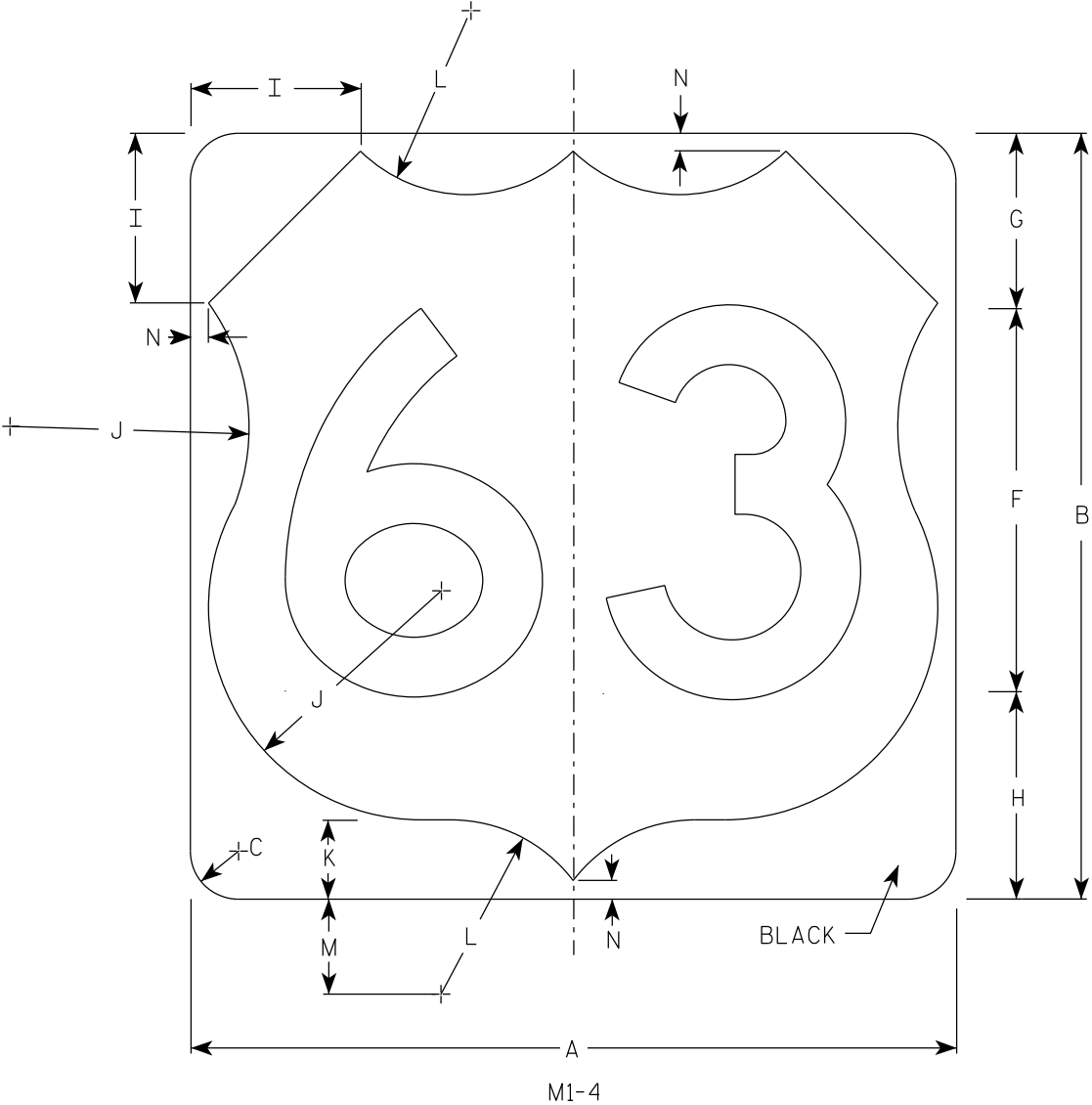
STANDARD SIGN  
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

7



NOTES

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

| 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<br>sq. ft. |
|------|----|----|-------|---|---|----|-------|-------|-------|--------|-------|-------|-------|-----|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    |    |    |       |   |   |    |       |       |       |        |       |       |       |     |   |   |   |   |   |   |   |   |   |   |   |   |                 |
| 2    | 24 | 24 | 1 1/2 |   |   | 12 | 5 1/2 | 6 1/2 | 5     | 7 1/2  | 2 1/2 | 5 1/2 | 3     | 1/2 |   |   |   |   |   |   |   |   |   |   |   |   | 4.0             |
| 2M   | 24 | 24 | 1 1/2 |   |   | 12 | 5 1/2 | 6 1/2 | 5     | 7 1/2  | 2 1/2 | 5 1/2 | 3     | 1/2 |   |   |   |   |   |   |   |   |   |   |   |   | 4.0             |
| 3    | 36 | 36 | 2 1/4 |   |   | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 |   |   |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 4    | 36 | 36 | 2 1/4 |   |   | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 |   |   |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 5    | 36 | 36 | 2 1/4 |   |   | 18 | 8 1/4 | 9 1/4 | 7 1/4 | 11 1/4 | 3 3/4 | 8 1/4 | 4 1/2 | 3/4 |   |   |   |   |   |   |   |   |   |   |   |   | 9.0             |

USH MARKER  
M1-4 FOR ASSEMBLIES

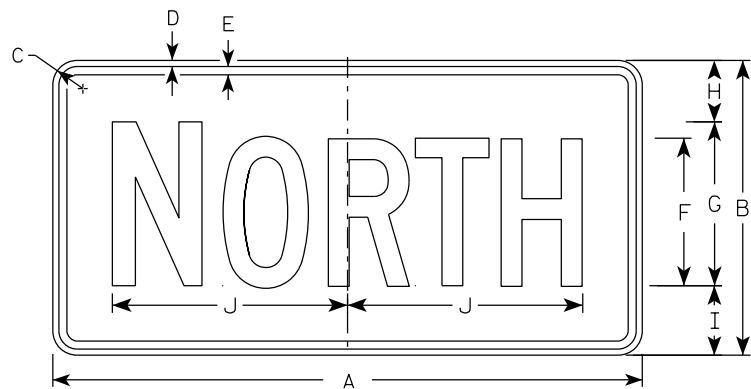
WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

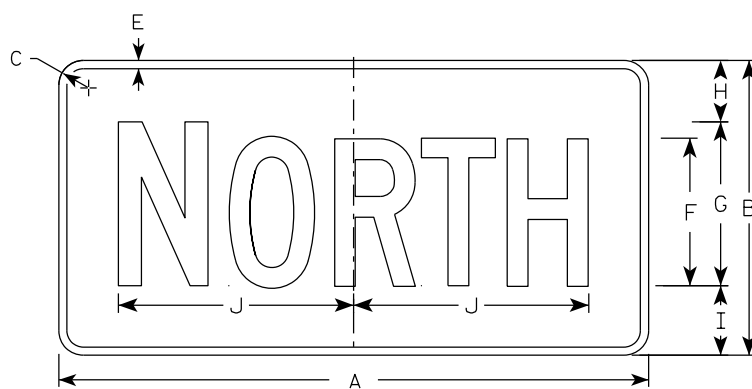
DATE 12/20/22 PLATE NO. M1-4.11

7

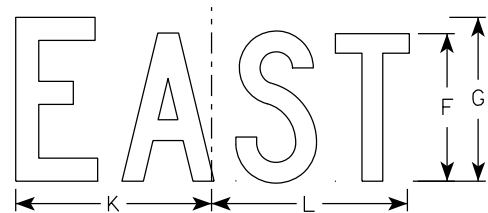




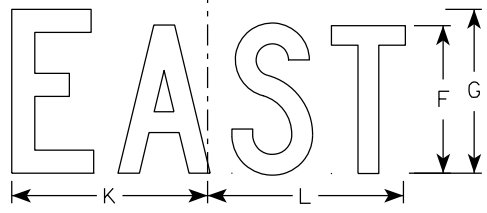
M3-1  
MM3-1  
MP3-1



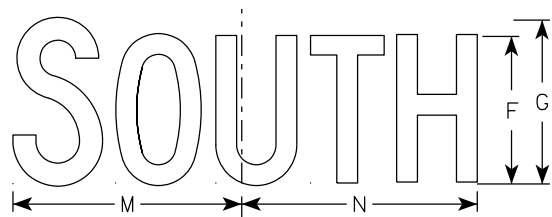
MB3-1  
MK3-1  
MN3-1



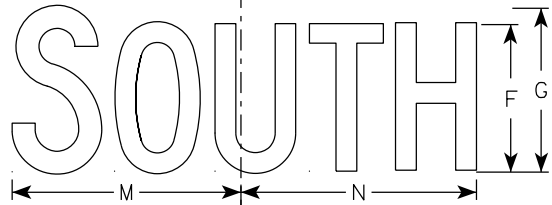
M3-2  
MM3-2  
MP3-2



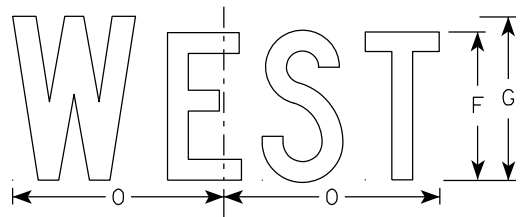
MB3-2  
MK3-2  
MN3-2



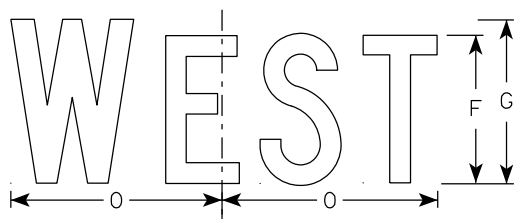
M3-3  
MM3-3  
MP3-3



MB3-3  
MK3-3  
MN3-3



M3-4  
MM3-4  
MP3-4



MB3-4  
MK3-4  
MN3-4

## NOTES

- All Signs Type II - Type H Reflective
- Color:
  - Background - See note 5
  - Message - See note 5
- 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.
- M3-1 thru M3-4 Background - White  
Message - Black  
MB3-1 thru MB3-4 Background - Blue  
Message - White  
MK3-1 thru MK3-4 Background - Green  
Message - White  
MM3-1 thru MM3-4 Background - White  
Message - Green  
MN3-1 thru MN3-4 Background - Brown  
Message - White  
MP3-1 thru MP3-4 Background - White  
Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.

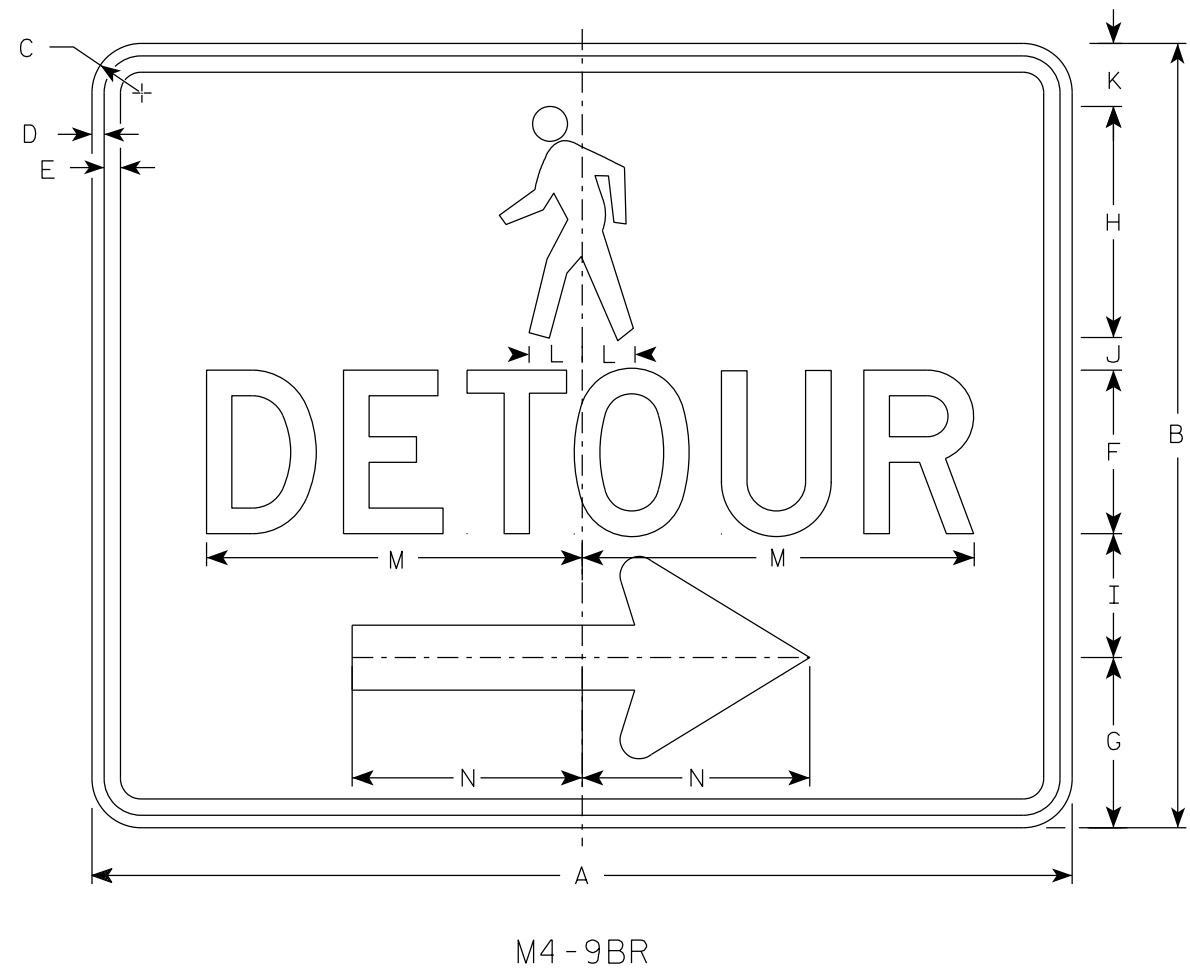
7

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<br>sq. ft. |
|------|----|----|-------|-----|-----|---|----|-------|-------|--------|-------|--------|--------|--------|-------|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    |    |    |       |     |     |   |    |       |       |        |       |        |        |        |       |   |   |   |   |   |   |   |   |   |   |   |                 |
| 2S   | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7  | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8  | 10 1/4 | 9 3/4  | 8 3/4 |   |   |   |   |   |   |   |   |   |   |   | 2.00            |
| 2M   | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7  | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8  | 10 1/4 | 9 3/4  | 8 3/4 |   |   |   |   |   |   |   |   |   |   |   | 2.00            |
| 3    | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12    | 12 1/8 | 14     | 14 1/8 | 13    |   |   |   |   |   |   |   |   |   |   |   | 4.5             |
| 4    | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12    | 12 1/8 | 14     | 14 1/8 | 13    |   |   |   |   |   |   |   |   |   |   |   | 4.5             |
| 5    | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12    | 12 1/8 | 14     | 14 1/8 | 13    |   |   |   |   |   |   |   |   |   |   |   | 4.5             |

|             |      |         |               |   |
|-------------|------|---------|---------------|---|
| PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E |
|-------------|------|---------|---------------|---|

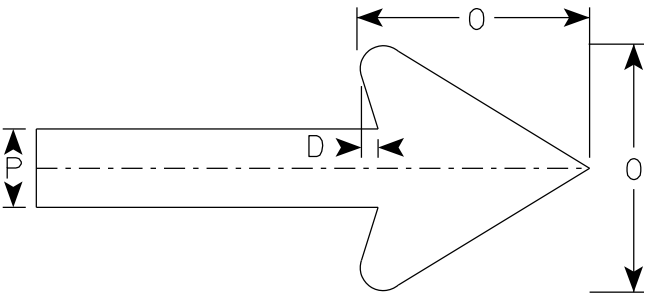
7



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<br>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    |    |    |       |     |     |   |       |       |       |   |       |       |        |   |   |   |   |   |   |   |   |   |   |   |   |   |                 |

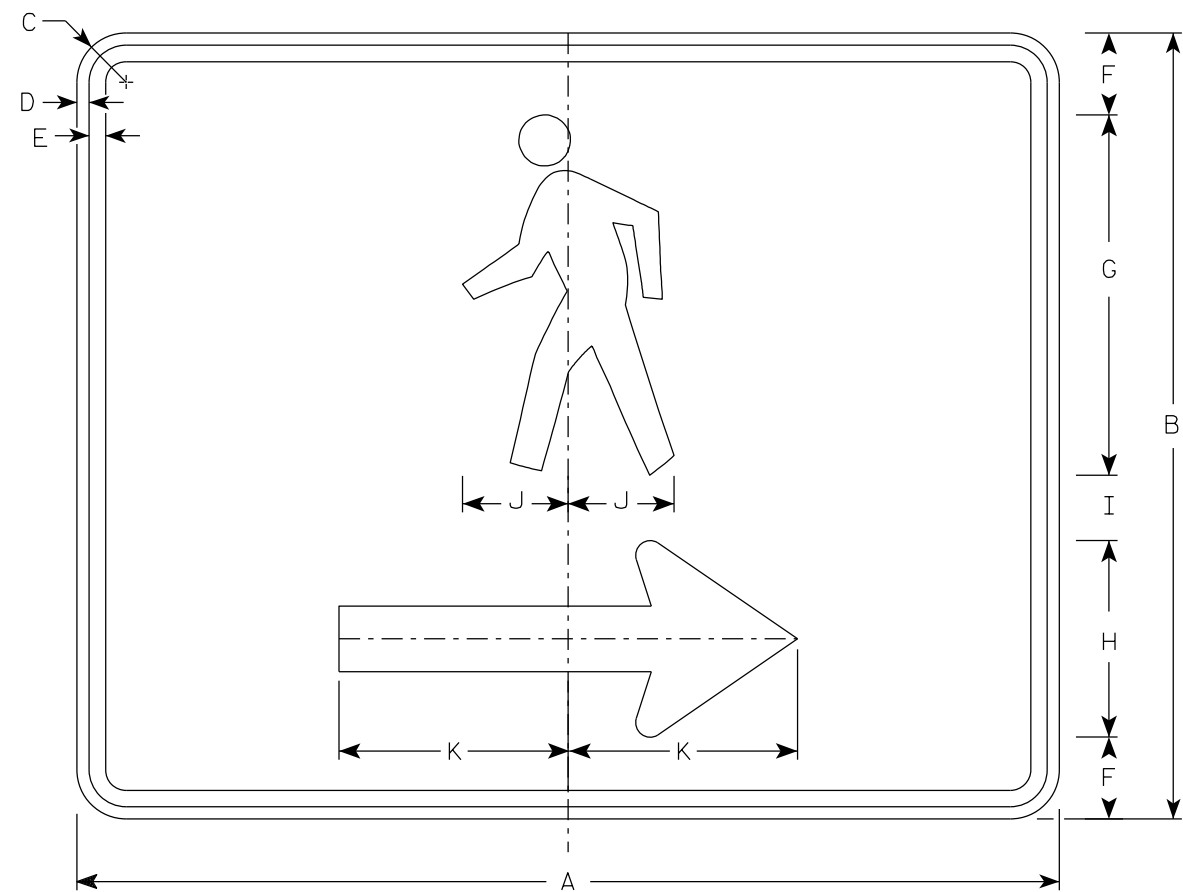
STANDARD SIGN  
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

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

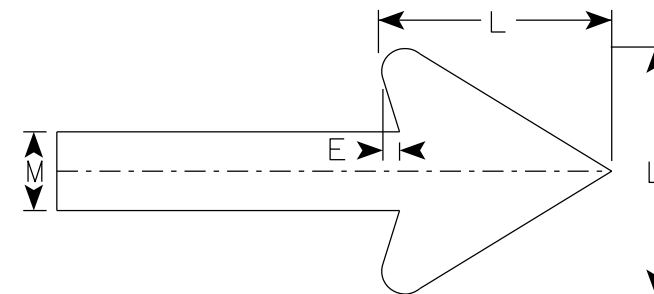
7



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.



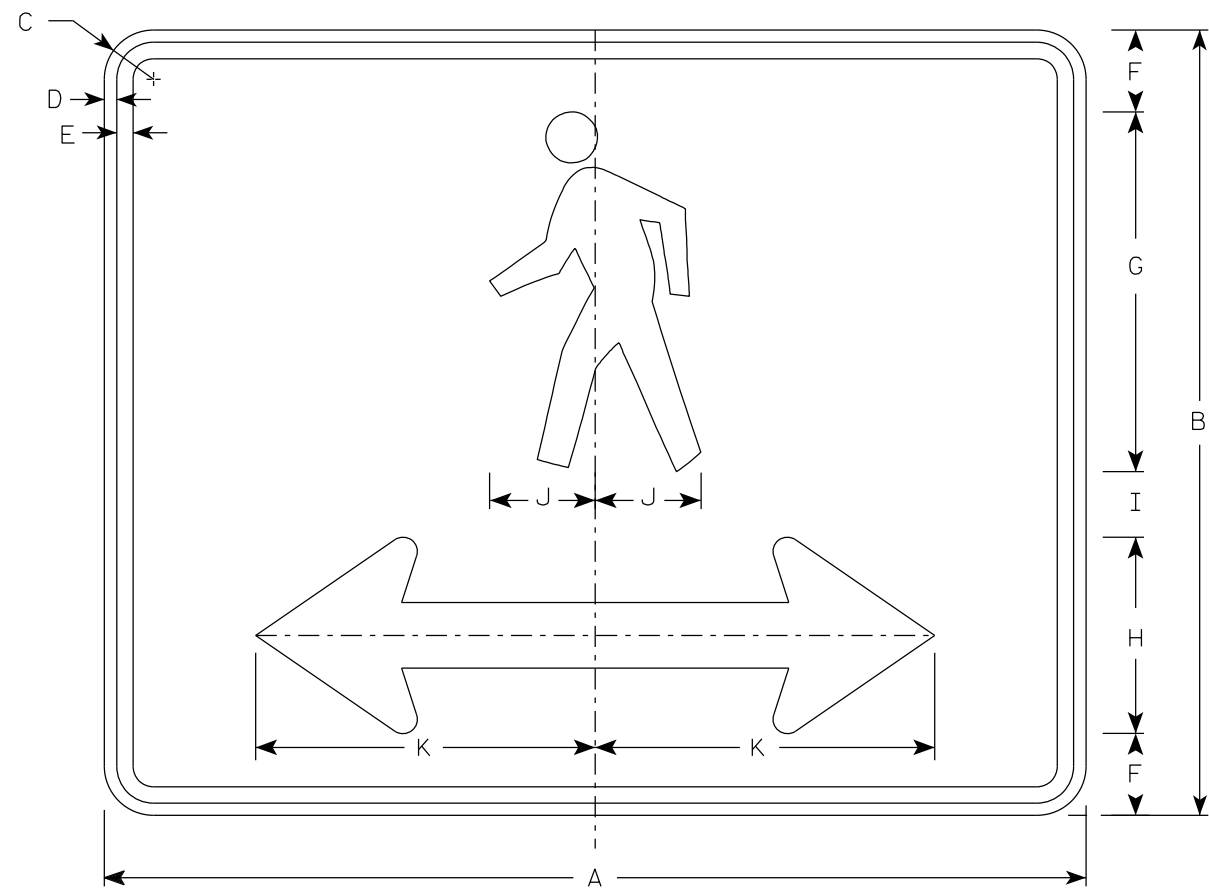
Arrow Detail

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<br>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: 202 |  | E |
|-------------|--|------|--|---------|--|---------------|--|---|

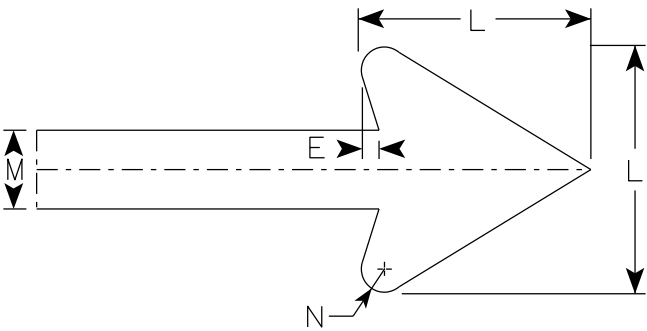
7



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.

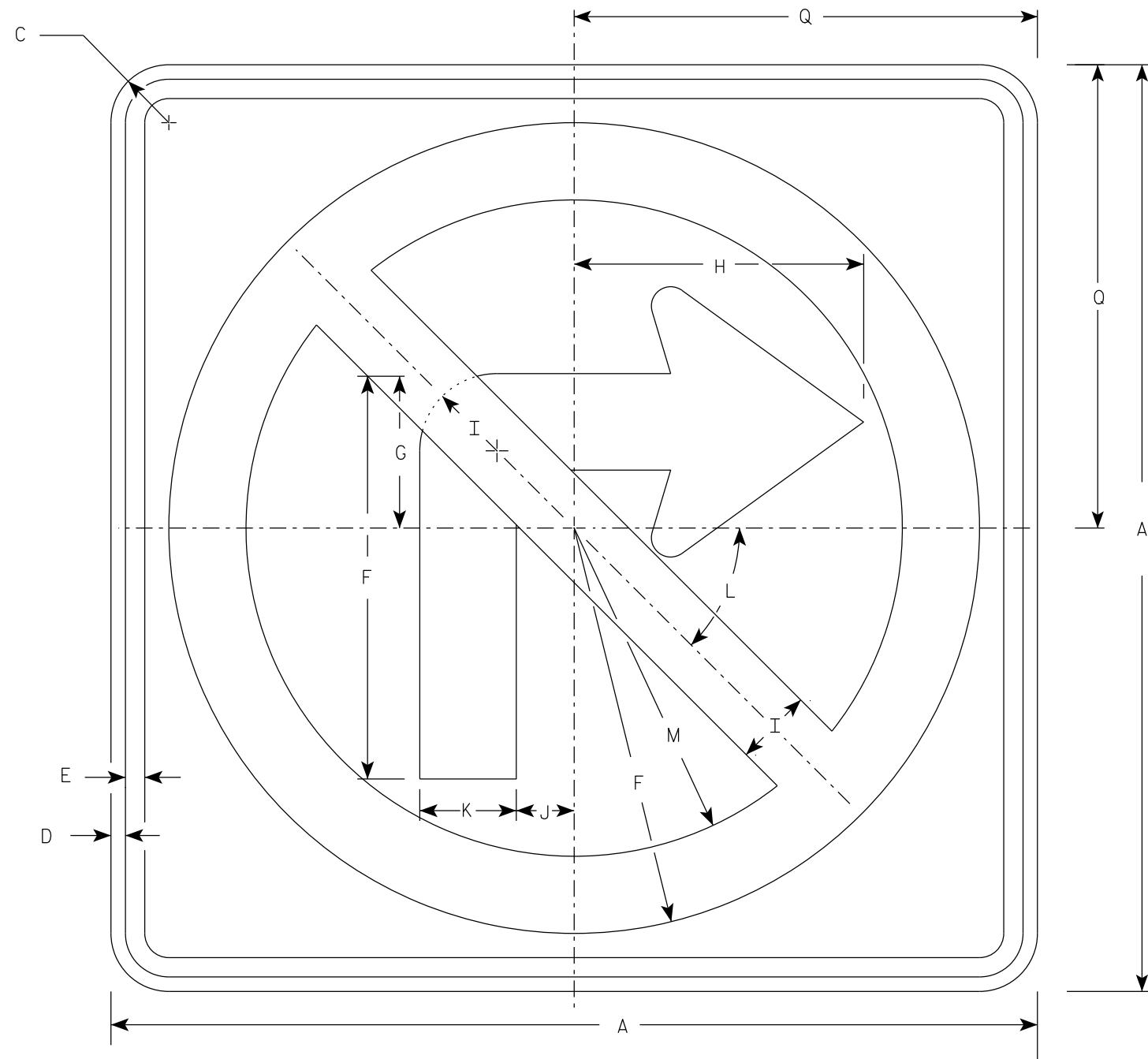


Arrow Detail

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<br>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    |    |    |       |     |     |       |    |   |   |       |        |   |   |     |   |   |   |   |   |   |   |   |   |   |   |   |                 |

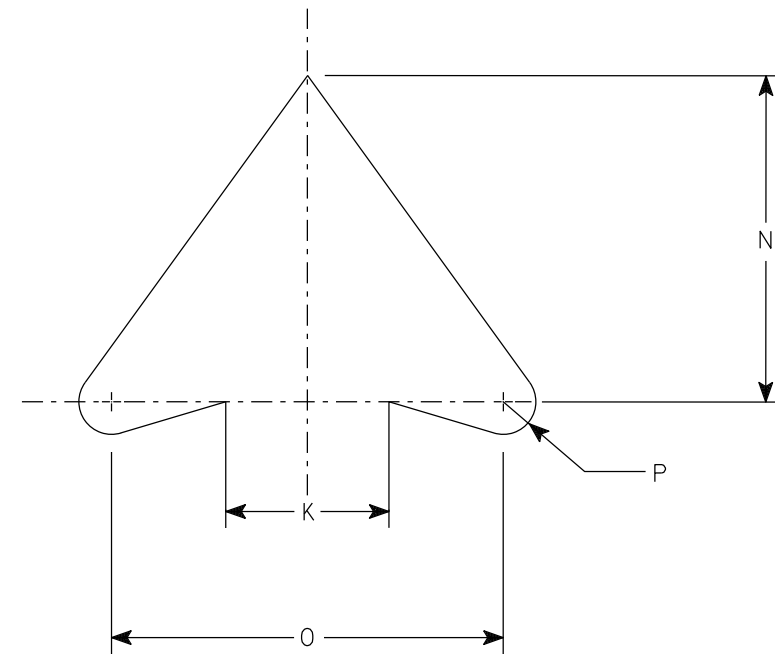
7



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

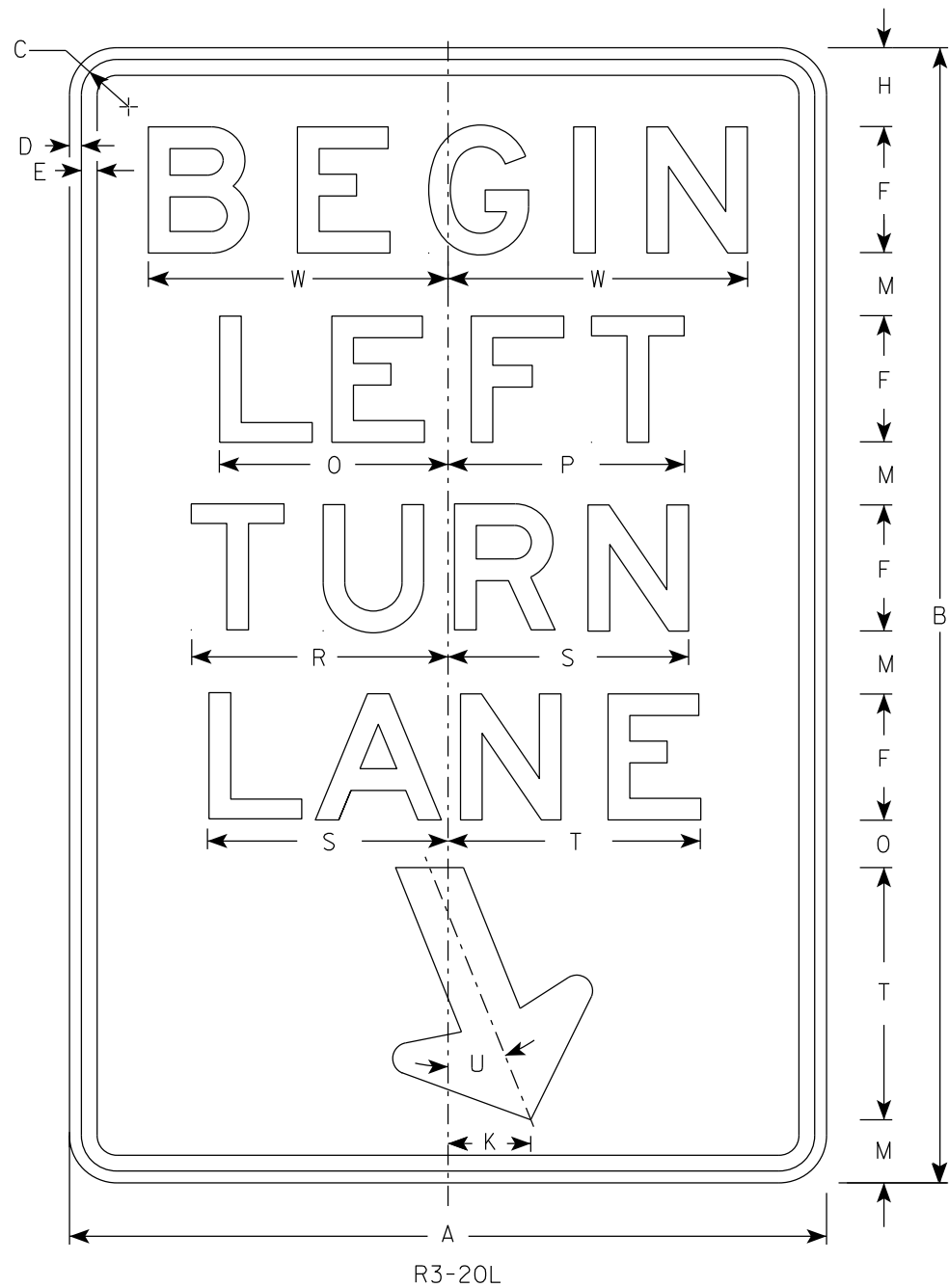
| SIZE | A  | B | C     | D   | E   | F      | G | H      | I | J     | K     | L   | M      | N     | O  | P   | Q  | R | S | T | U | V | W | X | Y | Z | Area<br>sq. ft. |
|------|----|---|-------|-----|-----|--------|---|--------|---|-------|-------|-----|--------|-------|----|-----|----|---|---|---|---|---|---|---|---|---|-----------------|
| 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: 204 | E |
|-------------|------|---------|---------------|---|

7



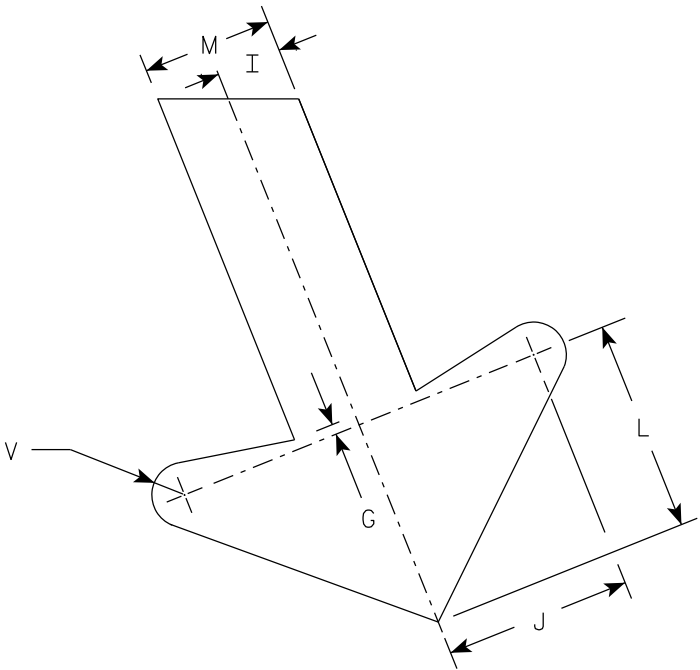
7



R3-20L

NOTES

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



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<br>sq. ft. |
|------|----|----|-------|-----|-----|---|-----|-------|-------|-------|-------|-------|---|-------|--------|--------|---|--------|--------|----|-----|-----|--------|---|---|---|-----------------|
| 1    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |
| 2S   | 24 | 36 | 1 1/2 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1     | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4  | 7 1/2  |   | 8 1/8  | 7 5/8  | 8  | 22° | 1/2 | 9 1/2  |   |   |   | 6.0             |
| 2M   | 24 | 36 | 1 1/2 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1     | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 7 1/4  | 7 1/2  |   | 8 1/8  | 7 5/8  | 8  | 22° | 1/2 | 9 1/2  |   |   |   | 6.0             |
| 3    | 36 | 54 | 1 7/8 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4     | 4 7/8 | 3 | 2 1/4 | 10 7/8 | 11 1/4 |   | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 |   |   |   | 13.5            |
| 4    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |
| 5    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |

PROJECT NO:

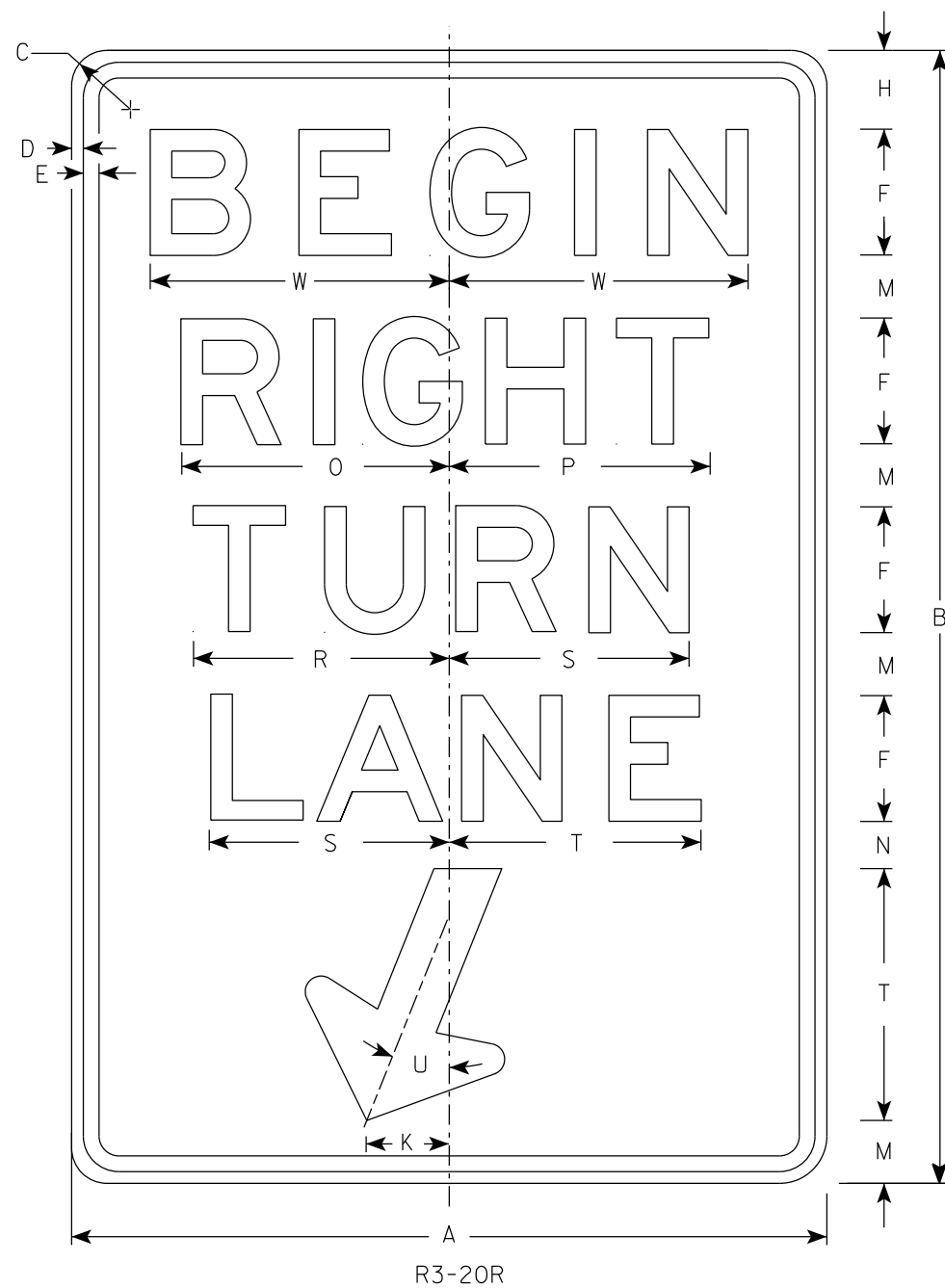
HWY:

COUNTY:

SHEET NO: 205

E

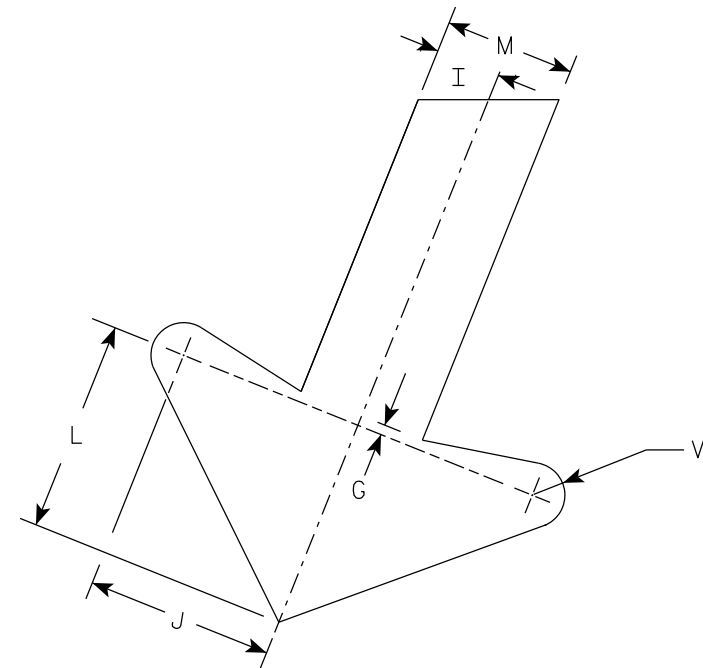
7



R3-20R

### NOTES

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



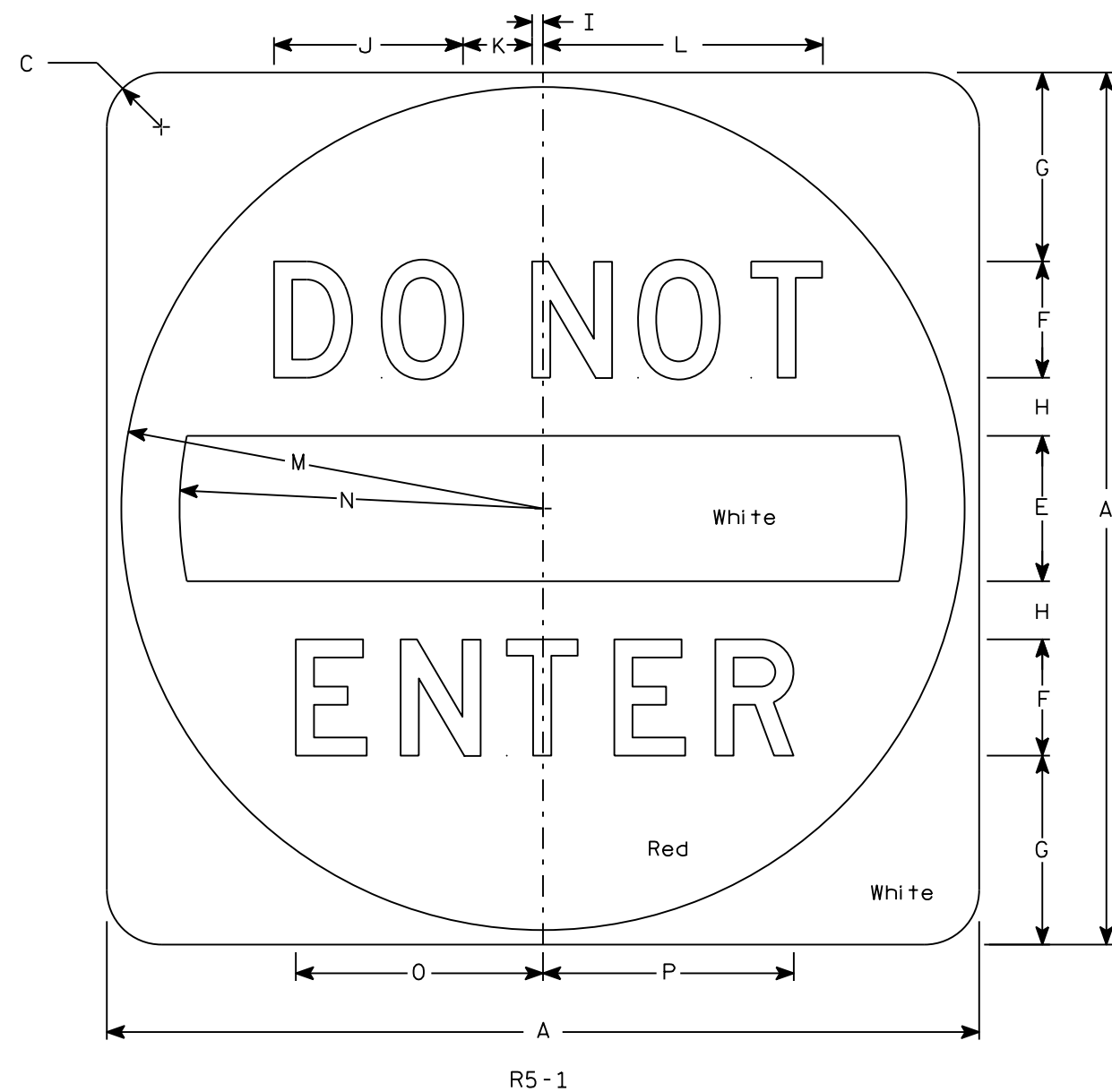
ARROW DETAIL

| 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<br>sq. ft. |
|------|----|----|-------|-----|-----|---|-----|-------|-------|-------|-------|-------|---|-------|--------|--------|---|--------|--------|----|-----|-----|--------|---|---|---|-----------------|
| 1    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |
| 2S   | 24 | 36 | 1 1/2 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1     | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2  | 8 1/4  |   | 8 1/8  | 7 5/8  | 8  | 22° | 1/2 | 9 1/2  |   |   |   | 6.0             |
| 2M   | 24 | 36 | 1 1/2 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1     | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2  | 8 1/4  |   | 8 1/8  | 7 5/8  | 8  | 22° | 1/2 | 9 1/2  |   |   |   | 6.0             |
| 3    | 36 | 54 | 1 7/8 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4     | 4 7/8 | 3 | 2 1/4 | 12 3/4 | 12 1/2 |   | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 |   |   |   | 13.5            |
| 4    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |
| 5    |    |    |       |     |     |   |     |       |       |       |       |       |   |       |        |        |   |        |        |    |     |     |        |   |   |   |                 |

|             |      |         |               |   |
|-------------|------|---------|---------------|---|
| PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E |
|-------------|------|---------|---------------|---|

7

7



### NOTES

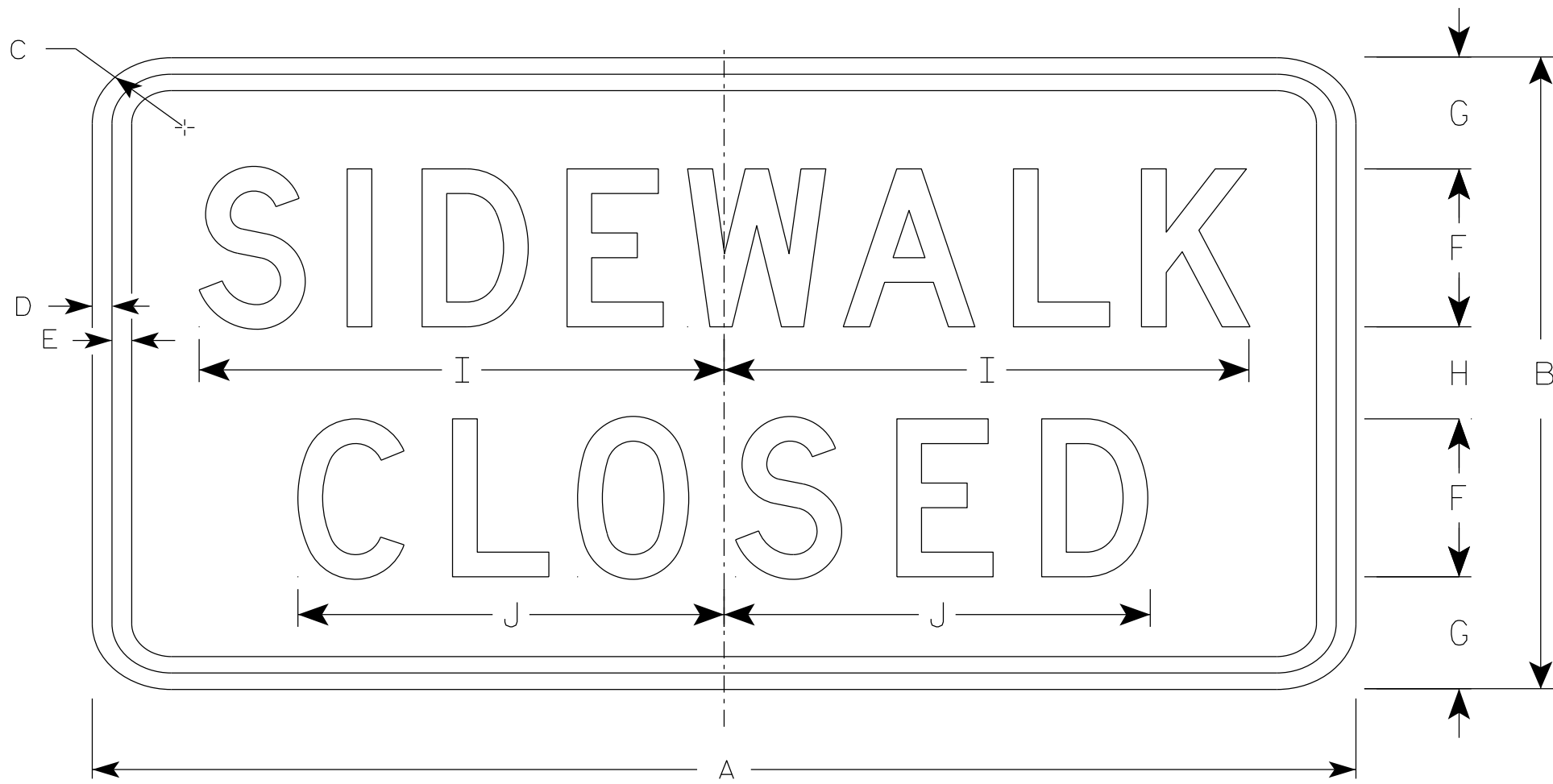
1. Sign is Type II - Type H Reflective
2. Color:  
Background - See detail  
Message - White
3. Message Series - D

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 | Area<br>sq. ft. |
|------|----|---|-------|---|---|---|-------|-------|-----|-------|-------|--------|--------|--------|--------|--------|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    |    |   |       |   |   |   |       |       |     |       |       |        |        |        |        |        |   |   |   |   |   |   |   |   |   |   |                 |
| 2S   | 30 |   | 1 7⁄8 |   | 5 | 4 | 6 1⁄2 | 2     | 3⁄8 | 6 1⁄2 | 2 3⁄8 | 9 5⁄8  | 14 1⁄2 | 12 1⁄2 | 8 1⁄2  | 8 5⁄8  |   |   |   |   |   |   |   |   |   |   | 6.25            |
| 2M   | 36 |   | 2 1⁄4 |   | 6 | 5 | 7 1⁄2 | 2 1⁄2 | 1⁄2 | 8 1⁄8 | 3     | 12 1⁄8 | 17 1⁄2 | 15     | 10 5⁄8 | 10 3⁄4 |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 3    | 36 |   | 2 1⁄4 |   | 6 | 5 | 7 1⁄2 | 2 1⁄2 | 1⁄2 | 8 1⁄8 | 3     | 12 1⁄8 | 17 1⁄2 | 15     | 10 5⁄8 | 10 3⁄4 |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 4    | 36 |   | 2 1⁄4 |   | 6 | 5 | 7 1⁄2 | 2 1⁄2 | 1⁄2 | 8 1⁄8 | 3     | 12 1⁄8 | 17 1⁄2 | 15     | 10 5⁄8 | 10 3⁄4 |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 5    | 48 |   | 3     |   | 8 | 6 | 11    | 3     | 5⁄8 | 9 3⁄4 | 3 5⁄8 | 14 1⁄2 | 23 1⁄2 | 20     | 12 3⁄4 | 12 7⁄8 |   |   |   |   |   |   |   |   |   |   | 16.0            |

|                                  |                                                       |
|----------------------------------|-------------------------------------------------------|
| STANDARD SIGN<br>R5-1            |                                                       |
| WISCONSIN DEPT OF TRANSPORTATION |                                                       |
| APPROVED                         | <i>Matthew R. Rauch</i><br>for State Traffic Engineer |
| DATE 3/15/18                     | PLATE NO. R5-1.16                                     |

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<br>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: 208

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

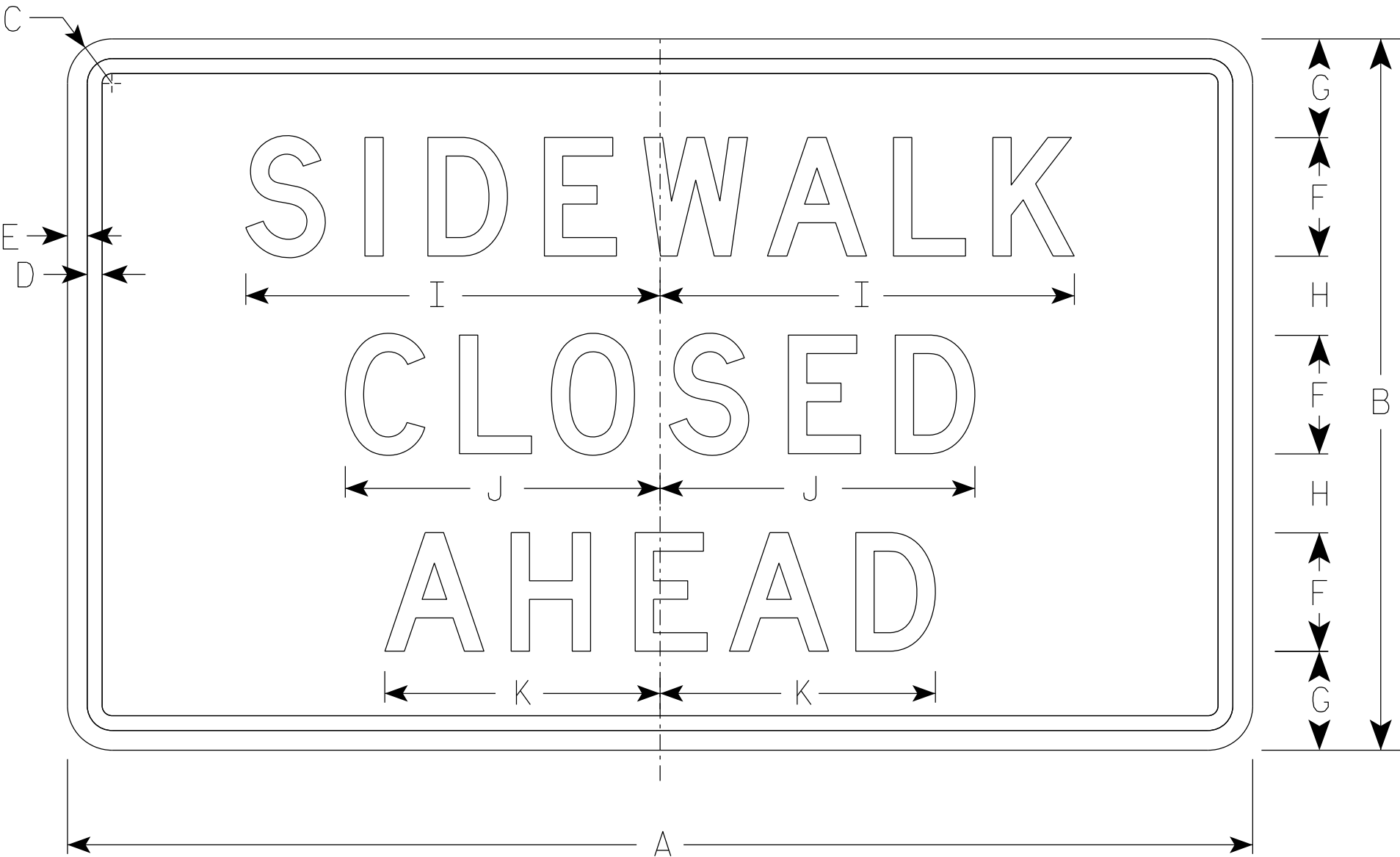
For State Traffic Engineer

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<br>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    |    |    |       |     |     |   |       |   |        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |                 |

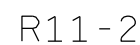
STANDARD SIGN  
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

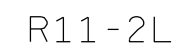
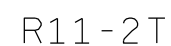
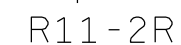
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2



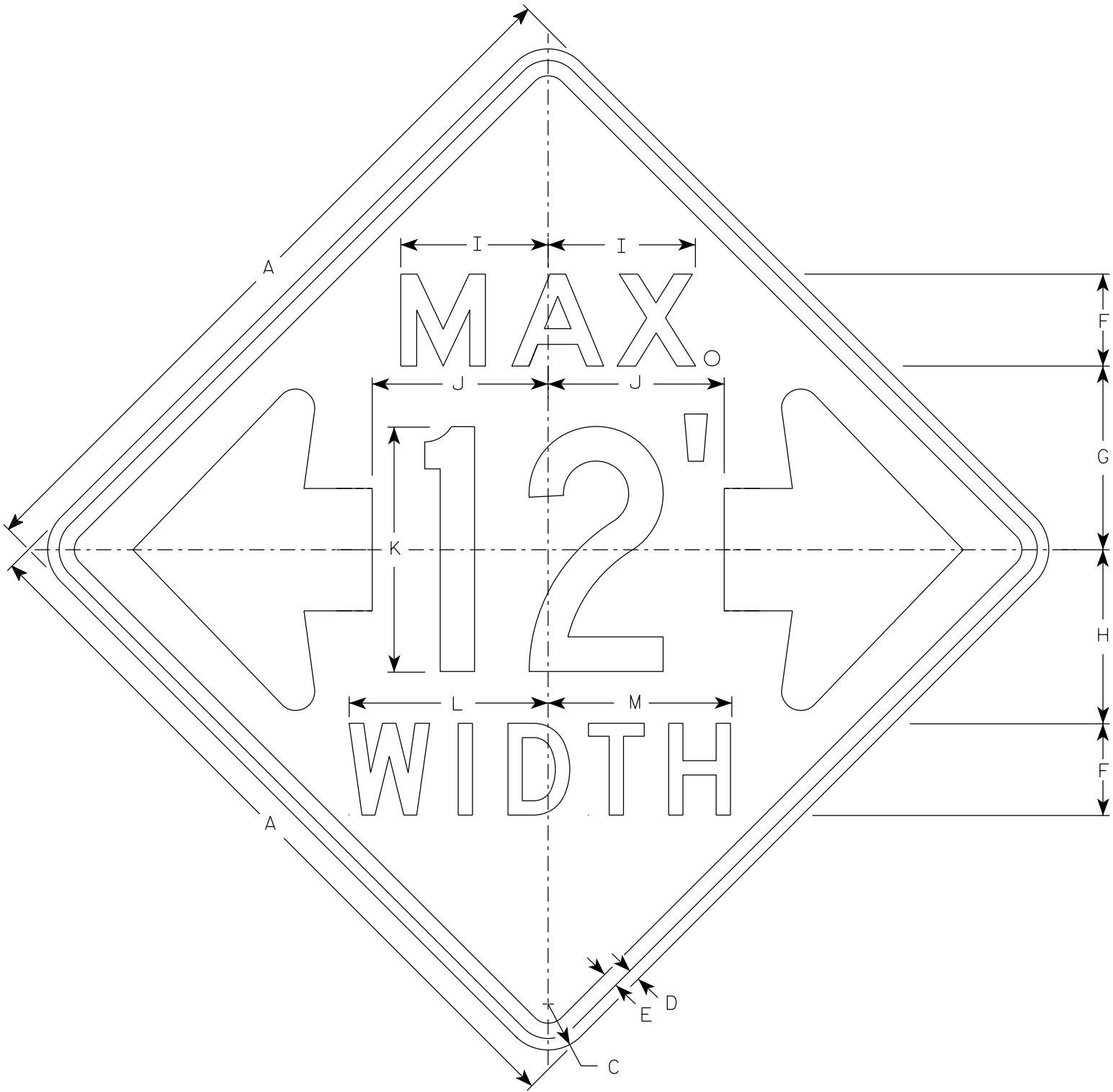


1. Sign is Type II - Type H Reflective
2. Color:
  - Background - White
  - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



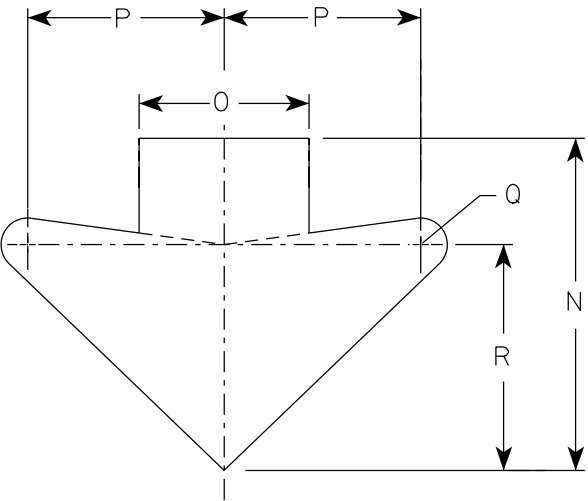
|                                  |                                                      |
|----------------------------------|------------------------------------------------------|
| STANDARD SIGN                    |                                                      |
| R11-2                            |                                                      |
| WISCONSIN DEPT OF TRANSPORTATION |                                                      |
| APPROVED                         | <u>Matthew R Rauch</u><br>for State Traffic Engineer |
| DATE <u>2/5/24</u>               | PLATE NO. <u>R11-2.12</u>                            |

|                                                    |                             |                  |             |                                                             |     |                       |
|----------------------------------------------------|-----------------------------|------------------|-------------|-------------------------------------------------------------|-----|-----------------------|
| FILE NAME : C:\Users\PROJECTS\tr_st\plate\R112.dgn | PLOT DATE : 5-FEB 2024 2:10 | PLOT BY : mscj9h | PLOT NAME : | PLOT SCALE : \$\$. . . . . plotscale. . . . . \$\$. . . . . | 210 | WISDOT/CADDS SHEET 42 |
|----------------------------------------------------|-----------------------------|------------------|-------------|-------------------------------------------------------------|-----|-----------------------|



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<br>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    |    |   |   |   |   |   |    |      |     |      |    |    |    |      |   |     |     |      |   |   |   |   |   |   |   |   |                 |

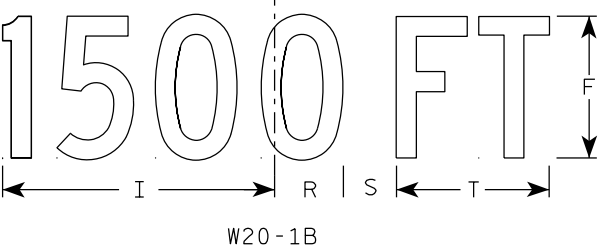
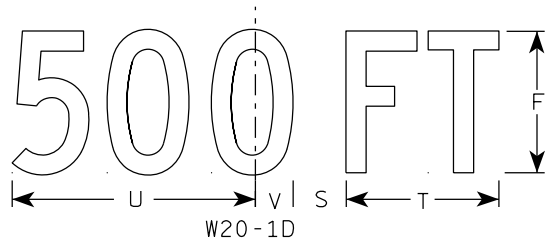
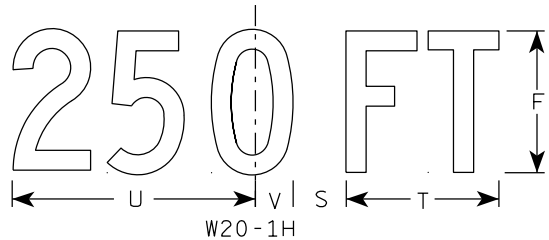
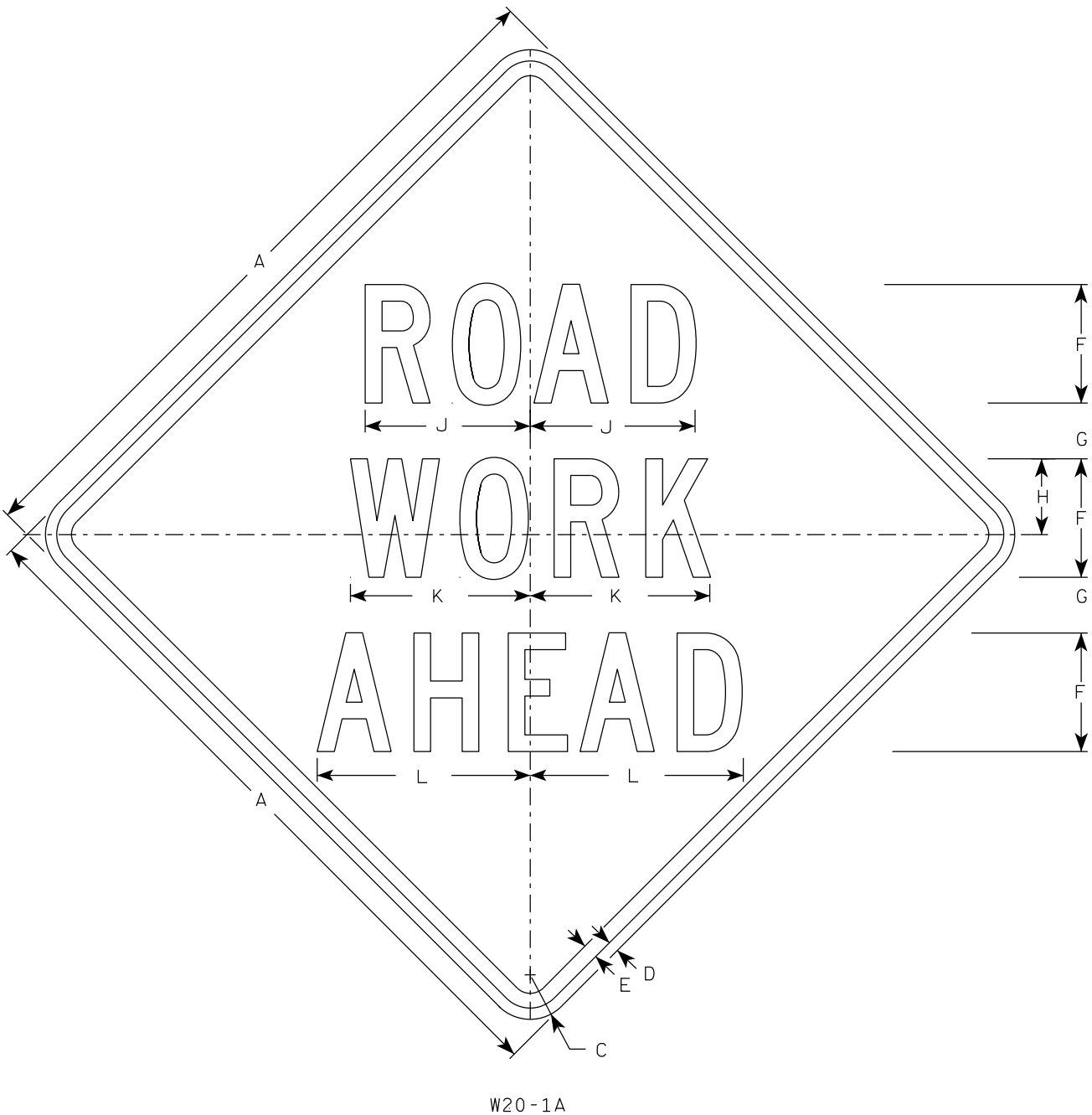
STANDARD SIGN

W12-52

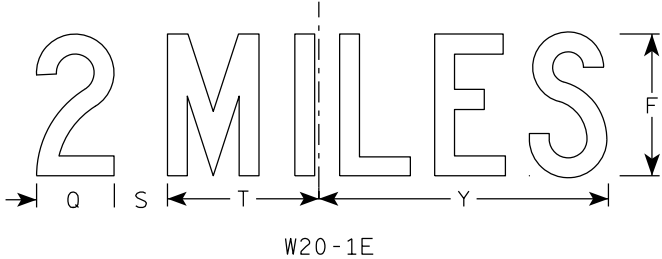
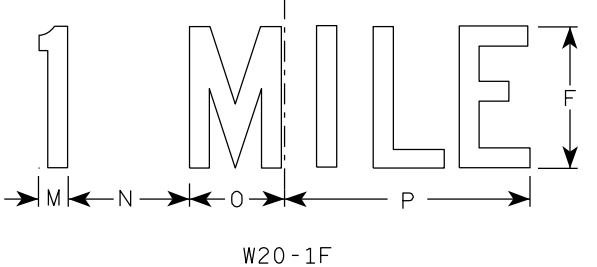
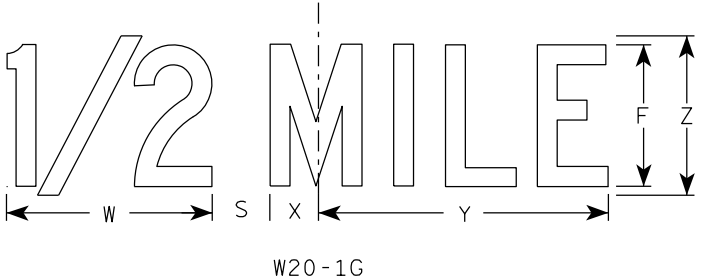
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

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



- 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.



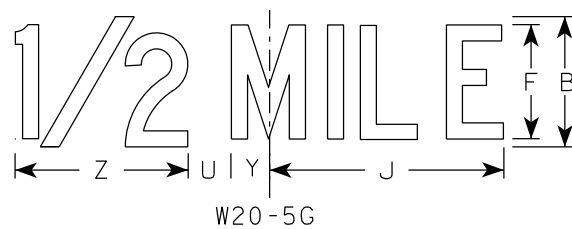
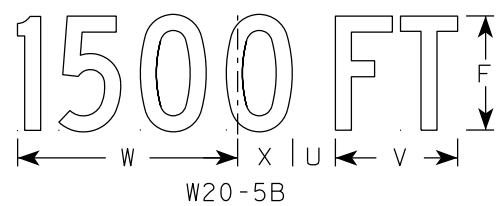
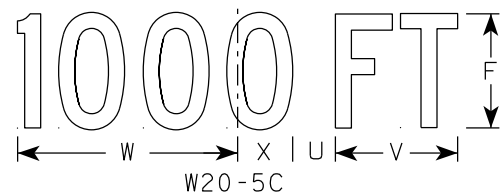
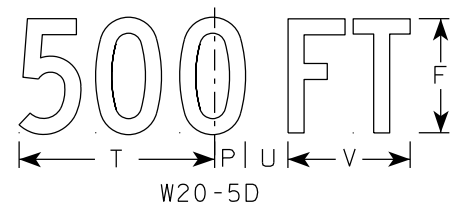
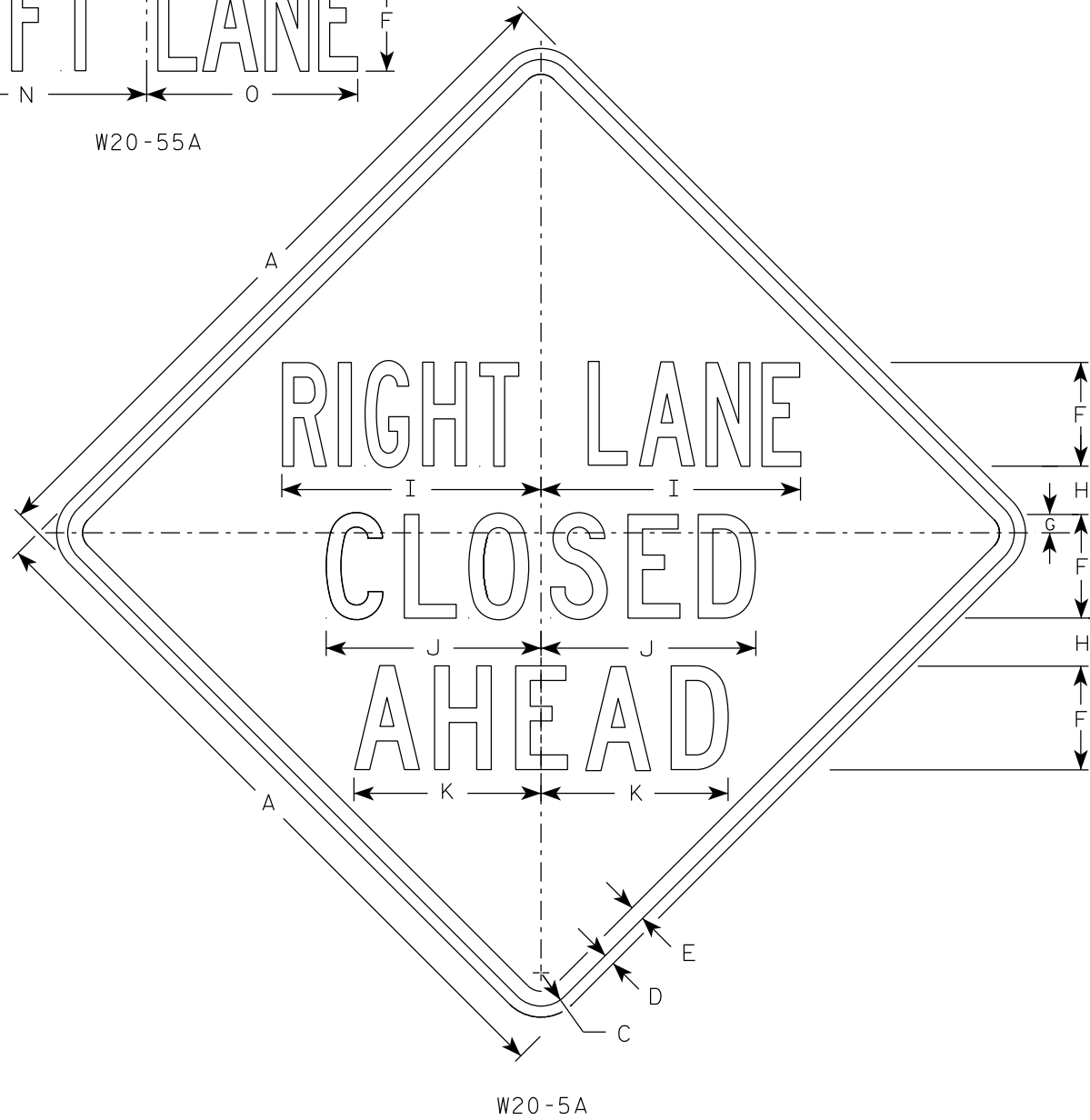
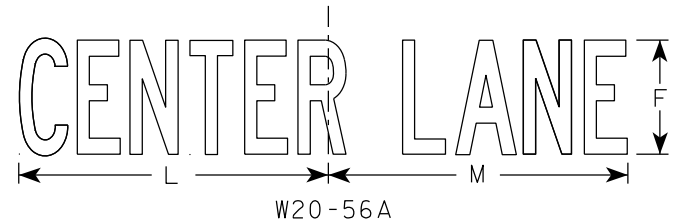
| SIZE | A  | B | C     | D   | E   | F | G     | H     | I      | J      | K      | L      | M     | N     | O     | P      | Q     | R     | S     | T     | U      | v     | W      | X     | Y      | Z | Area<br>sq. ft. |
|------|----|---|-------|-----|-----|---|-------|-------|--------|--------|--------|--------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|--------|-------|--------|---|-----------------|
| 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



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:  
Background - Orange  
Message - Black
- 3. Message Series - See Note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. " \_\_\_\_\_ LANE" is Series B.  
All other copy is Series C.

7

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<br>sq. ft. |
|------|----|---|-------|-----|-----|---|-------|-------|--------|--------|--------|--------|--------|----|--------|-------|-------|-------|-------|----|-------|-------|--------|-------|-------|--------|-----------------|
| 1    | 36 | 6 | 2 1/4 | 5/8 | 3/4 | 5 | 7/8   | 2 1/2 | 13 1/8 | 10 3/4 | 9 1/2  | 14 1/4 | 13 5/8 | 12 | 12     | 1 3/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9  | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 3/4 | 8      | 9.0             |
| 2S   | 48 | 8 | 3     | 3/4 | 1   | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19     | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6     | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0            |
| 2M   | 48 | 8 | 3     | 3/4 | 1   | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19     | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6     | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0            |
| 3    | 48 | 8 | 3     | 3/4 | 1   | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19     | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6     | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0            |
| 4    | 48 | 8 | 3     | 3/4 | 1   | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19     | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6     | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0            |
| 5    | 48 | 8 | 3     | 3/4 | 1   | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19     | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6     | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0            |

STANDARD SIGN

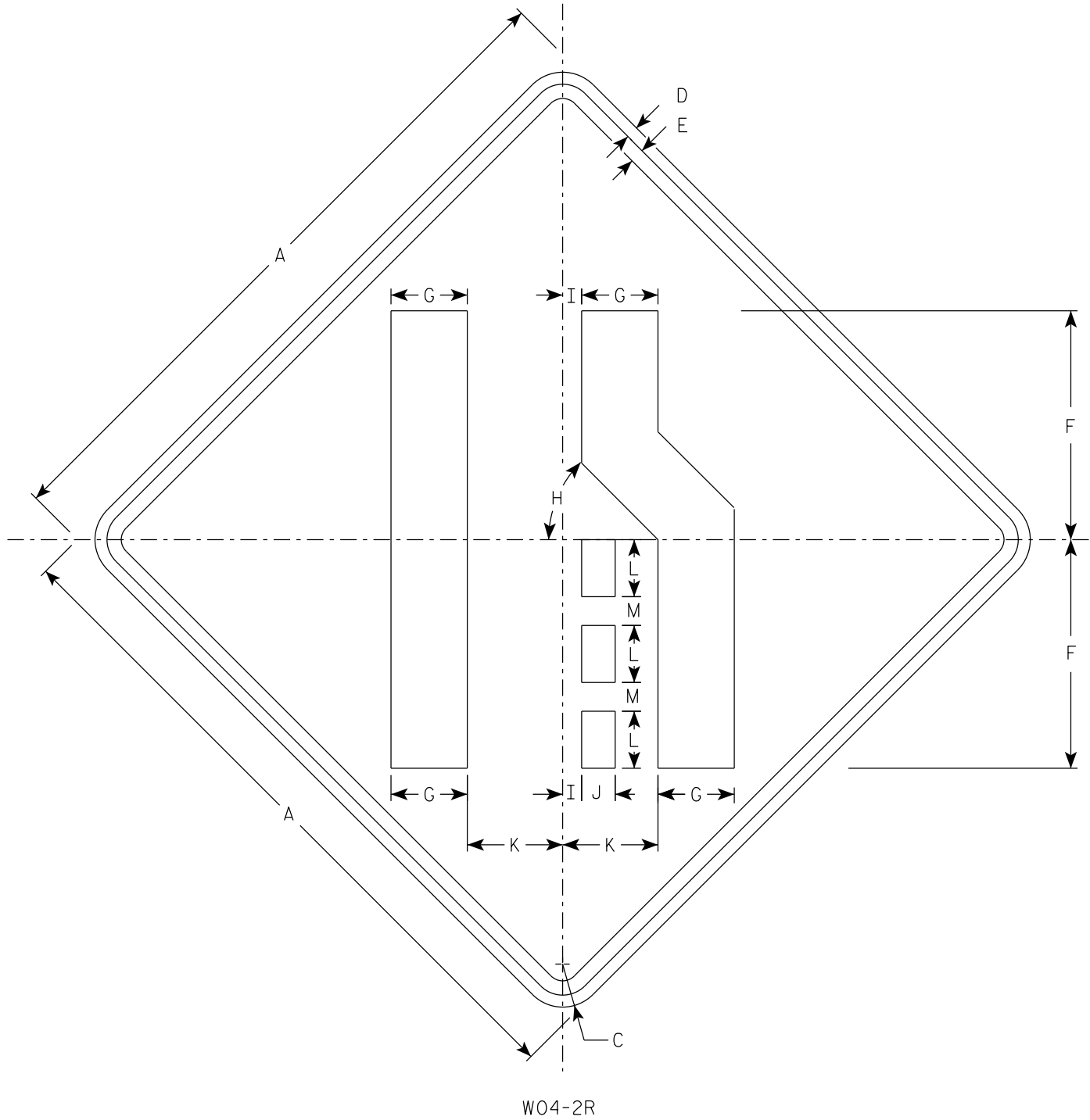
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

7



NOTES

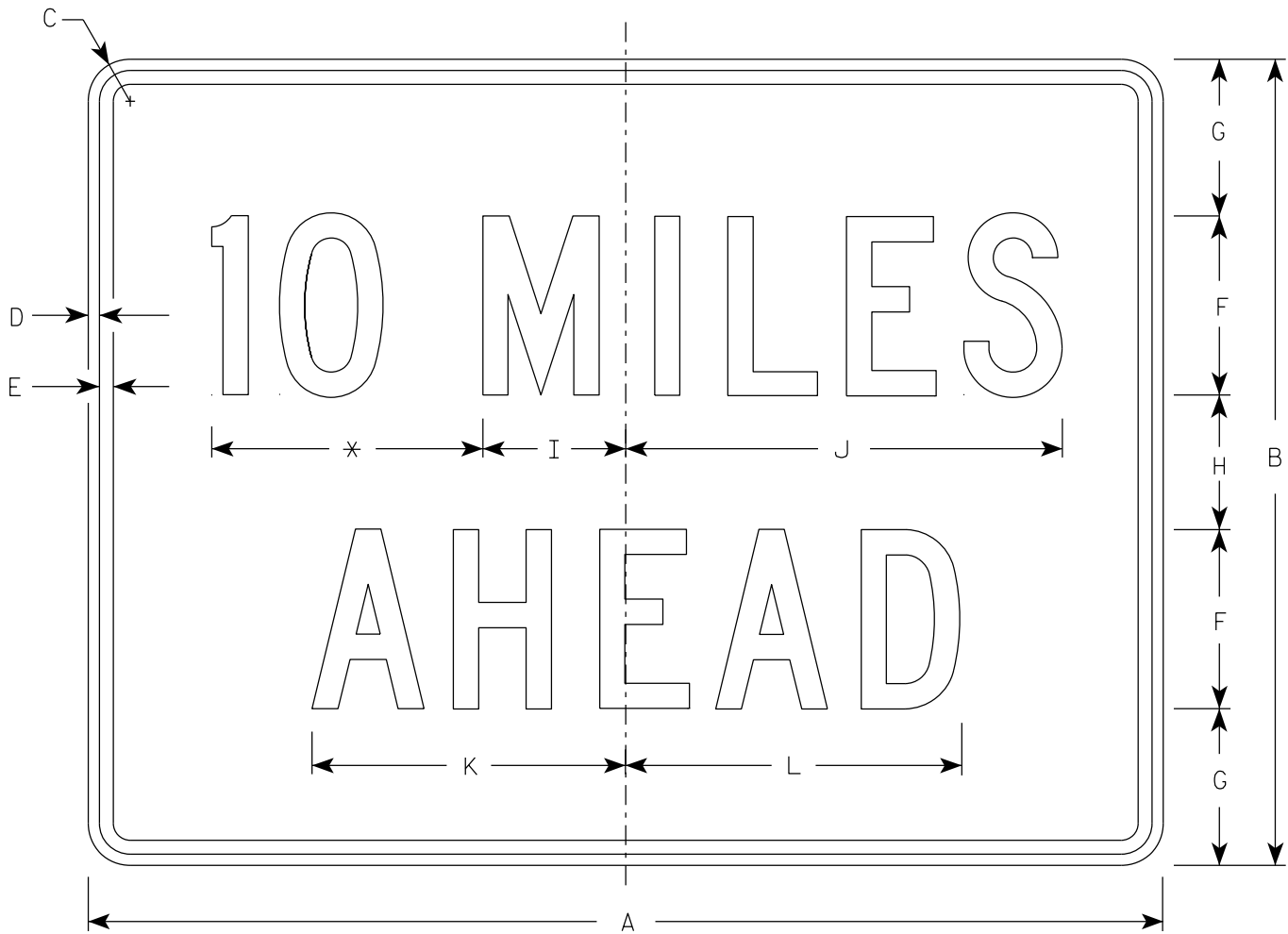
- 1. Sign is Type II - Type F Reflective
- 2. Color:  
Background - Orange  
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

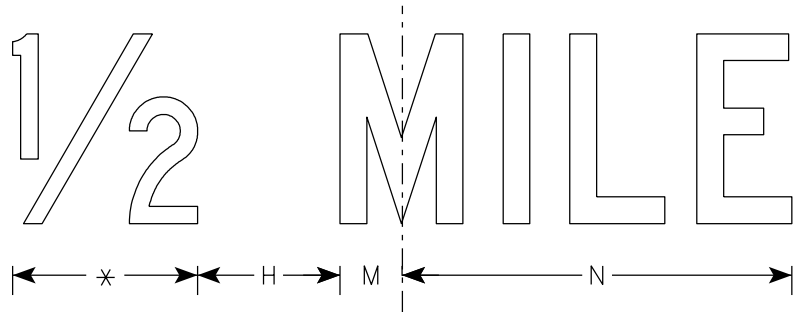
| SIZE | A  | B | C     | D   | E   | F  | G     | H   | I     | J     | K     | L | M     | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area<br>sq. ft. |
|------|----|---|-------|-----|-----|----|-------|-----|-------|-------|-------|---|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    | 36 |   | 2 1/4 | 5/8 | 3/4 | 12 | 4     | 45° | 1     | 1 3/4 | 5     | 3 | 1 1/2 |   |   |   |   |   |   |   |   |   |   |   |   |   | 9.0             |
| 2S   | 48 |   | 3     | 3/4 | 1   | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2     |   |   |   |   |   |   |   |   |   |   |   |   |   | 16.0            |
| 2M   | 48 |   | 3     | 3/4 | 1   | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2     |   |   |   |   |   |   |   |   |   |   |   |   |   | 16.0            |
| 3    | 48 |   | 3     | 3/4 | 1   | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2     |   |   |   |   |   |   |   |   |   |   |   |   |   | 16.0            |
| 4    | 48 |   | 3     | 3/4 | 1   | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2     |   |   |   |   |   |   |   |   |   |   |   |   |   | 16.0            |
| 5    | 48 |   | 3     | 3/4 | 1   | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2     |   |   |   |   |   |   |   |   |   |   |   |   |   | 16.0            |



7



W057-52



\* See note 5

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

7

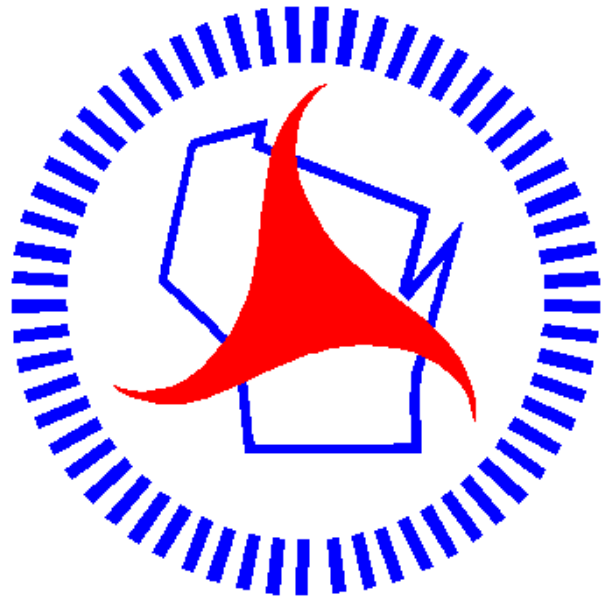
| SIZE | A  | B  | C     | D   | E   | F | G     | H | I     | J      | K      | L      | M     | N      | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area<br>sq. ft. |
|------|----|----|-------|-----|-----|---|-------|---|-------|--------|--------|--------|-------|--------|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1    | 36 | 24 | 1 1/2 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2     | 12     |   |   |   |   |   |   |   |   |   |   |   |   | 6.0             |
| 2S   | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7     | 6 | 6 3/8 | 19 1/2 | 14     | 15     | 2 3/4 | 16 3/8 |   |   |   |   |   |   |   |   |   |   |   |   | 12.0            |
| 2M   | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7     | 6 | 6 3/8 | 19 1/2 | 14     | 15     | 2 3/4 | 16 3/8 |   |   |   |   |   |   |   |   |   |   |   |   | 12.0            |
| 3    | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7     | 6 | 6 3/8 | 19 1/2 | 14     | 15     | 2 3/4 | 16 3/8 |   |   |   |   |   |   |   |   |   |   |   |   | 12.0            |
| 4    | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7     | 6 | 6 3/8 | 19 1/2 | 14     | 15     | 2 3/4 | 16 3/8 |   |   |   |   |   |   |   |   |   |   |   |   | 12.0            |
| 5    | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7     | 6 | 6 3/8 | 19 1/2 | 14     | 15     | 2 3/4 | 16 3/8 |   |   |   |   |   |   |   |   |   |   |   |   | 12.0            |

STANDARD SIGN  
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3



## ***Wisconsin Department of Transportation***

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