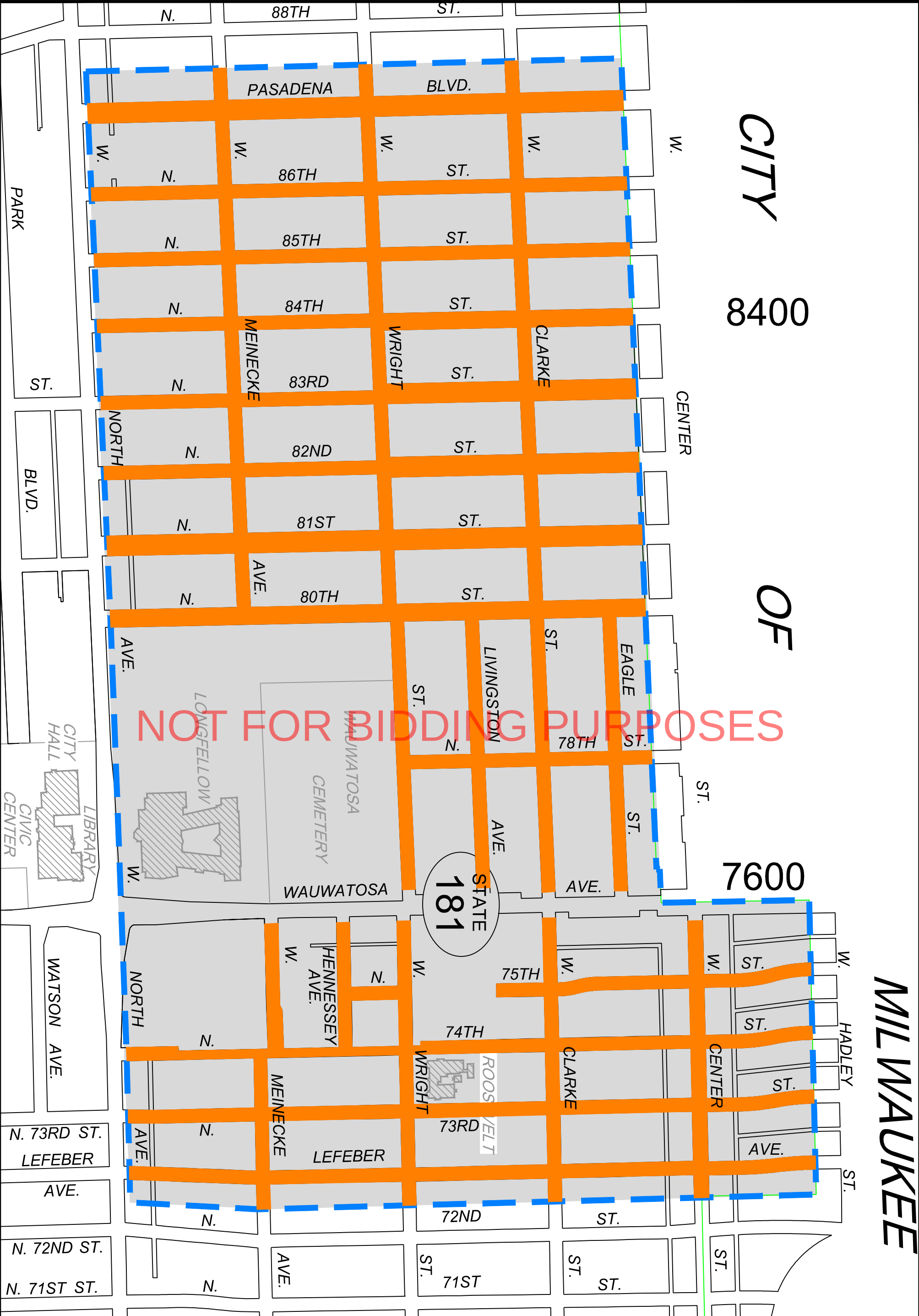




CITY

8400

OF

7600

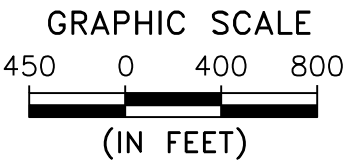
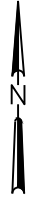
MILWAUKEE



2026 SIDEWALK PROGRAM AREA



STREETS WITH SIDEWALK PROGRAM WORK



CITY OF WAUWATOSA
2026 SIDEWALK PROGRAM
MAP OF PROGRAM AREA
SHEET 1 OF 1

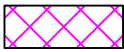


LIST OF LOCATIONS

- | | | | |
|---|---|---|---|
| 1 2525 PASADENA BLVD.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 8 2616 N. 85TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 8' ARC | 15 2473 N. 84TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 22 2402 N. 82ND ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC |
| 2 2369 PASADENA BLVD.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 10' ARC | 9 8508 W. CLARKE ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 16 2504 N. 83RD ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 23 2469 N. 82ND ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 11' ARC |
| 3 2363 N. 86TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 11' ARC | 10 2517 N. 85TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 17 2479 N. 83RD ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 15.6' ARC | 24 8209 W. CLARKE ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 10.4' ARC |
| 4 2377 N. 86TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 10' ARC | 11 2510 N. 85TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 7' ARC | 18 2402 N. 83RD ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 25 2602 N. 81ST ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC |
| 5 2472 N. 86TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 10' ARC | 12 8500 W. NORTH AVE.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 19 2361 N. 83RD ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 26 2478 N. 81ST ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 9.4' ARC |
| 6 2544 N. 86TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 13 2376 N 85TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 20 2355 N. 82ND ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 27 2405 N. 81ST ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC |
| 7 2559 N. 86TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 14 2440 N. 84TH ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 12' ARC | 21 2377 N. 82ND ST.
SPECIAL ROOTSAW THRU PAVEMENT
CONSTRUCT 10' ARC | |



2026 SIDEWALK
PROGRAM AREA



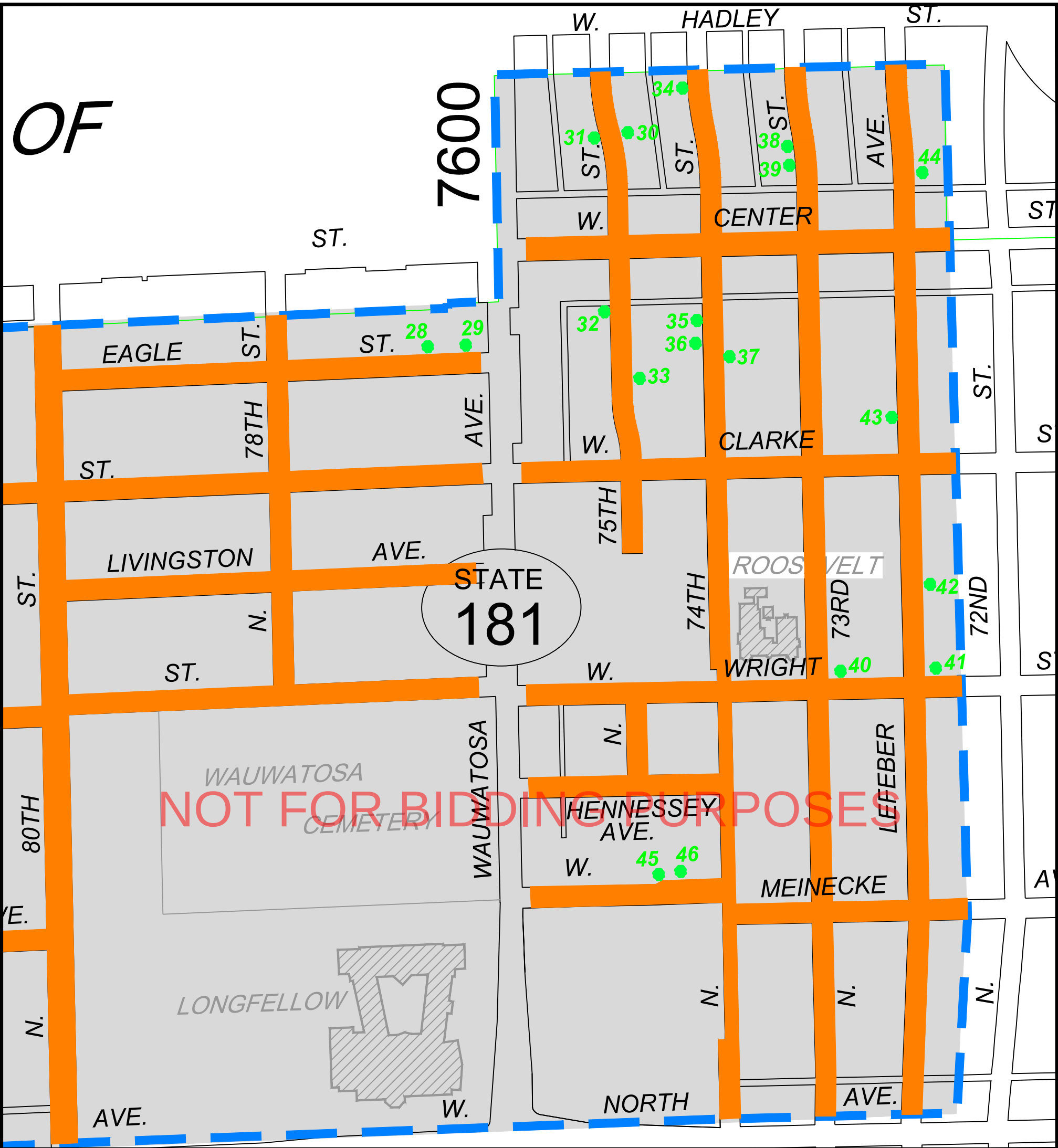
**DO NOT ROOT SAW,
DO NOT GRUB
ALONG FRONTAGE**

PROPOSED TREE ARC LOCATION WITH MAP INDEX # (TYP.),
SPECIAL ROOT SAW REQUIRED AS NOTED
(SEE TREE ROOT ARC DETAIL)



0 150 300
SCALE IN FEET

CITY OF WAUWATOSA
SIDEWALK CONTRACT 26-19
PROPOSED TREE ARC
LOCATIONS SHEET 1 OF 2



LIST OF LOCATIONS

28 7628 EAGLE ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	35 2651 N. 74TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	42 2536 LEFEBER AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC
29 2651 WAUWATOSA AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 9' ARC	36 2643 N. 74TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 5.3' ARC	43 2615 LEFEBER AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC
30 2746 N. 75TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	37 2640 N. 74TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	44 2722 LEFEBER AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 9' ARC
31 2745 N. 75TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	38 2733 N. 73RD ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	45 7428 MEINECKE AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 10' ARC
32 2659 N. 75TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	39 2727 N. 73RD ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 9' ARC	46 7420 MEINECKE AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC
33 2634 N. 75TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	40 2504 N. 73RD ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	
34 2757 N. 74TH ST. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 12' ARC	41 2504 LEFEBER AVE. SPECIAL ROOTSAW THRU PAVEMENT CONSTRUCT 10' ARC	



2026 SIDEWALK
PROGRAM AREA



PROPOSED TREE ARC LOCATION WITH MAP INDEX # (TYP.),
SPECIAL ROOT SAW REQUIRED AS NOTED
(SEE TREE ROOT ARC DETAIL)

**DO NOT ROOT SAW,
DO NOT GRUB
ALONG FRONTAGE**



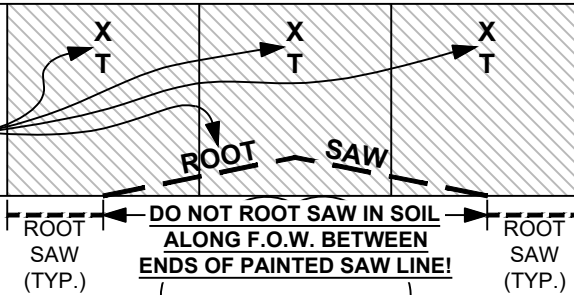
0150300

SCALE IN FEET

CITY OF WAUWATOSA
SIDEWALK CONTRACT 26-19
PROPOSED TREE ARC
LOCATIONS SHEET 2 OF 2

REMOVALS

WHITE PAINT MARKS



SIDEWALK

5' WIDTH (TYP.)

GRASS TERRACE

TREE

X' ARC

CURBHEAD

WHITE PAINT MARKS ON CURBHEAD

GUTTER FLANGE

LEGEND

--- ROOT SAW (TYP.)

TYPICAL ROOT SAW IN SOIL ALONG F.O.W., BEYOND END OF PROPOSED ARC; COST IS INCIDENTAL TO THE WORK

ROOT SAW

SPECIAL ROOT SAW THROUGH PAVEMENT, ALONG PAINTED SAW LINE, FOR PROPOSED ARC; THIS SAW WORK IS A CONTRACT PAY ITEM

X T

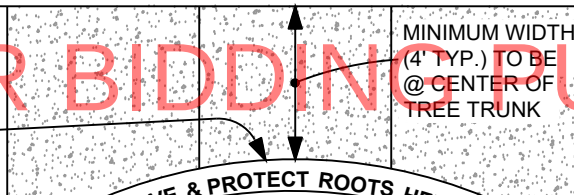
EXISTING SIDEWALK TO REMOVE

NOTE: ALL ROOT SAWS SHALL BE MADE TO A DEPTH OF 9" BELOW GRADE & SHALL BE MADE PRIOR TO REMOVAL OF THE SIDEWALK PAVEMENT.

DO NOT ROOT SAW IN SOIL ALONG F.O.W. @ BASE OF TREE BETWEEN ENDS OF THE PAINTED SAW LINE!

PROPOSED

MAKE ARC ON TREE SIDE OF PROPOSED SIDEWALK SECTION BY USING A FLEXIBLE FORM



MINIMUM WIDTH (4' TYP.) TO BE @ CENTER OF TREE TRUNK

SIDEWALK

5' WIDTH (TYP.)

GRASS TERRACE

TREE

X' ARC

CURBHEAD

GUTTER FLANGE

LEGEND



PROPOSED SIDEWALK SECTION

NOTE: ALL ROOTS WITHIN TWO INCHES OF THE BOTTOM OF THE PROPOSED SIDEWALK SECTION SHALL BE CUT & REMOVED. **SAVE & PROTECT ALL ROOTS BETWEEN THE LINE OF THE PROPOSED ARC AND THE BASE OF THE TREE!**

CITY OF WAUWATOSA

ENGINEERING DEPARTMENT

SIDEWALK REPAIR PROGRAM TYPICAL TREE ROOT ARC

REFERENCES:

CONTRACT: 26-19

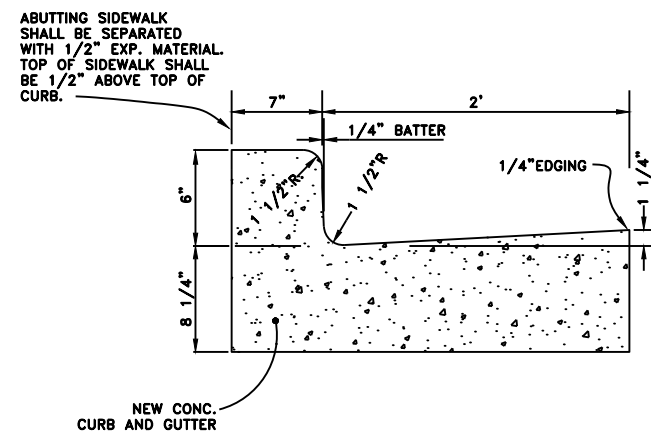
SCALE: NO SCALE

DRAWN BY: JAW
CHECKED BY:

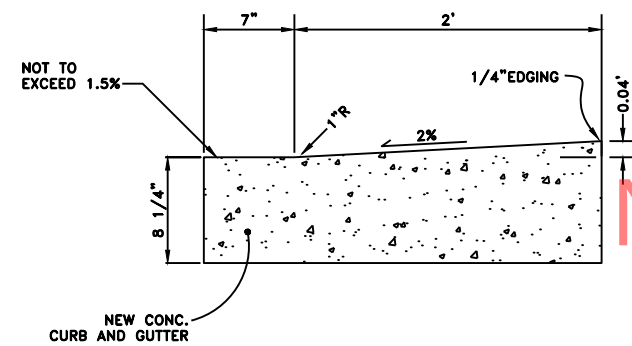
DATE: 01/2022
DATE:

SHEET 1 OF 1

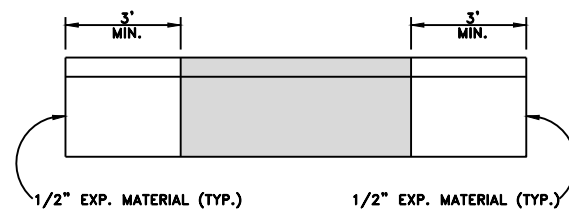
FILENAME: 21-19 Tree Root Arc-Typical.dwg



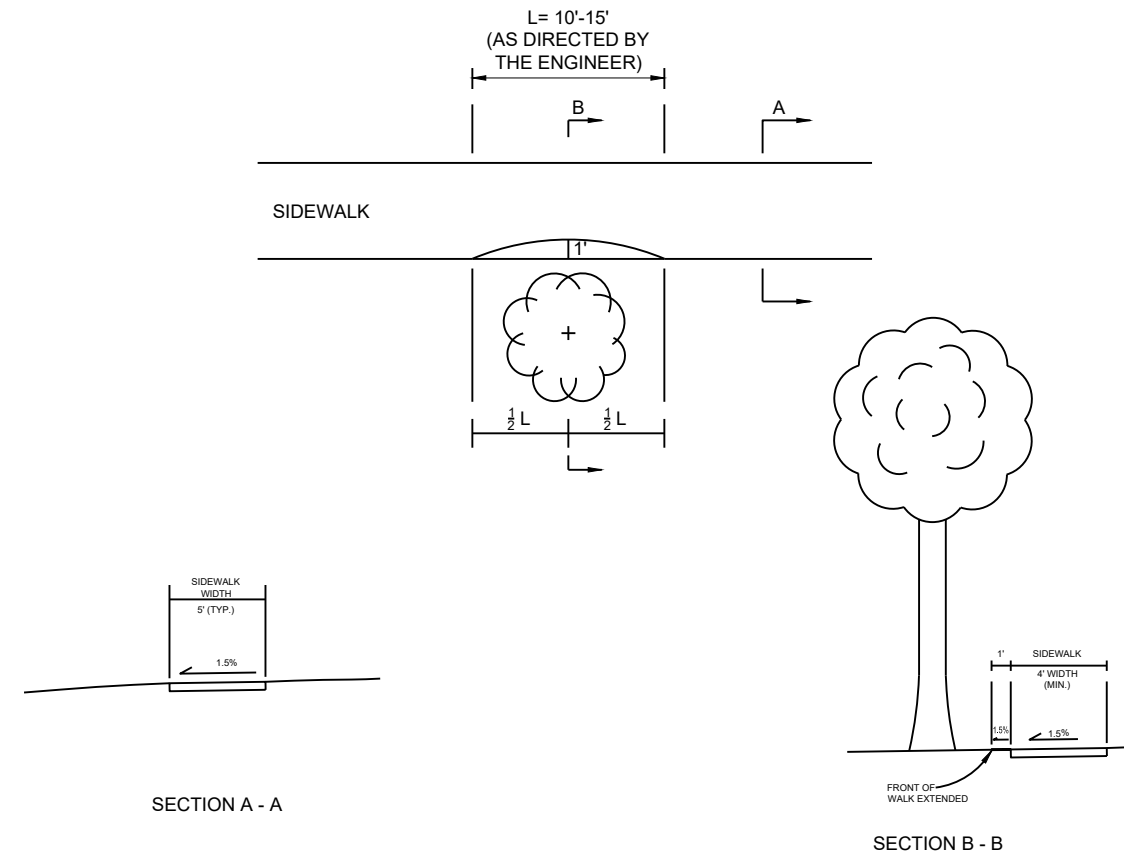
31" CONCRETE
CURB & GUTTER



CONCRETE CURB AND GUTTER AT CURB RAMP OPENING



CONCRETE CURB AND GUTTER REPLACEMENT AT CATCH BASIN



SIDEWALK TREE BUMP-OUTS

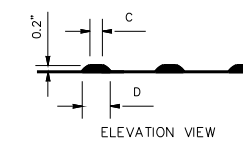
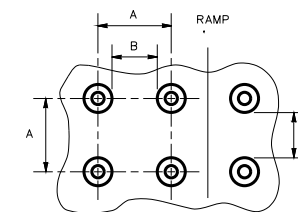
GENERAL NOTES

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

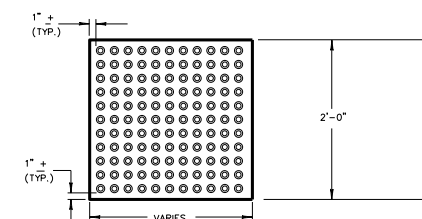
PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

	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.

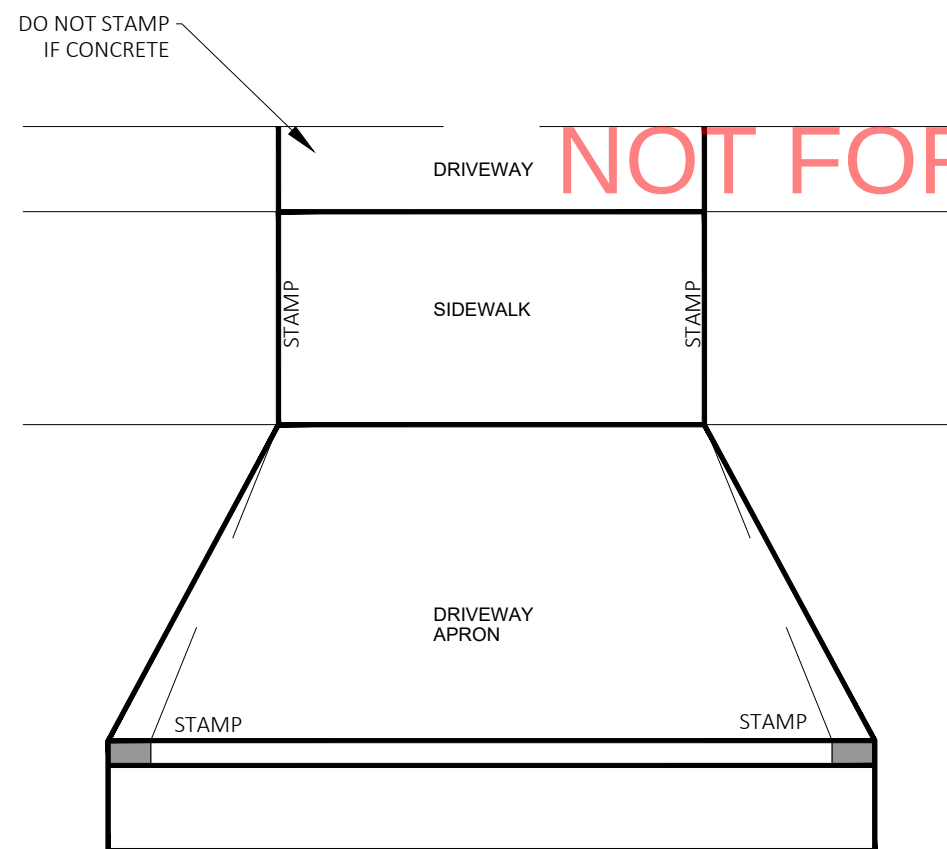


TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



DETECTABLE WARNING FIELDS

	CONTRACT:	26-19	CITY OF WAUWATOSA ENGINEERING SERVICES DIVISION	DATE	DESCRIPTION
	FILE NO:				
	DRAWN BY:	RC			
	CHECKED BY:				
	SCALE:	NOT TO SCALE			
CONSTRUCTION DETAILS					
2026 SIDEWALK PROGRAM					



CITY OF WAUWATOSA
CONCRETE STAMP DETAIL

STAMP	STAMP
DDING P	
STAMP	STAMP

Diagram illustrating a concrete placement section with a control joint. The section is shown in a perspective view, divided into two parts by a vertical line representing the control joint. The word "STAMP" is written on the top surface of the left part of the section.

PLACEMENTS WITH
CONTROL JOINTS,
STAMP AT EITHER END OF
PLACEMENT SECTION

STAMP

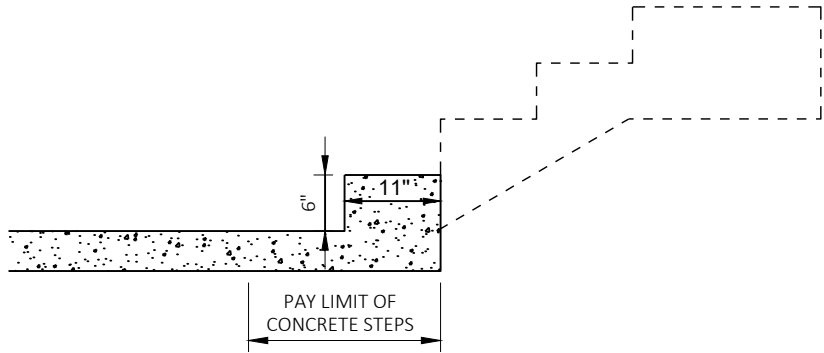
OSSES

*FOLLOW CONCRETE ROAD
IS PART OF CONCRETE RO
SUCH AS, A RAISED INTER

*FOLLOW CONCRETE ROADWAY DETAIL IF RADIUS IS PART OF CONCRETE ROADWAY REPLACEMENT, SUCH AS A RAISED INTERSECTION

N.T.S.

CONTRACT: 26-19			CONSTRUCTION DETAILS	 CITY OF WAUWATOSA ENGINEERING SERVICES DIVISION	DATE	DESCRIPTION
FILE NO:						
DRAWN BY: RC						
CHECKED BY:						
SCALE: NOT TO SCALE						
2026 SIDEWALK PROGRAM						

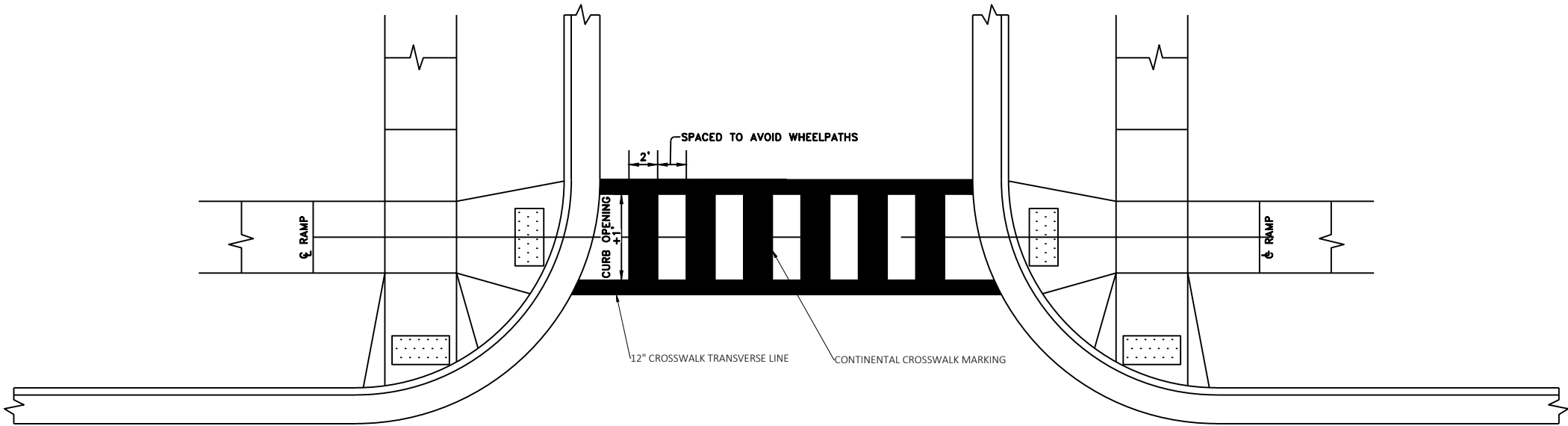


CONCRETE STEPS

TREADS 11" DEEP

ALL RISERS SHALL BE UNIFORM IN HEIGHT.

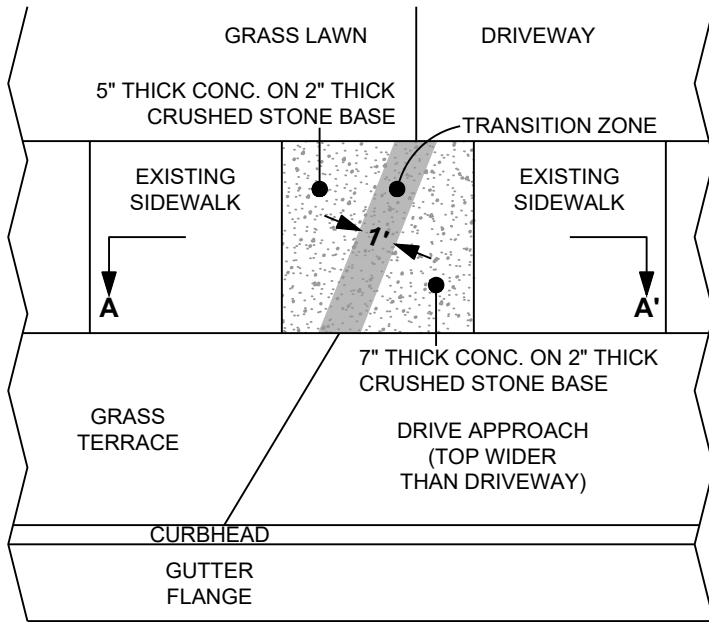
NOT FOR BIDDING PURPOSES



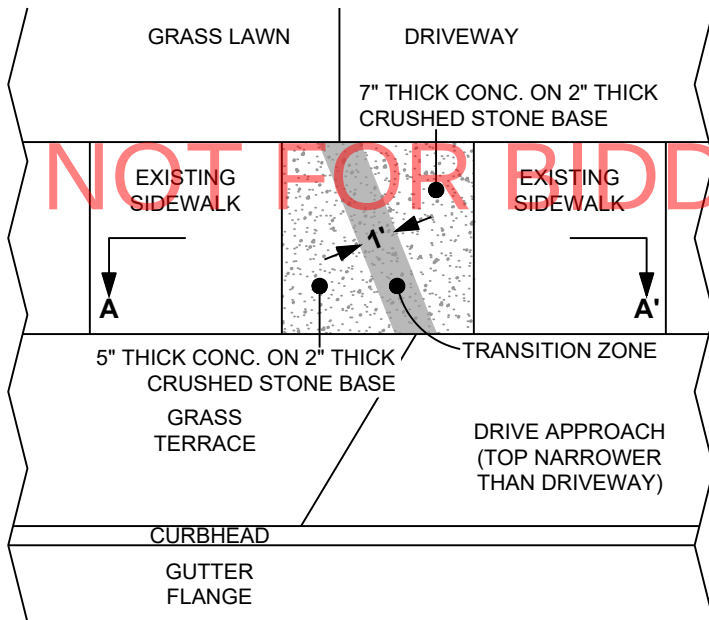
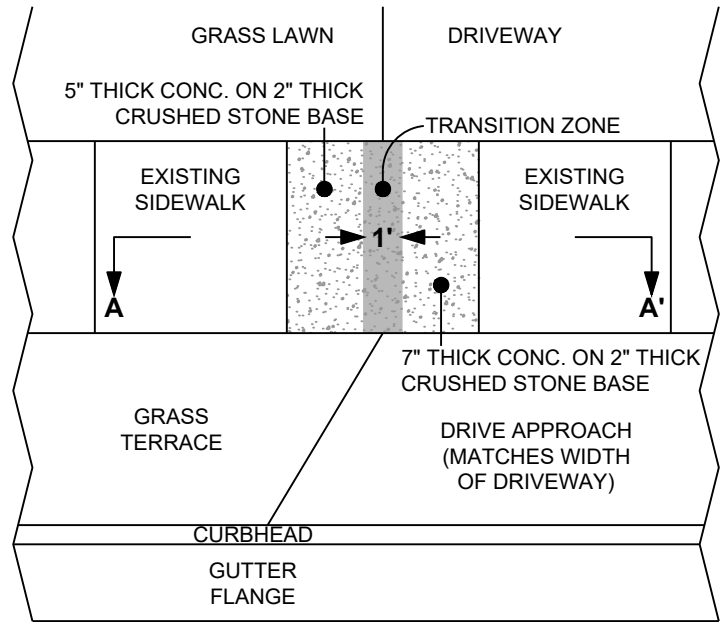
PAVEMENT MARKING
CROSSWALK
(NOT TO SCALE)

CONTRACT:		26-19		CITY OF WAUWATOSA ENGINEERING SERVICES DIVISION	DATE	DESCRIPTION
FILE NO:						
DRAWN BY:						
CHECKED BY:						
SCALE:						
CONSTRUCTION DETAILS			2026 SIDEWALK PROGRAM			
RC						
NOT TO SCALE						

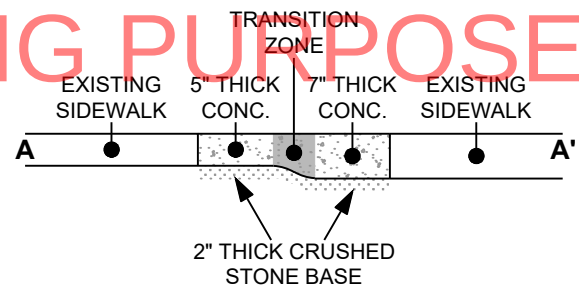
REPLACEMENT WHERE
TOP OF DRIVE APPROACH
DOES NOT MATCH WIDTH OF DRIVEWAY



REPLACEMENT WHERE
TOP OF DRIVE APPROACH
MATCHES WIDTH OF DRIVEWAY

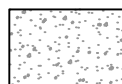


SECTIONS A - A'
VERTICAL DIMENSION IS EXAGGERATED FOR CLARITY



NOTE: TRANSITION ZONE SHALL BE APPROX. 1' WIDE,
CENTERED UPON A LINE BETWEEN CORNER OF
DRIVE APPROACH & CORNER OF DRIVEWAY,
AND SHALL BE A SMOOTH CHANGE IN BASE
GRADE BETWEEN 5" THICK & 7" THICK CONCRETE.

LEGEND



NEW
SIDEWALK
SECTION



CRUSHED
STONE
BASE



TRANSITION ZONE
BETWEEN 5" THICK &
7" THICK CONCRETE

CITY OF WAUWATOSA

ENGINEERING DEPARTMENT

2026 SIDEWALK REPAIR PROGRAM
TYPICAL TRANSITION BETWEEN 5" THICK &
7" THICK CONC. SIDEWALK @ DRIVE OPENINGS

REFERENCES:

CONTRACT: 26-19

SCALE: NO SCALE

DRAWN BY: JAW
CHECKED BY:

DATE: 2-2021
DATE:

SHEET 1 OF 1

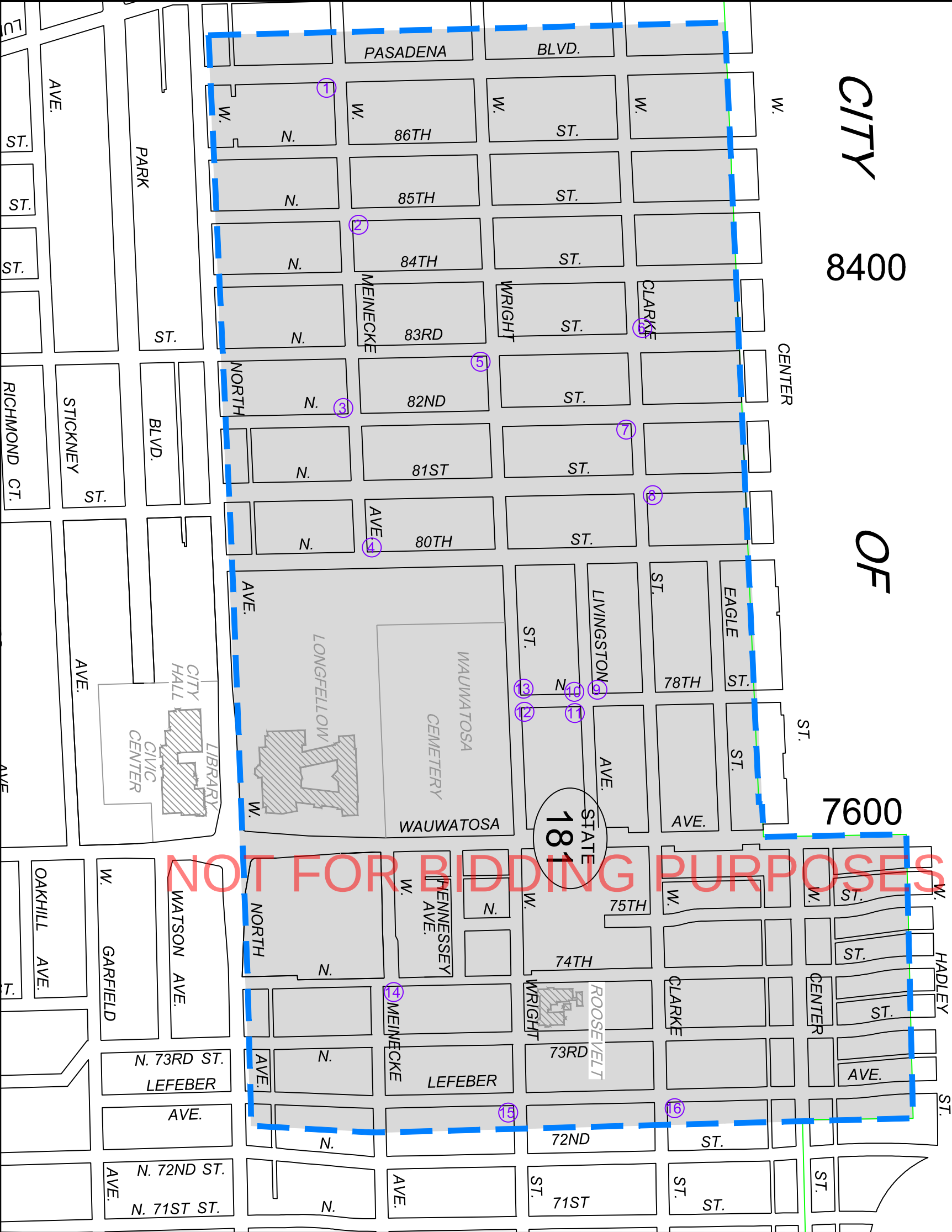
FILENAME: 21-19 Transition Between 5 Inch and 7 Inch Concrete-Typical.dwg

Dear Property Owner or Resident:

The City of Wauwatosa's Sidewalk Repair Contractor has completed their required 10 day watering period of the grass restoration at this property. Future maintenance of the grass restoration is now the responsibility of the property owner. The City recommends daily watering for the next two weeks, and then as needed thereafter, to ensure growth. Thank you for your cooperation.

NOT FOR BIDDING PURPOSES

***NOTICE TO DISTRIBUTE AFTER
COMPLETION OF 10 DAY WATERING***



MILWAUKEE

CITY

8400

OF

7600

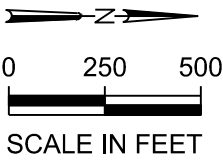
LIST OF LOCATIONS

- | | |
|--------------------------------------|----------------------------------|
| ① = PASADENA BLVD & MEINECKE AVE SEC | ⑨ = 78TH ST & LIVINGSTON AVE NWC |
| ② = 85TH ST & MEINECKE AVE NEC | ⑩ = 78TH ST & LIVINGSTON AVE SWC |
| ③ = 82ND ST & MEINECKE AVE SWC | ⑪ = 78TH ST & LIVINGSTON AVE SEC |
| ④ = 80TH ST & MEINECKE AVE NWC | ⑫ = 78TH ST & WRIGHT ST NEC |
| ⑤ = 83RD ST & WRIGHT ST SEC | ⑬ = 78TH ST & WRIGHT ST NWC |
| ⑥ = 83RD ST & CLARKE ST NWC | ⑭ = 74TH ST & MEINECKE AVE NEC |
| ⑦ = 82ND ST & CLARKE ST SEC | ⑮ = LEFEBER AVE & WRIGHT ST SEC |
| ⑧ = 81ST ST & CLARKE ST NEC | ⑯ = LEFEBER AVE & CLARKE ST NEC |



2026 SIDEWALK
PROGRAM AREA

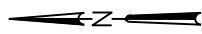
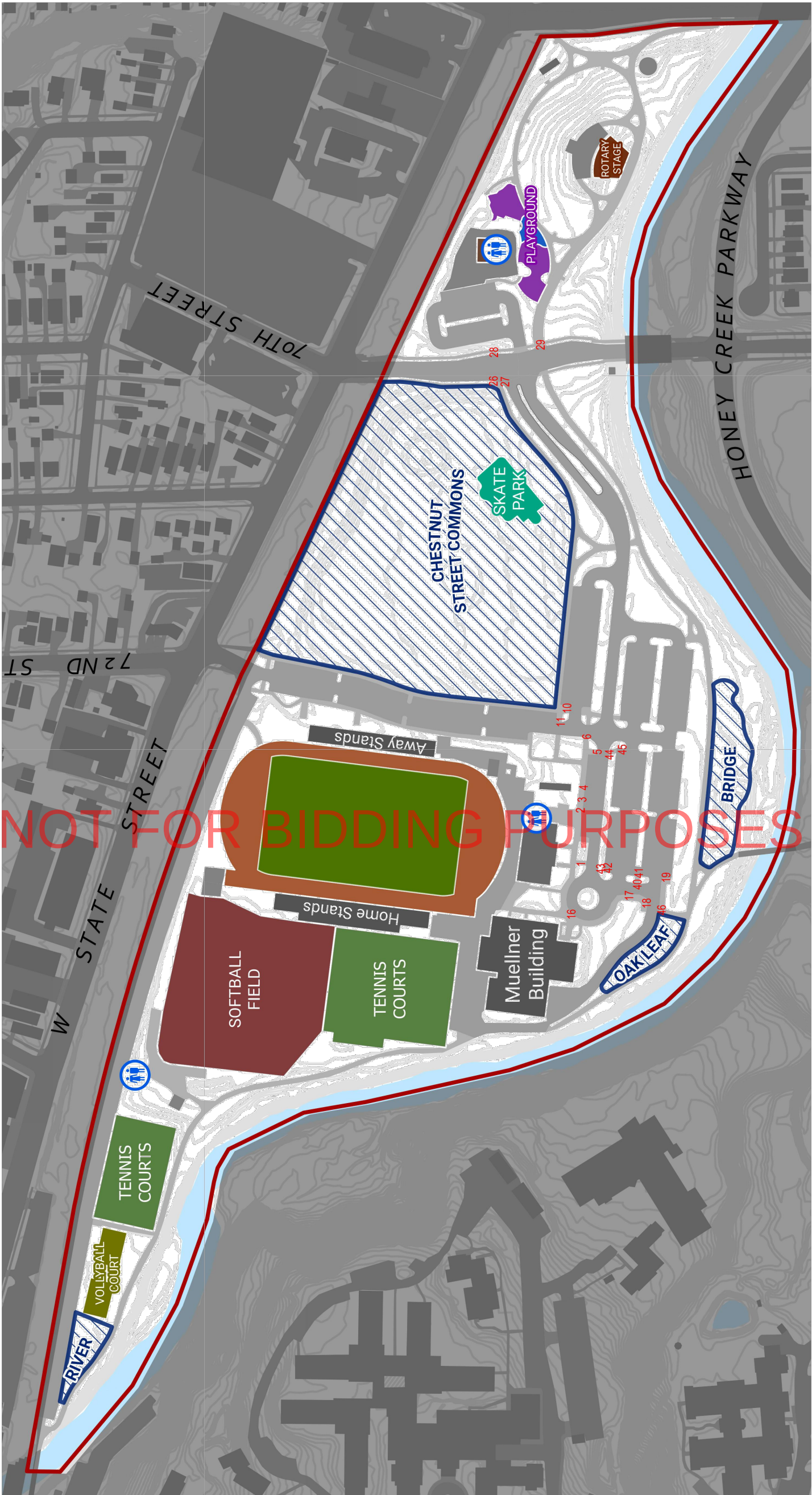
①
PROPOSED HANDICAP RAMP
RECONSTRUCTION LOCATION
WITH MAP INDEX # (TYPICAL)



0 250 500

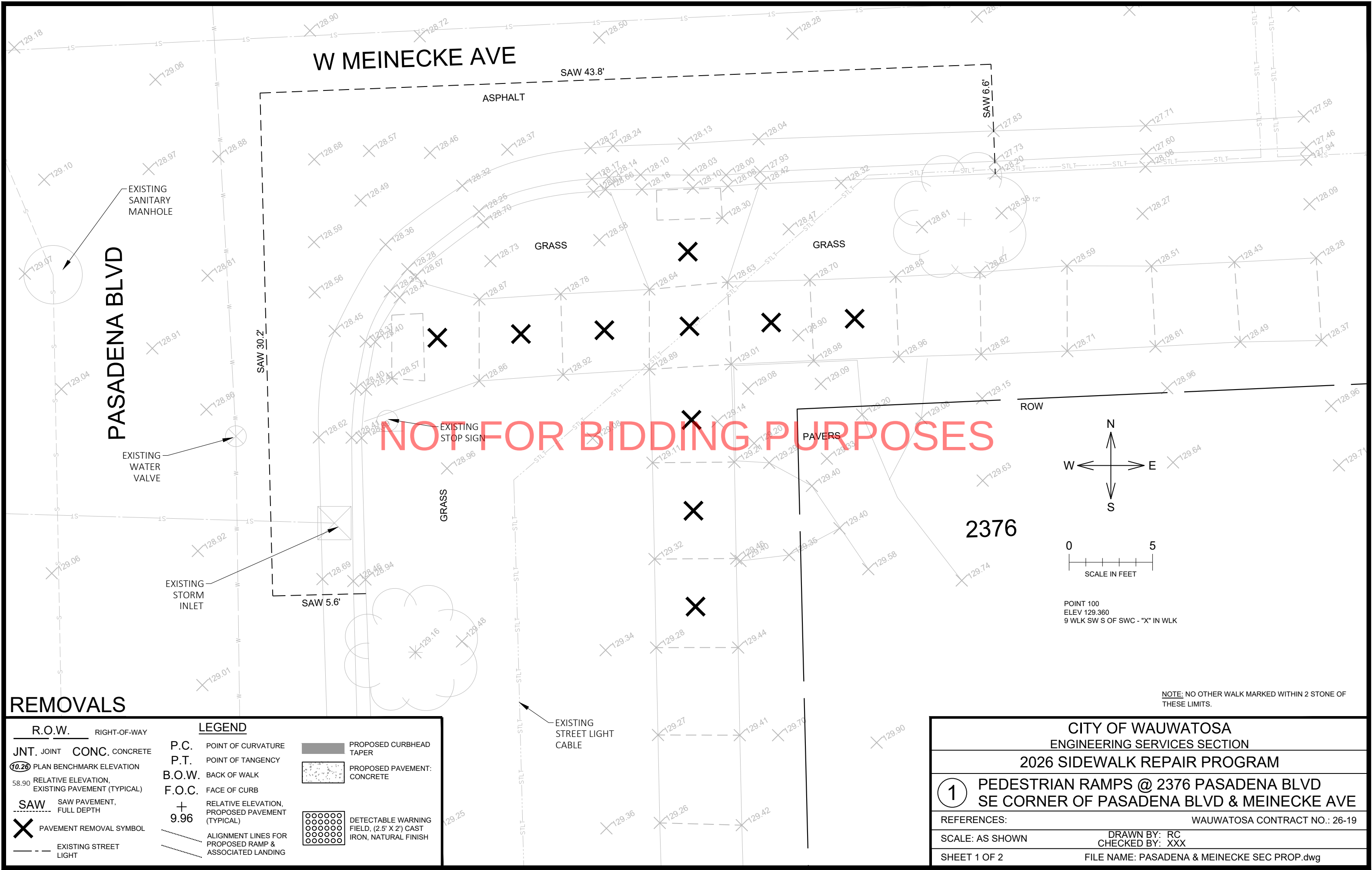
SCALE IN FEET

CITY OF WAUWATOSA
SIDEWALK CONTRACT 26-19
HANDICAP RAMP
RECONSTRUCTION
LOCATIONS SHEET 1 OF 1



NOT TO SCALE

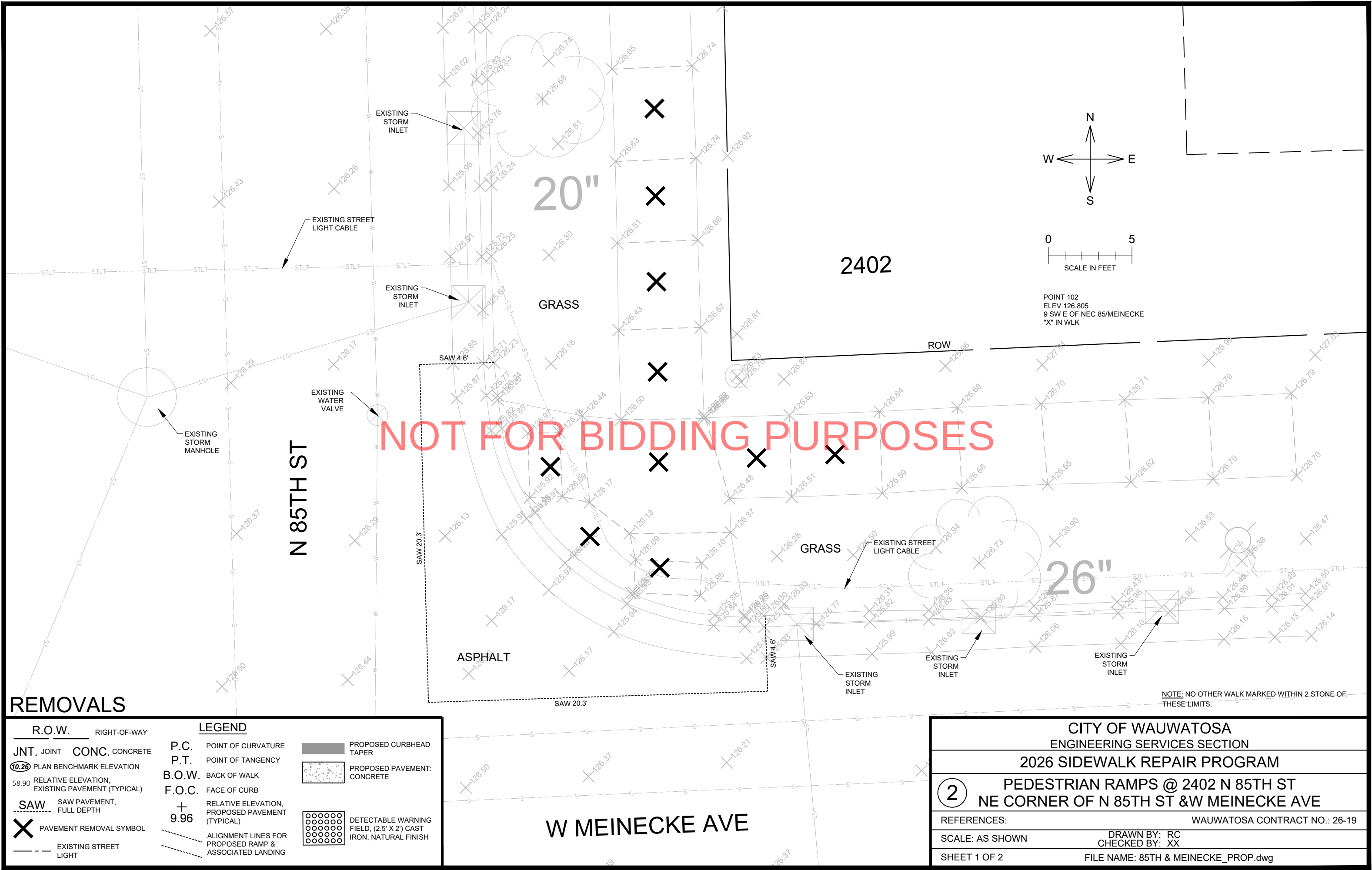
CITY OF WAUWATOSA
SIDEWALK CONTRACT 26-19
HART PARK RAMP
LOCATIONS SHEET 1 OF 1



REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
10.26 PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

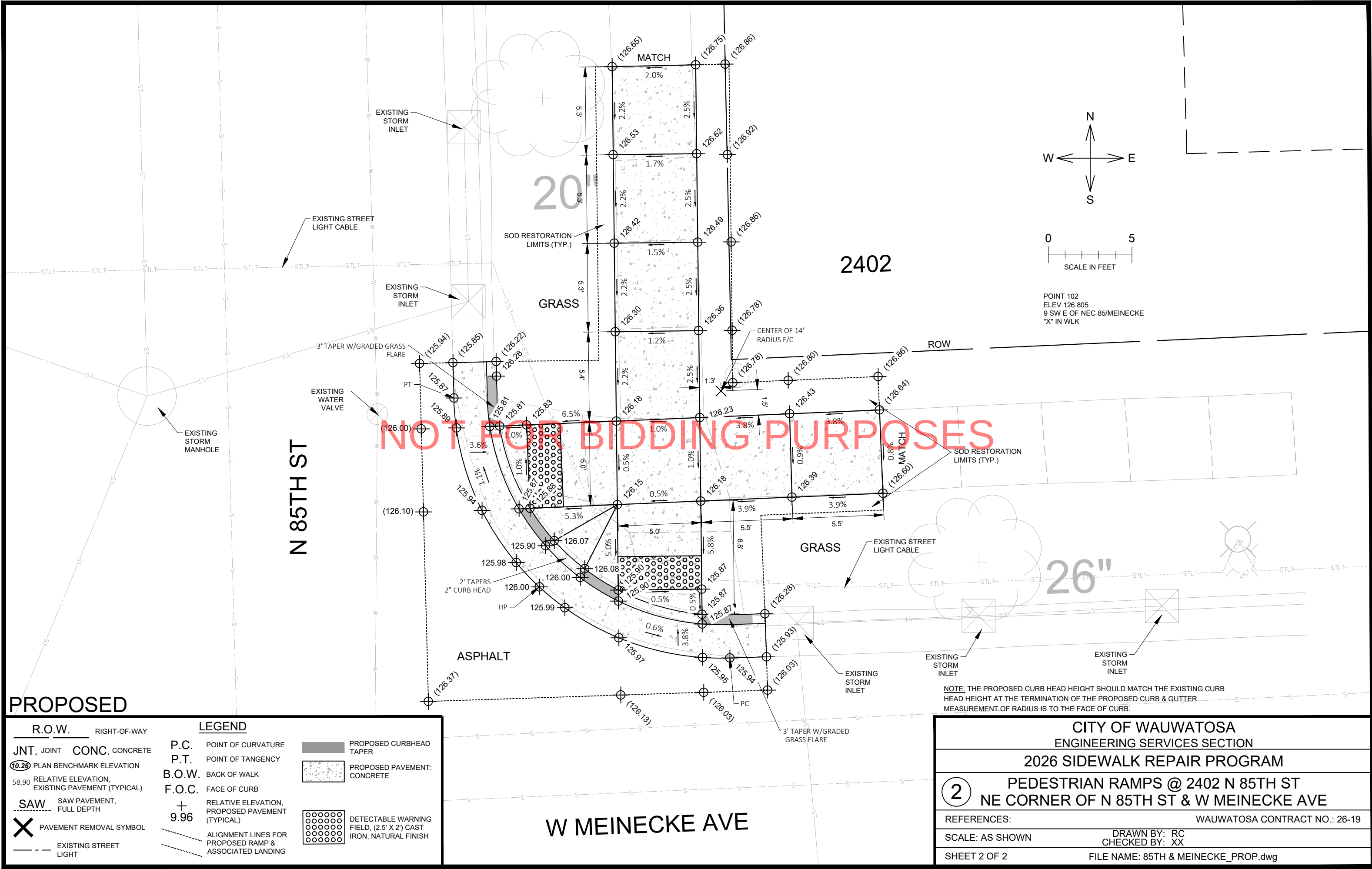
CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
1	PEDESTRIAN RAMPS @ 2376 PASADENA BLVD SE CORNER OF PASADENA BLVD & MEINECKE AVE
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: PASADENA & MEINECKE SEC PROP.dwg



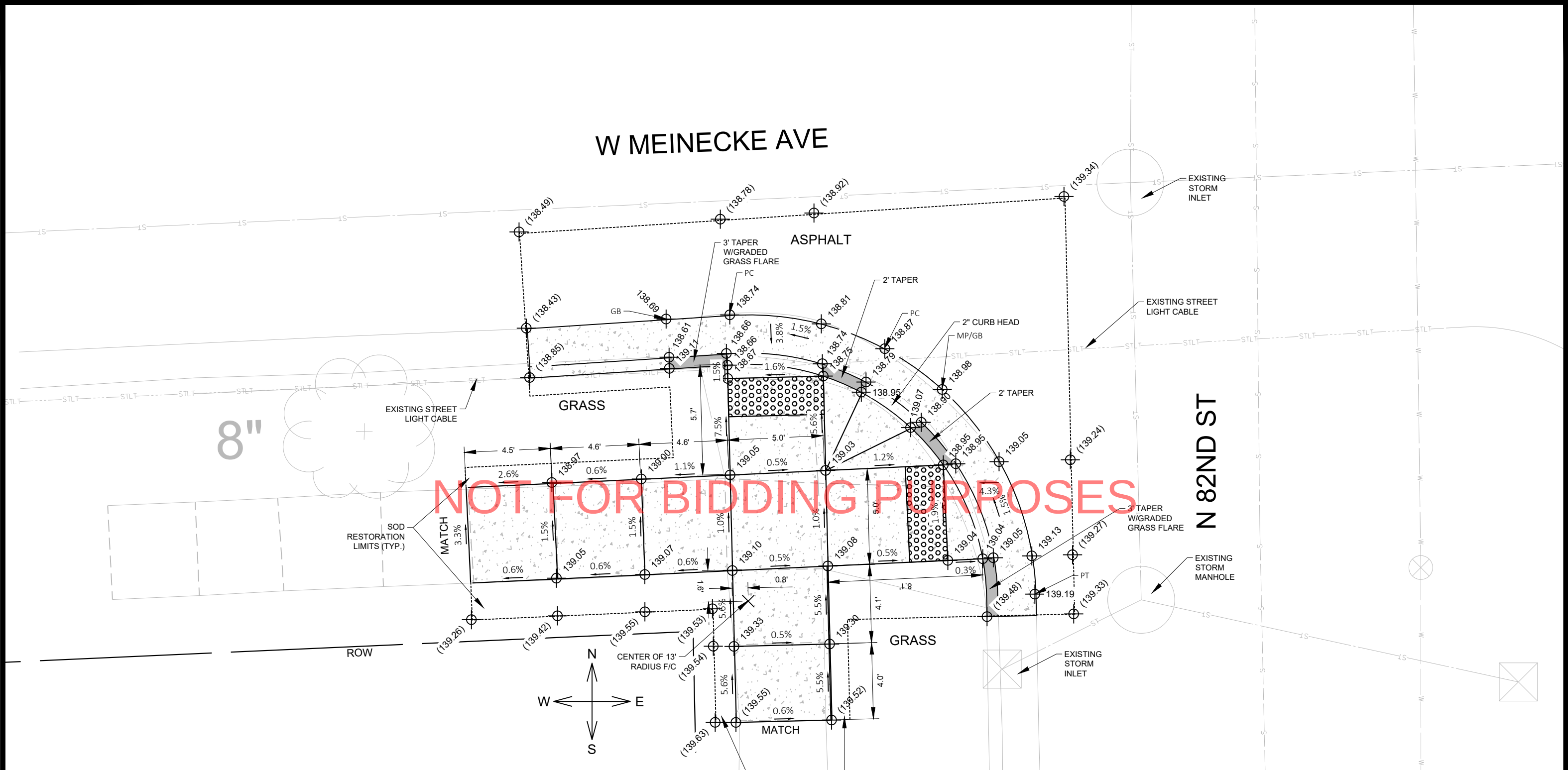
REMOVALS

R.O.W.	RIGHT-OF-WAY
JNT.	JOINT
CONC.	CONCRETE
(10.26)	PLAN BENCHMARK ELEVATION
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)
SAW	SAW PAVEMENT, FULL DEPTH
X	PAVEMENT REMOVAL SYMBOL
---	EXISTING STREET LIGHT
LEGEND	
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
B.O.W.	BACK OF WALK
F.O.C.	FACE OF CURB
+	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
9.96	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
	PROPOSED CURBHEAD TAPER
	PROPOSED PAVEMENT: CONCRETE
	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

CITY OF WAUWATOSA	
ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
2 PEDESTRIAN RAMPS @ 2402 N 85TH ST NE CORNER OF N 85TH ST & W MEINECKE AVE	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XX
SHEET 1 OF 2	FILE NAME: 85TH & MEINECKE_PROP.dwg



W MEINECKE AVE



NOT FOR BIDDING PURPOSES

PROPOSED

2377

R.O.W. RIGHT-OF-WAY

JNT. JOINT

CONC. CONCRETE

(10.29) PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT, FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

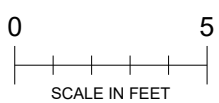
+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)

9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING

PROPOSED CURBHEAD TAPER

PROPOSED PAVEMENT: CONCRETE

DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH



POINT 101
ELEV 139.163
NWC 82/MEINECKE
"X" IN WLK

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

3 PEDESTRIAN RAMPS @ 2377 N 82ND ST

SE CORNER OF N 82ND ST & W MEINECKE AVE

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

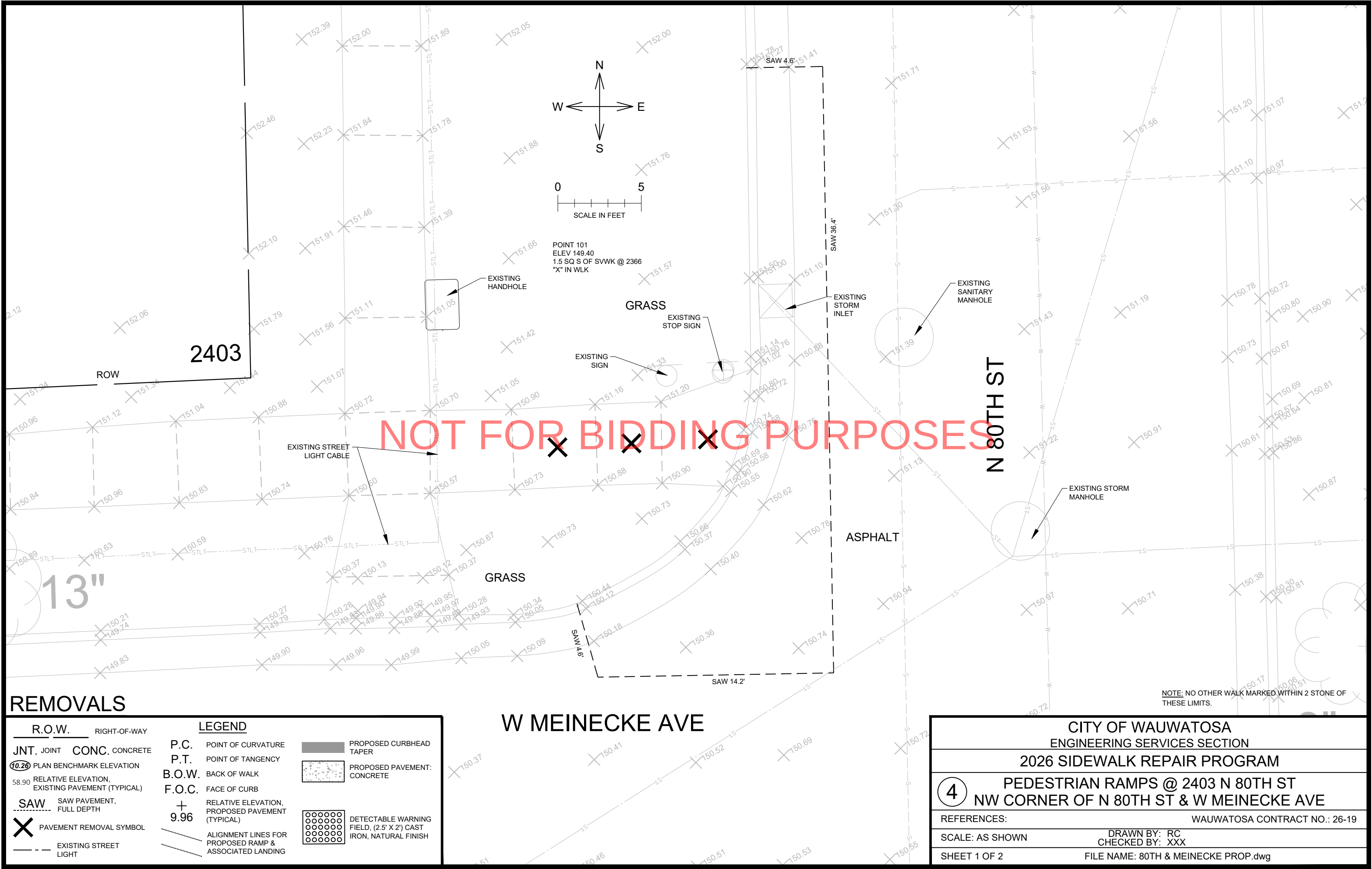
SCALE: AS SHOWN

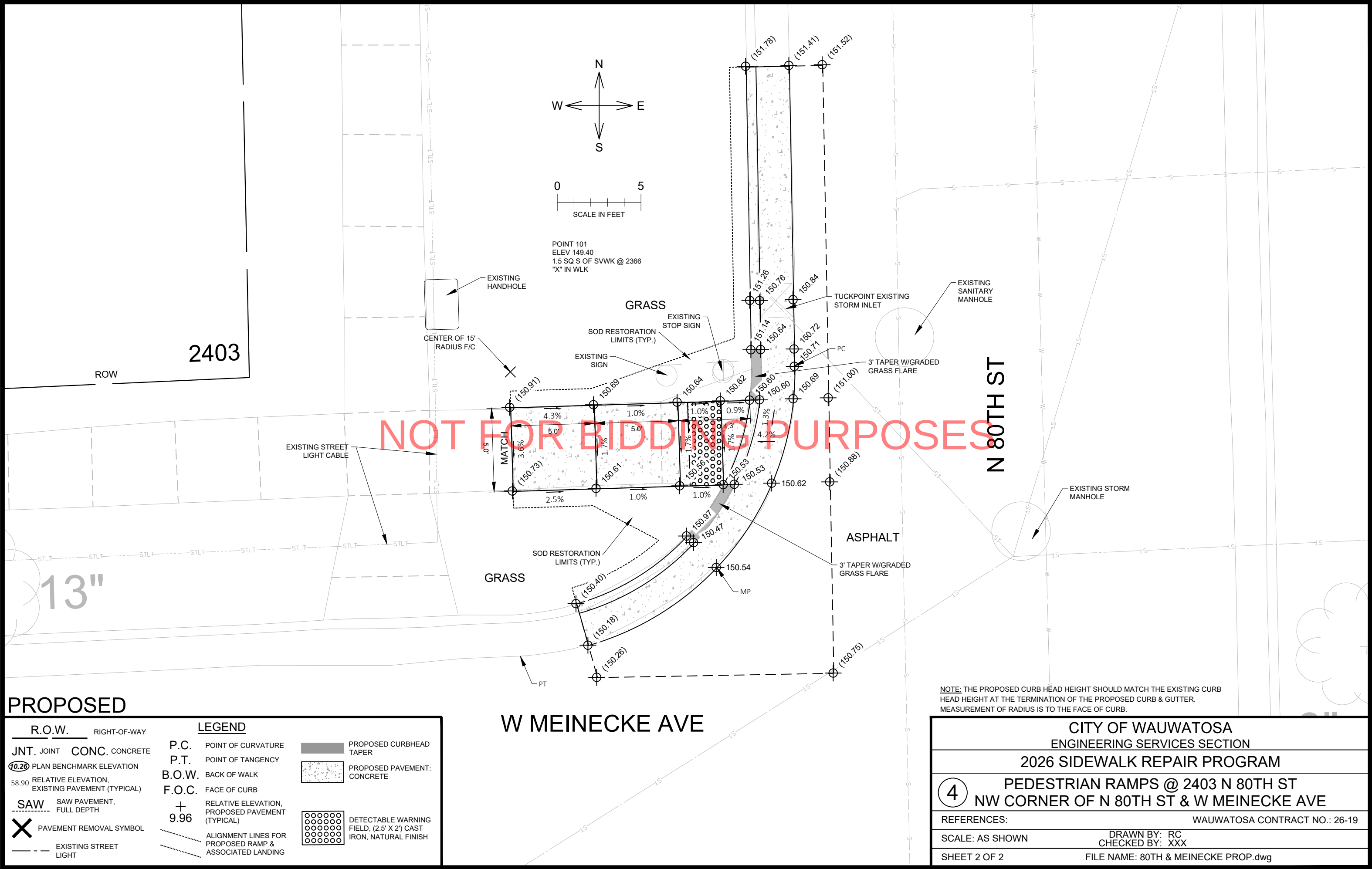
SHEET 2 OF 2

DRAWN BY: RC

CHECKED BY: XX

FILE NAME: 82ND & MEINECKE PROP.dwg





PROPOSED

R.O.W. RIGHT-OF-WAY

JNT. JOINT **CONC.** CONCRETE

(10.26) PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT, FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)

9.96

--- ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING

PROPOSED CURBHEAD TAPER

PROPOSED PAVEMENT: CONCRETE

DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

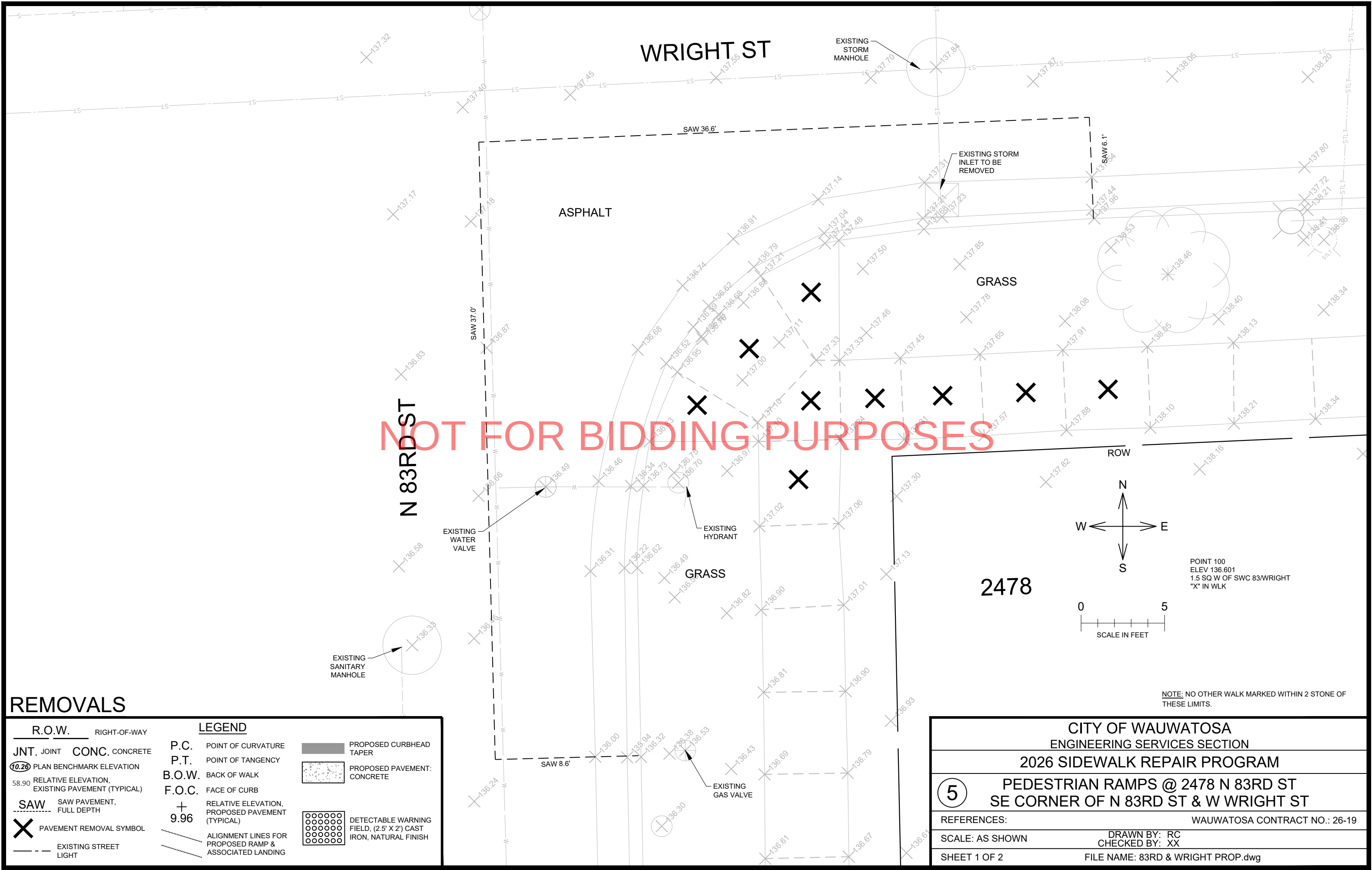
2026 SIDEWALK REPAIR PROGRAM

4 PEDESTRIAN RAMPS @ 2403 N 80TH ST
NW CORNER OF N 80TH ST & W MEINECKE AVE

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN DRAWN BY: RC
CHECKED BY: XXX

SHEET 2 OF 2 FILE NAME: 80TH & MEINECKE PROP.dwg



REMOVALS

R.O.W. RIGHT-OF-WAY

JNT. JOINT CONC. CONCRETE

10.26

PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT, FULL DEPTH

X

PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)

9.96

ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING

PROPOSED CURBHEAD TAPER

PROPOSED PAVEMENT: CONCRETE

OOOOOO

DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

5

PEDESTRIAN RAMPS @ 2478 N 83RD ST
SE CORNER OF N 83RD ST & W WRIGHT ST

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

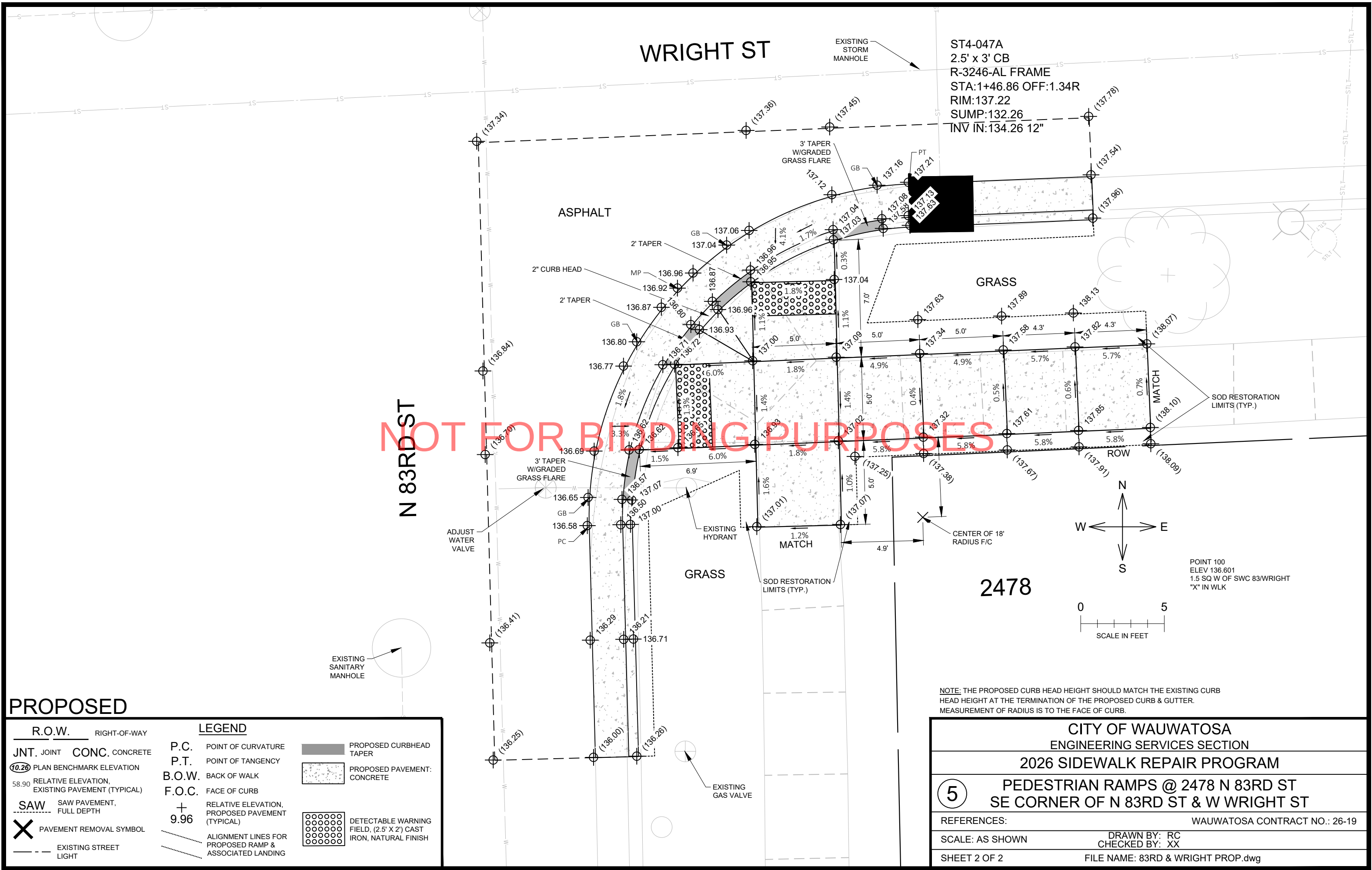
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DRAWN BY: RC
CHECKED BY: XX

SHEET 1 OF 2

FILE NAME: 83RD & WRIGHT PROP.dwg

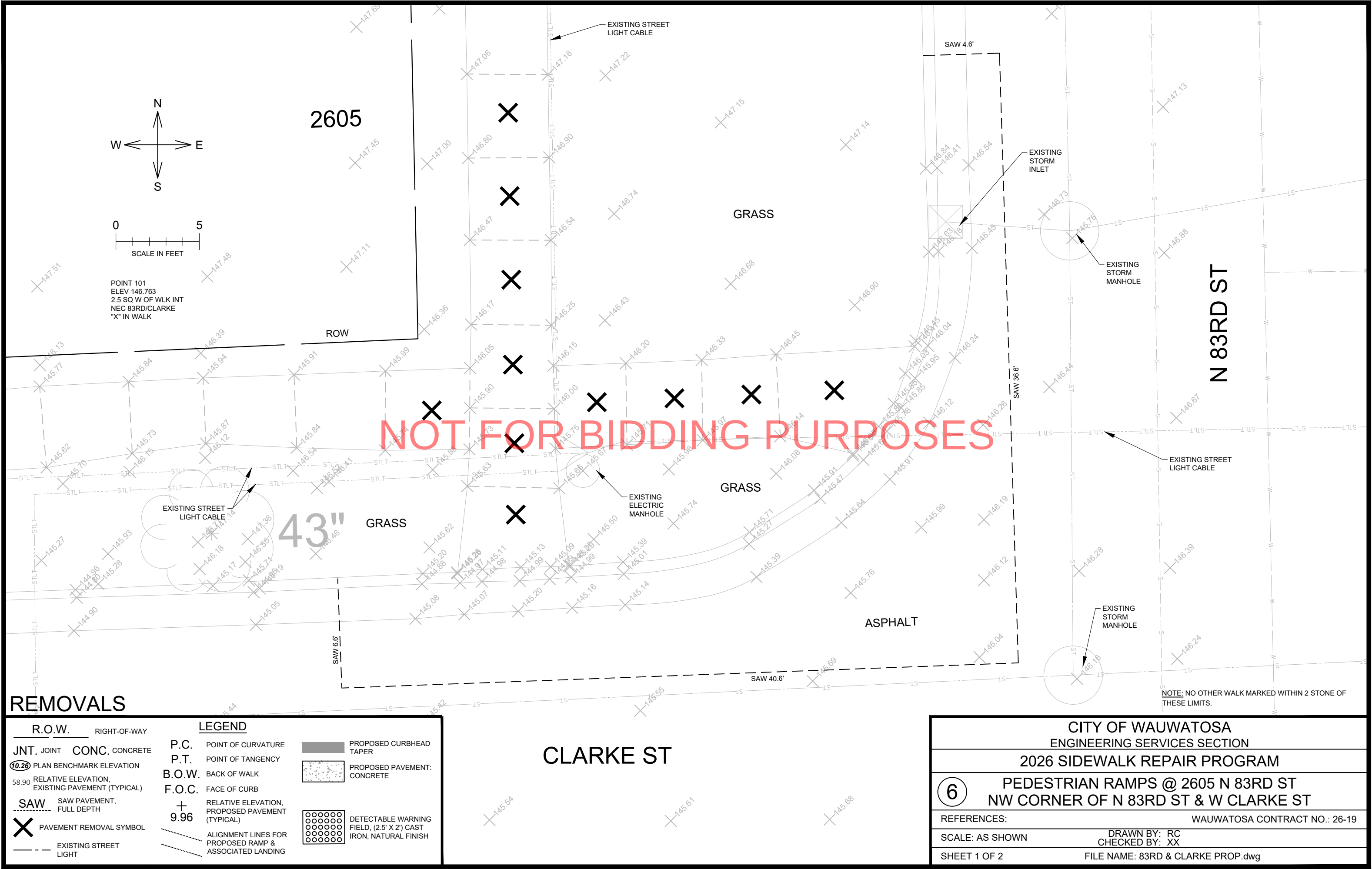
NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

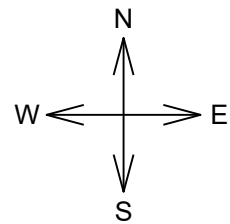


PROPOSED

R.O.W.	RIGHT-OF-WAY	LEGEND
JNT.	JOINT	CONC. CONCRETE
(10.26)	PLAN BENCHMARK ELEVATION	
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)	
SAW	SAW PAVEMENT, FULL DEPTH	
X	PAVEMENT REMOVAL SYMBOL	
---	EXISTING STREET LIGHT	
P.C.	POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
P.T.	POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
B.O.W.	BACK OF WALK	
F.O.C.	FACE OF CURB	
+	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
9.96	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

CITY OF WAUWATOSA	
ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
5 PEDESTRIAN RAMPS @ 2478 N 83RD ST	
SE CORNER OF N 83RD ST & W WRIGHT ST	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XX
SHEET 2 OF 2	FILE NAME: 83RD & WRIGHT PROP.dwg





POINT 101
ELEV 146.763
2.5 SQ W OF WLK INT
NEC 83RD/CLARKE
"X" IN WALK

2605

N 83RD ST

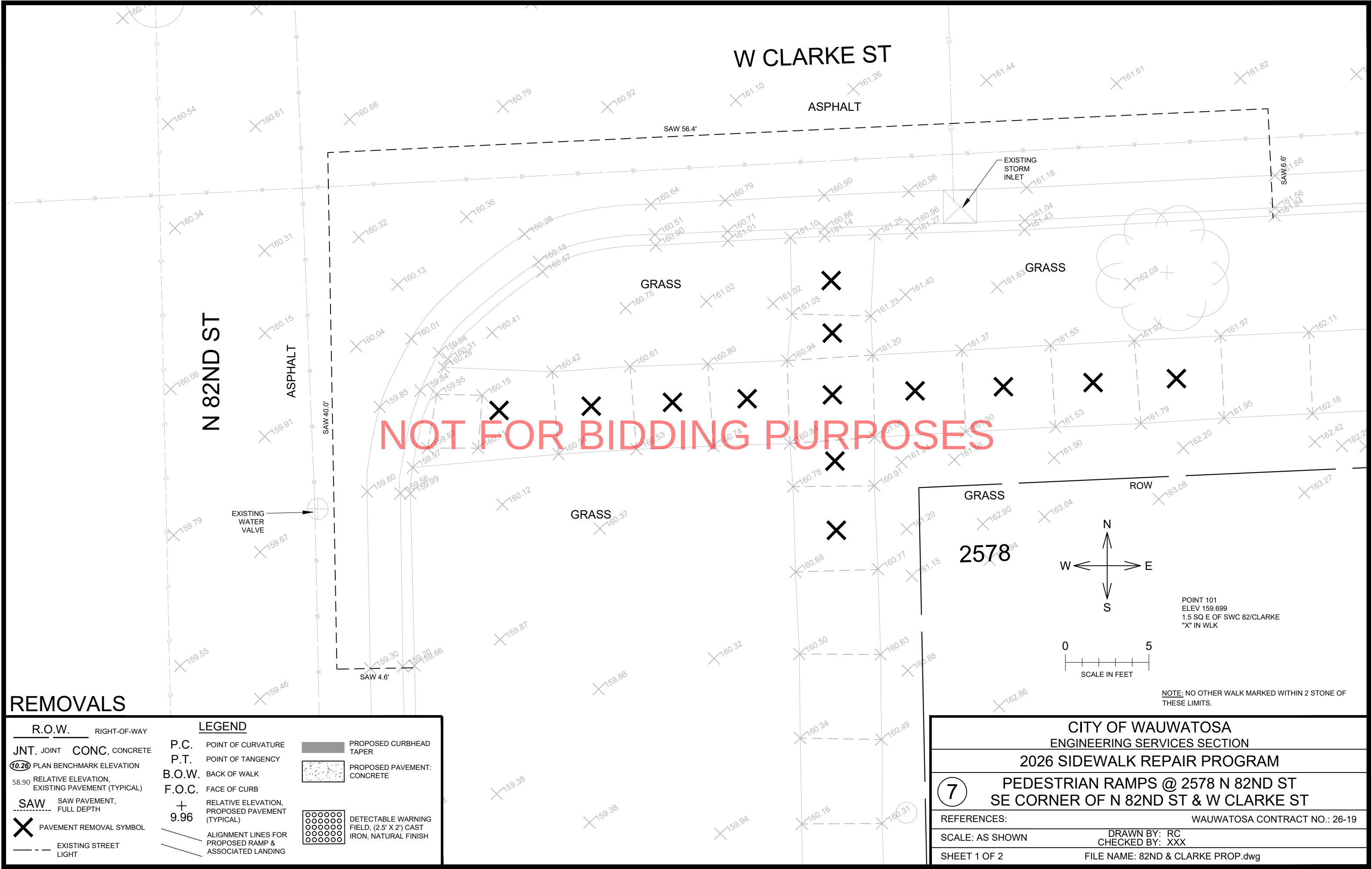
CLARKE ST

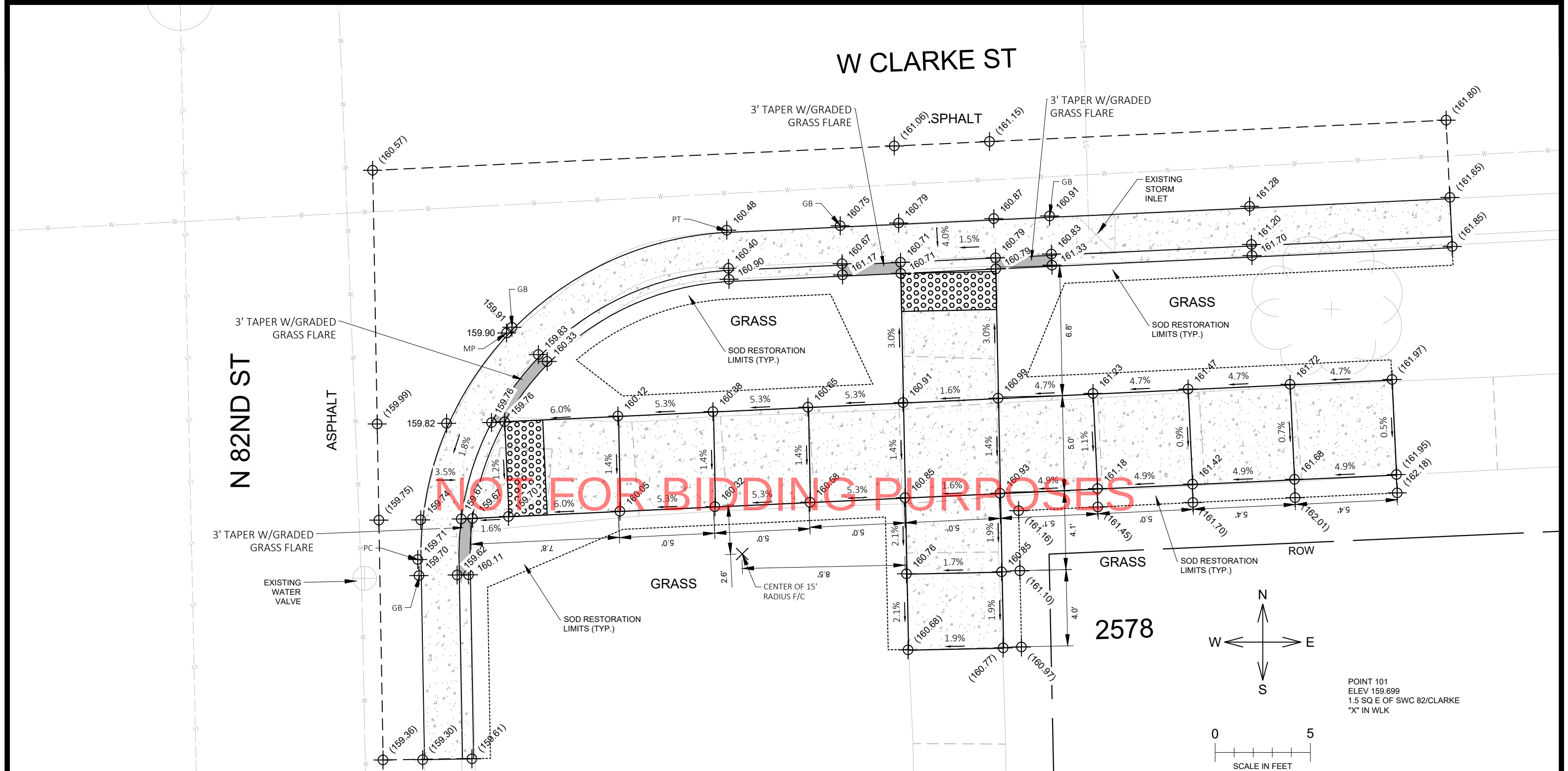
PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.29) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
6 PEDESTRIAN RAMPS @ 2605 N 83RD ST NW CORNER OF N 83RD ST & W CLARKE ST	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XX
SHEET 2 OF 2	FILE NAME: 83RD & CLARKE PROP.dwg





PROPOSED

R.O.W. RIGHT-OF-WAY	LEGEND
JNT. JOINT	P.C. POINT OF CURVATURE
CONC. CONCRETE	P.T. POINT OF TANGENCY
(10.29) PLAN BENCHMARK ELEVATION	B.O.W. BACK OF WALK
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)	F.O.C. FACE OF CURB
SAW SAW PAVEMENT, FULL DEPTH	+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
X PAVEMENT REMOVAL SYMBOL	9.96
--- EXISTING STREET LIGHT	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
	PROPOSED CURBHEAD TAPER
	PROPOSED PAVEMENT: CONCRETE
	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

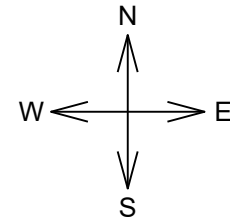
NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
7 PEDESTRIAN RAMPS @ 2578 N 82ND ST SE CORNER OF N 82ND ST & W CLARKE ST	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: 82ND & CLARKE PROP.dwg

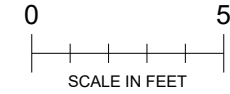
N 81ST ST

W CLARKE ST

2602



POINT 101
ELEV 175.262
3 SQ E OF WLK INT NW COR
81/CLARKE - "X" IN WALK



NOT FOR BIDDING PURPOSES

22"

REMOVALS

R.O.W. RIGHT-OF-WAY
JNT. JOINT **CONC.** CONCRETE
(10.29) PLAN BENCHMARK ELEVATION
58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)
SAW SAW PAVEMENT,
FULL DEPTH
X PAVEMENT REMOVAL SYMBOL
--- EXISTING STREET
LIGHT

LEGEND

P.C. POINT OF CURVATURE
P.T. POINT OF TANGENCY
B.O.W. BACK OF WALK
F.O.C. FACE OF CURB
+ RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)
9.96
--- ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER
 PROPOSED PAVEMENT:
CONCRETE
 DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

8 PEDESTRIAN RAMPS @ 2602 N 81ST ST
NE CORNER OF N 81ST ST & W CLARKE ST

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN

DRAWN BY: RC
CHECKED BY: XX

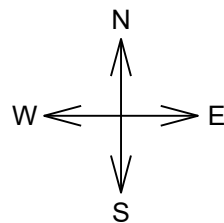
SHEET 1 OF 2

FILE NAME: 81ST & CLARKE PROP.dwg

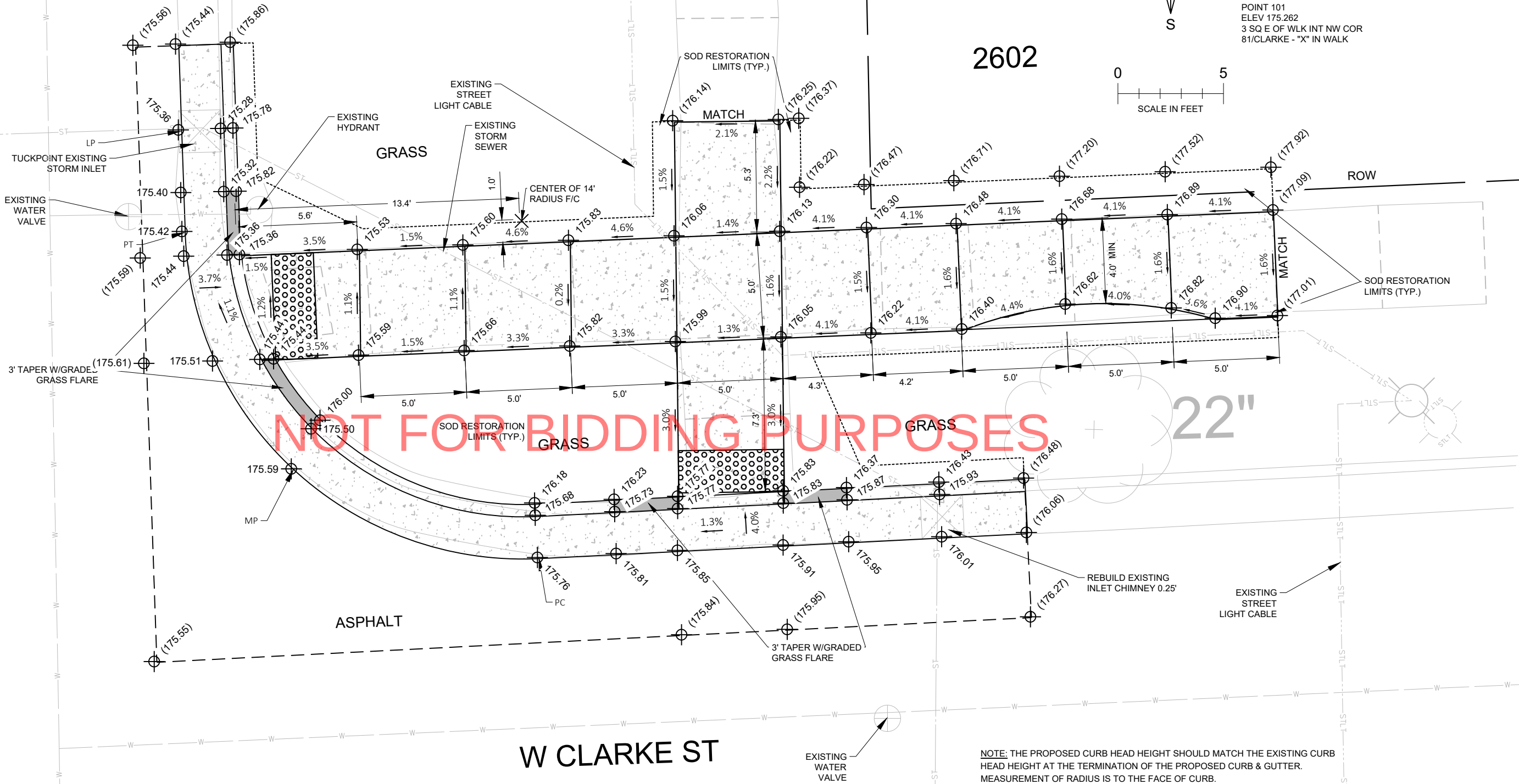
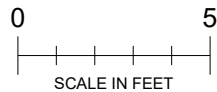
N 81ST ST

W CLARKE ST

2602



POINT 101
ELEV 175.262
3 SQ E OF WLK INT NW COR
81/CLARKE - "X" IN WALK

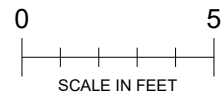
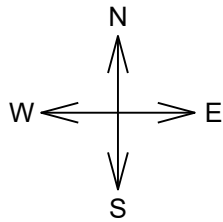


PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.29) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
8 PEDESTRIAN RAMPS @ 2602 N 81ST ST NE CORNER OF N 81ST ST & W CLARKE ST	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XX
SHEET 2 OF 2	FILE NAME: 81ST & CLARKE PROP.dwg



POINT 300
ELEV 185.109
FRONT DOOR OF 7732
NAIL IN TERRACE

ROW

7802

16"

GRASS

NOT FOR BIDDING PURPOSES

EXISTING
STREET
LIGHT CABLE

GRASS

24"

EXISTING
STORM
INLET

ASPHALT

SAW 38.7'

EXISTING
WATER
VALVE

LIVINGSTON AVE

N 78TH ST

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

REMOVALS

LEGEND

R.O.W. RIGHT-OF-WAY
JNT. JOINT **CONC.** CONCRETE
(10.26) PLAN BENCHMARK ELEVATION
58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)
SAW SAW PAVEMENT,
FULL DEPTH
X PAVEMENT REMOVAL SYMBOL
--- EXISTING STREET
LIGHT

P.C. POINT OF CURVATURE
P.T. POINT OF TANGENCY
B.O.W. BACK OF WALK
F.O.C. FACE OF CURB
+ RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)
9.96
--- ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER
 PROPOSED PAVEMENT:
CONCRETE
 DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION

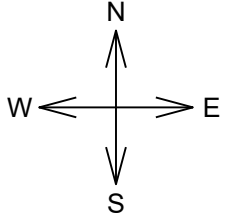
2026 SIDEWALK REPAIR PROGRAM

9 PEDESTRIAN RAMPS @ 7802 LIVINGSTON AVE
NW CORNER OF N 78TH ST & LIVINGSTON AVE

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN
DRAWN BY: RC
CHECKED BY: XXX

SHEET 1 OF 2
FILE NAME: 78TH & LIVINGSTON PROP.dwg



POINT 300
ELEV 185.109
FRONT DOOR OF 7732
NAIL IN TERRACE

7802

16"

24"

N 78TH ST

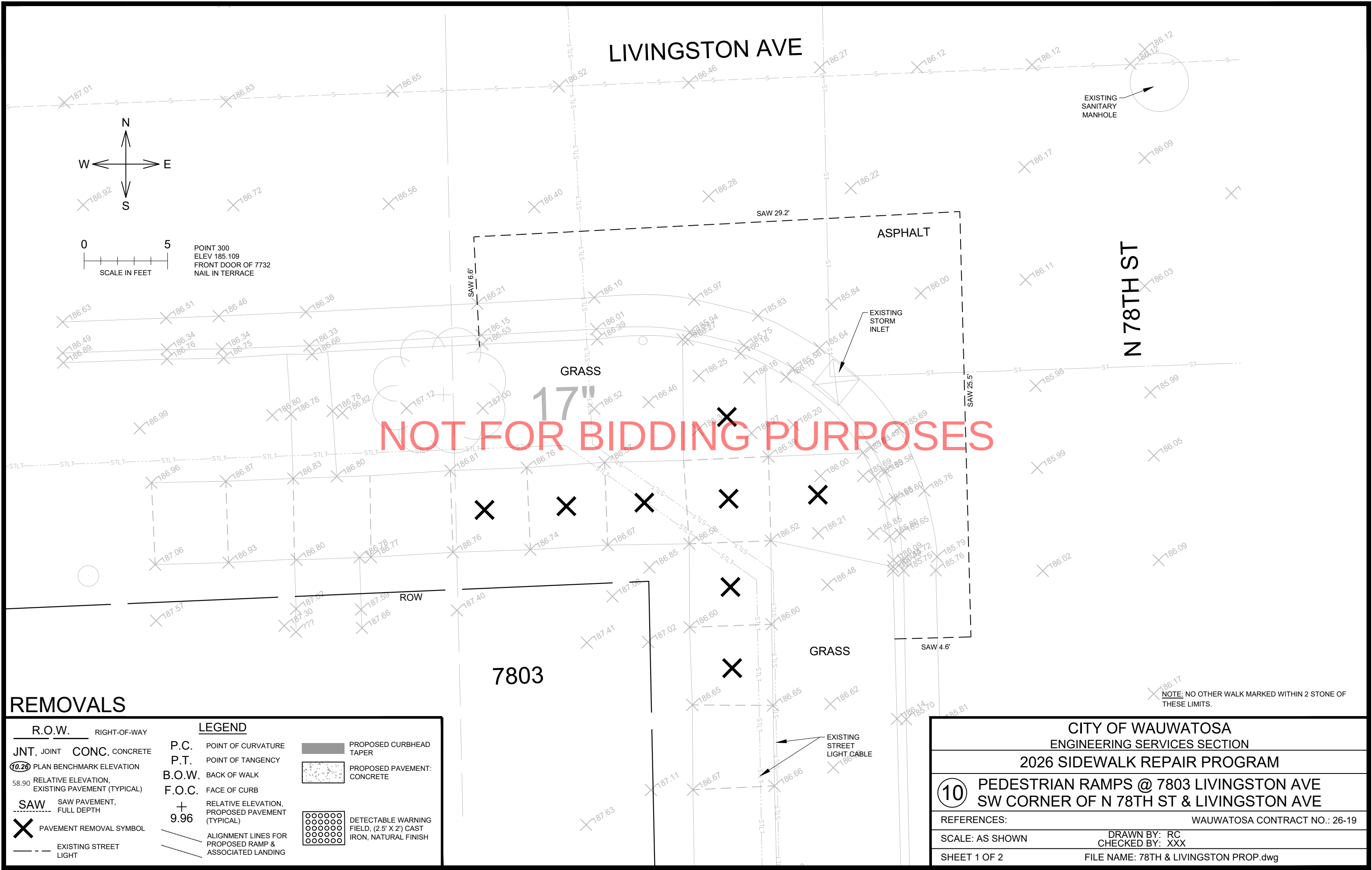
LIVINGSTON AVE

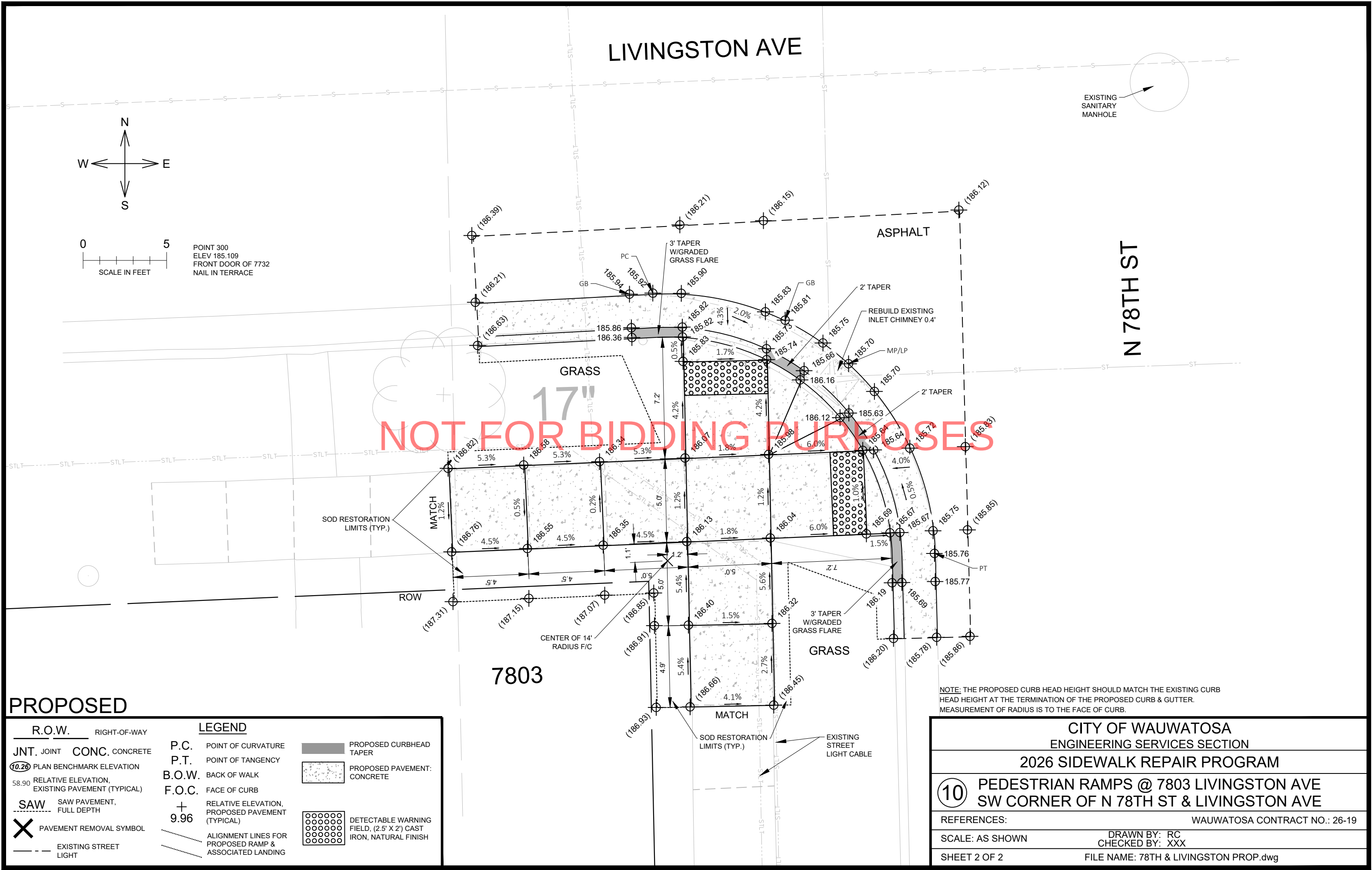
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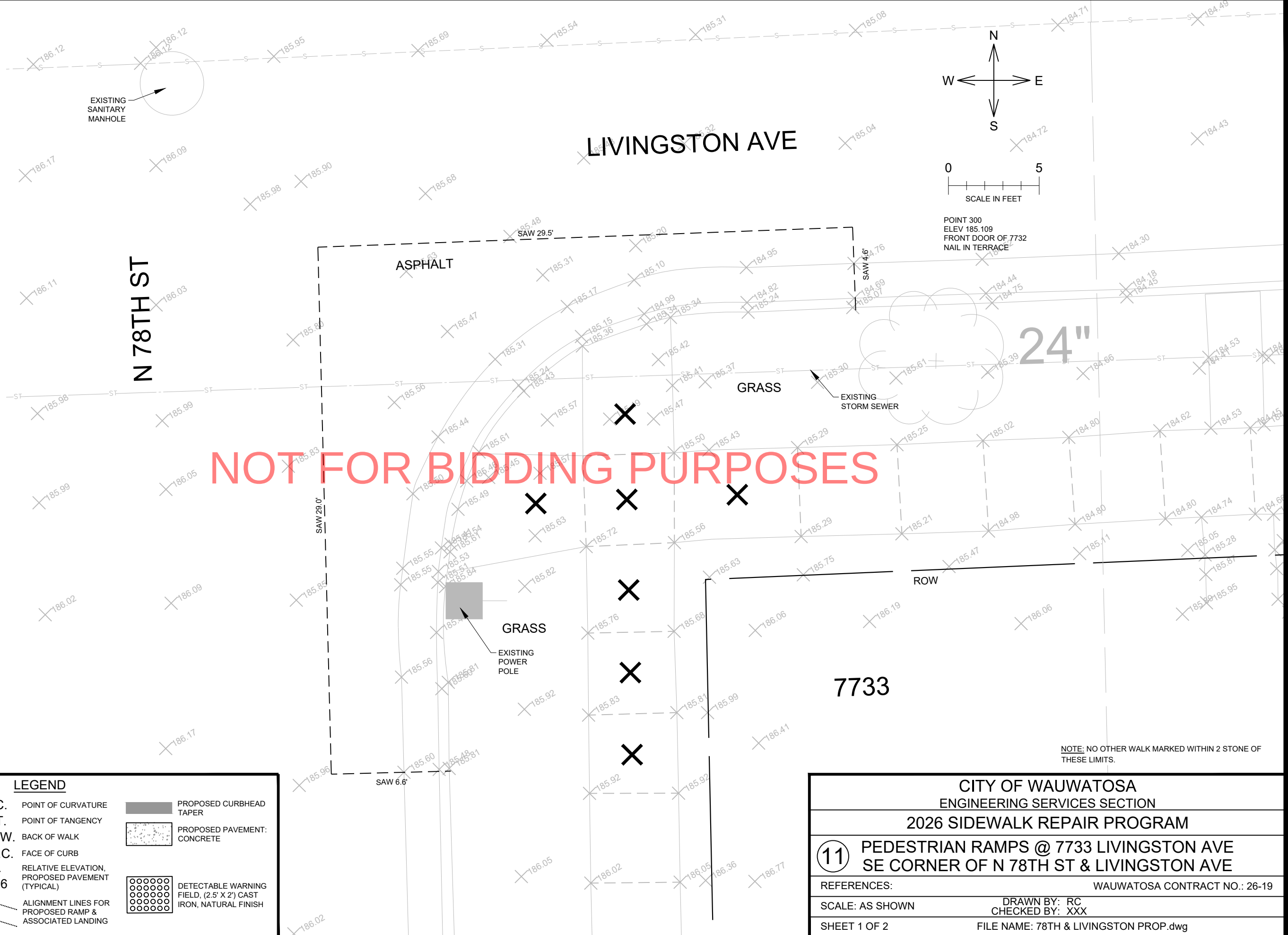
R.O.W.	RIGHT-OF-WAY
JNT.	JOINT
CONC.	CONCRETE
(10.29)	PLAN BENCHMARK ELEVATION
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)
SAW	SAW PAVEMENT, FULL DEPTH
X	PAVEMENT REMOVAL SYMBOL
---	EXISTING STREET LIGHT
LEGEND	
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
B.O.W.	BACK OF WALK
F.O.C.	FACE OF CURB
+	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
9.96	
---	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
[Solid Grey Box]	PROPOSED CURBHEAD TAPER
[Dotted Box]	PROPOSED PAVEMENT: CONCRETE
[Grid Box]	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
9 PEDESTRIAN RAMPS @ 7802 LIVINGSTON AVE NW CORNER OF N 78TH ST & LIVINGSTON AVE	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: 78TH & LIVINGSTON PROP.dwg



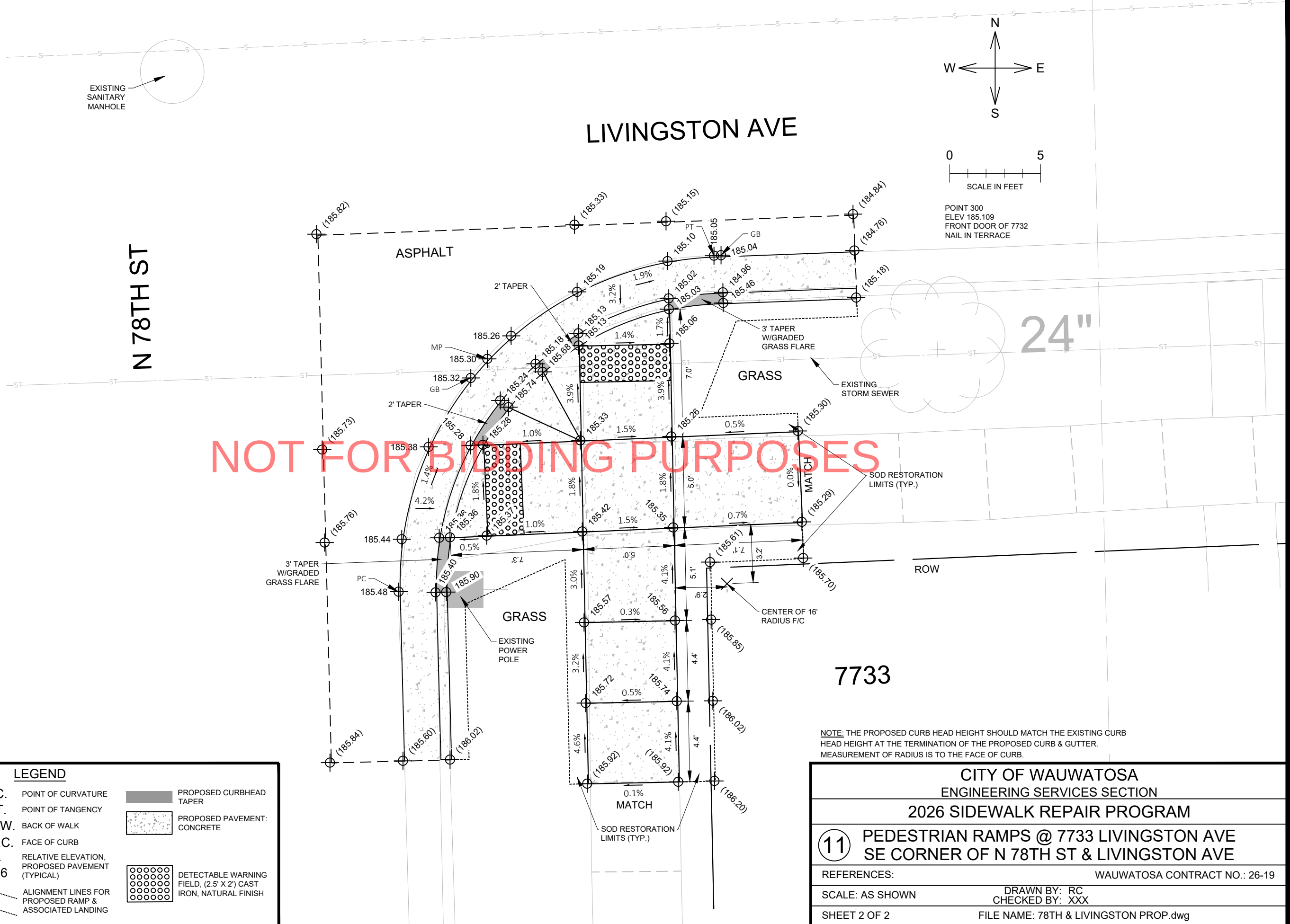


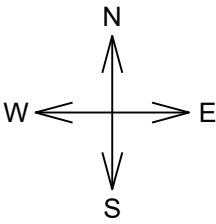
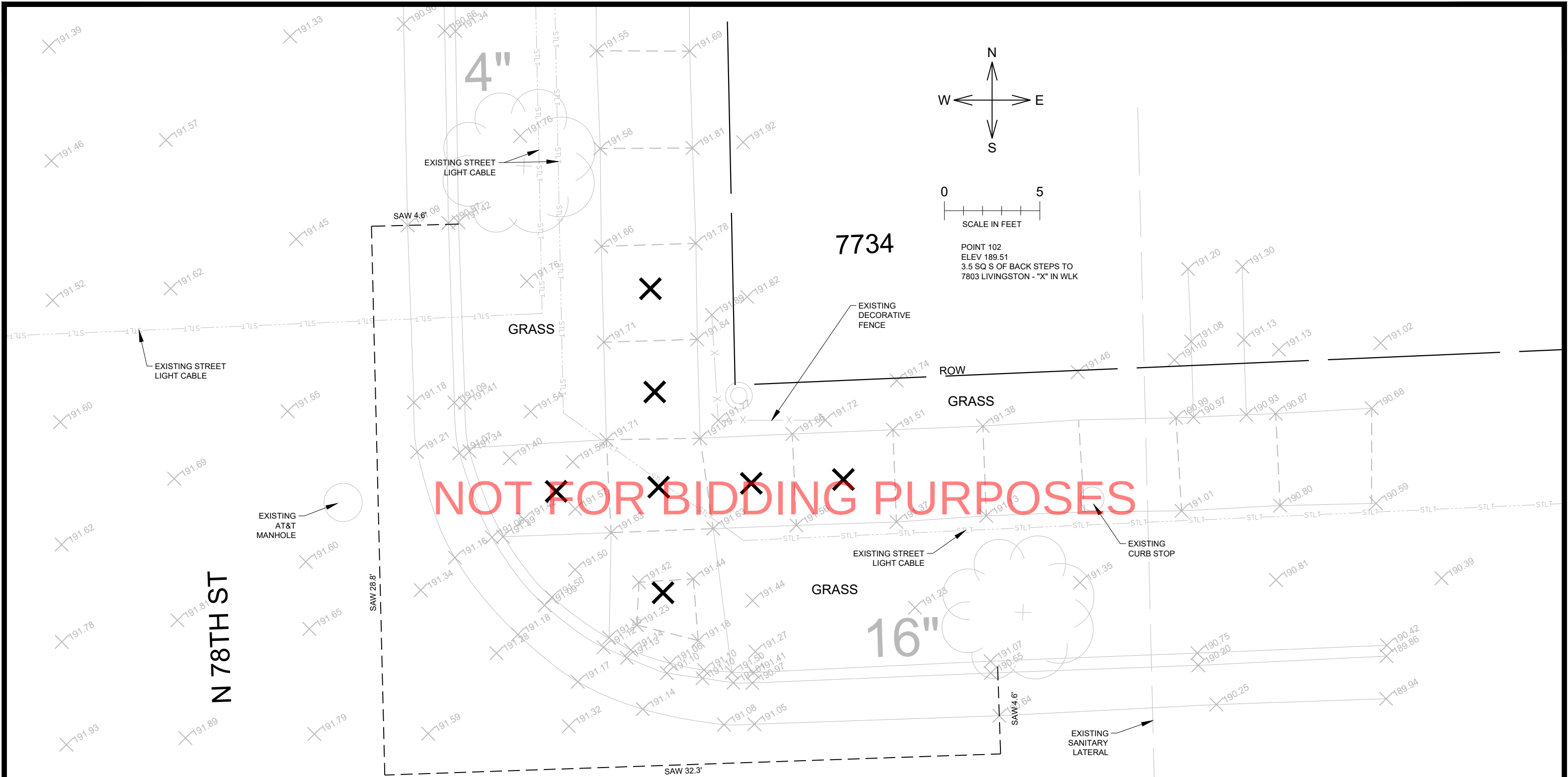


REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
<u>10.26</u> PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
--- EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
11	PEDESTRIAN RAMPS @ 7733 LIVINGSTON AVE SE CORNER OF N 78TH ST & LIVINGSTON AVE
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: 78TH & LIVINGSTON PROP.dwg





0 5
SCALE IN FEET

POINT 102
ELEV 189.51
3.5 SQ S OF BACK STEPS TO
7803 LIVINGSTON - "X" IN WLK

REMOVALS

R.O.W. RIGHT-OF-WAY
JNT. JOINT **CONC.** CONCRETE
(10.29) PLAN BENCHMARK ELEVATION
58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)
SAW SAW PAVEMENT,
FULL DEPTH
X PAVEMENT REMOVAL SYMBOL
--- EXISTING STREET
LIGHT

LEGEND

P.C. POINT OF CURVATURE
P.T. POINT OF TANGENCY
B.O.W. BACK OF WALK
F.O.C. FACE OF CURB
+ RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)
9.96
--- ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER
 PROPOSED PAVEMENT:
CONCRETE
 DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

WRIGHT ST

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

12 PEDESTRIAN RAMPS @ 7734 W WRIGHT ST
NE CORNER OF N 78TH ST & W WRIGHT ST

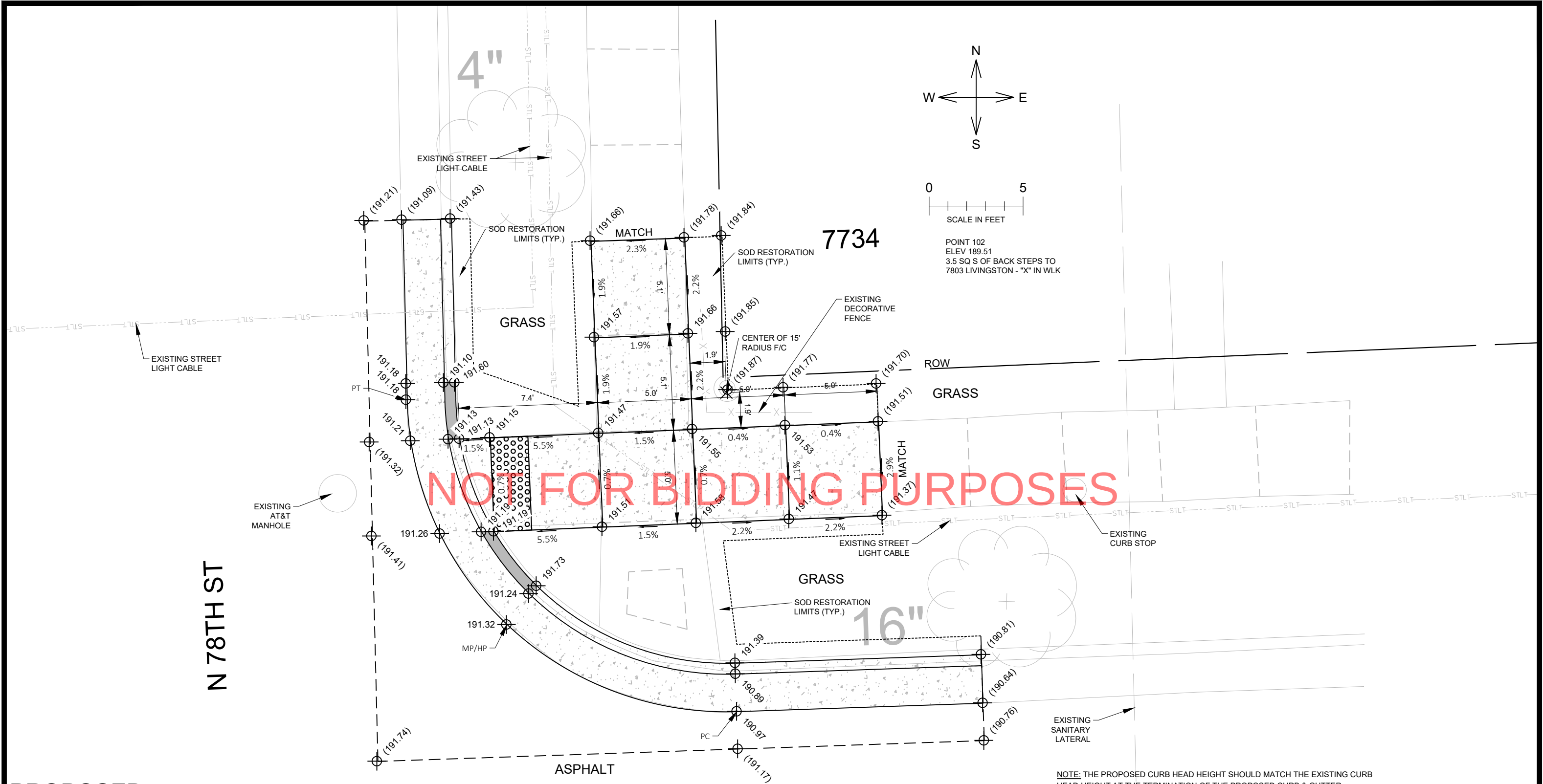
REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN

DRAWN BY: RC
CHECKED BY: XXX

SHEET 1 OF 2

FILE NAME: 78TH & WRIGHT PROP.dwg



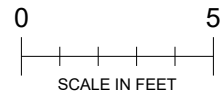
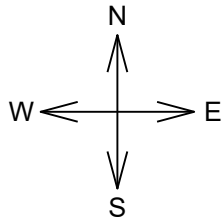
PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

WRIGHT ST

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
12	PEDESTRIAN RAMPS @ 7734 W WRIGHT ST NE CORNER OF N 78TH ST & W WRIGHT ST
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: 78TH & WRIGHT PROP.dwg



POINT 102
ELEV 189.51
3.5 SQ S OF BACK STEPS TO
7803 LIVINGSTON - "X" IN WLK

7802

NOT FOR BIDDING PURPOSES

16"

EXISTING STREET
LIGHT CABLE

EXISTING
HYDRANT

EXISTING STREET
LIGHT CABLE

EXISTING
AT&T
MANHOLE

N 78TH ST

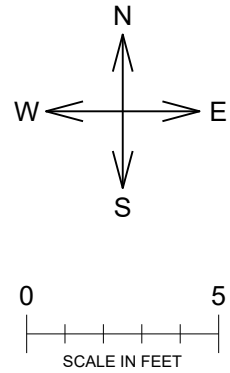
WRIGHT ST

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
13	PEDESTRIAN RAMPS @ 7802 W WRIGHT ST NW CORNER OF N 78TH ST & W WRIGHT ST
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: 78TH & WRIGHT PROP.dwg



POINT 102
ELEV 189.51
3.5 SQ S OF BACK STEPS TO
7803 LIVINGSTON - "X" IN WLK

7802

16"

NOT FOR BIDDING PURPOSES

N 78TH ST

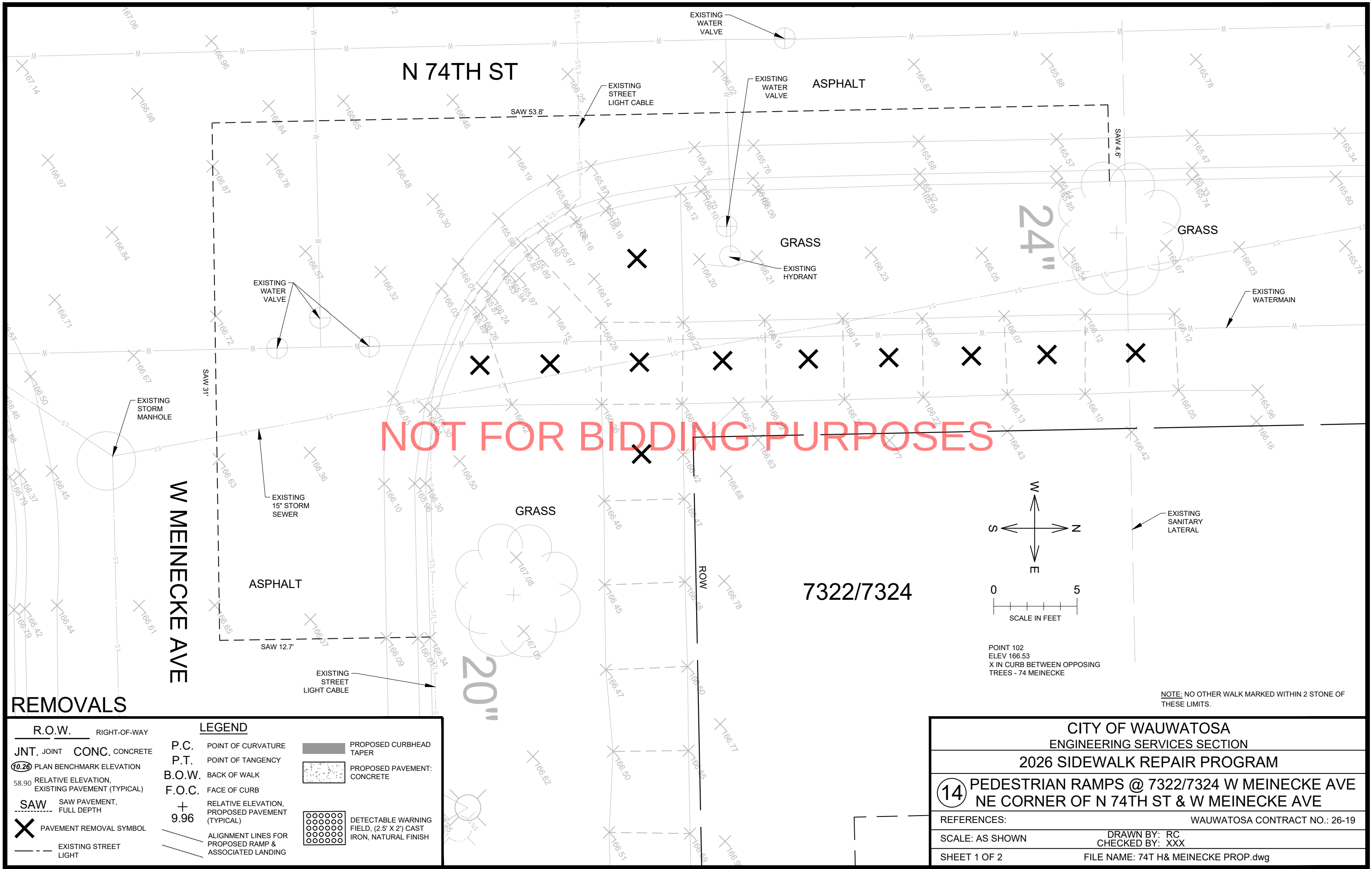
WRIGHT ST

PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT.	JOINT	CONC.	CONCRETE
(10.26)	PLAN BENCHMARK ELEVATION		
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		
SAW	SAW PAVEMENT, FULL DEPTH		
X	PAVEMENT REMOVAL SYMBOL		
---	EXISTING STREET LIGHT		
P.C.	POINT OF CURVATURE		
P.T.	POINT OF TANGENCY		
B.O.W.	BACK OF WALK		
F.O.C.	FACE OF CURB		
+	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)		
9.96			
---	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING		
			PROPOSED CURBHEAD TAPER
			PROPOSED PAVEMENT: CONCRETE
			DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

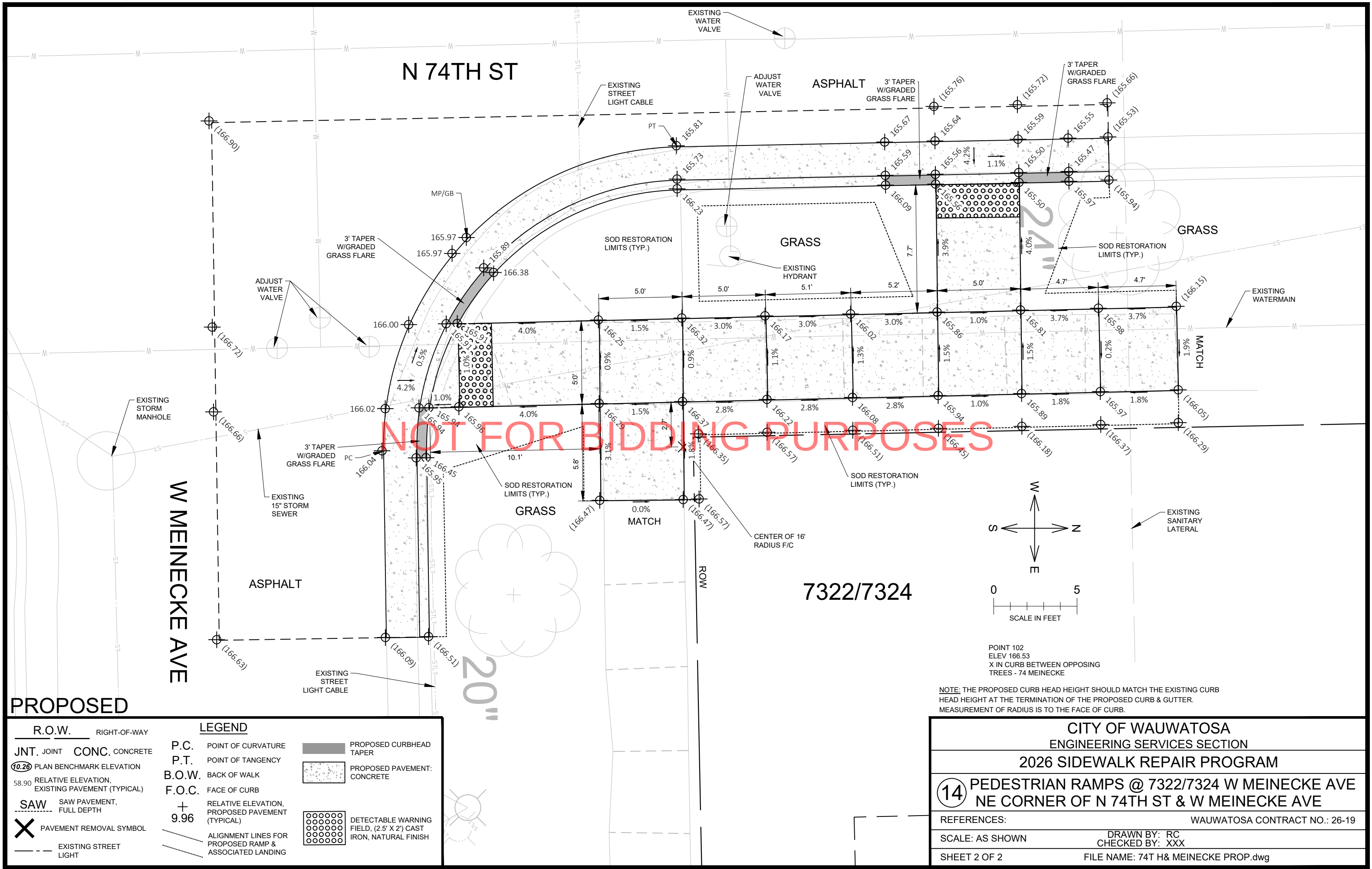
CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
13	PEDESTRIAN RAMPS @ 7802 W WRIGHT ST NW CORNER OF N 78TH ST & W WRIGHT ST
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: 78TH & WRIGHT PROP.dwg

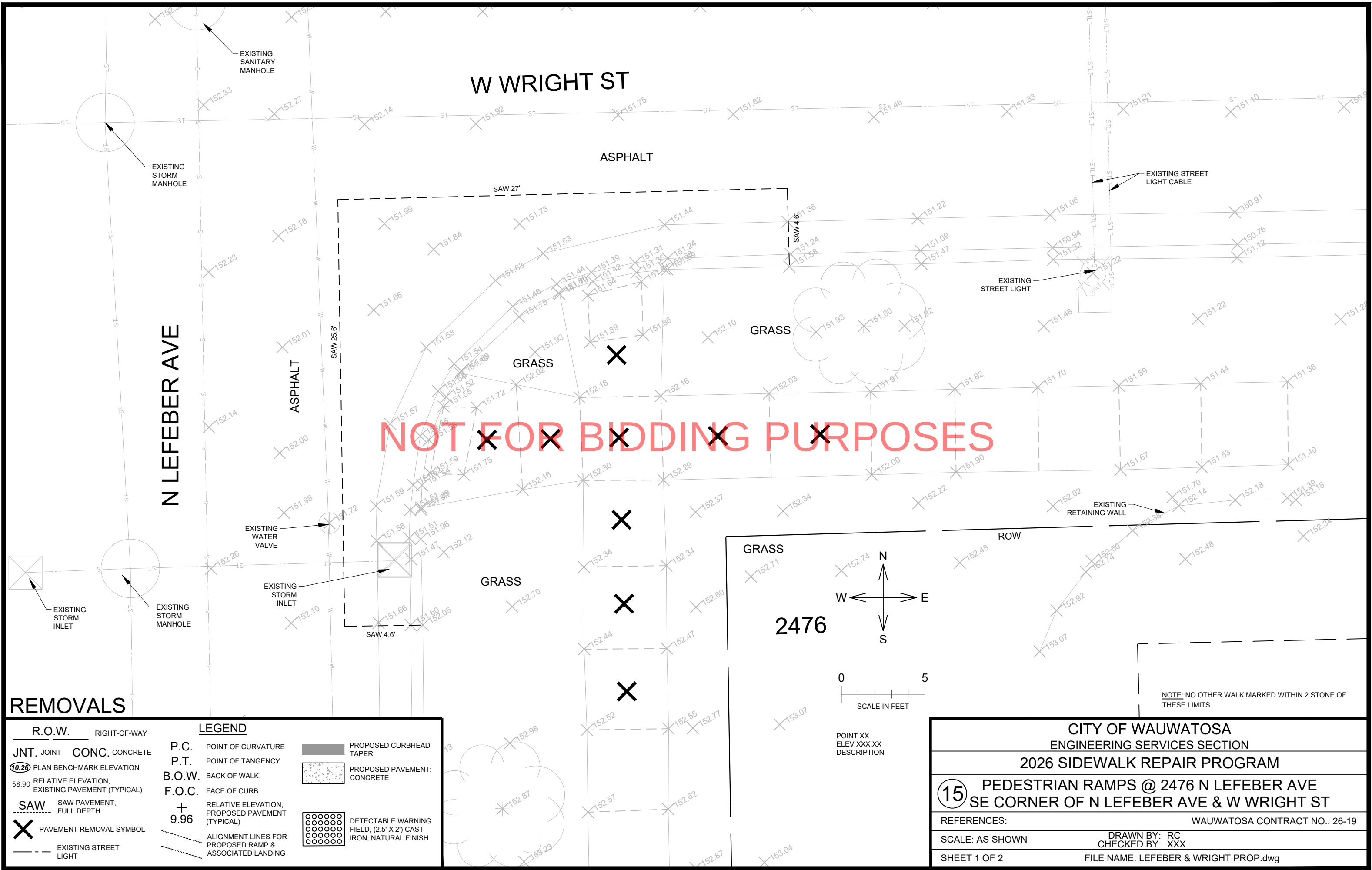


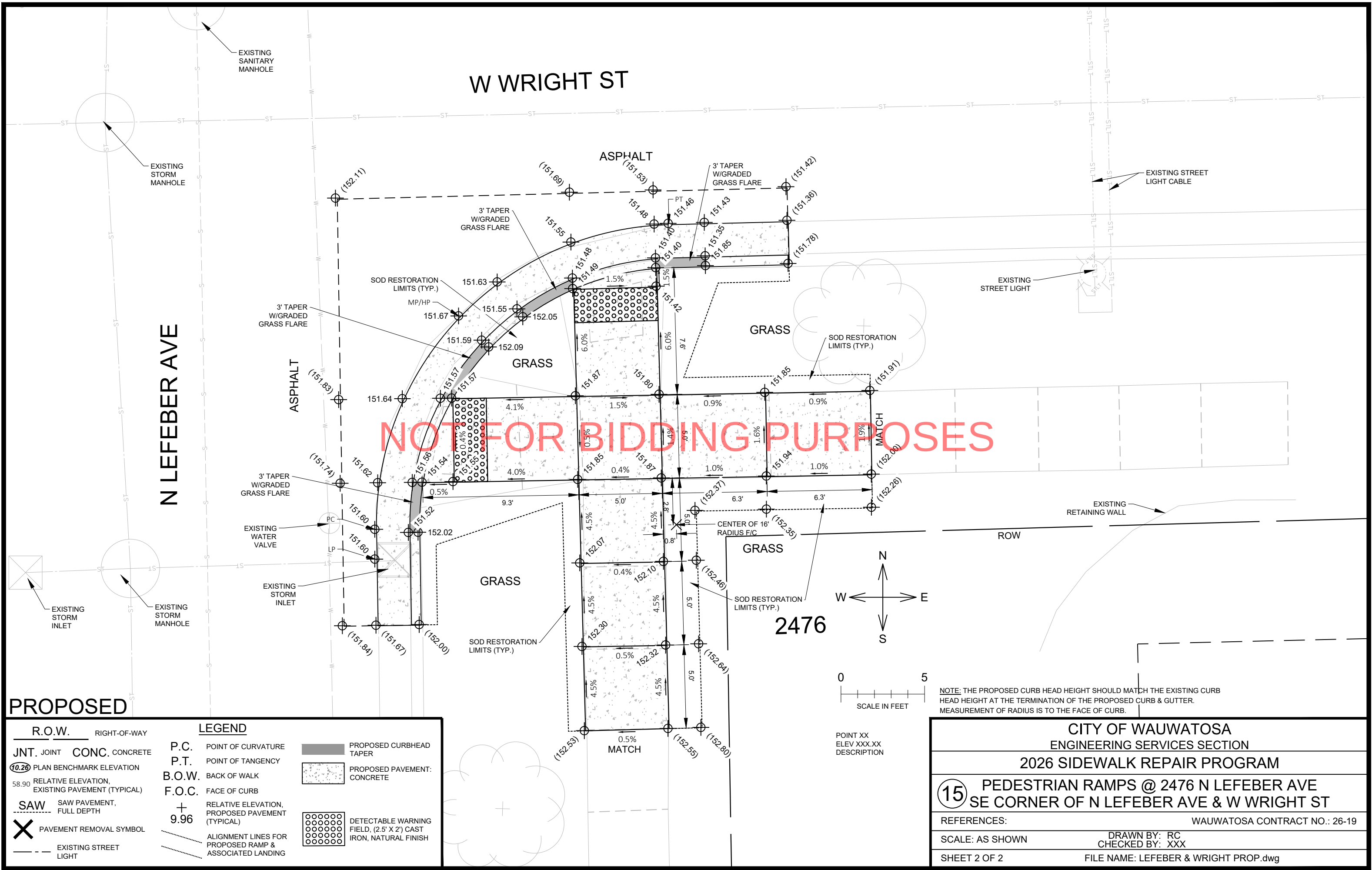
REMOVALS

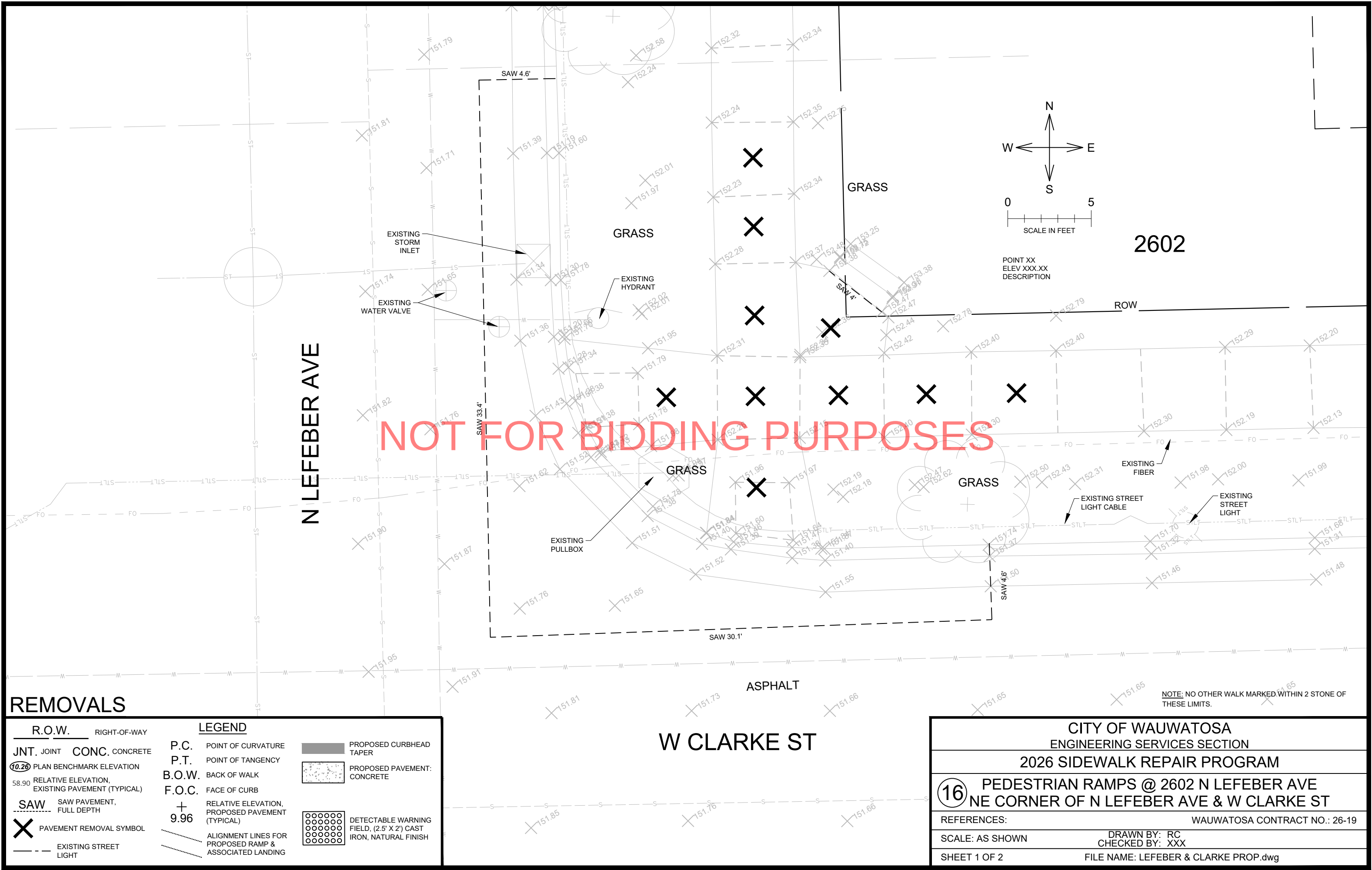
R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS @ 7322/7324 W MEINECKE AVE NE CORNER OF N 74TH ST & W MEINECKE AVE	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: 74T H& MEINECKE PROP.dwg









REMOVALS

R.O.W. RIGHT-OF-WAY

JNT. JOINT

CONC. CONCRETE

10.29 PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT, FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)

9.96

ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING

PROPOSED CURBHEAD TAPER

PROPOSED PAVEMENT: CONCRETE

DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

16

PEDESTRIAN RAMPS @ 2602 N LEFEBER AVE
NE CORNER OF N LEFEBER AVE & W CLARKE ST

REFERENCES:

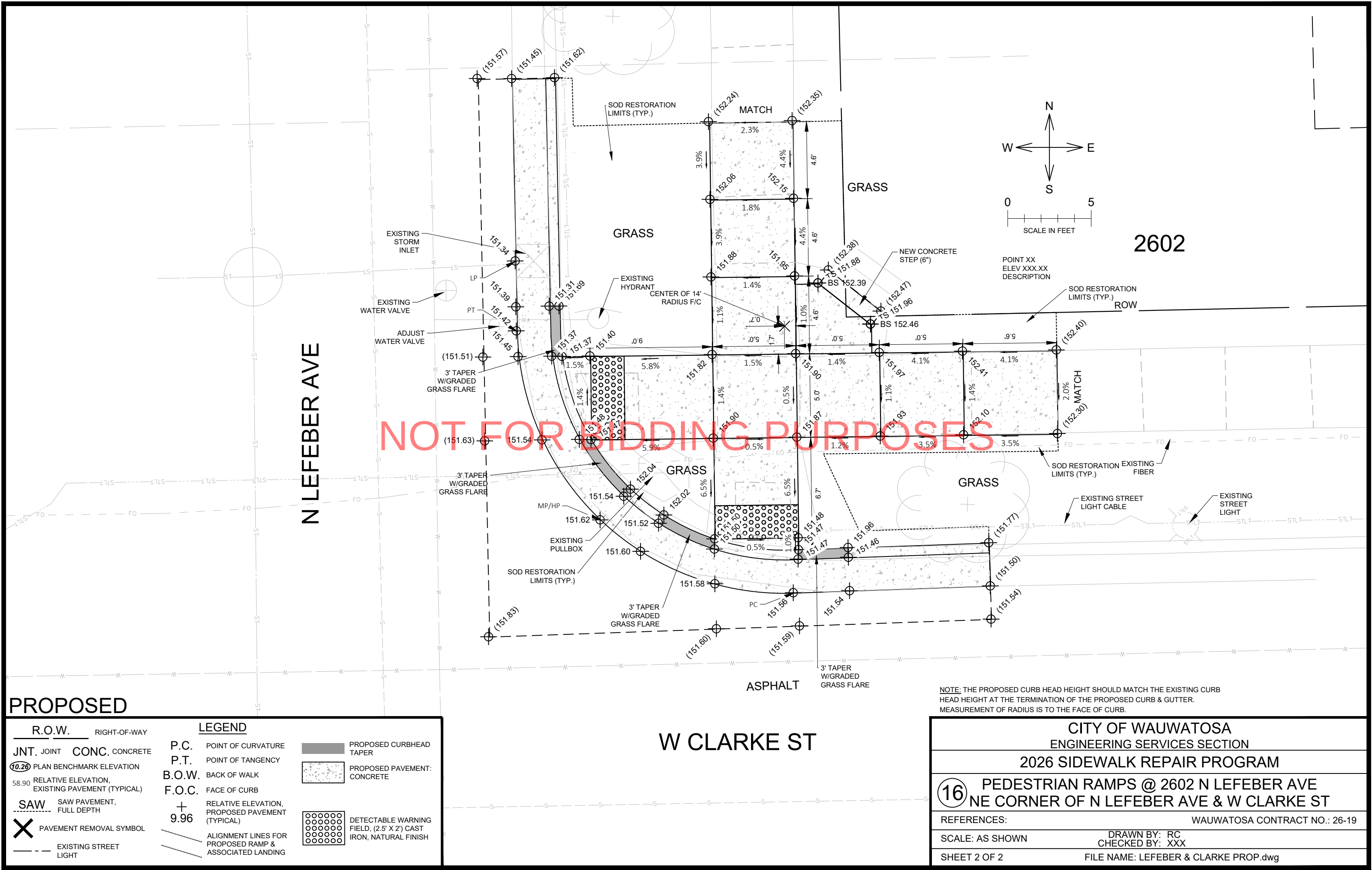
WAUWATOSA CONTRACT NO.: 26-19

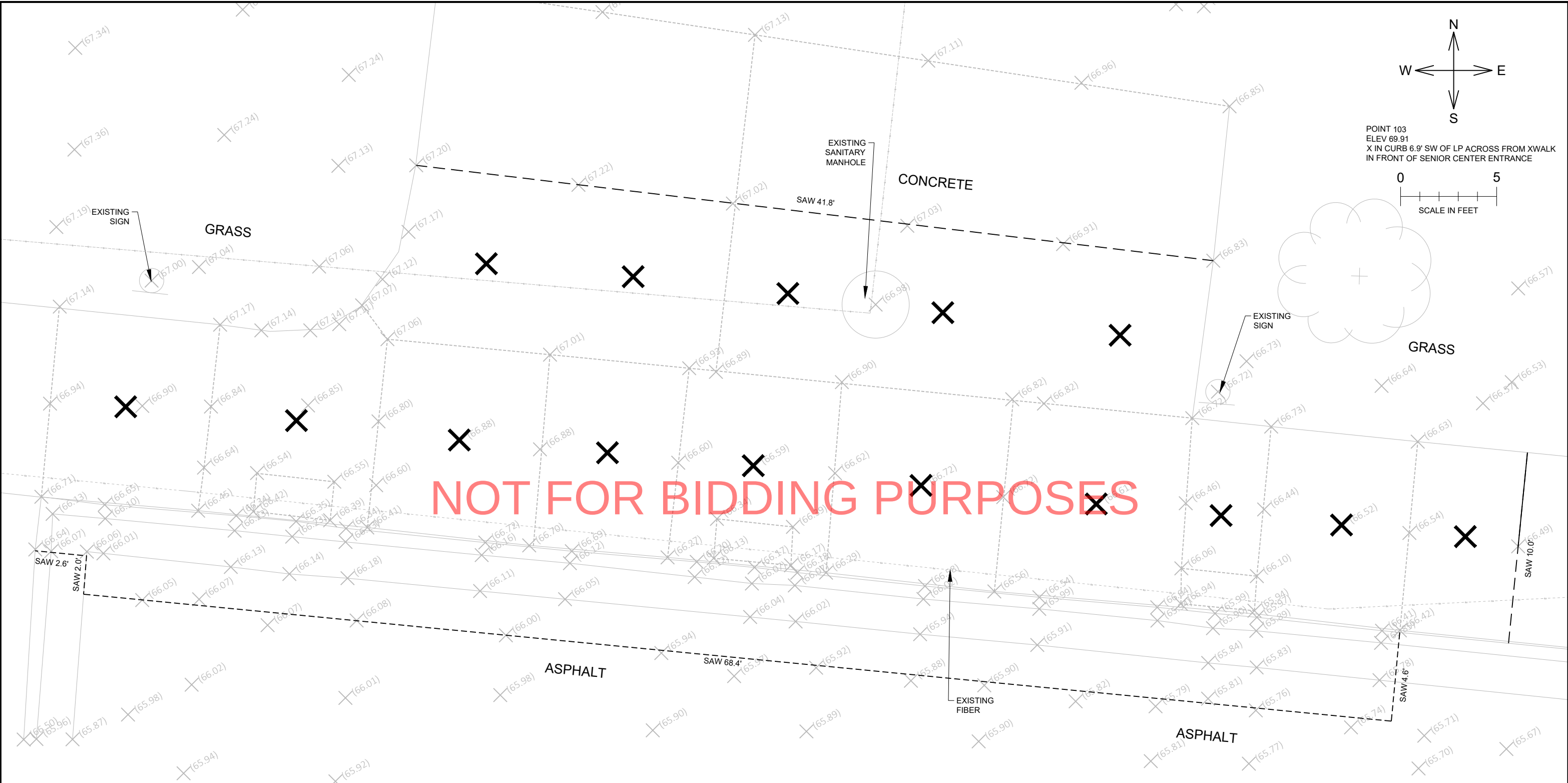
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CHECKED BY: XXX

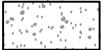
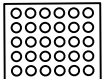
SHEET 1 OF 2

FILE NAME: LEFEBER & CLARKE PROP.dwg



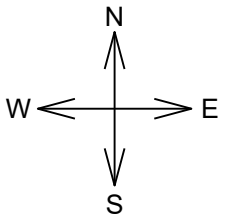


REMOVALS

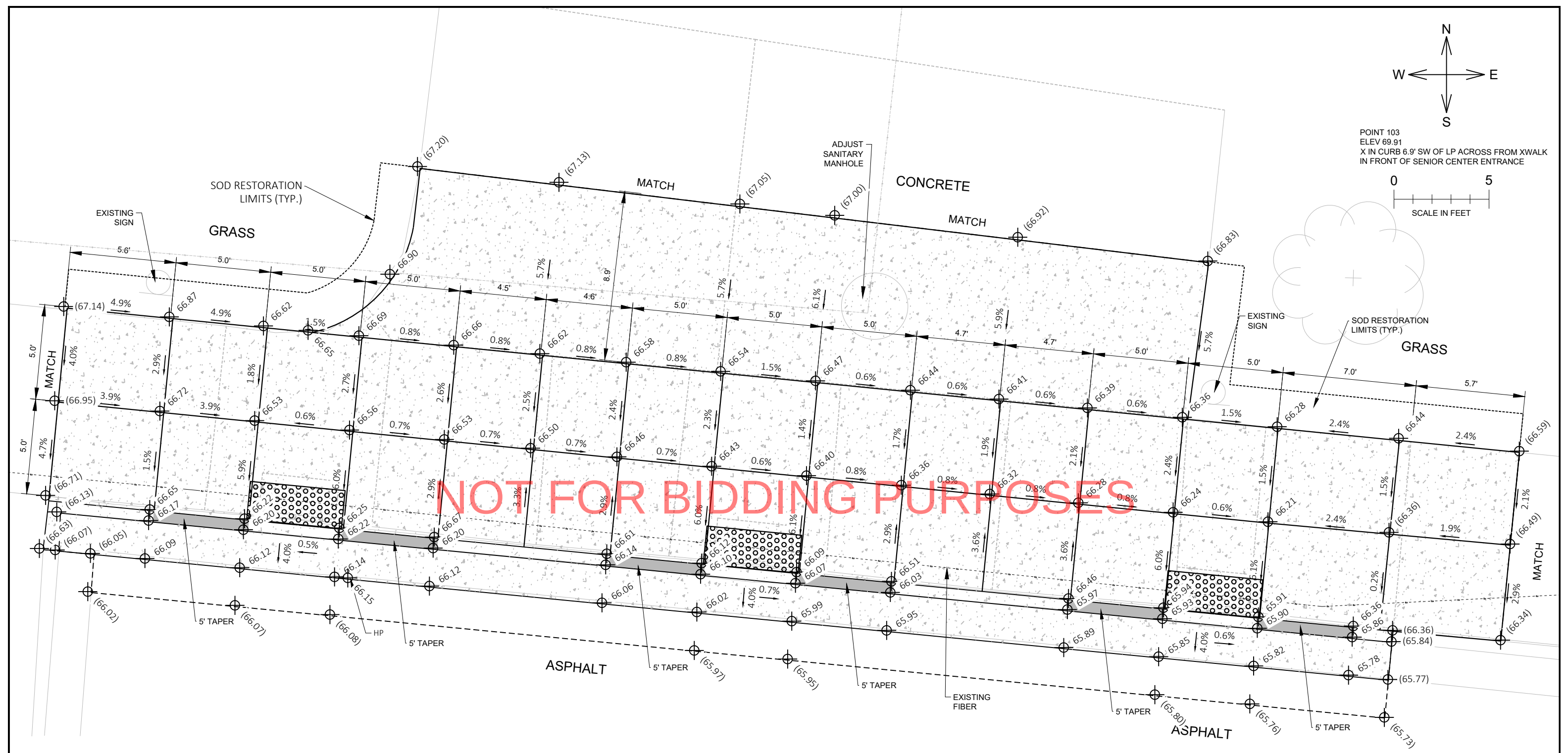
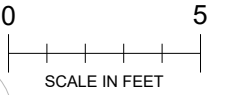
R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	 PROPOSED CURBHEAD TAPER
<u>(10.29)</u> PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	 PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
 PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	 DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
--- EXISTING STREET LIGHT		--- ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
234 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_2-4.DWG



POINT 103
ELEV 69.91
X IN CURB 6.9' SW OF LP ACROSS FROM XWALK
IN FRONT OF SENIOR CENTER ENTRANCE

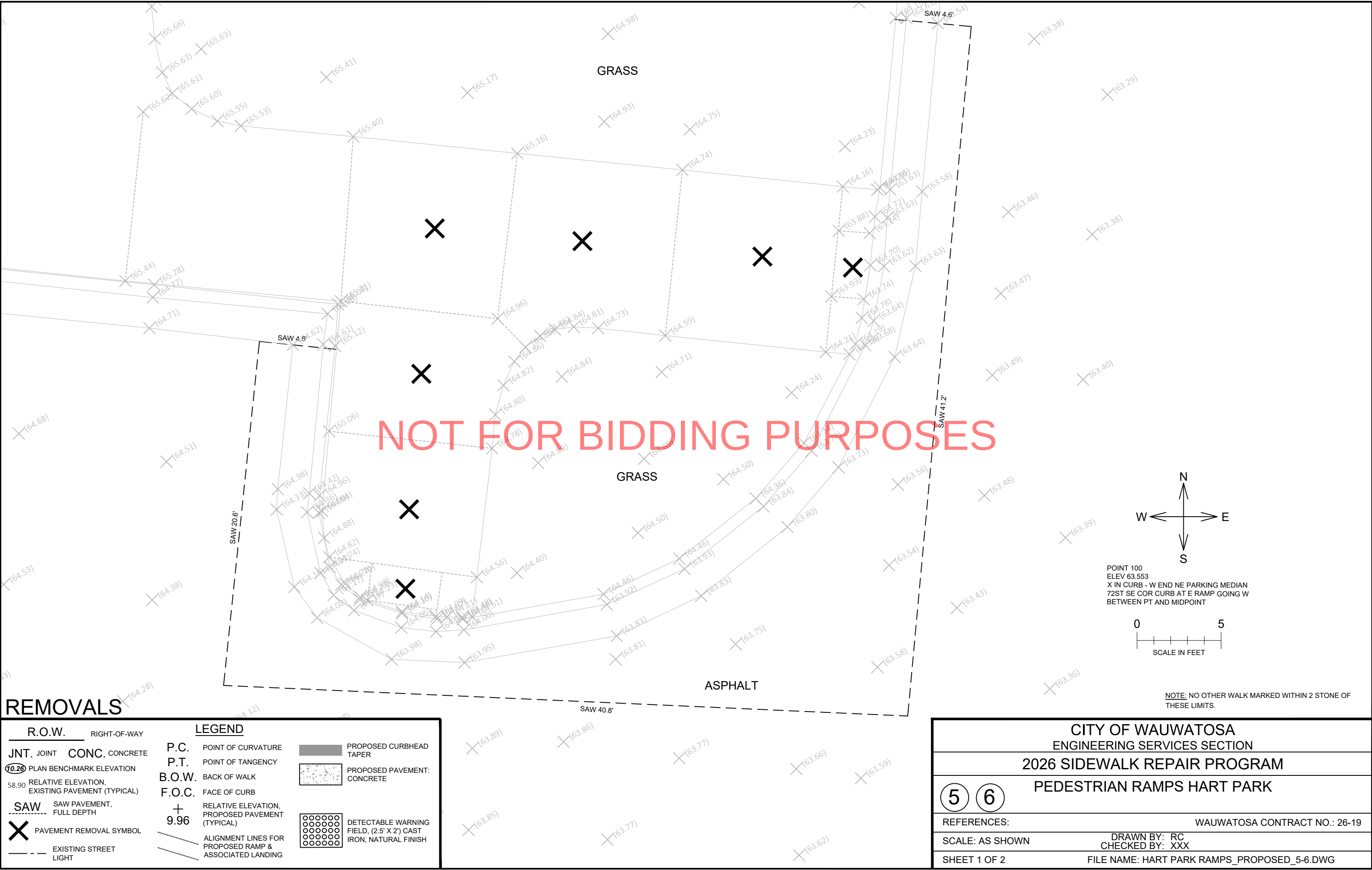


PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.29) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

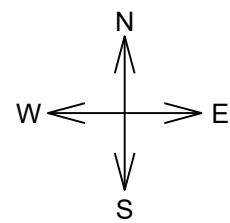
NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
2 3 4 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_2-4.DWG

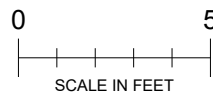


REMOVALS

R.O.W. RIGHT-OF-WAY	LEGEND
JNT. JOINT	P.C. POINT OF CURVATURE
CONC. CONCRETE	P.T. POINT OF TANGENCY
(10.26) PLAN BENCHMARK ELEVATION	B.O.W. BACK OF WALK
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)	F.O.C. FACE OF CURB
SAW SAW PAVEMENT, FULL DEPTH	+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
X PAVEMENT REMOVAL SYMBOL	9.96
--- EXISTING STREET LIGHT	ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
	PROPOSED CURBHEAD TAPER
	PROPOSED PAVEMENT: CONCRETE
	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

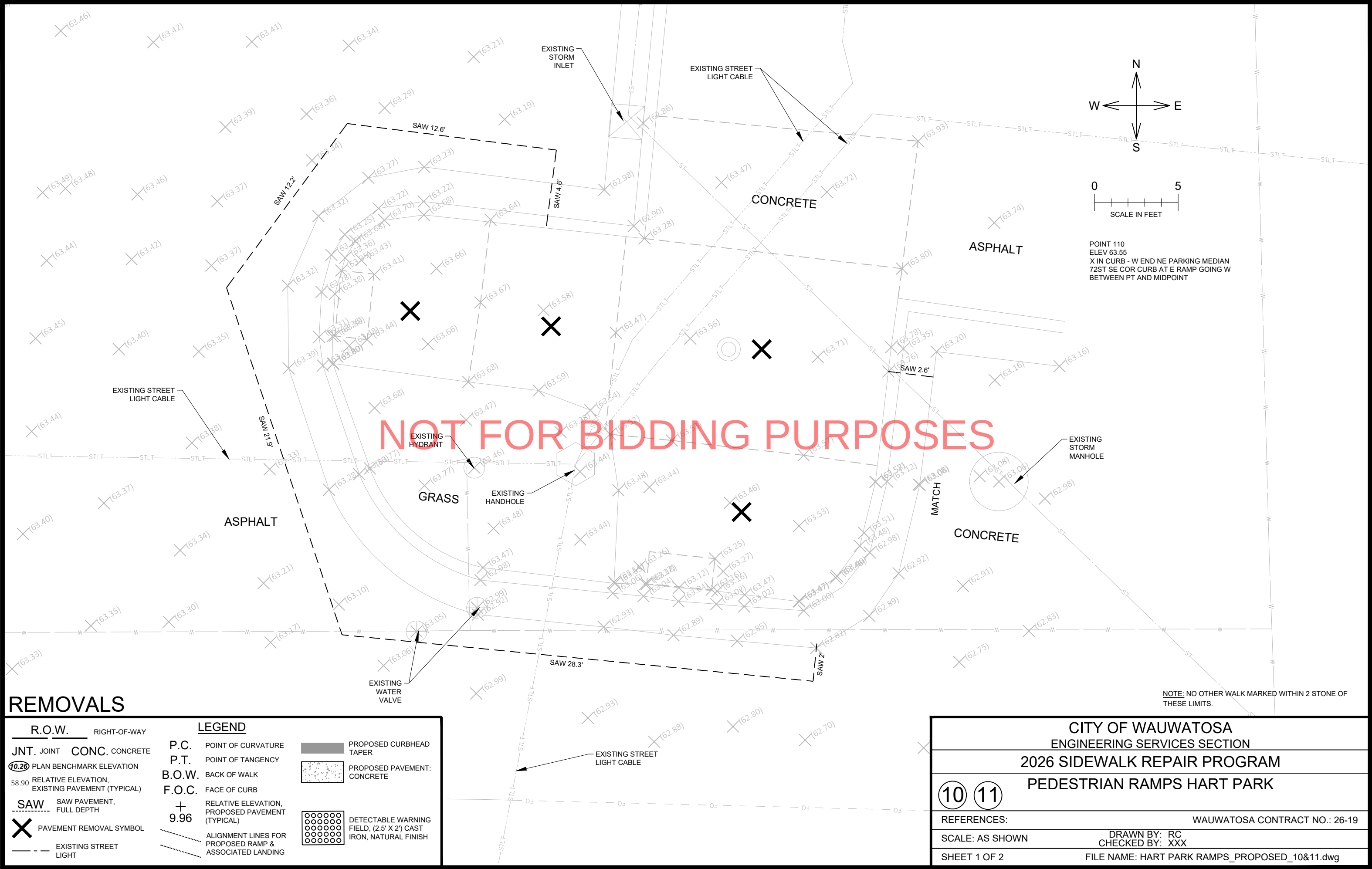


POINT 100
ELEV 63.553
X IN CURB - W END NE PARKING MEDIAN
72ST SE COR CURB AT E RAMP GOING W
BETWEEN PT AND MIDPOINT



NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_5-6.DWG



REMOVALS

R.O.W.

RIGHT-OF-WAY

JNT.

JOINT

CONC.

CONCRETE

10.26

PLAN BENCHMARK ELEVATION

58.90

RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)

SAW

SAW PAVEMENT,
FULL DEPTH

X

PAVEMENT REMOVAL SYMBOL

EXISTING STREET
LIGHT

LEGEND

P.C.

POINT OF CURVATURE

P.T.

POINT OF TANGENCY

B.O.W.

BACK OF WALK

F.O.C.

FACE OF CURB

+

RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)

9.96

ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER

PROPOSED PAVEMENT:
CONCRETE

DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

10 11

PEDESTRIAN RAMPS HART PARK

REFERENCES:

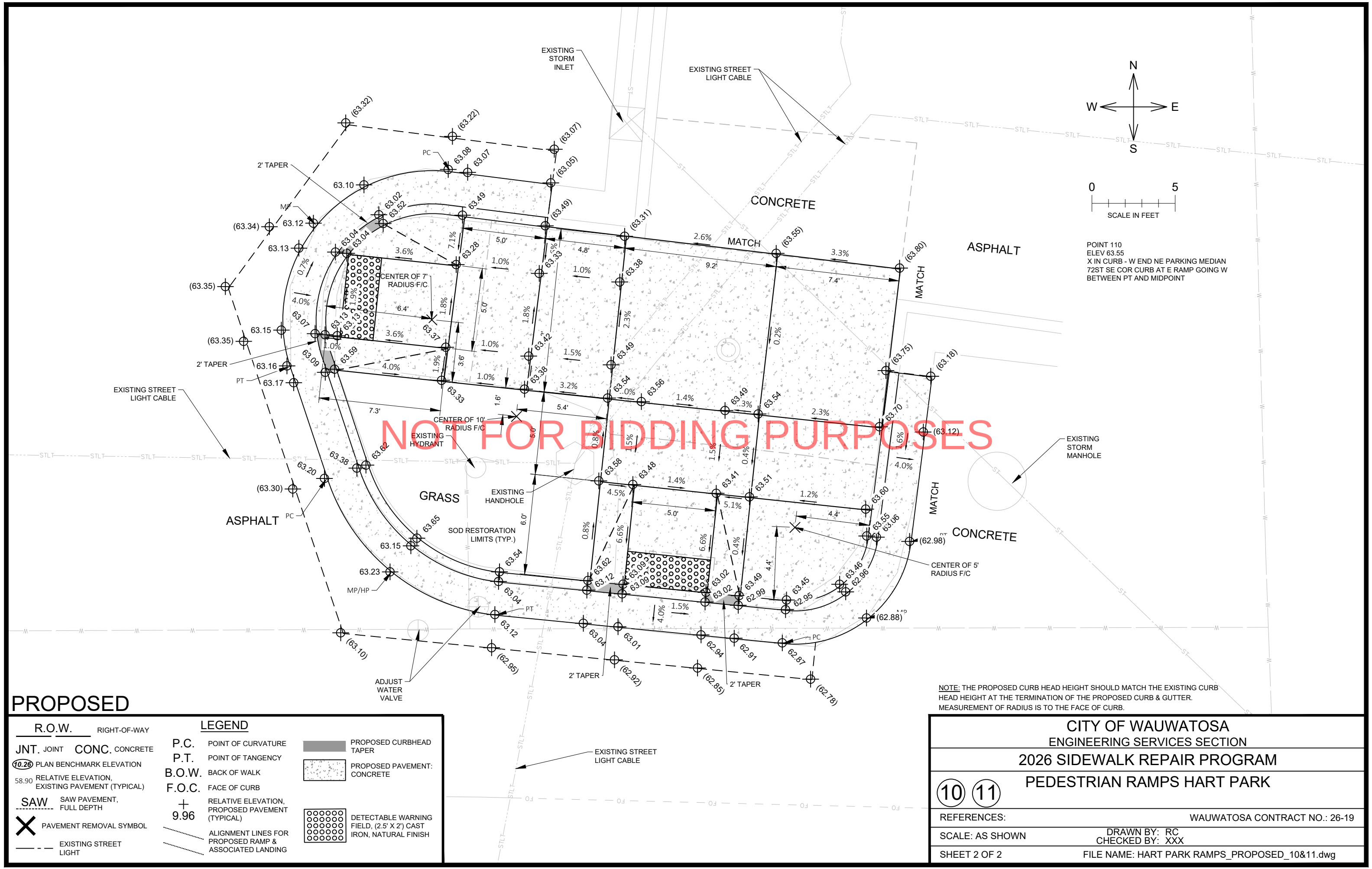
WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN

DRAWN BY: RC
CHECKED BY: XXX

SHEET 1 OF 2

FILE NAME: HART PARK RAMPS_PROPOSED_10&11.dwg



PROPOSED

R.O.W. RIGHT-OF-WAY

JNT. JOINT

CONC. CONCRETE

(10.26) PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT, FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)

9.96

ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING

PROPOSED CURBHEAD TAPER

PROPOSED PAVEMENT: CONCRETE

DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA

ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

PEDESTRIAN RAMPS HART PARK

REFERENCES:

SCALE: AS SHOWN

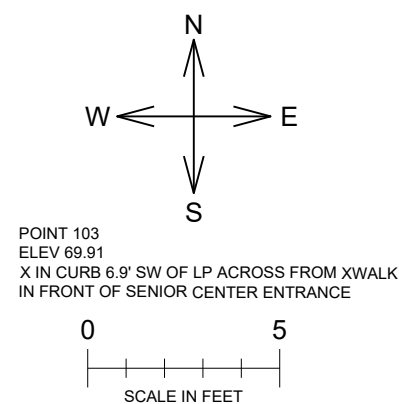
SHEET 2 OF 2

WAUWATOSA CONTRACT NO.: 26-19

DRAWN BY: RC

CHECKED BY: XXX

FILE NAME: HART PARK RAMPS_PROPOSED_10&11.dwg



NOT FOR BIDDING PURPOSES

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

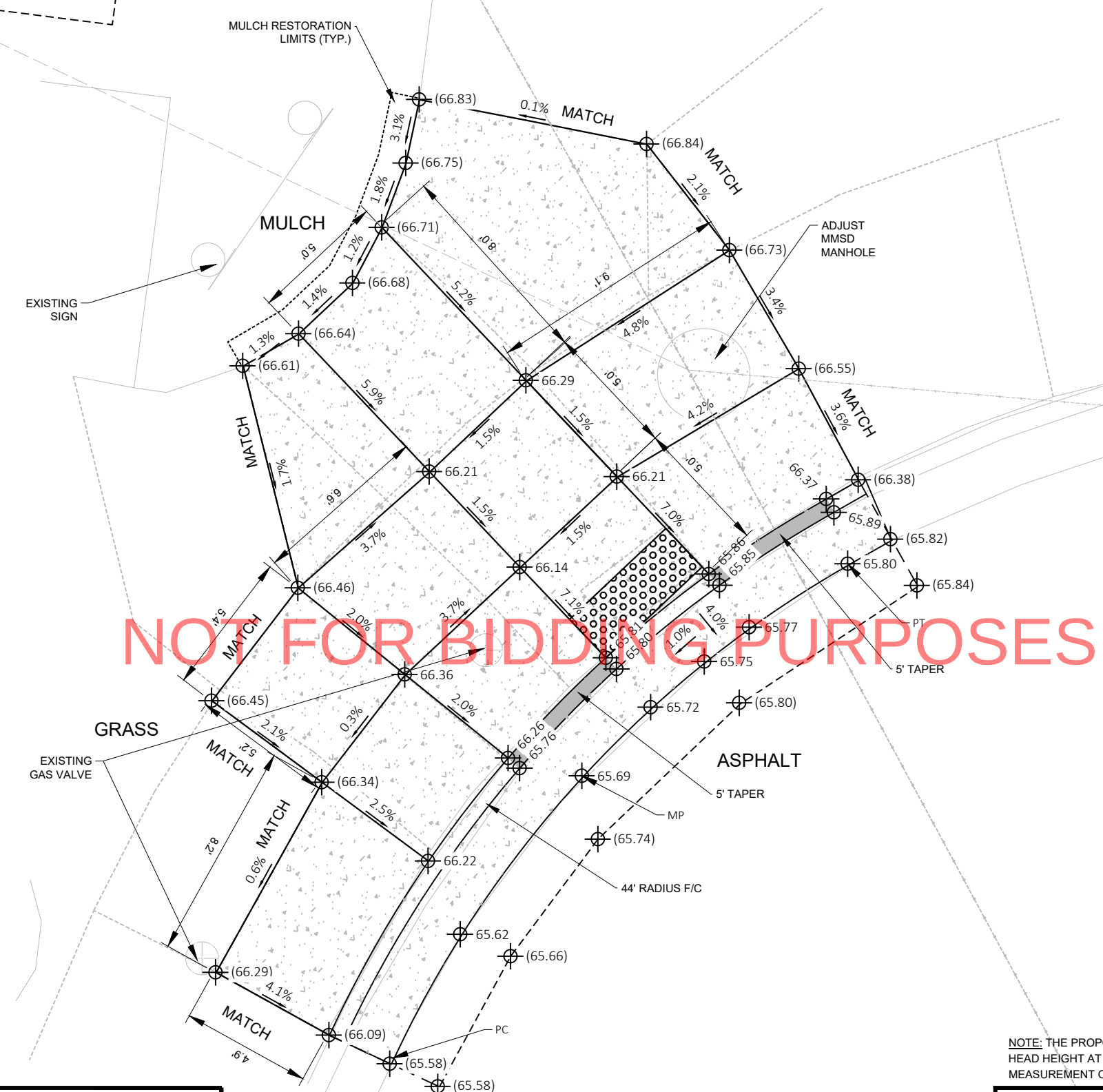
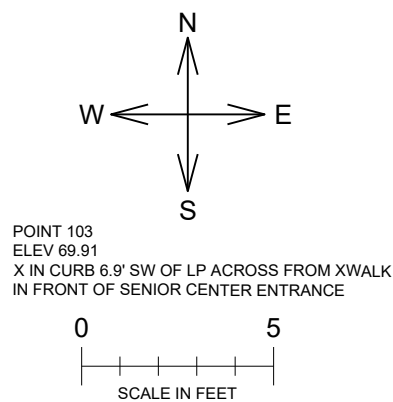
REMOVALS

<u>R.O.W.</u>	RIGHT-OF-WAY		
JNT. JOINT	CONC. CONCRETE	P.C.	POINT OF CURVATURE
(10.26)	PLAN BENCHMARK ELEVATION	P.T.	POINT OF TANGENCY
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)	B.O.W.	BACK OF WALK
SAW	SAW PAVEMENT, FULL DEPTH	F.O.C.	FACE OF CURB
X	PAVEMENT REMOVAL SYMBOL	+ 9.96	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
— —	EXISTING STREET LIGHT		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
			PROPOSED CURBHEAD TAPER
			PROPOSED PAVEMENT: CONCRETE
			DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION
2026 SIDEWALK REPAIR PROGRAM
PEDESTRIAN RAMPS HART PARK

16

REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS PROPOSED 16.DWG

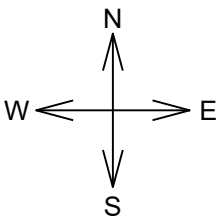


NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
10.26 PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS HART PARK	
16	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_16.DWG



POINT 100
ELEV 62.81
PK IN CENTER PATH- 16.5' N OF O.L. TRAIL
S OF SRVC DR ENT. SW END OF PROJECT



NOT FOR BIDDING PURPOSES

10"

EXISTING
STREET
LIGHT

REMOVE EXISTING
ASPHALT

GRASS

CONCRETE

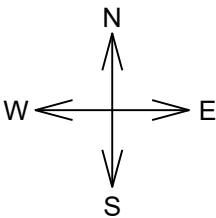
ASPHALT

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

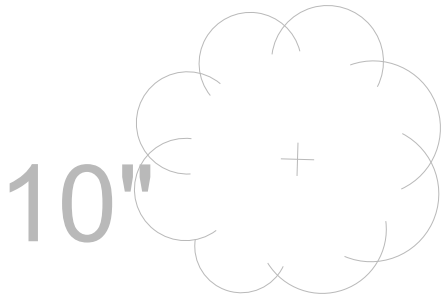
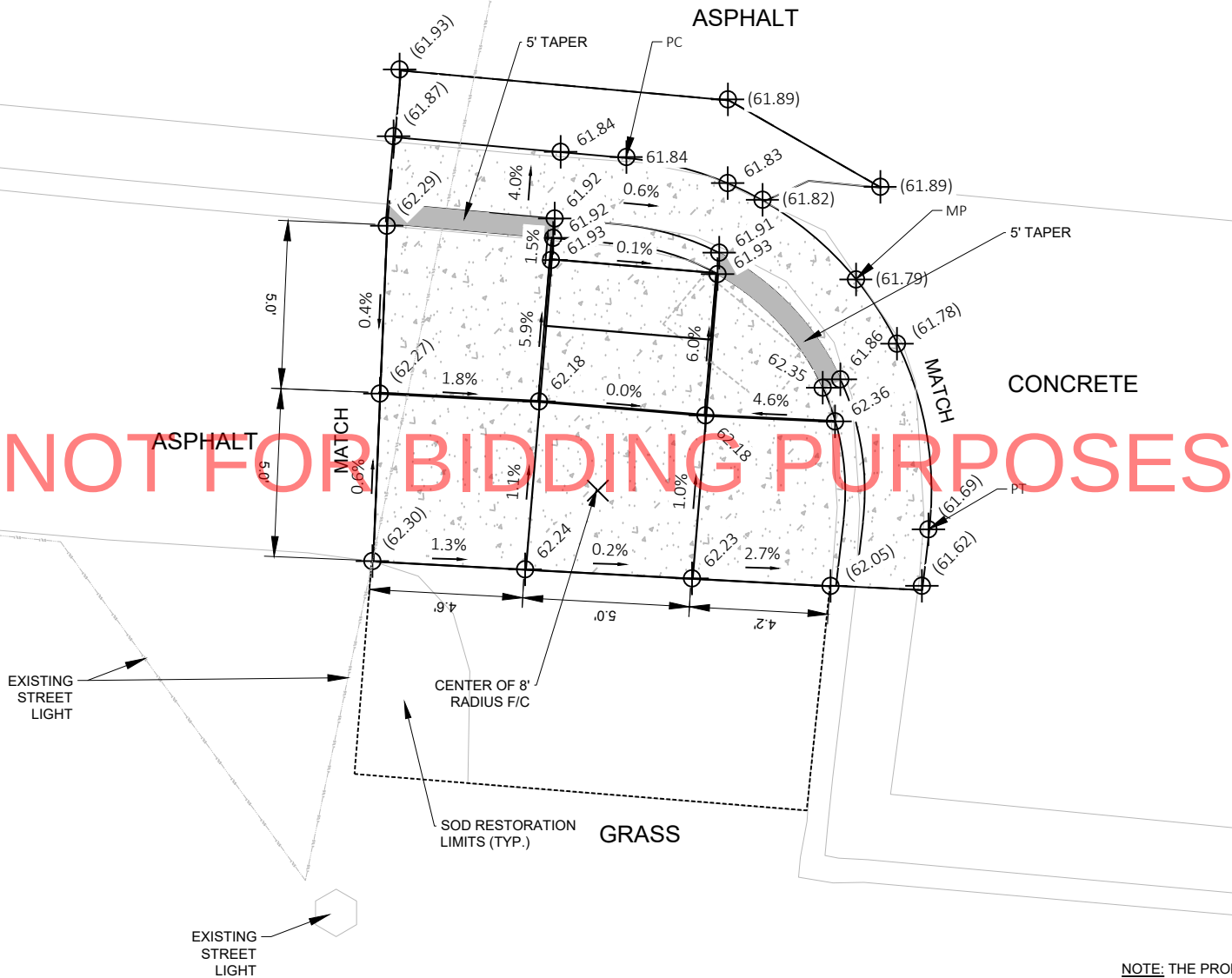
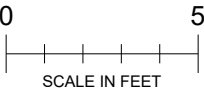
REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
10.26 PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
EXISTING STREET LIGHT		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
19 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_19.DWG



POINT 100
ELEV 62.81
PK IN CENTER PATH- 16.5' N OF O.L. TRAIL
S OF SRVC DR ENT. SW END OF PROJECT



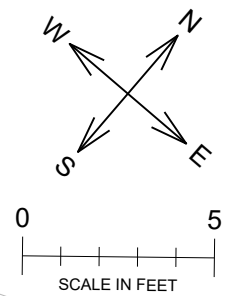
PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
19 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_19.DWG

FINAL GRADES AND SLOPES
TO BE PROVIDED AT LATER
DATE



POINT 201
ELEV 65.28
X IN GROUND AT E END OF MEDIAN
70/CHESTNUT 1.5' BOC

NOT FOR BIDDING PURPOSES

R.O.W. RIGHT-OF-WAY

JNT. JOINT
CONC. CONCRETE
10.26 PLAN BENCHMARK ELEVATION
58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)
SAW SAW PAVEMENT,
FULL DEPTH
X PAVEMENT REMOVAL SYMBOL
--- EXISTING STREET
LIGHT

LEGEND

P.C. POINT OF CURVATURE
P.T. POINT OF TANGENCY
B.O.W. BACK OF WALK
F.O.C. FACE OF CURB
+ RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)
9.96
ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

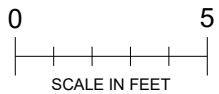
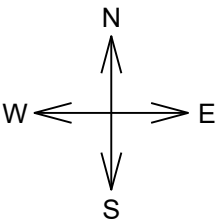
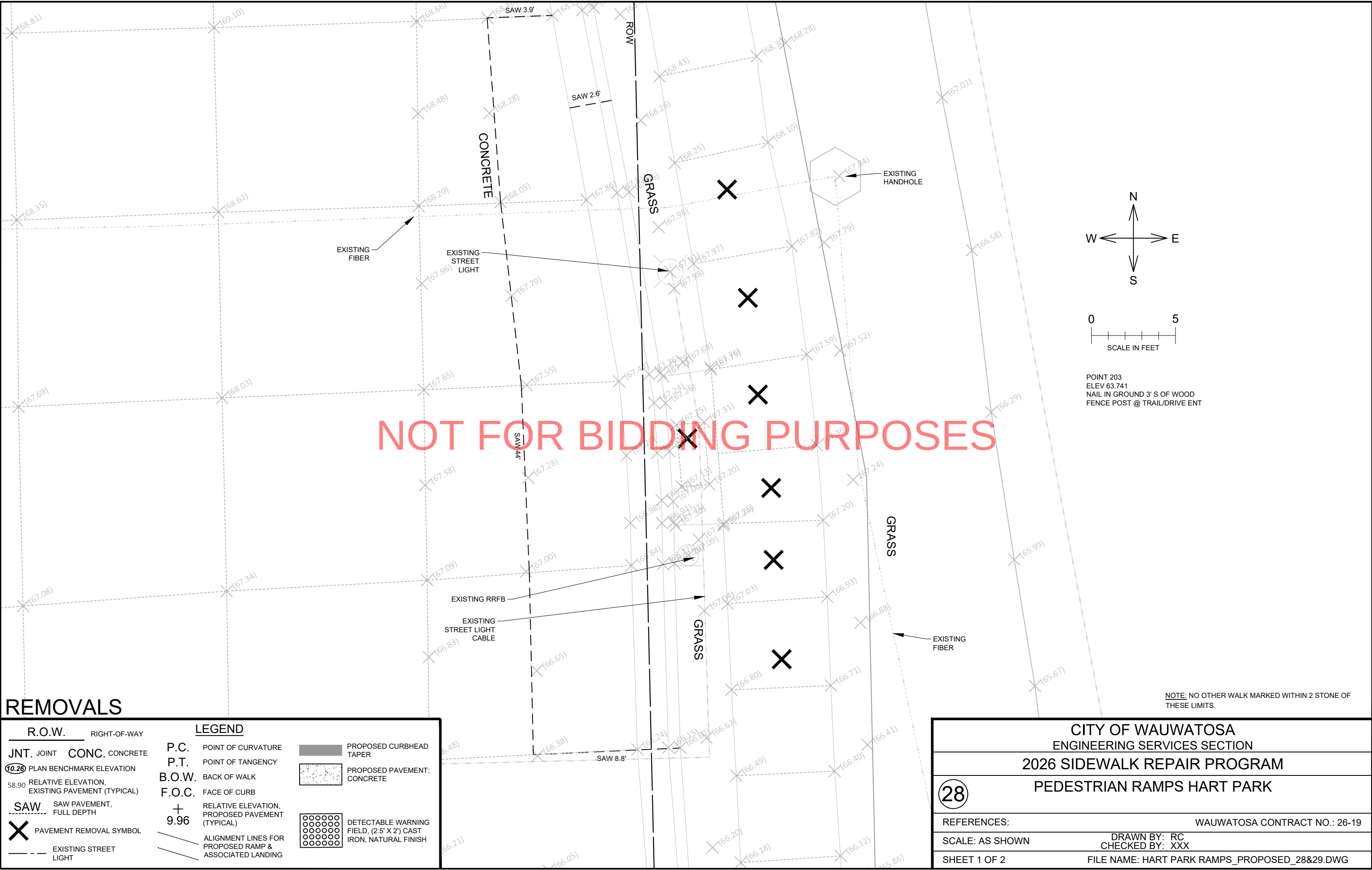
PROPOSED CURBHEAD
TAPER
PROPOSED PAVEMENT:
CONCRETE
DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB
HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER.
MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION
2026 SIDEWALK REPAIR PROGRAM

26 27 PEDESTRIAN RAMPS @ xxxx
NW CORNER OF N 70TH ST & W CHESTNUT AVE

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN DRAWN BY: RC
CHECKED BY: XXX
SHEET 2 OF 2 FILE NAME: HART PARK RAMPS_PROPOSED_26&27.dwg



POINT 203
ELEV 63.741
NAIL IN GROUND 3' S OF WOOD
FENCE POST @ TRAIL/DRIVE ENT

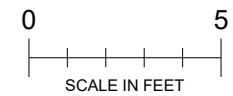
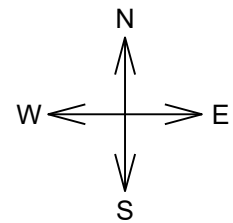
NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
10.29 PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
28 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_28&29.DWG

NOT FOR BIDDING PURPOSES



POINT 203
ELEV 63.741
NAIL IN GROUND 3' S OF WOOD
FENCE POST @ TRAIL/DRIVE ENT

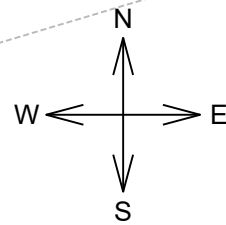
NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS HART PARK	
(28)	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_28&29.DWG

NOT FOR BIDDING PURPOSES

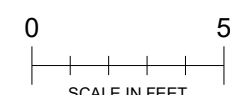
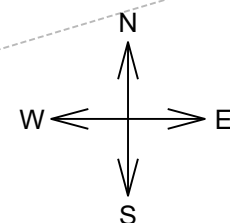


POINT 203
ELEV 63.741
NAIL IN GROUND 3' S OF WOOD
FENCE POST @ TRAIL/DRIVE ENT

REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.29) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
(29) PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_28&29.DWG



POINT 203
ELEV 63.741
NAIL IN GROUND 3' S OF WOOD
FENCE POST @ TRAIL/DRIVE ENT

PROPOSED

R.O.W. RIGHT-OF-WAY

JNT. JOINT

CONC. CONCRETE

10.29 PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT,
FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET
LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ 9.96 RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)

--- ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER

PROPOSED PAVEMENT:
CONCRETE

DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

NOT FOR BIDDING PURPOSES

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB
HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER.
MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION

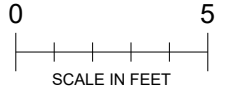
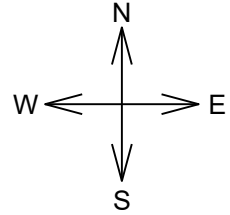
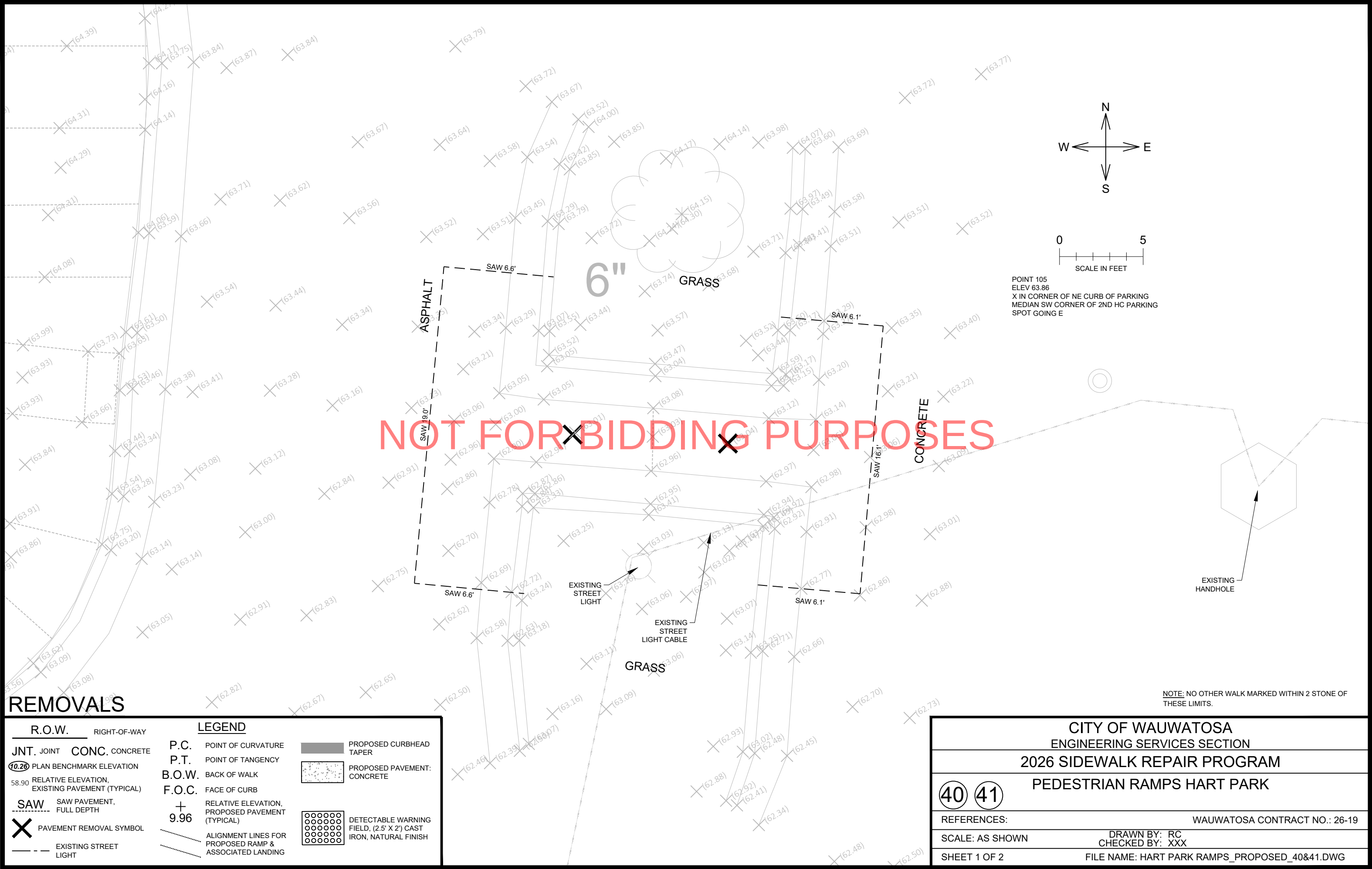
2026 SIDEWALK REPAIR PROGRAM

29 PEDESTRIAN RAMPS HART PARK

REFERENCES: WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN DRAWN BY: RC
CHECKED BY: XXX

SHEET 2 OF 2 FILE NAME: HART PARK RAMPS_PROPOSED_28&29.DWG



POINT 105
ELEV 63.86
X IN CORNER OF NE CURB OF PARKING
MEDIAN SW CORNER OF 2ND HC PARKING
SPOT GOING E

EXISTING
HANDHOLE

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

REMOVALS

R.O.W. RIGHT-OF-WAY

JNT. JOINT

CONC. CONCRETE

(10.29) PLAN BENCHMARK ELEVATION

58.90 RELATIVE ELEVATION,
EXISTING PAVEMENT (TYPICAL)

SAW SAW PAVEMENT,
FULL DEPTH

X PAVEMENT REMOVAL SYMBOL

--- EXISTING STREET
LIGHT

LEGEND

P.C. POINT OF CURVATURE

P.T. POINT OF TANGENCY

B.O.W. BACK OF WALK

F.O.C. FACE OF CURB

+ 9.96 RELATIVE ELEVATION,
PROPOSED PAVEMENT
(TYPICAL)

ALIGNMENT LINES FOR
PROPOSED RAMP &
ASSOCIATED LANDING

PROPOSED CURBHEAD
TAPER

PROPOSED PAVEMENT:
CONCRETE

DETECTABLE WARNING
FIELD, (2.5' X 2') CAST
IRON, NATURAL FINISH

CITY OF WAUWATOSA
ENGINEERING SERVICES SECTION

2026 SIDEWALK REPAIR PROGRAM

PEDESTRIAN RAMPS HART PARK

REFERENCES:

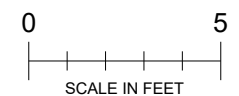
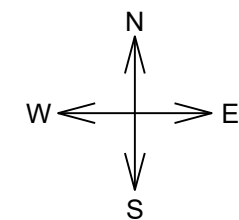
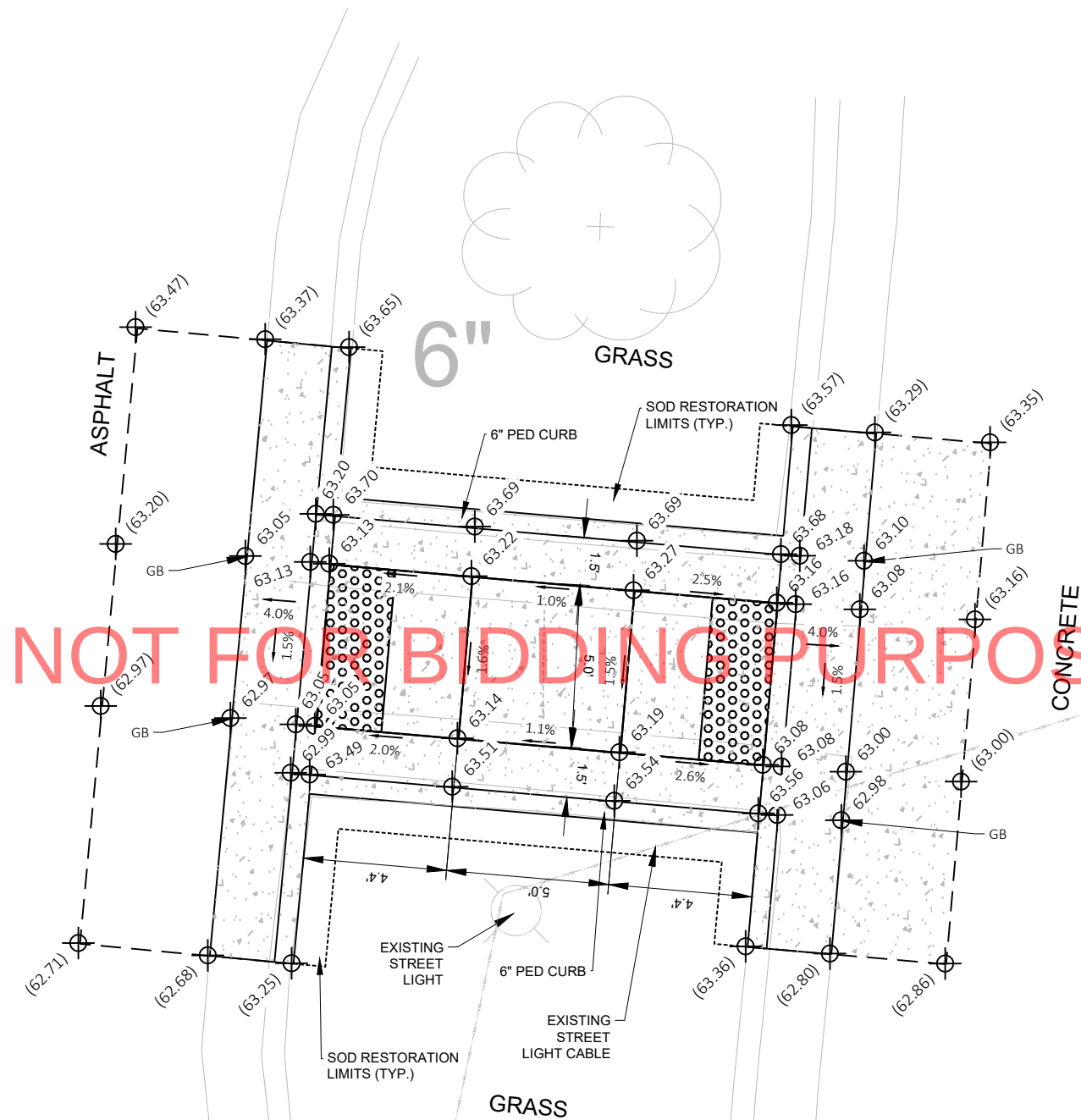
WAUWATOSA CONTRACT NO.: 26-19

SCALE: AS SHOWN

DRAWN BY: RC
CHECKED BY: XXX

SHEET 1 OF 2

FILE NAME: HART PARK RAMPS_PROPOSED_40&41.DWG



POINT 105
ELEV 63.86
X IN CORNER OF NE CURB OF PARKING
MEDIAN SW CORNER OF 2ND HC PARKING
SPOT GOING E

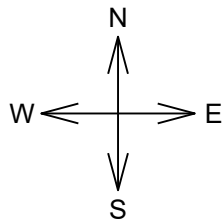
EXISTING
HANDHOLE

PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
10.26 PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
40 41 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_40&41.DWG



POINT 103
ELEV 65.909
X IN CURB 6.9' SW OF LP ACROSS FRM
XWALK IN FRNT OF SENIOR CENTER ENT.

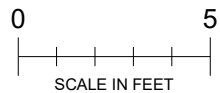
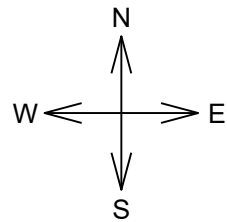
6" NOT FOR BIDDING PURPOSES

REMOVALS

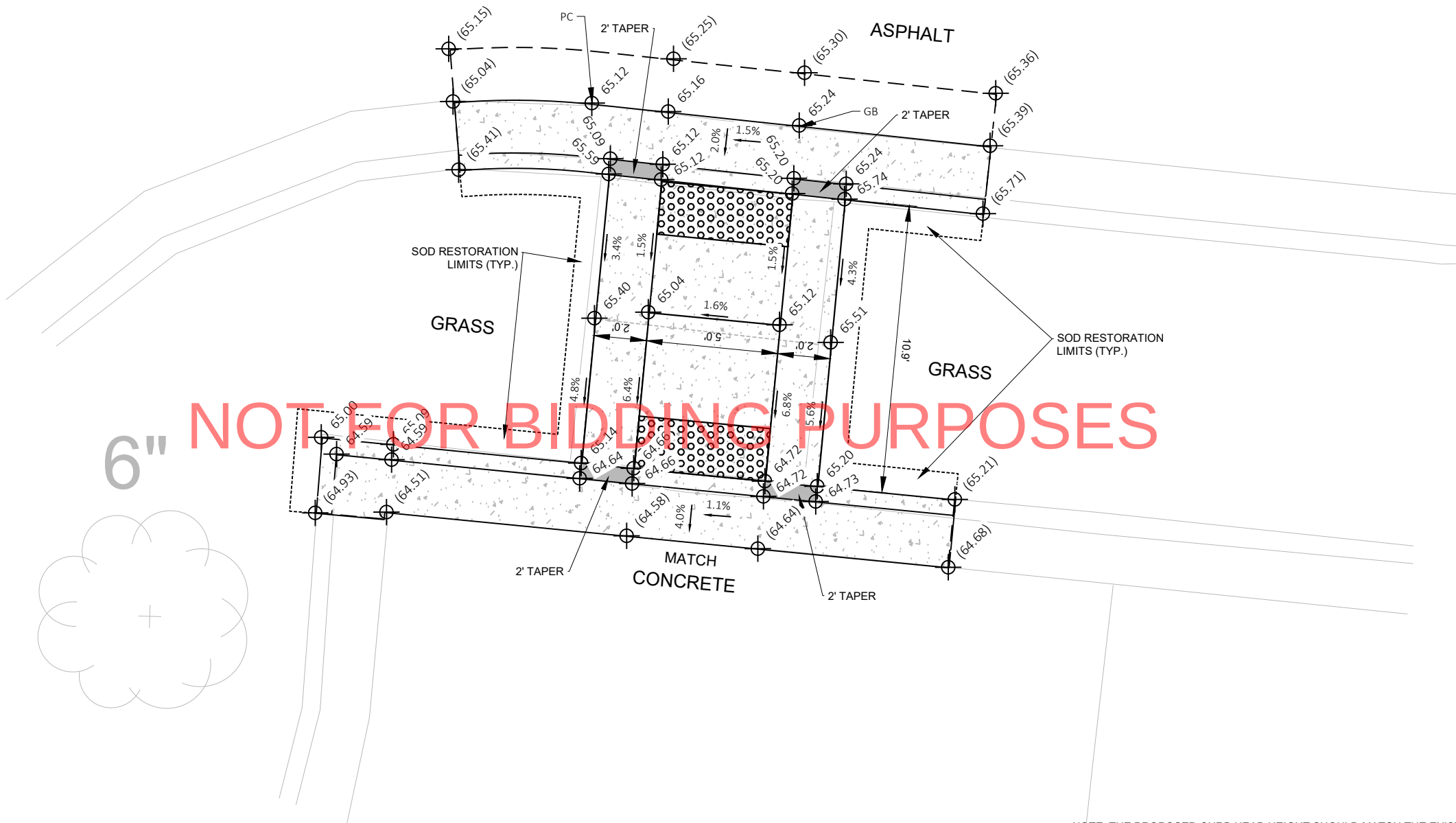
R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
42 43 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_42&43.DWG



POINT 103
ELEV 65.909
X IN CURB 6.9' SW OF LP ACROSS FRM
XWALK IN FRNT OF SENIOR CENTER ENT.

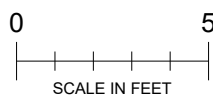
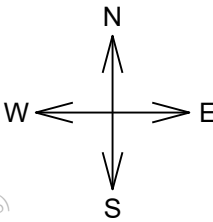
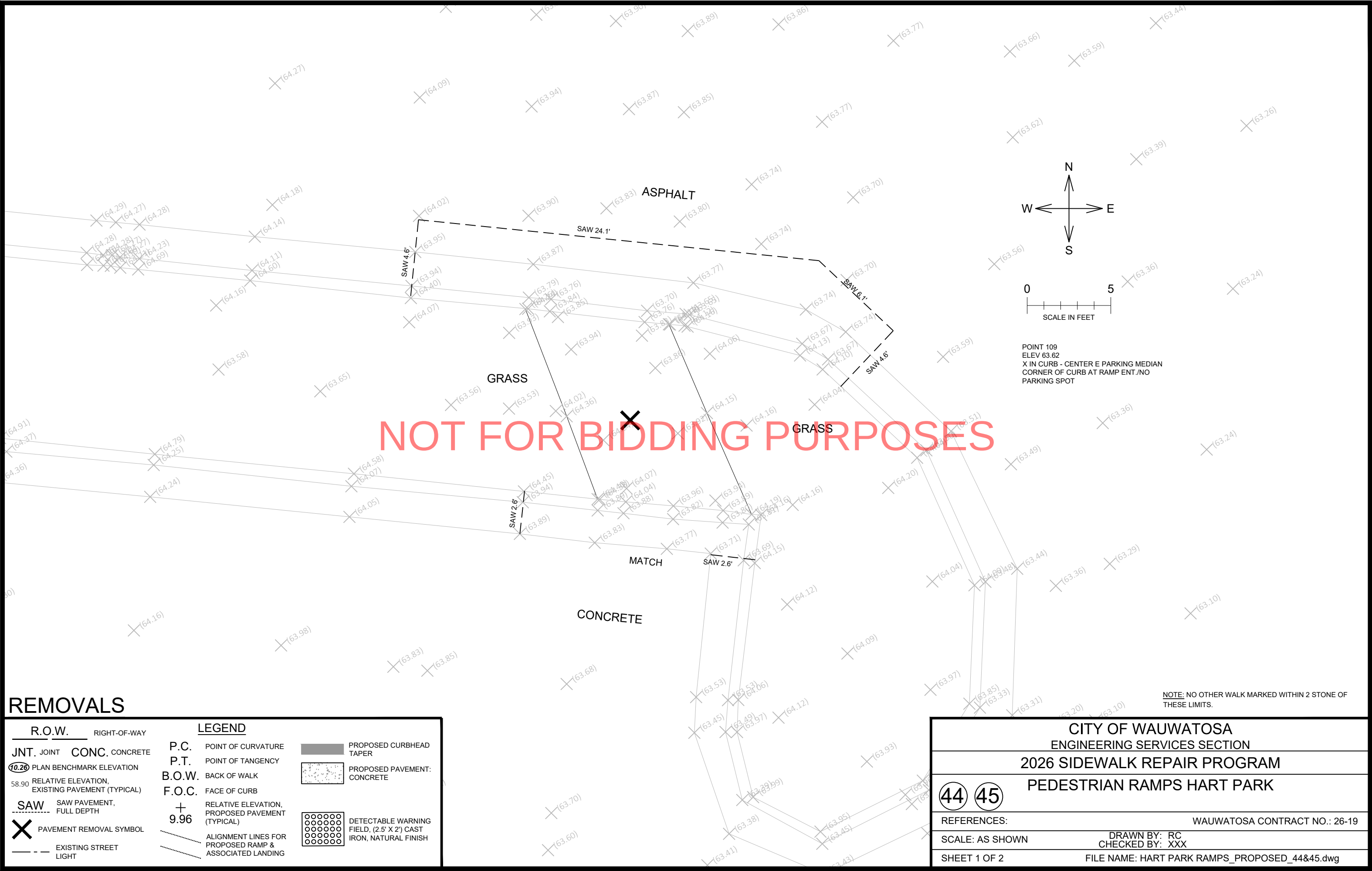


NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB
HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER.
MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

PROPOSED

R.O.W.		RIGHT-OF-WAY		LEGEND	
JNT.	JOINT	CONC.	CONCRETE	P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY			P.T.	POINT OF TANGENCY
(10.26)	PLAN BENCHMARK ELEVATION			B.O.W.	BACK OF WALK
58.90	RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)			F.O.C.	FACE OF CURB
SAW	SAW PAVEMENT, FULL DEPTH			+	RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)
X	PAVEMENT REMOVAL SYMBOL			9.96	
---	EXISTING STREET LIGHT				ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING
					PROPOSED CURBHEAD TAPER
					PROPOSED PAVEMENT: CONCRETE
					DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH

CITY OF WAUWATOSA	
ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS HART PARK	
42 43	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_42&43.DWG



POINT 109
ELEV 63.62
X IN CURB - CENTER E PARKING MEDIAN
CORNER OF CURB AT RAMP ENT./NO
PARKING SPOT

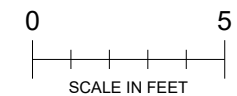
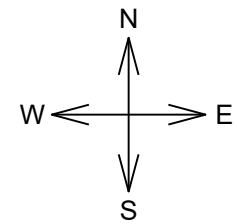
NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF
THESE LIMITS.

REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH
EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
44 45 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_44&45.dwg

NOT FOR BIDDING PURPOSES



POINT 109
ELEV 63.62
X IN CURB - CENTER E PARKING MEDIAN
CORNER OF CURB AT RAMP ENT./NO
PARKING SPOT

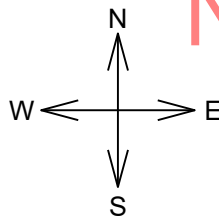
PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

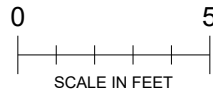
NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
44 45 PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_44&45.dwg

NOT FOR BIDDING PURPOSES



POINT 100
ELEV 62.81
PK IN CENTER PATH- 16.5' N OF O.L. TRAIL
S OF SRVC DR ENT. SW END OF PROJECT



REMOVALS

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.29) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96	
		ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 1 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_46.DWG

NOTE: NO OTHER WALK MARKED WITHIN 2 STONE OF THESE LIMITS.

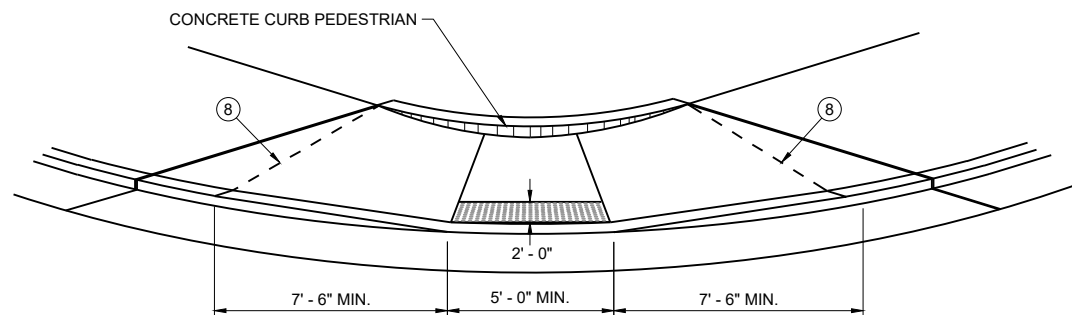
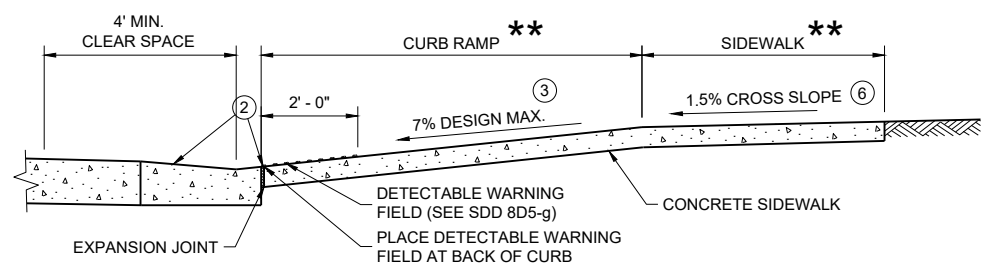
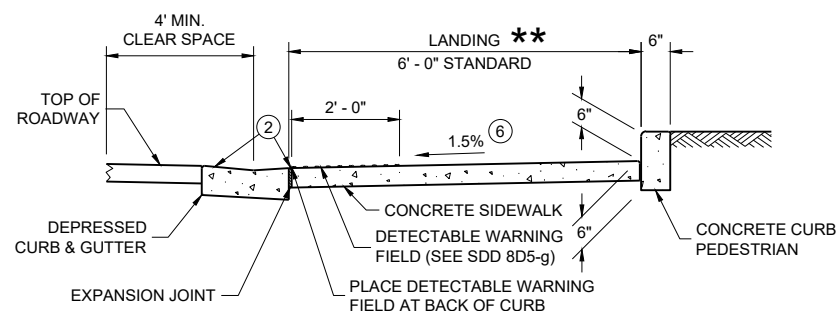
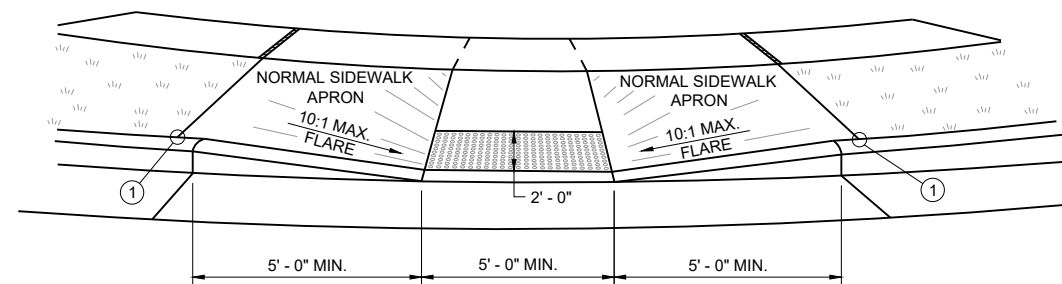
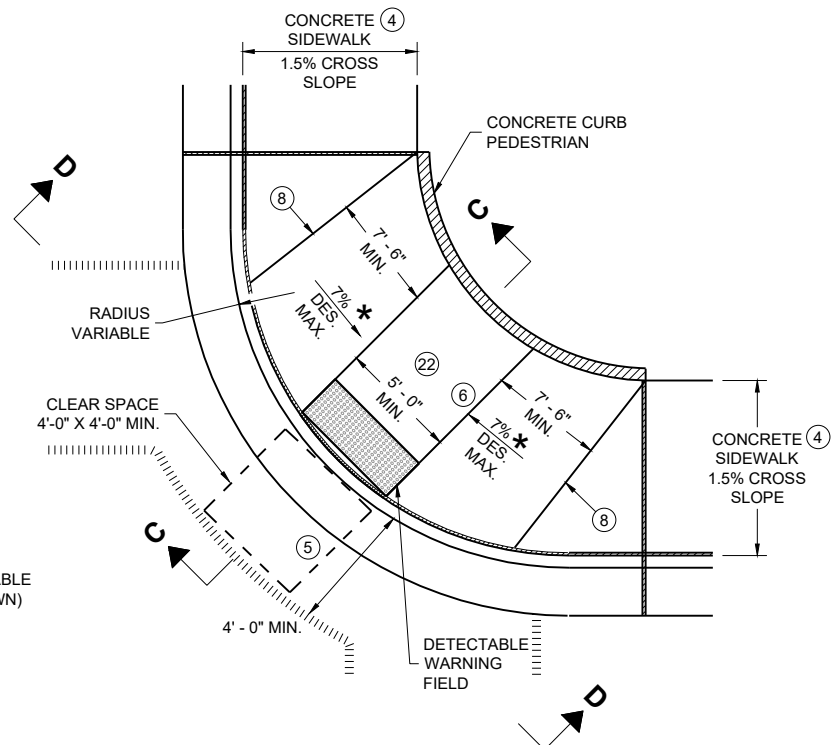
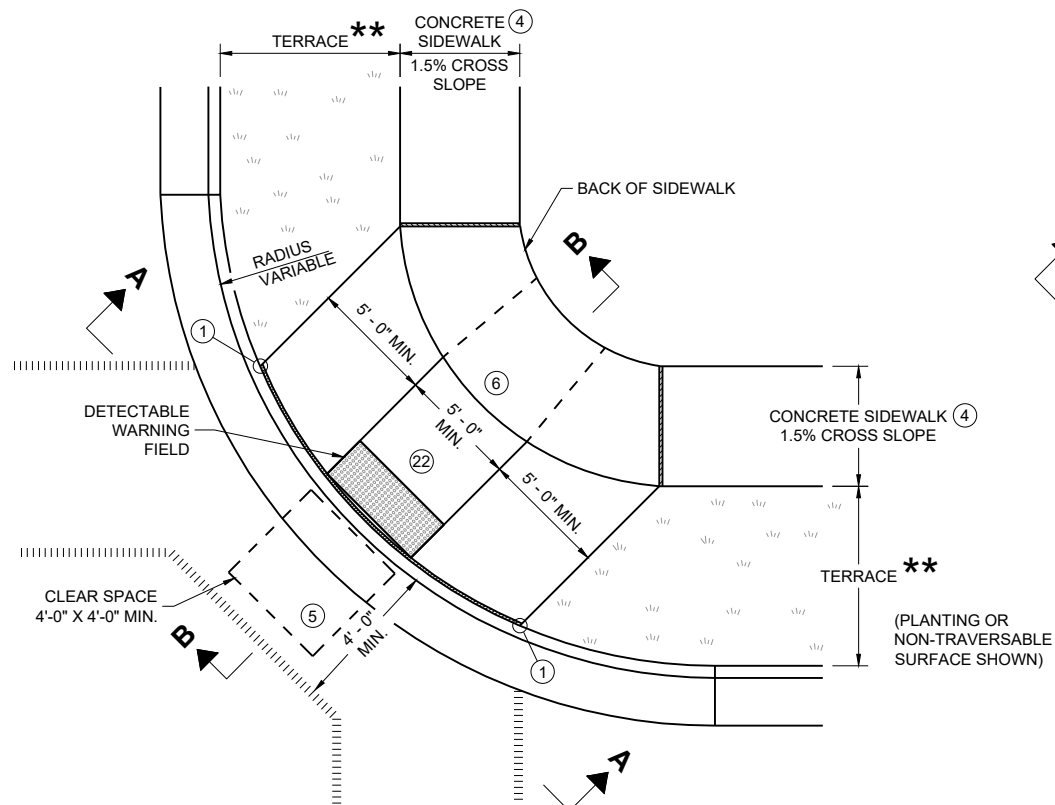
NOT FOR BIDDING PURPOSES

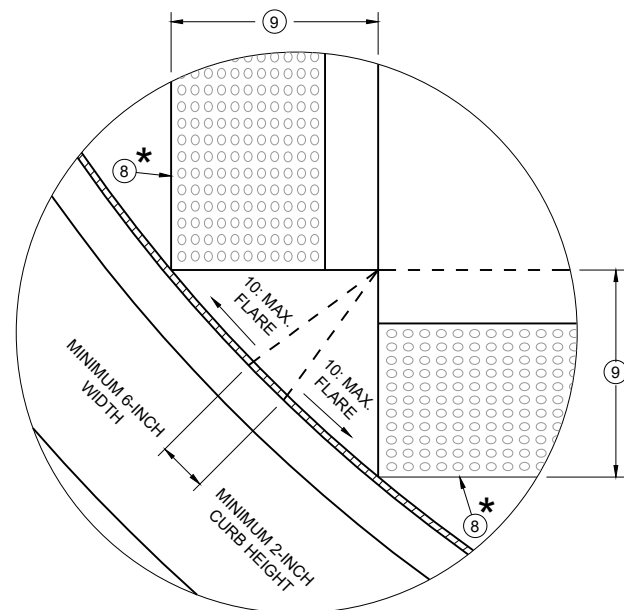
PROPOSED

R.O.W. RIGHT-OF-WAY		LEGEND	
JNT. JOINT	CONC. CONCRETE	P.C. POINT OF CURVATURE	PROPOSED CURBHEAD TAPER
(10.26) PLAN BENCHMARK ELEVATION		P.T. POINT OF TANGENCY	PROPOSED PAVEMENT: CONCRETE
58.90 RELATIVE ELEVATION, EXISTING PAVEMENT (TYPICAL)		B.O.W. BACK OF WALK	
SAW SAW PAVEMENT, FULL DEPTH		F.O.C. FACE OF CURB	
X PAVEMENT REMOVAL SYMBOL		+ RELATIVE ELEVATION, PROPOSED PAVEMENT (TYPICAL)	
--- EXISTING STREET LIGHT		9.96 ALIGNMENT LINES FOR PROPOSED RAMP & ASSOCIATED LANDING	
		DETECTABLE WARNING FIELD, (2.5' X 2') CAST IRON, NATURAL FINISH	

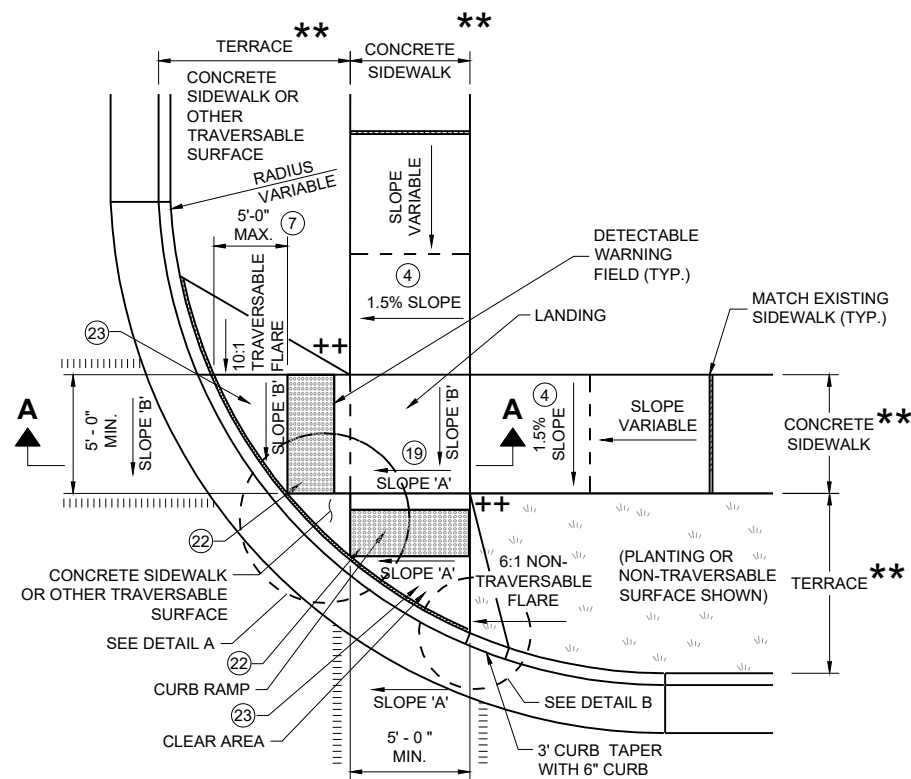
NOTE: THE PROPOSED CURB HEAD HEIGHT SHOULD MATCH THE EXISTING CURB HEAD HEIGHT AT THE TERMINATION OF THE PROPOSED CURB & GUTTER. MEASUREMENT OF RADIUS IS TO THE FACE OF CURB.

CITY OF WAUWATOSA ENGINEERING SERVICES SECTION	
2026 SIDEWALK REPAIR PROGRAM	
(46) PEDESTRIAN RAMPS HART PARK	
REFERENCES:	WAUWATOSA CONTRACT NO.: 26-19
SCALE: AS SHOWN	DRAWN BY: RC CHECKED BY: XXX
SHEET 2 OF 2	FILE NAME: HART PARK RAMPS_PROPOSED_46.DWG

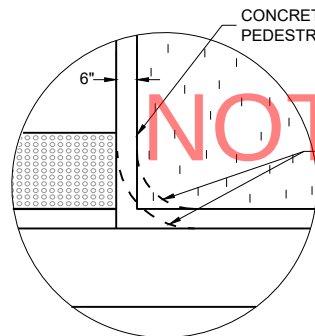




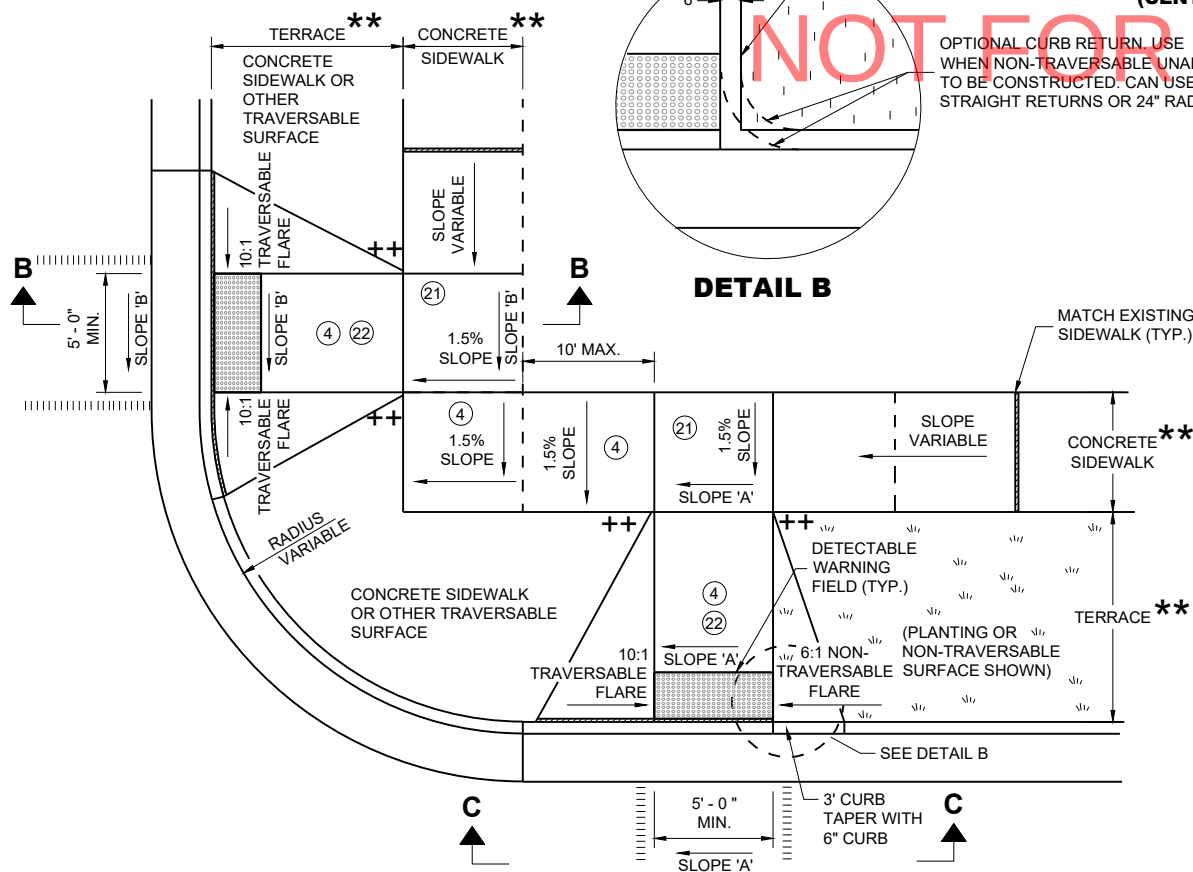
DETAIL A



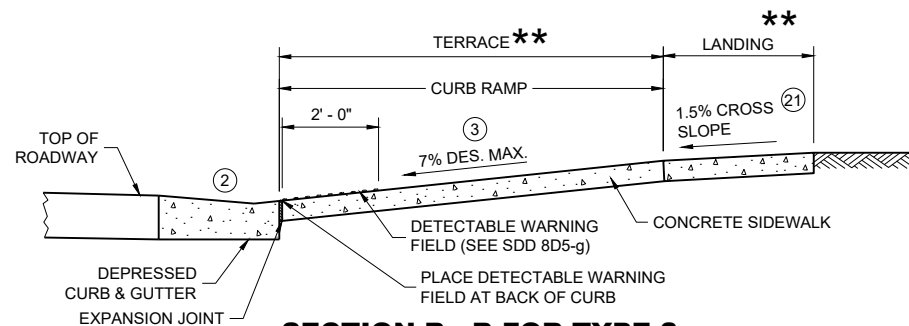
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



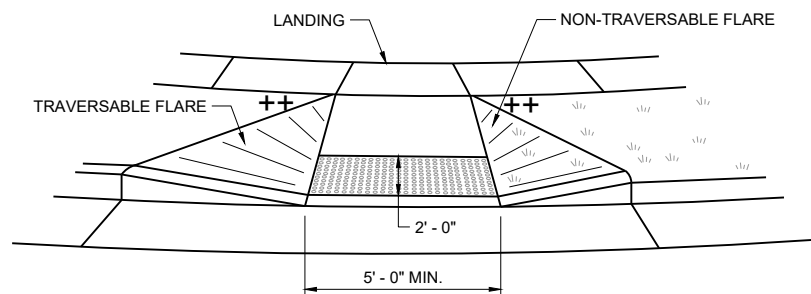
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

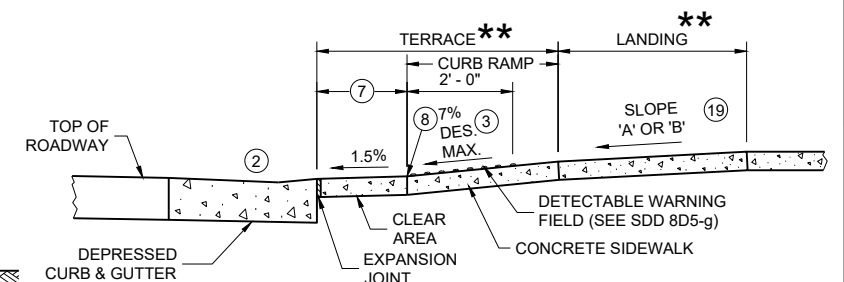
GENERAL NOTES

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.



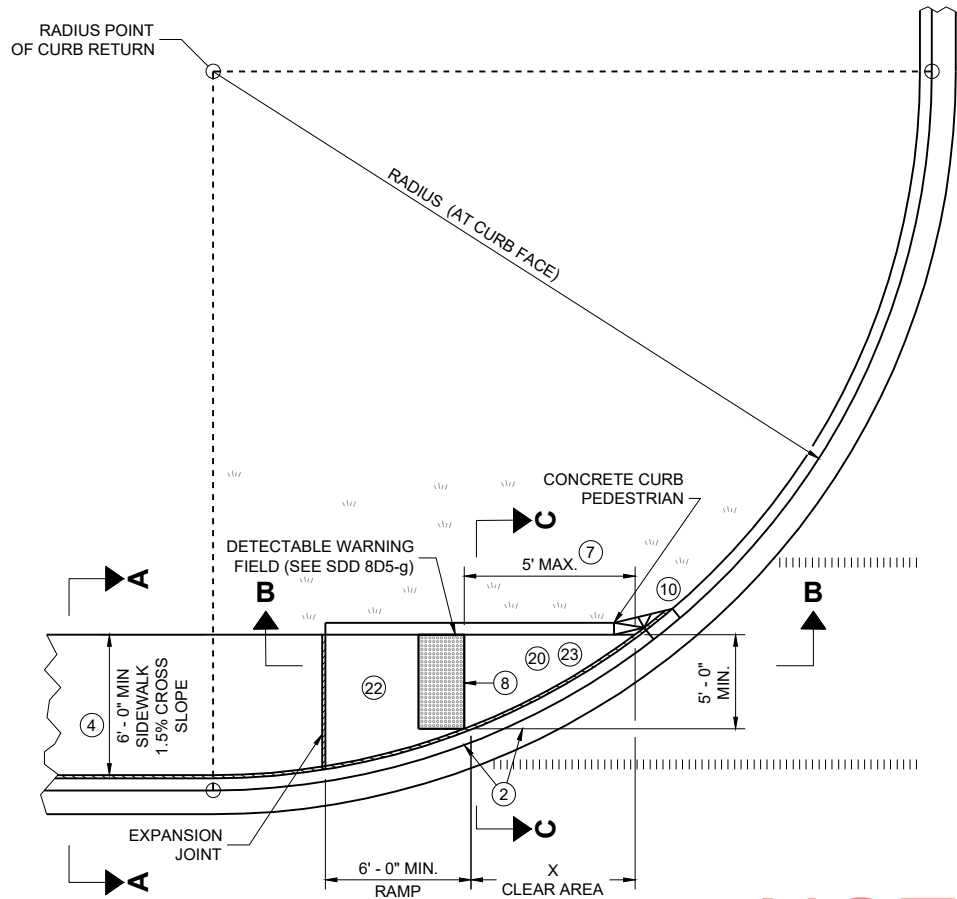
SECTION A - A FOR TYPE 2

LEGEND

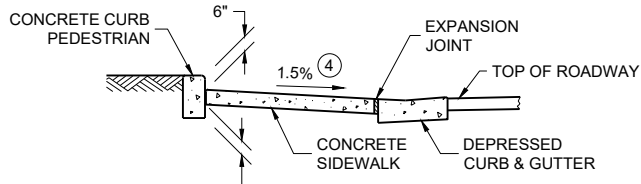
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
TYPE 2 AND 3

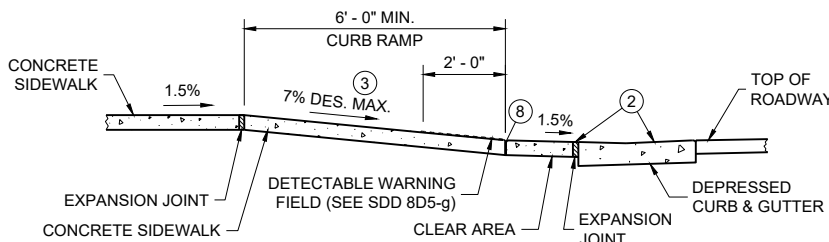
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

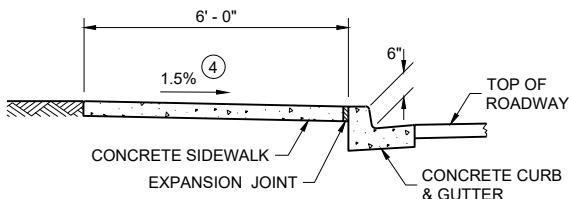


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

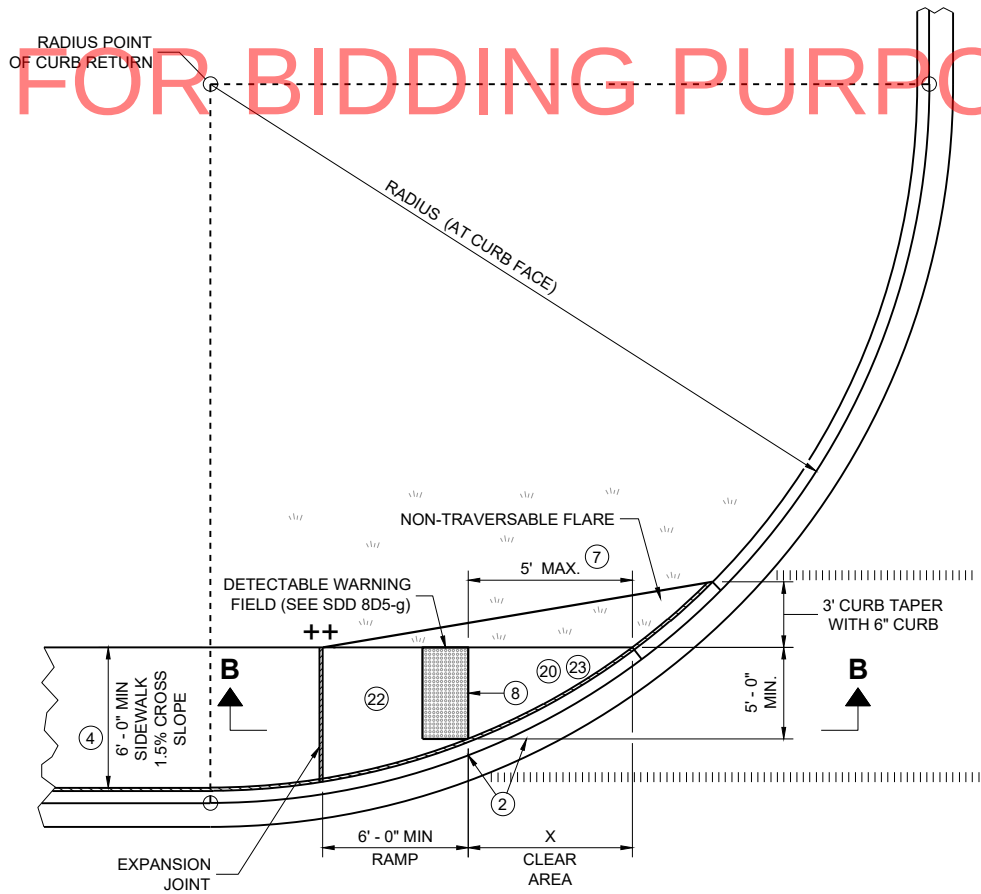
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



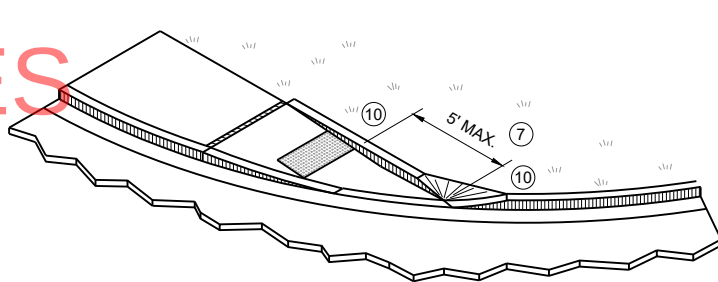
SECTION A - A FOR TYPE 4A



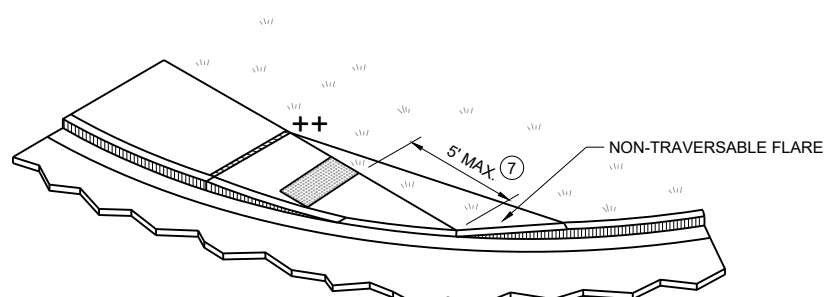
PLAN VIEW
CURB RAMP TYPE 4A1

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.
- 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.



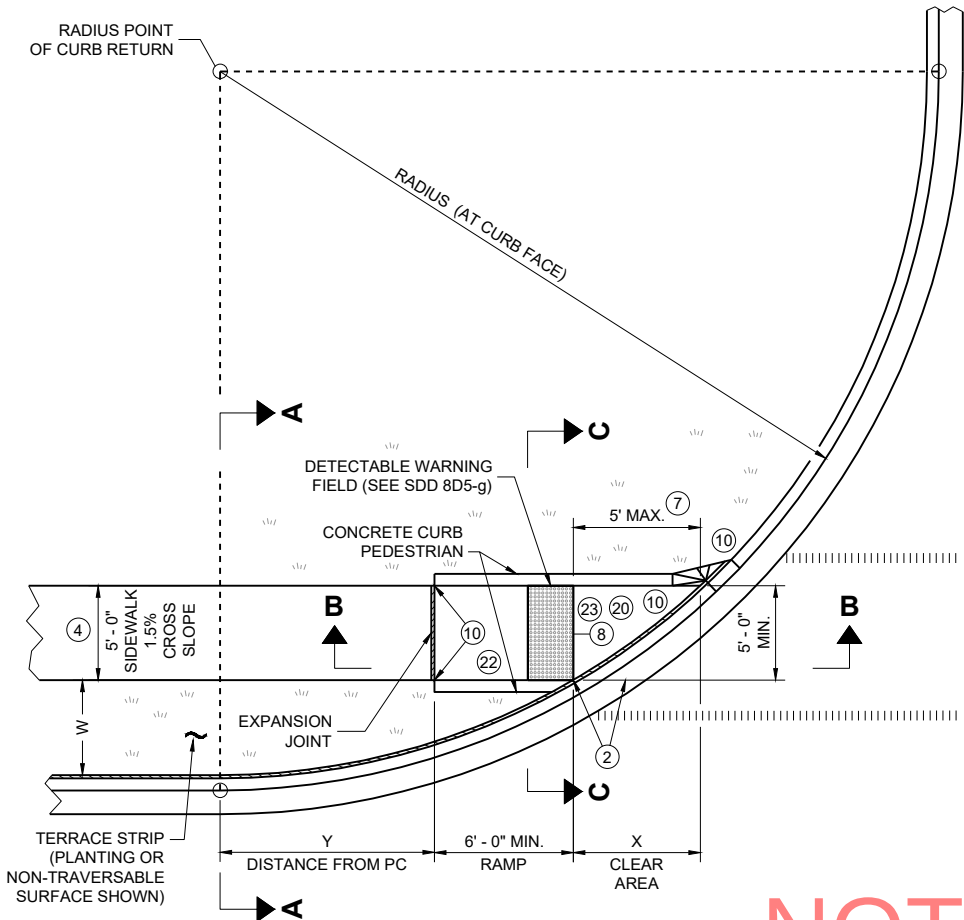
ISOMETRIC VIEW FOR TYPE 4A



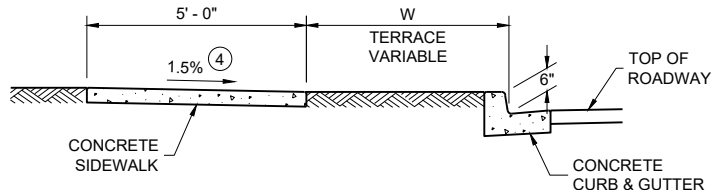
ISOMETRIC VIEW FOR TYPE 4A1

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

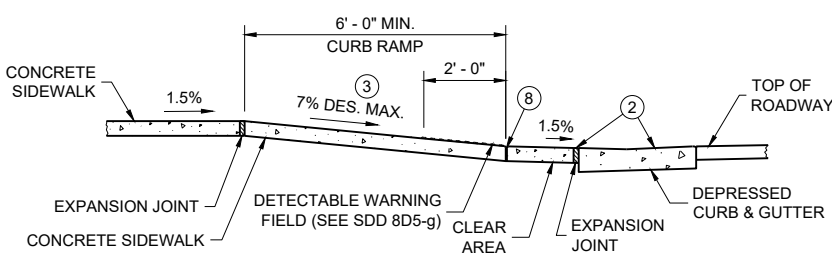
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



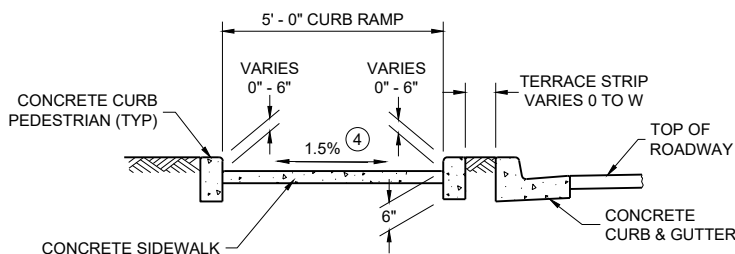
SECTION A - A FOR TYPE 4B



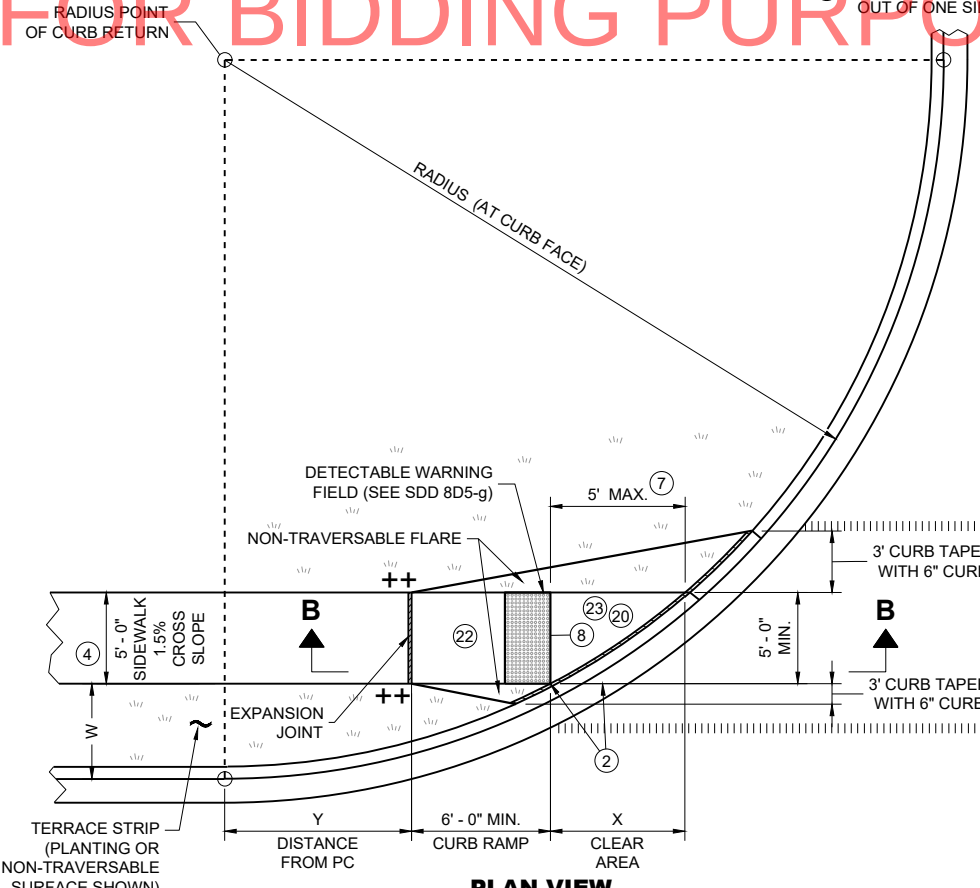
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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"

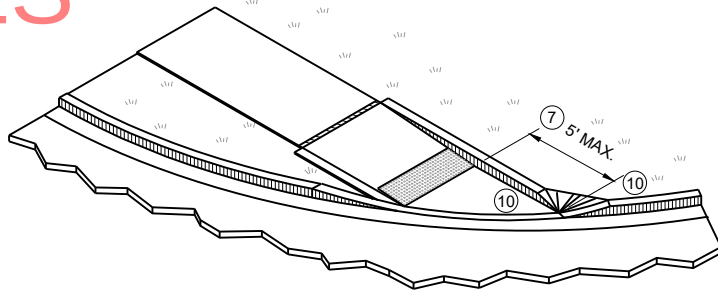
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



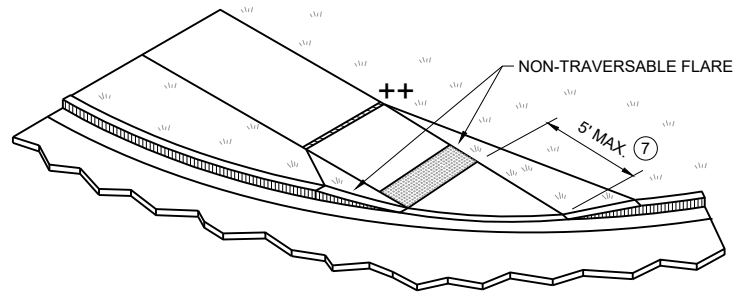
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

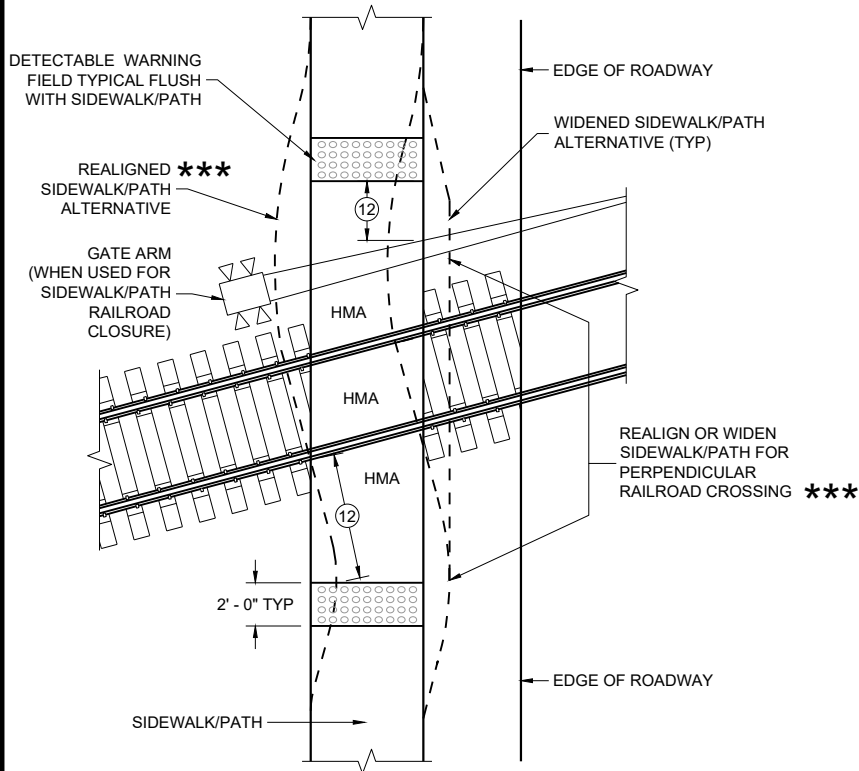
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

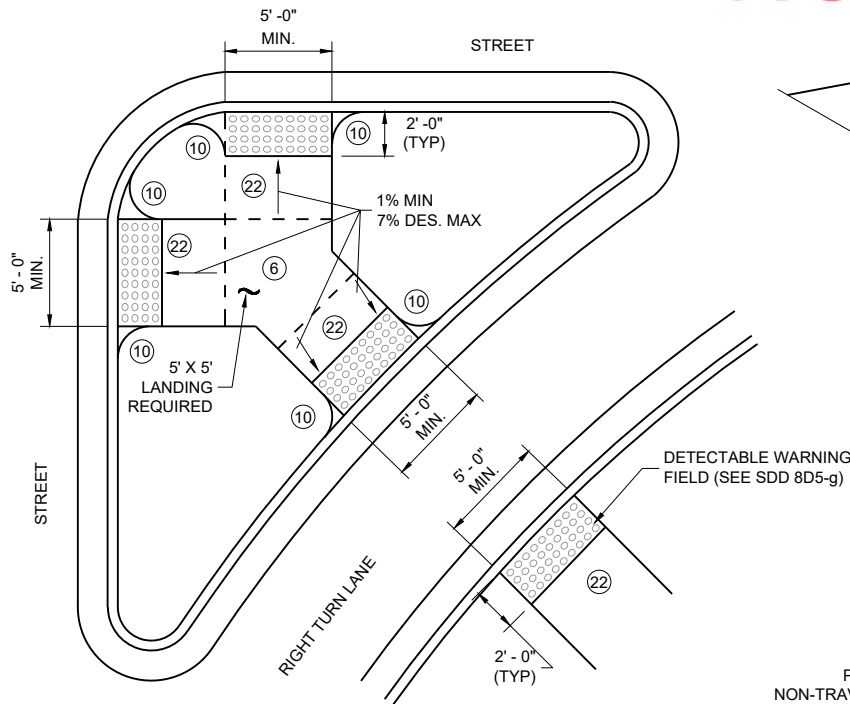
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- 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

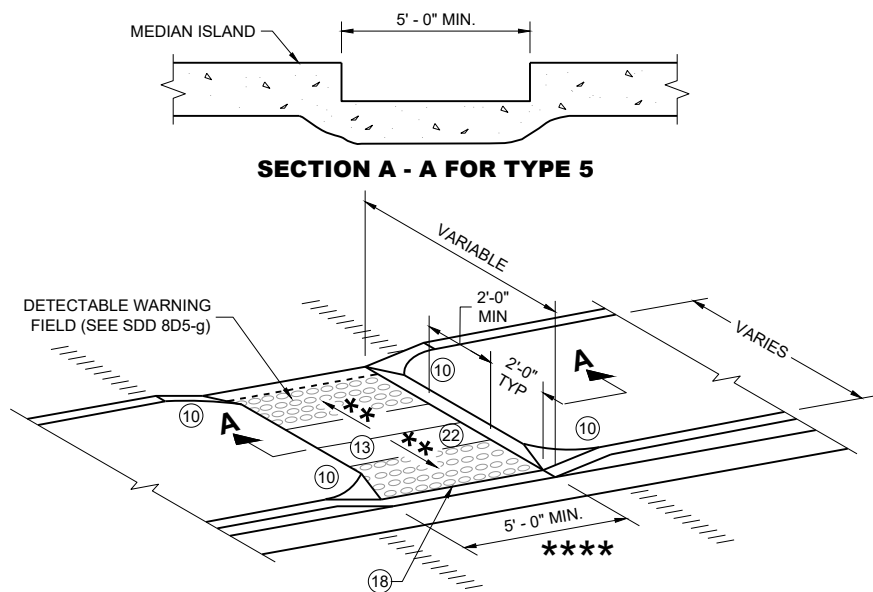


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

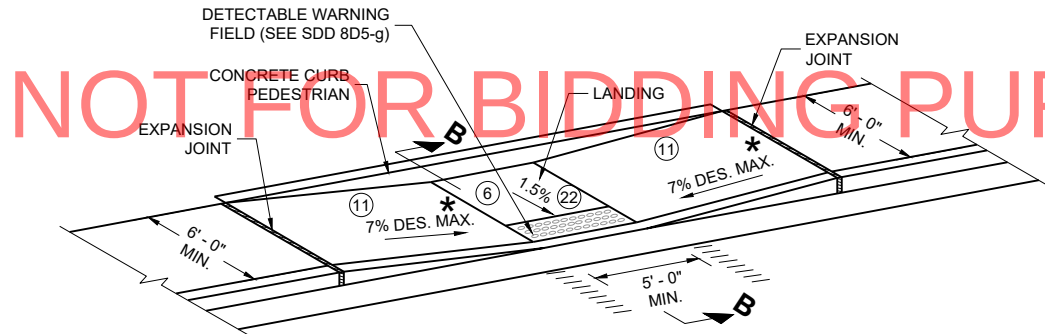


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

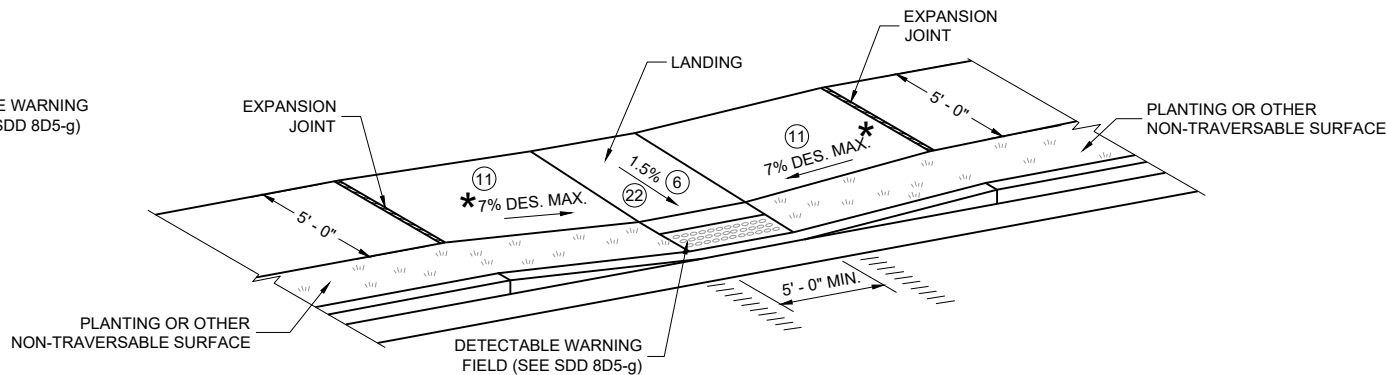
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

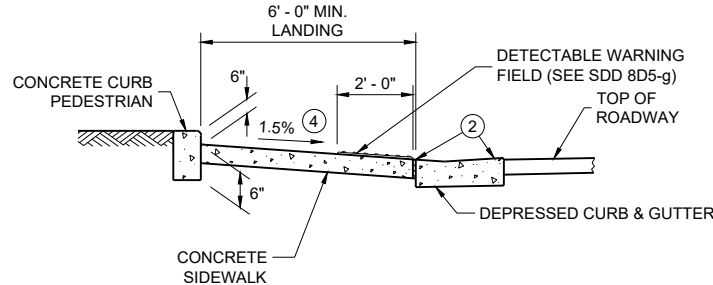
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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.
- 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%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

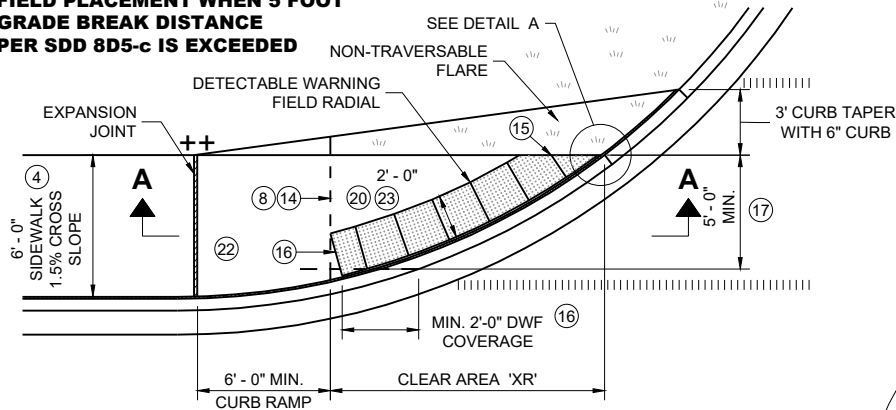


SECTION B - B FOR TYPE 7A

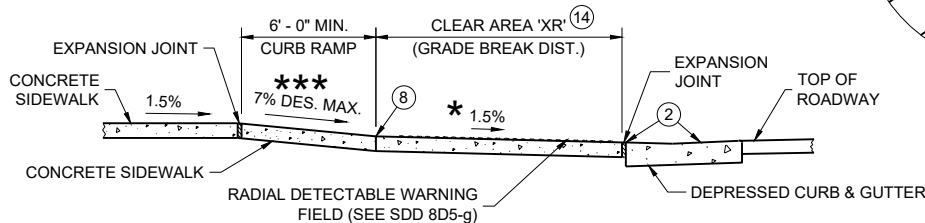
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

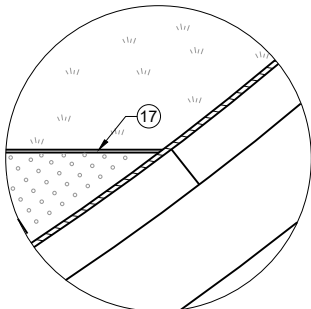


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

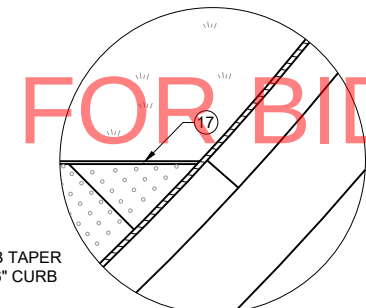


SECTION A - A FOR TYPE 4A1

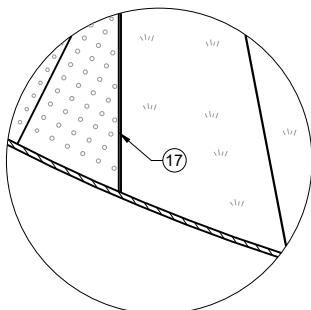
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ** WIDTH SHOWN ELSEWHERE IN THE PLANS
 - *** MAXIMUM 8.3%
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

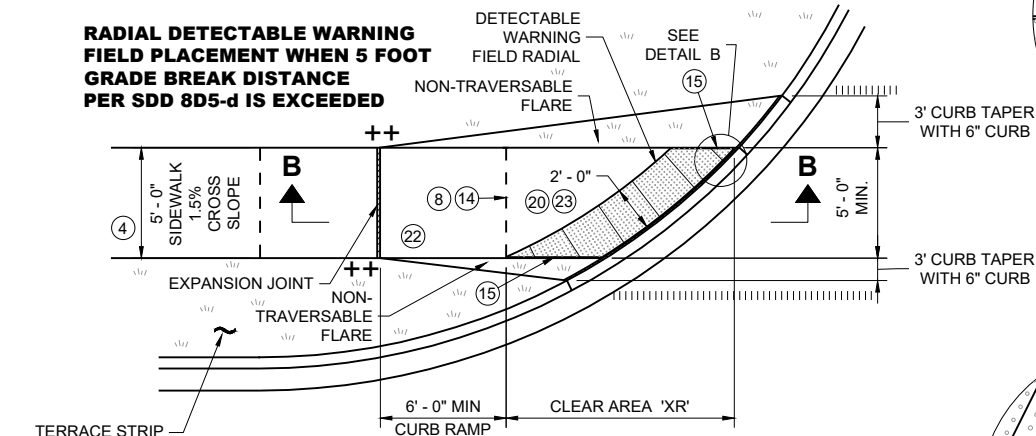


DETAIL B

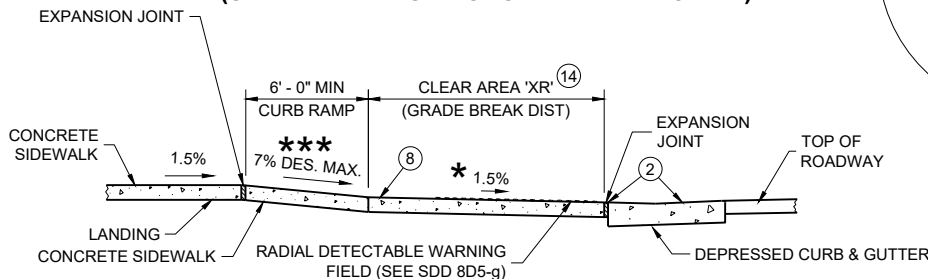


DETAIL C

**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

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.

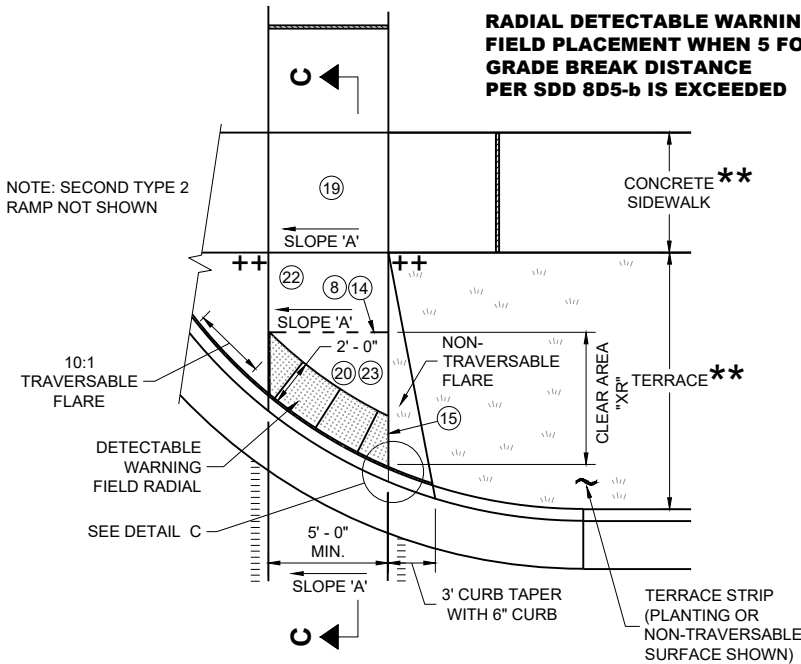
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

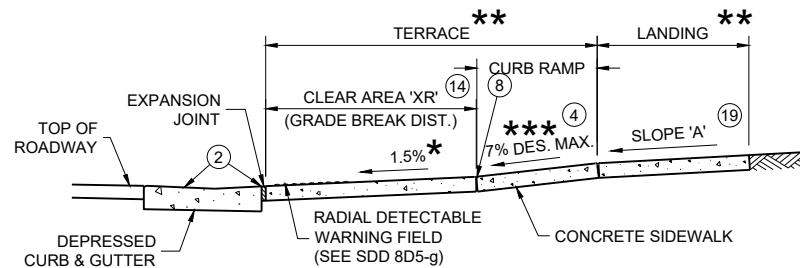
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 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.
- 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.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 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.
- 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.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.

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



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



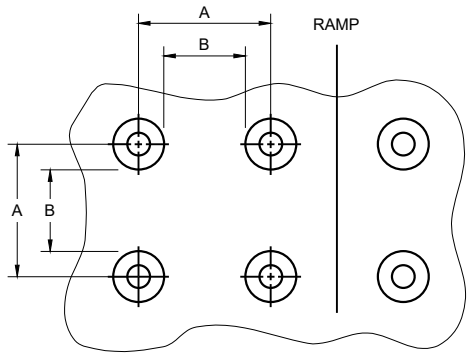
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

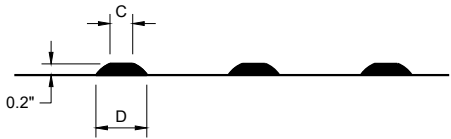
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

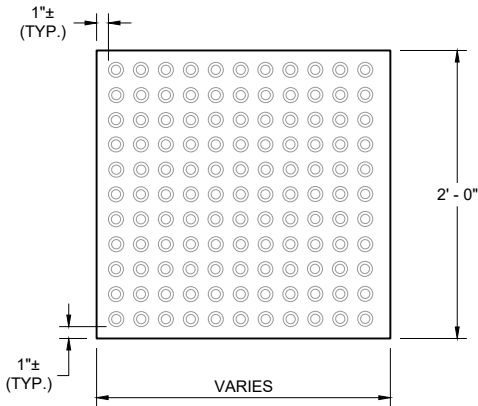


PLAN VIEW

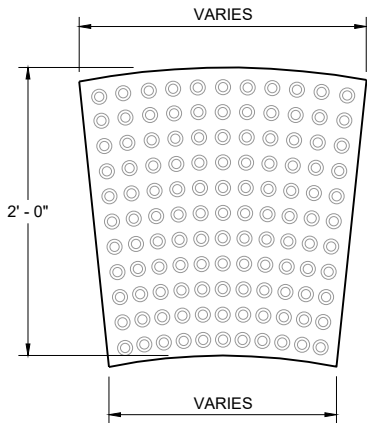


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

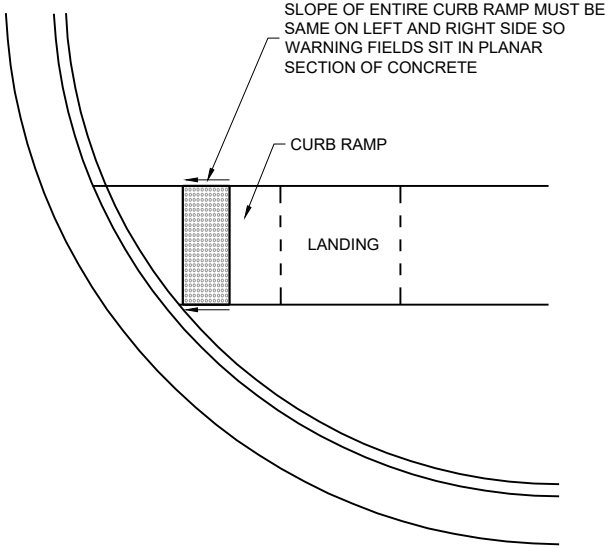


RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

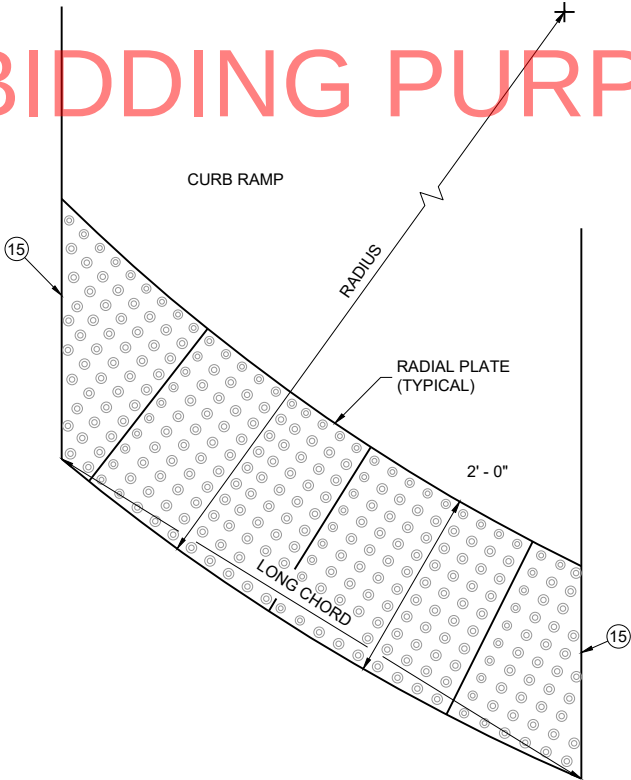
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

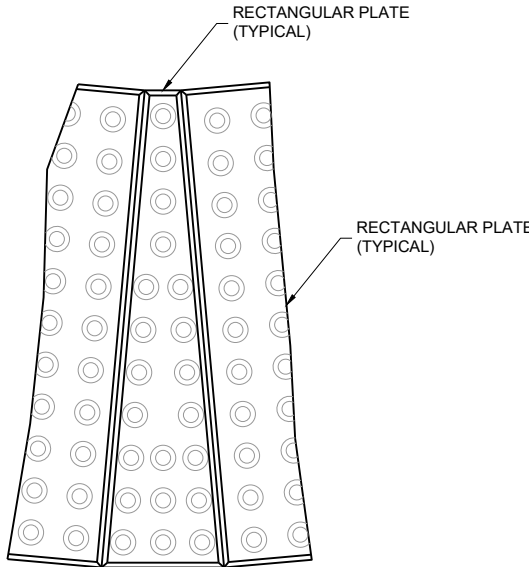
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

NOT FOR BIDDING PURPOSES



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



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

LEGEND

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

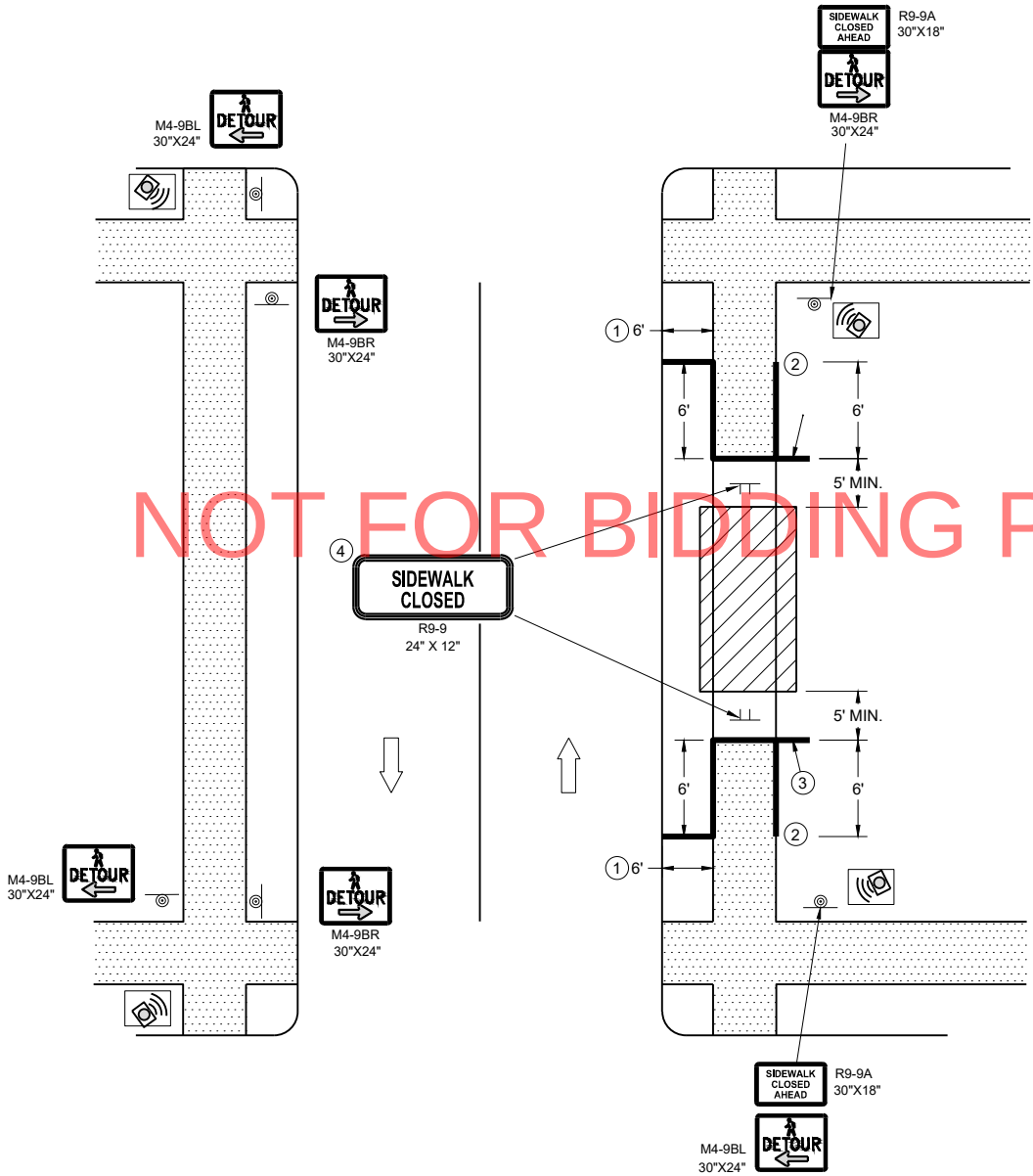
GENERAL NOTES

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

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

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

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



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION