RHI

PROJECT ID: 9250-14-71

WITH: NA

COUNTY: IRON

FEBRUARY 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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 = 218

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MELLEN - HURLEY

UPSON LAKE ROAD TO ODANAH ROAD

STH 77
IRON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9250-14-71		

STATE PROJECT NUMBER

9250-14-71

32

DESIGN DESIGNATION

A.A.D.T.	(2026)	=	1506
A.A.D.T.	(2046)	=	1543
D.H.V.	(2046)	=	N/A
D.D.		=	60/40
T.		=	15.20%
DESIGN SPEED		=	55 MPH (STA. 390+81.15 - STA. 412+56, STA. 432+44 - STA. 644+14, STA. 688+47 - STA. 794+41, STA. 827+81 - STA. 859+08)
ESALS		=	350,000 35 MPH (STA. 412+56 - STA. 432+44, STA. 644+14 - STA. 688+47, STA. 794+41 - STA. 827+81, STA. 859+08 - STA. 996+85.74)

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

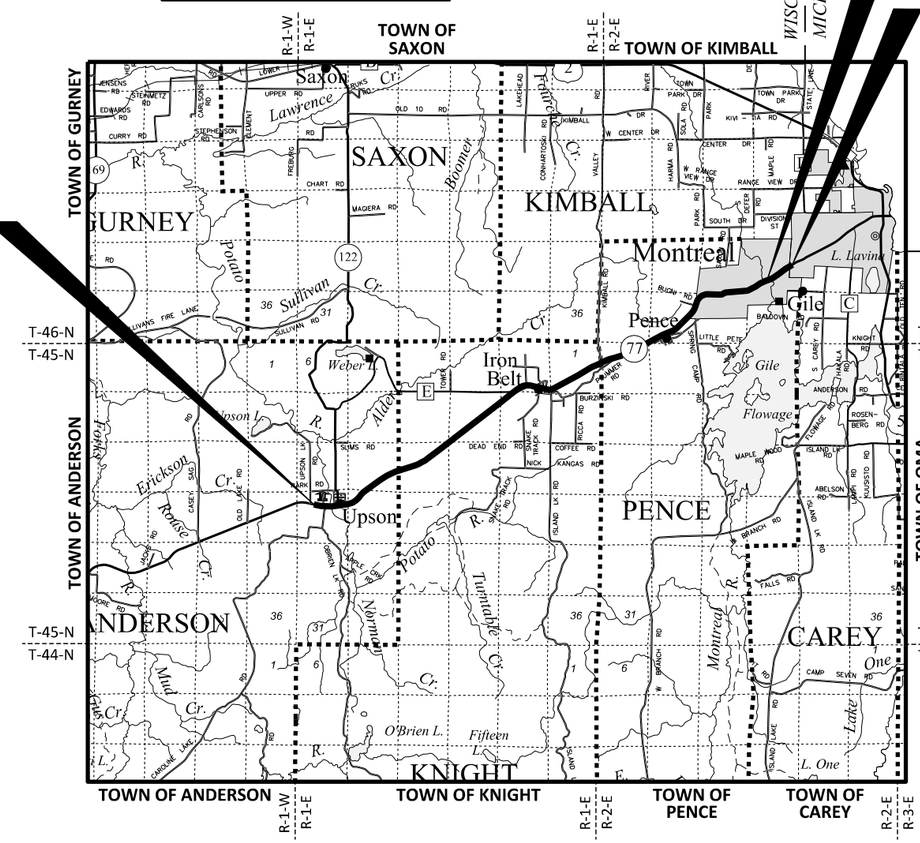
ELECTRIC — E —
FIBER OPTIC — FO —
GAS — G —
SANITARY SEWER — SAN —
STORM SEWER — SS —
TELEPHONE — T —
WATER — W —
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE

N

BEGIN PROJECT
STA. 390+81.15
Y = 340,708.41
X = 683,596.68

NET EXCEPTION TO C/L LENGTH
STA. 945+90.94 - STA. 947+14.98

END PROJECT
STA. 996+85.74



LAYOUT

SCALE 0 — 3 MI

TOTAL NET LENGTH OF CENTERLINE = 11.455 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCORS) IRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES.GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

WISCONSIN DANIEL J. TRACY E-47578-6 MUSCODA, WI PROFESSIONAL ENGINEER
10/23/2025

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	ANDREW CASPER, P.E.
Regional Examiner	FRED SCHUNKE, P.E.
Regional Supervisor	KAI KILEN, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/24/2025 Andrew Casper (Signature)

E

2

GENERAL NOTES

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

CALCULATED TACK COAT AT A RATE OF 0.07 GAL/SY TO THE MILLED SURFACE.

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE EDGE OF ASPHALT.

CONTACTS

WDNR LIAISON:

STATE OF WISCONSIN
DNR NORTH CENTRAL REGION HQ
107 SUTLIFF AVE
RHINELANDER, WI 54501
ATTN: JON SIMONSEN
PH: (715) 367-1936
EMAIL: Jonathan.Simonsen@wisconsin.gov

UTILITIES

ELECTRICITY

BAYFIELD ELECTRIC COOPERATIVE INC
ATTN: ROBERT LAHTI
68460 DISTRICT ST
P.O. BOX 68
IRON RIVER, WI 54847
PH: (715) 372-4287
EMAIL: bob.lahti@bayfieldelectric.com

XCEL ENERGY
ATTN: SARAH McDOWELL
2400 FARM ROAD
ASHLAND, WI 54806
PH: (715) 682-6911
EMAIL: sarah.l.mcdowell@xcelenergy.com

ELECTRICITY - TRANSMISSION

XCEL ENERGY
ATTN: MITCHELL DIEGER
414 NICOLLET MALL
MINNEAPOLIS, WI 55401
PH: (612) 321-3109
EMAIL: mitchell.a.dienger@xcelenergy.com

WATER

CITY OF HURLEY
ATTN: SCOTT SANTINI
405 5TH AVENUE N
HURLEY, WI 54534
PH: (715) 561-2160
EMAIL: hrlydpw@hurleywi.org

TOWN OF KNIGHT
ATTN: GARY LAGUNA
405 5TH AVE N
HURLEY, WI 54534
PH: (715) 862-0585
EMAIL: hrlydpw@hurleywi.org

CITY OF MONTREAL
ATTN: MARK HAEGER
54 WISCONSIN AVE
MONTREAL, WI 54550
PH: (715) 561-4957
EMAIL: montrealwatersewer@gmail.com

COMMUNICATION LINE

BRIGHTSPEED
ATTN: TAYLOR AYLESWORTH
135 N 21ST ST
SUPERIOR, WI 54880
PH: (980) 376-1577
EMAIL: taylor.aylesworth@brightspeed.com

SPECTRUM
ATTN: JEFFERY GREGG
115 E McLEOD ST
IRONWOOD, MI 49938
PH: (906) 553-7867
EMAIL: jeffery.gregg@charter.com

GAS/PETROLEUM

XCEL ENERGY
ATTN: CHERI MARCHELLO
1751 LIBERTY ST
IRONWOOD, MI 49938
PH: (906) 767-5125
EMAIL: cheri.j.marchello@xcelenergy.com

SEWER

CITY OF HURLEY
ATTN: SCOTT SANTINI
405 5TH AVENUE N
HURLEY, WI 54534
PH: (715) 561-2160
EMAIL: hrlydpw@hurleywi.org

TOWN OF KNIGHT
ATTN:GARY LAGUNA
405 5TH AVE N
HURLEY, WI 54534
PH: (715) 862-0585
EMAIL: hrlydpw@hurleywi.org

CITY OF MONTREAL
ATTN: MARK HAEGER
54 WISCONSIN AVE
MONTREAL, WI 54550
PH: (715) 561-4957
EMAIL: montrealwatersewer@gmail.com

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

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment
AC	Acre
AGG	Aggregate
AH	Ahead
<	Angle
ASPH	Asphaltic
AVG	Average
ADT	Average Daily Traffic
BAD	Base Aggregate Dense
BK	Back
BF	Back Face
BM	Bench Mark
BR	Bridge
C or C/L	Center Line
CC	Center to Center
C.E.	Commercial Entrance
CTH	County Trunk Highway
CR	Creek
CR	Crushed
CY or CU YD	Cubic Yard
CP	Culvert Pipe
C & G	Curb and Gutter
D	Degree of Curve
DHV	Design Hour Volume
DIA	Diameter
E	East
X	East Grid Coordinate
ELEC	Electric (al)
EL or ELEV	Elevation
ESALS	Equivalent Single Axle Loads
EBS	Excavation Below Subgrade
FF	Face to Face
F.E.	Field Entrance
F	Fill
FG	Finished Grade
FL or F/L	Flow Line
FT	Foot
FTG	Footing
GN	Grid North
HT	Height
CWT	Hundredweight
HYD	Hydrant
INL	Inlet
ID	Inside Diameter
INV	Invert
IP	Iron Pipe or Pin
IRS	Iron Rod Set
JT	Joint
JCT	Junction
LHF	Left-Hand Forward
L	Length of Curve
LIN FT or LF	Linear Foot
LC	Long Chord of Curve
MH	Manhole
MB	Mailbox
ML or M/L	Match Line
N	North
Y	North Grid Coordinate
OD	Outside Diameter
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PRC	Point of Reverse Curvature
PT	Point of Tangency
POC	Point On Curve
POT	Point on Tangent
PVC	Polyvinyl Chloride
PCC	Portland Cement Concrete
LB	Pound
PSI	Pounds Per Square Inch
P.E.	Private Entrance
R	Radius
RR	Railroad
R	Range
RL or R/L	Reference Line
RP	Reference Point
RCCP	Reinforced Concrete Culvert Pipe
REQD	Required
RES	Residence or Residential
RW	Retaining Wall
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
RD	Road
R	River
RDWY	Roadway
SALV	Salvaged
SAN S	Sanitary Sewer
SEC	Section
SHLDR	Shoulder
SHR	Shrinkage
SW	Sidewalk
S	South
SQ	Square
SF or SQ FT	Square Feet
SY or SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
SS	Storm Sewer
SG	Subgrade
SE	Superelevation
SL or S/L	Survey Line
SV	Septic Vent
T	Tangent
TEL	Telephone
TEMP	Temporary
TI	Temporary Interest
TLE	Temporary Limited Easement
t	Ton
T or TN	Town
TRANS	Transition
TL or T/L	Transit Line
T	Trucks (percent of)
TYP	Typical
UNCL	Unclassified
UG	Underground Cable
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VOL	Volume
WM	Water Main
WV	Water Valve
W	West
WB	Westbound
YD	Yard

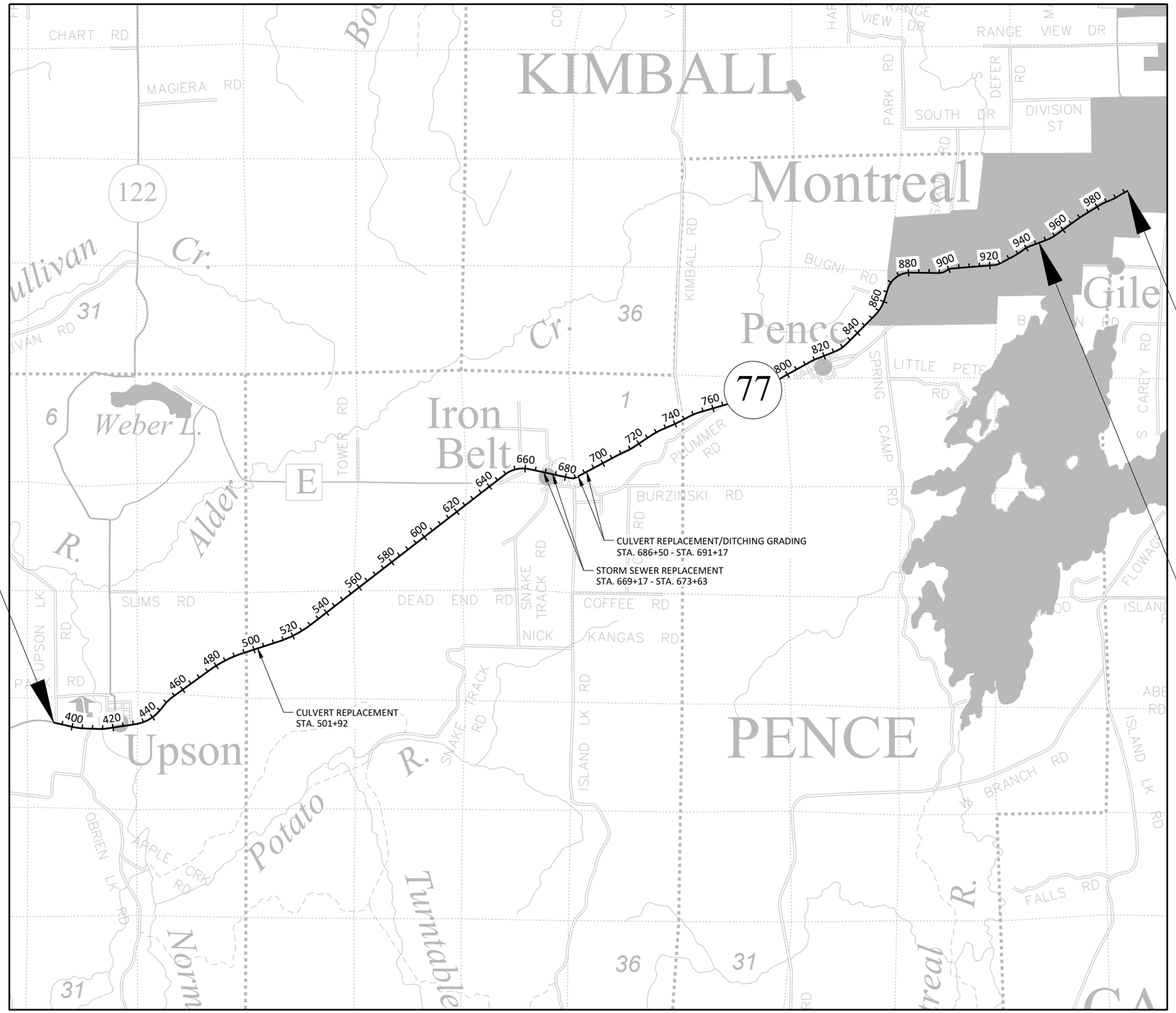
2

ORDER OF SECTION 2 SHEETS:

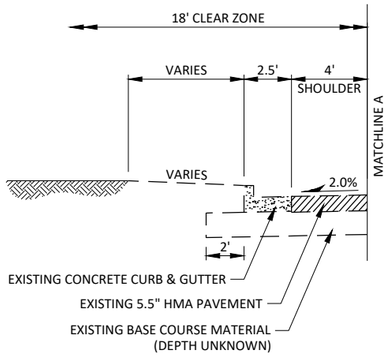
- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- STORM SEWER
- CURB RAMP DETAILS
- TRAFFIC CONTROL

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

TOTAL PROJECT AREA= 110.67 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.27 ACRES

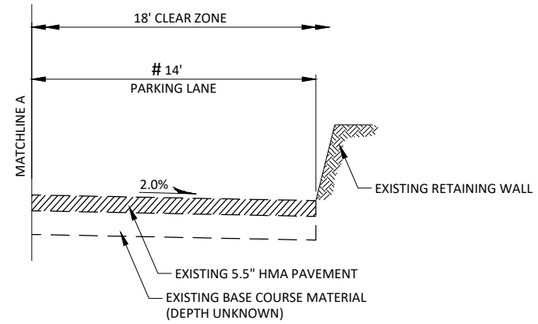


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PROJECT OVERVIEW	SHEET 3	E



PARTIAL TYPICAL EXISTING SECTION - URBAN

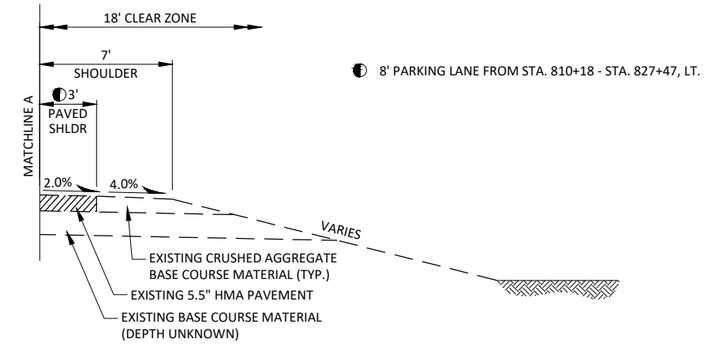
STA. 866+70 - STA. 867+64, LT.
STA. 882+37 - STA. 884+94, LT.
STA. 925+53 - STA. 939+02, LT.
STA. 943+18 - STA. 986+97, LT.



PARTIAL TYPICAL EXISTING SECTION - URBAN

STA. 823+70 - STA. 827+47, RT.

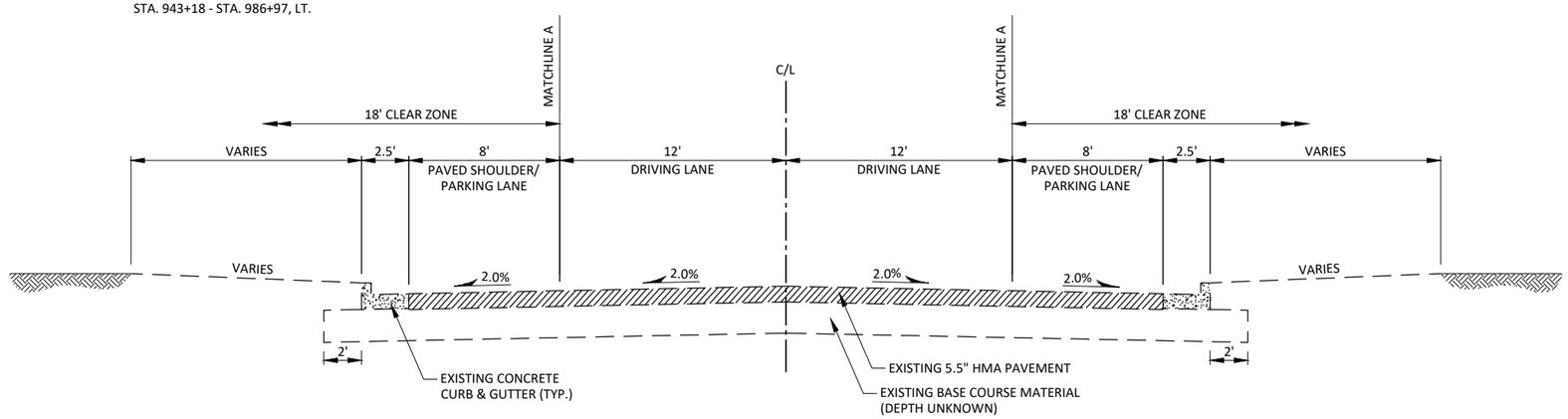
VARIES 3'-15' FROM STA. 826+68 - STA. 827+47, RT.



8' PARKING LANE FROM STA. 810+18 - STA. 827+47, LT.

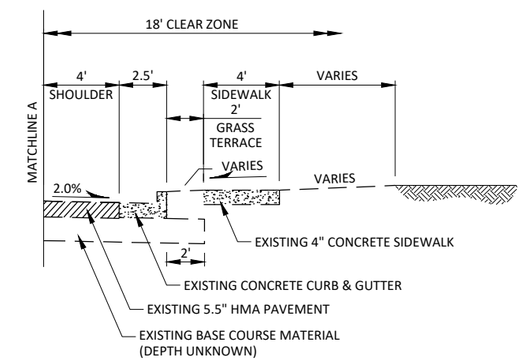
PARTIAL TYPICAL EXISTING SECTION - URBAN

STA. 682+98 - STA. 685+93, RT.
STA. 810+18 - STA. 827+47, LT.
STA. 877+01 - STA. 882+37, LT.



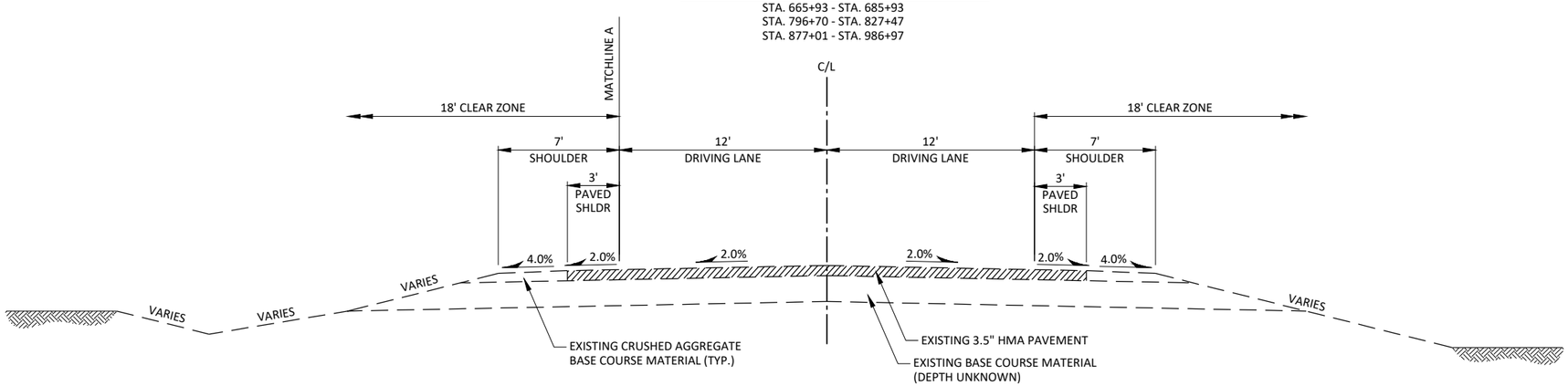
TYPICAL EXISTING URBAN SECTION

STA. 665+93 - STA. 685+93
STA. 796+70 - STA. 827+47
STA. 877+01 - STA. 986+97



PARTIAL TYPICAL EXISTING SECTION - URBAN

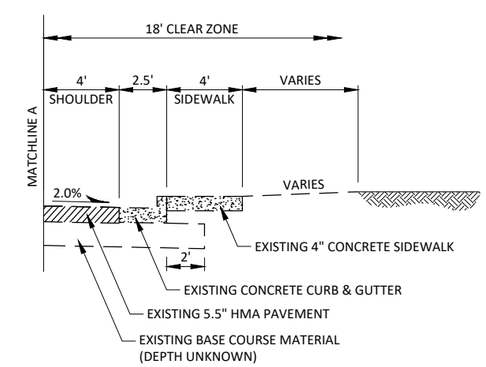
STA. 897+04 - STA. 925+53, LT.
STA. 897+07 - STA. 925+27, RT.



CUT **FILL**

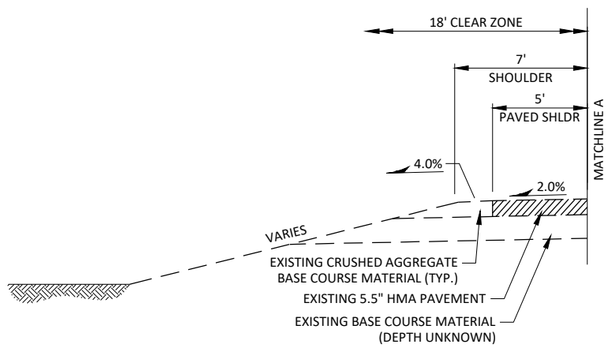
TYPICAL EXISTING RURAL SECTION

STA. 390+81.15 - STA. 665+93
STA. 685+93 - STA. 796+70
STA. 827+47 - STA. 877+01



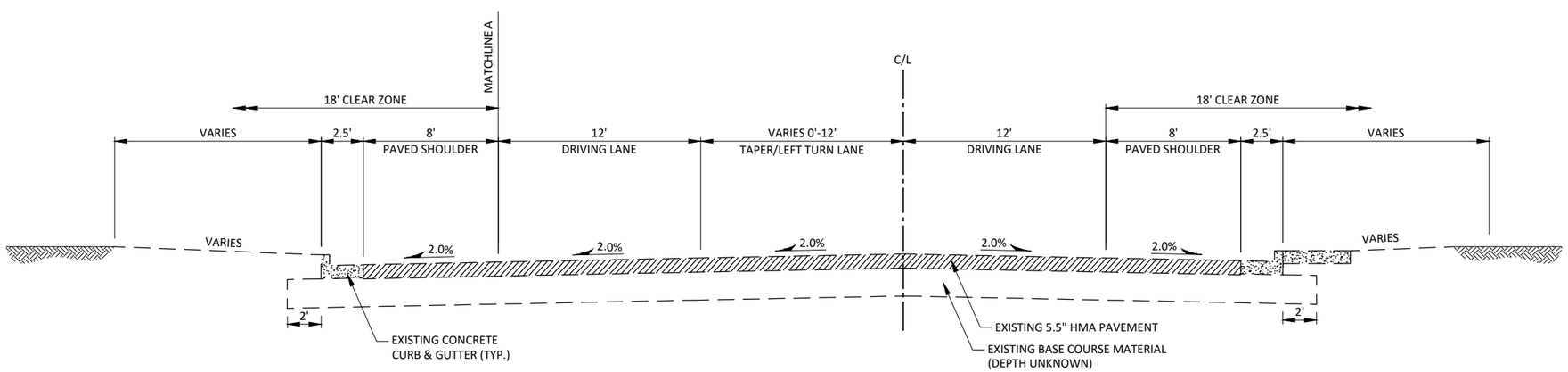
PARTIAL TYPICAL EXISTING SECTION - URBAN

STA. 877+01 - STA. 897+07, RT.
STA. 884+94 - STA. 897+04, LT.
STA. 925+27 - STA. 986+97, RT.
STA. 939+02 - STA. 943+18, LT.



PARTIAL TYPICAL EXISTING SECTION - URBAN

STA. 991+78 - STA. 996+85.74, LT.

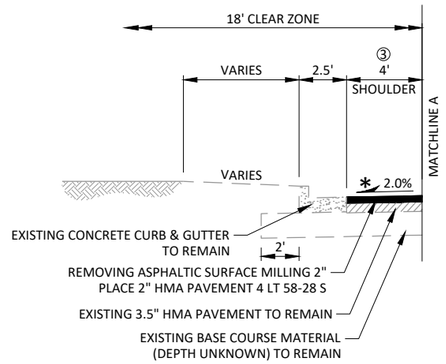


TYPICAL EXISTING URBAN SECTION

STA. 986+97 - STA. 996+85.74

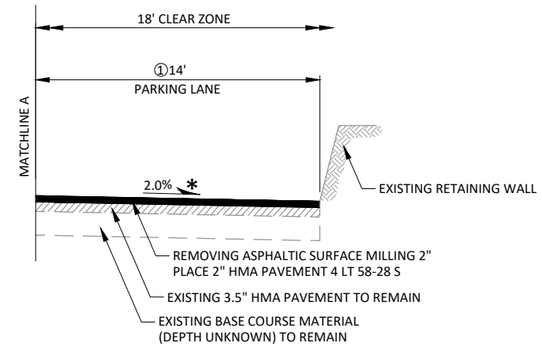
2

- ✱ IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE
- ◮ ASPHALTIC RUMBLE STRIPS, CENTERLINE REQ'D. SEE MISCELLANOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.
- ① VARIES 3'-15' FROM STA. 826+68 - STA. 827+47, RT.
- ② 8' PARKING LANE FROM STA. 810+18 - STA. 827+47, LT.
- ③ STA. 866+70 - STA. 867+64, LT. REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D. SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION.
- # SHOULDER SLOPE WILL BE ADJUSTED TO MATCH CURB AND GUTTER FLAG. SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION.



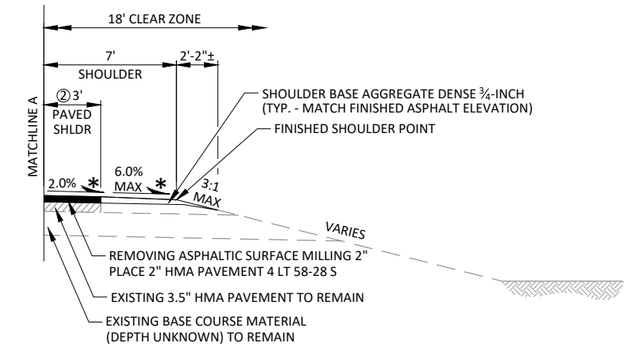
PARTIAL TYPICAL FINISHED SECTION - URBAN

STA. 866+70 - STA. 867+64, LT.
STA. 882+37 - STA. 884+94, LT.
STA. 925+53 - STA. 939+02, LT.
STA. 943+18 - STA. 986+97, LT.



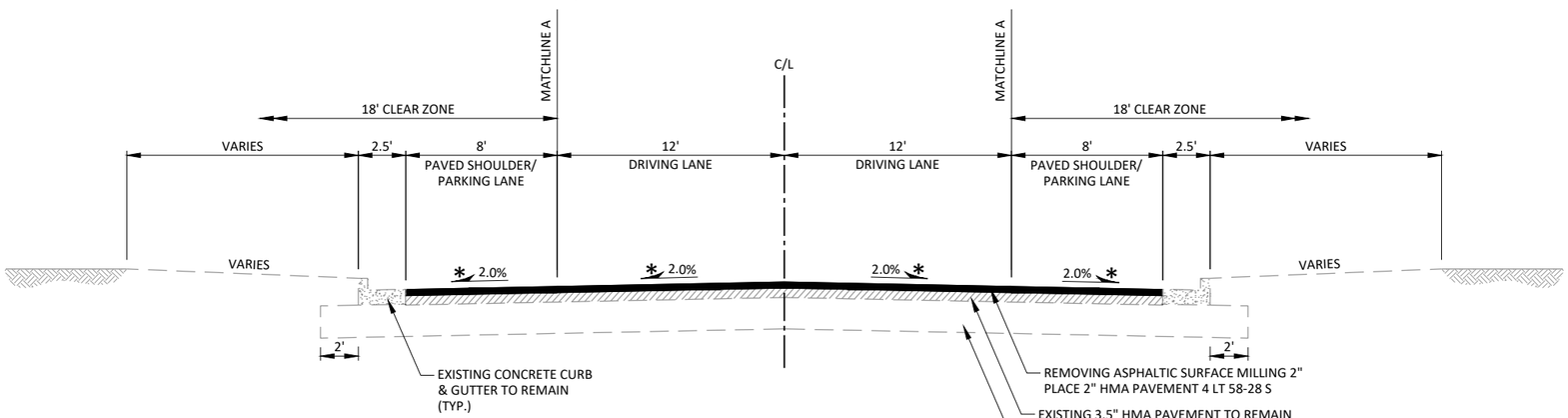
PARTIAL TYPICAL FINISHED SECTION - URBAN

STA. 823+70 - STA. 827+47, RT.



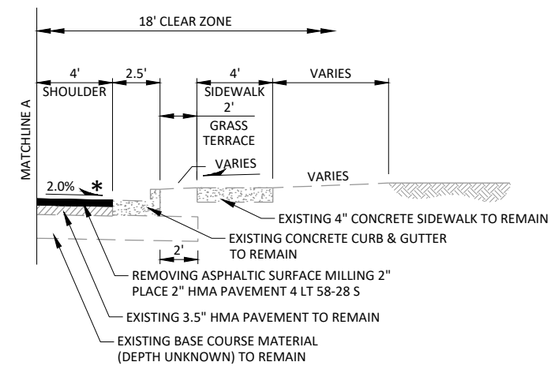
PARTIAL TYPICAL FINISHED SECTION - URBAN

STA. 682+98 - STA. 685+93, RT.
STA. 810+18 - STA. 827+47, LT.
STA. 877+01 - STA. 882+37, LT.



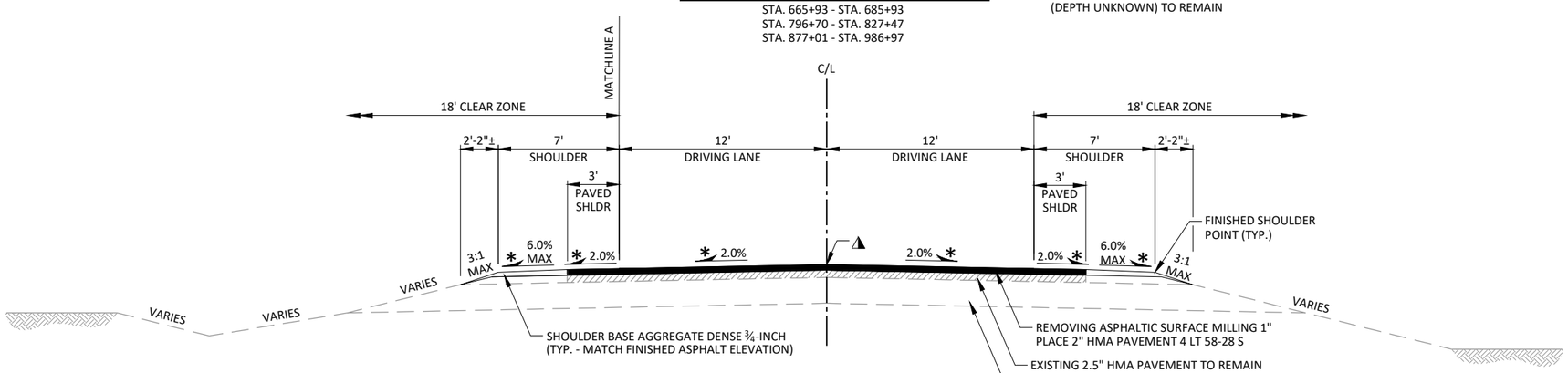
TYPICAL FINISHED URBAN SECTION

STA. 665+93 - STA. 685+93
STA. 796+70 - STA. 827+47
STA. 877+01 - STA. 986+97



PARTIAL TYPICAL FINISHED SECTION - URBAN

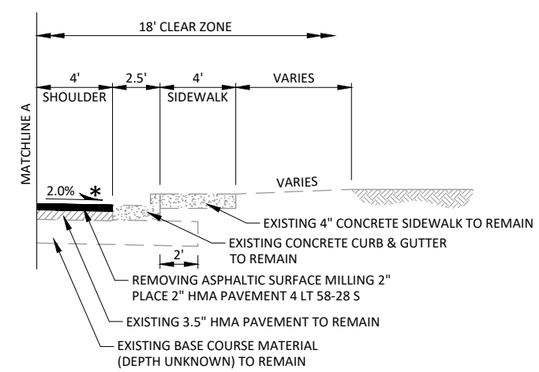
STA. 897+04 - STA. 925+53, LT.
STA. 897+07 - STA. 925+27, RT.



CUT **FILL**

TYPICAL FINISHED RURAL SECTION

STA. 390+81.15 - STA. 665+93
STA. 685+93 - STA. 796+70
STA. 827+47 - STA. 877+01

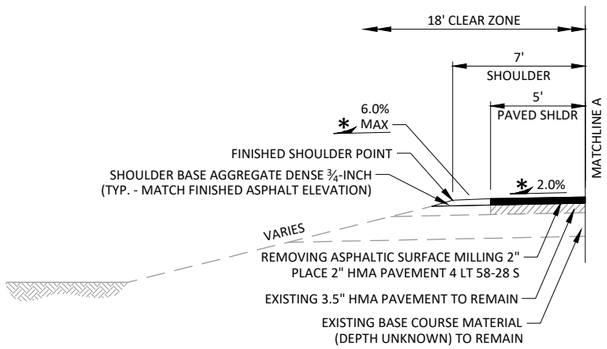


PARTIAL TYPICAL FINISHED SECTION - URBAN

STA. 877+01 - STA. 897+07, RT.
STA. 884+94 - STA. 897+04, LT.
STA. 925+27 - STA. 986+97, RT.
STA. 939+02 - STA. 943+18, LT.

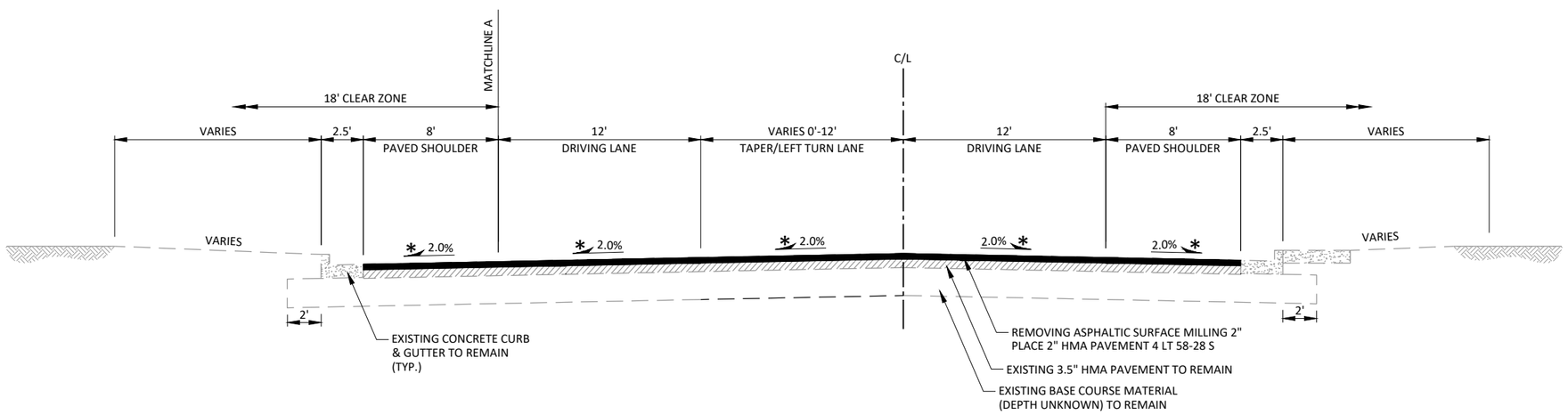
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TYPICAL FINISHED SECTIONS	SHEET 6	E

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE



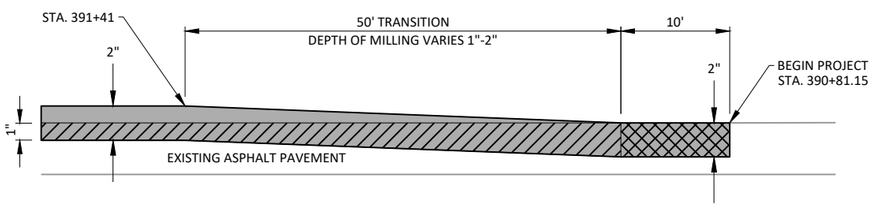
PARTIAL TYPICAL FINISHED SECTION - URBAN

STA. 991+78 - STA. 996+85.74, LT.



TYPICAL FINISHED URBAN SECTION

STA. 986+97 - STA. 996+85.74

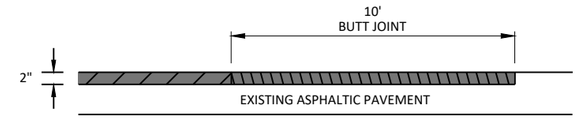


LEGEND

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

PROFILE TRANSITION

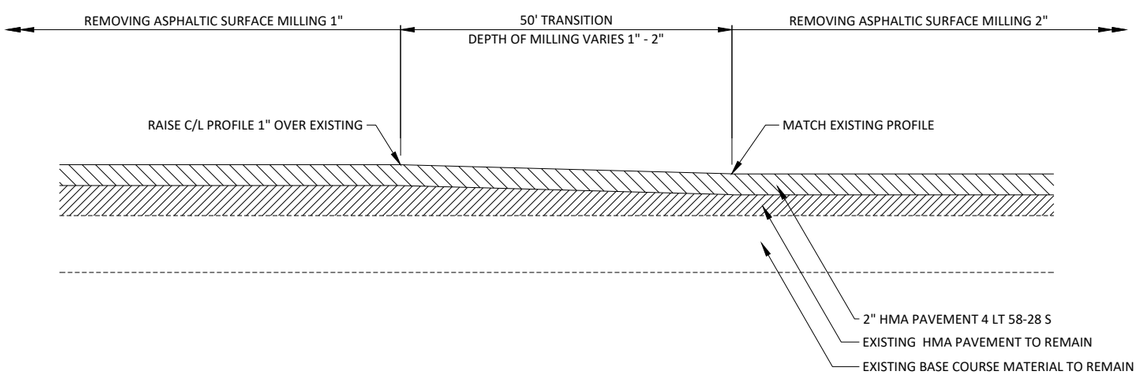
STA. 390+81.15 - STA. 391+41



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

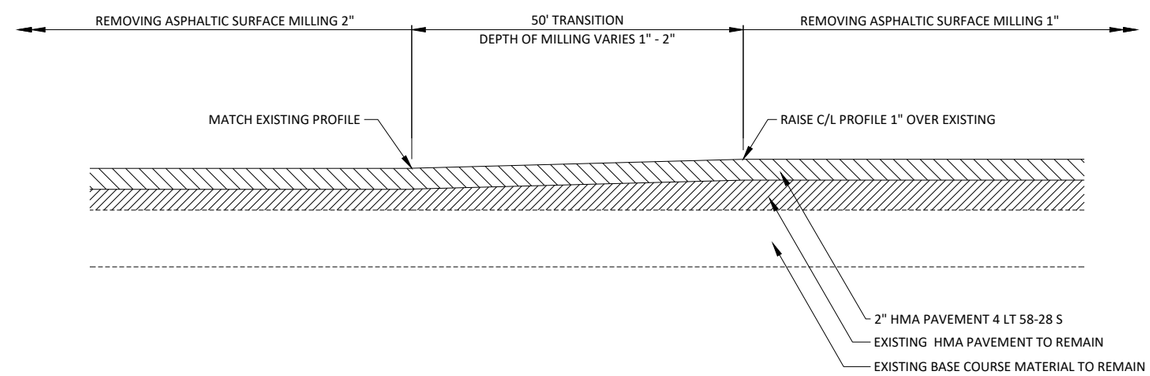
BUTT JOINT

STA. 390+81.15 - STA. 390+91
UPSON LAKE ROAD
HOYT AVE.
STH 122
MOORE AVE.
SESSIONS AVE.
CTH E
CORRIGAN STREET
JACKSON STREET
MACKINNON STREET (NORTH)
MACKINNON STREET (SOUTH)
ATLANTIC STREET (NORTH)
ATLANTIC STREET (SOUTH)
JOHNSON STREET (NORTH)
JOHNSON STREET (SOUTH)
VALLEY ROAD
OAK STREET (NORTH)
OAK STREET (SOUTH)
HEMLOCK STREET
SPRUCE STREET
LINDEN STREET
MAPLE STREET
CEDAR STREET
BIRCH STREET
S ELM STREET (STA. 877+30)
INDIANA AVE
ELM STREET
BESSEMER STREET (NORTH)
BESSEMER STREET (SOUTH)
TEXAS AVENUE
SAXON ROAD
LAURENCE STREET (NORTH)
LAURENCE STREET (SOUTH)
HAMILTON STREET (NORTH)
HAMILTON STREET (SOUTH)
STRATFORD STREET
NUMBER 4 ROAD
MONTREAL STREET (NORTH)
MONTREAL STREET (SOUTH)
MICHIGAN AVENUE
CITY HALL ROAD
PLANT STREET
STA. 945+80.94 - STA. 945+90.94
STA. 947+14.98 - STA. 947+24.98
KOKOGAN STREET
BECKSTROM CIRCLE
NIMIKON AVENUE
OTTAWA STREET
TORONTO STREET
NIPIGON STREET
DIVISION STREET
ODANAH ROAD
CTH D
STA. 996+75.74 - STA. 996+85.74



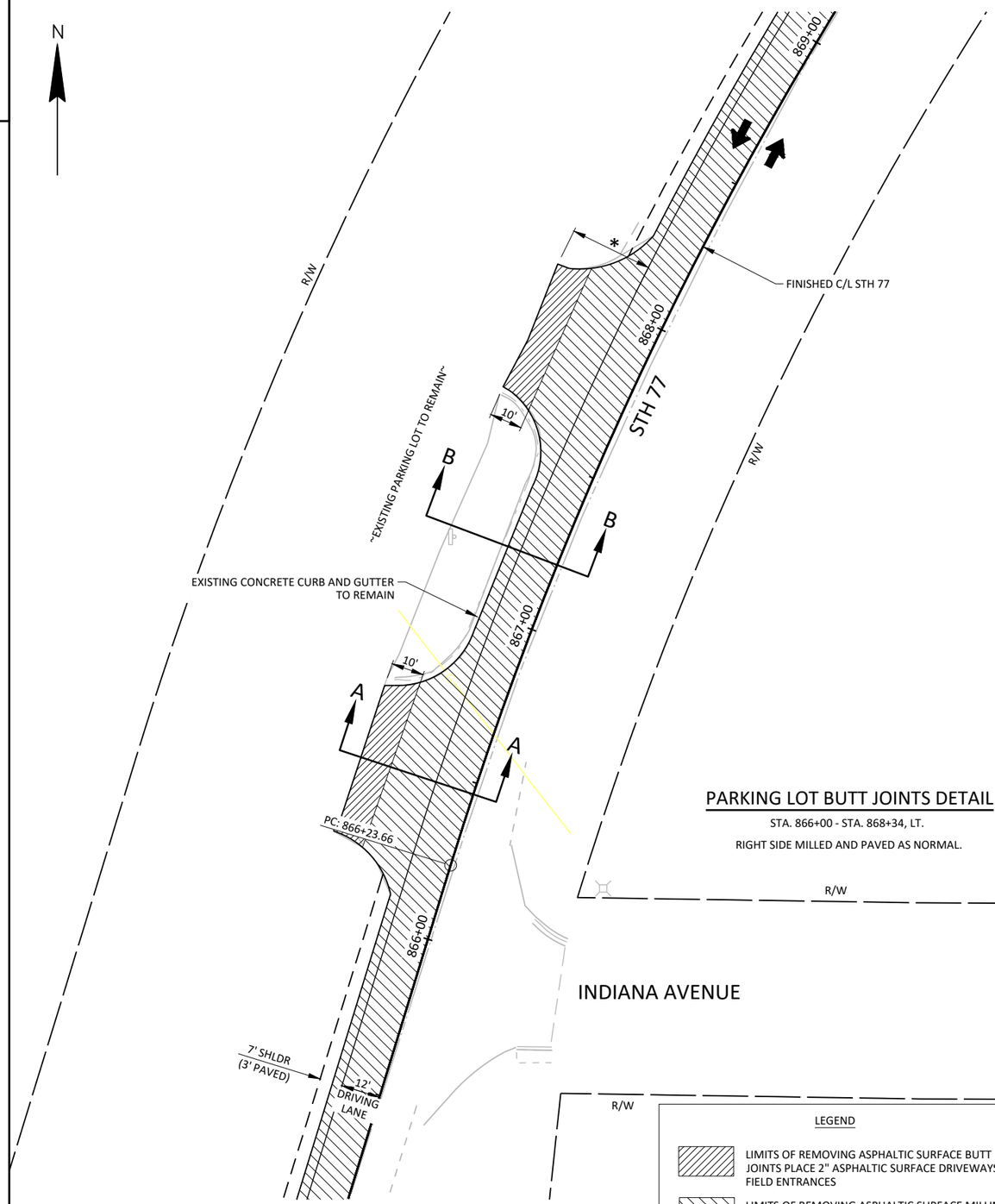
PAVEMENT TRANSITION DETAIL (RURAL TO URBAN)

STA. 665+43 - STA. 665+93
STA. 796+20 - STA. 796+70
STA. 876+51 - STA. 877+01



PAVEMENT TRANSITION DETAIL (URBAN TO RURAL)

STA. 685+93 - STA. 686+43
STA. 827+47 - STA. 827+97



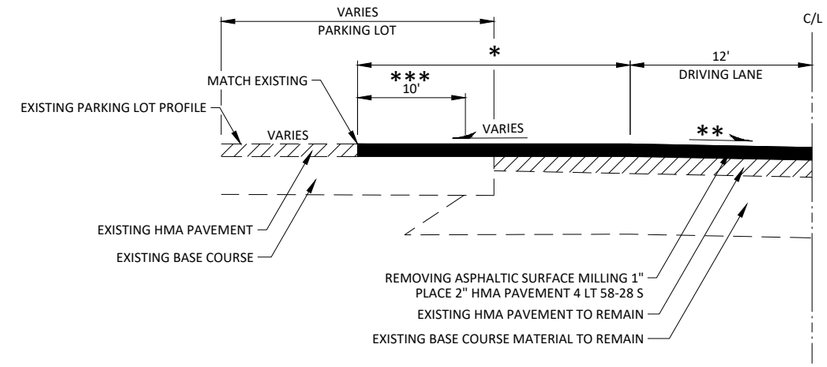
PARKING LOT BUTT JOINTS DETAIL

STA. 866+00 - STA. 868+34, LT.

RIGHT SIDE MILLED AND PAVED AS NORMAL.

LEGEND

- LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS PLACE 2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 1" PLACE 2" HMA PAVEMENT 4 LT 58-28 S

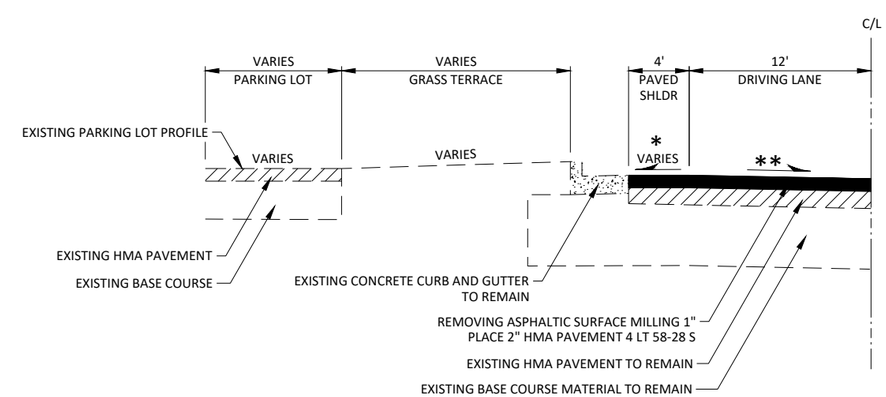


SECTION A-A

* CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH PARKING LOT ENTRANCE

** MATCH EXISTING SUPERELEVATION

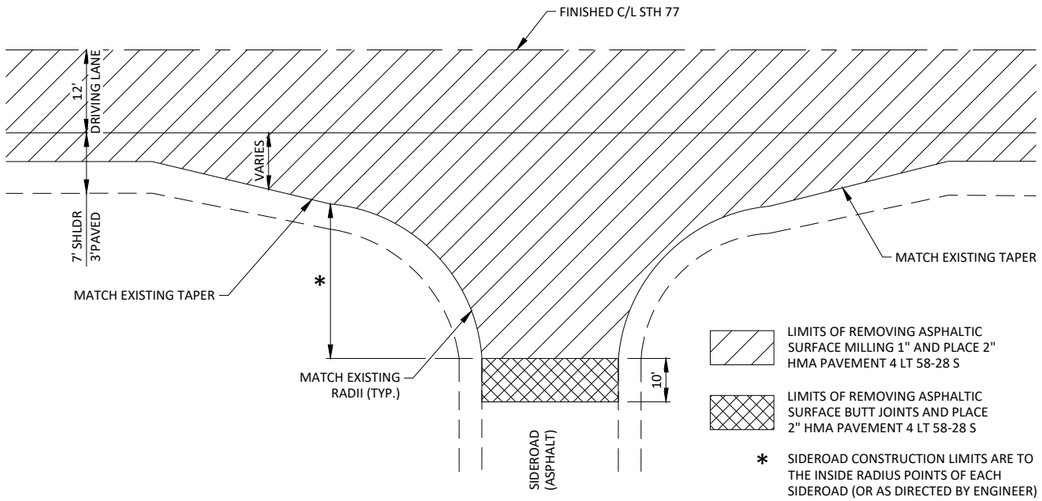
*** LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS



SECTION B-B

* ADJUST SLOPE TO MATCH C&G FLAG

** MATCH EXISTING SUPERELEVATION



LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 1" AND PLACE 2" HMA PAVEMENT 4 LT 58-28 S

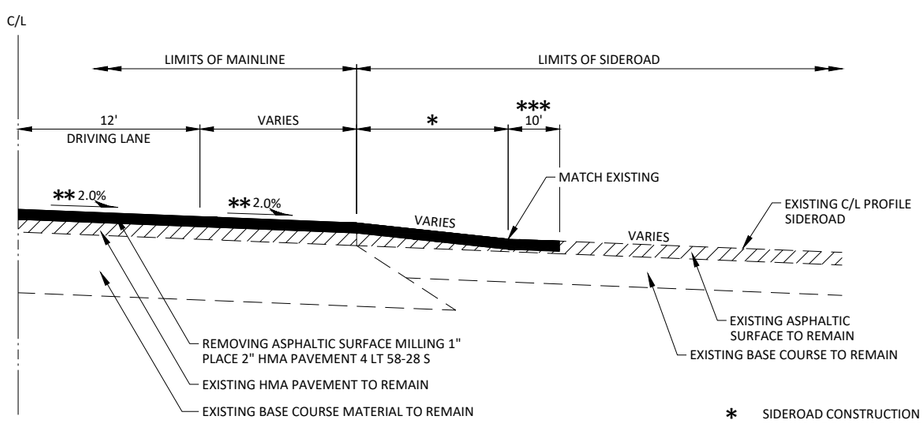
LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS AND PLACE 2" HMA PAVEMENT 4 LT 58-28 S

* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

\# REMOVING ASPHALTIC SURFACE BUTT JOINTS NOT REQ'D. MILL AND PAVE TO RADIUS POINT AS SHOWN. USE BASE AGGREGATE DENSE 3/4-INCH TO MATCH INTO THE RADIUS POINT OR AS DIRECTED BY THE ENGINEER.

TYPICAL RURAL SIDEROAD DETAIL

UPSON LAKE ROAD
LOVERS LANE
O'BRIEN LAKE ROAD
HOYT AVENUE
HOYT ROAD/STH 122
MOORE AVENUE
SESSIONS AVENUE (NORTH)
CTH E
OLD WISCONSIN 77 (EAST) (STA. 643+00)
LAGOON ROAD (NORTH)
LAGOON ROAD (SOUTH)
OLD WISCONSIN 77 (SOUTH) (STA. 662+00)
OLD WISCONSIN 77 (NORTH) (STA. 662+60)
VALLEY ROAD
S ELM STREET (STA. 861+00)
INDIANA AVENUE

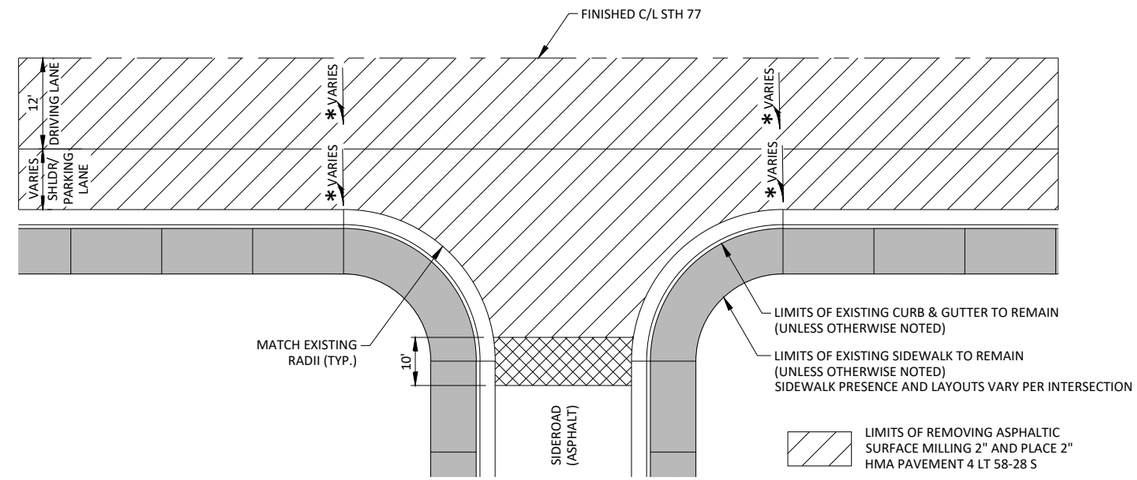


* SIDEROAD CONSTRUCTION LIMITS ARE TO THE INSIDE RADIUS POINTS OF EACH SIDEROAD (OR AS DIRECTED BY ENGINEER)

** IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

*** LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS

TYPICAL RURAL SIDEROAD PROFILE



LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 2" AND PLACE 2" HMA PAVEMENT 4 LT 58-28 S

LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS AND PLACE 2" HMA PAVEMENT 4 LT 58-28 S

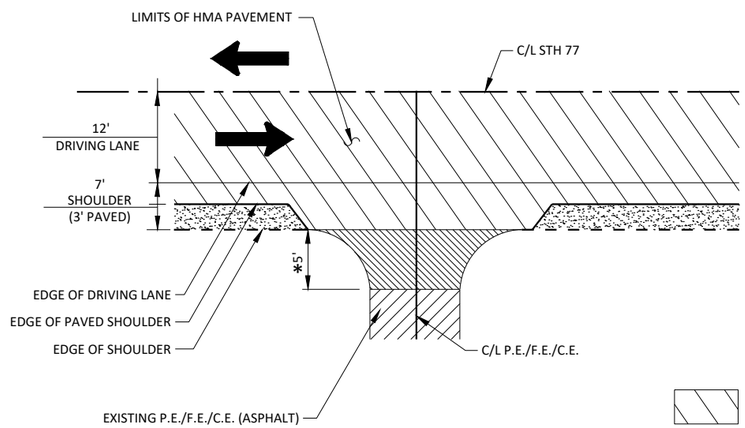
* MATCH EXISTING CROSS SLOPE

\# BUCKEYE STREET REMOVING ASPHALTIC SURFACE BUTT JOINTS NOT REQ'D.

TYPICAL URBAN SIDEROAD DETAIL

CORRIGAN STREET
JACKSON STREET
MACKINNON STREET (NORTH)
MACKINNON STREET (SOUTH)
ATLANTIC STREET (NORTH)
ATLANTIC STREET (SOUTH)
JOHNSON STREET (NORTH)
JOHNSON STREET (SOUTH)
BUCKEYE STREET
OAK STREET (NORTH)
OAK STREET (SOUTH)
HEMLOCK STREET
SPRUCE STREET
LINDEN STREET
MAPLE STREET
CEDAR STREET
BIRCH STREET
S ELM STREET (STA. 877+30)
BESSEMER STREET (NORTH)
BESSEMER STREET (SOUTH)
TEXAS AVENUE
SAXON ROAD
LAURENCE STREET (NORTH)
LAURENCE STREET (SOUTH)
HAMILTON STREET (NORTH)
HAMILTON STREET (SOUTH)
STRATFORD STREET
NUMBER 4 ROAD
MONTREAL STREET (NORTH)
MONTREAL STREET (SOUTH)
MICHIGAN AVENUE
CITY HALL ROAD
PLANT STREET
KOKOGAN STREET
BECKSTROM CIRCLE
NIMIKON AVENUE
OTTAWA STREET
TORONTO STREET
NIPIGON STREET
DIVISION STREET
ODANAH ROAD
CTH D

2



LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 2" HMA PAVEMENT

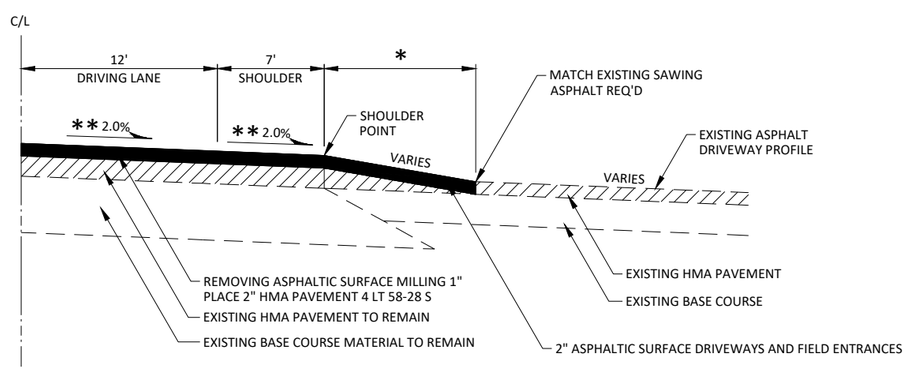
LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

LIMITS OF REMOVING ASPHALTIC SURFACE BUTT JOINTS (AT DRIVEWAY) PLACE 2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

LIMITS OF EXISTING ASPHALTIC SURFACE P.E./F.E./C.E. TO REMAIN

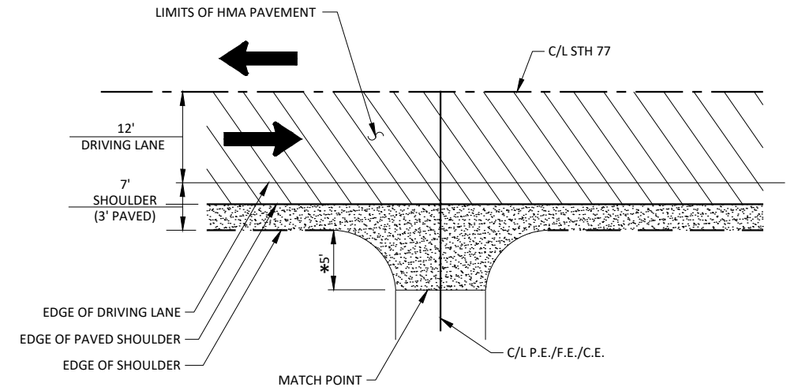
P.E./F.E./C.E. (EXISTING ASPHALT) DRIVEWAY DETAIL-RURAL

* REPLACE IN KIND AS SHOWN (OR AS DIRECTED BY ENGINEER)



P.E./F.E./C.E. (EXISTING ASPHALT) PROFILE

** MATCH EXISTING SUPERELEVATION

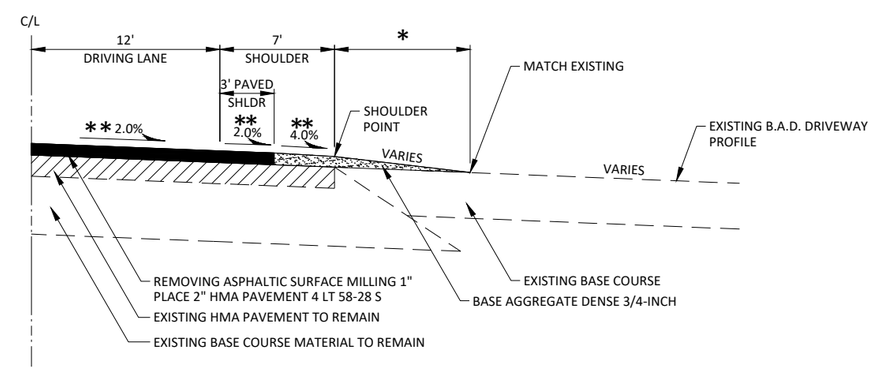


LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 2" HMA PAVEMENT

LIMITS OF BASE AGGREGATE DENSE 3/4-INCH

P.E./F.E./C.E. (EXISTING B.A.D.) DRIVEWAY DETAIL-RURAL

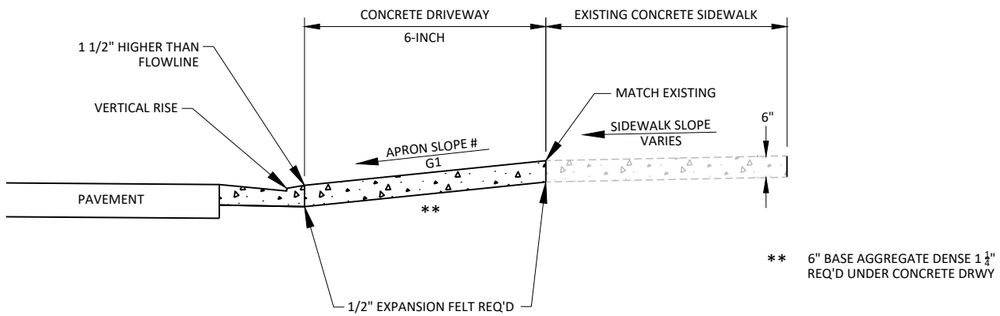
* REPLACE IN KIND AS SHOWN (OR AS DIRECTED BY ENGINEER)



P.E./F.E./C.E. (EXISTING B.A.D.) PROFILE

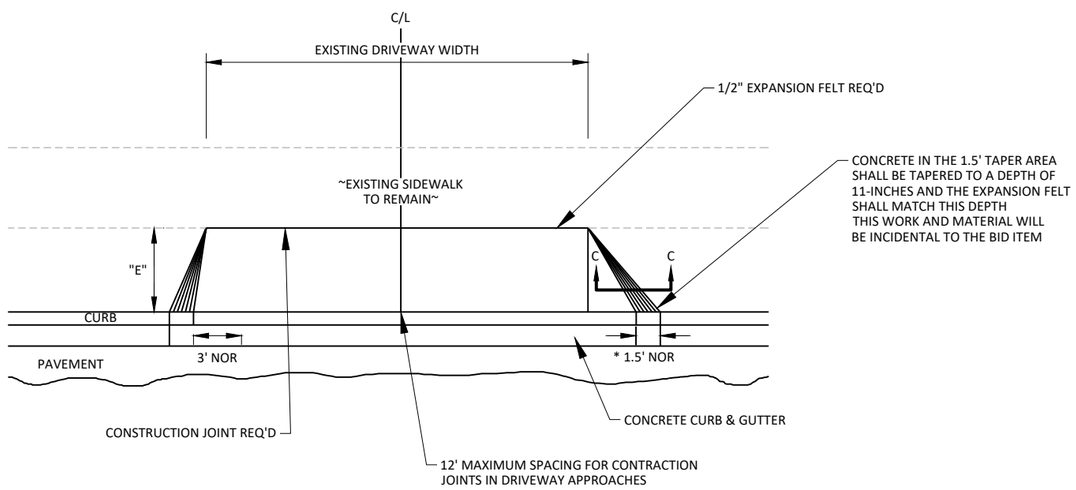
** MATCH EXISTING SUPERELEVATION

2

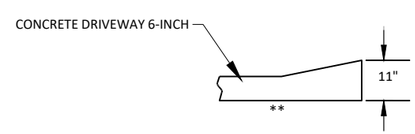


** 6" BASE AGGREGATE DENSE 1 ¼" REQ'D UNDER CONCRETE DRWY

TYPICAL SIDEWALK SECTION



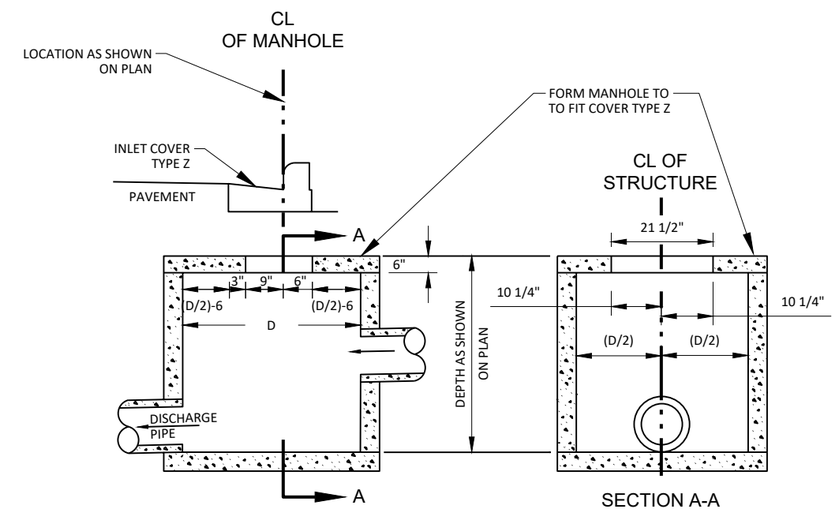
PLAN VIEW



SECTION C-C

* WHEN "E" =0
MAKE CURB TAPER 5'

DRIVEWAY ENTRANCE WITH SIDEWALK, CURB & GUTTER



MANHOLE 4-FT DIAMETER MODIFIED

(TO ACCOMODATE TYPE Z COVER)

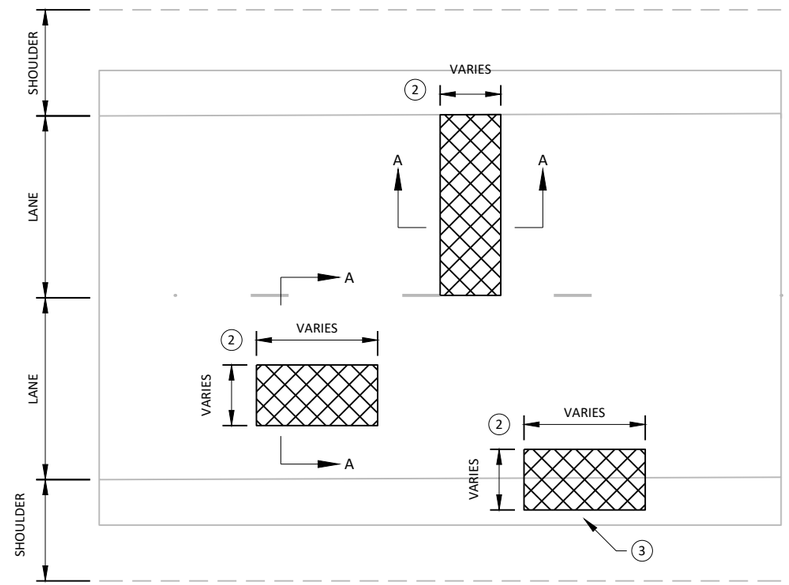
NOTE:
DETAILS NOT SHOWN SHALL CONFORM TO
STANDARD DETAIL DRAWING FOR MANHOLE 4-FT DIAMETER

2

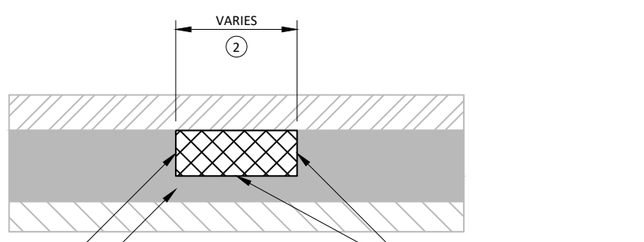
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

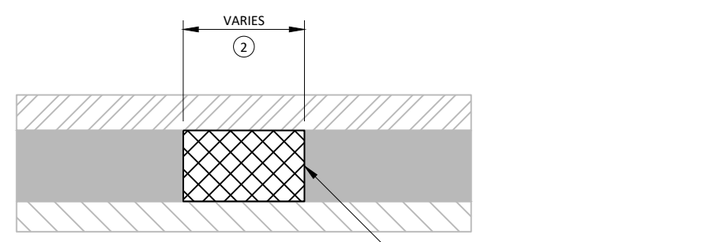
1. MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
2. THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
3. WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



PARTIAL DEPTH



* FULL DEPTH

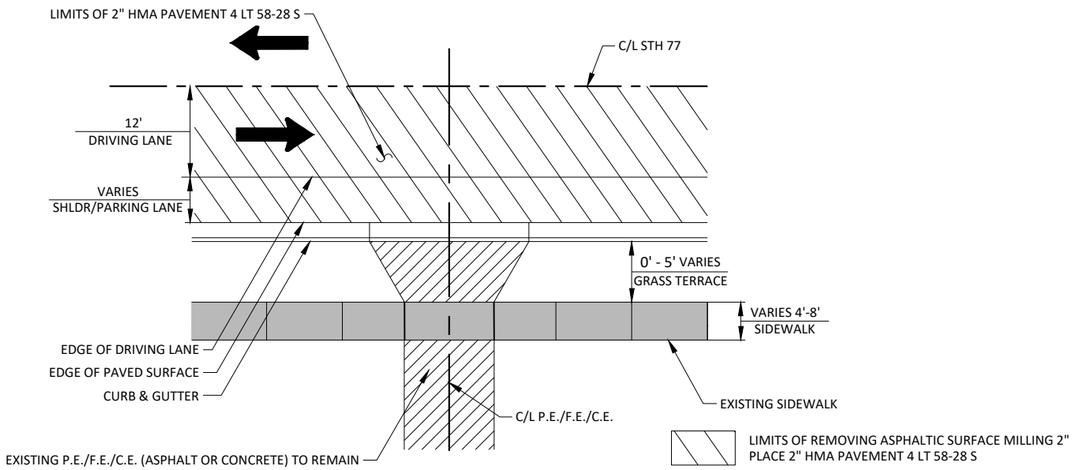
SECTION A-A

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING DISTRESSED ASPHALTIC SURFACE MILLING ASPHALTIC SURFACE PATCHING
- EXISTING ASPHALT
- EXISTING BASE COURSE

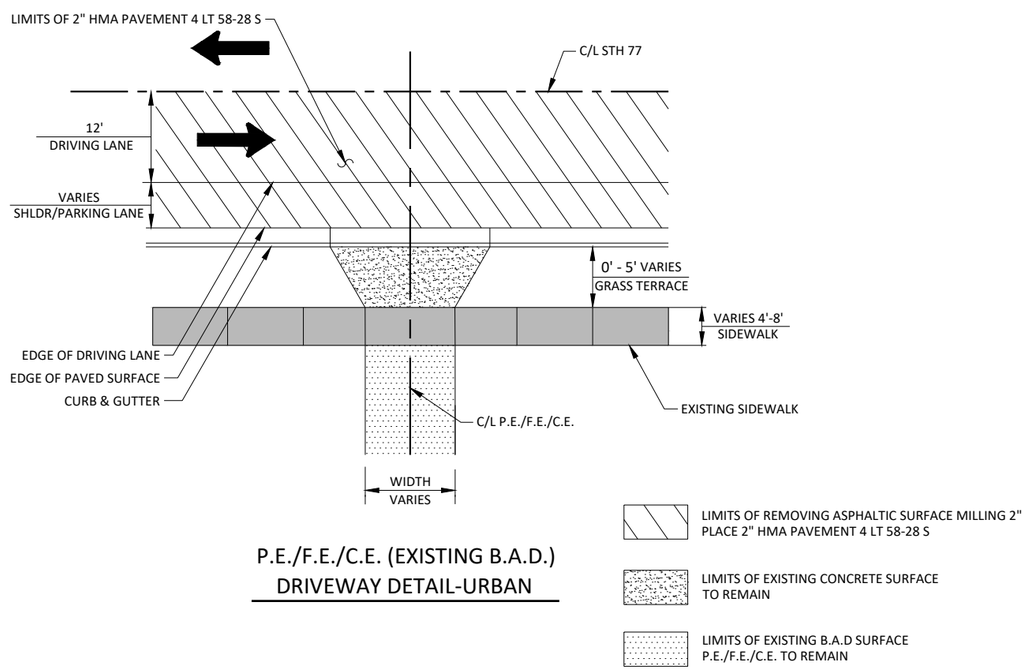
* NOTES:
INCLUDES AREA WHERE CONCRETE BASE PATCHING IS EXPOSED AT APPROXIMATELY STA. 812+75 - STA. 813+00 FOR THE FULL ROADWAY WIDTH.
(PAID FOR AS REMOVING DISTRESSED ASPHALTIC SURFACE MILLING)

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

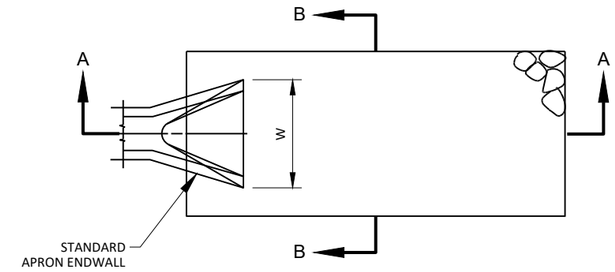
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

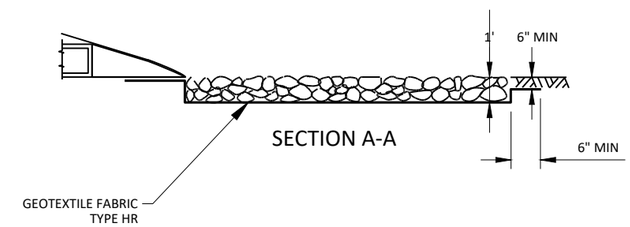


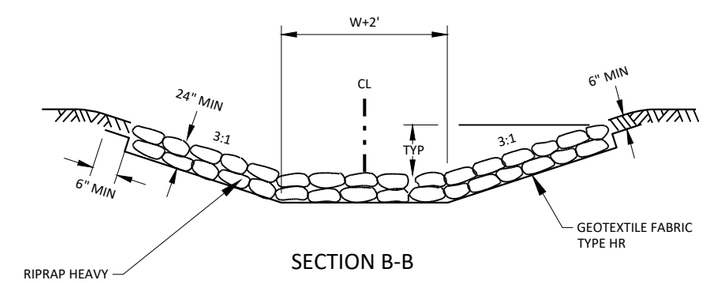
P.E./F.E./C.E.
(EXISTING ASPHALT OR CONRETE)
DRIVEWAY DETAIL - URBAN



P.E./F.E./C.E. (EXISTING B.A.D.)
DRIVEWAY DETAIL-URBAN



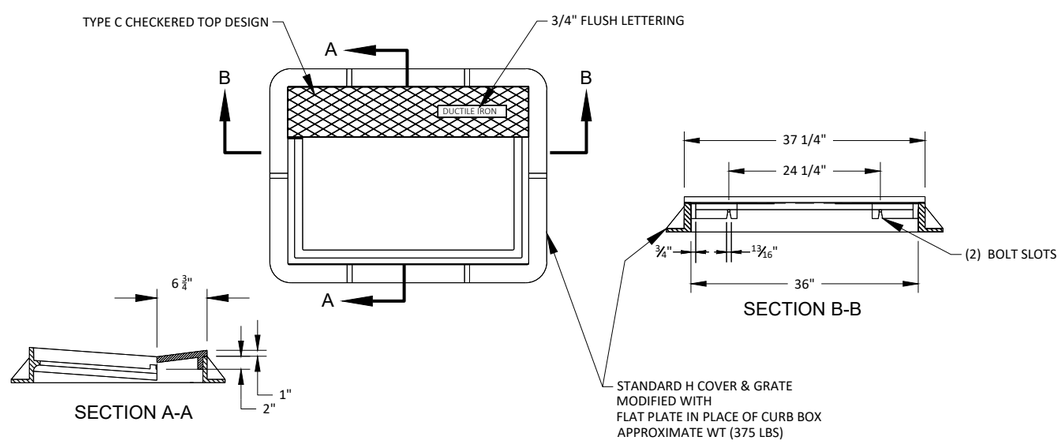




RIP RAP AND GEOTEXTILE

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	Z
1	411+05	¾" I.R.S., 26.1' RT.	340,376.62	685,589.42	1486.13
2	414+72	¾" I.R.S., 53.2' LT.	340,448.48	685,955.76	1480.11
3	501+48	¾" I.R.S., 39.1' LT.	344,332.50	693,451.71	1507.37
4	503+26	¾" I.R.S., 27.2' RT.	344,324.52	693,641.66	1509.56
5	668+56	M.N.S., 25.1' LT.	352,897.94	707,339.25	1545.59
6	671+55	¾" I.R.S., 32.7' LT.	352,841.88	707,632.79	1554.99
7	674+76	¾" I.R.S., 42.3' RT.	352,700.28	707,930.37	1562.73
8	675+43	¾" I.R.S., 40.6' LT.	352,767.08	708,013.17	1564.53
9	682+63	C.P. IPF, 29.5' RT.	352,544.68	708,701.98	1590.25
10	684+02	C.P. IPF, 59.0' RT.	352,511.56	708,854.74	N/A
11	685+18	¾" I.R.S., 36.0' LT.	352,636.38	708,941.98	1587.15
12	690+29	¾" I.R.S., 21.5' RT.	352,825.09	709,418.21	1588.62
13	877+74	¾" I.R.S., 33.0' RT.	362,480.34	724,894.01	1621.68
14	890+63	M.N.S., 54.9' LT.	362,597.60	726,170.53	1628.88
15	890+63	S.N.S., 49.2' RT.	362,493.55	726,169.33	1630.35
16	895+77	BRASS CAP, 33.1' LT.	362,577.12	726,678.64	1624.68
17	896+77	S.N.S., 45.3' RT.	362,524.77	726,794.92	1622.76
18	898+12	S.N.S., 35.2' LT.	362,655.24	726,884.46	1616.31
19	899+01	S.N.S., 54.2' LT.	362,719.16	726,948.59	1614.11
20	903+43	S.N.S., 36.4' RT.	362,735.17	727,405.45	1600.62
21	904+12	S.N.S., 33.7' LT.	362,810.57	727,469.08	1597.34
22	942+46	S.N.S., 48.1' RT.	363,814.04	731,072.17	1463.36
23	942+75	S.N.S., 61.6' LT.	363,926.85	731,060.38	1461.66
24	949+05	S.N.S., 25.6' RT.	364,067.37	731,680.75	1461.53
25	953+58	S.N.S., 43.4' RT.	364,232.32	732,109.27	1476.37
26	974+12	S.N.S., 26.7' RT.	365,422.88	733,785.18	1552.52
27	975+31	S.N.S., 32.8' RT.	365,479.93	733,889.37	1555.75



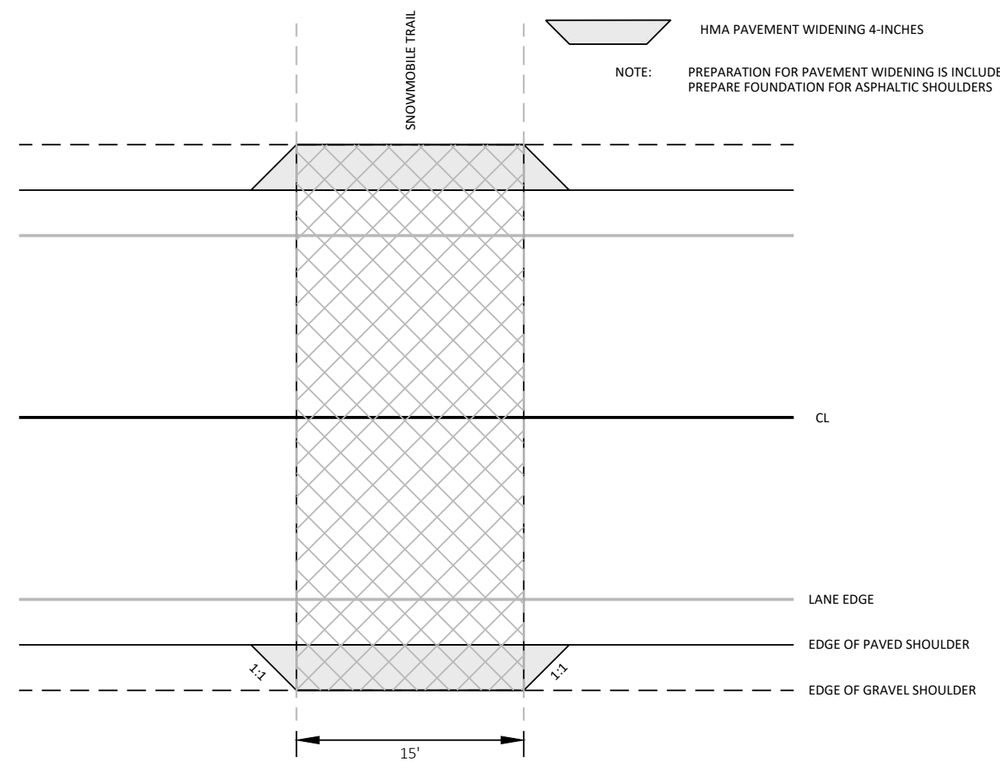
INLET COVER TYPE H-D

(WITH MOUNTABLE CURB PLATE)
STA. 948+30, LT.

PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING

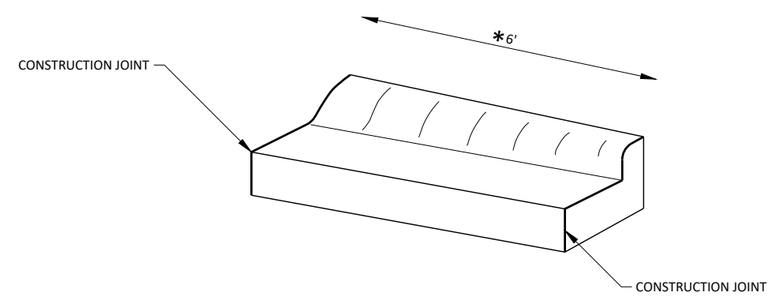
HMA PAVEMENT WIDENING 4-INCHES

NOTE: PREPARATION FOR PAVEMENT WIDENING IS INCLUDED IN PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



SNOWMOBILE TRAIL CROSSING DETAIL

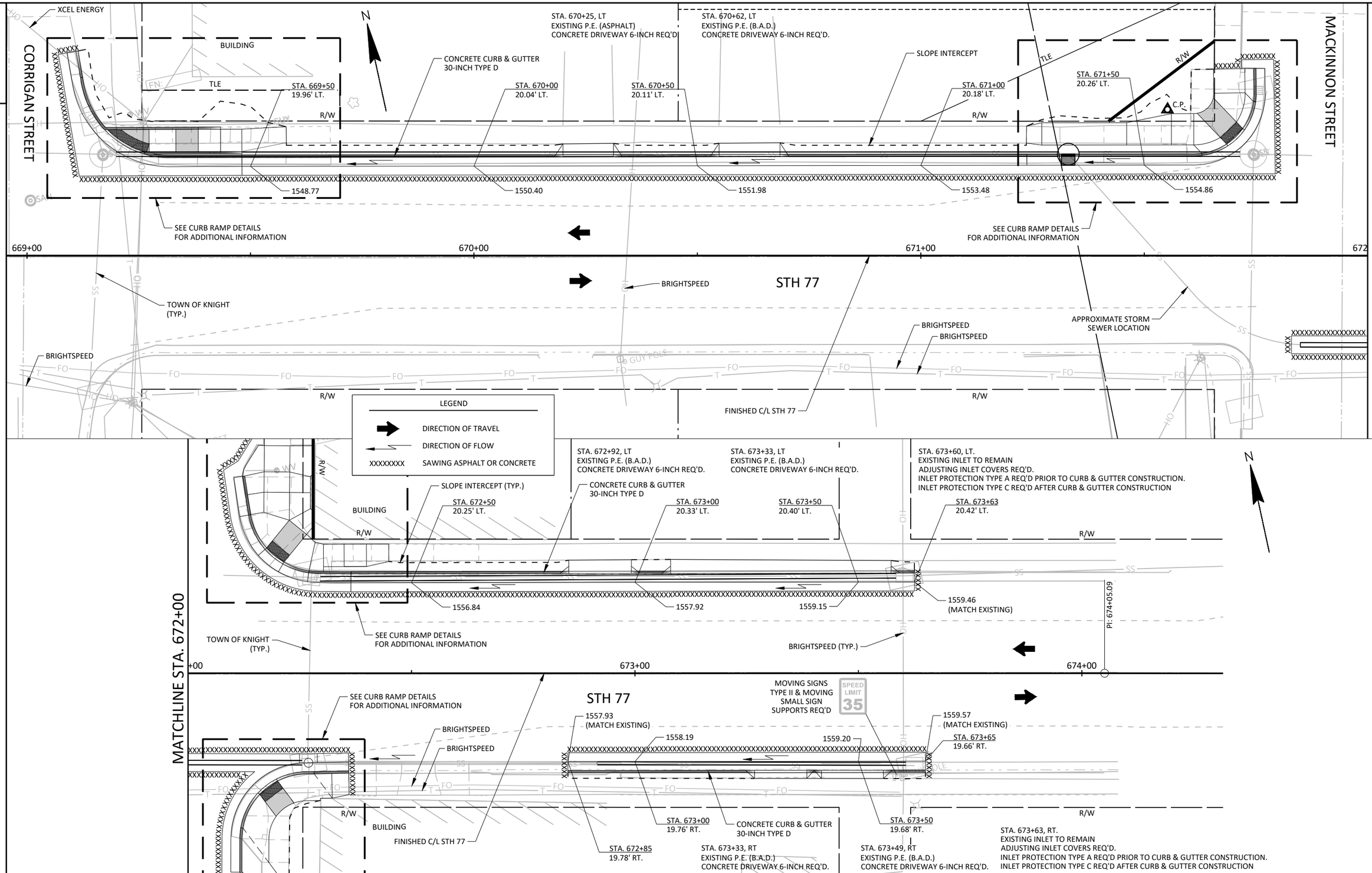
STA. 405+20
STA. 744+40
STA. 763+40
STA. 861+35
STA. 963+05
STA. 987+85



* UNLESS NOTED OTHERWISE

CURB AND GUTTER TRANSITION DETAIL

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D
(PAID FOR AS CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D)

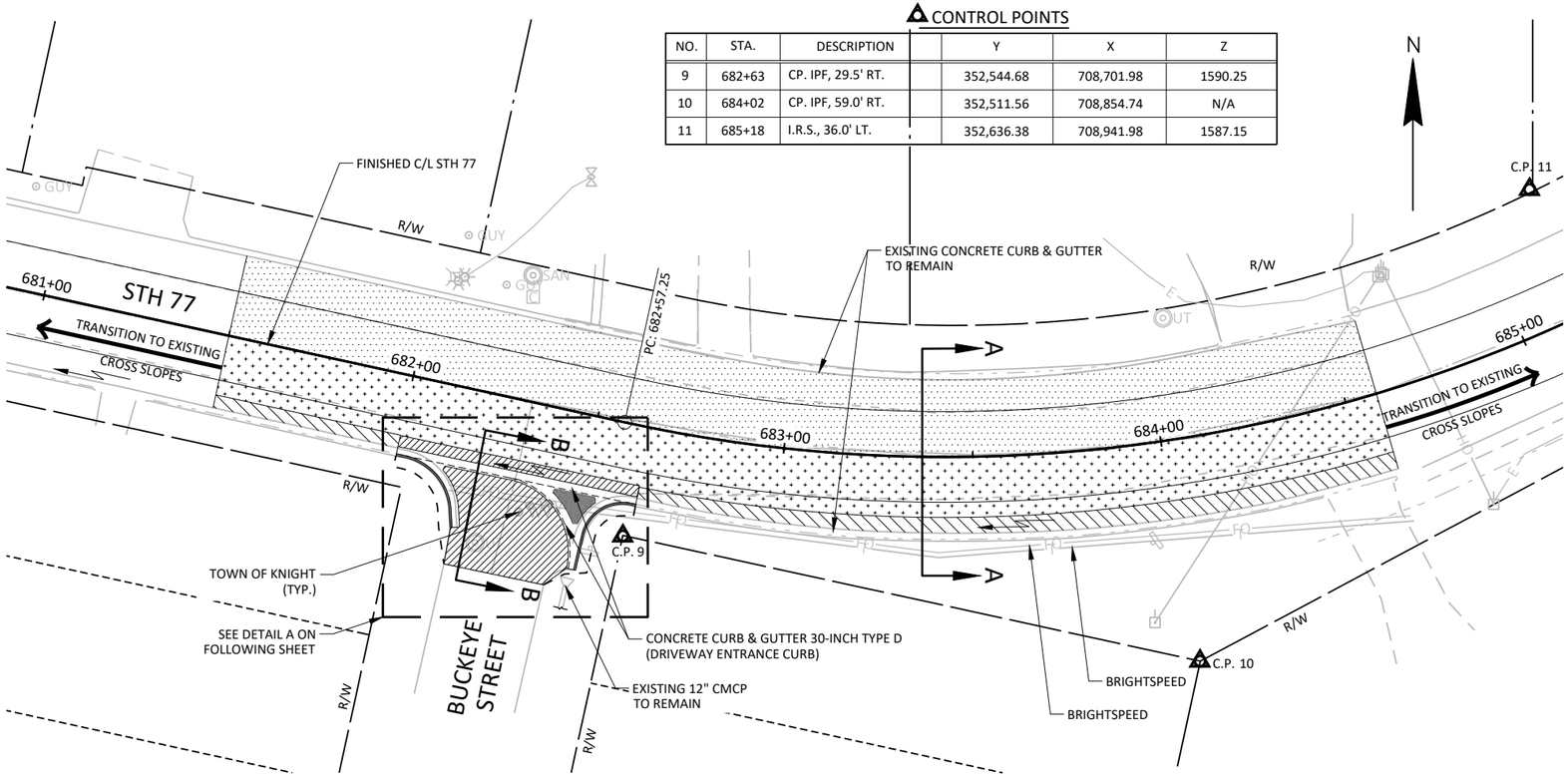


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAILS: PAVEMENT DETAILS	SHEET 16	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CONSTRUCTION DETAILS.DWG PLOT DATE : 9/2/2025 9:44:00 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : PAVING DETAILS

CONTROL POINTS

NO.	STA.	DESCRIPTION	Y	X	Z
9	682+63	CP. IPF, 29.5' RT.	352,544.68	708,701.98	1590.25
10	684+02	CP. IPF, 59.0' RT.	352,511.56	708,854.74	N/A
11	685+18	I.R.S., 36.0' LT.	352,636.38	708,941.98	1587.15



LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 2" AND PLACE 2" HMA PAVEMENT 4 LT 58-28 S

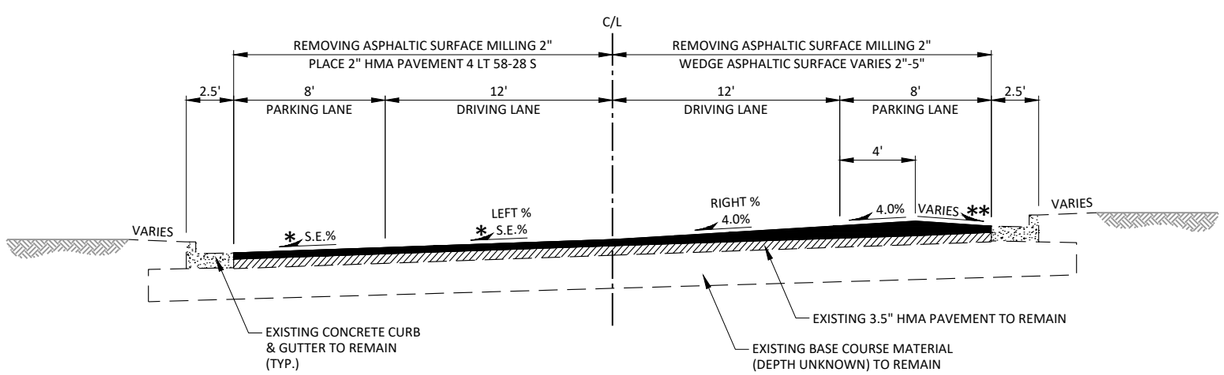
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 2". PLACE ASPHALTIC SURFACE (VARIES 2"-5")

LIMITS OF REMOVING ASPHALTIC SURFACE. PLACE 4" ASPHALTIC SURFACE OVER 10" BASE AGGREGATE DENSE ¾-INCH

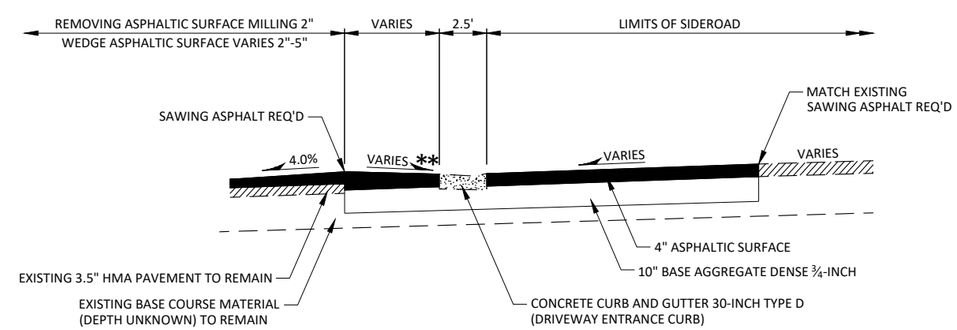
LIMITS OF REMOVING ASPHALTIC SURFACE MILLING 2". WEDGE ASPHALTIC SURFACE TO ACHIEVE 4% CROSSSLOPE (VARIES 2"-5")

LIMITS OF CONCRETE PAVEMENT 6-INCH

STATION	LEFT(%)	RIGHT(%)
681+32	MATCH EXISTING	MATCH EXISTING
681+50	MATCH EXISTING	1.3
682+00	MATCH EXISTING	0.5
682+39	MATCH EXISTING	2.0
682+50	MATCH EXISTING	2.4
682+93	MATCH EXISTING	4.0
FULL SUPERELEVATION		
684+58	MATCH EXISTING	4.0
685+00	MATCH EXISTING	MATCH EXISTING



SECTION A-A

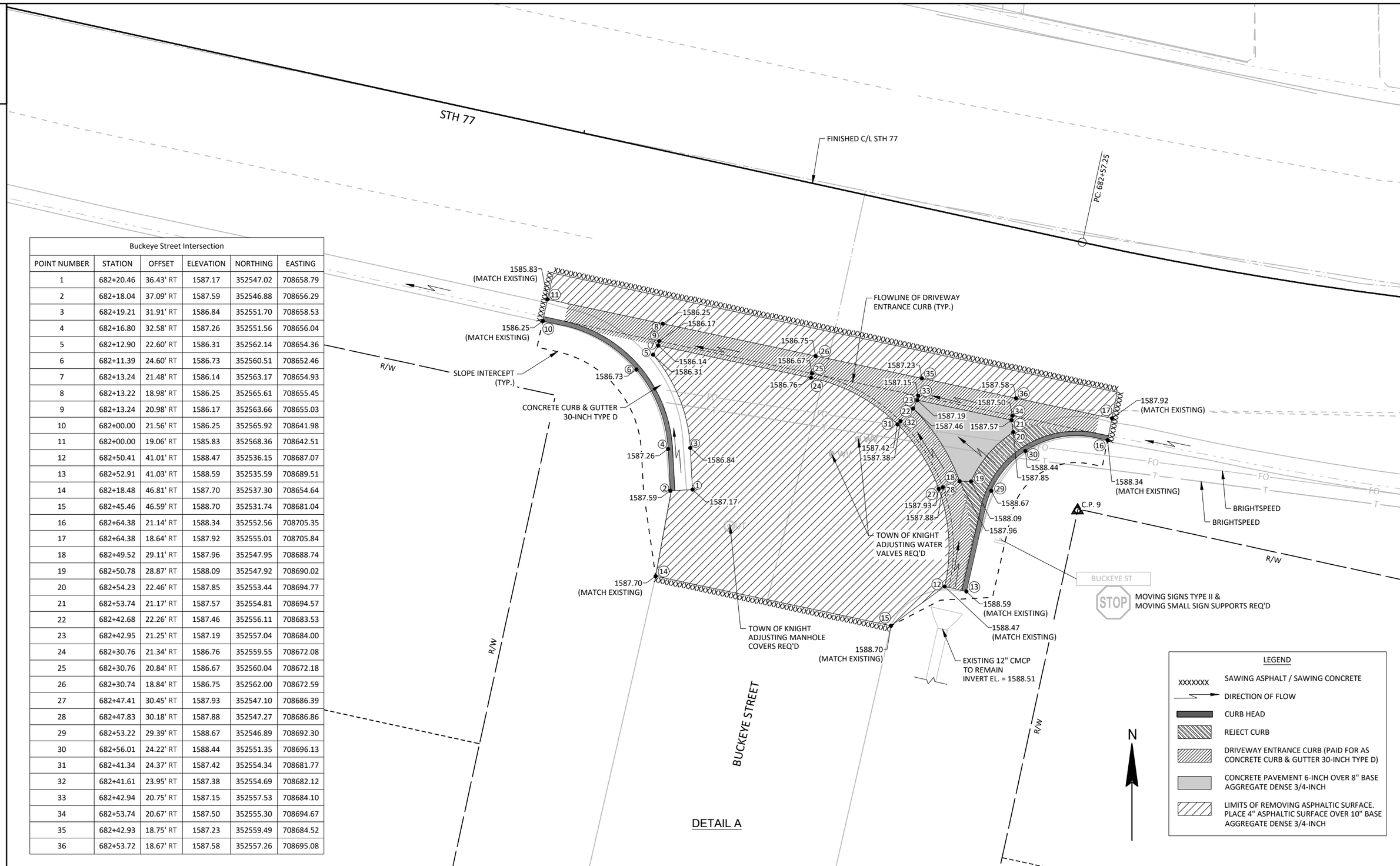


SECTION B-B

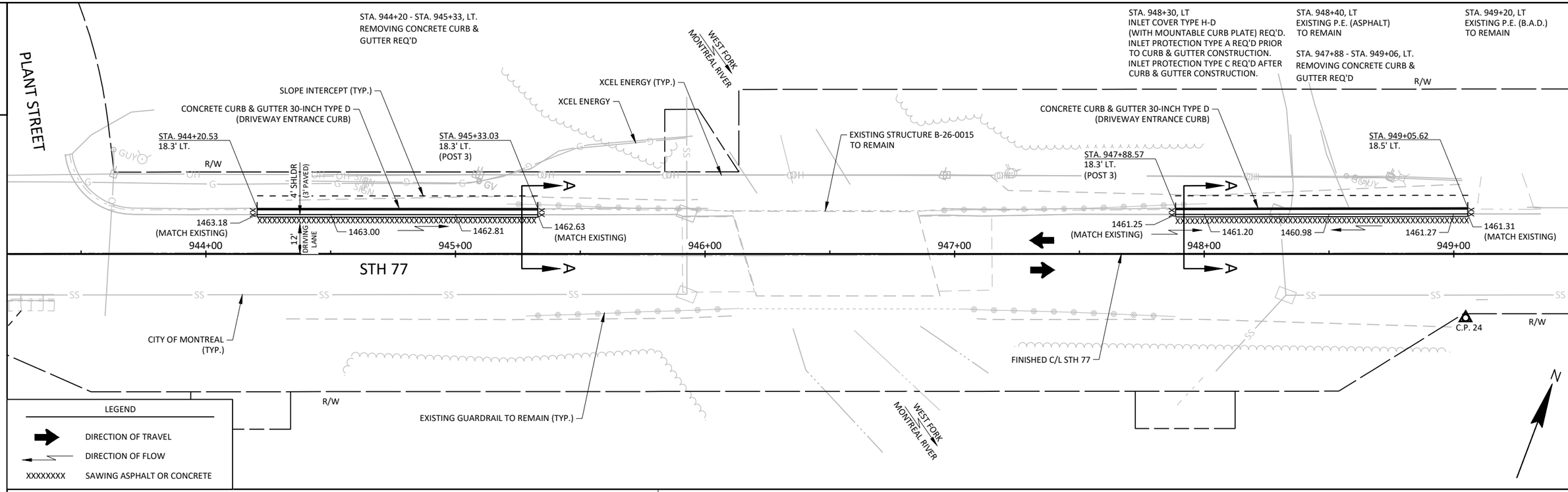
* MATCH EXISTING SUPERELEVATION

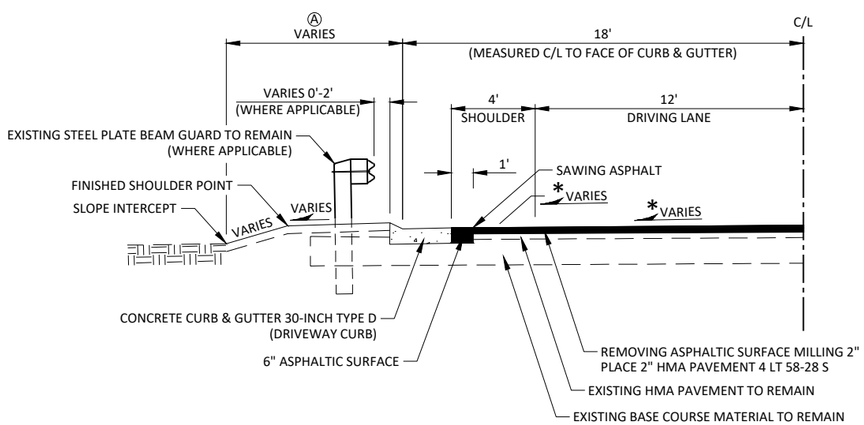
** ADJUST PAVING CROSS SLOPES TO FACILITATE TIE-IN TO EXISTING CURB AND GUTTER

Buckeye Street Intersection					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	682+20.46	36.43' RT	1587.17	352547.02	708658.79
2	682+18.04	37.09' RT	1587.59	352546.88	708656.29
3	682+19.21	31.91' RT	1586.84	352551.70	708658.53
4	682+16.80	32.58' RT	1587.26	352551.56	708656.04
5	682+12.90	22.60' RT	1586.31	352562.14	708654.36
6	682+11.39	24.60' RT	1586.73	352560.51	708652.46
7	682+13.24	21.48' RT	1586.14	352563.17	708654.93
8	682+13.22	18.98' RT	1586.25	352565.61	708655.45
9	682+13.24	20.98' RT	1586.17	352563.66	708655.03
10	682+00.00	21.56' RT	1586.25	352565.92	708641.98
11	682+00.00	19.06' RT	1585.83	352568.36	708642.51
12	682+50.41	41.01' RT	1588.47	352536.15	708687.07
13	682+52.91	41.03' RT	1588.59	352535.59	708689.51
14	682+18.48	46.81' RT	1587.70	352537.30	708654.64
15	682+45.46	46.59' RT	1588.70	352531.74	708681.04
16	682+64.38	21.14' RT	1588.34	352552.56	708705.35
17	682+64.38	18.64' RT	1587.92	352555.01	708705.84
18	682+49.52	29.11' RT	1587.96	352547.95	708688.74
19	682+50.78	28.87' RT	1588.09	352547.92	708690.02
20	682+54.23	22.46' RT	1587.85	352553.44	708694.77
21	682+53.74	21.17' RT	1587.57	352554.81	708694.57
22	682+42.68	22.26' RT	1587.46	352556.11	708683.53
23	682+42.95	21.25' RT	1587.19	352557.04	708684.00
24	682+30.76	21.34' RT	1586.76	352559.55	708672.08
25	682+30.76	20.84' RT	1586.67	352560.04	708672.18
26	682+30.74	18.84' RT	1586.75	352562.00	708672.59
27	682+47.41	30.45' RT	1587.93	352547.10	708686.39
28	682+47.83	30.18' RT	1587.88	352547.27	708686.86
29	682+53.22	29.39' RT	1588.67	352546.89	708692.30
30	682+56.01	24.22' RT	1588.44	352551.35	708696.13
31	682+41.34	24.37' RT	1587.42	352554.34	708681.77
32	682+41.61	23.95' RT	1587.38	352554.69	708682.12
33	682+42.94	20.75' RT	1587.15	352557.53	708684.10
34	682+53.74	20.67' RT	1587.50	352555.30	708694.67
35	682+42.93	18.75' RT	1587.23	352559.49	708684.52
36	682+53.72	18.67' RT	1587.58	352557.26	708695.08



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAILS: INTERSECTION DETAIL	SHEET 18	E





SECTION A-A

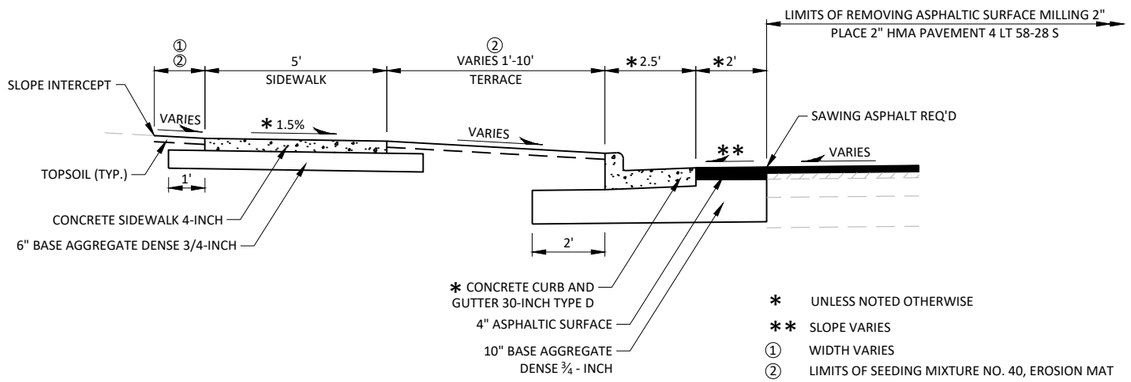
* MATCH EXISTING CROSS SLOPE

Ⓐ LIMITS OF TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY ENGINEER).

STATION - STATION	LOCATION	EXISTING BEAM GUARD HEIGHT PRIOR TO ADJUSTMENT IF REQ'D. (IN.)	ADJUSTMENT REQ'D. HEIGHT (IN.)	* EXISTING BEAM GUARD HEIGHT AFTER ADJUSTMENT IF REQ'D. (IN.)	REMARKS
945+21 - 945+78	MAINLINE, LT.	24.77" - 25.56"	Y - RAISE 3"	27.77" - 28.56"	ADJUSTING STEEL PLATE BEAM GUARD & REPLACING POSTS AND BLOCKS REQ'D.
947+11 - 947+48	MAINLINE, LT.	27.36"	Y - RAISE 0.4"	27.76"	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.

* ALLOWABLE GUARDRAIL HEIGHT RANGE IS 27.75" - 32". ENGINEER IN FIELD TO VERIFY EXISTING GUARDRAIL HEIGHT PRIOR TO ADJUSTING STEEL PLATE BEAM GUARD. FINAL ADJUSTMENT HEIGHT TO BE DETERMINED BY ENGINEER IN FIELD.

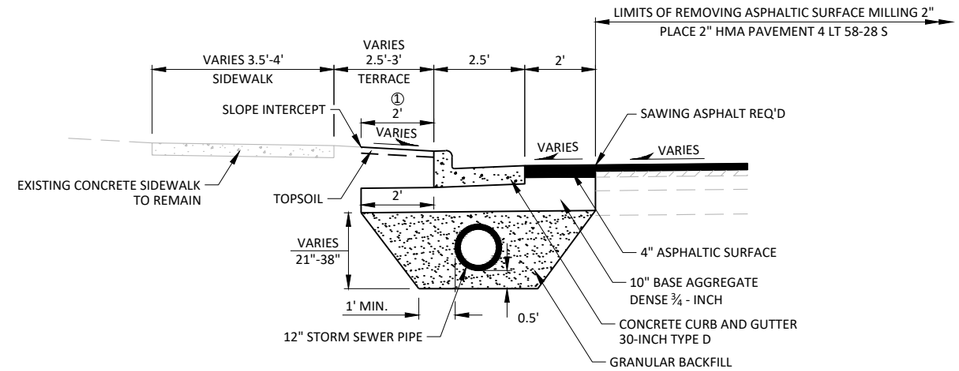
EXISTING BEAM GUARD ADJUSTMENT TABLE



∗ UNLESS NOTED OTHERWISE
∗∗ SLOPE VARIES
① WIDTH VARIES
② LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN CURB RAMP REPLACEMENT

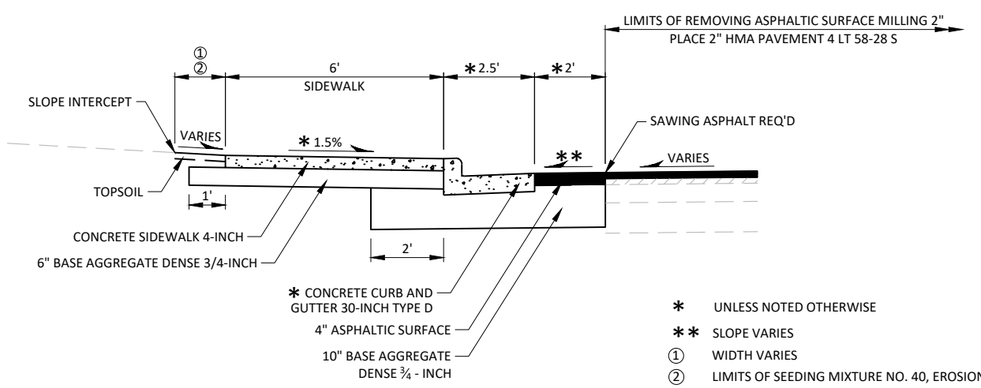
(TERRACE LOCATED BETWEEN CONCRETE SIDEWALK AND BACK OF CURB)



① LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION FOR STORM SEWER REPLACEMENT

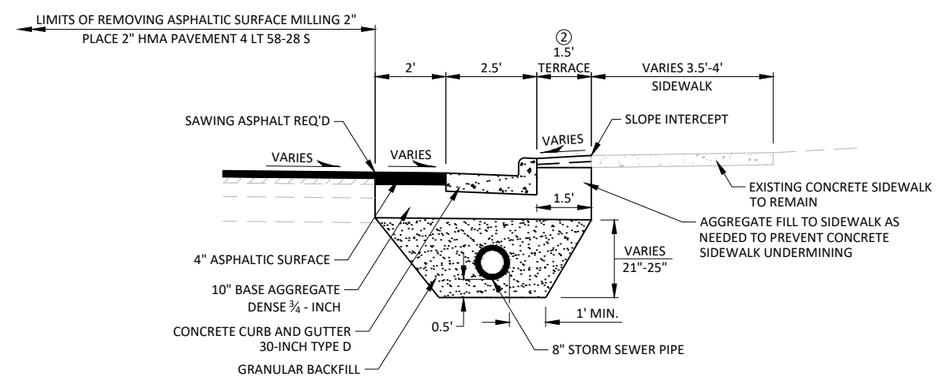
STA. 669+48 - STA. 671+24, LT.
STA. 672+36 - STA. 673+63, LT.



∗ UNLESS NOTED OTHERWISE
∗∗ SLOPE VARIES
① WIDTH VARIES
② LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION IN CURB RAMP REPLACEMENT

(SIDEWALK ADJACENT TO BACK OF CURB)

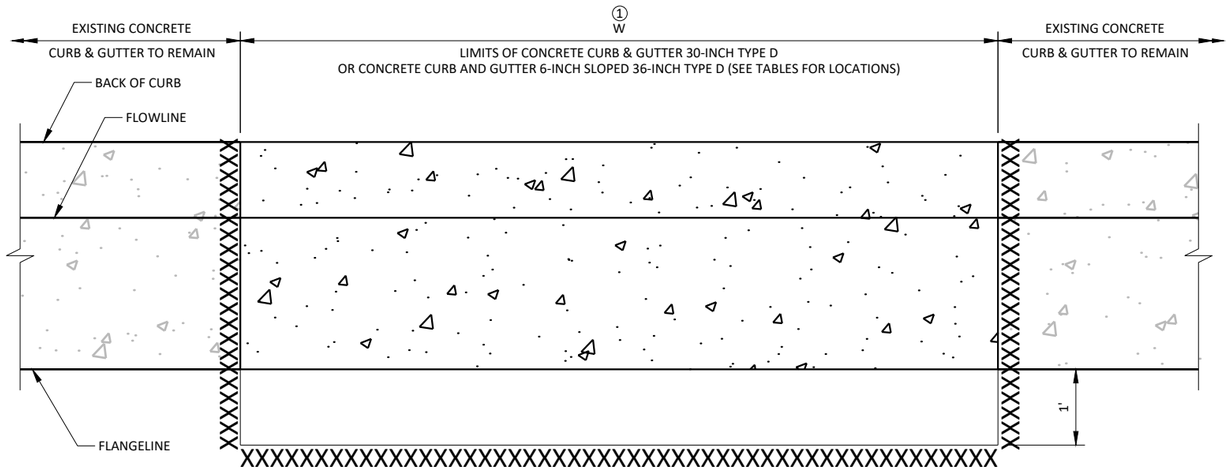


① WIDTH VARIES
② LIMITS OF SEEDING MIXTURE NO. 40, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B AND TOPSOIL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

PARTIAL URBAN SECTION FOR STORM SEWER REPLACEMENT

STA. 672+85 - STA. 673+65, RT.

2



* DRIVEWAY ENTRANCE CURB
SEE STANDARD DETAIL DRAWING CONCRETE GUTTER, TIES, AND CURB AND GUTTER APPLICATIONS.

① ACTUAL LIMITS TO BE DETERMINE BY ENGINEER IN FIELD.

CONCRETE CURB AND GUTTER 30-INCH TYPE D

STATION	W
669+48, LT.	10'
673+60, LT.	6'
675+58, LT.	10'
675+79, LT.	10'
799+90, RT.	10'
* 808+37, LT.	15'
808+81, LT.	15'
820+98, RT.	6'
909+23, LT.	15'
909+36, RT.	10'
910+32, LT.	15'
921+96, RT.	35'
924+81, RT.	20'

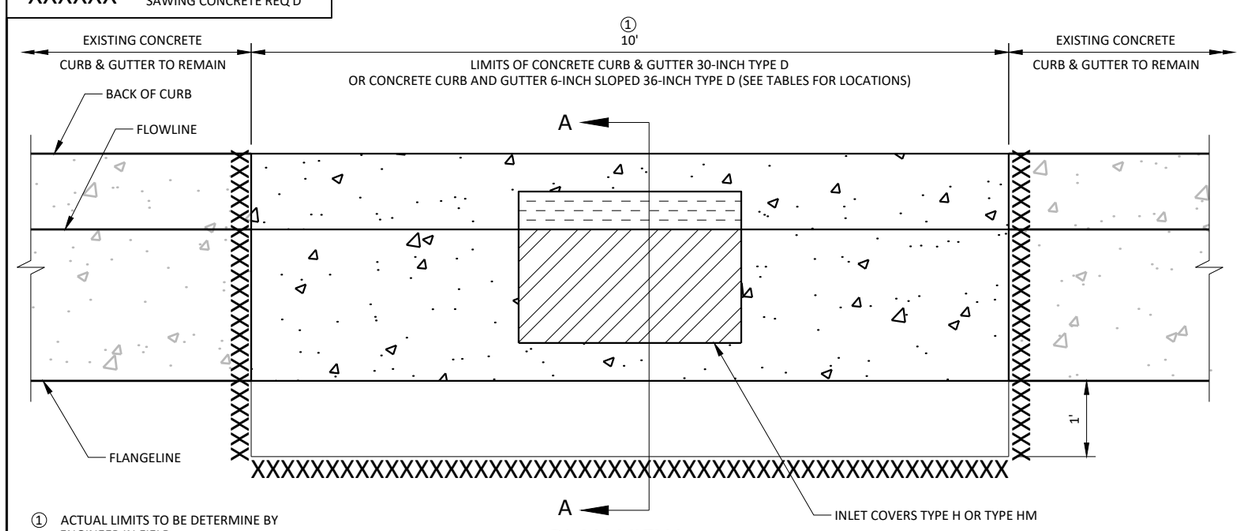
CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

STATION	W
896+51, RT.	15'

CURB AND GUTTER REPLACEMENT DETAIL

LEGEND

XXXXXX SAWING ASPHALT OR SAWING CONCRETE REQ'D



① ACTUAL LIMITS TO BE DETERMINE BY ENGINEER IN FIELD.

* INLET COVERS TYPE Z

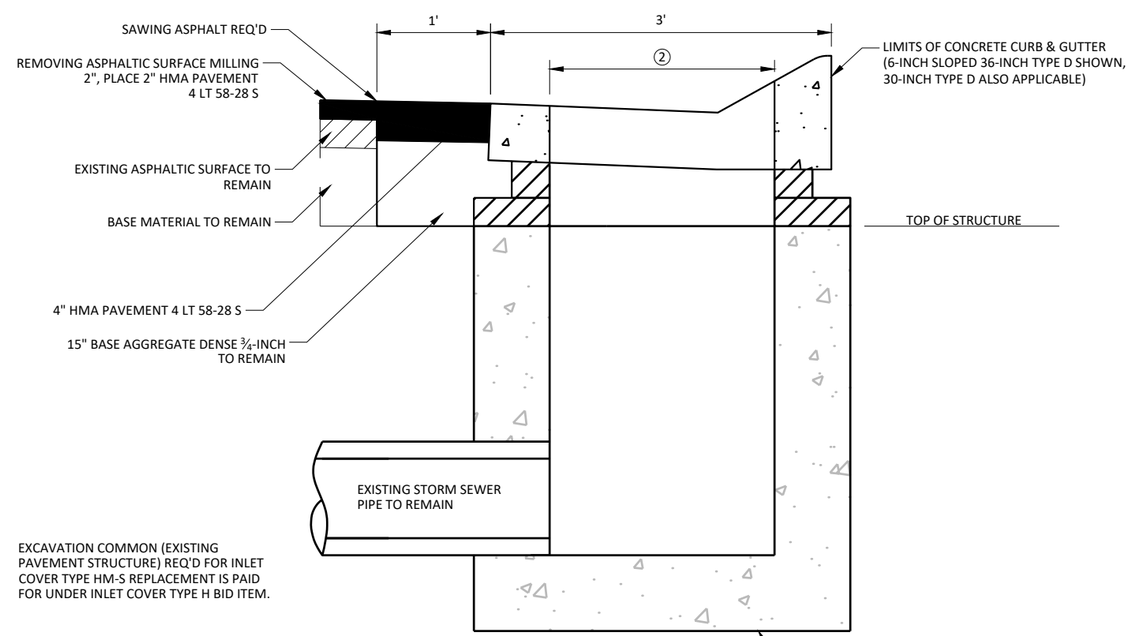
PLAN VIEW

CONCRETE CURB AND GUTTER 30-INCH TYPE D
INLET COVERS TYPE H

STATION
* 671+33, LT.
890+85, RT.
891+18, RT.
903+66, RT.
909+67, RT.
909+94, RT.
925+66, RT.

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
INLET COVERS TYPE HM

STATION
895+74, RT.
896+15, RT.
942+64, RT.
953+92, RT.
974+90, RT.
975+28, RT.

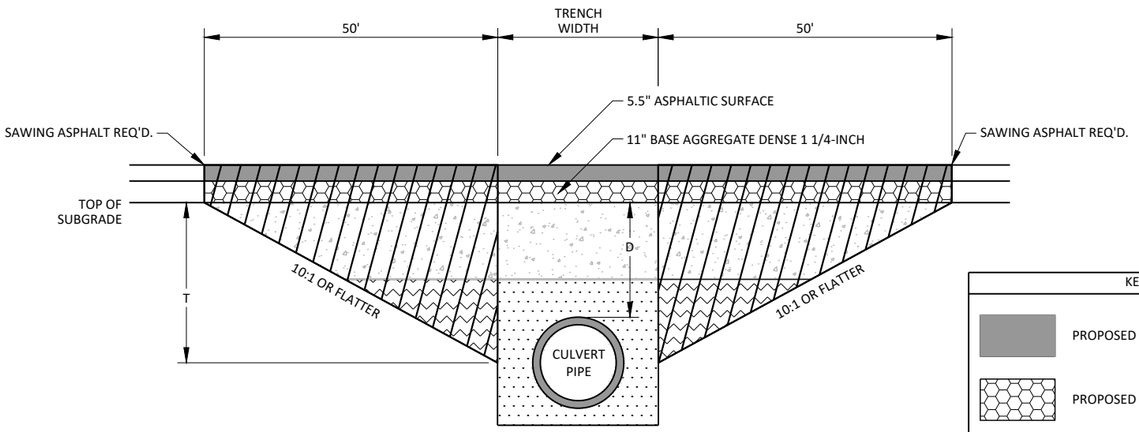


EXCAVATION COMMON (EXISTING PAVEMENT STRUCTURE) REQ'D FOR INLET COVER TYPE HM-S REPLACEMENT IS PAID FOR UNDER INLET COVER TYPE H BID ITEM.

SECTION A-A

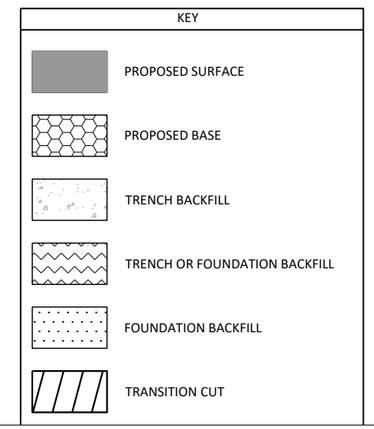
② LIMITS OF INLET COVERS TYPE H OR TYPE HM

INLET COVER REPLACEMENT DETAIL



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

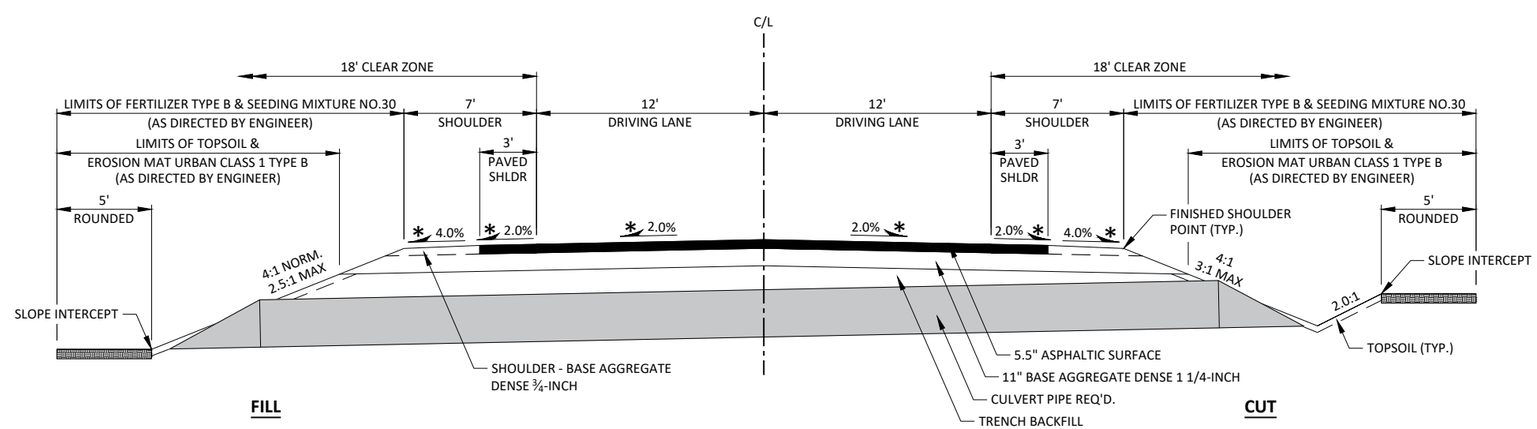


NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 77	501+92	1.7	30	N/A
STH 77	690+67	1.1	42	N/A



CULVERT PIPE REPLACEMENT DETAIL

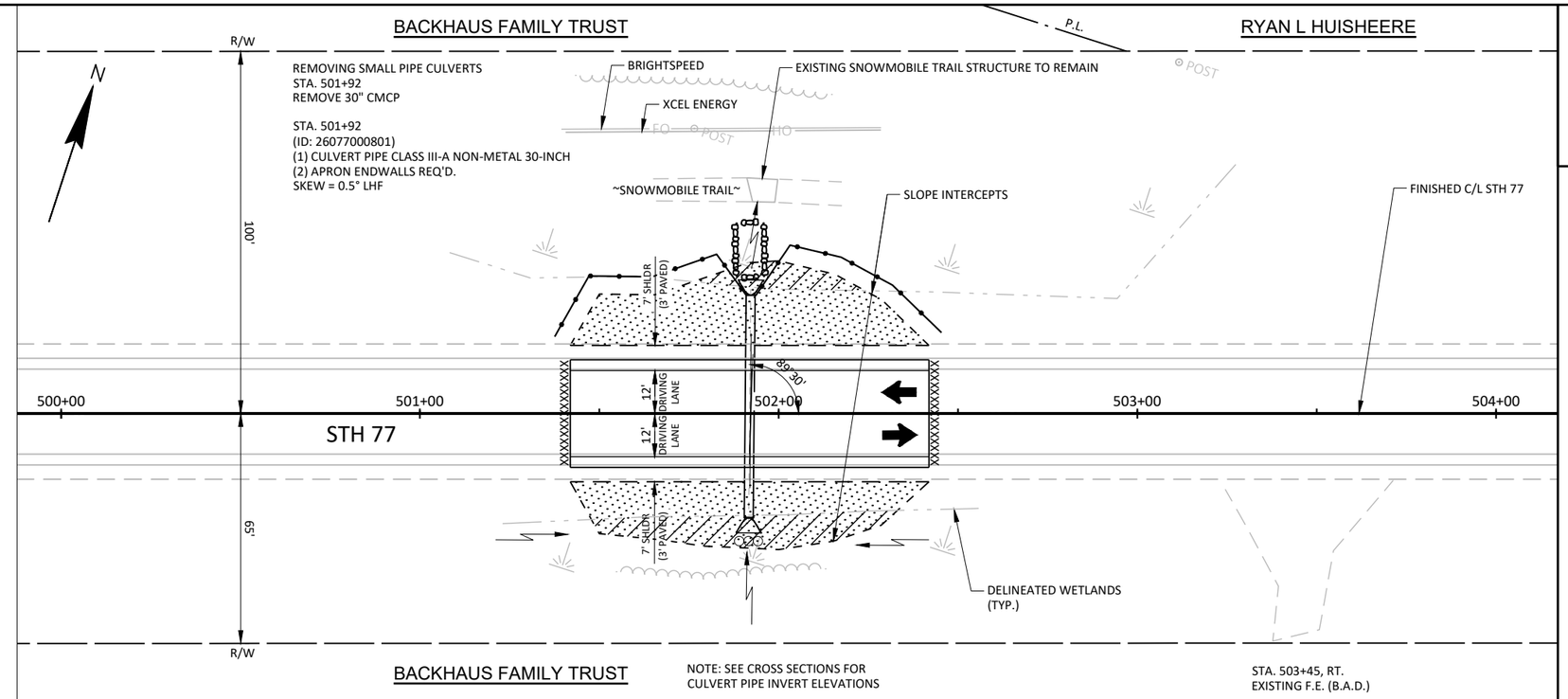
STA. 501+92
STA. 690+67

* IN AREAS OF SUPERELEVATION, MATCH EXISTING SLOPE

2

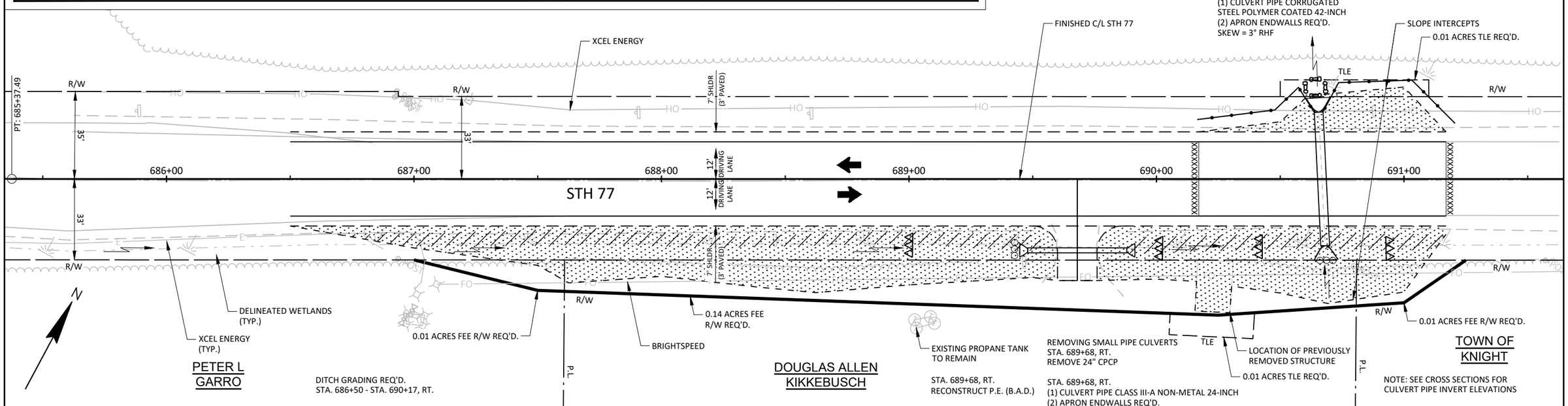
LEGEND

- DIRECTION OF TRAVEL
- DIRECTION OF FLOW
- XXXXXXXX SAWING ASPHALT
- DELINEATED WETLANDS
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- LIMITS OF EROSION MAT URBAN CLASS 1 TYPE B, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & TOPSOIL
- SILT FENCE
- WETLAND IMPACTS

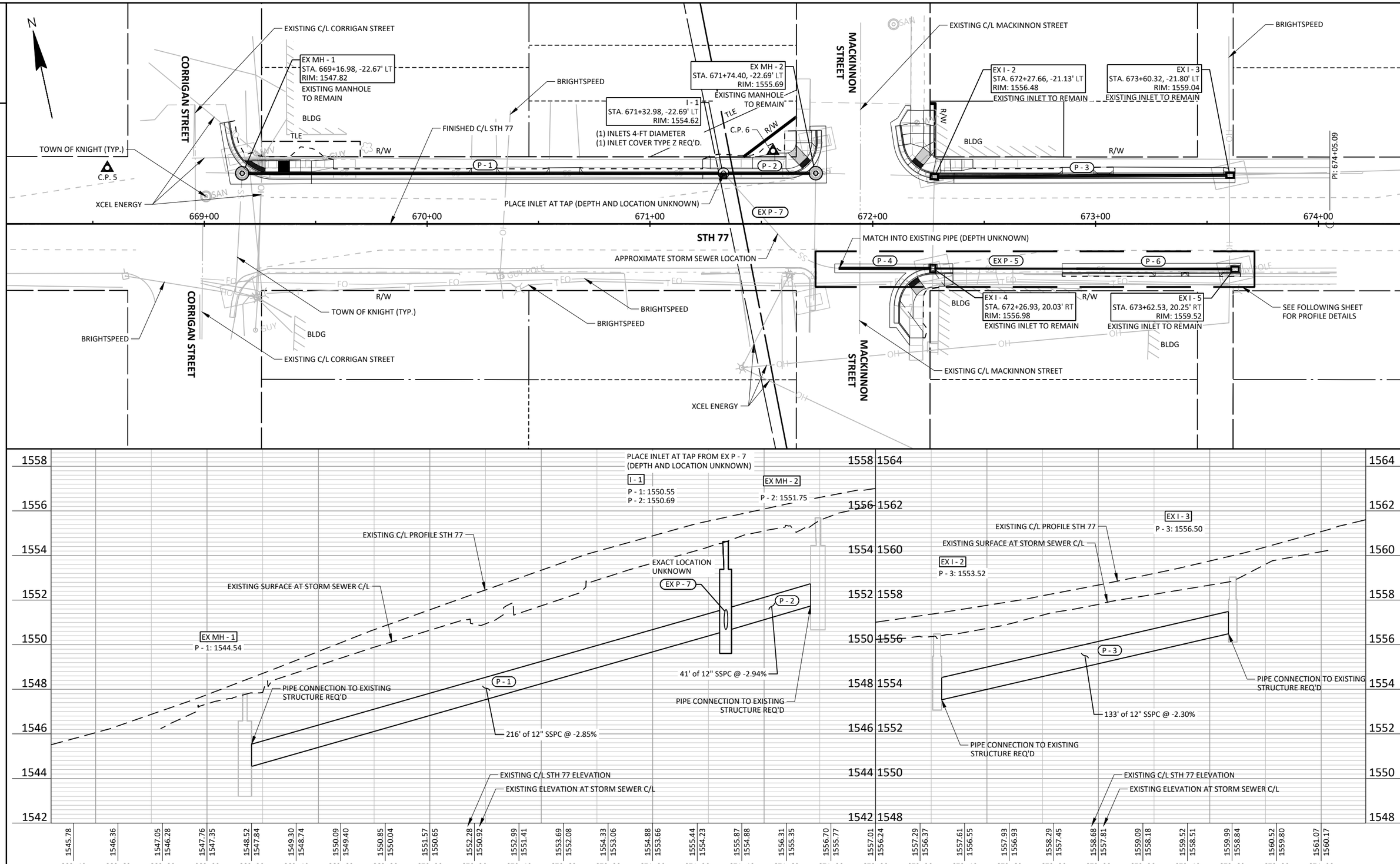


2

STATION	LOCATION	DIAMETER (IN.)	SKEW ANGLE	UPSTREAM				INVERT ELEVATION	DOWNSTREAM				INVERT ELEVATION
				STATION	OFFSET	Y	X		STATION	OFFSET	Y	X	
501+92	MAINLINE, CROSS	30	0.5 LHF	501+91.67	29.00'	344,281.23	693,514.41	1,506.42	501+92.20	33.00'	344,340.36	693,495.74	1,505.46
689+68	MAINLINE, RT.	24	NO SKEW	689+48.00	28.84'	352,780.37	709,350.06	1,586.09	689+88.00	28.84'	352,799.22	709,385.34	1,585.89
690+67	MAINLINE, CROSS	42	3 RHF	690+68.16	26.97'	352,838.63	709,455.16	1,583.99	690+65.53	26.97'	352,884.97	709,427.43	1,583.36

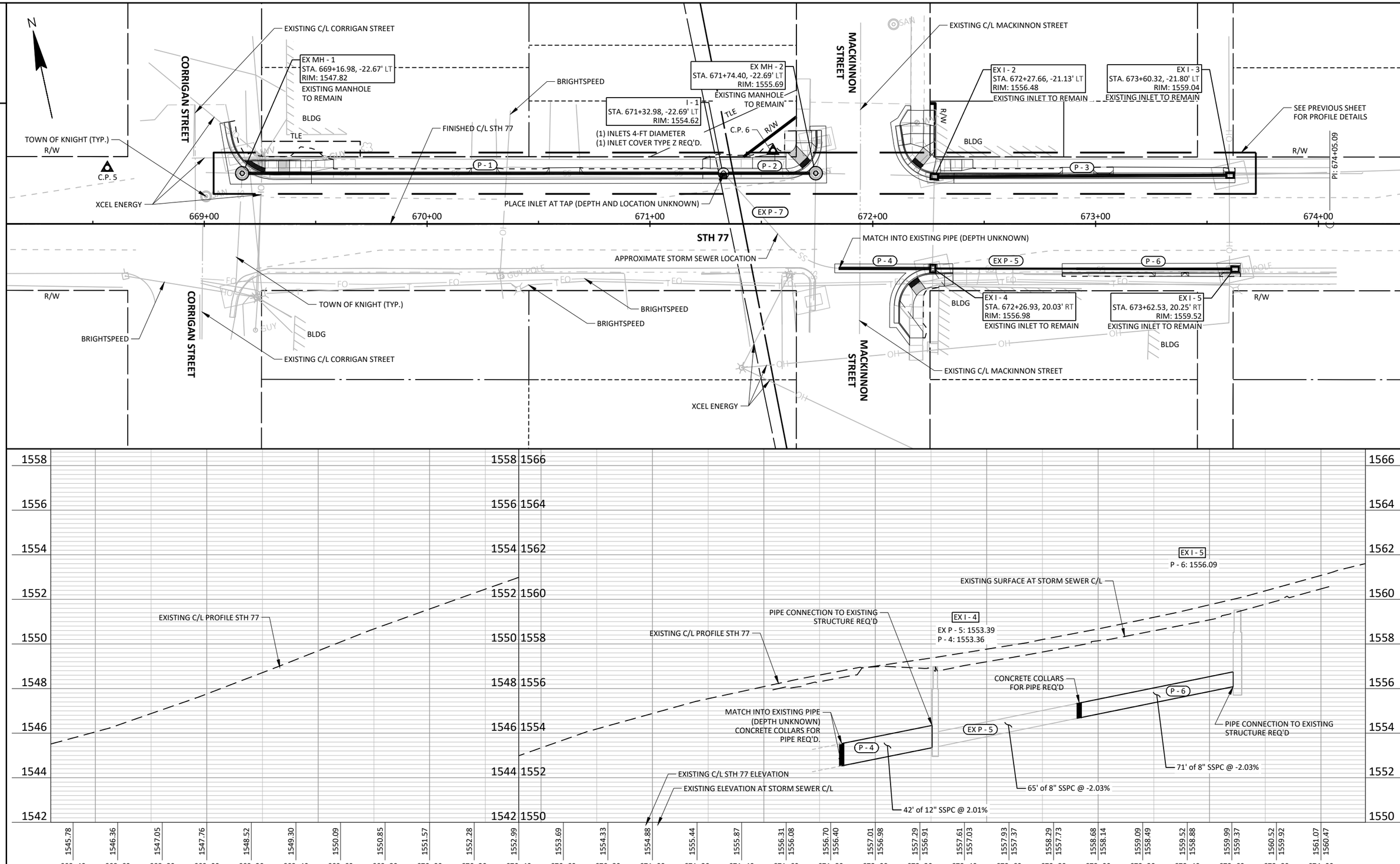


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CONSTRUCTION DETAIL (CULVERT PIPE REPLACEMENT)	SHEET 23	E



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 24	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_STORM SEWER.DWG PLOT DATE : 9/2/2025 10:16:37 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



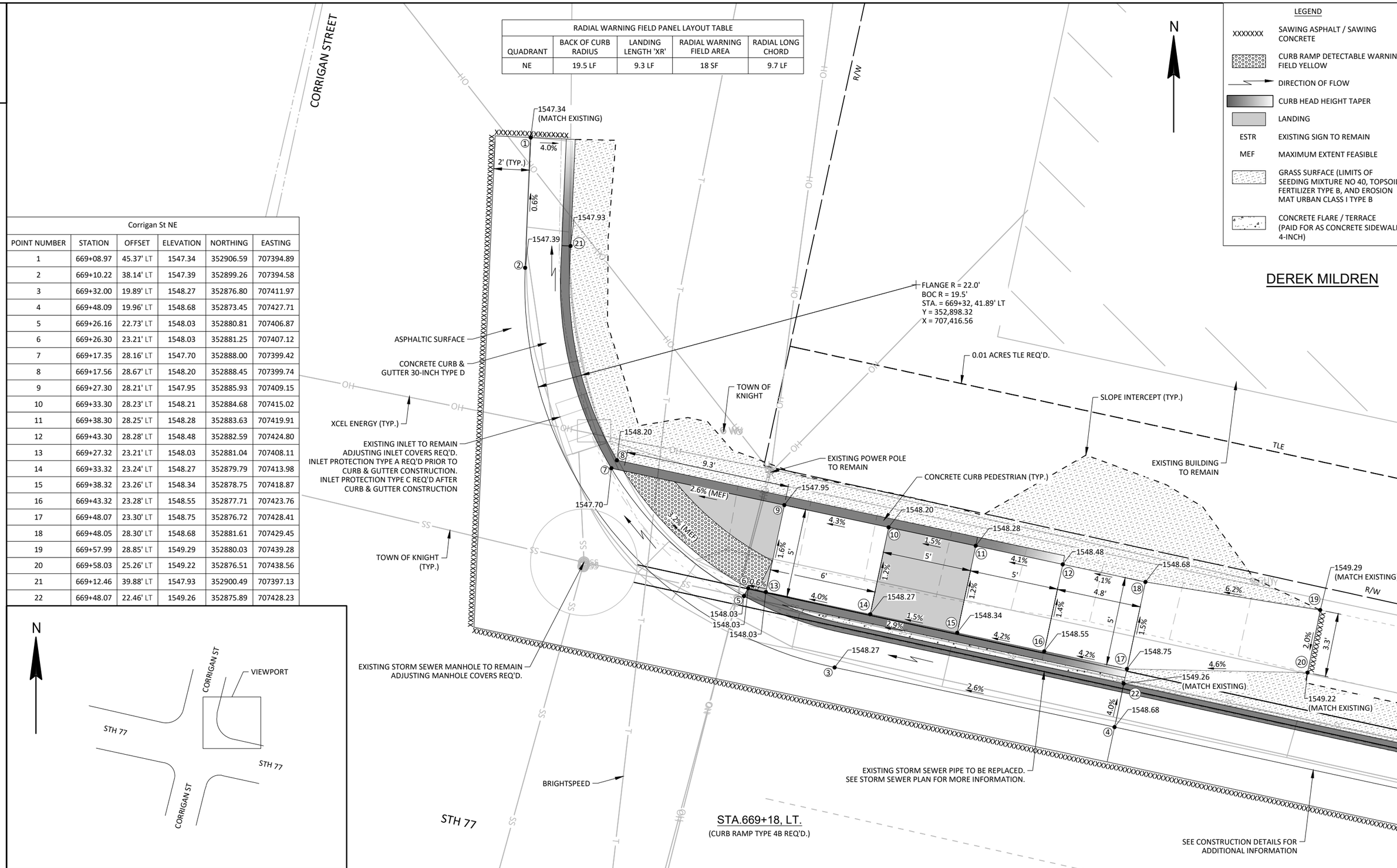
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	STORM SEWER	SHEET 25	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_STORM SEWER.DWG PLOT DATE : 10/31/2025 11:00:54 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1 (2)

2

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
NE	19.5 LF	9.3 LF	18 SF	9.7 LF

Corrigan St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	669+08.97	45.37' LT	1547.34	352906.59	707394.89
2	669+10.22	38.14' LT	1547.39	352899.26	707394.58
3	669+32.00	19.89' LT	1548.27	352876.80	707411.97
4	669+48.09	19.96' LT	1548.68	352873.45	707427.71
5	669+26.16	22.73' LT	1548.03	352880.81	707406.87
6	669+26.30	23.21' LT	1548.03	352881.25	707407.12
7	669+17.35	28.16' LT	1547.70	352888.00	707399.42
8	669+17.56	28.67' LT	1548.20	352888.45	707399.74
9	669+27.30	28.21' LT	1547.95	352885.93	707409.15
10	669+33.30	28.23' LT	1548.21	352884.68	707415.02
11	669+38.30	28.25' LT	1548.28	352883.63	707419.91
12	669+43.30	28.28' LT	1548.48	352882.59	707424.80
13	669+27.32	23.21' LT	1548.03	352881.04	707408.11
14	669+33.32	23.24' LT	1548.27	352879.79	707413.98
15	669+38.32	23.26' LT	1548.34	352878.75	707418.87
16	669+43.32	23.28' LT	1548.55	352877.71	707423.76
17	669+48.07	23.30' LT	1548.75	352876.72	707428.41
18	669+48.05	28.30' LT	1548.68	352881.61	707429.45
19	669+57.99	28.85' LT	1549.29	352880.03	707439.28
20	669+58.03	25.26' LT	1549.22	352876.51	707438.56
21	669+12.46	39.88' LT	1547.93	352900.49	707397.13
22	669+48.07	22.46' LT	1549.26	352875.89	707428.23

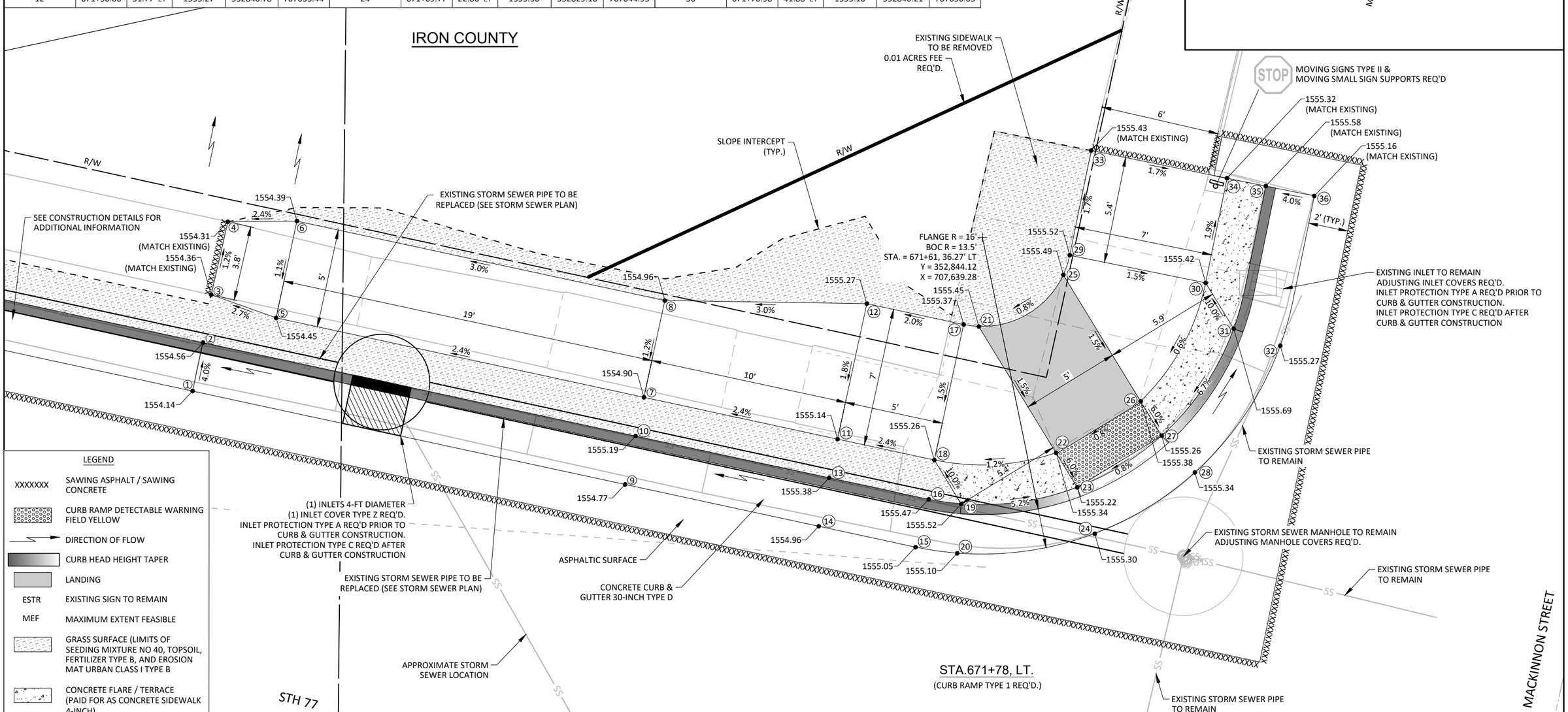


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 26	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 11:14:24 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : CORRIGAN ST NE

2

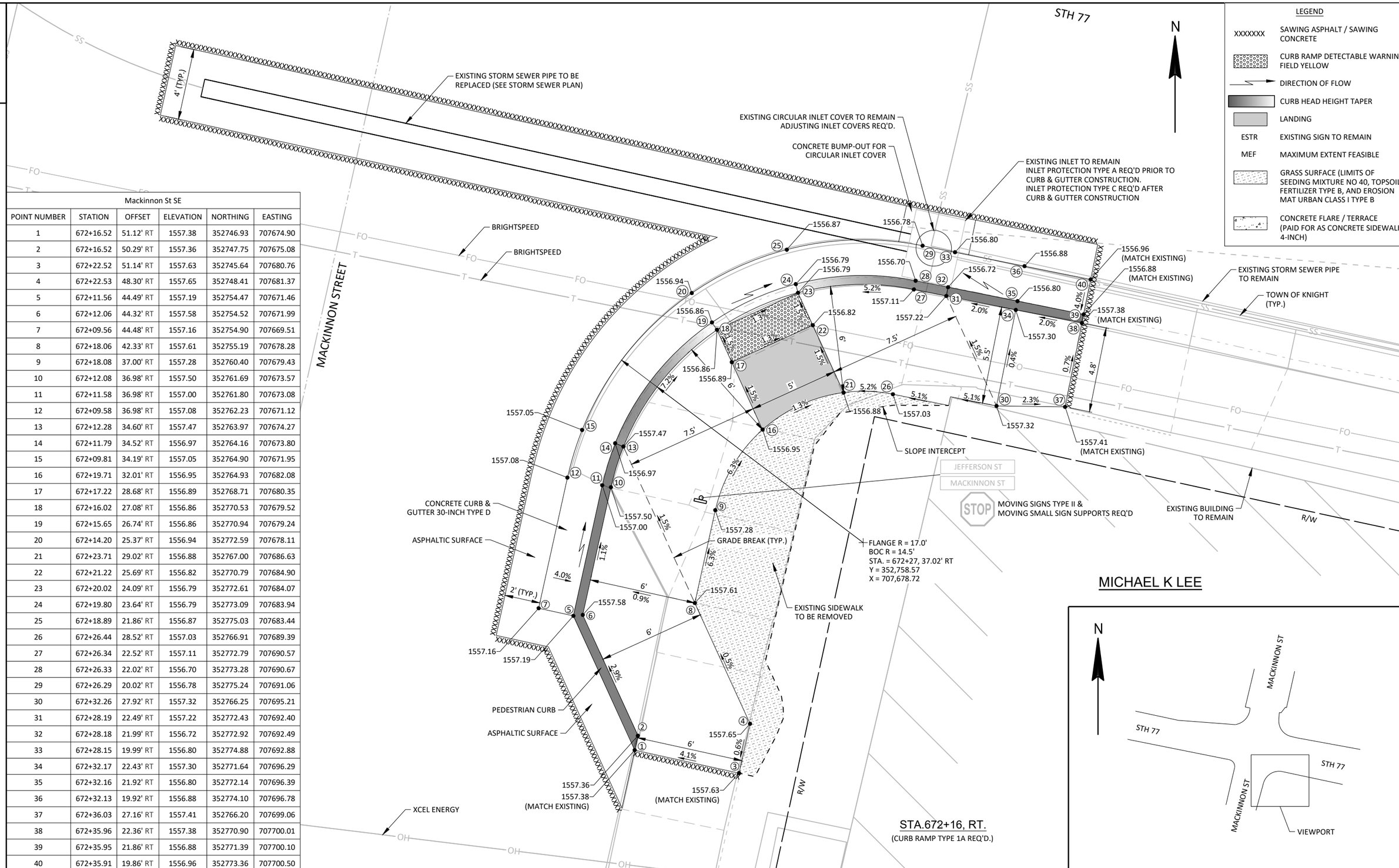
Mackinnon St NW						Mackinnon St NW						Mackinnon St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	671+23.73	20.22' LT	1554.14	352836.36	707599.40	13	671+56.07	22.77' LT	1555.38	352831.98	707631.54	25	671+65.44	35.30' LT	1555.49	352842.23	707643.36
2	671+23.73	22.72' LT	1554.56	352838.81	707599.93	14	671+56.07	20.27' LT	1554.96	352829.54	707631.01	26	671+70.62	29.89' LT	1555.38	352835.85	707647.27
3	671+23.62	25.17' LT	1554.36	352841.23	707600.34	15	671+61.07	20.27' LT	1555.05	352828.48	707635.90	27	671+72.02	28.41' LT	1555.26	352834.11	707648.33
4	671+23.66	28.95' LT	1554.31	352844.92	707601.18	16	671+61.21	22.77' LT	1555.47	352830.90	707636.56	28	671+74.06	26.95' LT	1555.34	352832.25	707650.00
5	671+27.07	24.72' LT	1554.45	352840.06	707603.61	17	671+61.06	31.77' LT	1555.37	352839.72	707638.33	29	671+65.55	36.33' LT	1555.52	352843.22	707643.68
6	671+27.06	29.72' LT	1554.39	352844.94	707604.67	18	671+61.07	24.77' LT	1555.26	352832.88	707636.85	30	671+72.55	36.42' LT	1555.42	352841.82	707650.54
7	671+46.07	24.75' LT	1554.90	352836.05	707622.19	19	671+62.86	22.89' LT	1555.52	352830.66	707638.20	31	671+74.43	34.46' LT	1555.69	352839.50	707651.96
8	671+46.06	29.75' LT	1554.96	352840.93	707623.24	20	671+63.20	20.42' LT	1555.10	352828.17	707638.00	32	671+76.90	34.12' LT	1555.27	352838.65	707654.31
9	671+46.07	20.25' LT	1554.77	352831.65	707621.24	21	671+61.83	31.84' LT	1555.45	352839.62	707639.09	33	671+65.48	41.73' LT	1555.43	352848.51	707644.76
10	671+46.07	22.75' LT	1555.19	352834.09	707621.76	22	671+67.00	26.43' LT	1555.34	352833.24	707643.00	34	671+72.48	41.82' LT	1555.32	352847.11	707651.62
11	671+56.07	24.77' LT	1555.14	352833.94	707631.96	23	671+68.41	24.96' LT	1555.22	352831.50	707644.06	35	671+74.48	41.85' LT	1555.58	352846.71	707653.58
12	671+56.06	31.77' LT	1555.27	352840.78	707633.44	24	671+69.77	22.86' LT	1555.30	352829.16	707644.95	36	671+76.98	41.88' LT	1555.16	352846.21	707656.03



2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 27	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 11:49:45 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : MACKINNON ST NW



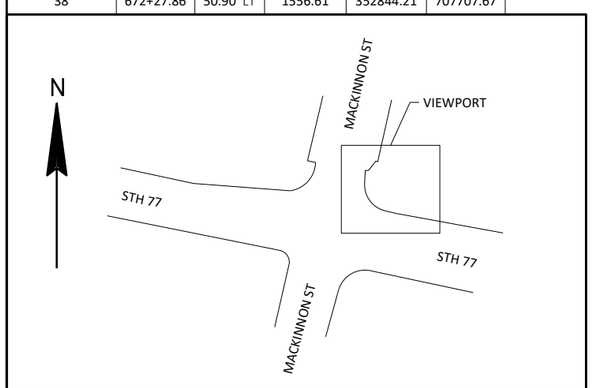
Mackinnon St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	672+16.52	51.12' RT	1557.38	352746.93	707674.90
2	672+16.52	50.29' RT	1557.36	352747.75	707675.08
3	672+22.52	51.14' RT	1557.63	352745.64	707680.76
4	672+22.53	48.30' RT	1557.65	352748.41	707681.37
5	672+11.56	44.49' RT	1557.19	352754.47	707671.46
6	672+12.06	44.32' RT	1557.58	352754.52	707671.99
7	672+09.56	44.48' RT	1557.16	352754.90	707669.51
8	672+18.06	42.33' RT	1557.61	352755.19	707678.28
9	672+18.08	37.00' RT	1557.28	352760.40	707679.43
10	672+12.08	36.98' RT	1557.50	352761.69	707673.57
11	672+11.58	36.98' RT	1557.00	352761.80	707673.08
12	672+09.58	36.98' RT	1557.08	352762.23	707671.12
13	672+12.28	34.60' RT	1557.47	352763.97	707674.27
14	672+11.79	34.52' RT	1556.97	352764.16	707673.80
15	672+09.81	34.19' RT	1557.05	352764.90	707671.95
16	672+19.71	32.01' RT	1556.95	352764.93	707682.08
17	672+17.22	28.68' RT	1556.89	352768.71	707680.35
18	672+16.02	27.08' RT	1556.86	352770.53	707679.52
19	672+15.65	26.74' RT	1556.86	352770.94	707679.24
20	672+14.20	25.37' RT	1556.94	352772.59	707678.11
21	672+23.71	29.02' RT	1556.88	352767.00	707686.63
22	672+21.22	25.69' RT	1556.82	352770.79	707684.90
23	672+20.02	24.09' RT	1556.79	352772.61	707684.07
24	672+19.80	23.64' RT	1556.79	352773.09	707683.94
25	672+18.89	21.86' RT	1556.87	352775.03	707683.44
26	672+26.44	28.52' RT	1557.03	352766.91	707689.39
27	672+26.34	22.52' RT	1557.11	352772.79	707690.57
28	672+26.33	22.02' RT	1556.70	352773.28	707690.67
29	672+26.29	20.02' RT	1556.78	352775.24	707691.06
30	672+32.26	27.92' RT	1557.32	352766.25	707695.21
31	672+28.19	22.49' RT	1557.22	352772.43	707692.40
32	672+28.18	21.99' RT	1556.72	352772.92	707692.49
33	672+28.15	19.99' RT	1556.80	352774.88	707692.88
34	672+32.17	22.43' RT	1557.30	352771.64	707696.29
35	672+32.16	21.92' RT	1556.80	352772.14	707696.39
36	672+32.13	19.92' RT	1556.88	352774.10	707696.78
37	672+36.03	27.16' RT	1557.41	352766.20	707699.06
38	672+35.96	22.36' RT	1557.38	352770.90	707700.01
39	672+35.95	21.86' RT	1556.88	352771.39	707700.10
40	672+35.91	19.86' RT	1556.96	352773.36	707700.50

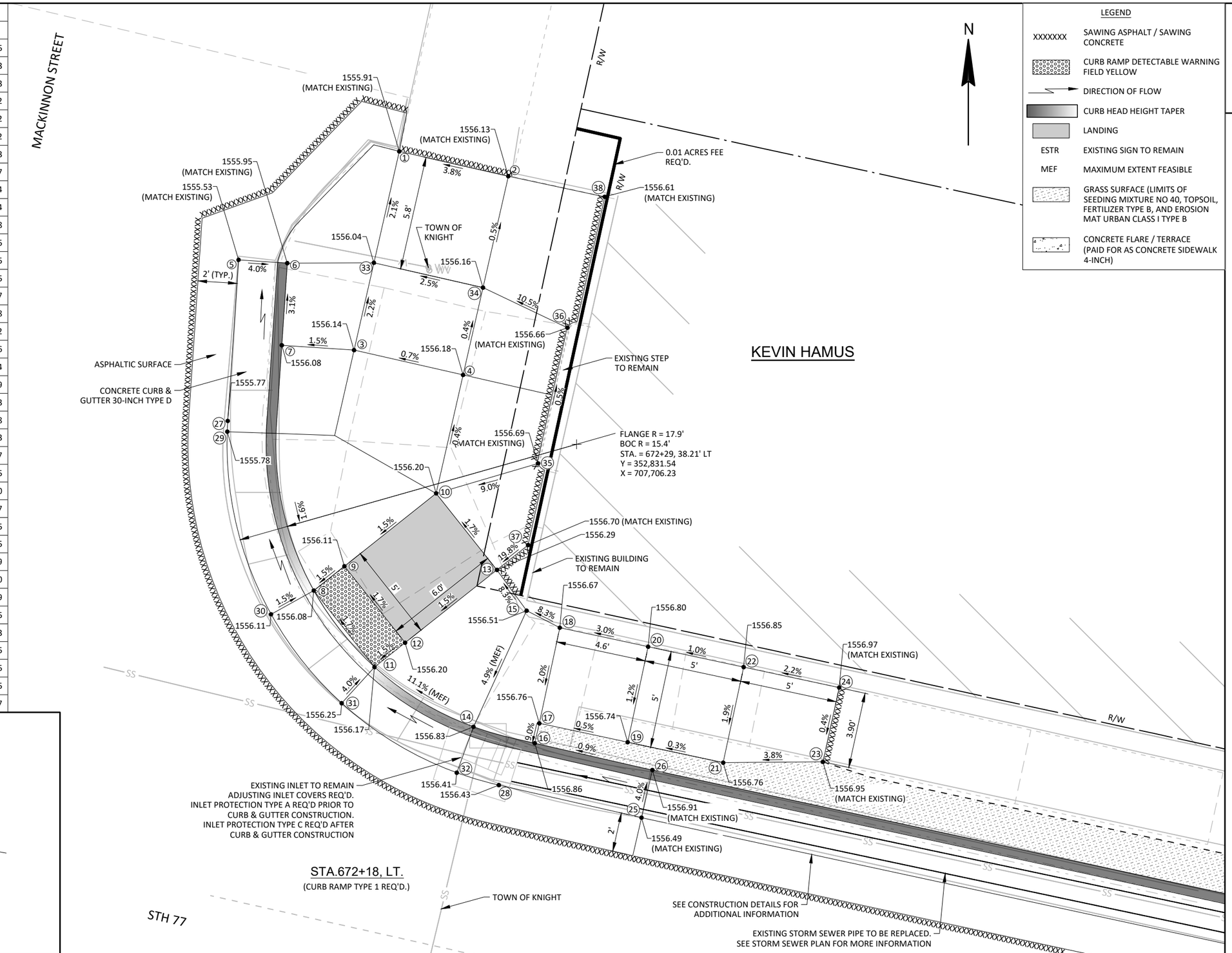
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 12:35:25 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : MACKINNON ST SE

2

Mackinnon St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	672+17.09	50.93' LT	1555.91	352846.53	707697.15
2	672+22.81	50.87' LT	1556.13	352845.26	707702.73
3	672+16.99	40.50' LT	1556.14	352836.36	707694.83
4	672+22.71	40.44' LT	1556.18	352835.09	707700.42
5	672+10.23	43.75' LT	1555.53	352840.98	707688.92
6	672+12.70	44.12' LT	1555.95	352840.81	707691.42
7	672+13.32	39.95' LT	1556.08	352836.60	707691.13
8	672+17.59	28.03' LT	1556.08	352824.05	707692.77
9	672+18.86	29.58' LT	1556.11	352825.29	707694.34
10	672+22.66	34.22' LT	1556.20	352829.02	707699.04
11	672+21.46	24.86' LT	1556.17	352820.13	707695.88
12	672+22.73	26.41' LT	1556.20	352821.38	707697.45
13	672+26.53	31.06' LT	1556.29	352825.11	707702.15
14	672+27.06	22.95' LT	1556.83	352817.07	707700.95
15	672+28.46	29.34' LT	1556.51	352823.02	707703.67
16	672+30.31	22.80' LT	1556.86	352816.23	707704.08
17	672+30.32	23.84' LT	1556.76	352817.25	707704.32
18	672+30.30	28.84' LT	1556.67	352822.14	707705.36
19	672+34.94	23.86' LT	1556.74	352816.28	707708.84
20	672+34.93	28.86' LT	1556.80	352821.17	707709.89
21	672+39.94	23.88' LT	1556.76	352815.24	707713.73
22	672+39.93	28.88' LT	1556.85	352820.13	707714.78
23	672+44.92	25.00' LT	1556.95	352815.28	707718.83
24	672+44.93	28.89' LT	1556.97	352819.08	707719.67
25	672+36.45	20.23' LT	1556.49	352812.42	707709.55
26	672+36.48	22.73' LT	1556.91	352814.86	707710.10
27	672+11.44	35.58' LT	1555.77	352832.73	707688.37
28	672+28.96	20.31' LT	1556.43	352814.09	707702.25
29	672+11.54	35.04' LT	1555.78	352832.18	707688.35
30	672+15.71	26.38' LT	1556.11	352822.83	707690.59
31	672+20.21	22.70' LT	1556.25	352818.28	707694.20
32	672+26.72	20.47' LT	1556.41	352814.72	707700.09
33	672+17.03	45.08' LT	1556.04	352840.83	707695.85
34	672+22.76	45.03' LT	1556.16	352839.56	707701.43
35	672+27.42	36.83' LT	1556.69	352830.55	707704.25
36	672+27.42	43.94' LT	1556.66	352837.50	707705.75
37	672+27.82	32.64' LT	1556.70	352826.37	707703.75
38	672+27.86	50.90' LT	1556.61	352844.21	707707.67





2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 29	E

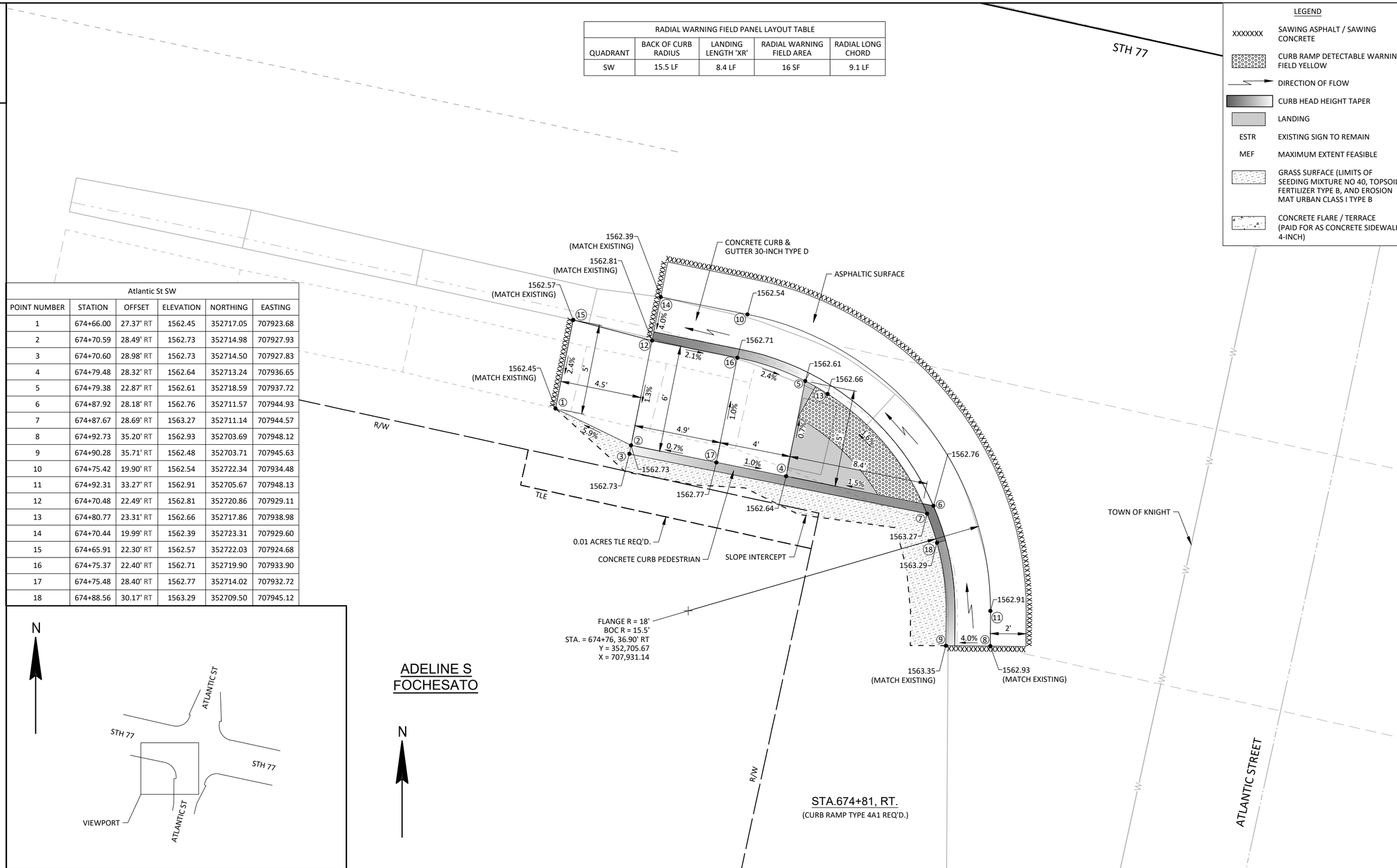
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 12:40:52 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : MACKINNON ST NE

2

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SW	15.5 LF	8.4 LF	16 SF	9.1 LF

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)



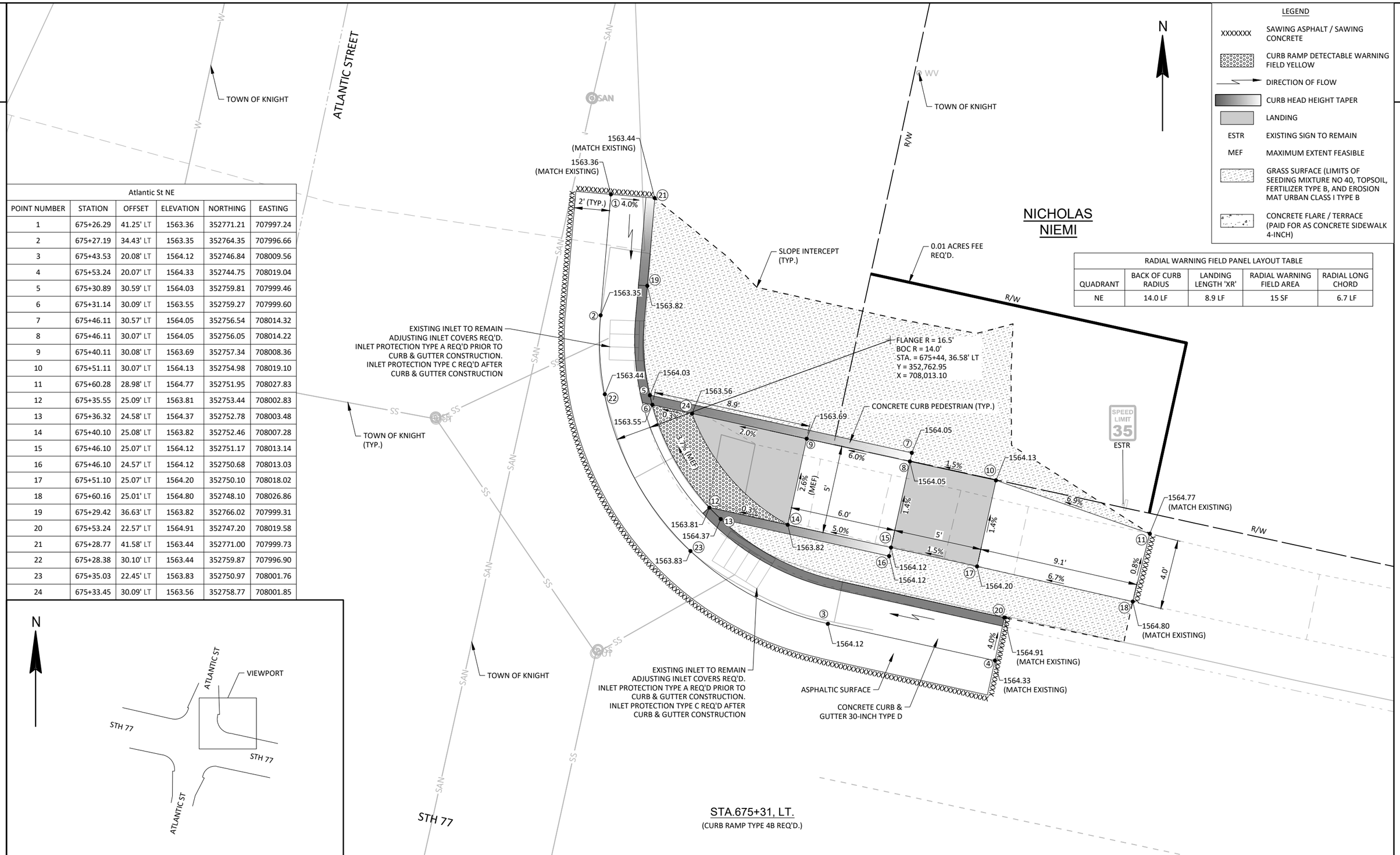
Atlantic St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	674+66.00	27.37' RT	1562.45	352717.05	707923.68
2	674+70.59	28.49' RT	1562.73	352714.98	707927.93
3	674+70.60	28.98' RT	1562.73	352714.50	707927.83
4	674+79.48	28.32' RT	1562.64	352713.24	707936.65
5	674+79.38	22.87' RT	1562.61	352718.59	707937.72
6	674+87.92	28.18' RT	1562.76	352711.57	707944.93
7	674+87.67	28.69' RT	1563.27	352711.14	707944.57
8	674+92.73	35.20' RT	1562.93	352703.69	707948.12
9	674+90.28	35.71' RT	1562.48	352703.71	707945.63
10	674+75.42	19.90' RT	1562.54	352722.34	707934.48
11	674+92.31	33.27' RT	1562.91	352705.67	707948.13
12	674+70.48	22.49' RT	1562.81	352720.86	707929.11
13	674+80.77	23.31' RT	1562.66	352717.86	707938.98
14	674+70.44	19.99' RT	1562.39	352723.31	707929.60
15	674+65.91	22.30' RT	1562.57	352722.03	707924.68
16	674+75.37	22.40' RT	1562.71	352719.90	707933.90
17	674+75.48	28.40' RT	1562.77	352714.02	707932.72
18	674+88.56	30.17' RT	1563.29	352709.50	707945.12

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 30	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 12:46:49 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : ATLANTIC ST SW

2

Atlantic St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	675+26.29	41.25' LT	1563.36	352771.21	707997.24
2	675+27.19	34.43' LT	1563.35	352764.35	707996.66
3	675+43.53	20.08' LT	1564.12	352746.84	708009.56
4	675+53.24	20.07' LT	1564.33	352744.75	708019.04
5	675+30.89	30.59' LT	1564.03	352759.81	707999.46
6	675+31.14	30.09' LT	1563.55	352759.27	707999.60
7	675+46.11	30.57' LT	1564.05	352756.54	708014.32
8	675+46.11	30.07' LT	1564.05	352756.05	708014.22
9	675+40.11	30.08' LT	1563.69	352757.34	708008.36
10	675+51.11	30.07' LT	1564.13	352754.98	708019.10
11	675+60.28	28.98' LT	1564.77	352751.95	708027.83
12	675+35.55	25.09' LT	1563.81	352753.44	708002.83
13	675+36.32	24.58' LT	1564.37	352752.78	708003.48
14	675+40.10	25.08' LT	1563.82	352752.46	708007.28
15	675+46.10	25.07' LT	1564.12	352751.17	708013.14
16	675+46.10	24.57' LT	1564.12	352750.68	708013.03
17	675+51.10	25.07' LT	1564.20	352750.10	708018.02
18	675+60.16	25.01' LT	1564.80	352748.10	708026.86
19	675+29.42	36.63' LT	1563.82	352766.02	707999.31
20	675+53.24	22.57' LT	1564.91	352747.20	708019.58
21	675+28.77	41.58' LT	1563.44	352771.00	707999.73
22	675+28.38	30.10' LT	1563.44	352759.87	707996.90
23	675+35.03	22.45' LT	1563.83	352750.97	708001.76
24	675+33.45	30.09' LT	1563.56	352758.77	708001.85



RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
NE	14.0 LF	8.9 LF	15 SF	6.7 LF

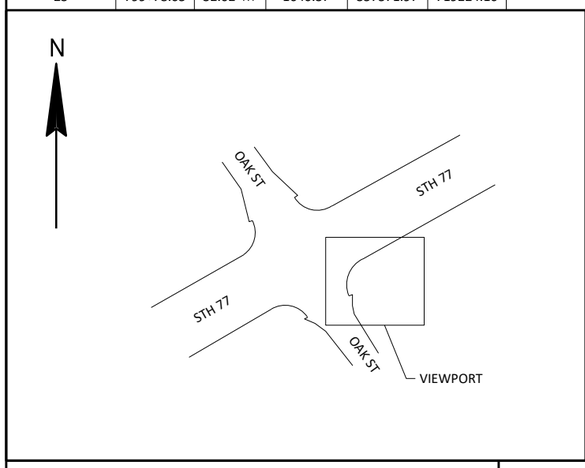
2

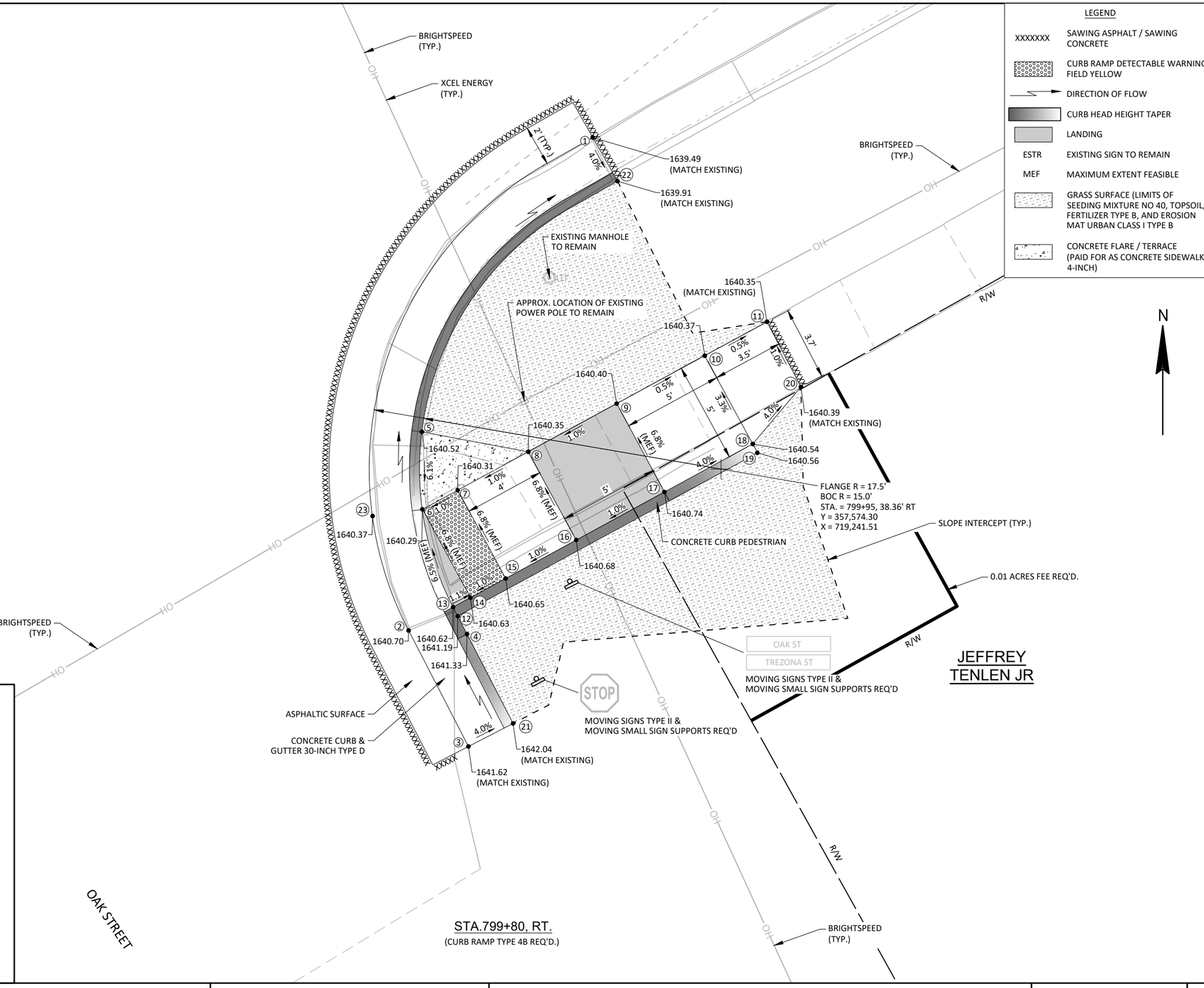
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 31	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 12:59:14 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : ATLANTIC ST NE

2

Oak St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	799+97.38	20.82' RT	1639.49	357590.80	719235.12
2	799+77.46	37.87' RT	1640.70	357566.28	719225.95
3	799+77.27	44.36' RT	1641.62	357560.51	719228.93
4	799+79.94	39.43' RT	1641.23	357566.10	719228.86
5	799+82.85	29.54' RT	1640.52	357576.16	719226.62
6	799+81.00	32.93' RT	1640.29	357572.30	719226.64
7	799+83.01	32.94' RT	1640.31	357573.26	719228.40
8	799+87.02	32.97' RT	1640.35	357575.17	719231.91
9	799+92.03	32.99' RT	1640.40	357577.56	719236.31
10	799+97.02	33.02' RT	1640.37	357579.95	719240.69
11	800+00.55	33.04' RT	1640.35	357581.64	719243.79
12	799+79.96	38.44' RT	1641.19	357566.99	719228.40
13	799+79.98	37.92' RT	1640.62	357567.44	719228.17
14	799+80.97	37.93' RT	1640.63	357567.91	719229.03
15	799+82.98	37.94' RT	1640.65	357568.86	719230.79
16	799+86.99	37.96' RT	1640.68	357570.78	719234.30
17	799+91.99	37.99' RT	1640.74	357573.17	719238.69
18	799+96.99	38.02' RT	1640.54	357575.56	719243.08
19	799+96.98	38.51' RT	1640.54	357575.12	719243.31
20	800+00.46	36.69' RT	1640.39	357578.39	719245.48
21	799+79.79	44.43' RT	1642.04	357561.65	719231.15
22	799+97.41	23.32' RT	1639.91	357588.63	719236.35
23	799+78.65	32.02' RT	1640.37	357571.97	719224.16





LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

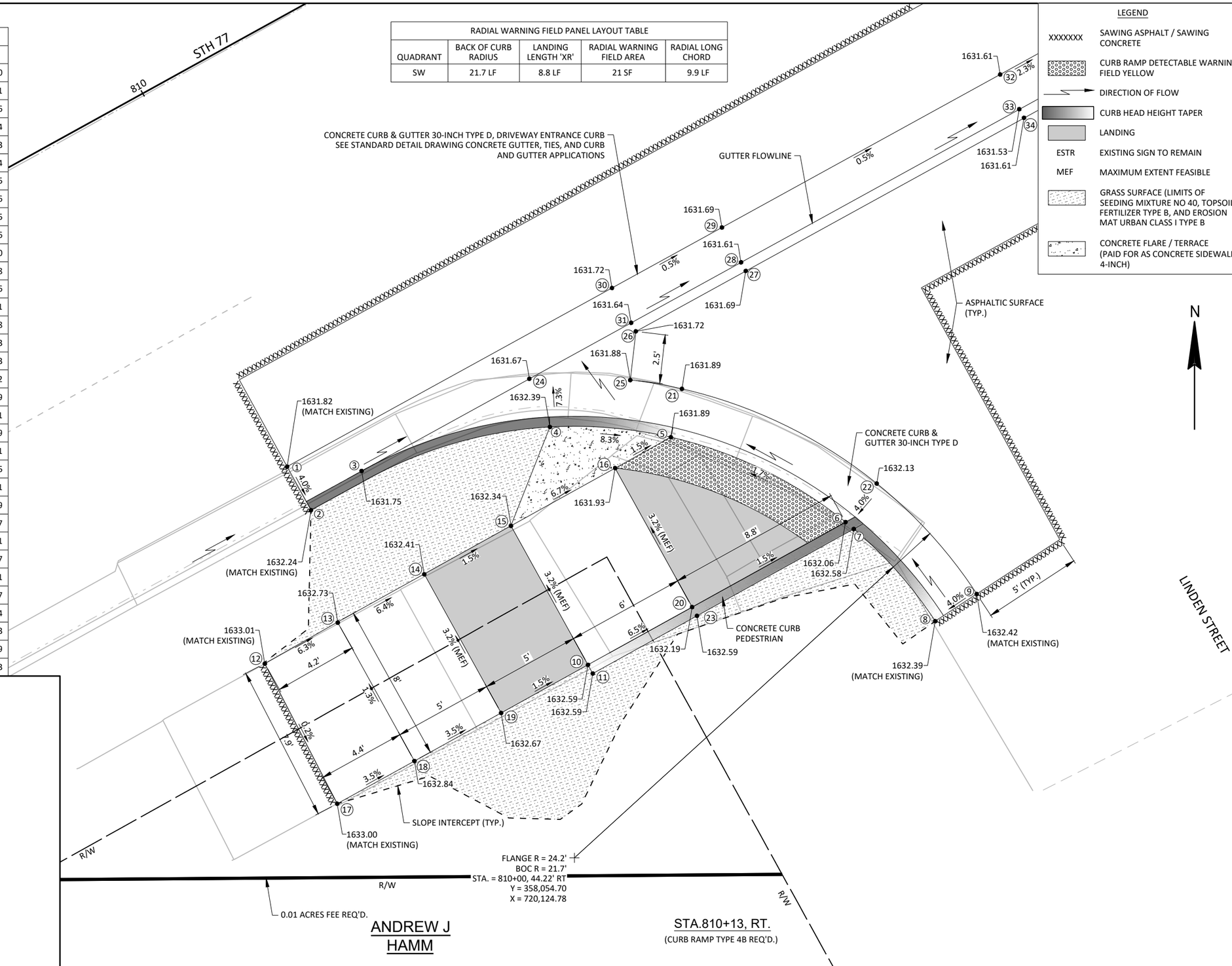
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 32	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 1:05:00 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : OAK ST SE

2

Linden St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	809+97.29	19.98' RT	1631.82	358074.40	720110.30
2	809+97.29	22.48' RT	1632.24	358072.21	720111.51
3	810+00.47	21.98' RT	1631.75	358074.18	720114.06
4	810+09.85	24.62' RT	1632.39	358076.40	720123.54
5	810+14.93	28.01' RT	1631.89	358075.89	720129.63
6	810+20.58	36.01' RT	1632.06	358071.61	720138.44
7	810+20.77	36.51' RT	1632.58	358071.26	720138.85
8	810+22.12	42.56' RT	1632.39	358066.62	720142.96
9	810+24.62	42.37' RT	1632.42	358067.99	720145.05
10	810+05.74	36.04' RT	1632.59	358064.42	720125.46
11	810+05.74	36.54' RT	1632.59	358063.98	720125.70
12	809+91.52	28.12' RT	1633.01	358064.48	720109.18
13	809+95.73	28.09' RT	1632.73	358066.55	720112.86
14	810+00.72	28.06' RT	1632.41	358068.98	720117.21
15	810+05.73	28.03' RT	1632.34	358071.42	720121.58
16	810+11.73	28.02' RT	1631.93	358074.33	720126.83
17	809+91.30	36.06' RT	1633.00	358057.42	720112.83
18	809+95.75	36.06' RT	1632.84	358059.58	720116.72
19	810+00.74	36.05' RT	1632.67	358062.00	720121.09
20	810+11.74	36.02' RT	1632.19	358067.33	720130.71
21	810+16.60	26.15' RT	1631.89	358078.32	720130.19
22	810+22.89	35.06' RT	1632.13	358073.55	720140.01
23	810+11.74	36.53' RT	1632.59	358066.89	720130.95
24	810+10.11	21.99' RT	1631.67	358078.83	720122.51
25	810+14.53	24.51' RT	1631.88	358078.76	720127.59
26	810+15.97	22.49' RT	1631.72	358081.22	720127.87
27	810+22.29	22.51' RT	1631.69	358084.26	720133.41
28	810+22.29	22.01' RT	1631.61	358084.70	720133.17
29	810+22.29	20.01' RT	1631.69	358086.45	720132.21
30	810+15.97	20.00' RT	1631.72	358083.40	720126.67
31	810+15.97	22.00' RT	1631.64	358081.65	720127.64
32	810+38.29	20.03' RT	1631.61	358094.16	720146.23
33	810+38.29	22.03' RT	1631.53	358092.41	720147.19
34	810+38.29	22.53' RT	1631.61	358091.97	720147.43

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SW	21.7 LF	8.8 LF	21 SF	9.9 LF



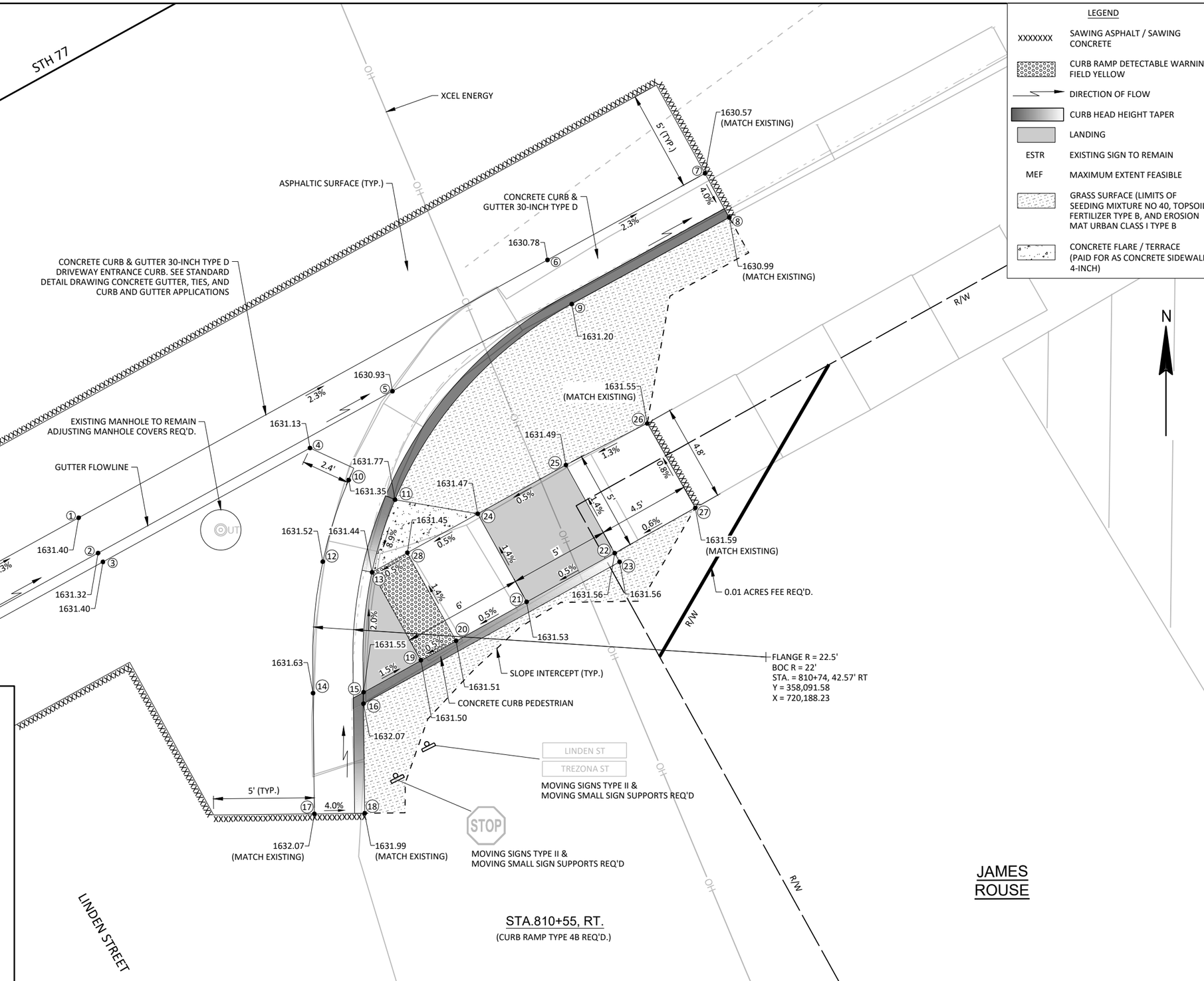
2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 33	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 1:10:54 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : LINDEN ST SW

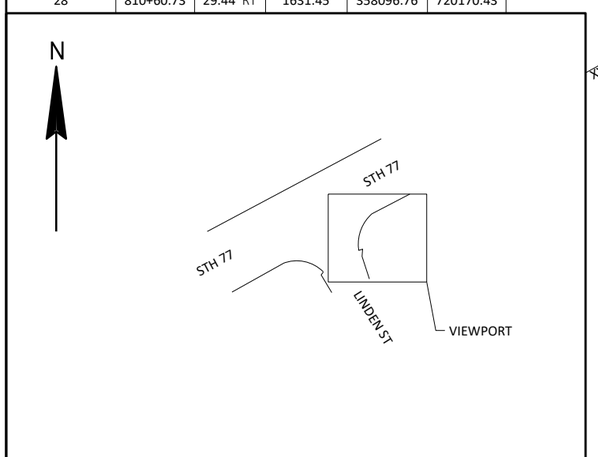
2

Linden St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	810+47.29	20.04' RT	1631.40	358098.50	720154.12
2	810+47.29	22.04' RT	1631.32	358096.74	720155.08
3	810+47.29	22.54' RT	1631.40	358096.30	720155.32
4	810+59.02	22.55' RT	1631.13	358101.96	720165.60
5	810+63.96	22.06' RT	1630.93	358104.78	720169.69
6	810+73.85	20.07' RT	1630.78	358111.29	720177.39
7	810+82.76	20.08' RT	1630.57	358115.59	720185.20
8	810+82.76	22.58' RT	1630.99	358113.40	720186.41
9	810+73.84	22.57' RT	1631.20	358109.10	720178.59
10	810+59.93	24.87' RT	1631.35	358100.37	720167.52
11	810+61.47	26.83' RT	1631.77	358099.39	720169.82
12	810+56.85	27.80' RT	1631.52	358096.31	720166.23
13	810+58.73	29.44' RT	1631.44	358095.79	720168.68
14	810+53.27	33.28' RT	1631.63	358089.79	720165.75
15	810+55.49	34.45' RT	1631.55	358089.84	720168.26
16	810+55.21	34.95' RT	1632.07	358089.26	720168.25
17	810+50.44	38.55' RT	1632.07	358083.80	720165.82
18	810+52.64	39.74' RT	1631.99	358083.83	720168.31
19	810+58.75	34.43' RT	1631.50	358091.42	720171.10
20	810+60.74	34.43' RT	1631.51	358092.39	720172.85
21	810+64.74	34.43' RT	1631.53	358094.32	720176.35
22	810+69.74	34.42' RT	1631.56	358096.74	720180.72
23	810+69.74	34.92' RT	1631.56	358096.30	720180.96
24	810+64.73	29.43' RT	1631.47	358098.69	720173.92
25	810+69.73	29.42' RT	1631.49	358101.12	720178.30
26	810+74.26	29.57' RT	1631.55	358103.17	720182.33
27	810+74.33	34.39' RT	1631.59	358098.99	720184.72
28	810+60.73	29.44' RT	1631.45	358096.76	720170.43



LEGEND

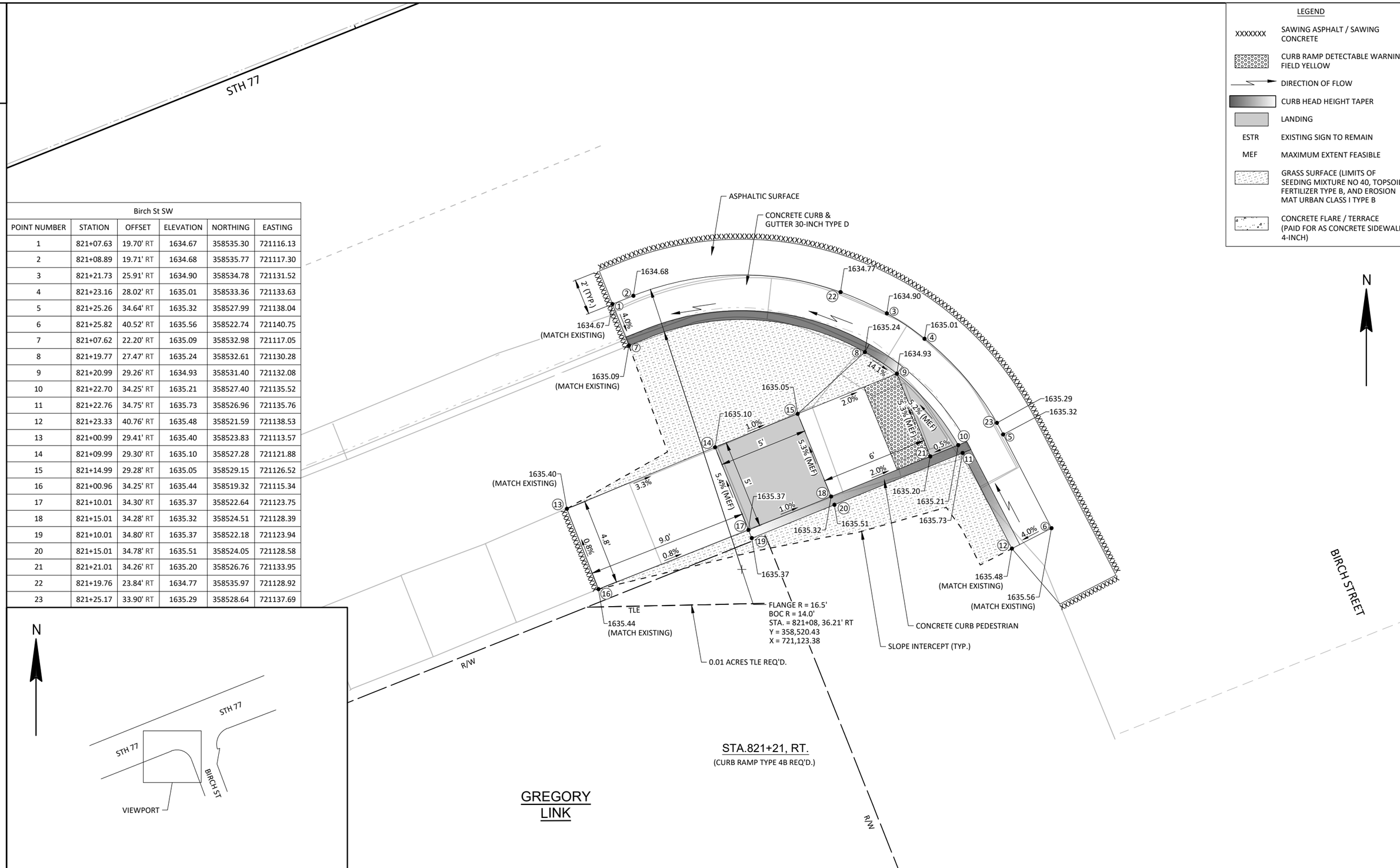
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)



2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 34	E

Birch St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	821+07.63	19.70' RT	1634.67	358535.30	721116.13
2	821+08.89	19.71' RT	1634.68	358535.77	721117.30
3	821+21.73	25.91' RT	1634.90	358534.78	721131.52
4	821+23.16	28.02' RT	1635.01	358533.36	721133.63
5	821+25.26	34.64' RT	1635.32	358527.99	721138.04
6	821+25.82	40.52' RT	1635.56	358522.74	721140.75
7	821+07.62	22.20' RT	1635.09	358532.98	721117.05
8	821+19.77	27.47' RT	1635.24	358532.61	721130.28
9	821+20.99	29.26' RT	1634.93	358531.40	721132.08
10	821+22.70	34.25' RT	1635.21	358527.40	721135.52
11	821+22.76	34.75' RT	1635.73	358526.96	721135.76
12	821+23.33	40.76' RT	1635.48	358521.59	721138.53
13	821+00.99	29.41' RT	1635.40	358523.83	721113.57
14	821+09.99	29.30' RT	1635.10	358527.28	721121.88
15	821+14.99	29.28' RT	1635.05	358529.15	721126.52
16	821+00.96	34.25' RT	1635.44	358519.32	721115.34
17	821+10.01	34.30' RT	1635.37	358522.64	721123.75
18	821+15.01	34.28' RT	1635.32	358524.51	721128.39
19	821+10.01	34.80' RT	1635.37	358522.18	721123.94
20	821+15.01	34.78' RT	1635.51	358524.05	721128.58
21	821+21.01	34.26' RT	1635.20	358526.76	721133.95
22	821+19.76	23.84' RT	1634.77	358535.97	721128.92
23	821+25.17	33.90' RT	1635.29	358528.64	721137.69



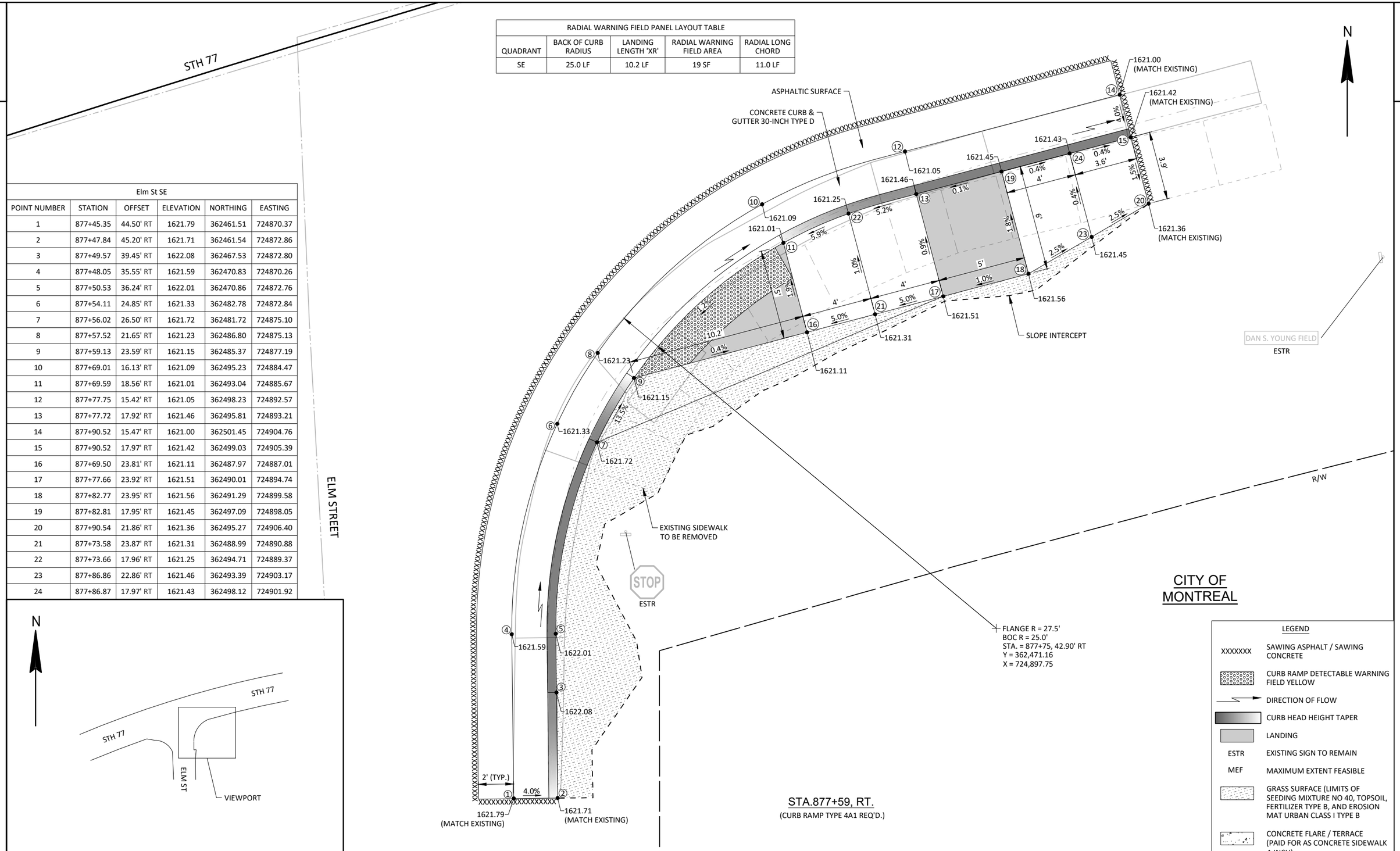
LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SE	25.0 LF	10.2 LF	19 SF	11.0 LF

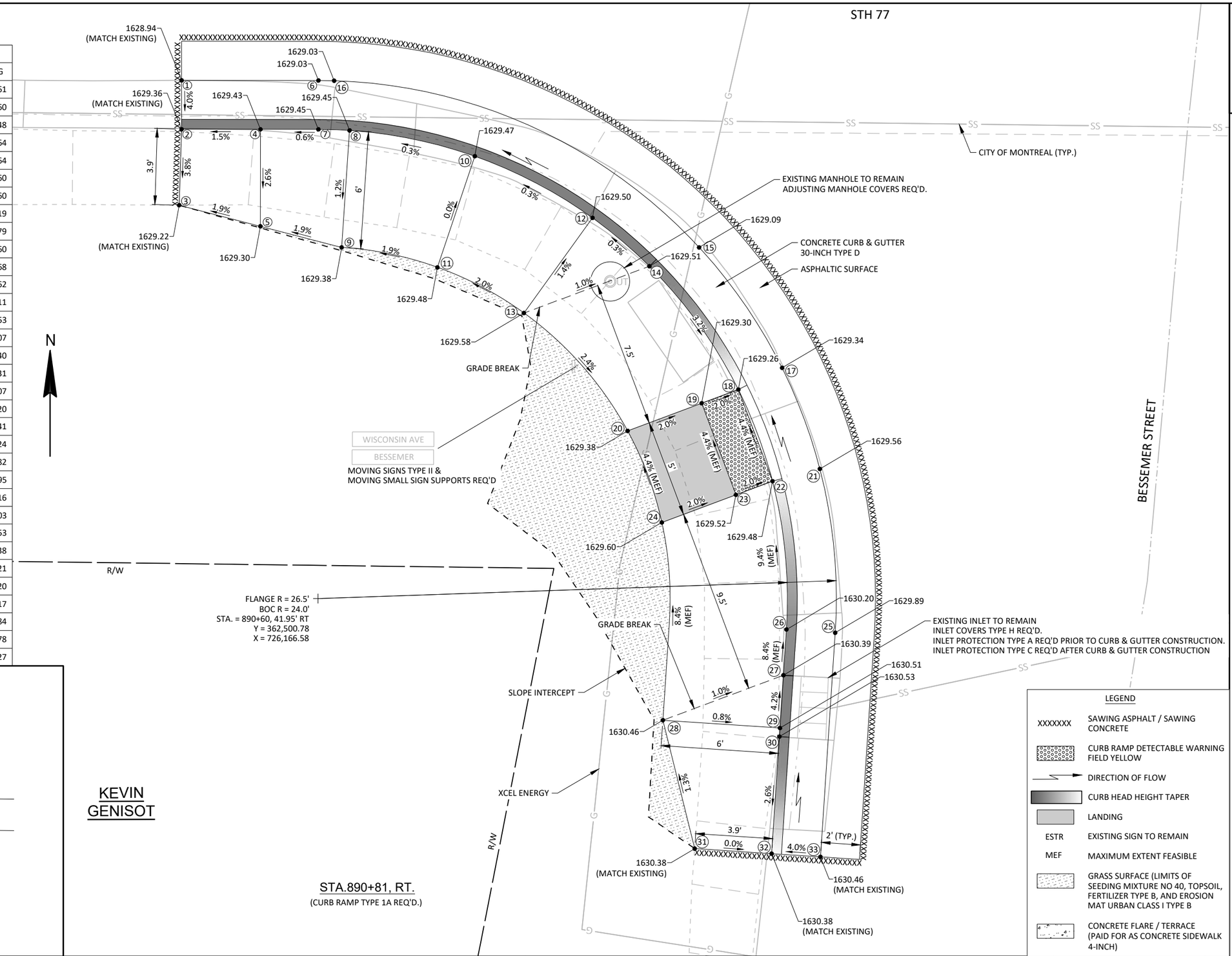
Elm St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	877+45.35	44.50' RT	1621.79	362461.51	724870.37
2	877+47.84	45.20' RT	1621.71	362461.54	724872.86
3	877+49.57	39.45' RT	1622.08	362467.53	724872.80
4	877+48.05	35.55' RT	1621.59	362470.83	724870.26
5	877+50.53	36.24' RT	1622.01	362470.86	724872.76
6	877+54.11	24.85' RT	1621.33	362482.78	724872.84
7	877+56.02	26.50' RT	1621.72	362481.72	724875.10
8	877+57.52	21.65' RT	1621.23	362486.80	724875.13
9	877+59.13	23.59' RT	1621.15	362485.37	724877.19
10	877+69.01	16.13' RT	1621.09	362495.23	724884.47
11	877+69.59	18.56' RT	1621.01	362493.04	724885.67
12	877+77.75	15.42' RT	1621.05	362498.23	724892.57
13	877+77.72	17.92' RT	1621.46	362495.81	724893.21
14	877+90.52	15.47' RT	1621.00	362501.45	724904.76
15	877+90.52	17.97' RT	1621.42	362499.03	724905.39
16	877+69.50	23.81' RT	1621.11	362487.97	724887.01
17	877+77.66	23.92' RT	1621.51	362490.01	724894.74
18	877+82.77	23.95' RT	1621.56	362491.29	724899.58
19	877+82.81	17.95' RT	1621.45	362497.09	724898.05
20	877+90.54	21.86' RT	1621.36	362495.27	724906.40
21	877+73.58	23.87' RT	1621.31	362488.99	724890.88
22	877+73.66	17.96' RT	1621.25	362494.71	724889.37
23	877+86.86	22.86' RT	1621.46	362493.39	724903.17
24	877+86.87	17.97' RT	1621.43	362498.12	724901.92



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 36	E

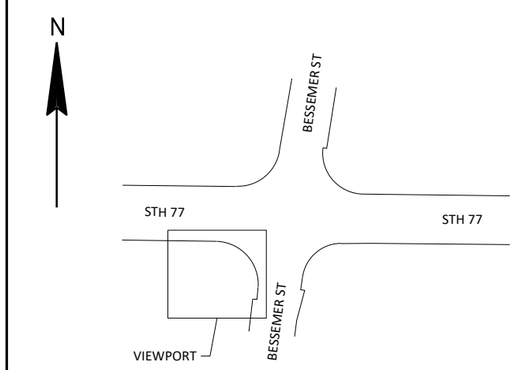
2

Bessemer St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	890+52.80	15.53' RT	1628.94	362527.29	726159.61
2	890+52.82	18.03' RT	1629.36	362524.79	726159.60
3	890+52.75	21.92' RT	1629.22	362520.90	726159.48
4	890+56.85	17.99' RT	1629.43	362524.79	726163.64
5	890+56.91	22.95' RT	1629.30	362519.82	726163.64
6	890+59.79	15.45' RT	1629.03	362527.28	726166.60
7	890+59.81	17.95' RT	1629.45	362524.78	726166.60
8	890+61.41	17.99' RT	1629.45	362524.73	726168.19
9	890+61.08	23.98' RT	1629.38	362518.74	726167.79
10	890+67.83	19.23' RT	1629.47	362523.41	726174.60
11	890+65.98	24.95' RT	1629.48	362517.72	726172.68
12	890+73.88	22.32' RT	1629.50	362520.26	726180.62
13	890+70.43	27.22' RT	1629.58	362515.39	726177.11
14	890+76.82	24.75' RT	1629.51	362517.78	726183.53
15	890+79.35	23.76' RT	1629.09	362518.75	726186.07
16	890+60.59	15.46' RT	1629.03	362527.27	726167.40
17	890+83.67	29.87' RT	1629.34	362512.59	726190.31
18	890+81.44	31.01' RT	1629.26	362511.48	726188.07
19	890+79.58	31.73' RT	1629.30	362510.78	726186.20
20	890+75.81	33.19' RT	1629.38	362509.36	726182.41
21	890+85.66	35.02' RT	1629.56	362507.42	726192.24
22	890+83.25	35.67' RT	1629.48	362506.79	726189.82
23	890+81.38	36.39' RT	1629.52	362506.09	726187.95
24	890+77.61	37.85' RT	1629.60	362504.68	726184.16
25	890+86.54	43.38' RT	1629.89	362499.04	726193.03
26	890+84.05	43.25' RT	1630.20	362499.21	726190.53
27	890+83.92	45.59' RT	1630.39	362496.87	726190.38
28	890+77.78	47.96' RT	1630.46	362494.56	726184.21
29	890+83.78	48.29' RT	1630.51	362494.17	726190.20
30	890+83.75	48.73' RT	1630.53	362493.73	726190.17
31	890+79.49	54.50' RT	1630.38	362488.00	726185.84
32	890+83.43	54.72' RT	1630.38	362487.74	726189.78
33	890+85.92	54.85' RT	1630.46	362487.58	726192.27



KEVIN GENISOT

STA.890+81, RT.
(CURB RAMP TYPE 1A REQ'D.)



LEGEND

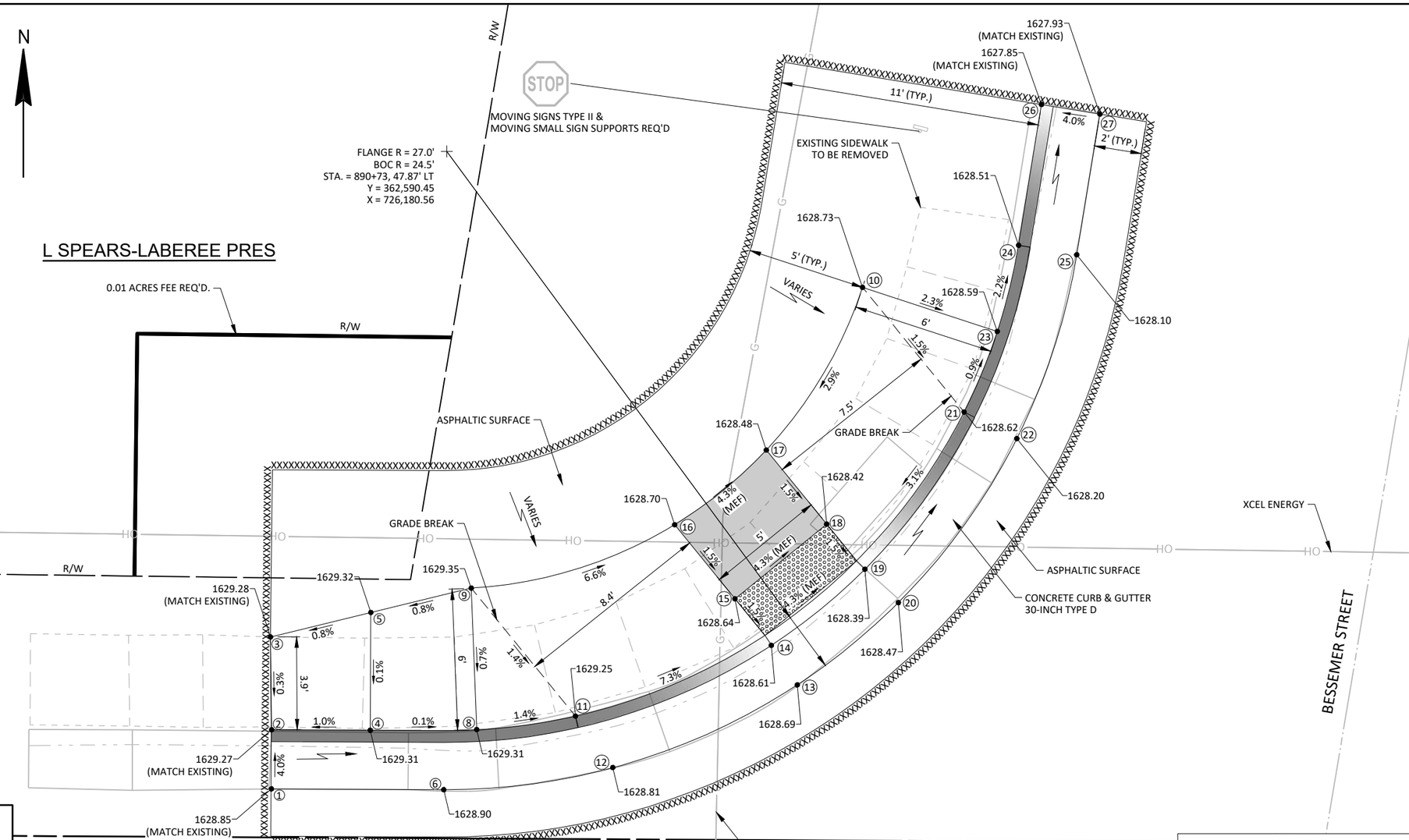
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

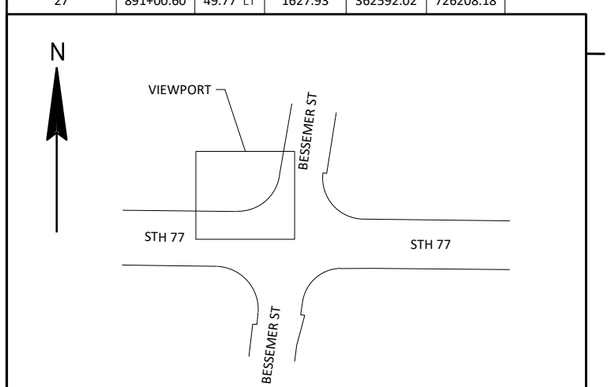
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 37	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 1:58:54 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : BESSEMER ST SW

2

Bessemer St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	890+65.90	20.82' LT	1628.85	362563.48	726173.14
2	890+65.88	23.32' LT	1629.27	362565.98	726173.15
3	890+65.78	27.24' LT	1629.28	362569.91	726173.10
4	890+70.05	23.35' LT	1629.31	362565.96	726177.32
5	890+70.02	28.33' LT	1629.32	362570.94	726177.34
6	890+73.19	20.87' LT	1628.90	362563.45	726180.43
8	890+74.55	23.43' LT	1629.31	362565.99	726181.82
9	890+74.25	29.41' LT	1629.35	362571.97	726181.59
10	890+90.65	42.33' LT	1628.73	362584.69	726198.14
11	890+78.72	24.05' LT	1629.25	362566.56	726186.00
12	890+80.32	21.89' LT	1628.81	362564.38	726187.58
13	890+88.09	25.48' LT	1628.69	362567.88	726195.38
14	890+86.97	27.14' LT	1628.61	362569.55	726194.29
15	890+85.41	29.09' LT	1628.64	362571.52	726192.75
16	890+82.82	32.19' LT	1628.70	362574.66	726190.20
17	890+86.66	35.40' LT	1628.48	362577.81	726194.07
18	890+89.25	32.29' LT	1628.42	362574.68	726196.63
19	890+90.89	30.41' LT	1628.39	362572.78	726198.24
20	890+92.32	29.01' LT	1628.47	362571.36	726199.65
21	890+95.01	37.10' LT	1628.62	362579.42	726202.44
22	890+97.25	36.01' LT	1628.20	362578.30	726204.67
23	890+96.37	40.53' LT	1628.59	362582.83	726203.84
24	890+97.22	44.18' LT	1628.51	362586.48	726204.73
25	890+99.69	43.81' LT	1628.10	362586.07	726207.20
26	890+98.13	50.15' LT	1627.85	362592.43	726205.71
27	891+00.60	49.77' LT	1627.93	362592.02	726208.18





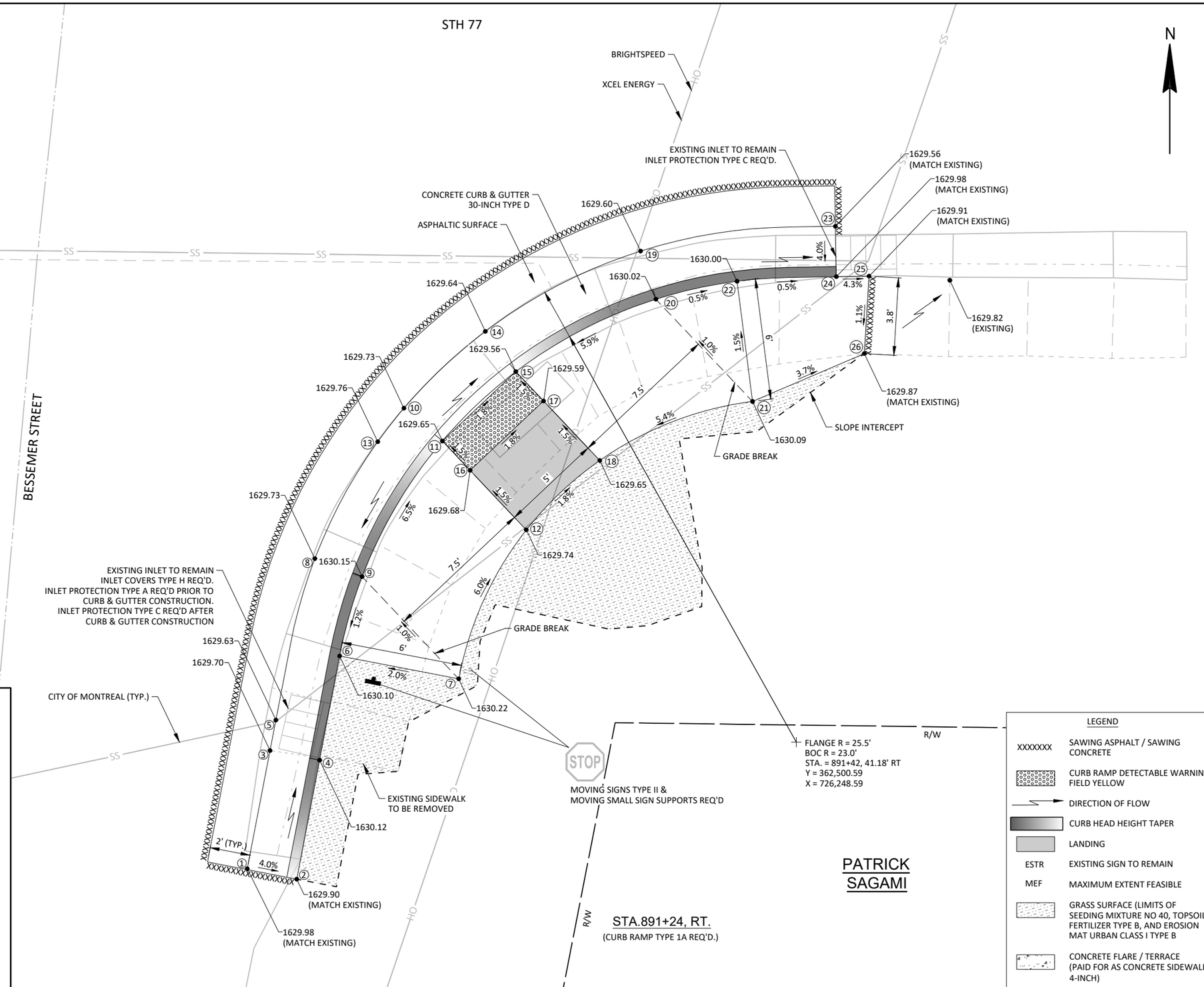
LEGEND

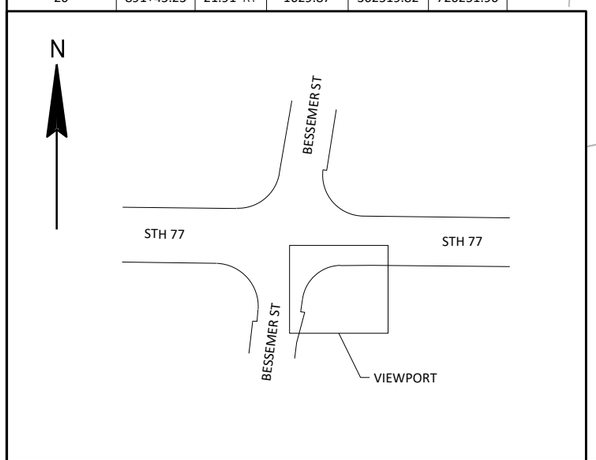
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 38	E

2

Bessemer St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	891+14.99	47.77' RT	1629.98	362494.32	726221.42
2	891+17.44	48.25' RT	1629.90	362493.81	726223.86
3	891+16.04	41.90' RT	1629.70	362500.17	726222.54
4	891+18.50	42.35' RT	1630.12	362499.70	726225.00
5	891+16.32	40.39' RT	1629.63	362501.68	726222.83
6	891+19.43	37.18' RT	1630.10	362504.85	726225.99
7	891+25.34	38.25' RT	1630.22	362503.72	726231.88
8	891+18.15	32.38' RT	1629.73	362509.67	726224.76
9	891+20.50	33.24' RT	1630.15	362508.78	726227.10
10	891+22.47	24.88' RT	1629.73	362517.12	726229.17
11	891+24.39	26.48' RT	1629.65	362515.50	726231.07
12	891+28.60	30.83' RT	1629.74	362511.10	726235.22
13	891+21.19	26.55' RT	1629.76	362515.46	726227.87
14	891+26.46	21.03' RT	1629.64	362520.92	726233.20
15	891+27.99	23.00' RT	1629.56	362518.93	726234.71
16	891+25.78	27.92' RT	1629.68	362514.04	726232.45
17	891+29.38	24.44' RT	1629.59	362517.47	726236.08
18	891+32.19	27.35' RT	1629.65	362514.53	726238.86
19	891+34.09	16.96' RT	1629.60	362524.90	726240.88
20	891+34.88	19.34' RT	1630.02	362522.51	726241.64
21	891+39.72	24.34' RT	1630.09	362517.45	726246.42
22	891+38.88	18.40' RT	1630.00	362523.40	726245.65
23	891+43.72	15.62' RT	1629.56	362526.12	726250.53
24	891+43.79	18.12' RT	0.00	362523.63	726250.57
25	891+45.41	18.07' RT	1629.91	362523.65	726252.19
26	891+45.23	21.91' RT	1629.87	362519.82	726251.96

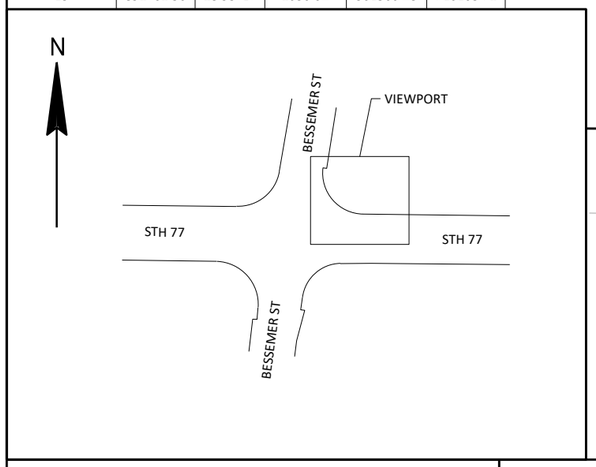


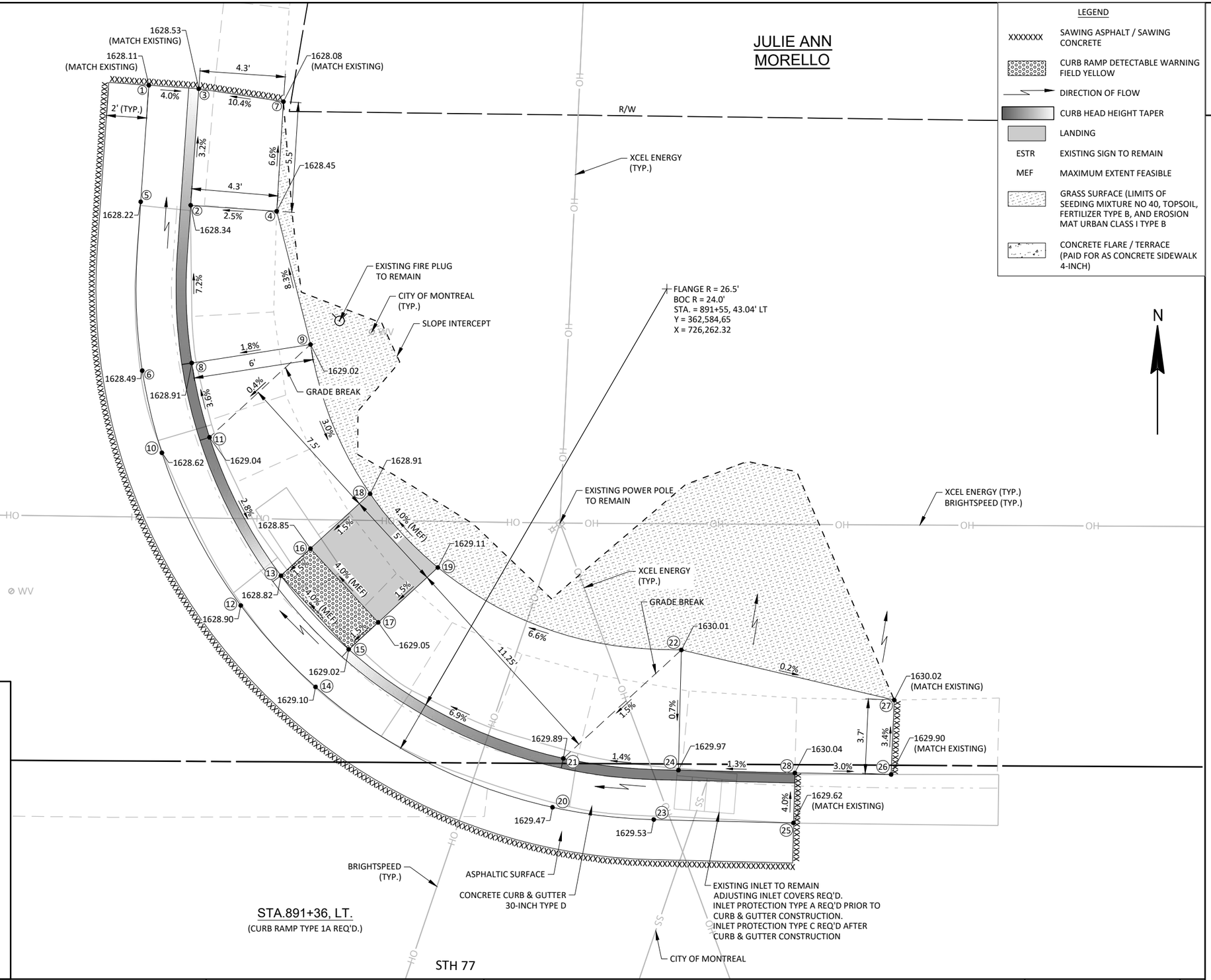


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 39	E

2

Bessemer St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	891+28.85	52.90' LT	1628.11	362594.81	726236.47
2	891+31.01	46.93' LT	1628.34	362588.82	726238.56
3	891+31.35	52.75' LT	1628.53	362594.64	726238.96
4	891+35.31	46.68' LT	1628.45	362588.52	726242.85
5	891+28.52	47.07' LT	1628.22	362589.00	726236.06
6	891+28.69	38.65' LT	1628.49	362580.57	726236.14
7	891+35.58	52.16' LT	1628.08	362594.00	726243.19
8	891+31.16	39.06' LT	1628.91	362580.95	726238.61
9	891+37.08	40.06' LT	1629.02	362581.88	726244.54
10	891+29.72	34.56' LT	1628.62	362576.47	726237.12
11	891+32.09	35.36' LT	1629.04	362577.24	726239.50
12	891+33.75	26.98' LT	1628.90	362568.84	726241.06
13	891+35.73	28.50' LT	1628.82	362570.33	726243.06
14	891+37.53	22.96' LT	1629.10	362564.78	726244.79
15	891+39.16	24.86' LT	1629.02	362566.65	726246.44
16	891+37.19	29.86' LT	1628.85	362571.68	726244.54
17	891+40.62	26.22' LT	1629.05	362568.00	726247.92
18	891+40.14	32.64' LT	1628.91	362574.42	726247.51
19	891+43.56	29.00' LT	1629.11	362570.74	726250.90
20	891+49.43	17.09' LT	1629.47	362558.77	726256.62
21	891+49.94	19.54' LT	1629.89	362561.21	726257.16
22	891+55.77	25.02' LT	1630.01	362566.63	726263.05
23	891+54.49	16.54' LT	1629.53	362558.16	726261.67
24	891+55.69	19.02' LT	1629.97	362560.63	726262.91
25	891+61.46	16.46' LT	1629.62	362557.99	726268.65
26	891+66.31	18.93' LT	1629.90	362560.41	726273.52
27	891+66.42	22.65' LT	1630.02	362564.12	726273.68
28	891+61.50	18.95' LT	1630.04	362560.48	726268.71





LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 40	E

STH 77

CITY OF MONTREAL (TYP.)

EXISTING INLET TO REMAIN
INLET PROTECTION TYPE C REQ'D.

1625.96
(MATCH EXISTING)

1626.38
(MATCH EXISTING)

1626.67
(MATCH EXISTING)

1626.88
(MATCH EXISTING)

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC SURFACE

1626.92
(MATCH EXISTING)

1626.55

GRADE BREAK

SLOPE INTERCEPT

1625.41
1625.38
1625.46
1625.17
1625.14
1625.22
1625.14
1625.47
1625.56
1625.23
1625.60
1625.66
1625.65
(MATCH EXISTING)
1625.23
(MATCH EXISTING)
1625.83
(MATCH EXISTING)
1625.74
(MATCH EXISTING)

4.9% (MEF)
4.9% (MEF)
4.9% (MEF)

WISCONSIN AVE
TEXAS AVE

MOVING SIGNS TYPE II &
MOVING SMALL SIGN SUPPORTS REQ'D

EXISTING INLET TO REMAIN
INLET COVERS TYPE HM REQ'D.
INLET PROTECTION TYPE A REQ'D PRIOR TO
CURB & GUTTER CONSTRUCTION.
INLET PROTECTION TYPE C REQ'D AFTER
CURB & GUTTER CONSTRUCTION

BRIGHTSPEED
XCEL ENERGY

BRIGTHSPEED
XCEL ENERGY

BRIGHTSPEED
XCEL ENERGY

BRIGHTSPEED
XCEL ENERGY

TEXAS AVENUE

GUY

GUY

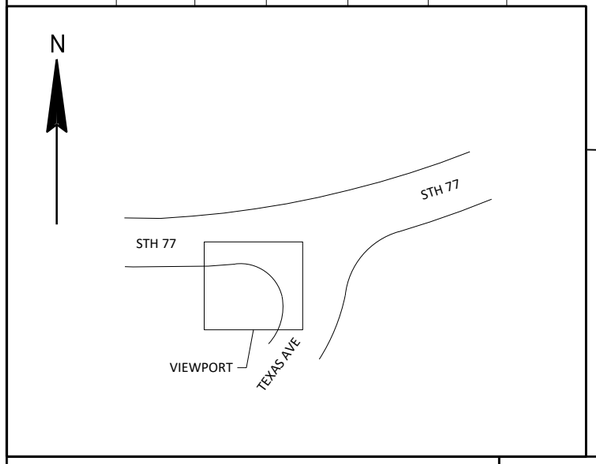
R/W

FLANGE R = 29.5'
BOC R = 26.5'
STA. = 895+48, 45.60' RT
Y = 362,495.34
X = 726,659.54

STA.895+65, RT.
(CURB RAMP TYPE 1A REQ'D.)

CITY OF
MONTREAL

Texas Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	895+38.95	18.60' RT	1626.88	362521.32	726647.46
2	895+38.99	22.32' RT	1626.92	362517.62	726647.81
3	895+47.11	18.81' RT	1626.67	362521.89	726655.85
4	895+46.87	25.08' RT	1626.55	362515.63	726656.23
5	895+52.53	19.52' RT	1626.38	362521.77	726661.50
6	895+53.06	16.58' RT	1625.96	362524.76	726661.72
7	895+60.43	29.89' RT	1625.47	362512.42	726670.88
8	895+64.70	25.84' RT	1625.38	362517.01	726674.81
9	895+66.65	23.64' RT	1625.46	362519.46	726676.54
10	895+63.62	33.60' RT	1625.23	362509.17	726674.68
11	895+67.88	29.57' RT	1625.14	362513.75	726678.61
12	895+70.19	27.80' RT	1625.22	362515.84	726680.76
13	895+66.61	40.82' RT	1625.66	362502.43	726678.78
14	895+71.28	36.41' RT	1625.56	362507.48	726683.10
15	895+73.95	35.43' RT	1625.14	362508.85	726685.77
16	895+72.10	39.54' RT	1625.60	362504.50	726684.41
17	895+72.52	42.06' RT	1625.65	362502.07	726685.22
18	895+75.28	41.57' RT	1625.23	362502.98	726688.07
19	895+69.33	46.78' RT	1625.83	362496.91	726682.48
20	895+72.86	47.12' RT	1625.74	362497.11	726686.30
21	895+63.28	27.18' RT	1625.41	362515.49	726673.51
22	895+66.46	30.90' RT	1625.17	362512.23	726677.31



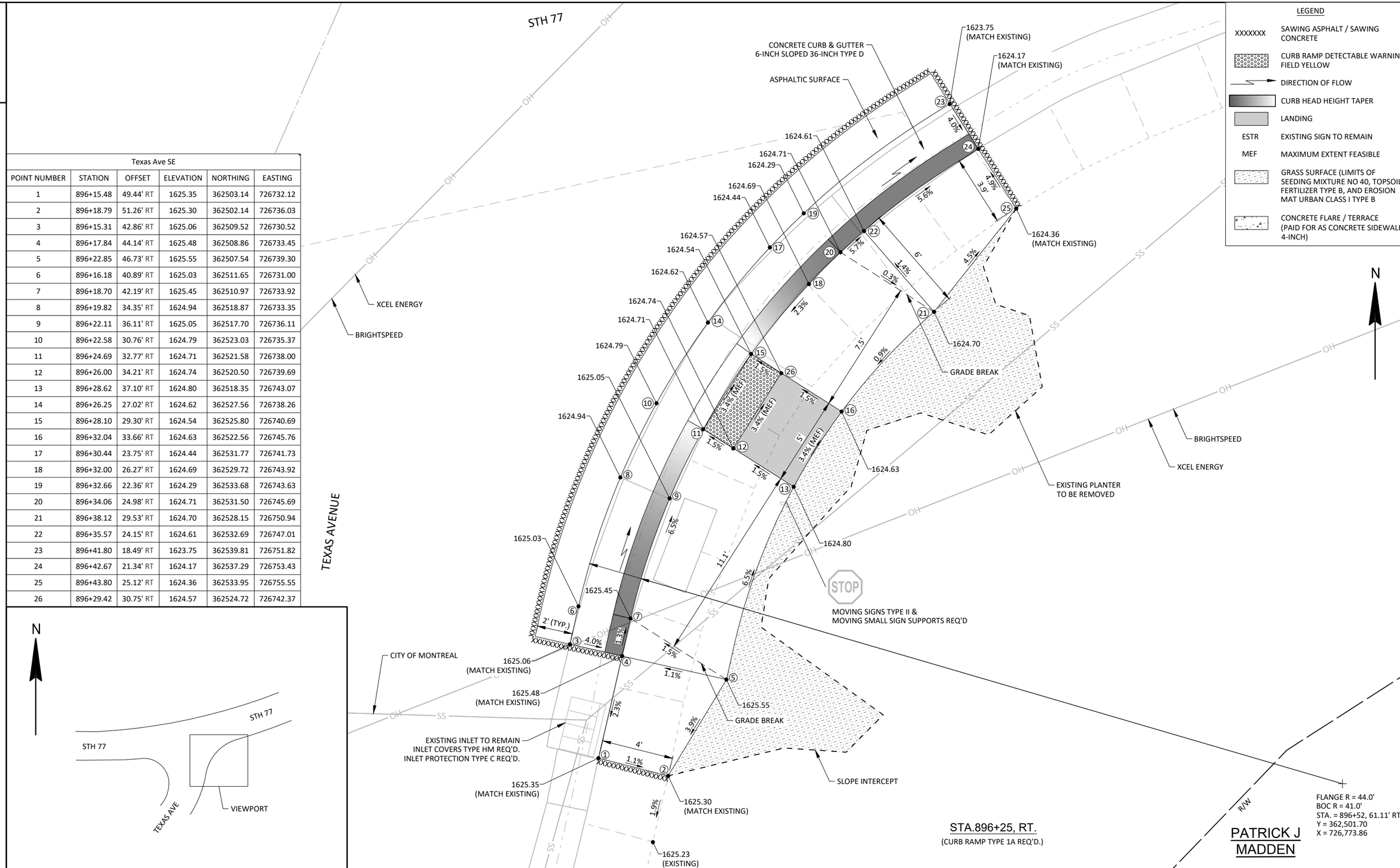
LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 41	E

2

Texas Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	896+15.48	49.44' RT	1625.35	362503.14	726732.12
2	896+18.79	51.26' RT	1625.30	362502.14	726736.03
3	896+15.31	42.86' RT	1625.06	362509.52	726730.52
4	896+17.84	44.14' RT	1625.48	362508.86	726733.45
5	896+22.85	46.73' RT	1625.55	362507.54	726739.30
6	896+16.18	40.89' RT	1625.03	362511.65	726731.00
7	896+18.70	42.19' RT	1625.45	362510.97	726733.92
8	896+19.82	34.35' RT	1624.94	362518.87	726733.35
9	896+22.11	36.11' RT	1625.05	362517.70	726736.11
10	896+22.58	30.76' RT	1624.79	362523.03	726735.37
11	896+24.69	32.77' RT	1624.71	362521.58	726738.00
12	896+26.00	34.21' RT	1624.74	362520.50	726739.69
13	896+28.62	37.10' RT	1624.80	362518.35	726743.07
14	896+26.25	27.02' RT	1624.62	362527.56	726738.26
15	896+28.10	29.30' RT	1624.54	362525.80	726740.69
16	896+32.04	33.66' RT	1624.63	362522.56	726745.76
17	896+30.44	23.75' RT	1624.44	362531.77	726741.73
18	896+32.00	26.27' RT	1624.69	362529.72	726743.92
19	896+32.66	22.36' RT	1624.29	362533.68	726743.63
20	896+34.06	24.98' RT	1624.71	362531.50	726745.69
21	896+38.12	29.53' RT	1624.70	362528.15	726750.94
22	896+35.57	24.15' RT	1624.61	362532.69	726747.01
23	896+41.80	18.49' RT	1623.75	362539.81	726751.82
24	896+42.67	21.34' RT	1624.17	362537.29	726753.43
25	896+43.80	25.12' RT	1624.36	362533.95	726755.55
26	896+29.42	30.75' RT	1624.57	362524.72	726742.37



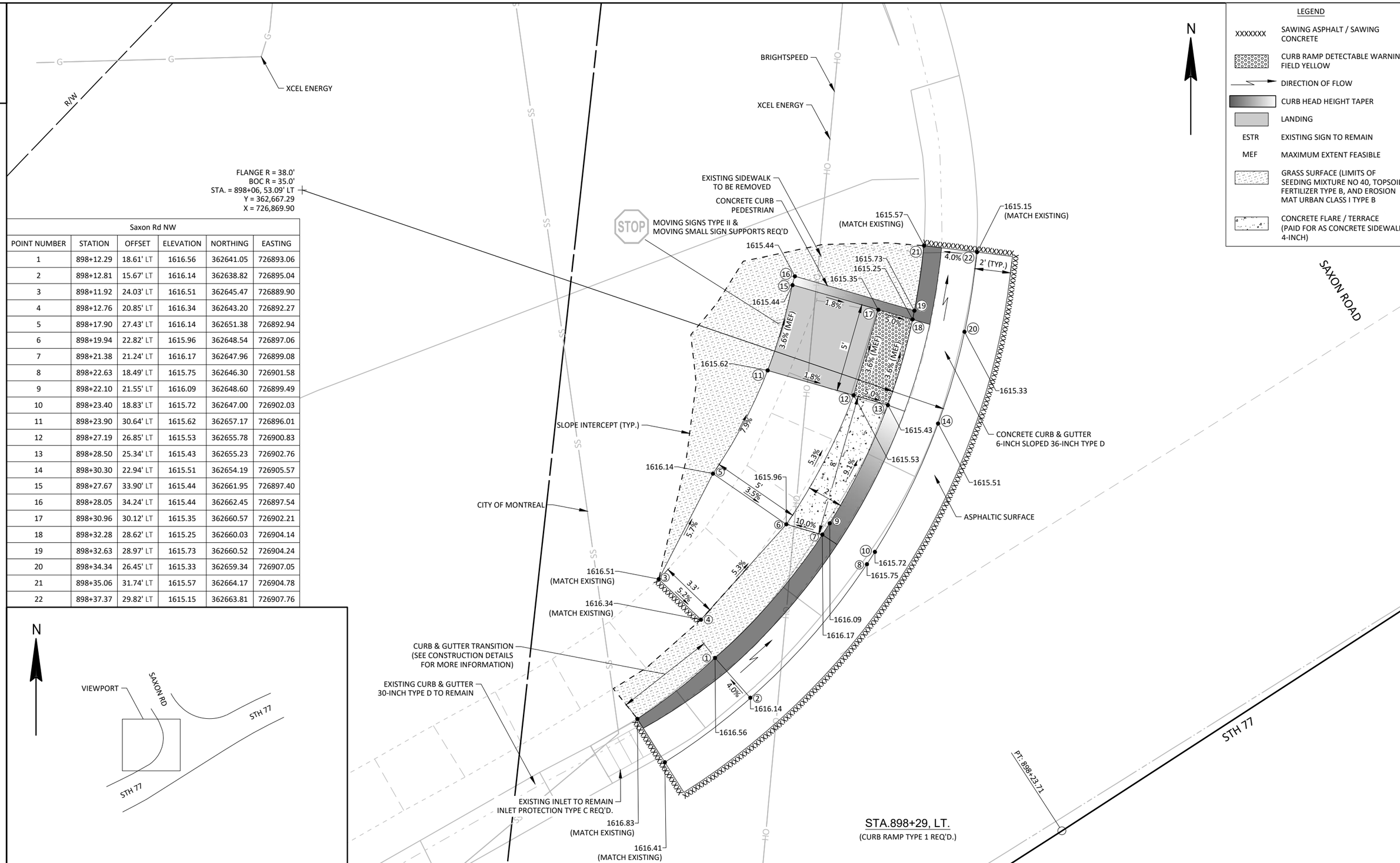
LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 42	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 2:37:51 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : TEXAS ST SE

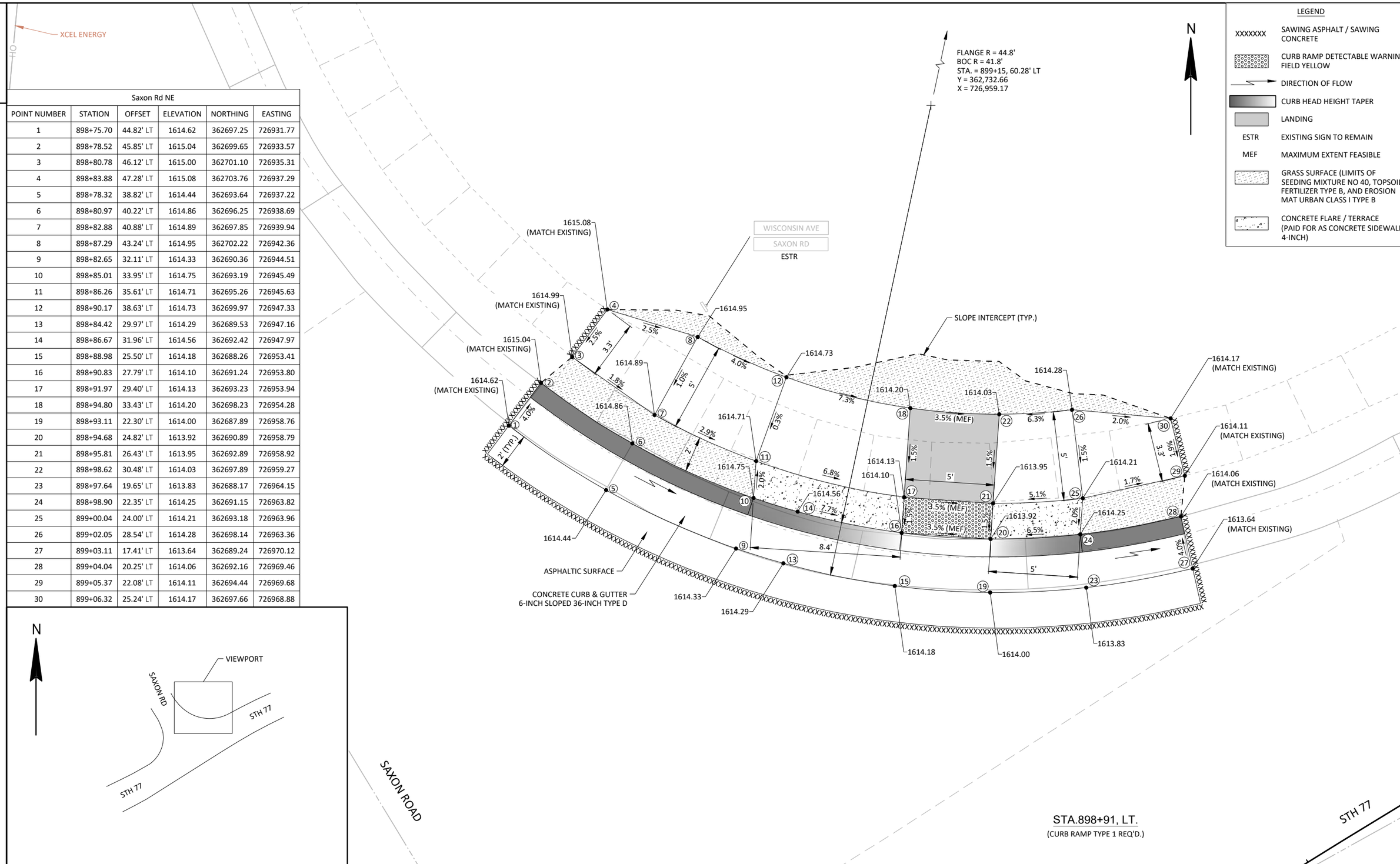


Saxon Rd NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	898+12.29	18.61' LT	1616.56	362641.05	726893.06
2	898+12.81	15.67' LT	1616.14	362638.82	726895.04
3	898+11.92	24.03' LT	1616.51	362645.47	726889.90
4	898+12.76	20.85' LT	1616.34	362643.20	726892.27
5	898+17.90	27.43' LT	1616.14	362651.38	726892.94
6	898+19.94	22.82' LT	1615.96	362648.54	726897.06
7	898+21.38	21.24' LT	1616.17	362647.96	726899.08
8	898+22.63	18.49' LT	1615.75	362646.30	726901.58
9	898+22.10	21.55' LT	1616.09	362648.60	726899.49
10	898+23.40	18.83' LT	1615.72	362647.00	726902.03
11	898+23.90	30.64' LT	1615.62	362657.17	726896.01
12	898+27.19	26.85' LT	1615.53	362655.78	726900.83
13	898+28.50	25.34' LT	1615.43	362655.23	726902.76
14	898+30.30	22.94' LT	1615.51	362654.19	726905.57
15	898+27.67	33.90' LT	1615.44	362661.95	726897.40
16	898+28.05	34.24' LT	1615.44	362662.45	726897.54
17	898+30.96	30.12' LT	1615.35	362660.57	726902.21
18	898+32.28	28.62' LT	1615.25	362660.03	726904.14
19	898+32.63	28.97' LT	1615.73	362660.52	726904.24
20	898+34.34	26.45' LT	1615.33	362659.34	726907.05
21	898+35.06	31.74' LT	1615.57	362664.17	726904.78
22	898+37.37	29.82' LT	1615.15	362663.81	726907.76

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 43	E

2

Saxon Rd NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	898+75.70	44.82' LT	1614.62	362697.25	726931.77
2	898+78.52	45.85' LT	1615.04	362699.65	726933.57
3	898+80.78	46.12' LT	1615.00	362701.10	726935.31
4	898+83.88	47.28' LT	1615.08	362703.76	726937.29
5	898+78.32	38.82' LT	1614.44	362693.64	726937.22
6	898+80.97	40.22' LT	1614.86	362696.25	726938.69
7	898+82.88	40.88' LT	1614.89	362697.85	726939.94
8	898+87.29	43.24' LT	1614.95	362702.22	726942.36
9	898+82.65	32.11' LT	1614.33	362690.36	726944.51
10	898+85.01	33.95' LT	1614.75	362693.19	726945.49
11	898+86.26	35.61' LT	1614.71	362695.26	726945.63
12	898+90.17	38.63' LT	1614.73	362699.97	726947.33
13	898+84.42	29.97' LT	1614.29	362689.53	726947.16
14	898+86.67	31.96' LT	1614.56	362692.42	726947.97
15	898+88.98	25.50' LT	1614.18	362688.26	726953.41
16	898+90.83	27.79' LT	1614.10	362691.24	726953.80
17	898+91.97	29.40' LT	1614.13	362693.23	726953.94
18	898+94.80	33.43' LT	1614.20	362698.23	726954.28
19	898+93.11	22.30' LT	1614.00	362687.89	726958.76
20	898+94.68	24.82' LT	1613.92	362690.89	726958.79
21	898+95.81	26.43' LT	1613.95	362692.89	726958.92
22	898+98.62	30.48' LT	1614.03	362697.89	726959.27
23	898+97.64	19.65' LT	1613.83	362688.17	726964.15
24	898+98.90	22.35' LT	1614.25	362691.15	726963.82
25	899+00.04	24.00' LT	1614.21	362693.18	726963.96
26	899+02.05	28.54' LT	1614.28	362698.14	726963.36
27	899+03.11	17.41' LT	1613.64	362689.24	726970.12
28	899+04.04	20.25' LT	1614.06	362692.16	726969.46
29	899+05.37	22.08' LT	1614.11	362694.44	726969.68
30	899+06.32	25.24' LT	1614.17	362697.66	726968.88



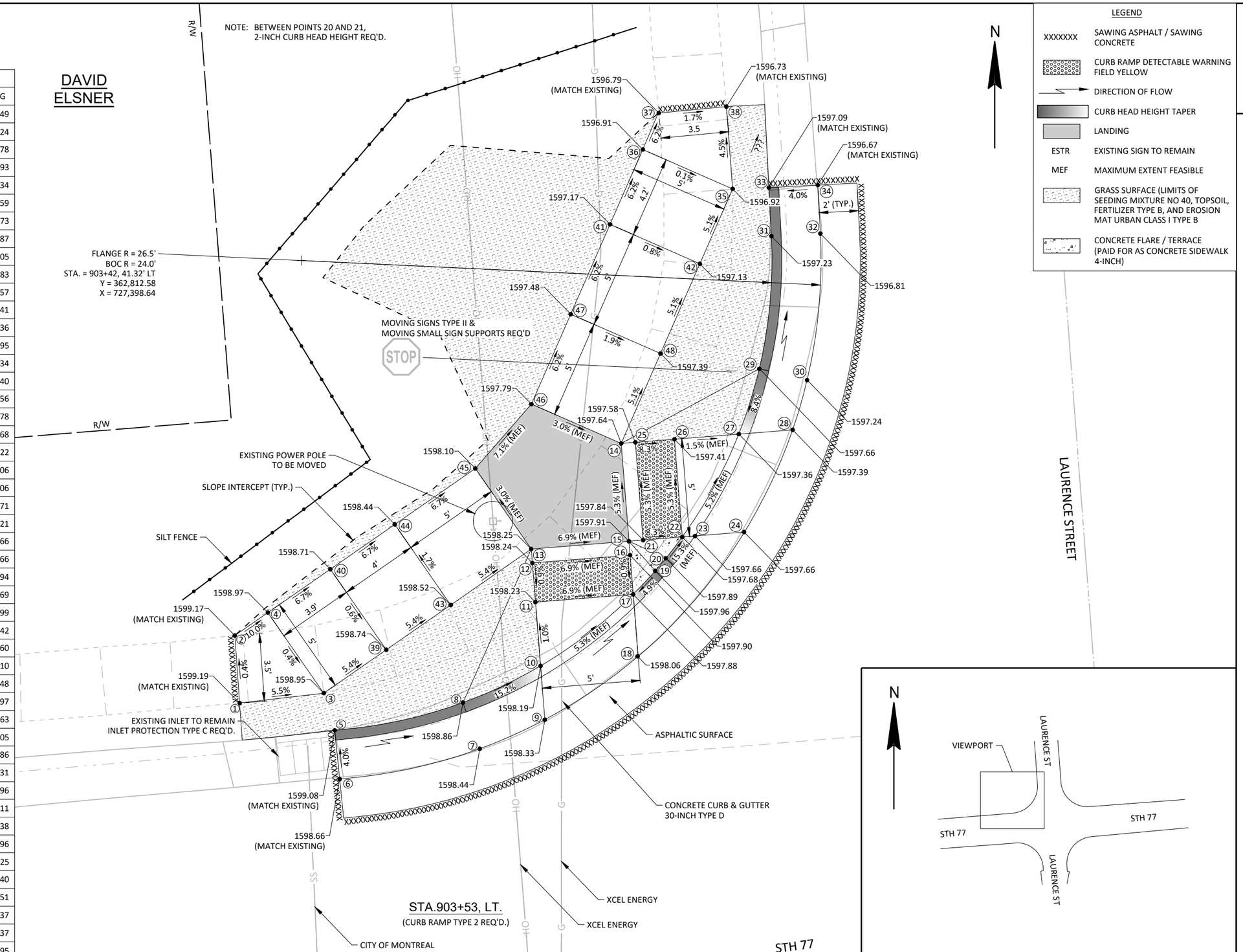
2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 44	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 2:58:28 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : SAXON RD NE

2

Laurence St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	903+37.21	19.09' LT	1599.19	362790.02	727395.49
2	903+37.24	22.53' LT	1599.17	362793.46	727395.24
3	903+41.53	19.24' LT	1598.95	362790.52	727399.78
4	903+39.01	23.57' LT	1598.97	362794.63	727396.93
5	903+41.93	17.31' LT	1599.08	362788.63	727400.34
6	903+41.99	14.81' LT	1598.66	362786.14	727400.59
7	903+49.23	15.78' LT	1598.44	362787.69	727407.73
8	903+48.56	18.19' LT	1598.86	362790.04	727406.87
9	903+52.66	16.99' LT	1598.33	362789.17	727411.05
10	903+52.66	19.74' LT	1598.19	362791.91	727410.83
11	903+52.66	23.01' LT	1598.23	362795.16	727410.57
12	903+52.66	25.01' LT	1598.24	362797.16	727410.41
13	903+52.66	25.72' LT	1598.25	362797.87	727410.36
14	903+57.67	30.72' LT	1597.64	362803.25	727414.95
15	903+57.66	25.72' LT	1597.91	362798.27	727415.34
16	903+57.66	25.00' LT	1597.90	362797.55	727415.40
17	903+57.66	23.00' LT	1597.88	362795.56	727415.56
18	903+57.63	19.84' LT	1598.06	362792.40	727415.78
19	903+58.88	24.11' LT	1597.96	362796.76	727416.68
20	903+59.47	24.70' LT	1597.89	362797.39	727417.22
21	903+58.38	25.72' LT	1597.85	362798.32	727416.06
22	903+60.39	25.72' LT	1597.68	362798.48	727418.06
23	903+61.04	25.71' LT	1597.66	362798.53	727418.71
24	903+63.55	25.72' LT	1597.66	362798.73	727421.21
25	903+58.39	30.72' LT	1597.58	362803.31	727415.66
26	903+60.39	30.72' LT	1597.41	362803.47	727417.66
27	903+63.68	30.71' LT	1597.36	362803.73	727420.94
28	903+66.44	30.71' LT	1597.39	362803.95	727423.69
29	903+64.99	33.95' LT	1597.66	362807.06	727421.99
30	903+67.37	33.18' LT	1597.24	362806.48	727424.42
31	903+66.14	40.64' LT	1597.23	362813.82	727422.60
32	903+68.64	40.57' LT	1596.81	362813.95	727425.10
33	903+66.22	43.12' LT	1597.09	362816.29	727422.48
34	903+68.71	43.05' LT	1596.67	362816.42	727424.97
35	903+64.37	43.20' LT	1596.92	362816.23	727420.63
36	903+59.96	45.56' LT	1596.91	362818.23	727416.05
37	903+60.92	47.35' LT	1596.79	362820.09	727416.86
38	903+64.38	47.40' LT	1596.73	362820.42	727420.31
39	903+44.88	21.19' LT	1598.74	362792.74	727402.96
40	903+42.37	25.52' LT	1598.71	362796.84	727400.11
41	903+57.99	41.90' LT	1597.17	362814.42	727414.38
42	903+62.40	39.53' LT	1597.13	362812.41	727418.96
43	903+48.34	23.21' LT	1598.52	362795.02	727406.25
44	903+45.83	27.53' LT	1598.44	362799.12	727403.40
45	903+50.15	30.04' LT	1598.10	362801.98	727407.51
46	903+53.26	33.08' LT	1597.79	362805.26	727410.37
47	903+55.63	37.49' LT	1597.48	362809.84	727412.37
48	903+60.03	35.12' LT	1597.39	362807.83	727416.95



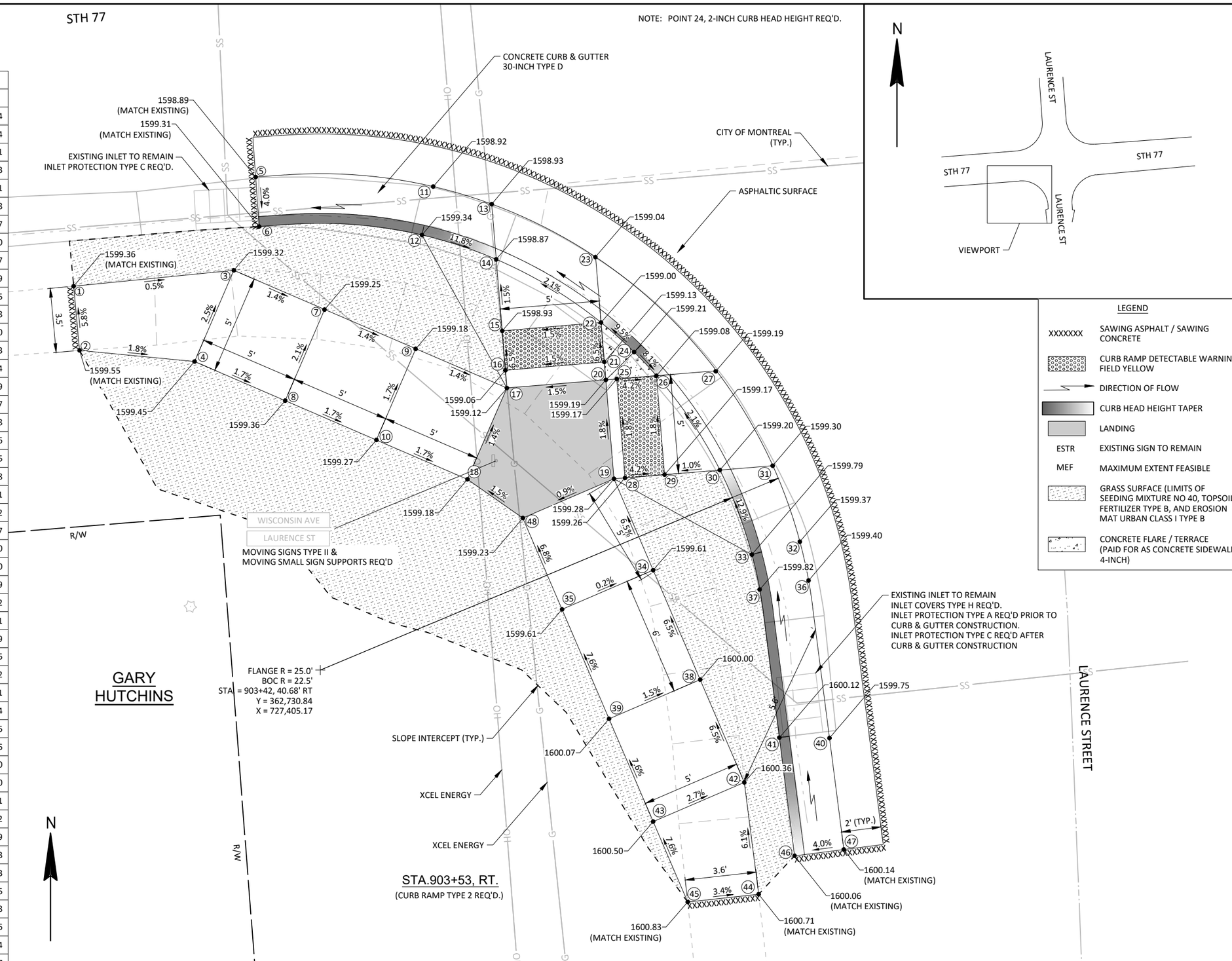
2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 45	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 3:12:53 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : LAURENCE ST NW

2

Laurence St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	903+31.29	20.42' RT	1599.36	362750.17	727392.74
2	903+31.32	23.66' RT	1599.55	362746.94	727393.04
3	903+39.39	20.26' RT	1599.32	362750.97	727400.81
4	903+37.05	24.68' RT	1599.45	362746.38	727398.83
5	903+40.87	15.67' RT	1598.89	362755.67	727401.91
6	903+40.84	18.17' RT	1599.31	362753.18	727402.08
7	903+43.79	22.60' RT	1599.25	362748.99	727405.37
8	903+41.45	27.01' RT	1599.36	362744.41	727403.40
9	903+48.21	24.94' RT	1599.18	362747.02	727409.97
10	903+45.87	29.35' RT	1599.27	362742.43	727407.99
11	903+49.74	16.86' RT	1598.92	362755.19	727410.85
12	903+48.98	19.25' RT	1599.34	362752.75	727410.28
13	903+52.61	17.98' RT	1598.93	362754.30	727413.80
14	903+52.62	20.77' RT	1598.87	362751.52	727414.03
15	903+52.63	24.38' RT	1598.93	362747.93	727414.34
16	903+52.63	26.37' RT	1599.06	362745.94	727414.49
17	903+52.64	27.27' RT	1599.12	362745.04	727414.57
18	903+50.28	31.69' RT	1599.18	362740.45	727412.58
19	903+57.65	32.26' RT	1599.28	362740.47	727419.96
20	903+57.64	27.26' RT	1599.19	362745.46	727419.55
21	903+57.63	26.35' RT	1599.13	362746.36	727419.48
22	903+57.62	24.36' RT	1599.00	362748.34	727419.31
23	903+57.60	21.06' RT	1599.04	362751.64	727419.02
24	903+59.17	25.98' RT	1599.21	362746.86	727420.97
25	903+58.19	27.26' RT	1599.17	362745.50	727420.10
26	903+60.19	27.25' RT	1599.08	362745.67	727422.10
27	903+63.19	27.27' RT	1599.19	362745.89	727425.09
28	903+58.20	32.26' RT	1599.26	362740.52	727420.52
29	903+60.20	32.25' RT	1599.17	362740.68	727422.51
30	903+62.99	32.25' RT	1599.20	362740.91	727425.29
31	903+65.67	32.24' RT	1599.30	362741.13	727427.95
32	903+66.72	36.17' RT	1599.37	362737.30	727429.32
33	903+64.26	36.62' RT	1599.79	362736.66	727426.91
34	903+59.25	37.00' RT	1599.61	362735.87	727421.94
35	903+54.51	38.60' RT	1599.61	362733.90	727417.35
36	903+67.00	38.15' RT	1599.40	362735.35	727429.76
37	903+64.52	38.40' RT	1599.82	362734.90	727427.30
38	903+61.16	42.69' RT	1600.00	362730.36	727424.30
39	903+56.43	44.29' RT	1600.07	362728.39	727419.71
40	903+67.42	46.14' RT	1599.75	362727.42	727430.82
41	903+64.91	45.92' RT	1600.12	362727.44	727428.29
42	903+62.97	48.02' RT	1600.36	362725.18	727426.53
43	903+58.23	49.62' RT	1600.50	362723.21	727421.93
44	903+63.24	53.70' RT	1600.71	362719.55	727427.25
45	903+59.65	53.79' RT	1600.83	362719.17	727423.68
46	903+65.20	51.91' RT	1600.06	362721.49	727429.06
47	903+67.69	51.79' RT	1600.14	362721.81	727431.54
48	903+52.91	33.86' RT	1599.23	362738.50	727415.37



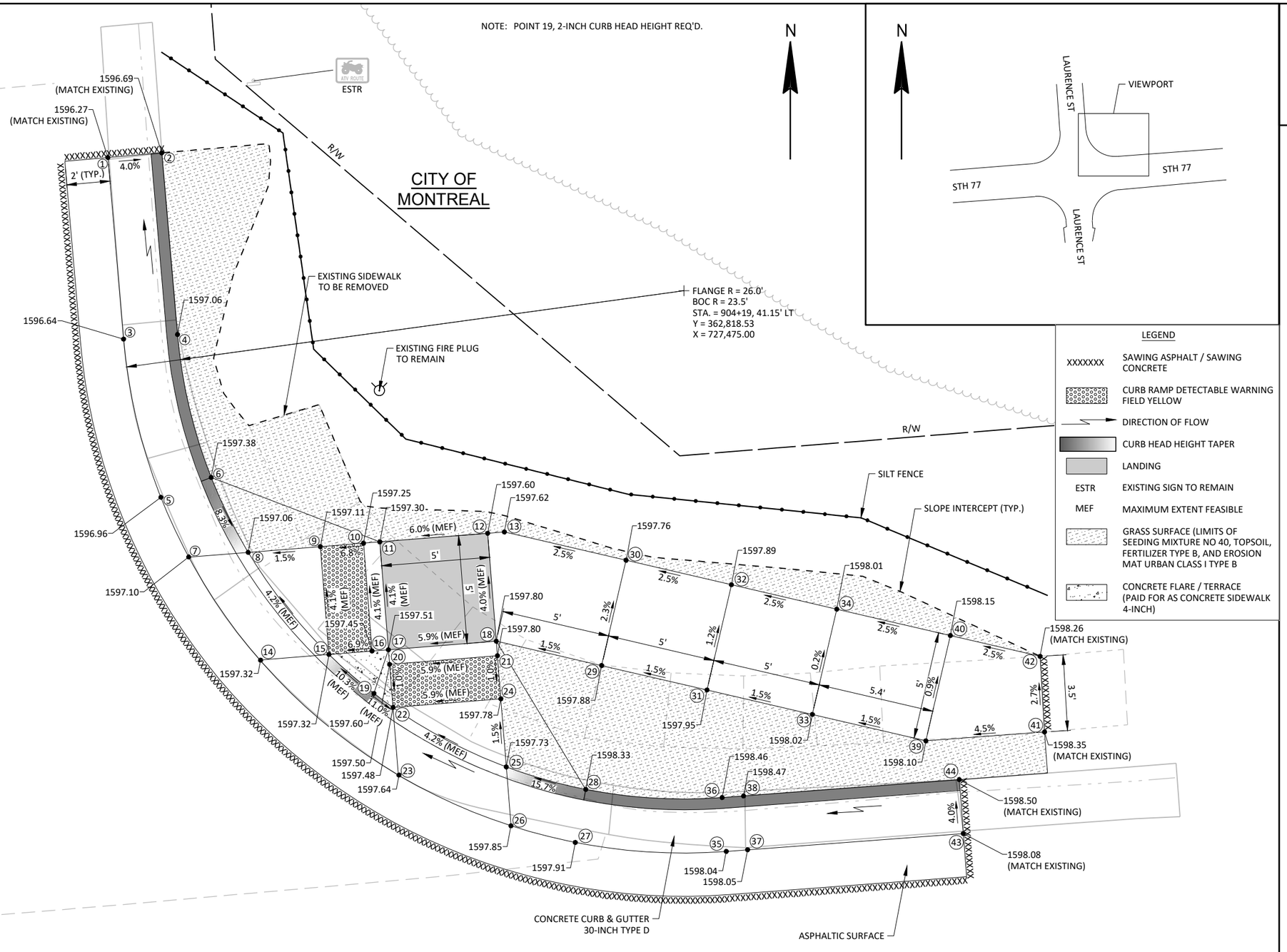
2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 46	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS.DWG PLOT DATE : 10/7/2025 3:06:49 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : LAURENCE ST SW

2

Laurence St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	903+92.69	49.41' LT	1596.27	362824.68	727448.37
2	903+95.19	49.42' LT	1596.69	362824.90	727450.86
3	903+92.75	40.98' LT	1596.64	362816.28	727449.09
4	903+95.25	41.00' LT	1597.06	362816.50	727451.59
5	903+93.88	33.55' LT	1596.96	362808.97	727450.82
6	903+96.27	34.28' LT	1597.38	362809.89	727453.14
7	903+94.94	30.70' LT	1597.10	362806.21	727452.10
8	903+97.70	30.69' LT	1597.06	362806.43	727454.85
9	904+01.05	30.69' LT	1597.11	362806.69	727458.19
10	904+03.05	30.69' LT	1597.25	362806.85	727460.18
11	904+03.80	30.69' LT	1597.30	362806.91	727460.94
12	904+08.80	30.69' LT	1597.60	362807.31	727465.92
13	904+09.58	30.69' LT	1597.62	362807.37	727466.70
14	903+97.87	25.68' LT	1597.32	362801.45	727455.43
15	904+01.04	25.69' LT	1597.32	362801.71	727458.59
16	904+03.04	25.69' LT	1597.45	362801.87	727460.58
17	904+03.80	25.69' LT	1597.51	362801.93	727461.34
18	904+08.80	25.68' LT	1597.80	362802.32	727466.32
19	904+02.97	23.73' LT	1597.60	362799.91	727460.66
20	904+03.80	25.01' LT	1597.50	362801.25	727461.39
21	904+08.80	25.01' LT	1597.80	362801.65	727466.37
22	904+03.80	23.01' LT	1597.48	362799.26	727461.55
23	904+03.83	19.88' LT	1597.64	362796.14	727461.83
24	904+08.80	23.01' LT	1597.78	362799.66	727466.53
25	904+08.80	19.86' LT	1597.73	362796.51	727466.78
26	904+08.80	17.13' LT	1597.85	362793.79	727467.00
27	904+11.70	16.12' LT	1597.91	362793.02	727469.97
28	904+12.38	18.53' LT	1598.33	362795.47	727470.46
29	904+13.57	24.17' LT	1597.88	362801.19	727471.19
30	904+15.08	28.94' LT	1597.76	362806.07	727472.32
31	904+18.33	22.66' LT	1597.95	362800.06	727476.06
32	904+19.85	27.42' LT	1597.89	362804.93	727477.19
33	904+23.10	21.14' LT	1598.02	362798.93	727480.93
34	904+24.61	25.90' LT	1598.01	362803.80	727482.06
35	904+18.62	15.15' LT	1598.04	362792.60	727476.95
36	904+18.63	17.65' LT	1598.46	362795.10	727476.76
37	904+19.61	15.14' LT	1598.05	362792.68	727477.94
38	904+19.62	17.64' LT	1598.47	362795.17	727477.75
39	904+28.23	19.50' LT	1598.10	362797.71	727486.18
40	904+29.75	24.27' LT	1598.15	362802.59	727487.31
41	904+33.73	19.48' LT	1598.35	362798.13	727491.66
42	904+33.80	22.98' LT	1598.26	362801.62	727491.46
43	904+29.61	15.09' LT	1598.08	362793.43	727487.91
44	904+29.62	17.59' LT	1598.50	362795.92	727487.72

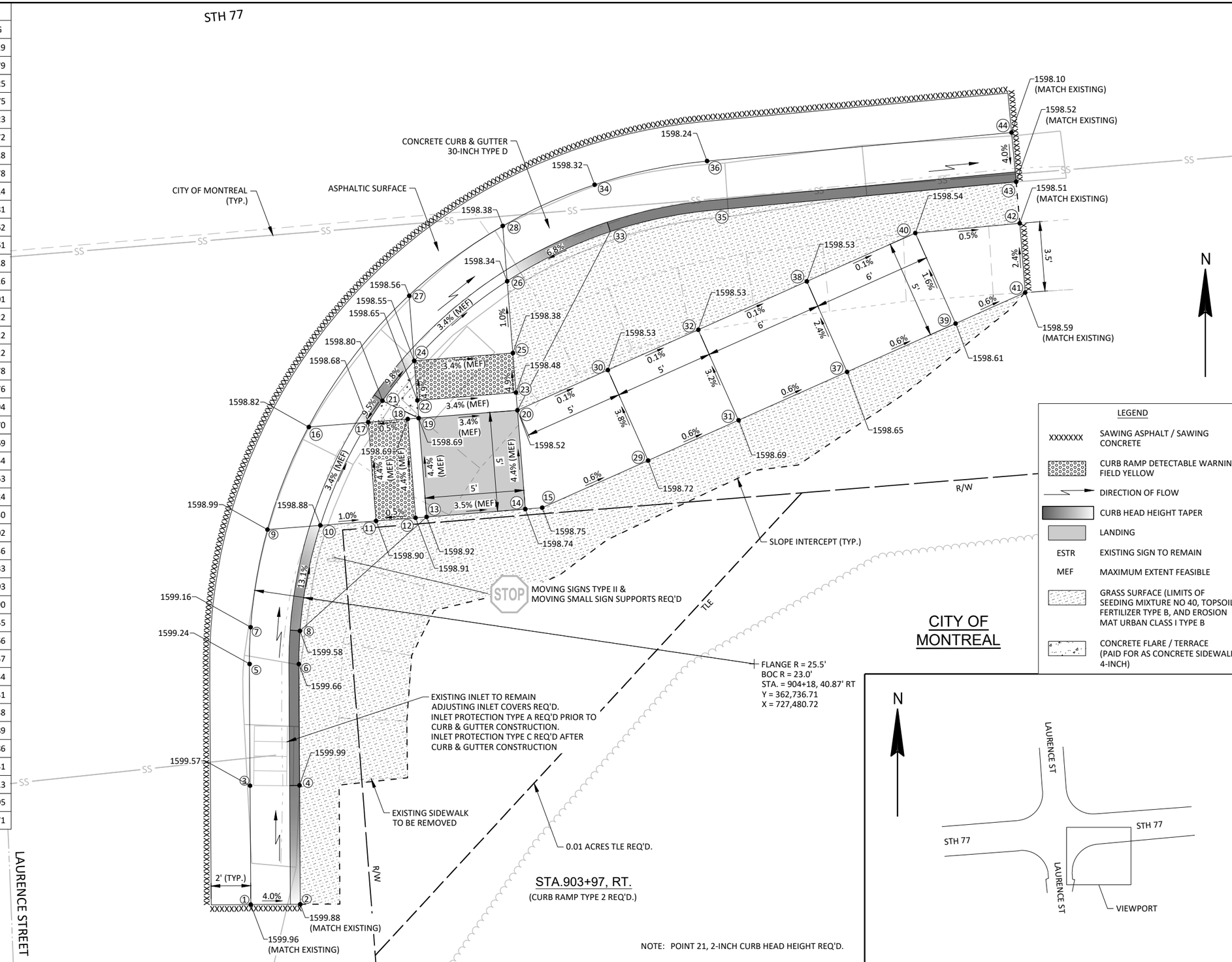


2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 47	E

2

Laurence St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	903+91.59	50.94' RT	1599.96	362724.56	727455.29
2	903+94.08	51.13' RT	1599.88	362724.58	727457.79
3	903+92.03	44.96' RT	1599.57	362730.56	727455.25
4	903+94.53	45.14' RT	1599.99	362730.58	727457.75
5	903+92.50	38.83' RT	1599.24	362736.71	727455.23
6	903+94.98	39.03' RT	1599.66	362736.71	727457.72
7	903+92.70	36.99' RT	1599.16	362738.56	727455.28
8	903+95.17	37.37' RT	1599.58	362738.38	727457.78
9	903+93.95	32.14' RT	1598.99	362743.49	727456.14
10	903+96.63	32.14' RT	1598.88	362743.71	727458.81
11	903+99.45	32.15' RT	1598.90	362743.93	727461.62
12	904+01.45	32.15' RT	1598.91	362744.09	727463.61
13	904+02.01	32.15' RT	1598.92	362744.13	727464.18
14	904+07.01	32.15' RT	1598.74	362744.53	727469.16
15	904+07.86	32.15' RT	1598.75	362744.60	727470.01
16	903+96.44	27.15' RT	1598.82	362748.67	727458.22
17	903+99.45	27.15' RT	1598.68	362748.91	727461.22
18	904+01.45	27.15' RT	1598.69	362749.07	727463.22
19	904+02.01	27.15' RT	1598.69	362749.12	727463.78
20	904+07.01	27.15' RT	1598.52	362749.51	727468.76
21	904+00.25	26.12' RT	1598.80	362750.00	727461.94
22	904+02.01	26.25' RT	1598.65	362750.02	727463.70
23	904+07.01	26.25' RT	1598.48	362750.41	727468.69
24	904+02.01	24.25' RT	1598.55	362752.01	727463.54
25	904+07.01	24.25' RT	1598.38	362752.41	727468.53
26	904+07.01	20.61' RT	1598.34	362756.03	727468.24
27	904+02.03	20.95' RT	1598.56	362755.30	727463.30
28	904+07.02	17.81' RT	1598.38	362758.82	727468.02
29	904+13.39	30.20' RT	1598.72	362746.98	727475.36
30	904+11.73	25.49' RT	1598.53	362751.55	727473.33
31	904+18.10	28.54' RT	1598.69	362749.01	727479.93
32	904+16.44	23.83' RT	1598.53	362753.58	727477.90
33	904+12.41	18.54' RT	1598.74	362758.53	727473.45
34	904+11.81	16.11' RT	1598.32	362760.90	727472.66
35	904+17.60	17.87' RT	1598.66	362759.61	727478.57
36	904+17.57	15.37' RT	1598.24	362762.10	727478.34
37	904+23.76	26.55' RT	1598.65	362751.45	727485.41
38	904+22.10	21.83' RT	1598.53	362756.02	727483.38
39	904+29.42	24.55' RT	1598.61	362753.89	727490.89
40	904+27.76	19.84' RT	1598.54	362758.46	727488.86
41	904+33.05	23.28' RT	1598.59	362755.46	727494.41
42	904+33.06	19.77' RT	1598.51	362758.95	727494.13
43	904+33.04	17.67' RT	1598.52	362761.05	727493.95
44	904+33.01	15.17' RT	1598.10	362763.54	727493.71



2

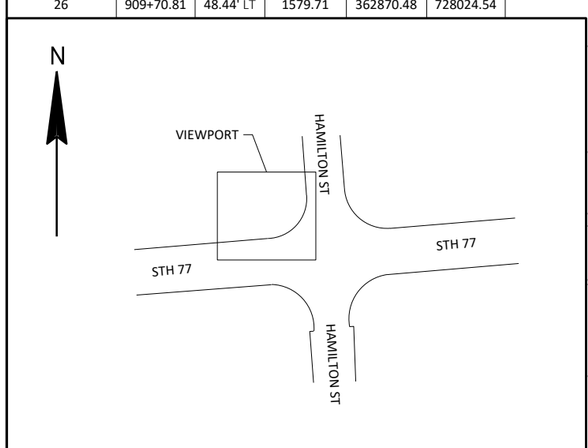
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 48	E

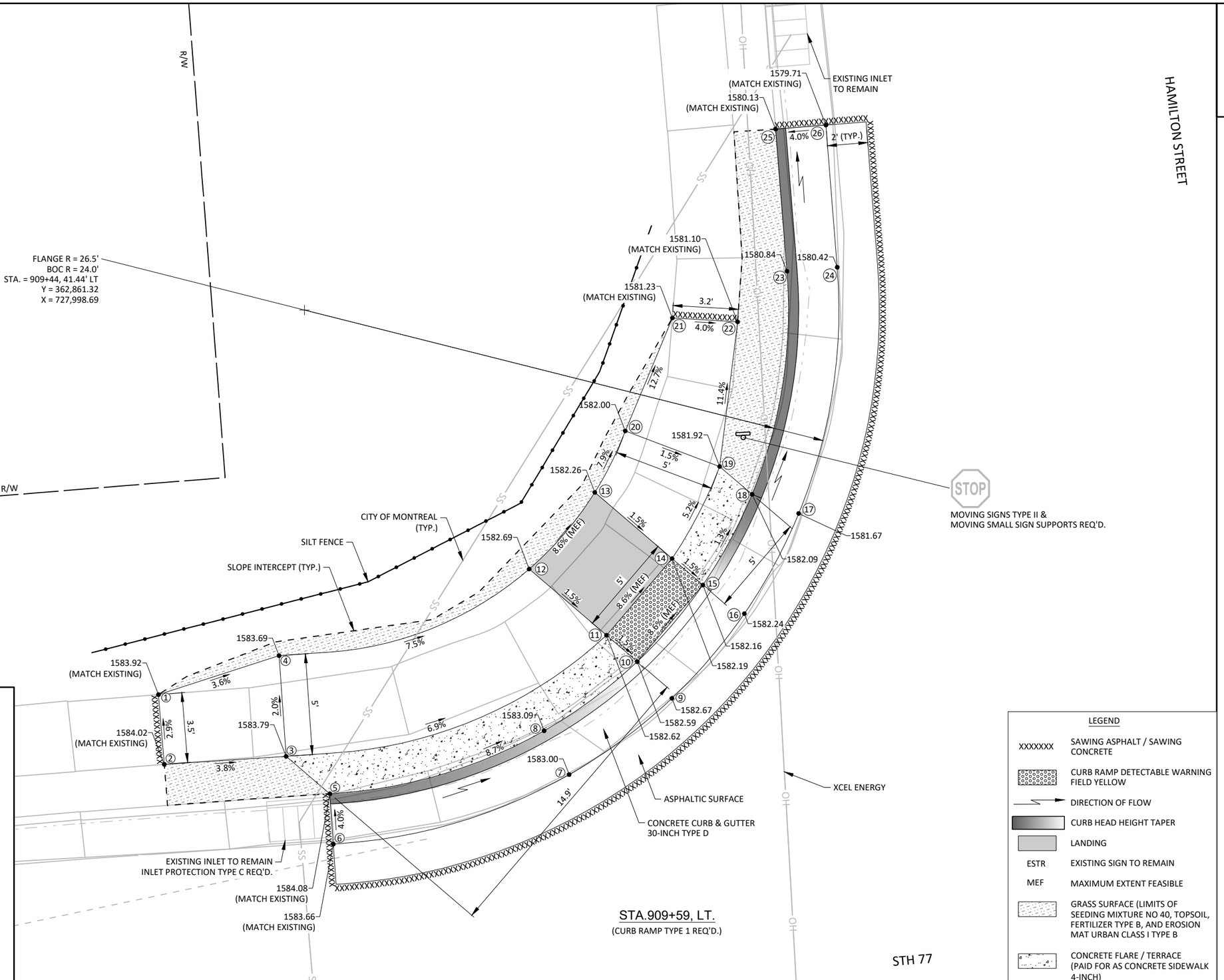
2

N

CHRISTINA JOHNSON

Hamilton St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	909+35.50	23.04' LT	1583.92	362842.26	727991.45
2	909+35.51	19.58' LT	1584.02	362838.81	727991.74
3	909+41.56	19.47' LT	1583.79	362839.21	727997.78
4	909+41.62	24.47' LT	1583.69	362844.19	727997.43
5	909+43.57	17.45' LT	1584.08	362837.35	727999.96
6	909+43.53	14.95' LT	1583.66	362834.86	728000.12
7	909+55.47	17.42' LT	1583.00	362838.30	728011.81
8	909+54.41	19.68' LT	1583.09	362840.47	728010.57
9	909+60.86	20.76' LT	1582.67	362842.08	728016.91
10	909+59.30	22.71' LT	1582.59	362843.90	728015.19
11	909+57.88	24.15' LT	1582.62	362845.21	728013.66
12	909+54.34	27.73' LT	1582.69	362848.49	728009.83
13	909+57.89	31.25' LT	1582.26	362852.28	728013.09
14	909+61.44	27.66' LT	1582.19	362849.00	728016.92
15	909+62.85	26.23' LT	1582.16	362847.69	728018.44
16	909+64.78	24.65' LT	1582.24	362846.28	728020.50
17	909+67.88	29.37' LT	1581.67	362851.24	728023.19
18	909+65.65	30.51' LT	1582.09	362852.19	728020.88
19	909+64.16	32.01' LT	1581.92	362853.57	728019.28
20	909+59.65	34.16' LT	1582.00	362855.33	728014.60
21	909+62.44	39.54' LT	1581.23	362860.93	728016.93
22	909+65.64	39.09' LT	1581.10	362860.74	728020.16
23	909+68.29	41.38' LT	1580.84	362863.24	728022.61
24	909+70.79	41.37' LT	1580.42	362863.44	728025.10
25	909+68.31	48.45' LT	1580.13	362870.28	728022.05
26	909+70.81	48.44' LT	1579.71	362870.48	728024.54





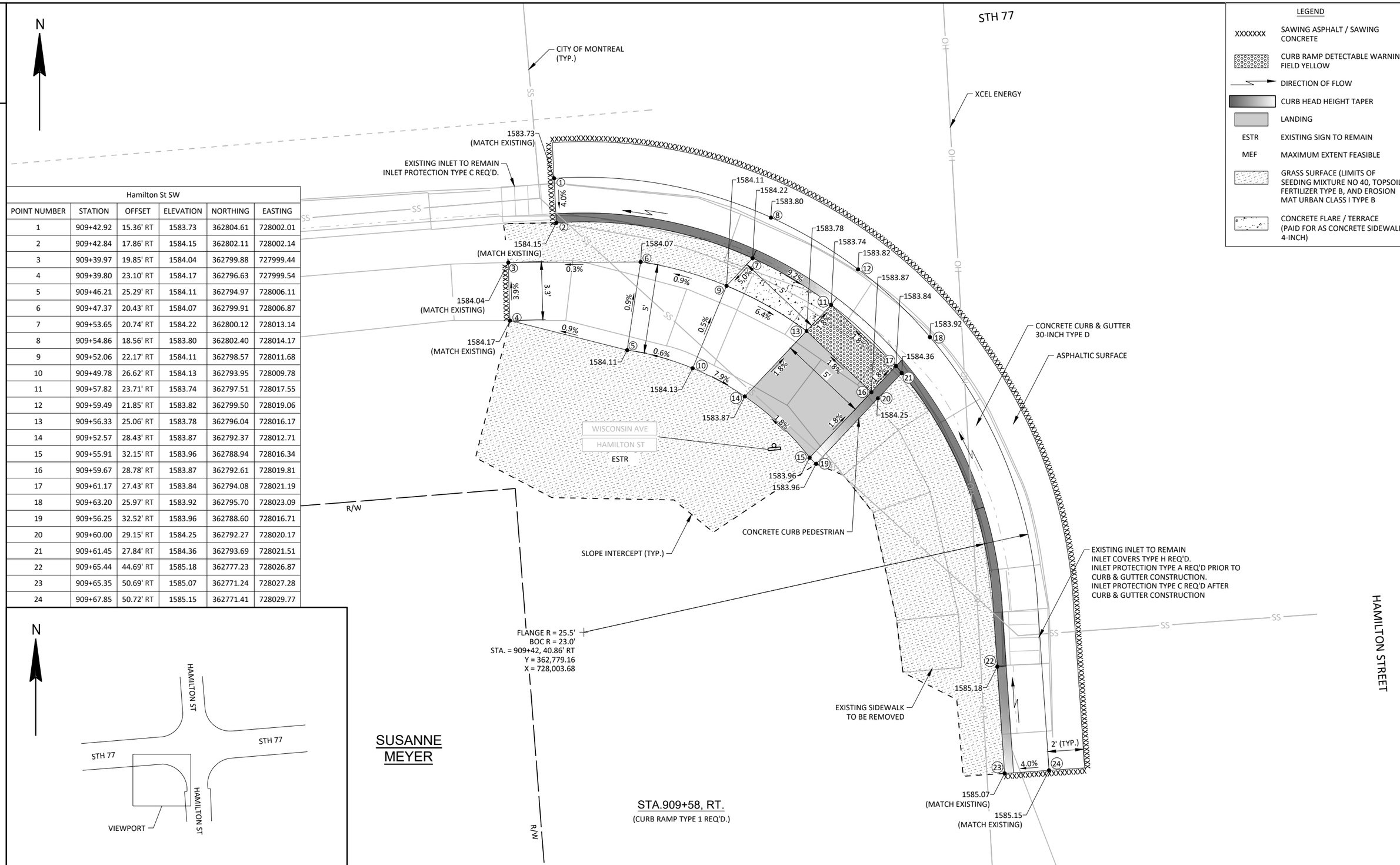
LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 49	E

2



Hamilton St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	909+42.92	15.36' RT	1583.73	362804.61	728002.01
2	909+42.84	17.86' RT	1584.15	362802.11	728002.14
3	909+39.97	19.85' RT	1584.04	362799.88	727999.44
4	909+39.80	23.10' RT	1584.17	362796.63	727999.54
5	909+46.21	25.29' RT	1584.11	362794.97	728006.11
6	909+47.37	20.43' RT	1584.07	362799.91	728006.87
7	909+53.65	20.74' RT	1584.22	362800.12	728013.14
8	909+54.86	18.56' RT	1583.80	362802.40	728014.17
9	909+52.06	22.17' RT	1584.11	362798.57	728011.68
10	909+49.78	26.62' RT	1584.13	362793.95	728009.78
11	909+57.82	23.71' RT	1583.74	362797.51	728017.55
12	909+59.49	21.85' RT	1583.82	362799.50	728019.06
13	909+56.33	25.06' RT	1583.78	362796.04	728016.17
14	909+52.57	28.43' RT	1583.87	362792.37	728012.71
15	909+55.91	32.15' RT	1583.96	362788.94	728016.34
16	909+59.67	28.78' RT	1583.87	362792.61	728019.81
17	909+61.17	27.43' RT	1583.84	362794.08	728021.19
18	909+63.20	25.97' RT	1583.92	362795.70	728023.09
19	909+56.25	32.52' RT	1583.96	362788.60	728016.71
20	909+60.00	29.15' RT	1584.25	362792.27	728020.17
21	909+61.45	27.84' RT	1584.36	362793.69	728021.51
22	909+65.44	44.69' RT	1585.18	362777.23	728026.87
23	909+65.35	50.69' RT	1585.07	362771.24	728027.28
24	909+67.85	50.72' RT	1585.15	362771.41	728029.77

2

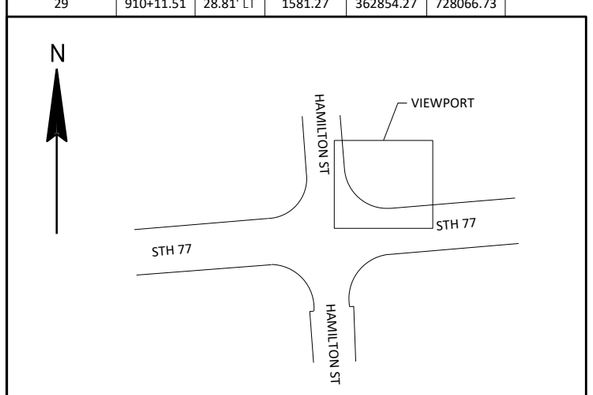
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 50	E

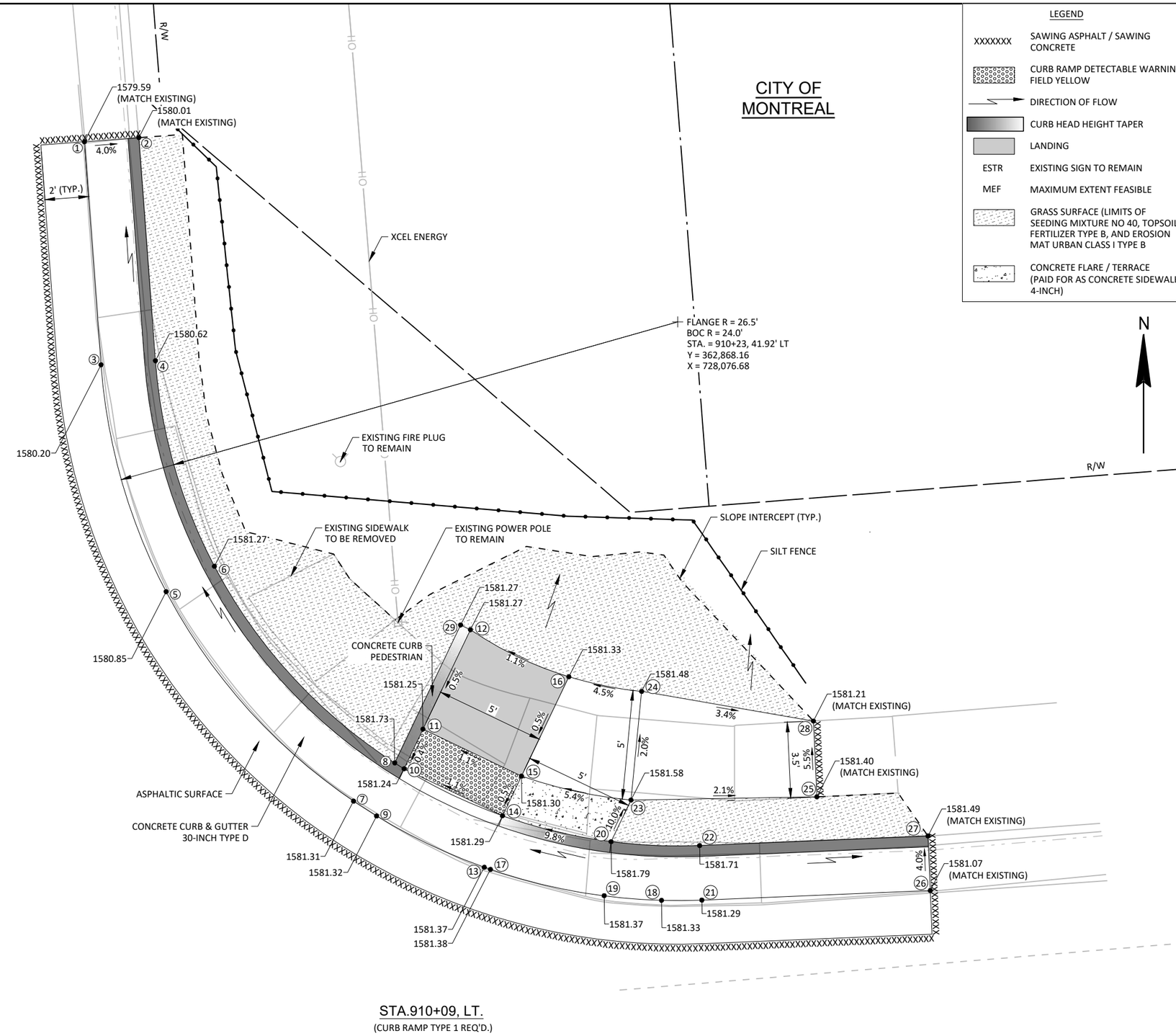
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:01:28 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : HAMILTON ST SW

2

Hamilton St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	909+96.16	52.28' LT	1579.59	362876.40	728049.49
2	909+98.66	52.26' LT	1580.01	362876.59	728051.98
3	909+96.08	42.04' LT	1580.20	362866.19	728050.25
4	909+98.58	42.02' LT	1580.62	362866.37	728052.74
5	909+98.19	31.44' LT	1580.85	362855.80	728053.24
6	910+00.49	32.42' LT	1581.27	362856.97	728055.45
7	910+05.96	21.18' LT	1581.31	362846.21	728061.82
8	910+07.99	22.76' LT	1581.73	362847.96	728063.71
9	910+06.96	20.41' LT	1581.32	362845.53	728062.88
10	910+08.39	22.46' LT	1581.24	362847.69	728064.14
11	910+09.40	24.20' LT	1581.25	362849.51	728065.00
12	910+11.94	28.56' LT	1581.27	362854.06	728067.18
13	910+11.68	17.66' LT	1581.37	362843.18	728067.81
14	910+12.71	19.94' LT	1581.29	362845.54	728068.65
15	910+13.72	21.68' LT	1581.30	362847.35	728069.52
16	910+16.26	26.04' LT	1581.33	362851.90	728071.69
17	910+11.95	17.54' LT	1581.38	362843.08	728068.10
18	910+19.65	15.48' LT	1581.33	362841.67	728075.94
19	910+17.05	15.91' LT	1581.37	362841.88	728073.31
20	910+17.57	18.35' LT	1581.79	362844.35	728073.62
21	910+21.49	15.34' LT	1581.29	362841.68	728077.78
22	910+21.59	17.84' LT	1581.71	362844.18	728077.68
23	910+18.63	20.18' LT	1581.58	362846.26	728074.53
24	910+19.53	25.10' LT	1581.48	362851.24	728075.02
25	910+27.13	19.62' LT	1581.40	362846.40	728083.05
26	910+31.96	14.92' LT	1581.07	362842.12	728088.25
27	910+32.06	17.41' LT	1581.49	362844.61	728088.14
28	910+27.26	23.09' LT	1581.21	362849.88	728082.89
29	910+11.51	28.81' LT	1581.27	362854.27	728066.73

HAMILTON STREET





2

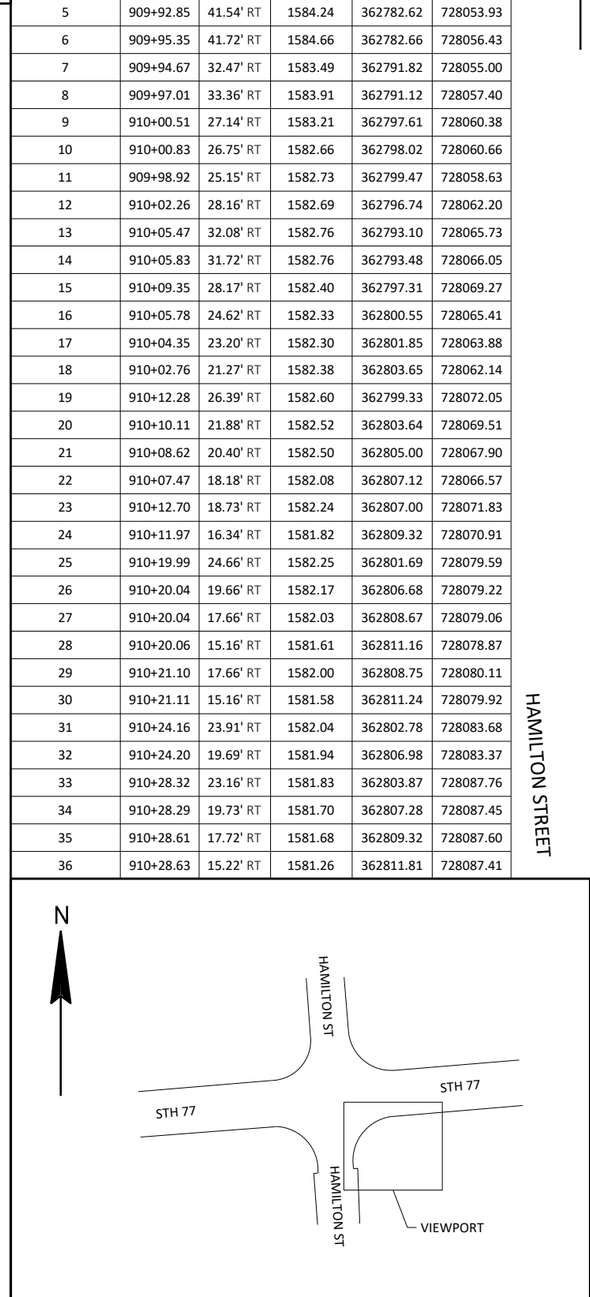
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 51	E

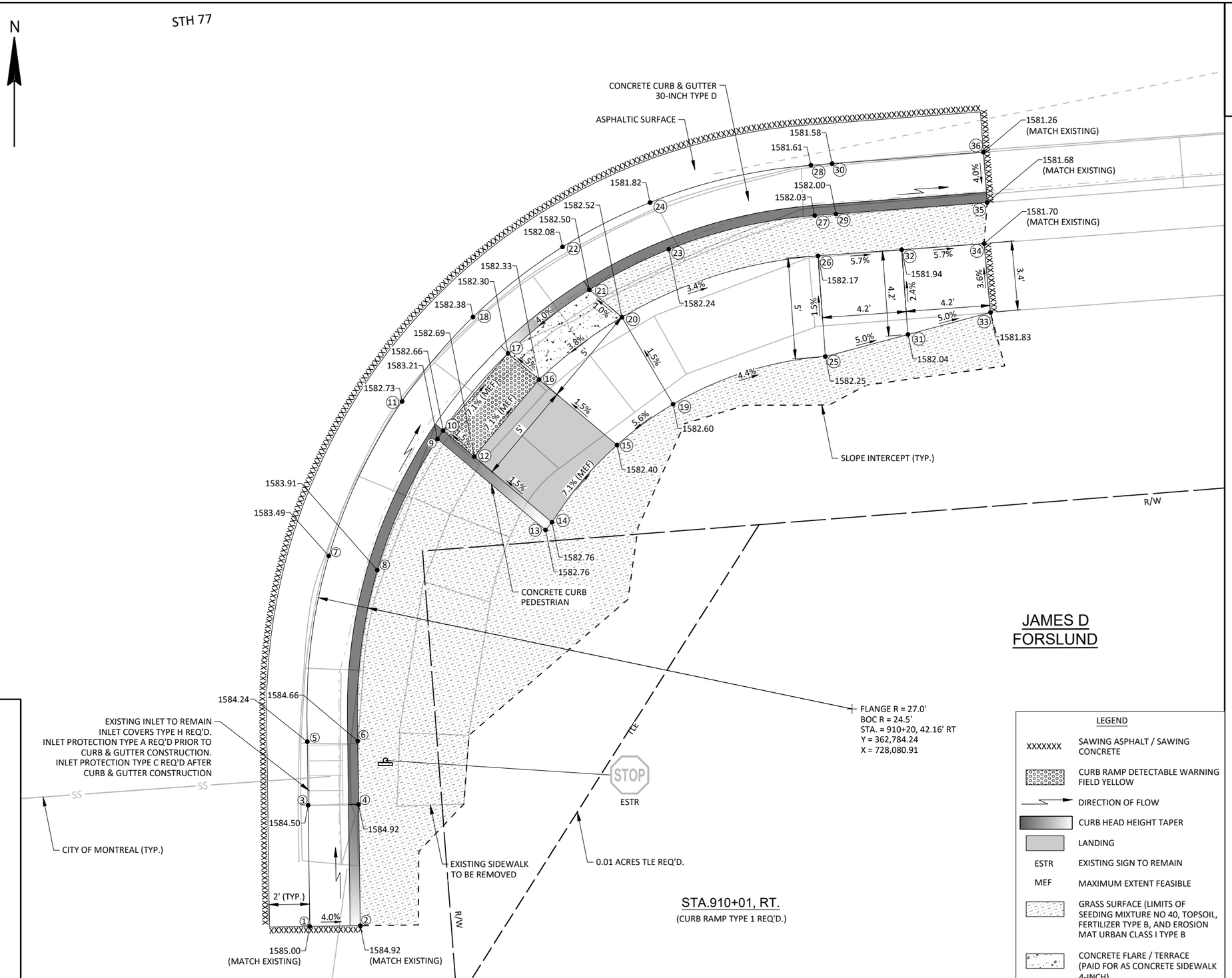
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:03:56 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : HAMILTON ST NE

2

Hamilton St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	909+92.22	50.67' RT	1585.00	362773.48	728054.05
2	909+94.71	50.84' RT	1584.92	362773.51	728056.55
3	909+92.63	44.69' RT	1584.50	362779.47	728053.97
4	909+95.13	44.86' RT	1584.92	362779.51	728056.47
5	909+92.85	41.54' RT	1584.24	362782.62	728053.93
6	909+95.35	41.72' RT	1584.66	362782.66	728056.43
7	909+94.67	32.47' RT	1583.49	362791.82	728055.00
8	909+97.01	33.36' RT	1583.91	362791.12	728057.40
9	910+00.51	27.14' RT	1583.21	362797.61	728060.38
10	910+00.83	26.75' RT	1582.66	362798.02	728060.66
11	909+98.92	25.15' RT	1582.73	362799.47	728058.63
12	910+02.26	28.16' RT	1582.69	362796.74	728062.20
13	910+05.47	32.08' RT	1582.76	362793.10	728065.73
14	910+05.83	31.72' RT	1582.76	362793.48	728066.05
15	910+09.35	28.17' RT	1582.40	362797.31	728069.27
16	910+05.78	24.62' RT	1582.33	362800.55	728065.41
17	910+04.35	23.20' RT	1582.30	362801.85	728063.88
18	910+02.76	21.27' RT	1582.38	362803.65	728062.14
19	910+12.28	26.39' RT	1582.60	362799.33	728072.05
20	910+10.11	21.88' RT	1582.52	362803.64	728069.51
21	910+08.62	20.40' RT	1582.50	362805.00	728067.90
22	910+07.47	18.18' RT	1582.08	362807.12	728066.57
23	910+12.70	18.73' RT	1582.24	362807.00	728071.83
24	910+11.97	16.34' RT	1581.82	362809.32	728070.91
25	910+19.99	24.66' RT	1582.25	362801.69	728079.59
26	910+20.04	19.66' RT	1582.17	362806.68	728079.22
27	910+20.04	17.66' RT	1582.03	362808.67	728079.06
28	910+20.06	15.16' RT	1581.61	362811.16	728078.87
29	910+21.10	17.66' RT	1582.00	362808.75	728080.11
30	910+21.11	15.16' RT	1581.58	362811.24	728079.92
31	910+24.16	23.91' RT	1582.04	362802.78	728083.68
32	910+24.20	19.69' RT	1581.94	362806.98	728083.37
33	910+28.32	23.16' RT	1581.83	362803.87	728087.76
34	910+28.29	19.73' RT	1581.70	362807.28	728087.45
35	910+28.61	17.72' RT	1581.68	362809.32	728087.60
36	910+28.63	15.22' RT	1581.26	362811.81	728087.41

HAMILTON STREET





JAMES D
FORSLUND

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

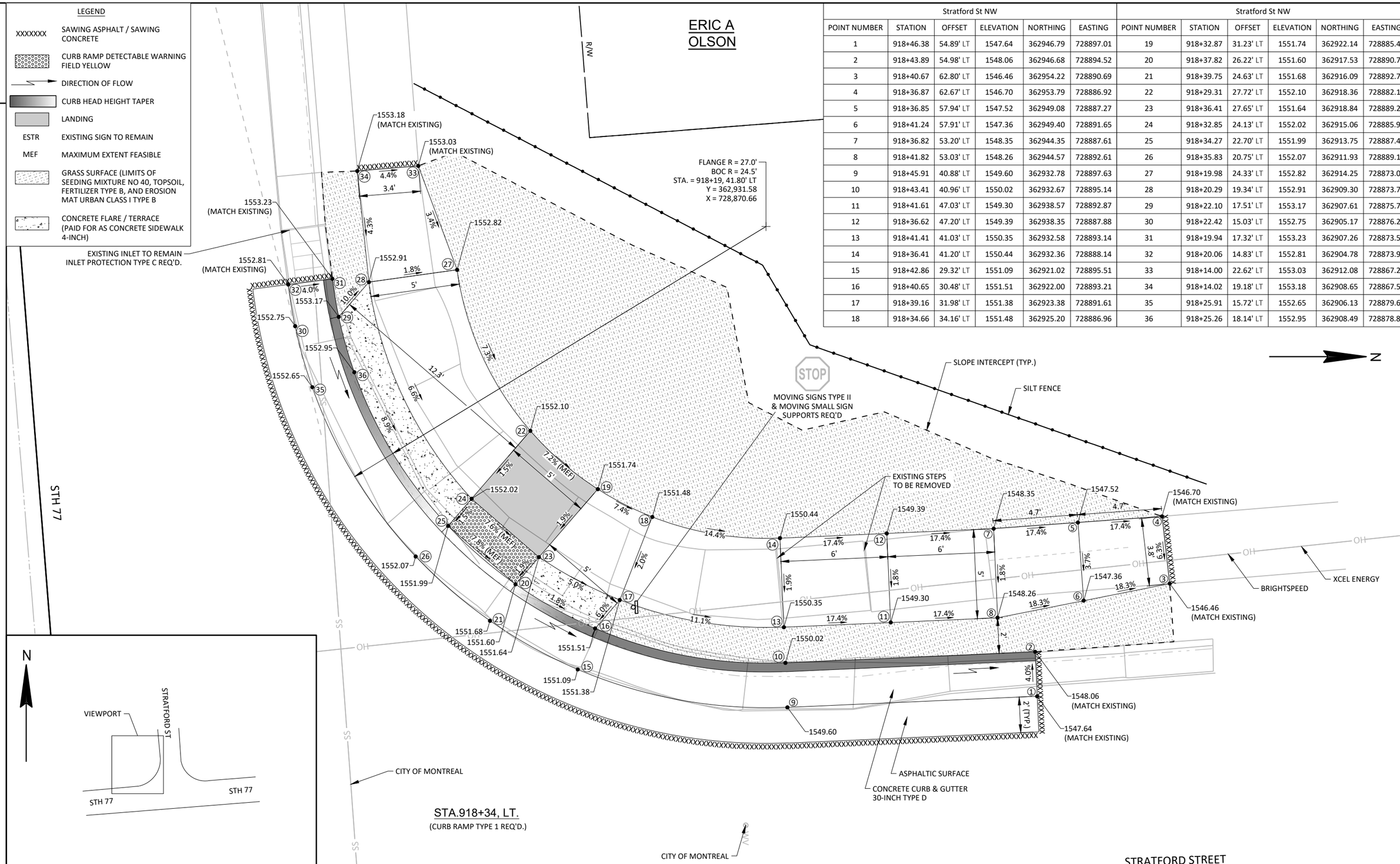
2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 52	E

2

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)



Stratford St NW						Stratford St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	918+46.38	54.89' LT	1547.64	362946.79	728897.01	19	918+32.87	31.23' LT	1551.74	362922.14	728885.40
2	918+43.89	54.98' LT	1548.06	362946.68	728894.52	20	918+37.82	26.22' LT	1551.60	362917.53	728890.73
3	918+40.67	62.80' LT	1546.46	362954.22	728890.69	21	918+39.75	24.63' LT	1551.68	362916.09	728892.78
4	918+36.87	62.67' LT	1546.70	362953.79	728886.92	22	918+29.31	27.72' LT	1552.10	362918.36	728882.12
5	918+36.85	57.94' LT	1547.52	362949.08	728887.27	23	918+36.41	27.65' LT	1551.64	362918.84	728889.21
6	918+41.24	57.91' LT	1547.36	362949.40	728891.65	24	918+32.85	24.13' LT	1552.02	362915.06	728885.94
7	918+36.82	53.20' LT	1548.35	362944.35	728887.61	25	918+34.27	22.70' LT	1551.99	362913.75	728887.46
8	918+41.82	53.03' LT	1548.26	362944.57	728892.61	26	918+35.83	20.75' LT	1552.07	362911.93	728889.17
9	918+45.91	40.88' LT	1549.60	362932.78	728897.63	27	918+19.98	24.33' LT	1552.82	362914.25	728873.09
10	918+43.41	40.96' LT	1550.02	362932.67	728895.14	28	918+20.29	19.34' LT	1552.91	362909.30	728873.78
11	918+41.61	47.03' LT	1549.30	362938.57	728892.87	29	918+22.10	17.51' LT	1553.17	362907.61	728875.73
12	918+36.62	47.20' LT	1549.39	362938.35	728887.88	30	918+22.42	15.03' LT	1552.75	362905.17	728876.25
13	918+41.41	41.03' LT	1550.35	362932.58	728893.14	31	918+19.94	17.32' LT	1553.23	362907.26	728873.59
14	918+36.41	41.20' LT	1550.44	362932.36	728888.14	32	918+20.06	14.83' LT	1552.81	362904.78	728873.91
15	918+42.86	29.32' LT	1551.09	362921.02	728895.51	33	918+14.00	22.62' LT	1553.03	362912.08	728867.26
16	918+40.65	30.48' LT	1551.51	362922.00	728893.21	34	918+14.02	19.18' LT	1553.18	362908.65	728867.55
17	918+39.16	31.98' LT	1551.38	362923.38	728891.61	35	918+25.91	15.72' LT	1552.65	362906.13	728879.68
18	918+34.66	34.16' LT	1551.48	362925.20	728886.96	36	918+25.26	18.14' LT	1552.95	362908.49	728878.84

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 53	E

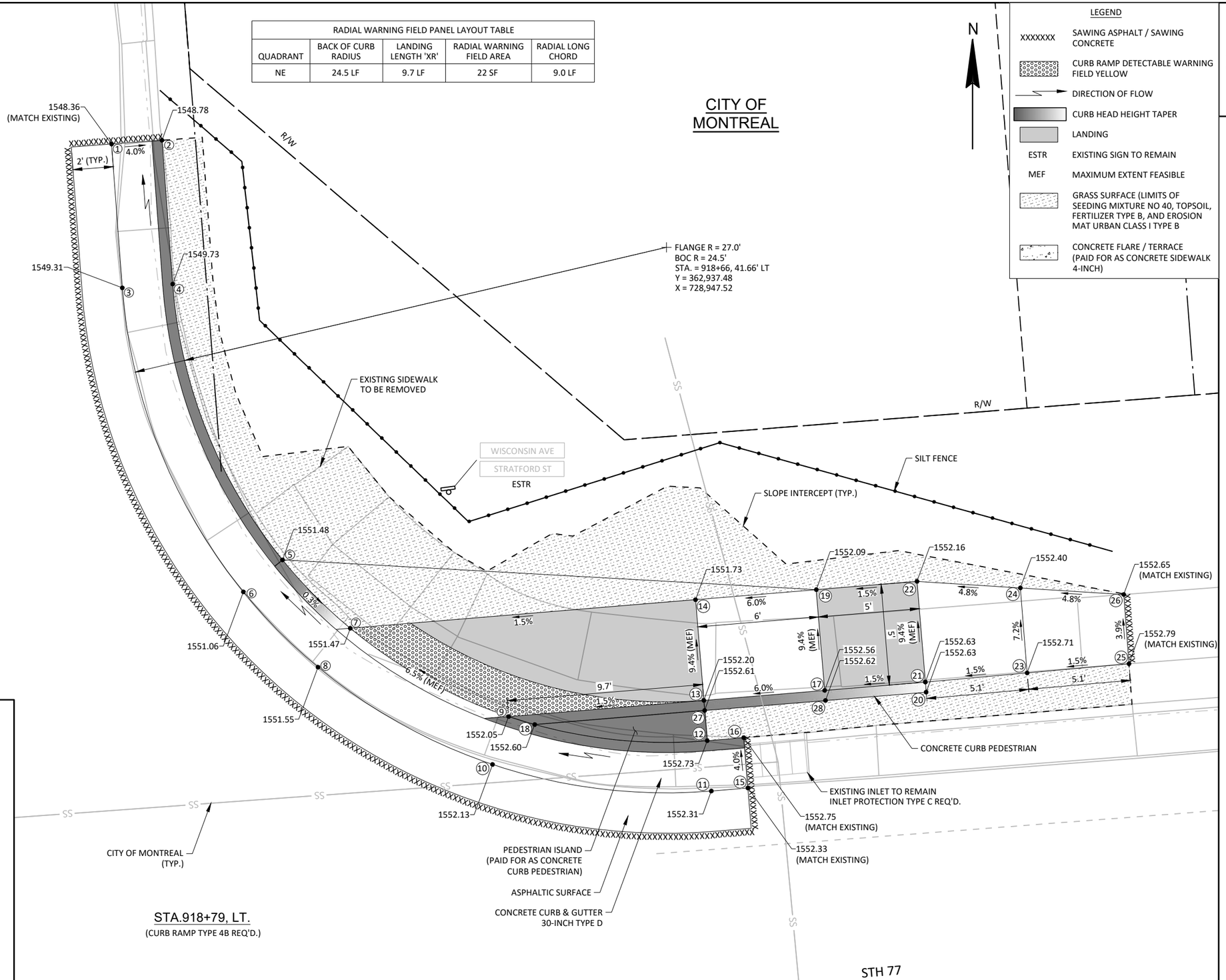
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:07:08 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : STRATFORD ST NW

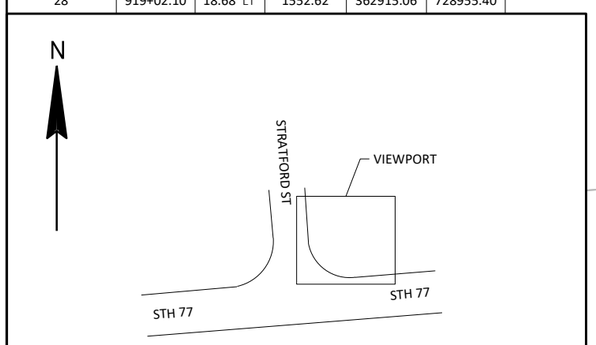
2

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
NE	24.5 LF	9.7 LF	22 SF	9.0 LF

Stratford St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	918+69.03	48.90' LT	1548.36	362942.59	728920.06
2	918+71.53	48.89' LT	1548.78	362942.77	728922.56
3	918+69.01	41.76' LT	1549.31	362935.47	728920.59
4	918+71.51	41.75' LT	1549.73	362935.66	728923.09
5	918+75.85	27.72' LT	1551.48	362922.01	728928.52
6	918+73.80	26.30' LT	1551.06	362920.43	728926.59
7	918+78.93	24.09' LT	1551.47	362918.63	728931.88
8	918+77.19	22.29' LT	1551.55	362916.71	728930.28
9	918+86.40	19.12' LT	1552.05	362914.26	728939.71
10	918+85.42	16.82' LT	1552.13	362911.89	728938.92
11	918+96.11	14.65' LT	1552.31	362910.58	728949.75
12	918+96.10	17.15' LT	1552.73	362913.07	728949.54
13	918+96.10	19.15' LT	1552.20	362915.06	728949.38
14	918+96.08	24.15' LT	1551.73	362920.04	728948.96
15	918+97.93	14.66' LT	1552.33	362910.73	728951.56
16	918+97.92	17.16' LT	1552.75	362913.22	728951.35
17	919+02.10	19.18' LT	1552.56	362915.56	728955.36
18	918+87.66	18.62' LT	1552.60	362913.87	728941.00
19	919+02.08	24.18' LT	1552.09	362920.54	728954.94
20	919+07.10	18.70' LT	1552.63	362915.47	728960.38
21	919+07.10	19.20' LT	1552.63	362915.97	728960.34
22	919+07.08	24.20' LT	1552.16	362920.95	728959.93
23	919+12.15	19.25' LT	1552.71	362916.42	728965.38
24	919+12.15	23.47' LT	1552.40	362920.63	728965.04
25	919+17.21	19.31' LT	1552.79	362916.87	728970.41
26	919+17.23	22.75' LT	1552.65	362920.30	728970.16
27	918+96.10	18.65' LT	1552.61	362914.56	728949.42
28	919+02.10	18.68' LT	1552.62	362915.06	728955.40

STRATFORD STREET





2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 54	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:08:27 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : STRATFORD ST NE

2

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SW	22.9 LF	14.6 LF	21 SF	8.7 LF

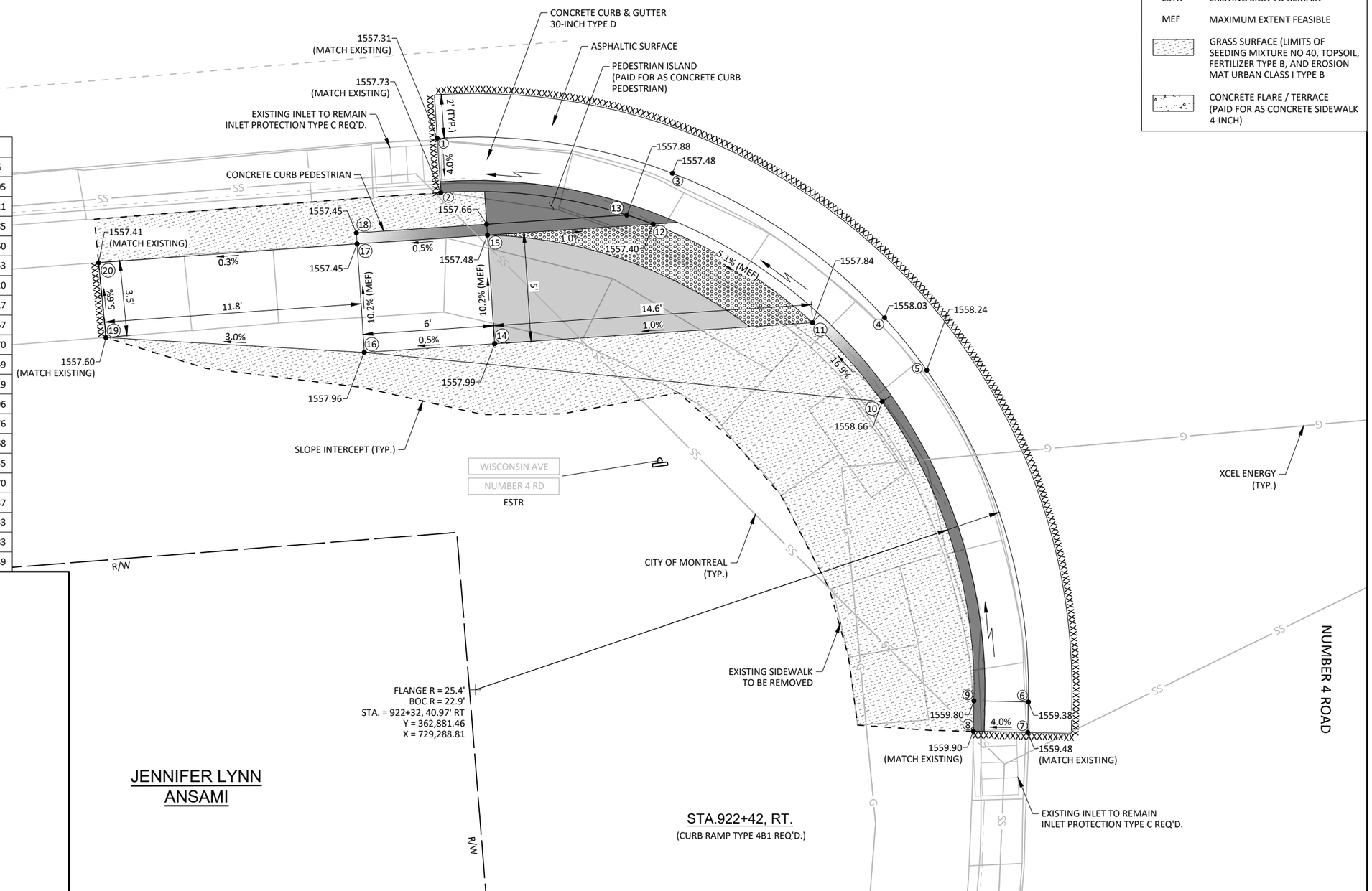
N

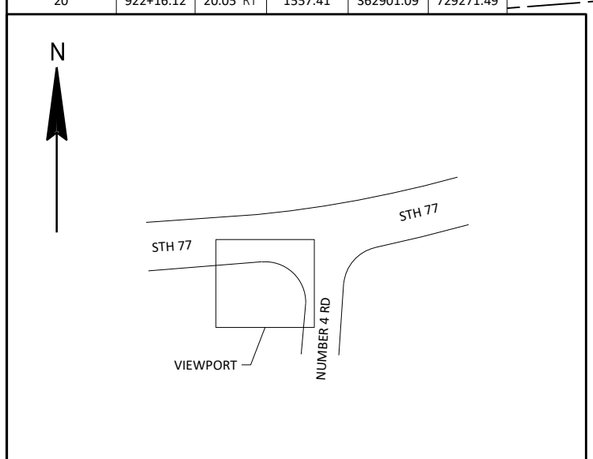
LEGEND

- XXXXXXX — SAWING ASPHALT / SAWING CONCRETE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- DIRECTION OF FLOW
- CURB HEAD HEIGHT TAPER
- LANDING
- ESTR — EXISTING SIGN TO REMAIN
- MEF — MAXIMUM EXTENT FEASIBLE
- GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
- CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

Number 4 Rd SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	922+32.08	15.57' RT	1557.31	362906.80	729287.05
2	922+32.05	18.07' RT	1557.73	362904.31	729287.21
3	922+42.73	18.02' RT	1557.48	362905.20	729297.85
4	922+51.65	25.44' RT	1558.03	362898.56	729307.60
5	922+53.28	28.01' RT	1558.24	362896.15	729309.53
6	922+56.30	43.63' RT	1559.38	362880.91	729314.20
7	922+56.14	45.02' RT	1559.48	362879.50	729314.17
8	922+53.84	44.73' RT	1559.90	362879.56	729311.67
9	922+53.99	43.34' RT	1559.80	362880.96	729311.70
10	922+51.22	29.27' RT	1558.66	362894.70	729307.49
11	922+48.48	25.37' RT	1557.84	362898.34	729304.29
12	922+41.66	20.28' RT	1557.40	362902.86	729296.96
13	922+40.49	19.77' RT	1557.88	362903.28	729295.76
14	922+33.97	25.19' RT	1557.99	362897.37	729289.68
15	922+34.03	20.19' RT	1557.48	362902.36	729289.35
16	922+27.97	25.11' RT	1557.96	362896.97	729283.70
17	922+28.03	20.11' RT	1557.45	362901.96	729283.37
18	922+28.04	19.61' RT	1557.45	362902.46	729283.33
19	922+16.19	23.51' RT	1557.60	362897.65	729271.83
20	922+16.12	20.05' RT	1557.41	362901.09	729271.49





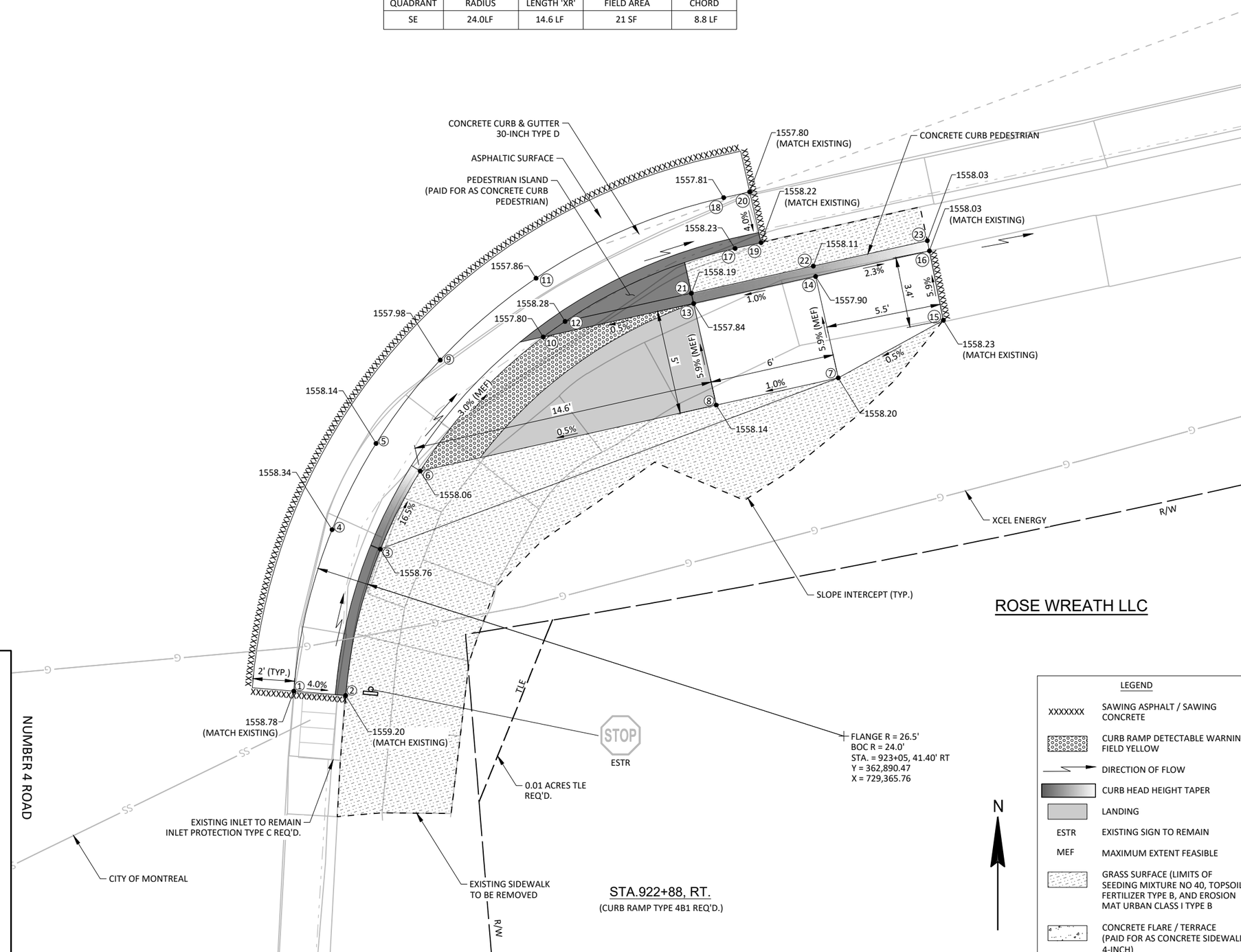
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 55	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:10:30 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : NUMBER 4 RD SW

2

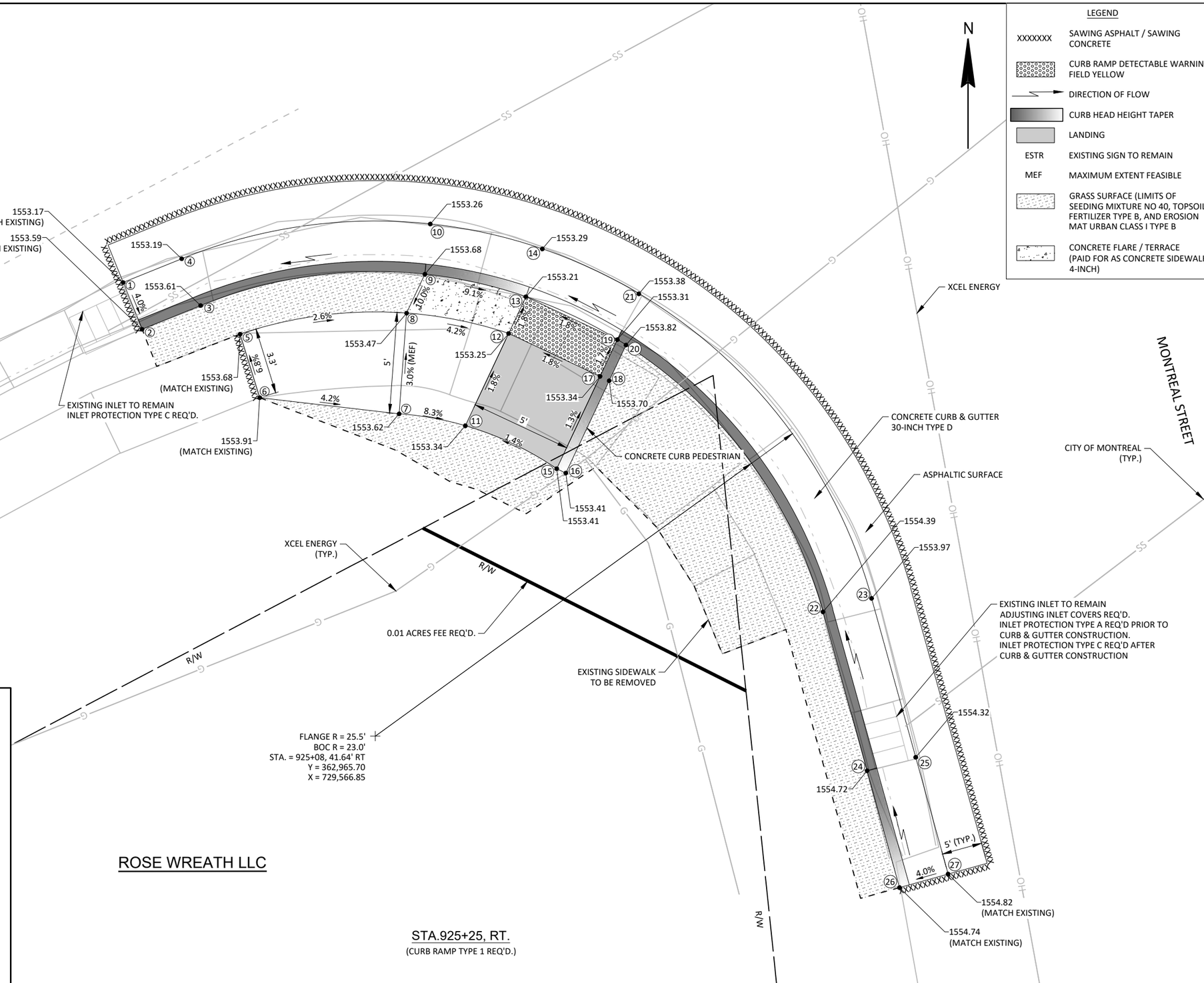
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SE	24.0LF	14.6 LF	21 SF	8.8 LF

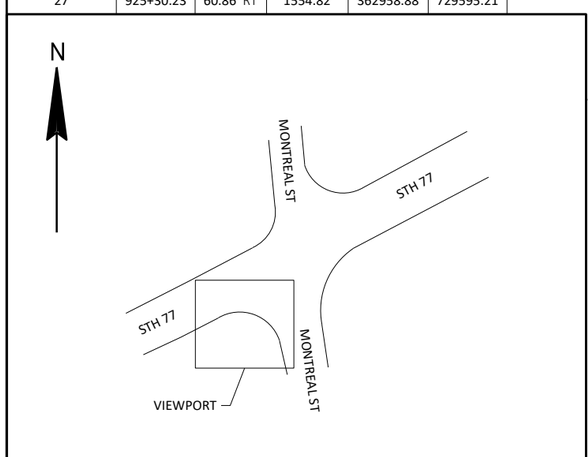
Number 4 Rd SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	922+80.93	34.98' RT	1558.78	362892.63	729339.35
2	922+83.23	35.54' RT	1559.20	362892.42	729341.84
3	922+85.76	28.84' RT	1558.76	362899.45	729343.51
4	922+83.71	27.57' RT	1558.34	362900.39	729341.19
5	922+86.29	23.79' RT	1558.14	362904.53	729343.30
6	922+88.11	25.42' RT	1558.06	362903.20	729345.42
7	923+07.78	24.44' RT	1558.20	362907.68	729365.50
8	923+02.03	24.65' RT	1558.14	362906.37	729359.64
9	922+89.82	20.30' RT	1557.98	362908.53	729346.39
10	922+94.70	20.00' RT	1557.80	362909.64	729351.33
11	922+94.82	17.16' RT	1557.86	362912.46	729350.98
12	922+95.82	19.44' RT	1558.28	362910.39	729352.38
13	923+01.84	19.66' RT	1557.84	362911.25	729358.55
14	923+07.63	19.46' RT	1557.90	362912.55	729364.41
15	923+13.04	22.70' RT	1558.23	362910.45	729370.54
16	923+13.04	19.30' RT	1558.03	362913.78	729369.87
17	923+04.19	17.42' RT	1558.23	362913.89	729360.54
18	923+04.10	14.92' RT	1557.81	362916.33	729360.00
19	923+05.43	17.37' RT	1558.22	362914.17	729361.79
20	923+05.35	14.87' RT	1557.80	362916.61	729361.24
21	923+01.82	19.16' RT	1558.19	362911.74	729358.44
22	923+07.62	18.95' RT	1558.11	362913.05	729364.30
23	923+13.04	18.80' RT	1558.03	362914.27	729369.77



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 56	E

Montreal St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	925+07.70	15.96' RT	1553.17	362988.16	729554.38
2	925+07.45	18.45' RT	1553.59	362985.84	729555.32
3	925+10.56	18.75' RT	1553.61	362987.02	729558.21
4	925+10.81	16.26' RT	1553.19	362989.33	729557.27
5	925+11.63	20.92' RT	1553.68	362985.60	729560.17
6	925+11.03	24.15' RT	1553.91	362982.46	729561.14
7	925+16.77	28.07' RT	1553.62	362981.66	729568.04
8	925+19.41	23.82' RT	1553.47	362986.64	729568.41
9	925+21.11	22.54' RT	1553.68	362988.57	729569.31
10	925+22.50	20.46' RT	1553.26	362991.05	729569.58
11	925+19.39	30.11' RT	1553.34	362981.07	729571.31
12	925+23.41	27.06' RT	1553.25	362985.63	729573.46
13	925+25.02	25.85' RT	1553.21	362987.46	729574.31
14	925+26.84	24.13' RT	1553.29	362989.82	729575.13
15	925+22.41	34.10' RT	1553.41	362978.94	729575.84
16	925+22.71	34.50' RT	1553.41	362978.73	729576.29
17	925+26.43	31.05' RT	1553.34	362983.51	729577.98
18	925+26.74	31.45' RT	1553.70	362983.30	729578.44
19	925+28.04	29.83' RT	1553.31	362985.33	729578.84
20	925+28.29	30.27' RT	1553.82	362985.06	729579.27
21	925+30.03	28.32' RT	1553.38	362987.60	729579.90
22	925+30.78	46.49' RT	1554.39	362971.86	729589.01
23	925+33.23	47.02' RT	1553.97	362972.52	729591.42
24	925+29.06	54.47' RT	1554.72	362963.99	729591.20
25	925+31.50	55.00' RT	1554.32	362964.66	729593.61
26	925+27.79	60.34' RT	1554.74	362958.21	729592.80
27	925+30.23	60.86' RT	1554.82	362958.88	729595.21





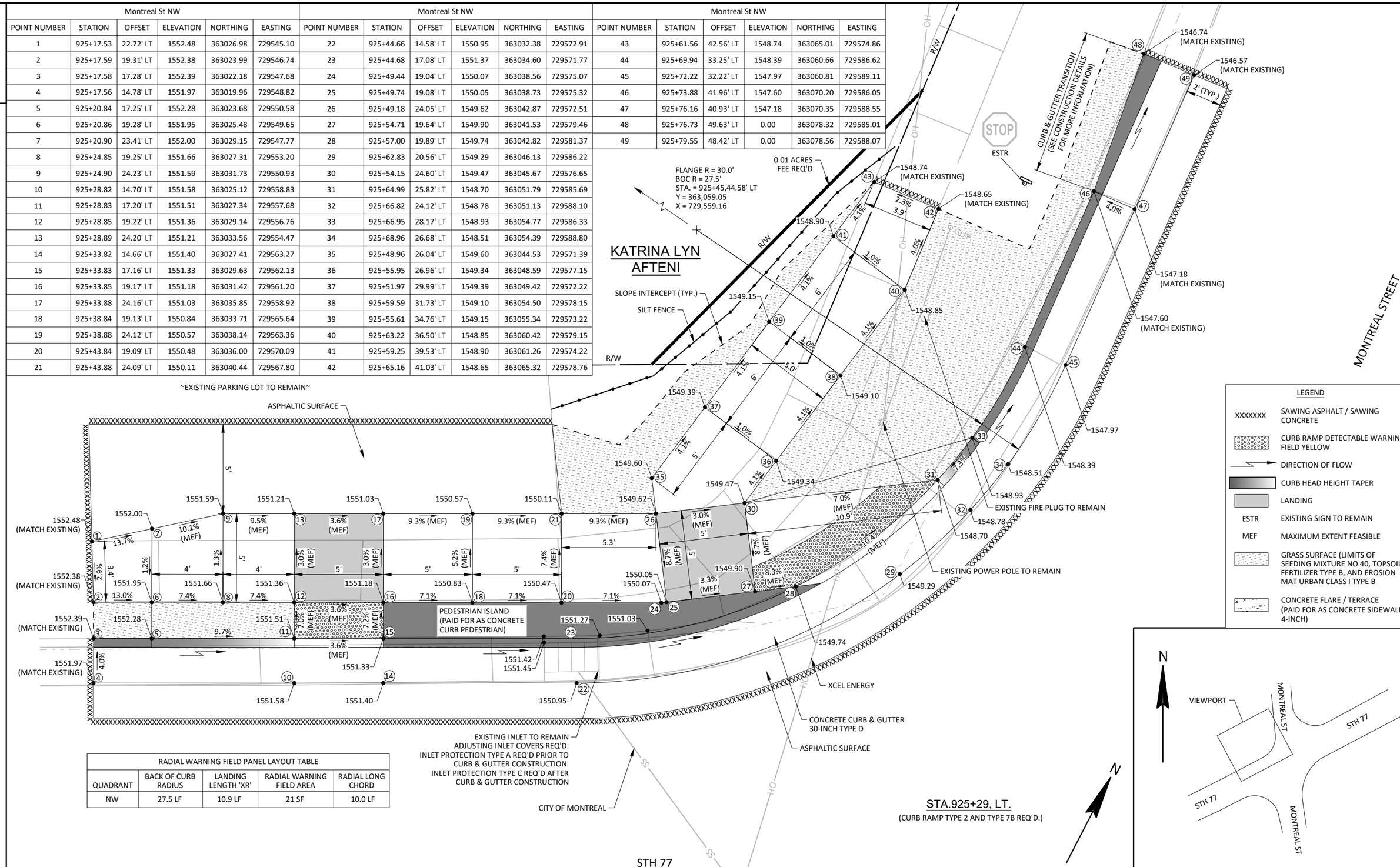
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 57	E

2

Montreal St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	925+17.53	22.72' LT	1552.48	363026.98	729545.10
2	925+17.59	19.31' LT	1552.38	363023.99	729546.74
3	925+17.58	17.28' LT	1552.39	363022.18	729547.68
4	925+17.56	14.78' LT	1551.97	363019.96	729548.82
5	925+20.84	17.25' LT	1552.28	363023.68	729550.58
6	925+20.86	19.28' LT	1551.95	363025.48	729549.65
7	925+20.90	23.41' LT	1552.00	363029.15	729547.77
8	925+24.85	19.25' LT	1551.66	363027.31	729553.20
9	925+24.90	24.23' LT	1551.59	363031.73	729550.93
10	925+28.82	14.70' LT	1551.58	363025.12	729558.83
11	925+28.83	17.20' LT	1551.51	363027.34	729557.68
12	925+28.85	19.22' LT	1551.36	363029.14	729556.76
13	925+28.89	24.20' LT	1551.21	363033.56	729554.47
14	925+33.82	14.66' LT	1551.40	363027.41	729563.27
15	925+33.83	17.16' LT	1551.33	363029.63	729562.13
16	925+33.85	19.17' LT	1551.18	363031.42	729561.20
17	925+33.88	24.16' LT	1551.03	363035.85	729558.92
18	925+38.84	19.13' LT	1550.84	363033.71	729565.64
19	925+38.88	24.12' LT	1550.57	363038.14	729563.36
20	925+43.84	19.09' LT	1550.48	363036.00	729570.09
21	925+43.88	24.09' LT	1550.11	363040.44	729567.80

Montreal St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
22	925+44.66	14.58' LT	1550.95	363032.38	729572.91
23	925+44.68	17.08' LT	1551.37	363034.60	729571.77
24	925+49.44	19.04' LT	1550.07	363038.56	729575.07
25	925+49.74	19.08' LT	1550.05	363038.73	729575.32
26	925+49.18	24.05' LT	1549.62	363042.87	729572.51
27	925+54.71	19.64' LT	1549.90	363041.53	729579.46
28	925+57.00	19.89' LT	1549.74	363042.82	729581.37
29	925+62.83	20.56' LT	1549.29	363046.13	729586.22
30	925+54.15	24.60' LT	1549.47	363045.67	729576.65
31	925+64.99	25.82' LT	1548.70	363051.79	729585.69
32	925+66.82	24.12' LT	1548.78	363051.13	729588.10
33	925+66.95	28.17' LT	1548.93	363054.77	729586.33
34	925+68.96	26.68' LT	1548.51	363054.39	729588.80
35	925+48.96	26.04' LT	1549.60	363044.53	729571.39
36	925+55.95	26.96' LT	1549.34	363048.59	729577.15
37	925+51.97	29.99' LT	1549.39	363049.42	729572.22
38	925+59.59	31.73' LT	1549.10	363054.50	729578.15
39	925+55.61	34.76' LT	1549.15	363055.34	729573.22
40	925+63.22	36.50' LT	1548.85	363060.42	729579.15
41	925+59.25	39.53' LT	1548.90	363061.26	729574.22
42	925+65.16	41.03' LT	1548.65	363065.32	729578.76

Montreal St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
43	925+61.56	42.56' LT	1548.74	363065.01	729574.86
44	925+69.94	33.25' LT	1548.39	363060.66	729586.62
45	925+72.22	32.22' LT	1547.97	363060.81	729589.11
46	925+73.88	41.96' LT	1547.60	363070.20	729586.05
47	925+76.16	40.93' LT	1547.18	363070.35	729588.55
48	925+76.73	49.63' LT	0.00	363078.32	729585.01
49	925+79.55	48.42' LT	0.00	363078.56	729588.07

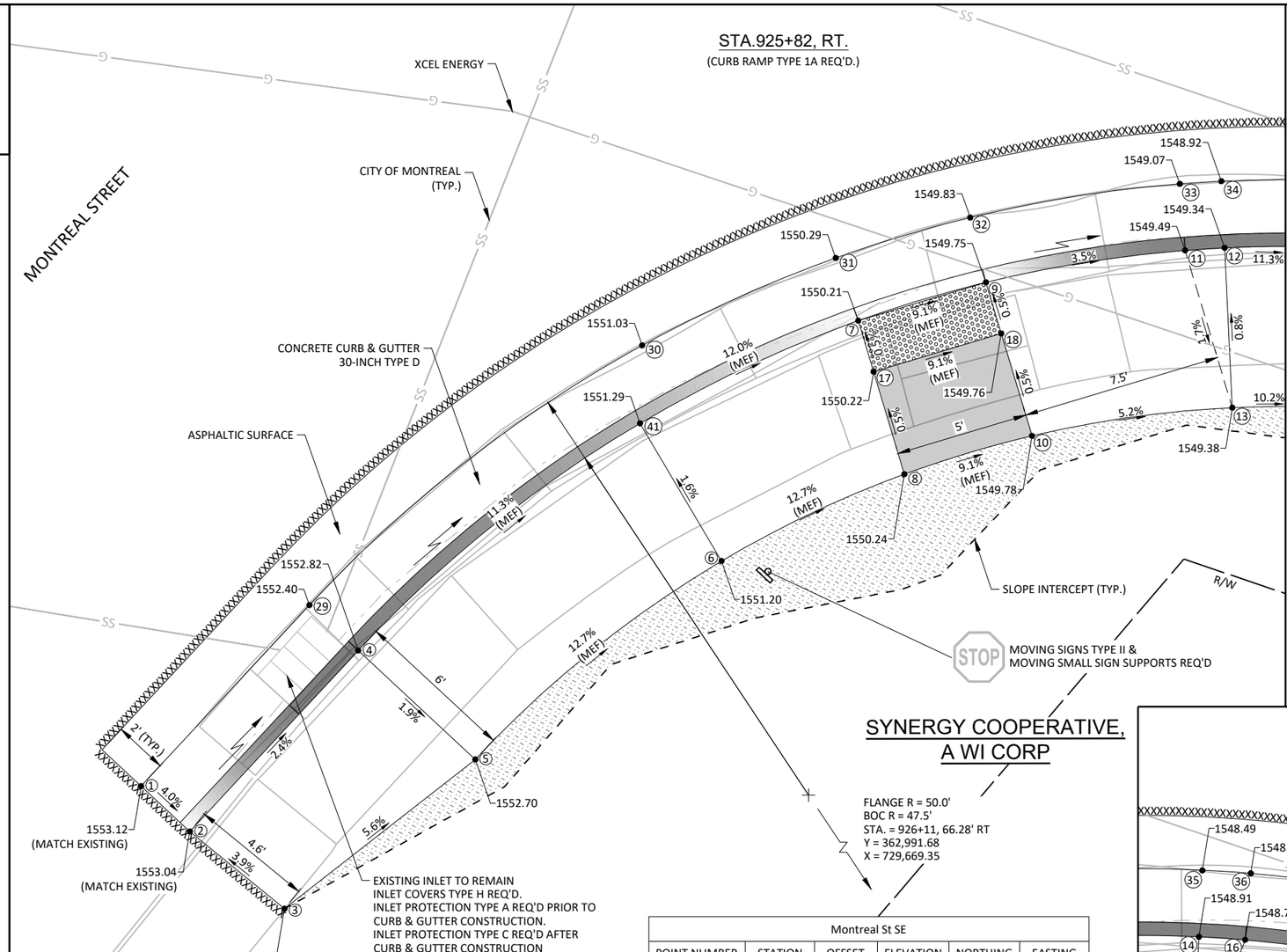


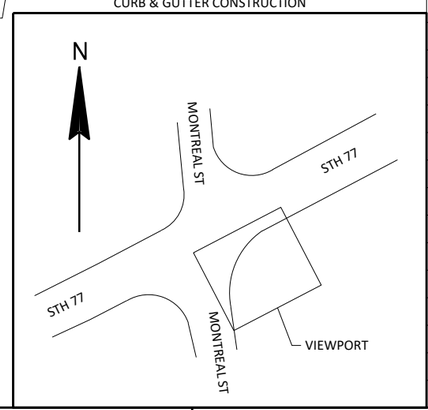
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
NW	27.5 LF	10.9 LF	21 SF	10.0 LF

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 58	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:17:01 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : MONTREAL ST NW

2





SYNERGY COOPERATIVE, A WI CORP

FLANGE R = 50.0'
BOC R = 47.5'
STA. = 926+11, 66.28' RT
Y = 362,991.68
X = 729,669.35

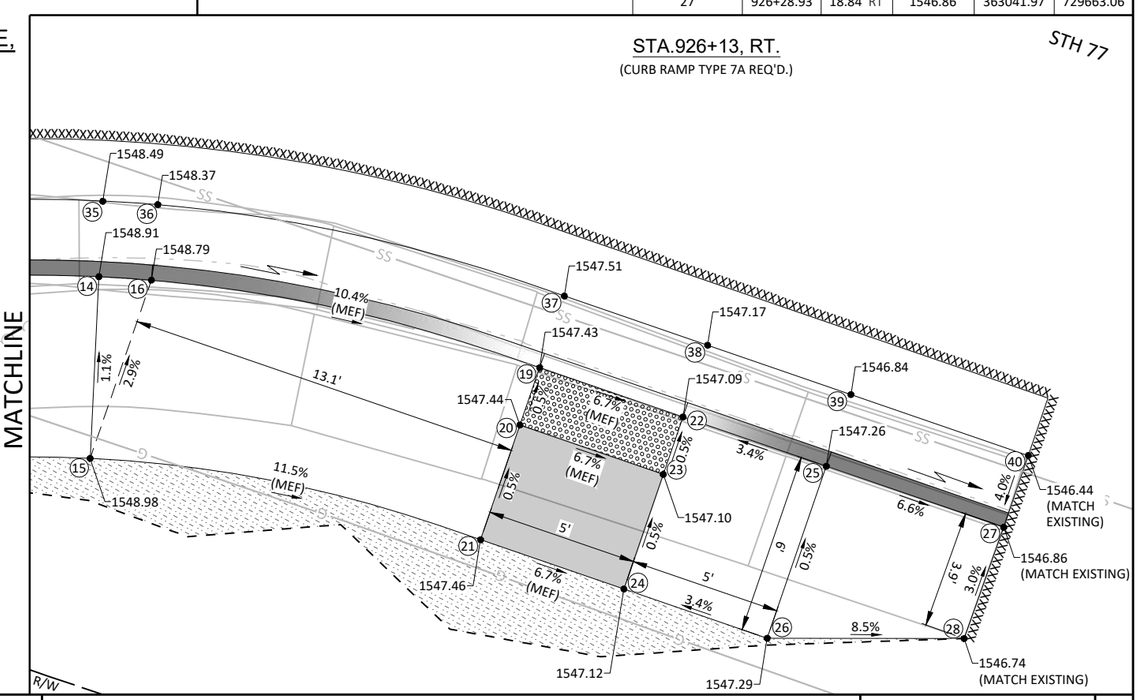
Montreal St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28	926+28.88	22.73' RT	1546.74	363038.50	729664.82
29	925+65.50	45.84' RT	1552.40	362988.58	729619.45
30	925+74.17	32.60' RT	1551.03	363004.33	729620.97
31	925+79.99	27.16' RT	1550.29	363011.85	729623.59
32	925+84.28	24.10' RT	1549.83	363016.55	729625.97
33	925+91.32	20.37' RT	1549.07	363023.12	729630.47
34	925+92.76	19.78' RT	1548.92	363024.32	729631.47
35	925+97.33	18.23' RT	1548.49	363027.82	729634.80
36	925+99.09	17.75' RT	1548.37	363029.05	729636.13
37	926+12.76	16.29' RT	1547.51	363036.71	729647.55
38	926+17.75	16.30' RT	1547.17	363039.02	729651.98
39	926+22.75	16.32' RT	1546.84	363041.33	729656.41
40	926+28.94	16.34' RT	1546.44	363044.19	729661.90
41	925+75.04	35.39' RT	1551.29	363002.26	729623.04

LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

Montreal St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	925+61.71	54.29' RT	1553.12	362979.32	729620.02
2	925+63.99	55.32' RT	1553.04	362979.48	729622.51
3	925+68.28	56.92' RT	1553.22	362980.06	729627.06
4	925+67.78	46.86' RT	1552.82	362988.73	729621.94
5	925+73.25	49.31' RT	1552.70	362989.10	729627.93
6	925+79.60	39.29' RT	1551.20	363000.92	729628.89
7	925+81.55	29.11' RT	1550.21	363010.84	729625.88
8	925+85.04	34.01' RT	1550.24	363008.13	729631.25
9	925+85.62	26.21' RT	1549.75	363015.31	729628.14
10	925+89.11	31.10' RT	1549.78	363012.60	729633.50
11	925+92.31	22.67' RT	1549.49	363021.55	729632.41
12	925+93.68	22.10' RT	1549.34	363022.69	729633.36
13	925+95.88	27.68' RT	1549.38	363018.77	729637.91
14	925+98.01	20.63' RT	1548.91	363026.01	729636.51
15	925+99.67	26.39' RT	1548.98	363021.67	729640.66
16	925+99.69	20.18' RT	1548.79	363027.19	729637.79
17	925+82.71	30.74' RT	1550.22	363009.94	729627.67
18	925+86.78	27.84' RT	1549.76	363014.40	729629.92
19	926+12.75	18.79' RT	1547.43	363034.49	729648.70
20	926+12.74	20.79' RT	1547.44	363032.72	729649.63
21	926+12.73	24.79' RT	1547.46	363029.17	729651.47
22	926+17.75	18.80' RT	1547.09	363036.80	729653.14
23	926+17.74	20.80' RT	1547.10	363035.03	729654.06
24	926+17.73	24.80' RT	1547.12	363031.48	729655.91
25	926+22.75	18.82' RT	1547.26	363039.11	729657.57
26	926+22.73	24.82' RT	1547.29	363033.79	729660.34
27	926+28.93	18.84' RT	1546.86	363041.97	729663.06

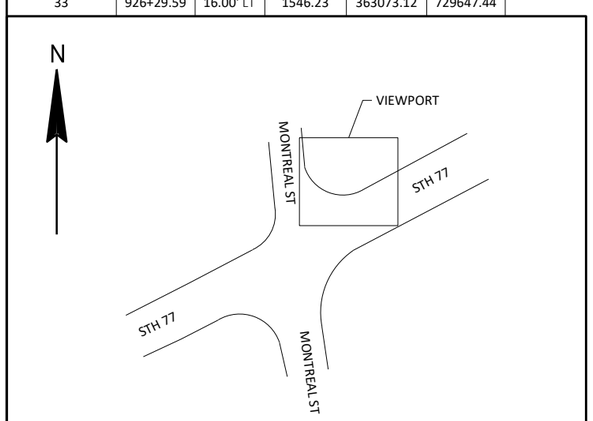
2

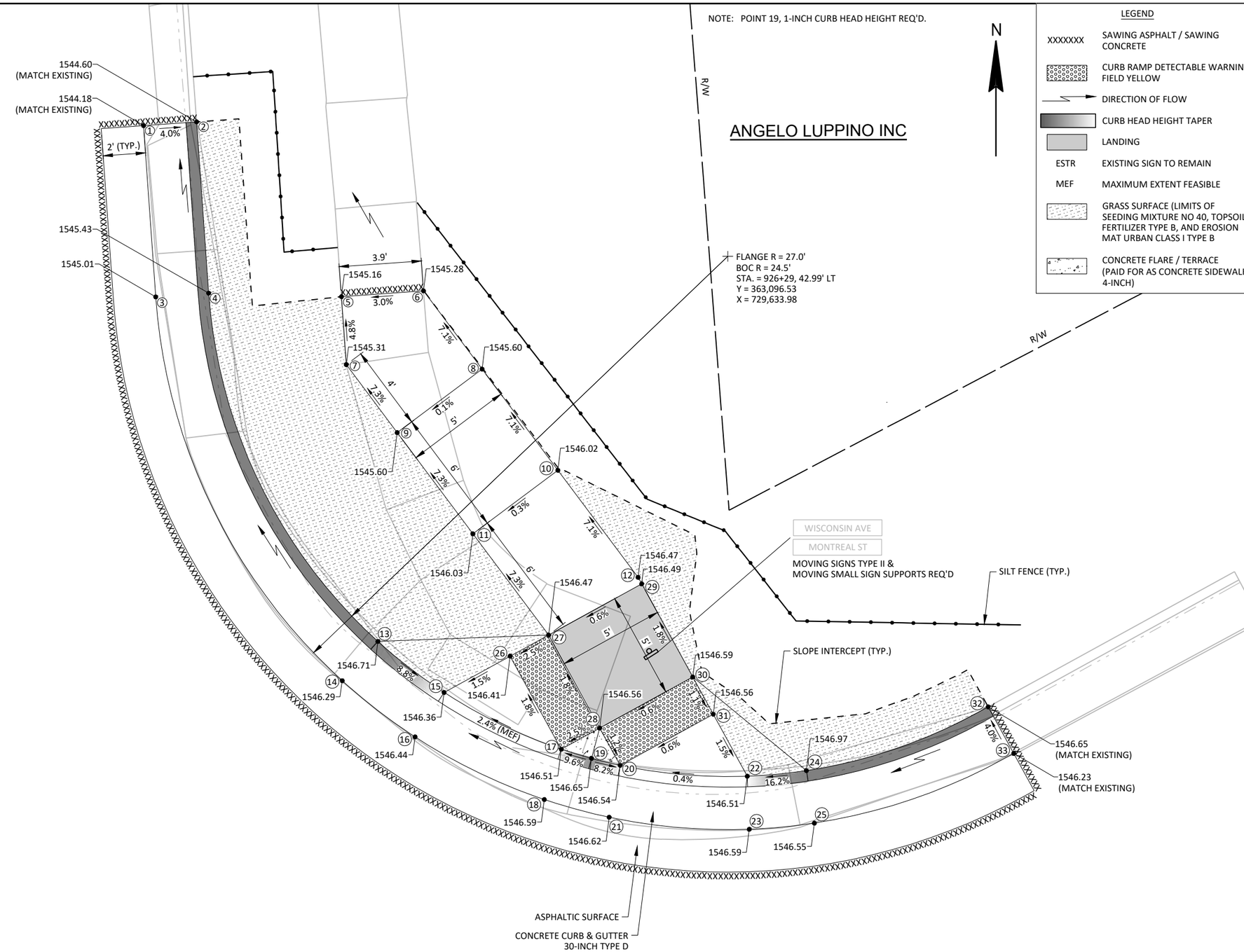


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 59	E

2

Montreal St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	926+07.06	61.22' LT	1544.18	363102.68	729606.48
2	926+09.35	60.22' LT	1544.60	363102.86	729608.97
3	926+03.82	53.81' LT	1545.01	363094.62	729607.05
4	926+06.11	52.81' LT	1545.43	363094.79	729609.54
5	926+11.56	49.76' LT	1545.16	363094.63	729615.79
6	926+15.11	48.20' LT	1545.28	363094.90	729619.65
7	926+10.28	46.82' LT	1545.31	363091.43	729616.02
8	926+15.84	43.66' LT	1545.60	363091.22	729622.41
9	926+10.91	42.87' LT	1545.60	363088.23	729618.42
10	926+16.78	37.78' LT	1546.02	363086.45	729625.98
11	926+11.85	37.00' LT	1546.03	363083.46	729621.98
12	926+17.78	31.56' LT	1546.47	363081.41	729629.76
13	926+05.54	34.59' LT	1546.71	363078.39	729617.51
14	926+03.19	33.73' LT	1546.29	363076.54	729615.83
15	926+07.18	31.01' LT	1546.36	363075.99	729620.62
16	926+05.00	29.79' LT	1546.44	363073.90	729619.26
17	926+10.82	26.08' LT	1546.51	363073.32	729626.14
18	926+09.01	24.36' LT	1546.59	363070.95	729625.34
19	926+11.88	25.04' LT	1546.65	363072.89	729627.56
20	926+12.92	24.12' LT	1546.54	363072.56	729628.91
21	926+11.33	22.19' LT	1546.62	363070.11	729628.40
22	926+17.98	20.88' LT	1546.51	363072.05	729634.90
23	926+16.91	18.63' LT	1546.59	363069.55	729634.99
24	926+20.57	19.83' LT	1546.97	363072.31	729637.68
25	926+19.75	17.46' LT	1546.55	363069.84	729638.06
26	926+10.73	31.08' LT	1546.41	363077.70	729623.73
27	926+12.79	31.12' LT	1546.47	363078.70	729625.54
28	926+12.89	26.12' LT	1546.56	363074.31	729627.95
29	926+17.79	31.21' LT	1546.49	363081.10	729629.93
30	926+17.88	26.21' LT	1546.59	363076.72	729632.33
31	926+17.92	24.21' LT	1546.56	363074.97	729633.30
32	926+29.54	18.50' LT	1546.65	363075.31	729646.24
33	926+29.59	16.00' LT	1546.23	363073.12	729647.44





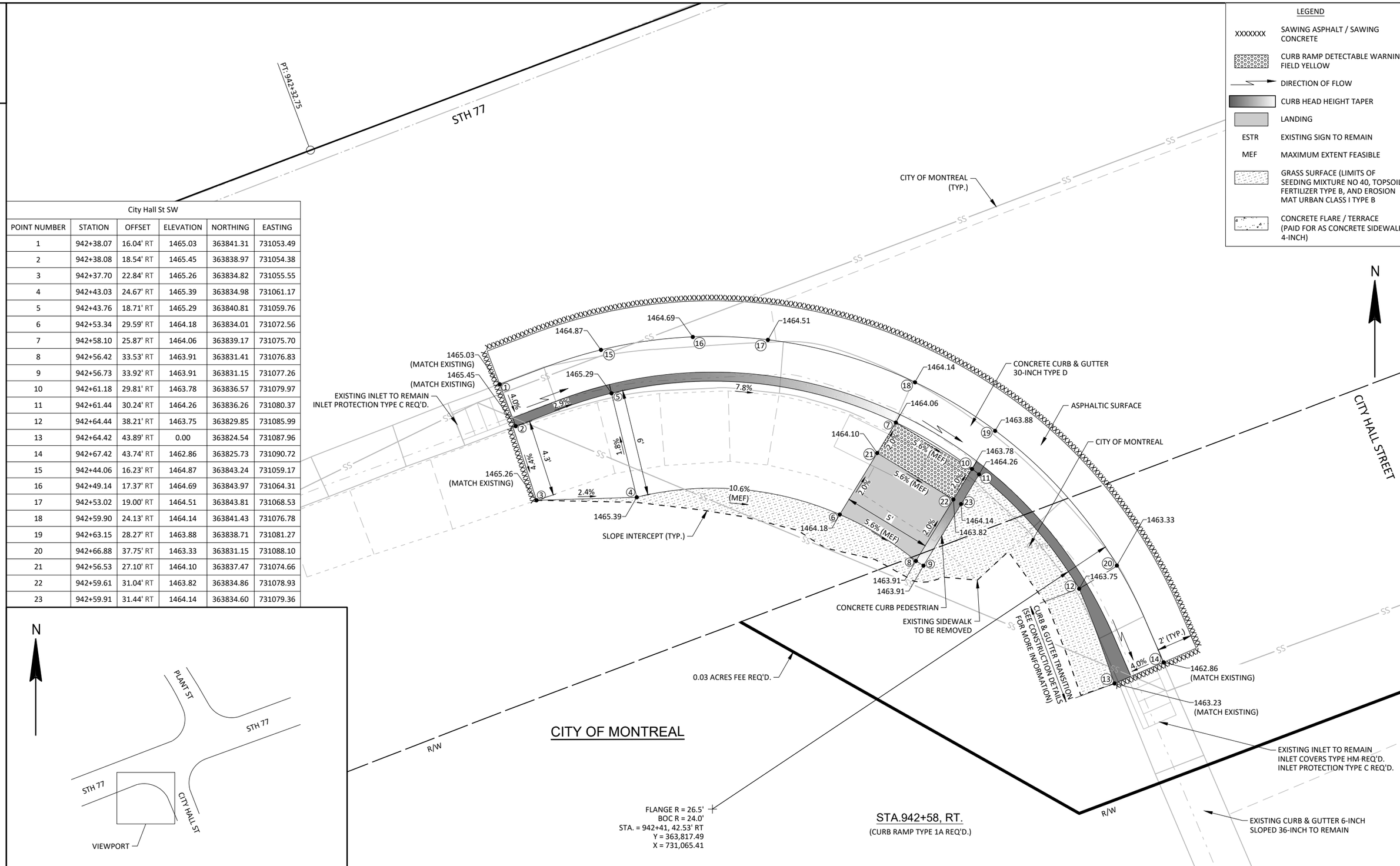
STA.926+07, LT.
(CURB RAMP TYPE 2 REQ'D.)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 60	E

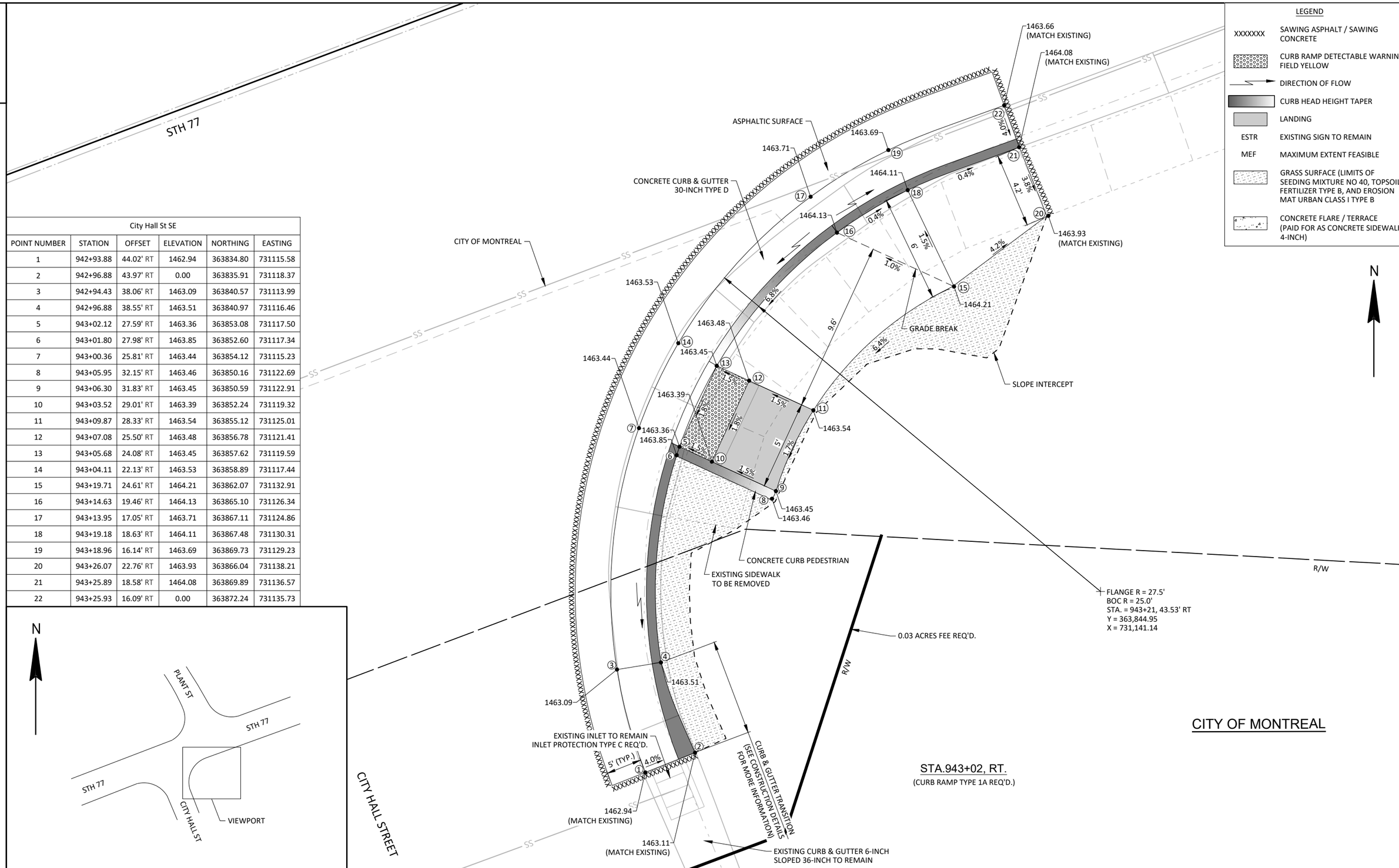
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:18:15 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : MONTREAL ST NE

City Hall St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	942+38.07	16.04' RT	1465.03	363841.31	731053.49
2	942+38.08	18.54' RT	1465.45	363838.97	731054.38
3	942+37.70	22.84' RT	1465.26	363834.82	731055.55
4	942+43.03	24.67' RT	1465.39	363834.98	731061.17
5	942+43.76	18.71' RT	1465.29	363840.81	731059.76
6	942+53.34	29.59' RT	1464.18	363834.01	731072.56
7	942+58.10	25.87' RT	1464.06	363839.17	731075.70
8	942+56.42	33.53' RT	1463.91	363831.41	731076.83
9	942+56.73	33.92' RT	1463.91	363831.15	731077.26
10	942+61.18	29.81' RT	1463.78	363836.57	731079.97
11	942+61.44	30.24' RT	1464.26	363836.26	731080.37
12	942+64.44	38.21' RT	1463.75	363829.85	731085.99
13	942+64.42	43.89' RT	0.00	363824.54	731087.96
14	942+67.42	43.74' RT	1462.86	363825.73	731090.72
15	942+44.06	16.23' RT	1464.87	363843.24	731059.17
16	942+49.14	17.37' RT	1464.69	363843.97	731064.31
17	942+53.02	19.00' RT	1464.51	363843.81	731068.53
18	942+59.90	24.13' RT	1464.14	363841.43	731076.78
19	942+63.15	28.27' RT	1463.88	363838.71	731081.27
20	942+66.88	37.75' RT	1463.33	363831.15	731088.10
21	942+56.53	27.10' RT	1464.10	363837.47	731074.66
22	942+59.61	31.04' RT	1463.82	363834.86	731078.93
23	942+59.91	31.44' RT	1464.14	363834.60	731079.36



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 61	E

City Hall St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	942+93.88	44.02' RT	1462.94	363834.80	731115.58
2	942+96.88	43.97' RT	0.00	363835.91	731118.37
3	942+94.43	38.06' RT	1463.09	363840.57	731113.99
4	942+96.88	38.55' RT	1463.51	363840.97	731116.46
5	943+02.12	27.59' RT	1463.36	363853.08	731117.50
6	943+01.80	27.98' RT	1463.85	363852.60	731117.34
7	943+00.36	25.81' RT	1463.44	363854.12	731115.23
8	943+05.95	32.15' RT	1463.46	363850.16	731122.69
9	943+06.30	31.83' RT	1463.45	363850.59	731122.91
10	943+03.52	29.01' RT	1463.39	363852.24	731119.32
11	943+09.87	28.33' RT	1463.54	363855.12	731125.01
12	943+07.08	25.50' RT	1463.48	363856.78	731121.41
13	943+05.68	24.08' RT	1463.45	363857.62	731119.59
14	943+04.11	22.13' RT	1463.53	363858.89	731117.44
15	943+19.71	24.61' RT	1464.21	363862.07	731132.91
16	943+14.63	19.46' RT	1464.13	363865.10	731126.34
17	943+13.95	17.05' RT	1463.71	363867.11	731124.86
18	943+19.18	18.63' RT	1464.11	363867.48	731130.31
19	943+18.96	16.14' RT	1463.69	363869.73	731129.23
20	943+26.07	22.76' RT	1463.93	363866.04	731138.21
21	943+25.89	18.58' RT	1464.08	363869.89	731136.57
22	943+25.93	16.09' RT	0.00	363872.24	731135.73

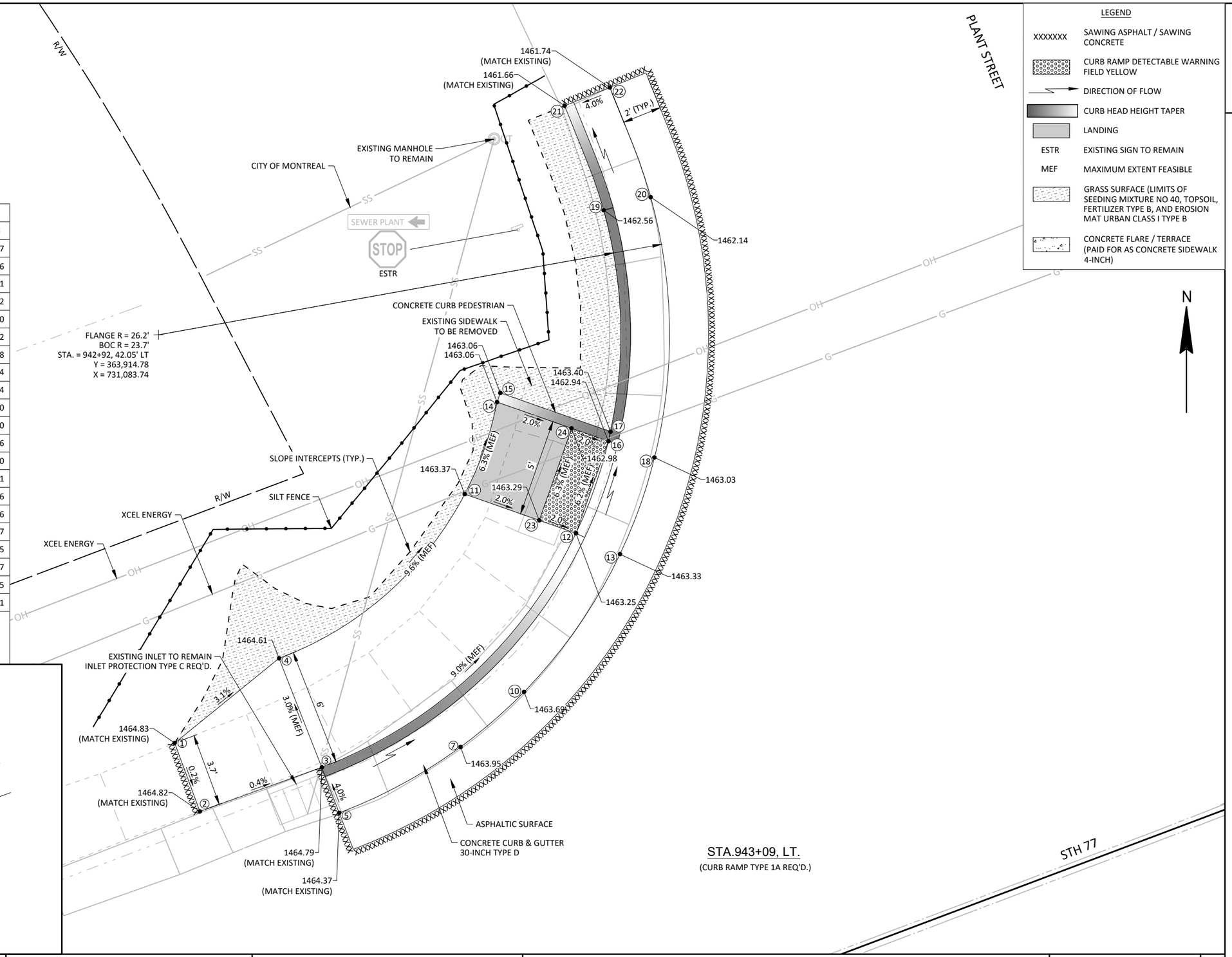


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 62	E

2

CITY OF MONTREAL

Plant St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	942+85.68	22.18' LT	1464.82	363893.86	731084.57
2	942+85.65	18.44' LT	1464.82	363890.35	731085.86
3	942+92.30	18.35' LT	1464.79	363892.61	731092.11
4	942+92.21	24.35' LT	1464.61	363898.20	731089.92
5	942+92.31	15.85' LT	1464.37	363890.27	731093.00
7	942+99.32	16.82' LT	1463.95	363893.65	731099.22
10	943+03.36	18.32' LT	1463.69	363896.48	731102.48
11	943+04.09	28.87' LT	1463.37	363906.61	731099.44
12	943+08.72	24.99' LT	1463.25	363904.61	731105.14
13	943+10.45	23.19' LT	1463.33	363903.53	731107.40
14	943+07.30	32.70' LT	1463.06	363911.33	731101.10
15	943+07.62	33.09' LT	1463.06	363911.80	731101.26
16	943+11.93	28.82' LT	1462.94	363909.32	731106.80
17	943+12.21	29.24' LT	1463.40	363909.82	731106.91
18	943+13.85	27.20' LT	1463.03	363908.49	731109.16
19	943+15.88	39.98' LT	1462.56	363921.16	731106.56
20	943+18.37	39.76' LT	1462.14	363921.84	731108.97
21	943+15.90	45.70' LT	1461.66	363926.52	731104.55
22	943+18.39	45.76' LT	1461.74	363927.46	731106.87
23	943+07.19	26.27' LT	1463.29	363905.27	731103.25
24	943+10.40	30.10' LT	1462.98	363909.99	731104.91



2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 63	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:25:35 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : PLANT ST NW

2

STH 77

N

XCEL ENERGY

BRIGHTSPEED

KOKOGAN STREET

1474.26
(MATCH EXISTING)

2' (TYP.)

1474.68
(MATCH EXISTING)

4.0%

6.1%

6'

0.1%

1474.68
(MATCH EXISTING)

8.2%

1475.03

1475.45

1475.36

5.5%

1.1%

1.9%

0.4%

7.5'

0.3%

1475.48

GRADE BREAK

1475.46

1475.45

1475.66

1475.37

1475.58

4.3% (MEF)

4.3% (MEF)

1475.40

1.5%

1475.61

5'

1.5%

4.3% (MEF)

1475.67

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC SURFACE

9.4% (MEF)

1476.67

WISCONSIN AVE

KOKOGAN ST

ESTR

EXISTING PEDESTRIAN CURB
TO BE REMOVED

8.3%

CITY OF MONTREAL
(TYP.)

SLOPE INTERCEPT

1476.99

1477.10
(MATCH EXISTING)

1477.52
(MATCH EXISTING)

4.0%

EXISTING INLET TO
REMAIN. INLET COVERS
TYPE HM REQ'D.
INLET PROTECTION
TYPE C REQ'D.

1.5%

6'

2.4%

1477.65
(MATCH EXISTING)

1477.61

3.0%

2.2%

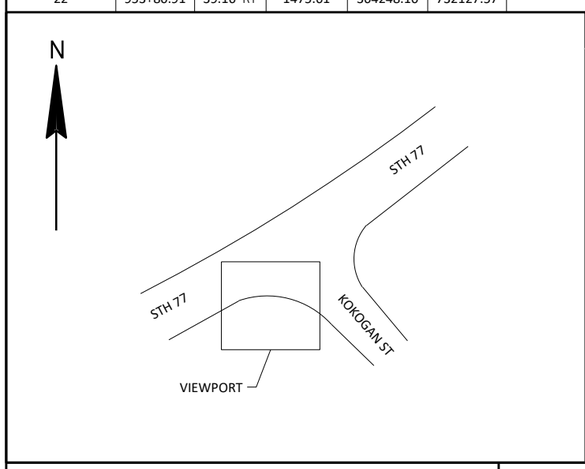
5.4'

1477.77
(MATCH EXISTING)

FLANGE R = 50.0'
BOC R = 47.0'
STA. = 953+45, 65.73' RT
Y = 364,206.76
X = 732,109.78

STA.953+79, RT.
(CURB RAMP TYPE 1A REQ'D.)

Kokogan St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	953+64.52	19.56' RT	1474.26	364256.33	732103.15
2	953+63.33	22.30' RT	1474.68	364253.35	732103.51
3	953+60.96	27.80' RT	1474.68	364247.39	732104.21
4	953+69.33	32.68' RT	1475.48	364247.54	732114.05
5	953+72.78	27.82' RT	1475.36	364253.52	732114.59
6	953+74.01	28.80' RT	1475.45	364253.33	732116.17
7	953+75.86	26.46' RT	1475.03	364256.30	732116.58
8	953+74.81	37.77' RT	1475.46	364246.05	732121.49
9	953+79.38	34.01' RT	1475.37	364251.70	732123.56
10	953+81.57	32.01' RT	1475.45	364254.56	732124.44
11	953+77.87	41.67' RT	1475.67	364244.33	732126.19
12	953+82.43	37.91' RT	1475.58	364249.98	732128.26
13	953+84.81	36.17' RT	1475.66	364252.74	732129.43
14	953+86.06	63.29' RT	1477.61	364230.27	732144.68
15	953+93.74	58.46' RT	1476.99	364238.58	732148.97
16	953+91.59	61.63' RT	1477.52	364234.70	732148.72
17	953+94.38	60.88' RT	1477.10	364236.86	732150.80
18	953+87.89	68.27' RT	1477.77	364227.02	732148.91
19	953+92.92	67.03' RT	1477.65	364230.84	732152.74
20	953+91.96	51.65' RT	1476.67	364243.39	732143.81
21	953+77.86	35.26' RT	1475.40	364249.82	732122.87
22	953+80.91	39.16' RT	1475.61	364248.10	732127.57



LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 64	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_CURB RAMP DETAILS DWG2.DWG PLOT DATE : 10/7/2025 4:28:59 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : KOKOGAN ST SW

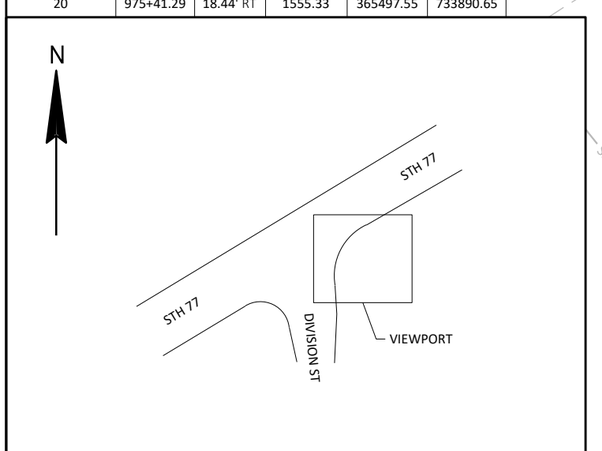
2

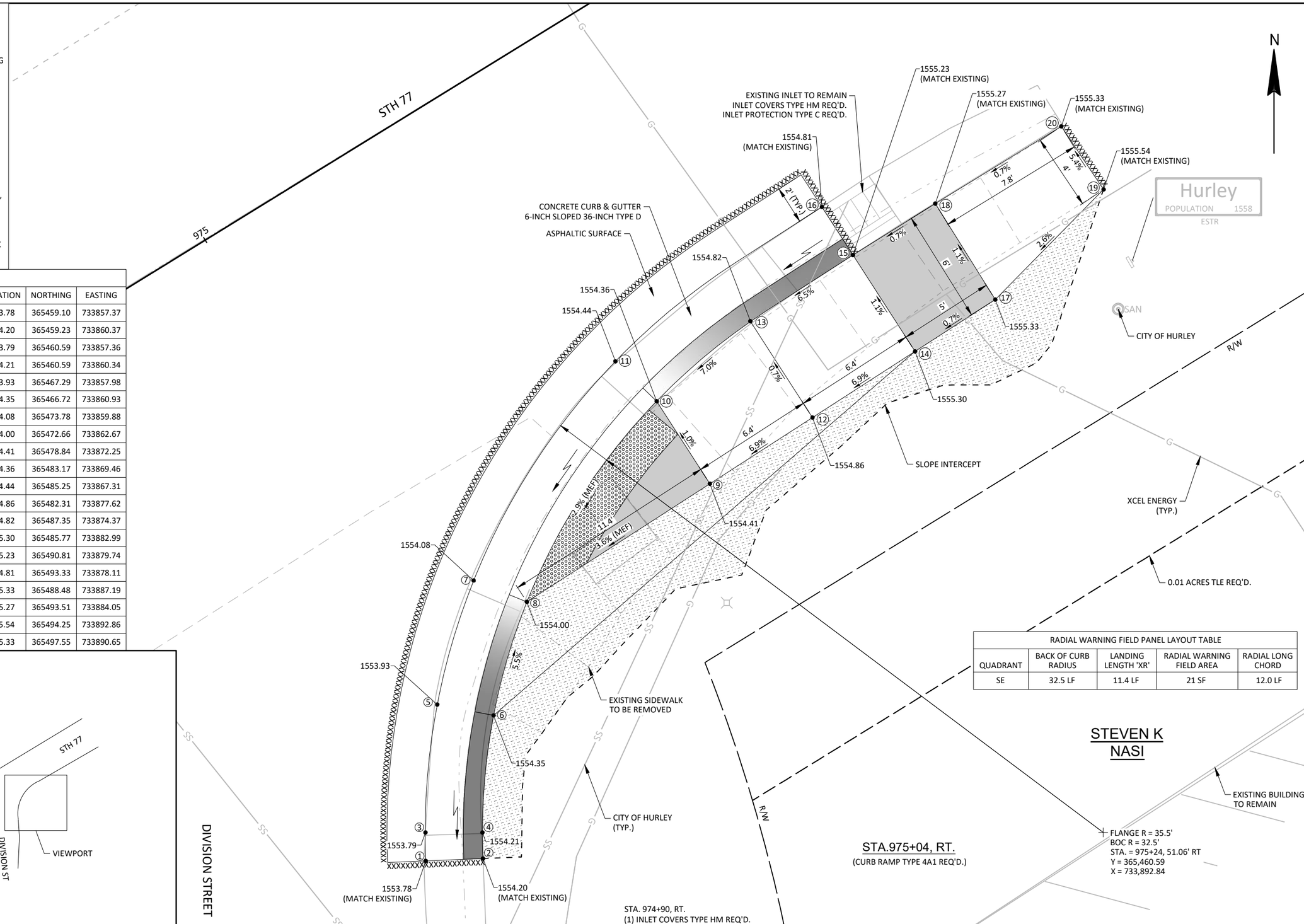
LEGEND

XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
	LANDING
ESTR	EXISTING SIGN TO REMAIN
MEF	MAXIMUM EXTENT FEASIBLE
	GRASS SURFACE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B
	CONCRETE FLARE / TERRACE (PAID FOR AS CONCRETE SIDEWALK 4-INCH)

Division St SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	974+92.79	33.72' RT	1553.78	365459.10	733857.37
2	974+95.41	35.19' RT	1554.20	365459.23	733860.37
3	974+93.56	32.45' RT	1553.79	365460.59	733857.36
4	974+96.10	34.01' RT	1554.21	365460.59	733860.34
5	974+97.60	27.07' RT	1553.93	365467.29	733857.98
6	974+99.81	29.10' RT	1554.35	365466.72	733860.93
7	975+02.63	22.54' RT	1554.08	365473.78	733859.88
8	975+04.41	24.95' RT	1554.00	365472.66	733862.67
9	975+15.81	24.72' RT	1554.41	365478.84	733872.25
10	975+15.71	19.57' RT	1554.36	365483.17	733869.46
11	975+14.96	16.67' RT	1554.44	365485.25	733867.31
12	975+22.20	24.59' RT	1554.86	365482.31	733877.62
13	975+22.08	18.59' RT	1554.82	365487.35	733874.37
14	975+28.59	24.45' RT	1555.30	365485.77	733882.99
15	975+28.47	18.45' RT	1555.23	365490.81	733879.74
16	975+28.40	15.45' RT	1554.81	365493.33	733878.11
17	975+33.59	24.35' RT	1555.33	365488.48	733887.19
18	975+33.55	18.42' RT	1555.27	365493.51	733884.05
19	975+41.44	22.41' RT	1555.54	365494.25	733892.86
20	975+41.29	18.44' RT	1555.33	365497.55	733890.65



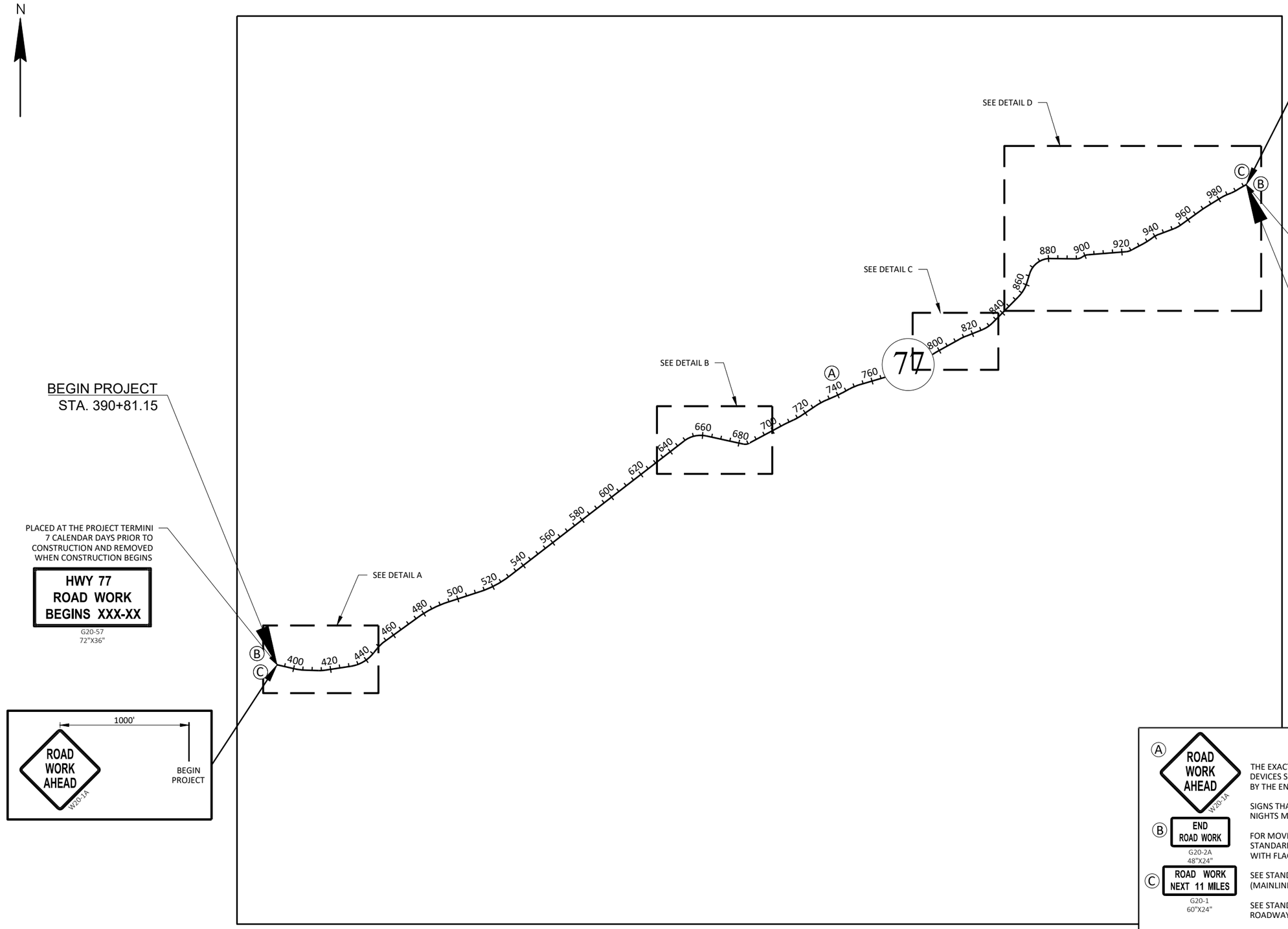


RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SE	32.5 LF	11.4 LF	21 SF	12.0 LF

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CURB RAMP DETAILS	SHEET 65	E



BEGIN PROJECT
STA. 390+81.15

PLACED AT THE PROJECT TERMINI
7 CALENDAR DAYS PRIOR TO
CONSTRUCTION AND REMOVED
WHEN CONSTRUCTION BEGINS

HWY 77
ROAD WORK
BEGINS XXX-XX

G20-57
72"X36"

1000'

ROAD WORK AHEAD
W20-1A

BEGIN PROJECT

1000'

END PROJECT

ROAD WORK AHEAD
W20-1A

PLACED AT THE PROJECT TERMINI
7 CALENDAR DAYS PRIOR TO
CONSTRUCTION AND REMOVED
WHEN CONSTRUCTION BEGINS

HWY 77
ROAD WORK
BEGINS XXX-XX

G20-57
72"X36"

END PROJECT
STA 996+85.74

TRAFFIC NOTES

A — ROAD WORK AHEAD (W20-1A)

B — END ROAD WORK (G20-2A, 48"X24")

C — ROAD WORK NEXT 11 MILES (G20-1, 60"X24")

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

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

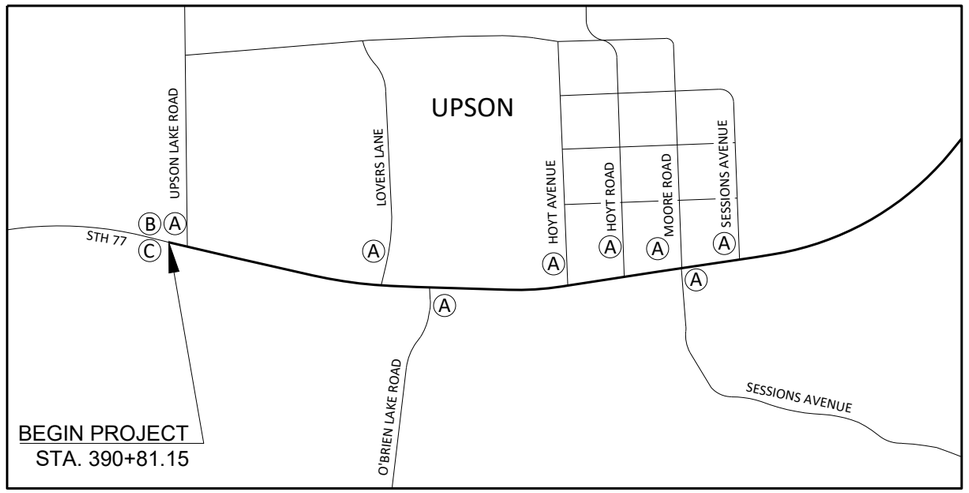
FOR MOVING OPERATION STA. 390+81.15 TO STA. 996+85.74 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT.

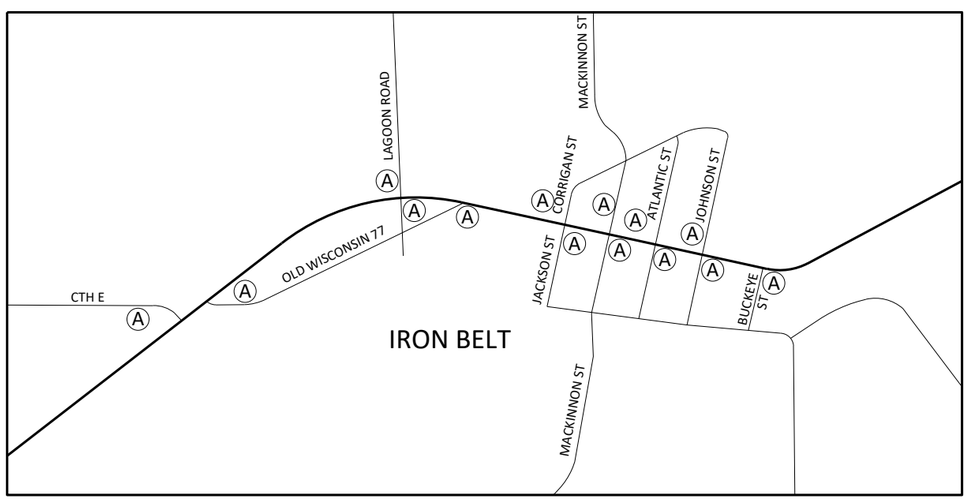
SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

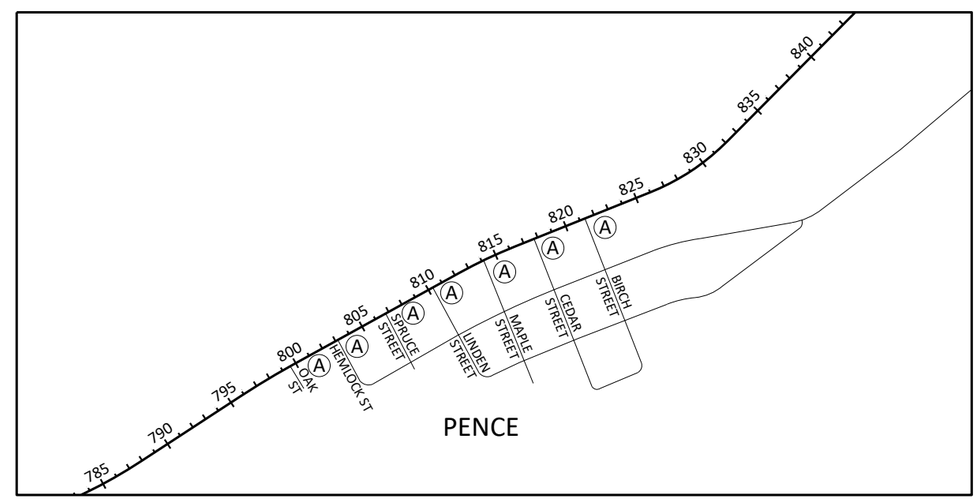
N



DETAIL A



DETAIL B



DETAIL C

TRAFFIC NOTES

(A) ROAD WORK AHEAD — W20-1A

(B) END ROAD WORK — G20-2A 48"X24"

(C) ROAD WORK NEXT 11 MILES — G20-1 60"X24"

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

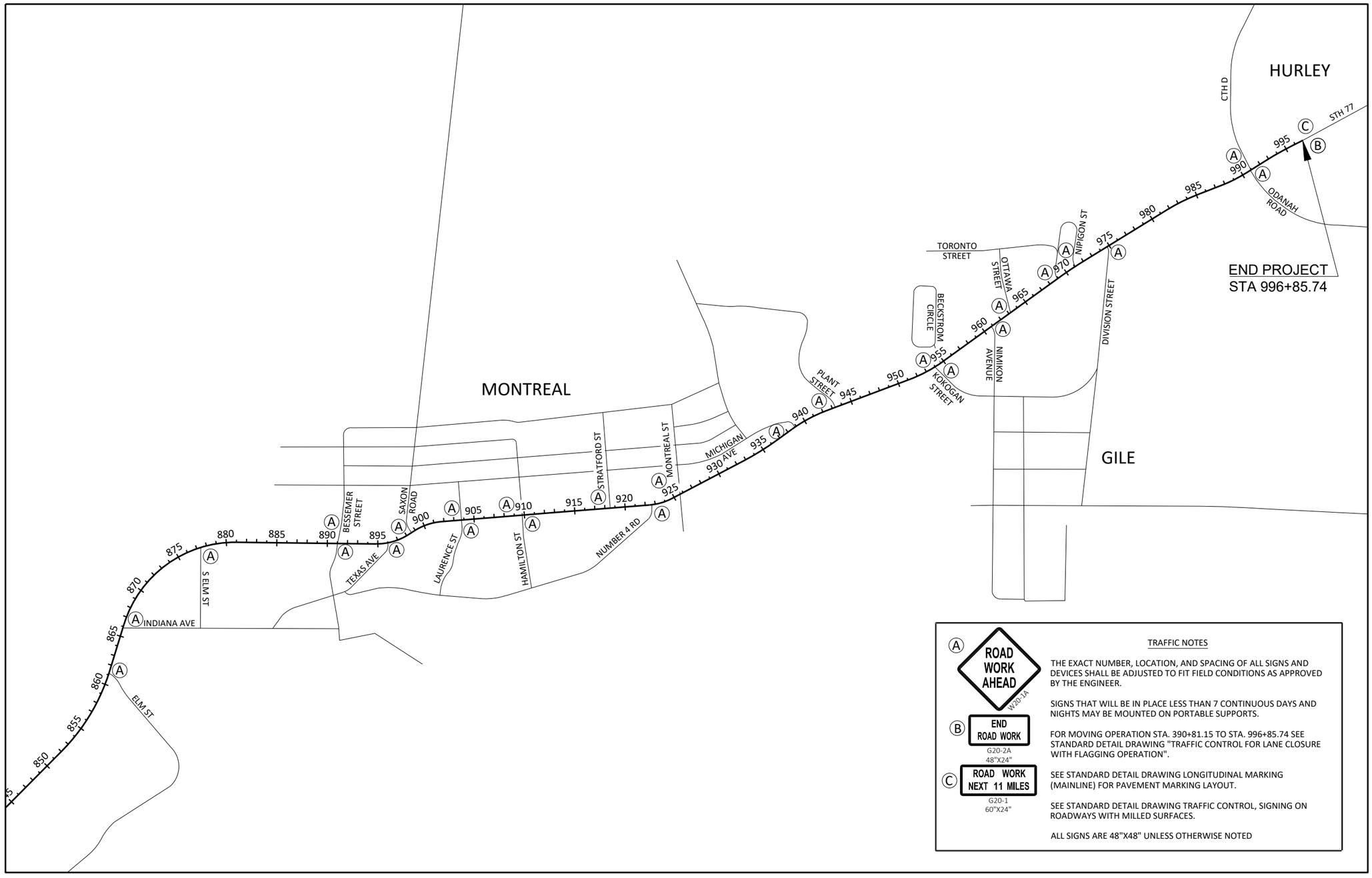
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 390+81.15 TO STA. 996+85.74 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) FOR PAVEMENT MARKING LAYOUT.

SEE STANDARD DETAIL DRAWING TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED



DETAIL D

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	ADVANCED WARNING SIGNING	SHEET 68	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

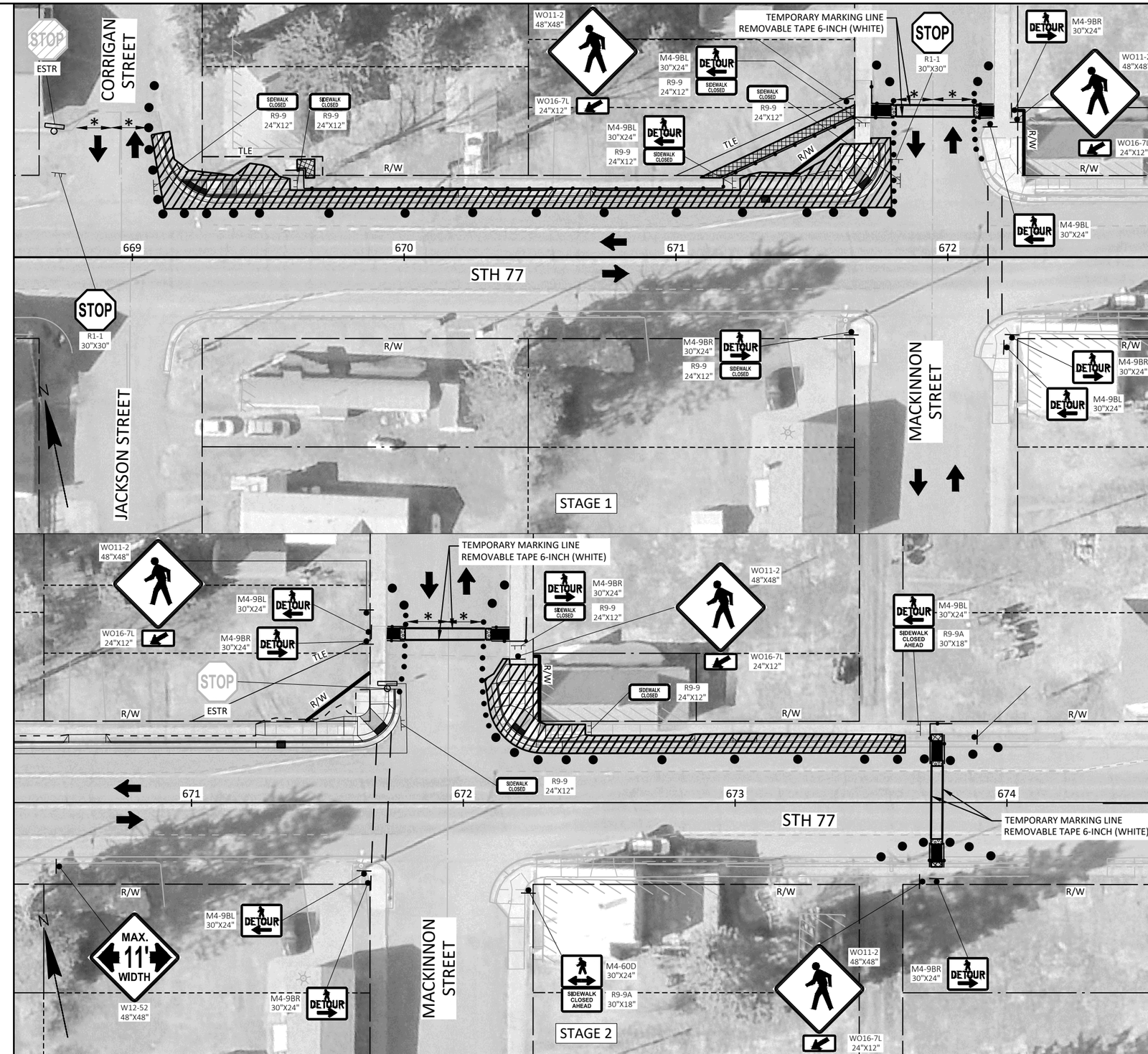
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - CORRIGAN STREET & MACKINNON STREET	SHEET 69	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - IB & PENCE.DWG PLOT DATE : 12/17/2025 7:27:13 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CORRIGAN & MACKINNON

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

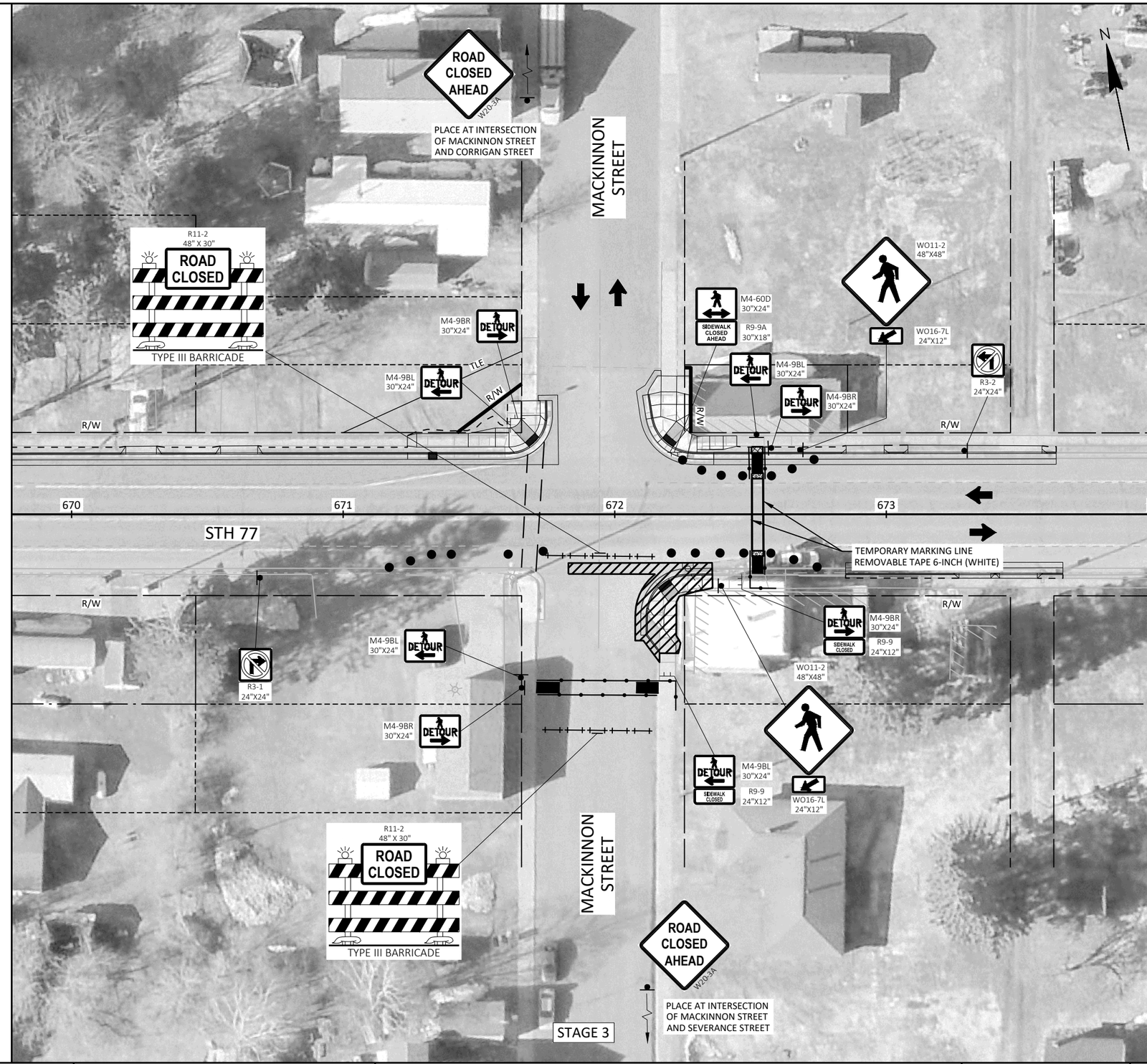
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - MACKINNON STREET	SHEET 70	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - IB & PENCE.DWG PLOT DATE : 12/17/2025 7:27:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : MACKINNON

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

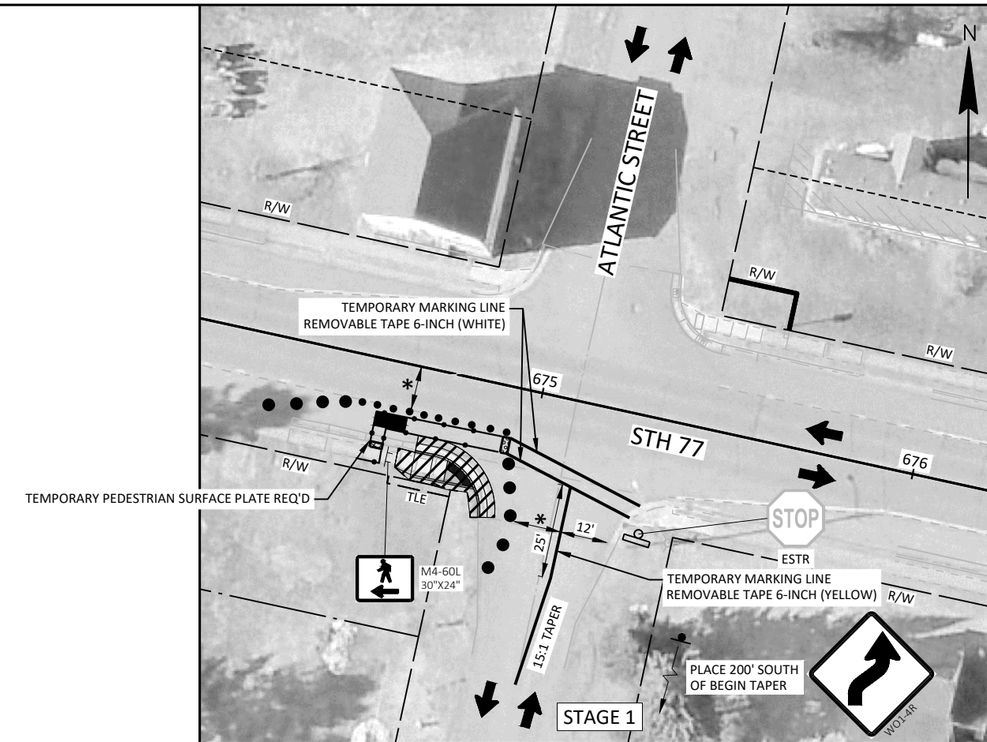
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

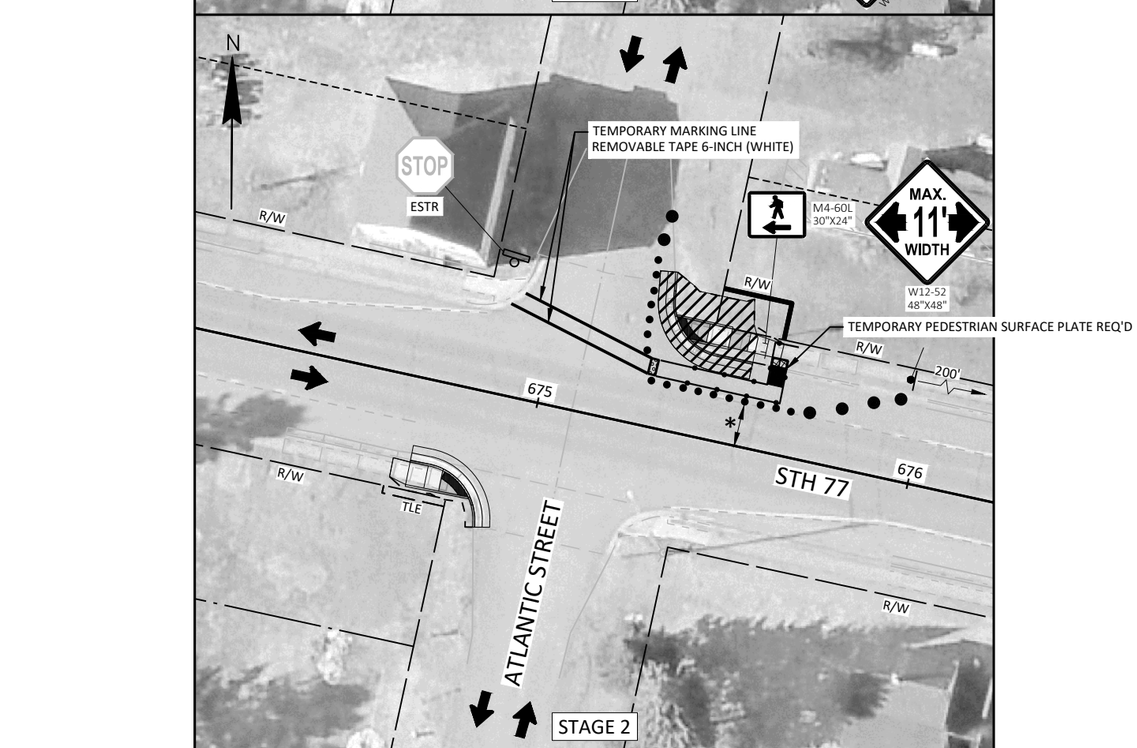
SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)





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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - ATLANTIC STREET	SHEET 71	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - OAK STREET	SHEET 72	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

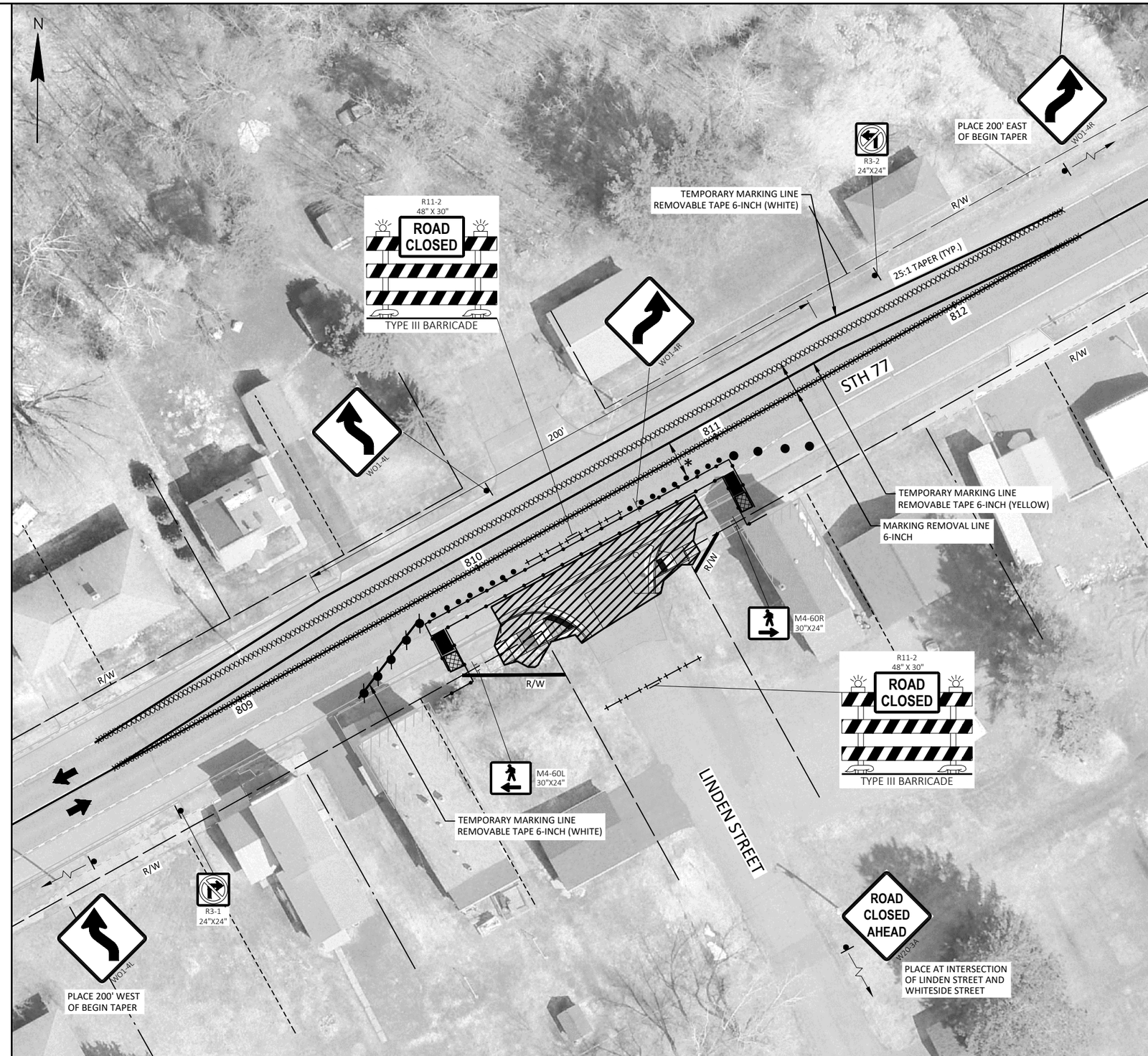
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - LINDEN STREET	SHEET 73	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - IB & PENCE.DWG PLOT DATE : 12/17/2025 7:30:07 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LINDEN

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

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TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - BIRCH STREET	SHEET 74	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - IB & PENCE.DWG PLOT DATE : 12/17/2025 7:30:40 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : BIRCH

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

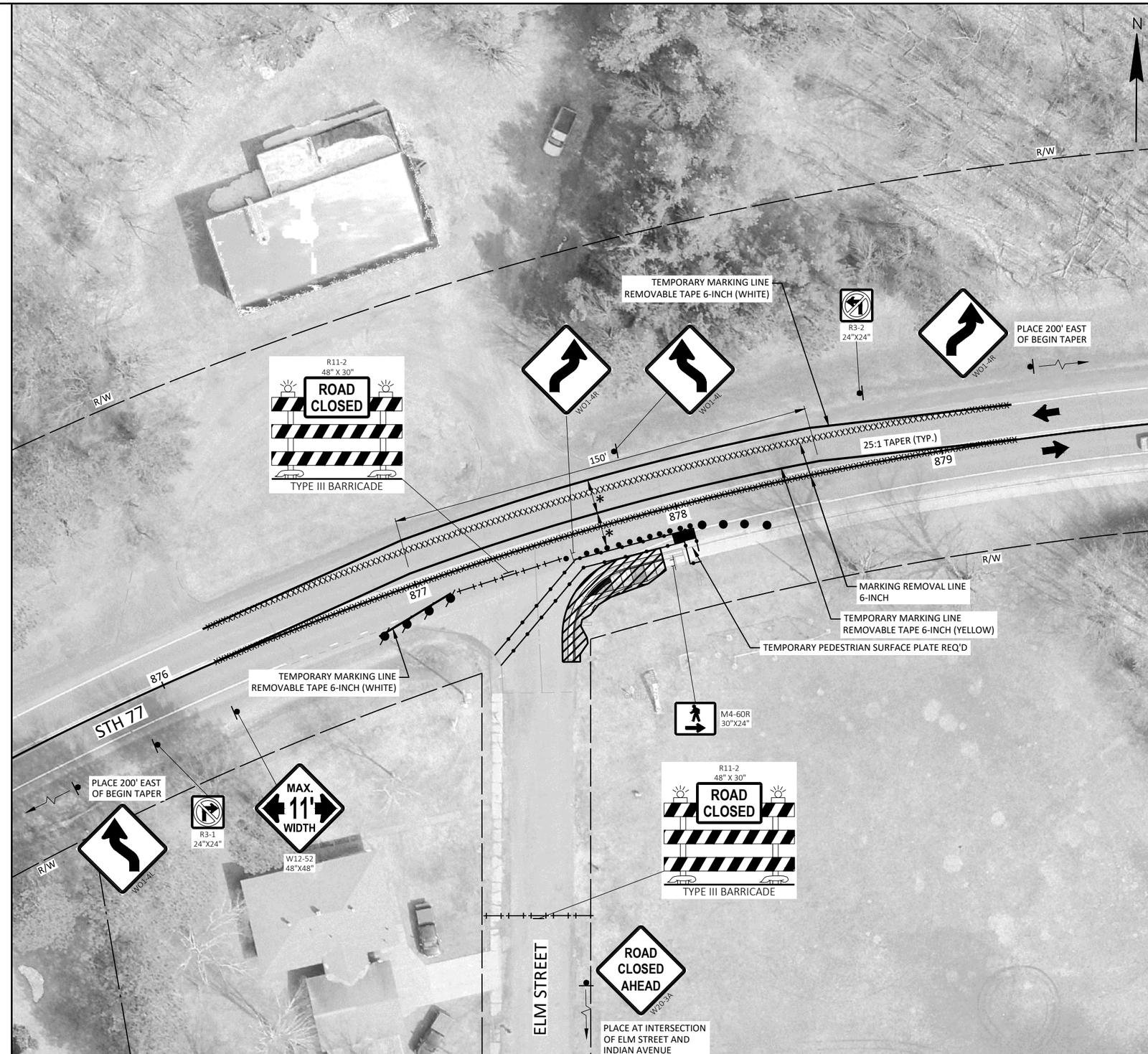
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - ELM STREET	SHEET 75	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:31:36 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : ELM

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
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- XXXXXXXX MARKING REMOVAL LINE 6-INCH
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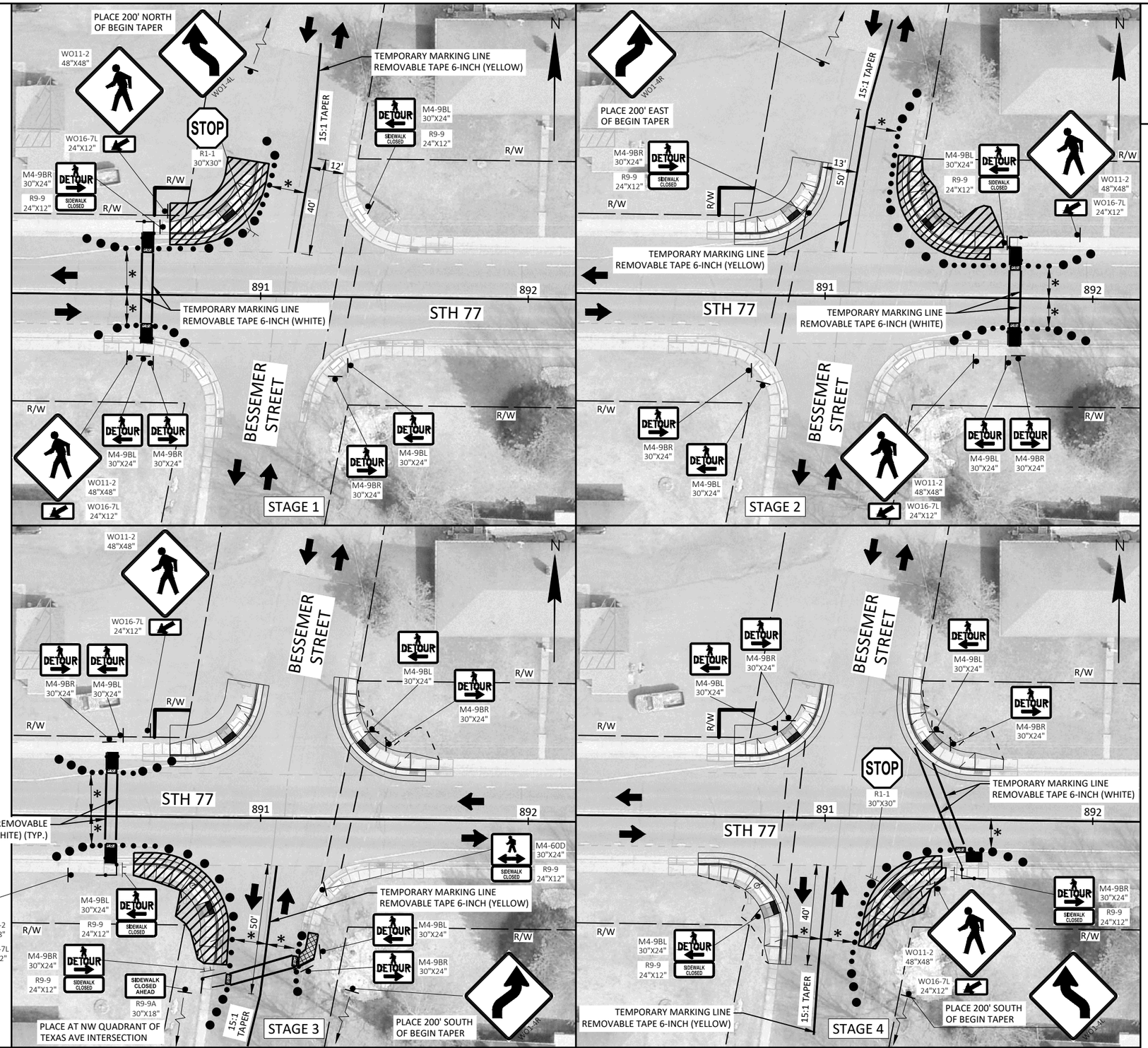
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - BESSEMER STREET	SHEET 76	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

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FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
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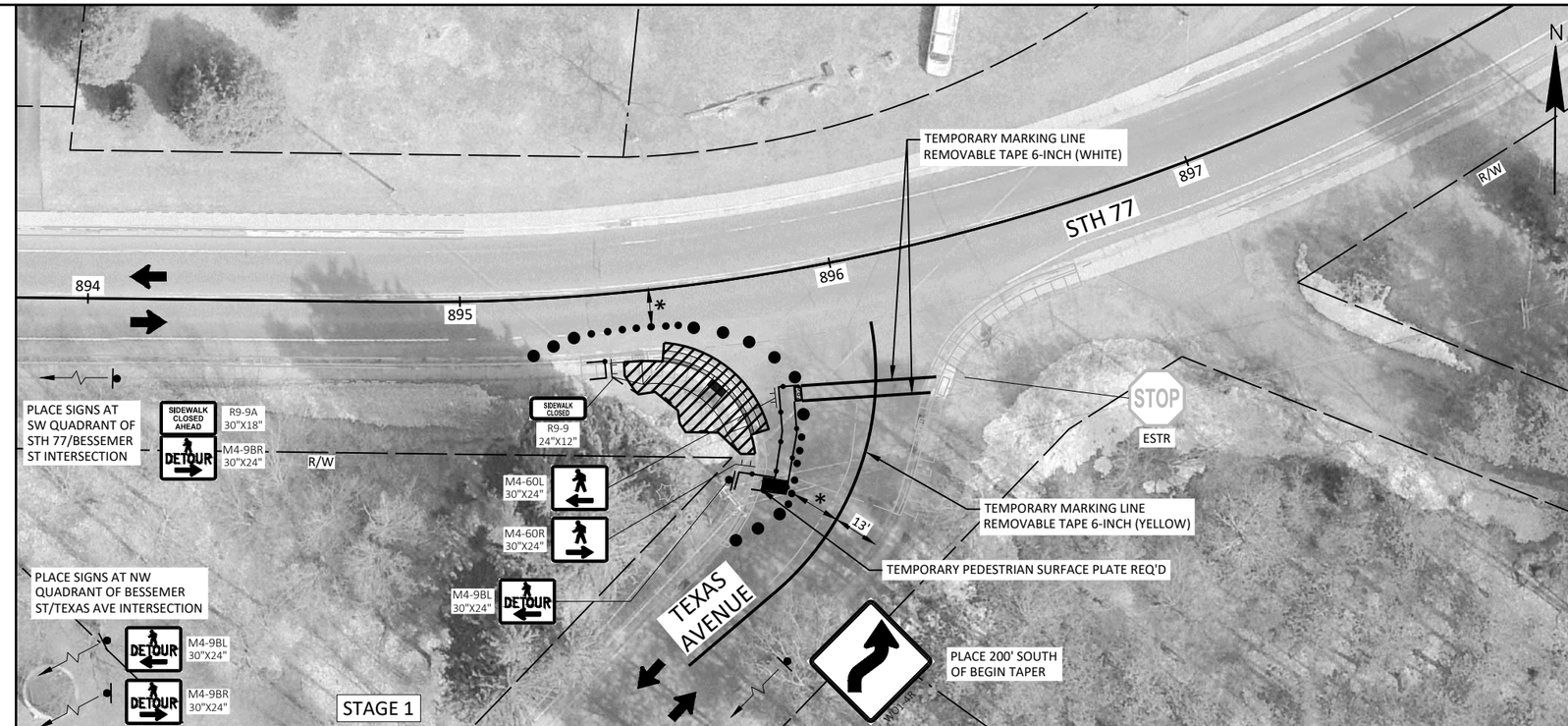
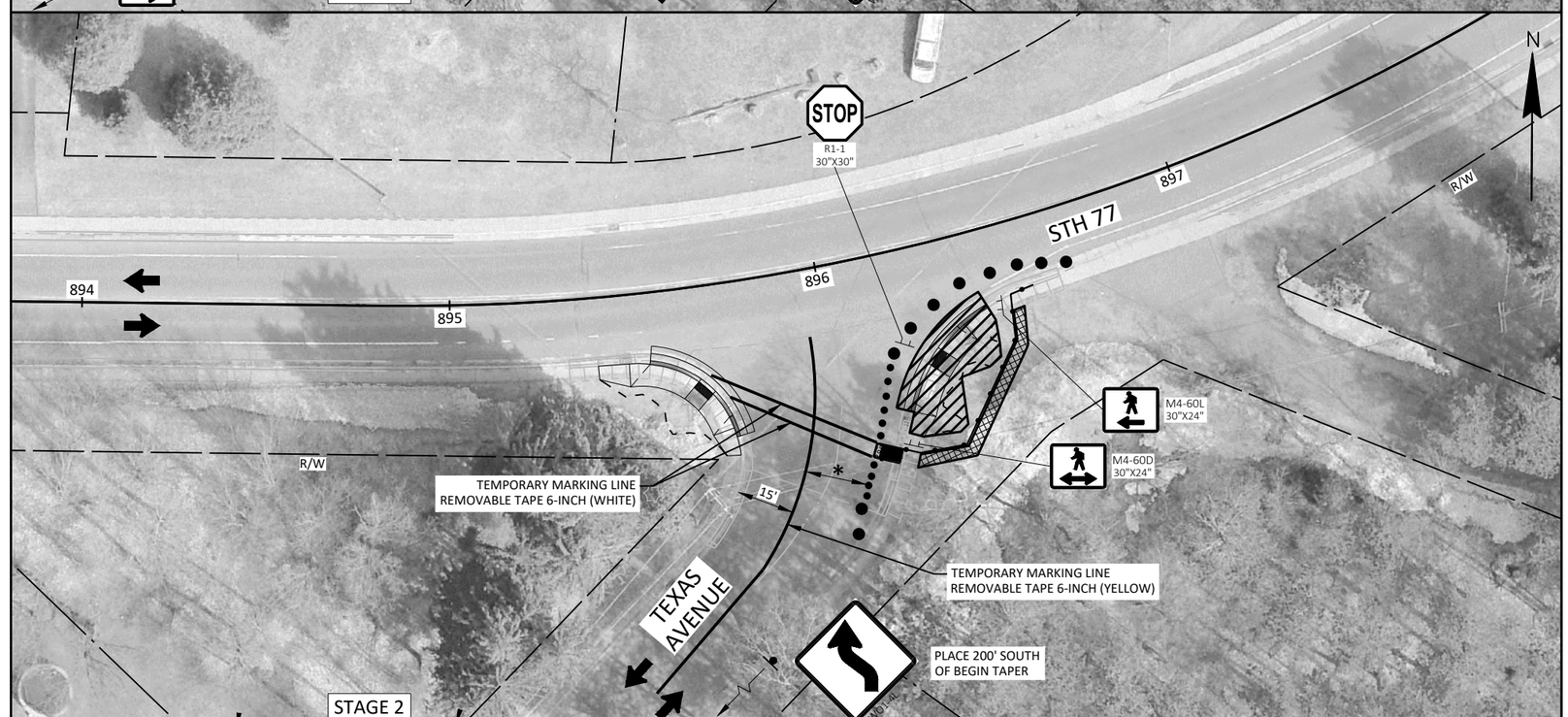
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)





PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - TEXAS AVENUE	SHEET 77	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

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FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
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- COVERING SIGNS TYPE II
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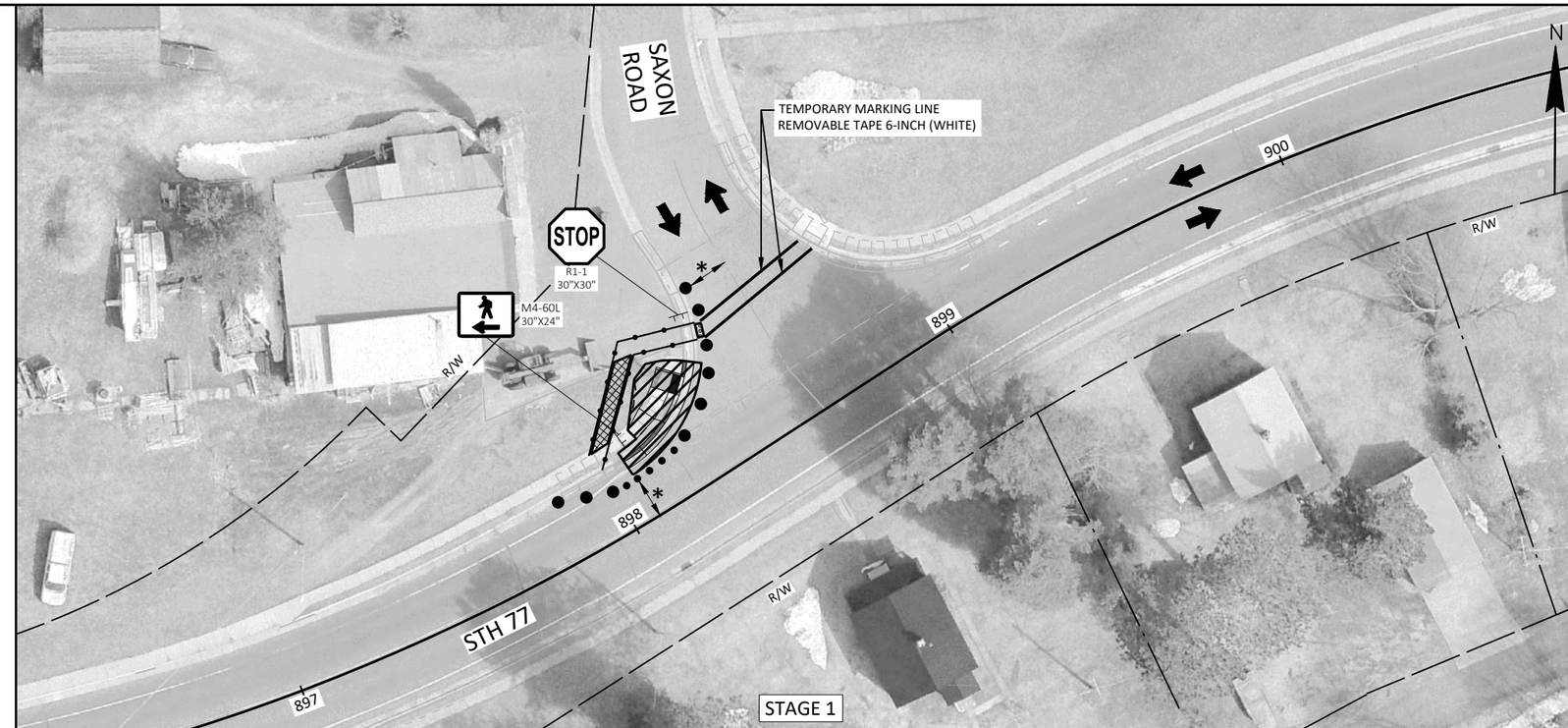

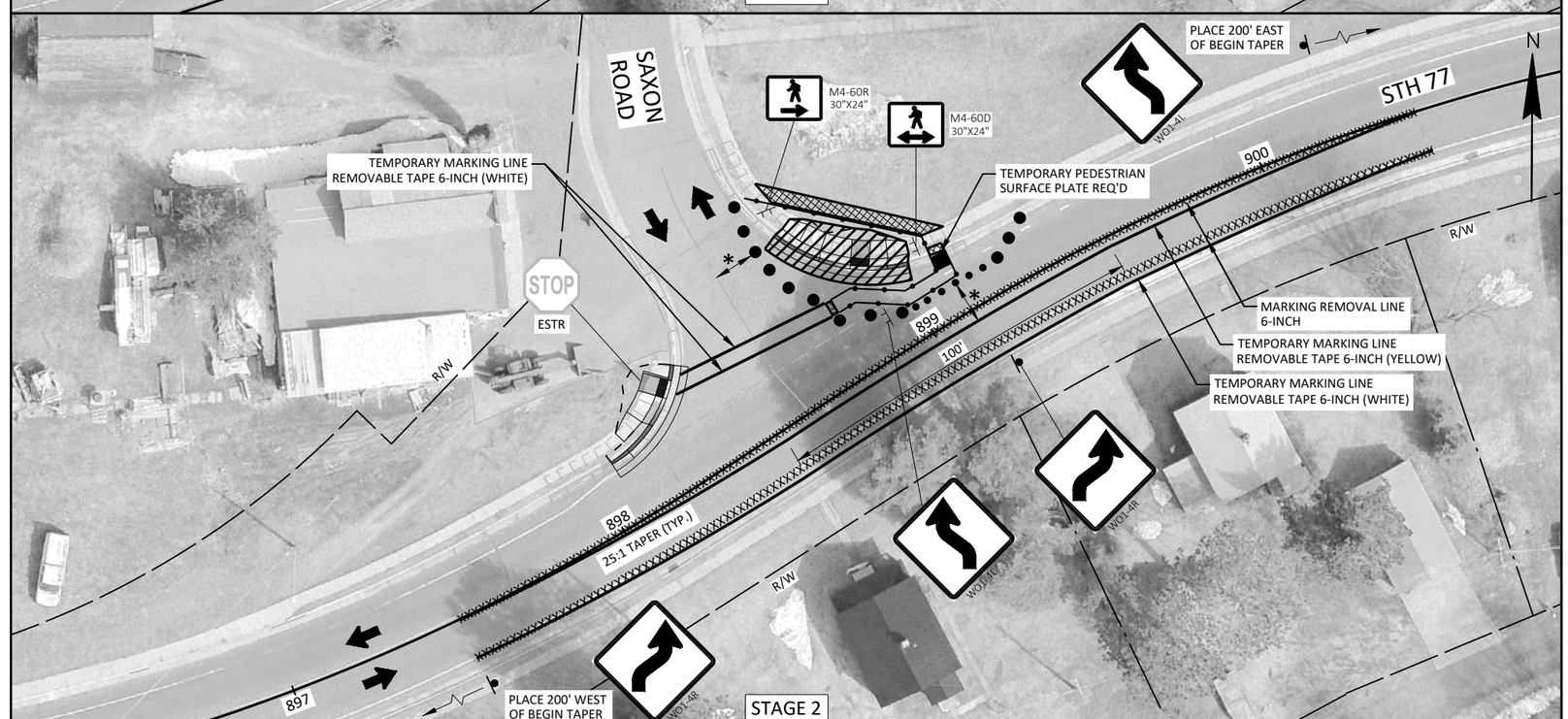

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - SAXON ROAD	SHEET 78	E

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NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

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PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
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- SIGN ON PERMANENT SUPPORT
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- COVERING SIGNS TYPE II
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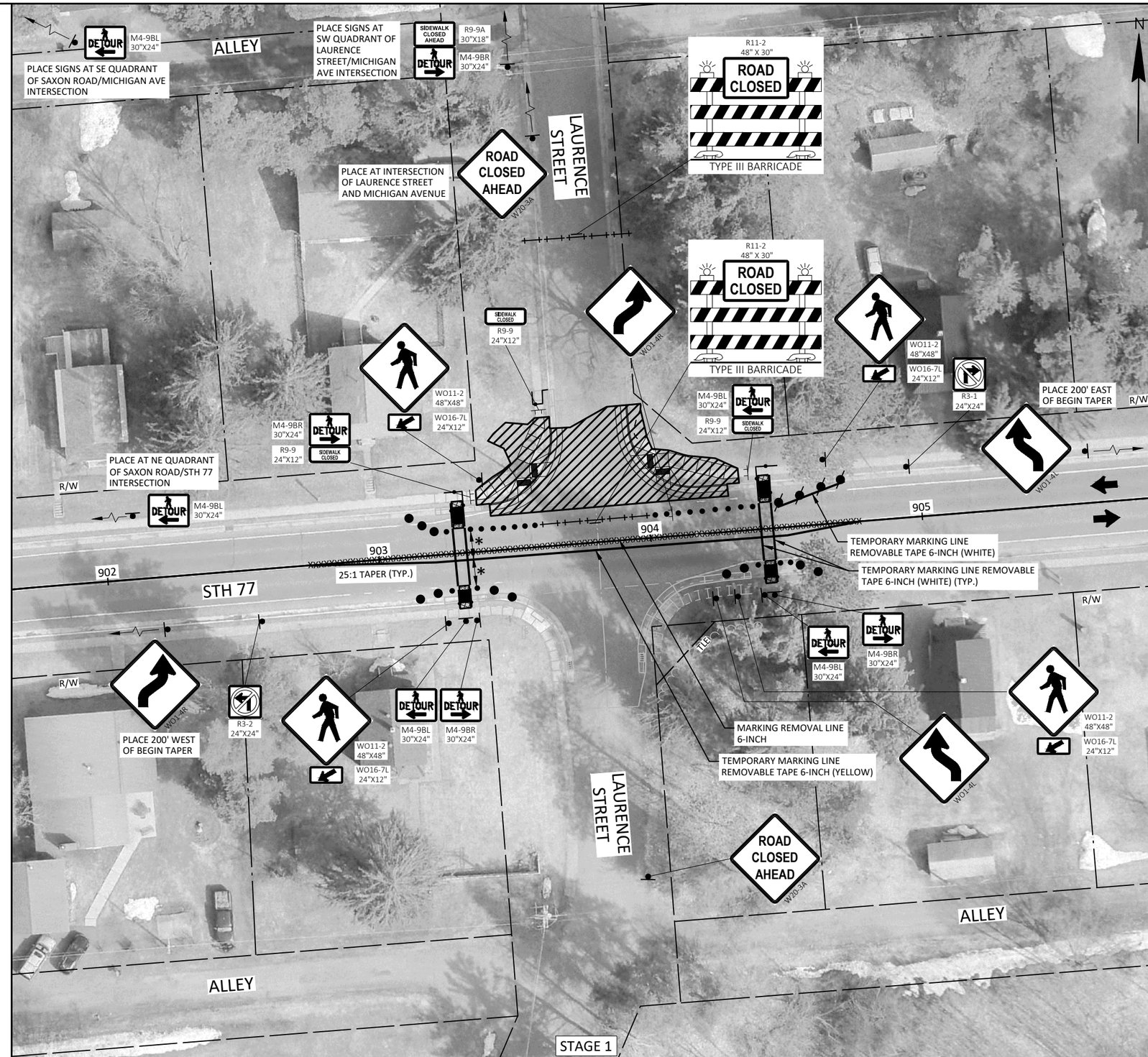

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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - LAURENCE STREET	SHEET 79	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:38:22 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAURENCE 1

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

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SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
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- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
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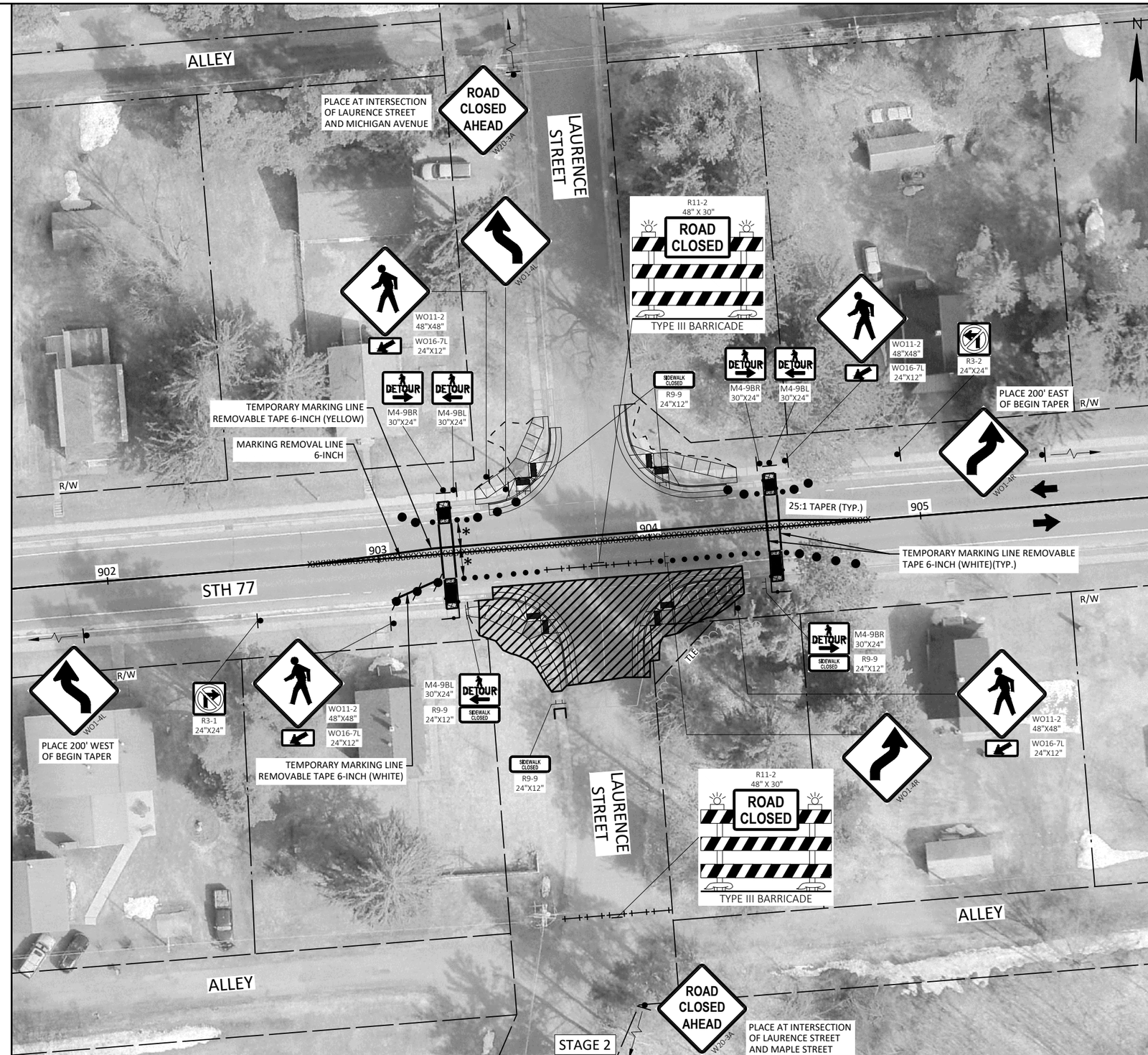

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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - LAURENCE STREET	SHEET 80	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:38:56 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : LAURENCE 2

2

NOTES

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LEGEND

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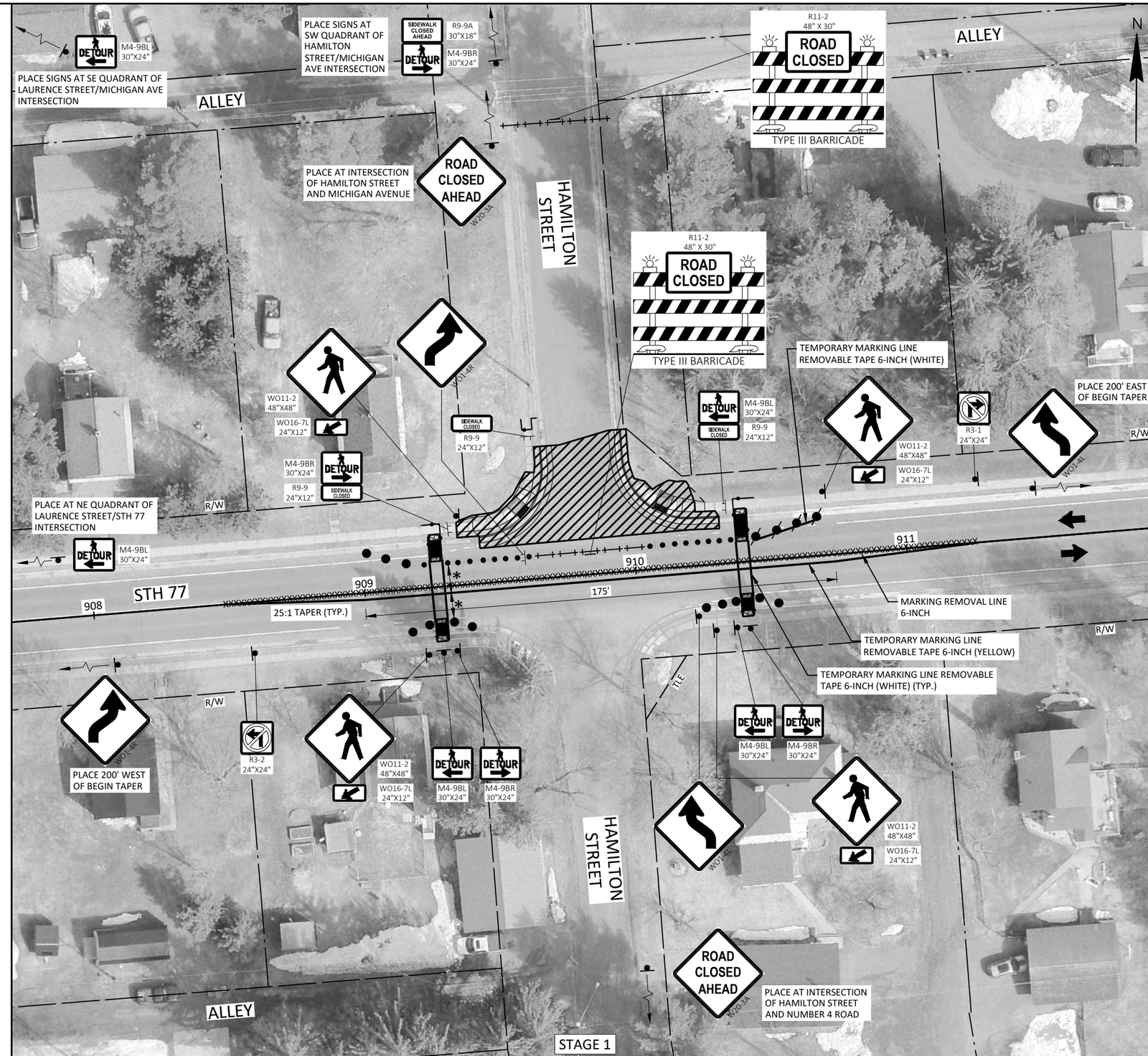
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - HAMILTON STREET	SHEET 81	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:39:52 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : HAMILTON 1

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)

2

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - HAMILTON STREET	SHEET 82	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:40:27 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : HAMILTON 2

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

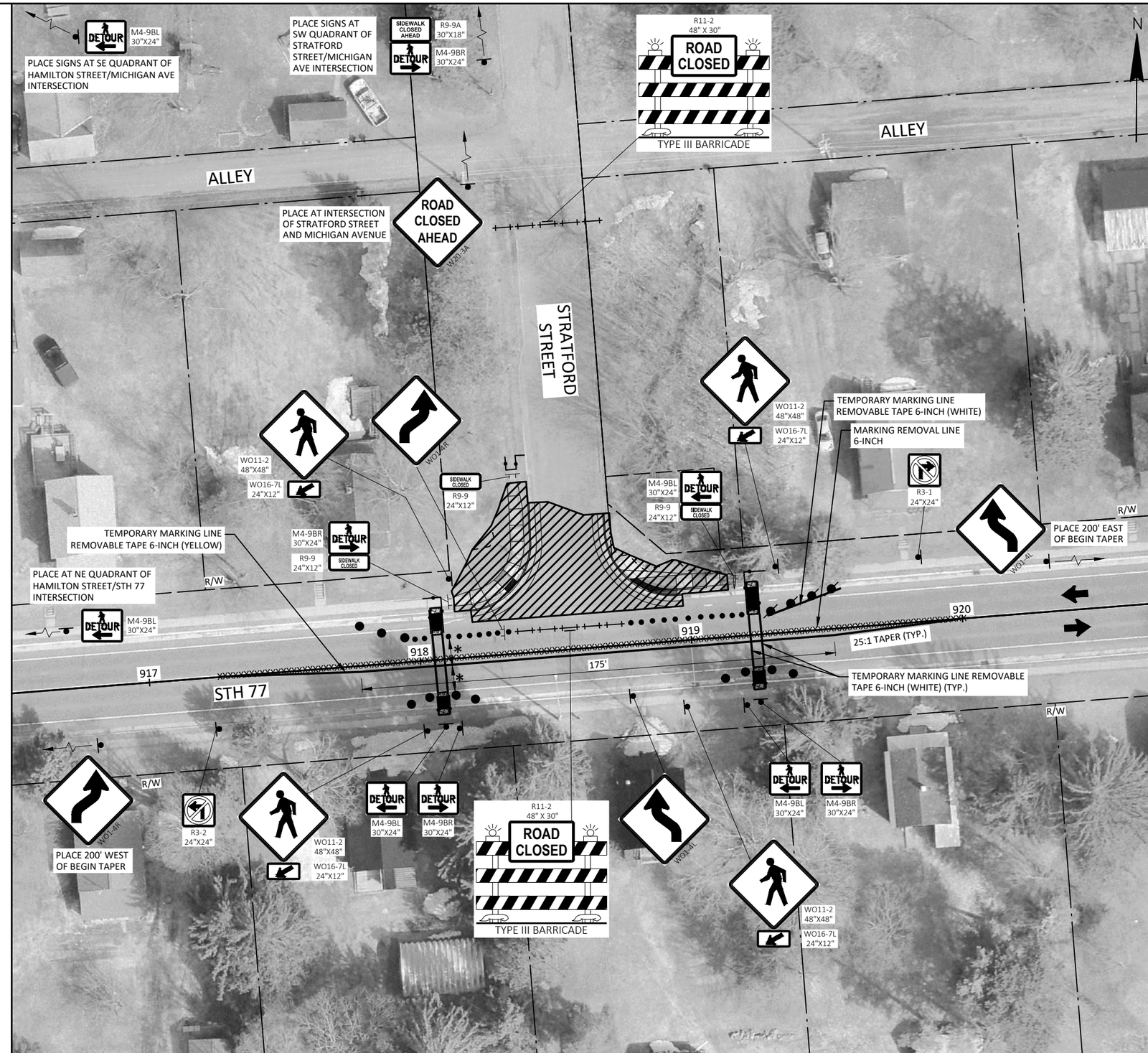
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - STRATFORD STREET	SHEET 83	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

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TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

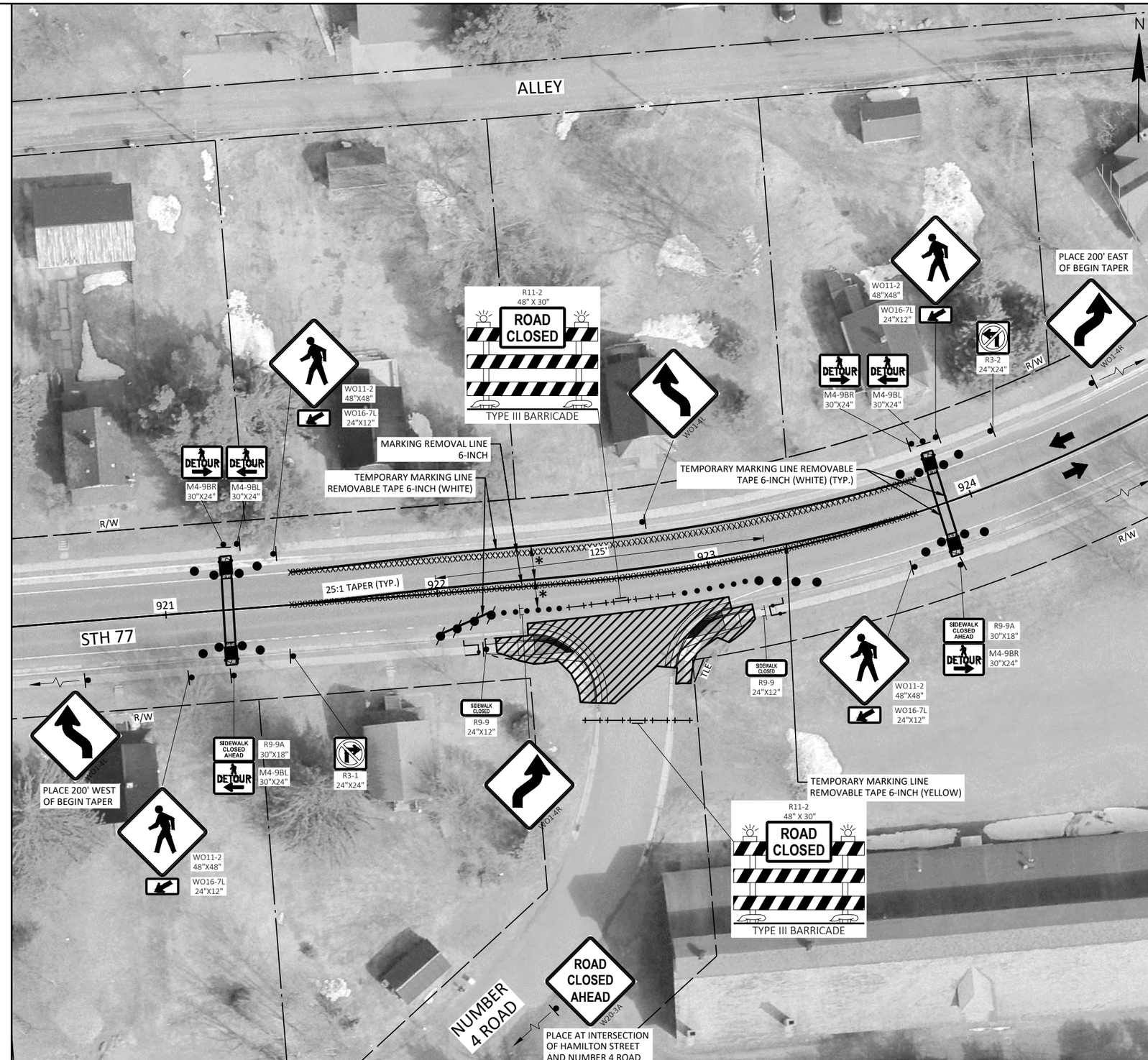
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - NUMBER 4 ROAD	SHEET 84	E

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

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TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
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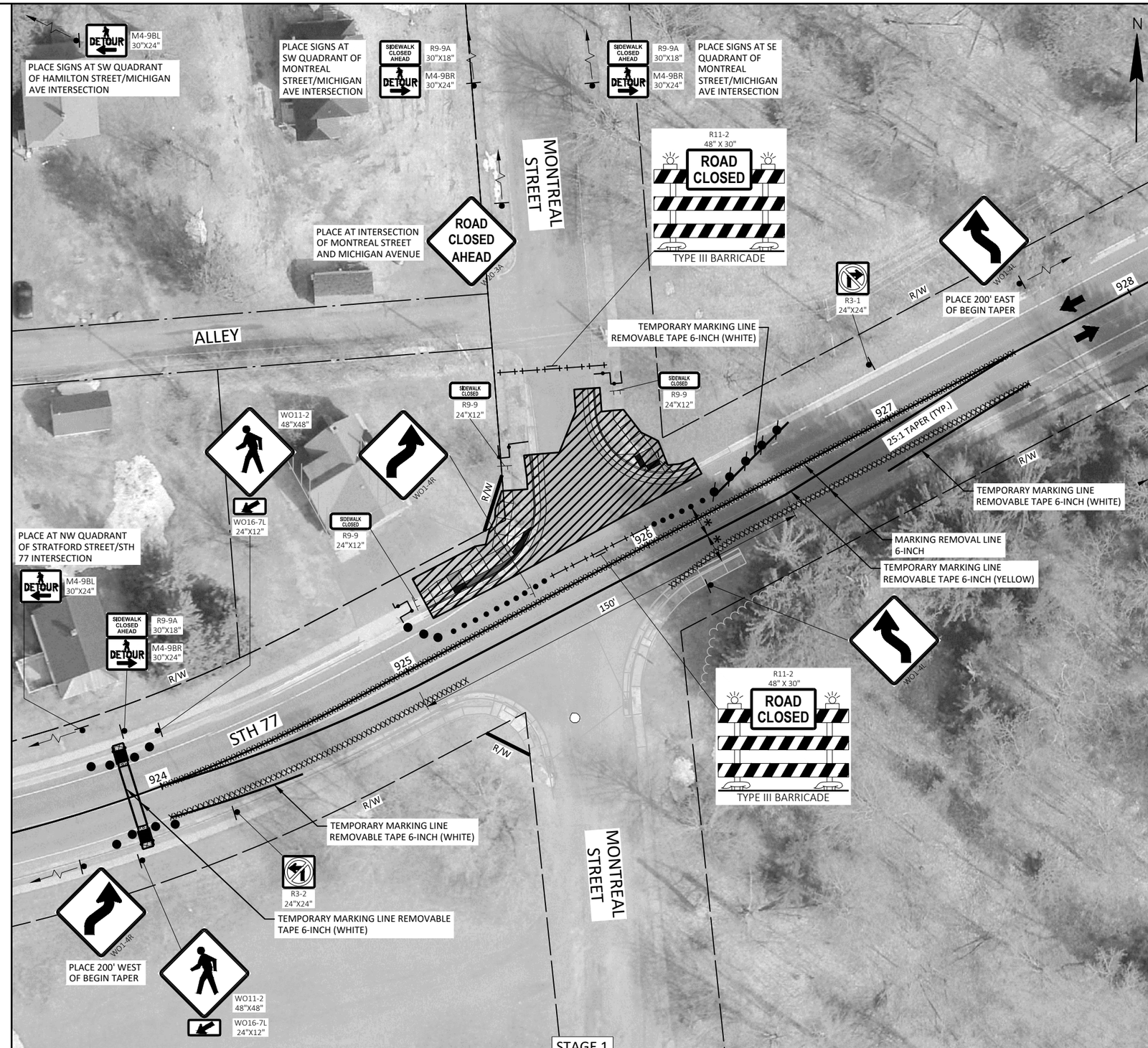
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - MONTREAL STREET	SHEET 85	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:42:26 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : MONTREAL 1

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

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PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
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- SIGN ON PERMANENT SUPPORT
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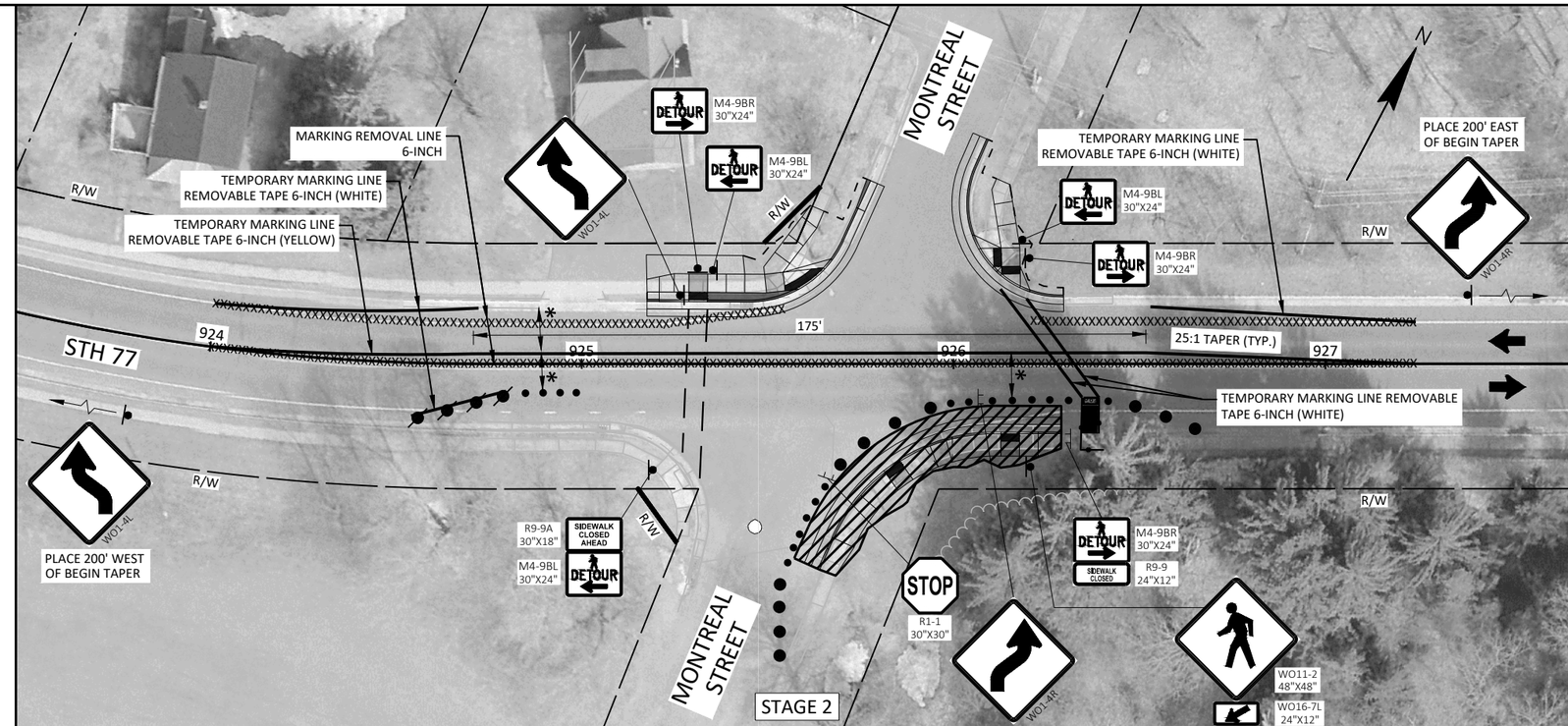
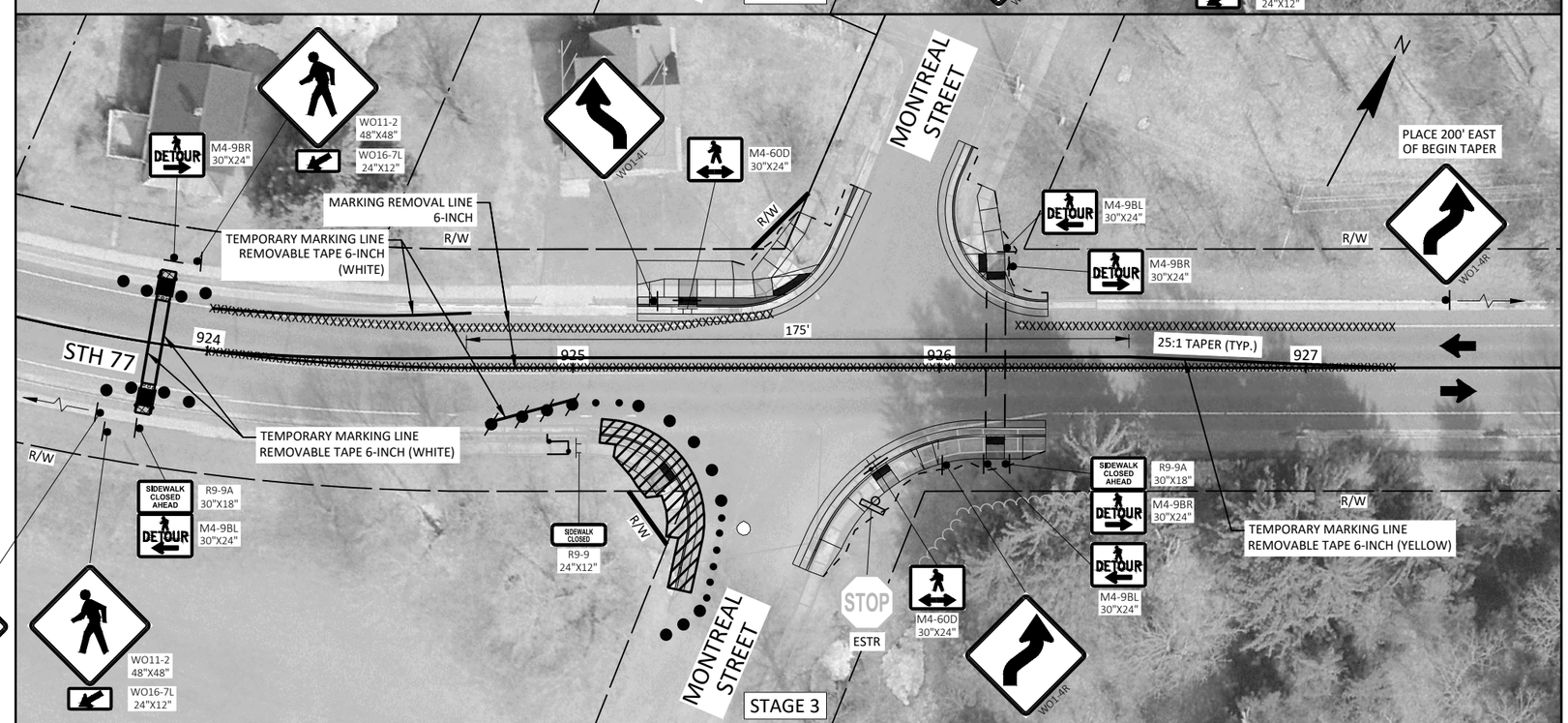
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)





PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - MONTREAL STREET	SHEET 86	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:43:44 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : MONTREAL 2

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

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PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
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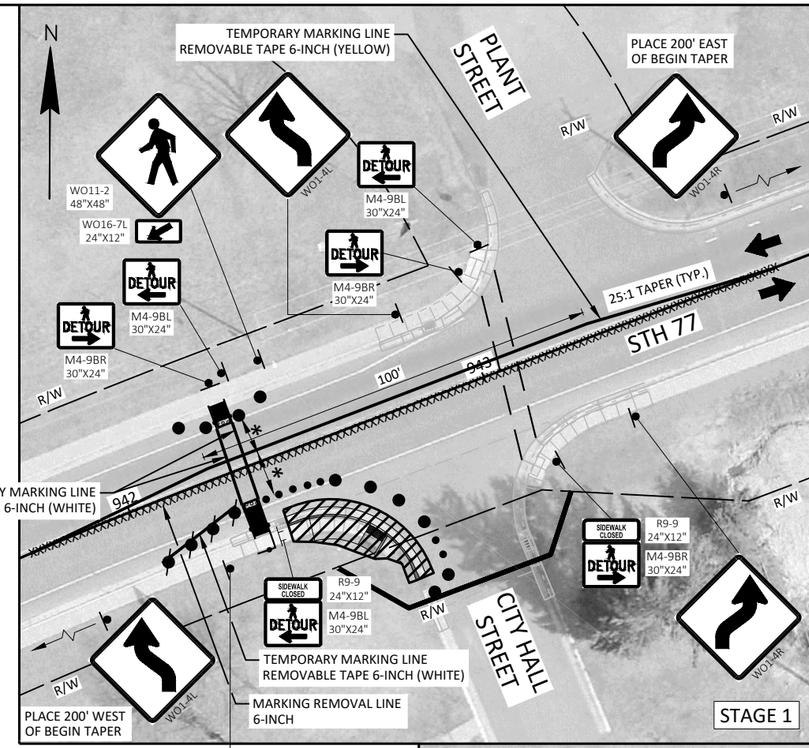
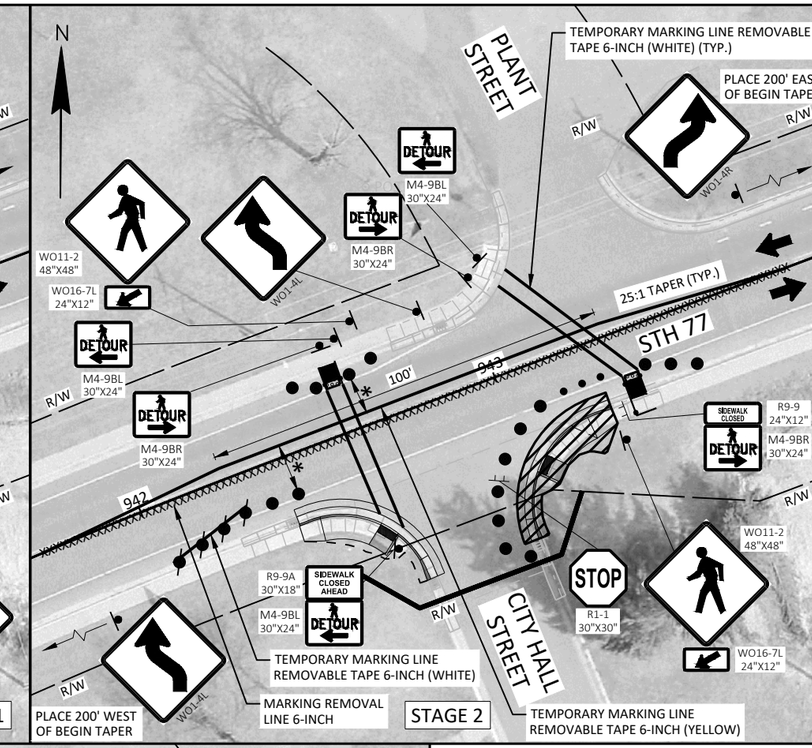
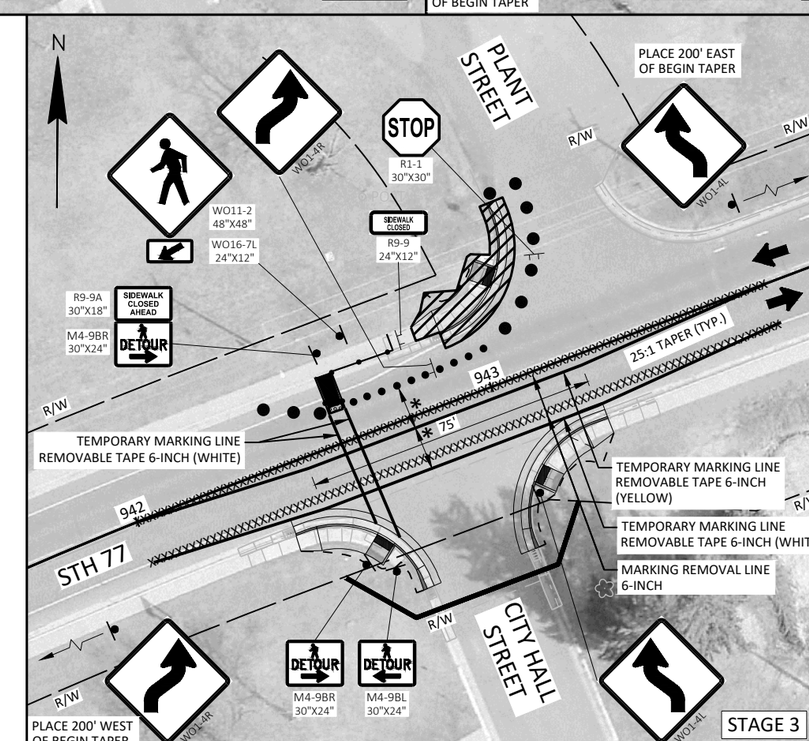
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)







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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - PLANT STREET/CITY HALL STREET	SHEET 87	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:45:55 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : PLANT & CITY HALL

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

PROHIBIT STREET PARKING FOR AT LEAST 50 FEET IN ADVANCE OF MID-BLOCK CROSSWALK

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

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

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

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

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

FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

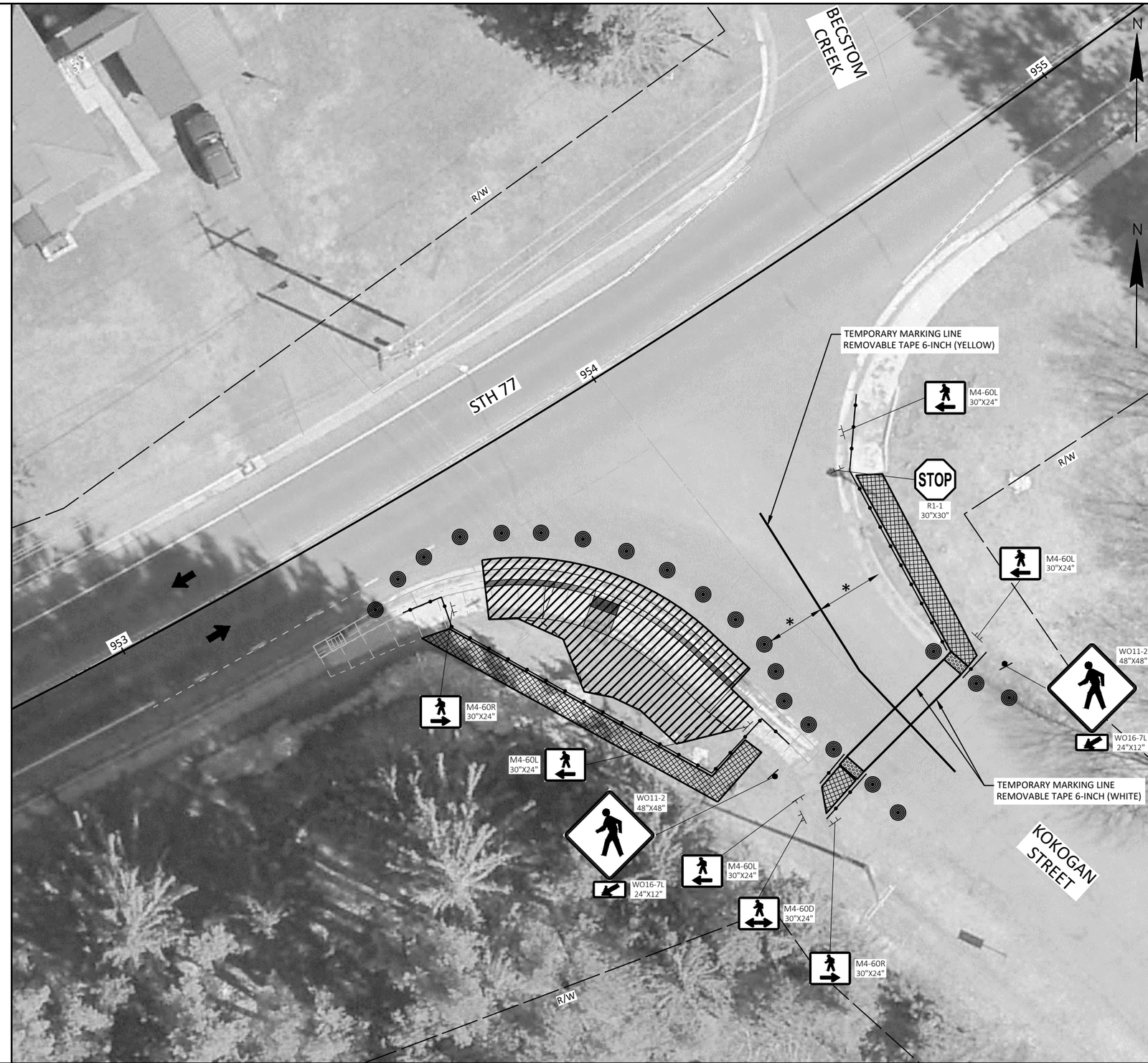
IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHT TYPE C (STEADY BURN) AT MAXIMUM 10 FOOT SPACING
- TRAFFIC CONTROL CONES 42-INCH (DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS)
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)
- TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- XXXXXXXX MARKING REMOVAL LINE 6-INCH
- * 10' LANE WITH 1' BUFFER TO TRAFFIC CONTROL DRUMS
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



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PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - KOKOGAN STREET	SHEET 88	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:46:26 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : KOKOGAN

2

NOTES

LIMIT SIDEWALK CLOSURES TO ONE INTERSECTION QUADRANT OR ONE SIDE OF THE STREET AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TEMPORARY CROSSWALK TO BE DETERMINED BY THE ENGINEER. DO NOT LOCATE IN EXISTING DRIVEWAY.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE PROJECT.

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

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

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FOR CURB RAMP INSTALLATION ON SIDEROADS, USE FLAGGING OPERATIONS AS NEEDED.

IF DETERMINED NECESSARY BY THE ENGINEER IN THE FIELD, PROVIDE TEMPORARY AUDIBLE MESSAGE DEVICES AS SHOWN IN THE REFERENCED STANDARD DETAIL DRAWING

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- DIRECTION OF TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
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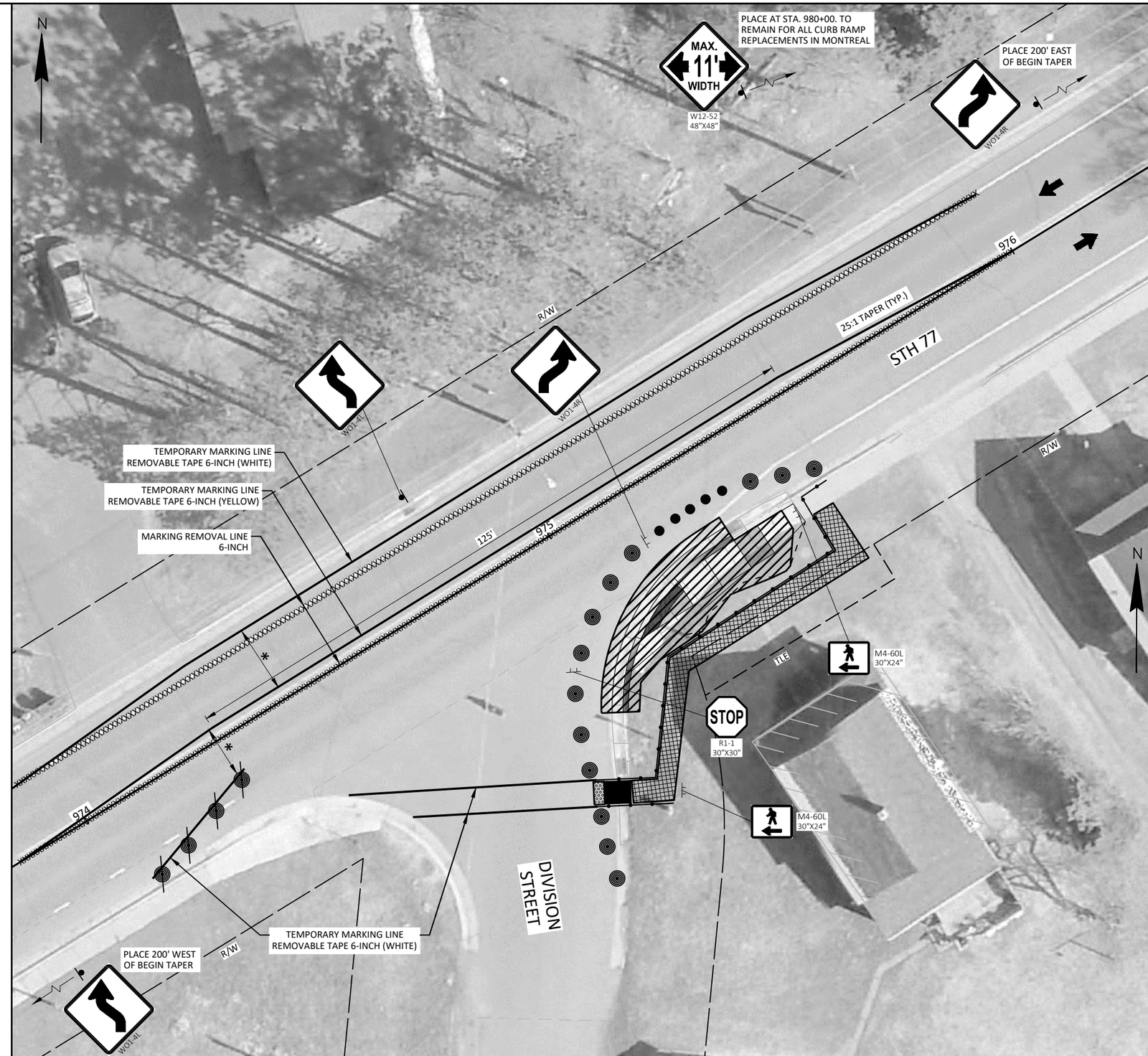
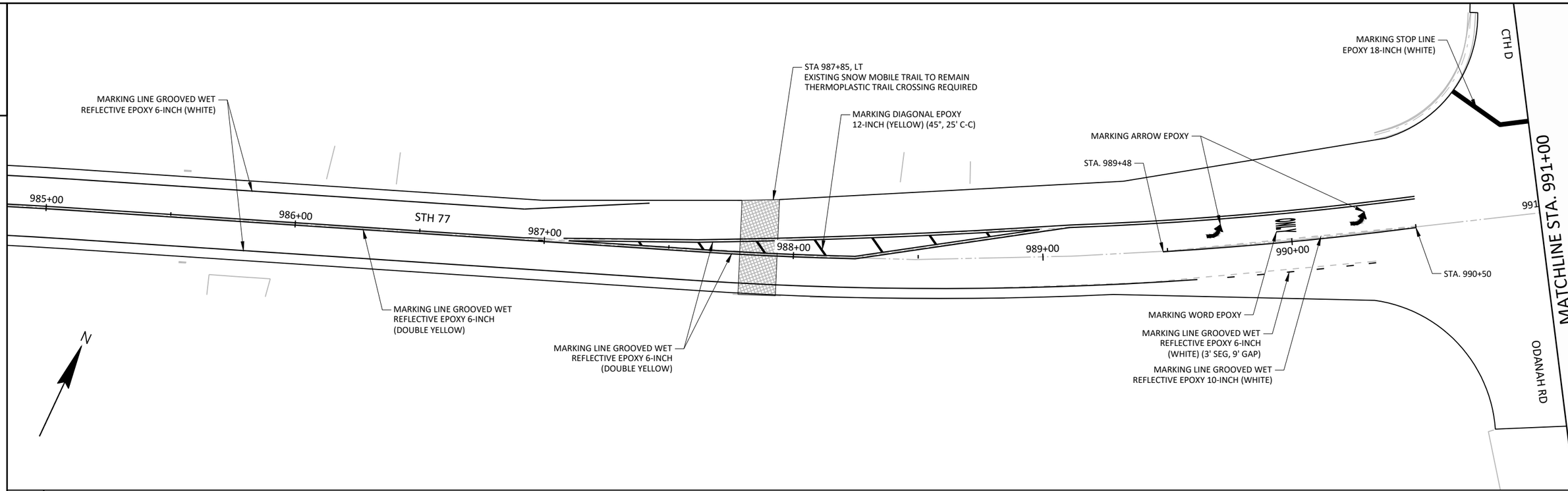
- COVERING SIGNS TYPE II
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN & WARNING LIGHT TYPE A (FLASHING)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	TRAFFIC CONTROL - DIVISION STREET	SHEET 89	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_TRAFFIC CONTROL CURB RAMPS - MONTREAL.DWG PLOT DATE : 12/17/2025 7:46:56 AM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : DIVISION

2



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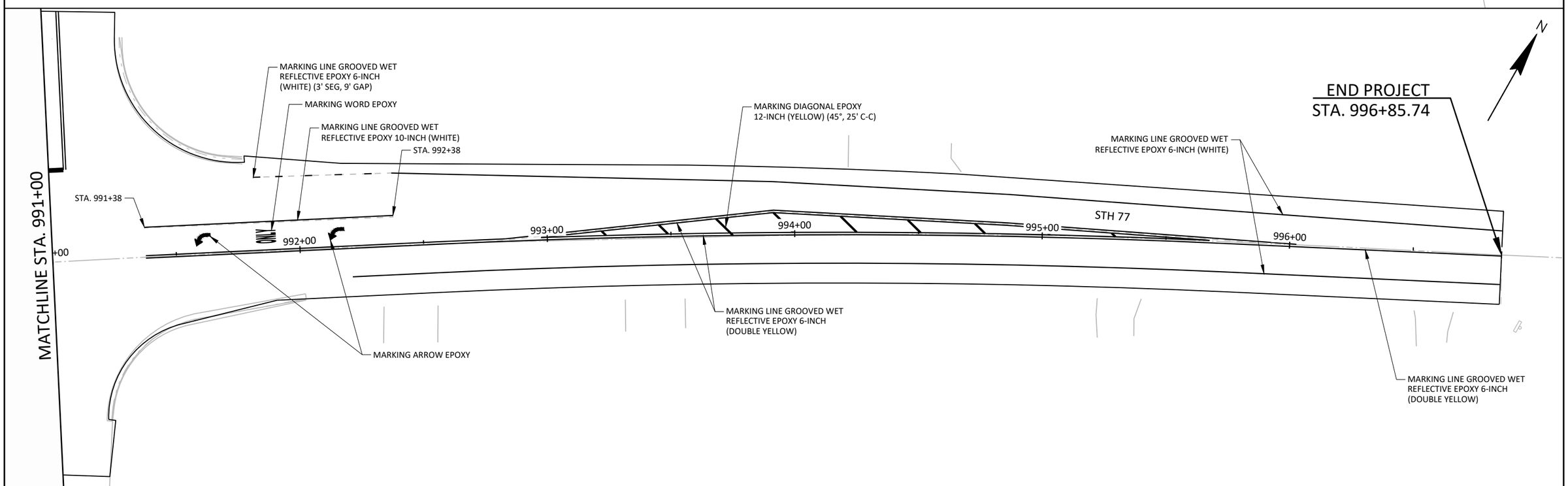

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PAVEMENT MARKING DETAIL	SHEET 90	E

Estimate Of Quantities

9250-14-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	4.000	4.000
0004	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0006	204.0110	Removing Asphaltic Surface	SY	840.000	840.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,900.000	1,900.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	221,400.000	221,400.000
0012	204.0150	Removing Curb & Gutter	LF	2,670.000	2,670.000
0014	204.0155	Removing Concrete Sidewalk	SY	760.000	760.000
0016	204.0180	Removing Delineators and Markers	EACH	4.000	4.000
0018	204.0245	Removing Storm Sewer (size) 01. 8-inch	LF	71.000	71.000
0020	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	432.000	432.000
0022	205.0100	Excavation Common	CY	1,230.000	1,230.000
0024	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 9250-14-71	EACH	1.000	1.000
0026	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	2.000	2.000
0028	213.0100	Finishing Roadway (project) 01. 9250-14-71	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,305.000	3,305.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	600.000	600.000
0034	415.0060	Concrete Pavement 6-Inch	SY	6.000	6.000
0036	455.0605	Tack Coat	GAL	16,550.000	16,550.000
0038	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0040	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0042	460.2005	Incentive Density PWL HMA Pavement	DOL	18,070.000	18,070.000
0044	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	12,100.000	12,100.000
0046	460.2010	Incentive Air Voids HMA Pavement	DOL	25,200.000	25,200.000
0048	460.5224	HMA Pavement 4 LT 58-28 S	TON	25,200.000	25,200.000
0050	465.0105	Asphaltic Surface	TON	450.000	450.000
0052	465.0110	Asphaltic Surface Patching	TON	1,250.000	1,250.000
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	35.000	35.000
0056	465.0560	Asphaltic Rumble Strips, Centerline	LF	39,000.000	39,000.000
0058	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0060	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000
0062	520.3424	Culvert Pipe Class III-A Non-metal 24-Inch	LF	40.000	40.000
0064	520.3430	Culvert Pipe Class III-A Non-metal 30-Inch	LF	62.000	62.000
0066	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0068	521.1042	Apron Endwalls for Culvert Pipe Steel 42-Inch	EACH	2.000	2.000
0070	521.5142	Culvert Pipe Corrugated Steel Polymer Coated 42-Inch	LF	54.000	54.000
0072	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,635.000	2,635.000
0074	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	250.000	250.000
0076	601.0600	Concrete Curb Pedestrian	LF	300.000	300.000
0078	602.0405	Concrete Sidewalk 4-Inch	SF	8,190.000	8,190.000
0080	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	370.000	370.000
0082	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	190.000	190.000
0084	602.0810	Concrete Driveway 6-Inch	SY	32.000	32.000
0086	606.0300	Riprap Heavy	CY	30.000	30.000
0088	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	71.000	71.000
0090	608.6012	Storm Sewer Pipe Composite 12-Inch	LF	432.000	432.000
0092	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0094	611.0627	Inlet Covers Type HM	EACH	6.000	6.000
0096	611.0666	Inlet Covers Type Z	EACH	1.000	1.000
0098	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000

Estimate Of Quantities

9250-14-71

Line	Item	Item Description	Unit	Total	Qty
0100	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0102	611.8115	Adjusting Inlet Covers	EACH	10.000	10.000
0104	614.0400	Adjusting Steel Plate Beam Guard	LF	94.000	94.000
0106	614.0950	Replacing Guardrail Posts and Blocks	EACH	14.000	14.000
0108	614.0951	Replacing Guardrail Rail and Hardware	LF	25.000	25.000
0110	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9250-14-71	EACH	1.000	1.000
0112	619.1000	Mobilization	EACH	1.000	1.000
0114	624.0100	Water	MGAL	60.000	60.000
0116	625.0100	Topsoil	SY	2,900.000	2,900.000
0118	628.1504	Silt Fence	LF	850.000	850.000
0120	628.1520	Silt Fence Maintenance	LF	1,700.000	1,700.000
0122	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0126	628.2008	Erosion Mat Urban Class I Type B	SY	2,900.000	2,900.000
0128	628.7005	Inlet Protection Type A	EACH	19.000	19.000
0130	628.7015	Inlet Protection Type C	EACH	42.000	42.000
0132	628.7504	Temporary Ditch Checks	LF	50.000	50.000
0134	628.7555	Culvert Pipe Checks	EACH	15.000	15.000
0136	629.0210	Fertilizer Type B	CWT	2.000	2.000
0138	630.0130	Seeding Mixture No. 30	LB	86.000	86.000
0140	630.0140	Seeding Mixture No. 40	LB	44.000	44.000
0142	630.0500	Seed Water	MGAL	70.000	70.000
0144	633.5200	Markers Culvert End	EACH	4.000	4.000
0146	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	24.000	24.000
0148	637.2210	Signs Type II Reflective H	SF	72.000	72.000
0150	638.2102	Moving Signs Type II	EACH	21.000	21.000
0152	638.4000	Moving Small Sign Supports	EACH	21.000	21.000
0154	642.5001	Field Office Type B	EACH	1.000	1.000
0156	643.0300	Traffic Control Drums	DAY	3,206.000	3,206.000
0158	643.0420	Traffic Control Barricades Type III	DAY	700.000	700.000
0160	643.0705	Traffic Control Warning Lights Type A	DAY	280.000	280.000
0162	643.0715	Traffic Control Warning Lights Type C	DAY	406.000	406.000
0164	643.0900	Traffic Control Signs	DAY	3,612.000	3,612.000
0166	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0168	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0170	643.1070	Traffic Control Cones 42-Inch	DAY	2,758.000	2,758.000
0172	643.3165	Temporary Marking Line Paint 6-Inch	LF	185,300.000	185,300.000
0174	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	9,520.000	9,520.000
0176	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	840.000	840.000
0178	643.5000	Traffic Control	EACH	1.000	1.000
0180	644.1430	Temporary Pedestrian Surface Plate	SF	150.000	150.000
0182	644.1440	Temporary Pedestrian Surface Matting	SF	2,030.000	2,030.000
0184	644.1601	Temporary Pedestrian Curb Ramp	DAY	427.000	427.000
0186	644.1605	Temporary Pedestrian Detectable Warning Field	SF	488.000	488.000
0188	644.1810	Temporary Pedestrian Barricade	LF	3,100.000	3,100.000
0190	644.1900.S	Temporary Audible Message Devices	DAY	56.000	56.000
0192	645.0120	Geotextile Type HR	SY	60.000	60.000
0194	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	208,060.000	208,060.000
0196	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	200.000	200.000

9250-14-71

Line	Item	Item Description	Unit	Total	Qty
0198	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0200	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	80.000	80.000
0204	646.7120	Marking Diagonal Epoxy 12-Inch	LF	105.000	105.000
0206	646.9002	Marking Removal Line 6-Inch	LF	4,930.000	4,930.000
0208	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0210	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,785.000	2,785.000
0212	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0214	650.8000	Construction Staking Resurfacing Reference	LF	60,480.000	60,480.000
0216	650.9000	Construction Staking Curb Ramps	EACH	47.000	47.000
0218	650.9500	Construction Staking Sidewalk (project) 01. 9250-14-71	EACH	1.000	1.000
0220	650.9911	Construction Staking Supplemental Control (project) 01. 9250-14-71	EACH	1.000	1.000
0222	650.9920	Construction Staking Slope Stakes	LF	467.000	467.000
0224	680.0100	Public Land Reference Monument Verify and Reset	EACH	2.000	2.000
0226	690.0150	Sawing Asphalt	LF	3,385.000	3,385.000
0228	690.0250	Sawing Concrete	LF	455.000	455.000
0230	740.0440	Incentive IRI Ride	DOL	45,820.000	45,820.000
0232	SPV.0060	Special 01. Inlet Covers Type H-D	EACH	1.000	1.000
0234	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	2.000	2.000
0236	SPV.0060	Special 03. Pipe Connection to Existing Structure	EACH	6.000	6.000
0238	SPV.0125	Special 01. Marking Mobile Reflectometer Measurements (MRM)	MI	39.400	39.400
0240	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	11,150.000	11,150.000
0242	SPV.0180	Special 02. Protective Thermoplastic Coating At Snowmobile Trail Crossing	SY	390.000	390.000

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

GRUBBING

STATION - STATION	LOCATION	201.0205 (STA)
687+50 - 691+00	MAINLINE, RT.	4
	TOTAL =	4

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 (EACH)
STA 501+92	MAINLINE, CROSS	1
STA 689+68	MAINLINE, RT.	1
STA 690+67	MAINLINE, CROSS	1
	TOTAL =	3

REMOVING ASPHALTIC SURFACE

STATION - STATION	LOCATION	204.0110 (SY)
-	BUCKEYE ST.	128
-	CORRIGAN/MACKINNON ST.	175
-	ATLANTIC ST.	17
-	OAK ST.	8
-	LINDEN ST.	105
-	BIRCH ST.	10
-	ELM ST.	14
-	BESSEMER ST.	50
-	TEXAS AVE.	19
-	SAXON RD.	18
-	LAURENCE ST.	50
-	HAMILTON ST.	50
-	STRATFORD ST.	25
-	NUMBER 4 RD.	20
-	MONTREAL ST.	65
-	CITY HALL ST.	23
-	PLANT ST.	10
944+20 - 945+33	MAINLINE, LT.	16
947+88 - 949+06	MAINLINE, LT.	14
-	KOKOGAN ST.	13
-	DIVISION ST.	10
	TOTAL =	840

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION - STATION	LOCATION	204.0115 (SY)
390+81.15 - 390+91	MAINLINE	34
-	UPSON LAKE RD.	26
-	HOYT AVE.	31
-	STH 122	48
-	MOORE AVE.	32
-	SESSIONS AVE.	26
-	CTH E	32
-	CORRIGAN ST.	26
-	JACKSON ST.	36
-	MACKINNON ST. (NORTH)	47
-	MACKINNON ST. (SOUTH)	37
-	ATLANTIC ST. (NORTH)	38
-	ATLANTIC ST. (SOUTH)	38
-	JOHNSON ST. (NORTH)	40
-	JOHNSON ST. (SOUTH)	35
-	VALLEY RD.	30
-	OAK ST. (NORTH)	30
-	OAK ST. (SOUTH)	28
-	HEMLOCK ST.	31
-	SPRUCE ST.	35
-	LINDEN ST.	31
-	MAPLE ST.	36
-	CEDAR ST.	42
-	BIRCH ST.	31
-	S ELM ST.	30
-	INDIANA AVE.	36
866+20 - 866+73	MAINLINE, LT.	53
867+61 - 868+07	MAINLINE, LT.	46
-	ELM ST.	30
-	BESSEMER ST. (NORTH)	34
-	BESSEMER ST. (SOUTH)	33
-	TEXAS AVE.	42
-	SAXON RD.	33
-	LAURENCE ST. (NORTH)	27
-	LAURENCE ST. (SOUTH)	28
-	HAMILTON ST. (NORTH)	26
-	HAMILTON ST. (SOUTH)	27
-	STRATFORD ST.	26
-	NUMBER 4 RD.	27
-	MONTREAL ST. (NORTH)	22
-	MONTREAL ST. (SOUTH)	34
-	MICHIGAN AVE.	39
-	CITY HALL ST.	26
-	PLANT ST.	33
945+80.94 - 945+90.94	MAINLINE	36
947+14.98 - 947+24.98	MAINLINE	36
-	KOKOGAN ST.	34
-	BECKSTROM CR.	26
-	NIMIKON AVE.	37
-	OTTAWA ST.	30
-	TORONTO ST.	28
-	NIPIGON ST.	26
-	DIVISION ST.	28
-	ODANAH RD.	54
-	CTH D	51
996+75.74 - 996+85.74	MAINLINE	42
	TOTAL =	1,900

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)
390+91.15 - 665+93	MAINLINE	94,880
665+93 - 685+93	MAINLINE	9,430
685+93 - 796+70	MAINLINE	37,280
796+70 - 827+47	MAINLINE	14,770
827+47 - 877+01	MAINLINE	17,120
877+01 - 945+81	MAINLINE	26,100
947+25 - 986+97	MAINLINE	15,820
986+97 - 996+75.74	MAINLINE	6,000
	TOTAL =	221,400

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
-	CORRIGAN ST.	52
669+48 - 671+24	MAINLINE, LT.	176
-	MACKINNON ST.	136
672+36 - 673+63	MAINLINE, LT.	126
672+85 - 673+65	MAINLINE, RT.	80
-	ATLANTIC ST.	62
675+58	MAINLINE, LT.	10
675+79	MAINLINE, LT.	10
-	BUCKEYE ST.	48
799+90	MAINLINE, RT.	10
-	OAK ST.	29
808+37	MAINLINE, LT.	15
808+81	MAINLINE, LT.	15
-	LINDEN ST.	69
820+98	MAINLINE, RT.	6
-	BIRCH ST.	25
-	ELM ST.	58
-	BESSEMER ST.	200
-	TEXAS AVE.	71
896+51	MAINLINE, RT.	15
-	SAXON RD.	72
-	LAURENCE ST.	204
909+23	MAINLINE, LT.	15
909+36	MAINLINE, RT.	10
-	HAMILTON ST.	202
910+32	MAINLINE, LT.	15
-	STRATFORD ST.	99
921+96	MAINLINE, RT.	35
-	NUMBER 4 RD.	72
924+81	MAINLINE, RT.	20
-	MONTREAL ST.	262
-	CITY HALL ST.	88
-	PLANT ST.	42
-	KOKOGAN ST.	52
-	DIVISION ST.	40
944+20 - 945+33	MAINLINE, LT.	113
947+88 - 949+06	MAINLINE, LT.	118
	TOTAL =	2,670

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	204.0155 (SY)
669+50	CORRIGAN ST.	16
671+94	MACKINNON ST. NW	34
671+94	MACKINNON ST. SE	31
671+94	MACKINNON ST. NE	48
675+09	ATLANTIC ST. SW	9
675+09	ATLANTIC ST. NE	12
799+61	OAK ST. SE	8
810+40	LINDEN ST. SW	26
810+40	LINDEN ST. SE	10
877+46	BIRCH ST. SW	10
861+13	ELM ST. SE	14
891+06	BESSEMER ST. NW	17
891+06	BESSEMER ST. SW	22
891+06	BESSEMER ST. SE	13
891+06	BESSEMER ST. NE	18
896+14	TEXAS AVE. SW	21
896+14	TEXAS AVE. SE	17
898+60	SAXON RD. NW	11
898+60	SAXON RD. NE	13
903+81	LAURENCE ST. NW	19
903+81	LAURENCE ST. SW	23
903+81	LAURENCE ST. SE	21
903+81	LAURENCE ST. NE	19
909+85	HAMILTON ST. NW	17
909+85	HAMILTON ST. SW	16
909+85	HAMILTON ST. SE	19
909+85	HAMILTON ST. NE	13
918+58	STRATFORD ST. NW	25
918+58	STRATFORD ST. NE	18
922+69	NUMBER 4 RD. SW	20
922+69	NUMBER 4 RD. SE	17
925+70	MONTREAL ST. NW	28
925+70	MONTREAL ST. SW	15
925+70	MONTREAL ST. SE	33
925+70	MONTREAL ST. NE	13
942+80	CITY HALL ST. SW	13
942+80	CITY HALL ST. SE	12
943+36	PLANT ST. NW	13
954+00	KOKOGAN ST. SW	35
974+78	DIVISION ST. SE	21
	TOTAL =	760

REMOVING DELINEATORS & MARKERS

LOCATION	204.0180 (EACH)
STA 501+92	2
STA 690+67	2
TOTAL =	4

3

REMOVING STORM SEWER

STATION - STATION	LOCATION	204.0245.01 8-INCH (LF)	204.0245.02 12-INCH (LF)
669+17 - 671+33	MAINLINE, LT.	-	216
671+33 - 671+74	MAINLINE, LT.	-	41
671+85 - 672+27	MAINLINE, RT.	-	42
672+28 - 673+60	MAINLINE, LT.	-	133
672+92 - 673+63	MAINLINE, RT.	71	-
	TOTALS =	71	432

EARTHWORK SUMMARY

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

STATION - STATION	LOCATION	(1) 205.0100 COMMON EXCAVATION CUT (CY)	AVAILABLE MATERIAL (CY) (3)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (4)	MASS ORDINATE +/- (CY) (5)	WASTE (CY)
501+92	MAINLINE	400	400	0	0	400	400
686+50 - 691+17	MAINLINE	777	777	78	97	680	680
-	UNDISTRIBUTED (2)	53	0	0	0	0	0
	SUBTOTALS =	1230	1177	78	97	1080	1080
	TOTALS =	1230	1177	78	97	1080	1080

NOTES:
1.) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
2.) UNDISTRIBUTED QUANTITY TO BE USED IN THE EVENT OF EBS
3.) AVAILABLE MATERIAL = CUT (EBS NOT INCLUDED)
4.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL)*1.25
5.) THE MASS ORDINATE+ OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE CATEGORY

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BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	624.0100 WATER (MGAL)
390+81.15 - 665+93	MAINLINE	2,250	-	34
501+42 - 502+42	MAINLINE (CULVERT)	-	300	5
682+98 - 685+93	MAINLINE, RT.	15	-	0.2
685+93 - 796+70	MAINLINE	450	-	7
690+17 - 691+17	MAINLINE (CULVERT)	-	300	5
810+18 - 827+47	MAINLINE, LT.	70	-	1
827+47 - 877+01	MAINLINE	205	-	3
877+01 - 882+37	MAINLINE, LT.	25	-	0.4
991+78 - 996+85.74	MAINLINE, LT.	10	-	0.2
-	BUCKEYE ST.	80	-	1
-	DRIVEWAYS	200	-	3
	TOTALS =	3,305	600	60

HMA PAVEMENT

STATION - STATION	LOCATION	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (01. 9250-14-71) (EACH)	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS (STA)	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	465.0105 ASPHALTIC SURFACE (TON)	465.0110 ASPHALTIC SURFACE PATCHING (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	SPV.0180.01 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING (SY)
390+81.15 - 665+93	MAINLINE	-	-	6,680	10,750	-	-	-	-
405+20	MAINLINE	-	1	-	-	-	-	-	-
408+45	MAINLINE, LT.	-	-	-	-	-	-	8	-
501+42 - 502+42	MAINLINE (CULVERT)	-	-	25	-	110	-	-	-
665+93 - 685+93	MAINLINE	-	-	680	1,100	-	-	-	-
681+50 - 684+50	MAINLINE (ASPHALT WEDGE)	-	-	-	-	-	-	-	-
682+00 - 682+65	MAINLINE, RT. (BUCKEYE ST.)	-	-	-	-	-	-	-	-
685+93 - 796+70	MAINLINE	-	-	2,620	4,220	-	-	-	-
690+17 - 691+17	MAINLINE (CULVERT)	-	-	25	-	110	-	-	-
744+40	MAINLINE	-	1	-	-	-	-	-	-
763+40	MAINLINE, LT./RT.	-	-	-	-	-	-	15	-
796+70 - 827+47	MAINLINE	-	-	1,050	1,680	-	-	-	-
827+47 - 877+01	MAINLINE	-	-	1,210	1,940	-	-	-	-
866+45	MAINLINE, LT.	-	-	-	-	40	-	6	-
867+85	MAINLINE, LT.	-	-	10	-	30	-	6	-
877+01 - 945+90.94	MAINLINE	-	-	1,870	3,010	-	-	-	-
947+14.98 - 986+97	MAINLINE	-	-	1,130	1,810	-	-	-	-
986+97 - 996+85.74	MAINLINE	-	-	430	690	-	-	-	-
390+81.15 - 996+85.74	PROJECT	1	-	780	-	-	1,250	-	11,150
-	CURB RAMPS	-	-	40	-	160	-	-	-
	TOTALS =	1	2	16,550	25,200	450	1,250	35	11,150

PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 foot Driving Lane	390+81.15 - 945+90.94 947+14.98 - 996+85.74	Upper Layer	Milled Existing HMA Pavement	4 LT 58-28 S	18,070	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005
Shoulders, Parking Lanes, Right/Left Turn Lanes, Sideroads	390+81.15 - 945+90.94 947+14.98 - 996+85.74	Upper Layer	Milled Existing HMA Pavement	4 LT 58-28 S	7,130	2"	PWL Incentive Air Voids HMA Pavement 460.2010	Department Acceptance (SS 460.3.3.2) Not eligible for incentive

CONCRETE PAVEMENT 6-INCH

STATION-STATION	LOCATION	415.0060 (SY)
682+43 - 682+54	BUCKEYE ST.	6
	TOTAL =	6

RUMBLE STRIPS

STATION	LOCATION	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE (LF)
390+81 - 665+93	MAINLINE	24,000
685+93 - 796+70	MAINLINE	10,700
827+47 - 877+01	MAINLINE	4,300
	TOTAL =	39,000

CULVERT PIPES

STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPES 24-INCH (EACH)	520.1030 APRON ENDWALLS FOR CULVERT PIPES 30-INCH (EACH)	520.3424 CULVERT PIPE CLASS III NON-METAL 24-INCH (LF)	520.3430 CULVERT PIPE CLASS III NON-METAL 30-INCH (LF)	521.1042 APRON ENDWALLS FOR CULVERT PIPE STEEL 42-INCH (EACH)	521.5142 CULVERT PIPE CORRUGATED STEEL POLYMER COATED 42-INCH (LF)	633.5200 MARKERS CULVERT END (EACH)
501+92	MAINLINE	-	2	-	62	-	-	2
689+68	MAINLINE, RT.	2	-	40	-	-	-	-
690+67	MAINLINE	-	-	-	-	2	54	2
	TOTAL =	2	2	40	62	2	54	4

3

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 36-INCH TYPE D (LF)	601.0600 CONCRETE CURB PEDESTRIAN (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)
-	CORRIGAN ST.	52	-	47	52
669+48 - 671+24	MAINLINE, LT.	176	-	-	176
-	MACKINNON ST.	143	-	8	143
672+36 - 673+63	MAINLINE, LT.	126	-	-	126
672+85 - 673+65	MAINLINE, RT.	80	-	-	80
-	ATLANTIC ST.	65	-	42	65
675+58	MAINLINE, LT.	10	-	-	-
675+79	MAINLINE, LT.	10	-	-	-
-	BUCKEYE ST.	147	-	-	147
799+90	MAINLINE, RT.	10	-	-	-
-	OAK ST.	33	-	17	33
808+37	MAINLINE, LT.	15	-	-	-
808+81	MAINLINE, LT.	15	-	-	-
-	LINDEN ST.	143	-	30	143
820+98	MAINLINE, RT.	6	-	-	-
-	BIRCH ST.	29	-	13	29
-	ELM ST.	58	-	-	58
-	BESSEMER ST.	209	-	-	209
-	TEXAS AVE.	-	71	-	71
896+51	MAINLINE, RT.	-	15	-	-
-	SAXON RD.	-	72	7	72
-	LAURENCE ST.	208	-	-	208
909+23	MAINLINE, LT.	15	-	-	-
909+36	MAINLINE, RT.	10	-	-	-
-	HAMILTON ST.	207	-	21	207
910+32	MAINLINE, LT.	15	-	-	-
-	STRATFORD ST.	98	-	21	98
921+96	MAINLINE, RT.	35	-	-	-
-	NUMBER 4 RD.	72	-	31	103
924+81	MAINLINE, RT.	20	-	-	-
-	MONTREAL ST.	267	-	45	312
-	CITY HALL ST.	88	-	12	88
-	PLANT ST.	42	-	6	42
-	KOKOGAN ST.	-	52	-	52
-	DIVISION ST.	-	40	-	40
944+20 - 945+33	MAINLINE, LT.	113	-	-	113
947+88 - 949+06	MAINLINE, LT.	118	-	-	118
	TOTAL =	2,635	250	300	2,785

CONCRETE SIDEWALK 4-INCH

STATION	LOCATION	602.0405 (SF)
669+50	CORRIGAN ST.	176
671+94	MACKINNON ST. NW	380
671+94	MACKINNON ST. SE	254
671+94	MACKINNON ST. NE	440
675+09	ATLANTIC ST. SW	105
675+09	ATLANTIC ST. NE	132
799+61	OAK ST. SE	110
810+40	LINDEN ST. SW	231
810+40	LINDEN ST. SE	94
877+46	BIRCH ST. SW	86
861+13	ELM ST. SE	146
891+06	BESSEMER ST. NW	198
891+06	BESSEMER ST. SW	302
891+06	BESSEMER ST. SE	181
891+06	BESSEMER ST. NE	297
896+14	TEXAS AVE. SW	270
896+14	TEXAS AVE. SE	224
898+60	SAXON RD. NW	117
898+60	SAXON RD. NE	199
903+81	LAURENCE ST. NW	249
903+81	LAURENCE ST. SW	292
903+81	LAURENCE ST. SE	207
903+81	LAURENCE ST. NE	200
909+85	HAMILTON ST. NW	231
909+85	HAMILTON ST. SW	120
909+85	HAMILTON ST. SE	147
909+85	HAMILTON ST. NE	102
918+58	STRATFORD ST. NW	323
918+58	STRATFORD ST. NE	158
922+69	NUMBER 4 RD. SW	138
922+69	NUMBER 4 RD. SE	112
925+70	MONTREAL ST. NW	318
925+70	MONTREAL ST. SW	100
925+70	MONTREAL ST. SE	455
925+70	MONTREAL ST. NE	155
942+80	CITY HALL ST. SW	145
942+80	CITY HALL ST. SE	140
943+36	PLANT ST. NW	156
954+00	KOKOGAN ST. SW	322
974+78	DIVISION ST. SE	178
	TOTAL =	8,190

CURB RAMPS

LOCATION	602.0505 DETECTABLE WARNING FIELD YELLOW (SF)	602.0605 DETECTABLE WARNING FIELD RADIAL YELLOW (SF)	650.9000 CONSTRUCTION STAKING CURB RAMP (EACH)
CORRIGAN ST.	-	18	1
MACKINNON ST.	30	-	3
ATLANTIC ST.	-	30	2
OAK ST.	10	-	1
LINDEN ST.	10	21	2
BIRCH ST.	10	-	1
ELM ST.	-	19	1
BESSEMER ST.	40	-	4
TEXAS AVE.	20	-	2
SAXON RD.	20	-	2
LAURENCE ST.	80	-	8
HAMILTON ST.	40	-	4
STRATFORD ST.	10	22	2
NUMBER 4 RD.	-	40	2
MONTREAL ST.	60	20	7
CITY HALL ST.	20	-	2
PLANT ST.	10	-	1
KOKOGAN ST.	10	-	1
DIVISION ST.	-	20	1
TOTAL =	370	190	47

STORM SEWER

STATION - STATION	LOCATION	520.8000 CONCRETE COLLARS (EACH)	608.6008 SSPC 8" (LF)	608.6012 SSPC 12" (LF)	SPV.0060.03 PIPE CONNECTION TO EXISTING STRUCTURE (EACH)
669+17 - 671+33	MAINLINE, LT.	-	-	216	-
671+33 - 671+74	MAINLINE, LT.	-	-	41	-
671+85 - 672+27	MAINLINE, RT.	-	-	42	-
672+28 - 673+60	MAINLINE, LT.	-	-	133	-
672+92-673+63	MAINLINE, RT.	-	71	-	-
669+17	MAINLINE, LT.	-	-	-	1
671+74	MAINLINE, LT.	-	-	-	1
671+85	MAINLINE, RT.	1	-	-	-
672+27	MAINLINE, LT.	-	-	-	1
672+28	MAINLINE, RT.	-	-	-	1
672+92	MAINLINE, RT.	1	-	-	-
673+60	MAINLINE, LT.	-	-	-	1
673+63	MAINLINE, RT.	-	-	-	1
	TOTALS =	2	71	432	6

CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	602.0810 (SY)
670+26	MAINLINE, LT.	4
670+62	MAINLINE, LT.	5
672+92	MAINLINE, LT.	4
673+33	MAINLINE, RT.	2
673+33	MAINLINE, LT.	14
673+49	MAINLINE, RT.	3
	TOTAL =	32

RIPRAP & GEOTEXTILE

STATION	LOCATION	606.0300 RIPRAP HEAVY (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
501+92	MAINLINE, LT.	12	25
690+67	MAINLINE, LT.	18	35
	TOTALS =	30	60

INLET COVERS

STATION	LOCATION	611.0624 TYPE H (EACH)	611.0627 TYPE HM (EACH)	611.0666 TYPE Z (EACH)	611.3004 INLET 4' DIA (EACH)	SPV.0060.01 TYPE H-D (EACH)
671+33	MAINLINE, LT.	-	-	1	1	-
890+85	BESSEMER ST. SW	1	-	-	-	-
891+18	BESSEMER ST. SE	1	-	-	-	-
895+74	TEXAS AVE. SW	-	1	-	-	-
896+15	TEXAS AVE. SE	-	1	-	-	-
903+66	LAURENCE ST. SW	1	-	-	-	-
909+67	HAMILTON ST. SW	1	-	-	-	-
909+94	HAMILTON ST. SE	1	-	-	-	-
925+66	MONTREAL ST. SE	1	-	-	-	-
942+64	CITY HALL ST. SW	-	1	-	-	-
948+30	MAINLINE, LT.	-	-	-	-	1
953+92	KOKOGAN ST. SW	-	1	-	-	-
974+90	DIVISION ST. SE	-	1	-	-	-
975+28	DIVISION ST. SE	-	1	-	-	-
	TOTALS =	6	6	1	1	1

3

ADJUSTING ITEMS

STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS CATEGORY 010 (EACH)	611.8110 ADJUSTING MANHOLE COVERS CATEGORY 020 (EACH)	611.8115 ADJUSTING INLET COVERS (EACH)	SPV.0060.02 ADJUSTING WATER VALVE BOXES CATEGORY 020 (EACH)
669+17	CORRIGAN ST. NE	-	1	1	-
671+33	MACKINNON ST. NW	-	-	1	-
671+74	MACKINNON ST. NW	-	1	-	-
672+28	MACKINNON ST. NE	-	-	1	-
672+27	MACKINNON ST. SE	-	-	1	-
682+25	BUCKEYE ST. SW	-	1	-	2
675+29	ATLANTIC ST. NE	-	-	1	-
675+38	ATLANTIC ST. NE	-	-	1	-
810+53	LINDEN ST. SE	1	-	-	-
890+75	BESSEMER ST. SW	1	-	-	-
891+57	BESSEMER ST. NE	-	-	1	-
903+93	LAURENCE ST. SE	-	-	1	-
925+31	MONTREAL ST. SW	-	-	1	-
925+44	MONTREAL ST. NW	-	-	1	-
	SUBTOTALS=	2	3	10	2
	TOTALS =	5		10	2

GUARDRAIL

STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD (LF)	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS (EACH)	614.0951 REPLACING GUARDRAIL RAIL AND HARDWIRE (LF)
412+50 - 412+75	MAINLINE, LT.	-	4	25
945+21 - 945+78	MAINLINE, LT.	57	10	-
947+11 - 947+48	MAINLINE, LT.	37	-	-
	TOTALS=	94	14	25

SILT FENCE

STATION -STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
501+42 - 502+42	MAINLINE, LT.	140	280
690+16 - 691+21	MAINLINE, LT.	128	256
	LAURENCE ST. NW	47	94
-	LAURENCE ST. NE	55	110
	HAMILTON ST. NW	38	76
-	HAMILTON ST. NE	49	98
	STRATFORD ST. NW	51	102
	STRATFORD ST. NE	61	122
	MONTREAL ST. NW	25	50
-	MONTREAL ST. NE	38	76
-	PLANT ST. NW	49	98
-	UNDISTRIBUTED	169	338
	TOTALS =	850	1,700

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
9250-14-71	5	4
TOTAL=	5	4

EROSION CONTROL

STATION	LOCATION	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7504 TEMPORARY DITCH CHECK (LF)	628.7555 CULVERT PIPE CHECKS (EACH)
501+92	MAINLINE, RT.	-	-	-	4
-	CORRIGAN ST. NE	1	1	-	-
-	MACKINNON ST. NW	2	2	-	-
-	MACKINNON ST. SE	1	1	-	-
-	MACKINNON ST. NE	1	1	-	-
673+60	MAINLINE, LT.	-	1	-	-
673+63	MAINLINE, RT.	-	1	-	-
-	ATLANTIC ST. NE	2	2	-	-
689+00	MAINLINE, RT.	-	-	10	-
689+68	MAINLINE, RT.	-	-	-	3
690+03	MAINLINE, RT.	-	-	10	-
690+43	MAINLINE, RT.	-	-	10	-
690+67	MAINLINE, RT.	-	-	-	5
690+93	MAINLINE, RT.	-	-	10	-
-	BESSEMER ST. SW	1	1	-	-
-	BESSEMER ST. SE	1	2	-	-
-	BESSEMER ST. NE	1	1	-	-
-	TEXAS AVE. SW	1	2	-	-
-	TEXAS AVE. SE	-	1	-	-
-	SAXON RD. NW	-	1	-	-
-	LAURENCE ST. NW	-	1	-	-
-	LAURENCE ST. SW	1	2	-	-
-	LAURENCE ST. SE	1	1	-	-
-	HAMILTON ST. NW	-	2	-	-
-	HAMILTON ST. SW	1	2	-	-
-	HAMILTON ST. SE	1	1	-	-
-	STRATFORD ST. NW	-	1	-	-
-	STRATFORD ST. NE	-	1	-	-
-	NUMBER 4 RD. SW	-	2	-	-
-	NUMBER 4 RD. SE	-	1	-	-
-	MONTREAL ST. SW	1	2	-	-
-	MONTREAL ST. NW	1	1	-	-
-	MONTREAL ST. SE	1	1	-	-
-	CITY HALL ST. SW	-	2	-	-
-	CITY HALL ST. SE	-	1	-	-
-	PLANT ST. NW	-	1	-	-
948+30	MAINLINE, LT.	1	1	-	-
-	KOKOGAN ST. SW	-	1	-	-
-	DIVISION ST. SE	-	1	-	-
-	UNDISTRIBUTED	-	-	10	3
	TOTALS =	19	42	50	15

FINISHING ITEMS

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	628.2008 EROSION MAT URBAN CLASS I TYPE B (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0500 SEED WATER (MGAL)
501+42 - 502+42	MAINLINE, LT. & RT.	339	339	0.210	15.3	-	8.5
669+11 - 671+66	MAINLINE, LT.	70	70	0.050	-	3.2	1.8
672+18 - 673+63	MAINLINE, LT. & RT.	30	30	0.020	-	1.4	0.8
674+66 - 675+60	MAINLINE, LT. & RT.	30	30	0.020	-	1.4	0.8
686+50 - 691+17	MAINLINE, LT. & RT.	1,122	1,122	0.710	50.5	-	28.1
799+80 - 800+00	MAINLINE, RT.	26	26	0.020	-	1.3	0.7
809+91 - 810+83	MAINLINE, RT.	30	30	0.020	-	1.4	0.8
821+01 - 821+23	MAINLINE, RT.	12	12	0.010	-	0.5	0.3
877+48 - 877+90	MAINLINE, RT.	14	14	0.010	-	0.6	0.3
890+73 - 891+66	MAINLINE, LT. & RT.	43	43	0.030	-	1.9	1.1
895+39 - 986+43	MAINLINE, RT.	32	32	0.020	-	1.4	0.8
898+07 - 899+05	MAINLINE, LT.	20	20	0.020	-	0.9	0.5
903+31 - 904+34	MAINLINE, LT. & RT.	123	123	0.080	-	5.5	3.1
909+36 - 910+32	MAINLINE, LT. & RT.	89	89	0.060	-	4.0	2.2
918+14 - 919+15	MAINLINE, LT.	69	69	0.050	-	3.1	1.7
922+16 - 923+13	MAINLINE, RT.	45	45	0.030	-	2.0	1.1
925+07 - 926+30	MAINLINE, LT. & RT.	80	80	0.050	-	3.5	2.0
942+38 - 943+26	MAINLINE, LT. & RT.	25	25	0.02	-	1.1	0.6
953+61 - 953+86	MAINLINE, RT.	30	30	0.02	-	1.4	0.8
944+20 - 949+06	MAINLINE, LT.	65	65	0.040	2.9	-	1.6
974+95 - 975+41	MAINLINE, RT.	16	16	0.010	-	0.7	0.4
-	PROJECT	-	-	-	-	-	-
-	UNDISTRIBUTED	590	590	0.5	17.3	8.6	12.0
	TOTALS=	2,900	2,900	2.0	86	44	70

SIGNS

STATION	LOCATION	SIGN CODE	SIGN SIZE (IN X IN)	634.0614 POSTS WOOD 4X6-INCH X 14-FT (EACH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	638.2102 MOVING SIGNS TYPE II (EACH)	638.2102 MOVING SMALL SIGN SUPPORTS (EACH)
423+50	MAINLINE, LT.	R7-1	18X24	1	3	-	-
671+72	MACKINNON ST.	-	-	-	-	1	1
672+17	MACKINNON ST.	-	-	-	-	1	1
673+59	MAINLINE, LT.	-	-	-	-	1	1
667+50	MAINLINE, LT.	R7-1	18X24	1	3	-	-
670+00	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
673+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
676+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
680+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
682+55	BUCKEYE ST.	-	-	-	-	1	1
797+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
799+81	OAK ST.	-	-	-	-	1	1
799+85	OAK ST.	-	-	-	-	1	1
801+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
805+00	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
808+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
810+55	LINDEN ST.	-	-	-	-	1	1
810+60	LINDEN ST.	-	-	-	-	1	1
812+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
819+50	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
824+00	MAINLINE, LT. & RT.	R7-1	18X24	2	6	-	-
890+73	BESSEMER ST.	-	-	-	-	1	1
890+93	BESSEMER ST.	-	-	-	-	1	1
891+26	BESSEMER ST.	-	-	-	-	1	1
895+62	TEXAS AVE.	-	-	-	-	1	1
896+28	TEXAS AVE.	-	-	-	-	1	1
898+26	SAXON RD.	-	-	-	-	1	1
903+52	LAURENCE ST.	-	-	-	-	1	1
903+64	LAURENCE ST.	-	-	-	-	1	1
904+00	LAURENCE ST.	-	-	-	-	1	1
909+65	HAMILTON ST.	-	-	-	-	1	1
918+40	STRATFORD ST.	-	-	-	-	1	1
925+83	MONTREAL ST.	-	-	-	-	1	1
926+16	MONTREAL ST.	-	-	-	-	1	1
	TOTALS =			24	72	21	21

3

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TRAFFIC CONTROL

LOCATION	DURATION CALENDAR DAYS	643.0300 DRUMS (DAY)	643.0420 BARRICADES III (DAY)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0900 SIGNS (DAY)	643.0920 COVERING SIGNS TYPE II (EACH)	643.1000 SIGNS FIXED MESSAGE (SF)	643.1070 CONES 42-INCH (DAY)	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (LF)	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (LF)	643.5000 TRAFFIC CONTROL (EACH)	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE (SF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (DAY)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	* 644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES (DAY)
CURB RAMP - MACKINNON ST - STAGE 1	7	182	-	-	-	133	1	-	112	95	56	-	-	240	14	16	256	-
CURB RAMP - MACKINNON ST - STAGE 2	7	168	-	-	-	133	-	-	126	90	114	-	-	20	28	32	95	-
CURB RAMP - MACKINNON ST - STAGE 3	7	154	70	28	-	154	-	-	-	-	55	-	-	14	28	16	163	-
CURB RAMP - ATLANTIC ST - STAGE 1	7	63	-	-	-	14	-	-	70	-	130	-	25	8	7	8	90	-
CURB RAMP - ATLANTIC ST - STAGE 2	7	42	-	-	-	14	-	-	119	-	80	-	25	8	7	8	92	-
CURB RAMP - OAK ST - STAGE 1	7	49	-	-	-	21	-	-	91	-	63	-	25	150	7	8	104	-
CURB RAMP - LINDEN ST - STAGE 1	7	63	70	28	35	77	-	-	119	-	851	-	-	60	14	-	346	-
CURB RAMP - BIRCH ST - STAGE 1	7	56	-	-	-	14	-	-	70	-	-	-	-	-	-	-	28	-
CURB RAMP - ELM ST - STAGE 1	7	56	70	28	28	77	-	-	77	-	652	-	25	10	7	-	195	-
CURB RAMP - BESSEMER ST - STAGE 1	7	91	-	-	-	91	-	-	112	95	132	-	-	-	14	16	39	-
CURB RAMP - BESSEMER ST - STAGE 2	7	119	-	-	-	91	-	-	161	102	129	-	-	-	14	16	38	-
CURB RAMP - BESSEMER ST - STAGE 3	7	140	-	-	-	112	-	-	133	92	168	-	-	50	14	32	67	-
CURB RAMP - BESSEMER ST - STAGE 4	7	70	-	-	-	77	-	-	84	116	137	-	-	-	7	8	27	-
CURB RAMP - TEXAS AVE - STAGE 1	7	84	-	-	-	63	-	-	91	-	182	-	25	8	7	8	95	-
CURB RAMP - TEXAS AVE - STAGE 2	7	70	-	-	-	28	-	-	70	-	201	-	-	182	7	8	83	-
CURB RAMP - SAXON ST - STAGE 1	7	63	-	-	-	14	-	-	35	-	70	-	-	95	-	8	103	-
CURB RAMP - SAXON ST - STAGE 2	7	84	-	-	-	42	-	-	42	-	682	-	25	185	7	8	132	-
CURB RAMP - LAURENCE ST - STAGE 1	7	105	70	28	28	217	-	-	154	-	315	-	-	35	28	32	104	-
CURB RAMP - LAURENCE ST - STAGE 2	7	112	70	28	28	189	-	-	154	-	315	-	-	35	28	32	97	-
CURB RAMP - HAMILTON ST - STAGE 1	7	112	70	28	28	217	-	-	119	-	395	-	-	35	28	32	107	-
CURB RAMP - HAMILTON ST - STAGE 2	7	119	70	28	28	182	-	-	126	-	395	-	-	35	28	32	84	-
CURB RAMP - STRATFORD - STAGE 1	7	105	70	28	28	210	-	-	140	-	388	-	-	35	28	32	110	-
CURB RAMP -NUMBER 4 - STAGE 1	7	168	70	28	28	189	-	-	84	-	580	-	-	35	28	32	88	-
CURB RAMP - MONTREAL ST - STAGE 1	7	112	70	28	35	168	-	-	112	-	550	-	-	15	14	16	84	-
CURB RAMP - MONTREAL ST - STAGE 2	7	105	-	-	28	105	-	-	126	84	562	-	-	15	7	8	30	-
CURB RAMP - MONTREAL ST - STAGE 3	7	140	-	-	28	133	-	-	56	75	466	-	-	-	14	16	46	-
CURB RAMP - CITY HALL ST - STAGE 1	7	98	-	-	28	105	-	-	49	91	278	-	-	-	14	16	41	-
CURB RAMP - CITY HALL ST - STAGE 2	7	140	-	-	28	112	-	-	21	-	400	-	-	-	14	16	77	-
CURB RAMP - CITY HALL ST - STAGE 3	7	70	-	-	-	84	-	-	70	-	424	-	-	-	7	8	43	-
CURB RAMP - KOKOGAN ST - STAGE 1	7	147	-	-	-	84	-	-	-	-	220	-	-	450	-	16	166	-
CURB RAMP - DIVISION ST - STAGE 1	7	119	-	-	28	56	-	-	35	-	530	-	-	310	7	8	70	-
PROJECT	120	-	-	-	-	406	-	36	-	-	-	1	-	-	-	-	-	56
TOTALS =		3,206	700	280	406	3,612	1	36	2,758	840	9,520	1	150	2,030	427	488	3,100	56

* USE IF REQUIRED BY THE ENGINEER IN THE FIELD. ADDITIONAL INFORMATION IN TRAFFIC CONTROL PLAN AND SPECIAL PROVISIONS

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	*643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW SOLID (LF)	*643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW 12.5' SKIPS (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE SOLID (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW SOLID (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW 12.5' SKIPS (LF)	646.4040 MARKING LINE GROOVED WET REF.EPOXY 10-INCH WHITE SOLID (LF)	646.5020 MARKING ARROW EPOXY CATEGORY (EACH)	646.5120 MARKING WORD EPOXY CATEGORY (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH (LF)	646.9002 MARKING REMOVAL LINE 6-INCH (LF)	SPV.0125.01 MARKING MOBILE REFLECTOMETER MEASUREMENTS (MRM) (MI)
395+50 - 996+86	MAINLINE	DOUBLE YELLOW	139,780	-	-	69,890	-	-	-	-	-	-	-	13.2
395+50 - 996+86	MAINLINE	EAST BOUND PASSING	16,380	4,100	-	8,190	2,050	-	-	-	-	-	-	1.9
395+50 - 996+86	MAINLINE	WEST BOUND PASSING	15,120	3,680	-	7,560	1,840	-	-	-	-	-	-	1.8
395+50 - 996+86	MAINLINE	PASSING	-	6,740	-	-	3,120	-	-	-	-	-	-	0.6
395+50 - 996+86	MAINLINE	WHITE EDGELINES	-	-	115,410		-	-	-	-	-	-	-	21.9
989+50-990+50	MAINLINE	TURN LANE	-	-	-	-	-	100	-	-	-	-	-	-
991+38-992+38	MAINLINE	TURN LANE	-	-	-	-	-	100	-	-	-	-	-	-
989+70	MAINLINE	MARKING ARROW	-	-	-	-	-	-	1	-	-	-	-	-
990+27	MAINLINE	MARKING ARROW	-	-	-	-	-	-	1	-	-	-	-	-
991+62	MAINLINE	MARKING ARROW	-	-	-	-	-	-	1	-	-	-	-	-
992+15	MAINLINE	MARKING ARROW	-	-	-	-	-	-	1	-	-	-	-	-
989+98	MAINLINE	MARKING WORD	-	-	-	-	-	-	-	1	-	-	-	-
991+87	MAINLINE	MARKING WORD	-	-	-	-	-	-	-	1	-	-	-	-
421+20	STH 122	STOP LINE	-	-	-	-	-	-	-	-	23	-	-	-
640+90	CTH E	STOP LINE	-	-	-	-	-	-	-	-	15	-	-	-
990+90	CTH D/UNNAMED RD	STOP LINE	-	-	-	-	-	-	-	-	42	-	-	-
987+10 - 989+00	MAINLINE	DIAGONAL EPOXY	-	-	-	-	-	-	-	-	-	41	-	-
992+98 - 995+70	MAINLINE	DIAGONAL EPOXY	-	-	-	-	-	-	-	-	-	64	-	-
-	LINDEN	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	815	-
-	ELM	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	615	-
-	SAXON	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	590	-
-	LAURENCE	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	205	-
-	HAMILTON	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	277	-
-	STRATFORD	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	275	-
-	NUMBER 4	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	465	-
-	MONTREAL	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	878	-
-	PLANT/CITY HALL	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	388	-
-	DIVISION	REMOVE MARKING	-	-	-	-	-	-	-	-	-	-	422	-
		SUBTOTALS =	171,280	14,520	115,410	85,640	7,010	200	4	2	80	105	4,930	39.4
		TOTALS =	185,800			208,060		200	4	2	80	105	4,930	39.4

* TWO APPLICATIONS
1) PLACED AFTER FIRST MILLING PASS.
2) PLACED SAME DAY AS FINAL PAVING PASS.

SAWING ITEMS

STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
501+42	MAINLINE	30	-
502+42	MAINLINE	30	-
672+50 - 673+63	MAINLINE, LT.	120	5
672+85 - 673+65	MAINLINE, RT.	85	5
690+17	MAINLINE	30	-
691+17	MAINLINE	30	-
944+20 - 945+33	MAINLINE, LT.	115	5
947+89 - 949+06	MAINLINE, LT.	120	5
-	CORRIGAN ST.	242	0
-	MACKINNON ST.	282	50
-	ATLANTIC ST.	84	17
-	BUCKEYE ST.	100	5
-	OAK ST.	43	7
-	LINDEN ST.	150	20
-	BIRCH ST.	45	8
-	ELM ST.	67	7
-	BESSEMER ST.	305	40
-	TEXAS AVE.	87	28
-	SAXON RD.	87	23
-	LAURENCE ST.	250	45
-	HAMILTON ST.	250	37
-	STRATFORD ST.	121	21
-	NUMBER 4 RD.	92	20
-	MONTREAL ST.	350	50
-	CITY HALL ST./PLANT ST.	160	30
-	KOKOGAN ST.	60	17
-	DIVISION ST.	50	10
	TOTALS=	3,385	455

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CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	650.9500 CONSTRUCTION STAKING SIDEWALK (EACH)	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (EACH)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
501+92	MAINLINE	-	1	-	-	-	-
390+81-945+91	MAINLINE	-	-	55,510	-	-	-
671+33	MAINLINE, LT.	1	-	-	-	-	-
685+50-691+17	MAINLINE	-	-	-	-	-	467
689+68	MAINLINE	-	1	-	-	-	-
690+67	MAINLINE	-	1	-	-	-	-
947+15-996+86	MAINLINE	-	-	4,970	-	-	-
	CURB RAMPS	-	-	-	-	-	-
	PROJECT	-	-	-	1	1	-
	TOTALS =	1	3	60,480	1	1	467

PUBLIC LAND REFERENCE MONUMENTS VERIFY AND RESET

STATION	OFFSET	680.0100 (EACH)
557+62.83	5.109'	1
796+05.52	11.849'	1
	TOTAL =	2

SPECIAL PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL

STATION - STATION	LOCATION	SPV.0180.02 (SY)
405+20	MAINLINE	65
744+40	MAINLINE	65
763+40	MAINLINE	65
861+35	MAINLINE	65
987+85	MAINLINE	65
963+05	MAINLINE	65
	TOTAL =	390

TRANSPORTATION PROJECT PLAT NO: 9250-14-21 - 4.01

PART OF LOTS 15 AND 16 BLOCK 2, ORIGINAL PLAT OF THE VILLAGE OF IRON BELT, LOCATED IN THE SW¼-SE¼ , PART OF LOTS 14 AND 15 , BLOCK 2, AND LOT 19 BLOCK 1, ORIGINAL PLAT OF THE VILLAGE OF IRON BELT, PART OF LOT 23, BLOCK 4, IRON BELT MINING CO. ADDITION TO BLOCK 4, AND PART OF LOT 31, BLOCK 4, IRON BELT MINING COMPANY'S CENTURY ADDITION TO THE VILLAGE OF IRON BELT, LOCATED IN THE SE¼ - SE¼, ALL IN SECTION 2, ALSO PART OF LOTS 1 AND 2 CSM 241, V. 2, P.86-87, DOC. 91820, LOCATED IN THE SW¼ -SW¼ , SECTION 1, ALL IN TOWNSHIP 45 NORTH, RANGE 1 EAST, TOWN OF KNIGHT, IRON COUNTY, WISCONSIN.

RELOCATION ORDER STH 77, MELLEN - HURLEY, UPSON LAKE ROAD TO ODANAH ROAD, IRON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IRON COUNTY, NAD 83 (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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 77 ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), ORIGINAL PLAT OF THE VILLAGE OF IRON BELT, IRON BELT MINING COMPANY'S CENTURY ADDITION TO THE VILLAGE OF IRON BELT, CSM 241, V.2, P. 86-87, DOC. 91820, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR JACKSON STREET ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), ORIGINAL PLAT OF THE VILLAGE OF IRON BELT, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR MACKINNON STREET ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), ORIGINAL PLAT OF THE VILLAGE OF IRON BELT, IRON BELT MINING CO. ADDITION TO BLOCK 4, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR ATLANTIC STREET ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), IRON BELT MINING COMPANY'S CENTURY ADDITION TO THE VILLAGE OF IRON BELT, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR JOHNSON STREET ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), IRON BELT MINING COMPANY'S CENTURY ADDITION TO THE VILLAGE OF IRON BELT, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR BUCKEYE STREET ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), IRON BELT MINING COMPANY'S CENTURY ADDITION TO THE VILLAGE OF IRON BELT, AND FOUND MONUMENTS.

TLE ACQUISITIONS ARE FOR THE PURPOSE OF SLOPING AND GRADING.

4

R/W COURSE TABLE

( ) = RECORDED AS / * = SAME AS RECORDED

POINT TO POINT	COURSE BEARING	DISTANCE
100 TO 25	(SEE ERWC1 SUB 2)	
25 TO 26	N61°54'13"E (N61°54'27"E)	160.82' (160.70')
26 TO 27	S28°13'06"E (S28°13'22"E)	2.01' *
27 TO 101	N61°54'13"E	431.36'
101 TO 102	S28°05'47"E	33.20'
102 TO 103	S28°05'47"E	32.80'
103 TO 104	S27°21'32"W	30.35'
104 TO 105	S58°04'39"W	75.17'
105 TO 106	S63°58'27"W	272.99'
106 TO 107	S75°13'34"W	53.64'
107 TO 24	S61°54'13"W	277.84'
24 TO 23	S61°54'10"W (S61°54'30"W)	37.64' (37.72')
23 TO 21	N77°42'36"W (N77°42'19"W)	156.38' (156.38')
21 TO 20	N77°42'36"W	60.00'
20 TO 17	N77°42'36"W (N77°42'19"W)	149.59' (149.59')
17 TO 16	N77°42'36"W	20.00'
16 TO 14	N77°42'36"W (N77°42'19"W)	178.51' (178.51')
14 TO 13	N77°42'36"W	60.00'
13 TO 108	N77°42'36"W	118.67'
108 TO 12	N77°42'36"W	16.00'
12 TO 9	N77°42'36"W (N77°42'19"W)	118.68' (118.68')
9 TO 109	N77°42'36"W	60.00'
109 TO 8	N77°42'36"W	120.00'
8 TO 7	N77°42'36"W	16.00'

R/W COURSE TABLE (CONT'D)

( ) = RECORDED AS / * = SAME AS RECORDED

POINT TO POINT	COURSE BEARING	DISTANCE
7 TO 4	N77°42'36"W	120.00'
4 TO 110	N77°42'36"W	60.00'
110 TO 3	N77°42'36"W	240.00'
3 TO 111	N12°17'22"E	29.87'
111 TO 2	N12°17'22"E	30.13'
2 TO 112	S77°42'36"E	216.29'
112 TO 113	N65°09'48"E	29.73'
113 TO 114	S83°26'16"E	60.30'
114 TO 115	S77°12'37"E	2.29'
115 TO 116	S12°16'14"W	23.95'
116 TO 5	S77°42'36"E	117.71'
5 TO 6	S77°42'36"E	16.00'
6 TO 117	S77°42'36"E	120.00'
117 TO 118	S87°05'22"E	60.81'
118 TO 119	S77°39'51"E	18.34'
119 TO 120	S12°17'24"W	9.90'
120 TO 10	S77°42'36"E	100.34'
10 TO 11	S77°42'36"E	16.00'
11 TO 121	S77°42'36"E	119.00'
121 TO 15	S77°42'36"E	60.00'
15 TO 18	S77°42'36"E (S77°42'19"E)	248.28' (248.28')
18 TO 19	N12°16'50"E (N12°17'41"E)	5.00' (5.00')
19 TO 22	S77°42'36"E (S77°42'41"E)	159.30' (159.30')
22 TO 100	(SEE ERWC1 SUB 1)	

R/W MONUMENT TABLE

POINT NUMBER	STATION	OFFSET
2	669+25.71	30.12'LT
3	669+25.69	29.87'RT
4	672+25.69	29.97'RT
5	673+45.71	30.00'LT
6	673+61.71	29.99'LT
7	673+45.69	30.00'RT
8	673+61.69	30.01'RT
9	675+41.72	29.91'RT
10	676+60.35	30.18'LT
11	676+76.35	30.20'LT
12	676+60.40	29.82'RT
13	677+95.07	29.71'RT
14	678+55.07	29.66'RT
15	678+55.35	30.34'LT
16	680+33.58	29.52'RT
17	680+53.58	29.50'RT
18	681+03.63	30.54'LT
19	681+03.63	35.54'LT
20	682+03.17	29.38'RT
21	682+62.76	29.37'RT
22	682+63.49	35.62'LT
23	684+01.70	59.06'RT
24	684+33.38	47.86'RT
25	685+32.38	35.30'LT
26	686+93.65	35.30'LT
27	686+93.65	33.29'LT
100	684+54.35	34.69'LT

R/W MONUMENT TABLE (CONT'D)

POINT NUMBER	STATION	OFFSET
101	691+25.01	33.20'LT
102	691+25.01	0.00'RT
103	691+25.01	32.80'RT
104	691+00.00	50.00'RT
105	690+25.00	55.00'RT
106	687+52.19	45.08'RT
107	687+00.00	32.71'RT
108	676+76.40	29.80'RT
109	674+81.72	29.96'RT
110	671+65.69	29.95'RT
111	669+25.70	0.00'RT
112	671+42.00	30.06'LT
113	671+65.71	48.00'LT
114	672+25.71	54.00'LT
115	672+28.00	53.98'LT
116	672+28.00	30.03'LT
117	674+81.67	30.04'LT
118	675+41.66	40.00'LT
119	675+60.00	40.00'LT
120	675+60.01	30.10'LT
121	677+95.35	30.29'LT
122	684+44.44	0.00'RT

FOUND MONUMENTS TABLE

POINT NUMBER	Y	X	TYPE
1	352900.910	707349.377	MAG SPIKE
2	352888.139	707408.002	CAPPED IRON BAR
3	352829.514	707395.231	CAPPED IRON BAR
4	352765.657	707688.357	CAPPED IRON BAR
5	352798.738	707818.378	CAPPED IRON BAR
6	352795.332	707834.011	CAPPED IRON BAR
7	352740.113	707805.606	CAPPED IRON BAR
8	352736.708	707821.240	CAPPED IRON BAR
9	352698.393	707997.114	CAPPED IRON BAR
10	352731.755	708125.846	CAPPED IRON BAR
11	352728.350	708141.480	CAPPED IRON BAR
12	352673.131	708113.074	CAPPED IRON BAR
13	352644.466	708244.655	CAPPED IRON BAR
14	352631.694	708303.280	CAPPED IRON BAR
15	352690.248	708316.378	CAPPED IRON BAR
16	352593.697	708477.699	1.25" IRON BAR
17	352589.439	708497.241	CAPPED IRON BAR
18	352637.399	708558.967	1.25" IRON PIPE
19	352642.285	708560.031	CAPPED IRON BAR
20	352557.597	708643.403	1" IRON PIPE
21	352544.826	708702.028	CAPPED IRON BAR
22	352608.376	708715.681	CAPPED IRON BAR
23	352511.538	708854.827	CAPPED IRON BAR
24	352529.265	708888.031	1.25" IRON BAR
25	352641.372	708953.622	CAPPED IRON BAR
26	352717.110	709095.486	CAPPED IRON BAR
27	352715.343	709096.434	CAPPED IRON BAR
28	352657.300	709127.854	60 D SPIKE

177008
Filing Fee: $25.00 Pages: 2

IRON COUNTY, WIS
Daniel J. Soine, Register of Deeds
Recorded on June 20, 2024 at 9:20 AM
This document has been electronically Recorded

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 9250-14-21-4.01
SHEET 1 OF 2

4

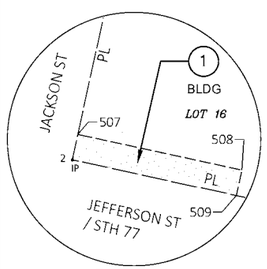
GN

0 100' 200'
SCALE, FEET

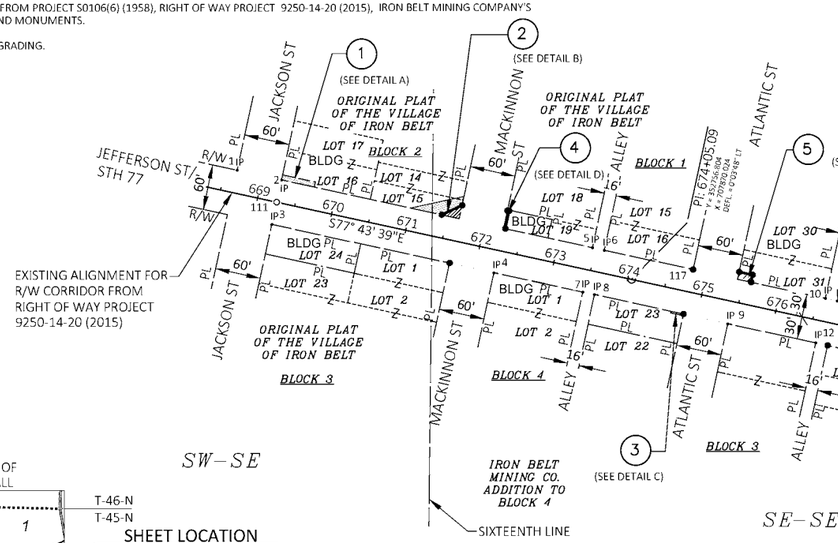
SCHEDULE OF LANDS AND INTERESTS REQUIRED

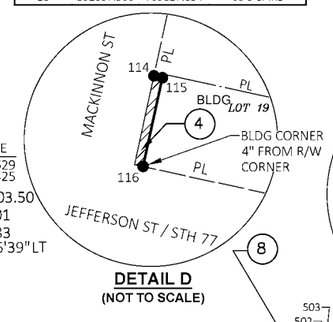
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
1	DEREK MILDREN, A SINGLE PERSON	TLE	-	-	-	305
2	IRON COUNTY	FEE, TLE	213	-	213	771
3	CHARLES K. MONCHER	TLE	-	-	-	34
4	KEVIN HAMUS	FEE	55	-	55	-
5	NICHOLAS NIEMI	FEE	182	-	182	-
6	PETER L. GARRO	FEE	443	-	443	-
7	DOUGLAS ALLEN KIKKENBUSCH, A SINGLE PERSON	FEE, TLE	6301	-	6301	310
8	MICHAEL LEE, A SINGLE INDIVIDUAL	TLE	-	-	-	407

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.



DETAIL A
(NOT TO SCALE)





DETAIL D
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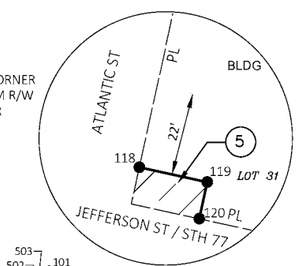


DETAIL E
(NOT TO SCALE)

C1 SUB1

PC STA 682+57.25 TO
PT. 122 AT STA 684+44.44
L=187.18' (180.81')
R=397.00'(383.10')
DELTA=027°00'53"
LCH=185.45' (179.13')
LCB=N88°49'43"E (N88°45'17"E)

C1 SUB2

PT. 122 AT STA 684+44.44
TO PT STA 685+37.49
L=93.05' (88.88')
R=397.00' (383.10')
DELTA=013°25'47"
LCH=92.84' (88.68')
LCB=N68°36'23"E (N68°38'17"E)

ERWC1

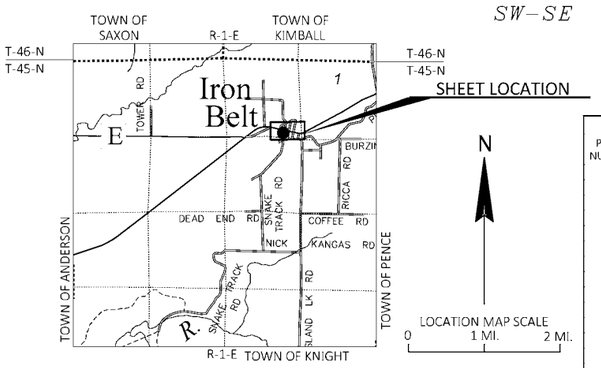
L=245.26'
R=347.92'
DELTA=40°23'25"
LCH=240.22'
LCB=N82°06'18"E

ERWC1 SUB-CURVE 1

L=174.10' (173.62')
R=347.92' (348.10')
DELTA=28°40'15"
LCH=172.29' (171.82')
LCB=N87°57'53"E(N87°54'58"E)

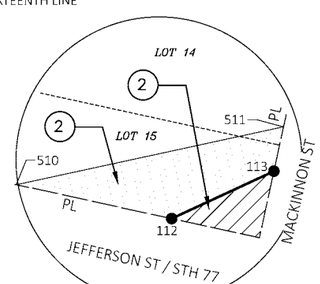
ERWC1 SUB-CURVE 2

L=71.17' (71.20')
R=347.92' (348.10')
DELTA=11°43'10"
LCH=71.04' (71.08')
LCB=N67°46'10"E (N67°46'03"E)

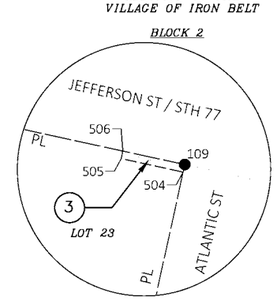


TLE POINTST TABLE

POINT NUMBER	STATION	OFFSET
500	690+50.00	33.22'LT
501	690+50.00	40.00'LT
502	691+10.00	40.00'LT
503	691+10.00	33.21'LT
504	674+81.72	32.00'RT
505	674+65.00	32.00'RT
506	674+65.00	29.97'RT
507	669+25.71	37.00'LT
508	669+70.00	37.00'LT
509	669+70.00	30.11'LT
510	671+00.00	30.07'LT
511	671+65.71	60.00'LT
529	690+39.68	54.02'RT
530	690+38.99	64.49'RT
531	690+05.01	62.87'RT
532	690+05.48	54.29'RT



DETAIL B
(NOT TO SCALE)



DETAIL C
(NOT TO SCALE)

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	BRIGHTSPEED	RELEASE OF RIGHTS

EASEMENT TABLE

EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN PARCEL #	REMARKS
200	CENTURYTEL	DOC. 127872, V.250, P.231	6, 7	10' WIDE EASEMENT
200	CENTURYTEL	DOC.126058, V.242, P.529	6	30'X30' EASEMENT

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

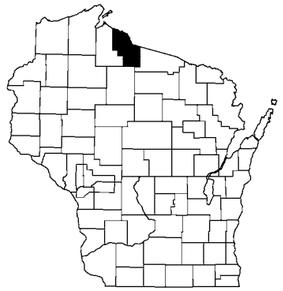
SIGNATURE: Noah E. Anliker DATE: 6/12/2024
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Brent L. Stella DATE: 6/20/2024
PRINT NAME: BRENT STELLA

FILENAME: S:\Projects\W11663 WisDOT - STH 77 Resurfacing, Iron Co\RW\DWG\W11663_STH 77_TPP.dwg
PLOT DATE: June 18, 2024 PLOT BY: Tim Velte PLOT SCALE: 1"=100'
APPRAISAL PLAT DATE: 6-12-2024

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
9250-14-21
MELLEN - HURLEY
UPSON LAKE ROAD TO ODANAH ROAD
STH 77
IRON COUNTY



CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND SURVEY MONUMENT (SEE FOUND MONUMENTS TABLE)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

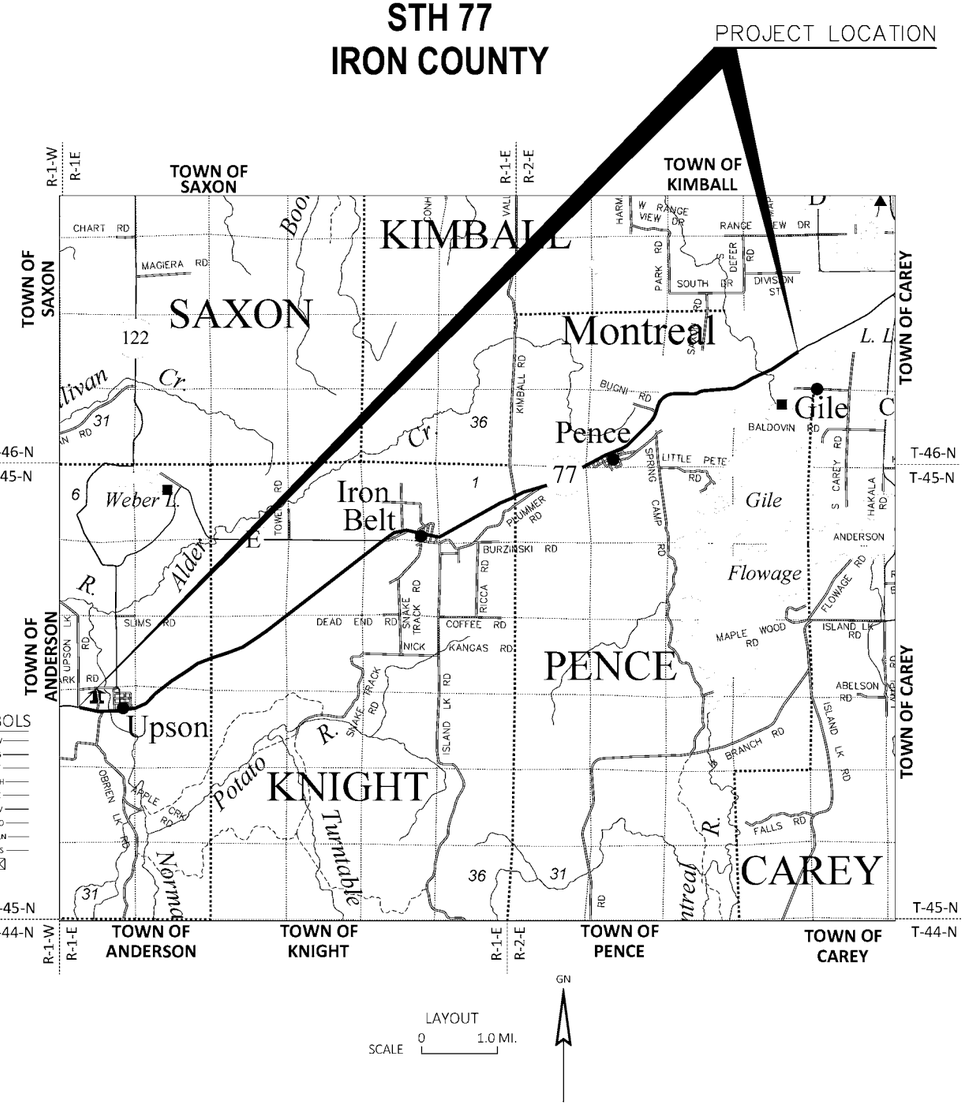
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CONVENTIONAL UTILITY SYMBOLS

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

CURVE DATA

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



THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 9250-14-21

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IRON COUNTY, NAD83(2011), IN U.S. 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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABUSH EXISTING RIGHT-OF WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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.

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

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 FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. 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 CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

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

PROJECT NUMBER 9250-14-21 -4. 01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 9250-14-21 - 4.02

PART OF LOT 6, BLOCK 7, LOT 1, BLOCK 5, LOT 6, BLOCK 4, ORIGINAL PLAT OF THE VILLAGE OF PENCE, IN THE SW¼ OF THE SW¼, AND PART OF LOT 1, BLOCK 2, ORIGINAL PLAT OF THE VILLAGE OF PENCE, IN THE SE¼ OF THE SW¼ ALL IN SECTION 32, TOWNSHIP 46 NORTH, RANGE 2 EAST, TOWN OF PENCE, IRON COUNTY, WISCONSIN.

RELOCATION ORDER STH 77, MELLEN - HURLEY, UPSON LAKE ROAD TO ODANAH ROAD, IRON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IRON COUNTY, NAD 83 (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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 177008.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 77 ESTABLISHED FROM PROJECT S0106(6) (1958), RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR OAK STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR HEMLOCK STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR SPRUCE STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR LINDEN STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR MAPLE STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR CEDAR STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20 (2015), DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR BIRCH STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-14-20, (2015) DIVISION JOB 7031 (1937), ORIGINAL PLAT OF THE VILLAGE OF PENCE, AND FOUND MONUMENTS.

TLE ACQUISITIONS ARE FOR THE PURPOSE OF SLOPE GRADING.

4

PI STA = 814+36.37
Y = 358303.931
X = 720485.152
DELTA = 7°03'27" RT
D = 1°44'26"
T = 203.00'
L = 405.49'
R = 3292.00'
PC STA = 812+33.37
Y = 358205.900
X = 720307.388
PT STA = 816+38.86
Y = 358379.378
X = 720673.614
DB = N61°07'30"E
DA = N68°10'56"E

R/W COURSE TABLE

( ) = RECORDED AS

POINT TO POINT	COURSE BEARING	DISTANCE
200 TO 201	S05° 37' 11"W	24.99'
201 TO 202	S05° 37' 11"W	42.57'
202 TO 39	S68° 14' 43"W	492.79'
39 TO 203	S68° 14' 43"W	60.00'
203 TO 204	S68° 14' 43"W	300.39'
204 TO 205	S68° 14' 43"W	60.00'
205 TO 206	S68° 14' 43"W	300.97'
206 TO 207	S66° 39' 15"W	60.00'
207 TO 208	S60° 50' 17"W	302.33'
208 TO 209	S30° 06' 09"W	16.76'
209 TO 210	S51° 39' 43"W	60.82'
210 TO 211	S89° 34' 41"W	37.98'
211 TO 212	S60° 50' 17"W	265.44'
212 TO 213	S60° 50' 17"W	60.00'
213 TO 214	S60° 50' 17"W	299.18'
214 TO 215	S60° 50' 17"W	60.00'
215 TO 216	S60° 50' 17"W	289.20'
216 TO 217	S28° 52' 30"E	13.22'
217 TO 218	S60° 55' 50"W	11.72'
218 TO 219	N29° 04' 10"W	50.04'
219 TO 30	N29° 04' 10"W	23.16'
30 TO 220	N60° 50' 17"E	301.67'
220 TO 221	N60° 50' 17"E	60.00'
221 TO 222	N60° 50' 17"E	49.29'
222 TO 223	N29° 04' 10"W	7.00'
223 TO 32	N60° 50' 17"E	249.64'
32 TO 34	N67° 29' 33"E	60.41'
34 TO 35	N60° 50' 17"E (N60°33'E)	298.52' (300.00')

R/W COURSE TABLE (CONT'D.)

( ) = RECORDED AS

POINT TO POINT	COURSE BEARING	DISTANCE
35 TO 36	N60°50'17"E	60.00'
36 TO 37	N60°50'17"E	333.23'
37 TO 200	N68°14'43"E	1296.27'

177407
Filing Fee: $25.00 Pages: 1

IRON COUNTY, WIS
Daniel J. Soine, Register of Deeds
Recorded on August 29, 2024 at 1:05 PM
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PROJECT NUMBER 9250-14-21-4.02

4

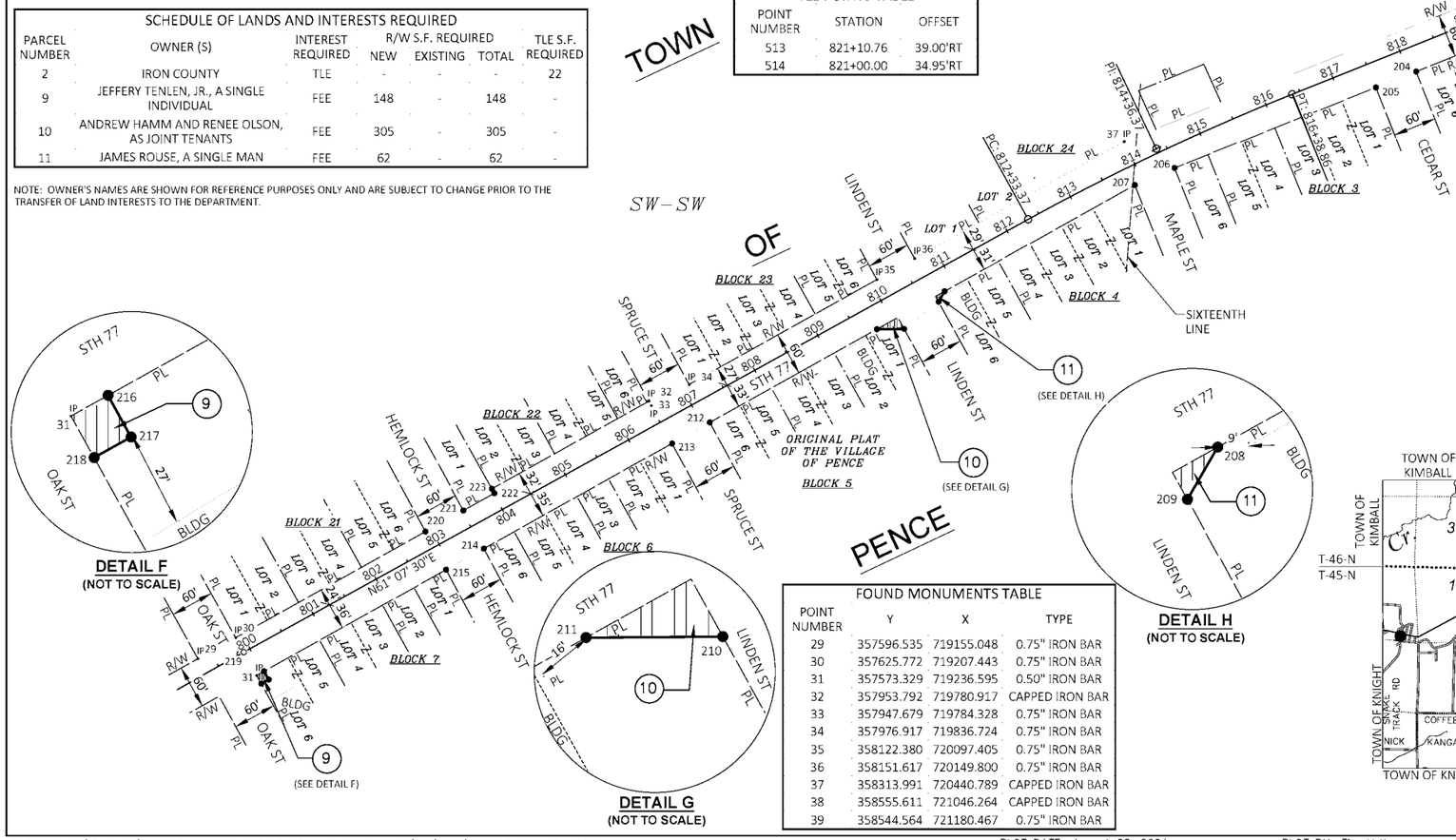
SCHEDULE OF LANDS AND INTERESTS REQUIRED

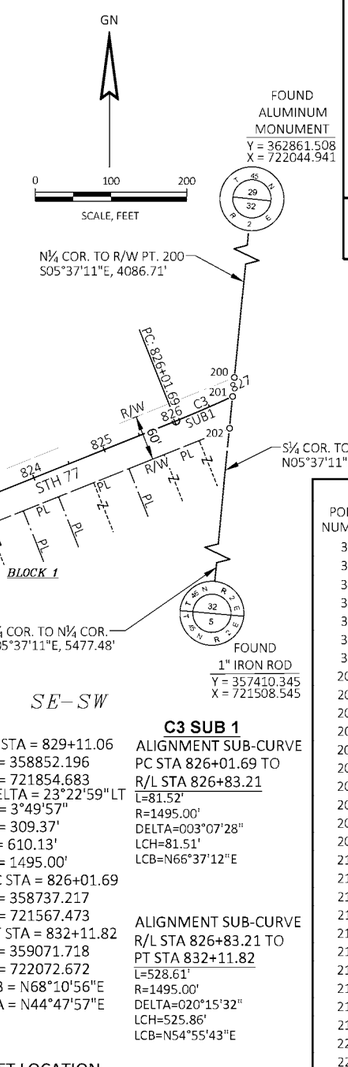
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
2	IRON COUNTY	TLE	-	-	-	22
9	JEFFERY TENLEN, JR., A SINGLE INDIVIDUAL	FEE	148	-	148	-
10	ANDREW HAMM AND RENEE OLSON, AS JOINT TENANTS	FEE	305	-	305	-
11	JAMES ROUSE, A SINGLE MAN	FEE	62	-	62	-

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

TLE POINTS TABLE

POINT NUMBER	STATION	OFFSET
513	821+10.76	39.00'RT
514	821+00.00	34.95'RT





C3 SUB 1

PI STA = 829+11.06
Y = 358852.196
X = 721854.683
DELTA = 23°22'59" LT
D = 3°49'57"
T = 309.37'
L = 610.13'
R = 1495.00'
PC STA = 826+01.69
Y = 358737.217
X = 721567.473
PT STA = 832+11.82
Y = 359071.718
X = 722072.672
DB = N68°10'56"E
DA = N44°47'57"E

ALIGNMENT SUB-CURVE
PC STA 826+01.69 TO
R/L STA 826+83.21
L=81.52'
R=1495.00'
DELTA=003°07'28"
LCH=81.51'
LCB=N66°37'12"E

ALIGNMENT SUB-CURVE
R/L STA 826+83.21 TO
PT STA 832+11.82
L=528.61'
R=1495.00'
DELTA=020°15'32"
LCH=525.86'
LCB=N54°55'43"E

R/W MONUMENT TABLE

POINT NUMBER	STATION	OFFSET
30	799+90.03	23.16'LT
32	806+50.61	33.47'LT
34	807+10.65	26.77'LT
35	810+09.16	28.26'LT
36	810+69.16	28.56'LT
37	814+00.70	34.53'LT
39	821+70.80	35.03'RT
200	826+96.10	21.47'LT
201	826+83.21	0.00'RT
202	826+62.08	36.81'RT
203	821+10.77	34.95'RT
204	818+10.38	34.62'RT
205	817+50.38	34.56'RT
206	814+47.63	28.72'RT
207	813+87.16	26.29'RT
208	810+83.57	31.36'RT
209	810+69.20	40.00'RT
210	810+09.21	50.00'RT
211	809+75.82	31.90'RT
212	807+10.38	33.23'RT
213	806+50.38	33.53'RT
214	803+51.20	35.03'RT
215	802+91.20	35.33'RT
216	800+02.00	36.78'RT
217	800+02.00	50.00'RT
218	799+90.28	50.04'RT
219	799+90.11	0.00'RT
220	802+91.70	24.67'LT
221	803+51.71	24.97'LT
222	804+00.99	25.22'LT
223	804+00.97	32.22'LT

DETAIL F
(NOT TO SCALE)

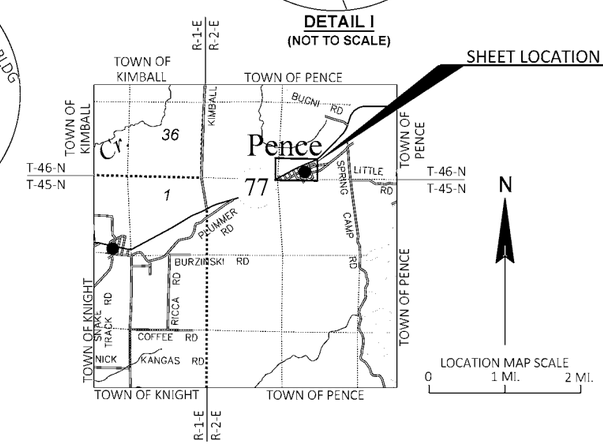
DETAIL G
(NOT TO SCALE)

DETAIL H
(NOT TO SCALE)

DETAIL I
(NOT TO SCALE)

FOUND MONUMENTS TABLE

POINT NUMBER	Y	X	TYPE
29	357596.535	719155.048	0.75" IRON BAR
30	357625.772	719207.443	0.75" IRON BAR
31	357573.329	719236.595	0.50" IRON BAR
32	357953.792	719780.917	CAPPED IRON BAR
33	357947.679	719784.328	0.75" IRON BAR
34	357976.917	719836.724	0.75" IRON BAR
35	358122.380	720097.405	0.75" IRON BAR
36	358151.617	720149.800	0.75" IRON BAR
37	358313.991	720440.789	CAPPED IRON BAR
38	358555.611	721046.264	CAPPED IRON BAR
39	358544.564	721180.467	0.75" IRON BAR



JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

SIGNATURE: Noah E. Anliker DATE: 8/28/2024
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Brent L. Stella DATE 8/28/2024
PRINT NAME: BRENT STELLA

FILENAME: S:\Projects\W11663 WisDOT - STH 77 Resurfacing, Iron Co\RW\DWG\W11663_STH 77_TPP.dwg PLOT DATE: August 28, 2024 PLOT BY: Tim Velte PLOT SCALE: 1"=100'

APPRAISAL PLAT DATE: 8/28/2024

TRANSPORTATION PROJECT PLAT NO: 9250-14-21 - 4.03

PART OF OUTLOT A, BLOCK 2, AND PART OF LOT 11, BLOCK 1, CITY OF MONTREAL PLAT NO. 1, LOCATED IN THE SW¼ OF THE SE¼, ALSO PART OF THE SE¼ OF THE SW¼, ALL IN SECTION 28, TOWNSHIP 46 NORTH, RANGE 2 EAST, CITY OF MONTREAL, IRON COUNTY, WISCONSIN.

RELOCATION ORDER STH 77, MELLEN - HURLEY, UPSON LAKE ROAD TO ODANAH ROAD, IRON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IRON COUNTY, NAD 83 (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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 177008.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 77 ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR BESSEMER STREET ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR SAXON ROAD ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR N. LAWRENCE STREET ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR N. HAMILTON STREET ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR N. TEXAS AVENUE ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

TLE ACQUISITIONS ARE FOR THE PURPOSE OF SLOPE GRADING.

R/W MONUMENT TABLE		
POINT NUMBER	STATION	OFFSET
40	891+35.88	51.68'LT
41	891+33.11	40.32'RT
45	893+95.76	51.42'LT
46	893+94.70	39.77'LT
47	895+66.99	47.45'RT
49	896+49.86	58.44'RT
50	897+48.38	63.24'LT
51	897+53.41	51.06'LT
52	898+23.60	69.97'LT
53	898+50.65	104.22'LT
54	898+94.63	112.94'LT
55	898+91.72	31.39'RT
62	903+37.94	33.50'LT
65	909+39.69	33.49'LT
66	909+39.31	32.51'RT
300	890+61.90	18.74'LT
301	890+60.00	29.75'LT
302	890+60.00	40.00'LT
303	890+73.30	40.00'LT
304	895+48.38	36.08'LT
305	904+17.94	33.55'LT
306	910+19.69	33.30'LT
307	912+67.17	32.34'LT

R/W MONUMENT TABLE (CONT'D)		
POINT NUMBER	STATION	OFFSET
308	912+63.91	0.00'RT
309	912+60.51	33.66'RT
310	909+99.31	32.61'RT
311	903+97.72	32.47'RT
312	903+37.72	32.50'RT
313	901+70.73	32.23'RT
314	897+15.24	41.25'RT
315	896+81.74	48.95'RT
316	890+72.12	40.26'RT
317	890+65.15	0.00'RT
319	896+43.89	0.00'RT
320	897+85.08	0.00'RT
321	897+40.34	36.94'RT
322	897+62.50	34.12'RT
323	898+72.44	108.42'LT

TLE POINTS TABLE		
POINT NUMBER	STATION	OFFSET
515	910+15.99	34.19'RT
516	909+99.19	55.00'RT
517	904+21.00	32.45'RT
518	903+97.65	54.00'RT

R/W COURSE TABLE ( ) = RECORDED AS * = SAME AS MEASURED		
300 TO 301	N09° 08' 40"W	11.17'
301 TO 302	N00° 40' 53"E	10.25'
302 TO 303	S89° 19' 24"E	13.30'
303 TO 40	N80° 06' 32"E	63.66'
40 TO 45	S89° 16' 00"E (S89°38.4'E)	259.88' (260.07')
45 TO 46	S05° 53' 05"W	11.70'
46 TO 304	S89° 16' 00"E	149.44'
304 TO 50	(SEE ERWC2)	
50 TO 51	S46° 12' 06"E (S46° 14' 00"E)	13.00' *
51 TO 52	N43° 47' 54"E (N43° 46' 00"E)	65.63' (65.51')
52 TO 53	N05° 19' 41"E (S05° 15' 43"W)	43.64' (43.63')
53 TO 323	N46° 08' 24"E	22.19'
323 TO 54	N46° 08' 24"E	23.71'
54 TO 62	N85° 22' 05"E (S85° 26.5'W)	485.12'
62 TO 305	N85° 22' 37"E	80.00'
305 TO 65	N85° 22' 05"E	521.66'
65 TO 306	N85° 24' 09"E	80.00'
306 TO 307	N85° 30' 05"E	247.62'
307 TO 308	S01° 15' 56"W	32.50'
308 TO 309	S01° 15' 56"W	33.84'

R/W COURSE TABLE (CONT'D) ( ) = RECORDED AS * = SAME AS MEASURED		
POINT TO POINT	COURSE BEARING	DISTANCE
309 TO 310	S85° 30' 05"W	260.91'
310 TO 66	S85° 22' 10"W	60.15'
66 TO 311	S85° 22' 05"W	541.67'
311 TO 312	S85° 22' 48"W	60.00'
312 TO 313	S85° 22' 05"W	166.75'
313 TO 55	(SEE ERWC3)	
55 TO 322	S57° 20' 21"W	132.55'
322 TO 321	S57° 20' 21"W	23.68'
321 TO 314	S57° 20' 21"W	27.13'
314 TO 315	S57° 20' 18"W	36.90'
315 TO 49	S57° 20' 25"W	36.09'
49 TO 47	S85° 09' 50"W	90.99' *
47 TO 41	N89° 16' 00"W	440.48' (440.49')
41 TO 316	N89° 16' 00"W	60.99'
316 TO 317	N09° 08' 40"W	40.86'
317 TO 300	N09° 08' 40"W	19.02'

177408
Filing Fee: $25.00 Pages: 1

IRON COUNTY, WIS
Daniel J. Soine, Register of Deeds
Recorded on August 29, 2024 at 1:07 PM
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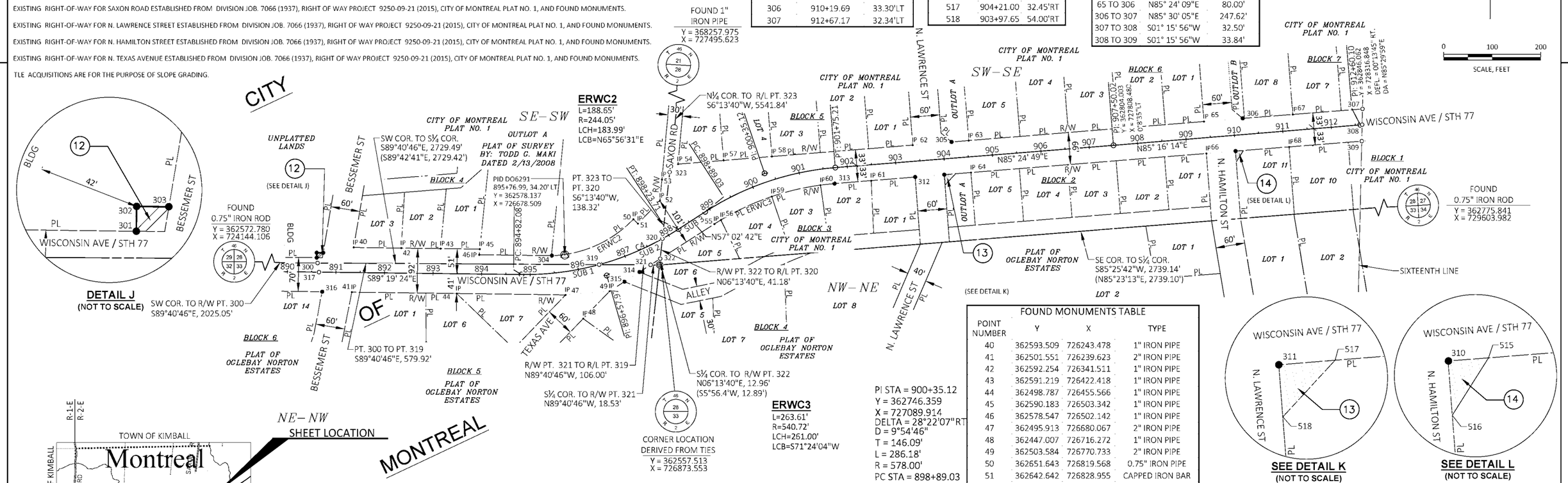
PROJECT NUMBER 9250-14-21-4.03



SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
12	L.D.S. INC., A WISCONSIN CORPORATION	FEE	128	-	128	-
13	CITY OF MONTREAL	TLE	-	-	-	249
14	JAMES D. FORSLUND, A SINGLE INDIVIDUAL	TLE	-	-	-	187

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

FOUND MONUMENTS TABLE			
POINT NUMBER	Y	X	TYPE
40	362593.509	726243.478	1" IRON PIPE
41	362501.551	726239.623	2" IRON PIPE
42	362592.254	726341.511	1" IRON PIPE
43	362591.219	726422.418	1" IRON PIPE
44	362498.787	726455.566	1" IRON PIPE
45	362590.183	726503.342	1" IRON PIPE
46	362578.547	726502.142	1" IRON PIPE
47	362495.913	726680.067	2" IRON PIPE
48	362447.007	726716.272	1" IRON PIPE
49	362503.584	726770.733	2" IRON PIPE
50	362651.643	726819.568	0.75" IRON PIPE
51	362642.642	726828.955	CAPPED IRON BAR
52	362690.010	726874.377	SURVEY MARKER PIN
53	362733.463	726878.429	COTTON GIN SPIKE
54	362765.268	726911.525	2" IRON PIPE
55	362641.927	726986.550	2" IRON PIPE
56	362650.204	726999.936	1" IRON PIPE
57	362772.873	727005.388	1" IRON PIPE
58	362780.948	727105.061	1" IRON PIPE
59	362698.587	727104.804	3" IRON PIPE
60	362722.055	727205.087	1" IRON PIPE
61	362731.293	727309.474	1" IRON PIPE
62	362804.444	727395.061	2" IRON PIPE
63	362813.768	727510.303	1" IRON PIPE
64	362747.929	727514.956	1" IRON PIPE
65	362853.018	727994.760	2" IRON PIPE
66	362787.212	727999.829	2" IRON PIPE
67	362867.558	728177.804	1" IRON PIPE
68	362800.763	728170.292	1" IRON PIPE

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

SIGNATURE: Noah E. Anliker DATE: 8/28/2024
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Brent L. Stella DATE: 8/28/2024
PRINT NAME: BRENT STELLA

179387
Filing Fee: $25.00 Pages: 1

IRON COUNTY, WIS
Brancy Rowe, Register of Deeds
Recorded on September 18, 2025 at 10:10 AM
This document has been electronically Recorded

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 9250-14-21-4.04 AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 9250–14–21 – 4.04 AMENDMENT NO.1

AMENDS UTILITY NUMBER 201 OF TRANSPORTATION PLAT NO. 9250-14-21 - 4.04 RECORDED AS DOCUMENT NUMBER 177409

PART OF OUTLOT A, BLOCK 8, CITY OF MONTREAL PLAT NO. 1, LOCATED IN AND INCLUDING PART OF THE THE SE¼ OF THE SE¼ OF SECTION 28, AND PART OF THE SE¼ OF THE SW¼ OF SECTION 27, ALL IN TOWNSHIP 46 NORTH, RANGE 2 EAST, CITY OF MONTREAL, IRON COUNTY, WISCONSIN.

RELOCATION ORDER STH 77, MELLEN - HURLEY, UPSON LAKE ROAD TO ODANAH ROAD, IRON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), IRON COUNTY, NAD 83 (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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 177008.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 77 ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR NUMBER 4 ROAD ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR MONTREAL STREET ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR MICHIGAN AVENUE ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR PLANT STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-09-21 (2015).

TLE ACQUISITIONS ARE FOR THE PURPOSE OF SLOPE GRADING.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
13	CITY OF MONTREAL	FEE	886	-	886	-
15	ROSE WREATH 2, LLC	FEE, TLE	118	-	118	17
16	KATRINA LYN AFTENI, A SINGLE INDIVIDUAL	FEE	64	-	64	-

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

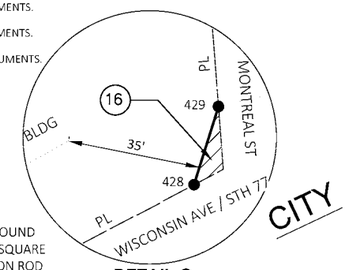
FOUND MONUMENTS TABLE

POINT NUMBER	Y	X	TYPE
69	362954.489	729282.719	1" IRON PIPE
70	362955.375	729293.974	2" IRON PIPE
71	362888.696	729287.944	2" IRON PIPE
72	363003.608	729478.437	1" IRON PIPE
73	363027.226	729666.794	CAPPED IRON BAR
74	363642.442	730719.279	CAPPED IRON BAR
75	363769.264	730929.392	CAPPED IRON BAR

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	EXCEL ENERGY (GAS)	RELEASE OF RIGHTS

(201) EXCEL ENERGY (GAS)
NO EASEMENT OF RECORD
PARCEL 15



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(NOT TO SCALE)

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Y = 362932.405
X = 729413.858
DELTA = 23°12'03"LT
D = 10°14'59"
T = 114.75'
L = 226.36'
R = 559.00'
PC STA = 922+45.76
Y = 362923.401
X = 729299.461
PT STA = 924+72.11
Y = 362985.748
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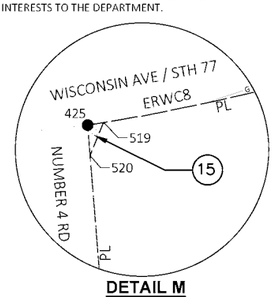
DA = N62°17'56"E



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R=540.70'
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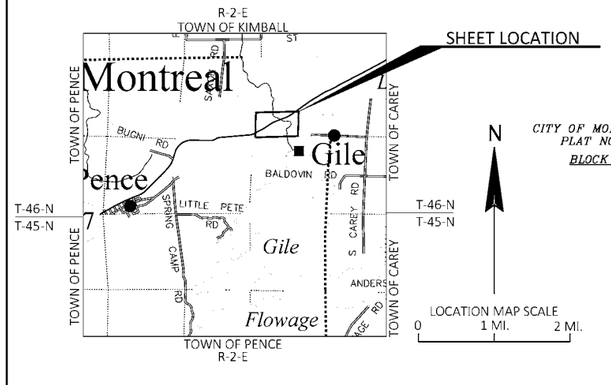
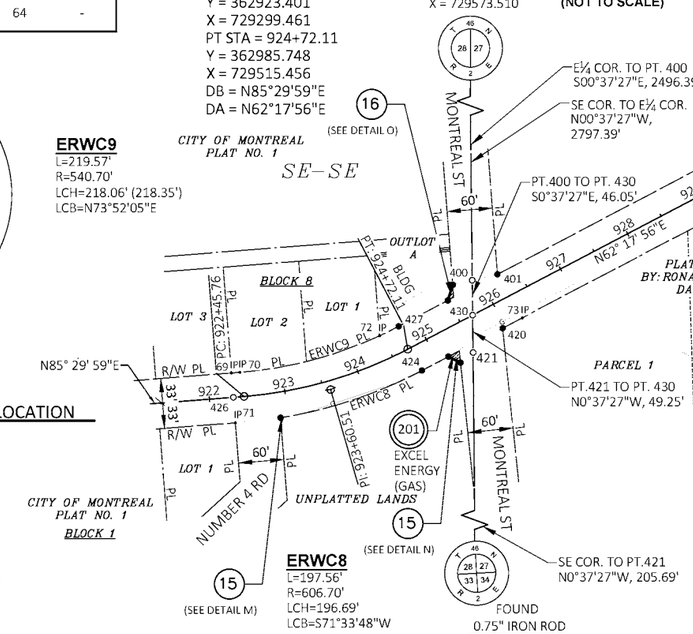
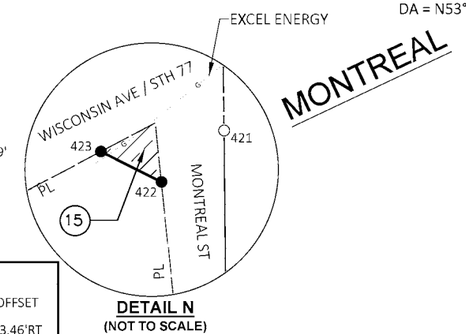
LCB=N73°52'05"E





TLE POINTS TABLE

POINT NUMBER	STATION	OFFSET
519	922+93.00	33.46'RT
520	922+88.44	41.54'RT



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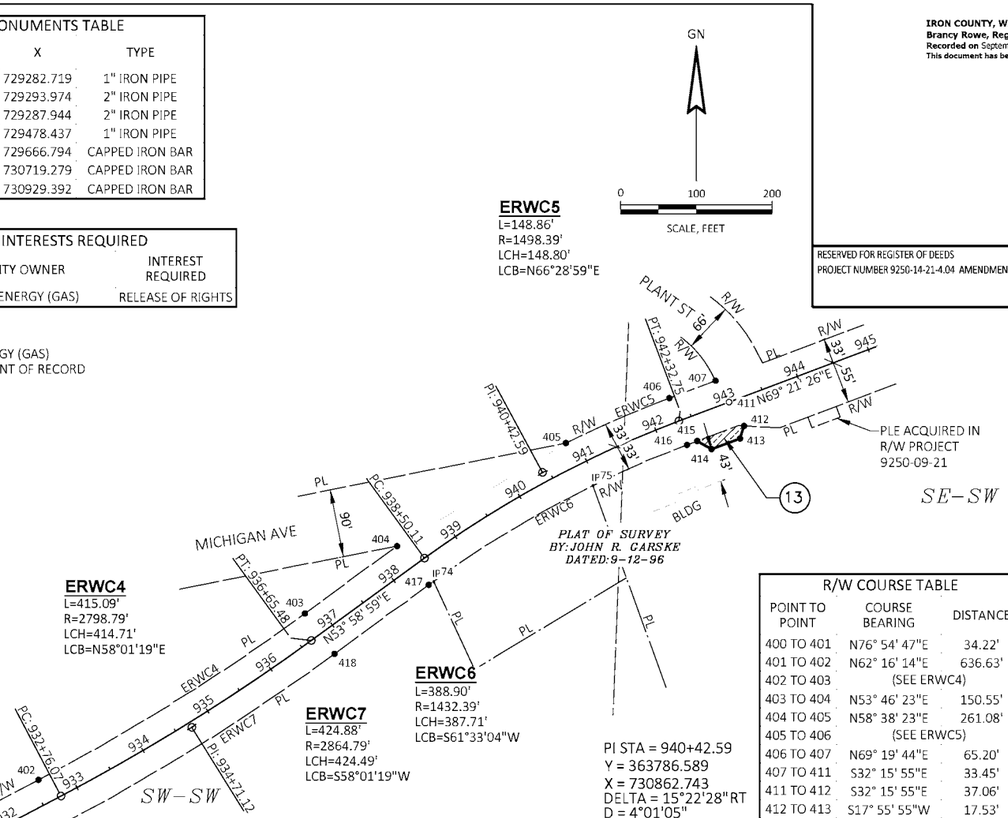

PI STA = 940+42.59
Y = 363786.589
X = 730862.743
DELTA = 15°22'28"RT
D = 4°01'05"
T = 192.48'
L = 382.64'
R = 1426.00'
PC STA = 938+50.11
Y = 363673.407
X = 730707.060
PT STA = 942+32.75
Y = 363854.445
X = 731042.863
DB = N53°58'59"E
DA = N69°21'26"E

PI STA = 934+71.12
Y = 363450.147
X = 730399.961
DELTA = 8°18'57"LT
D = 2°08'08"
T = 195.05'
L = 389.41'
R = 2683.00'
PC STA = 932+76.07
Y = 363359.477
X = 730227.269
PT STA = 936+65.48
Y = 363564.840
X = 730557.723
DB = N62°17'56"E
DA = N53°58'59"E

R/W MONUMENT TABLE

POINT NUMBER	STATION	OFFSET
69	922+31.51	32.31'LT
70	922+42.80	32.31'LT
71	922+31.55	33.69'RT
400	925+89.93	41.01'LT
401	926+23.05	32.37'LT
402	932+59.68	32.68'LT
403	936+79.62	33.71'LT
404	938+31.18	34.26'LT
405	940+86.04	32.99'LT
406	942+31.55	32.74'LT
407	942+96.72	32.77'LT
411	943+03.46	0.00'RT
412	943+10.93	36.30'RT
413	943+00.00	50.00'RT
414	942+60.00	50.00'RT
415	942+46.00	33.26'RT
416	942+31.53	33.26'RT
417	938+33.87	31.72'RT
418	936+79.87	32.29'RT
419	932+59.71	33.32'RT
420	925+95.99	33.64'RT
421	925+46.54	43.85'RT
422	925+25.60	48.18'RT
423	925+15.17	33.62'RT
424	924+75.60	33.67'RT
425	922+89.00	33.51'RT
426	922+31.53	0.00'RT
427	924+75.53	32.33'LT
428	925+49.00	32.42'LT
429	925+64.31	47.69'LT
430	925+68.96	0.00'RT

R/W COURSE TABLE

POINT TO POINT	COURSE BEARING	DISTANCE
400 TO 401	N76° 54' 47"E	34.22'
401 TO 402	N62° 16' 14"E	636.63'
402 TO 403	(SEE ERWC4)	
403 TO 404	N53° 46' 23"E	150.55'
404 TO 405	N58° 38' 23"E	261.08'
405 TO 406	(SEE ERWC5)	
406 TO 407	N69° 19' 44"E	65.20'
407 TO 411	S32° 15' 55"E	33.45'
411 TO 412	S32° 15' 55"E	37.06'
412 TO 413	S17° 55' 55"W	17.53'
413 TO 414	S69° 21' 26"W	40.00'
414 TO 415	N60° 33' 07"W	21.83'
415 TO 416	S69° 19' 44"W	14.44'
416 TO 417	(SEE ERWC6)	
417 TO 418	S53° 46' 23"W	154.01'
418 TO 419	(SEE ERWC7)	
419 TO 420	S62° 16' 14"W	663.72'
420 TO 421	S50° 37' 48"W	50.49'
421 TO 422	S50° 38' 06"W	21.39'
422 TO 423	N63° 18' 02"W	17.90'
423 TO 424	S62° 14' 05"W	39.57'
424 TO 425	(SEE ERWC8)	
425 TO 71	S83° 37' 41"W	60.03'
71 TO 426	N04° 32' 26"W	33.69'
426 TO 69	N04° 32' 26"W	32.31'
69 TO 70	N85° 30' 05"E (N85°38'35"E)	11.29' (11.33')
70 TO 427	(SEE ERWC9)	
427 TO 428	N62° 14' 05"E	73.47'
428 TO 429	N17° 22' 45"E	21.63'
429 TO 400	N76° 54' 47"E	26.47'

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Noah E. Anliker DATE: 9/16/2025
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

WISCONSIN NOAH E. ANLIKER S-3265 CAZENOVIA WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Brent L. Stella DATE: 9/18/25
PRINT NAME: BRENT STELLA

FILENAME: S:\Projects\W11663 WisDOT – STH 77 Resurfacing, Iron Co\RW\DWG\W11663_STH 77_TPP.dwg PLOT DATE: September 16, 2025 PLOT BY: Tim Velte PLOT SCALE: 1"=100' 9250–14–21–4.04 AMENDMENT NO.1
APPRAISAL PLAT DATE: 9/16/2025

TRANSPORTATION PROJECT PLAT NO: 9250-14-21 - 4.04

PART OF OUTLOT A, BLOCK 8, CITY OF MONTREAL PLAT NO. 1, LOCATED IN AND INCLUDING PART OF THE THE SE¼ OF THE SE¼ OF SECTION 28, AND PART OF THE SE¼ OF THE SW¼ OF SECTION 27, ALL IN TOWNSHIP 46 NORTH, RANGE 2 EAST, CITY OF MONTREAL, IRON COUNTY, WISCONSIN.

RELOCATION ORDER STH 77, MELLEN - HURLEY, UPSON LAKE ROAD TO ODANAH ROAD, IRON COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

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FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR USE AS A PROPERTY CORNER.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 177008.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 77 ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR NUMBER 4 ROAD ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

EXISTING RIGHT-OF-WAY FOR MONTREAL STREET ESTABLISHED FROM DIVISION JOB. 7066 (1937), RIGHT OF WAY PROJECT 9250-09-21 (2015), CITY OF MONTREAL PLAT NO. 1, AND FOUND MONUMENTS.

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EXISTING RIGHT-OF-WAY FOR PLANT STREET ESTABLISHED FROM RIGHT OF WAY PROJECT 9250-09-21 (2015).

TLE ACQUISITIONS ARE FOR THE PURPOSE OF SLOPE GRADING.

4

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POINT NUMBER	Y	X	TYPE
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70	362955.375	729293.974	2" IRON PIPE
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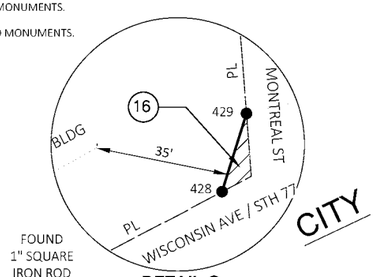
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	EXCEL ENERGY (GAS)	RELEASE OF RIGHTS

177409
Filing Fee: $25.00 Pages: 1

IRON COUNTY, WIS
Daniel J. Soine, Register of Deeds
Recorded on August 29, 2024 at 1:21 PM
This document has been electronically Recorded

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 9250-14-21-4.04



PI STA = 923+60.51
Y = 362932.405
X = 729413.858
DELTA = 23°12'03" LT
D = 10°14'59"
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R = 559.00'
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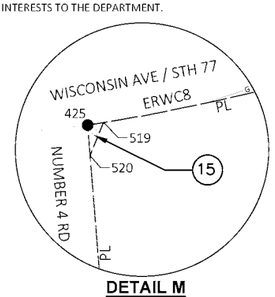
Y = 362923.401
X = 729299.461
PT STA = 924+72.11
Y = 362985.748
X = 729515.456
DB = N85°29'59"E
DA = N62°17'56"E

DETAIL O
(NOT TO SCALE)

SCHEDULE OF LANDS AND INTERESTS REQUIRED

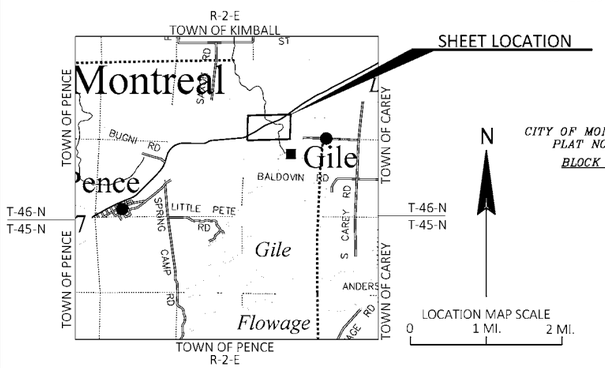
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
13	CITY OF MONTREAL	FEE	886	-	886	-
15	ROSE WREATH 2, LLC	FEE, TLE	118	-	118	17
16	KATRINA LYN AFTENI, A SINGLE INDIVIDUAL	FEE	64	-	64	-

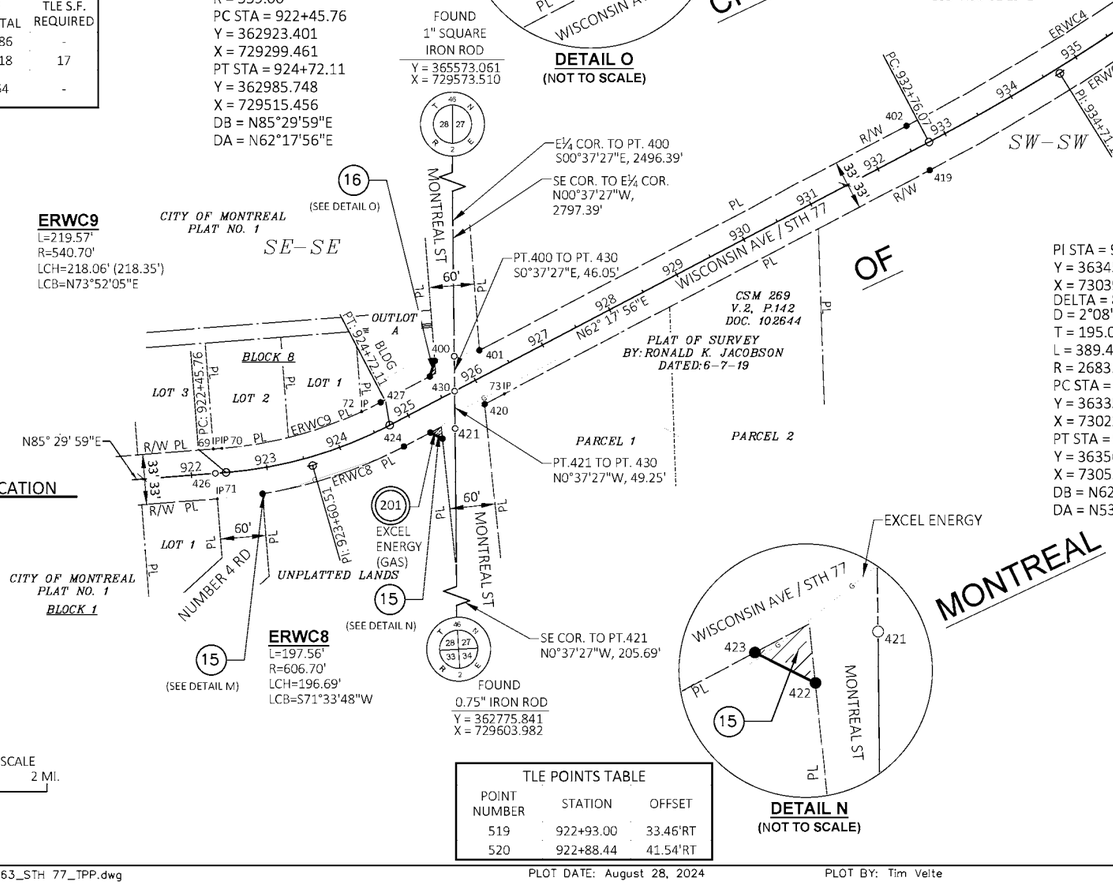
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

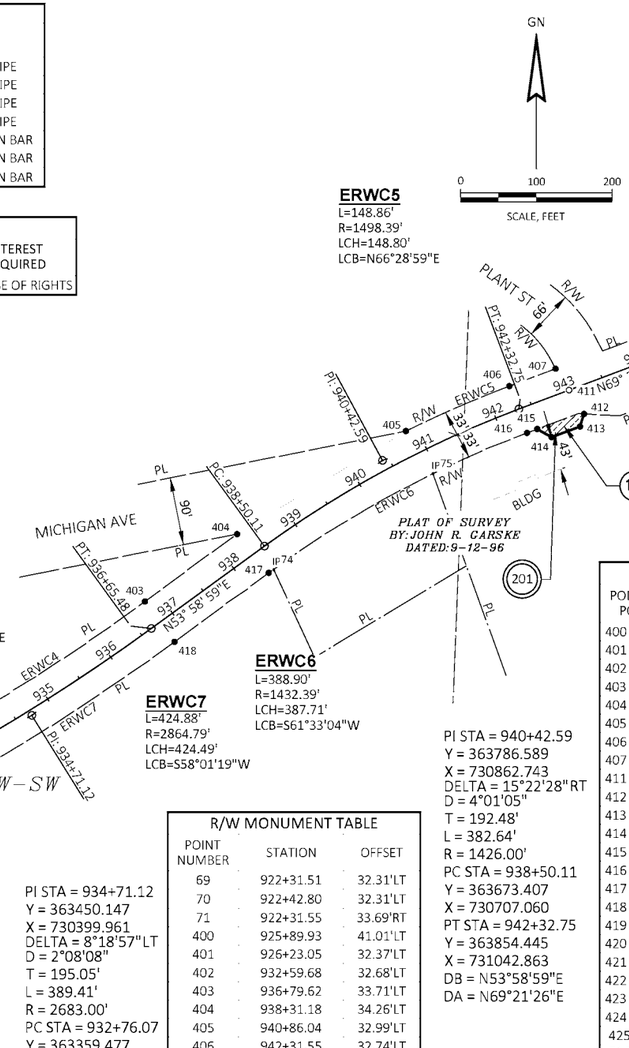


DETAIL M
(NOT TO SCALE)

ERWC9
L=219.57'
R=540.70'
LCH=218.06' (218.35')
LCB=N73°52'05"E







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Y = 363564.840
X = 730557.723
DB = N62°17'56"E
DA = N53°58'59"E

ERWC8
L=197.56'
R=606.70'
LCH=196.69'
LCB=S71°33'48"W

TLE POINTS TABLE

POINT NUMBER	STATION	OFFSET
519	922+93.00	33.46'RT
520	922+88.44	41.54'RT

R/W MONUMENT TABLE

POINT NUMBER	STATION	OFFSET
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401	926+23.05	32.37'LT
402	932+59.68	32.68'LT
403	936+79.62	33.71'LT
404	938+31.18	34.26'LT
405	940+86.04	32.99'LT
406	942+31.55	32.74'LT
407	942+96.72	32.77'LT
411	943+03.46	0.00'RT
412	943+10.93	36.30'RT
413	943+00.00	50.00'RT
414	942+60.00	50.00'RT
415	942+46.00	33.26'RT
416	942+31.53	33.26'RT
417	938+33.87	31.72'RT
418	936+79.87	32.29'RT
419	932+59.71	33.32'RT
420	925+95.99	33.64'RT
421	925+46.54	43.85'RT
422	925+25.60	48.18'RT
423	925+15.17	33.62'RT
424	924+75.60	33.67'RT
425	922+89.00	33.51'RT
426	922+31.53	0.00'RT
427	924+75.53	32.33'LT
428	925+49.00	32.42'LT
429	925+64.31	47.69'LT
430	925+68.96	0.00'RT

R/W COURSE TABLE

POINT TO POINT	COURSE BEARING	DISTANCE
400 TO 401	N76° 54' 47"E	34.22'
401 TO 402	N62° 16' 14"E	636.63'
402 TO 403	(SEE ERWC4)	
403 TO 404	N53° 46' 23"E	150.55'
404 TO 405	N58° 38' 23"E	261.08'
405 TO 406	(SEE ERWC5)	
406 TO 407	N69° 19' 44"E	65.20'
407 TO 411	S32° 15' 55"E	33.45'
411 TO 412	S32° 15' 55"E	37.06'
412 TO 413	S17° 55' 55"W	17.53'
413 TO 414	S69° 21' 26"W	40.00'
414 TO 415	N60° 33' 07"W	21.83'
415 TO 416	S69° 19' 44"W	14.44'
416 TO 417	(SEE ERWC6)	
417 TO 418	S53° 46' 23"W	154.01'
418 TO 419	(SEE ERWC7)	
419 TO 420	S62° 16' 14"W	663.72'
420 TO 421	S50° 37' 48"W	50.49'
421 TO 422	S50° 38' 06"W	21.39'
422 TO 423	N63° 18' 02"W	17.90'
423 TO 424	S62° 14' 05"W	39.57'
424 TO 425	(SEE ERWC8)	
425 TO 71	S83° 37' 41"W	60.03'
71 TO 426	N04° 32' 26"W	33.69'
426 TO 69	N04° 32' 26"W	32.31'
69 TO 70	N85° 30' 05"E (N85°38'34.6"E)	11.29' (11.33')
70 TO 427	(SEE ERWC9)	
427 TO 428	N62° 14' 05"E	73.47'
428 TO 429	N17° 22' 45"E	21.63'
429 TO 400	N76° 54' 47"E	26.47'

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, NOAH E. ANLIKER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
NOAH E. ANLIKER
S-3265
CAZENOVIA
WISCONSIN
LAND SURVEYOR

SIGNATURE: Noah E Anliker DATE: 8/28/2024
PRINT NAME: NOAH E. ANLIKER
REGISTRATION NUMBER: S-3265

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

SIGNATURE: Brent L Stella DATE 8/28/2024
PRINT NAME: BRENT STELLA

FILENAME: S:\Projects\W11663 WisDOT - STH 77 Resurfacing, Iron Co\RW\DWG\W11663_STH 77_TPP.dwg
PLOT DATE: August 28, 2024 PLOT BY: Tim Velte PLOT SCALE: 1"=100'
APPRAISAL PLAT DATE: 8/28/2024

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

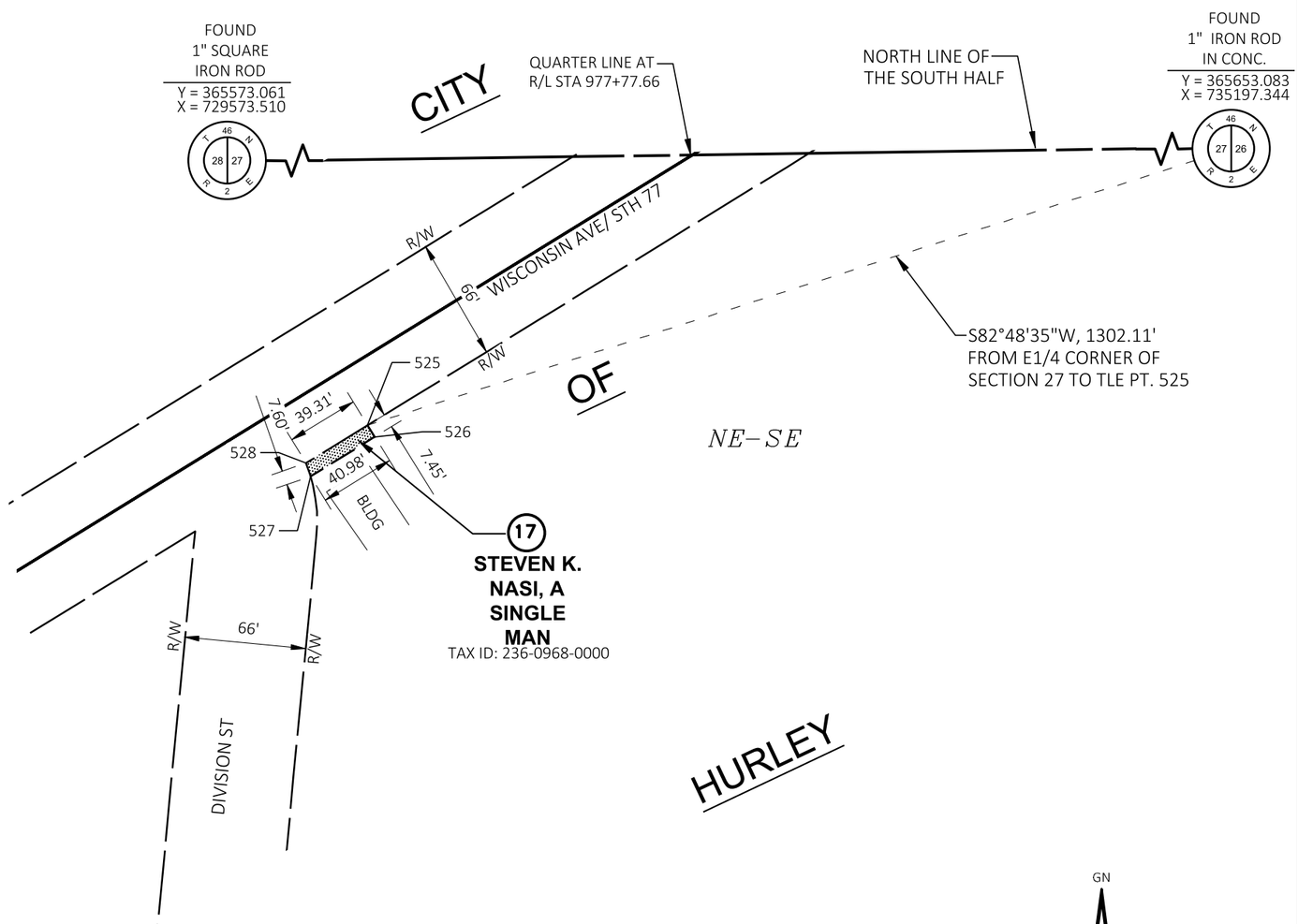
R/W PROJECT NUMBER: 9250-14-21	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
MELLEN - HURLEY
UPSON ROAD TO ODANAH ROAD

STH 77 — IRON COUNTY

PART OF THE NE¼-SE¼ , SECTION 27, T46N, R2E, CITY OF MONTREAL, IRON COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
17	STEVEN K. NASI, A SINGLE MAN	TLE	299

UTILITY INTERESTS REQUIRED

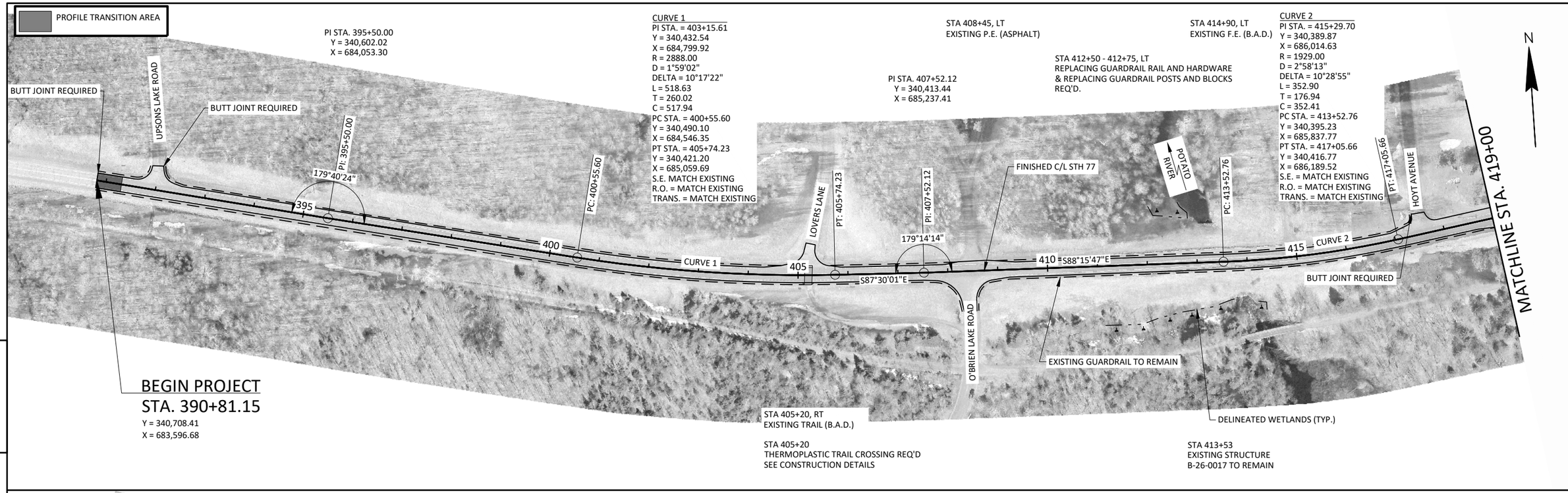
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

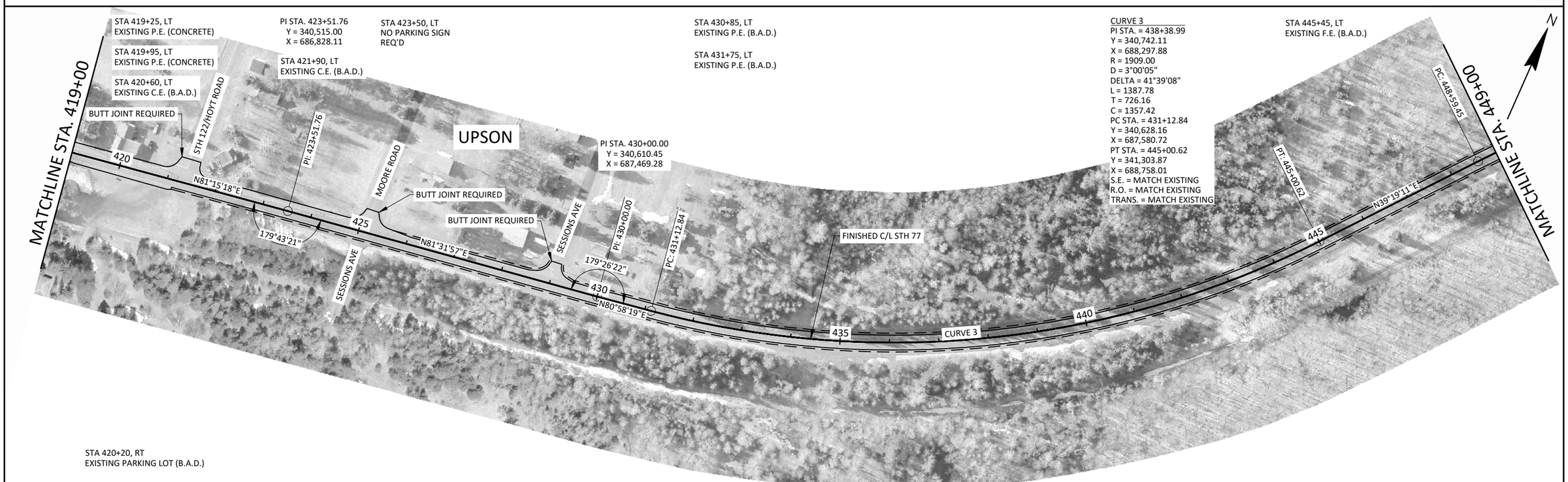
THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION OFFICE

SIGNATURE: Brent L Stella DATE: 9/5/24

PRINT NAME: BRENT STELLA

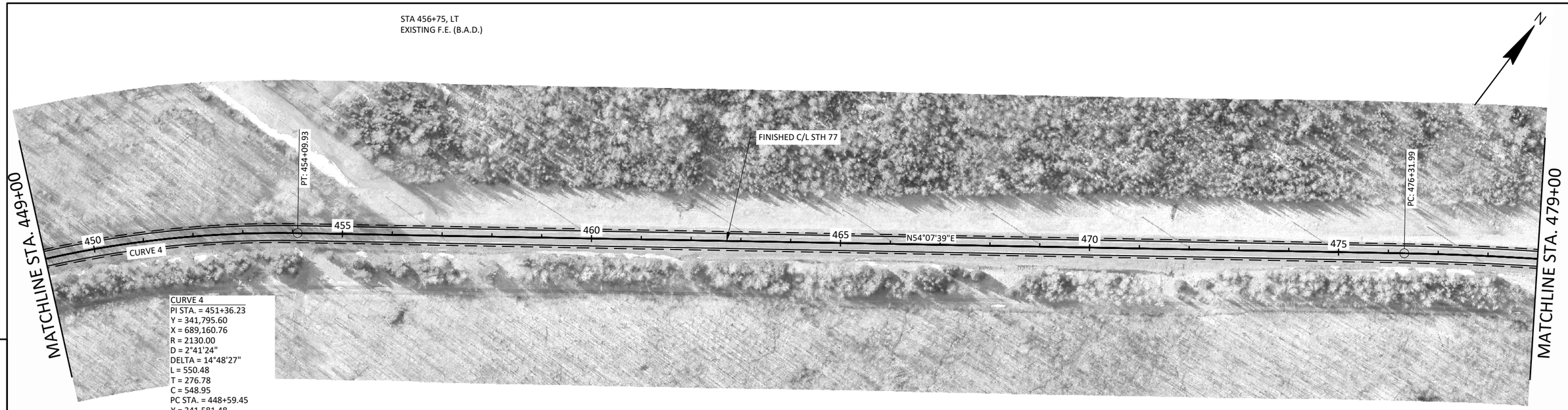
FILE NAME : W11663_STH 77_TPP.DWG PLOT DATE : 8/30/2024 10:07 AM R/W PROJECT: 9250-14-21





PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 107	E

STA 456+75, LT
EXISTING F.E. (B.A.D.)



5

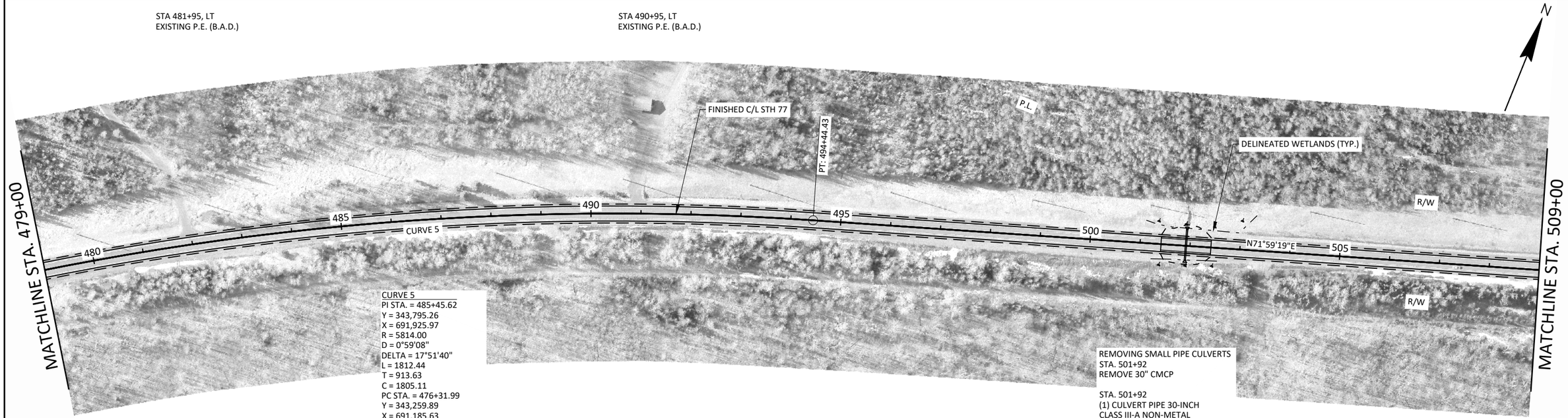
5

CURVE 4
PI STA. = 451+36.23
Y = 341,795.60
X = 689,160.76
R = 2130.00
D = 2°41'24"
DELTA = 14°48'27"
L = 550.48
T = 276.78
C = 548.95
PC STA. = 448+59.45
Y = 341,581.48
X = 688,985.38
PT STA. = 454+09.93
Y = 341,957.79
X = 689,385.05
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 455+30, RT
EXISTING F.E. (B.A.D.)

STA 481+95, LT
EXISTING P.E. (B.A.D.)

STA 490+95, LT
EXISTING P.E. (B.A.D.)



CURVE 5
PI STA. = 485+45.62
Y = 343,795.26
X = 691,925.97
R = 5814.00
D = 0°59'08"
DELTA = 17°51'40"
L = 1812.44
T = 913.63
C = 1805.11
PC STA. = 476+31.99
Y = 343,259.89
X = 691,185.63
PT STA. = 494+44.43
Y = 344,077.76
X = 692,794.83
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 489+15, RT
EXISTING F.E. (B.A.D.)

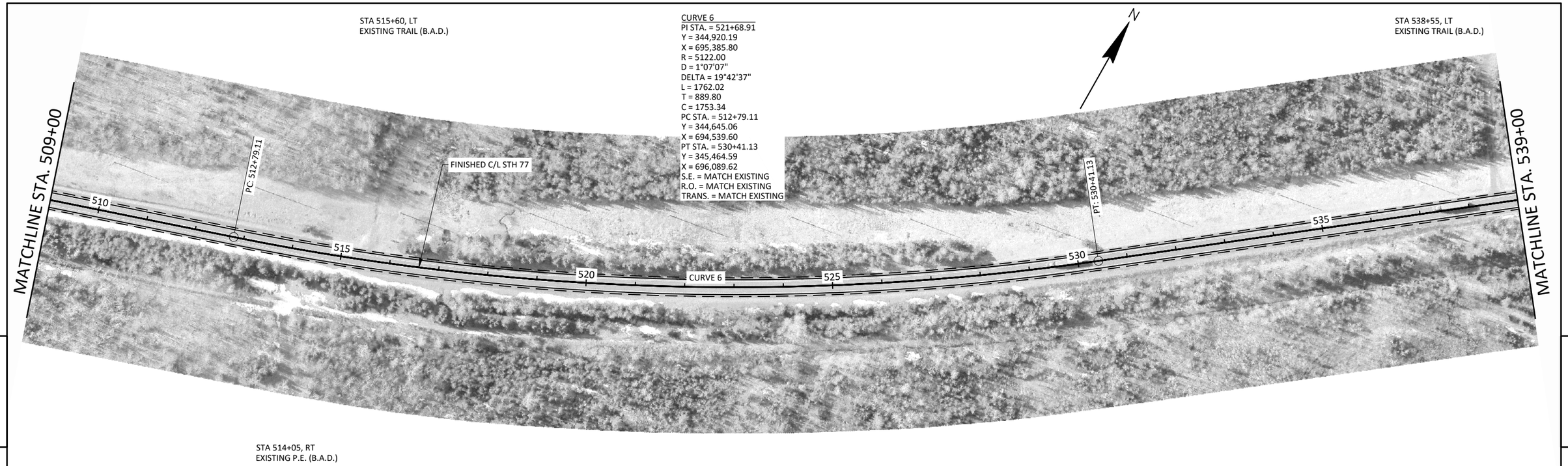
REMOVING SMALL PIPE CULVERTS
STA. 501+92
REMOVE 30" CMCP

STA. 501+92
(1) CULVERT PIPE 30-INCH
CLASS III-A NON-METAL
(2) APRON ENDWALLS REQ'D.
SKEW = 0°

SEE CONSTRUCTION DETAILS AND
CROSS SECTIONS FOR ADDITIONAL
INFORMATION

STA 503+45, RT
EXISTING F.E. (B.A.D.)

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 108	E



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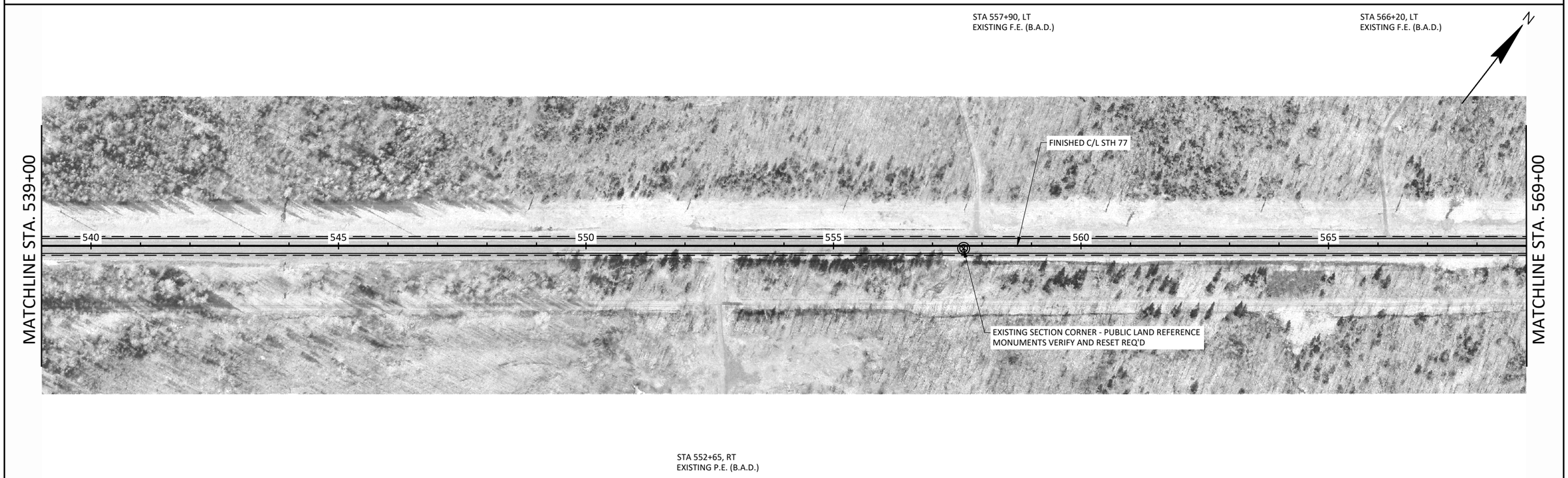
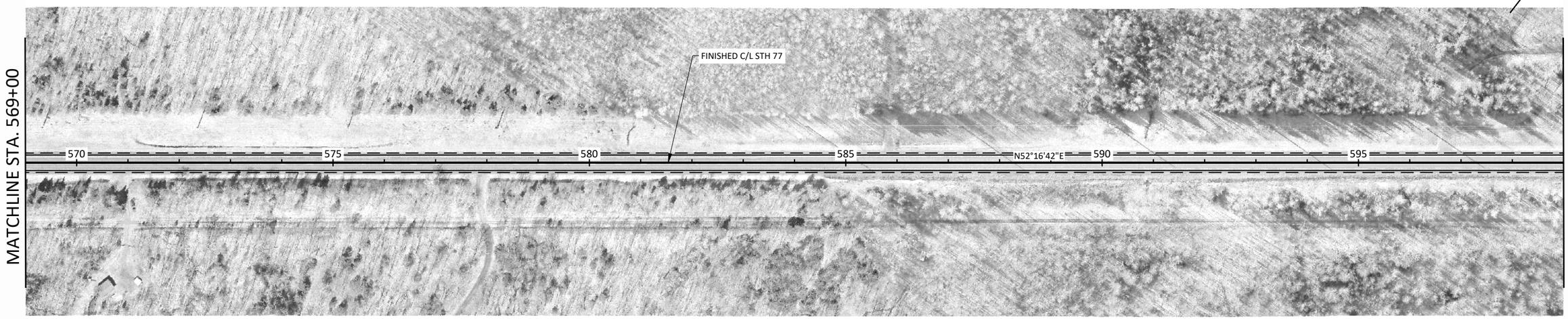


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 109	E

STA 596+65, LT
EXISTING P.E. (B.A.D.)



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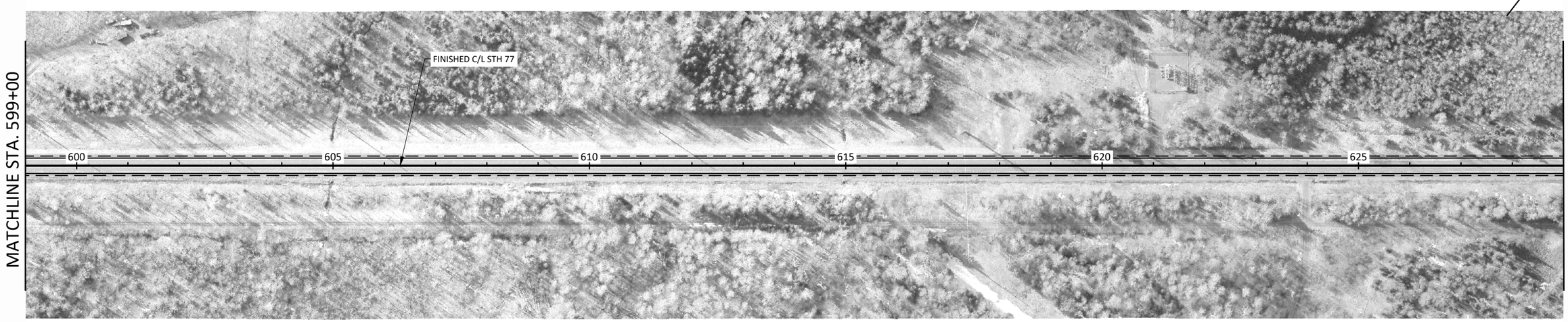
5

STA 570+85, RT
EXISTING P.E. (B.A.D.)

STA 577+85, RT
EXISTING F.E. (B.A.D.)

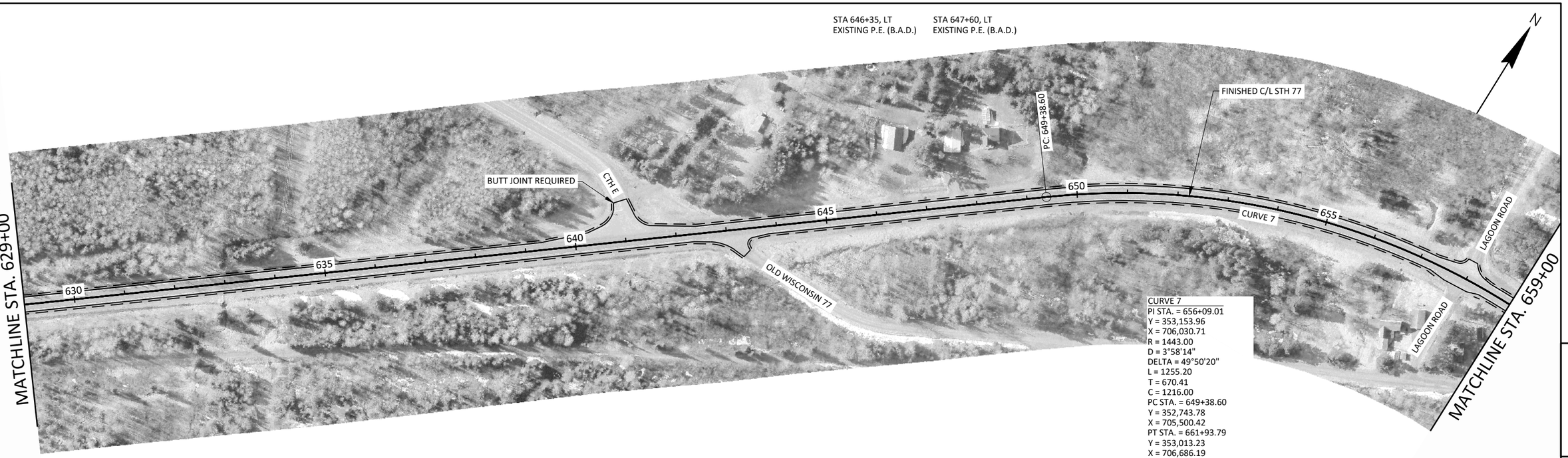
STA 621+05, LT
EXISTING P.E. (B.A.D.)

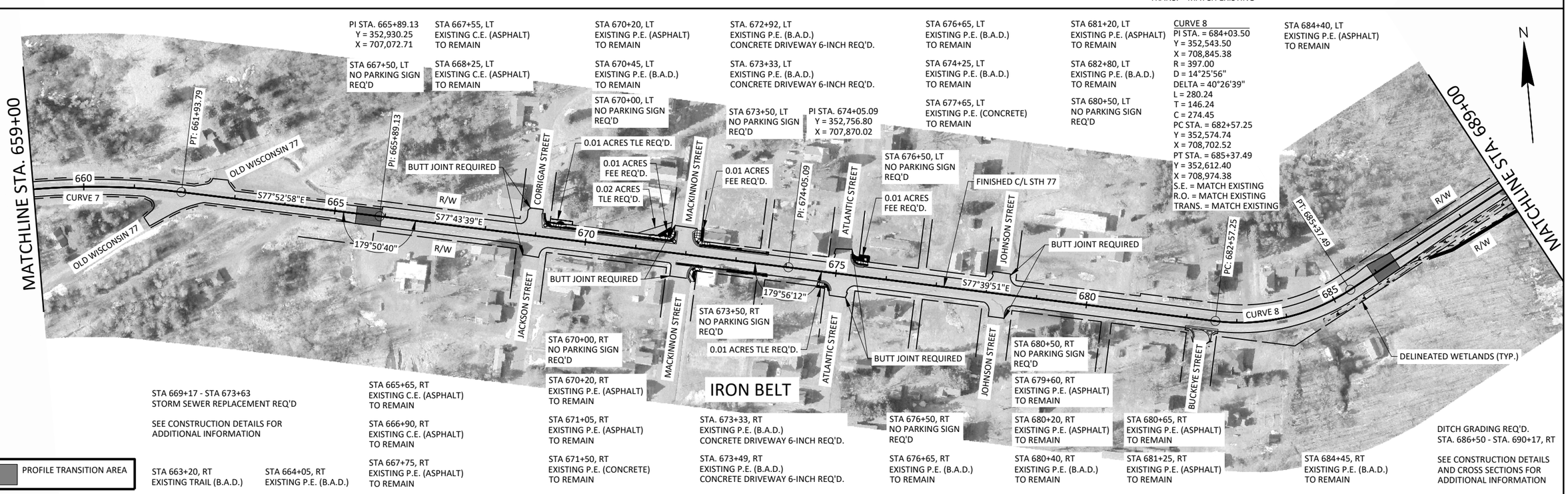


STA 623+95, RT
EXISTING P.E. (B.A.D.)

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 110	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_PLAN DETAILS.DWG PLOT DATE : 10/9/2025 8:30:02 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : SHEET - (4)





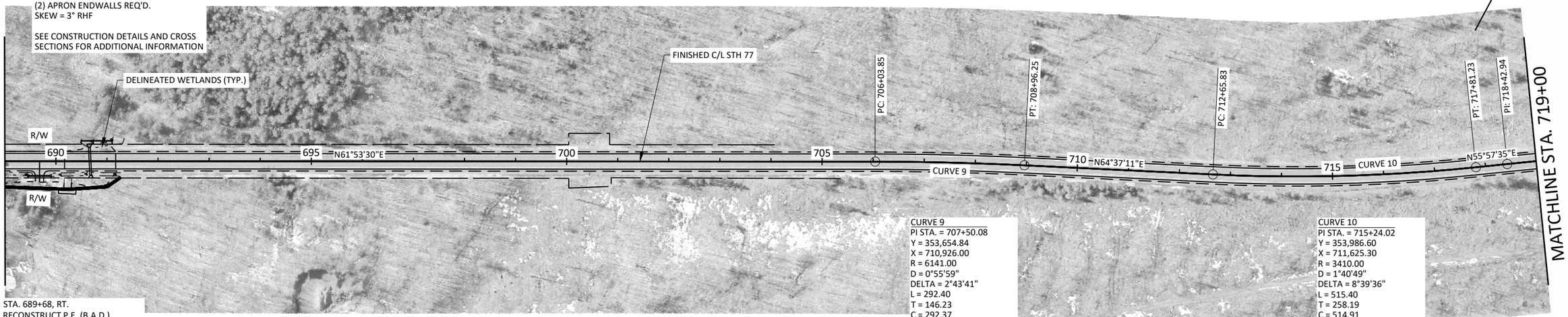
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 111	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_PLAN DETAILS.DWG PLOT DATE : 10/9/2025 8:30:51 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : SHEET - (5)

REMOVING SMALL PIPE CULVERTS
STA. 690+67
REMOVE 45"X29" CMCP

STA. 690+67
(1) CULVERT PIPE 42-INCH
CORRUGATED STEEL POLYMER COATED
(2) APRON ENDWALLS REQ'D.
SKEW = 3° RHF

SEE CONSTRUCTION DETAILS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION



STA. 689+68, RT.
RECONSTRUCT P.E. (B.A.D.)

REMOVING SMALL PIPE CULVERTS
STA. 689+68, RT.
REMOVE 24" CPCP

STA. 689+68, RT.
(1) CULVERT PIPE 24-INCH
CLASS III-A NON-METAL
(2) APRON ENDWALLS REQ'D.

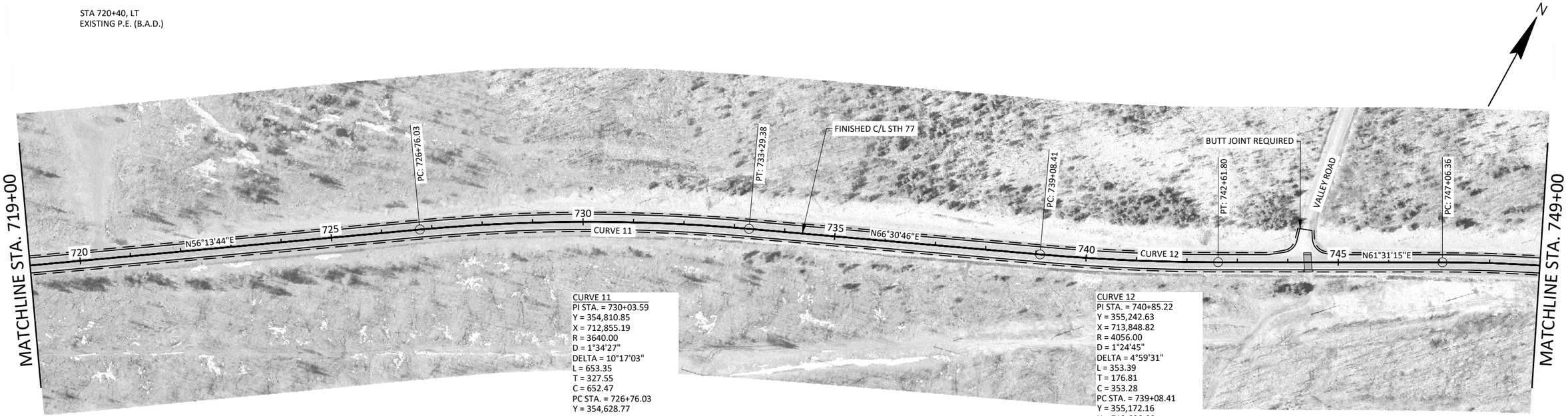
CURVE 9
PI STA. = 707+50.08
Y = 353,654.84
X = 710,926.00
R = 6141.00
D = 0°55'59"
DELTA = 2°43'41"
L = 292.40
T = 146.23
C = 292.37
PC STA. = 706+03.85
Y = 353,585.95
X = 710,797.02
PT STA. = 708+96.25
Y = 353,717.52
X = 711,058.12
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

CURVE 10
PI STA. = 715+24.02
Y = 353,986.60
X = 711,625.30
R = 3410.00
D = 1°40'49"
DELTA = 8°39'36"
L = 515.40
T = 258.19
C = 514.91
PC STA. = 712+65.83
Y = 353,875.93
X = 711,392.03
PT STA. = 717+81.23
Y = 354,131.13
X = 711,839.25
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

5

5

STA 720+40, LT
EXISTING P.E. (B.A.D.)



CURVE 11
PI STA. = 730+03.59
Y = 354,810.85
X = 712,855.19
R = 3640.00
D = 1°34'27"
DELTA = 10°17'03"
L = 653.35
T = 327.55
C = 652.47
PC STA. = 726+76.03
Y = 354,628.77
X = 712,582.90
PT STA. = 733+29.38
Y = 354,941.40
X = 713,155.61
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

CURVE 12
PI STA. = 740+85.22
Y = 355,242.63
X = 713,848.82
R = 4056.00
D = 1°24'45"
DELTA = 4°59'31"
L = 353.39
T = 176.81
C = 353.28
PC STA. = 739+08.41
Y = 355,172.16
X = 713,686.66
PT STA. = 742+61.80
Y = 355,326.94
X = 714,004.23
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 744+40, RT
EXISTING TRAIL (B.A.D.)

STA 744+40
THERMOPLASTIC TRAIL CROSSING REQ'D
SEE CONSTRUCTION DETAILS

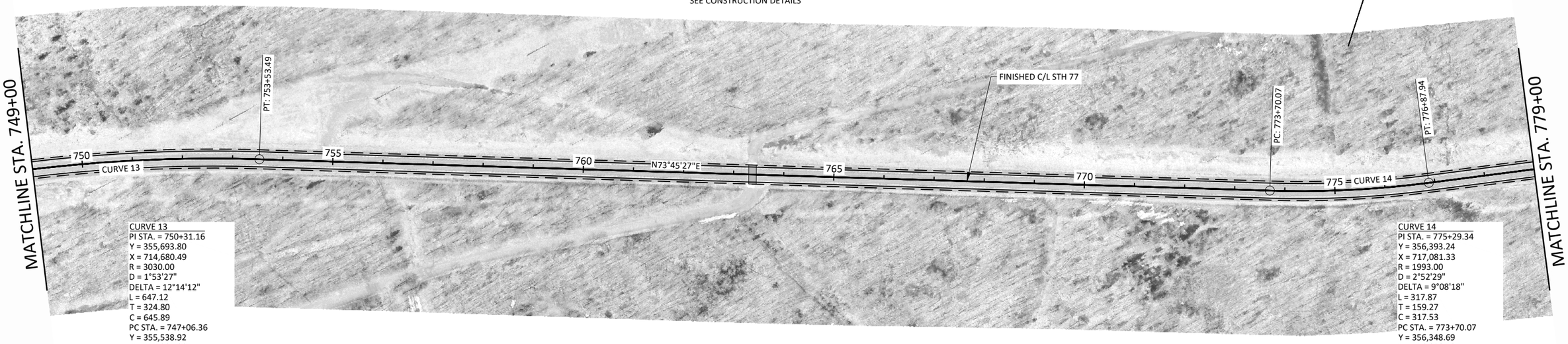
PROFILE TRANSITION AREA

PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 112	E

STA 749+90, LT
EXISTING F.E. (B.A.D.)

STA 763+40, LT
EXISTING TRAIL (ASPHALT)

STA 763+40
THERMOPLASTIC TRAIL CROSSING REQ'D
SEE CONSTRUCTION DETAILS



CURVE 13
PI STA. = 750+31.16
Y = 355,693.80
X = 714,680.49
R = 3030.00
D = 1°53'27"
DELTA = 12°14'12"
L = 647.12
T = 324.80
C = 645.89
PC STA. = 747+06.36
Y = 355,538.92
X = 714,395.00
PT STA. = 753+53.49
Y = 355,784.64
X = 714,992.33
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

CURVE 14
PI STA. = 775+29.34
Y = 356,393.24
X = 717,081.33
R = 1993.00
D = 2°52'29"
DELTA = 9°08'18"
L = 317.87
T = 159.27
C = 317.53
PC STA. = 773+70.07
Y = 356,348.69
X = 716,928.42
PT STA. = 776+87.94
Y = 356,461.50
X = 717,225.23
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 763+40, RT
EXISTING TRAIL (ASPHALT)

5

5

PROFILE TRANSITION AREA

CURVE 15
PI STA. = 785+82.92
Y = 356,848.38
X = 718,032.27
R = 3373.00
D = 1°41'55"
DELTA = 7°11'59"
L = 423.85
T = 212.20
C = 423.57
PC STA. = 783+70.72
Y = 356,755.43
X = 717,841.51
PT STA. = 787+94.57
Y = 356,964.51
X = 718,209.88
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 796+40, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 797+70, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 801+45, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 803+20, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 805+85, LT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 808+45, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 797+50, LT
NO PARKING SIGN
REQ'D

STA 798+10, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 801+50, LT
NO PARKING SIGN
REQ'D

STA 803+75, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 806+25, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 808+50, LT
NO PARKING SIGN
REQ'D

STA 797+50, RT
NO PARKING SIGN
REQ'D

CURVE 16
PI STA. = 797+83.16
Y = 357,505.50
X = 719,037.31
R = 5381.00
D = 1°03'53"
DELTA = 4°18'09"
L = 404.07
T = 202.13
C = 403.97
PC STA. = 795+81.03
Y = 357,394.89
X = 718,868.13
PT STA. = 799+85.10
Y = 357,603.11
X = 719,214.31
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 801+50, RT
NO PARKING SIGN
REQ'D

STA 797+35, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 805+00, RT
NO PARKING SIGN
REQ'D

STA 801+10, RT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 804+35, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 805+45, RT
EXISTING P.E. (CONCRETE)
TO REMAIN

STA 808+50, RT
NO PARKING SIGN
REQ'D

STA 802+20, RT
EXISTING P.E. (B.A.D.)
TO REMAIN

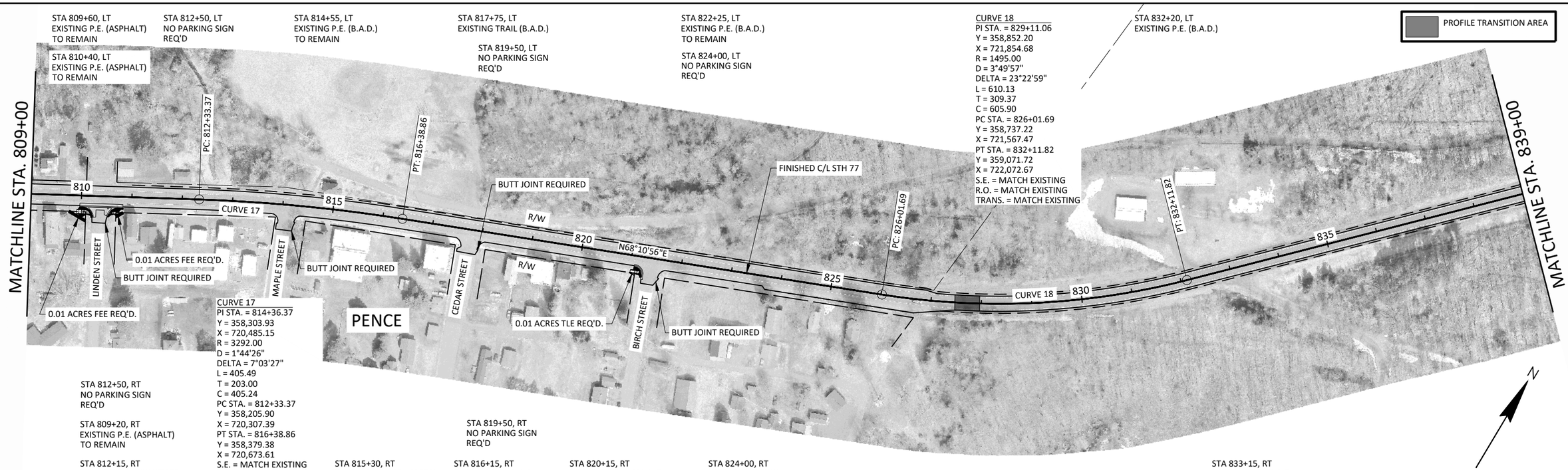
STA 804+60, RT
EXISTING P.E. (B.A.D.)
TO REMAIN

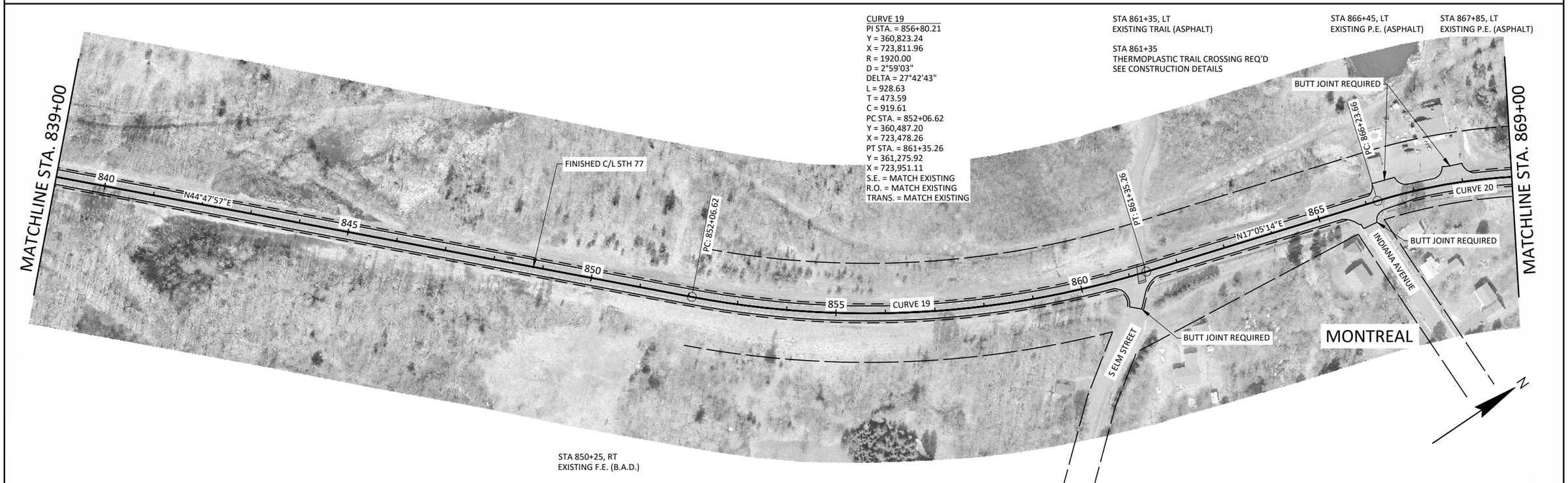
STA 805+90, RT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 808+75, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 781+00, RT
EXISTING P.E. (B.A.D.)

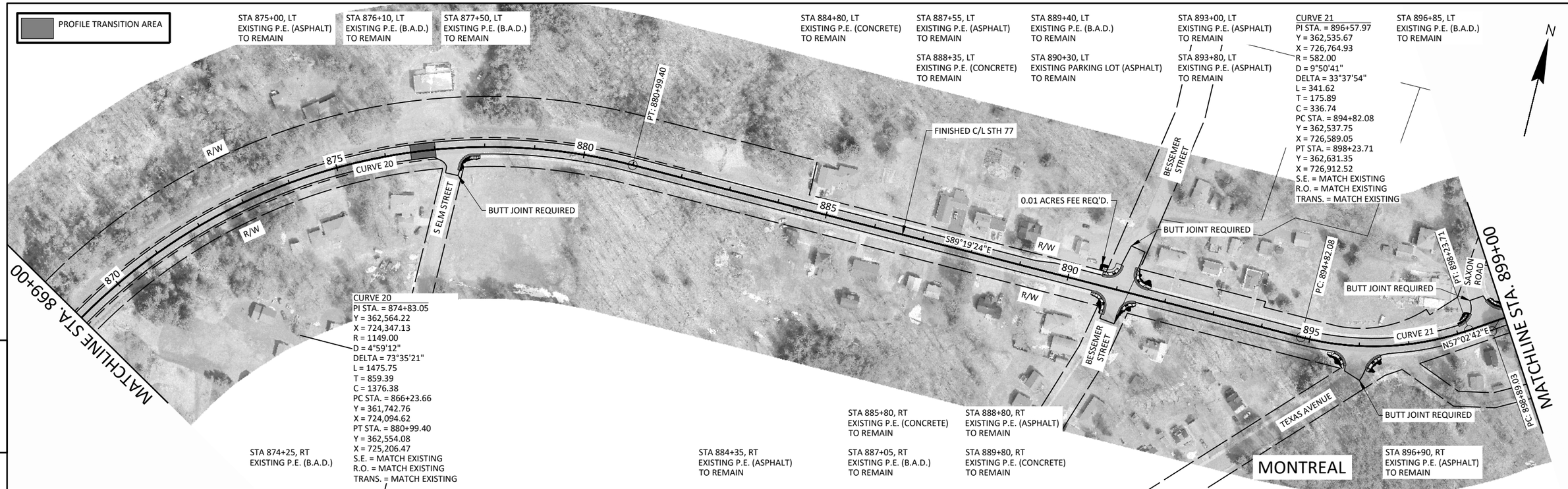
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 113	E

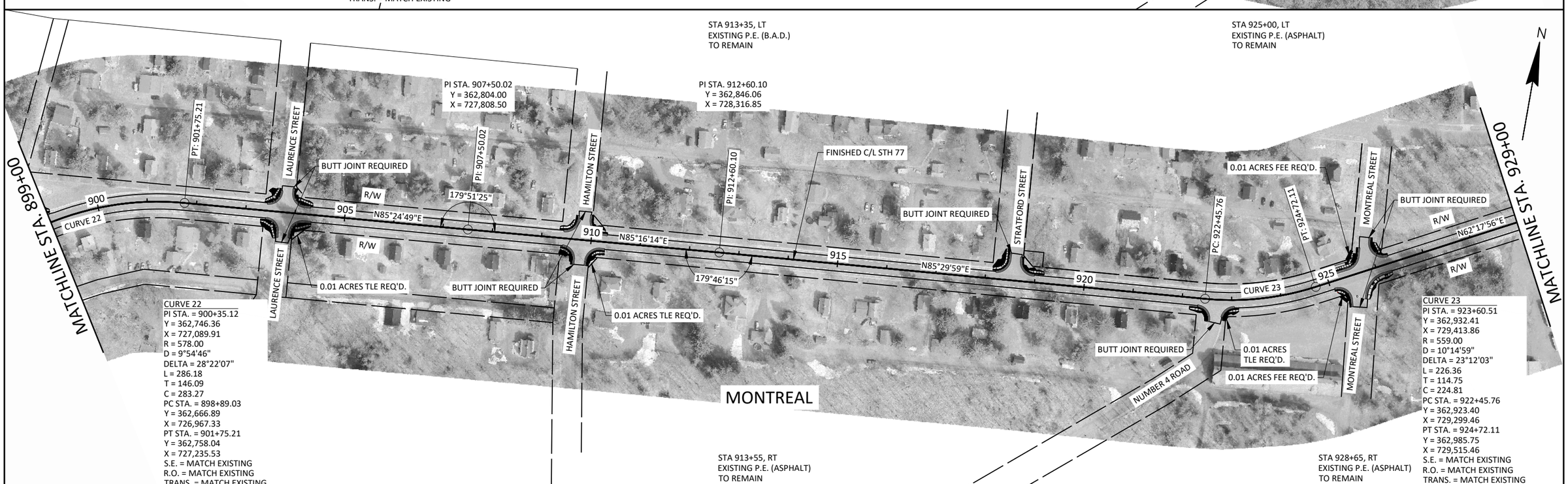




PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 114	E

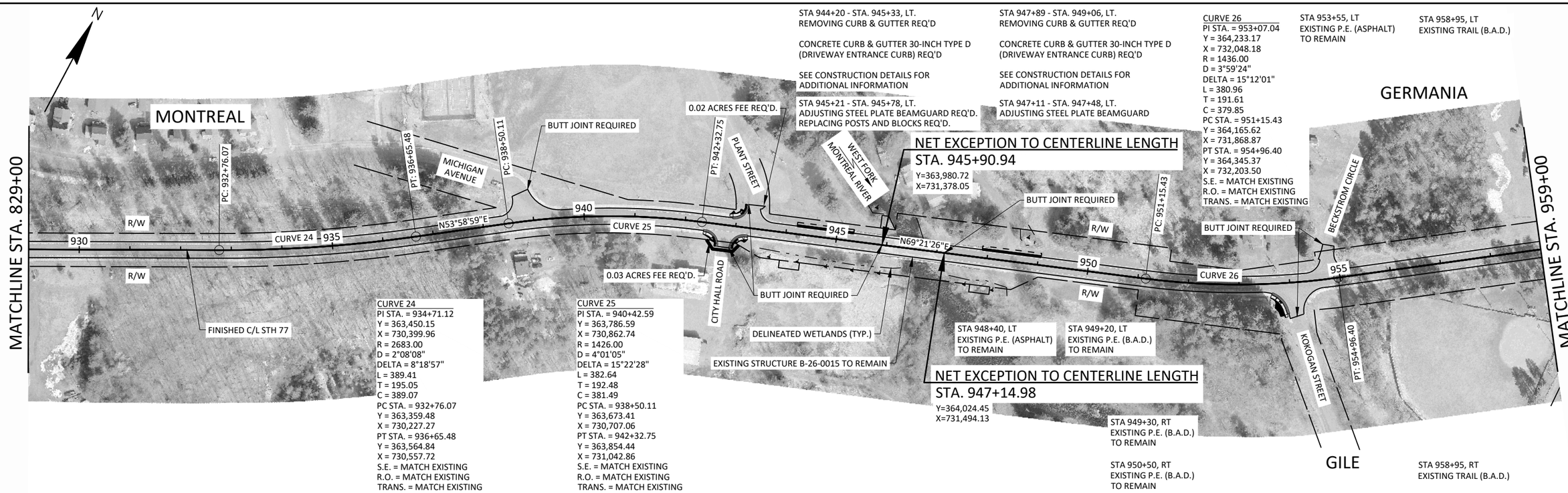
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_PLAN DETAILS.DWG PLOT DATE : 10/9/2025 8:33:29 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : SHEET - (8)

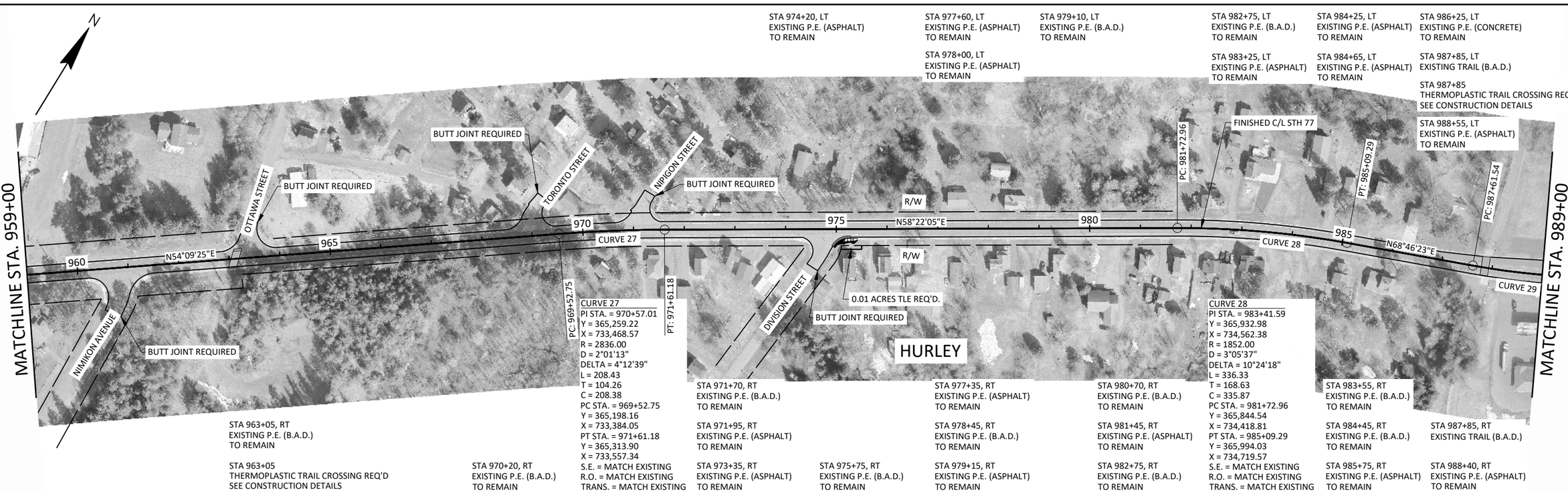




PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 115	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\SHEETSPLAN\DETAILS\W11663_PLAN DETAILS.DWG PLOT DATE : 10/9/2025 8:34:22 AM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : SHEET - (9)





PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	PLAN	SHEET 116	E

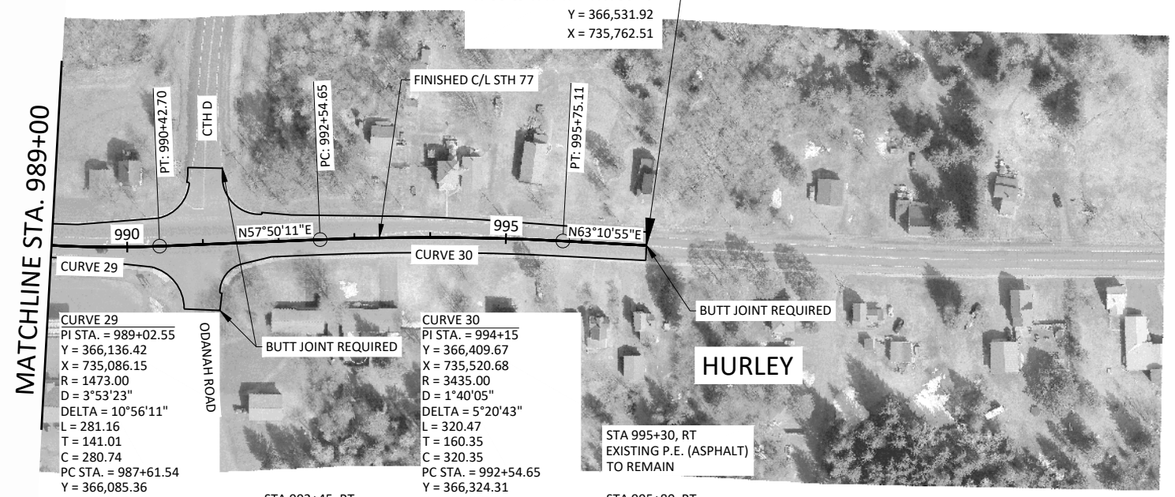
STA 991+05, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 993+70, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

STA 994+40, LT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 995+15, LT
EXISTING P.E. (B.A.D.)
TO REMAIN

END PROJECT
STA. 996+85.74
Y = 366,531.92
X = 735,762.51



CURVE 29
PI STA. = 989+02.55
Y = 366,136.42
X = 735,086.15
R = 1473.00
D = 3°53'23"
DELTA = 10°56'11"
L = 281.16
T = 141.01
C = 280.74
PC STA. = 987+61.54
Y = 366,085.36
X = 734,954.70
PT STA. = 990+42.70
Y = 366,211.48
X = 735,205.52
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 992+45, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 993+40, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

CURVE 30
PI STA. = 994+15
Y = 366,409.67
X = 735,520.68
R = 3435.00
D = 1°40'05"
DELTA = 5°20'43"
L = 320.47
T = 160.35
C = 320.35
PC STA. = 992+54.65
Y = 366,324.31
X = 735,384.94
PT STA. = 995+75.11
Y = 366,482.01
X = 735,663.78
S.E. = MATCH EXISTING
R.O. = MATCH EXISTING
TRANS. = MATCH EXISTING

STA 995+30, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 995+80, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

STA 996+60, RT
EXISTING P.E. (ASPHALT)
TO REMAIN

5

5

Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION

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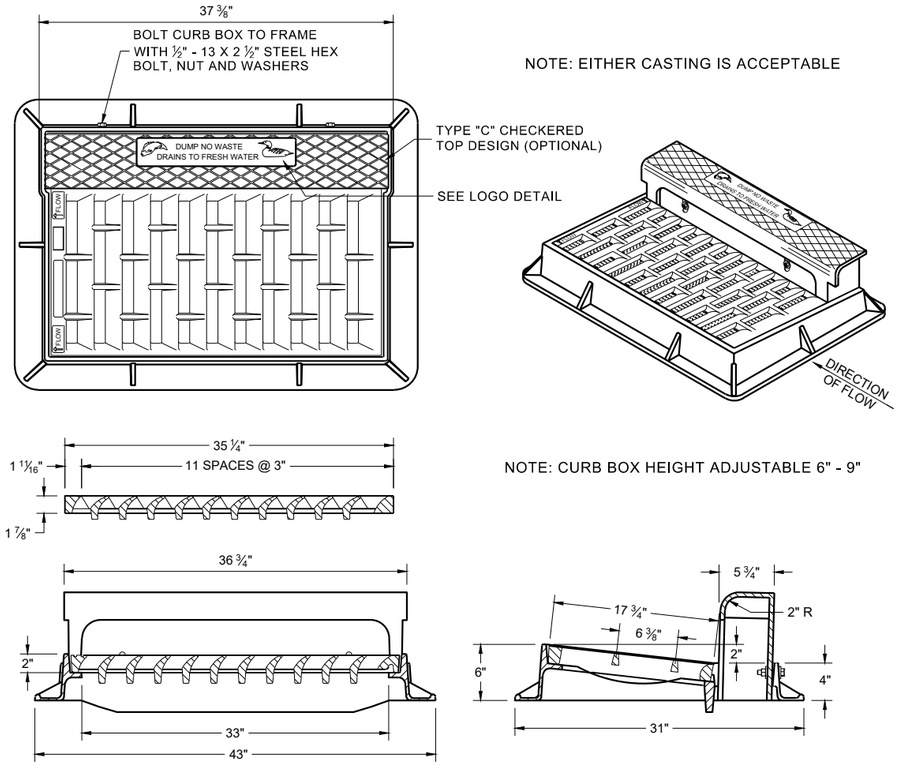
GENERAL NOTES

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

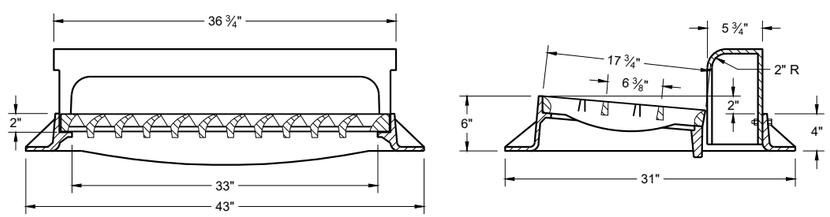
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



NOTE: EITHER CASTING IS ACCEPTABLE

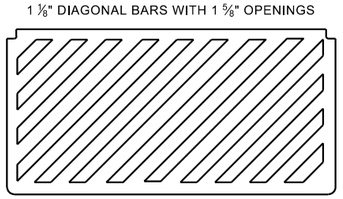
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

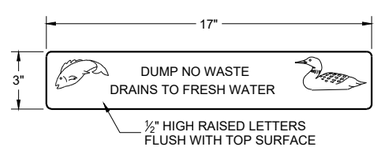
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



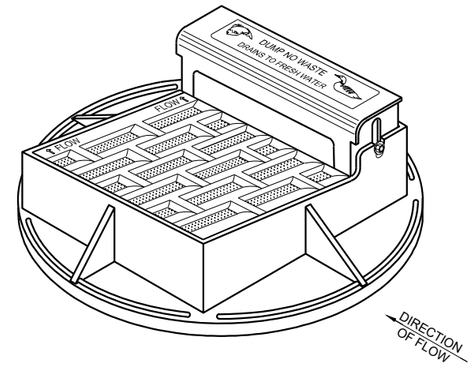
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

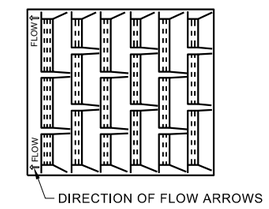


LOGO DETAIL

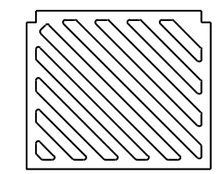


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



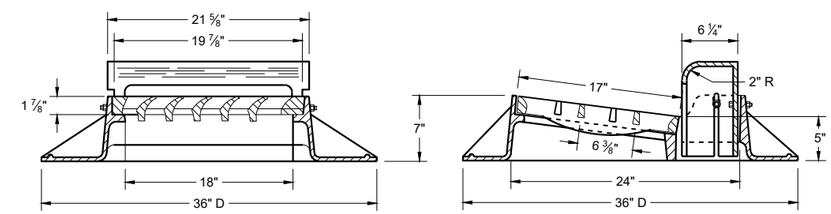
1" DIAGONAL BARS WITH 1 ½" OPENINGS



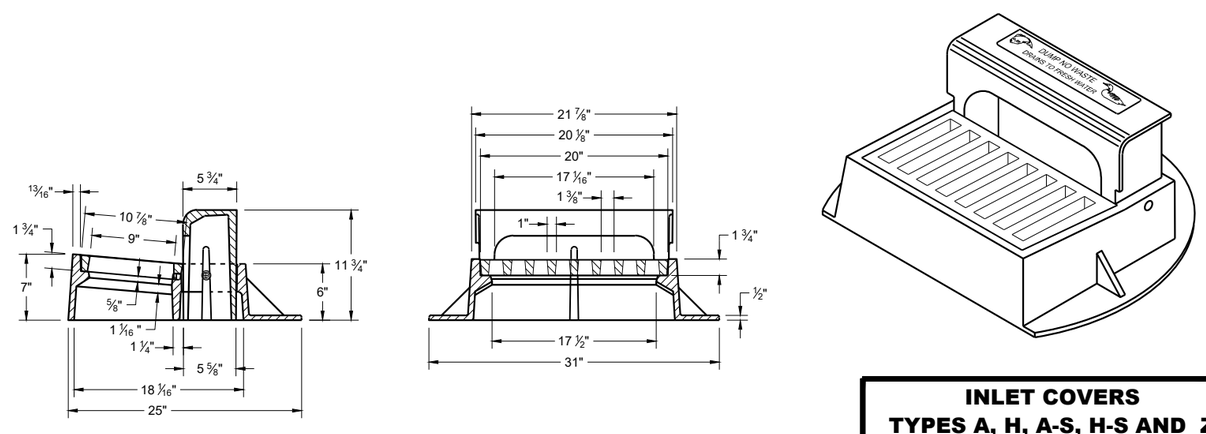
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



TYPE "Z"

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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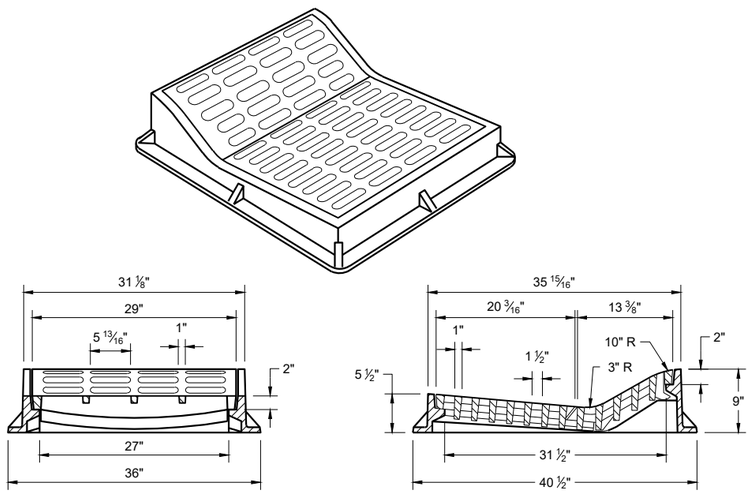
SDD 08A05-22a

GENERAL NOTES

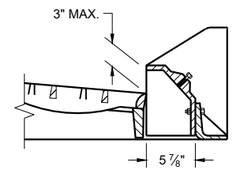
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

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

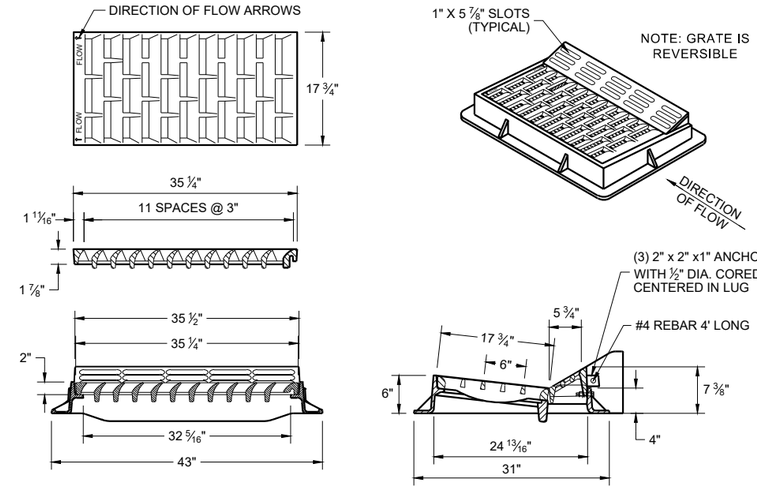


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

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

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

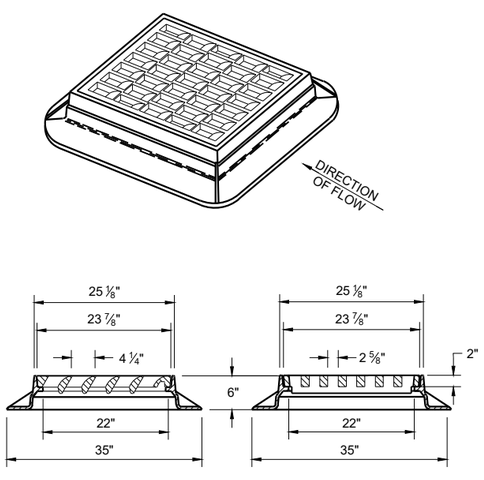


TYPE "HM"

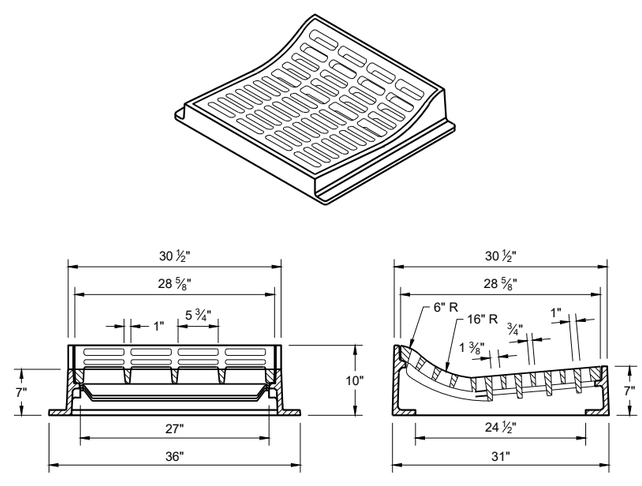
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

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

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



TYPE "S"



TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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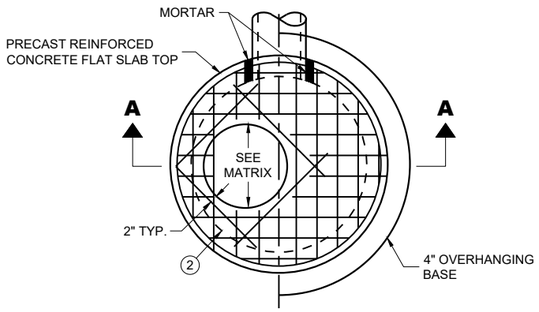
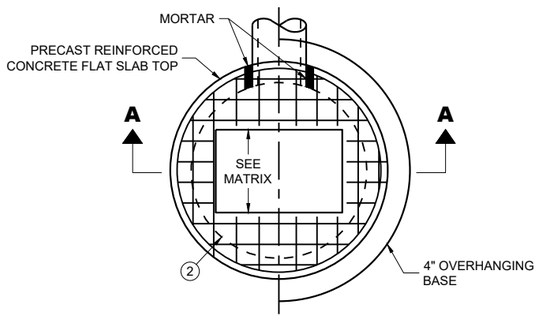
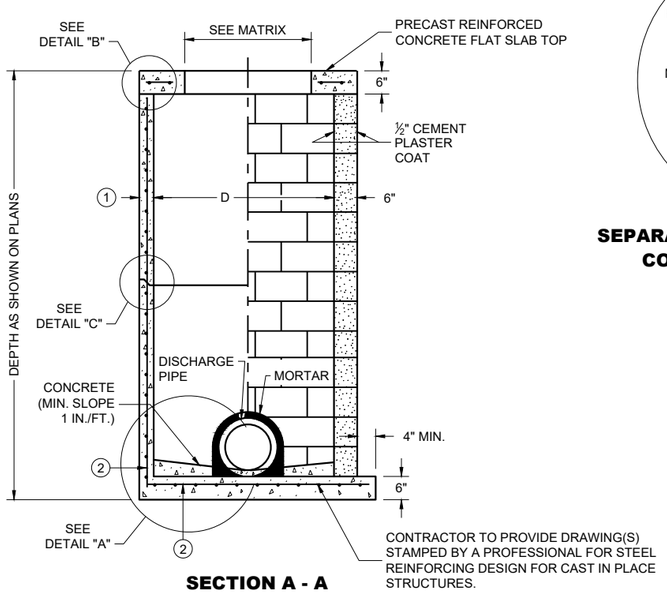
SDD 08A05-22c



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

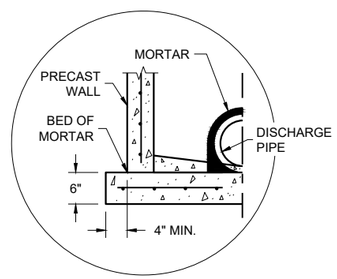
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

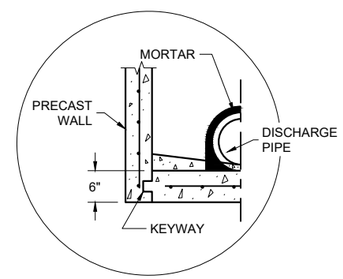
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

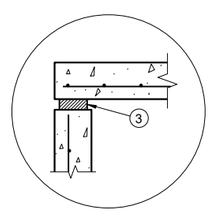


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

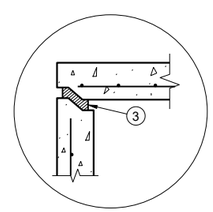


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

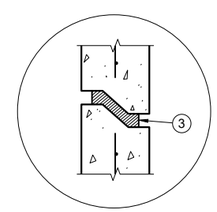
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

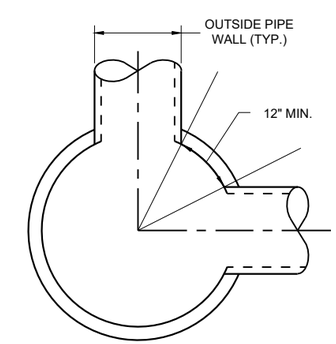
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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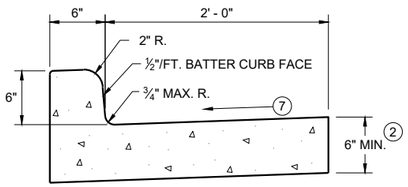
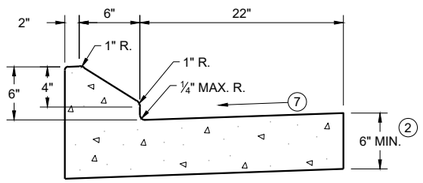
SDD 08C06-03

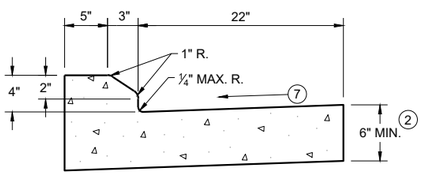
SDD 08C06-03



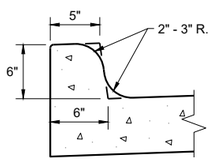
TYPES A (1) & D



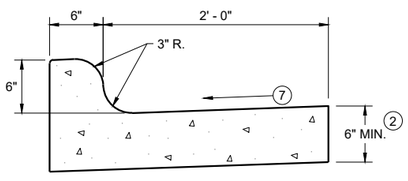
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

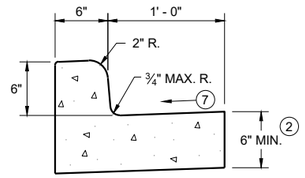


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



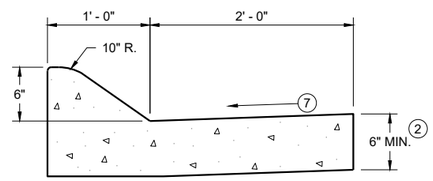
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

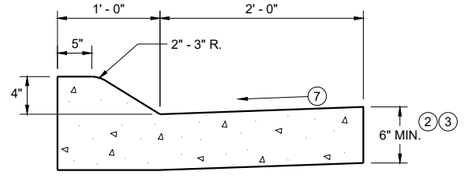


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

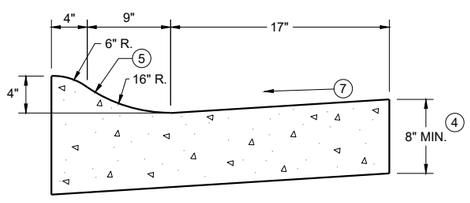


6" SLOPED CURB TYPES A (1) & D



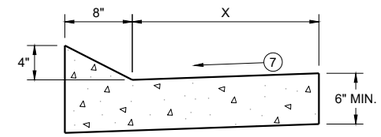
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

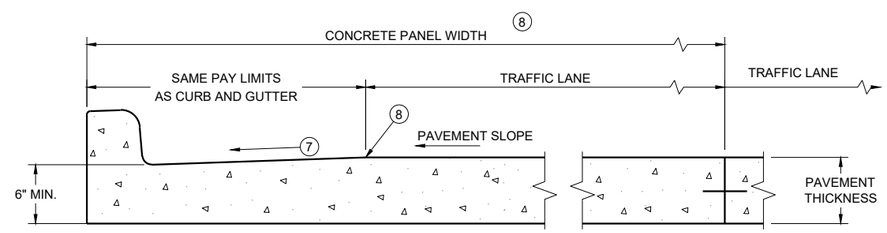


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

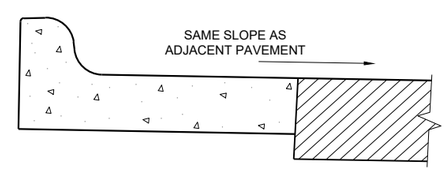
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

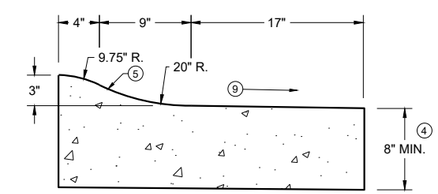
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



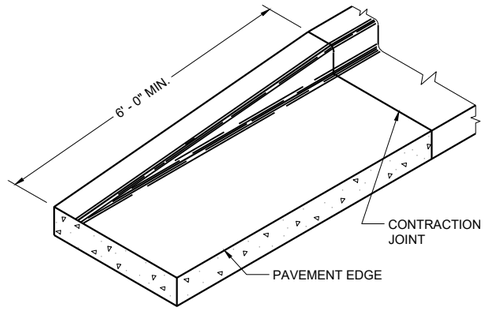
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

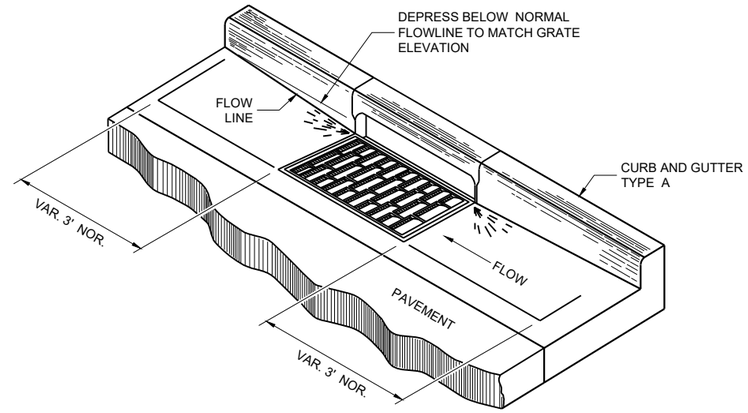
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01-24a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

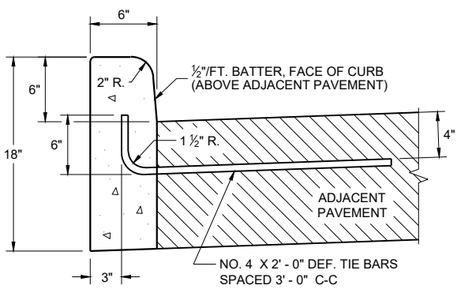
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

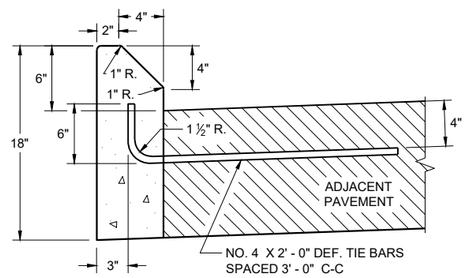
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

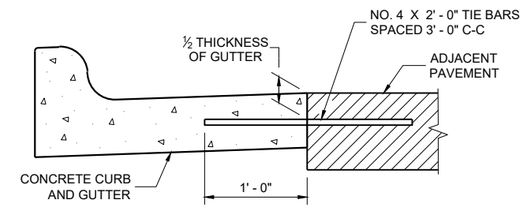


TYPES A (1) & D

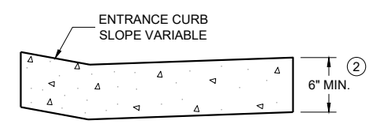


TYPES G (1) & J

CONCRETE CURB

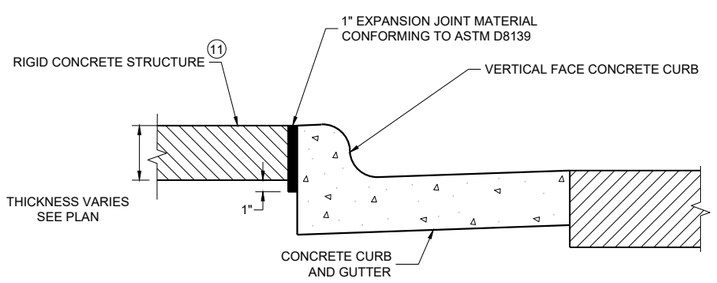


TYPICAL TIE BAR LOCATION (1)

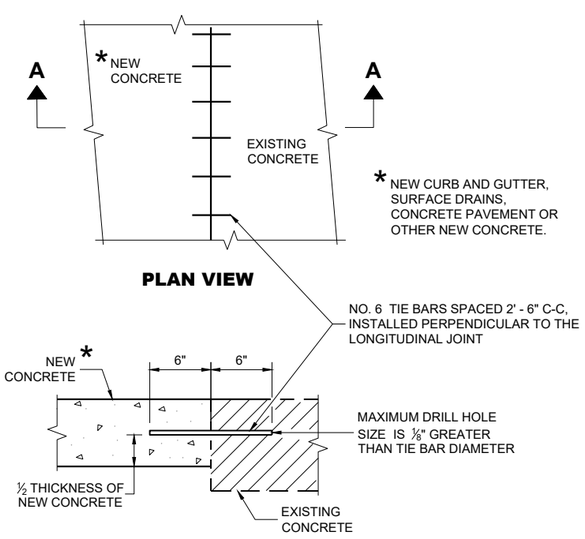


DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW

SECTION A - A

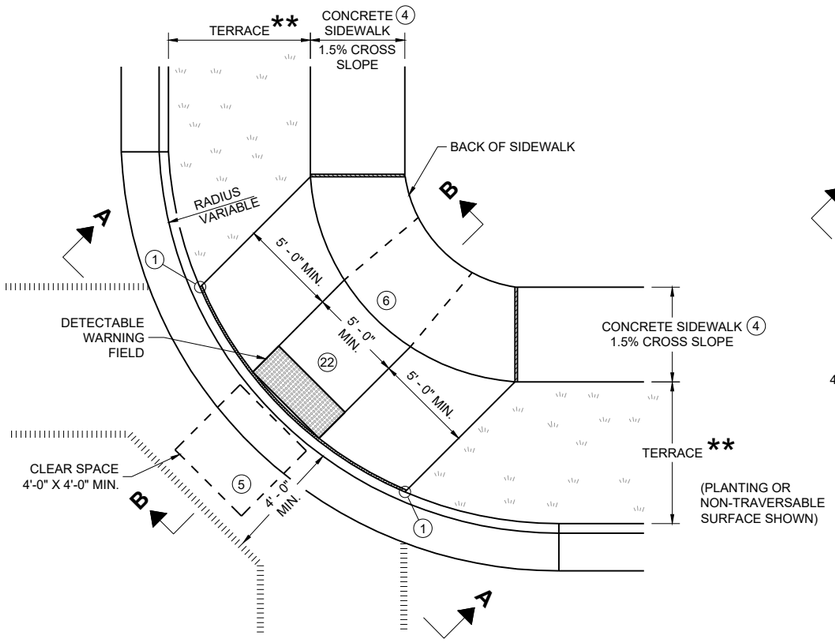
TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

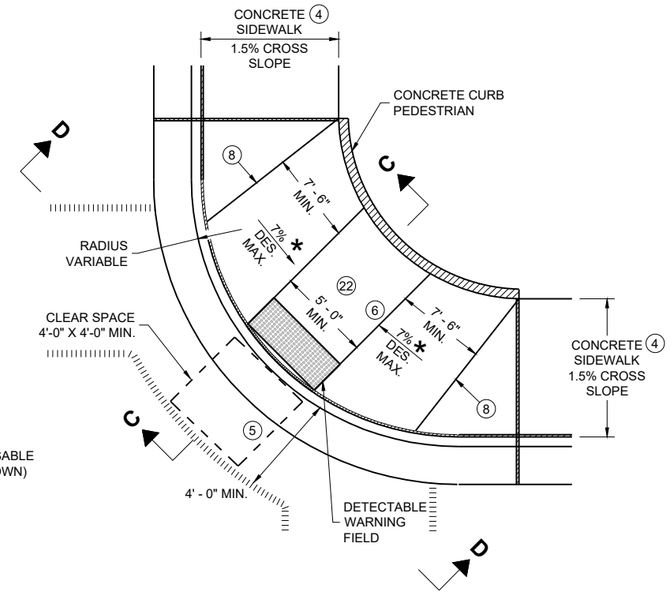
FHWA



PLAN VIEW

CURB RAMP TYPE 1

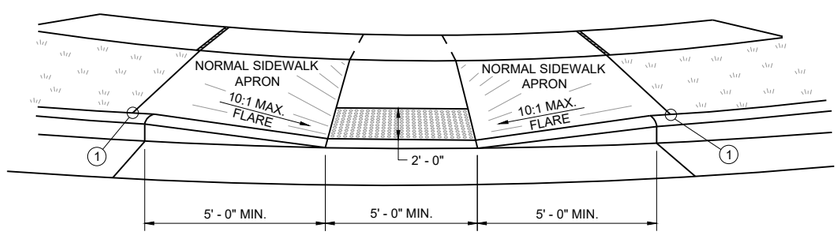
(CENTER OF CORNER RADIUS)



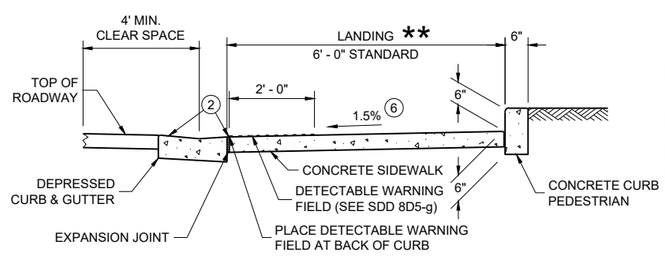
PLAN VIEW

CURB RAMP TYPE 1 - A

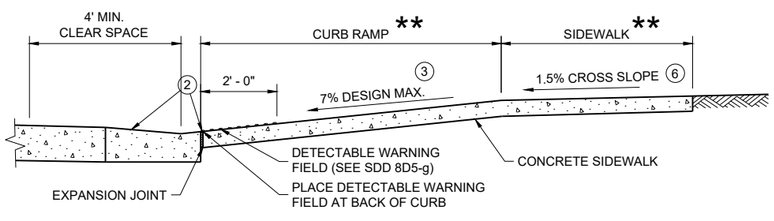
(NO TERRACE)



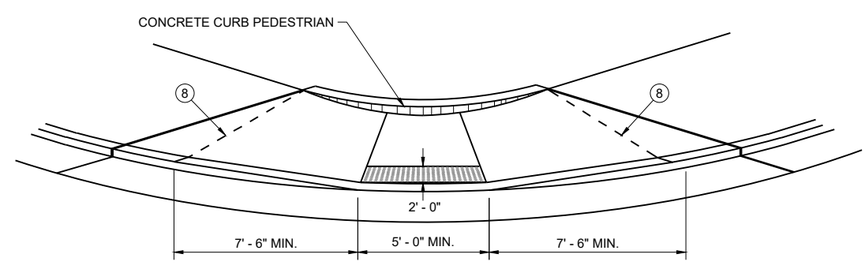
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

3. MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

4. ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

5. PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

6. PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

17. A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

22. THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

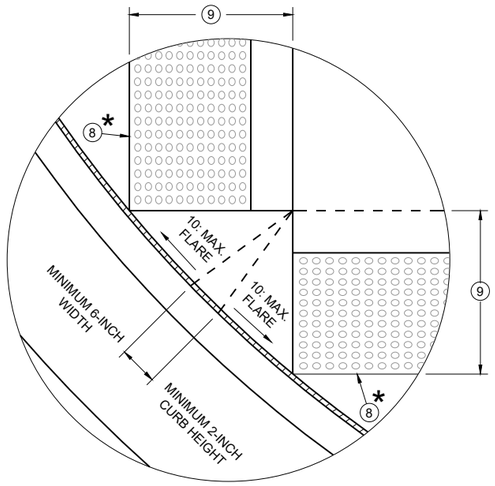
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

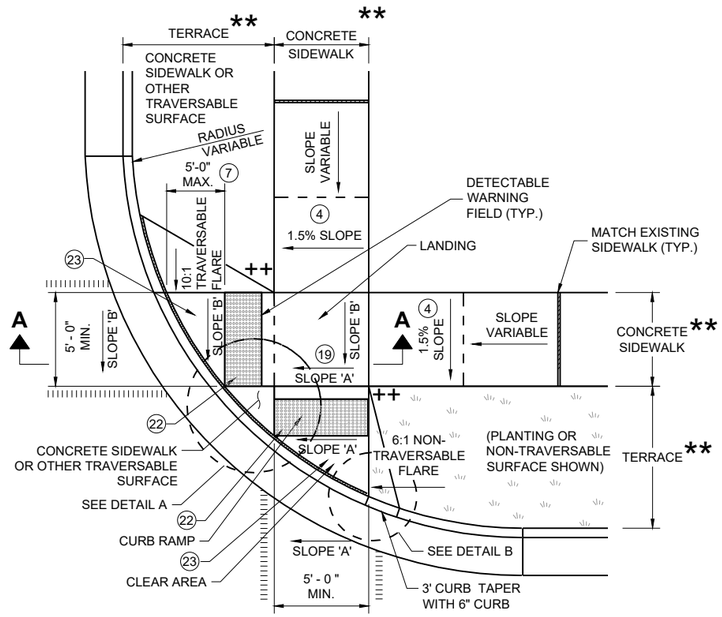
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05-22a



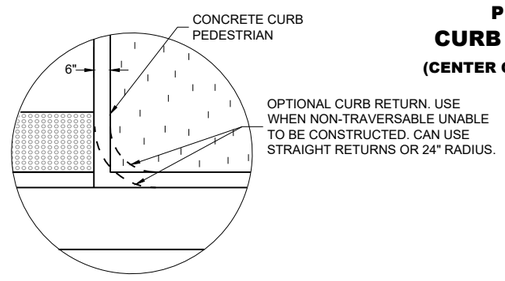
DETAIL A



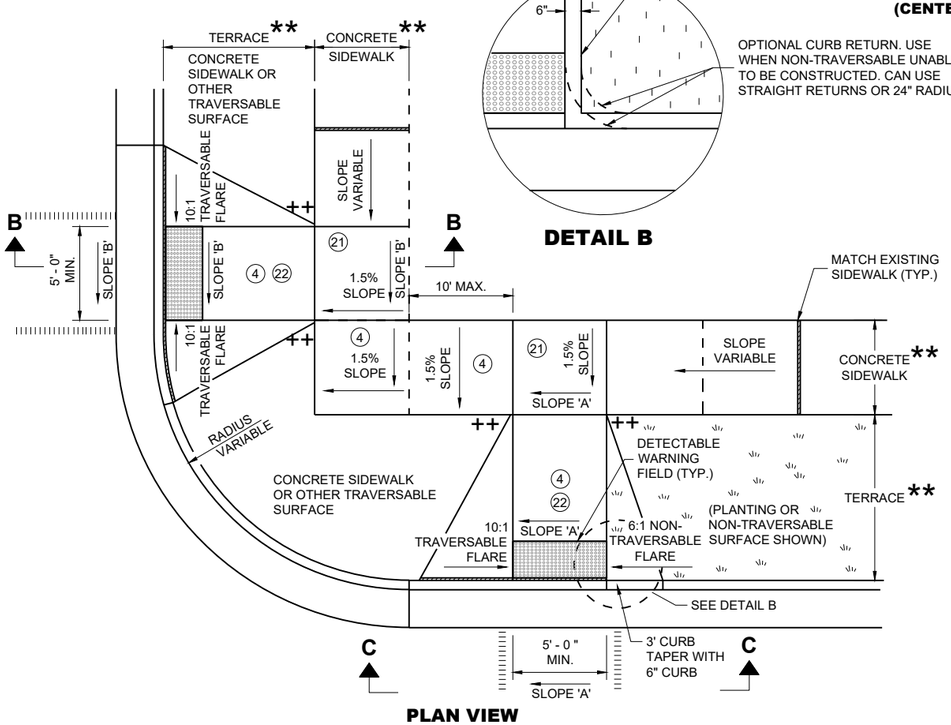
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

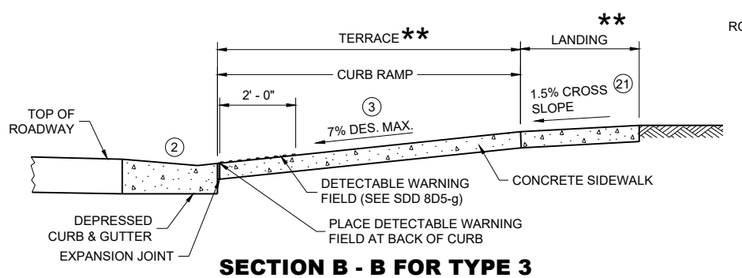
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

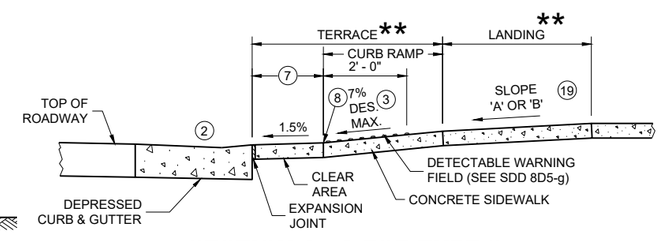
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

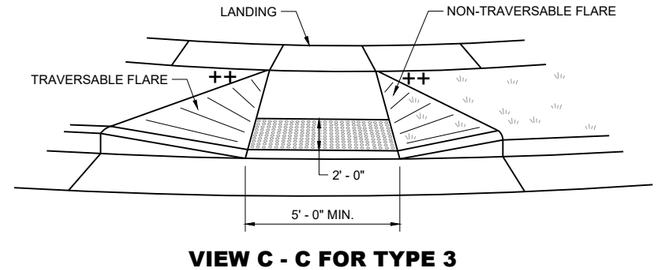
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



SECTION A - A FOR TYPE 2



VIEW C - C FOR TYPE 3

LEGEND

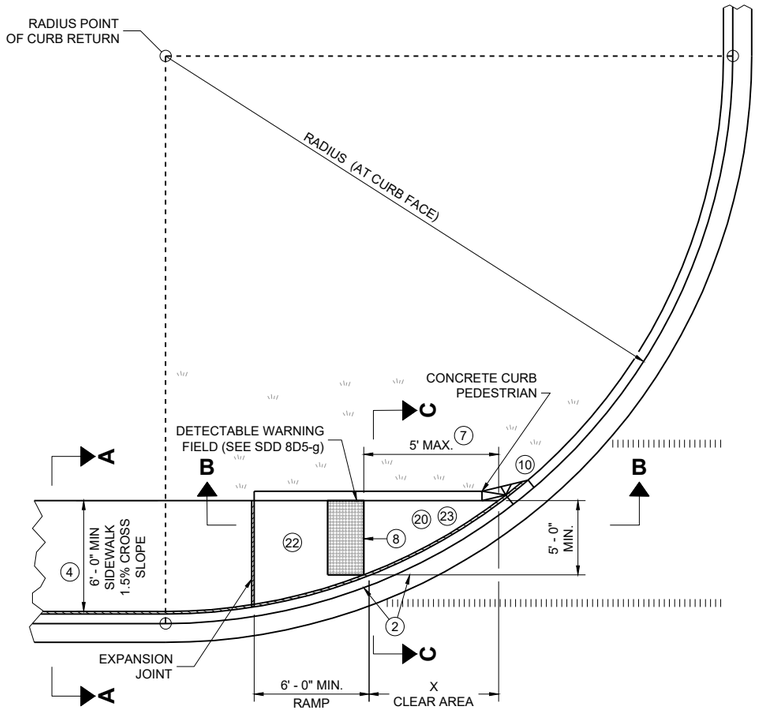
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
|||||||||||	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05-22b



PLAN VIEW

CURB RAMP TYPE 4A

LEGEND

½" EXPANSION JOINT SIDEWALK

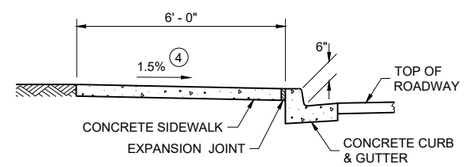
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

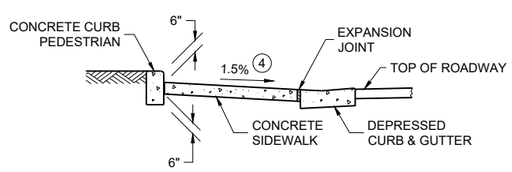
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

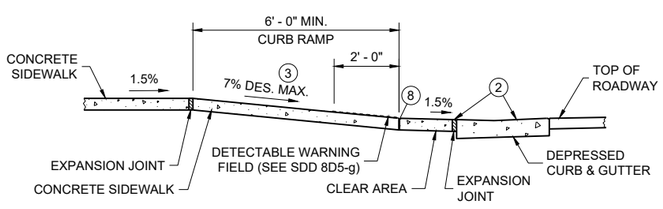
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

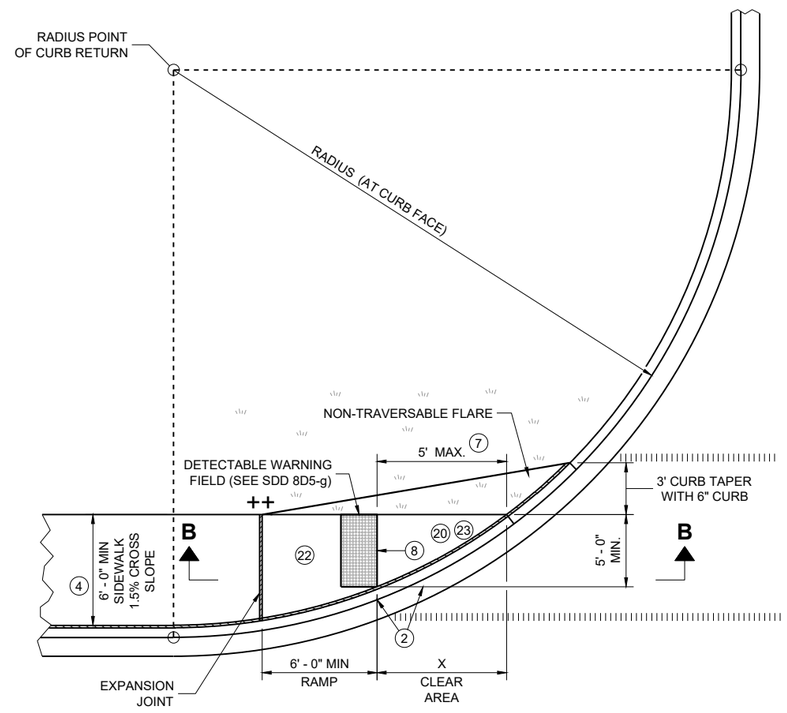
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION C - C FOR TYPE 4A

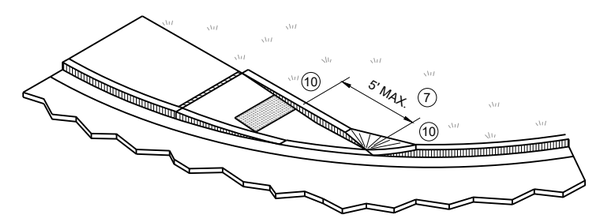


SECTION B - B FOR TYPE 4A AND TYPE 4A1

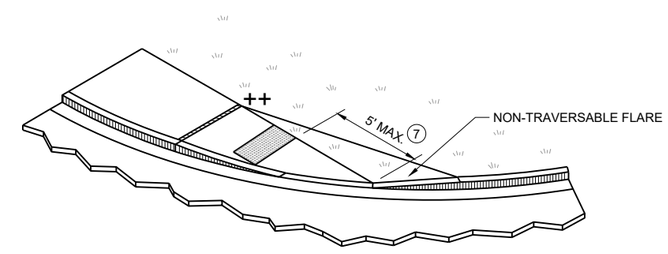


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-22c

SDD 08D05-22c

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

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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

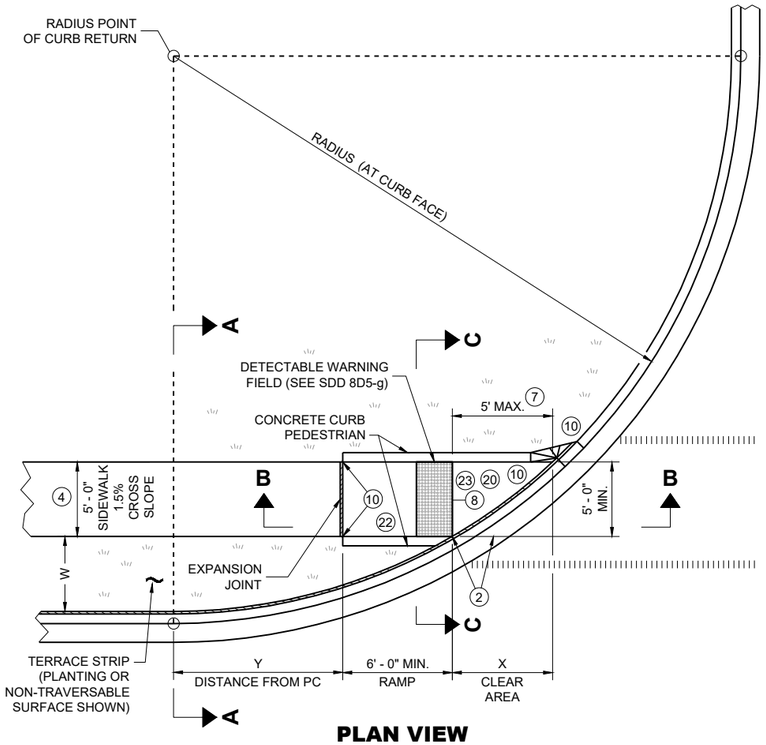
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

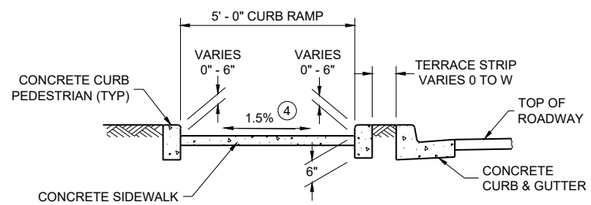
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

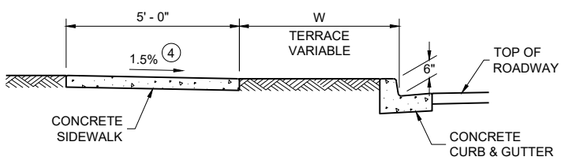
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



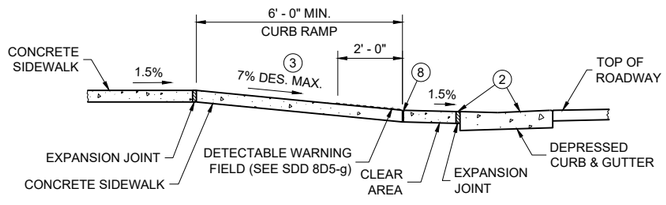
PLAN VIEW
CURB RAMP TYPE 4B



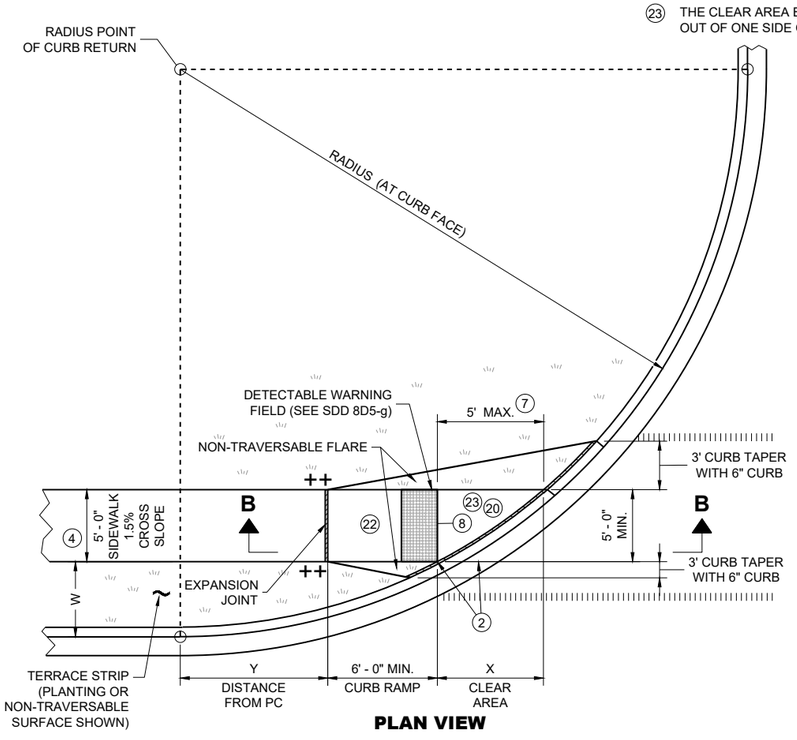
SECTION C - C FOR TYPE 4B



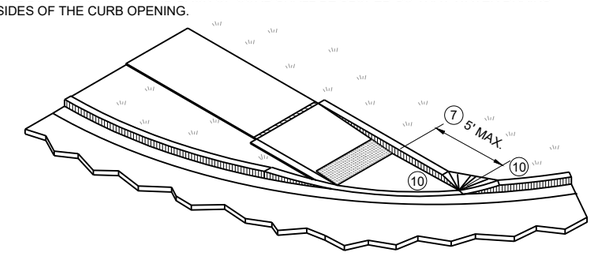
SECTION A - A FOR TYPE 4B



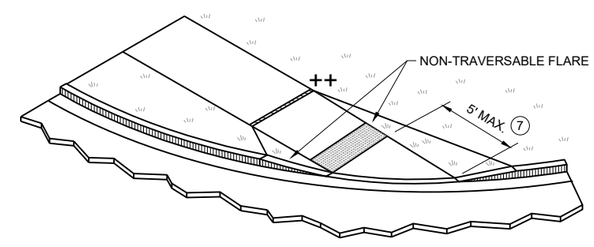
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



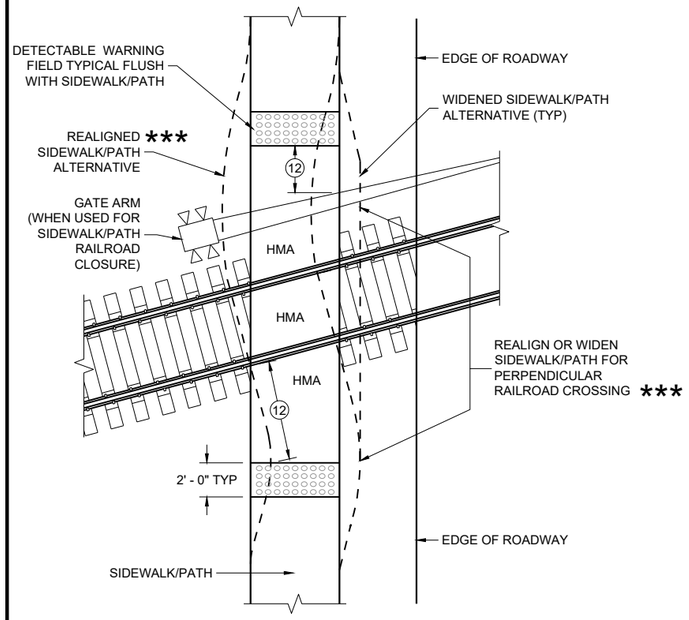
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

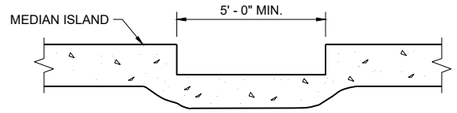
6

SDD 08D05-22d

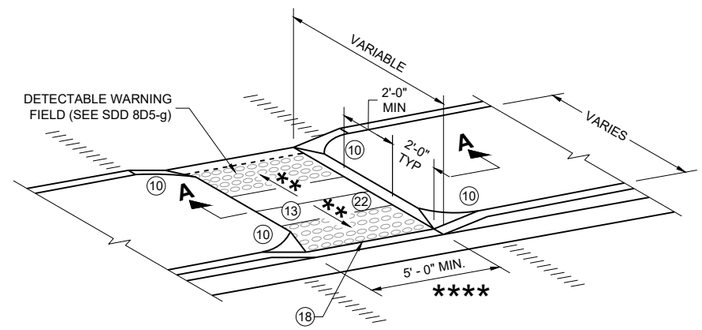


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS

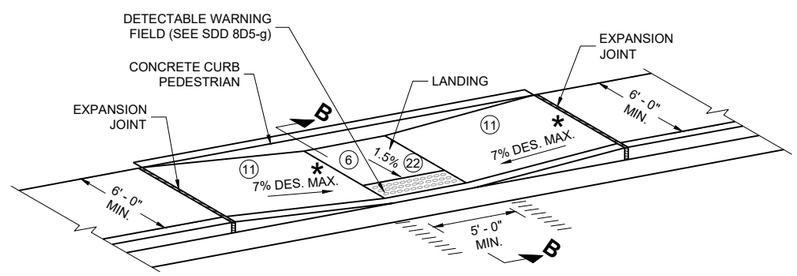


SECTION A - A FOR TYPE 5



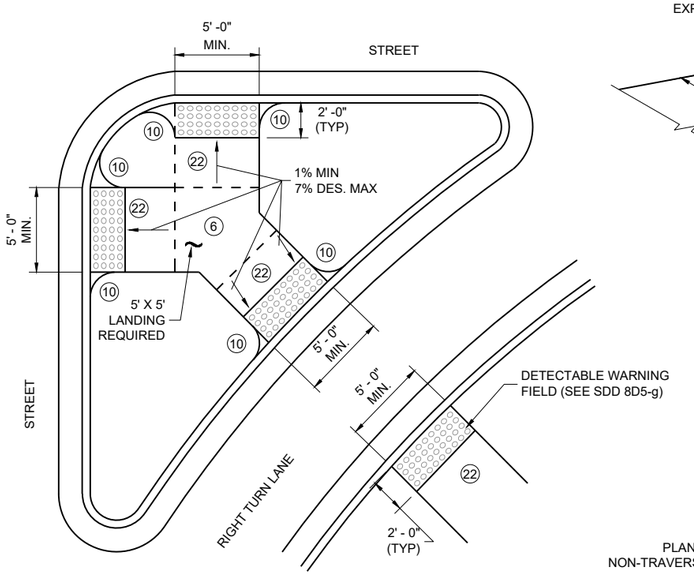
CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A

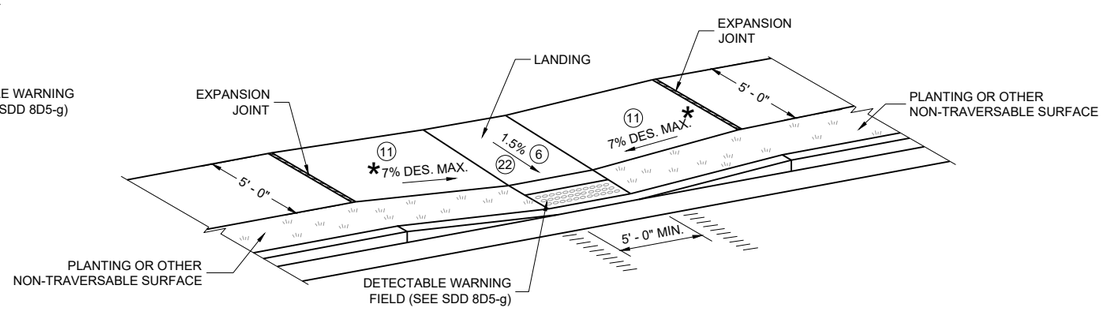
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

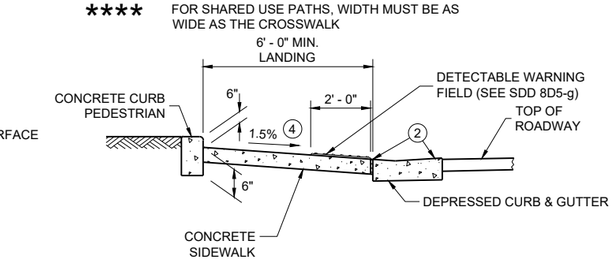
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK



SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

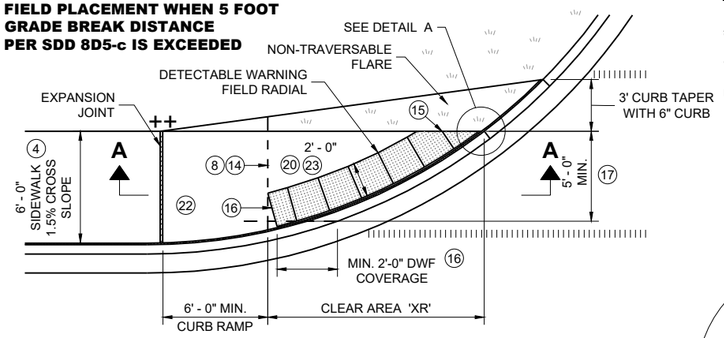
6

6

SDD 08D05-22e

SDD 08D05-22e

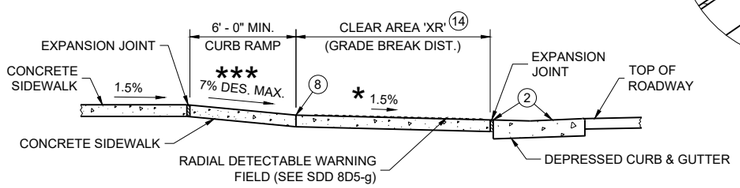
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

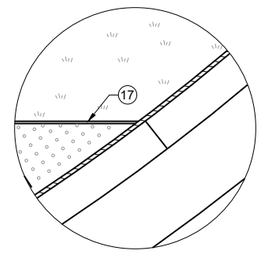
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



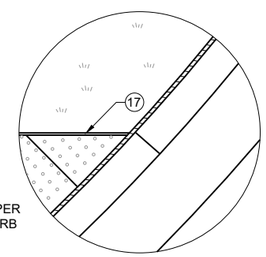
SECTION A - A FOR TYPE 4A1

LEGEND

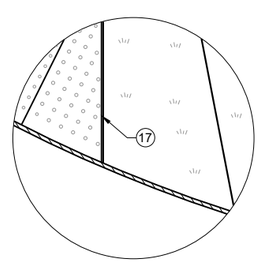
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

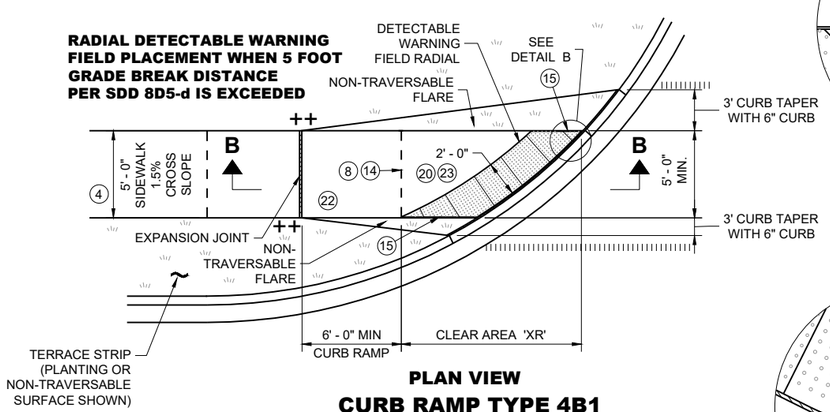
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

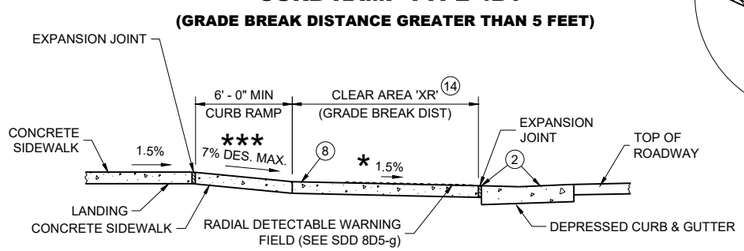
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

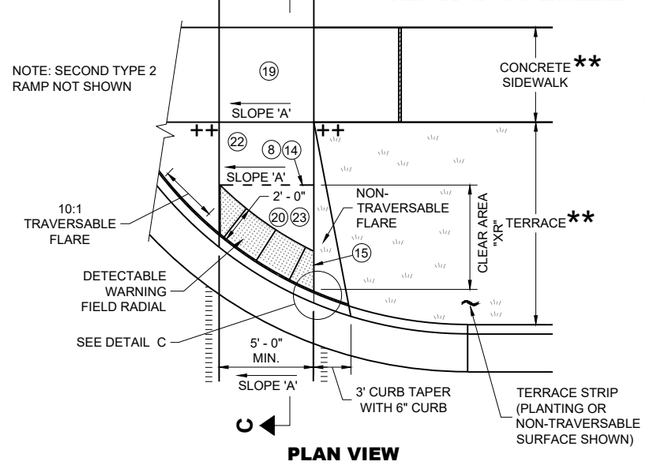
CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

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

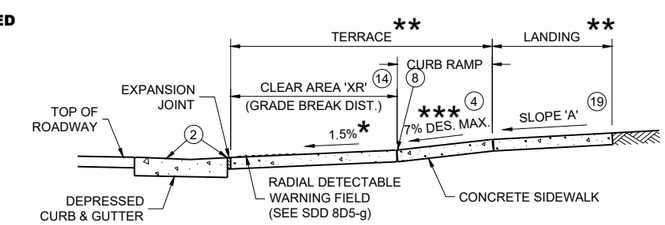


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

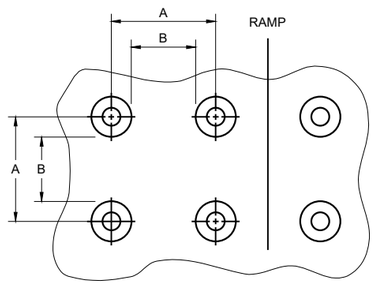
6

SDD 08D05-22f

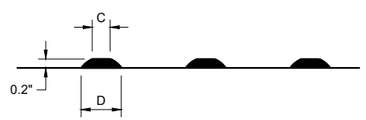
SDD 08D05-22f

	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.

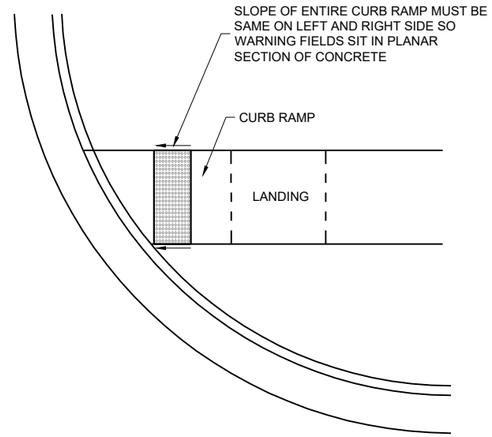


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

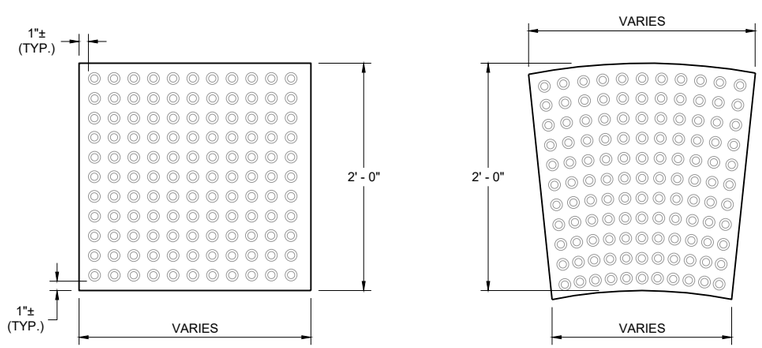
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

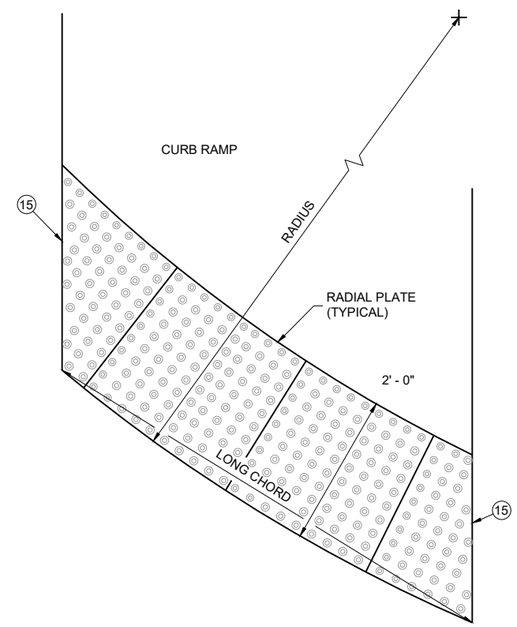
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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

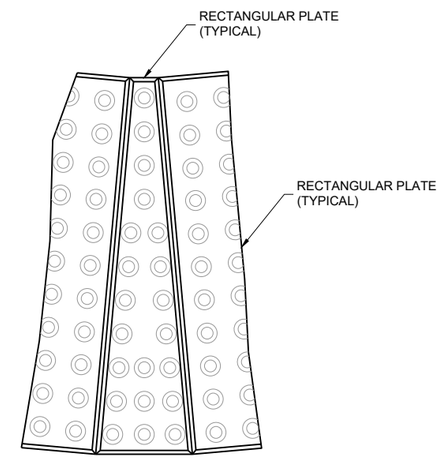


RECTANGULAR PLATES **RADIAL PLATES**

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

6

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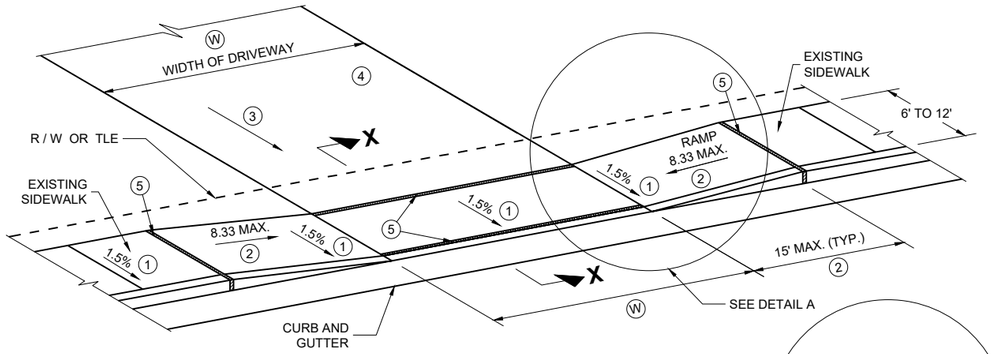
SDD 08D05-22g

SDD 08D05-22g

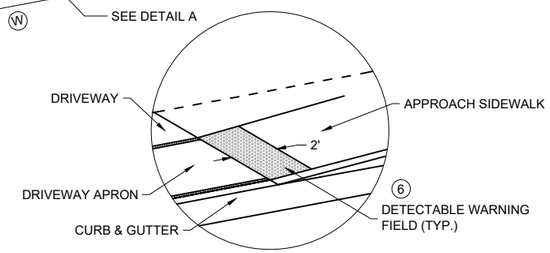
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

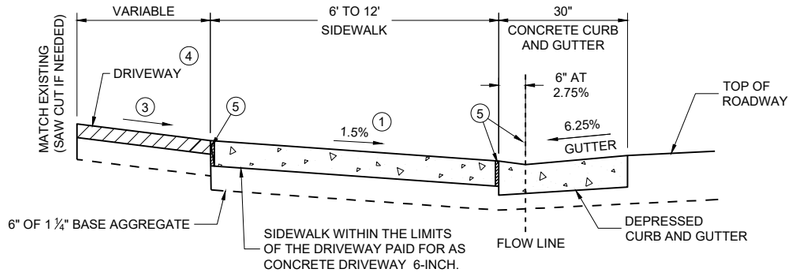
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>
FHWA



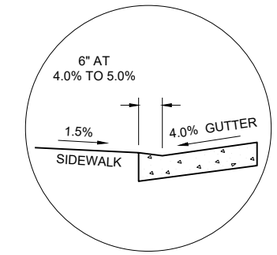
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



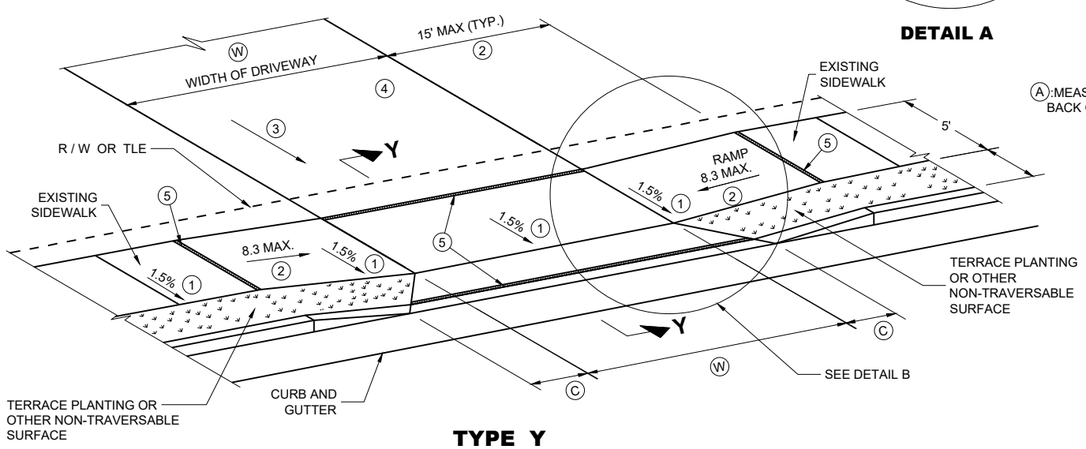
SECTION X - X
4% GUTTER SLOPE

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

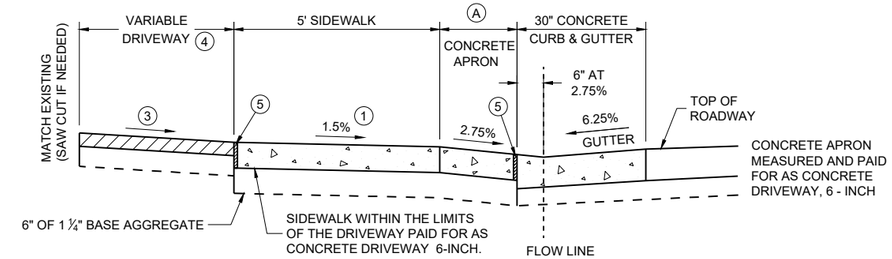
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

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

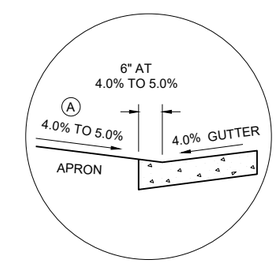


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

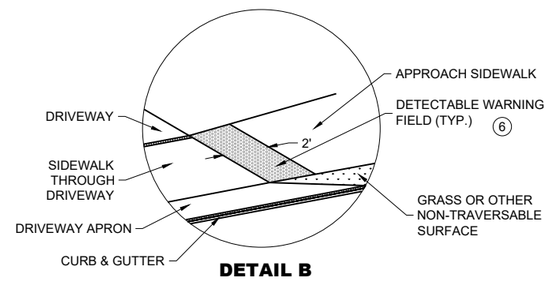
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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) 1/2" EXPANSION JOINT FILLER

(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE
FHWA

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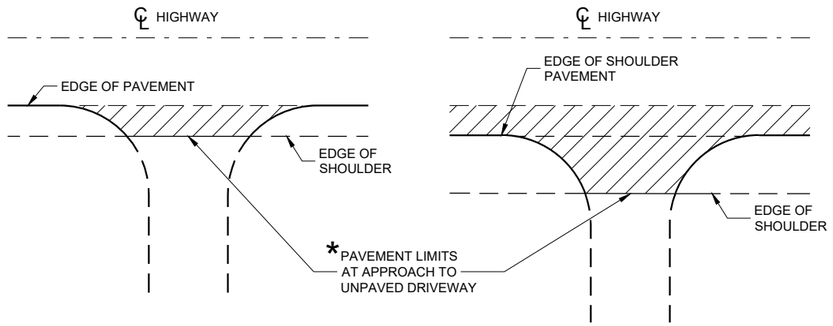
SDD 08D18-05

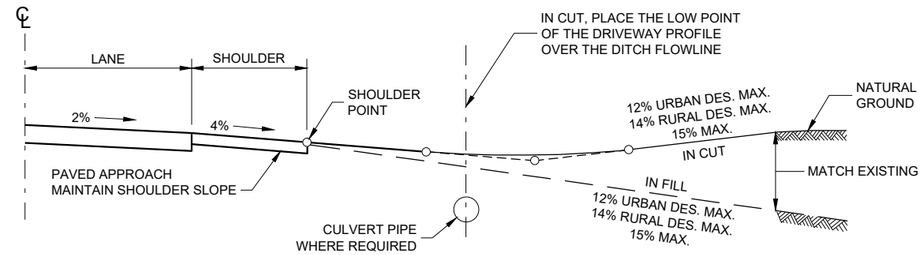


* WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

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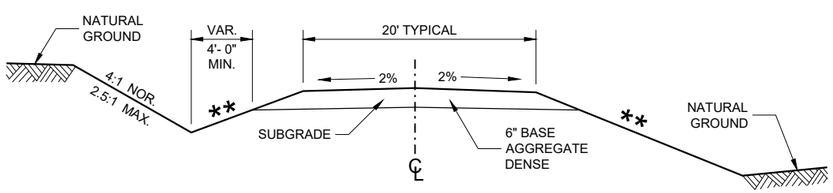
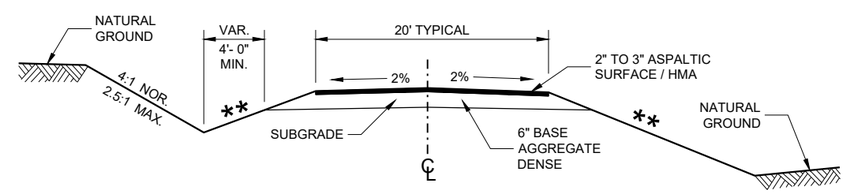


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

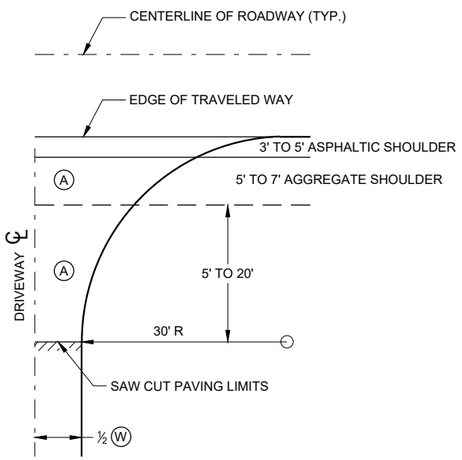
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

SDD 08D21 - 01

GENERAL NOTES

1. DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.

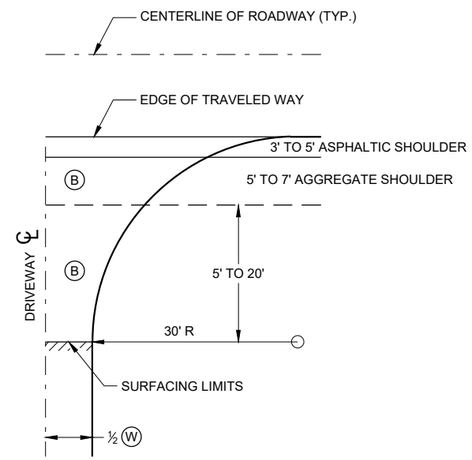


PLAN VIEW

A : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

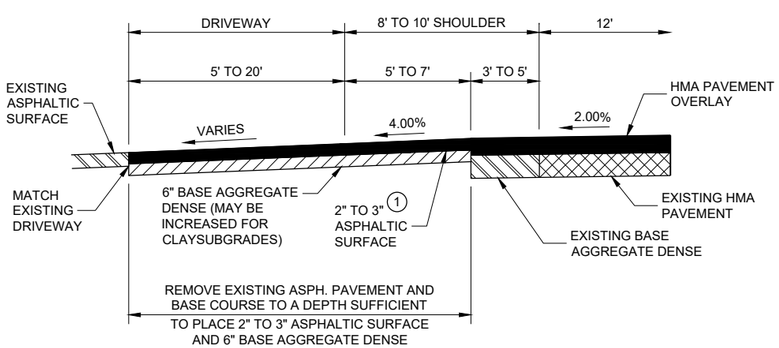
B : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

W : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



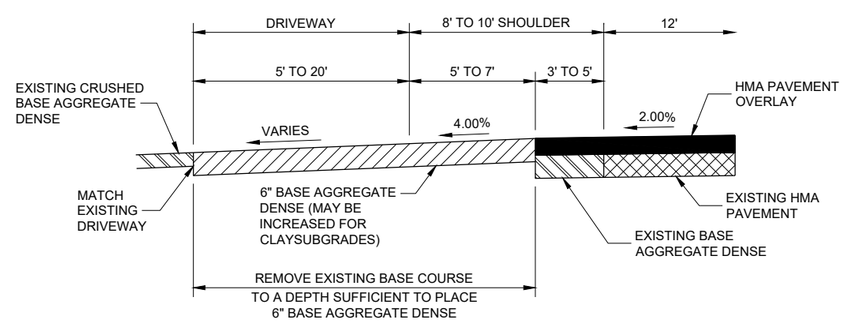
PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS

PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE RESURFACING PROJECTS

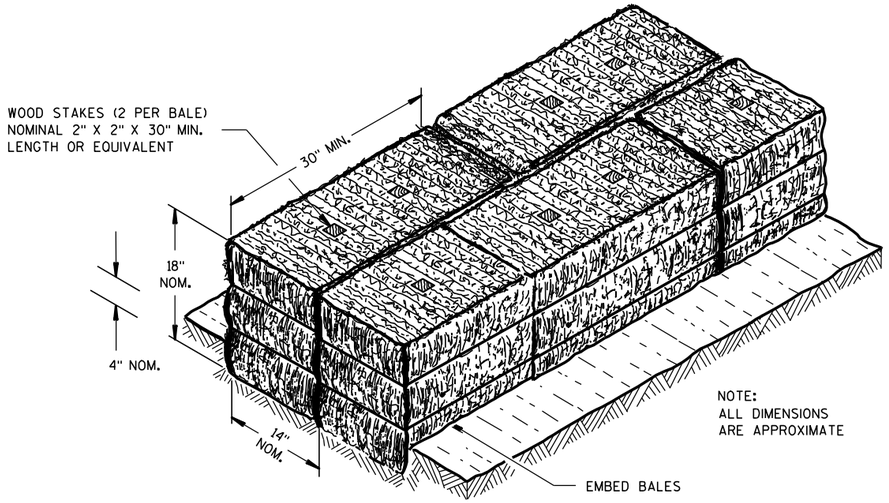
DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

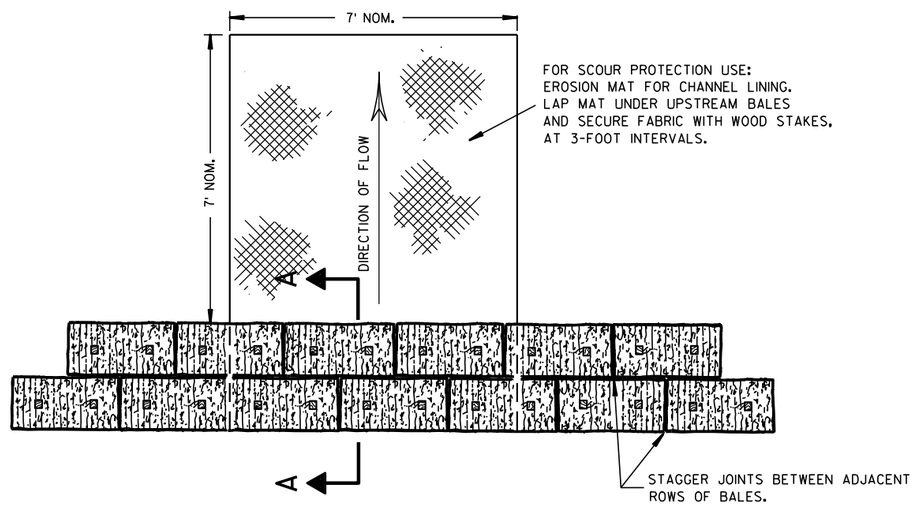
APPROVED
December 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

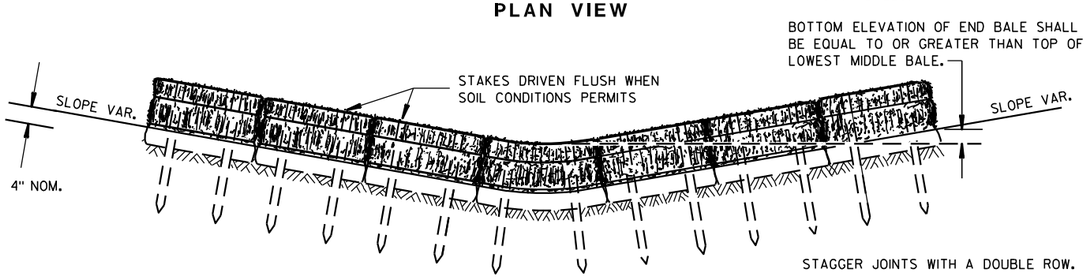
SDD 08D22 - 01



SECTION A-A



PLAN VIEW



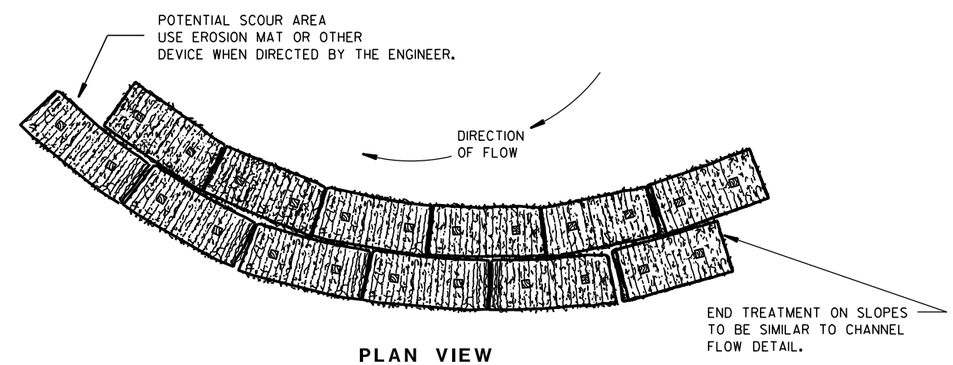
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

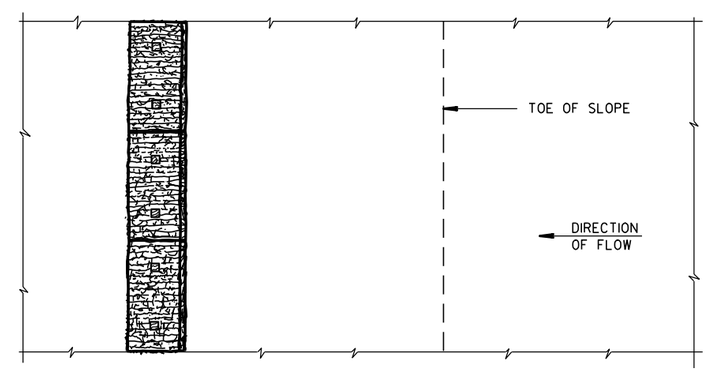
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

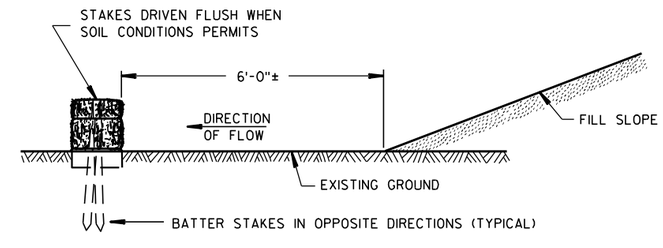


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

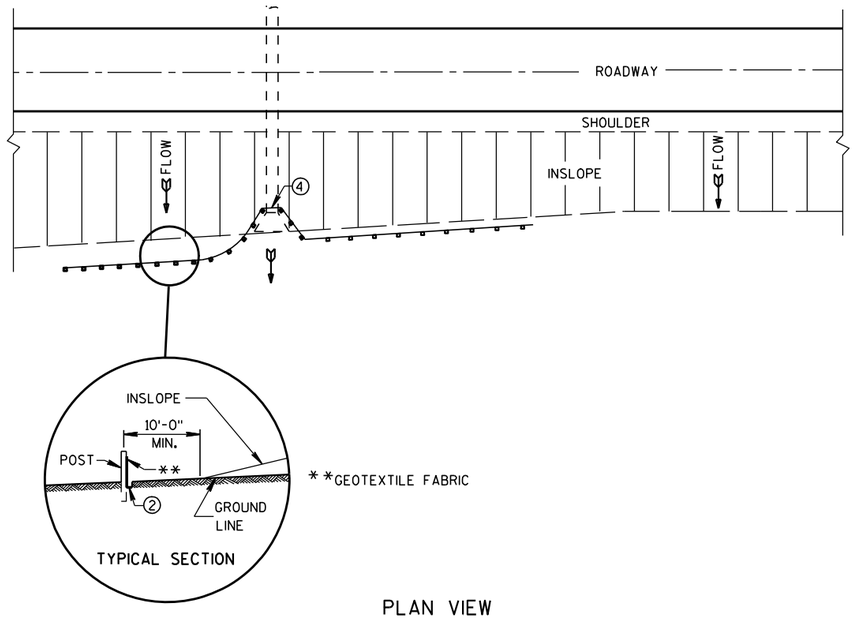
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

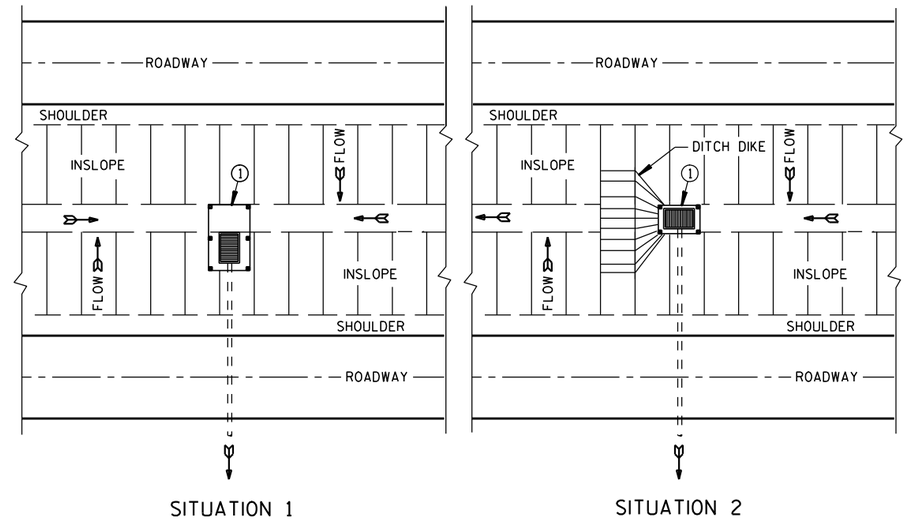
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 — DATE
/S/ Beth Cann — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

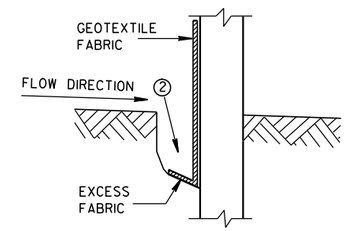
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

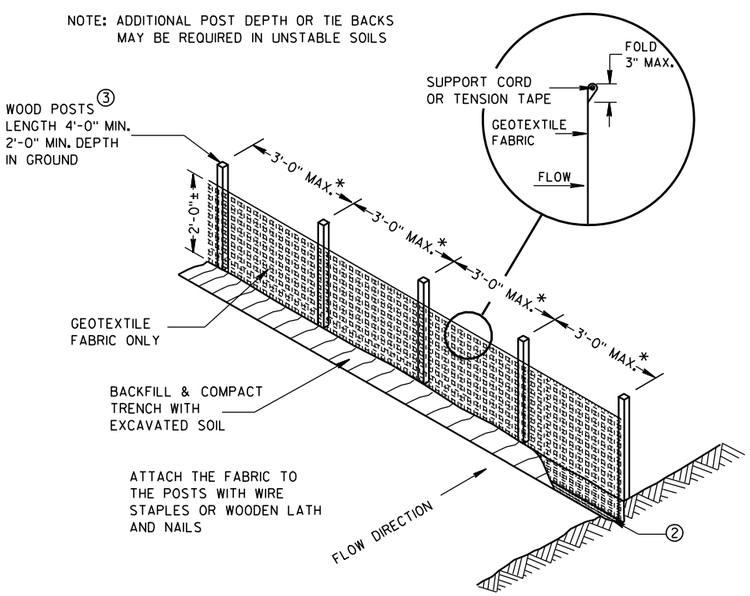
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES. B) HOOK THE END OF EACH SILT FENCE LENGTH.



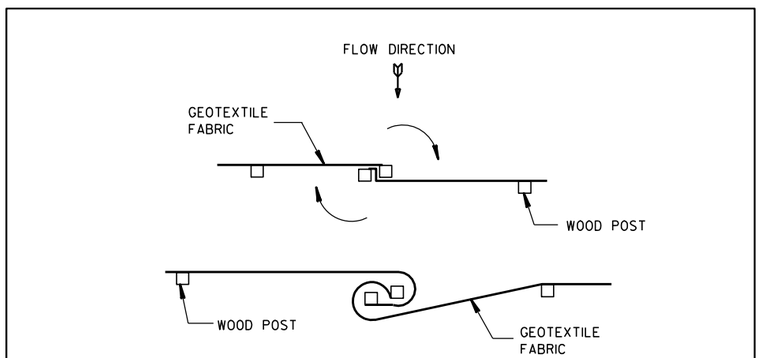
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

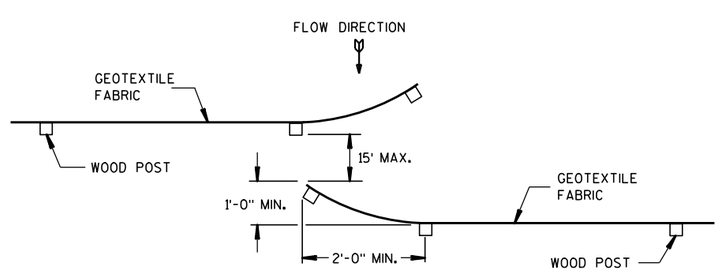


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

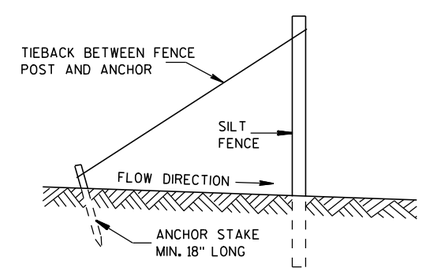


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Cann
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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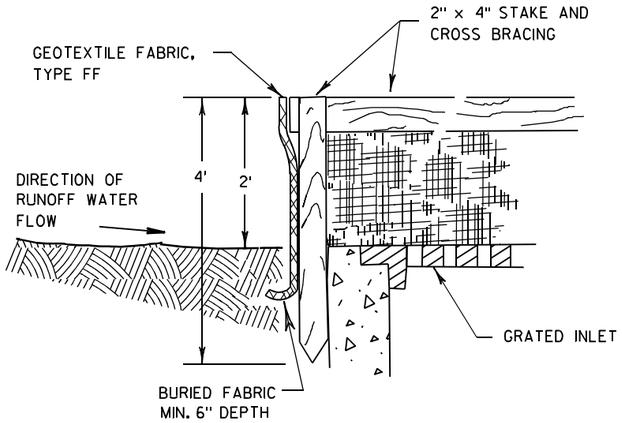
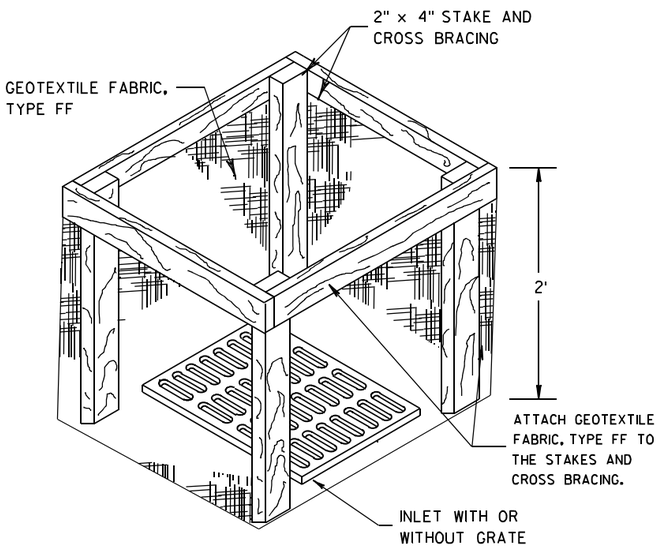
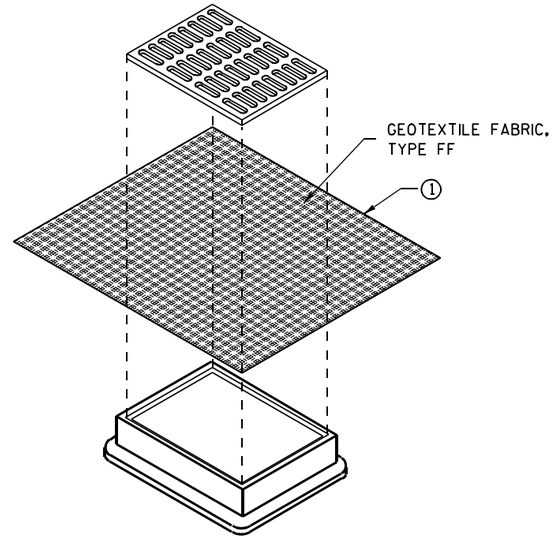
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



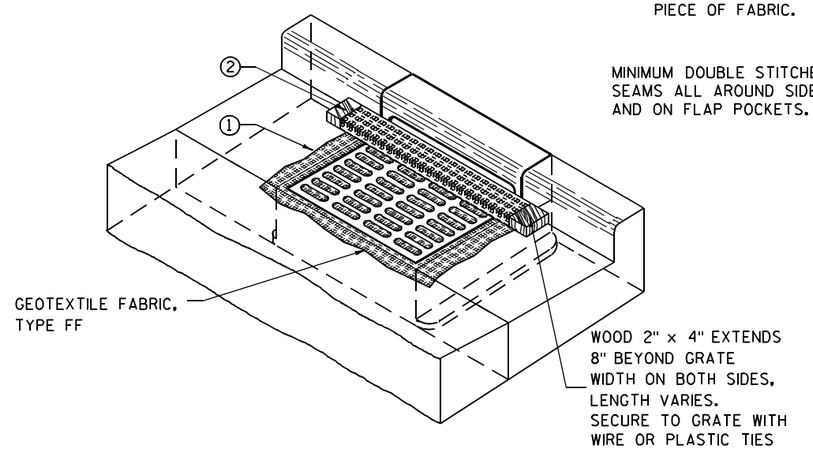


INLET PROTECTION, TYPE A

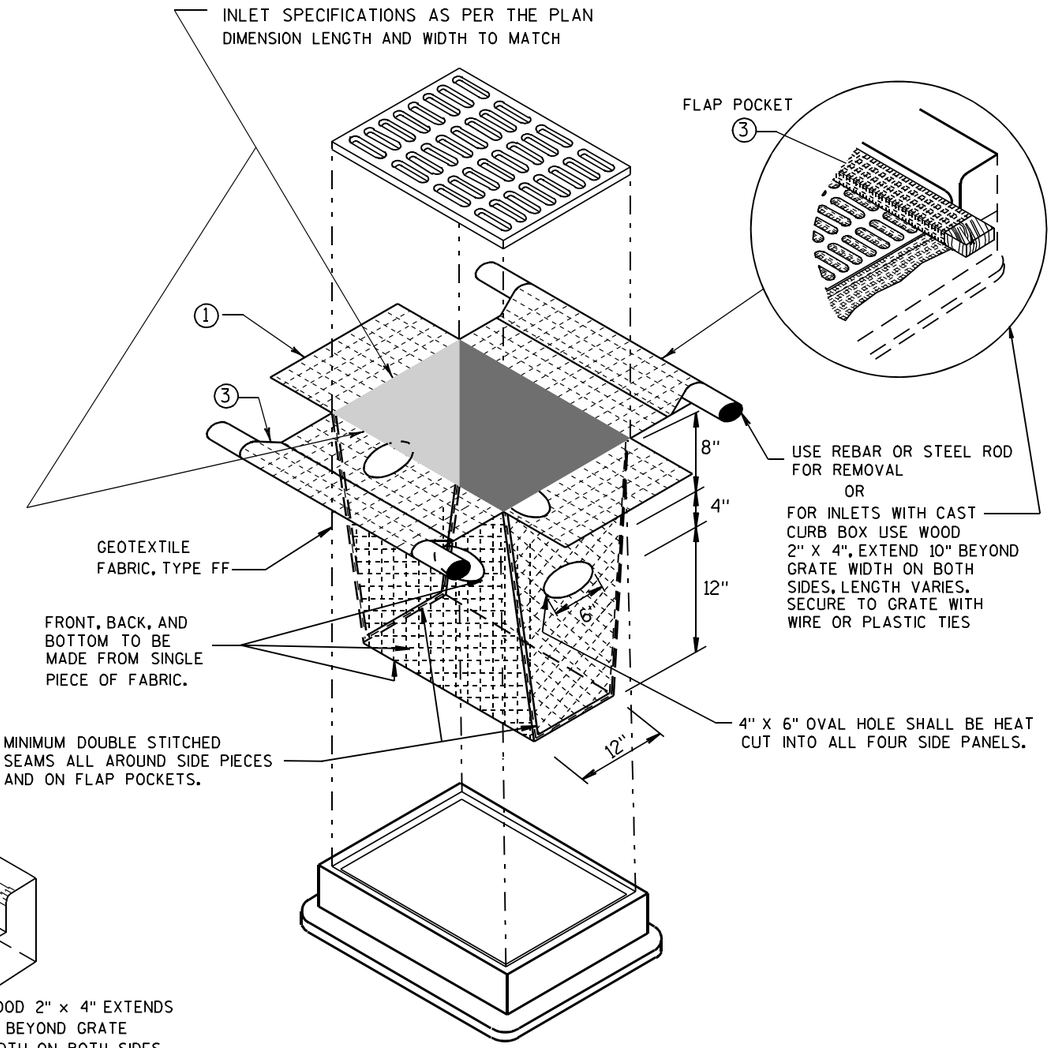


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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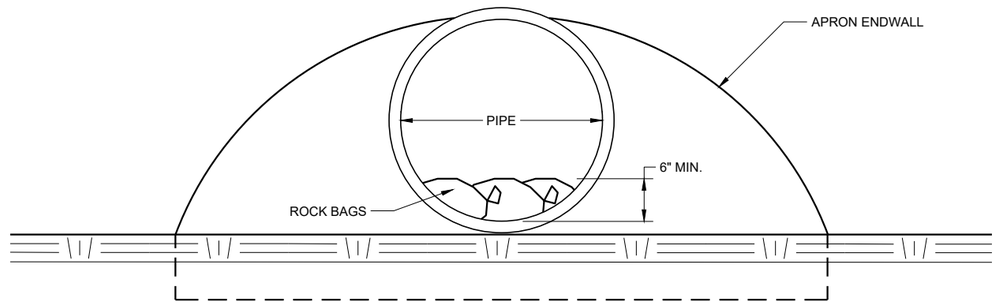
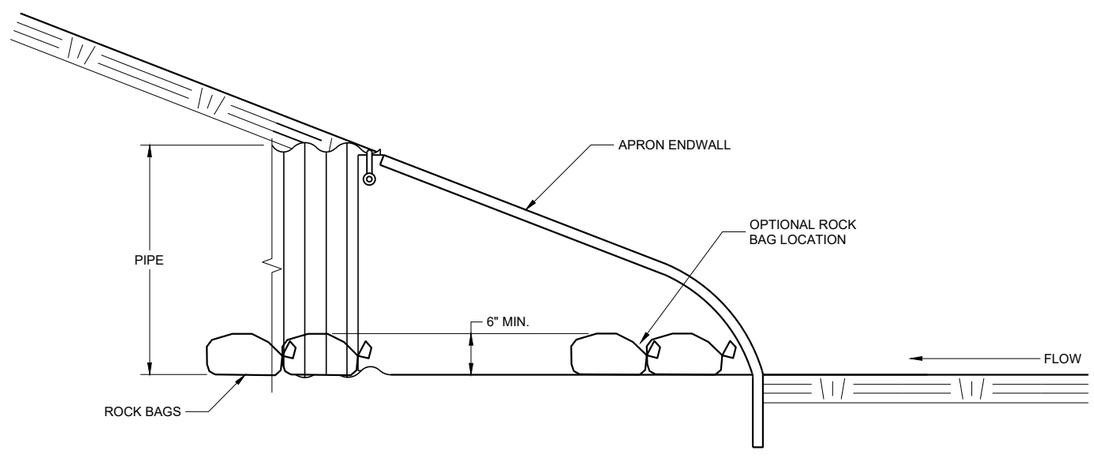
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

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SDD 08E15 - 01

SDD 08E15 - 01

METAL APRON ENDWALLS

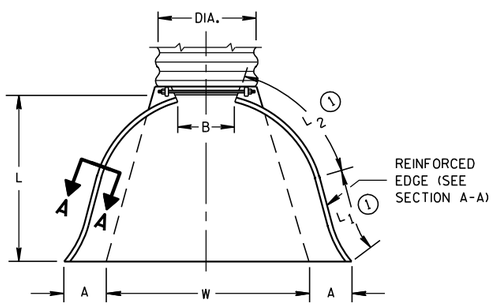
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL
SEE GENERAL NOTES

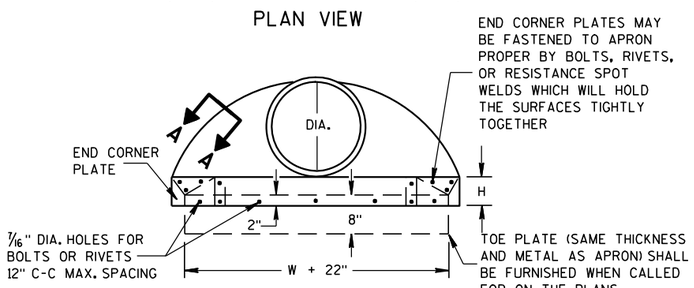
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	*33 1/4-**35	*98 1/4-**100	90	5 1/2	2 2/5 to 1
60	6	*30-**35	60	39	99	96	5	2 to 1
66	6 1/2	*24-**30	*72-**78	*21-**27	99	102	5 1/2	2 to 1
72	7	*24-**36	78	21	99	108	6	2 to 1
78	7 1/2	*24-**36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

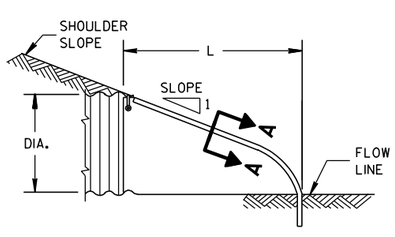
*MINIMUM
**MAXIMUM



PLAN VIEW

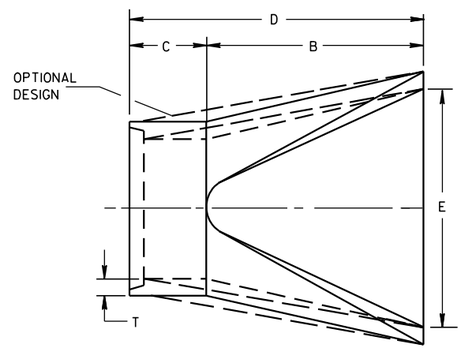


END VIEW

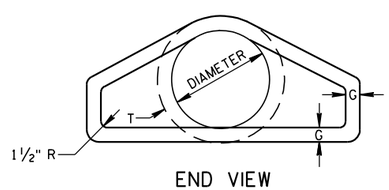


SIDE ELEVATION

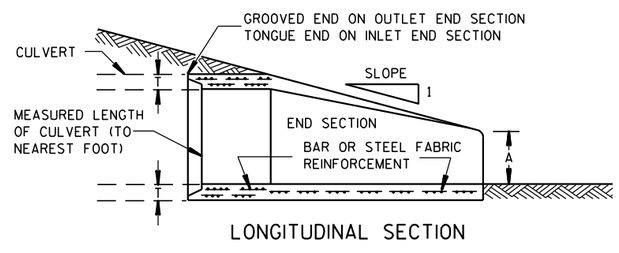
METAL ENDWALLS



PLAN

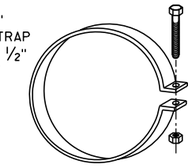


END VIEW



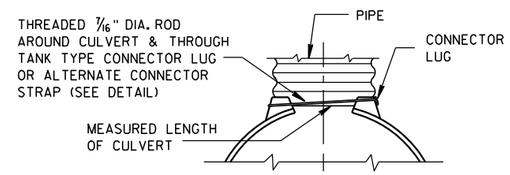
LONGITUDINAL SECTION

CONCRETE ENDWALLS

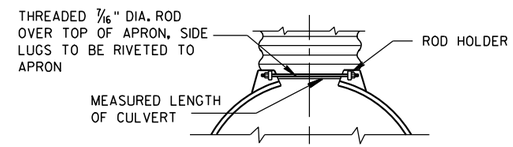


ALTERNATE FOR TYPE 1 CONNECTION

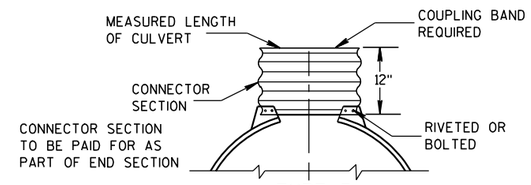
END SECTION CONNECTOR STRAP



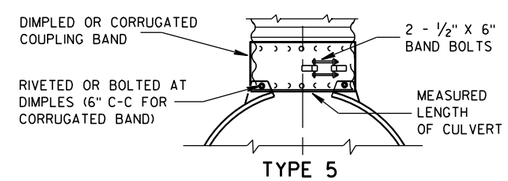
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

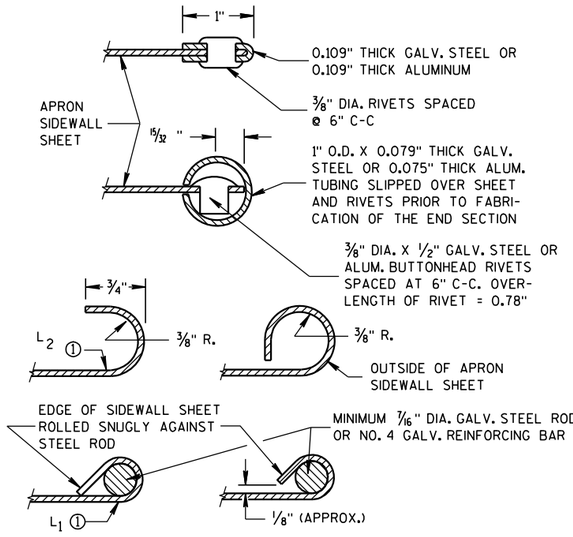
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

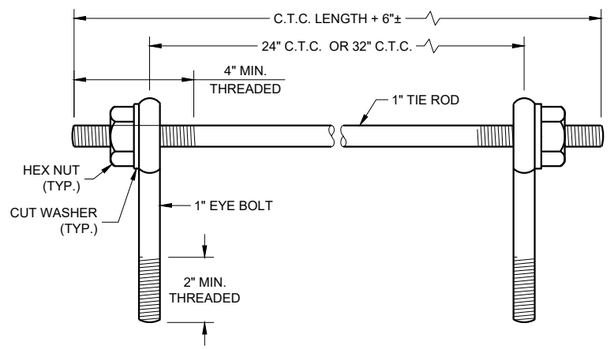
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

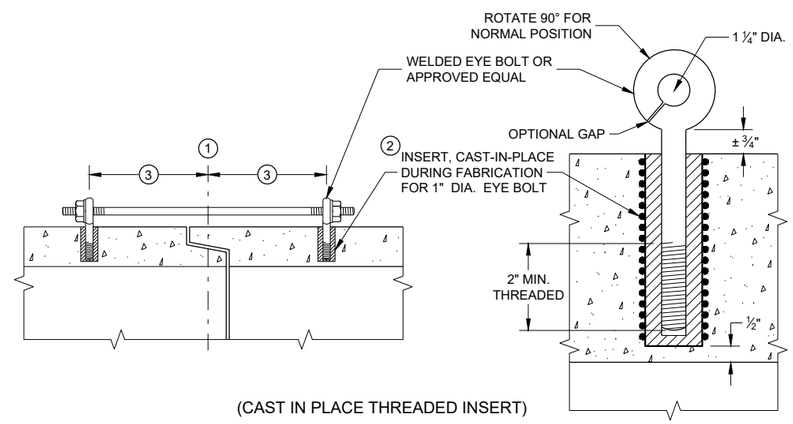
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

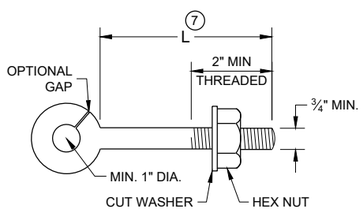
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

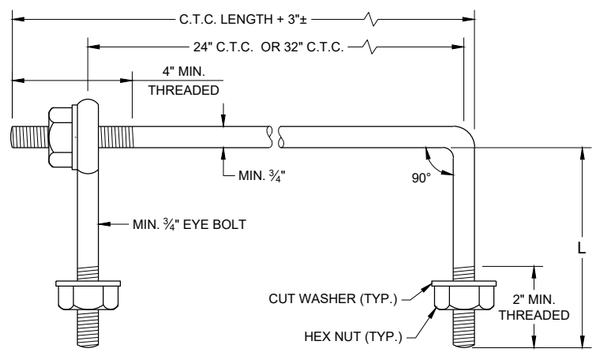
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

1. CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
2. THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
3. HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
4. BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
5. OPENING TO BE ROD DIAMETER PLUS 1 INCH.
6. LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.
7. EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

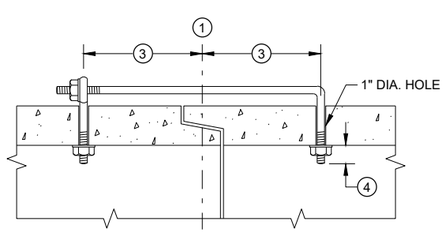


EYE BOLT 7

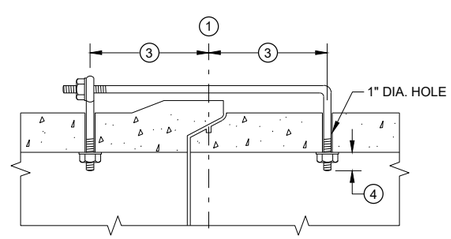
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

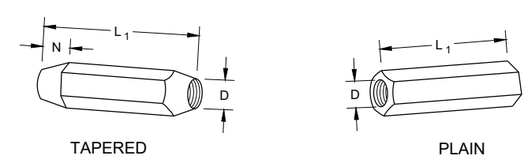
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

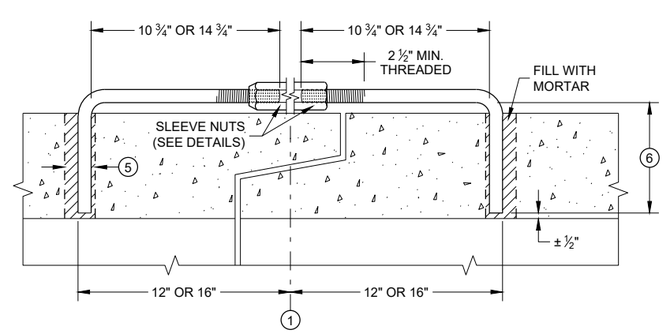
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



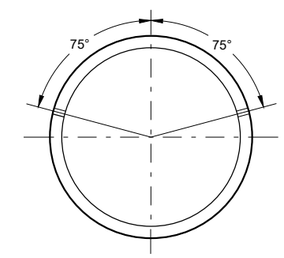
RIGHT AND LEFT THREADS

SLEEVE NUTS



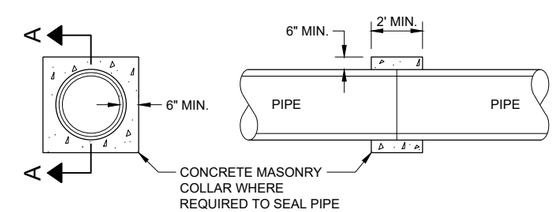
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

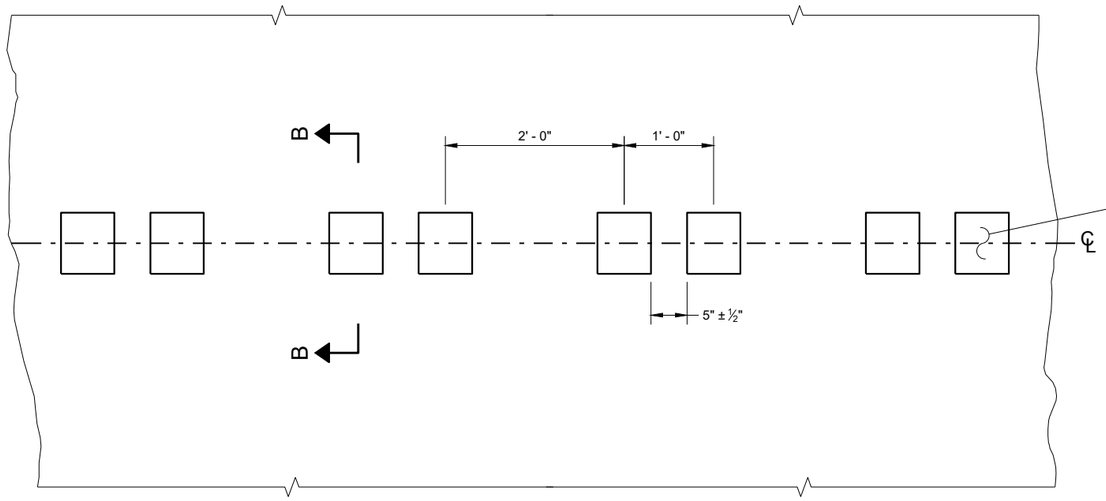
6

SDD 08F04 - 08

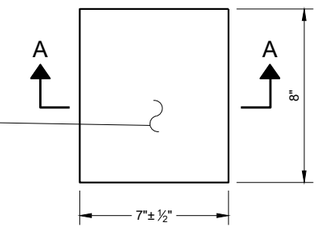
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

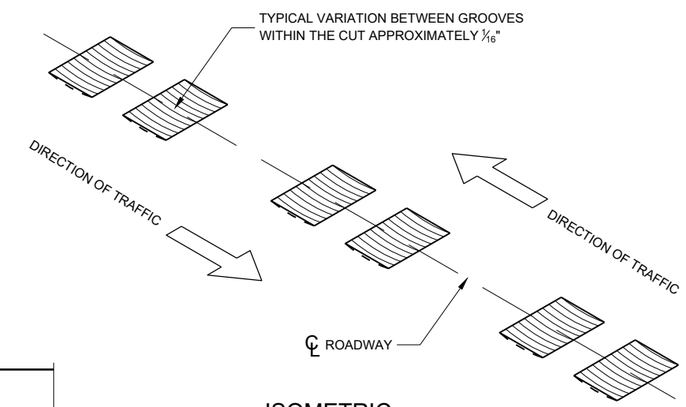
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



PLAN DETAIL VIEW



PLAN VIEW
(SINGLE GROOVE)



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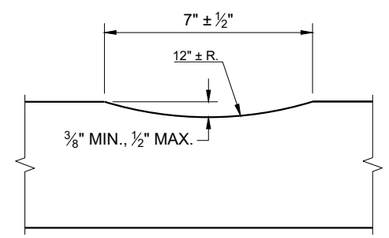
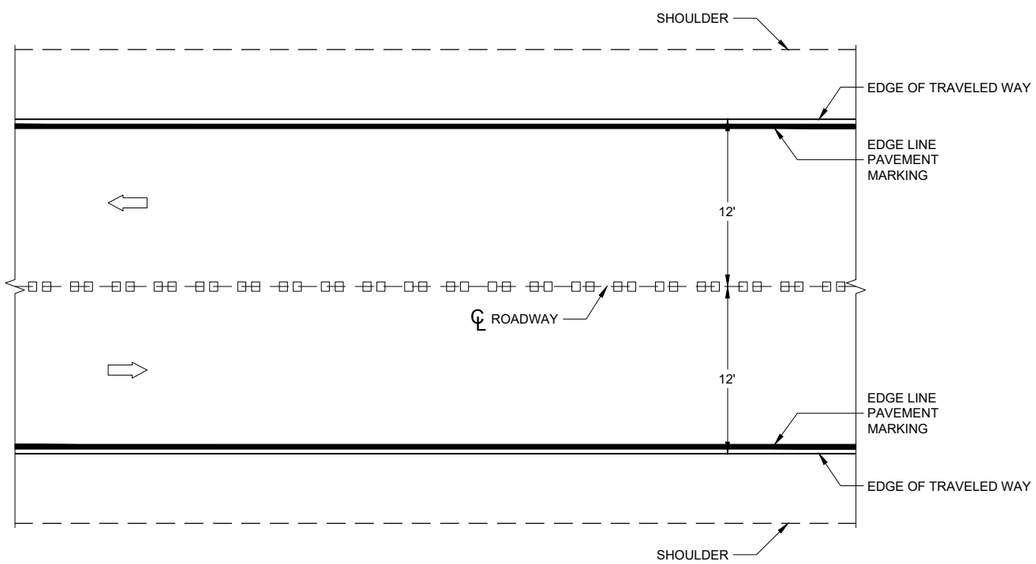
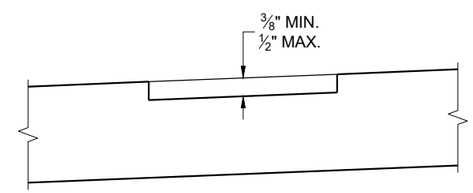


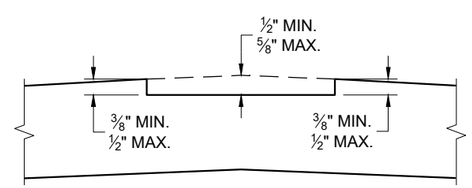
SECTION A - A



PLAN VIEW



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY

CENTERLINE RUMBLE STRIPS - ASPHALT

6

SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

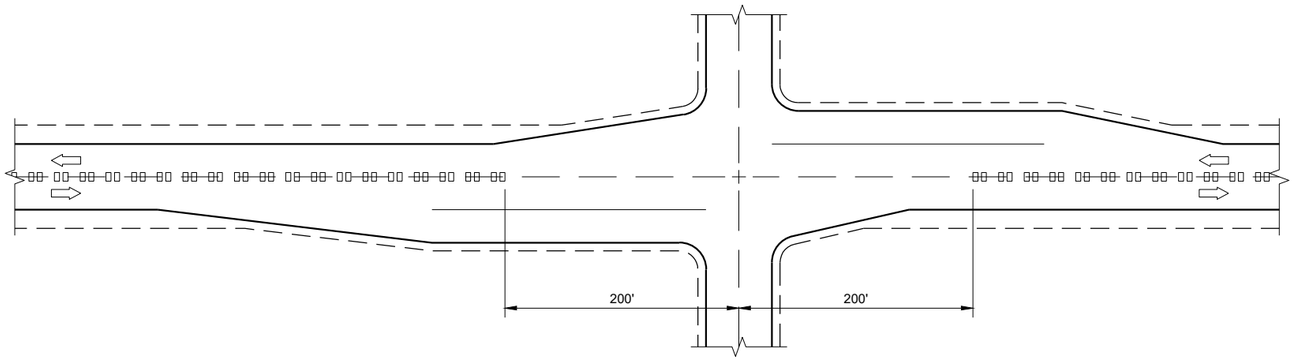
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

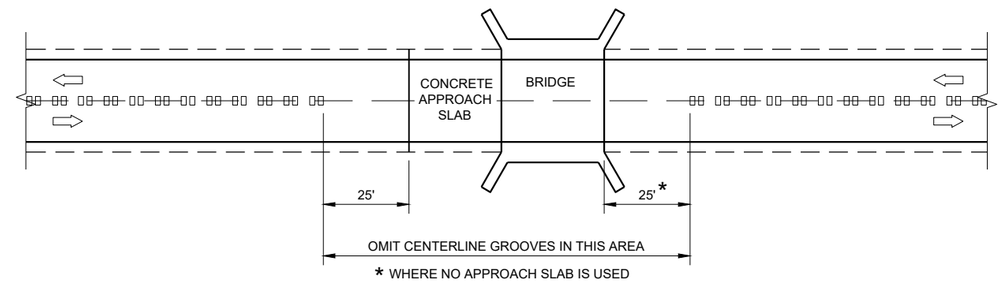
SDD 13A11 - 04a

GENERAL NOTES

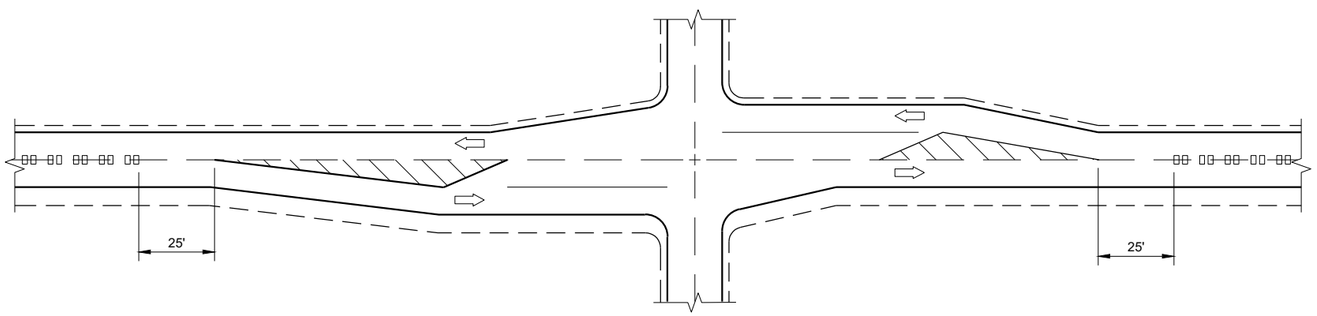
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



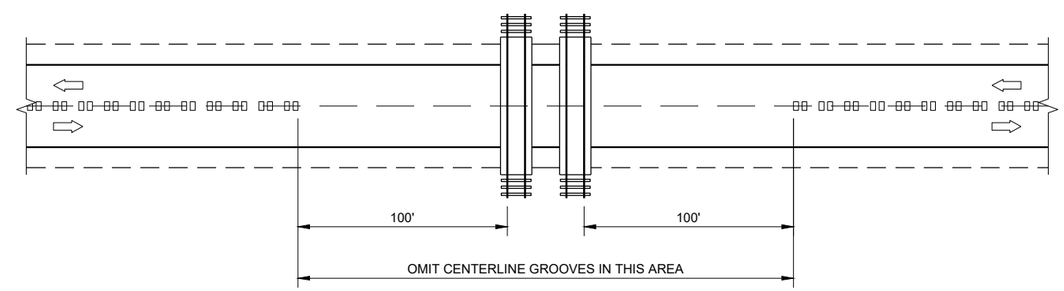
CENTERLINE GROOVES AT INTERSECTIONS



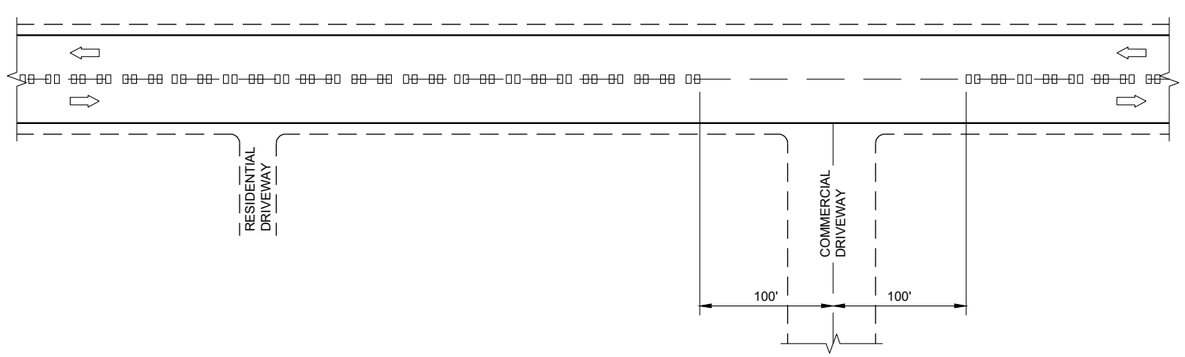
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

6

SDD 13A11 - 04d

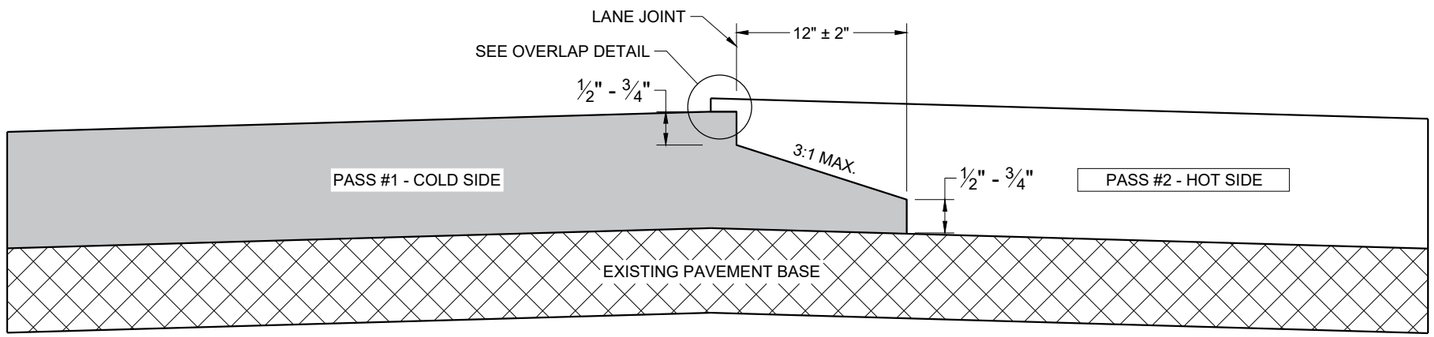
CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

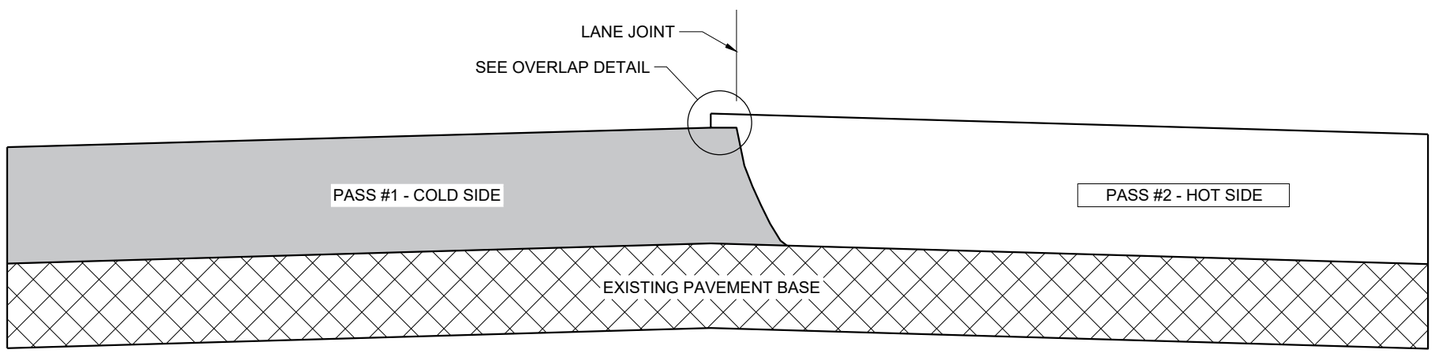
APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

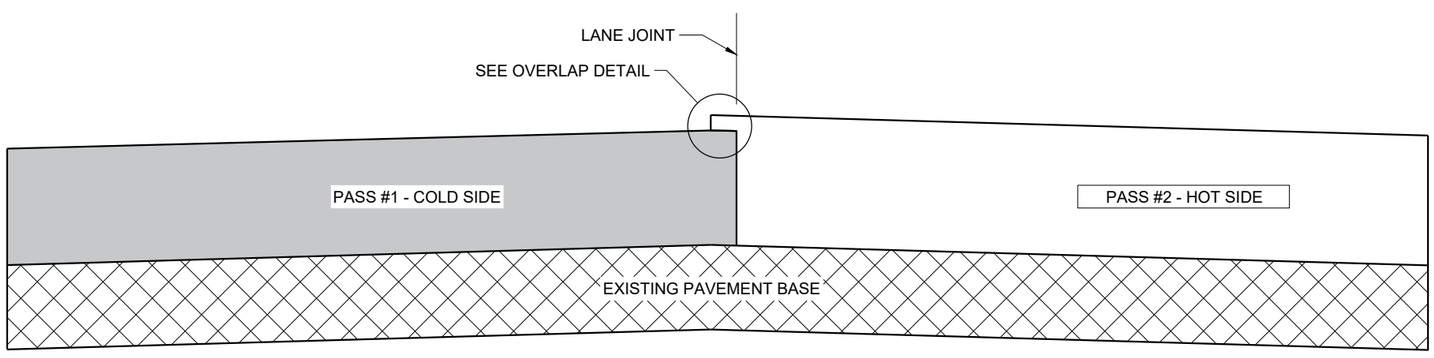
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

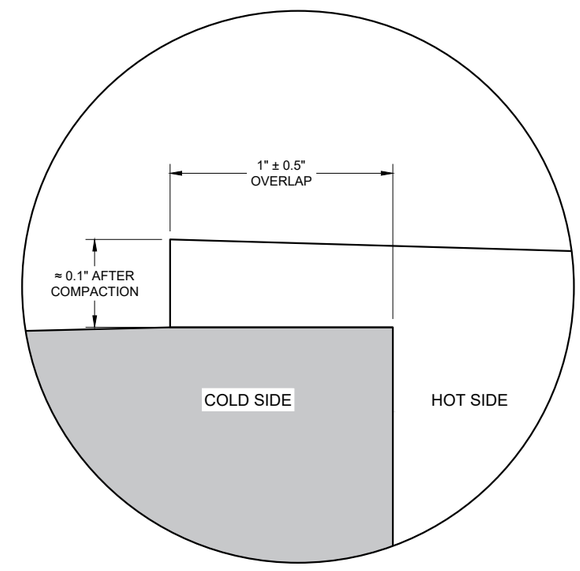
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

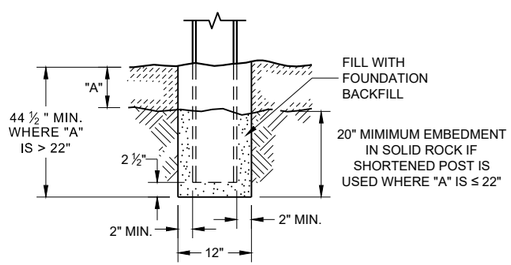
SDD 14B15a Steel Plate Beam Guard, Class "A", Installation and Elements

GENERAL NOTES

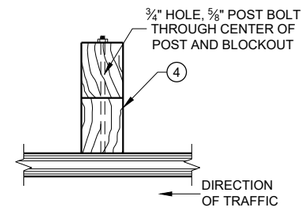
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6"X8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGE SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTACE FROM BACK OF POST TO SHOULDER HIGHE POINT IS LESS THAN 2 FEET, INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCHES IN DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT ADEQUATELY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS, INSTALL FOUR 16d GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

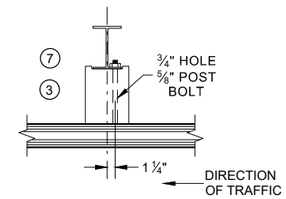
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



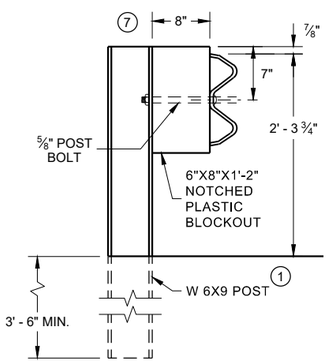
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



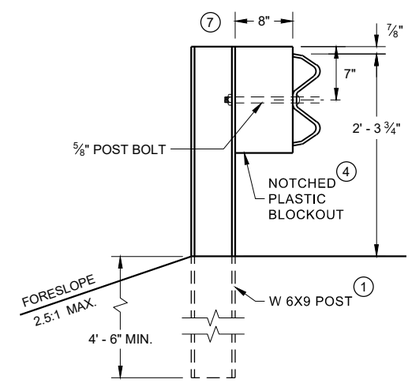
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



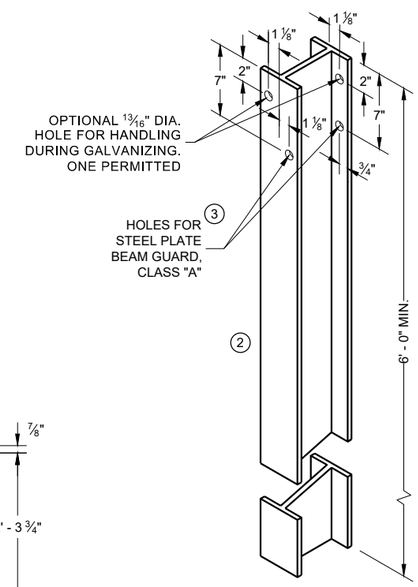
PLAN VIEW
WOOD POST, BLOCKOUT AND BEAM



END VIEW
STEEL POST AND NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION

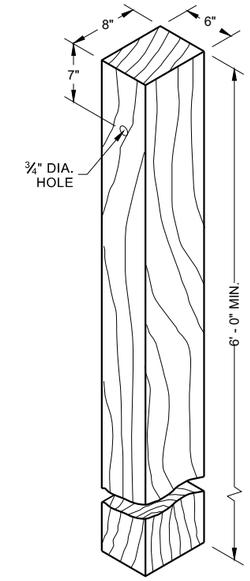


END VIEW
LONGER POST AT HALF POST SPACING W BEAM (LHW)

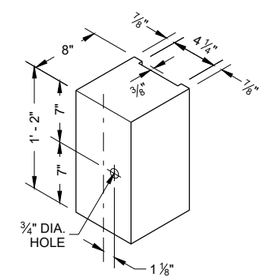


STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)

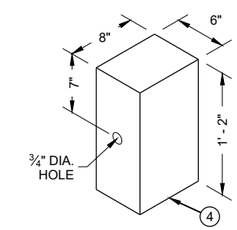
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



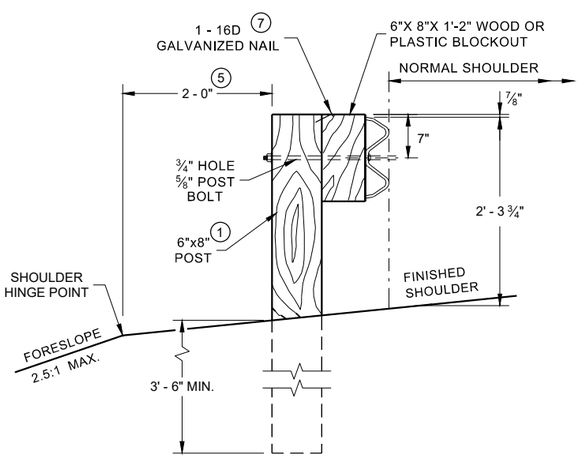
WOOD POST (6" X 8") NOMINAL (1)



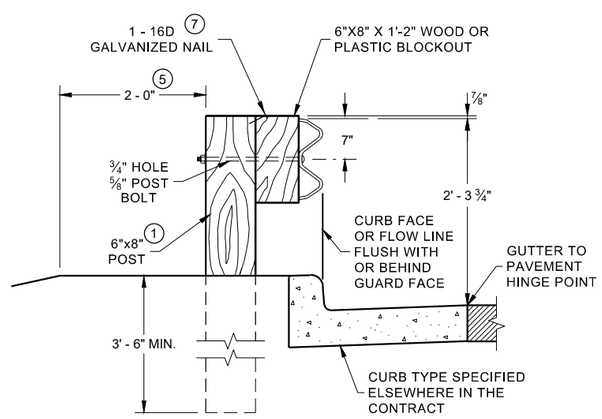
TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS



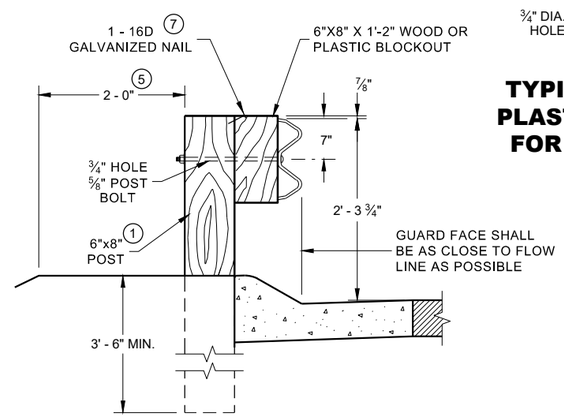
WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



END VIEW
LOCATED ALONG A CURBED ROADWAY



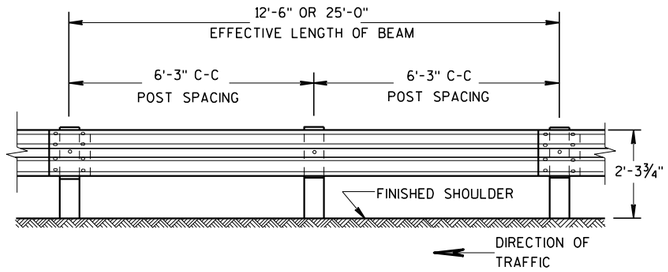
END VIEW
LOCATED ALONG A MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

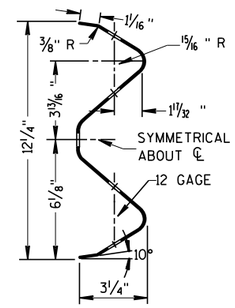
6

SDD 14B15 -11a

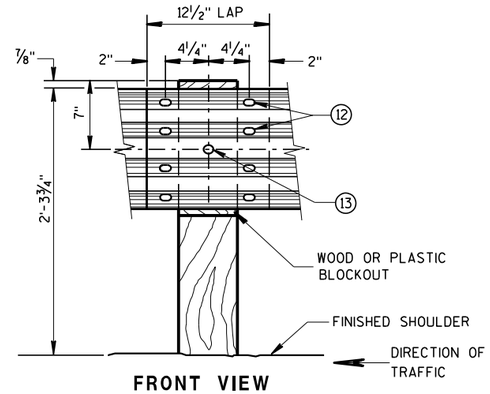


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

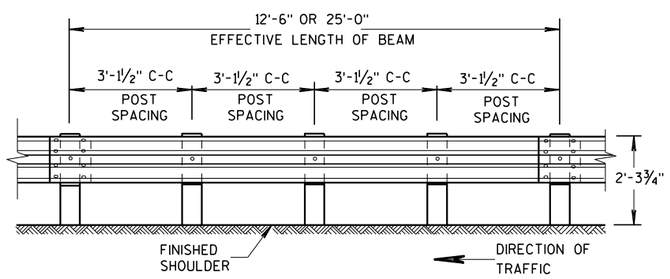
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

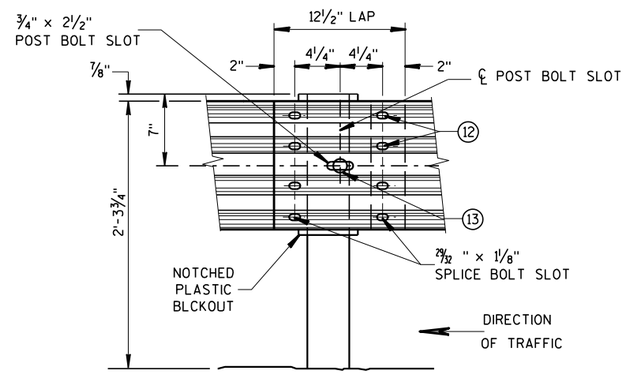
(12) 8 -5/8" Φ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



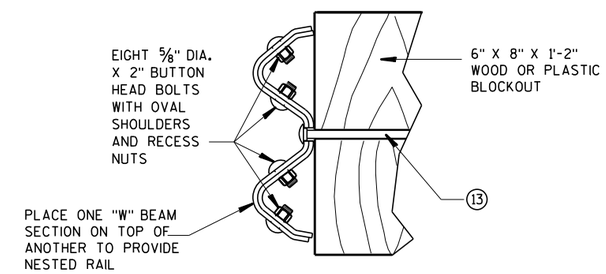
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW
BEAM SPLICE AT STEEL POST

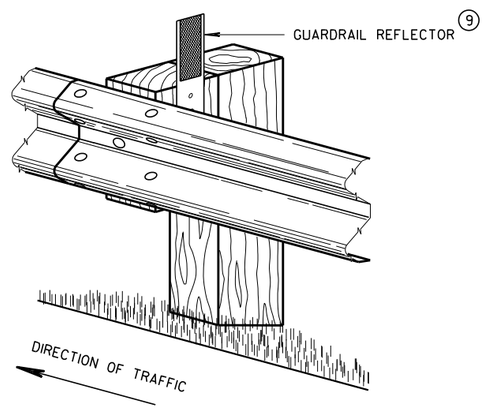
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



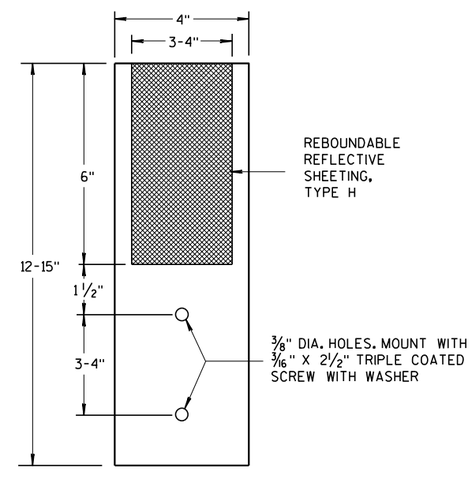
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 144
DEPARTMENT OF TRANSPORTATION

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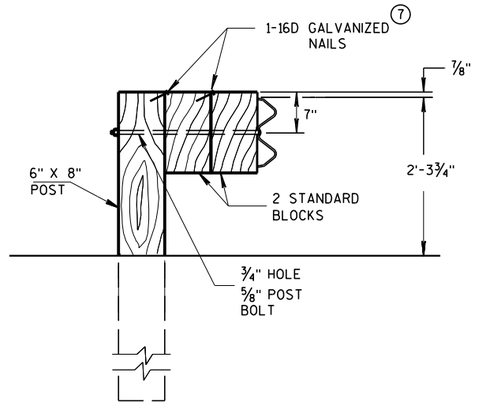
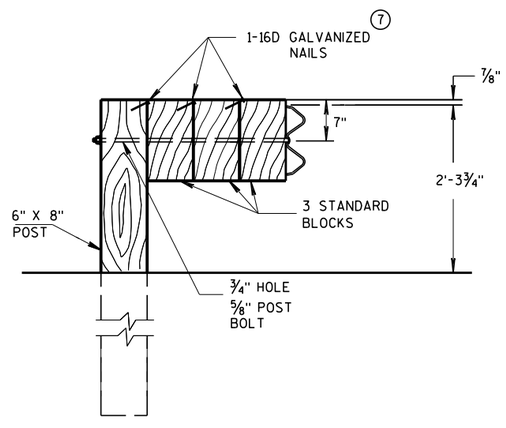
S.D.D. 14 B 15-11b

S.D.D. 14 B 15-11b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

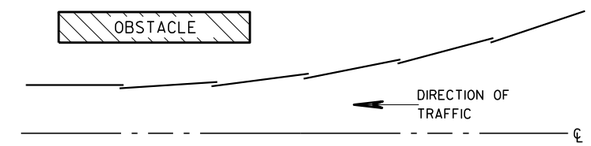


DETAIL FOR TRIPLE BLOCKS

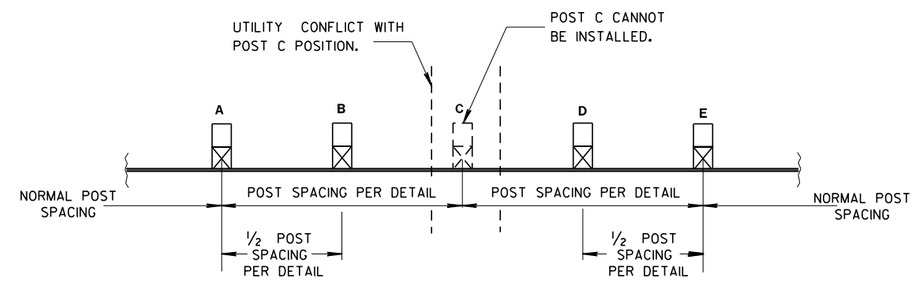
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

6

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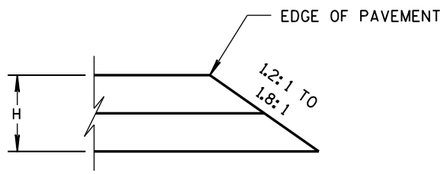
S.D.D. 14 B 15-11c

S.D.D. 14 B 15-11c

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

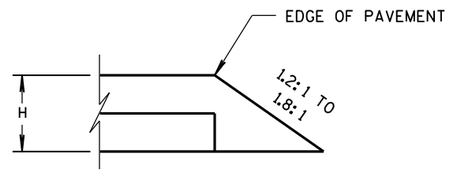
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



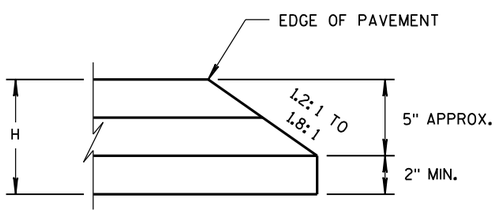
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



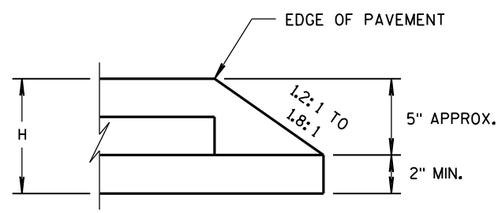
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

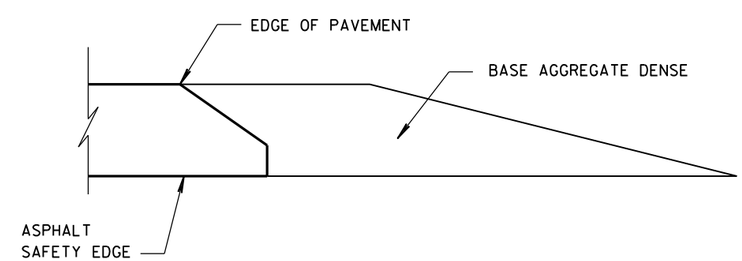
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

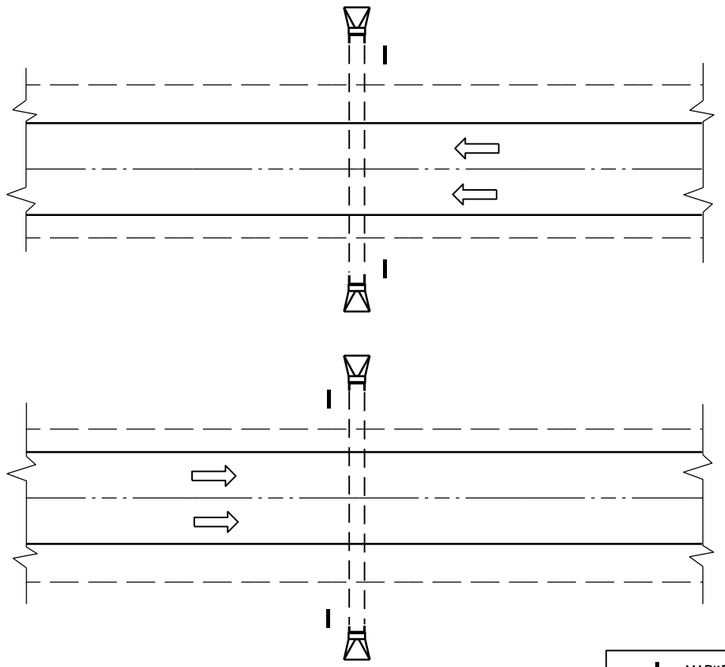
11/30/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

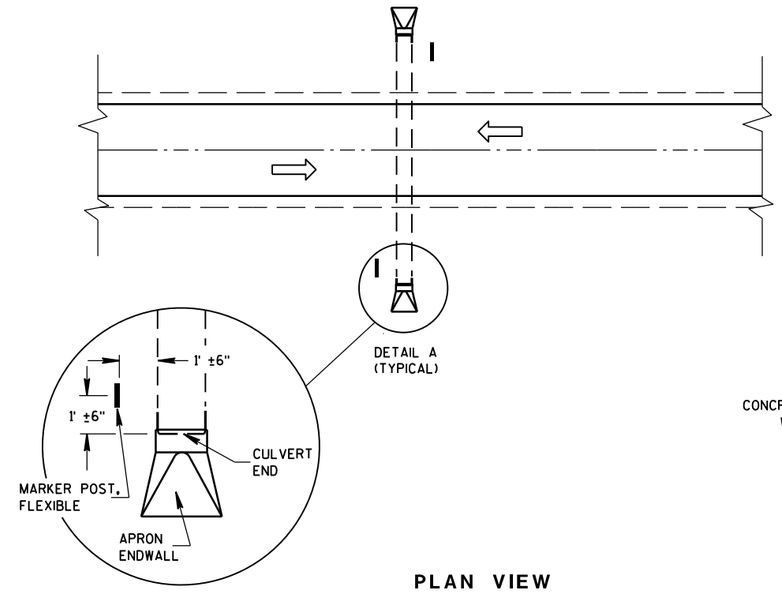
GENERAL NOTES

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.



PLAN VIEW

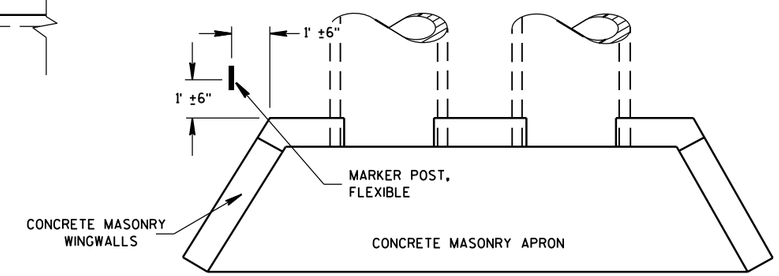
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY



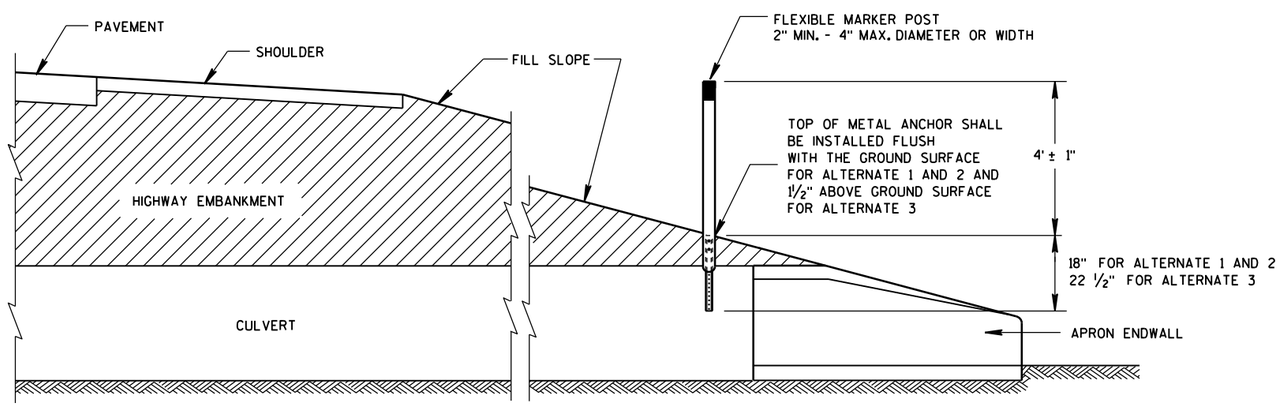
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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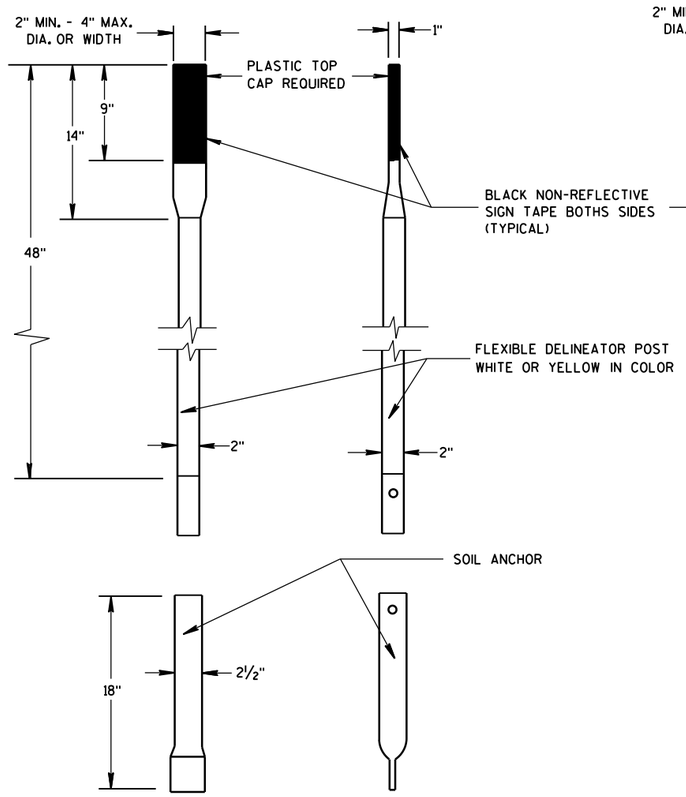
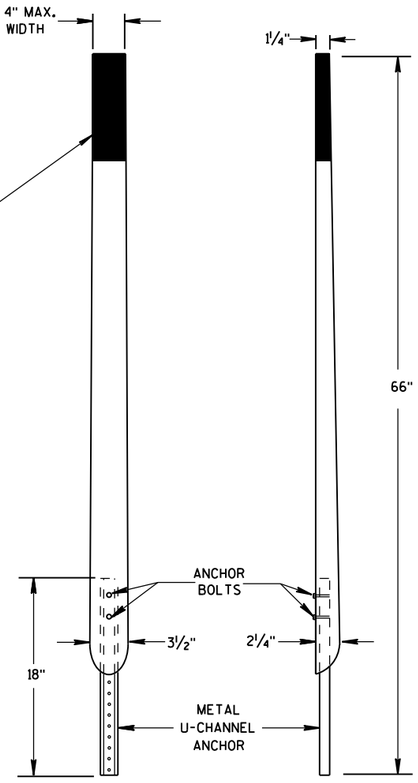
S.D.D. 15 A 3-2a

S.D.D. 15 A 3-2a



FRONT VIEW SIDE VIEW

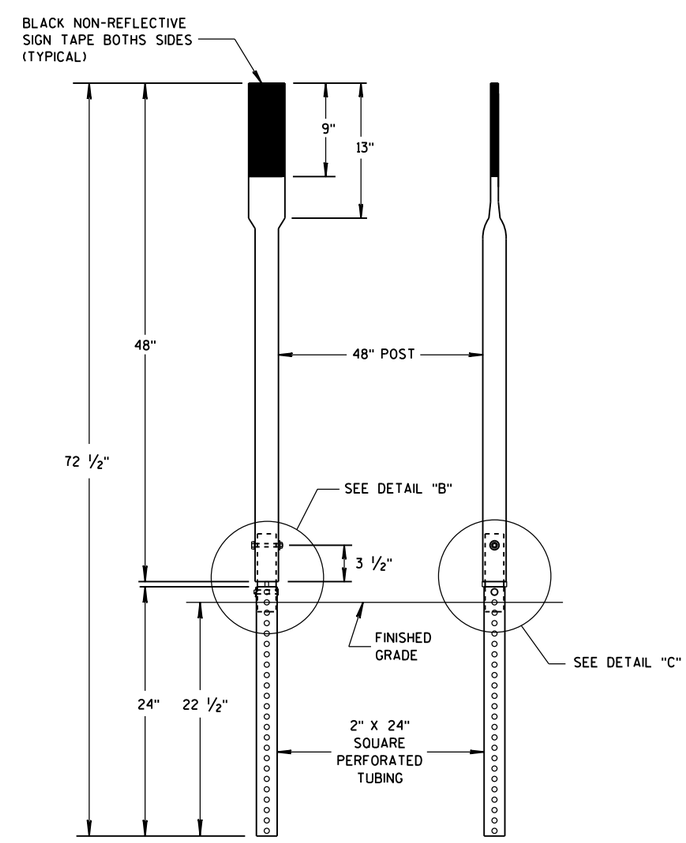
ALTERNATE 1



FRONT VIEW SIDE VIEW

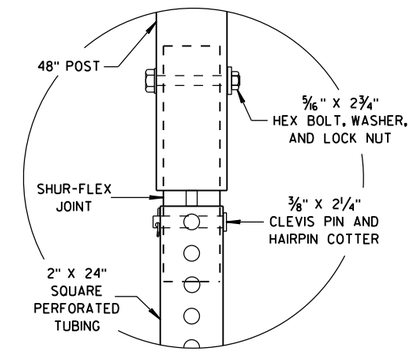
ALTERNATE 2

FLEXIBLE MARKER POSTS

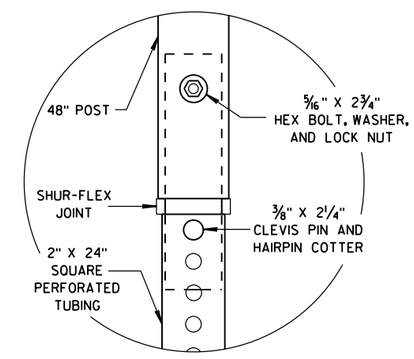


FRONT VIEW SIDE VIEW

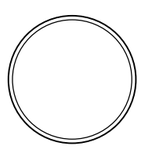
ALTERNATE 3



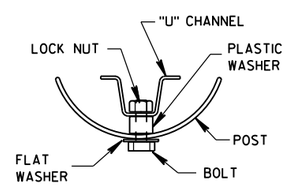
DETAIL B



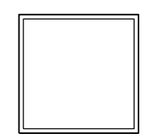
DETAIL C



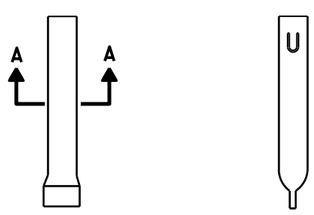
SECTION A-A



SECTION B-B

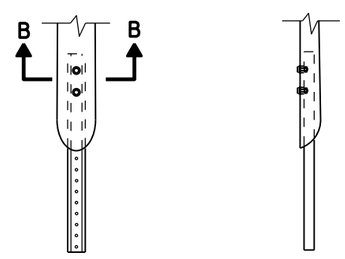


SECTION C-C



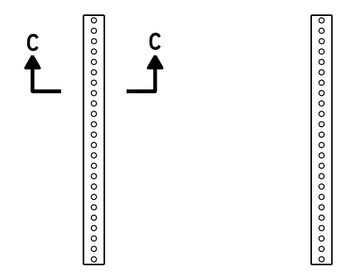
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER
FHWA

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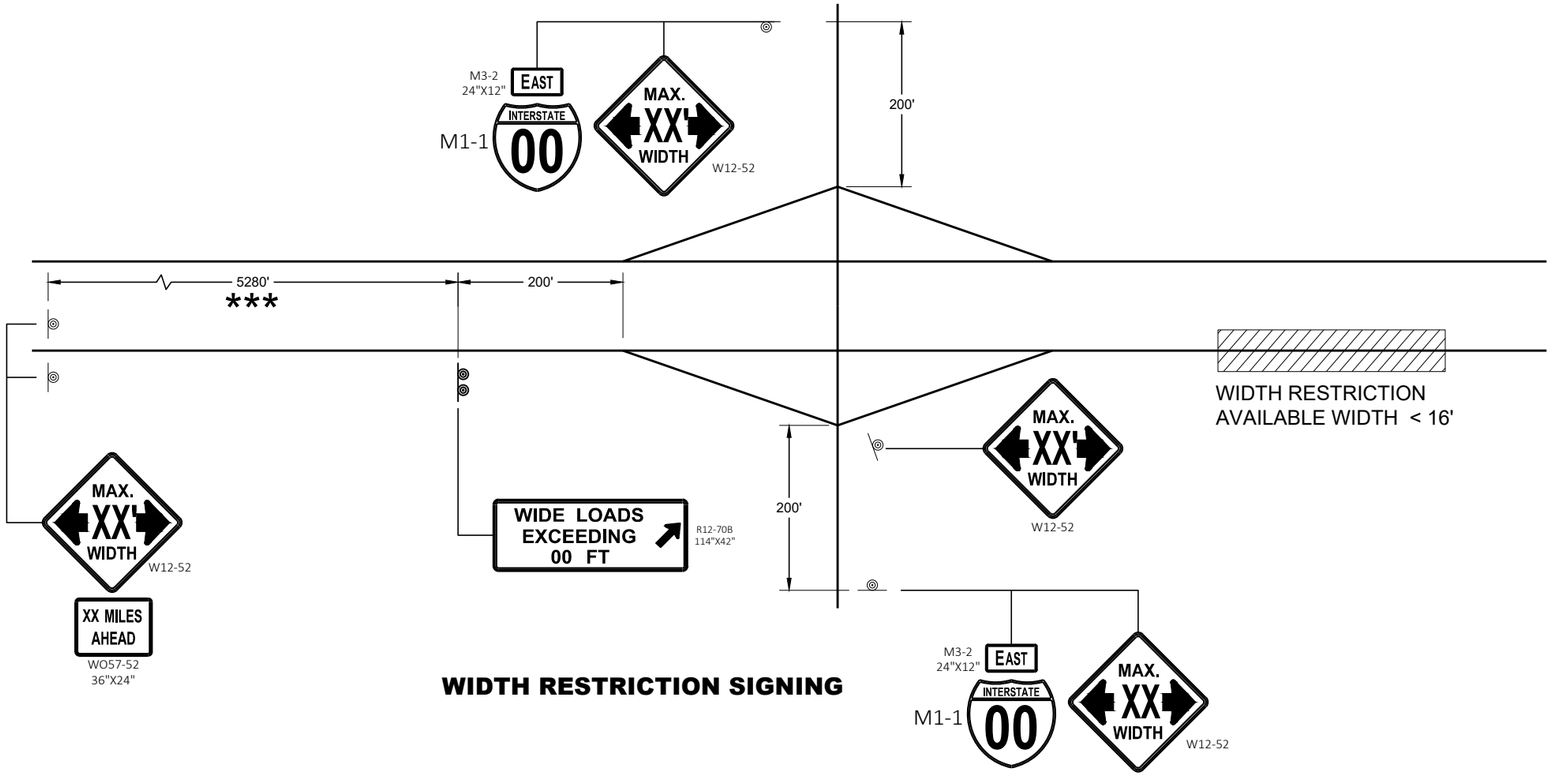
S.D.D. 15 A 3-2b

S.D.D. 15 A 3-2b



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

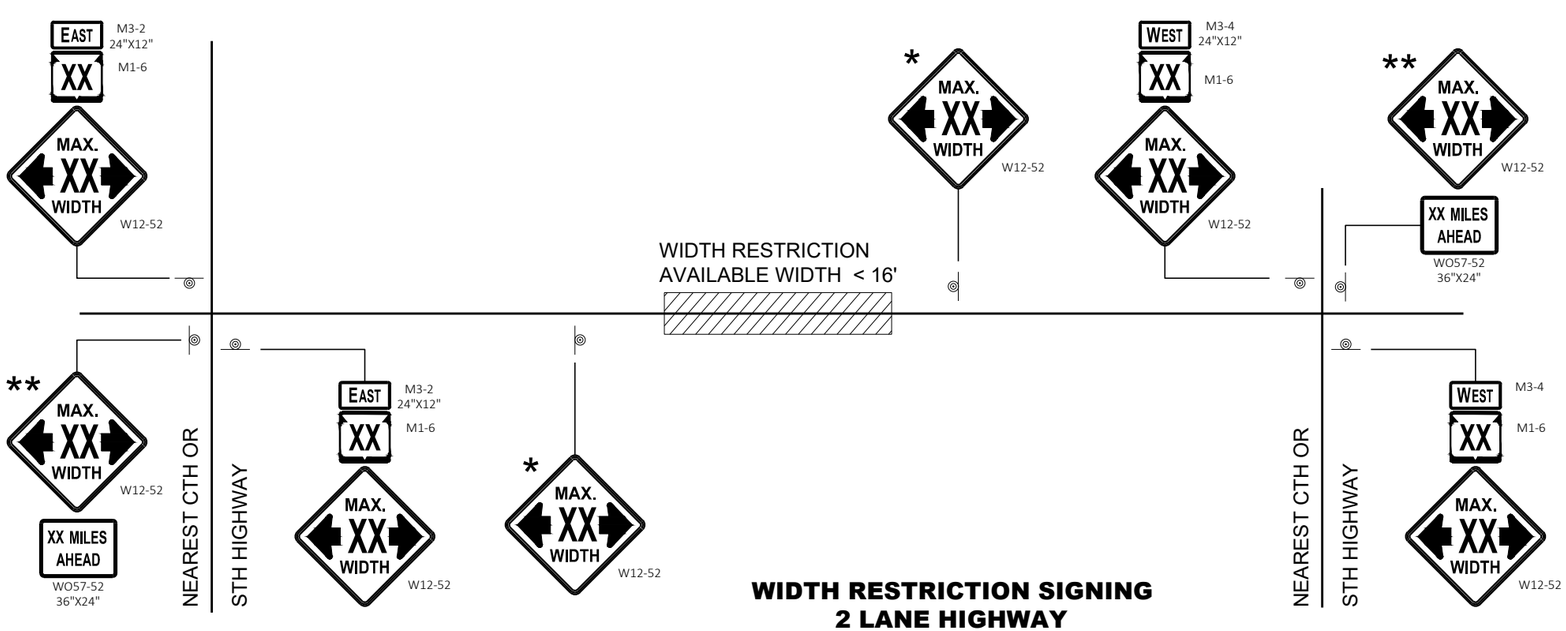
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

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

6

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SDD 15C02 - 09f

SDD 15C02 - 09f

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

GENERAL NOTES

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

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

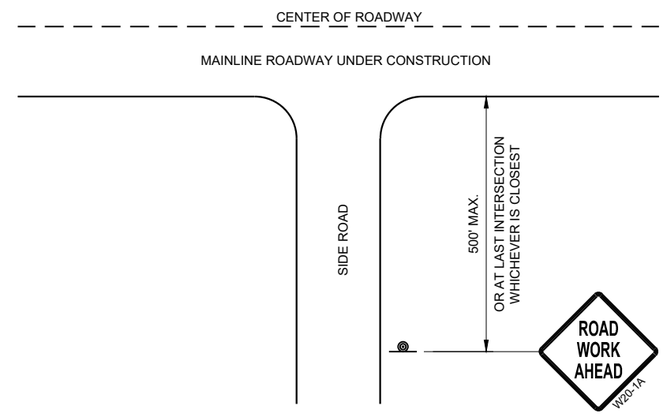
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

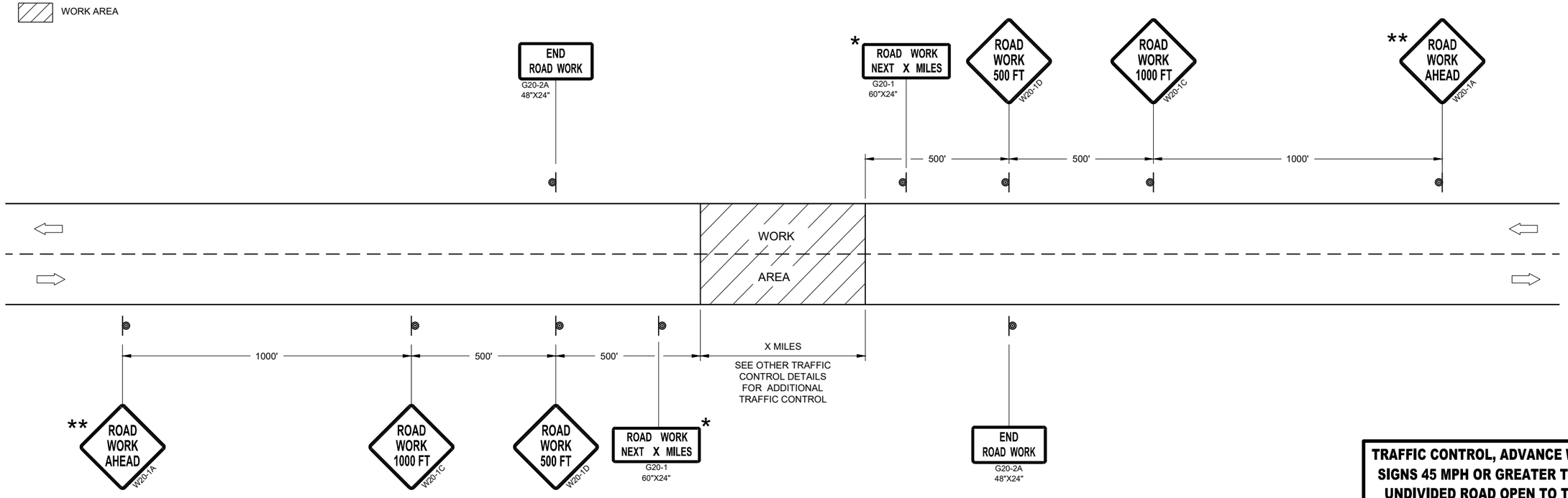
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C04 - 05

GENERAL NOTES

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

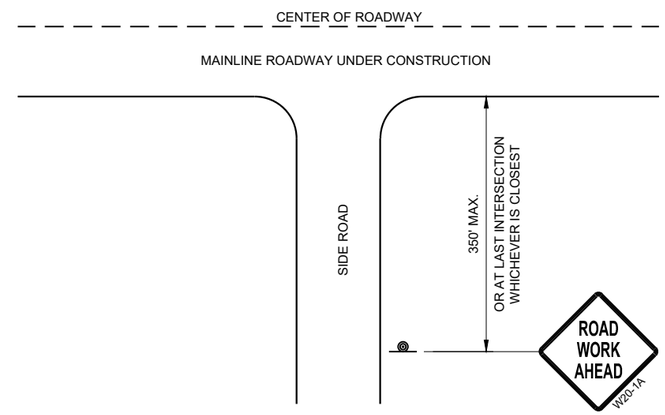
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

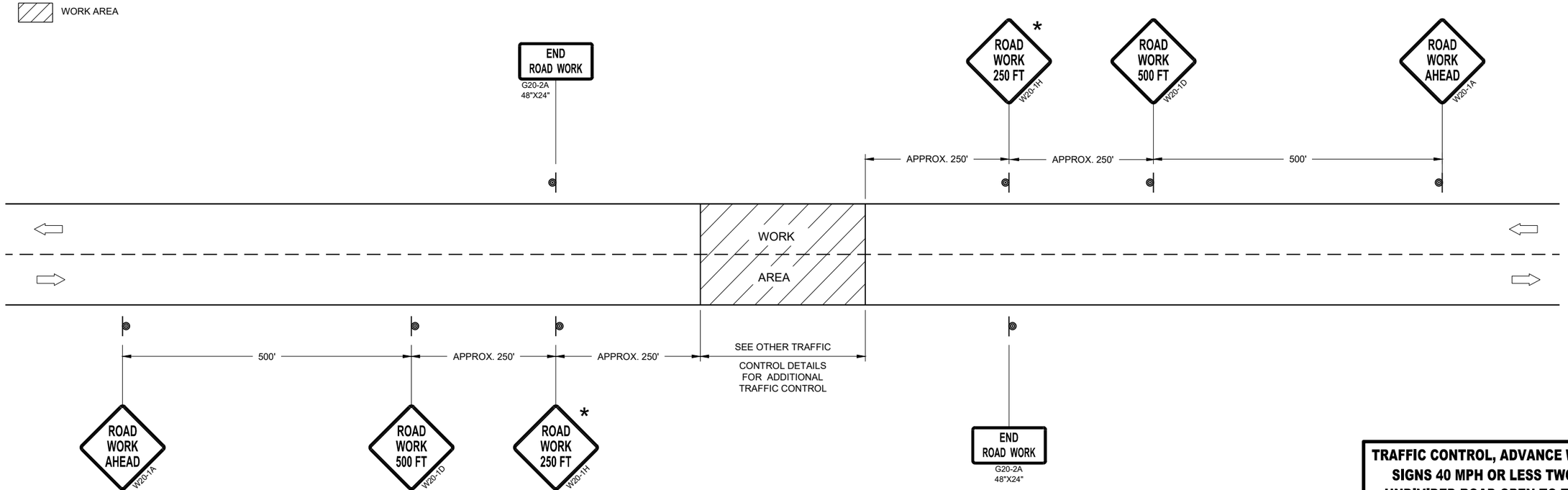
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
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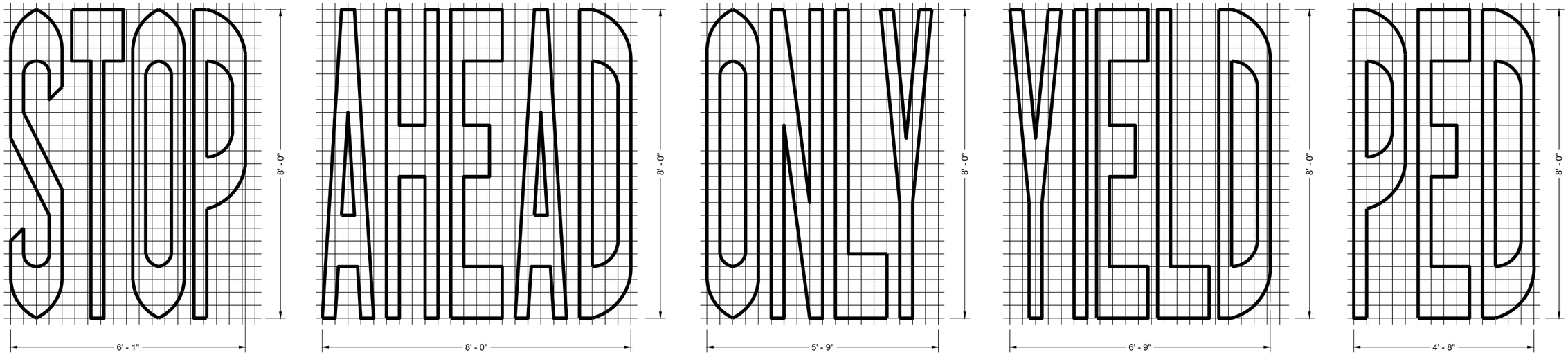
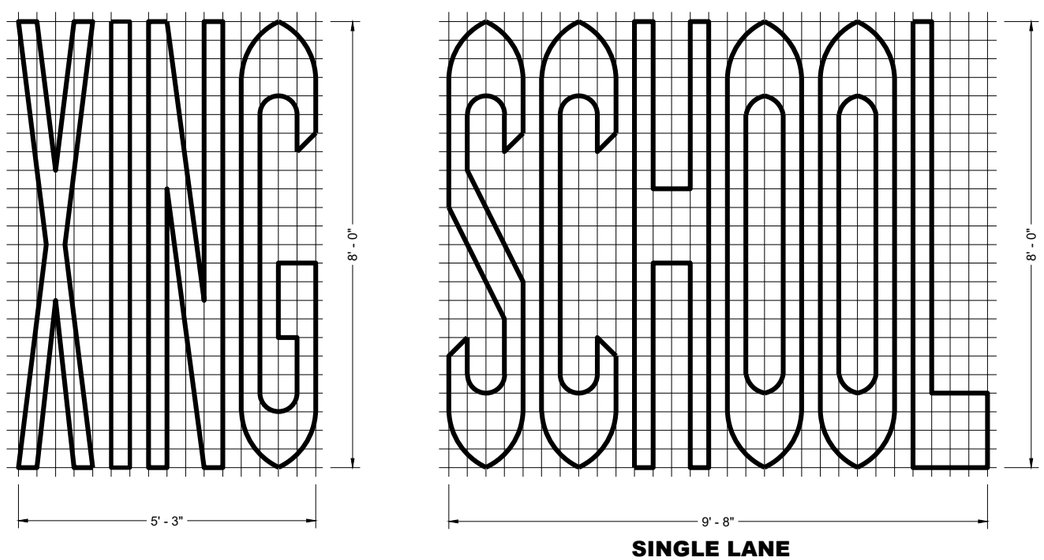
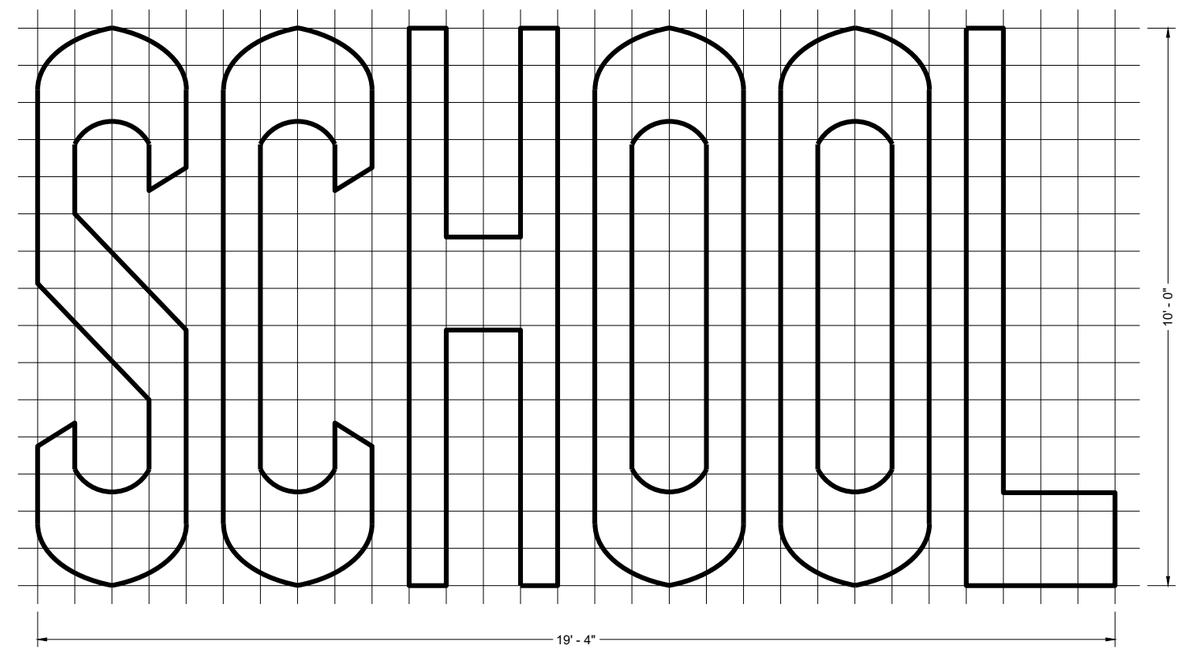
SDD 15C05 - 05





SINGLE LANE



TWO - LANE

6

6

SDD 15C07-16b

SDD 15C07-16b

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

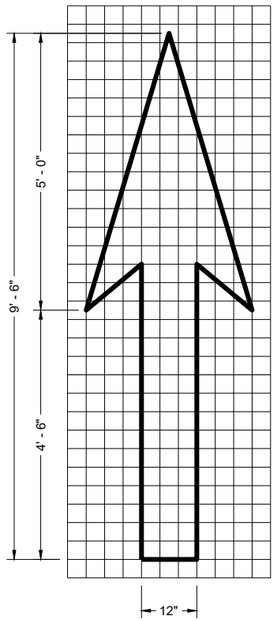
November 2024 — DATE

/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

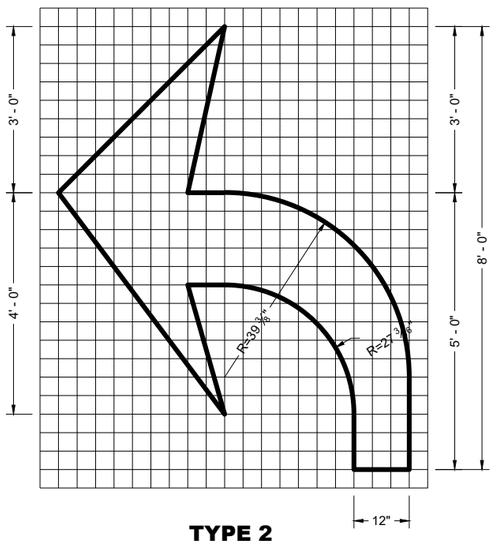
FHWA

GENERAL NOTES

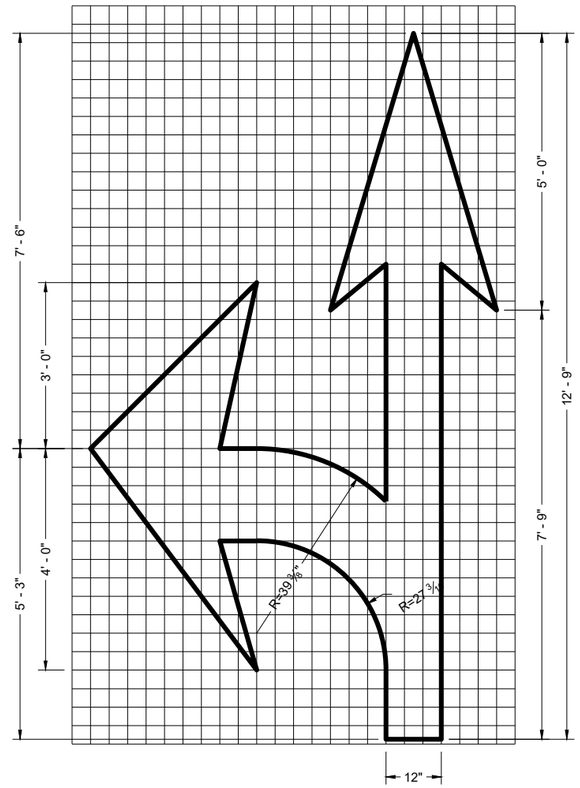
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



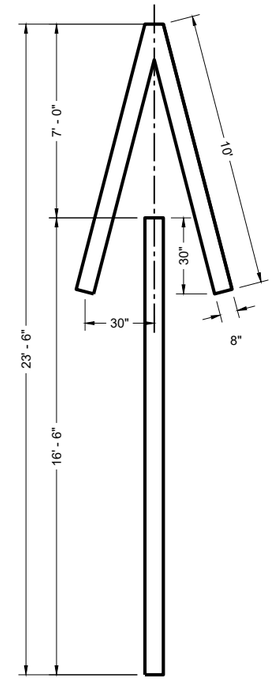
TYPE 1



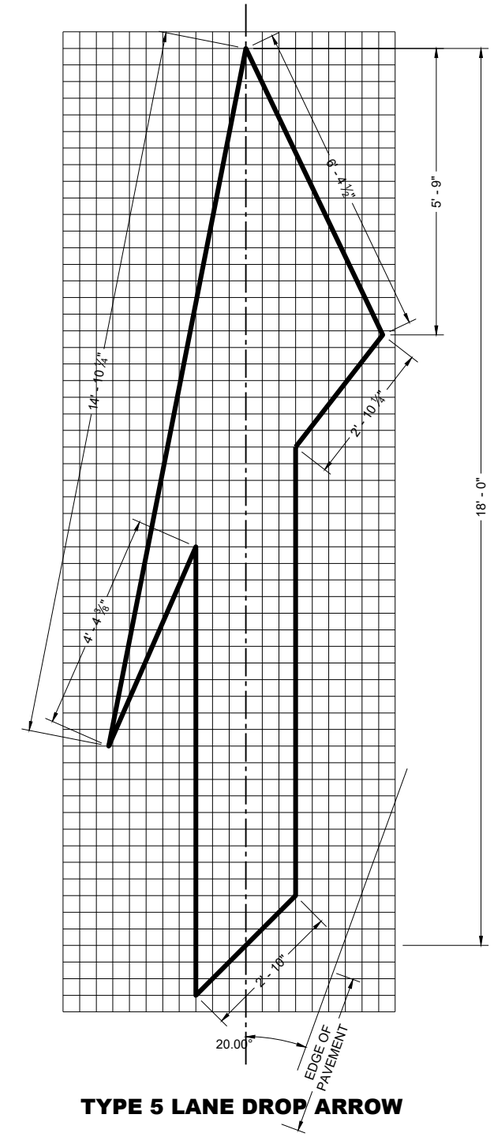
TYPE 2



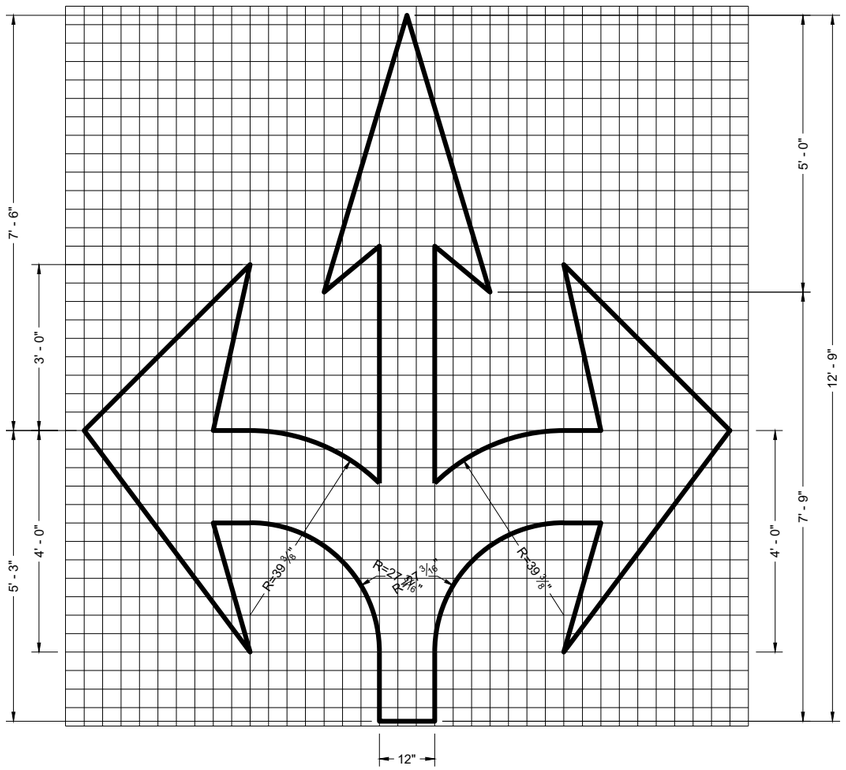
TYPE 3



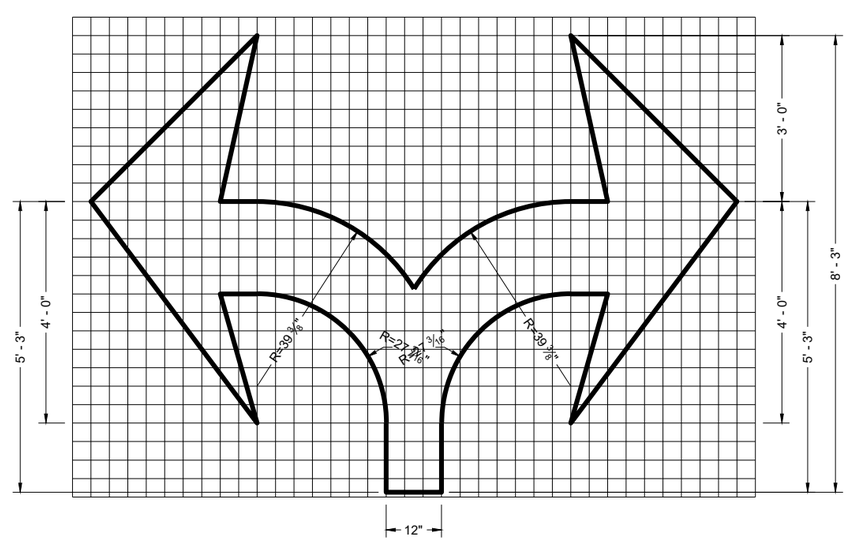
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

SDD 15C07-16c

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

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SDD 15C07-16c

*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.

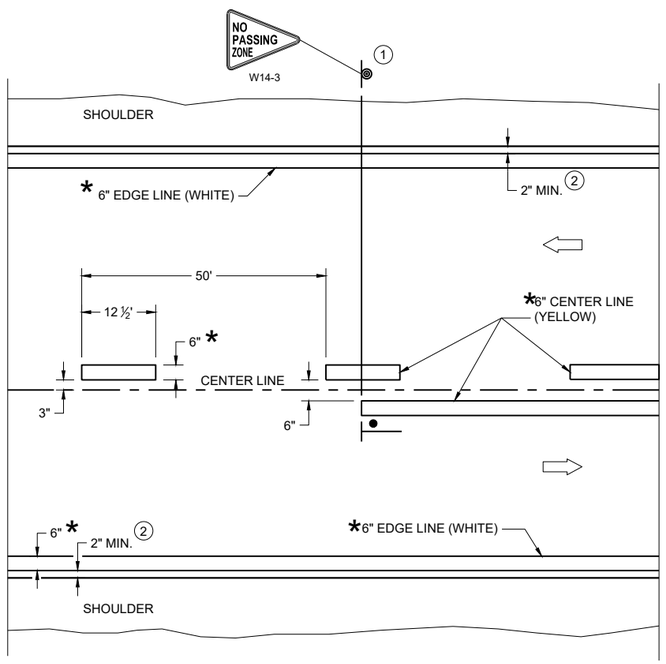
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

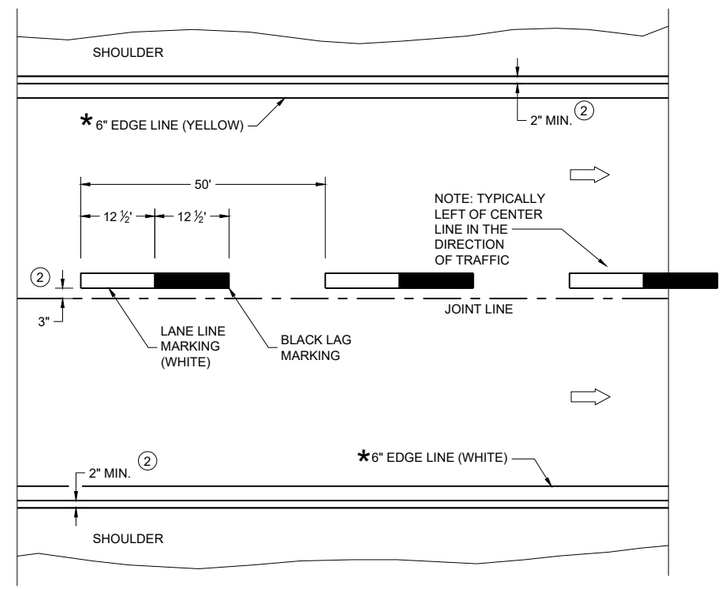
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-24a

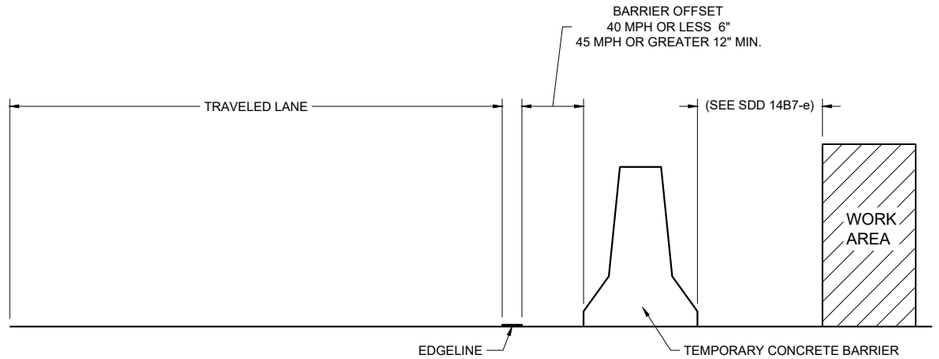
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

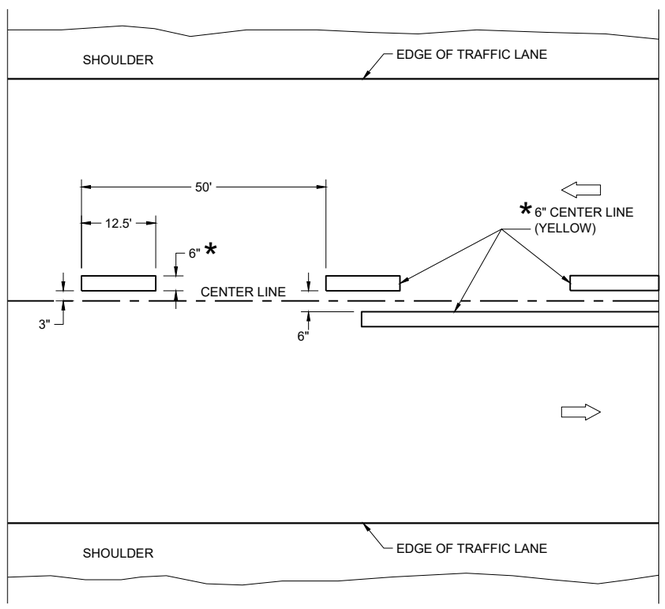
GENERAL NOTES

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

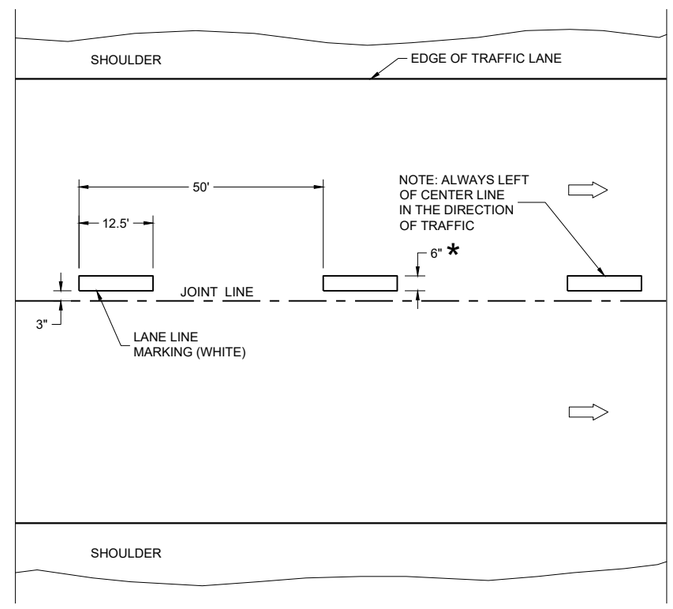
LEGEND

⇨ DIRECTION OF TRAFFIC

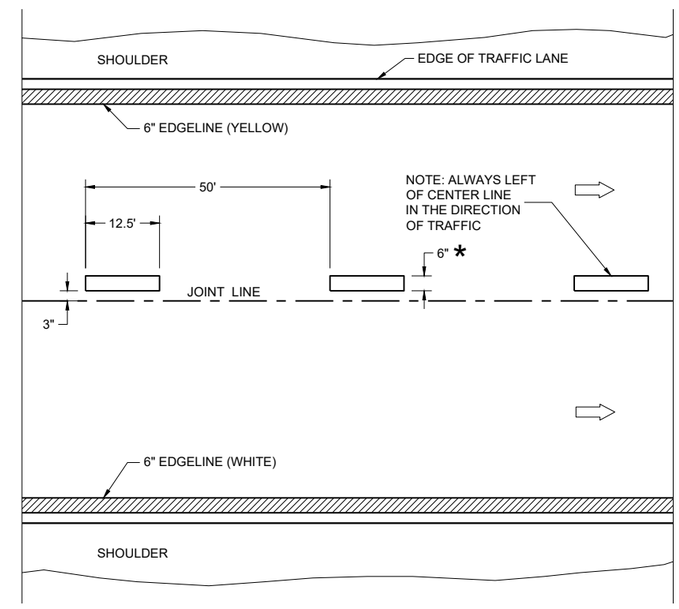
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED December 2024 — /S/ Jeannie Silver DATE — Statewide Pavement Marking Engineer FHWA

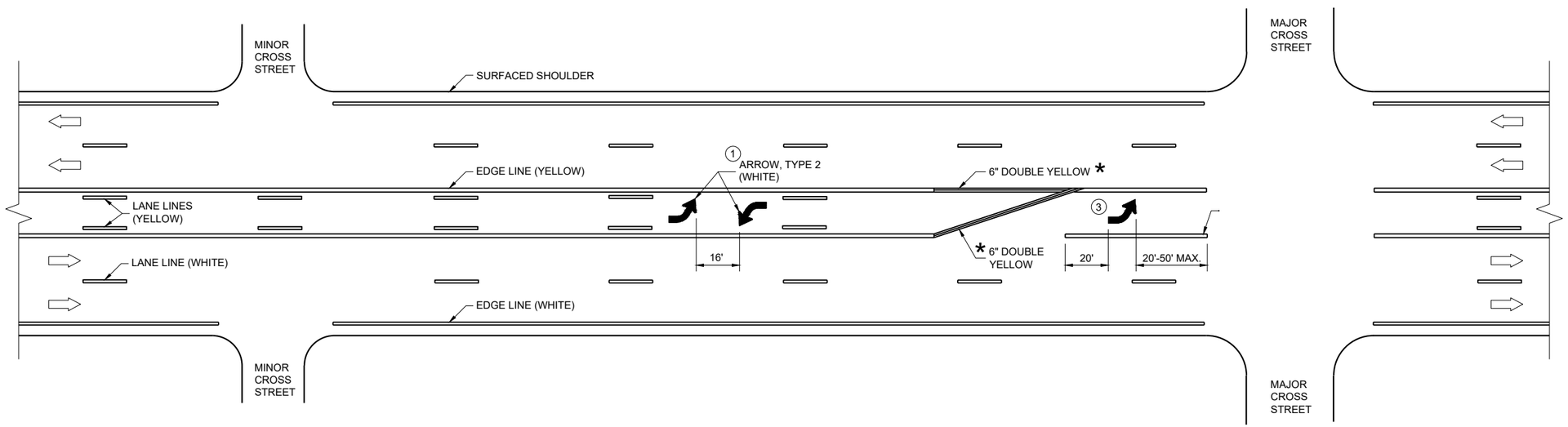
6
SDD 15C08-24b

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



TWO WAY LEFT TURN LANE

6

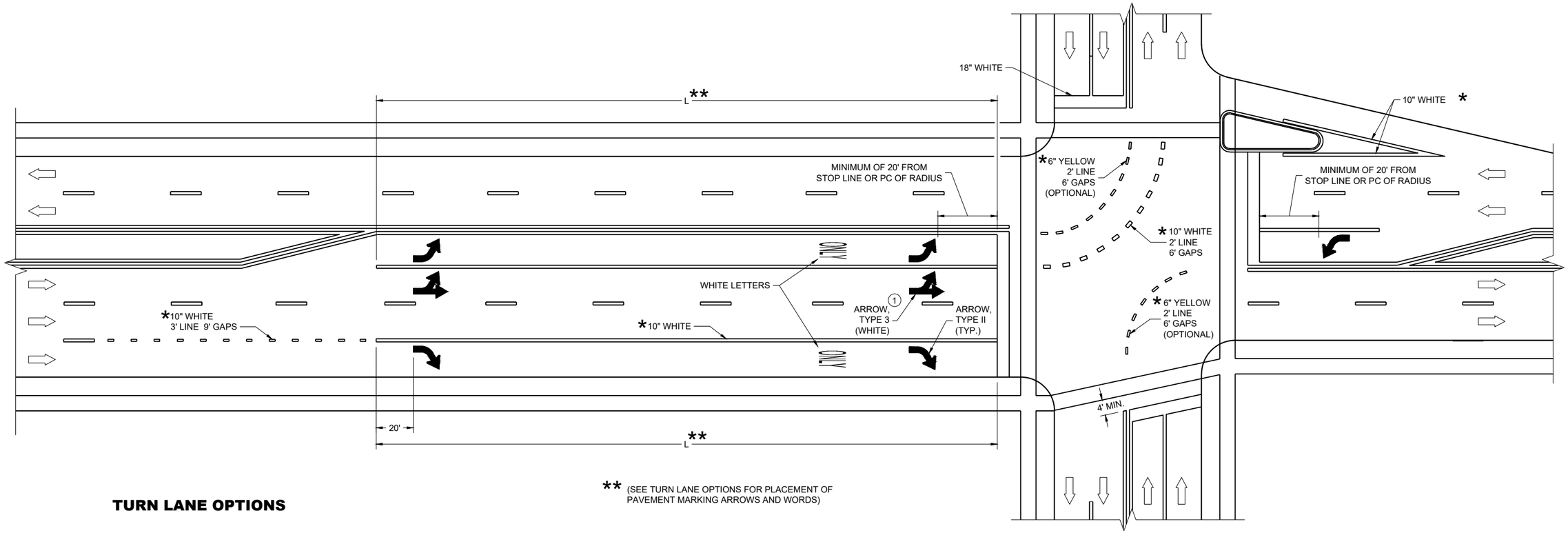
SDD 15C08-24c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-24c

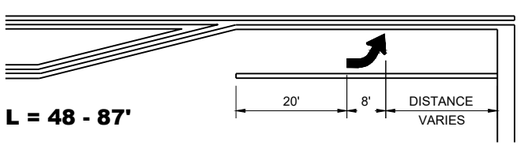


** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

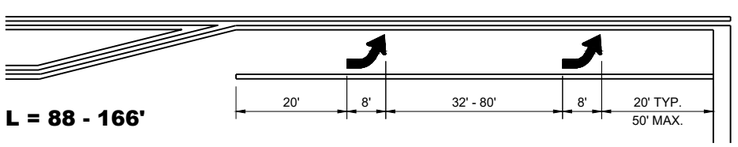
TURN LANE OPTIONS

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

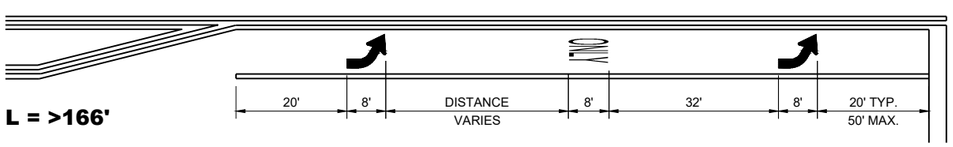
L = 48 - 87'



L = 88 - 166'



L = >166'



GENERAL NOTES

1 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

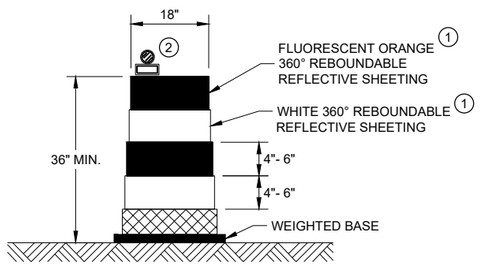
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15C08-24d

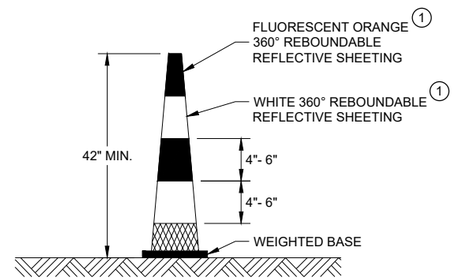
GENERAL NOTES

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



DRUM

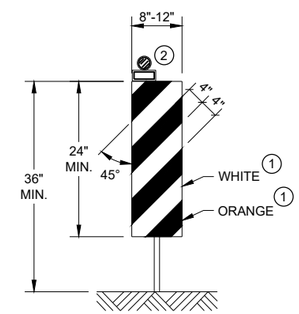
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

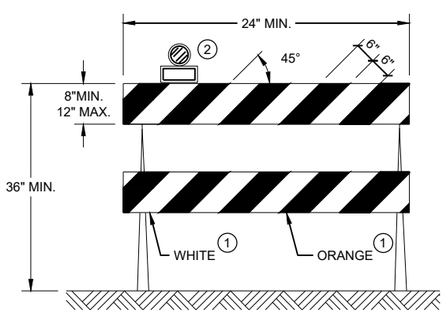
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



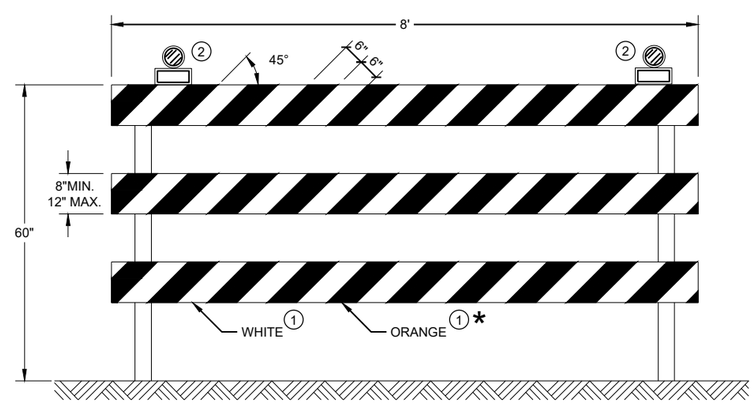
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — /S/ Andrew Heidtke
DATE — WORK ZONE ENGINEE
FHWA

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SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

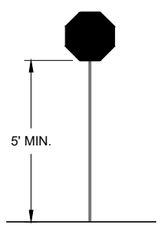
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



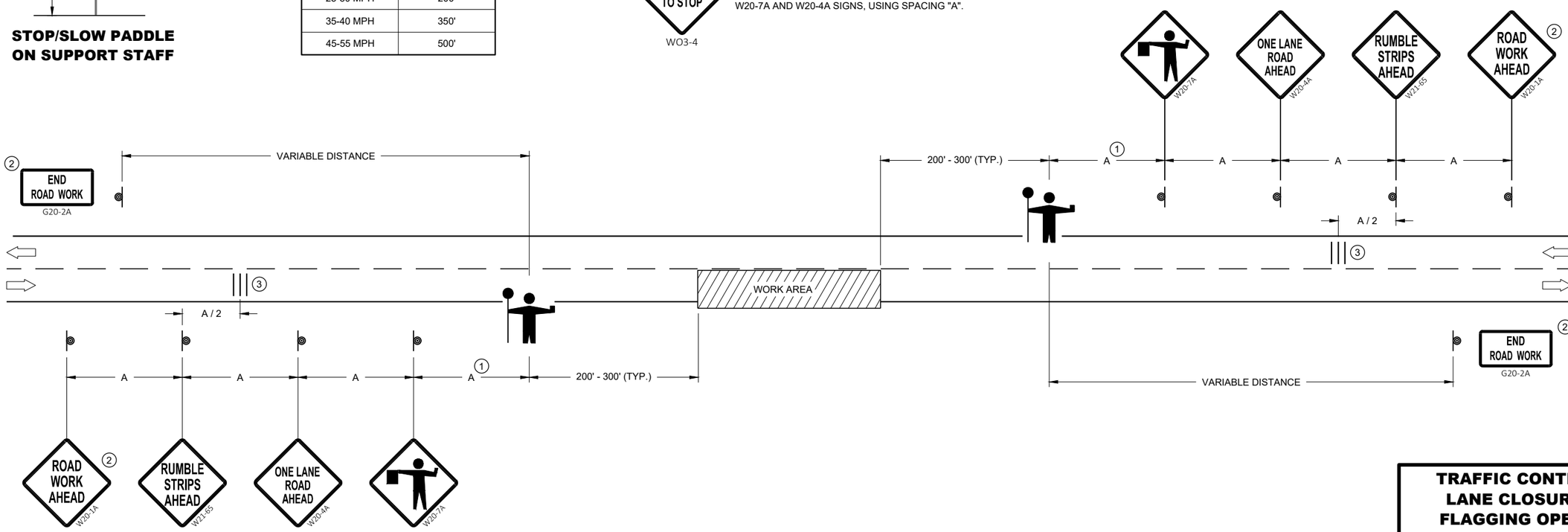
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

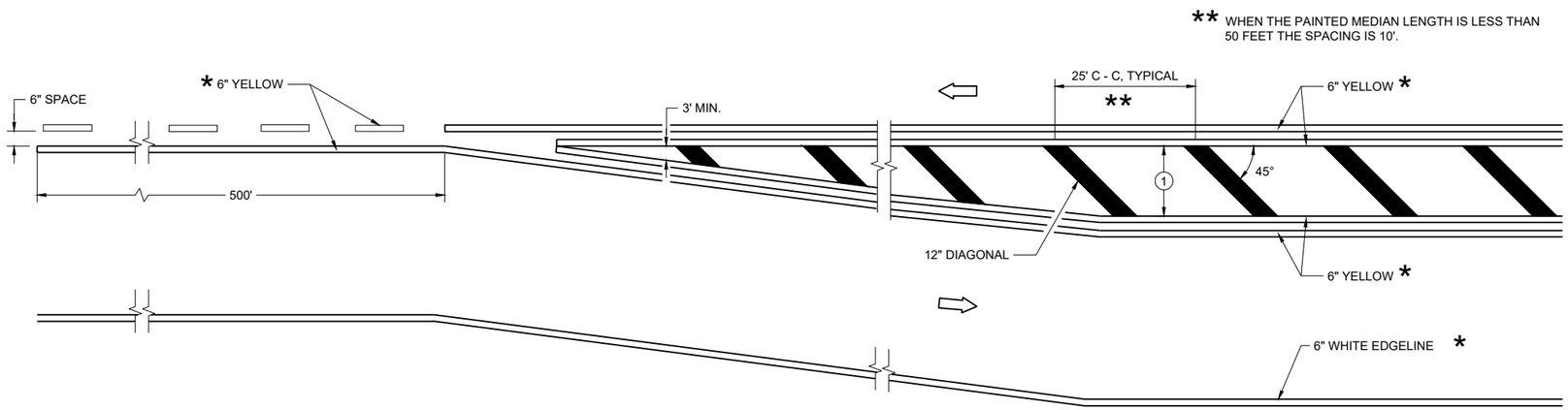
USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA



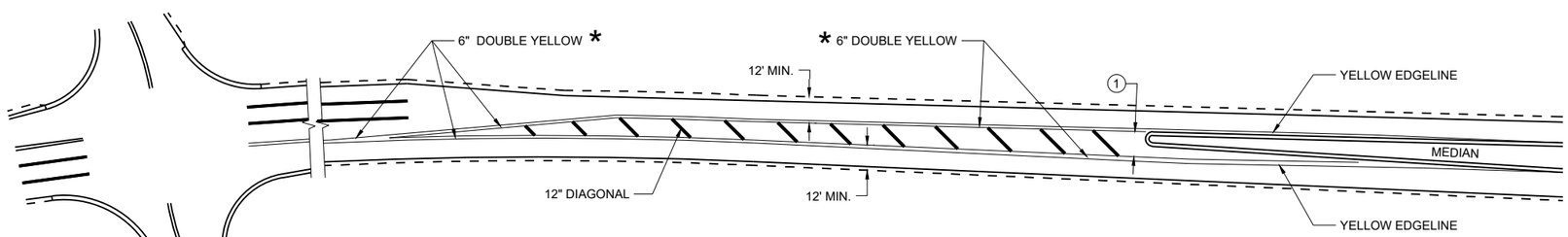
MEDIAN ISLAND DETAIL

GENERAL NOTES

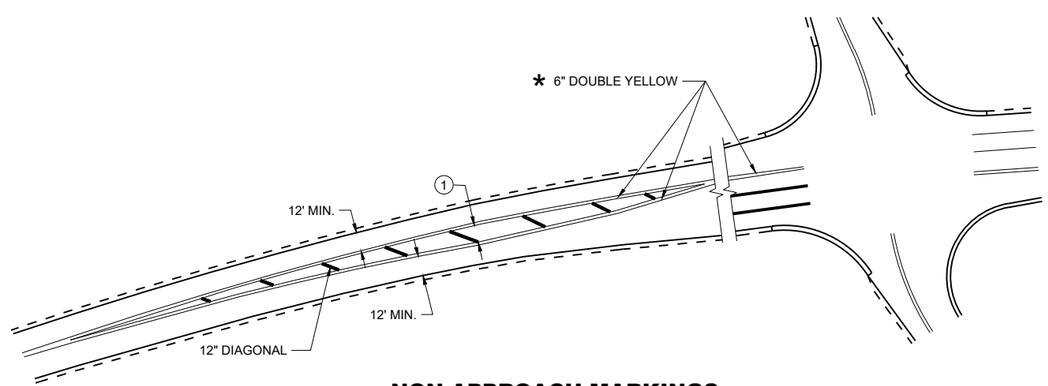
1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

6

SDD 15C18-09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

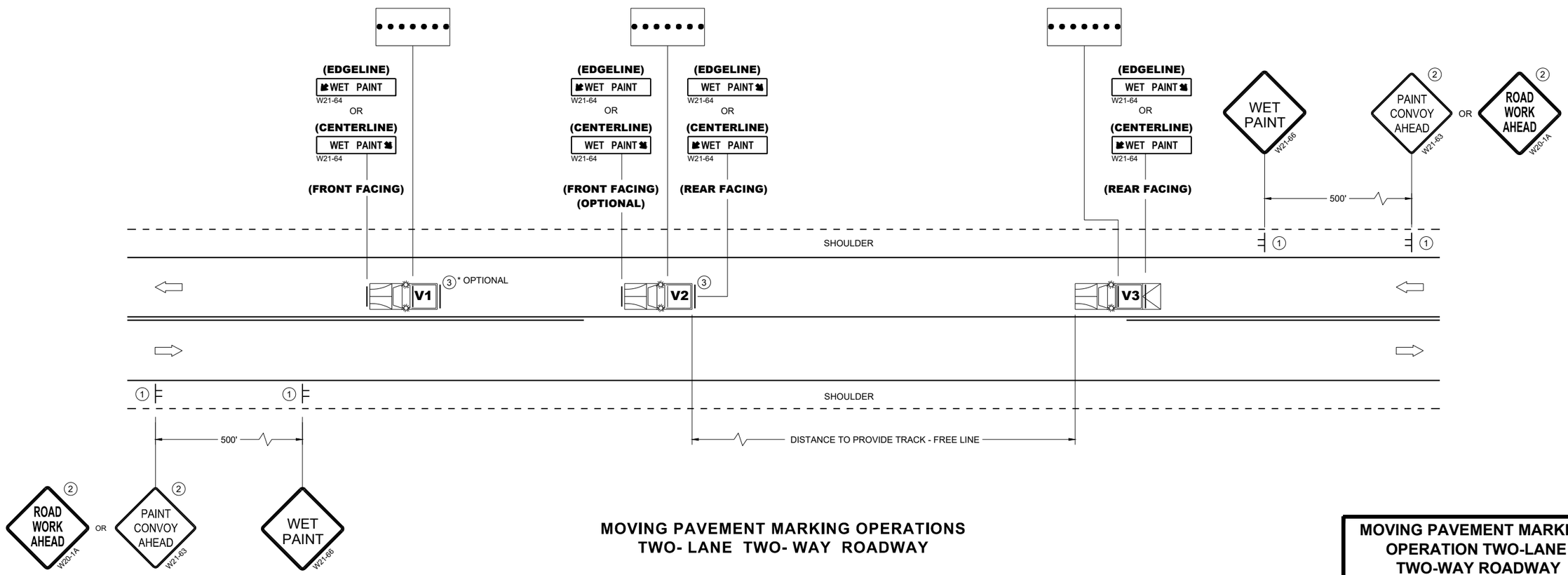
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

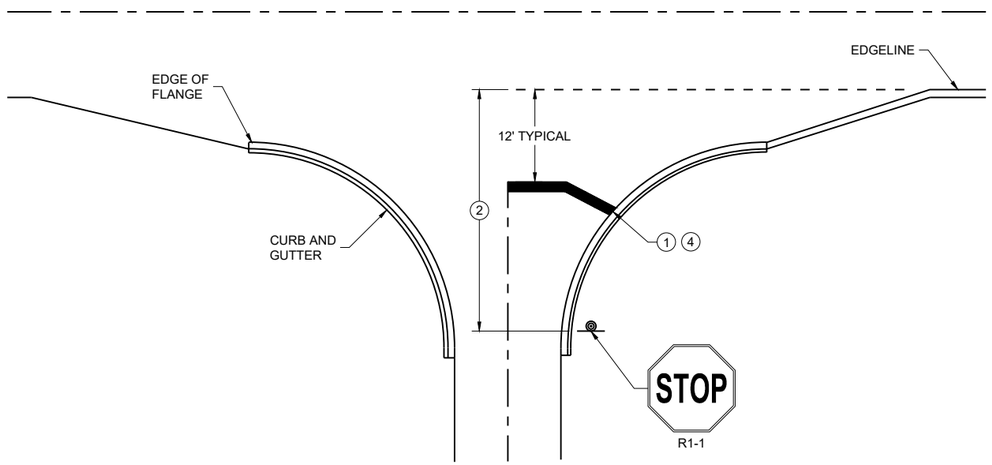
FHWA

6
SDD 15C19-11a

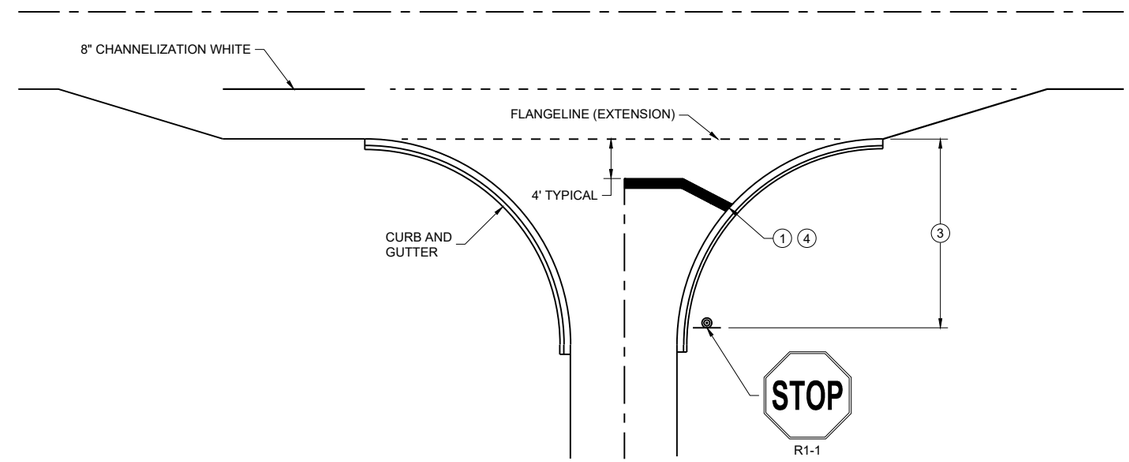
GENERAL NOTES

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

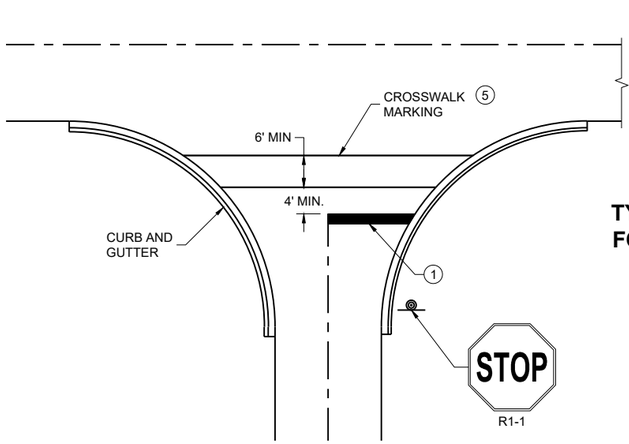
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



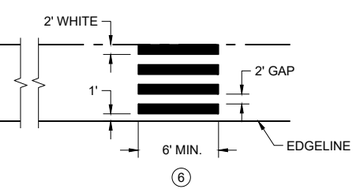
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



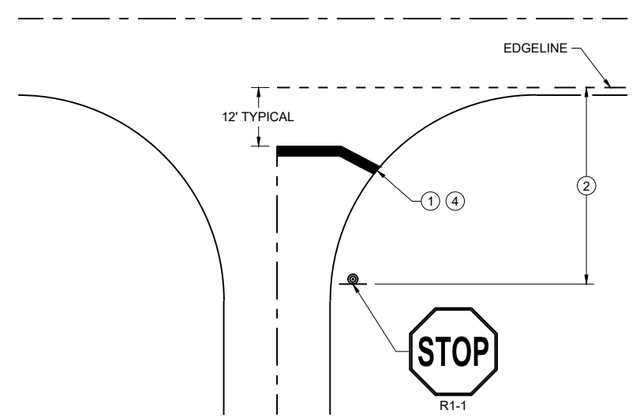
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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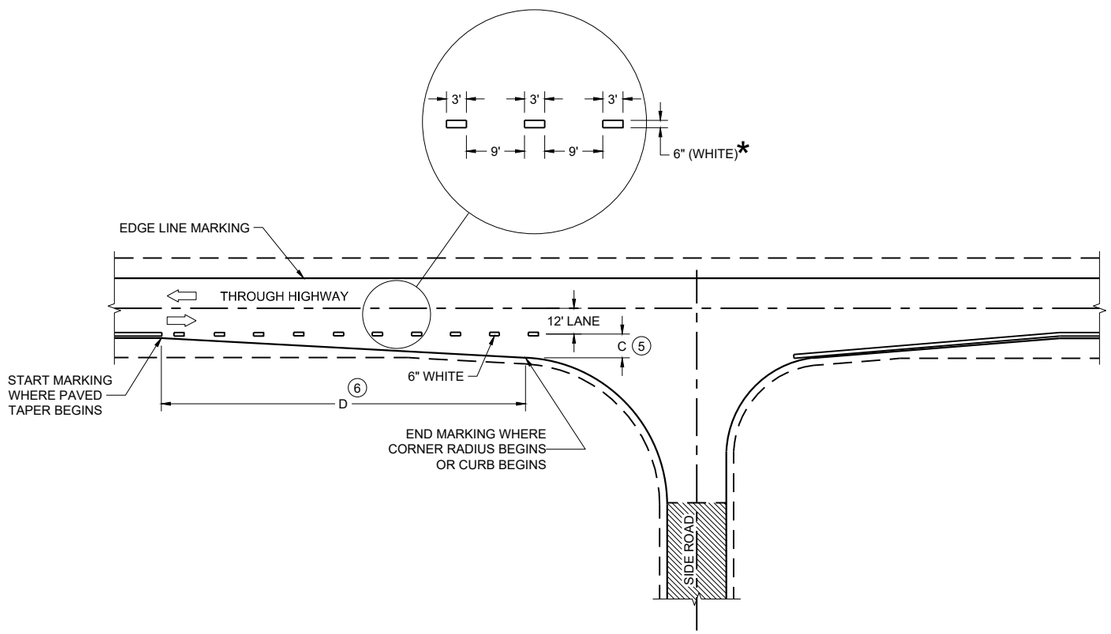
SDD 15C33-05



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

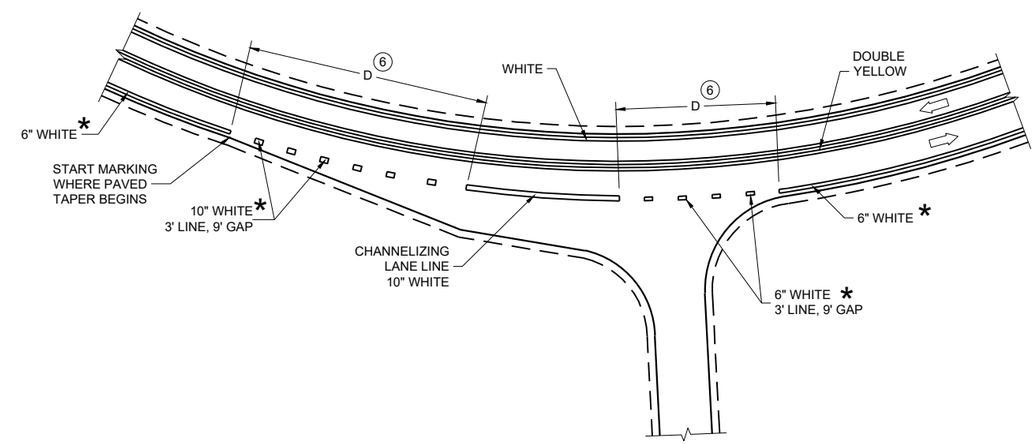
GENERAL NOTES

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

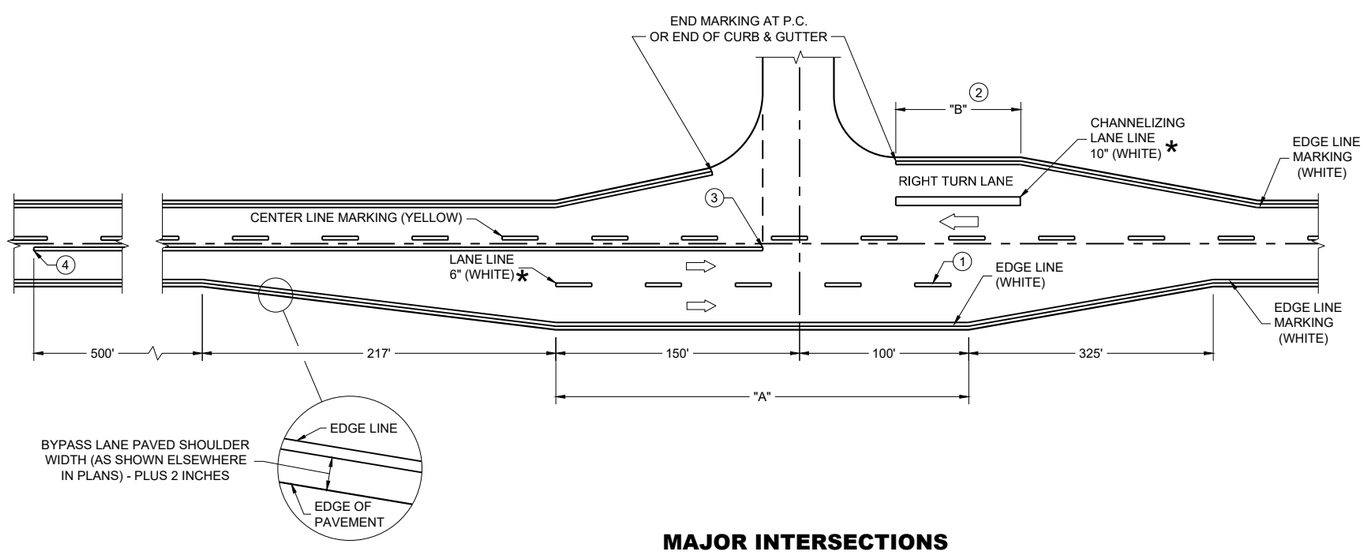
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

⇨ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

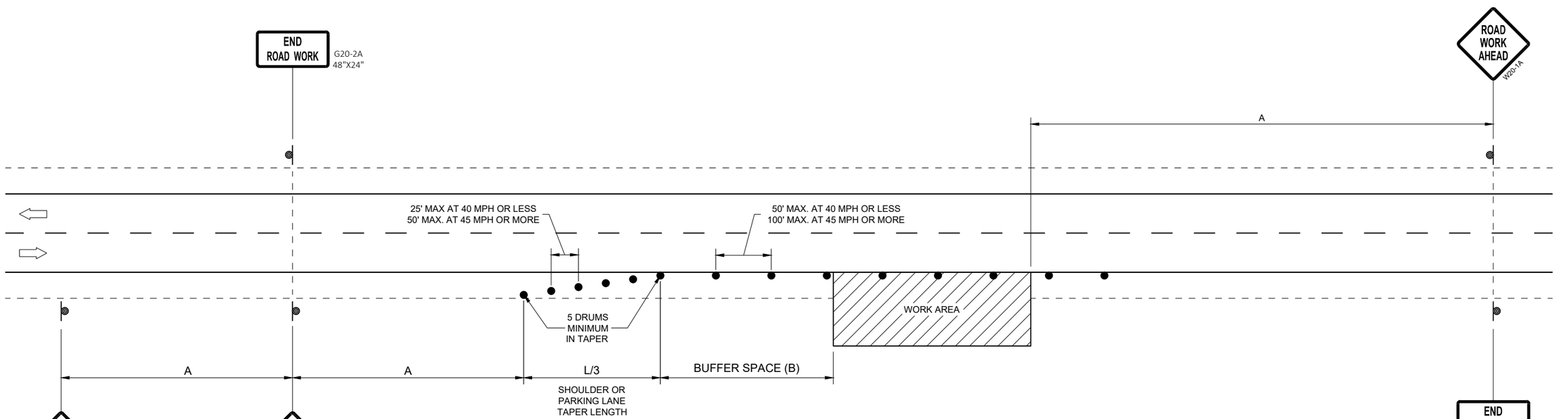
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

FHWA

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SDD 15D28 - 04

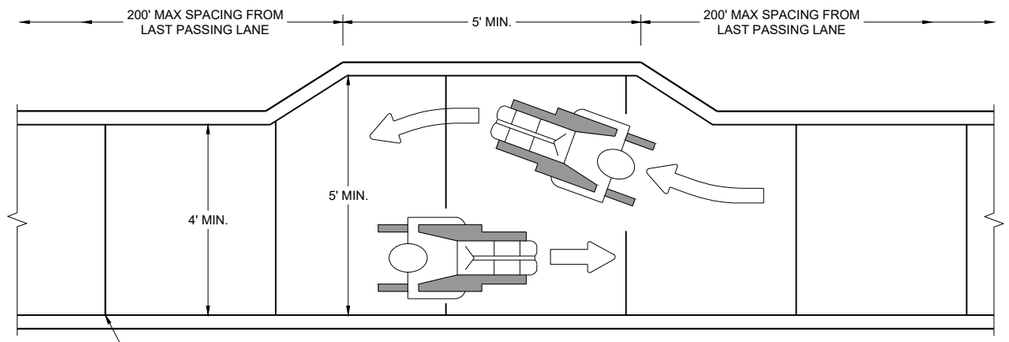
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

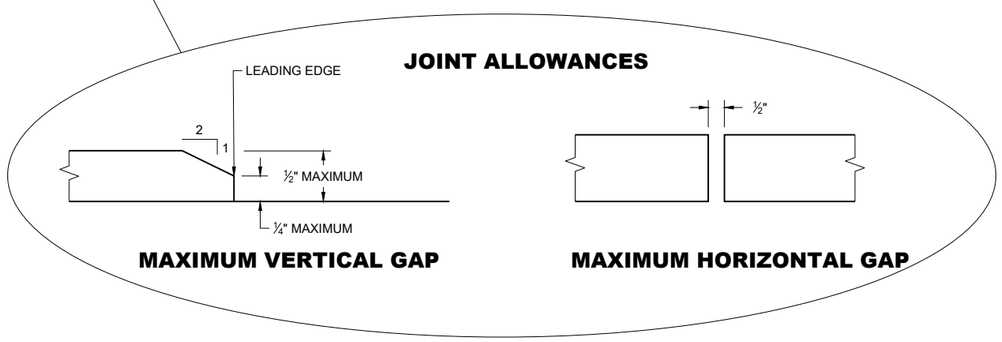
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

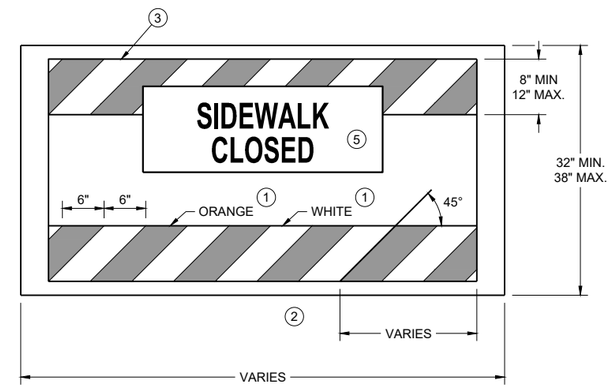
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

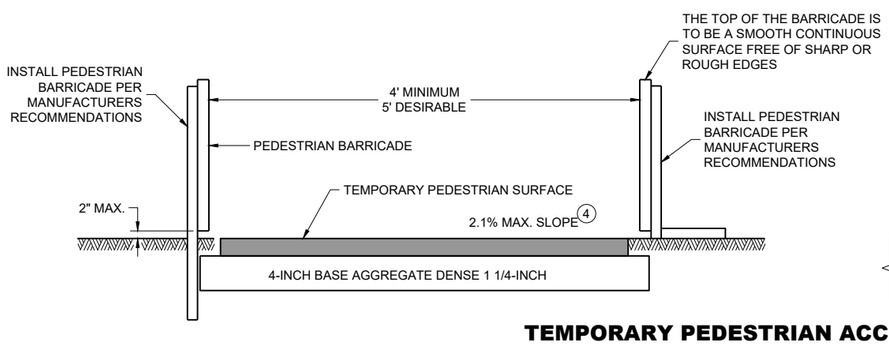


NARROW SIDEWALK PASSING DETAIL

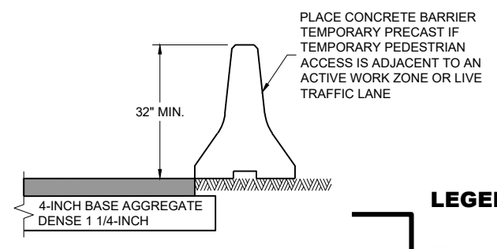




TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS



TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12a

GENERAL NOTES

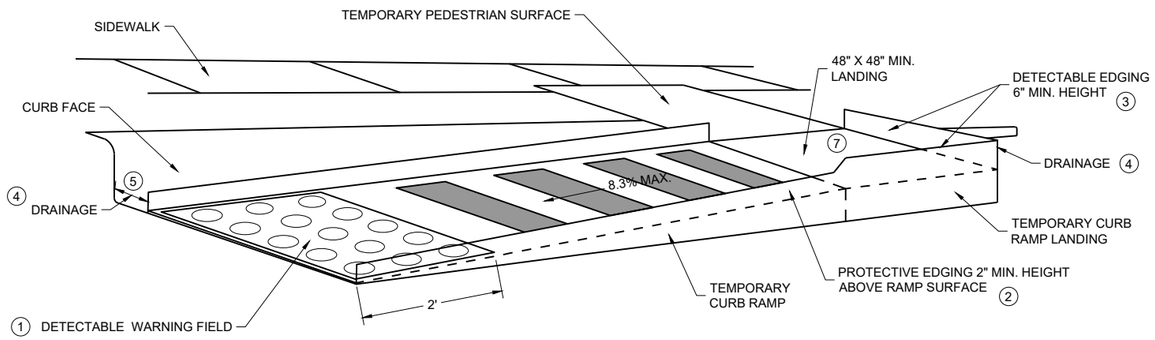
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

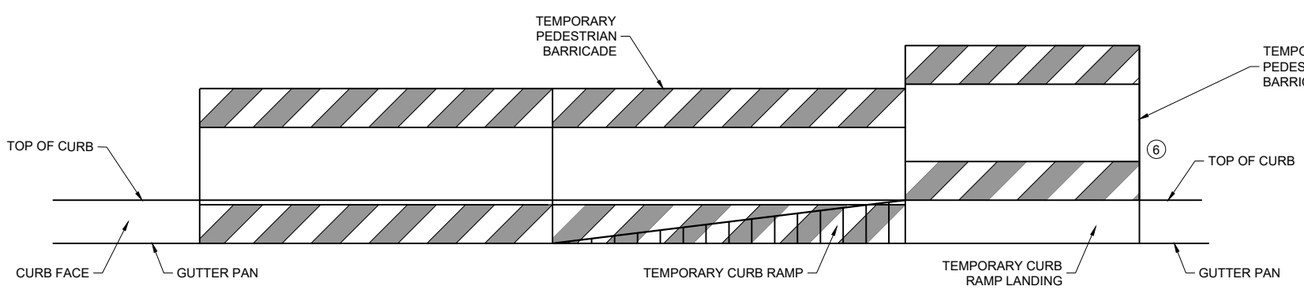
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

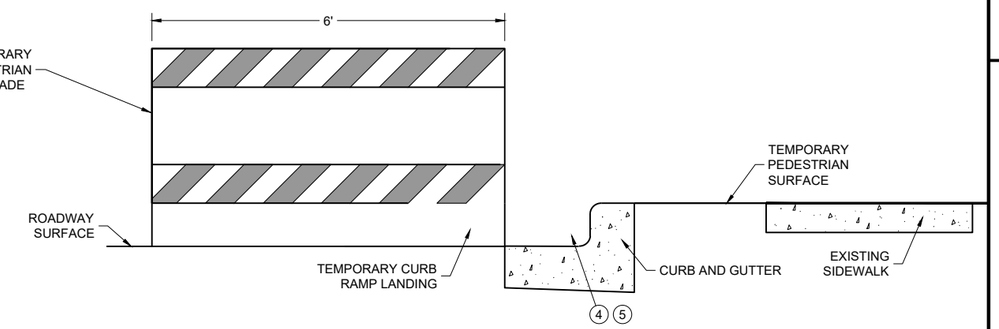
1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

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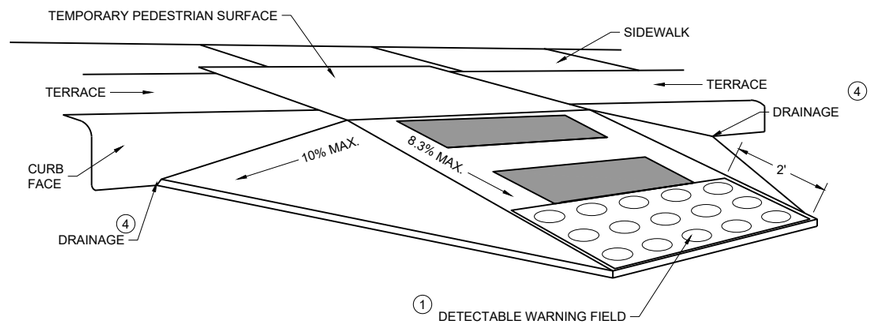
SDD 15D30-12b

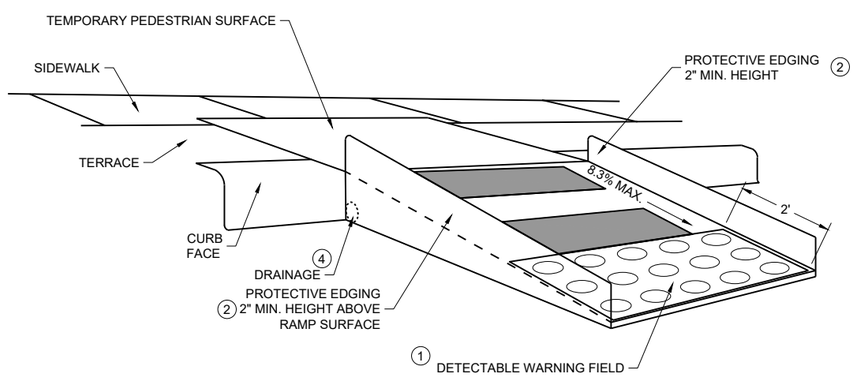
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



WITH SIDE APRON 5



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) 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.

6

SDD 15D30-12c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

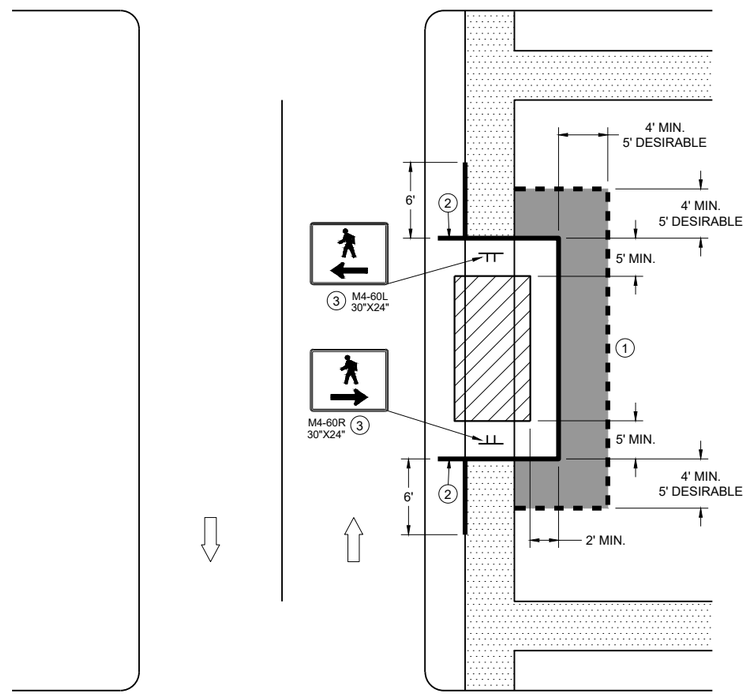
GENERAL NOTES

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.

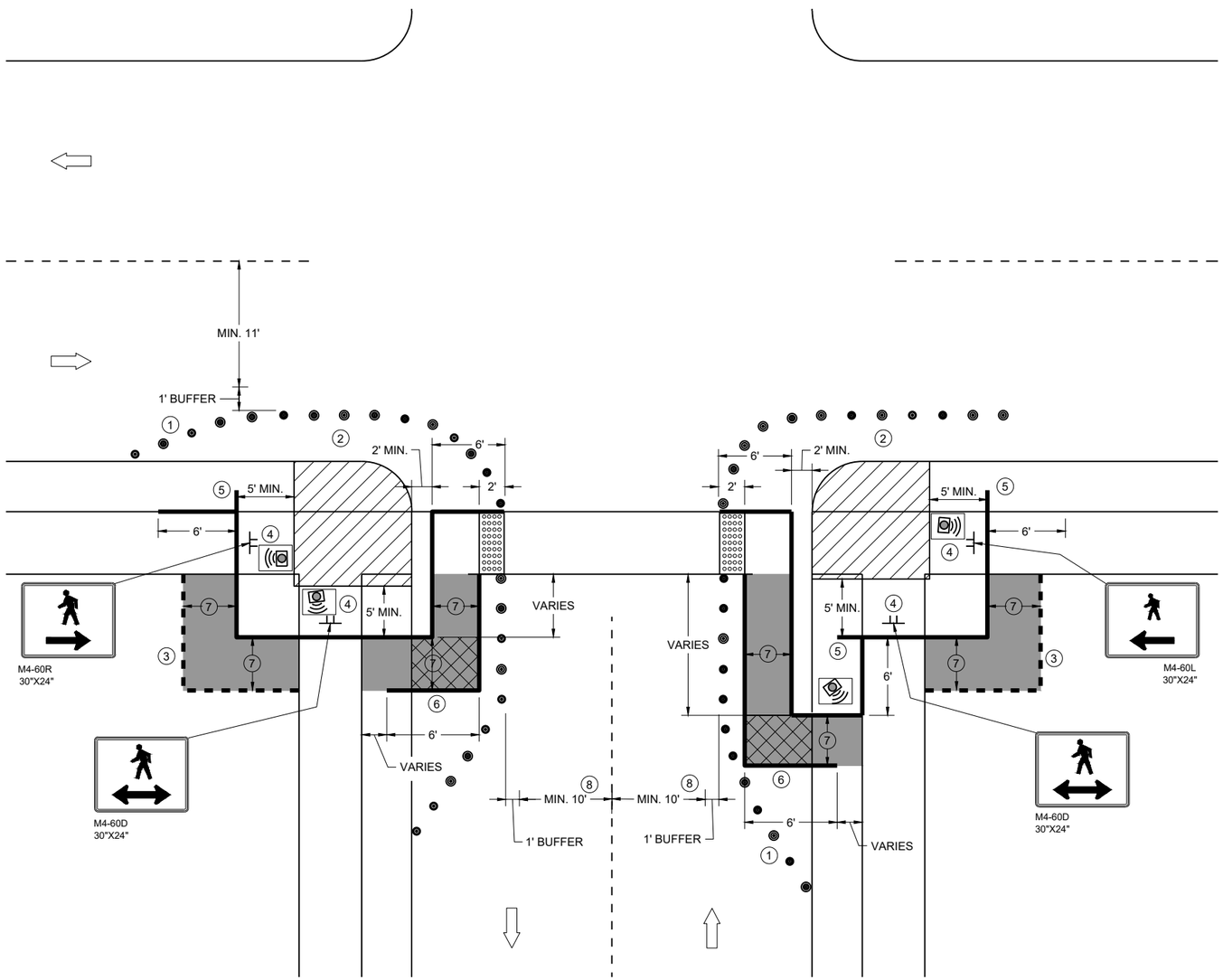


SIDEWALK BYPASS
SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12g



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

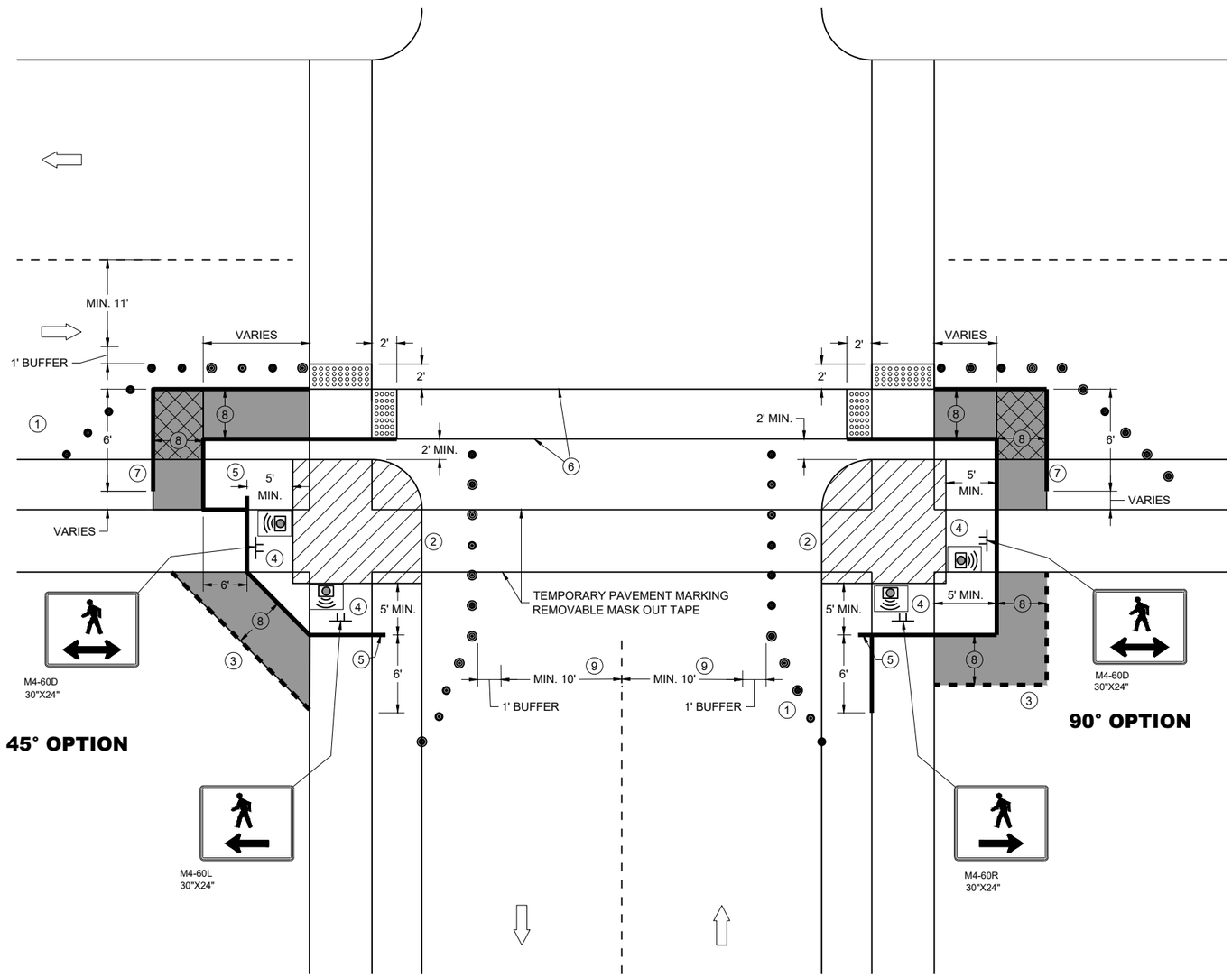
LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

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

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

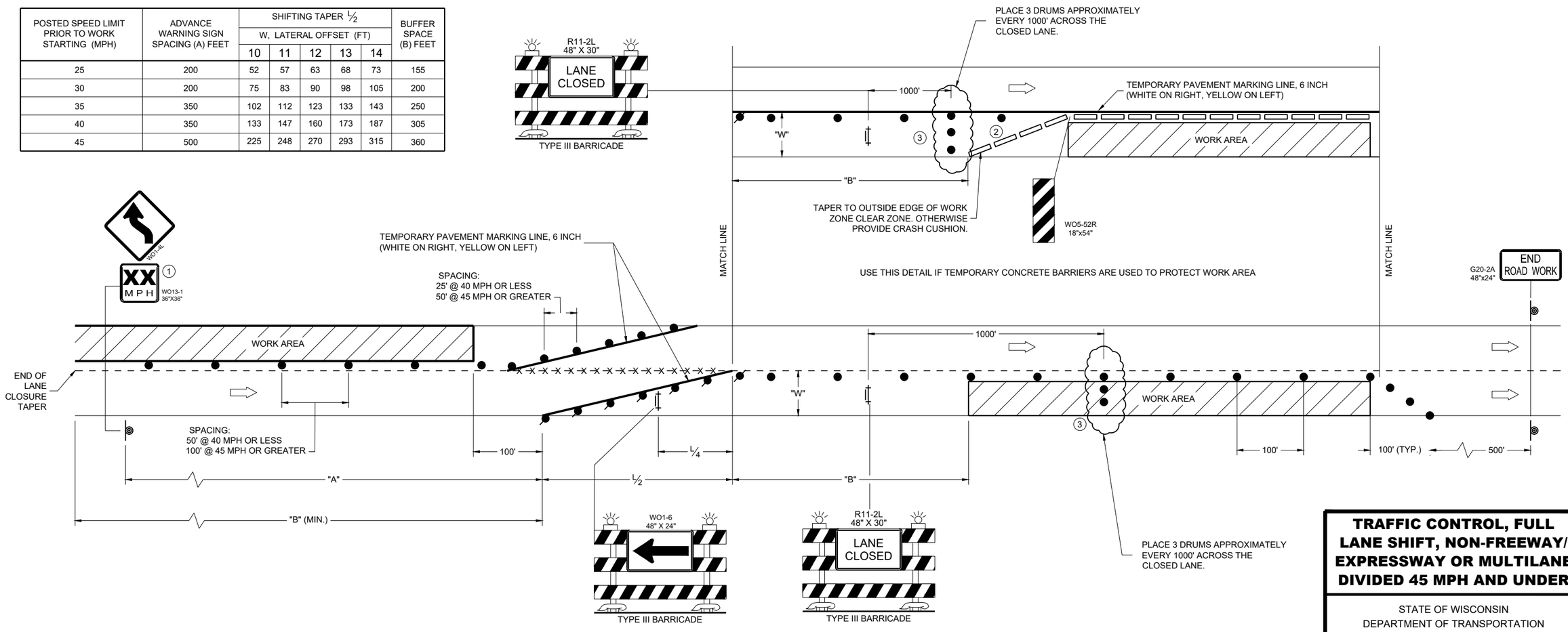
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
2. BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
   8:1 @ 45 MPH OR GREATER
3. DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D40-07a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

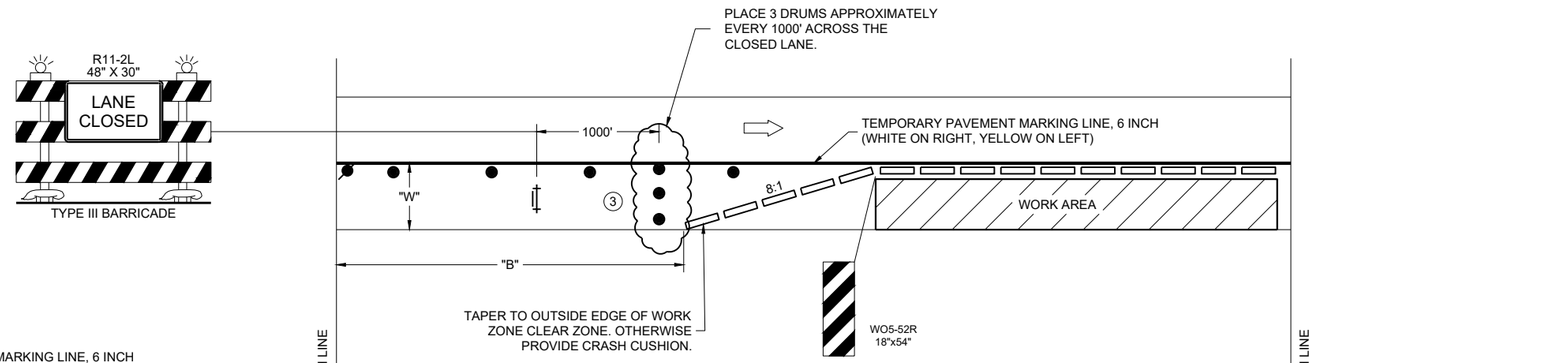
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

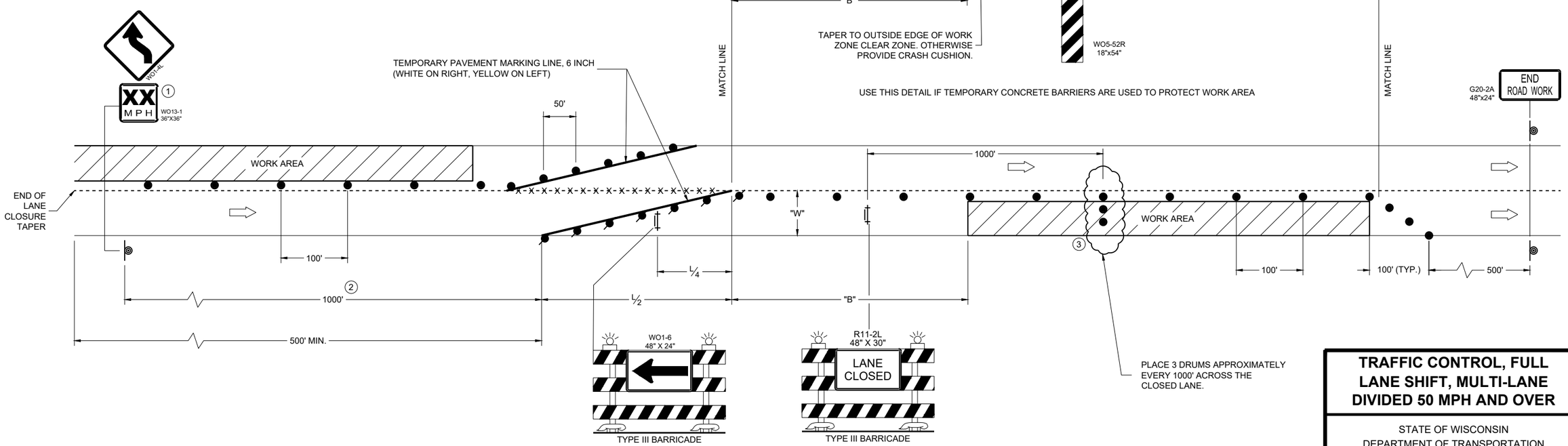
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE THE LENGTH OF ½ THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
2. IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
3. DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
	10	11	12	13	14	
50	250	275	300	325	350	425
55	275	303	330	358	385	495
60	300	330	360	390	420	570
65	325	358	390	423	455	645
70	350	385	420	455	490	730





TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D40-07b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

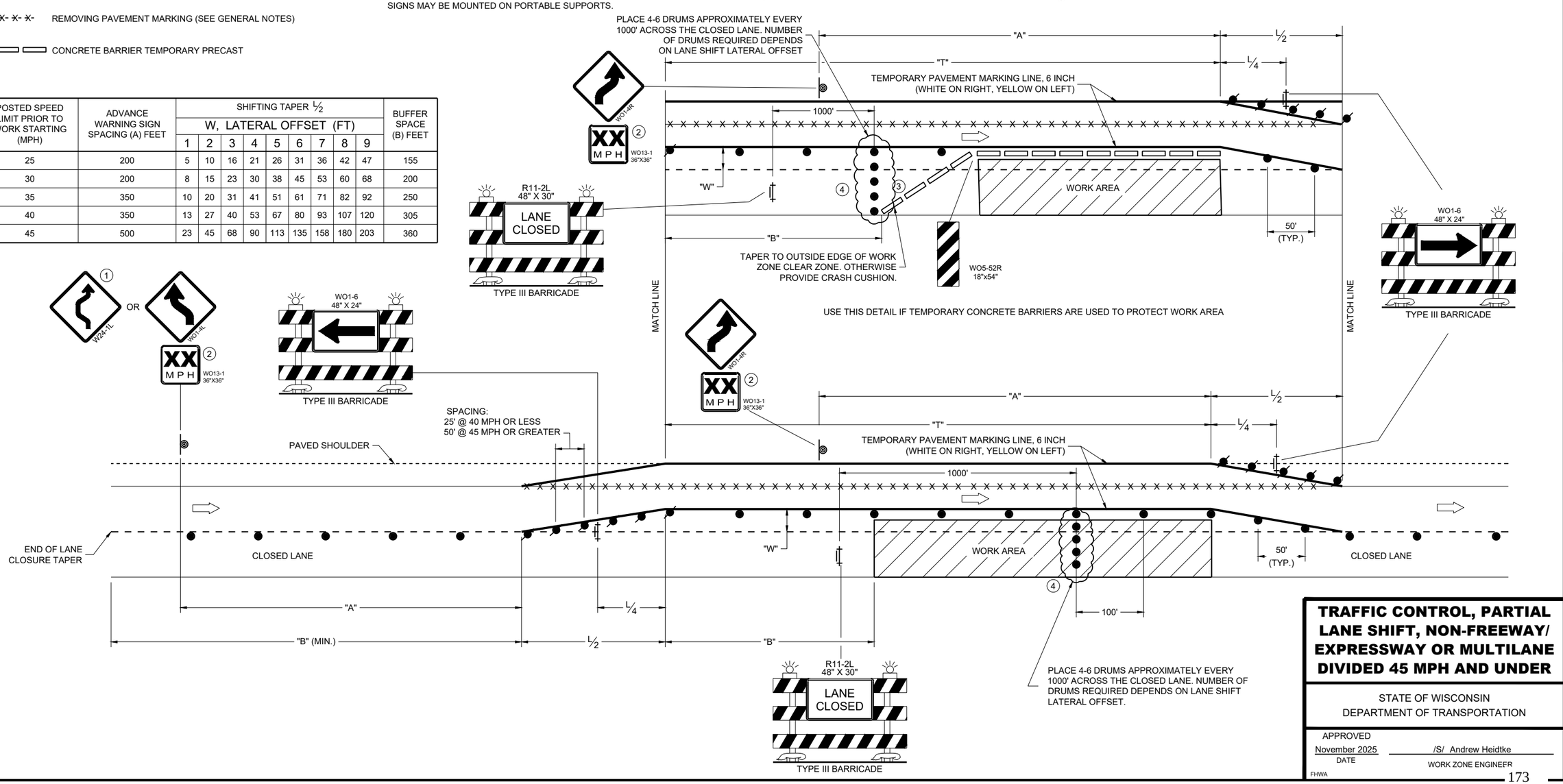
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
   8:1 @ 45 MPH OR GREATER
4. DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D40-07c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

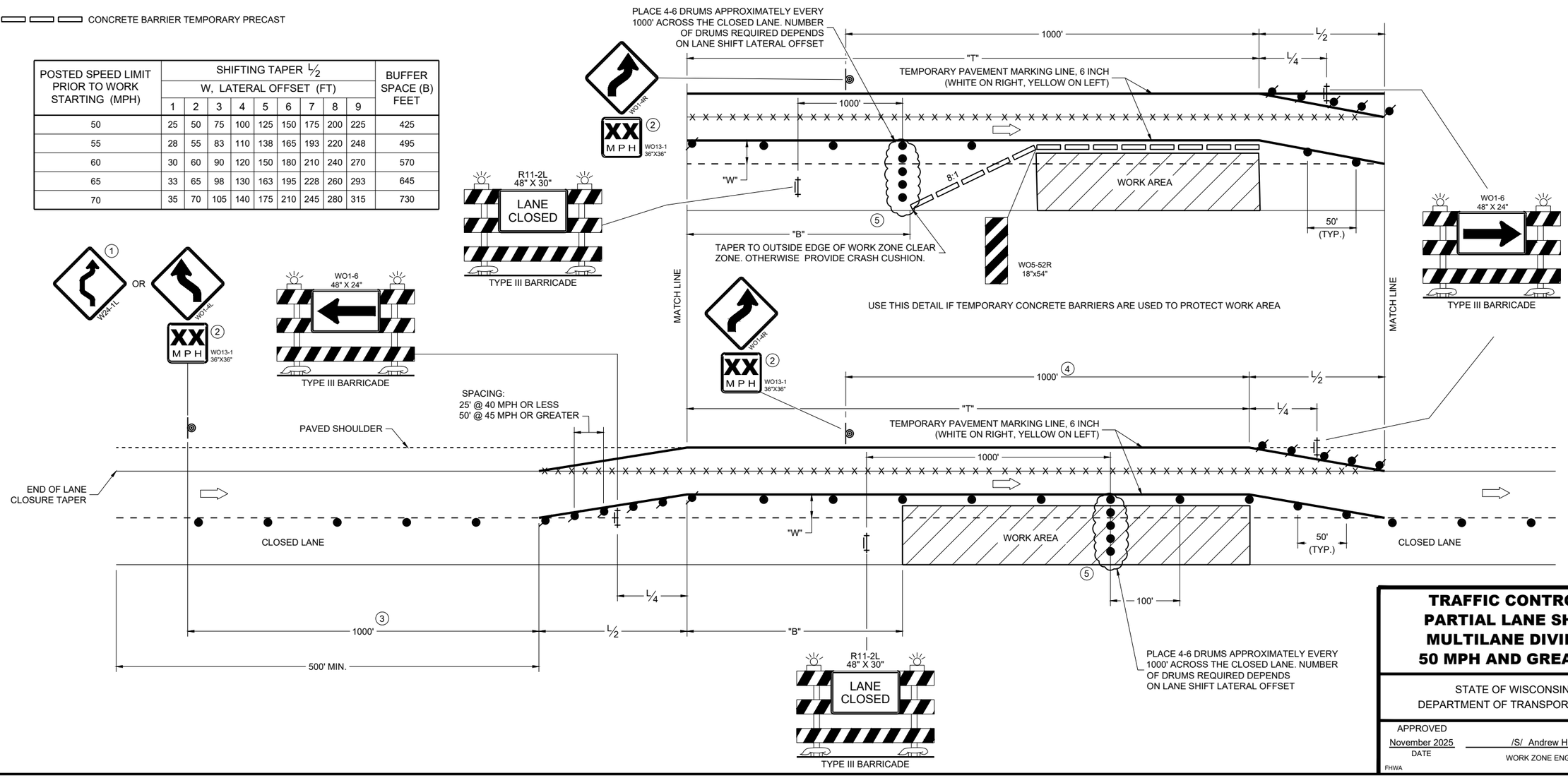
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.
5. DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
	1	2	3	4	5	6	7	8	9	
50	25	50	75	100	125	150	175	200	225	425
55	28	55	83	110	138	165	193	220	248	495
60	30	60	90	120	150	180	210	240	270	570
65	33	65	98	130	163	195	228	260	293	645
70	35	70	105	140	175	210	245	280	315	730



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D40-07d

GENERAL NOTES

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

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

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

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

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

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

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

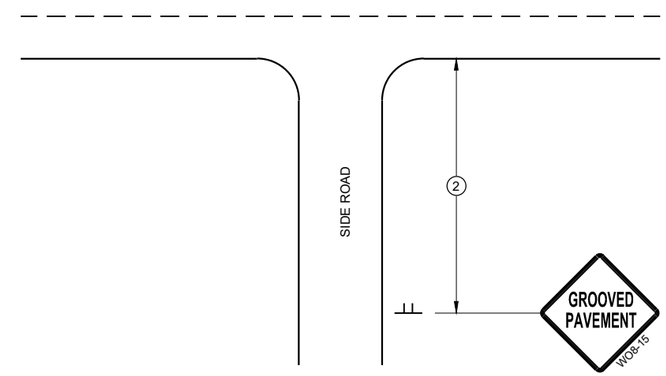
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

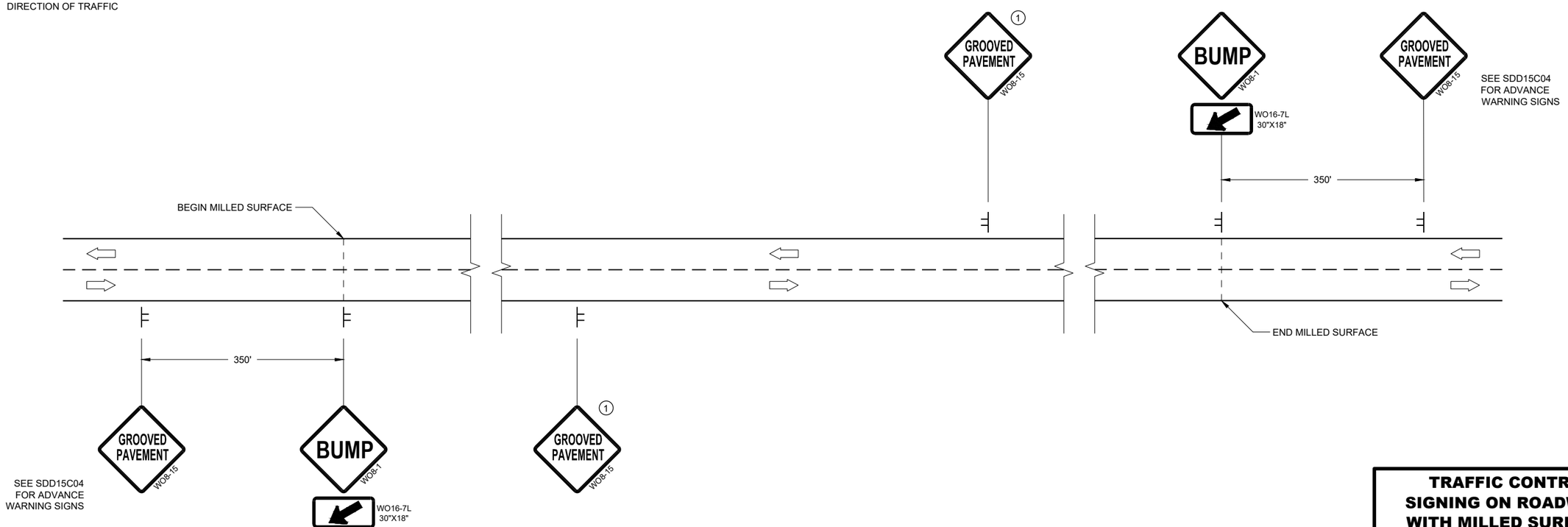
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15D44 - 02

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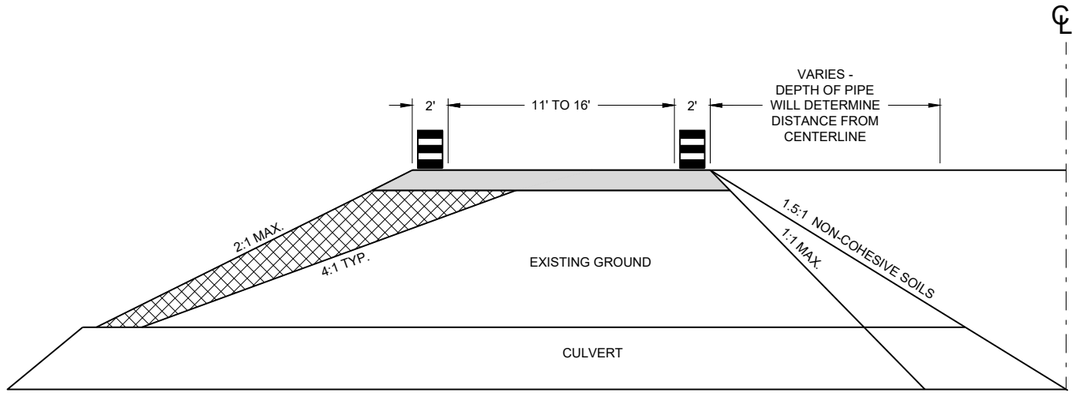
SDD 15D44 - 02



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

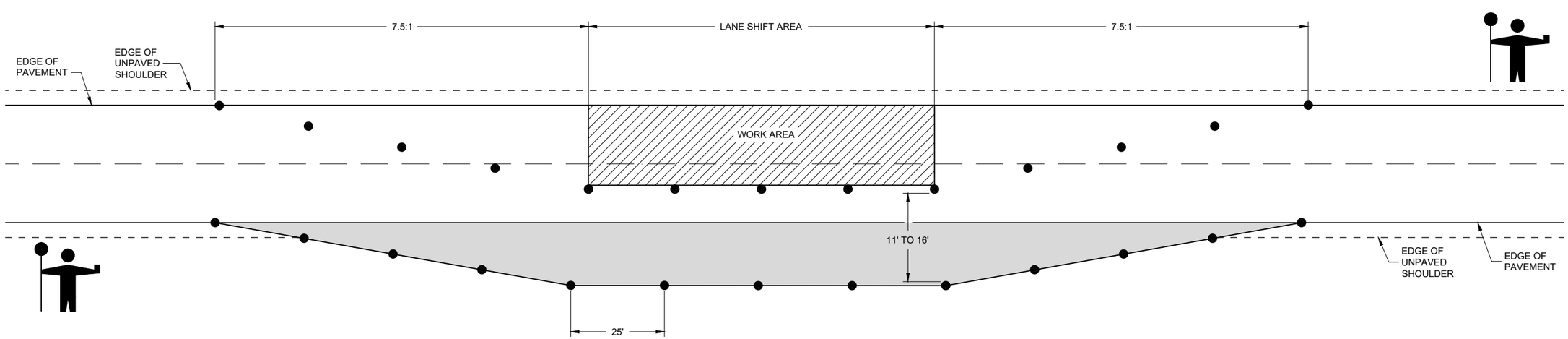
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

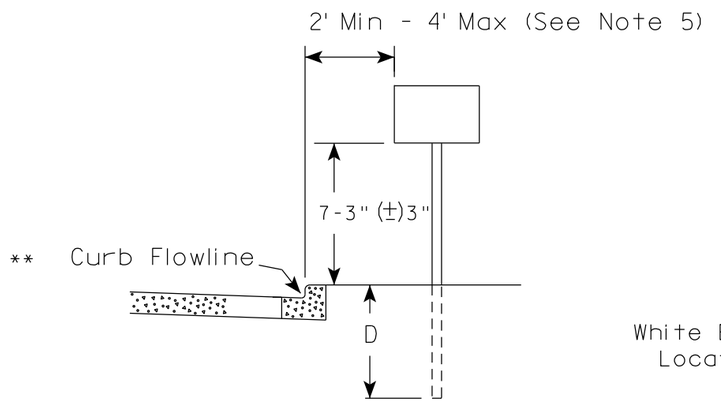
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

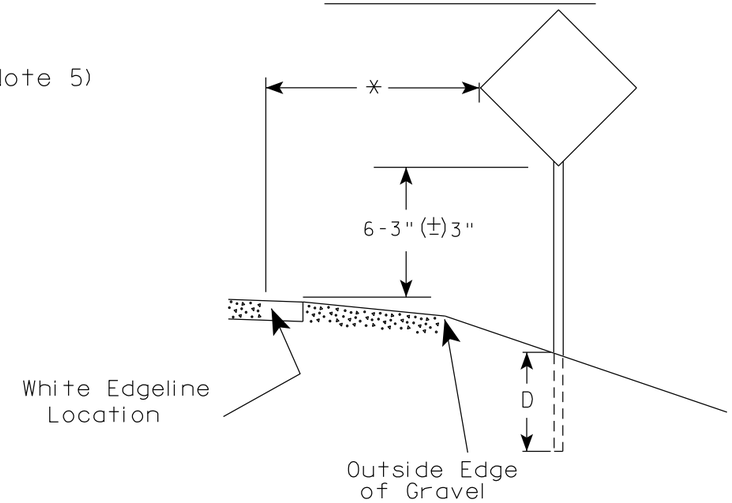
6

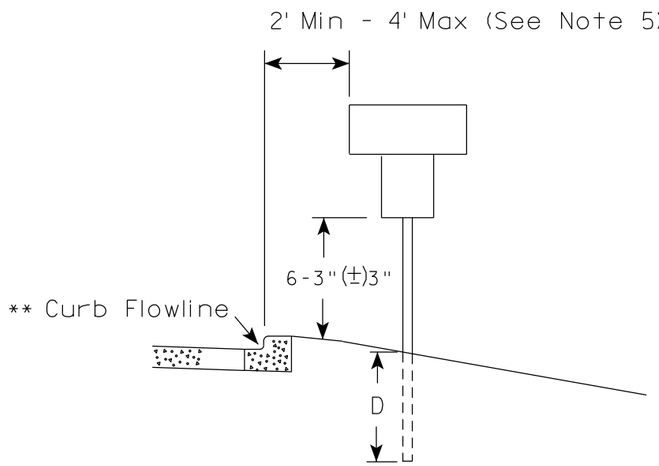
SDD 15D48 - 01

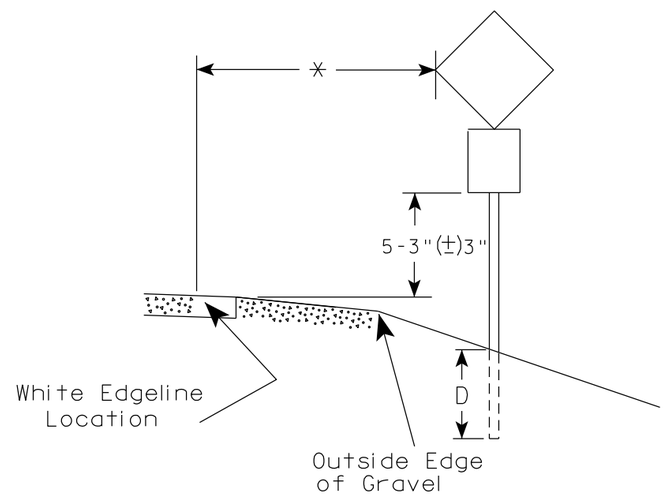
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

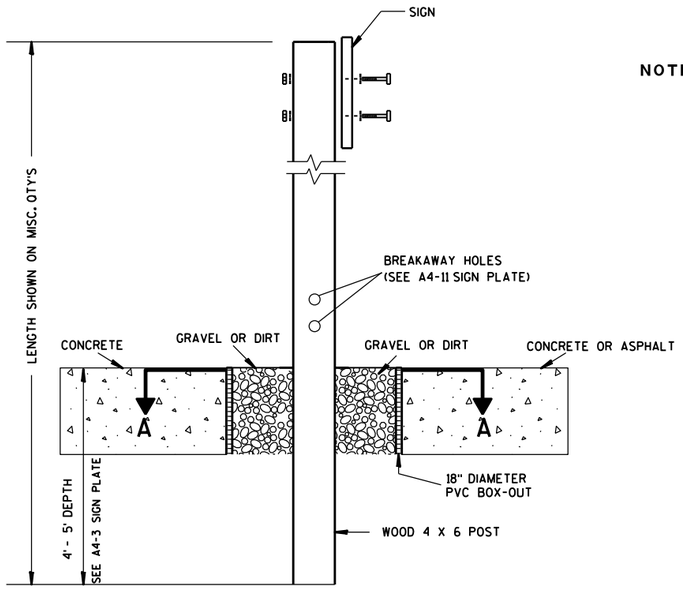
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

7 7

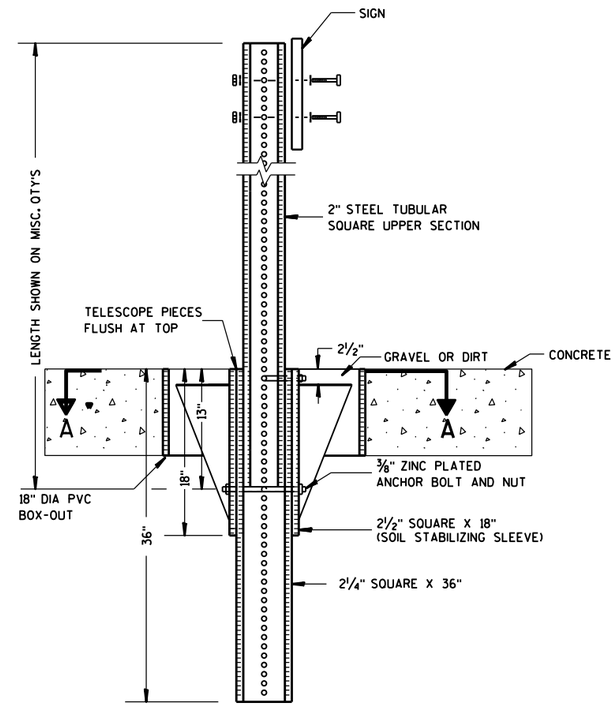
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E



ELEVATION VIEW

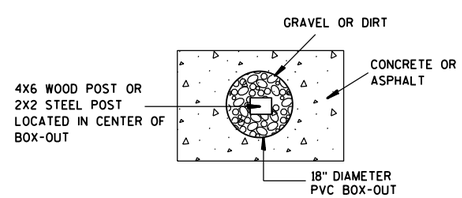
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

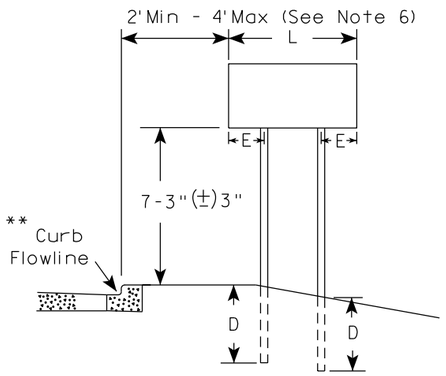
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

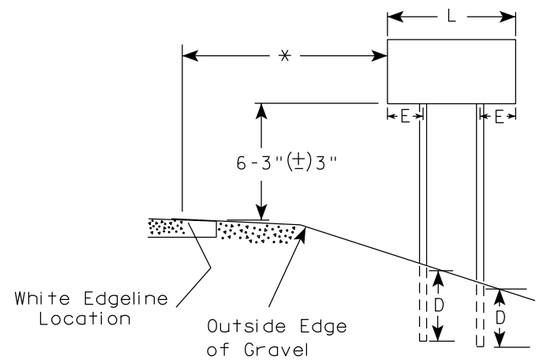
DATE 1/27/14 PLATE NO. A4-3B.1

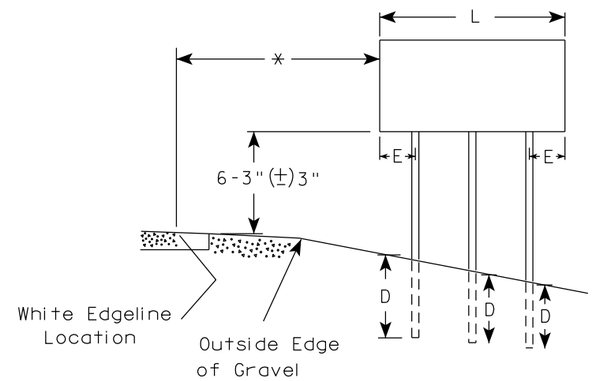
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

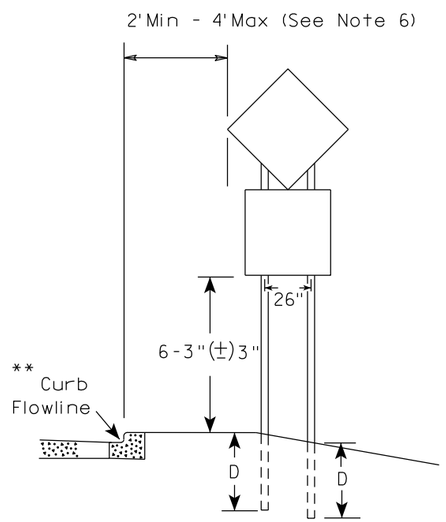
URBAN AREA



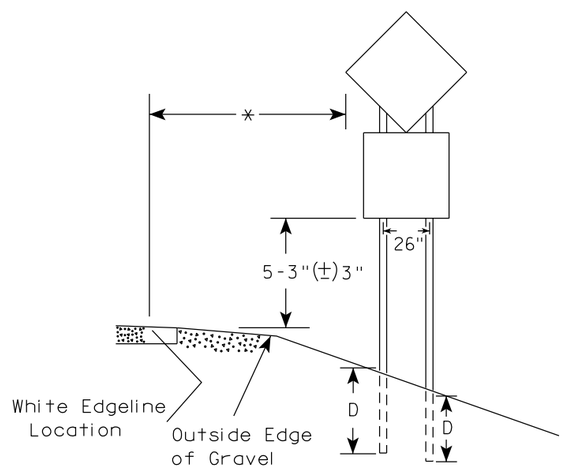
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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

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

POST EMBEDMENT DEPTH

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

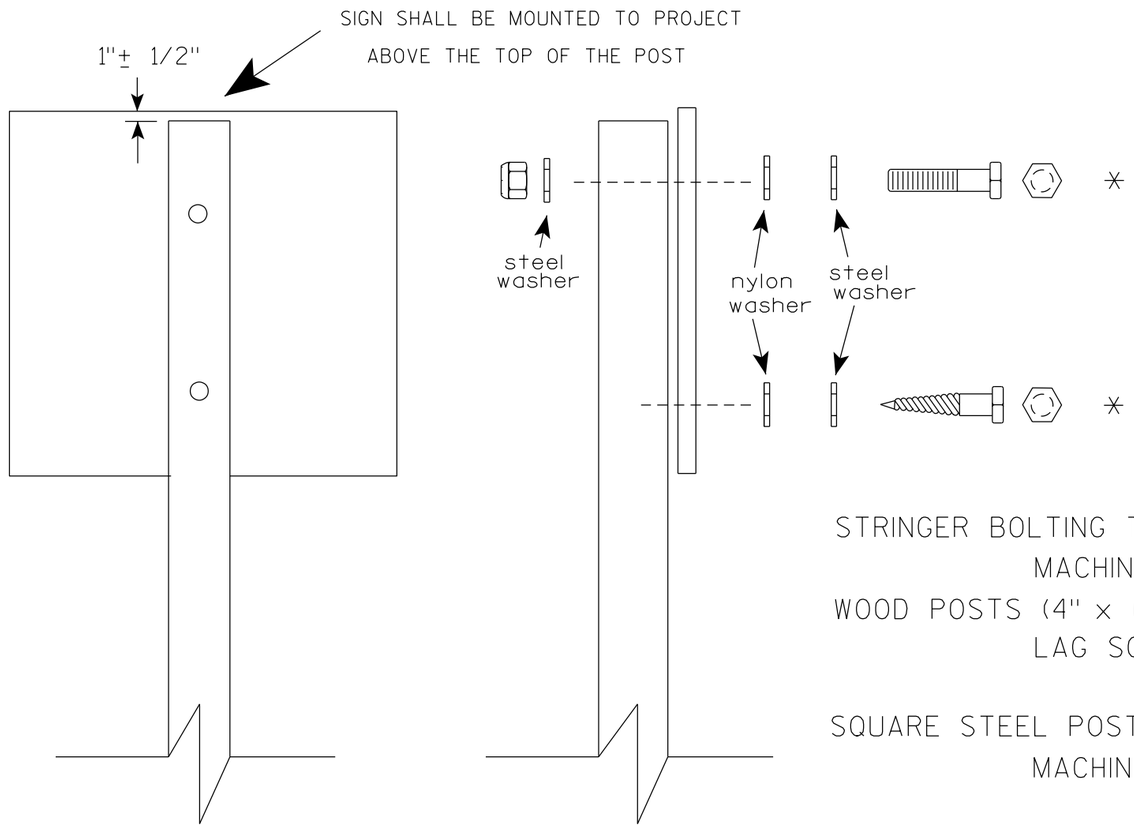
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E



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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

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

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

ATTACHMENT OF SIGNS TO POSTS

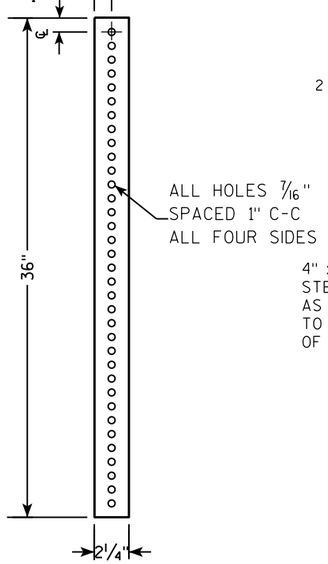
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

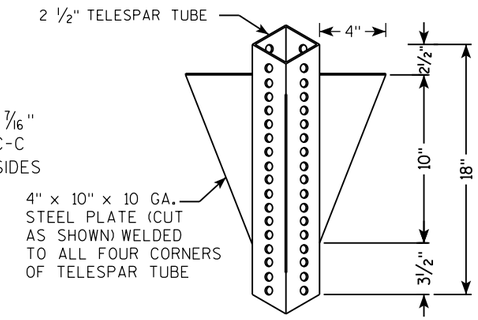
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

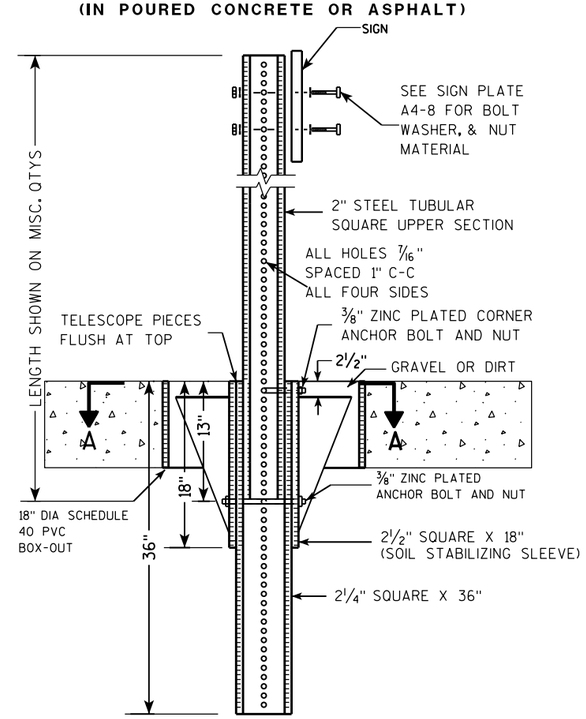
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



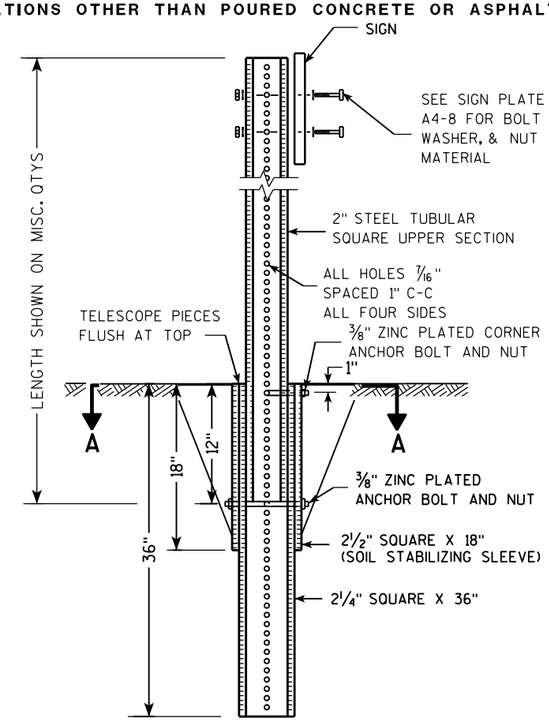
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

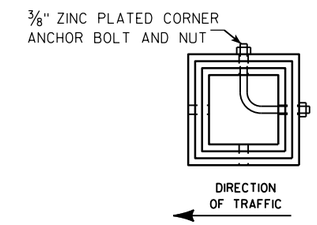


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

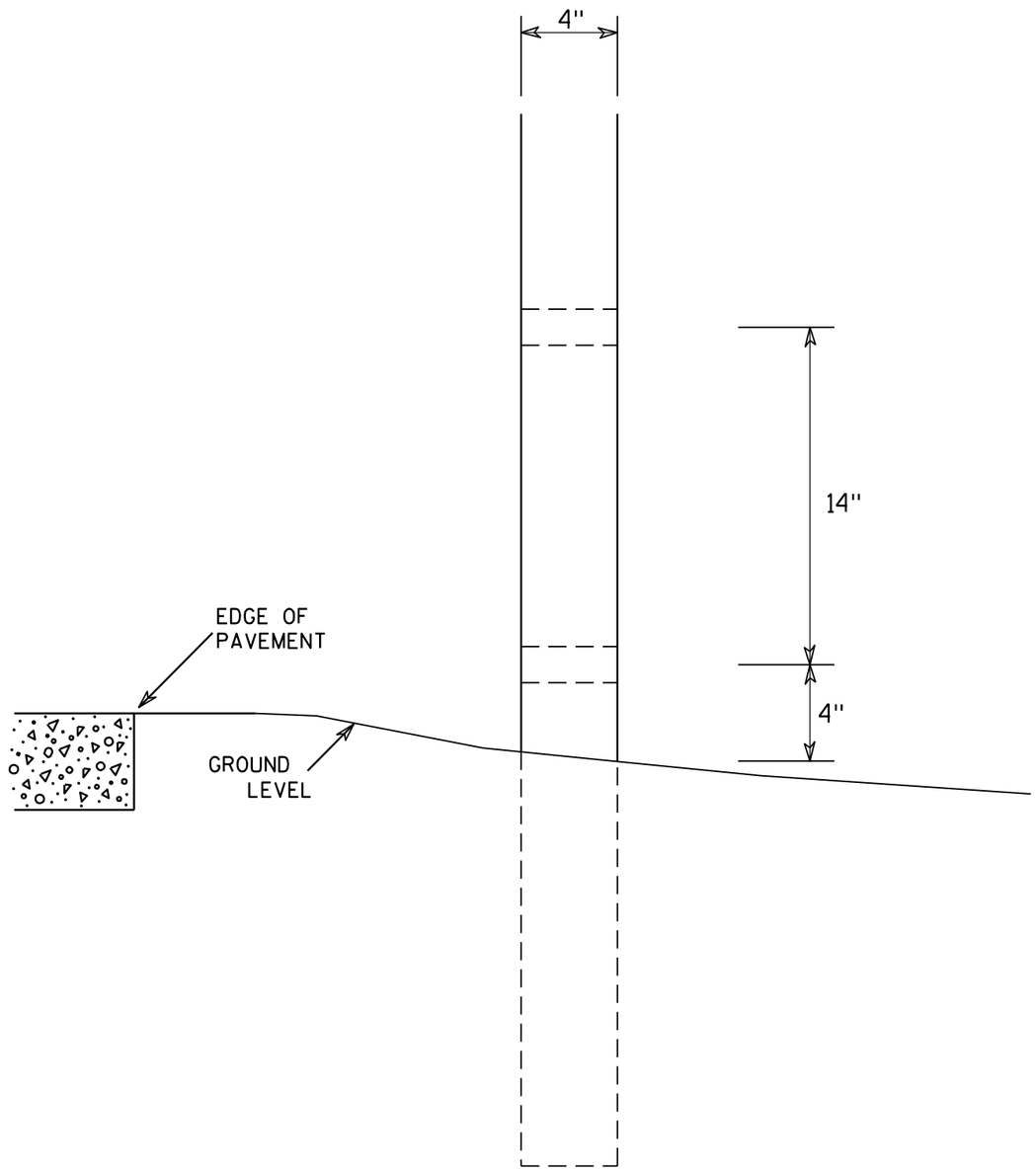
TUBULAR STEEL
SIGN POST
A4-9

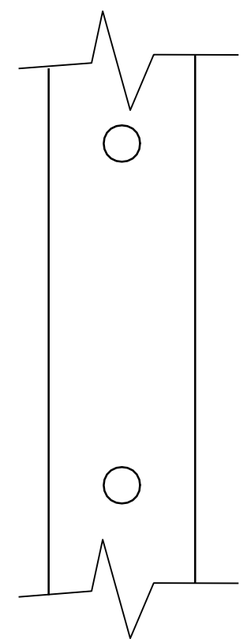
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

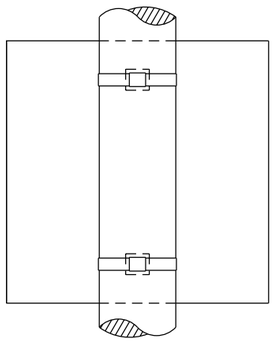
APPROVED Chester J Spang for State Traffic Engineer

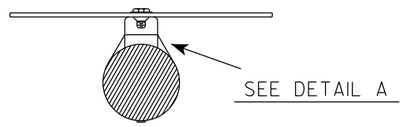
DATE 3/27/97 PLATE NO. A4-11.2

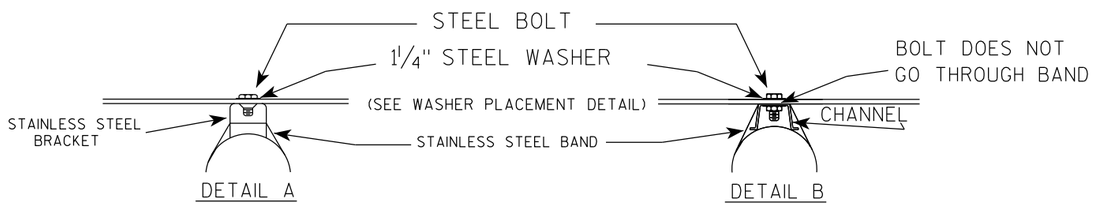
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E

BANDING

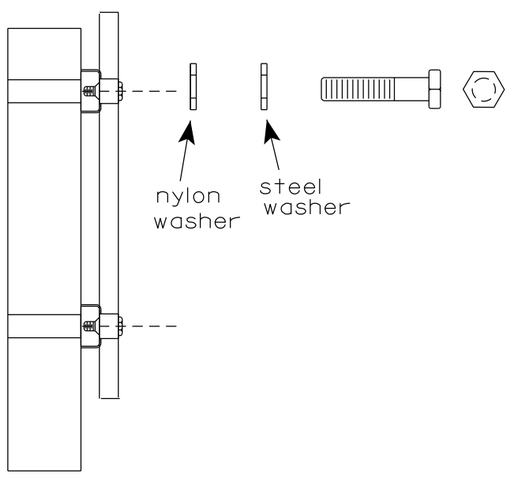
SINGLE SIGN







WASHER PLACEMENT

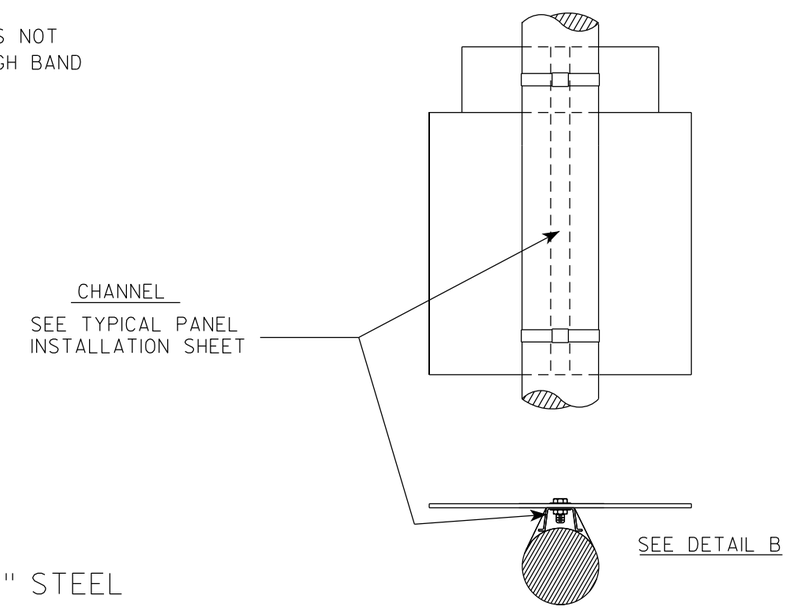


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

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

"J" ASSEMBLY



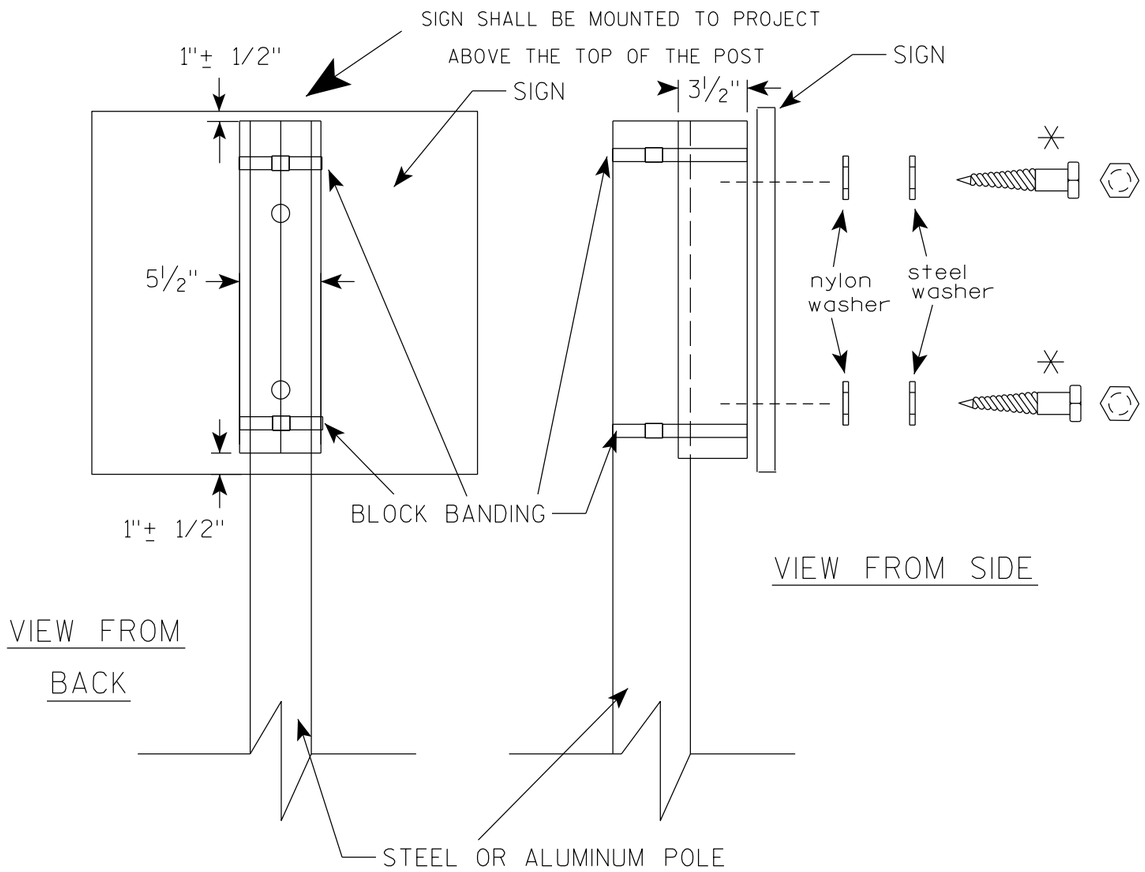
STANDARD SIGN
SIGN BANDING DETAILS

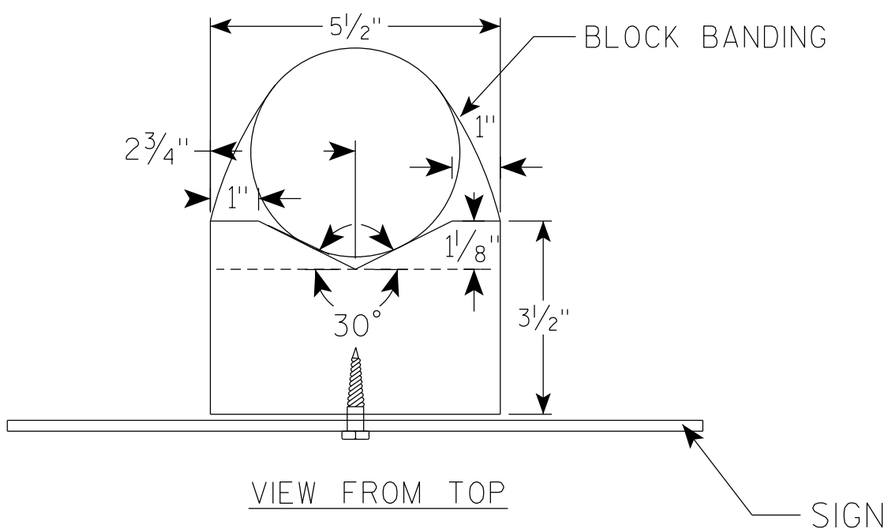
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E





GENERAL NOTES

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

✳ LAG BOLTS SHALL BE 3/8" X 2 1/2"

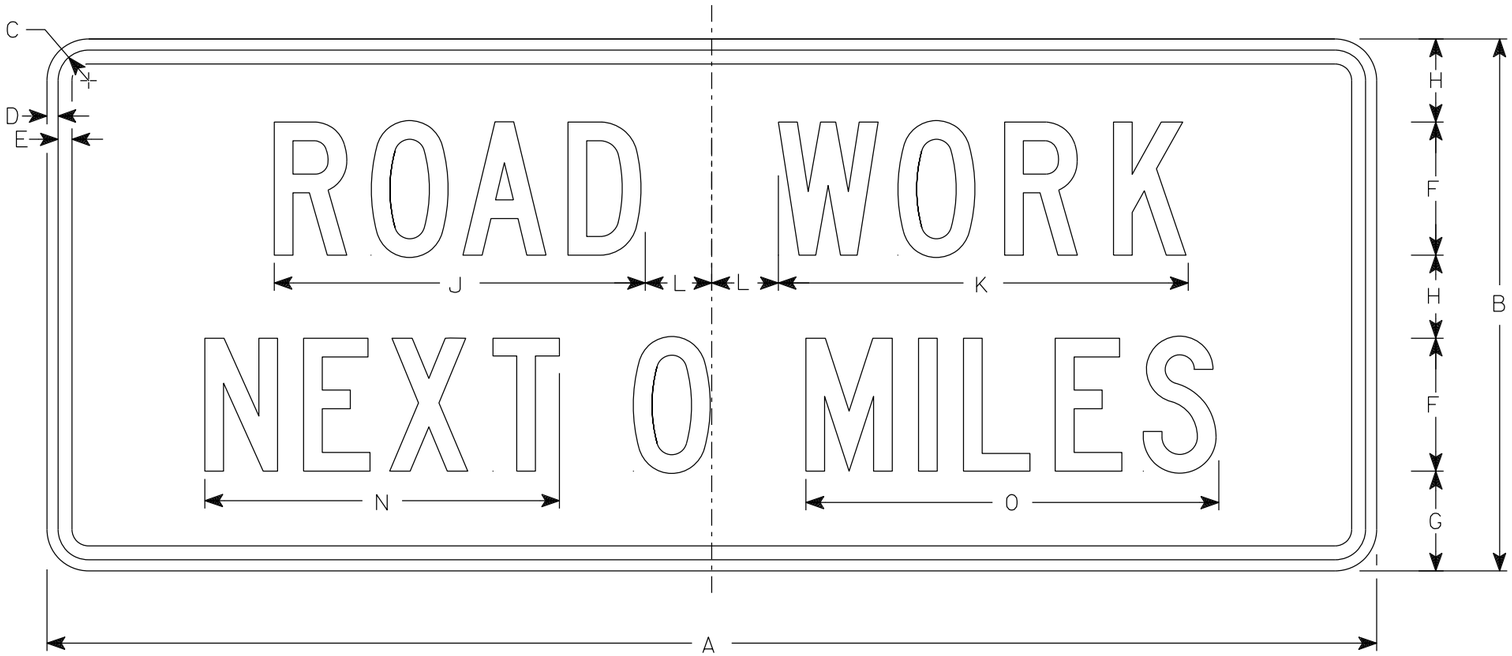
BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:				SHEET NO: 184	E



G20-1

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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

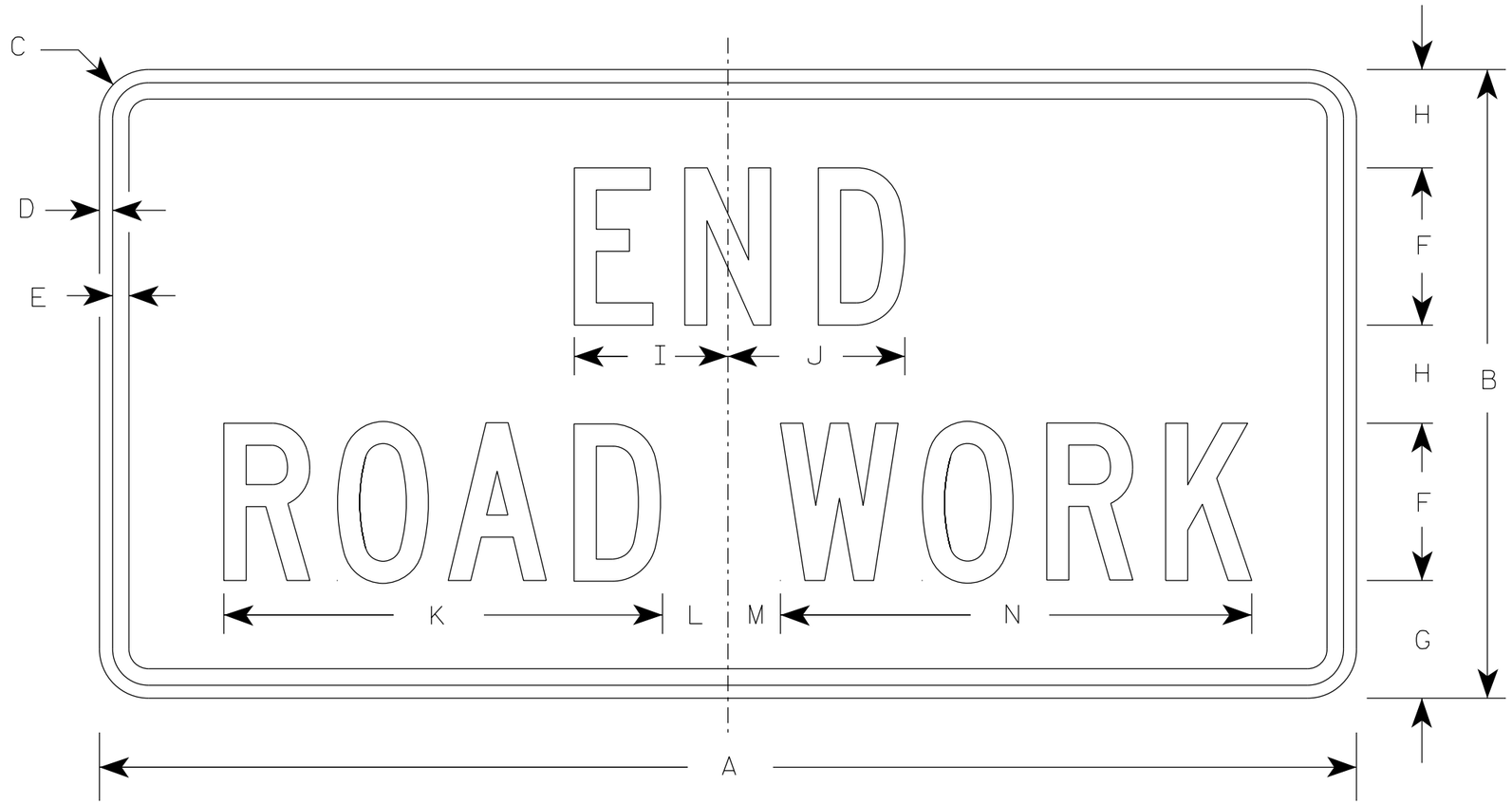
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E



G20-2A

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 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

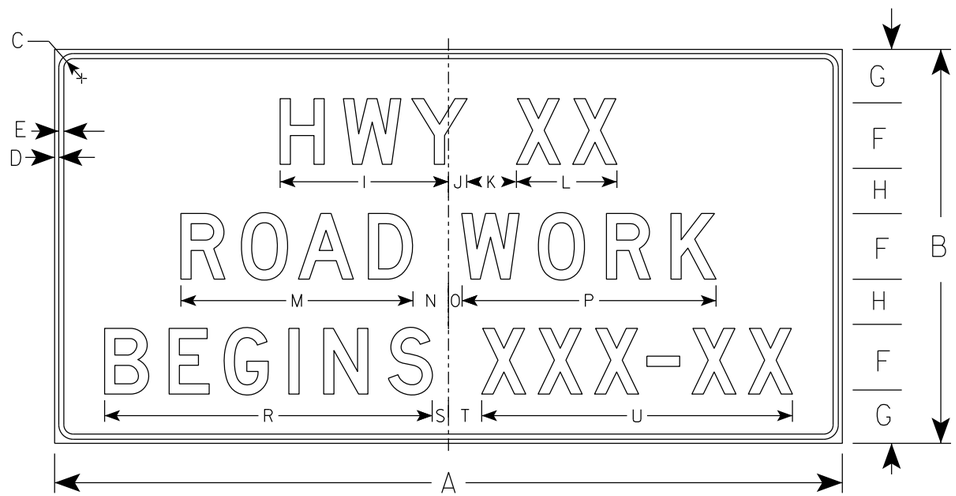
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 186 | E

NOTES

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



G20-57

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

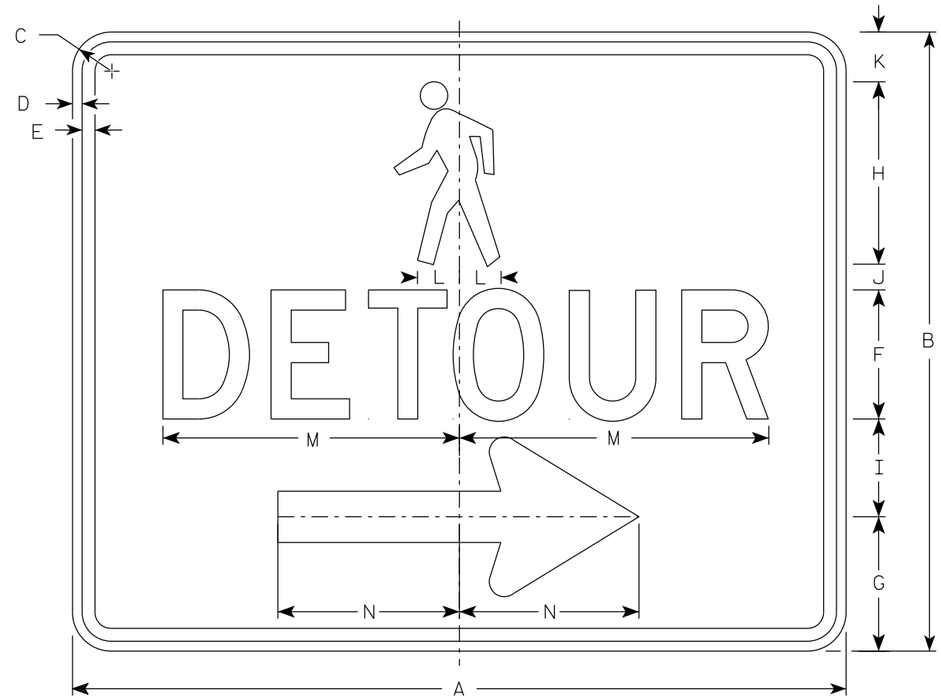
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

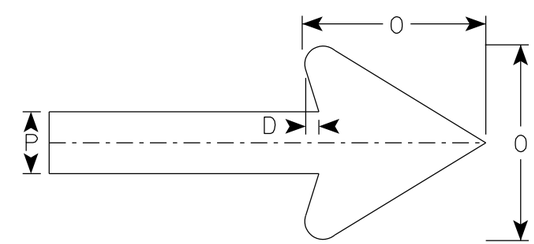
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 187 | E



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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

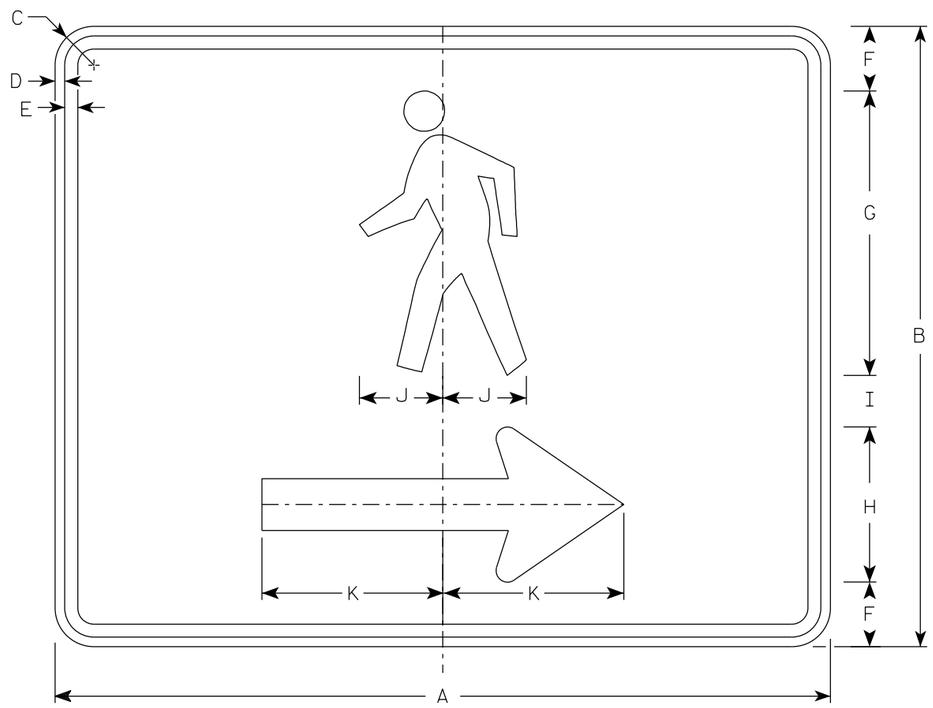
APPROVED Matthew R Rauch
for State Traffic Engineer

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

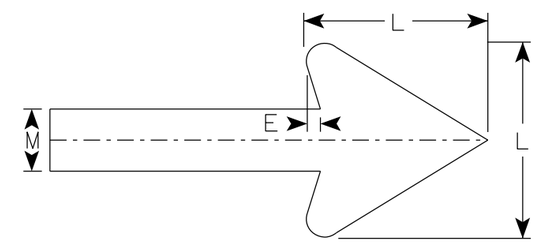
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E

NOTES

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



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 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																											

STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

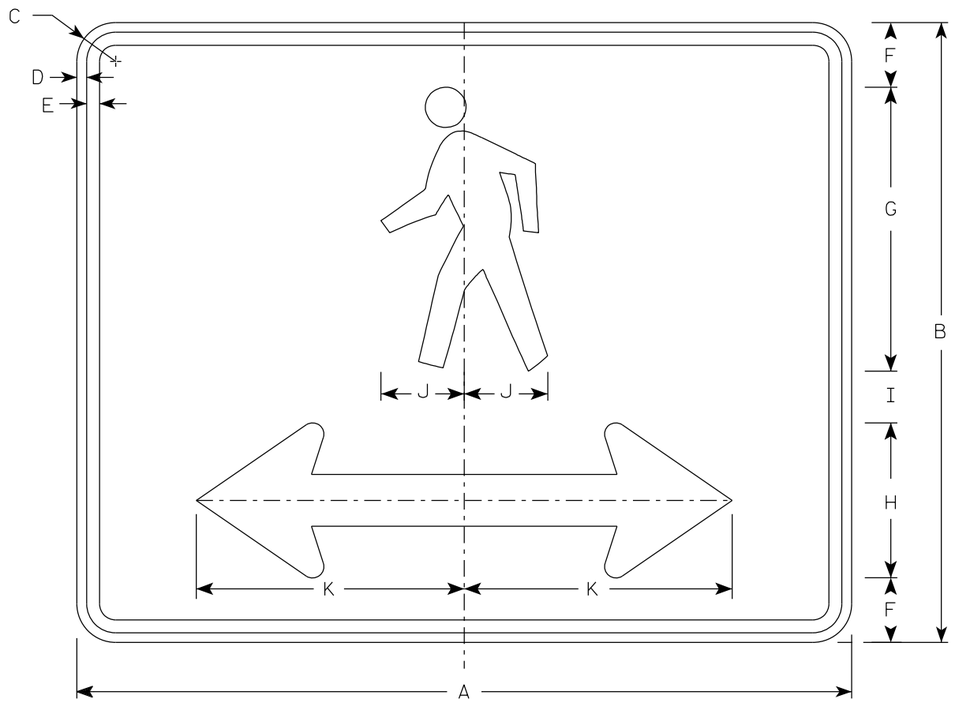
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

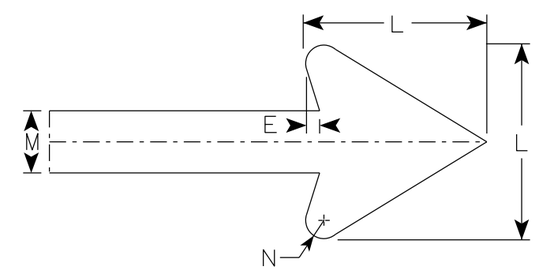
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 | E

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.



M4-60D



Arrow Detail

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

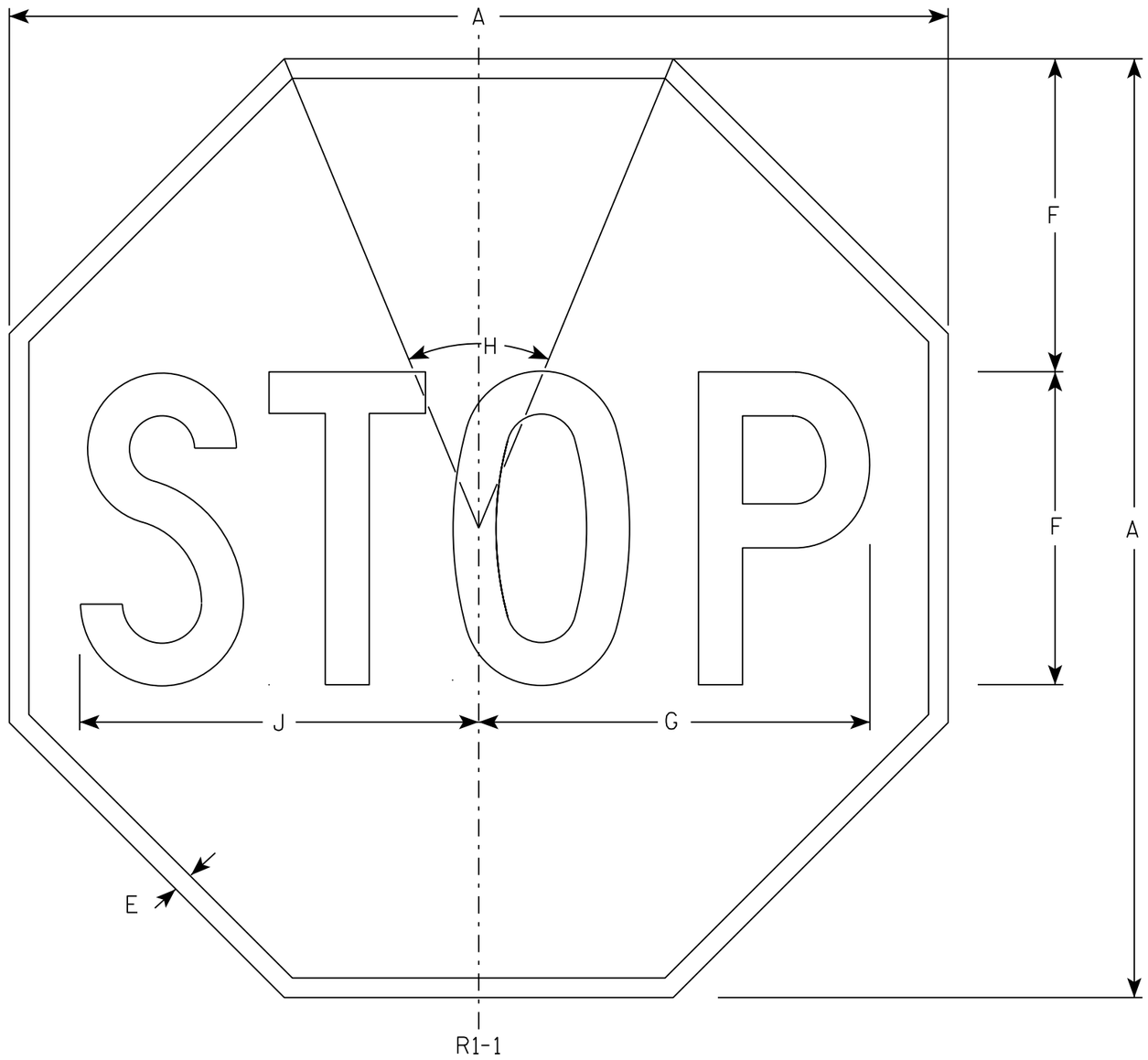
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E



NOTES

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

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

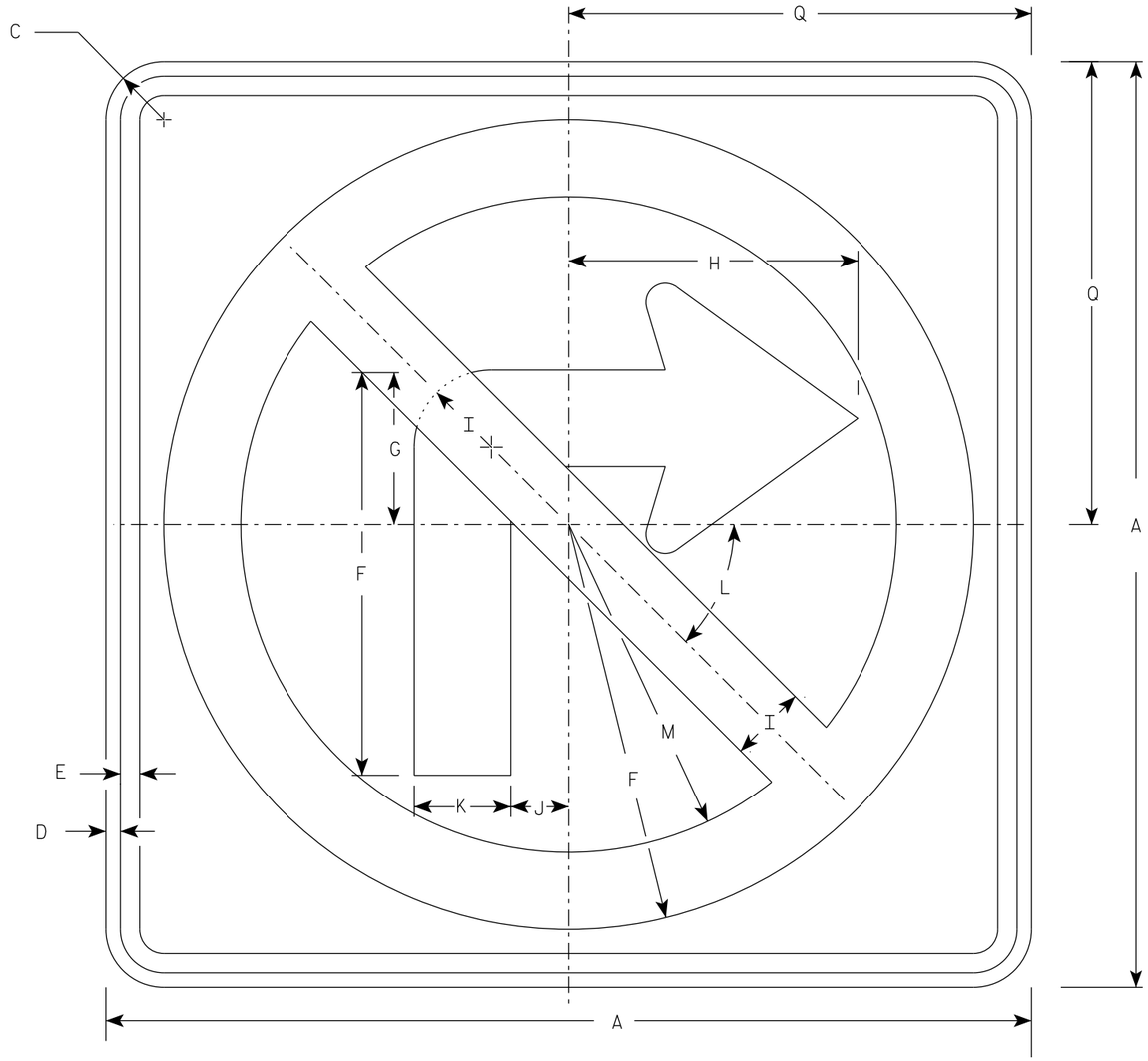
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

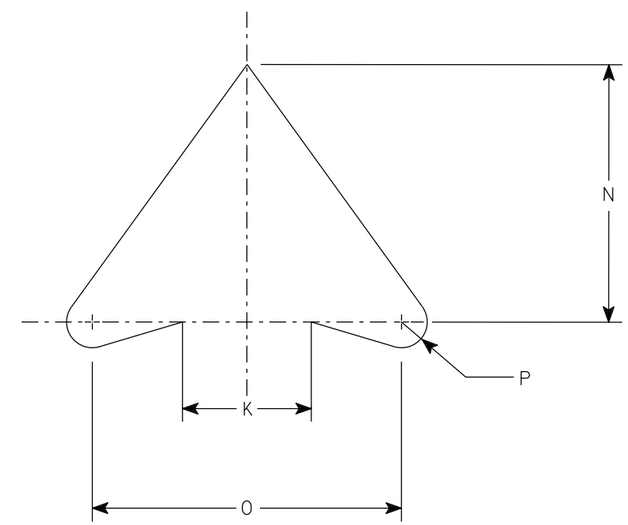
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E



R3-1

NOTES

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



ARROW DETAIL

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

STANDARD SIGN

R3-1

WISCONSIN DEPT OF TRANSPORTATION

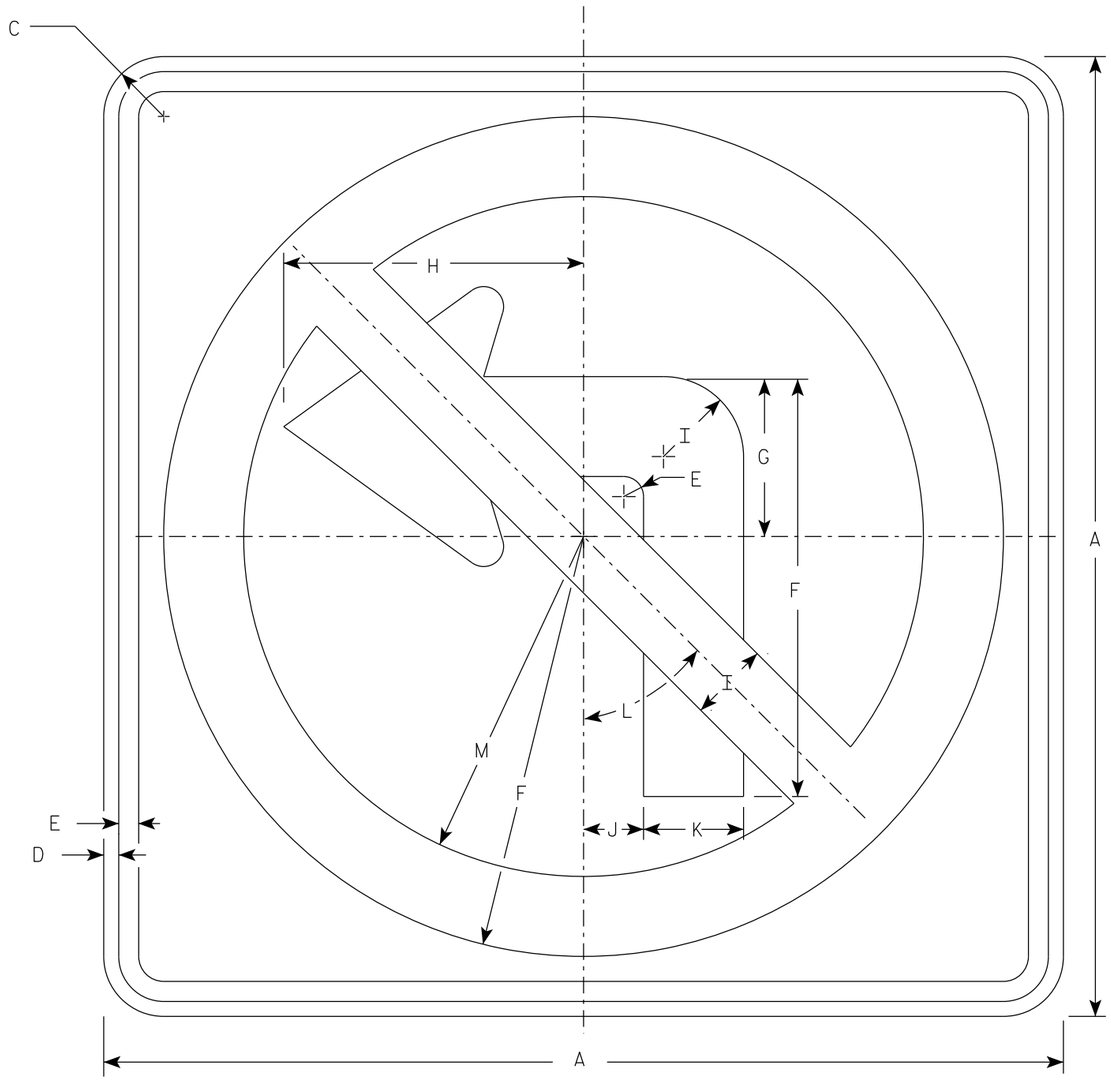
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

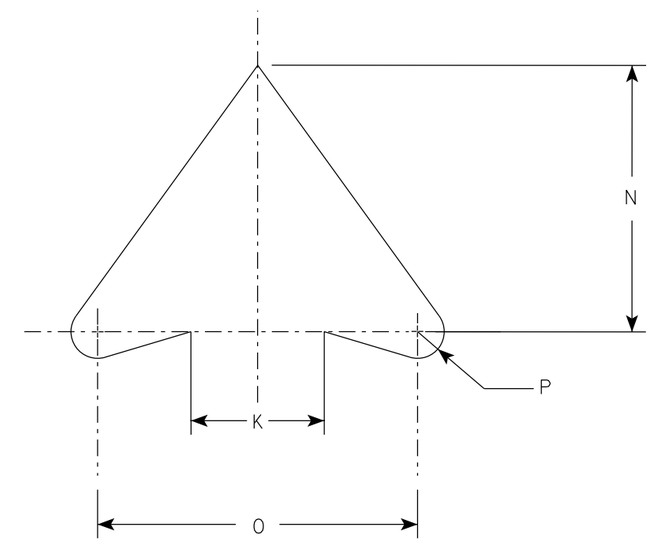
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E

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.



R3-2



ARROW DETAIL

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

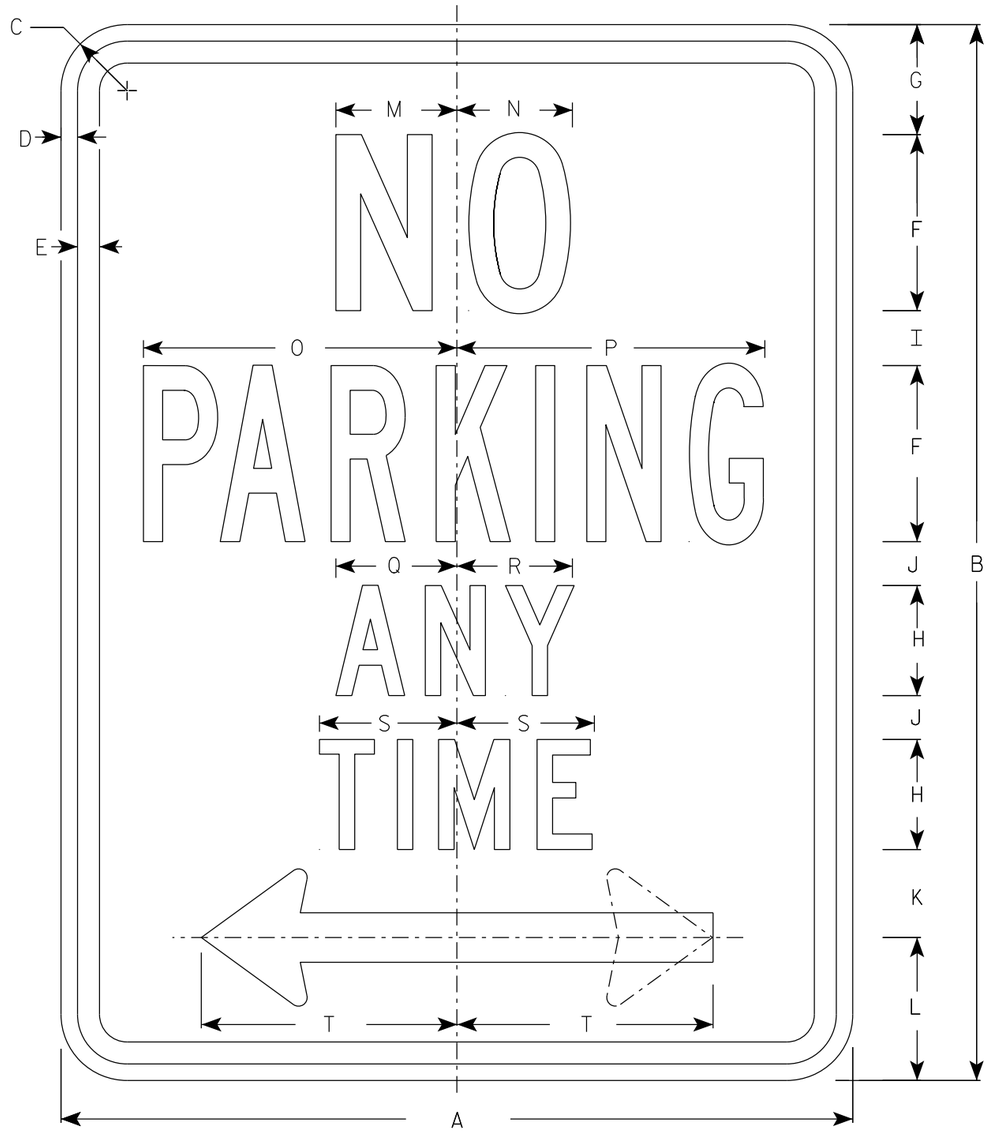
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E

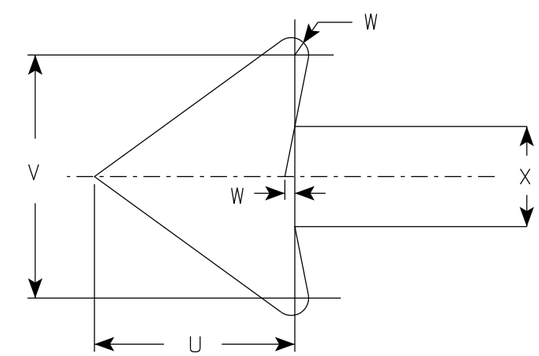


R7-1

NOTES

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

ARROW DETAIL



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

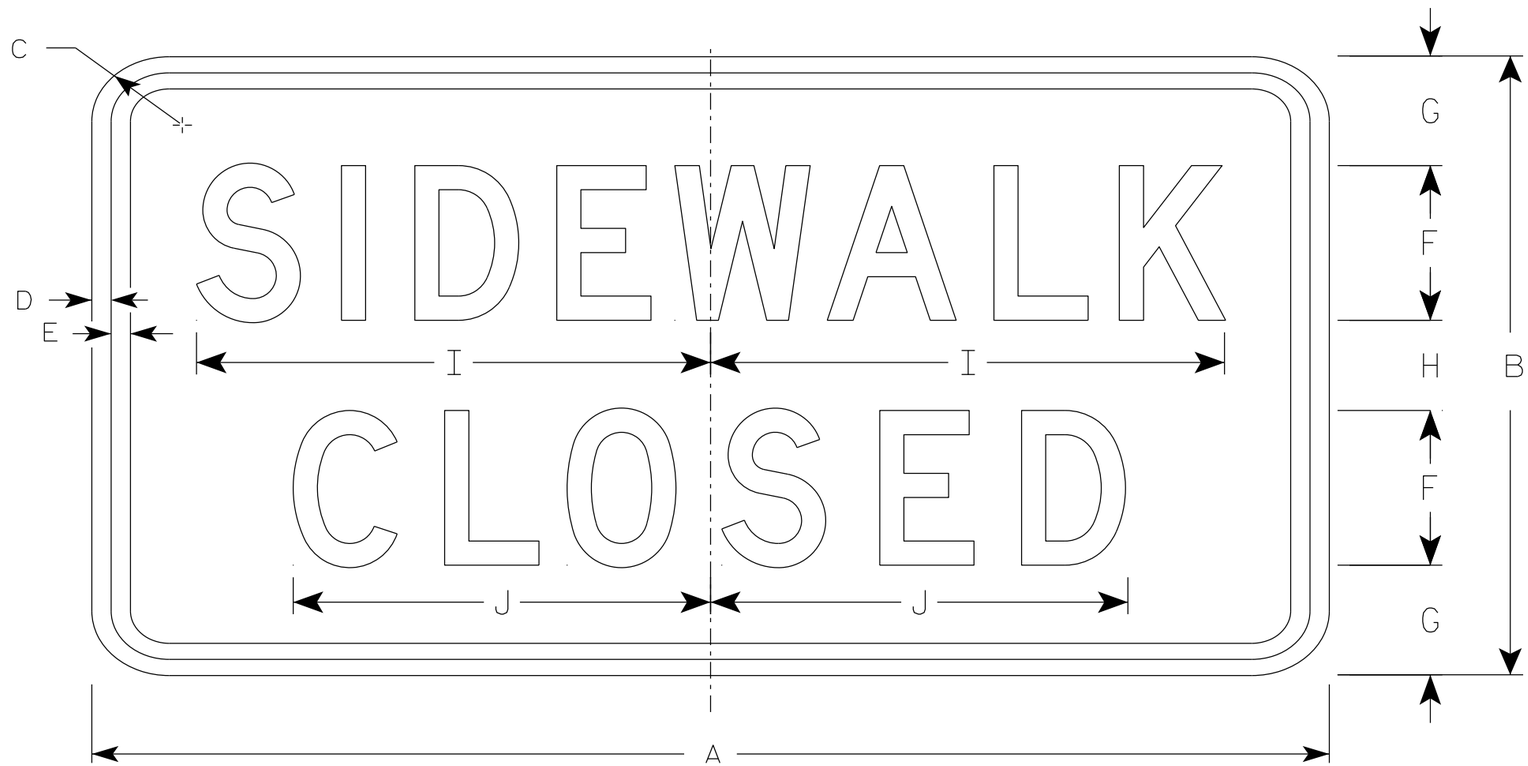
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 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																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

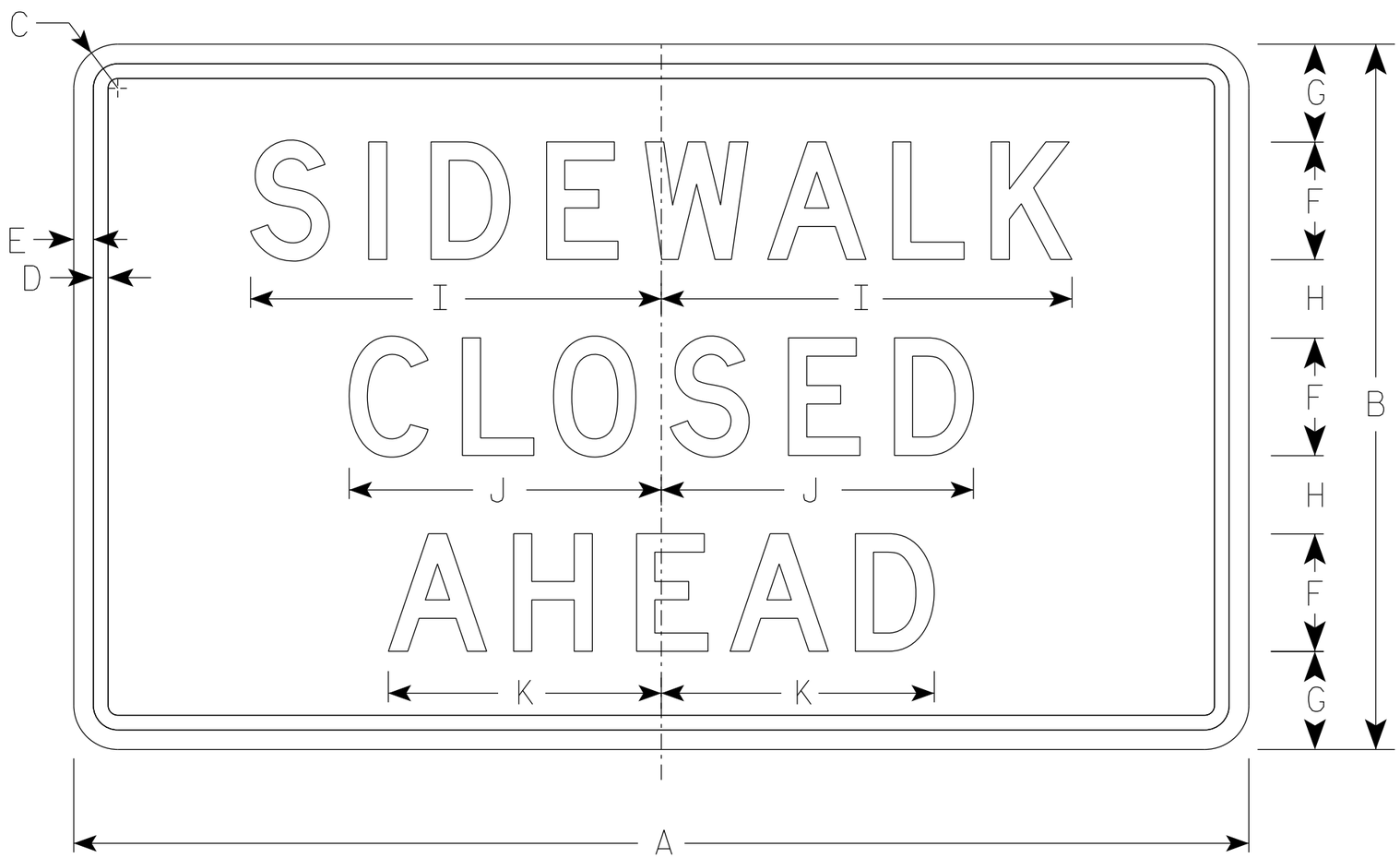
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E

NOTES

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



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

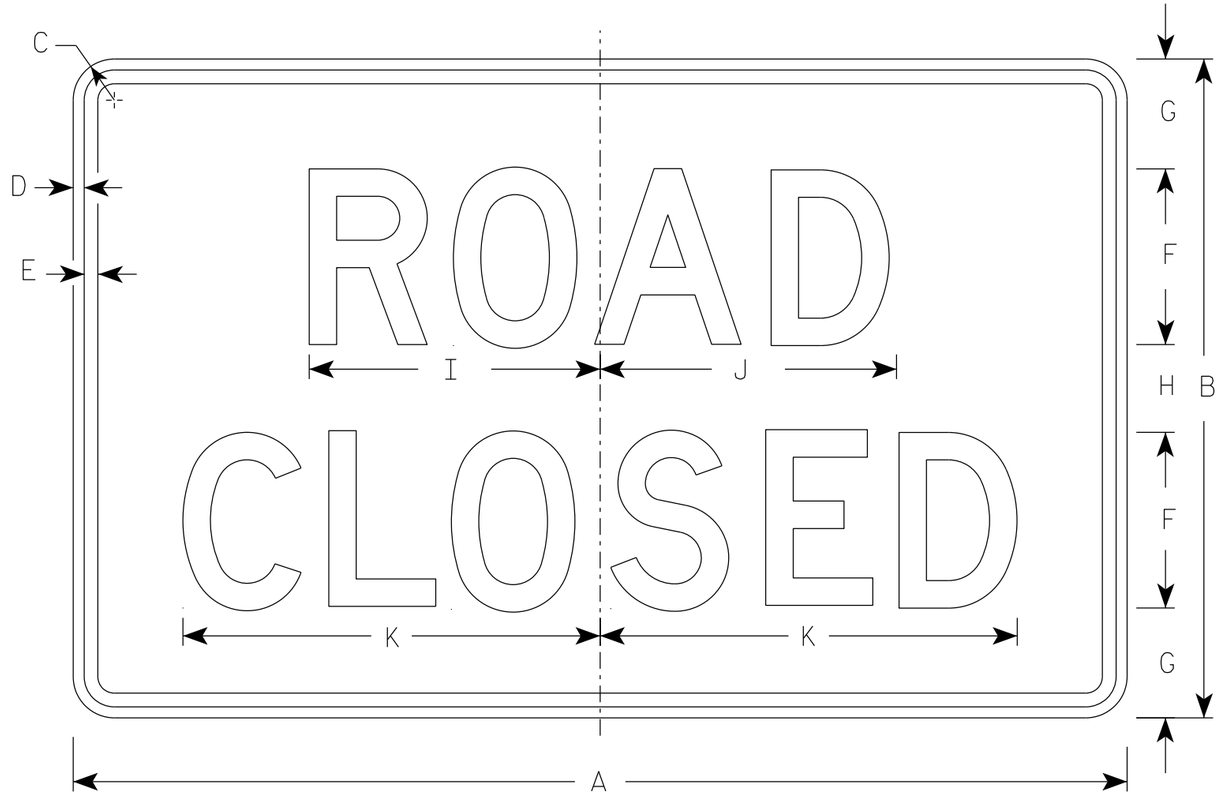
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

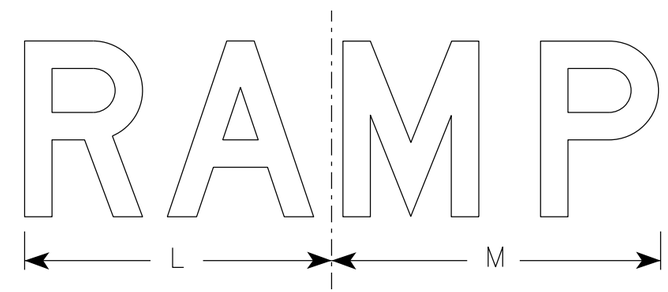
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E



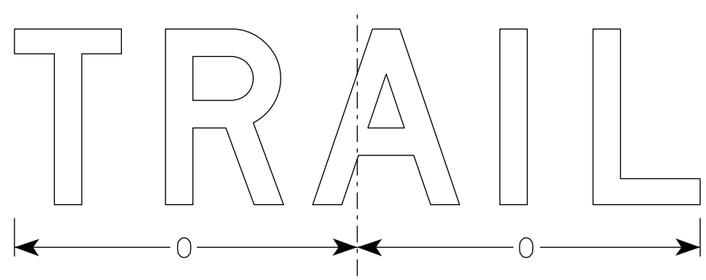
R11-2

NOTES

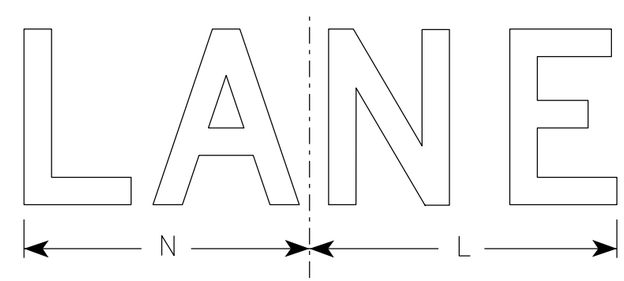
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

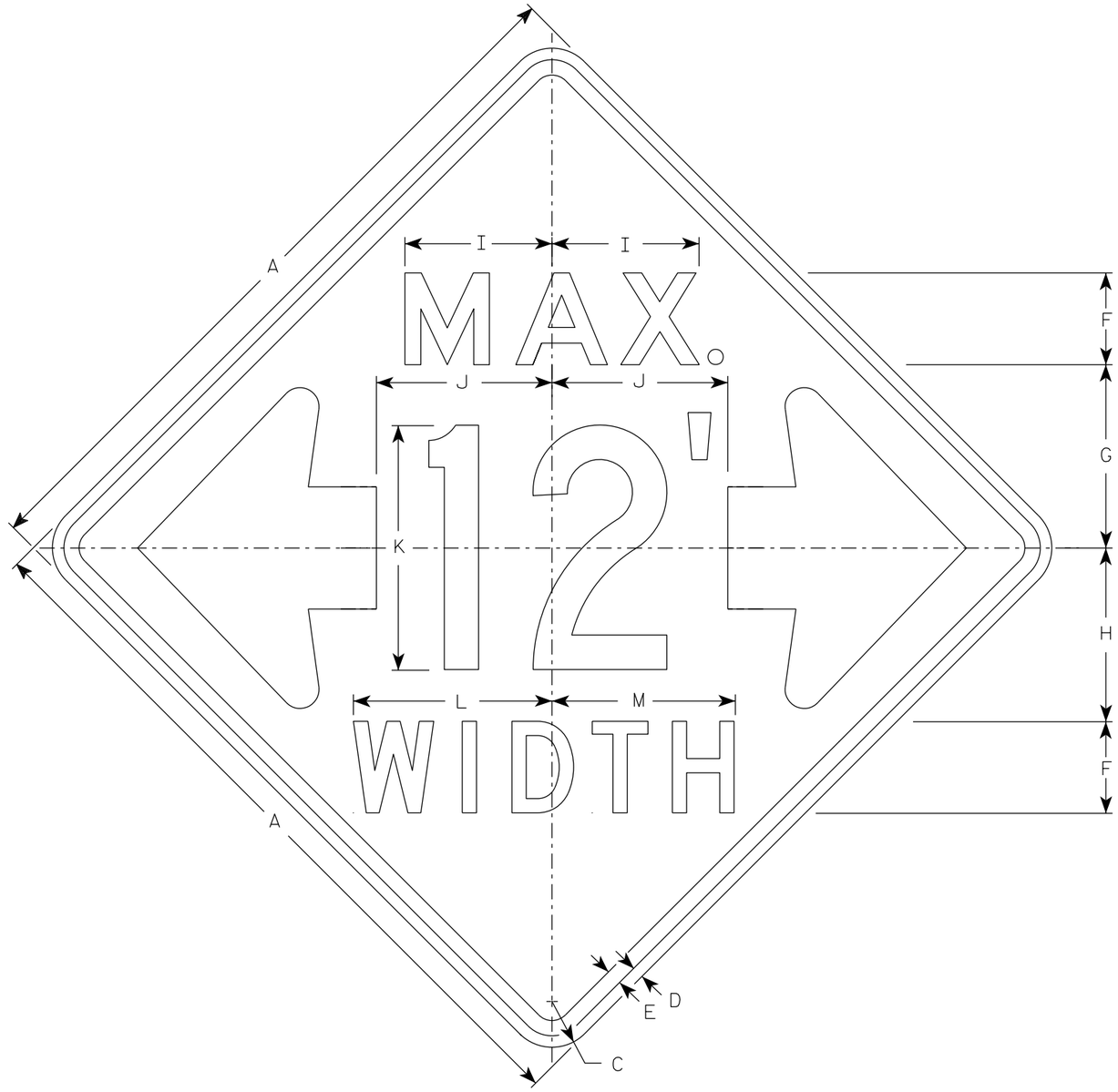
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

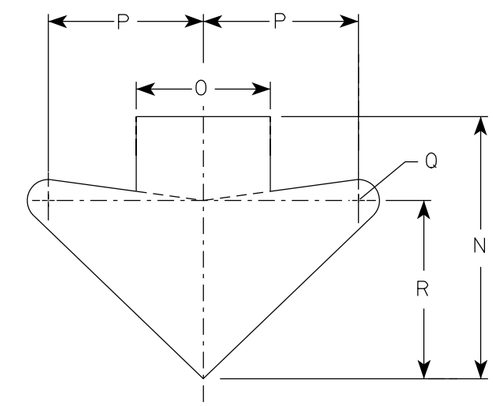
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W12-52

NOTES

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



ARROW DETAIL

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

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

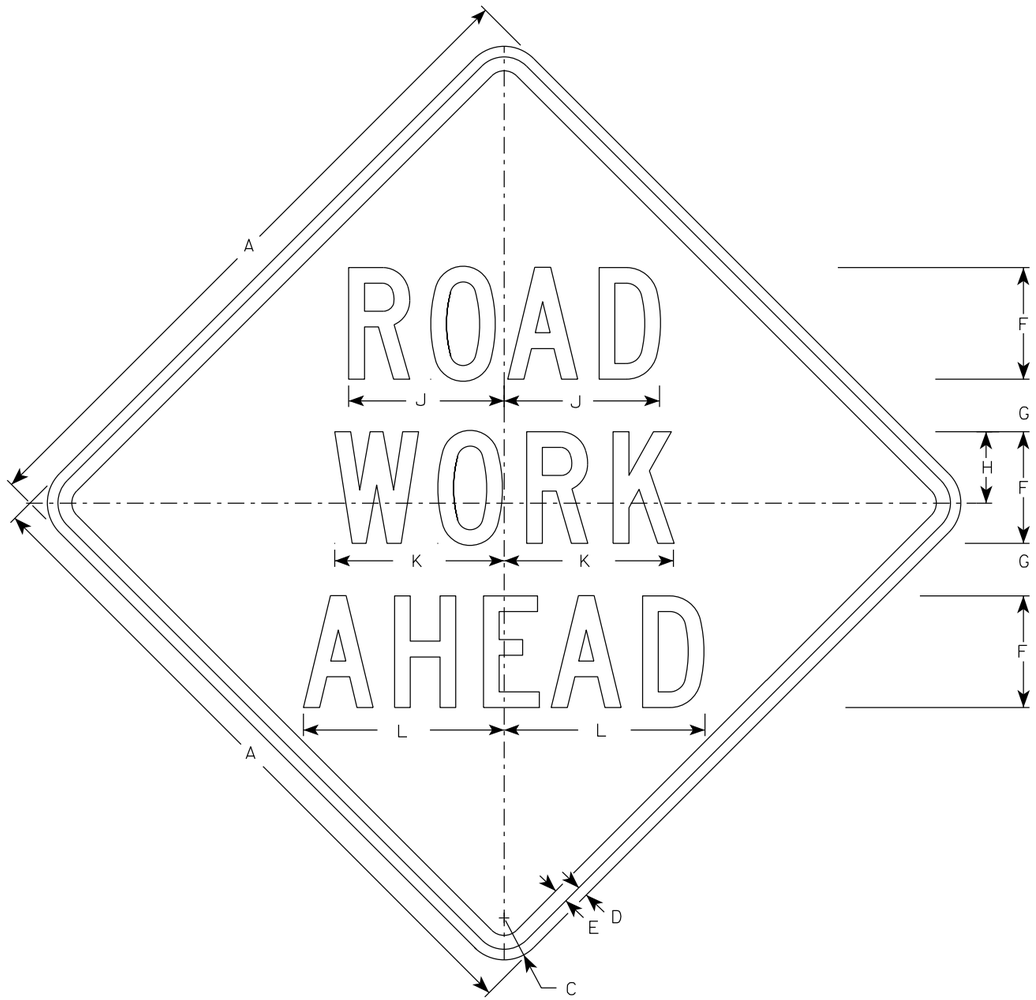
APPROVED Matthew R Rauch
for State Traffic Engineer

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

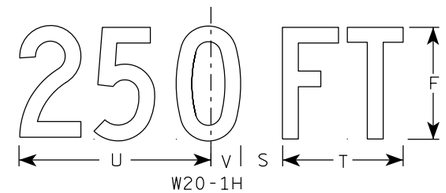
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E

NOTES

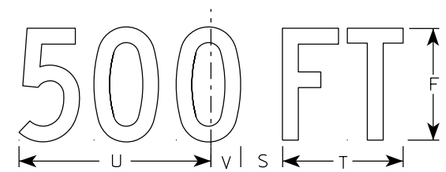
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



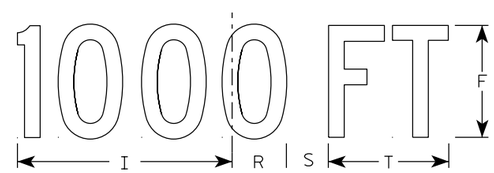
W20-1A



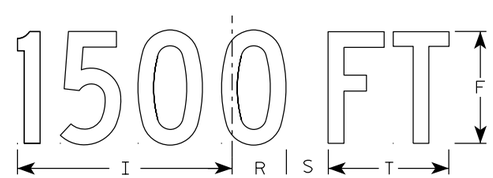
W20-1H



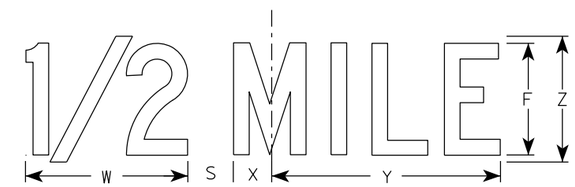
W20-1D



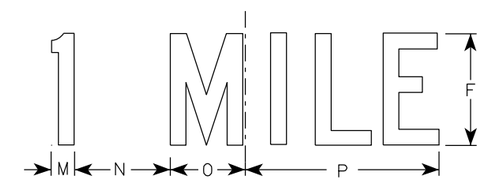
W20-1C



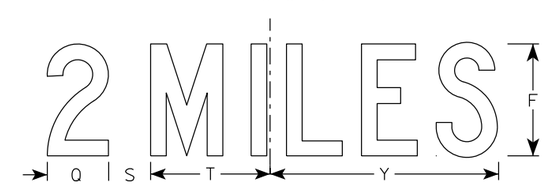
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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

PROJECT NO:

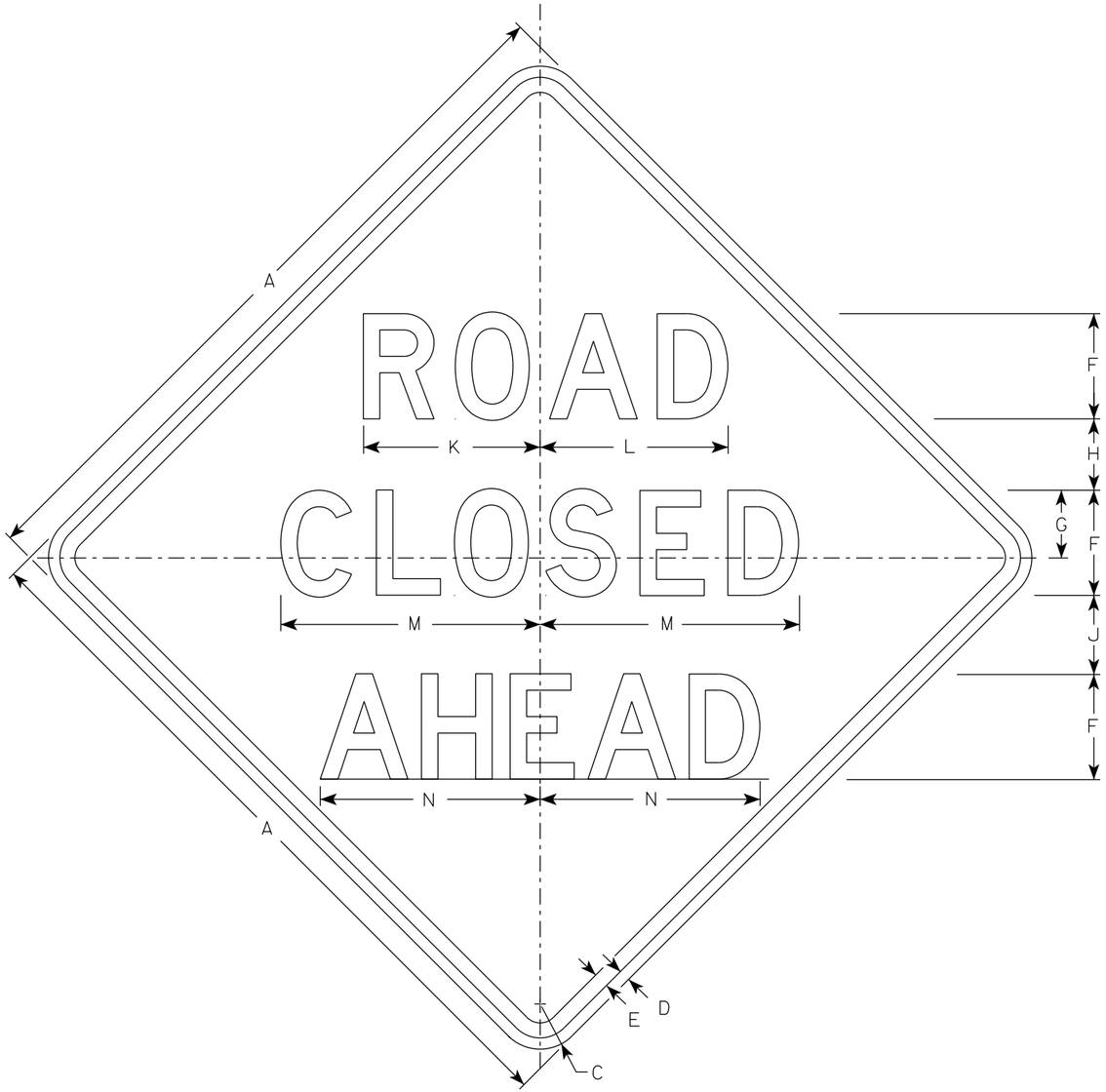
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

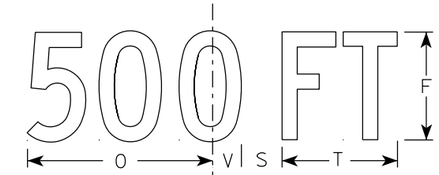
WISDOT/CADDS SHEET 42

7

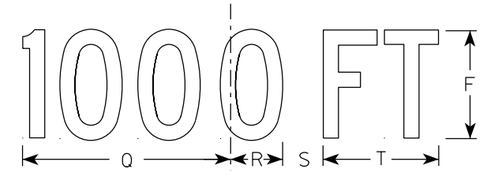
7



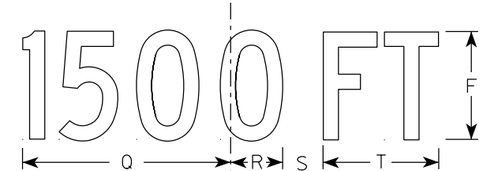
W20-3A



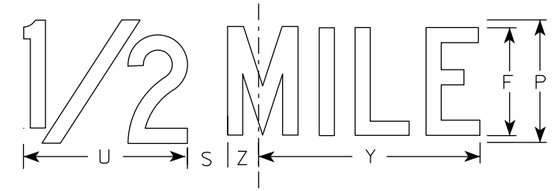
W20-3D



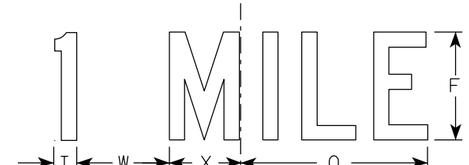
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

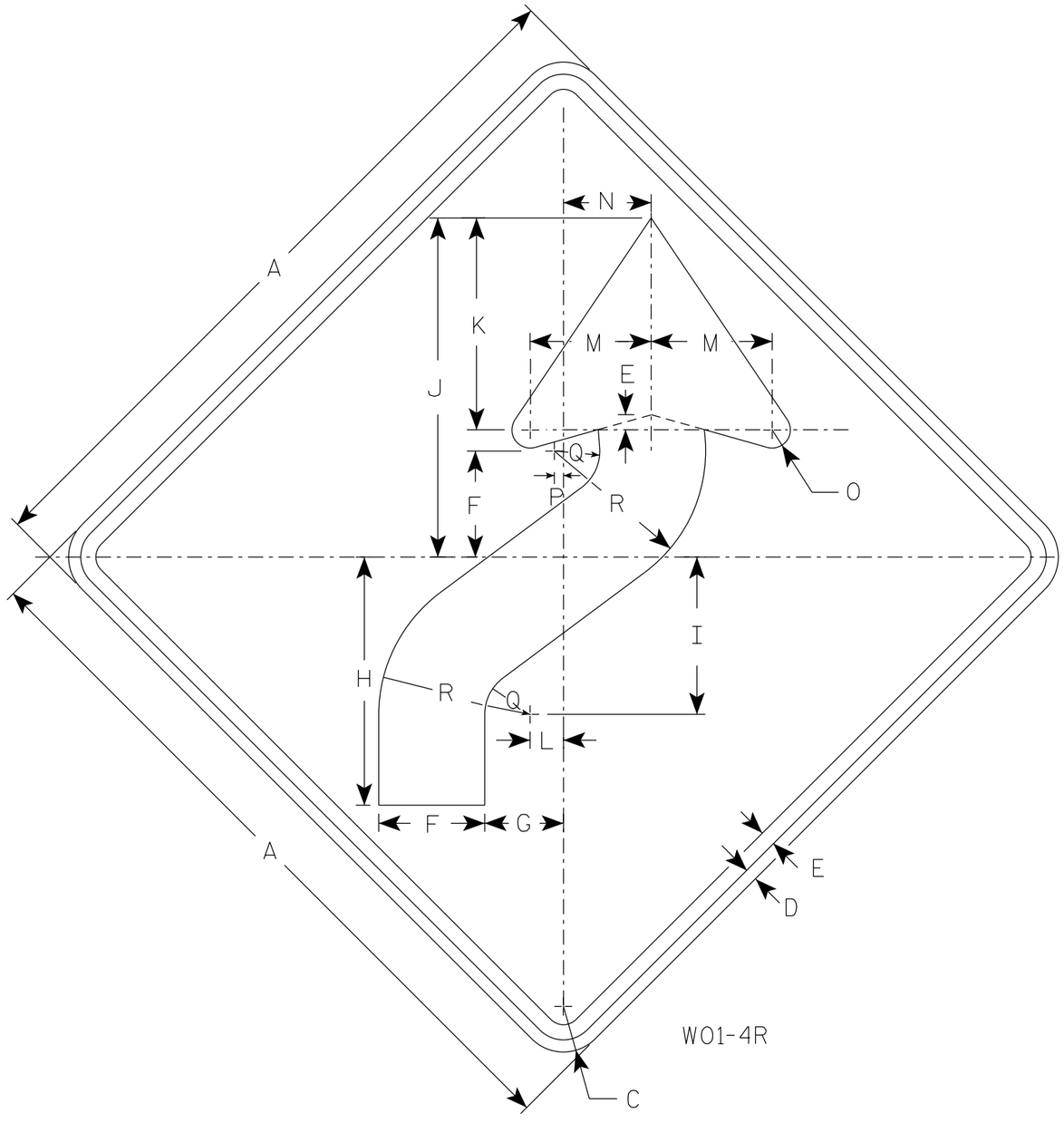
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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



W01-4R

NOTES

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

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

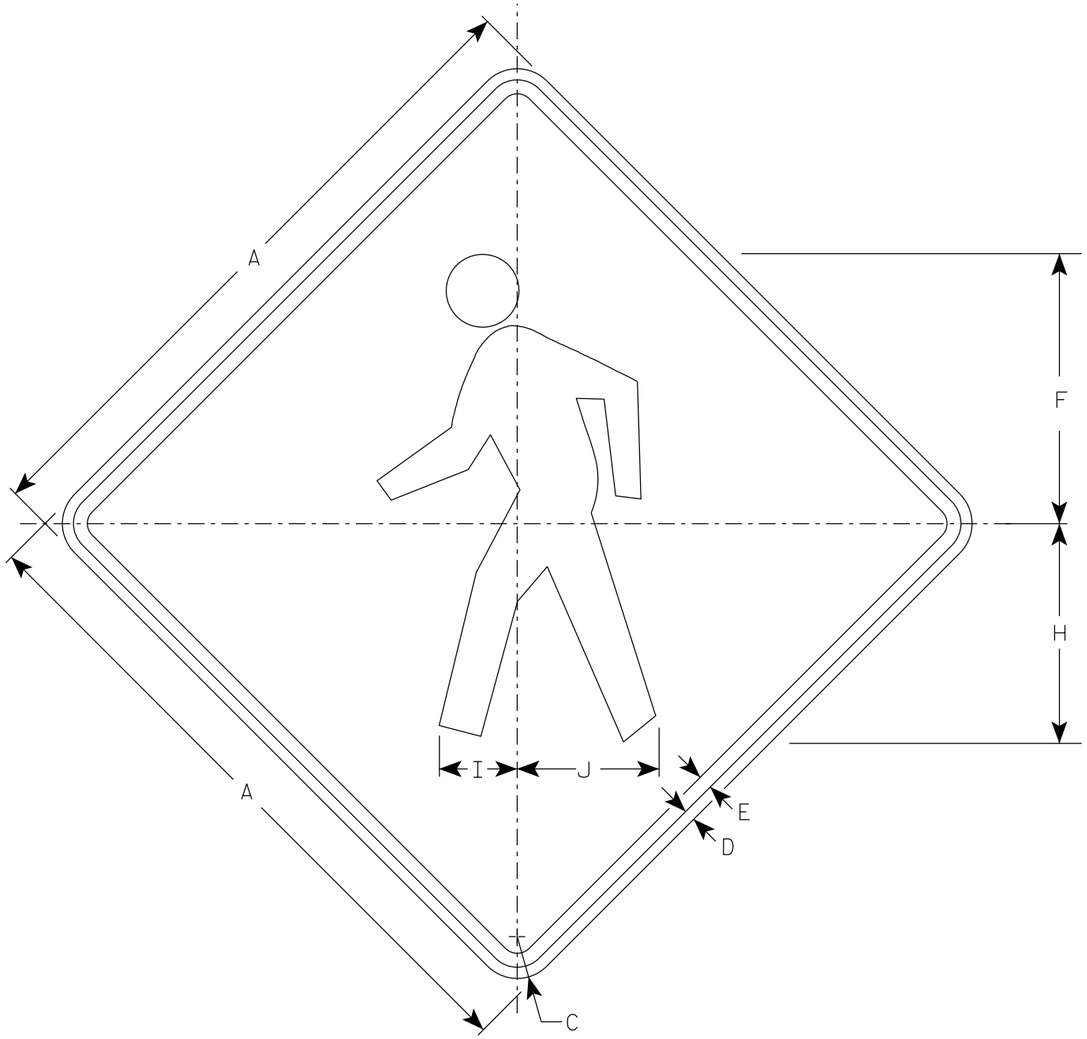
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E



W011-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

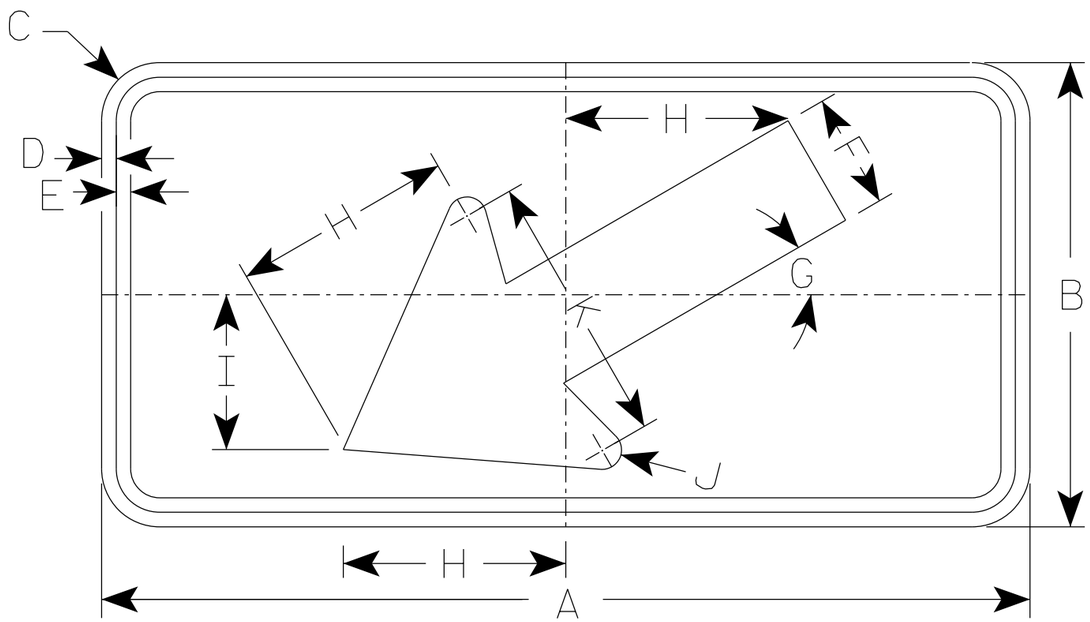
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.



W016-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

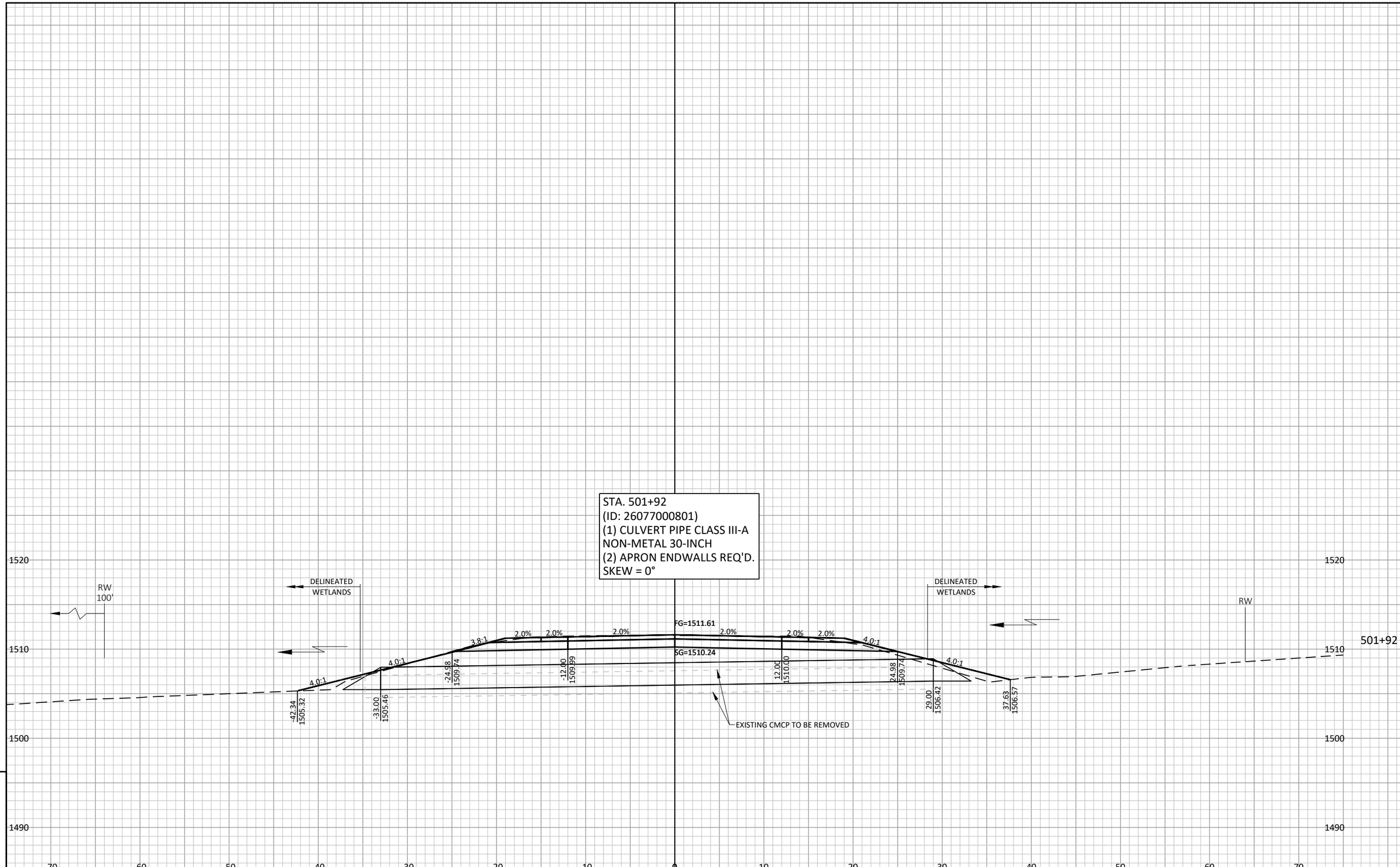
DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: HWY: COUNTY: SHEET NO: 203 E

EARTHWORK - MAINLINE STA 686+50 - STA 691+17

STATION	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOLUME (CY) CUT NOTE 1	INCREMENTAL VOLUME (CY) FILL NOTE 2	INCREMENTAL VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) FILL NOTE 2	CUMULATIVE VOLUME (CY) FILL (25%) NOTE 3	CUMULATIVE VOLUME (CY) MASS ORDINATE NOTE 4
686+50	0	0	0	0	0	0	0	0	0
687+00	2	1	2	1	2	2	1	2	0
687+50	2	0	4	2	2	5	3	3	2
688+00	16	0	17	0	0	22	3	4	19
688+50	40	1	52	1	1	75	4	5	70
689+00	28	1	63	2	2	137	5	7	131
689+50	16	1	40	2	2	178	7	9	169
689+68	46	3	21	1	2	198	8	10	188
690+00	16	0	37	2	3	235	10	13	222
690+17	79	4	30	2	2	265	12	15	250
690+50	89	20	103	15	19	367	27	34	334
690+67	329	26	132	15	18	499	41	52	447
691+00	83	22	252	29	37	751	71	88	663
691+17	0	0	26	7	9	777	78	97	680
MAINLINE COLUMN SUBTOTALS =			777	78	97	777	78	97	680

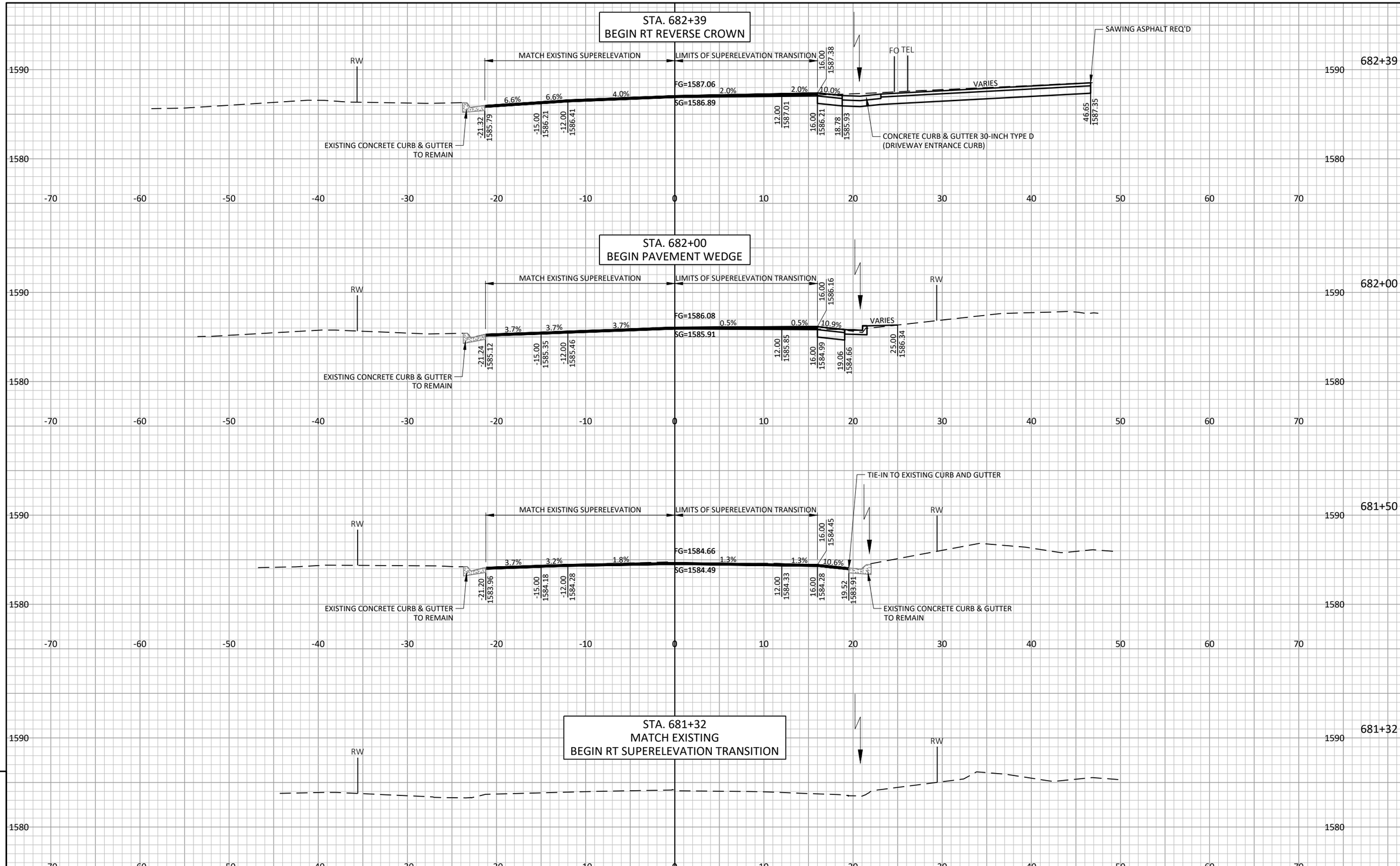
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
3 - FILL (25%)	(UNEXPANDED FILL)*1.25
4 - MASS ORDINATE	CUT + ROCK (10%) - FILL (25%)



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 205	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 8/29/2025 12:02:53 PM PLOT BY : CODY KINTZ PLOT SCALE : 1" = 1' LAYOUT : CR 1

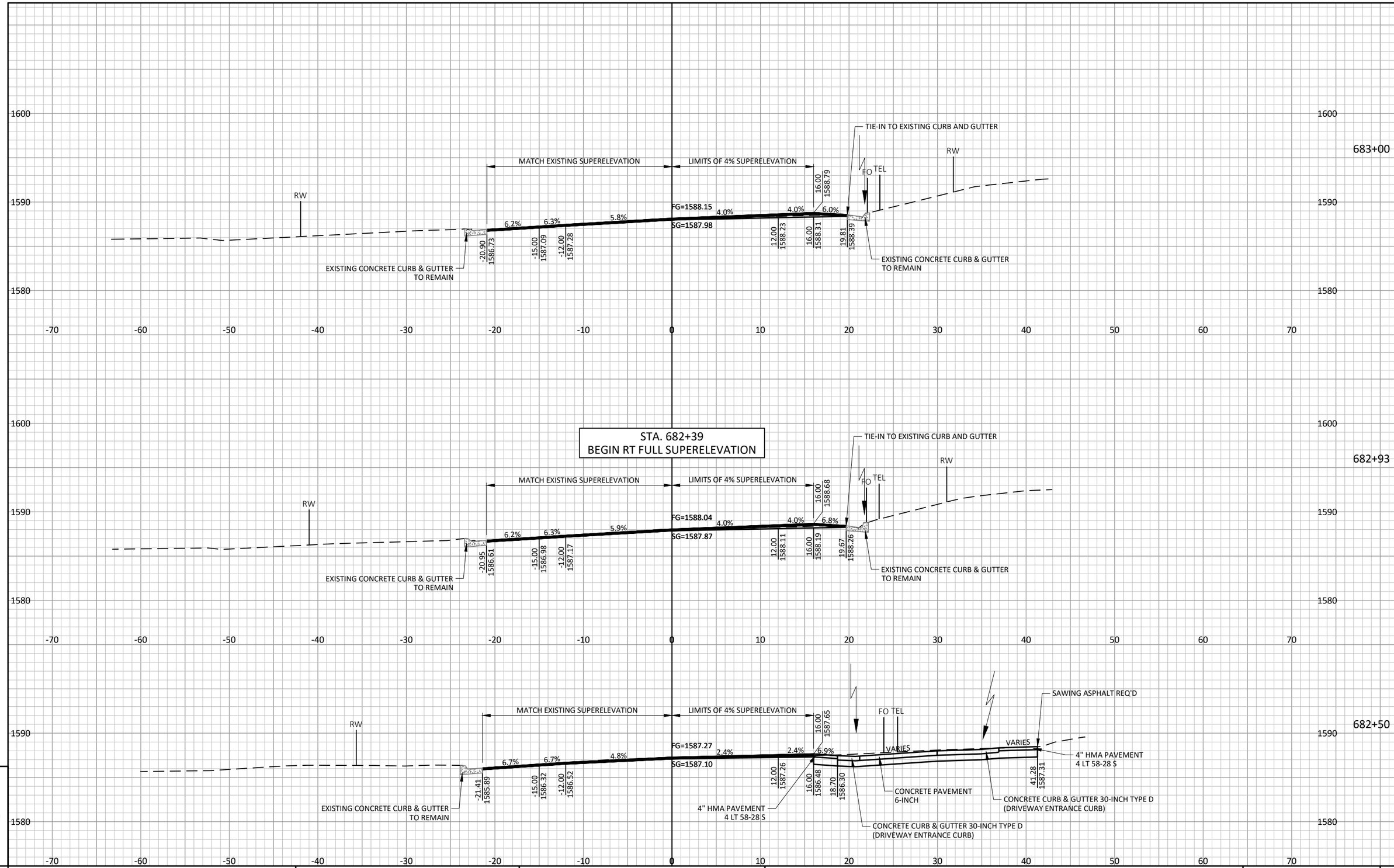
9 9



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 206	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR (URBAN EXHIBIT).DWG PLOT DATE : 9/2/2025 2:25:11 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : WEDGE 1

9 9



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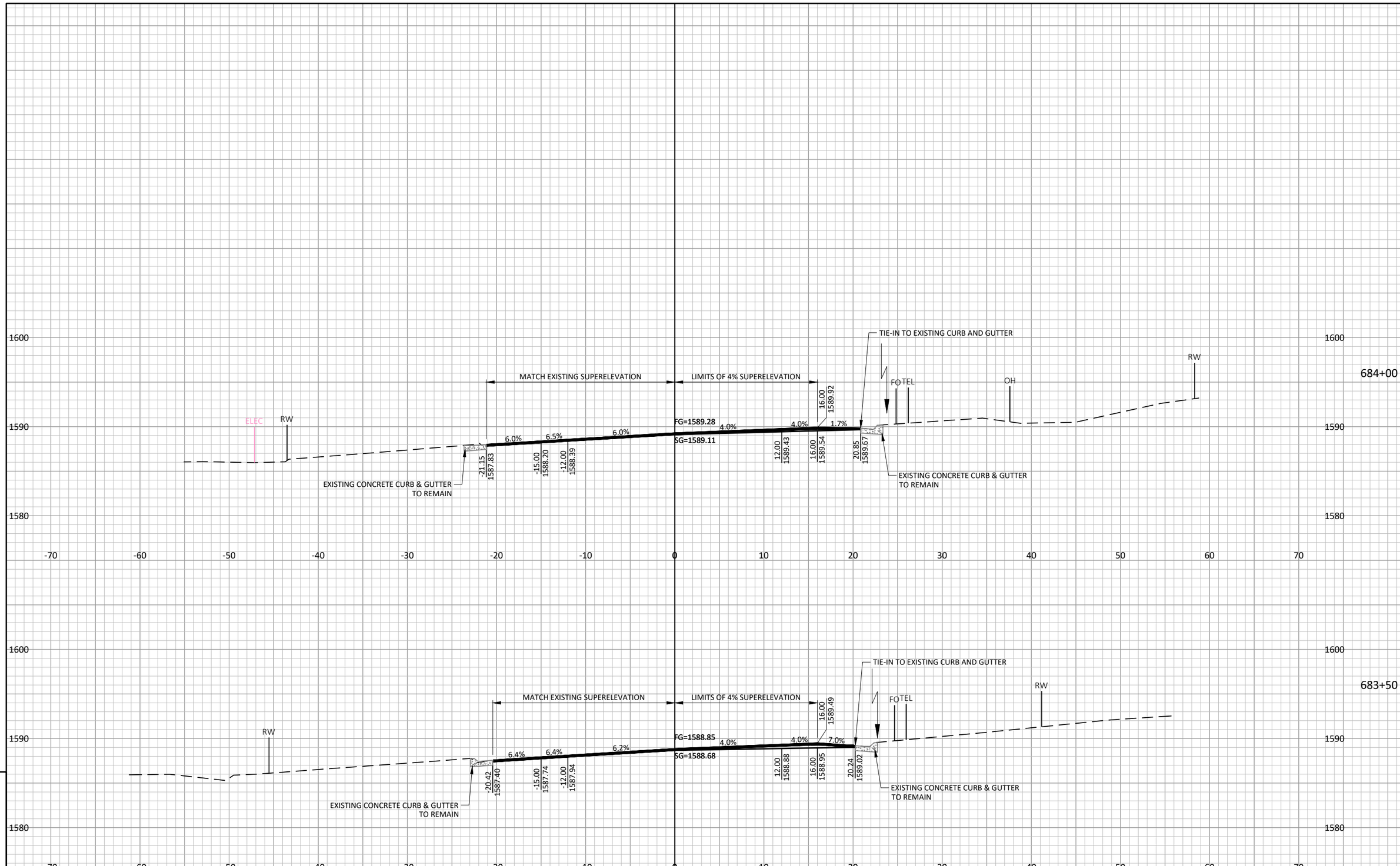
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 207	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR (URBAN EXHIBIT).DWG PLOT DATE : 9/2/2025 2:25:17 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : WEDGE 2



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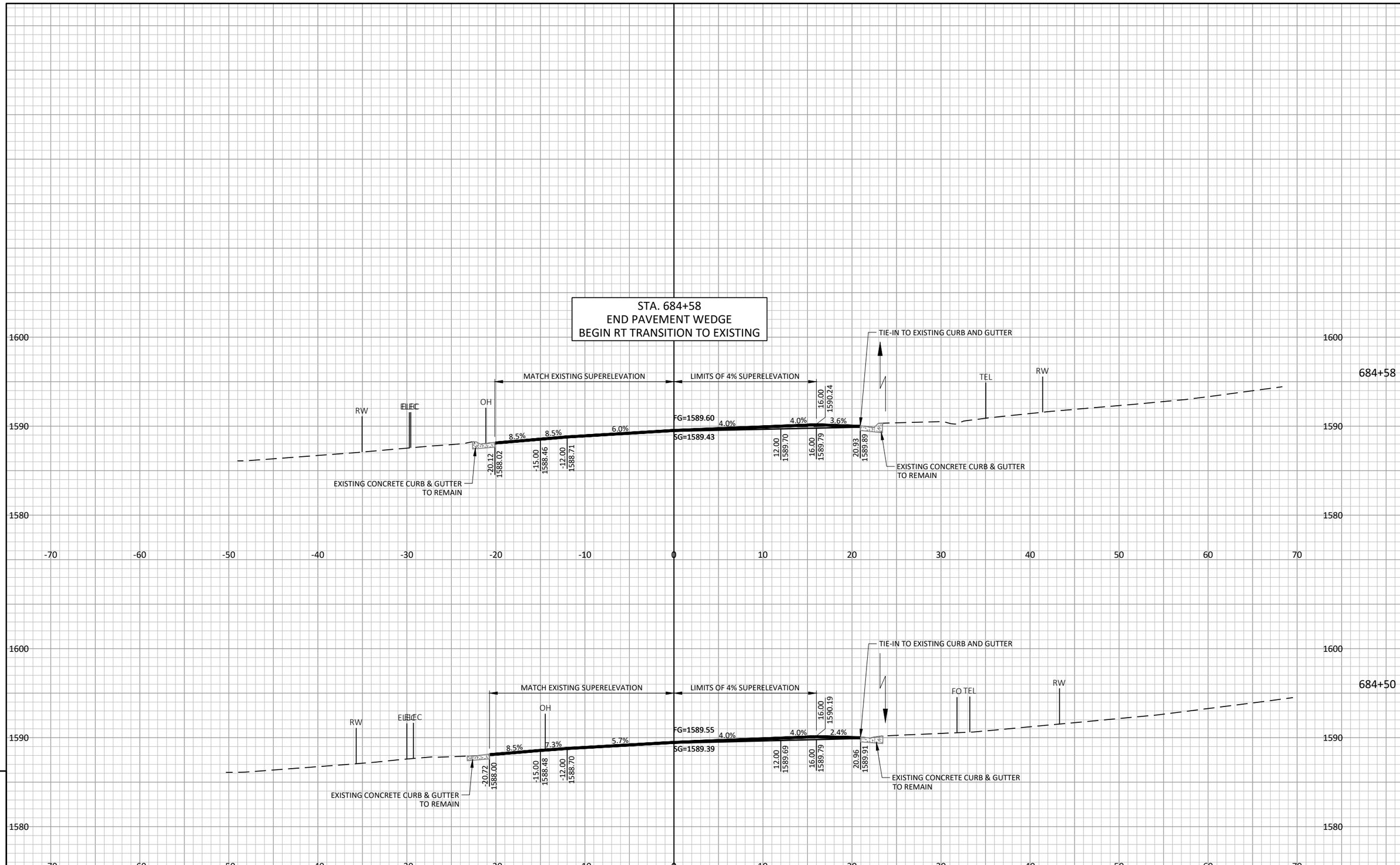
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 208	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR (URBAN EXHIBIT).DWG PLOT DATE : 9/2/2025 2:25:23 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : WEDGE 3

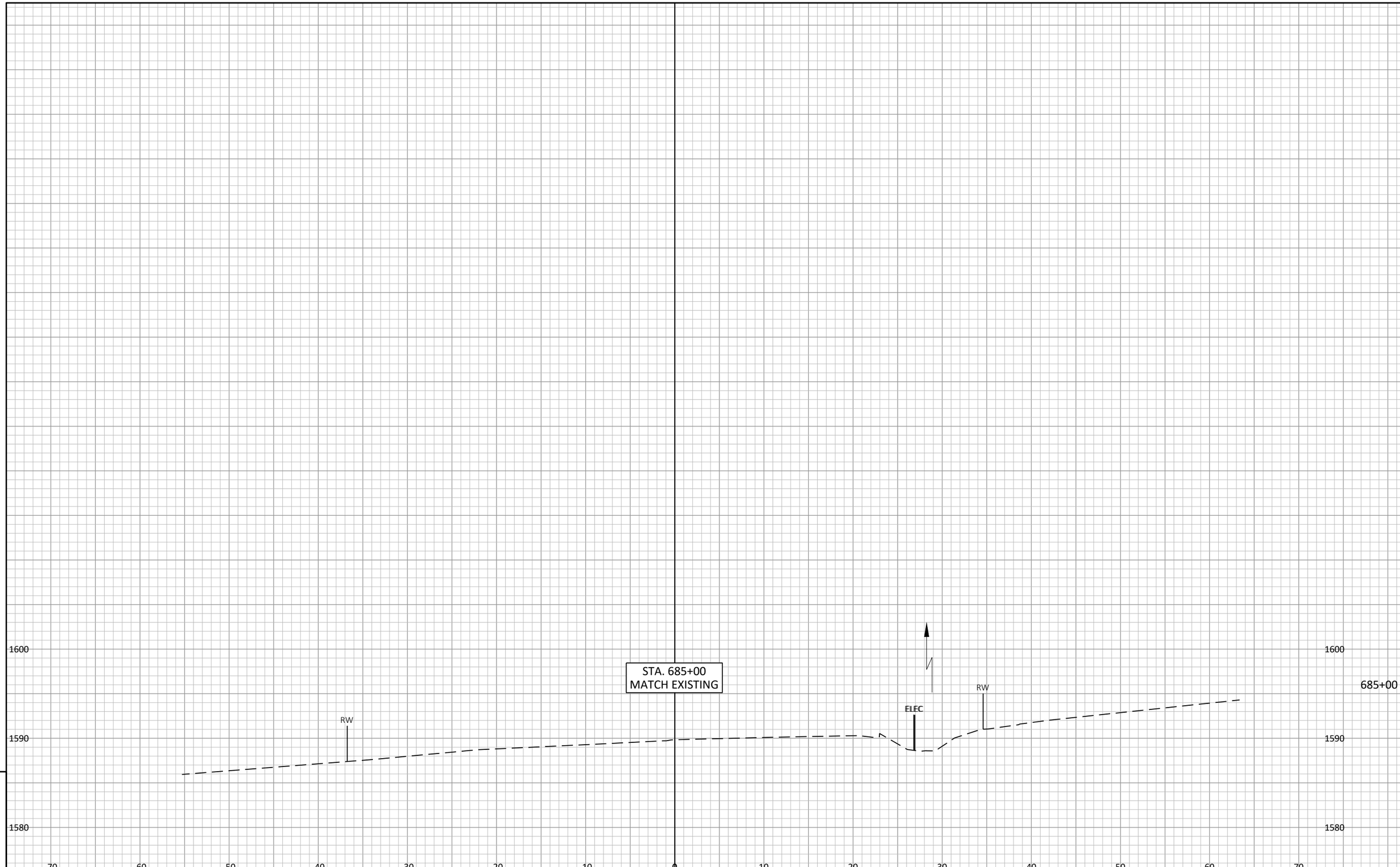


PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 209	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR (URBAN EXHIBIT).DWG PLOT DATE : 9/2/2025 2:36:24 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : WEDGE 4

9

9



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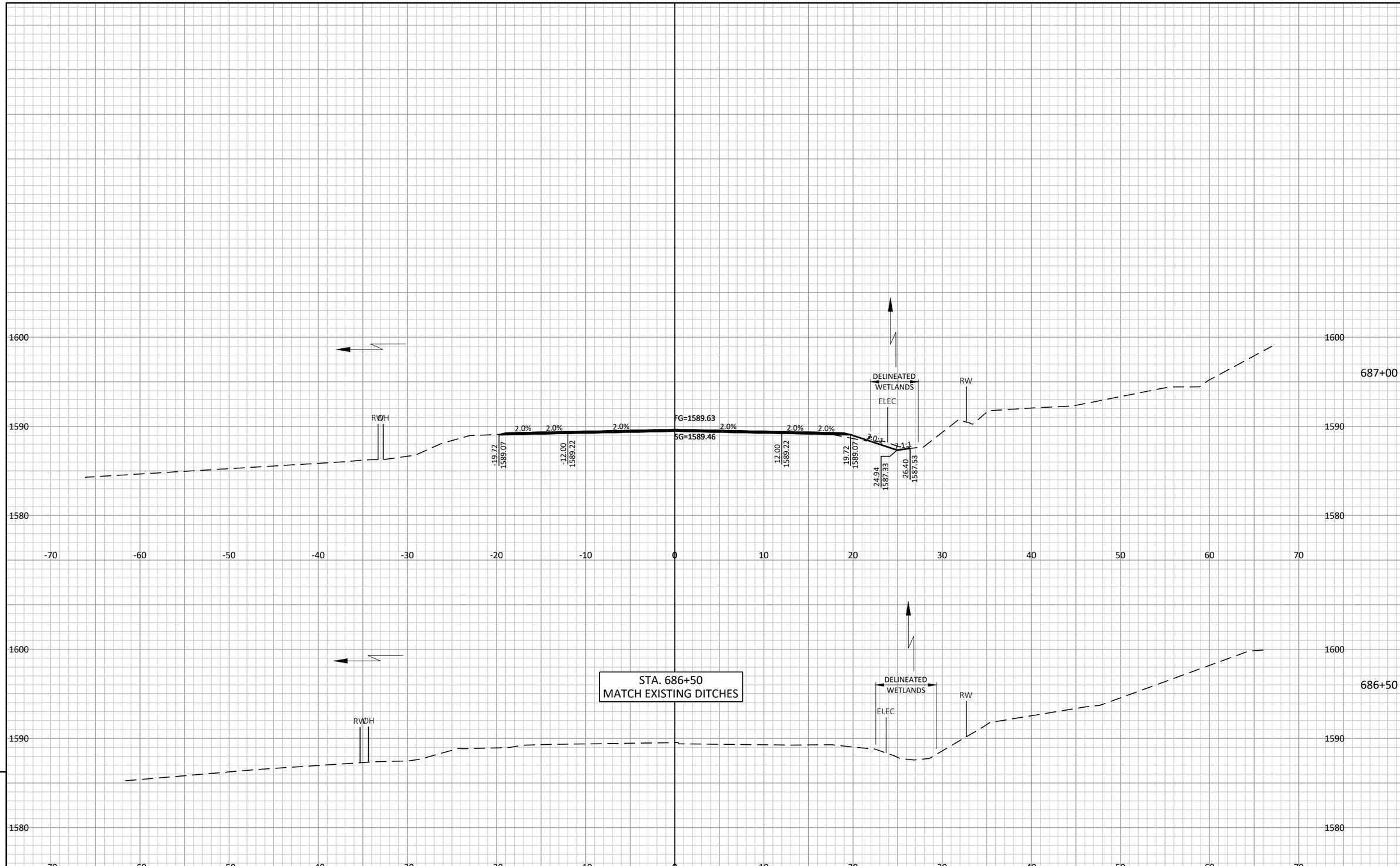
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 210	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR (URBAN EXHIBIT).DWG PLOT DATE : 9/2/2025 2:36:30 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : WEDGE 5



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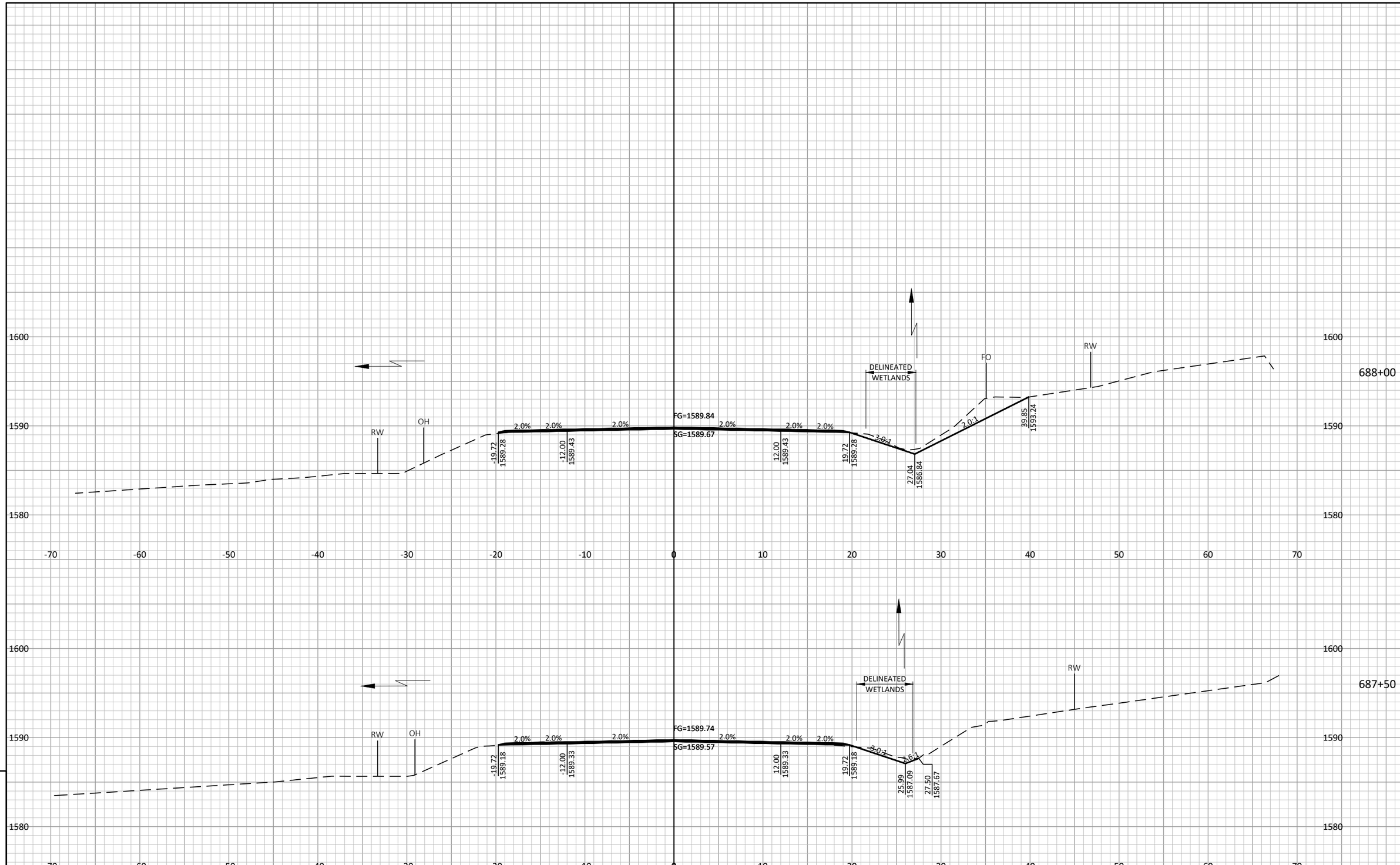
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 211	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:28 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 3



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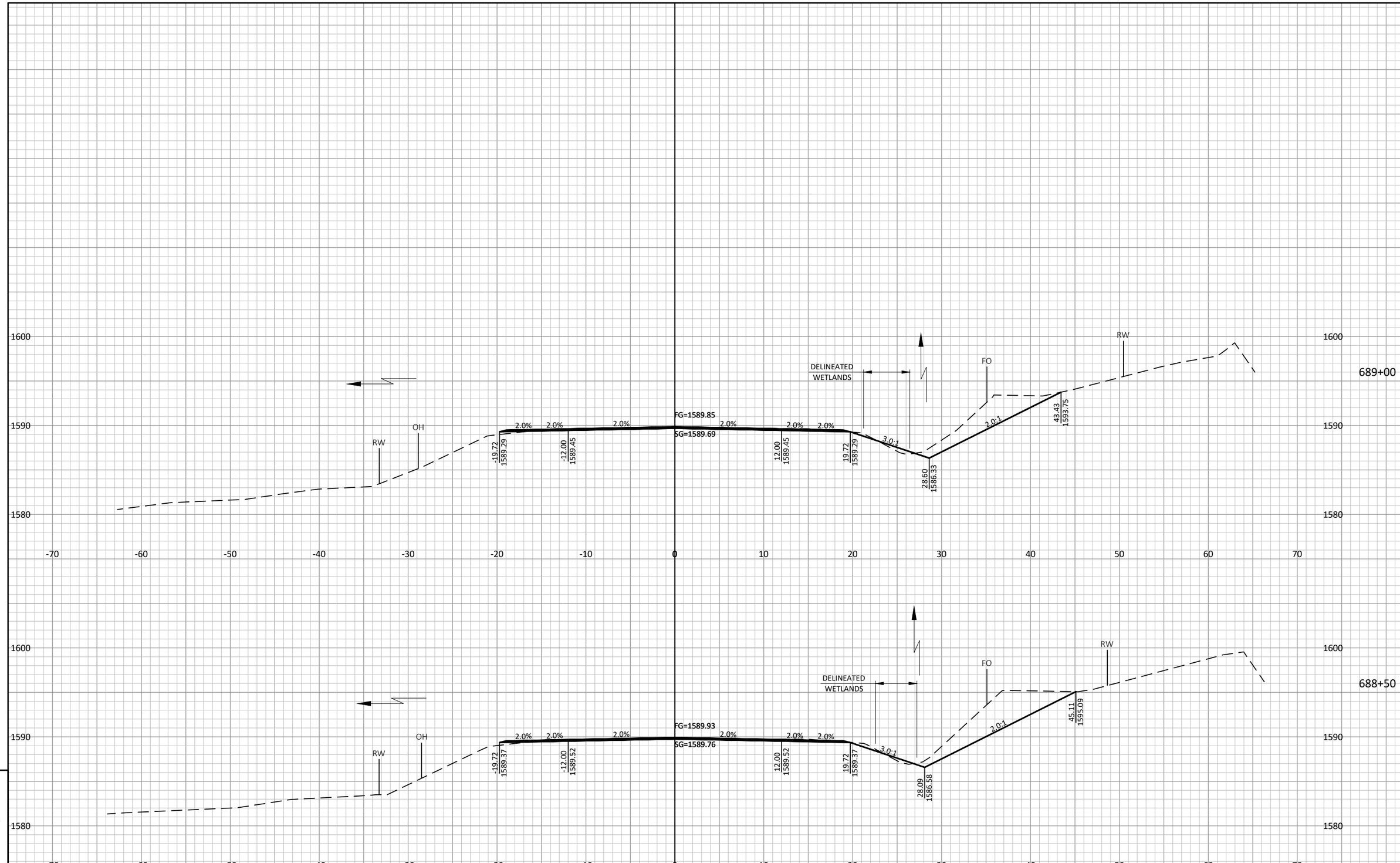
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 212	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:33 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 4



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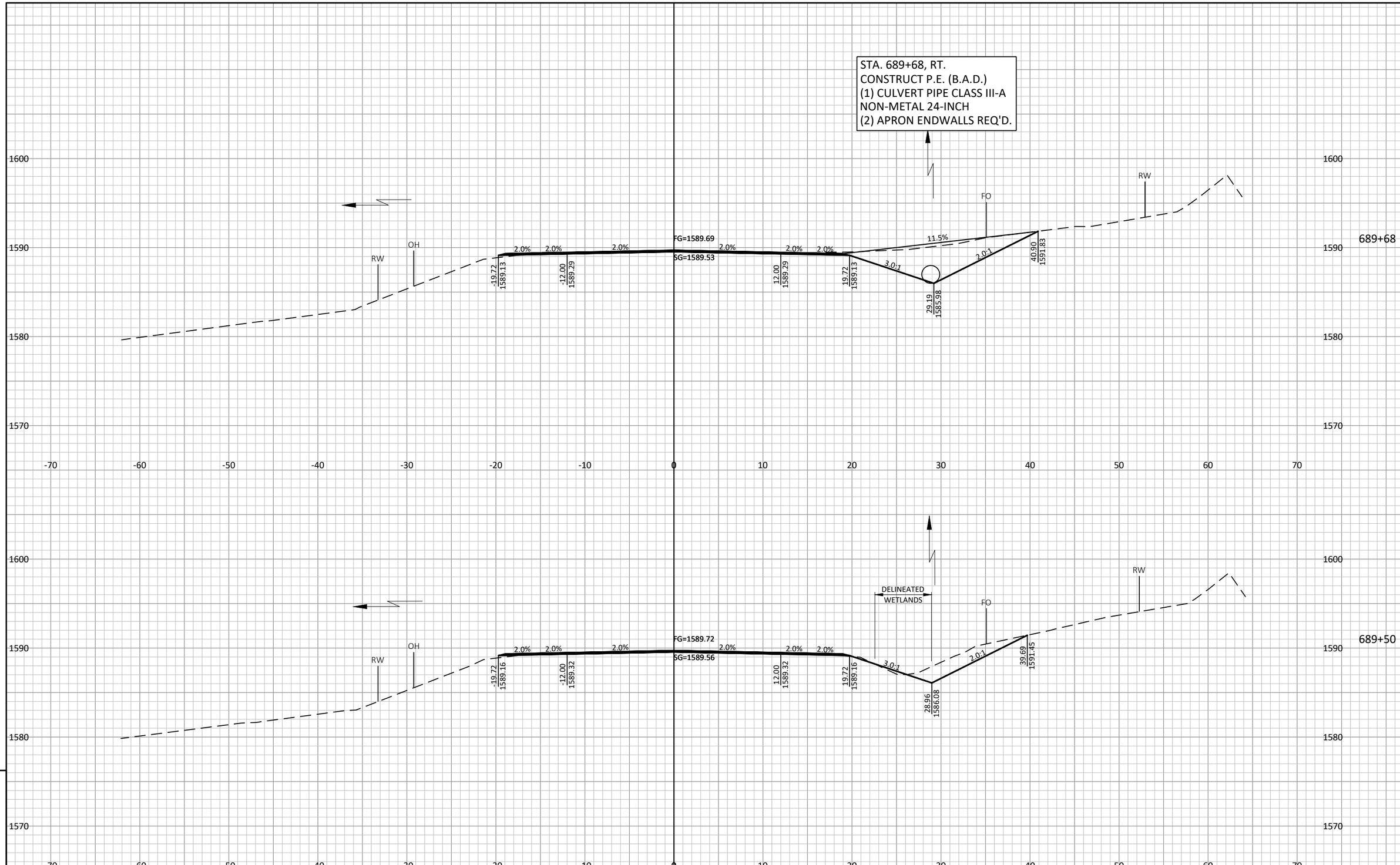
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 213	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:38 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 5



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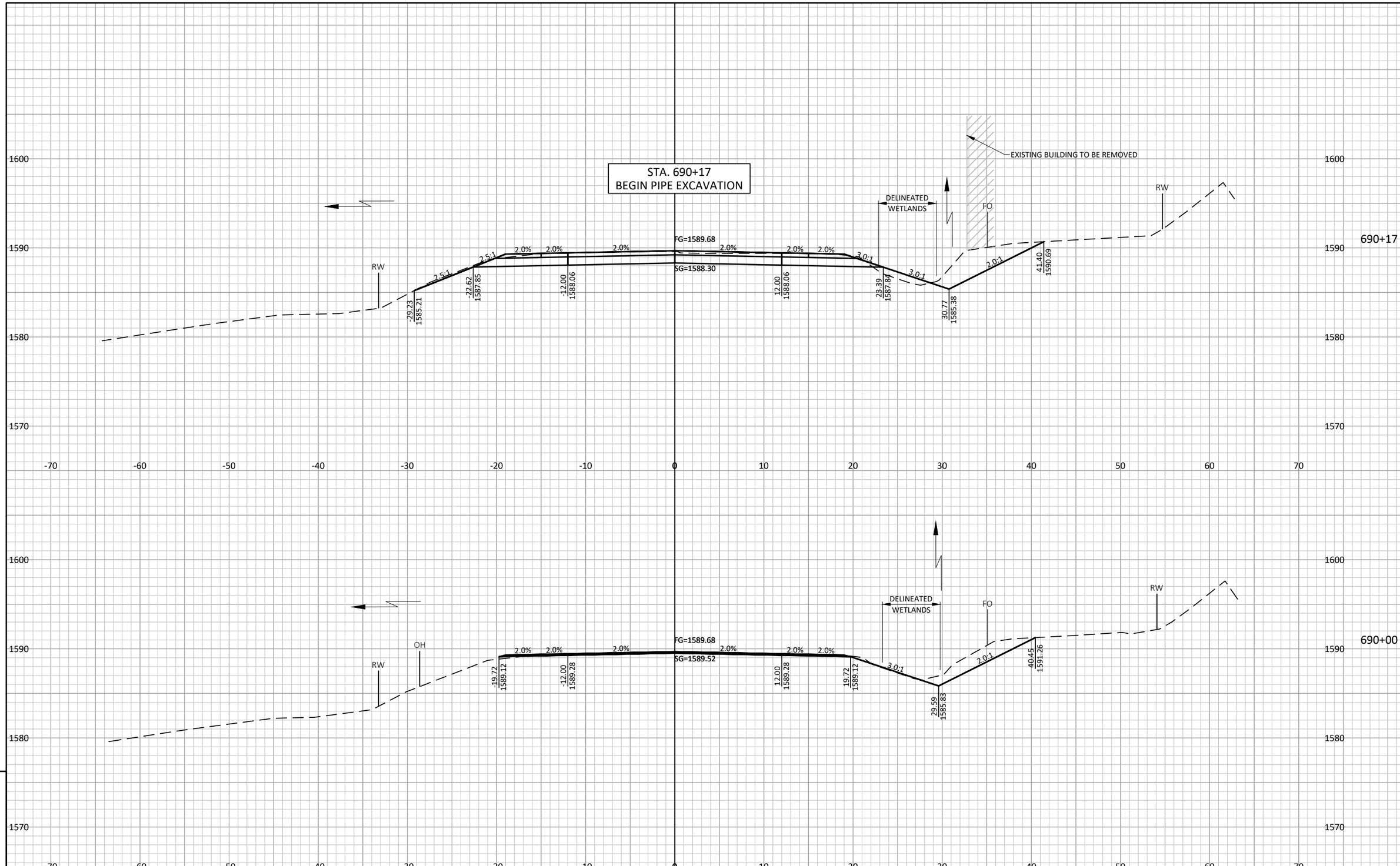
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 214	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:43 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 6



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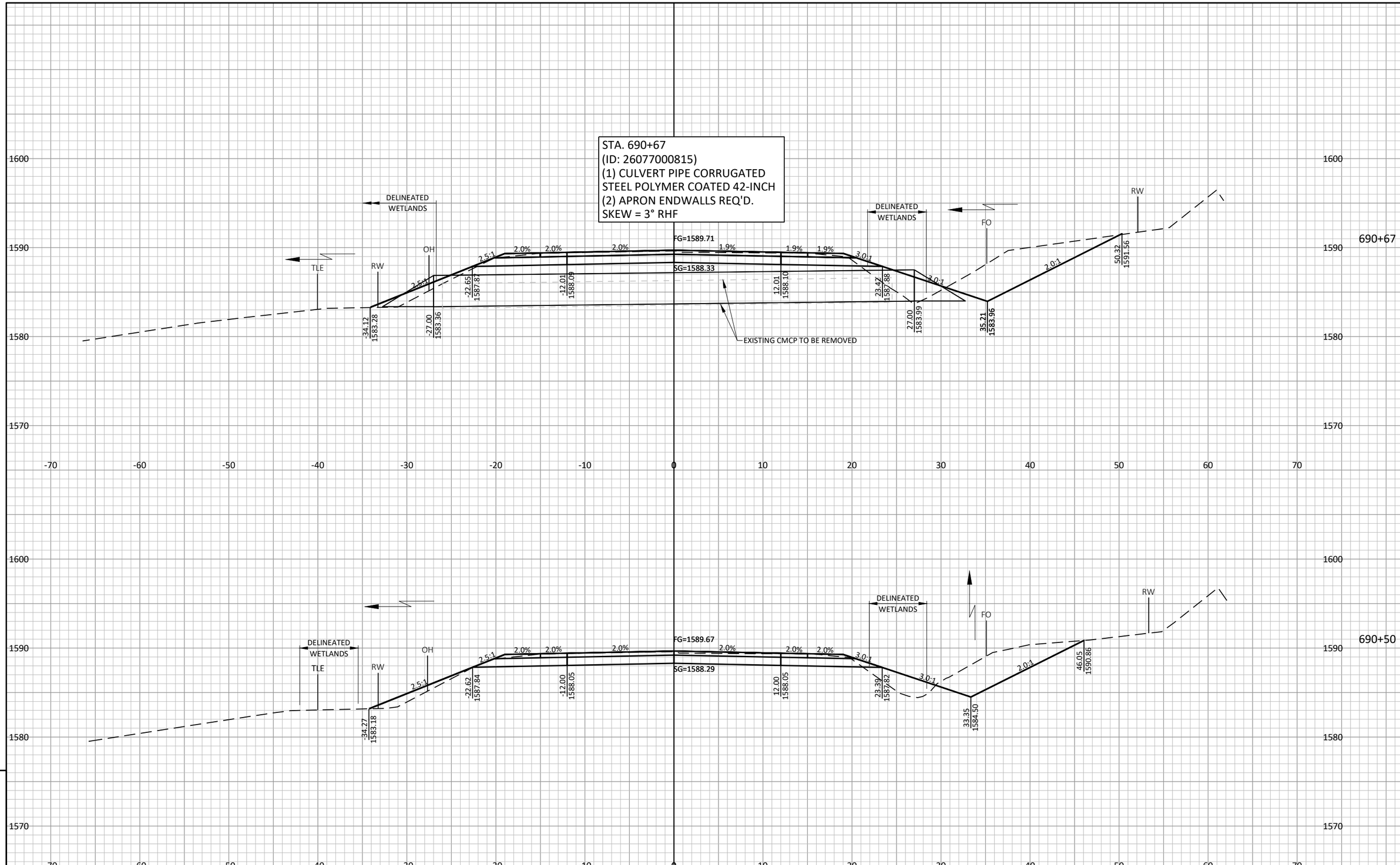
PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 215	E

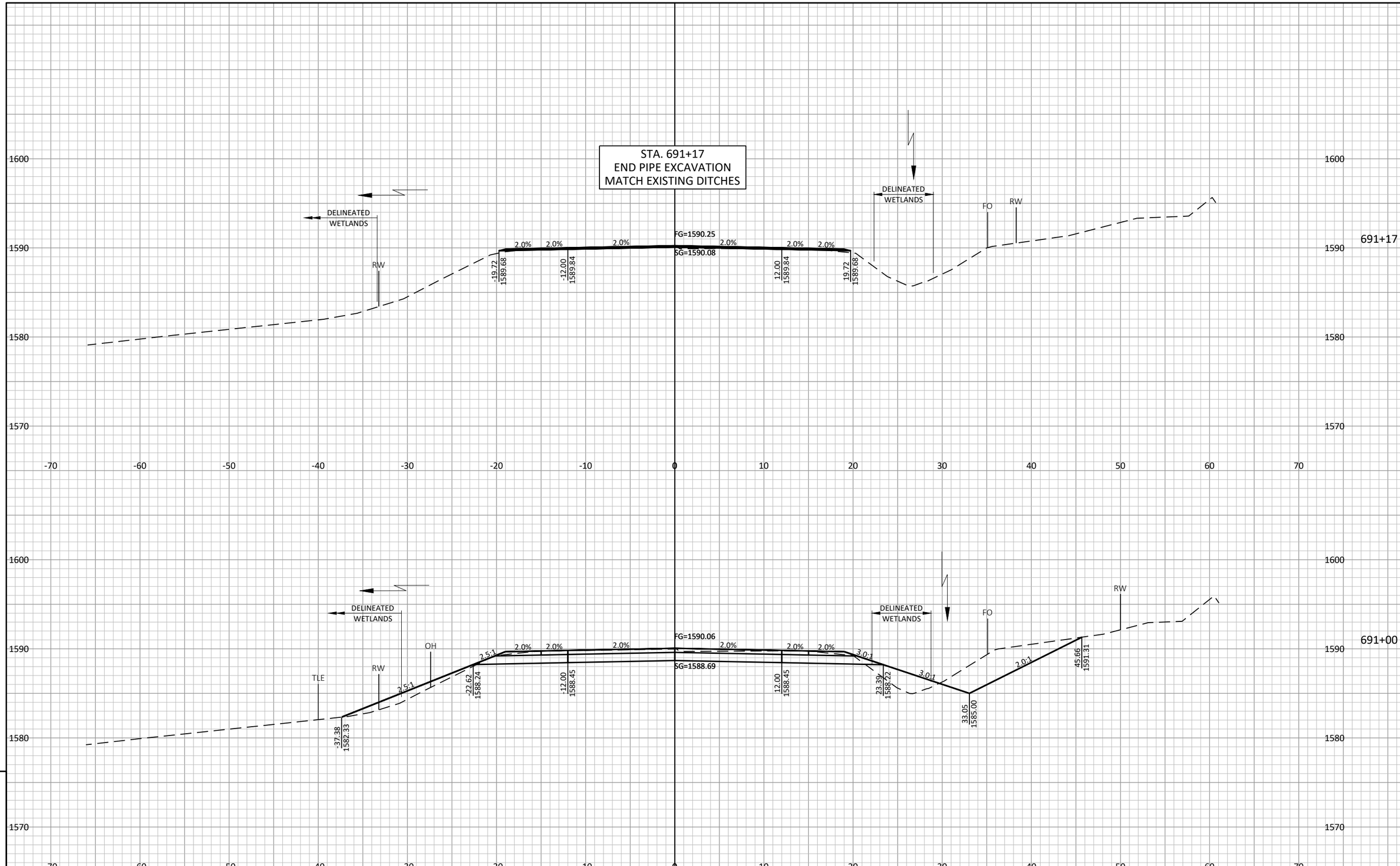
FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:48 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 7



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 216	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:54 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 8

9 9



PROJECT NO: 9250-14-71	HWY: STH 77	COUNTY: IRON	CROSS SECTIONS: MAINLINE	SHEET 217	E

FILE NAME : S:\PROJECTS\W11663 WISDOT - STH 77 RESURFACING, IRON CO\DESIGN\CORRIDORS\W11663_CORRIDOR.DWG PLOT DATE : 9/2/2025 2:49:59 PM PLOT BY : KATHERINE ALDER PLOT SCALE : 1" = 1' LAYOUT : 9

Wisconsin Department of Transportation

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