

WKE PROJECT ID: 3325-06-71, 72 WITH: 3325-06-72 COUNTY: WALWORTH

Jan 10, 2023

ORDER OF SHEETS

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

TOTAL SHEETS = 230



DESIGN DESIGNATION

A.A.D.T.	(2015)	=	5,300 VPD
A.A.D.T.	(2043)	=	6,100 VPD
D.H.V.		=	800
D.D.		=	59/41
T.		=	6.3%
DESIGN SPEED		=	40 MPH (URBAN), 55 MPH (RURAL)
ESALS		=	1,500,000

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

ROCK	
LABEL	
95.36	
E	
FO	
G	
SAN	
SS	
T	
W	
Ø	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

ELKHORN ROAD
E. GENEVA STREET TO GLENWOOD DRIVE
STH 67
WALWORTH COUNTY

ELKHORN ROAD
E. GENEVA STREET TO GLENWOOD DRIVE
STH 67
WALWORTH COUNTY

STATE PROJECT NUMBER
3325-06-71

STATE PROJECT NUMBER
3325-06-72

END PROJECT
STA. 629+35.00

T-2-N

T-1-N

BEGIN PROJECT
STA. 566+85.00
X = 763,205.78
Y = 331,147.80

LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 1.184 MI

HORIZONTAL POSITIONS SHOWN N THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3325-06-71	WISC 2023148	1
3325-06-72		

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715-1943
(608) 251-4843

Bhupendra Bista
08/01/2022

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor R.A. SMITH NATIONAL, INC.
Designer STRAND ASSOCIATES, INC.
Project Manager DIEGO SILVA, P.E.
Regional Examiner WISDOT SE REGION
Regional Supervisor MANOJOY NAG, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 08/01/2022

(Signature)

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE IS MEASURED FOR PAYMENT IN TONS, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THAT AREA.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

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

EROSION CONTROL BMP'S ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

THE LOCATION OF PROPOSED SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

MISCELLANEOUS REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT. SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

CONTACT THE ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT

A SAWED JOINT SHALL BE REQUIRED WHEN NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE EDGE OF LANE AND EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

WISDOT PREPARED THE FOLLOWING PLANS FOR THE PROJECT:

- SIGNING PLANS

BAXTER & WOODMAN PREPARED SANITARY SEWER AND WATER MAIN PLANS

UTILITY CONTACTS

- * ALLIANT ENERGY CORPORARTION - ELECTRICITY
AUSTIN KROHN
400 KOOPMAN LANE
ELKHORN, WI 53121
(262) 741-0905
ELKHORN_ENGINEERING@ALLIANTENERGY.COM

* AT&T WISCONSIN - COMMUNICATION LINE
RYAN DANEWELLIS
316 W WASHINGTON AVENUE
MADISON, WI 53703
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RD1238@ATT.COM

* ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATCLLC.COM

* SPECTRUM - COMMUNICATION LINE
CODY THOMPSON
1348 PLAINFIELD AVENUE
JANESVILLE, WI 53545
(608) 373-7523
CODY.THOMPSON@CHARTER.COM
- * VILLAGE OF WILLIAMS BAY - WATER
WAYNE EDWARDS
(262) 903-1764
WEDWARDS@WILLIAMSBAY.ORG

* VILLAGE OF WILLIAMS BAY - SANITARY SEWER
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(262) 903-1764
WEDWARDS@WILLIAMSBAY.ORG

* WE ENERGIES - GAS/PETROLEUM
SCOTT HOLSTEIN
700 S KANE STREET
BURLINGTON, WI 53105
(262) 763-1084
SCOTT.HOLSTEIN@WE-ENERGIES.COM

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER
UTILITY PLANS
SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL - ADVANCE WARNING SIGNING
DETOUR ROUTE SIGNING
ALIGNMENT
CONTROL POINT



Dial 811 or (800)242-8511

www.DiggersHotline.com

* DENOTES DIGGERS HOTLINE MEMBERS

HMA PAVEMENT SUMMARY TABLE

LOCATION	LOWER LAYER	MIDDLE LAYER	UPPER LAYER
	HMA TYPE	HMA TYPE	HMA TYPE
STH 67/GENEVA ST INTERSECTION (STA. 565+67 - 150+83 G)	---	---	2-INCH
	---	---	4 LT 58-28 S
STH 67 - MAINLINE, STARK STREET (STA. 566+85 - 575+00)	4-INCH	---	2-INCH
	3 LT 58-28 S	---	4 LT 58-28 S
STH 67 - MAINLINE (STA. 575+00 - 584+85)	1-INCH (LEVELING COURSE)	---	2-INCH
	4 LT 58-28 S	---	4 LT 58-28 S
STH 67 - MAINLINE (STA. 584+85 - 629+35)	2 1/4-INCH	---	2-INCH
	3 LT 58-28 S	---	4 LT 58-28 S
STH 67 - WATER MAIN PATCH (STA. 575+00 - 583+90)	3-INCH	2 1/4-INCH	2-INCH
	3 LT 58-28 S	3 LT 58-28 S	4 LT 58-28 S
STH 67 - CULVERT REPLACEMENTS (STA. 590+97 - 591+43) (STA. 594+81 - 595+55) (STA. 601+25 - 601+91)	4-INCH	2 3/4-INCH	2-INCH
	3 LT 58-28 S	3 LT 58-28 S	4 LT 58-28 S

SEWRPC CONTACT

ROB MERRY
SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
(262) 953-4289
RMERRY@SEWRPC.ORG

SANITARY SEWER AND WATER MAIN DESIGN CONSULTANT

BRETT BIWER, P.E.
BAXTER & WOODMAN
256 S. PINE STREET
BURLINGTON, WI 53105
(262) 939-0520
BBIWER@BAXTERWOODMAN.COM

DNR LIAISON

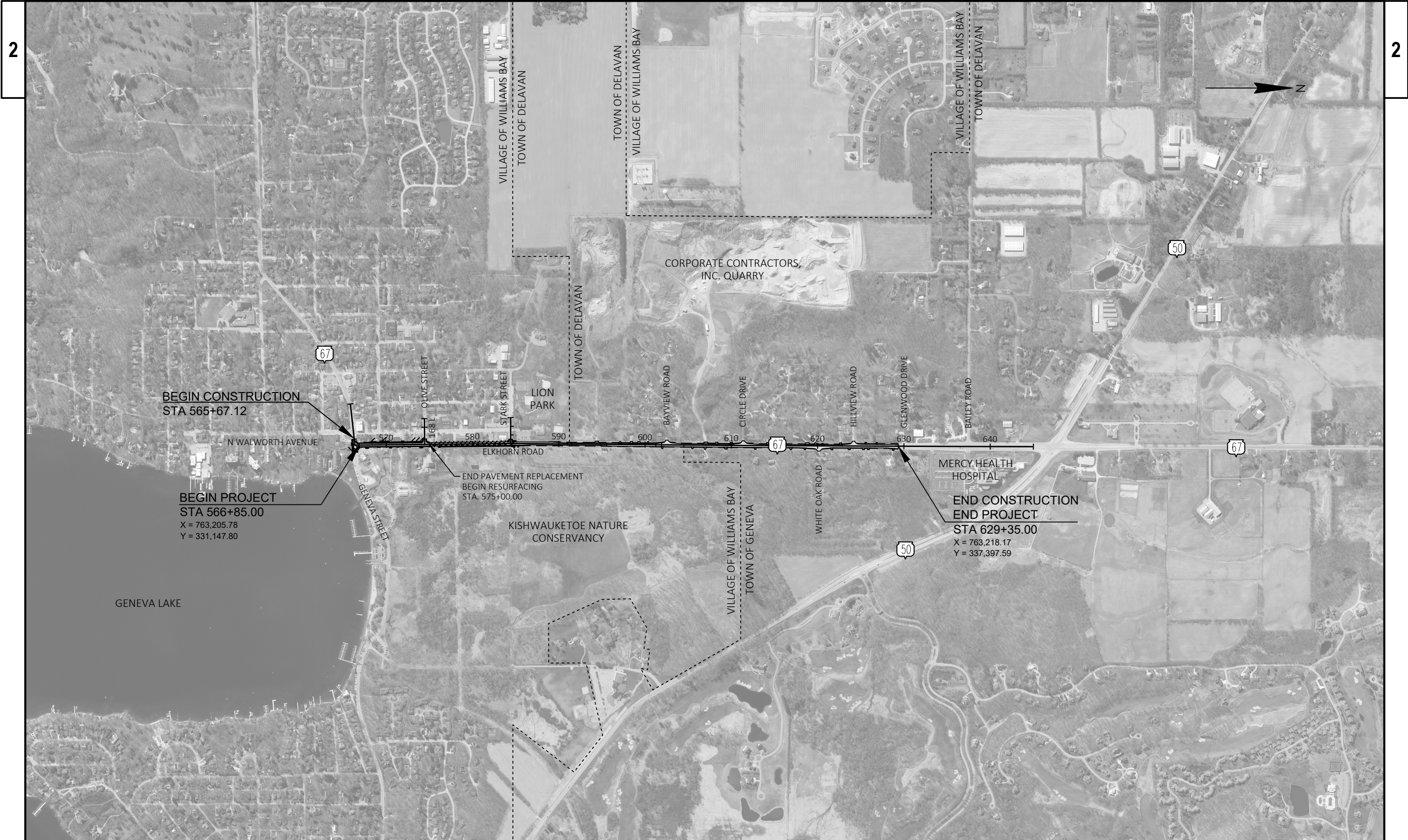
CRAIG WEBSTER
DNR SERVICE CENTER
141 NW BARSTOW STREET ROOM 180
WAUKESHA, WI 53188
(262) 574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

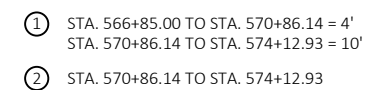
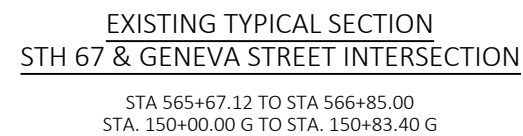
WISDOT REGION CONTACT

DIEGO SILVA, P.E.
WISDOT SOUTHEAST REGION
WAUKESHA OFFICE
141 NW BARSTOW STREET
P.O. BOX 798
WAUKESHA, WI 53187
(262) 548-6433
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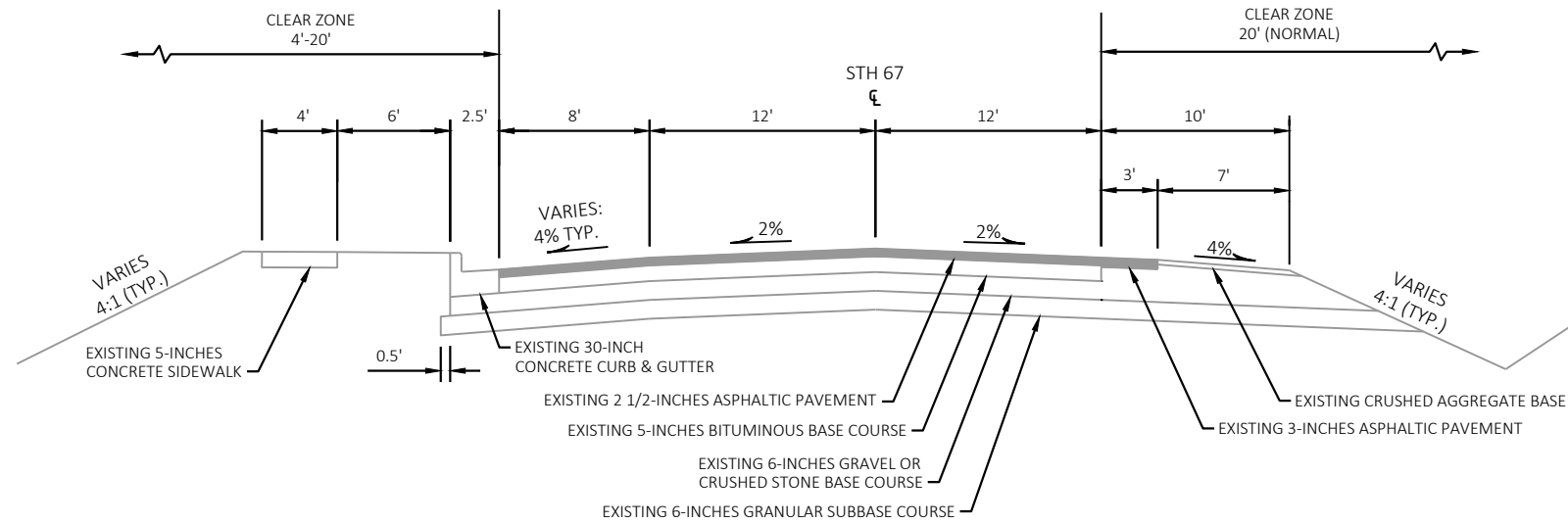
DESIGN CONSULTANT

BHUPENDRA BISTA, P.E.
STRAND ASSOCIATES, INC.
126 N. JEFFERSON STREET, SUITE 350
MILWAUKEE, WI 53202
(414) 271-0771
BHUPENDRA.BISTA@STRAND.COM



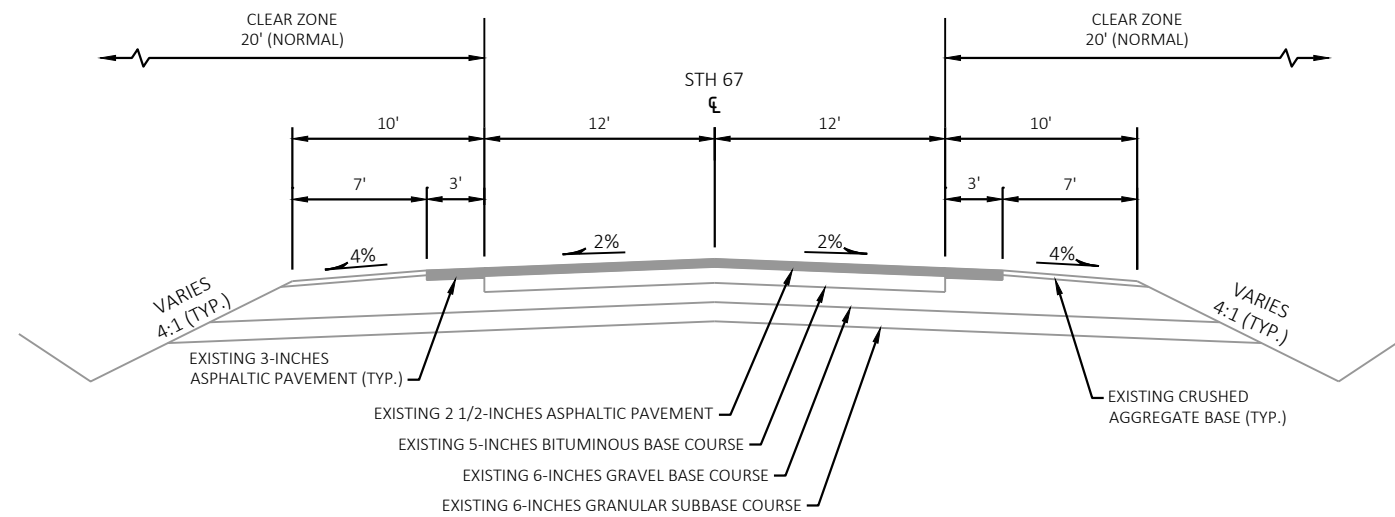


EXISTING TYPICAL SECTION
STA 566+85.00 - STA 584+85.00



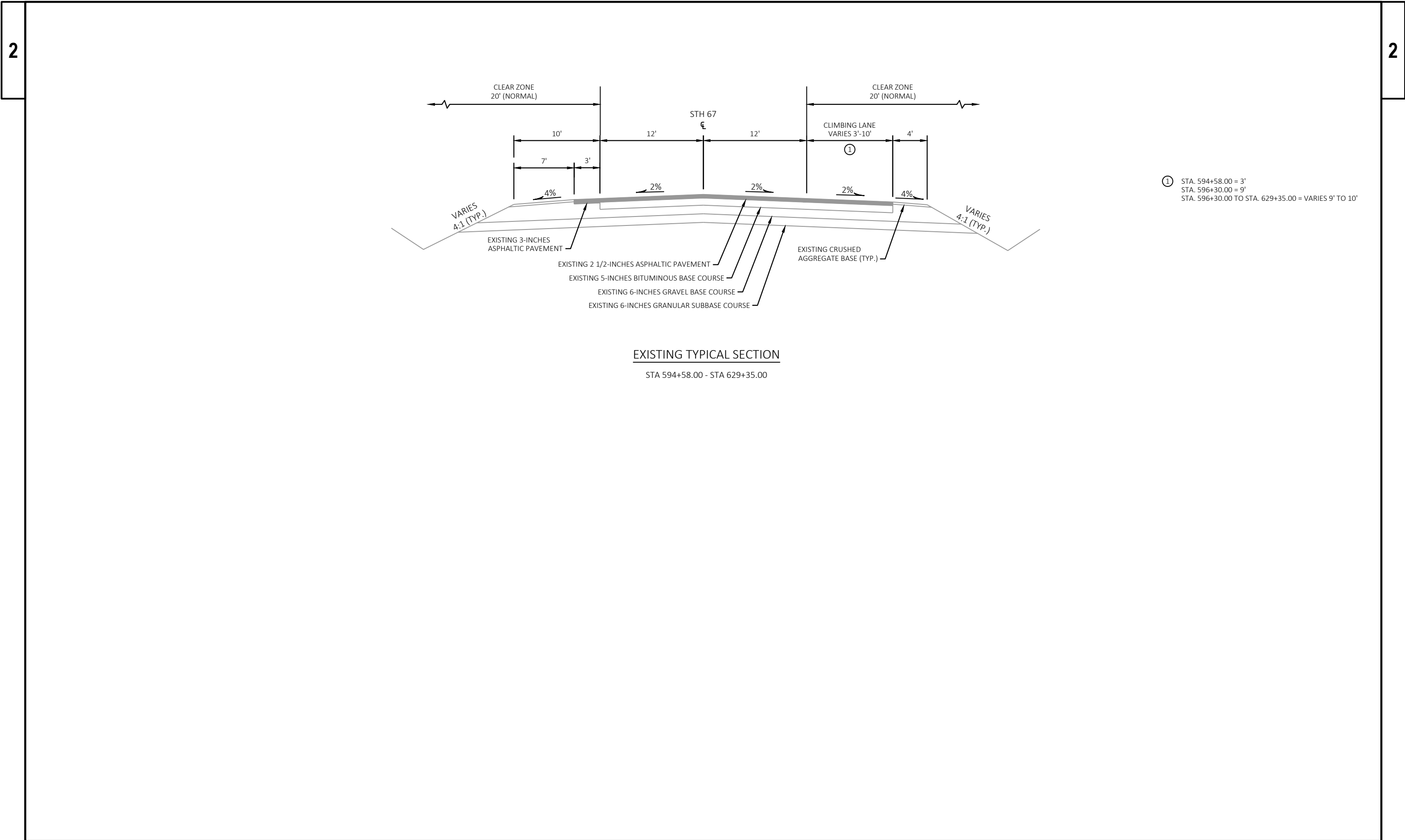
EXISTING TYPICAL SECTION

STA 584+85.00 - STA 588+86.00

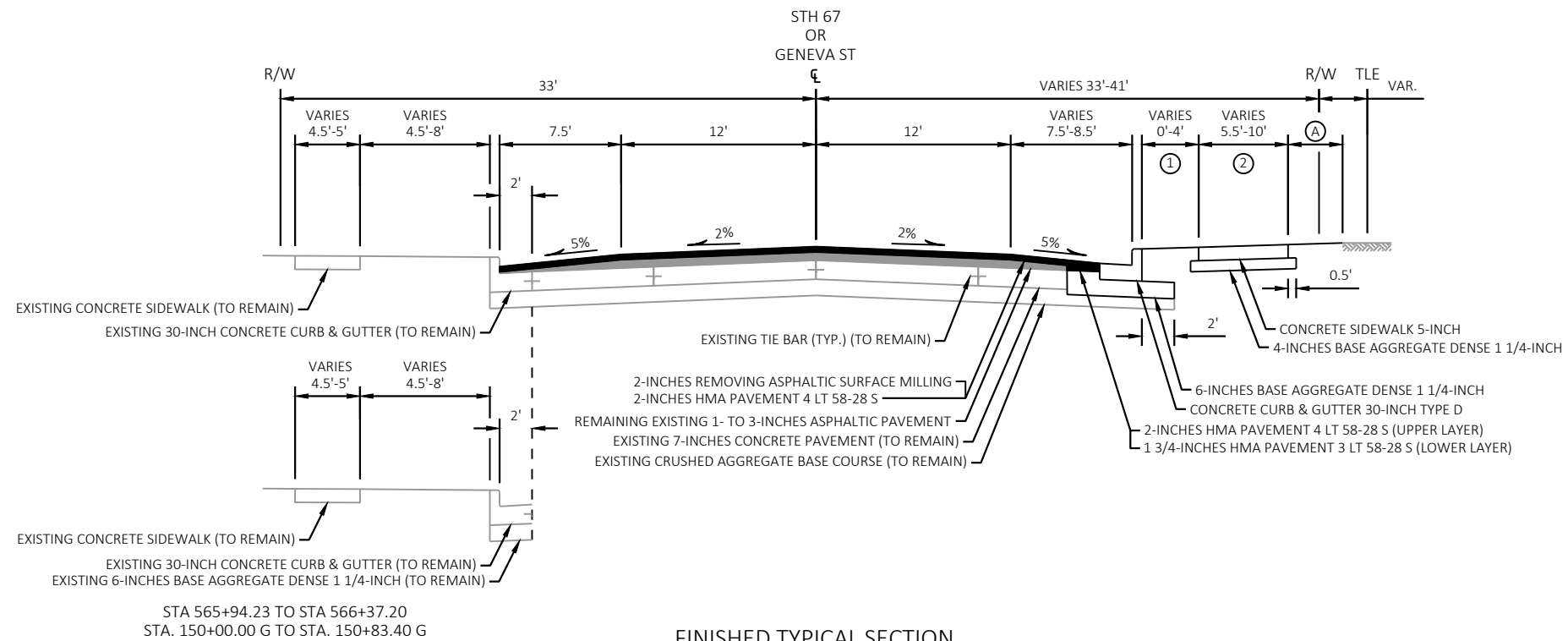


EXISTING TYPICAL SECTION

STA 588+86.00 - STA 594+58.00



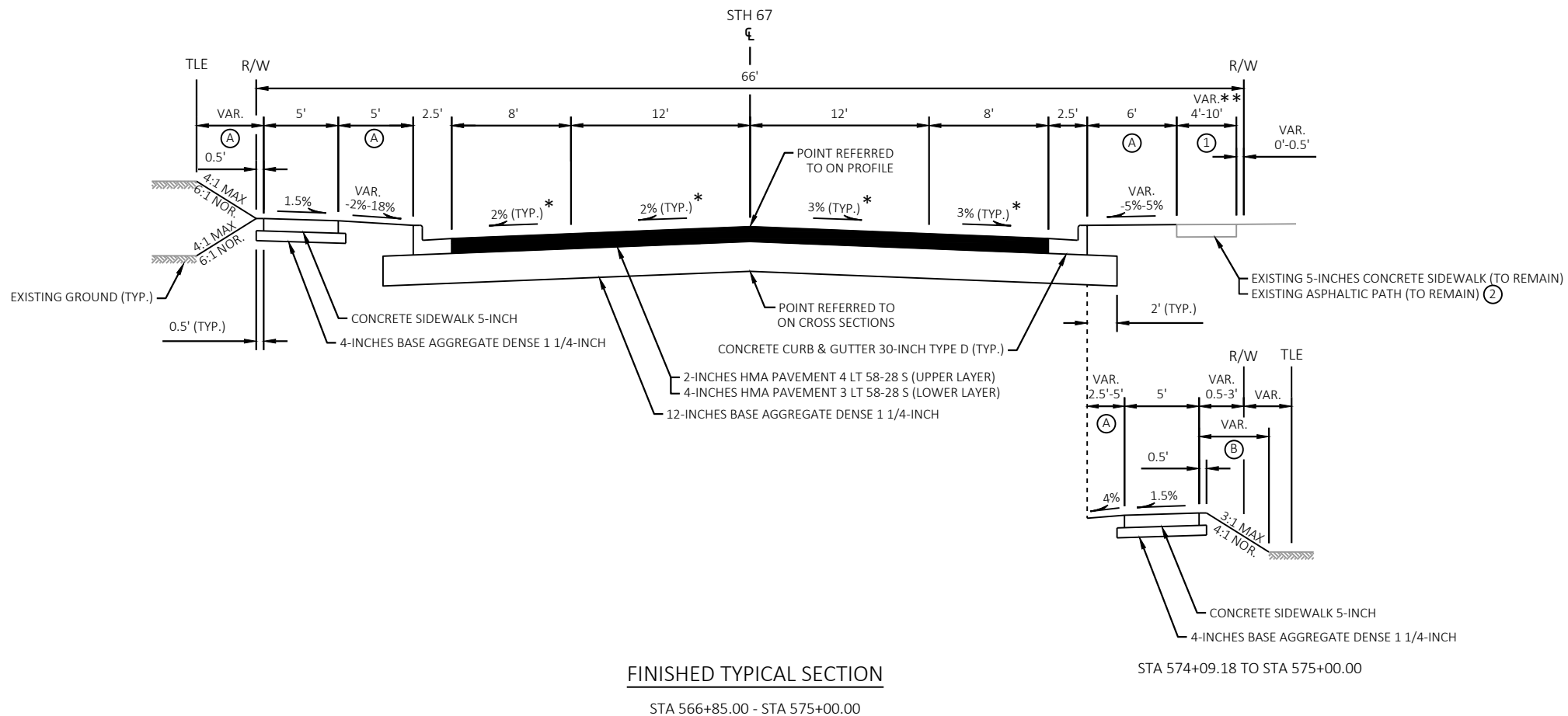
① STA. 594+58.00 = 3'
STA. 596+30.00 = 9'
STA. 596+30.00 TO STA. 629+35.00 = VARIES 9' TO 10'



FINISHED TYPICAL SECTION
STH 67 & GENEVA STREET INTERSECTION

STA 565+67.12 TO STA 566+85.00
STA. 150+00.00 G TO STA. 150+83.40 G

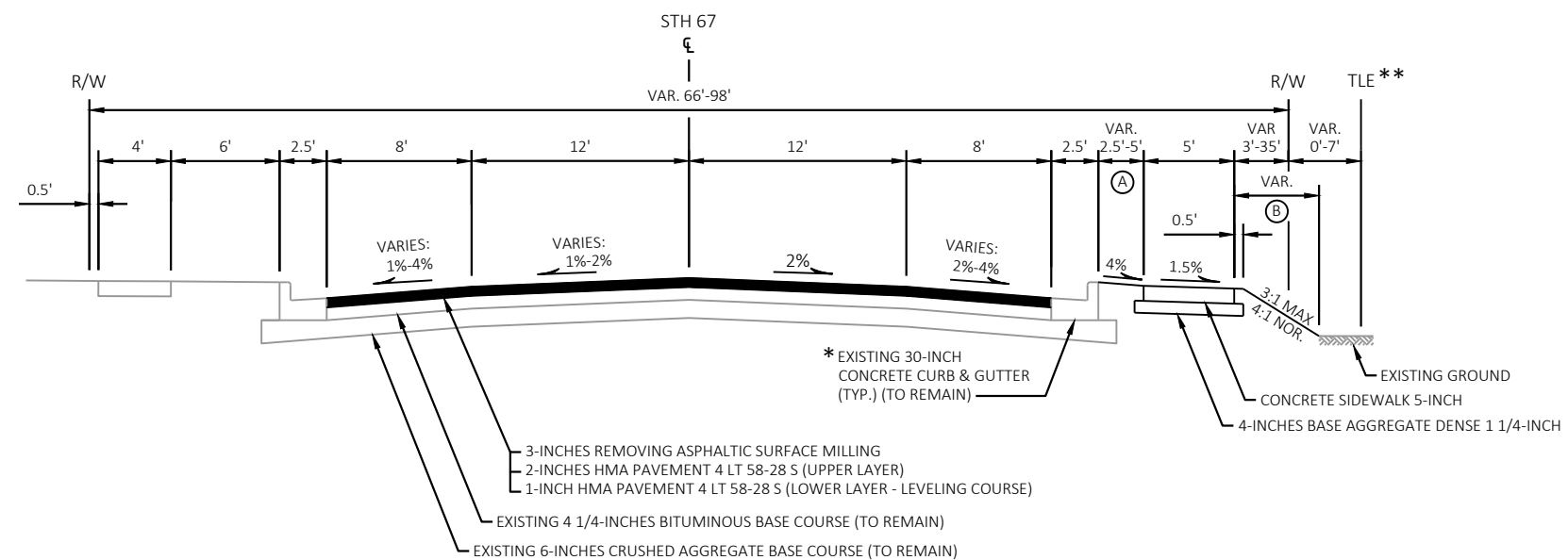
- ① SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.
- ① STA. 565+59.12 TO STA. 566+02.12 = 3.5'
STA. 566+02.12 TO STA. 566+17.12 = VARIES 3.5' TO 4'
STA. 566+17.12 TO STA. 566+37.20 = 4'
STA. 150+00.00 G TO STA. 150+01.88 G = 4'
STA. 150+01.88 G TO STA. 150+83.40 = 0'
- ② STA. 565+59.12 TO STA. 566+37.20 = 5.5'
STA. 150+00.00 G TO STA. 150+01.88 G = 5.5'
STA. 150+01.88 G TO STA. 150+83.40 G = 10'



FINISHED TYPICAL SECTION

STA 566+85.00 - STA 575+00.00

- * SEE PAVING GRADES FOR VARIABLE CROSS SLOPE LOCATIONS.
- ** SEE PLAN DETAILS FOR SPOT SIDEWALK REPLACEMENT LOCATIONS.
- ① TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.
- ② TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A.
- ③ STA. 566+85.00 TO STA. 570+86.14 = 4'
STA. 570+86.14 TO STA. 574+09.18 = 10'
- ④ STA. 570+86.14 TO STA. 573+99.18



FINISHED TYPICAL SECTION

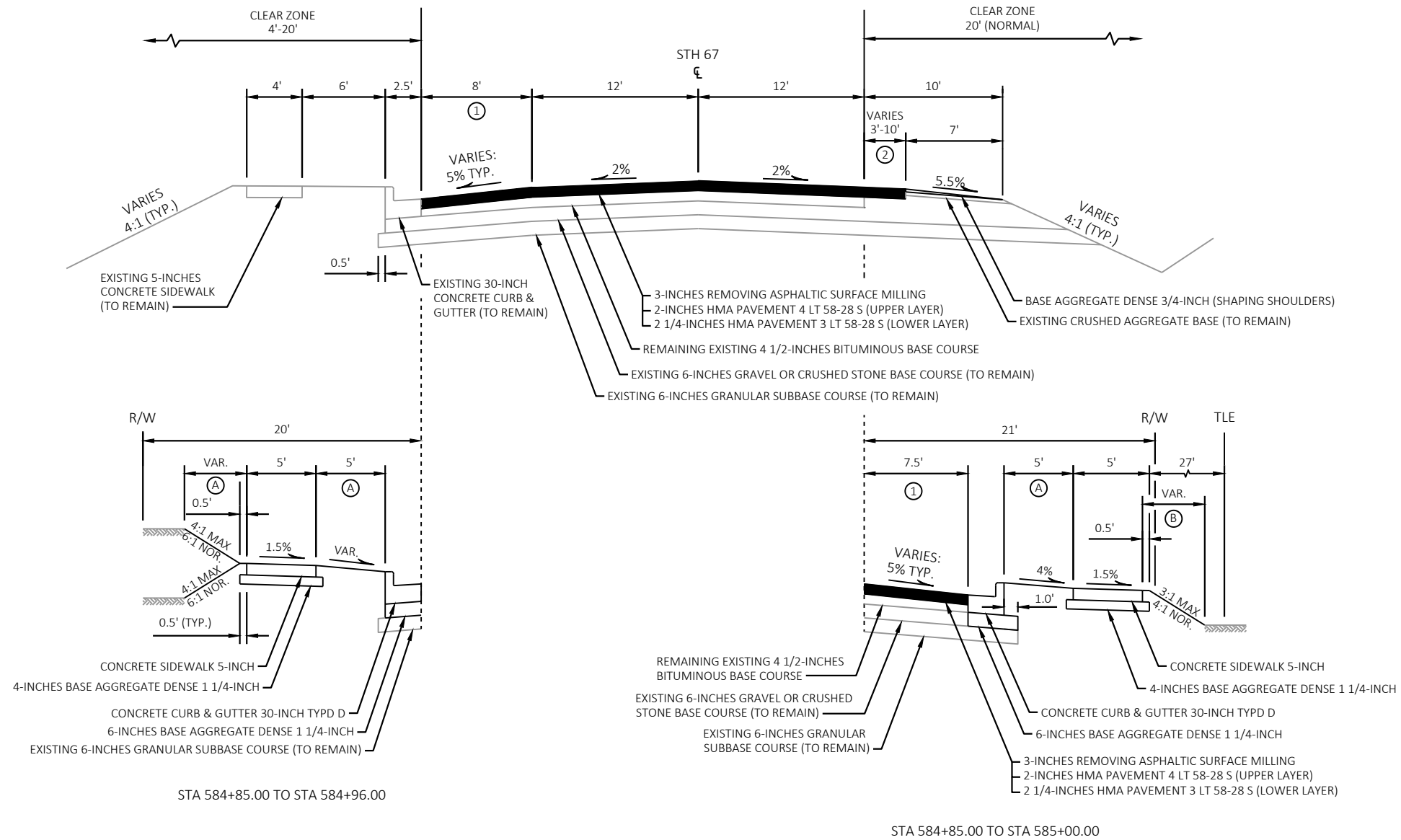
STA 575+00.00 - STA 584+85.00

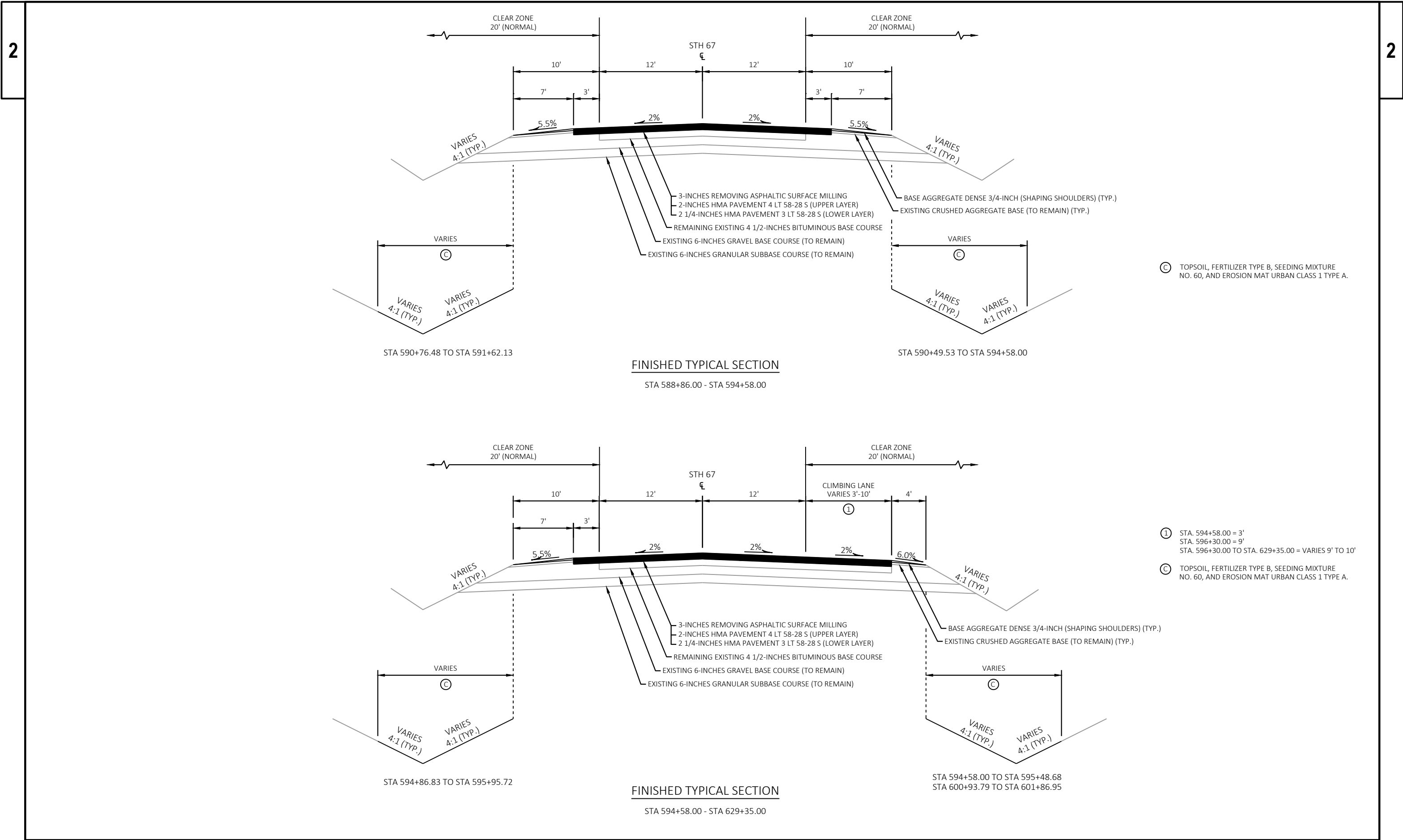
* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT LOCATIONS.

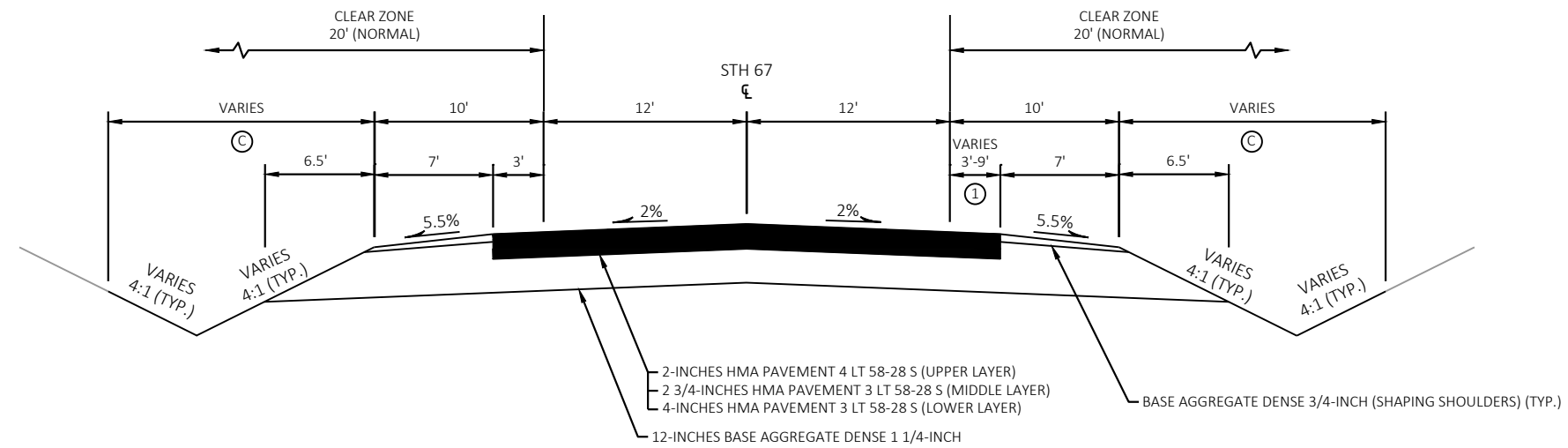
** TLE FROM STA. 575+00.00 TO STA. 575+27.37

(A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A.



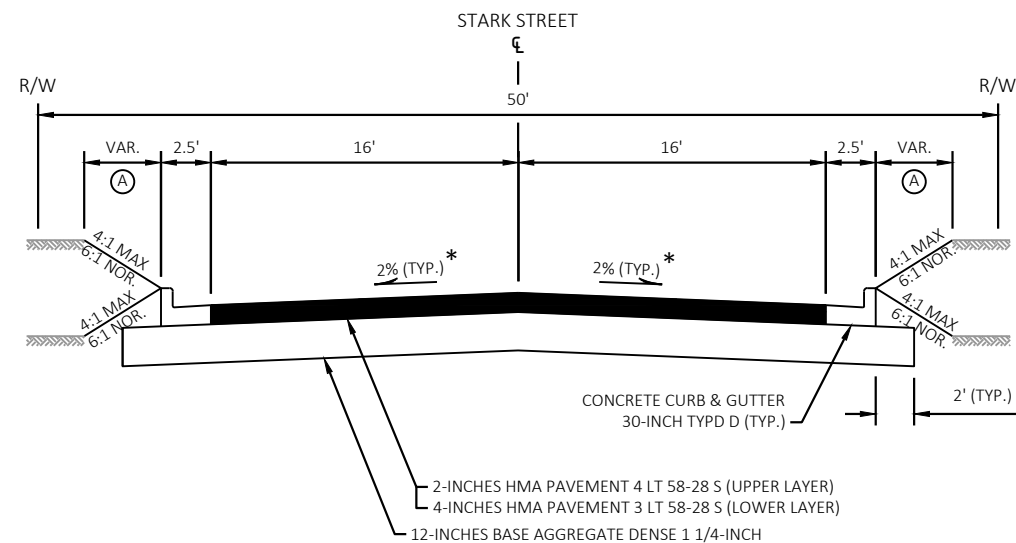




**FINISHED TYPICAL SECTION
CULVERT REPLACEMENTS**

STA 590+96.98 TO STA 591+42.98
STA 594+80.56 TO STA 595+54.53
STA 601+25.03 TO STA 601+91.06

- * SEE PAVING GRADES FOR VARIABLE CROSS SLOPE LOCATIONS.
- ① STA. 591+04.98 TO STA. 591+34.98 = 3'
STA. 594+86.83 TO STA. 595+48.82 = VARIES 4' TO 6'
STA. 601+43.05 TO STA. 601+73.06 = 9'
- Ⓐ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.
- Ⓒ TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 60, AND EROSION MAT URBAN CLASS 1 TYPE A.

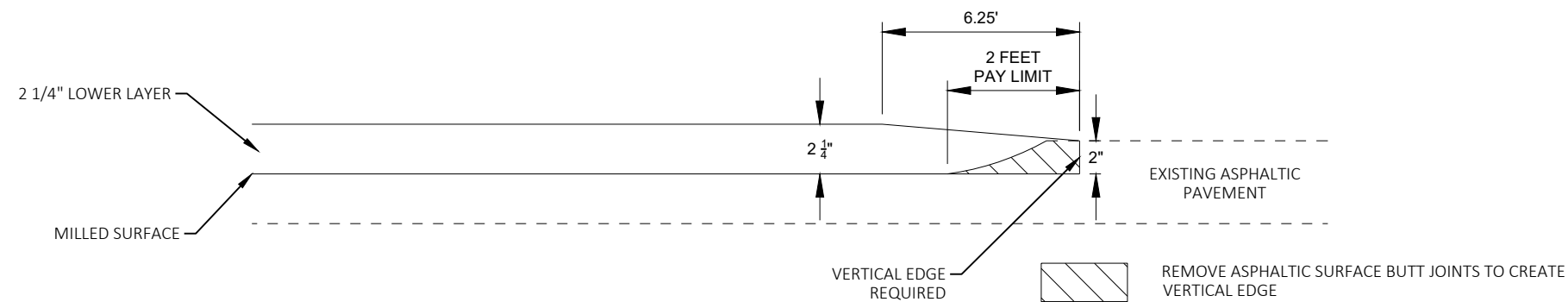


**FINISHED TYPICAL SECTION
STARK STREET**

STA 179+50.00 S TO STA 179+80.10 S

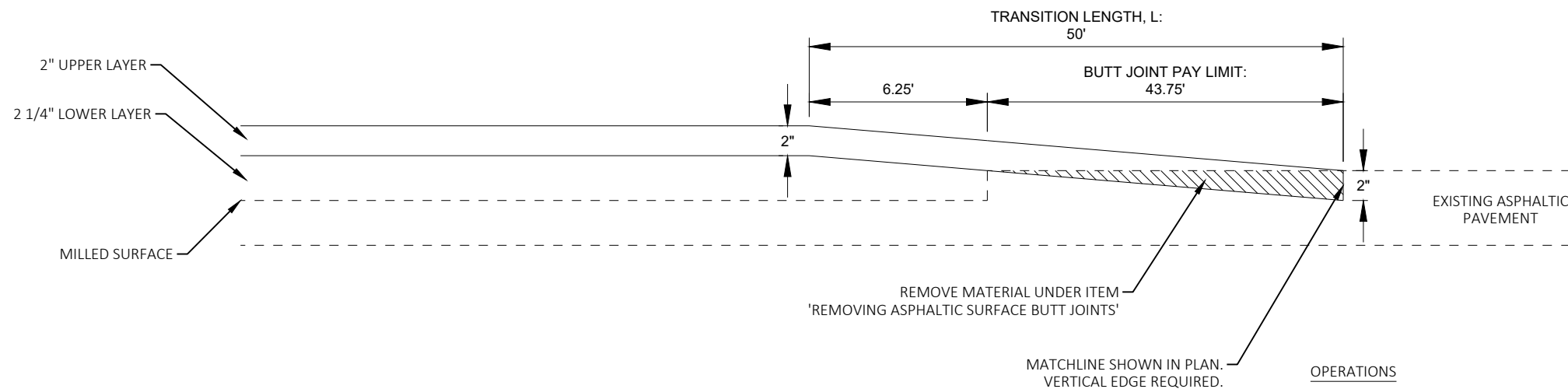
- * SEE PAVING GRADES FOR VARIABLE CROSS SLOPE LOCATIONS.
- Ⓐ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.

NOT TO SCALE

OPERATIONS

- REMOVING ASPHALTIC SURFACE MILLING 3-INCHES AND REMOVING ASPHALTIC SURFACE BUTT JOINT AS SHOWN.
- PAVE LOWER LAYER AS SHOWN

MILLING AND PAVING LOWER LAYER

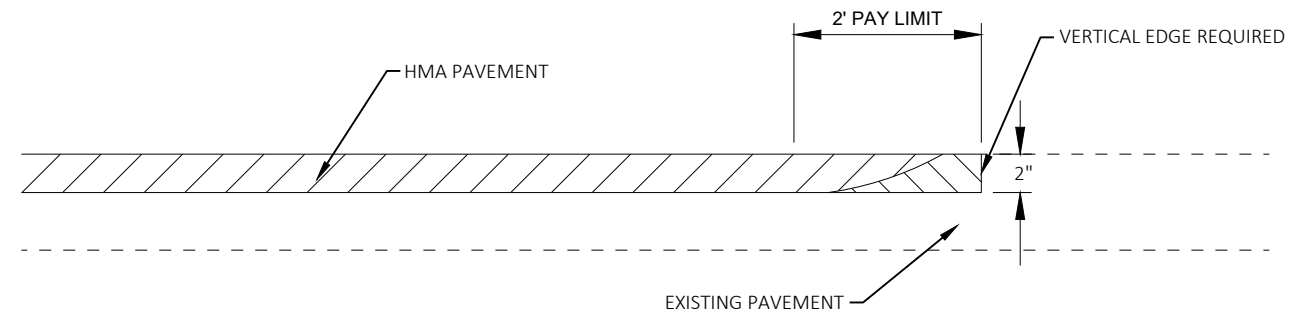
OPERATIONS

- REMOVING ASPHALTIC SURFACE BUTT JOINT TO DIMENSIONS SHOWN
- PAVE UPPER LAYER

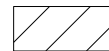
MILLING BUTT JOINT AND PAVING UPPER LAYER

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (PROFILE CHANGE)

MAINLINE END PROJECT LIMITS
STA. 629+35



REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINT'



REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)

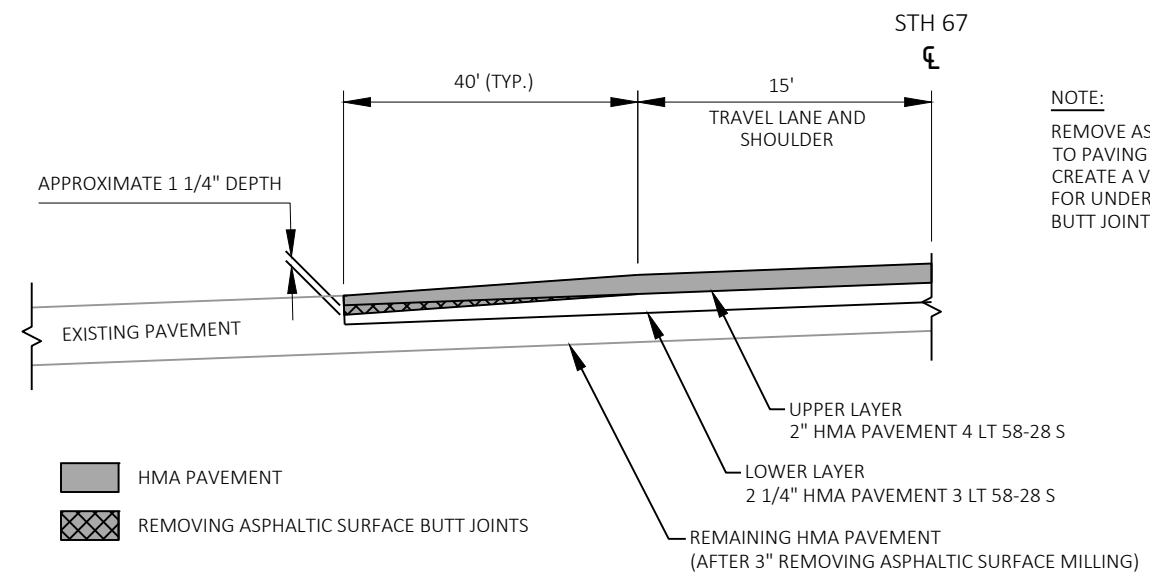
STA. 565+67
STA. 150+83 G

Diagram illustrating a cross-section of a road project area, showing the limits of mill and overlay work.

The diagram shows a road cross-section with the following components and dimensions:

- ROADWAY WIDTH:** 40' (Total width of the mill and overlay area).
- PAVED SHOULDER:** 15' (Width of the paved shoulder area).
- ASPHALTIC SURFACE MILLINGS (SHOULDERS) (TYP.):** Indicated by dashed lines on the left side of the road.
- AGGREGATE SHOULDER:** Indicated by a dashed line on the right side of the road.
- LIMITS OF MILL AND OVERLAY:** Indicated by dashed lines on the right side of the road.
- SIDEROAD:** Indicated by a dashed line on the left side of the road.
- STH 67:** State Highway 67, indicated by a dashed line on the right side of the road.

Arrows labeled 'A' indicate the direction of traffic flow: one arrow points left from the centerline, and another arrow points right from the right edge of the mill area.



NOTE:
REMOVE ASPHALTIC SURFACE WEDGE PRIOR TO PAVING UPPER PAVEMENT LAYER TO CREATE A VERTICAL FACE AT BUTT JOINT. PAID FOR UNDER REMOVING ASPHALTIC SURFACE BUTT JOINTS.

SECTION A-A
UPPER PAVEMENT LAYER

DETAIL OF REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT AT SIDEROADS

NOT TO SCALE

REMOVING ASPHALTIC SURFACE
MILLING (SEE TYPICAL SECTIONS
FOR ADDITIONAL INFORMATION)

ASPHALTIC PAVEMENT
PATCHING LIMITS

VARIES
2" TO 4 1/4"

⊗ SEE TYPICAL SECTIONS FOR LAYER THICKNESS.

VARIES 1" TO 4 1/2" ⊗

EXISTING BASE COURSE (TO REMAIN)
DEPTH AND MATERIAL VARIES

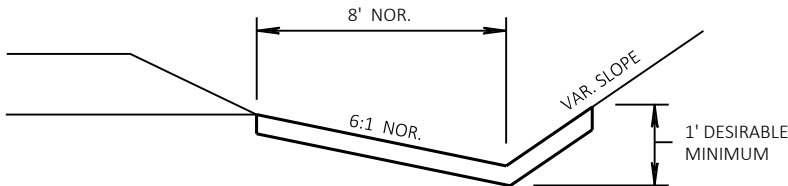
SAWING ASPHALT REQ'D (TYP.)

BASE PATCHING ASPHALTIC

REMAINING ASPHALTIC PAVEMENT (TYP.)

ASPHALTIC PAVEMENT PATCHING

LOCATION AND LIMITS TO BE DETERMINED BY
ENGINEER IN THE FIELD

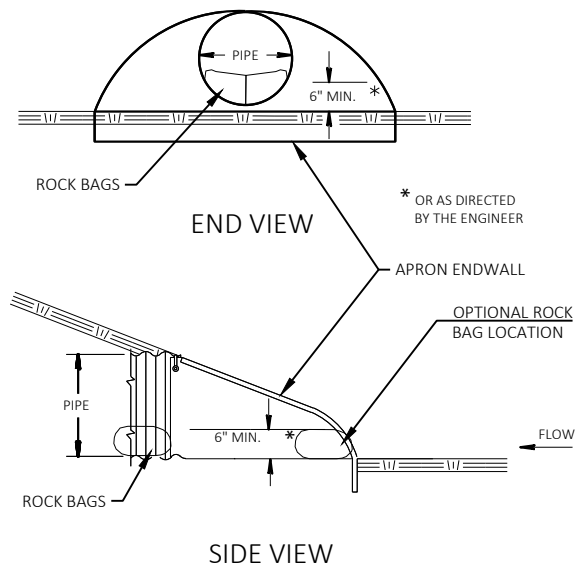


EROSION MAT DETAIL FOR DITCHES

RUNOFF COEFFICIENT TABLE

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

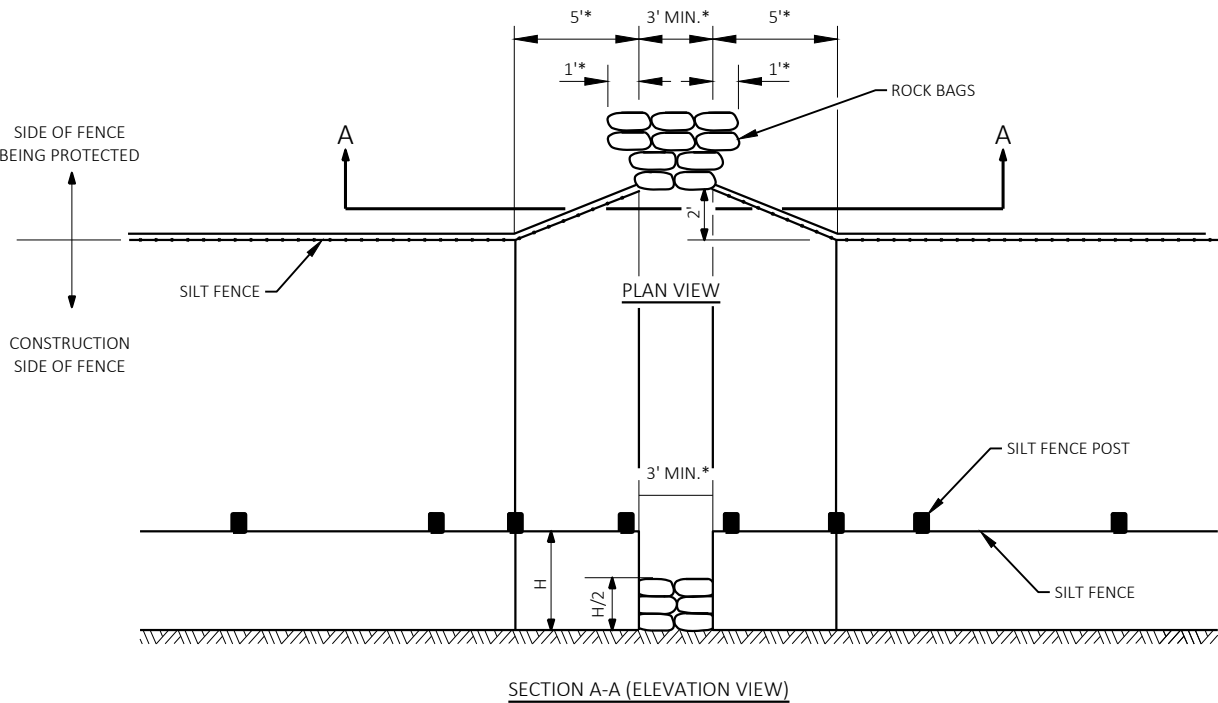
TOTAL PROJECT AREA = 8.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.5 ACRES



ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

CULVERT PIPE CHECKS

SEE EROSION CONTROL PLAN FOR LOCATIONS

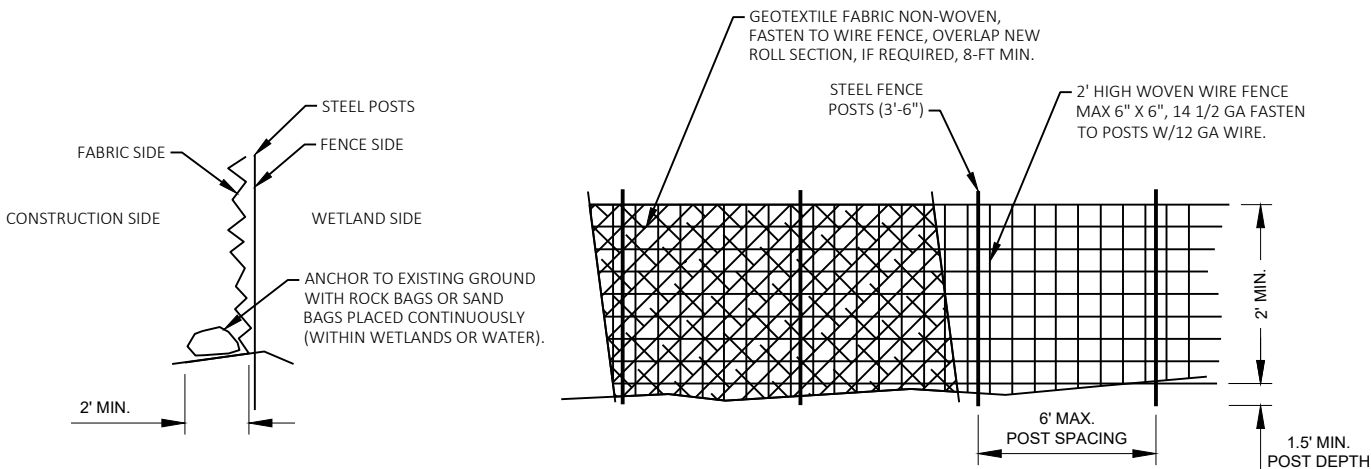


NOTE:
* = DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY ENGINEER
H = HEIGHT OF SILT FENCE

SILT FENCE DRAINAGE RELIEF DETAIL

SEE EROSION CONTROL PLAN FOR LOCATIONS

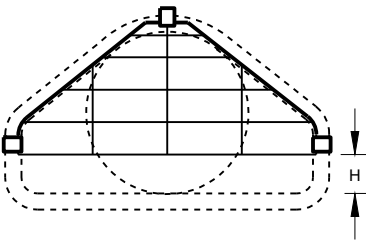
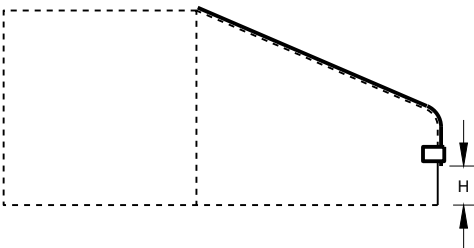
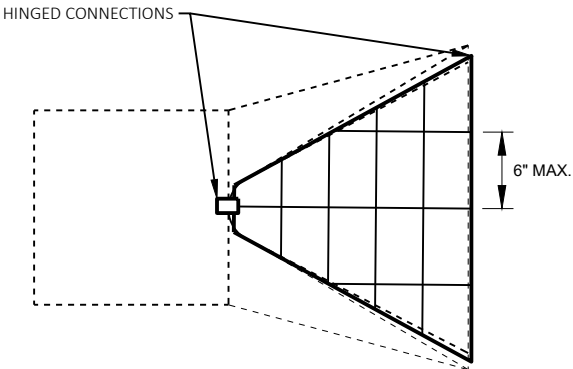
NOT TO SCALE



HEAVY DUTY SILT FENCE

NOTES: ANCHOR GEOTEXTILE FABRIC A MINIMUM OF 6" BELOW GRADE. TRENCH, ANCHOR AND BACKFILL SIMILAR TO REGULAR SILT FENCE INSTALLATION OUTSIDE OF WETLANDS OR WHEN THE GROUND IS DRY ENOUGH FOR TRENCHING. THE CONTRACTOR SHALL NOT BE REQUIRED TO TRENCH IF THE HDSF IS WITHIN STANDING WATER AT THE TIME OF INSTALLATION.

ANCHOR MATERIAL INCIDENTAL TO HEAVY DUTY SILT FENCE.

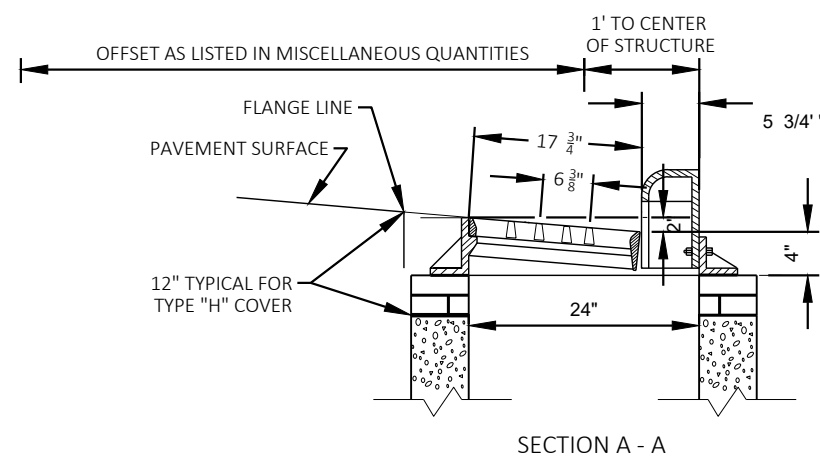
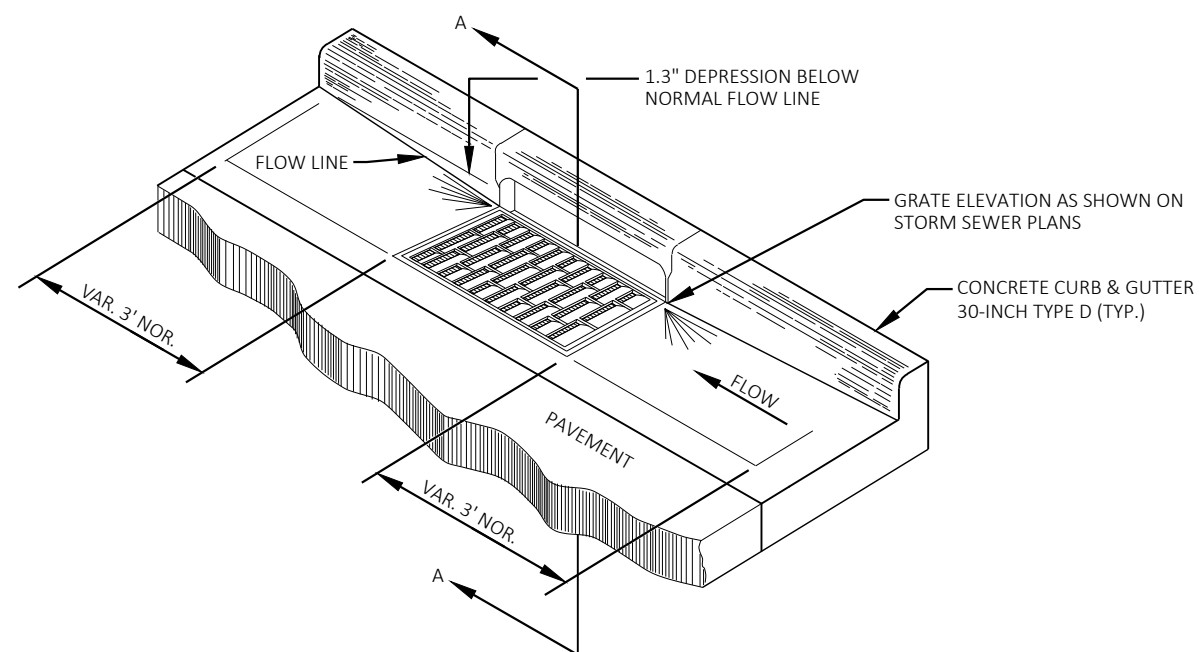
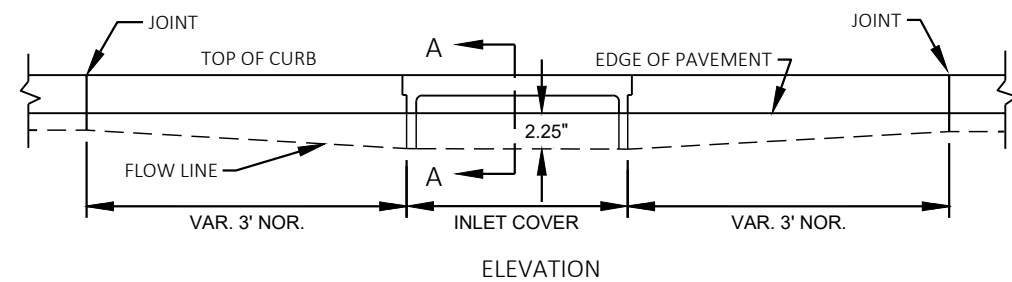


GRATE CLEARANCE HEIGHT			
ROUND PIPE		ARCH PIPE	
PIPE SIZE	H	PIPE SIZE	H
12"	2 1/2"	22" - 29"	4"
15"	3"	36" - 44"	5"
18" - 24"	4"	51" - 65"	6"
27" - 36"	5"	73" - 85"	7"
42" - 54"	6"		
60" - 72"	7"		
78" - 90"	8"		

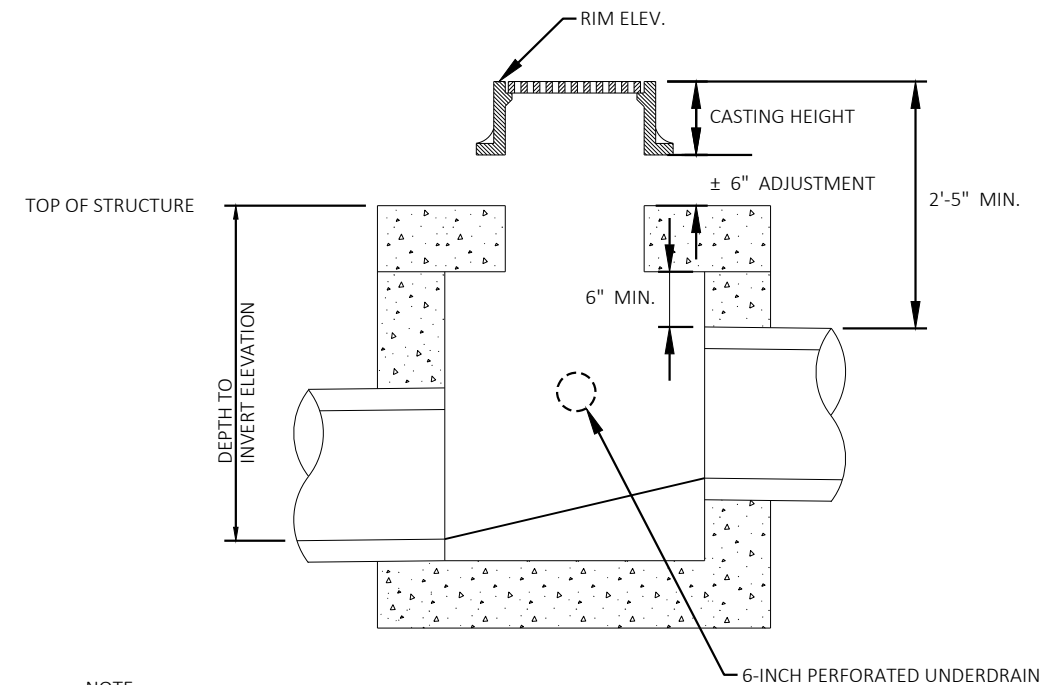
BAR SIZES				
STANDARD DESIGN				
	PIPE SIZE	HOLE DIAMETER REQUIRED	BOLT DIAMETER	BAR SIZE
ROUND PIPE	12" - 24"	3/4"	5/8"	5/8"
	27" - 48"	7/8"	3/4"	3/4"
	54" - 90"	1 1/8"	1"	1"
ARCH PIPE	22" - 29"	3/4"	5/8"	5/8"
	36" - 59"	7/8"	3/4"	3/4"
	65" - 85"	1 1/8"	1"	1"
BOLT LENGTH = PIPE WALL THICKNESS + 2 1/2"				

PIPE GRATES DETAIL

NOT TO SCALE



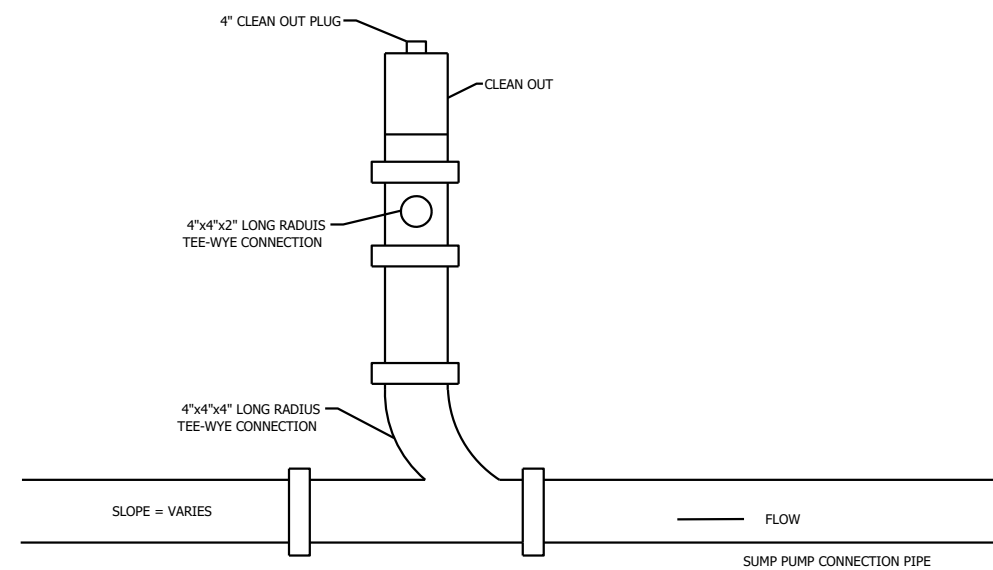
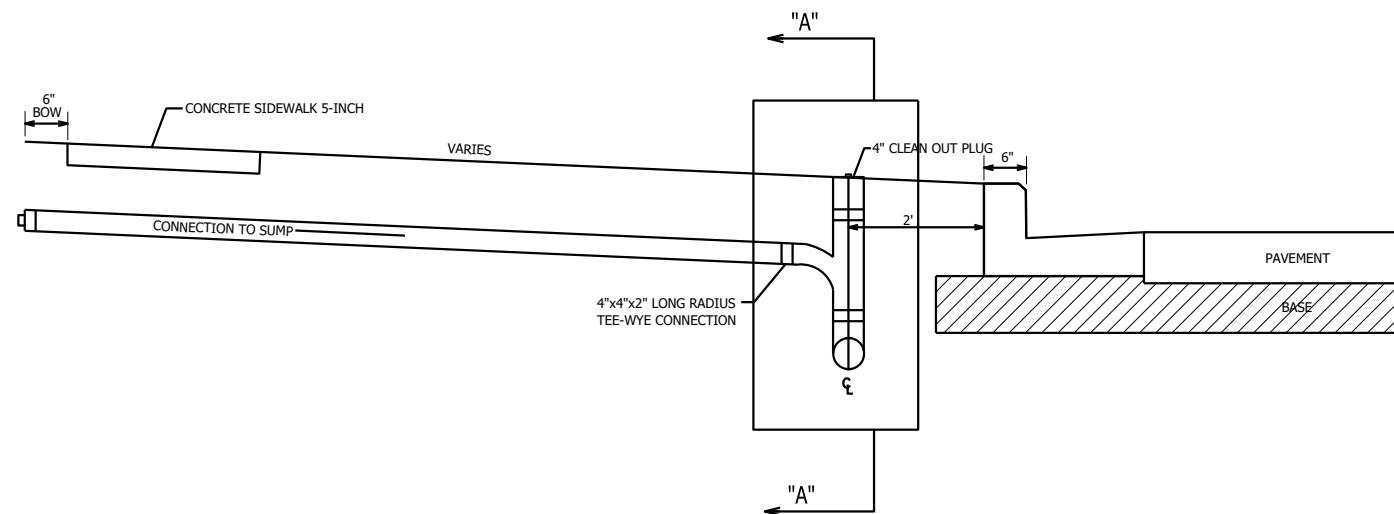
DETAIL OF CONCRETE CURB & GUTTER 30-INCH TYPE D AT INLETS
(INLETS 2 X 3 - H SHOWN)



NOTE:
RIM ELEVATION IS AT FLOW LINE FOR INLETS

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS

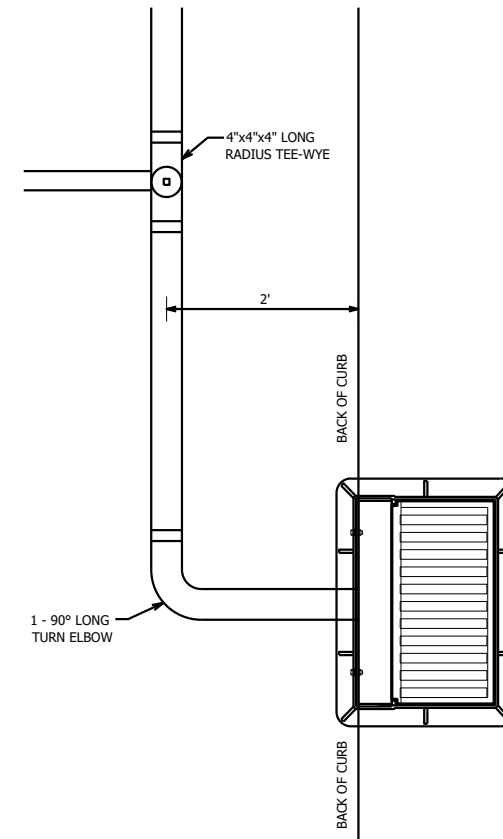
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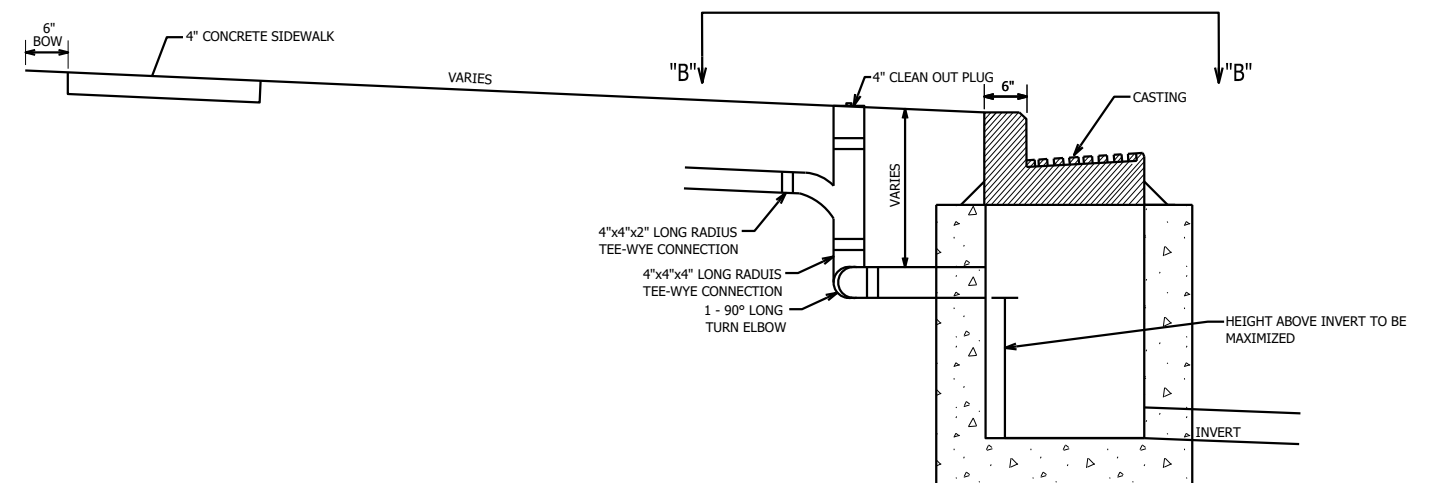
"A" - PROFILE VIEW
N.T.S.

SUMP PUMP CONNECTION AND CLEAN OUT
PROFILE VIEW "A"

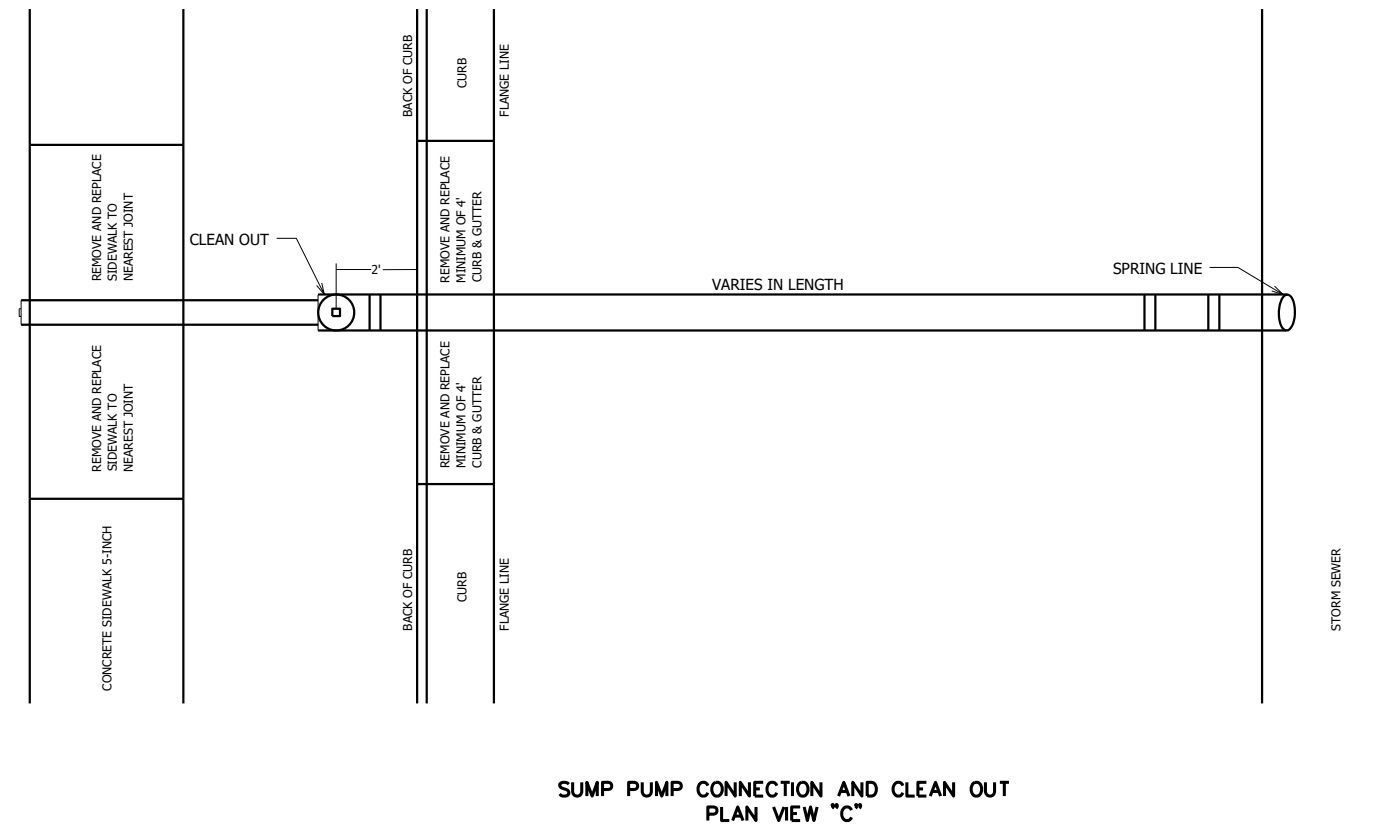
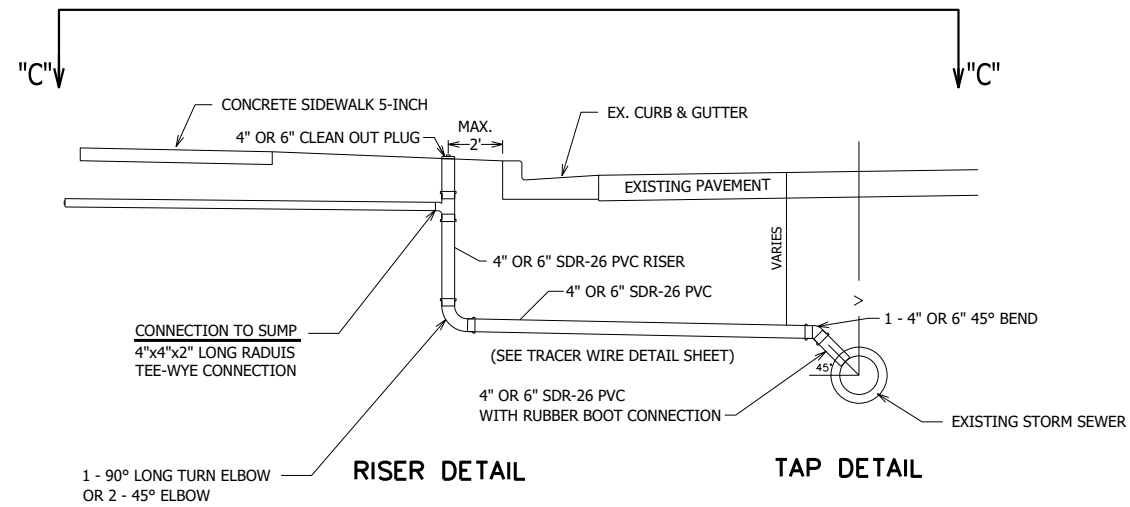
STA. 571+53 LT
STA. 584+25 LT

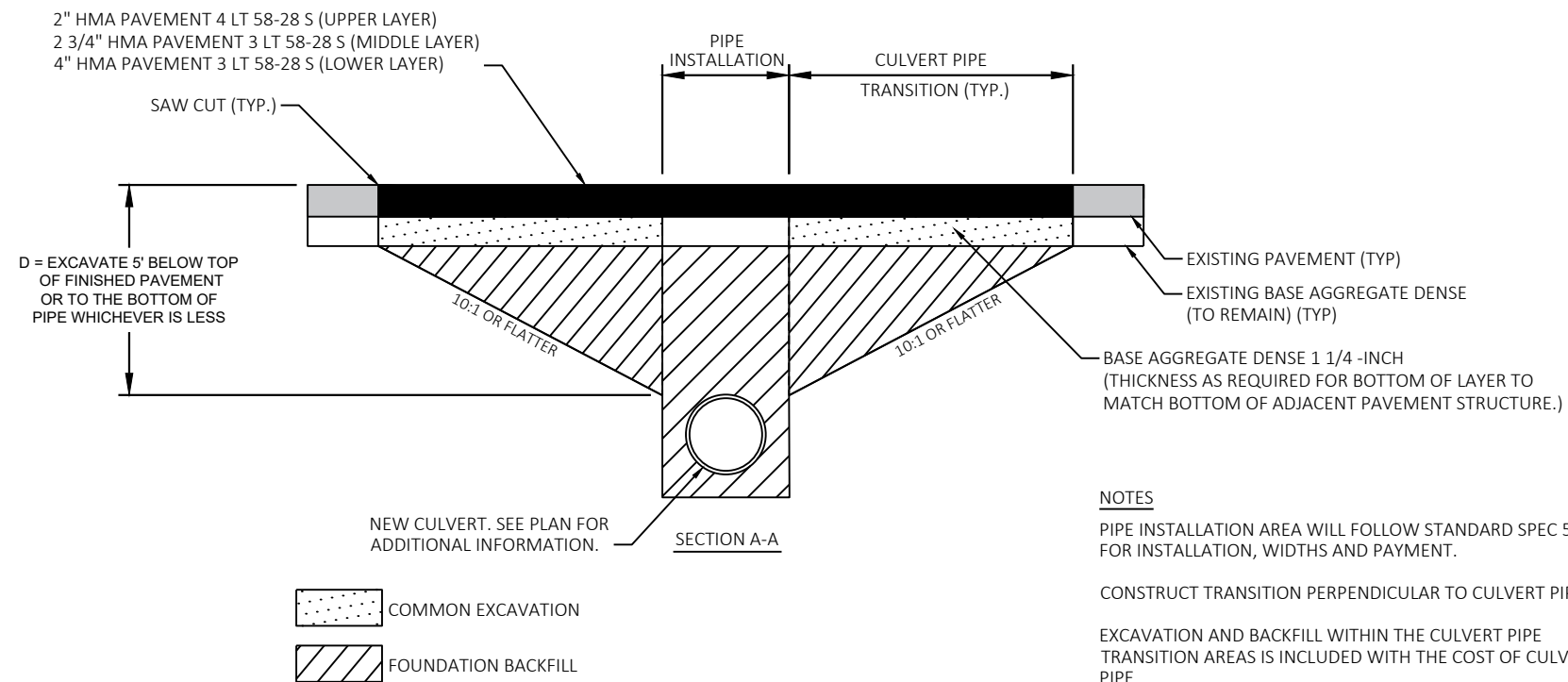
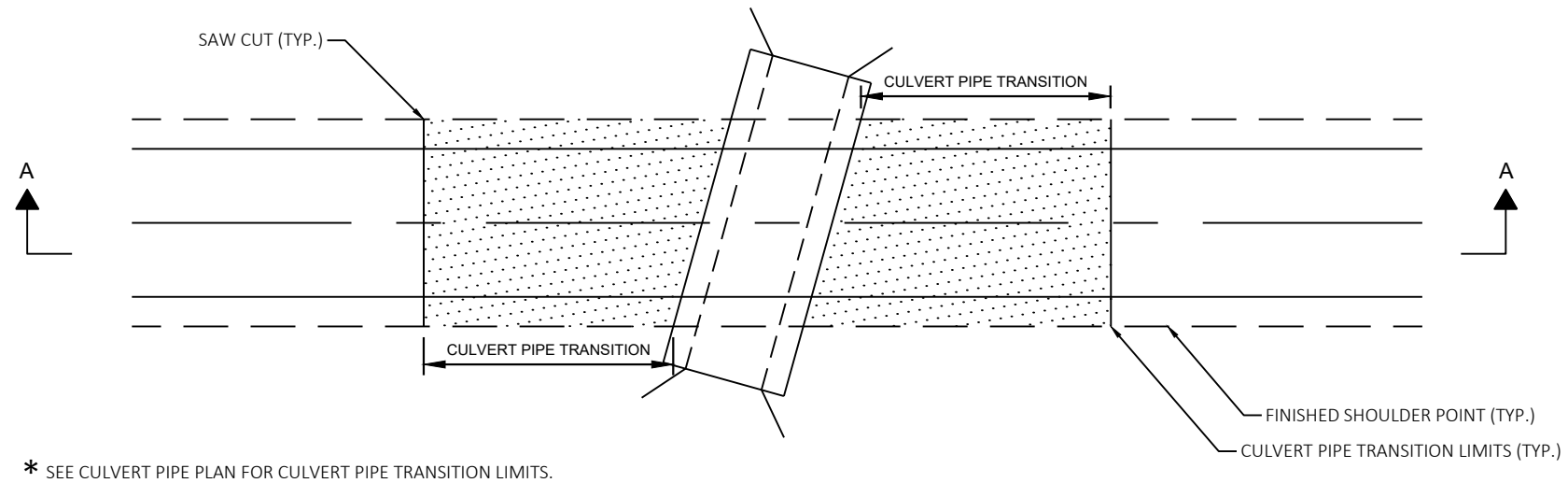


PLAN VIEW "B"



SUMP CONNECTION AND CLEAN OUT
PROFILE VIEW "B"



**NOTES**

PIPE INSTALLATION AREA WILL FOLLOW STANDARD SPEC 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

EXCAVATION AND BACKFILL WITHIN THE CULVERT PIPE TRANSITION AREAS IS INCLUDED WITH THE COST OF CULVERT PIPE.

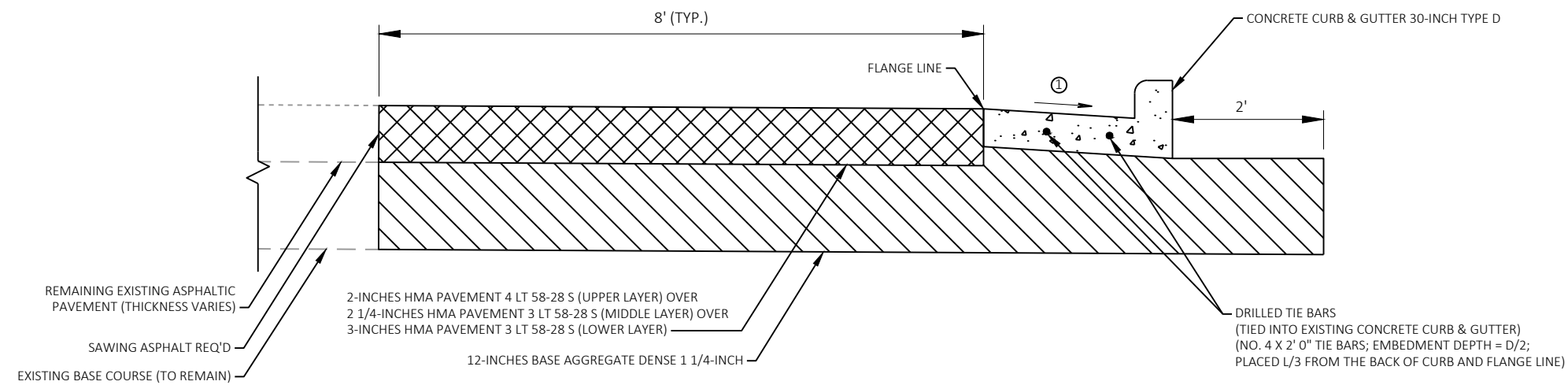
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

CULVERT REPLACEMENTS WITH TRANSITION

STA. 591+20.00
STA. 595+18.34
STA. 601+58.00

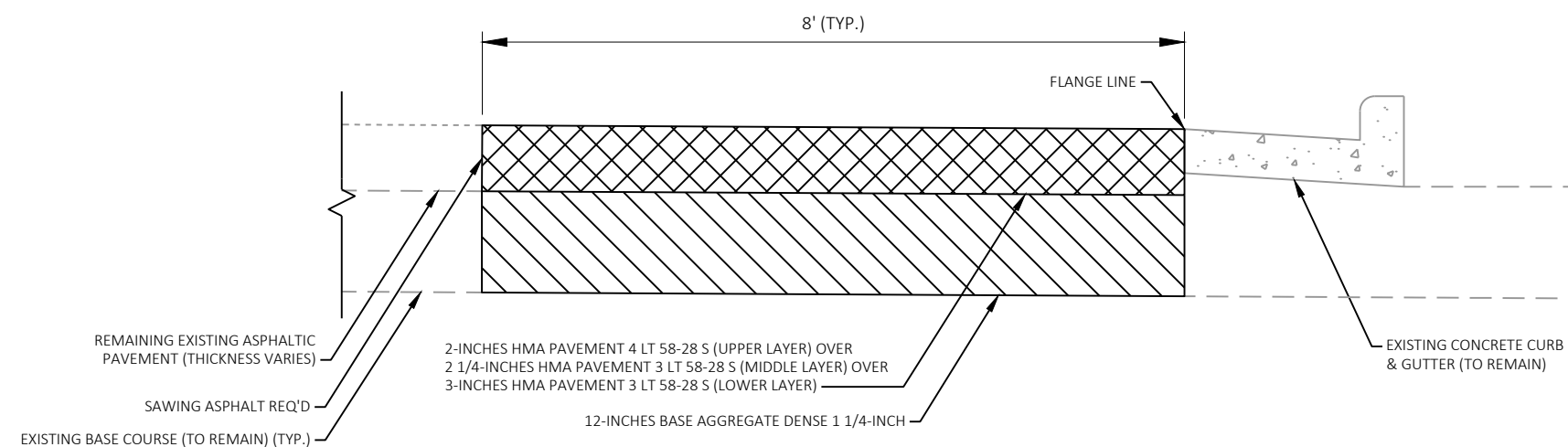
NOT TO SCALE

① MATCH EXISTING GUTTER SLOPE

**CONCRETE CURB & GUTTER SPOT REPLACEMENT**

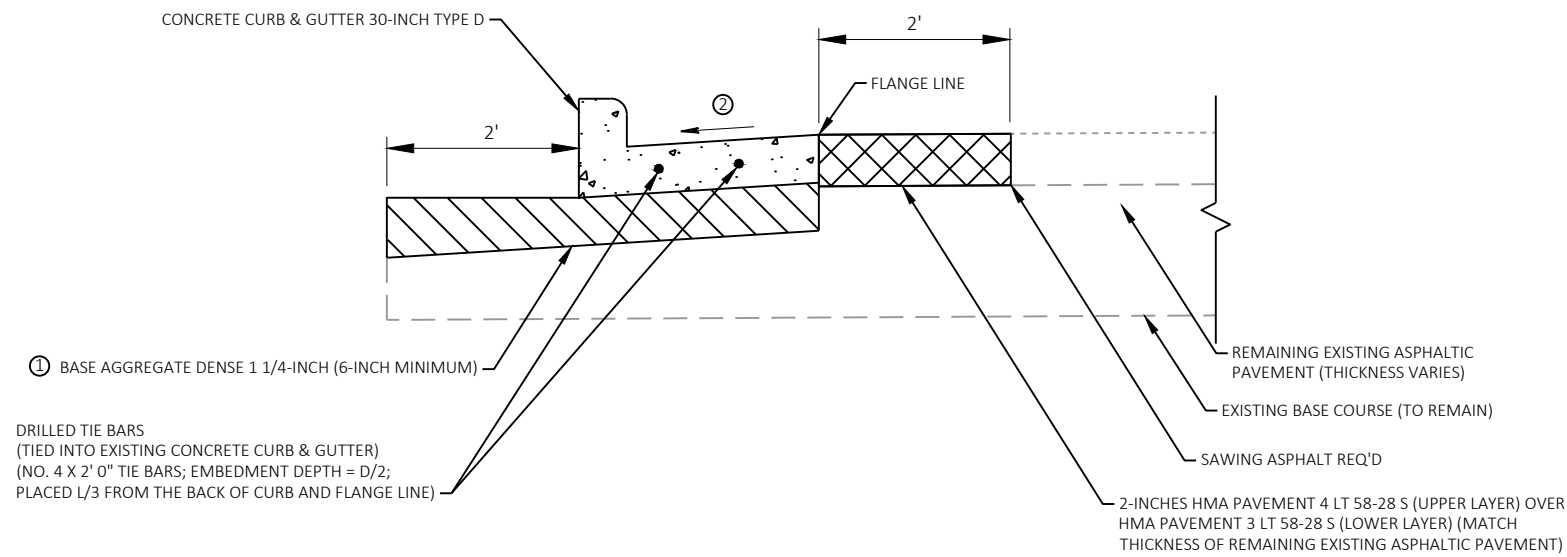
STA. 575+00.00 TO STA. 575+29.03 RT
STA. 575+98.86 TO STA. 576+21.86 RT
STA. 579+34.99 TO STA. 579+44.99 RT
STA. 583+70.06 TO STA. 583+90.06 RT

NOT TO SCALE

**ASPHALTIC PAVEMENT TRENCH REPLACEMENT**

STA. 575+29.03 TO STA. 575+98.86 RT
STA. 576+21.86 TO STA. 579+34.99 RT
STA. 579+44.99 TO STA. 583+70.06 RT

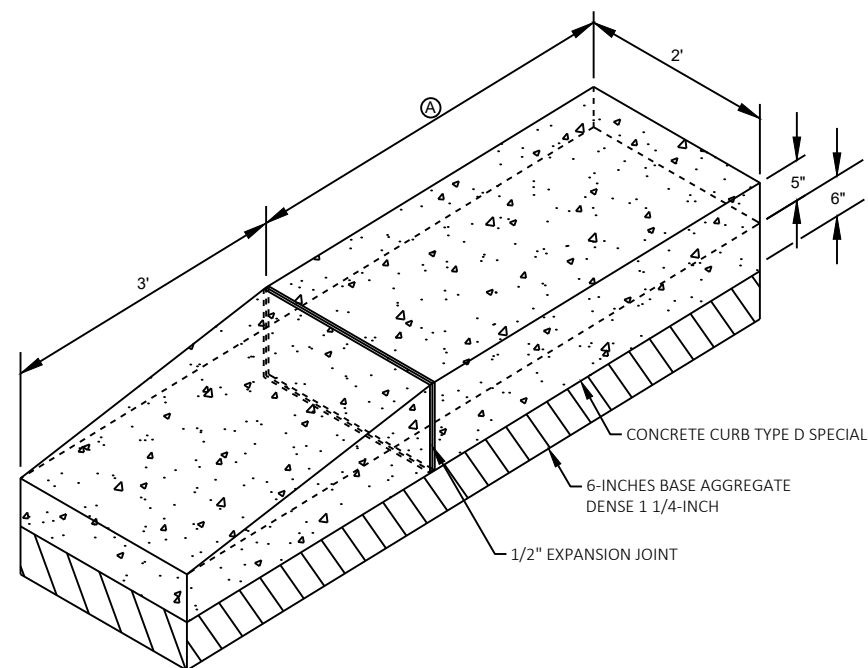
NOT TO SCALE

CONCRETE CURB & GUTTER SPOT REPLACEMENT

STA. 565+67.12 TO STA. 566+37.20 RT
STA. 150+00.00 G STA. 150+83.40 G RT
STA. 566+15.79 TO STA. 566+70.33 LT
STA. 566+57.16 TO STA. 566+85.00 RT
STA. 584+47.79 TO STA. 585+00.00 RT
STA. 584+78.16 TO STA. 584+95.73 LT

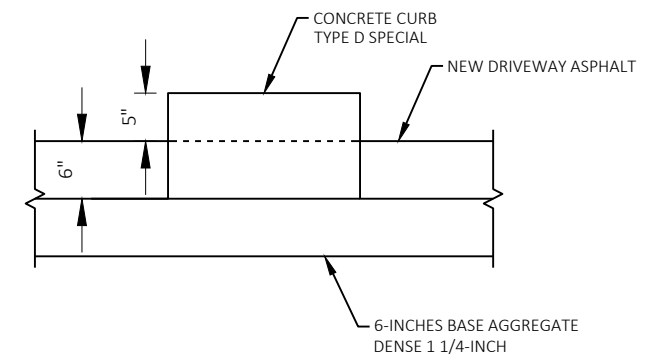
- ① PAYMENT INCLUDED IN GRADING, SHAPING AND FINISHING CURB AND GUTTER. SEE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- ② MATCH EXISTING GUTTER SLOPE

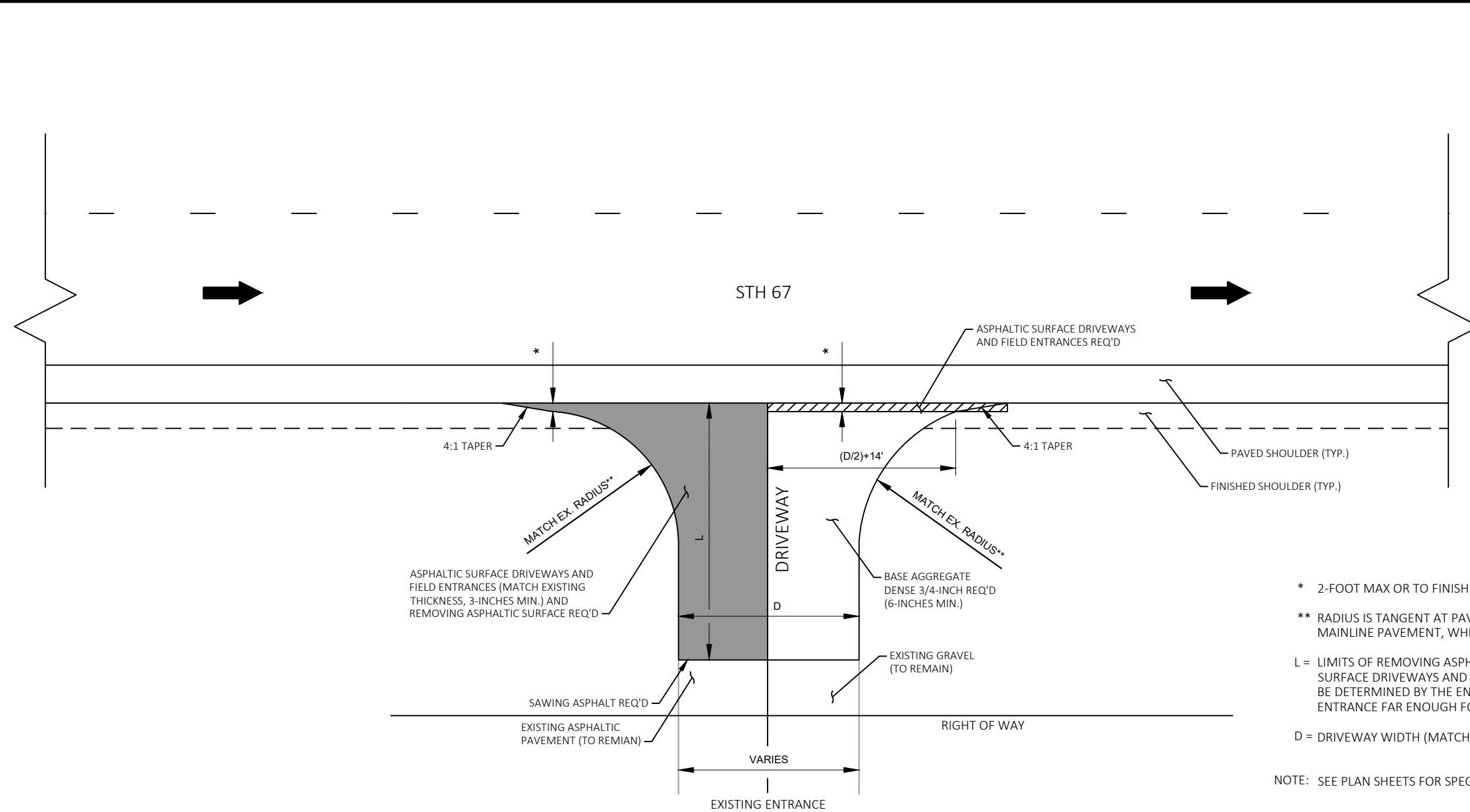
NOT TO SCALE

CONCRETE CURB TYPE D SPECIAL

STA. 570+09 LT

- ① SEE PLAN DETAILS FOR CONCRETE CURB TYPE D SPECIAL RECONSTRUCTION LIMITS.





NOTE: SEE PLAN SHEETS FOR SPECIFIC LOCATIONS.

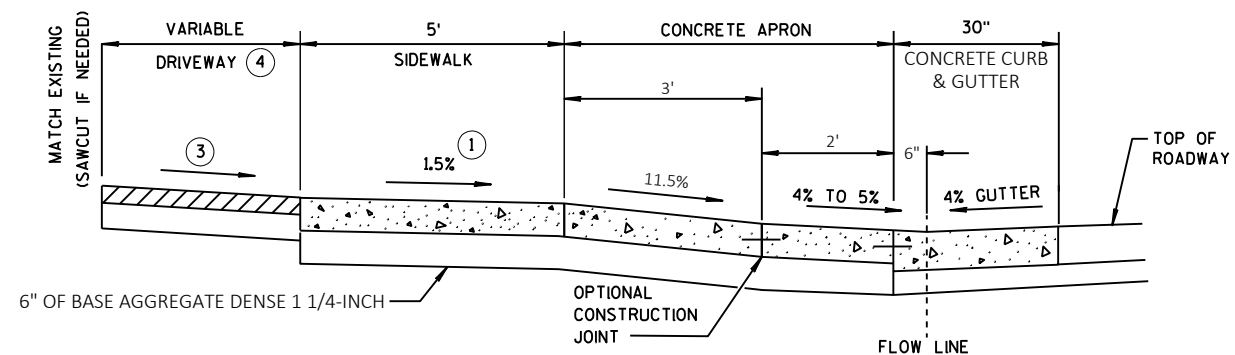
PLAN VIEW

RURAL DRIVEWAY DETAIL

RURAL DRIVEWAY DATA	
594+41 LT	585+30 RT
597+11 LT	601+99 RT
598+40 LT	605+48 RT
599+28 LT	606+97 RT
600+33 LT	609+37 RT
607+04 LT	612+75 RT
608+30 LT	616+90 RT
609+97 LT	618+52 RT
614+19 LT	621+64 RT
618+79 LT	623+64 RT
619+73 LT	625+30 RT
620+55 LT	625+86 RT
622+64 LT	628+75 RT
625+55 LT	
626+84 LT	

Diagram illustrating the cross-section of a Type Z Modified ramp. The diagram shows a ramp with a maximum slope of 8.33% and side slopes of 1.5%. The ramp is bordered by a concrete curb and gutter. The width of the driveway is indicated as 15' MAX. (TYP.). The ramp is flanked by a terrace planting or other non-walking surface, which is 3' wide. The ramp itself is 5' wide. The diagram also shows a 1/2" expansion joint abutting existing sidewalks. The diagram is labeled "TYPE Z MODIFIED".

TYPE Z MODIFIED



SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER TYPE Z MODIFIED

STA. 568+50 LT
STA. 568+69 LT
STA. 569+39 LT
STA. 569+86 LT
STA. 570+20 LT
STA. 571+91 LT
STA. 573+27 LT
STA. 573+74 LT

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

Ⓜ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- ① CONSTRUCTION TOLERANCE OF $0.5\% \pm$ FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% .
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

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

NOTE: SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID
FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

CONCRETE APRON MEASURED AND PAID FOR AS CONCRETE
DRIVEWAY 6-INCH

PRIOR TO MILLING AND PAVING.

- A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
- B. REMOVE AND STORE MANHOLE COVER.
- C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
- D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

- A. REMOVE ASPHALTIC SURFACE PATCHING.
- B. EXCAVATE AROUND MANHOLE.
- C. ADJUST OR RECONSTRUCT MANHOLE AND RE-INSTALL MANHOLE FRAME AND COVER.
- D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
- E. PAVE UPPER LAYER HMA.

UNLESS STATED OTHERWISE, ALL WORK SHOWN IS INCIDENTAL TO PAY ITEMS "ADJUSTING MANHOLE COVERS / RECONSTRUCTING MANHOLES" .

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING ASPHALT AND TEMPORARY COVER PLATES.

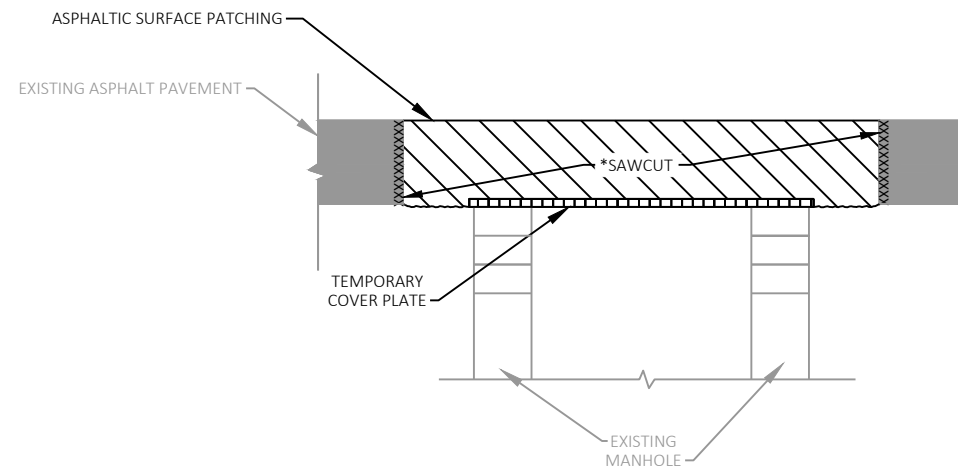
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.



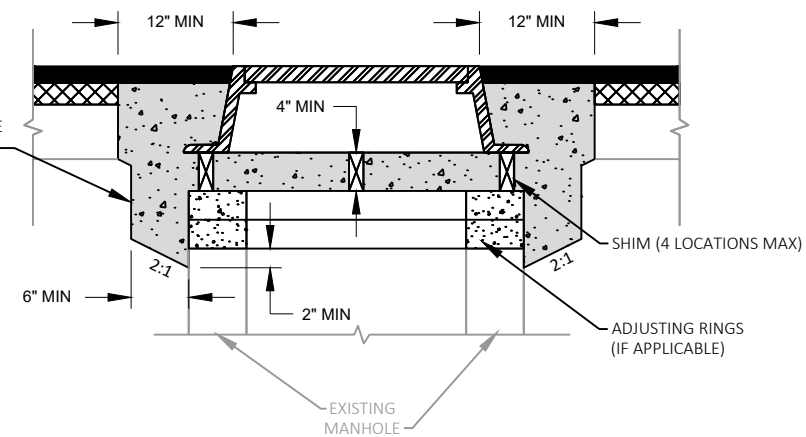
MONOLITHIC CONCRETE

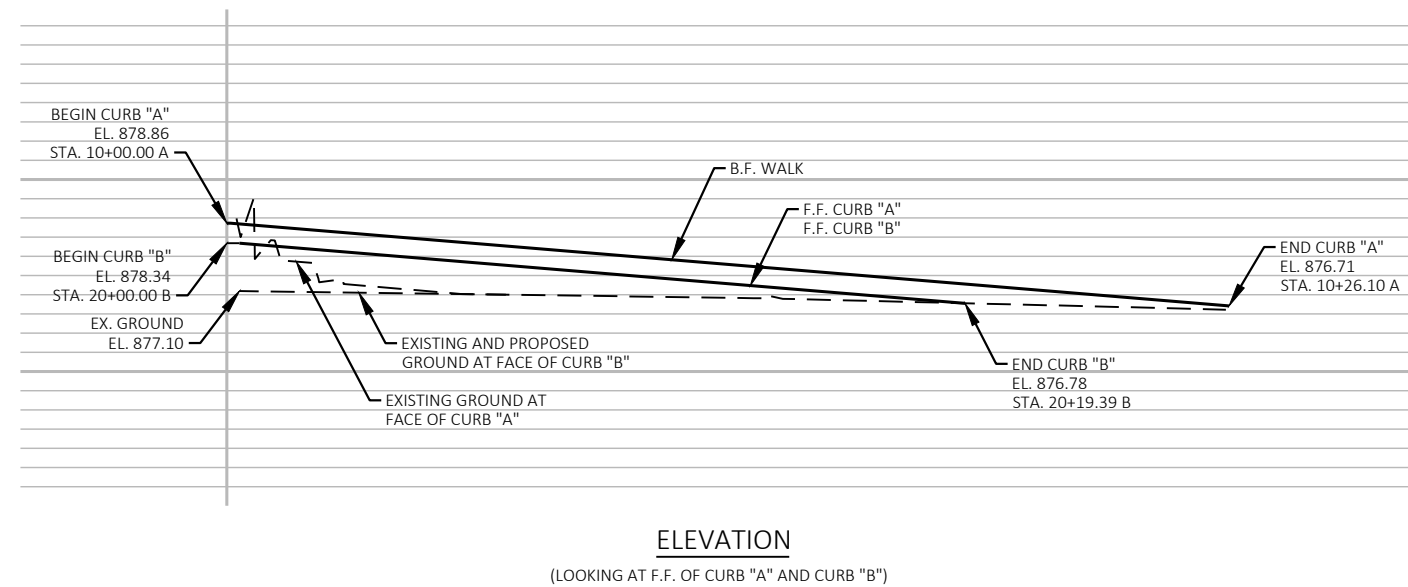
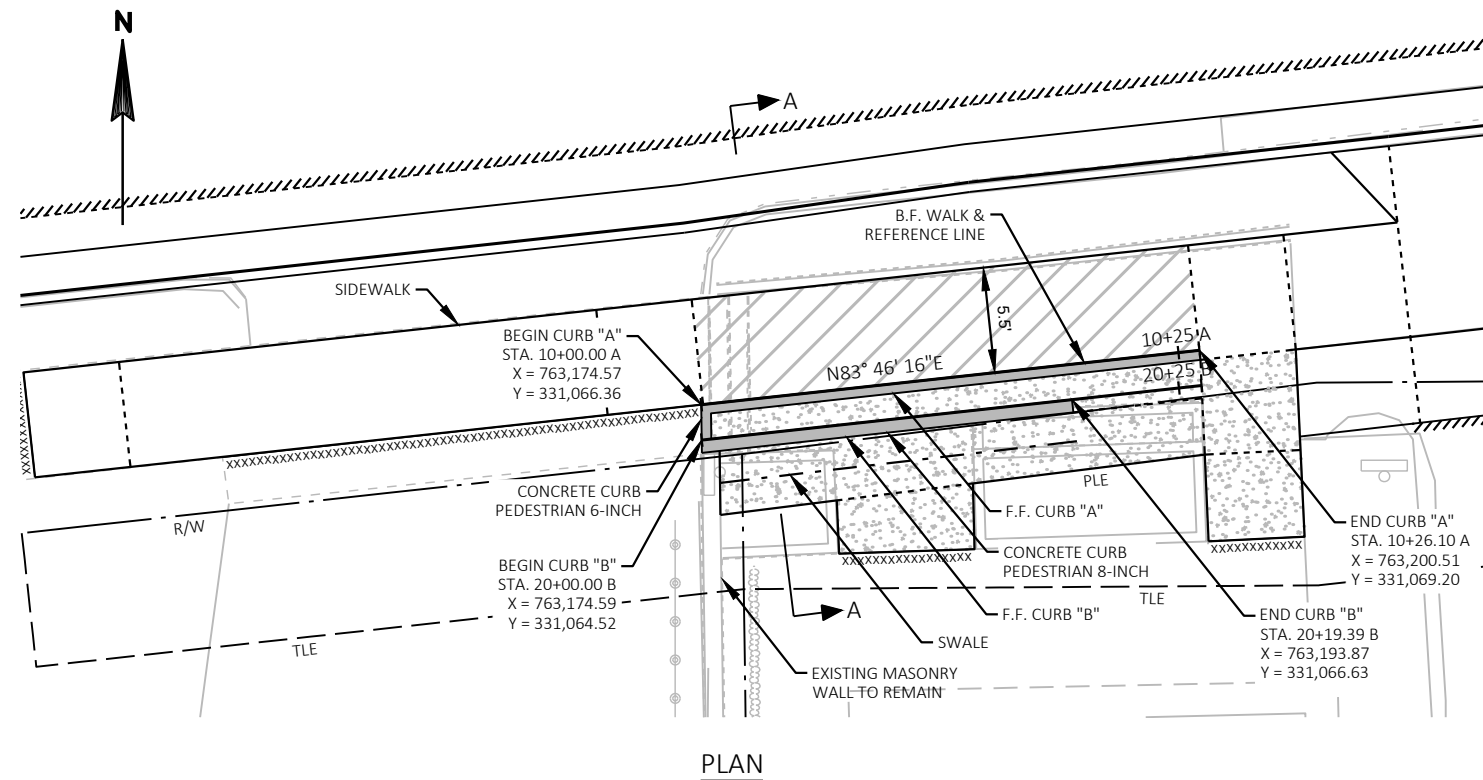


ASPHALTIC SURFACE PATCHING



PLACE GRADE A CONCRETE AROUND THE FRAMES AS SHOWN. (INCIDENTAL TO ADJUSTING MANHOLE COVERS / RECONSTRUCTING MANHOLES)

ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

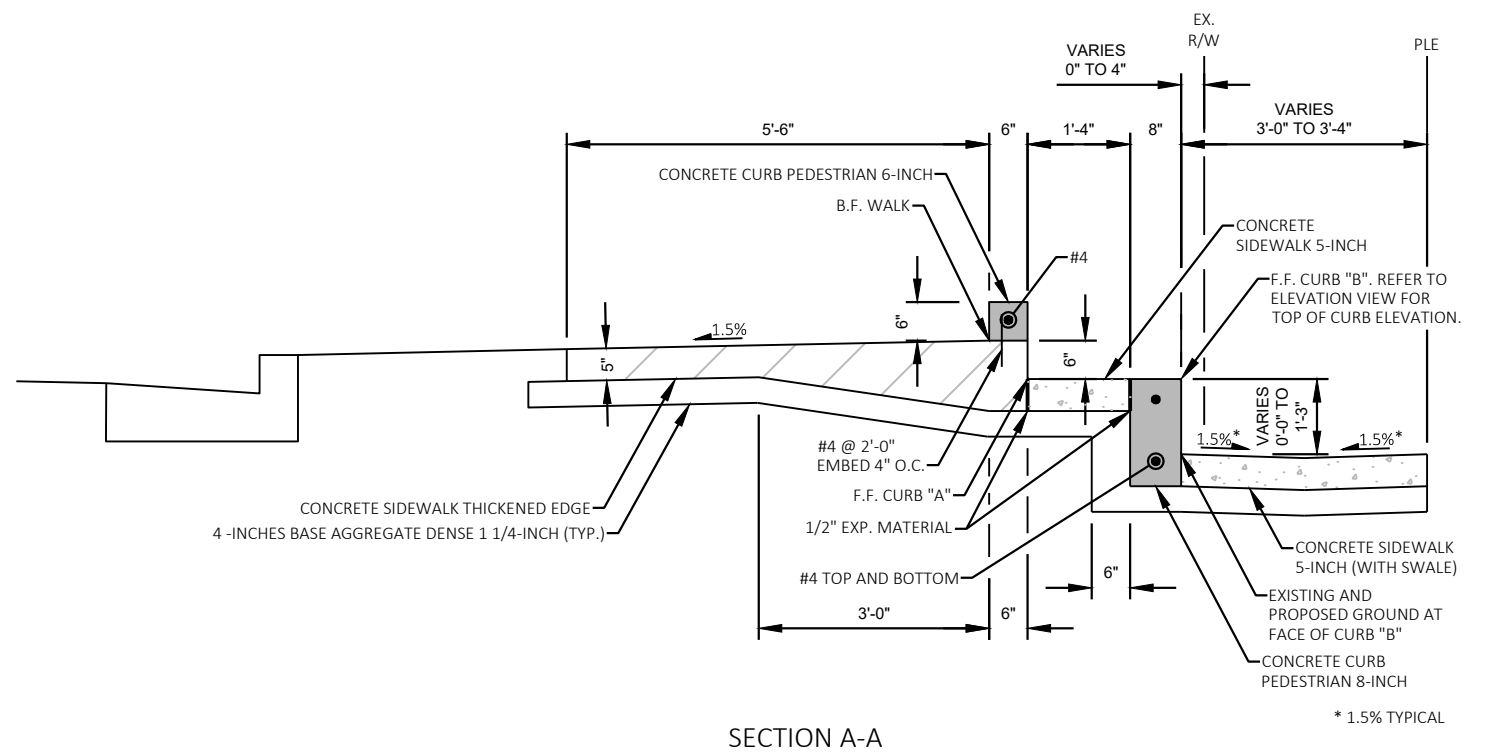


LEGEND

F.F. = FRONT FACE
B.F. = BACK FACE
TLE = TEMPORARY LIMITED EASEMENT
R/W = RIGHT OF WAY

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- PROVIDE BAR STEEL REINFORCEMENT IN "CONCRETE CURB PEDESTRIAN" AND "CONCRETE CURB PEDESTRIAN 8-INCH" AS SHOWN IN SECTION A-A.





STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
A01	565+67.12	30.00' RT	331,062.58	763,139.87
A02	565+67.12	18.50' RT	331,074.01	763,138.62
A03	566+85.00	20.00' RT	331,148.01	763,225.78
A04	565+67.12	19.50' LT	331,111.78	763,134.50
A05	565+94.17	19.37' LT	331,114.59	763,161.40
A06	565+94.23	16.84' LT	331,112.08	763,161.74
A07	566+00.91	17.12' LT	331,113.08	763,168.35
A08	566+00.88	17.84' LT	331,113.80	763,168.24
A09	566+70.36	20.23' LT	331,132.95	763,185.70
A10	566+85.00	20.00' LT	331,147.59	763,185.78
A11	566+92.91	25.50' LT	331,155.45	763,180.20
A12	567+26.03	25.50' LT	331,188.57	763,179.85
A13	567+26.03	24.00' LT	331,188.58	763,181.35
A14	567+42.97	24.00' LT	331,205.52	763,181.17
A15	567+42.97	32.50' LT	331,205.43	763,172.67
A16	567+54.11	27.50' LT	331,216.62	763,177.55
A17	567+58.17	32.50' LT	331,220.63	763,172.51
A18	567+73.67	32.50' LT	331,236.13	763,172.35
A19	567+85.48	32.50' LT	331,247.94	763,172.23
A20	568+01.48	32.50' LT	331,263.94	763,172.06
A21	568+16.62	34.50' LT	331,279.06	763,169.90
A22	568+37.12	34.50' LT	331,299.55	763,169.69
A23	568+42.12	38.50' LT	331,304.51	763,165.63
A24	568+54.62	38.50' LT	331,317.01	763,165.50
A25	568+63.70	38.50' LT	331,326.09	763,165.41
A26	568+75.14	38.50' LT	331,337.53	763,165.29
A27	569+24.47	39.00' LT	331,386.85	763,164.27
A28	569+28.48	39.00' LT	331,390.86	763,164.23
A29	569+49.96	39.00' LT	331,412.34	763,164.01
A30	569+49.96	43.00' LT	331,412.30	763,160.01
A31	569+73.56	43.00' LT	331,435.89	763,159.76
A32	569+97.56	43.00' LT	331,459.89	763,159.51
A33	570+08.21	43.00' LT	331,470.55	763,159.40
A34	570+10.15	43.00' LT	331,472.48	763,159.38
A35	570+29.15	43.00' LT	331,491.48	763,159.18
A36	570+65.97	27.50' LT	331,528.47	763,174.29
A37	571+43.86	28.50' RT	331,606.94	763,229.47
A38	571+22.36	28.50' RT	331,585.44	763,229.70
A39	570+63.33	32.50' RT	331,526.45	763,234.31
A40	570+58.46	36.50' RT	331,521.63	763,238.37

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
A41	570+39.83	36.50' RT	331,503.00	763,238.56
A42	570+34.83	32.50' RT	331,497.96	763,234.61
A43	569+29.35	28.50' RT	331,392.44	763,231.72
A44	568+94.35	28.50' RT	331,357.44	763,232.08
A45	567+92.89	32.50' RT	331,256.03	763,237.15
A46	567+92.89	34.50' RT	331,256.05	763,239.15
A47	567+87.89	38.50' RT	331,251.10	763,243.20
A48	567+64.39	38.50' RT	331,227.60	763,243.44
A49	567+59.39	34.50' RT	331,222.56	763,239.50
A50	567+59.39	32.50' RT	331,222.53	763,237.50
A51	567+14.60	28.50' RT	331,177.70	763,233.97
A52	566+88.36	32.50' RT	331,151.51	763,238.24
A53	150+55.84 G	29.28' LT	331,135.17	763,258.61
A54	150+47.39 G	17.39' LT	331,122.43	763,251.50
A55	150+83.36 G	17.66' LT	331,126.61	763,287.23
A56	566+02.12	18.50' RT	331,077.81	763,173.41
A57	150+83.43 G	17.64' RT	331,091.52	763,291.13
A58	150+83.48 G	30.14' RT	331,079.10	763,292.54
A59	150+76.93 G	39.53' RT	331,069.05	763,287.04
A60	150+48.63 G	36.63' RT	331,068.86	763,258.59
A61	150+31.43 G	34.87' RT	331,068.75	763,241.30
A62	150+01.94 G	35.00' RT	331,065.42	763,212.00
A63	566+32.84	35.03' RT	331,064.71	763,205.74
A64	566+30.02	40.09' RT	331,059.37	763,203.49
A65	566+11.84	38.75' RT	331,058.73	763,185.27
A66	566+17.12	18.00' RT	331,079.93	763,188.27
A67	566+14.45	23.24' LT	331,120.64	763,181.15
A68	566+06.24	19.01' LT	331,115.55	763,173.44
A69	150+33.92 G	17.86' RT	331,085.93	763,241.94
A70	150+01.92 G	18.00' RT	331,082.32	763,210.14

CS-5

CONCRETE SIDEWALK 5-INCH

CS-TE

CONCRETE SIDEWALK THICKENED EDGE

CD-6/CD-6H

CONCRETE DRIVEWAY 6-INCH/HES 6-INCH

ASPH

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

AP

4-INCHES ASPHALTIC SURFACE ON 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

XXXXXXXXXX

SAWING CONCRETE

XX XX

SAWING ASPHALT

X

DRIVEWAY REMOVAL

X

TREE REMOVAL

LEGEND

C-D

CONCRETE CURB TYPE D

C-DS

CONCRETE CURB TYPE D SPECIAL

CG-30D

CONCRETE CURB & GUTTER 30-INCH TYPE D

CP

CONCRETE CURB PEDESTRIAN

PROPOSED STORM SEWER INLET

EXISTING STORM SEWER MANHOLE

EXISTING UTILITY MANHOLE

HMA-7

HMA PAVEMENT 7.25-INCH

HMA-6

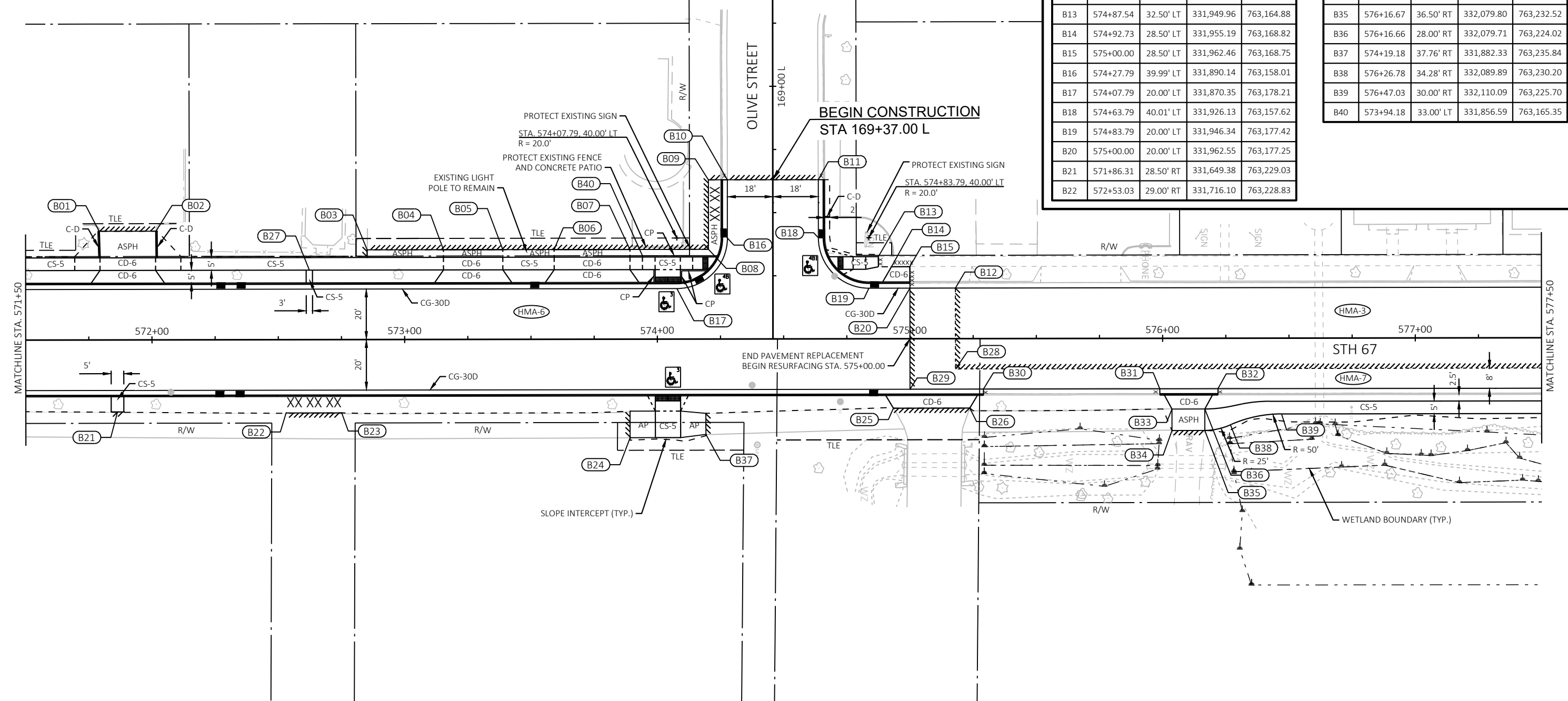
HMA PAVEMENT 6-INCH

HMA-3

3-INCH HMA OVERLAY

HMA-2

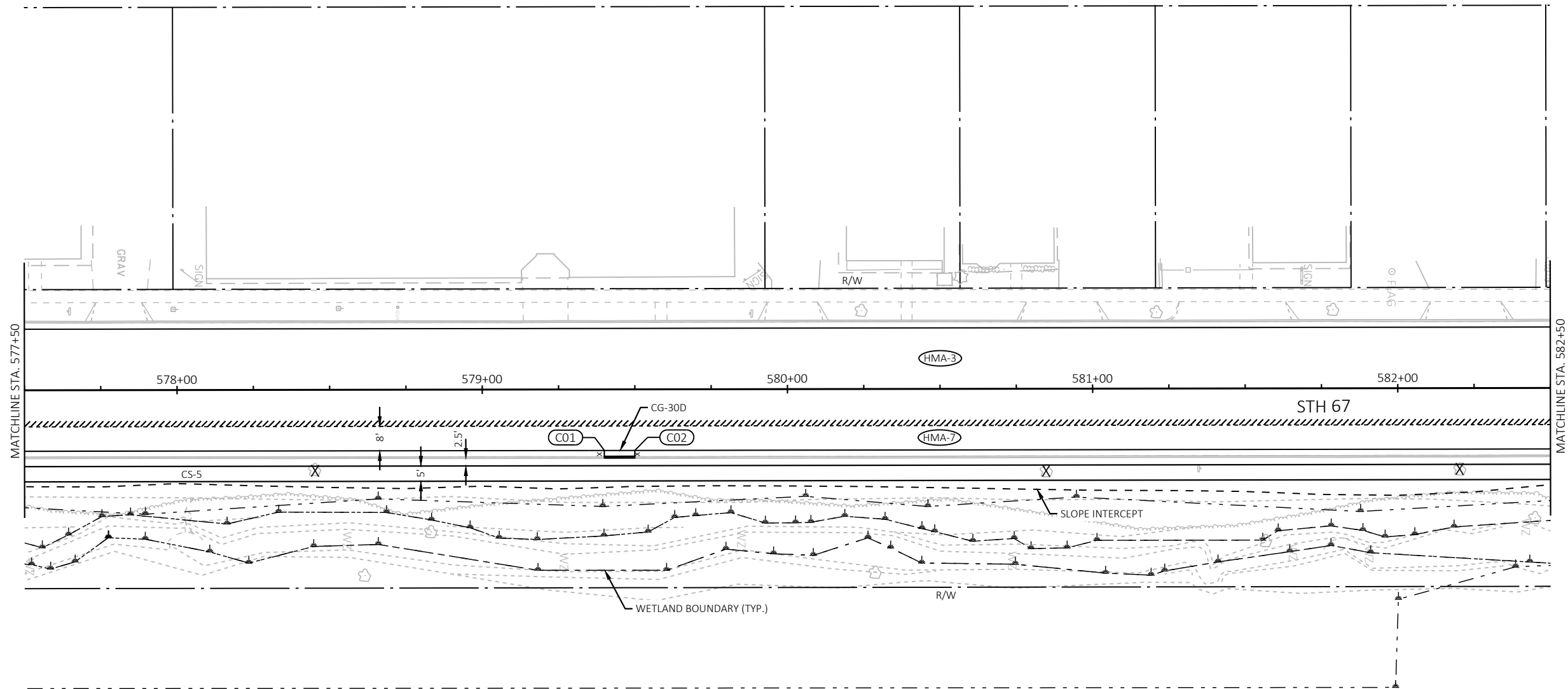
2-INCH HMA OVERLAY



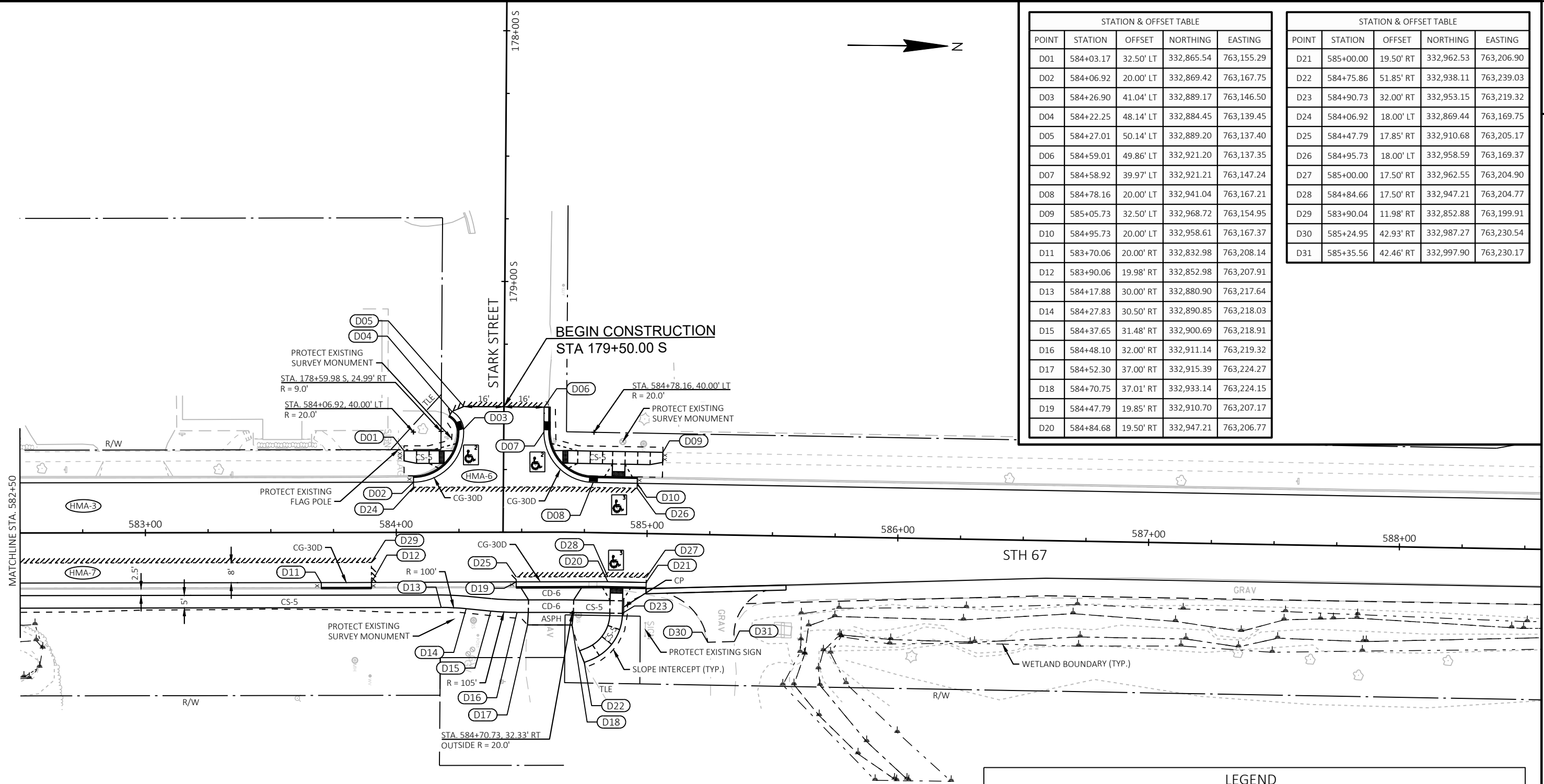
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
B01	571+79.16	43.00' LT	331,641.49	763,157.61
B02	572+01.63	43.00' LT	331,663.95	763,157.37
B03	572+85.20	35.50' LT	331,747.60	763,164.00
B04	573+15.41	35.50' LT	331,777.81	763,163.68
B05	573+38.91	35.50' LT	331,801.31	763,163.43
B06	573+59.22	35.50' LT	331,821.61	763,163.22
B07	573+89.22	35.50' LT	331,851.61	763,162.91
B08	574+20.29	35.50' LT	331,882.68	763,162.58
B09	574+20.31	63.01' LT	331,882.41	763,135.07
B10	574+27.80	63.01' LT	331,889.91	763,135.00
B11	574+63.80	62.99' LT	331,925.90	763,134.64
B12	575+18.00	20.00' LT	331,980.55	763,177.06
B13	574+87.54	32.50' LT	331,949.96	763,164.88
B14	574+92.73	28.50' LT	331,955.19	763,168.82
B15	575+00.00	28.50' LT	331,962.46	763,168.75
B16	574+27.79	39.99' LT	331,890.14	763,158.01
B17	574+07.79	20.00' LT	331,870.35	763,178.21
B18	574+63.79	40.01' LT	331,926.13	763,157.62
B19	574+83.79	20.00' LT	331,946.34	763,177.42
B20	575+00.00	20.00' LT	331,962.55	763,177.25
B21	571+86.31	28.50' RT	331,649.38	763,229.03
B22	572+53.03	29.00' RT	331,716.10	763,228.83

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
B23	572+75.03	29.00' RT	331,738.10	763,228.60
B24	573+89.18	39.00' RT	331,852.35	763,237.41
B25	574+93.40	27.50' RT	331,956.45	763,224.81
B26	575+23.65	27.50' RT	331,986.69	763,224.50
B27	572+62.31	27.50' LT	331,724.80	763,172.23
B28	575+18.00	12.00' RT	331,980.88	763,209.06
B29	575+00.00	20.00' RT	331,962.96	763,217.24
B30	575+29.03	20.00' RT	331,992.00	763,216.94
B31	575+98.86	20.00' RT	332,061.82	763,216.21
B32	576+21.86	20.00' RT	332,084.82	763,215.97
B33	576+03.66	28.00' RT	332,066.71	763,224.16
B34	576+03.66	36.50' RT	332,066.80	763,232.66
B35	576+16.67	36.50' RT	332,079.80	763,232.52
B36	576+16.66	28.00' RT	332,079.71	763,224.02
B37	574+19.18	37.76' RT	331,882.33	763,235.84
B38	576+26.78	34.28' RT	332,089.89	763,230.20
B39	576+47.03	30.00' RT	332,110.09	763,225.70
B40	573+94.18	33.00' LT	331,856.59	763,165.35

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
C01	579+40.00	20.00' RT	332,402.94	763,212.64
C02	579+50.00	20.00' RT	332,412.94	763,212.53



LEGEND			
CS-5	CONCRETE SIDEWALK 5-INCH	C-D	CONCRETE CURB TYPE D
CS-TE	CONCRETE SIDEWALK THICKENED EDGE	C-DS	CONCRETE CURB TYPE D SPECIAL
CD-6/CD-6H	CONCRETE DRIVEWAY 6-INCH/HES 6-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CP	CONCRETE CURB PEDESTRIAN
AP	4-INCHES ASPHALTIC SURFACE ON 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH	■	PROPOSED STORM SEWER INLET
XXXXXX	SAWING CONCRETE	○	EXISTING STORM SEWER MANHOLE
XXXXXX	SAWING ASPHALT	○	EXISTING UTILITY MANHOLE
XX XX	DRIVEWAY REMOVAL	HMA-7	HMA PAVEMENT 7.25-INCH
X	TREE REMOVAL	HMA-6	HMA PAVEMENT 6-INCH
		HMA-3	3-INCH HMA OVERLAY
		HMA-2	2-INCH HMA OVERLAY



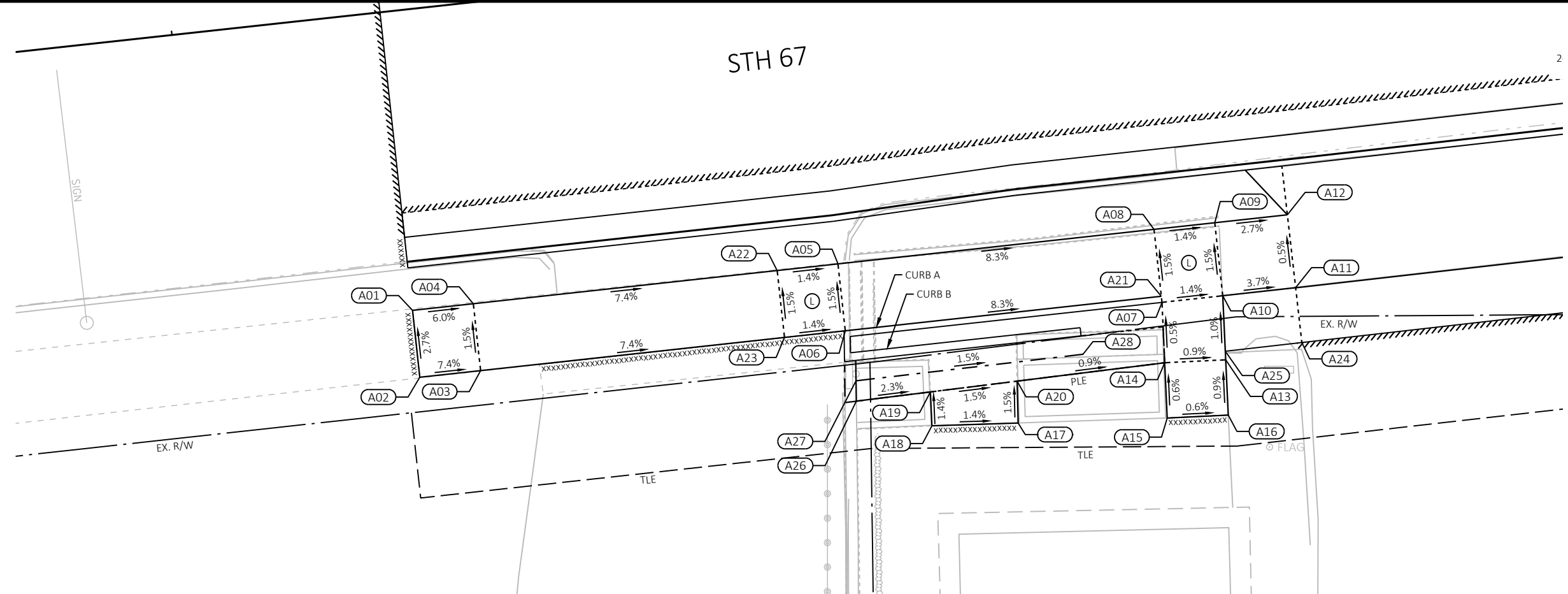
STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
D01	584+03.17	32.50' LT	332,865.54	763,155.29
D02	584+06.92	20.00' LT	332,869.42	763,167.75
D03	584+26.90	41.04' LT	332,889.17	763,146.50
D04	584+22.25	48.14' LT	332,884.45	763,139.45
D05	584+27.01	50.14' LT	332,889.20	763,137.40
D06	584+59.01	49.86' LT	332,921.20	763,137.35
D07	584+58.92	39.97' LT	332,921.21	763,147.24
D08	584+78.16	20.00' LT	332,941.04	763,167.21
D09	585+05.73	32.50' LT	332,968.72	763,154.95
D10	584+95.73	20.00' LT	332,958.61	763,167.37
D11	583+70.06	20.00' RT	332,832.98	763,208.14
D12	583+90.06	19.98' RT	332,852.98	763,207.91
D13	584+17.88	30.00' RT	332,880.90	763,217.64
D14	584+27.83	30.50' RT	332,890.85	763,218.03
D15	584+37.65	31.48' RT	332,900.69	763,218.91
D16	584+48.10	32.00' RT	332,911.14	763,219.32
D17	584+52.30	37.00' RT	332,915.39	763,224.27
D18	584+70.75	37.01' RT	332,933.14	763,224.15
D19	584+47.79	19.85' RT	332,910.70	763,207.17
D20	584+84.68	19.50' RT	332,947.21	763,206.77

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
D21	585+00.00	19.50' RT	332,962.53	763,206.90
D22	584+75.86	51.85' RT	332,938.11	763,239.03
D23	584+90.73	32.00' RT	332,953.15	763,219.32
D24	584+06.92	18.00' LT	332,869.44	763,169.75
D25	584+47.79	17.85' RT	332,910.68	763,205.17
D26	584+95.73	18.00' LT	332,958.59	763,169.37
D27	585+00.00	17.50' RT	332,962.55	763,204.90
D28	584+84.66	17.50' RT	332,947.21	763,204.77
D29	583+90.04	11.98' RT	332,852.88	763,199.91
D30	585+24.95	42.93' RT	332,987.27	763,230.54
D31	585+35.56	42.46' RT	332,997.90	763,230.17

LEGEND			
CS-5	CONCRETE SIDEWALK 5-INCH	C-D	CONCRETE CURB TYPE D
CS-TE	CONCRETE SIDEWALK THICKENED EDGE	C-DS	CONCRETE CURB TYPE D SPECIAL
CD-6/CD-6H	CONCRETE DRIVEWAY 6-INCH/HES 6-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CP	CONCRETE CURB PEDESTRIAN
AP	4-INCHES ASPHALTIC SURFACE ON 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH	■	PROPOSED STORM SEWER INLET
XXXXXX	SAWING CONCRETE	○	EXISTING STORM SEWER MANHOLE
XXXXXX	SAWING ASPHALT	○	EXISTING UTILITY MANHOLE
XX XX	DRIVEWAY REMOVAL	HMA-7	HMA PAVEMENT 7.25-INCH
X	TREE REMOVAL	HMA-6	HMA PAVEMENT 6-INCH
		HMA-3	3-INCH HMA OVERLAY
		HMA-2	2-INCH HMA OVERLAY

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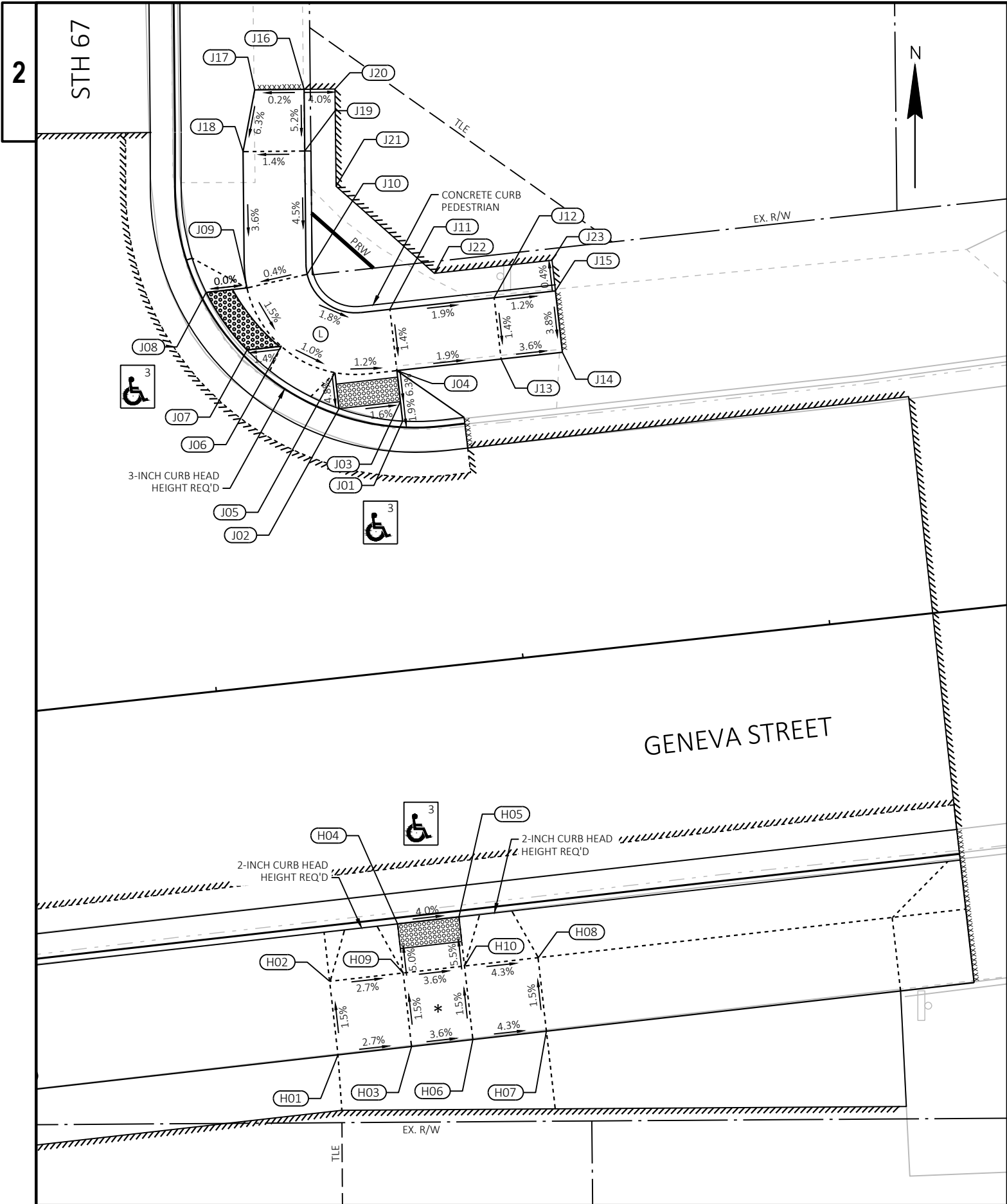
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
A01	565+67.12	24.50' RT	331,068.04	763,139.27	MATCH EX.
A02	565+67.12	30.00' RT	331,062.58	763,139.87	MATCH EX.
A03	565+72.12	30.00' RT	331,063.12	763,144.84	880.78
A04	565+72.12	24.50' RT	331,068.59	763,144.24	880.70
A05	566+02.12	24.50' RT	331,071.84	763,174.07	878.78
A06	566+02.12	30.00' RT	331,066.37	763,174.66	878.86
A07	566+28.12	30.50' RT	331,068.70	763,200.56	876.72
A08	566+28.12	24.50' RT	331,074.66	763,199.91	876.63
A09	566+33.12	24.50' RT	331,075.21	763,204.88	876.56
A10	566+33.12	30.50' RT	331,069.24	763,205.53	876.65
A11	150+01.92 G	30.50' RT	331,069.89	763,211.50	MATCH EX.
A12	150+01.89 G	24.50' RT	331,075.85	763,210.82	MATCH EX.
A13	566+32.79	35.73' RT	331,064.01	763,205.77	876.70
A14	566+27.81	35.43' RT	331,063.77	763,200.79	876.75
A15	566+27.52	39.94' RT	331,059.25	763,200.99	MATCH EX.
A16	566+32.51	40.24' RT	331,059.49	763,205.98	MATCH EX.
A17	566+15.35	39.02' RT	331,058.84	763,188.80	MATCH EX.
A18	566+08.32	38.49' RT	331,058.61	763,181.75	MATCH EX.
A19	566+08.50	35.72' RT	331,061.38	763,181.62	876.96
A20	566+15.64	35.61' RT	331,062.26	763,188.71	876.85

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
A21	566+28.12	30.00' RT	331,069.20	763,200.51	876.71
A22	565+97.12	24.50' RT	331,071.30	763,169.10	878.85
A23	565+97.12	30.00' RT	331,065.83	763,169.69	878.93
A24	150+01.94 G	35.00' RT	331,065.42	763,212.00	MATCH EX.
A25	566+32.84	35.03' RT	331,064.71	763,205.74	876.69
A26	566+02.39	35.81' RT	331,060.63	763,175.57	877.10
A27	566+02.55	34.16' RT	331,062.29	763,175.54	877.07
A28	566+21.24	34.01' RT	331,064.46	763,194.11	876.79

LEGEND

(L) LEVEL LANDING

 CURB RAMP TYPE X



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
J01	566+61.39	40.20' RT	331,124.61	763,246.22	874.20
J02	566+62.45	35.06' RT	331,125.62	763,241.07	874.31
J03	566+62.97	40.04' RT	331,126.19	763,246.04	874.23
J04	566+65.49	39.78' RT	331,128.71	763,245.76	874.39
J05	566+65.37	34.76' RT	331,128.54	763,240.74	874.45
J06	566+67.56	30.42' RT	331,130.69	763,236.38	874.50
J07	566+67.28	27.65' RT	331,130.38	763,233.61	874.46
J08	566+71.98	24.39' RT	331,135.04	763,230.30	874.58
J09	566+72.31	27.70' RT	331,135.41	763,233.61	874.58
J10	566+73.36	32.59' RT	331,136.51	763,238.49	874.60
J11	566+70.46	39.27' RT	331,133.68	763,245.19	874.46
J12	566+71.31	47.72' RT	331,134.61	763,253.64	874.30
J13	566+66.34	48.24' RT	331,129.65	763,254.20	874.23
J14	566+66.84	53.21' RT	331,130.20	763,259.17	MATCH EX.
J15	566+71.81	52.70' RT	331,135.17	763,258.61	MATCH EX.
J16	566+88.36	32.50' RT	331,151.51	763,238.24	MATCH EX.
J17	566+88.36	28.50' RT	331,151.47	763,234.24	MATCH EX.
J18	566+83.36	27.50' RT	331,146.45	763,233.29	874.98
J19	566+83.36	32.50' RT	331,146.51	763,238.29	875.05
J20	566+88.36	35.00' RT	331,151.53	763,240.74	MATCH EX.
J21	566+80.47	35.01' RT	331,143.64	763,240.84	MATCH EX.
J22	566+73.34	42.90' RT	331,136.59	763,248.80	MATCH EX.
J23	566+74.30	52.45' RT	331,137.65	763,258.33	MATCH EX.

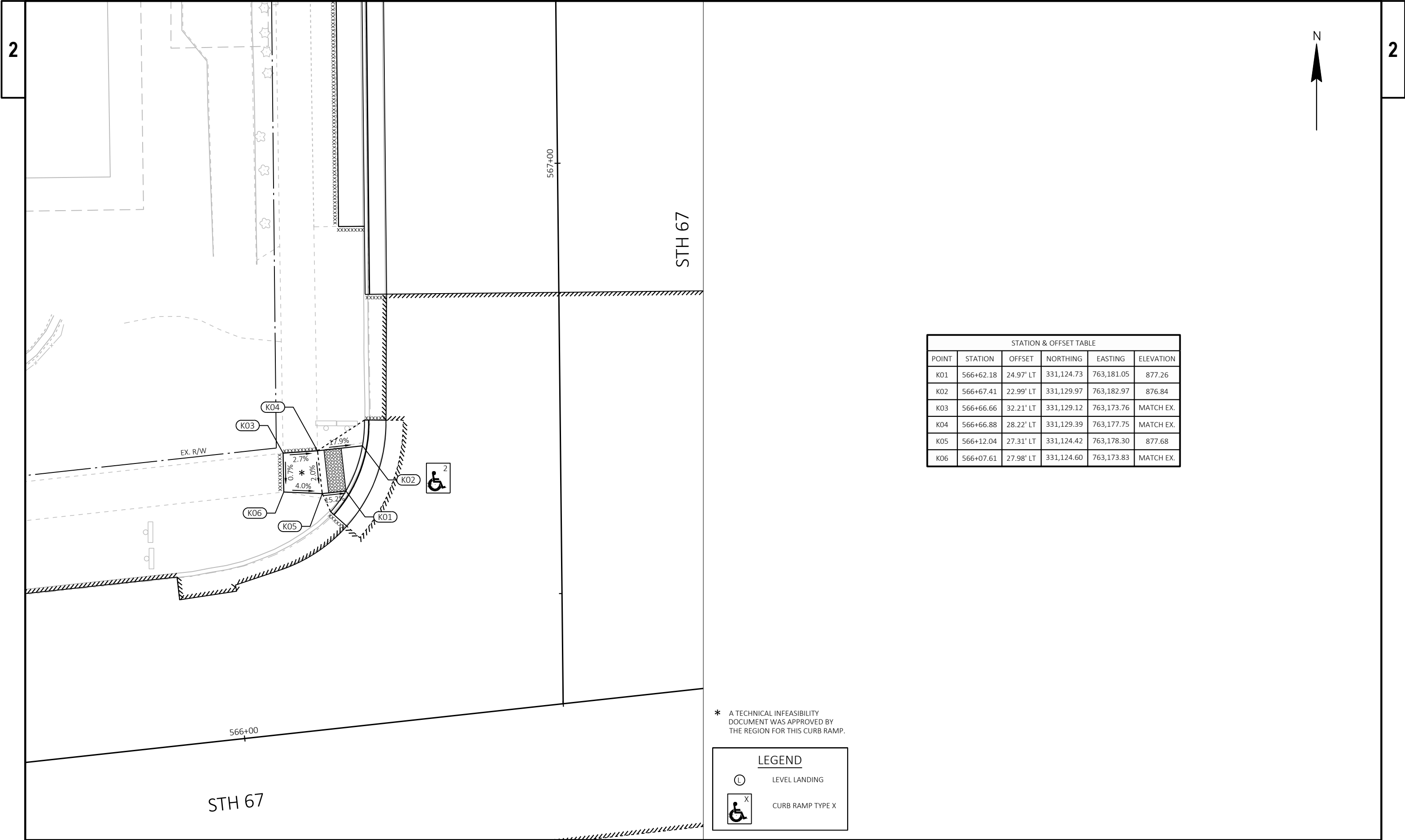
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
H01	150+31.60 G	30.37' RT	331,073.24	763,240.99	874.93
H02	150+31.57 G	24.37' RT	331,079.20	763,240.31	874.84
H03	150+37.60 G	30.34' RT	331,073.92	763,246.95	874.77
H04	150+37.56 G	20.34' RT	331,083.85	763,245.82	874.48
H05	150+42.56 G	20.32' RT	331,084.42	763,250.79	874.28
H06	150+42.60 G	30.32' RT	331,074.48	763,251.92	874.59
H07	150+48.60 G	30.30' RT	331,075.16	763,257.88	874.33
H08	150+48.60 G	24.30' RT	331,081.12	763,257.22	874.24
H09	150+37.57 G	24.34' RT	331,079.88	763,246.27	874.68
H10	150+42.57 G	24.32' RT	331,080.44	763,251.24	874.50

* A TECHNICAL INFEASIBILITY DOCUMENT WAS APPROVED BY THE REGION FOR THIS CURB RAMP.

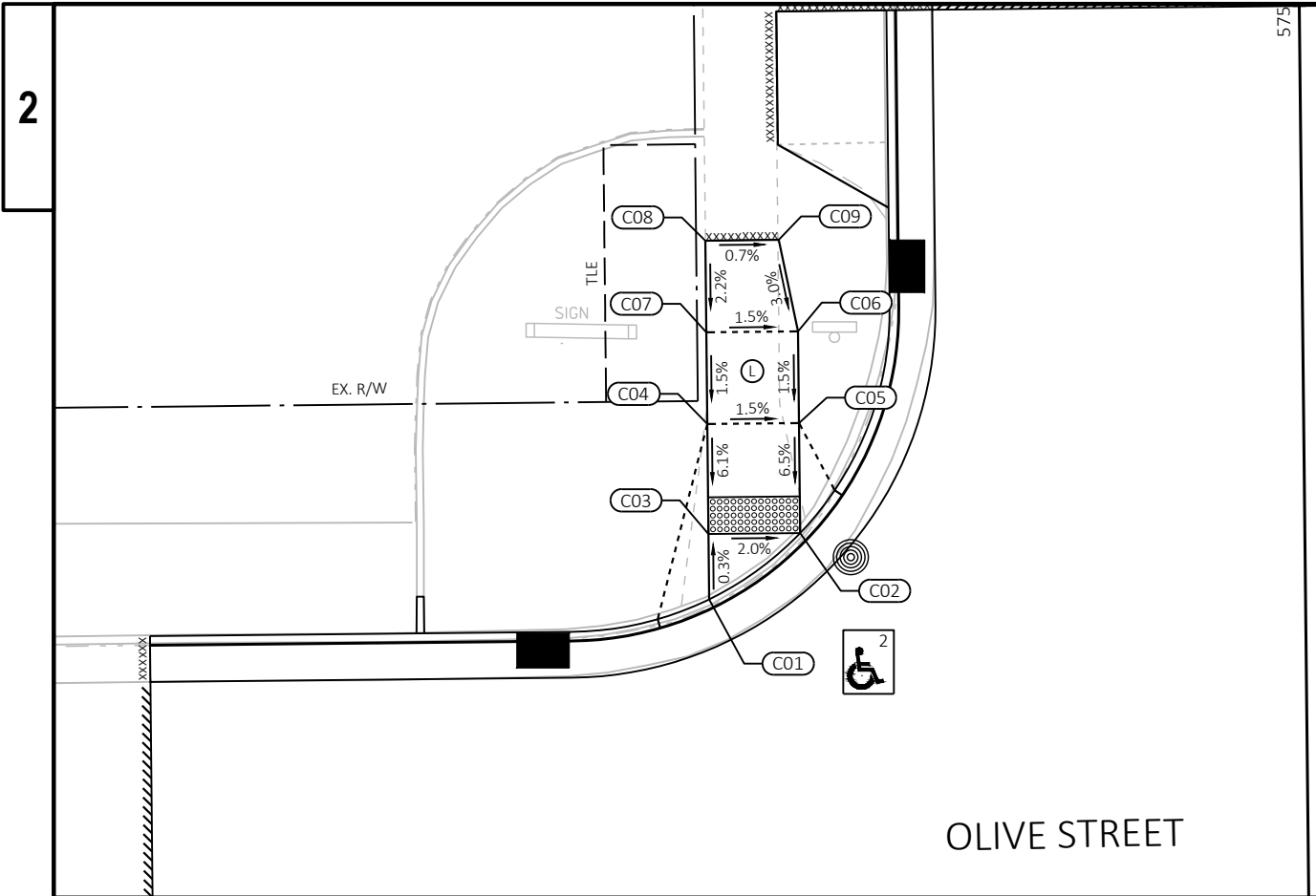
LEGEND

LEVEL LANDING

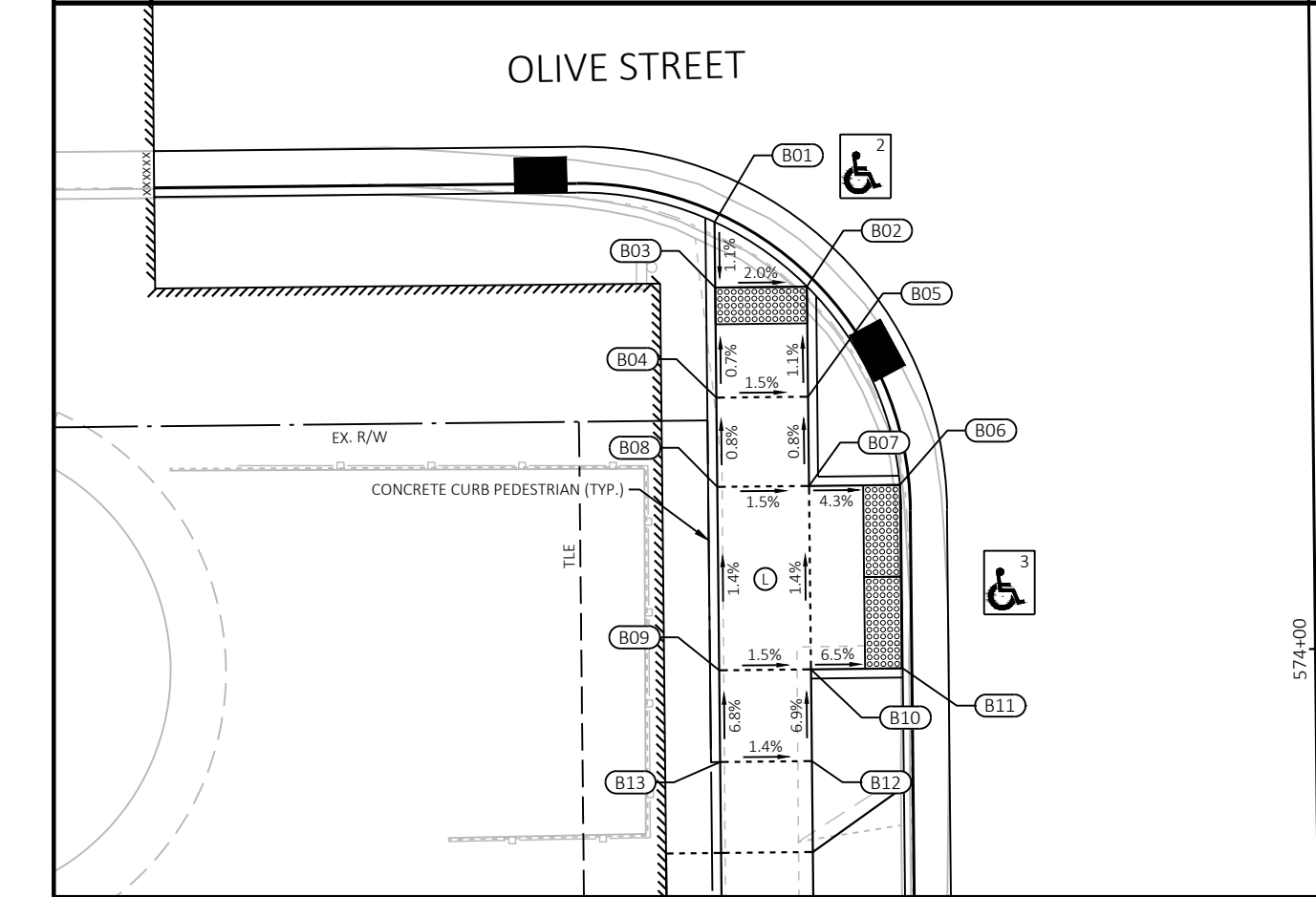
CURB RAMP TYPE X



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
K01	566+62.18	24.97' LT	331,124.73	763,181.05	877.26
K02	566+67.41	22.99' LT	331,129.97	763,182.97	876.84
K03	566+66.66	32.21' LT	331,129.12	763,173.76	MATCH EX.
K04	566+66.88	28.22' LT	331,129.39	763,177.75	MATCH EX.
K05	566+12.04	27.31' LT	331,124.42	763,178.30	877.68
K06	566+07.61	27.98' LT	331,124.60	763,173.83	MATCH EX.



STH 67



STH 67

LEGEND

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LEVEL LANDING

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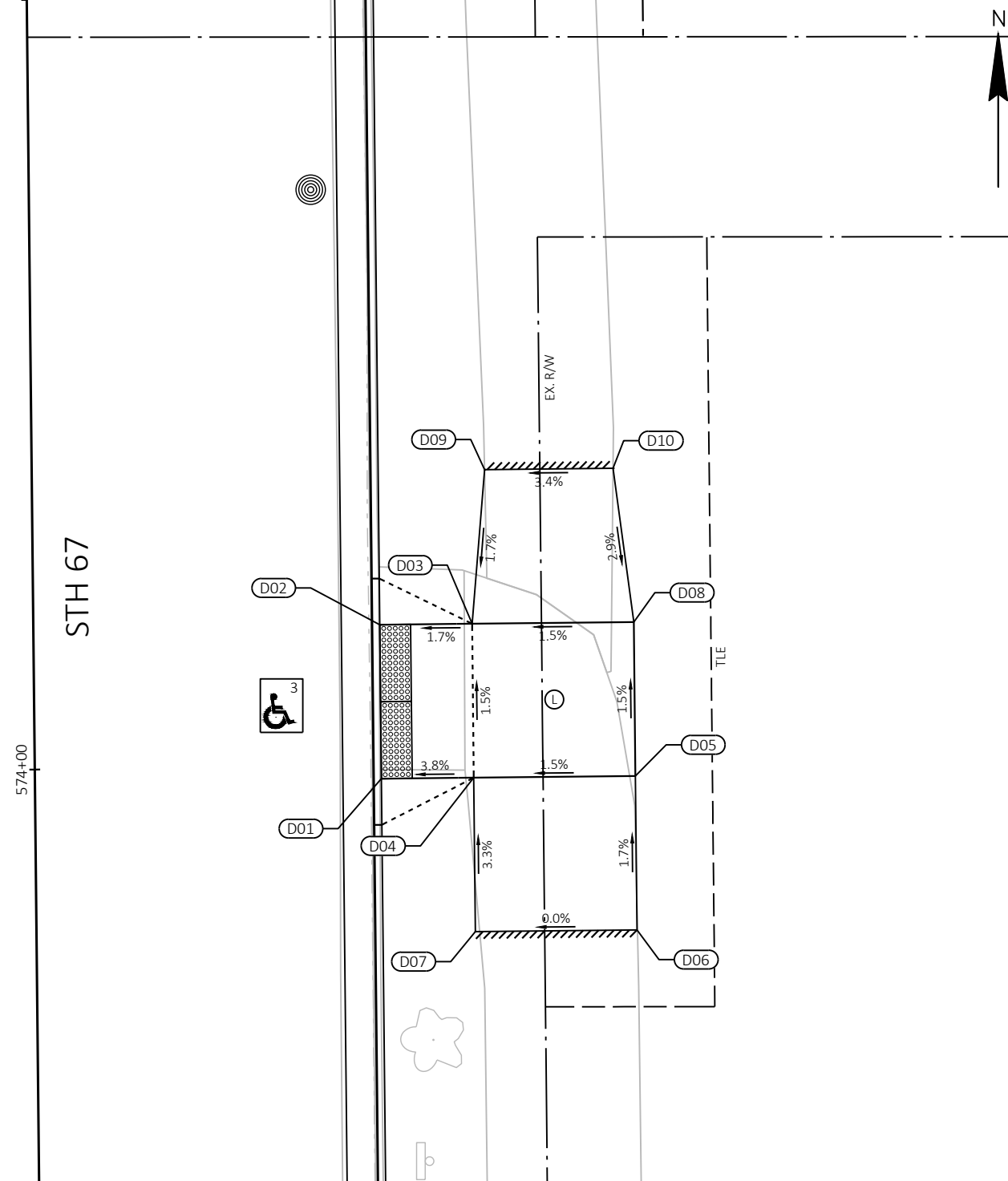
CURB RAMP TYPE X

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
C01	574+67.98	32.50' LT	331,930.40	763,165.08	873.56
C02	574+71.54	27.50' LT	331,934.02	763,170.04	873.45
C03	574+71.54	32.50' LT	331,933.96	763,165.04	873.55
C04	574+77.54	32.50' LT	331,939.96	763,164.98	873.92
C05	574+77.54	27.50' LT	331,940.02	763,169.98	873.84
C06	574+82.54	27.50' LT	331,945.02	763,169.93	873.92
C07	574+82.54	32.50' LT	331,944.96	763,164.93	873.99
C08	574+87.54	32.50' LT	331,949.96	763,164.88	MATCH EX.
C09	574+87.55	28.50' LT	331,950.01	763,168.88	MATCH EX.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
B01	574+23.60	32.50' LT	331,886.03	763,165.55	873.65
B02	574+20.04	27.50' LT	331,882.52	763,170.58	873.51
B03	574+20.04	32.50' LT	331,882.46	763,165.58	873.61
B04	574+14.04	32.50' LT	331,876.46	763,165.65	873.65
B05	574+14.04	27.50' LT	331,876.52	763,170.65	873.58
B06	574+09.18	22.55' LT	331,871.70	763,175.64	873.40
B07	574+09.18	27.50' LT	331,871.65	763,170.70	873.62
B08	574+09.18	32.50' LT	331,871.60	763,165.70	873.69
B09	573+99.18	32.50' LT	331,861.60	763,165.80	873.83
B10	573+99.18	27.50' LT	331,861.65	763,170.80	873.76
B11	573+99.18	22.50' LT	331,861.70	763,175.80	873.43
B12	573+94.18	28.50' LT	331,856.65	763,170.85	874.10
B13	573+94.18	32.50' LT	331,856.60	763,165.85	874.17

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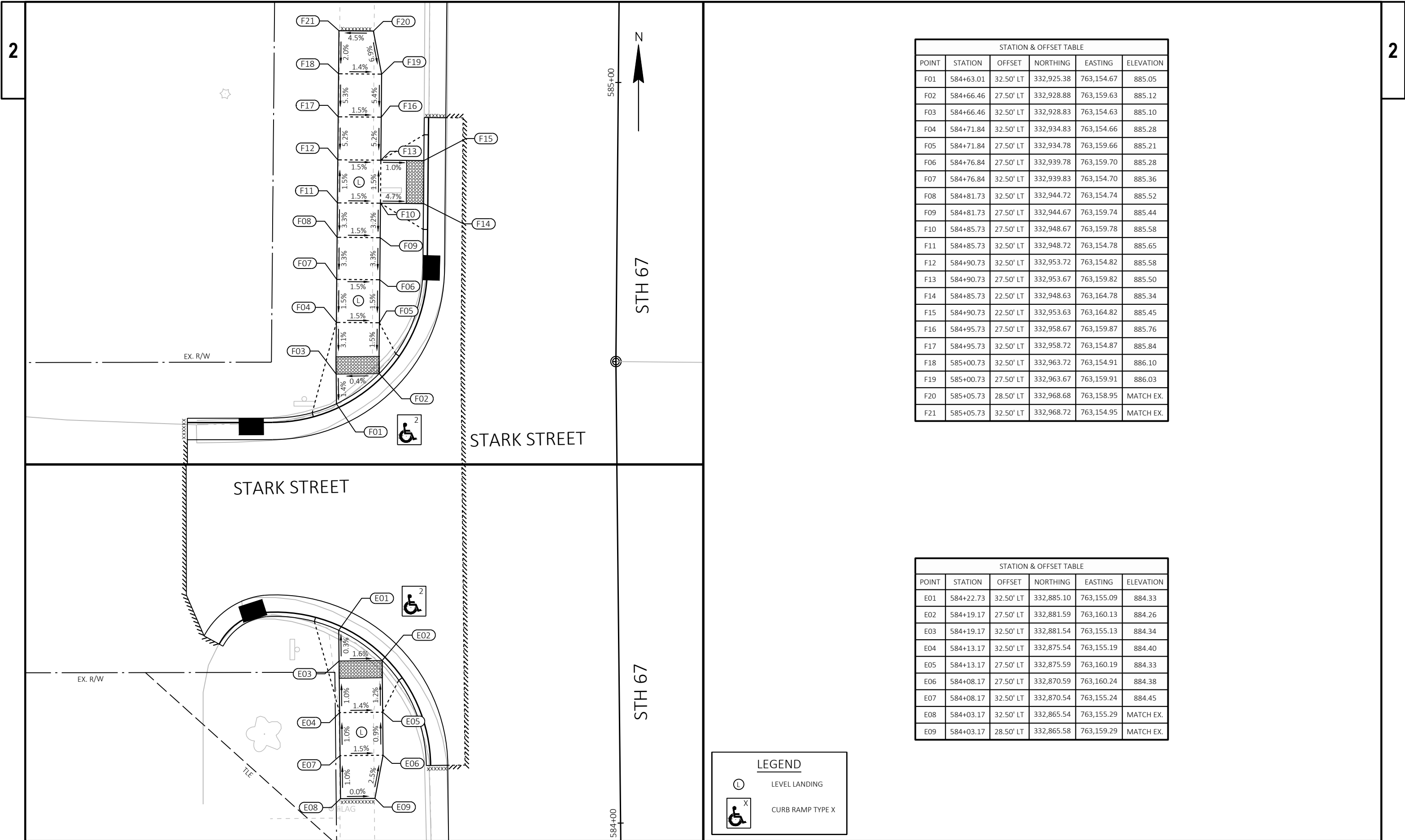


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
D01	573+99.18	22.50' RT	331,862.17	763,220.80	873.23
D02	574+09.18	22.50' RT	331,872.17	763,220.69	873.21
D03	574+09.18	28.50' RT	331,872.24	763,226.69	873.31
D04	573+99.18	28.50' RT	331,862.24	763,226.80	873.46
D05	573+99.18	39.00' RT	331,862.35	763,237.30	873.62
D06	573+89.18	39.00' RT	331,852.35	763,237.41	MATCH EX.
D07	573+89.18	28.50' RT	331,852.24	763,226.90	MATCH EX.
D08	574+09.18	39.00' RT	331,872.35	763,237.19	873.47
D09	574+19.18	29.41' RT	331,882.25	763,227.50	MATCH EX.
D10	574+19.18	37.76' RT	331,882.33	763,235.84	MATCH EX.

LEGEND

(L) LEVEL LANDING

 CURB RAMP TYPE X



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
F01	584+63.01	32.50' LT	332,925.38	763,154.67	885.05
F02	584+66.46	27.50' LT	332,928.88	763,159.63	885.12
F03	584+66.46	32.50' LT	332,928.83	763,154.63	885.10
F04	584+71.84	32.50' LT	332,934.83	763,154.66	885.28
F05	584+71.84	27.50' LT	332,934.78	763,159.66	885.21
F06	584+76.84	27.50' LT	332,939.78	763,159.70	885.28
F07	584+76.84	32.50' LT	332,939.83	763,154.70	885.36
F08	584+81.73	32.50' LT	332,944.72	763,154.74	885.52
F09	584+81.73	27.50' LT	332,944.67	763,159.74	885.44
F10	584+85.73	27.50' LT	332,948.67	763,159.78	885.58
F11	584+85.73	32.50' LT	332,948.72	763,154.78	885.65
F12	584+90.73	32.50' LT	332,953.72	763,154.82	885.58
F13	584+90.73	27.50' LT	332,953.67	763,159.82	885.50
F14	584+85.73	22.50' LT	332,948.63	763,164.78	885.34
F15	584+90.73	22.50' LT	332,953.63	763,164.82	885.45
F16	584+95.73	27.50' LT	332,958.67	763,159.87	885.76
F17	584+95.73	32.50' LT	332,958.72	763,154.87	885.84
F18	585+00.73	32.50' LT	332,963.72	763,154.91	886.10
F19	585+00.73	27.50' LT	332,963.67	763,159.91	886.03
F20	585+05.73	28.50' LT	332,968.68	763,158.95	MATCH EX.
F21	585+05.73	32.50' LT	332,968.72	763,154.95	MATCH EX.

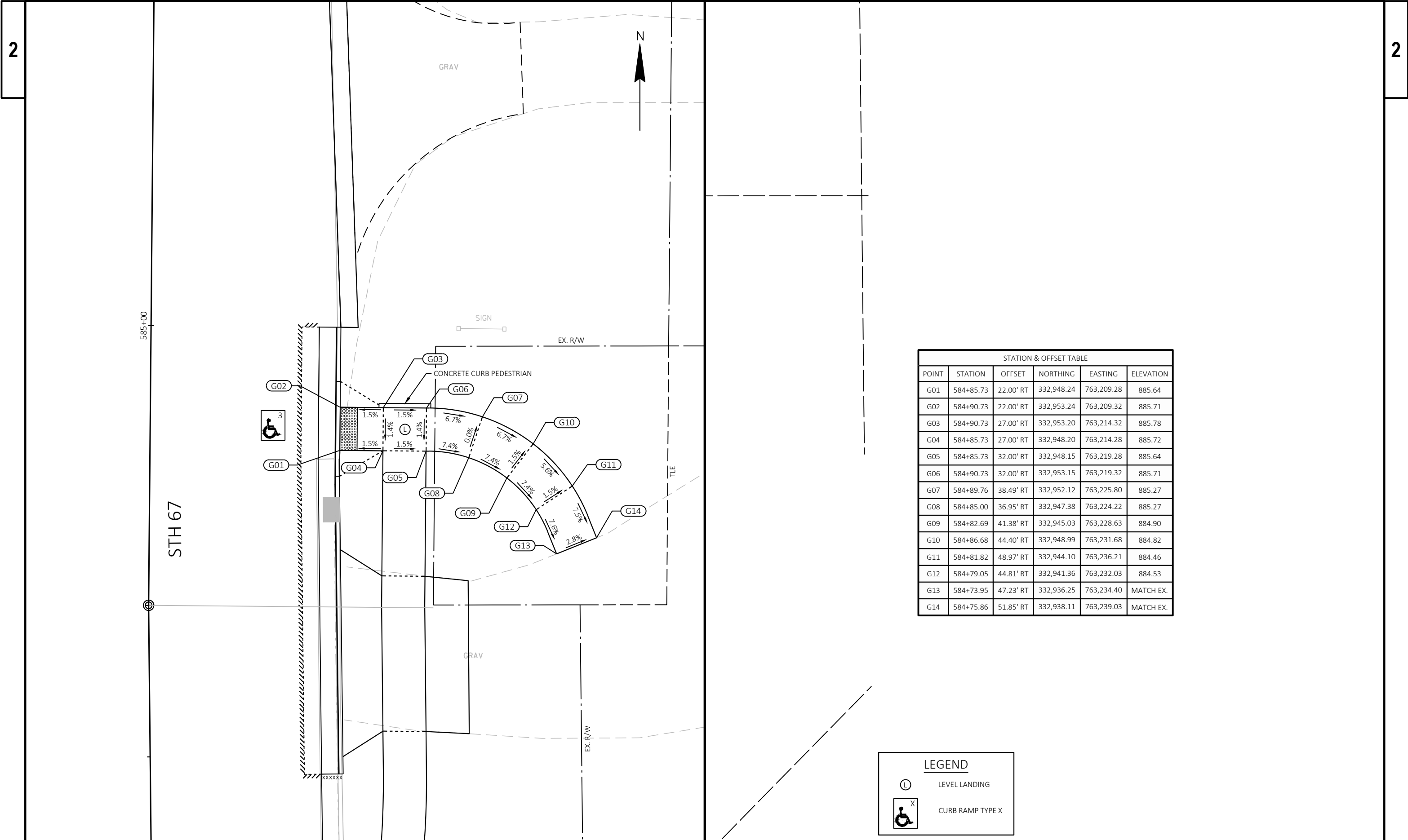
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
E01	584+22.73	32.50' LT	332,885.10	763,155.09	884.33
E02	584+19.17	27.50' LT	332,881.59	763,160.13	884.26
E03	584+19.17	32.50' LT	332,881.54	763,155.13	884.34
E04	584+13.17	32.50' LT	332,875.54	763,155.19	884.40
E05	584+13.17	27.50' LT	332,875.59	763,160.19	884.33
E06	584+08.17	27.50' LT	332,870.59	763,160.24	884.38
E07	584+08.17	32.50' LT	332,870.54	763,155.24	884.45
E08	584+03.17	32.50' LT	332,865.54	763,155.29	MATCH EX.
E09	584+03.17	28.50' LT	332,865.58	763,159.29	MATCH EX.

LEGEND

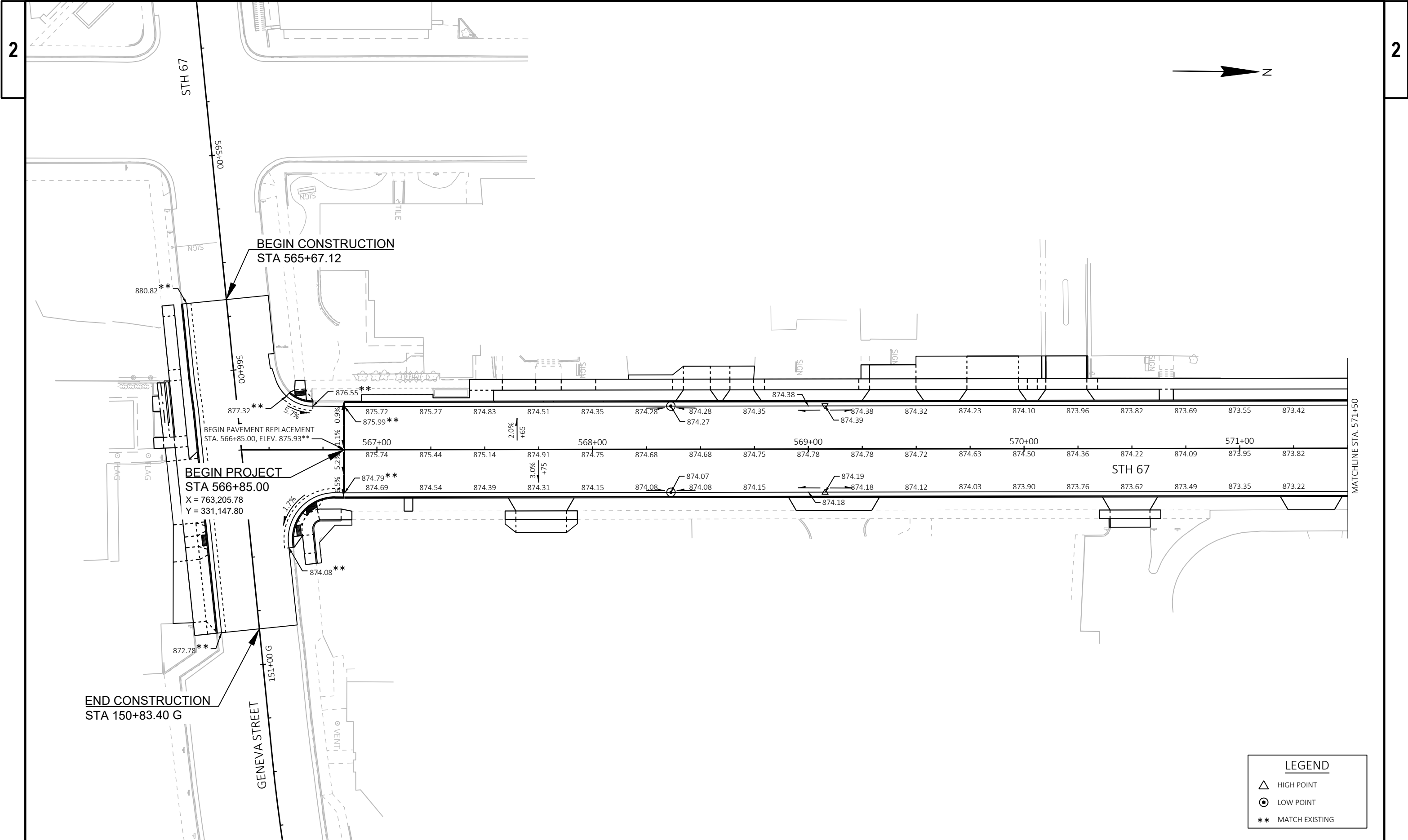
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LEVEL LANDING

CURB RAMP TYPE X



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
G01	584+85.73	22.00' RT	332,948.24	763,209.28	885.64
G02	584+90.73	22.00' RT	332,953.24	763,209.32	885.71
G03	584+90.73	27.00' RT	332,953.20	763,214.32	885.78
G04	584+85.73	27.00' RT	332,948.20	763,214.28	885.72
G05	584+85.73	32.00' RT	332,948.15	763,219.28	885.64
G06	584+90.73	32.00' RT	332,953.15	763,219.32	885.71
G07	584+89.76	38.49' RT	332,952.12	763,225.80	885.27
G08	584+85.00	36.95' RT	332,947.38	763,224.22	885.27
G09	584+82.69	41.38' RT	332,945.03	763,228.63	884.90
G10	584+86.68	44.40' RT	332,948.99	763,231.68	884.82
G11	584+81.82	48.97' RT	332,944.10	763,236.21	884.46
G12	584+79.05	44.81' RT	332,941.36	763,232.03	884.53
G13	584+73.95	47.23' RT	332,936.25	763,234.40	MATCH EX.
G14	584+75.86	51.85' RT	332,938.11	763,239.03	MATCH EX.

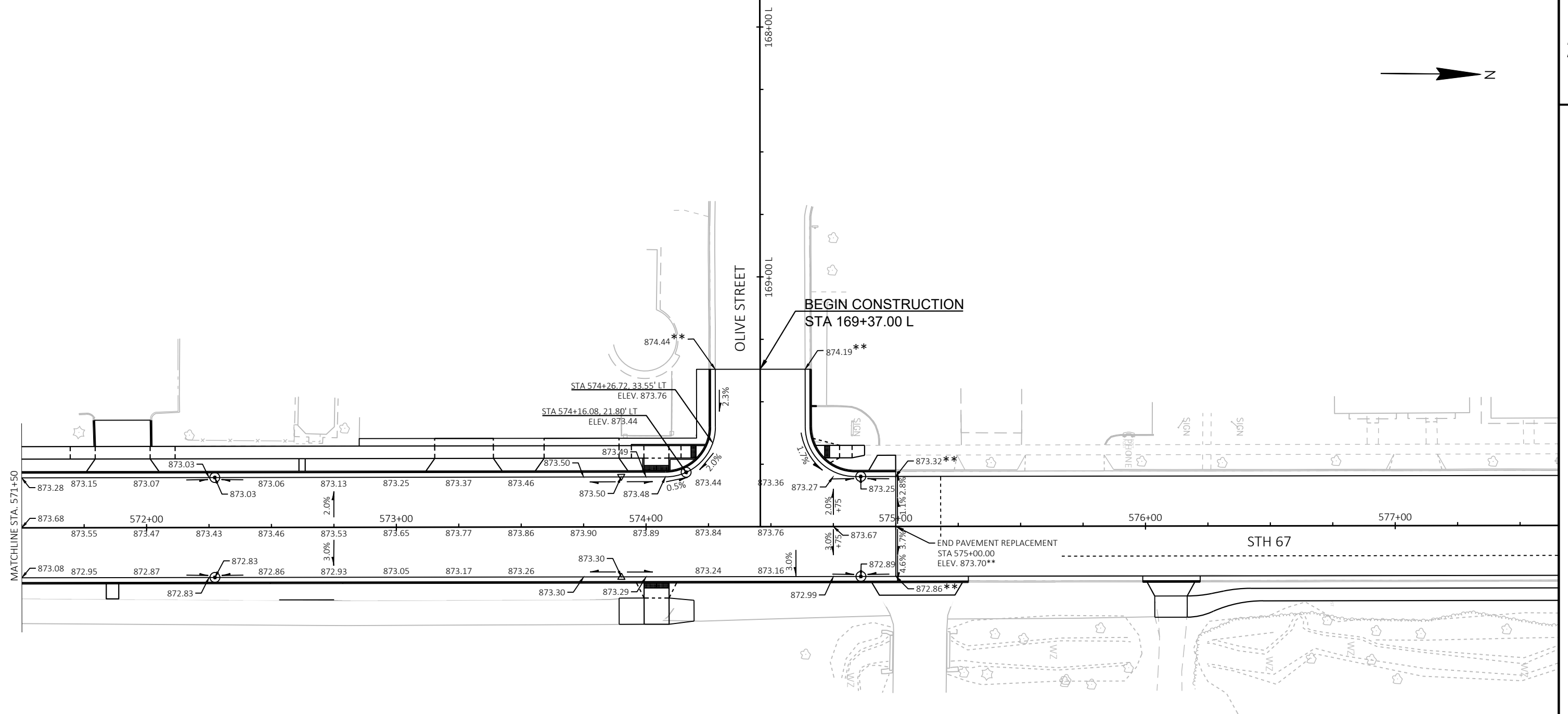


LEGEND

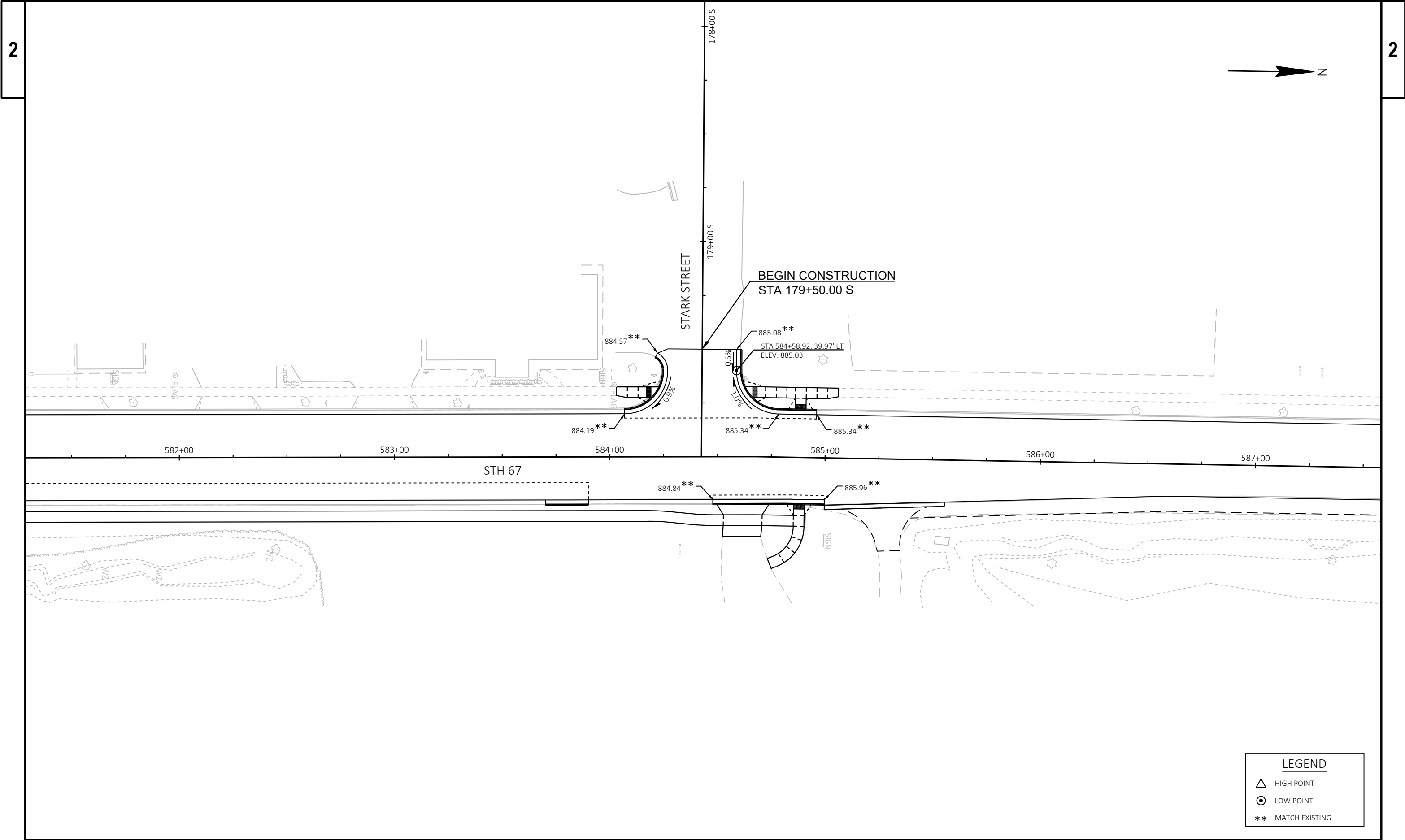
- △ HIGH POINT
- LOW POINT
- ** MATCH EXISTING

2

2 |



PROJECT NO: 3325-06-71		HWY: STH 67		COUNTY: WALWORTH		JOINT DETAILS				SHEET 41		E
FILE NAME : S:\MIL\1000--1099\1089\935\DRAWINGS\CAD\AUTOCAD\CIVIL 3D\33250601\SHEETS\PLAN\021401-JD.DWG				PLOT DATE : 4/19/2022 9:33 AM		PLOT BY : NOTSON, ERIC		PLOT NAME :		PLOT SCALE : 1 IN=40 FT		WISDOT/CADDS SHEET 42
LAYOUT NAME - 021402-jd												

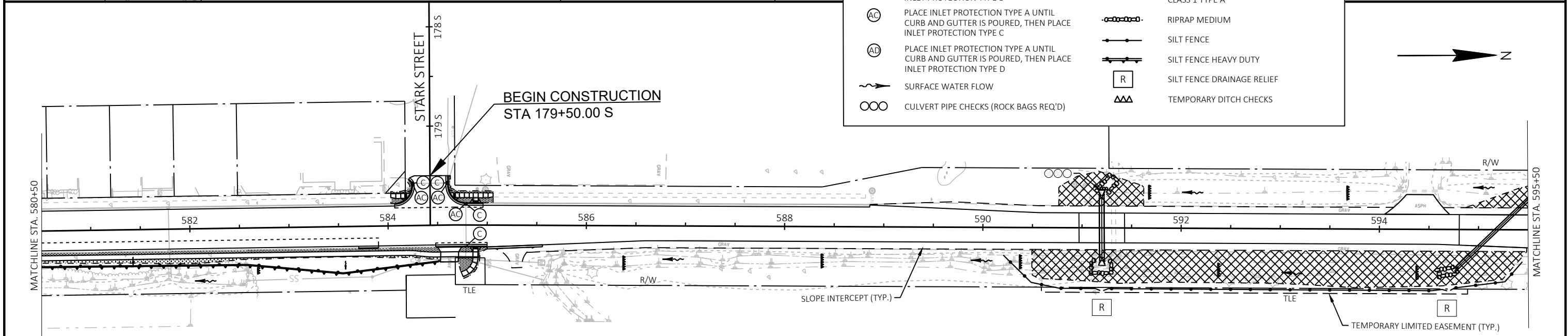
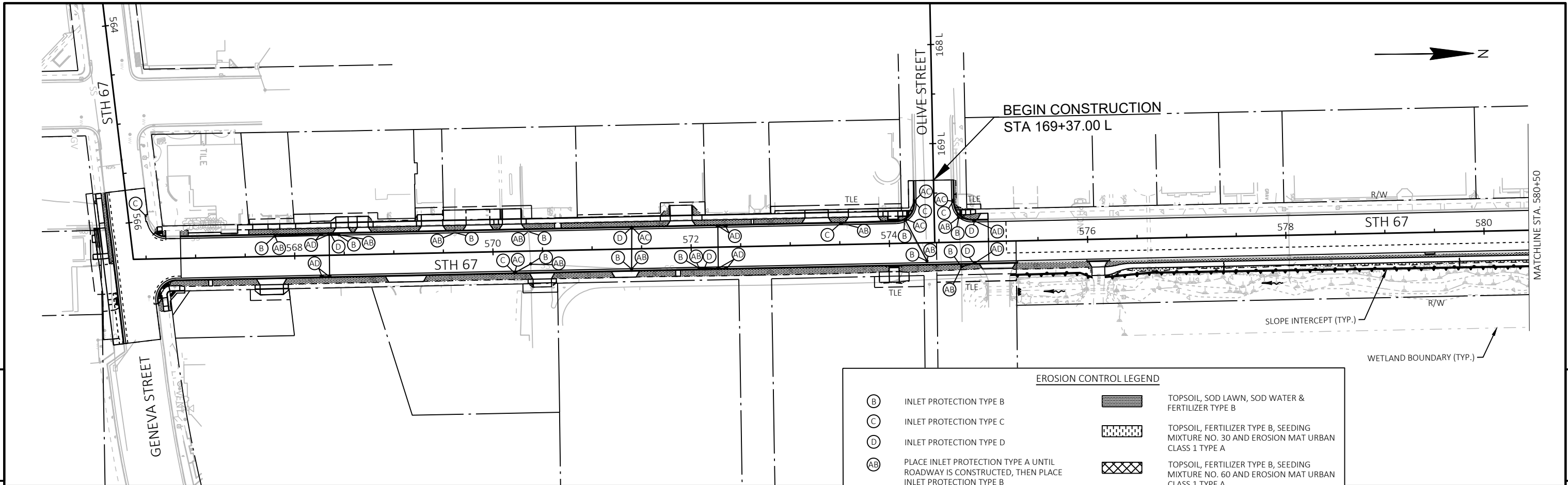


LEGEND

△ HIGH POINT

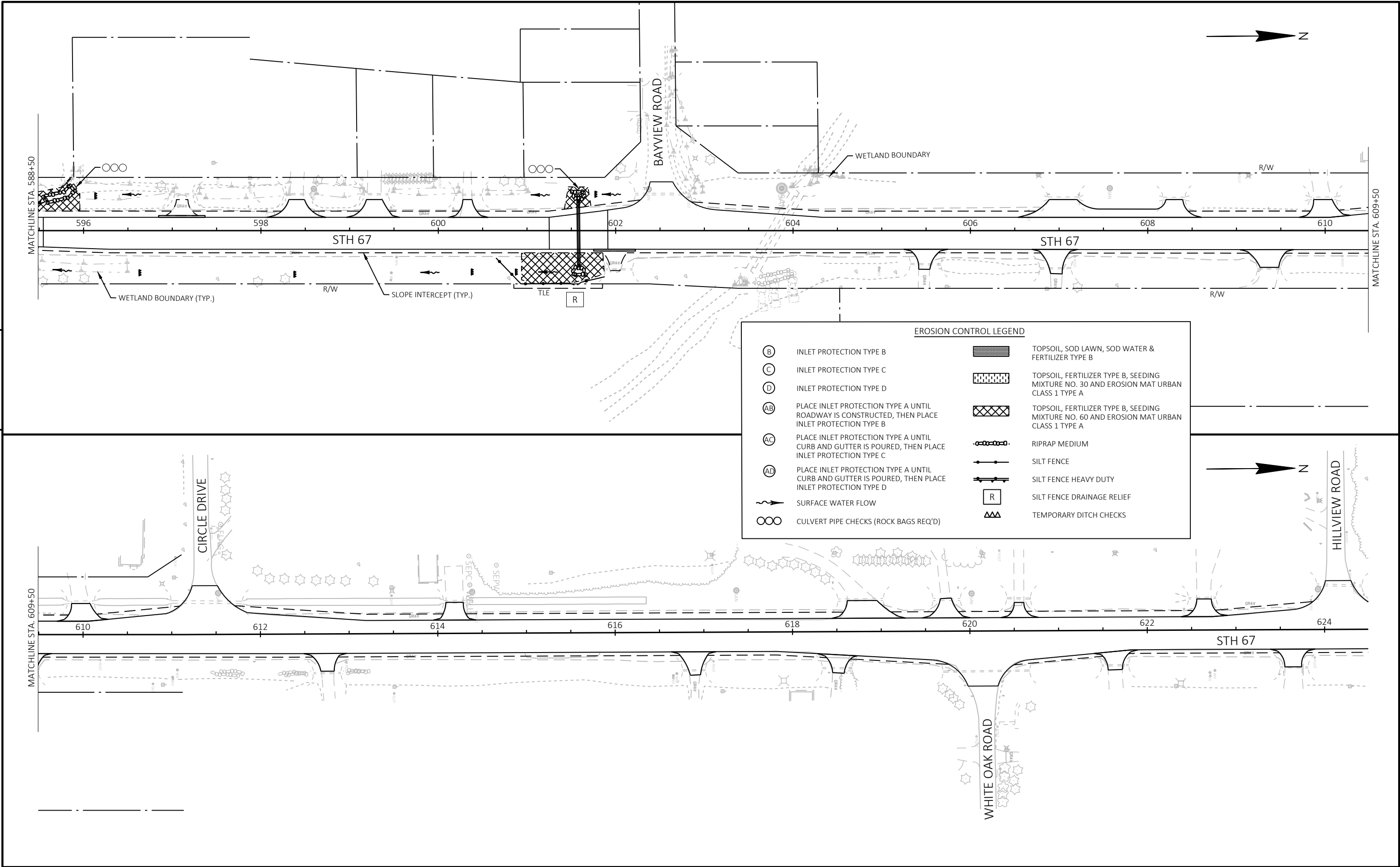
● LOW POINT

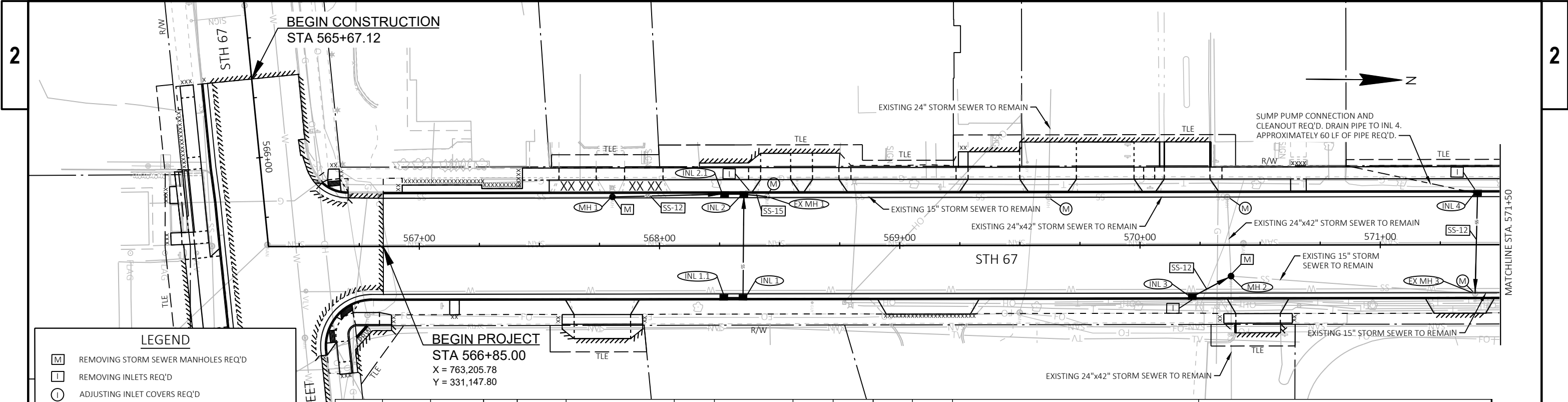
** MATCH EXISTING



EROSION CONTROL LEGEND			
(B)	INLET PROTECTION TYPE B		TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B
(C)	INLET PROTECTION TYPE C		TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30 AND EROSION MAT URBAN CLASS 1 TYPE A
(D)	INLET PROTECTION TYPE D		TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 60 AND EROSION MAT URBAN CLASS 1 TYPE A
(AB)	PLACE INLET PROTECTION TYPE A UNTIL ROADWAY IS CONSTRUCTED, THEN PLACE INLET PROTECTION TYPE B		RIPRAP MEDIUM
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C		SILT FENCE
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D		SILT FENCE HEAVY DUTY
	SURFACE WATER FLOW		SILT FENCE DRAINAGE RELIEF
	CULVERT PIPE CHECKS (ROCK BAGS REQ'D)		TEMPORARY DITCH CHECKS

- NOTES
1. THE CULVERT AT STA. 591+19.98 HAS IN-STREAM RESTRICTIONS. WORK SHALL BE COMPLETED BEFORE MARCH 15, 2023 OR AFTER JUNE 1, 2023.
 2. GRADING AND RESTORATION OF THE NEW DITCH FROM STA. 590+50 TO STA. 595+25 RIGHT SHALL BE COMPLETED WHEN THE DITCH IS DRY. A NONSTOP GRADING RESTORATION OPERATION IS ANTICIPATED.
 3. DEWATERING IS ANTICIPATED FOR CULVERT CONSTRUCTION.
 4. FOR INLETS WITH THREE INLET PROTECTION TYPES SHOWN, INSTALL THE DESIGNATED INLET PROTECTION, AS NOTED ON THE PLAN, BEFORE THE START OF CONSTRUCTION, AFTER PAVEMENT IS REMOVED, AND AFTER NEW PAVEMENT IS PLACED.





LEGEND

M

REMOVING STORM SEWER MANHOLES REQ'D

I

REMOVING INLETS REQ'D

I

ADJUSTING INLET COVERS REQ'D

M

ADJUSTING STORM SEWER MANHOLE COVERS REQ'D

S

ADJUSTING SANITARY SEWER MANHOLE COVERS REQ'D

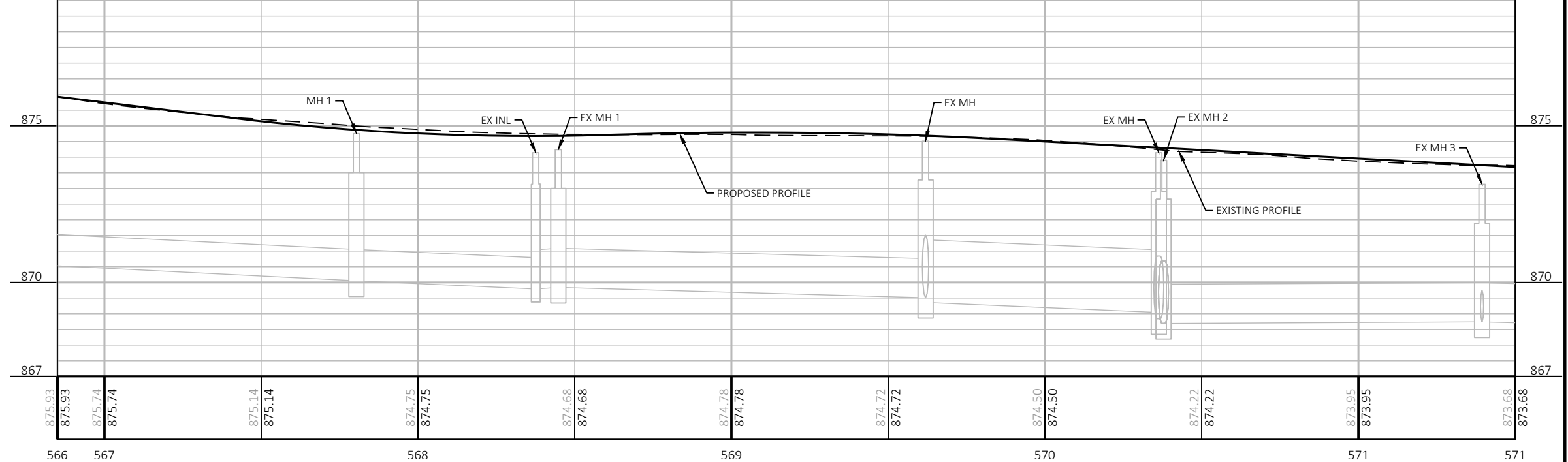
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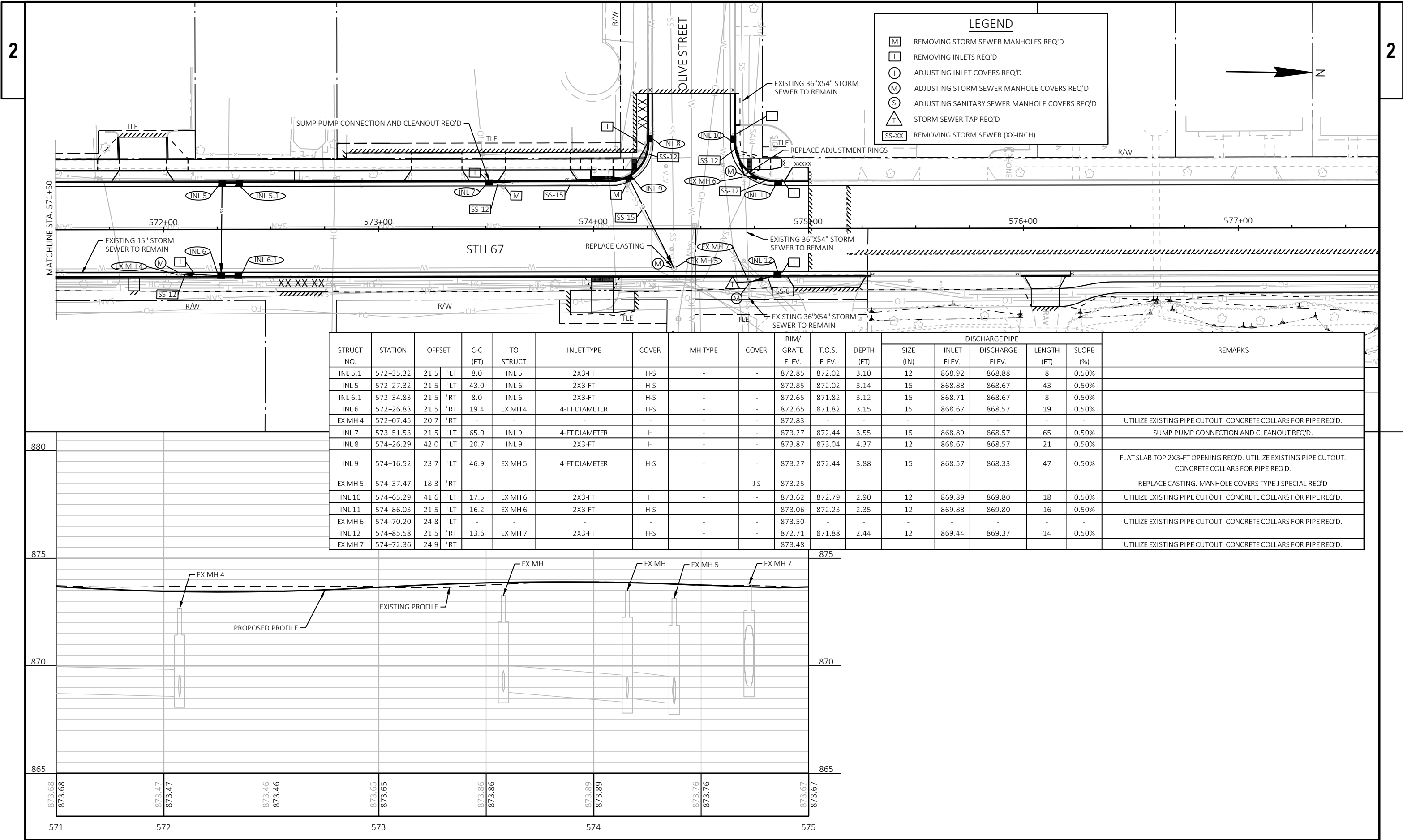
STORM SEWER TAP REQ'D

SS-XX

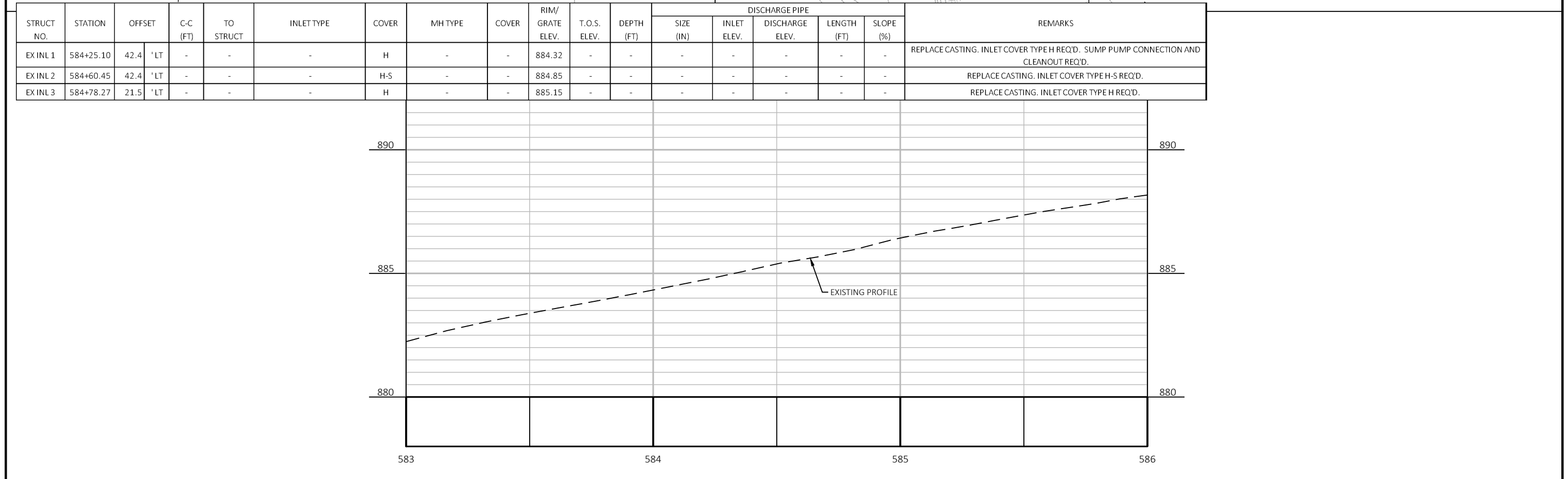
REMOVING STORM SEWER (XX-INCH)

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
MH 1	567+80.39	20.4	'LT	46.7	INL 2.1	-	4-FT DIAMETER	J-S	874.46	873.21	3.16	12	870.05	869.91	47	0.30%	CONNECT TO EXISTING 12-INCH RCP TO SOUTH.
INL 1.1	568+26.68	21.5	'RT	8.0	INL 1	2X3-FT	H-S	-	873.89	873.06	2.92	12	870.15	870.11	8	0.50%	
INL 1	568+34.68	21.5	'RT	43.0	INL 2	2X3-FT	H-S	-	873.89	873.06	2.95	12	870.11	869.89	43	0.50%	
INL 2.1	568+27.13	21.5	'LT	8.0	INL 2	2X3-FT	H-S	-	874.09	873.26	3.35	12	869.91	869.89	8	0.30%	
INL 2	568+35.13	21.5	'LT	9.7	EX MH 1	4-FT DIAMETER	H-S	-	874.09	873.26	3.37	15	869.89	869.84	10	0.50%	
EX MH 1	568+44.78	20.4	'LT	-	-	-	-	-	874.26	-	-	-	-	-	-	-	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.
INL 3	570+21.73	21.5	'RT	18.3	MH 2	2X3-FT	H	-	873.59	872.76	3.98	12	868.78	868.69	18	0.50%	
MH 2	570+37.85	12.9	'RT	-	-	-	5-FT DIAMETER	J-S	873.90	-	-	-	-	-	-	-	CONNECT TO EXISTING 24X42-INCH RCP TO WEST AND EAST AND EXISTING 15-INCH RCP TO NORTH. MATCH EXISTING INVERTS.
INL 4	571+40.52	21.5	'LT	41.8	EX MH 3	2X3-FT	H	-	873.15	872.32	3.37	12	868.95	868.74	42	0.50%	
EX MH 3	571+39.46	20.3	'RT	-	-	-	-	-	873.13	-	-	-	-	-	-	-	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.

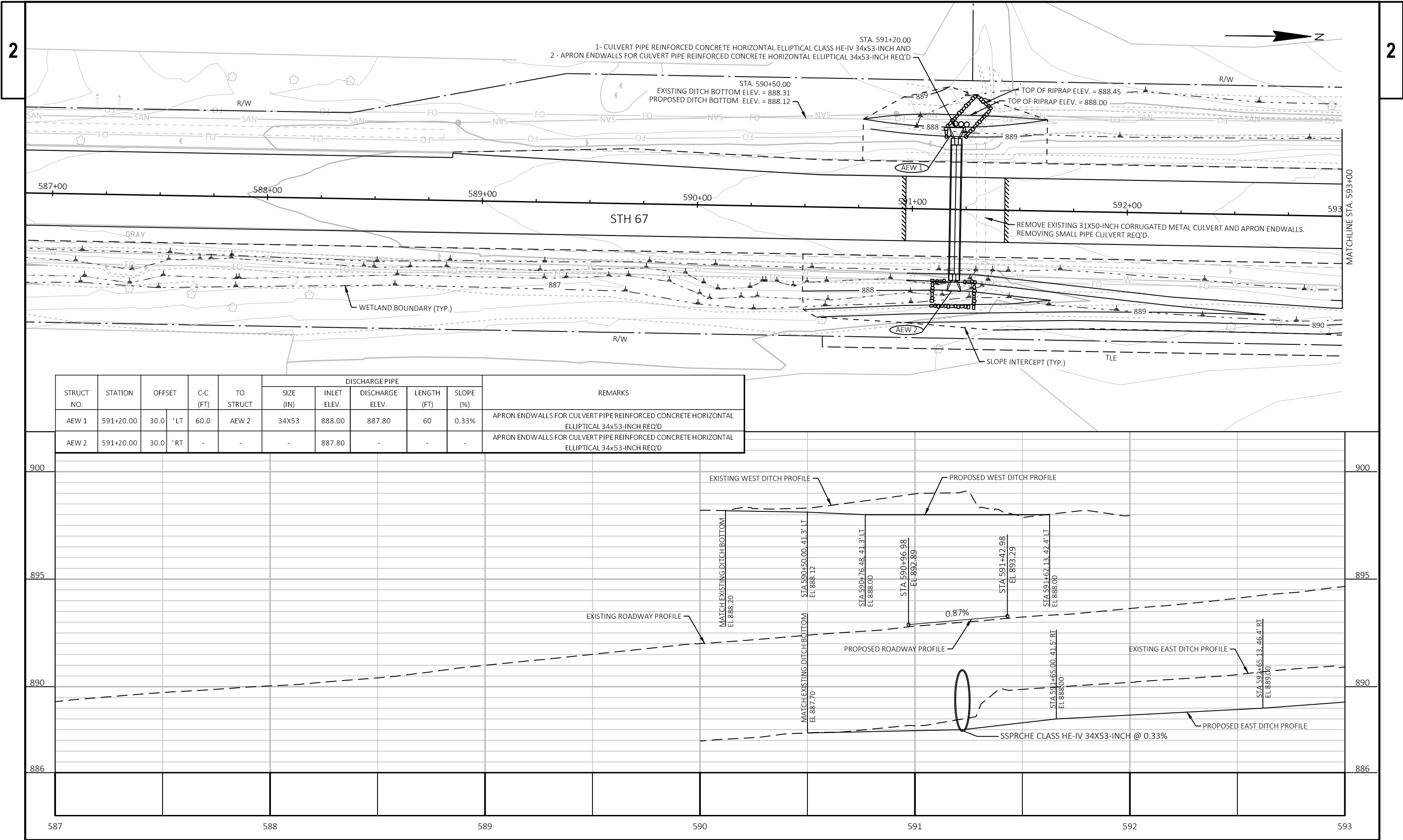




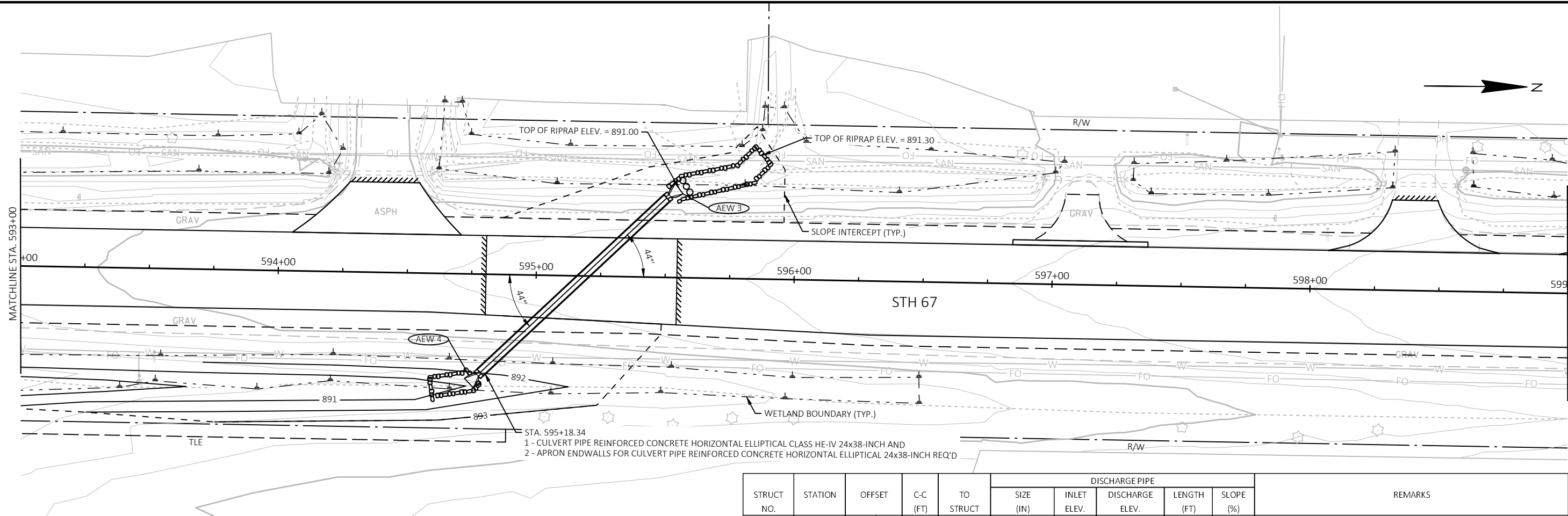
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 5.1	572+35.32	21.5	'LT	8.0	INL 5	2X3-FT	H-S	-	872.85	872.02	3.10	12	868.92	868.88	8	0.50%	
INL 5	572+27.32	21.5	'LT	43.0	INL 6	2X3-FT	H-S	-	872.85	872.02	3.14	15	868.88	868.67	43	0.50%	
INL 6.1	572+34.83	21.5	'RT	8.0	INL 6	2X3-FT	H-S	-	872.65	871.82	3.12	15	868.71	868.67	8	0.50%	
INL 6	572+26.83	21.5	'RT	19.4	EX MH 4	4-FT DIAMETER	H-S	-	872.65	871.82	3.15	15	868.67	868.57	19	0.50%	
EX MH 4	572+07.45	20.7	'RT	-	-	-	-	-	872.83	-	-	-	-	-	-	-	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.
INL 7	573+51.53	21.5	'LT	65.0	INL 9	4-FT DIAMETER	H	-	873.27	872.44	3.55	15	868.89	868.57	65	0.50%	SUMP PUMP CONNECTION AND CLEANOUT REQ'D.
INL 8	574+26.29	42.0	'LT	20.7	INL 9	2X3-FT	H	-	873.87	873.04	4.37	12	868.67	868.57	21	0.50%	
INL 9	574+16.52	23.7	'LT	46.9	EX MH 5	4-FT DIAMETER	H-S	-	873.27	872.44	3.88	15	868.57	868.33	47	0.50%	FLAT SLAB TOP 2X3-FT OPENING REQ'D. UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.
EX MH 5	574+37.47	18.3	'RT	-	-	-	-	J-S	873.25	-	-	-	-	-	-	-	REPLACE CASTING. MANHOLE COVERS TYPE J-SPECIAL REQ'D
INL 10	574+65.29	41.6	'LT	17.5	EX MH 6	2X3-FT	H	-	873.62	872.79	2.90	12	869.89	869.80	18	0.50%	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.
INL 11	574+86.03	21.5	'LT	16.2	EX MH 6	2X3-FT	H-S	-	873.06	872.23	2.35	12	869.88	869.80	16	0.50%	
EX MH 6	574+70.20	24.8	'LT	-	-	-	-	-	873.50	-	-	-	-	-	-	-	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.
INL 12	574+85.58	21.5	'RT	13.6	EX MH 7	2X3-FT	H-S	-	872.71	871.88	2.44	12	869.44	869.37	14	0.50%	
EX MH 7	574+72.36	24.9	'RT	-	-	-	-	-	873.48	-	-	-	-	-	-	-	UTILIZE EXISTING PIPE CUTOUT. CONCRETE COLLARS FOR PIPE REQ'D.



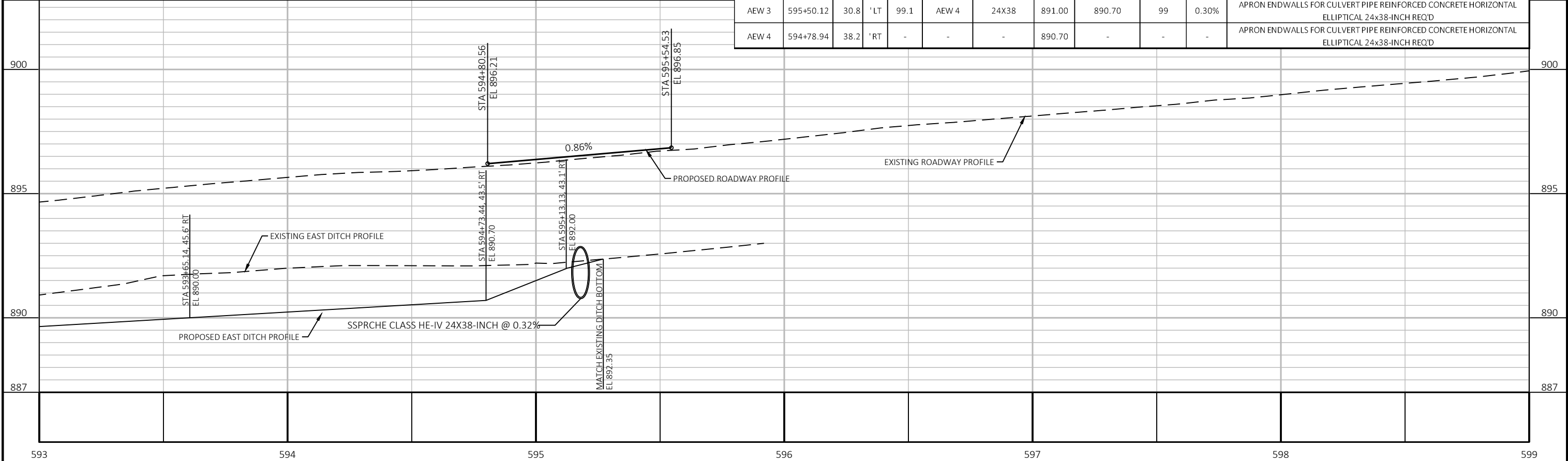
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LAYOUT NAME :	022503-SS	WISDOT/CADDS SHEET 42							

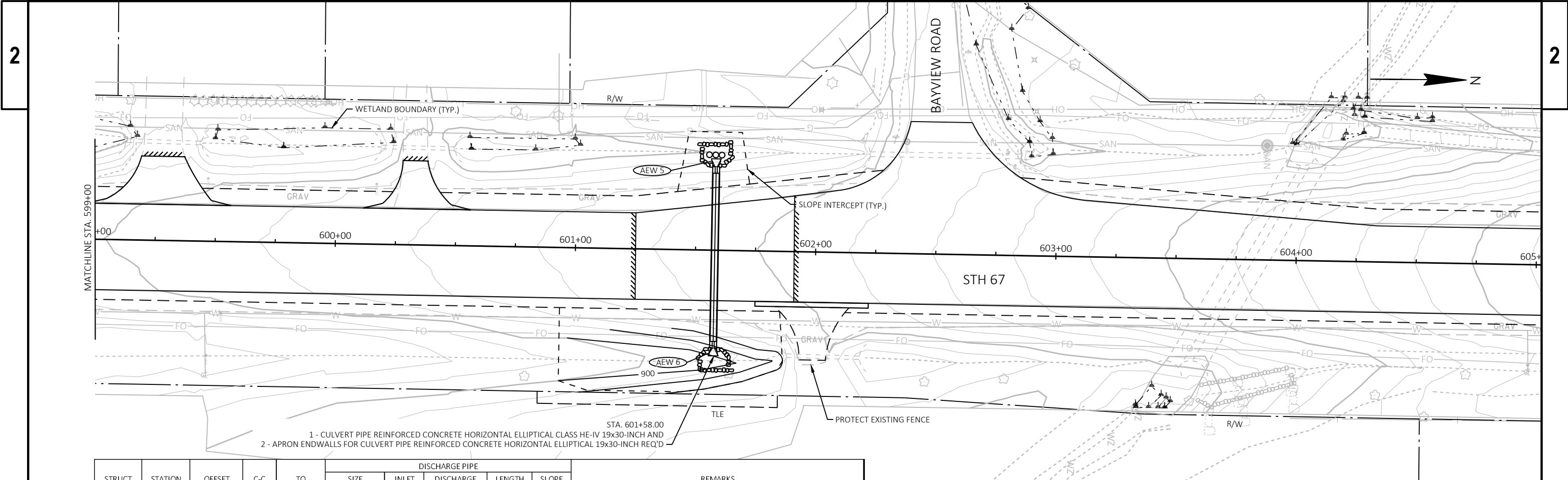


STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	DISCHARGE PIPE					REMARKS
						SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
AEW 1	591+20.00	30.0	'LT	60.0	AEW 2	34X53	888.00	887.80	60	0.33%	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH REQ'D
AEW 2	591+20.00	30.0	'RT	-	-	-	887.80	-	-	-	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34x53-INCH REQ'D

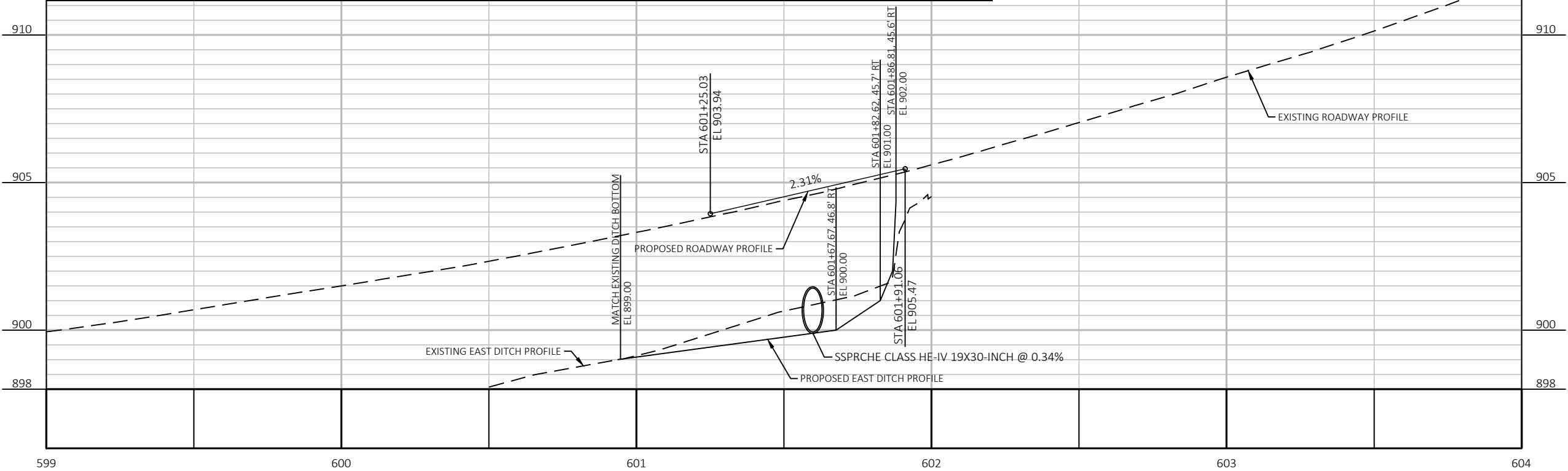


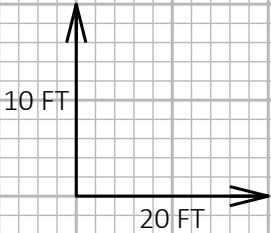
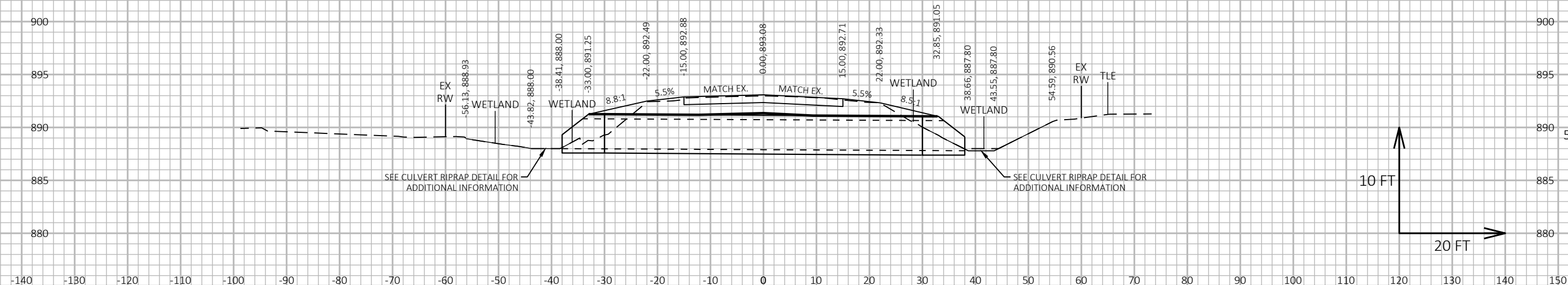
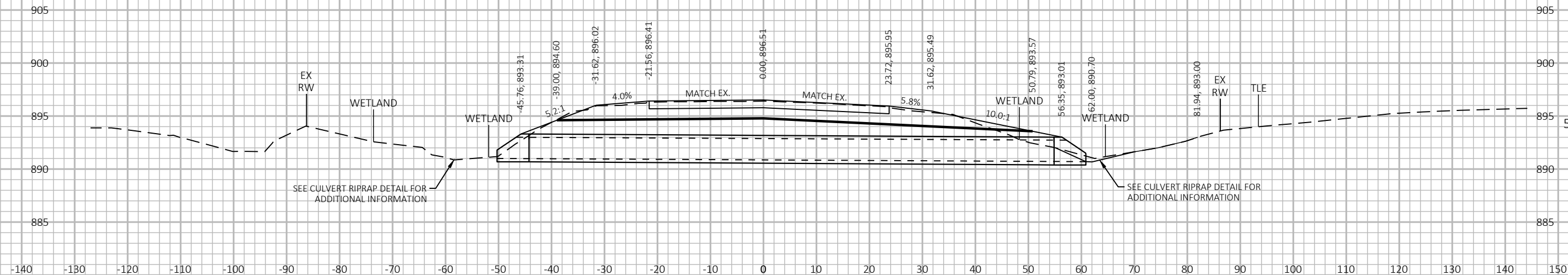
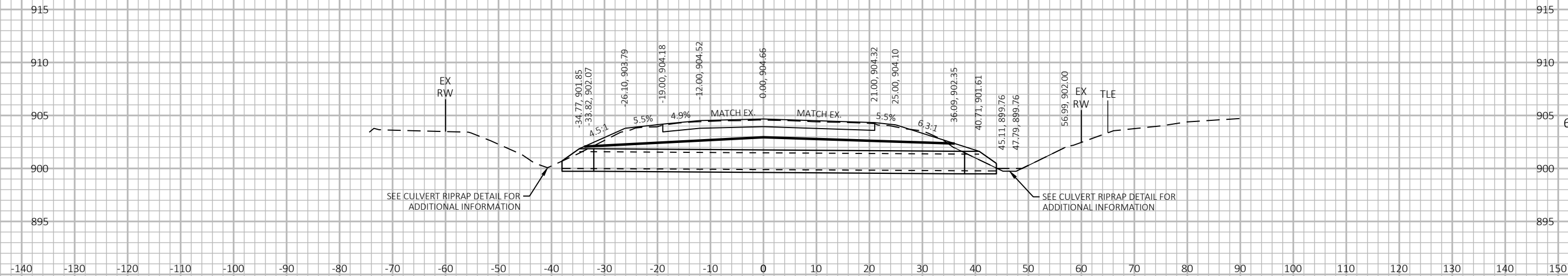
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	DISCHARGE PIPE					REMARKS
						SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
AEW 3	595+50.12	30.8	'LT	99.1	AEW 4	24X38	891.00	890.70	99	0.30%	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH REQ'D
AEW 4	594+78.94	38.2	'RT	-	-	-	890.70	-	-	-	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH REQ'D

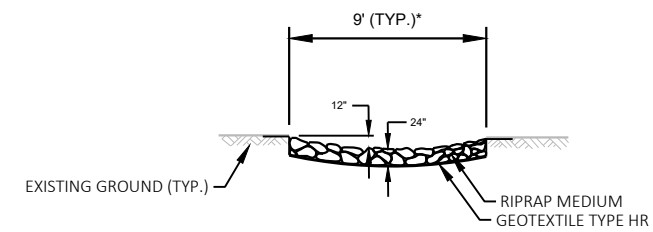
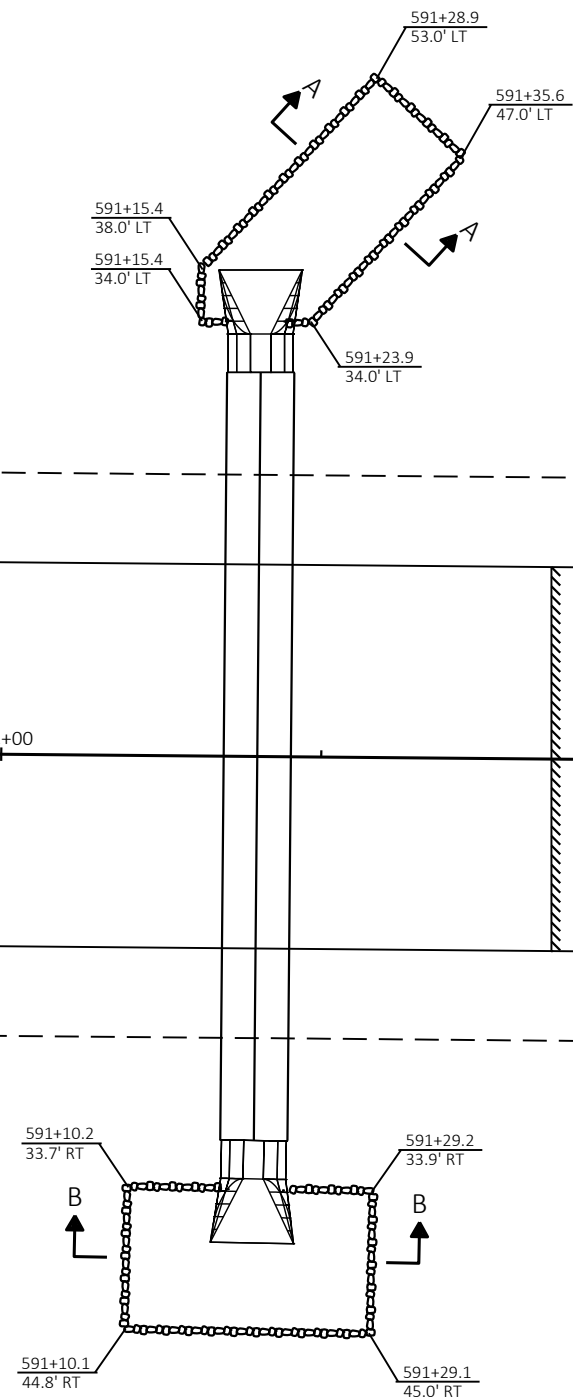




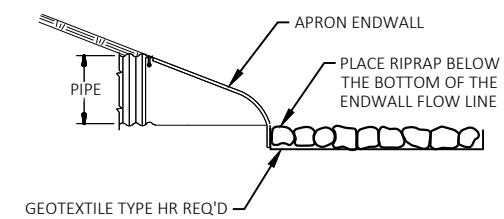
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	DISCHARGE PIPE					REMARKS
						SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
AEW 5	601+58.00	32.0	'LT	70.0	AEW 6	19X30	900.00	899.76	70	0.34%	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH REQ'D
AEW 6	601+58.00	38.0	'RT	-	-	-	899.76	-	-	-	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH REQ'D



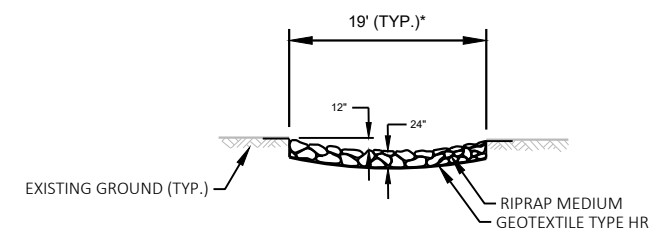




SECTION A-A



SIDE VIEW



SECTION B-B

* FIELD ADJUSTMENT AS DIRECTED BY THE ENGINEER

PROJECT NO: 3325-06-71

HWY: STH 67

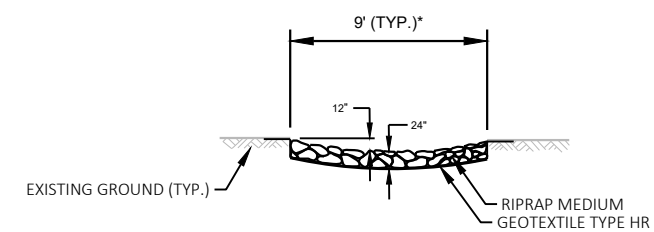
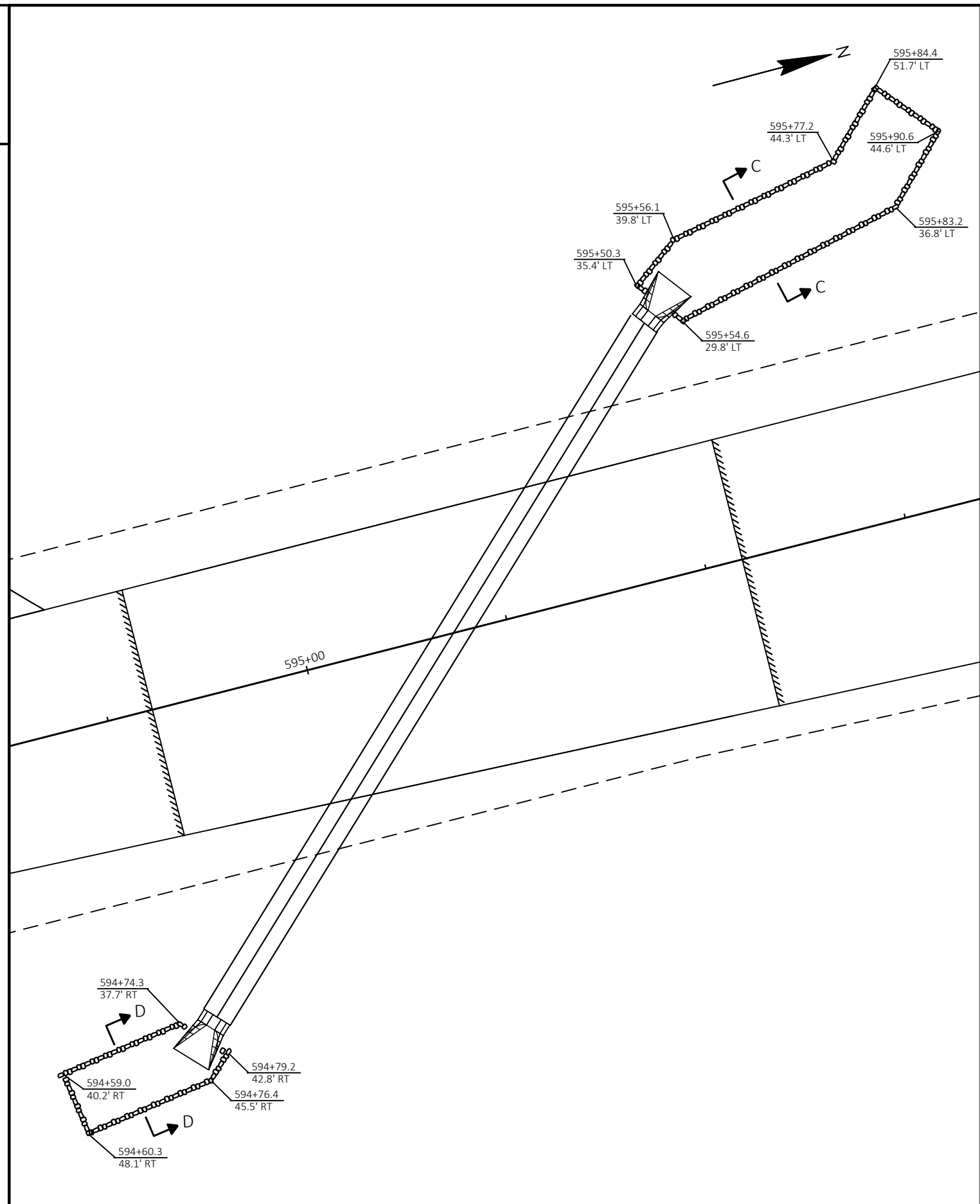
COUNTY: WALWORTH

CULVERT (STA. 591+20): RIPRAP DETAIL

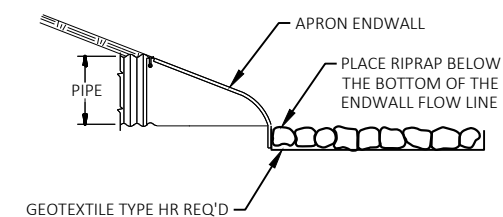
SHEET

52

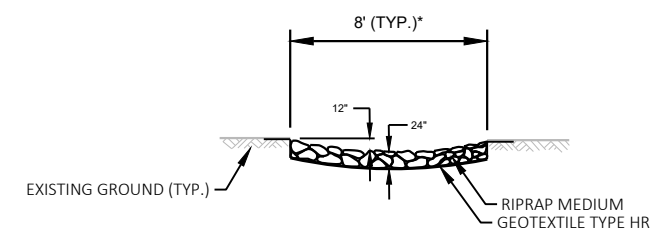
E



SECTION C-C



SIDE VIEW



SECTION D-D

* FIELD ADJUSTMENT AS DIRECTED BY THE ENGINEER

PROJECT NO: 3325-06-71

HWY: STH 67

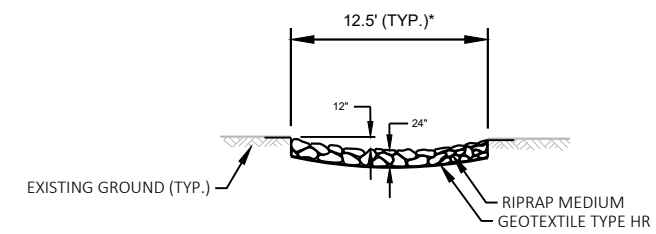
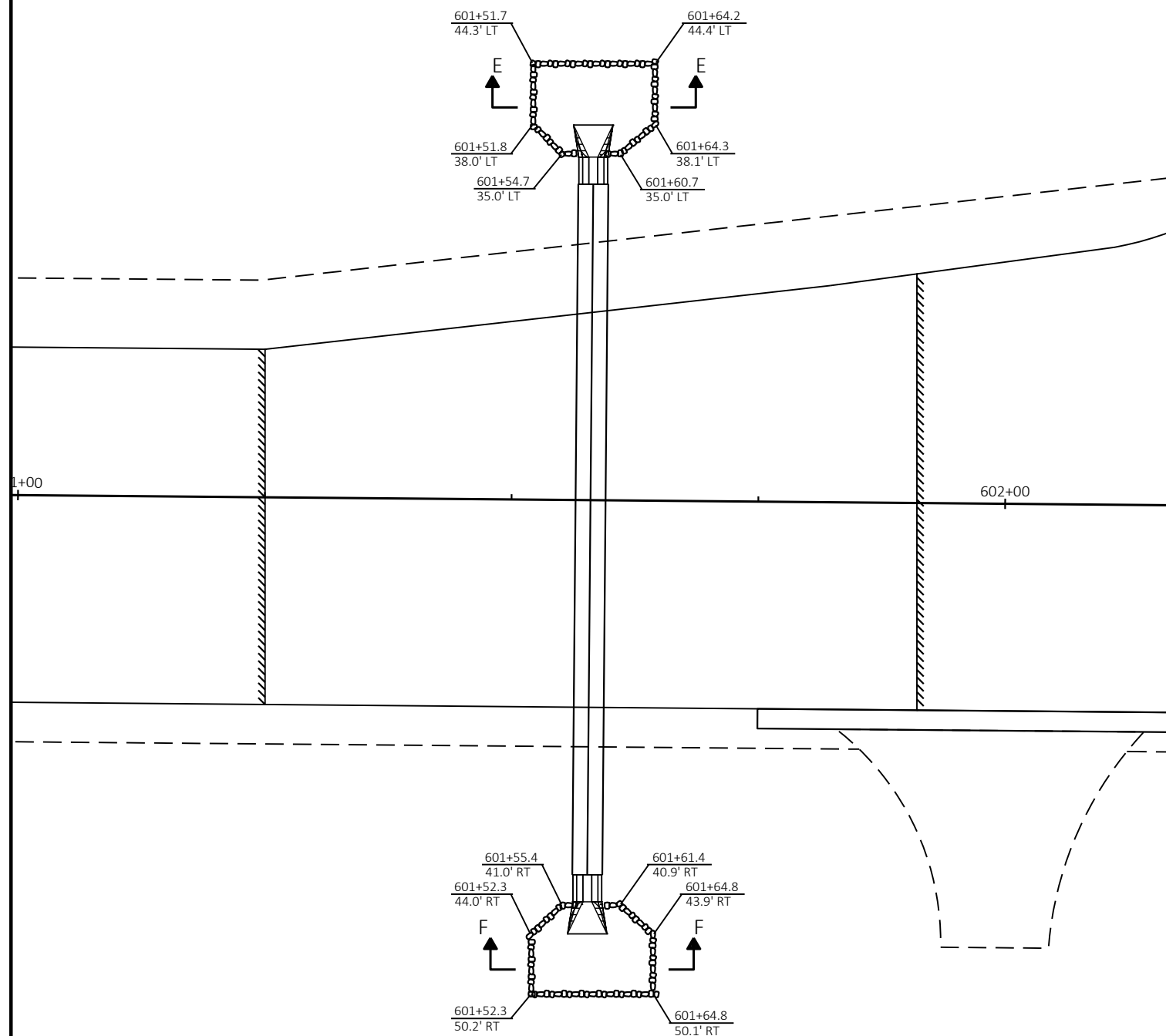
COUNTY: WALWORTH

CULVERT (STA. 595+18): RIPRAP DETAIL

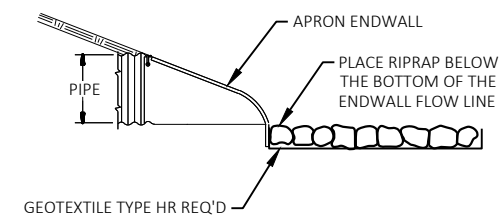
SHEET

53

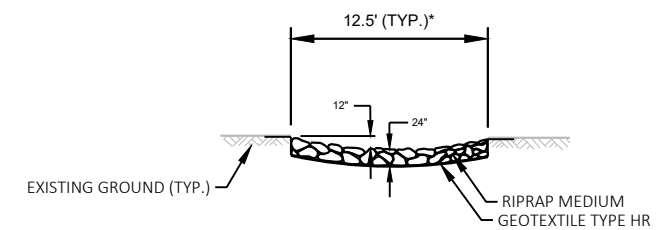
E



SECTION E-E



SIDE VIEW



SECTION F-F

* FIELD ADJUSTMENT AS DIRECTED BY THE ENGINEER

PROJECT NO: 3325-06-71

HWY: STH 67

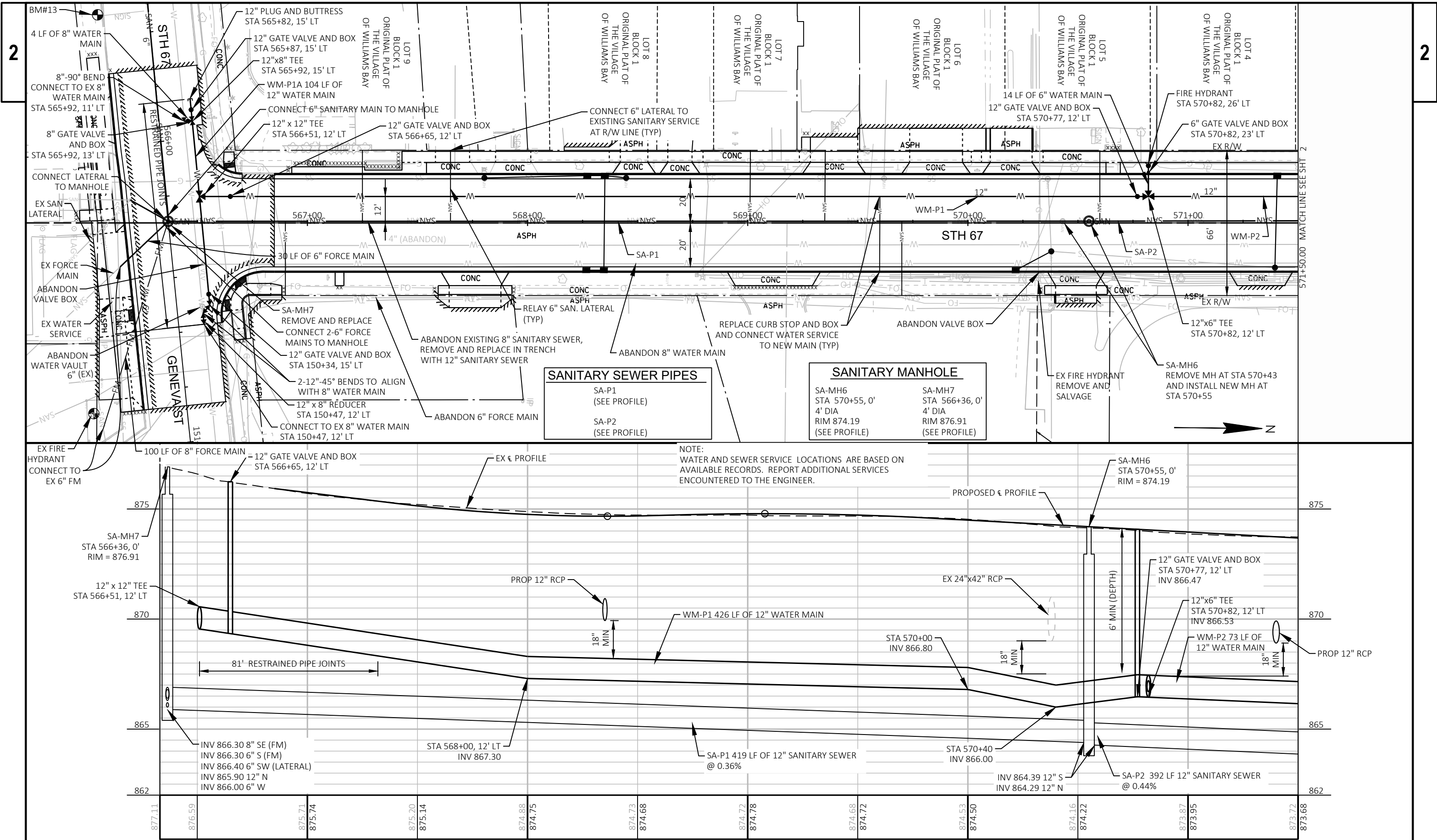
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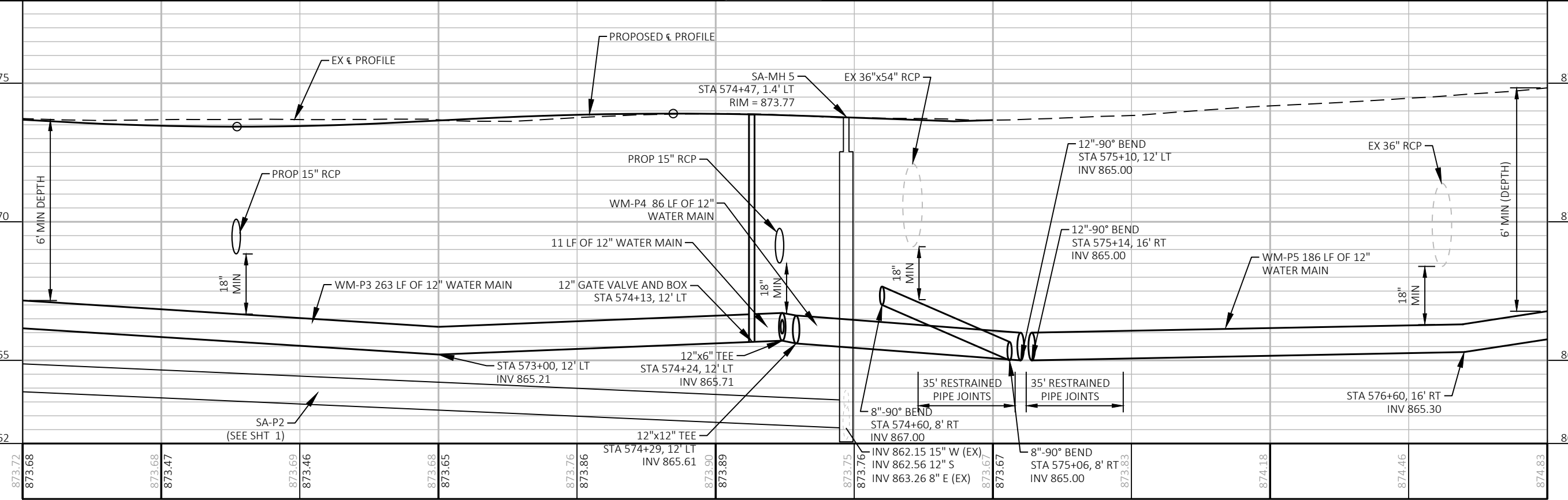
CULVERT (STA. 601+58): RIPRAP DETAIL

SHEET

54

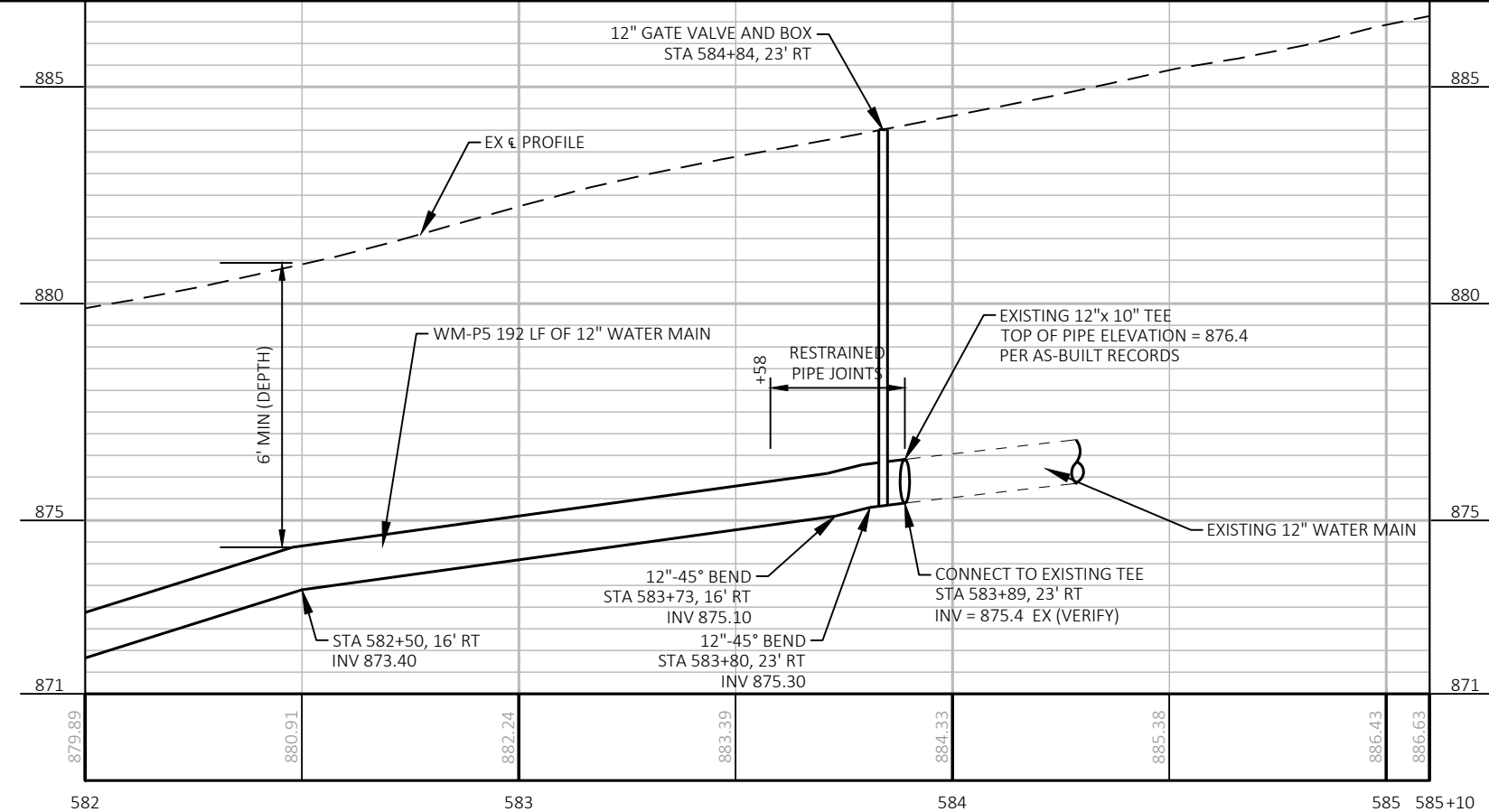
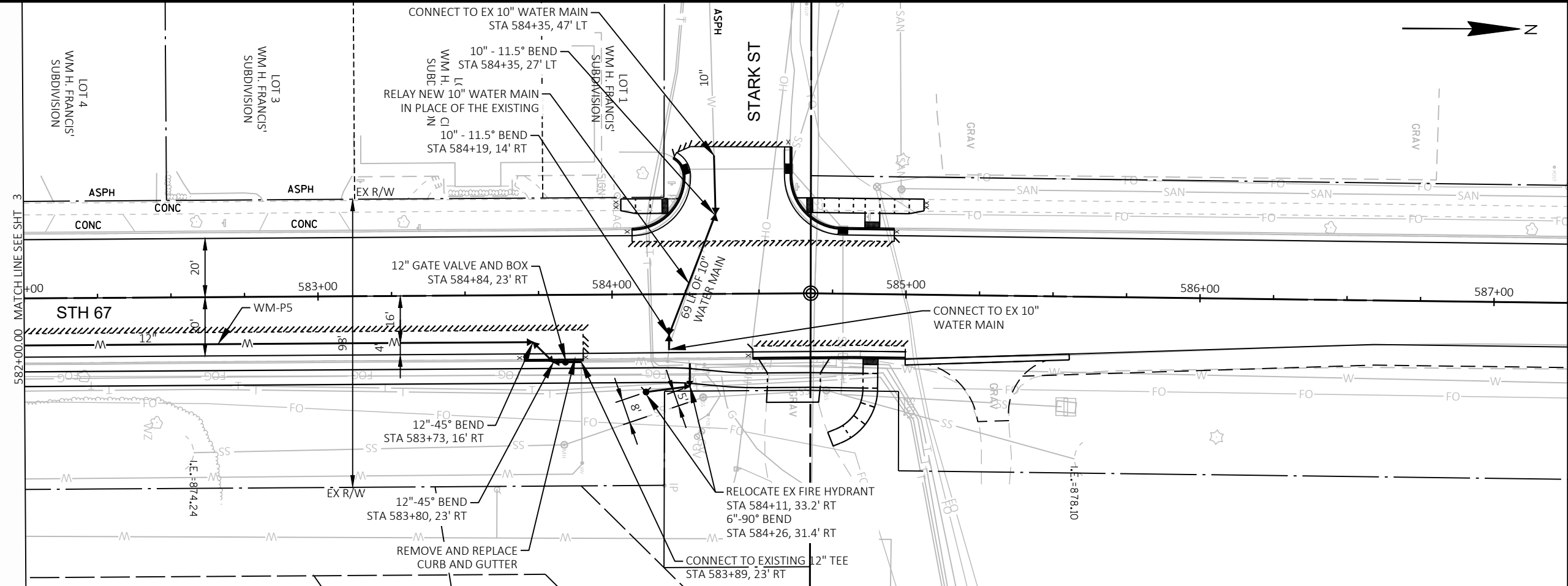
E



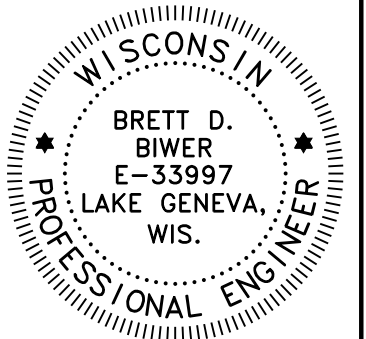


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BAXTER & WOODMAN
Consulting Engineers



Brett D. Bower

THIS STAMP APPLIES TO UTILITY AND PROFILE
PLANS 1 TO 9 OF 9.

SHEET 4 OF 9

PROJECT NO:	3325-06-72
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HWY: STH 67

COUNTY: WALWORTH

UTILITY AND PROFILE:	STA 582+00 TO STA 585+10
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SHEET

E

FILE NAME : I:\CRYSTAL LAKE\WLM5V\181194-HIGHWAY 67 UTILITY IMPROVEMENTS\STH 67 WISDOT FILES\181194-STH 67\SHEETS\PLAN\023001-UP.DWG
LAYOUT NAME - STH 67-4

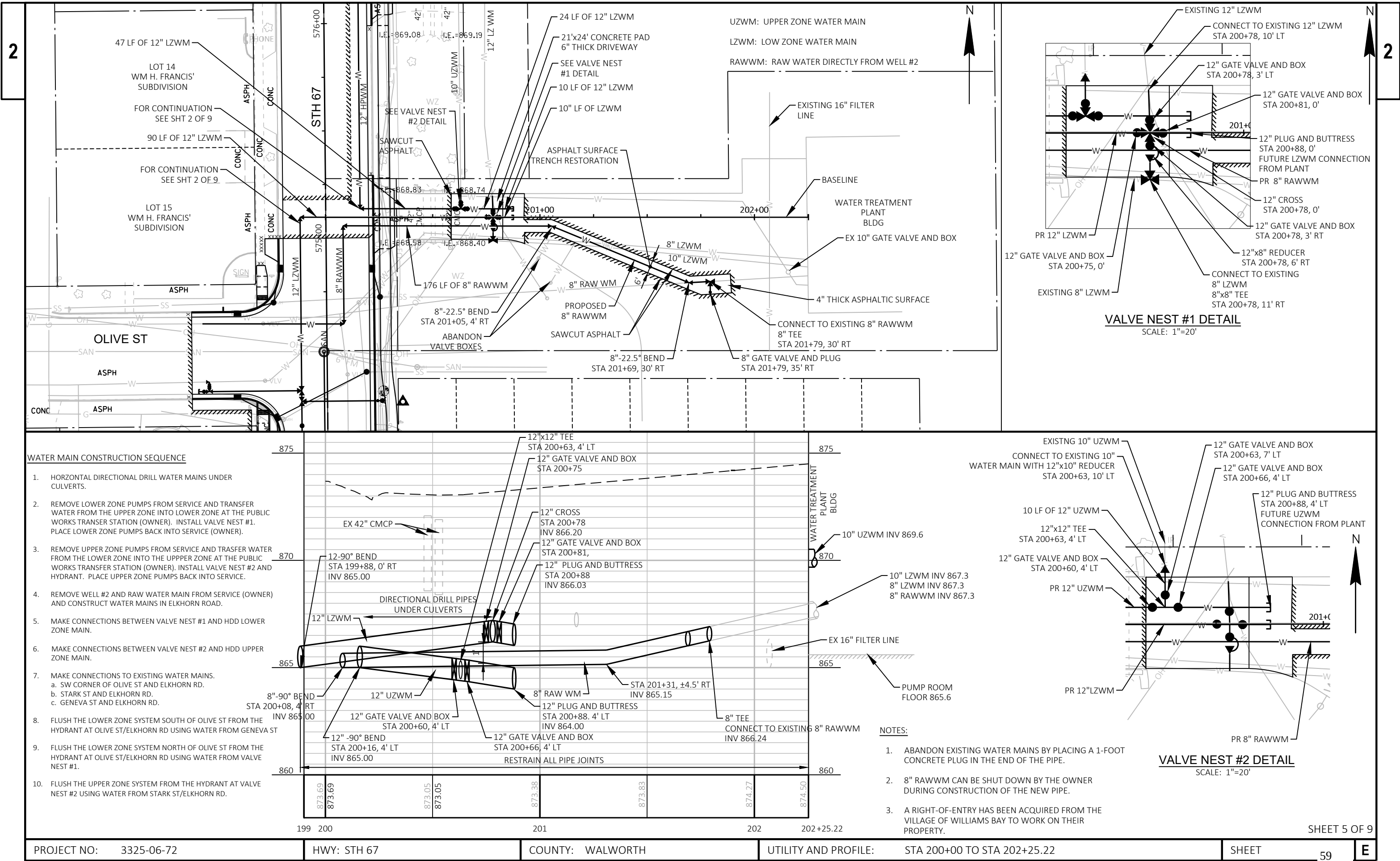
PLOT DATE : 9/14/2022 1:28 PM

PLOT BY : URSULA K. BOTSCH

PLOT NAME :

PLOT SCALE : 1 IN:40 FT HORZ 1 IN:10 FT VERT

WISDOT/CADDS SHEET 44



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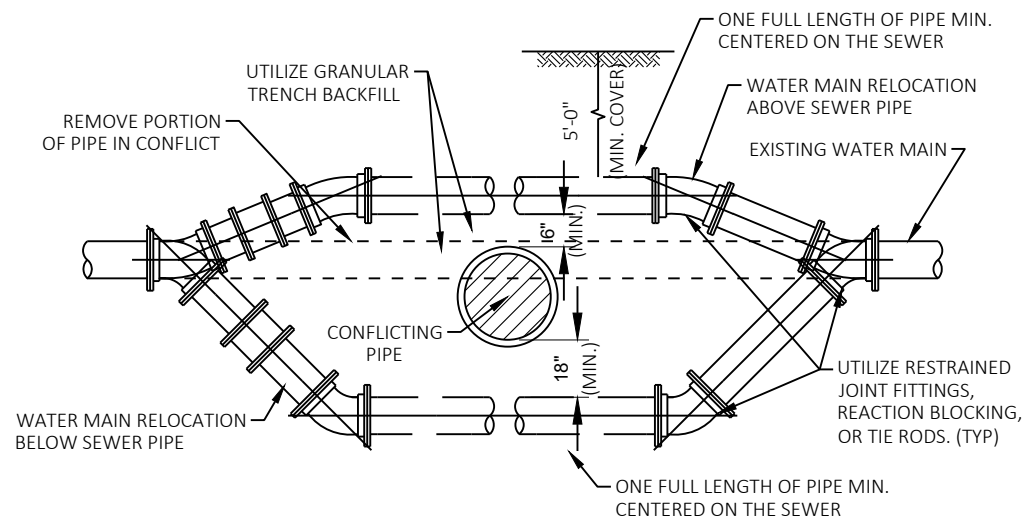
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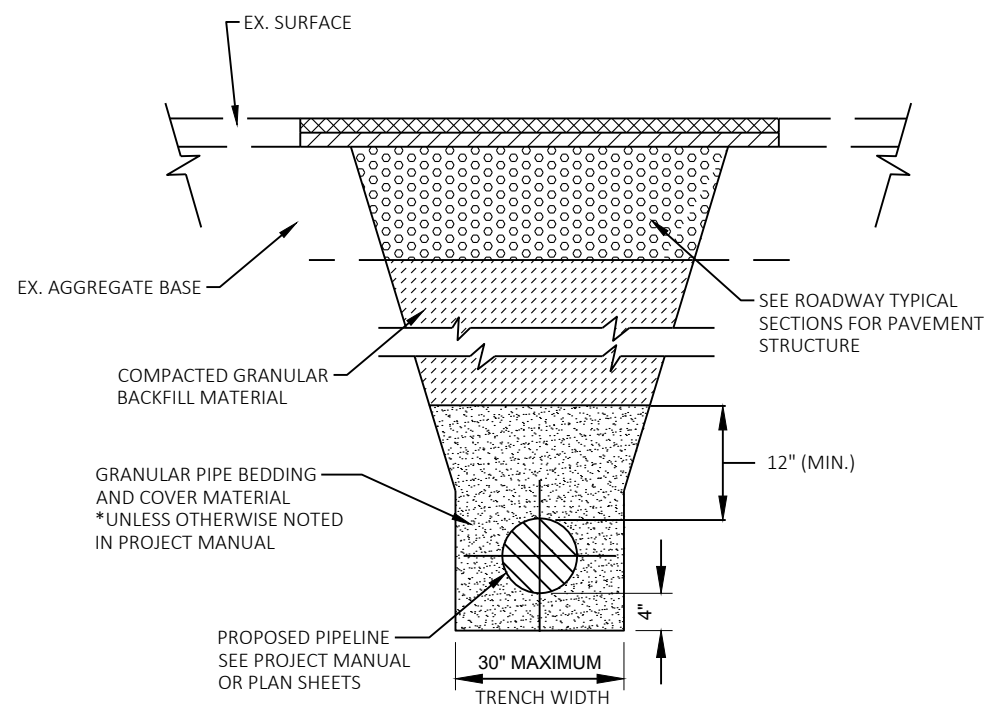
2



- NOTES:
1. WATER MAIN RELOCATIONS ARE SUBJECT TO INSPECTION AT NORMAL SYSTEM PRESSURE BEFORE BURIAL
 2. USE ONLY 45 DEGREE BENDS UNLESS OTHERWISE PERMITTED BY THE ENGINEER

WATER MAIN RELOCATION

NO SCALE



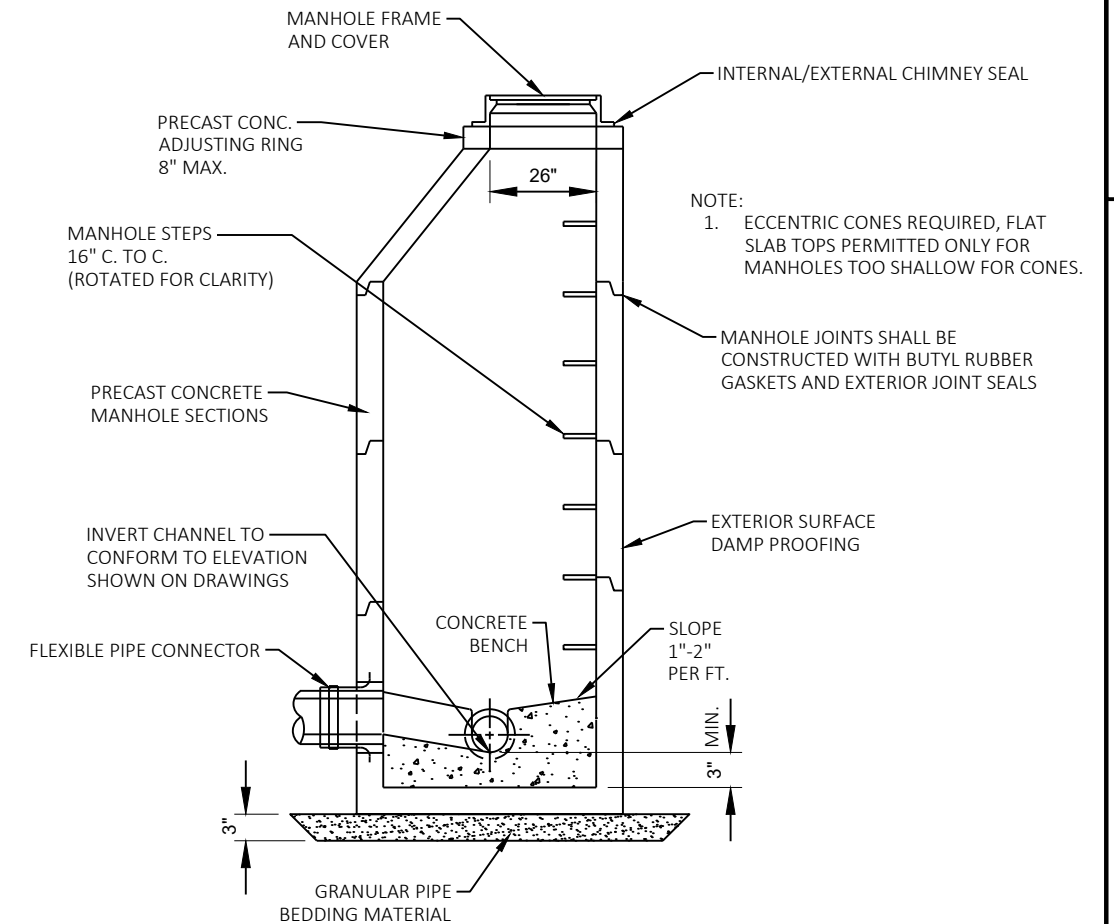
TYPICAL TRENCH DETAIL

NO SCALE

FOR PAVEMENT WITH AGGREGATE BASE AND COMPACTED GRANULAR BACKFILL MATERIAL

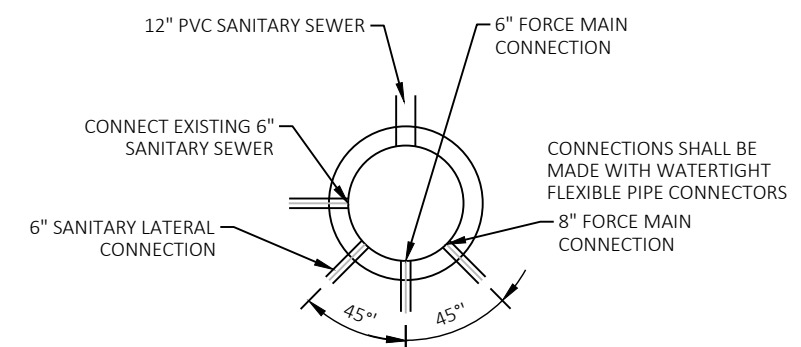
*FOR FLEXIBLE THERMOPLASTIC OR HDPE PIPE COMPLY WITH ASTM 2321, CLASS I OR II

FOR RIGID PIPE COMPLY WITH ASTM C12, BEDDING CLASS B.
3/8" CRUSHED STONE CHIPS FOR PIPE UP TO 18" DIAMETER



SANITARY MANHOLE DETAIL

NO SCALE

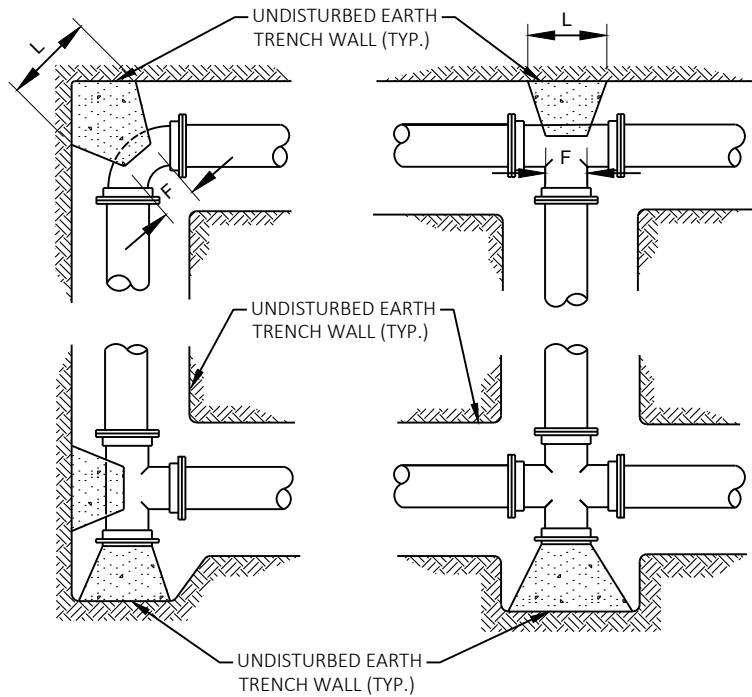


SANITARY MANHOLE 7 CONNECTION DETAIL

NO SCALE

THRUST BLOCK SCHEDULE

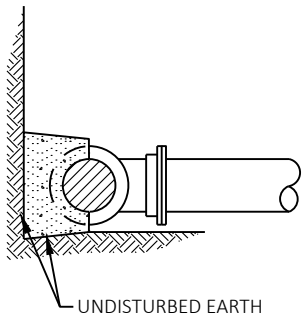
	H	L	W	F	A
12" X 12" X 12" TEE	4.0	4.0	1.5	1.5	15.4
12" X 90 DEGREE BEND	3.0	4.0	1.5	1.5	10.9
12" X 45 DEGREE BEND	2.0	3.0	1.5	1.5	5.9
12" X 22-1/2 DEGREE BEND	1.5	2.0	1.5	1.5	3.0
12" X 11-1/4 DEGREE BEND	1.0	1.5	1.5	1.5	1.5
10" X 10" X 10" TEE	3.0	4.0	1.5	1.5	10.9
10" X 90 DEGREE BEND	3.0	3.0	1.5	1.5	7.7
10" X 45 DEGREE BEND	2.0	3.0	1.5	1.5	4.2
10" X 22-1/2 DEGREE BEND	1.5	1.5	1.5	1.5	2.1
10" X 11-1/4 DEGREE BEND	1.0	1.5	1.5	1.5	1.1
8" X 8" X 8" TEE	2.5	3.0	1.0	1.0	7.2
8" X 90 DEGREE BEND	2.5	2.5	1.0	1.0	5.1
8" X 45 DEGREE BEND	1.5	2.0	1.0	1.0	2.8
8" X 22-1/2 DEGREE BEND	1.0	2.0	1.0	1.0	1.4
8" X 11-1/4 DEGREE BEND	1.0	1.0	1.0	1.0	1.0



PLANS

TYPICAL THRUST BLOCK INSTALLATIONS

NO SCALE



SECTIONS

NOTES

ALL THRUST BLOCKING IS INCIDENTAL TO WATER MAIN CONST.

BLOCKING FOR ALL FITTINGS UNDER 8" IN SIZE SHALL HAVE A MINIMUM DIMENSION OF 1' X 1' AT THE POINT OF CONTACT WITH UNDISTURBED EARTH.

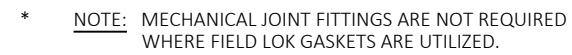
ALL THRUST BLOCKING SHALL BE FORM POURED GRADE "A" CONCRETE AGAINST UNDISTURBED EARTH.

IF IN THE OPINION OF THE ENGINEER GROUND CONDITIONS WARRANT LARGER THRUST BLOCKS, THE CONTRACTOR SHALL INSTALL BLOCKING AS DIRECTED BY THE ENGINEER.

PLUGGED ENDS SHALL BE BLOCKED THE SAME AS A TEE.

INSTALL DOUBLE LAYER OF ASPHALTIC BUILDING PAPER OR PLASTIC SHEETING BETWEEN FITTING AND CONCRETE.

THE BLOCKING IS CALCULATED ON BEARING PRESSURE OF SOIL TO BE 4000 LBS. / S.F., IF BEARING PRESSURE OF SOIL IS FOUND TO BE 2000 LBS. / S.F., THE BEARING SURFACE SHALL BE DOUBLED.



VALVE BOX W/COVER
MARKED "WATER"

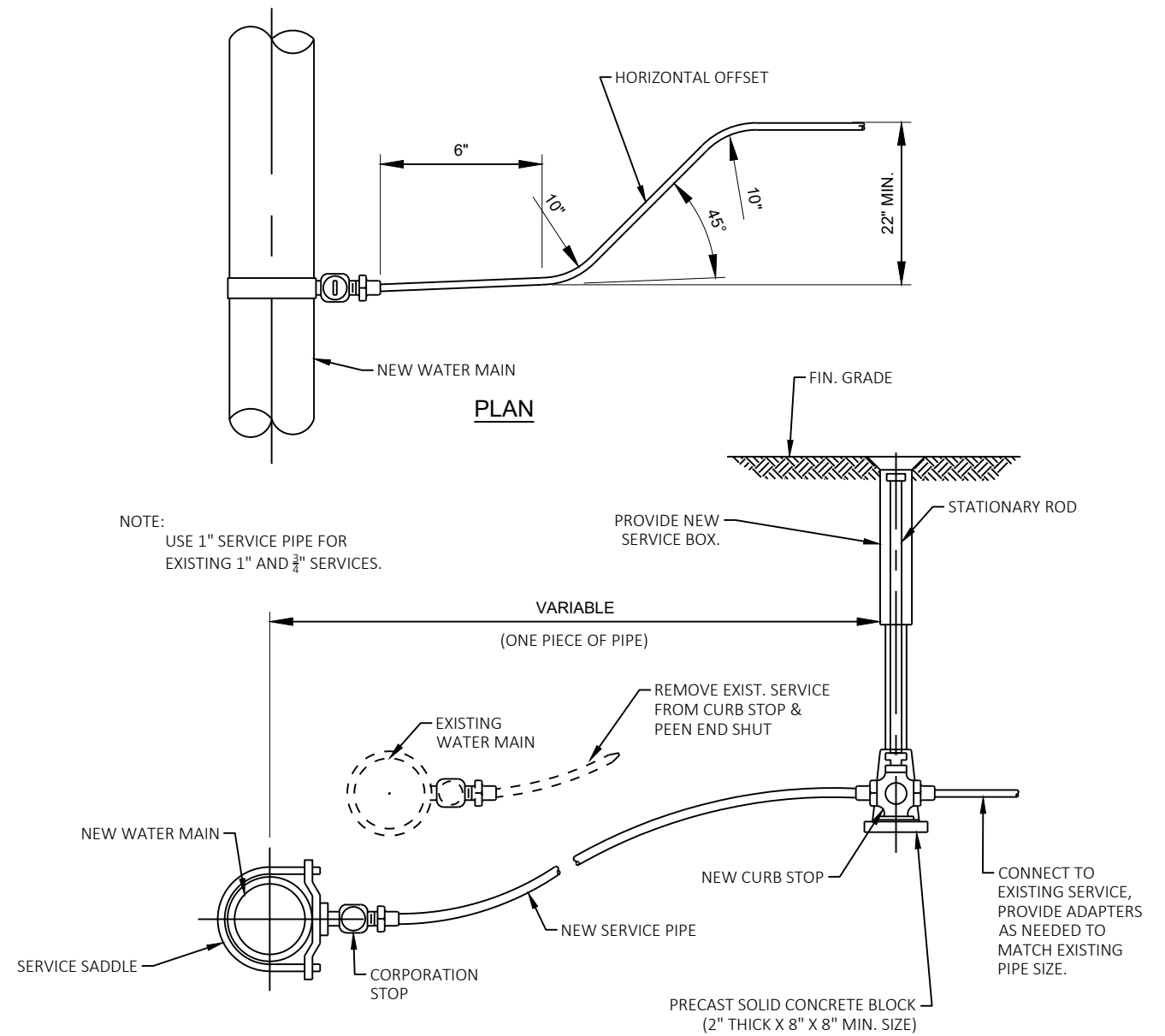
6' COVER (TYP.)
UNLESS OTHERWISE
NOTED ON DRAWINGS

VALVE BOX
ADAPTER

RESTRAINED MECHANICAL JOINT

CONCRETE BLOCKS

STANDARD VALVE W/VALVE BOX
NO SCALE

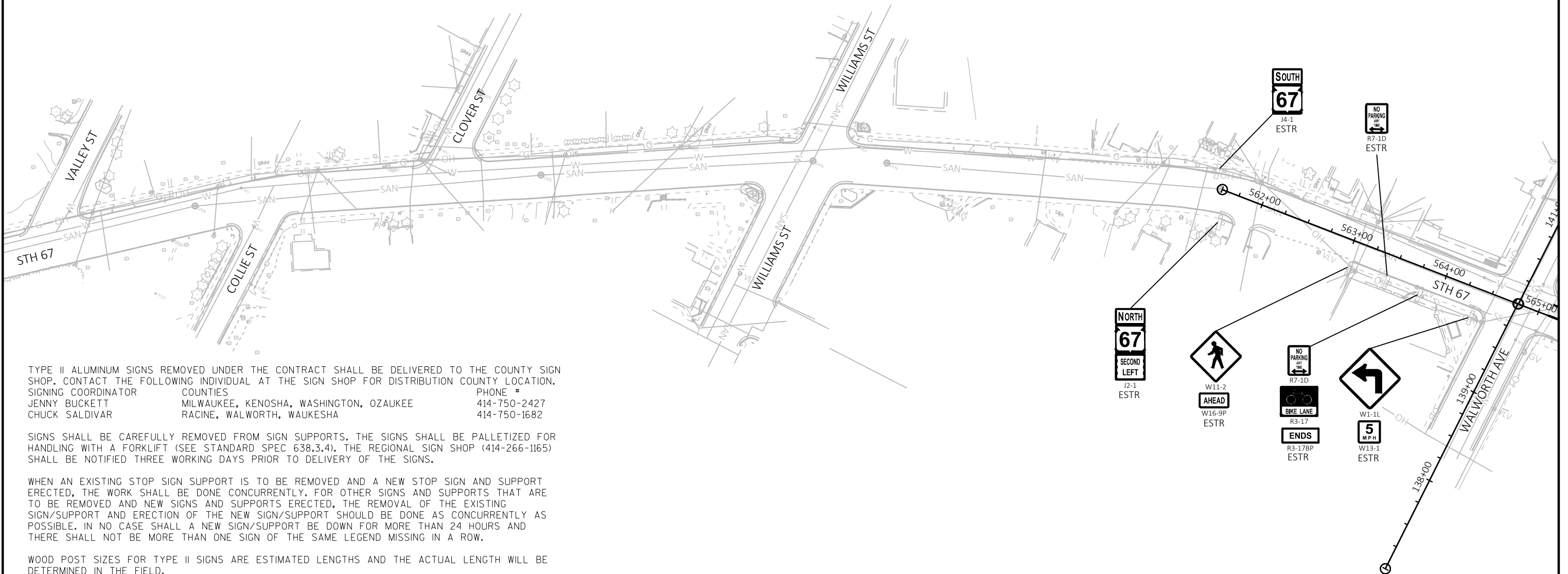


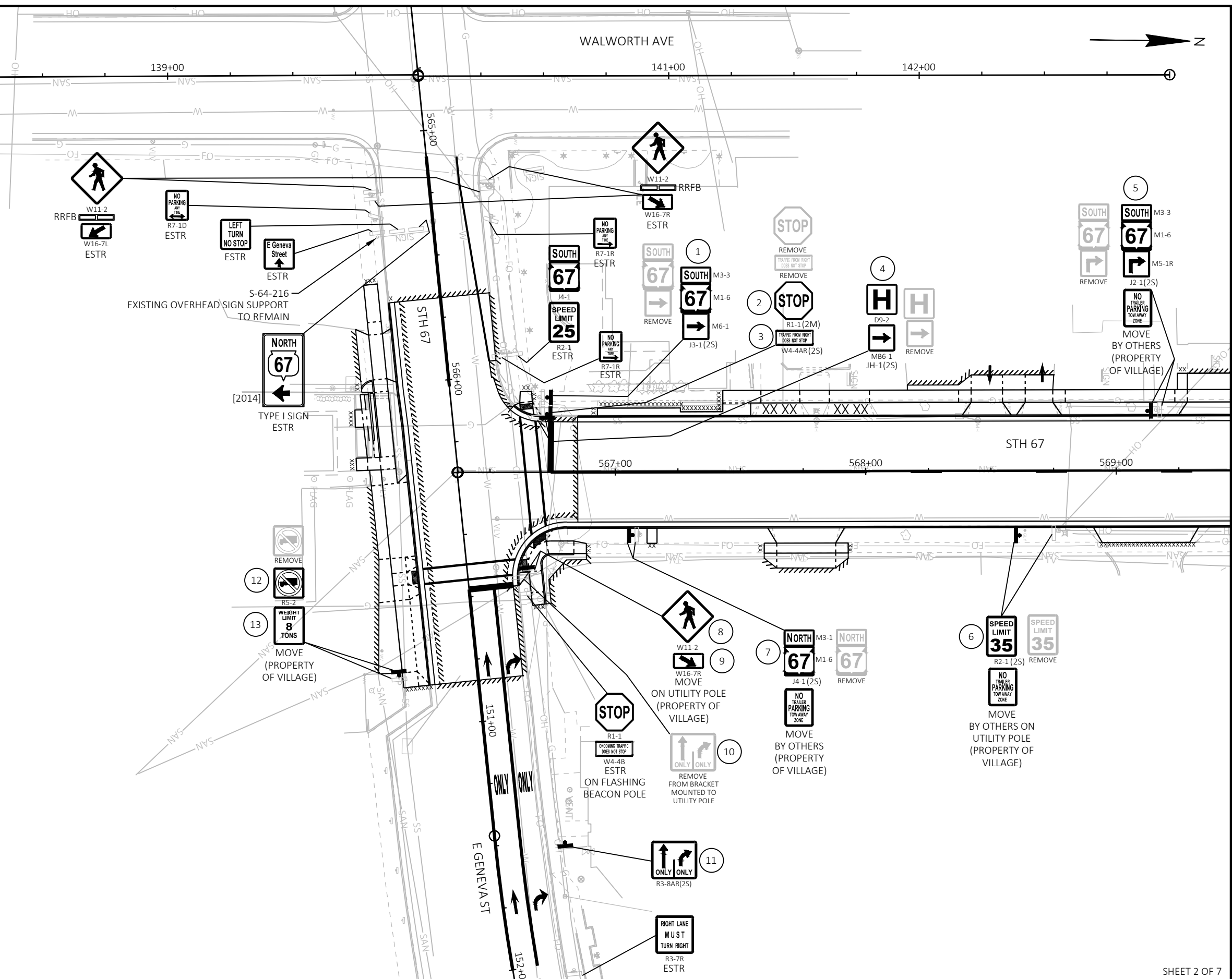
EXISTING WATER SERVICE
RECONNECTION DETAIL

NO SCALE

LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  EXISTING LIGHT OR SIGNAL POLE
-  CANTILEVER SIGN BRIDGE
-  DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

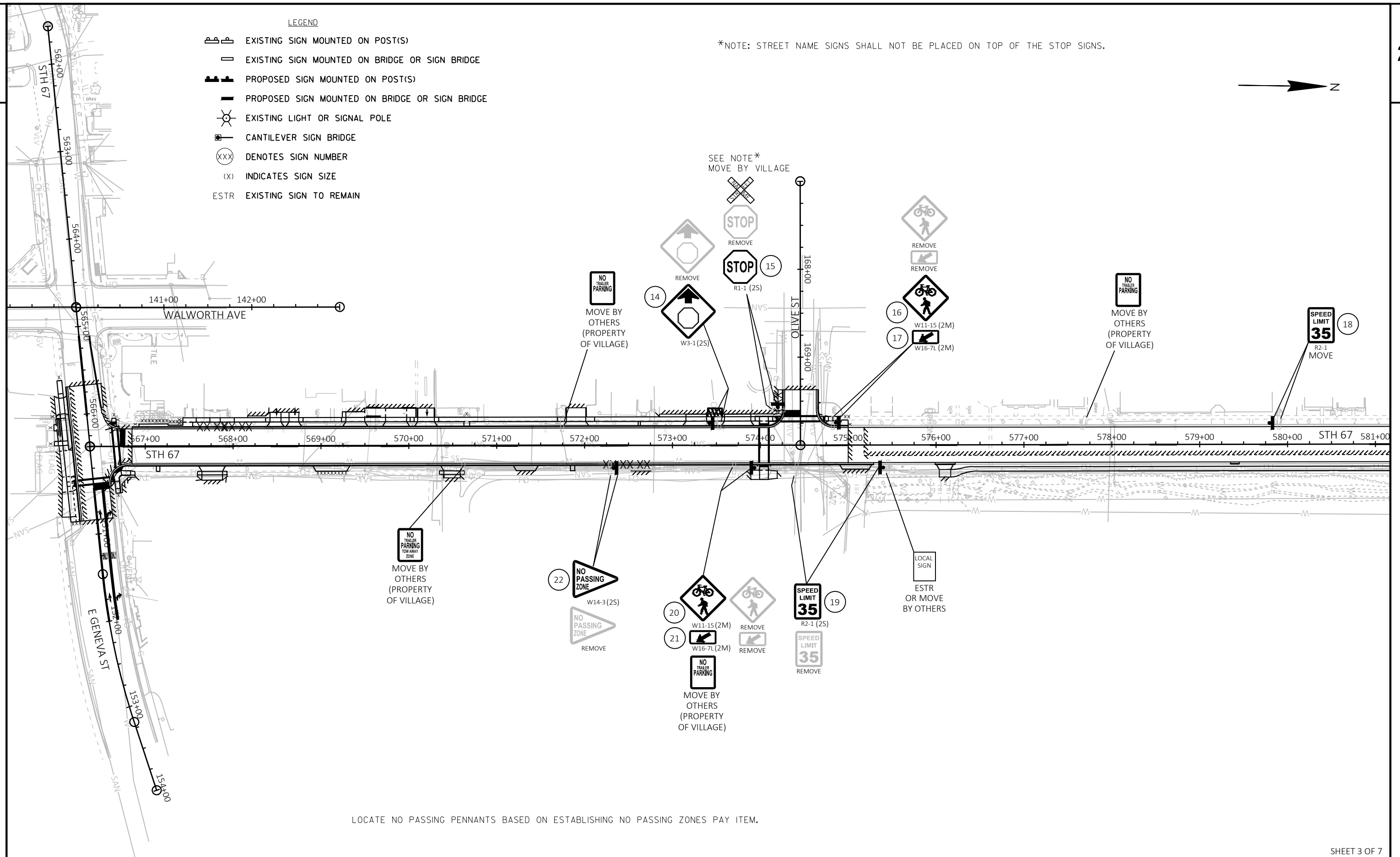




LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
EXISTING LIGHT OR SIGNAL POLE
CANTILEVER SIGN BRIDGE
(XXX) DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

*NOTE: STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.



SHEET 3 OF 7

PROJECT NO: 3325-06-71

HWY: STH 67

COUNTY: WALWORTH

PERMANENT SIGNING

SHEET

66

E

FILE NAME : N:\PDS\C3D\CAD\33250601\SIGN\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 6/27/2022 2:04 PM

PLOT BY : MARTENS, KAREN L

PLOT NAME :

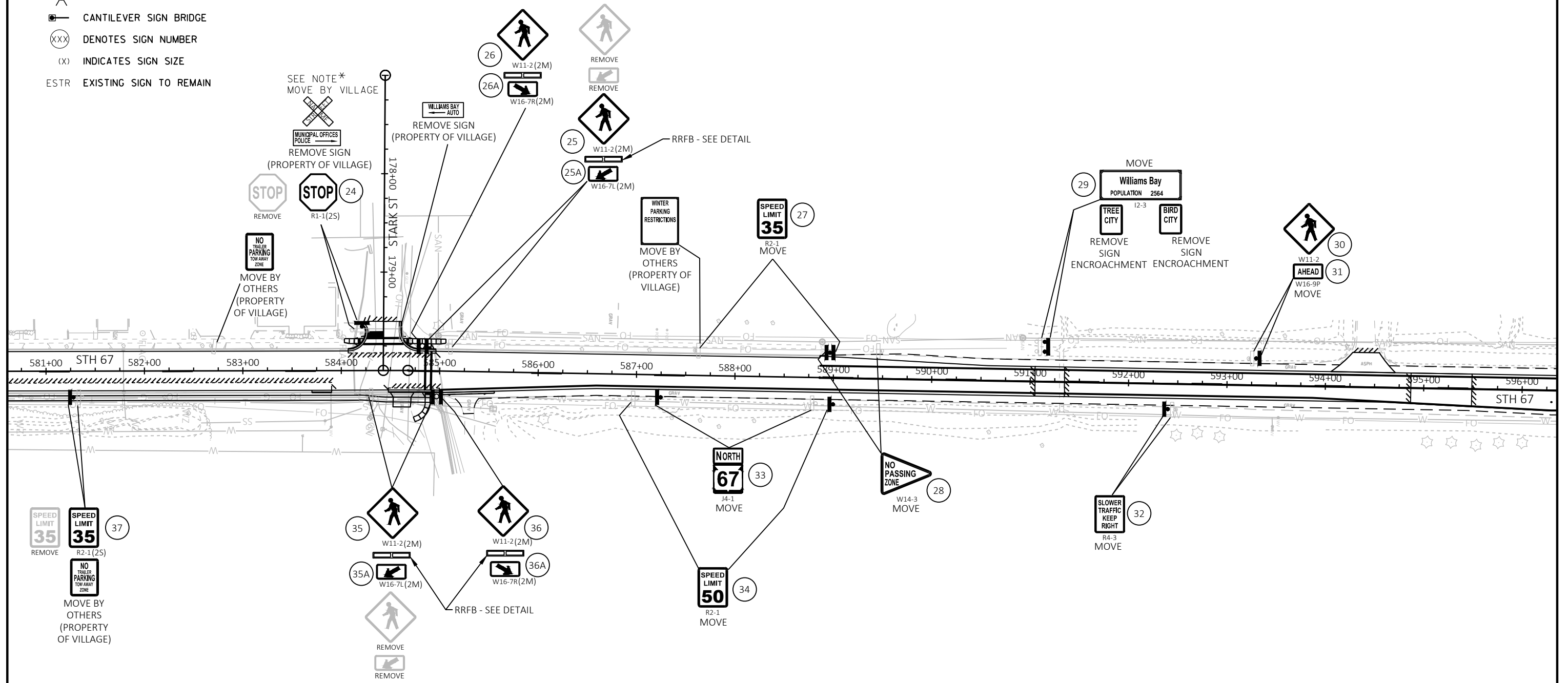
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- EXISTING SIGN TO REMAIN

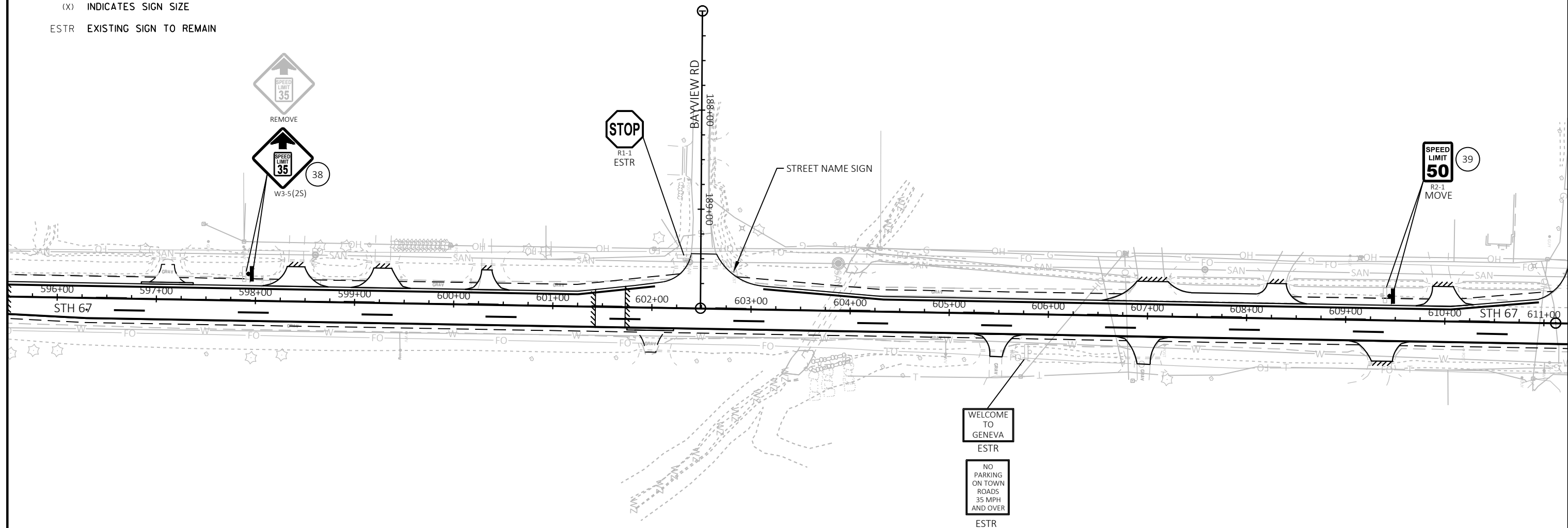
*NOTE: STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.



LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM.

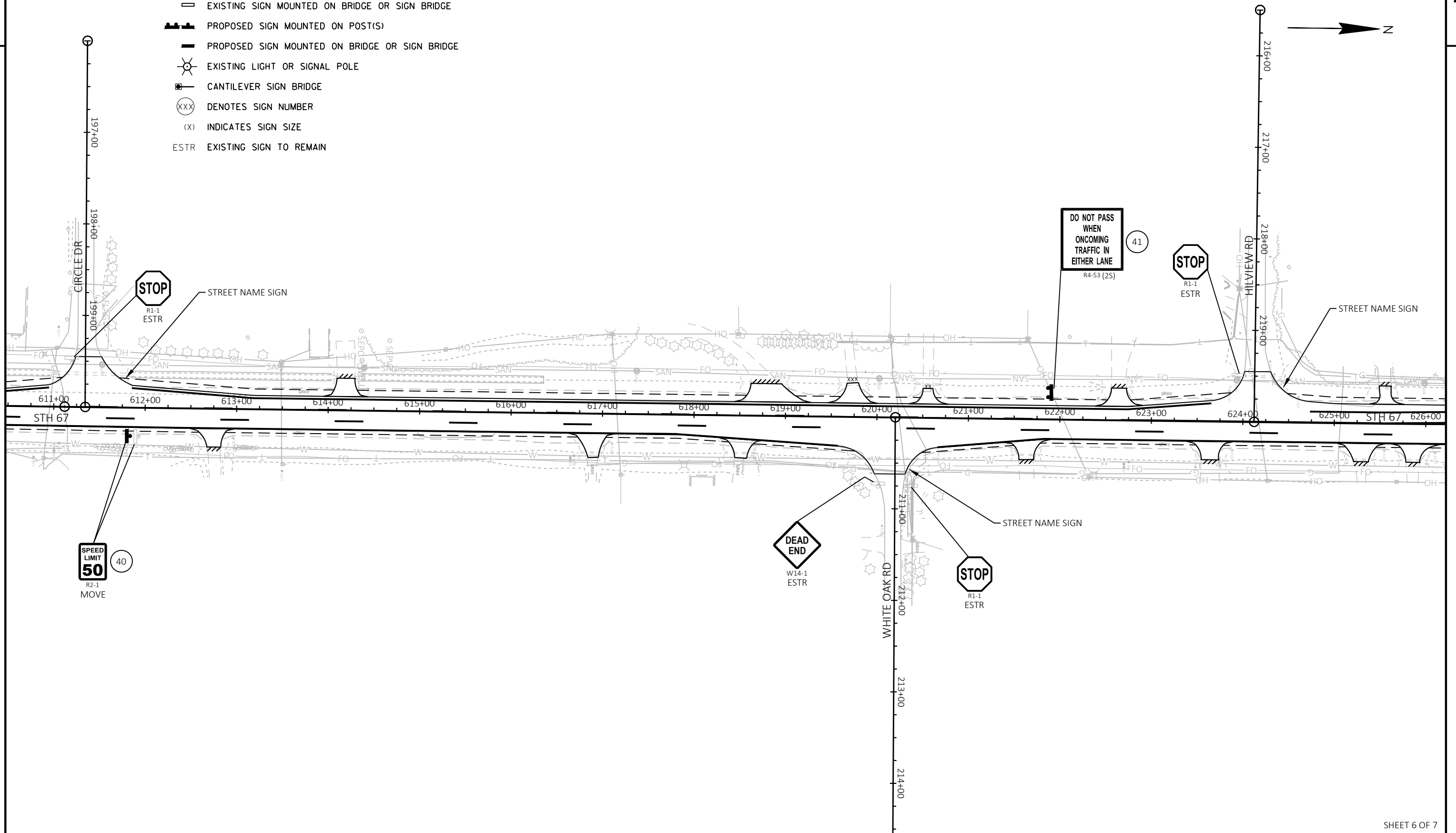
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 7

PROJECT NO: 3325-06-71

HWY: STH 67

COUNTY: WALWORTH

PERMANENT SIGNING

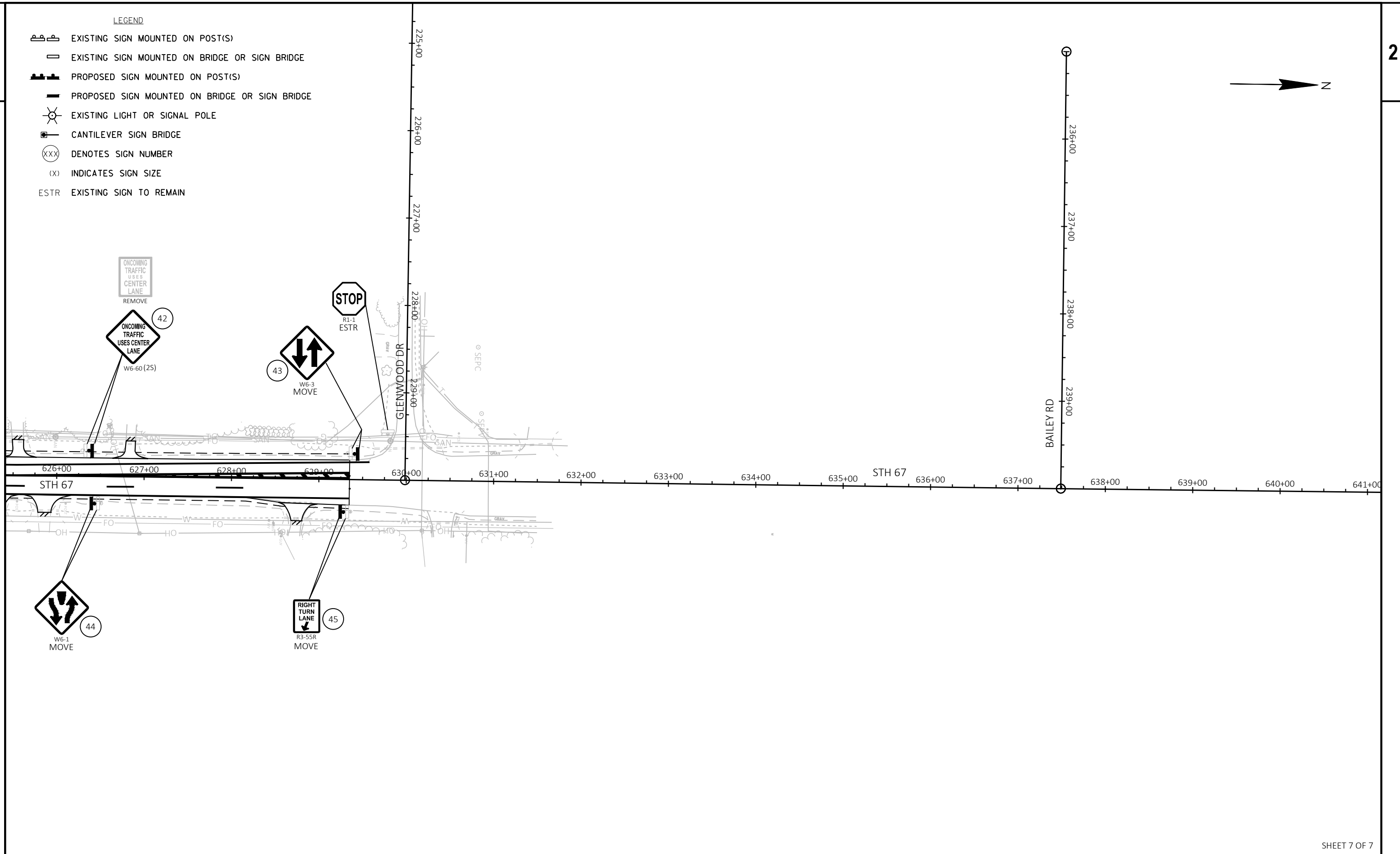
SHEET

69

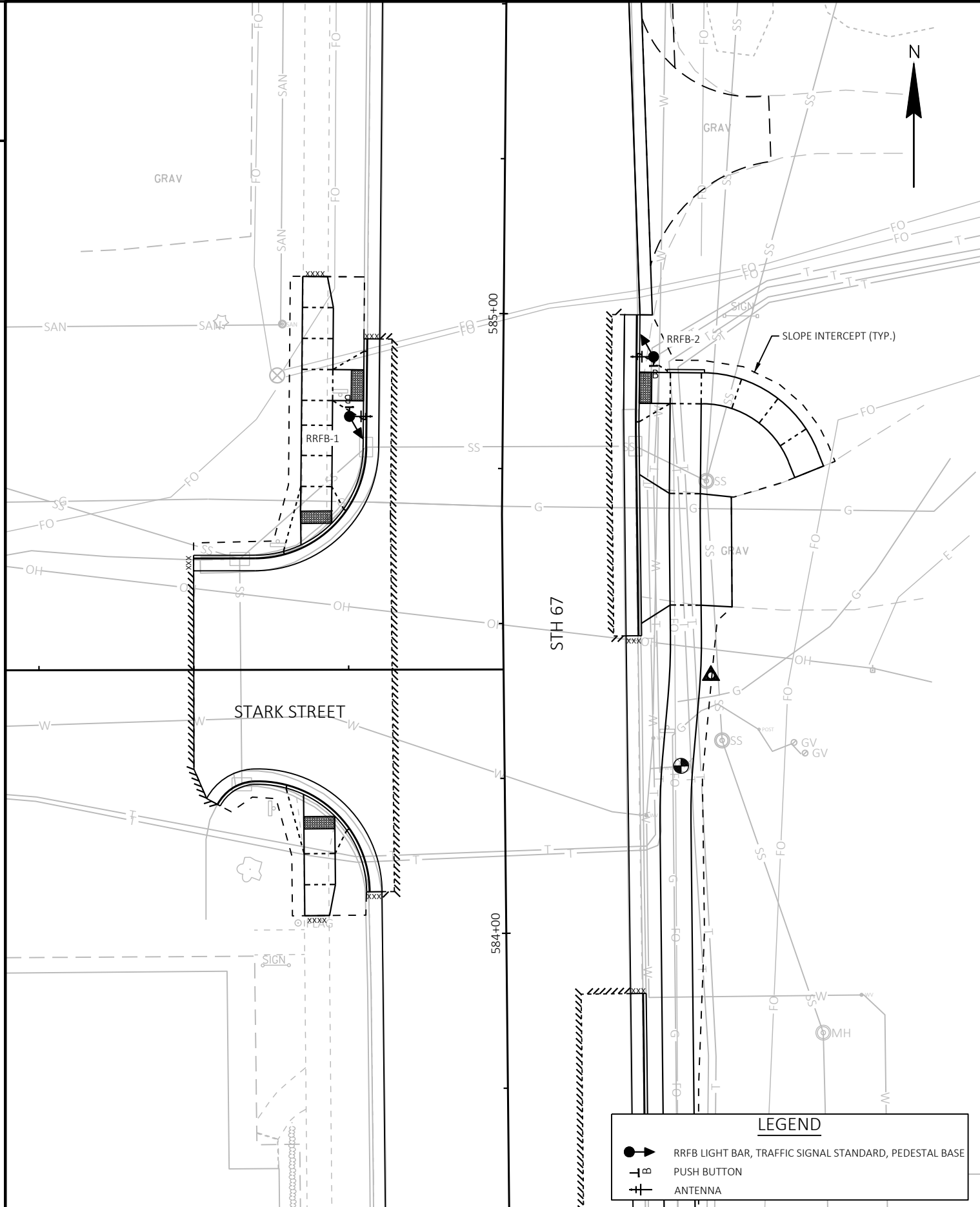
E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



2



PROJECT NO:	3325-06-71
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HWY: STH 67

COUNTY: WALWORTH

RECTANGULAR RAPID FLASHING BEACON PLAN

SHEET	71	E
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E

FILE NAME : S:\MIL\1000--1099\1089\935\DRAWINGS\CAD\AUTOCAD\CIVIL 3D\33250601\SHEETS\PLAN\024201-SP.DWG PLOT DATE : 7/20/2011
LAYOUT NAME - 024201-sp

PLOT DATE : 7/22/2022 9:35 AM PLOT BY : NOTSON, ERIC

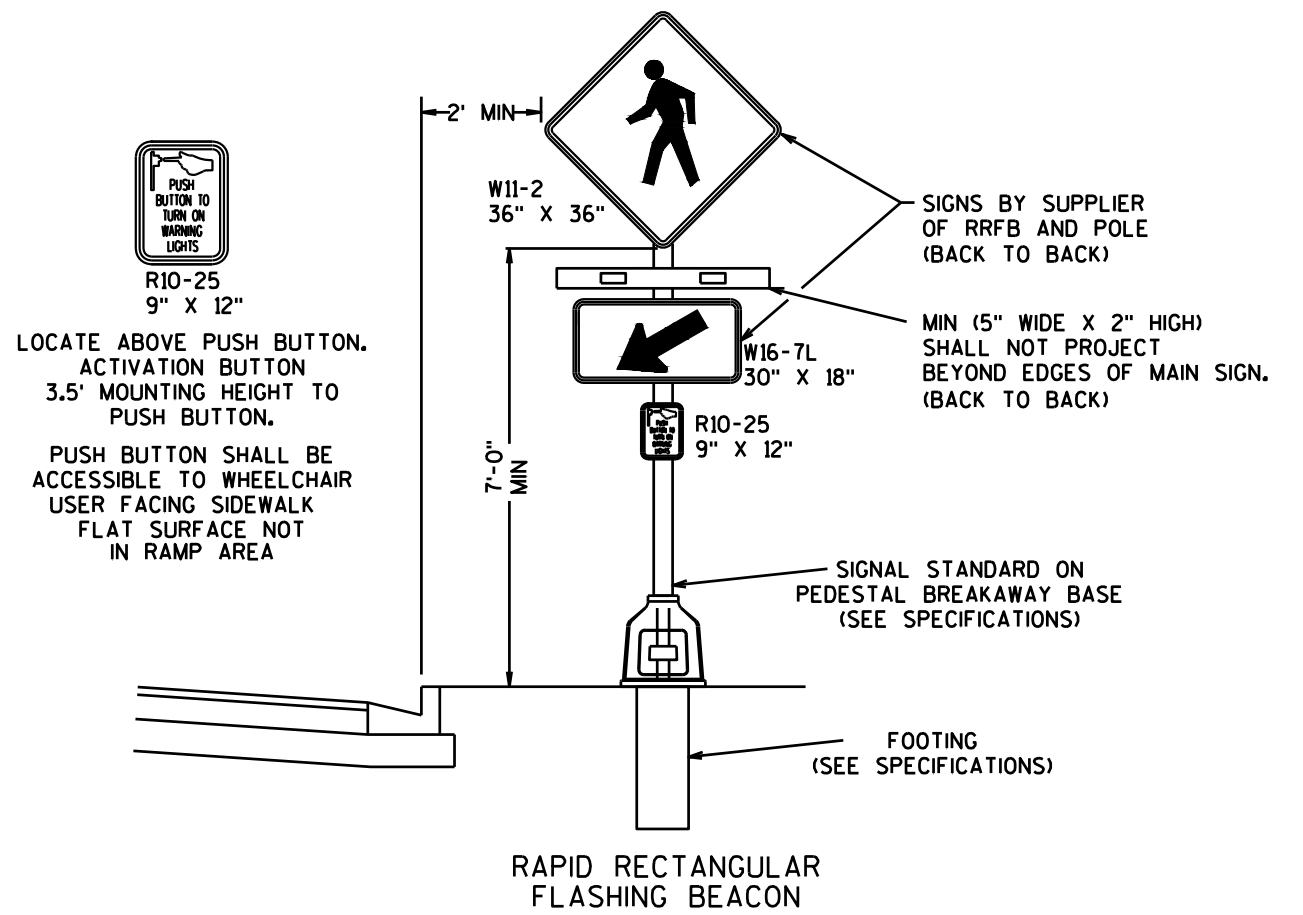
PLOT BY : NOTSON, ERIC PLOT NAME :

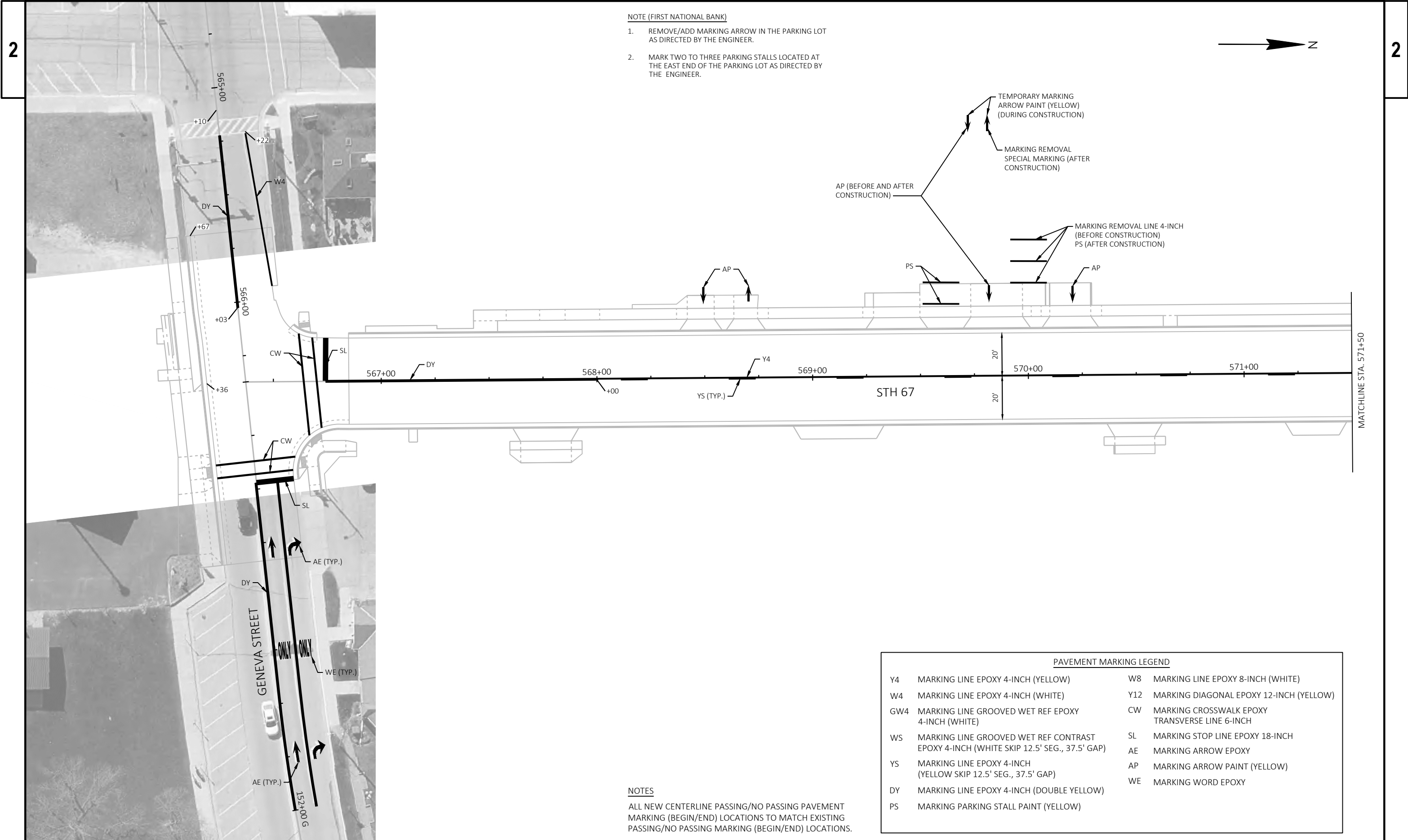
PLOT NAME : PLOT SCALE : 1 IN:20 FT

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



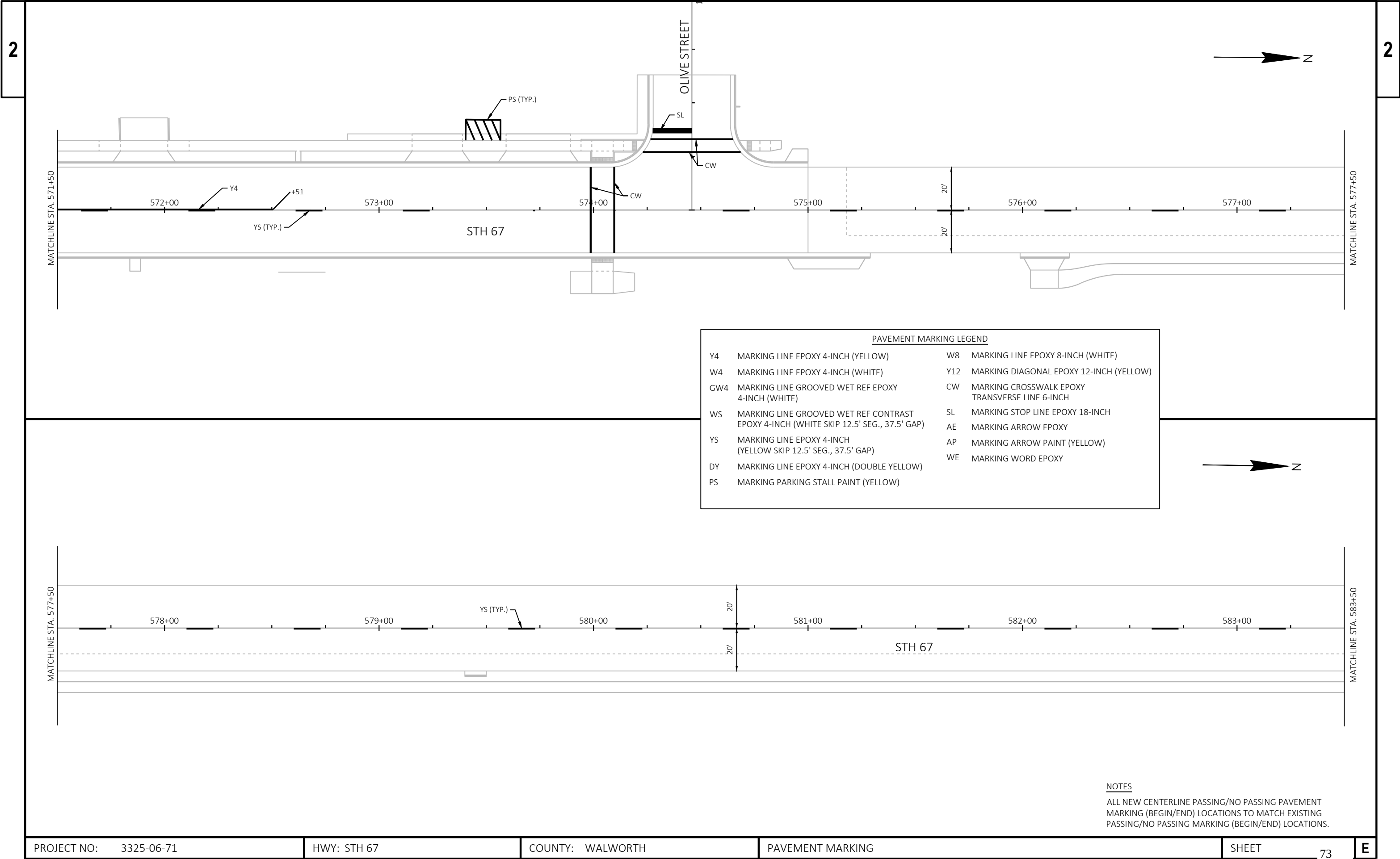


- NOTE (FIRST NATIONAL BANK)
1. REMOVE/ADD MARKING ARROW IN THE PARKING LOT AS DIRECTED BY THE ENGINEER.
 2. MARK TWO TO THREE PARKING STALLS LOCATED AT THE EAST END OF THE PARKING LOT AS DIRECTED BY THE ENGINEER.

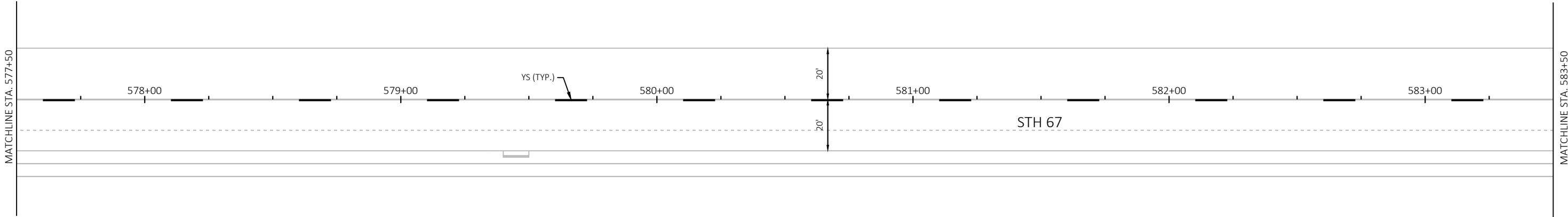
NOTES

ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.

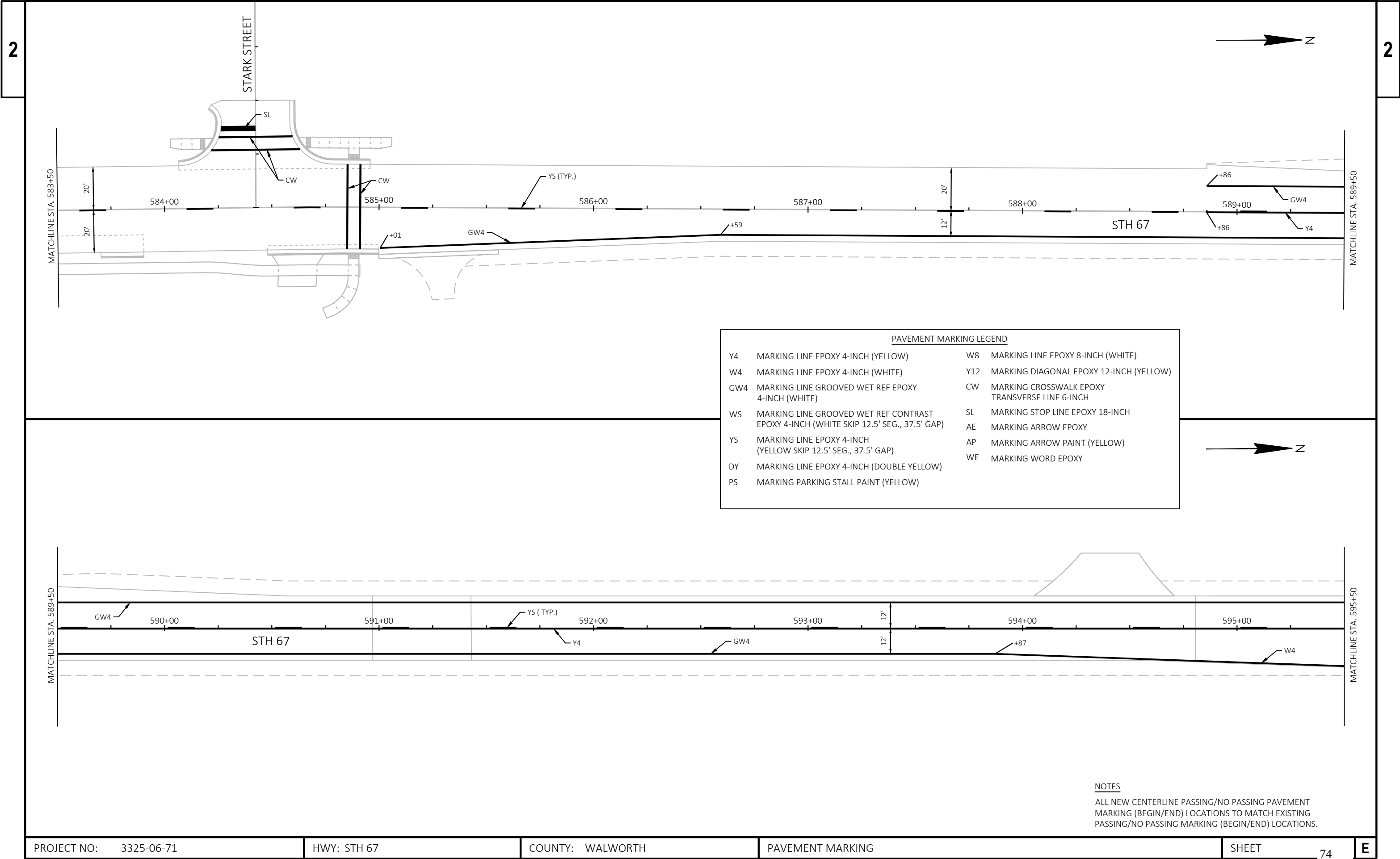
PAVEMENT MARKING LEGEND			
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)	W8	MARKING LINE EPOXY 8-INCH (WHITE)
W4	MARKING LINE EPOXY 4-INCH (WHITE)	Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
GW4	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)	SL	MARKING STOP LINE EPOXY 18-INCH
YS	MARKING LINE EPOXY 4-INCH (YELLOW SKIP 12.5' SEG., 37.5' GAP)	AE	MARKING ARROW EPOXY
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AP	MARKING ARROW PAINT (YELLOW)
PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY



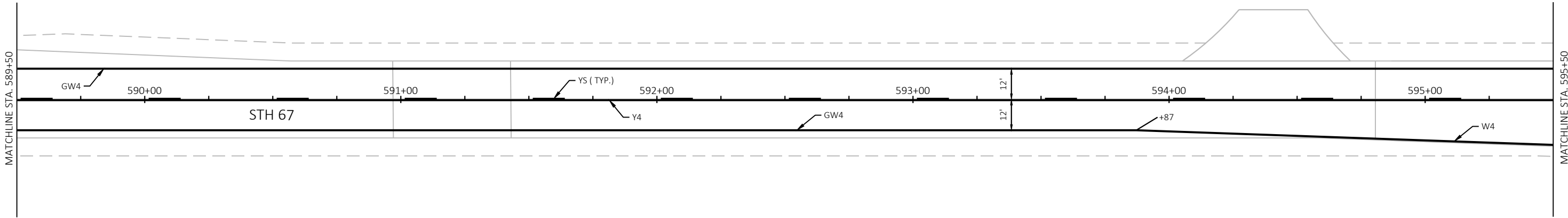
PAVEMENT MARKING LEGEND			
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)	W8	MARKING LINE EPOXY 8-INCH (WHITE)
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WS	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)	SL	MARKING STOP LINE EPOXY 18-INCH
YS	MARKING LINE EPOXY 4-INCH (YELLOW SKIP 12.5' SEG., 37.5' GAP)	AE	MARKING ARROW EPOXY
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AP	MARKING ARROW PAINT (YELLOW)
PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY



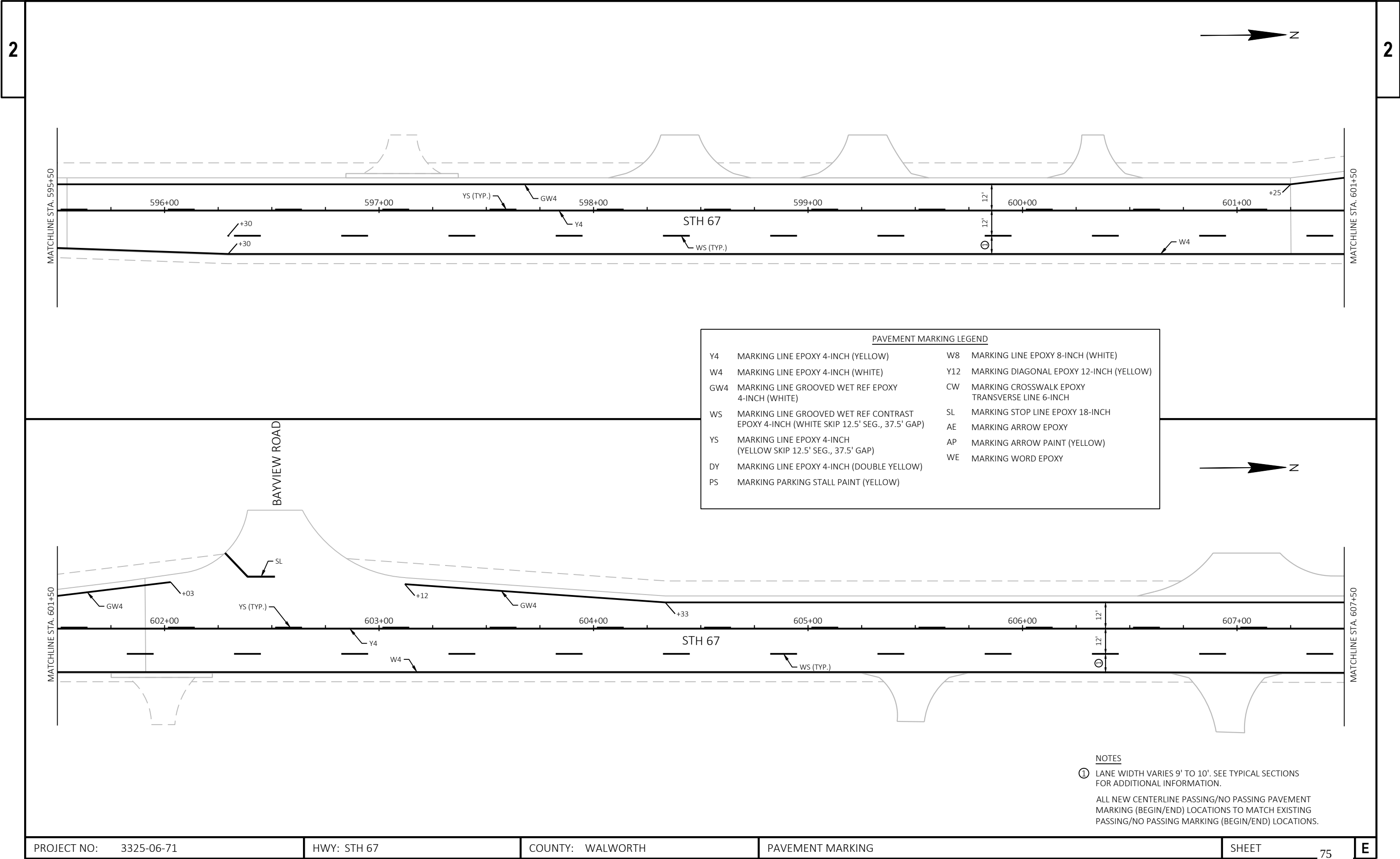
NOTES
ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.



PAVEMENT MARKING LEGEND			
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W4	MARKING LINE EPOXY 4-INCH (WHITE)	Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
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WS	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)	SL	MARKING STOP LINE EPOXY 18-INCH
YS	MARKING LINE EPOXY 4-INCH (YELLOW SKIP 12.5' SEG., 37.5' GAP)	AE	MARKING ARROW EPOXY
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AP	MARKING ARROW PAINT (YELLOW)
PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY



NOTES
ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.

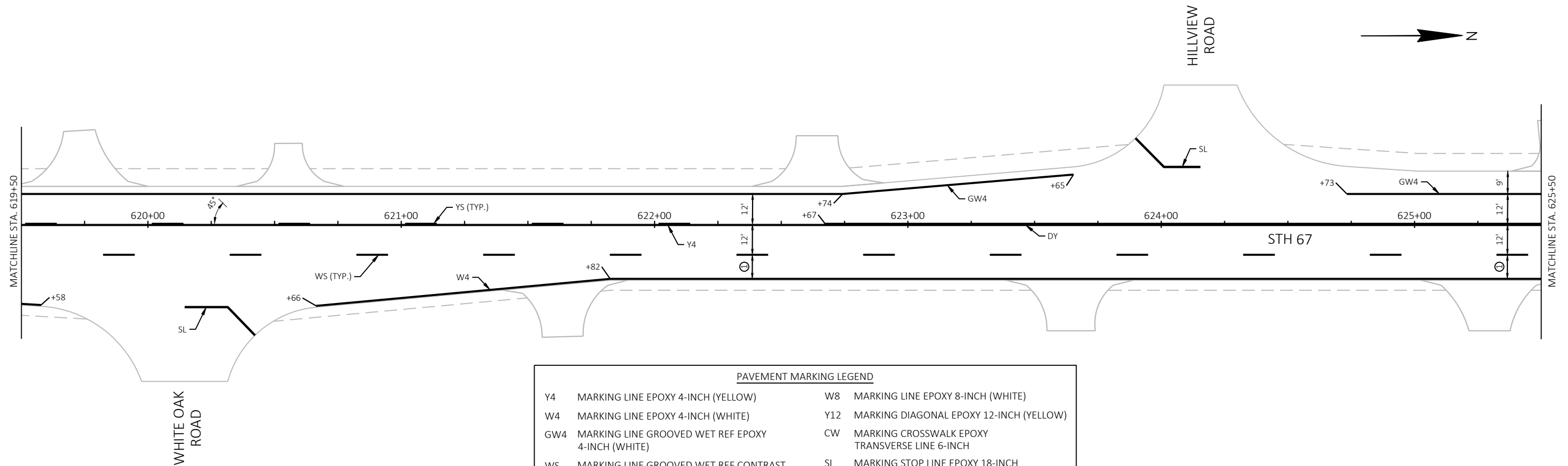


PAVEMENT MARKING LEGEND			
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W4	MARKING LINE EPOXY 4-INCH (WHITE)	Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
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PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY

NOTES

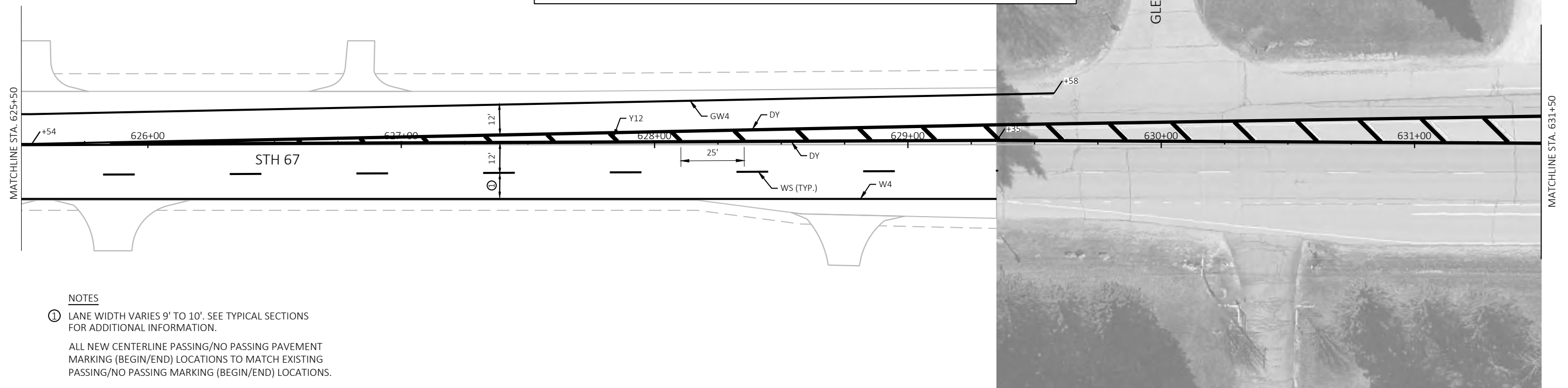
① LANE WIDTH VARIES 9' TO 10'. SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.

ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.



PAVEMENT MARKING LEGEND

Y4	MARKING LINE EPOXY 4-INCH (YELLOW)	W8	MARKING LINE EPOXY 8-INCH (WHITE)
W4	MARKING LINE EPOXY 4-INCH (WHITE)	Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
GW4	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)	SL	MARKING STOP LINE EPOXY 18-INCH
YS	MARKING LINE EPOXY 4-INCH (YELLOW SKIP 12.5' SEG., 37.5' GAP)	AE	MARKING ARROW EPOXY
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AP	MARKING ARROW PAINT (YELLOW)
PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY



NOTES

- ① LANE WIDTH VARIES 9' TO 10'. SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.
- ALL NEW CENTERLINE PASSING/NO PASSING PAVEMENT MARKING (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING (BEGIN/END) LOCATIONS.

PROJECT NO: 3325-06-71

HWY: STH 67

COUNTY: WALWORTH

PAVEMENT MARKING

SHEET

77

E



PAVEMENT MARKING LEGEND			
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)	W8	MARKING LINE EPOXY 8-INCH (WHITE)
W4	MARKING LINE EPOXY 4-INCH (WHITE)	Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
GW4	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)	CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
WS	MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)	SL	MARKING STOP LINE EPOXY 18-INCH
YS	MARKING LINE EPOXY 4-INCH (YELLOW SKIP 12.5' SEG., 37.5' GAP)	AE	MARKING ARROW EPOXY
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AP	MARKING ARROW PAINT (YELLOW)
PS	MARKING PARKING STALL PAINT (YELLOW)	WE	MARKING WORD EPOXY

PAVEMENT REPLACEMENT:

TRAFFIC:

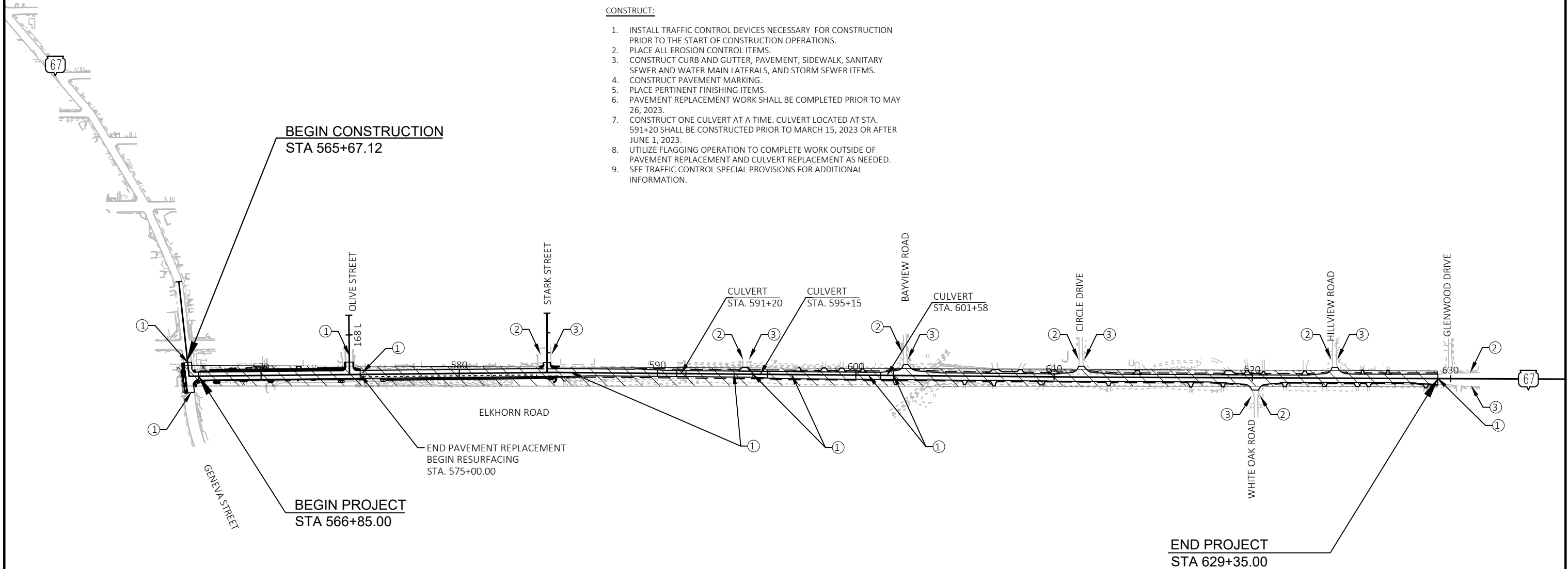
- 1. NORTHBOUND AND SOUTHBOUND TRAFFIC WILL BE DETOURED DURING PAVEMENT REPLACEMENT AND CULVERT REPLACEMENTS.
- 2. MAINTAIN ACCESS TO LOCAL BUSINESSES AND RESIDENTS.
- 3. MAINTAIN PEDESTRIAN ACCESS AS SHOWN ON THE TEMPORARY PEDESTRIAN ACCOMMODATION PLANS.
- 4. PLACE BARRICADES AND SIGNS FOR ROAD CLOSURE DURING CULVERT REPLACEMENT WORK. SIGNS SHALL BE PLACED AT THE NEAREST DRIVEWAY OR SIDEROAD TO THE CULVERT. A SEPARATE ROAD CLOSURE SHALL BE USED FOR EACH CULVERT. ONLY ONE CULVERT ROAD CLOSURE CAN OCCUR AT A TIME.

CONSTRUCT:

- 1. INSTALL TRAFFIC CONTROL DEVICES NECESSARY FOR CONSTRUCTION PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- 2. PLACE ALL EROSION CONTROL ITEMS.
- 3. CONSTRUCT CURB AND GUTTER, PAVEMENT, SIDEWALK, SANITARY SEWER AND WATER MAIN LATERALS, AND STORM SEWER ITEMS.
- 4. CONSTRUCT PAVEMENT MARKING.
- 5. PLACE PERTINENT FINISHING ITEMS.
- 6. PAVEMENT REPLACEMENT WORK SHALL BE COMPLETED PRIOR TO MAY 26, 2023.
- 7. CONSTRUCT ONE CULVERT AT A TIME. CULVERT LOCATED AT STA. 591+20 SHALL BE CONSTRUCTED PRIOR TO MARCH 15, 2023 OR AFTER JUNE 1, 2023.
- 8. UTILIZE FLAGGING OPERATION TO COMPLETE WORK OUTSIDE OF PAVEMENT REPLACEMENT AND CULVERT REPLACEMENT AS NEEDED.
- 9. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

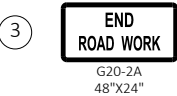
TRAFFIC CONTROL NOTES

- 1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- 2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- 3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- 4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- 5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.



LEGEND:

- ① PLACE ROAD CLOSURE BARRICADES. FOLLOW ROAD CLOSURE BARRICADE DETAIL ON STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR VARIOUS CLOSURES"





- TRAFFIC CONTROL NOTES - STAGE 1
- ① CONSTRUCT TEMPORARY CURB RAMPS ON GENEVA STREET AND ON STH 67 NORTH OF STARK STREET.
 - ② CONSTRUCT SIDEWALK ON THE RIGHT SIDE OF STH 67.
 - ③ MAINTAIN PEDESTRIAN ACCESS ON THE SIDEWALK ADJACENT TO SOUTHBOUND STH 67.

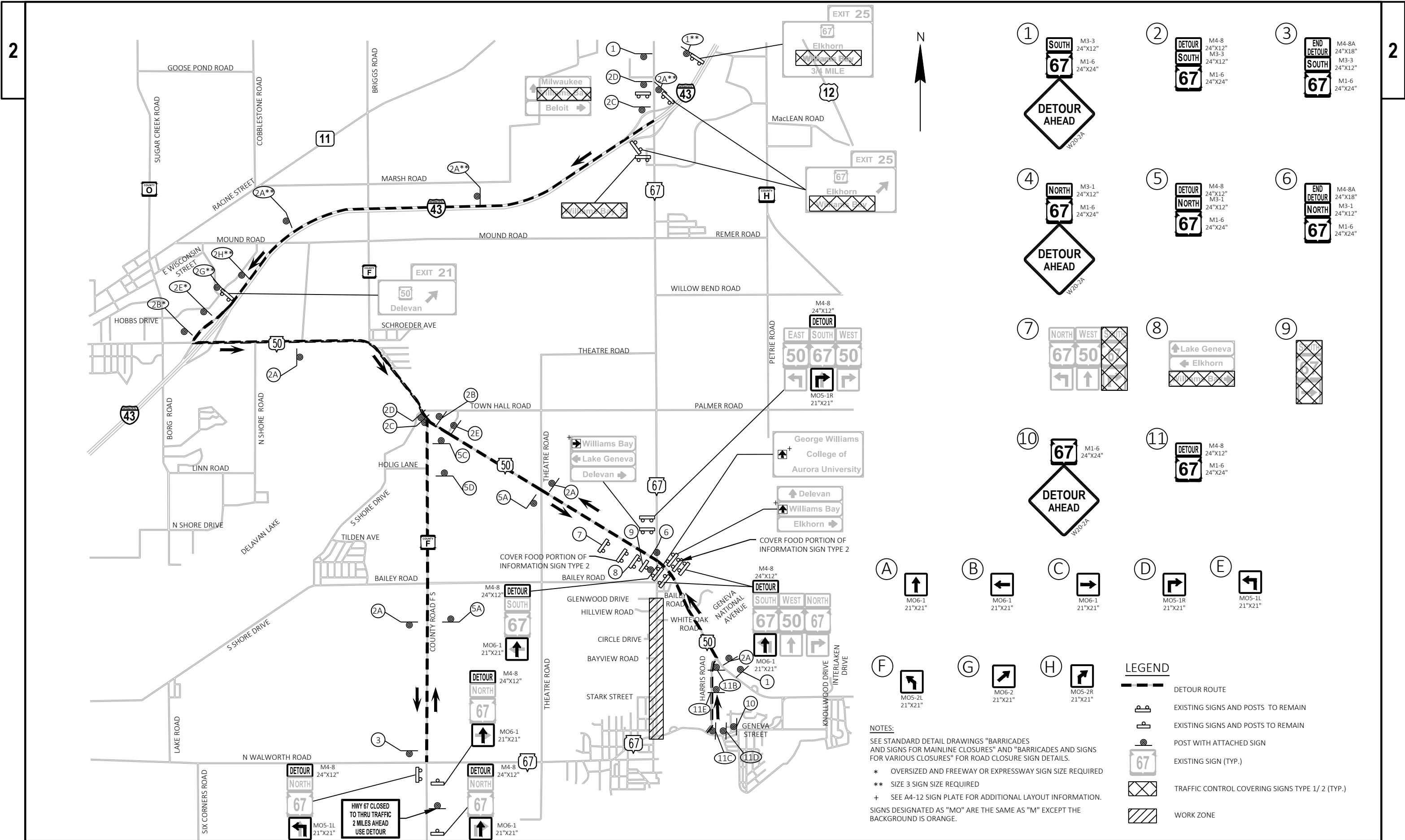
LEGEND	
	STAGE 1 SIDEWALK CONSTRUCTION
	TRAFFIC CONTROL BARRICADES TYPE II
	TRAFFIC CONTROL BARRICADES TYPE III
	TRAFFIC CONTROL DRUMS





- TRAFFIC CONTROL NOTES - STAGE 3
- ① REMOVE TEMPORARY CURB RAMPS AT STARK STREET.
 - ② CONSTRUCT TEMPORARY CURB RAMPS ON GENEVA STREET AND ON STH 67 NORTH OF OLIVE STREET.
 - ③ CONSTRUCT SIDEWALK ON THE RIGHT SIDE OF GENEVA STREET AND ON THE LEFT SIDE OF STH 67.
 - ④ MAINTAIN PEDESTRIAN ACCESS ON THE SIDEWALK ADJACENT TO NORTHBOUND STH 67.

LEGEND	
	STAGE 1 SIDEWALK CONSTRUCTION
	TRAFFIC CONTROL BARRICADES TYPE II
	TRAFFIC CONTROL BARRICADES TYPE III
	TRAFFIC CONTROL DRUMS



1

SOUTH

67

M3-3
24"x12"

M1-6
24"x24"

DETOUR AHEAD

W20-2A

2

DETOUR

SOUTH

67

M4-8
24"x12"

M3-3
24"x12"

M1-6
24"x24"

3

END

DETOUR

SOUTH

67

M4-8A
24"x18"

M3-3
24"x12"

M1-6
24"x24"

4

NORTH

67

M3-1
24"x12"

M1-6
24"x24"

DETOUR AHEAD

W20-2A

5

DETOUR

NORTH

67

M4-8
24"x12"

M3-1
24"x12"

M1-6
24"x24"

6

END

DETOUR

NORTH

67

M4-8A
24"x18"

M3-1
24"x12"

M1-6
24"x24"

7

NORTH

67

M3-1
24"x12"

M1-6
24"x24"

DETOUR AHEAD

W20-2A

8

Lake Geneva

Elkhorn

9

DETOUR

SOUTH

67

M4-8
24"x12"

M1-6
24"x24"

10

67

M1-6
24"x24"

DETOUR AHEAD

W20-2A

11

DETOUR

67

M4-8
24"x12"

M1-6
24"x24"

A

↑

MO6-1
21"x21"

B

←

MO6-1
21"x21"

C

→

MO6-1
21"x21"

D

↗

MO5-1R
21"x21"

E

↖

MO5-1L
21"x21"

F

↙

MO5-2L
21"x21"

G

↗

MO6-2
21"x21"

H

↖

MO5-2R
21"x21"

LEGEND

DETOUR ROUTE

EXISTING SIGNS AND POSTS TO REMAIN

EXISTING SIGNS AND POSTS TO REMAIN

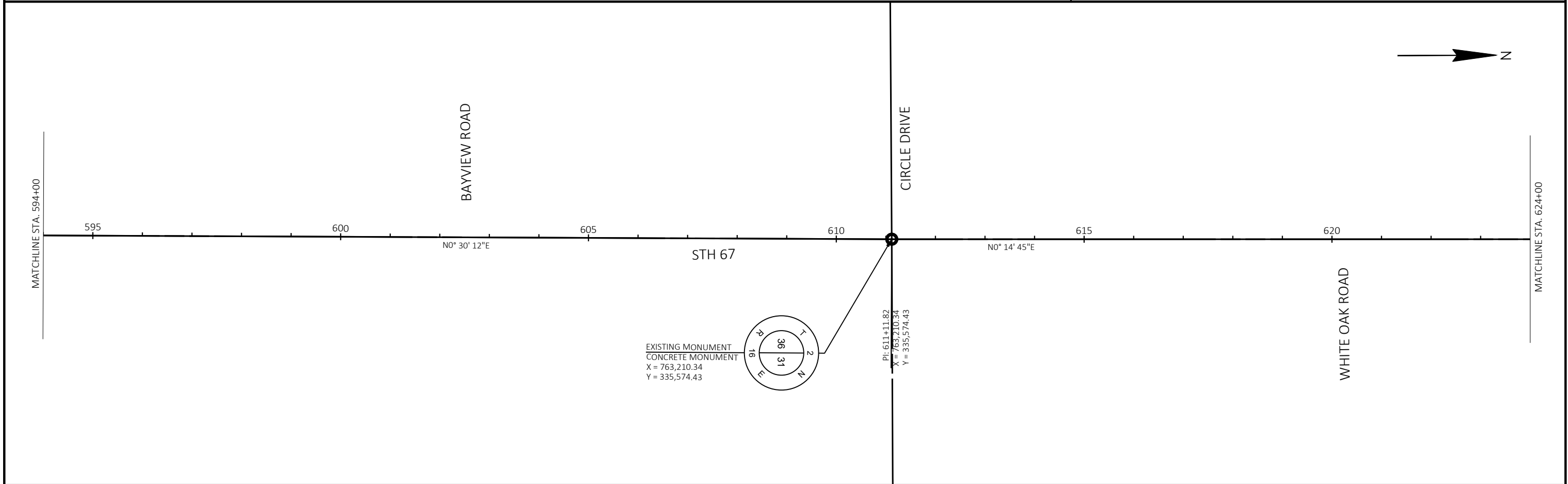
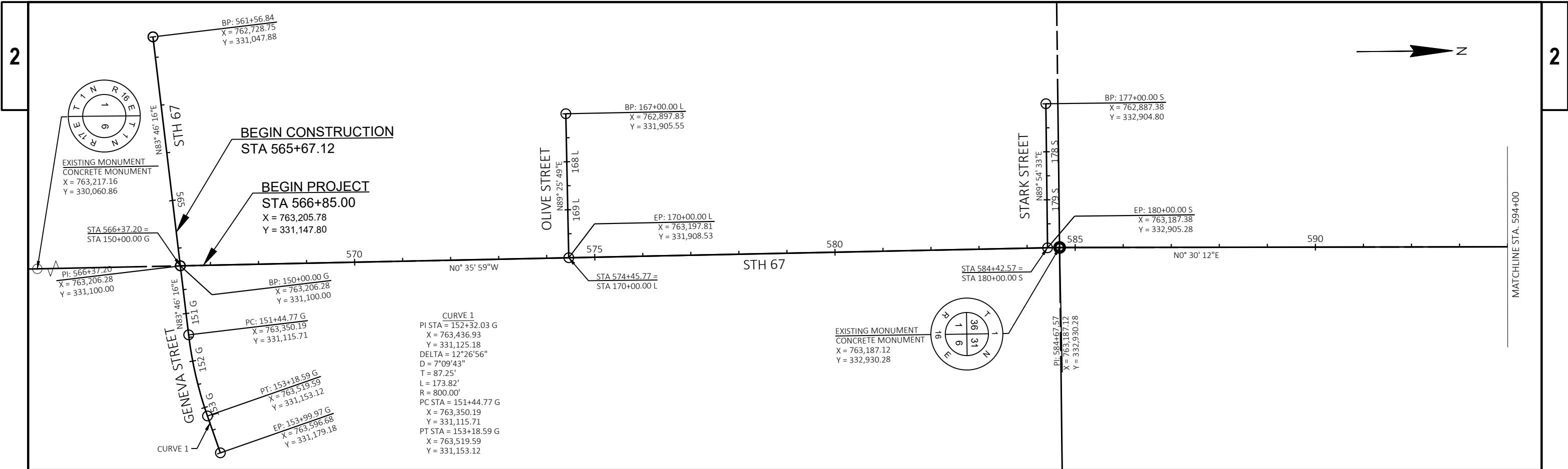
POST WITH ATTACHED SIGN

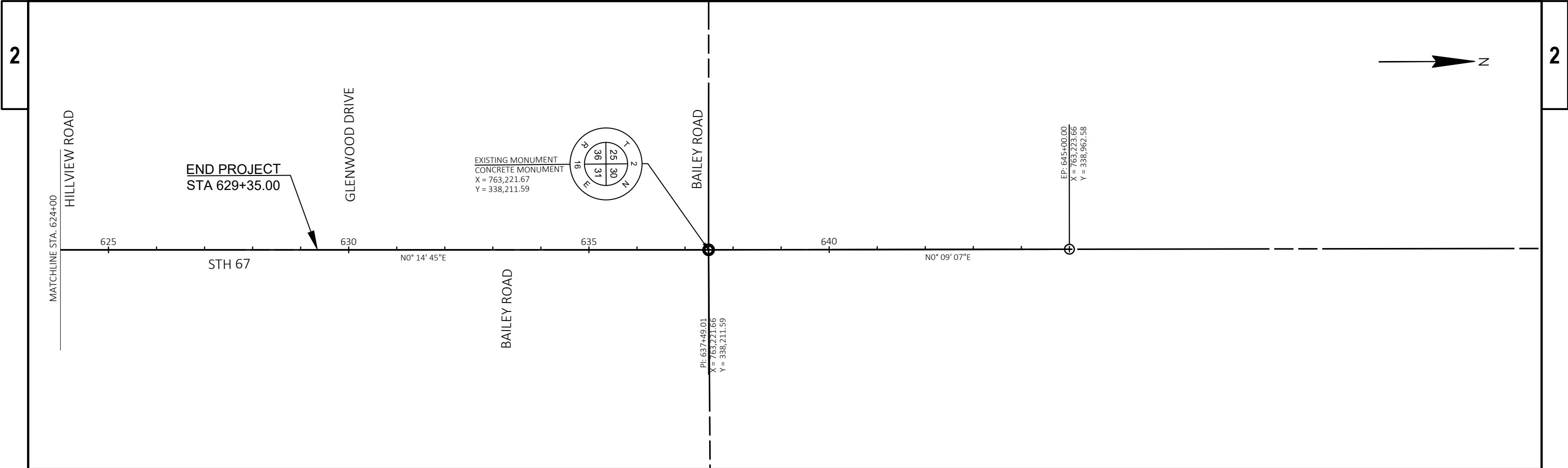
EXISTING SIGN (TYP.)

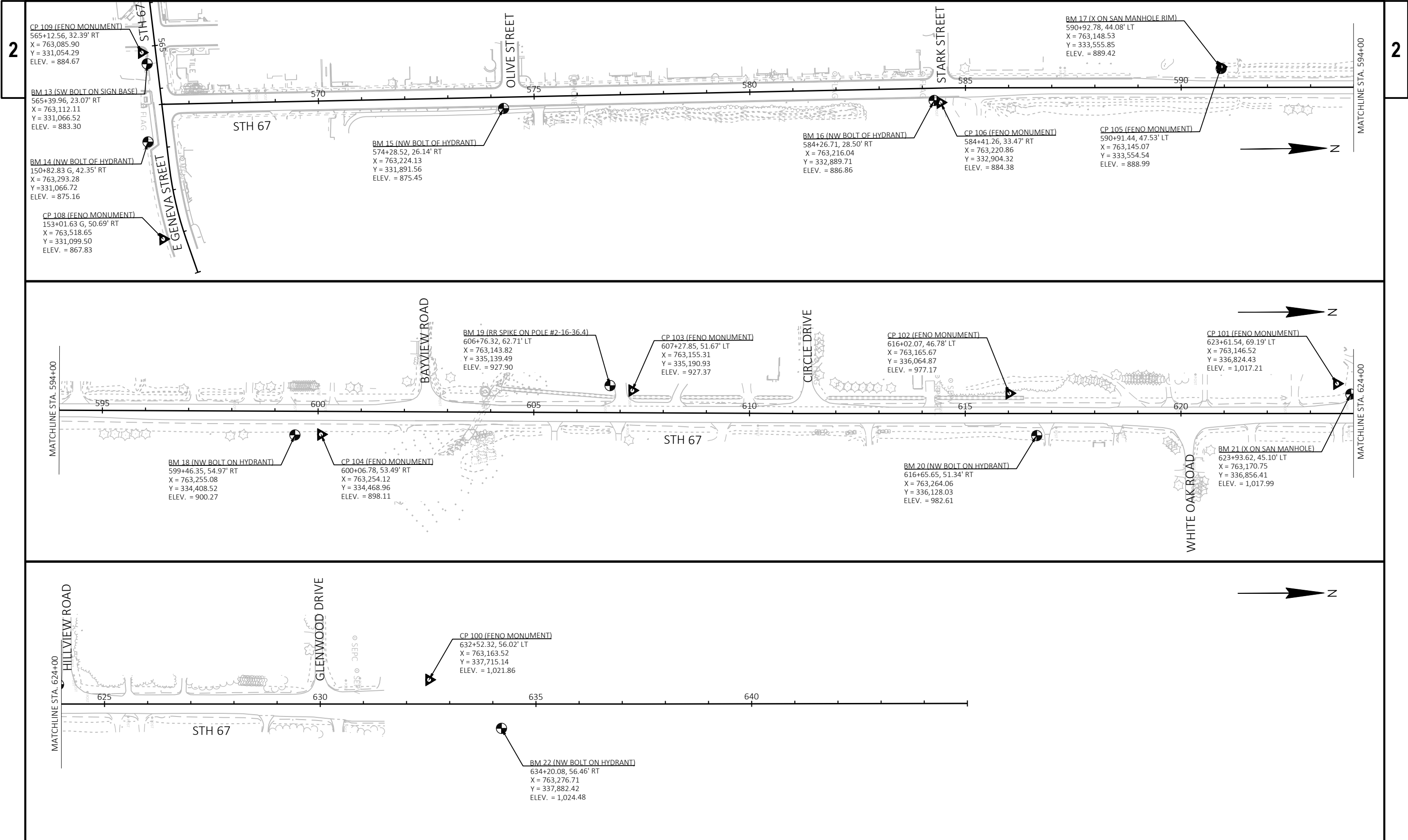
TRAFFIC CONTROL COVERING SIGNS TYPE 1/ 2 (TYP.)

WORK ZONE

NOTES:
SEE STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" FOR ROAD CLOSURE SIGN DETAILS.
* OVERSIZED AND FREEWAY OR EXPRESSWAY SIGN SIZE REQUIRED
** SIZE 3 SIGN SIZE REQUIRED
+ SEE A4-12 SIGN PLATE FOR ADDITIONAL LAYOUT INFORMATION.
SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.







Estimate Of Quantities

					3325-06-71	3325-06-72
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0105	Clearing	STA	6.000	6.000	
0004	201.0120	Clearing	ID	20.000	20.000	
0006	201.0205	Grubbing	STA	6.000	6.000	
0008	201.0220	Grubbing	ID	35.000	35.000	
0010	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000	
0012	204.0100	Removing Concrete Pavement	SY	277.000	277.000	
0014	204.0110	Removing Asphaltic Surface	SY	1,670.000	1,670.000	
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,866.000	1,866.000	
0018	204.0120	Removing Asphaltic Surface Milling	SY	23,090.000	23,090.000	
0020	204.0130	Removing Curb	LF	48.000	48.000	
0022	204.0150	Removing Curb & Gutter	LF	2,435.000	2,435.000	
0024	204.0155	Removing Concrete Sidewalk	SY	628.000	628.000	
0026	204.0210	Removing Manholes	EACH	4.000	4.000	
0028	204.0220	Removing Inlets	EACH	9.000	9.000	
0030	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	14.000	14.000	
0032	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	185.000	185.000	
0034	204.0245	Removing Storm Sewer (size) 03. 15-Inch	LF	65.000	65.000	
0036	205.0100	Excavation Common	CY	4,040.000	4,040.000	
0038	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3325-06-71	EACH	1.000	1.000	
0040	213.0100	Finishing Roadway (project) 01. 3325-06-71	EACH	1.000	1.000	
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	219.000	219.000	
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,572.000	5,510.000	62.000
0046	311.0110	Breaker Run	TON	862.000	862.000	
0048	390.0203	Base Patching Asphaltic	SY	1,170.000	1,170.000	
0050	416.0160	Concrete Driveway 6-Inch	SY	436.000	380.000	56.000
0052	416.0260	Concrete Driveway HES 6-Inch	SY	58.000	58.000	
0054	416.0610	Drilled Tie Bars	EACH	52.000	52.000	
0056	455.0605	Tack Coat	GAL	4,290.000	4,290.000	
0058	460.2000	Incentive Density HMA Pavement	DOL	4,810.000	4,810.000	
0060	460.5223	HMA Pavement 3 LT 58-28 S	TON	3,891.000	3,891.000	
0062	460.5224	HMA Pavement 4 LT 58-28 S	TON	3,559.000	3,559.000	
0064	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	362.000	341.000	21.000
0066	520.8000	Concrete Collars for Pipe	EACH	7.000	7.000	
0068	522.2319	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	70.000	70.000	
0070	522.2324	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	99.000	99.000	
0072	522.2334	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch	LF	60.000	60.000	
0074	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000	
0076	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000	
0078	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000	
0080	601.0110	Concrete Curb Type D	LF	38.000	38.000	
0082	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,476.000	2,476.000	
0084	601.0600	Concrete Curb Pedestrian	LF	86.000	86.000	
0086	602.0410	Concrete Sidewalk 5-Inch	SF	8,900.000	8,900.000	
0088	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	130.000	130.000	
0090	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	12.000	12.000	
0092	606.0200	Riprap Medium	CY	82.000	82.000	
0094	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	243.000	243.000	
0096	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	192.000	192.000	
0098	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000	

Estimate Of Quantities

					3325-06-71	3325-06-72
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	611.0624	Inlet Covers Type H	EACH	7.000	7.000	
0102	611.0639	Inlet Covers Type H-S	EACH	12.000	12.000	
0104	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000	
0106	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000	
0108	611.3004	Inlets 4-FT Diameter	EACH	4.000	4.000	
0110	611.3230	Inlets 2x3-FT	EACH	12.000	12.000	
0112	611.8110	Adjusting Manhole Covers	EACH	9.000	9.000	
0114	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000	
0116	611.9800.S	Pipe Grates	EACH	6.000	6.000	
0118	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3325-06-71	EACH	1.000	1.000	
0120	619.1000	Mobilization	EACH	1.000	1.000	
0122	623.0200	Dust Control Surface Treatment	SY	8,580.000	8,580.000	
0124	624.0100	Water	MGAL	5.000	5.000	
0126	625.0100	Topsoil	SY	4,054.000	4,054.000	
0128	627.0200	Mulching	SY	4,879.000	4,879.000	
0130	628.1104	Erosion Bales	EACH	10.000	10.000	
0132	628.1504	Silt Fence	LF	850.000	850.000	
0134	628.1520	Silt Fence Maintenance	LF	850.000	850.000	
0136	628.1530.S	Silt Fence Heavy Duty	LF	1,150.000	1,150.000	
0138	628.1535.S	Silt Fence Heavy Duty Maintenance 04. Silt Fence Heavy Duty	LF	1,150.000	1,150.000	
0140	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000	
0142	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000	
0144	628.2006	Erosion Mat Urban Class I Type A	SY	3,400.000	3,400.000	
0146	628.7005	Inlet Protection Type A	EACH	25.000	25.000	
0148	628.7010	Inlet Protection Type B	EACH	22.000	22.000	
0150	628.7015	Inlet Protection Type C	EACH	17.000	17.000	
0152	628.7020	Inlet Protection Type D	EACH	11.000	11.000	
0154	628.7504	Temporary Ditch Checks	LF	205.000	205.000	
0156	628.7555	Culvert Pipe Checks	EACH	23.000	23.000	
0158	628.7560	Tracking Pads	EACH	2.000	2.000	
0160	628.7570	Rock Bags	EACH	10.000	10.000	
0162	629.0210	Fertilizer Type B	CWT	2.600	2.600	
0164	630.0130	Seeding Mixture No. 30	LB	4.000	4.000	
0166	630.0160	Seeding Mixture No. 60	LB	48.000	48.000	
0168	630.0200	Seeding Temporary	LB	211.000	211.000	
0170	630.0500	Seed Water	MGAL	64.000	64.000	
0172	631.0300	Sod Water	MGAL	53.000	53.000	
0174	631.1000	Sod Lawn	SY	1,175.000	1,175.000	
0176	633.5200	Markers Culvert End	EACH	6.000	6.000	
0178	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	31.000	31.000	
0180	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000	2.000	
0182	637.2210	Signs Type II Reflective H	SF	88.070	88.070	
0184	637.2230	Signs Type II Reflective F	SF	111.560	111.560	
0186	638.2102	Moving Signs Type II	EACH	19.000	19.000	
0188	638.2602	Removing Signs Type II	EACH	17.000	17.000	
0190	638.3000	Removing Small Sign Supports	EACH	30.000	30.000	
0192	642.5201	Field Office Type C	EACH	1.000	1.000	
0194	643.0300	Traffic Control Drums	DAY	783.000	783.000	
0196	643.0410	Traffic Control Barricades Type II	DAY	870.000	870.000	

Estimate Of Quantities

		3325-06-71		3325-06-72	
Line	Item	Item Description	Unit	Total	Qty
0198	643.0420	Traffic Control Barricades Type III	DAY	900.000	900.000
0200	643.0705	Traffic Control Warning Lights Type A	DAY	1,776.000	1,776.000
0202	643.0900	Traffic Control Signs	DAY	15,498.000	15,498.000
0204	643.0910	Traffic Control Covering Signs Type I	EACH	3.000	3.000
0206	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0208	643.1000	Traffic Control Signs Fixed Message	SF	28.000	28.000
0210	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	190.000	190.000
0212	643.3505	Temporary Marking Arrow Paint	EACH	2.000	2.000
0214	643.5000	Traffic Control	EACH	1.000	1.000
0216	644.1430	Temporary Pedestrian Surface Plate	SF	120.000	120.000
0218	644.1601	Temporary Pedestrian Curb Ramp	DAY	55.000	55.000
0220	644.1810	Temporary Pedestrian Barricade	LF	77.000	77.000
0222	645.0120	Geotextile Type HR	SY	147.000	147.000
0224	645.0220	Geogrid Type SR	SY	464.000	464.000
0226	646.1020	Marking Line Epoxy 4-Inch	LF	13,080.000	13,080.000
0228	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	4,652.000	4,652.000
0230	646.1545	Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	LF	826.000	826.000
0232	646.3020	Marking Line Epoxy 8-Inch	LF	152.000	152.000
0234	646.5005	Marking Arrow Paint	EACH	5.000	5.000
0236	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0238	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0240	646.6120	Marking Stop Line Epoxy 18-Inch	LF	193.000	193.000
0242	646.7120	Marking Diagonal Epoxy 12-Inch	LF	244.000	244.000
0244	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	481.000	481.000
0246	646.8305	Marking Parking Stall Paint	LF	162.000	162.000
0248	646.9000	Marking Removal Line 4-Inch	LF	51.000	51.000
0250	646.9300	Marking Removal Special Marking	EACH	1.000	1.000
0252	648.0100	Locating No-Passing Zones	MI	1.000	1.000
0254	650.4000	Construction Staking Storm Sewer	EACH	18.000	18.000
0256	650.4500	Construction Staking Subgrade	LF	815.000	815.000
0258	650.5000	Construction Staking Base	LF	815.000	815.000
0260	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,476.000	2,476.000
0262	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0264	650.8000	Construction Staking Resurfacing Reference	LF	5,560.000	5,560.000
0266	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0268	650.9500	Construction Staking Sidewalk (project) 01. 3325-06-71	EACH	1.000	1.000
0270	650.9911	Construction Staking Supplemental Control (project) 01. 3325-06-71	EACH	1.000	1.000
0272	650.9920	Construction Staking Slope Stakes	LF	2,525.000	2,525.000
0274	690.0150	Sawing Asphalt	LF	3,059.000	2,804.000
0276	690.0250	Sawing Concrete	LF	303.000	303.000
0278	740.0440	Incentive IRI Ride	DOL	4,824.000	4,824.000
0280	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0282	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	900.000	900.000
0284	SPV.0035	Special 50. Sanitary Sewer Trench Stabilization	CY	24.000	24.000
0286	SPV.0060	Special 01. Section Corner Monuments Special	EACH	2.000	2.000
0288	SPV.0060	Special 02. Sump Pump Connection and Cleanout	EACH	3.000	3.000
0290	SPV.0060	Special 03. Rectangular Rapid Flashing Beacon (RRFB) System STH 67 NB at Stark St	EACH	1.000	1.000
0292	SPV.0060	Special 04. Rectangular Rapid Flashing Beacon (RRFB) System STH 67 SB at Stark St	EACH	1.000	1.000
0294	SPV.0060	Special 05. Storm Sewer Tap	EACH	1.000	1.000

Estimate Of Quantities

3325-06-71					3325-06-72	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0105	Clearing	STA	6.000	6.000	
0004	201.0120	Clearing	ID	20.000	20.000	
0006	201.0205	Grubbing	STA	6.000	6.000	
0008	201.0220	Grubbing	ID	35.000	35.000	
0010	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000	
0012	204.0100	Removing Concrete Pavement	SY	277.000	277.000	
0014	204.0110	Removing Asphaltic Surface	SY	1,670.000	1,670.000	
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,866.000	1,866.000	
0018	204.0120	Removing Asphaltic Surface Milling	SY	23,090.000	23,090.000	
0020	204.0130	Removing Curb	LF	48.000	48.000	
0022	204.0150	Removing Curb & Gutter	LF	2,435.000	2,435.000	
0024	204.0155	Removing Concrete Sidewalk	SY	628.000	628.000	
0026	204.0210	Removing Manholes	EACH	4.000	4.000	
0028	204.0220	Removing Inlets	EACH	9.000	9.000	
0030	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	14.000	14.000	
0032	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	185.000	185.000	
0034	204.0245	Removing Storm Sewer (size) 03. 15-Inch	LF	65.000	65.000	
0036	205.0100	Excavation Common	CY	4,040.000	4,040.000	
0038	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3325-06-71	EACH	1.000	1.000	
0040	213.0100	Finishing Roadway (project) 01. 3325-06-71	EACH	1.000	1.000	
0042	305.0110	Base Aggregate Dense 3/4-Inch	TON	219.000	219.000	
0044	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,572.000	5,510.000	62.000
0046	311.0110	Breaker Run	TON	862.000	862.000	
0048	390.0203	Base Patching Asphaltic	SY	1,170.000	1,170.000	
0050	416.0160	Concrete Driveway 6-Inch	SY	436.000	380.000	56.000
0052	416.0260	Concrete Driveway HES 6-Inch	SY	58.000	58.000	
0054	416.0610	Drilled Tie Bars	EACH	52.000	52.000	
0056	455.0605	Tack Coat	GAL	4,290.000	4,290.000	
0058	460.2000	Incentive Density HMA Pavement	DOL	4,810.000	4,810.000	
0060	460.5223	HMA Pavement 3 LT 58-28 S	TON	3,891.000	3,891.000	
0062	460.5224	HMA Pavement 4 LT 58-28 S	TON	3,559.000	3,559.000	
0064	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	362.000	341.000	21.000
0066	520.8000	Concrete Collars for Pipe	EACH	7.000	7.000	
0068	522.2319	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	70.000	70.000	
0070	522.2324	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	99.000	99.000	
0072	522.2334	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch	LF	60.000	60.000	
0074	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000	
0076	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000	
0078	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000	
0080	601.0110	Concrete Curb Type D	LF	38.000	38.000	
0082	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,476.000	2,476.000	
0084	601.0600	Concrete Curb Pedestrian	LF	86.000	86.000	
0086	602.0410	Concrete Sidewalk 5-Inch	SF	8,900.000	8,900.000	
0088	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	130.000	130.000	
0090	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	12.000	12.000	
0092	606.0200	Riprap Medium	CY	82.000	82.000	
0094	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	243.000	243.000	
0096	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	192.000	192.000	
0098	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000	

CLEARING AND GRUBBING ITEMS

CATEGORY	STATION	LOCATION	201.0105	201.0120	201.0205	201.0220
			CLEARING STA	CLEARING ID	GRUBBING STA	GRUBBING ID
0010	578+45	RT	--	13	--	13
	580+85	RT	--	7	--	7
	582+20	RT	--	--	--	15
	590+50 - 595+25	RT	5	--	5	--
	600+94 - 601+87	RT	1	--	1	--
	TOTALS		6	20	6	35

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	STATION	- STATION	211.0101
			3325-06-71 EACH
0010	565+67	- 629+35	1

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	LOCATION	204.0100 SY
0020	565+87	RT	9
	567+66	LT	13
	567+76	RT	18
	567+93	LT	12
	568+48	LT	10
	568+69	LT	9
	569+13	RT	30
	569+39	LT	17
	569+89	LT	17
	570+20	LT	15
	570+49	RT	17
	571+33	RT	16
	571+90	LT	16
	572+64	RT	20
	573+27	LT	16
	573+74	LT	21
	574+97	LT	6
	575+09	RT	15
	TOTAL		277

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION - STATION	LOCATION	204.0110	204.0115	204.0120	390.0203
			SY	BUTT JOINTS SY	MILLING SY	BASE PATCHING ASPHALTIC SY
0010	565+67 - 566+85	LT/RT	47	16	720	40
	575+00 - 588+86	LT/RT	13	---	5,120	260
	588+86 - 606+00	LT/RT	340	380	6,150	310
	606+00 - 629+35	LT/RT	1,270	1,470	11,100	560
	TOTALS		1,670	1,866	23,090	1,170

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100
		3325-06-71 EACH
0010	3325-06-71	1

EARTHWORK SUMMARY

CATEGORY	STATION		LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11)	(16) 311.0110 BREAKER RUN FACTOR 1.80	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE ± (14)
				CUT (2)	EBS** EXCAVATION			FACTOR 1.30			FACTOR 1.25	
	FROM	TO		CY	CY	CY	CY	CY	TON*	CY	CY	CY
0010	179+50 S	- 179+82 S	STARK STREET	90	9	28	63	12	22	--	--	63
	590+50	- 595+25	CULVERT 1	334	33	32	302	43	77	6	7	295
	594+81	- 595+55	CULVERT 2	118	12	55	63	16	29	--	--	63
	600+94	- 601+91	CULVERT 3	140	14	61	79	18	32	5	7	72
	CATEGORY 0010 SUB-TOTALS			682	68	176	507	89	160	11	14	493
CATEGORY 0010 TOTALS			750					160				
0020	566+85	- 584+91	ELKHORN ROAD (STH 67)	2,869	288	700	2,169	374	673	12	15	2,154
	169+37 L	- 169+80 L	OLIVE STREET	121	12	37	84	16	29	--	--	84
CATEGORY 0020 SUB-TOTALS			2,990	300	737	2,253	390	702	12	15	2,238	
CATEGORY 0020 TOTALS			3,290					702				

NOTES

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. SOILS REMOVED AS EBS MUST BE WASTED OFFSITE AND NOT REUSED AS FILL.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
- (11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BREAKER RUN. EBS BACKFILL FACTOR = 1.30.
- (13) EXPANDED FILL FACTOR = 1.25; EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE STAGE. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE STAGE. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE STAGE.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
- (16) UNDISTRIBUTED QUANTITY OF BREAKER RUN TO FILL EBS. CY TO TON CONVERSION FACTOR = 1.80 TON/CY
- * CY TO TON CONVERSION FACTOR = 1.80 TON/CY
- ** UNDISTRIBUTED EBS EXCAVATION = 10% OF CUT ON STH 67 AND SIDE ROADS

BASE AGGREGATE DENSE			
CATEGORY	STATION - STATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON
0010	565+67 - 566+85	---	140
	575+00 - 588+86	24	920
	588+86 - 606+00	110	970
	606+00 - 629+35	85	---
	5% UNDISTRIBUTED	---	100
	CATEGORY 0010 TOTALS	219	2,130
0020	566+85 - 575+00	---	3,380
	CATEGORY 0020 TOTALS	---	3,380
ALL CATEGORY TOTALS		219	5,510

PAVEMENT BARS			
CATEGORY	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	565+67 - 566+85	LT/RT	10
	566+85 - 575+00	LT/RT	6
	575+00 - 588+86	LT/RT	20
	UNDISTRIBUTED	LT/RT	16
TOTAL			52

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES				
CATEGORY	STATION	STATION	LOCATION	465.0120 TON
0010	565+67 - 566+85	LT/RT		11
	575+00 - 588+86	LT/RT		6
	588+86 - 606+00	LT/RT		59
	606+00 - 629+35	LT/RT		220
CATEGORY 0010 TOTAL				296
0020	566+85 - 575+00	LT/RT		45
	CATEGORY 0020 TOTAL			45
	ALL CATEGORY TOTAL			341

CONCRETE DRIVEWAYS				
CATEGORY	STATION	LOCATION	416.0160	416.0260
			CONCRETE DRIVEWAY 6-INCH SY	CONCRETE DRIVEWAY HES 6-INCH SY
0020	150+16 G	RT	34	--
	150+63 G	RT	34	--
	567+66	LT	9	--
	567+76	RT	28	--
	567+93	LT	9	--
	568+48	LT	16	--
	568+69	LT	14	--
	569+13	RT	26	--
	569+39	LT	26	--
	569+89	LT	--	33
	570+20	LT	--	25
	570+49	RT	23	--
	571+33	RT	17	--
	571+90	LT	26	--
	573+27	LT	28	--
	573+74	LT	35	--
	574+97	LT	6	--
	575+09	RT	18	--
	576+10	RT	10	--
	584+61	RT	21	--
TOTALS			380	58

ASPHALTIC ITEMS				
CATEGORY	STATION - STATION	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	455.0605 TACK COAT GAL
0010	565+67 - 566+85	11	86	50
	575+00 - 584+85*	---	732	610
	575+00 - 584+85**	254	97	180
	584+85 - 588+86	205	182	230
	588+86 - 606+00***	865	689	960
	606+00 - 629+35	1,400	1,250	1,560
	STARK STREET	33	16	20
	CULVERT REPLACEMENTS	269	80	150
CATEGORY 0010 TOTALS		3,037	3,132	3,760
0020	566+85 - 575+00	854	427	530
	CATEGORY 0020 TOTALS	854	427	530
	ALL CATEGORY TOTALS	3,891	3,559	4,290

NOTE: HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN. TACK COAT CALCULATIONS BASED ON 0.07 GAL/SY. TACK COAT SHALL BE INSTALLED ON THE VERTICAL FACE OF CURB & GUTTER.
* EXCLUDES STARK STREET INTERSECTION
** WATER MAIN PATCH
*** EXCLUDES CULVERT REPLACEMENT LOCATIONS

CONCRETE CURB & GUTTER											
			204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	601.0110 CONCRETE CURB TYPE D LF	SPV.0090.01 CONCRETE CURB TYPE D SPECIAL LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.02 CONCRETE CURB PEDESTRIAN 6-INCH LF	SPV.0090.03 CONCRETE CURB PEDESTRIAN 8-INCH LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
CATEGORY	STATION	- STATION									
0010	565+67	- 566+85	---	184	---	---	205	31	28	20	205
	575+00	- 588+86	---	205	---	---	225	6	---	---	225
	588+86	- 606+00	---	---	---	---	---	---	---	---	---
	606+00	- 629+35	---	---	---	---	---	---	---	---	---
	UNDISTRIBUTED*		---	390	---	---	390	---	---	---	390
	CATEGORY 0010 TOTALS		---	779	---	---	820	37	28	20	820
0020	566+85	- 575+00	48	1,656	38	11	1,656	49	---	---	1,656
	CATEGORY 0020 TOTALS		48	1,656	38	11	1,656	49	---	---	1,656
	ALL CATRGORY TOTALS		48	2,435	38	11	2,476	86	28	20	2,476

* UNDISTRIBUTED SPOT CURB & GUTTER REPLACEMENT BETWEEN STA. 575+00 AND STA. 588+86

SIDEWALK ITEMS											
CATEGORY	STATION - STATION	204.0155	602.0410	SPV.0165.01	602.0505	602.0605	644.1430	644.1601	644.1810	650.9000	650.9500
		REMOVING CONCRETE SIDEWALK SY	CONCRETE 5-INCH SF	CONCRETE SIDEWALK THICKENED EDGE SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	TEMPORARY PEDESTRIAN SURFACE PLATE SF	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN BARRICADE LF	CONSTRUCTION STAKING CURB RAMPS EACH	CONSTRUCTION STAKING SIDEWALK (PROJECT) 01. 3325-06-71 EACH
0010	565+67 - 566+85	200	960	143	30	12	---	20	---	4	---
	566+85 - 575+00	---	---	---	60	---	---	---	---	4	---
	575+00 - 588+86	27	4,790	---	40	---	120	35	77	4	---
	588+86 - 606+00	---	---	---	---	---	---	---	---	---	---
	606+00 - 629+35	---	---	---	---	---	---	---	---	---	---
UNDISTRIBUTED*		11	100	---	---	---	---	---	---	---	---
CATEGORY 0010 TOTALS		238	5,850	143	130	12	120	55	77	12	1
0020	566+85 - 575+00	390	3,050	---	---	---	---	---	---	---	---
	CATEGORY 0020 TOTALS	390	3,050	---	---	---	---	---	---	---	---
ALL CATEGORY TOTALS		628	8,900	143	130	12	120	55	77	12	1
* UNDISTRIBUTED SPOT SIDEWALK REPLACEMENT BETWEEN STA. 575+00 AND STA. 588+86											

STORM SEWER ITEMS											
CATEGORY	STRUCT. ID#	STATION	OFFSET	611.2004	611.2005	611.3004	611.3230	611.0535	611.0624	611.0639	650.4000
				MANHOLES 4-FT DIAMETER EACH	MANHOLES 5-FT DIAMETER EACH	INLETS 4-FT DIAMETER EACH	INLETS 2X3-FT EACH	MANHOLE COVERS TYPE J-S SPECIAL EACH	INLET COVERS TYPE H EACH	INLET COVERS TYPE H-S EACH	CONSTRUCTION STAKING STORM SEWER EACH
0020	MH 1	567+80.39	20.426 ' LT	1	---	---	---	1	---	---	1
	INL 1.1	568+26.68	21.5 ' RT	---	---	---	1	---	---	1	1
	INL 1	568+34.68	21.5 ' RT	---	---	---	1	---	---	1	1
	INL 2.1	568+27.13	21.5 ' LT	---	---	---	1	---	---	1	1
	INL 2	568+35.13	21.5 ' LT	---	---	1	---	---	---	1	1
	INL 3	570+21.73	21.5 ' RT	---	---	---	1	---	1	---	1
	MH 2	570+37.85	12.929 ' RT	---	1	---	---	1	---	---	1
	INL 4	571+40.52	21.501 ' LT	---	---	---	1	---	1	---	1
	INL 5.1	572+35.32	21.5 ' LT	---	---	---	1	---	---	1	1
	INL 5	572+27.32	21.5 ' LT	---	---	---	1	---	---	1	1
	INL 6.1	572+34.83	21.5 ' RT	---	---	---	1	---	---	1	1
	INL 6	572+26.83	21.5 ' RT	---	---	1	---	---	---	1	1
	INL 7	573+51.53	21.5 ' LT	---	---	1	---	---	1	---	1
	INL 8	574+26.29	41.954 ' LT	---	---	---	1	---	1	---	1
	INL 9	574+16.52	23.691 ' LT	---	---	1	---	---	---	1	1
	EX MH 5	574+37.47	18.307 ' RT	---	---	---	---	1	---	---	---
	INL 10	574+65.29	41.571 ' LT	---	---	---	1	---	1	---	1
	INL 11	574+86.03	21.5 ' LT	---	---	---	1	---	---	1	1
	INL 12	574+85.58	21.5 ' RT	---	---	---	1	---	---	1	1
	EX INL 1	584+25.10	42.449 ' LT	---	---	---	---	---	1	---	---
	EX INL 2	584+60.45	42.413 ' LT	---	---	---	---	---	---	1	---
	EX INL 3	584+78.27	21.501 ' LT	---	---	---	---	---	1	---	---
TOTALS				1	1	4	12	3	7	12	18

CULVERT ITEMS									
CATEGORY	STRUCT. ID#	STATION	OFFSET	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL			633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	611.9800.S PIPE GRATES EACH
				522.2619 19x30-INCH EACH	522.2624 24x38-INCH EACH	522.2634 34x53-INCH EACH			
0010	AEW 1	591+20.00	30 ' LT	---	---	1	1	---	1
	AEW 2	591+20.00	30 ' RT	---	---	1	1	1	1
	AEW 3	595+50.12	30.787 ' LT	---	1	---	1	---	1
	AEW 4	594+78.94	38.163 ' RT	---	1	---	1	1	1
	AEW 5	601+58.00	32.015 ' LT	1	---	---	1	---	1
	AEW 6	601+58.00	37.96 ' RT	1	---	---	1	1	1
TOTALS				2	2	2	6	3	6

REMOVING STORM SEWER SUMMARY										
CATEGORY	STATION - STATION	** 203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER			611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.05 STORM SEWER TAP EACH
					.01 8-INCH LF	.02 12-INCH LF	.03 15-INCH LF			
0020	566+85 - 588+86	---	4	9	14	185	65	9	1	1
	588+86 - 606+00	1	---	---	---	---	---	---	---	---
	TOTALS	1	4	9	14	185	65	9	1	1

** CATEGORY 0010

MAINTENANCE AND REPAIR OF HAUL ROADS		
CATEGORY	PROJECT	618.0100 3325-06-71 EACH
0010	3325-06-71	1

MOBILIZATION		
CATEGORY	PROJECT	619.1000 EACH
0010	3325-06-70	1

SECTION CORNER MONUMENTS SPECIAL			
CATEGORY	STATION	LOCATION	SPV.0060.01 EACH
0010	584+67.57	0.00' RT	1
	611+11.82	0.00' RT	1
TOTAL			2

STORM SEWER SUMMARY						
CATEGORY	FROM STRUCTURE	TO STRUCTURE	STORM SEWER PIPE REINFORCED CONCRETE		520.8000	SPV.0060.02
			608.0412	608.0415	CONCRETE COLLARS FOR PIPE EACH	SUMP PUMP CONNECTION AND CLEANOUT EACH
			12-INCH LF	15-INCH LF		
0020	MH 1	INL 2.1	47	---	---	---
	INL 1.1	INL 1	8	---	---	---
	INL 1	INL 2	43	---	---	---
	INL 2.1	INL 2	8	---	---	---
	INL 2	EX MH 1	---	10	---	---
	EX MH 1	-	---	---	1	---
	INL 3	MH 2	18	---	---	---
	MH 2	-	---	---	---	---
	INL 4	EX MH 3	42	---	---	1
	EX MH 3	-	---	---	1	---
	INL 5.1	INL 5	8	---	---	---
	INL 5	INL 6	---	43	---	---
	INL 6.1	INL 6	---	8	---	---
	INL 6	EX MH 4	---	19	---	---
	EX MH 4	-	---	---	1	---
	INL 7	INL 9	---	65	---	1
	INL 8	INL 9	21	---	---	---
	INL 9	EX MH 5	---	47	---	---
	EX MH 5	-	---	---	1	---
	INL 10	EX MH 6	18	---	---	---
	INL 11	EX MH 6	16	---	---	---
	EX MH 6	-	---	---	2	---
	INL 12	EX MH 7	14	---	---	---
	EX MH 7	-	---	---	1	---
	EX INL 1	-	---	---	---	1
	EX INL 2	-	---	---	---	---
	EX INL 3	-	---	---	---	---
	AEW 1	AEW 2	---	---	---	---
	AEW 2	-	---	---	---	---
	AEW 3	AEW 4	---	---	---	---
	AEW 4	-	---	---	---	---
	AEW 5	AEW 6	---	---	---	---
	AEW 6	-	---	---	---	---
TOTALS			243	192	7	3

CULVERT PIPE SUMMARY					
CATEGORY	FROM STRUCTURE	TO STRUCTURE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL		
			522.2319	522.2324	522.2334
			19X30-INCH LF	24X38-INCH LF	34X53-INCH LF
0010	AEW 1	AEW 2	---	---	60
	AEW 3	AEW 4	---	99	---
	AEW 5	AEW 6	70	---	---
TOTALS			70	99	60

DUST CONTROL SURFACE TREATMENT			
CATEGORY	STATION - STATION	LOCATION	623.0200 SY
0010	565+67 - 629+35	RT/LT	8,580
WATER			
CATEGORY	STATION - STATION	LOCATION	624.0100 MGAL
0010	565+67 - 629+35	RT/LT	5

EROSION CONTROL ITEMS								
CATEGORY	STATION - STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1530.S SILT FENCE HEAVY DUTY LF	628.1535.S SILT FENCE HEAVY DUTY MAINTENANCE LF	628.7504 TEMPORARY DITCH CHECKS LF
0010	575+00 - 588+86	LT/RT	---	---	---	919	919	50
	588+86 - 606+00	LT/RT	---	681	681	---	---	135
	UNDISTRIBUTED	LT/RT	10	169	169	231	231	20
	TOTALS		10	850	850	1,150	1,150	205

MOBILIZATIONS EROSION CONTROL		
CATEGORY	PROJECT	628.1905 EACH
0010	3255-06-71	6

MOBILIZATIONS EMERGENCY EROSION CONTROL		
CATEGORY	PROJECT	628.1910 EACH
0010	3225-06-71	5

FINISHING ITEMS												
CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	565+67 - 566+85	LT/RT	39	--	--	0.0	--	--	1	--	2	39
	575+00 - 588+86	LT/RT	575	199	199	0.4	4	--	16	4	17	376
	588+86 - 606+00	LT/RT	2,680	2,680	2,680	1.7	--	48	72	60	--	--
	606+00 - 629+35	LT/RT	--	--	--	--	--	--	--	--	--	--
	UNDISTRIBUTED	LT/RT	--	2,000	521	--	--	--	92	--	--	--
CATEGORY 0010 TOTALS			3,294	4,879	3,400	2.1	4	48	181	64	19	415
0020	566+85 - 575+00	LT/RT	760	--	--	0.5	--	--	21	--	34	760
	UNDISTRIBUTED	LT/RT	--	--	--	--	--	--	9	--	0	0
CATEGORY 0020 TOTALS			760	--	--	0.5	--	--	30	--	34	760
ALL CATEGORY TOTALS			4,054	4,879	3,400	2.6	4	48	210	64	53	1,175

CULVERT PIPE EROSION CONTROL ITEMS						
CATEGORY	CULVERT STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
0010	591+20	LT/RT	29	53	10	---
	595+18	LT/RT	37	66	8	---
	601+58	LT/RT	16	28	5	---
	UNDISTRIBUTED	LT/RT	---	---	---	10
TOTALS			82	147	23	10

INLET PROTECTION					
CATEGORY	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	565+76 - 566+85	---	---	1	---
	566+85 - 575+00	22	22	9	11
	575+00 - 588+86	3	---	7	---
TOTALS		25	22	17	11

TRACKING PADS		
CATEGORY	STATION	628.7560 EACH
0020	566+85	1
	575+00	1
TOTAL		2

FIELD OFFICE TYPE C		
CATEGORY	PROJECT	642.5201 EACH
0010	3325-06-71	1

3

3

TYPE II PERMANENT SIGNING -

3325-06-71 STH 67

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	J3-1(2S)	--	24 x 57	9.500	--	1	1	1	--	--	--	--
	M3-3	SOUTH	24 x 12									
	M1-6	STH 67	24 x 24									
	M6-1	--	21 x 21									
2	R1-1(2M)	--	36 x 36	7.460	--	1	1	1	--	--	--	--
3	W4-4AR(2S)	--	30 x 12	--	2.500	--	--	--	--	--	#2	--
4	JH-I(2S)	--	24 x 45	7.500	--	--	--	--	--	--	#2	FACE SIGN TO WB GENEVA ST
	D9-2		24 x 24									
	MB6-1		21 x 21									
5	J2-1(2S)	--	24 x 57	9.500	--	1	1	1	--	--	--	--
	M3-3	SOUTH	24 x 12									
	M1-6	STH 67	24 x 24									
	M5-1R	--	21 x 21									
6	R2-1(2S)	35 MPH	24 x 30	5.000	--	1	--	1	--	--	--	--
7	J4-1(2S)	--	24 x 36	6.000	--	1	1	1	--	--	--	--
	M3-1	NORTH	24 x 12									
	M1-6	STH 67	24 x 24									
8	W11-2	--	-- x --	--	--	--	--	--	--	1	--	SIGN PROPERTY OF VILLAGE
9	W16-7R	--	-- x --	--	--	--	--	--	--	1	--	SIGN PROPERTY OF VILLAGE
10	R3-8AR	--	-- x --	--	--	1	--	--	--	--	--	REMOVE FROM UTILITY POLE - REMOVE BRACKET IF POLE REMOVED - INCIDENTAL
11	R3-8AR(2S)	--	36 x 30	7.500	--	--	--	--	1	--	--	--
12	R5-2	--	-- x --	--	--	--	1	--	1	1	--	SIGN PROPERTY OF VILLAGE
13	--	WEIGHT LIMIT 8 TONS	-- x --	--	--	--	--	--	--	1	--	SIGN PROPERTY OF VILLAGE
14	W3-1(2S)	--	36 x 36	--	9.000	1	1	1	--	--	--	--
15	R1-1(2S)	--	30 x 30	5.180	--	1	1	1	--	--	--	--
16	W11-15(2M)	--	36 x 36	--	9.000	1	1	1	--	--	--	--
17	W16-7L(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#16	--
18	R2-1	--	-- x --	--	--	--	1	1	--	1	--	--
19	R2-1	--	-- x --	--	--	--	--	1	--	1	--	REMOVE FROM UTILITY POLE

SHEET 1 OF 2

PROJECT NO: 3325-06-71

HWY: STH 67

COUNTY: WALWORTH

MISCELLANEOUS QUANTITIES

SHEET:

E

3

3

TYPE II PERMANENT SIGNING -

3325-06-71 STH 67

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"X18' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
20	W11-15(2M)	--	36 x 36	--	9.000	1	1	1	--	--	--	--
21	W16-7L(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#20	--
22	W14-3(2S)	--	48 x 36	--	5.560	1	1	1	--	--	--	--
23	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
24	R1-1(2S)	--	30 x 30	5.180	--	1	1	1	--	--	--	--
25	W11-2(2M)	--	36 x 36	--	9.000	1	1	--	--	--	--	MOUNT ON SIGNAL POLE - RRFB
25A	W16-7L(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#25	--
26	W11-2(2M)	--	36 x 36	--	9.000	--	--	--	--	--	--	MOUNT ON SIGNAL POLE - RRFB
26A	W16-7R(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#26	--
27	R2-1	--	-- x --	--	--	--	1	1	--	1	--	MOVE TO STA 589+00
28	W14-3	--	-- x --	--	--	--	1	1	--	1	#27	--
29	I2-3	--	-- x --	--	--	--	2	2	--	1	--	--
30	W11-2	--	-- x --	--	--	--	1	1	--	1	--	--
31	W16-9P	--	-- x --	--	--	--	--	--	--	1	#30	--
32	R4-3	--	-- x --	--	--	--	1	1	--	1	--	--
33	J4-1	--	-- x --	--	--	--	1	1	--	1	--	MOVE TO STA 587+25
34	R2-1	--	-- x --	--	--	--	1	1	--	1	--	MOVE TO STA 589+00
35	W11-2(2M)	--	36 x 36	--	9.000	1	1	--	--	--	--	MOUNT ON SIGNAL POLE - RRFB
35A	W16-7L(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#35	--
36	W11-2(2M)	--	36 x 36	--	9.000	--	--	--	--	--	--	MOUNT ON SIGNAL POLE - RRFB
36A	W16-7R(2M)	--	30 x 18	--	3.750	--	--	--	--	--	#36	--
37	R2-1(2S)	35 MPH	24 x 30	5.000	--	1	1	1	--	--	--	--
38	W3-5(2S)	35 MPH	36 x 36	--	9.000	1	1	1	--	--	--	--
39	R2-1	--	-- x --	--	--	--	1	1	--	1	--	--
40	R2-1	--	-- x --	--	--	--	1	1	--	1	--	--
41	R4-53(2S)	--	54 x 54	20.250	--	--	--	2	--	--	--	--
42	W6-60(2S)	--	36 x 36	--	9.000	1	1	1	--	--	--	--
43	W6-3	--	-- x --	--	--	--	1	1	--	1	--	--
44	W6-1	--	-- x --	--	--	--	1	1	--	1	--	--
45	R3-55R	--	-- x --	--	--	--	1	1	--	1	--	--
TOTALS				88.070	111.560	17	30	31	2	19		

SHEET 2 OF 2

PROJECT NO: 3325-06-71

HWY: STH 67

COUNTY: WALWORTH

MISCELLANEOUS QUANTITIES

SHEET:

E

TRAFFIC CONTROL AND DETOUR ITEMS														
CATEGORY	STAGE	DAYS	643.0300	643.0410	643.0420	643.0705	643.0900	643.0910			643.0920			643.1000
			TRAFFIC	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC	TRAFFIC CONTROL COVERING SIGNS			TYPE II			TRAFFIC
			CONTROL	BARRICADES TYPE II	BARRICADES TYPE III	WARNING LIGHTS TYPE A	CONTROL SIGNS	NUMBER OF	NUMBER OF	EACH	NUMBER OF	NUMBER OF	EACH	CONTROL SIGNS
			DRUMS					CYCLES	SIGNS		CYCLES	SIGNS		FIXED MESSAGE
			DAY	DAY	DAY	DAY	DAY							SF
0010	PAVEMENT REPLACEMENT	87	783	870	870	1,740	15,486	1	3	3	1	4	4	28
	CULVERT REPLACEMENT	3	---	---	30	36	12	---	---	---	---	---	---	---
TOTALS			783	870	900	1,776	15,498			3			4	28

PAVEMENT MARKING ITEMS																		
CATEGORY	STATION	-	STATION	646.1545														
				646.1020			646.1040	MARKING LINE GROOVED	646.3020	646.5005	646.5020	646.5120	646.6120	646.7120	646.7420	646.8305		
				MARKING LINE EPOXY 4-INCH			MARKING LINE GROOVED	WET REF CONTRAST EPOXY	MARKING LINE									
				SOLID WHITE	SOLID YELLOW	YELLOW SKIP (12.5' SEG, 37.5' GAP)	WET REF EPOXY 4-INCH (WHITE)	4-INCH (WHITE SKIP) (12.5' SEG, 37.5' GAP)	EPOXY 8-INCH (WHITE)	ARROW PAINT	ARROW EPOXY	WORD EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING PARKING STALL PAINT (YELLOW)		
LF	LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	LF	LF	LF	LF					
0010	565+67 - 566+85			72	467	---	---	---	152	---	4	2	37	---	162	---		
	566+85 - 575+00			---	702	238	---	---	---	5	---	---	19	---	164	162		
	575+00 - 588+86			---	---	347	385	---	---	---	---	---	16	---	155	---		
	588+86 - 606+00			1,213	1,714	429	2,107	243	---	---	---	---	28	---	---	---		
	606+00 - 633+05			2,235	5,248	417	2,160	584	---	---	---	---	93	244	---	---		
	SUB-TOTALS			3,520	8,131	1,429	4,652	826	152	5	4	2	193	244	481	162		
TOTALS							13,080		4,652	826	152	5	4	2	193	244	481	162

TEMPORARY MARKING ITEMS					
CATEGORY	STATION	-	STATION	643.3150**	643.3505
				TEMPORARY MARKING	TEMPORARY MARKING
				LINE REMOVABLE	ARROW PAINT
				TAPE 4-INCH	EACH
				(WHITE)	
				LF	LF
0020	566+85	-	575+00	190	2
					51
					1

** = CATEGORY 0010

TRAFFIC CONTROL		
CATEGORY	PROJECT	643.5000
		3325-06-71
		EACH
0010	3325-06-71	1

LOCATING NO-PASSING ZONES		
CATEGORY	STATION - STATION	648.0100
		MI
0010	575+00 - 629+35	1

CONSTRUCTION STAKING SUMMARY						
CATEGORY	STATION	-	STATION	650.4500	650.5000	650.8000
				CONSTRUCTION STAKING SUBGRADE LF	CONSTRUCTION STAKING BASE LF	CONSTRUCTION STAKING RESURFACING REFERENCE LF
0010	565+67	-	566+85	---	---	120
	575+00	-	588+86	---	---	1,390
	588+86	-	606+00	---	---	1,710
	606+00	-	629+35	---	---	2,340
	CATEGORY 0010 TOTALS			---	---	5,560
0020	566+85	-	575+00	815	815	---
	CATEGORY 0020 TOTALS			815	815	---
	ALL CATEGORY TOTALS			815	815	5,560

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL		
CATEGORY	PROJECT	650.9911 EACH
0010	3325-06-71	1

GEOGRID TYPE SR		
CATEGORY	STATION - STATION	645.0220 SY
0020	566+85 - 575+00	464

SAWING EXISTING PAVEMENT						
CATEGORY	STATION	-	STATION	LOCATION	690.0150	690.0250
					SAWING ASPHALT LF	SAWING CONCRETE LF
0010	565+67	-	566+85	LT/RT	503	83
	566+85	-	575+00	LT/RT	---	---
	575+00	-	588+86	LT/RT	1,144	36
	588+86	-	606+00	LT/RT	277	---
	606+00	-	629+35	LT/RT	280	23
	CATEGORY 0010 TOTALS				2,204	142
0020	566+85	-	575+00	LT/RT	600	161
	CATEGORY 0020 TOTALS				600	161
	ALL CATEGORY TOTALS				2,804	303

RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM				
CATEGORY	STATION	LOCATION	SPV.0060.03	SPV.0060.04
			STH 67 NB AT STARK ST BACK-TO-BACK ASSEMBLY EACH	STH 67 SB AT STARK ST BACK-TO-BACK ASSEMBLY EACH
0020	565+24	LT	---	1
	565+24	RT	1	---
TOTAL			1	1

WATER PLANT ITEMS							
CATEGORY	STREET	STATION	OFFSET DIRECTION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	416.0160* CONCRETE DRIVEWAY 6-INCH SY	465.0120* ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	690.0150* SAWING ASPHALT LF
0010	STH 67	200+58 - 201+90	LT/RT	62	-	-	255
	STH 67	200+58 - 200+82	LT/RT	-	56	-	-
	STH 67	200+82 - 201+90	LT/RT	-	-	21	-
TOTALS				62	56	21	255

THESE BID ITEMS ARE FOR CONSTRUCTION ID. 3325-06-72
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

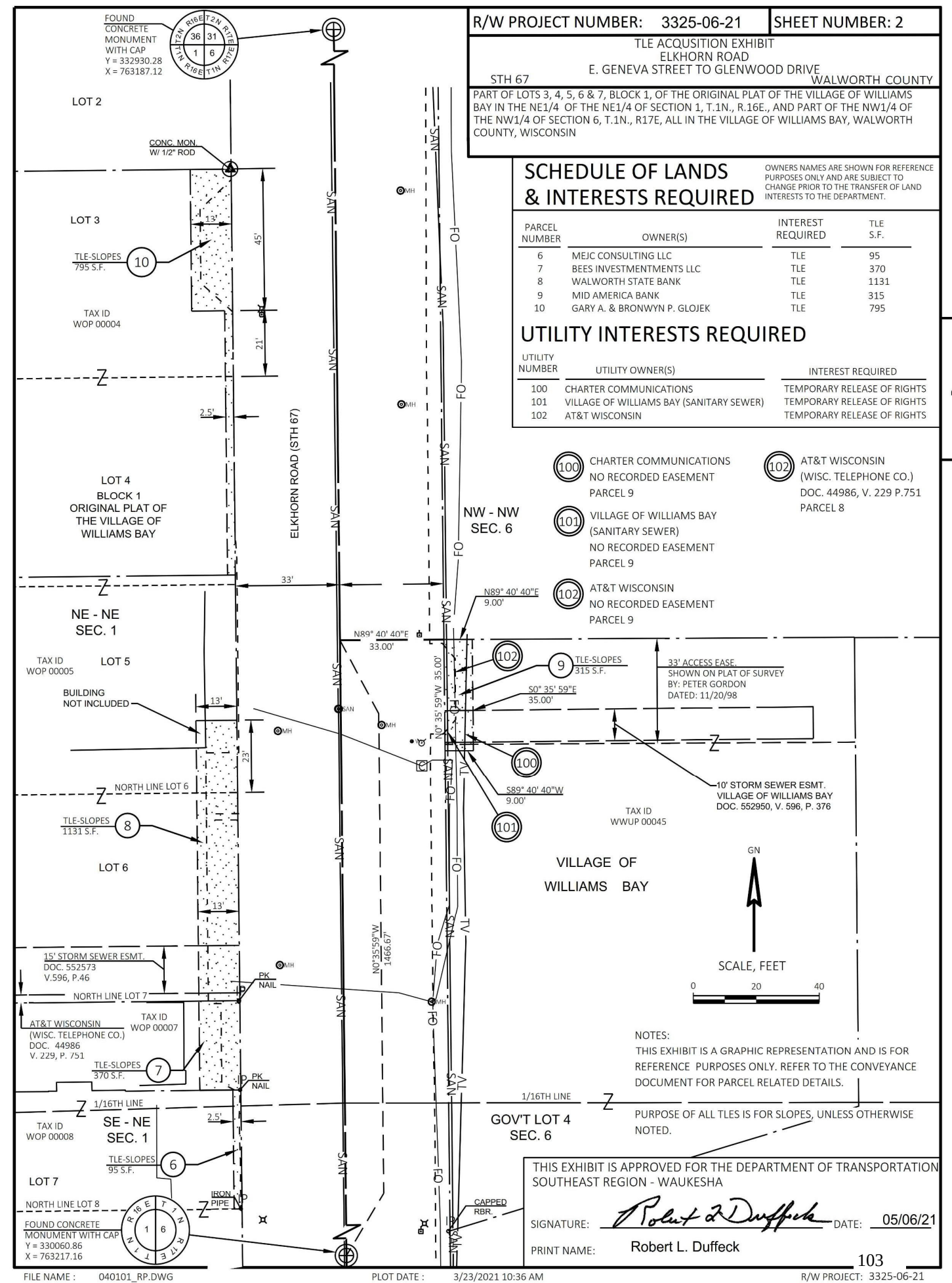
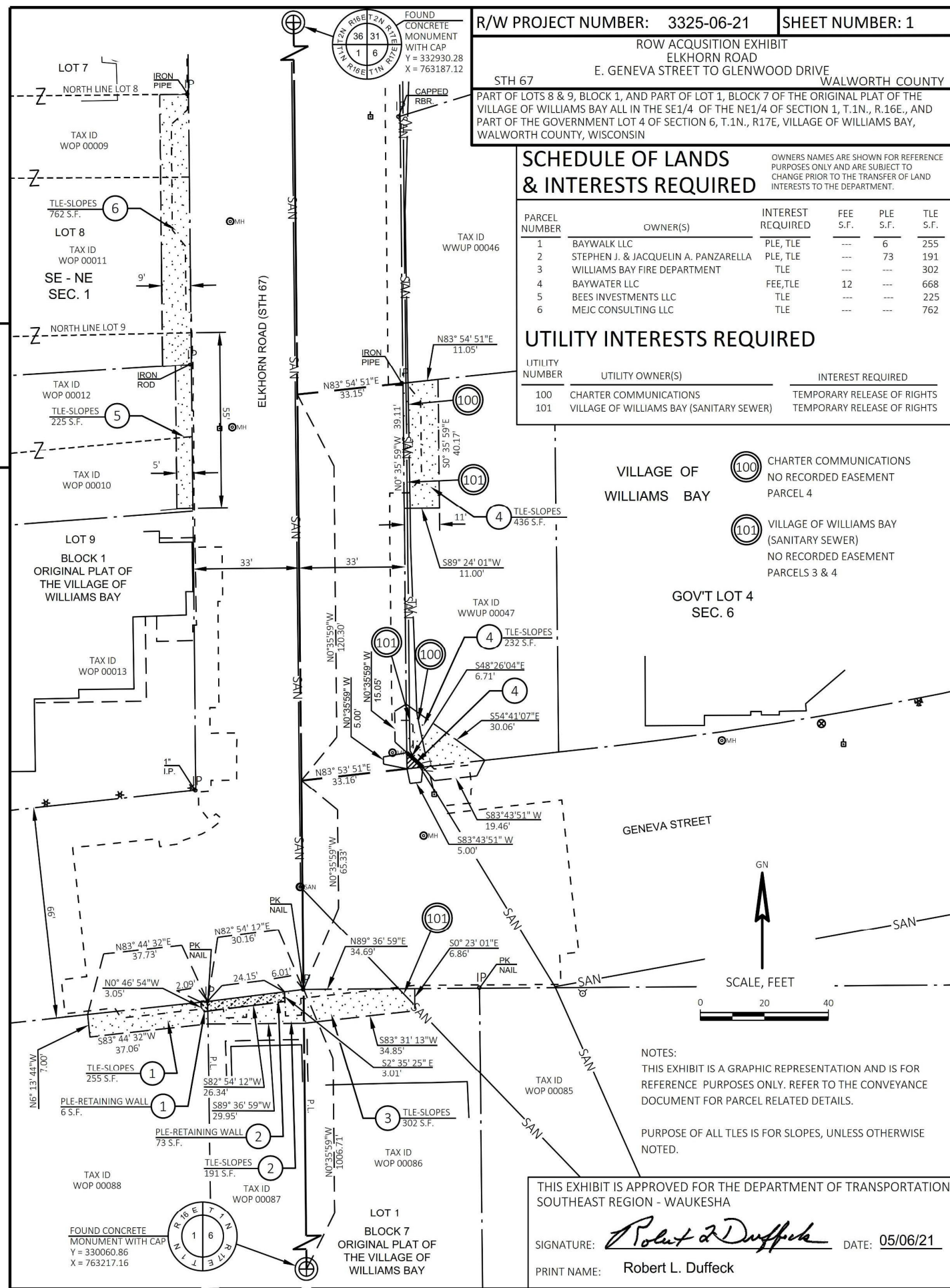
SANITARY SEWER ITEMS																	
					SPV.0035.50	SPV.0060.60	SPV.0060.61	SPV.0060.64	SPV.0090.58	SPV.0090.59	SPV.0090.60	SPV.0090.61	SPV.0090.62	SPV.0060.71	SPV.0060.73	SPV.0060.74	
					SANITARY SEWER	REMOVE AND	RECONNECT	CONNECT TO	SANITARY			INSTALL			CONSTRUCTION		
					TRENCH	REPLACE	SANITARY	EXISTING	SEWER			SANITARY			STAKING	AND	
					STABILIZATION	MANHOLE	SEWER	6-INCH	WITH 12-INCH	SANITARY	SANITARY	SEWER	TELEVISIONING	ABANDONING	SANITARY	FOR SANITARY	
CATEGORY	STREET	STATION	OFFSET	OFFSET	CY	48-INCH	LATERAL	FORCE MAIN	SEWER	6-INCH	8-INCH	6-INCH	SEWERS	FORCE MAIN	SEWER	WATER MAIN	
			DISTANCE	DIRECTION		EACH	EACH	EACH	LF	LF	LF	LF	LF	EACH	EACH	CONSTRUCTION	
0010	STH 67	507+55	0'		-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	566+36	0'		-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+47	0'		-	1	-	-	-	-	-	-	-	-	-	-	
	GENEVA ST	566+30	20'	RT	-	-	1	-	-	-	-	20	-	-	-	-	
	STH 67	566+90	30'	RT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	567+25	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	567+65	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	569+01	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	569+35	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	569+70	30'	RT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	570+60	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	571+60	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	572+45	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	572+70	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	STH 67	573+73	30'	LT	-	-	1	-	-	-	-	30	-	-	-	-	
	GENEVA ST	150+90	40'	RT	-	-	-	1	-	-	-	-	-	-	-	-	
	GENEVA ST	150+18	25'	RT	-	-	-	1	-	-	-	-	-	-	-	-	
	STH 67	566+36 - 574+47	0'		-	-	-	-	-	811	-	-	-	-	-	-	-
	GENEVA ST	150+00 - 150+20		RT	-	-	-	-	-	30	-	-	-	-	-	-	
	GENEVA ST	150+00 - 150+90		RT	-	-	-	-	-	-	100	-	-	-	-	-	
	STH 67	566+36 - 574+47	0'		-	-	-	-	-	-	-	-	811	-	-	-	-
	STH 67	566+36 - 574+47	30'	RT	-	-	-	-	-	-	-	-	-	1	-	-	-
UNDISTRIBUTED	STH 67 - GENEVA TO OLIVE				24	-	-	-	-	-	-	-	-	-	1	1	
TOTALS					24	3	12	2	811	30	100	350	811	1	1	1	

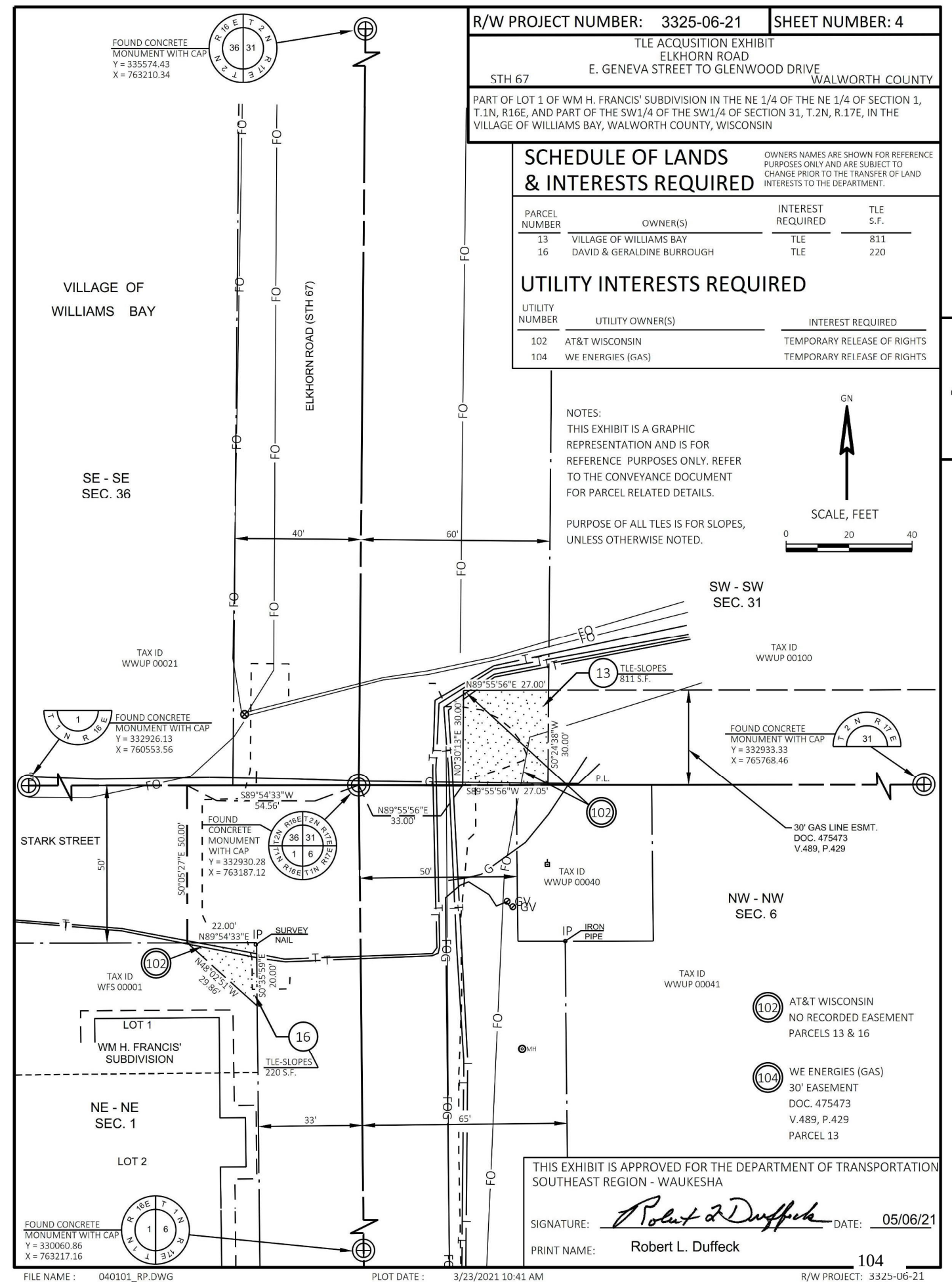
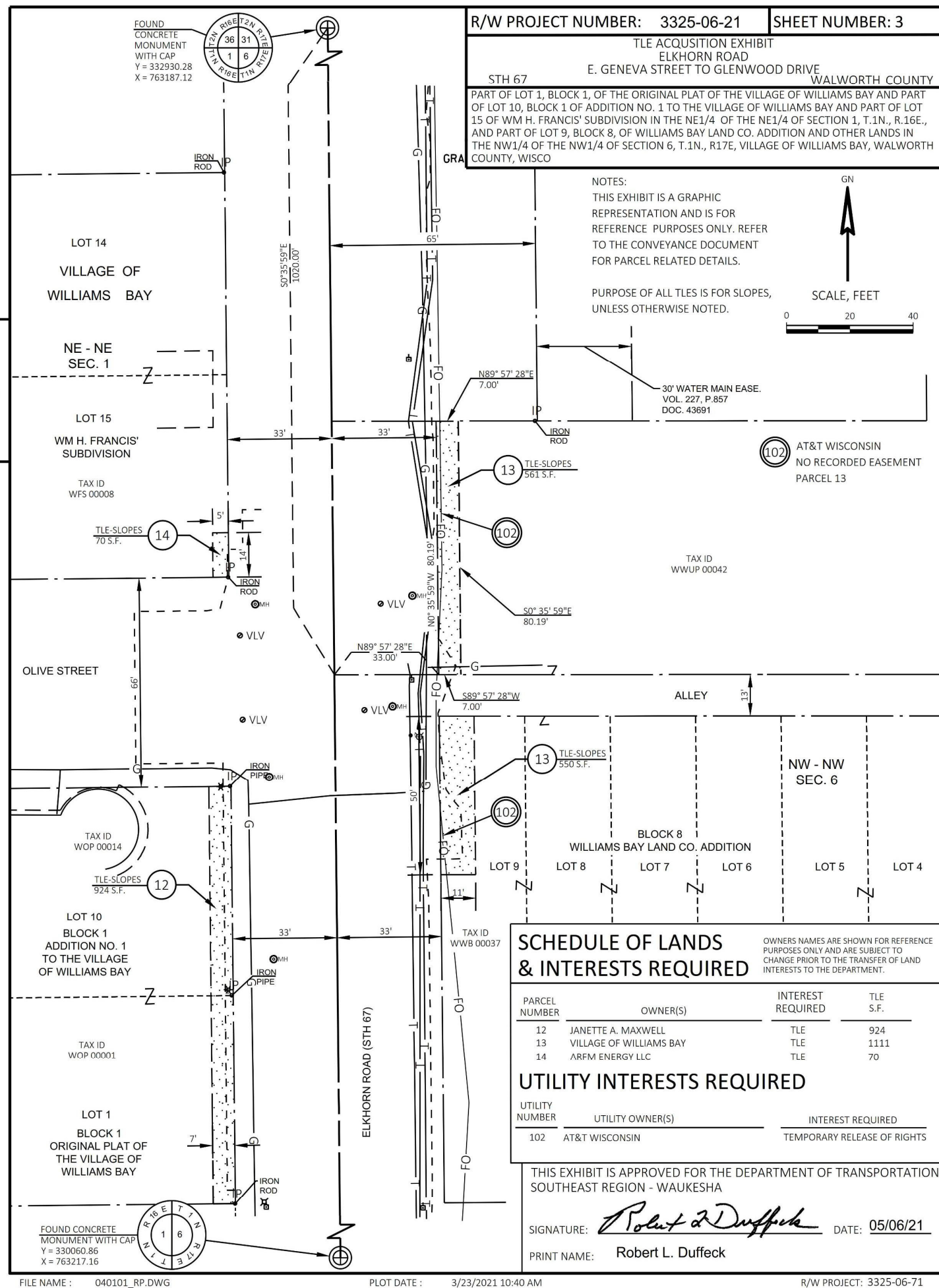
THESE BID ITEMS ARE FOR CONSTRUCTION ID. 3325-06-72

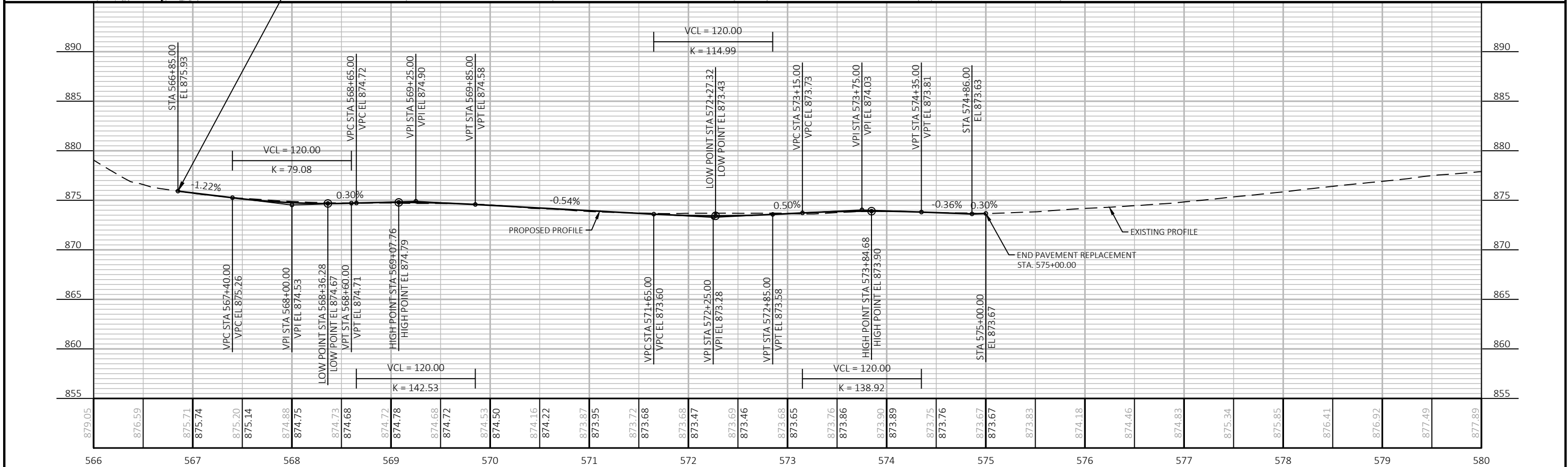
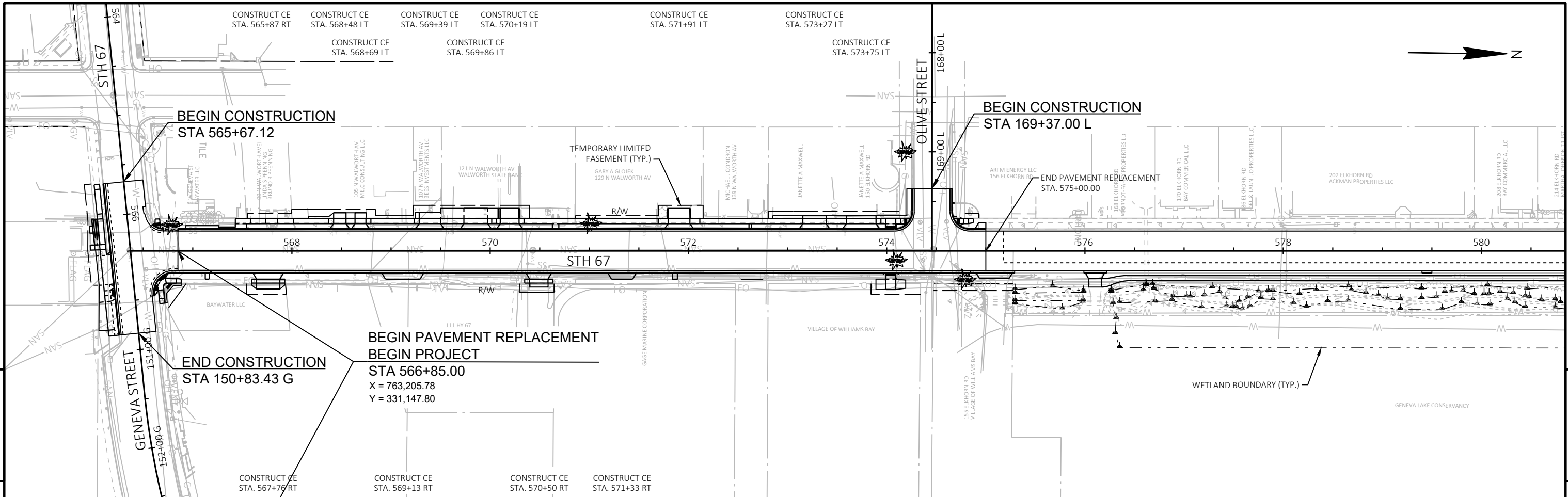
WATER MAIN ITEMS																	
CATEGORY	STREET	STATION	OFFSET DISTANCE	OFFSET DIRECTION	SPV.0060.50	SPV.0060.51 ABANDON WATER MAIN VALVE	SPV.0060.52	SPV.0060.53	SPV.0060.54	SPV.0060.55	SPV.0060.56	SPV.0060.57	SPV.0060.58	SPV.0060.59	SPV.0060.62	SPV.0060.63	
					REMOVE AND SALVAGE FIRE HYDRANTS EACH	MANHOLES AND VALVE BOXES EACH	INSTALL GATE VALVE AND BOX			INSTALL FIRE HYDRANT EACH	INSTALL CORPORATION STOP & CURB STOP AND BOX		CONNECT TO EXISTING WATER MAIN (NON-PRESSURE) EACH	CONNECT TO EXISTING WATER SERVICE EACH	UTILITY LINE OPENINGS EACH	RELOCATE FIRE HYDRANT EACH	
							6-INCH EACH	8-INCH EACH	12-INCH EACH		1-INCH EACH	1 1/2-INCH EACH					
0010	STH 67	570+32	30'	RT	1	-	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+30	25'	RT	1	-	-	-	-	-	-	-	-	-	-	-	
	STH 67	566+54	19'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	570+32	23'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	566+54	37'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+30	23'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+33	29'	LT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+37	10'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+60	30'	LT	-	1	-	-	-	-	-	-	-	-	-	-	
	STH 67	574+70	15'	RT	-	1	-	-	-	-	-	-	-	-	-	-	
	WATER PLANT	201+00	19'	RT	-	1	-	-	-	-	-	-	-	-	-	-	-
	WATER PLANT	201+02	38'	RT	-	1	-	-	-	-	-	-	-	-	-	-	-
	WATER PLANT	201+04	30'	RT	-	1	-	-	-	-	-	-	-	-	-	-	-
	STH 67	570+82	23'	LT	-	-	1	-	-	-	-	-	-	-	-	-	-
	STH 67	574+24	23.4'	RT	-	-	1	-	-	-	-	-	-	-	-	-	-
	STH 67	579+45	24'	RT	-	-	1	-	-	-	-	-	-	-	-	-	-
	GENEVA ST	565+92	13'	LT	-	-	-	1	-	-	-	-	-	-	-	-	-
	STH 67	574+31	55'	LT	-	-	-	1	-	-	-	-	-	-	-	-	-
	WATER PLANT	201+79	35'	RT	-	-	-	1	-	-	-	-	-	-	-	-	-
	GENEVA ST	565+87	15'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	GENEVA ST	150+34	15'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	566+65	12'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	570+77	12'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	574+13	12'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	574+29	58'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	579+50	16'	RT	-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	584+84	23'	RT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+60	4'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+63	7'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+66	4'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+75	0'		-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+78	3'	LT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+78	3'	RT	-	-	-	-	1	-	-	-	-	-	-	-	-
	WATER PLANT	200+81	0'		-	-	-	-	1	-	-	-	-	-	-	-	-
	STH 67	570+82	26'	LT	-	-	-	-	-	1	-	-	-	-	-	-	-
	STH 67	574+24	26'	RT	-	-	-	-	-	1	-	-	-	-	-	-	-
	STH 67	579+45	32'	RT	-	-	-	-	-	1	-	-	-	-	-	-	-
	STH 67	569+60	30'	RT	-	-	-	-	-	-	1	-	-	-	1	-	-
	STH 67	571+80	30'	LT	-	-	-	-	-	-	-	1	-	-	1	-	-
	STH 67	573+82	30'	LT	-	-	-	-	-	-	-	1	-	-	1	-	-
	GENEVA ST	565+92	11'	LT	-	-	-	-	-	-	-	-	1	-	-	-	-
	GENEVA ST	150+47	12'	LT	-	-	-	-	-	-	-	-	1	-	-	-	-
	STH 67	574+33	56'	LT	-	-	-	-	-	-	-	-	1	-	-	-	-
	STH 67	574+60	58'	LT	-	-	-	-	-	-	-	-	1	-	-	-	-
	STH 67	583+89	23'	RT	-	-	-	-	-	-	-	-	1	-	-	-	-
	STH 67	584+20	19'	RT	-	-	-	-	-	-	-	-	-	1	-	-	-
	STH 67	584+35	47'	LT	-	-	-	-	-	-	-	-	-	1	-	-	-
	WATER PLANT	200+63	10'	LT	-	-	-	-	-	-	-	-	-	1	-	-	-
	WATER PLANT	200+78	10'	LT	-	-	-	-	-	-	-	-	-	1	-	-	-
	WATER PLANT	200+78	11'	RT	-	-	-	-	-	-	-	-	-	1	-	-	-
	WATER PLANT	201+79	30'	RT	-	-	-	-	-	-	-	-	-	1	-	-	-
	STH 67	584+28	32'	RT	-	-	-	-	-	-	-	-	-	-	-	-	1
	UNDISTRIBUTED					-	-	-	-	-	-	-	-	-	-	13	-
TOTALS					2	11	3	3	15	3	1	2	11	3	13	1	

THESE BID ITEMS ARE FOR CONSTRUCTION ID. 3325-06-72

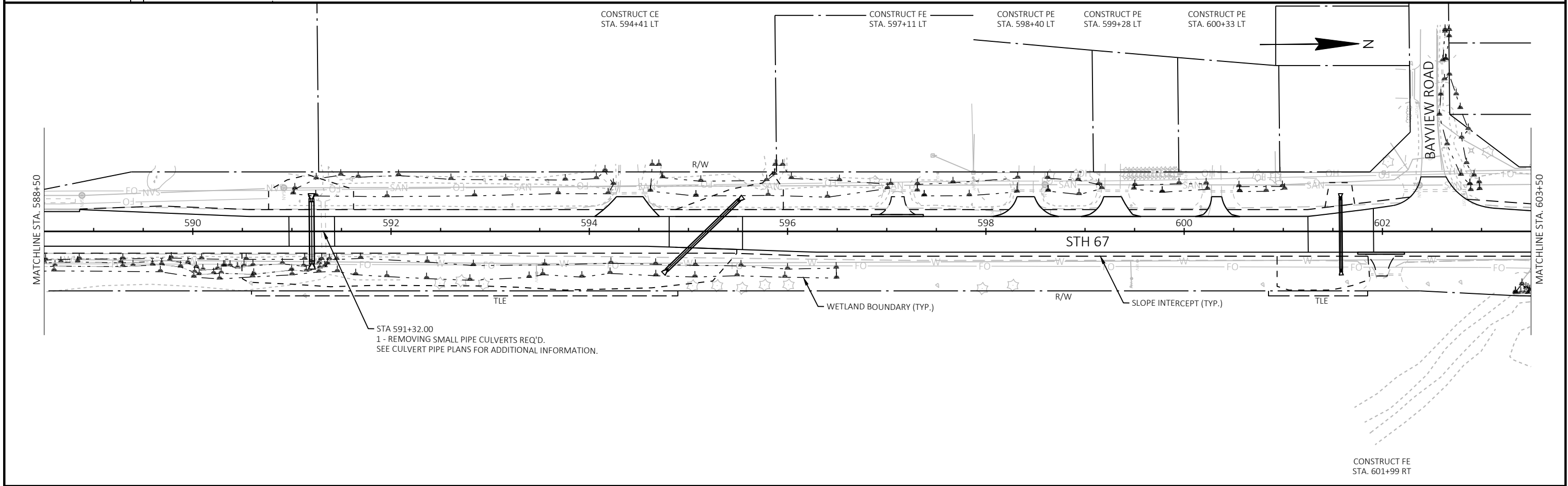
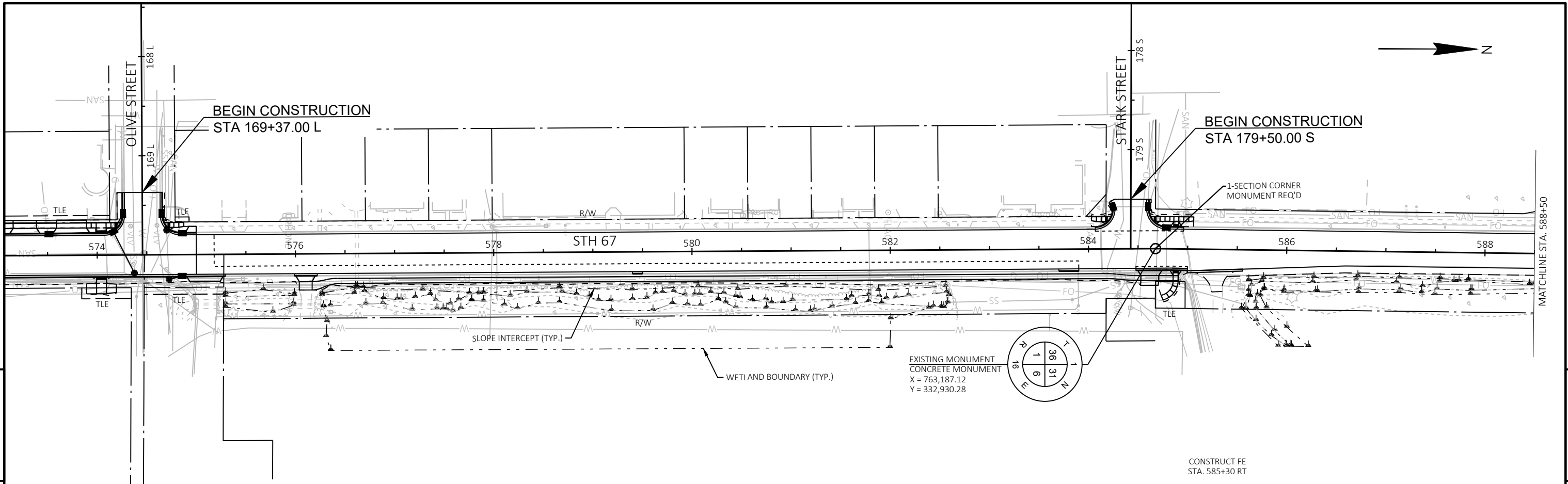
WATER MAIN ITEMS														SUMMARY OF VILLAGE FURNISHED MATERIALS FOR INFORMATION ONLY				
CATEGORY	STREET	STATION	OFFSET DISTANCE	OFFSET DIRECTION	SPV.0090.50	SPV.0090.51	SPV.0090.52	SPV.0090.53	SPV.0090.54	SPV.0090.55	SPV.0090.56	SPV.0090.57	SPV.0060.70	SPV.0060.72	QUANTITY	UNIT	DESCRIPTION	
					INSTALL WATER MAIN				WATER SERVICE PIPE	WATER SERVICE PIPE	WATER MAIN HORIZONTAL DRILL	WATER MAIN HORIZONTAL DRILL	ABANDONING	CONSTRUCTION STAKING	811	FEET	SANITARY SEWER PIPES	
					6-INCH LF	8-INCH LF	10-INCH LF	12-INCH LF	1-INCH LF	1 1/2-INCH LF	8-INCH PIPE LF	12-INCH PIPE LF	WATER MAIN EACH	WATER MAIN EACH				6" PVC SDR26
0010	STH 67	570+82	12'	LT	14	-	-	-	-	-	-	-	-	-	40	FEET	WATER MAIN / FORCE MAIN PIPES	
	STH 67	574+24	12'	LT	38	-	-	-	-	-	-	-	-	-	110	FEET	6" PVC C909 DR18, GREEN	
	STH 67	579+45	16'	RT	16	-	-	-	-	-	-	-	-	-	100	FEET	8" PVC C909 DR18, GREEN	
	GENEVA ST	565+92	11'	LT	-	4	-	-	-	-	-	-	-	-	240	FEET	6" PVC C909 DR18, BLUE	
	STH 67	574+60 - 575+06			-	112	-	-	-	-	-	-	-	-	1960	FEET	8" PVC C909 DR18, BLUE	
	WATER PLANT	200+78 - 201+79		RT	-	107	-	-	-	-	-	-	-	-	80	FEET	12" PVC C909 DR18, BLUE	
	STH 67	584+19 - 584+35		LT-RT	-	-	69	-	-	-	-	-	-	-				
	GENEVA ST	565+82 - 566+36	15'	LT	-	-	-	54	-	-	-	-	-	-			TRACER WIRE ITEMS	
	GENEVA ST	150+00 - 150+47	15'	RT	-	-	-	47	-	-	-	-	-	-	4	EACH	10GA WIRE BLUE (500 FEET PER ROLL)	
	STH 67	566+51 - 575+10	12'	LT	-	-	-	859	-	-	-	-	-	-	10	EACH	SNAKE PIT BOX	
	STH 67	574+29		LT	-	-	-	48	-	-	-	-	-	-	4	EACH	SERVICE CONNECTION 3 WAY BLUE	
	STH 67	575+14 - 583+89	16'	RT	-	-	-	875	-	-	-	-	-	-				
	WATER PLANT	200+60 - 200+88	4'	LT	-	-	-	28	-	-	-	-	-	-			FITTINGS AND MISCELLANEOUS ITEMS	
	WATER PLANT	200+75 - 200+88	0'		-	-	-	13	-	-	-	-	-	-	1	EACH	6" 90 DEG BEND DI C153 MJ	
	WATER PLANT	200+63	4'	LT	-	-	-	6	-	-	-	-	-	-	3	EACH	12" TEE DI C153 MJ	
	WATER PLANT	200+78	0'		-	-	-	16	-	-	-	-	-	-	2	EACH	12" X 8" TEE DI C153 MJ	
	STH 67	569+60		RT	-	-	-	-	36	-	-	-	-	-	3	EACH	12" X 6" TEE DI C153 MJ	
	STH 67	571+80		LT	-	-	-	-	-	20	-	-	-	-	1	EACH	12" CROSS DI C153 MJ	
	STH 67	573+82		LT	-	-	-	-	-	20	-	-	-	-	1	EACH	12" 90 DEG BEND DI C153 MJ	
	WATER PLANT	200+08 - 200+78	4'	RT	-	-	-	-	-	-	70	-	-	-	4	EACH	12" 45 DEG BEND DI C153 MJ	
	WATER PLANT	199+88 - 200+78	0'		-	-	-	-	-	-	-	90	-	-	1	EACH	10" TEE DI C153 MJ	
	WATER PLANT	200+16 - 200+60	4'	LT	-	-	-	-	-	-	-	44	-	-	1	EACH	8" TEE DI C153 MJ	
	UNDISTRIBUTED					-	-	-	-	-	-	-	-	1	1	2	EACH	10" 11 1/4 DEG BEND DI C153 MJ
	TOTALS					68	223	69	1,946	36	40	70	134	1	1	3	EACH	6" 11 1/4 DEG BEND DI C153 MJ
THESE BID ITEMS ARE FOR CONSTRUCTION ID. 3325-06-72																		



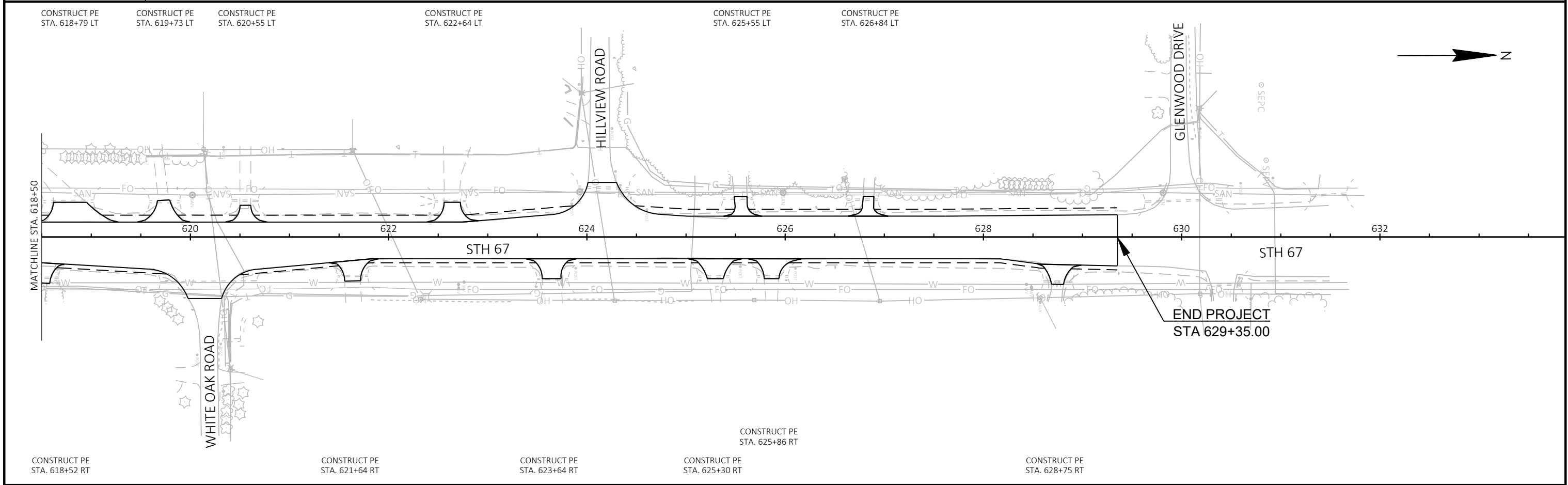
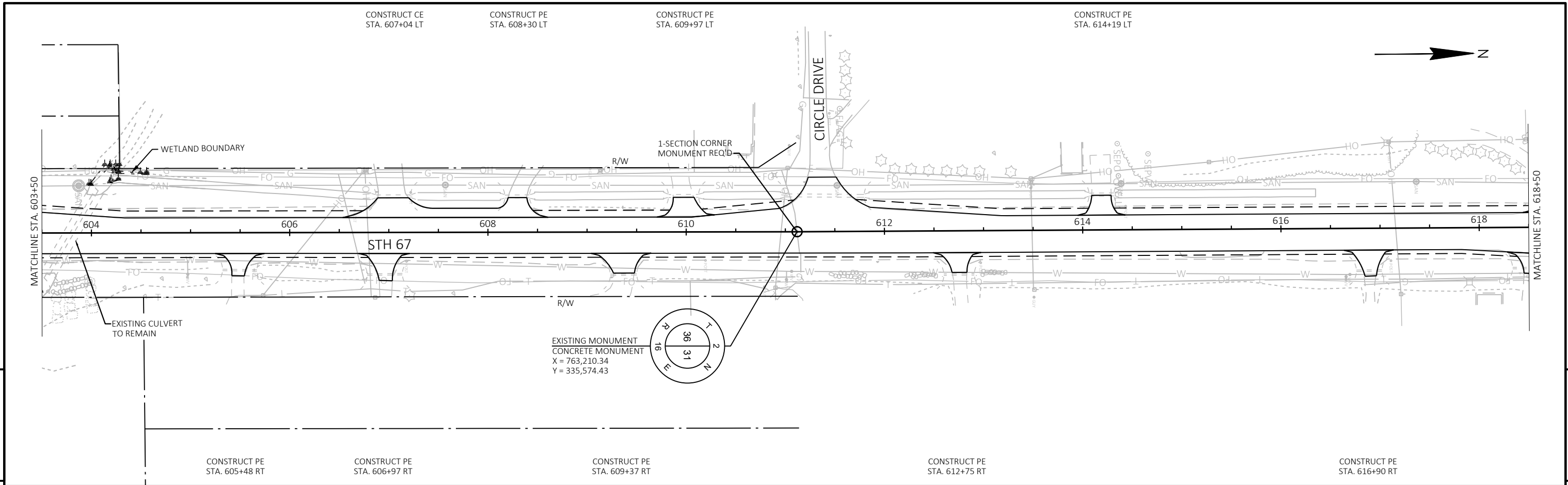




PROJECT NO: 3325-06-71	HWY: STH 67	COUNTY: WALWORTH	PLAN AND PROFILE: STH 67	SHEET 106	E
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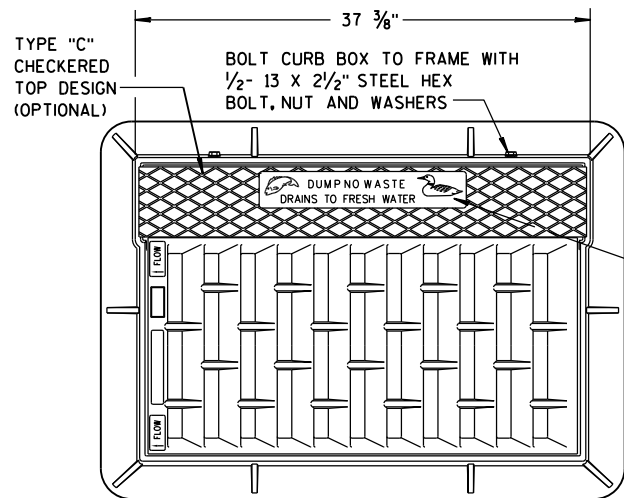
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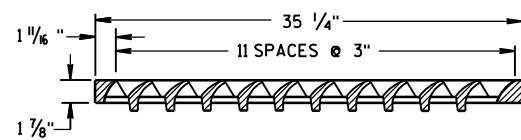
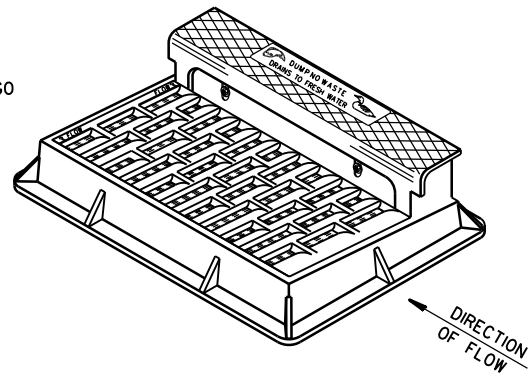
PROJECT NO: 3325-06-71	HWY: STH 67	COUNTY: WALWORTH	PLAN	SHEET 108	E
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Standard Detail Drawing List

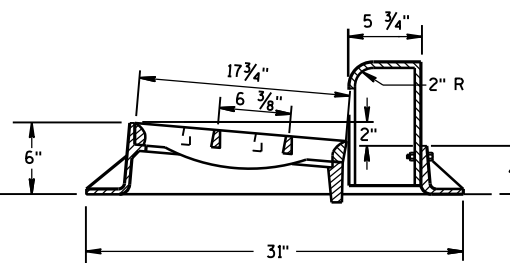
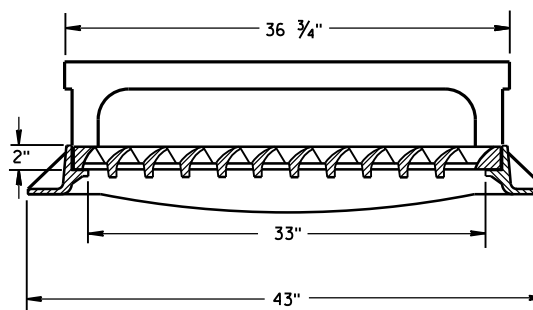
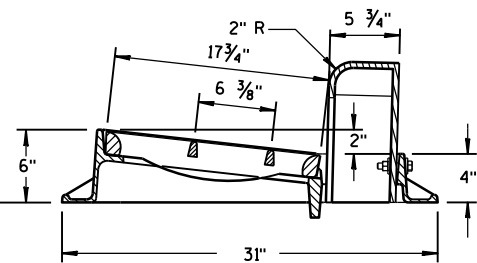
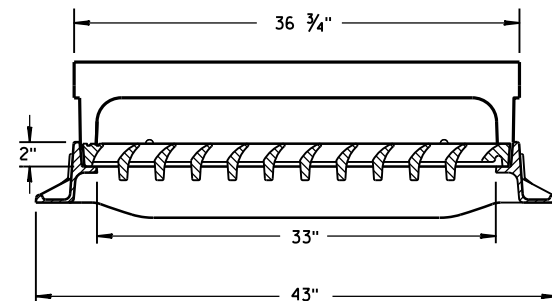
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C35-05B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-05C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C36-01	PARKING STALL MARKING
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS



NOTE:
GRATE IS REVERSIBLE.

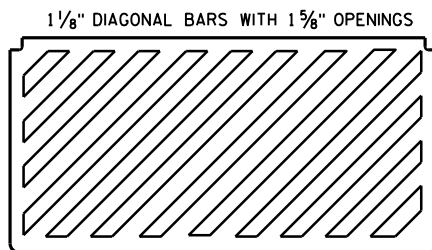


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

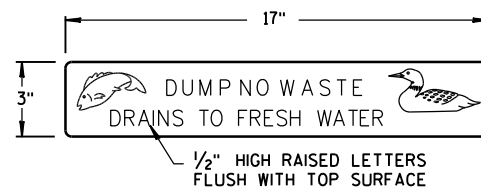
NOTE: EITHER CASTING IS ACCEPTABLE



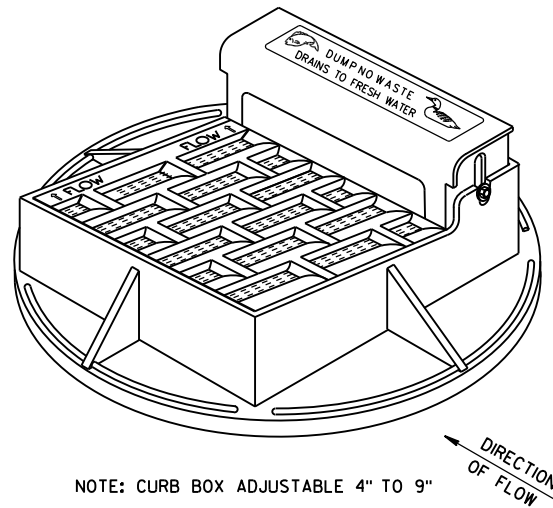
SPECIAL GRATE FOR
TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

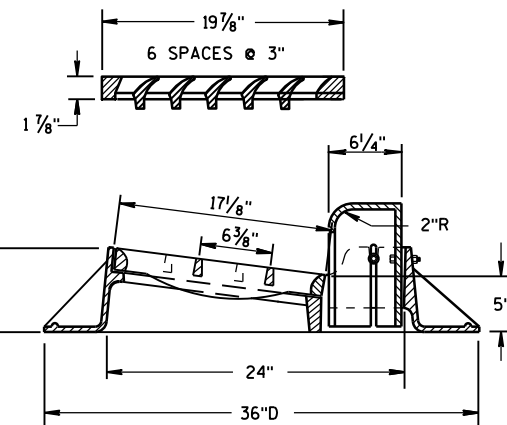
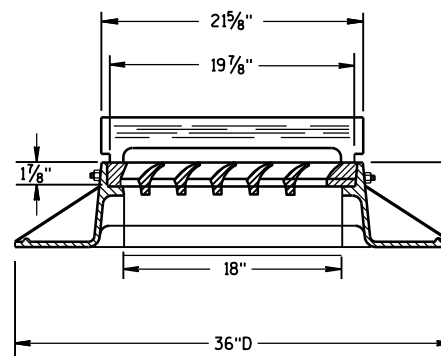
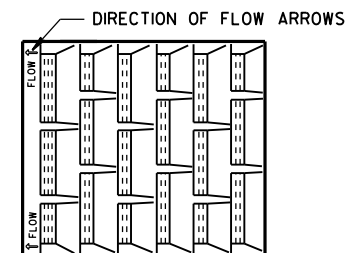


LOGO DETAIL

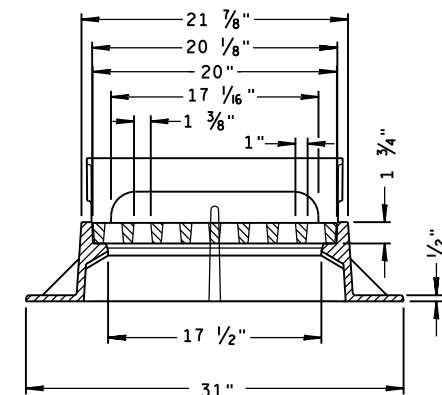
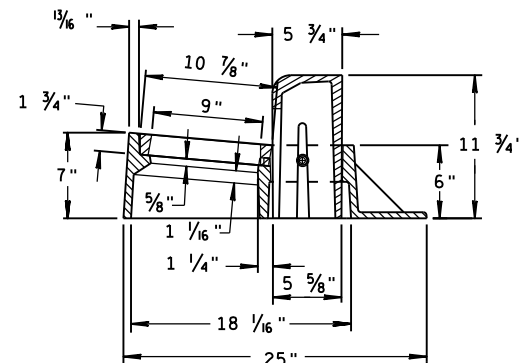


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

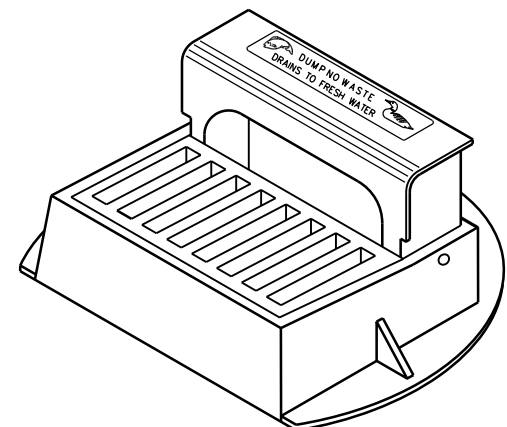
NOTE:
GRATE IS REVERSIBLE.



TYPE "A"



TYPE "Z"



INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11-27-13

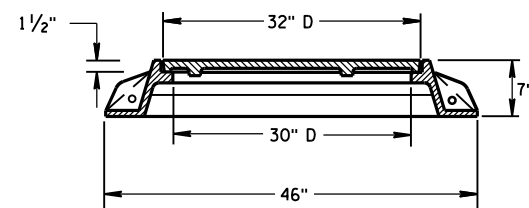
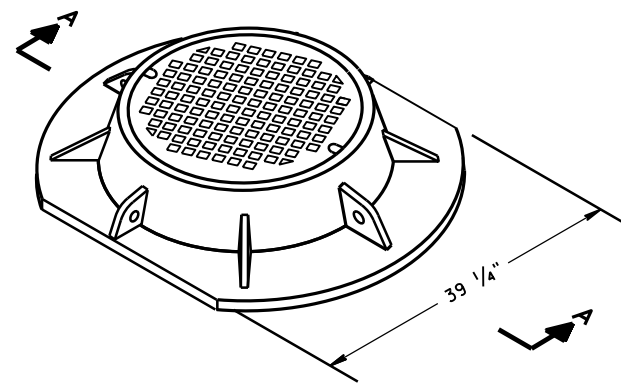
DATE

FHWA

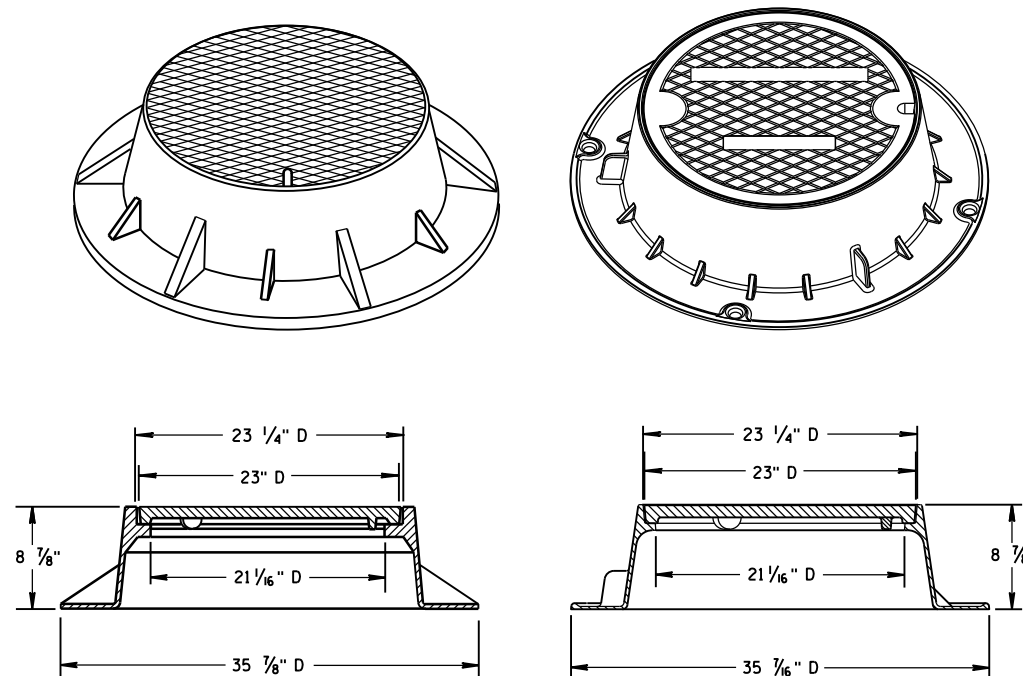
/S/ Jerry H. Zogg

ROADWAY STANDARDS 110

ENGINEER ENT

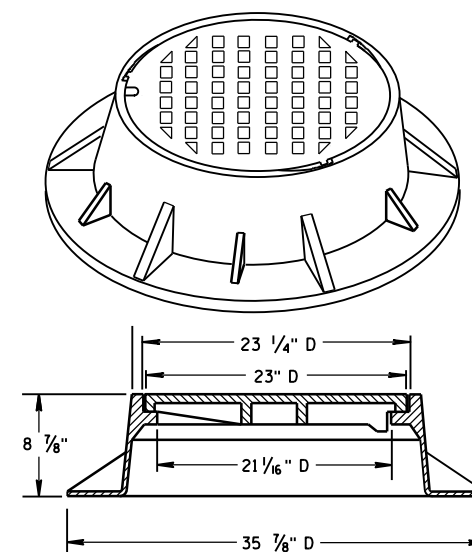
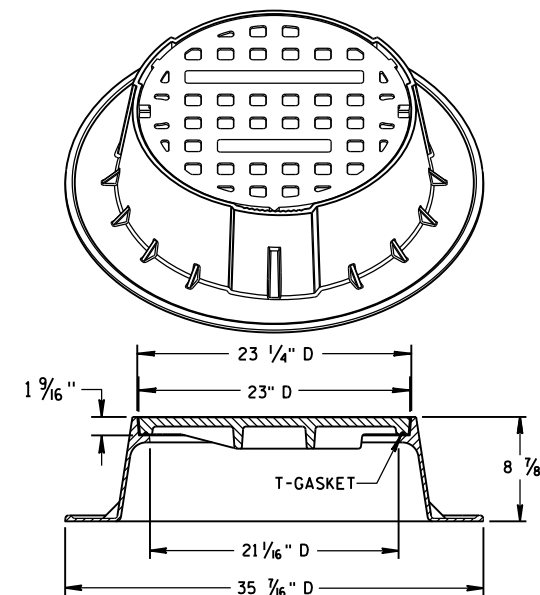


SECTION A-A
TYPE "K"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

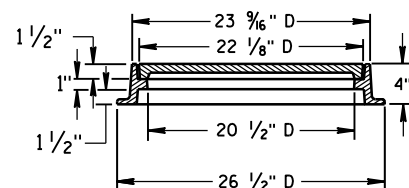
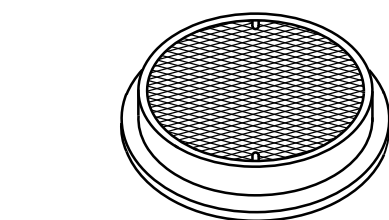


TYPE "J" SPECIAL

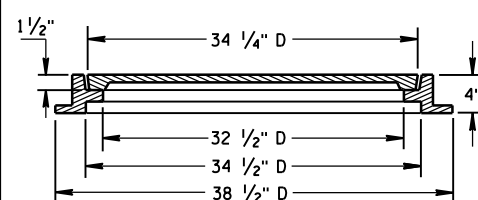
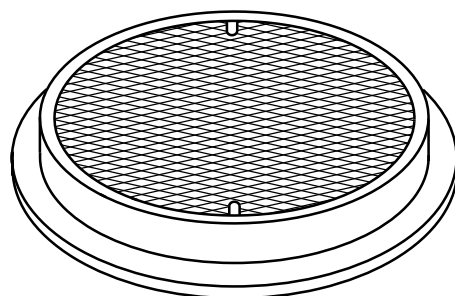
TYPE "B" NON-ROCKING SELF-SEAL LID

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

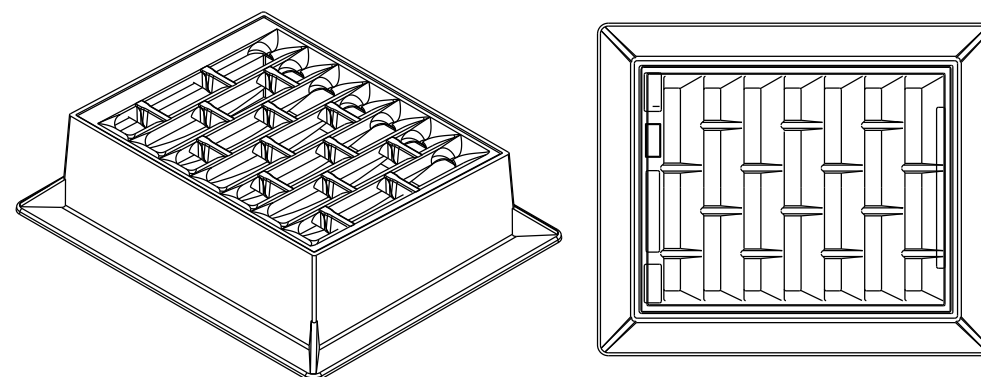
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

GENERAL NOTES

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

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

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

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K,
J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/27/2013

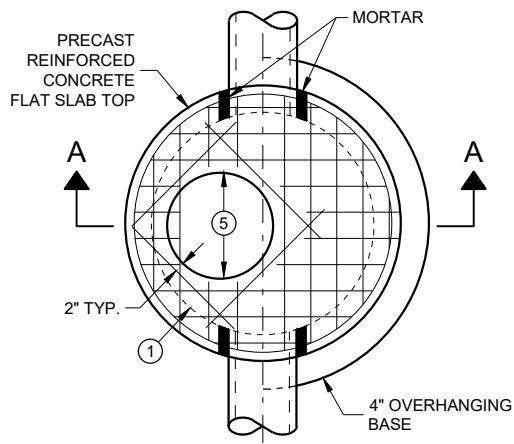
DATE

FHWA

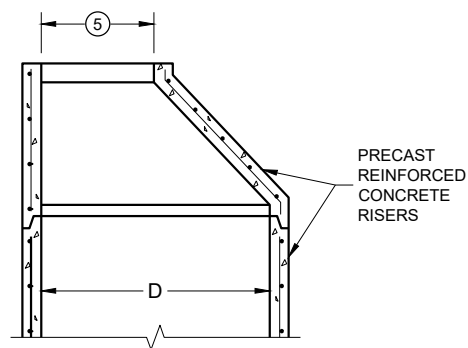
/S/ Jerry H. Zogg

ROADWAY STANDARDS 111

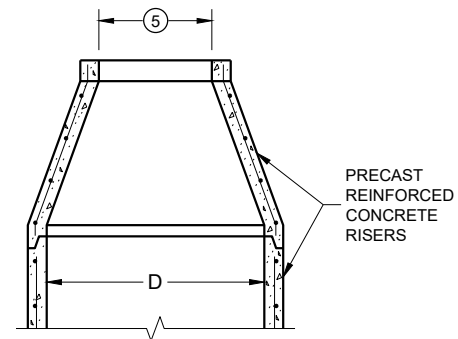
ENGINEER



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP



OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE OPENING SIZE (FT.)	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

* A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

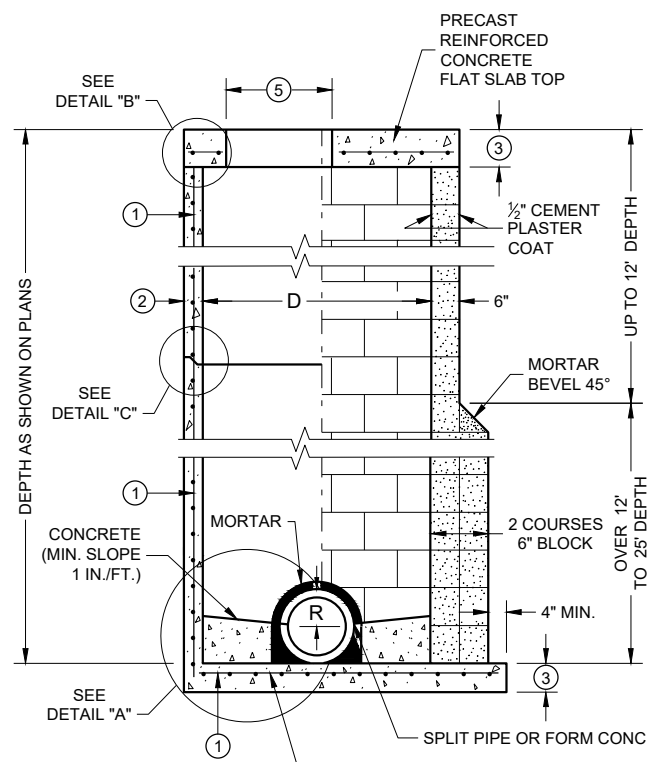
PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

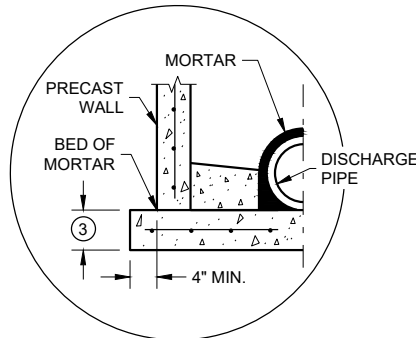
- 1 FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- 2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- 3 SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- 4 JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).
- 5 SEE MANHOLE COVER OPENING MATRIX.



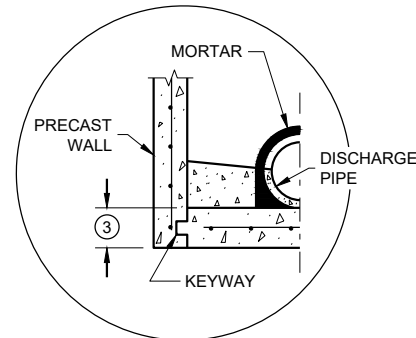
SECTION A - A

PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

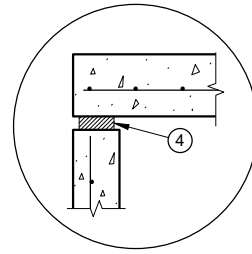


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

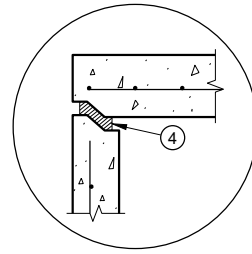


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

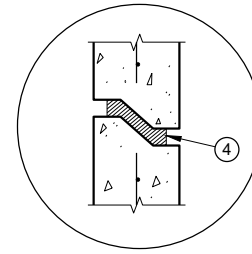
DETAIL "A"



TOP WITH PLAIN
END JOINT



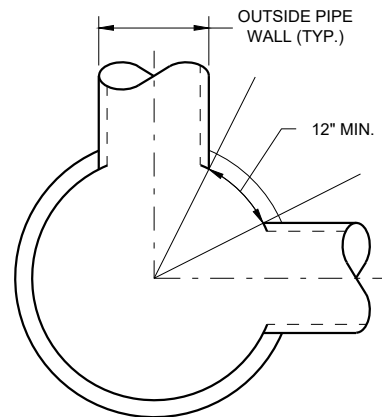
TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"



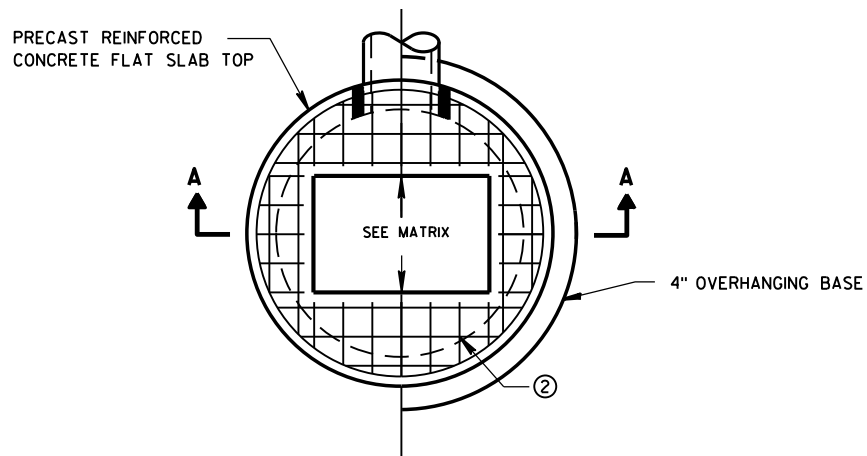
MINIMUM HORIZONTAL
PIPE SEPARATION

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

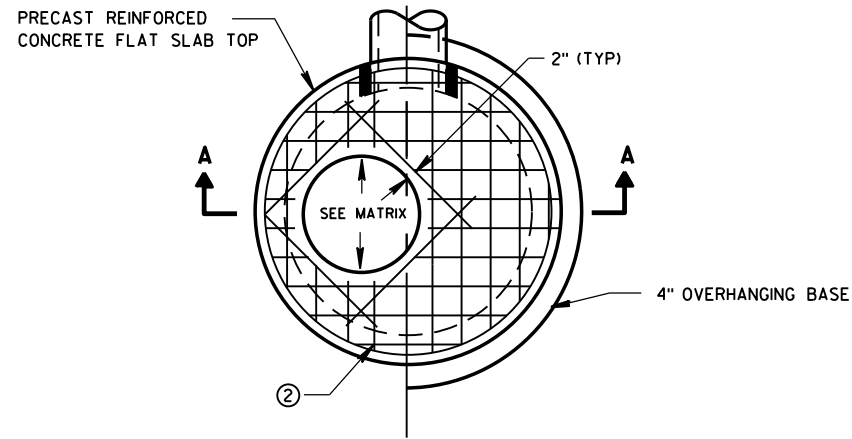
MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

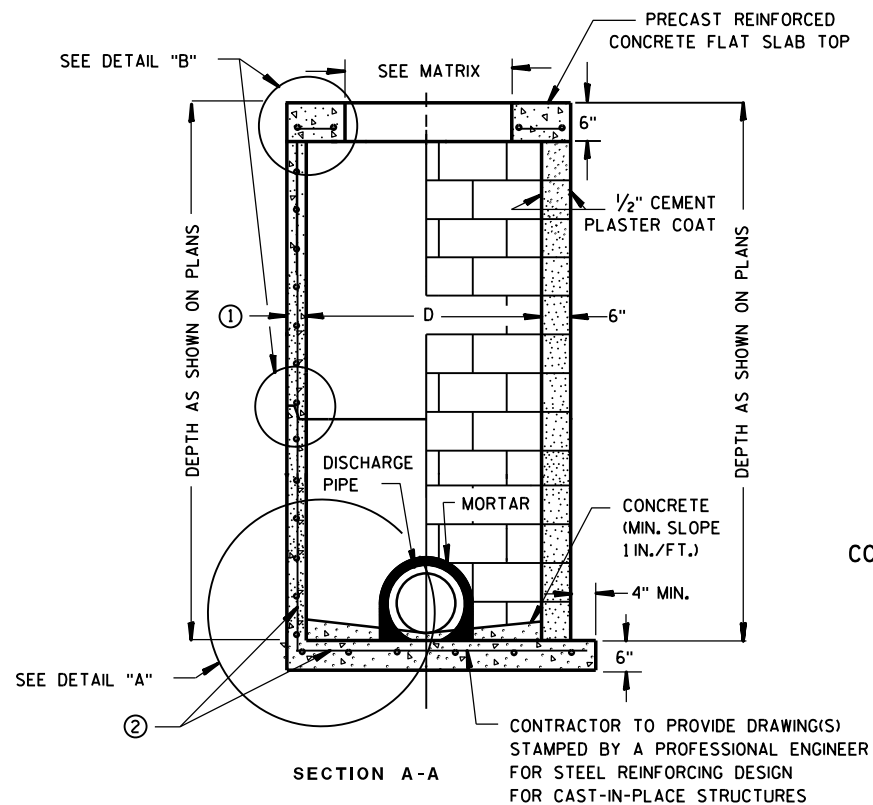
APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



PLAN VIEW RECTANGULAR OPENING

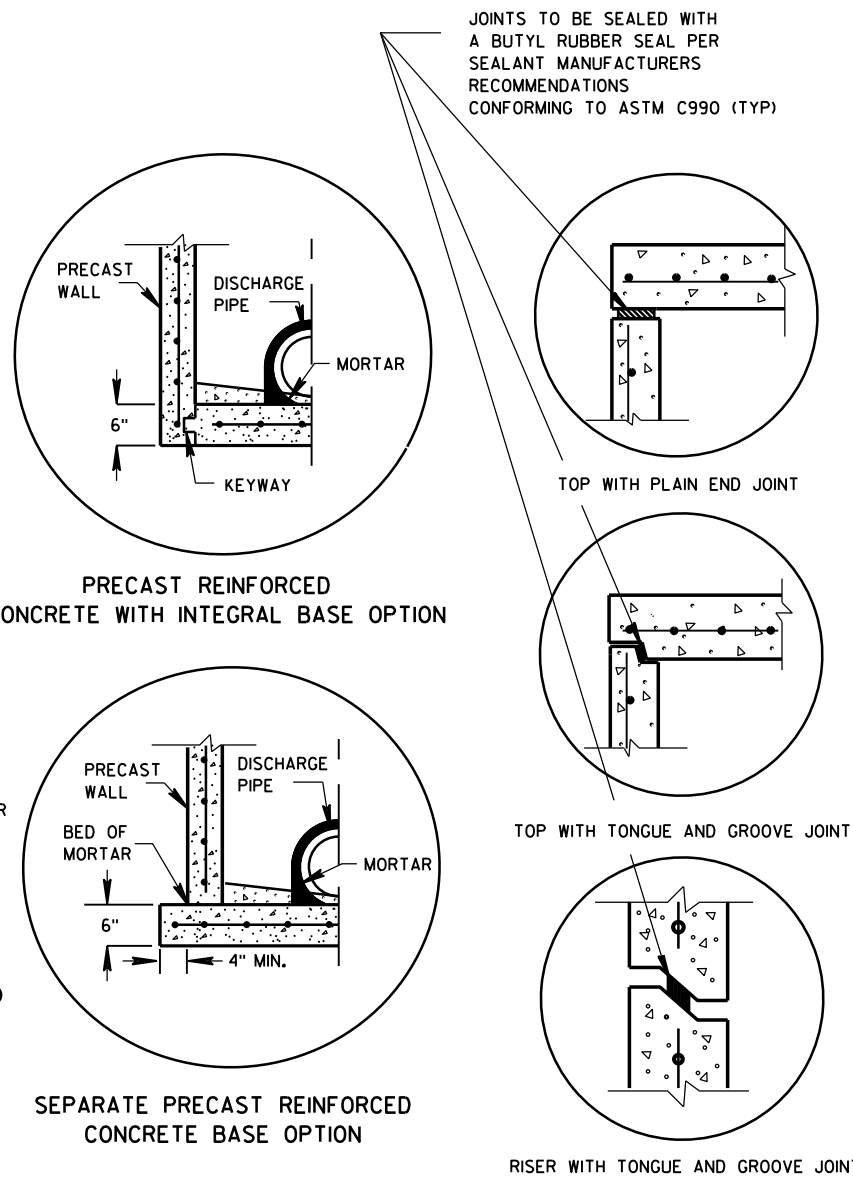


PLAN VIEW CIRCULAR OPENING



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP



DETAIL "A"

DETAIL "B"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

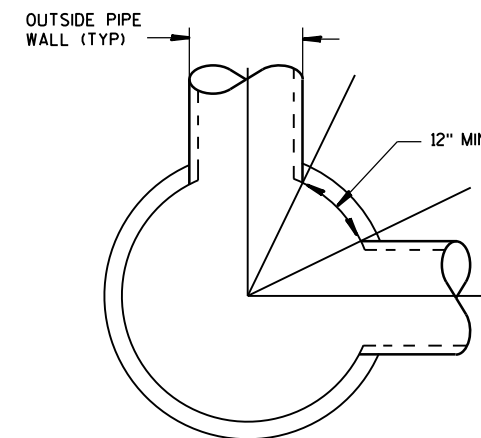
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

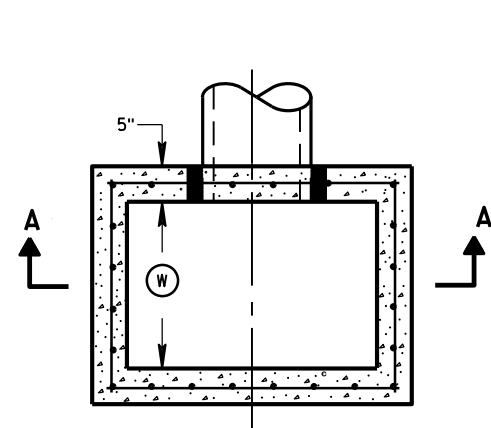
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

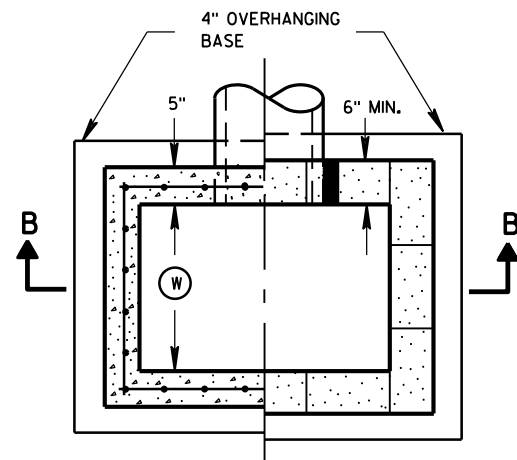
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

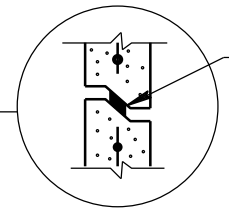
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERVISOR
FHWA 113 ENT



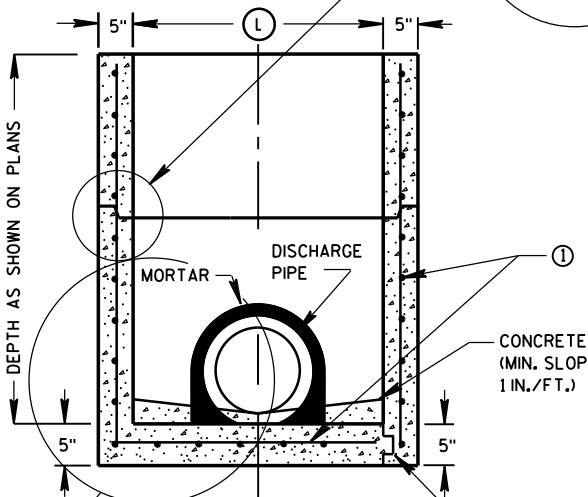
PLAN VIEW



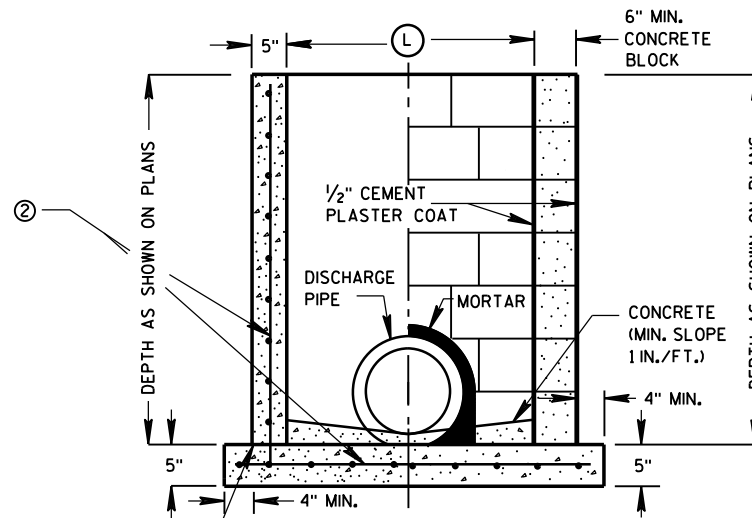
PLAN VIEW



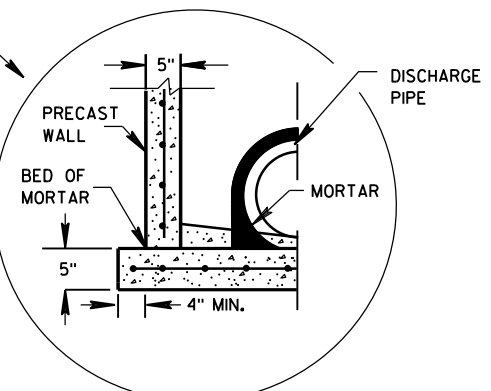
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

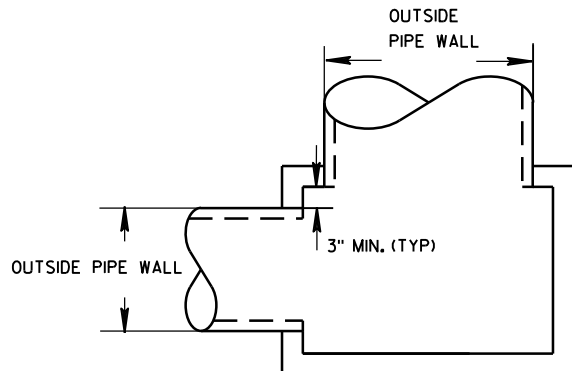
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH ① (FT)	LENGTH ② (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



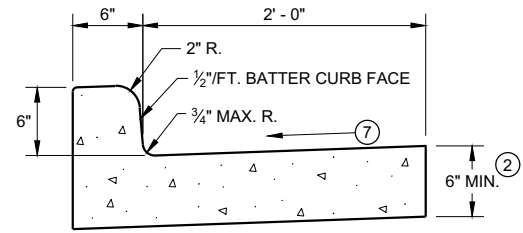
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

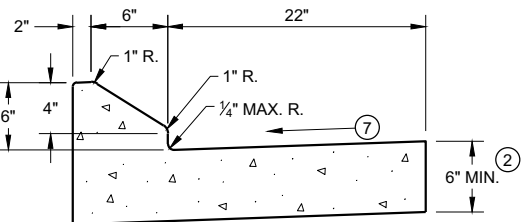
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

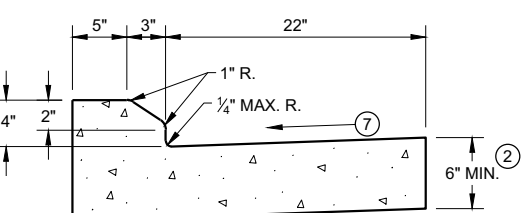
APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DIVISION
FHWA UNIT SUPERVISOR 114



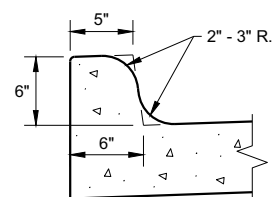
TYPES A^① & D



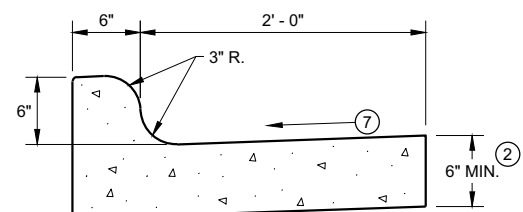
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

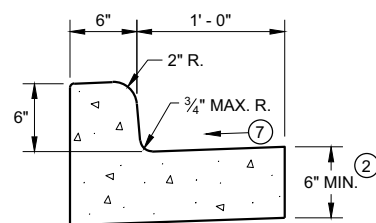


TYPES K^① & L
(OPTIONAL CURB SHAPE)



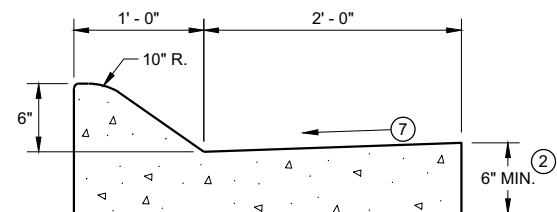
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

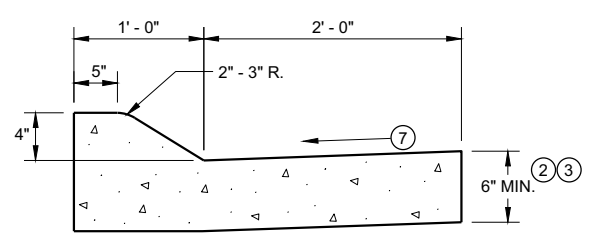


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

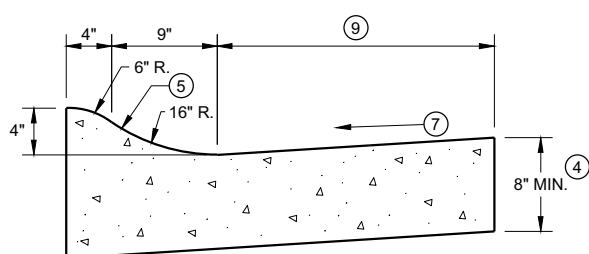


6" SLOPED CURB TYPES A^① & D



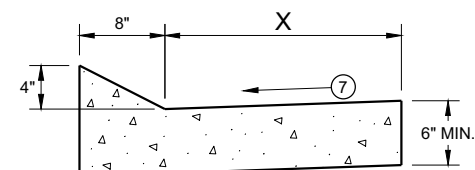
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

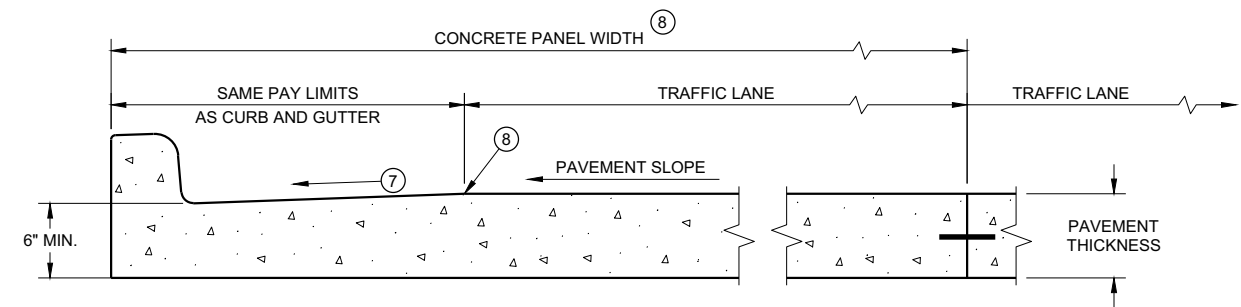


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

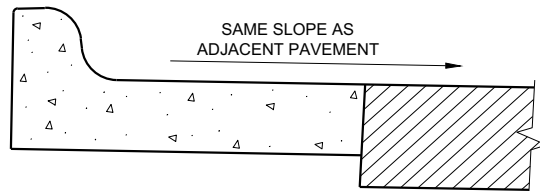
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

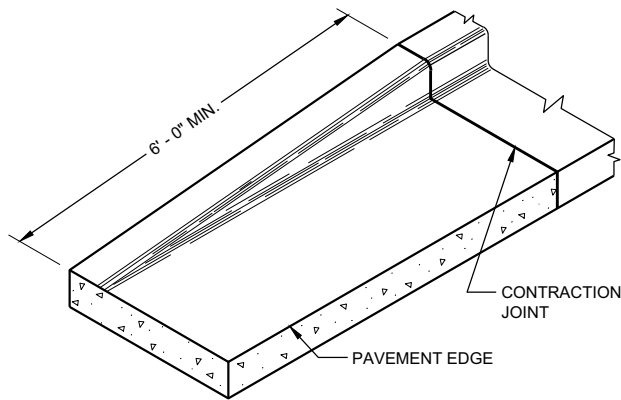
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

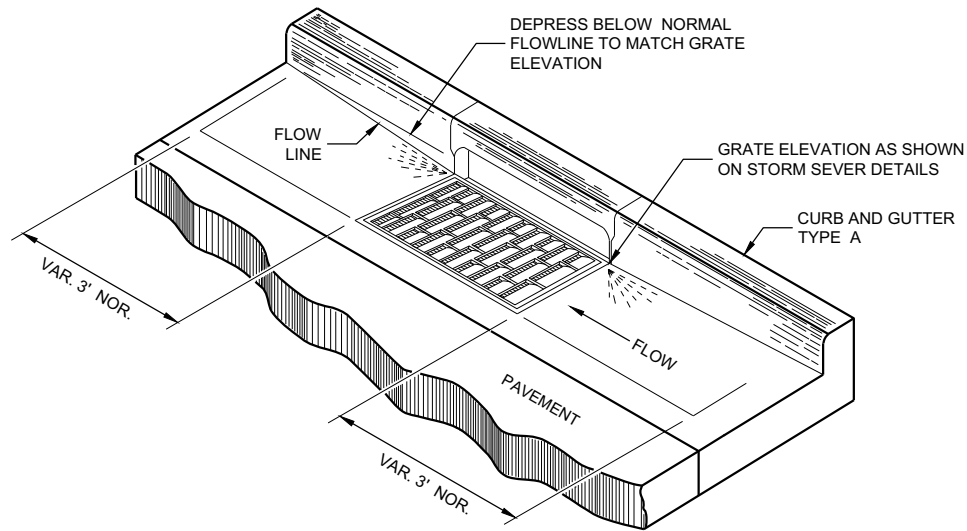
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

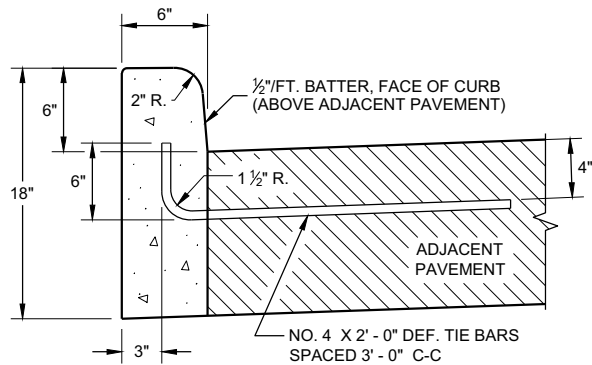
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 115



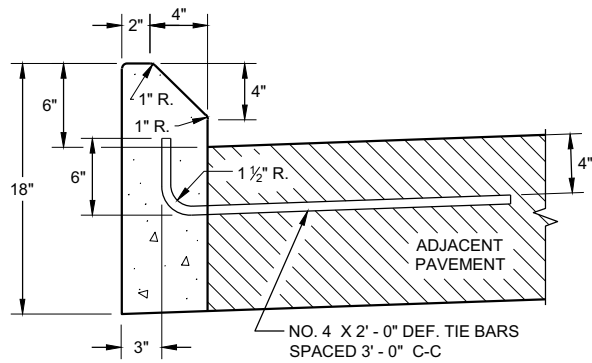
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

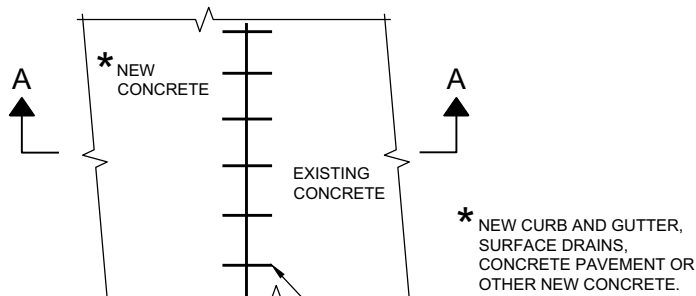


TYPES A^① & D

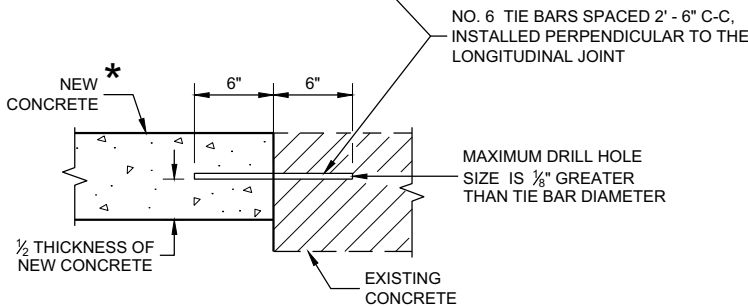


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

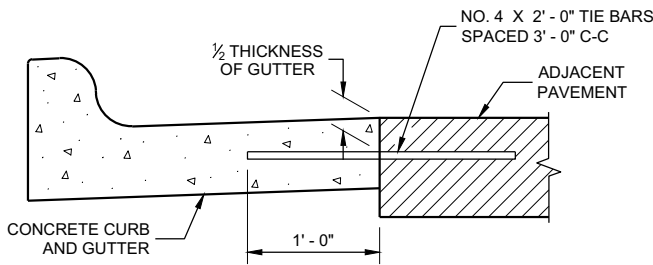
GENERAL NOTES

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

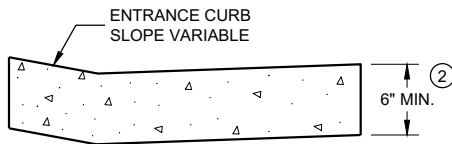
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



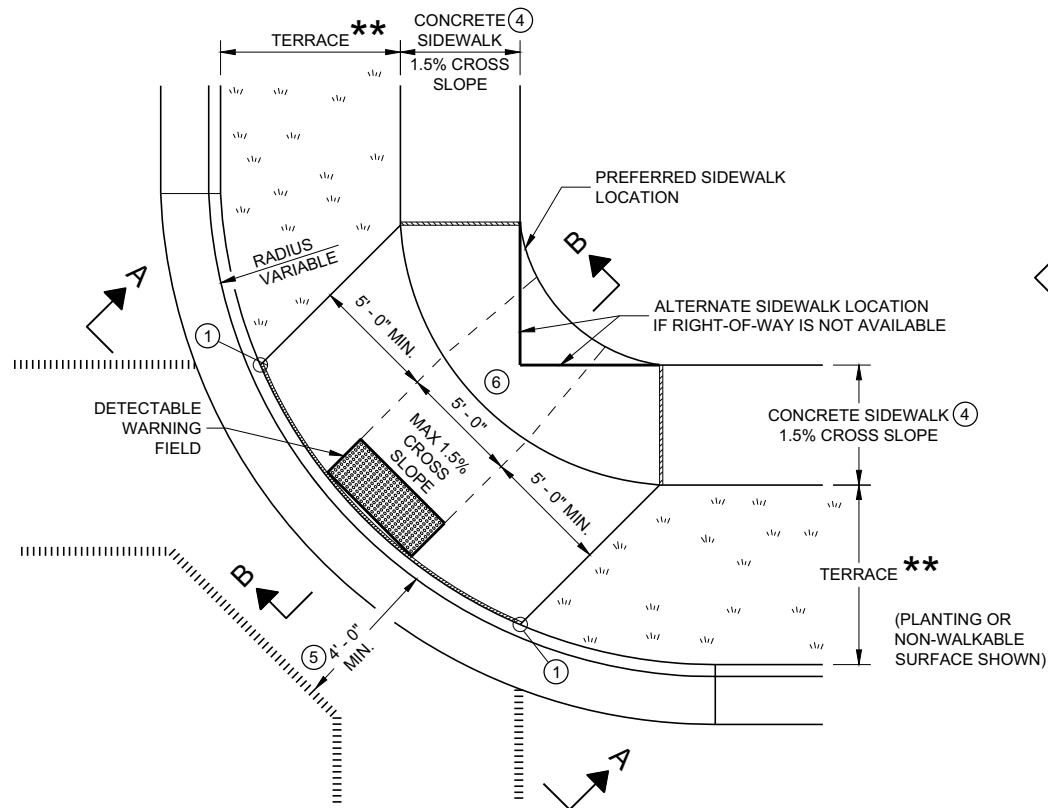
DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

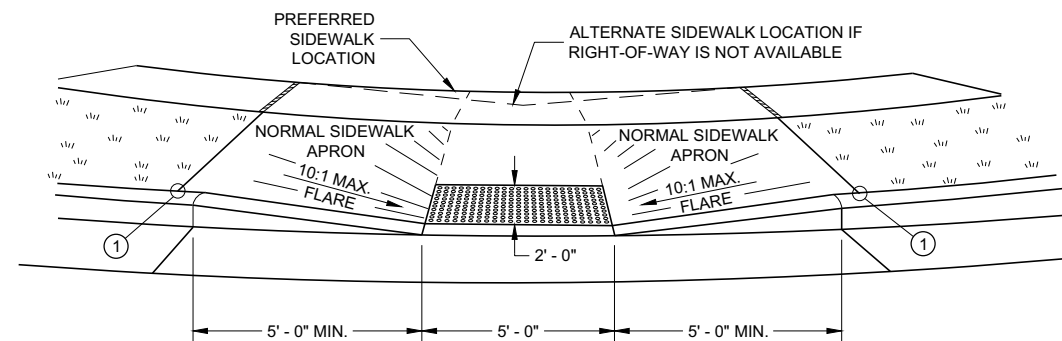
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 116

FHWA

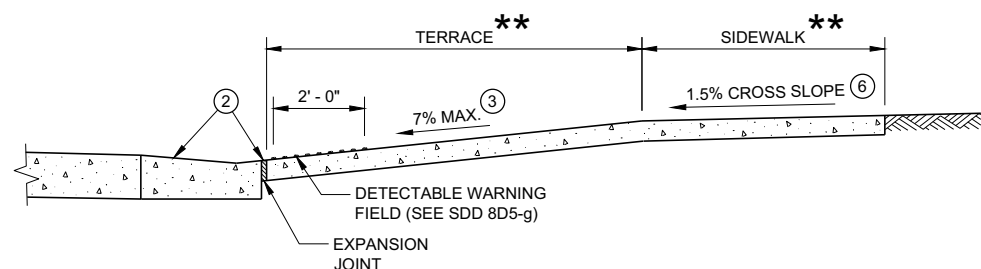


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

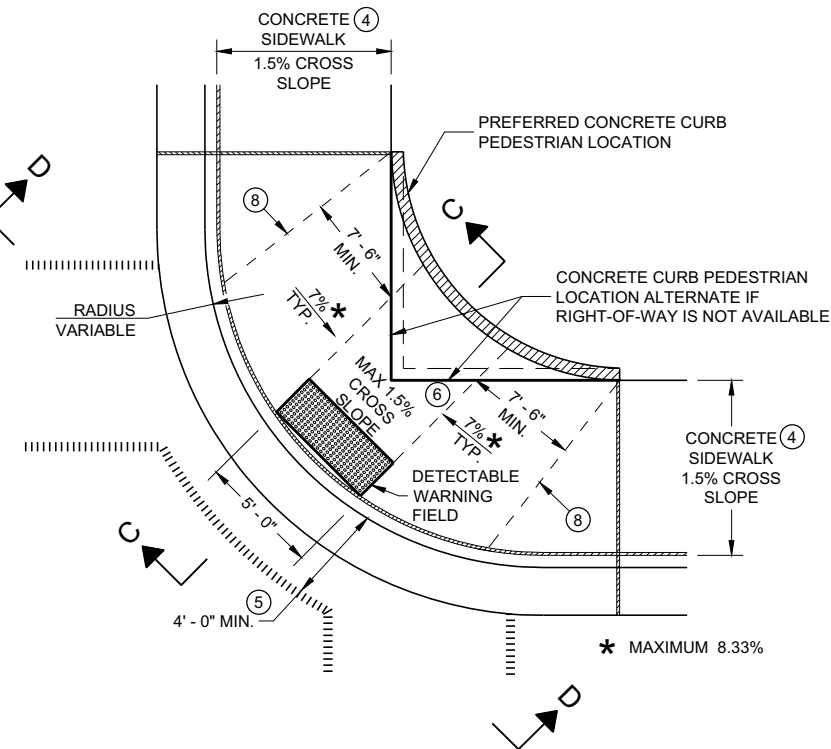


VIEW A - A FOR TYPE 1

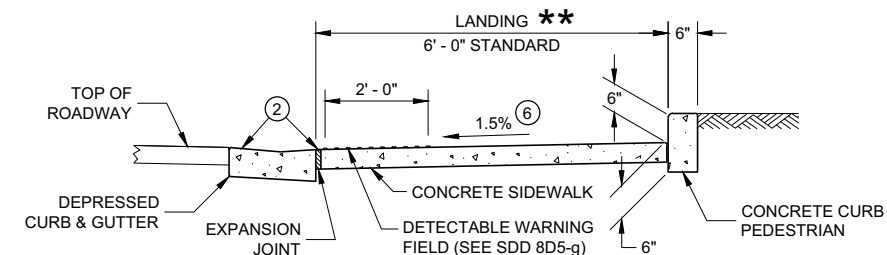
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



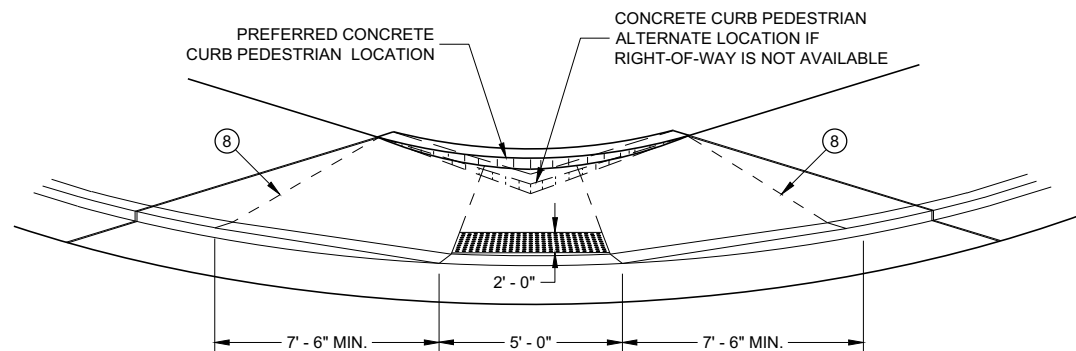
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

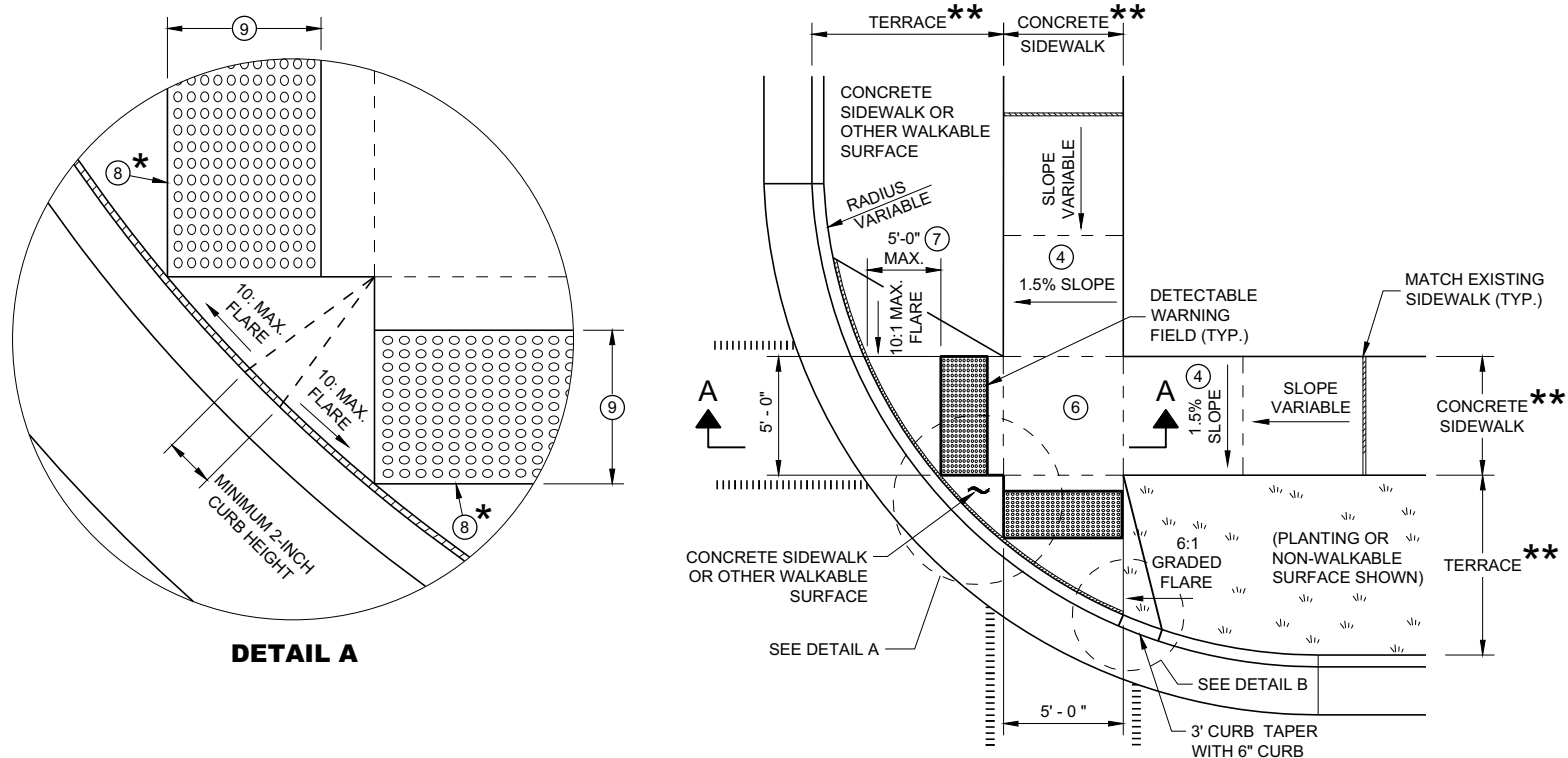
- THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

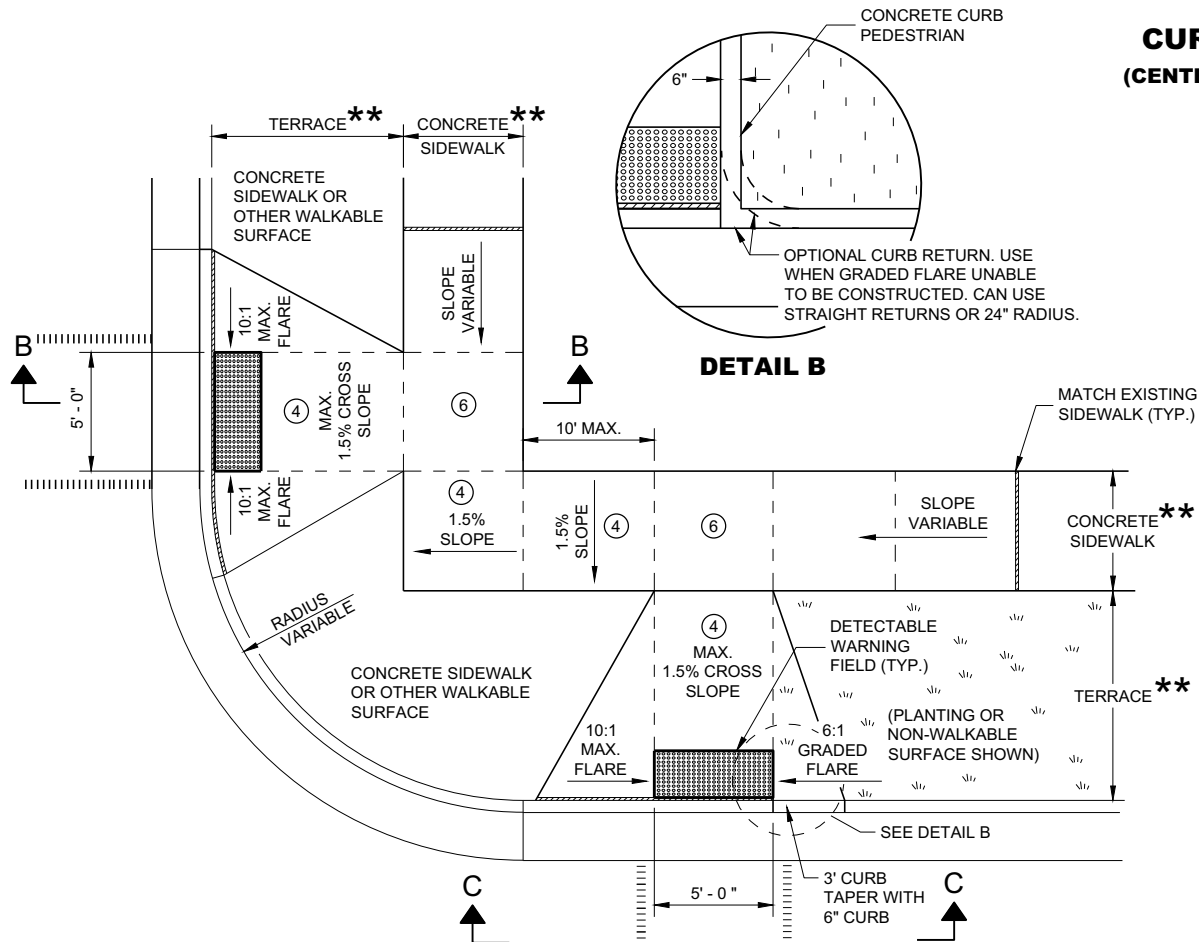
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



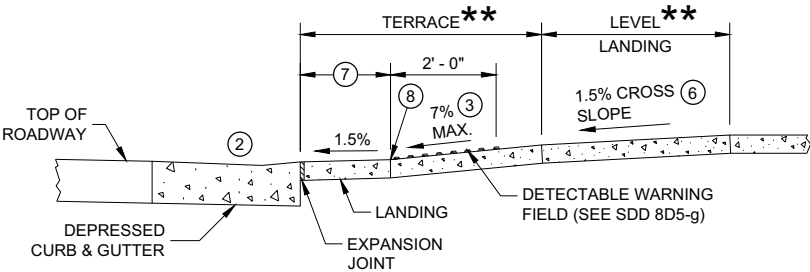
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



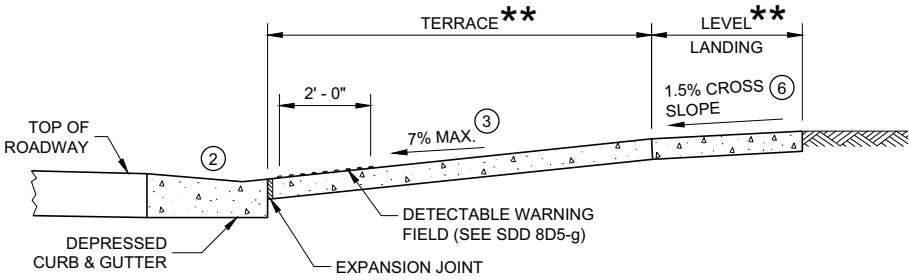
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

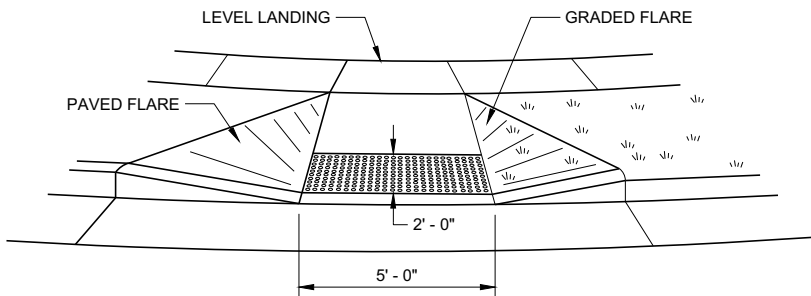
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - 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% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

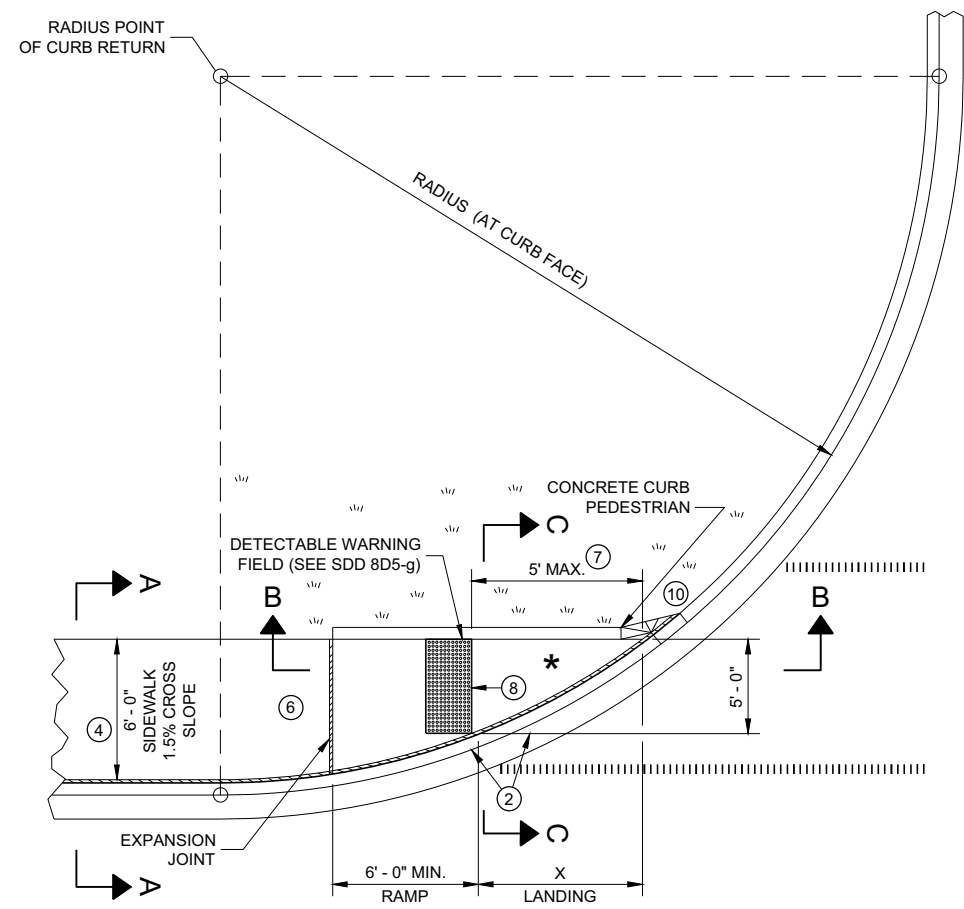
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

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

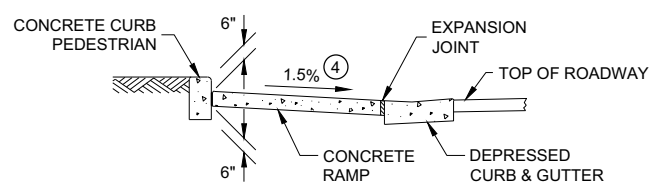
** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 2 AND 3

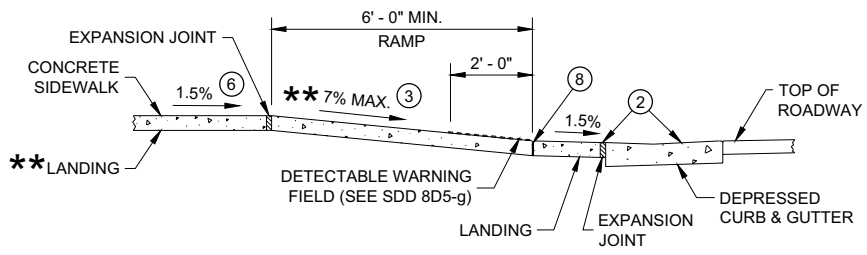
STATE OF WISCONSIN
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PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



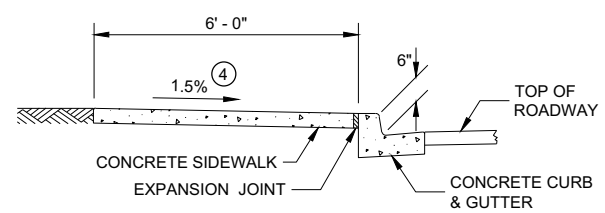
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

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

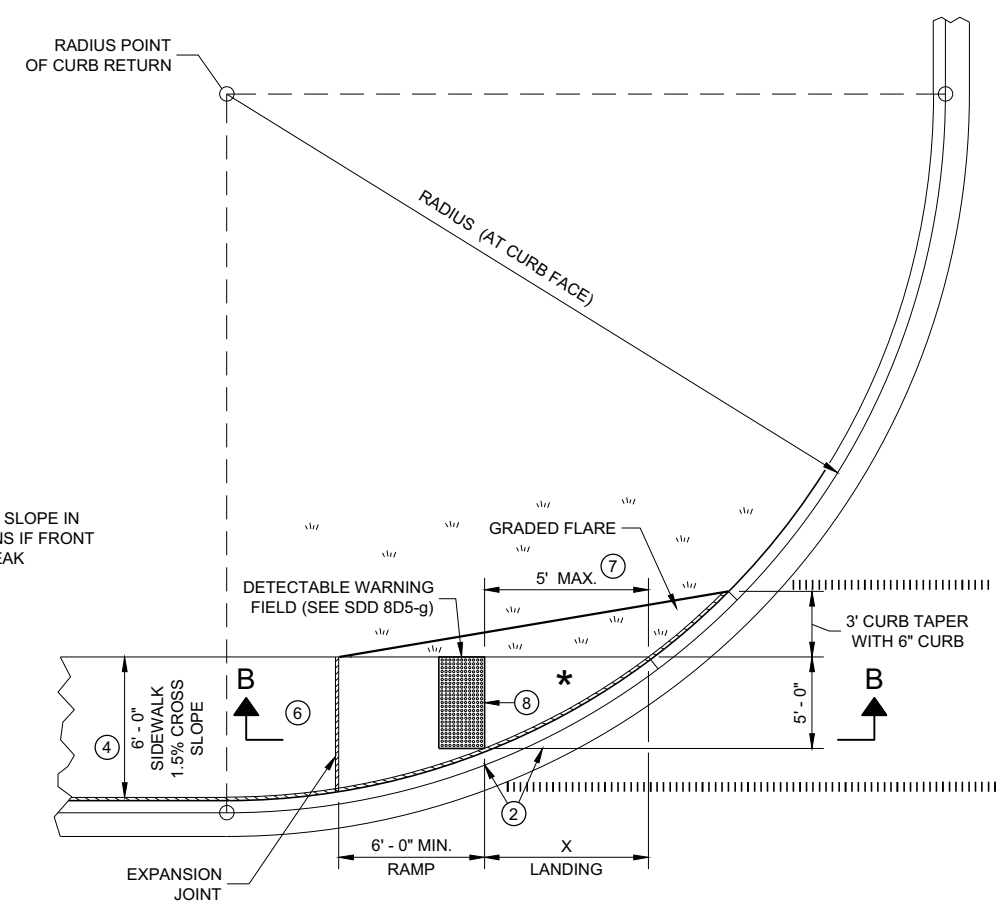
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



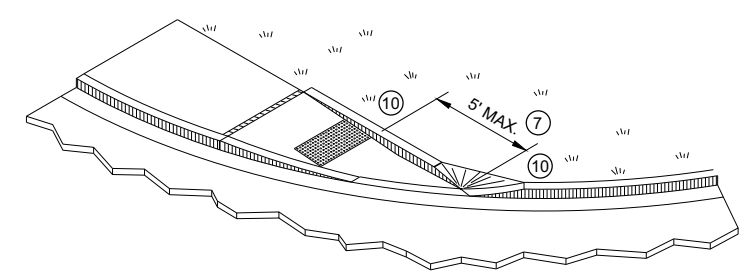
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

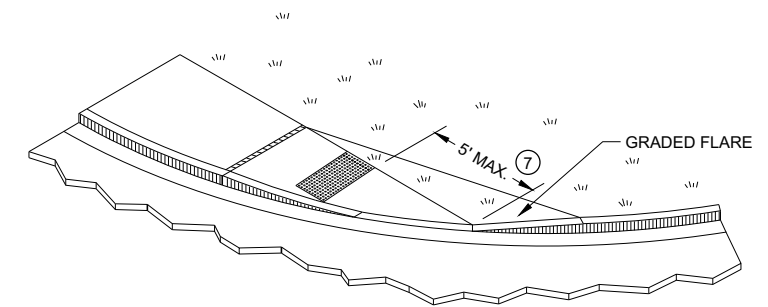
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

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



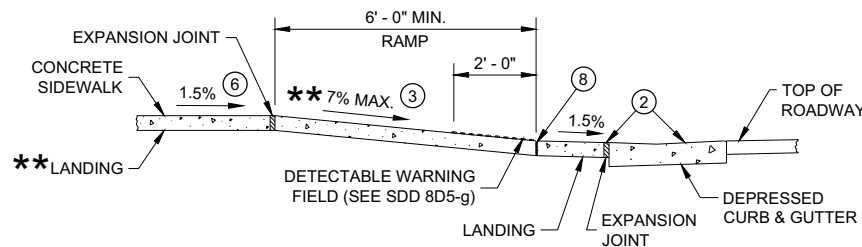
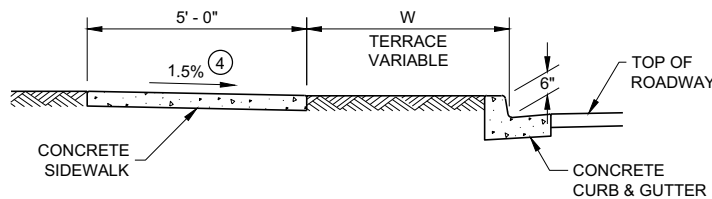
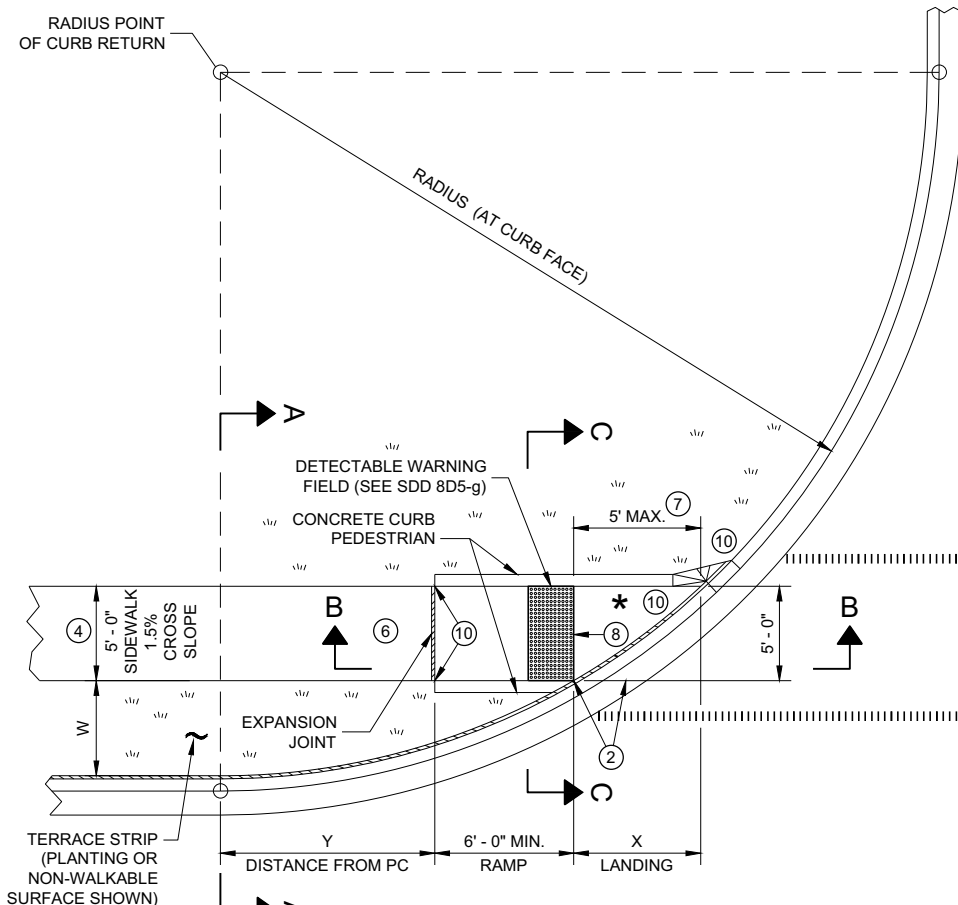
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

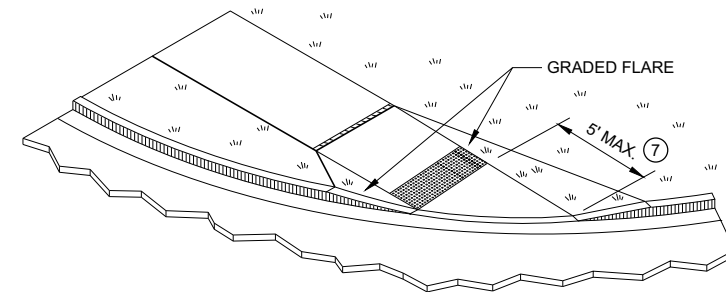
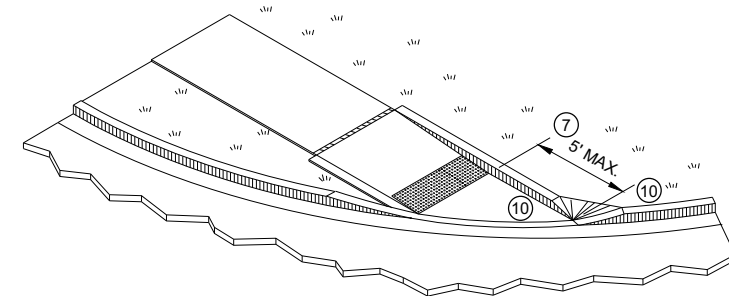
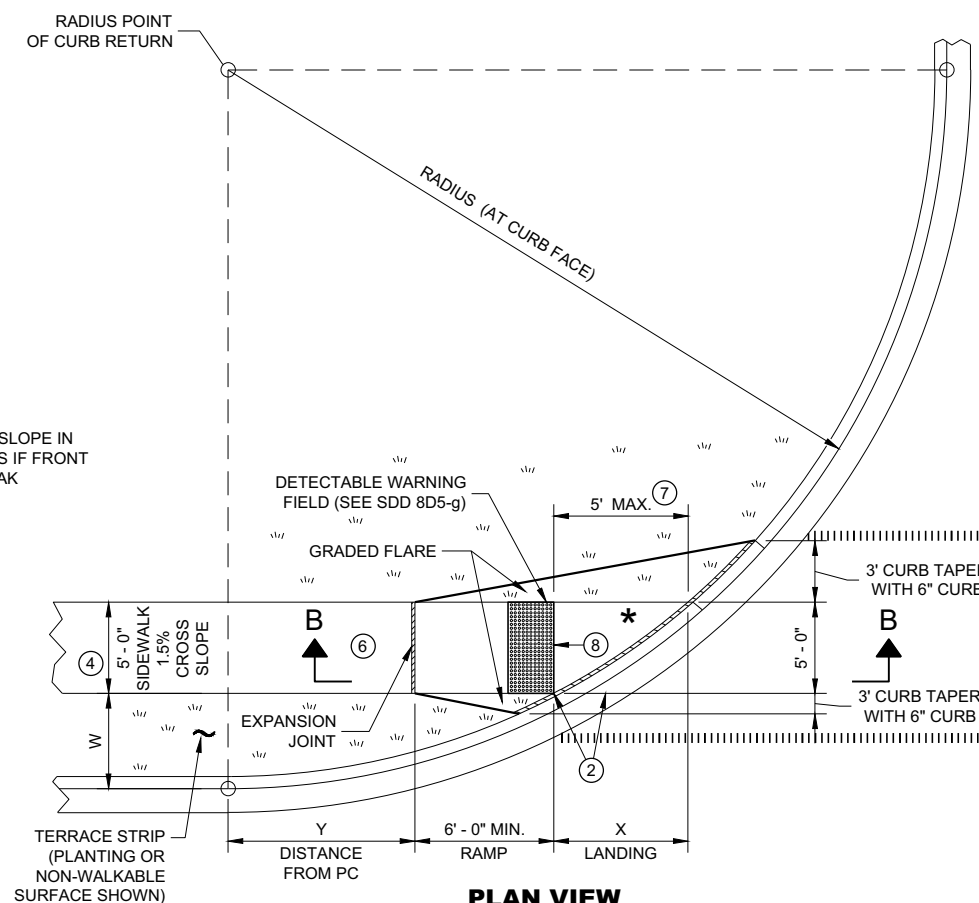
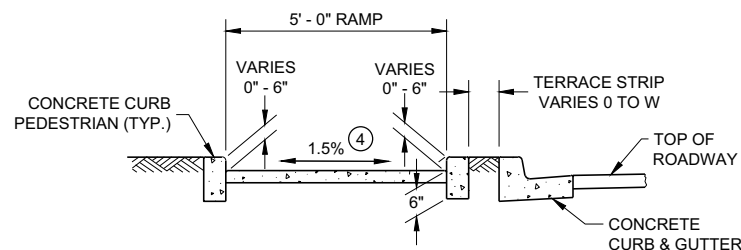


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

RADIUS (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 3/4"	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	5' - 9 3/4"	3' - 6 1/2"	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			6' - 9 1/4"	7' - 11 1/2"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	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									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

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



LEGEND

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

GENERAL NOTES

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

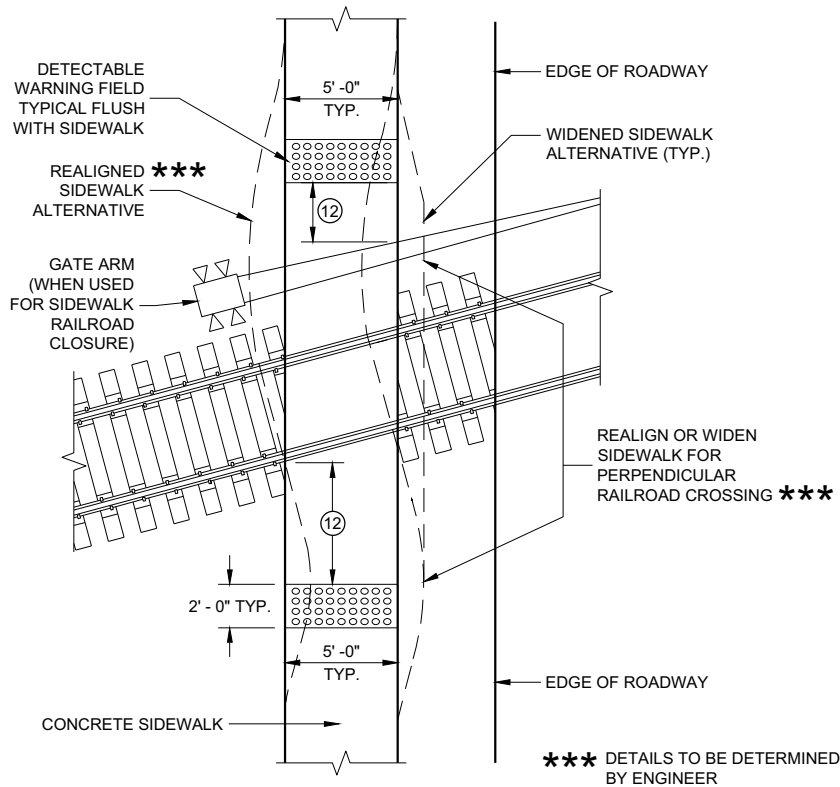
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 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.

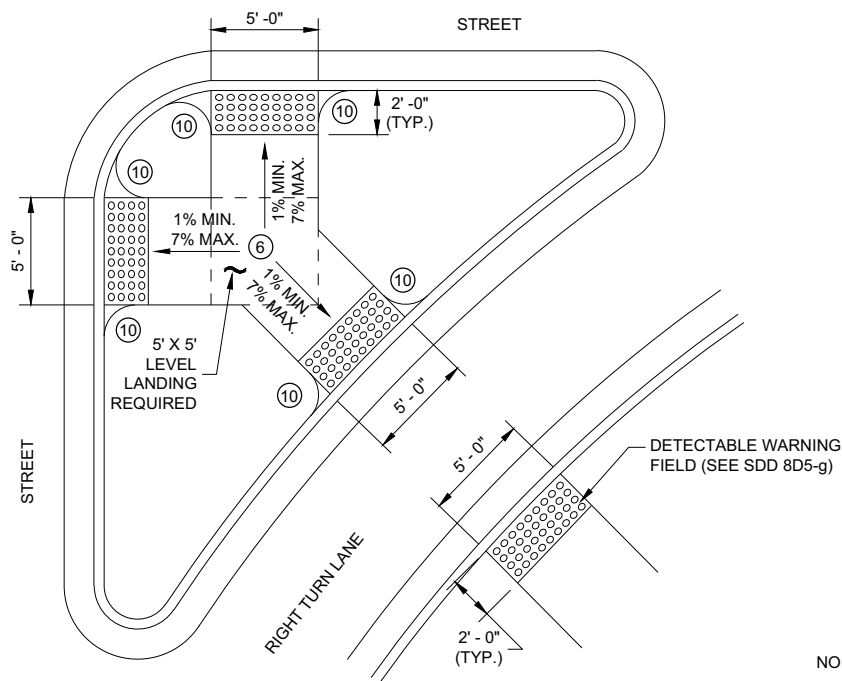
CURB RAMPS TYPE 4B AND 4B1

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CURB RAMP TYPE 8

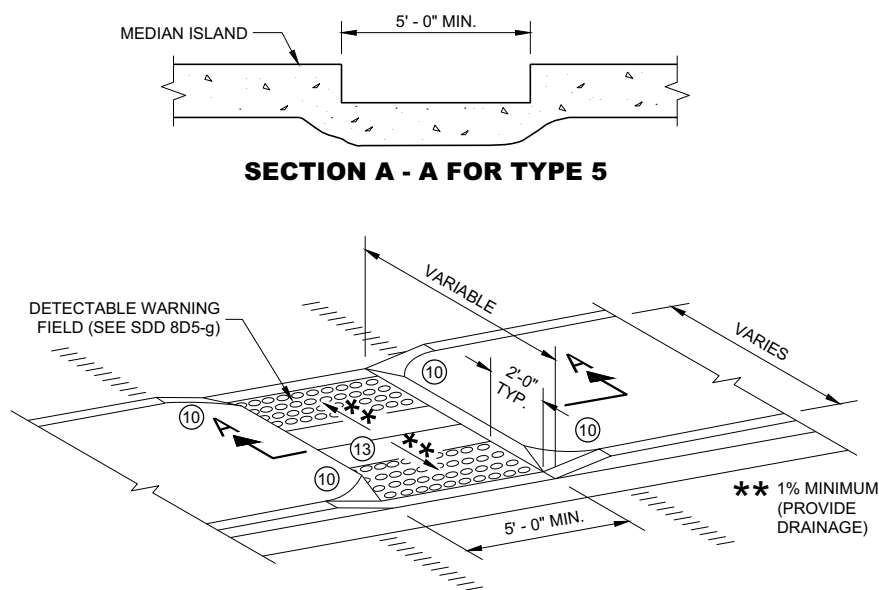
**DETECTABLE WARNINGS
AT RAILROAD CROSSING**



CURB RAMP TYPE 6

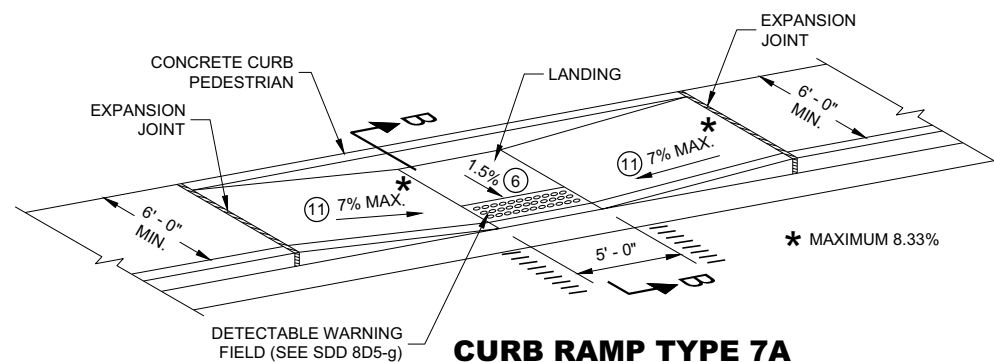
DETECTABLE WARNING AT ISLANDS

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

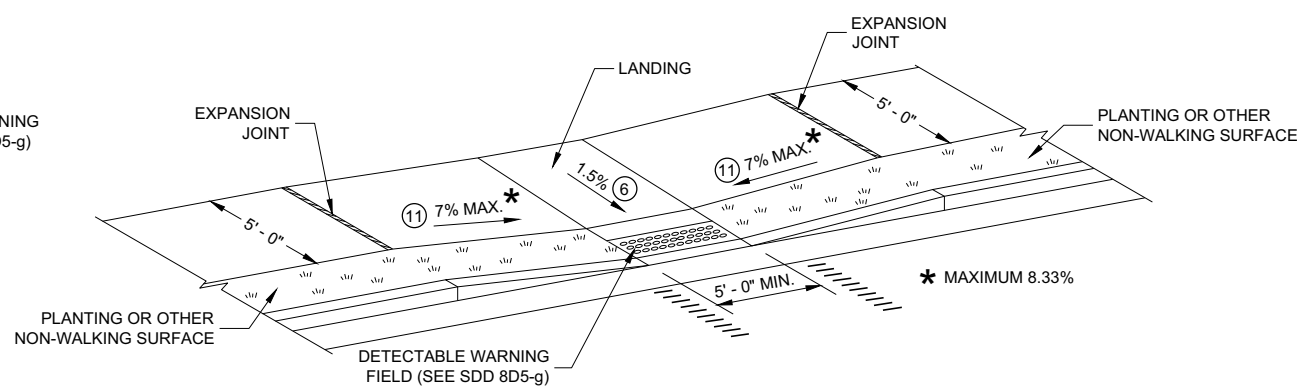


CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A
MID BLOCK CROSSING**



**CURB RAMP TYPE 7B
MID BLOCK CROSSING**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

GENERAL NOTES

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

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

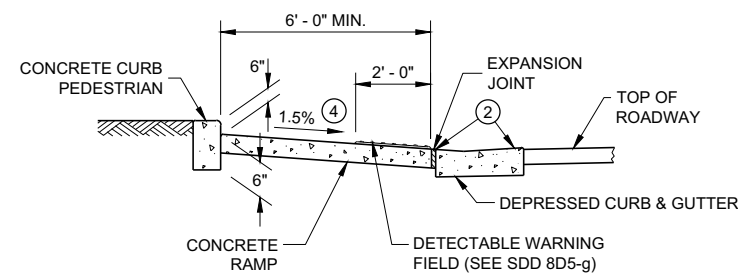
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (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. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

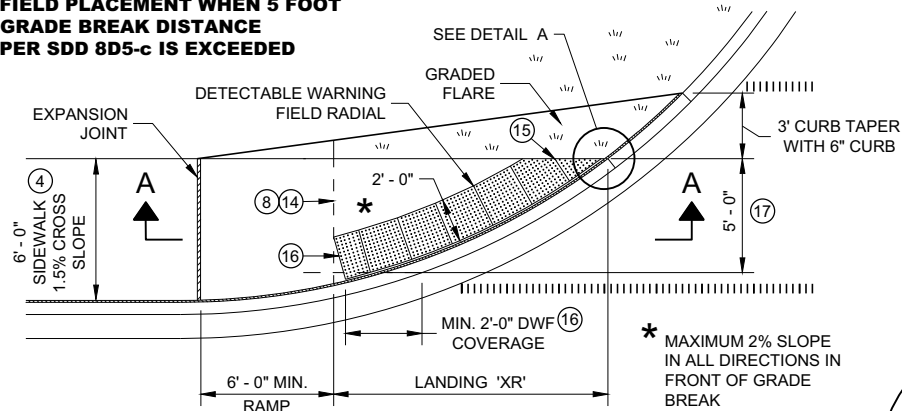


SECTION B - B FOR TYPE 7A

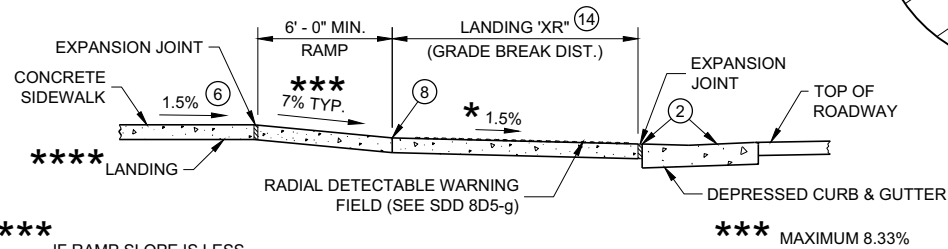
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 121

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

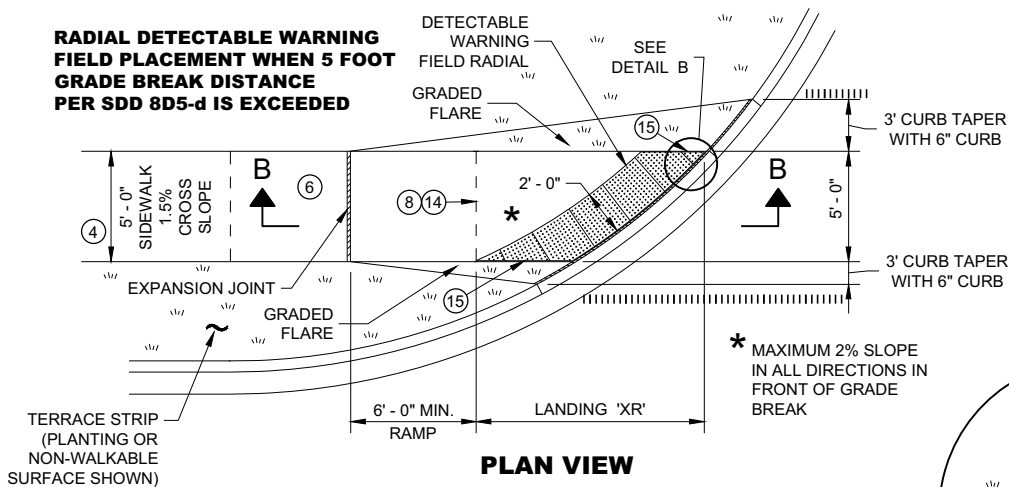


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

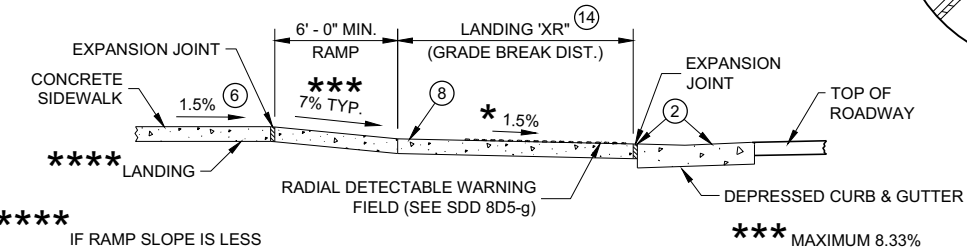


SECTION A - A FOR TYPE 4A1

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



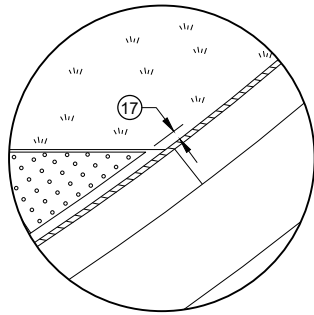
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



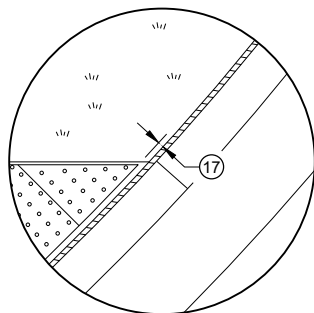
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



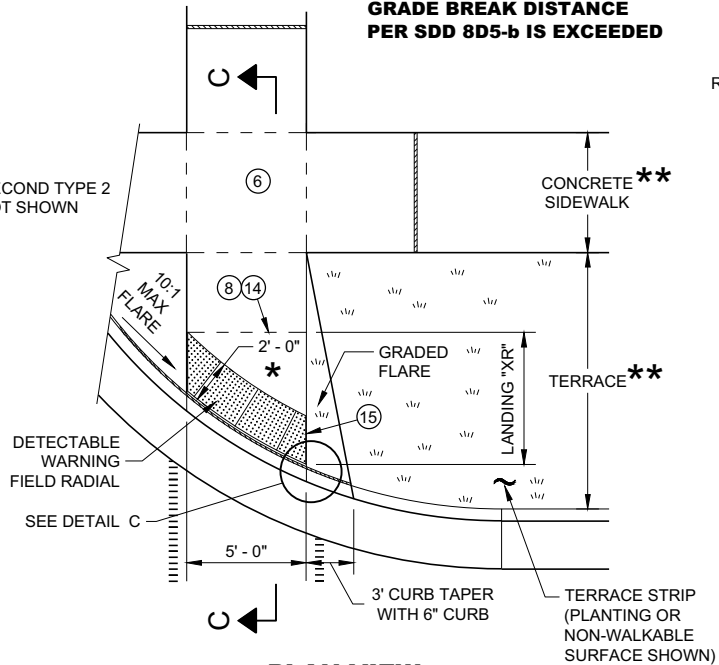
DETAIL B

GENERAL NOTES

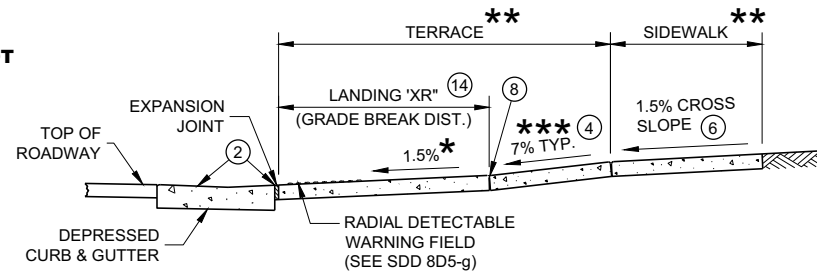
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 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 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

NOTE: SECOND TYPE 2
RAMP NOT SHOWN

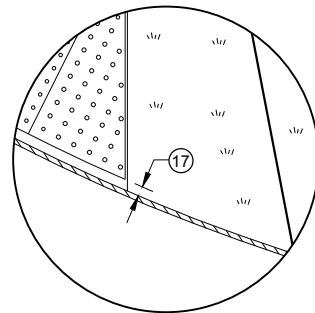


**PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)**



SECTION C - C FOR TYPE 2

- * MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.33%



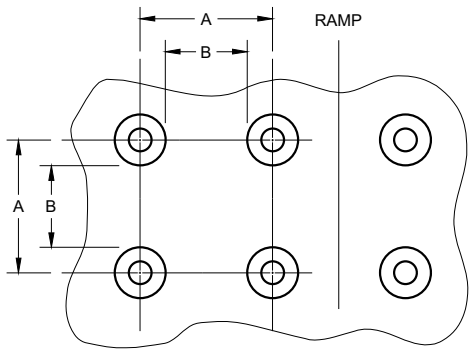
DETAIL C

**CURB RAMPS
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS**

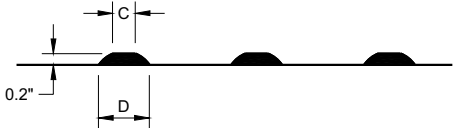
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

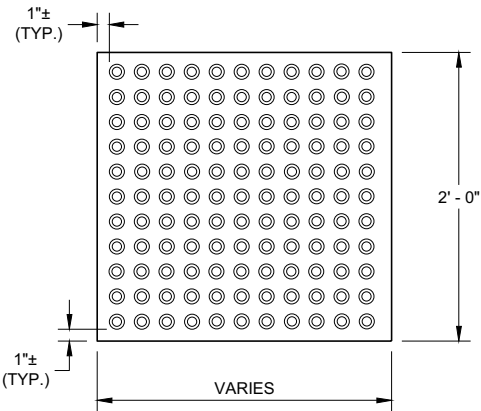


PLAN VIEW

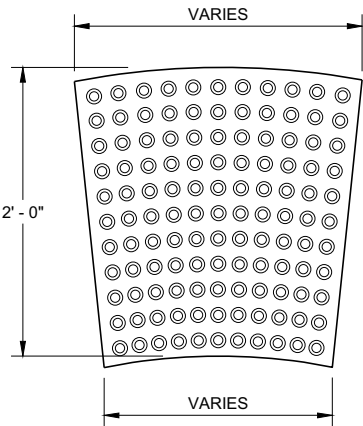


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

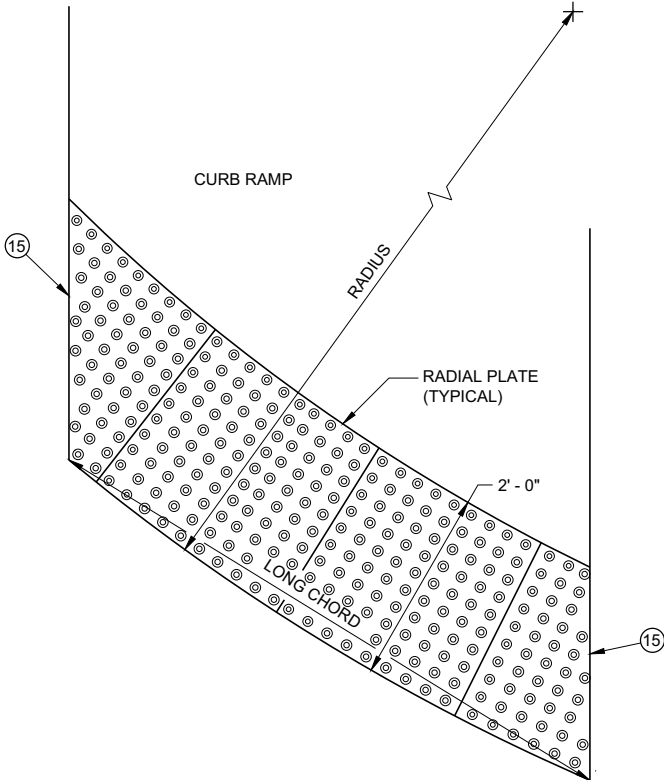


RECTANGULAR
PLATES

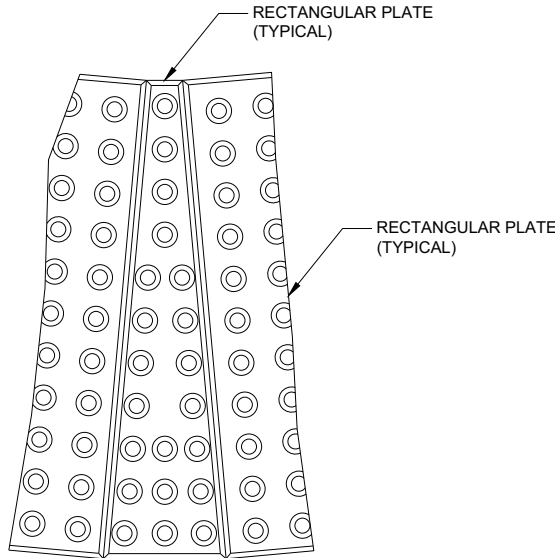


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

GENERAL NOTES

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

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

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

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

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

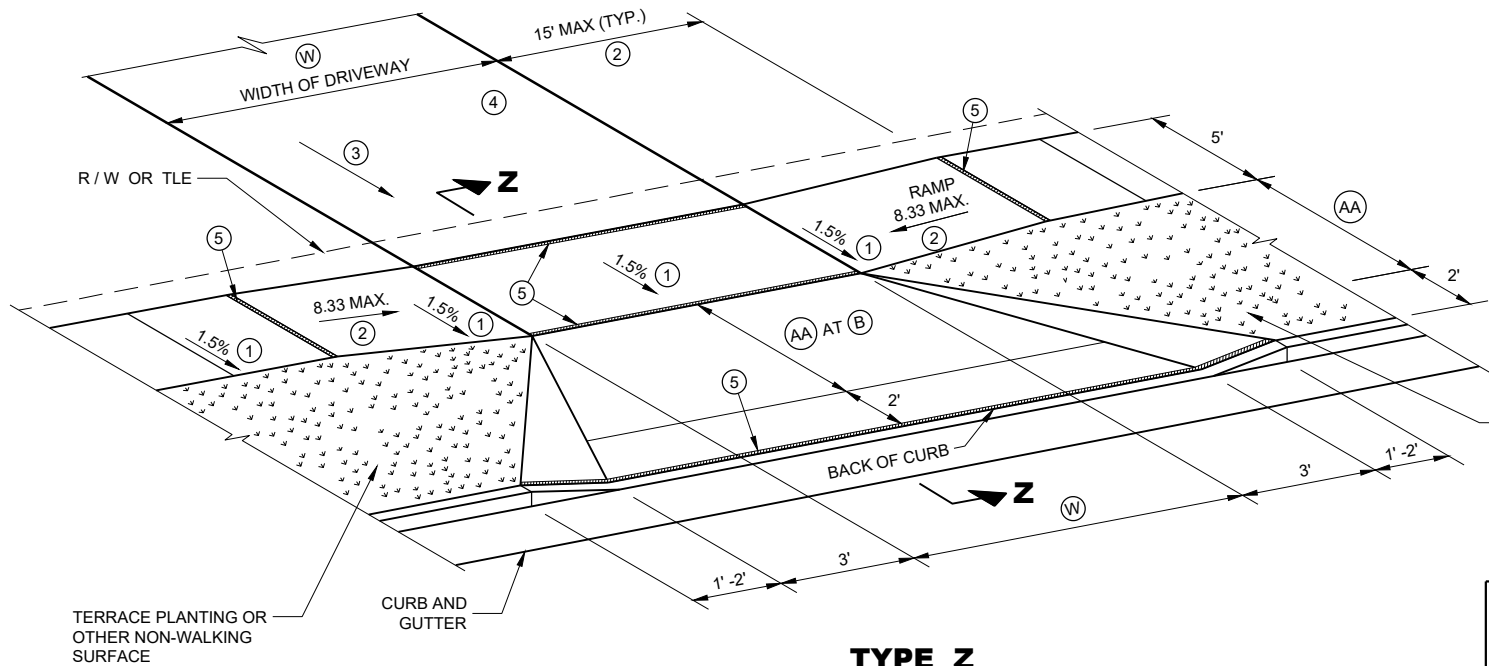
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA 123



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

TABLE Z

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

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

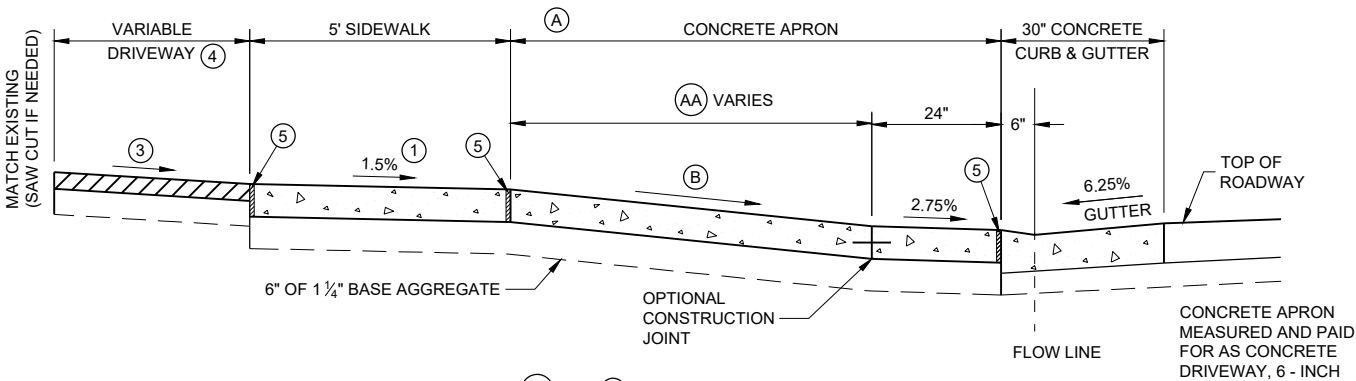
GENERAL NOTES

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

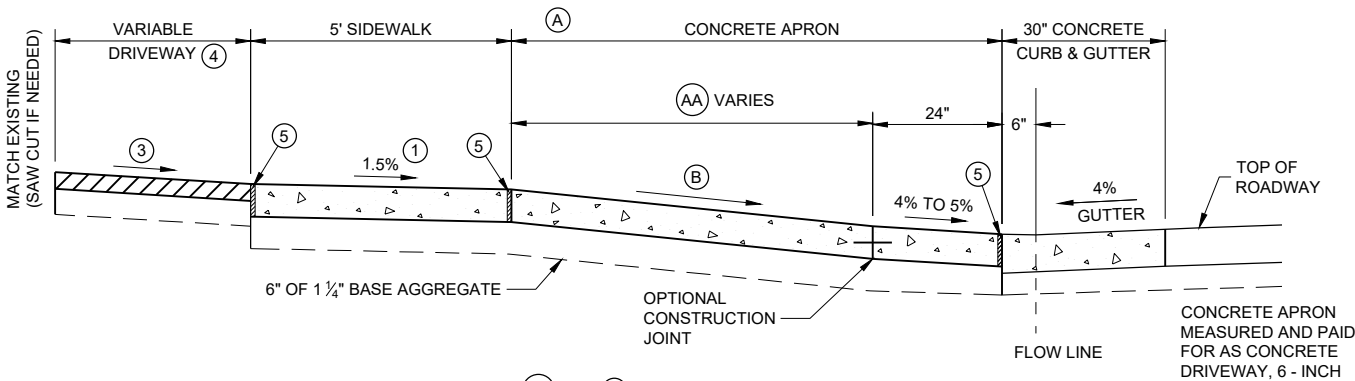
(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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



6.25% GUTTER SLOPE



4% GUTTER SLOPE

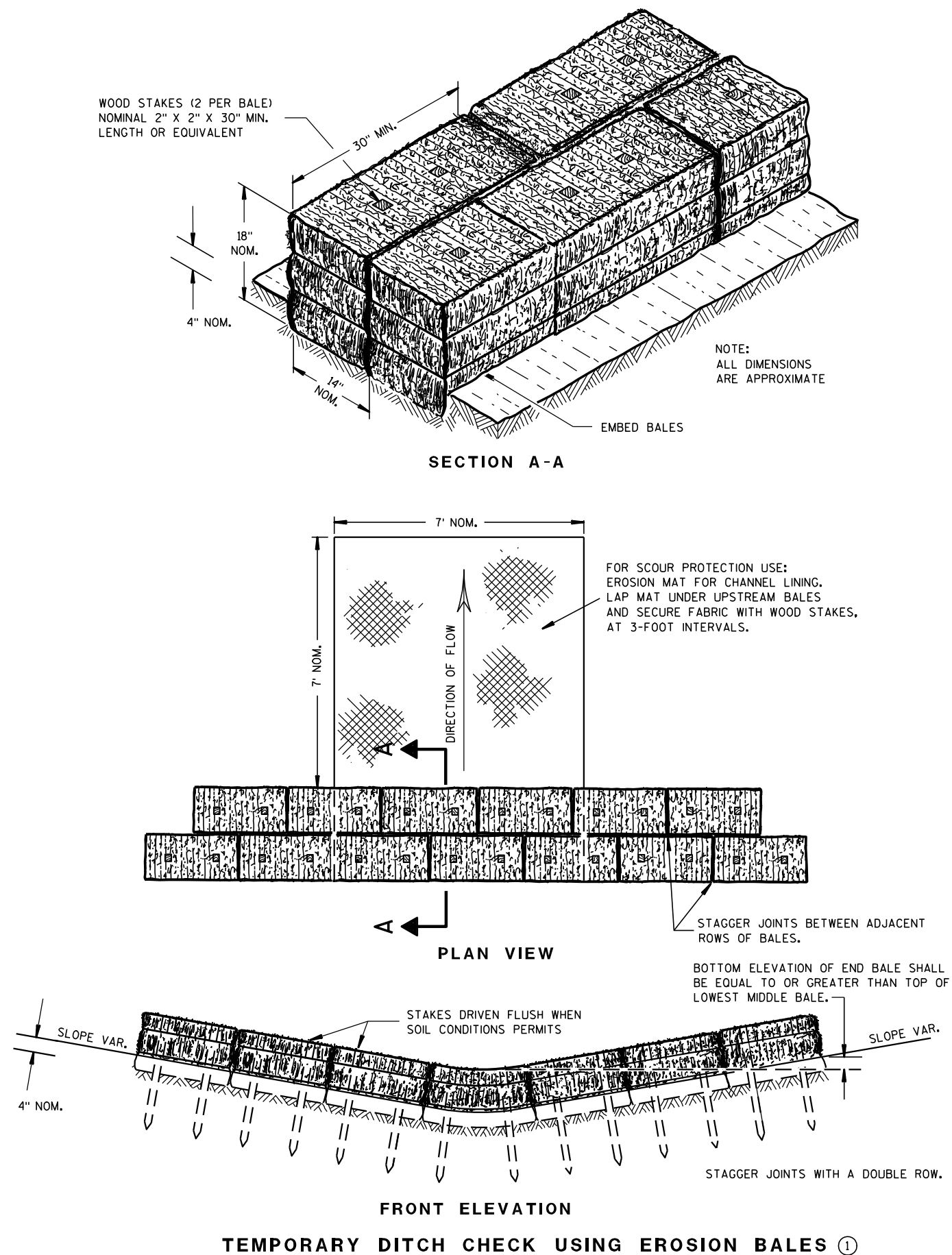
NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.
SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

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

DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

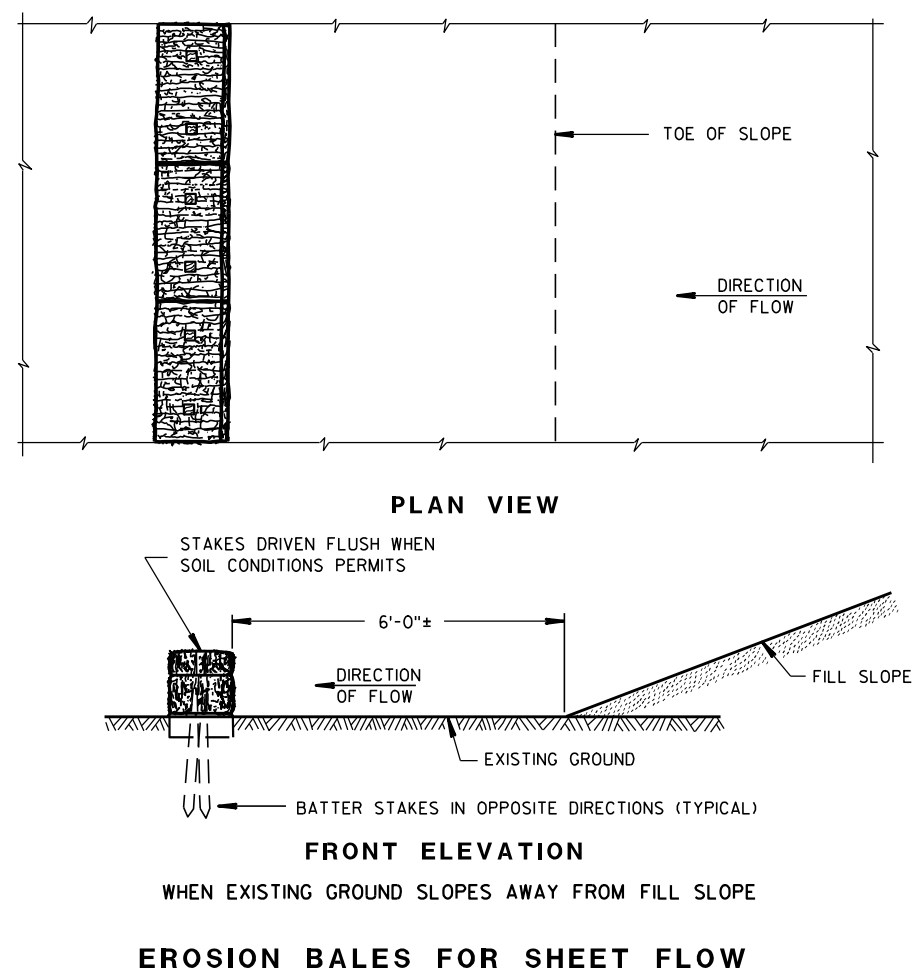
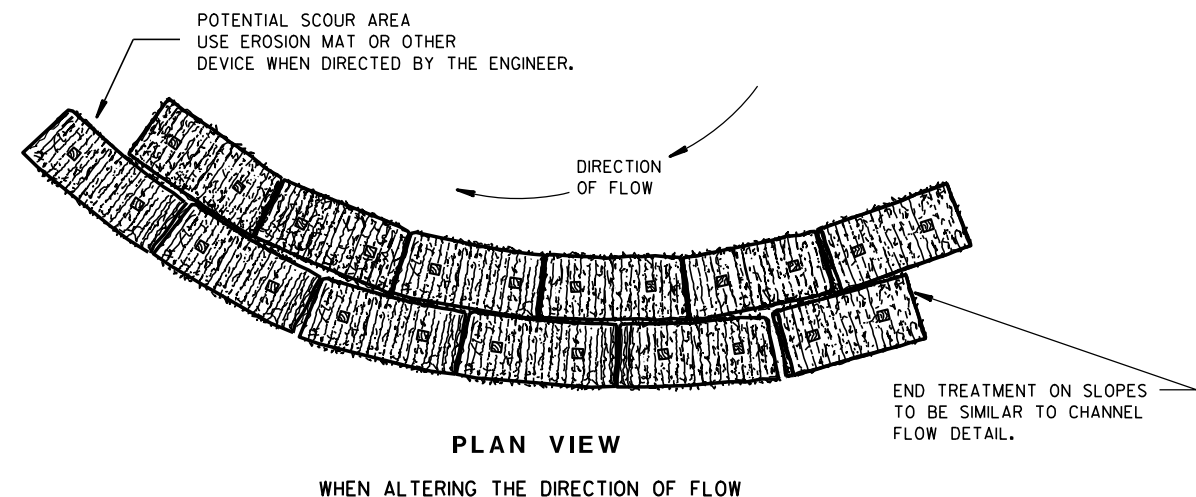
APPROVED
February 2022 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVE ENGINEER 124
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

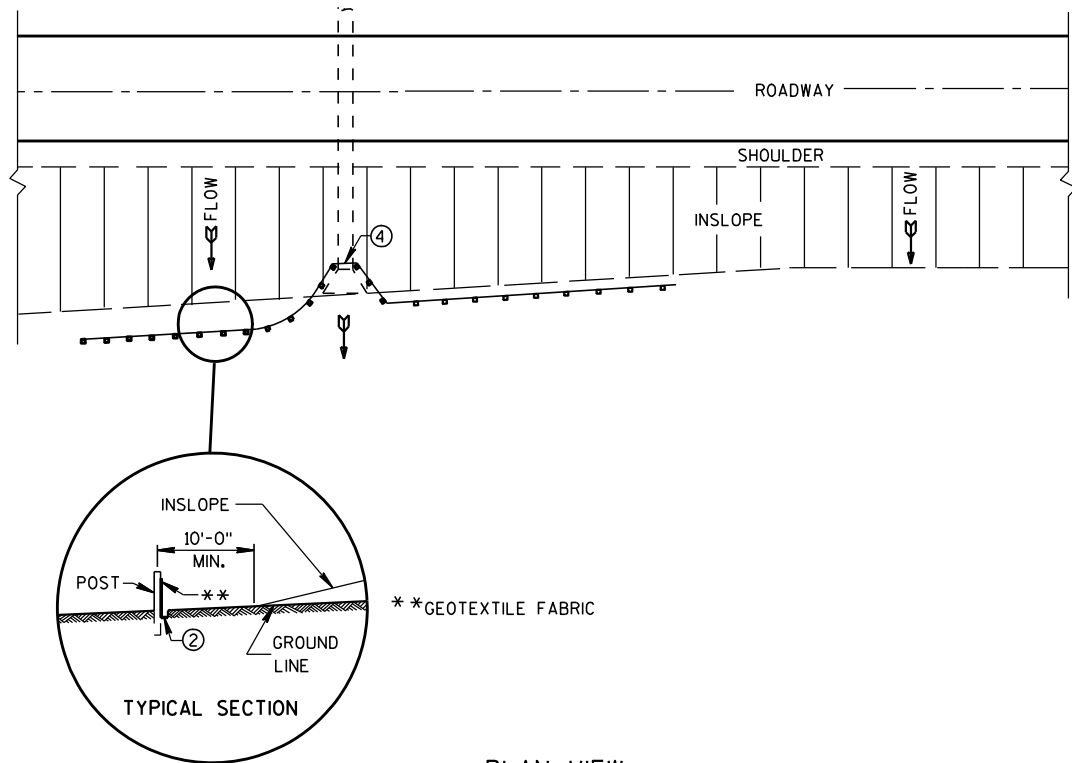
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

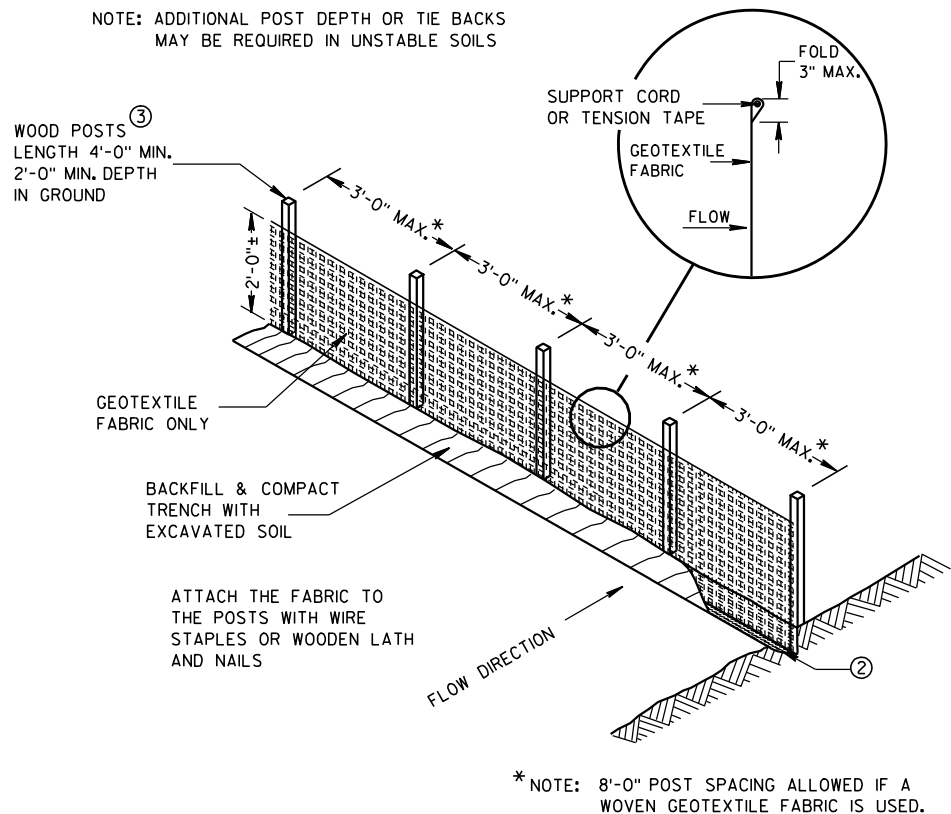
6/04/02
DATE

/S/ Beth Conn-----
CHIEF ROADWAY DEVELOPER 125 ENGINEER

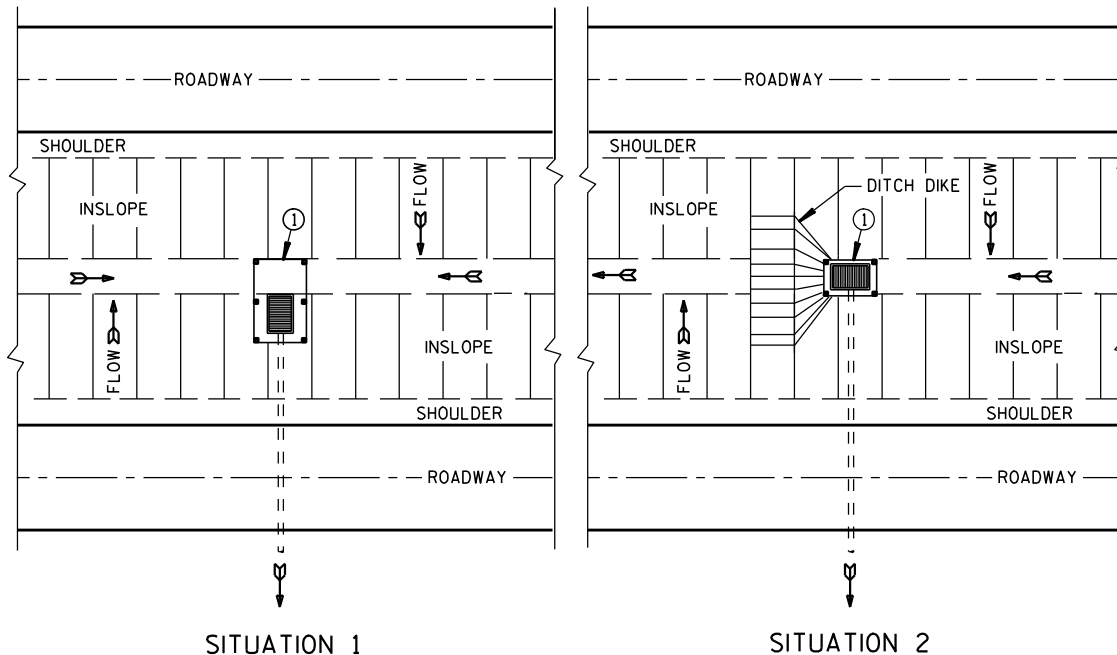
FHWA



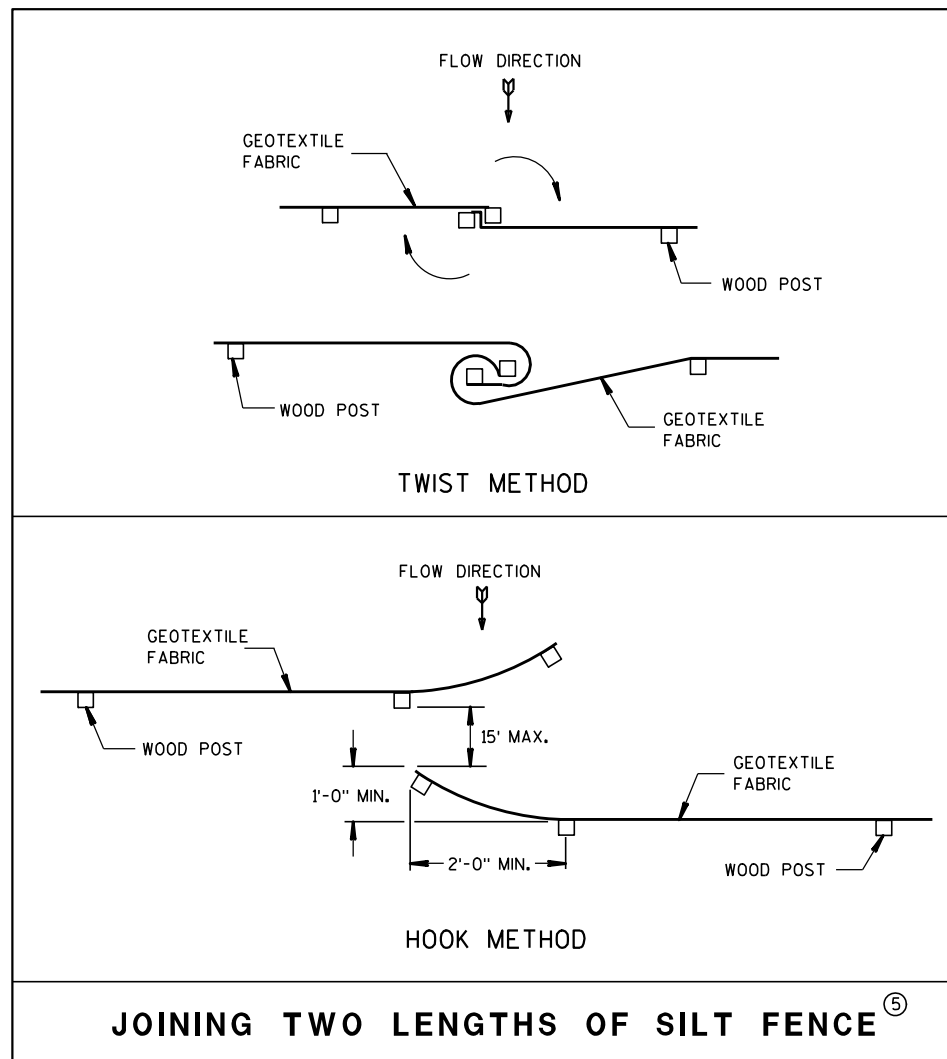
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

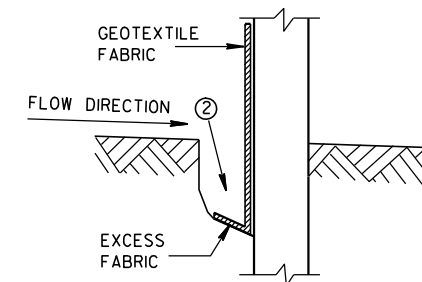


JOINING TWO LENGTHS OF SILT FENCE^⑤

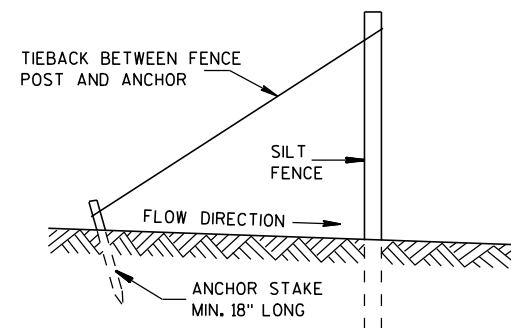
GENERAL NOTES

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

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL

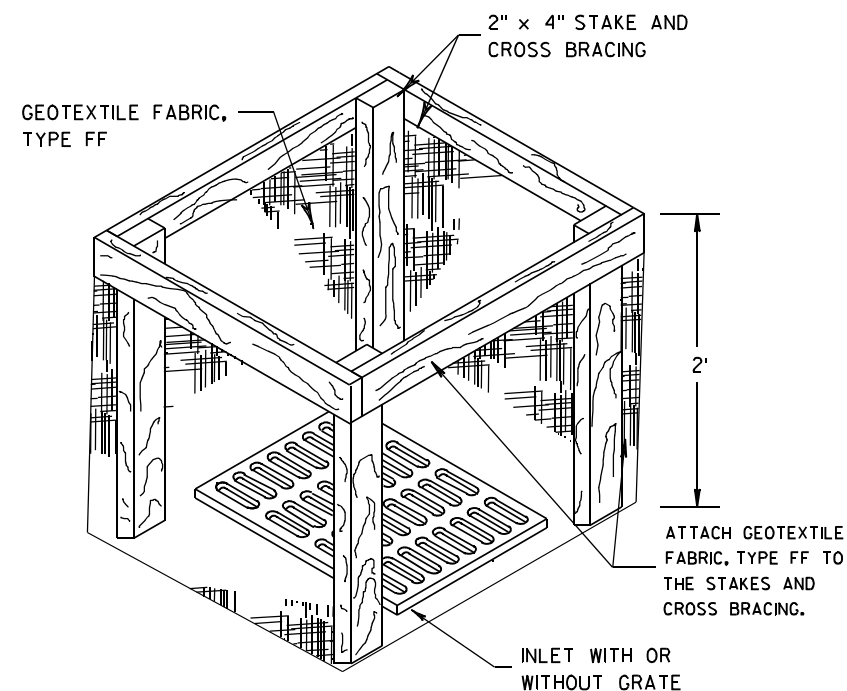
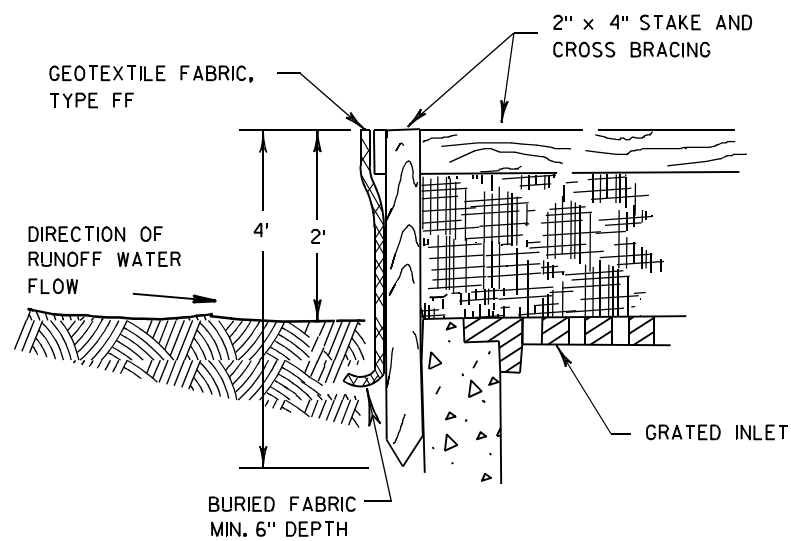


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Conn
DATE CHIEF ROADWAY DEVELOPER 126 INEER
FHWA



INLET PROTECTION, TYPE A

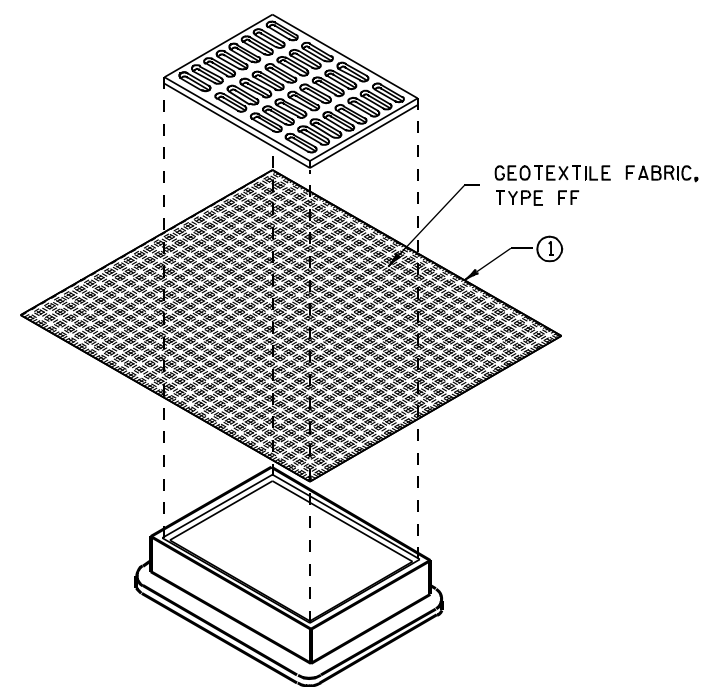
GENERAL NOTES

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

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

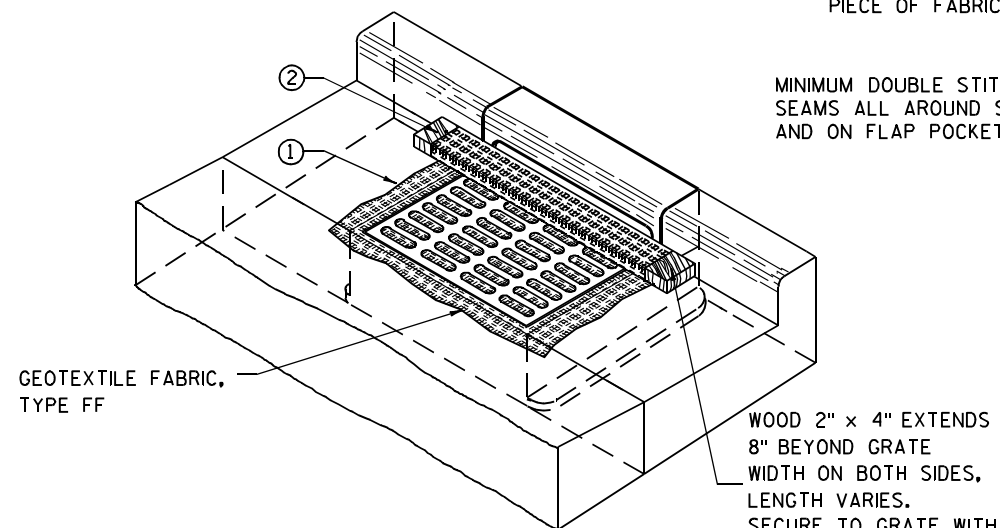
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

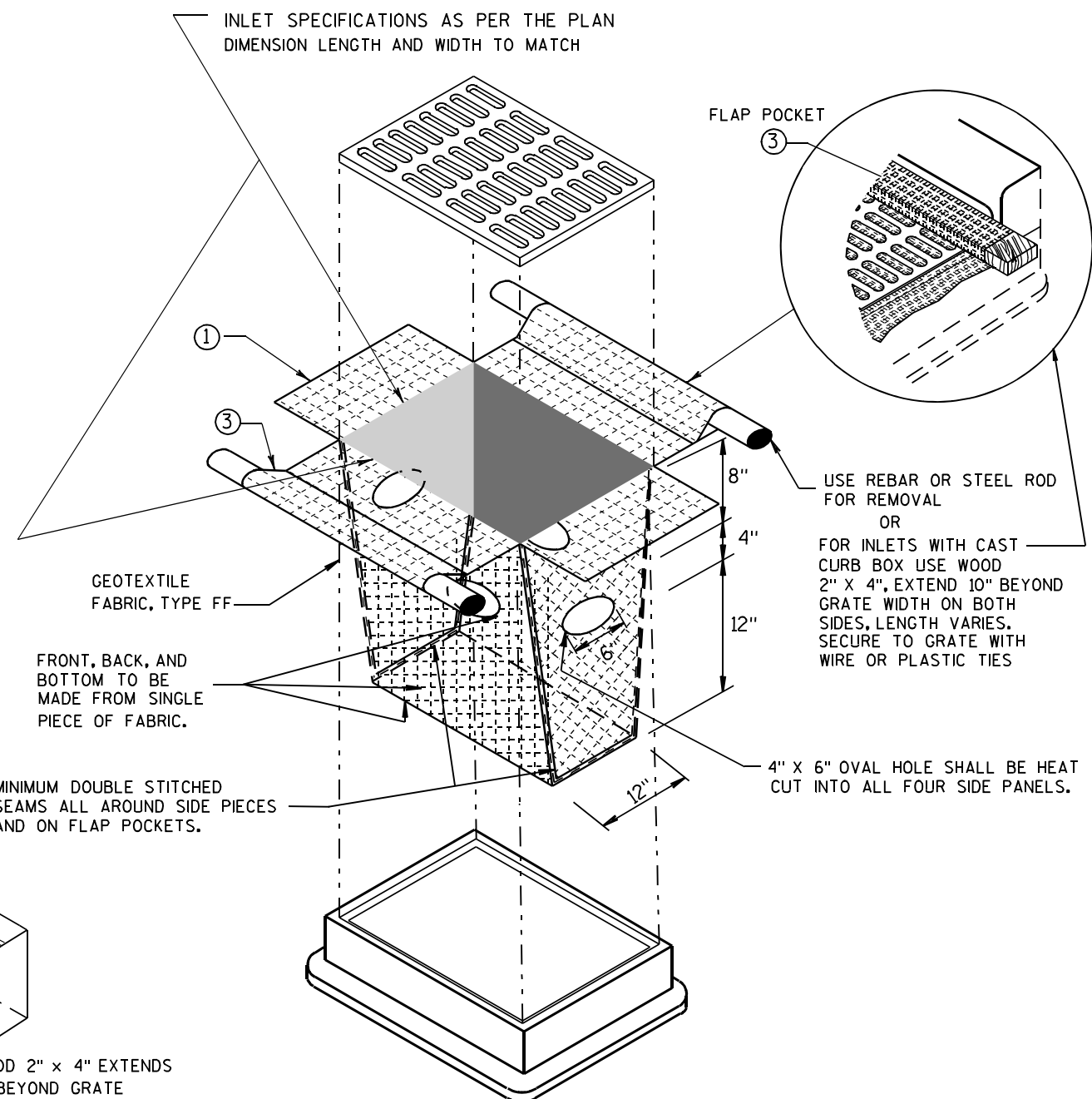
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



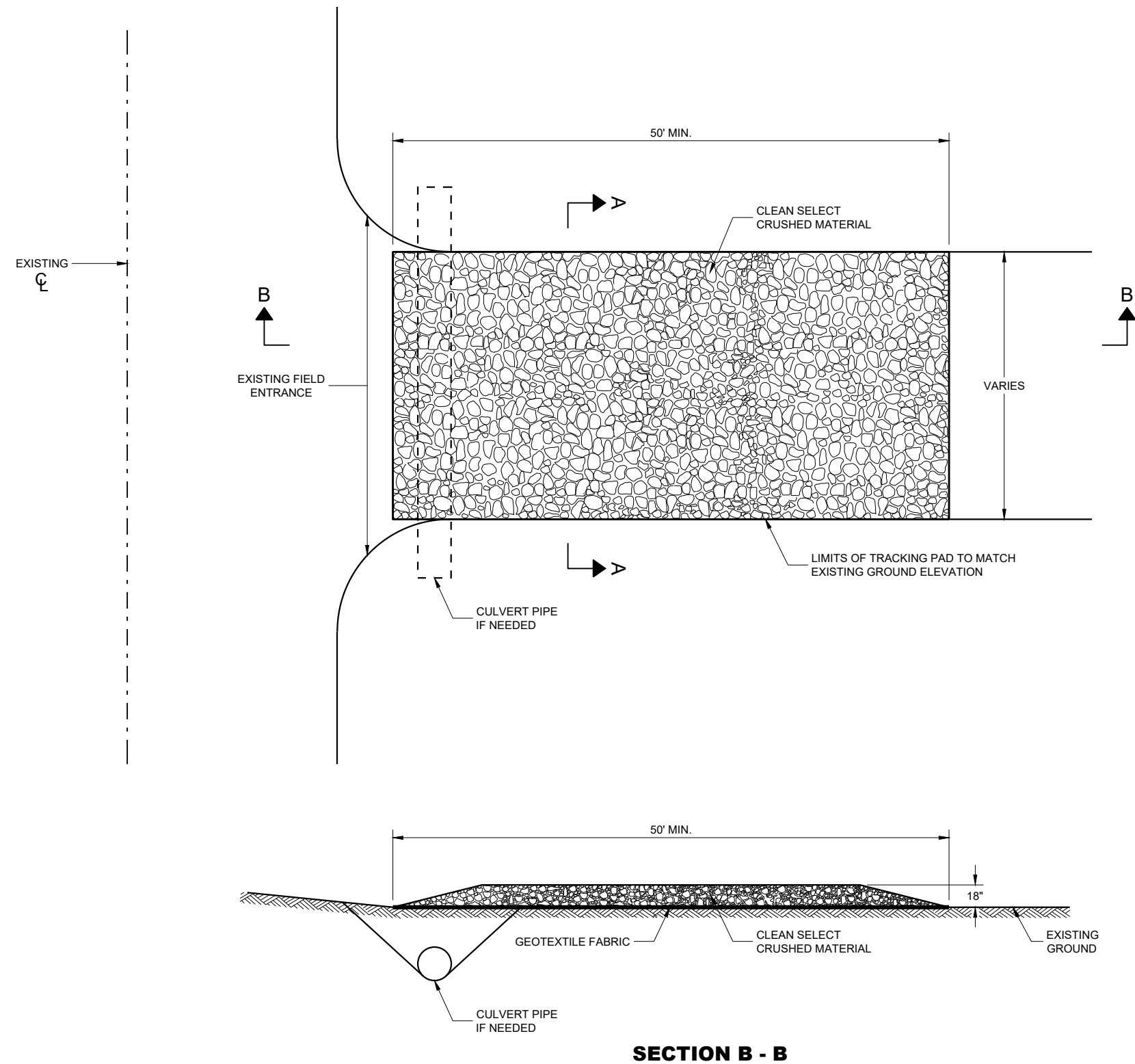
INLET PROTECTION, TYPE D

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

**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 127
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



GENERAL NOTES

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

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

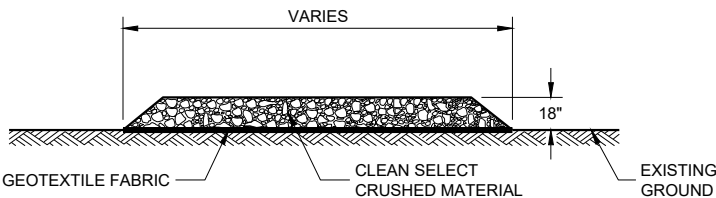
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

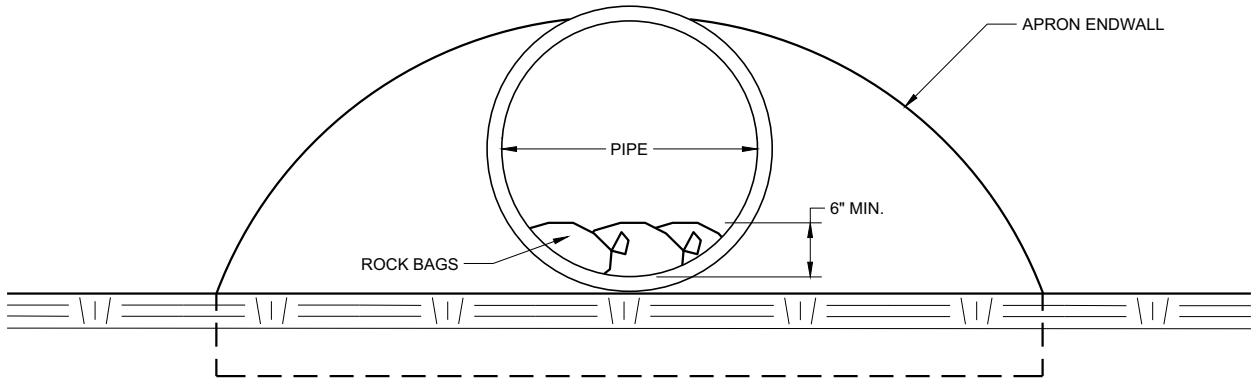
3/24/2011

DATE

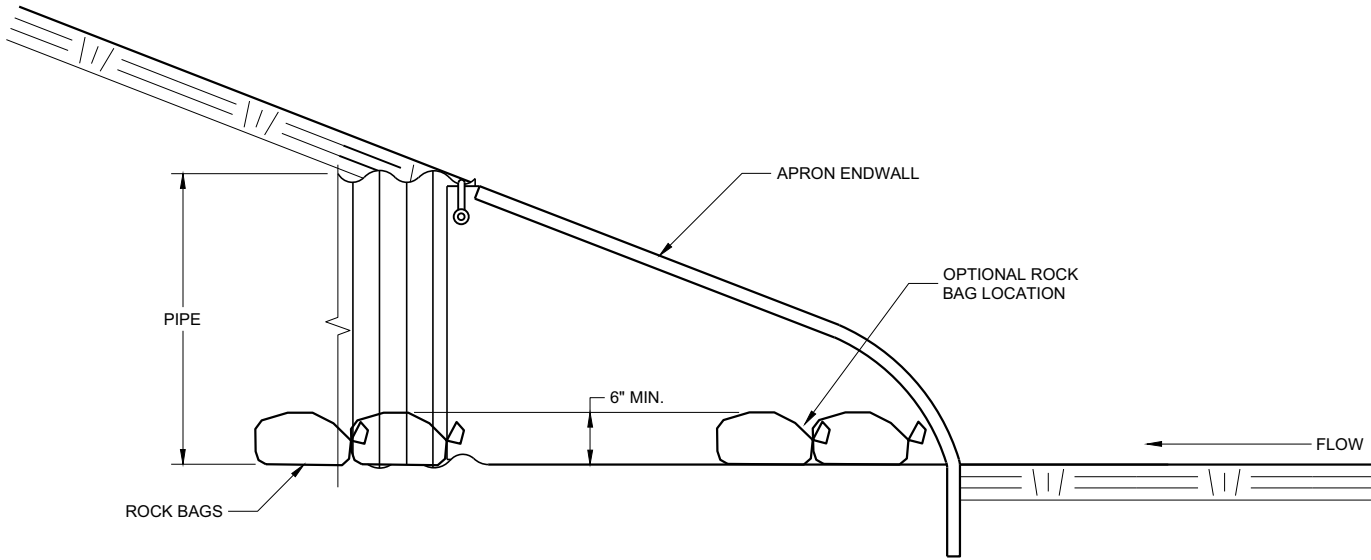
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE
ENGINEER

128



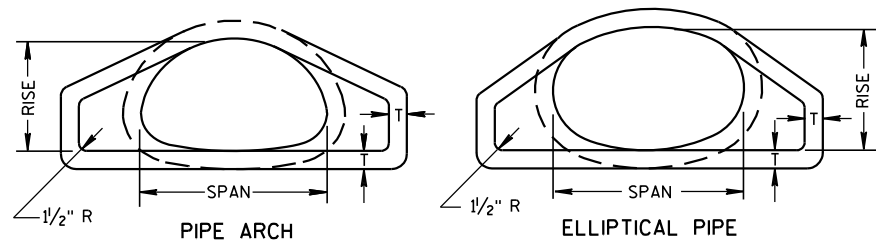
END VIEW



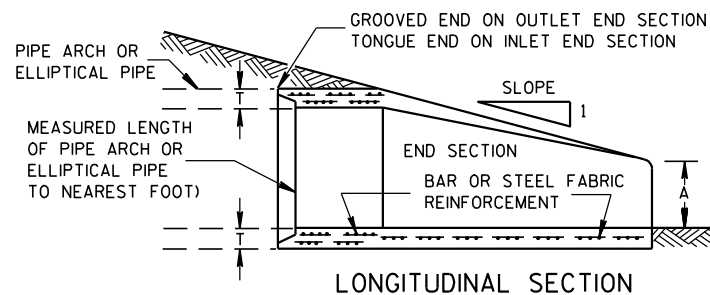
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave	-
FHWA	EROSION CONTROL ENGI	129

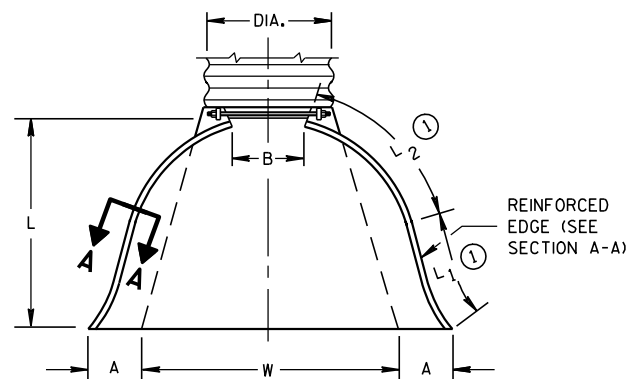


END VIEW



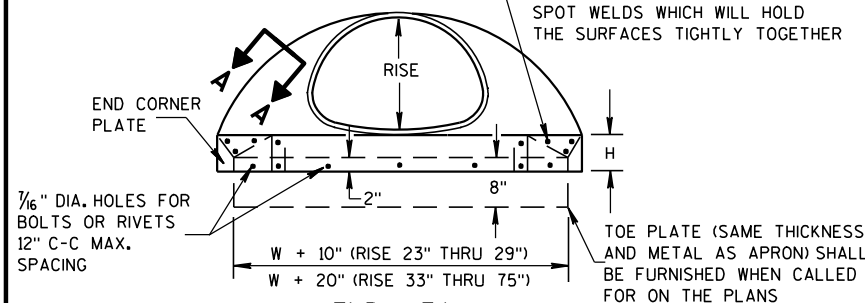
LONGITUDINAL SECTION

CONCRETE ENDWALLS

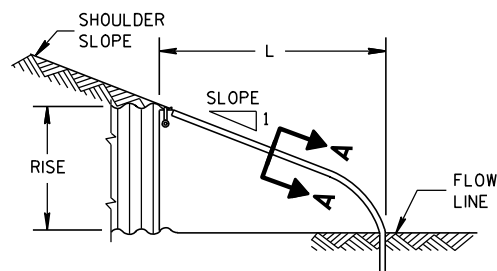
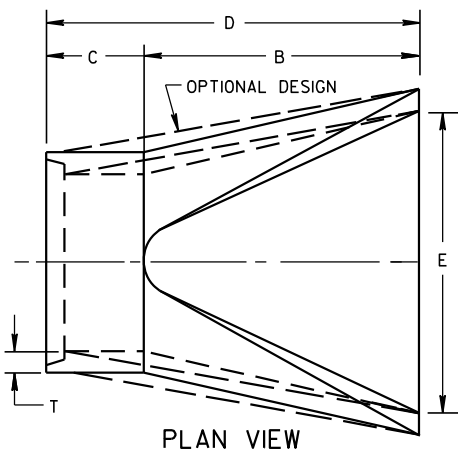


PLAN VIEW

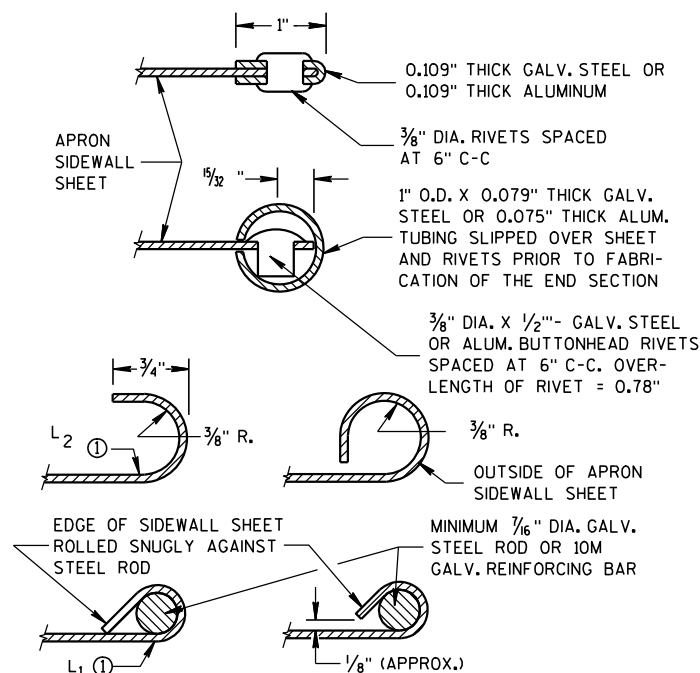
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



END VIEW

SIDE ELEVATION
METAL ENDWALLS

PLAN VIEW



SECTION A-A

2- 2 ² / ₃ " x 1 ¹ / ₂ " CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 ¹ / ₂ ")	L ₁ ①	L ₂ ①	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 ¹ / ₂ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 ³ / ₈	36	2 ¹ / ₂ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 ³ / ₄	42	2 ¹ / ₂ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 ¹ / ₂	48	2 ¹ / ₂ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 ⁵ / ₈	60	2 ¹ / ₂ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 ³ / ₈	75	2 ¹ / ₂ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 ³ / ₄	85	2 ¹ / ₂ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 ¹ / ₂ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 ³ / ₄	102	2 ¹ / ₄ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 ¹ / ₄	114	2 ¹ / ₄ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

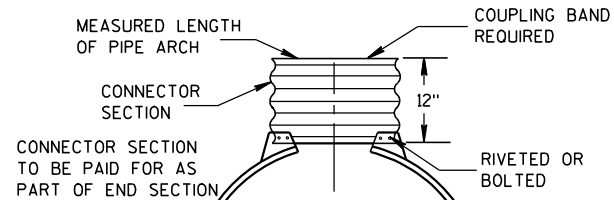
3" X 1" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L ₁ ⓪	L ₂ ⓪	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES

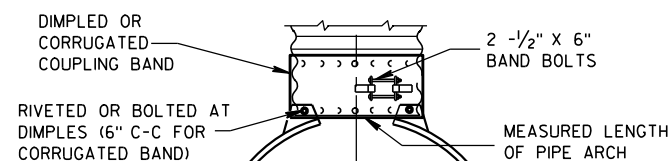
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 1/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	30	19	3 1/4	8 1/2	39	33	72	48	3 to 1
30	38	24	3 3/4	9 1/2	54	18	72	60	3 to 1
36	45	29	4 1/2	11 1/8	60	24	84	72	2 1/2 to 1
42	53	34	5	15 1/4	60	36	96	78	2 1/2 to 1
48	60	38	5 1/2	21	60	36	96	84	2 1/2 to 1
54	68	43	6	25 1/2	60	36	96	90	2 1/2 to 1
60	76	48	6 1/2	30	60	36	96	96	2 1/2 to 1

**NOMINAL SIZE

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR
PIPE ARCH AND
ELLIPTICAL PIPESTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94

DATE

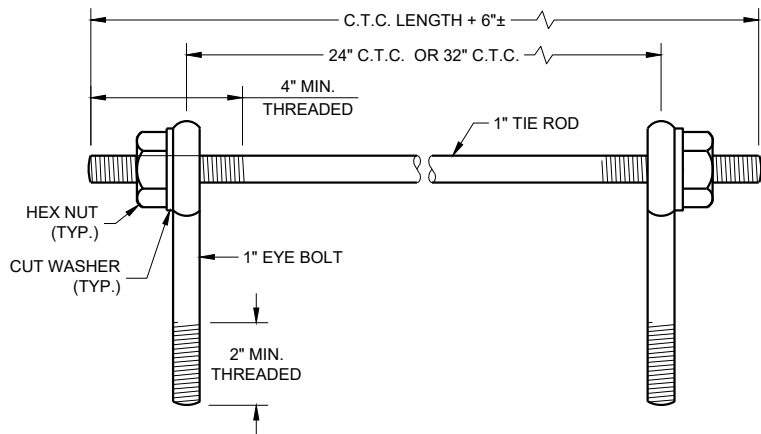
/S/ Rory L. Rhinehart

CHIEF ROADWAY DEVELOPER

FHWA

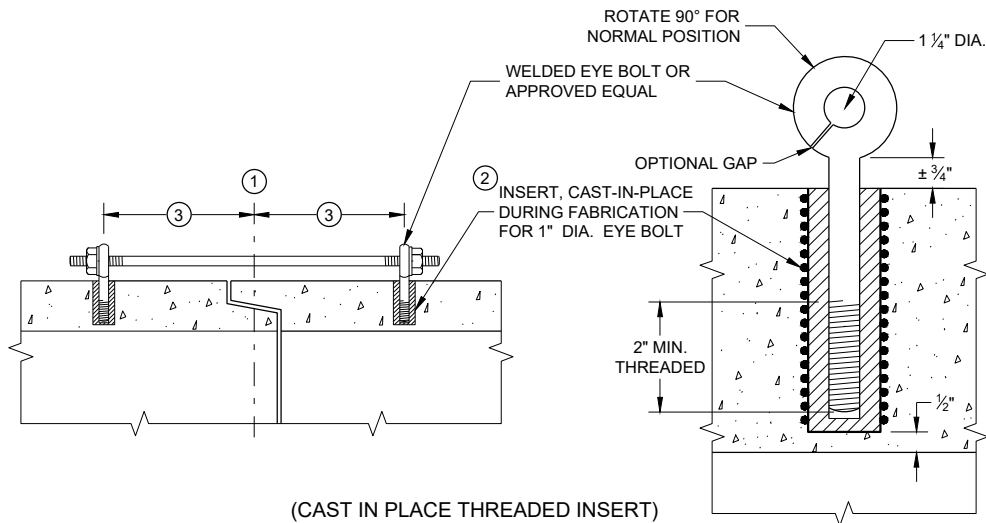
130

ENGINEER



EYE BOLTS AND TIE ROD

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)



(CAST IN PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

GENERAL NOTES

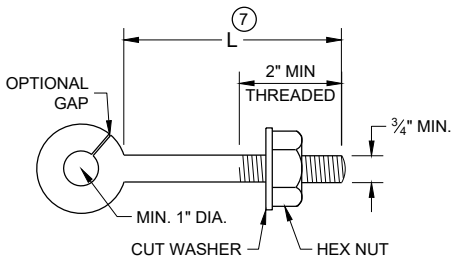
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

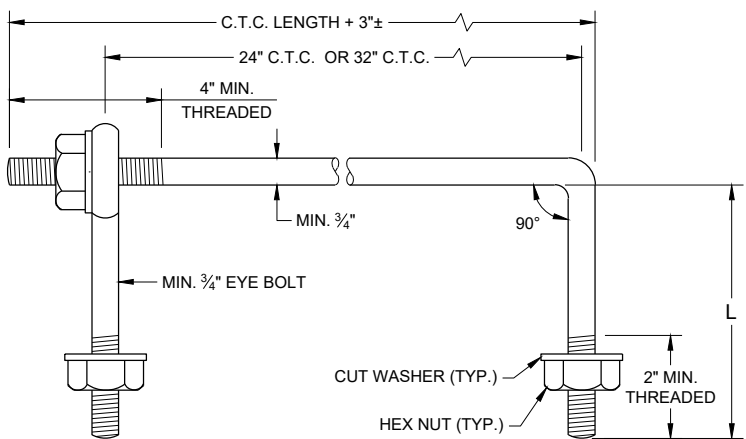
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 1 CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- 3 HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- 5 OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- 6 LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.
- 7 EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

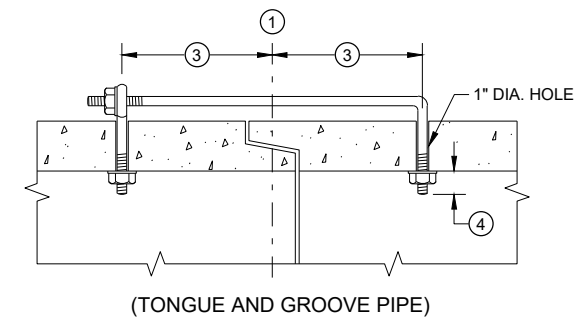


EYE BOLT 7

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



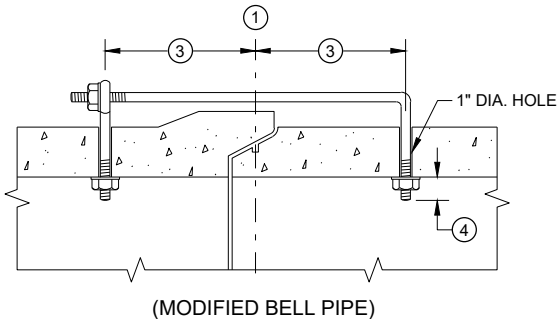
EYE BOLT AND TIE ROD



LONGITUDINAL SECTION

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

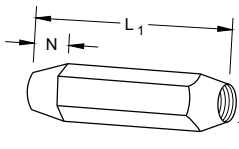


(MODIFIED BELL PIPE)

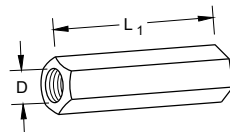
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

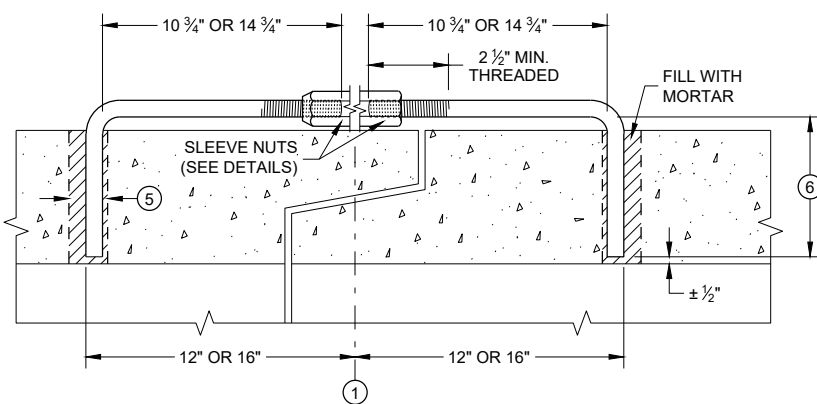


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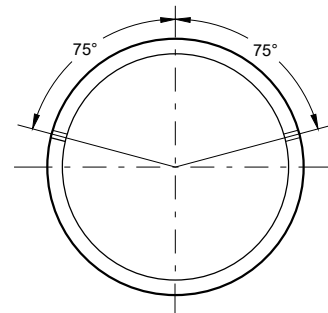
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



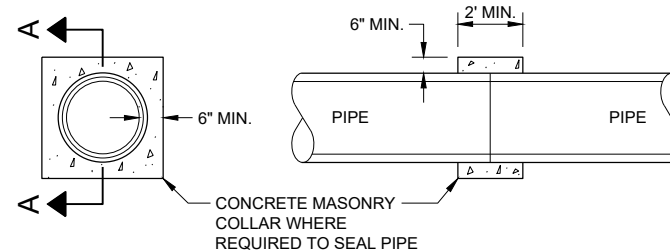
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



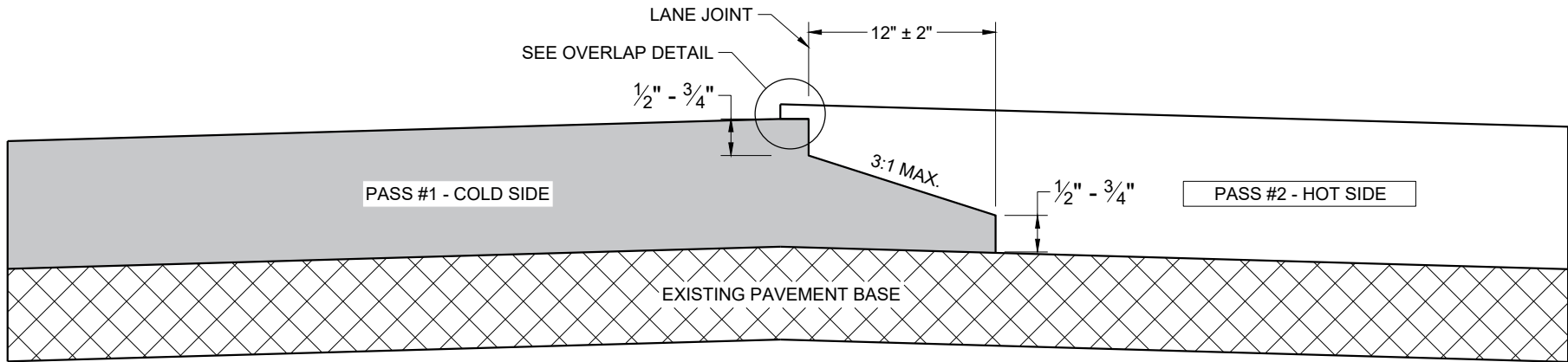
SECTION A - A

CONCRETE COLLAR DETAIL

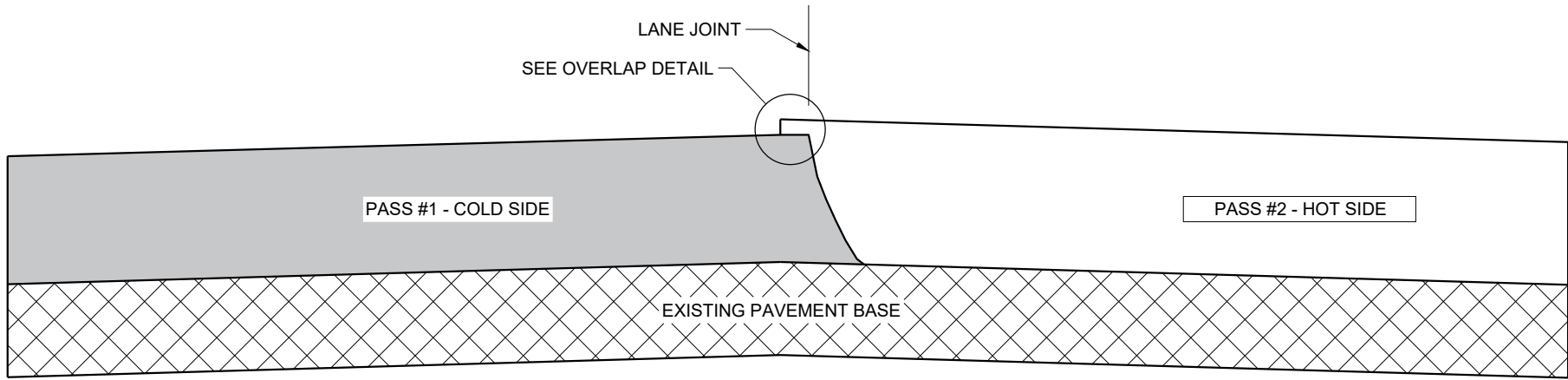
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

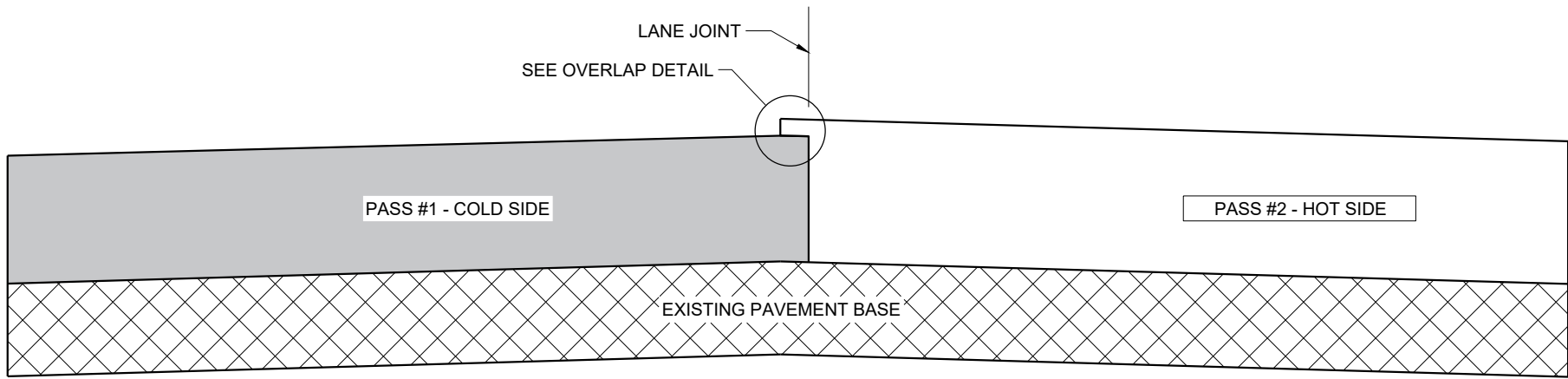
APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA 131



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

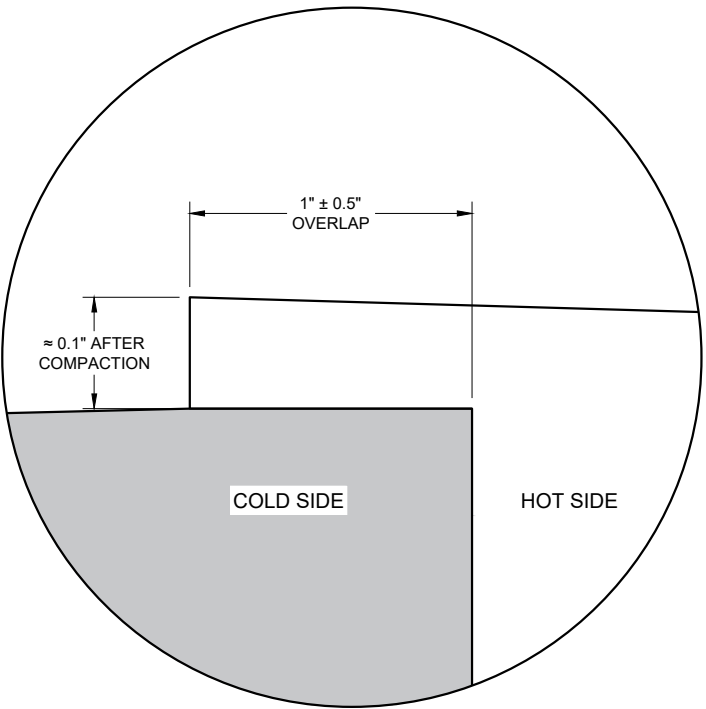
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



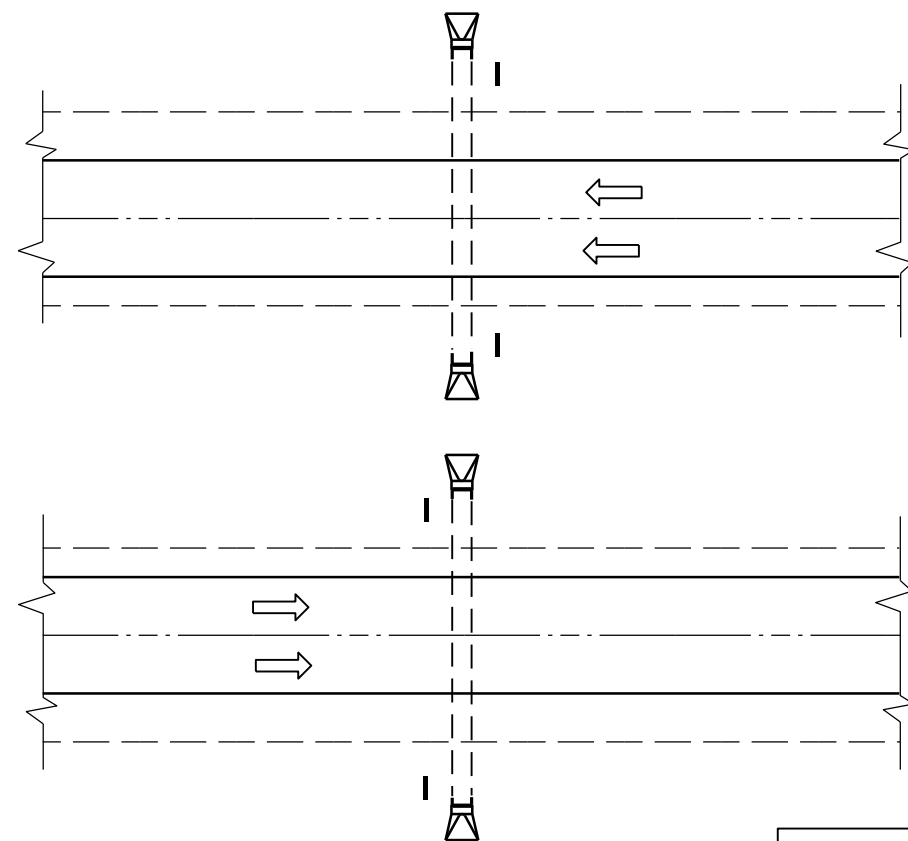
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

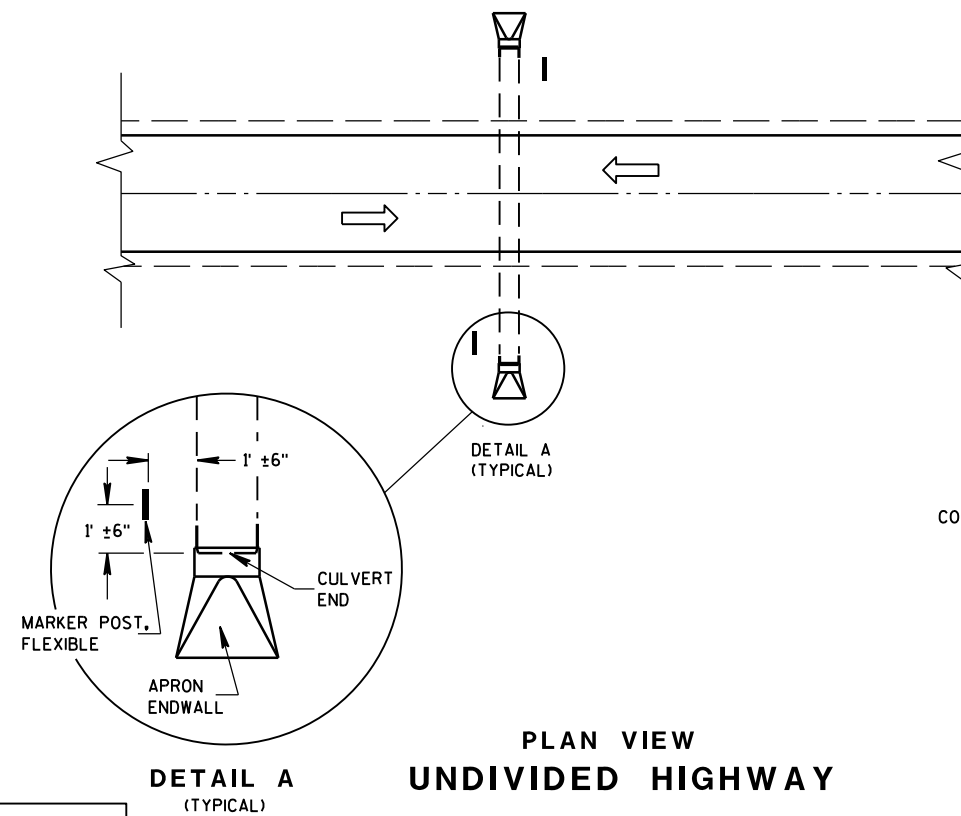
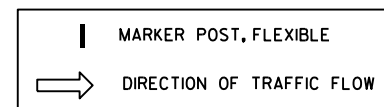
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 132

FHWA



PLAN VIEW
DIVIDED HIGHWAY

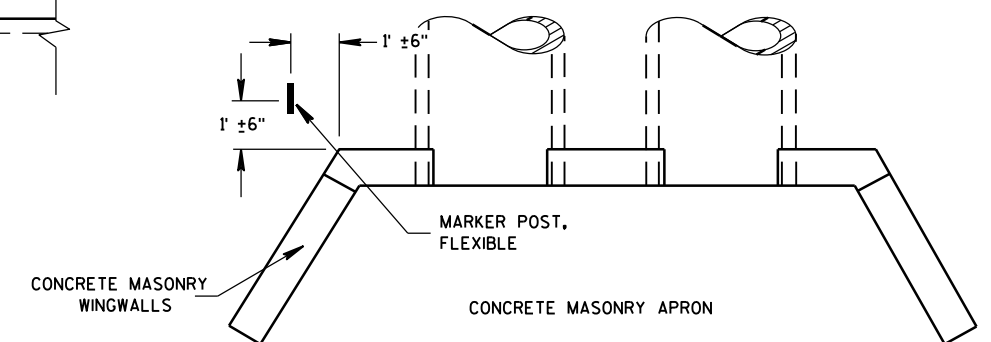


PLAN VIEW
UNDIVIDED HIGHWAY

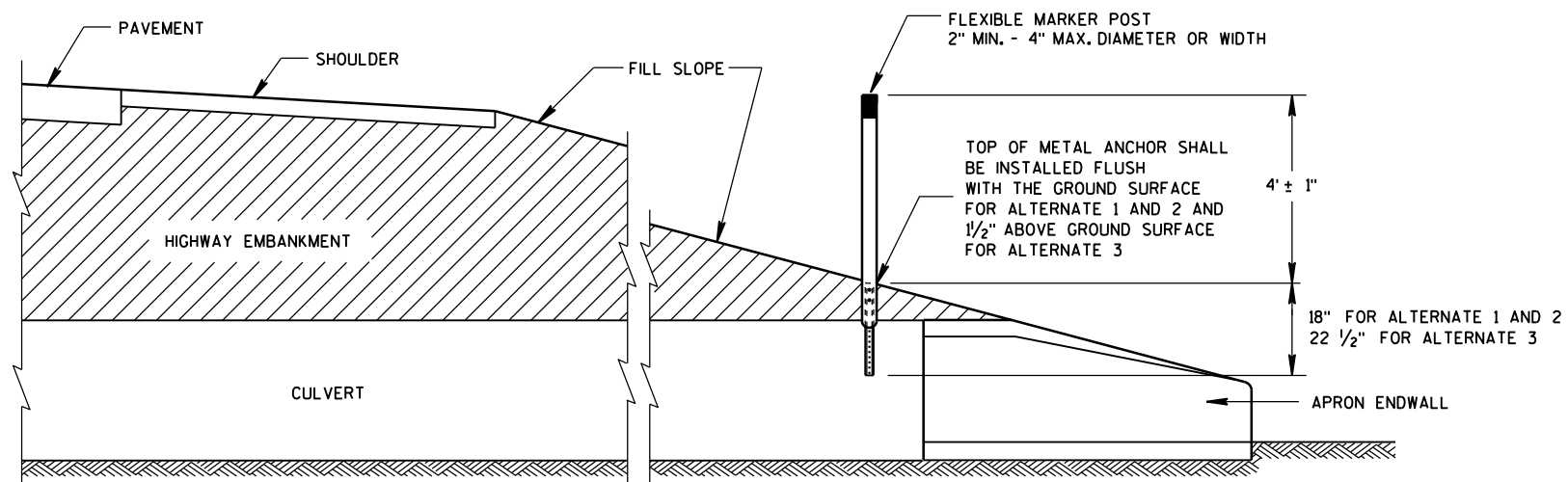
FLEXIBLE MARKER POST LOCATION

GENERAL NOTES

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



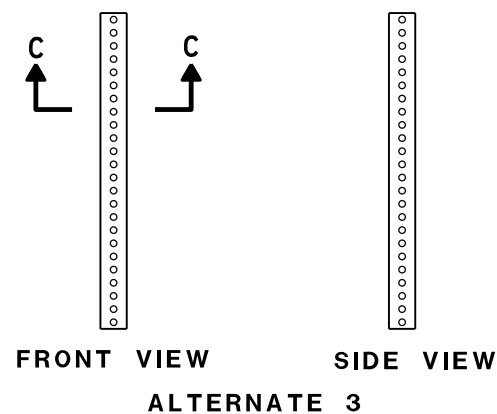
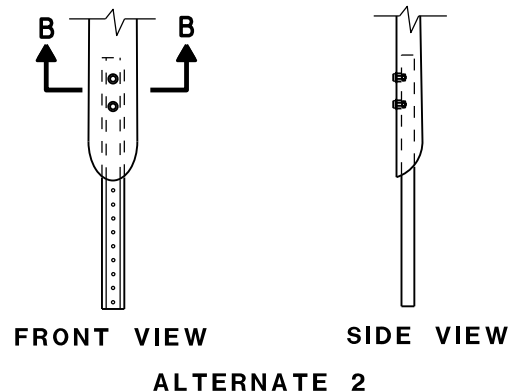
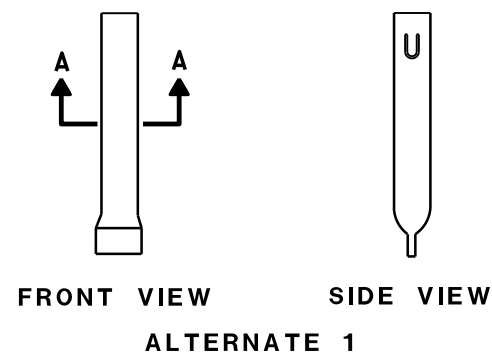
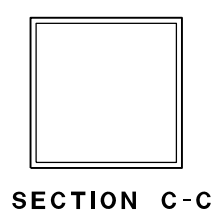
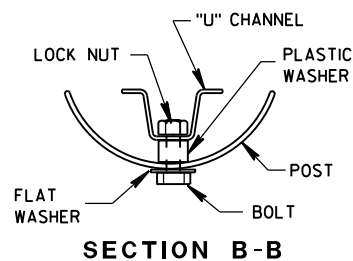
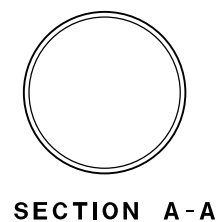
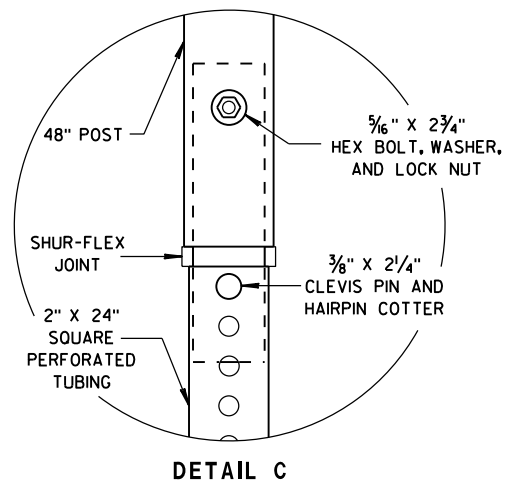
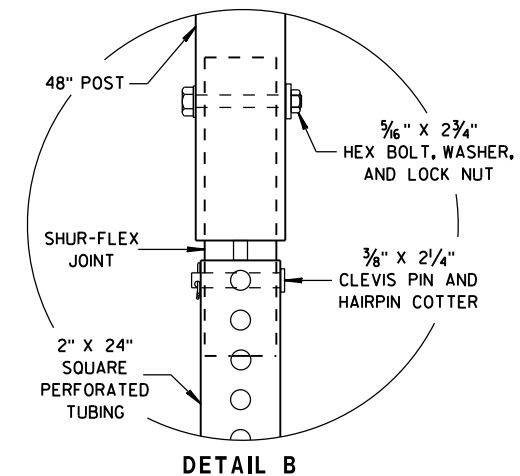
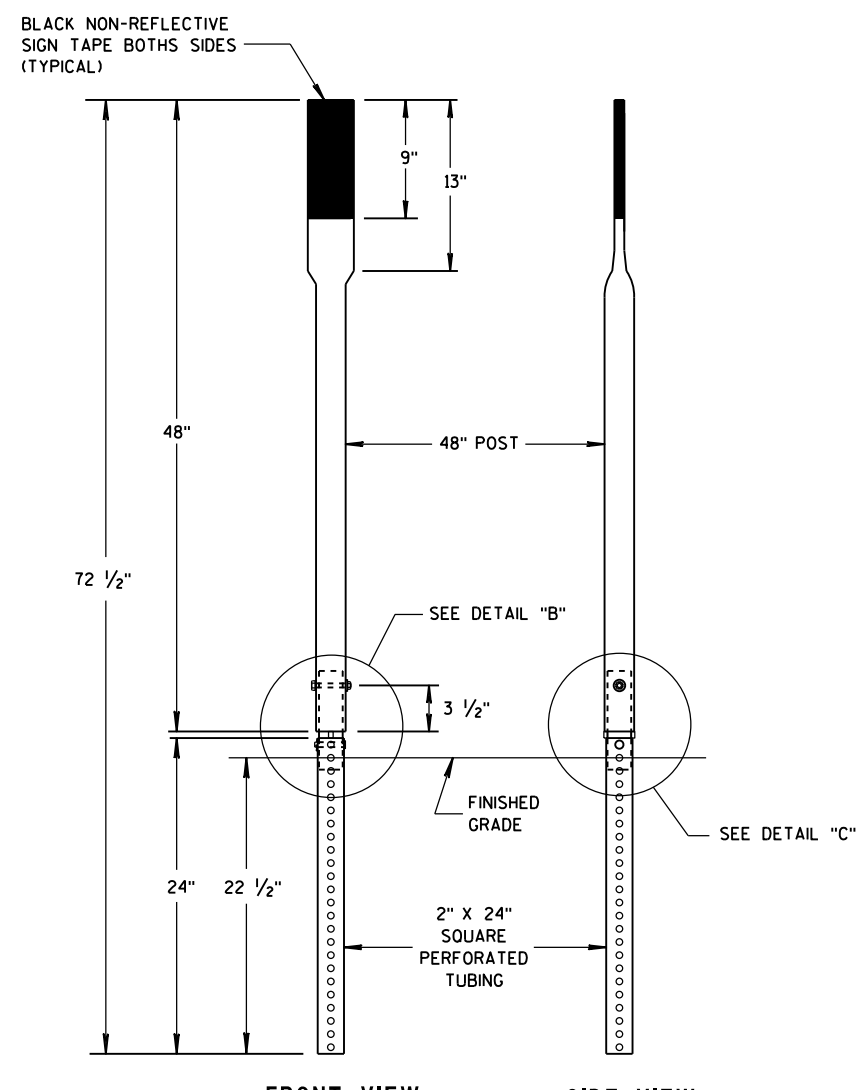
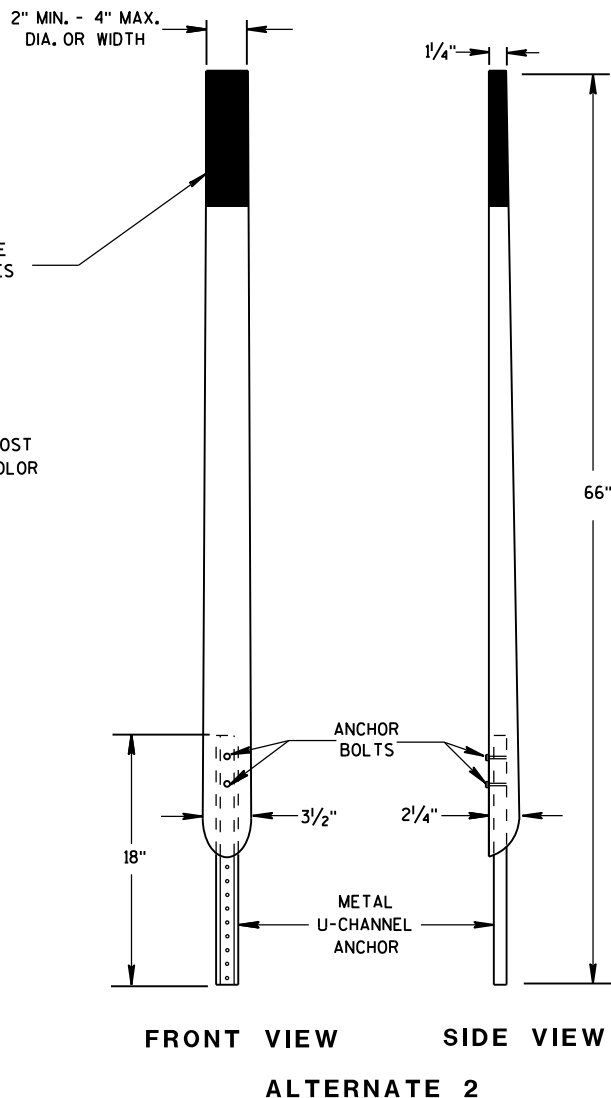
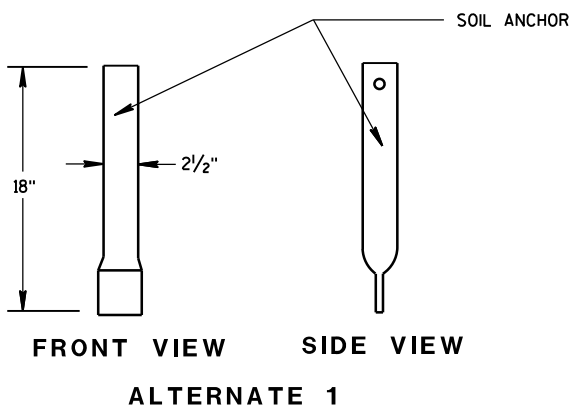
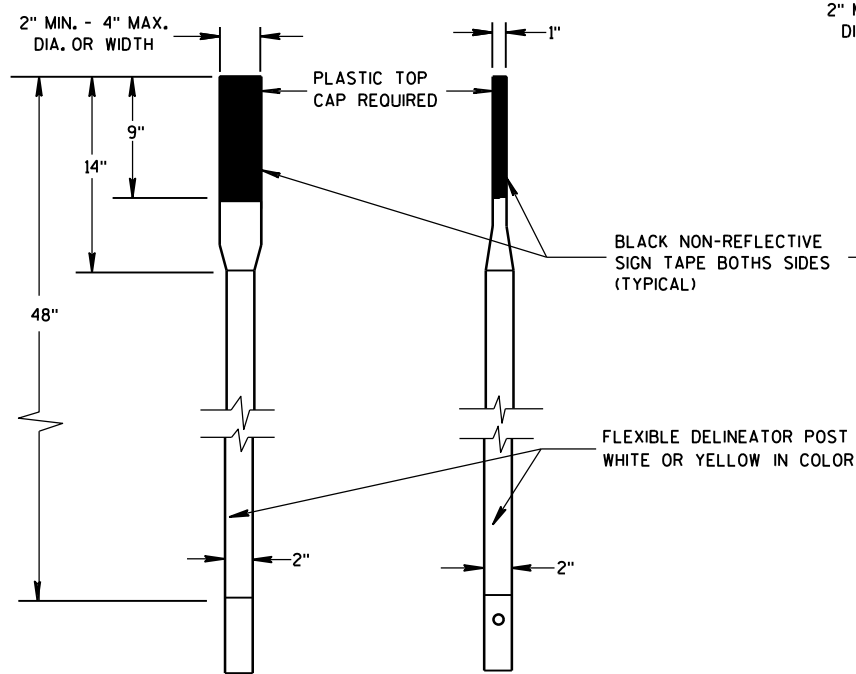
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



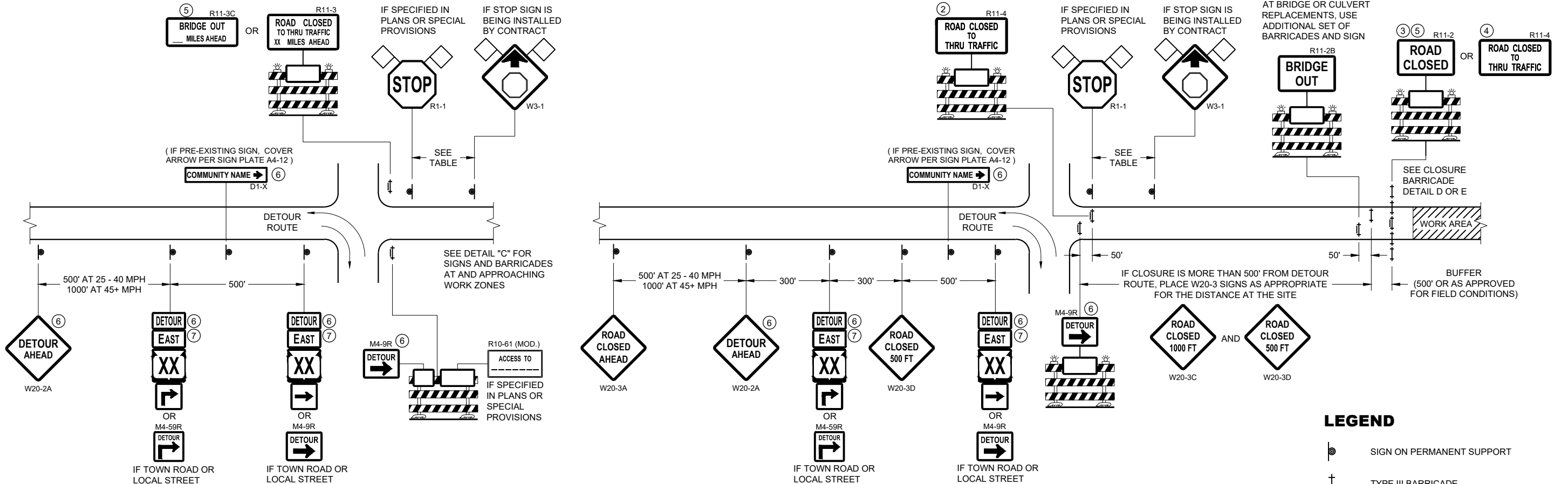
CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 133



FLEXIBLE MARKER POST FOR CULVERT END	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/1/2012 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER 134 IGN
FHWA	

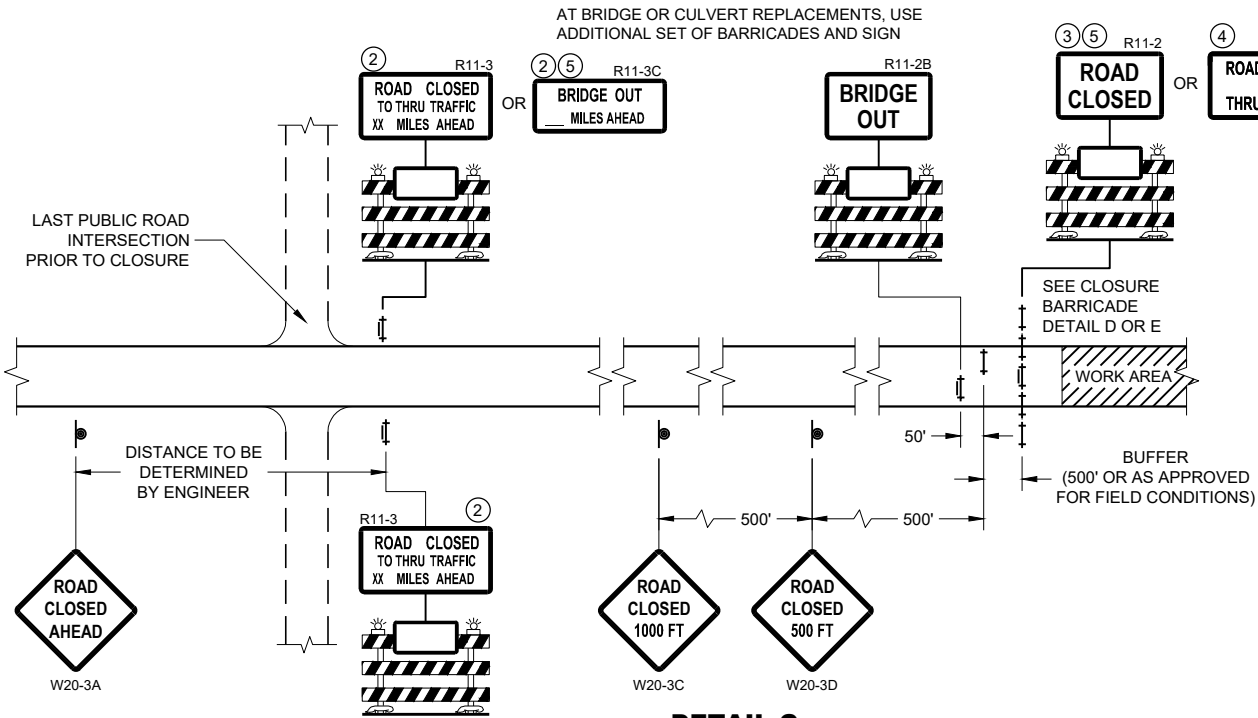


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

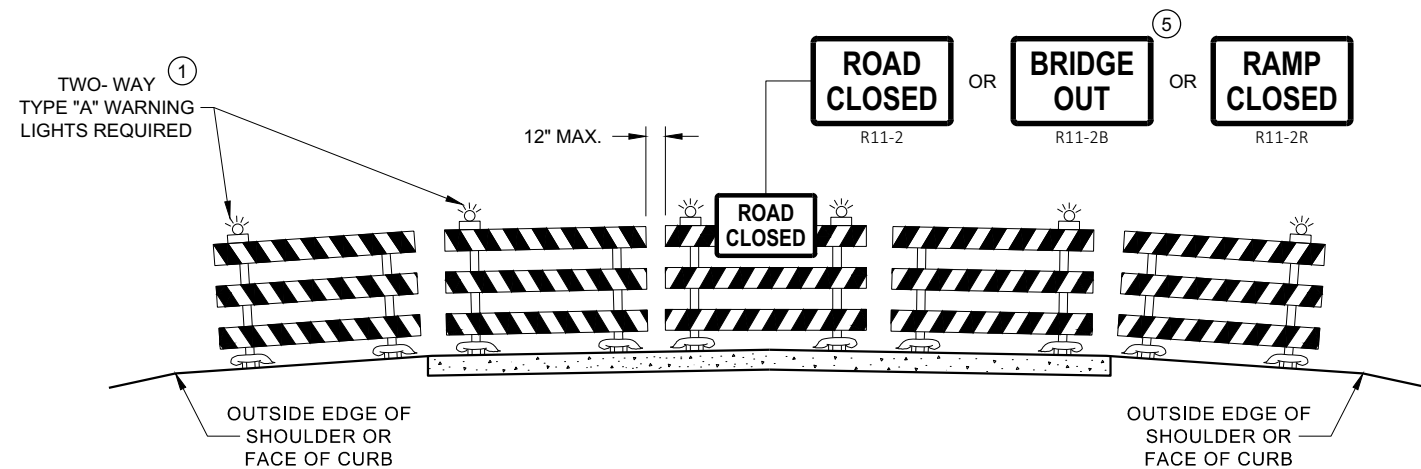
LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M06 - 1

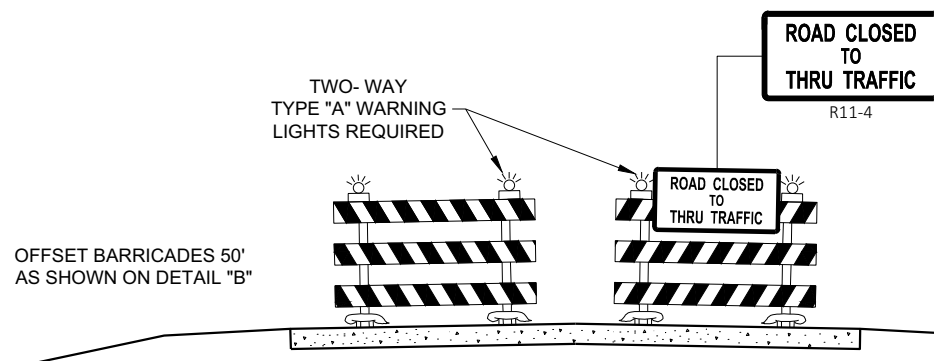
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 135
FHWA



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

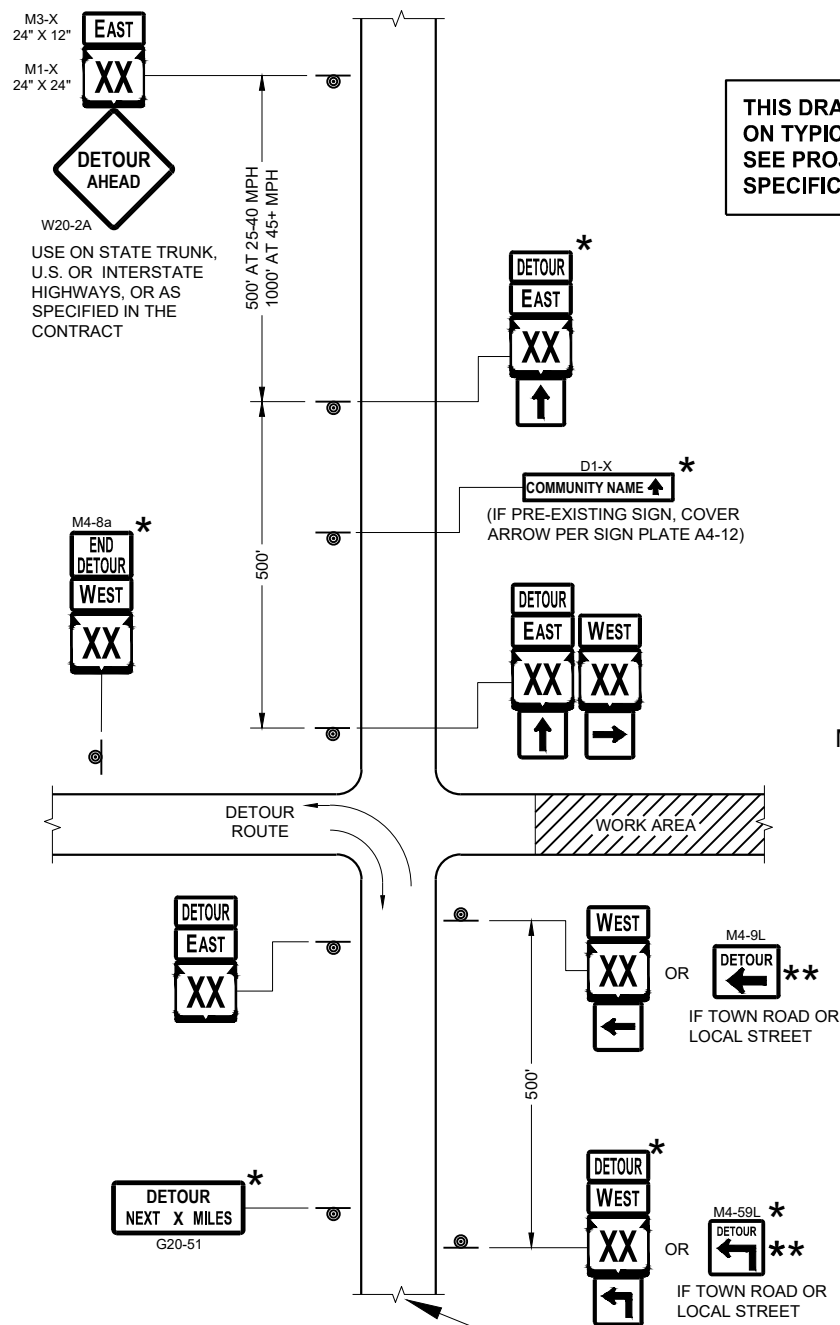
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
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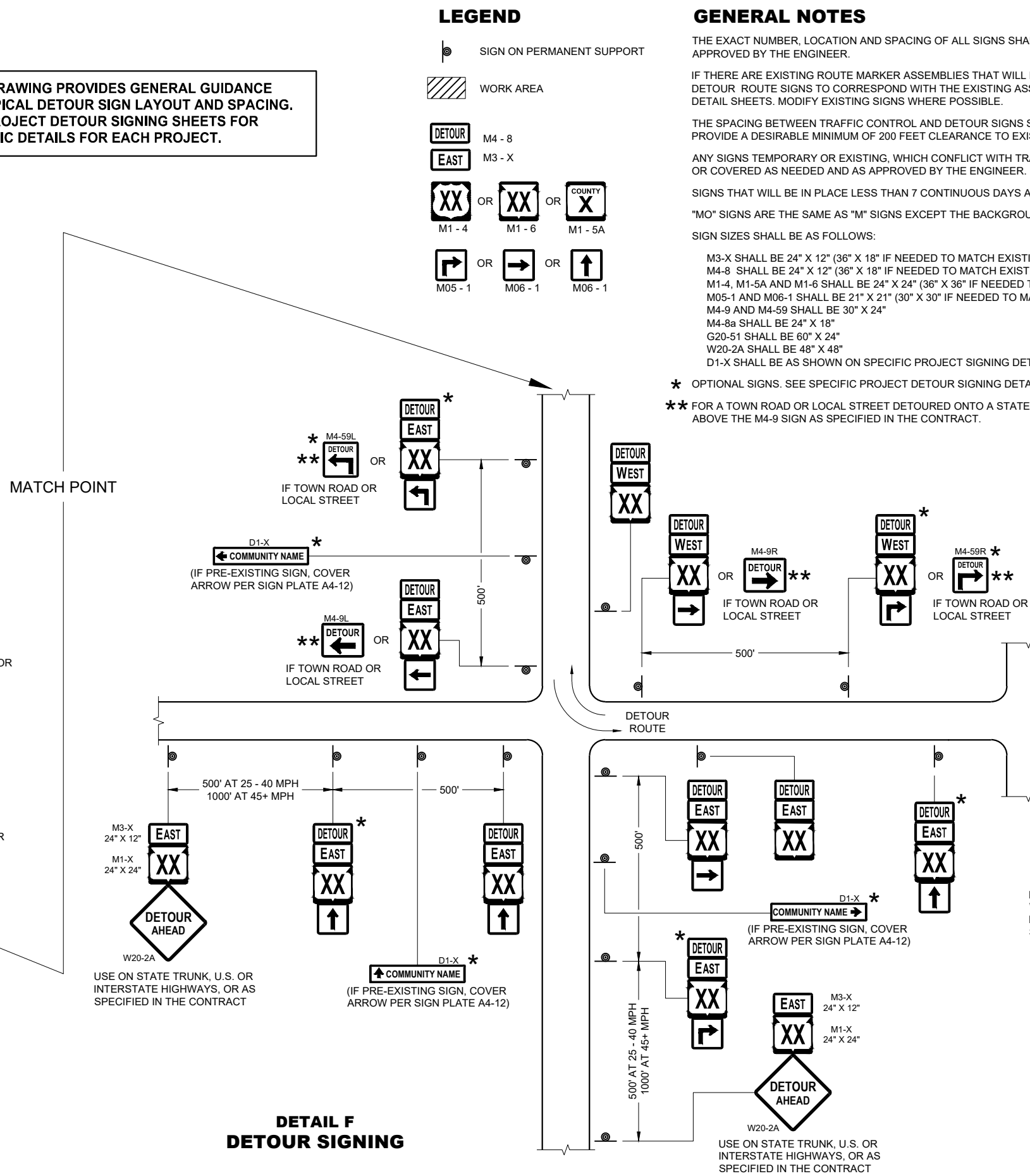
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DATE WORK ZONE ENGINEER 136
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**THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.**

SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

SDD 15C02 - 08c



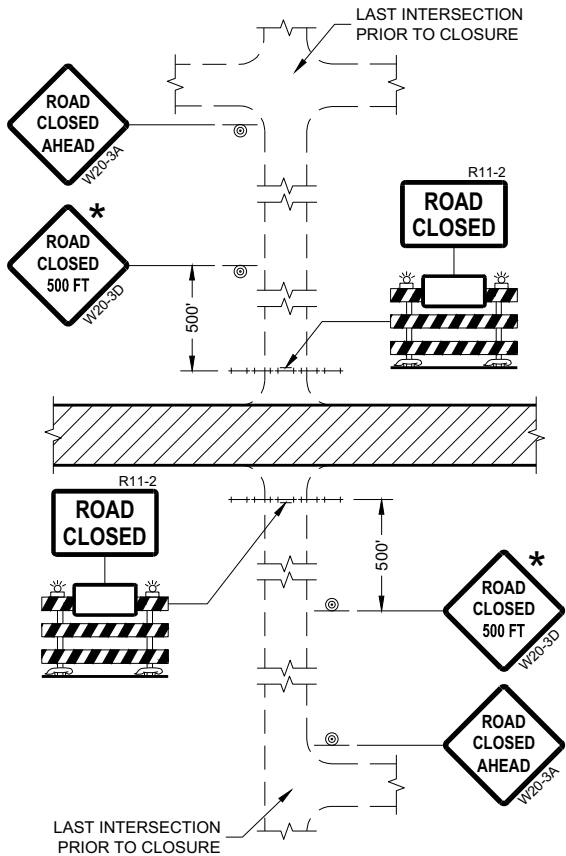
DETAIL F DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

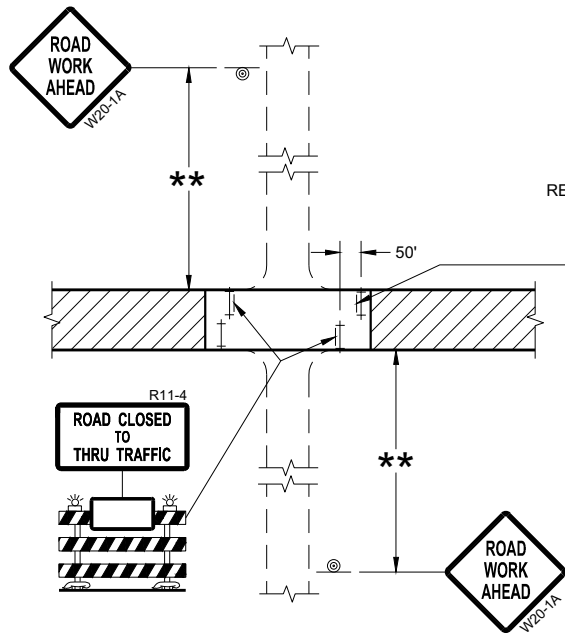
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DATE WORK ZONE ENGINEER 137

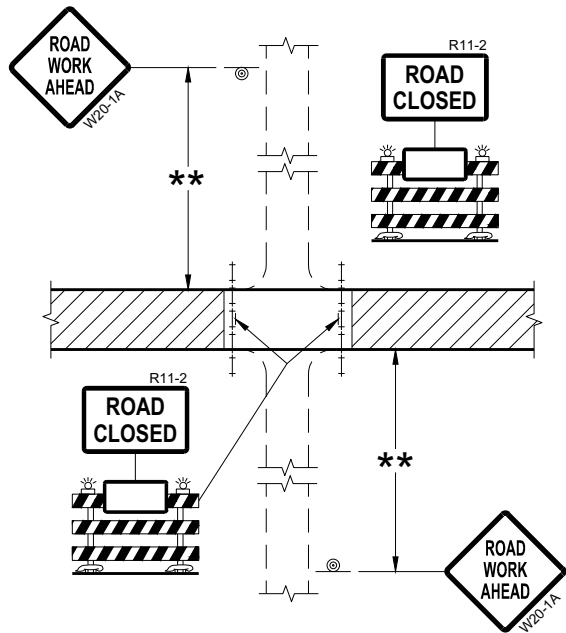
SDD15C02 - 08c



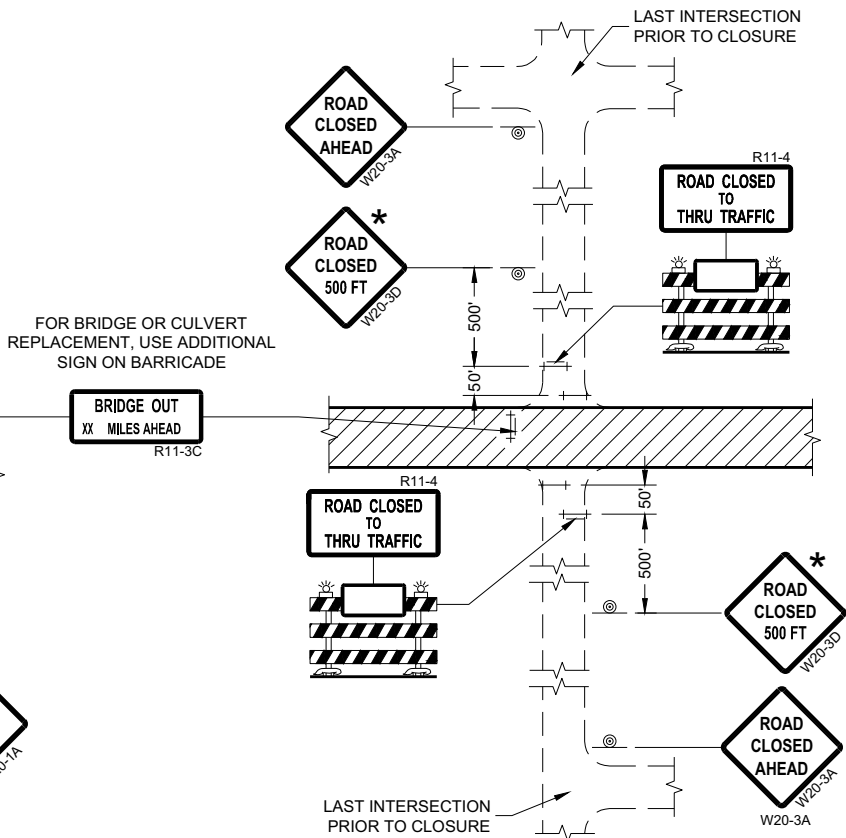
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

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DEPARTMENT OF TRANSPORTATION

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July 2018 /S/ Andrew Heidtke
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GENERAL NOTES

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

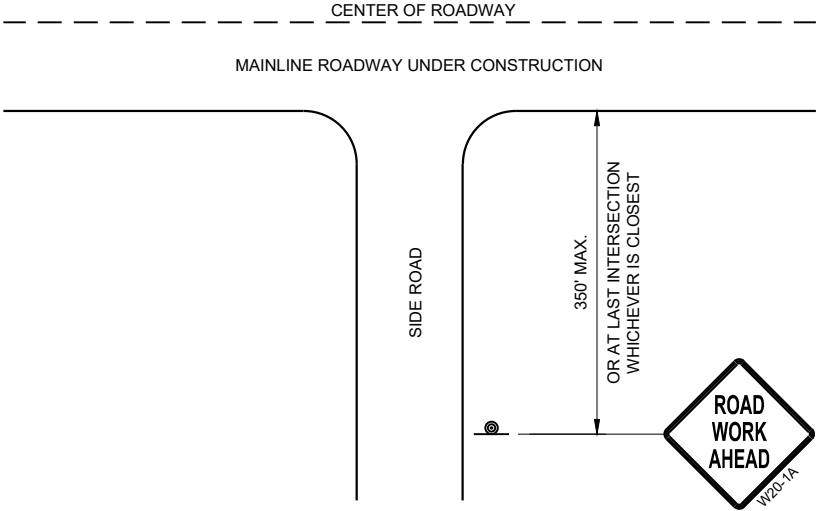
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

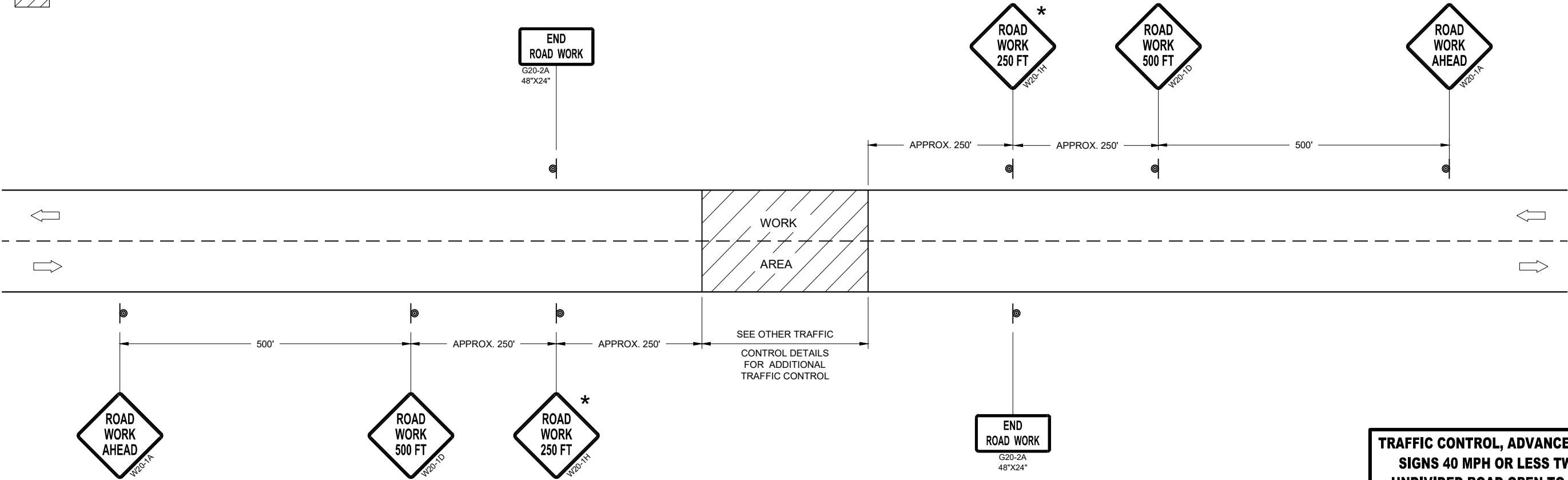
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



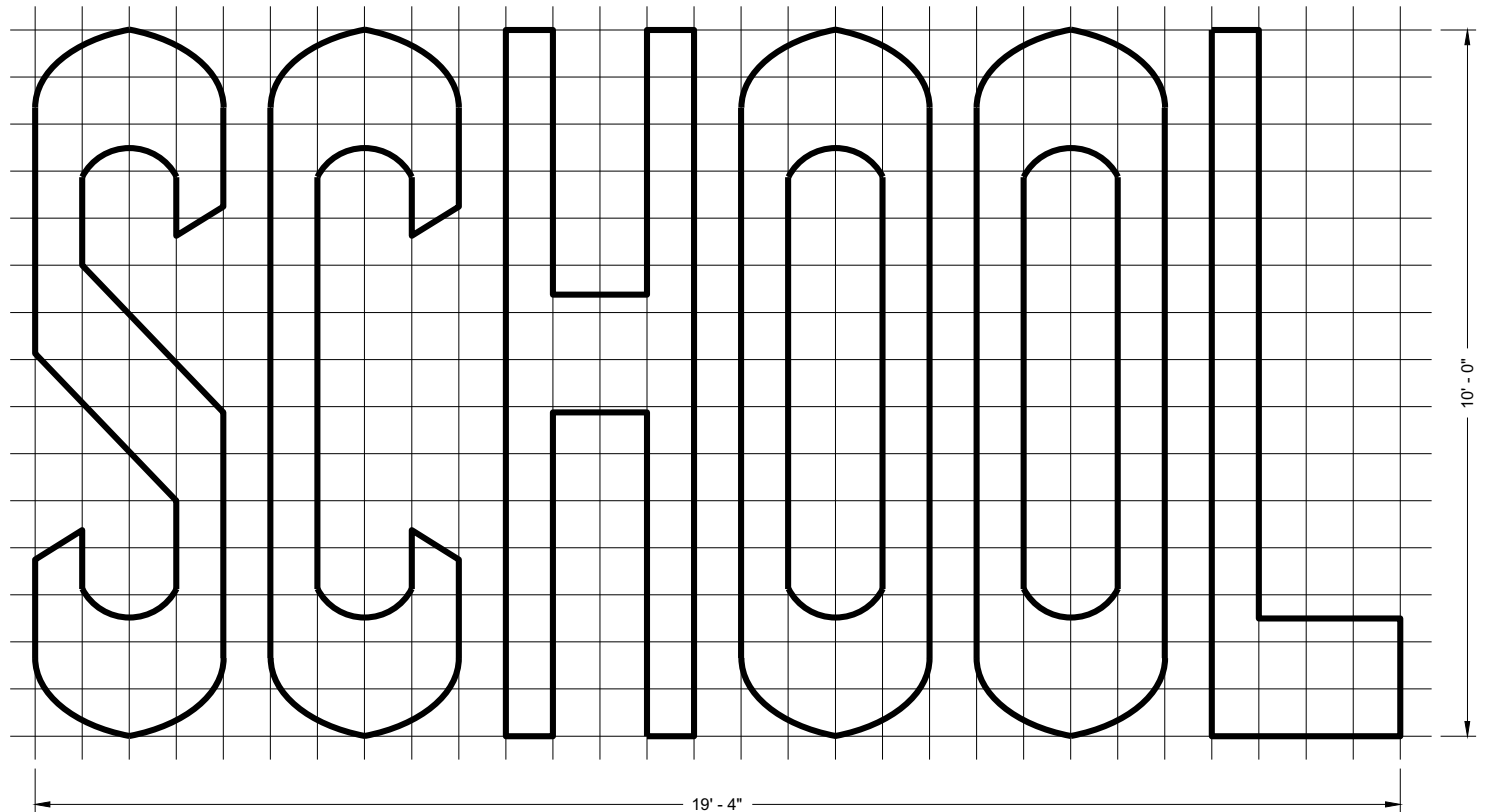
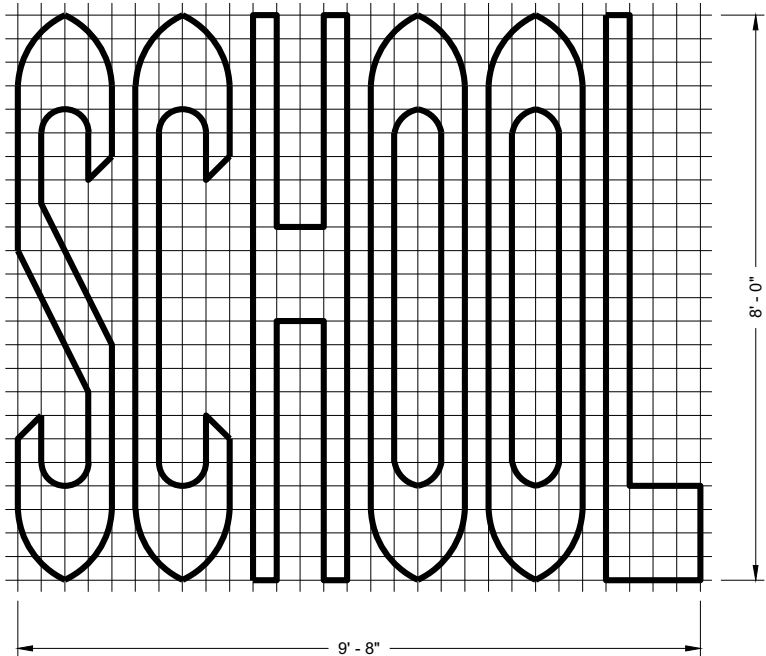
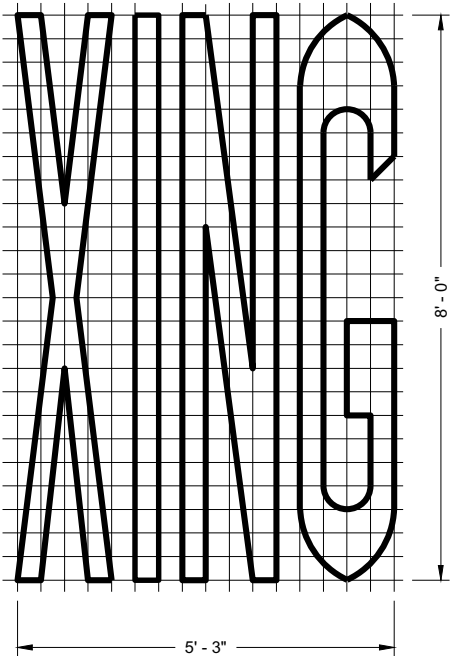
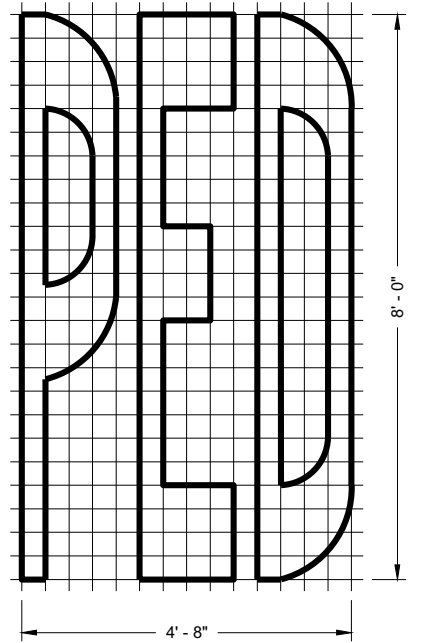
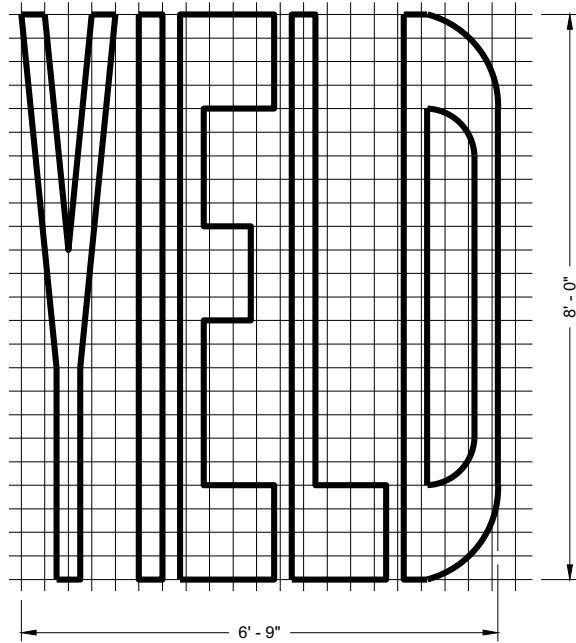
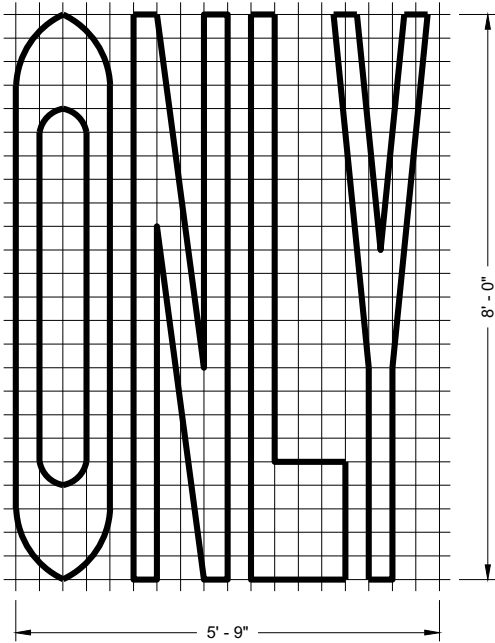
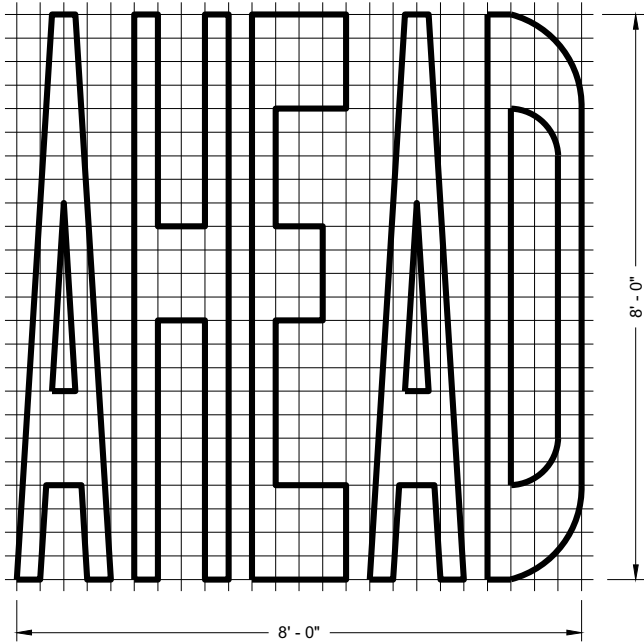
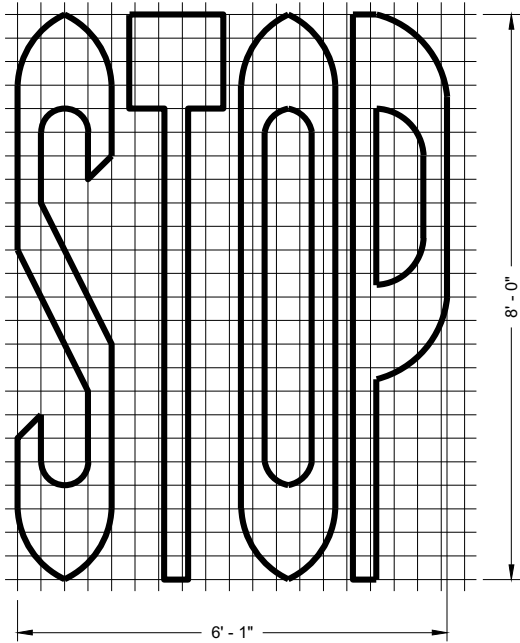
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

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SINGLE LANE

TWO - LANE

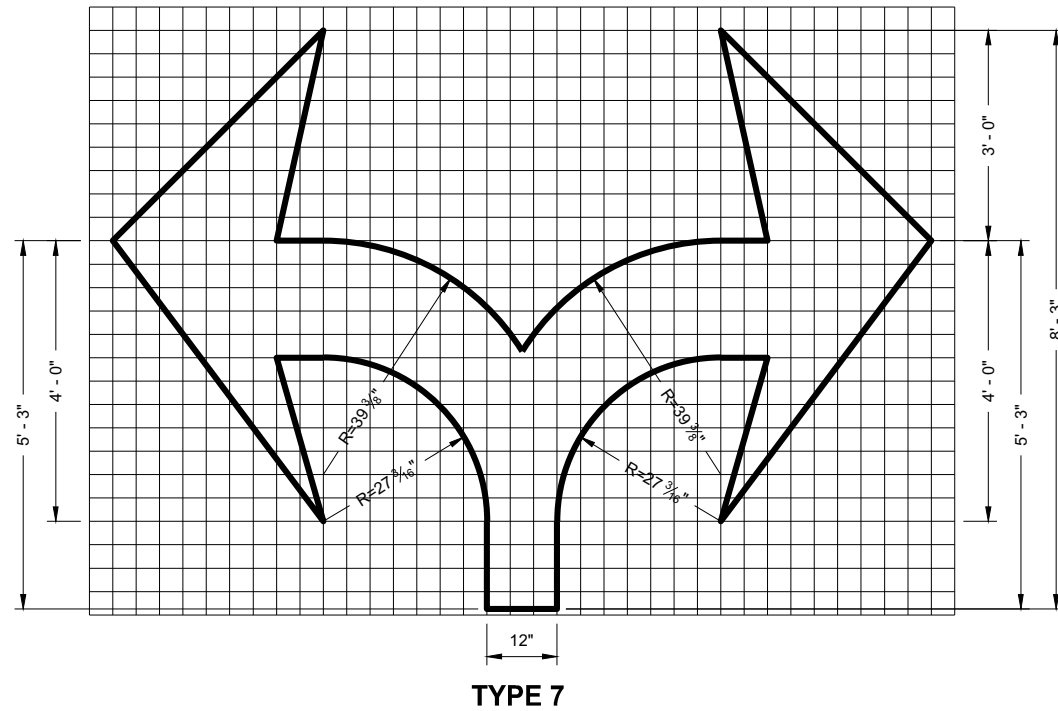
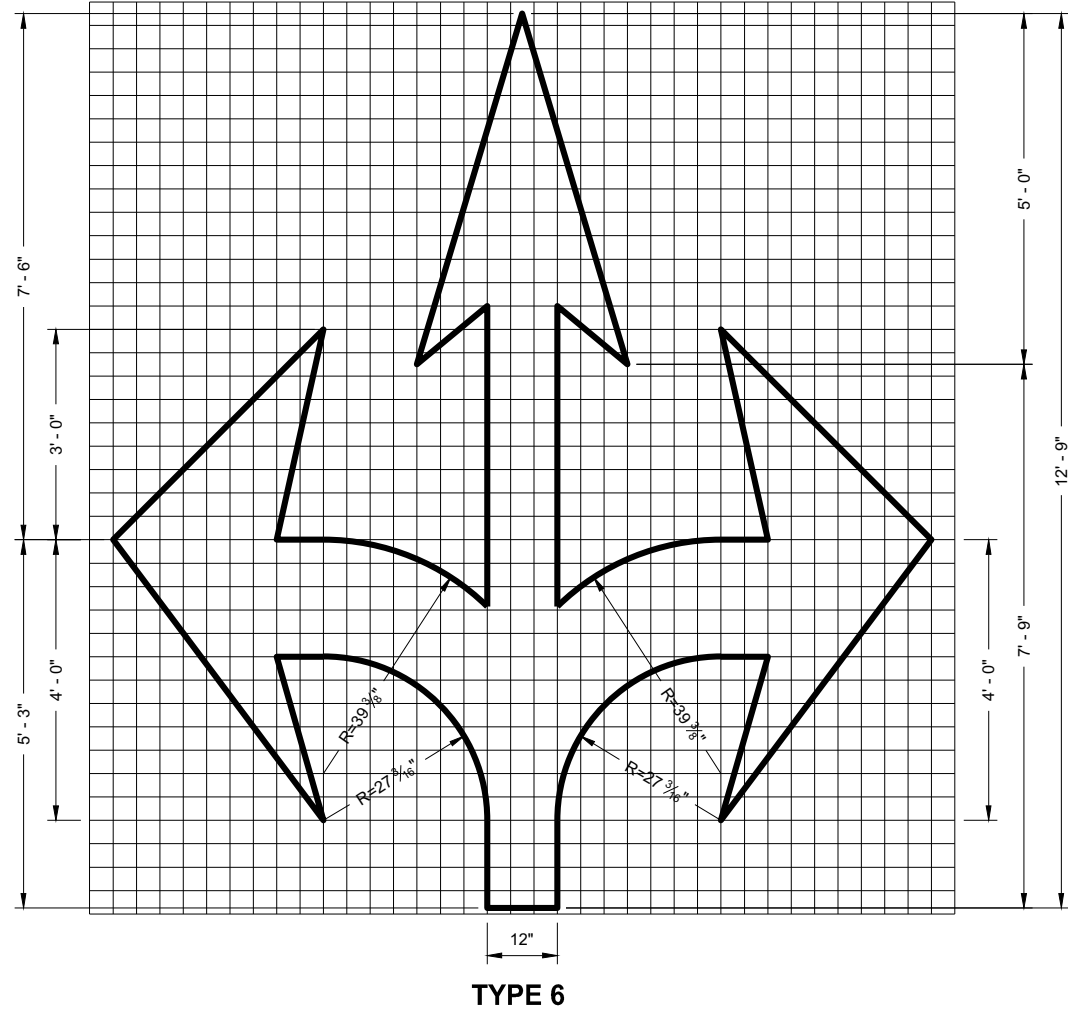
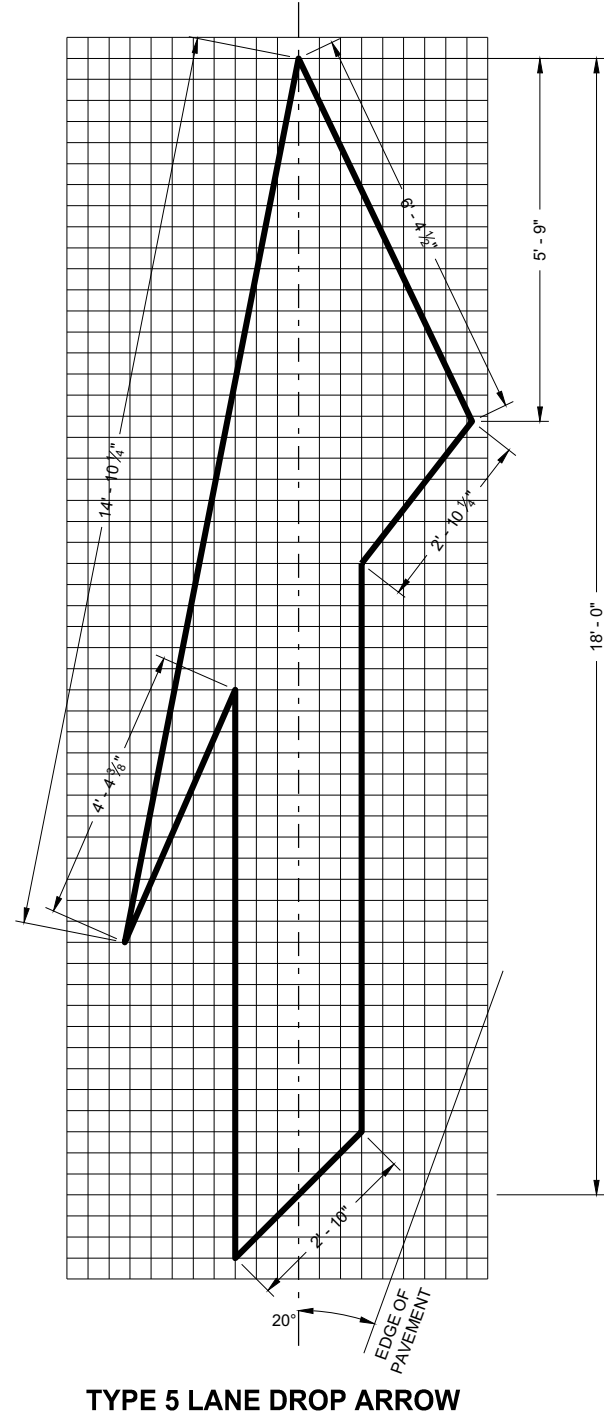
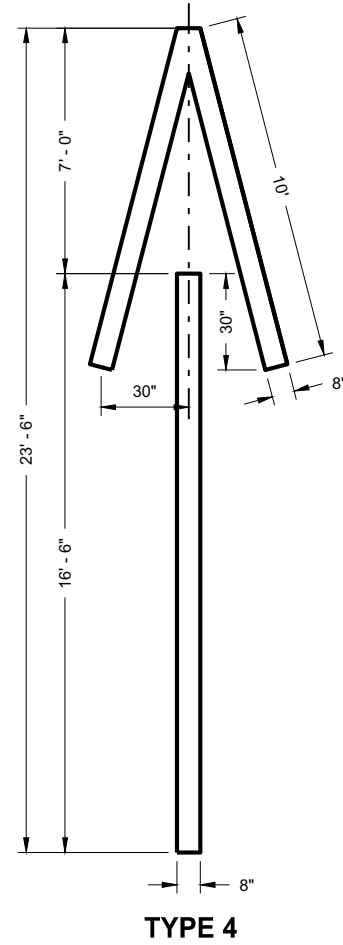
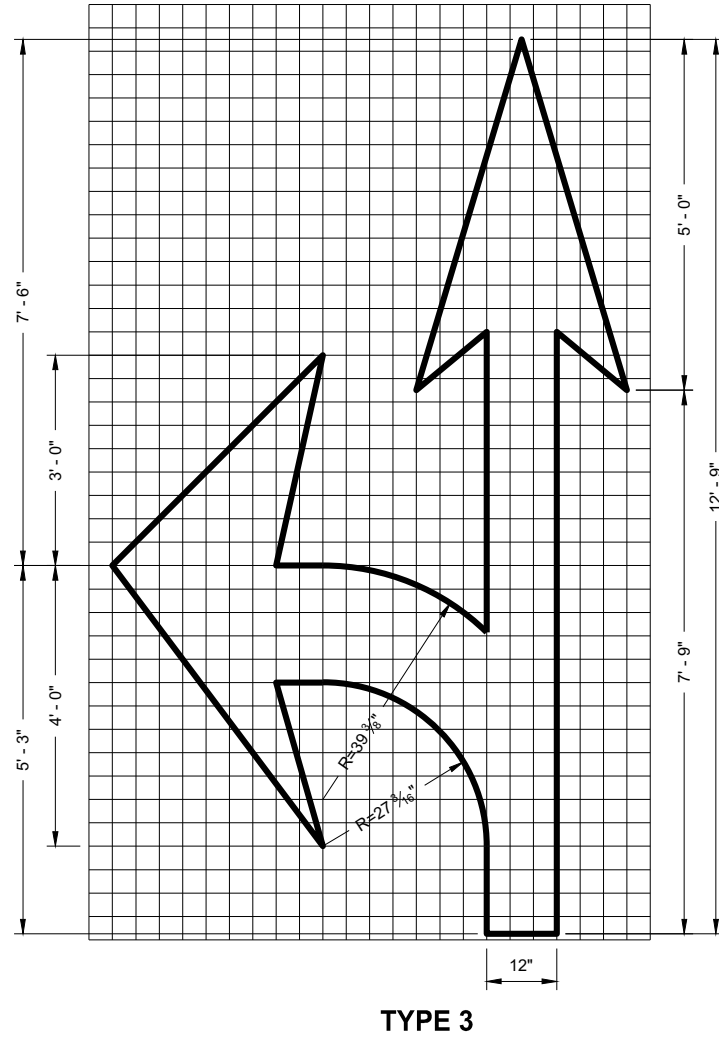
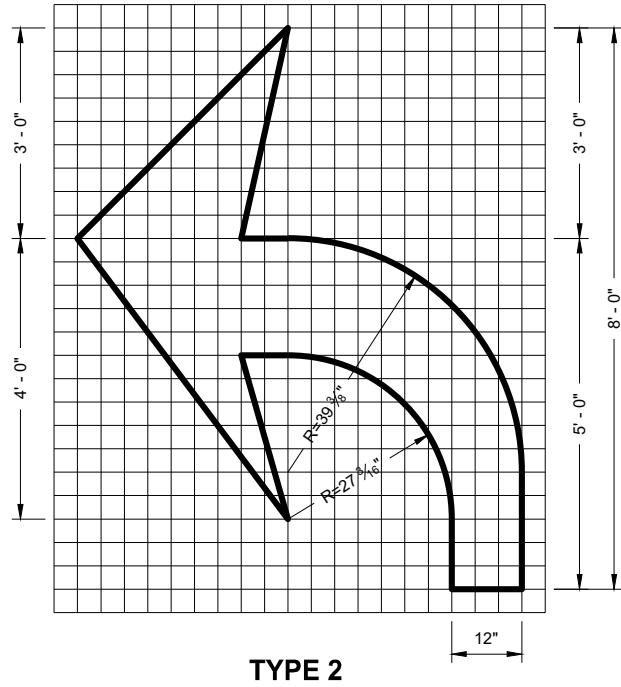
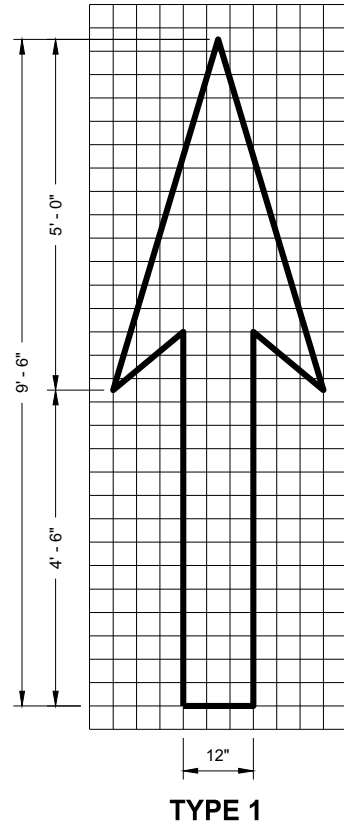
GENERAL NOTES

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

PAVEMENT MARKING WORDS

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DATE STATE SIGNING AND MAP ENGINEER 140
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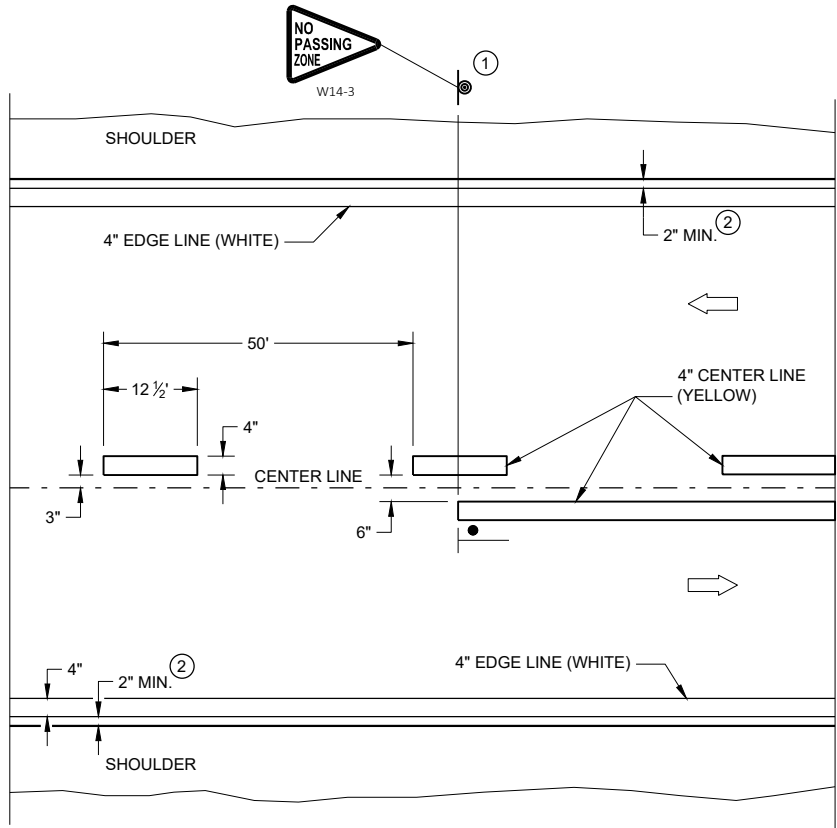
GENERAL NOTES

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

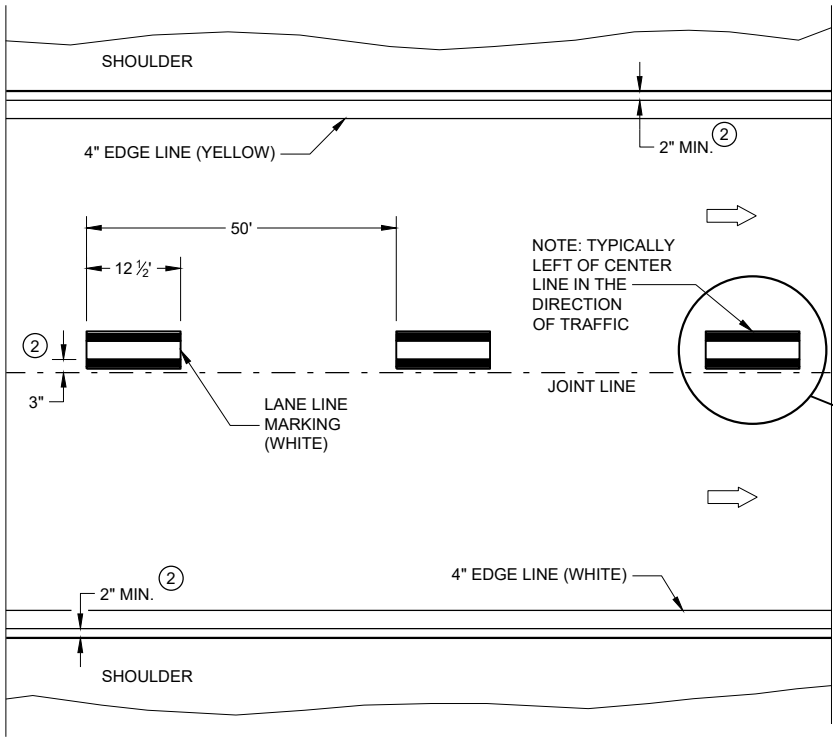
PAVEMENT MARKING ARROWS

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TWO WAY TRAFFIC



ONE WAY TRAFFIC

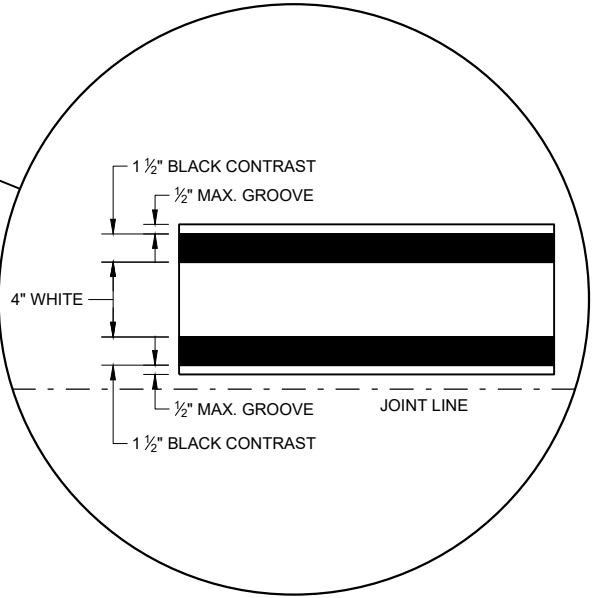
GENERAL NOTES

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

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

LEGEND

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

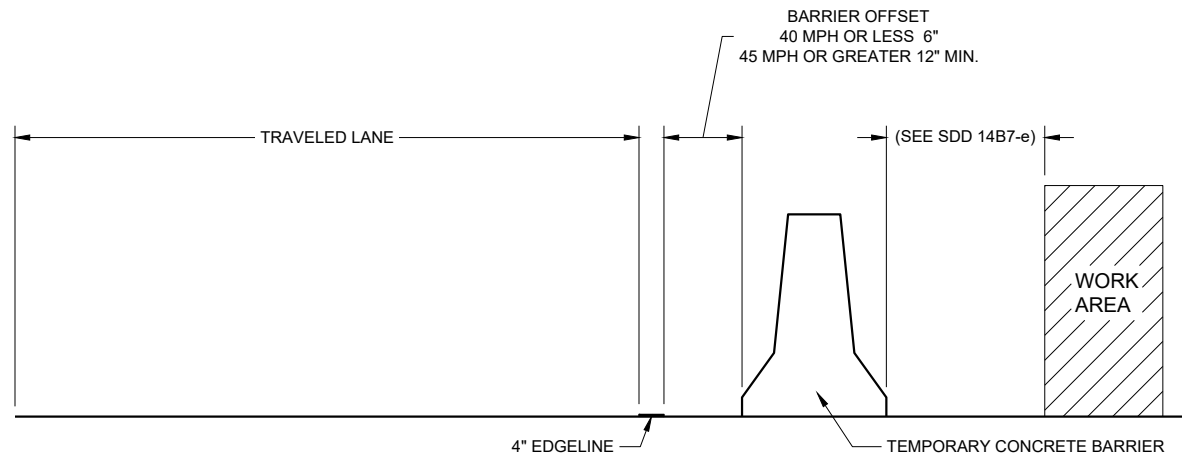


PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE
/S/ Jeannie Silver
STATEWIDE SIGNING AND N
ENGINEER

FHWA



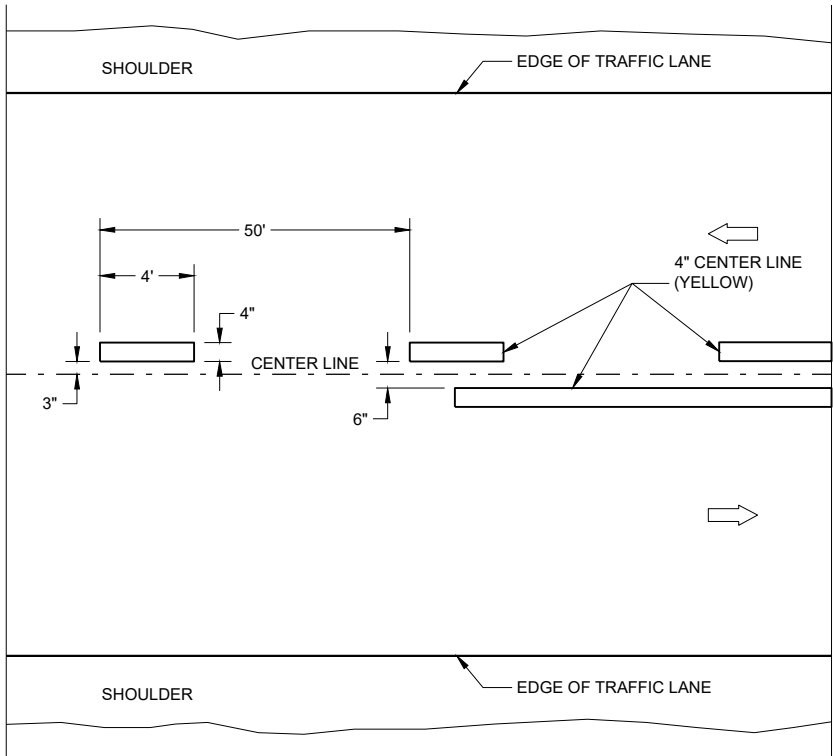
TEMPORARY BARRIER OFFSET FROM EDGE LINE

GENERAL NOTES

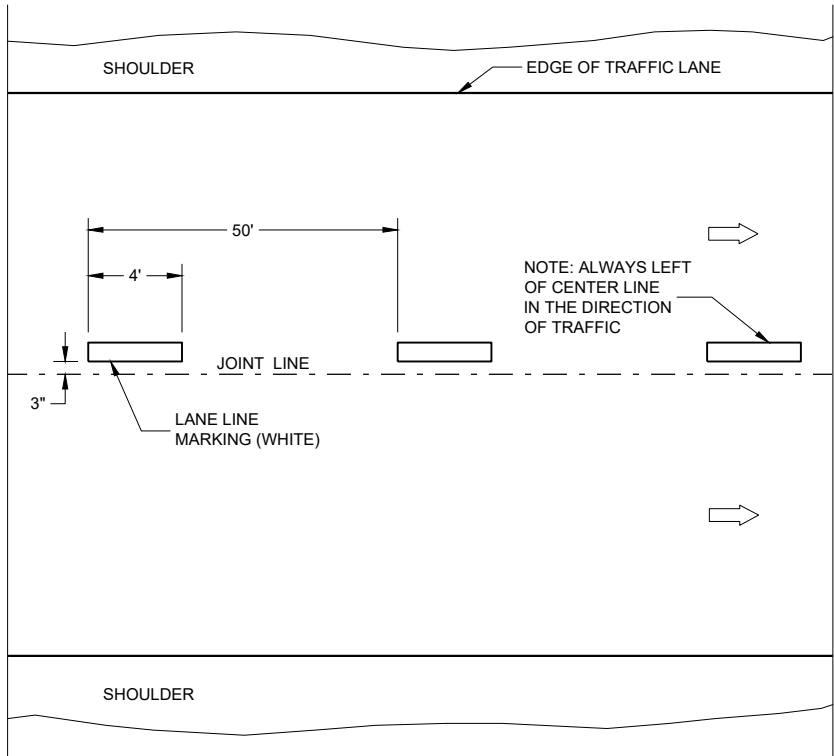
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

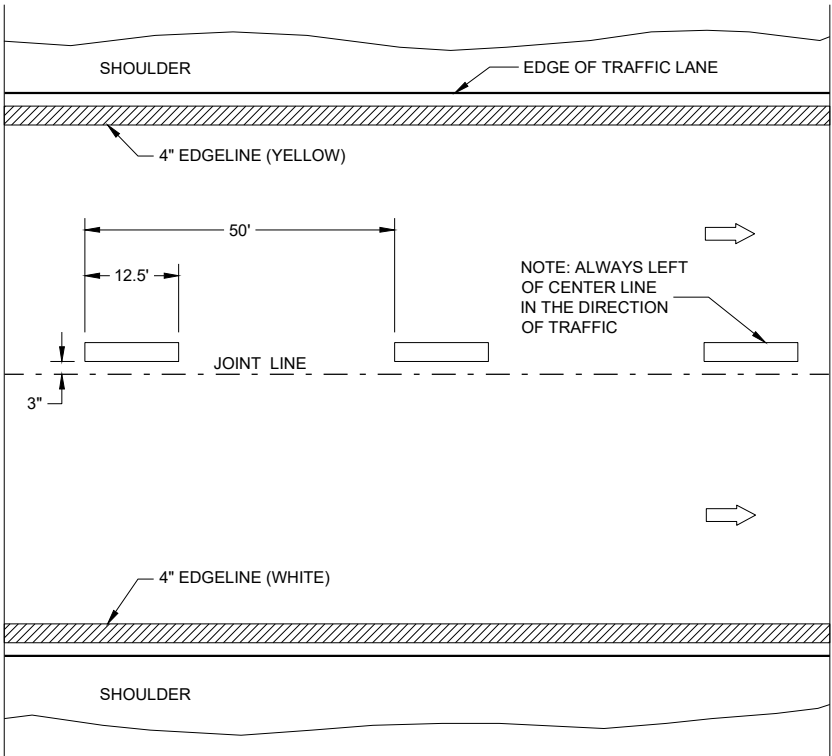
➡ DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

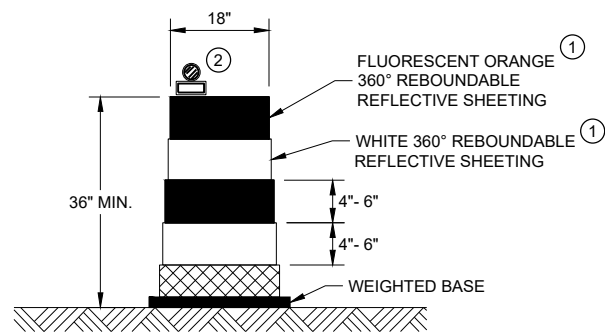
TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

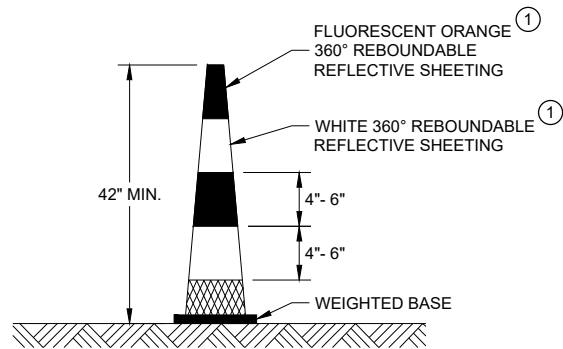
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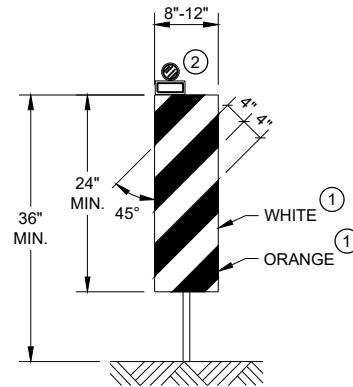


DRUM



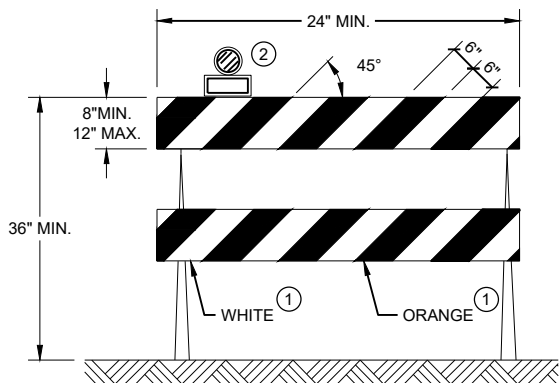
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



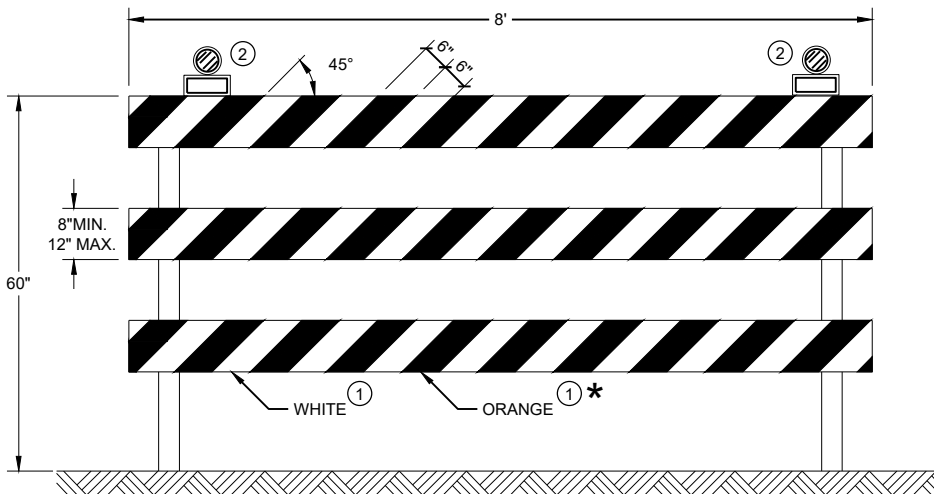
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

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DEPARTMENT OF TRANSPORTATION

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May 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 144

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LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

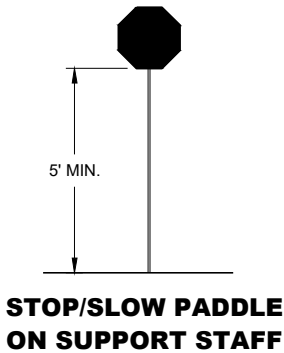
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

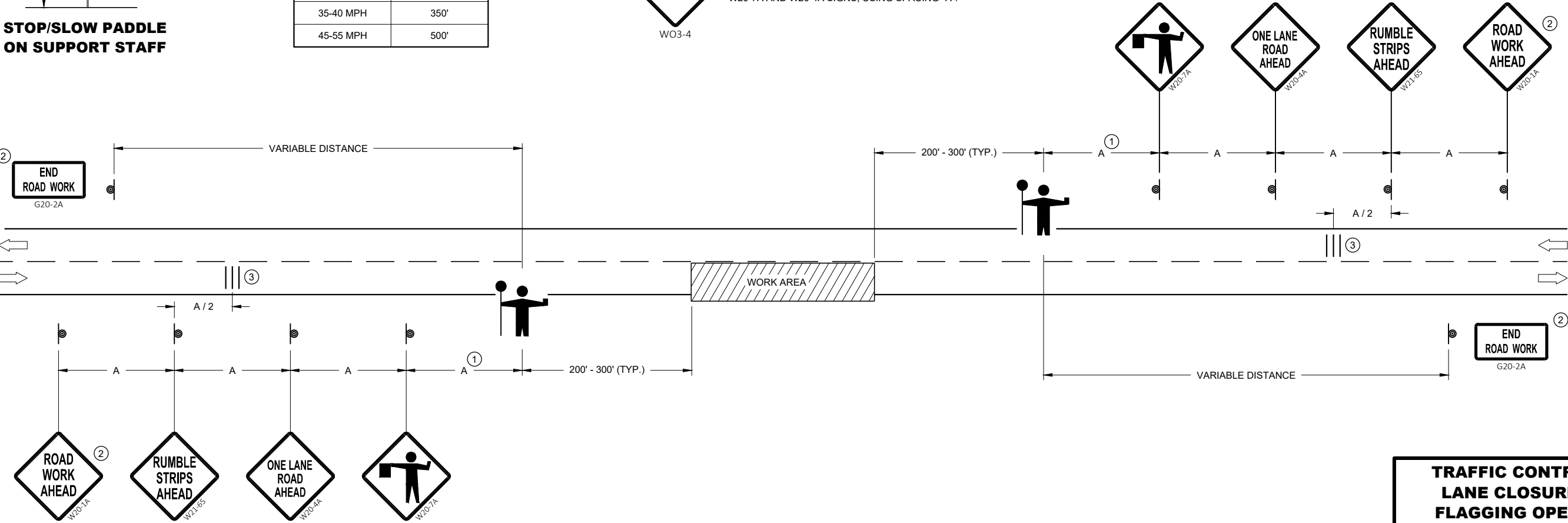


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
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DATE WORK ZONE ENGINEER 145

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LEGEND

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

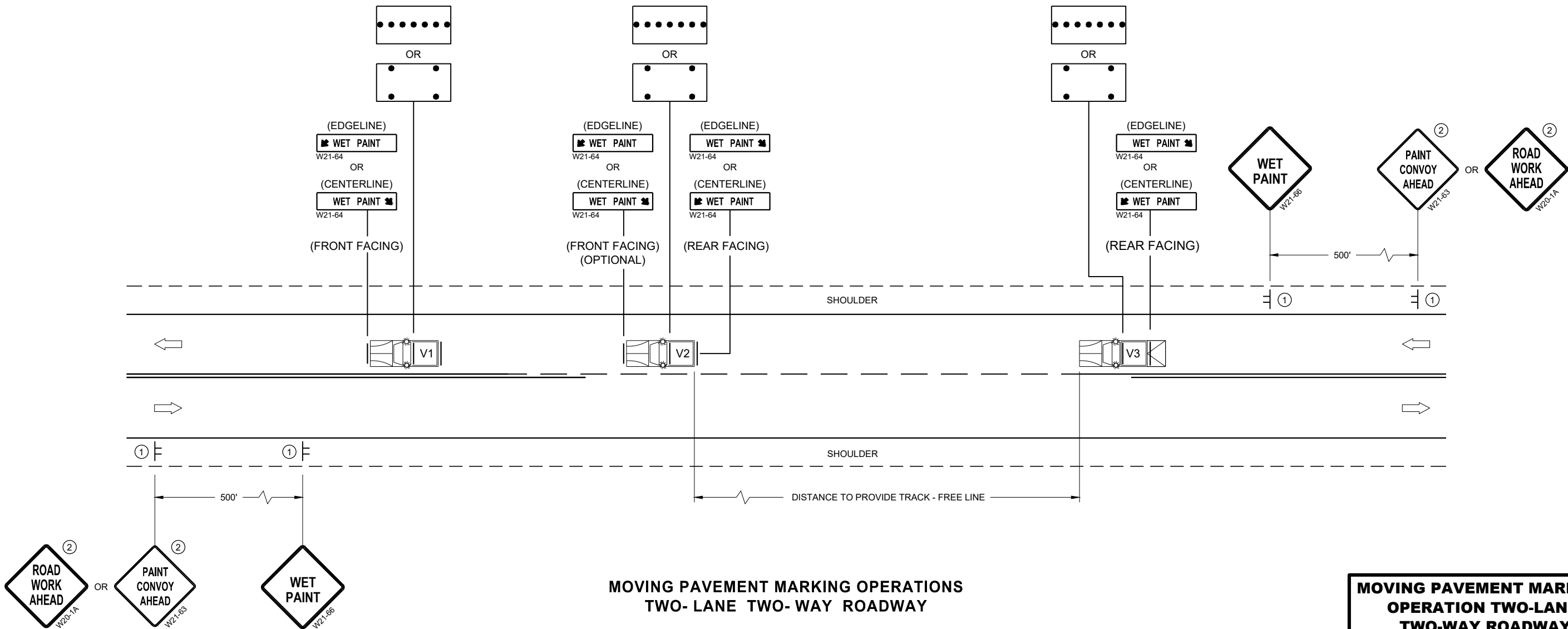
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

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

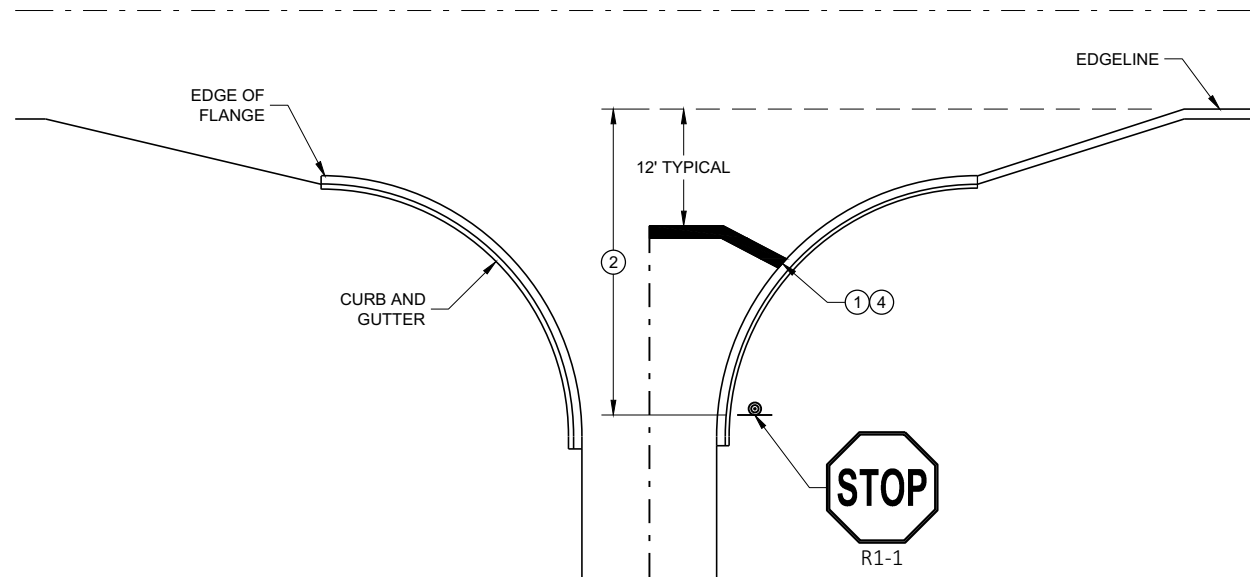


MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

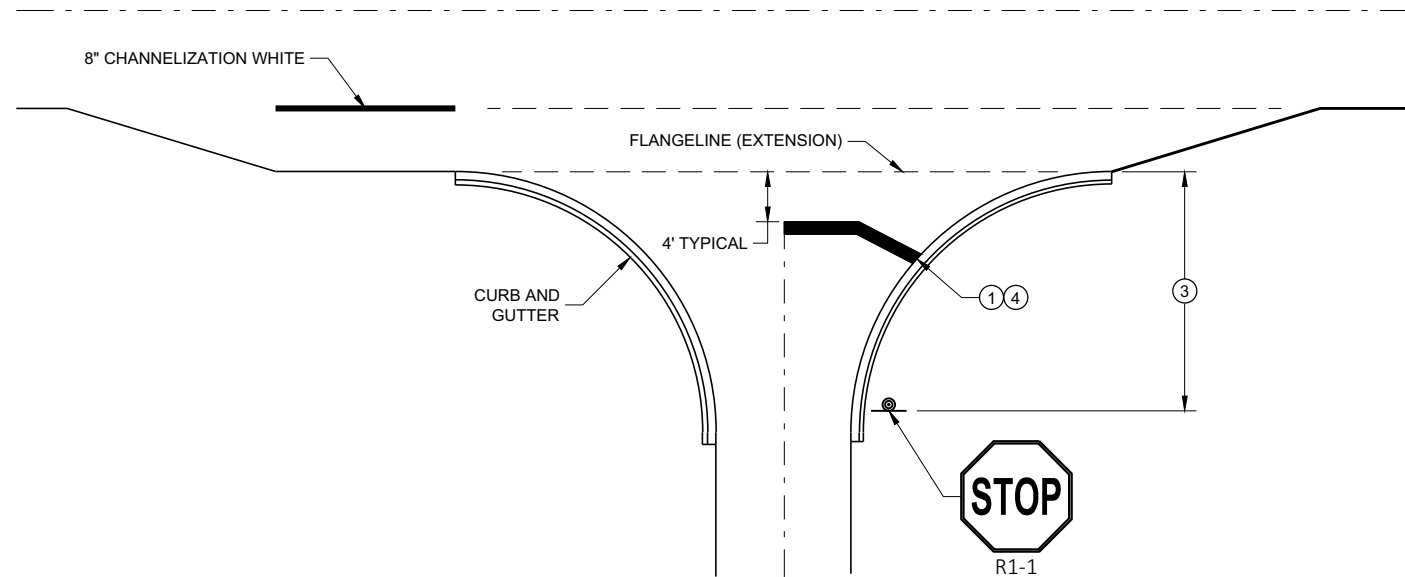
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

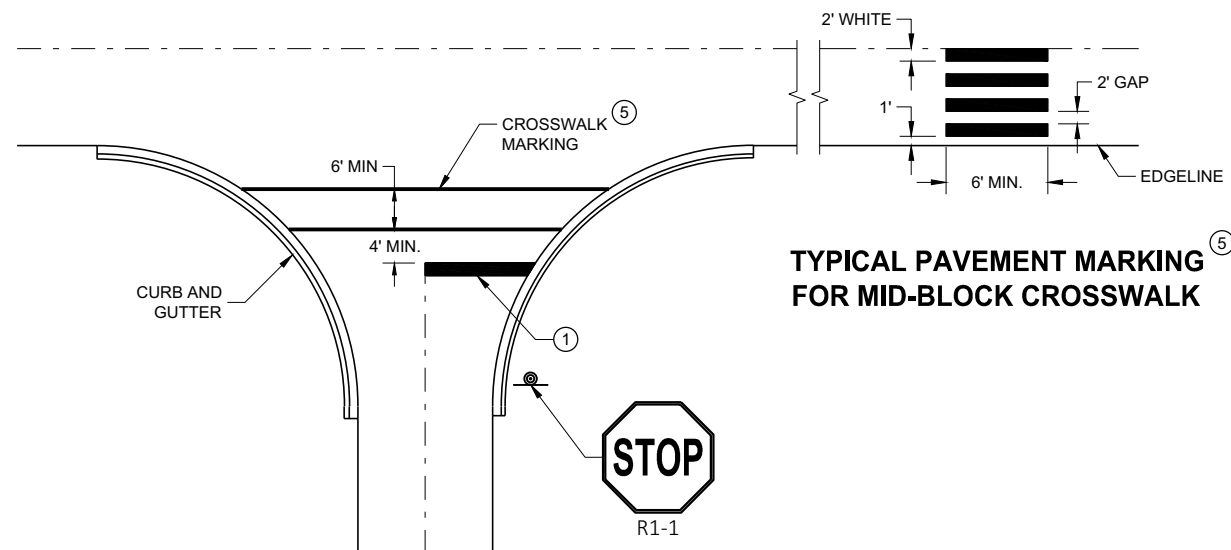
APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 146
FHWA



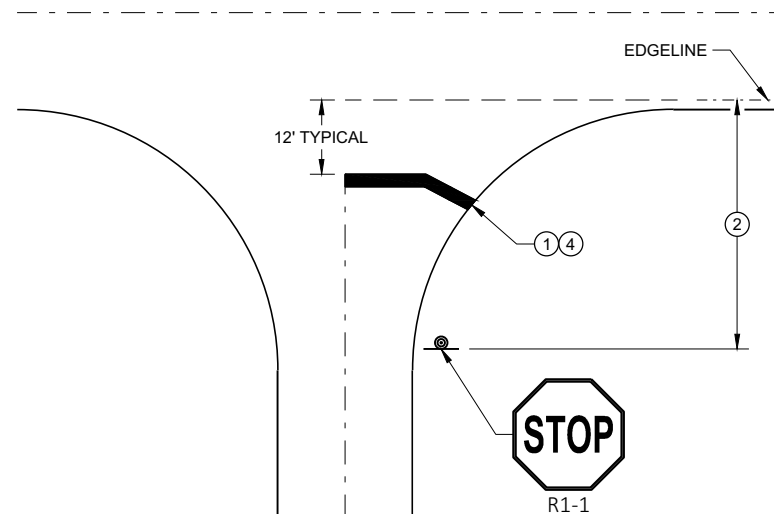
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

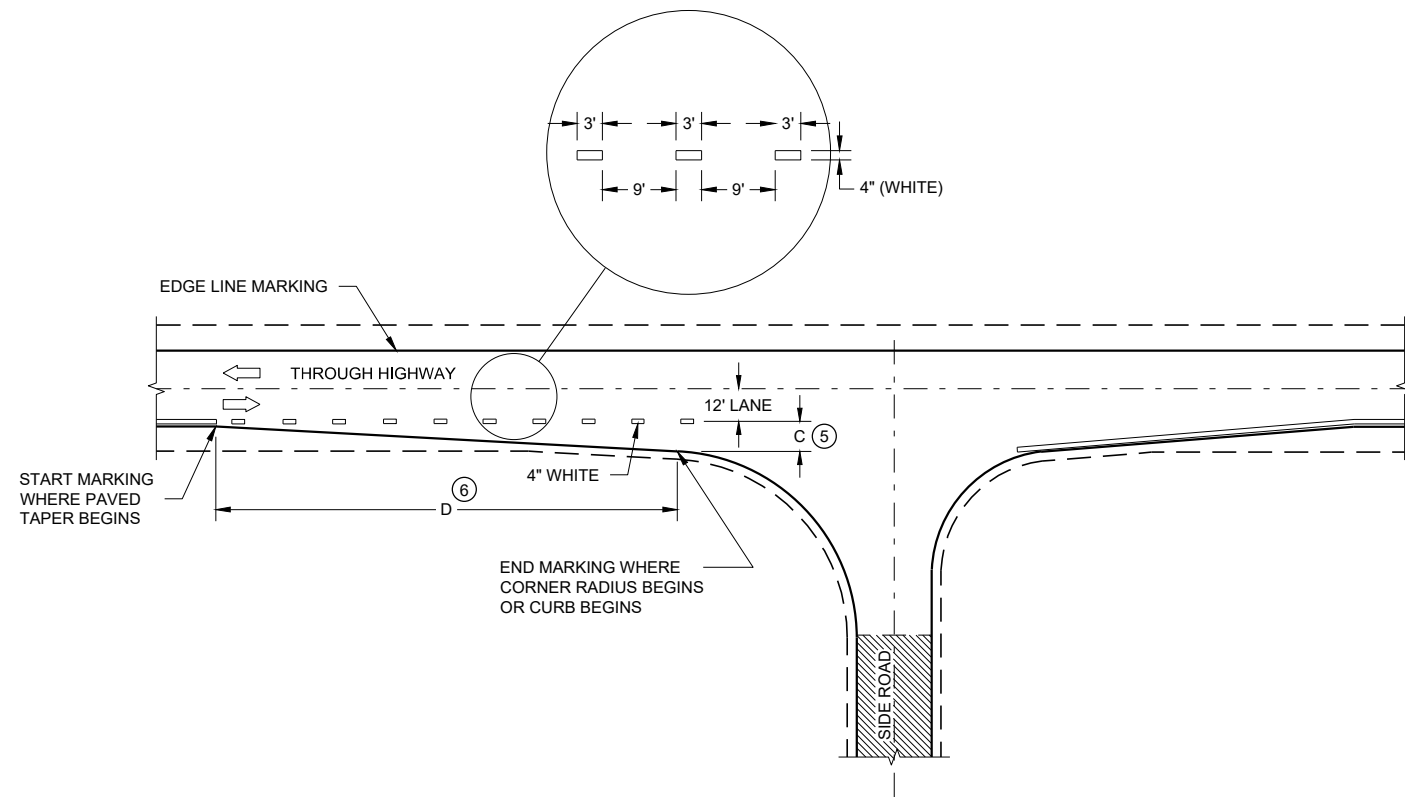
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

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

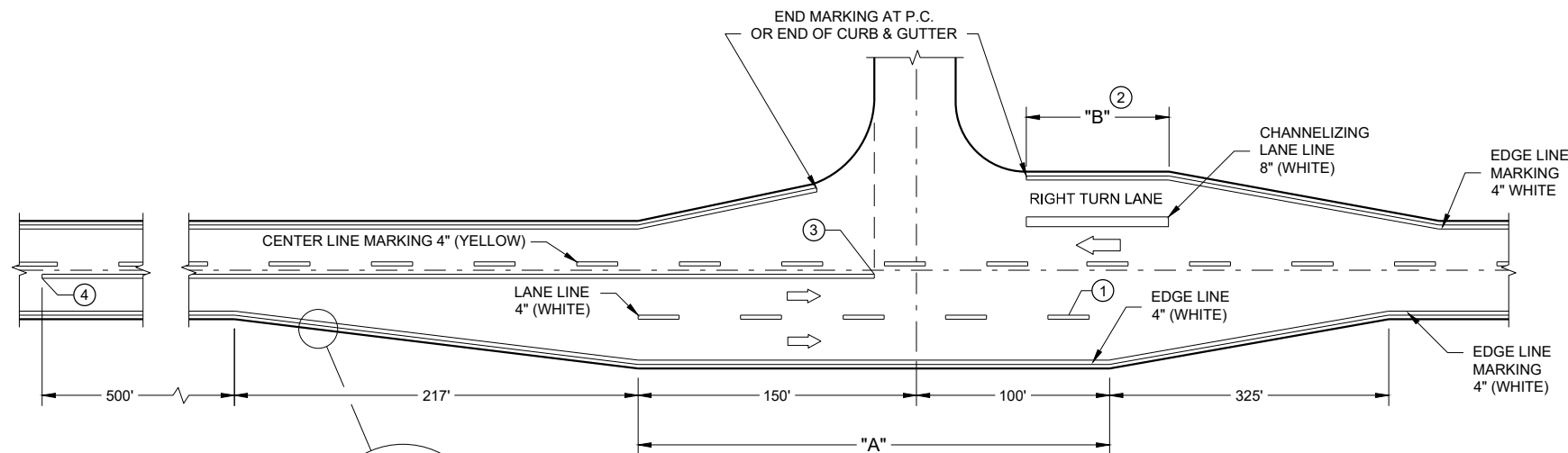
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 147
FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

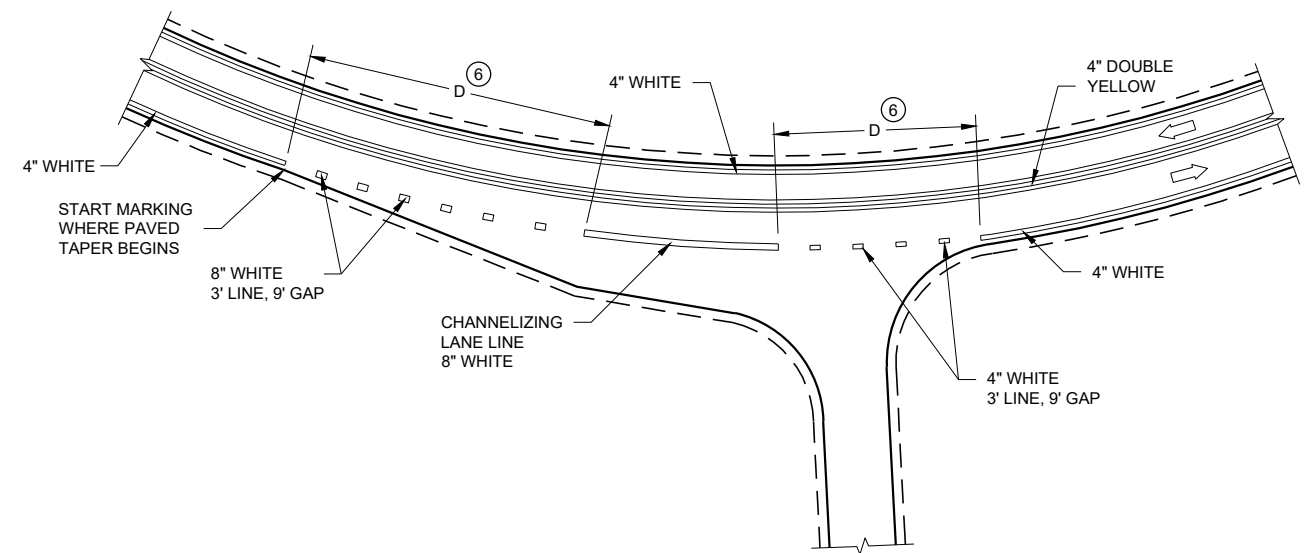
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

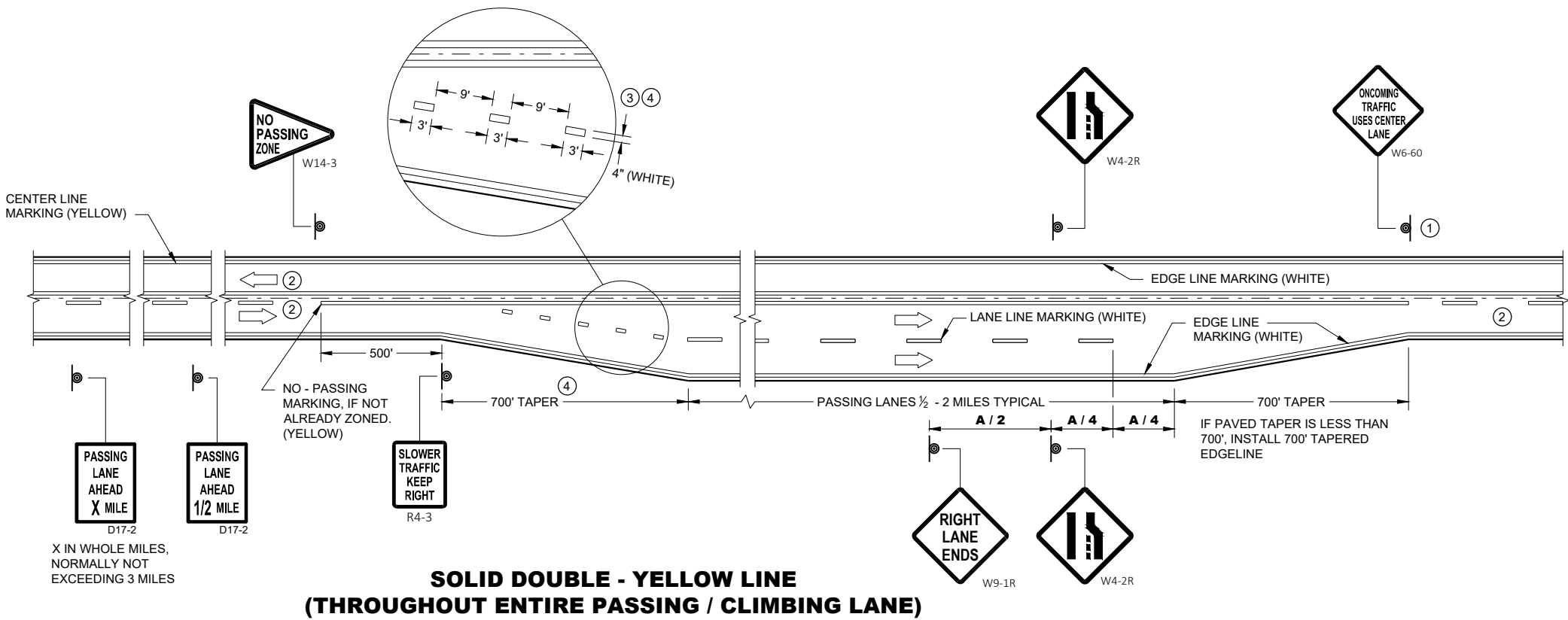
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 148



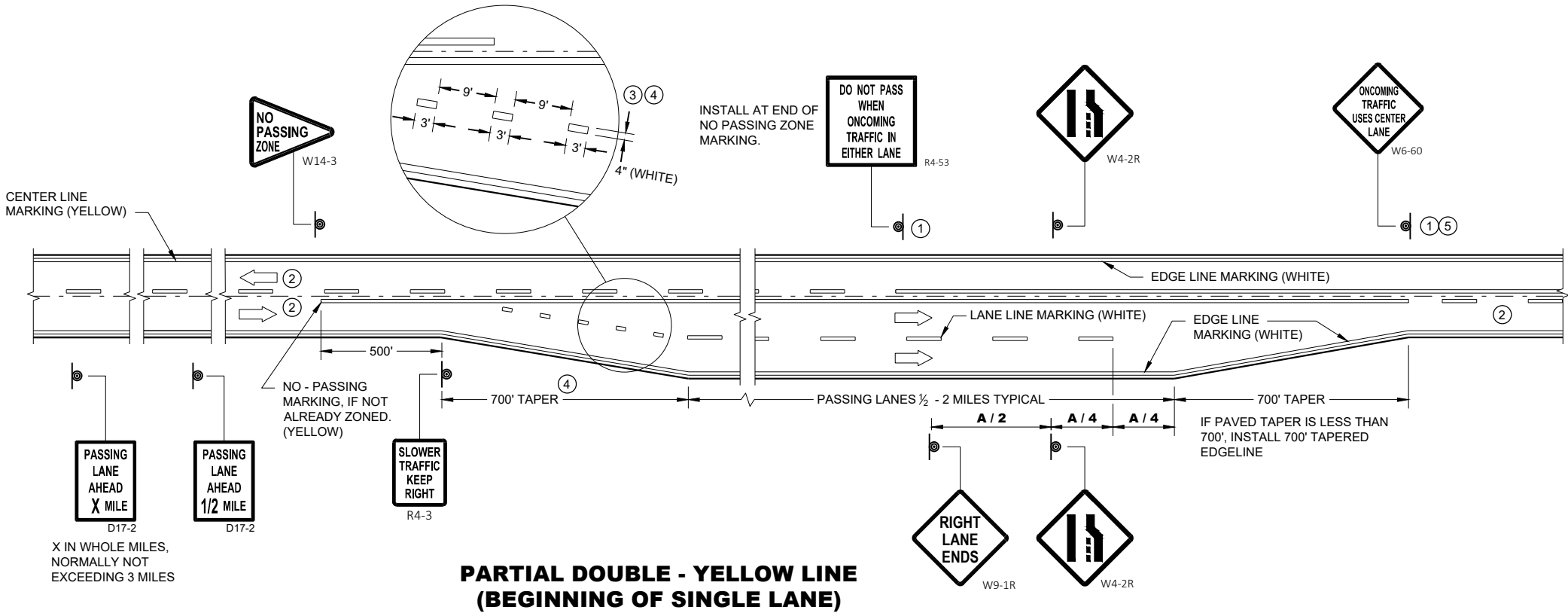
GENERAL NOTES

- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4 WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- 5 REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

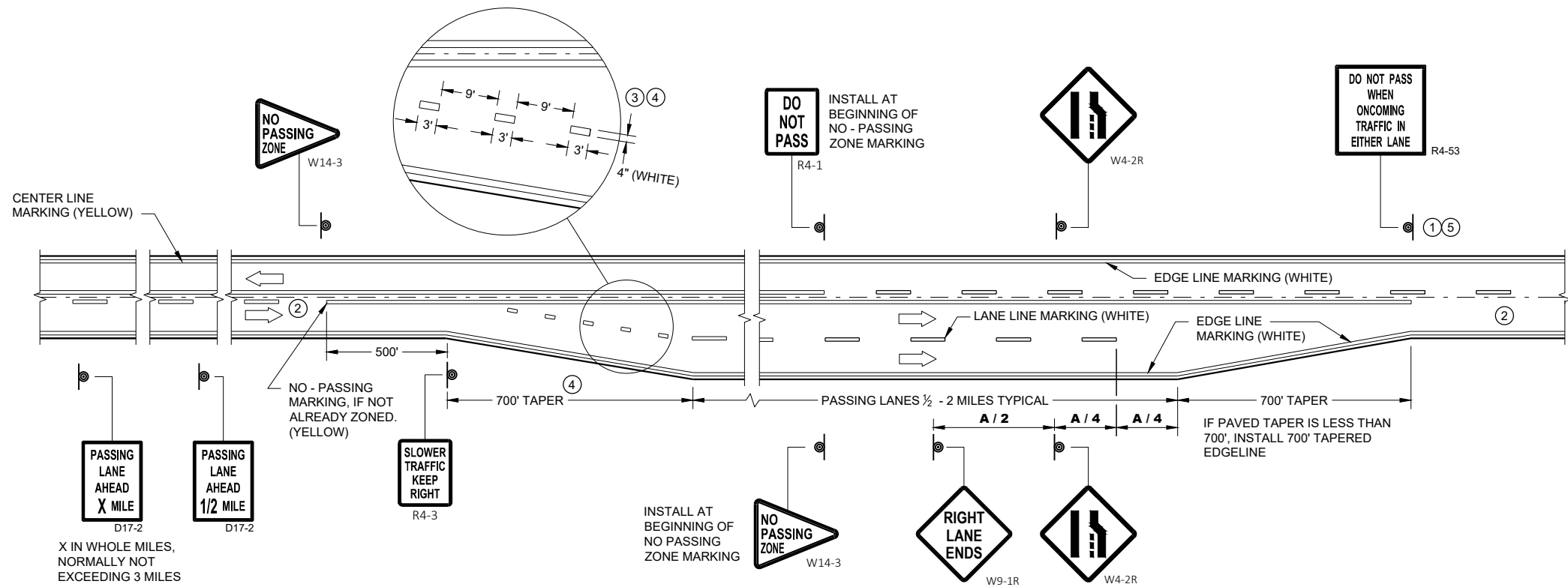
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

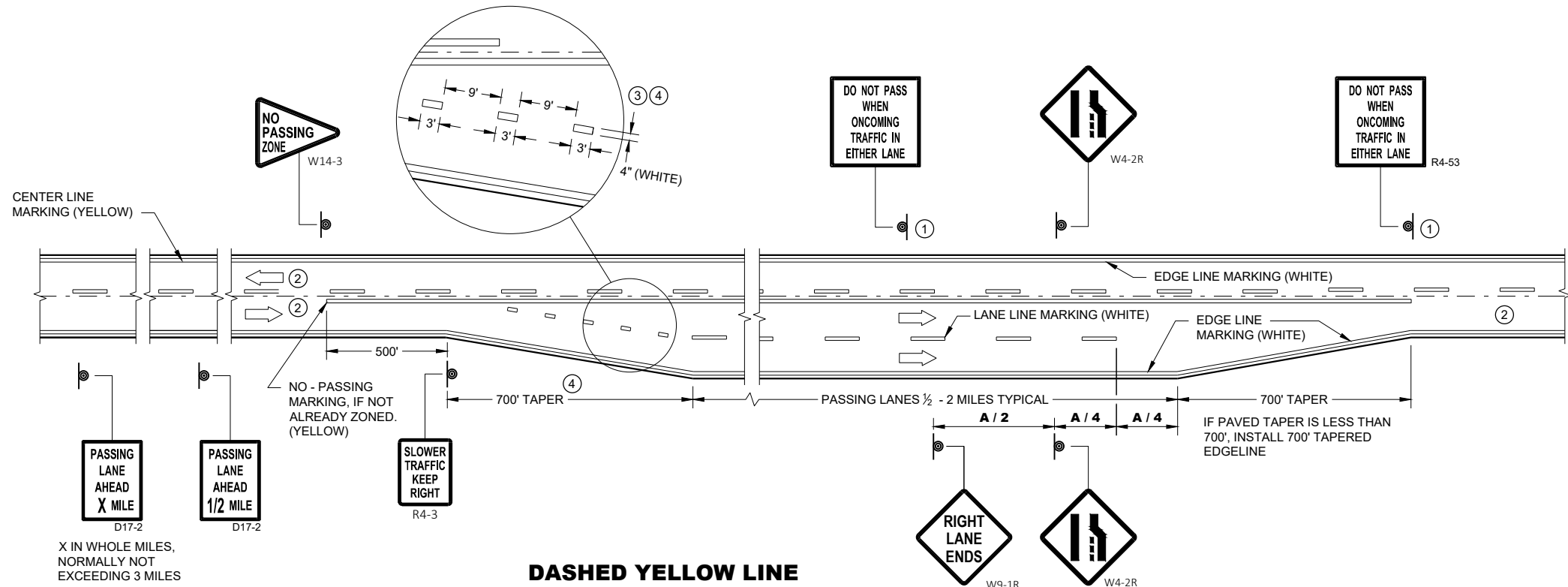


PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 149



**SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)**



**DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)**

GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- ⑤ REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

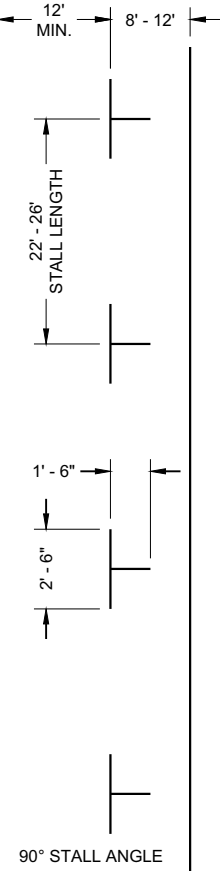
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

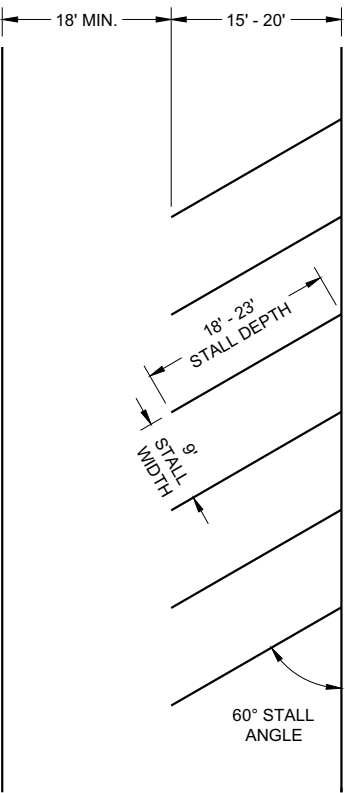
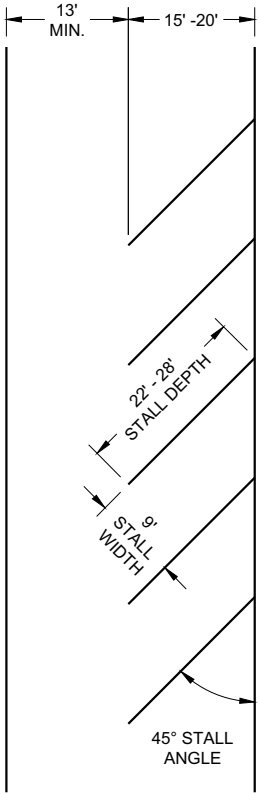
**PAVEMNET MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Jeannie Silver
DATE STATE SIGNING AND MAF
ENGINEER 150
FHWA

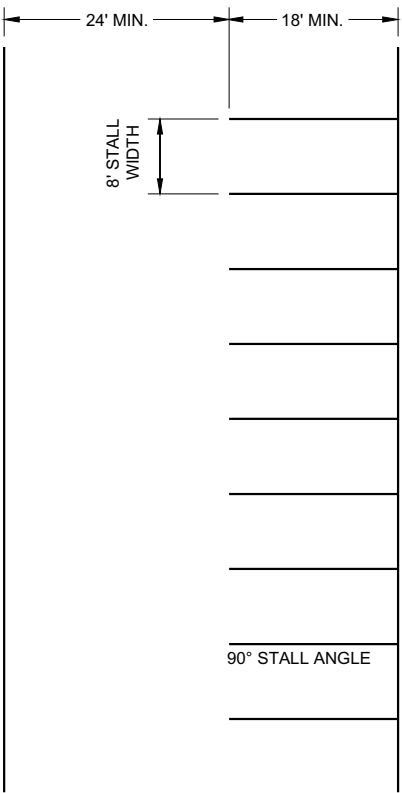


PARALLEL PARKING



ANGLED PARKING

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



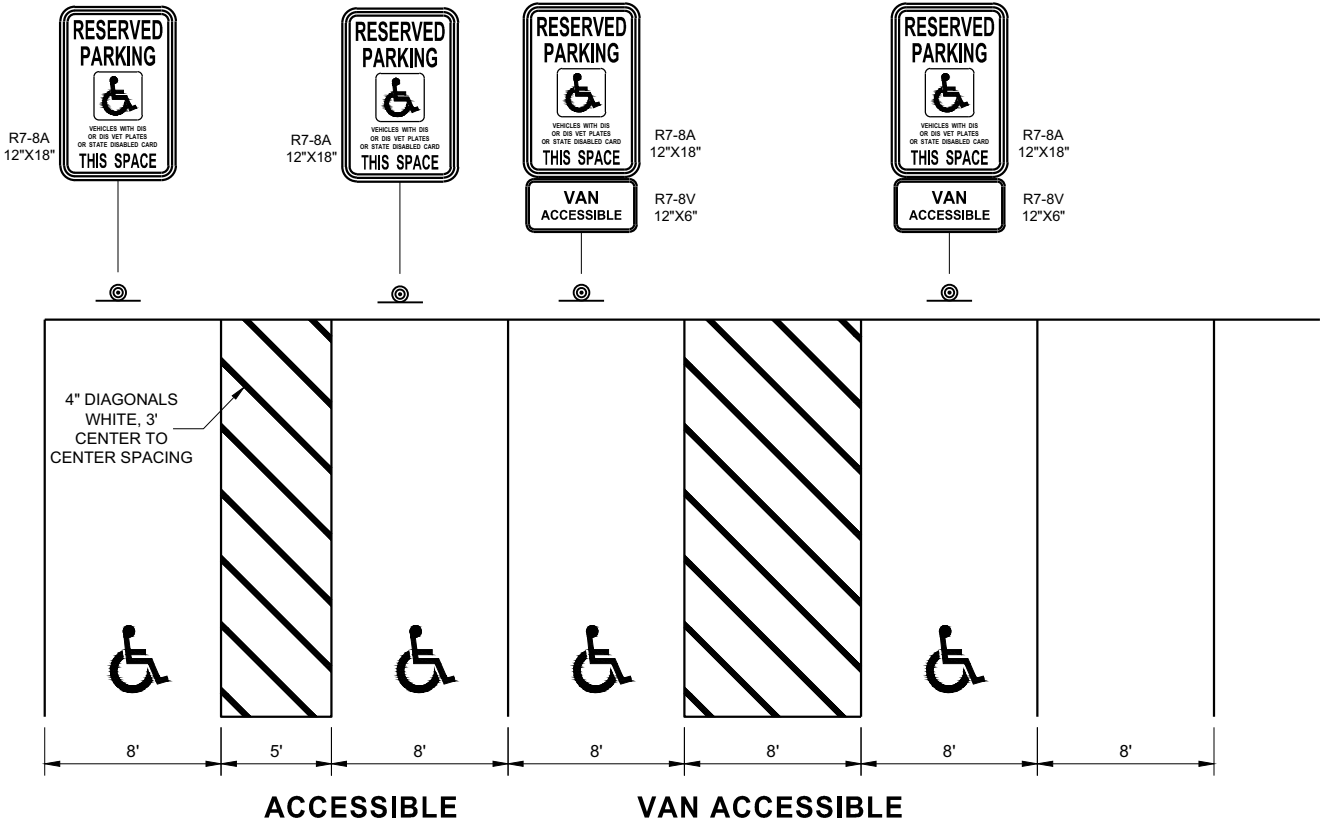
PARKING LOTS

GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)
LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 151
FHWA



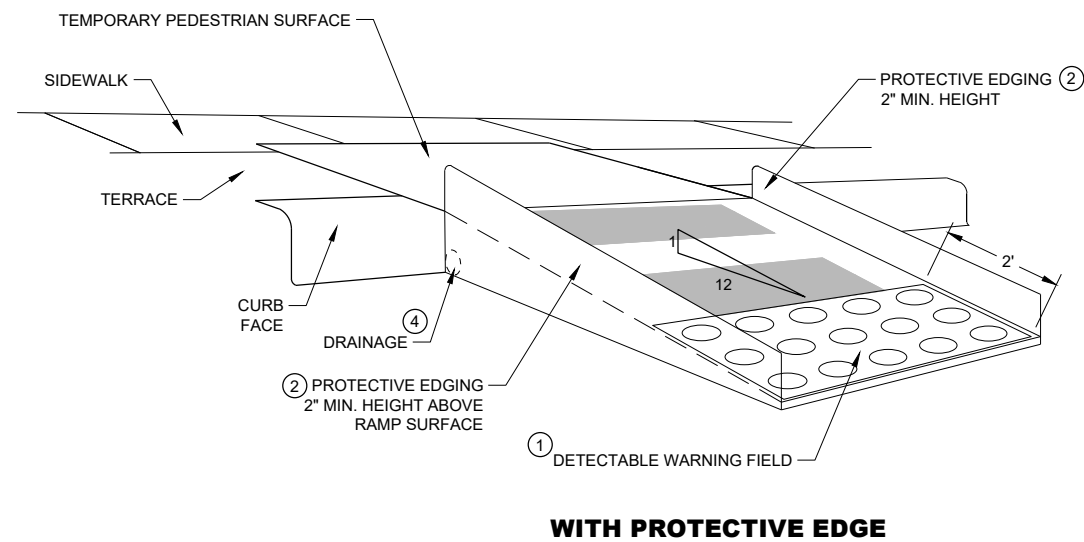
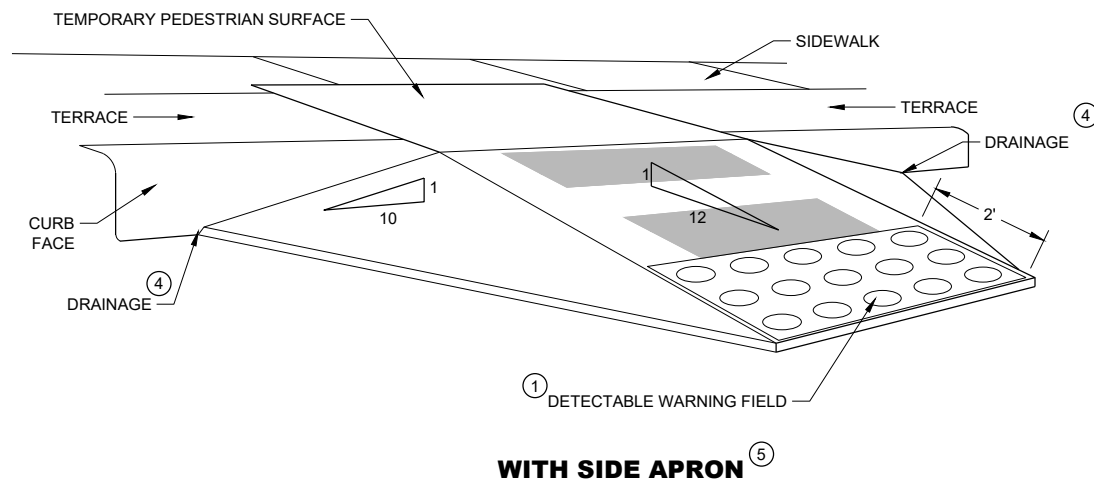
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.





TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 154

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

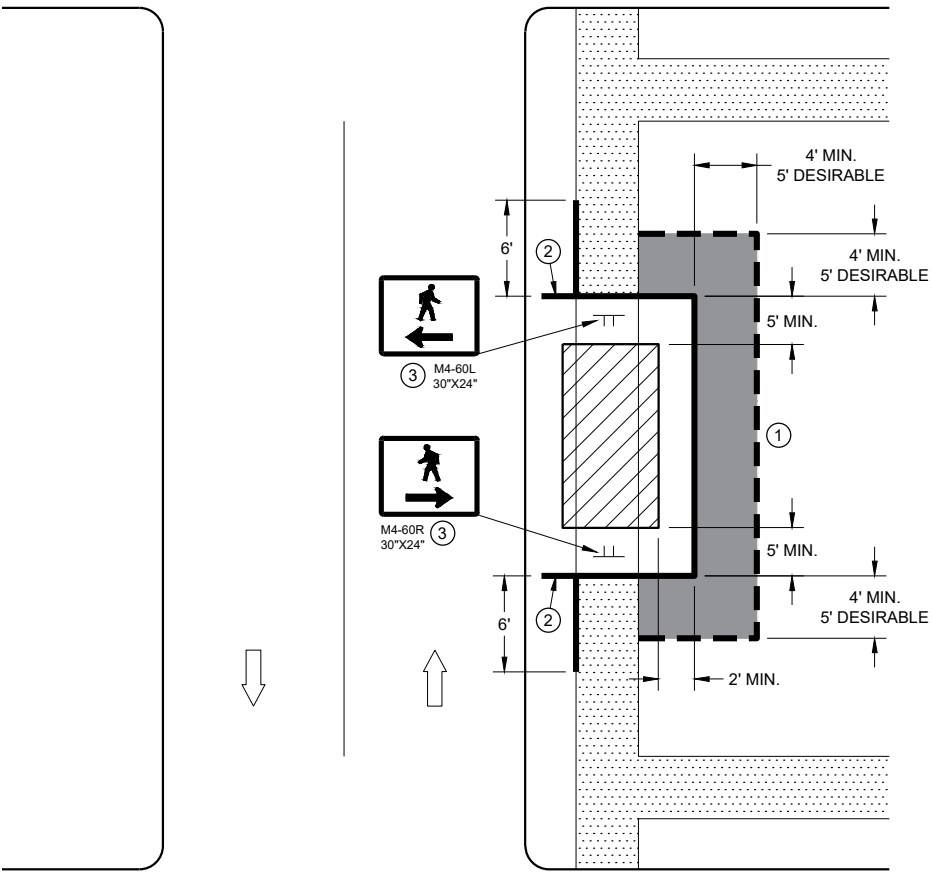
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

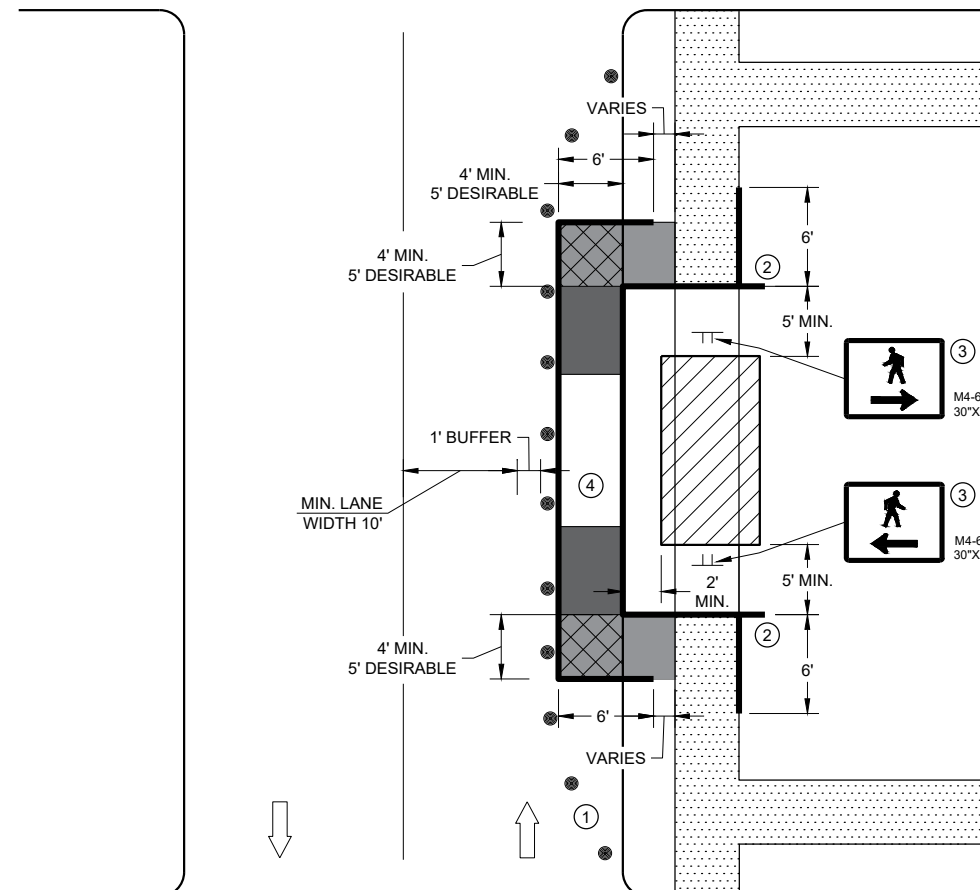
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 156



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

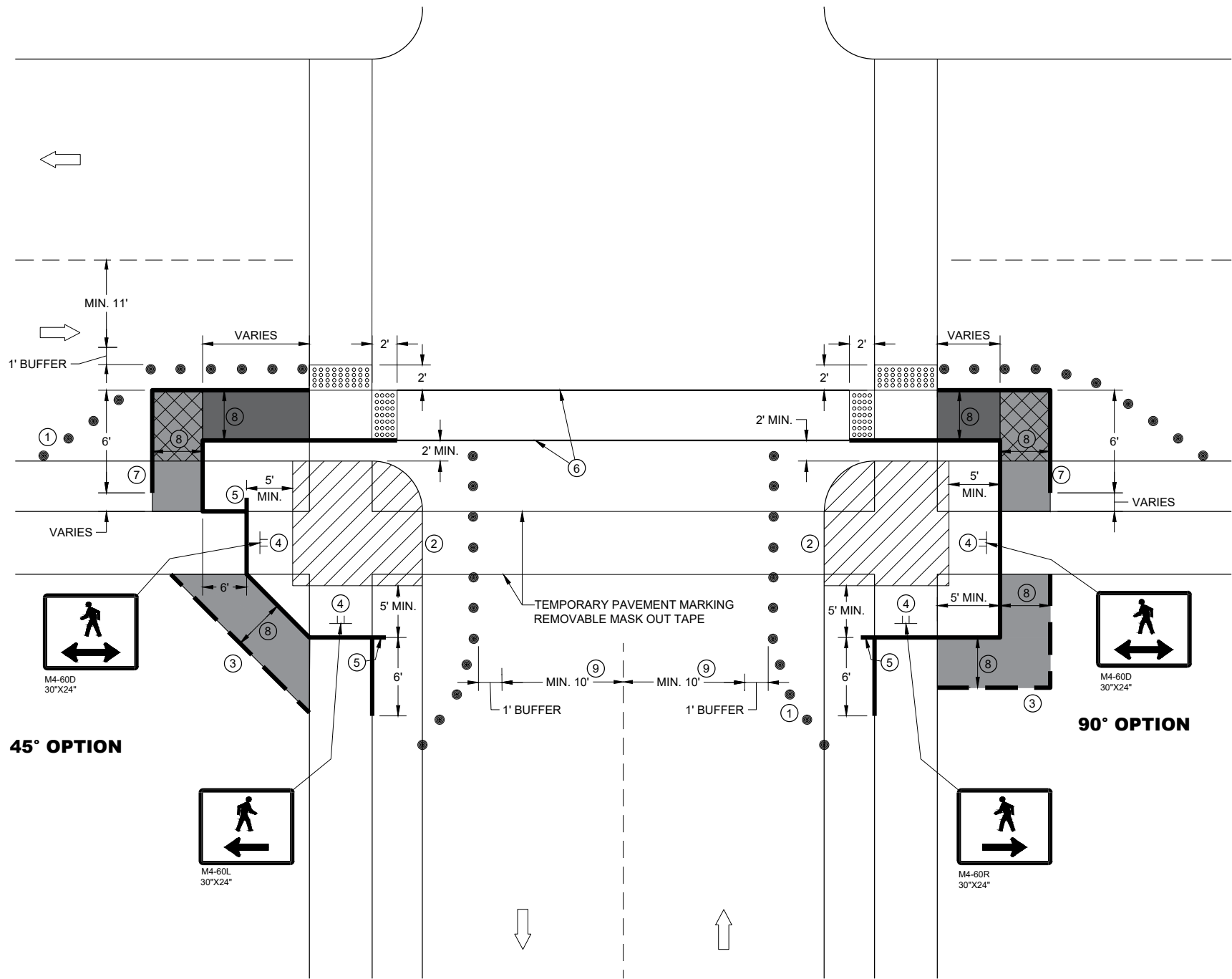
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

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



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

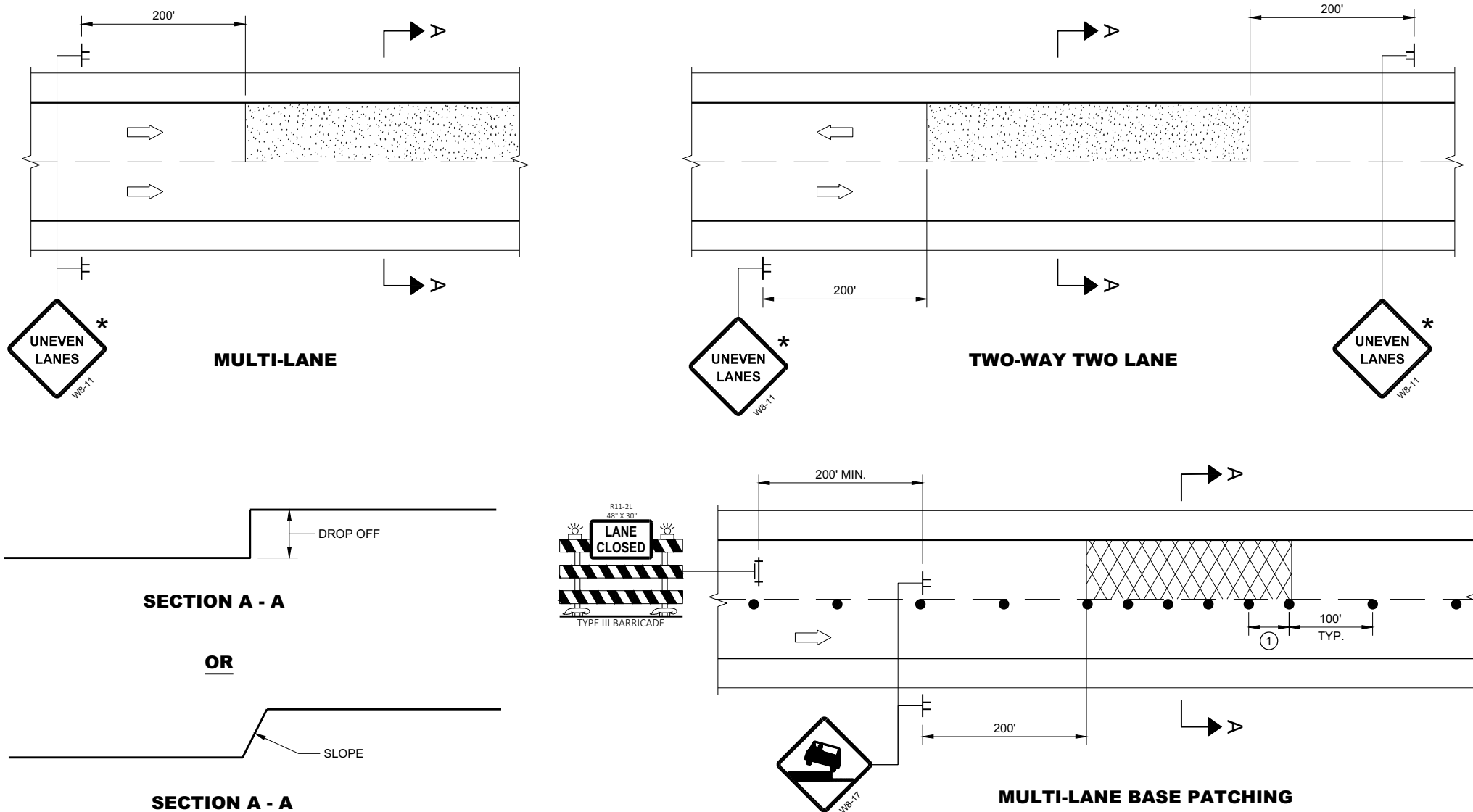
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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

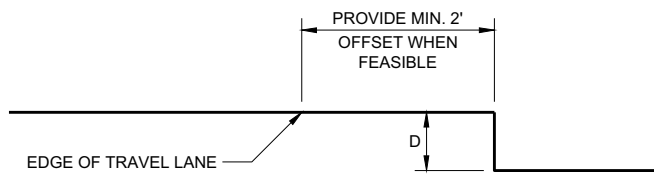
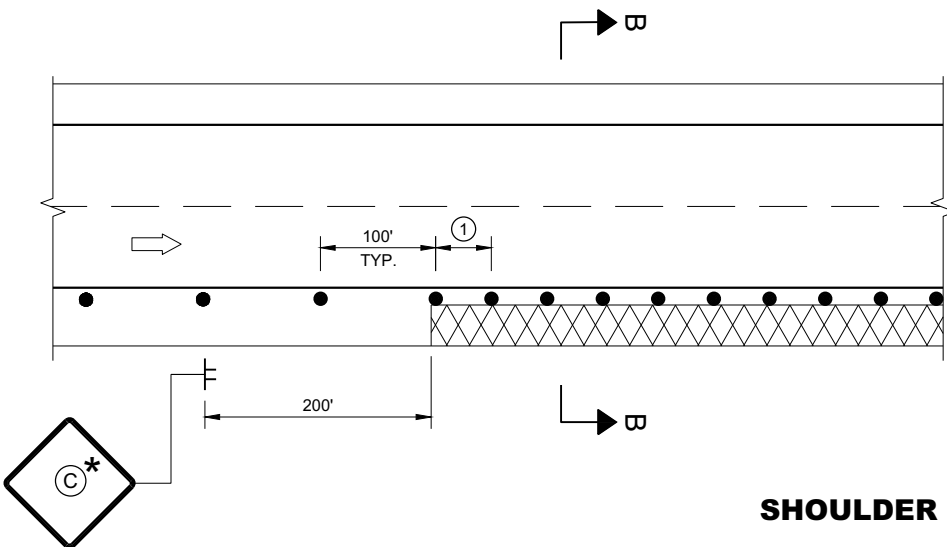


GENERAL NOTES

- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SECTION B - B

SHOULDER DROP-OFFS

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 159
FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

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

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

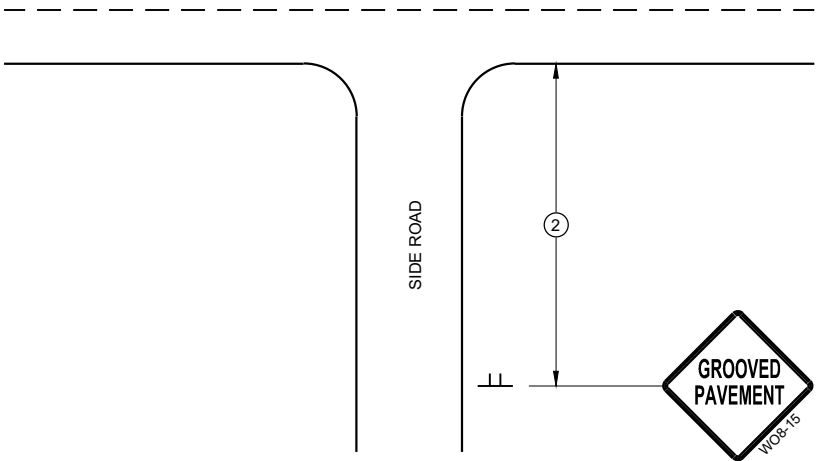
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

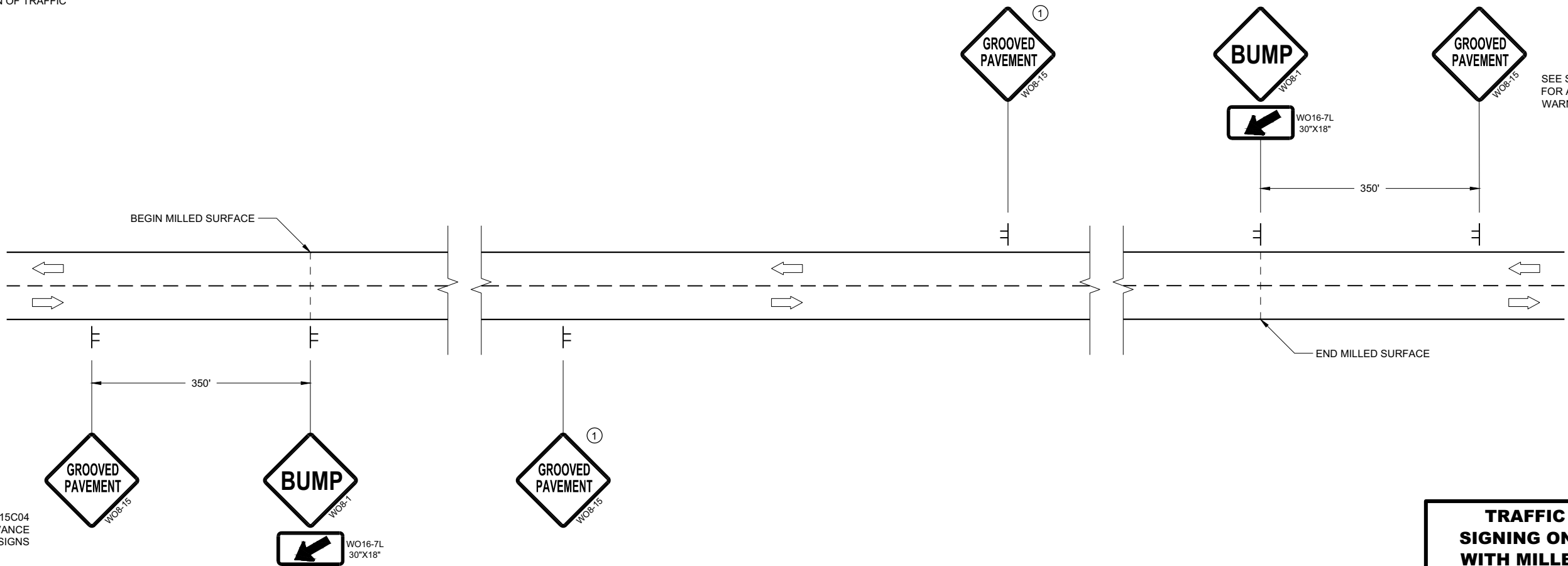
- 1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



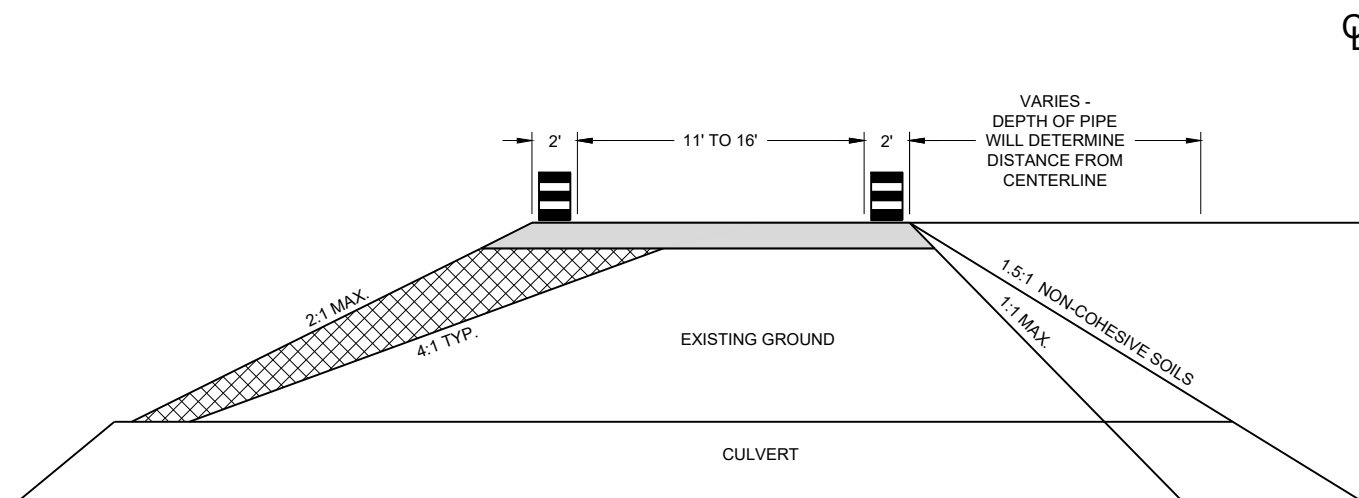
DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 160

FHWA



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

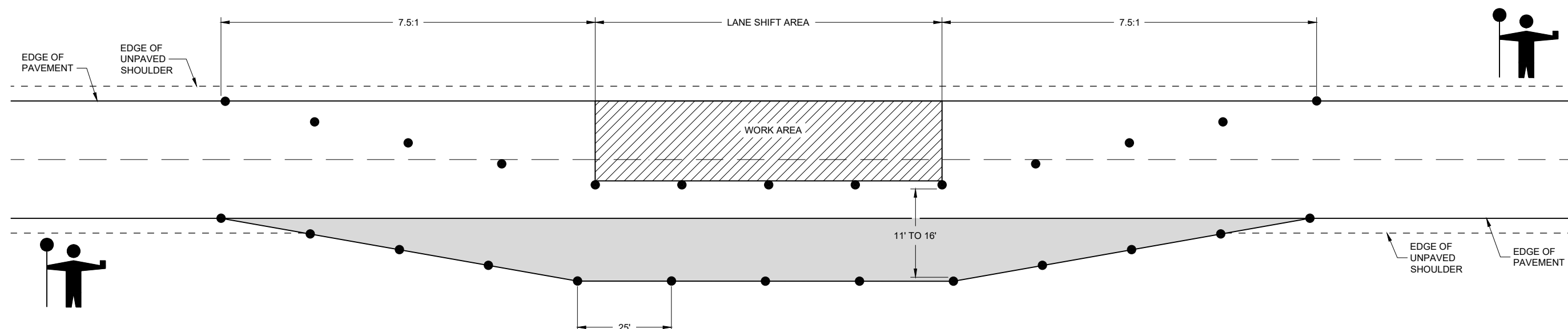
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- | | |
|---|--|
|  | DRUM WITHOUT WARNING LIGHT |
|  | 6" BASE AGGREGATE DENSE 1 1/4" -INCIDENTAL TO LANE SHIFT ITEM |
|  | FILL - INCIDENTAL TO LANE SHIFT ITEM |
|  | WORK AREA |
|  | FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE
FASTENED ON SUPPORT STAFF |



LANE SHIFT IN FLAGGING OPERATION

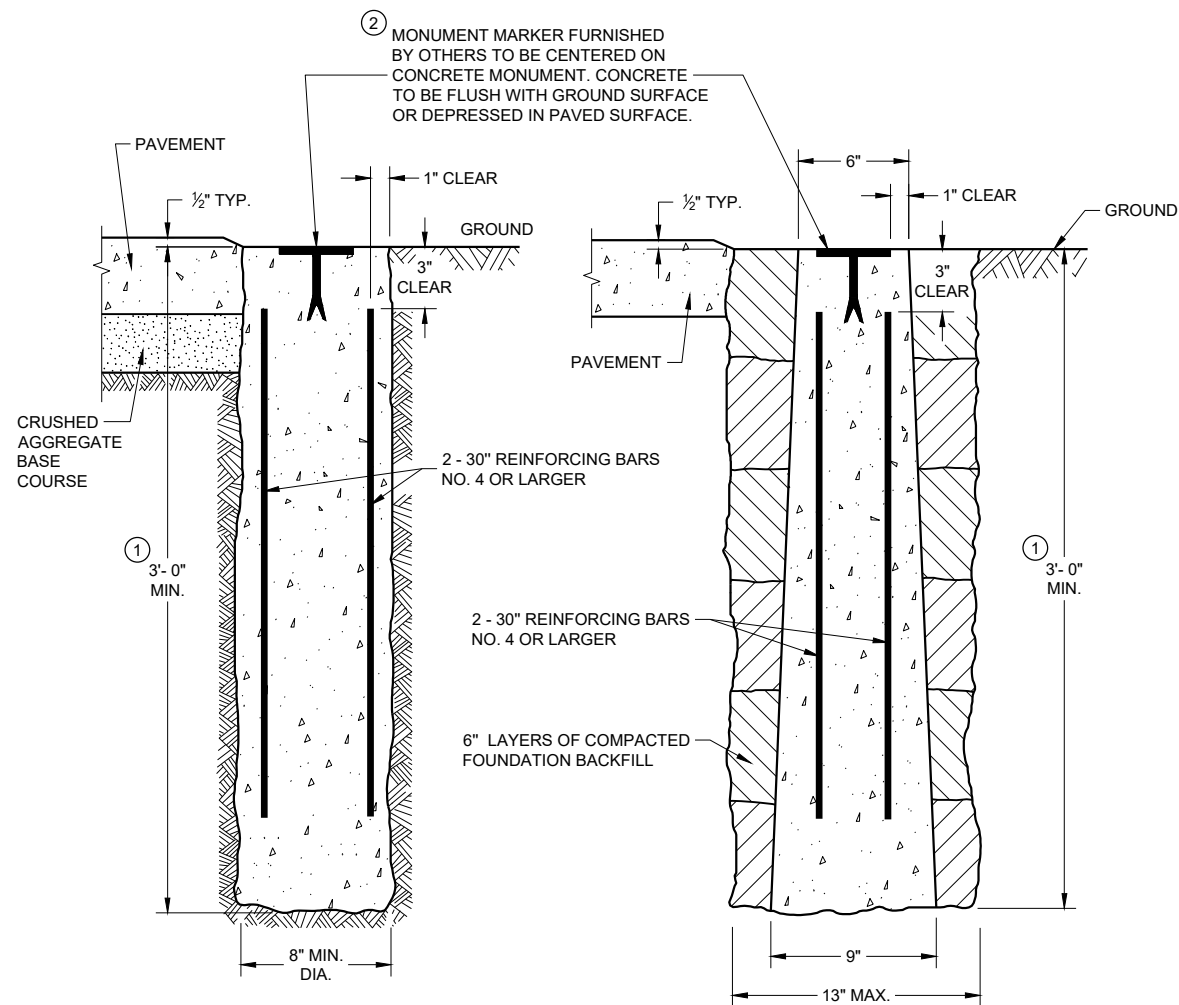
TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 161

FHWA

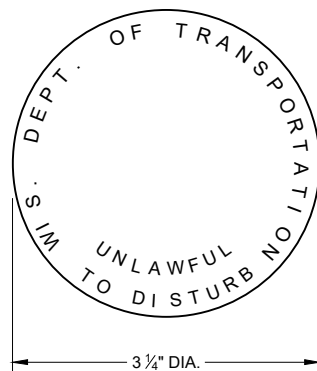
WORK ZONE ENGINEER 161



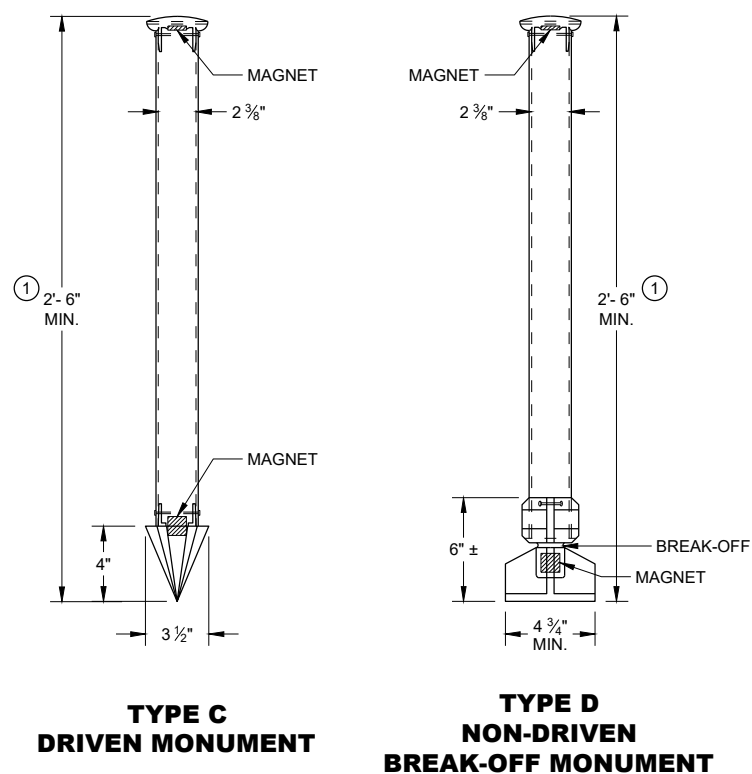
CAST-IN-PLACE

PRECAST

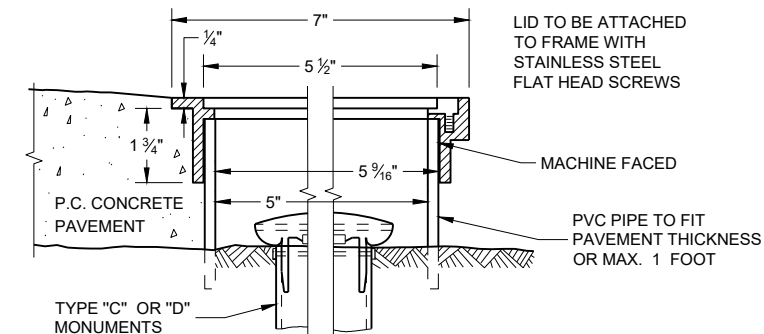
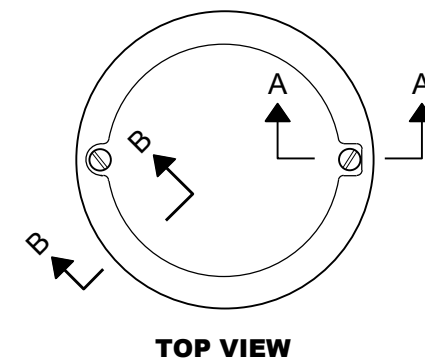
CONCRETE MONUMENTS TYPE A



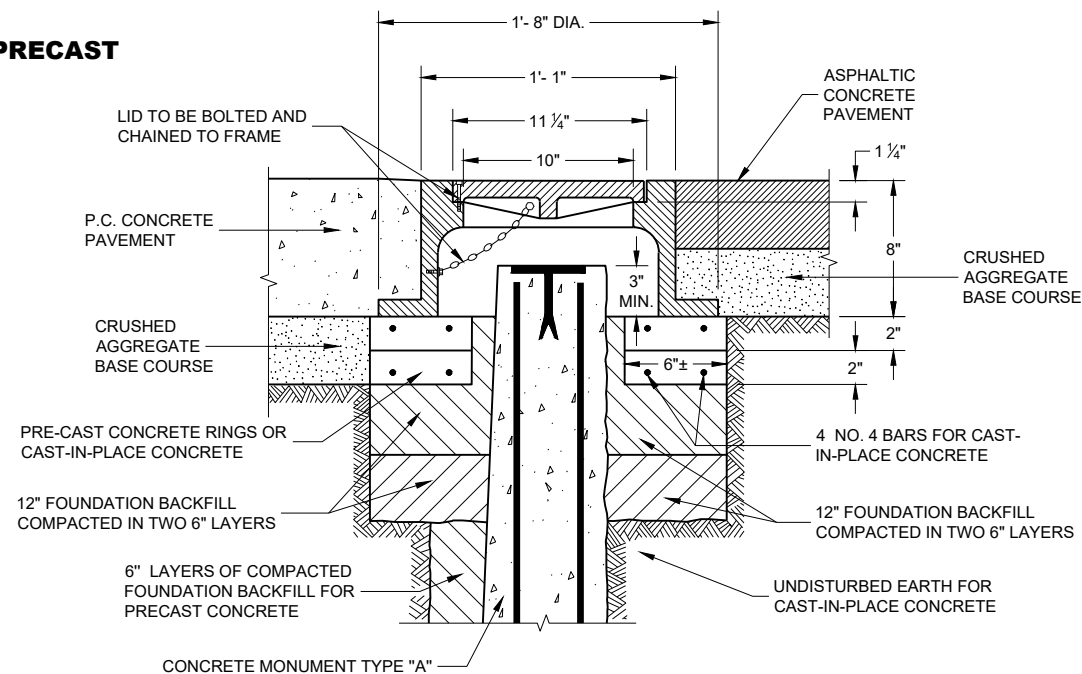
② **WIS DOT MONUMENT MARKER LOGO**
FOR TYPES "A", "C" & "D"



ALUMINUM MONUMENTS (INCLUDES MARKER)



SECTION B-B SECTION A-A
ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

- ① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.
- ② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.

LANDMARK REFERENCE MONUMENTS AND COVERS

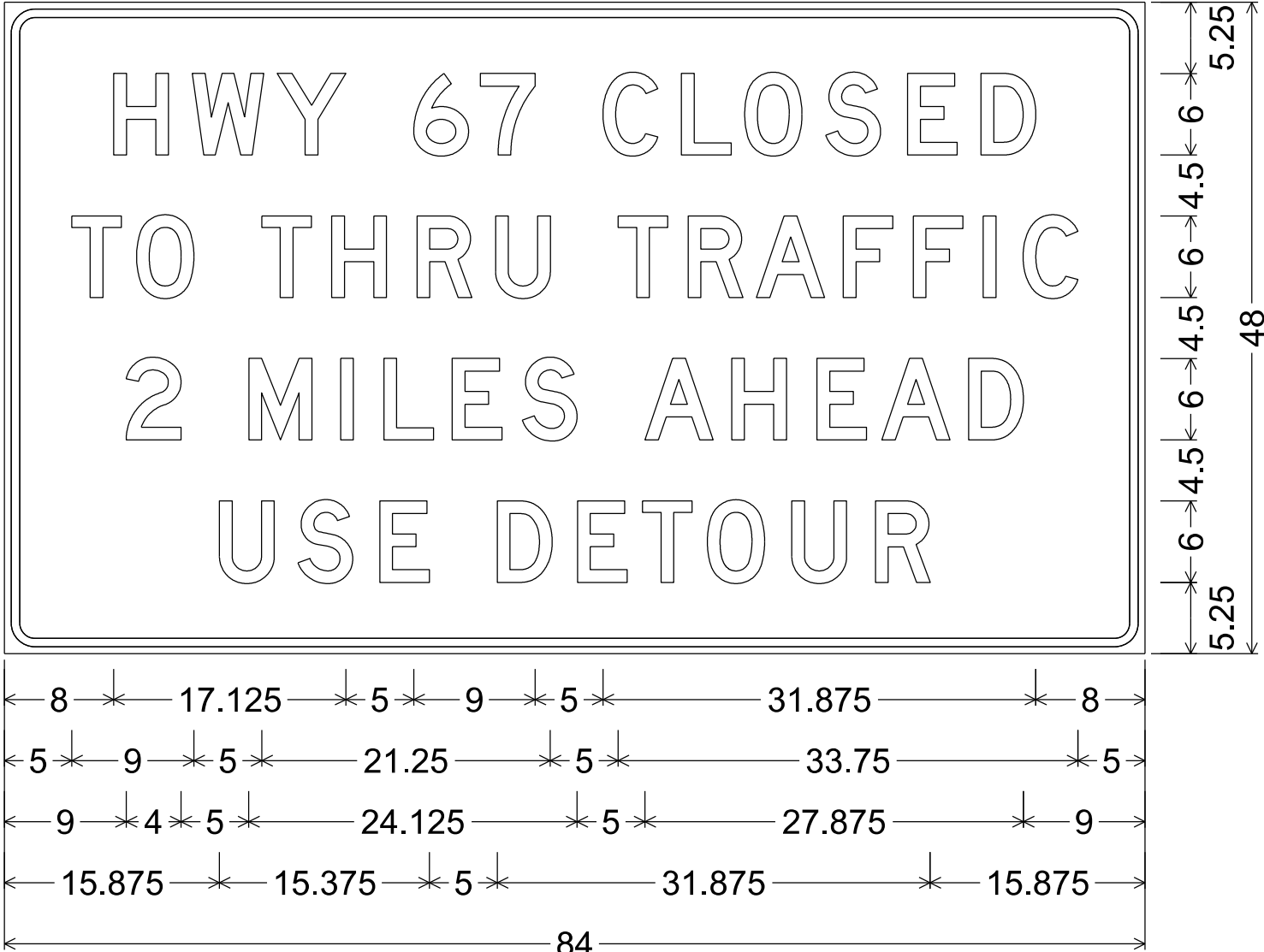
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Raymond A. Kumapavi
DATE CHIEF SURVEYING AND MAPPING ENGINEER 162
FHWA

7

NOTES

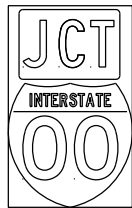
- 1. Fixed Message Sign Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D



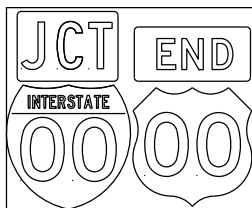
2.250" Radius, 0.625" Border, 0.500" Indent

7

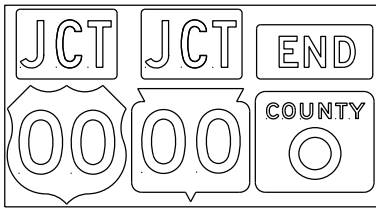
TYPICAL ASSEMBLIES



J1-1



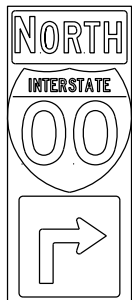
J1-2



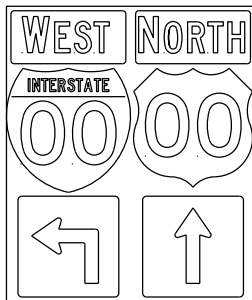
J1-3



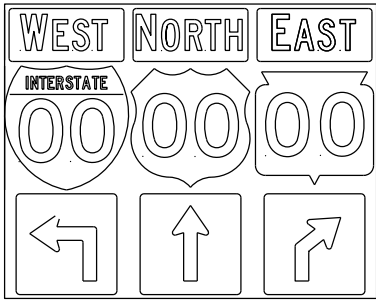
JR1-1



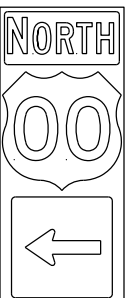
J2-1



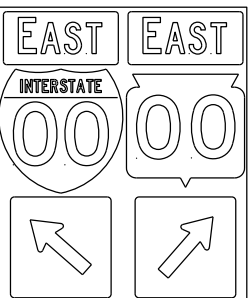
J2-2



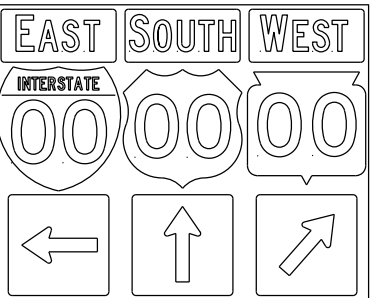
J2-3



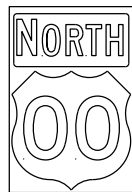
J3-1



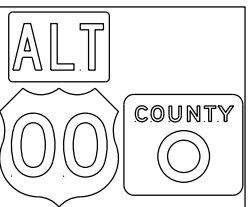
J3-2



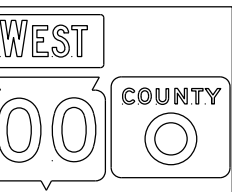
J3-3



J4-1



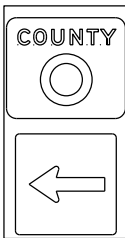
J4-2



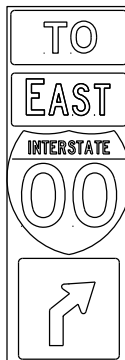
J4-2



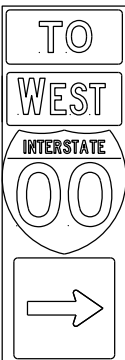
J12-1



J13-1



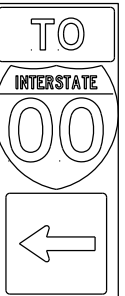
J32-1



J33-1



J22-1



J23-1



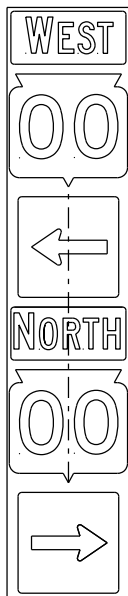
JR13-1



JR23-1

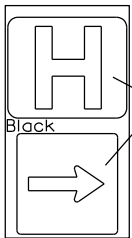


JR99-1



JV

(Typical Vertical J-Assembly
See Note 10 and 11)

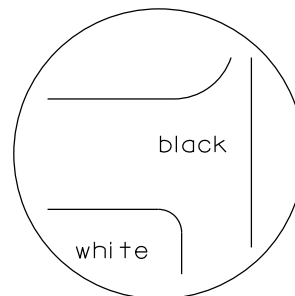
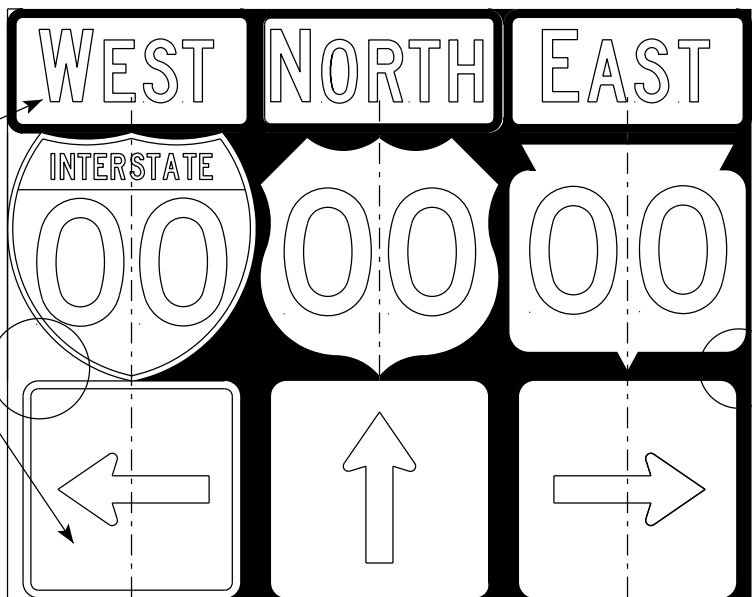
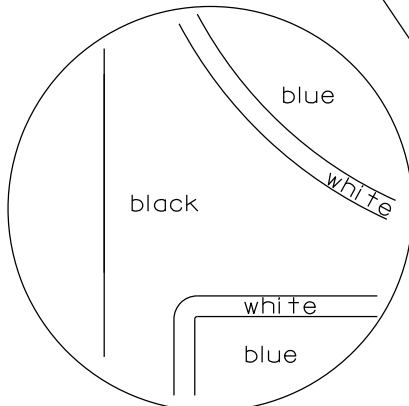


JH-1

Blue Background

Black

blue background
with interstate



black background

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

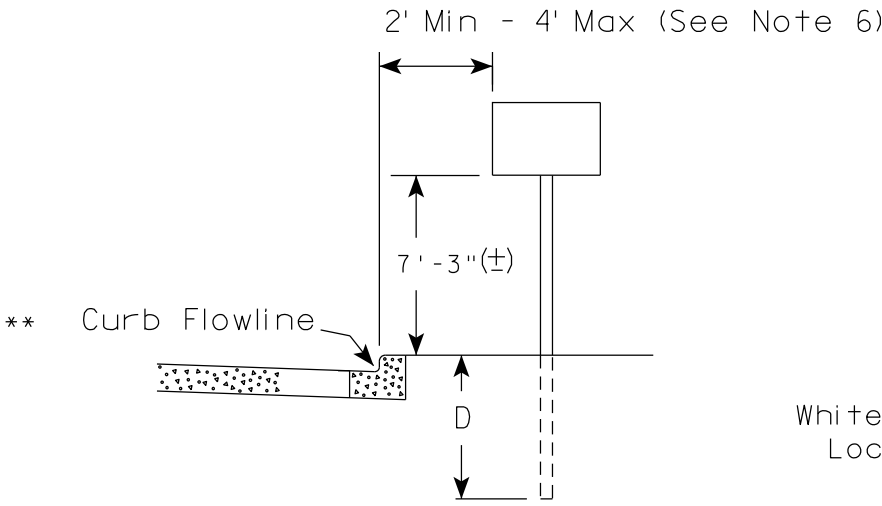
DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

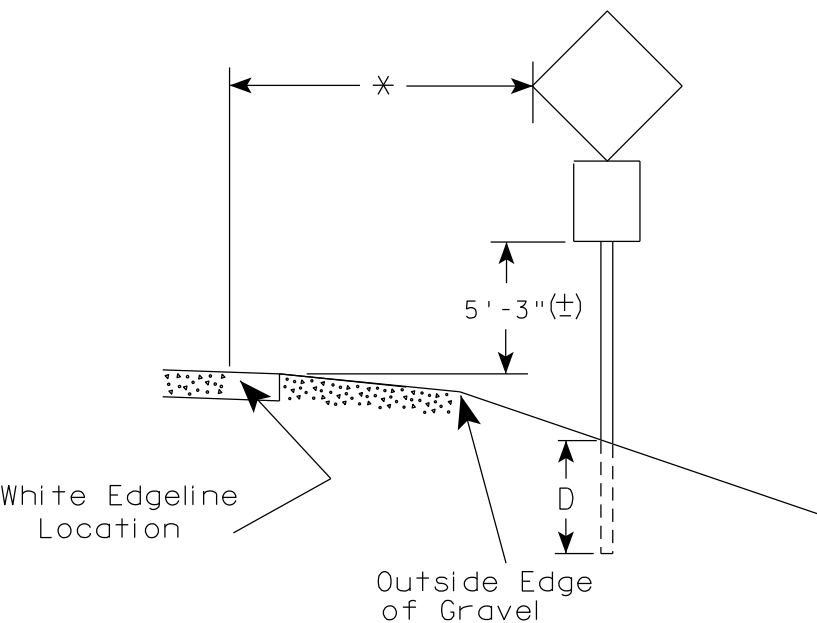
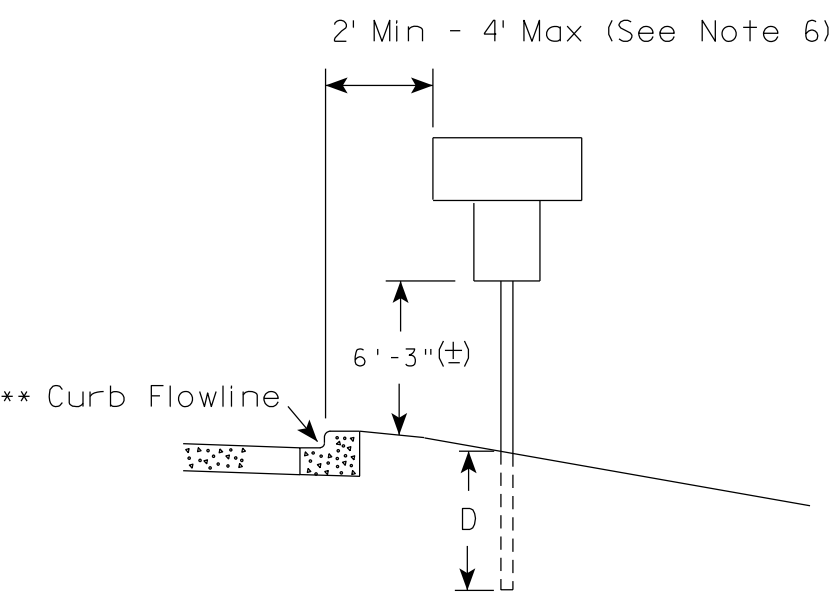
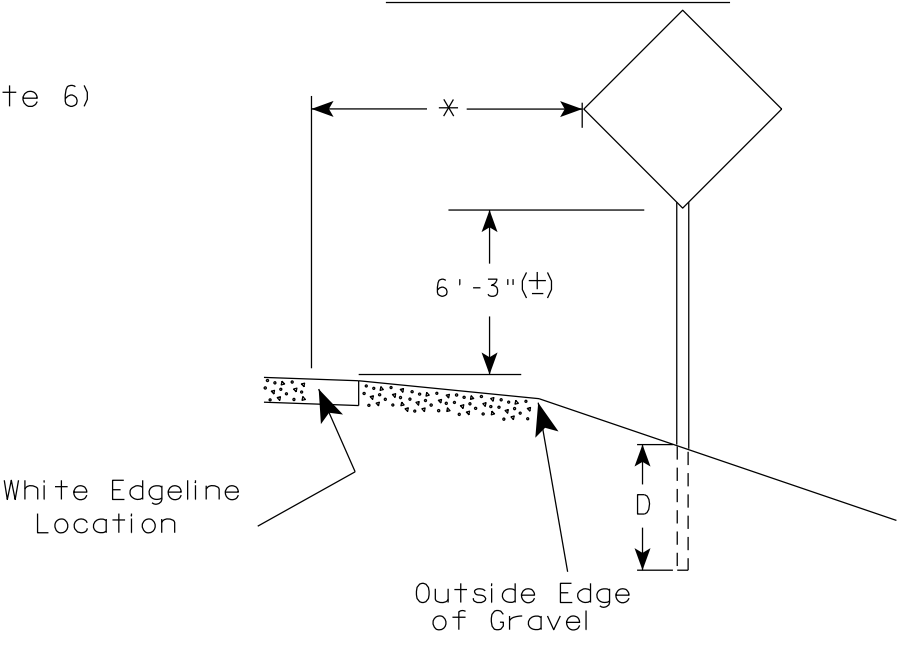
SHEET NO: 164

E

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

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

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

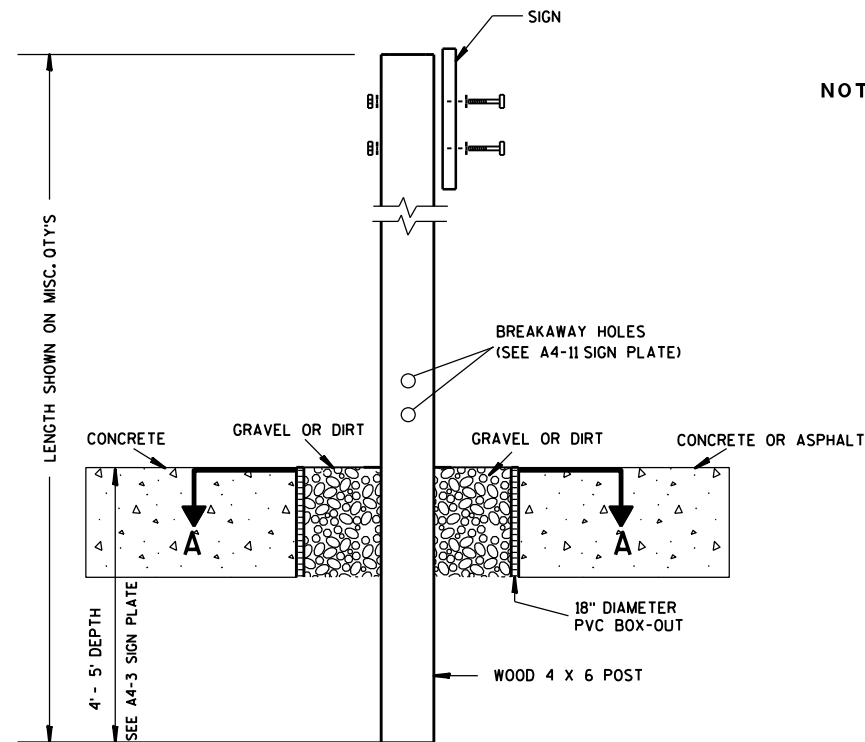
POST EMBEDMENT DEPTH	
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

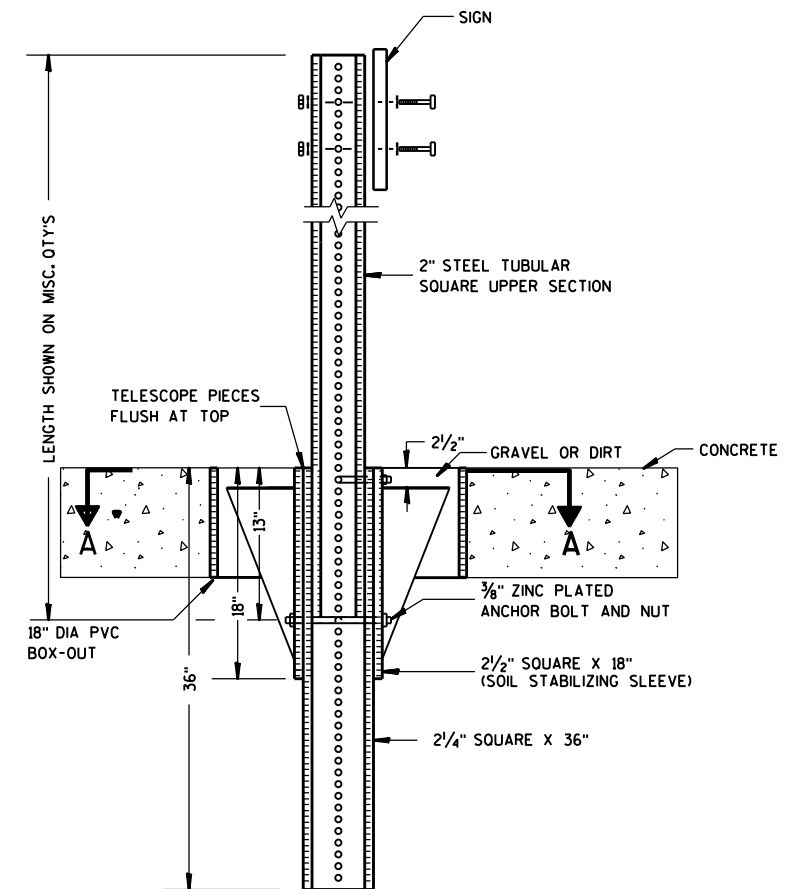
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

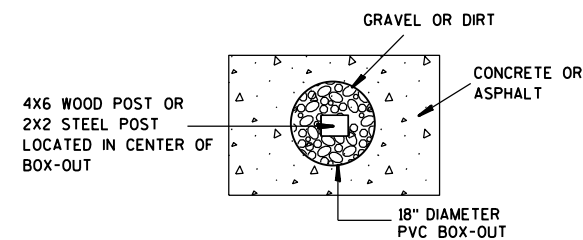
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 166 A4-3B.1

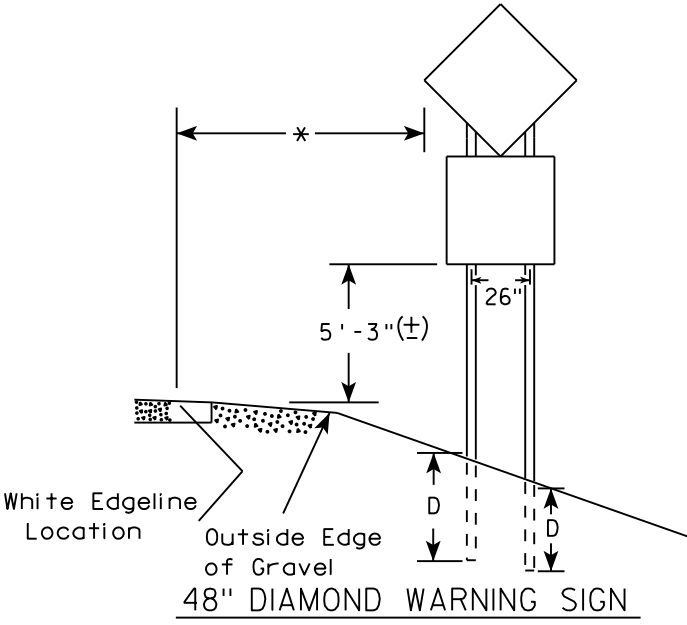
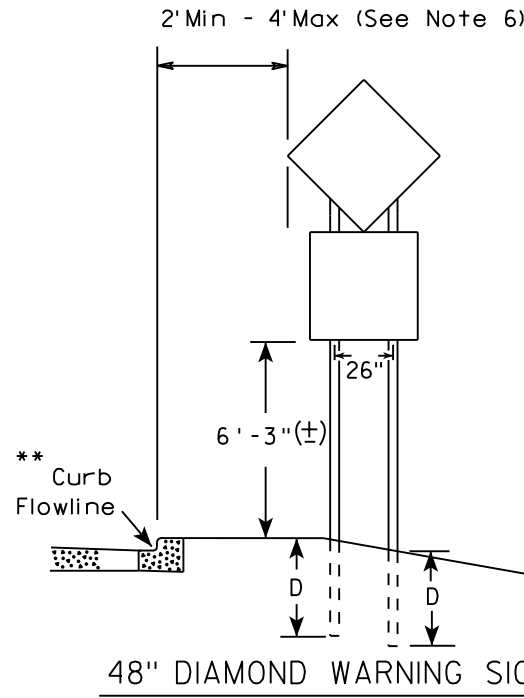
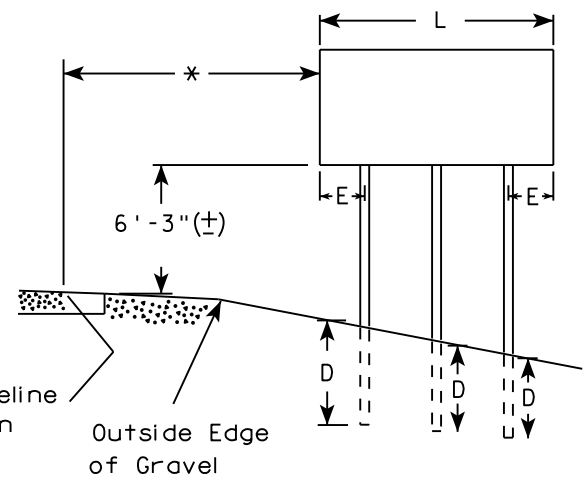
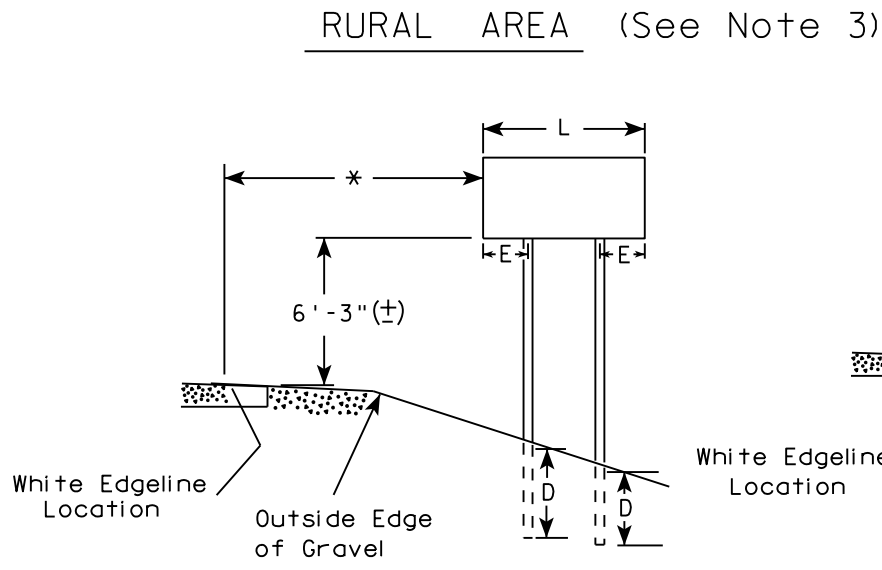
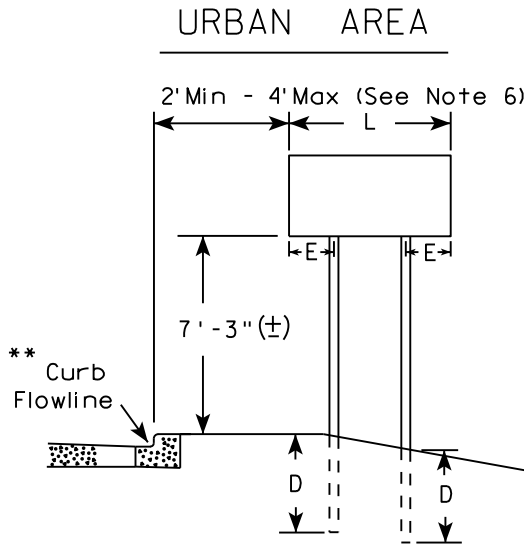
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

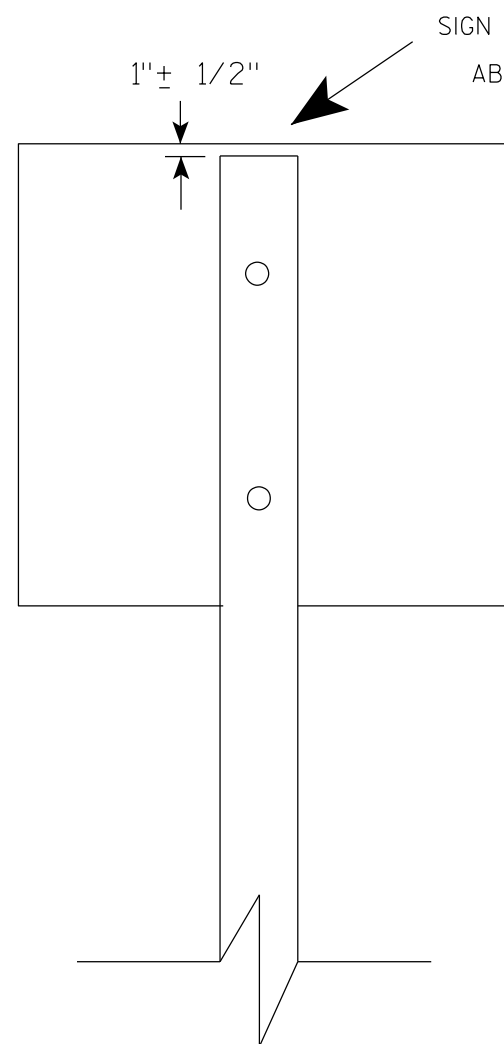
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

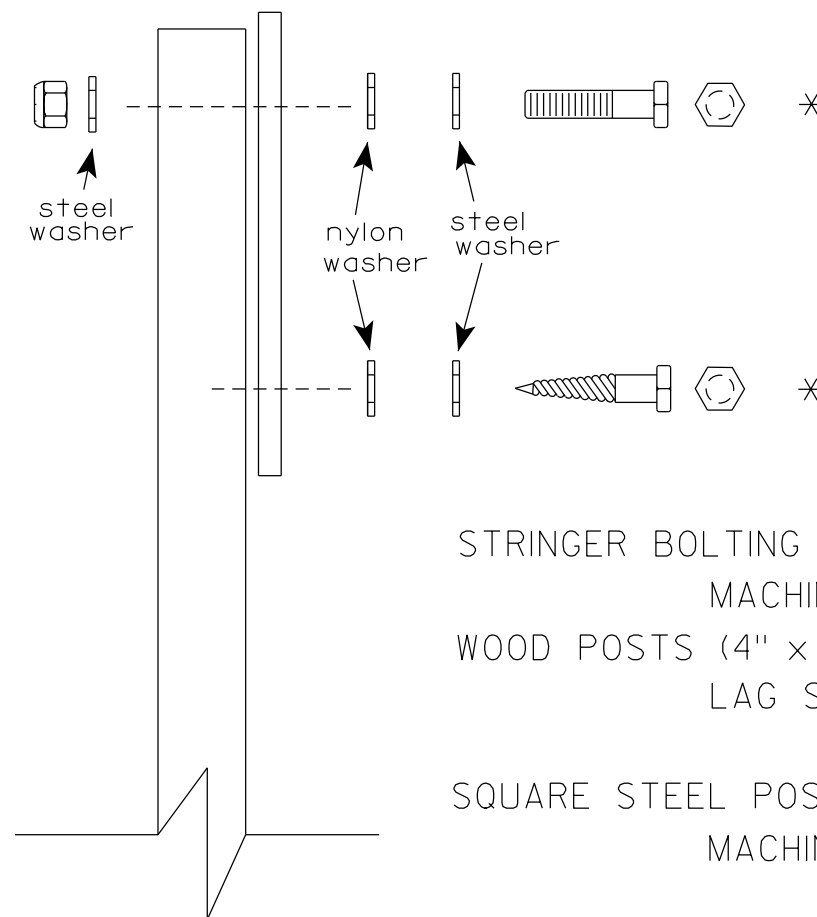
DATE 8/21/17 PLATE NO. A4-4.15

- GENERAL NOTES
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. J-Assemblies are considered to be one sign for mounting height.
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
 8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

- * 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.
- ** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.
- *** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.



SIGN SHALL BE MOUNTED TO PROJECT
ABOVE THE TOP OF THE POST



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL

1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

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

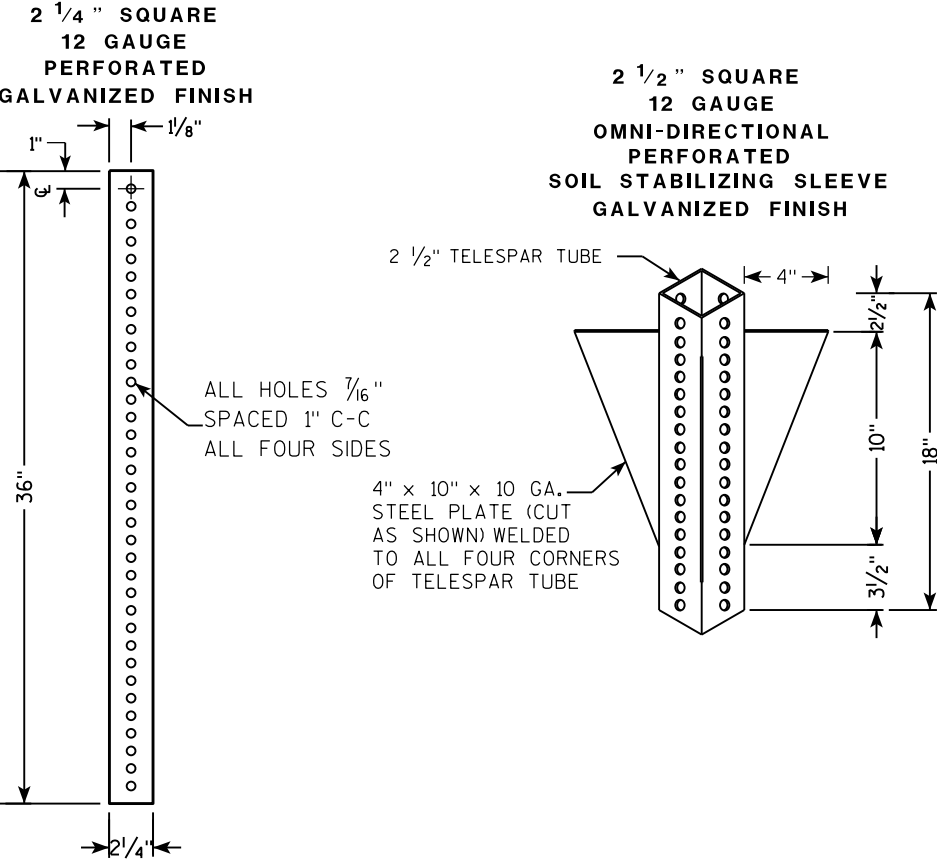
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

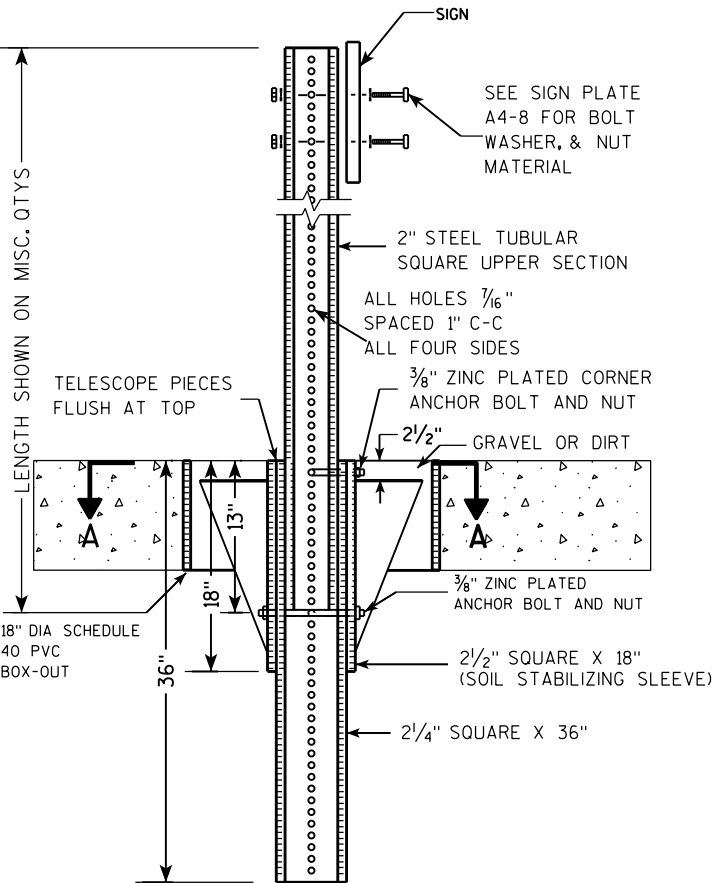
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

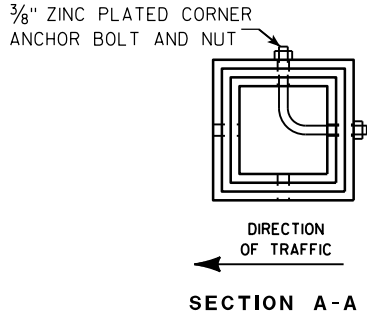
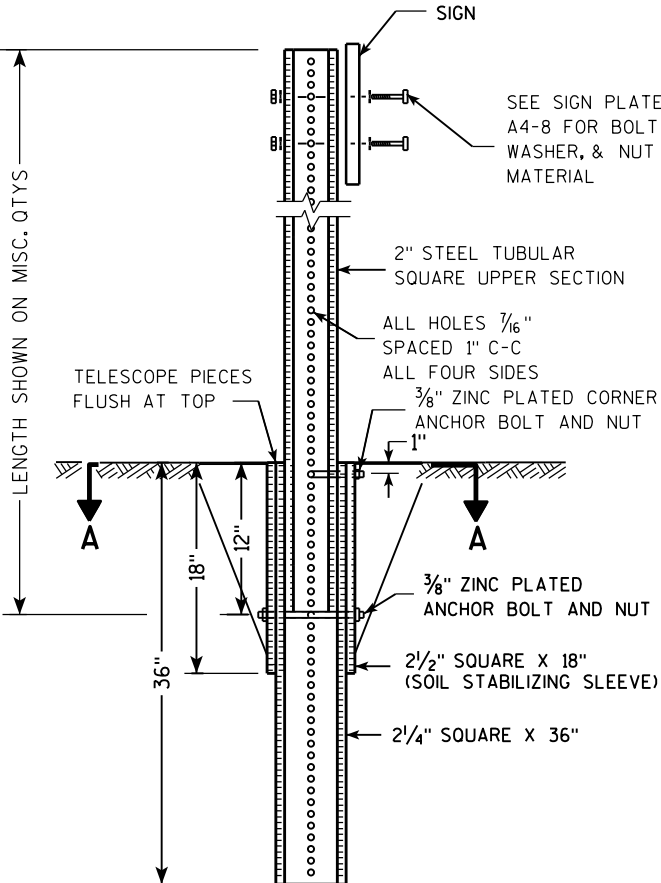
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

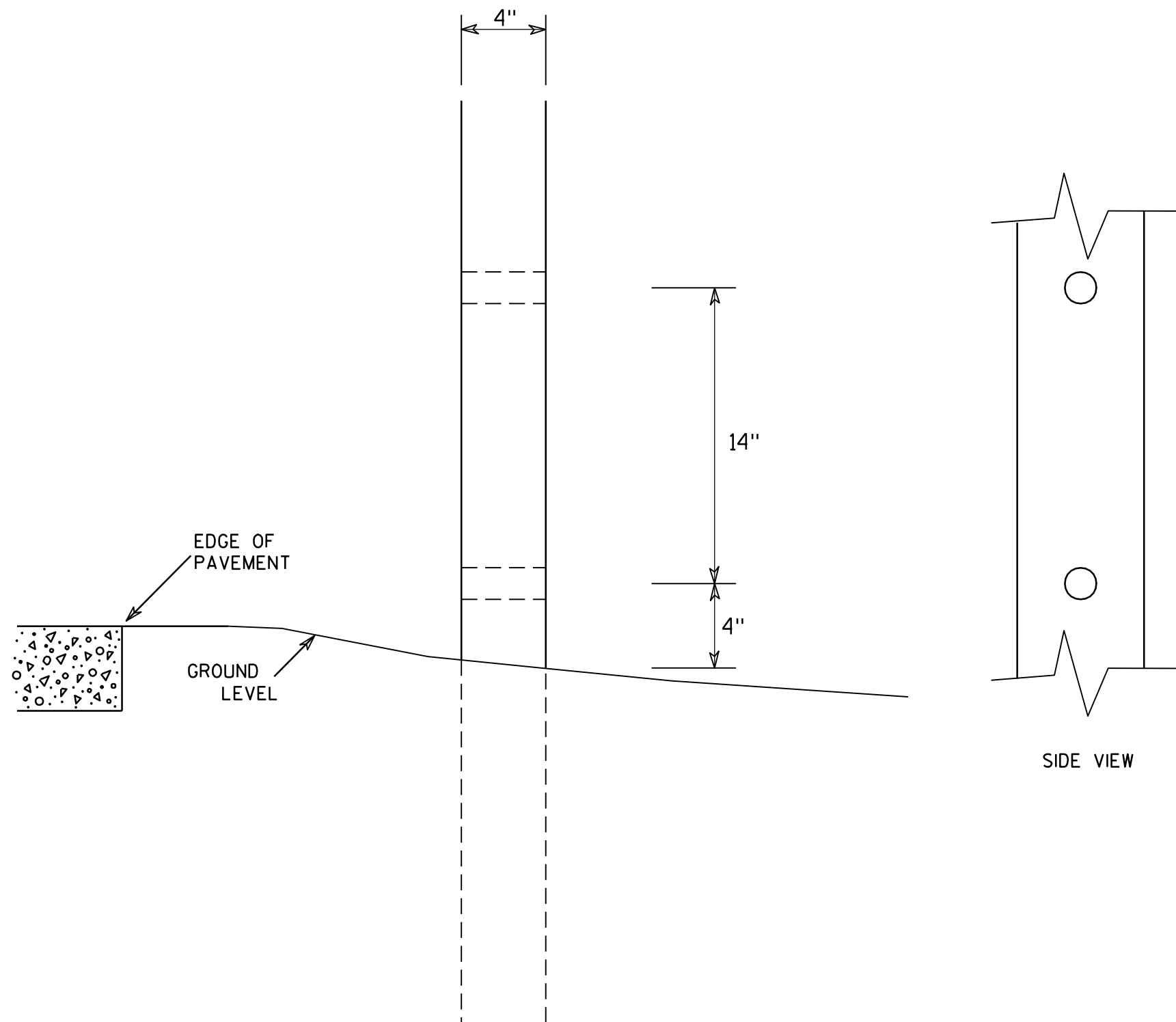
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 169 14-9.9

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

COUNTY:

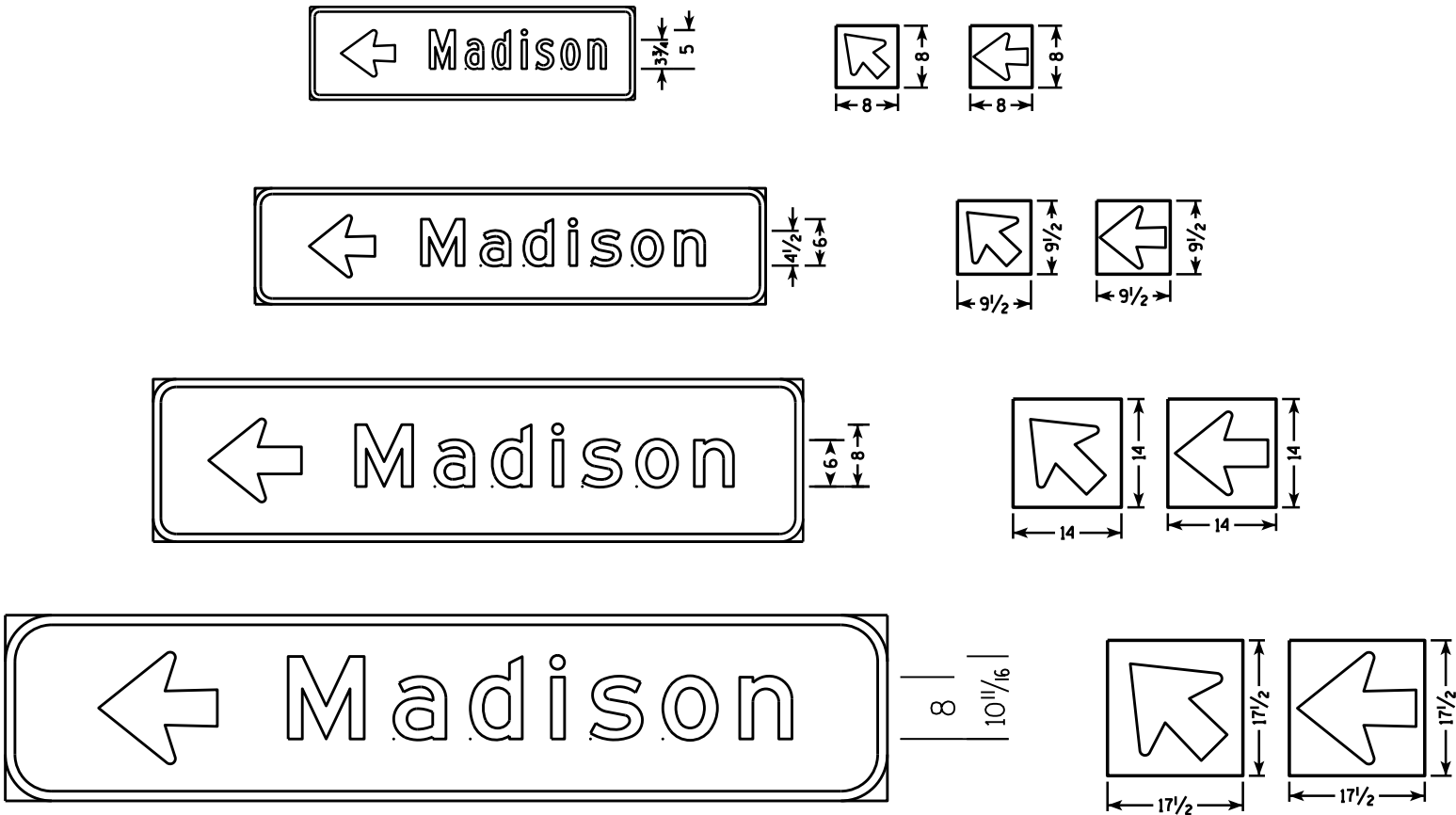
SHEET NO: 170

E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

GENERAL NOTES

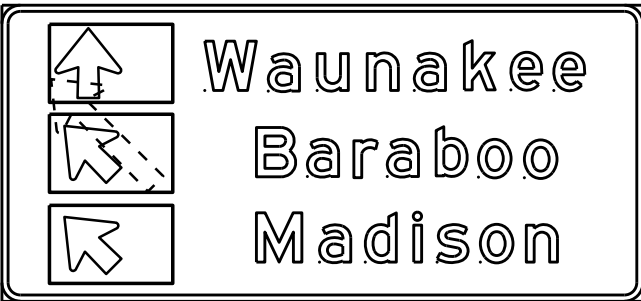
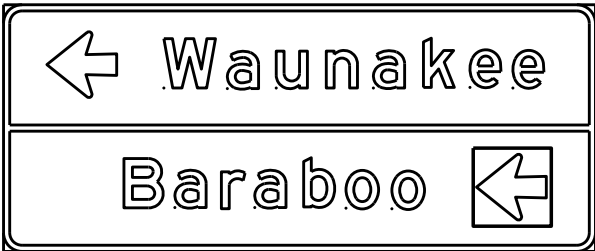
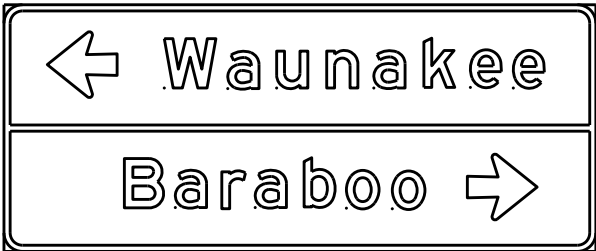
- 1. Materials shall conform to Standard Specification Section 637.
Base - Sheet Aluminum 0.040" Thickness
Sheeting - Orange Type F Reflective
Arrow - Black Non-Reflective
- 2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws.
There shall be a minmum of 2 fasteners used per arrow sign.
- 3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
- 4. Arrows are per standard plate A1-2
- 5. Use separate arrow sign for each destination
- 6. Tilt arrow is always at 45 degrees
- 7. Arrow is centered on arrow sign



Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3 3/4" Series C	8	9 1/2	14 1/2	8
4 1/2" Series D & E	9 1/2	10	15	9 1/2
6" Series D & E	14	16	20 1/2	14
8" Series E	17 1/2	20 1/2	25	17 1/2

BEFORE

AFTER



DESTINATION DIRECTIONAL ARROW
FOR DETOUR SIGNS

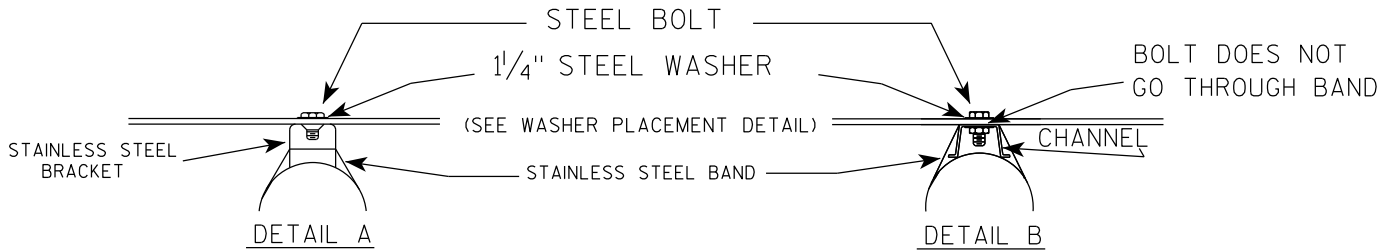
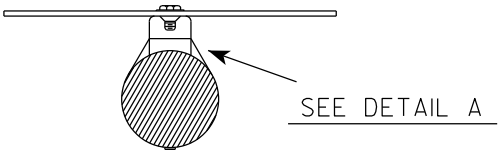
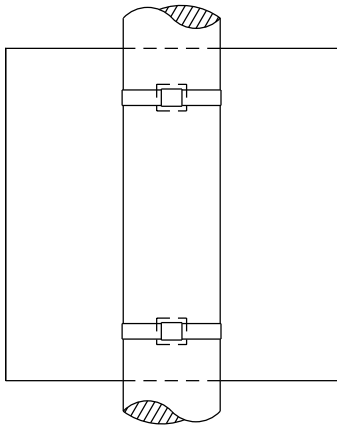
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

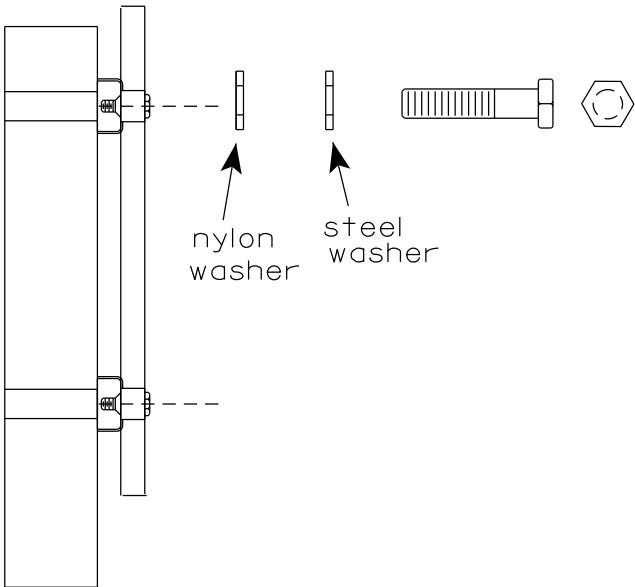
DATE 10/08/14 171 . A4-12.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

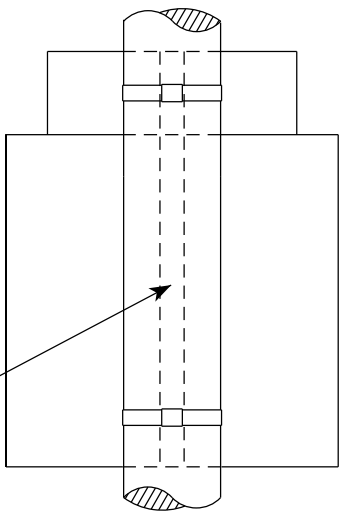


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

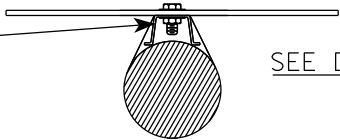
GENERAL NOTES

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

"J" ASSEMBLY



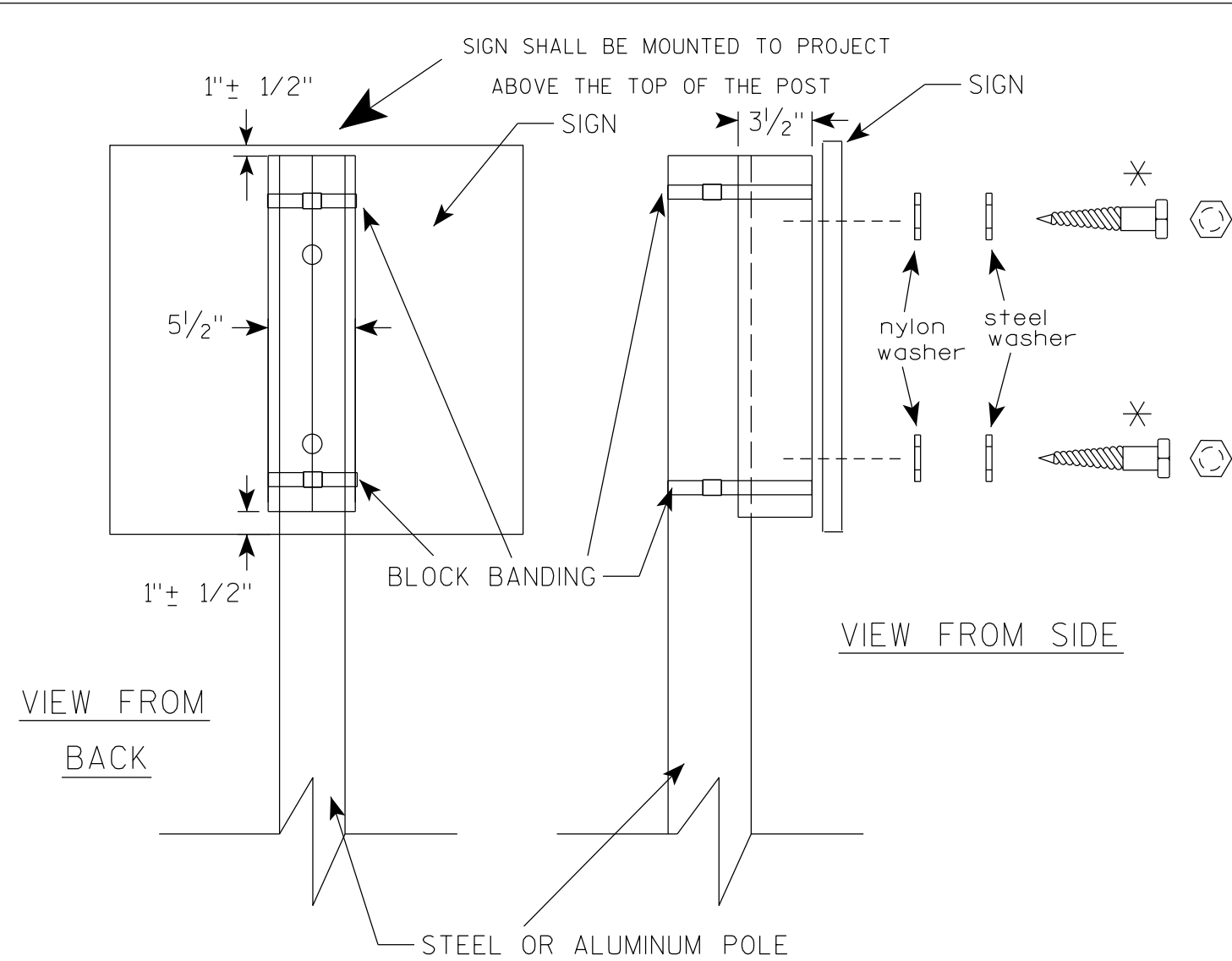
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

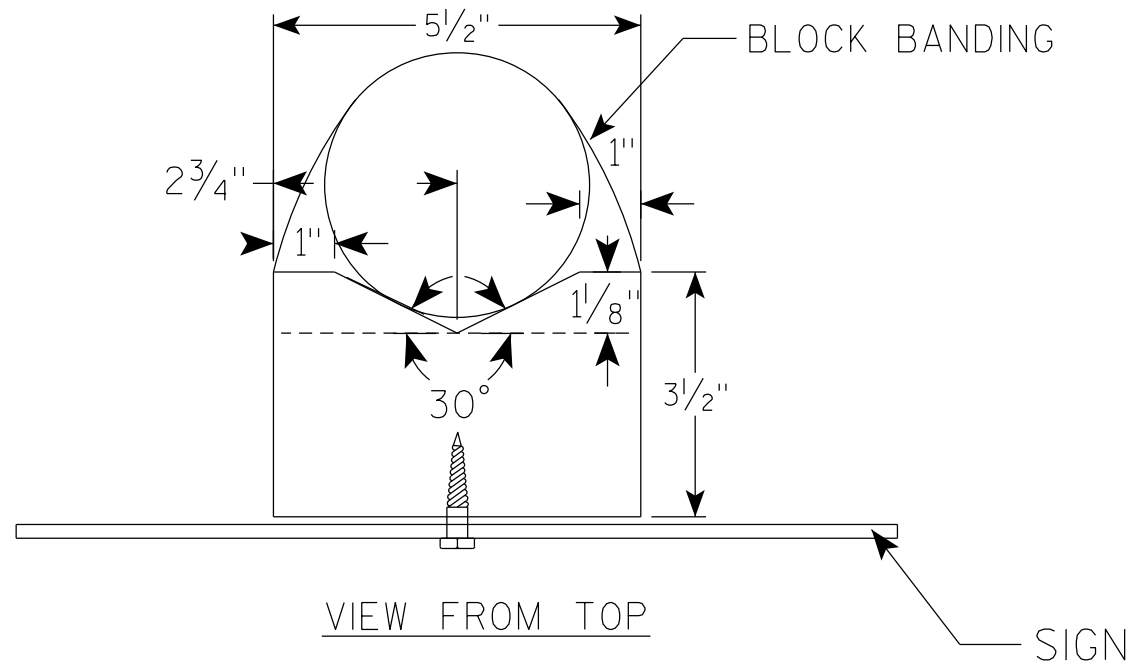
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

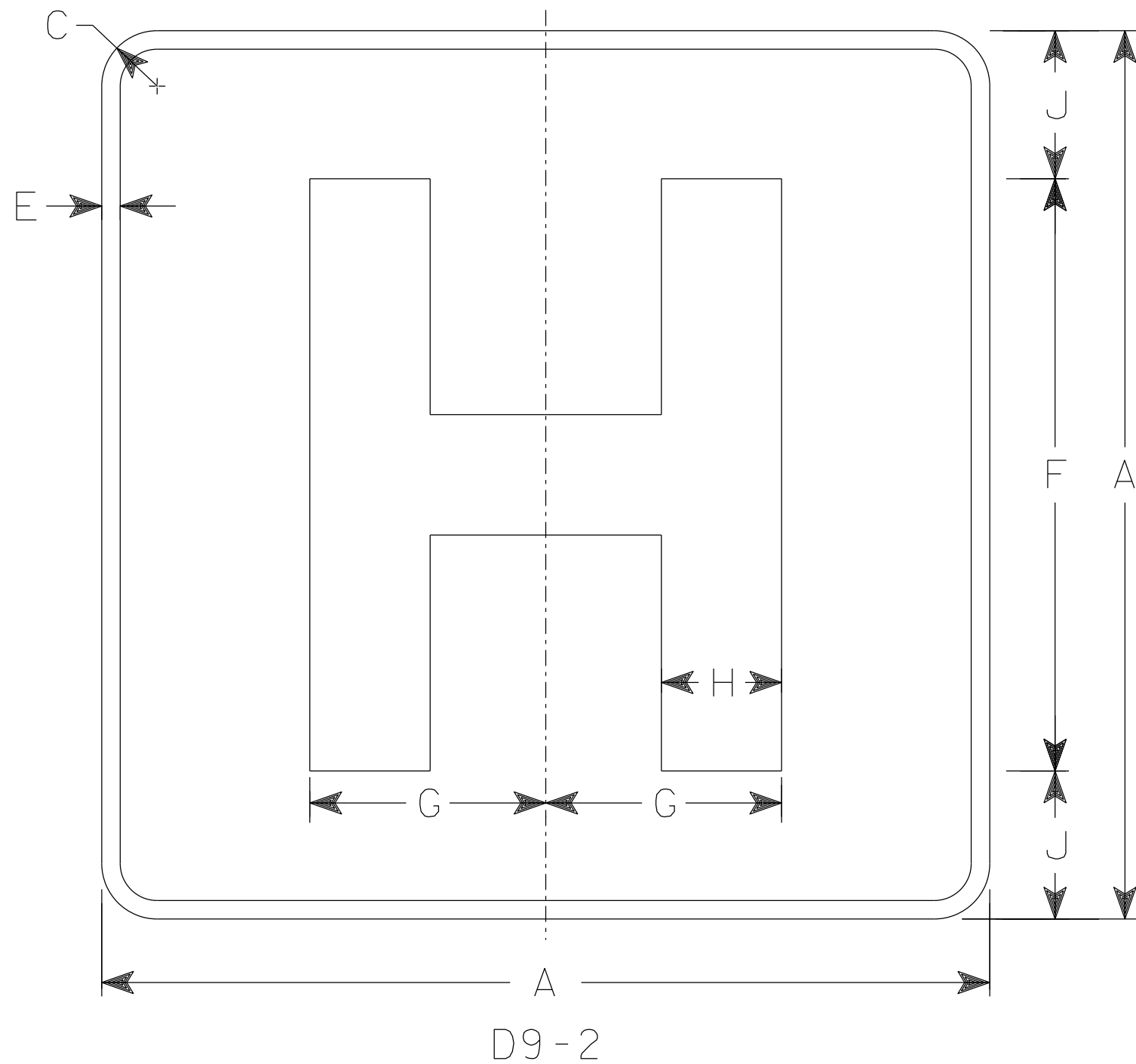
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 173

E

7



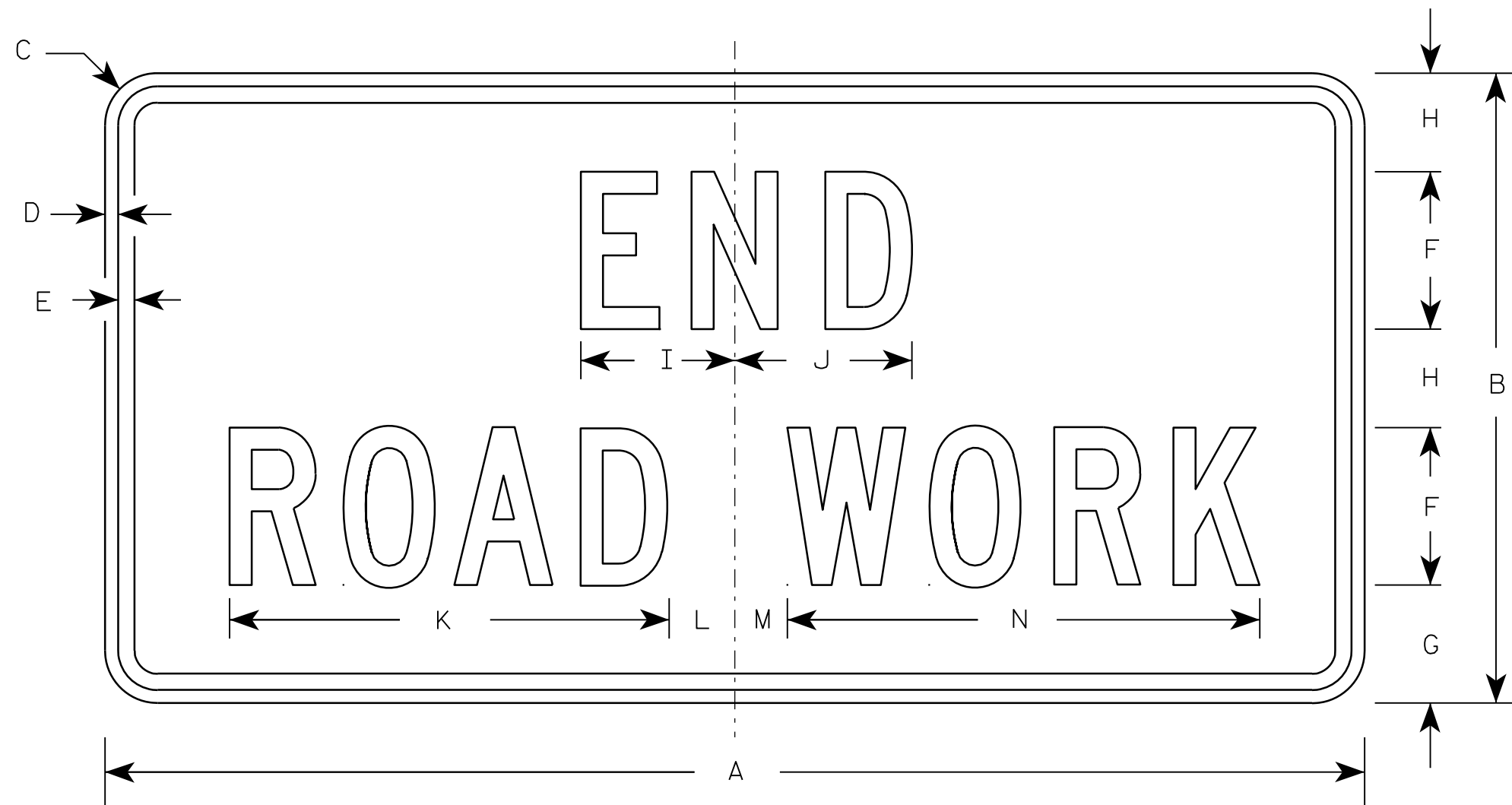
NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

7



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent
for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

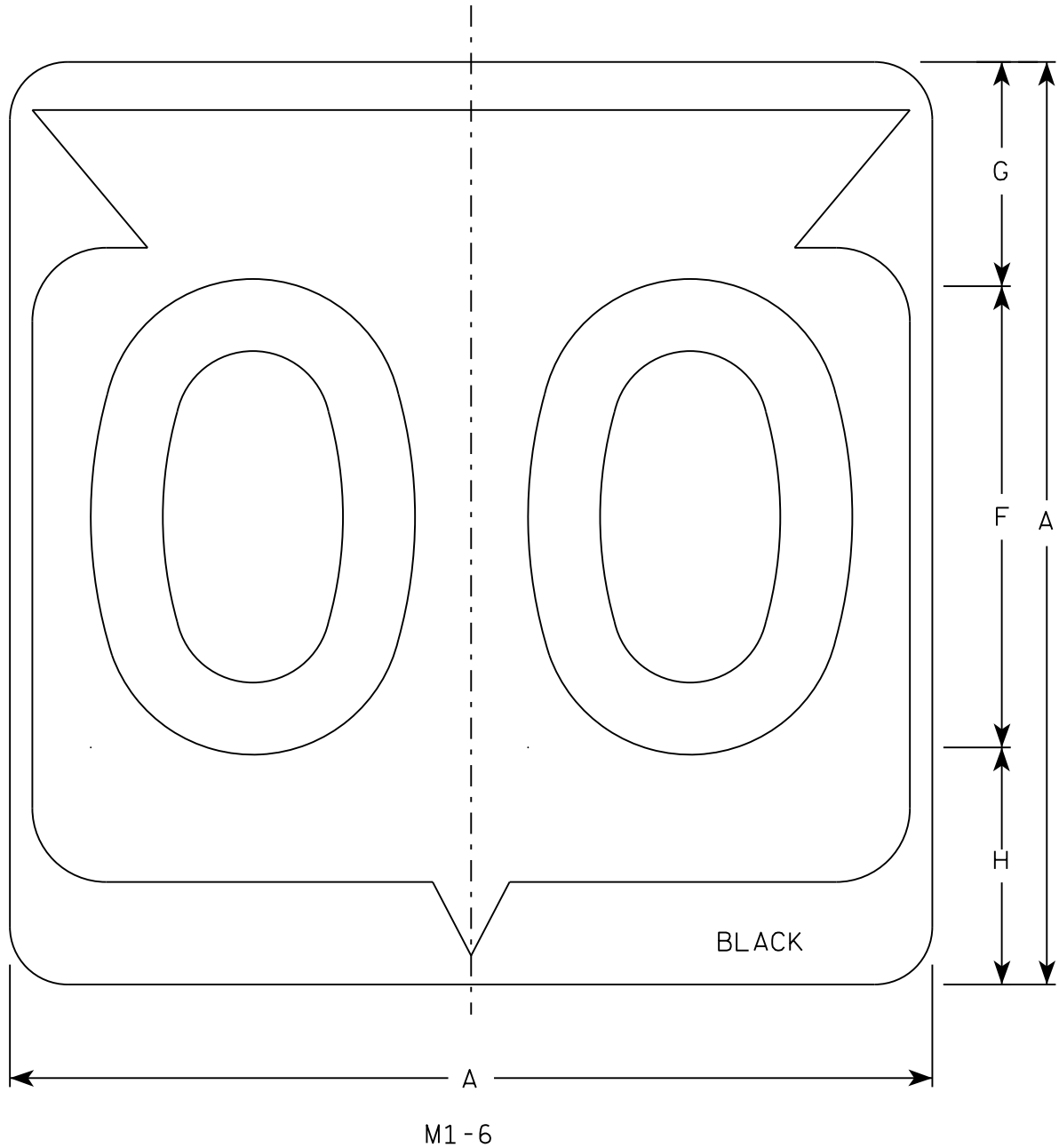
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

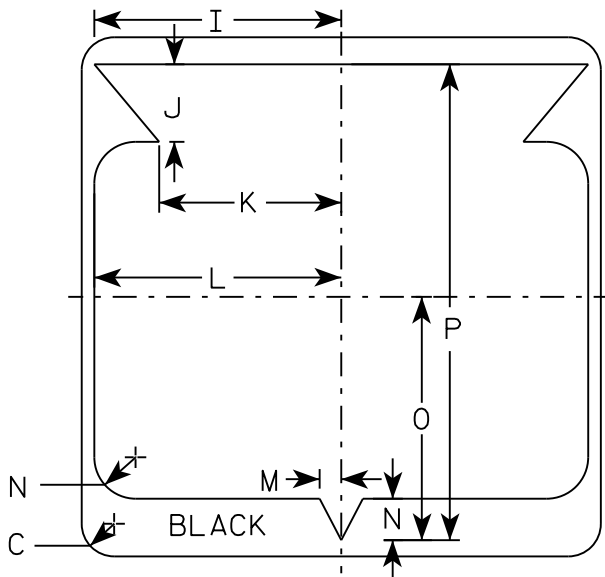
7

7



NOTES

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



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 176

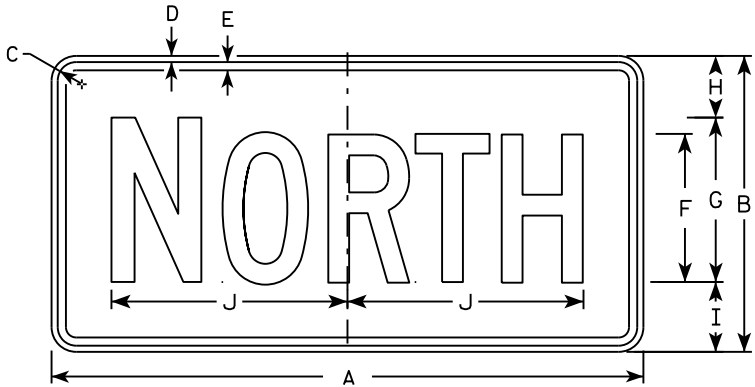
E

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

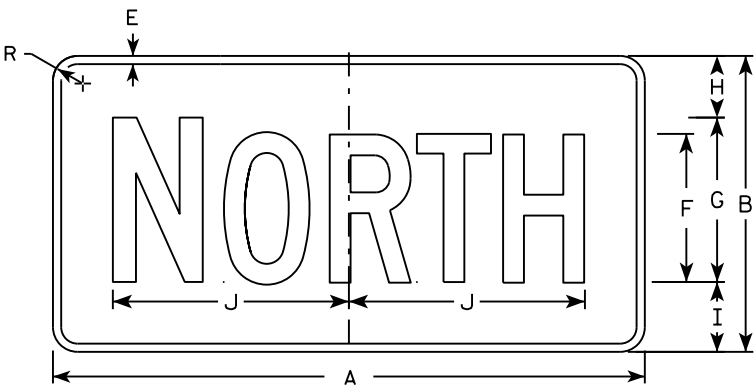
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10



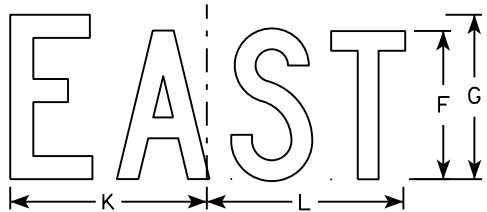
M3-1
MM3-1
MP3-1



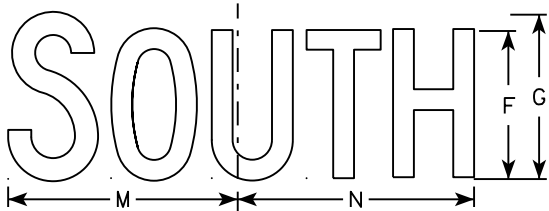
MB3-1
MK3-1
MN3-1



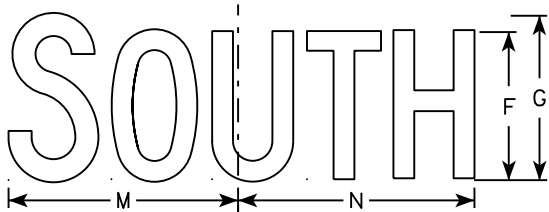
M3-2
MM3-2
MP3-2



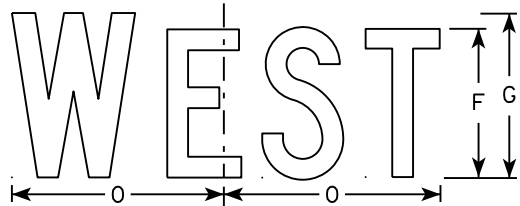
MB3-2
MK3-2
MN3-2



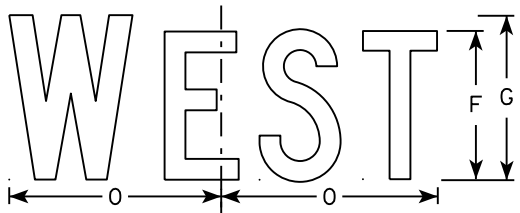
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

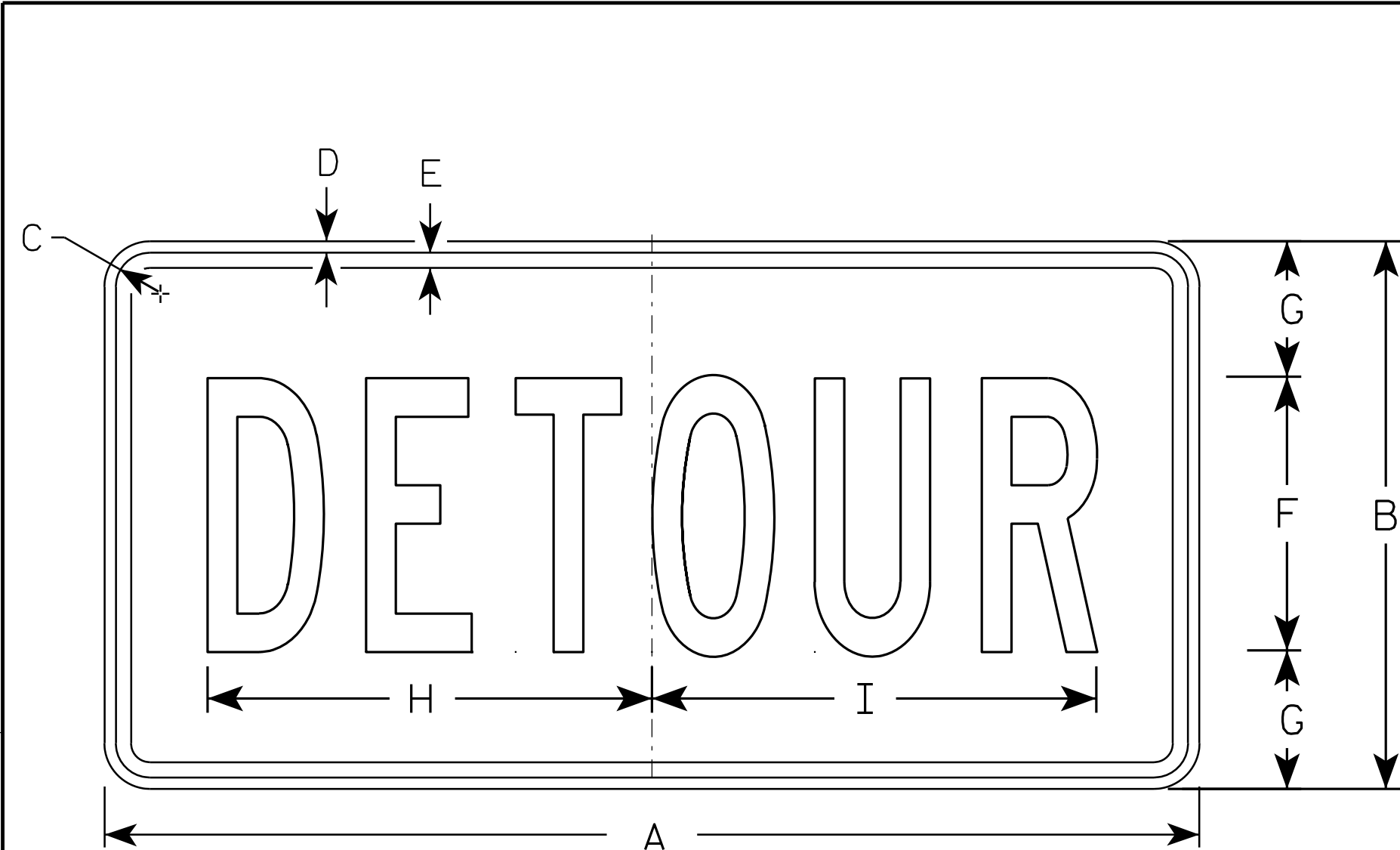
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. 177 M3-1.14



M4 - 8

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - B
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

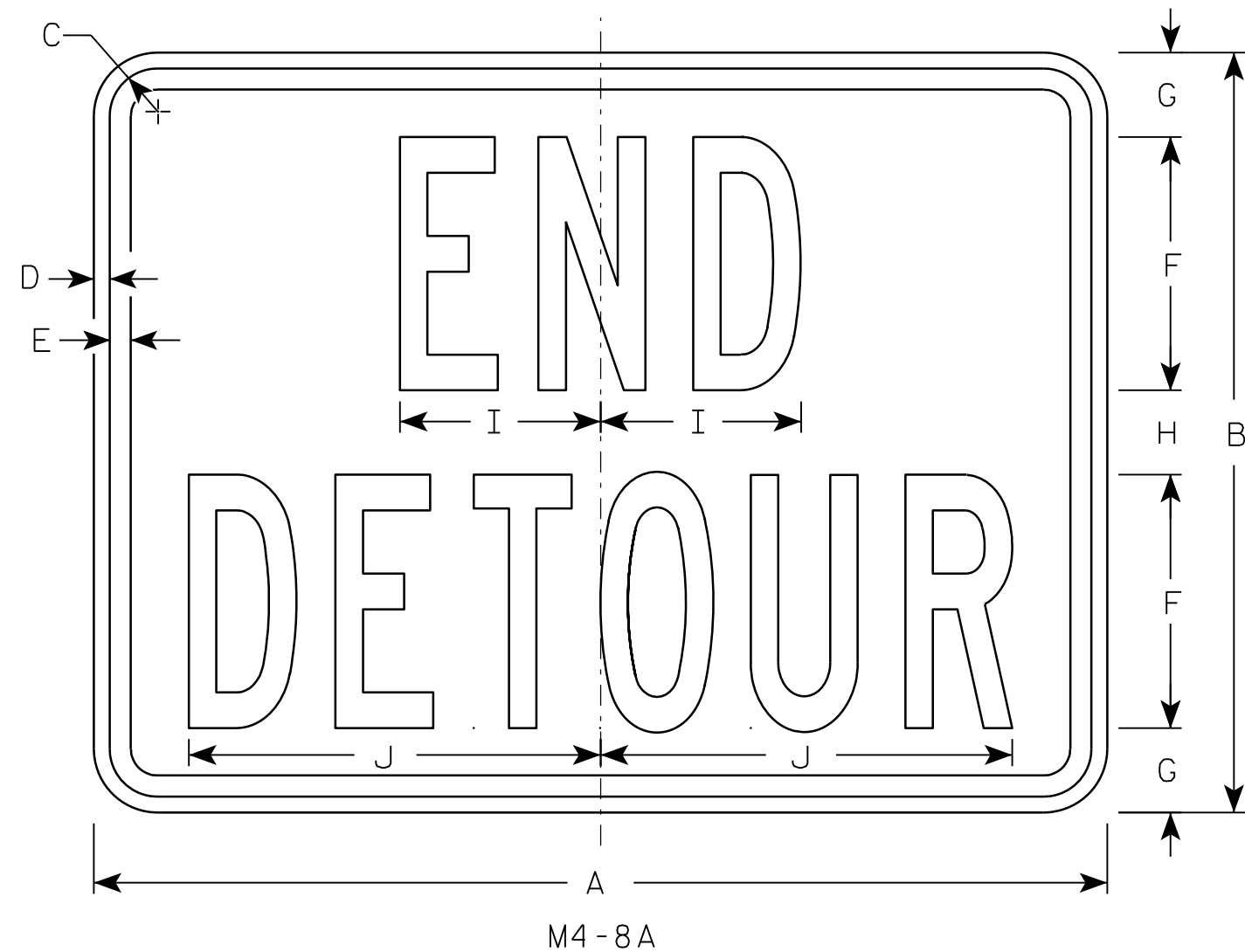
STANDARD SIGN

M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

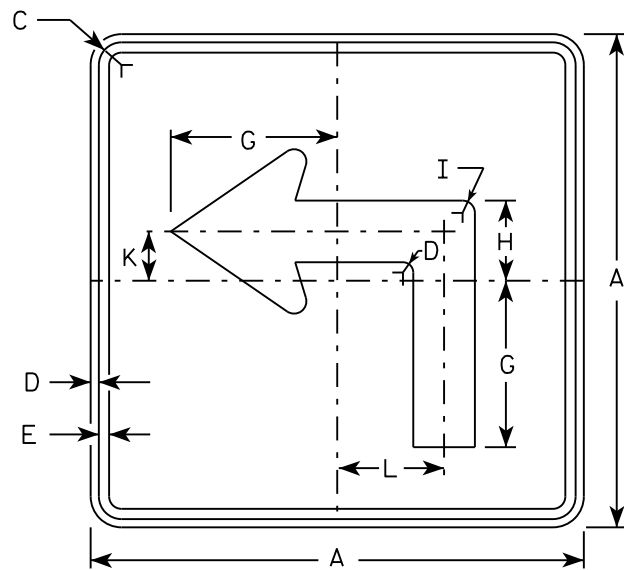
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 179	E
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STANDARD SIGN
M4-8A

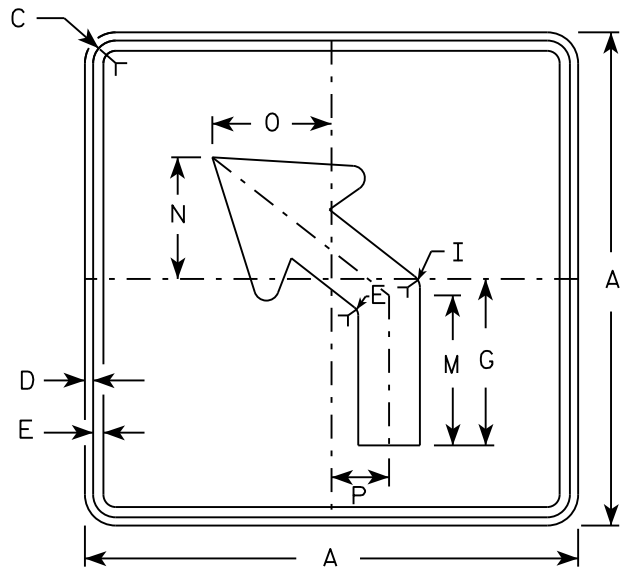
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

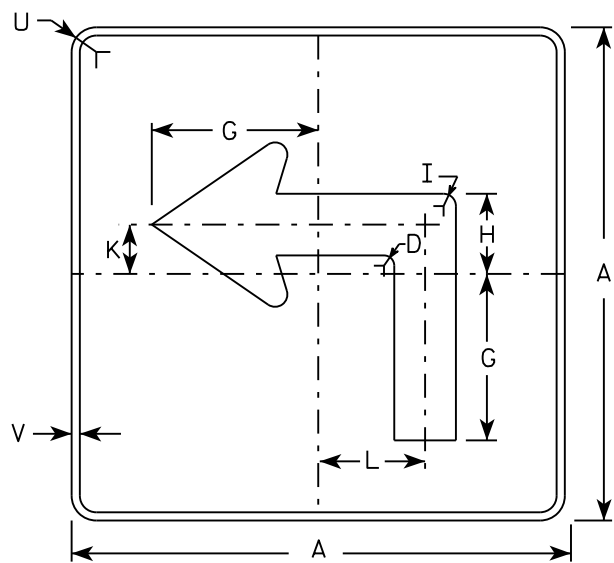
DATE 3/9/11 PLATE NO. M4-8A.2



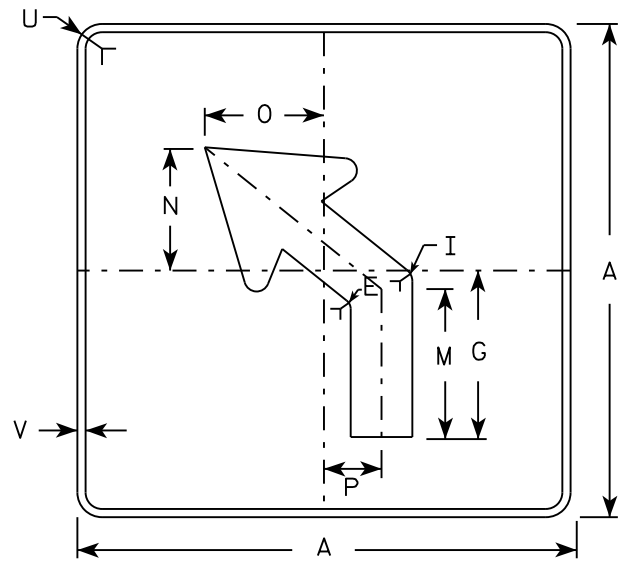
M5-1L
MM5-1L
M05-1L
MP5-1L



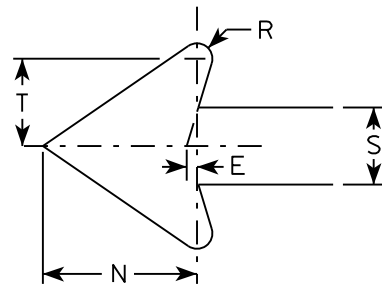
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | |
|-----------------|---|
| M5-1 and M5-2 | Background - White |
| | Message - Black |
| MB5-1 and MB5-2 | Background - Blue |
| | Message - White |
| MK5-1 and MK5-2 | Background - Green |
| | Message - White |
| MM5-1 and MM5-2 | Background - White |
| | Message - Green |
| MN5-1 and MN5-2 | Background - Brown |
| | Message - White |
| M05-1 and M05-2 | Background - Orange - Type F Reflective |
| | Message - Black |
| MP5-1 and MP5-2 | Background - White - Type H Reflective |
| | Message - Blue |
| MR5-1 and MR5-2 | Background - Brown |
| | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

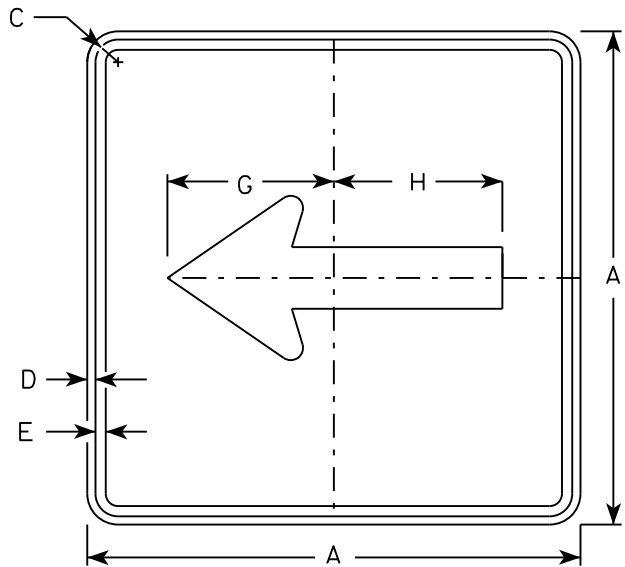
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M5-1 & M5-2

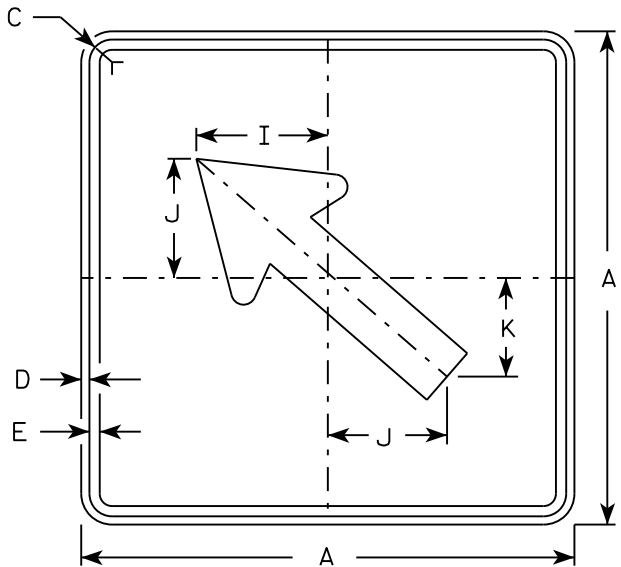
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

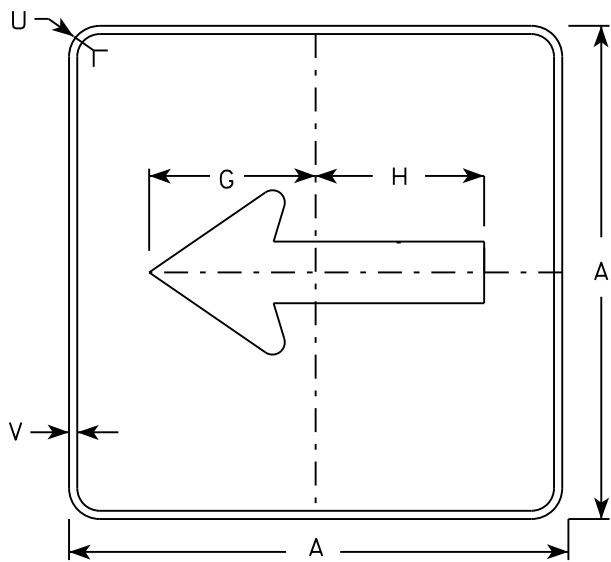
DATE 10/15/15 PLATF 180 M5-1.13



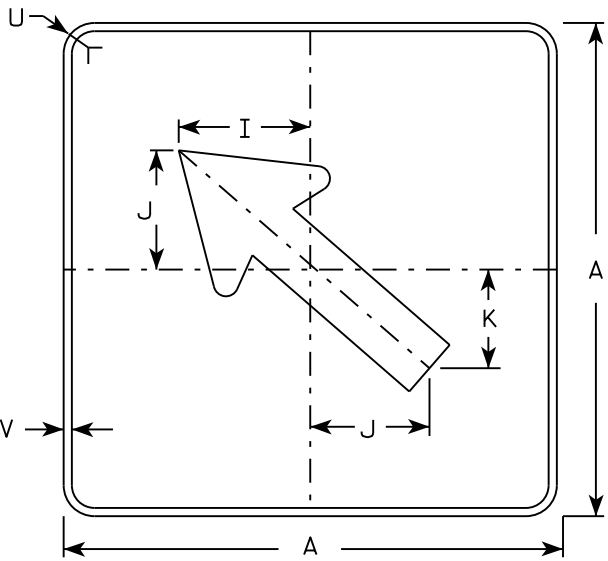
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



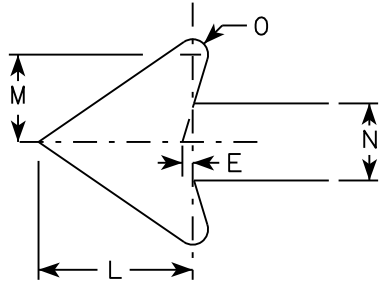
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



NOTES

- 1. Signs are Type II - Type H except as Shown
- 2. Color:
Background - See note 4
Message - See note 4
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

DATE 10/15/15

PLAT 181

SHEET NO:

E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

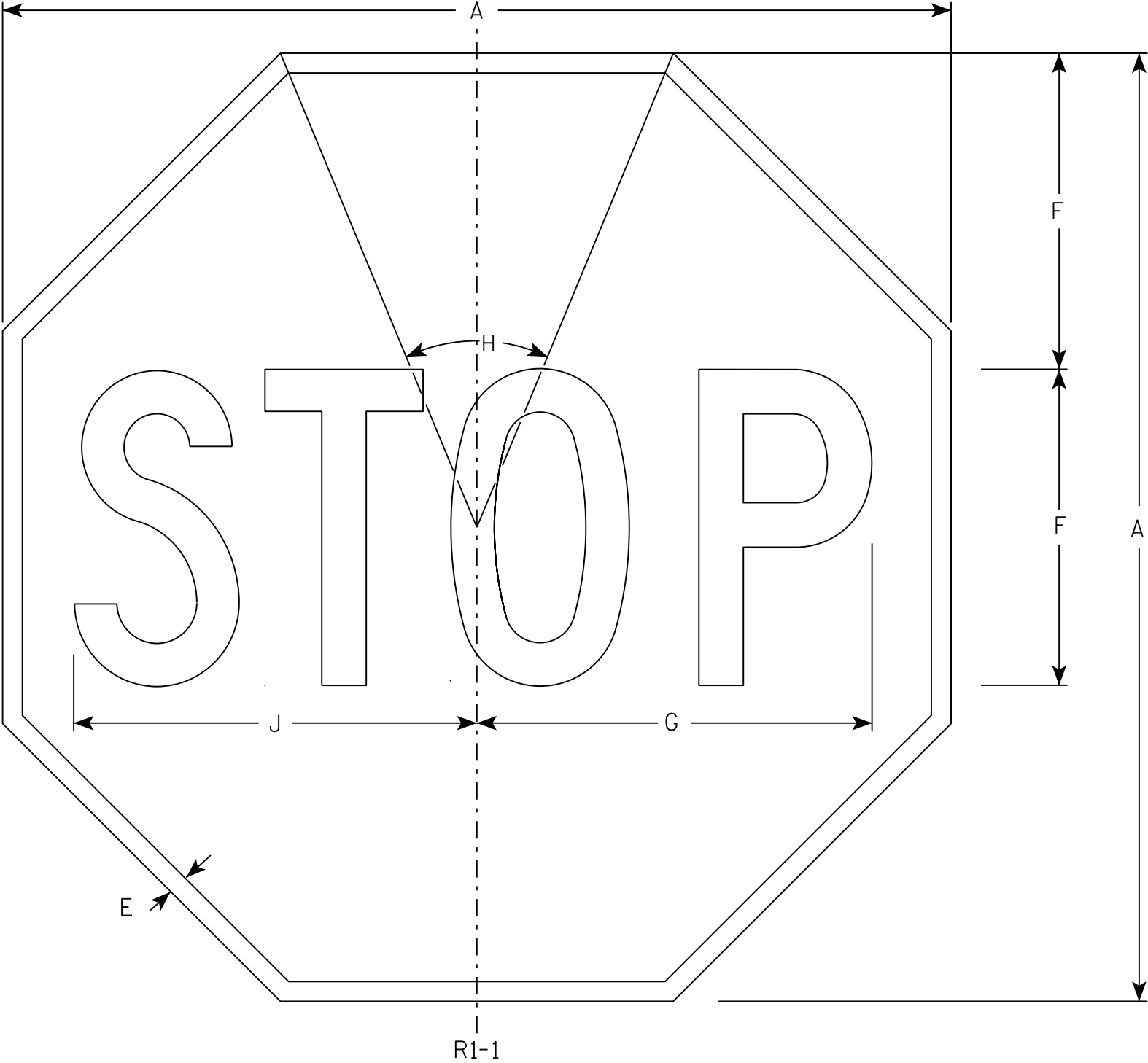
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15

PLAT 181

M6-1.15

7



NOTES

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

7

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

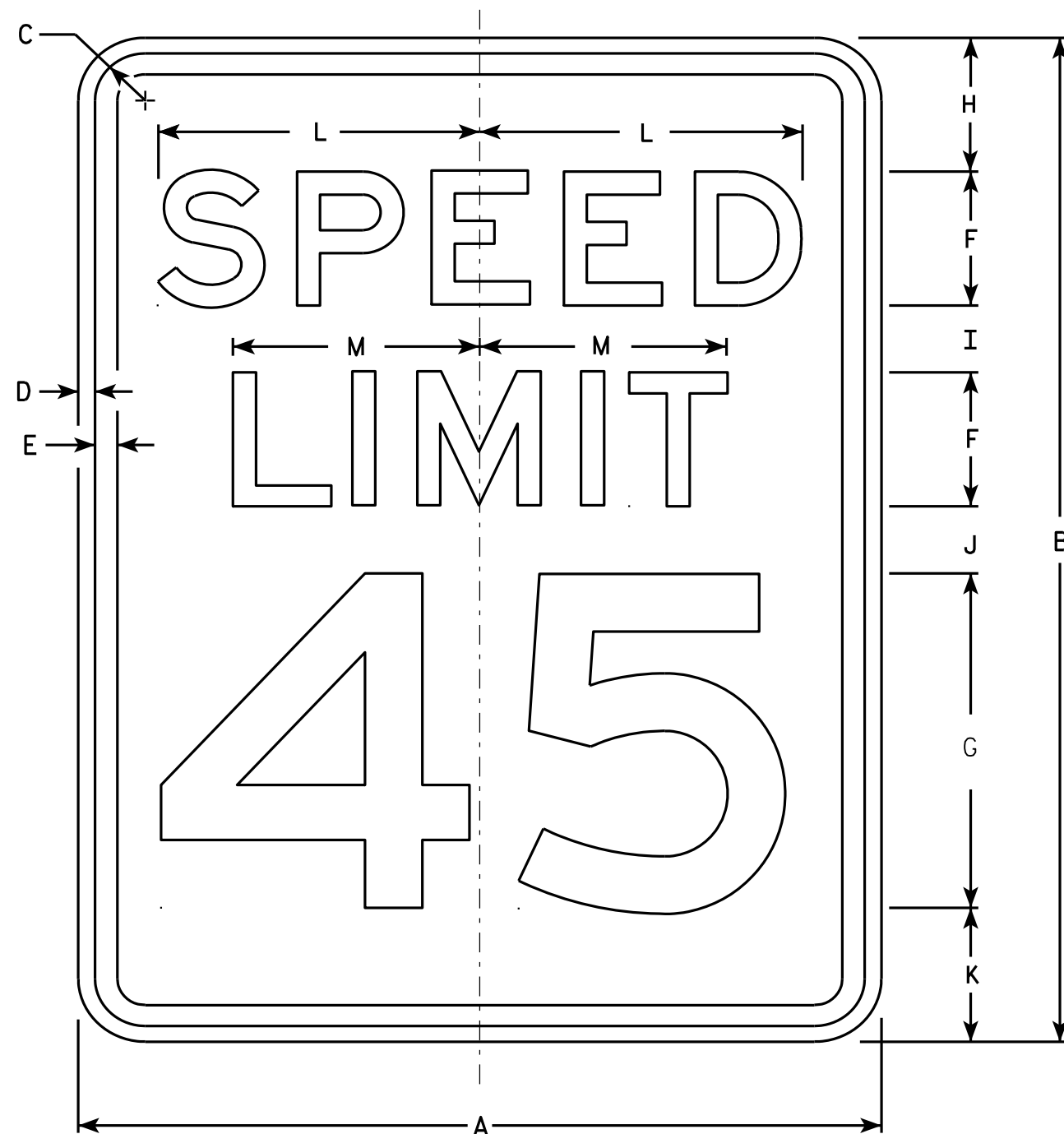
STANDARD SIGN

R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



R2-1

NOTES

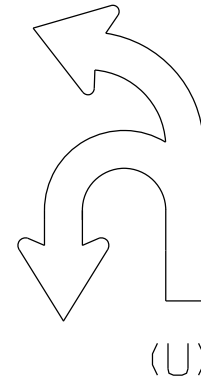
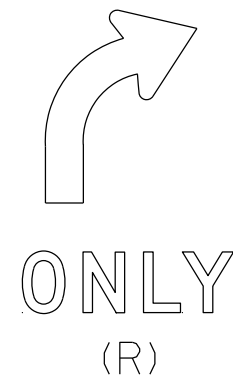
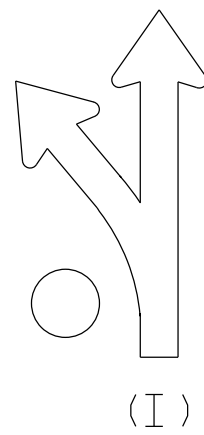
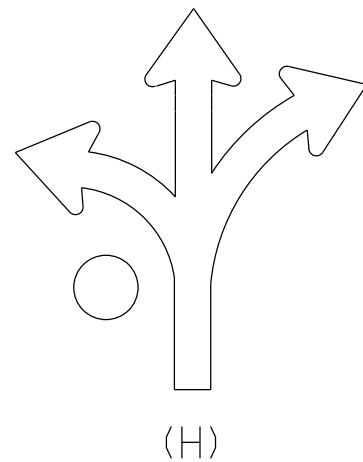
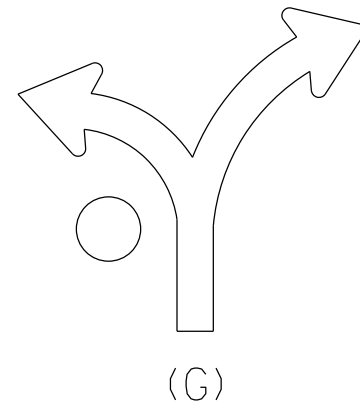
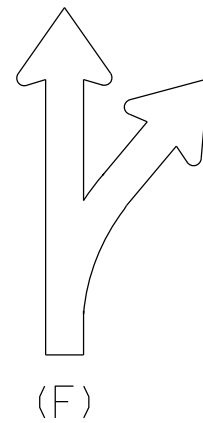
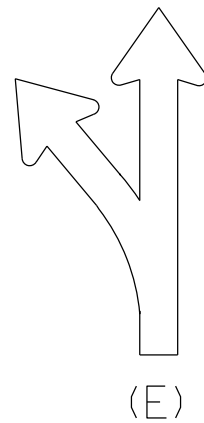
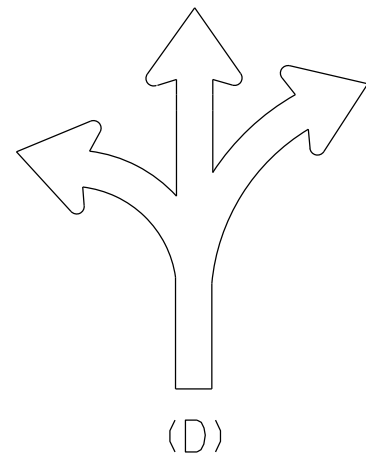
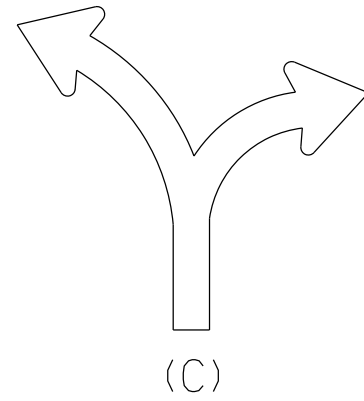
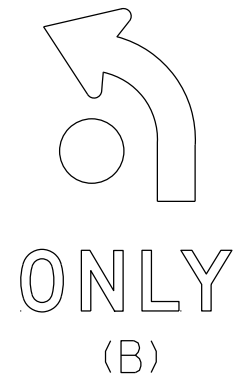
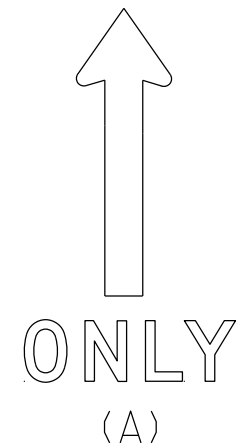
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: 183 E



NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter = 3.75 sq ft for Size 2

6.0 sq ft for Size 3

10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2

12.0 sq ft for Size 3

20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2

18.0 sq ft for Size 3

30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2

24.0 sq ft for Size 3

40.0 sq ft for Size 4 or 5

5 Letters = 18.75 sq ft for Size 2

30.0 sq ft for Size 3

50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2

36.0 sq ft for Size 3

60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq.Ft. changes.

Add the amounts when these letters are used:

1.25 sq ft for Size 2

1.5 sq ft for Size 3

2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

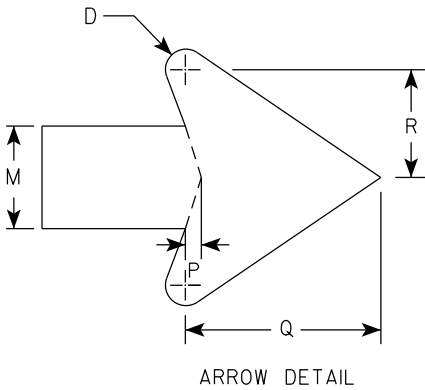
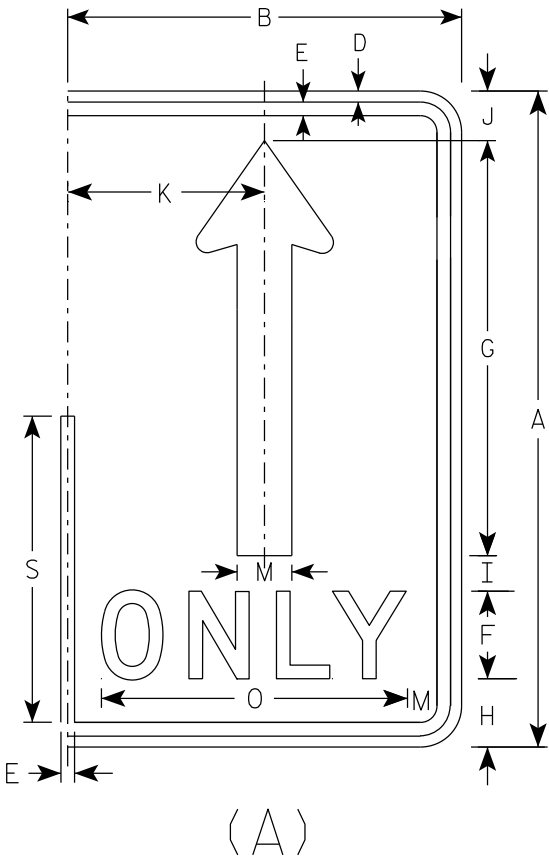
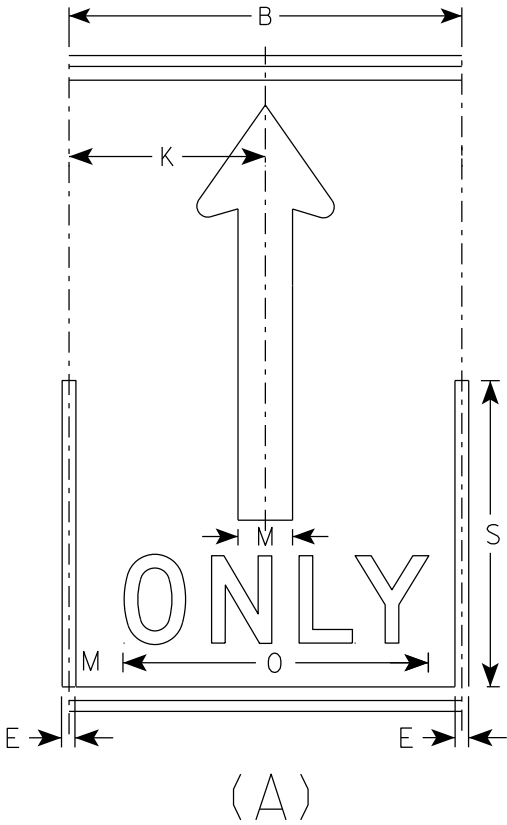
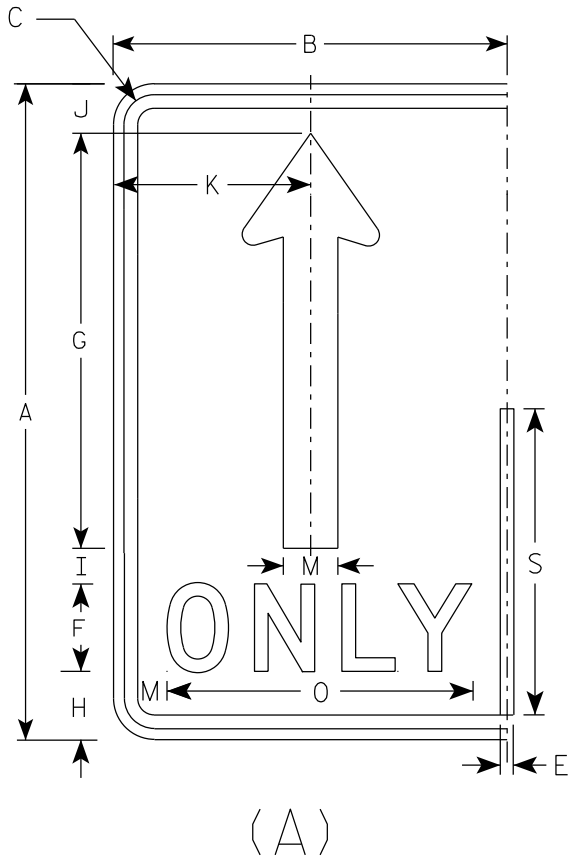
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

NOTES

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



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8	4	19	3 1⁄8	1 5⁄8	2 1⁄4	9		2 1⁄2		14	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	19	3 1⁄8	1 5⁄8	2 1⁄4	9		2 1⁄2		14	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	22 3⁄4	3 3⁄4	1 3⁄4	2 3⁄4	12		3		17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1	6	30 3⁄8	5 1⁄8	2 7⁄8	3 5⁄8	15		4		21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1	6	30 3⁄8	5 1⁄8	2 7⁄8	3 5⁄8	15		4		21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

STANDARD SIGN
R3-8 (A) Arrow

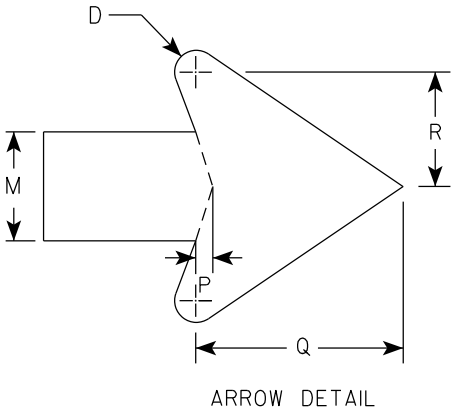
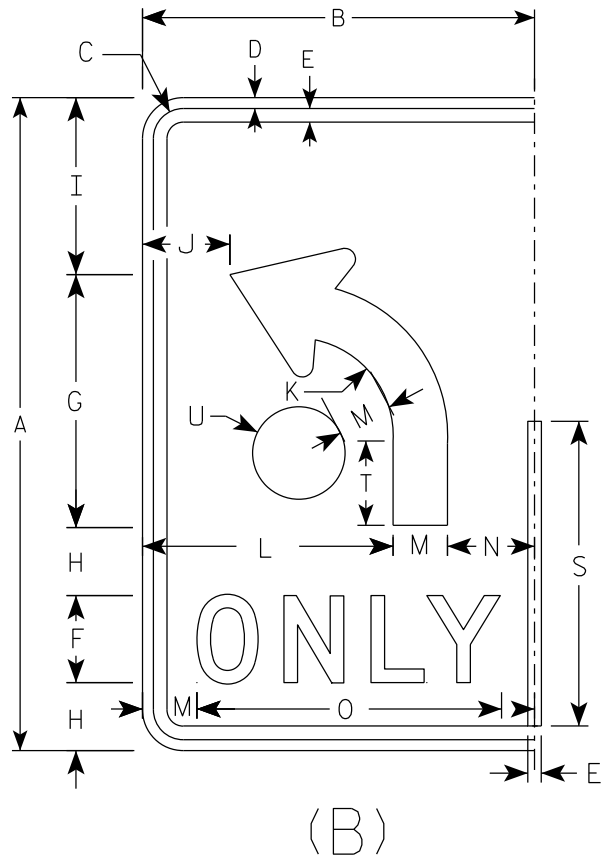
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8	2 1⁄8						3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8	2 1⁄8						3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4	6	5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8	2 1⁄2						6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4	3 3⁄8						10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4	3 3⁄8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

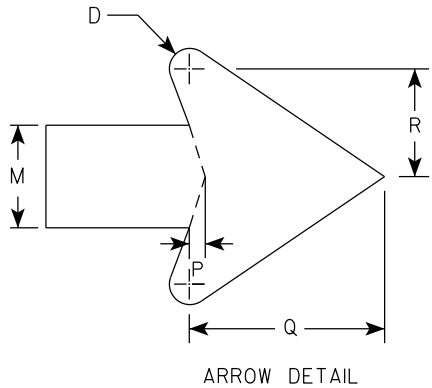
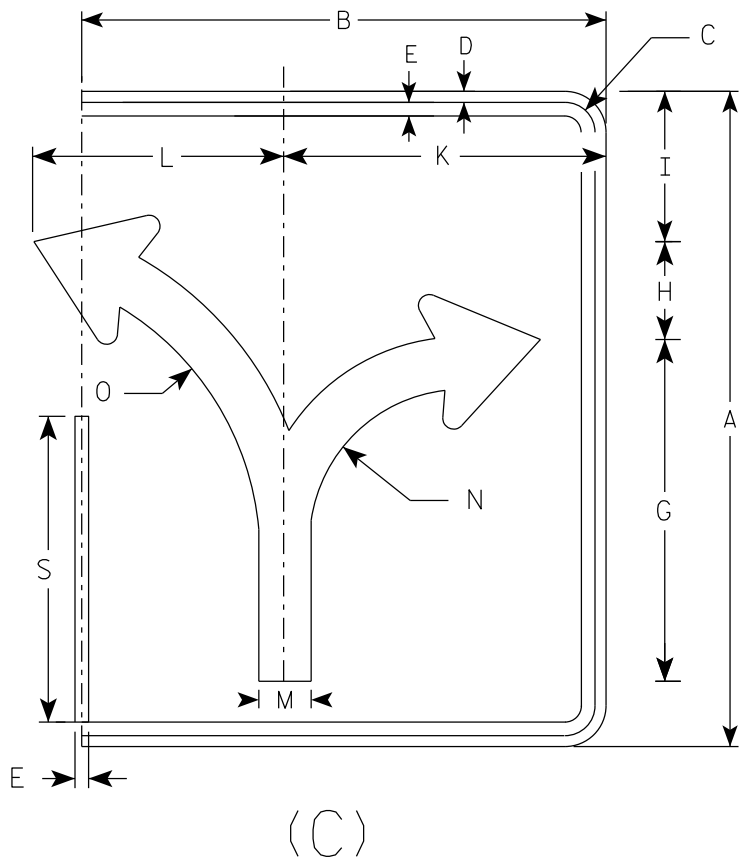
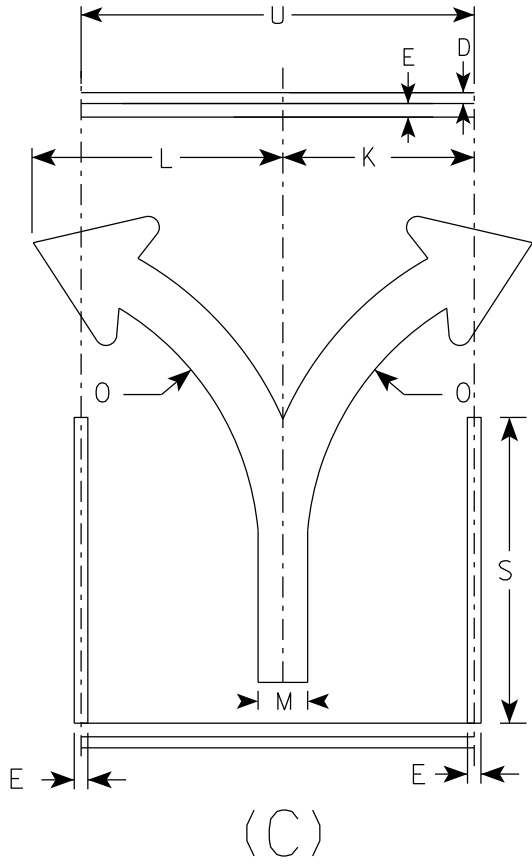
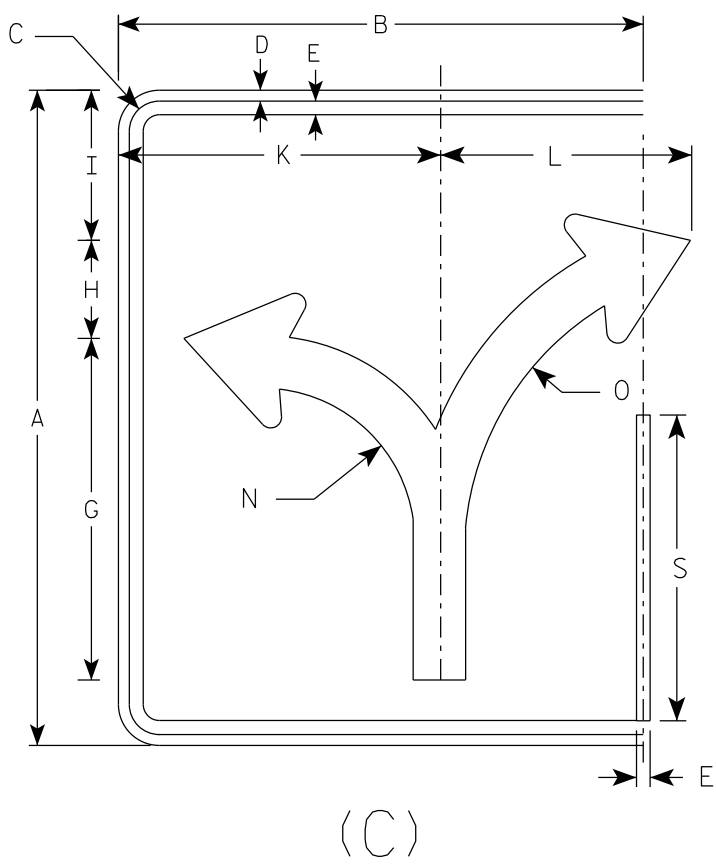
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



																												ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	
1																													
2S	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75	
2M	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75	
3	36	30	1 3⁄8	1⁄2	5⁄8		18 3⁄4	5 1⁄2	8 1⁄4		17 1⁄4	17 1⁄4	2 7⁄8	8 3⁄8	16	1⁄2	5 1⁄2	3	16 3⁄4		24						7.5	6.0	
4	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0	
5	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0	

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 187

E

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

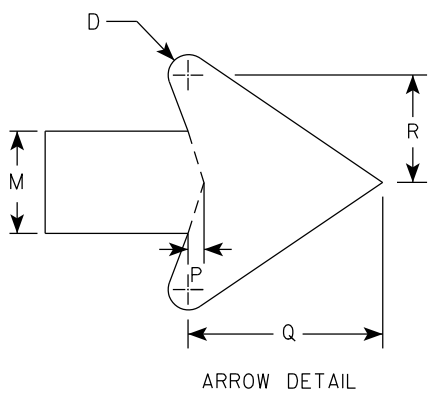
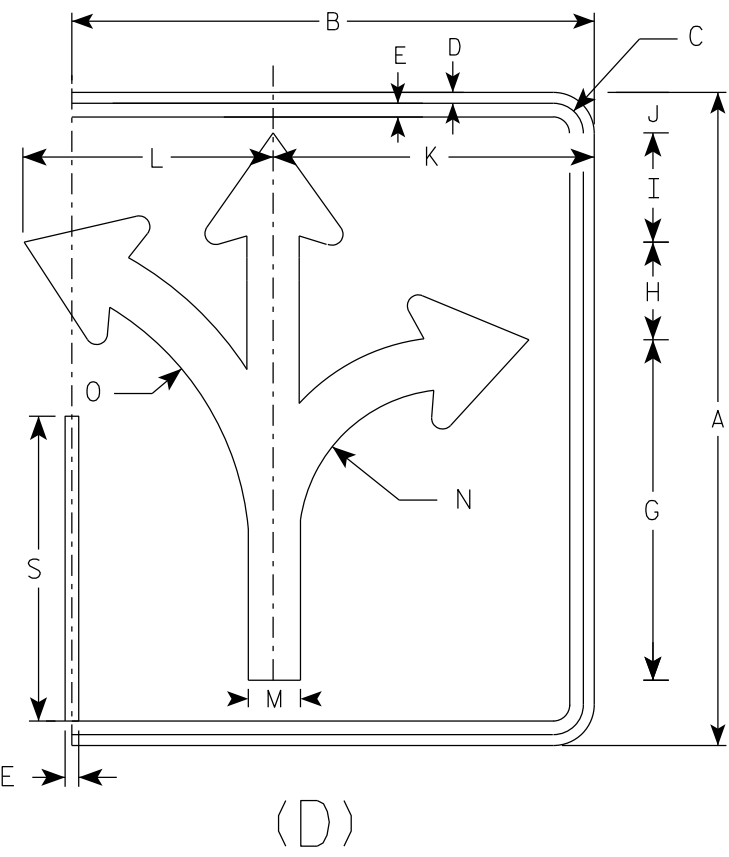
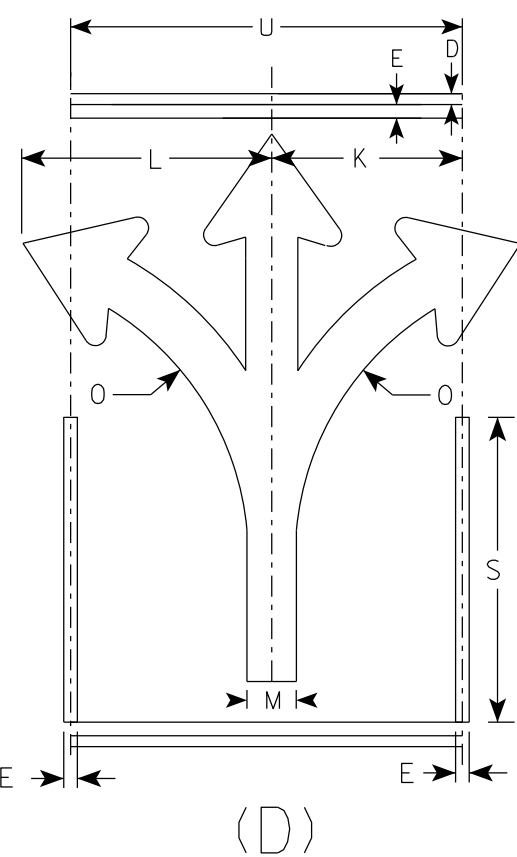
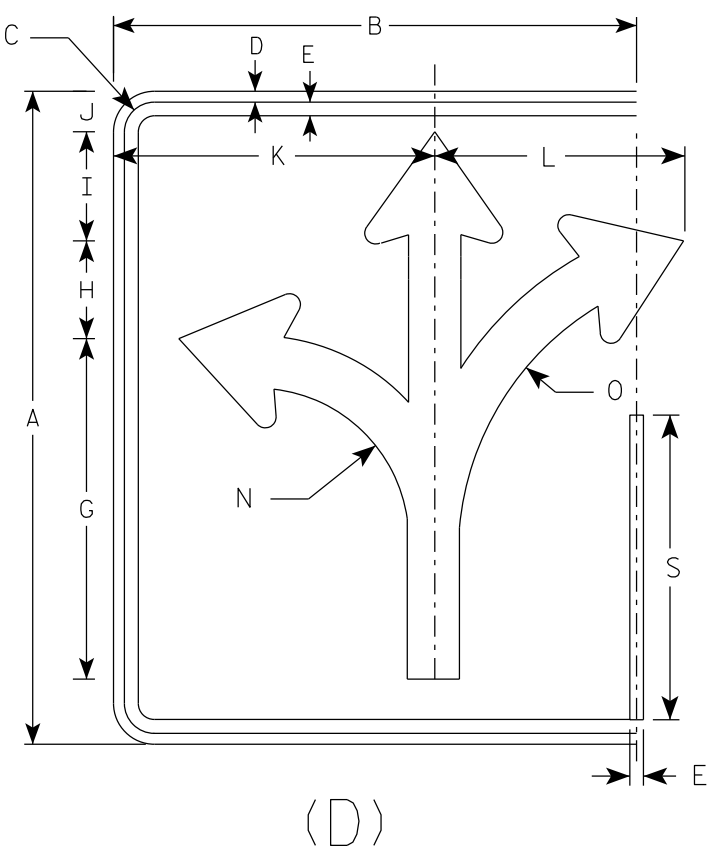
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



7

																											ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	5	1 7⁄8	14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75
2M	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	5	1 7⁄8	14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75
3	36	30	1 3⁄8	1⁄2	5⁄8		18 3⁄4	5 1⁄2	6	2 1⁄4	17 1⁄4	17 1⁄4	2 7⁄8	8 3⁄8	16	1⁄2	5 1⁄2	3	16 3⁄4		24						7.5	6.0
4	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	7 7⁄8	3 1⁄8	23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0
5	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	7 7⁄8	3 1⁄8	23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 188

E

STANDARD SIGN
R3-8 (D) Arrow

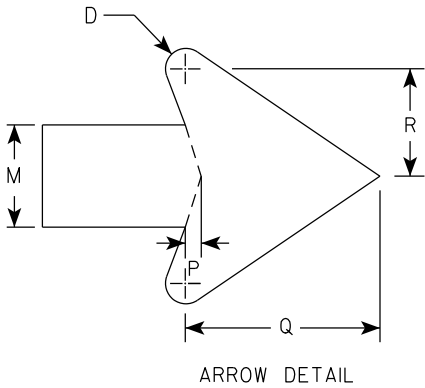
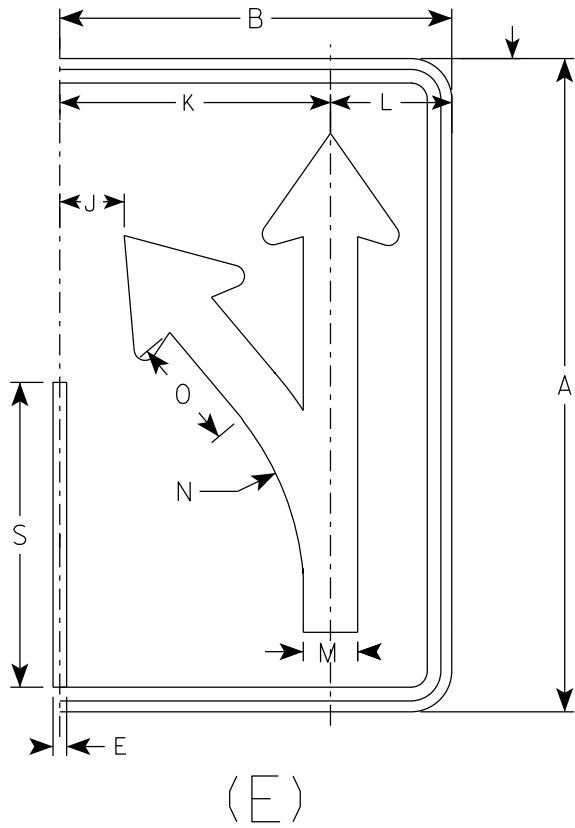
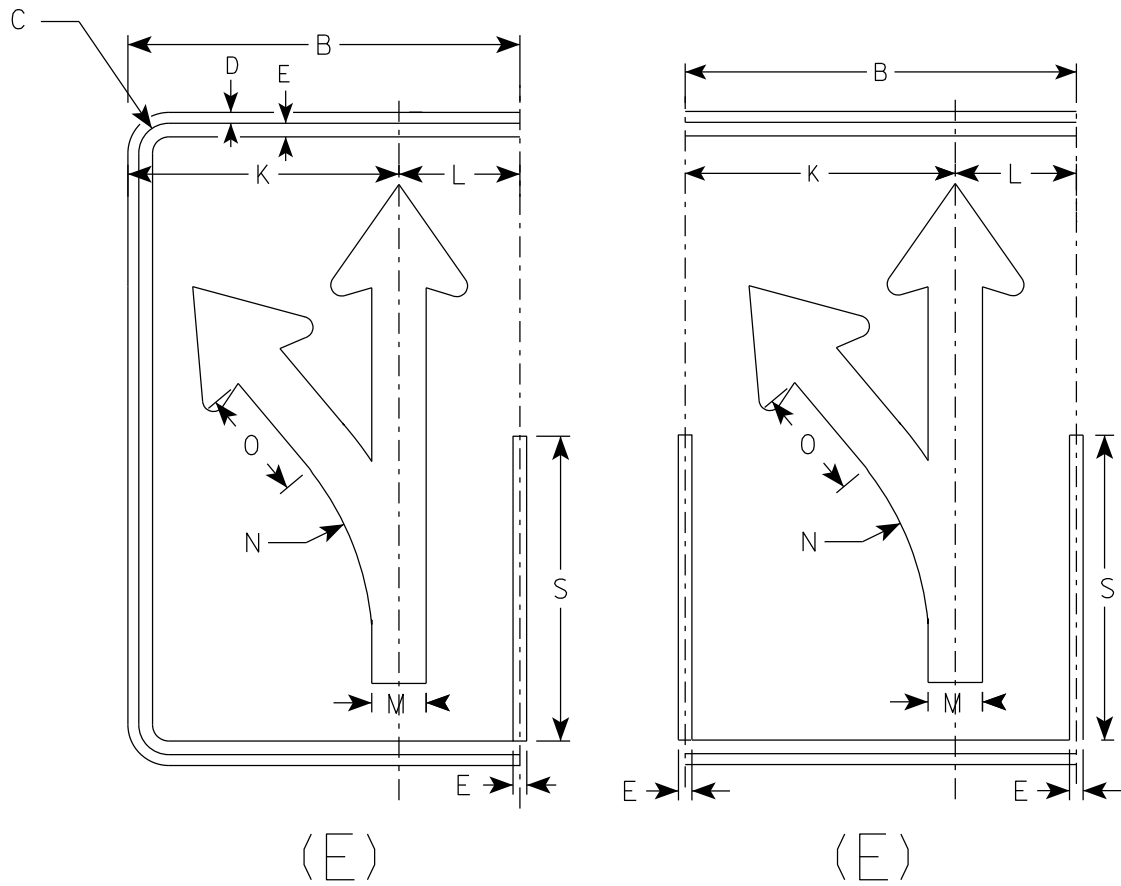
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 189

E

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

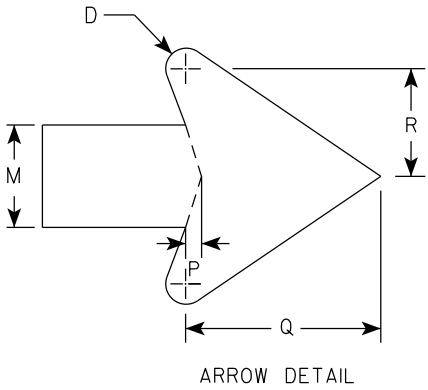
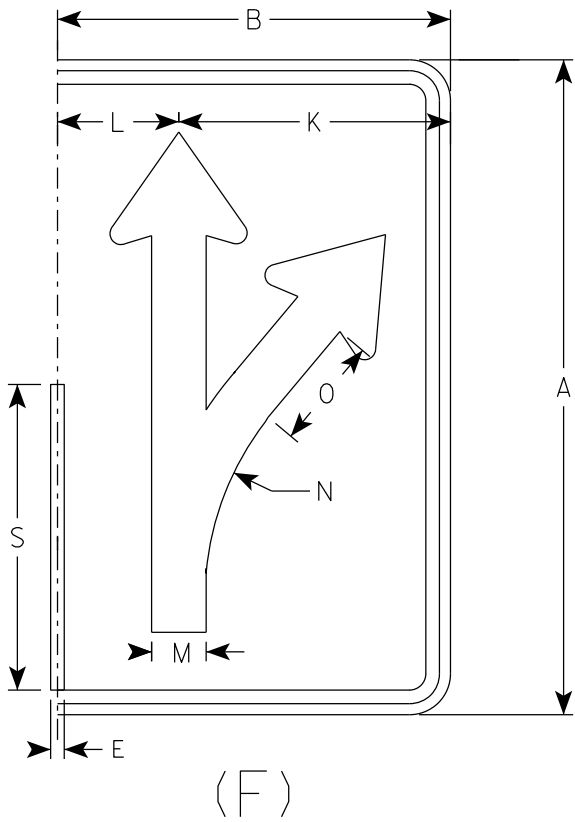
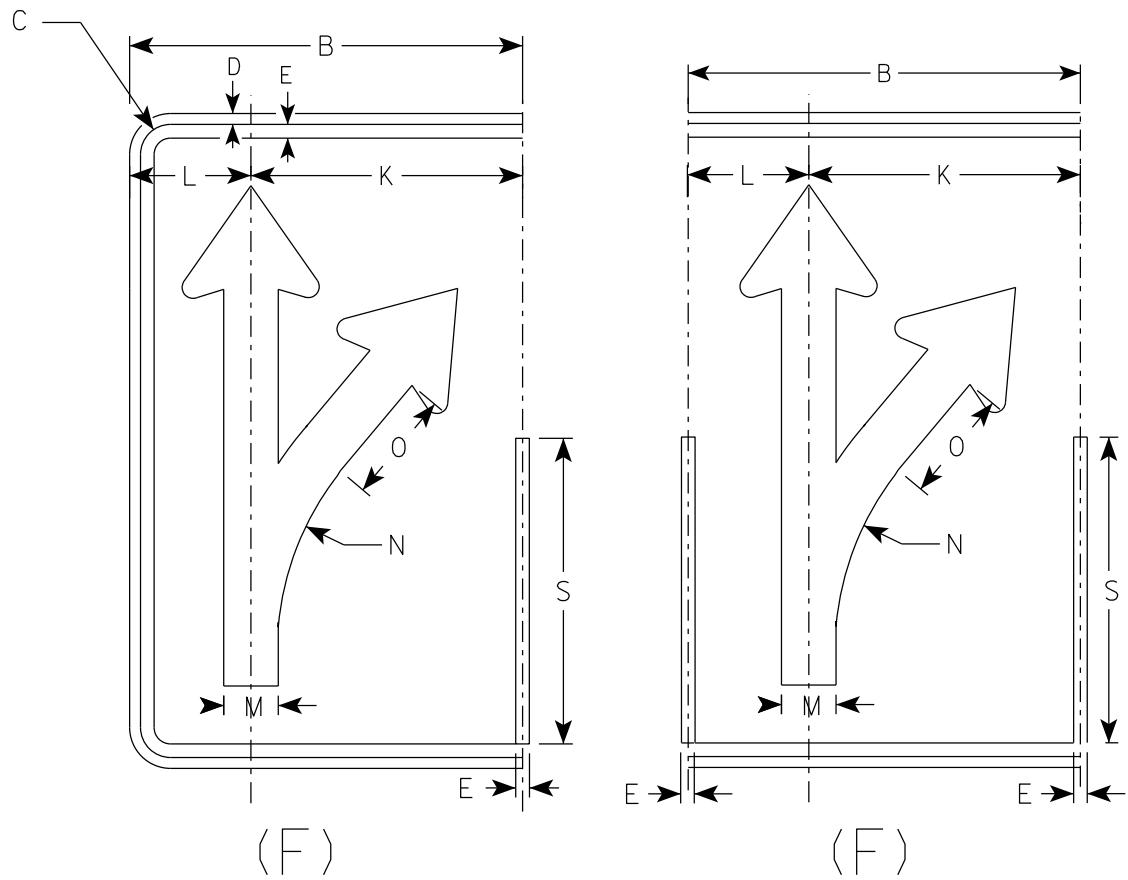
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

PROJECT NO:

HWY:

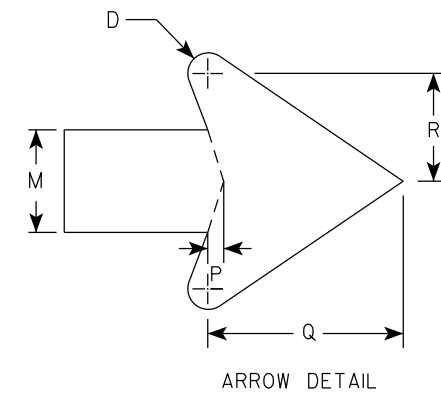
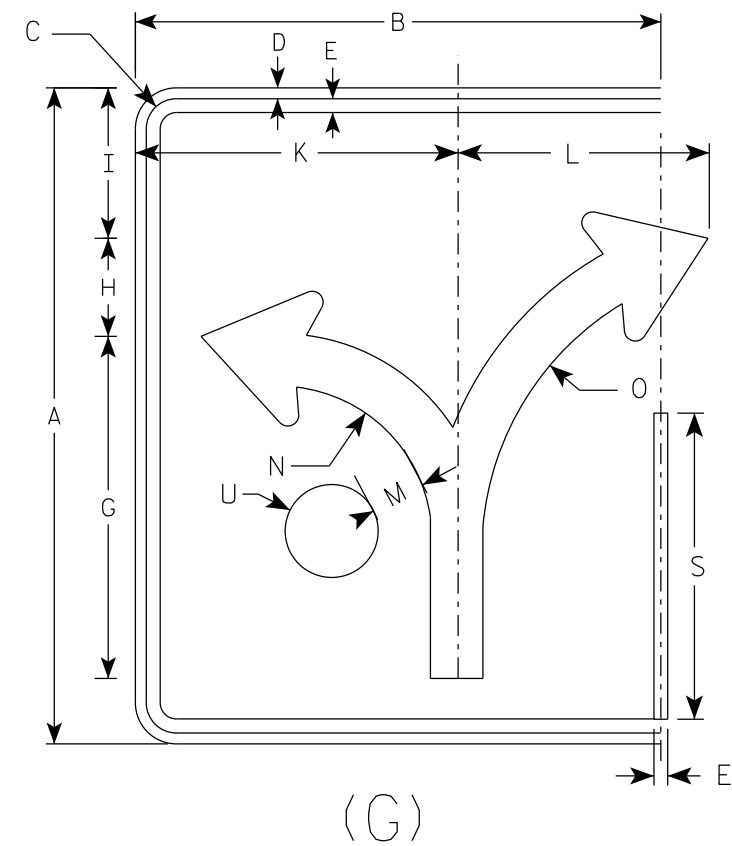
COUNTY:

SHEET NO: 190

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		2 1⁄8						5.0
2M	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		2 1⁄8						5.0
3	36	30	1 3⁄8	1⁄2	5⁄8		18 3⁄4	5 1⁄2	8 1⁄4		17 1⁄4	17 1⁄4	2 7⁄8	8 3⁄8	16	1⁄2	5 1⁄2	3	16 3⁄4		2 1⁄2						7.5
4	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		3 3⁄8						12.0
5	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		3 3⁄8						12.0

STANDARD SIGN
R3-8 (G) Arrow

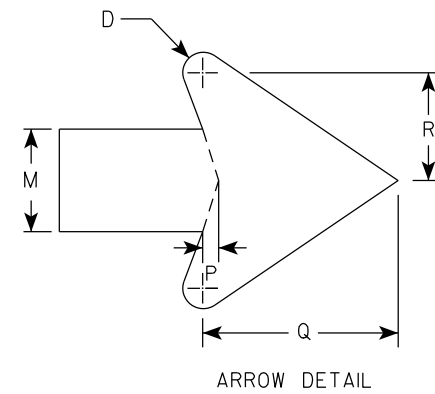
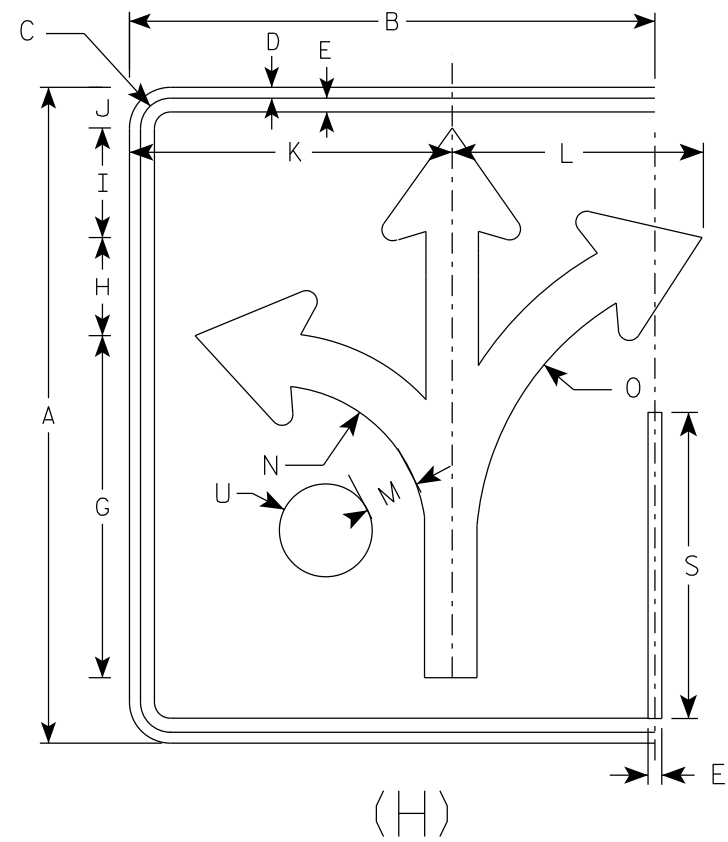
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	5	1 7⁄8	14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		2 1⁄8						5.0
2M	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	5	1 7⁄8	14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		2 1⁄8						5.0
3	36	30	1 3⁄8	1⁄2	5⁄8		18 3⁄4	5 1⁄2	6	3 1⁄8	17 1⁄4	17 1⁄4	2 7⁄8	8 3⁄8	16	1⁄2	5 1⁄2	3	16 3⁄4		2 1⁄2						7.5
4	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	7 7⁄8	3 1⁄8	23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		3 3⁄8						12.0
5	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	7 7⁄8	3 1⁄8	23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		3 3⁄8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: HWY: COUNTY:

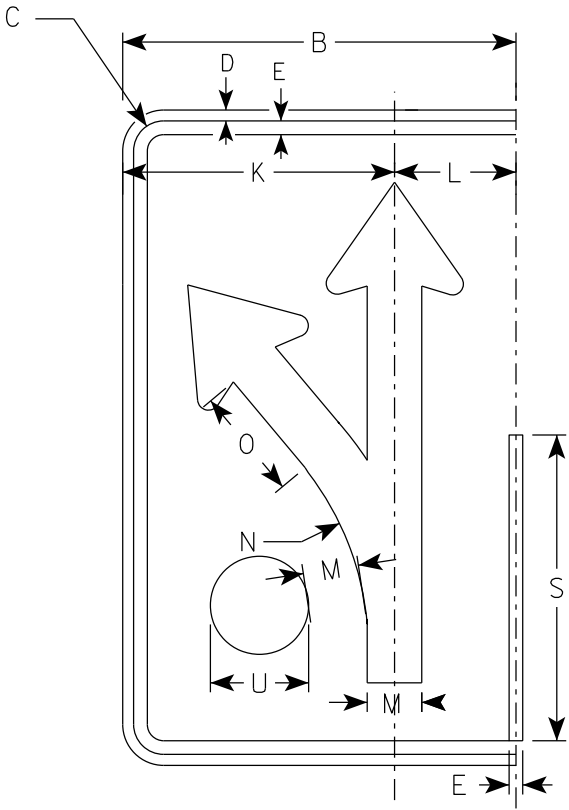
SHEET NO: 192 E

NOTES

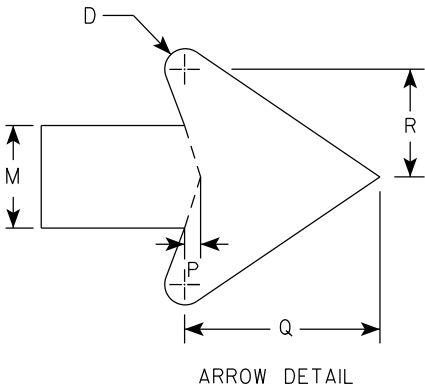
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(I)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14		2 1⁄8						3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14		2 1⁄8						3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4		2 1⁄2						6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8		3 3⁄8						10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8		3 3⁄8						10.0

STANDARD SIGN

R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

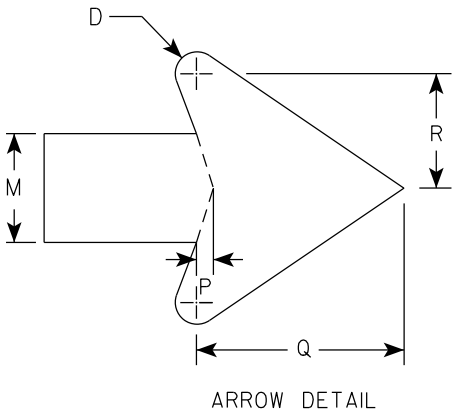
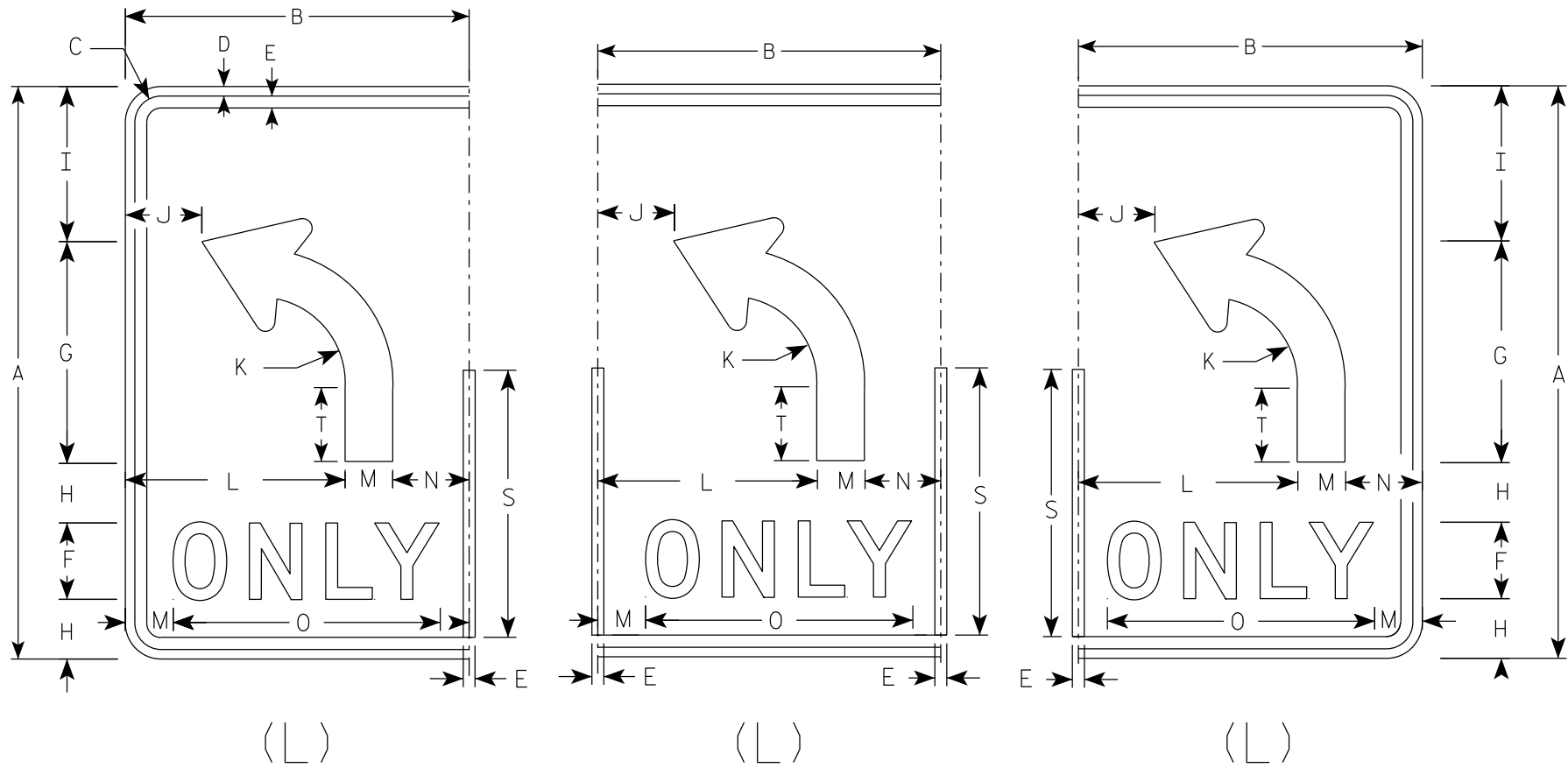
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

NOTES

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



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4		5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8							6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

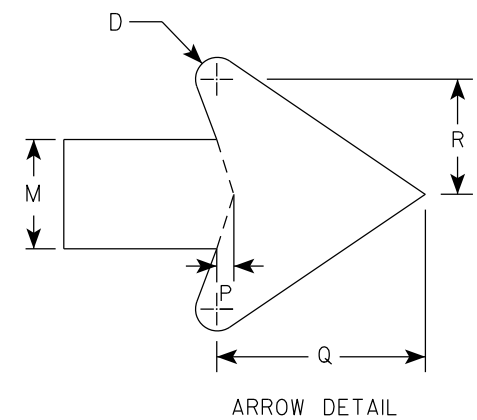
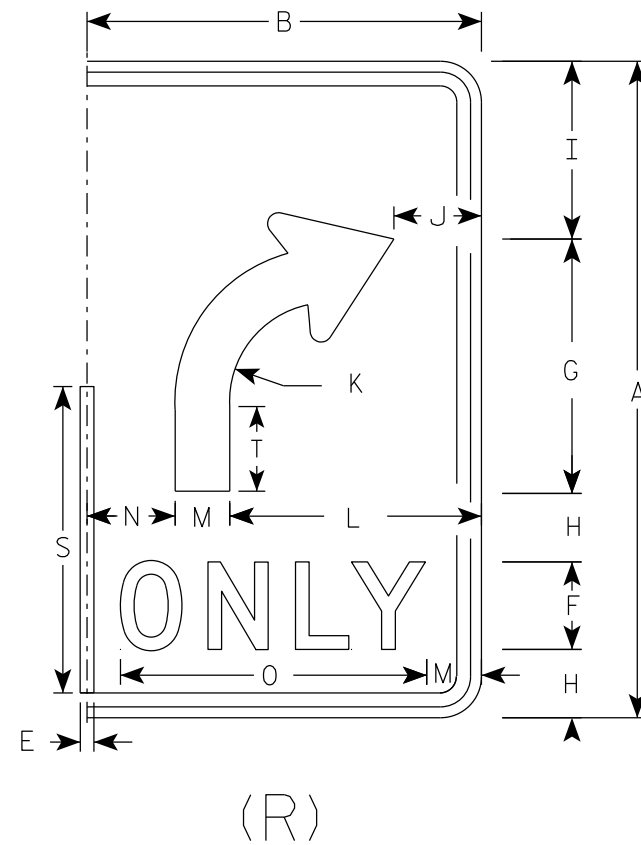
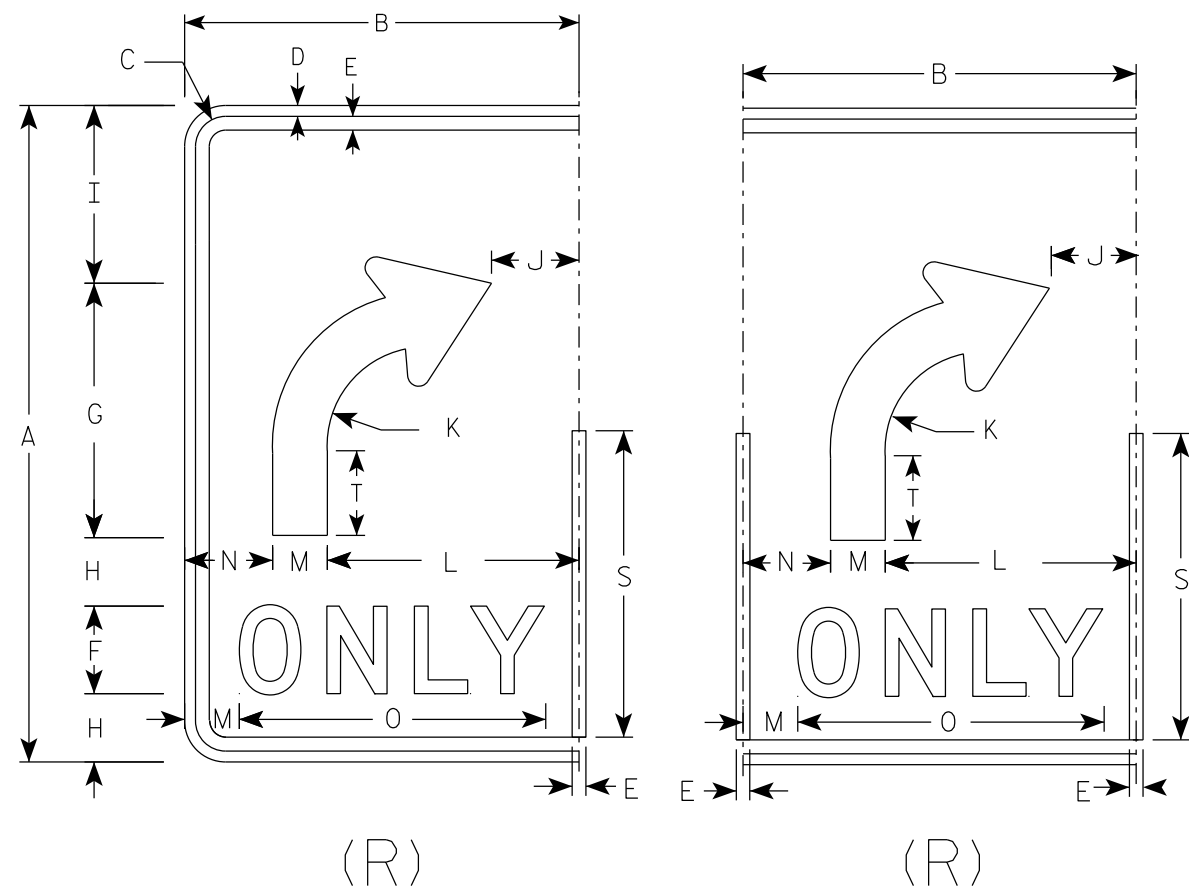
for State Traffic Engineer

DATE 5/21/19

PLATE NO. R3-8.1

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4	6	5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8							6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0

STANDARD SIGN

R3-8 (R) Arrow

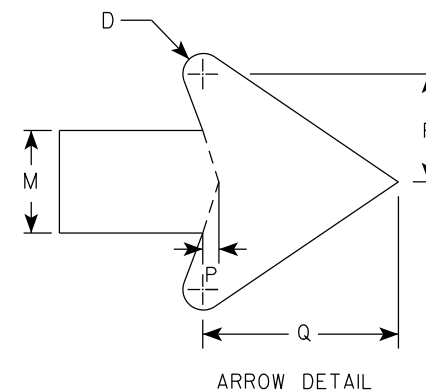
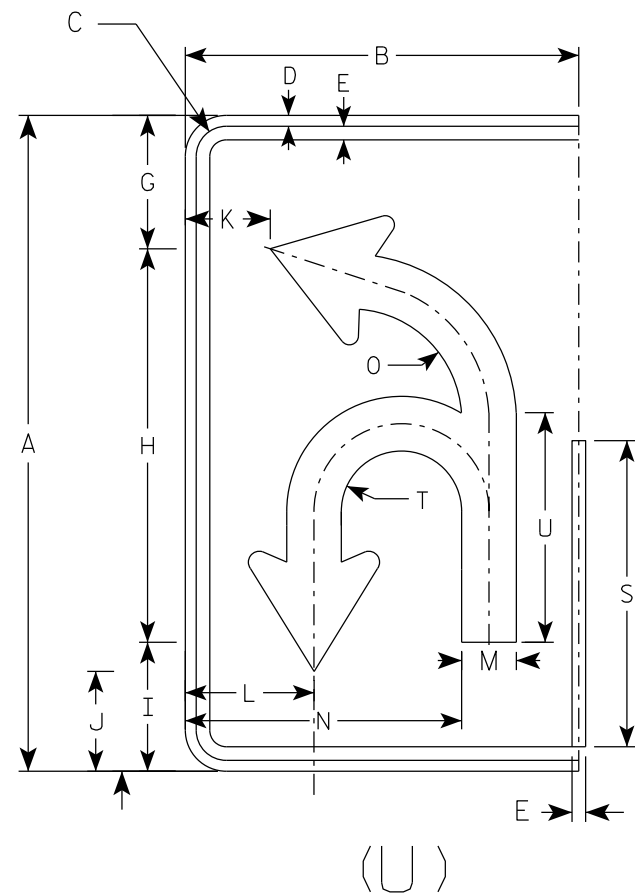
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
2M	30	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
3	36	24	1 3⁄8	½	5⁄8		21 7⁄8	21 5⁄8	7 1⁄8	5 ½	5 7⁄8	8 ¼	3	16 3⁄8	6 1⁄8	½	5 ¾	3 1⁄8	16 ¾	3 ¼	12 5⁄8						6.0
4	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0
5	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0

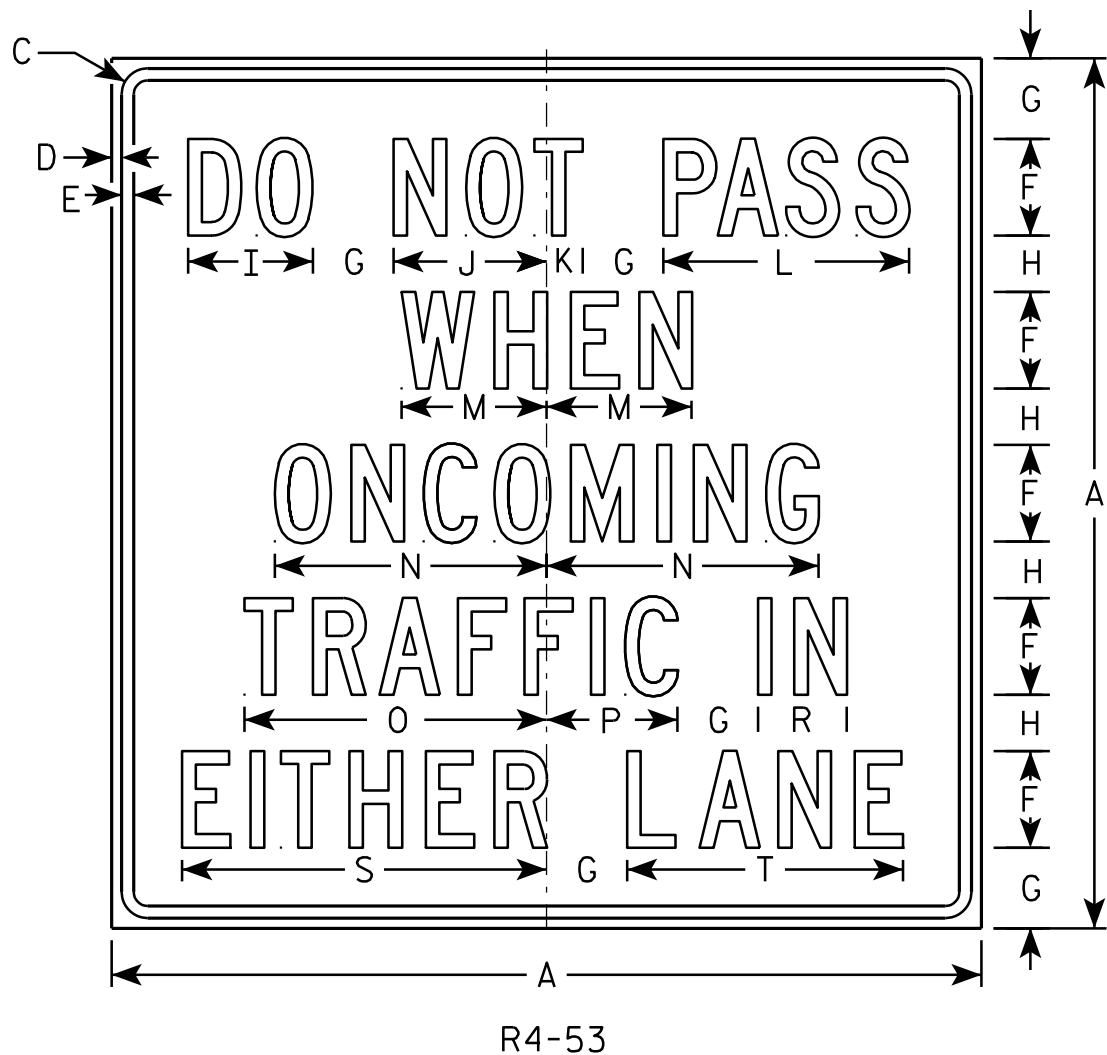
STANDARD SIGN

R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - WHITE
Message - BLACK
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
2M	54		1 5/8	5/8	3/4	6	5	3 1/2	7 3/4	9 1/2	2 1/4	15 1/4	9	16 7/8	18 3/4	8 1/8		5 1/2	22 5/8	17 1/8							20.25
3																											
4																											
5																											

STANDARD SIGN
R4-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R4-53.1

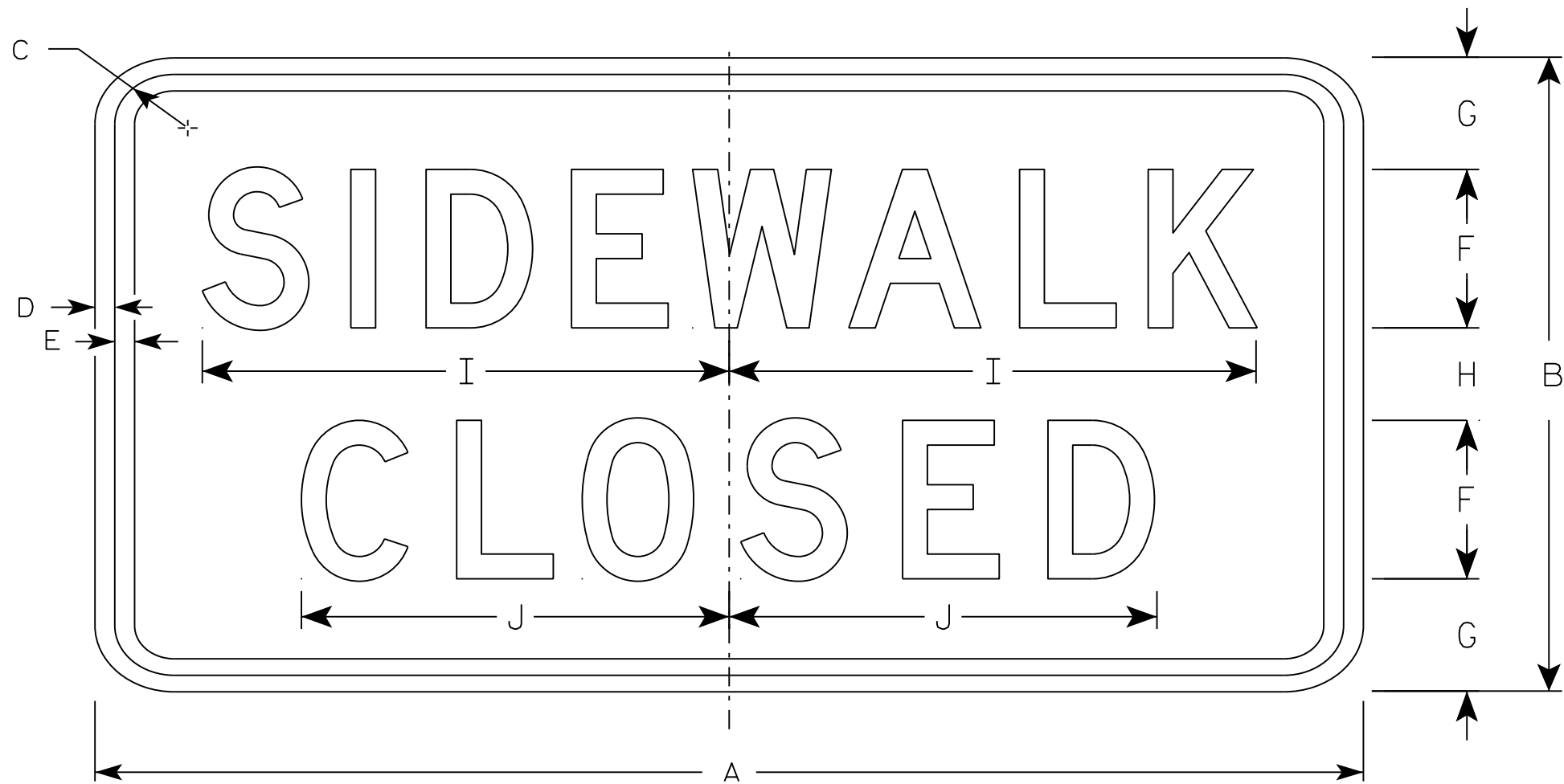
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 197

E



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ¾	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/11/16 PLATE 198 R9-9.6

- NOTES
1. Sign is Type II - Type H Reflective

2. Color:

Background - White

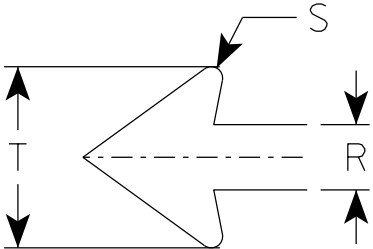
Message - Black

3. Message Series - C except Size 1 is Series D

4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

6. R9-11D (double arrow)
R9-11L (left arrow)
R9-11R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

PROJECT NO:

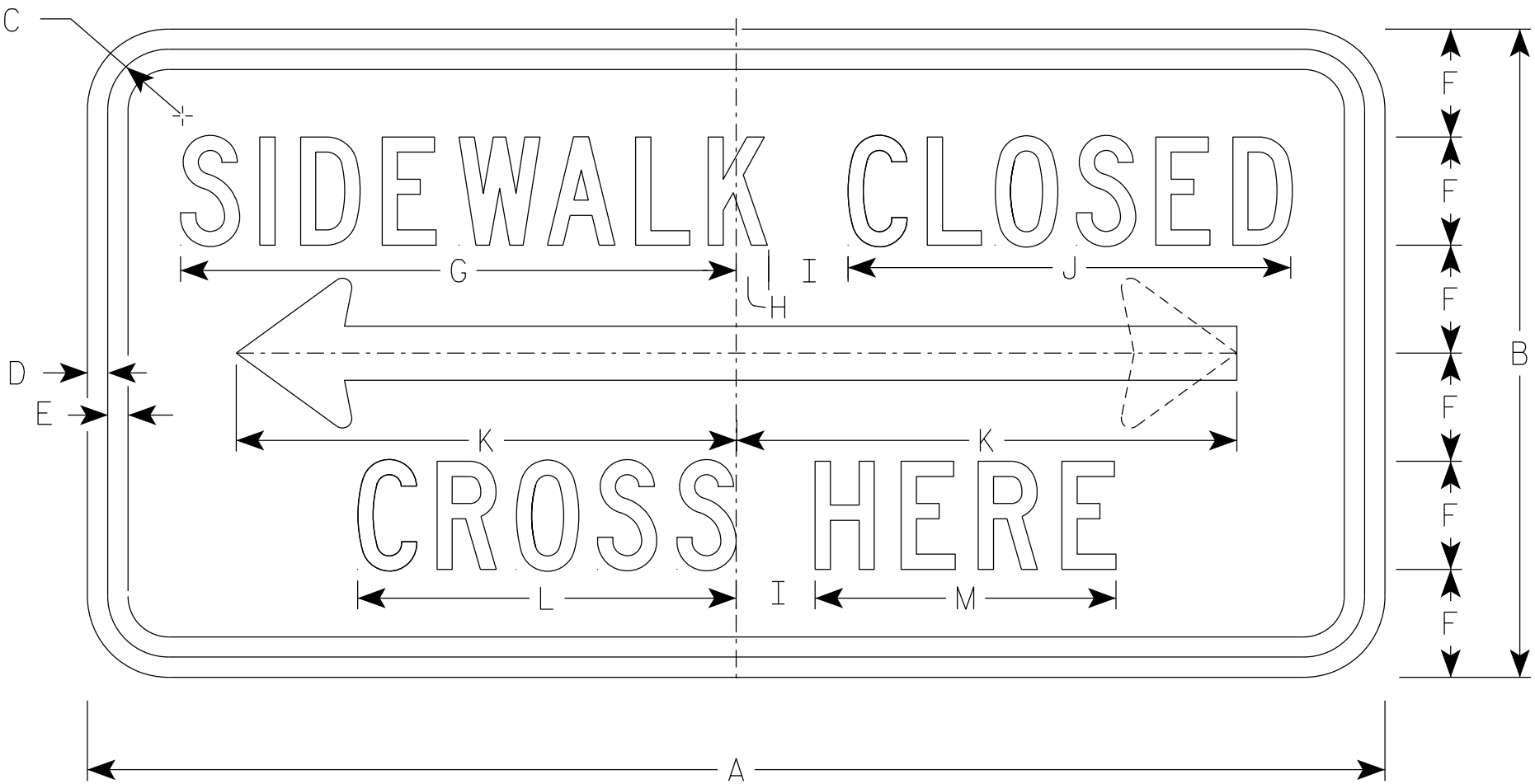
HWY:

COUNTY:

SHEET NO: 199

E

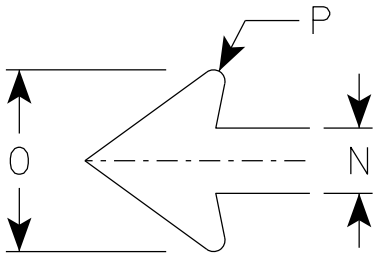
7



R9-11A

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
- 6. R9-11AD (double arrow)
R9-11AL (left arrow)
R9-11AR (right arrow)



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

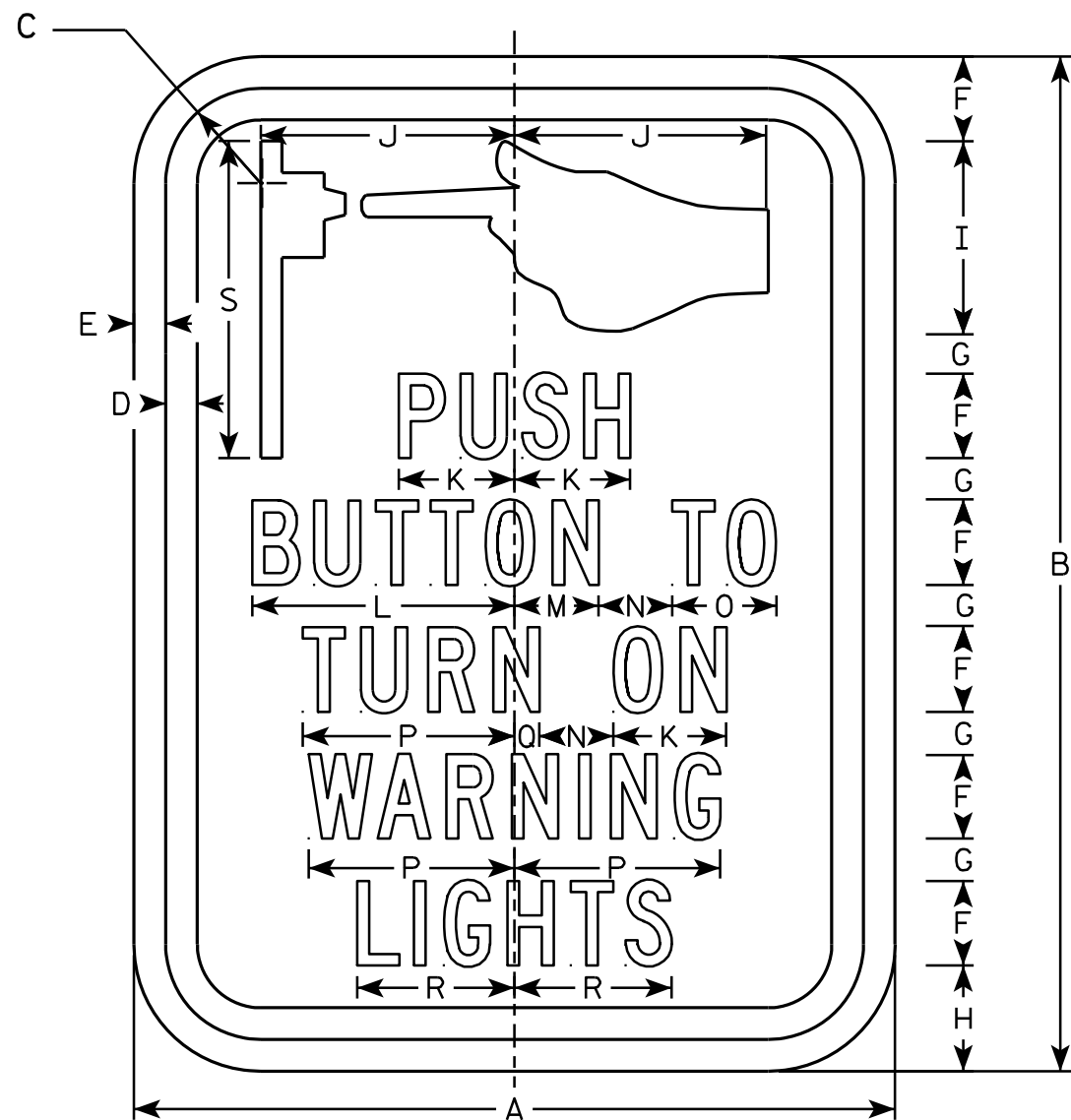
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 200

E



R10-25

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Size (1) comes as a decal only.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1 1/8	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/8	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/10 PLATE NO. R10-25.1

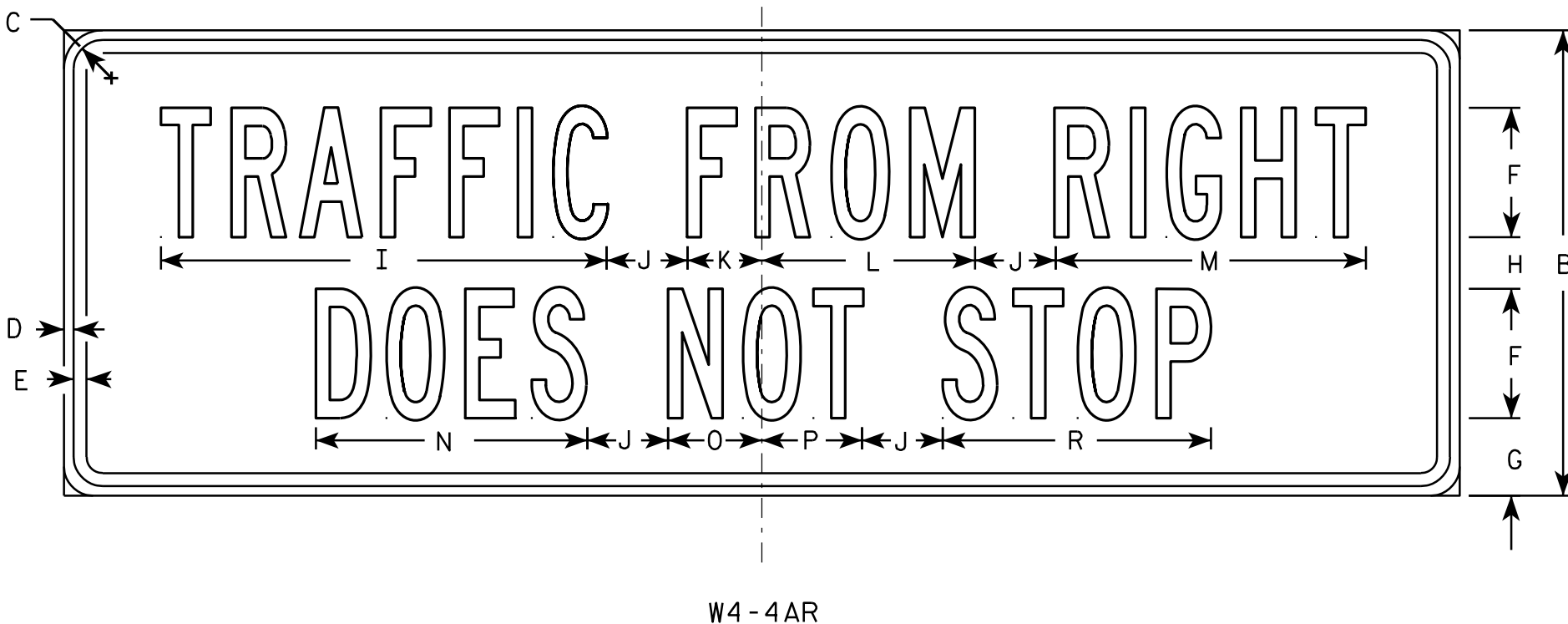
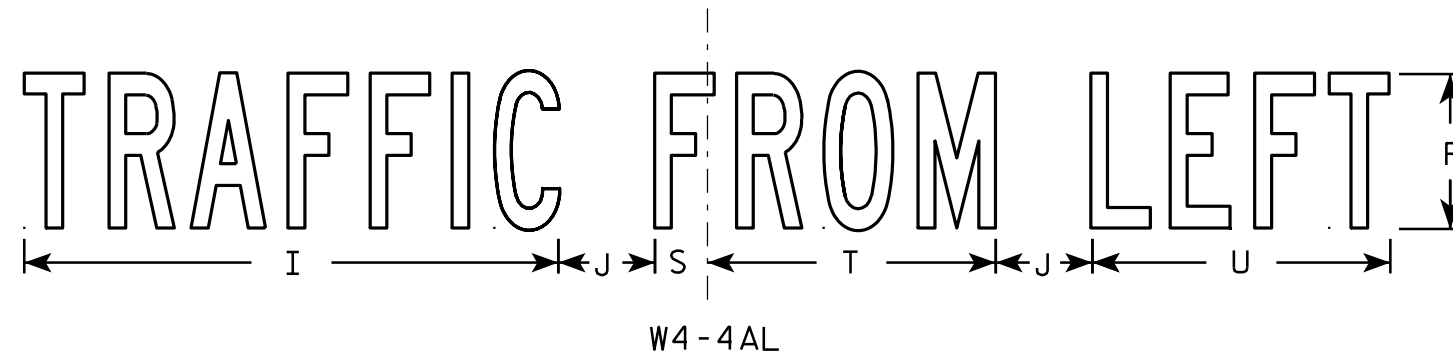


ARROW DETAIL

[illegible]

STANDARD SIGN	
W3-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>6/7/10</u>	PLATE NO. <u>W3-1.12</u>

PROJECT NO:				SHEET NO: 202	E
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NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

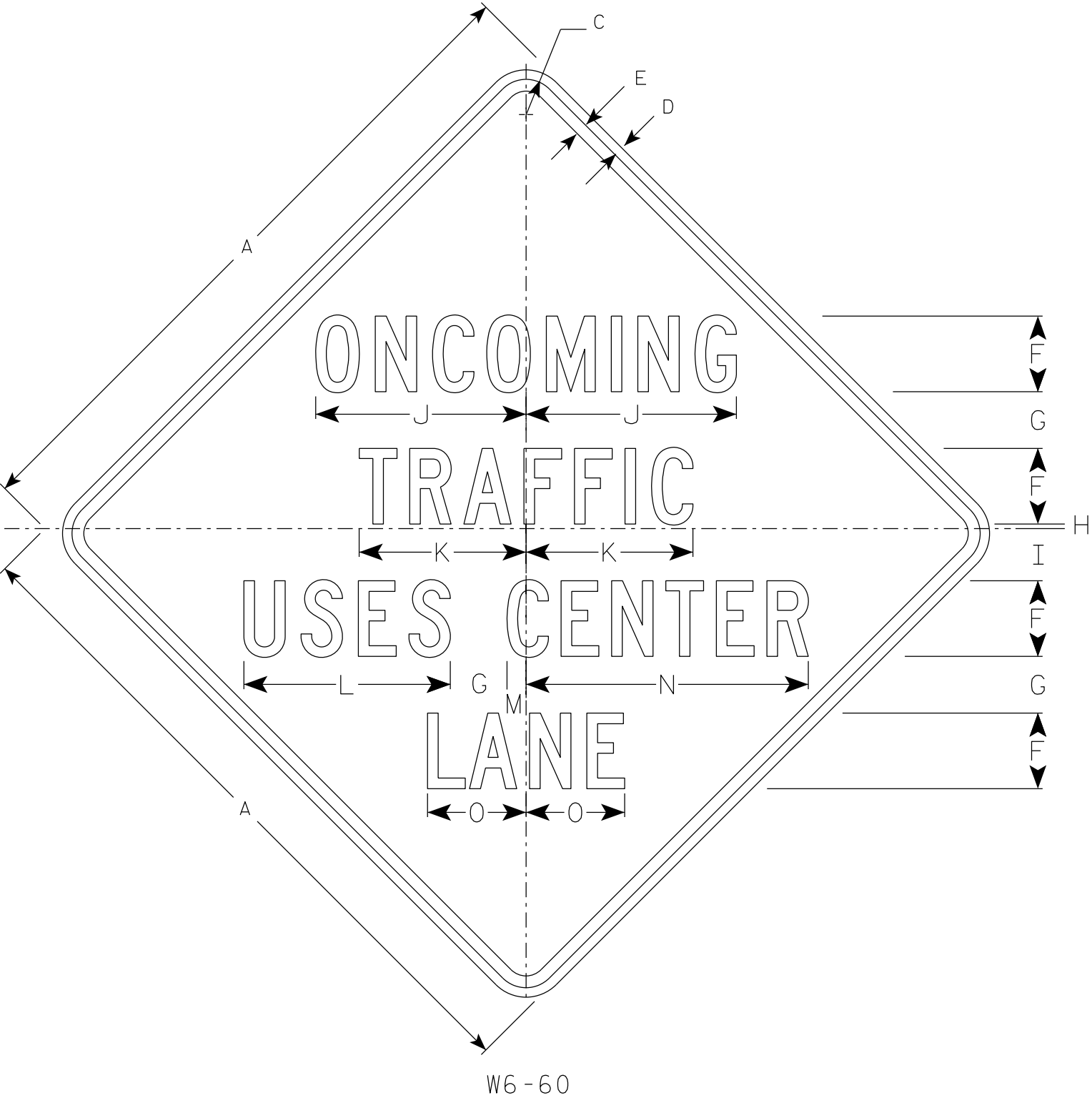
STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 3⁄8	1⁄2	5⁄8	4	3	1⁄4	2 3⁄4	11 1⁄8	8 7⁄8	10 7⁄8	1	14 7⁄8	5 1⁄4												9.0
2M	36		1 3⁄8	1⁄2	5⁄8	4	3	1⁄4	2 3⁄4	11 1⁄8	8 7⁄8	10 7⁄8	1	14 7⁄8	5 1⁄4												9.0
3																											
4																											
5																											

PROJECT NO:

HWY:

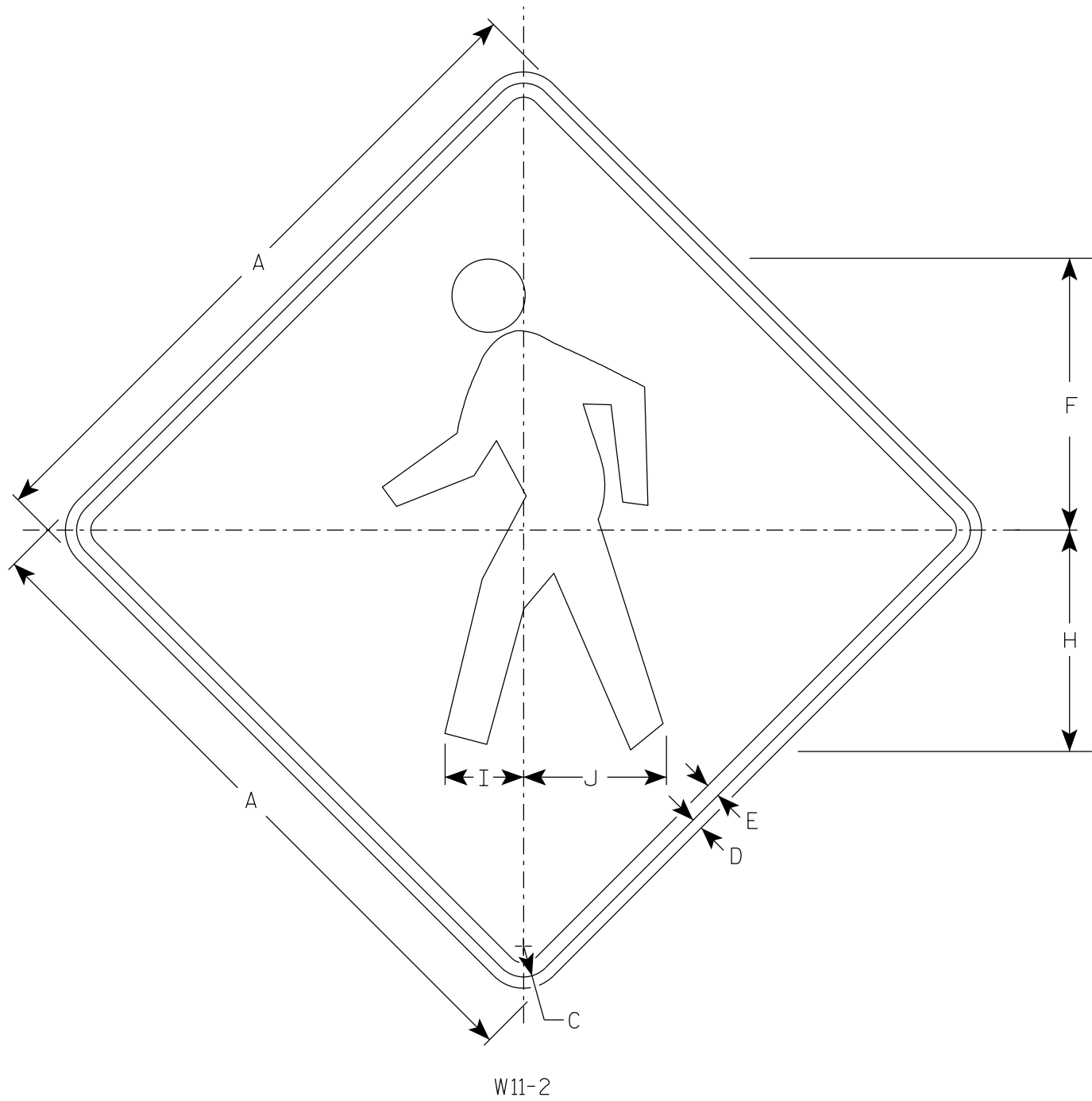
COUNTY:

SHEET NO: 204

E

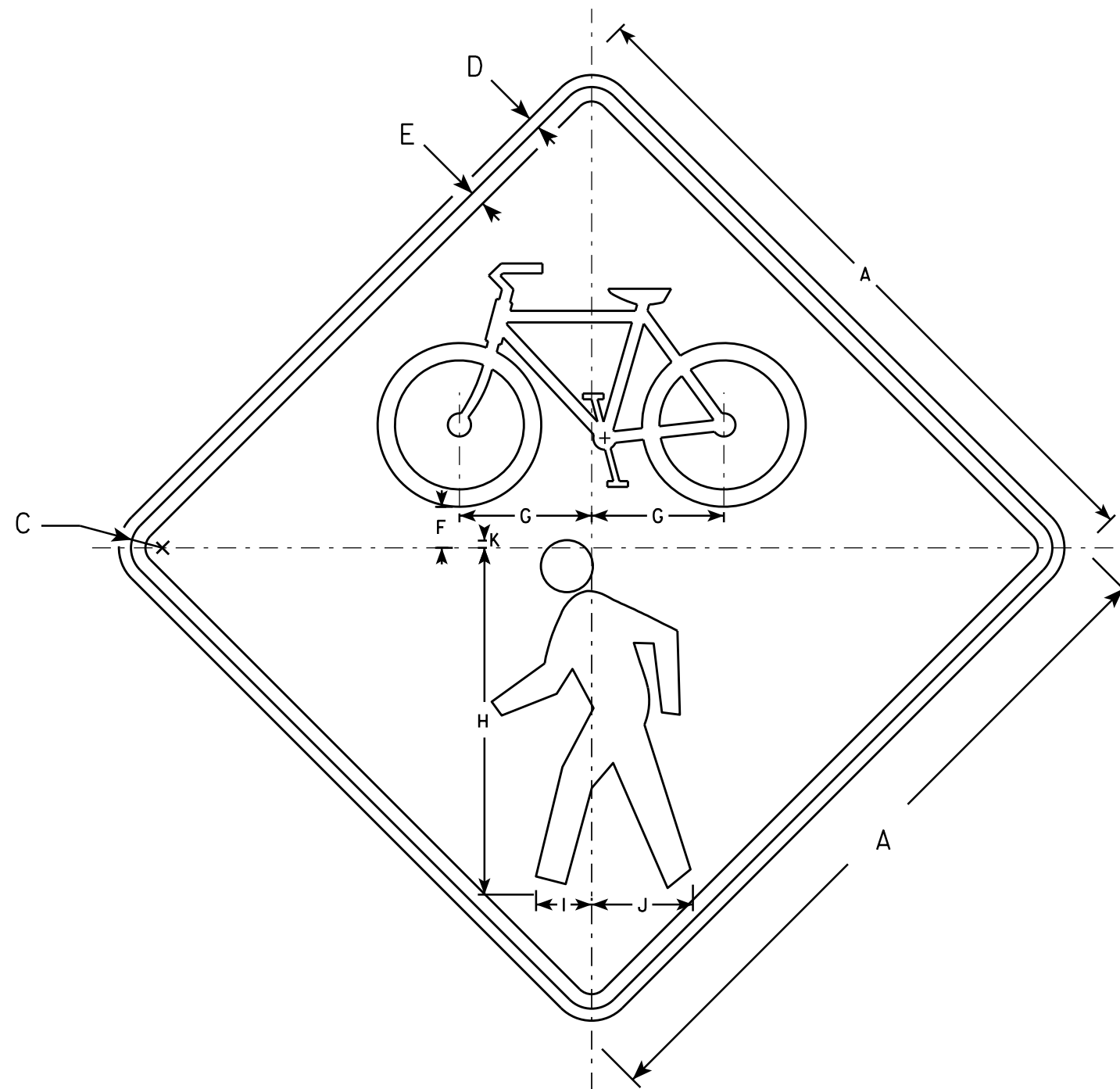
NOTES

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



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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 205										E
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W11-15

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 3/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																16.0
4	48		2 1/4	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/14 PLATE NO. W11-15.4
206

PROJECT NO:

HWY:

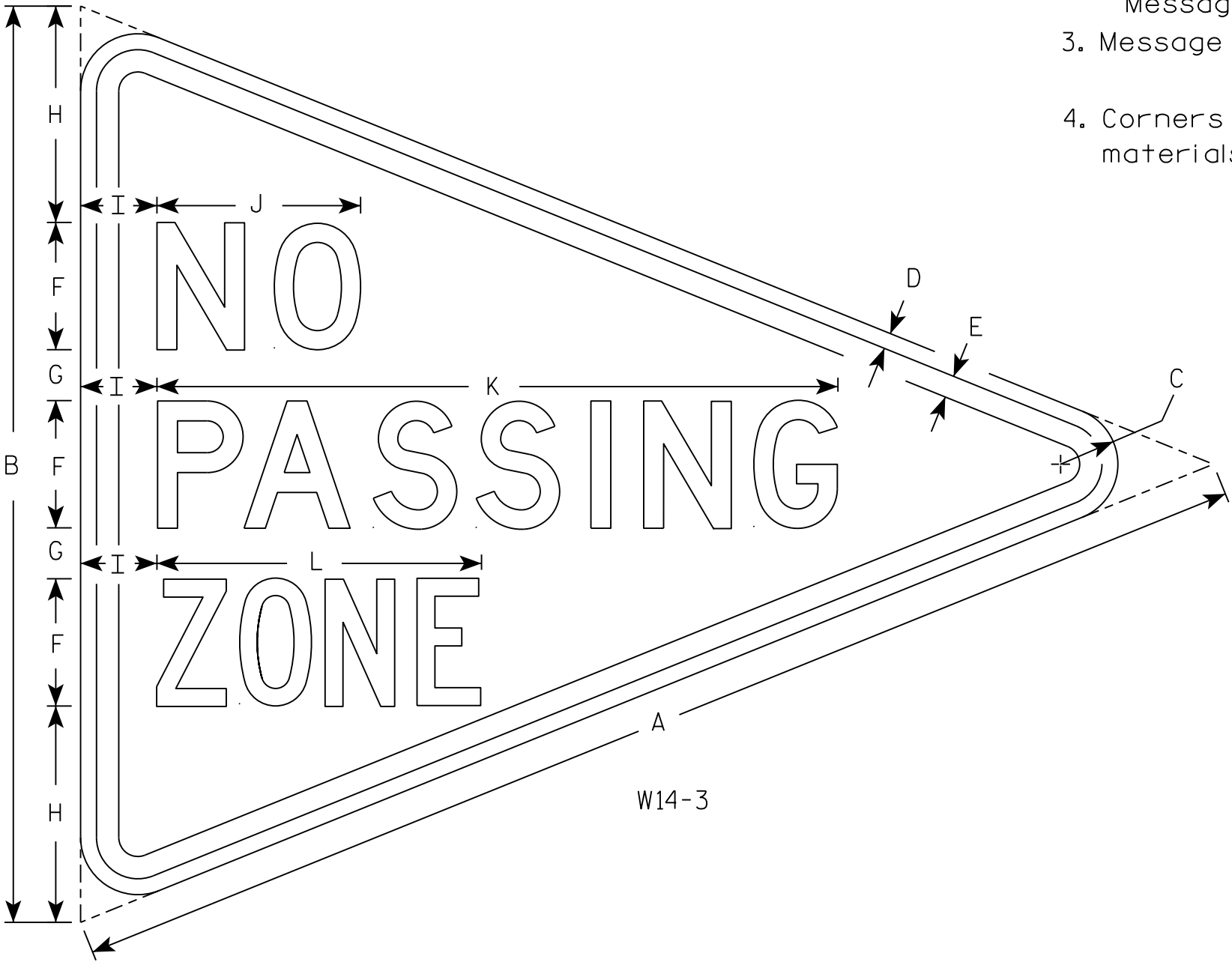
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

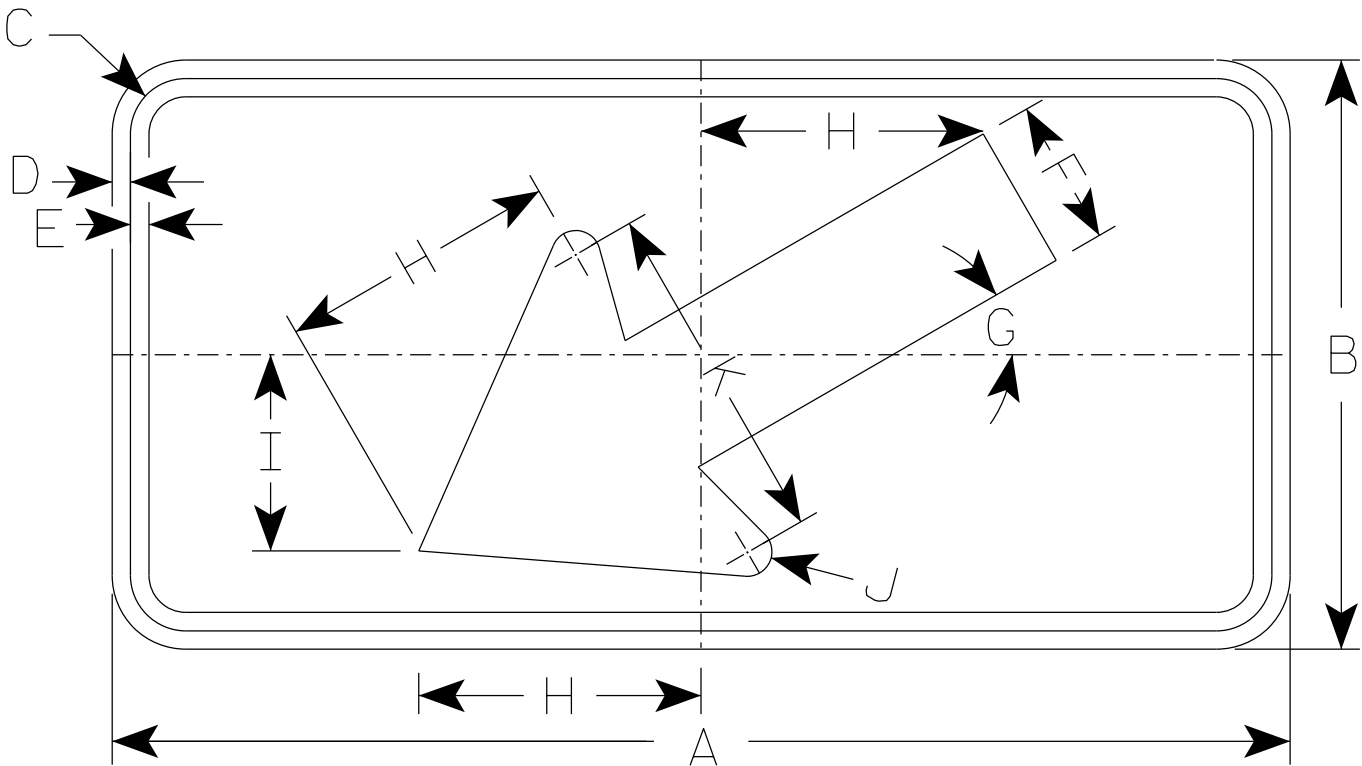
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

NOTES

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



W16 - 7L

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

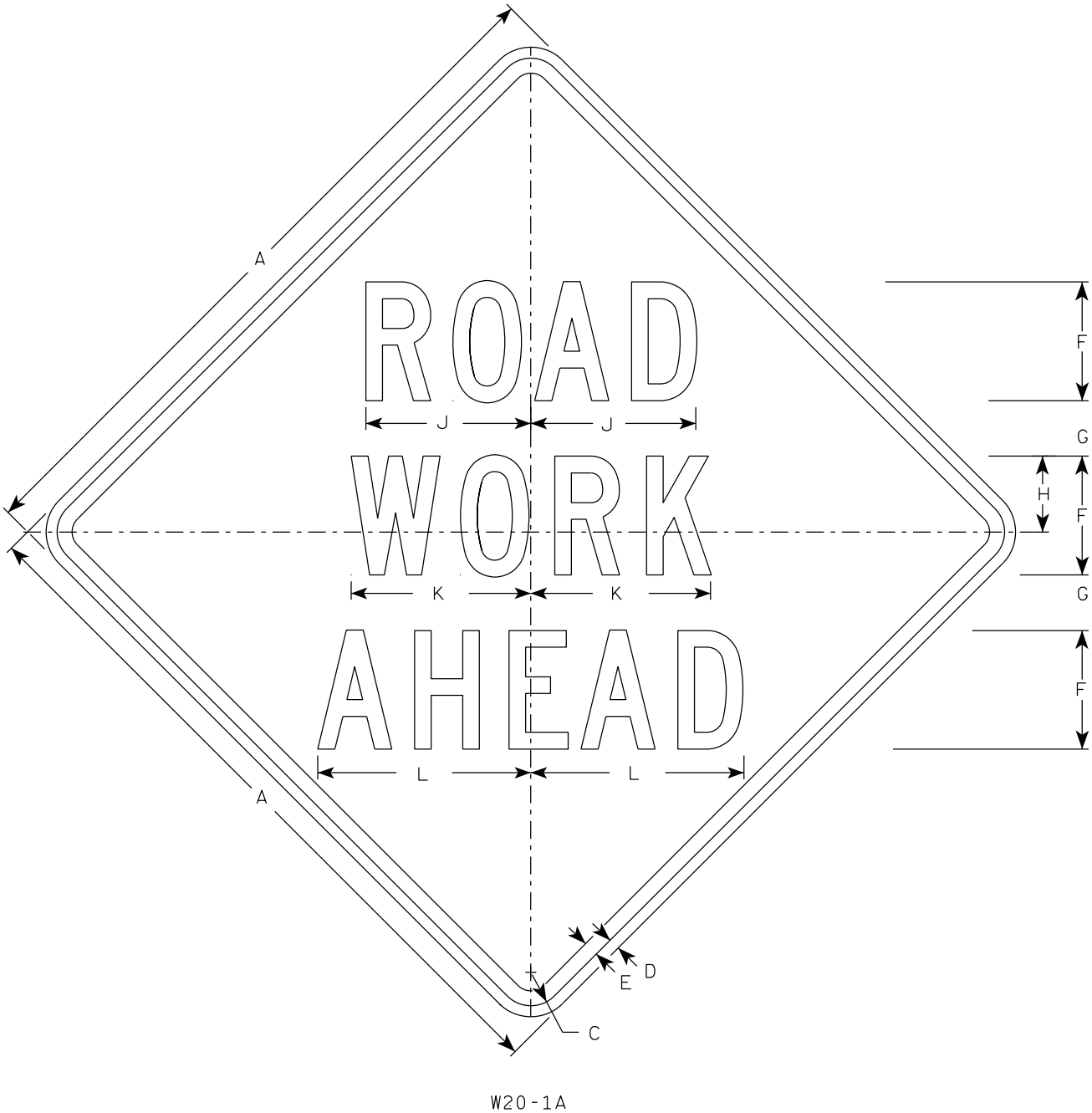
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

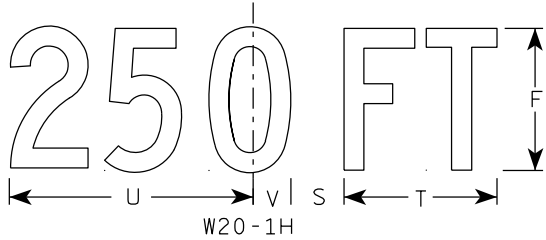
DATE 3/16/2021 PLATE NO. W16-7.8

NOTES

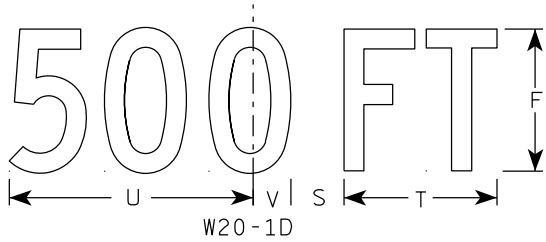
1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



W20-1H



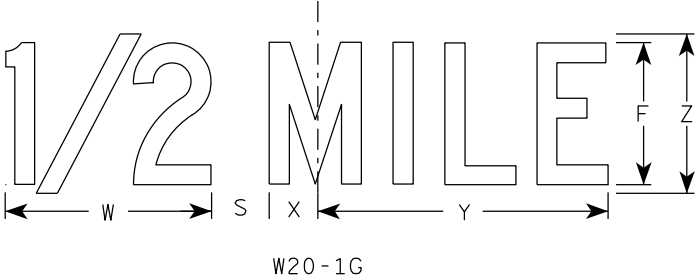
W20-1D



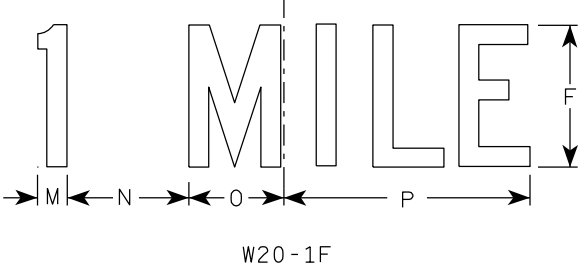
W20-1C



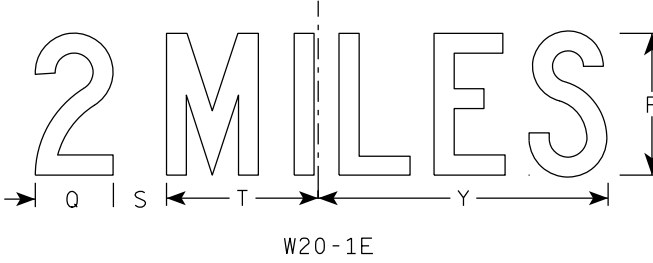
W20-1B



W20-1G



W20-1F



W20-1E

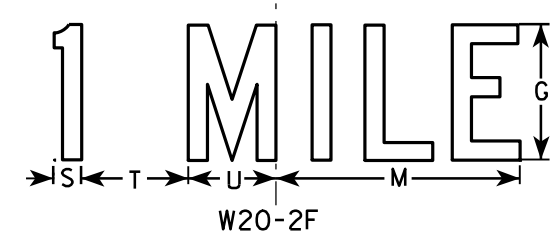
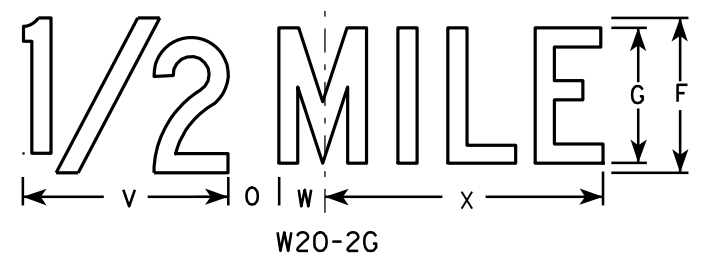
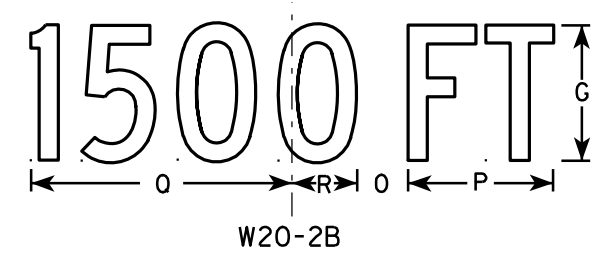
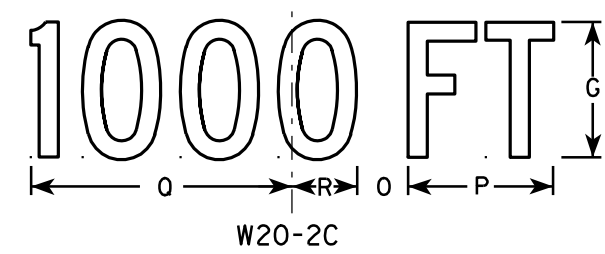
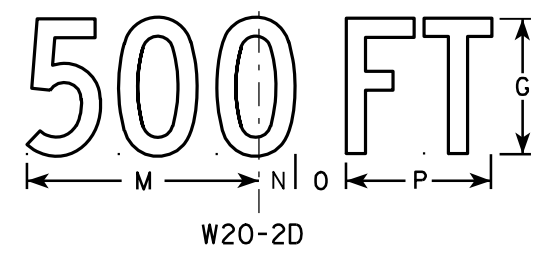
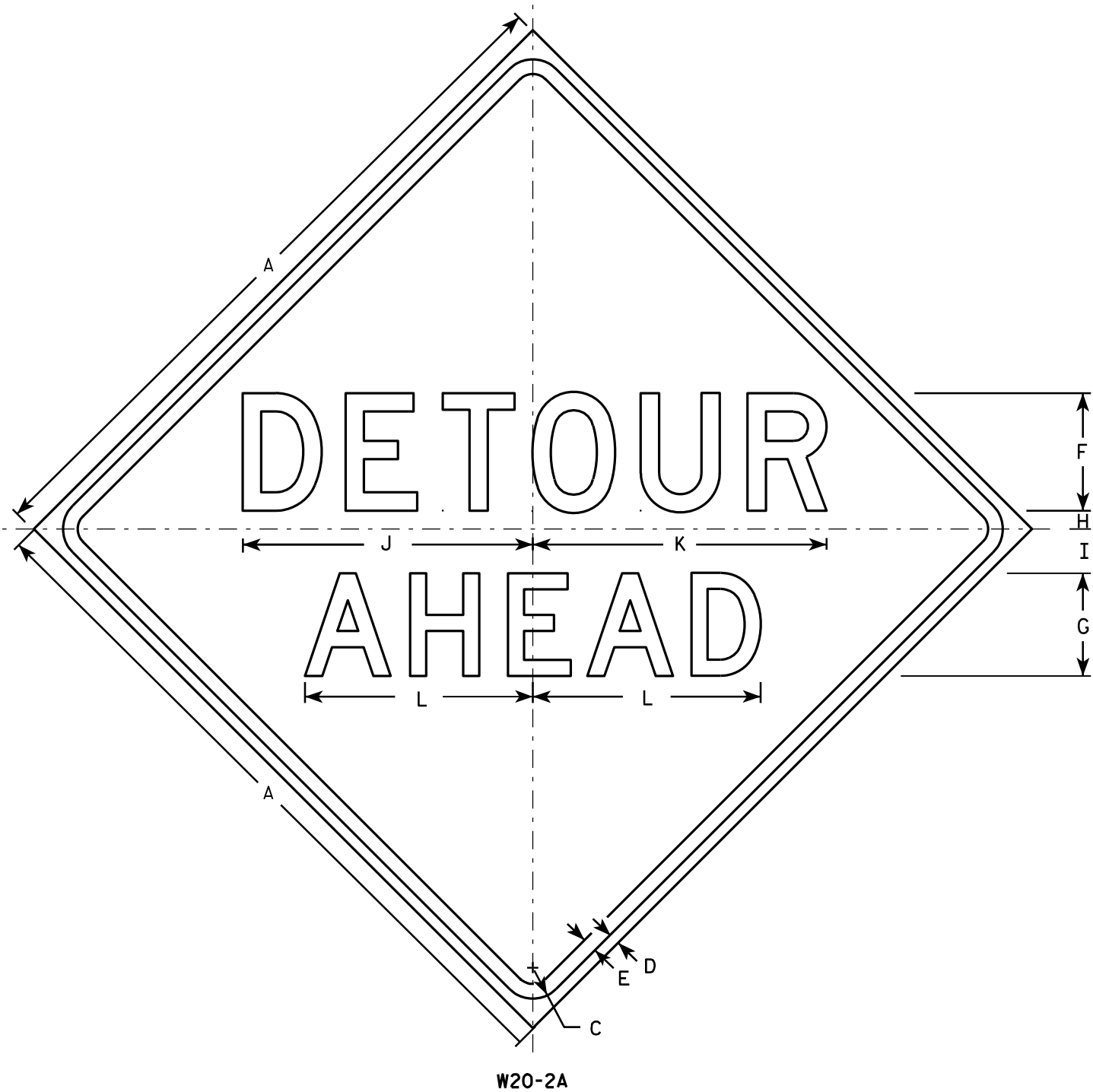
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	A _{req} sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

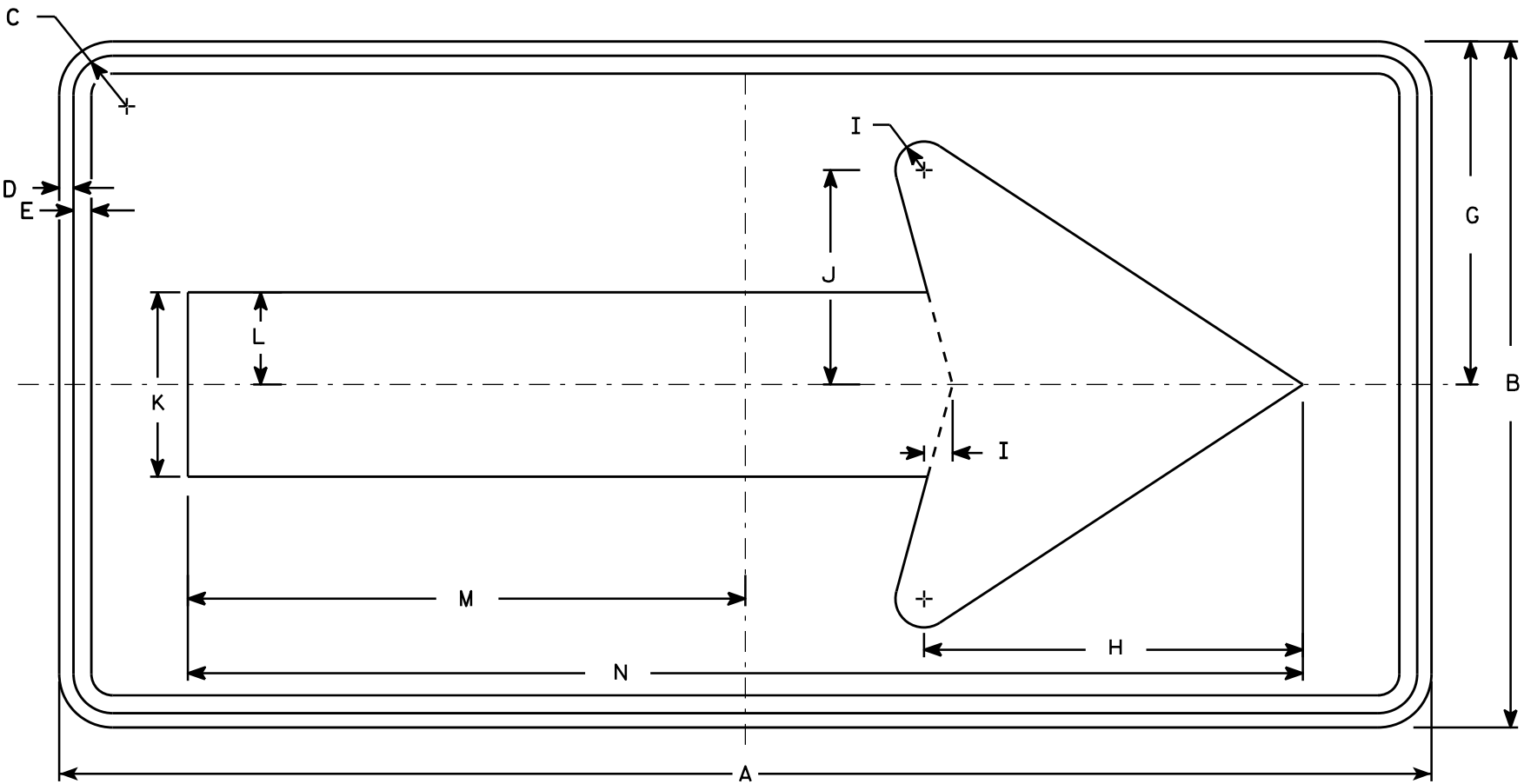
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: 210 **E**

NOTES

1. Sign is Type II - Type F Reflective - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.



W01-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
3	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
4	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
5	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

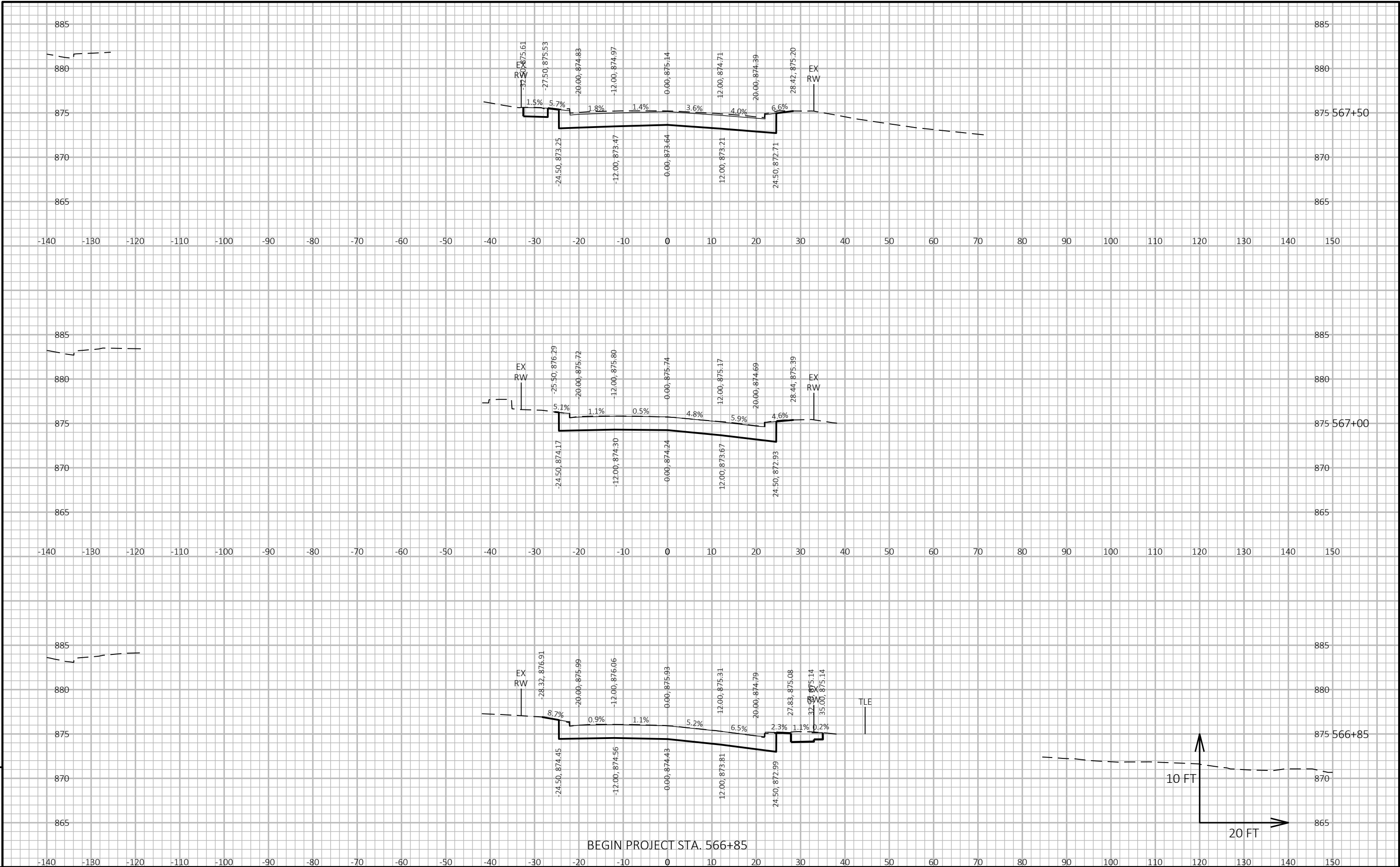
DATE 11/18/13 PLATE NO. 211 W01-6.1

ELKHORN ROAD (STH 67)

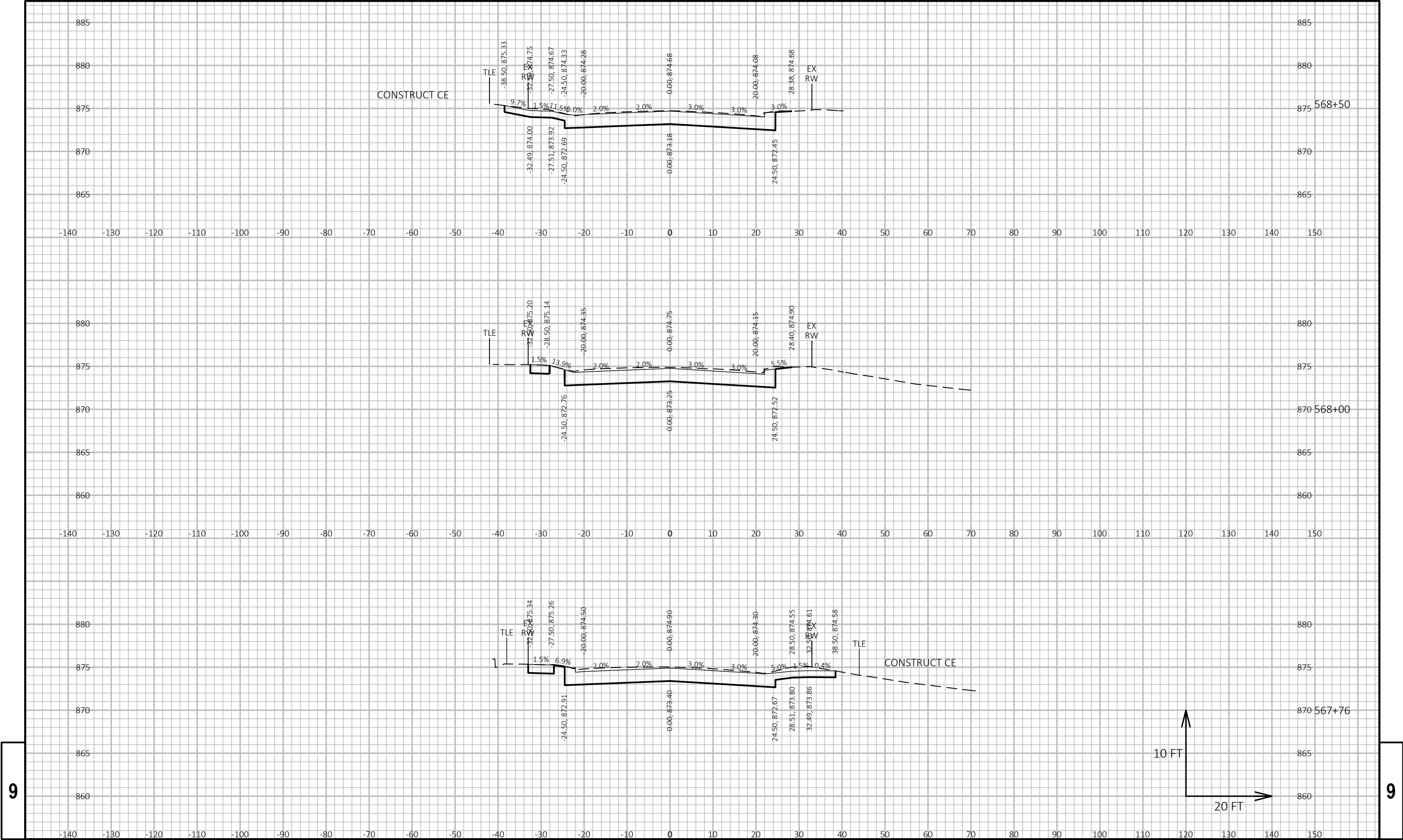
CATEGORY	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.30	MASS ORDINATE	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1	NOTE 5	NOTE 8	
0020	566+85 BA, AH		84	23	0	8	0	0	0	0	0	0	0	
	567+00	15	78	23	0	8	45	13	0	5	45	0	7	32
	567+50	50	91	23	0	9	157	43	0	16	202	0	27	146
	567+76	26	107	23	0	11	96	22	0	10	298	0	40	220
	568+00	24	94	23	0	9	89	20	0	9	387	0	52	289
	568+50	50	92	23	0	9	172	43	0	17	559	0	74	418
	568+69	19	88	23	0	9	64	16	0	6	623	0	82	466
	569+00	31	85	23	0	9	98	26	0	10	721	0	95	538
	569+13	13	83	23	0	8	39	11	0	4	760	0	100	566
	569+39	27	87	23	1	9	84	23	0	8	844	0	111	627
	569+50	11	92	23	1	9	36	9	0	4	880	0	116	654
	569+86	36	97	23	1	10	125	30	1	12	1,005	1	131	748
	570+00	14	96	23	0	10	52	12	0	5	1,057	1	138	788
	570+20	20	95	23	1	10	70	17	0	7	1,127	1	147	841
	570+50	30	91	23	0	9	104	26	0	10	1,231	1	160	919
	571+00	50	80	23	0	8	158	43	0	16	1,389	1	181	1,034
	571+33	33	82	23	0	8	100	28	0	10	1,489	1	194	1,106
	571+50	17	84	23	0	8	52	14	0	5	1,541	1	200	1,144
	571+91	41	108	23	0	11	144	35	0	14	1,685	1	218	1,253
	572+00	9	111	23	0	11	38	8	0	4	1,723	1	224	1,283
	572+50	50	99	23	0	10	194	43	0	19	1,917	1	248	1,434
	573+00	50	90	23	0	9	175	43	0	17	2,092	1	270	1,566
	573+27	27	79	23	0	8	85	23	0	8	2,177	1	281	1,628
	573+50	23	79	23	1	8	67	19	0	7	2,244	1	290	1,676
	573+74	24	83	23	0	8	73	21	0	7	2,317	1	299	1,728
	574+00	26	96	23	0	10	84	22	0	8	2,401	1	309	1,790
	574+50	50	71	23	0	7	155	43	1	15	2,556	3	329	1,901
	575+00	50	81	23	0	8	141	43	0	14	2,697	3	347	1,999
	575+09	9	10	0	0	1	15	4	0	2	2,712	3	350	2,010
	575+50	41	0	0	0	0	8	0	0	1	2,720	3	351	2,018
	576+00	50	0	0	0	0	0	0	0	0	2,720	3	351	2,018
	576+10	10	16	0	0	2	3	0	0	0	2,723	3	351	2,021
	576+50	40	2	0	2	0	13	0	1	1	2,736	4	352	2,033
	577+00	50	5	0	0	1	6	0	1	1	2,742	5	354	2,038
	577+50	50	4	0	0	0	8	0	0	1	2,750	5	355	2,046
	578+00	50	5	0	0	0	8	0	0	1	2,758	5	356	2,054
	578+50	50	5	0	0	0	9	0	0	1	2,767	5	358	2,063
	579+00	50	4	0	0	0	8	0	0	1	2,775	5	359	2,071
	579+50	50	4	0	0	0	7	0	0	1	2,782	5	360	2,078
	580+00	50	3	0	0	0	6	0	0	1	2,788	5	361	2,084
	580+50	50	3	0	0	0	6	0	1	1	2,794	6	363	2,089
	581+00	50	3	0	1	0	6	0	1	1	2,800	8	364	2,094
	581+50	50	4	0	1	0	6	0	1	1	2,806	9	365	2,099
	582+00	50	4	0	1	0	7	0	2	1	2,813	11	367	2,104
	582+50	50	4	0	0	0	7	0	1	1	2,820	13	368	2,110
	583+00	50	4	0	0	0	8	0	0	1	2,828	13	369	2,118
	583+50	50	5	0	0	0	8	0	0	1	2,836	13	371	2,126
	584+00	50	4	0	0	0	8	0	0	1	2,844	13	372	2,134
	584+50	50	3	0	1	0	6	0	2	1	2,850	15	373	2,138
	584+62	12	16	0	0	2	4	0	0	0	2,854	15	373	2,142
	584+91	29	14	0	0	1	15	0	0	1	2,869	15	373	2,157
COLUMN TOTALS							2,869	700	12	288	2,869	15	373	2,157

NOTES:
1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2. THIS DOES NOT SHOW UP IN CROSS SECTIONS
3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5. WILL BE BACKFILLED WITH BREAKER RUN
8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]

9

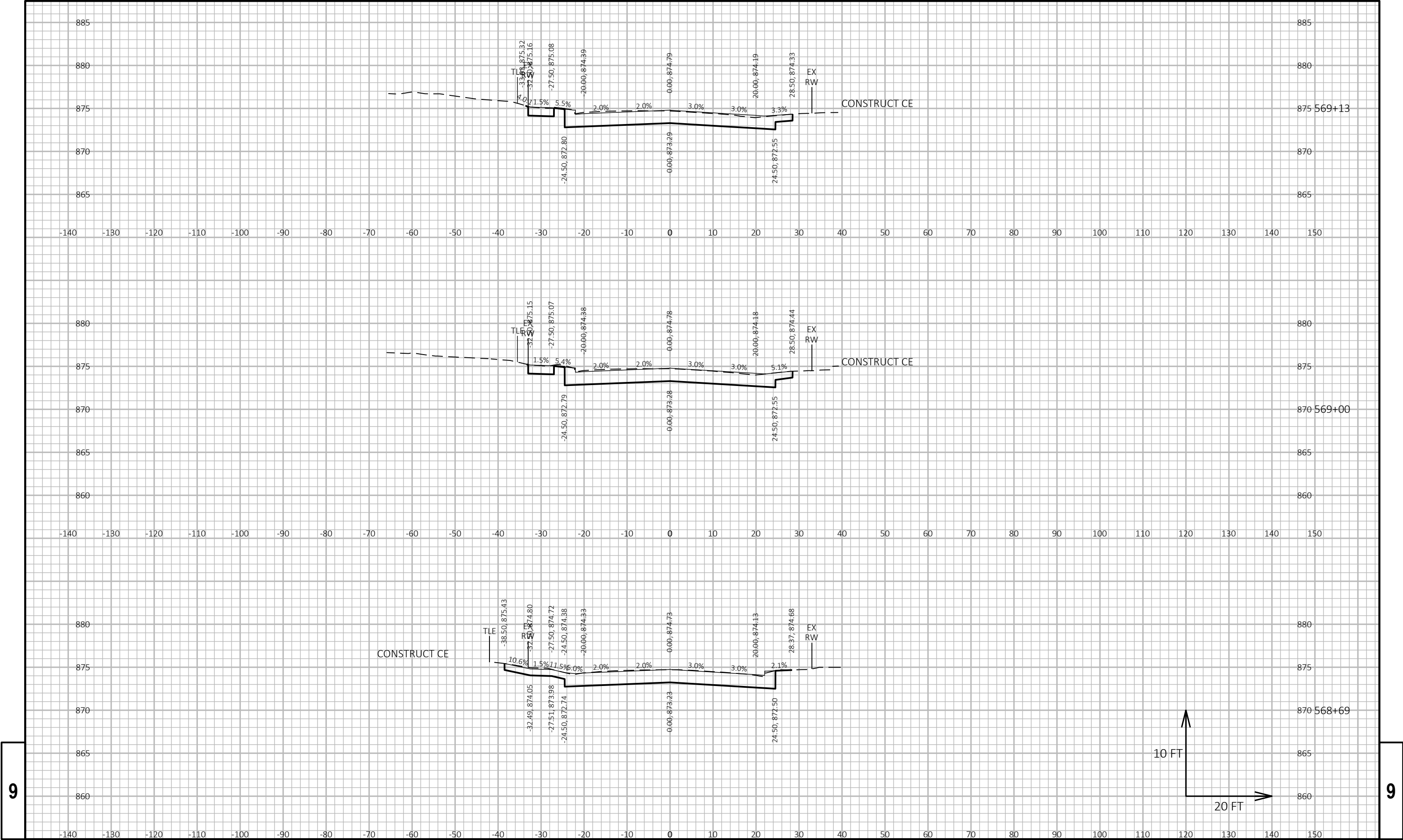


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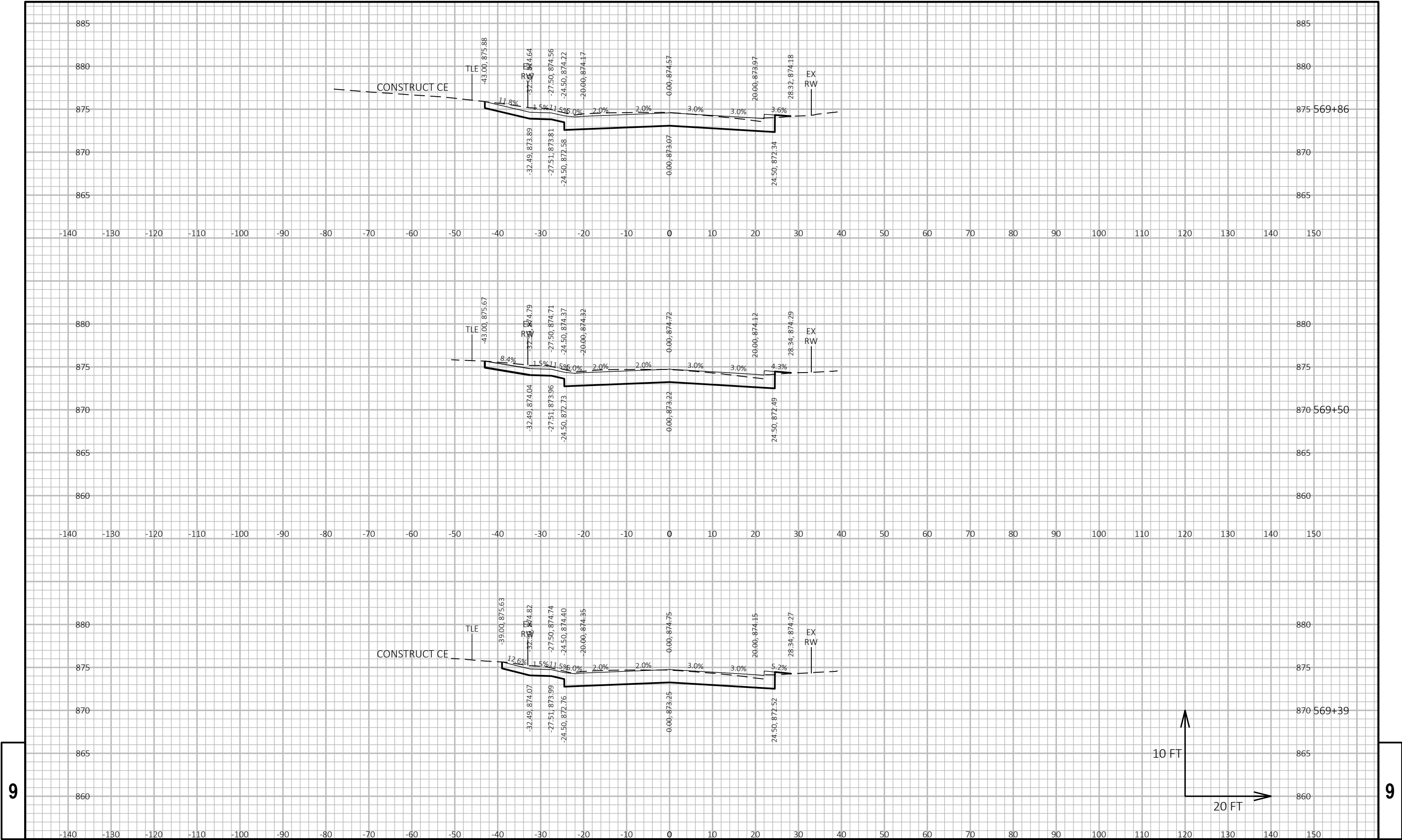
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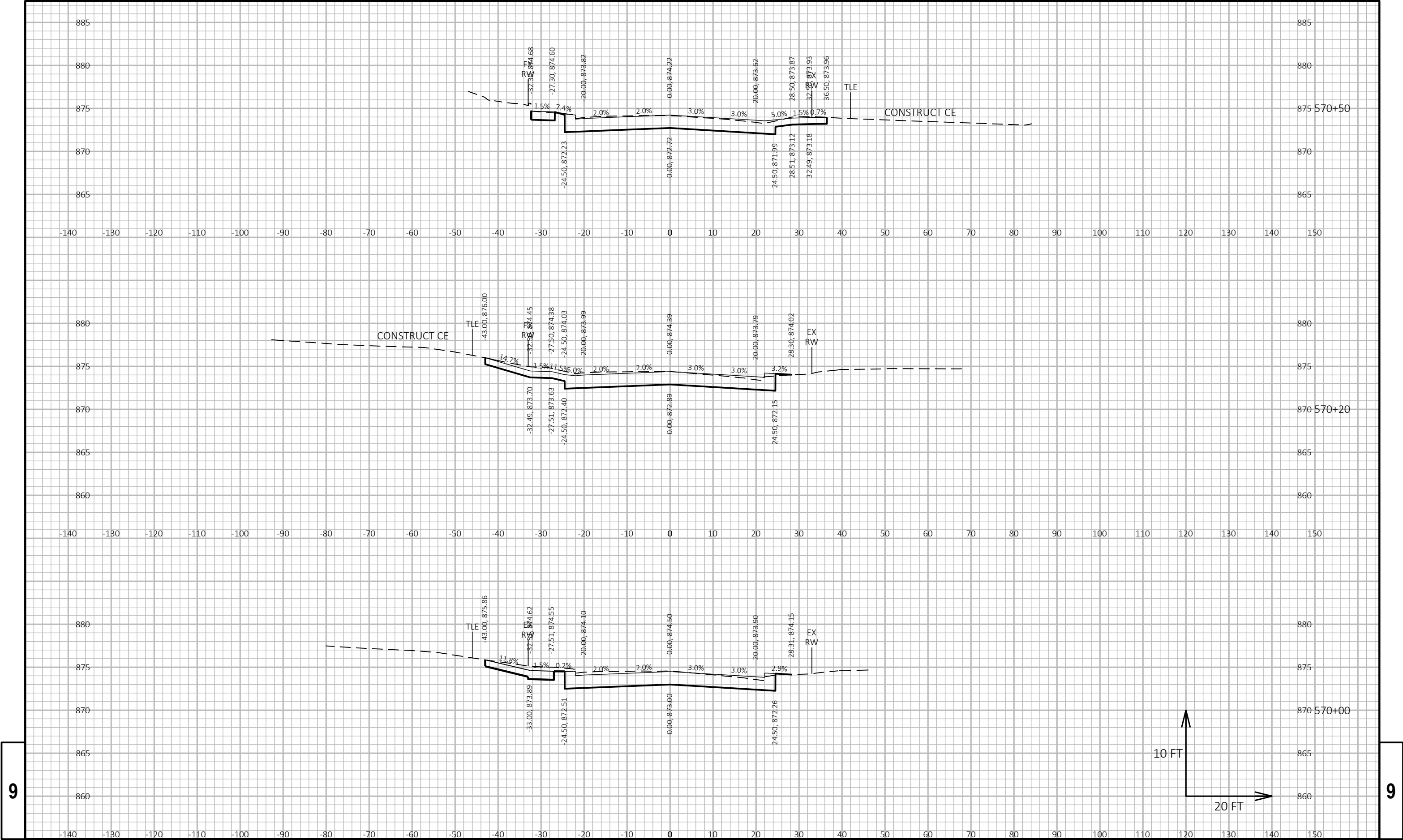
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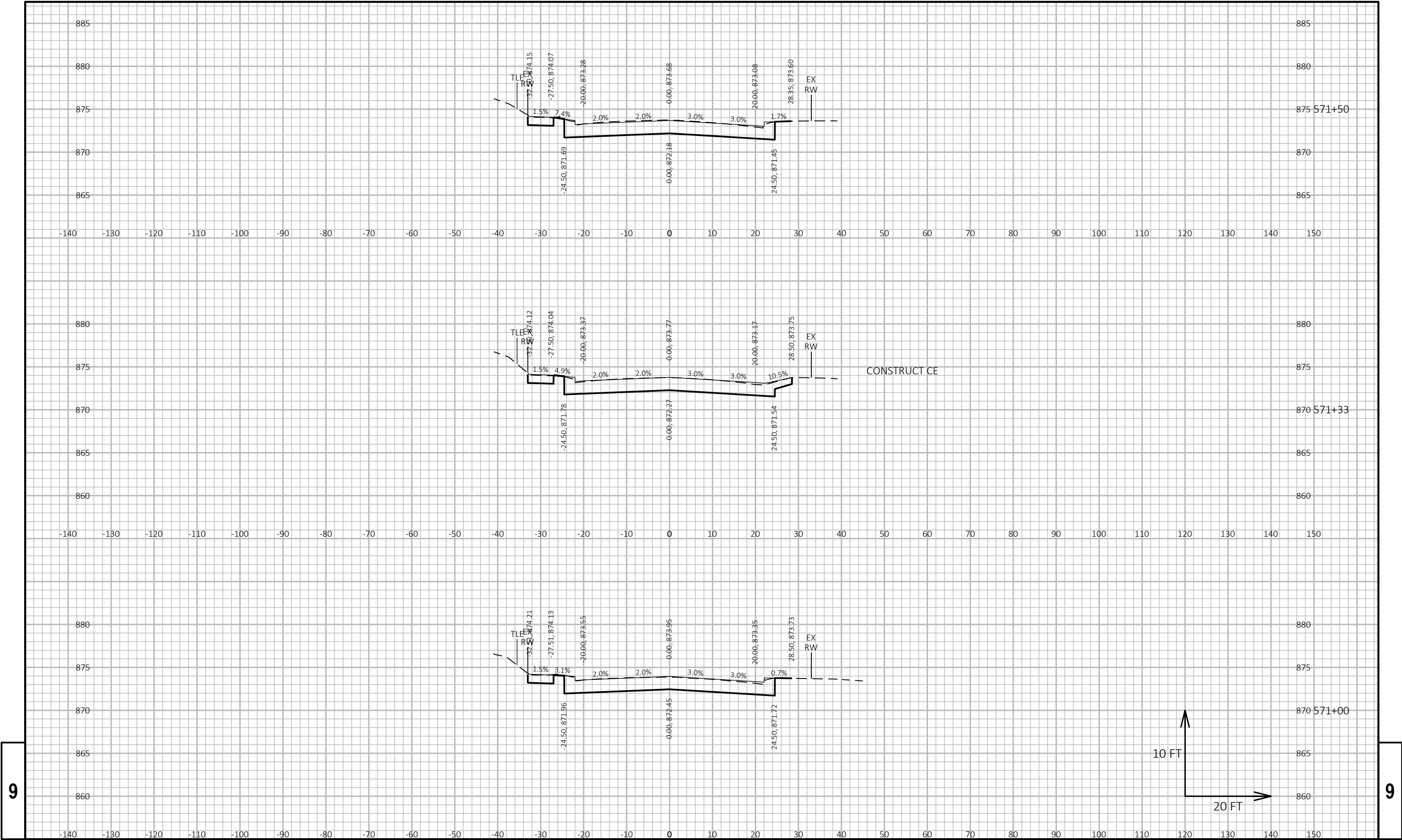
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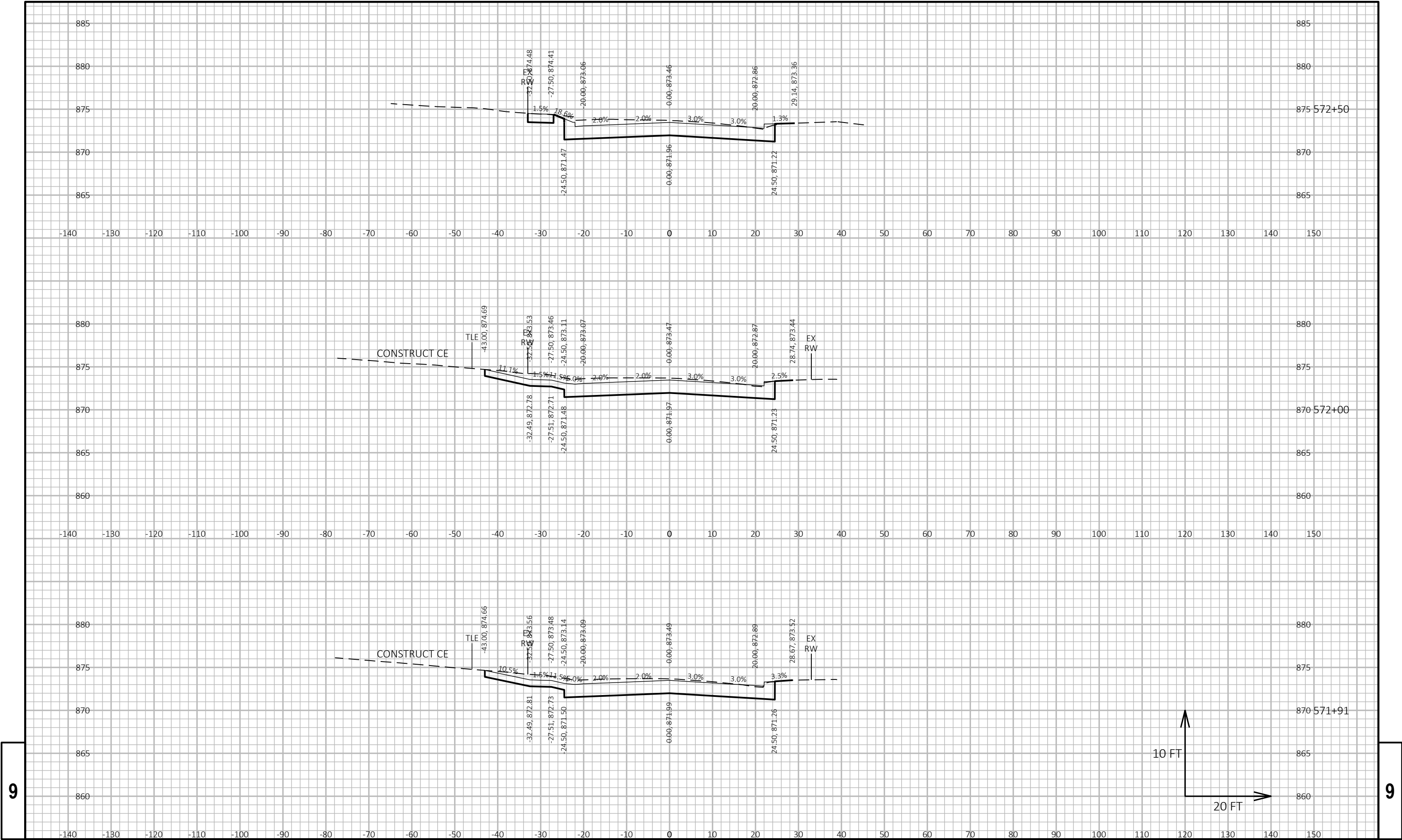
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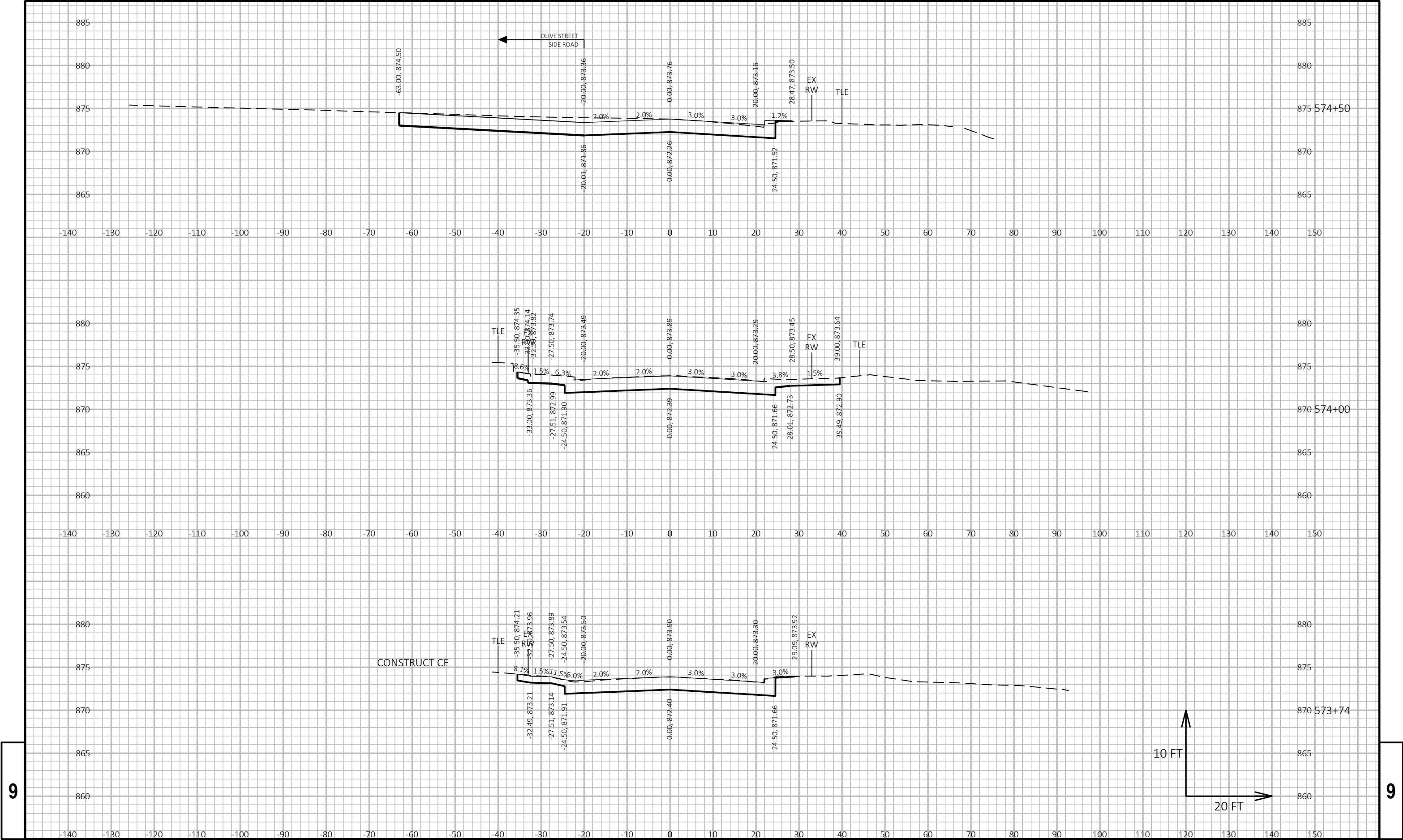
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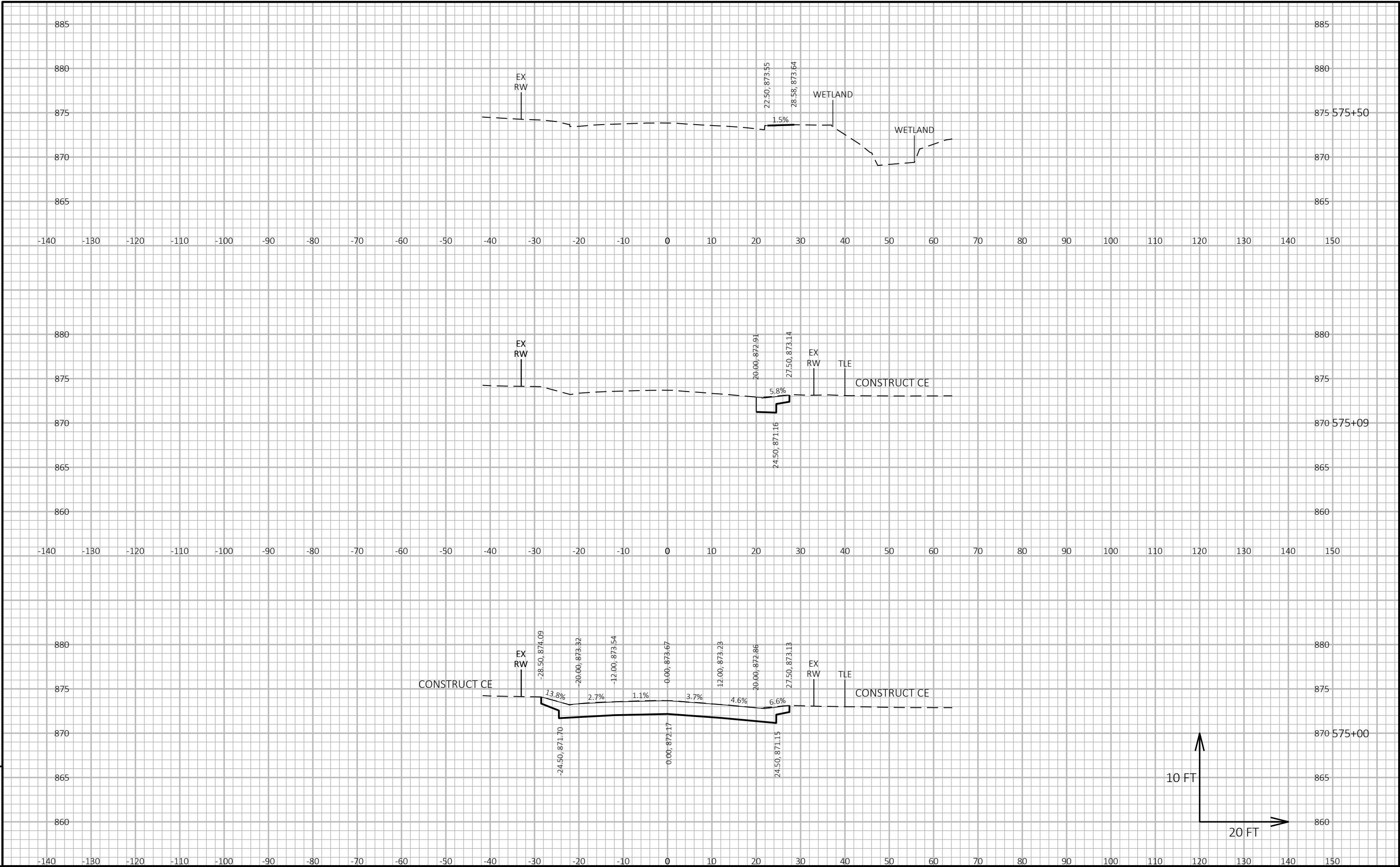
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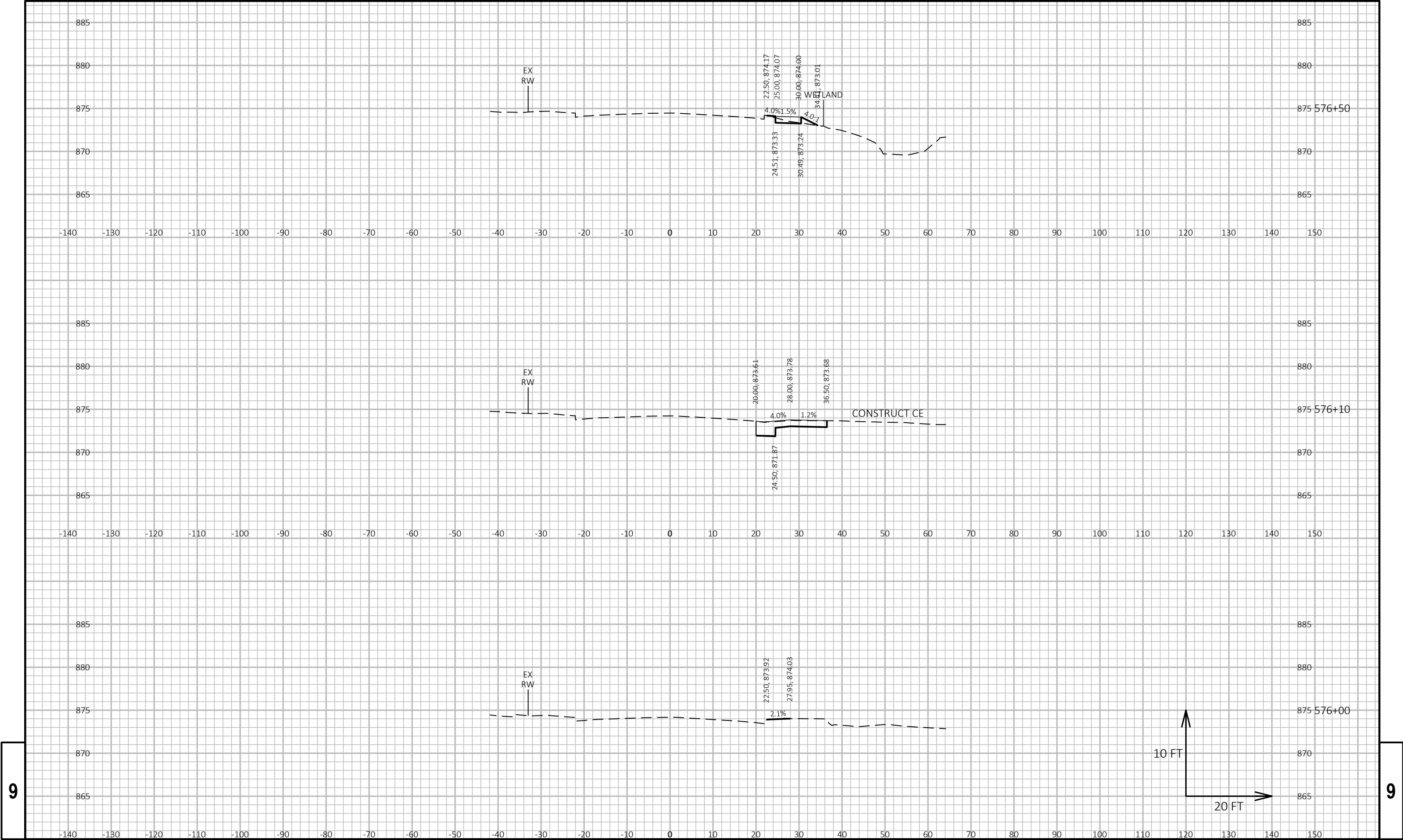
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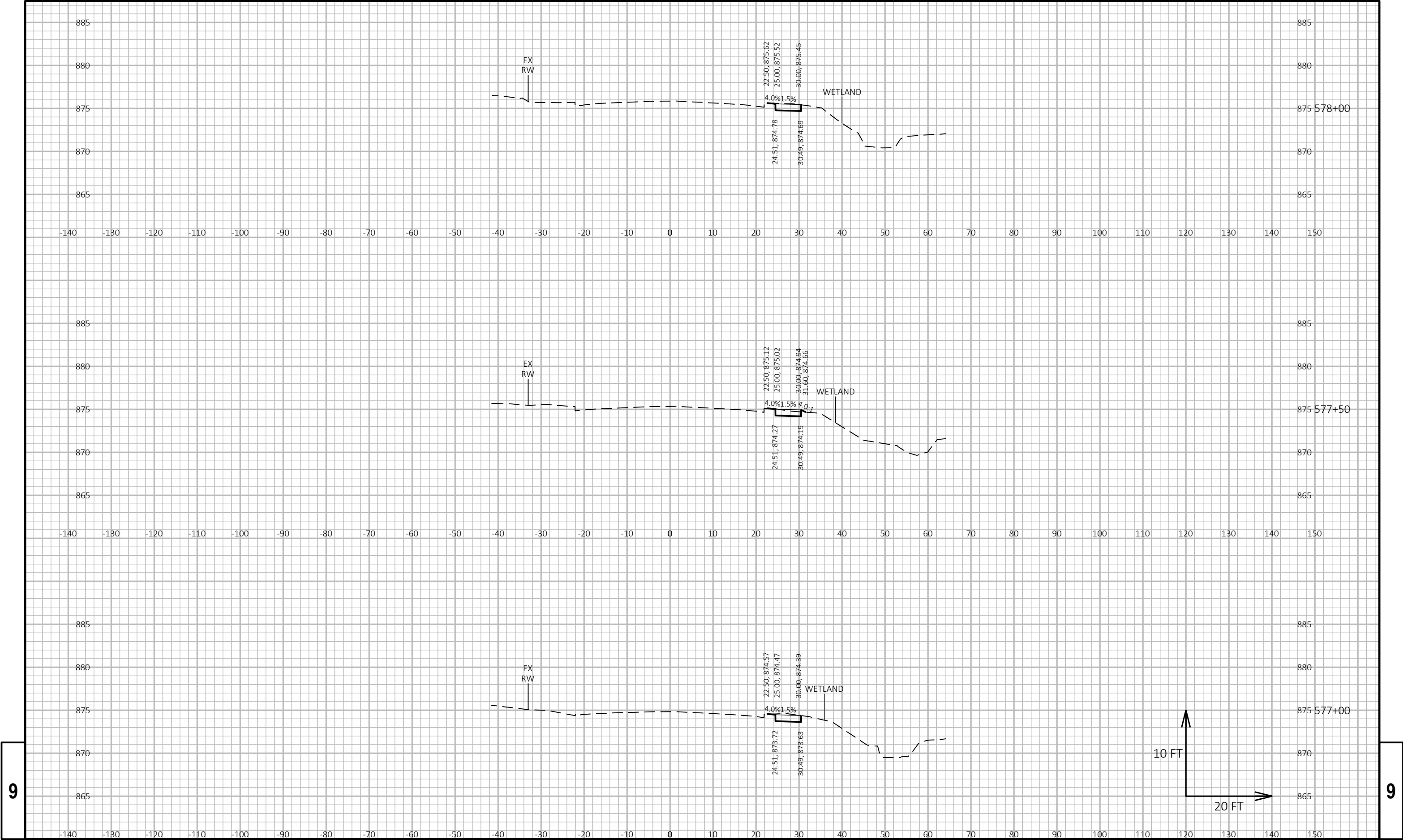
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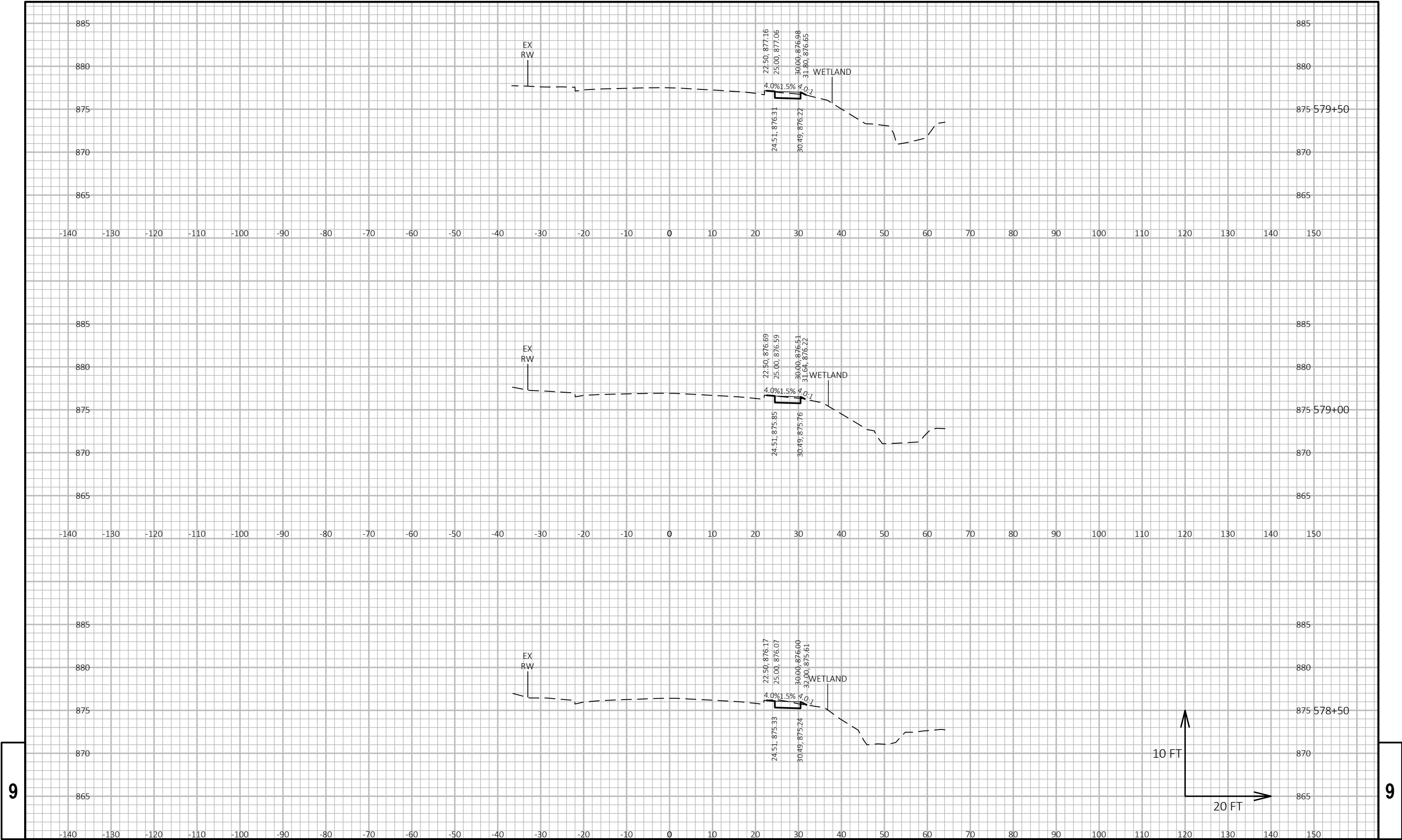
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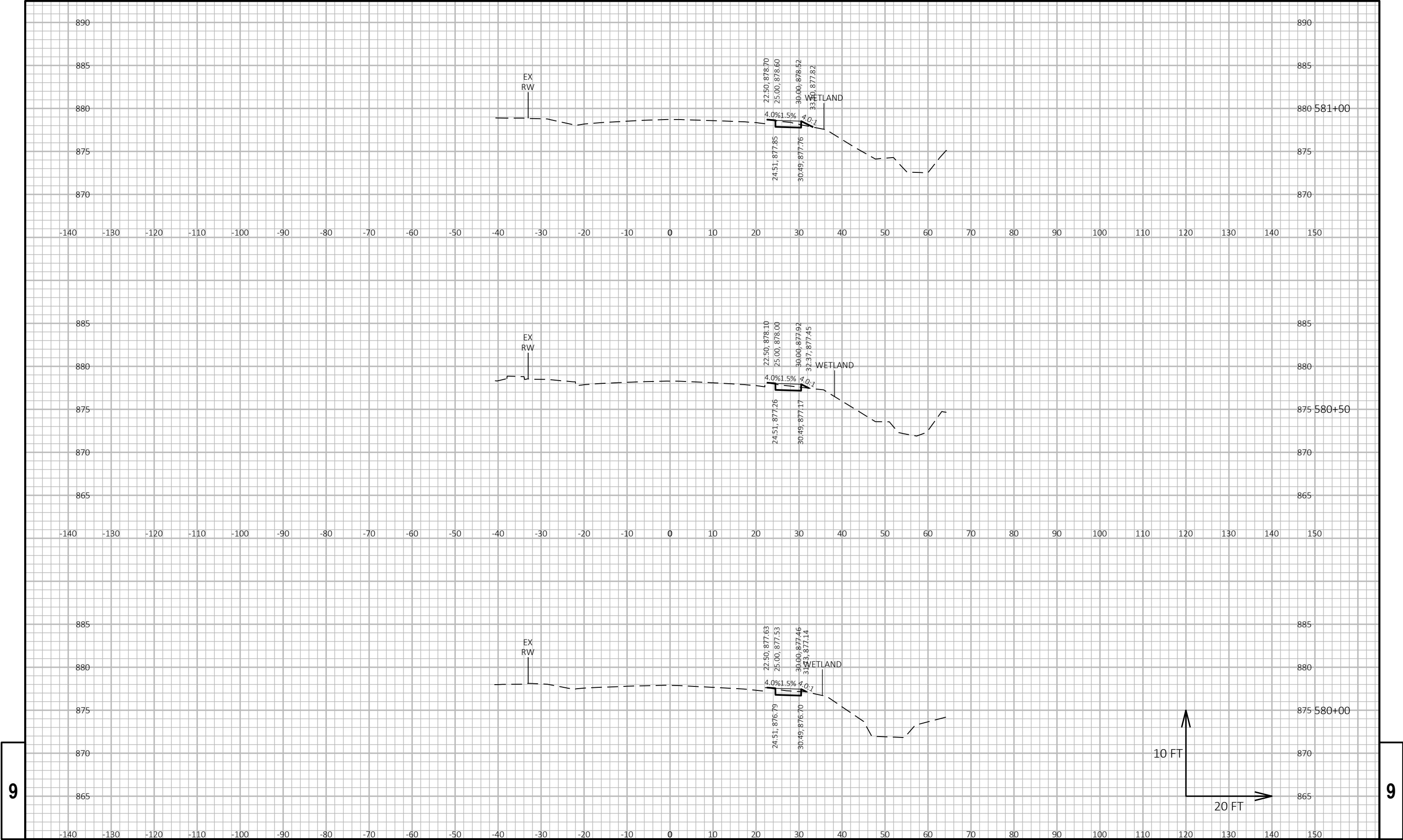
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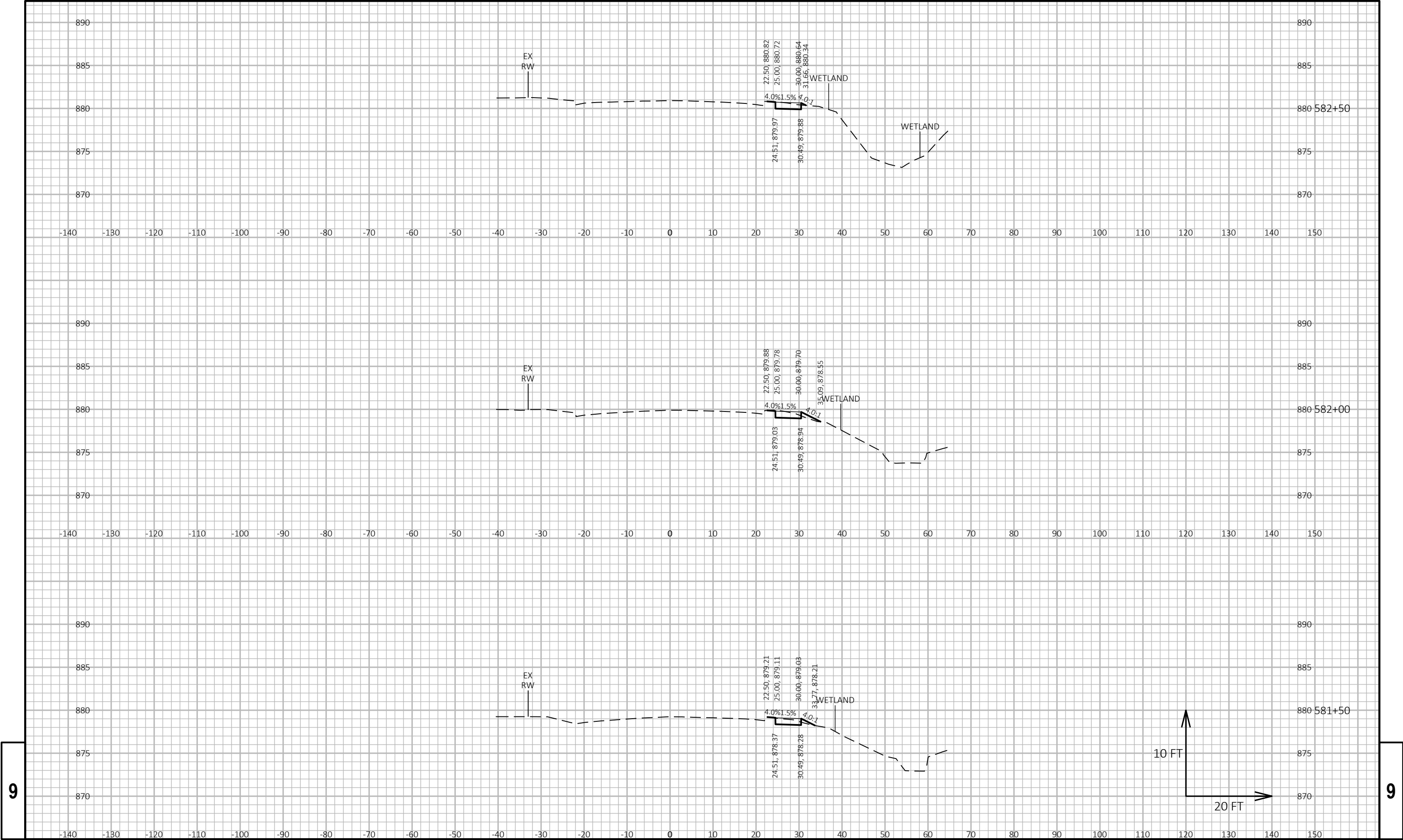
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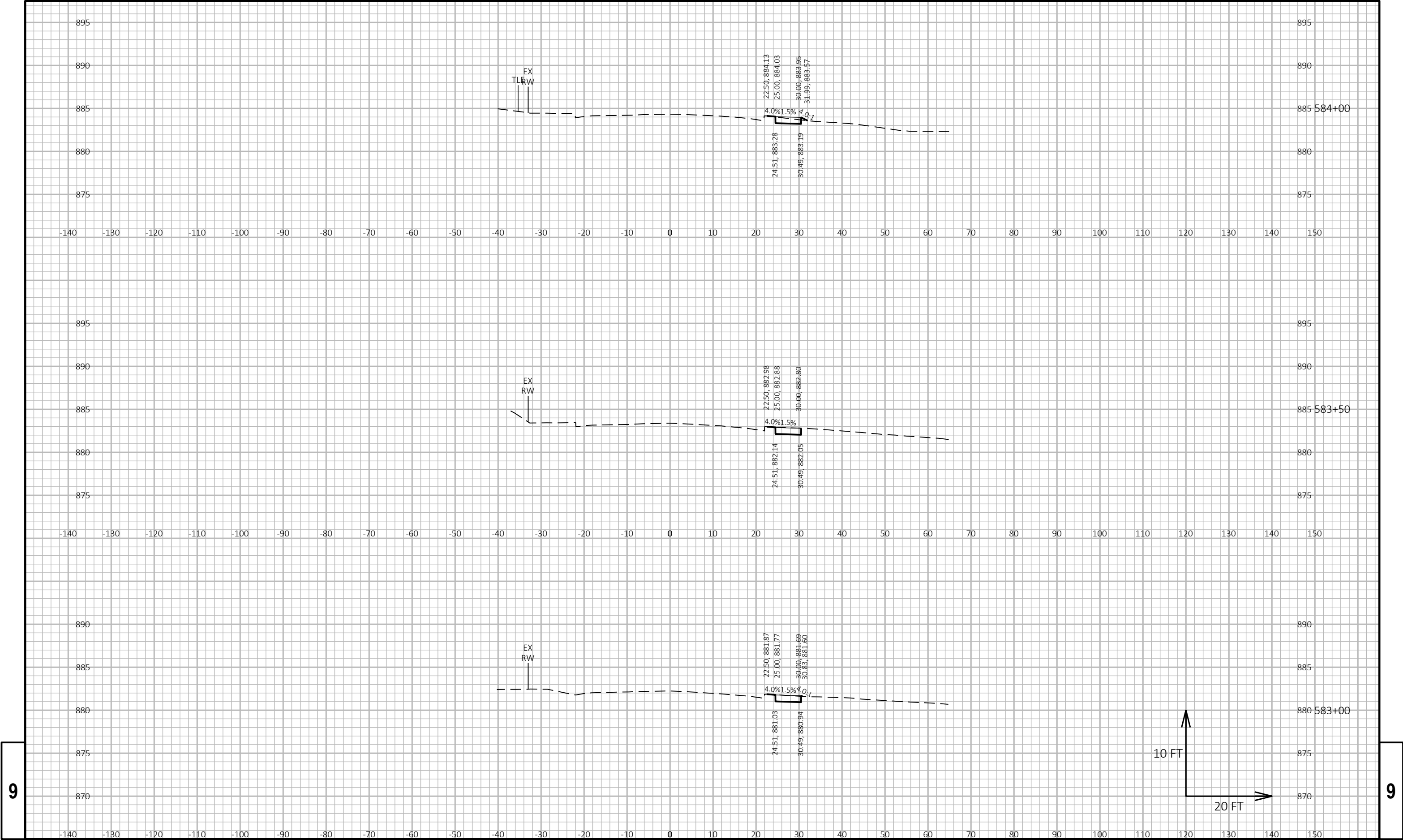
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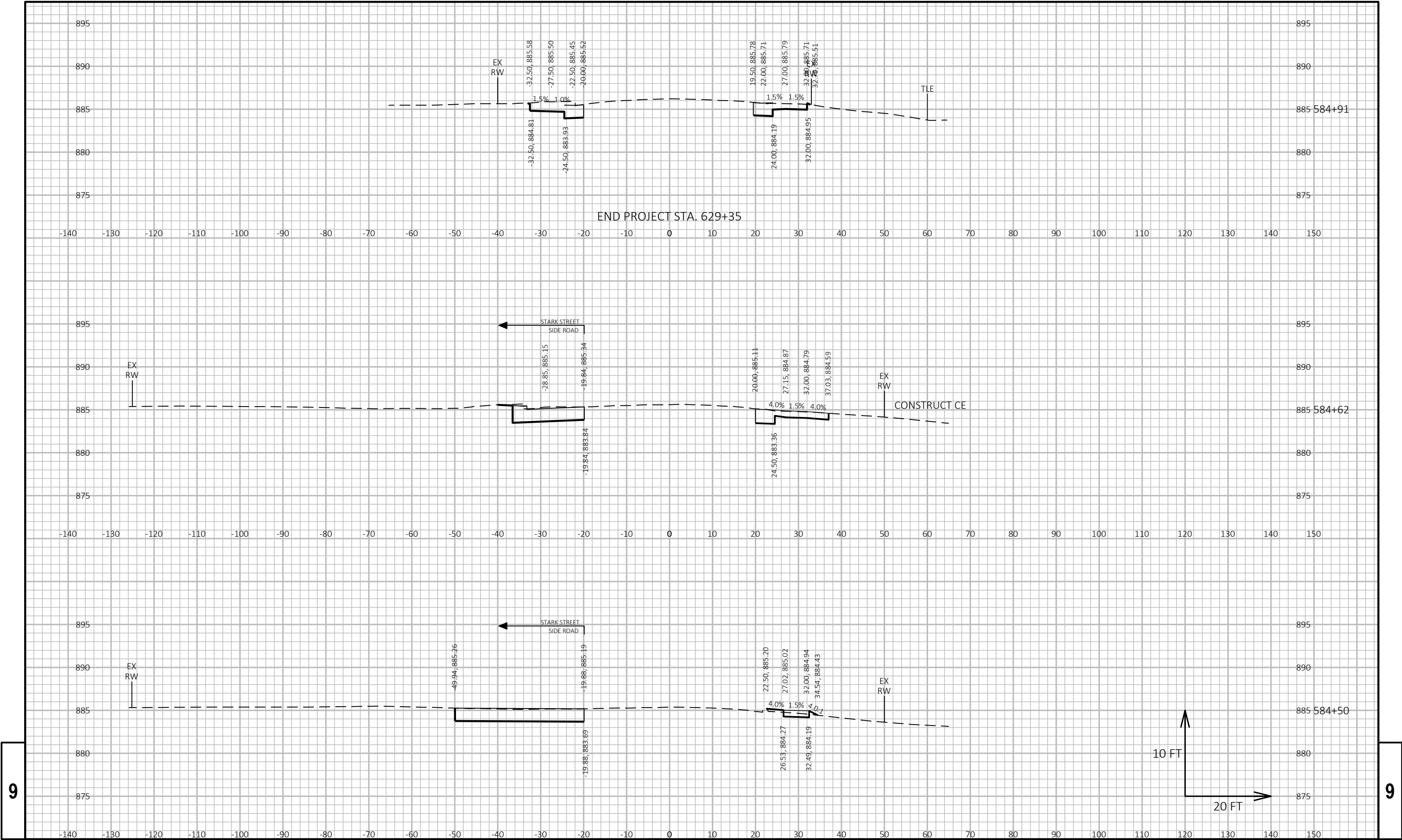
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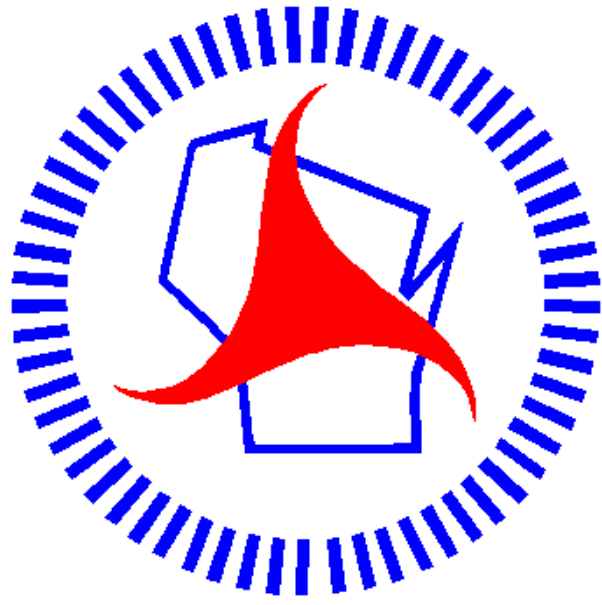
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