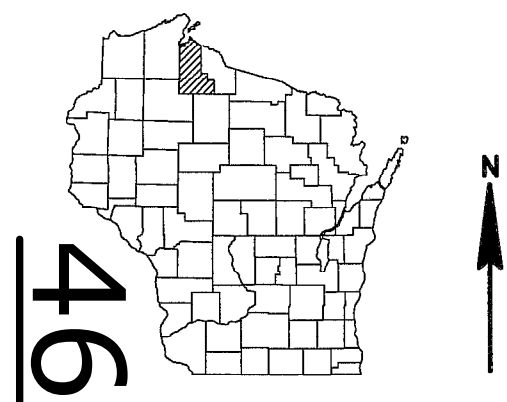


EAU PROJECT ID: 8995-00-16 WITH: N/A COUNTY: ASHLAND

FEBRUARY 2026 ORDER OF SHEETS

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

TOTAL SHEETS = 100



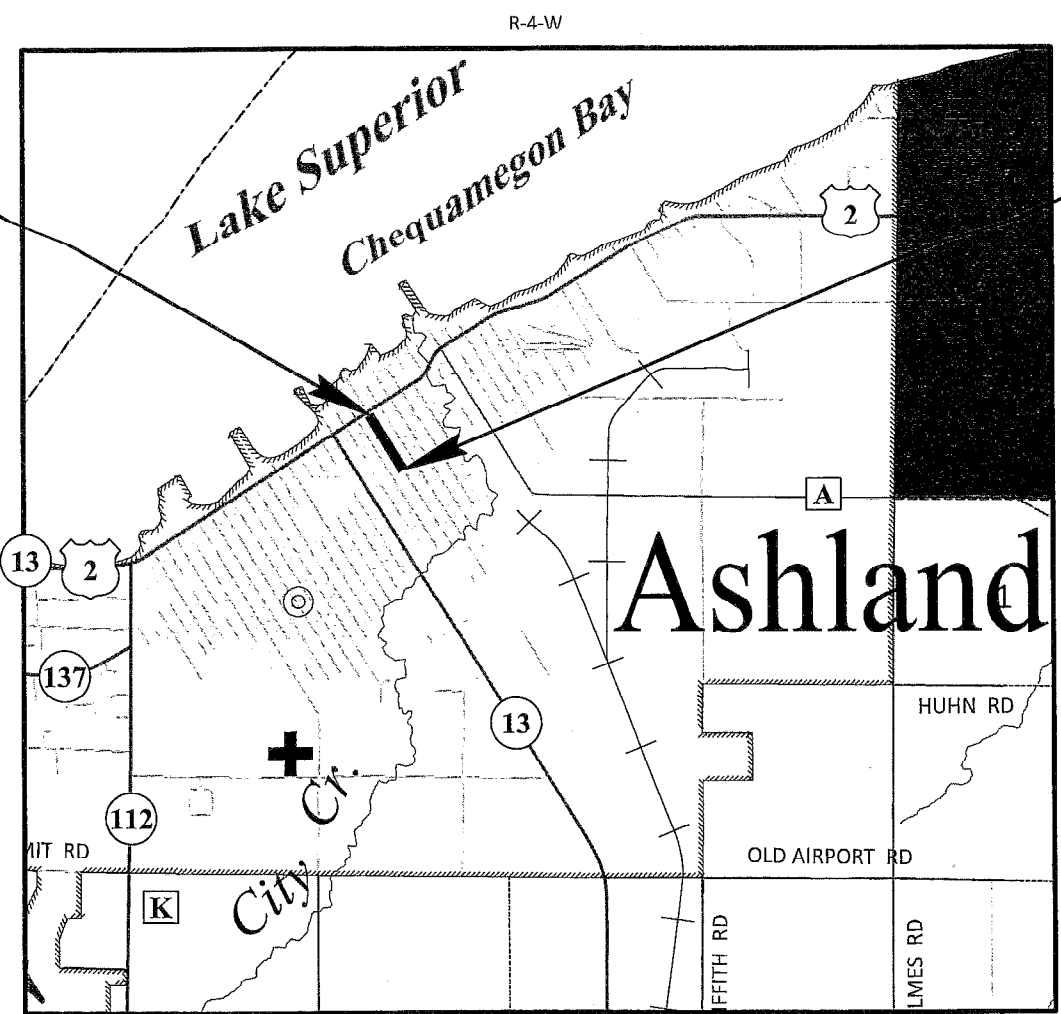
DESIGN DESIGNATION	8995-00-15
A.A.D.T.	2026 = 270
A.A.D.T.	2046 = 280
D.H.V.	= 28
D.D.	= 50/50
T.	= 24.7%
DESIGN SPEED	= 30 MPH
ESALS	= 73,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
WOODED OR SHRUB AREA	TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
C ASHLAND, PRENTICE AVE
LAKE SHORE DRIVE TO 6TH STREET E
LOCAL STREET
ASHLAND COUNTY

STATE PROJECT NUMBER
8995-00-16



LAYOUT
SCALE 0 500 FT
TOTAL NET LENGTH OF CENTERLINE = 0.328 MI

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8995-00-16	WISC 2026051	1

ACCEPTED FOR
CITY of ASHLAND
12/10/25 (Date) [Signature] (Signature & Title of Official)
ORIGINAL PLANS PREPARED BY
SEH Short Elliott Hendrickson Inc.
8808 Odana Road, Suite 200
Madison, WI 53719-1137
608.620.6199 main | 888.908.8166 fax
Building a Better World for All of Us™ 800.732.4362 toll free | www.sehinc.com
JOSHUA M. WOLLER
E-42424-6
FITCHBURG WI
PROFESSIONAL ENGINEER
12-09-2025 (Date) [Signature] (Signature)
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor SEH
Designer SEH
Project Manager TOU YANG, PE
Regional Examiner NW REGION
Regional Supervisor TOU YANG, PE
APPROVED FOR THE DEPARTMENT 2025.12.11
DATE: [Signature] 06:55:42-06'00 (Signature)
E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	ID	INSIDE DIAMETER
AC	ACRE	INV	INVERT
AGG	AGGREGATE	IP	IRON PIPE ON PIN
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE	LHF	LEFT-HAND FORWARD
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL	L	LENGTH OF CURVE
ASPH	ASPHALTIC	LF	LINEAR FOOT
AVG	AVERAGE	LC	LONG CHORD OF CURVE
ADT	AVERAGE DAILY TRAFFIC	LS	LUMP SUM
BF	BACK FACE	MH	MANHOLE
BM	BENCH MARK	MOR	MID POINT OF RADIUS
BR	BRIDGE	NC	NORMAL CROWN
CE	COMMERCIAL ENTRANCE	NO	NUMBER
C/L	CENTER LINE	OBLIT	OBLITERATE
Δ	CENTRAL ANGLE OR DELTA	PAVT	PAVEMENT
COB	CENTER OF BARRIER	PE	PRIVATE ENTRANCE
CONC	CONCRETE	PVRC	POINT OF VERTICAL REVERSE CURVE
CPRC	CULVERT PIPE REINFORCED CONCRETE	QOR	QUARTER POINT OF RADIUS
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	R	RADIUS
CR	CREEK	REQ'D	REQUIRED
CY	CUBIC YARD	RES	RESIDENCE OR RESIDENTIAL
C&G	CURB AND GUTTER	RHF	RIGHT-HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT-OF-WAY
DHV	DESIGN HOUR VOLUME	R	RIVER
DISCH	DISCHARGE	RDWY	ROADWAY
DG	DITCH GRADE	R/L	REFERENCE LINE
DWY	DRIVEWAY	SALV	SALVAGED
X	EAST GRID COORDINATE	SAN	SANITARY SEWER
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	SF	SQUARE FEET
EOR	END POINT OF RADIUS	SY	SQUARE YARD
EL	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ENT	ENTRANCE	STA	STATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	SS	STORM SEWER
EXC	EXCAVATION	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION RATE
EXIST	EXISTING	TC	TOP OF CURB
FC	FACE OF CURB	T OR TN	TOWN
FF	FACE TO FACE	T	TRUCKS (PERCENT OF)
FERT	FERTILIZE	TYP	TYPICAL
FE	FIELD ENTRANCE	VAR	VARIABLE
FL	FLOW LINE	VC	VERTICAL CURVE
FO	FIBER OPTIC	Y	NORTH GRID COORDINATE
CWT	HUNDREDWEIGHT	YD	YARD
HYD	HYDRANT		

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 2.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.4 ACRES

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
NORTHWEST REGION
718 W CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
TELEPHONE: 715.833.5570
ATTENTION: TOU YANG
TOU.YANG@DOT.WI.GOV

DNR AREA LIAISON:

WI DEPT OF NATURAL RESOURCES
DNR SERVICE CENTER
810 W. MAPLE STREET
SPOONER, WI 54801
TELEPHONE: 715.416.0478
ATTENTION: SHAWN HASELEU
EMAIL: SHAWN.HASELEU@WISCONSIN.GOV

UTILITY CONTACT LIST:

BRIGHTSPEED - COMMUNICATION
135 N 21ST STREET
SUPERIOR, WI 54880
ATTENTION: TAYLOR AYLESWORTH
TELEPHONE: 980.376.1577
EMAIL: SMOLLOY@CONGRUEX.COM

CITY OF ASHLAND PUBLIC WORKS - WATER
1901 KNIGHT ROAD
ASHLAND, WI 54806
ATTENTION: BRIAN LEDIN
TELEPHONE: 715-685-1655
EMAIL: BLEDIN@COAWI.ORG

MERIT NETWORK - COMMUNICATION
880 TECHNOLOGY, SUITE B
ANN ARBOR, MI 48108
ATTENTION: DUSTIN LAPOINTE
TELEPHONE: 734.476.1600
EMAIL: DLAPOINT@MERIT.EDU

NORVADO - COMMUNICATION
43705 US HWY 63, PO BOX 67
CABLE, WI 54821
ATTENTION: GUY FOLSOM
TELEPHONE: 715.798.7213
EMAIL: GFOLSOM@NORVADO.COM

CITY CONTACT:

CITY OF ASHLAND
601 MAIN STREET WEST
ASHLAND, WI 54806
TELEPHONE: 715.685.1648
ATTENTION: JOHN BUTLER
EMAIL: JBUTLER@COAWI.ORG

DESIGN CONTACT:

SHORT ELLIOTT HENDRICKSON INC
6808 ODANA ROAD, SUITE 200
MADISON, WI 53719
TELEPHONE: 608.772.0140
ATTENTION: JOSHUA WOLLER
EMAIL: JWOLLER@SEHINC.COM

SPECTRUM - COMMUNICATION
1810 LAKESHORE DR. E
ASHLAND, WI 54806
ATTENTION: RYAN NELSON
TELEPHONE: 715-979-5015
EMAIL: RYAN.NELSON@CHARTER.COM

XCEL ENERGY - ELECTRIC
2400 FARM ROAD
ASHLAND, WI 54806
ATTENTION: MATTHEW ROONI
TELEPHONE: 715.682.6982
EMAIL: MATTHEW.W.ROONI@XCELENERGY.COM

XCEL ENERGY - GAS
2400 FARM ROAD
ASHLAND, WI 54806
ATTENTION: BRIAN DARY
TELEPHONE: 715.682.6982
EMAIL: BRIAN.M.DARY@XCELENERGY.COM

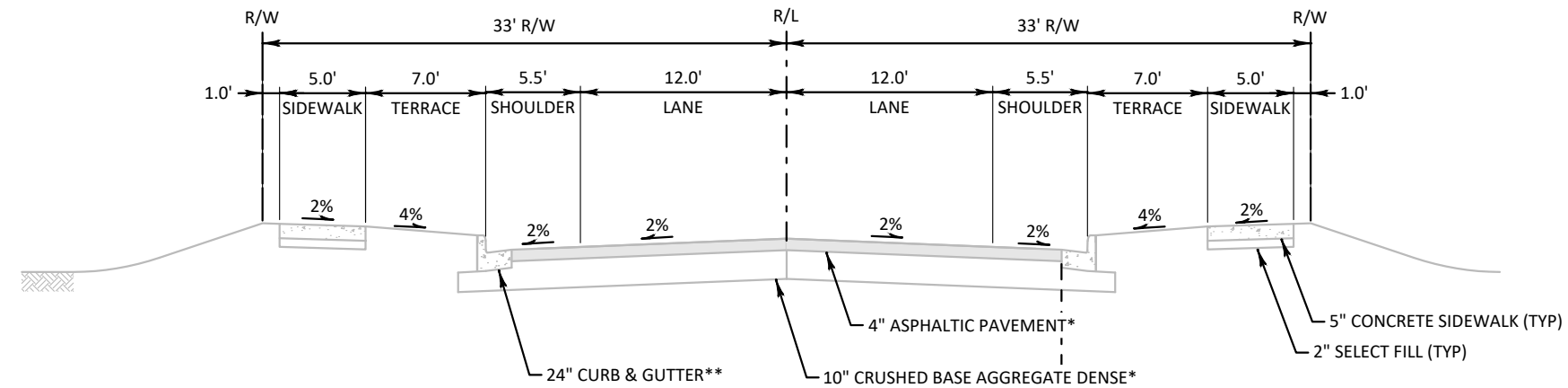
GENERAL NOTES:

- NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- 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.
- THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS WITH THE ENGINEER.
- WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
- TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED AND SEEDED.
- FERTILIZER SHALL NOT BE USED WITHIN 20-FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

BORING LOG:

BORING NO.	STATION	ASPHALTIC PAVEMENT DEPTH (IN)	BASE DEPTH (IN)	SUBBASE MATERIAL
B-1	201+00	4	10	DARK SANDY CLAY
B-2	208+00	4	10	DARK SANDY CLAY
B-3	215+50	5	9	DARK SANDY CLAY

- * SEE BORING LOG ON GENERAL NOTES SHEET FOR ASPHALT AND CRUSHED AGGREGATE BASE COURSE DEPTHS.
** 6" SLOPED 24" CURB AND GUTTER ON 3RD STREET E

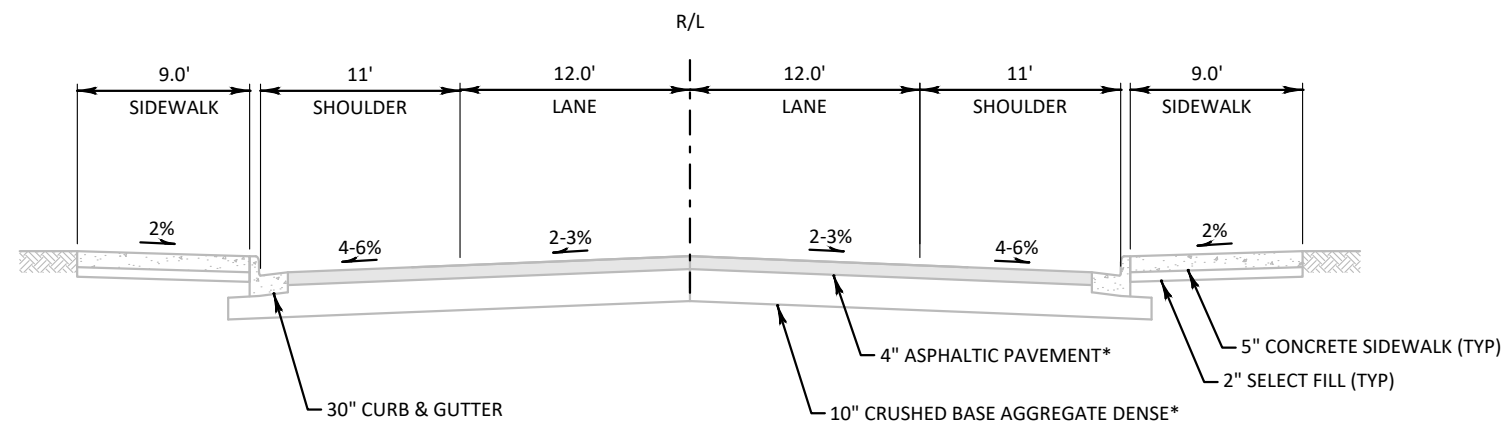
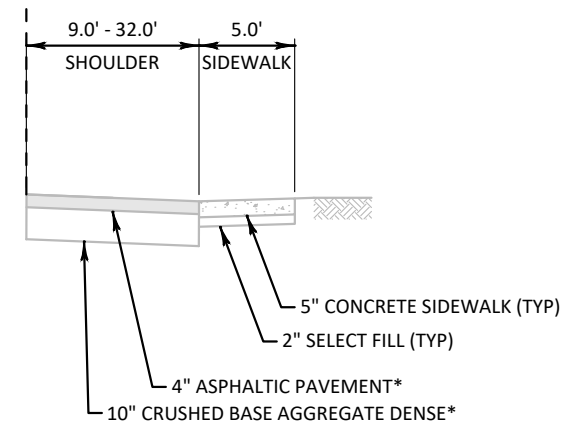


TYPICAL EXISTING SECTION

PRENTICE AVENUE
STA 200+00 'PA' - STA 217+60 'PA'
3RD STREET E
STA 10+25 'TS' - STA 11+65 'TS'

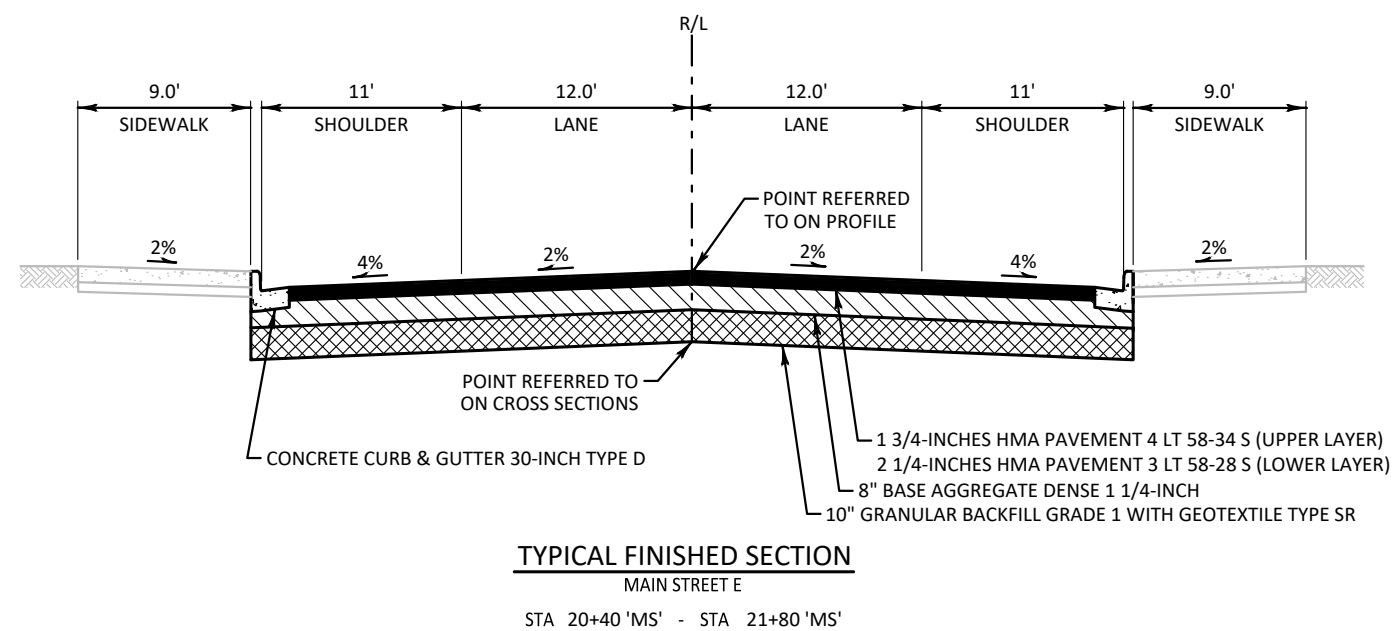
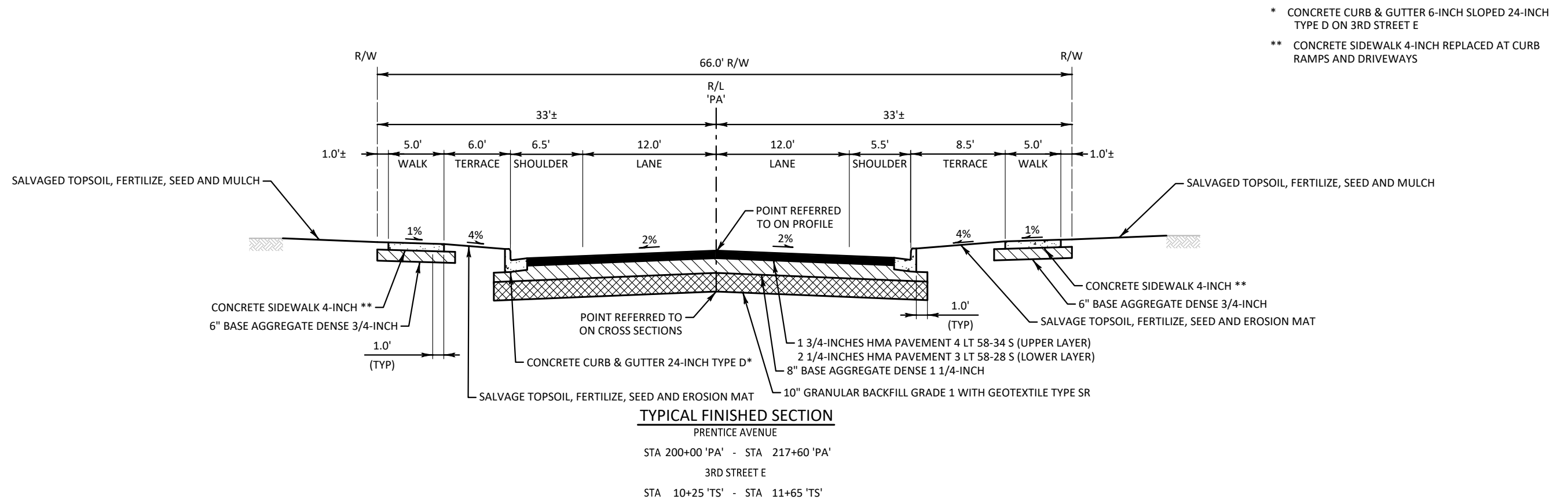
HALF SECTION LOCATIONS

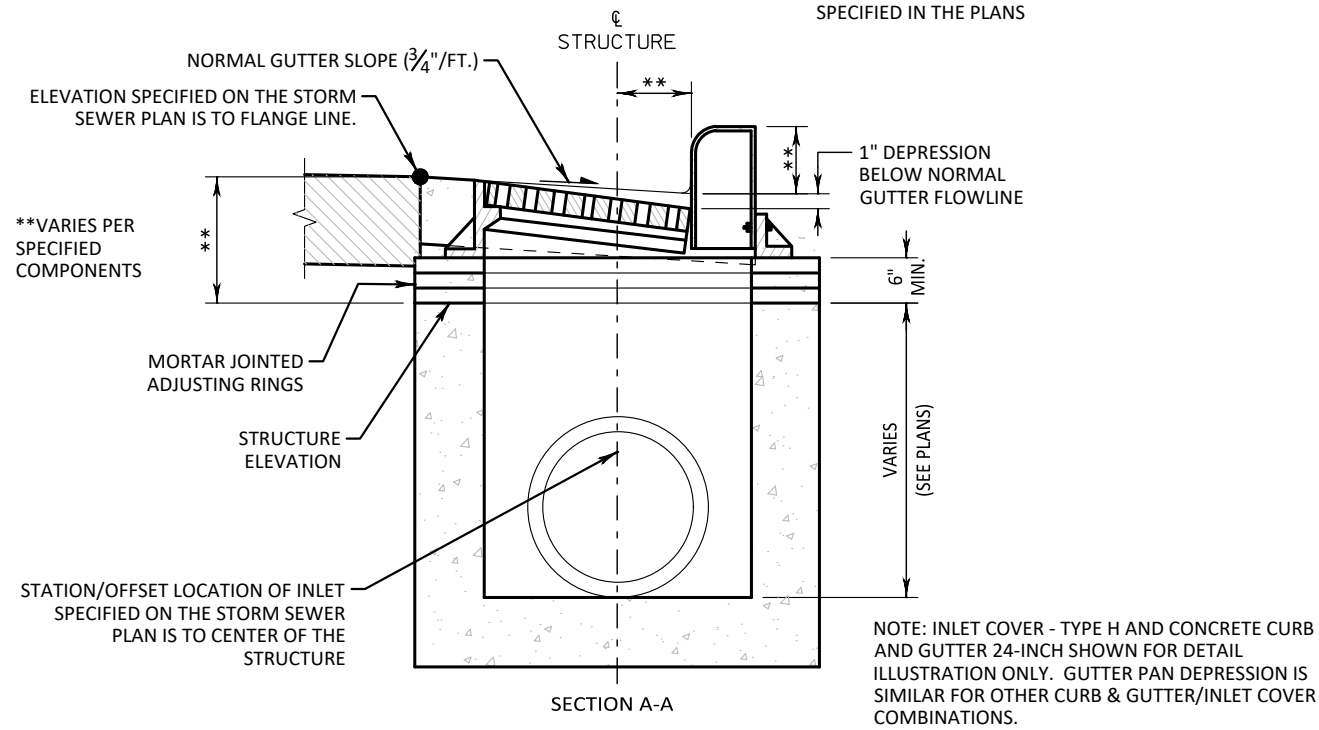
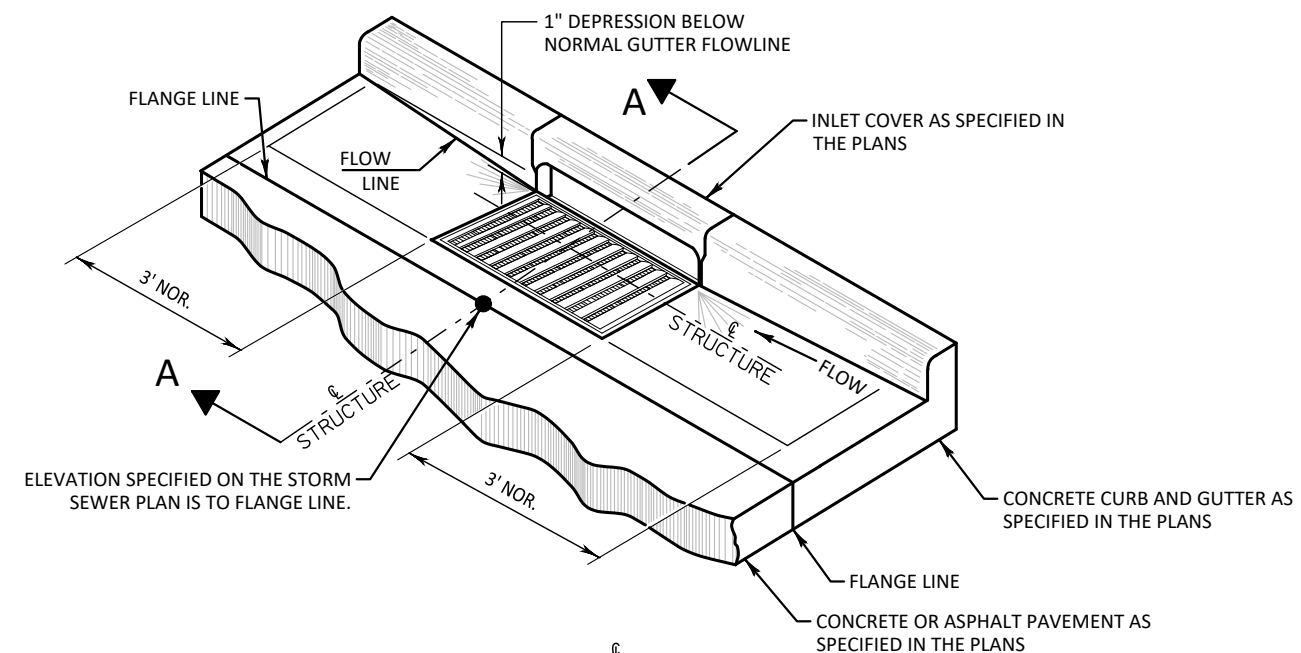
PRENTICE AVENUE
RIGHT
STA 214+90 'PA' - STA 217+34 'PA'



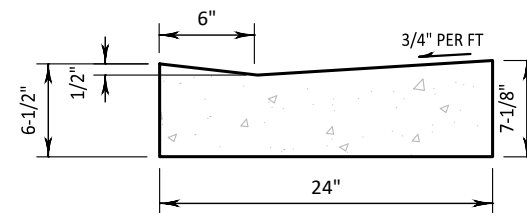
TYPICAL EXISTING SECTION

MAIN STREET E
STA 20+40 'MS' - STA 21+80 'MS'

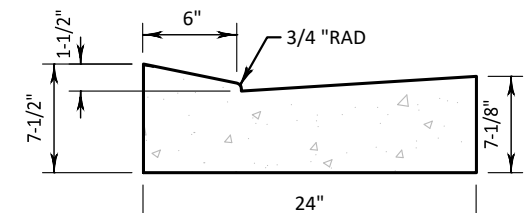




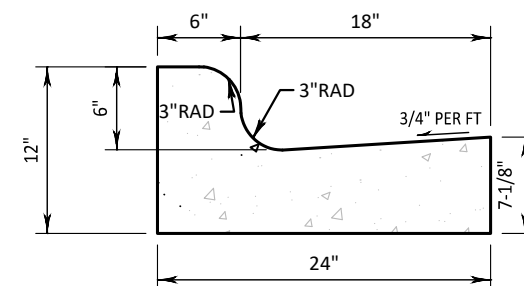
TYPICAL GUTTER PAN DEPRESSION AT INLETS



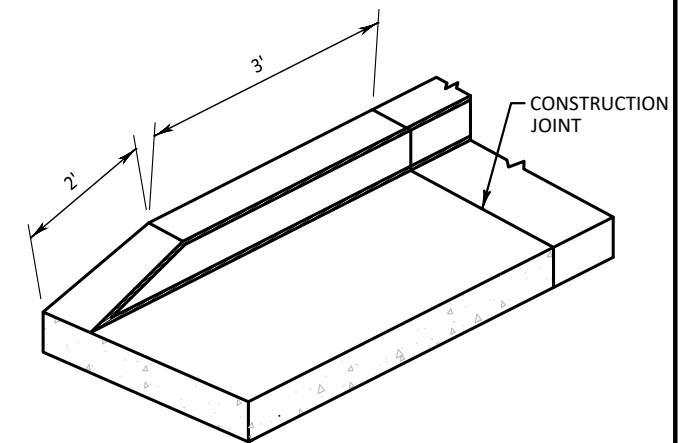
CURB RAMP



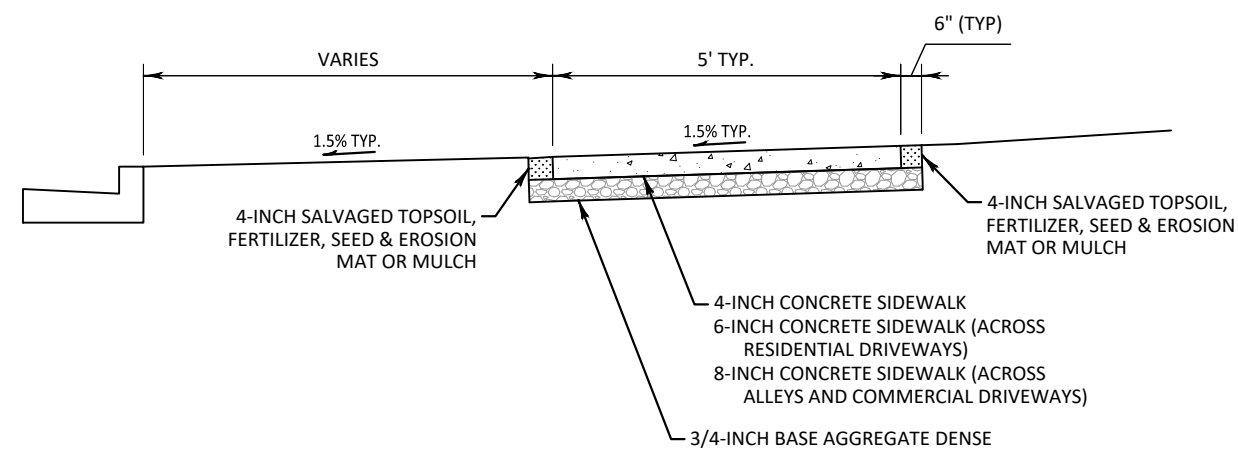
DRIVEWAY CURB



CURB AND GUTTER 24-INCH TYPE D MODIFIED

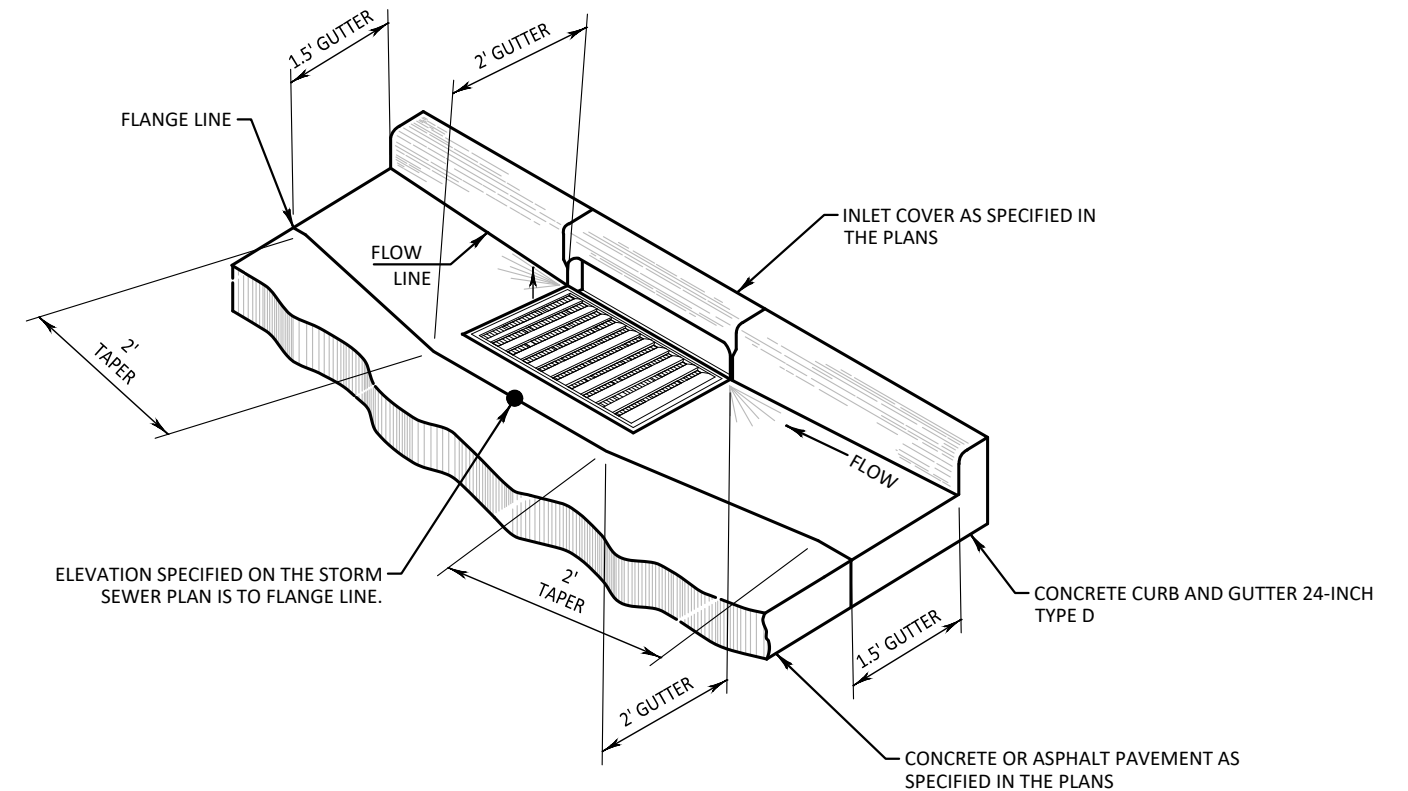


END SECTION CURB AND GUTTER



SIDEWALK/DRIVEWAY	3/4" BASE AGGREGATE DENSE MIN DEPTH
4" CONCRETE SIDEWALK	6"
6" CONCRETE SIDEWALK	6"
8" CONCRETE SIDEWALK	6"

CONCRETE SIDEWALK



CURB AND GUTTER 24-INCH TYPE D TRANSITION AT INLETS

NOTES:

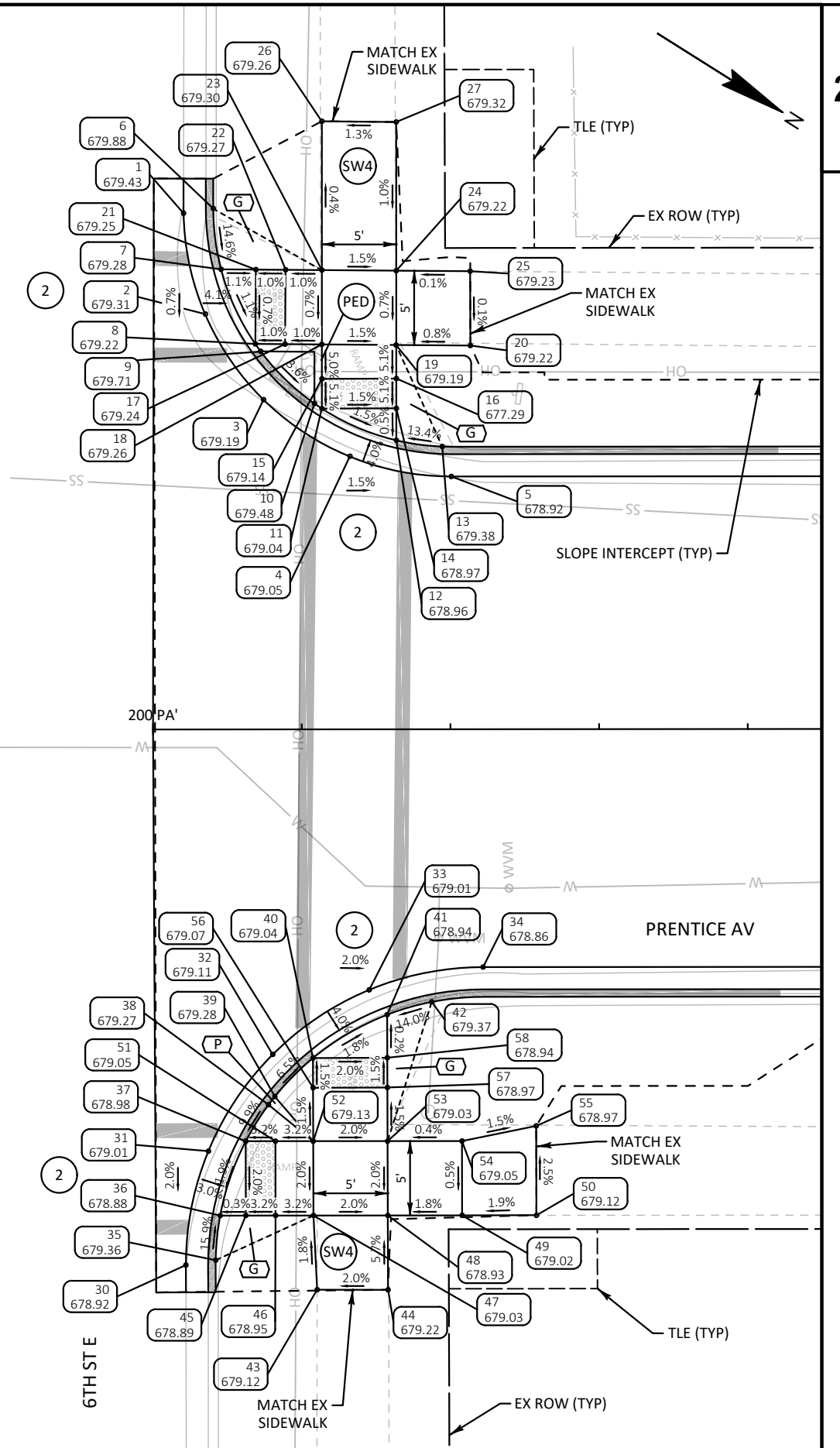
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

PRENTICE AV (6TH ST NE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	200+02.18	36.03' RT	678.92	322393.95	503122.57
31	200+03.70	28.36' RT	679.01	322391.14	503115.29
32	200+08.03	21.87' RT	679.11	322391.34	503107.48
33	200+14.52	17.52' RT	679.01	322394.51	503100.34
34	200+22.18	16.00' RT	678.86	322400.17	503094.96
35	200+04.19	35.70' RT	679.36	322395.47	503121.23
36	200+04.49	32.70' RT	678.88	322394.12	503118.53
37	200+06.21	27.70' RT	678.98	322392.91	503113.38
38	200+07.75	25.25' RT	679.27	322392.90	503110.49
39	200+08.17	24.70' RT	679.28	322392.97	503109.80
40	200+10.74	22.11' RT	679.04	322393.76	503106.23
41	200+15.73	19.20' RT	678.94	322396.43	503101.11
42	200+18.73	18.33' RT	679.37	322398.50	503098.78
43	200+11.01	37.69' RT	679.12	322402.30	503119.27
44	200+15.78	37.70' RT	679.22	322406.34	503116.73
45	200+06.21	32.70' RT	678.89	322395.58	503117.61
46	200+08.21	32.70' RT	678.95	322397.27	503116.54
47	200+10.77	32.70' RT	679.03	322399.43	503115.18
48	200+15.77	32.70' RT	678.93	322403.66	503112.51
49	200+20.77	32.70' RT	679.02	322407.89	503109.84
50	200+25.76	32.70' RT	679.12	322412.11	503107.18
51	200+08.21	27.70' RT	679.05	322394.60	503112.31
52	200+10.75	27.70' RT	679.13	322396.75	503110.96
53	200+15.75	27.70' RT	679.03	322400.98	503108.29
54	200+20.75	27.70' RT	679.05	322405.21	503105.62
55	200+25.75	26.68' RT	678.97	322408.89	503102.10
56	200+10.75	24.11' RT	679.07	322394.83	503107.92
57	200+15.75	24.09' RT	678.97	322399.05	503105.24
58	200+15.74	22.09' RT	678.94	322397.98	503103.56

PRENTICE AV (6TH ST NW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	200+02.07	34.72' LT	679.43	322356.10	503062.81
2	200+03.54	27.93' LT	679.31	322360.96	503067.76
3	200+07.44	22.17' LT	679.19	322367.33	503070.55
4	200+13.26	18.37' LT	679.05	322374.28	503070.67
5	200+20.07	17.00' LT	678.92	322380.77	503068.19
6	200+04.07	35.03' LT	679.88	322357.62	503061.48
7	200+04.59	30.94' LT	679.28	322360.24	503064.66
8	200+06.89	25.92' LT	679.22	322364.87	503067.67
9	200+07.25	25.42' LT	679.71	322365.44	503067.91
10	200+10.87	21.91' LT	679.48	322370.37	503068.95
11	200+11.37	21.57' LT	679.04	322370.97	503068.96
12	200+16.37	19.43' LT	678.96	322376.35	503068.10
13	200+19.46	19.01' LT	679.38	322379.19	503066.81
14	200+16.38	21.59' LT	678.97	322375.20	503066.28
15	200+11.37	23.57' LT	679.14	322369.91	503067.27
16	200+16.38	23.59' LT	677.29	322374.13	503064.59
17	200+08.89	25.91' LT	679.24	322366.57	503066.62
18	200+11.36	25.89' LT	679.26	322368.66	503065.32
19	200+16.36	25.85' LT	679.19	322372.91	503062.69
20	200+21.36	25.80' LT	679.22	322377.16	503060.05
21	200+06.94	30.92' LT	679.25	322362.23	503063.42
22	200+08.94	30.91' LT	679.27	322363.93	503062.37
23	200+11.37	30.89' LT	679.30	322366.01	503061.08
24	200+16.38	30.85' LT	679.22	322370.26	503058.45
25	200+21.35	30.80' LT	679.23	322374.48	503055.83
26	200+11.38	40.89' LT	679.26	322360.67	503052.62
27	200+16.38	40.85' LT	679.32	322364.93	503049.99

LEGEND	
(X)	CURB RAMP TYPE
(SWX)	CONCRETE SIDEWALK X-INCH
(PED)	CONCRETE PEDESTRIAN CURB
(G)	GRADED FLARE
(P)	PAVED FLARE
ID ELEV	POINT ID/ELEVATION
(AS)	ASPHALTIC SURFACE

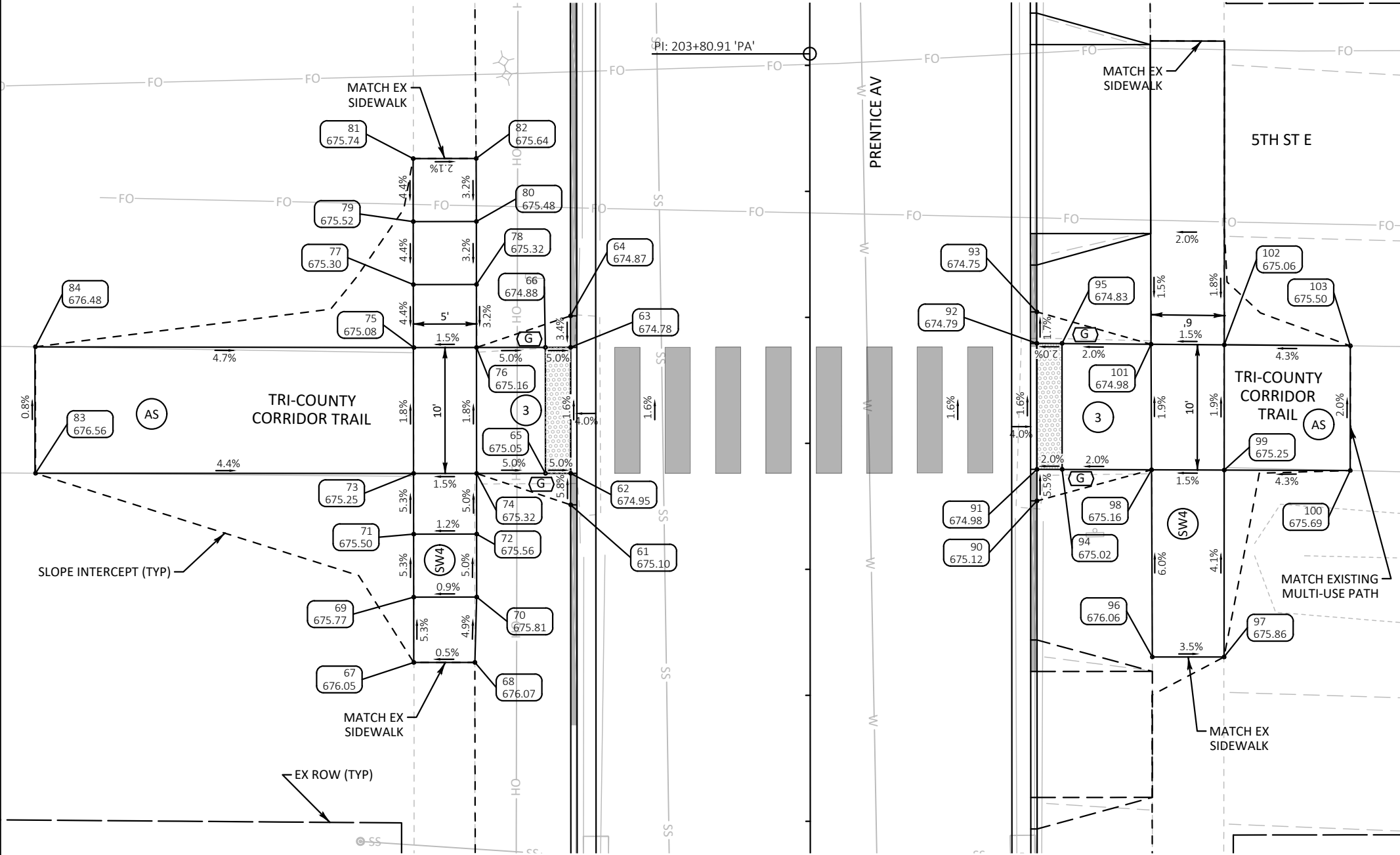
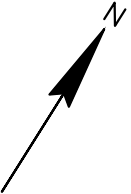
6TH ST E



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

LEGEND

- (X) CURB RAMP TYPE
- (SWX) CONCRETE SIDEWALK X-INCH
- (PED) CONCRETE PEDESTRIAN CURB
- (G) GRADED FLARE
- (P) PAVED FLARE
- ID ELEV POINT ID/ELEVATION
- (AS) ASPHALTIC SURFACE



PRENTICE AV (TRAIL NW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
61	203+45.13	19.00' LT	675.10	322654.59	502893.00
62	203+47.63	19.00' LT	674.95	322656.71	502891.66
63	203+57.63	19.00' LT	674.78	322665.16	502886.32
64	203+60.13	19.00' LT	674.87	322667.28	502884.99
65	203+47.63	21.00' LT	675.05	322655.64	502889.97
66	203+57.63	21.00' LT	674.88	322664.09	502884.63
67	203+32.63	31.46' LT	676.05	322637.37	502889.14
68	203+32.63	26.61' LT	676.07	322639.96	502893.24
69	203+37.82	31.46' LT	675.77	322641.76	502886.37
70	203+37.82	26.46' LT	675.81	322644.43	502890.59
71	203+42.82	31.46' LT	675.50	322645.98	502883.70
72	203+42.82	26.46' LT	675.56	322648.65	502887.92
73	203+47.63	31.46' LT	675.25	322650.05	502881.12
74	203+47.63	26.46' LT	675.32	322652.72	502885.35
75	203+57.62	31.43' LT	675.08	322658.52	502875.82
76	203+57.62	26.46' LT	675.16	322661.17	502880.02
77	203+62.62	31.47' LT	675.30	322662.72	502873.11
78	203+62.62	26.47' LT	675.32	322665.40	502877.35
79	203+67.62	31.48' LT	675.52	322666.95	502870.44
80	203+67.62	26.47' LT	675.48	322669.63	502874.68
81	203+72.62	31.48' LT	675.74	322671.18	502867.77
82	203+72.62	26.48' LT	675.64	322673.85	502872.00
83	203+47.67	61.46' LT	676.56	322634.07	502855.74
84	203+57.70	61.46' LT	676.48	322642.56	502850.38

PRENTICE AV (TRAIL NE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
90	203+45.42	18.00' RT	675.12	322674.59	502924.13
91	203+47.92	18.00' RT	674.98	322676.70	502922.80
92	203+57.92	18.00' RT	674.79	322685.16	502917.46
93	203+60.42	18.00' RT	674.75	322687.27	502916.12
94	203+47.92	20.00' RT	675.02	322677.77	502924.49
95	203+57.92	20.00' RT	674.83	322686.22	502919.15
96	203+33.02	27.15' RT	676.06	322668.98	502938.48
97	203+33.02	32.84' RT	675.86	322672.02	502943.30
98	203+47.88	27.10' RT	675.16	322681.52	502930.51
99	203+47.85	32.86' RT	675.25	322684.57	502935.40
100	203+47.81	42.86' RT	675.69	322689.87	502943.88
101	203+57.84	27.06' RT	674.98	322689.93	502925.16
102	203+57.79	32.87' RT	675.06	322692.99	502930.10
103	203+57.71	42.87' RT	675.50	322698.25	502938.61

2

NOTES:

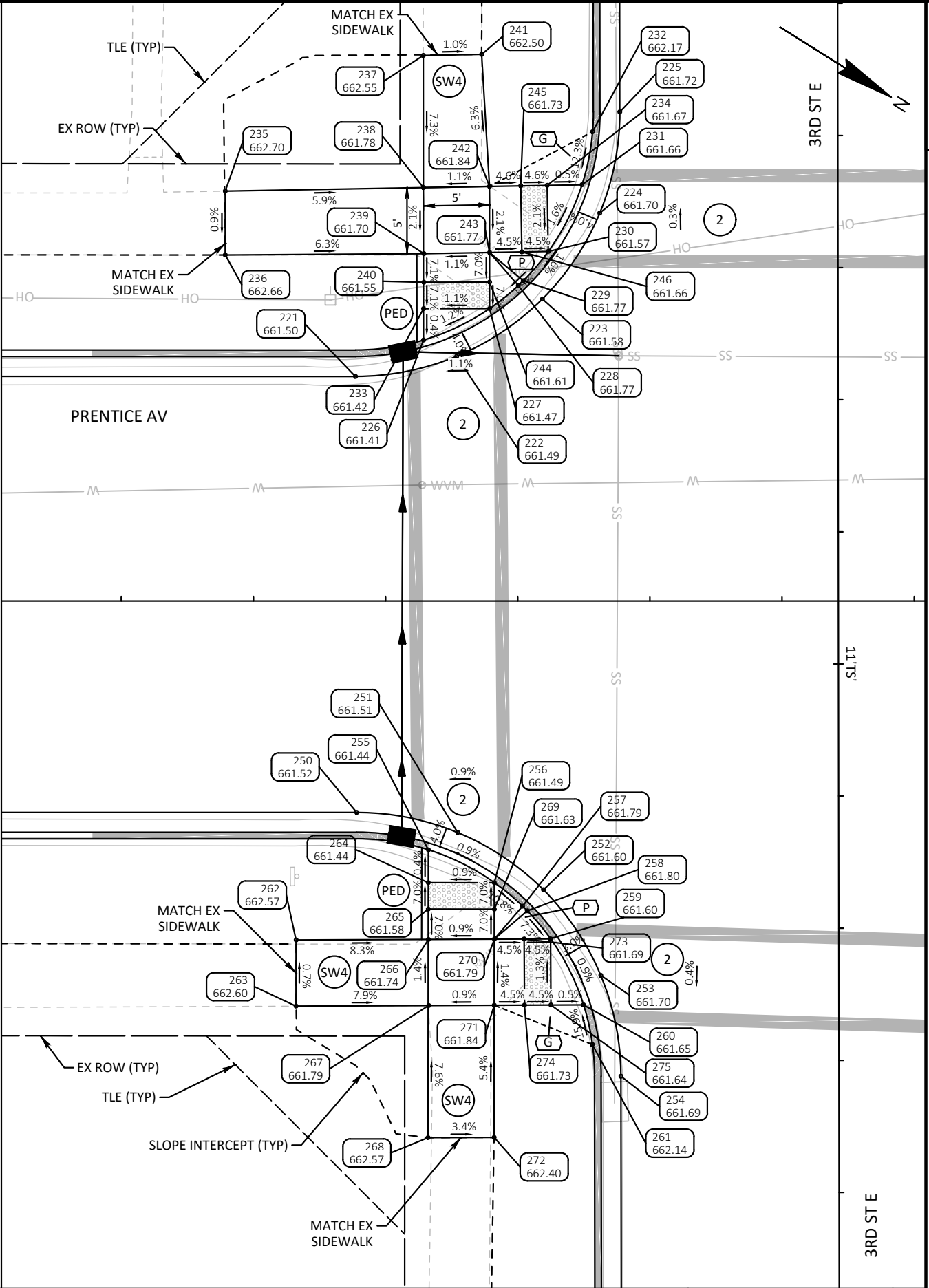
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

PRENTICE AV (3RD ST SE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	210+47.81	16.00' RT	661.52	323267.73	502547.95
251	210+55.46	17.52' RT	661.51	323275.01	502545.16
252	210+61.94	21.85' RT	661.60	323282.81	502545.36
253	210+66.28	28.33' RT	661.70	323289.93	502548.53
254	210+67.81	35.97' RT	661.69	323295.30	502554.18
255	210+53.23	18.84' RT	661.44	323273.83	502547.46
256	210+58.23	21.32' RT	661.49	323279.39	502546.89
257	210+60.36	23.10' RT	661.79	323282.13	502547.26
258	210+60.71	23.45' RT	661.80	323282.62	502547.37
259	210+62.48	25.58' RT	661.60	323285.25	502548.22
260	210+64.97	30.57' RT	661.65	323290.02	502551.12
261	210+65.64	33.56' RT	662.14	323292.18	502553.30
262	210+43.23	25.66' RT	662.57	323269.00	502558.56
263	210+43.22	30.66' RT	662.60	323271.67	502562.80
264	210+53.23	21.32' RT	661.44	323275.15	502549.56
265	210+53.23	23.32' RT	661.58	323276.22	502551.25
266	210+53.24	25.62' RT	661.74	323277.45	502553.19
267	210+53.26	30.62' RT	661.79	323280.14	502557.41
268	210+53.21	40.62' RT	662.57	323285.42	502565.90
269	210+58.23	23.32' RT	661.63	323280.45	502548.59
270	210+58.23	25.60' RT	661.79	323281.66	502550.51
271	210+58.22	30.60' RT	661.84	323284.32	502554.74
272	210+58.21	40.60' RT	662.40	323289.64	502563.21
273	210+60.48	25.58' RT	661.69	323283.57	502549.30
274	210+60.51	30.58' RT	661.73	323286.25	502553.52
275	210+62.51	30.58' RT	661.64	323287.94	502552.44

PRENTICE AV (3RD ST SW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
221	210+47.72	17.00' LT	661.50	323250.06	502520.08
222	210+55.38	18.52' LT	661.49	323255.73	502514.70
223	210+61.87	22.87' LT	661.58	323258.90	502507.57
224	210+66.20	29.36' LT	661.70	323259.11	502499.76
225	210+67.72	37.02' LT	661.72	323256.30	502492.48
226	210+52.87	19.75' LT	661.41	323252.95	502515.00
227	210+57.87	22.13' LT	661.47	323255.91	502510.32
228	210+60.04	23.88' LT	661.77	323256.82	502507.69
229	210+60.41	24.24' LT	661.77	323256.94	502507.18
230	210+62.31	26.46' LT	661.57	323257.36	502504.29
231	210+64.86	31.51' LT	661.66	323256.83	502498.67
232	210+65.66	35.52' LT	662.17	323255.36	502494.84
233	210+52.87	22.13' LT	661.42	323251.68	502512.99
234	210+62.22	31.46' LT	661.67	323254.62	502500.11
235	210+37.86	31.03' LT	662.70	323234.24	502513.46
236	210+37.86	26.19' LT	662.66	323236.82	502517.55
237	210+52.85	41.30' LT	662.55	323241.45	502496.78
238	210+52.86	31.29' LT	661.78	323246.79	502505.24
239	210+52.89	26.29' LT	661.70	323249.48	502509.45
240	210+52.89	24.13' LT	661.55	323250.64	502511.28
241	210+57.27	41.37' LT	662.50	323245.14	502494.36
242	210+57.86	31.38' LT	661.84	323250.97	502502.50
243	210+57.86	26.38' LT	661.77	323253.64	502506.73
244	210+57.86	24.13' LT	661.61	323254.84	502508.63
245	210+60.22	31.43' LT	661.73	323252.95	502501.21
246	210+60.31	26.43' LT	661.66	323255.69	502505.39

LEGEND

(X)	CURB RAMP TYPE
(SWX)	CONCRETE SIDEWALK X-INCH
(PED)	CONCRETE PEDESTRIAN CURB
(G)	GRADED FLARE
(P)	PAVED FLARE
(ID ELEV)	POINT ID/ELEVATION
(AS)	ASPHALTIC SURFACE



2

PROJECT NO: 8995-00-16

HWY: PRENTICE AVE

COUNTY: ASHLAND

CURB RAMP DETAIL: 3RD ST E (SE & SW QUAD)

SHEET

E

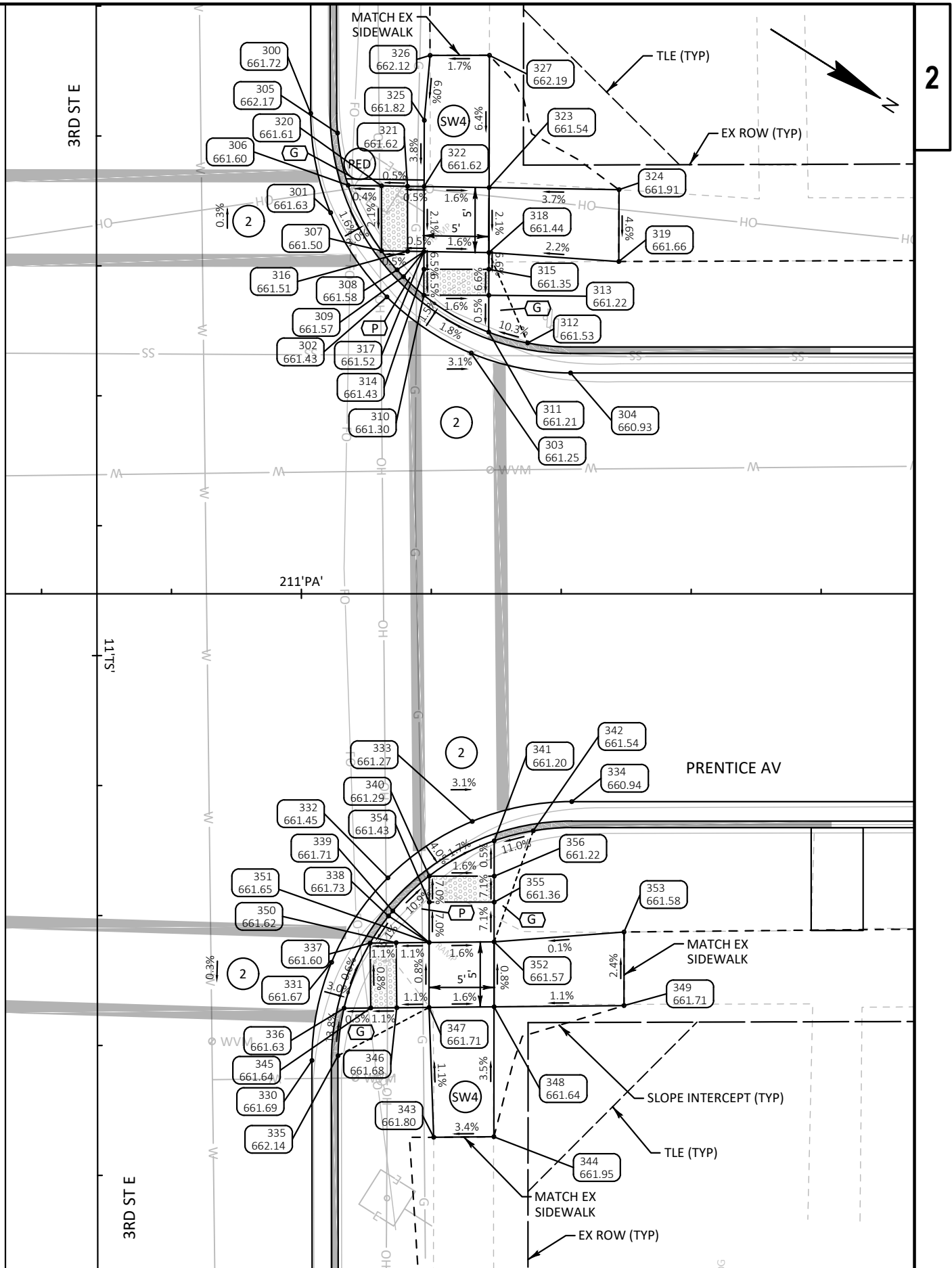
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

PRENTICE AV (3RD ST NE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
330	211+00.81	35.92' RT	661.69	323323.19	502536.54
331	211+02.33	28.36' RT	661.67	323320.44	502529.34
332	211+06.66	21.87' RT	661.45	323320.65	502521.54
333	211+13.15	17.52' RT	661.27	323323.82	502514.40
334	211+20.81	16.00' RT	660.94	323329.49	502509.03
335	211+02.82	35.55' RT	662.14	323324.69	502535.16
336	211+03.28	31.90' RT	661.63	323323.14	502531.82
337	211+05.29	26.88' RT	661.60	323322.16	502526.50
338	211+06.71	24.81' RT	661.73	323322.26	502524.00
339	211+07.03	24.41' RT	661.71	323322.32	502523.49
340	211+09.84	21.73' RT	661.29	323323.26	502519.72
341	211+14.84	19.02' RT	661.20	323326.05	502514.76
342	211+17.84	18.25' RT	661.54	323328.18	502512.51
343	211+10.19	41.83' RT	661.80	323334.28	502536.55
344	211+14.82	41.79' RT	661.95	323338.17	502534.04
345	211+05.34	31.88' RT	661.64	323324.87	502530.71
346	211+07.34	31.86' RT	661.68	323326.55	502529.63
347	211+09.83	31.84' RT	661.71	323328.64	502528.28
348	211+14.83	31.79' RT	661.64	323332.85	502525.57
349	211+24.83	31.70' RT	661.71	323341.26	502520.16
350	211+07.29	26.86' RT	661.62	323323.85	502525.42
351	211+09.83	26.84' RT	661.65	323325.98	502524.05
352	211+14.83	26.79' RT	661.57	323330.19	502521.34
353	211+24.83	26.03' RT	661.58	323338.25	502515.37
354	211+09.84	23.73' RT	661.43	323324.33	502521.42
355	211+14.84	23.73' RT	661.36	323328.56	502518.76
356	211+14.84	21.73' RT	661.22	323327.50	502517.06

PRENTICE AV (3RD ST NW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	211+00.72	36.97' LT	661.72	323284.25	502474.92
301	211+02.25	29.33' LT	661.63	323289.62	502480.57
302	211+06.58	22.85' LT	661.43	323296.74	502483.74
303	211+13.07	18.52' LT	661.25	323304.54	502483.95
304	211+20.72	17.00' LT	660.93	323311.82	502481.16
305	211+02.78	35.46' LT	662.17	323286.80	502475.10
306	211+03.60	31.44' LT	661.60	323289.64	502478.07
307	211+06.17	26.39' LT	661.50	323294.51	502480.96
308	211+07.36	24.93' LT	661.58	323296.29	502481.57
309	211+07.85	24.41' LT	661.57	323296.99	502481.75
310	211+09.42	22.98' LT	661.30	323299.07	502482.12
311	211+14.42	20.14' LT	661.21	323304.81	502481.86
312	211+17.41	19.31' LT	661.53	323307.79	502480.97
313	211+14.42	22.97' LT	661.22	323303.31	502479.46
314	211+09.43	24.98' LT	661.43	323298.01	502480.42
315	211+14.43	24.97' LT	661.35	323302.25	502477.77
316	211+08.17	26.36' LT	661.51	323296.22	502479.92
317	211+09.43	26.34' LT	661.52	323297.29	502479.27
318	211+14.43	26.26' LT	661.44	323301.56	502476.67
319	211+24.43	25.58' LT	661.66	323310.39	502471.92
320	211+06.17	31.40' LT	661.61	323291.84	502476.74
321	211+08.17	31.36' LT	661.62	323293.54	502475.70
322	211+09.44	31.34' LT	661.62	323294.63	502475.03
323	211+14.44	31.26' LT	661.54	323298.91	502472.44
324	211+24.44	31.10' LT	661.91	323307.45	502467.24
325	211+09.46	36.44' LT	661.82	323291.93	502470.72
326	211+09.90	41.44' LT	662.12	323289.64	502466.25
327	211+14.47	41.44' LT	662.19	323293.50	502463.81

LEGEND	
(X)	CURB RAMP TYPE
(SWX)	CONCRETE SIDEWALK X-INCH
(PED)	CONCRETE PEDESTRIAN CURB
(G)	GRADED FLARE
(P)	PAVED FLARE
(ID ELEV)	POINT ID/ELEVATION
(AS)	ASPHALTIC SURFACE



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

PRENTICE AV (MAIN ST SE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
210	214+14.60	16.00' RT	653.31	323578.04	502352.40
211	214+20.20	17.14' RT	653.33	323583.39	502350.37
212	214+25.07	20.39' RT	653.36	323589.24	502350.53
213	214+28.32	25.26' RT	653.38	323594.59	502352.91
214	214+29.46	30.99' RT	653.37	323598.61	502357.15
215	214+14.58	18.00' RT	653.75	323579.09	502354.10
216	214+17.58	18.38' RT	653.26	323581.84	502352.82
217	214+22.61	20.87' RT	653.29	323587.42	502352.24
218	214+24.94	23.30' RT	653.47	323590.68	502353.06
219	214+25.48	24.10' RT	653.46	323591.57	502353.45
220	214+26.50	26.10' RT	653.32	323593.50	502354.59
221	214+27.46	31.10' RT	653.31	323596.98	502358.31
222	214+27.46	34.31' RT	653.80	323598.69	502361.02
223	214+07.66	25.28' RT	654.16	323577.13	502363.94
224	214+07.74	31.19' RT	654.28	323580.34	502368.91
225	214+17.61	20.93' RT	653.28	323583.22	502354.96
226	214+17.64	22.93' RT	653.38	323584.31	502356.64
227	214+17.68	26.12' RT	653.53	323586.04	502359.32
228	214+17.74	31.12' RT	653.53	323588.76	502363.52
229	214+17.64	41.12' RT	654.16	323594.01	502372.02
230	214+22.64	22.87' RT	653.39	323588.51	502353.92
231	214+22.68	26.11' RT	653.55	323590.27	502356.64
232	214+22.74	31.11' RT	653.54	323592.98	502360.84
233	214+22.86	41.11' RT	653.89	323598.41	502369.23
234	214+24.50	26.10' RT	653.44	323591.81	502355.66
235	214+24.52	31.10' RT	653.43	323594.49	502359.88
236	214+26.52	31.10' RT	653.31	323596.18	502358.81

PRENTICE AV (MAIN ST SW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
181	214+14.44	17.00' LT	653.29	323560.32	502324.56
182	214+20.18	18.14' LT	653.39	323564.56	502320.53
183	214+25.05	21.40' LT	653.46	323566.95	502315.18
184	214+28.30	26.26' LT	653.55	323567.10	502309.33
185	214+29.44	32.01' LT	653.57	323565.01	502303.87
186	214+14.91	19.01' LT	653.74	323559.64	502322.61
187	214+17.90	19.47' LT	653.31	323561.93	502320.63
188	214+22.87	22.10' LT	653.38	323564.73	502315.75
189	214+24.41	23.66' LT	653.59	323565.20	502313.61
190	214+24.89	24.27' LT	653.61	323565.28	502312.84
191	214+26.05	26.09' LT	653.49	323565.29	502310.68
192	214+27.41	31.09' LT	653.50	323563.77	502305.72
193	214+27.44	34.09' LT	654.00	323562.20	502303.17
194	214+17.87	22.04' LT	653.33	323560.53	502318.47
195	214+17.85	24.04' LT	653.47	323559.44	502316.79
196	214+17.82	26.10' LT	653.61	323558.33	502315.06
197	214+17.80	31.10' LT	653.63	323555.64	502310.84
198	214+17.73	46.09' LT	654.41	323547.59	502298.19
199	214+22.85	24.10' LT	653.52	323563.64	502314.07
200	214+22.82	26.09' LT	653.65	323562.56	502312.40
201	214+22.76	31.09' LT	653.68	323559.84	502308.20
202	214+22.74	46.09' LT	654.18	323551.83	502295.52
203	214+24.02	26.09' LT	653.59	323563.57	502311.76
204	214+24.05	31.09' LT	653.61	323560.93	502307.51
205	214+26.05	31.09' LT	653.51	323562.62	502306.45

LEGEND

X

CURB RAMP TYPE

SWX

CONCRETE SIDEWALK X-INCH

PED

CONCRETE PEDESTRIAN CURB

G

GRADED FLARE

P

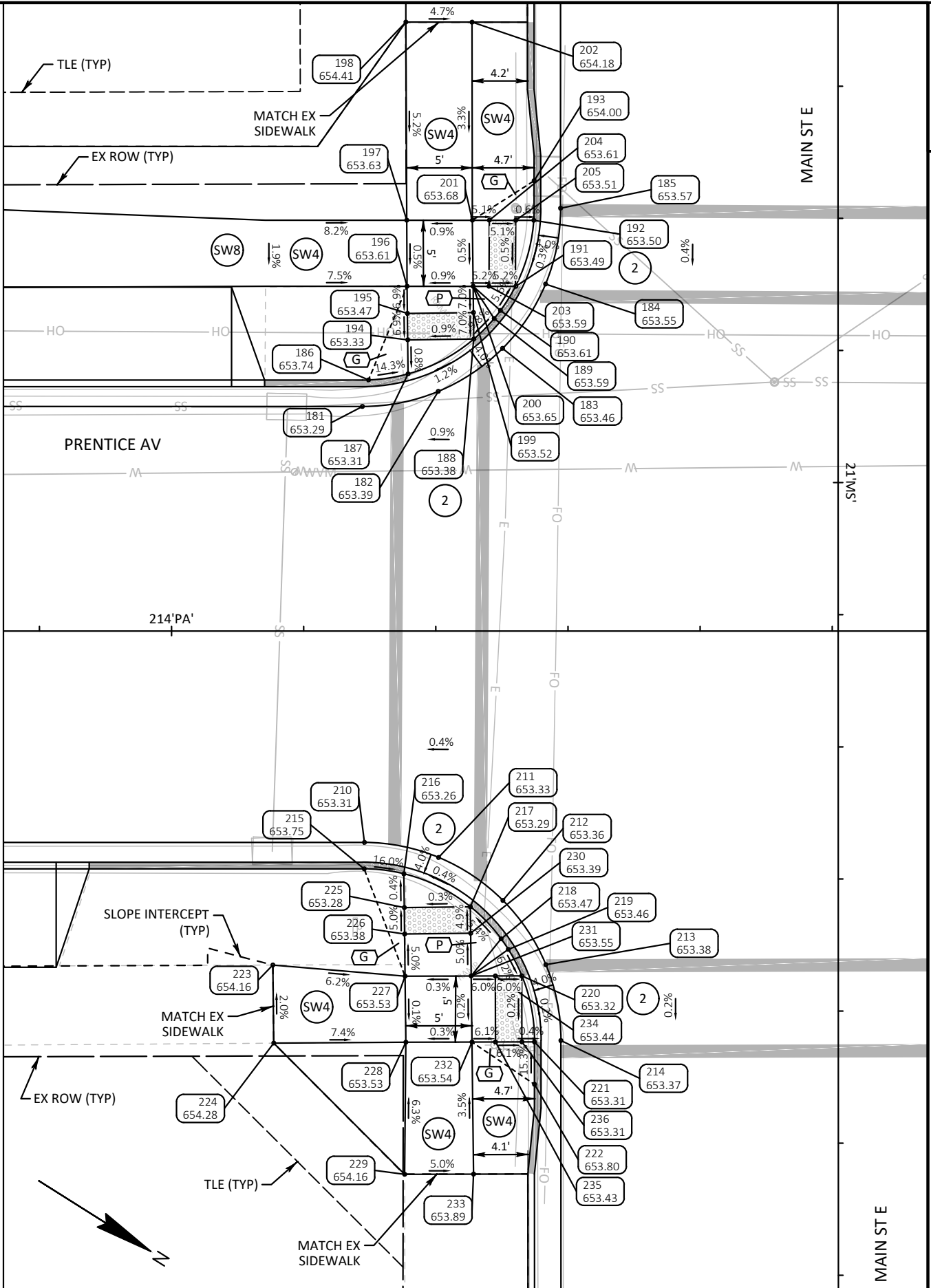
PAVED FLARE

ID
ELEV

POINT ID/ELEVATION

AS

ASPHALTIC SURFACE



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES AND LENGTHS AND MATCH POINTS TO PRIOR RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATION TO FIT FIELD CONSTRUCTION.
 3. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 4. ALL STATION AND OFFSET INFORMATION REFERENCE PRENTICE AVENUE ('PA') R/L.

PRENTICE AV (MAIN ST NE)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
190	214+71.46	31.01' RT	653.37	323634.15	502334.77
191	214+72.72	24.98' RT	653.35	323632.01	502329.00
192	214+76.33	19.95' RT	653.19	323632.37	502322.82
193	214+81.62	16.82' RT	653.09	323635.18	502317.36
194	214+87.74	16.00' RT	652.98	323639.92	502313.40
195	214+73.97	35.97' RT	653.78	323638.92	502337.64
196	214+73.96	31.00' RT	653.29	323636.27	502333.44
197	214+75.02	25.97' RT	653.27	323634.48	502328.61
198	214+76.28	23.75' RT	653.36	323634.36	502326.07
199	214+76.73	23.16' RT	653.33	323634.42	502325.32
200	214+78.41	21.44' RT	653.09	323634.93	502322.98
201	214+83.42	18.88' RT	652.99	323637.80	502318.13
202	214+87.76	18.49' RT	653.20	323641.27	502315.49
203	214+83.41	21.48' RT	653.00	323639.18	502320.35
204	214+83.39	23.48' RT	653.16	323640.23	502322.05
205	214+83.37	25.94' RT	653.33	323641.53	502324.14
206	214+83.34	30.94' RT	653.40	323644.16	502328.39
207	214+78.39	23.44' RT	653.23	323635.98	502324.68
208	214+78.37	25.96' RT	653.41	323637.31	502326.82
209	214+78.34	30.96' RT	653.48	323639.94	502331.07
210	214+77.02	25.96' RT	653.36	323636.17	502327.54
211	214+77.04	30.96' RT	653.40	323638.84	502331.76
212	214+75.04	30.97' RT	653.31	323637.15	502332.83
214	214+78.26	40.96' RT	653.48	323645.21	502339.57
215	214+83.26	40.94' RT	653.57	323649.43	502336.89
216	214+87.90	40.92' RT	653.52	323653.35	502334.40

PRENTICE AV (MAIN ST NW)					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
160	214+71.44	31.99' LT	653.57	323600.54	502281.48
161	214+72.58	26.26' LT	653.52	323604.57	502285.73
162	214+75.84	21.39' LT	653.38	323609.92	502288.11
163	214+80.70	18.14' LT	653.26	323615.77	502288.27
164	214+86.44	17.00' LT	653.03	323621.23	502286.17
165	214+73.44	34.24' LT	654.03	323601.04	502278.52
166	214+73.49	30.84' LT	653.53	323602.90	502281.37
167	214+75.00	25.83' LT	653.47	323606.84	502284.80
168	214+76.64	23.46' LT	653.55	323609.50	502285.93
169	214+77.03	23.03' LT	653.53	323610.05	502286.09
170	214+78.72	21.54' LT	653.29	323612.28	502286.45
171	214+83.71	19.29' LT	653.18	323617.70	502285.69
172	214+86.70	19.00' LT	653.46	323620.39	502284.34
173	214+83.72	21.50' LT	653.22	323616.53	502283.81
174	214+78.74	23.54' LT	653.43	323611.23	502284.74
175	214+83.74	23.50' LT	653.38	323615.48	502282.11
176	214+77.00	25.82' LT	653.53	323608.54	502283.74
177	214+78.77	25.82' LT	653.58	323610.03	502282.80
178	214+83.75	25.79' LT	653.53	323614.27	502280.17
179	214+93.75	25.77' LT	678.97	323622.74	502274.85
180	214+75.02	30.83' LT	653.56	323604.20	502280.56
181	214+77.02	30.83' LT	653.62	323605.89	502279.50
182	214+78.76	30.82' LT	653.67	323607.36	502278.58
183	214+83.76	30.81' LT	653.61	323611.60	502275.92
184	214+93.76	30.80' LT	678.97	323620.07	502270.60
185	214+78.73	45.82' LT	653.86	323599.34	502265.90
186	214+83.73	45.80' LT	654.05	323603.58	502263.25

LEGEND

X

CURB RAMP TYPE

SWX

CONCRETE SIDEWALK X-INCH

PED

CONCRETE PEDESTRIAN CURB

G

GRADED FLARE

P

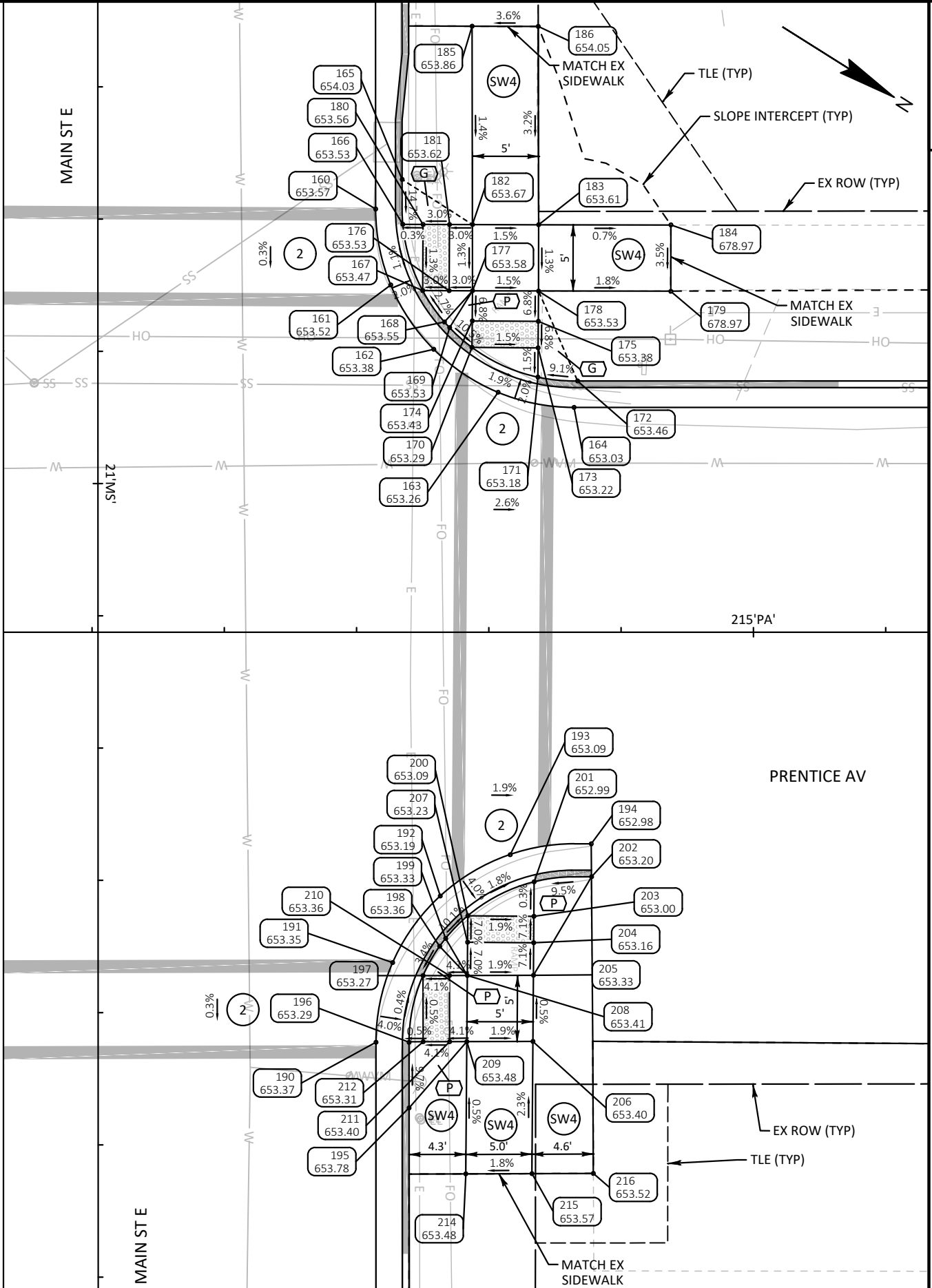
PAVED FLARE

ID
ELEV

POINT ID/ELEVATION

AS

ASPHALTIC SURFACE



LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A, B OR C
- SURFACE WATER FLOW
- TRACKING PAD
- SEED AND MULCH
- TREE REMOVAL

PRENTICE AV

BEGIN PROJECT
STA 200+00.00'PA'

6TH ST E

6TH ST E

SLOPE INTERCEPT

INLET PROTECTION TYPES A & C

INLET PROTECTION TYPES A & C

PRENTICE AV

TEMPORARY LIMITED
EASEMENT (TLE)EXISTING
RIGHT-OF-WAY

MATCH LINE 203+20'PA'

MATCH LINE 203+20'PA'

TRI-COUNTY
CORRIDOR
TRAILTRI-COUNTY
CORRIDOR TRAIL

5TH ST E

SLOPE INTERCEPT

4TH ST E

INLET PROTECTION
TYPES A & C

PRENTICE AV

4TH ST E

PROJECT NO: 8995-00-16

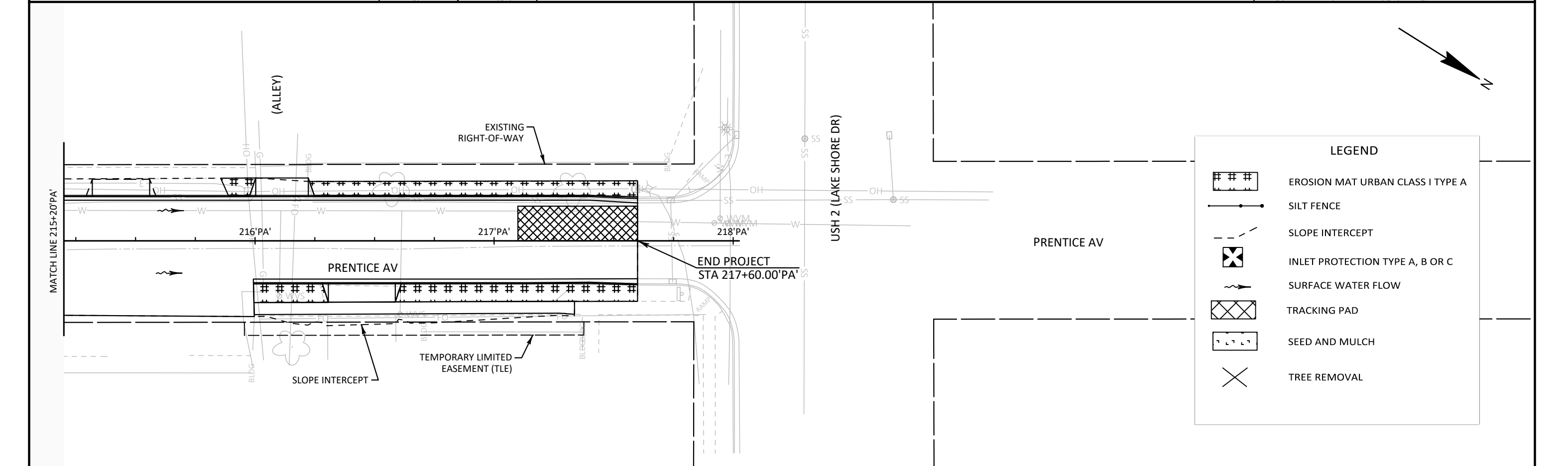
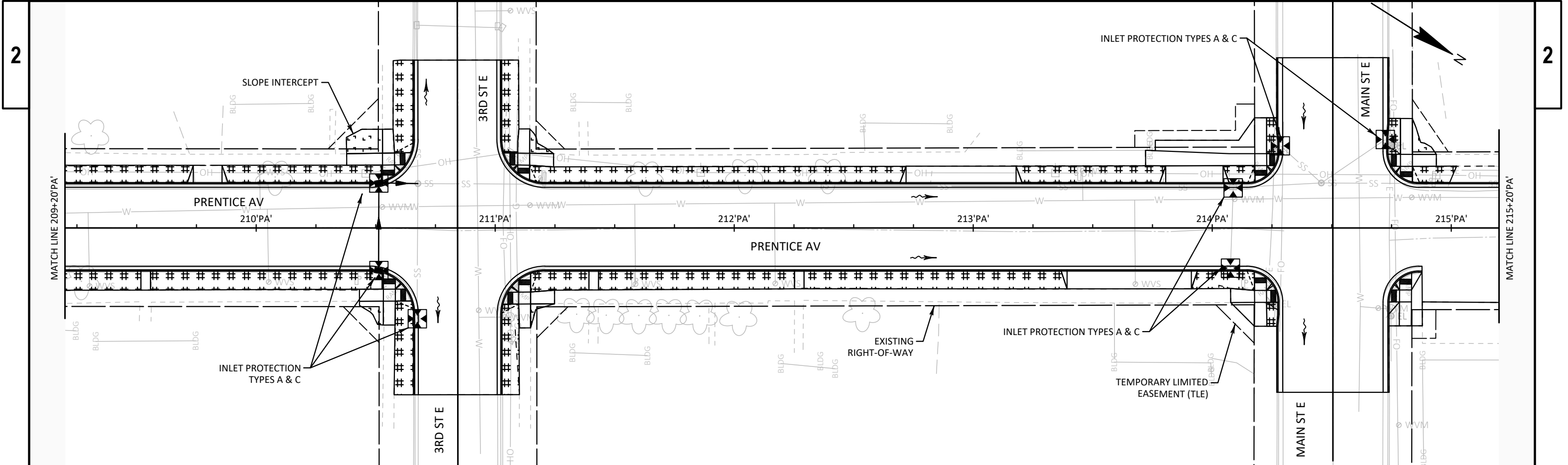
HWY: PRENTICE AVE

COUNTY: ASHLAND

EROSION CONTROL

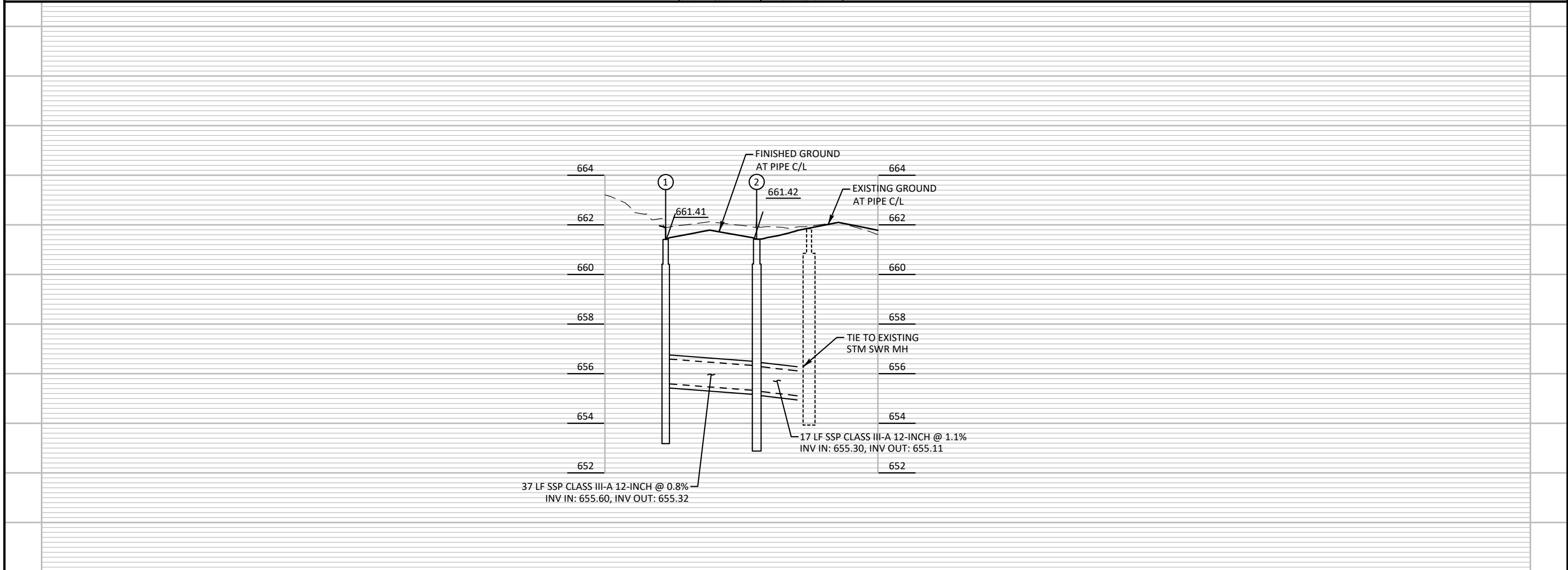
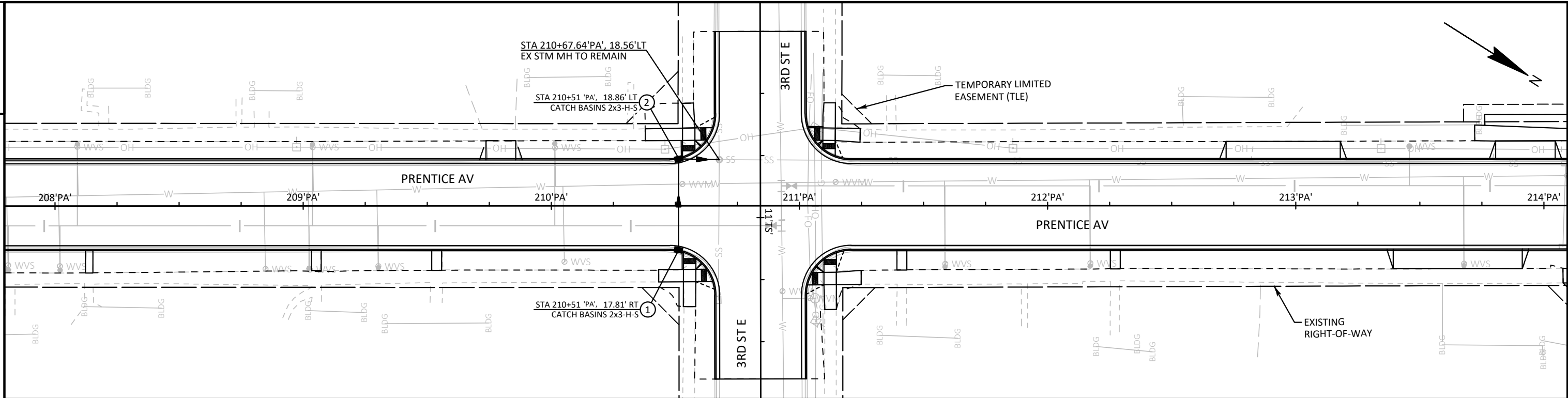
SHEET

E



LEGEND

	EROSION MAT URBAN CLASS I TYPE A
	SILT FENCE
	SLOPE INTERCEPT
	INLET PROTECTION TYPE A, B OR C
	SURFACE WATER FLOW
	TRACKING PAD
	SEED AND MULCH
	TREE REMOVAL



GENERAL NOTES: PAVEMENT MARKING

UNLESS SHOWN OTHERWISE, CROSSWALK MARKINGS SHALL BE 6' WIDE (INSIDE EDGE TO INSIDE EDGE), PARALLEL TO AND CENTERED ON A LINE CONNECTING THE CENTER POINTS OF THE CURB RAMP.

UNLESS SHOWN OTHERWISE, YELLOW CURB MARKING EXTEND 20' FROM THE PC. YELLOW CURB MARKINGS FOR FIRE HYDRANTS ARE 20' LONG AND CENTERED ON THE HYDRANT.

WIDTH DIMENSIONS SHOWN ARE NOMINAL.

SEE THE PERTINENT SPECIFICATIONS AND STANDARD DETAIL DRAWINGS FOR DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN.

GENERAL NOTE: PERMANENT SIGNING

ALL STOP SIGN POST AND STOP SIGN/STREET NAME ARE STEEL PIPE POST.

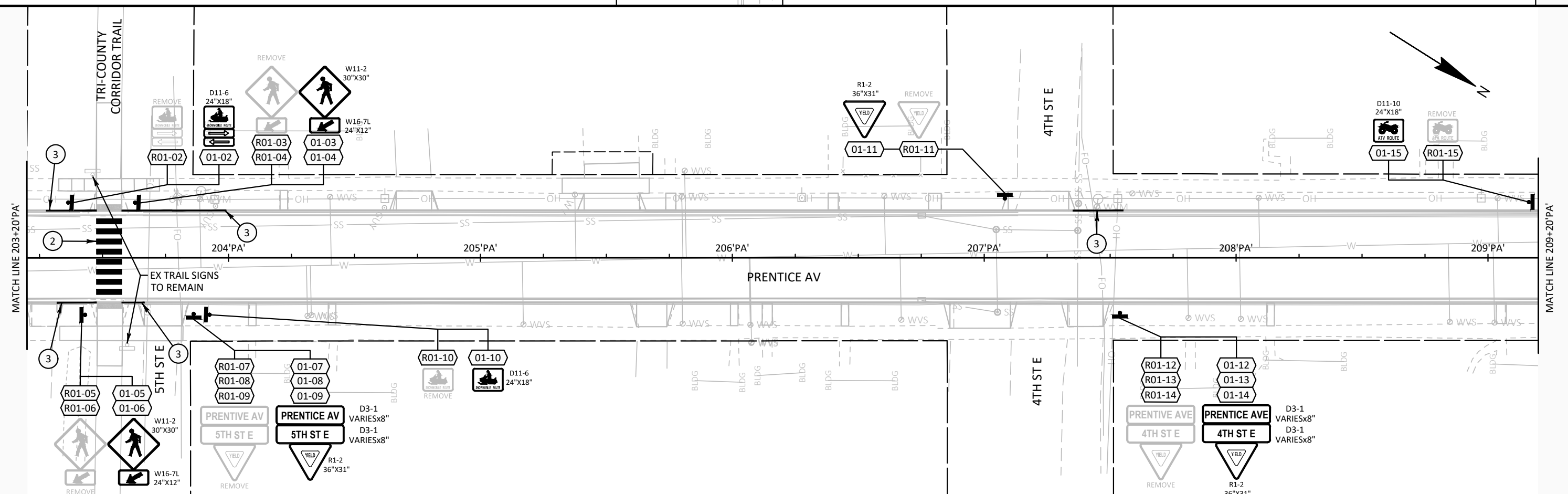
ALL OTHER POST ARE STEEL POST.

KEYNOTE LEGEND: PAVEMENT MARKING

- ① MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
- ② MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE, 6.0 FT WIDTH)
- ③ MARKING CURB EPOXY (YELLOW)

PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DENOTES SIGN NUMBER
- SIGN COUNT SEQUENCE PER PAGE
- PAGE NUMBER
- WORK CODE: M=MOVE, W=WORK BY OTHERS



PROJECT NO: 8995-00-16

HWY: PRENTICE AVE

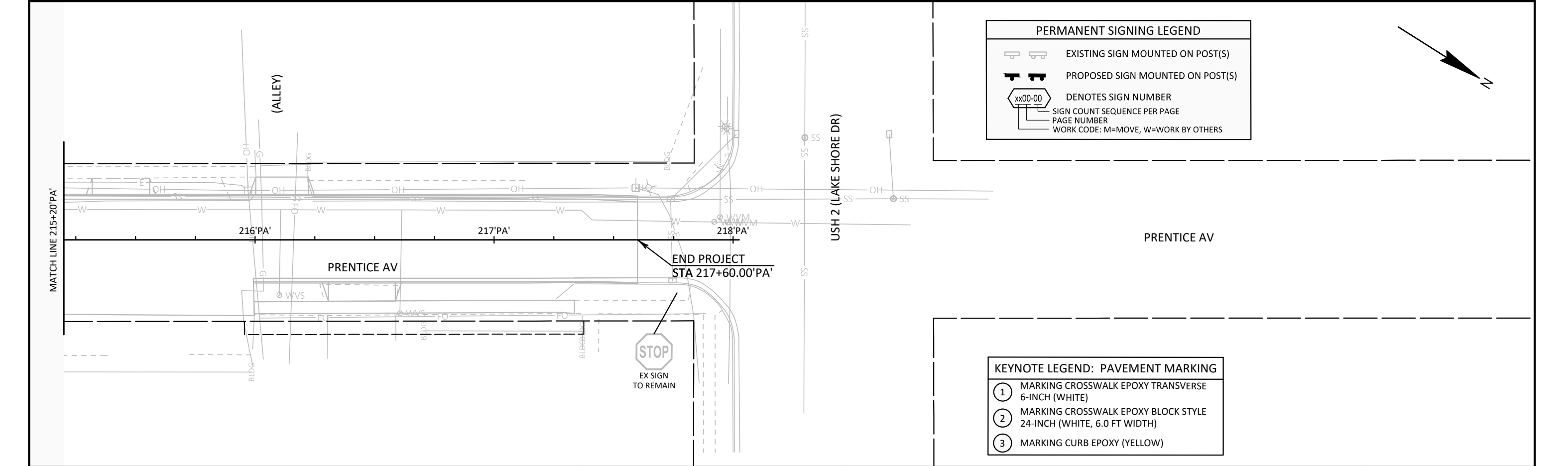
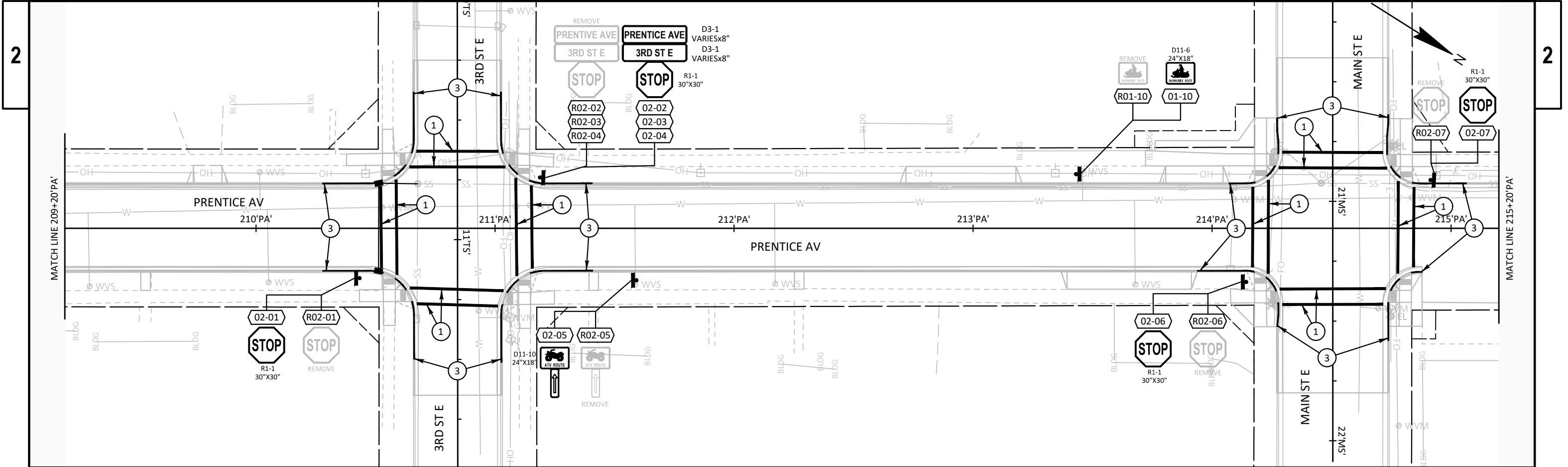
COUNTY: ASHLAND

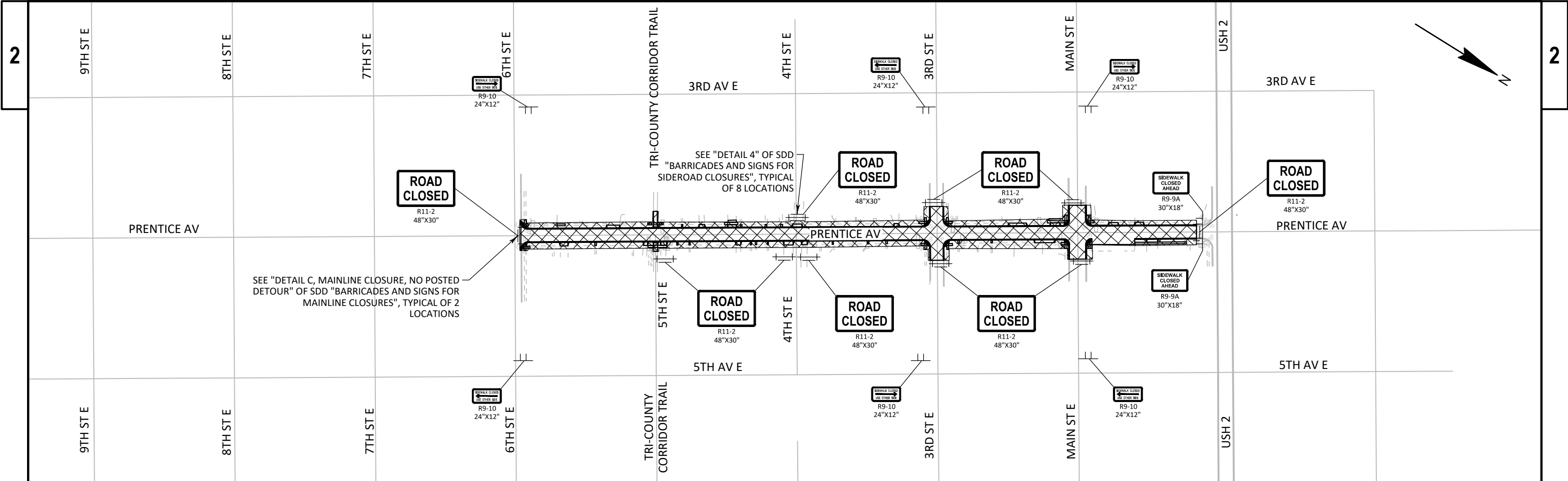
PERMANENT SIGNING

PAGE 01 OF 02

SHEET

E

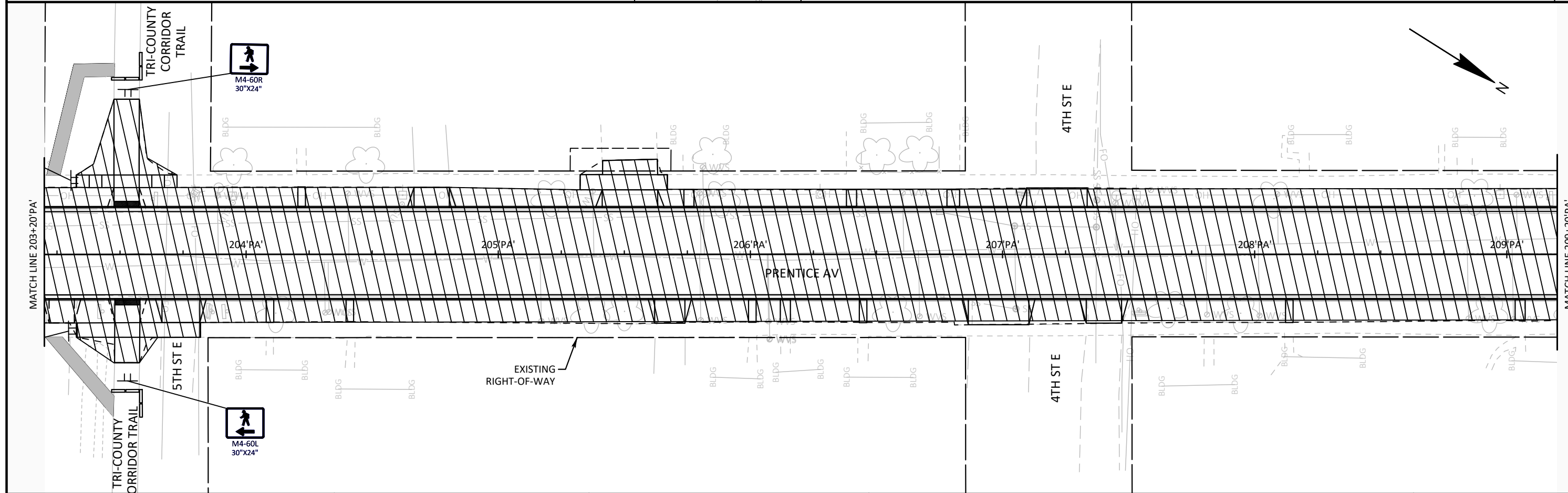


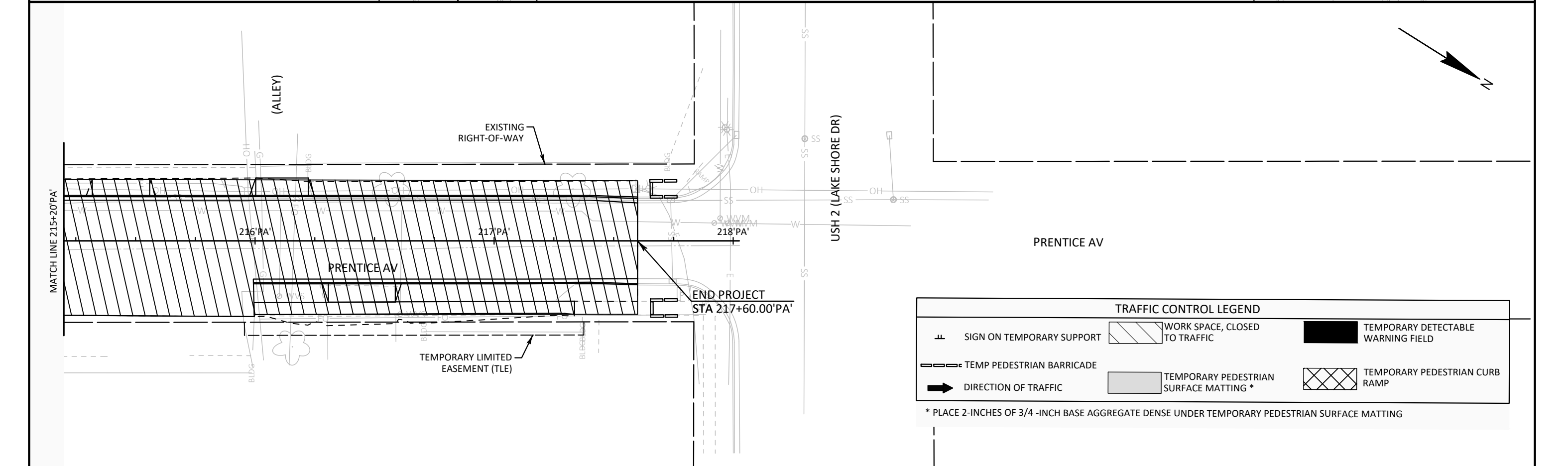
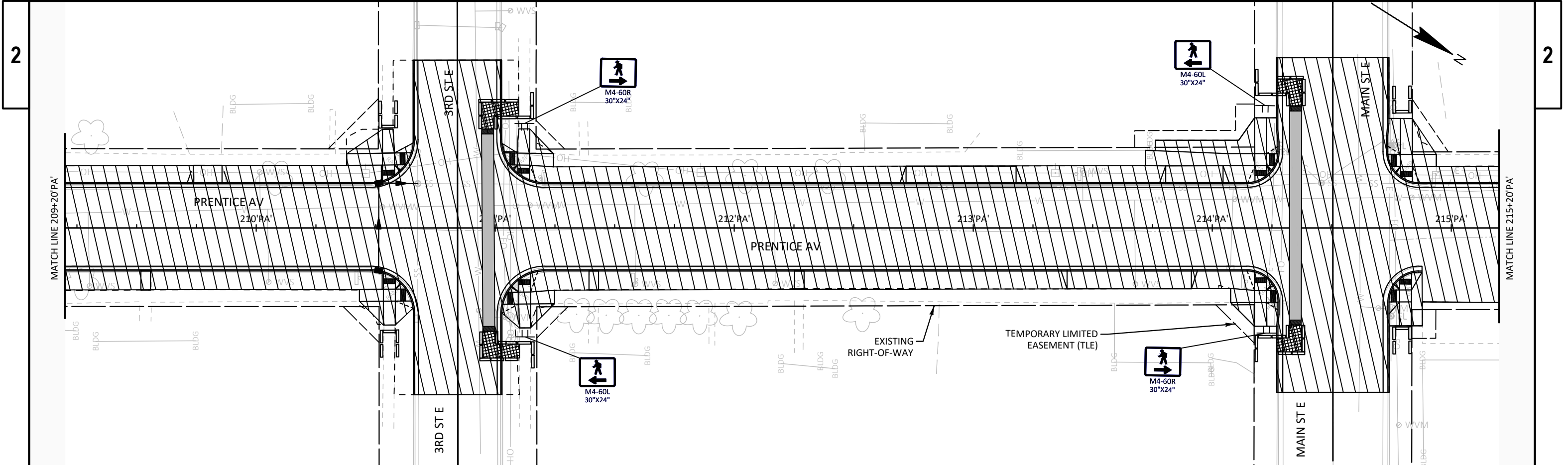


TRAFFIC CONTROL LEGEND		
	SIGN ON PERMANENT SUPPORT	
	SIGN ON TEMPORARY SUPPORT	
	TYPE III BARRICADE	
	TYPE III BARRICADE WITH SIGN	
		WORK SPACE, CLOSED TO TRAFFIC

GENERAL NOTES: TRAFFIC CONTROL

- THE FOLLOWING NOTES ARE APPLICABLE TO ALL STAGES. SEE THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL AND CONSTRUCTION STAGING REQUIREMENTS.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER IN THE FIELD.
- ALL "WO" OR "W" DIAMOND SHAPED WARNING SIGNS, SIGNS ARE 36"x36" UNLESS OTHERWISE NOTED.
- MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 50 FEET, (200 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.





Estimate Of Quantities

8995-00-16

Line	Item	Item Description	Unit	Total	Qty
0002	201.0220	Grubbing	ID	362.000	362.000
0004	204.0100	Removing Concrete Pavement	SY	187.000	187.000
0006	204.0110	Removing Asphaltic Surface	SY	160.000	160.000
0008	204.0150	Removing Curb & Gutter	LF	3,486.000	3,486.000
0010	204.0155	Removing Concrete Sidewalk	SY	789.000	789.000
0012	205.0100	Excavation Common	CY	6,232.000	6,232.000
0014	209.1500	Backfill Granular Grade 1	TON	3,931.000	3,931.000
0016	213.0100	Finishing Roadway (project) 01. 8895-00-16	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	322.000	322.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,931.000	3,931.000
0022	455.0605	Tack Coat	GAL	381.000	381.000
0024	460.2000	Incentive Density HMA Pavement	DOL	1,080.000	1,080.000
0026	460.5223	HMA Pavement 3 LT 58-28 S	TON	960.000	960.000
0028	460.5244	HMA Pavement 4 LT 58-34 S	TON	747.000	747.000
0030	465.0105	Asphaltic Surface	TON	13.000	13.000
0032	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0034	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0036	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	161.000	161.000
0038	601.0600	Concrete Curb Pedestrian	LF	29.000	29.000
0040	602.0405	Concrete Sidewalk 4-Inch	SF	5,591.000	5,591.000
0042	602.0415	Concrete Sidewalk 6-Inch	SF	218.000	218.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	240.000	240.000
0046	602.0810	Concrete Driveway 6-Inch	SY	214.000	214.000
0048	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	52.000	52.000
0050	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0052	611.1230	Catch Basins 2x3-FT	EACH	2.000	2.000
0054	611.8105	Adjusting Catch Basin Covers	EACH	11.000	11.000
0056	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0058	611.8120.S	Cover Plates Temporary	EACH	19.000	19.000
0060	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	54.000	54.000
0062	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8895-00-16	EACH	1.000	1.000
0064	619.1000	Mobilization	EACH	1.000	1.000
0066	624.0100	Water	MGAL	42.000	42.000
0068	625.0500	Salvaged Topsoil	SY	2,970.000	2,970.000
0070	627.0200	Mulching	SY	90.000	90.000
0072	628.1504	Silt Fence	LF	80.000	80.000
0074	628.1520	Silt Fence Maintenance	LF	80.000	80.000
0076	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0078	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0080	628.2006	Erosion Mat Urban Class I Type A	SY	2,860.000	2,860.000
0082	628.7005	Inlet Protection Type A	EACH	16.000	16.000
0084	628.7015	Inlet Protection Type C	EACH	16.000	16.000
0086	628.7560	Tracking Pads	EACH	2.000	2.000
0088	629.0205	Fertilizer Type A	CWT	3.000	3.000
0090	630.0140	Seeding Mixture No. 40	LB	140.000	140.000
0092	630.0200	Seeding Temporary	LB	90.000	90.000
0094	630.0500	Seed Water	MGAL	75.000	75.000
0096	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	14.000	14.000
0098	637.2210	Signs Type II Reflective H	SF	62.650	62.650

Estimate Of Quantities

8995-00-16

Line	Item	Item Description	Unit	Total	Qty
0100	637.2230	Signs Type II Reflective F	SF	16.500	16.500
0102	638.2602	Removing Signs Type II	EACH	22.000	22.000
0104	638.3000	Removing Small Sign Supports	EACH	14.000	14.000
0106	642.5201	Field Office Type C	EACH	1.000	1.000
0108	643.0420	Traffic Control Barricades Type III	DAY	2,240.000	2,240.000
0110	643.0705	Traffic Control Warning Lights Type A	DAY	4,480.000	4,480.000
0112	643.0900	Traffic Control Signs	DAY	4,040.000	4,040.000
0114	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0116	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	96.000	96.000
0118	643.5000	Traffic Control	EACH	1.000	1.000
0120	644.1440	Temporary Pedestrian Surface Matting	SF	1,445.000	1,445.000
0122	644.1601	Temporary Pedestrian Curb Ramp	DAY	700.000	700.000
0124	644.1605	Temporary Pedestrian Detectable Warning Field	SF	100.000	100.000
0126	644.1810	Temporary Pedestrian Barricade	LF	583.000	583.000
0128	645.0220	Geogrid Type SR	SY	9,122.000	9,122.000
0130	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	704.000	704.000
0132	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	30.000	30.000
0134	646.8120	Marking Curb Epoxy	LF	534.000	534.000
0136	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0138	650.4500	Construction Staking Subgrade	LF	1,760.000	1,760.000
0140	650.5000	Construction Staking Base	LF	1,760.000	1,760.000
0142	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,622.000	3,622.000
0144	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0146	650.9500	Construction Staking Sidewalk (project) 01. 8895-00-16	EACH	1.000	1.000
0148	650.9911	Construction Staking Supplemental Control (project) 01. 8895-00-16	EACH	1.000	1.000
0150	650.9920	Construction Staking Slope Stakes	LF	1,760.000	1,760.000
0152	690.0150	Sawing Asphalt	LF	404.000	404.000
0154	690.0250	Sawing Concrete	LF	733.000	733.000
0156	740.0440	Incentive IRI Ride	DOL	1,312.000	1,312.000
0158	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0160	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0162	SPV.0060	Special 01. Remove Existing Hydrant and Lead	EACH	3.000	3.000
0164	SPV.0060	Special 02. Abandon Water Service	EACH	8.000	8.000
0166	SPV.0060	Special 03. Exploratory Excavation	EACH	3.000	3.000
0168	SPV.0060	Special 04. Connect to Existing Water Main	EACH	6.000	6.000
0170	SPV.0060	Special 05. Lower Existing Water Main	EACH	2.000	2.000
0172	SPV.0060	Special 06. Gate Valve and Box 6-Inch	EACH	3.000	3.000
0174	SPV.0060	Special 07. Gate Valve and Box 8-Inch	EACH	5.000	5.000
0176	SPV.0060	Special 08. Gate Valve and Box 12-Inch	EACH	2.000	2.000
0178	SPV.0060	Special 09. Hydrant 7.5-FT Bury Depth	EACH	3.000	3.000
0180	SPV.0060	Special 10. Connect to Existing Water Service	EACH	26.000	26.000
0182	SPV.0060	Special 11. Corporation Stop 1-Inch	EACH	24.000	24.000
0184	SPV.0060	Special 12. Corportation Stop 1.5-Inch	EACH	2.000	2.000
0186	SPV.0060	Special 13. Curb Stop and Box 1-Inch	EACH	24.000	24.000
0188	SPV.0060	Special 14. Curb Stop and Box 1.5-Inch	EACH	2.000	2.000
0190	SPV.0060	Special 15. Adjust Existing Water Valve Box	EACH	4.000	4.000
0192	SPV.0060	Special 16. Maintain Water Service During Construction	EACH	1.000	1.000
0194	SPV.0085	Special 01. Water Main Fittings	LB	1,071.000	1,071.000
0196	SPV.0090	Special 01. Concrete Curb & Gutter 24-Inch Type D	LF	3,347.000	3,347.000

Estimate Of Quantities

8995-00-16

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0090	Special 02. Water Service Pipe 1-Inch	LF	665.000	665.000
0200	SPV.0090	Special 03. Water Service Pipe 1.5-Inch	LF	55.000	55.000
0202	SPV.0090	Special 04. Remove Water Main	LF	1,038.000	1,038.000
0204	SPV.0090	Special 05. Water Main C900 6-Inch	LF	62.000	62.000
0206	SPV.0090	Special 06. Water Main C900 8-Inch	LF	1,740.000	1,740.000
0208	SPV.0090	Special 07. Water Main C900 12-Inch	LF	125.000	125.000
0210	SPV.0090	Special 08. Concrete Curb & Gutter 6-Inch Sloped 24-Inch Type D	LF	114.000	114.000
0212	SPV.0165	Special 01. Concrete Sidewalk 8-Inch	SF	492.000	492.000

GRUBBING

201.0220
GRUBBING

CATEGORY	STATION	LOCATION	ID	REMARKS
0010	200+00 - 203+80	LT&RT	118	-
	203+80 - 207+30	LT&RT	134	-
	207+30 - 210+84	LT&RT	60	-
	210+84 - 214+50	LT&RT	20	-
	214+50 - 217+60	LT&RT	30	-
PROJECT TOTALS			362	

REMOVING DRIVEWAYS

204.0100 201.0110
REMOVING REMOVING
CONCRETE ASPHALTIC
PAVEMENT SURFACE*

CATEGORY	STATION	LOCATION	SY	SY	REMARKS
0010	201+07	LT	-	27	HMA DRIVEWAY
	201+16	RT	20	-	CONCRETE DRIVEWAY
	202+42	LT	-	27	HMA DRIVEWAY
	204+74	LT	-	13	HMA DRIVEWAY
	205+51	LT	31	-	CONCRETE DRIVEWAY
	205+69	RT	15	-	CONCRETE DRIVEWAY
	212+97	LT	28	-	CONCRETE DRIVEWAY
	213+62	RT	45	-	CONCRETE DRIVEWAY
	213+93	LT	21	-	CONCRETE DRIVEWAY
	216+11	LT	-	16	HMA DRIVEWAY
	216+44	RT	27	-	CONCRETE DRIVEWAY
PROJECT TOTALS			187	83	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

REMOVING CURB AND GUTTER

204.0150
REMOVING
CURB &
GUTTER

CATEGORY	STATION	LOCATION	LF	REMARKS
0010	200+00 - 203+80	LT&RT	776	-
	203+80 - 207+30	LT&RT	700	-
	207+30 - 210+84	LT&RT	760	-
	210+84 - 214+50	LT&RT	831	-
	214+50 - 217+60	LT&RT	419	-
PROJECT TOTALS			3,486	

REMOVING SIDEWALK

204.0110 204.0155
REMOVING REMOVING
ASPHALTIC CONCRETE
SURFACE* SIDEWALK

CATEGORY	STATION	LOCATION	SY	SY	REMARKS
0010	200+00 - 203+80	LT&RT	44	163	-
	203+80 - 207+30	LT&RT	-	126	-
	207+30 - 210+84	LT&RT	-	112	-
	210+84 - 214+50	LT&RT	33	155	-
	214+50 - 217+34	LT&RT	-	233	-
PROJECT TOTALS			77	789	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

EARTHWORK SUMMARY (PROJECT ID 8995-00-16)								
CATEGORY	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)	SALVAGED / UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (6)	MASS ORDINATE +/- (7)
			CUT (2)				FACTOR 1.25	
0010	200+00 - 217+34	PRENTICE AVE	5,155	653	4,502	21	26	4,476
		3RD STE (5)	525	78	447	1	1	446
		MAIN STE (5)	552	88	464	0	0	464
PROJECT TOTAL			6,232					

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) THE CUT AND FILL VALUES WERE OBTAINED FROM A SURFACE TO SURFACE VOLUME COMPARISON
(6) EXPANDED FILL FACTOR = X.6X
(7) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATE ITEMS

CATEGORY	STATION	LOCATION	209.1500	305.0110*	305.0120	624.0100	645.0220	REMARKS
			BACKFILL GRANULAR GRADE 1	BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH	WATER MGAL	GEOGRID TYPE SR	
0010	200+00 - 203+80	LT&RT	747	-	747	7	1,691	-
	203+80 - 207+30	LT&RT	674	78	674	8	1,583	-
	207+30 - 210+84	LT&RT	786	61	786	8	1,834	-
	210+84 - 214+50	LT&RT	933	92	933	10	2,167	-
	214+50 - 217+60	LT&RT	791	75	791	9	1,847	-
	PROJECT TOTALS		3,931	307	3,931	42	9,122	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

ASPHALTIC ITEMS

CATEGORY	STATION	LOCATION	455.0605	460.5223	460.5244	465.0105	REMARKS
			TACK COAT	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-34 S	ASPHALTIC SURFACE	
0010	200+00 - 217+34	LT&RT	381	960	747	-	-
	203+47 - 203+57	LT&RT	-	-	-	7	TRI-COUNTY TRAIL
	214+07 - 214+18	LT&RT	-	-	-	5	PARKING LOTS
PROJECT TOTALS			381	960	747	13	

DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	*305.0110 BASE AGGREGATE DENSE 3/4-INCH	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	602.0415 CONCRETE DRIVEWAY 6-INCH	REMARKS
		TON	TON	SY	
201+16	RT	-	-	20	CONCRETE DRIVEWAY
202+42	LT	-	4	27	HMA DRIVEWAY
203+26	RT	2	-	-	AGG DRIVEWAY
204+74	LT	-	2	-	HMA DRIVEWAY
205+51	LT	-	-	31	CONCRETE DRIVEWAY
205+69	RT	-	-	15	CONCRETE DRIVEWAY
206+99	RT	-	4	-	HMA DRIVEWAY
207+26	LT	-	4	-	HMA DRIVEWAY
207+41	RT	-	3	-	HMA DRIVEWAY
209+80	LT	2	-	-	AGG DRIVEWAY
212+97	LT	-	-	28	CONCRETE DRIVEWAY
213+62	RT	-	-	45	CONCRETE DRIVEWAY
213+93	LT	-	-	21	CONCRETE DRIVEWAY
215+44	LT	11	-	-	AGG DRIVEWAY
216+11	LT	-	3	-	HMA DRIVEWAY
216+44	RT	-	-	27	CONCRETE DRIVEWAY
PROJECT TOTALS		15	20	214	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

CONCRETE CURB AND GUTTER

			601.0411	601.0600	SPV.0090.01	SPV.0090.08	
			CONCRETE	CONCRETE	CONCRETE	CONCRETE CURB & GUTTER	
			CURB & GUTTER	CURB	CURB & GUTTER	6-INCH SLOPED	
			30-INCH TYPE D	PEDESTRIAN	24-INCH TYPE D	24-INCH TYPE D	
CATEGORY	STATION	LOCATION	LF	LF	LF	LF	REMARKS
0010	200+00 - 203+80	LT&RT	-	9	776	-	-
	203+80 - 207+30	LT&RT	-	-	700	-	-
	207+30 - 210+84	LT&RT	-	14	703	57	-
	210+84 - 214+50	LT&RT	68	6	707	57	-
	214+50 - 217+60	LT&RT	93	-	461	-	-
PROJECT TOTALS			161	29	3,347	114	

DETECTABLE WARNING FIELDS

602.0505				
CURB RAMP DETECTABLE				
WARNING FIELD				
YELLOW				
CATEGORY	STATION	LOCATION	SF	REMARKS
0010	6TH STREET RAMPS	LT&RT	40	-
	5TH STREET RAMPS	LT&RT	40	-
	3RD STREET RAMPS	LT&RT	80	-
	MAIN ST STREET RAMPS	LT&RT	80	-
PROJECT TOTALS			240	

STORM SEWER STRUCTURES

		611.0639		611.1230					
		INLET		CATCH		RIM		INVERT	
		COVERS		BASINS					
		TYPE H-S		2X3-FT		ELEVATION		***DEPTH	
CATEGORY	STRUCTURE	NUMBER	**STATION	**OFFSET	EACH	EACH	FT	FT	FT
0010	1	210+51	17.81' RT	1	1	661.42	655.60	7.81	-
	2	210+51	18.86' LT	1	1	661.41	655.30	8.11	-
PROJECT TOTALS					2	2			

*STATION & OFFSET TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED IN THE PLANS
**DEPTH = RIM ELEV - INVERT ELEV - COVER HT - 6 INCH ADJ RING HT; INLETS MEDIAN DEPTH = RIM ELEV - INVERT ELEV

CONCRETE COLLAR

		520.8000			
		CONCRETE			
		COLLAR			
CATEGORY	STATION	LOCATION	EACH	REMARKS	
0010	210+67	LT	1	CONNECT TO EXISTING	
PROJECT TOTALS			1		

CONCRETE SIDEWALK

		602.0405		602.0415		SPV.0165.01	
		CONCRETE		CONCRETE		CONCRETE	
		SIDEWALK		SIDEWALK		SIDEWALK	
		4-INCH		6-INCH		8-INCH	
CATEGORY	STATION	LOCATION	SF	SF	SF	REMARKS	
0010	200+00 - 203+80	LT&RT	1,405	30	84	-	
	203+80 - 207+30	LT&RT	953	188	-	-	
	207+30 - 210+84	LT&RT	1,098	-	-	-	
	210+84 - 214+50	LT&RT	1,103	-	258	-	
	214+50 - 217+34	LT&RT	1,032	-	150	-	
PROJECT TOTALS			5,591	218	492		

STORM SEWER PIPE

		608.3012			
		STORM			
		SEWER PIPE			
		CLASS III-A			
		12-INCH			
CATEGORY	FROM	TO	LF	REMARKS	
0010	1	2	36	-	
	2	EXISTING	16	-	
PROJECT TOTAL			52		

3

ADJUSTING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	611.8105	611.811	611.8120.S	REMARKS
			ADJUSTING CATCH	ADJUSTING	COVER PLATES	
			BASIN COVERS	MANHOLE COVERS	TEMPORARY	
			EACH	EACH	EACH	
0010	200+92	LT	1	-	1	-
	200+92	RT	1	-	1	-
	200+95	LT	-	1	1	-
	203+17	LT	-	1	1	-
	203+17	LT	1	-	1	-
	203+17	RT	1	-	1	-
	207+05	RT	-	1	1	-
	207+05	LT	-	1	1	-
	207+37	LT	-	1	1	-
	207+37	LT	-	1	1	-
	210+67	RT	1	-	1	-
	210+67	LT	1	-	1	-
	210+68	LT	-	1	1	-
	211+01	LT	1	-	1	-
	214+08	RT	1	-	1	-
	214+09	LT	1	-	1	-
	214+28	LT	1	-	1	-
	214+46	LT	-	1	1	-
	214+72	LT	1	-	1	-
PROJECT TOTALS			11	8	19	

TRAFFIC CONTROL

		643.0420		643.0705				643.1050			
		APPROX.	TRAFFIC CONTROL		TRAFFIC CONTROL		643.0900		TRAFFIC		
		SERVICE	BARRICADES		WARNING LIGHTS		TRAFFIC CONTROL		CONTROL		
		PERIOD	TYPE III		TYPE A		SIGNS*		SIGNS PCMS		
CATEGORY	LOCATION	DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	DAYS	NOTES
0010	PRE-WARNING	7	0	0	0	0	0	0	2	14	PRE-WARN PRIOR TO CONSTRUCTION START
	ENTIRE PROJECT	87	28	2,436	56	4,872	40	3,480	0	0	-
				2,436		4,872		3,480		14	
	PROJECT TOTALS			2,436		4,872		3,480		14	

* SHOWN ELSEWHERE IN PLAN

TOPSOIL, SALVAGED TOPSOIL, FERTILIZER, AND SEEDING

		630.0140					
		625.0500		629.0205	SEEDING	630.0200	630.0500
		SALVAGED	625.0200	FERTILIZER	MIXTURE	SEEDING	SEED
		<u>TOPSOIL</u>	<u>MULCHING</u>	<u>TYPE A</u>	<u>NO. 40</u>	<u>TEMPORARY</u>	<u>WATER</u>
CATEGORY	STATION - STATION	SY	SY	CWT	LB	LB	MGAL
0010	ENTIRE PROJECT	2,370	70	2	110	70	60
	UNDISTRIBUTED QTY	600	20	1	30	20	15
	PROJECT TOTALS	2,970	90	3	140	90	75

EROSION CONTROL

CATEGORY	STATION	LT/RT	628.2006					628.1910			REMARKS
					EROSION	628.7005	628.7015	628.1905		MOBILIZATIONS	
			628.1504	628.1520	MAT URBAN	INLET	INLET	628.7560	MOBILIZATIONS	EMERGENCY	
			SILT <u>FENCE</u>	SILT FENCE <u>MAINTENANCE</u>	CLASS I <u>TYPE A</u>	PROTECTION <u>TYPE A</u>	PROTECTION <u>TYPE C</u>	TRACKING <u>PADS</u>	EROSION <u>CONTROL</u>	EROSION <u>CONTROL</u>	
			LF	LF	SY	EACH	EACH	EACH	EACH	EACH	
0010	PROJET LENGTH		65	65	2,290	13	13	2	8	4	-
	UNDISTRIBUTED		15	15	570	3	3	-	-	-	-
	PROJECT TOTAL		80	80	2,860	16	16	2	8	4	

REMOVING SIGNS

				638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	
CATEGORY	SIGN #	SIGN MESSAGE	LOCATION			REMARKS
0010	R01-01	STOP SIGN	PRENTICE AVE	1	1	-
	R01-02	SNOWMOBILE ROUTE	PRENTICE AVE	1	1	-
	R01-03	PEDESTRIAN CROSSING	PRENTICE AVE	1	1	-
	R01-04	ARROW	PRENTICE AVE	1	-	-
	R01-05	PEDESTRIAN CROSSING	PRENTICE AVE	1	1	-
	R01-06	ARROW	PRENTICE AVE	1	-	-
	R01-07	PRENTICE AVE	PRENTICE AVE	1	1	-
	R01-08	5TH ST E	PRENTICE AVE	1	-	-
	R01-09	YIELD SIGN	PRENTICE AVE	1	-	-
	R01-10	SNOWMOBILE ROUTE	PRENTICE AVE	1	1	-
	R01-11	YIELD SIGN	PRENTICE AVE	1	1	-
	R01-12	PRENTICE AVE	PRENTICE AVE	1	1	-
	R01-13	4TH ST E	PRENTICE AVE	1	-	-
	R01-14	YIELD SIGN	PRENTICE AVE	1	-	-
	R01-15	ATV ROUTE	PRENTICE AVE	1	1	-
	R02-01	STOP SIGN	PRENTICE AVE	1	1	-
	R02-02	PRENTICE AVE	PRENTICE AVE	1	1	-
	R02-03	3RD ST E	PRENTICE AVE	1	-	-
	R02-04	STOP SIGN	PRENTICE AVE	1	-	-
	R02-05	ATV ROUTE	PRENTICE AVE	1	1	-
	R02-06	STOP SIGN	PRENTICE AVE	1	1	-
R02-07	STOP SIGN	PRENTICE AVE	1	1	-	
PROJECT TOTALS				22	14	

3

3

PERMANENT SIGNING

						637.2210	637.2230	634.0812
						SIGNS	SIGNS	POSTS
						TYPE II	TYPE II	TUBULAR STEEL
						2X2-INCH 12-		
CATEGORY	SIGN NO.	LT/RT	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	REFLECTIVE H (SF)	REFLECTIVE F (SF)	ET (EACH)
0010	01-01	LT	R1-1	STOP SIGN	30"x30"	5.18	-	1
	01-02	LT	D11-6	SNOWMOBILE ROUTE	24"x18"	3.00	-	1
	01-03	LT	W11-2	PEDESTRIAN CROSSING	30"x30"	-	6.25	1
	01-04	LT	W16-7L	ARROW	24"x12"	-	2.00	-
	01-05	RT	W11-2	PEDESTRIAN CROSSING	30"x30"	-	6.25	1
	01-06	RT	W16-7L	ARROW	24"x12"	-	2.00	-
	01-07	RT	M1-94	PRENTIVE AVE	VARIESx15"	2.50	-	1
	01-08	RT	M1-94	5TH ST E	VARIESx15"	1.87	-	-
	01-09	RT	R1-2	YIELD SIGN	36"x31"	3.88	-	-
	01-10	RT	D11-6	SNOWMOBILE ROUTE	24"x18"	3.00	-	1
	01-11	LT	R1-2	YIELD SIGN	36"x31"	3.88	-	1
	01-12	RT	M1-94	PRENTIVE AVE	VARIESx15"	2.50	-	1
	01-13	RT	M1-94	4TH ST E	VARIESx15"	1.87	-	-
	01-14	RT	R1-2	YIELD SIGN	36"x31"	3.88	-	-
	01-15	LT	D11-10	ATV ROUTE	24"x18"	3.00	-	1
	02-01	RT	R1-1	STOP SIGN	30"x30"	5.18	-	1
	02-02	LT	M1-94	PRENTIVE AVE	VARIESx15"	2.50	-	1
	02-03	LT	M1-94	3RD ST E	VARIESx15"	1.87	-	-
	02-04	LT	R1-1	STOP SIGN	30"x30"	5.18	-	-
	02-05	RT	D11-10	ATV ROUTE	24"x18"	3.00	-	1
	02-06	LT	R1-1	STOP SIGN	30"x30"	5.18	-	1
	02-07	LT	R1-1	STOP SIGN	30"x30"	5.18	-	1
PROJECT TOTALS						62.65	16.50	14.00

PAVEMENT MARKING

		646.7420	646.7520	646.8120		
		MARKING CROSSWALK	MARKING CROSSWALK	MARKING		
		EPOXY TRANSVERSE	EPOXY BLOCK	LINE CURB		
		LINE 6-INCH	STYLE 24-INCH	EPOXY		
STATION	LOCATION	LF	LF	LF	REMARKS	
6TH STREET INTERSECTION	LT&RT	90	-	77	-	
TRI-COUNTY TRAIL	LT&RT	-	30	65	-	
3RD ST E INTERSECTION	LT&RT	296	-	248	-	
MAIN ST INTERSECTION	LT&RT	318	-	144	-	
PROJECT TOTALS		704	30	534		

STAKING ITEMS

		650.4000	650.4500	650.5000	650.5500	650.9000	650.9500	650.9911	650.9920		
		CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION		
		STAKING	STAKING	STAKING	STAKING	STAKING	STAKING	STAKING	STAKING		
		STORM SEWER	SUBGRADE	BASE	CURB GUTTER and CURB & GUTTER	CURB RAMP	SIDEWALK	SUPPLEMENTAL CONTROL	SLOPE STAKES		
CATEGORY	STATION	LOCATION	EACH	LF	LF	LF	EACH	EACH	EACH	LF	REMARKS
0010	ENTIRE PROJ	LT&RT	2	1,760	1,760	3,622	12	1	1	1,760	-
PROJECT TOTALS			2	1,760	1,760	3,622	12	1	1	1,760	

PEDESTRIAN TRAFFIC CONTROL

		643.0900*	643.3350	644.1440	644.1601	644.1605	644.1810			
		TRAFFIC	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY			
		CONTROL	CROSSWALK	PEDESTRIAN	PEDESTRIAN	DETECTABLE	PEDESTRIAN			
		SIGNS	REMOVABLE	SURFACE	CURB RAMP	WARNING	PEDESTRIAN			
			TAPE 6-INCH	MATTING		FIELD	BARRICADE			
CATEGORY	LOCATION	QTY	DAY	LF	SF	QTY	DAY	SF	LF	REMARKS
0010	6TH ST	2	140	96	-	4	280	40	143	-
	TRI-COUNTY TRAIL	6	420	-	600	2	140	20	46	-
	3RD ST	2	140	-	405	2	140	20	174	-
	MAIN ST	2	140	-	440	2	140	20	220	-
			840	96	1,445	700	100	583		
PROJECT TOTAL		840	96	1,445		700	100	583		

*SHOWN ELSEWHERE IN PLAN

SAWING

		690.0150	690.0250		
		SAWING	SAWING		
		ASPHALT	CONCRETE		
CATEGORY	STATION	LOCATION	LF	LF	REMARKS
0010	BEGIN PROJECT	ML	79	4	-
	TRI-COUNTY TRAIL WEST	LT	10	-	-
	TRI-COUNTY TRAIL EAST	RT	10	-	-
	3RD ST WEST	LT	33	4	-
	3RD ST EAST	RT	33	4	-
	MAIN ST WEST	LT	42	5	-
	MAIN ST EAST	RT	42	5	-
	END PROJECT	ML	32	5	-
	SIDEWALK & DRIVEWAYS	LT&RT	123	706	-
PROJECT TOTALS			404	733	

PROJECT NO: 8995-00-16

HWY: PRENTICE AVE

COUNTY: ASHLAND

MISCELLANEOUS QUANTITIES

SHEET

E

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

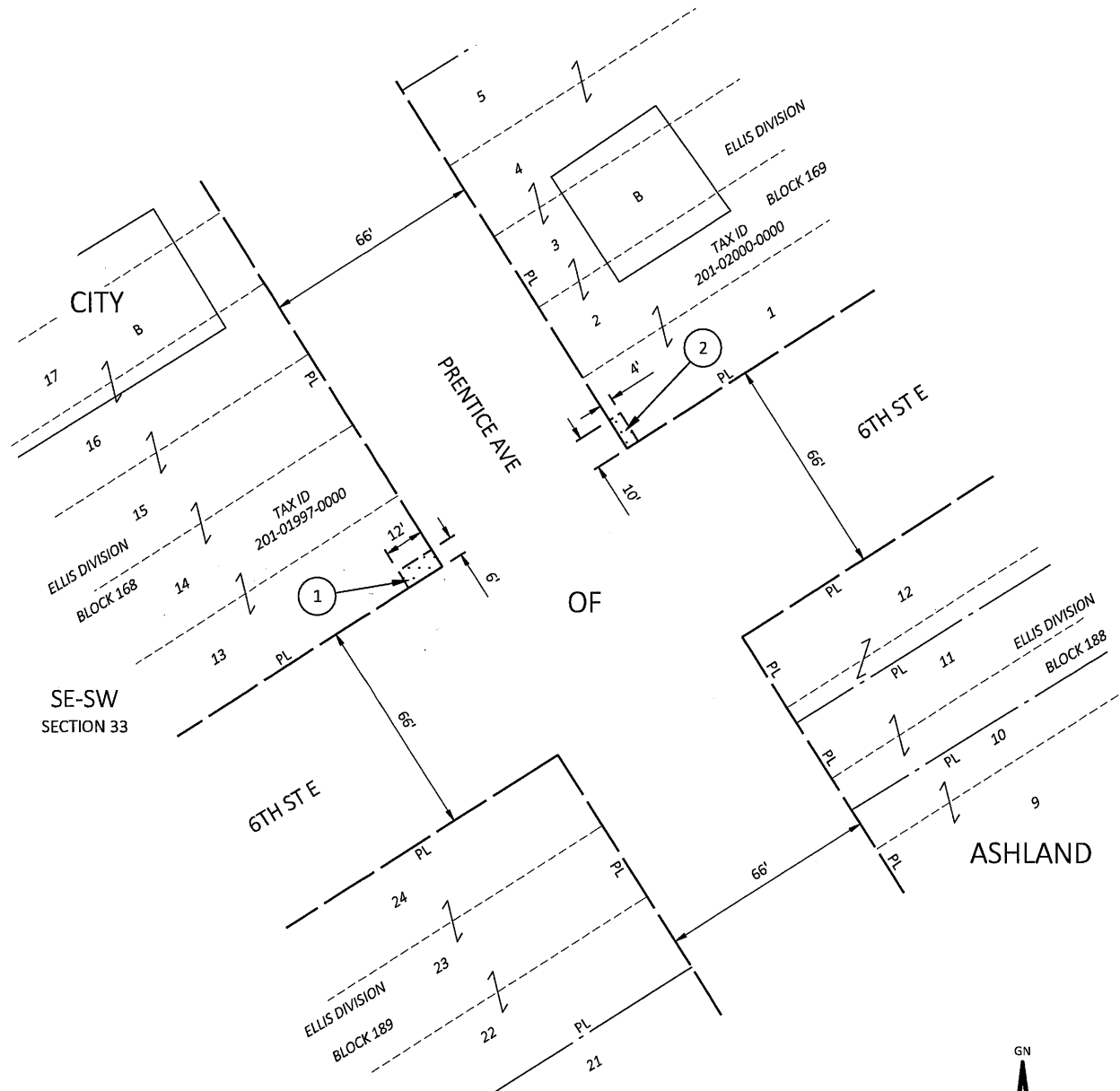
PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 8995-00-15

SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
C ASHLAND, PRENTICE AVENUE
LAKE SHORE DRIVE TO 6TH STREET E

PRENTICE AVENUE
ASHLAND COUNTY
THAT PART OF THE LOT 13, BLOCK 168, AND THAT PART OF LOT 1, BLOCK 169, ALL IN ELLIS DIVISION, LOCATED IN PART OF THE SE 1/4 OF THE SW 1/4, SECTION 33, T48N, R4W, CITY OF ASHLAND, ASHLAND COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
1	MJC ESTATE BENEFICIARIES, LLC., VENDOR ILICK HOLDINGS, LLC., VENDEE	TLE	72
2	DANIEL W. & NADINE A. MILLER	TLE	40

UTILITY INTERESTS REQUIRED

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

THIS MAP IS APPROVED FOR THE CITY OF ASHLAND.

SIGNATURE: *John Butler* DATE: 4-10-25
PRINT NAME: JOHN BUTLER

R/W PROJECT NUMBER: 8995-00-15

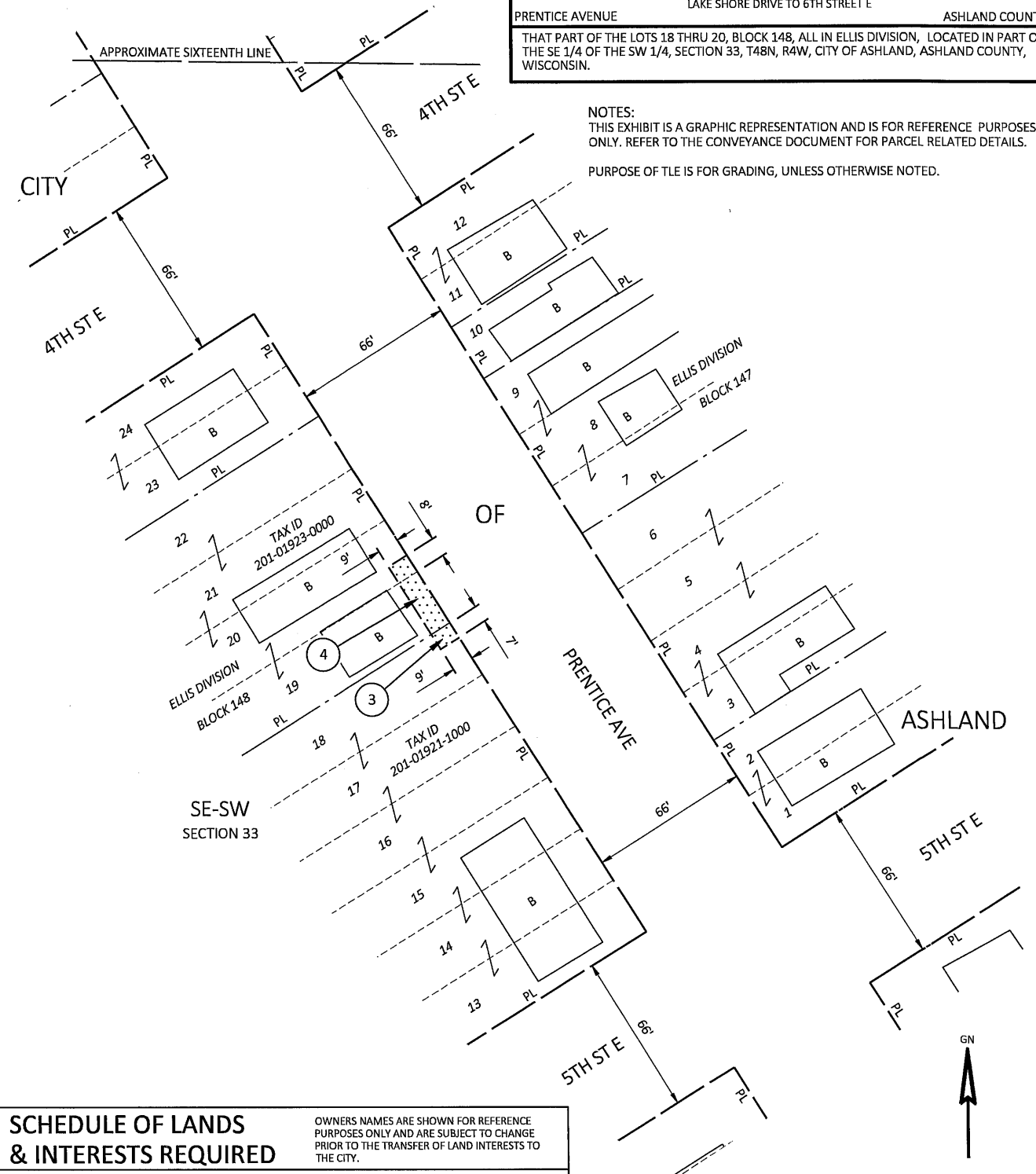
SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
C ASHLAND, PRENTICE AVENUE
LAKE SHORE DRIVE TO 6TH STREET E

PRENTICE AVENUE
ASHLAND COUNTY
THAT PART OF THE LOTS 18 THRU 20, BLOCK 148, ALL IN ELLIS DIVISION, LOCATED IN PART OF THE SE 1/4 OF THE SW 1/4, SECTION 33, T48N, R4W, CITY OF ASHLAND, ASHLAND COUNTY, WISCONSIN.

NOTES:
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PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.



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 CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
3	MJC ESTATE BENEFICIARIES, LLC., VENDOR JONATHAN E. & RACHEL L. CARLSON, VENDEE	TLE	64
4	JOEL P. & KENYA M. MCAULIFFE	TLE	295

UTILITY INTERESTS REQUIRED

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

THIS MAP IS APPROVED FOR THE CITY OF ASHLAND.

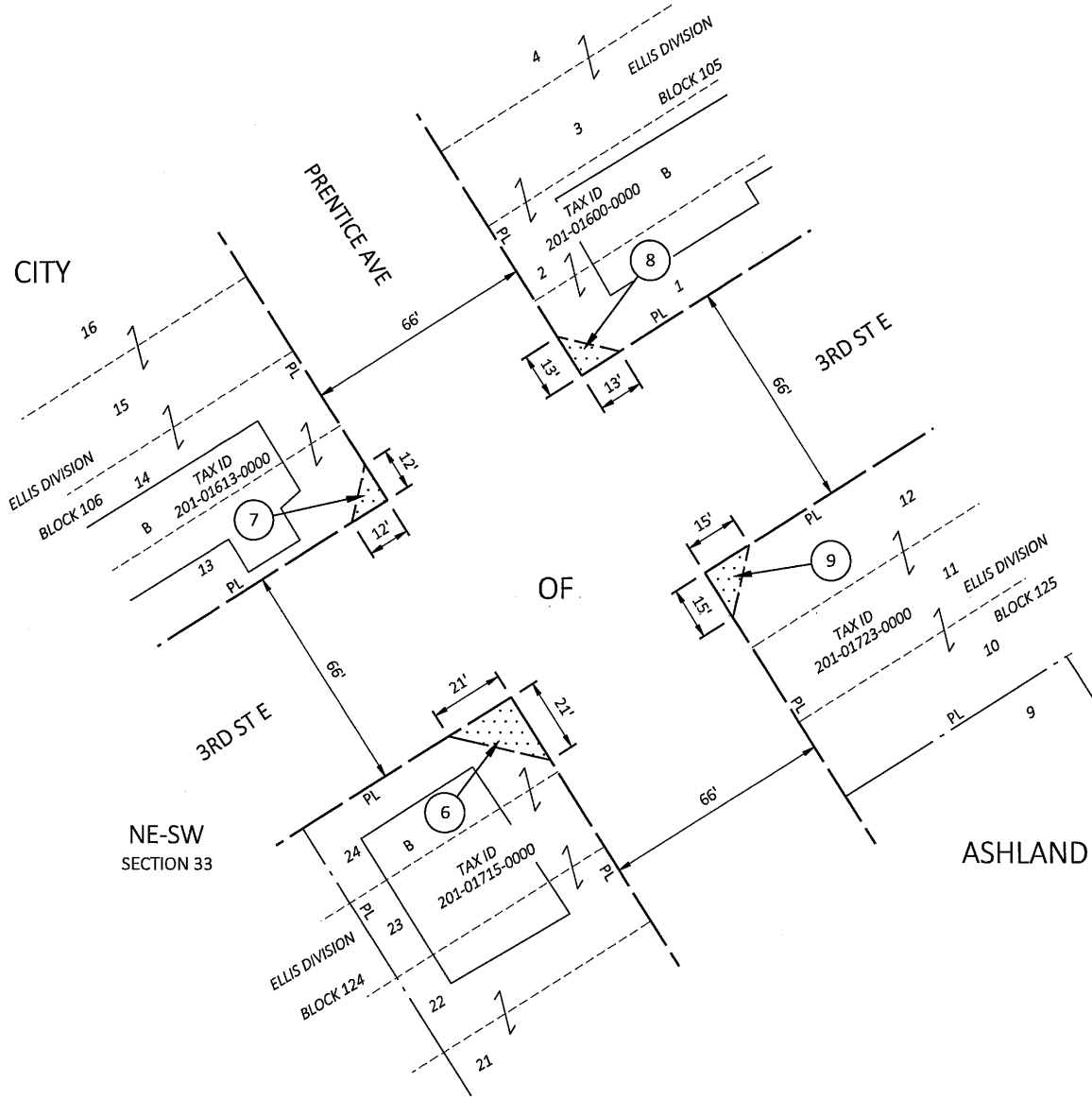
SIGNATURE: *John Butler* DATE: 4-10-25
PRINT NAME: JOHN BUTLER

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PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 8995-00-15SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
C ASHLAND, PRENTICE AVENUE
LAKE SHORE DRIVE TO 6TH STREET E
PRENTICE AVENUEASHLAND COUNTY

THAT PART OF THE LOT 24, BLOCK 124, PART OF LOT 13, BLOCK 106, PART OF LOT 1, BLOCK 105 AND PART OF LOT 12, BLOCK 125, ALL IN ELLIS DIVISION, LOCATED IN PART OF THE NE 1/4 OF THE SW 1/4, SECTION 33, T48N, R4W, CITY OF ASHLAND, ASHLAND COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED			
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
6	JENISE R. SWARTLEY	TLE	221
7	BRENDAN M. PUCEL	TLE	72
8	BRANDON G. BLASZKOWSKI & AUBREE A. MEYER	TLE	85
9	READER TRUST	TLE	113
UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	
N/A	N/A	N/A	

THIS MAP IS APPROVED FOR THE CITY OF ASHLAND.

SIGNATURE: *John Butler* DATE: 4-10-25

PRINT NAME: JOHN BUTLER

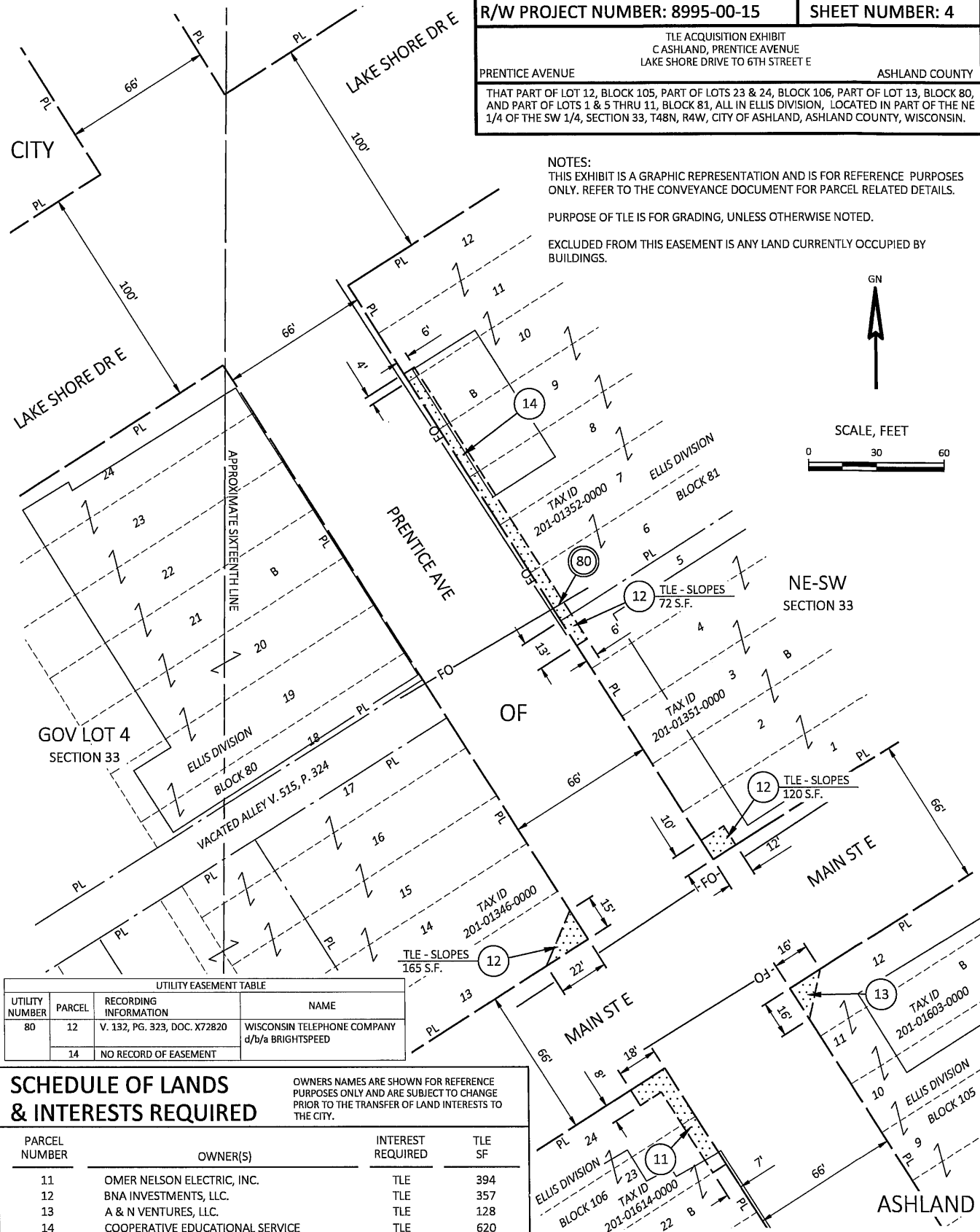
R/W PROJECT NUMBER: 8995-00-15SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT
C ASHLAND, PRENTICE AVENUE
LAKE SHORE DRIVE TO 6TH STREET E
PRENTICE AVENUEASHLAND COUNTY

THAT PART OF LOT 12, BLOCK 105, PART OF LOTS 23 & 24, BLOCK 106, PART OF LOT 13, BLOCK 80, AND PART OF LOTS 1 & 5 THRU 11, BLOCK 81, ALL IN ELLIS DIVISION, LOCATED IN PART OF THE NE 1/4 OF THE SW 1/4, SECTION 33, T48N, R4W, CITY OF ASHLAND, ASHLAND COUNTY, WISCONSIN.

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

EXCLUDED FROM THIS EASEMENT IS ANY LAND CURRENTLY OCCUPIED BY BUILDINGS.



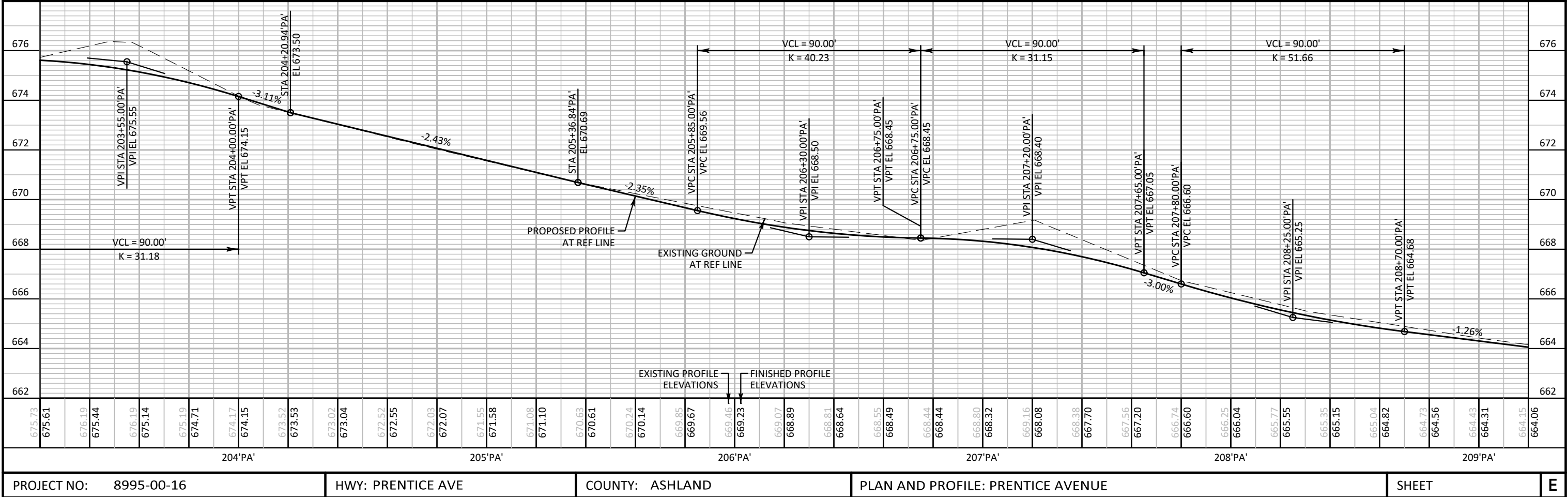
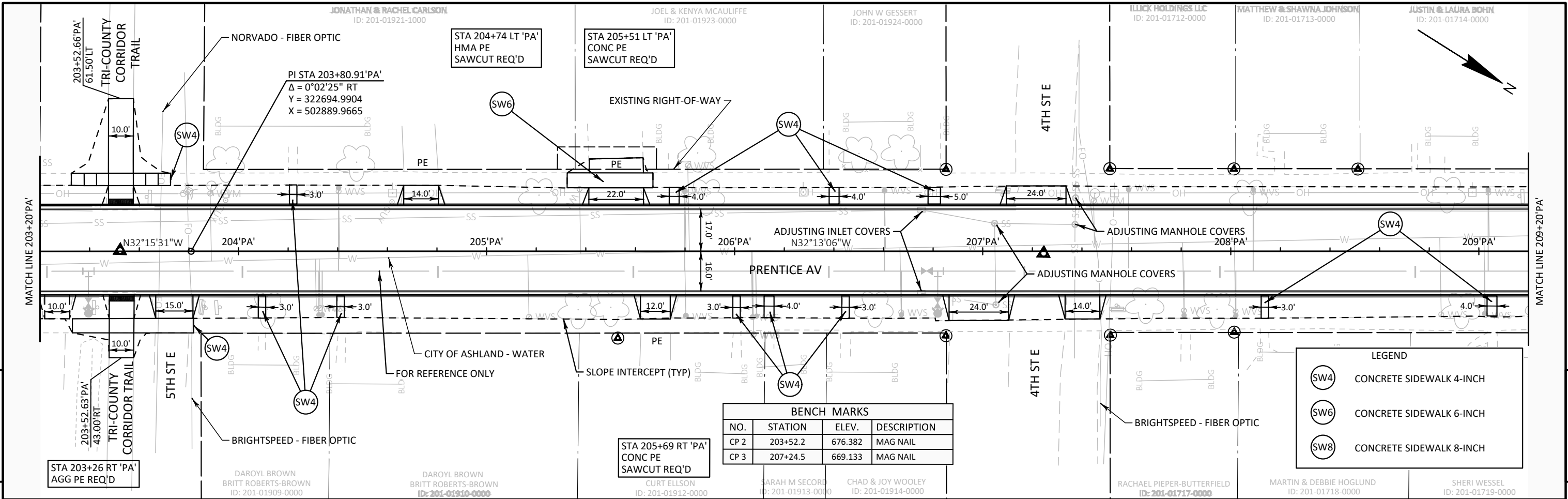
UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	12	V. 132, PG. 323, DOC. X72820	WISCONSIN TELEPHONE COMPANY d/b/a BRIGHTSPEED
	14	NO RECORD OF EASEMENT	

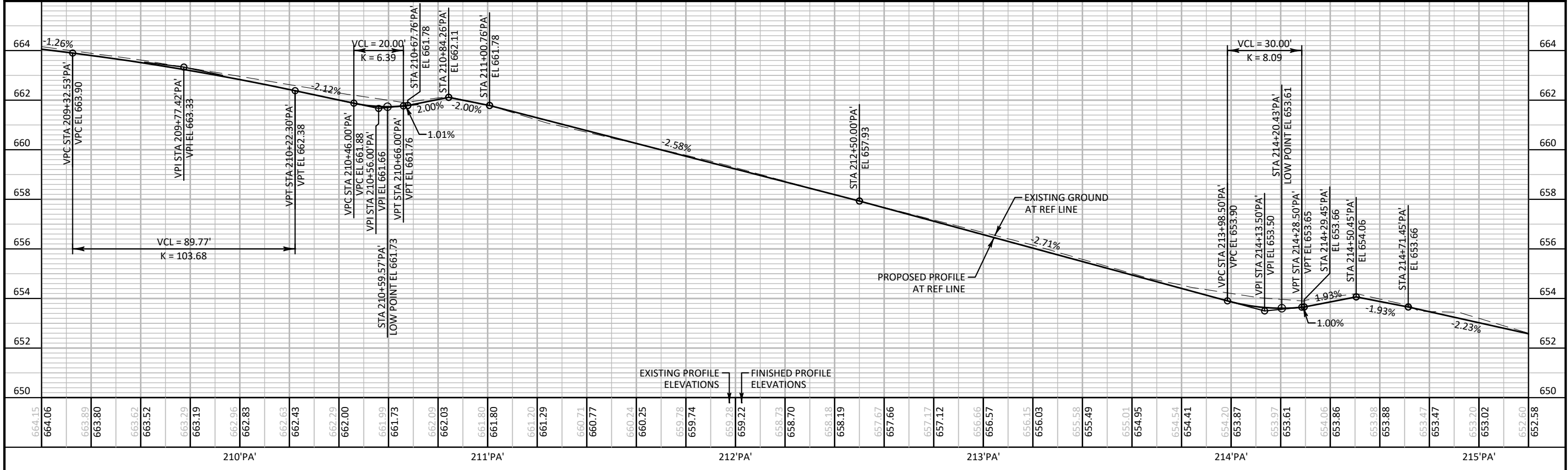
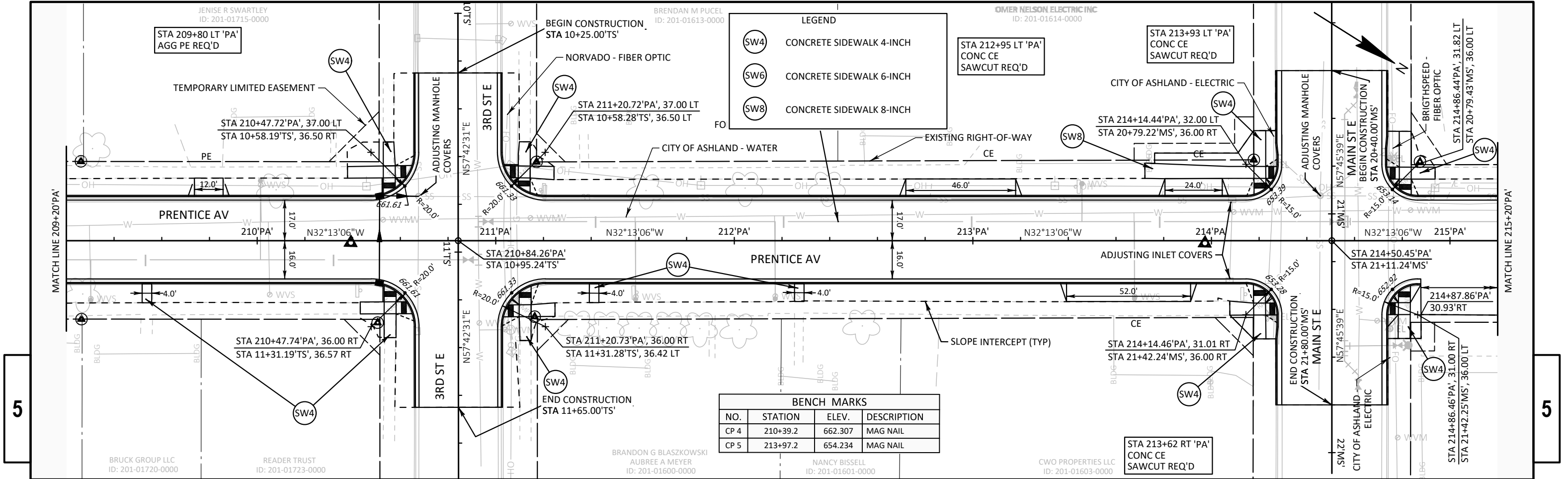
SCHEDULE OF LANDS & INTERESTS REQUIRED			
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY.			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
11	OMER NELSON ELECTRIC, INC.	TLE	394
12	BNA INVESTMENTS, LLC.	TLE	357
13	A & N VENTURES, LLC.	TLE	128
14	COOPERATIVE EDUCATIONAL SERVICE AGENCY NO. 12	TLE	620
UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED	
80	BRIGHTSPEED	RELEASE OF RIGHTS	

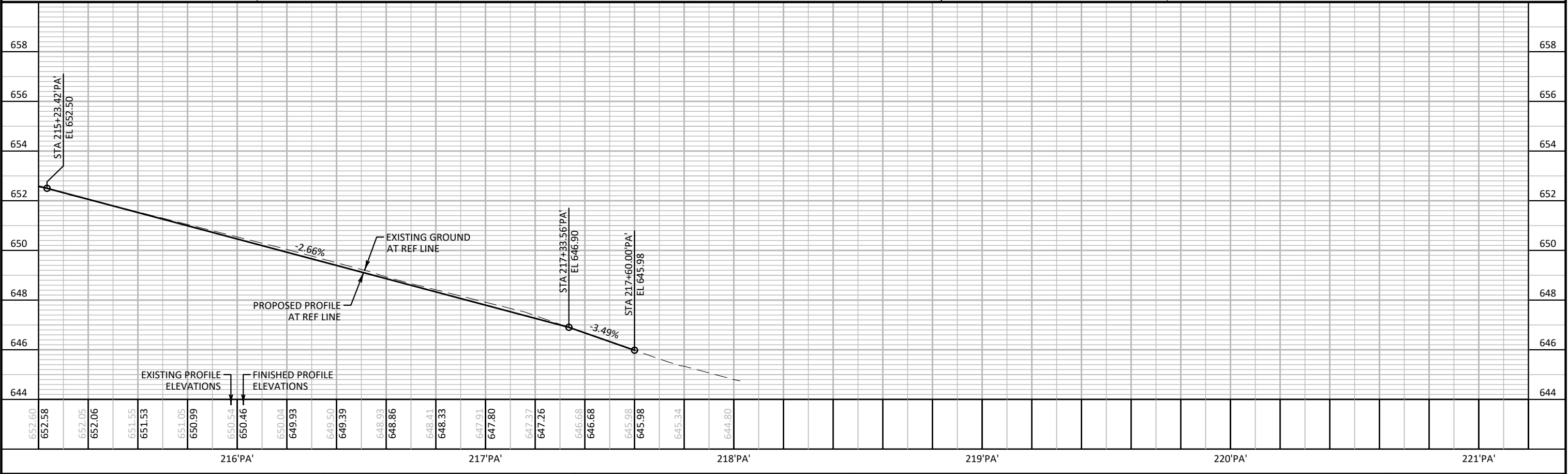
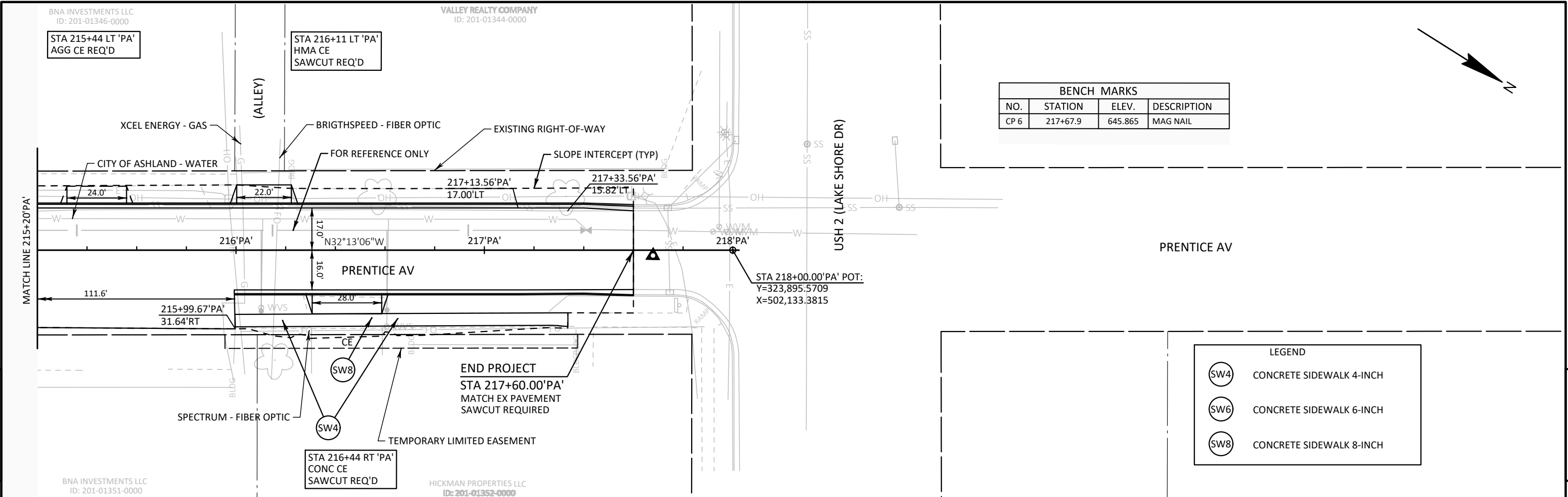
THIS MAP IS APPROVED FOR THE CITY OF ASHLAND.

SIGNATURE: *John Butler* DATE: 4-10-25

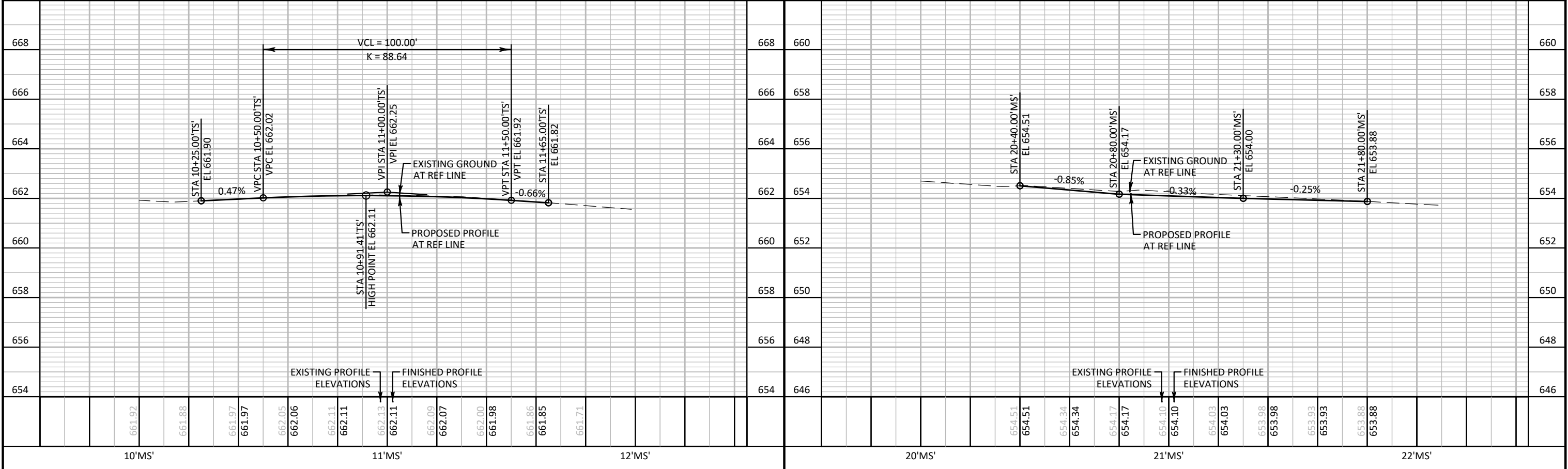
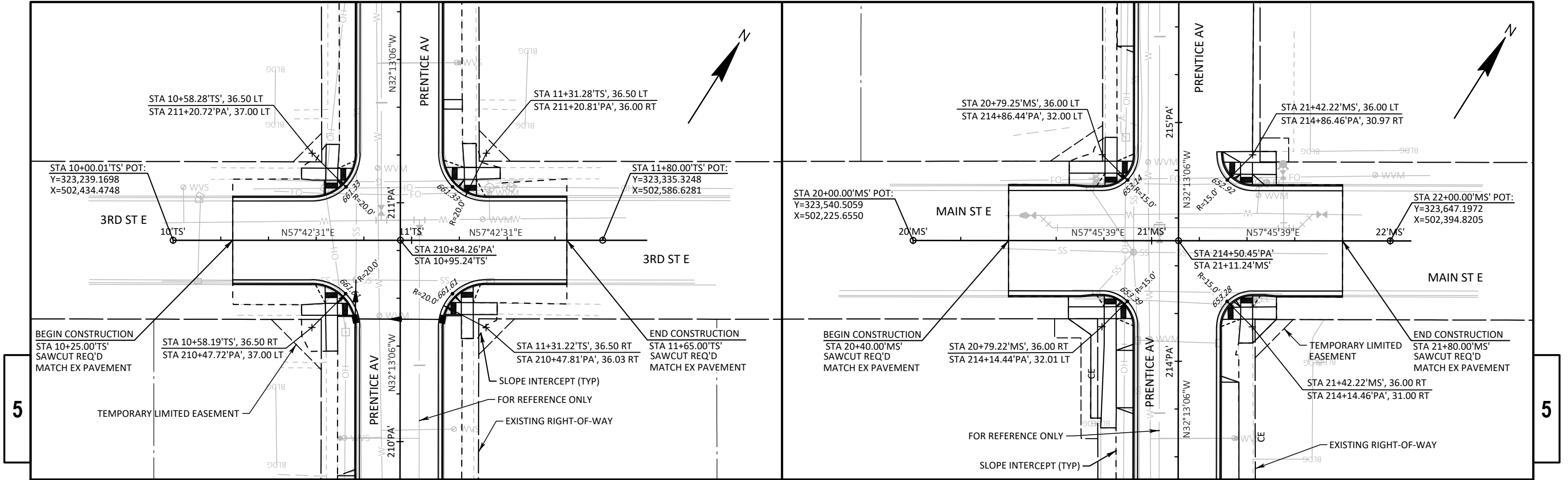
PRINT NAME: JOHN BUTLER





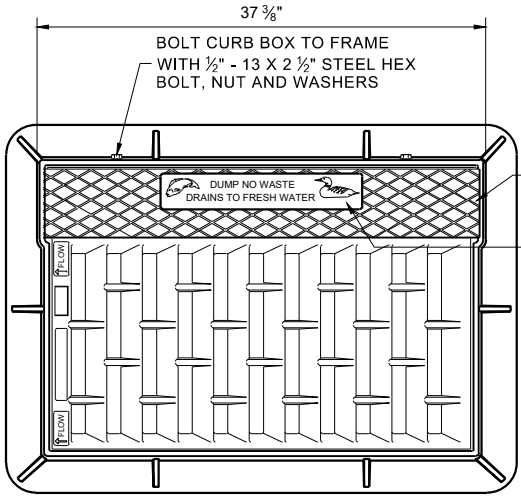


PROJECT NO: 8995-00-16	HWY: PRENTICE AVE	COUNTY: ASHLAND	PLAN AND PROFILE: PRENTICE AVENUE	SHEET	E
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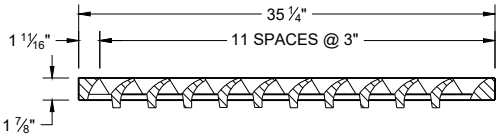
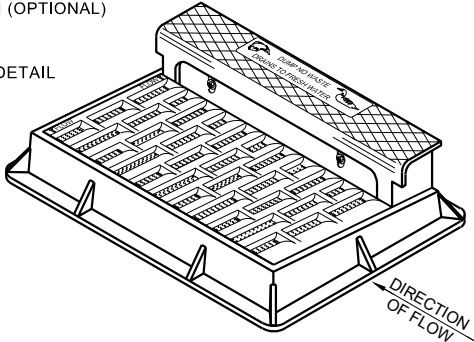
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
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
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D20-02	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

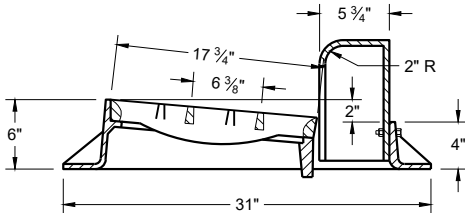
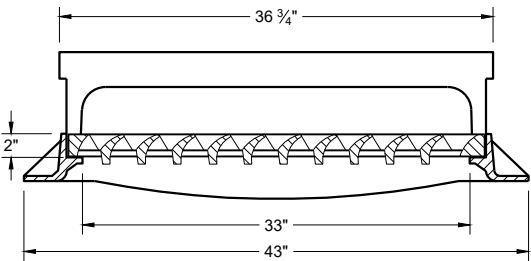
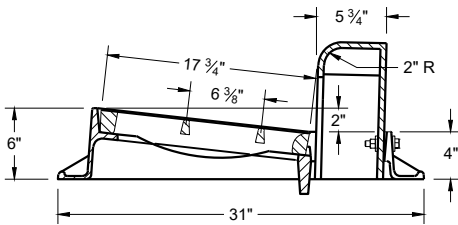
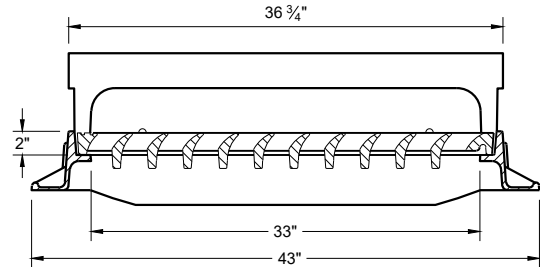


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED
TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL



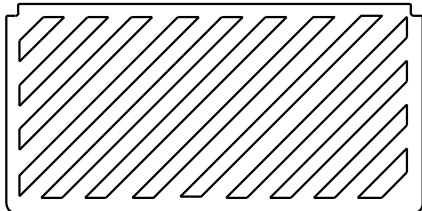
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



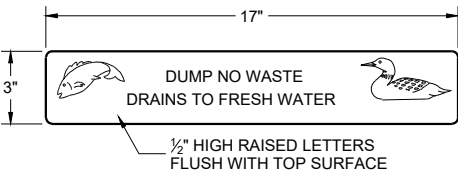
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



**SPECIAL GRATE FOR
TYPE "H" COVER**
(MEASURES 35" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



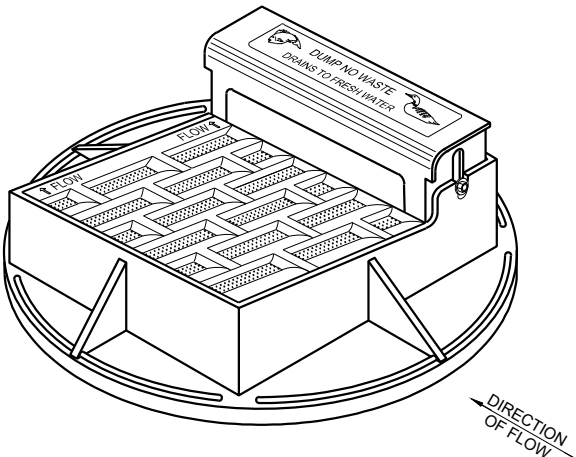
LOGO DETAIL

GENERAL NOTES

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

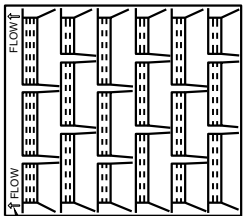
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

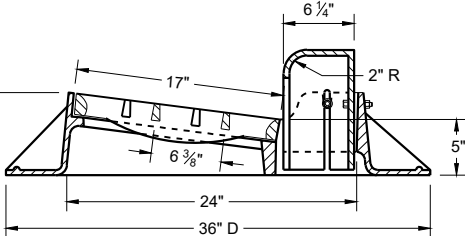
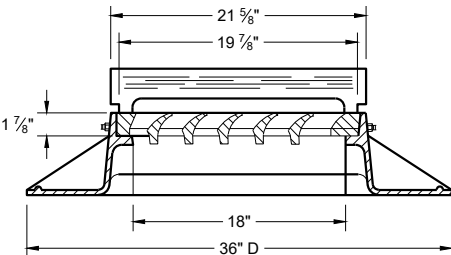
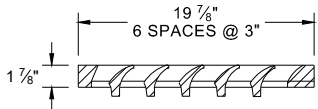


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

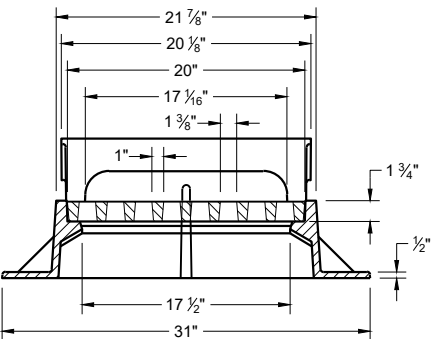
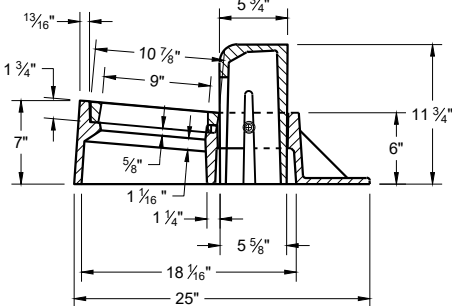
NOTE: EITHER CASTING IS ACCEPTABLE



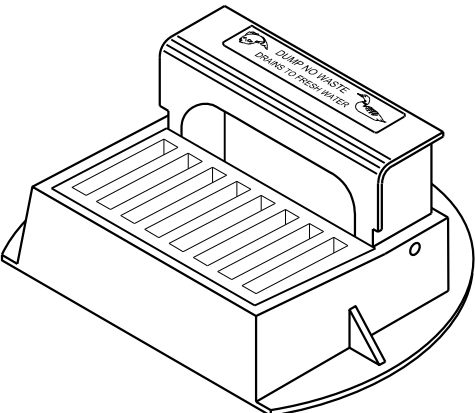
DIRECTION OF FLOW ARROWS



TYPE "A"



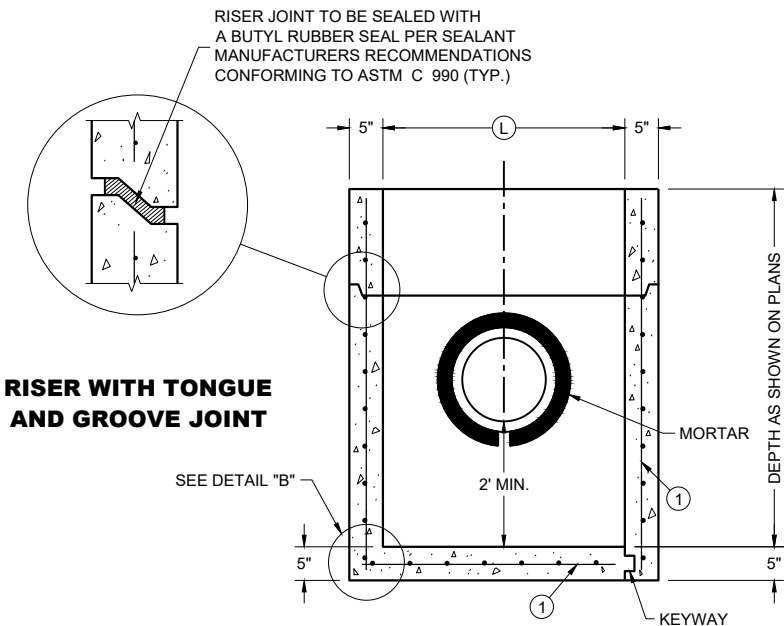
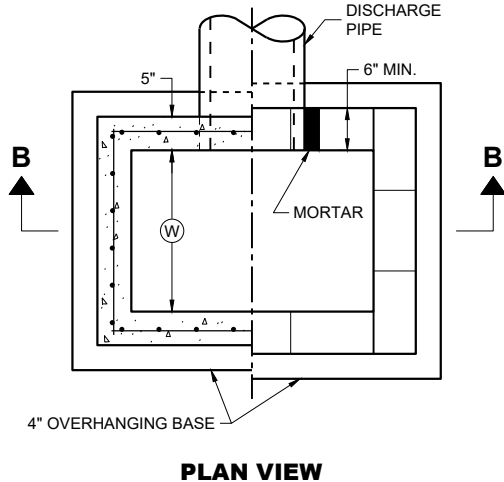
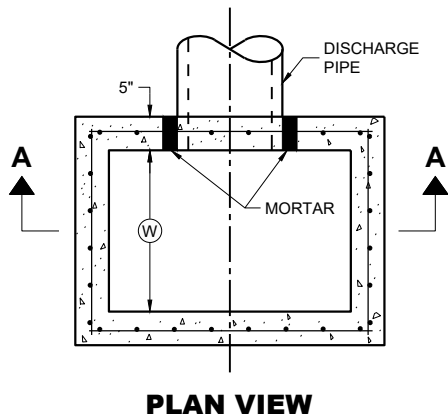
TYPE "Z"



**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

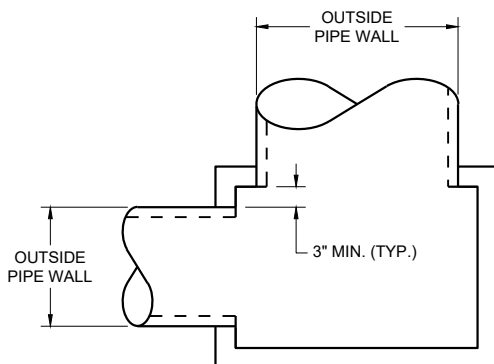
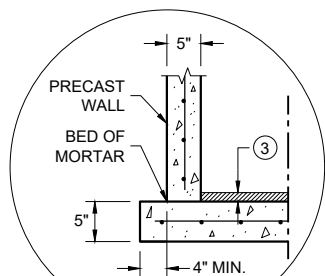
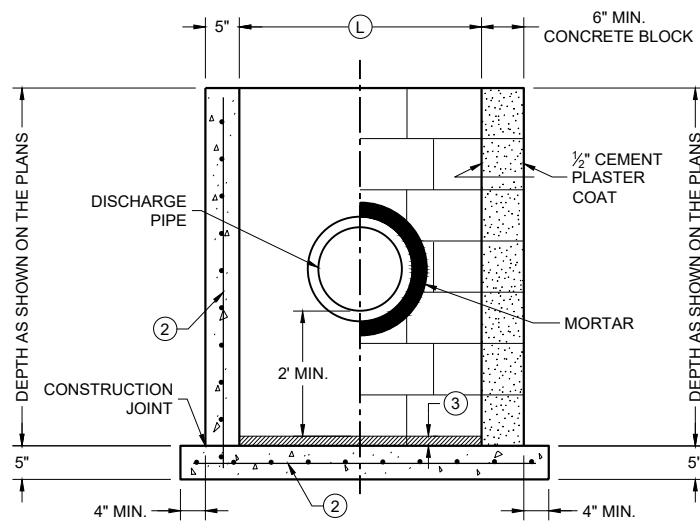
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

SECTION A - A



CATCH BASINS 2X3-FT AND 2.5X3-FT

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 CATCH BASIN 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 PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES 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.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND 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.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

- FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

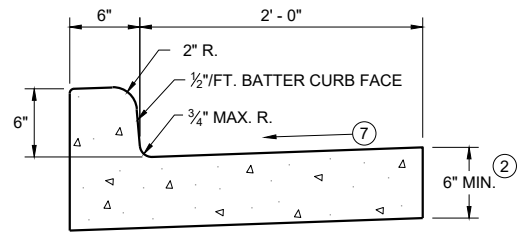
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W) (IN)	LENGTH (L) (IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

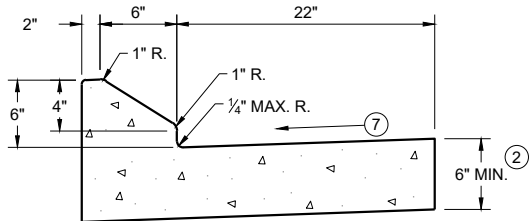
CATCH BASINS 2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

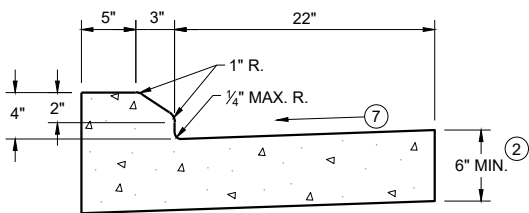
APPROVED
December 2023 /S/ RODNEY TAYLOR
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



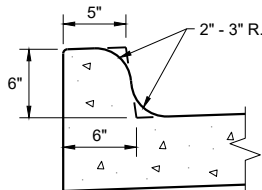
TYPES A^① & D



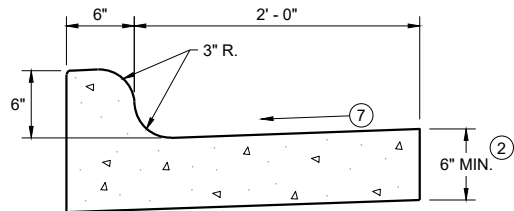
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

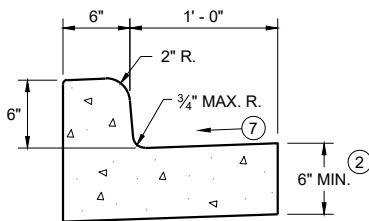


TYPES K^① & L
(OPTIONAL CURB SHAPE)



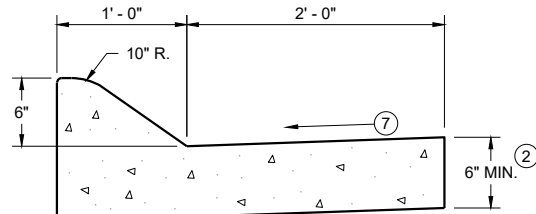
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

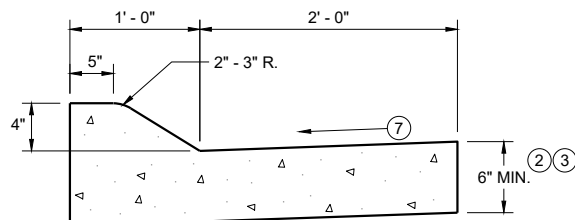


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

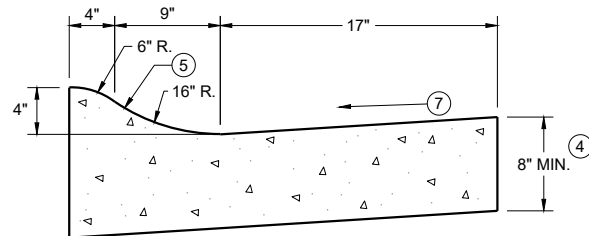


6" SLOPED CURB TYPES A^① & D



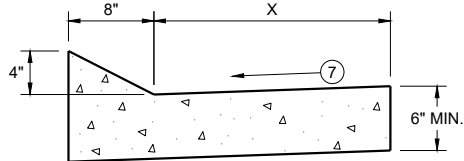
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

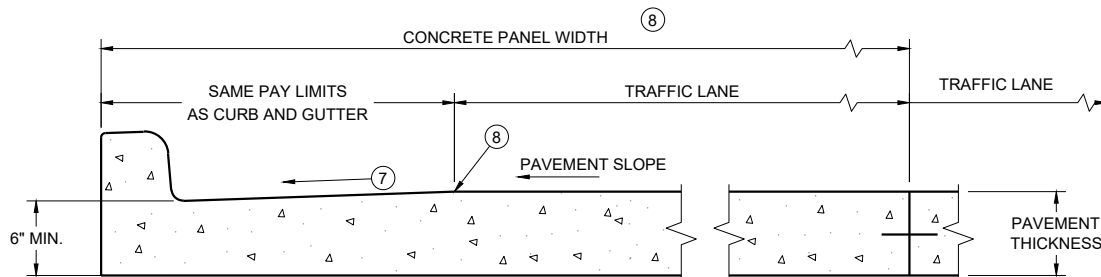


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

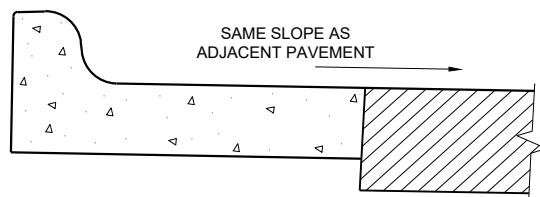
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

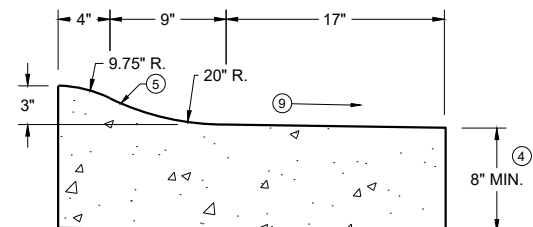


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

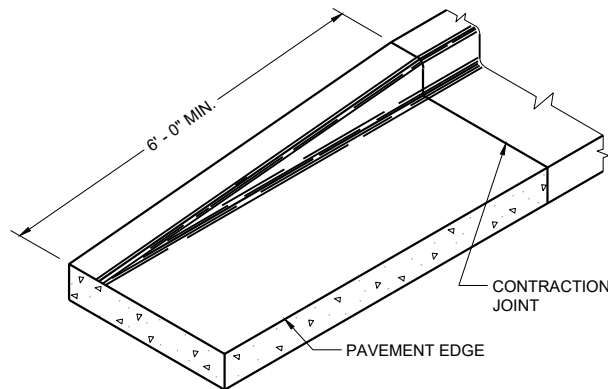
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

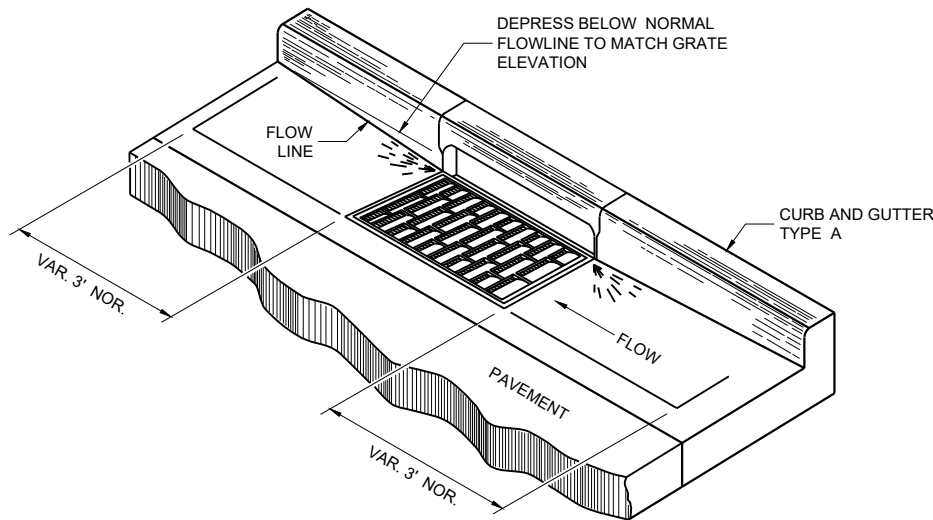
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

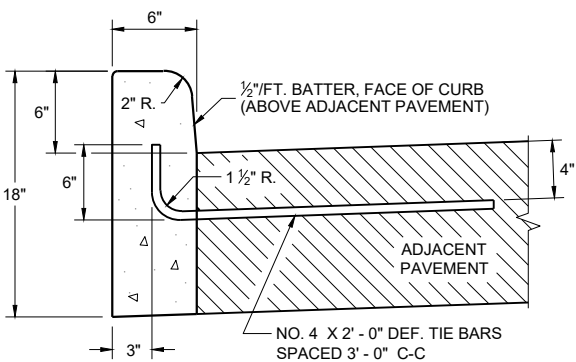


END SECTION CURB AND GUTTER

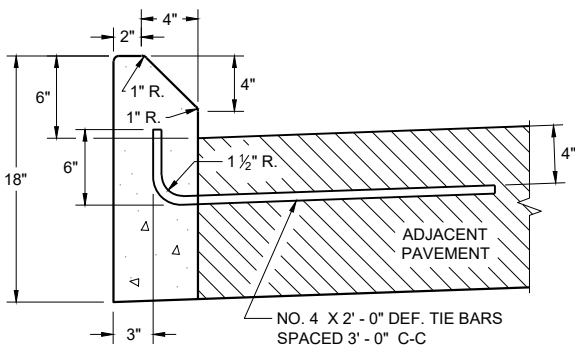


DETAIL OF CURB AND GUTTER AT INLETS

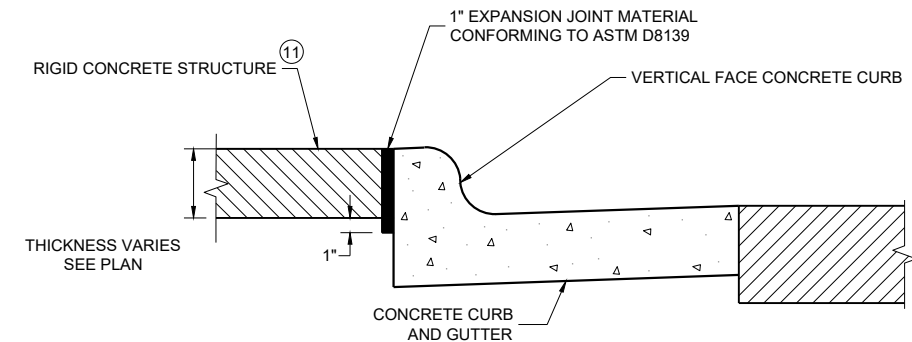
(TYPICAL H INLET COVER SHOWN)



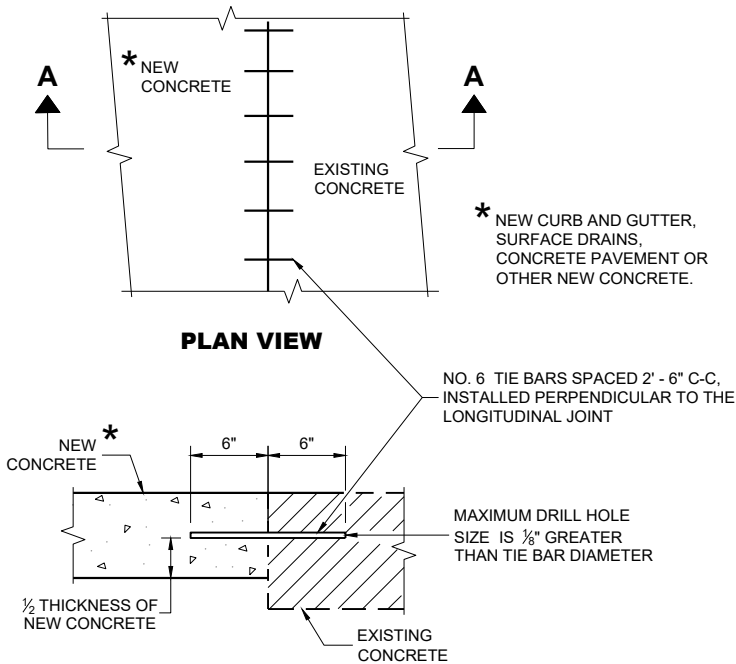
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

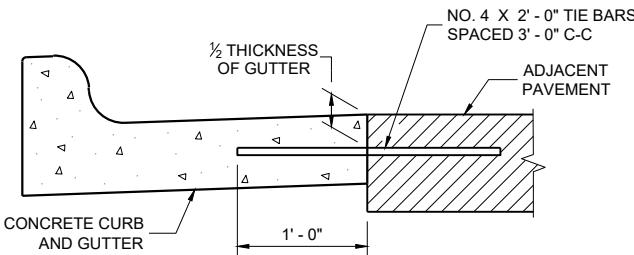
GENERAL NOTES

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

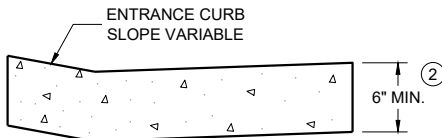
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



TYPICAL TIE BAR LOCATION^①



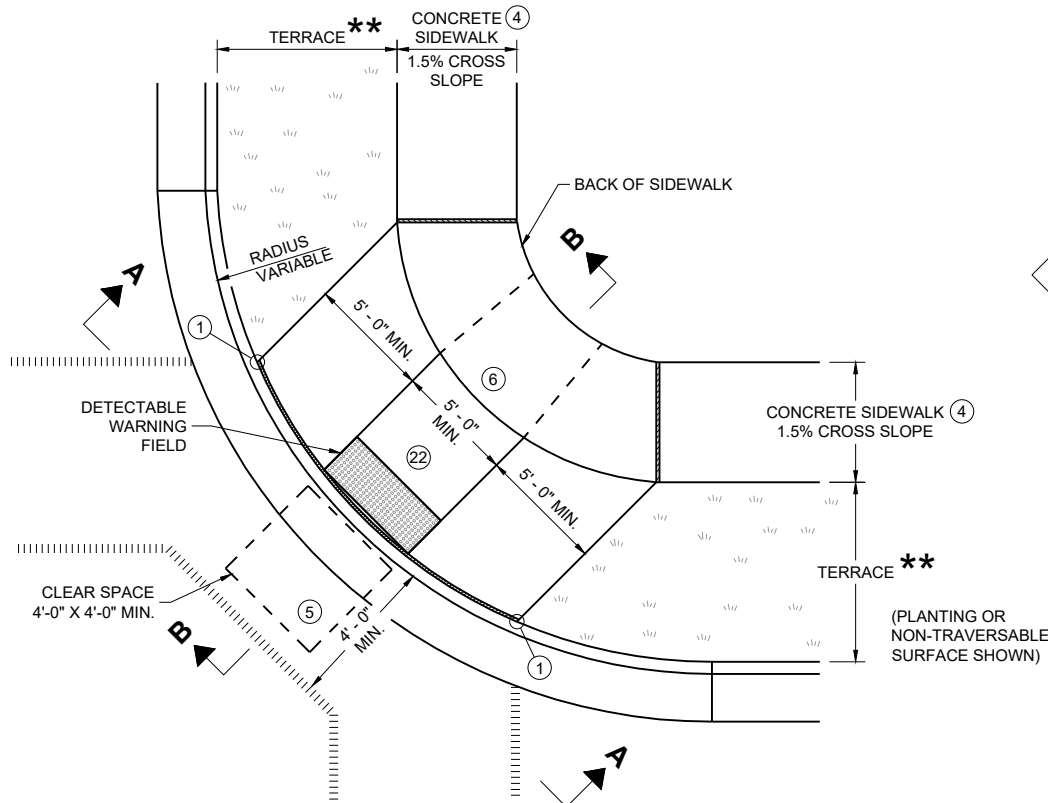
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

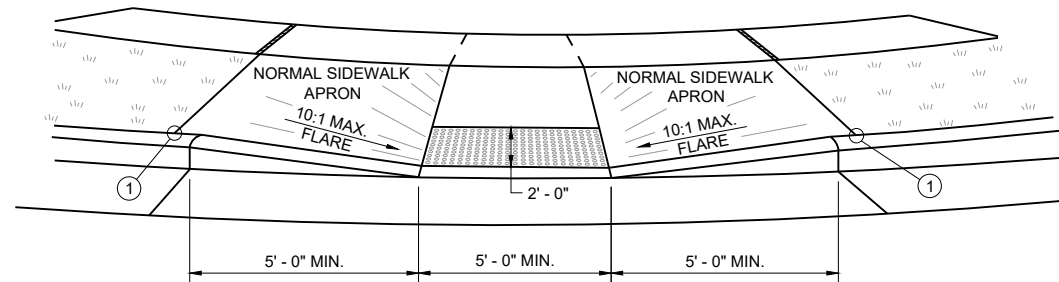
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

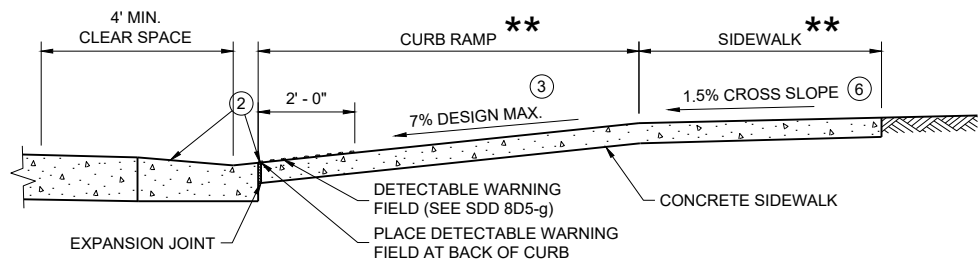
FHWA



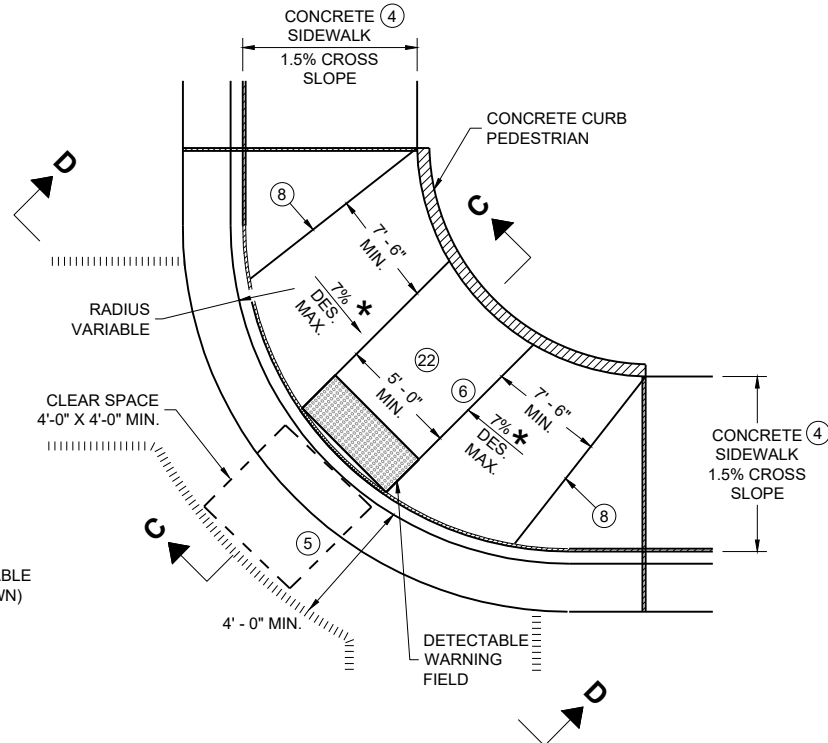
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



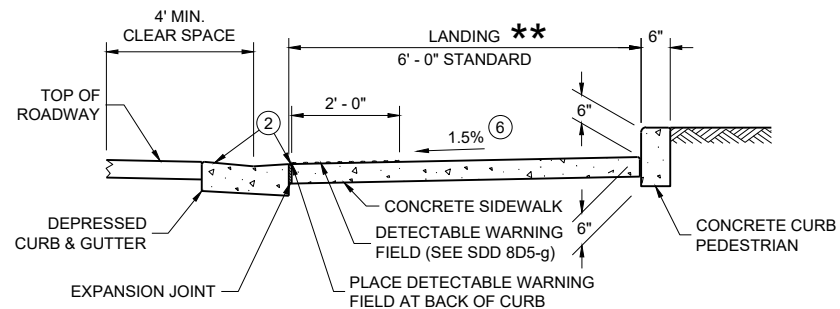
VIEW A - A FOR TYPE 1



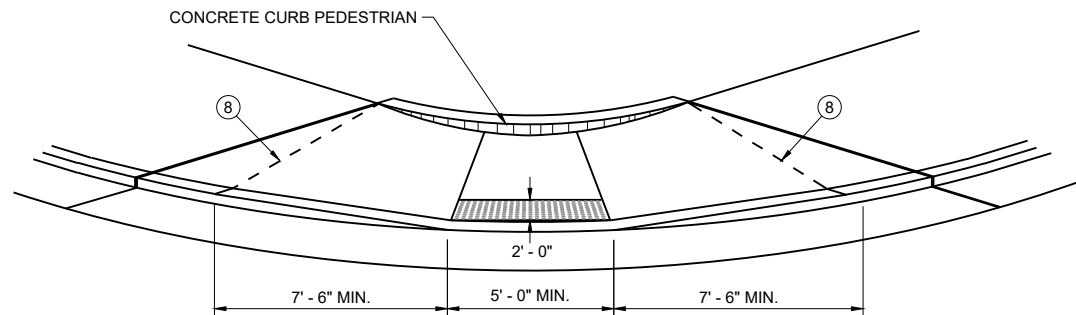
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

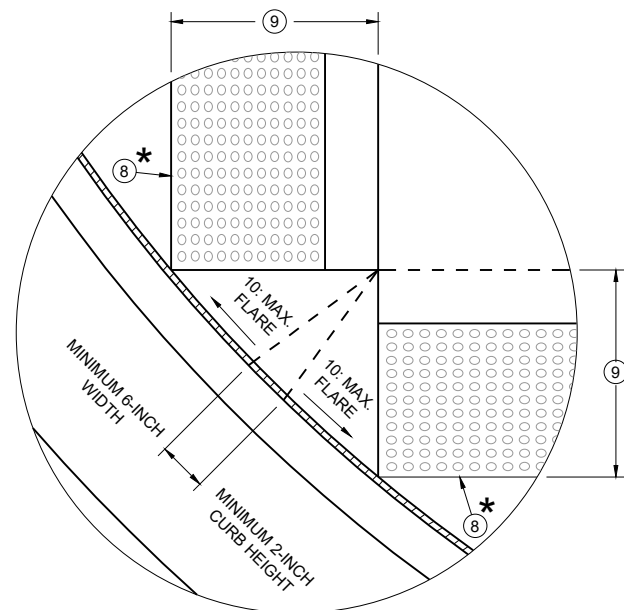
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑳ 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

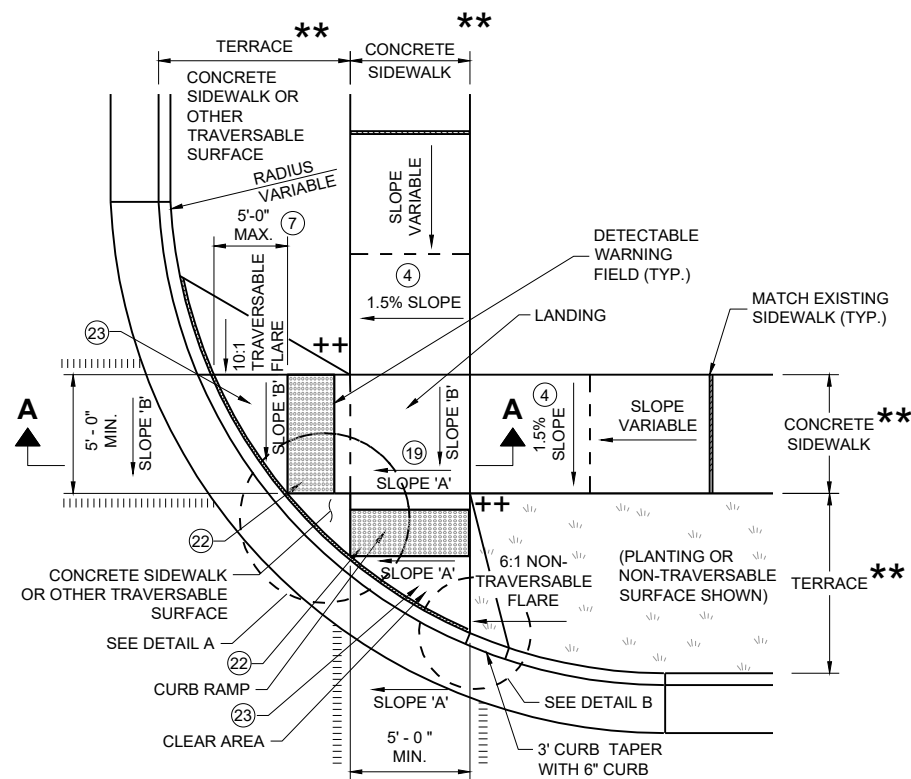
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

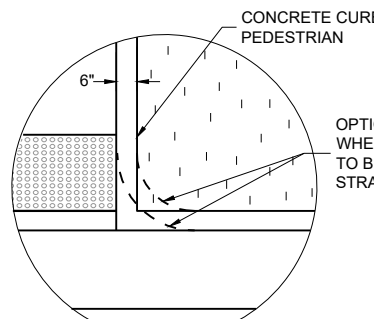
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



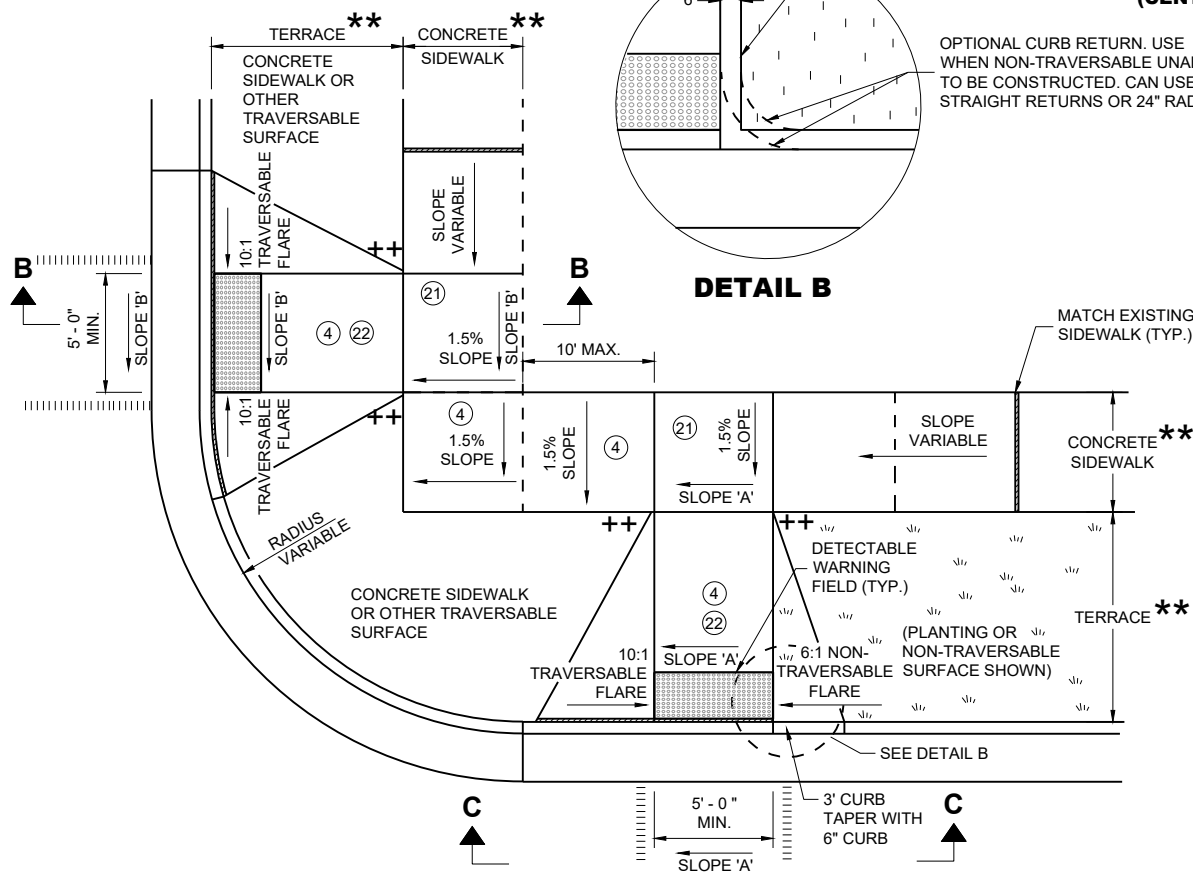
DETAIL A



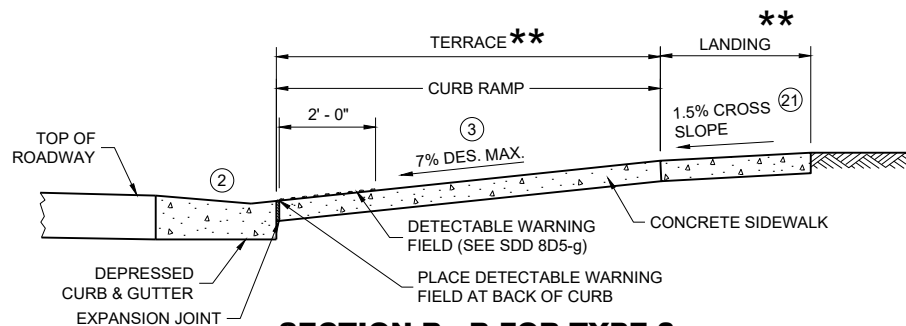
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



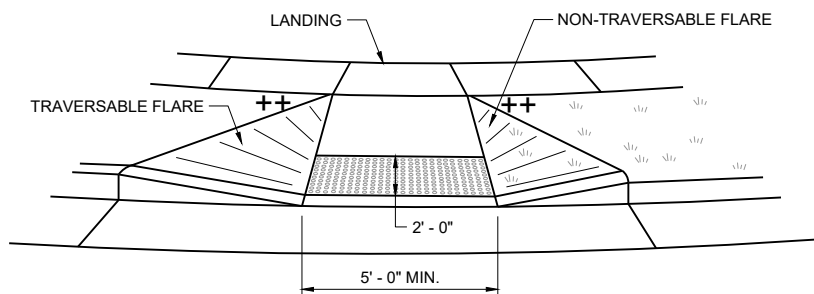
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

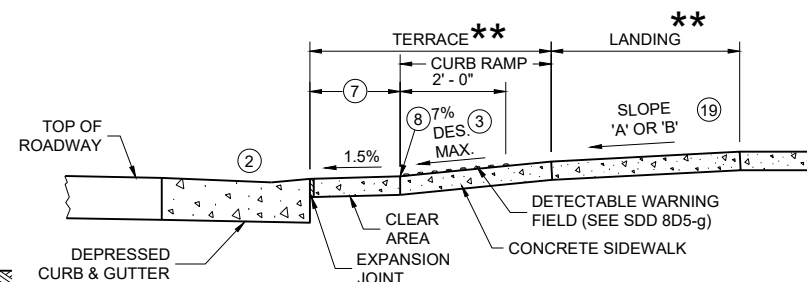
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 $\pm 0.5\%$ 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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.
- ⑬ 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.
- ⑭ 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.
- ⑮ 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.



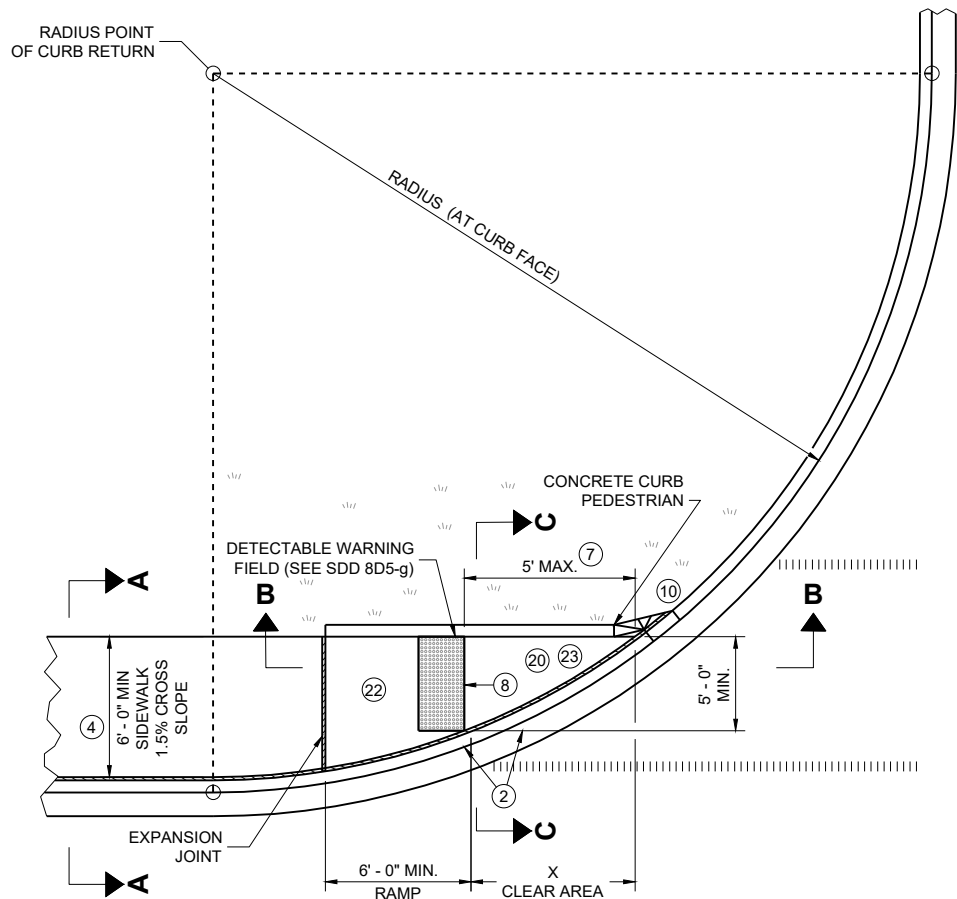
SECTION A - A FOR TYPE 2

LEGEND

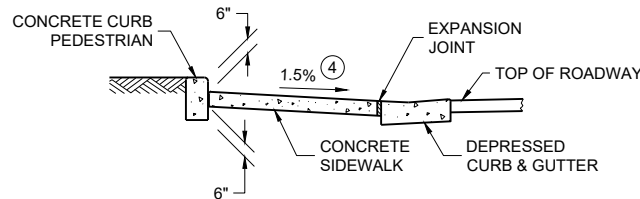
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

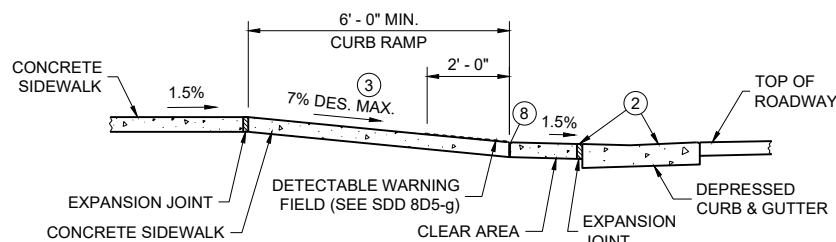
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

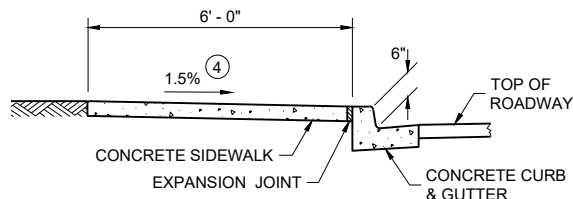


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

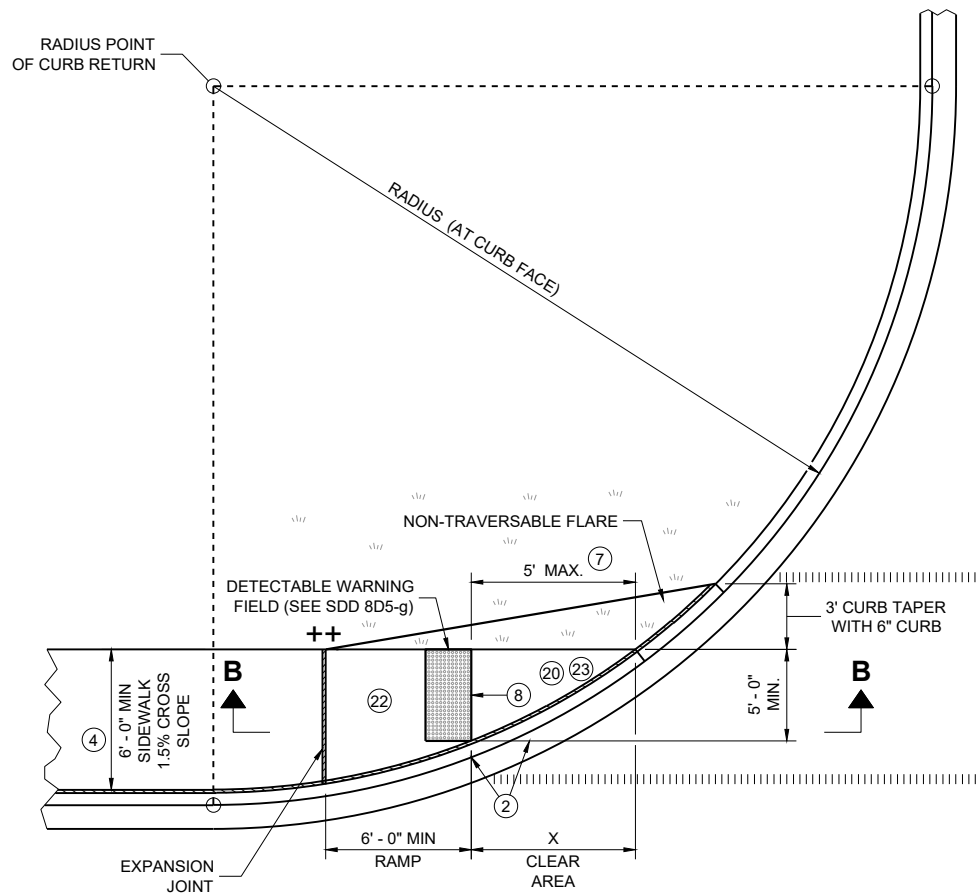
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW
CURB RAMP TYPE 4A1

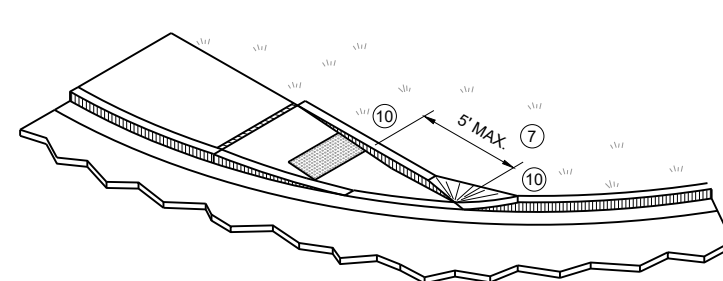
GENERAL NOTES

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

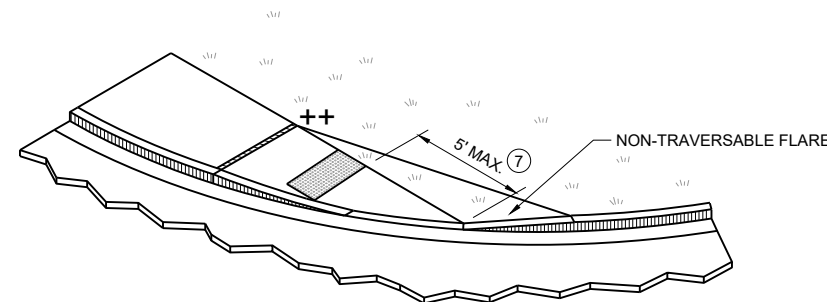
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



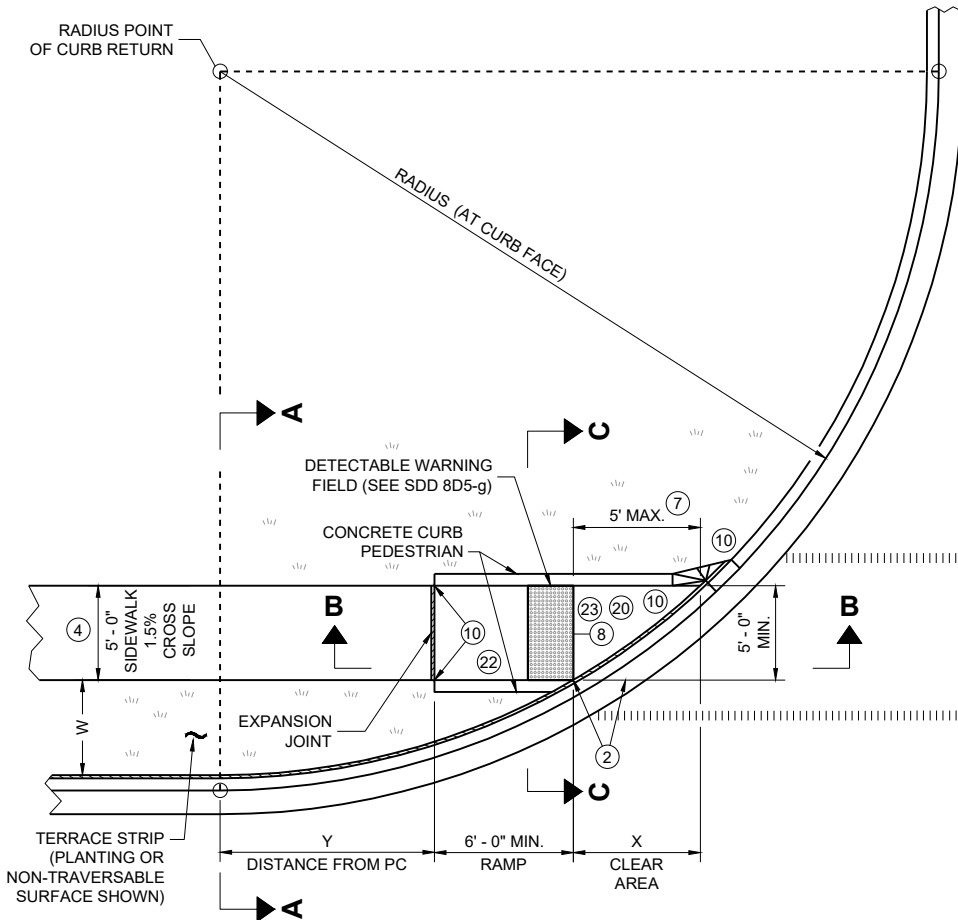
ISOMETRIC VIEW FOR TYPE 4A



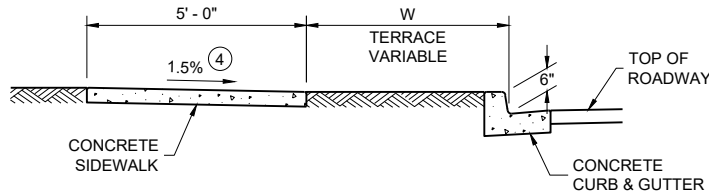
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**CURB RAMPS
TYPE 4A AND 4A1**

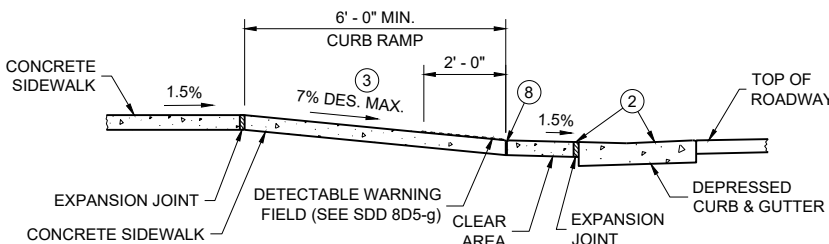
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



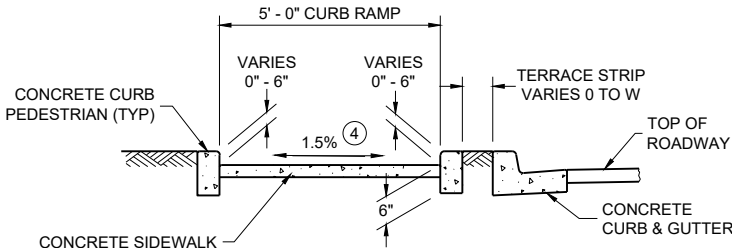
SECTION A - A FOR TYPE 4B



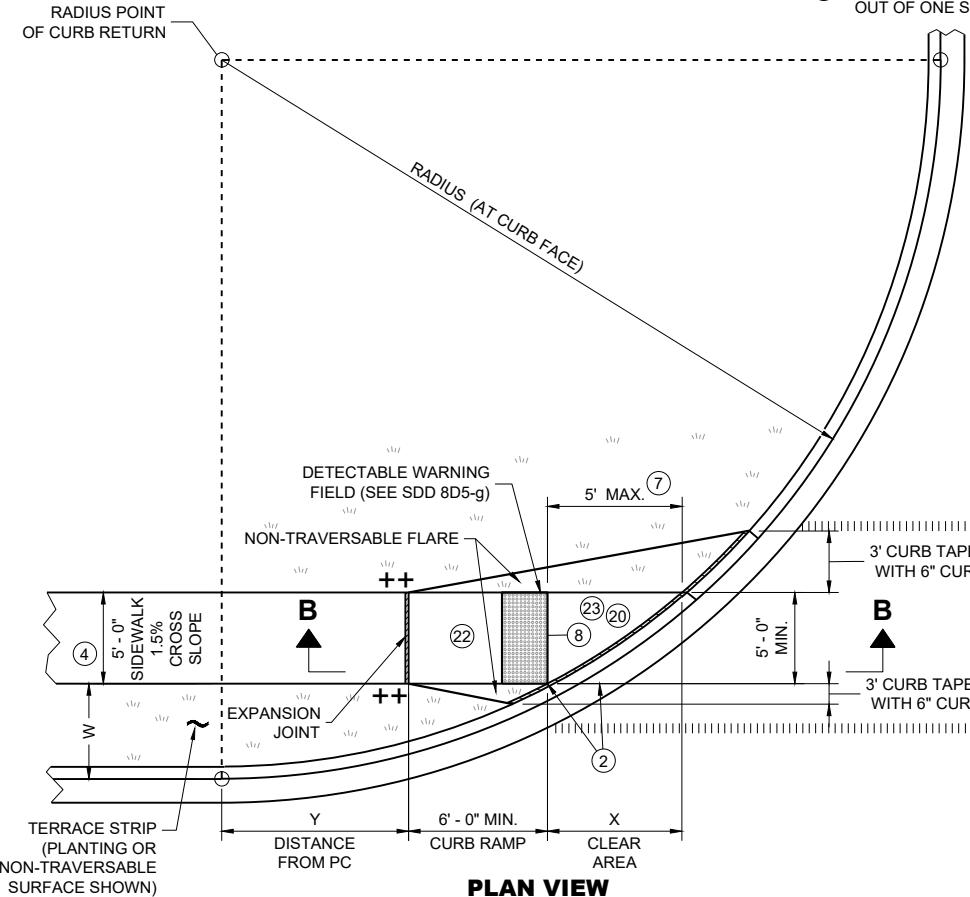
SECTION B - B FOR
TYPE 4B AND TYPE 4B1

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

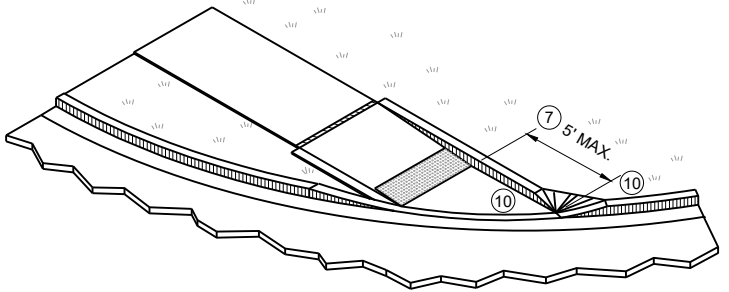
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



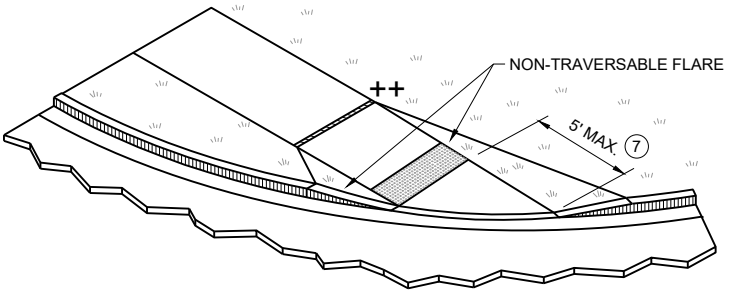
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

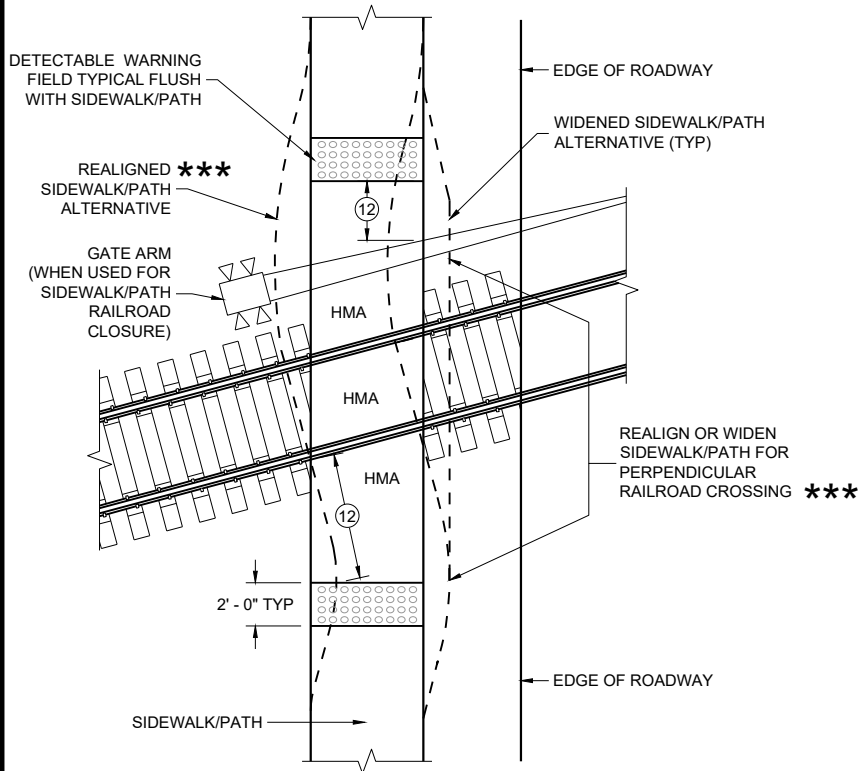
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

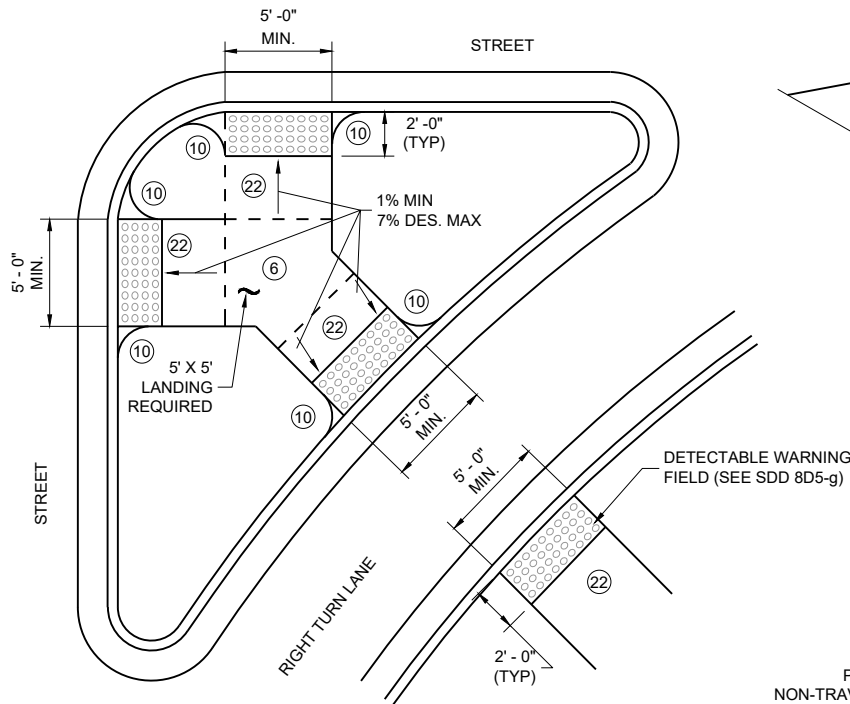
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.
- 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.

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

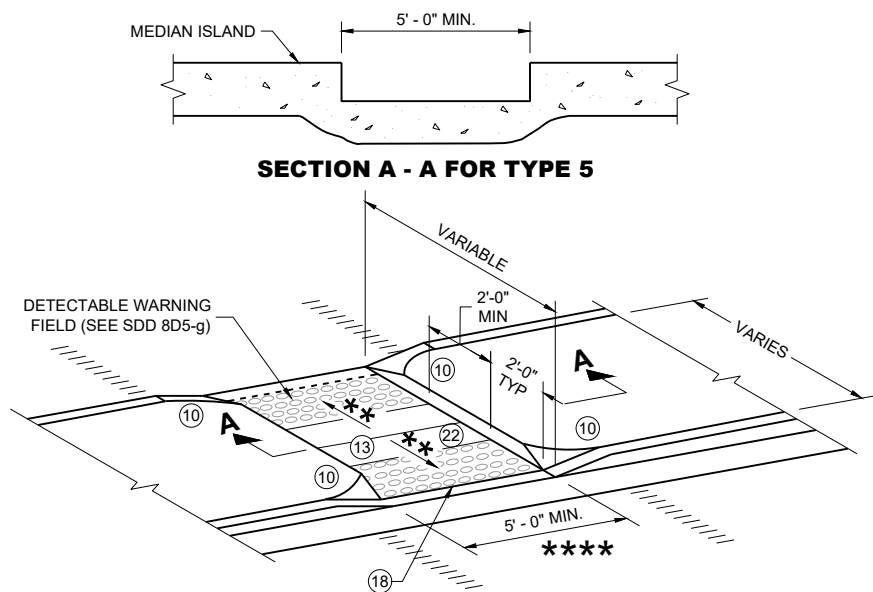


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

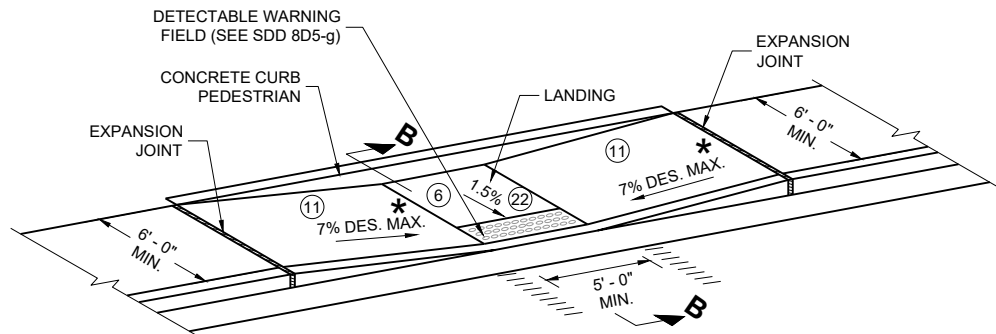


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

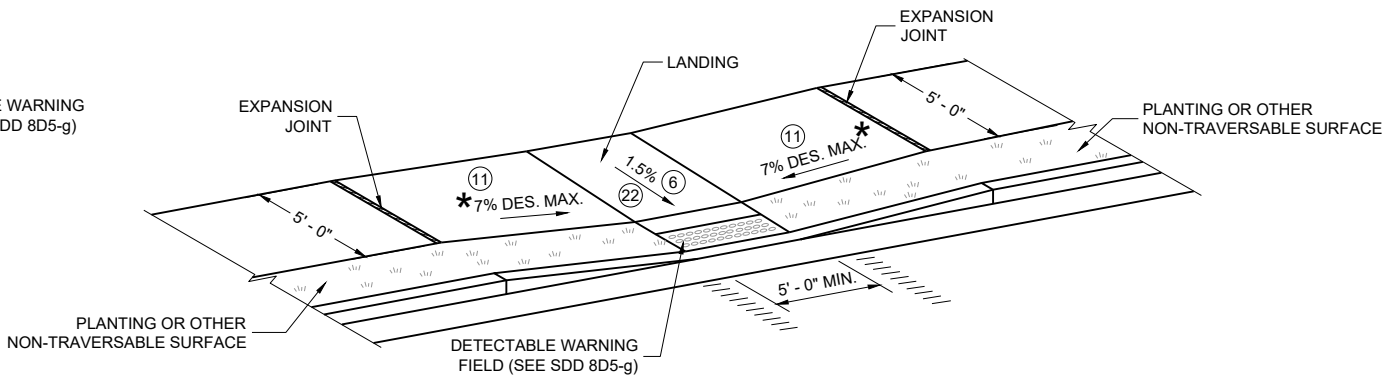
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

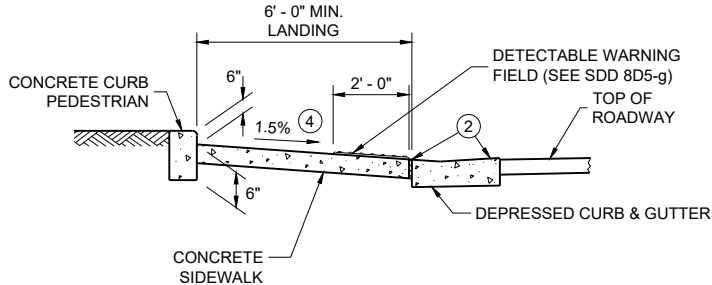
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- 1/2" 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

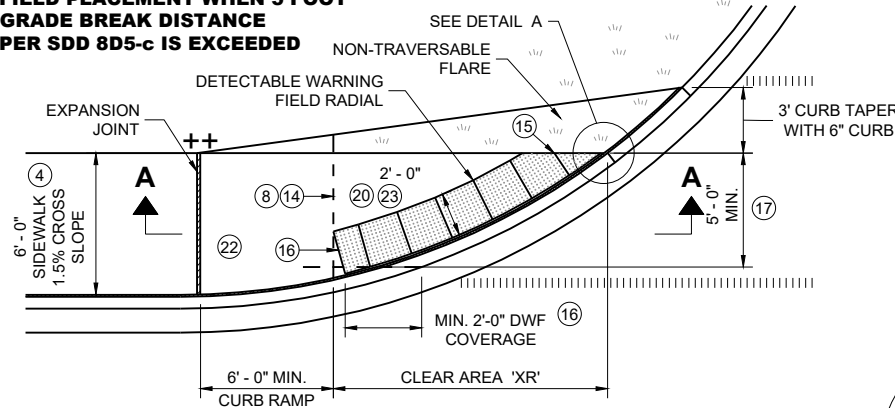


SECTION B - B FOR TYPE 7A

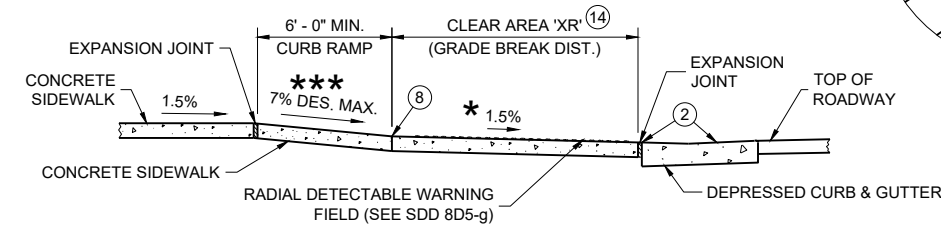
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

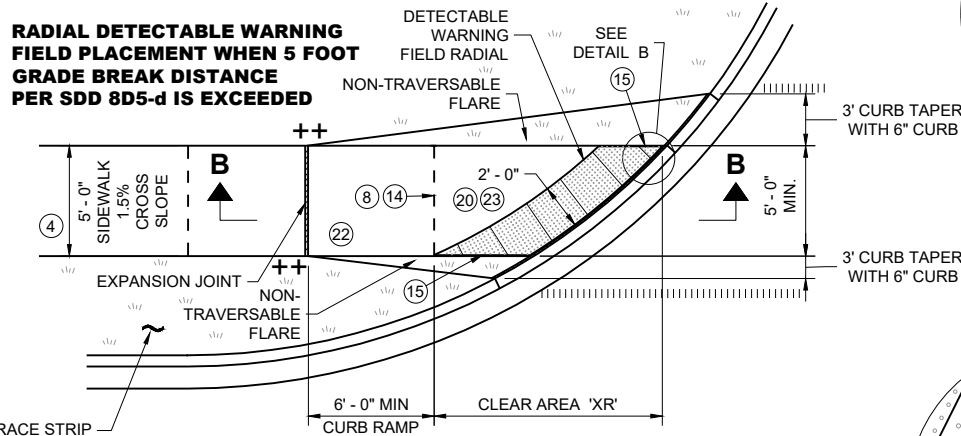


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

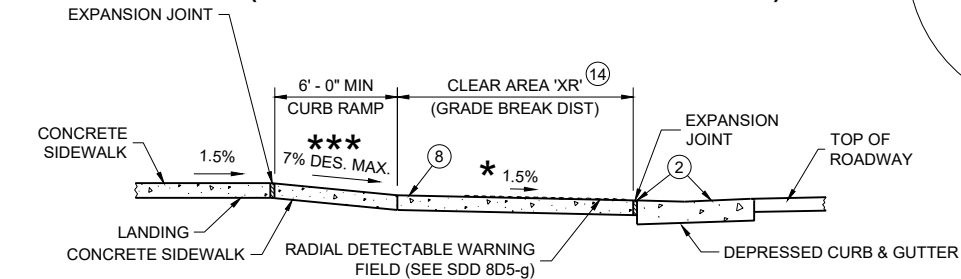


SECTION A - A FOR TYPE 4A1

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



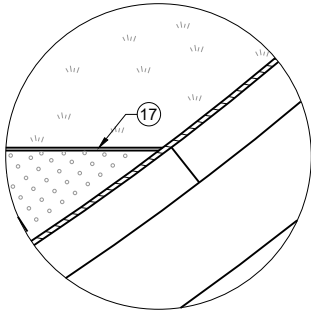
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



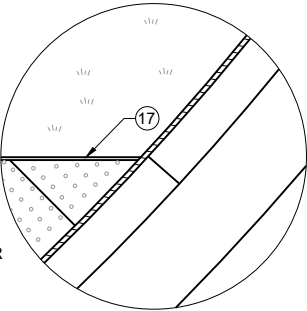
SECTION B - B FOR TYPE 4B1

LEGEND

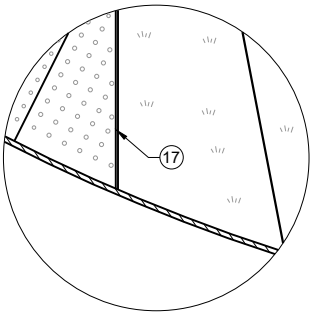
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



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.

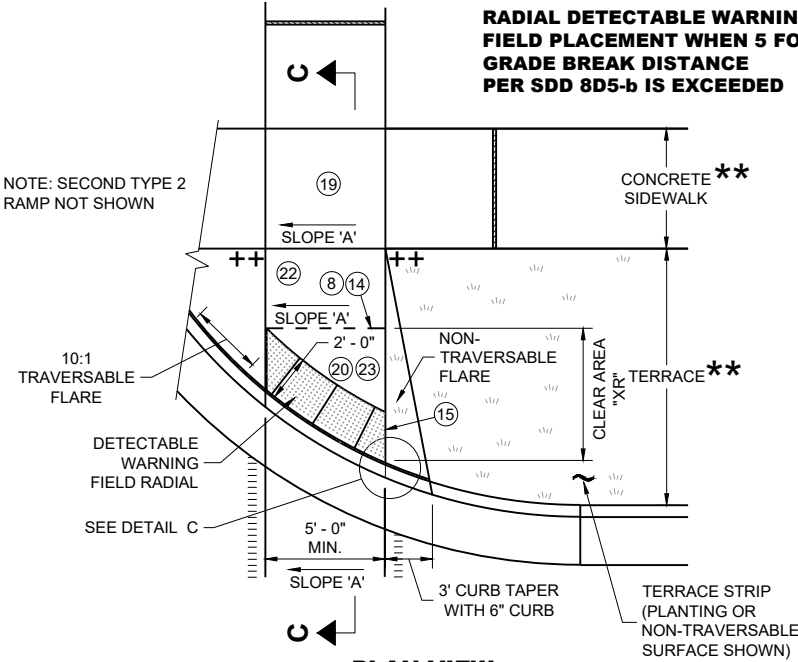
APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

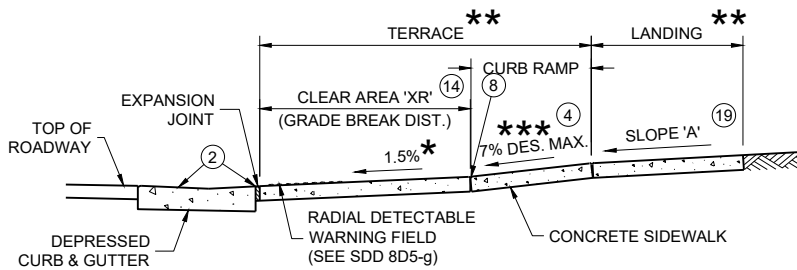
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

- 2 GRADE CHANGE BETWEEN GUTTER 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 1/8" 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.



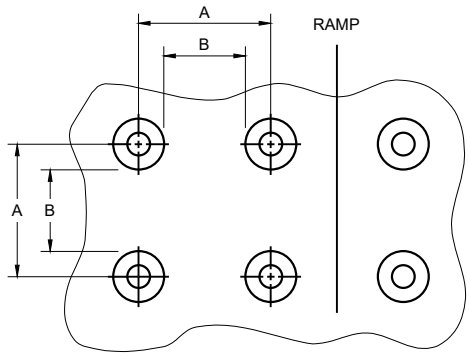
**PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)**



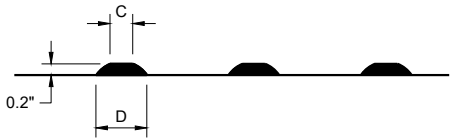
SECTION C - C FOR TYPE 2

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

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

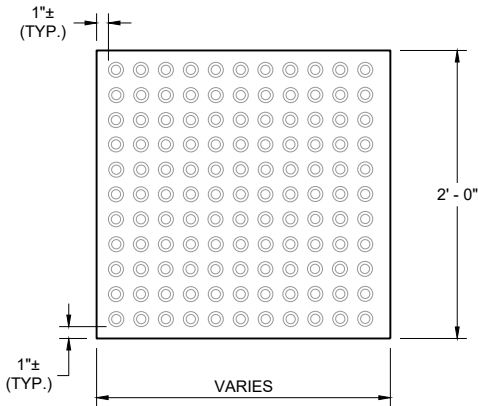


PLAN VIEW

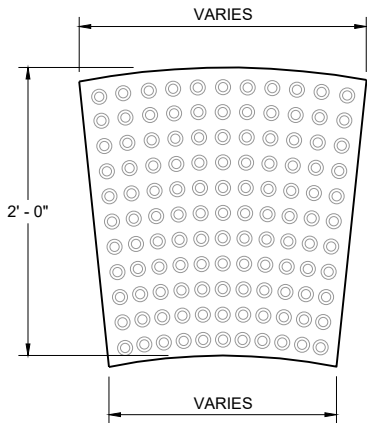


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

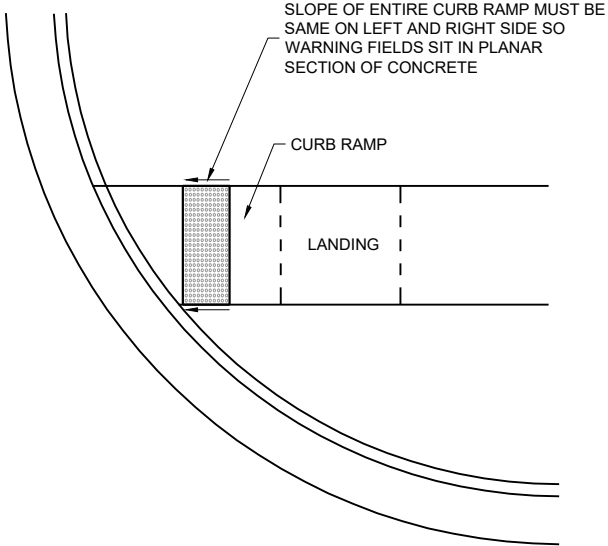


RECTANGULAR
PLATES

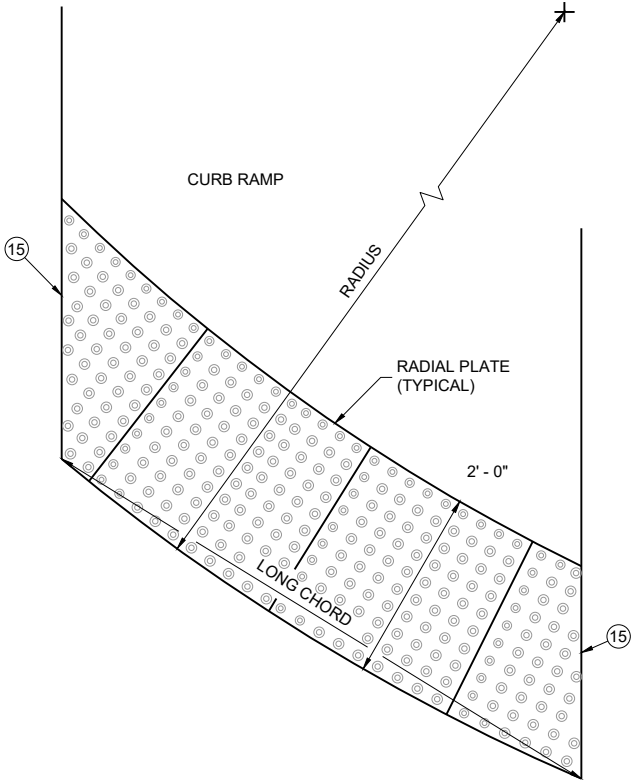


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

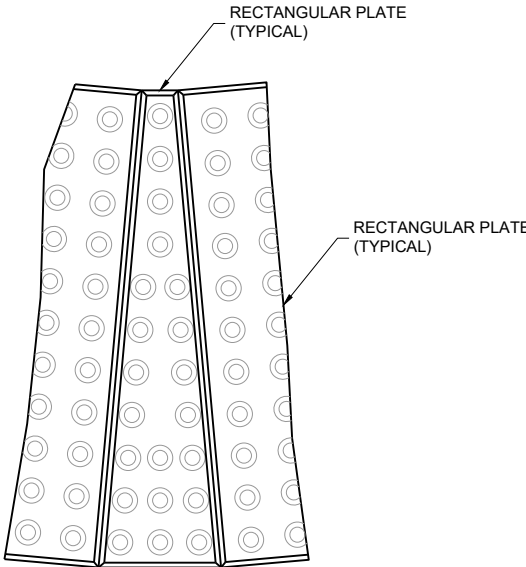
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8\"/>



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

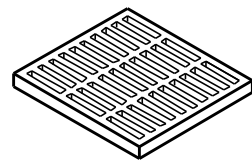
APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

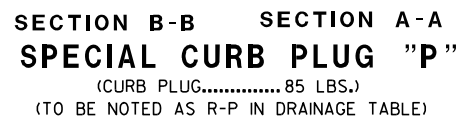
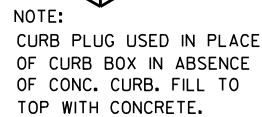
6



SHOWING SPECIAL GRATE NO. 1
(TO BE NOTED AS R-1 IN DRAINAGE TABLE)



A diagram of a horizontal beam. At the left end, there is an upward-pointing arrow labeled 'A'. At the right end, there is another upward-pointing arrow labeled 'A'. In the middle of the beam, there are two horizontal arrows pointing to the left, both labeled 'B'.



(GRATE..... 150 LBS.)
(TO BE USED UNLESS OTHERWISE NOTED IN DRAINAGE TABLE)

(APPROX. WEIGHT - 670 LBS.)	
FRAME.....	350 LBS.
CURB BOX.....	135 LBS.
GRATE.....	185 LBS.



(APPROX. WEIGHT - 470 LBS.)

Diagram of a 24" diameter manhole cover with the following features labeled:

- 1/4" FLUSH LETTERS
- TYPE "C" PERMAGRIP SURFACE DESIGN
- C (with upward arrow)
- SEWER
- 2 1/2" LETTERS RAISED 1/8" HIGH
- (8) 1" DIA. VENT HOLE
- (2) 1" OPEN PICK HOLE



* 12" - 21" FOR PRECAST MANHOLES
** 12" - 24" FOR PRECAST MANHOLES

THE FIRST STEP SHALL BE PLACED
16" ABOVE THE BENCH.

FACE OF CURB (INLET COVER "W")

MANHOLE COVER OR GUTTER ELEVATION

12" MAX.

8" MIN.

VARIABLE 13" TO 16"

16"

DEPTH AS SHOWN ON PLANS

D

16"

12"

GRADE A CONCRETE FOOTING

FACE OF CURB (INLET COVER "R")

BRICK OR CHIMNEY BLOCK

1/2" CEMENT MORTAR ON BLOCK OR BRICK

OPENING

'E'

'A' 2

'A' DIA.

'C' DIA.

4"

SLOPE 1/2" PER FT.

OMIT CONCRETE BLOCKS AND FILL IN SPACE AROUND PIPE WITH BRICKWORK.

Diagram illustrating the construction of a 45° mortar bevel detail for a wall and footing. The wall is constructed from 5" precast reinforced concrete, 12" concrete, 12" brick, or 12" concrete block. The footing is made of Grade A concrete. The detail shows a 45° mortar bevel on the exterior face of the wall, with a 1/2" cement mortar on block or brick. The footing is 12" thick and has a diameter 'C'. The wall has a diameter 'A'. The depth of the footing is shown as 'D'. The slope of the bevel is 1/2" per foot. The diagram also indicates the depth of the footing as shown on plans and the depth of the footing as shown on elevations.

Labels in the diagram include:

- DEPTH AS SHOWN ON PLANS
- DEPTH AS SHOWN ON ELEVATIONS
- OVER 12' DEPTH
- 12"
- GRADE A CONCRETE FOOTING
- 'C' DIA.
- 'A' DIA.
- 5" PRECAST REINF. CONC., 12" CONC., 12" BRICK OR 12" CONCRETE BLOCK
- 45° MORTAR BEVEL
- 1/2" CEMENT MORTAR ON BLOCK OR BRICK
- SLOPE 1/2" PER FT.
- 'D'
- PRIMER CONCRETE
- STEPS OF APPROX. 1/2" TO BE ACCEPTABLE

TYPES 11, 12, 13 & 14

COVER				
TYPE	DESCRIPTION	OPENING	'E'	'F'
"O"	ROUND	2'-2" DIA.	—	—
"W"	CURB BOX	1'-8" X 2'-6"	—	1"
"X"	INLET	1'-10" X 2'-6"	—	—
"R"	CURB BOX	2'-0" X 2'-1"	4"	—

STRUCTURE WALL THICKNESS 'X' TO BE 8" BRICK, 6" CONCRETE BLOCK,
6" GRADE A CONCRETE OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

STRUCTURE FOOTINGS ARE TO BE GRADE A CONCRETE OF THE THICKNESS SHOWN IN THE DETAIL OR 5" PRECAST REINFORCED CONCRETE.

REINFORCEMENT FOR 5" PRECAST REINFORCED CONCRETE SHALL BE 6" X 6"
W16 X W16 WELDED SREEL WIRE FABRIC AND SHALL BE EMBEDDED 2" CLEAR.

PRECAST INLET UNITS AND BASES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

PRECAST CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES.
THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6" IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACK-FILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

SET FRAME ELEVATION 0.03 FT. LOWER THAN ELEVATION INDICATED
ON THE PLANS.

THE CONTRACTOR MAY FORM AND POUR MONOLITHIC CONCRETE INVERT PROVIDED THE PIPE ENDS ARE EXTENDED INTO THE M.H. AND NOT TERMINATED WITHIN THE M.H. WALLS.

MANHOLE STEPS

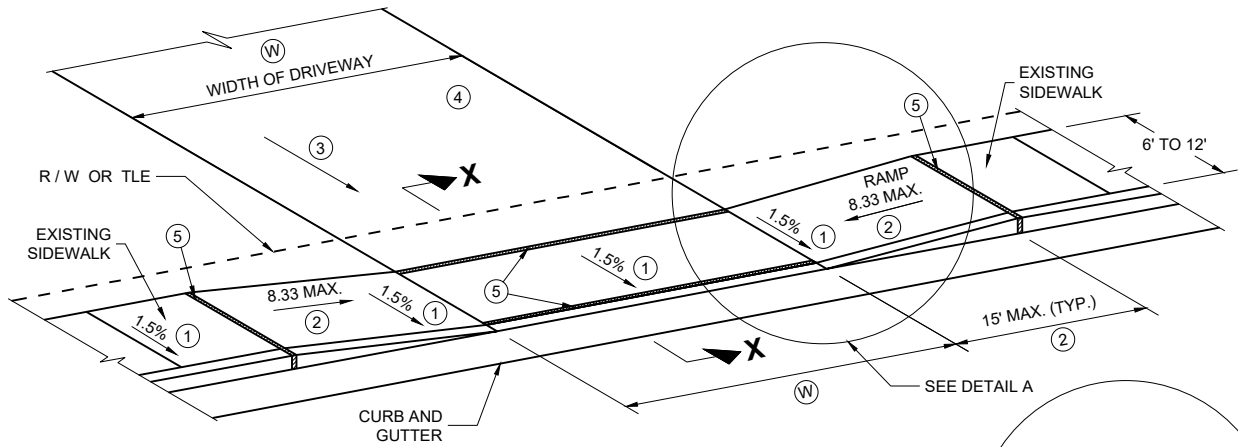
STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH; 16 INCH C-C MAX. SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM WALL EMBEDMENT OF 3 INCHES IN PRECAST MANHOLE AND 6 INCHES IN 8 INCH BRICK OR 6 INCH BLOCK MANHOLE; TREAD OF STEP SHALL HAVE A NON-SKID SURFACE AND BE FLANKED BY CLEATS, WITH A MINIMUM OF 10 INCHES CLEAR BETWEEN CLEATS, TO PREVENT FOOT SLIPPING OFF THE EDGE CLEATS SHALL BE A MINIMUM OF $\frac{3}{4}$ INCH HIGH BY $\frac{3}{4}$ INCH WIDE HAVING A MINIMUM THICKNESS OF $\frac{3}{8}$ INCH. STEPS SHALL BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 300 LBS. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCING BAR WILL BE ACCEPTABLE.

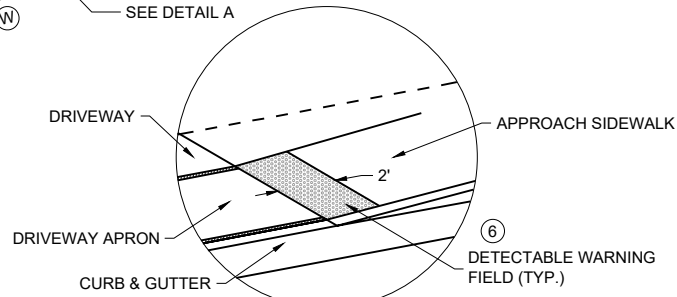
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

FHWA

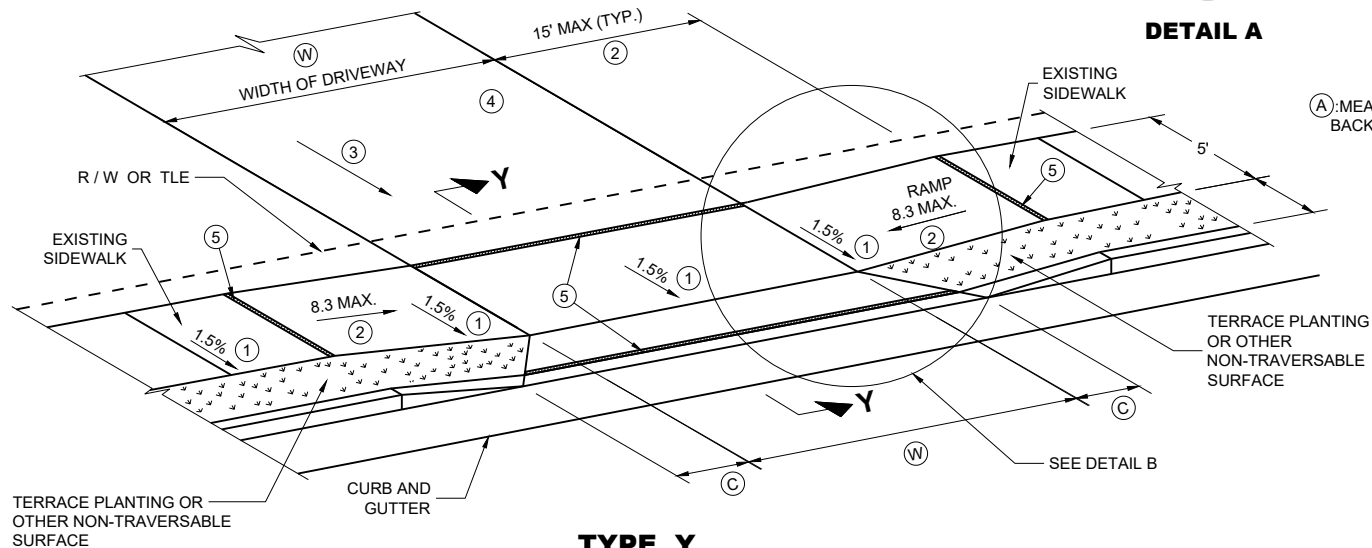
ENGINEER



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



DETAIL A



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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

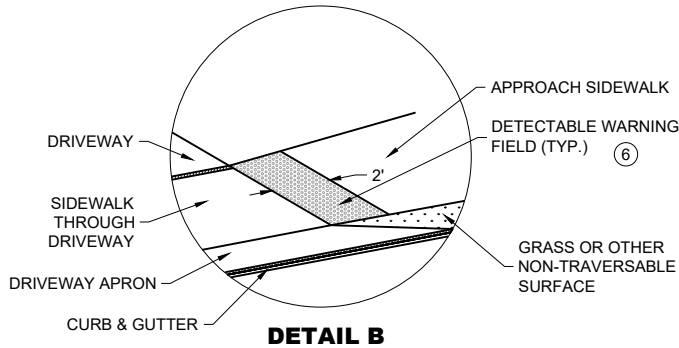
- CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT 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.

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

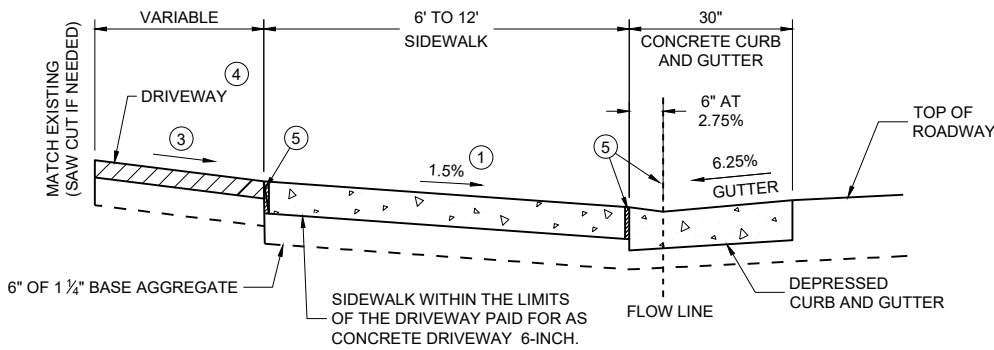
- DRIVEWAY TYPES**
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- 1/2" EXPANSION JOINT FILLER

- DETECTABLE 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

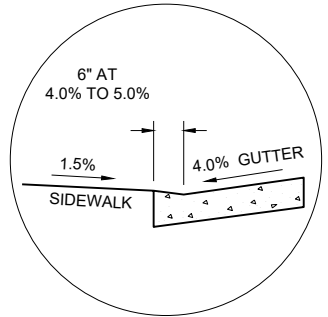


SECTION X - X

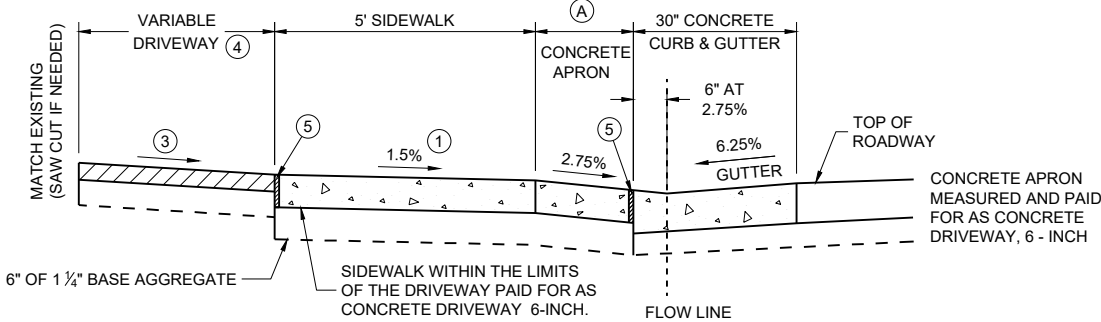
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

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

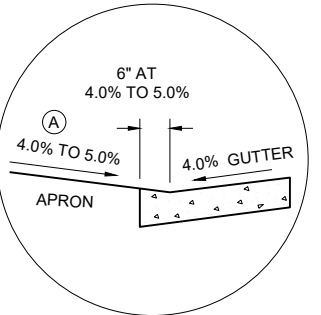


SECTION X - X
4% GUTTER SLOPE



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



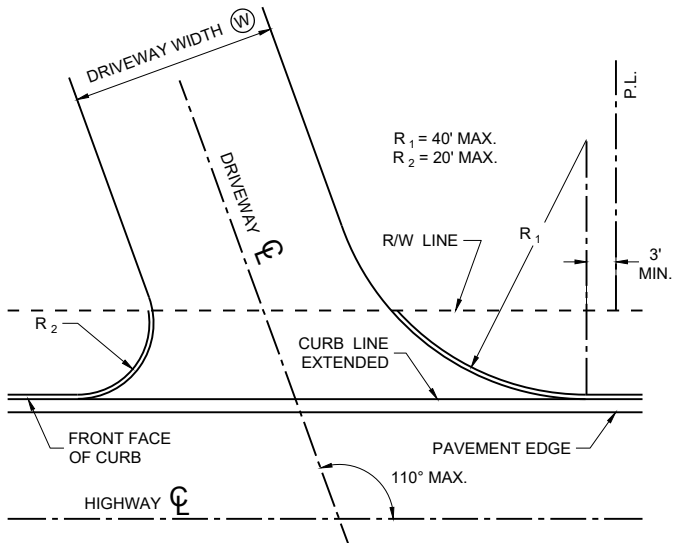
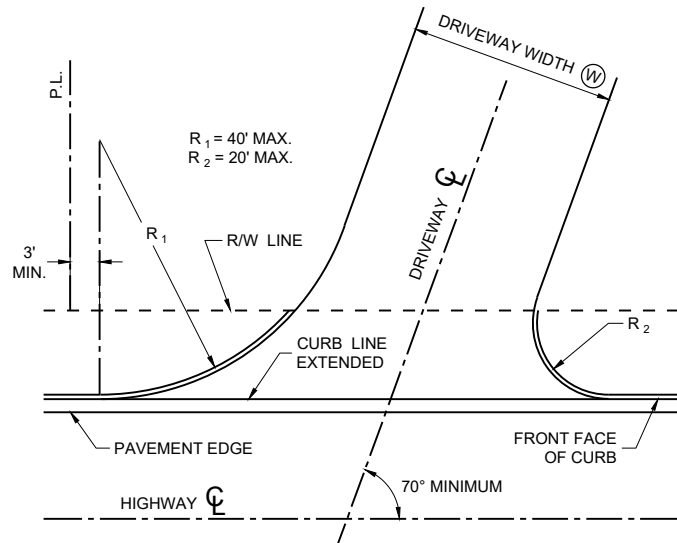
SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE

FHWA



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

GENERAL NOTES

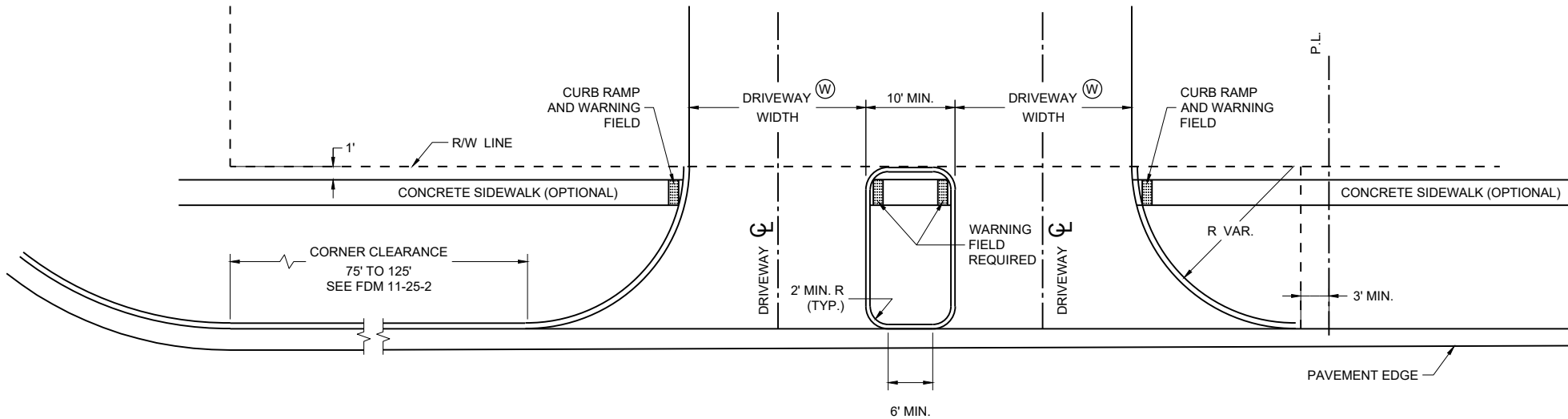
A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

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

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

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

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



**DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN**

**DRIVEWAYS WITH
CURB AND GUTTER
RETURNS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025

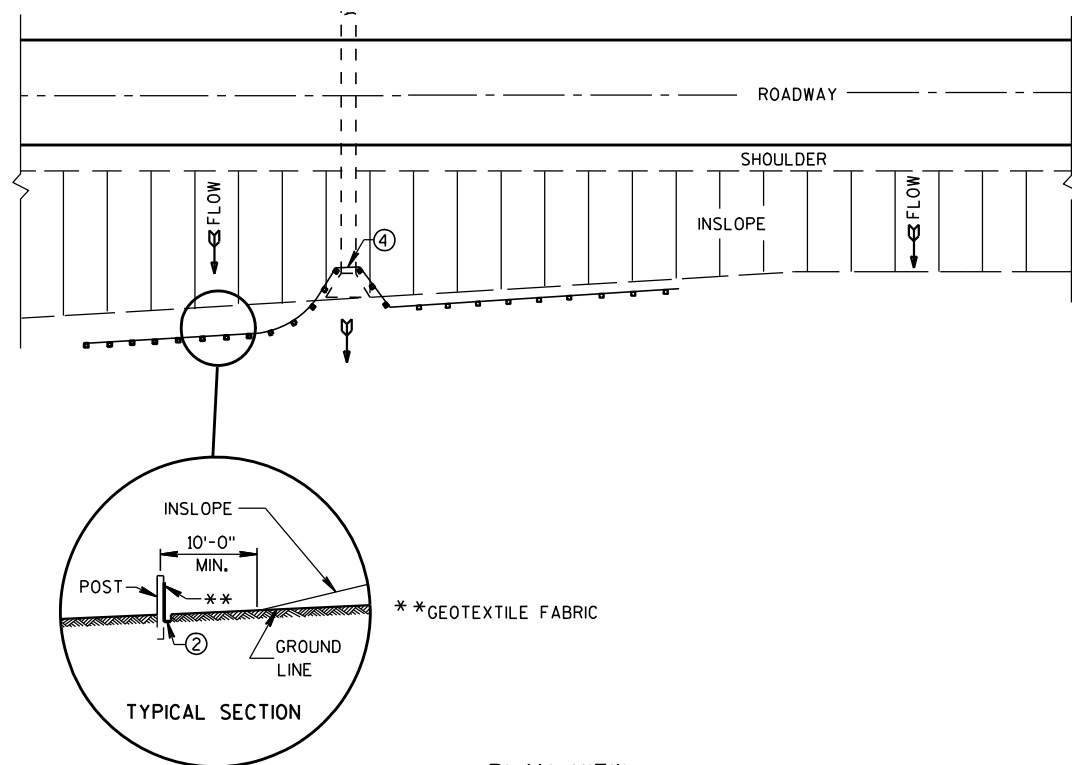
DATE

FHWA

/S/ Rodney Taylor

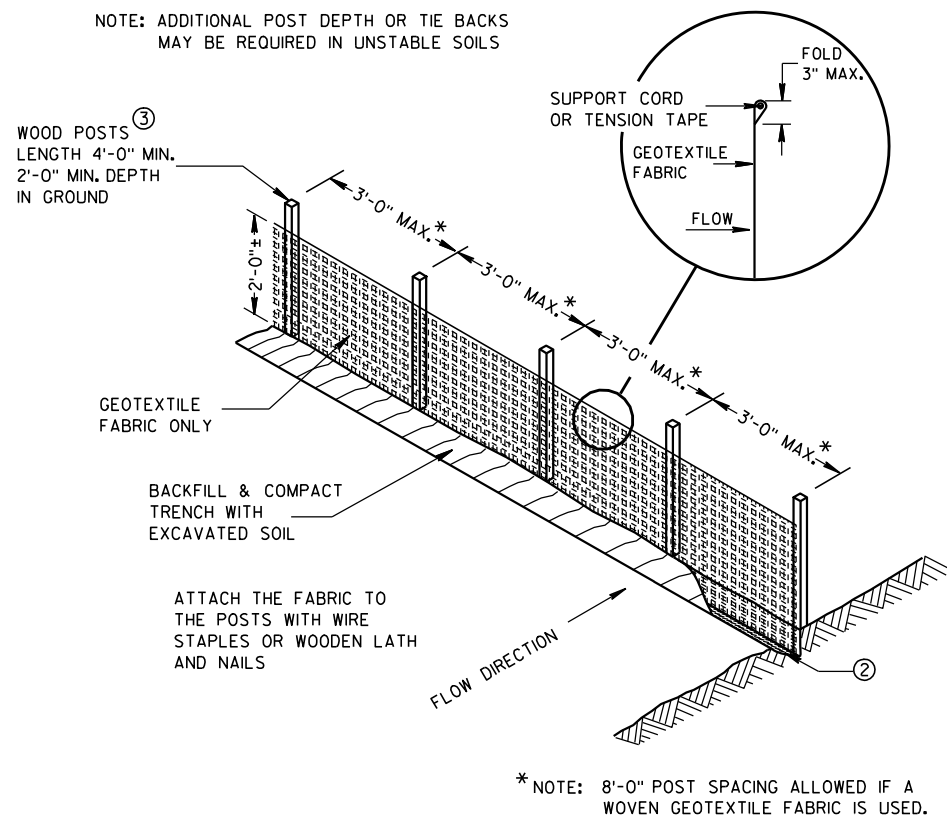
ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

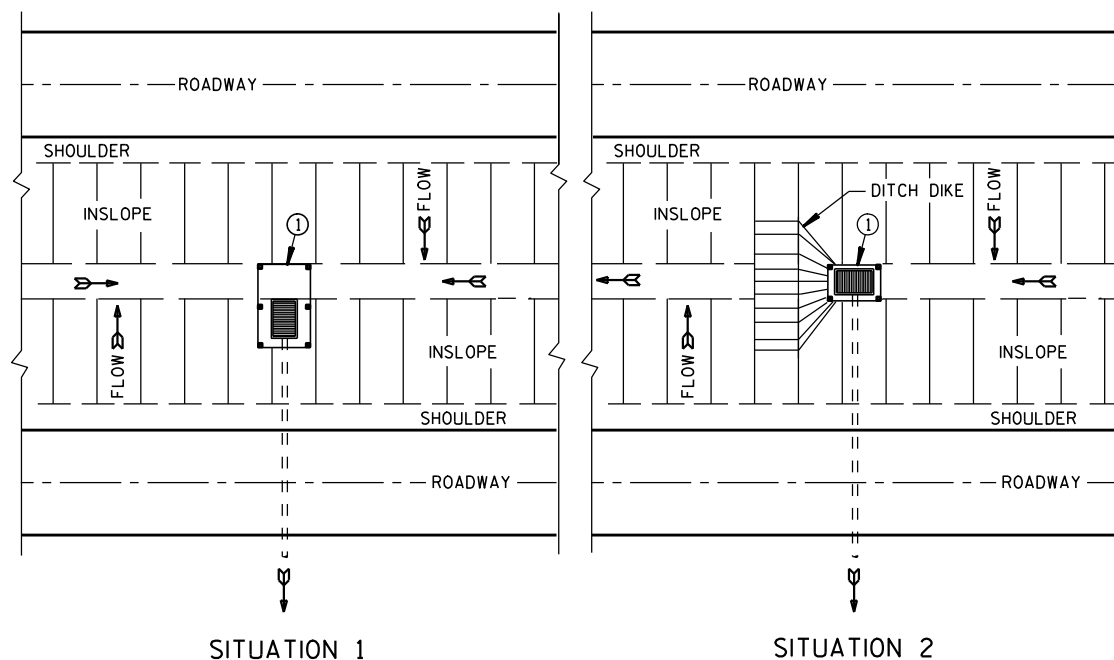


TYPICAL APPLICATION OF SILT FENCE

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

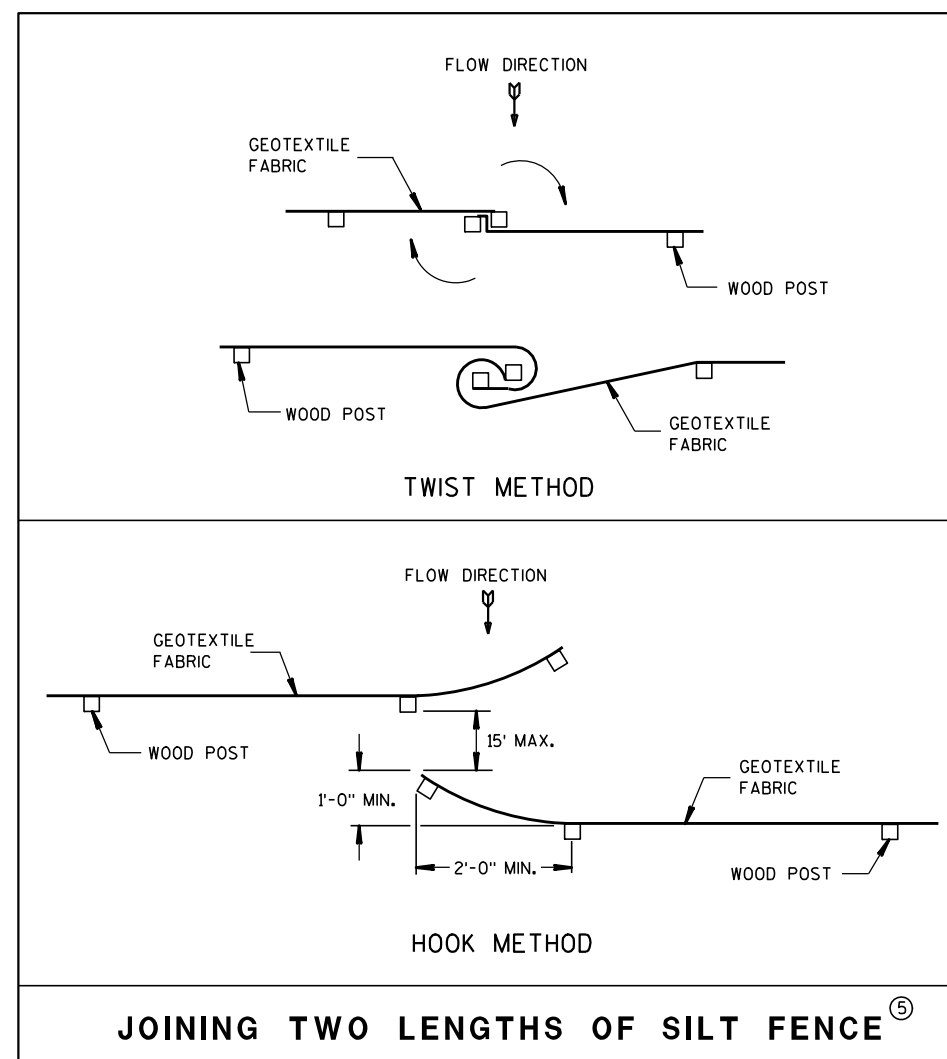


SILT FENCE



PLAN VIEW

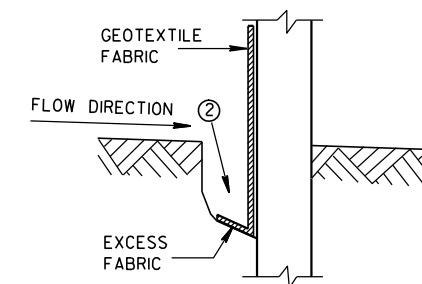
SILT FENCE AT MEDIAN SURFACE DRAINS



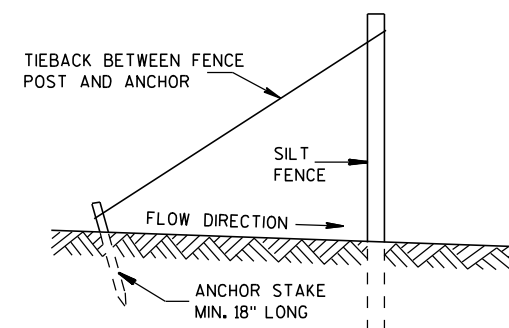
GENERAL NOTES

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 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK (WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

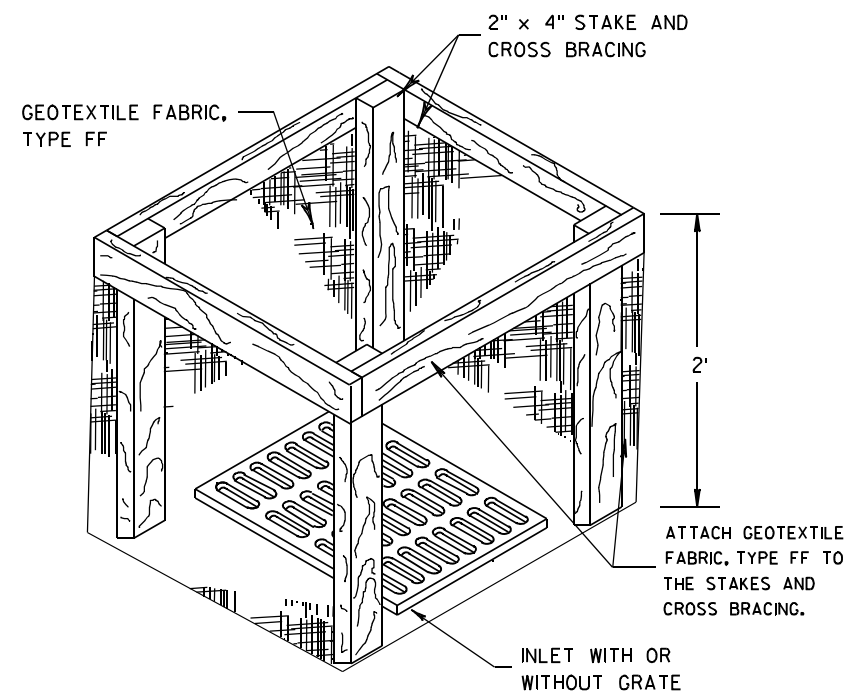
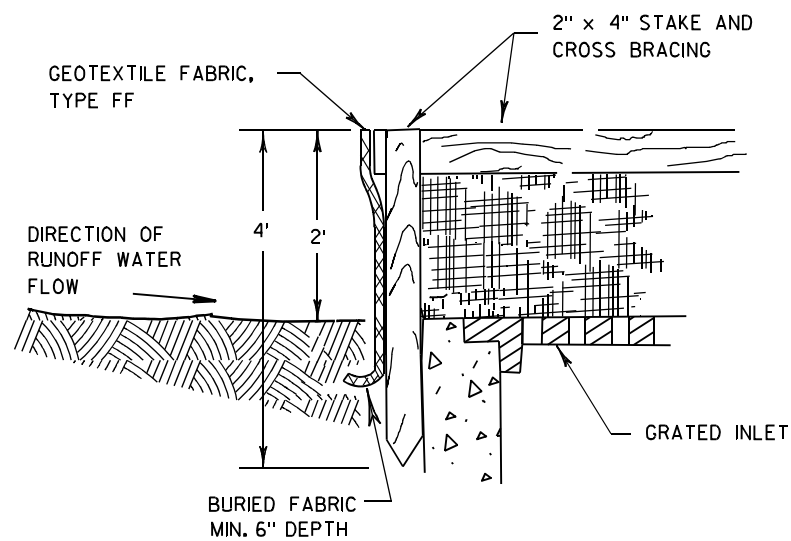
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05
DATE

FHWA

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

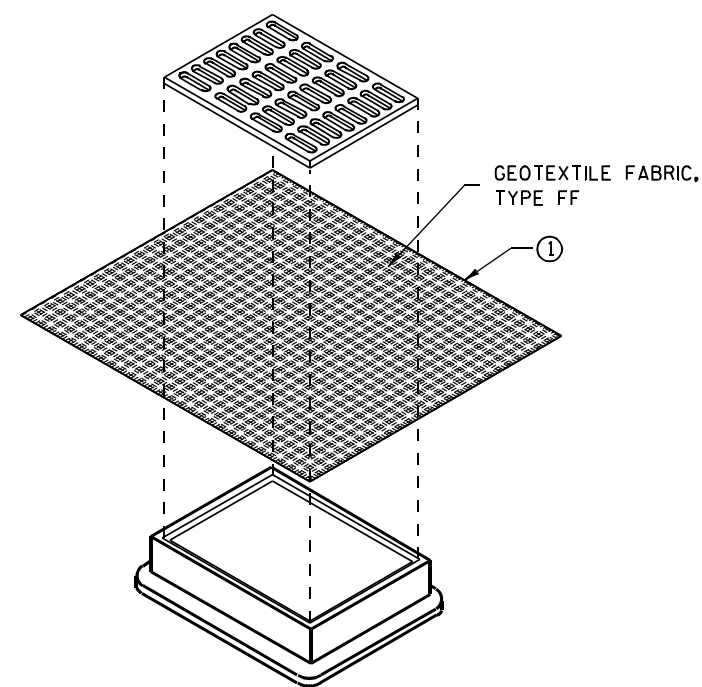
GENERAL NOTES

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

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

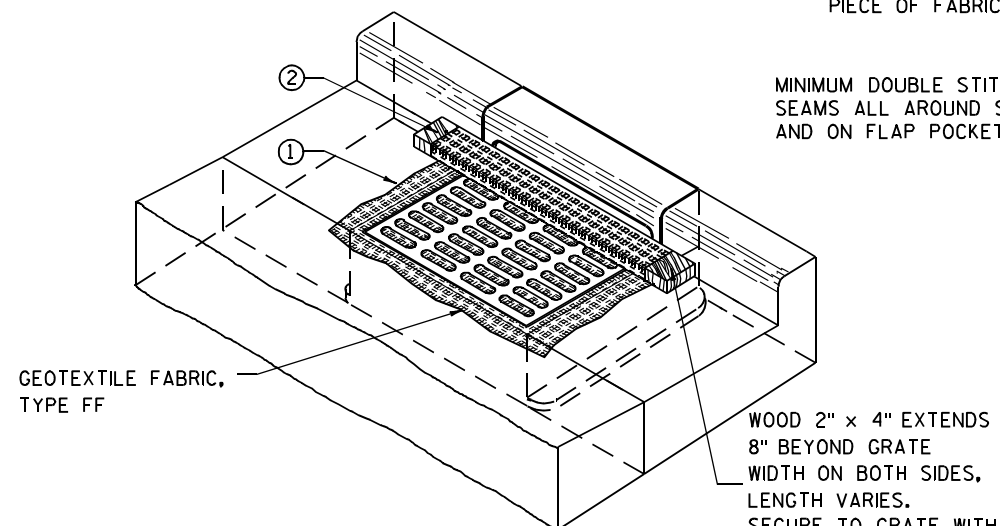
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

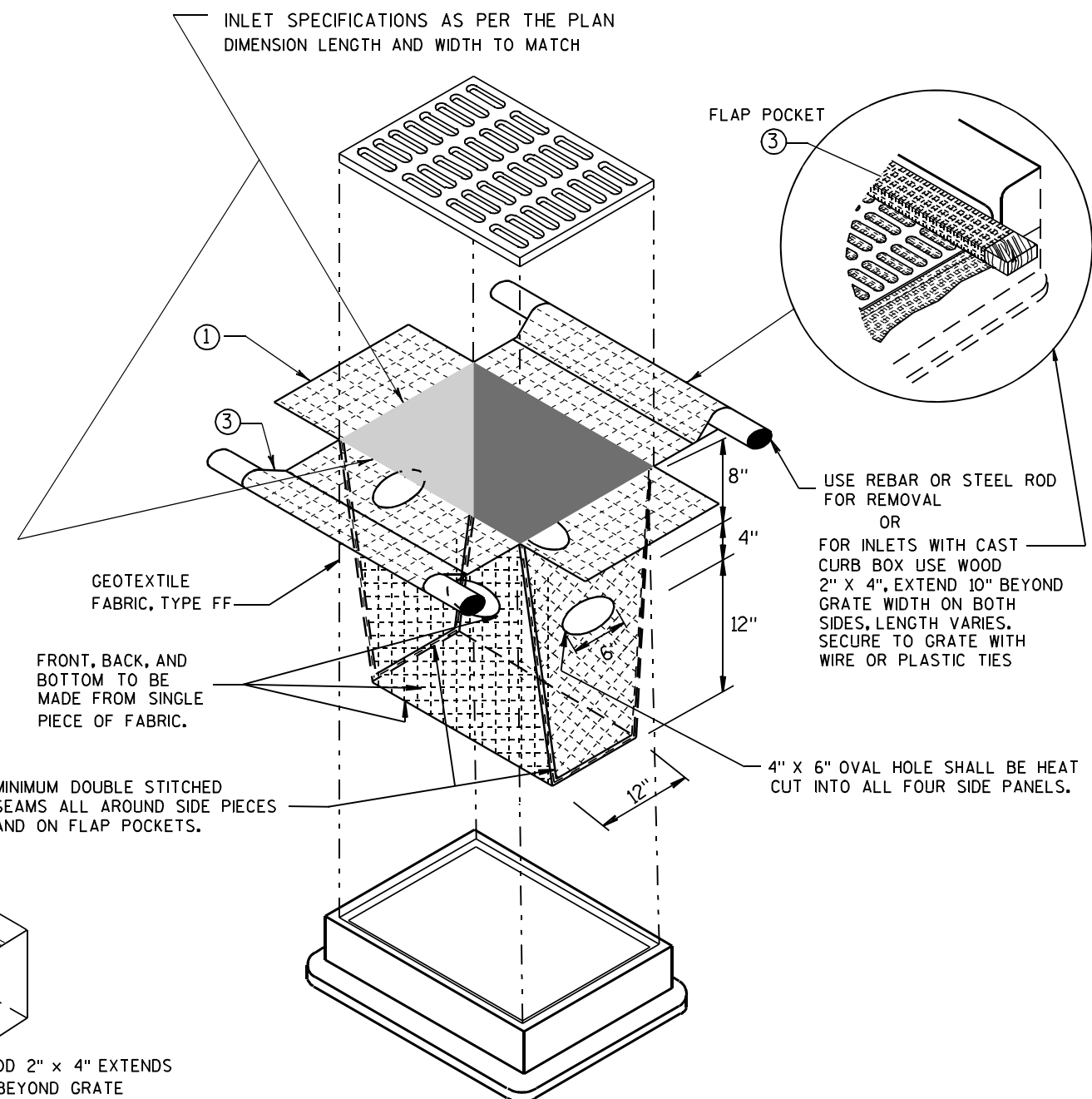
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

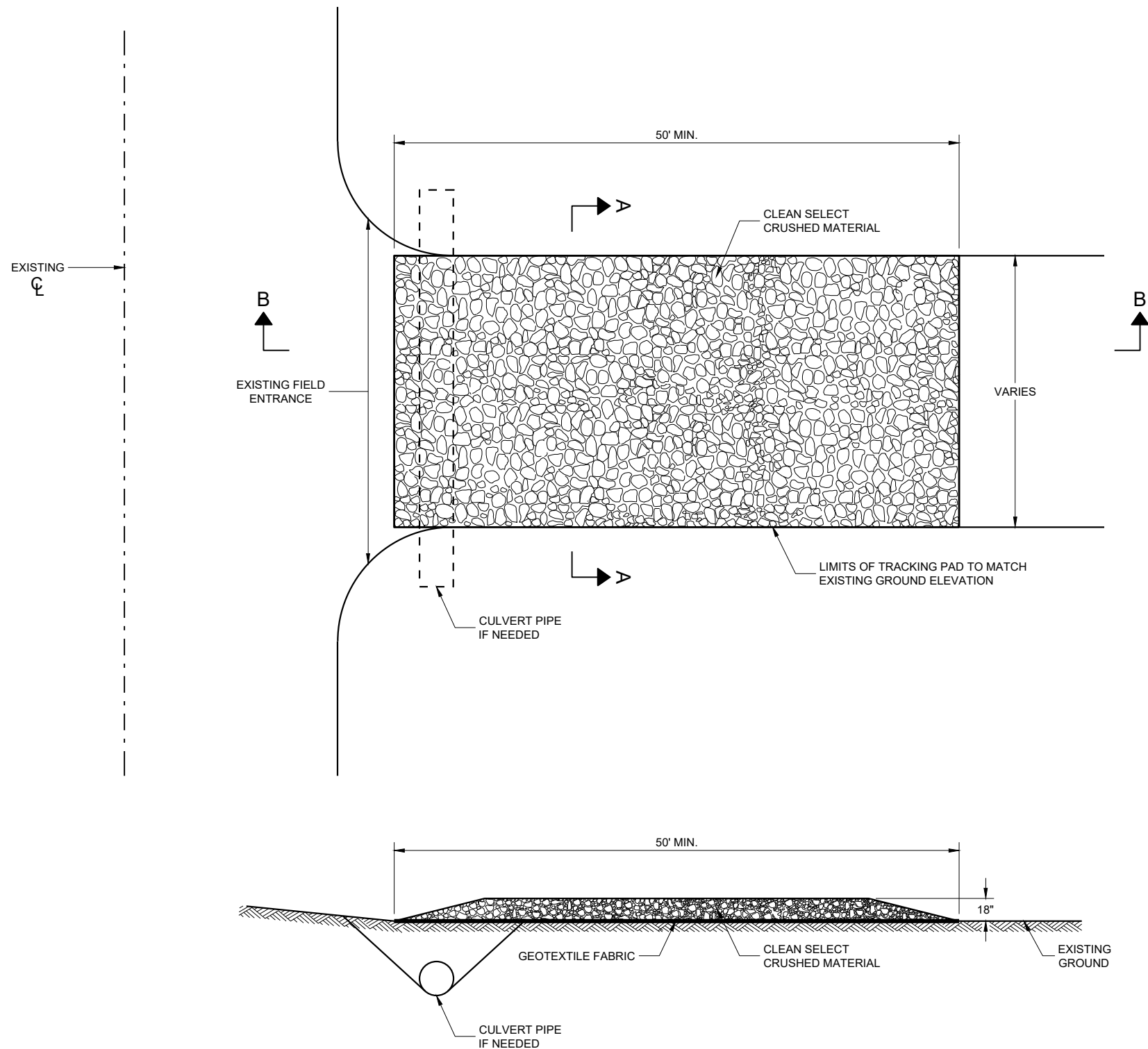
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Cannestra CHIEF ROADWAY 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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

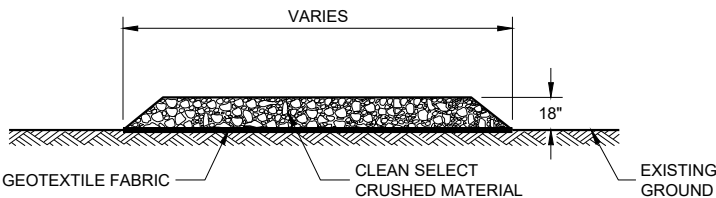
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011

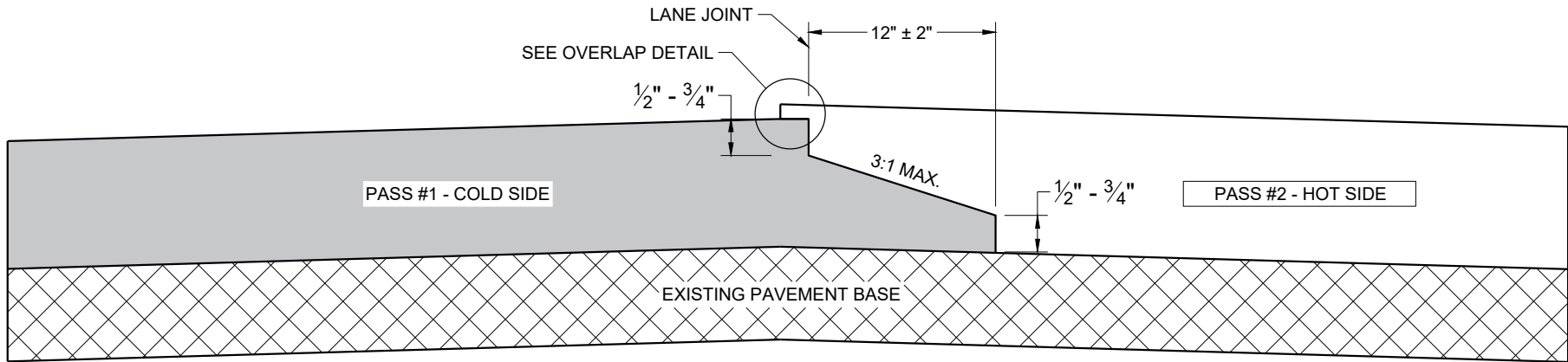
DATE

FHWA

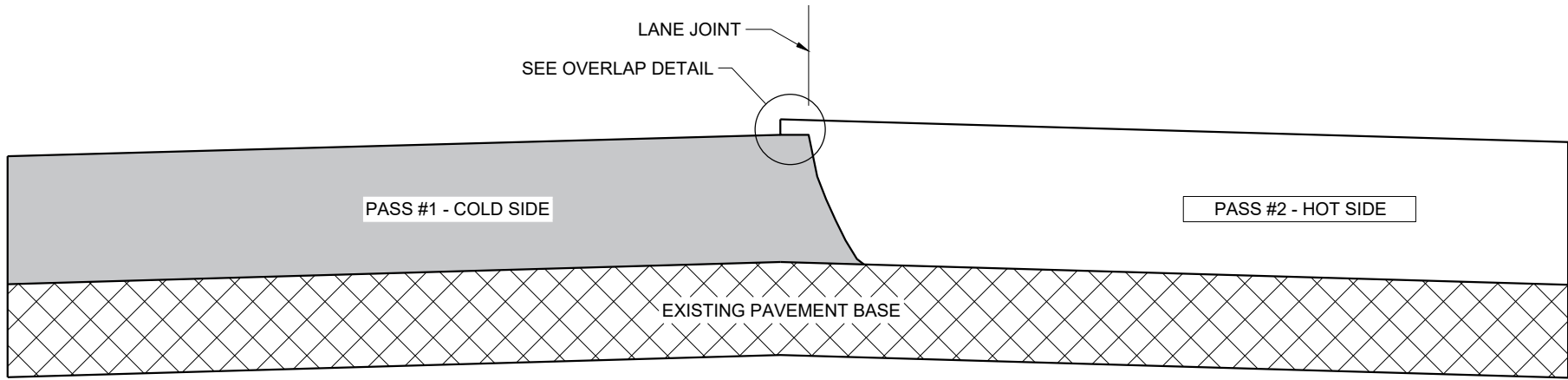
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

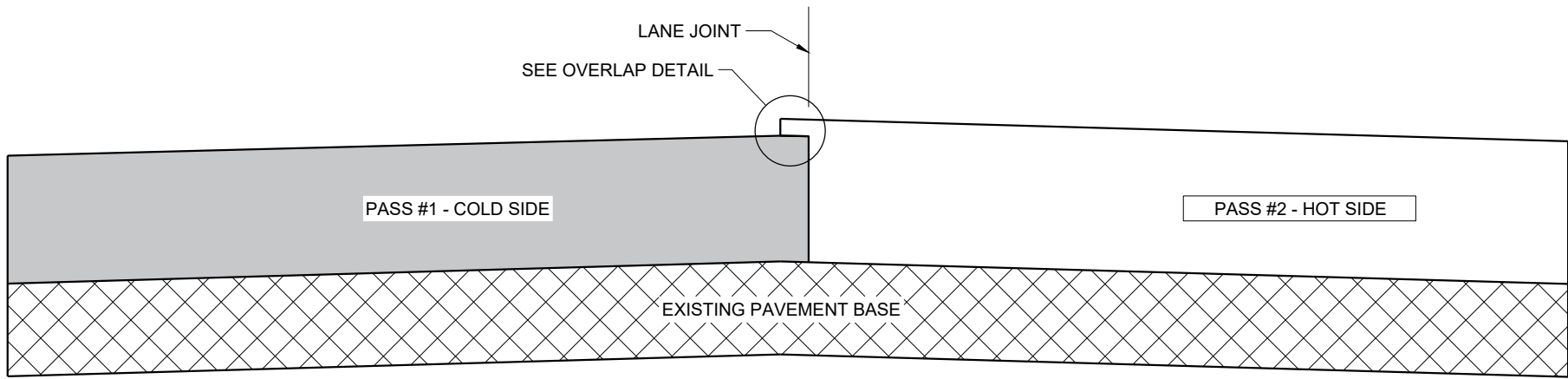
ENGINEER



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

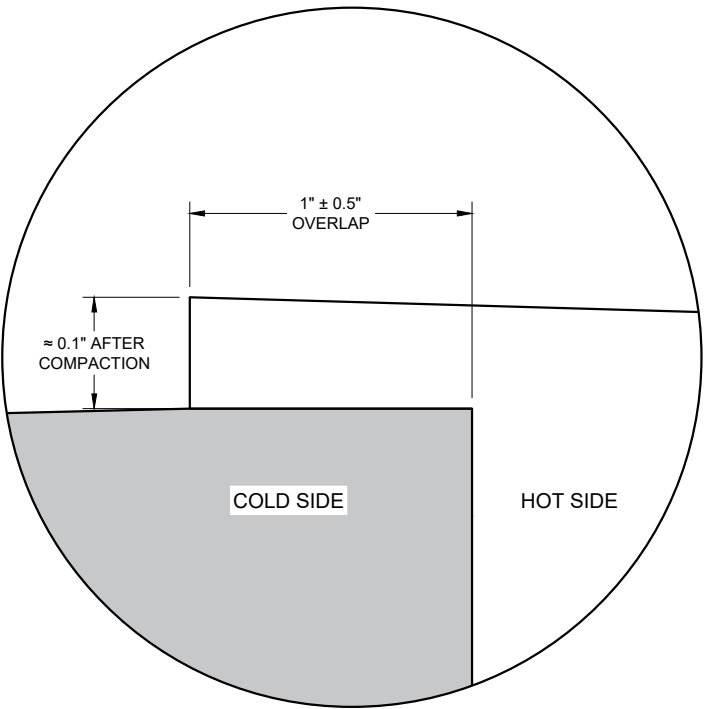
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

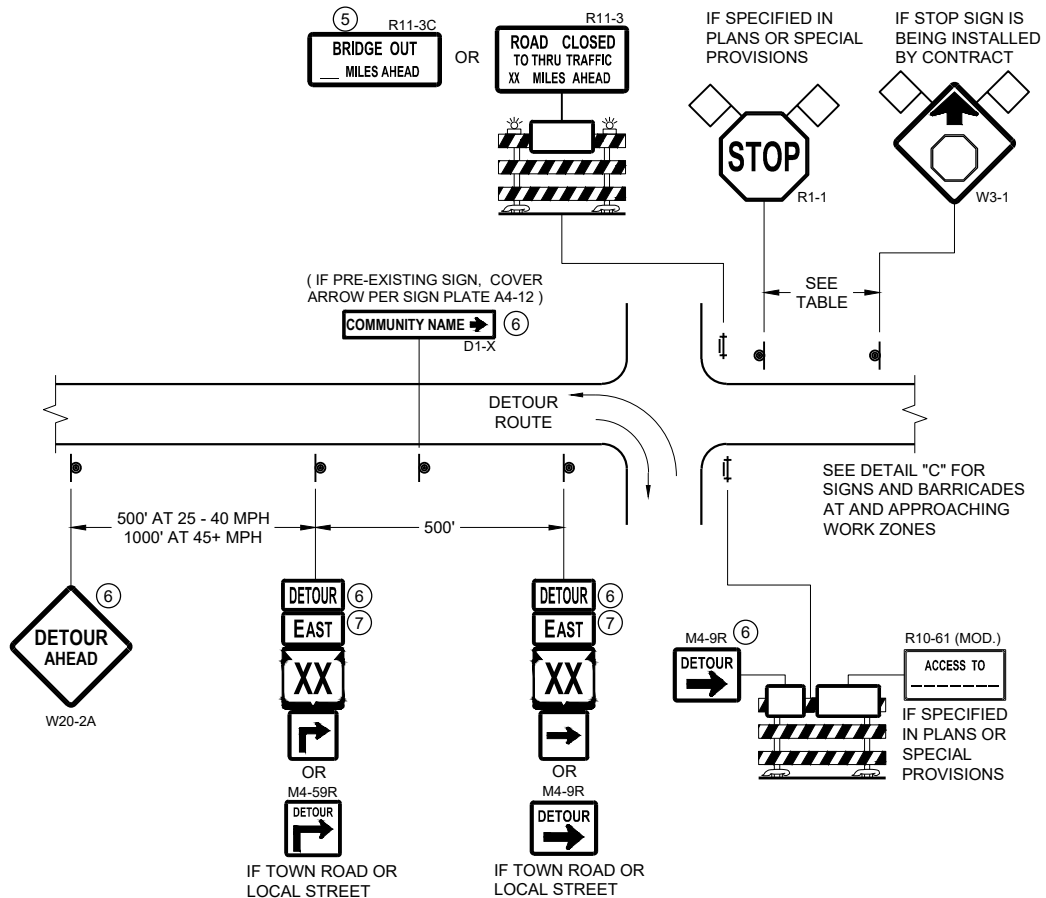


OVERLAP DETAIL (TYPICAL)

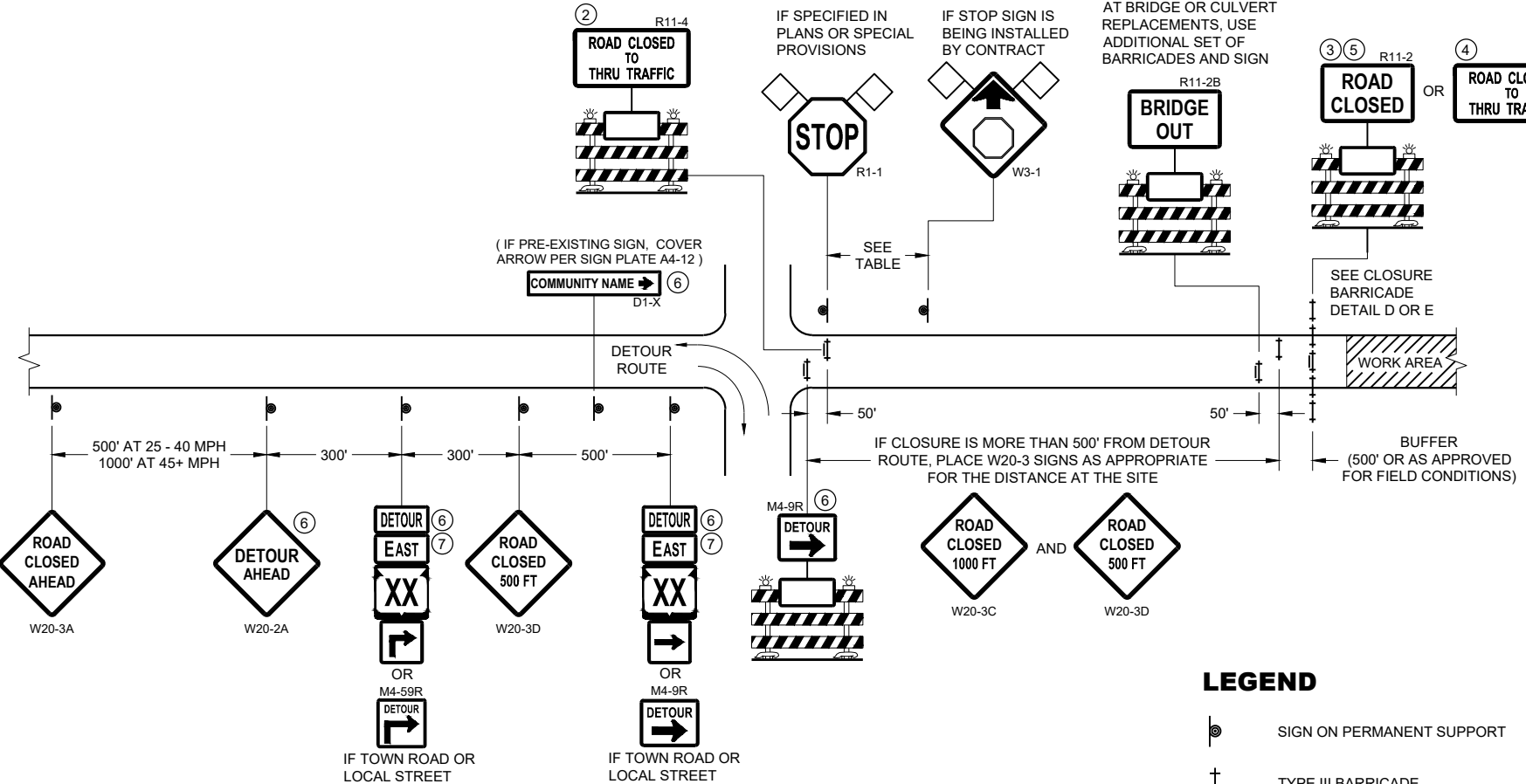
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA



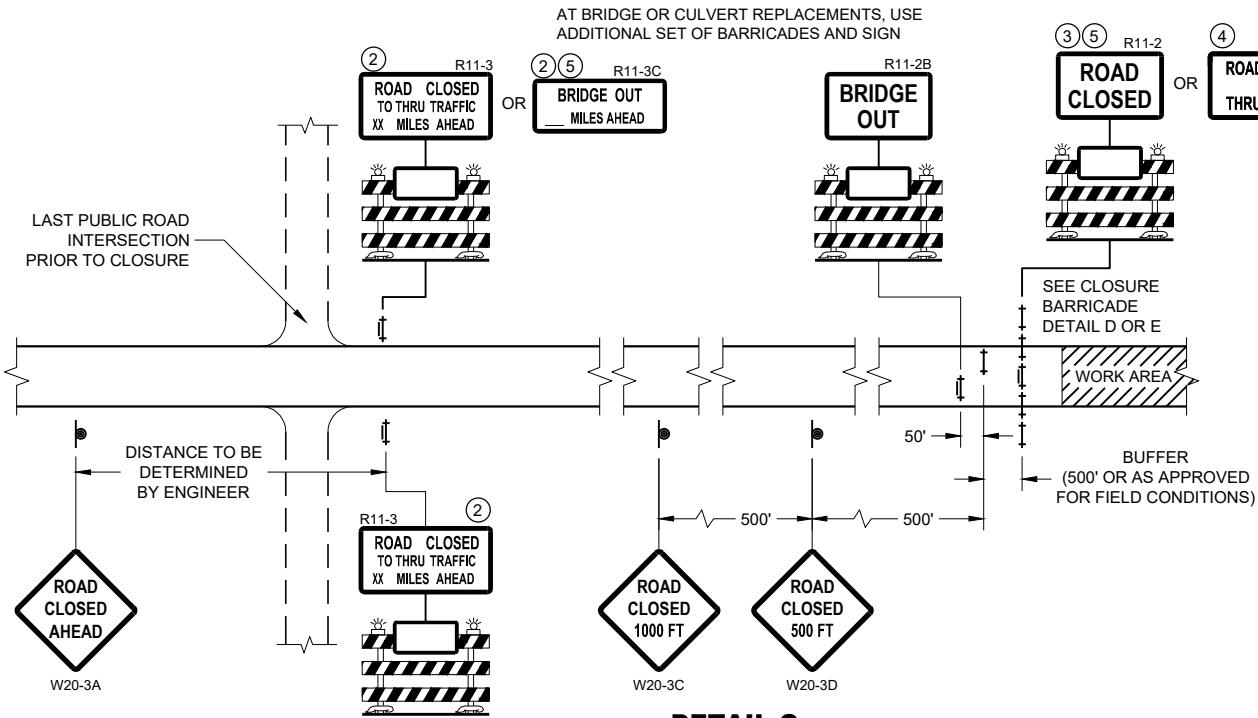
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



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

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

LEGEND

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

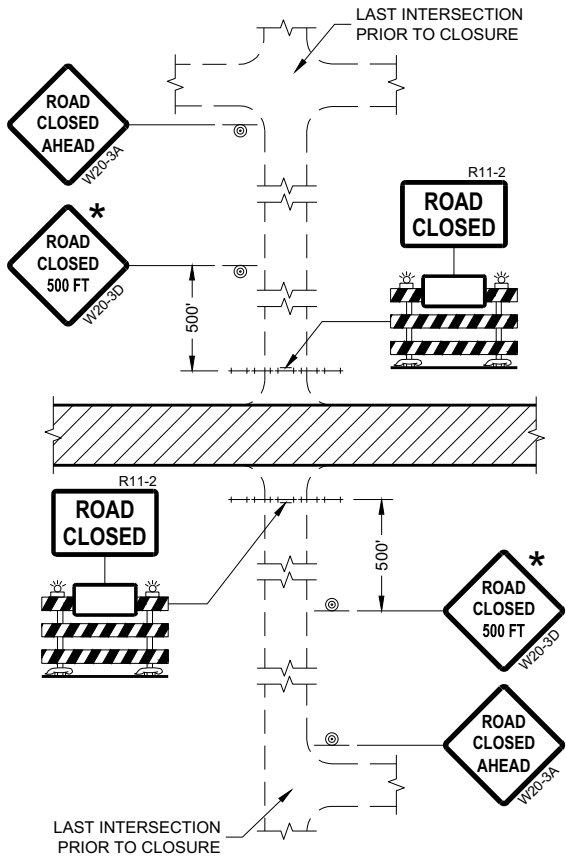
DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
OR M05 - 1 M06 - 1

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

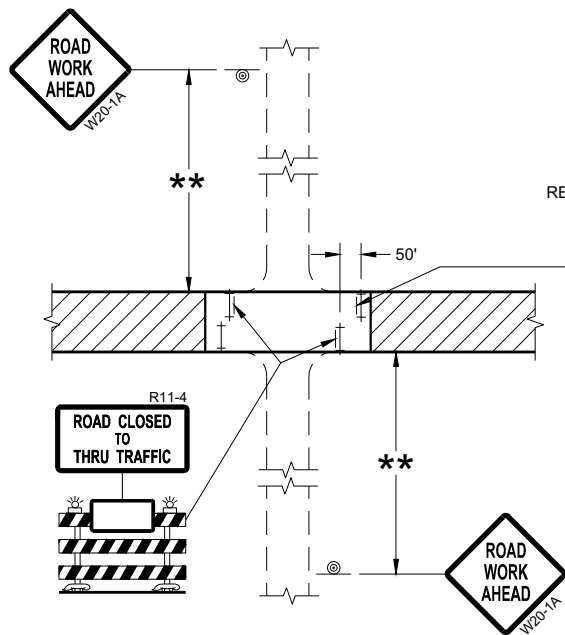
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

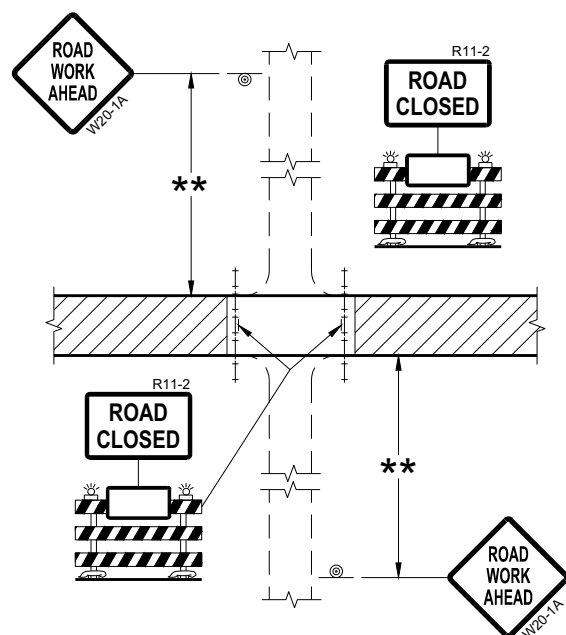
FHWA



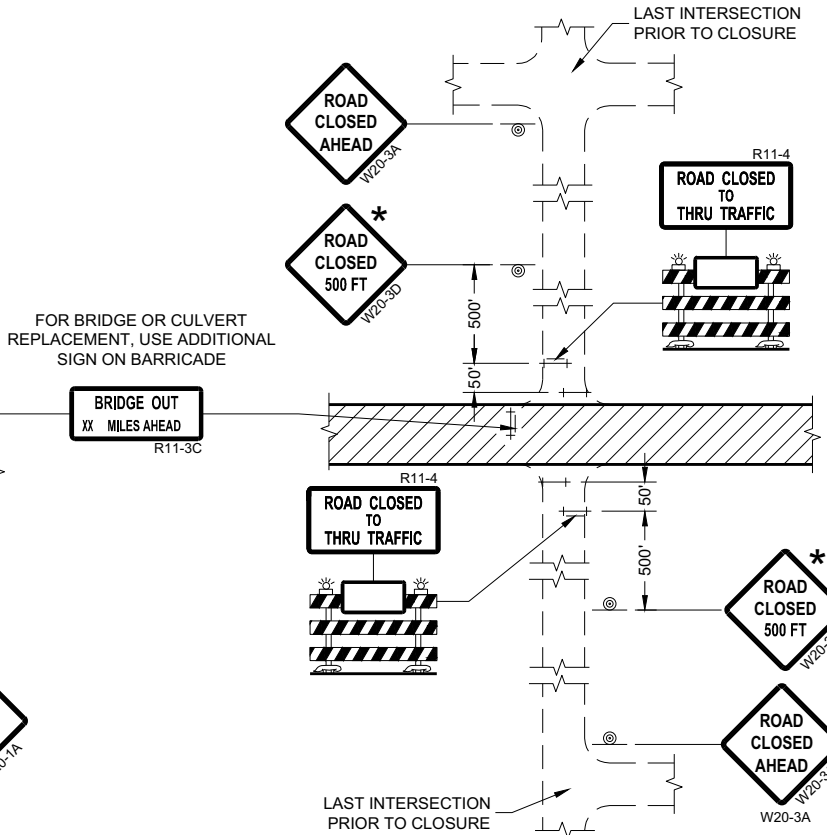
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

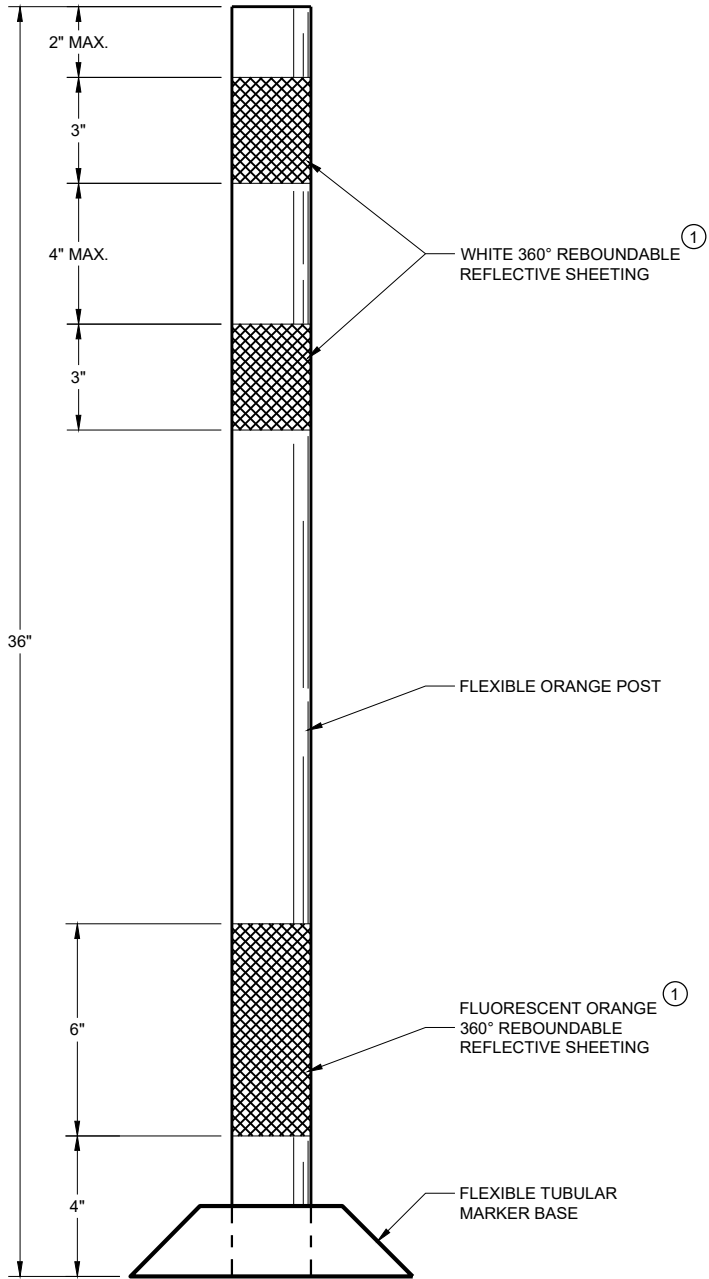
LEGEND

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

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

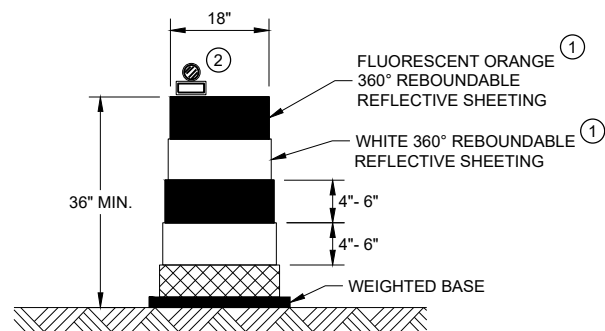
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

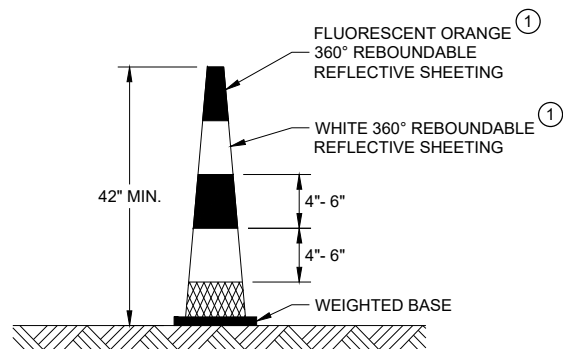
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



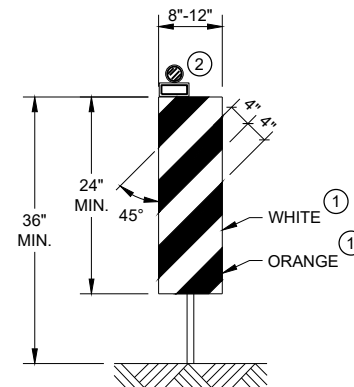
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



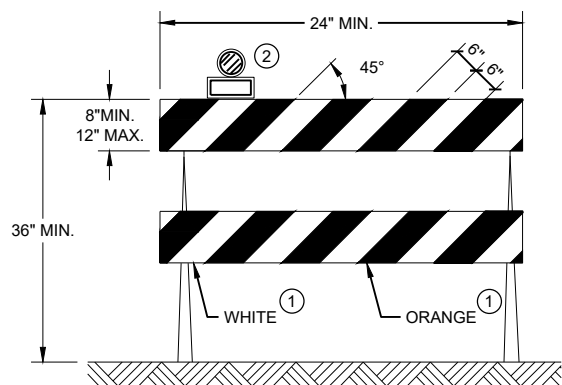
42" CONE

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



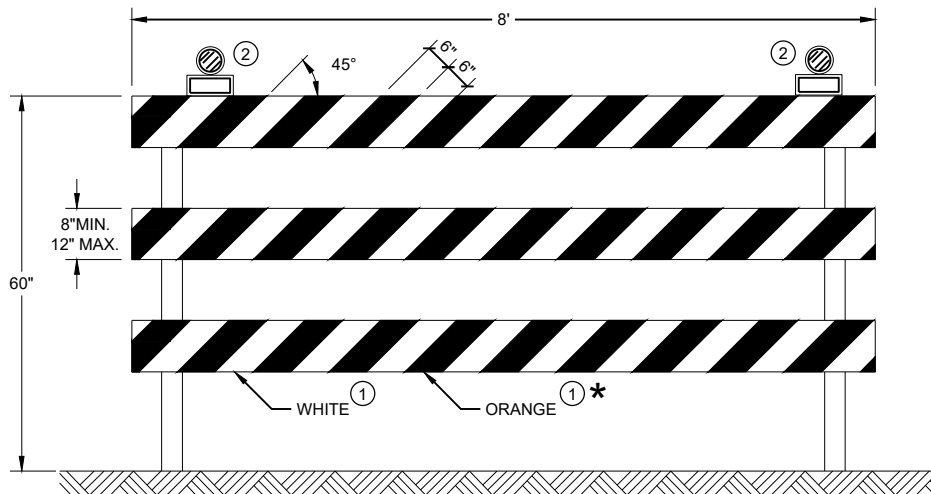
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

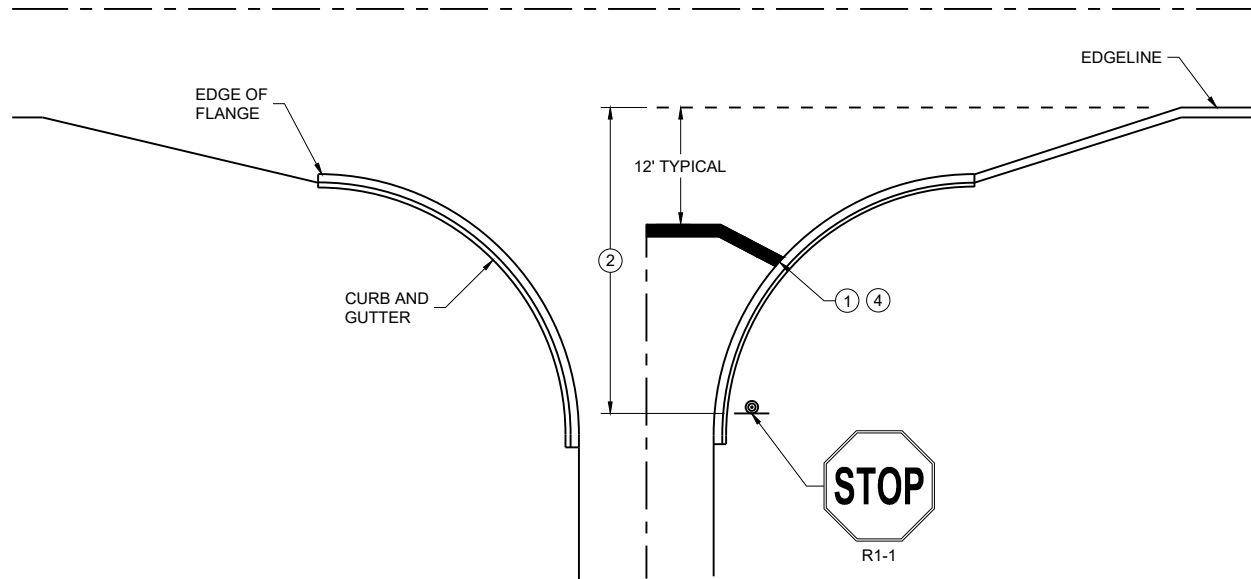
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

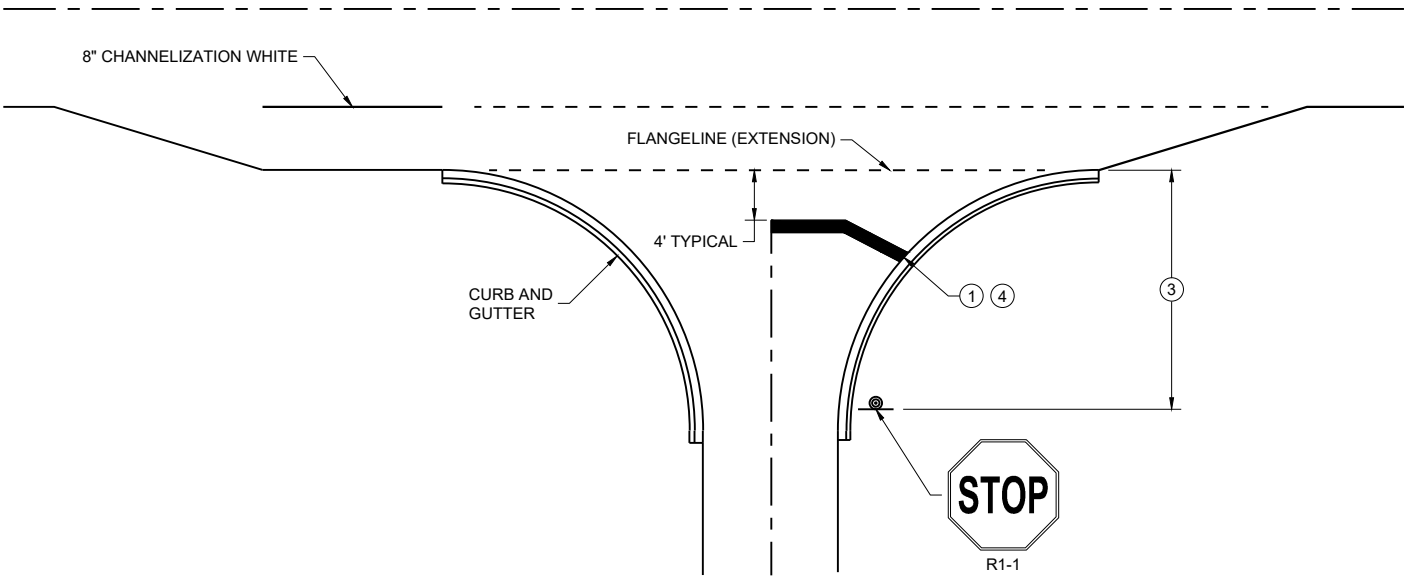
GENERAL NOTES

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

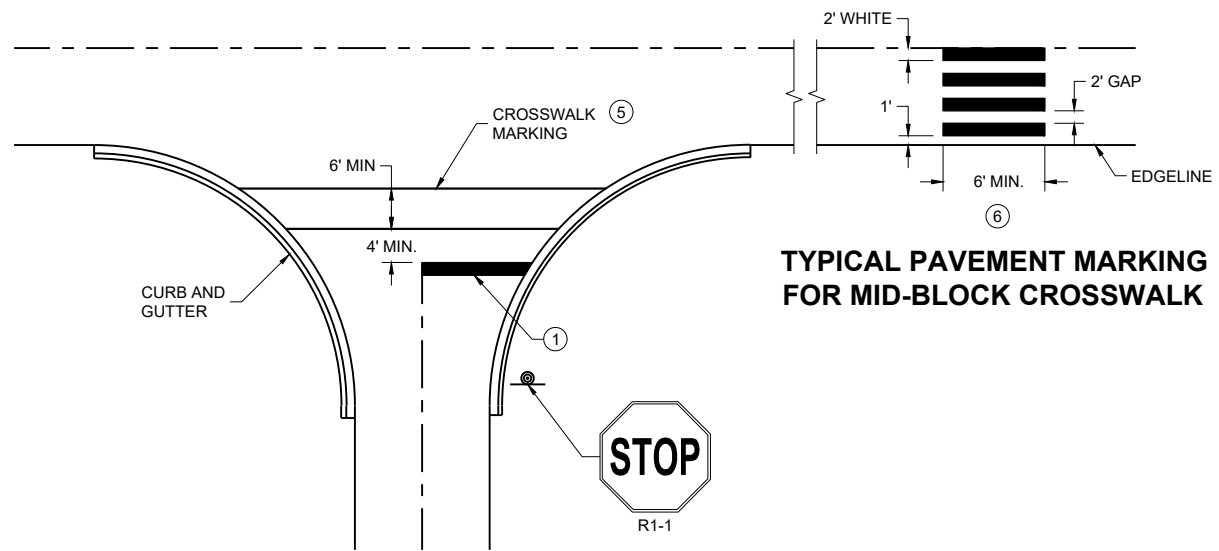
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



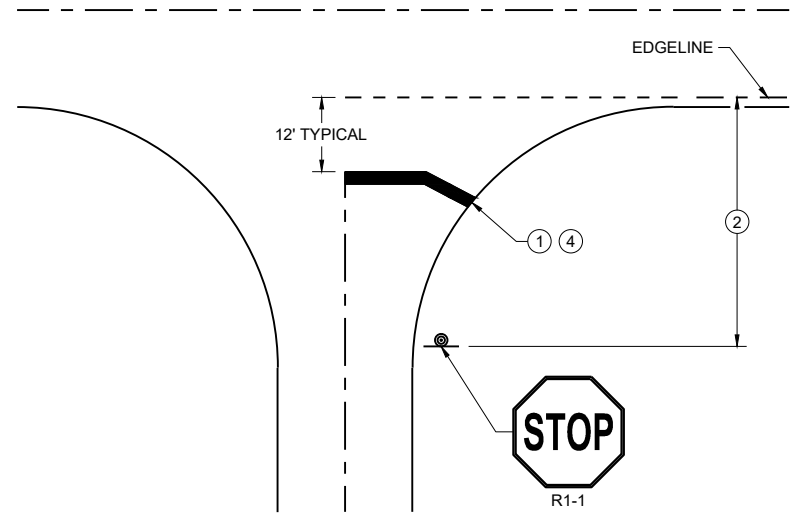
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

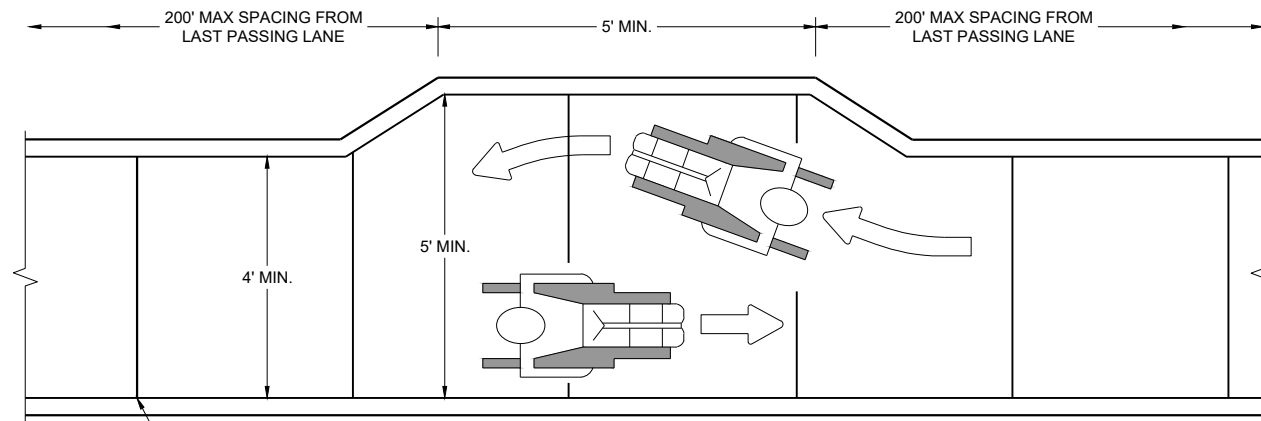
GENERAL NOTES

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

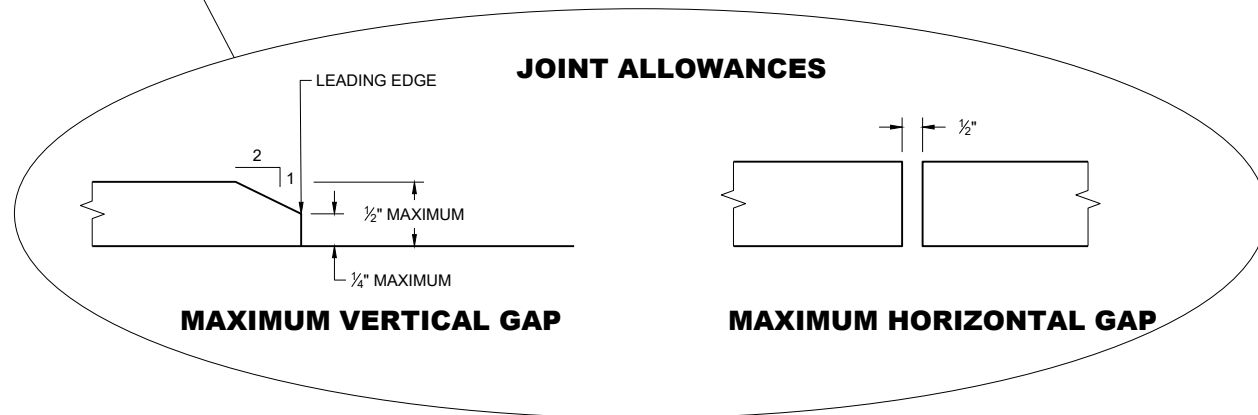
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

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

FHWA

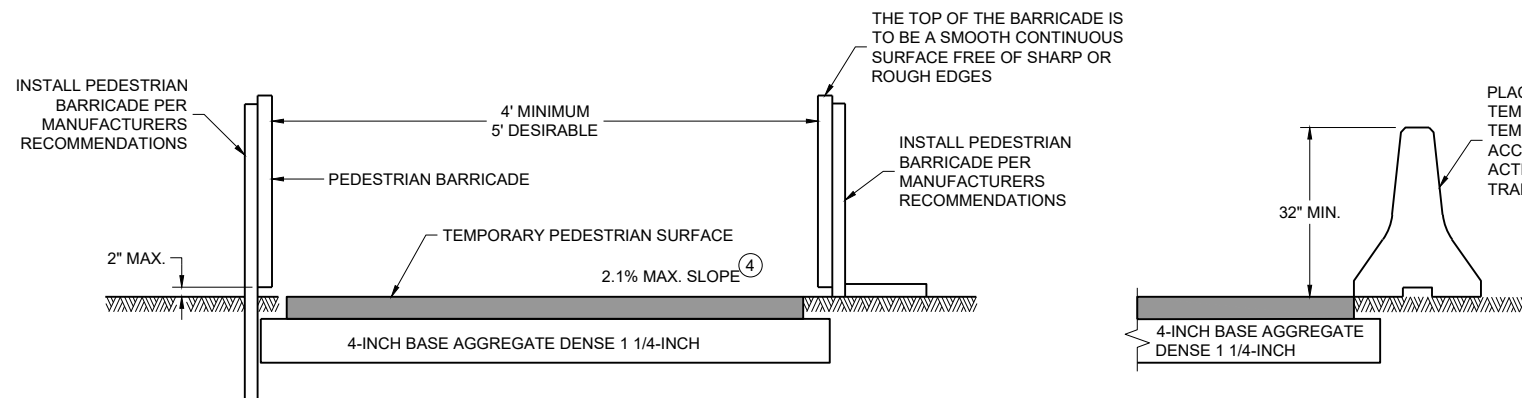


NARROW SIDEWALK PASSING DETAIL

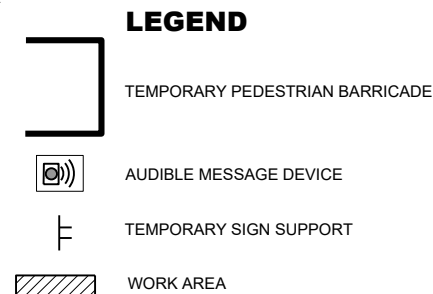


MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN ACCESS



LEGEND

TEMPORARY PEDESTRIAN BARRICADE

AUDIBLE MESSAGE DEVICE

TEMPORARY SIGN SUPPORT

WORK AREA

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

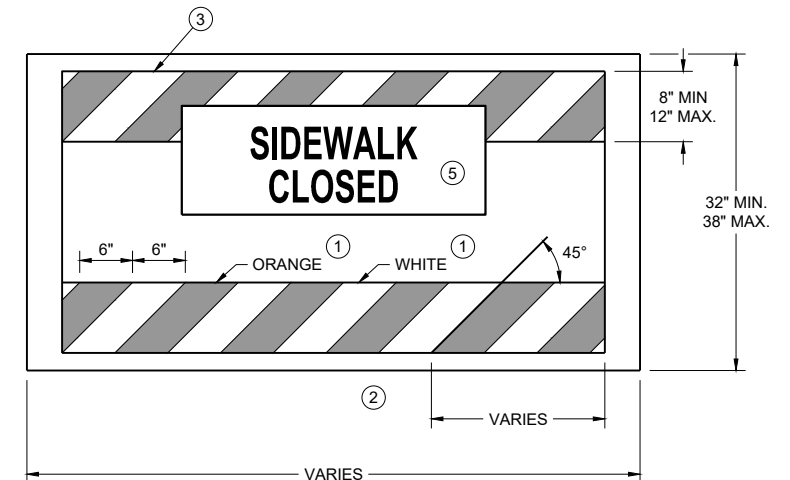
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

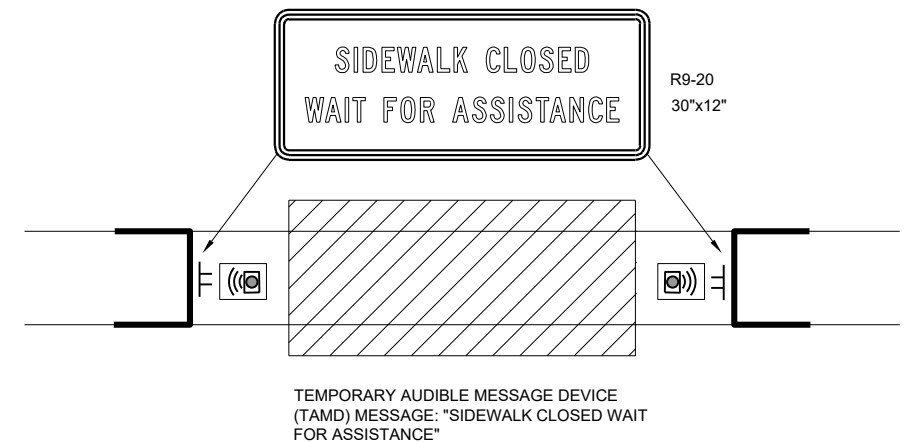
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

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.



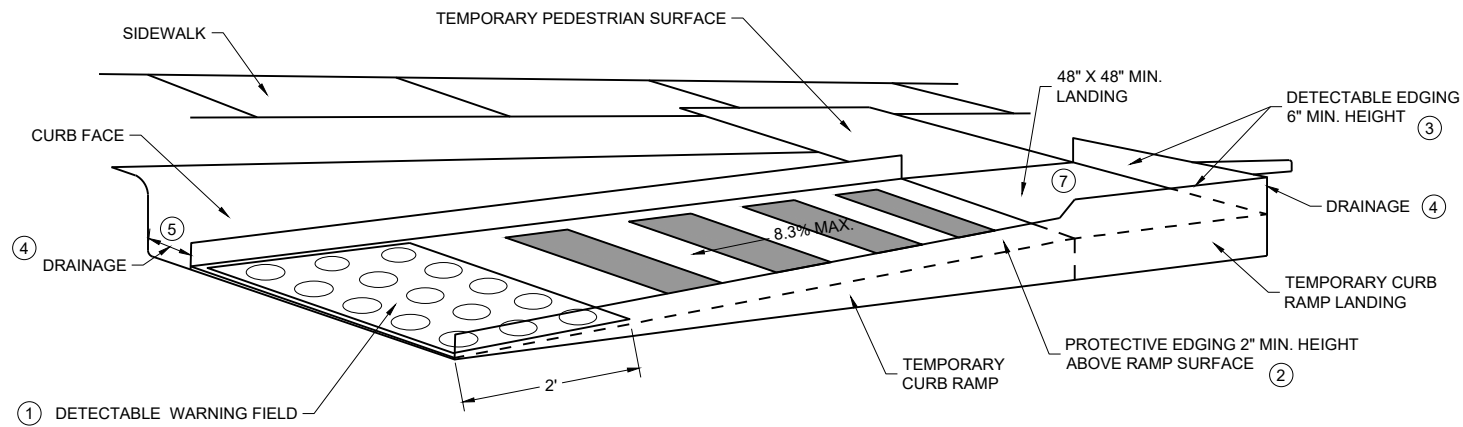
TEMPORARY PEDESTRIAN BARRICADE *



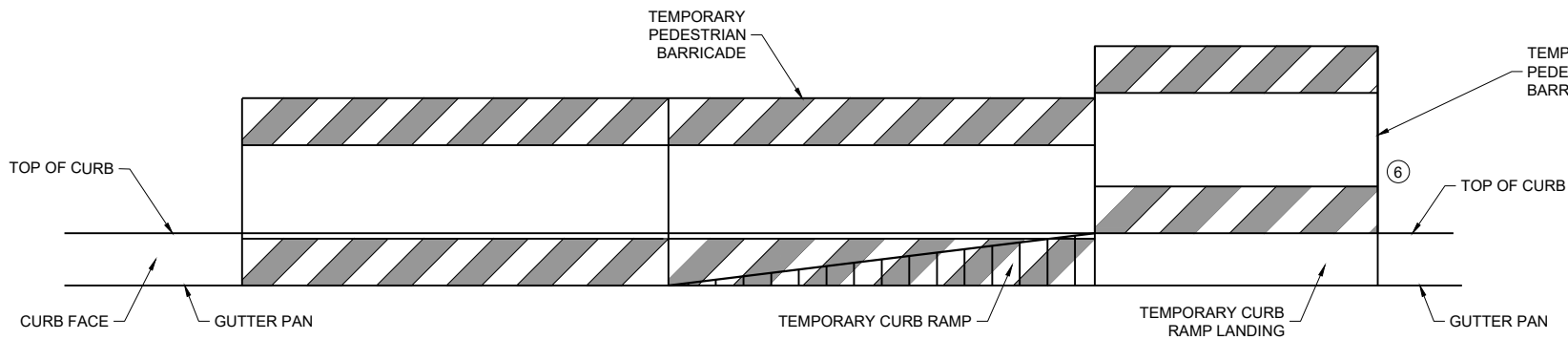
TEMPORARY PEDESTRIAN FLAGGING

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

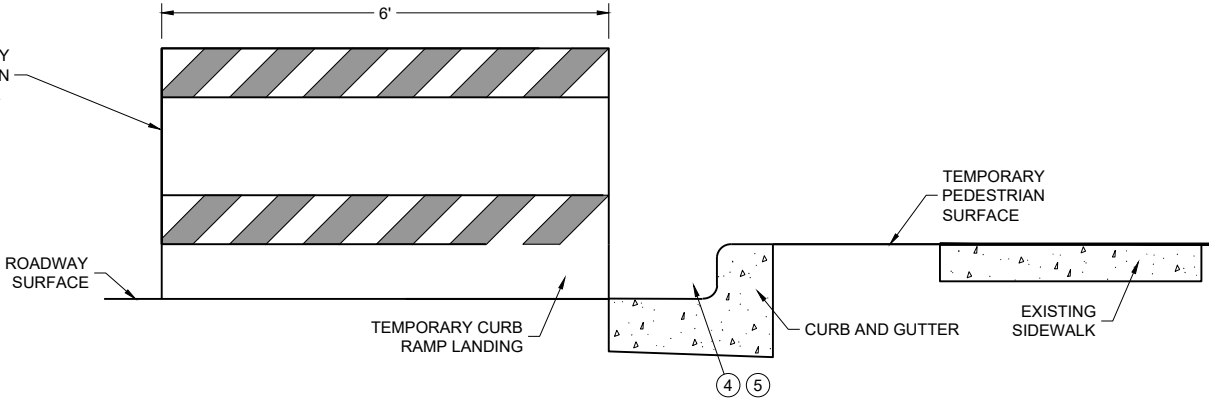


PERSPECTIVE VIEW



FRONT VIEW

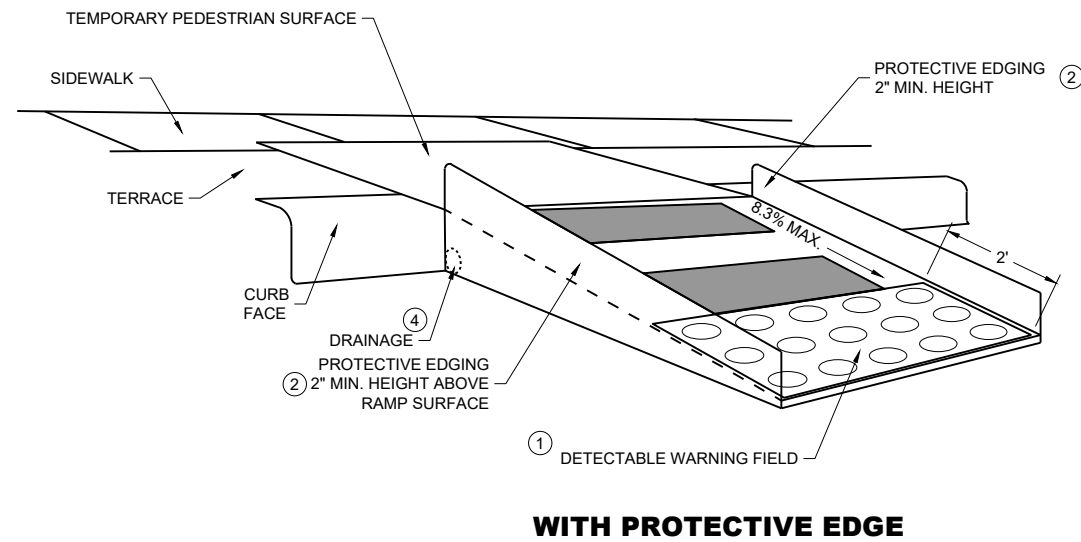
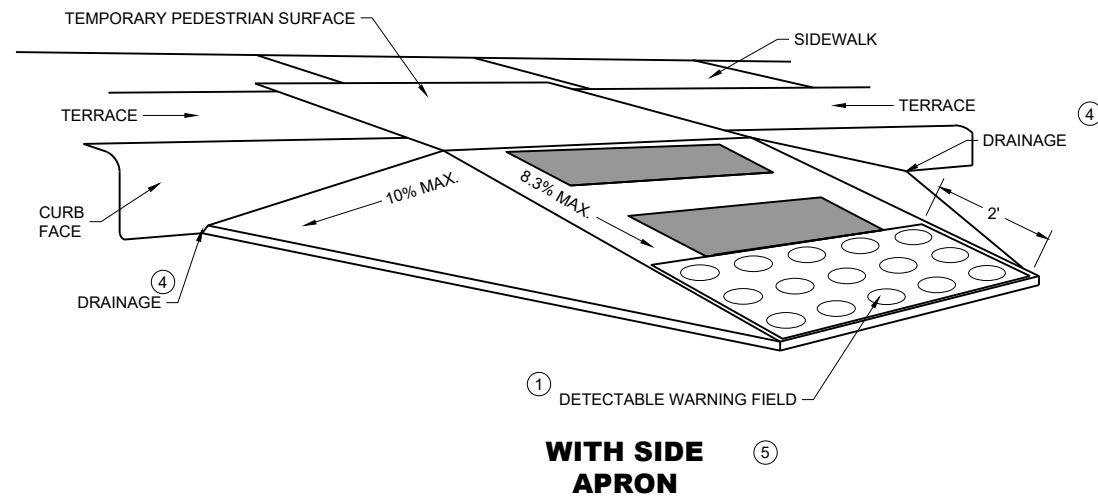
TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (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 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- 1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
 - 2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
 - 3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
 - 4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
 - 5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
 - 6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
 - 7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



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.

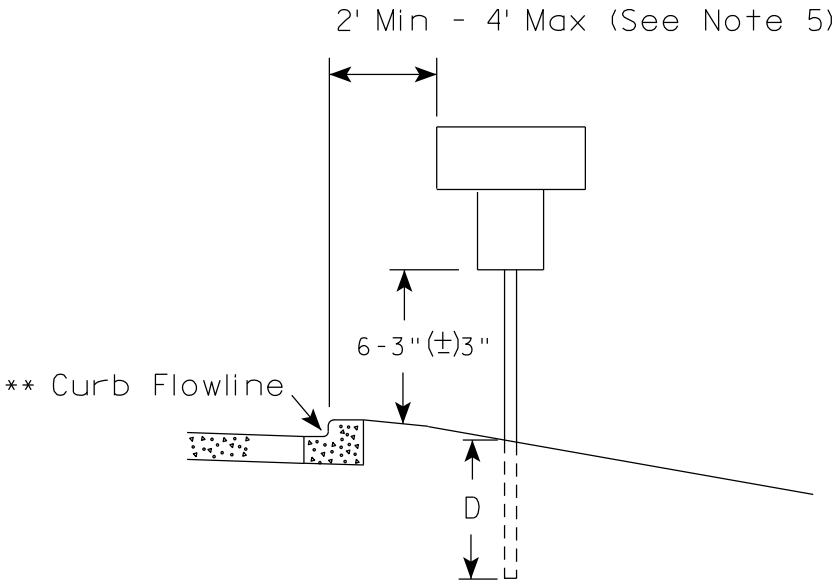
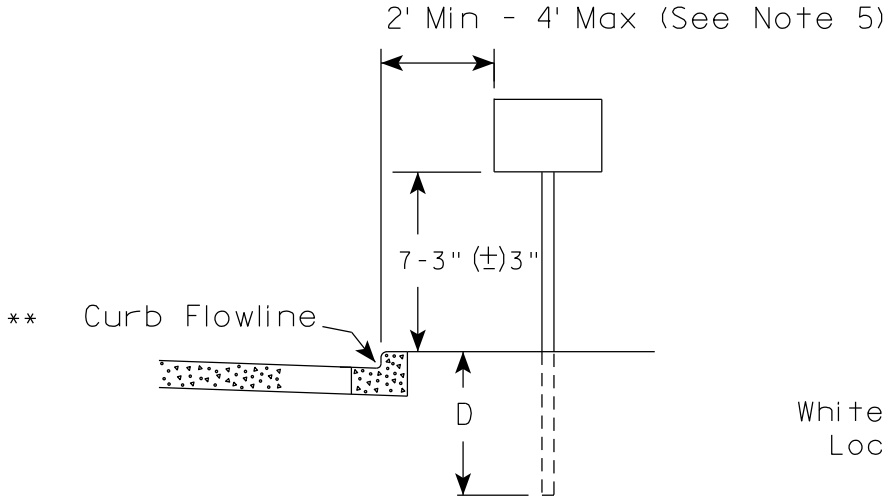
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

- 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.

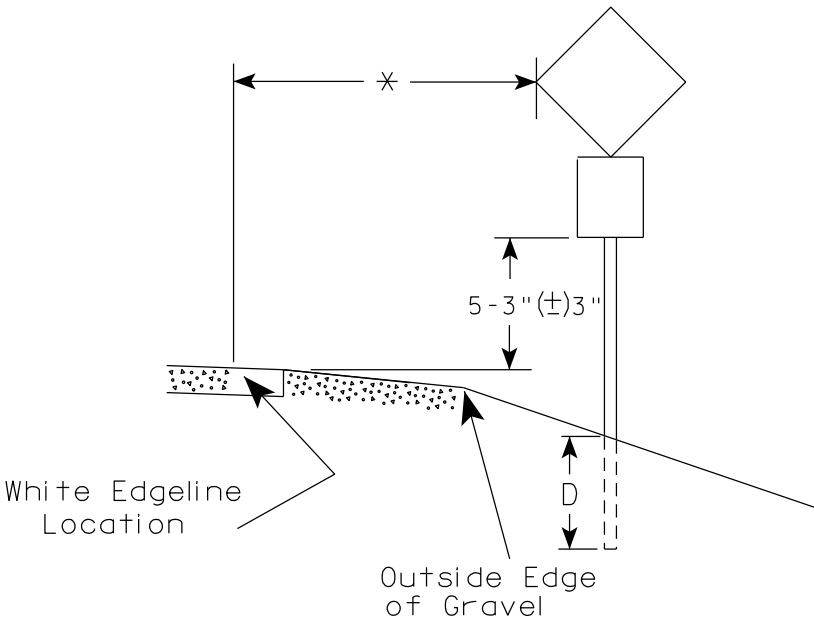
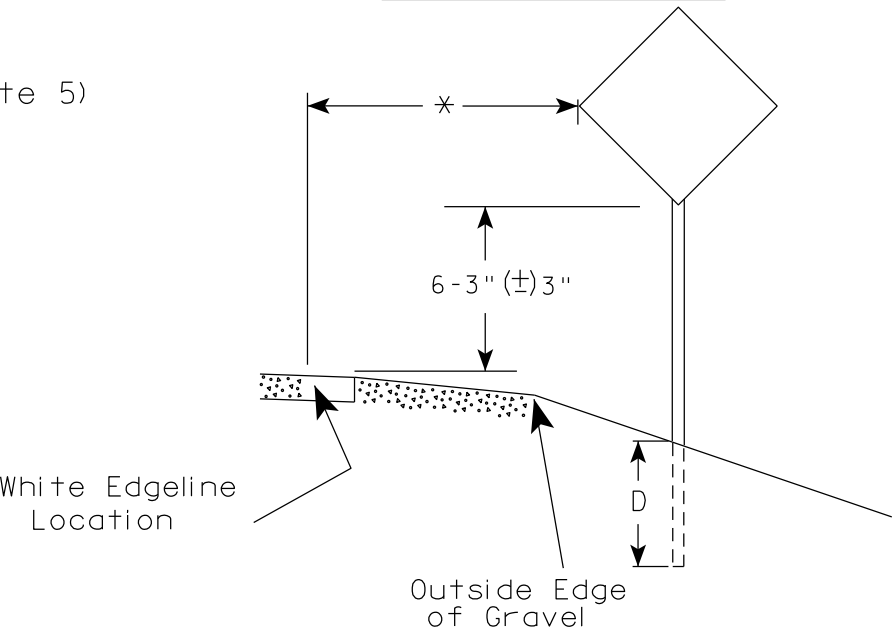
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

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

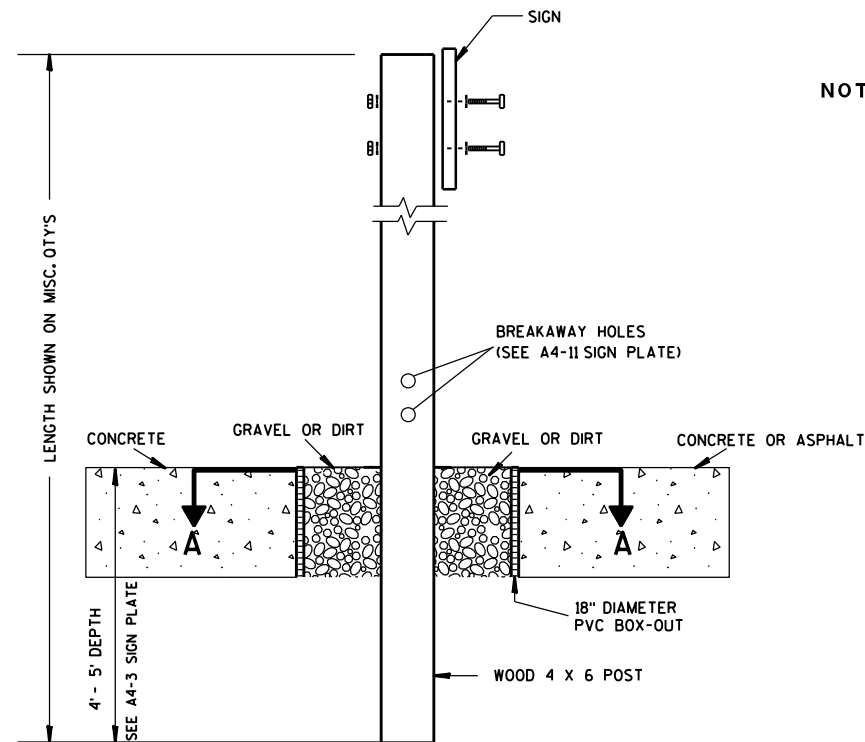
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

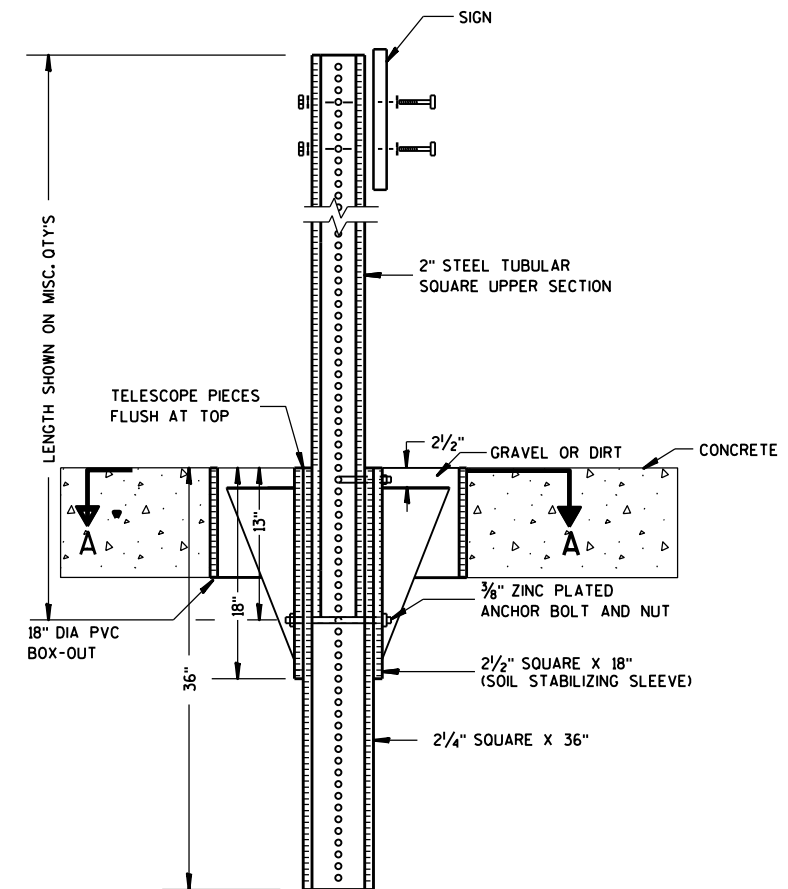
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

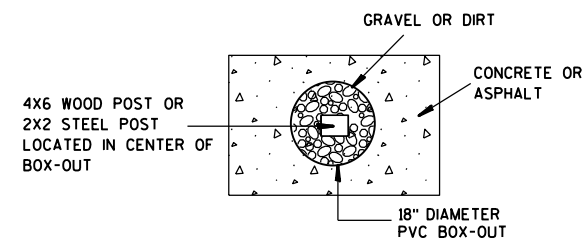
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:

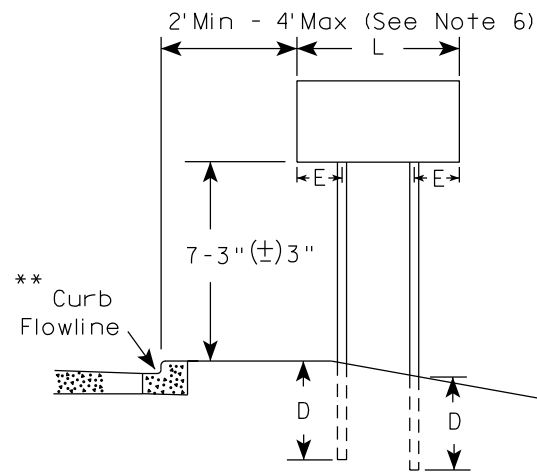
HWY:

COUNTY:

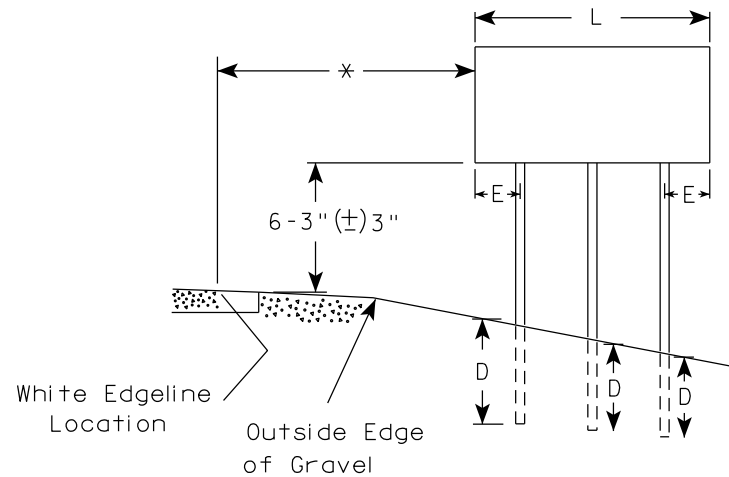
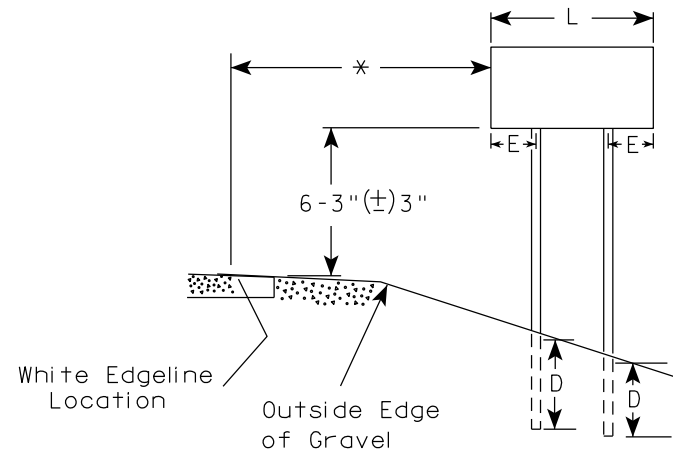
SHEET NO:

E

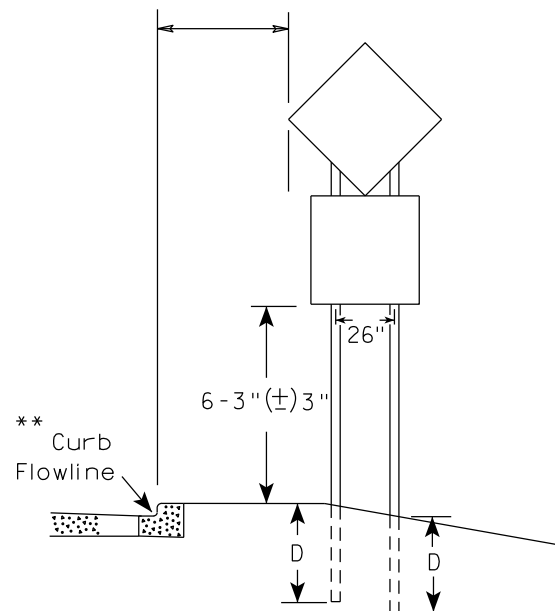
URBAN AREA



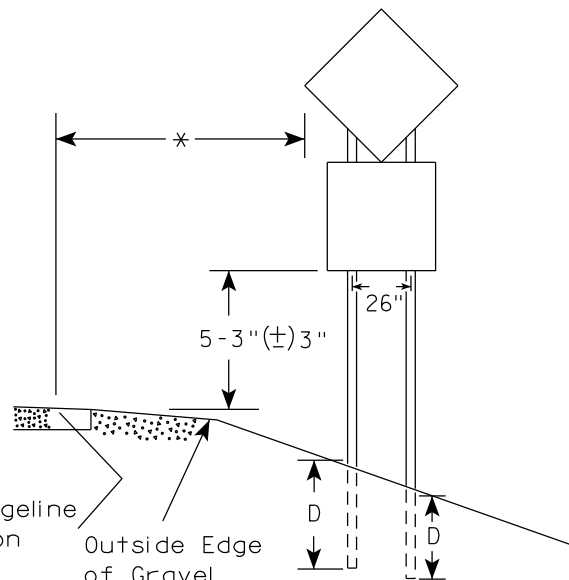
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

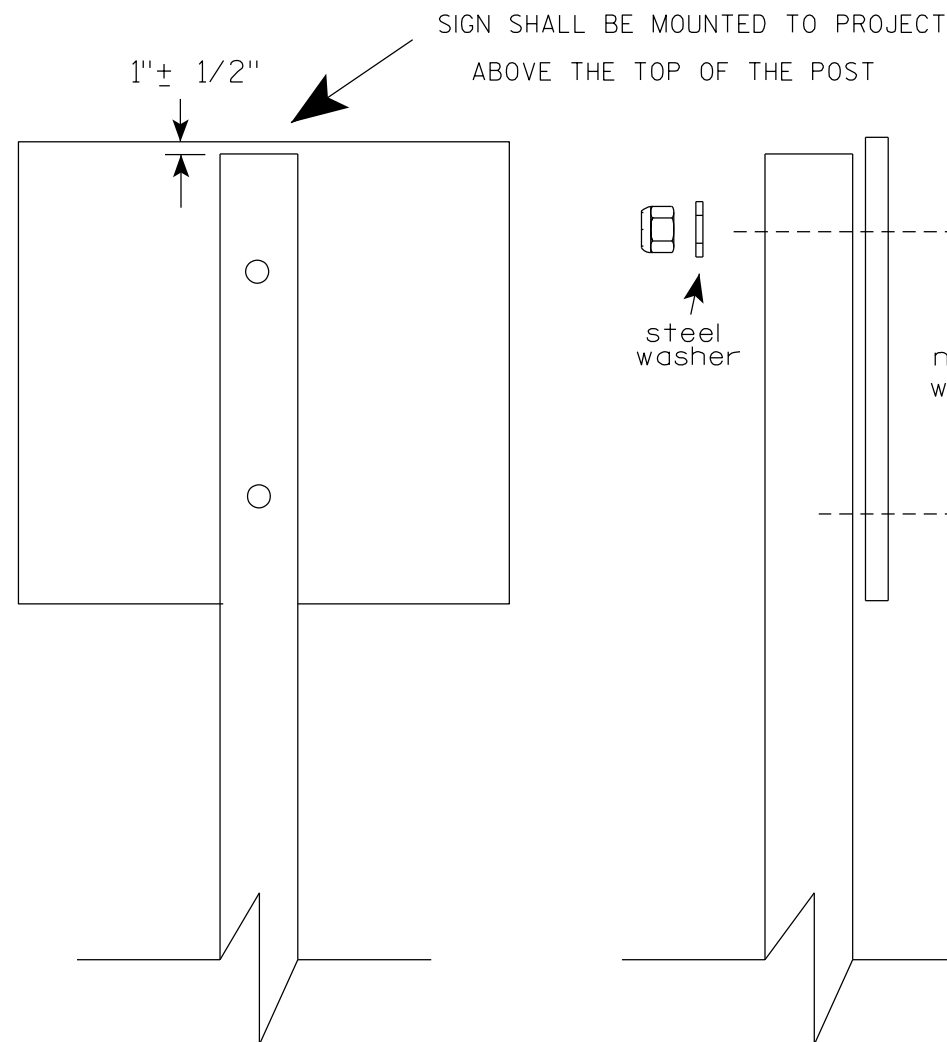
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

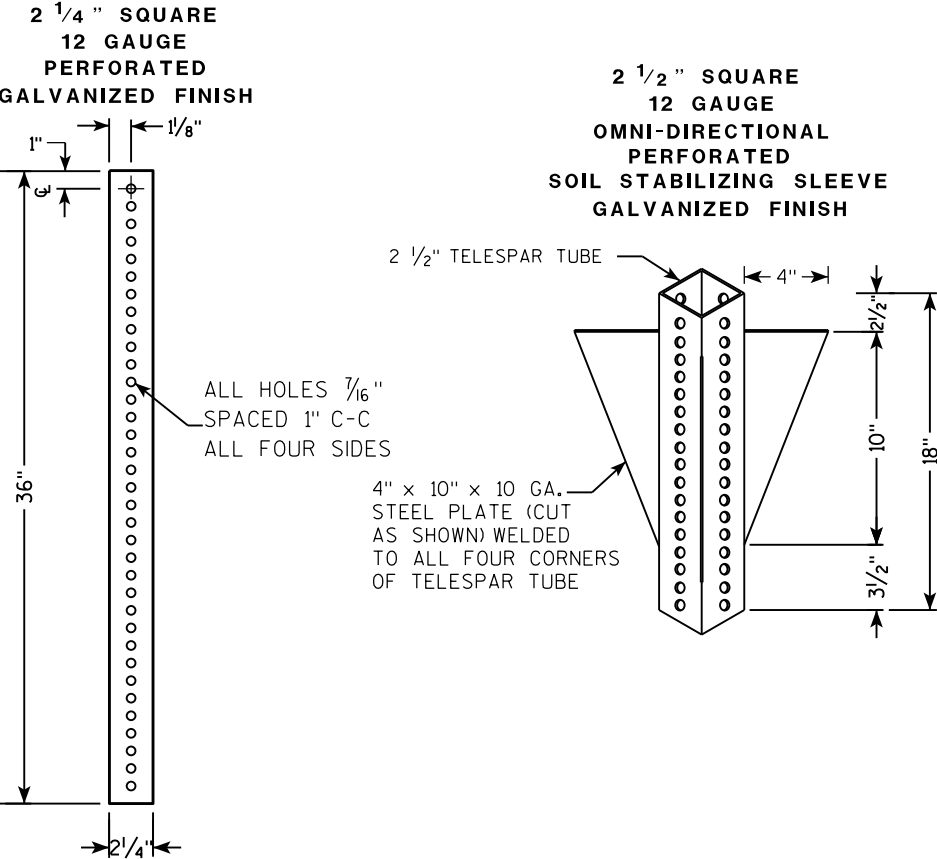
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

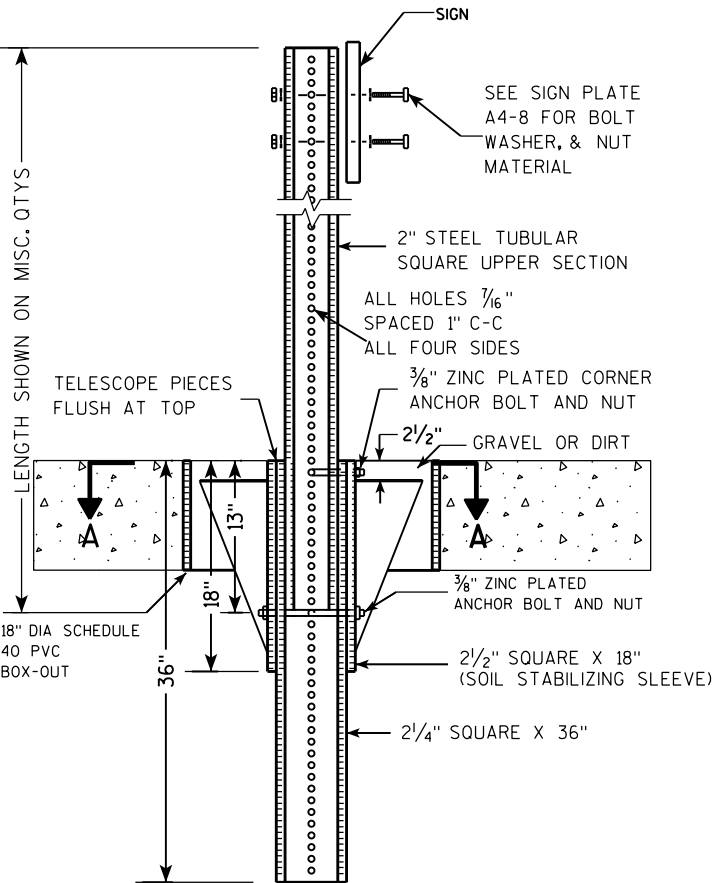
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

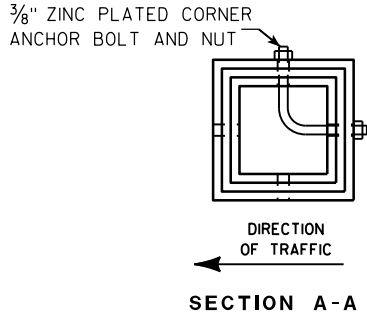
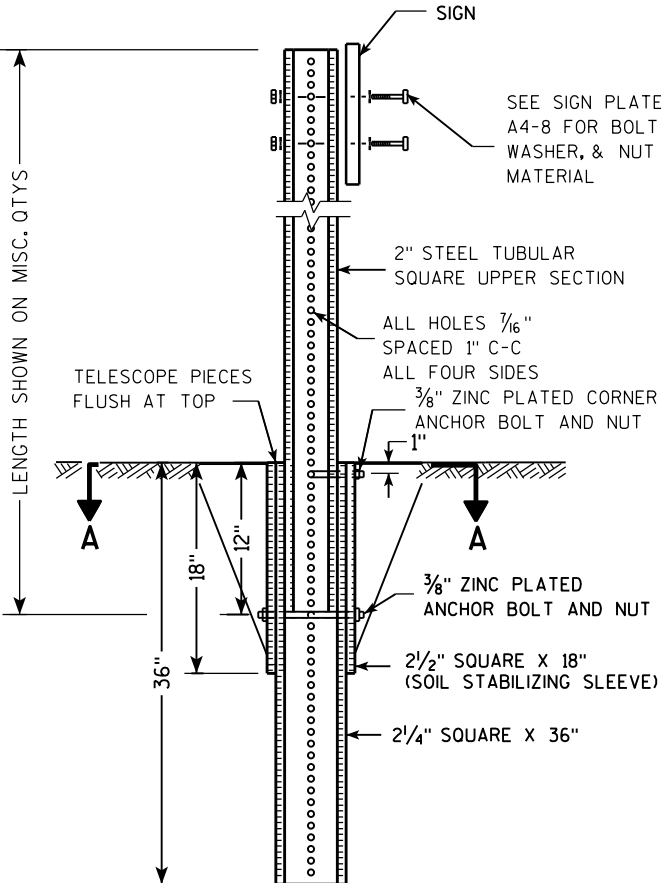
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

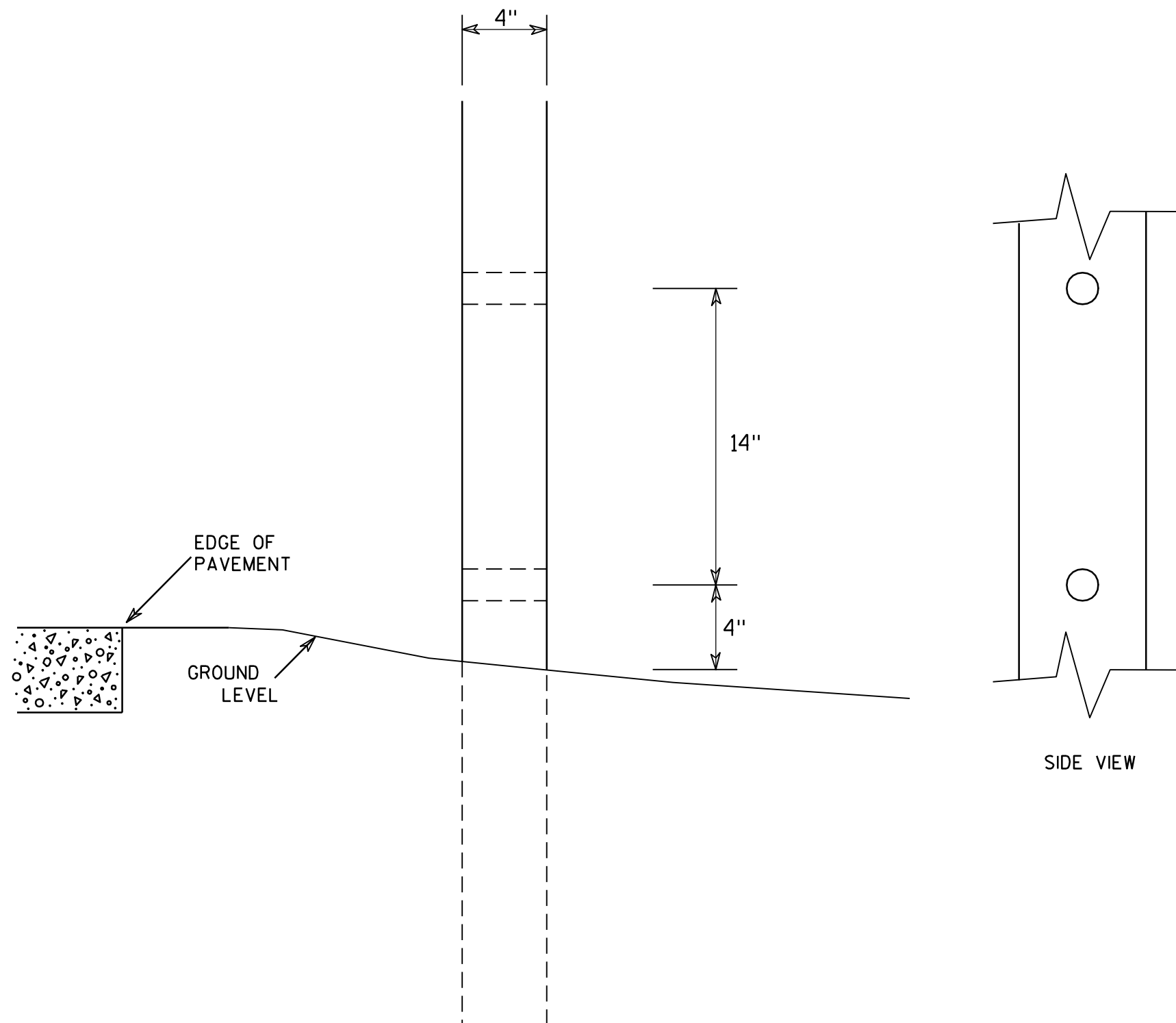
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

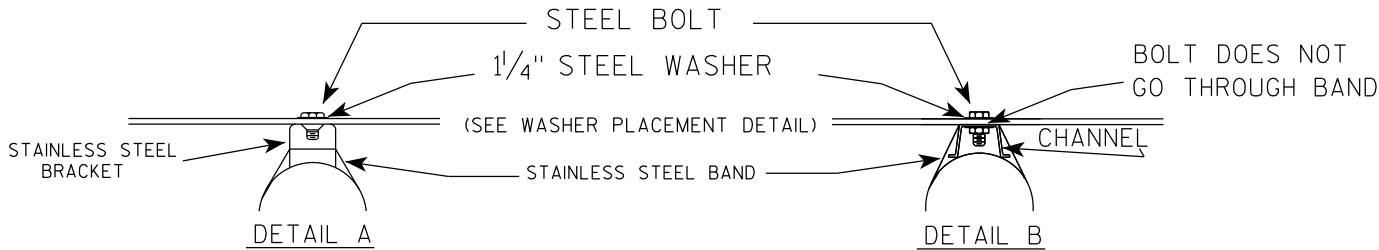
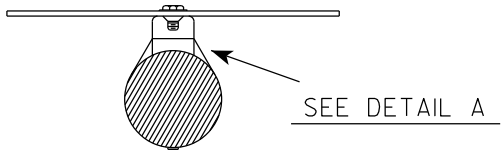
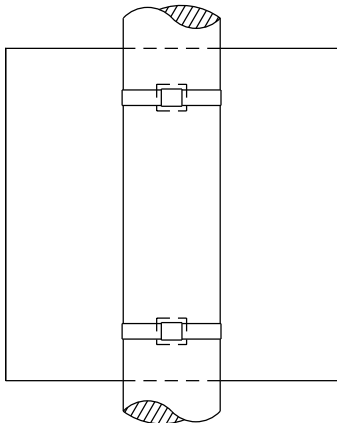
COUNTY:

SHEET NO:

E

BANDING

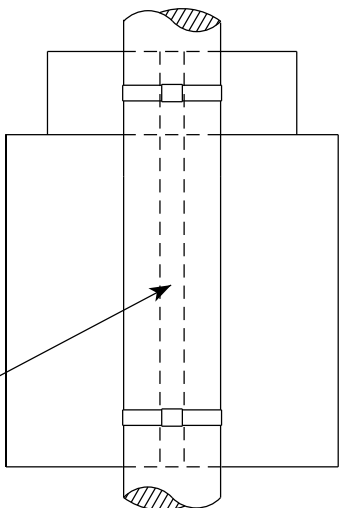
SINGLE SIGN



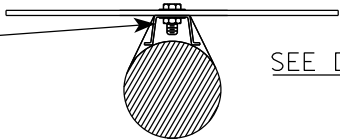
GENERAL NOTES

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

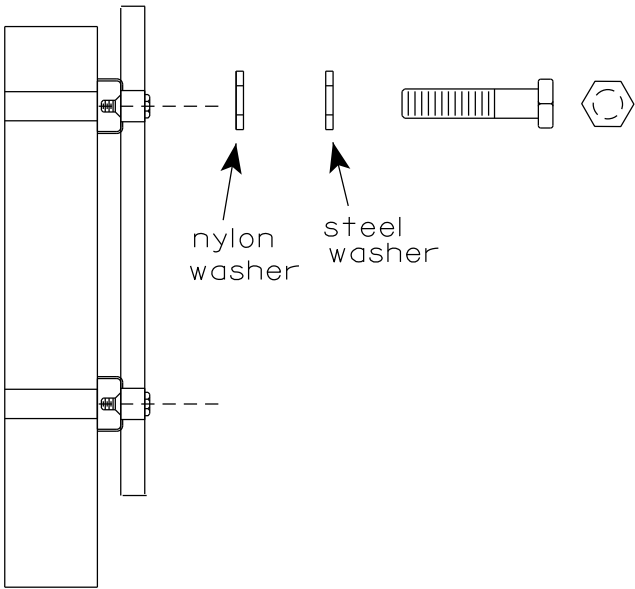
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



WASHER PLACEMENT



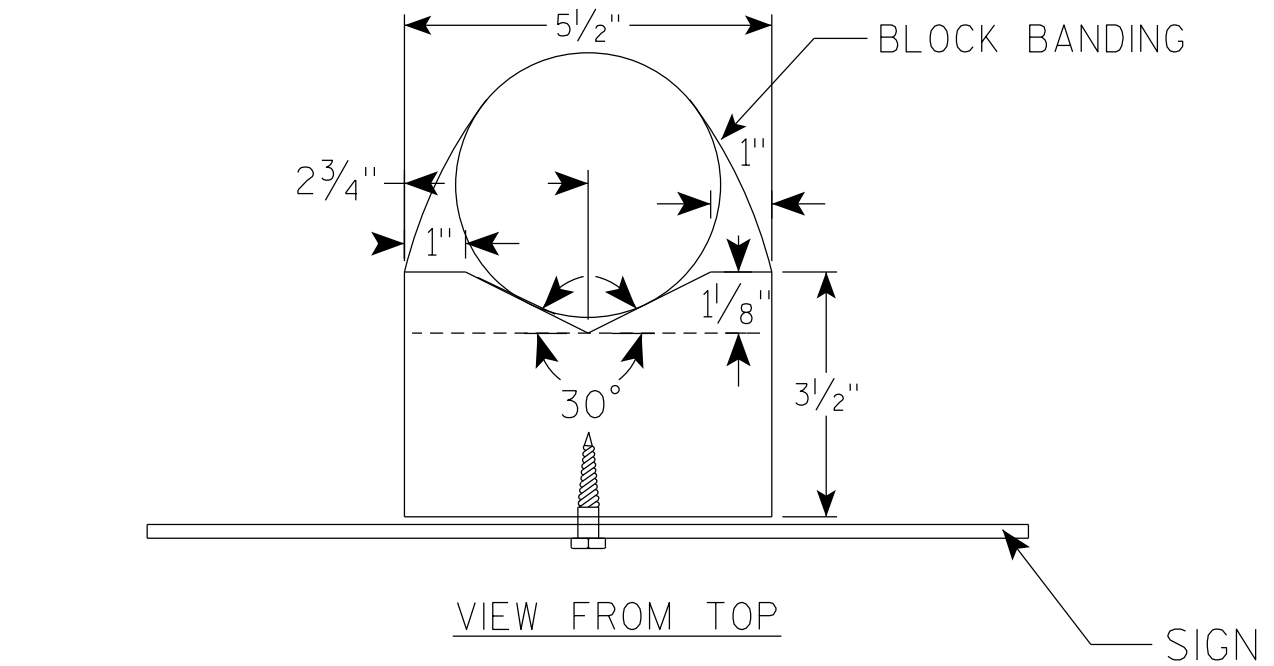
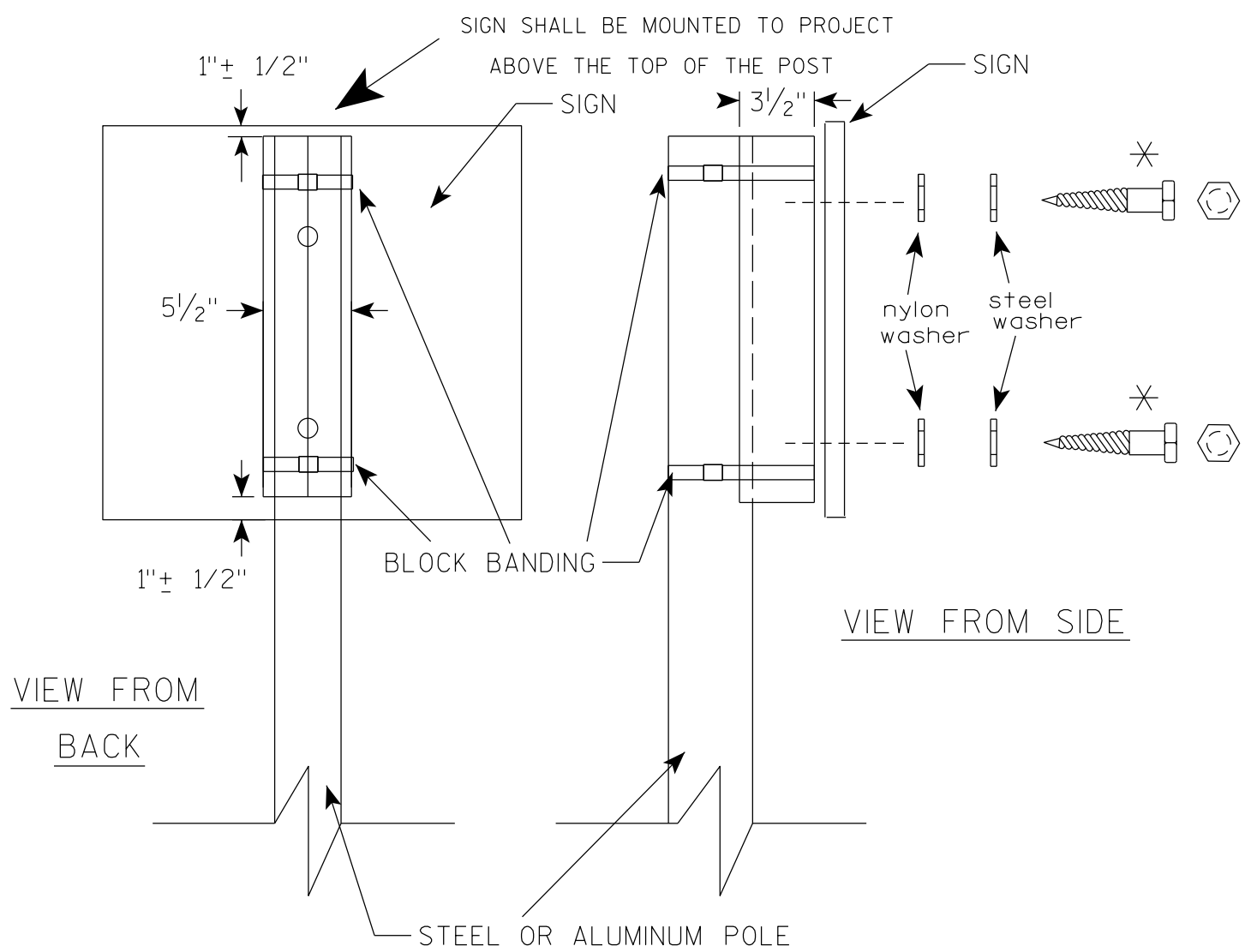
WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4



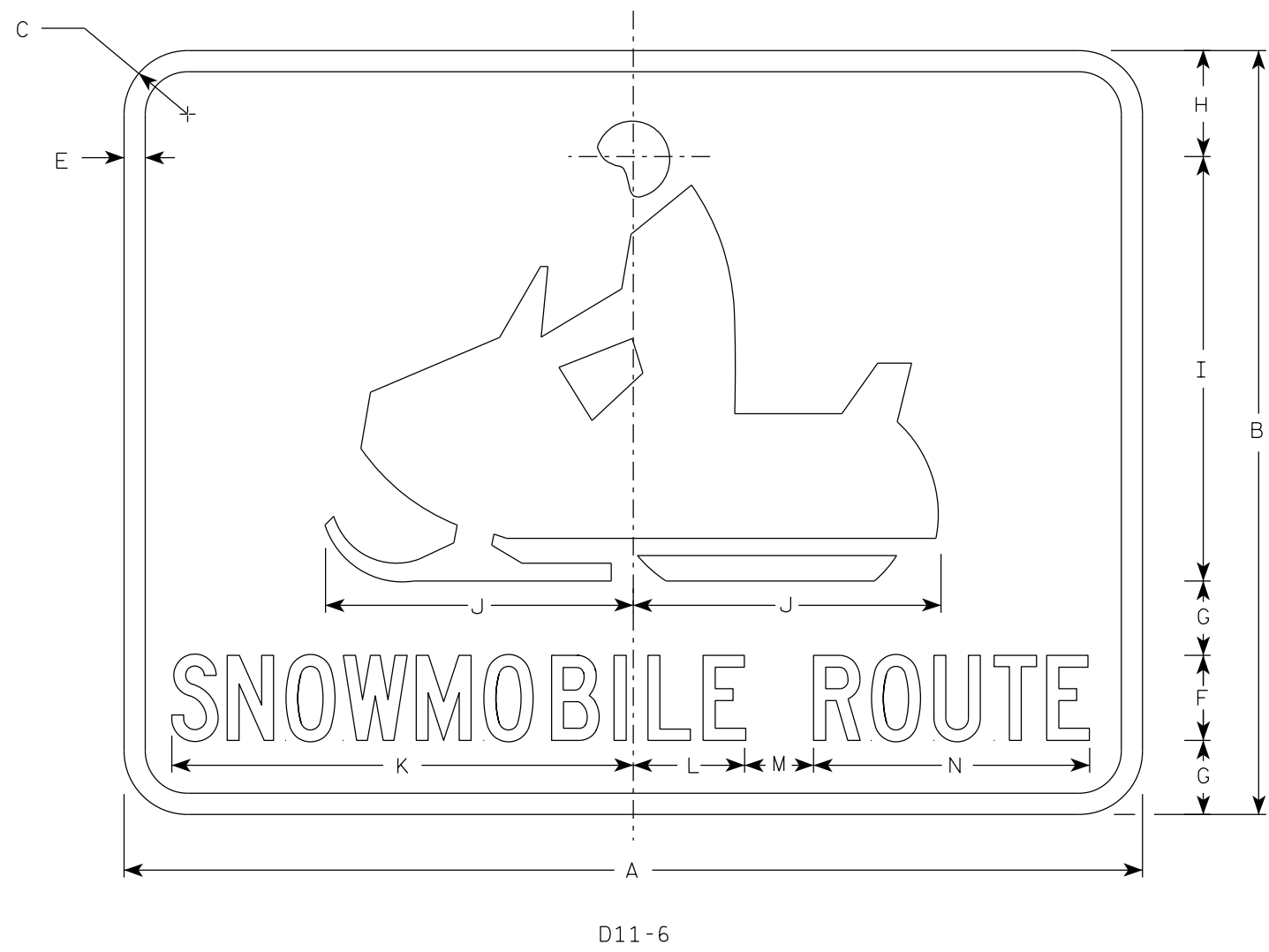
GENERAL NOTES

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

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

BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

7



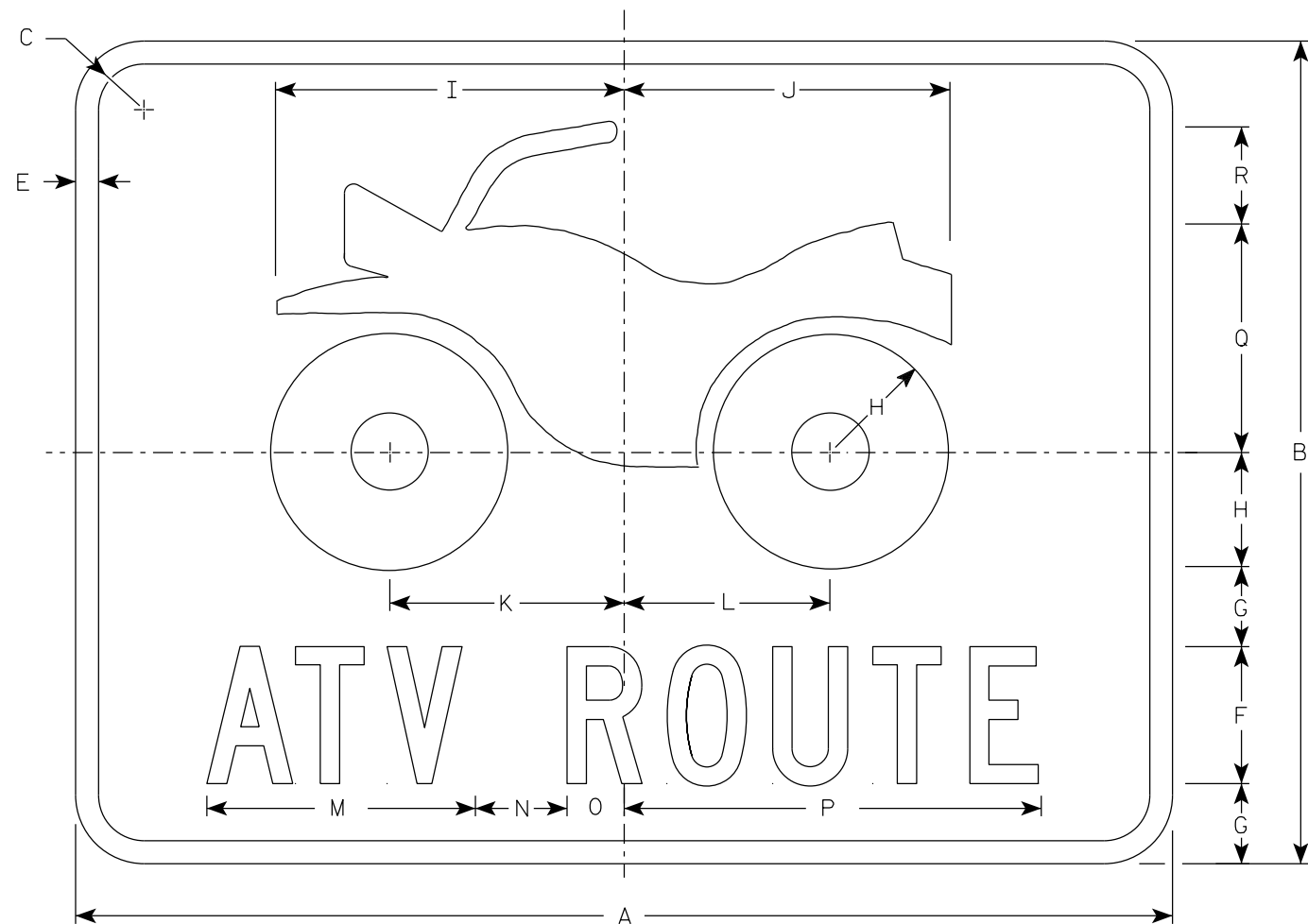
NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2		1/2	2	1 3/4	2 1/2	10	7 1/4	10 7/8	2 5/8	1 5/8	6 1/2													3.0
2M	24	18	1 1/2		1/2	2	1 3/4	2 1/2	10	7 1/4	10 7/8	2 5/8	1 5/8	6 1/2													3.0
3																											
4																											
5																											

7



D11-10

NOTES

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

7

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

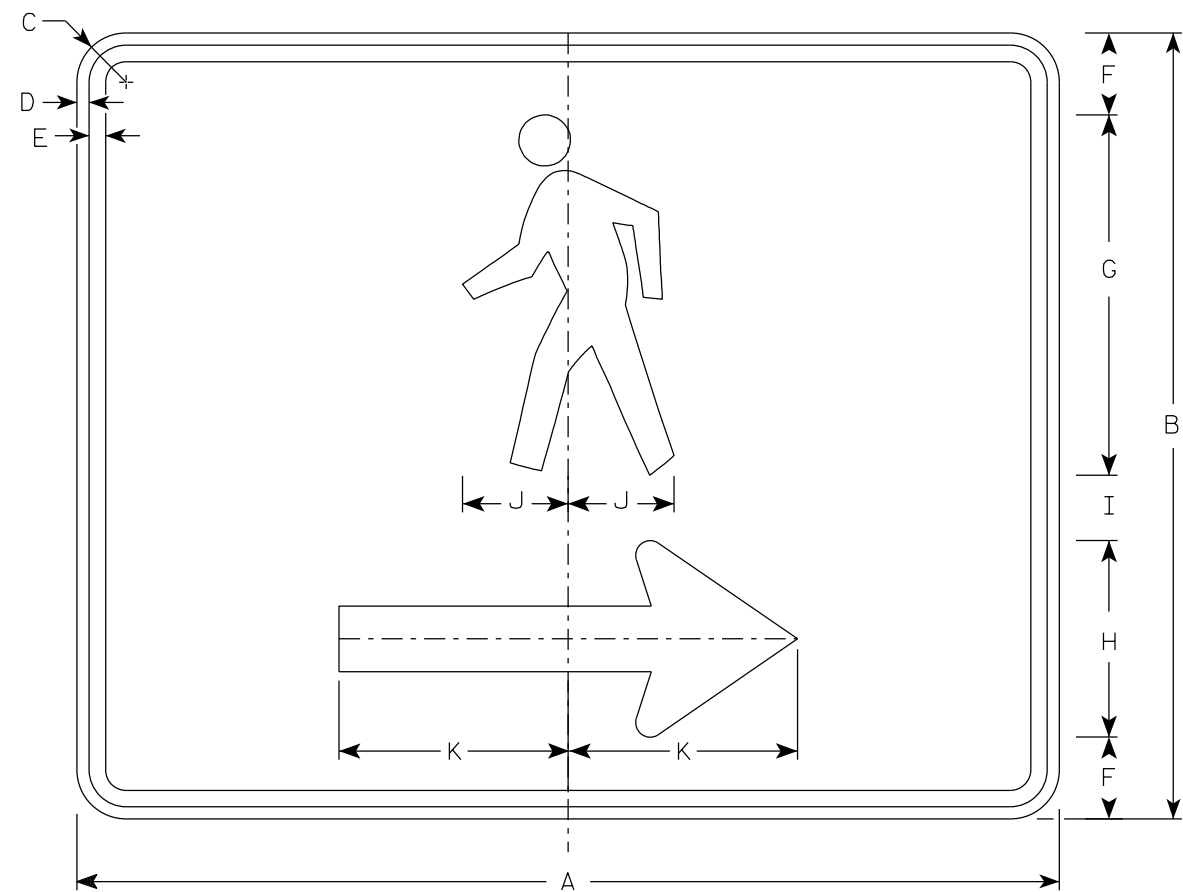
STANDARD SIGN

D11-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew P. Rauch*
for State Traffic Engineer

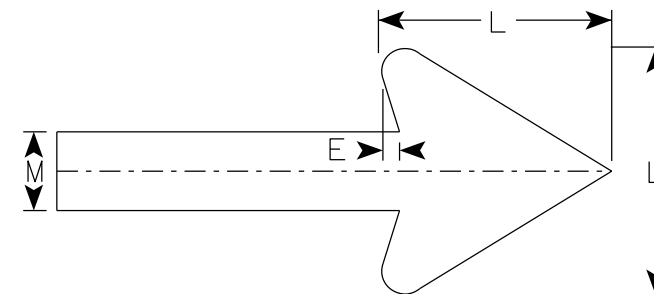
DATE 1/25/2023 PLATE NO. D11-10.6



M4-60R

NOTES

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

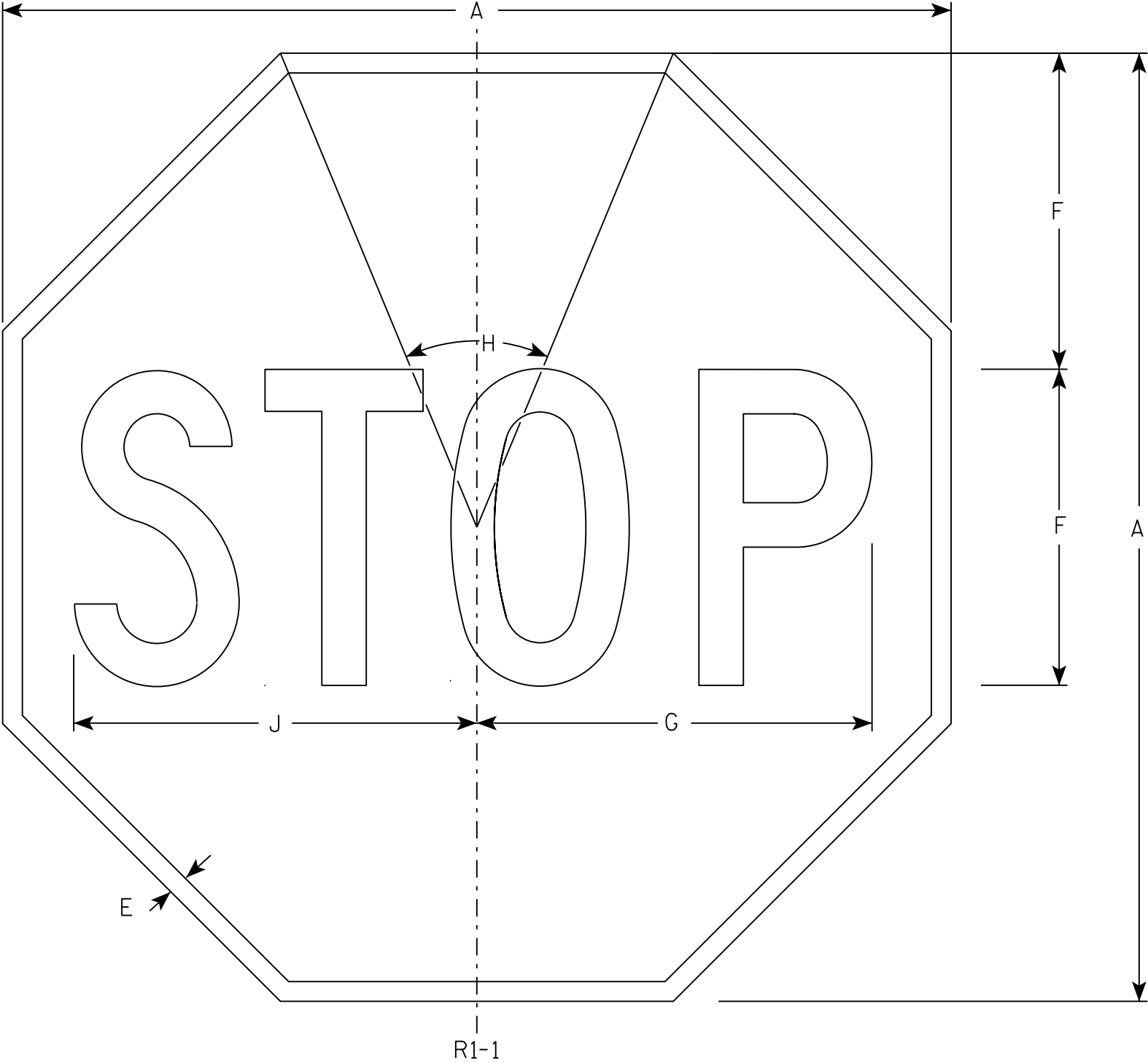


Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

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



NOTES

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

7

R1-1

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

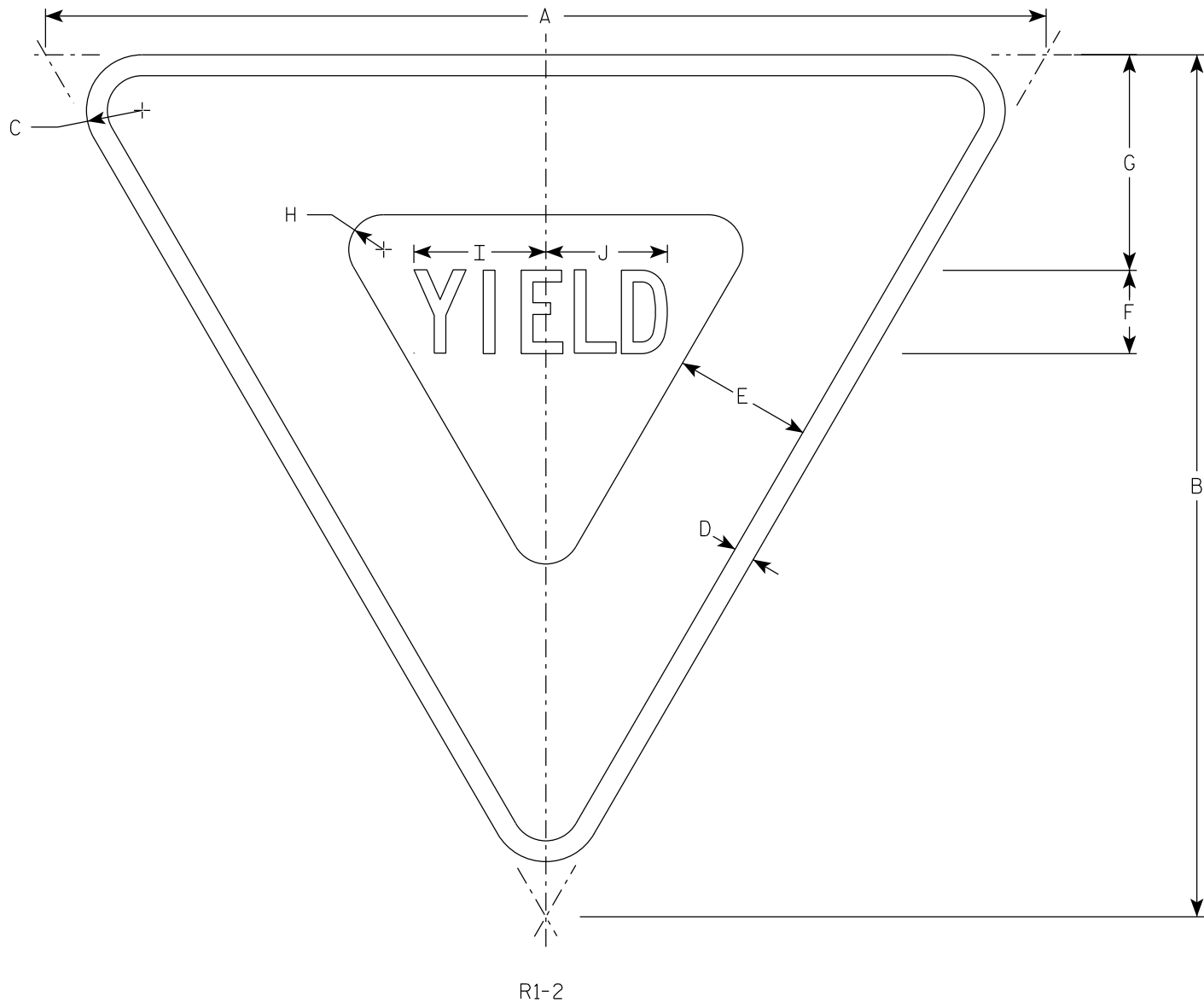
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 4
- 3. Message Series - C
- 4. The border strip and word message are reflectorized red.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5⁄8	4	2 1⁄2	6 3⁄8	7⁄8	4	3 5⁄8																	2.71
2S	36	31	2	3⁄4	5	3	7 3⁄4	1 1⁄4	4 3⁄4	4 3⁄8																	3.88
2M	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
3	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
4	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
5	60	52	3	1 1⁄2	8	5	13	2 1⁄2	7 7⁄8	7 1⁄4																	10.83
6																											
7	18	15 1⁄2	1	3⁄8	2 1⁄2	1 1⁄2	3 7⁄8	5⁄8	2 3⁄8	2 1⁄4																	0.97

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

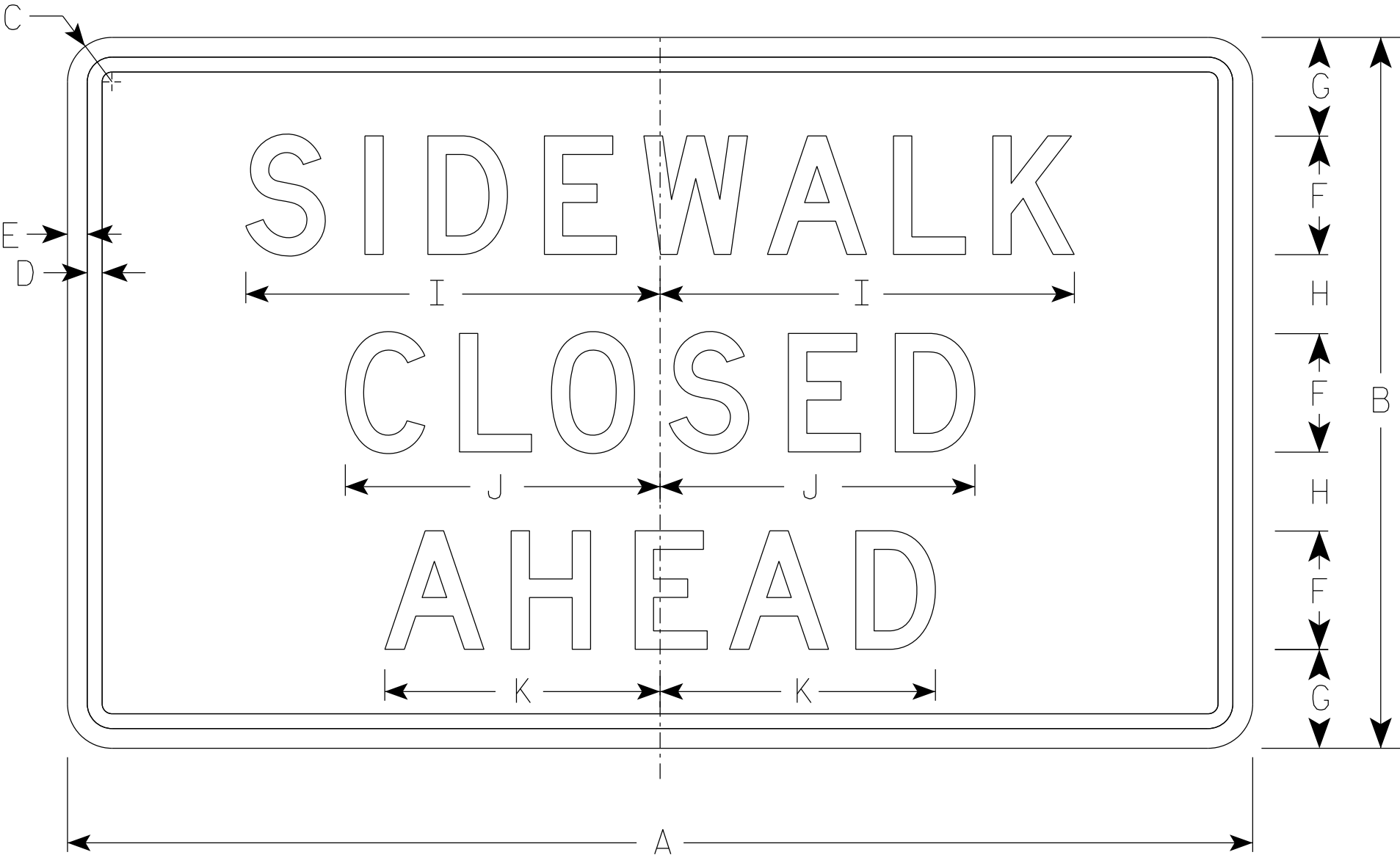
E

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 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

PROJECT NO:

HWY:

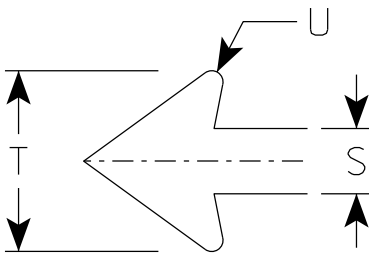
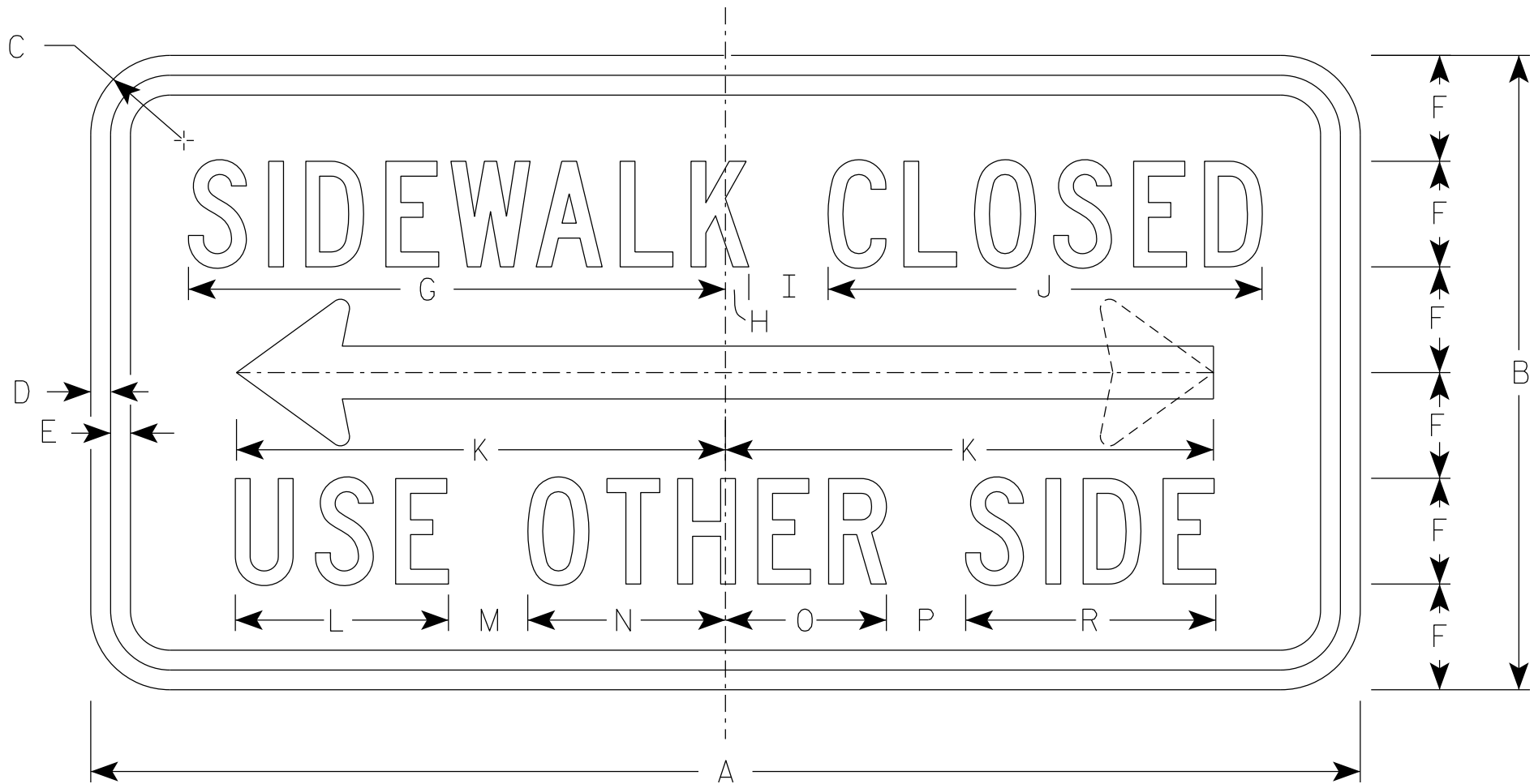
COUNTY:

SHEET NO:

E

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.



ARROW DETAIL

R9-10

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	3/8	3/8	2	10 1/8	1/2	1 1/2	8 1/4	9 1/4	4	1 1/2	3 3/4	3	1 1/2		4 3/4	1	2 3/4	1/8						2.0
2M	24	12	1 1/2	3/8	3/8	2	10 1/8	1/2	1 1/2	8 1/4	9 1/4	4	1 1/2	3 3/4	3	1 1/2		4 3/4	1	2 3/4	1/8						2.0
3	30	15	1 1/2	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	5	2	4 5/8	3 3/4	2		5 7/8	1 1/4	3 5/8	1/4						3.125
4																											
5																											

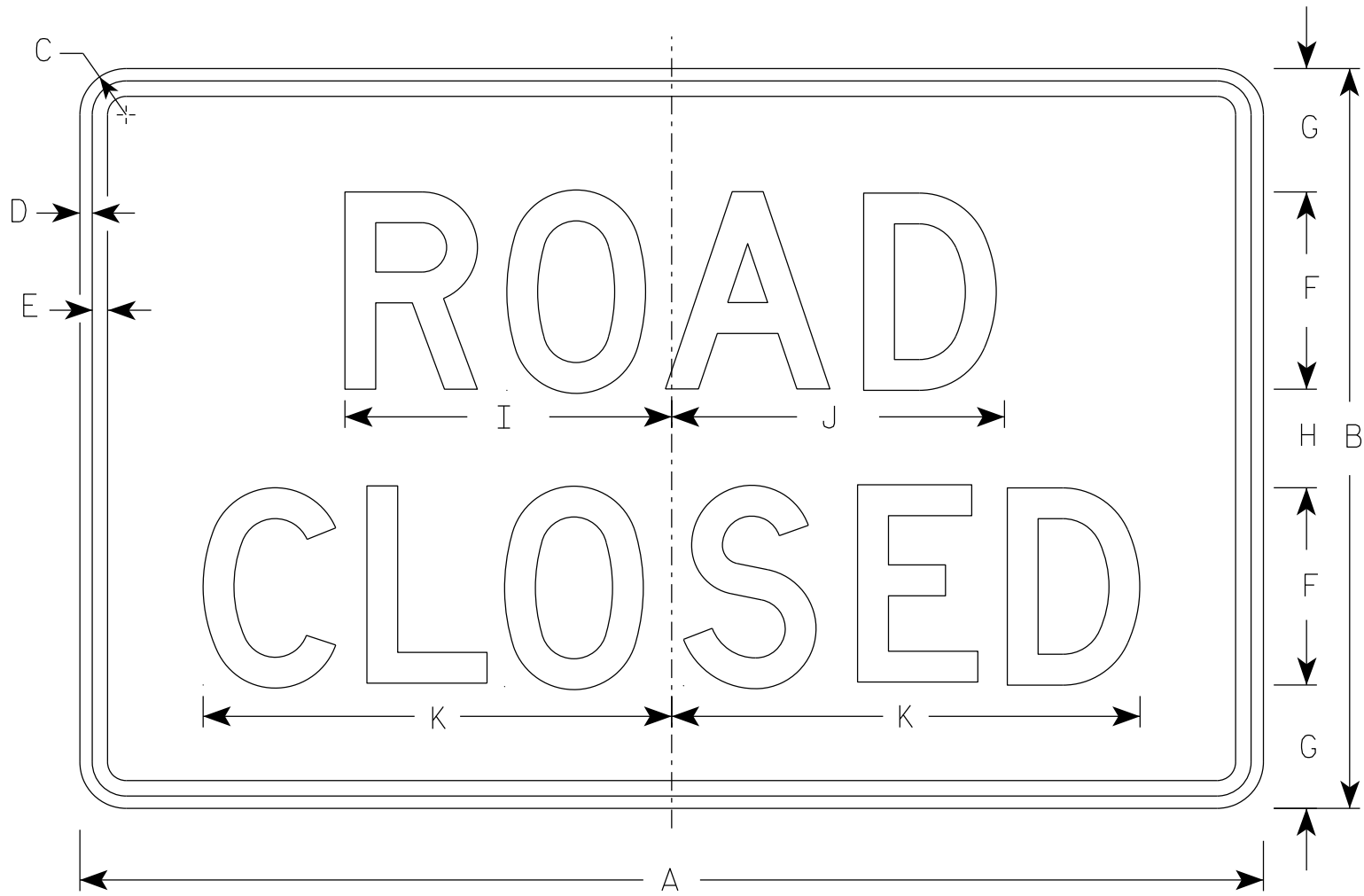
PROJECT NO:

HWY:

COUNTY:

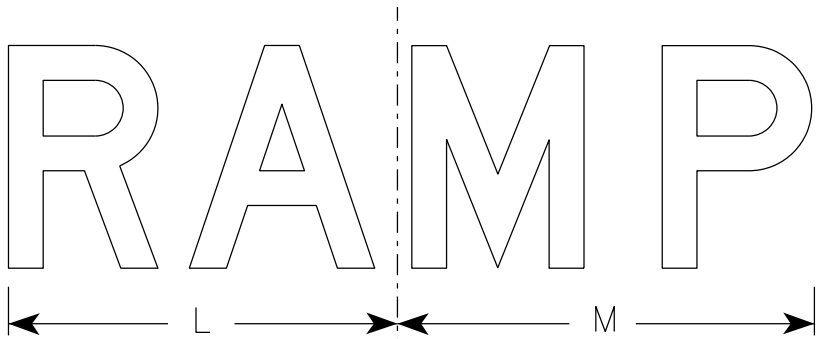
SHEET NO:

E

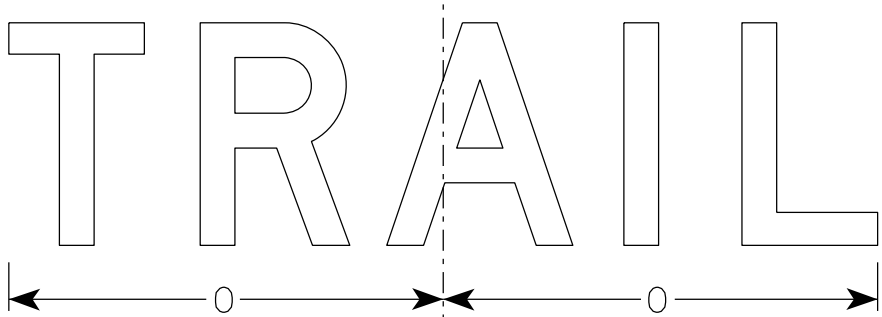


R11-2

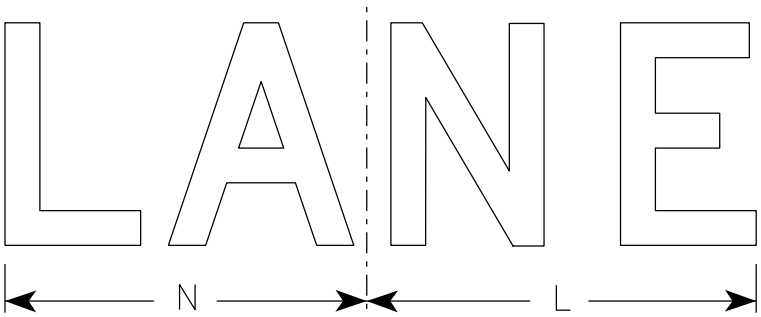
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



R11-2R



R11-2T



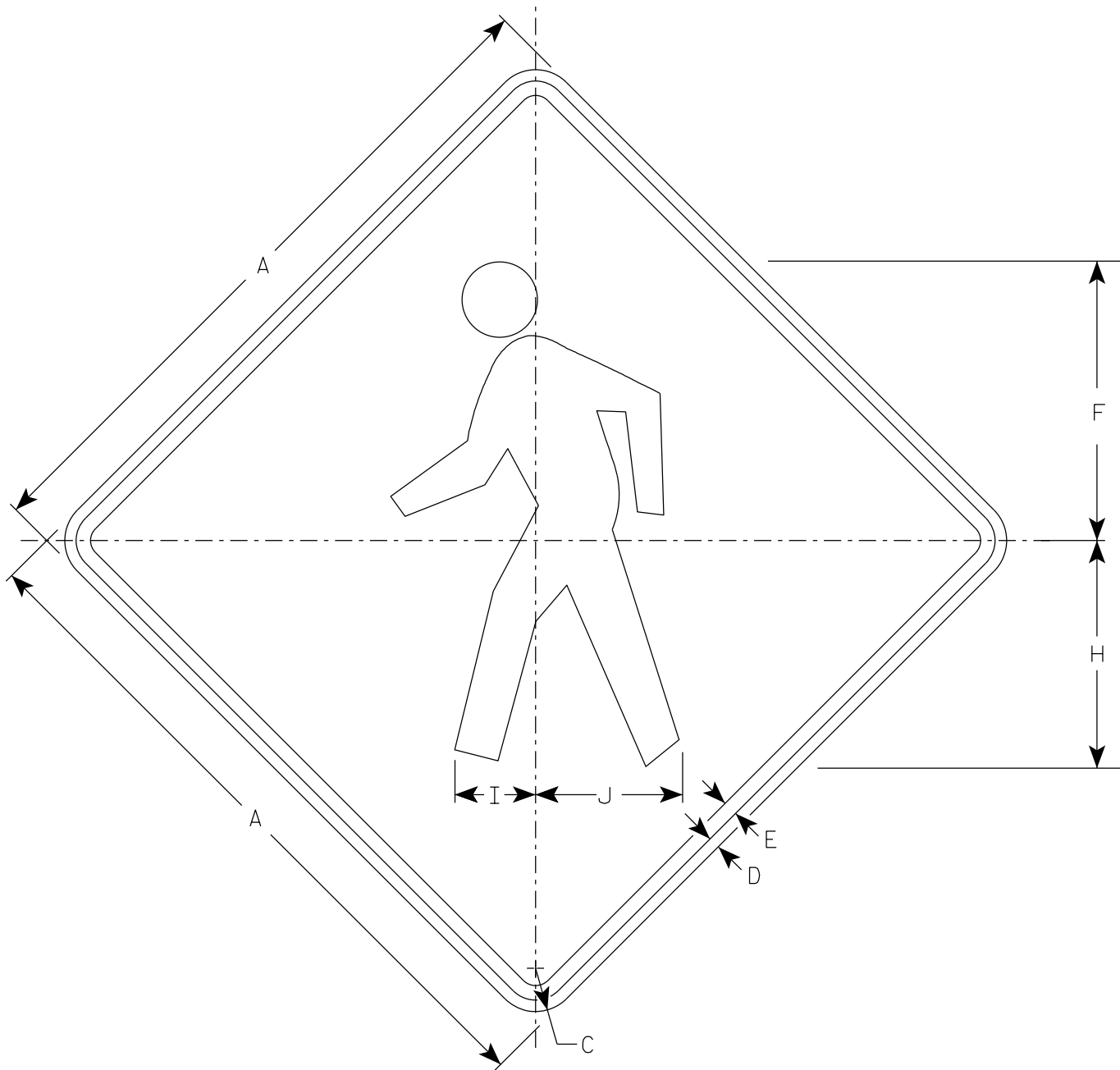
R11-2L

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	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/5/24	PLATE NO. R11-2.12

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



W11-2

NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO:

HWY:

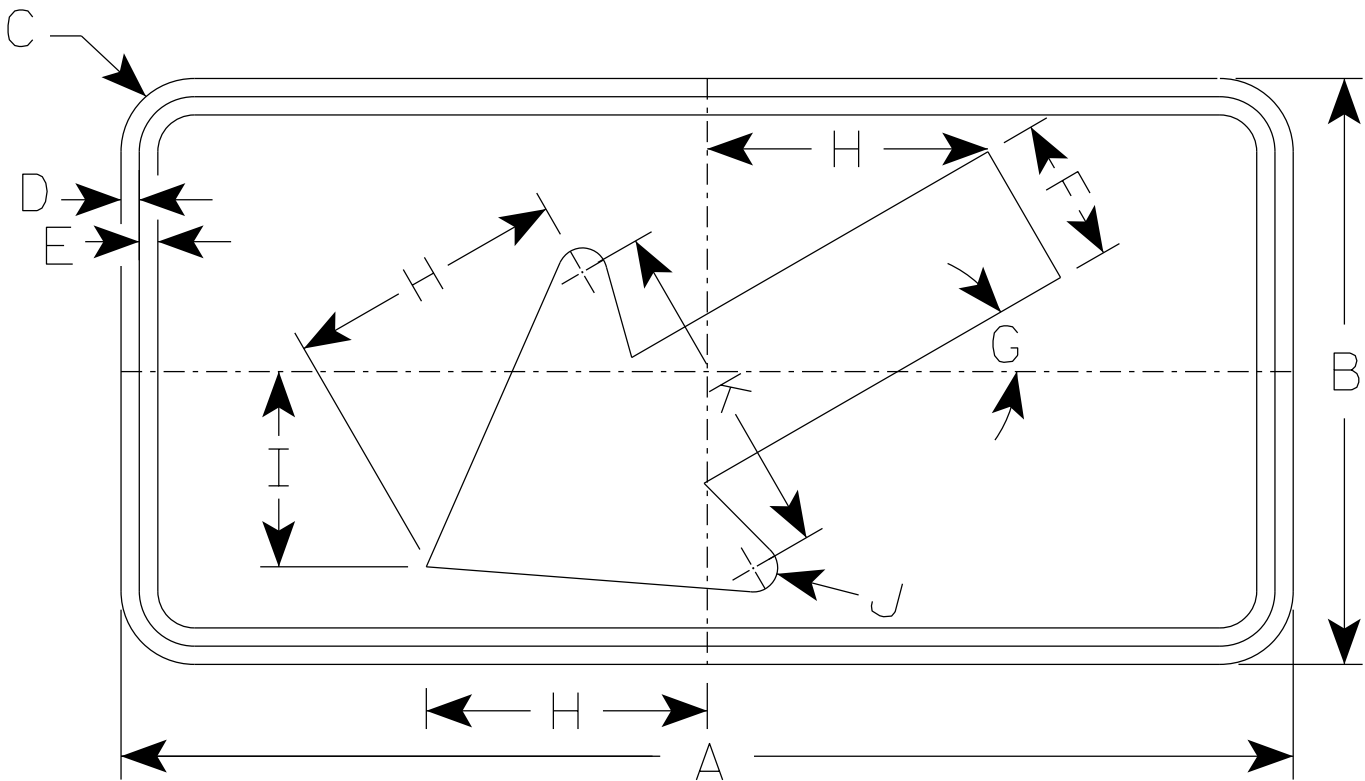
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W16-7R is the same as W16-7L
except the arrow is reversed along
the vertical centerline.



W16-7L

- * For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN

W16-7

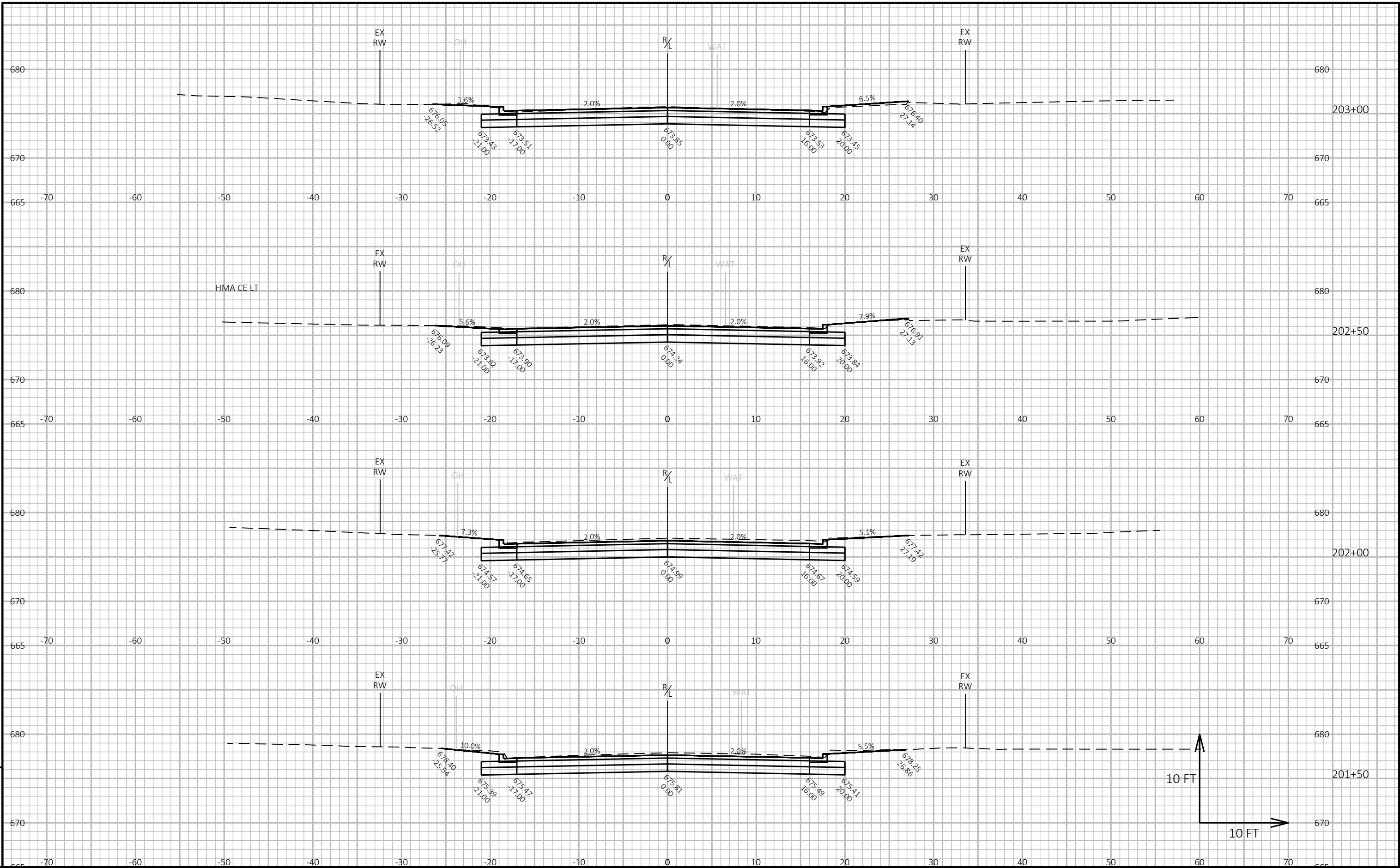
WISCONSIN DEPT OF TRANSPORTATION

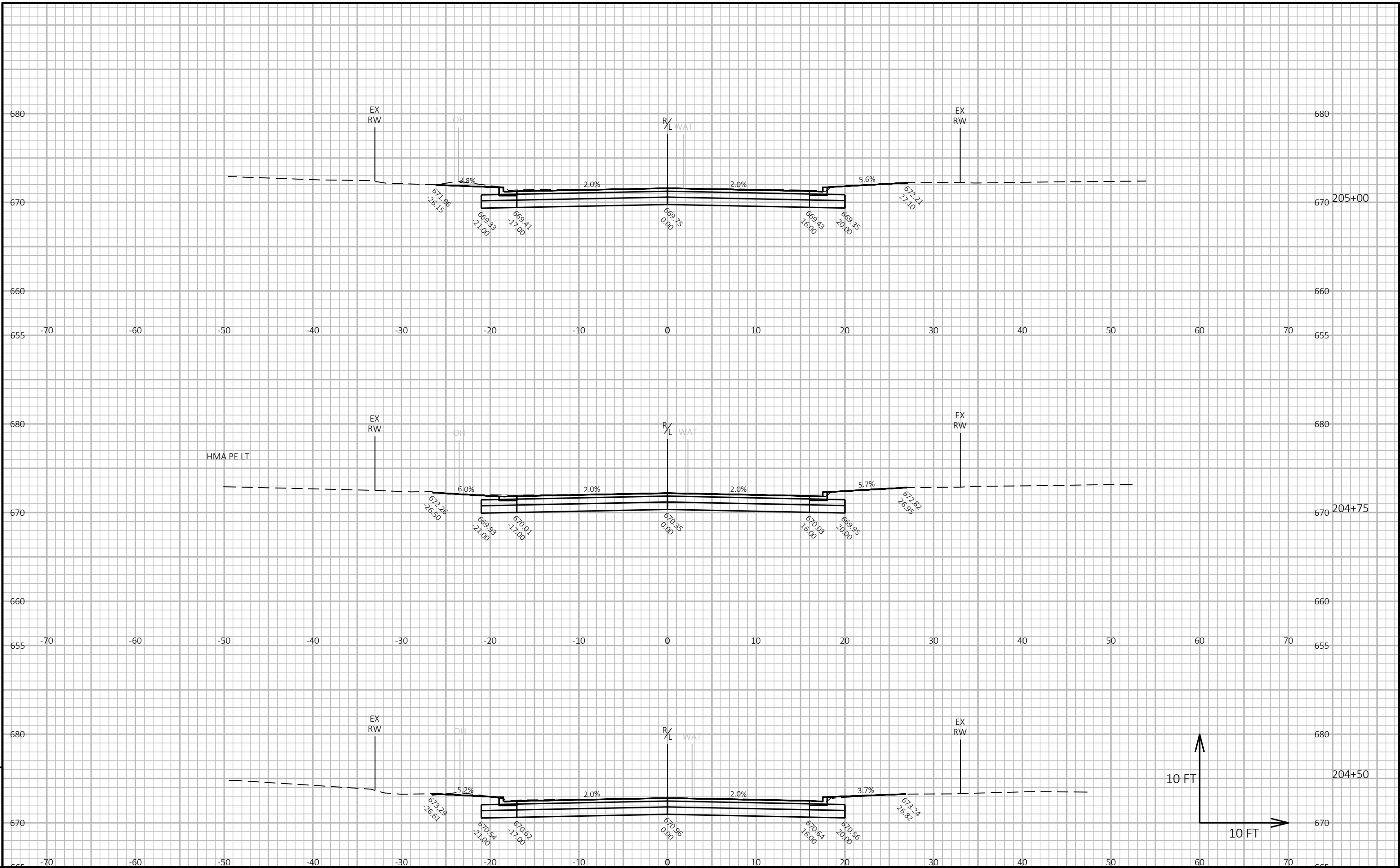
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

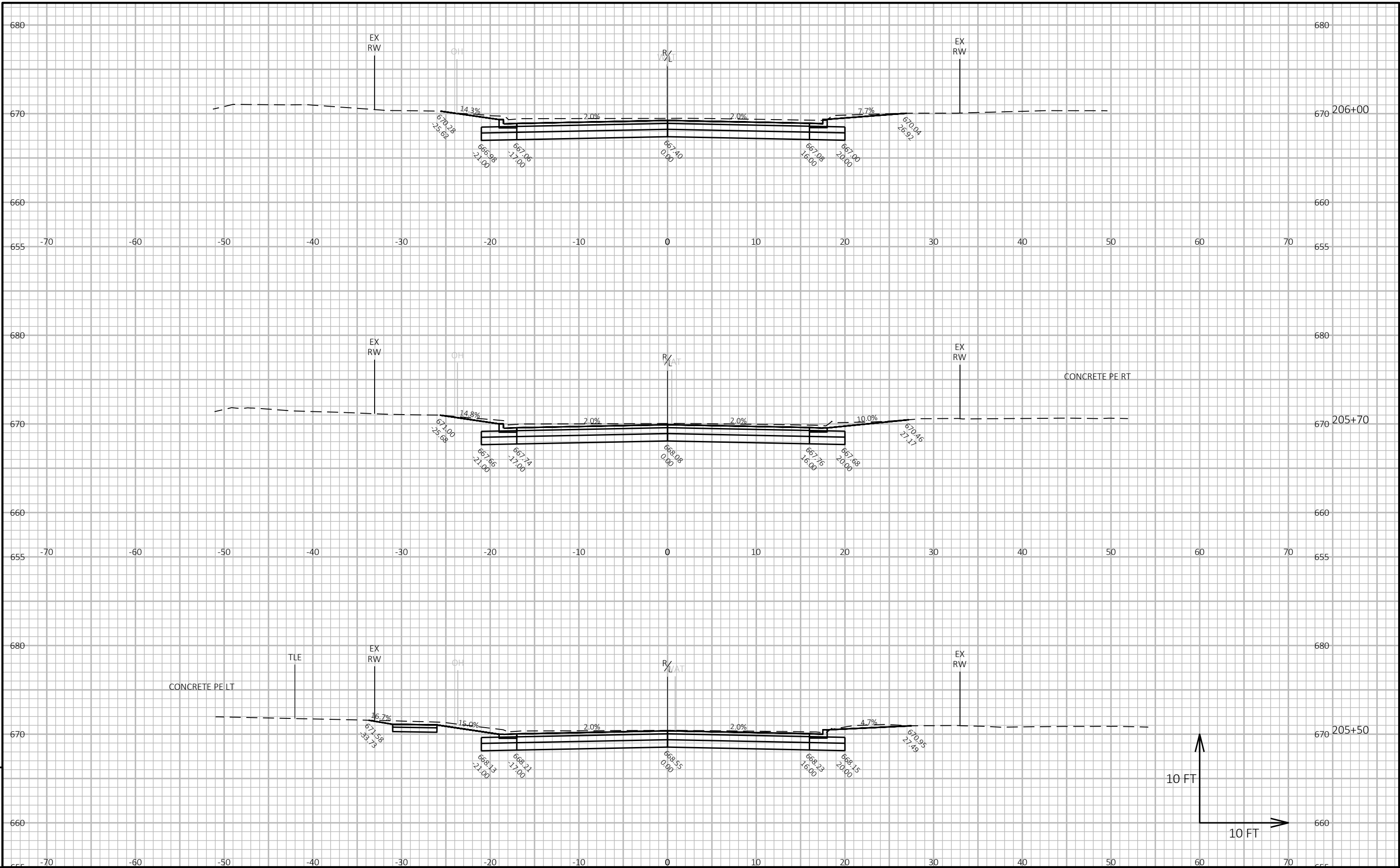
DATE 1/9/2024 PLATE NO. W16-7.9

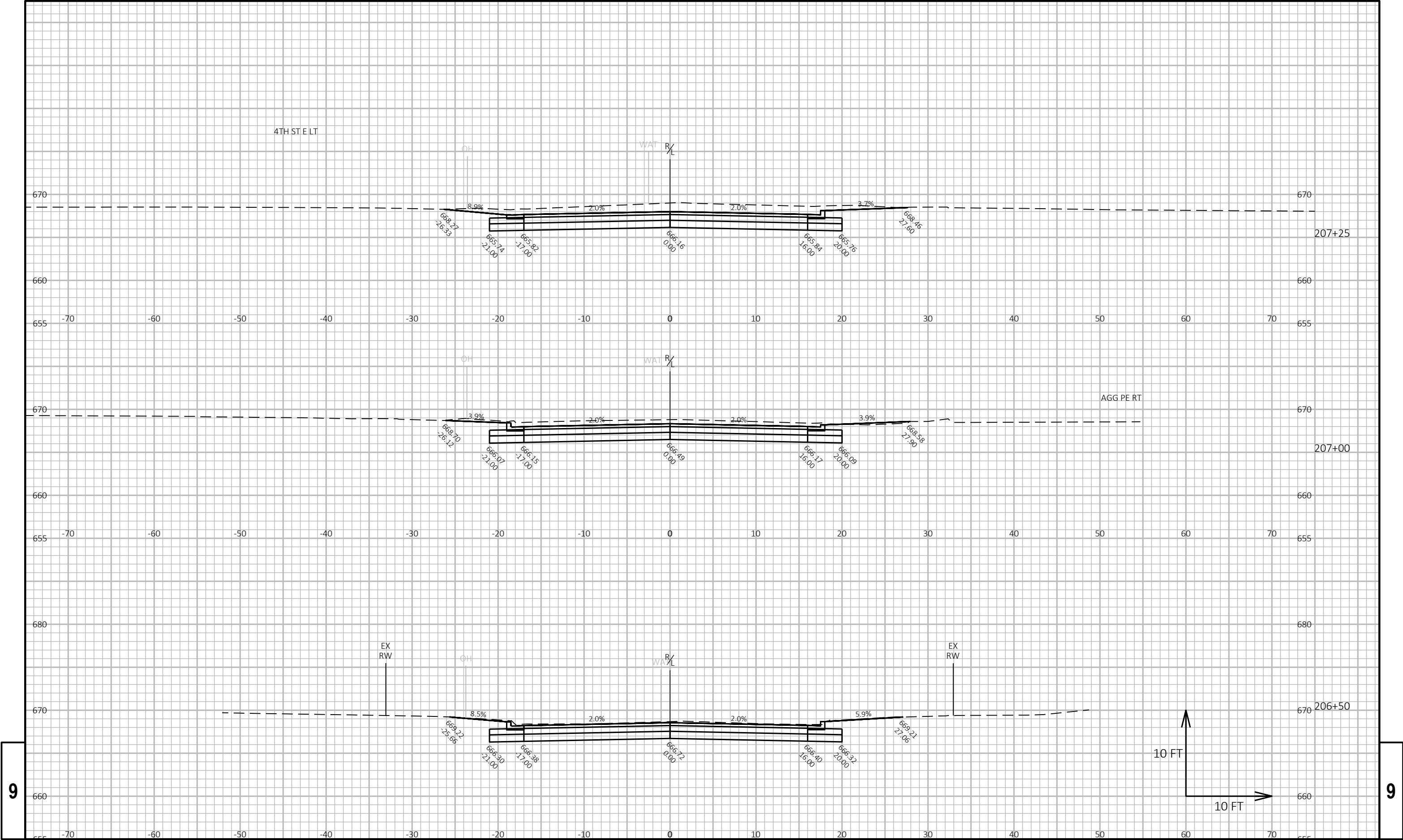
PRENTICE AVE												
CATEGORY	STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
				NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 4
0010	6TH AVE		0				86	12	0	86	0	86
	200+22	20022.19	0	78.59	10.66	0.11	0	0	0	86	0	86
	200+50	20050	28	78.43	10.66	0.03	81	11	0	167	0	156
	201+00	20100	50	82.36	10.66	0.00	149	20	0	316	0	285
	201+15	20115	15	85.31	10.66	0.00	47	6	0	362	0	326
	201+50	20150	35	87.98	10.66	0.00	112	14	0	475	0	424
	202+00	20200	50	88.00	10.66	0.02	163	20	0	638	0	567
	202+50	20250	50	81.09	10.66	0.29	157	20	0	794	1	704
	203+00	20300	50	77.04	10.66	1.75	146	20	2	941	3	828
	203+27	20326.88	27	86.80	10.66	0.72	82	11	1	1,022	4	897
	203+50	20350	23	120.69	10.66	0.00	89	9	0	1,111	5	977
	203+75	20375	25	101.43	10.66	0.11	103	10	0	1,214	5	1,070
	204+00	20400	25	80.53	10.66	0.73	84	10	0	1,298	5	1,144
	204+50	20450	50	79.62	10.66	0.39	148	20	1	1,446	7	1,271
	204+75	20475	25	78.37	10.66	0.03	73	10	0	1,519	7	1,334
	205+00	20500	25	81.75	10.66	0.06	74	10	0	1,594	7	1,398
	205+50	20550	50	94.20	10.66	0.00	163	20	0	1,757	7	1,541
	205+70	20570	20	90.05	10.66	0.00	68	8	0	1,825	7	1,601
	206+00	20600	30	93.85	10.66	0.00	102	12	0	1,927	7	1,692
	206+50	20650	50	83.12	10.66	0.00	164	20	0	2,091	7	1,836
	207+00	20700	50	96.69	10.66	1.19	166	20	1	2,257	8	1,981
	207+25	20725	25	115.36	10.66	0.02	98	10	1	2,355	9	2,069
	207+40	20740	15	96.09	10.66	0.40	59	6	0	2,414	9	2,122
	207+50	20750	10	87.94	10.66	0.17	34	4	0	2,448	9	2,152
	208+00	20800	50	86.09	10.66	0.57	161	20	1	2,609	10	2,292
	208+50	20850	50	88.47	10.66	0.00	162	20	1	2,771	11	2,433
	209+00	20900	50	83.45	10.66	0.00	159	20	0	2,930	11	2,573
	209+50	20950	50	81.43	10.66	0.00	153	20	0	3,083	11	2,706
	209+80	20979.69	30	81.20	10.66	0.00	89	12	0	3,172	11	2,783
	210+00	21000	20	84.35	10.66	0.00	62	8	0	3,235	11	2,838
	210+46	21046	46	92.80	10.66	0.01	151	18	0	3,385	11	2,970
	3RD ST											
	211+25	21125	0	75.58	10.66	0.30	0	0	0	3,385	11	2,970
	211+50	21150	25	77.88	10.66	0.17	71	10	0	3,457	11	3,031
	212+00	21200	50	80.51	10.66	0.18	147	20	0	3,603	12	3,158
	212+50	21250	50	79.99	10.66	0.00	149	20	0	3,752	12	3,286
	213+00	21300	50	82.52	10.66	0.00	150	20	0	3,902	12	3,417
	213+50	21350	50	83.63	10.66	0.00	154	20	0	4,056	12	3,551
	214+00	21400	50	95.97	10.66	0.00	166	20	0	4,222	12	3,698
	214+14	21414.44	14	89.33	10.66	0.00	50	6	0	4,272	12	3,742
	MAINT ST											
	214+88	21487.85	0	108.96	10.66	0.00	0	0	0	4,272	12	3,742
	215+00	21500	12	107.25	15.51	0.00	49	6	0	4,321	12	3,784
	215+50	21550	50	97.78	15.51	0.06	190	29	0	4,510	12	3,945
	216+00	21600	50	82.85	10.66	1.63	167	24	2	4,678	14	4,087
	216+10	21610	10	82.32	10.66	3.11	31	4	1	4,708	15	4,112
	216+50	21650	40	80.62	10.66	1.32	121	16	3	4,829	19	4,213
	217+00	21700	50	80.69	10.66	2.30	149	20	3	4,978	23	4,338
	217+50	21750	50	78.29	10.66	0.08	147	20	2	5,126	26	4,463
	217+60	21760	10	78.89	10.66	0.11	29	4	0	5,155	26	4,488
							5155	653	21			

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME



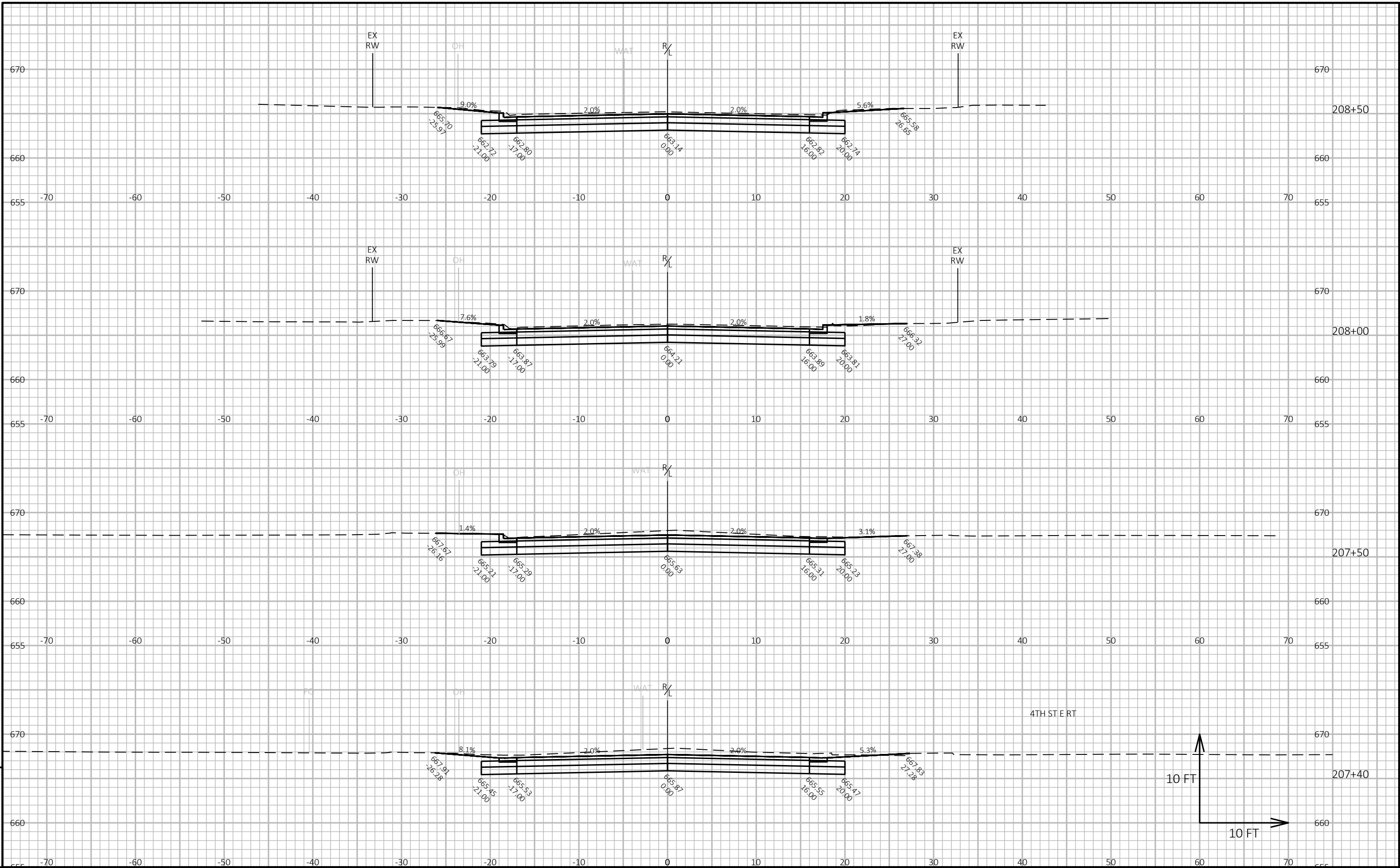


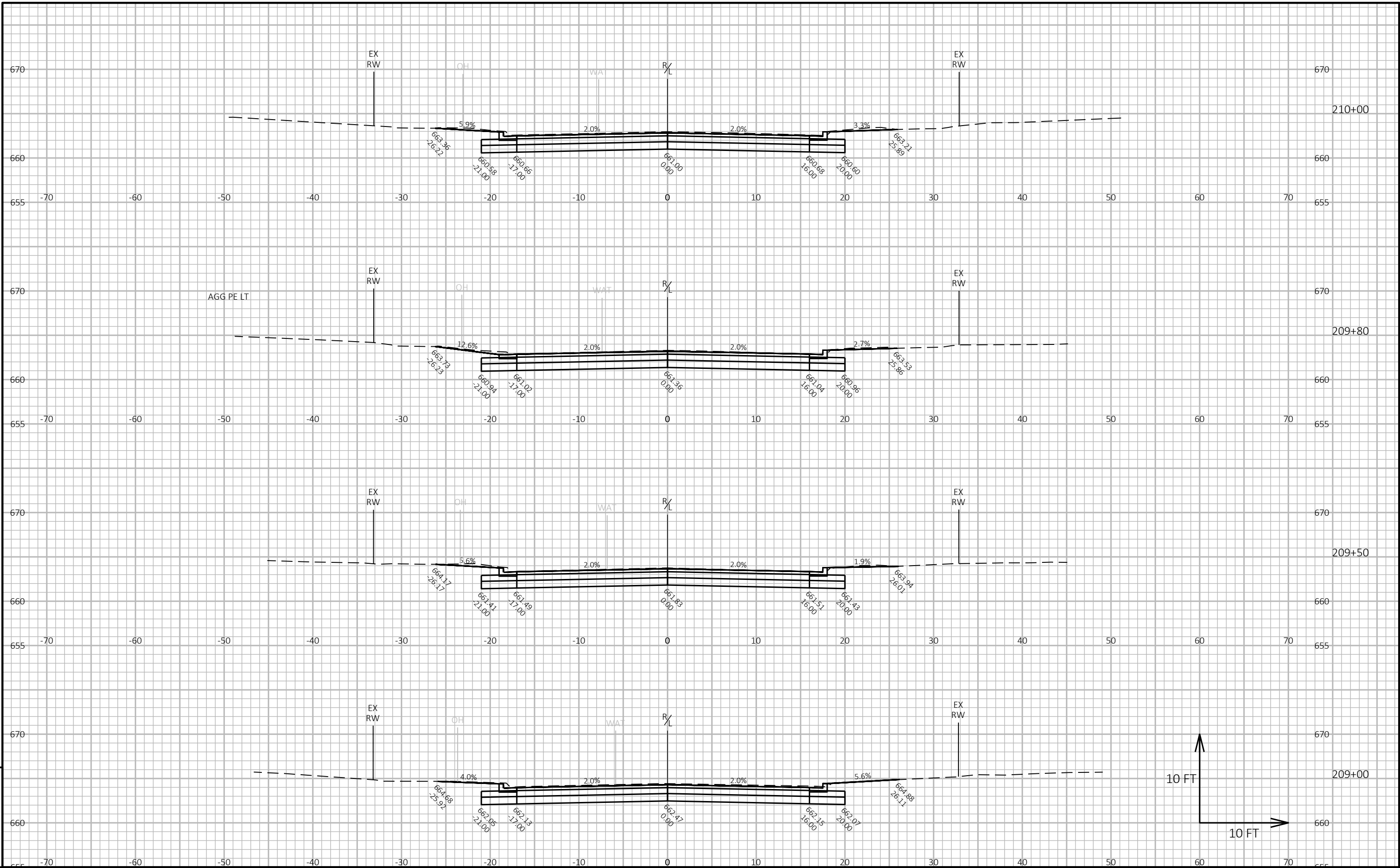


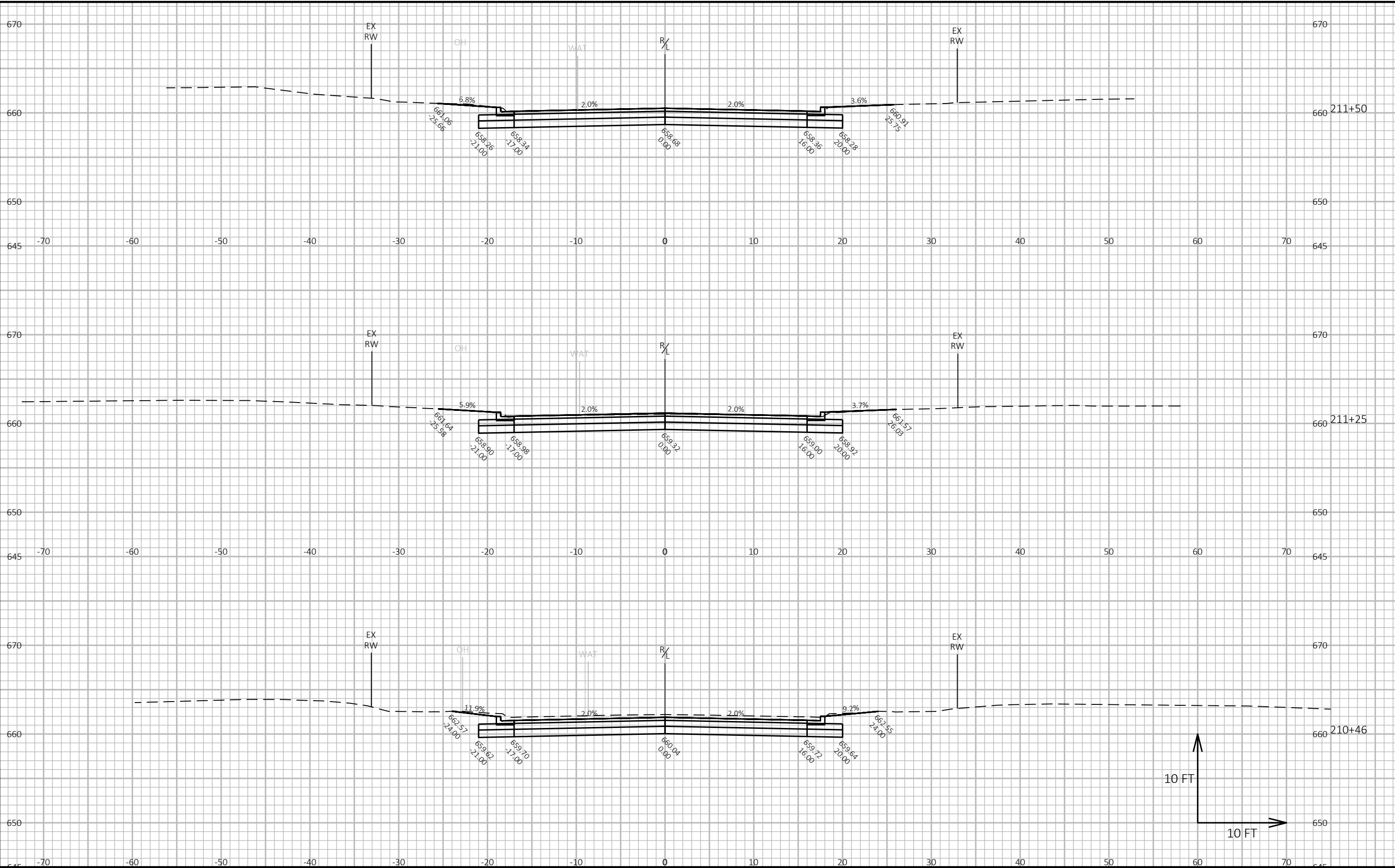


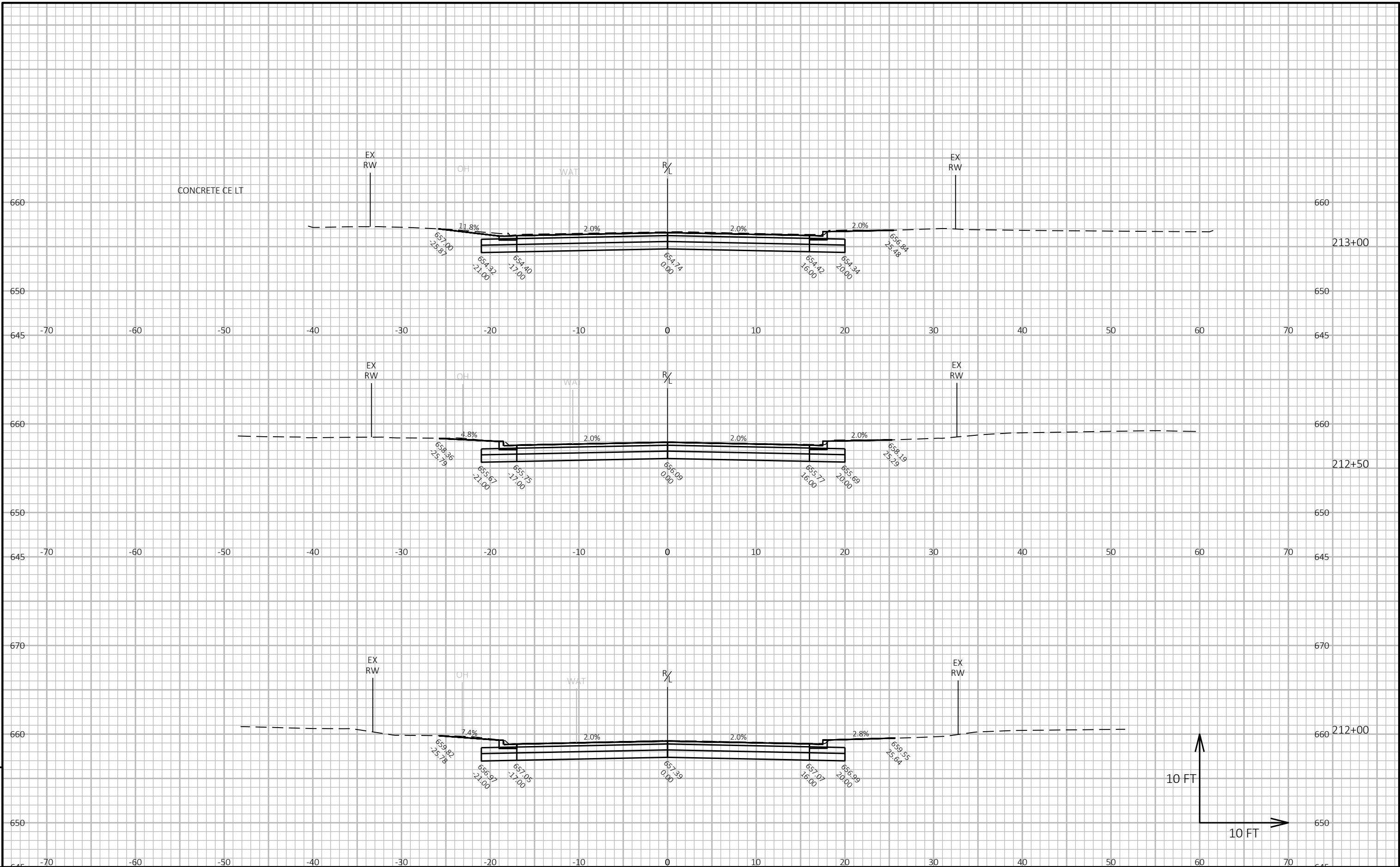
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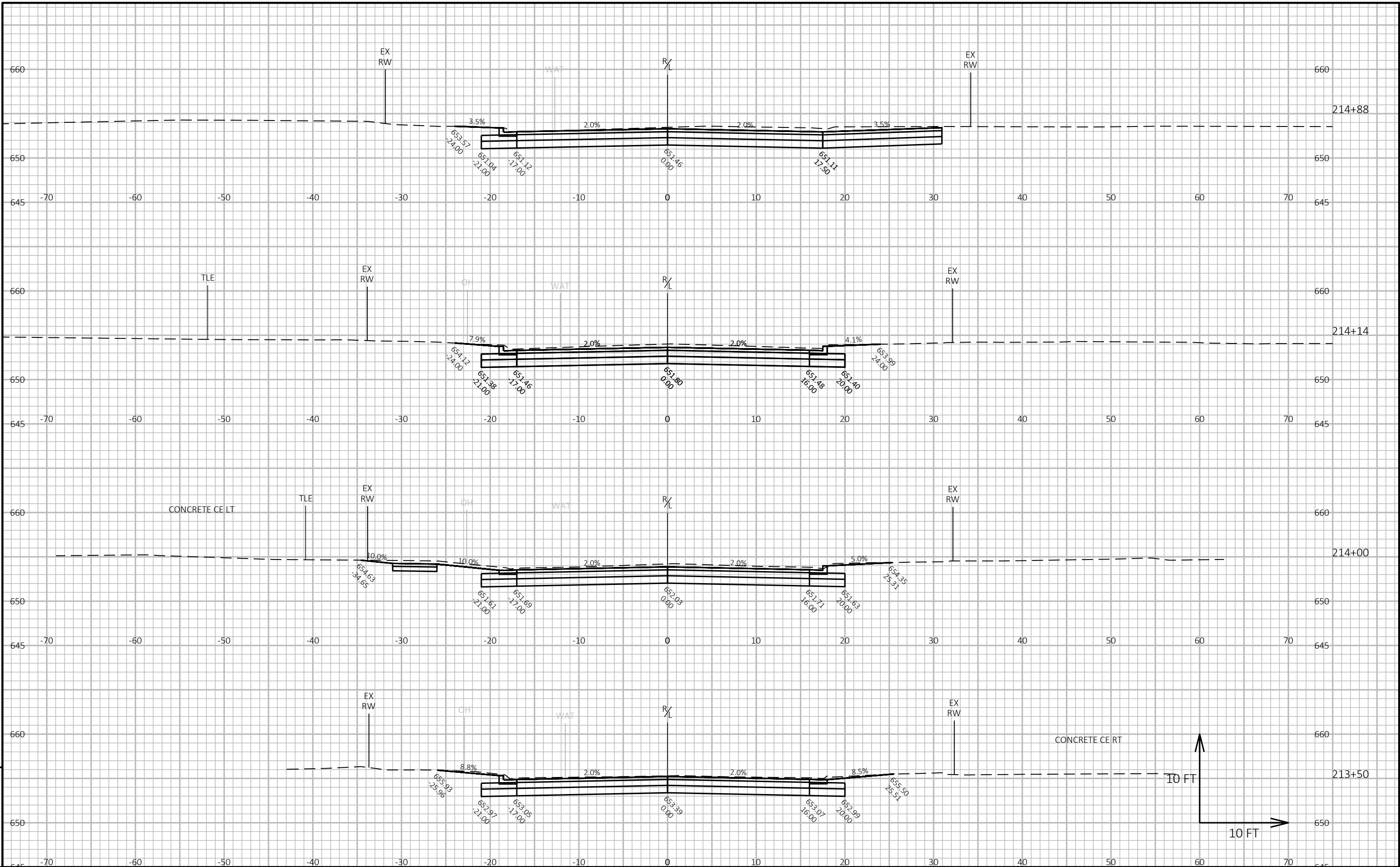
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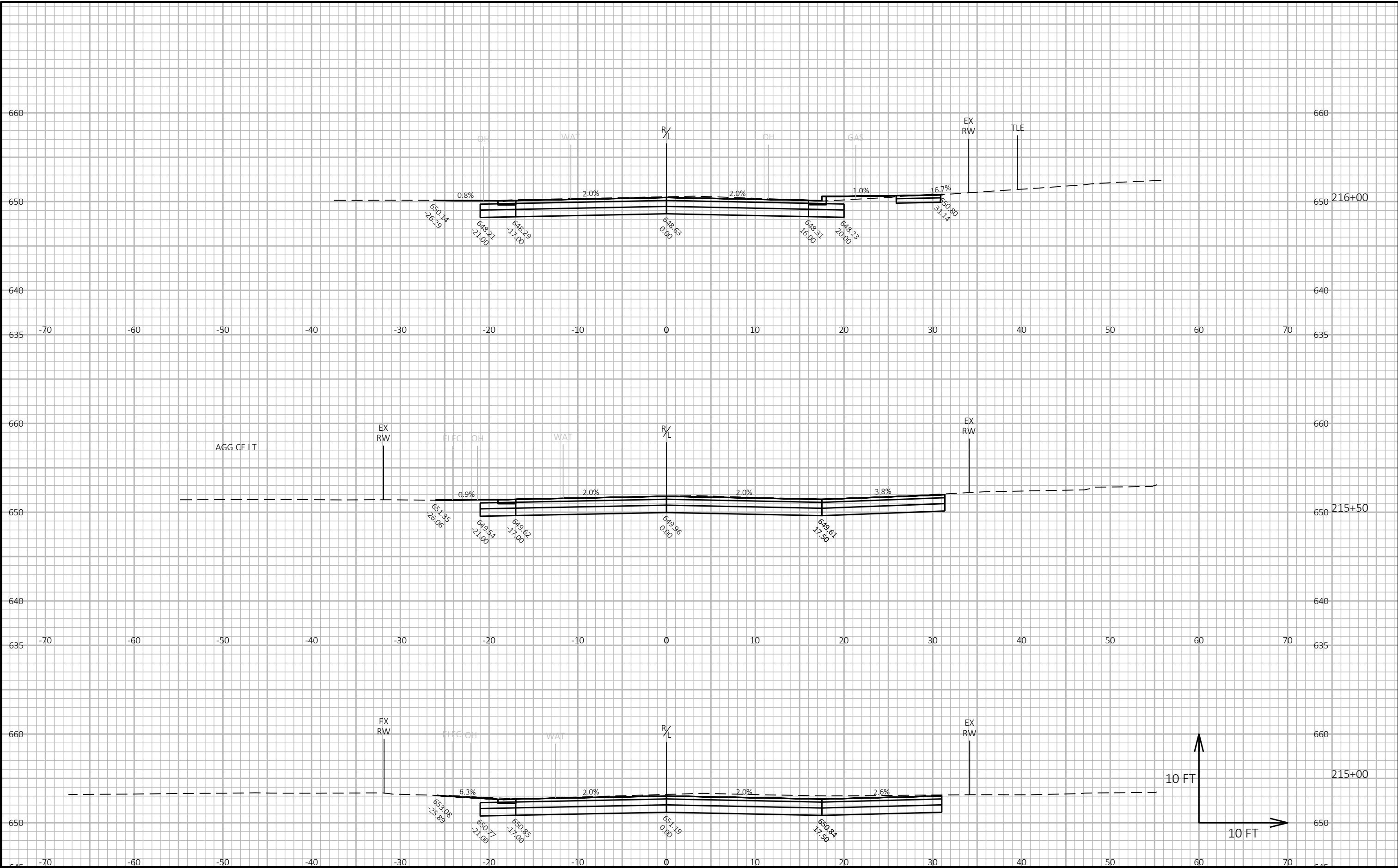


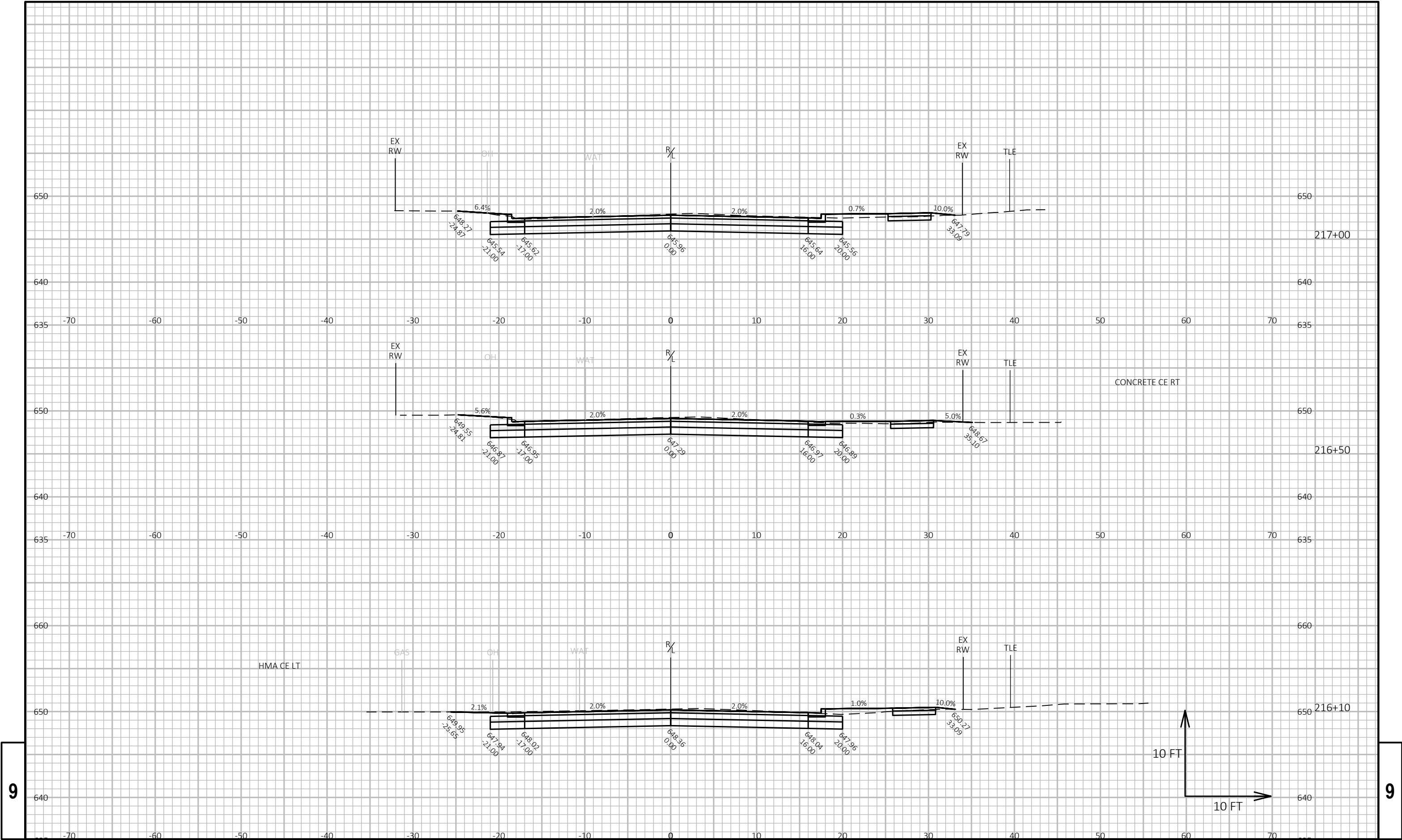


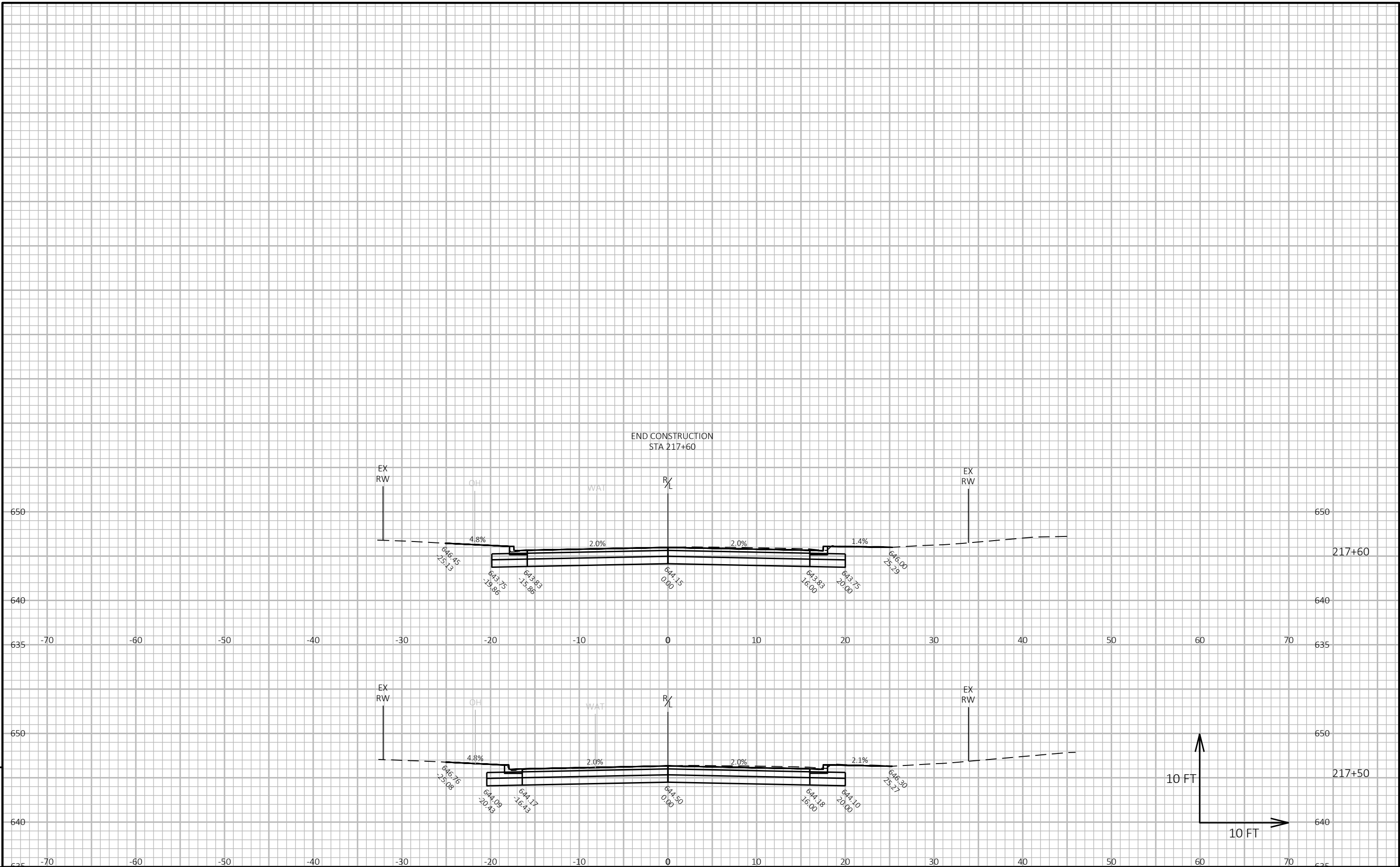


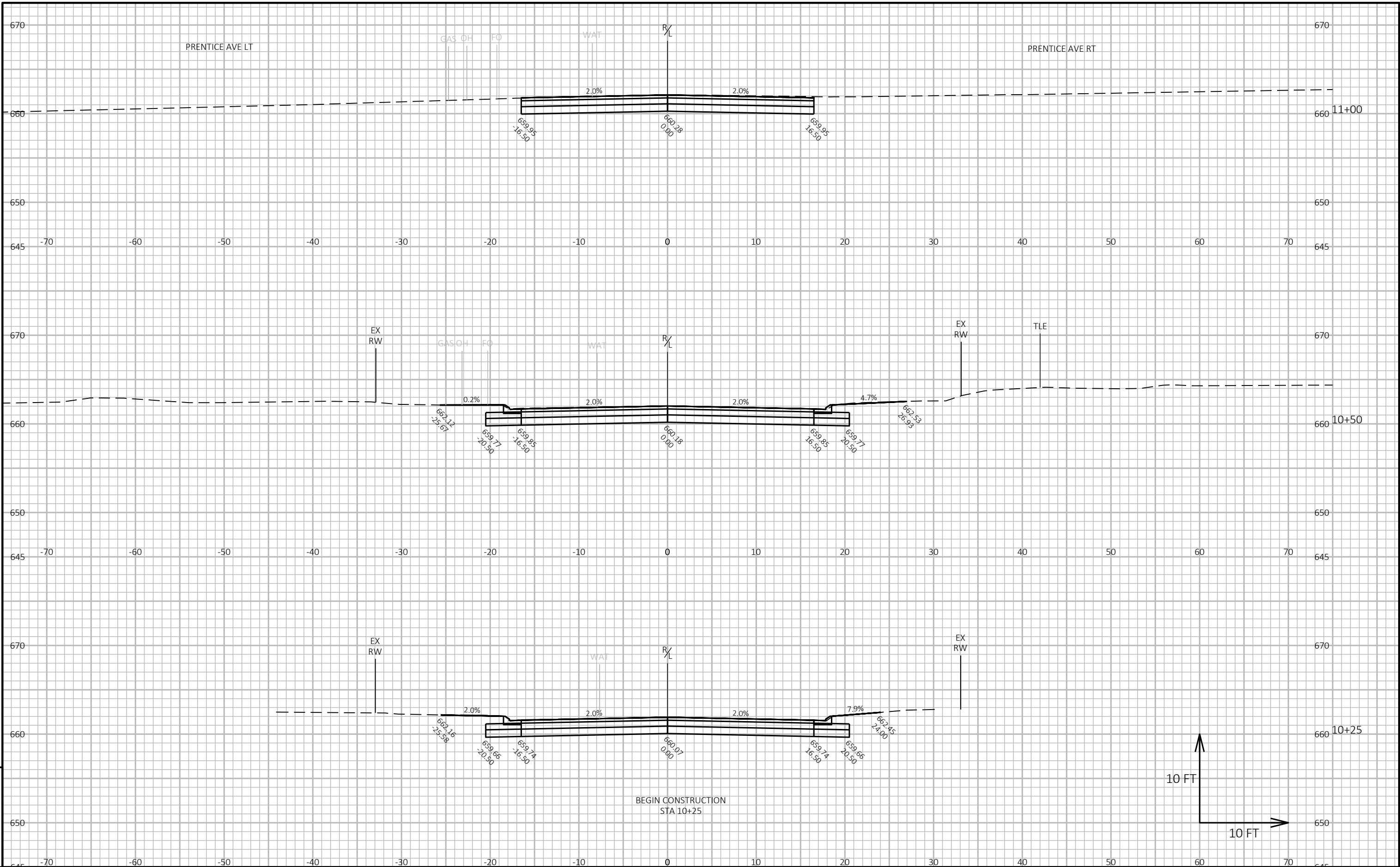


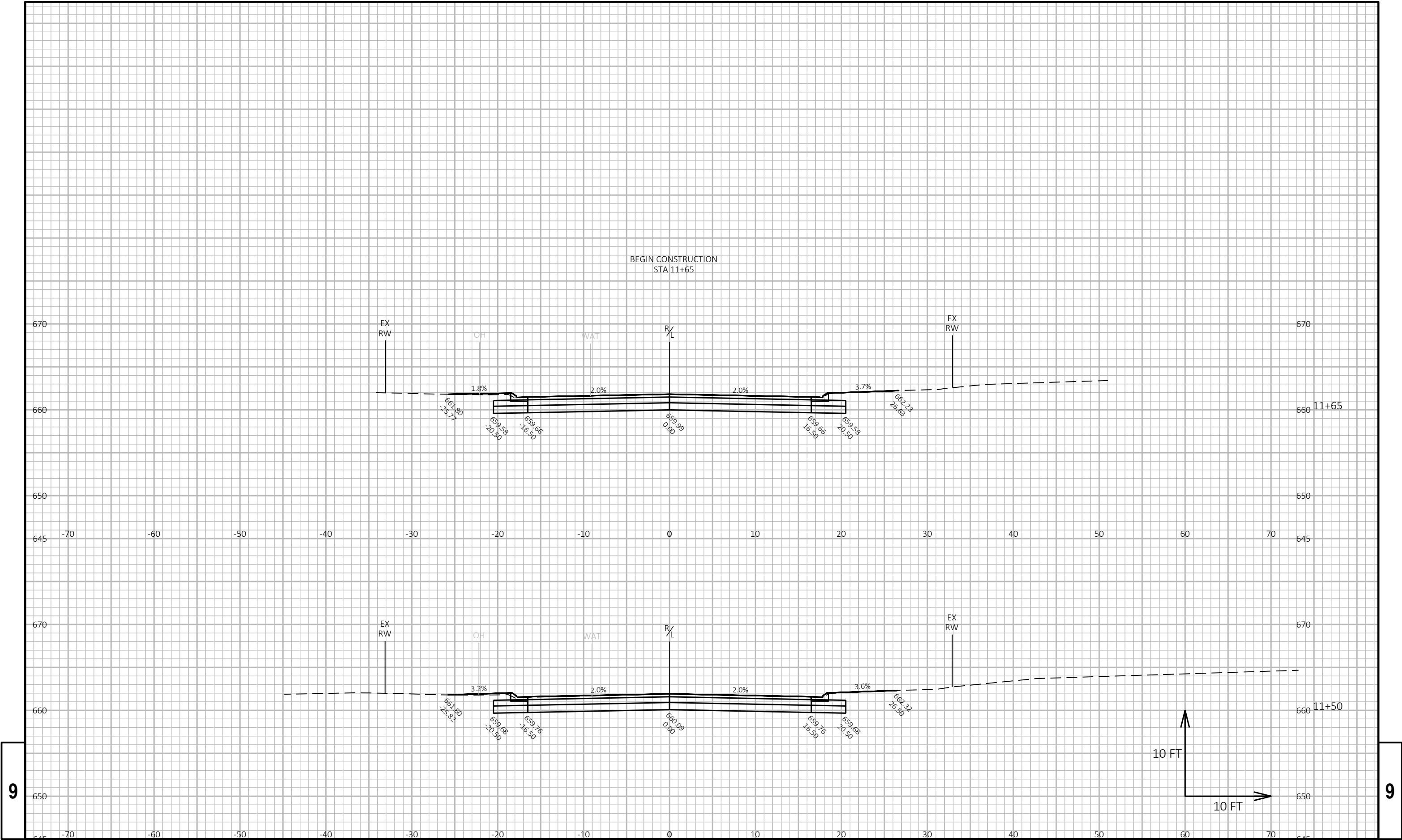






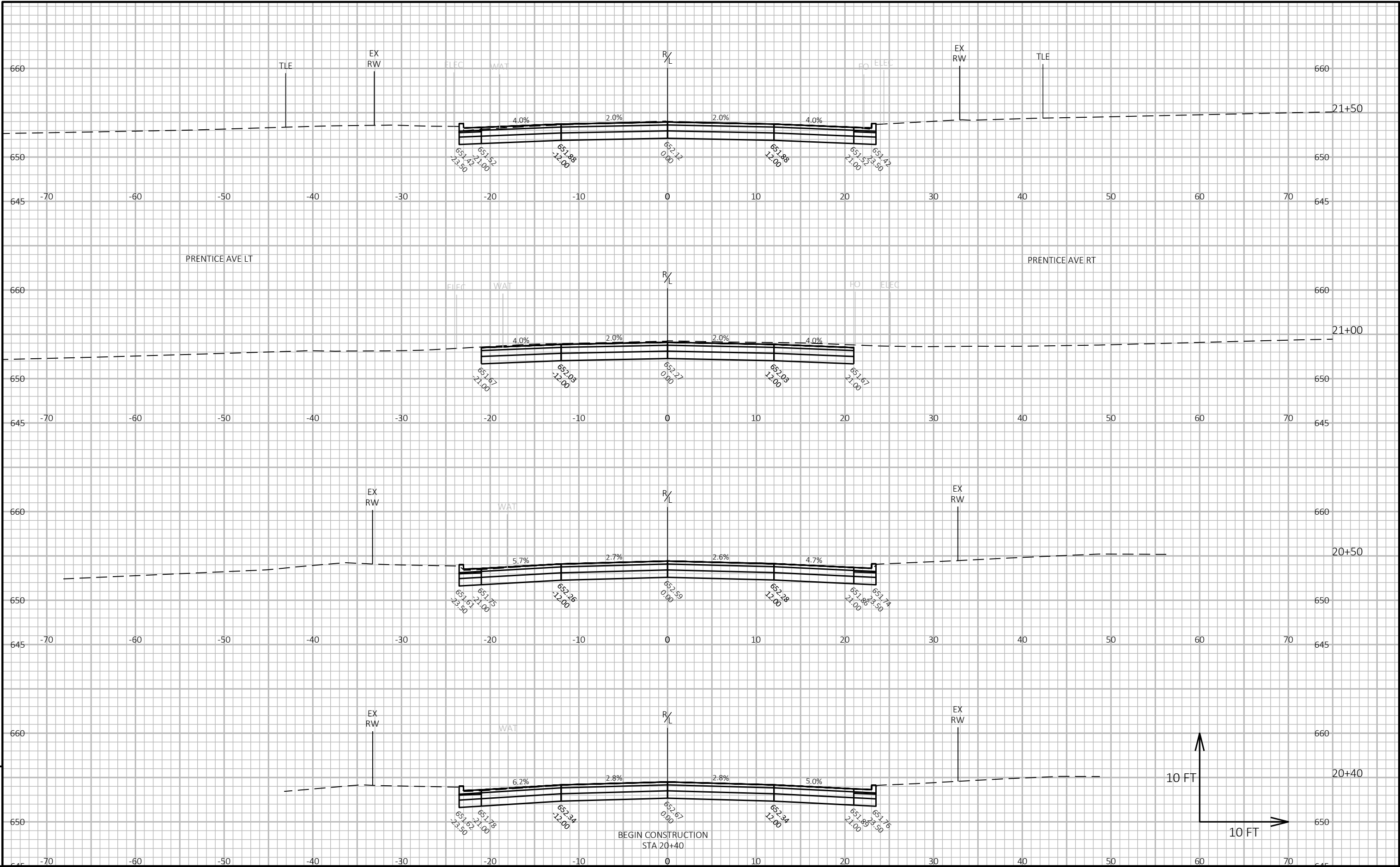






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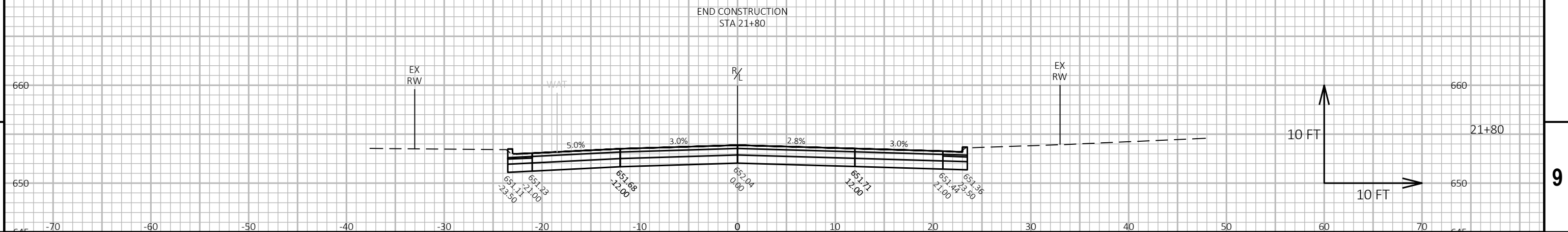
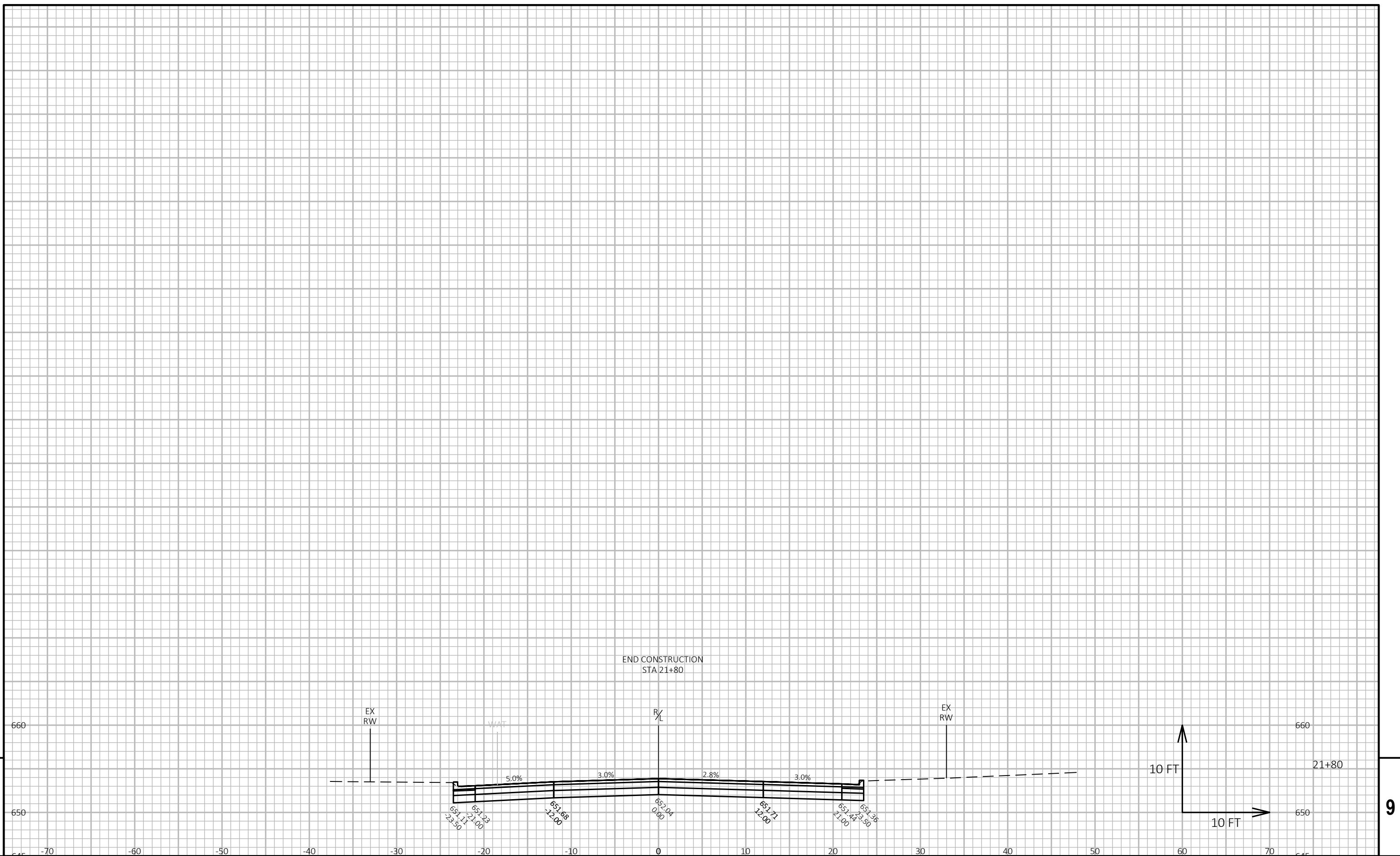
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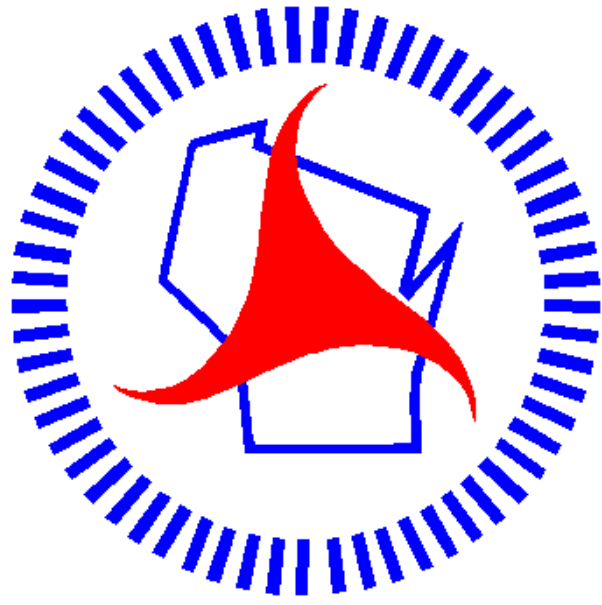
PROJECT NO: 8995-00-16	HWY: PRENTICE AVE	COUNTY: ASHLAND	CROSS SECTIONS: MAIN STREET E	SHEET E
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PROJECT NO:	8995-00-16	HWY: PRENTICE AVE	COUNTY: ASHLAND	CROSS SECTIONS:	MAIN STREET E	SHEET	E
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FILE NAME : X:\AE\A\ASHLA\175951\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\8995-00-15\SHEETS\SEC 09 B CROSS SECTIONS\090201-XS (CROSS SECTIONS).DWG PLOT DATE : 7/21/2025 4:55 PM PLOT BY : MATTHEW WINTER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. LAYOUT NAME - 18 WISDOT/CADDs SHEET 49

Notes



Wisconsin Department of Transportation

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through innovation and exceptional service.

<http://www.dot.wisconsin.gov>