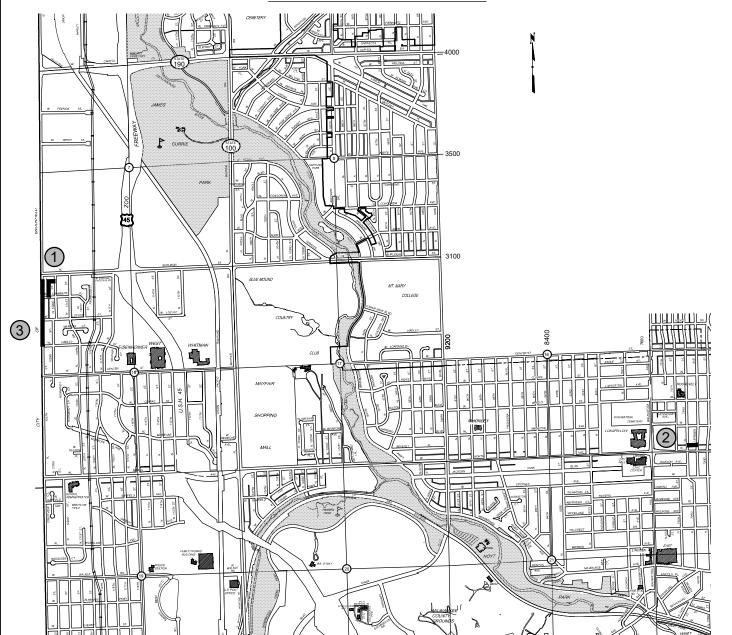
### PROJECT LOCATION MAP



# CITY OF WAUWATOSA CONTRACT 24-11 2024 ALLEY RECONSTRUCTION

PROJECT #1023 PROJECT #1623



CONSTRUCTION COORDINATION:

NICK DEMING, PE CONSTRUCTION MANAGER (414) 479-3541 NDEMING@WAUWATOSA.NET UTILITY COORDINATION:

MAGGIE ANDERSON, PE SENIOR CIVIL ENGINEER (414) 479-3444 MANDERSON@WAUWATOSA.NET ROADWAY COORDINATION:

RYAN CHRISTENSEN CIVIL ENGINEER (414) 479-3558 RCHRISTENSEN@WAUWATOSA.NET

#### PLAN INDEX

SHEET NO.	ALLEY BETWEEN	FROM	то	WORK	FILE NO.
1.1-1.9	W. CHAMBERS ST. & W. BURLEIGH ST.	N. 124th ST.	N. 122nd ST.	PERMEABLE PAVERS	15-1078
1.10	W. CHAMBERS ST. & W. BURLEIGH ST.	N. 124th ST.	N. 122nd ST.	CIPP STORM RELINING	41-997
2.1-2.4	W. NORTH AVE. & W. MEINECKE AVE.	N. 73rd ST.	LEFEBER AVE.	PERMEABLE PAVERS	15-1079
3.1-3.8	N. 124TH ST.			CRUB RAMPS & CONCRETE REPAIRS	15-1081
4.1-4.4				GENERAL NOTES/DETAIL SHEETS	

#### ALLEY NO.

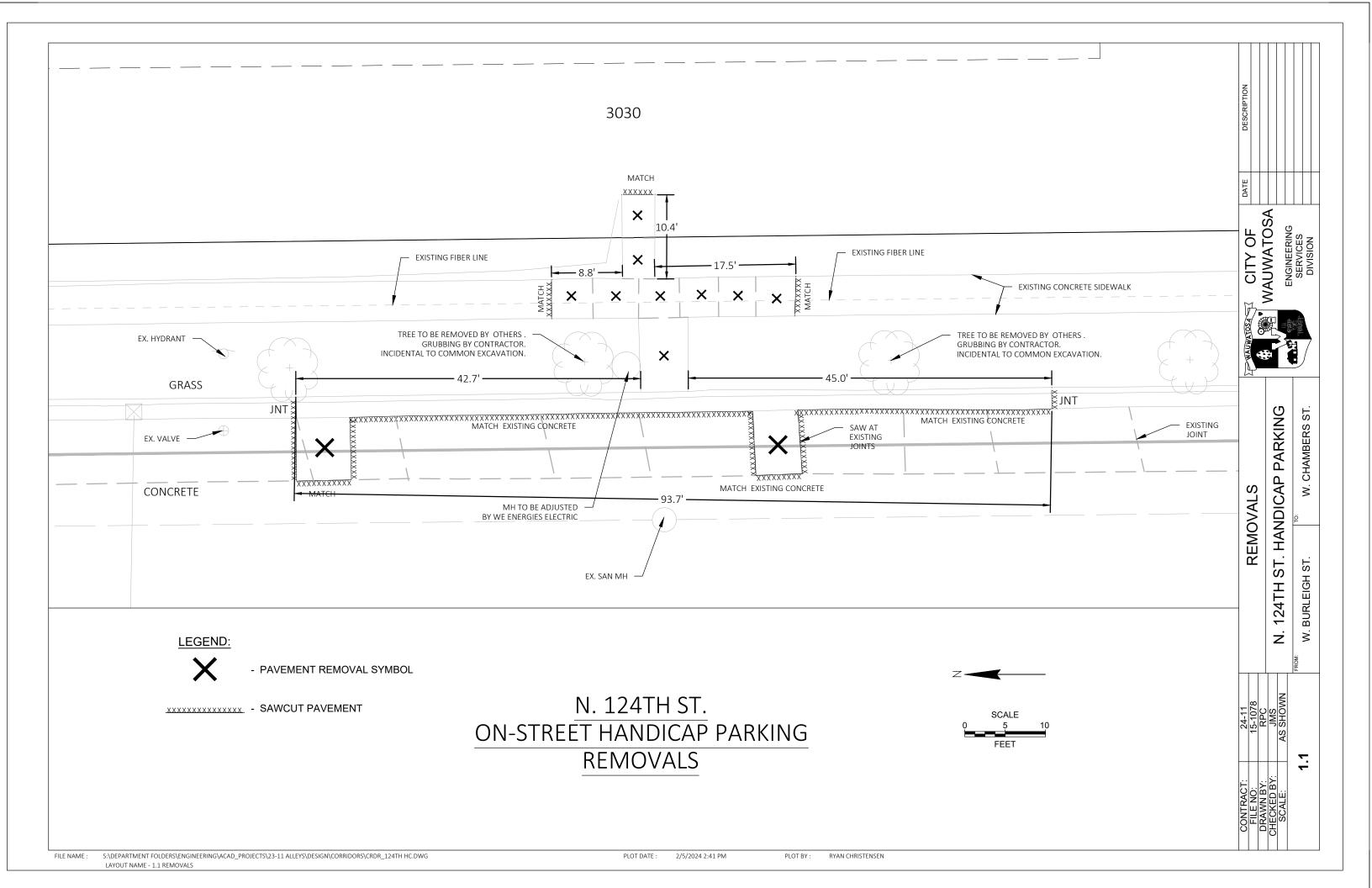
#### LOCATION

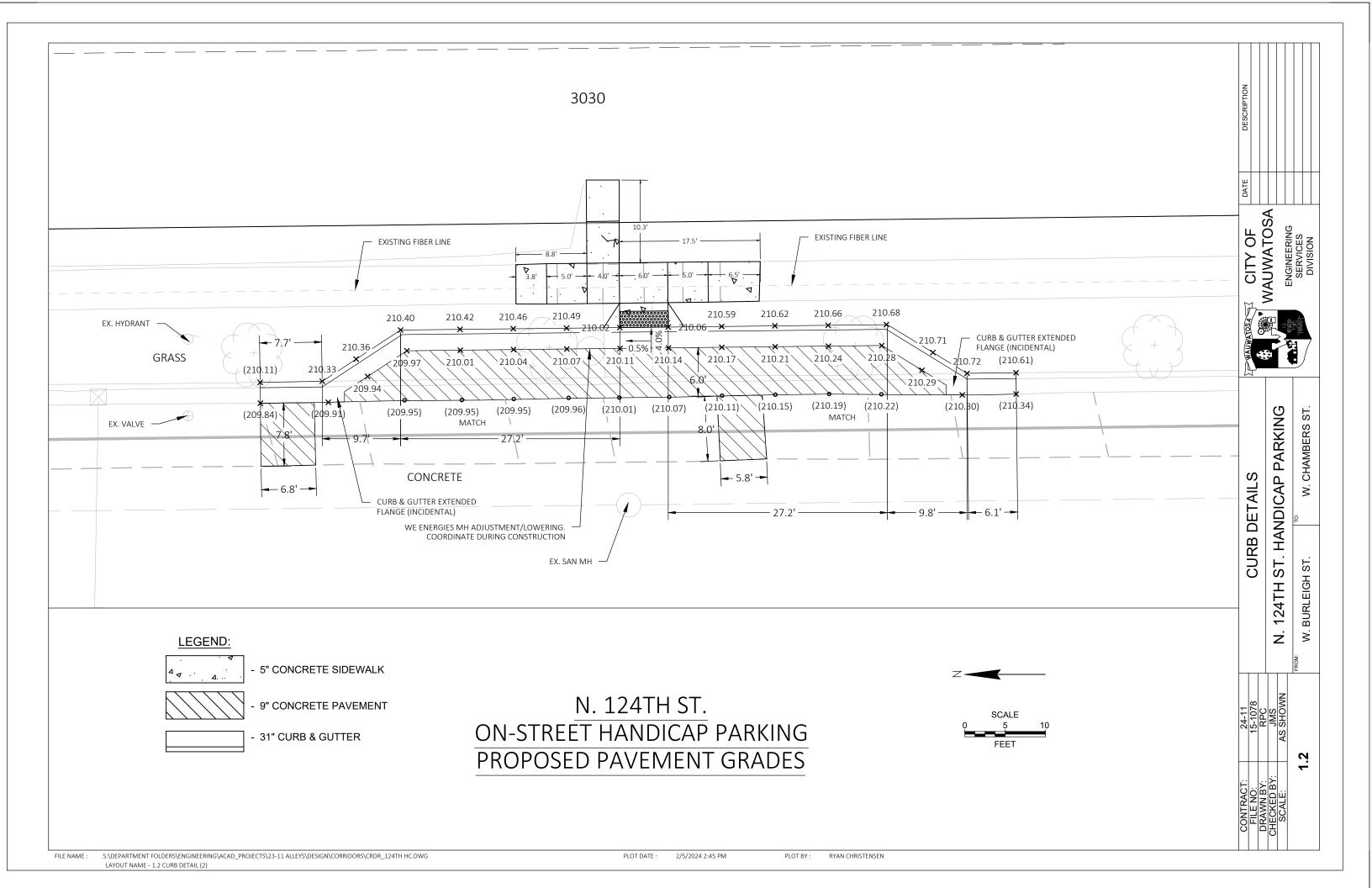


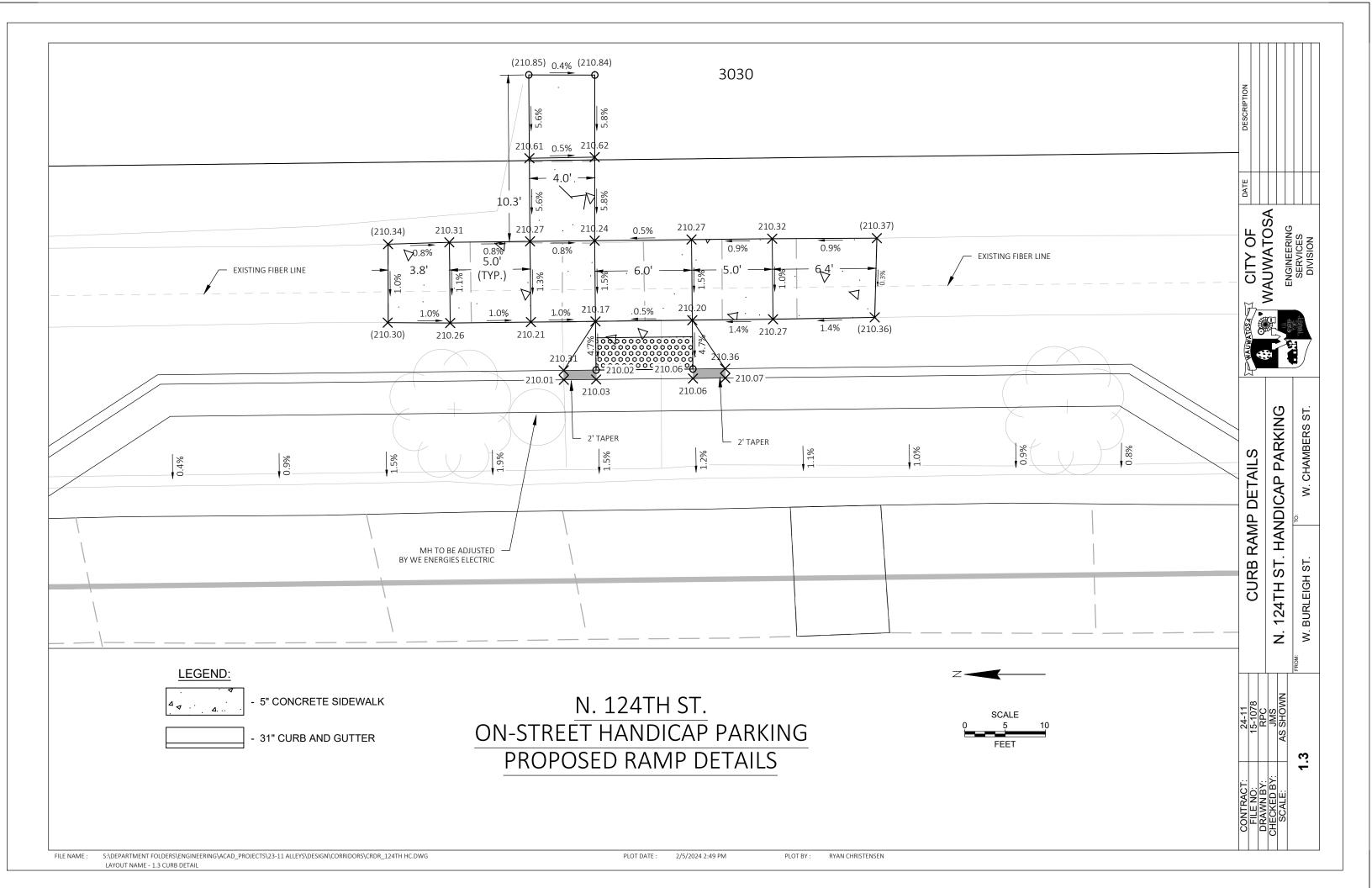
W. NORTH AVE. TO W. MEINECKE AVE. / N. 73rd ST. TO LEFEBER AVE.

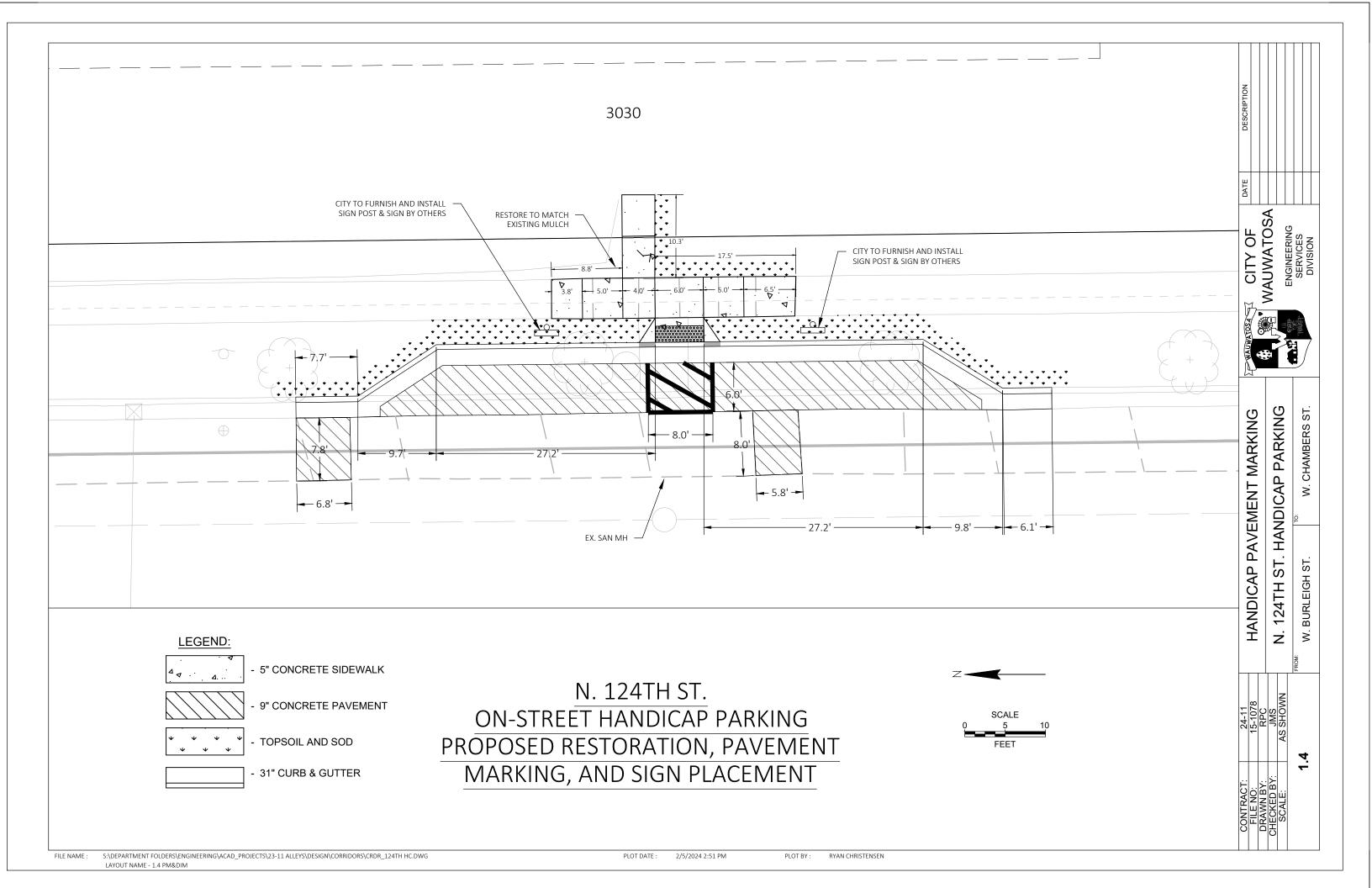
N. 124TH ST. RAMPS AT W. CHAMBERS ST., W. LOCUST ST., AND W. HADLEY ST.

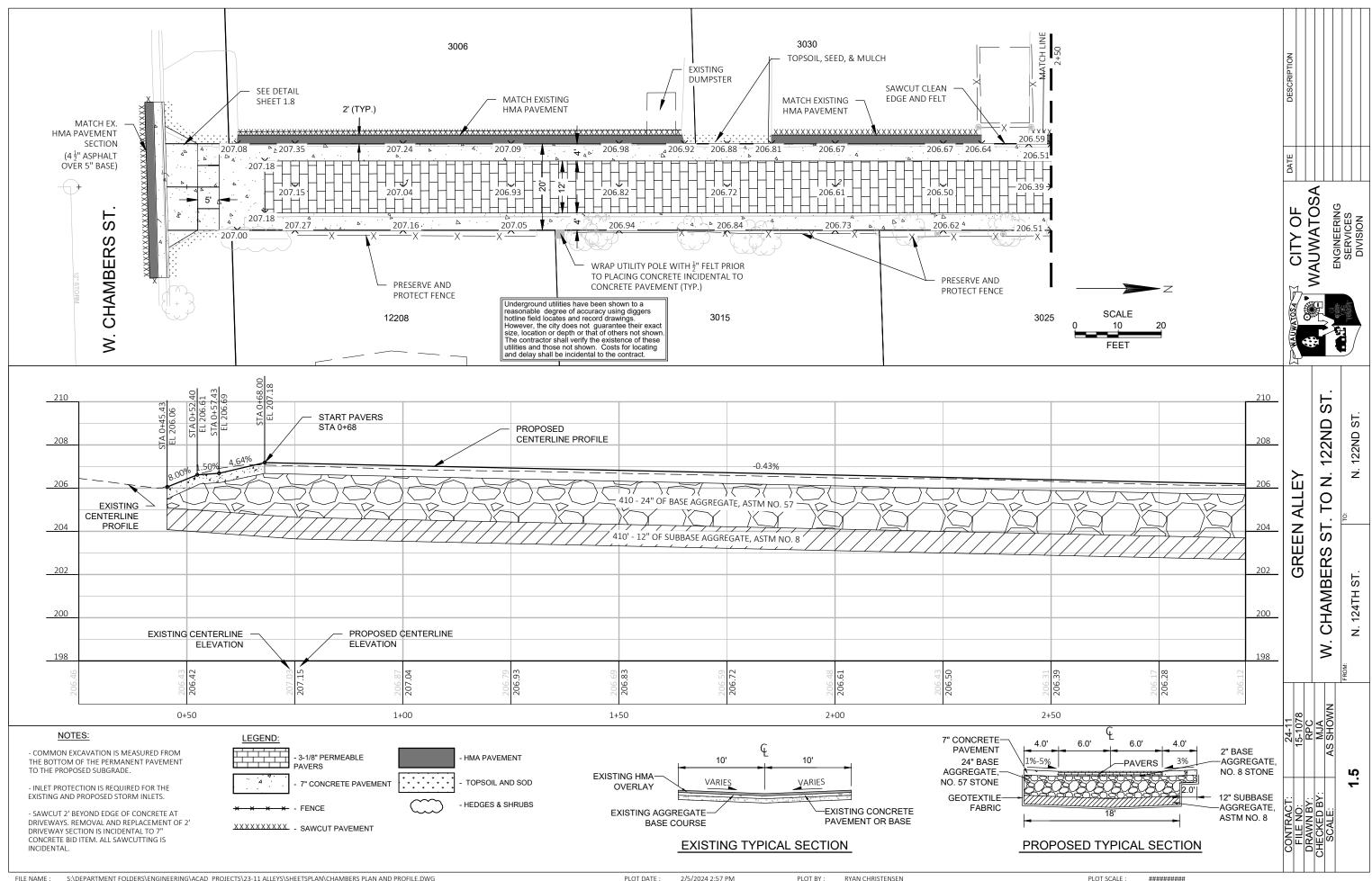
APPROVED BY THE BOARD OF PUBLIC WO ADOPTED:	ORKS OF THE CITY OF WAUWATOSA, WISCONSIN BY RESOLUTION
DATE	CITY CLERK
SUBMITTED FOR APPROVAL:	
FEBRUARY 19, 2024	
DATE	ENGINEERING SERVICES MANAGER REG. PROF. ENGR.
CITY	OF WAUWATOSA
ENGINI	EERING SERVICES DIVISION
2024 ALLEY	/ RECONSTRUCTION
VARIO	OUS LOCATIONS
SCALE: AS NOTED	
FILE NOS 15-1078 1	15 1070 15 1080 15 1087 AND 41 007

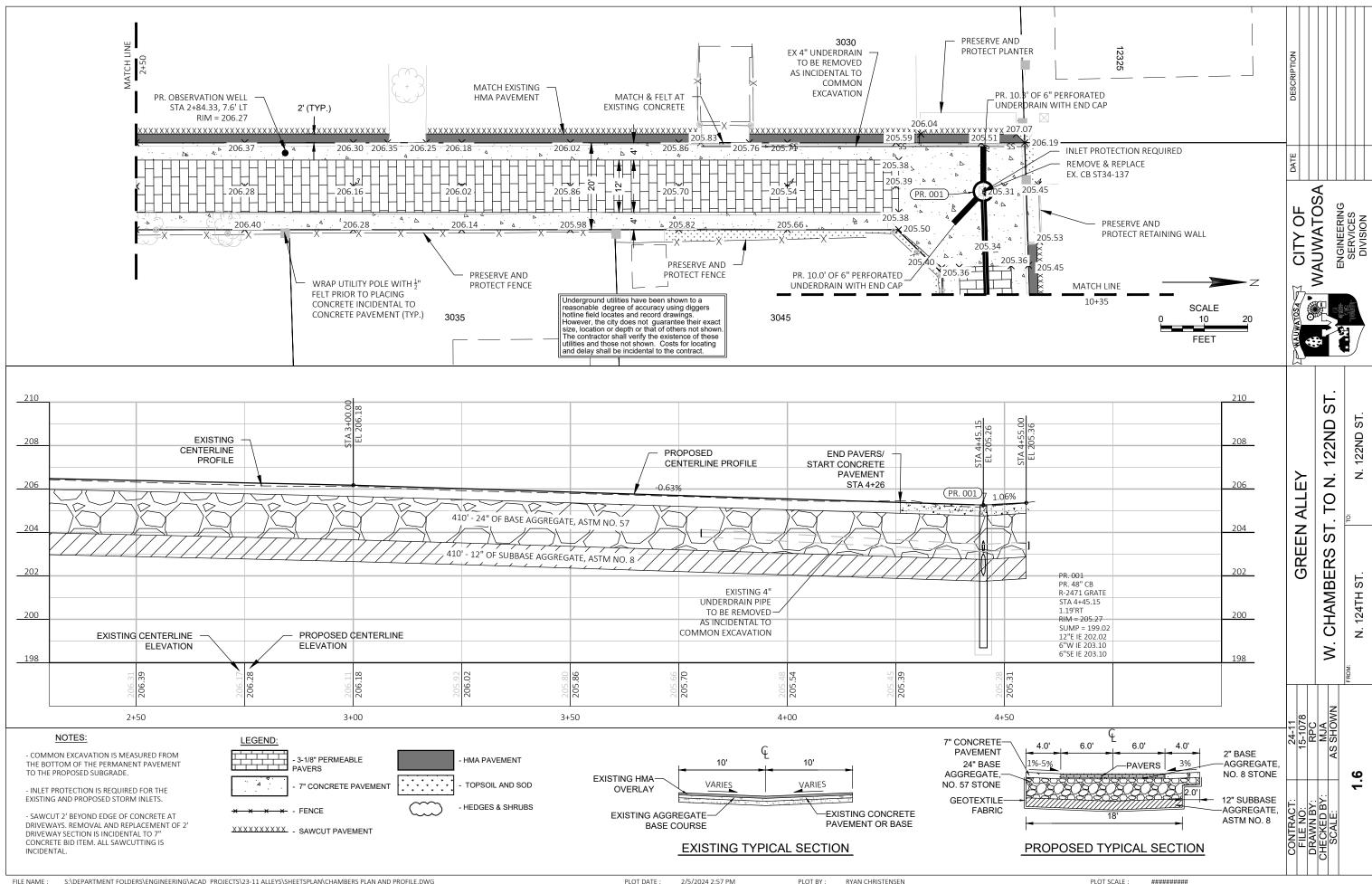


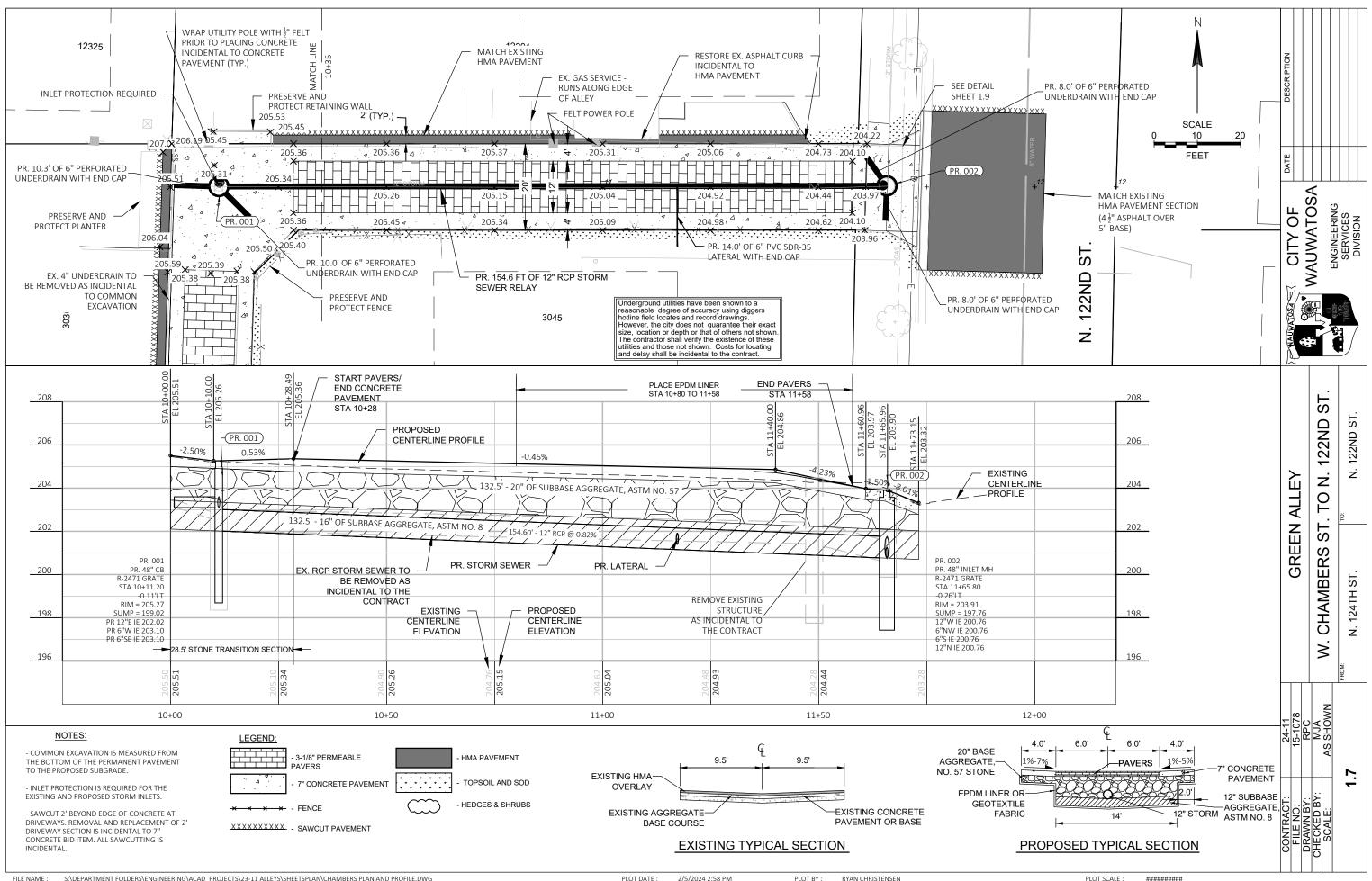


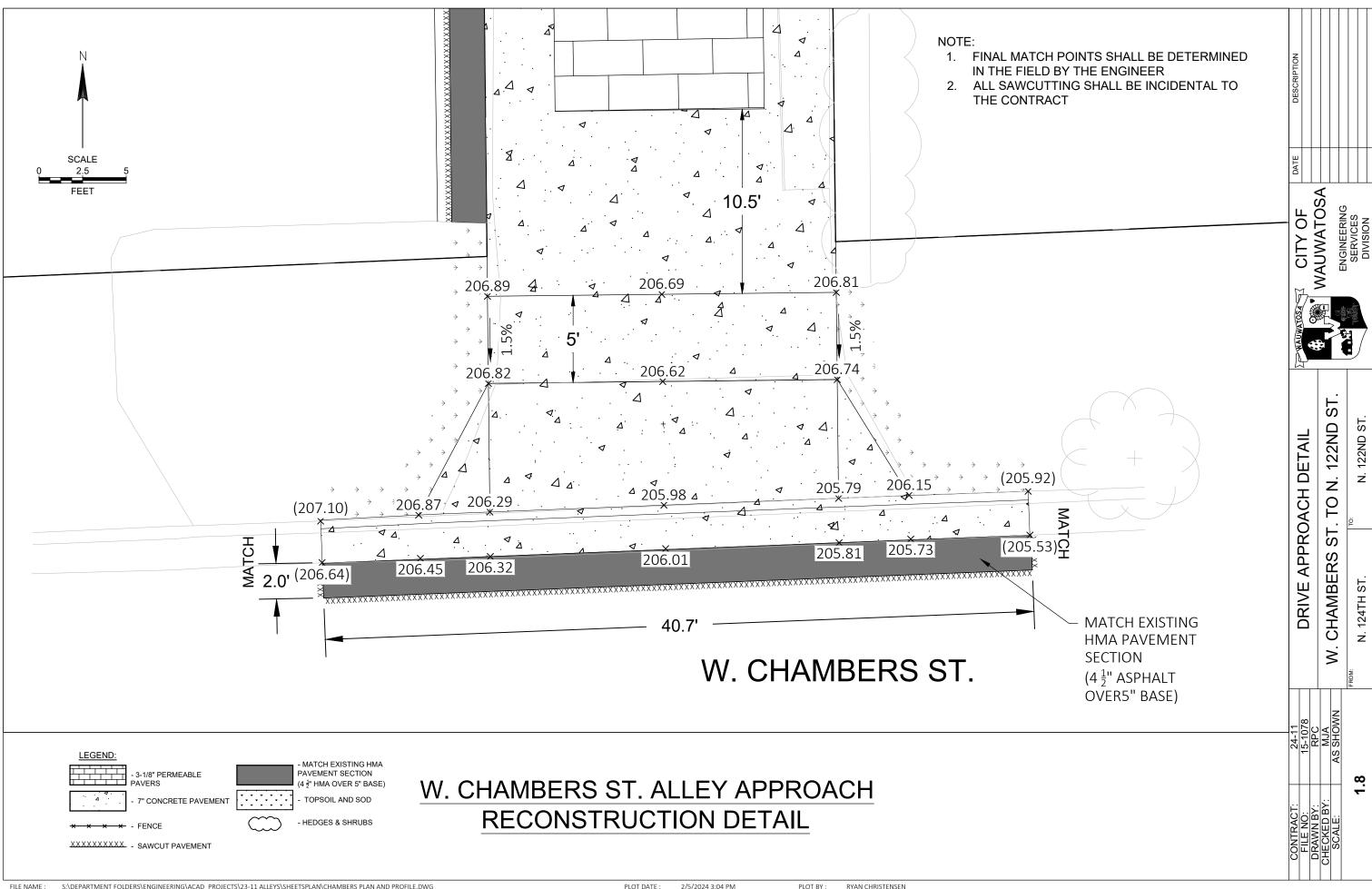


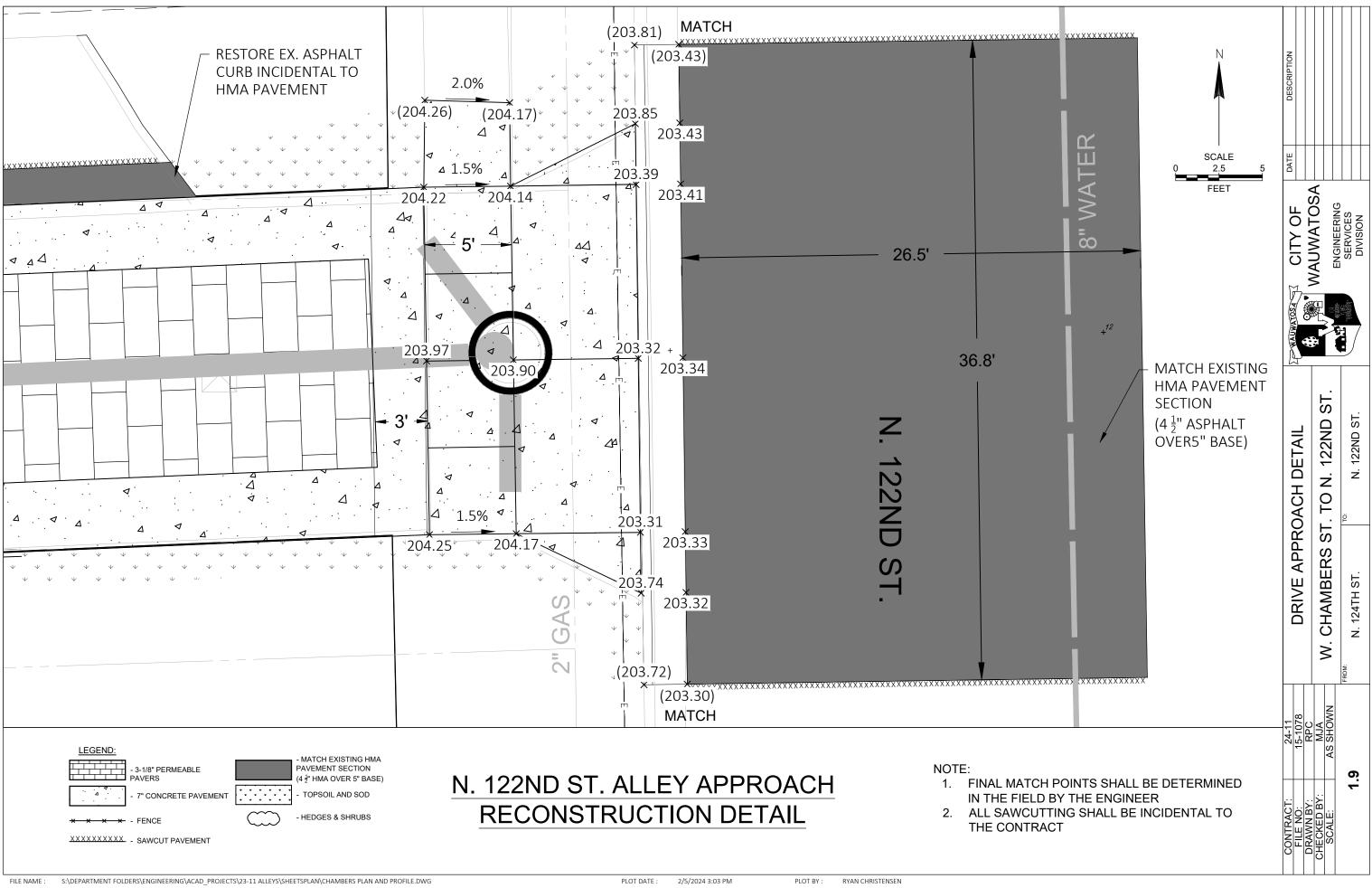


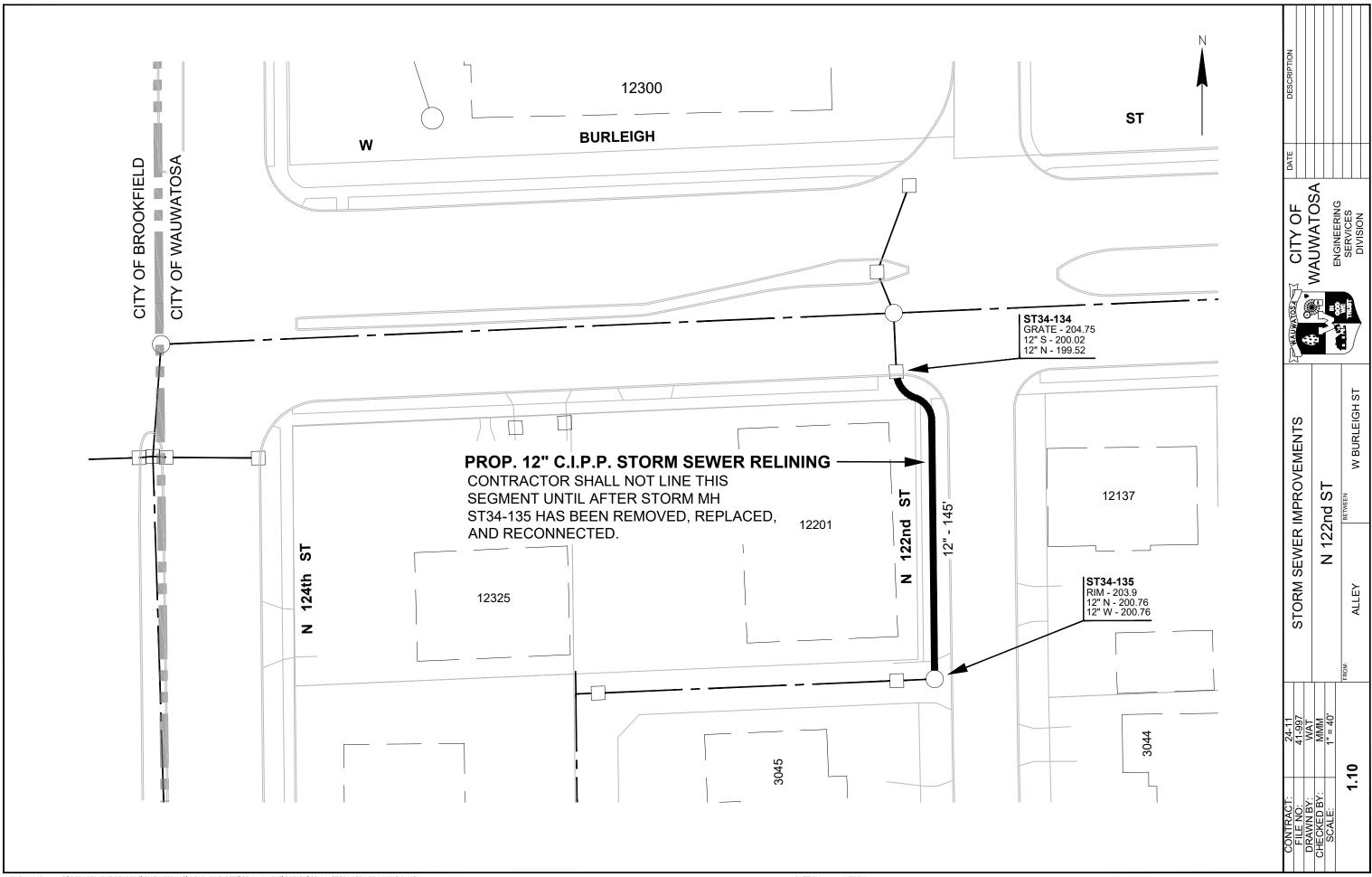


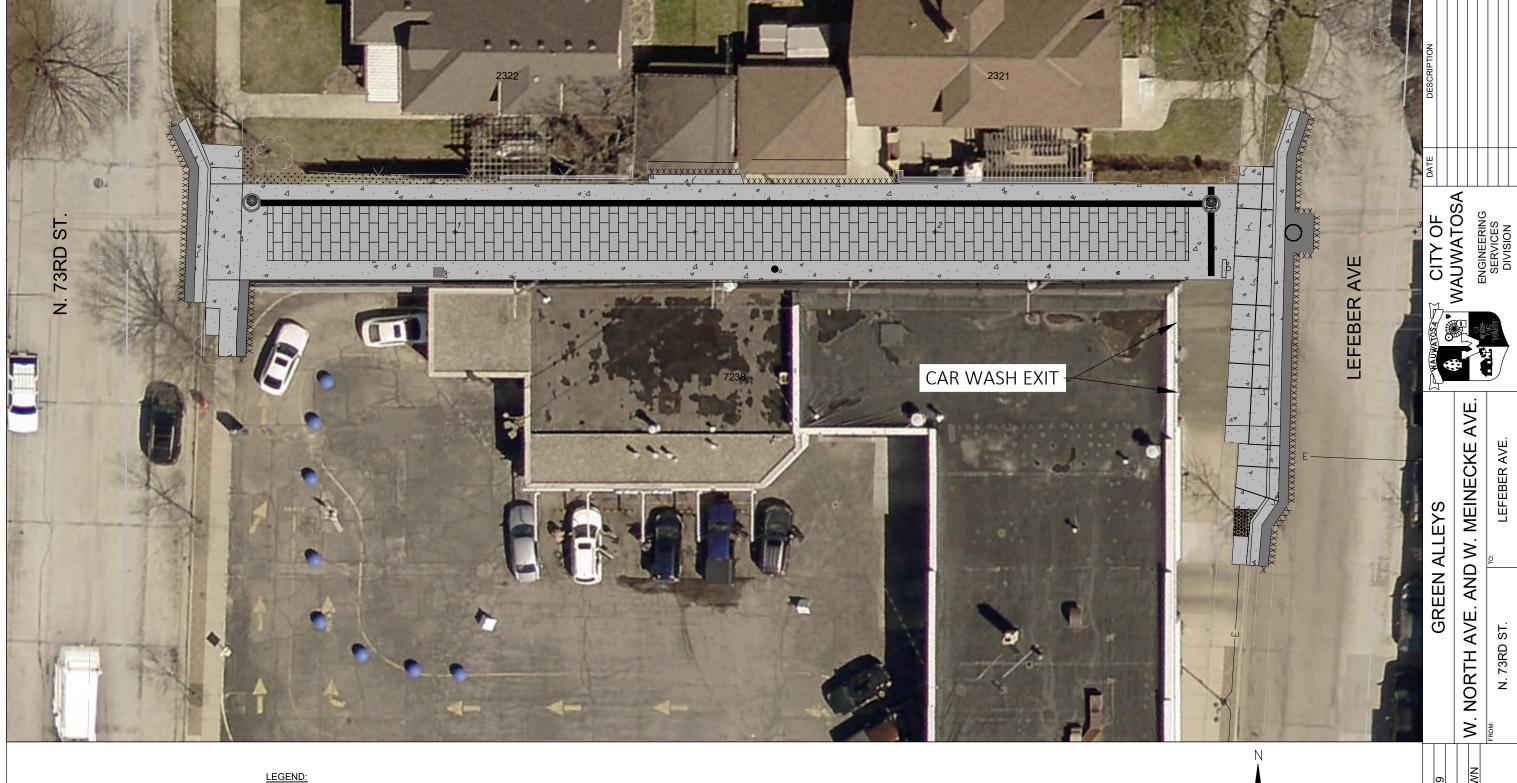












#### NOTES:

- COMMON EXCAVATION IS MEASURED FROM THE BOTTOM OF THE PERMANENT PAVEMENT TO THE PROPOSED SUBGRADE.
- INLET PROTECTION IS REQUIRED FOR THE EXISTING AND PROPOSED STORM INLETS.
- SAWCUT 2' BEYOND EDGE OF CONCRETE AT DRIVEWAYS. REMOVAL AND REPLACEMENT OF 2' DRIVEWAY SECTION IS INCIDENTAL TO 7" CONCRETE BID ITEM. ALL SAWCUTTING IS INCIDENTAL



3-1/8" PERMEABLE



7" CONCRETE

MATCH EXISTING HMA PAVEMENT SECTION



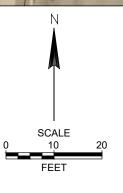
TOPSOIL AND SOD

- RETAINING WALL

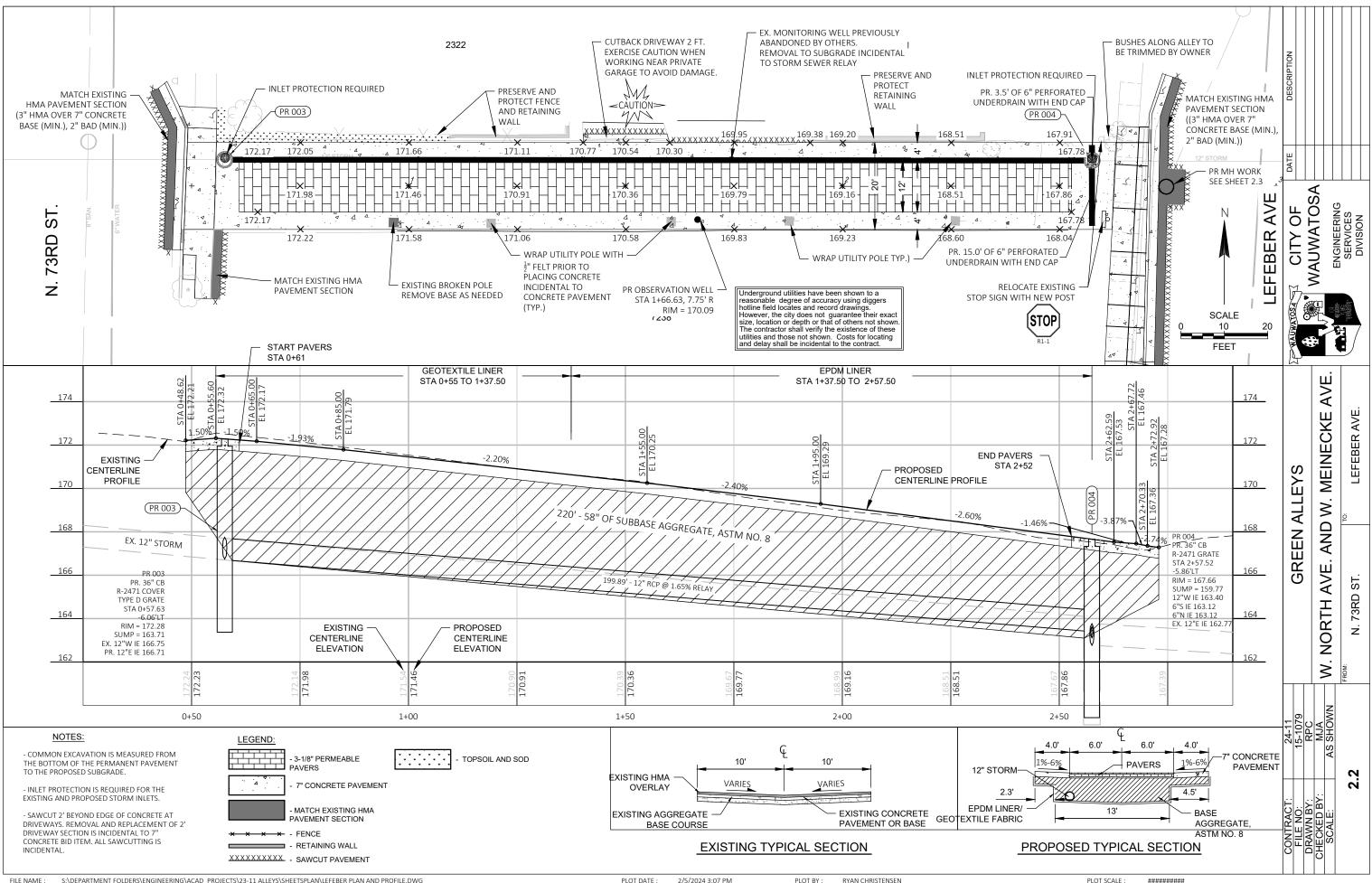
XXXXXXXXX - SAWCUT PAVEMENT

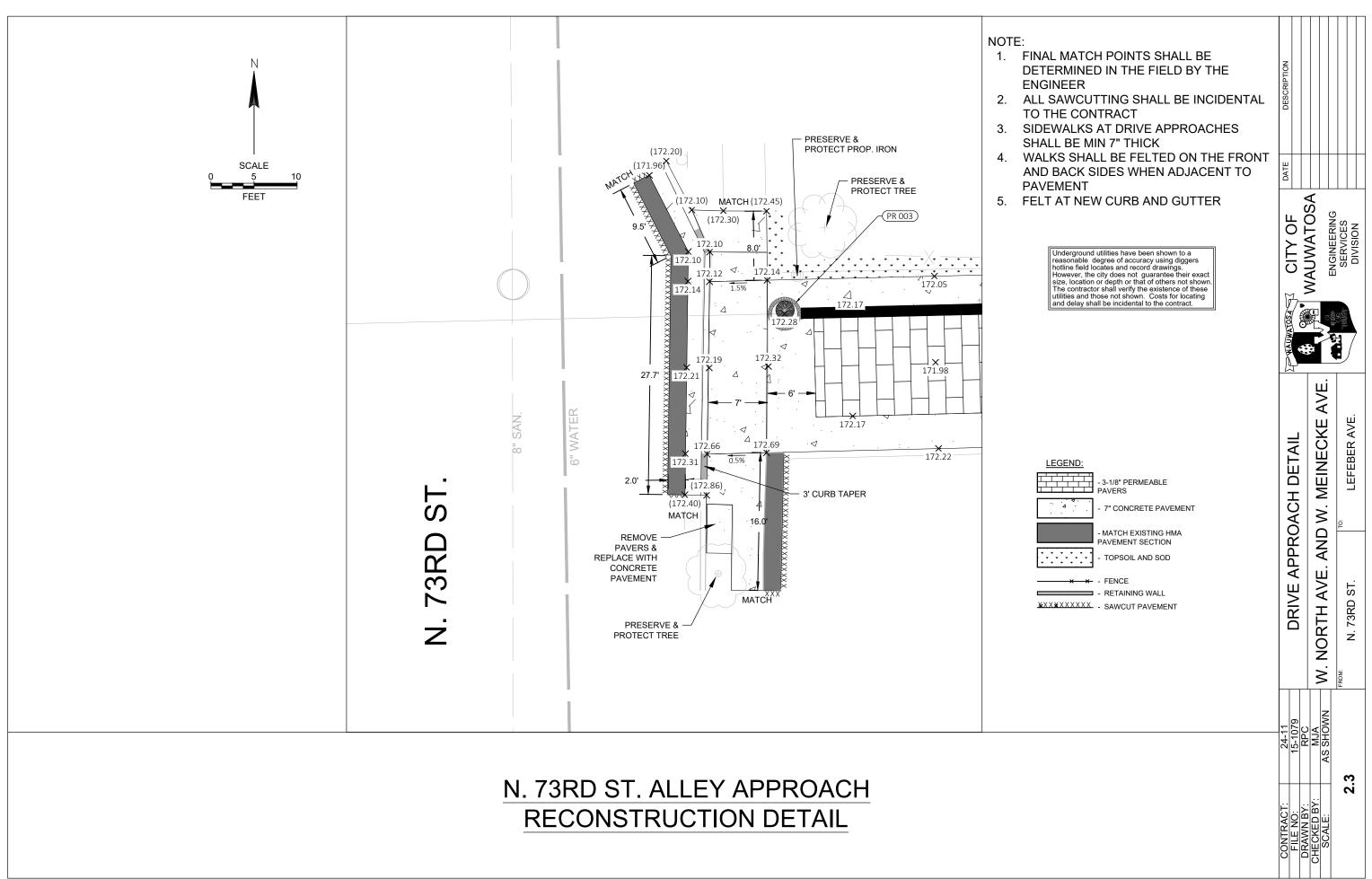
## LEFEBER AVE. ALLEY CONSTRUCTION OVERVIEW DETAIL

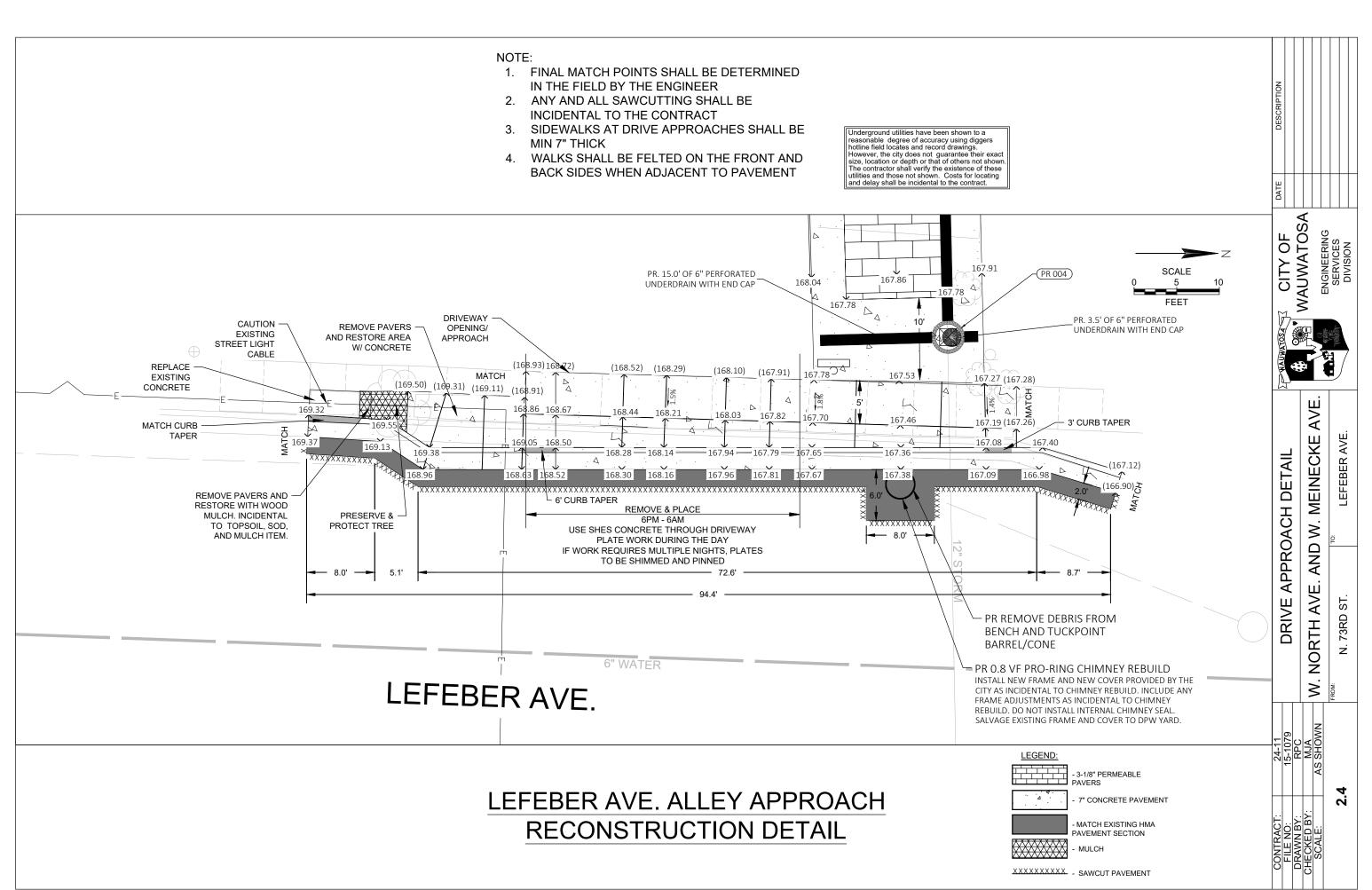
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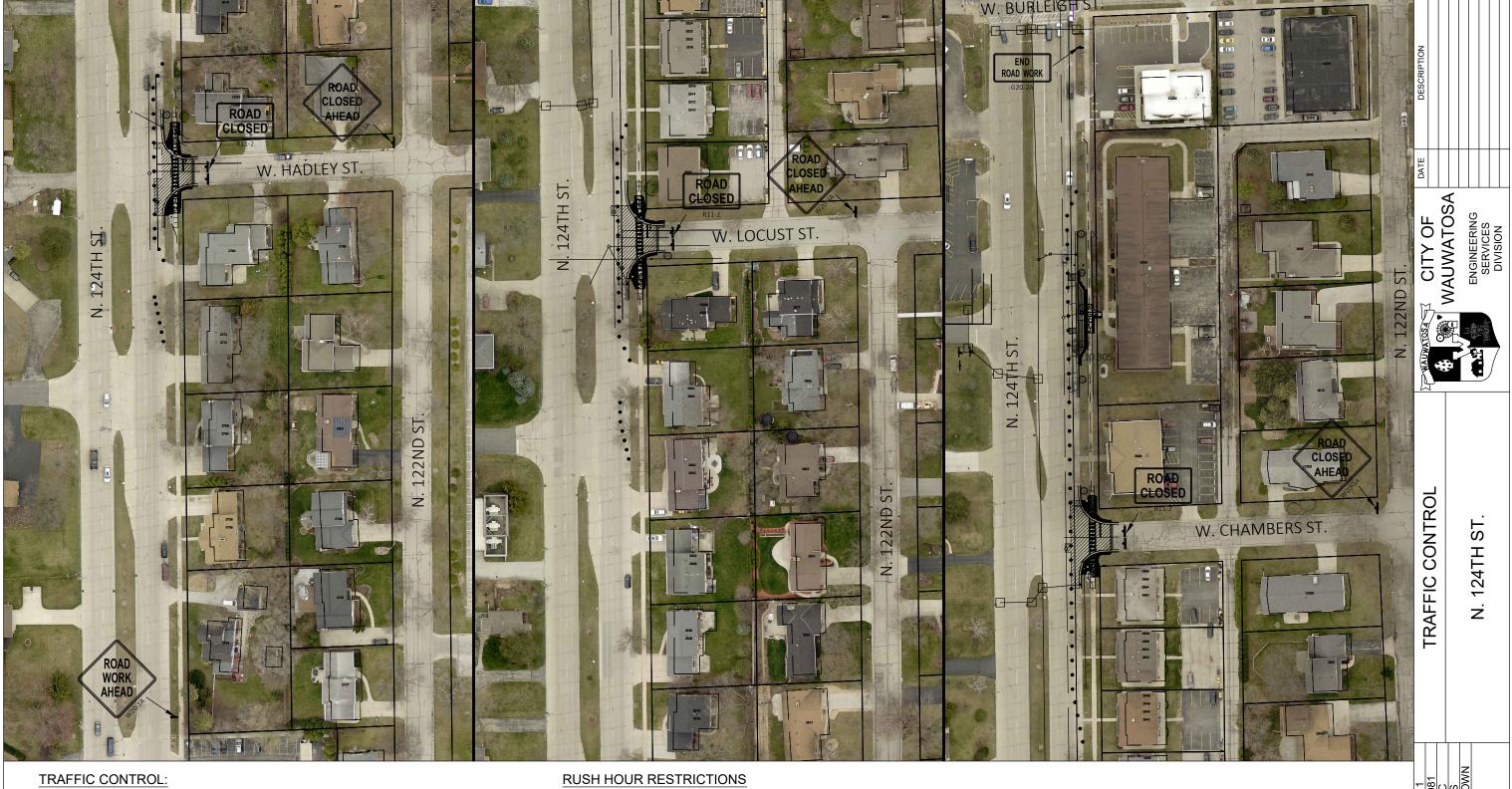


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24-11	15-1079	RPC	MJA	AS SHOWN	<b>-</b>	
CONTRACT	FILE NO:	DRAWN BY:	CHECKED BY:	SCALE:	2.1	





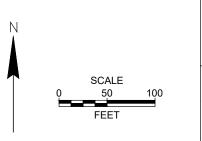


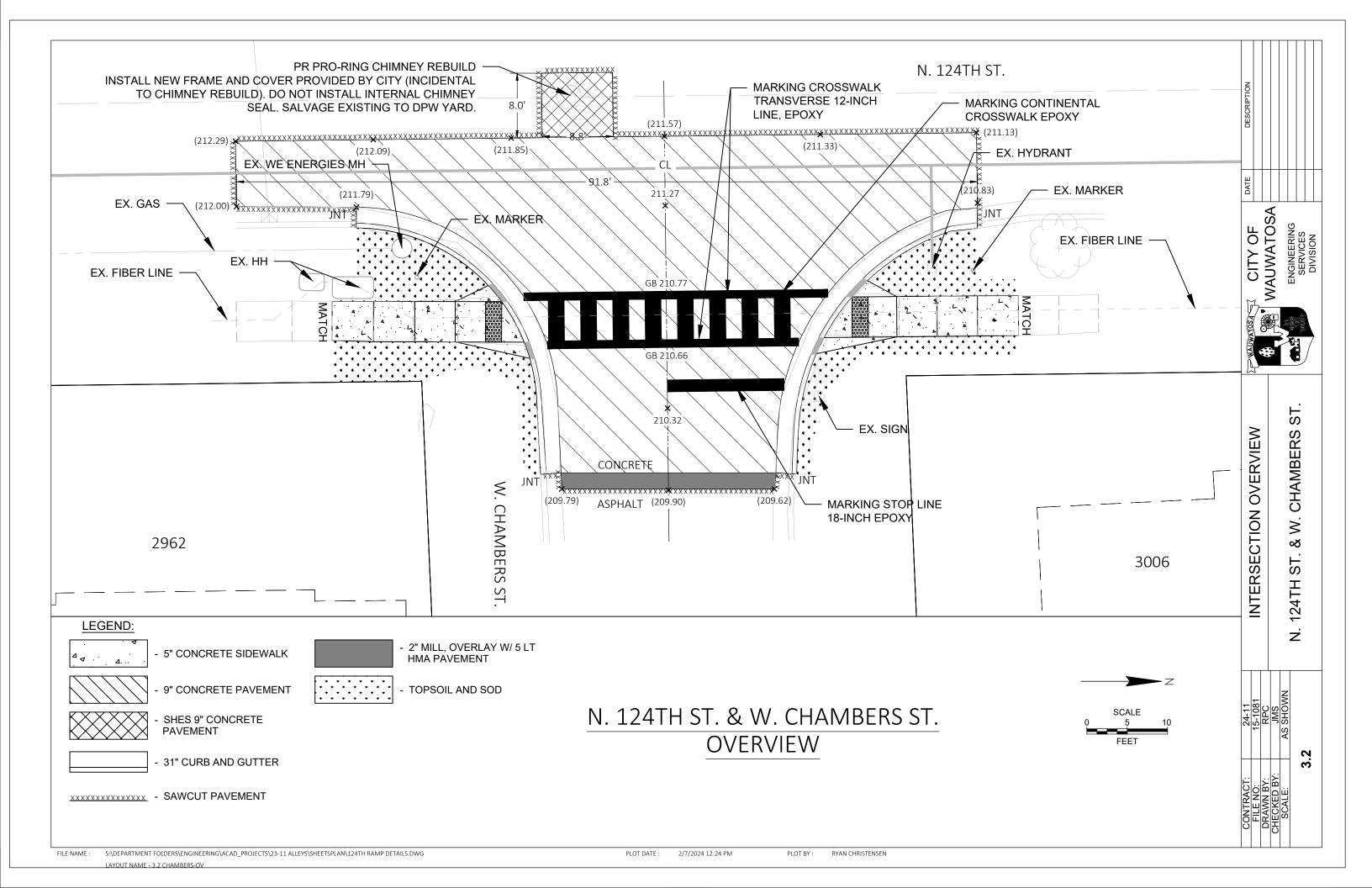


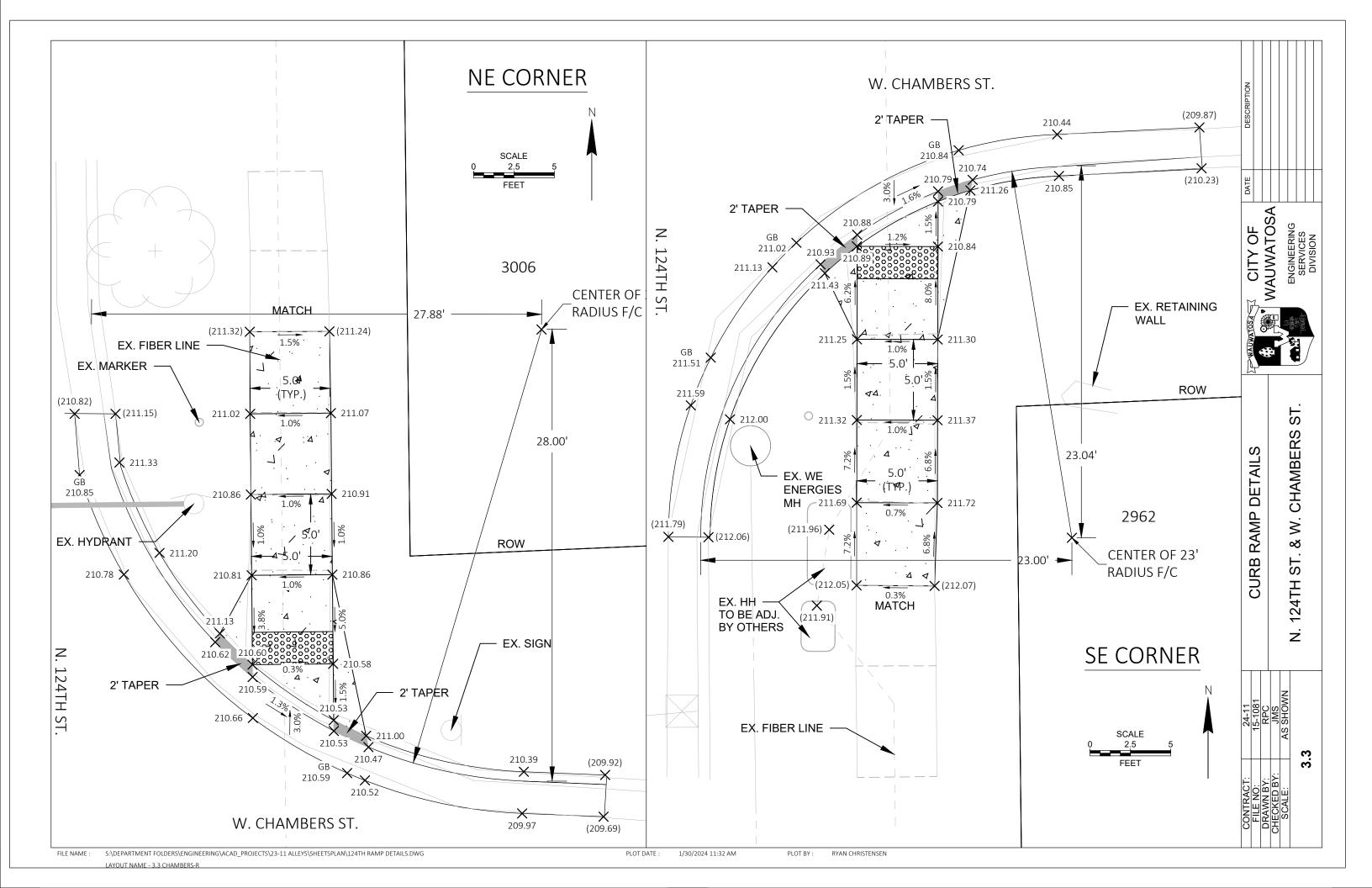
- CLOSE DOWN RIGHT PARKING LANE ON N. 124TH ST. FOR CURB RAMP AND PANEL REPLACEMENT AT INTERSECTIONS WITH W. HADLEY ST., W. LOCUST ST., AND W. CHAMBERS ST., AND FOR ON-STREET HANDICAP PARKING STALLS.
- -ON-STREET HANDICAP STALLS AND RAMPS MUST BE COMPLETED PRIOR TO STARTING ON CHAMBERS ALLEY WORK.
- -DO NOT BLOCK DRIVEWAYS.
- -FOLLOW WisDOT SDD FOR LANE AND SHOULDER CLOSURES

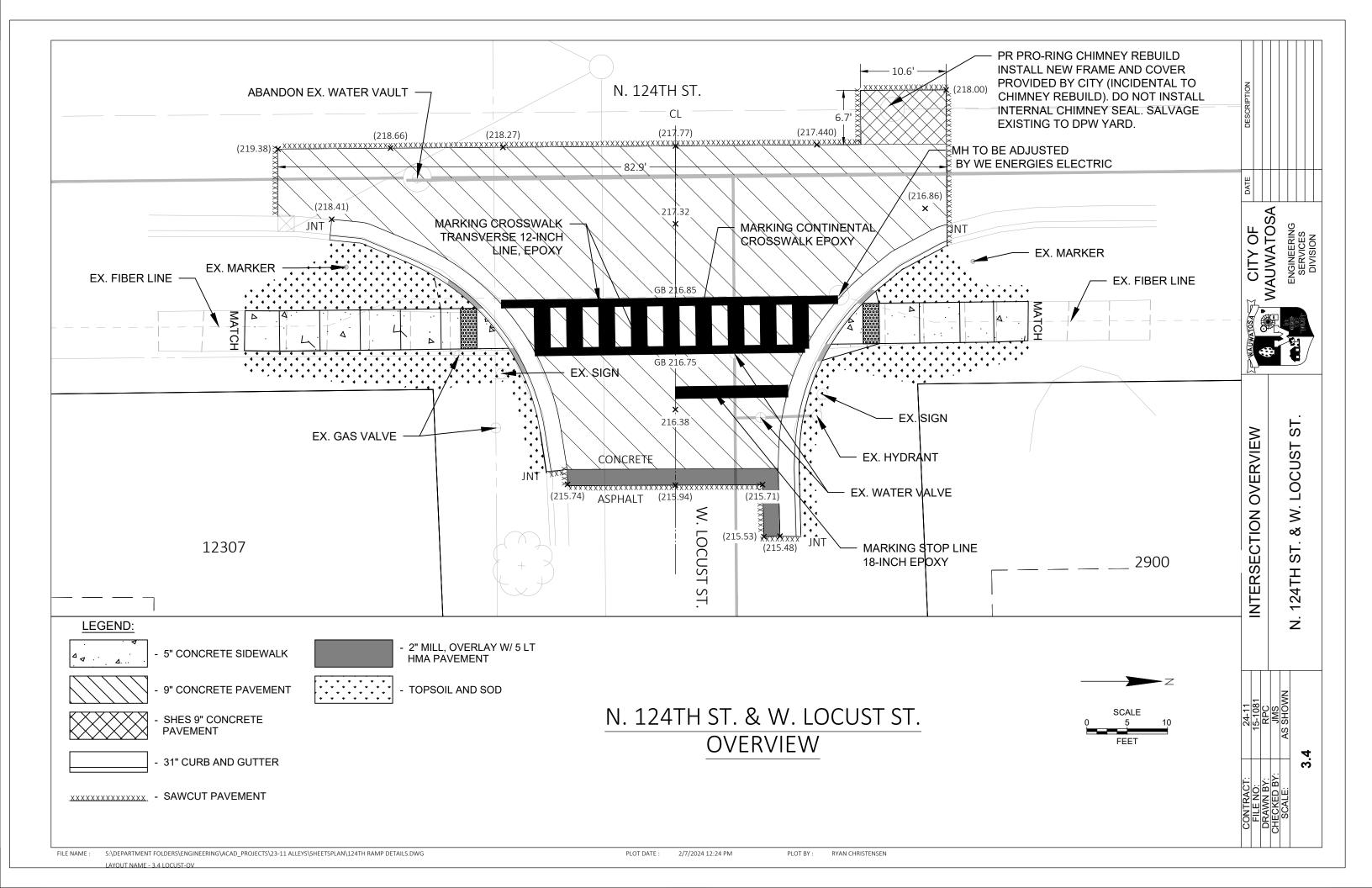
- MAINTAIN TWO (2) LANES OF NORTHBOUND TRAFFIC 6AM-9AM AND 3PM-6PM ON MONDAY-FRIDAY
- TRAFFIC CAN BE REDUCED TO ONE LANE 9AM-3PM, MONDAY-FRIDAY

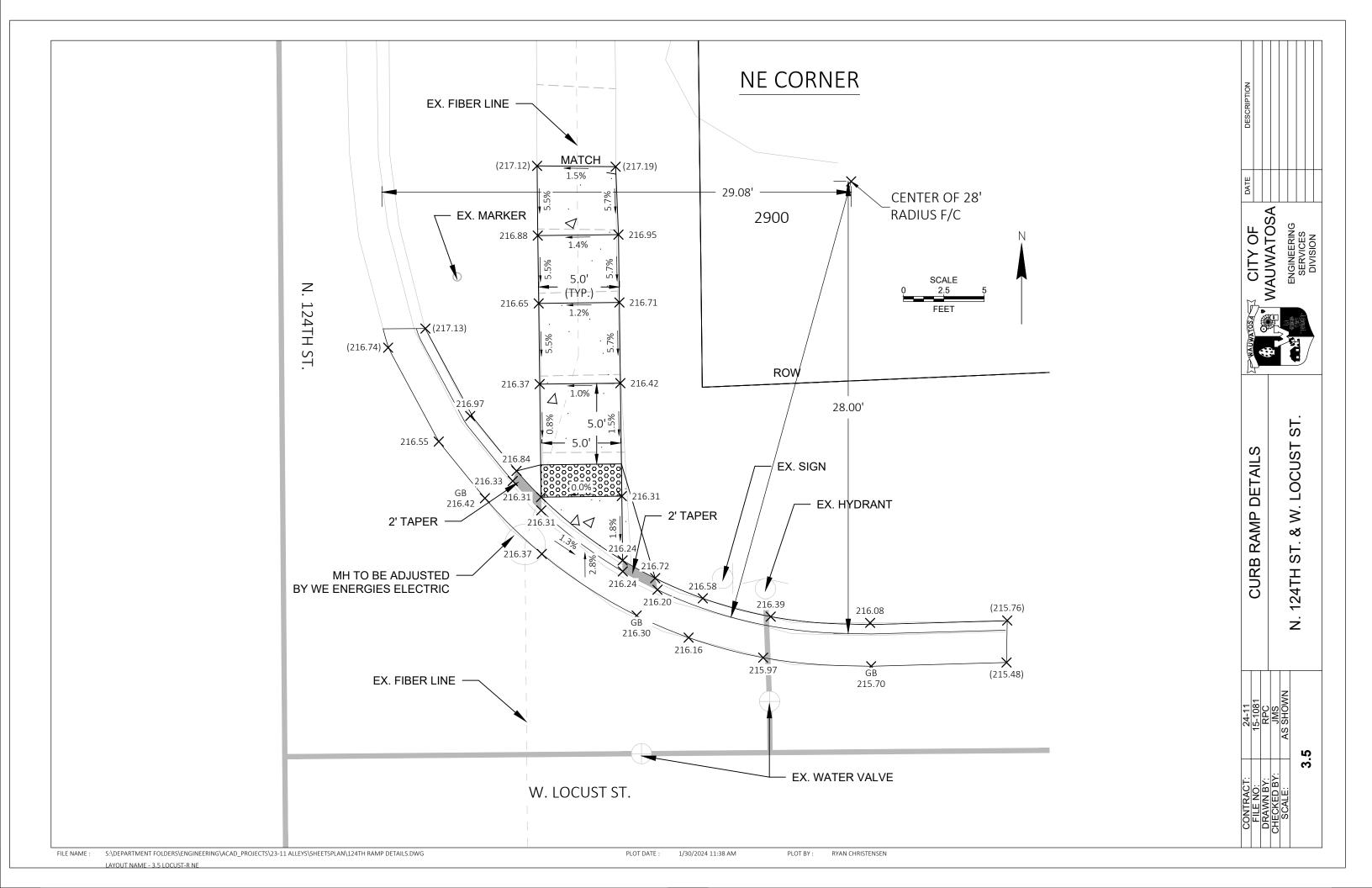
2/5/2024 3:16 PM

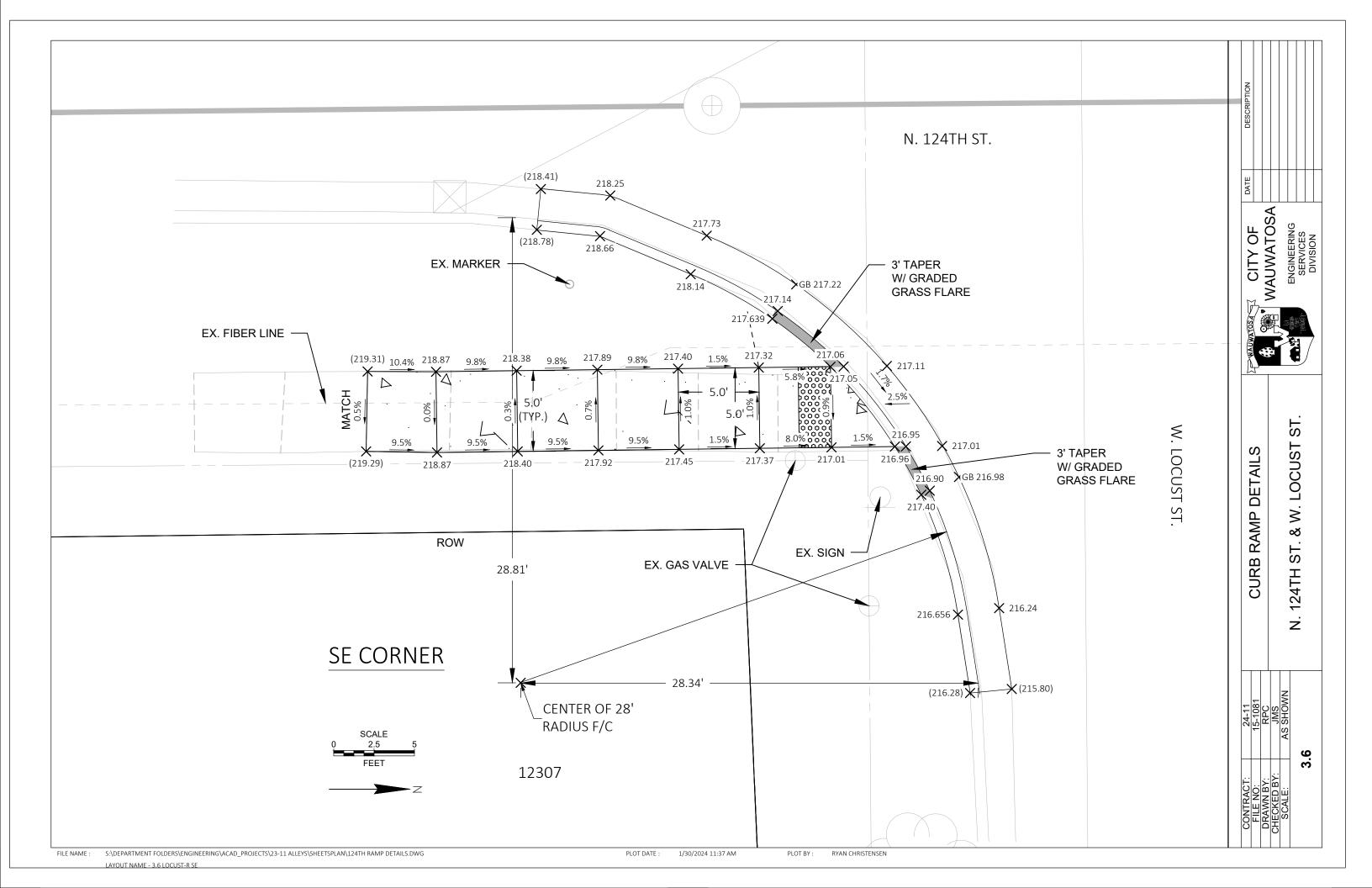


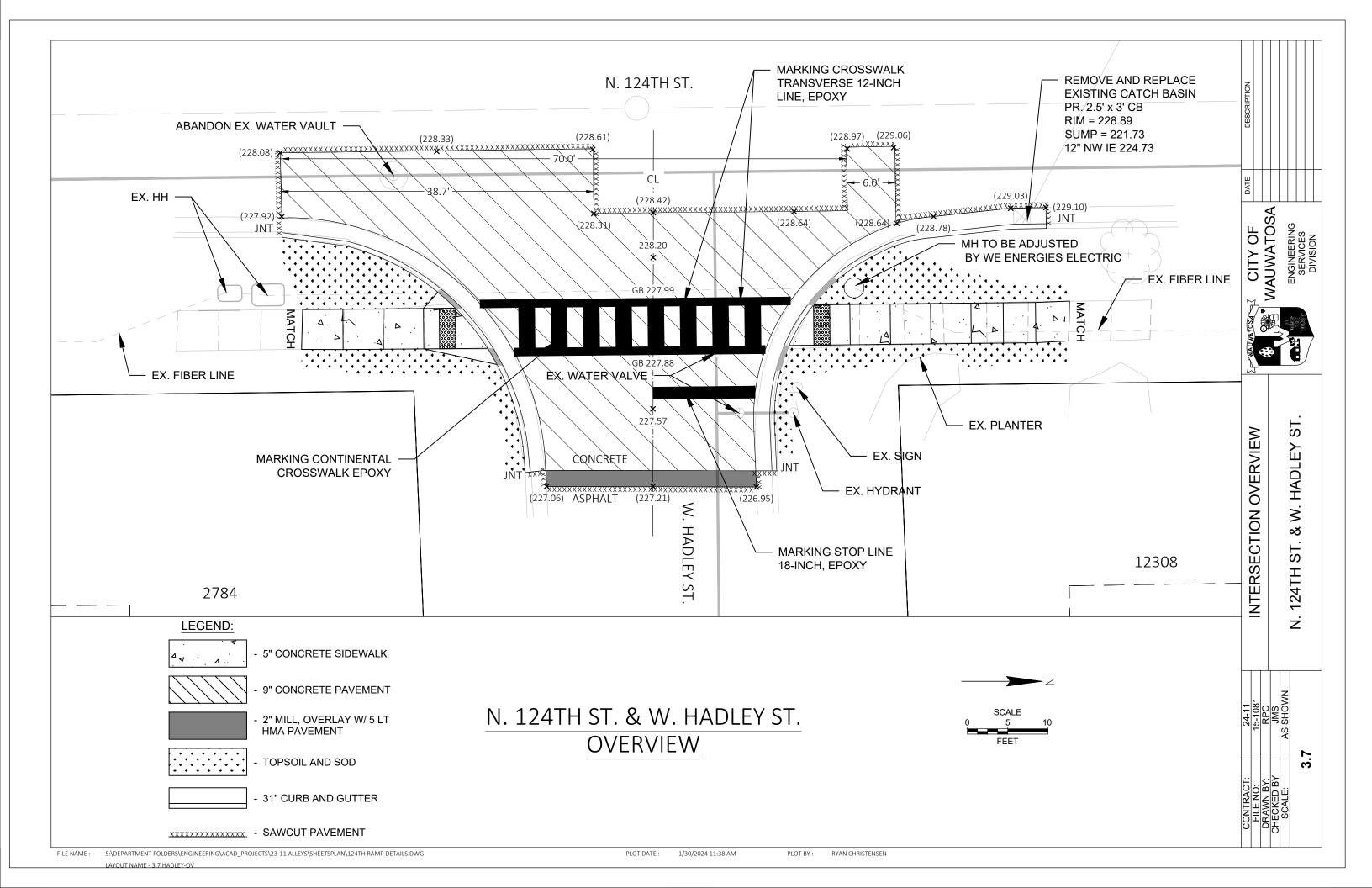


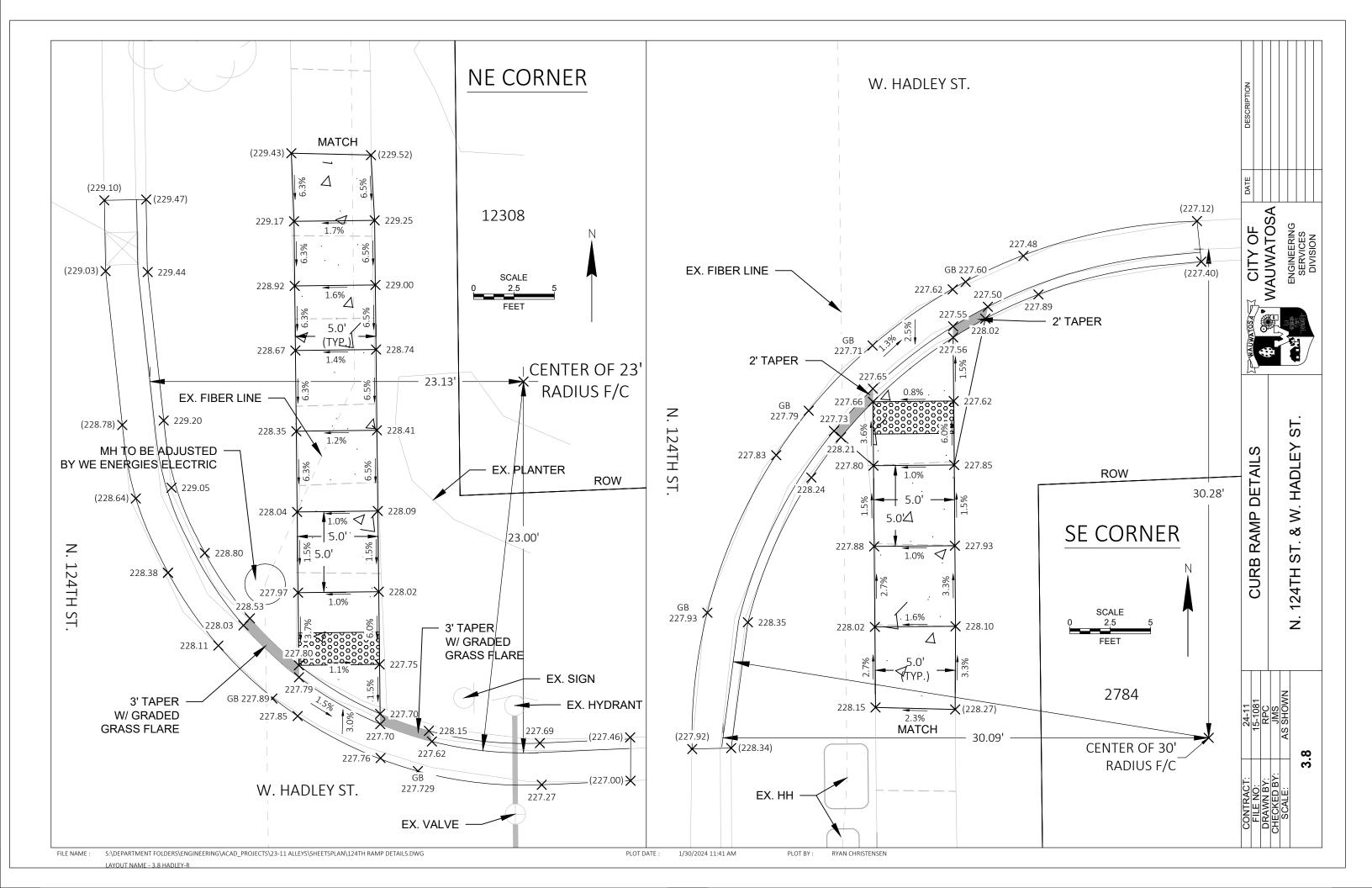












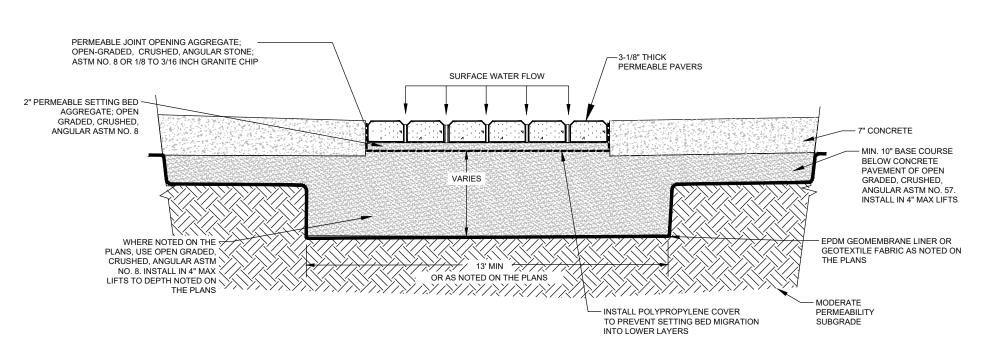
#### **GENERAL NOTES:**

- 1. UNDERGROUND UTILITIES HAVE BEEN SHOWN TO A REASONABLE DEGREE OF ACCURACY USING DIGGERS HOTLINE FIELD LOCATED AND RECORD DRAWINGS. HOWEVER, THE CITY DOES NOT GUARANTEE THEIR EXACT SIZING, LOCATION, OR DEPTH OR THAT OF OTHERS NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE EXISTENCE OF THESE UTILITIES AND THOSE NOT SHOWN, COSTS FOR LOCATING AND DELAY SHALL BE INCIDENTAL TO THE CONTRACT.
- 2. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 3" SAND BEDDING AND COVER AROUND STREET LIGHT, TRAFFIC SIGNAL OR INTERCONNECT CABLE, DUCT OR CONDUIT WHEREVER IT IS EXPOSED.
- 3. INSTALL EROSION CONTROL INLET BASKETS IN ALL THE INLETS AND CATCH BASINS DIRECTLY DOWN-SURFACE OF ALL OPEN CUT WORK PRIOR TO STARTING WORK, OR WHERE DIRECTED BY THE ENGINEER. INLET PROTECTION MUST BE REMOVED WHEN WORK IS COMPLETED.
- 4. TRAFFIC CONTROL AND EROSION CONTROL SHALL BE ERECTED PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.
- CONTRACTOR SHALL SUPPORT ALL EXISTING UTILITIES, STRUCTURES, POWER POLES, STREET LIGHTS AND SIGNS AS NEEDED TO FACILITATE CONSTRUCTION. INCIDENTAL TO CONSTRCUTION.
- 6. ALL DECORATIVE PAVERS SHALL BE REPLACED IN KIND OR REMOVED, STOCKPILED AND REPLACED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS.
- 7. NO STAGING OR STOCKPILING IS ALLOWED ON BURLEIGH STREET OR NORTH AVENUE, ALL WORK MUST REMAIN WITHIN THE PROJECT LIMITS OF THE ALLEY.
- 8. ALL ALLEY EDGES SHALL HAVE FELT TO SEPARATE THEM FROM ADJACENT PAVEMENTS, STRUCTURES, PLANTERS, WALLS, POWER POLES, AND FENCES. 30" x 30" FELTED ISOLATION BOX OUT IS REQUIRED AT ALL LIGHT POLES AND CONCRETE POLE BASES PLACED WITHIN CONCRETE. FELT SHALL BE INCIDENTAL TO THE PAVEMENT BID ITEM.
- ALL FABRICS, TEXTILES, AND MEMBRANES SHALL HAVE A MINIMUM 1-FT OVERLAP ON ALL EDGES, AS INCIDENTAL TO THE CONTRACT. ANY OF THIS MATERIAL WHICH MAY SHOW ABOVE FINISHED GRADE SHALL BE TRIMMED DOWN AS INCIDENTAL TO THE CONTRACT.
- 10. ALL IRON FROM EXISTING STRUCTURES WHICH ARE CALLED OUT FOR REMOVAL OR REPLACEMENT SHALL BE SALVAGED TO THE CITY OF WAUWATOSA DEPARTMENT OF PUBLIC WORKS.
- 11. ALL NEW CATCH BASIN AND MANHOLE FRAMES AND GRATES SHALL BE PROVIDED BY THE CITY OF WAUWATOSA AT THE DEPARTMENT OF PUBLIC WORKS. CONTRACTOR SHALL CALL AT LEAST ONE WORKING DAY IN ADVANCE TO CITY DPW TO ARRANGE PICKUP OF FRAMES AND GRATES.
- 12. NO TREES OR SHRUBS SHALL BE DISTURBED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER
- 13. ALL CURB RAMP OPENING TAPERS ADJACENT TO GRASS ARE 3' UNLESS OTHERWISE SHOWN ON THE CURB RAMP DETAILS. ALL CURB RAMP TAPERS ADJACENT TO PAVED SURFACES SHALL BE 10:1 MAX.
- 14. CONTRACTOR SHALL PRESERVE AND PROTECT ALL RETAINING WALLS AND OTHER APPURTENANCES ADJACENT TO THE PROJECT.
- 15. A SAWCUT IS REQUIRED AT THE EDGE OF ALL CURB AND GUTTER; SIDEWALK; AND PAVEMENT REPLACEMENT LOCATIONS. SAWING IS INCIDENTAL TO THE CONTRACT.

DESCRIPTION								
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A MATTER	THE PERSON NAMED IN COLUMN 1							,
CONSTRUCTION DETAILS				2023 ALLEY RECONVIKUCION				
24-11		RPC	MMM	.o.⊢.Z				

#### PERMEABLE JOINT OPENING AGGREGATE; OPEN-GRADED, CRUSHED, ANGULAR STONE; —3-1/8" THICK PERMEABLE PAVERS ASTM NO. 8 OR 1/8 TO 3/16 INCH GRANITE CHIP SURFACE WATER FLOW 2" PERMEABLE SETTING BED -AGGREGATE; OPEN GRADED, CRUSHED, ANGULAR ASTM NO. 8 7" CONCRETE MIN. 10" BASE COURSE BELOW CONCRETE PAVEMENT OF OPEN GRADED, CRUSHED, WHERE NOTED ON THE PLANS, USE OPEN GRADED, CRUSHED, ANGULAR VARIES ASTM NO. 57. INSTALL IN 4" MAX LIFTS TO DEPTH NOTED ON THE PLANS ANGULAR ASTM NO. 57. INSTALL IN 4" MAX LIFTS VARIES - EPDM GEOMEMBRANE LINER OR GEOTEXTILE FABRIC AS NOTED ON WHERE NOTED ON THE FLANS, USE OPEN GRADED, CRUSHED, ANGULAR ASTM THE PLANS 14' MIN NO. 8. INSTALL IN 4" MAX X OR AS NOTED ON THE PLANS LIFTS TO DEPTH NOTED ON THE PLANS MODERATE - INSTALL POLYPROPYLENE COVER TO PREVENT SETTING BED MIGRATION INTO LOWER LAYERS PERMEABILITY SUBGRADE

#### CHAMBERS GREEN ALLEY CROSS SECTION



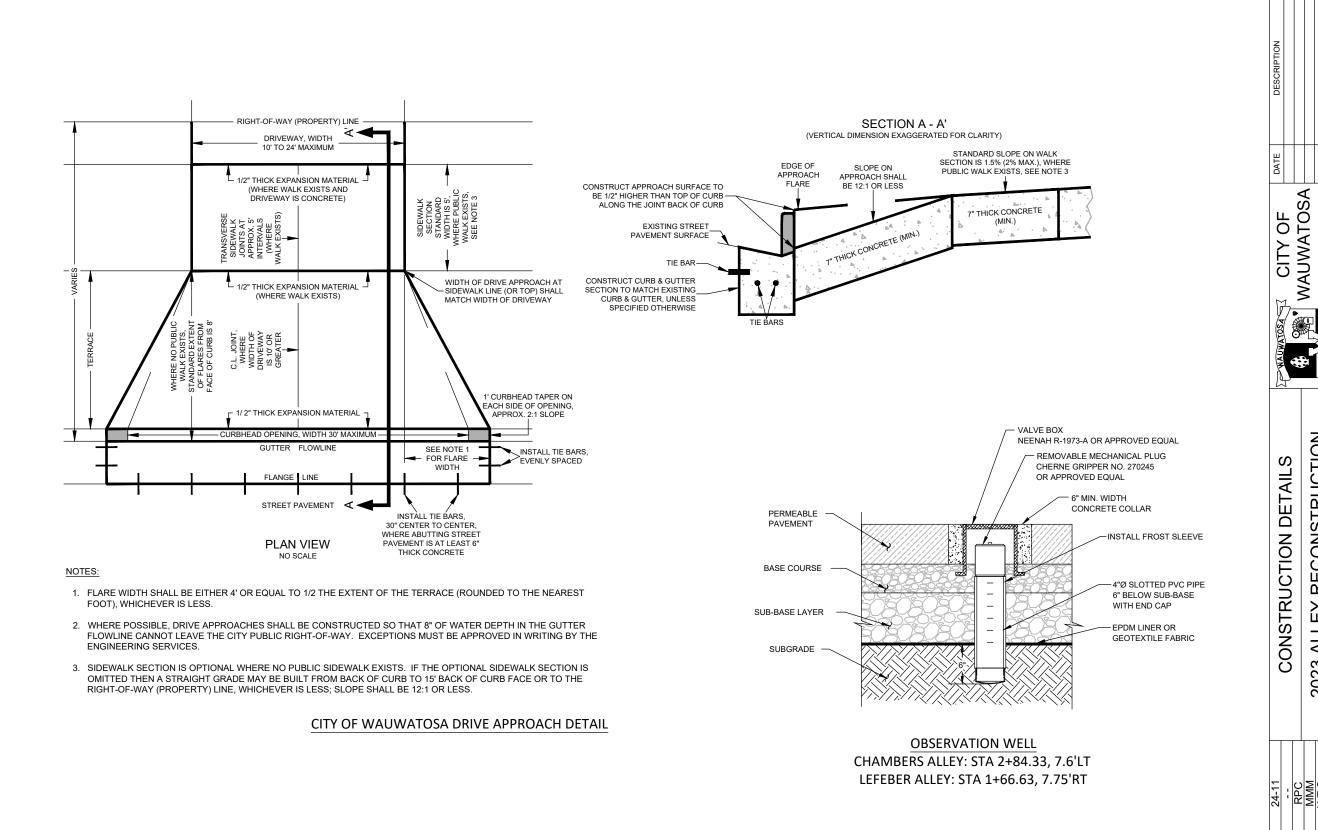
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CITY OF WAUWATOSA

ALLEY RECONSTRUCTION

2023 /

CONSTRUCTION DETAILS



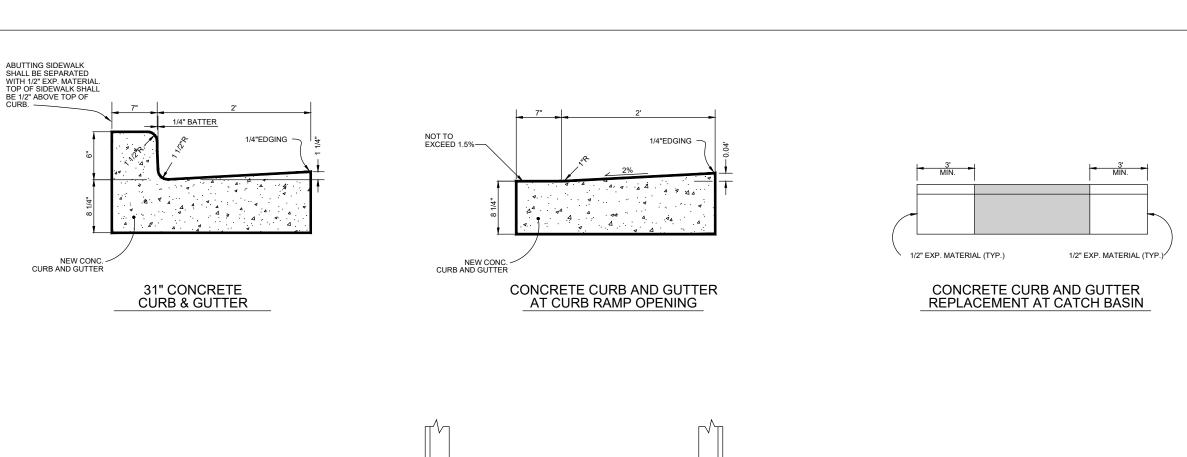
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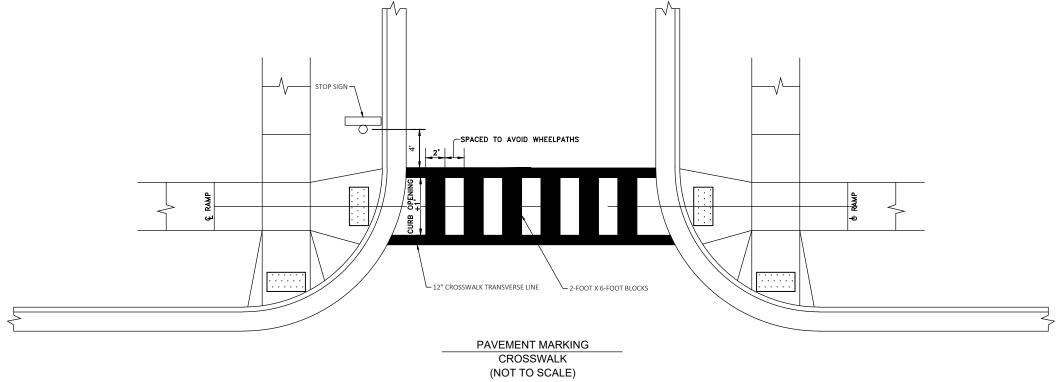
RECONSTRUCTION

ALLEY

2023 /

CONSTRUCTION DETAILS

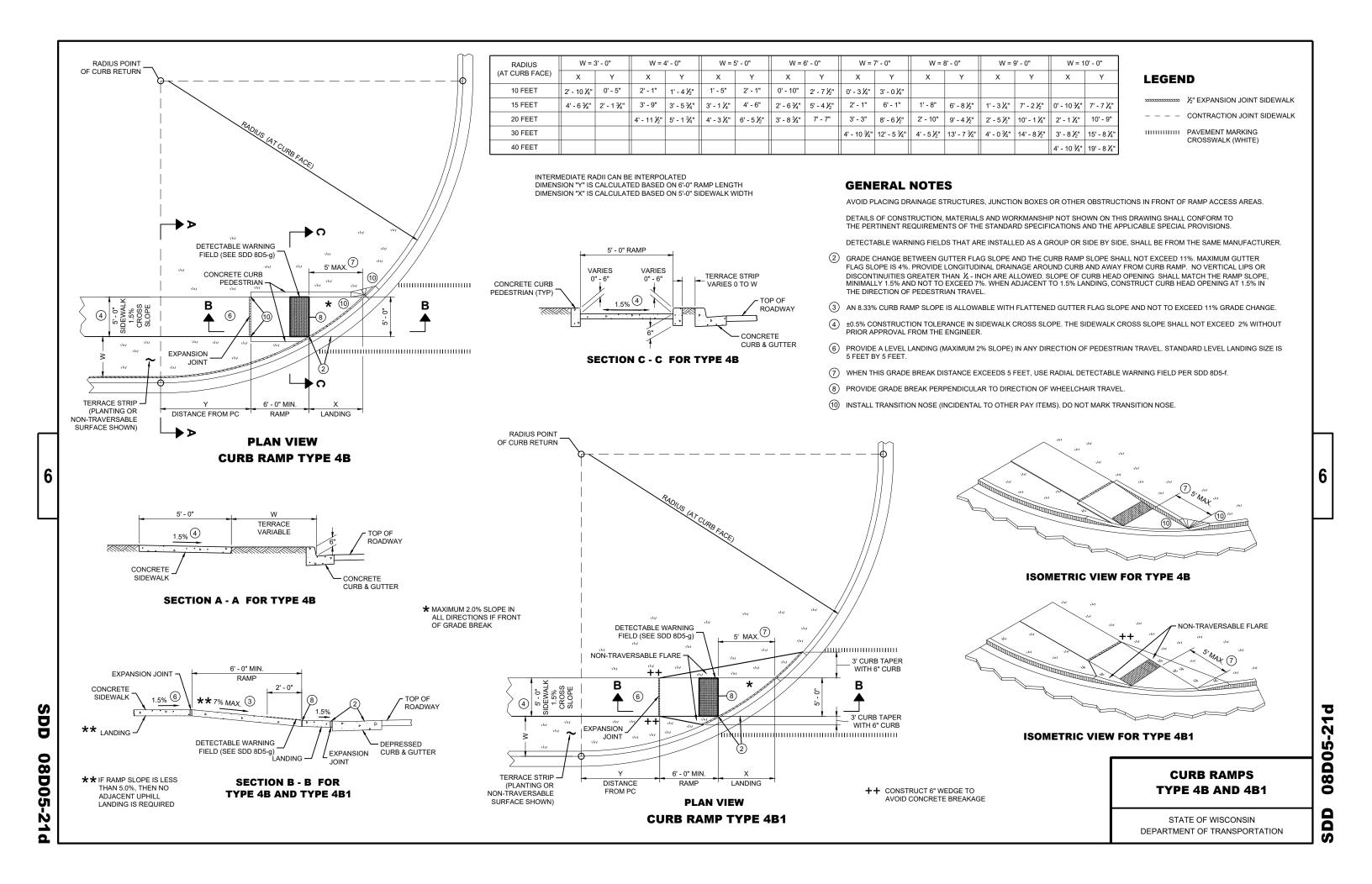




MAUWATOSA
ENGINEERING
SERVICES
DIVISION

PLOT BY:

FILE NAME :



#### **GENERAL NOTES**

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

**LEGEND** 

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

WORK ZONE ENGINEER

TYPE III BARRICADE WITH ATTACHED SIGN

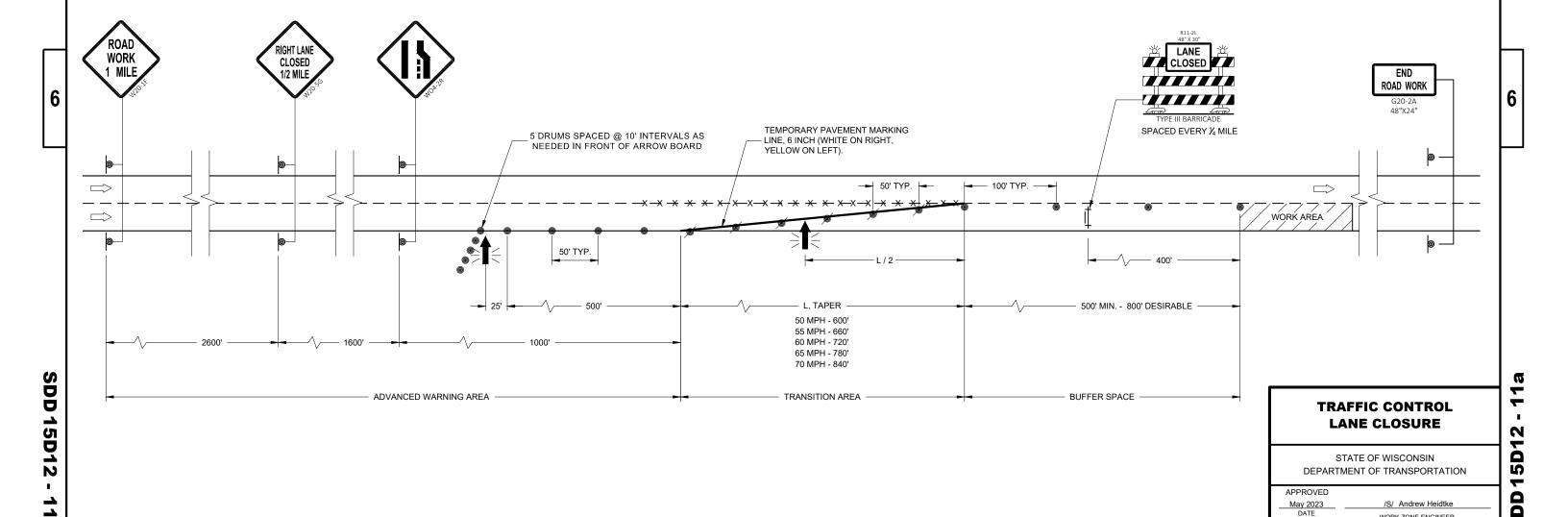
TYPE "A" WARNING LIGHT (FLASHING)

-X-X-X- REMOVING PAVEMENT MARKINGS

DIRECTION OF TRAFFIC

WORK AREA

FLASHING ARROW BOARD



#### **LEGEND GENERAL NOTES** THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. THE ADVANCED SIGN ON PERMANENT SUPPORT TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE TRAFFIC CONTROL DRUM MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS. IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. TYPE III BARRICADE WITH ATTACHED SIGN "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE TYPE "A" WARNING LIGHT (FLASHING) BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY -X-X-X REMOVING PAVEMENT MARKINGS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS. THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER. DIRECTION OF TRAFFIC (1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN. WORK AREA FLASHING ARROW BOARD SPEED LIMIT 60 OR SPEED LIMIT 55 CLOSED CLOSED 7 1/2 MILE END ROAD WORK 48"X24" SPACED EVERY 1/4 MILE TEMPORARY PAVEMENT MARKING LINE, 6 INCH (WHITE ON RIGHT, YELLOW ON LEFT). 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD , WORK AREA — 400' L, TAPER 500' MIN. - 800' DESIRABLE 55 MPH - 660' 60 MPH - 720' ADVANCED WARNING AREA TRANSITION AREA **BUFFER SPACE** TRAFFIC CONTROL, LANE CLOSURE, **SPEED REDUCTION** 2 STATE OF WISCONSIN <u>1</u> DEPARTMENT OF TRANSPORTATION APPROVED May 2023 DATE /S/ Andrew Heidtke

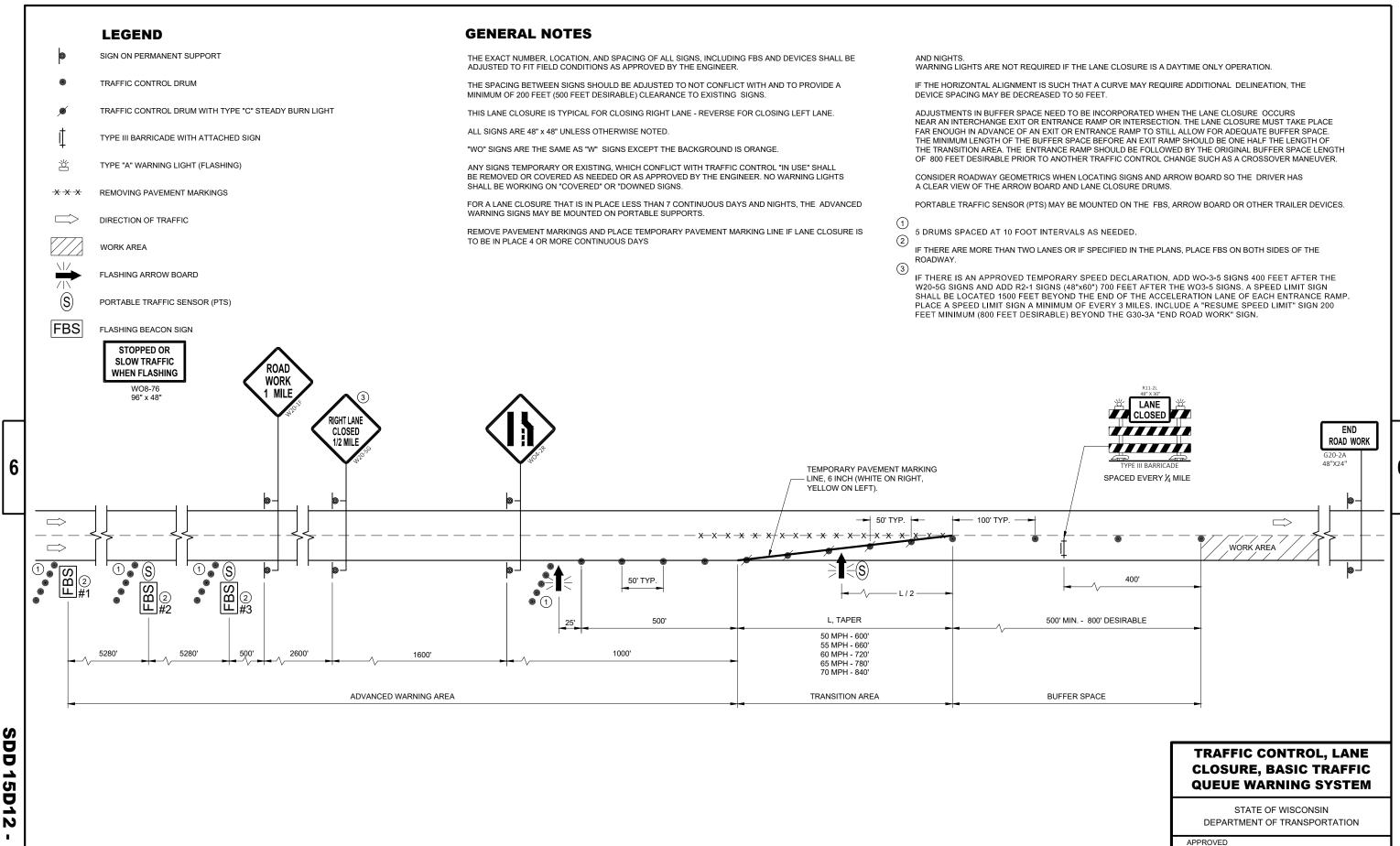
WORK ZONE ENGINEER

6

SDD

15D

7

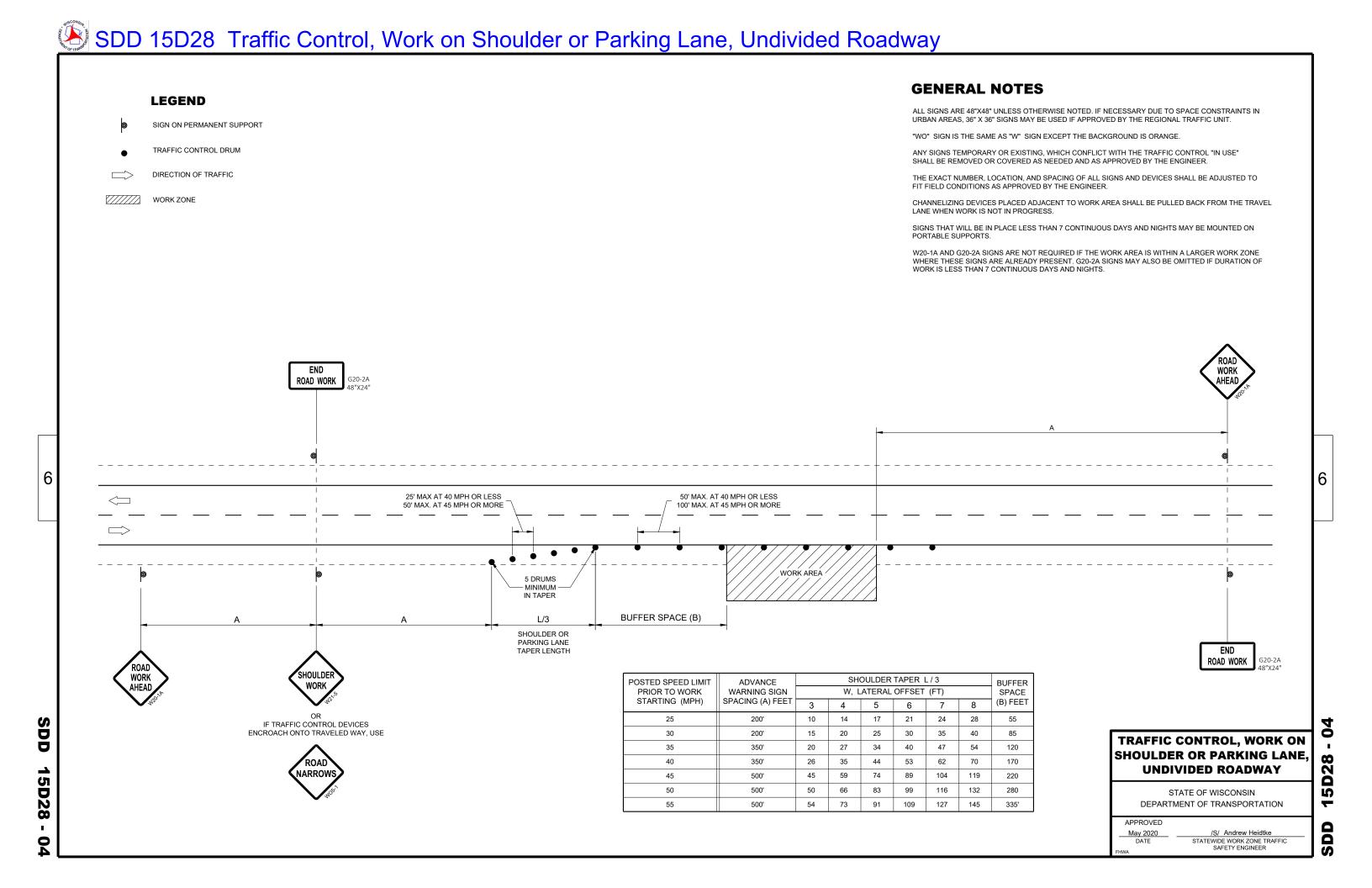


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/S/ Erin Schwark

WORK ZONE ENGINEER

May 2023 DATE



60 5

**GENERAL NOTES** 

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

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN  $\slash\!\!/_2$  " WIDTH.

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

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

TEMPORARY PEDESTRIAN SURFACE -PROTECTIVE EDGING (2) SIDEWALK 2" MIN. HEIGHT DRAINAGE \_\_\_ FACE 2 PROTECTIVE EDGING 2" MIN. HEIGHT ABOVE RAMP SURFACE 1 DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN SURFACE

TERRACE -

DRAINAGE

CURB FACE

WITH PROTECTIVE EDGE

1) DETECTABLE WARNING FIELD

WITH SIDE APRON  $^{\scriptsize{\scriptsize{\scriptsize{\scriptsize{\scriptsize{5}}}}}}$ 

SIDEWALK

— TERRACE

DRAINAGE

**TEMPORARY CURB RAMP PERPENDICULAR TO CURB** 

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**SDD 15D30** 

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION. 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN. (5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN

2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

WORK AREA TEMPORARY CURB RAMP

**LEGEND** 

**GENERAL NOTES** 

THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TEMPORARY PEDESTRIAN SURFACE "A"

TEMPORARY PEDESTRIAN SURFACE "B" TEMPORARY DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

> STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**CURB RAMP PEDESTRIAN TRAFFIC CONTROL** 

SDD

15D30 <u>09</u>j 60 <u>1</u>