WIS

AUGUST 2023

PROJECT ID: 1620-03-72

WITH: N/A

COUNTY: MARATHON

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1620-03-72	—	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MARSHFIELD - ABBOTSFORD

26TH ROAD TO STH 98

STH 13
MARATHON COUNTY

STATE PROJECT NUMBER
1620-03-72

ORDER OF SHEETS

TOTAL SHEETS = 158

N

DESIGN DESIGNATION

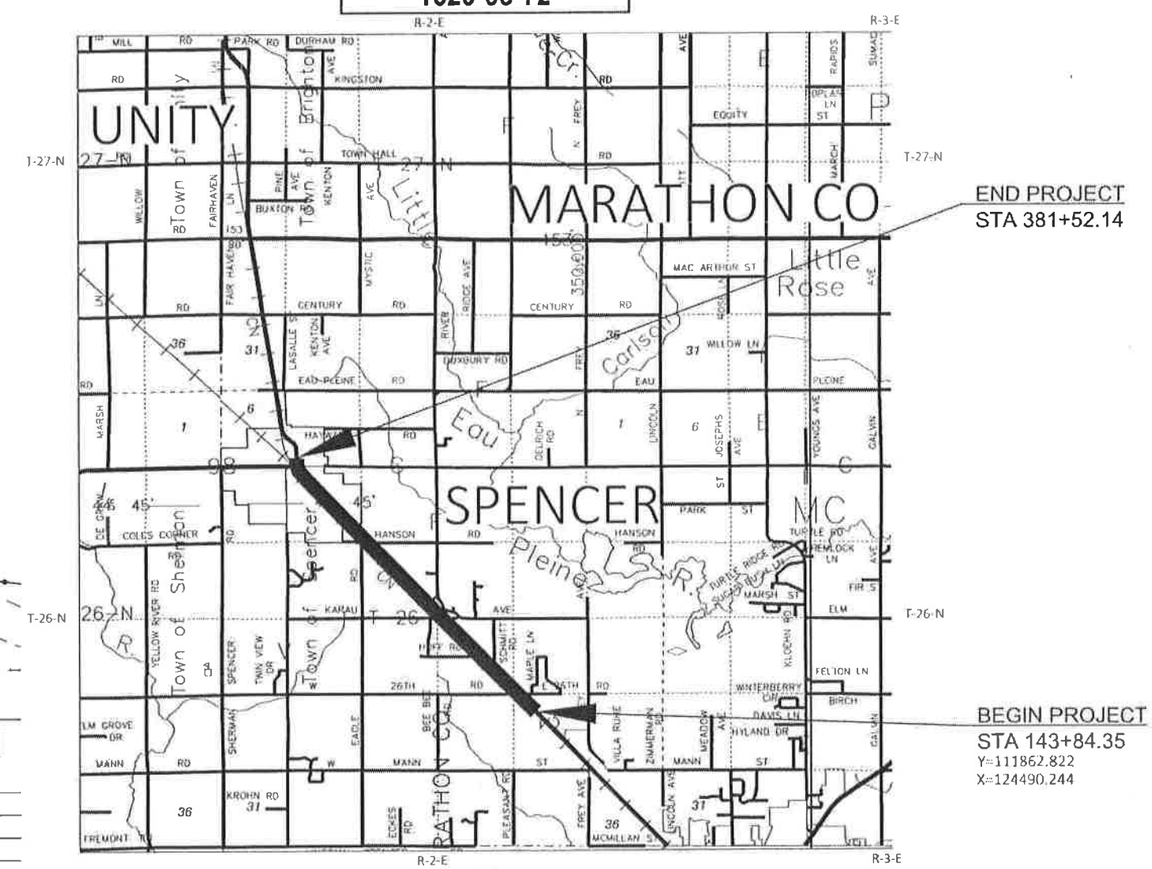
A.A.D.T.	2023	=	10300
A.A.D.T.	2043	=	11700
D.H.V.		=	1228.50
D.D.		=	60/40
T		=	16.7%
DESIGN SPEED		=	35-55 MPH
ESALS		=	4,100,000

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 — CAUTION
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) — ROCK
- SPECIAL DITCH — LABEL
- GRADE ELEVATION — 995.36
- CULVERT (Profile View)

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



LAYOUT

SCALE 0 — 2.0 MI

TOTAL NET LENGTH OF CENTERLINE = 4.50 MI

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

ORIGINAL PLANS PREPARED BY
JT ENGINEERING, INC

WISCONSIN ANDREW W. BLOCK E-41224-6 APPLETON WI. PROFESSIONAL ENGINEER

DATE: 10/12/2022 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JT ENGINEERING, INC
Designer	JT ENGINEERING, INC
Project Manager	PRESTON BOHN, P.E.
Regional Examiner	ZACH GRUENING, P.E.
Regional Supervisor	MIKE KRETSCHMER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/18/2022 Preston Bohn (Signature)

E

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 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE: TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 79.36 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.12 ACRES

UTILITY CONTACTS

SPECTRUM - COMMUNICATION LINE
JESSE GRUNY
503 E IVES ST
MARSHFIELD, WI 54449
(715) 651-5605
JESSE.GRUNY@CHARTER.COM

CLARK ELECTRIC COOPERATIVE - ELECTRICITY
KENT WEIGEL
1209 W DALL-BERG RD
GREENWOOD, WI 54437
(715) 267-7955
KWEIGEL@CECOOP.COM

FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
DAVID KAMKE
(715) 393-7028
DKAMKE@MSCON.COM

MARSHFIELD ELECTRIC AND WATER DEPT - ELECTRICITY
CODY KOLPACK
2000 S. CENTRAL AVE
MARSHFIELD, WI 54449
(715) 898-2143
MOBILE: (715) 219-2262
CODY.KOLPACK@MARSHFIELDUTILITIES.COM

VILLAGE OF SPENCER - SEWER
CHRIS HELGESTAD
105 PARK ST
P.O. BOX 360
SPENCER, WI 54479
(715) 659-5404
MOBILE: (715) 507-0537
CHRIS.HELGESTAD@VIL.SPENCER.WI.US

VILLAGE OF SPENCER - WATER
JOHN DUNBAR
105 PARK ST
P.O. BOX 360
SPENCER, WI 54479
659-54644
MOBILE: (715) 507-0850
JOHN.DUNBAR@VIL.SPENCER.WI.US

WE ENERGIES - GAS/PETROLEUM
JEREMY SLOWINSKI
1921 8TH ST. SOUTH
WISCONSIN RAPIDS, WI 54494
(715) 421-7251
MOBILE: (715) 418-1831
JEREMY.SLOWINSKI@WE-ENERGIES.COM

XCEL ENERGY - ELECTRICITY
PAMELA DENZINE
500 N. 5TH ST.
ABBOTSFORD, WI 54405
(715) 737-7174
MOBILE: (715) 721-5050
PAMELA.DENZINE@XCELENERGY.COM

GENERAL NOTES

IF THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

ALL RADII DIMENSIONS ARE PROVIDED TO THE FLAG LINE OF CURB & GUTTER UNLESS NOTED OTHERWISE.

LIMIT SHOULDER AGGREGATE PLACEMENT TO THE AREA BETWEEN THE EDGE OF PAVEMENT AND EXISTING SHOULDER HINGE POINT.

TURF RESTORATION REQUIRED AT ALL SIDEWALK/CURB & GUTTER REPLACEMENT LOCATIONS UNLESS NOTED OTHERWISE.

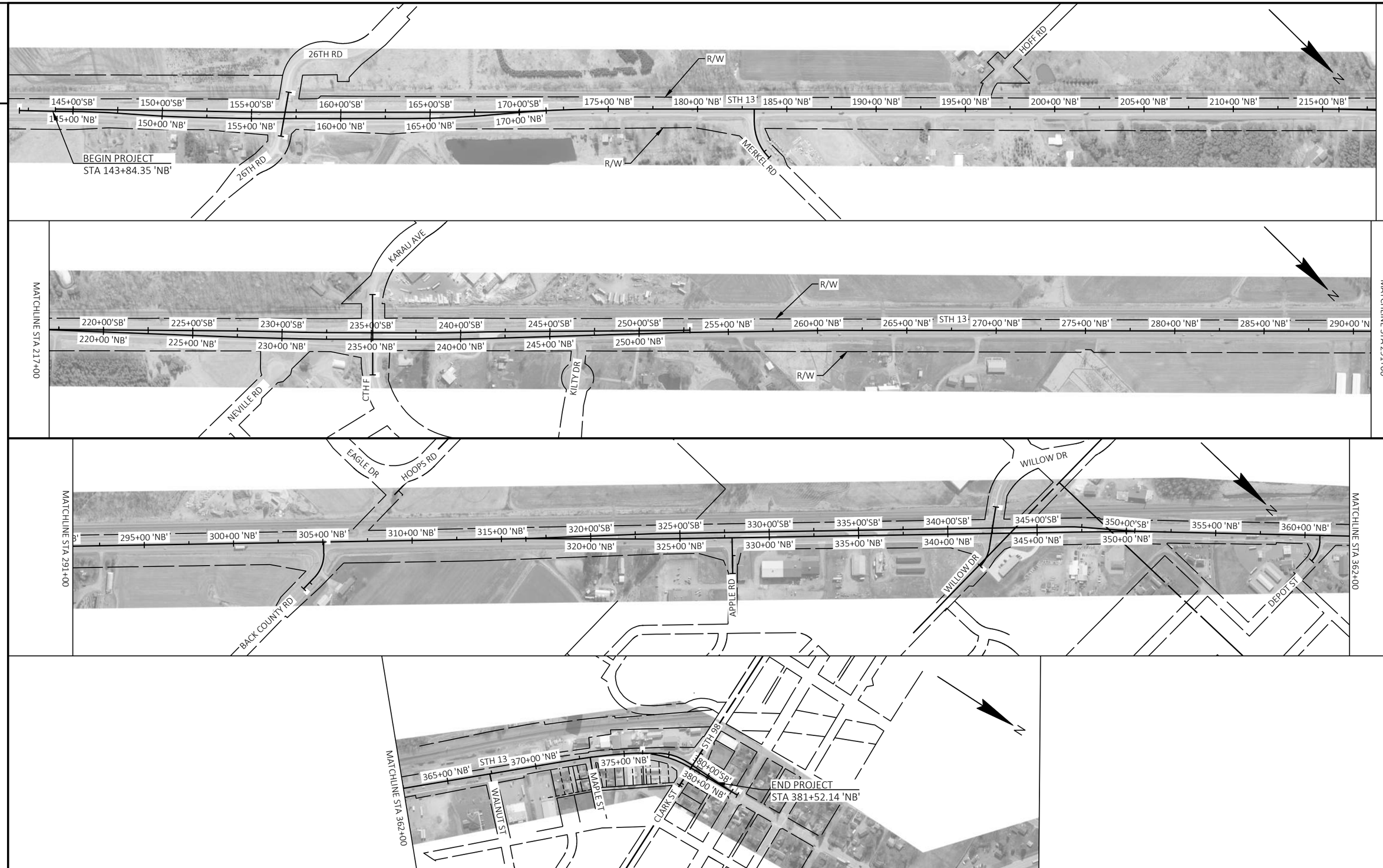
MATCH EXISTING GUTTER SLOPE IN LOCATIONS WHERE NEW CURB & GUTTER TIES INTO EXISTING.

EXISTING STREET LIGHTING SHOWN ON THE PLANS IS OWNED AND OPERATED BY THE VILLAGE OF SPENCER.

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

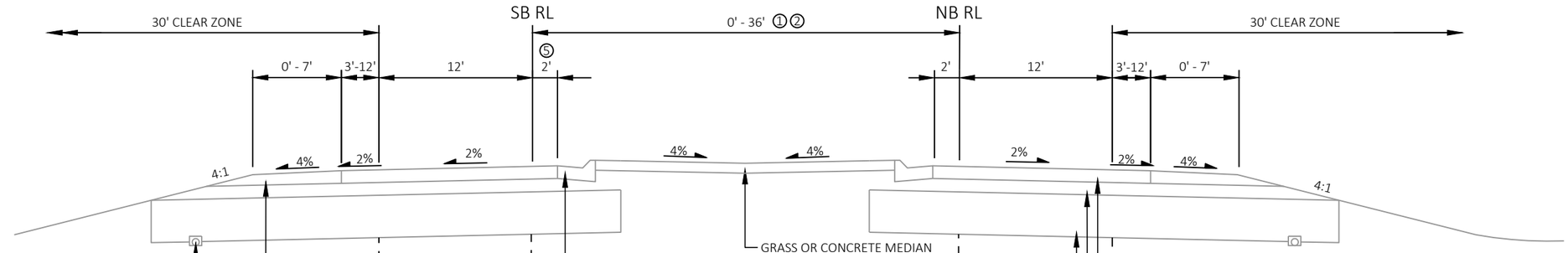
WISCONSIN DNR LIAISON

CASEY JONES
625 EAST COUNTY ROAD Y, SUITE 700
OSHKOSH, WI 54901
PHONE: 715-213-6571
E-MAIL: CASEY.JONES@WISCONSIN.GOV



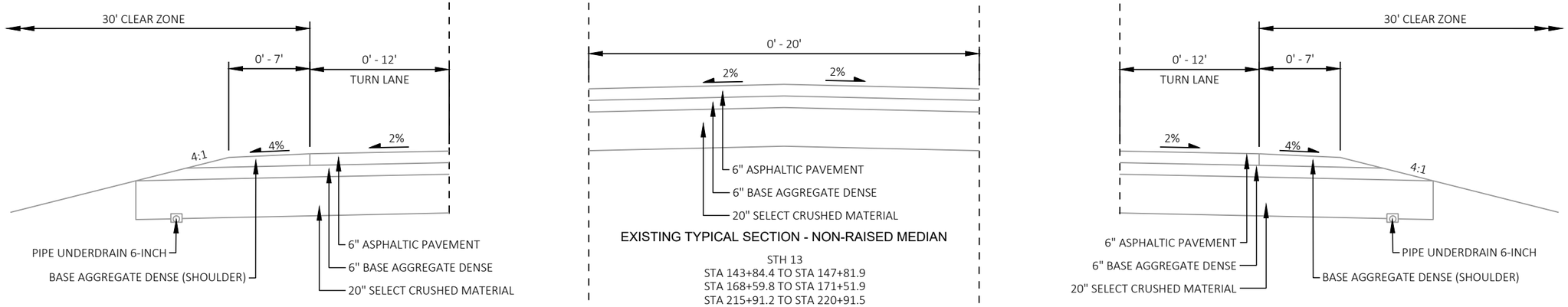
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - Sheet - (10)
PLOT DATE : 10/19/2022 11:16 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 44



EXISTING TYPICAL SECTION

STH 13
STA 143+84.35 TO STA 171+51.90
STA 215+91.20 TO STA 252+85.60



EXISTING TYPICAL SECTION - RT TURN LANE

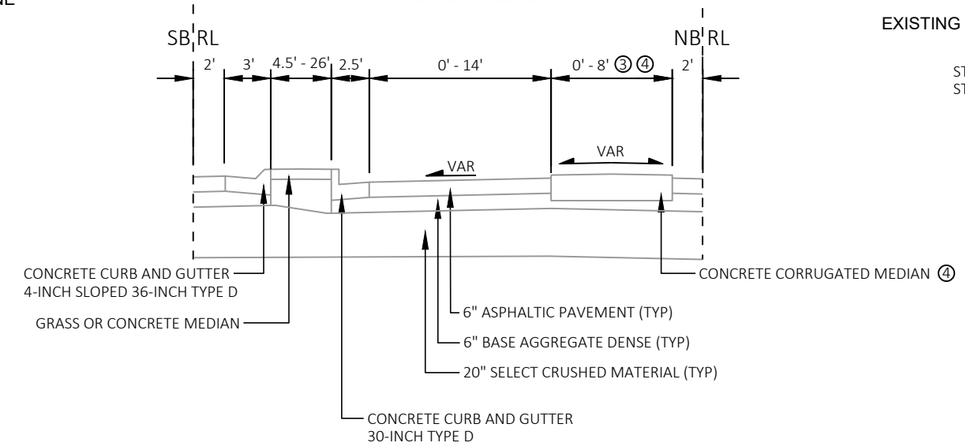
STH 13
STA 157+86.84 TO STA 161+00.54
STA 235+97.17 TO STA 239+14.43

EXISTING TYPICAL SECTION - NON-RAISED MEDIAN

STH 13
STA 143+84.4 TO STA 147+81.9
STA 168+59.8 TO STA 171+51.9
STA 215+91.2 TO STA 220+91.5
STA 249+52.5 TO STA 252+85.6

EXISTING TYPICAL SECTION - RT TURN LANE

STH 13
STA 152+81.92 TO STA 155+97.05
STA 231+01.17 TO STA 234+27.31



EXISTING TYPICAL SECTION - NB / SB LEFT TURN LANE

STH 13
STA 150+87.1 TO STA 156+20.1
STA 157+46.9 TO STA 162+79.6
STA 227+20.7 TO STA 234+50.3
STA 235+65.5 TO STA 241+10.7

NOTES:

ALL STATIONING ARE 'NB' UNLESS OTHERWISE NOTED.

① NON-RAISED MEDIAN WIDTH VARIES AT THE FOLLOWING LOCATIONS:
12'-20' - STA 143+84.4 TO STA 147+81.9
14'-0' - STA 168+59.8 TO STA 171+51.9
0'-14' - STA 215+91.2 TO STA 220+91.5
18'-12' - STA 249+52.5 TO STA 252+85.6

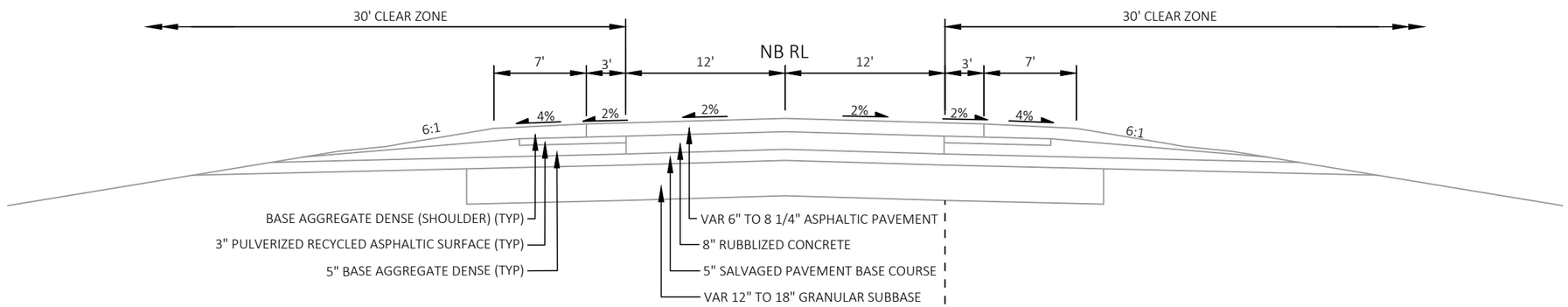
② RAISED MEDIAN WIDTH VARIES, AT THE FOLLOWING LOCATIONS:
20'-36' - STA 147+81.9 TO STA 150+87.1
36'-14' - STA 162+79.6 TO STA 168+59.8
14'-36' - STA 220+91.5 TO STA 227+20.7
36'-18' - STA 241+10.7 TO STA 249+52.5

③ NON-RAISED MEDIAN SEPARATING LEFT TURN LANE, WITH 6" ASPHALTIC PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 20" SELECT CRUSHED MATERIAL AT THE FOLLOWING LOCATIONS:
0'-8' - STA 150+87.1 TO STA 154+12.8
8'-0' - STA 159+54.2 TO STA 162+79.6
0'-8' - STA 227+20.7 TO STA 232+32.8
8'-0' - STA 237+83.8 TO STA 241+10.7

NOTES:

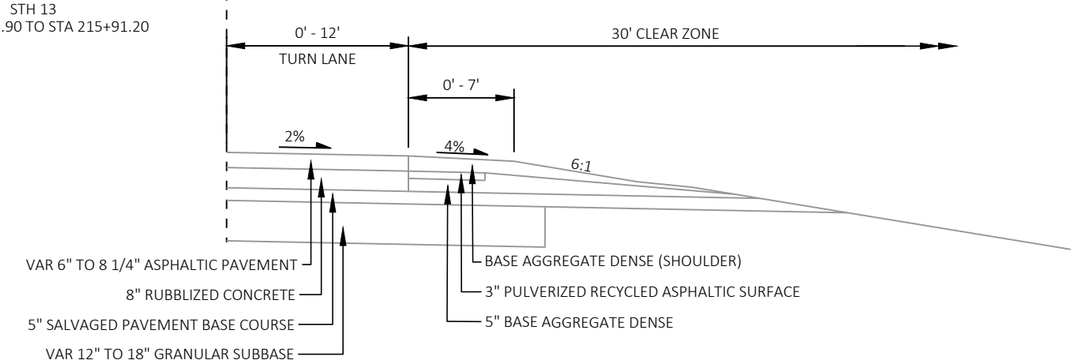
④ 8' CONCRETE CORRUGATED MEDIAN SEPARATING LEFT TURN LANE FROM THROUGH LANE AT THE FOLLOWING LOCATIONS:
STA 154+12.8 TO STA 156+20.1
STA 157+46.9 TO STA 159+54.2
STA 232+32.8 TO STA 234+50.3
STA 235+65.5 TO STA 237+83.8

⑤ WIDTH VARIES FROM 7.5' -2' FROM STA 147+81.9 TO STA 151+00.0



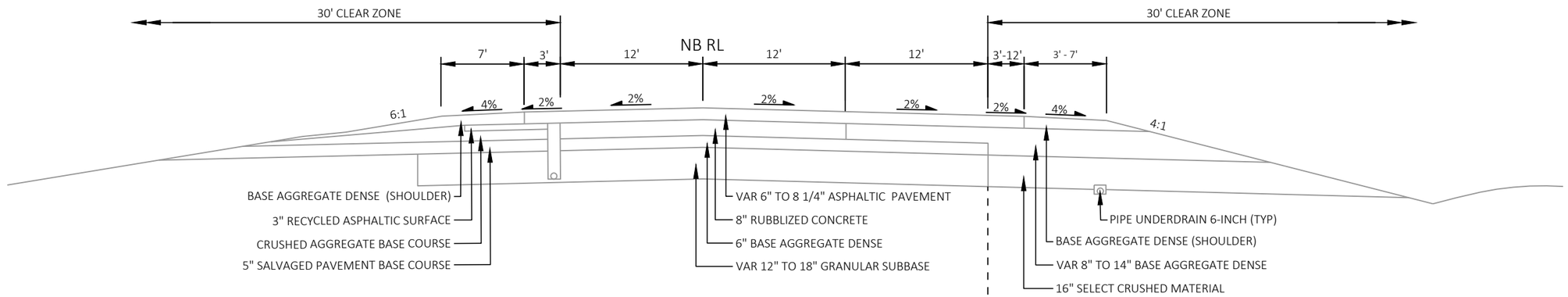
EXISTING TYPICAL SECTION

STH 13
STA 171+51.90 TO STA 215+91.20



EXISTING TYPICAL SECTION - RT TURN LANE

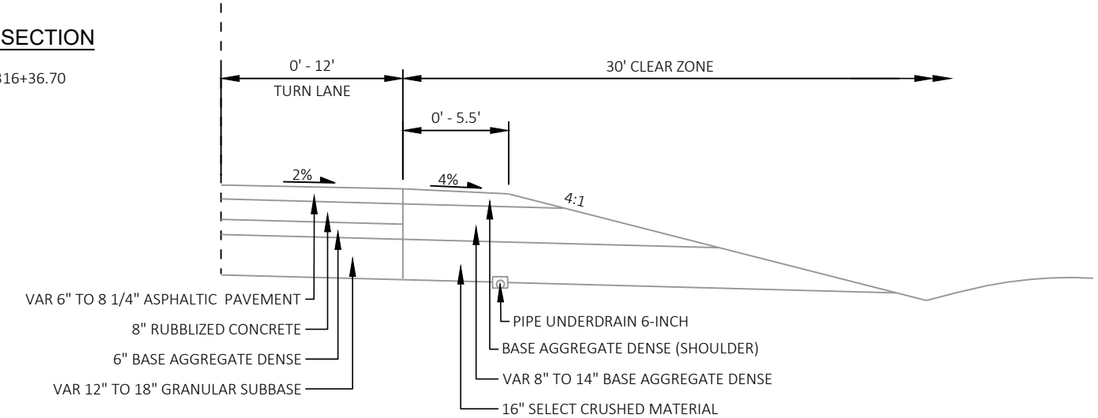
STH 13
STA 179+28.00 TO STA 182+41.68



EXISTING TYPICAL SECTION

STH 13

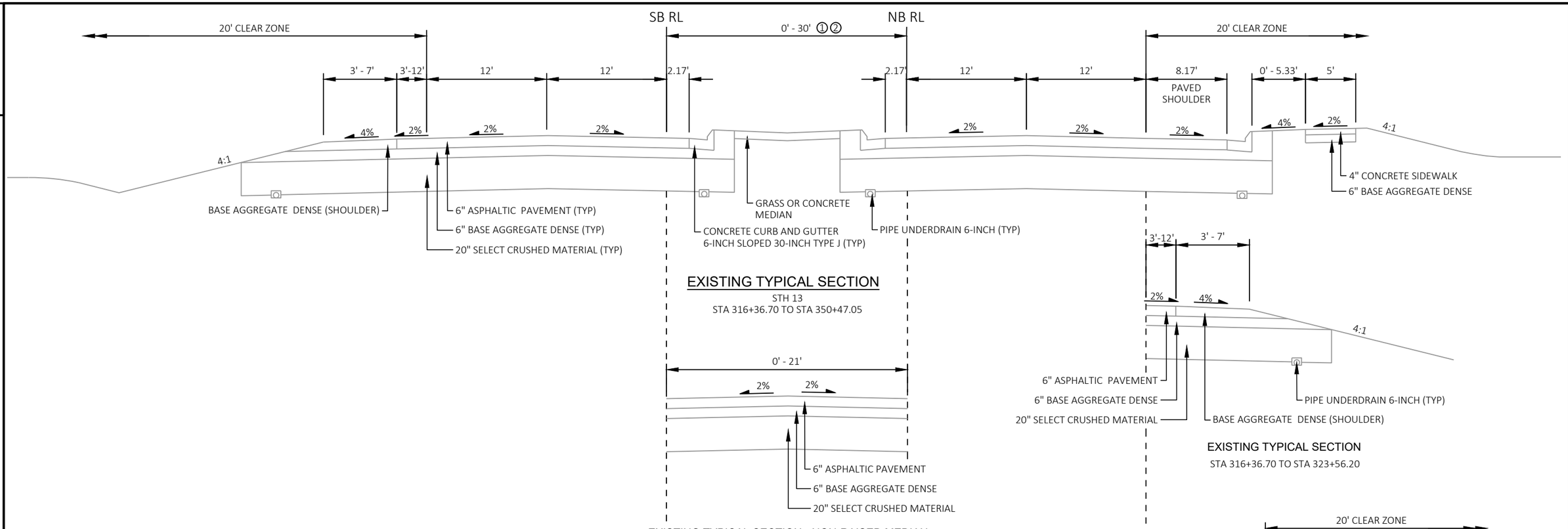
STA 252+85.60 TO STA 316+36.70



EXISTING TYPICAL SECTION - RT TURN LANE

STH 13

STA 301+11.41 TO STA 304+22.56

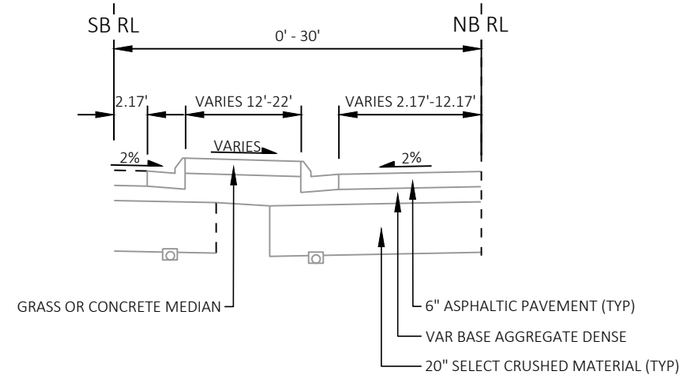


EXISTING TYPICAL SECTION

STH 13
STA 316+36.70 TO STA 350+47.05

EXISTING TYPICAL SECTION - NON-RAISED MEDIAN

STH 13
STA 316+36.7 TO STA 321+47.4
STA 348+37.0 TO STA 350+47.05

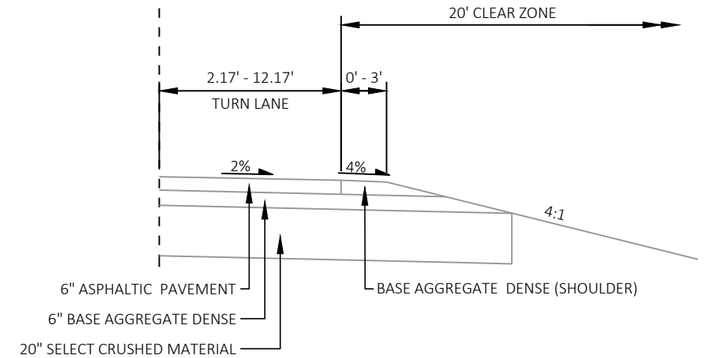


EXISTING TYPICAL SECTION - NB / SB LEFT TURN LANE

STH 13
STA 327+91.5 TO STA 332+20.1
STA 338+34.3 TO STA 346+70.5

EXISTING TYPICAL SECTION

STA 316+36.70 TO STA 323+56.20



EXISTING TYPICAL SECTION - RT TURN LANE

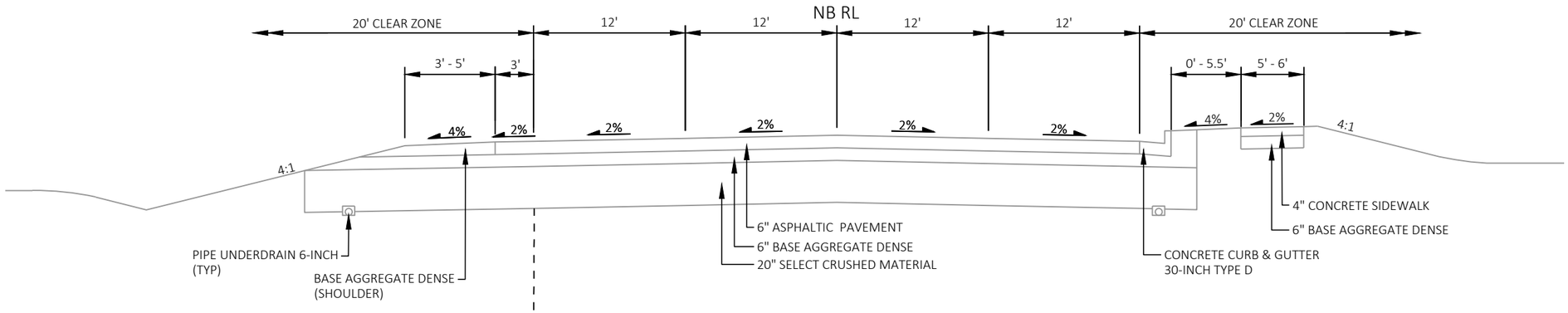
STH 13
STA 324+64.01 TO STA 327+23.27, RT
STA 338+26.19 TO STA 341+59.02, RT
STA 343+44.97 TO STA 347+29.40, LT

NOTES:

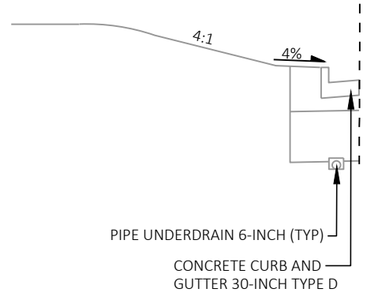
ALL STATIONING ARE 'NB' UNLESS OTHERWISE NOTED.

① NON-RAISED MEDIAN WIDTH VARIES AT THE FOLLOWING LOCATIONS:
0'-21' - STA 316+36.7 TO STA 321+47.4
18.5'-0' - STA 348+37.0 TO STA 350+47.05

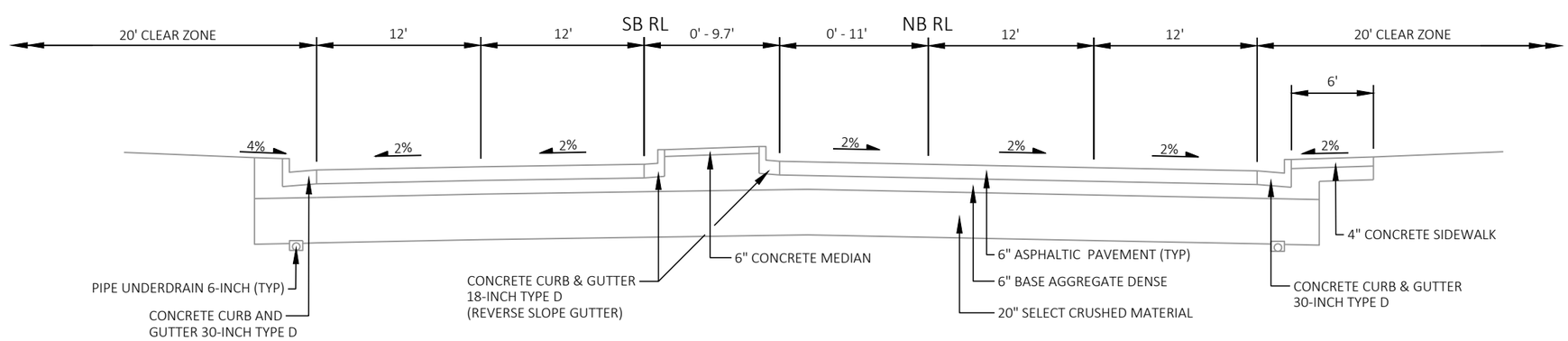
② RAISED MEDIAN WIDTH VARIES, AT THE FOLLOWING LOCATIONS:
21'-30' - STA 321+47.4 TO STA 327+91.5
30' - STA 332+20.1 TO STA 338+34.3
30'-18.5' - STA 346+70.5 TO STA 348+37.0



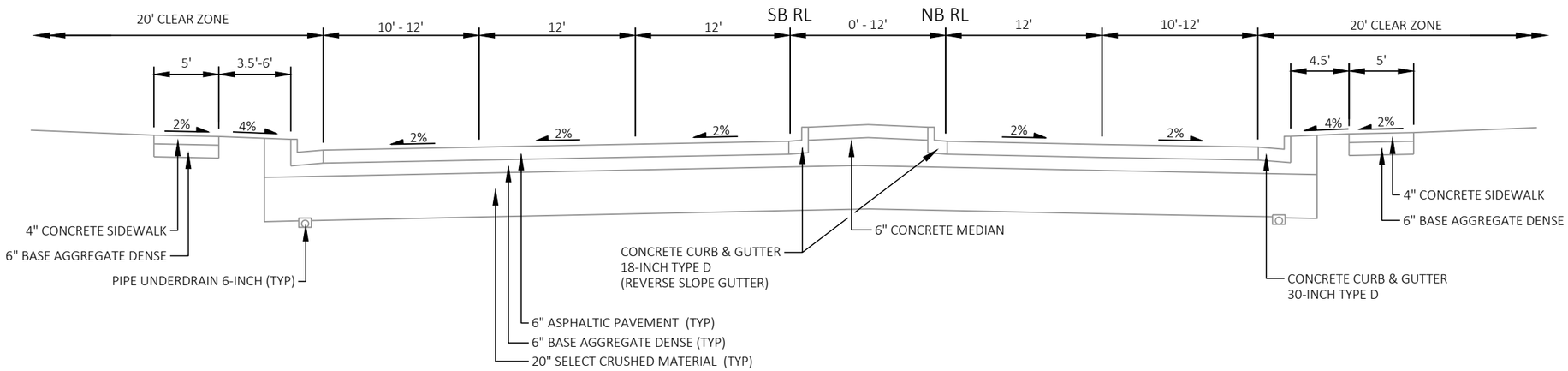
EXISTING TYPICAL SECTION
STH 13
STA 350+47.05 TO STA 376+63.6



EXISTING TYPICAL SECTION
STH 13
STA 364+02.20 TO STA 376+63.6

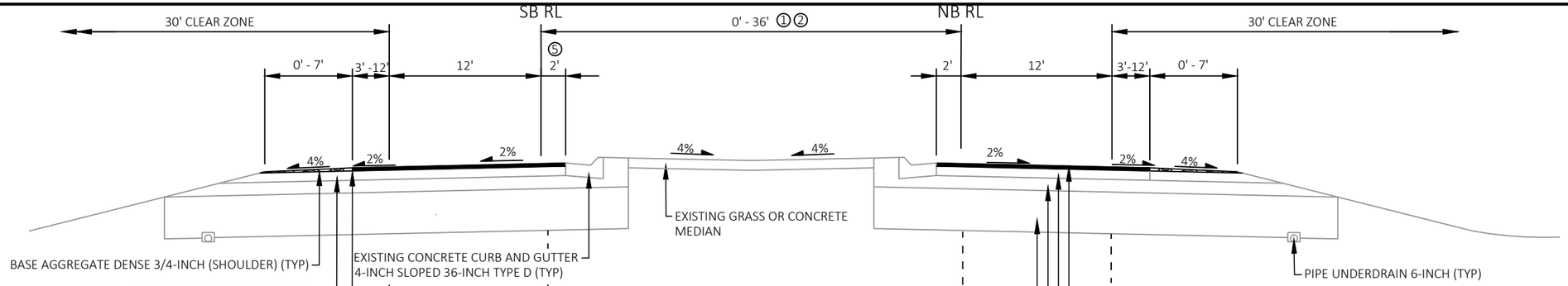


EXISTING TYPICAL SECTION
STH 13
STA 376+63.6 TO STA 379+36.7



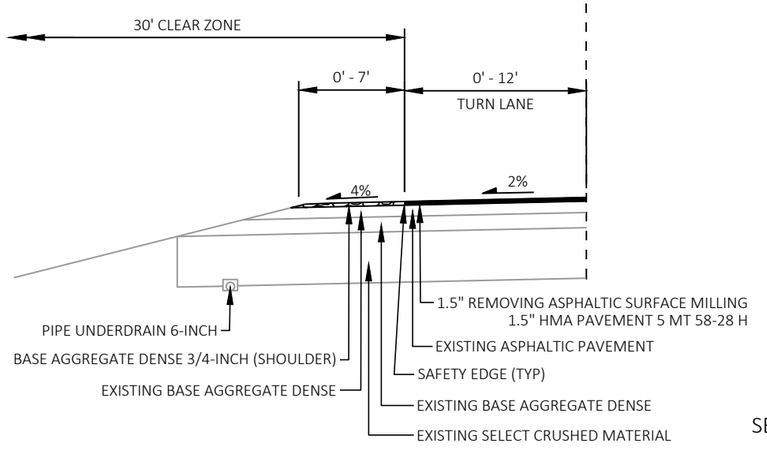
EXISTING TYPICAL SECTION

STH 13
STA 379+36.7 TO STA 381+52.14



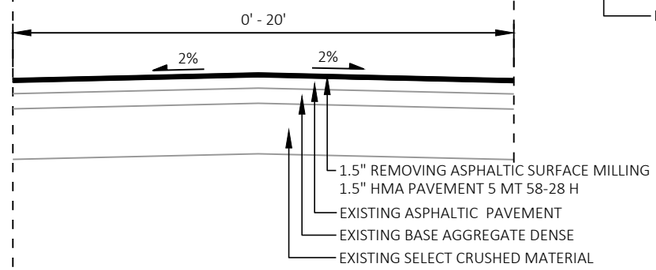
FINISHED TYPICAL SECTION

STH 13
STA 143+84.35 TO STA 171+51.90
STA 215+91.20 TO STA 252+85.60



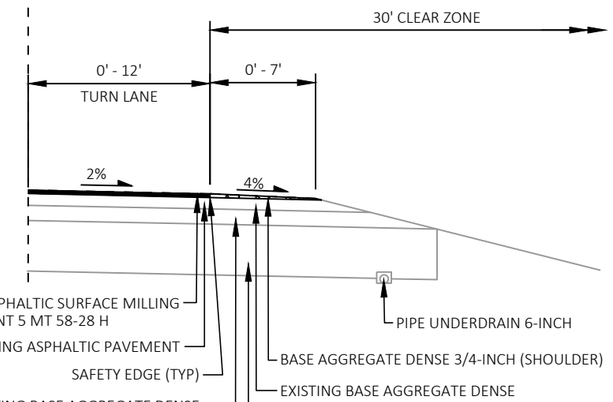
FINISHED TYPICAL SECTION - RT TURN LANE

STH 13
STA 157+86.84 TO STA 161+00.54
STA 235+97.17 TO STA 239+14.43



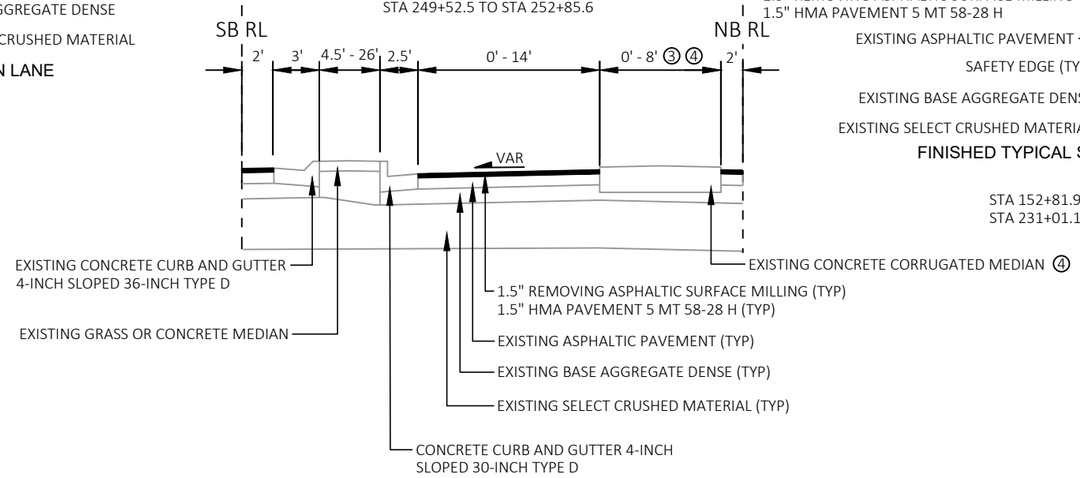
FINISHED TYPICAL SECTION - NON-RAISED MEDIAN

STH 13
STA 143+84.4 TO STA 147+81.9
STA 168+59.8 TO STA 171+51.9
STA 215+91.2 TO STA 220+91.5
STA 249+52.5 TO STA 252+85.6



FINISHED TYPICAL SECTION - RT TURN LANE

STH 13
STA 152+81.92 TO STA 155+97.05
STA 231+01.17 TO STA 234+27.31



FINISHED TYPICAL SECTION - NB / SB LEFT TURN LANE

STH 13
STA 150+87.1 TO STA 156+20.1
STA 157+46.9 TO STA 162+79.6
STA 227+20.7 TO STA 234+50.3
STA 235+65.5 TO STA 241+10.7

NOTES:

ALL STATIONING ARE 'NB' UNLESS OTHERWISE NOTED.

① NON-RAISED MEDIAN WIDTH VARIES AT THE FOLLOWING LOCATIONS:
- 12'-20' - STA 143+84.4 TO STA 147+81.9
- 14'-0' - STA 168+59.8 TO STA 171+51.9
- 0'-14' - STA 215+91.2 TO STA 220+91.5
- 18'-12' - STA 249+52.5 TO STA 252+85.6

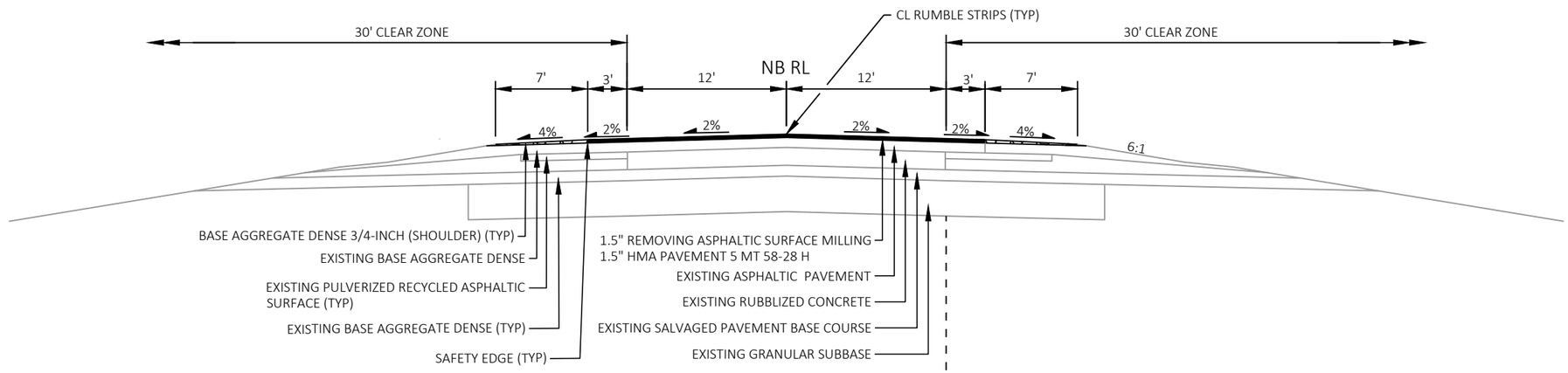
② RAISED MEDIAN WIDTH VARIES, AT THE FOLLOWING LOCATIONS:
- 20'-36' - STA 147+81.9 TO STA 150+87.1
- 36'-14' - STA 162+79.6 TO STA 168+59.8
- 14'-36' - STA 220+91.5 TO STA 227+20.7
- 36'-18' - STA 241+10.7 TO STA 249+52.5

③ NON-RAISED MEDIAN SEPARATING LEFT TURN LANE, WITH 6" ASPHALTIC PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 20" SELECT CRUSHED MATERIAL AT THE FOLLOWING LOCATIONS:
- 0'-8' - STA 150+87.1 TO STA 154+12.8
- 8'-0' - STA 159+54.2 TO STA 162+79.6
- 0'-8' - STA 227+20.7 TO STA 232+32.8
- 8'-0' - STA 237+83.8 TO STA 241+10.7

NOTES:

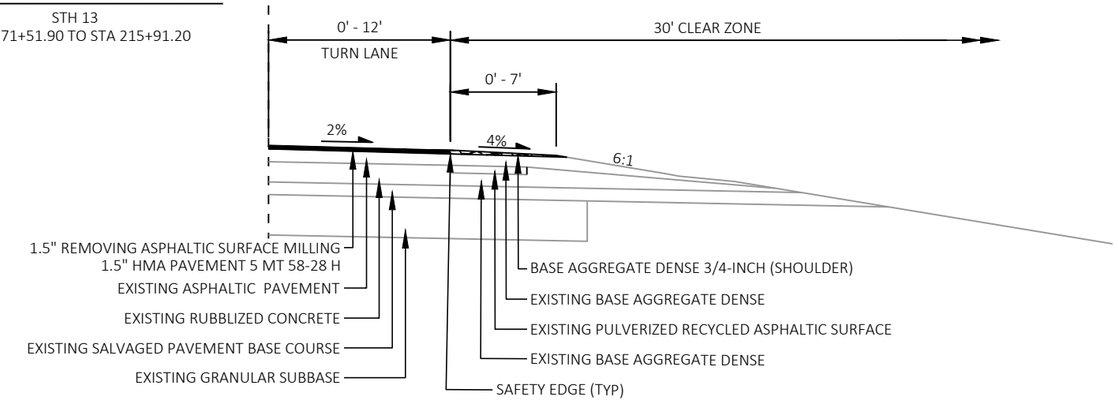
④ 8' CONCRETE CORRUGATED MEDIAN SEPARATING LEFT TURN LANE FROM THROUGH LANE AT THE FOLLOWING LOCATIONS:
- STA 154+12.8 TO STA 156+20.1
- STA 157+46.9 TO STA 159+54.2
- STA 232+32.8 TO STA 234+50.3
- STA 235+65.5 TO STA 237+83.8

⑤ WIDTH VARIES FROM 7.5' -2' FROM STA 147+81.9 TO STA 151+00.0



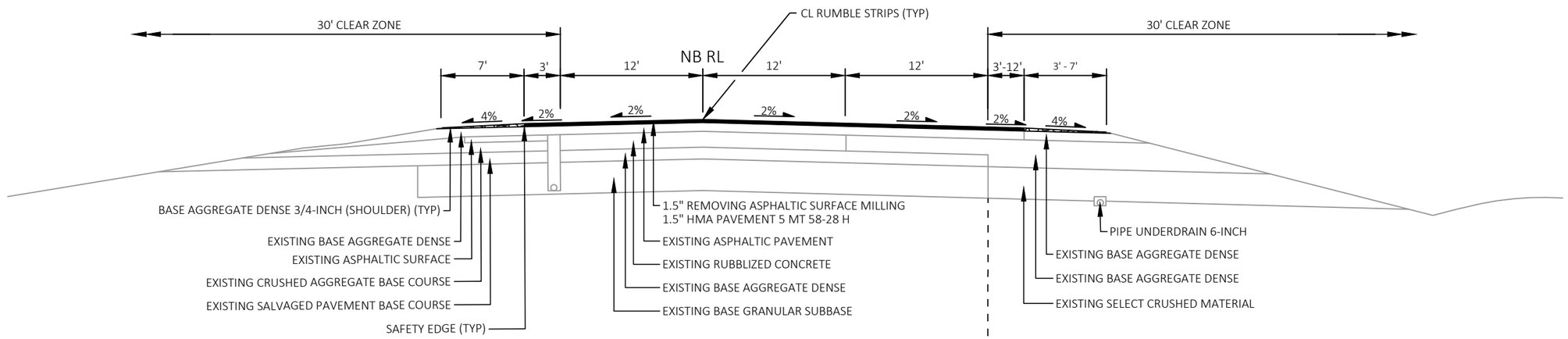
FINISHED TYPICAL SECTION

STH 13
STA 171+51.90 TO STA 215+91.20



FINISHED TYPICAL SECTION - RT TURN LANE

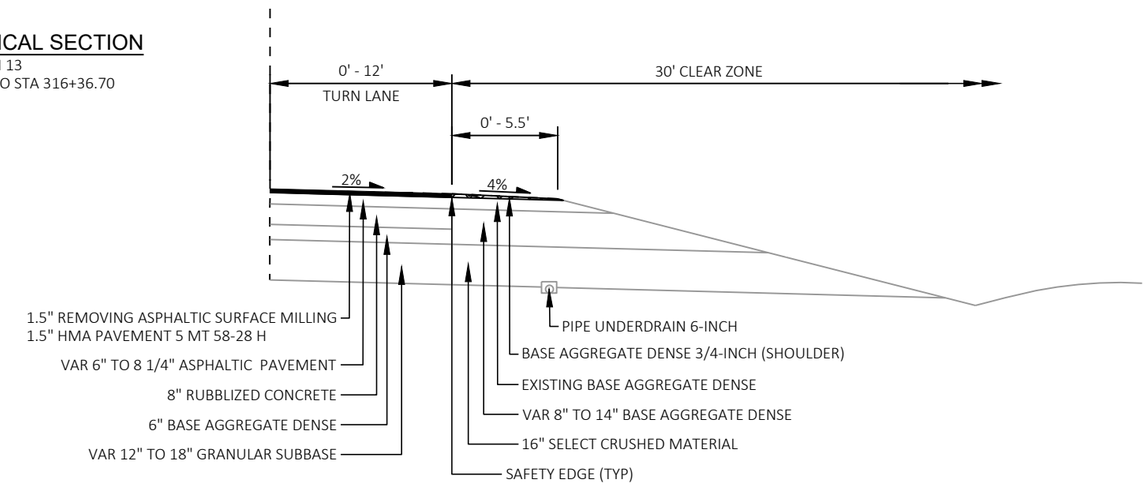
STH 13
STA 179+28.00 TO STA 182+41.68



FINISHED TYPICAL SECTION

STH 13

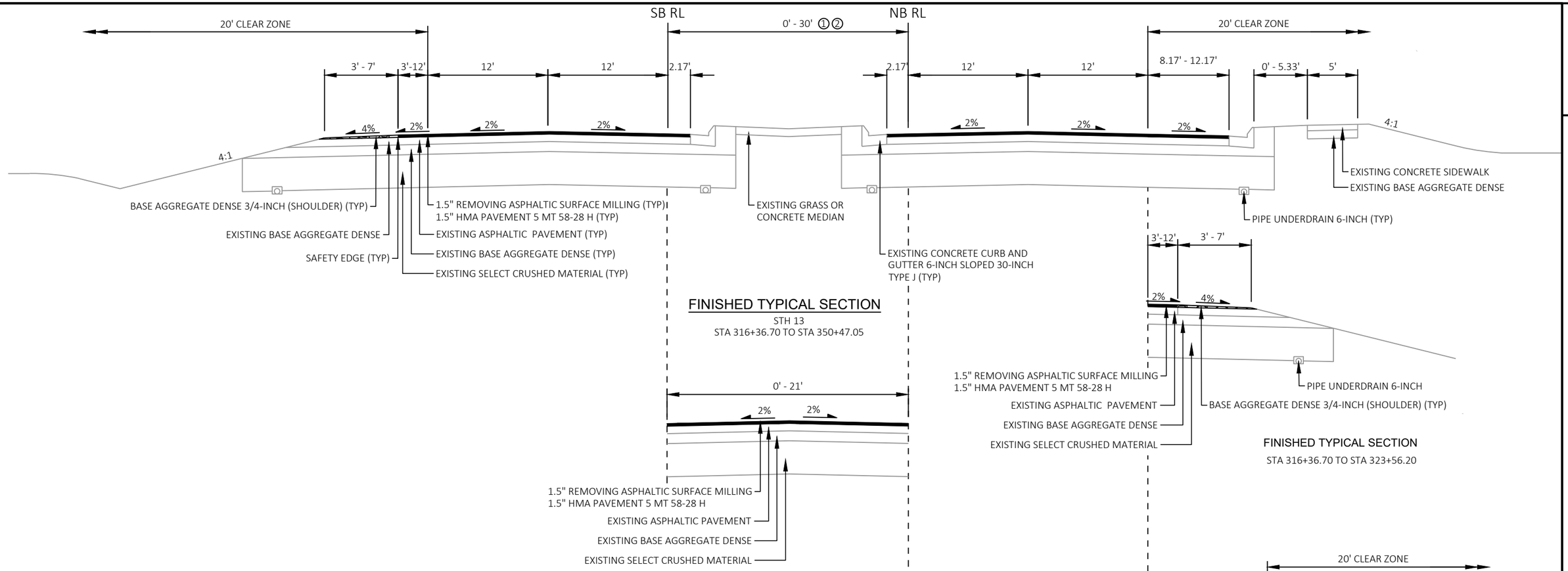
STA 252+85.60 TO STA 316+36.70



FINISHED TYPICAL SECTION - RT TURN LANE

STH 13

STA 301+11.41 TO STA 304+22.56



FINISHED TYPICAL SECTION

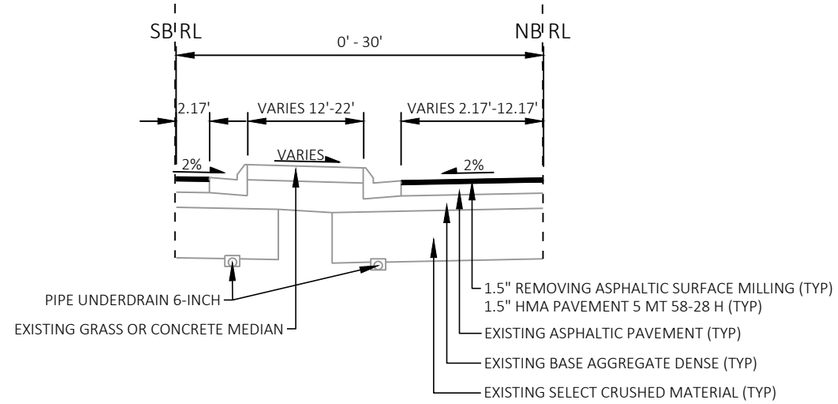
STH 13
STA 316+36.70 TO STA 350+47.05

FINISHED TYPICAL SECTION

STA 316+36.70 TO STA 323+56.20

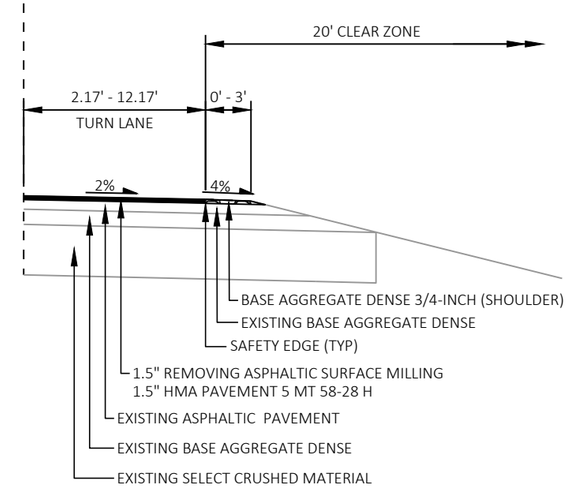
FINISHED TYPICAL SECTION - NON-RAISED MEDIAN

STH 13
STA 316+36.7 TO STA 321+47.4
STA 348+37.0 TO STA 350+47.05



FINISHED TYPICAL SECTION - NB / SB LEFT TURN LANE

STH 13
STA 327+91.5 TO STA 332+20.1
STA 338+34.3 TO STA 346+70.5



FINISHED TYPICAL SECTION - RT TURN LANE

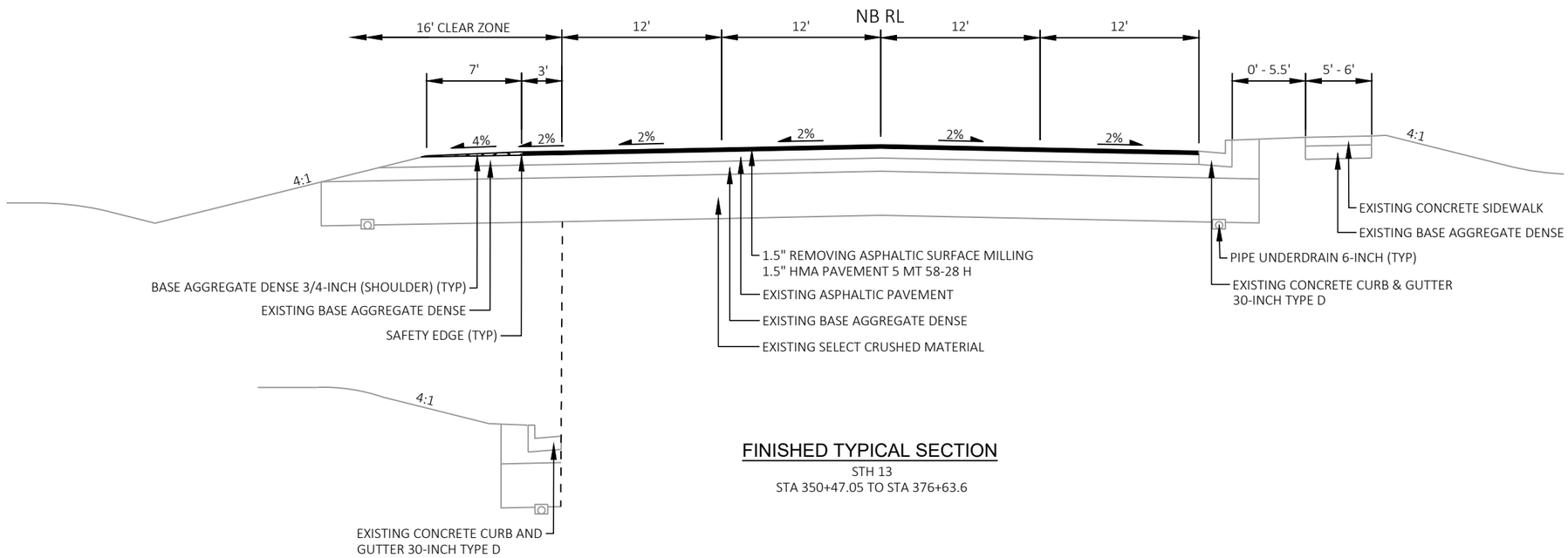
STH 13
STA 324+64.01 TO STA 327+23.27, RT
STA 338+26.19 TO STA 341+59.02, RT
STA 343+44.97 TO STA 347+29.40, LT

NOTES:

ALL STATIONING ARE 'NB' UNLESS OTHERWISE NOTED.

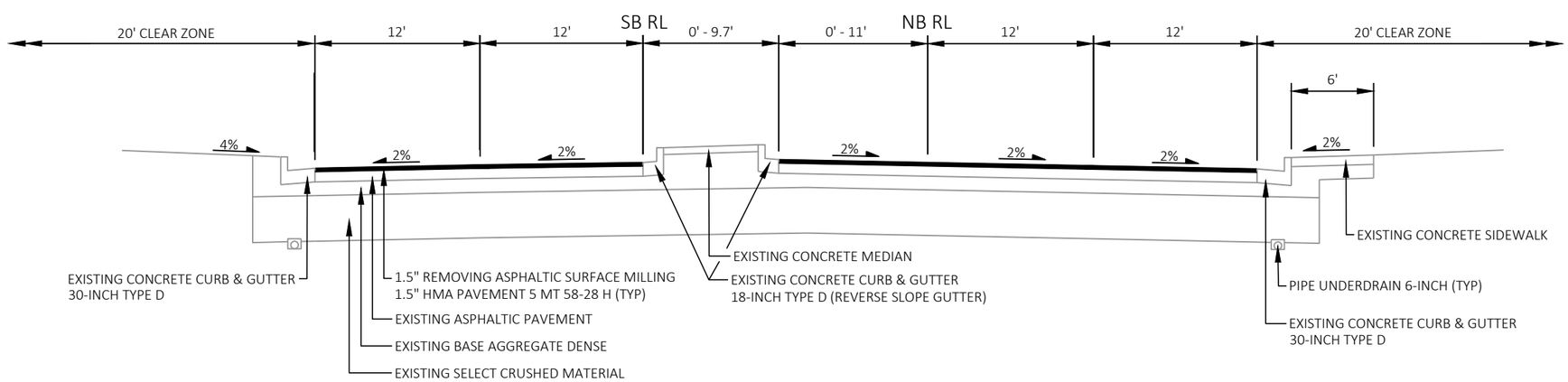
① NON-RAISED MEDIAN WIDTH VARIES AT THE FOLLOWING LOCATIONS:
0'-21' - STA 316+36.7 TO STA 321+47.4
18.5'-0' - STA 348+37.0 TO STA 350+47.05

② RAISED MEDIAN WIDTH VARIES, AT THE FOLLOWING LOCATIONS:
21'-30' - STA 321+47.4 TO STA 327+91.5
30' - STA 332+20.1 TO STA 338+34.3
30'-18.5' - STA 346+70.5 TO STA 348+37.0



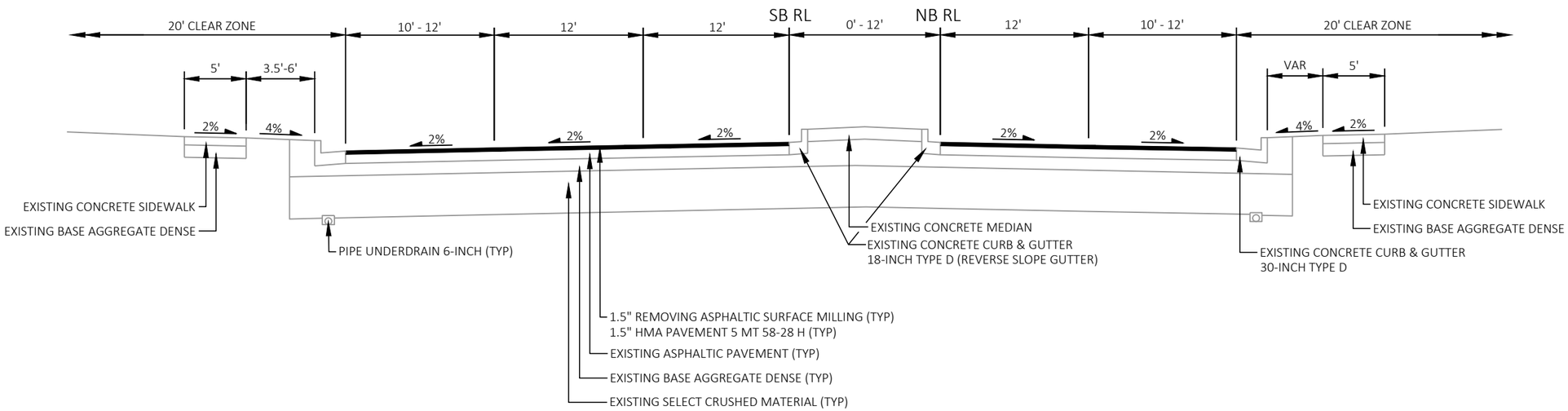
FINISHED TYPICAL SECTION
STH 13
STA 350+47.05 TO STA 376+63.6

FINISHED TYPICAL SECTION
STH 13
STA 364+02.20 TO STA 376+63.6



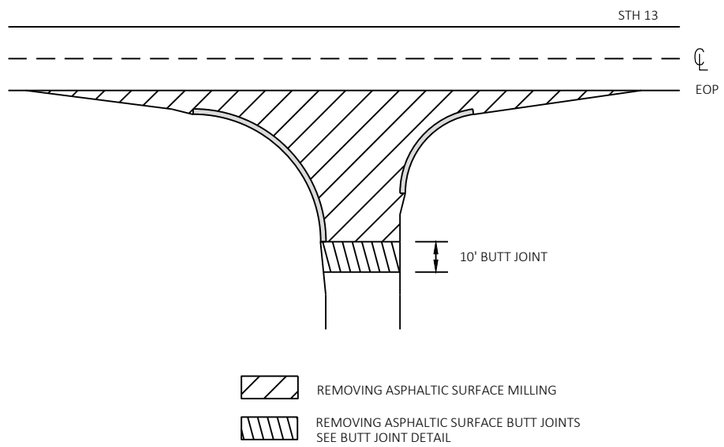
FINISHED TYPICAL SECTION
STH 13
STA 376+63.6 TO STA 379+36.7

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TYPICAL SECTIONS	SHEET 14	E



FINISHED TYPICAL SECTION

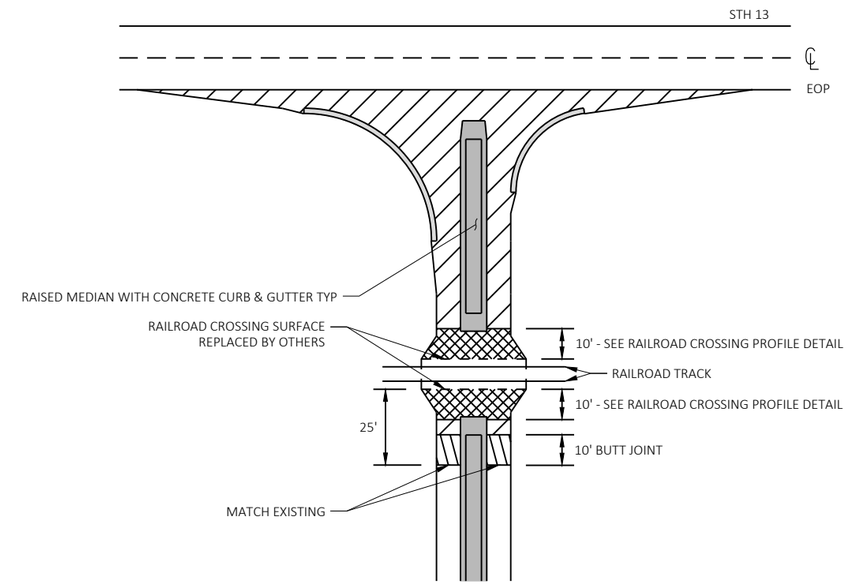
STH 13
STA 379+36.7 TO STA 381+52.14



SIDE ROAD CONSTRUCTION LIMITS WITHOUT ADJACENT RAILROAD CROSSING

26TH ROAD (EAST LEG)
MERKEL ROAD
CTH F
BACK COUNTRY ROAD
APPLE ROAD
WILLOW DRIVE (EAST LEG)
WALNUT STREET
MAPLE STREET

NOTE: SEE PLAN FOR CONSTRUCTION LIMITS
ON DEPOT STREET, STH 98 AND CLARK STREET



REMOVING ASPHALTIC SURFACE MILLING

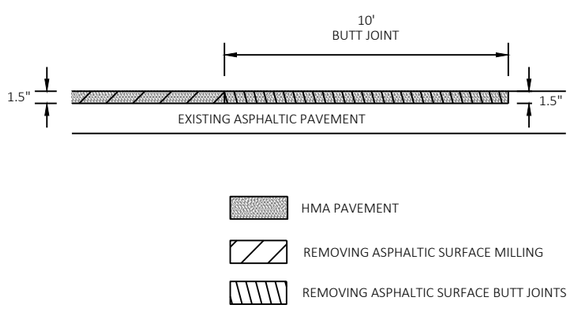
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

FULL DEPTH PAVEMENT REPLACEMENT
SEE RAILROAD CROSSING PROFILE DETAIL

SIDE ROAD CONSTRUCTION LIMITS WITH ADJACENT RAILROAD CROSSING

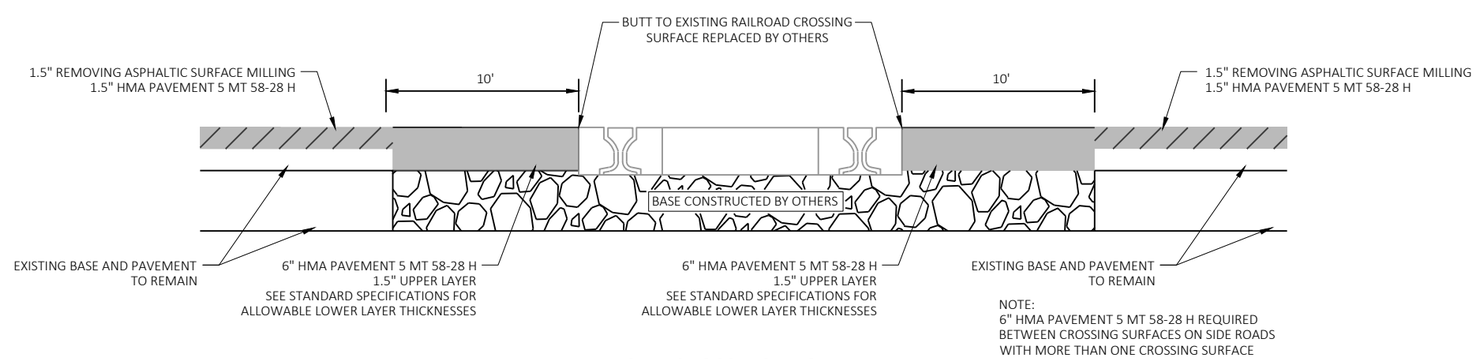
26TH ROAD (WEST LEG)
KARAU AVENUE
WILLOW DRIVE (WEST LEG)

NOTE: DO NOT PAVE IN GUTTER



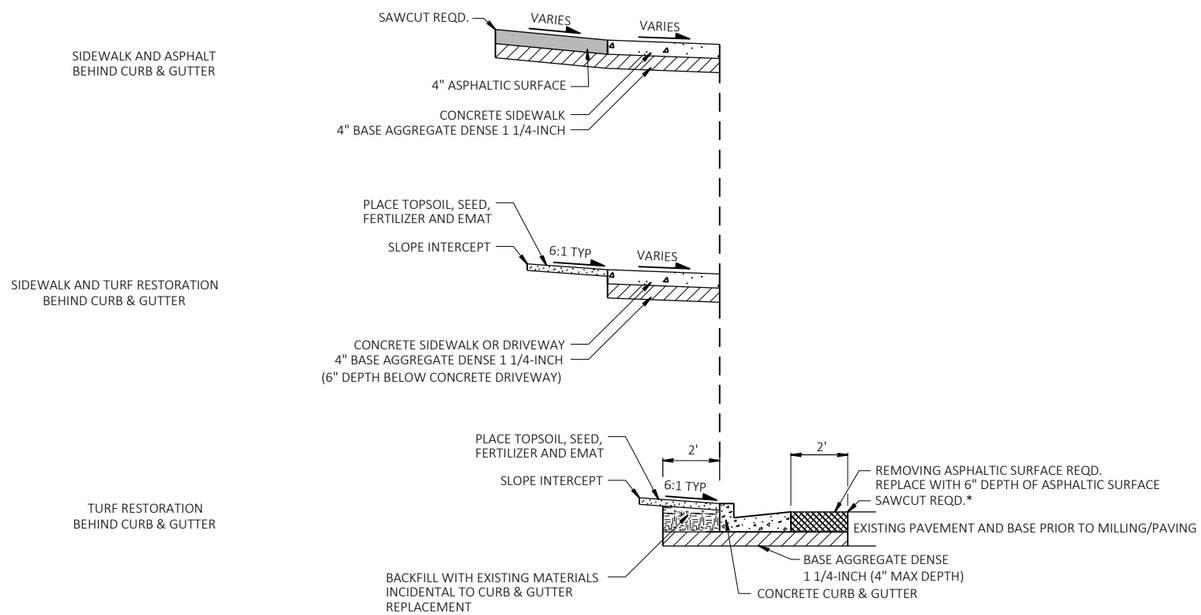
BUTT JOINT

MAINLINE AND SIDE ROADS



NOTE:
6" HMA PAVEMENT 5 MT 58-28 H REQUIRED
BETWEEN CROSSING SURFACES ON SIDE ROADS
WITH MORE THAN ONE CROSSING SURFACE

RAILROAD CROSSING PROFILE



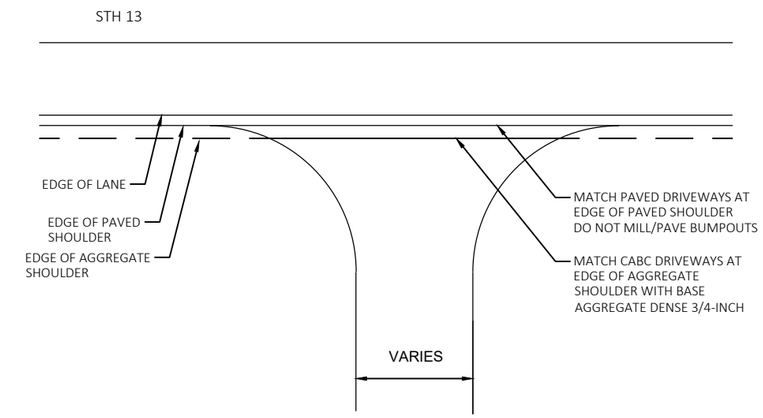
NOTES:

BASE COURSE BELOW PROPOSED CURB OR CURB & GUTTER SHALL BE CONSTRUCTED TO PROVIDE A SUITABLE BASE AS DETERMINED BY THE ENGINEER IN THE FIELD

*LOCATE SAWCUT AT THE PROPOSED CURB & GUTTER FLAG LINE WHERE CONCRETE CURB GUTTER 6-INCH SLOPED 36-INCH TYPE A IS SPECIFIED

ADDITIONAL DETAILS FOR CONSTRUCTION ARE SHOWN ELSEWHERE IN THE PLANS

CURB & GUTTER AND SIDEWALK REPLACEMENT DETAIL

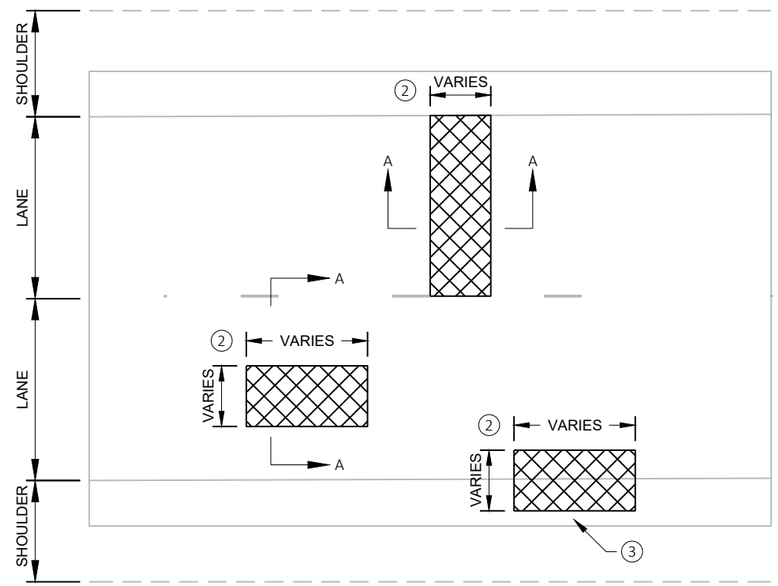


DETAIL FOR TYPICAL RURAL DRIVEWAY CONSTRUCTION LIMITS

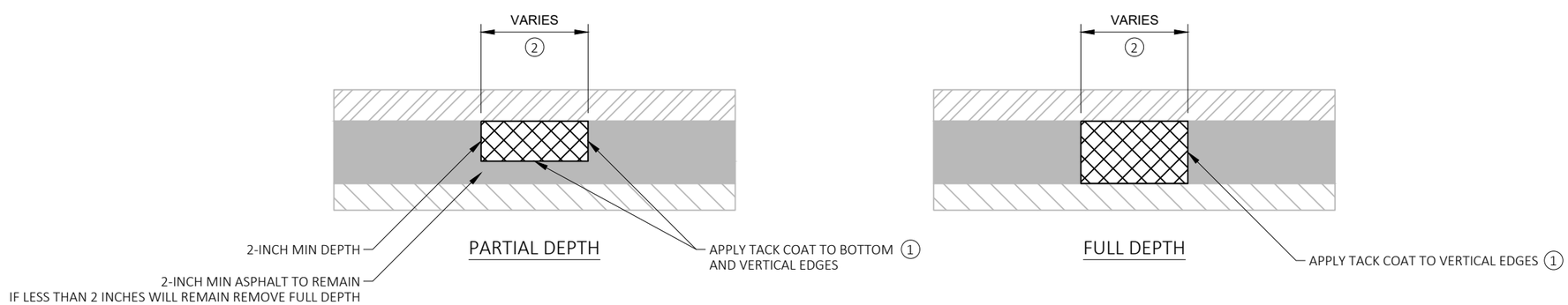
NOTES:

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

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



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

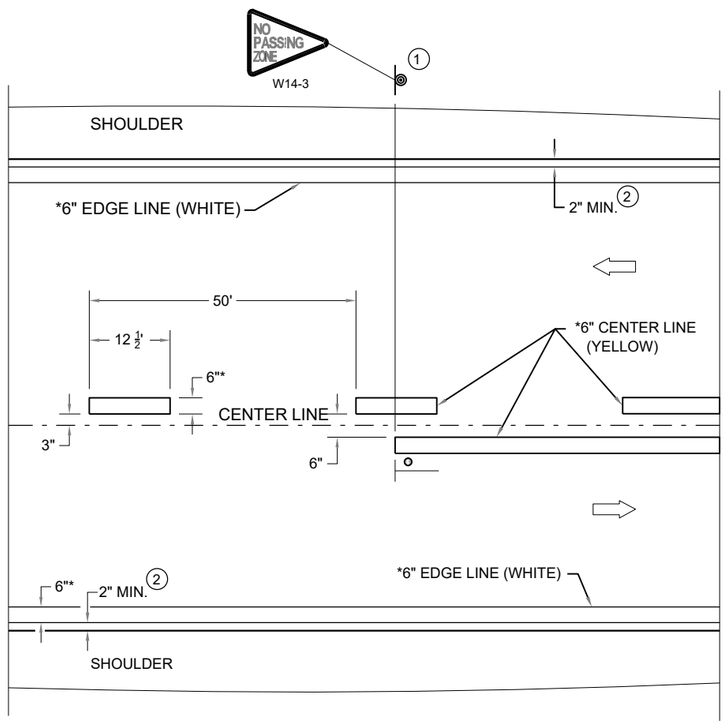
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

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

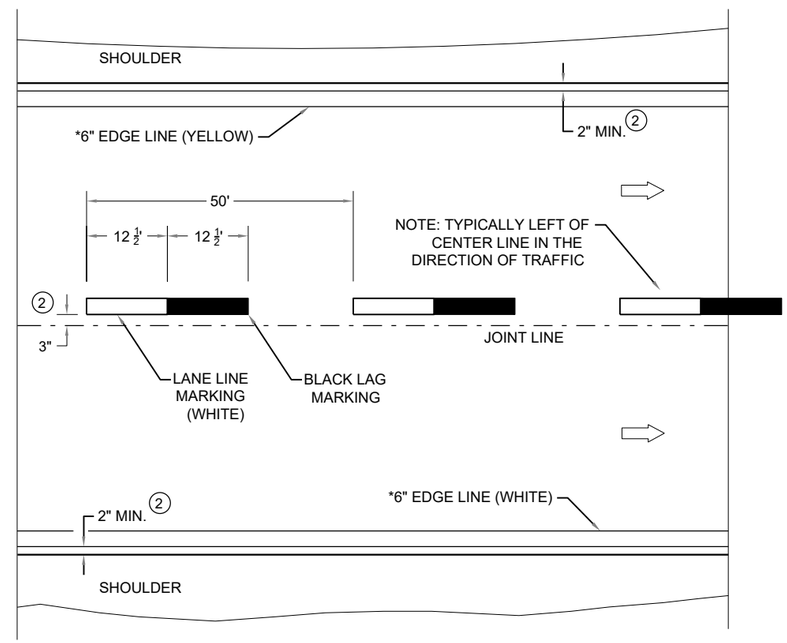
(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES.



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

2

RADIUS POINT TABLE

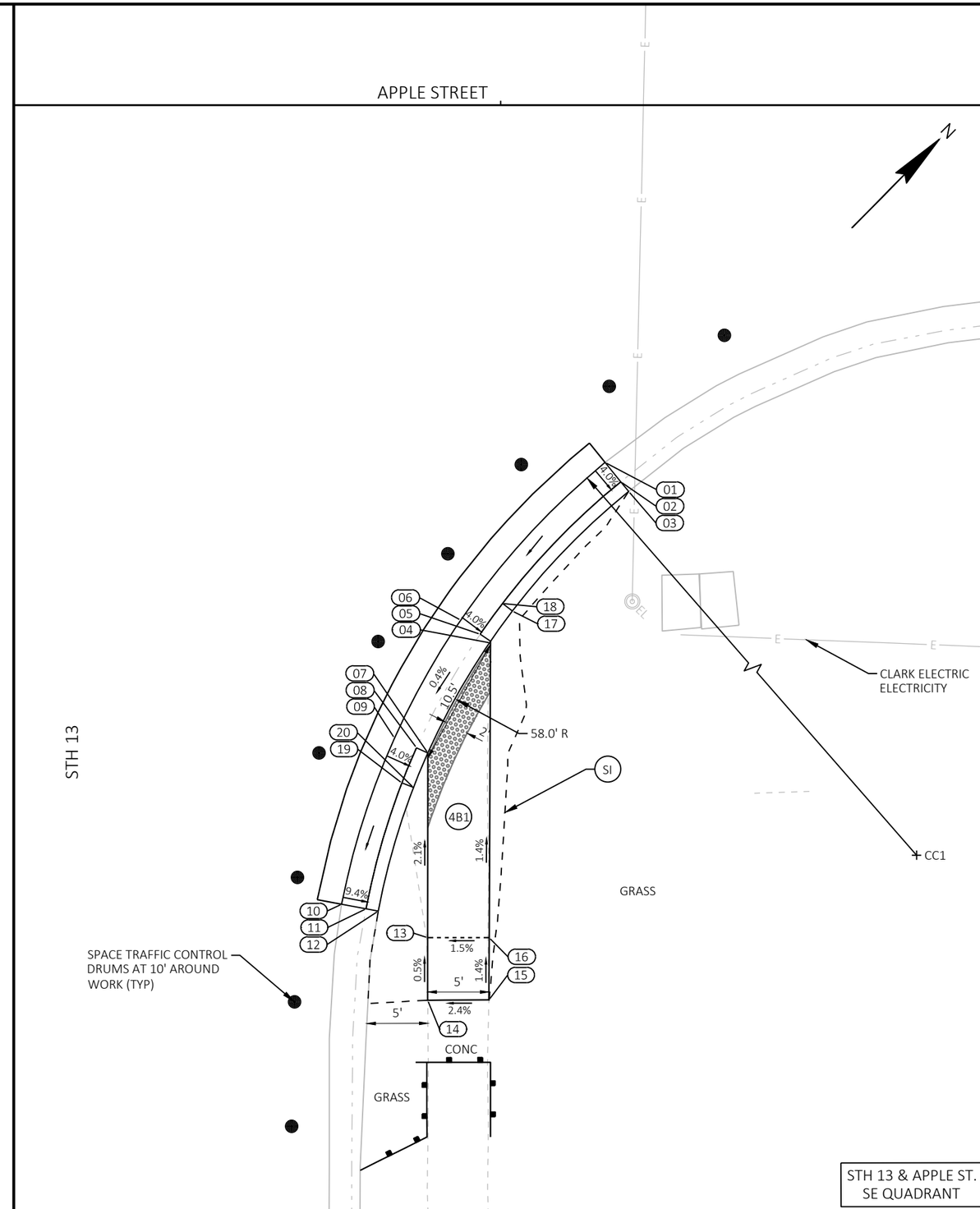
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	327+16.63 - STH 13 'NB' 50+97.02 - APPLE ST	97.0' RT 75.8' RT	61.0' R	Y = 124986.23 X = 111697.31

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & APPLE ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	327+62.77	58.39' RT	1301.30	124992.69	111636.71
02	327+61.22	59.65' RT	1301.22	124992.47	111638.70
03	327+60.44	60.28' RT	1301.72	124992.36	111639.70
04	327+48.28	49.18' RT	1301.12	124975.91	111640.33
05	327+48.98	48.36' RT	1301.08	124975.83	111639.25
06	327+50.10	46.79' RT	1301.16	124975.53	111637.35
07	327+39.43	44.15' RT	1301.07	124966.08	111642.95
08	327+39.84	43.24' RT	1301.03	124965.73	111642.02
09	327+40.63	41.48' RT	1301.08	124965.05	111640.21
10	327+27.29	37.23' RT	1301.13	124952.57	111646.55
11	327+26.92	39.20' RT	1300.94	124953.68	111648.21
12	327+26.73	40.18' RT	1301.33	124954.24	111649.04
13	327+24.60	44.15' RT	1301.38	124955.51	111653.36
14	327+19.57	44.14' RT	1301.41	124951.93	111656.89
15	327+19.59	49.06' RT	1301.53	124955.39	111660.38
16	327+24.59	49.08' RT	1301.46	124958.97	111656.88
17	327+50.84	50.94' RT	1301.28	124978.97	111639.79
18	327+51.45	50.15' RT	1301.11	124978.85	111638.79
19	327+37.02	42.07' RT	1300.97	124962.90	111643.16
20	327+36.66	43.00' RT	1301.15	124963.30	111644.08

2



PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 20	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - ID_STH13_Apple SE
PLOT DATE : 4/18/2023 9:41 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

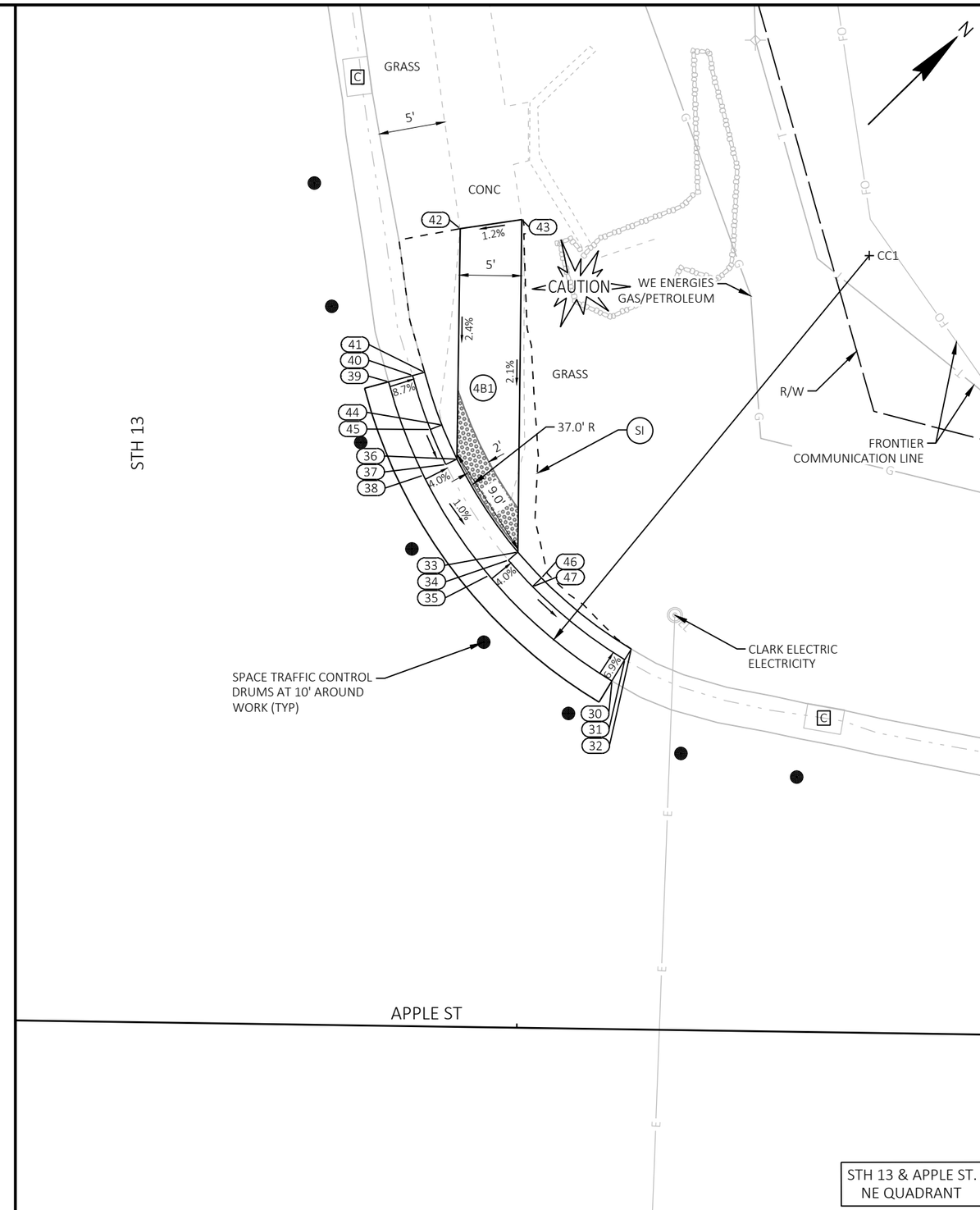
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	328+53.99 - STH 13 'NB' 50+77.46 - APPLE ST	77.5' RT 62.5' LT	40.0' R	Y = 125071.05 X = 111586.27

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & APPLE ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	328+19.47	57.25' RT	1301.51	125032.28	111596.10
31	328+21.20	58.26' RT	1301.35	125034.22	111595.61
32	328+22.06	58.76' RT	1301.70	125035.19	111595.36
33	328+29.73	49.53' RT	1301.41	125034.16	111583.40
34	328+29.07	48.77' RT	1301.38	125033.17	111583.33
35	328+27.81	47.22' RT	1301.46	125031.18	111583.11
36	328+37.14	44.52' RT	1301.44	125035.93	111574.64
37	328+36.68	43.63' RT	1301.40	125034.98	111574.32
38	328+35.80	41.84' RT	1301.48	125033.09	111573.66
39	328+43.27	38.93' RT	1301.60	125036.37	111566.35
40	328+43.80	40.85' RT	1301.42	125038.10	111567.34
41	328+44.07	41.82' RT	1301.78	125038.97	111567.84
42	328+55.67	44.51' RT	1301.88	125049.12	111561.62
43	328+56.47	49.45' RT	1301.94	125053.16	111564.57
44	328+39.86	43.27' RT	1301.46	125036.99	111571.83
45	328+39.48	42.34' RT	1301.41	125036.07	111571.44
46	328+27.68	51.45' RT	1301.86	125034.05	111586.21
47	328+26.97	50.75' RT	1301.37	125033.05	111586.21



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 21	E

2

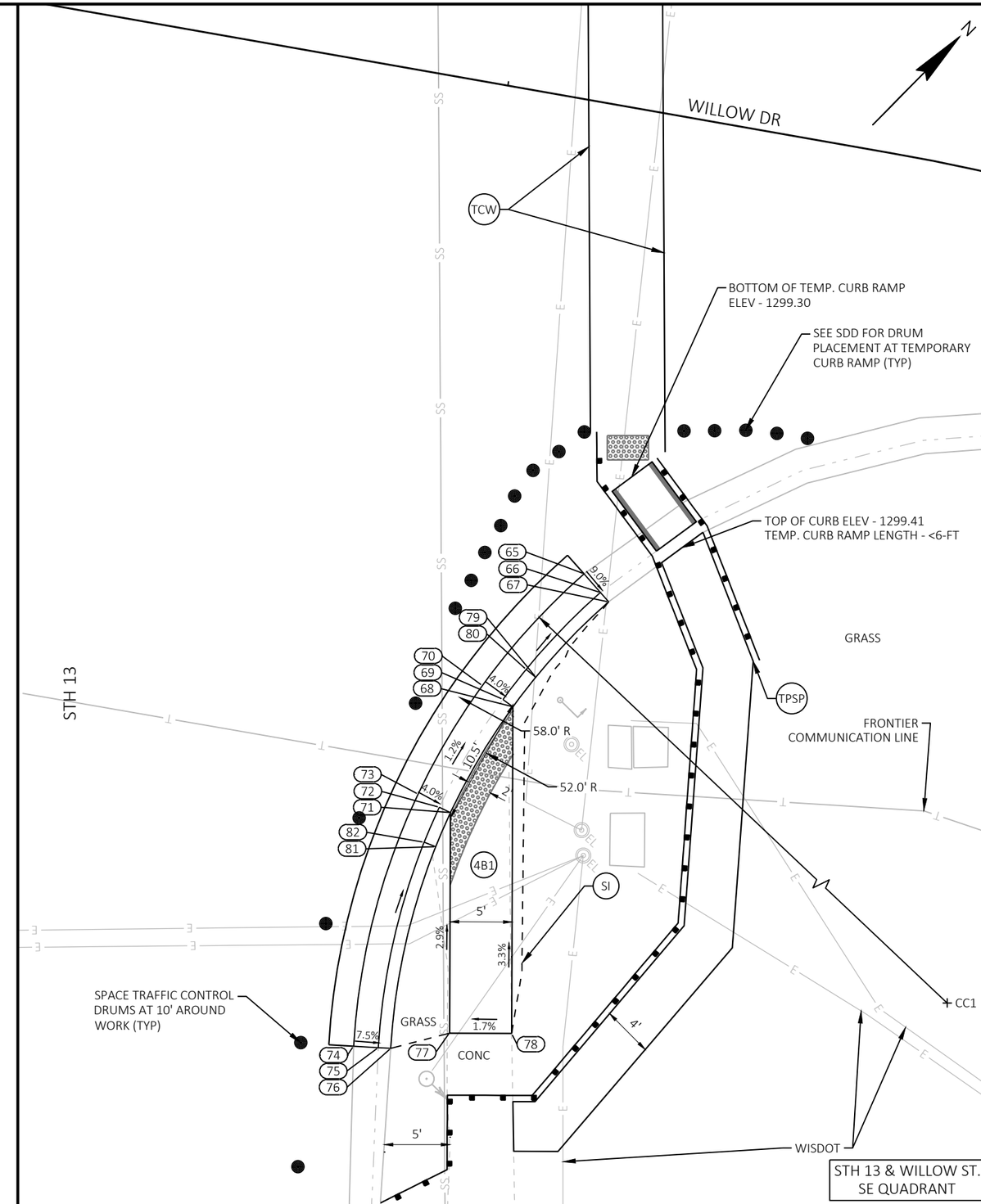
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	341+55.80 - STH 13 'NB' 66+20.28 - WILLOW DR	91.7' RT 69.5' RT	55.0' R	Y = 126008.27 X = 110682.65

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & WILLOW DR - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
65	341+97.09	55.37' RT	1299.34	126012.17	110627.78
66	341+95.59	56.69' RT	1299.14	126012.03	110629.78
67	341+94.83	57.35' RT	1299.51	126011.96	110630.78
68	341+86.38	49.65' RT	1299.73	126000.53	110631.23
69	341+86.96	48.84' RT	1299.81	126000.38	110630.24
70	341+88.08	47.18' RT	1299.89	126000.00	110628.27
71	341+77.84	44.62' RT	1299.99	125990.92	110633.63
72	341+78.27	43.71' RT	1300.01	125990.58	110632.69
73	341+79.33	42.00' RT	1300.09	125990.14	110630.72
74	341+59.02	36.81' RT	1300.27	125972.03	110641.28
75	341+58.90	38.80' RT	1300.12	125973.34	110642.79
76	341+58.84	39.80' RT	1300.48	125974.00	110643.54
77	341+60.11	44.56' RT	1300.51	125978.25	110646.03
78	341+60.05	49.54' RT	1300.60	125981.70	110649.63
79	341+88.75	51.48' RT	1300.23	126003.51	110630.87
80	341+89.38	50.71' RT	1299.64	126003.41	110629.87
81	341+75.09	43.42' RT	1300.51	125988.12	110634.71
82	341+75.46	42.49' RT	1300.03	125987.73	110633.79



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 22	E

2

RADIUS POINT TABLE

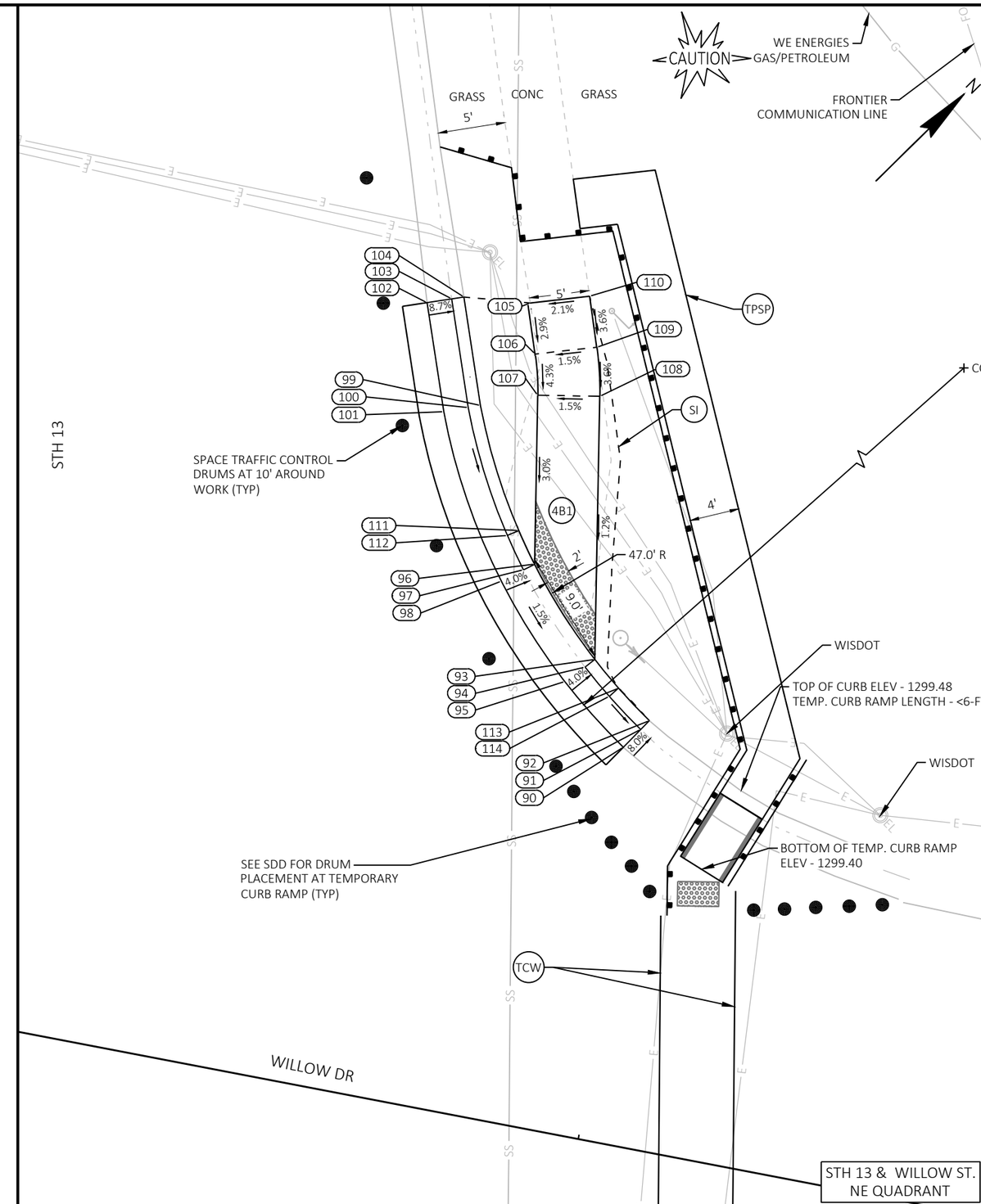
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	343+05.09 - STH 13'NB' 65+74.31 - WILLOW DR	86.0' RT 74.0' LT	50.0' R	Y = 126110.62 X = 110573.81

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & WILLOW DR - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
90	342+68.08	52.41' RT	1299.62	126060.66	110575.84
91	342+69.53	53.79' RT	1299.46	126062.66	110575.81
92	342+70.26	54.48' RT	1299.79	126063.66	110575.79
93	342+75.12	50.01' RT	1300.32	126063.99	110569.19
94	342+74.50	49.23' RT	1299.83	126063.00	110569.08
95	342+73.30	47.62' RT	1299.91	126061.02	110568.77
96	342+82.72	45.04' RT	1300.10	126065.92	110560.32
97	342+82.26	44.16' RT	1300.10	126064.96	110560.01
98	342+81.32	42.39' RT	1300.17	126063.05	110559.42
99	342+95.45	40.50' RT	1300.83	126071.79	110548.15
100	342+95.27	39.52' RT	1300.33	126070.97	110547.58
101	342+94.90	37.55' RT	1300.41	126069.33	110546.43
102	343+03.68	36.08' RT	1300.67	126074.55	110539.22
103	343+04.01	38.05' RT	1300.49	126076.17	110540.39
104	343+04.18	39.04' RT	1300.83	126076.98	110540.98
105	343+03.78	44.39' RT	1300.77	126080.46	110545.08
106	342+99.67	44.84' RT	1300.66	126077.84	110548.28
107	342+96.35	45.10' RT	1300.51	126075.66	110550.79
108	342+96.33	50.10' RT	1300.58	126079.16	110554.37
109	343+00.28	49.80' RT	1300.73	126081.76	110551.38

STH 13 & WILLOW DR - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
110	343+04.39	49.16' RT	1300.88	126084.24	110548.04
111	342+85.42	43.73' RT	1300.23	126066.92	110557.49
112	342+85.01	42.82' RT	1300.14	126065.98	110557.13
113	342+72.83	51.96' RT	1300.08	126063.73	110572.18
114	342+72.16	51.22' RT	1299.67	126062.73	110572.13



2

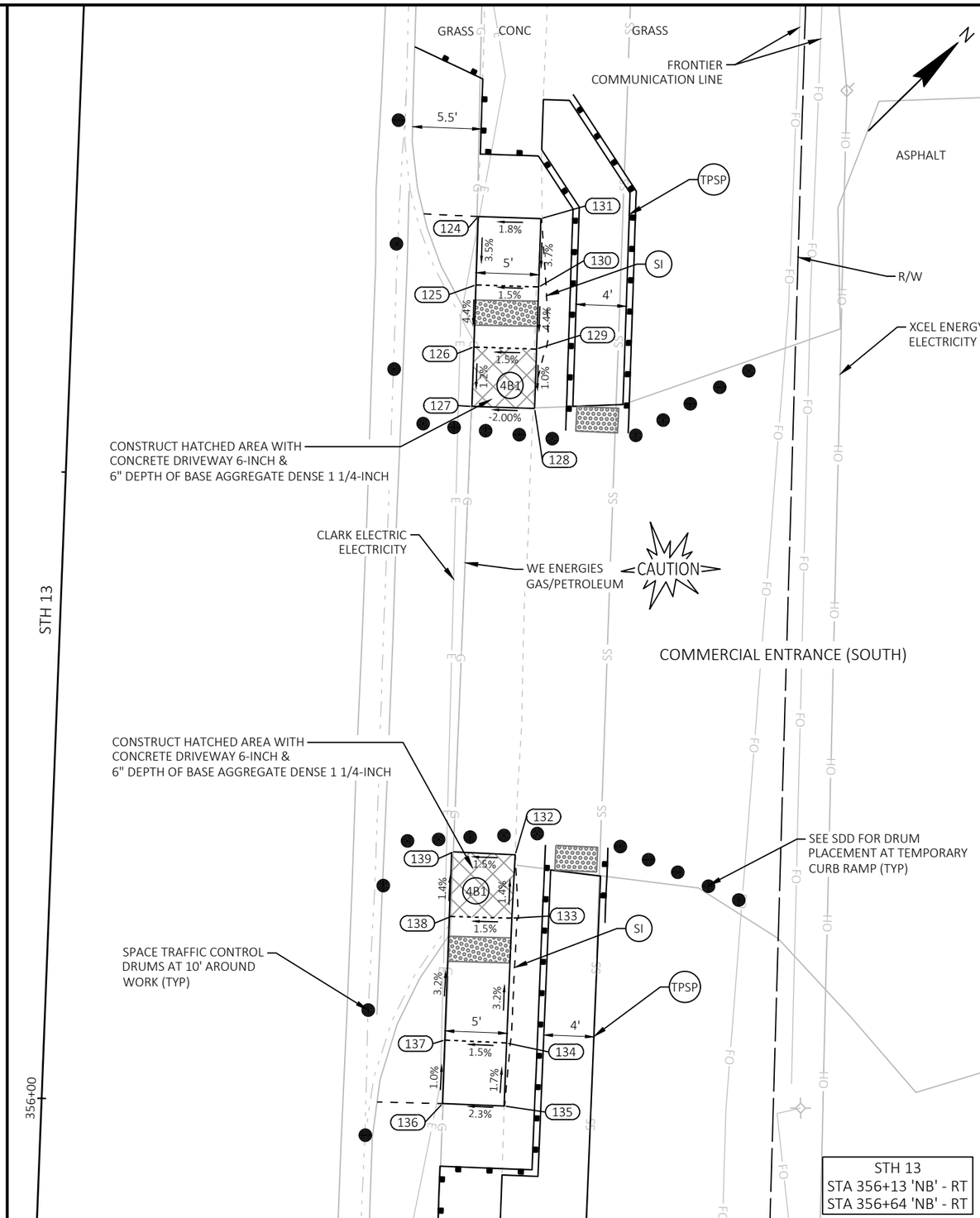
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 23	E

2

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & KWIK TRIP - SOUTH DRIVEWAY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
124	356+71.65	32.09' RT	1296.23	127063.04	109595.81
125	356+66.19	32.12' RT	1296.01	127059.03	109599.51
126	356+61.24	32.15' RT	1295.82	127055.39	109602.87
127	356+56.50	32.18' RT	1295.76	127051.91	109606.08
128	356+56.53	37.18' RT	1295.85	127055.30	109609.75
129	356+61.27	37.15' RT	1295.89	127058.78	109606.54
130	356+66.22	37.12' RT	1296.11	127062.42	109603.18
131	356+71.67	37.09' RT	1296.32	127066.43	109599.48
132	356+20.88	37.00' RT	1295.74	127028.84	109633.64
133	356+15.82	36.94' RT	1295.81	127025.06	109637.01
134	356+05.85	36.90' RT	1296.13	127017.67	109643.70
135	356+00.82	36.90' RT	1296.22	127013.95	109647.10
136	356+00.82	31.97' RT	1296.11	127010.64	109643.45
137	356+05.89	31.96' RT	1296.06	127014.37	109640.03
138	356+15.76	32.09' RT	1295.74	127021.75	109633.46
139	356+20.93	32.07' RT	1295.66	127025.56	109629.97



2

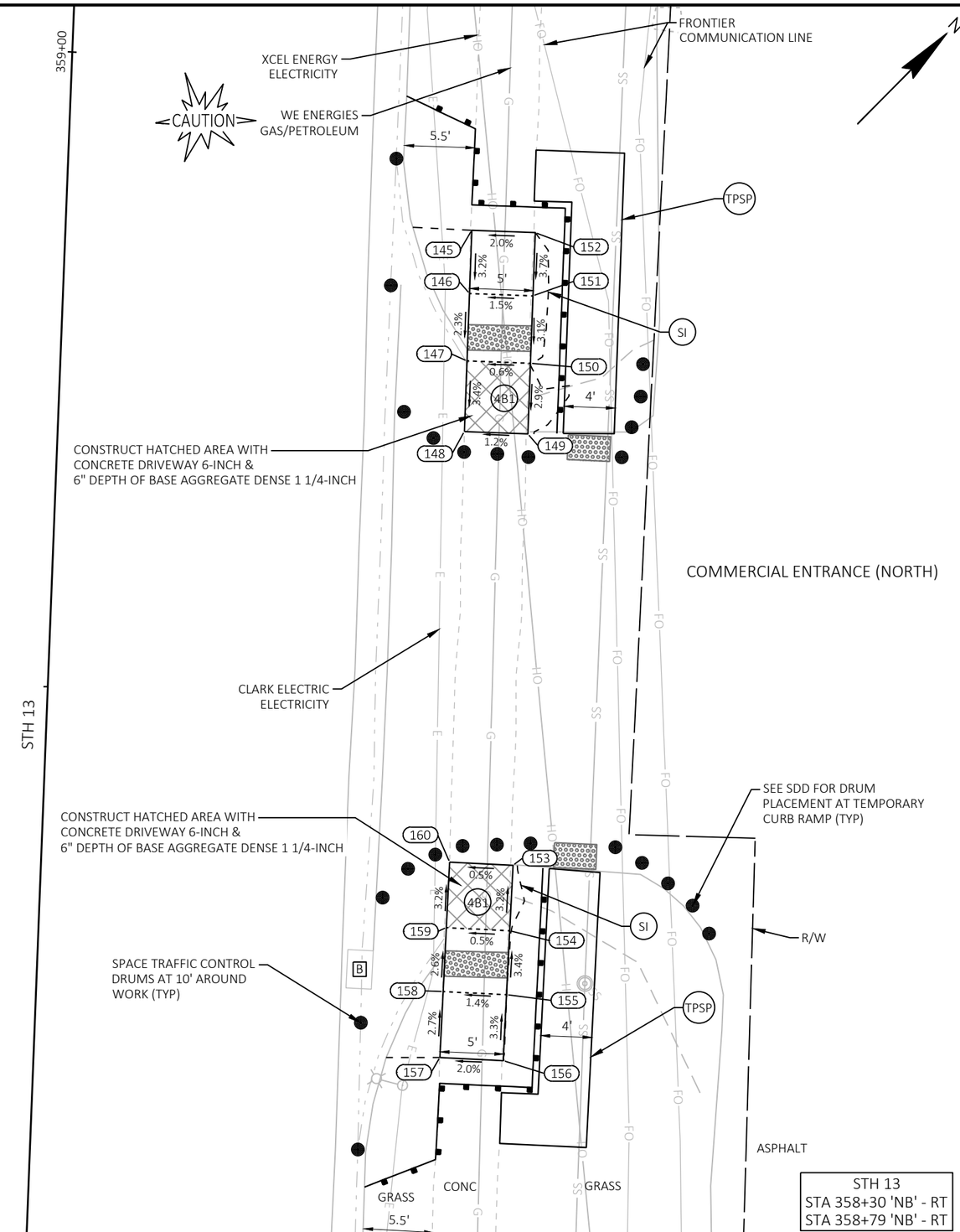
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 24	E

2

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & KWIK TRIP - NORTH DRVEWAY					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
145	358+87.20	32.00' RT	1297.00	127222.22	109450.47
146	358+82.21	32.00' RT	1296.84	127218.55	109453.83
147	358+76.91	32.01' RT	1296.72	127214.63	109457.42
148	358+71.34	32.02' RT	1296.53	127210.52	109461.17
149	358+71.35	37.02' RT	1296.59	127213.90	109464.86
150	358+76.91	37.01' RT	1296.75	127218.00	109461.11
151	358+82.22	37.00' RT	1296.91	127221.92	109457.52
152	358+87.21	37.00' RT	1297.10	127225.60	109454.16
153	358+37.37	37.16' RT	1296.35	127188.90	109487.87
154	358+32.20	37.10' RT	1296.52	127185.04	109491.31
155	358+27.17	37.05' RT	1296.69	127181.28	109494.66
156	358+21.97	36.99' RT	1296.86	127177.40	109498.12
157	358+22.03	31.99' RT	1296.76	127174.07	109494.38
158	358+27.22	32.05' RT	1296.62	127177.95	109490.93
159	358+32.26	32.10' RT	1296.49	127181.71	109487.57
160	358+37.43	32.16' RT	1296.33	127185.57	109484.13



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 25	E

2

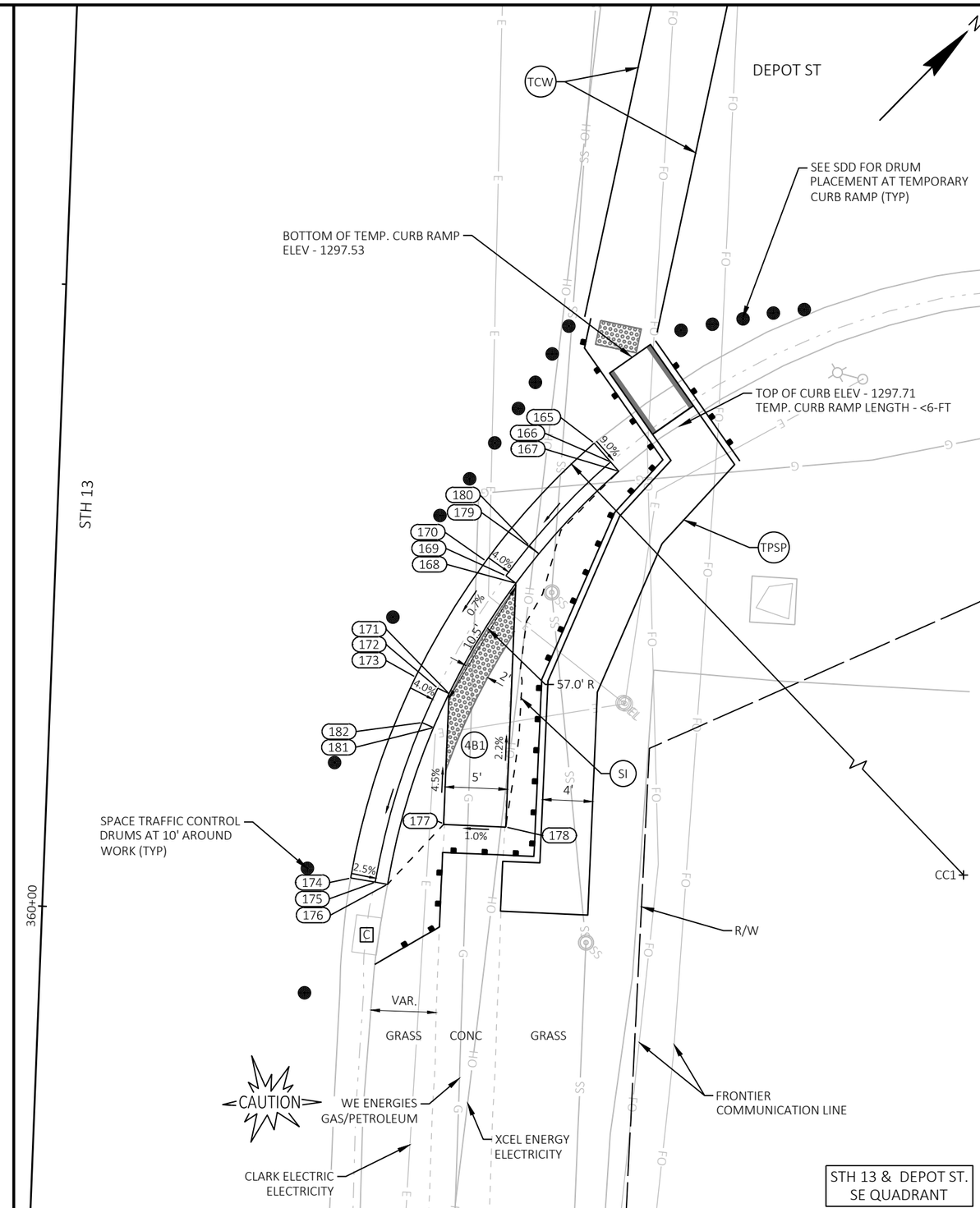
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	359+95.35 - STH 13 'NB' 71+30.43 - DEPOT ST	84.1' RT 72.3' RT	60.0' R	Y = 127337.28 X = 109416.11

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E DEPOT ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
165	360+38.88	42.86' RT	1297.45	127341.61	109356.26
166	360+37.43	44.23' RT	1297.27	127341.46	109358.26
167	360+36.71	44.92' RT	1297.65	127341.39	109359.26
168	360+27.40	37.01' RT	1297.16	127329.19	109359.69
169	360+27.97	36.19' RT	1297.16	127329.04	109358.70
170	360+29.09	34.53' RT	1297.24	127328.76	109356.72
171	360+18.33	31.98' RT	1297.07	127319.10	109362.09
172	360+18.73	31.07' RT	1297.07	127318.78	109361.14
173	360+19.54	29.24' RT	1297.15	127318.14	109359.24
174	360+03.22	24.67' RT	1297.09	127303.00	109366.86
175	360+02.96	26.65' RT	1297.04	127304.14	109368.50
176	360+02.83	27.64' RT	1297.40	127304.72	109369.32
177	360+07.85	31.95' RT	1297.55	127311.33	109369.12
178	360+07.79	36.95' RT	1297.60	127314.65	109372.86
179	360+29.84	38.76' RT	1297.69	127332.17	109359.34
180	360+30.44	37.97' RT	1297.19	127332.08	109358.34
181	360+15.55	30.85' RT	1297.57	127316.28	109363.12
182	360+15.91	29.91' RT	1297.07	127315.91	109362.19



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 26	E

2

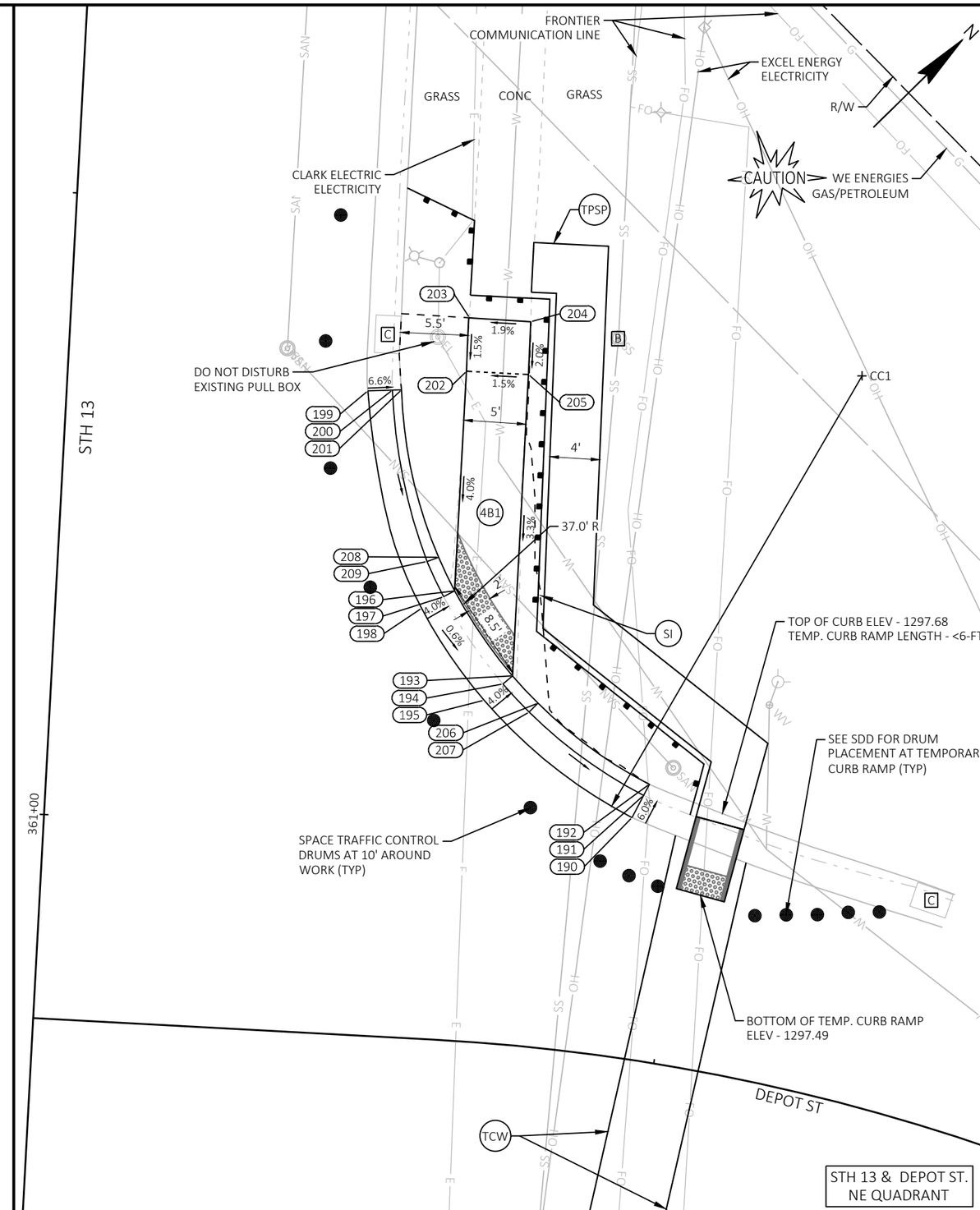
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	361+38.68 - STH 13 'NB' 70+55.65 - DEPOT ST	63.7' RT 57.3' LT	40.0' R	Y = 127429.40 X = 109304.44

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E DEPOT ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
190	361+02.27	47.18' RT	1297.49	127391.34	109316.74
191	361+04.09	48.00' RT	1297.37	127393.25	109316.13
192	361+05.00	48.42' RT	1297.74	127394.20	109315.82
193	361+13.12	36.98' RT	1297.42	127392.49	109301.89
194	361+12.43	36.26' RT	1297.42	127391.49	109301.82
195	361+11.05	34.81' RT	1297.50	127389.50	109301.69
196	361+19.69	31.98' RT	1297.45	127393.97	109293.78
197	361+19.17	31.12' RT	1297.45	127393.02	109293.49
198	361+18.15	29.41' RT	1297.53	127391.10	109292.91
199	361+35.36	24.16' RT	1297.64	127400.28	109277.44
200	361+35.52	26.12' RT	1297.51	127401.73	109278.77
201	361+35.59	26.86' RT	1297.95	127402.27	109279.28
202	361+37.36	31.98' RT	1298.15	127407.03	109281.87
203	361+41.65	32.01' RT	1298.22	127410.21	109278.99
204	361+41.60	36.94' RT	1298.31	127413.50	109282.67
205	361+37.36	36.98' RT	1298.23	127410.40	109285.56
206	361+11.04	39.14' RT	1297.91	127392.41	109304.89
207	361+10.29	38.47' RT	1297.41	127391.41	109304.90
208	361+22.32	30.55' RT	1297.96	127394.95	109290.94
209	361+21.92	29.63' RT	1297.46	127394.04	109290.53



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 27	E

2

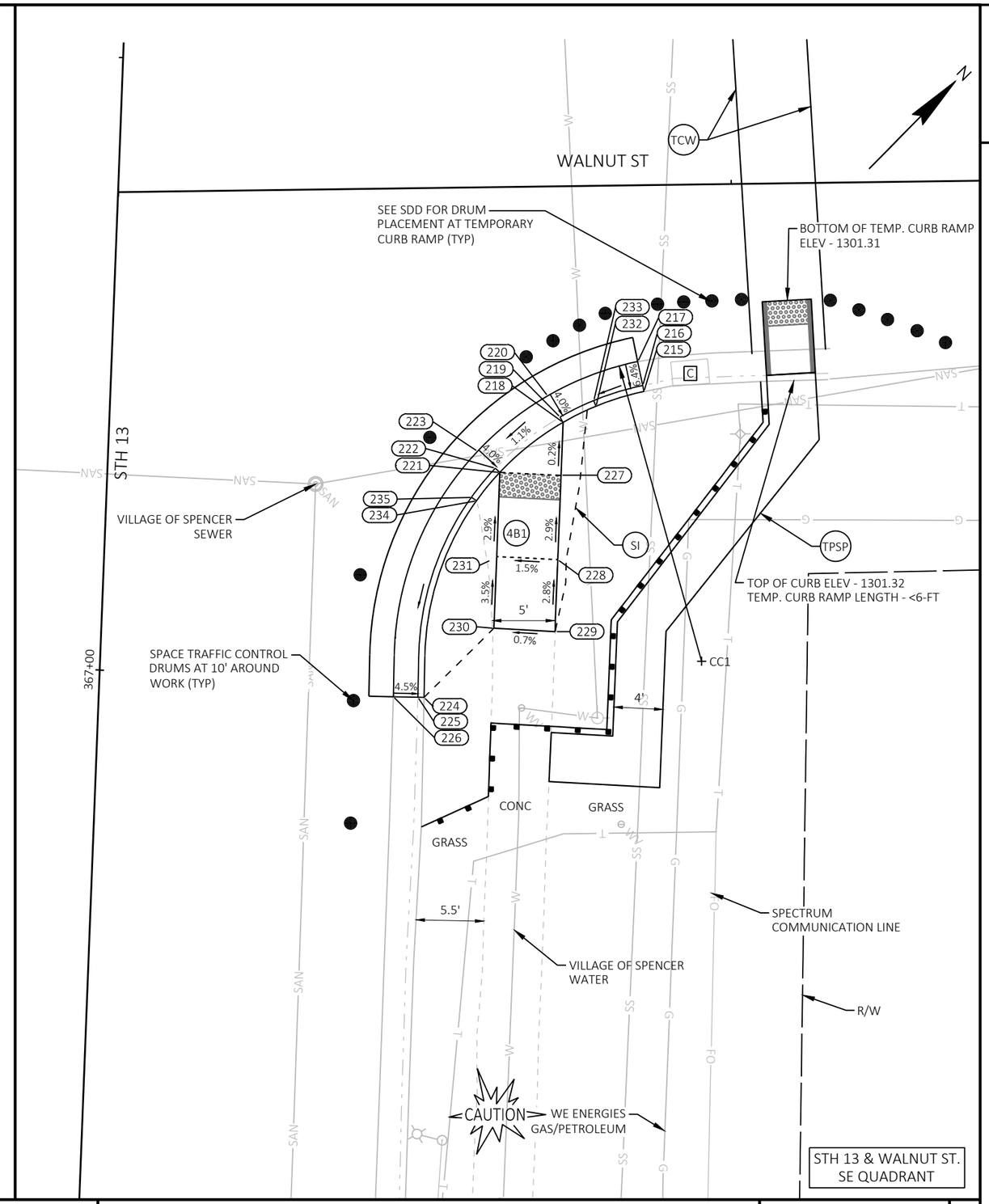
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	367+02.58 - STH 13 'NB' 80+46.98 - WALNUT ST	49.0' RT 38.9' RT	25.0' R	Y = 127836.06 X = 108913.49

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E WALNUT ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
215	367+24.41	43.51' RT	1301.29	127848.50	108894.74
216	367+24.90	43.38' RT	1300.80	127848.78	108894.33
217	367+26.84	42.90' RT	1300.90	127849.89	108892.66
218	367+21.64	37.00' RT	1300.68	127842.07	108891.81
219	367+22.06	36.74' RT	1300.68	127842.20	108891.32
220	367+23.75	35.66' RT	1300.76	127842.72	108889.39
221	367+17.37	32.00' RT	1300.61	127835.55	108890.99
222	367+17.69	31.63' RT	1300.61	127835.54	108890.49
223	367+19.01	30.12' RT	1300.69	127835.49	108888.49
224	366+98.79	26.53' RT	1300.76	127818.14	108899.47
225	366+98.79	26.04' RT	1300.34	127817.80	108899.11
226	366+98.75	24.03' RT	1300.43	127816.42	108897.65
227	367+17.33	37.00' RT	1300.69	127838.89	108894.71
228	367+10.44	37.01' RT	1300.88	127833.80	108899.36
229	367+04.56	37.02' RT	1301.05	127829.46	108903.33
230	367+04.64	32.02' RT	1301.02	127826.16	108899.57
231	367+10.18	31.54' RT	1300.84	127829.92	108895.49
232	367+23.06	39.64' RT	1301.11	127844.90	108892.80
233	367+23.52	39.44' RT	1300.71	127845.10	108892.34
234	367+14.98	30.19' RT	1300.91	127832.56	108891.26
235	367+15.23	29.80' RT	1300.58	127832.49	108890.80



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 28	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - ID_STH13_Walnut SE
PLOT DATE : 4/18/2023 9:38 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

RADIUS POINT TABLE

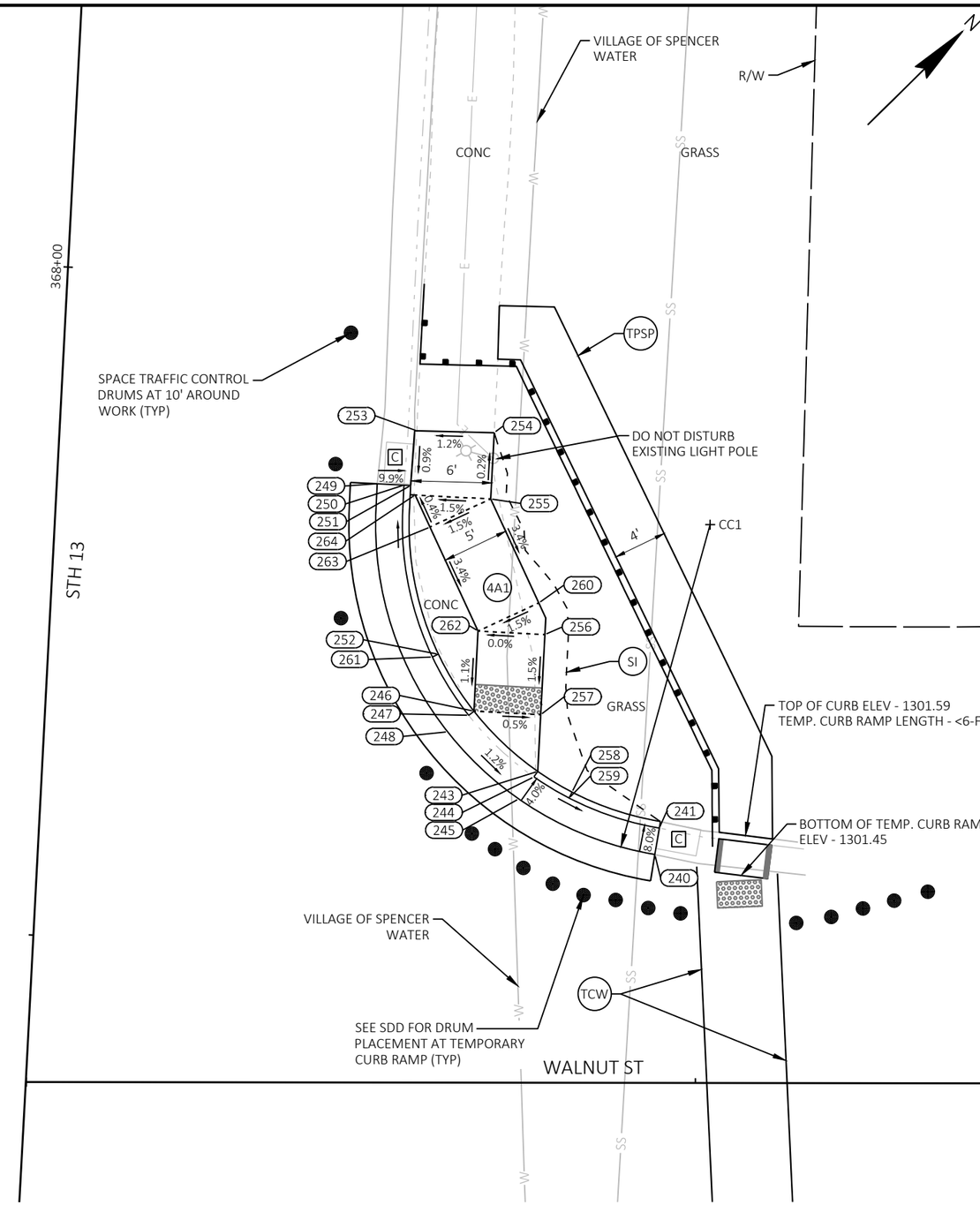
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	367+83.26 - STH 13 'NB' 80+51.05 - WALNUT ST	48.9' RT 41.7' LT	25.0' R	Y = 127895.64 X = 108858.98

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E WALNUT ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
240	367+58.43	46.07' RT	1301.21	127875.39	108873.65
241	367+60.41	46.30' RT	1301.03	127877.01	108872.47
243	367+64.17	37.00' RT	1301.06	127873.51	108863.08
244	367+63.75	36.74' RT	1301.06	127873.02	108863.17
245	367+62.05	35.69' RT	1301.14	127871.06	108863.54
246	367+68.42	32.01' RT	1301.15	127873.27	108856.53
247	367+68.09	31.63' RT	1301.15	127872.77	108856.47
248	367+66.78	30.12' RT	1301.23	127870.79	108856.24
249	367+85.03	23.92' RT	1301.17	127880.06	108839.35
250	367+85.02	25.92' RT	1300.97	127881.41	108840.82
251	367+85.02	26.42' RT	1301.46	127881.75	108841.19
252	367+72.54	29.14' RT	1301.65	127874.37	108851.63
253	367+89.13	26.66' RT	1301.50	127884.95	108838.60
254	367+89.28	32.44' RT	1301.57	127888.96	108842.76
255	367+84.33	32.44' RT	1301.58	127885.30	108846.10
256	367+74.42	37.01' RT	1301.21	127881.07	108856.17
257	367+68.42	37.01' RT	1301.12	127876.64	108860.22
258	367+62.76	39.65' RT	1301.46	127874.25	108865.99
259	367+62.30	39.44' RT	1301.05	127873.78	108866.14
260	367+76.75	36.43' RT	1301.29	127882.41	108854.17

STH 13 & E WALNUT ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
261	367+72.30	28.70' RT	1301.15	127873.90	108851.46
262	367+74.42	32.01' RT	1301.21	127877.70	108852.48
263	367+82.00	28.01' RT	1301.50	127880.59	108844.42
264	367+84.33	26.78' RT	1301.49	127881.48	108841.93



STH 13 & WALNUT ST.
NE QUADRANT

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 29	E

2

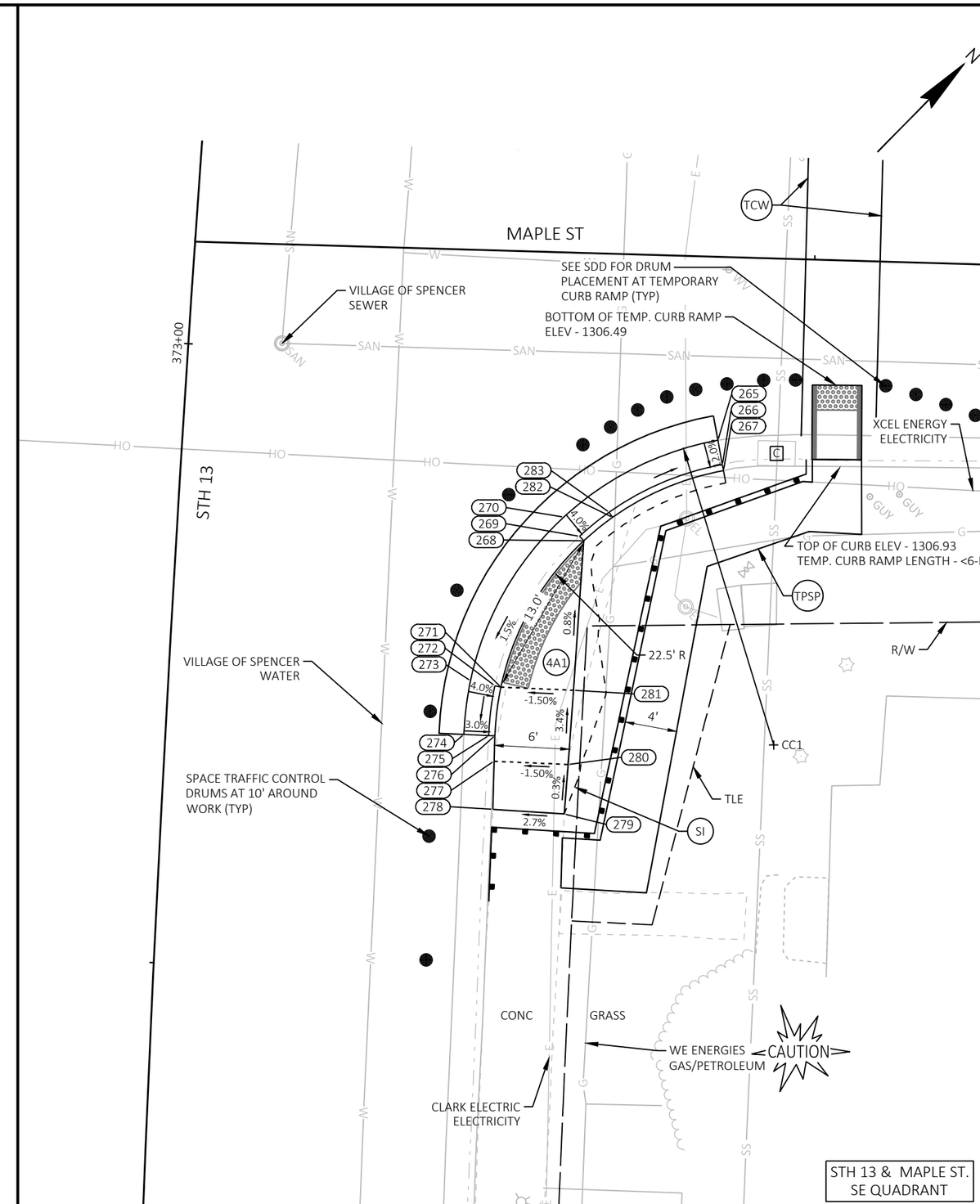
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	372+70.23 - STH 13 'NB' 90+47.82 - MAPLE ST	49.0' RT 39.2' RT	25.0' R	Y = 128254.68 X = 108531.26

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & MAPLE ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
265	372+94.91	43.12' RT	1306.36	128269.04	108510.79
266	372+92.94	43.60' RT	1306.12	128267.90	108512.43
267	372+92.45	43.72' RT	1306.63	128267.61	108512.84
268	372+86.03	32.82' RT	1306.46	128255.67	108508.78
269	372+86.38	32.45' RT	1306.38	128255.69	108508.28
270	372+87.87	31.09' RT	1306.45	128255.91	108506.28
271	372+73.74	26.81' RT	1306.36	128242.57	108512.30
272	372+73.81	26.32' RT	1306.17	128242.30	108511.88
273	372+74.12	24.34' RT	1306.25	128241.22	108510.19
274	372+69.72	24.05' RT	1306.19	128237.75	108512.86
275	372+69.75	26.05' RT	1306.13	128239.10	108514.34
276	372+69.75	26.55' RT	1306.59	128239.43	108514.71
277	372+67.68	26.57' RT	1306.56	128237.91	108516.09
278	372+63.77	26.71' RT	1306.55	128235.10	108518.77
279	372+63.69	32.47' RT	1306.71	128238.87	108523.12
280	372+67.74	32.57' RT	1306.68	128241.93	108520.54
281	372+73.81	32.69' RT	1306.54	128246.51	108516.66
282	372+88.09	35.03' RT	1306.77	128258.65	108509.11
283	372+88.48	34.71' RT	1306.32	128258.74	108508.62



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 30	E

2

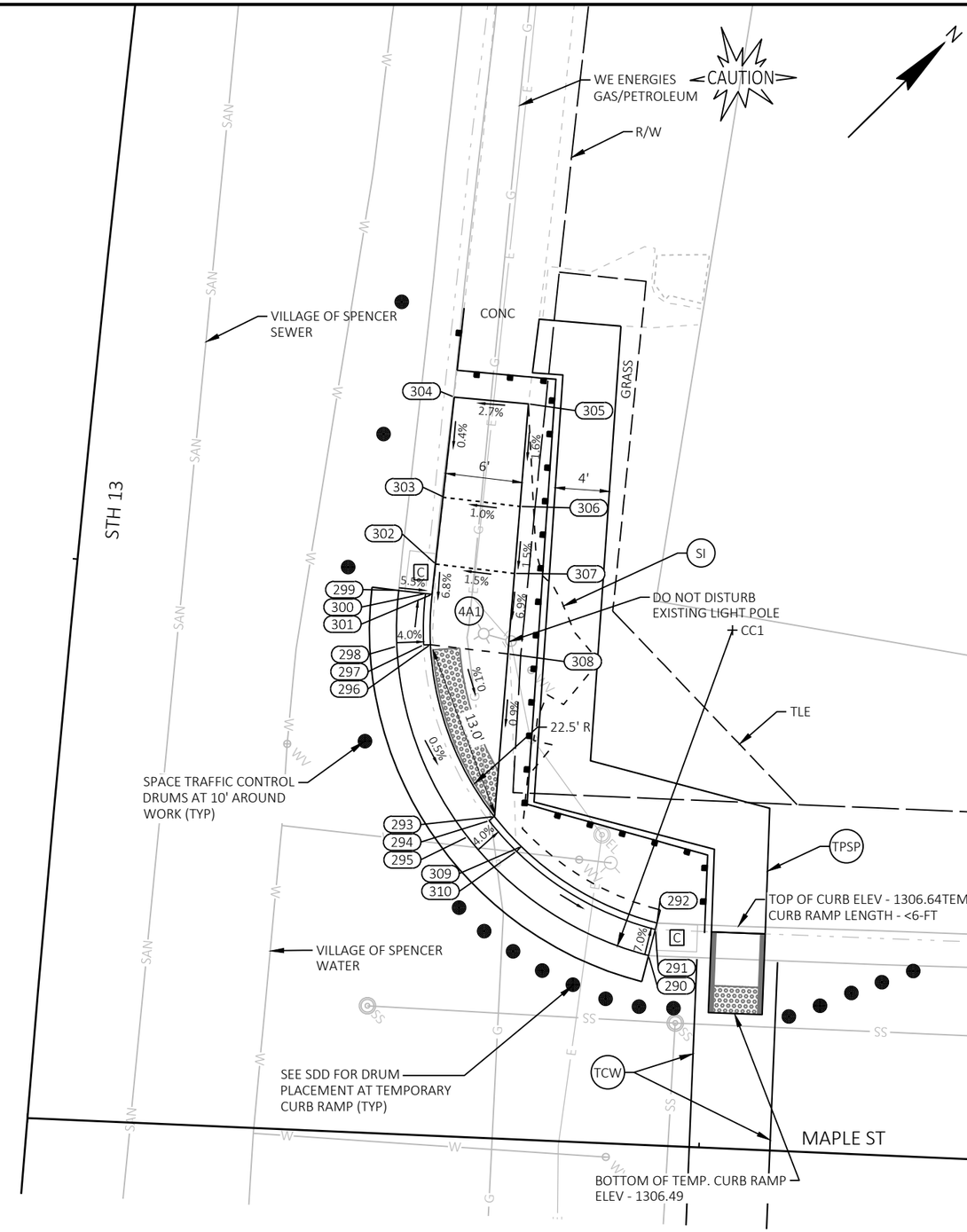
RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	373+49.43 - STH 13 'NB' 90+50.81 - MAPLE ST	49.0' RT 38.6' LT	25.0' R	Y = 128313.68 X = 108480.47

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & MAPLE ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
290	373+24.34	45.01' RT	1306.36	128292.25	108493.33
291	373+26.35	45.34' RT	1306.22	128293.96	108492.30
292	373+26.85	45.42' RT	1306.76	128294.39	108492.04
293	373+33.75	32.66' RT	1306.76	128291.33	108477.91
294	373+33.40	32.29' RT	1306.63	128290.84	108477.85
295	373+32.04	30.81' RT	1306.71	128288.85	108477.59
296	373+46.17	26.73' RT	1306.67	128296.92	108465.46
297	373+46.09	26.24' RT	1306.67	128296.55	108465.13
298	373+45.81	24.26' RT	1306.75	128295.06	108463.79
299	373+49.99	24.01' RT	1306.76	128298.08	108460.94
300	373+49.95	26.01' RT	1306.65	128299.33	108462.50
301	373+49.94	26.51' RT	1306.93	128299.64	108462.89
302	373+52.23	26.56' RT	1307.08	128301.42	108461.47
303	373+57.29	26.68' RT	1307.19	128305.35	108458.36
304	373+64.84	26.69' RT	1307.22	128311.12	108453.59
305	373+64.90	32.23' RT	1307.37	128314.69	108457.82
306	373+57.16	32.38' RT	1307.25	128308.89	108462.82
307	373+52.10	32.46' RT	1307.17	128305.10	108466.09
308	373+46.03	32.55' RT	1306.76	128300.55	108470.00
309	373+31.68	34.85' RT	1307.04	128291.19	108480.90
310	373+31.29	34.54' RT	1306.55	128290.69	108480.91



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 31	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - ID_STH13_Maple NE
PLOT DATE : 4/18/2023 9:37 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

RADIUS POINT TABLE

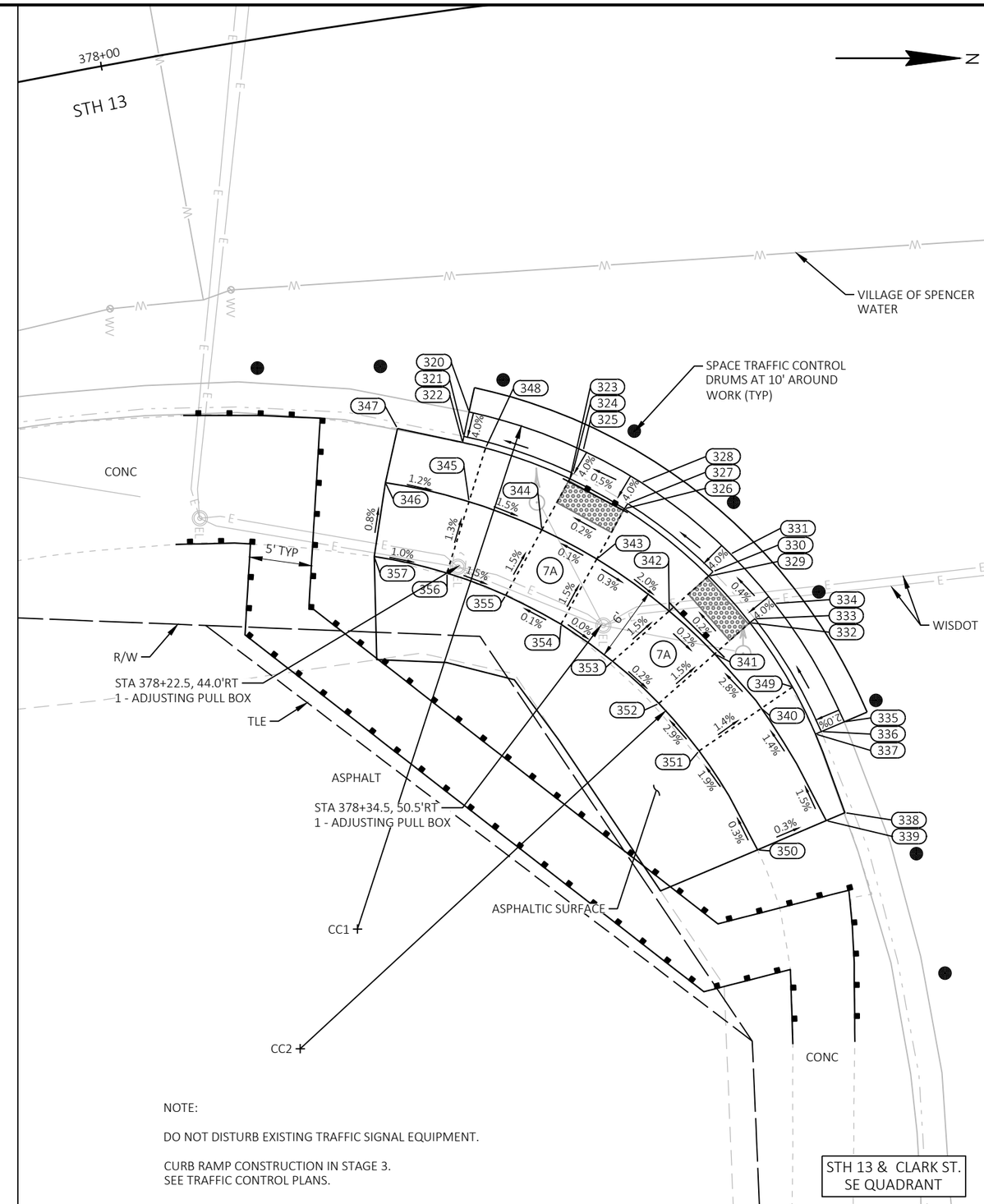
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	378+08.60 - STH 13 'NB' 105+78.53 - CLARK ST - CTH C	71.7' RT 67.9' RT	42.5' R	Y = 128689.08 X = 108291.62
CC2	378+01.42 - STH 13 'NB' 105+88.14 - CLARK ST - CTH C	80.5' RT 72.5' RT	40.0' R	Y = 128684.47 X = 108301.23

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E CLARK ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
320	378+25.38	32.20' RT	1309.98	128698.04	108250.07
321	378+24.64	34.07' RT	1309.90	128697.62	108252.03
322	378+24.46	34.54' RT	1310.32	128697.52	108252.52
323	378+33.18	38.59' RT	1309.92	128706.14	108255.44
324	378+33.46	38.17' RT	1309.92	128706.36	108254.99
325	378+34.61	36.48' RT	1310.00	128707.21	108253.18
326	378+37.53	41.52' RT	1309.93	128710.52	108257.85
327	378+37.87	41.14' RT	1309.93	128710.79	108257.43
328	378+39.23	39.58' RT	1310.01	128711.86	108255.74
329	378+44.16	47.66' RT	1309.95	128717.29	108263.26
330	378+44.58	47.34' RT	1309.95	128717.64	108262.90
331	378+46.27	46.08' RT	1310.03	128719.05	108261.48
332	378+47.34	51.72' RT	1309.97	128720.60	108267.00
333	378+47.81	51.46' RT	1309.97	128721.00	108266.69
334	378+49.66	50.39' RT	1310.05	128722.57	108265.46
335	378+54.86	60.37' RT	1310.03	128728.18	108274.96
336	378+52.73	60.98' RT	1309.99	128726.34	108275.74
337	378+52.20	61.14' RT	1310.42	128725.88	108275.94
338	378+54.18	67.65' RT	1310.36	128728.23	108282.27

STH 13 & E CLARK ST - SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
339	378+52.43	68.15' RT	1310.46	128726.73	108282.90
340	378+47.59	58.66' RT	1310.31	128721.53	108273.88
341	378+43.96	53.92' RT	1310.15	128717.78	108269.50
342	378+40.38	50.10' RT	1310.17	128714.12	108266.06
343	378+34.62	45.26' RT	1310.25	128708.30	108261.89
344	378+30.20	42.36' RT	1310.24	128703.89	108259.53
345	378+24.29	39.33' RT	1310.33	128698.04	108257.28
346	378+17.42	36.82' RT	1310.41	128691.32	108255.74
347	378+19.14	32.68' RT	1310.29	128692.29	108251.40
348	378+26.35	35.24' RT	1310.19	128699.37	108252.96
349	378+50.55	57.21' RT	1310.21	128724.03	108272.17
350	378+45.92	69.94' RT	1310.48	128721.21	108285.24
351	378+41.62	61.53' RT	1310.39	128716.52	108277.30
352	378+38.52	57.38' RT	1310.24	128713.28	108273.49
353	378+34.89	53.56' RT	1310.26	128709.58	108270.09
354	378+30.78	50.08' RT	1310.34	128705.42	108267.11
355	378+26.32	47.19' RT	1310.33	128700.99	108264.80
356	378+21.51	44.75' RT	1310.41	128696.27	108263.01
357	378+15.48	42.55' RT	1310.46	128690.43	108261.68



NOTE:

DO NOT DISTURB EXISTING TRAFFIC SIGNAL EQUIPMENT.

CURB RAMP CONSTRUCTION IN STAGE 3.
SEE TRAFFIC CONTROL PLANS.

STH 13 & CLARK ST.
SE QUADRANT

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 32	E

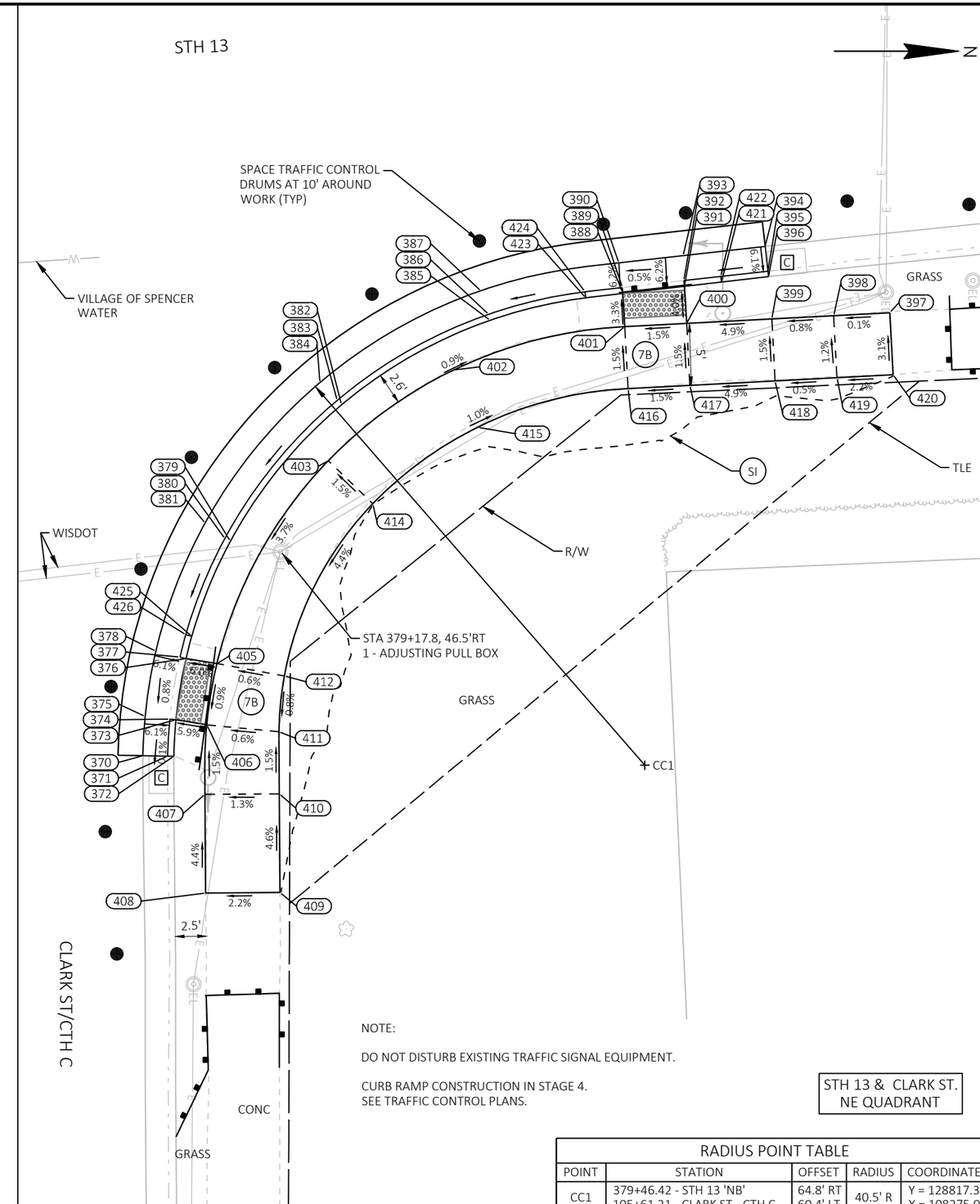
2

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E CLARK ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
370	379+06.01	62.38' RT	1310.10	128776.87	108274.23
371	379+07.99	62.52' RT	1309.98	128778.86	108274.27
372	379+08.49	62.55' RT	1310.44	128779.36	108274.28
373	379+08.81	59.61' RT	1309.99	128779.53	108271.32
374	379+08.31	59.54' RT	1309.99	128779.03	108271.27
375	379+06.35	59.24' RT	1310.12	128777.06	108271.07
376	379+09.85	54.72' RT	1310.04	128780.34	108266.39
377	379+09.37	54.59' RT	1310.03	128779.85	108266.28
378	379+07.46	54.01' RT	1310.16	128777.91	108265.79
379	379+13.87	45.46' RT	1310.67	128783.91	108256.94
380	379+13.44	45.21' RT	1310.17	128783.47	108256.72
381	379+11.91	43.88' RT	1310.29	128781.88	108255.46
382	379+23.35	34.88' RT	1310.85	128792.88	108245.93
383	379+23.01	34.51' RT	1310.35	128792.53	108245.57
384	379+21.69	33.02' RT	1310.47	128791.14	108244.14
385	379+35.65	28.64' RT	1310.97	128804.87	108239.11
386	379+35.54	28.15' RT	1310.47	128804.73	108238.63
387	379+35.02	26.23' RT	1310.59	128804.13	108236.73
388	379+45.46	27.06' RT	1310.56	128814.59	108237.06
389	379+45.43	26.57' RT	1310.56	128814.54	108236.57
390	379+45.36	24.57' RT	1310.68	128814.37	108234.58
391	379+50.44	26.73' RT	1310.60	128819.55	108236.49
392	379+50.41	26.25' RT	1310.60	128819.50	108236.02
393	379+50.31	24.25' RT	1310.72	128819.30	108234.03
394	379+58.09	23.76' RT	1310.74	128827.05	108233.16
395	379+58.22	25.76' RT	1310.61	128827.27	108235.15
396	379+58.25	26.19' RT	1311.14	128827.32	108235.58
397	379+67.88	29.57' RT	1311.11	128837.11	108238.50
398	379+63.35	29.59' RT	1311.09	128832.58	108238.74

STH 13 & E CLARK ST - NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
399	379+58.35	29.62' RT	1311.07	128827.59	108239.00
400	379+50.48	29.66' RT	1310.72	128819.72	108239.41
401	379+45.47	29.69' RT	1310.66	128814.73	108239.68
402	379+32.53	32.50' RT	1310.78	128801.93	108243.11
403	379+22.06	39.33' RT	1310.89	128791.81	108250.43
405	379+12.32	55.26' RT	1310.14	128782.83	108266.80
406	379+11.26	60.14' RT	1310.09	128782.01	108271.74
407	379+10.73	68.70' RT	1310.48	128781.89	108280.31
408	379+10.53	73.70' RT	1310.58	128781.93	108285.31
409	379+16.52	73.94' RT	1310.71	128787.92	108285.26
410	379+16.69	68.94' RT	1310.57	128787.85	108280.26
411	379+17.06	60.98' RT	1310.18	128787.84	108272.29
412	379+17.71	56.50' RT	1310.22	128788.27	108267.79
414	379+25.50	42.97' RT	1310.96	128795.41	108253.90
415	379+34.24	37.22' RT	1310.86	128803.87	108247.74
416	379+45.61	34.69' RT	1310.74	128815.10	108244.67
417	379+50.61	34.65' RT	1310.80	128820.09	108244.40
418	379+58.37	34.62' RT	1311.14	128827.85	108243.99
419	379+63.37	34.59' RT	1311.17	128832.84	108243.73
420	379+67.91	34.57' RT	1311.27	128837.37	108243.49
421	379+53.43	26.52' RT	1311.12	128822.53	108236.14
422	379+53.40	26.06' RT	1310.63	128822.48	108235.68
423	379+42.45	27.29' RT	1311.03	128811.60	108237.44
424	379+42.40	26.80' RT	1310.53	128811.52	108236.94
425	379+10.40	52.95' RT	1310.36	128780.80	108264.59
426	379+09.92	52.79' RT	1310.06	128780.32	108264.46



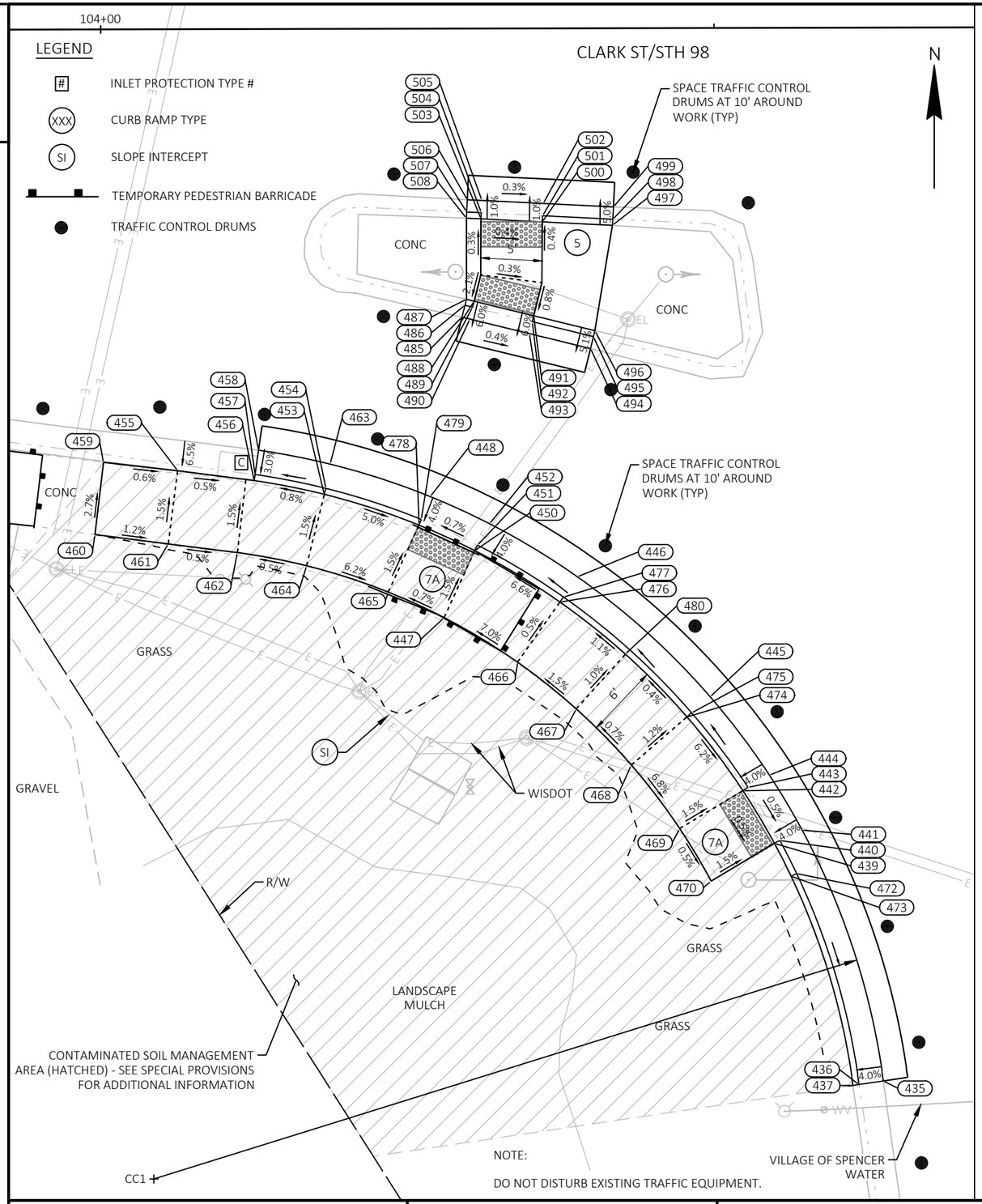
NOTE:

DO NOT DISTURB EXISTING TRAFFIC SIGNAL EQUIPMENT.

CURB RAMP CONSTRUCTION IN STAGE 4.
SEE TRAFFIC CONTROL PLANS.

STH 13 & CLARK ST.
NE QUADRANT

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	379+46.42 - STH 13 'NB' 105+61.21 - CLARK ST - CTH C	64.8' RT 60.4' LT	40.5' R	Y = 128817.35 X = 108275.00



STH 13 & E CLARK ST - SW QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
435	378+09.91	44.44' LT	1309.93	128670.87	108176.73
436	378+09.95	46.44' LT	1309.85	128670.58	108174.75
437	378+09.96	46.94' LT	1310.30	128670.51	108174.26
439	378+28.82	50.33' LT	1309.94	128690.23	108167.84
440	378+28.98	49.87' LT	1309.94	128690.47	108168.28
441	378+29.53	47.95' LT	1310.02	128691.31	108170.09
442	378+33.03	52.32' LT	1309.97	128694.52	108165.27
443	378+33.23	51.87' LT	1309.97	128694.79	108165.69
444	378+33.94	50.02' LT	1310.05	128695.79	108167.43
445	378+40.27	54.05' LT	1310.01	128702.17	108162.60
446	378+50.12	63.78' LT	1309.93	128711.95	108151.78
447	378+48.12	74.92' LT	1309.88	128708.61	108140.92
448	378+56.90	75.14' LT	1309.83	128718.48	108139.79
450	378+52.72	71.91' LT	1309.78	128714.08	108143.42
451	378+53.10	71.64' LT	1309.78	128714.52	108143.65
452	378+54.57	70.51' LT	1309.86	128716.27	108144.62
453	378+57.70	83.71' LT	1310.18	128718.67	108131.17
454	378+58.11	83.55' LT	1309.69	128719.15	108131.29
455	378+60.20	95.48' LT	1310.18	128720.59	108119.20
456	378+59.08	89.32' LT	1310.14	128719.79	108125.45
457	378+59.50	89.21' LT	1309.67	128720.28	108125.52
458	378+61.19	88.77' LT	1309.72	128722.26	108125.80
459	378+61.19	101.44' LT	1310.18	128721.28	108113.16

STH 13 & E CLARK ST - SW QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
460	378+56.25	102.62' LT	1310.34	128715.39	108112.46
461	378+55.17	96.73' LT	1310.27	128714.64	108118.45
462	378+54.12	91.19' LT	1310.24	128713.92	108124.07
463	378+59.80	83.05' LT	1309.77	128721.13	108131.63
464	378+52.75	85.67' LT	1310.27	128712.84	108129.71
465	378+50.33	79.24' LT	1309.87	128710.69	108136.38
466	378+44.39	69.31' LT	1310.37	128705.02	108146.94
467	378+40.51	64.99' LT	1310.46	128701.19	108151.70
468	378+35.93	61.08' LT	1310.50	128696.60	108156.18
469	378+30.84	57.83' LT	1310.06	128691.43	108160.12
470	378+26.66	55.86' LT	1310.03	128687.14	108162.69
472	378+26.35	48.87' LT	1309.93	128687.77	108169.65
473	378+26.21	49.35' LT	1310.44	128687.55	108169.20
474	378+38.99	56.12' LT	1310.43	128700.53	108160.71
475	378+39.24	55.70' LT	1309.93	128700.86	108161.09
476	378+48.41	65.40' LT	1310.34	128709.89	108150.36
477	378+48.75	65.07' LT	1309.85	128710.30	108150.65
478	378+54.94	76.24' LT	1309.75	128716.18	108138.88
479	378+55.31	76.02' LT	1309.75	128716.62	108139.06
480	378+44.10	60.53' LT	1310.40	128705.64	108155.70

STH 13 & E CLARK ST - WEST MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
485	378+69.66	71.46' LT	1310.11	128733.11	108142.39
486	378+70.51	71.16' LT	1310.26	128734.08	108142.63
487	378+70.93	71.01' LT	1310.61	128734.57	108142.75
488	378+70.76	70.39' LT	1310.17	128734.41	108143.38
489	378+70.34	70.54' LT	1310.17	128733.93	108143.26
490	378+69.48	70.82' LT	1310.11	128732.95	108143.04
491	378+69.44	65.62' LT	1310.14	128733.23	108148.24
492	378+69.01	65.77' LT	1310.14	128732.74	108148.12
493	378+68.15	66.07' LT	1310.09	128731.77	108147.88
494	378+66.76	61.17' LT	1309.99	128730.55	108152.86
495	378+67.62	60.87' LT	1310.05	128731.52	108153.10
496	378+68.05	60.72' LT	1310.63	128732.01	108153.22

STH 13 & E CLARK ST - WEST MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
497	378+75.73	58.78' LT	1310.70	128740.59	108154.66
498	378+76.19	58.73' LT	1310.18	128741.09	108154.68
499	378+77.09	58.63' LT	1310.12	128742.09	108154.73
500	378+76.26	64.49' LT	1310.18	128740.87	108148.93
501	378+76.70	64.44' LT	1310.18	128741.37	108148.96
502	378+77.60	64.34' LT	1310.17	128742.37	108149.00
503	378+76.71	69.47' LT	1310.20	128741.12	108143.93
504	378+77.15	69.42' LT	1310.20	128741.62	108143.96
505	378+78.04	69.32' LT	1310.19	128742.62	108144.01
506	378+78.14	70.50' LT	1310.19	128742.68	108142.82
507	378+77.25	70.60' LT	1310.20	128741.68	108142.77
508	378+76.81	70.65' LT	1310.69	128741.18	108142.75

NOTE:

DO NOT DISTURB EXISTING TRAFFIC SIGNAL EQUIPMENT.

CURB RAMP CONSTRUCTION IN STAGE 1.
SEE TRAFFIC CONTROL PLANS.

SEE PREVIOUS PAGE FOR LEGEND INFORMATION.

STH 13 & CLARK ST.
SW QUADRANT

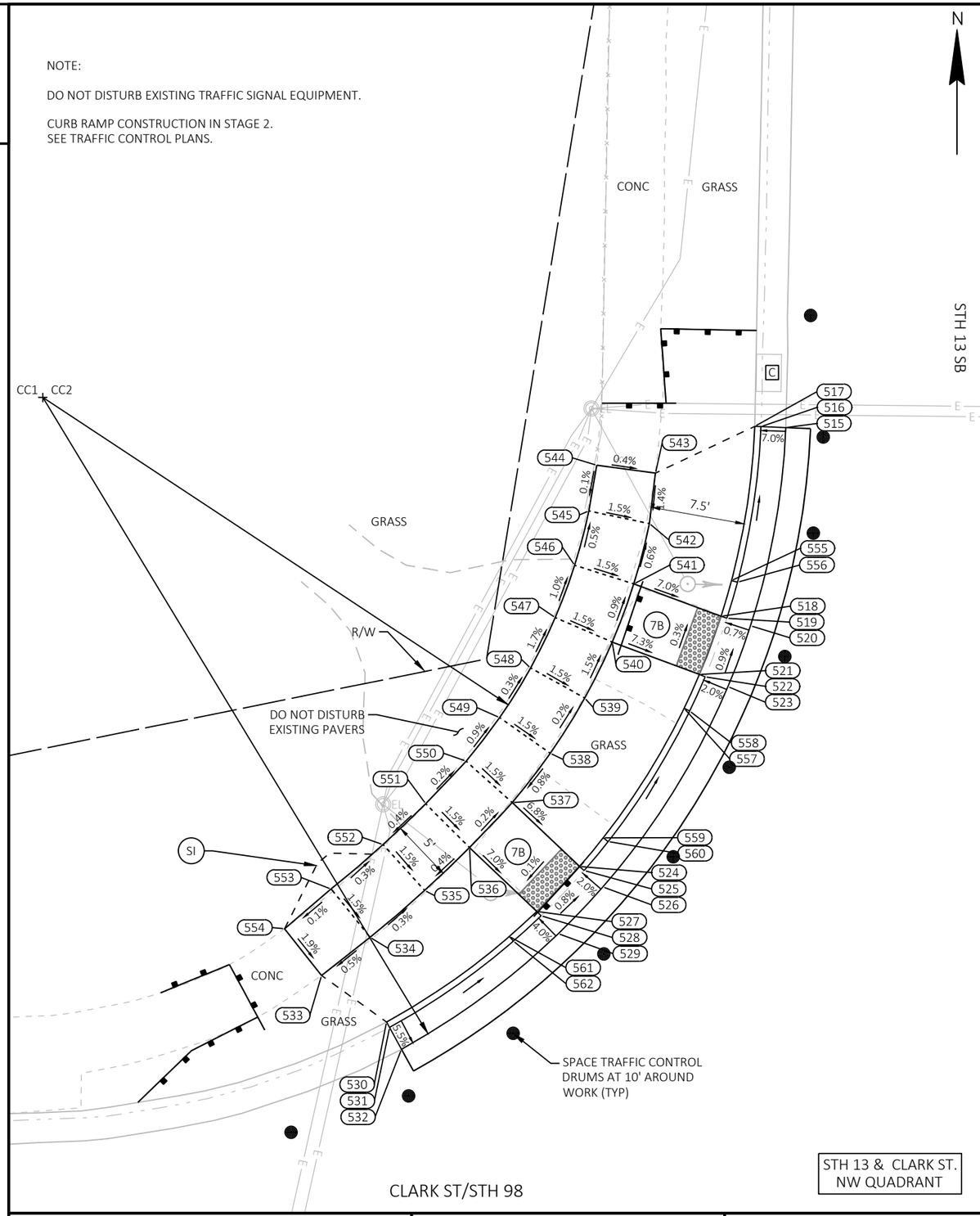
RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	379+76.71 - STH 13 'SB4' 103+88.89 - CLARK ST - STH 89	95.9' LT 81.0' LT	60.0' R	Y = 128837.56 X = 108101.64

2

NOTE:

DO NOT DISTURB EXISTING TRAFFIC SIGNAL EQUIPMENT.

CURB RAMP CONSTRUCTION IN STAGE 2.
SEE TRAFFIC CONTROL PLANS.



STH 13 & CLARK ST.
NW QUADRANT

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	379+76.71 - STH 13 'SB4' 103+88.89 - CLARK ST - STH 89	95.9' LT 81.0' LT	60.0' R	Y = 128837.56 X = 108101.64
CC2	379+76.71 - STH 13 'SB4' 103+88.89 - CLARK ST - STH 89	95.9' LT 81.0' LT	45.5' R	Y = 128837.56 X = 108101.64

STH 13 & E CLARK ST - NW QUAD

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
515	379+69.56	47.35' LT	1310.55	128835.12	108161.59
516	379+69.74	49.34' LT	1310.41	128835.20	108159.59
517	379+69.78	49.84' LT	1310.90	128835.22	108159.09
518	379+54.62	53.29' LT	1310.55	128819.91	108156.36
519	379+54.44	52.82' LT	1310.55	128819.76	108156.84
520	379+53.74	50.95' LT	1310.56	128819.14	108158.74
521	379+50.02	55.25' LT	1310.57	128815.22	108154.62
522	379+49.80	54.80' LT	1310.57	128815.03	108155.08
523	379+48.94	53.00' LT	1310.61	128814.25	108156.93
524	379+35.02	65.65' LT	1310.64	128799.74	108144.95
525	379+34.67	65.29' LT	1310.64	128799.41	108145.33
526	379+33.28	63.85' LT	1310.68	128798.10	108146.83
527	379+31.57	69.27' LT	1310.65	128796.12	108141.50
528	379+31.19	68.94' LT	1310.65	128795.76	108141.85
529	379+29.68	67.63' LT	1310.73	128794.32	108143.23
530	379+23.23	81.80' LT	1311.11	128787.20	108129.38
531	379+22.78	81.58' LT	1310.68	128786.76	108129.62
532	379+20.98	80.70' LT	1310.57	128785.01	108130.59
533	379+27.23	86.85' LT	1311.15	128790.95	108124.14
534	379+30.12	82.81' LT	1311.17	128794.04	108128.05
535	379+33.68	78.23' LT	1311.16	128797.81	108132.46
536	379+36.96	74.44' LT	1311.17	128801.26	108136.08
537	379+40.42	70.83' LT	1311.16	128804.89	108139.52
538	379+44.25	67.58' LT	1311.20	128808.87	108142.59

STH 13 & E CLARK ST - NW QUAD

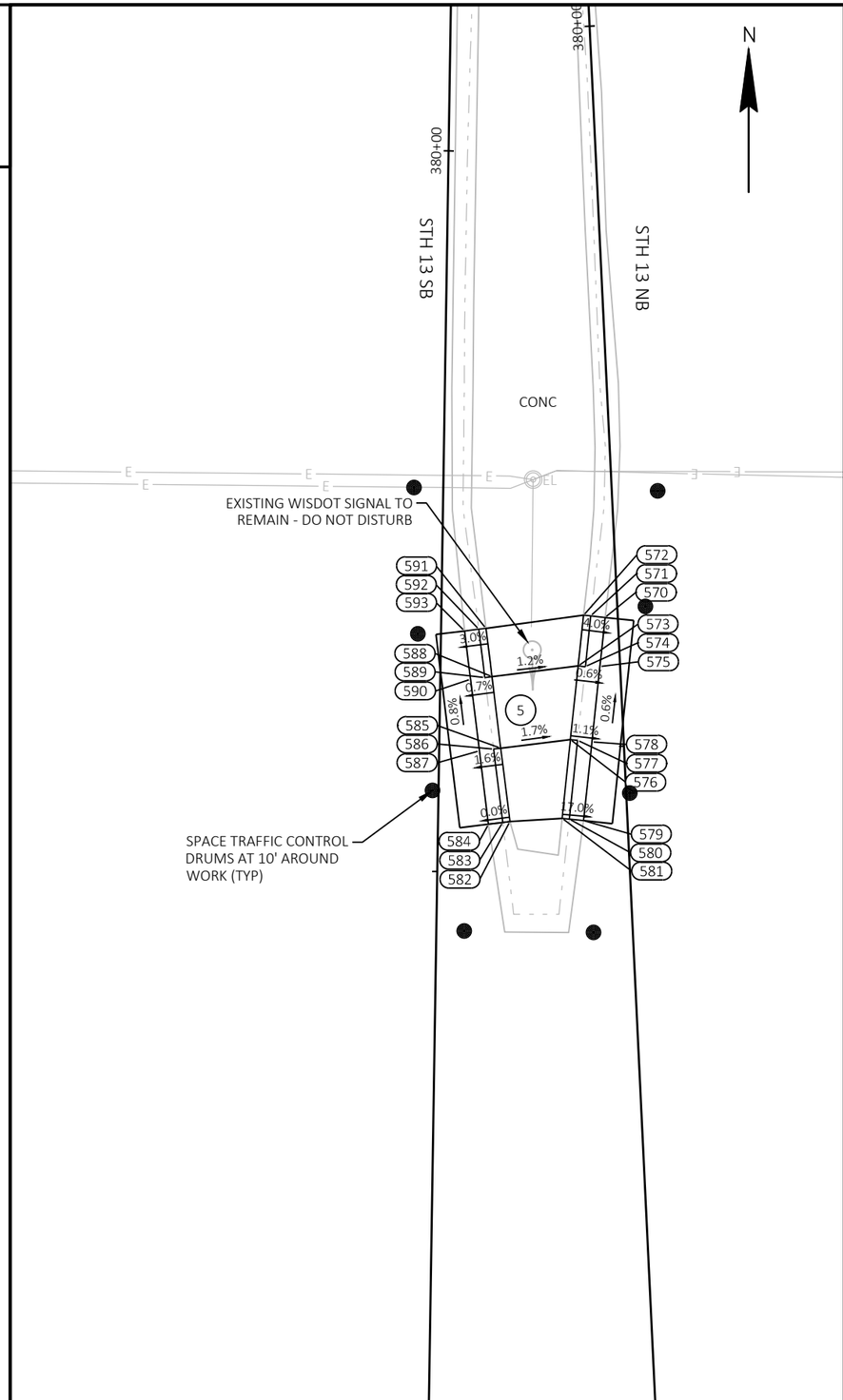
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
539	379+48.56	64.59' LT	1311.20	128813.32	108145.37
540	379+52.96	62.16' LT	1311.12	128817.84	108147.58
541	379+57.56	60.20' LT	1311.07	128822.52	108149.32
542	379+62.36	58.70' LT	1311.04	128827.39	108150.59
543	379+66.40	58.03' LT	1311.10	128831.45	108151.07
544	379+67.26	62.72' LT	1311.12	128832.09	108146.34
545	379+63.61	63.54' LT	1311.12	128828.40	108145.70
546	379+59.29	64.89' LT	1311.15	128824.03	108144.56
547	379+55.15	66.66' LT	1311.20	128819.81	108142.99
548	379+51.19	68.84' LT	1311.27	128815.75	108141.00
549	379+47.32	71.53' LT	1311.28	128811.75	108138.50
550	379+43.93	74.39' LT	1311.24	128808.23	108135.79
551	379+40.65	77.81' LT	1311.25	128804.79	108132.54
552	379+37.54	81.41' LT	1311.23	128801.51	108129.10
553	379+34.16	85.76' LT	1311.25	128797.93	108124.91
554	379+31.13	89.66' LT	1311.24	128794.72	108121.15
555	379+57.45	52.31' LT	1310.78	128822.79	108157.21
556	379+57.30	51.83' LT	1310.54	128822.66	108157.69
557	379+47.35	56.62' LT	1310.88	128812.49	108153.39
558	379+47.11	56.18' LT	1310.58	128812.27	108153.84
559	379+37.23	63.63' LT	1310.93	128802.05	108146.86
560	379+36.91	63.25' LT	1310.63	128801.74	108147.26
561	379+29.65	71.58' LT	1310.96	128794.10	108139.29
562	379+29.26	71.27' LT	1310.66	128793.72	108139.61

LEGEND

- # — INLET PROTECTION TYPE #
- XXX — CURB RAMP TYPE
- SI — SLOPE INTERCEPT
- TPSP — TEMPORARY PEDESTRIAN SURFACE
- TCW — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	CURB RAMP DETAILS	SHEET 35	E



LEGEND

- INLET PROTECTION TYPE #
- CURB RAMP TYPE
- SLOPE INTERCEPT
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS

STH 13 & E CLARK ST - NORTH MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
570	379+58.98	0.89' LT	1311.11	128826.76	108208.50
571	379+59.13	1.88' LT	1311.19	128826.87	108207.50
572	379+59.21	2.37' LT	1311.63	128826.92	108207.01
573	379+55.71	2.91' LT	1311.16	128823.40	108206.63
574	379+55.64	2.42' LT	1311.16	128823.35	108207.13
575	379+55.60	1.41' LT	1311.16	128823.36	108208.14
576	379+50.64	3.69' LT	1311.20	128818.30	108206.10
577	379+50.56	3.20' LT	1311.20	128818.25	108206.59
578	379+50.41	2.21' LT	1311.19	128818.14	108207.59
579	379+44.98	3.05' LT	1311.04	128812.68	108207.01
580	379+45.13	4.04' LT	1311.21	128812.78	108206.02
581	379+45.21	4.53' LT	1311.73	128812.84	108205.52

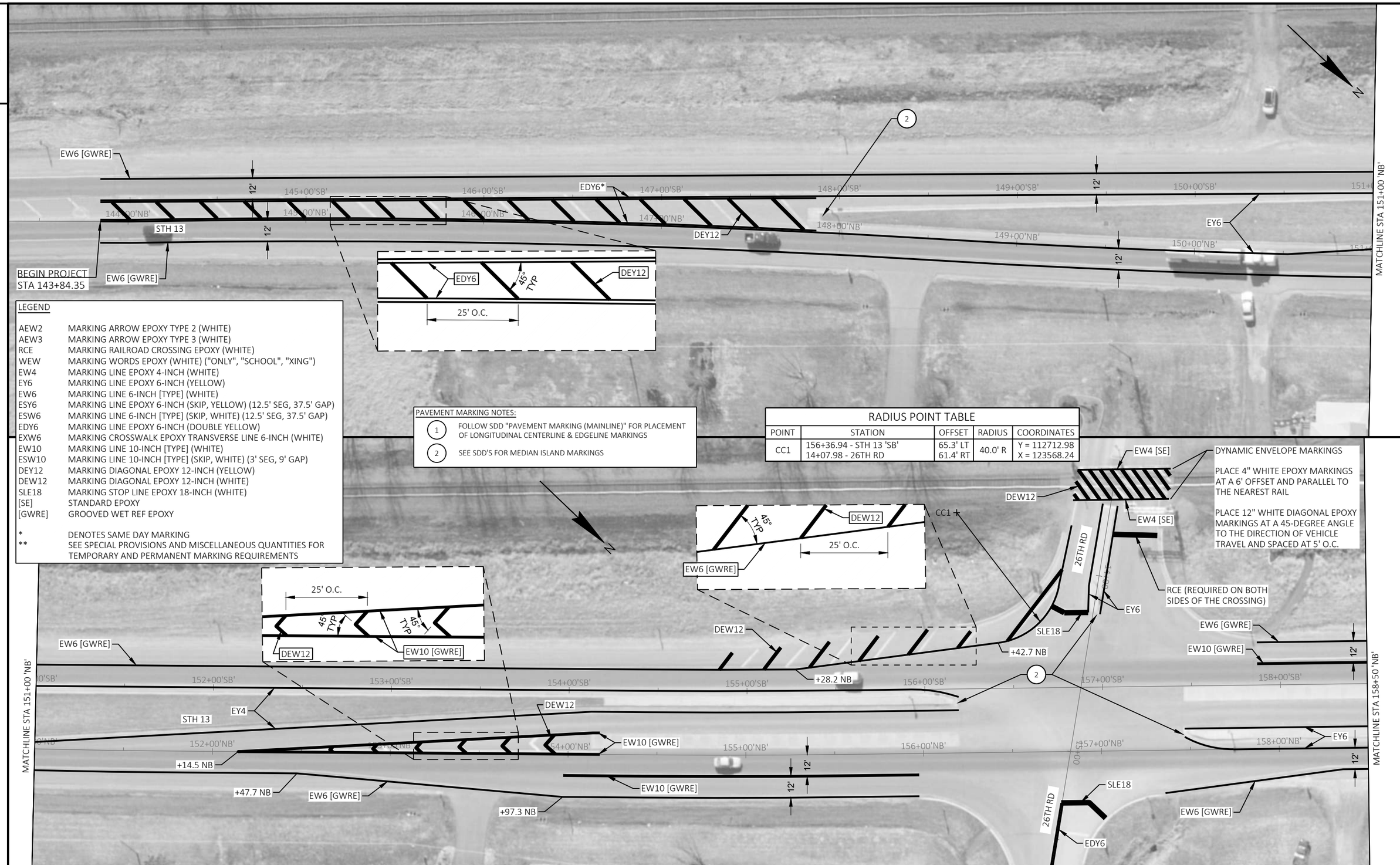
STH 13 & E CLARK ST - NORTH MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
582	379+45.16	8.15' LT	1311.78	128812.61	108201.90
583	379+45.12	8.65' LT	1311.26	128812.55	108201.40
584	379+45.04	9.65' LT	1311.26	128812.43	108200.41
585	379+50.27	8.55' LT	1311.29	128817.70	108201.26
586	379+50.23	9.04' LT	1311.29	128817.64	108200.77
587	379+50.16	10.04' LT	1311.27	128817.52	108199.78
588	379+55.26	8.92' LT	1311.24	128822.66	108200.66
589	379+55.22	9.42' LT	1311.24	128822.60	108200.16
590	379+55.14	10.41' LT	1311.23	128822.48	108199.17
591	379+58.63	9.17' LT	1311.72	128826.02	108200.24
592	379+58.59	9.67' LT	1311.33	128825.96	108199.74
593	379+58.51	10.67' LT	1311.30	128825.83	108198.75

NOTE:

DO NOT DISTURB EXISTING TRAFFIC SIGNAL EQUIPMENT.

CURB RAMP CONSTRUCTION IN STAGE 4.
SEE TRAFFIC CONTROL PLANS.

STH 13 & CLARK ST.
NORTH MEDIAN



LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

RADIUS POINT TABLE

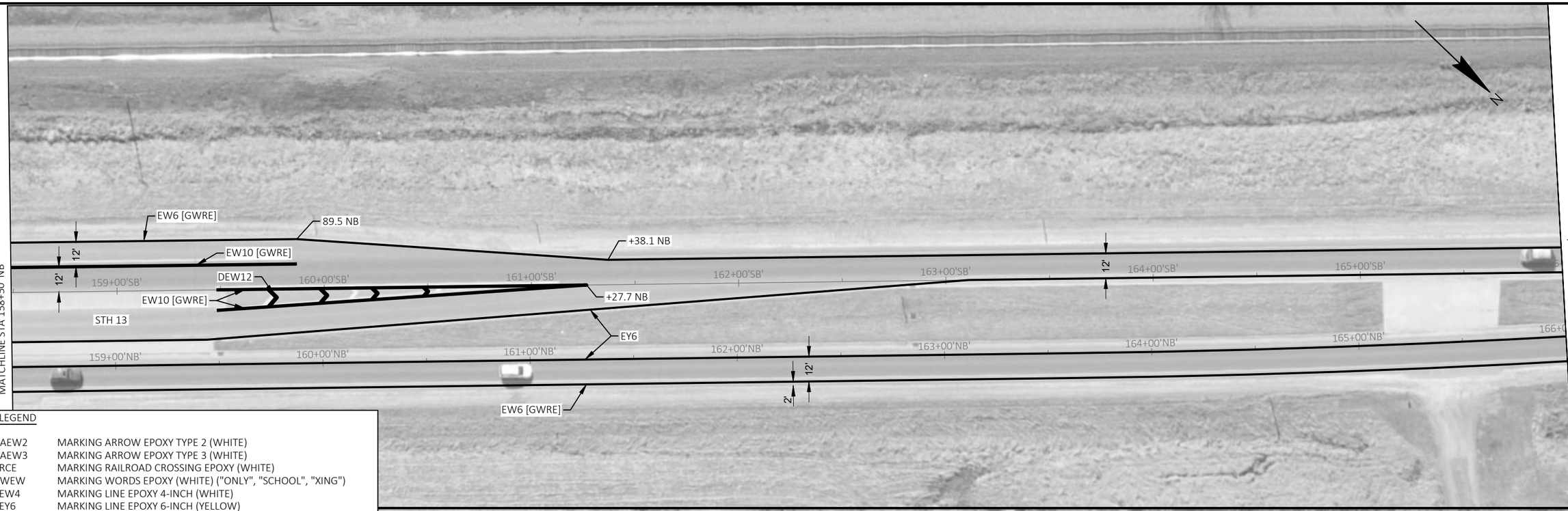
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	156+36.94 - STH 13 'SB' 14+07.98 - 26TH RD	65.3' LT 61.4' RT	40.0' R	Y = 112712.98 X = 123568.24

DYNAMIC ENVELOPE MARKINGS

PLACE 4" WHITE EPOXY MARKINGS AT A 6' OFFSET AND PARALLEL TO THE NEAREST RAIL

PLACE 12" WHITE DIAGONAL EPOXY MARKINGS AT A 45-DEGREE ANGLE TO THE DIRECTION OF VEHICLE TRAVEL AND SPACED AT 5' O.C.

2



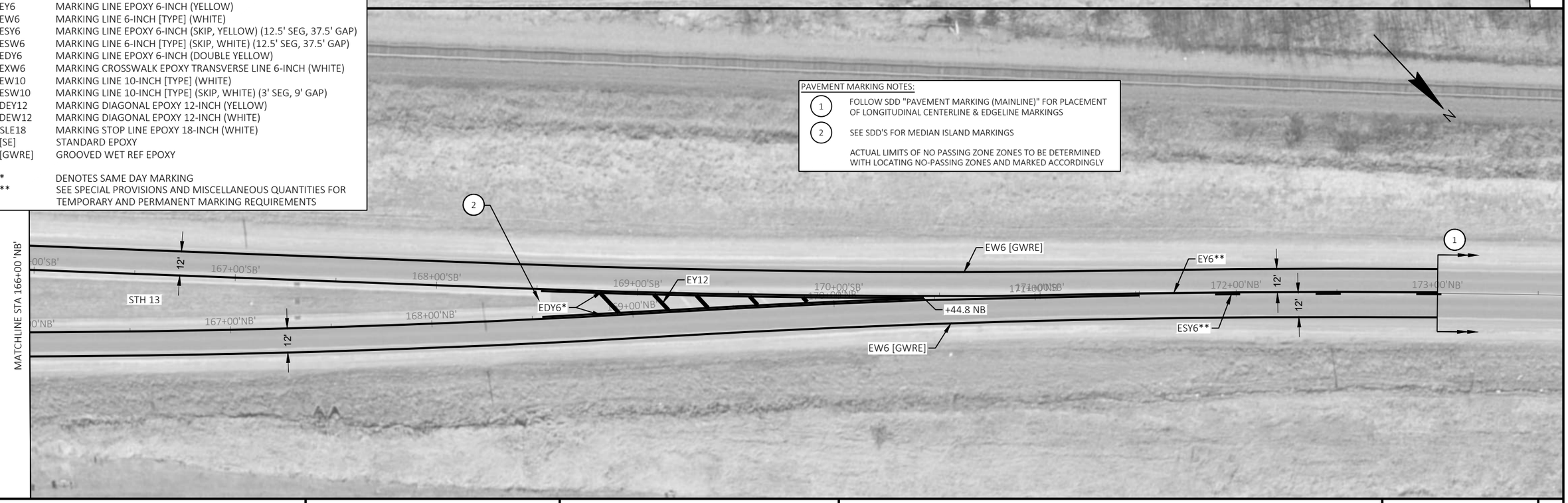
LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

ACTUAL LIMITS OF NO PASSING ZONE ZONES TO BE DETERMINED WITH LOCATING NO-PASSING ZONES AND MARKED ACCORDINGLY



PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 38	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\024501-PM6.DWG
LAYOUT NAME - PM2
PLOT DATE : 4/18/2023 8:47 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

2

2

LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

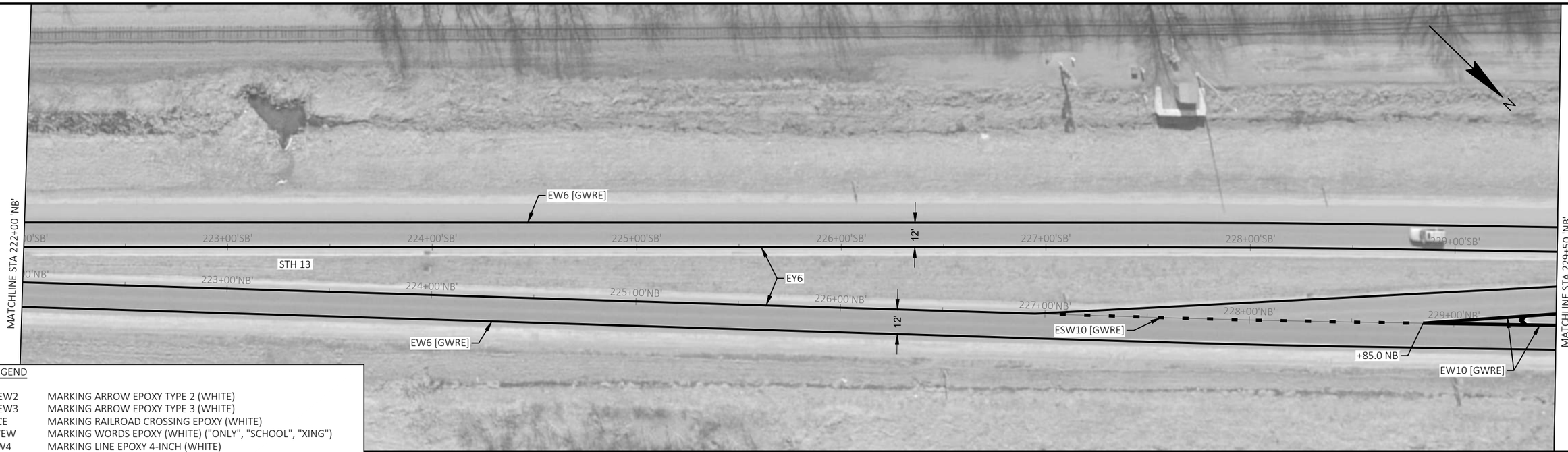
PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

ACTUAL LIMITS OF NO PASSING ZONE ZONES TO BE DETERMINED WITH LOCATING NO-PASSING ZONES AND MARKED ACCORDINGLY

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 39	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\024501-PM6.DWG
LAYOUT NAME - PM3
PLOT DATE : 4/18/2023 8:49 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ###########



LEGEND

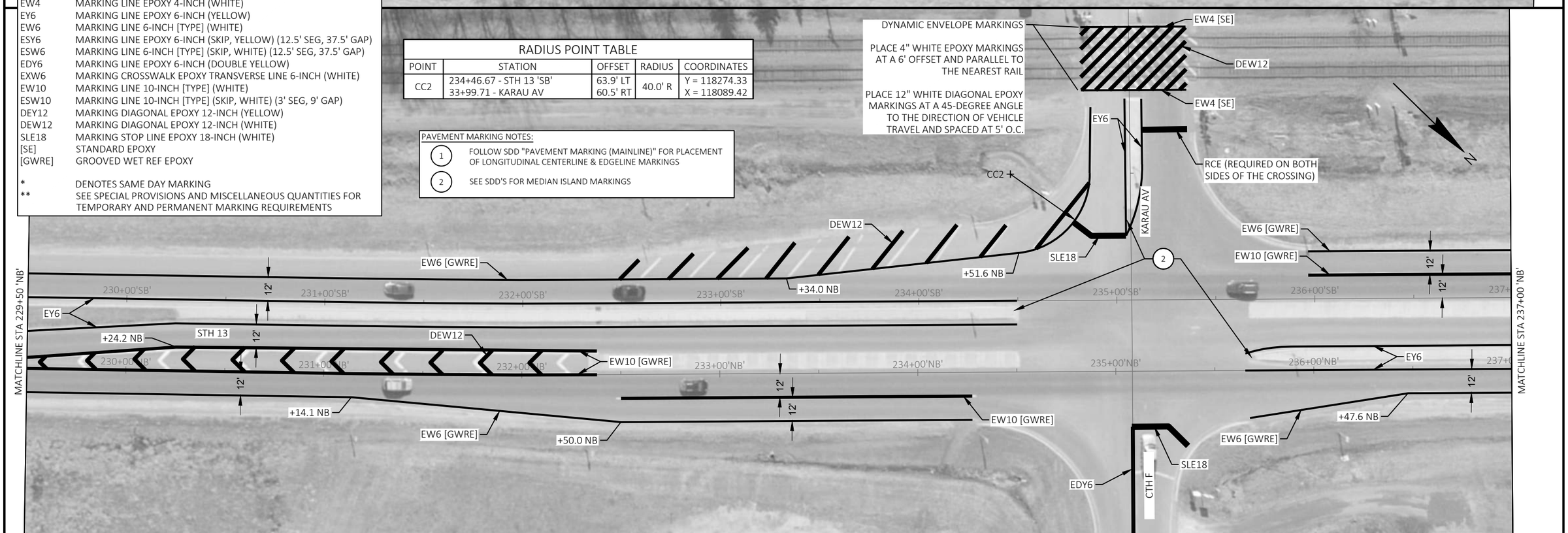
AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC2	234+46.67 - STH 13 'SB' 33+99.71 - KARAU AV	63.9' LT 60.5' RT	40.0' R	Y = 118274.33 X = 118089.42

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS



LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
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EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

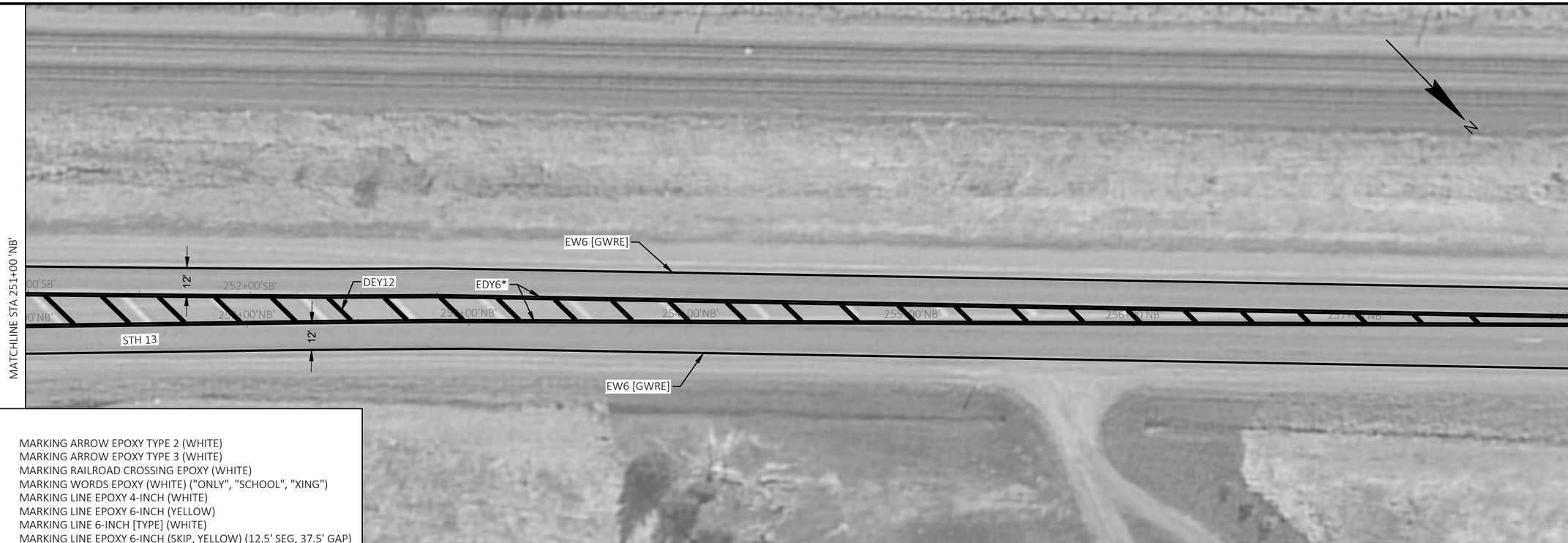
PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 41	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\024501-PM6.DWG
LAYOUT NAME - PM5
PLOT DATE : 4/18/2023 8:55 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########

2



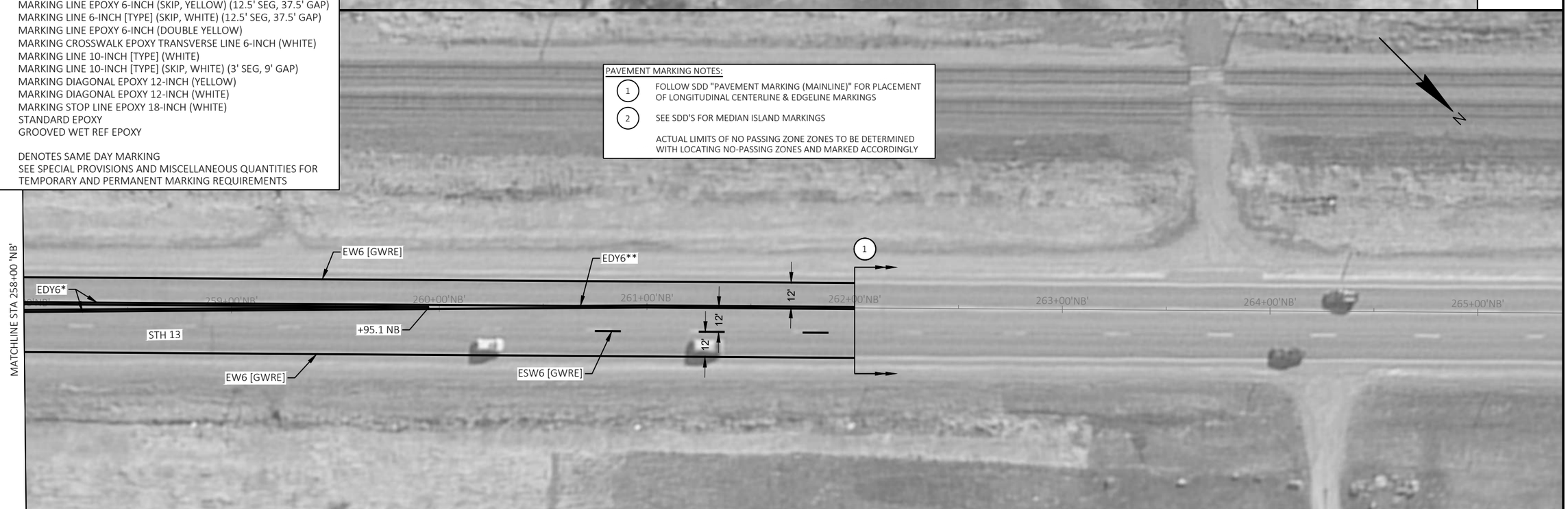
LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

ACTUAL LIMITS OF NO PASSING ZONE ZONES TO BE DETERMINED WITH LOCATING NO-PASSING ZONES AND MARKED ACCORDINGLY



2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 42	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\024501-PM6.DWG
LAYOUT NAME - PM6
PLOT DATE : 4/18/2023 8:55 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########

LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

ACTUAL LIMITS OF NO PASSING ZONE ZONES TO BE DETERMINED WITH LOCATING NO-PASSING ZONES AND MARKED ACCORDINGLY

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 43	E

LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

2

MATCHLINE STA 338+00 'NB'

DYNAMIC ENVELOPE MARKINGS

PLACE 4" WHITE EPOXY MARKINGS AT A 6' OFFSET AND PARALLEL TO THE NEAREST RAIL

PLACE 12" WHITE DIAGONAL EPOXY MARKINGS AT A 45-DEGREE ANGLE TO THE DIRECTION OF VEHICLE TRAVEL AND SPACED AT 5' O.C.

EW4 [SE]
DEW12
EW4 [SE]
EY6
EW10 [SE]
RCE (REQUIRED ON BOTH SIDES OF THE CROSSING)
SLE18
WILLOW DR
EW6 [SE]
EW10 [GWRE]
+25.0 NB
SLE18
ESW6 [GWRE]
EW6 [SE]
+4.0 NB
ESW6 [GWRE]
12'
339+00'SB'
340+00'SB'
341+00'SB'
342+00'SB'
343+00'SB'
344+00'SB'
345+00'SB'
EW10 [GWRE]
EY6
STH 13
341+00'NB'
344+00'NB'
345+00'NB'
340+00'NB'
EW10 [GWRE]
ESW6 [GWRE]
SLE18
ESW6 [GWRE]
EXW6
+84.1 NB
EW6 [SE]
EW6 [SE]
+59.1 NB
EW6 [SE]
SLE18
WILLOW DR
AEW3
AEW2
ONLY
EW10 [SE]
EDY6
WEW

MATCHLINE STA 345+50 'NB'

LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS

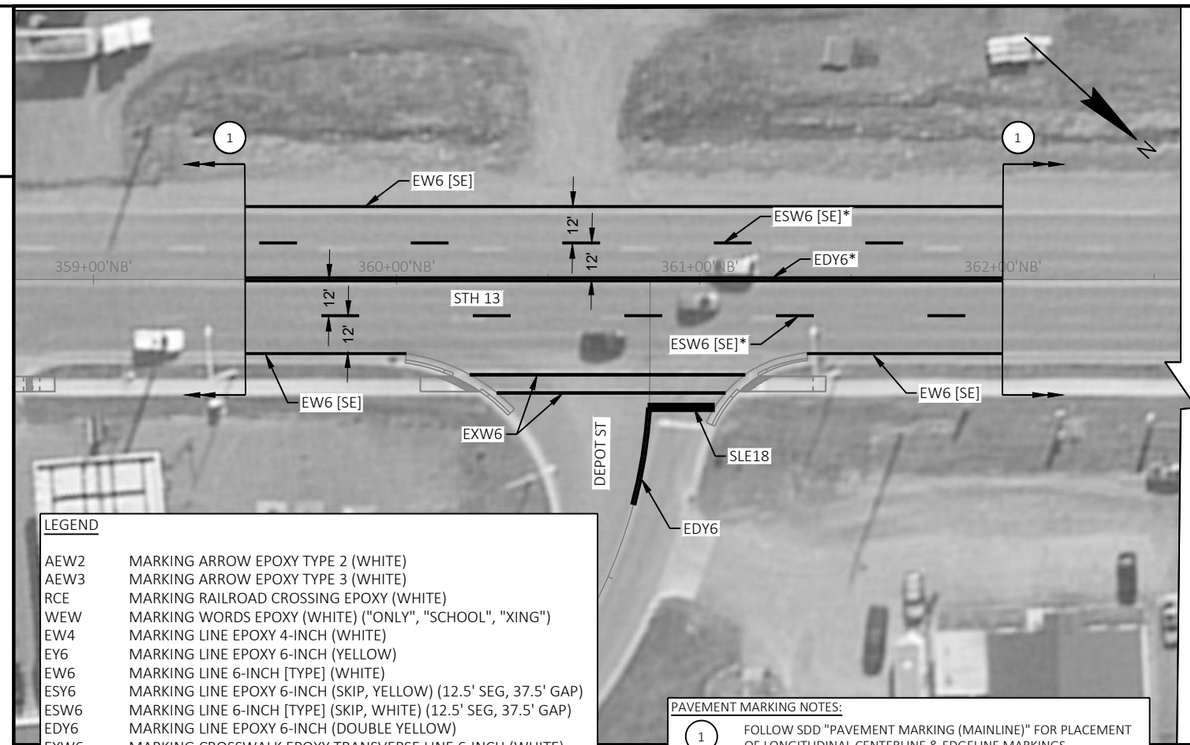
ESW6 [GWRE]
EW6 [SE]
346+00'SB'
347+00'SB'
348+00'SB'
349+00'SB'
350+00'SB'
+47.7 NB
ESW6 [SE]*
EDY6*
STH 13
346+00'NB'
347+00'NB'
348+00'NB'
349+00'NB'
350+00'NB'
351+00'NB'
352+00'NB'
353+00'NB'
DEY12
+24.5 NB
ESW6 [GWRE]
ESW6 [SE]*
EW6 [SE]
+47.7 NB
CHANGE LANE LINE MARKING MATERIAL

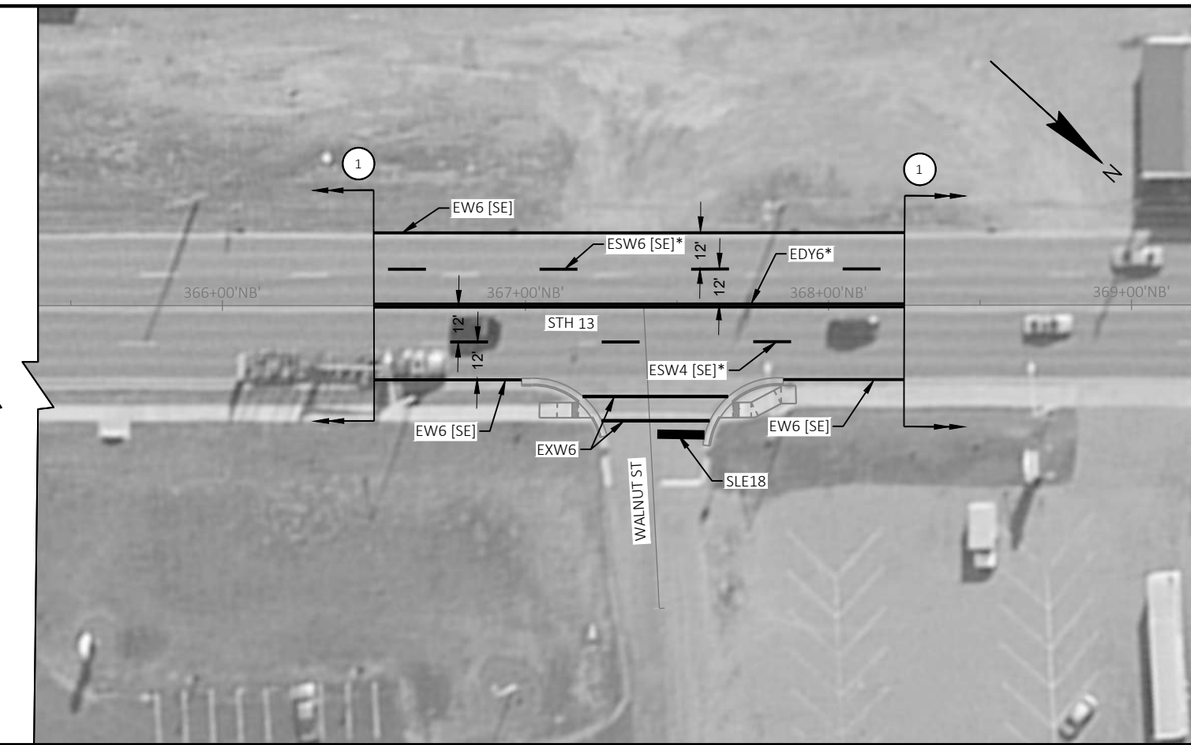
MATCHLINE STA 345+50 'NB'

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 45	E

2



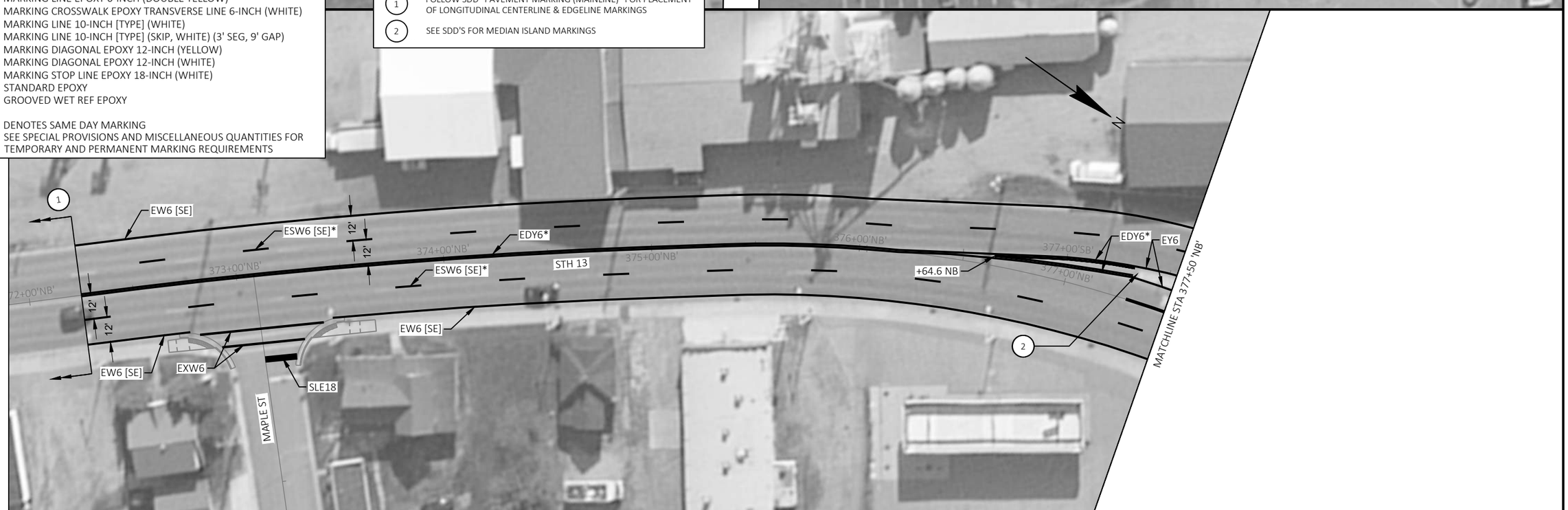


LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
ESW6	MARKING LINE 6-INCH [TYPE] (SKIP, WHITE) (12.5' SEG, 37.5' GAP)
EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PAVEMENT MARKING NOTES:

1. FOLLOW SDD "PAVEMENT MARKING (MAINLINE)" FOR PLACEMENT OF LONGITUDINAL CENTERLINE & EDGELINE MARKINGS
2. SEE SDD'S FOR MEDIAN ISLAND MARKINGS



PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 46	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\024501-PM6.DWG
LAYOUT NAME - PM10
PLOT DATE : 4/18/2023 9:01 AM PLOT BY : ANDY BLOCK PLOT NAME : PLOT SCALE : ##########

PAVEMENT MARKING NOTES:

(2) SEE SDD'S FOR MEDIAN ISLAND MARKINGS

LEGEND

AEW2	MARKING ARROW EPOXY TYPE 2 (WHITE)
AEW3	MARKING ARROW EPOXY TYPE 3 (WHITE)
RCE	MARKING RAILROAD CROSSING EPOXY (WHITE)
WEW	MARKING WORDS EPOXY (WHITE) ("ONLY", "SCHOOL", "XING")
EW4	MARKING LINE EPOXY 4-INCH (WHITE)
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EW6	MARKING LINE 6-INCH [TYPE] (WHITE)
ESY6	MARKING LINE EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
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EDY6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EXW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
EW10	MARKING LINE 10-INCH [TYPE] (WHITE)
ESW10	MARKING LINE 10-INCH [TYPE] (SKIP, WHITE) (3' SEG, 9' GAP)
DEY12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
DEW12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
SLE18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
[SE]	STANDARD EPOXY
[GWRE]	GROOVED WET REF EPOXY
*	DENOTES SAME DAY MARKING
**	SEE SPECIAL PROVISIONS AND MISCELLANEOUS QUANTITIES FOR TEMPORARY AND PERMANENT MARKING REQUIREMENTS

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PAVEMENT MARKING	SHEET 47	E

2

LEGEND:

WORK ZONE

TRAFFIC CONTROL SIGN ON TWO POSTS

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL GENERAL NOTES:

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

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACK GROUND IS ORANGE.

IMMEDIATELY REESTABLISH ALL BARRICADES AND/OR DRUMS THAT MUST BE MOVED FOR A WORK OPERATION UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORK DAY.

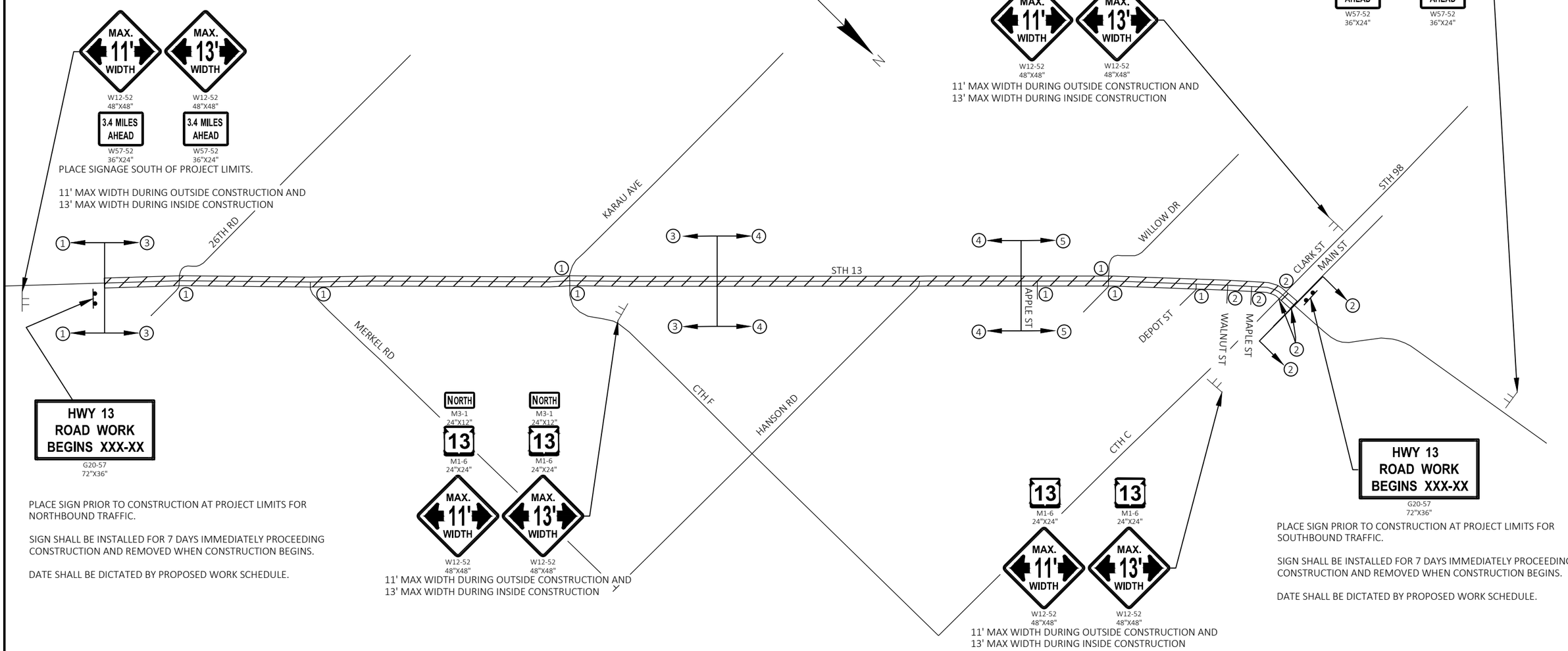
1. INSTALL ADVANCED WARNING SIGNS ON STH 13 PRIOR TO THE PROJECT BEGINNING WORK ZONE AND ON THE DESIGNATED SIDEROADS, IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

2. INSTALL ADVANCED WARNING SIGNS ON STH 13 PRIOR TO THE PROJECT ENDING WORK ZONE AND ON THE DESIGNATED SIDEROADS, IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

3. UTILIZE A ONE LANE OPERATION WITH FLAGGERS CONFORMING TO THE STANDARD SPECIFICATIONS AND WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" WHEN THE WORK OPERATIONS ARE OCCURRING WITHIN THE TWO-LANE SEGMENT OF STH 13, SOUTH OF CTH F STA. 260+00 APPROXIMATELY.

4. CLOSE ONE NORTHBOUND LANE WITHIN THE 3-LANE SEGMENT OF STH 13 USING SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT/WITH LANE SHIFT" OR "TRAFFIC CONTROL, SINGLE RIGHT/LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" . UTILIZE A ONE LANE OPERATION WITH FLAGGERS CONFORMING TO THE STANDARD SPECIFICATIONS AND WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" WITHIN THE REMAINING TWO LANES OF STH 13 FROM APPROXIMATELY STA. 260+00 TO STA. 316+00.

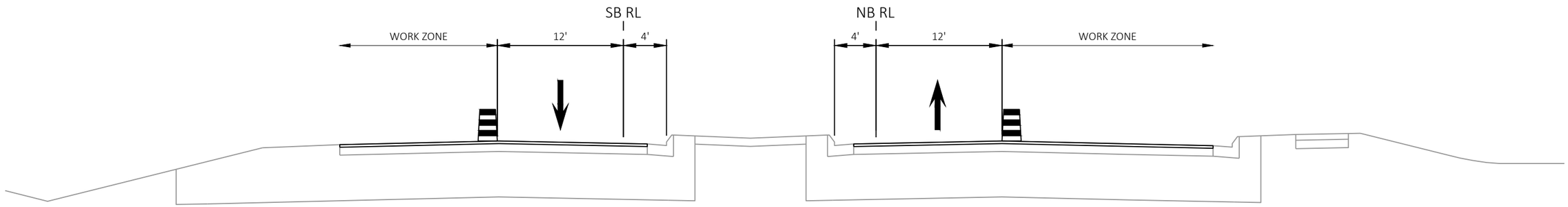
5. WHEN WORK OPERATIONS ARE OCCURRING WITHIN THE FOUR-LANE DIVIDED SEGMENTS OF STH 13, SIGN THE SINGLE LANE CLOSURES IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY".
WHEN WORK OPERATIONS ARE OCCURRING WITHIN THE FOUR-LANE UNDIVIDED SEGMENTS OF STH 13, SIGN THE SINGLE LANE CLOSURES IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY".



2

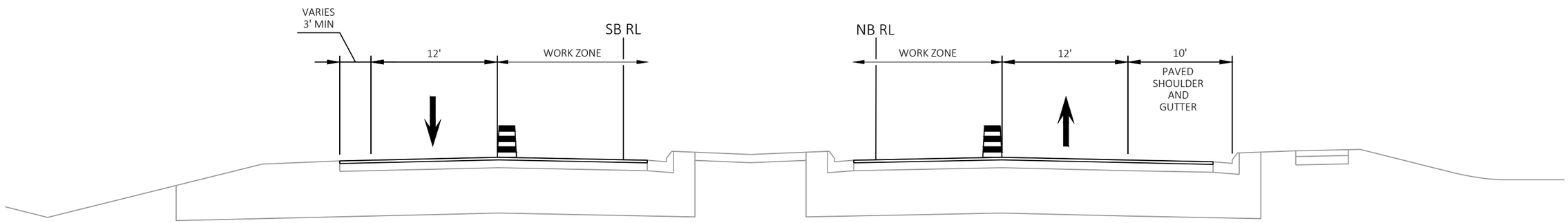
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL	SHEET 48	E

2



OUTSIDE CONSTRUCTION

STH 13
4 LANE DIVIDED SECTION



INSIDE CONSTRUCTION

STH 13
4 LANE DIVIDED SECTION

NOTES:
LANE CLOSURES AS SHOWN ARE NOT REQUIRED IN BOTH DIRECTIONS OF TRAVEL CONCURRENTLY.

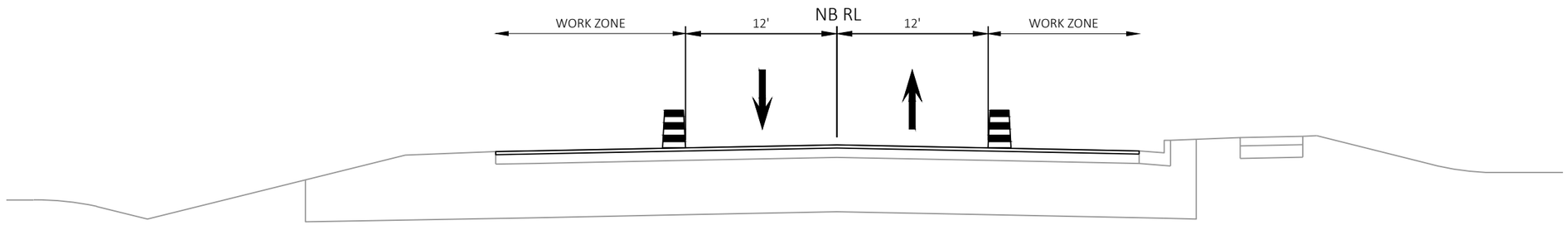
TYPICALLY MAINTAIN NB & SB TRAFFIC ON EXISTING TRAVELED LANES FOR THE RESPECTIVE DIRECTION OF TRAVEL.

DRUMS FOR STH 13 LANE CLOSURES MUST REMAIN ON THE CLOSED SIDE OF THE LANE LINE OF THE ROADWAY EXCEPT FOR WHEN ACTIVE WORK IN A GIVEN LOCATION IS OCCURRING, AT WHICH TIME ASSOCIATED DRUMS MAY BE MOVED TO THE OTHER SIDE OF THE LANE LINE TO ACCOMPLISH THE GIVEN WORK AT THAT LOCATION. ONCE THE WORK HAS BEEN COMPLETED IN A GIVEN LOCATION, MOVE THE DRUMS BACK TO THE CLOSED SIDE OF THE LANE LINE.

LEGEND

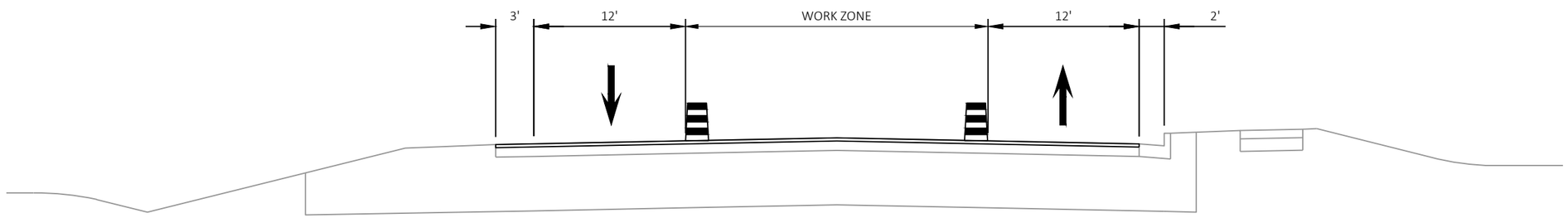
DIRECTION OF THRU TRAFFIC

TRAFFIC CONTROL DRUM



OUTSIDE CONSTRUCTION

STH 13
4 LANE UNDIVIDED SECTION



INSIDE CONSTRUCTION

STH 13
4 LANE UNDIVIDED SECTION

LEGEND

DIRECTION OF THRU TRAFFIC

TRAFFIC CONTROL DRUM

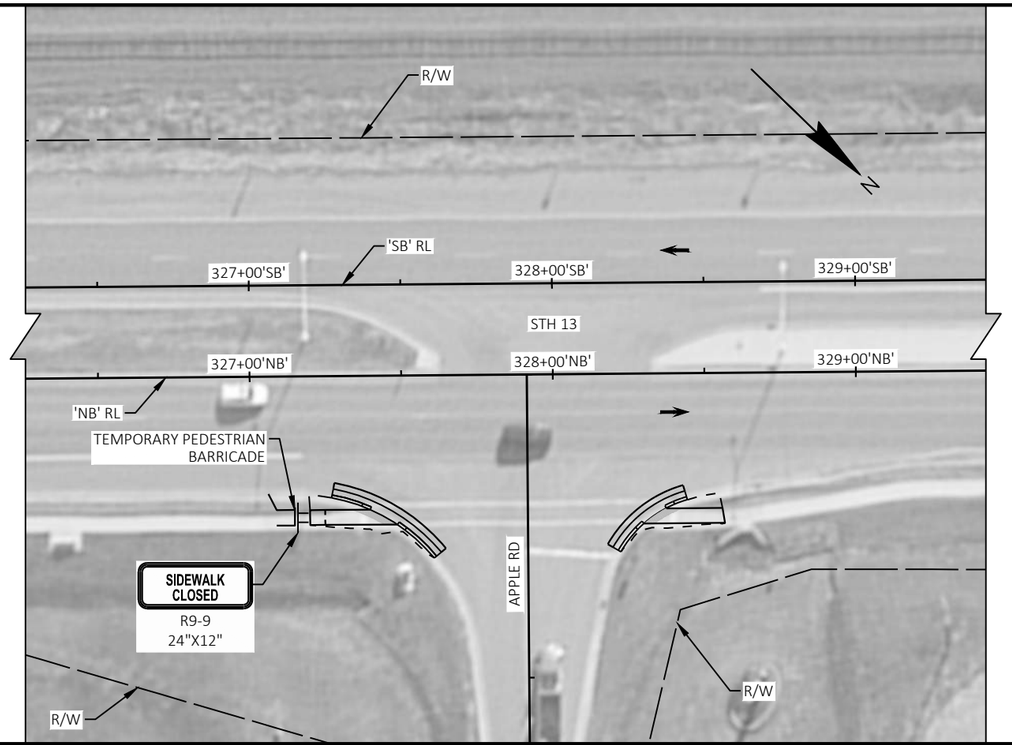
NOTES:
OUTSIDE LANE CLOSURES AS SHOWN ARE NOT REQUIRED IN BOTH DIRECTIONS OF TRAVEL CONCURRENTLY.

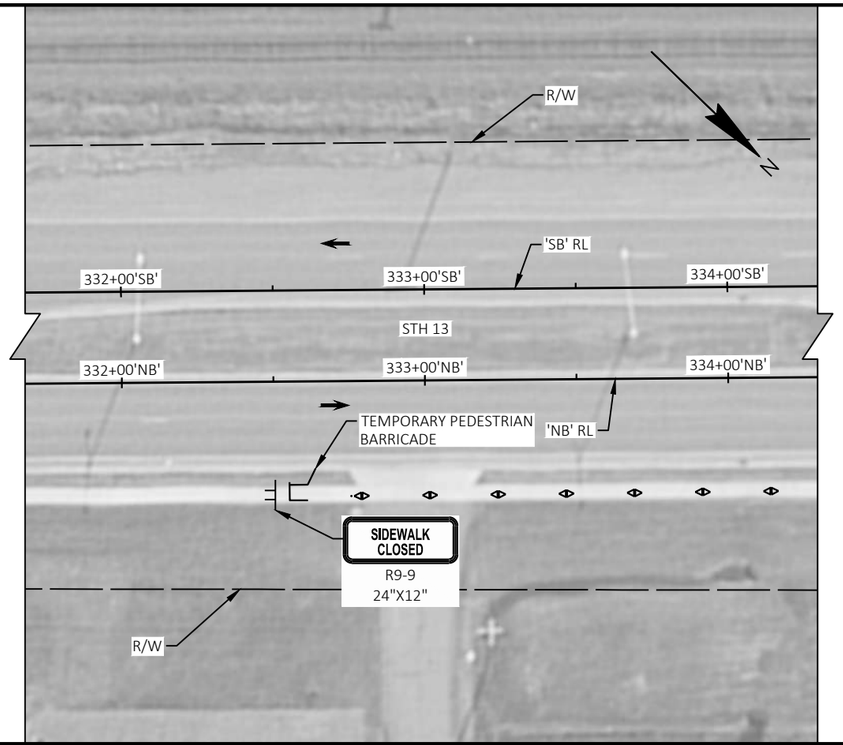
INSIDE LANE CLOSURES, WHEN USED, ARE REQUIRED FOR BOTH DIRECTIONS OF TRAVEL CONCURRENTLY IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY".

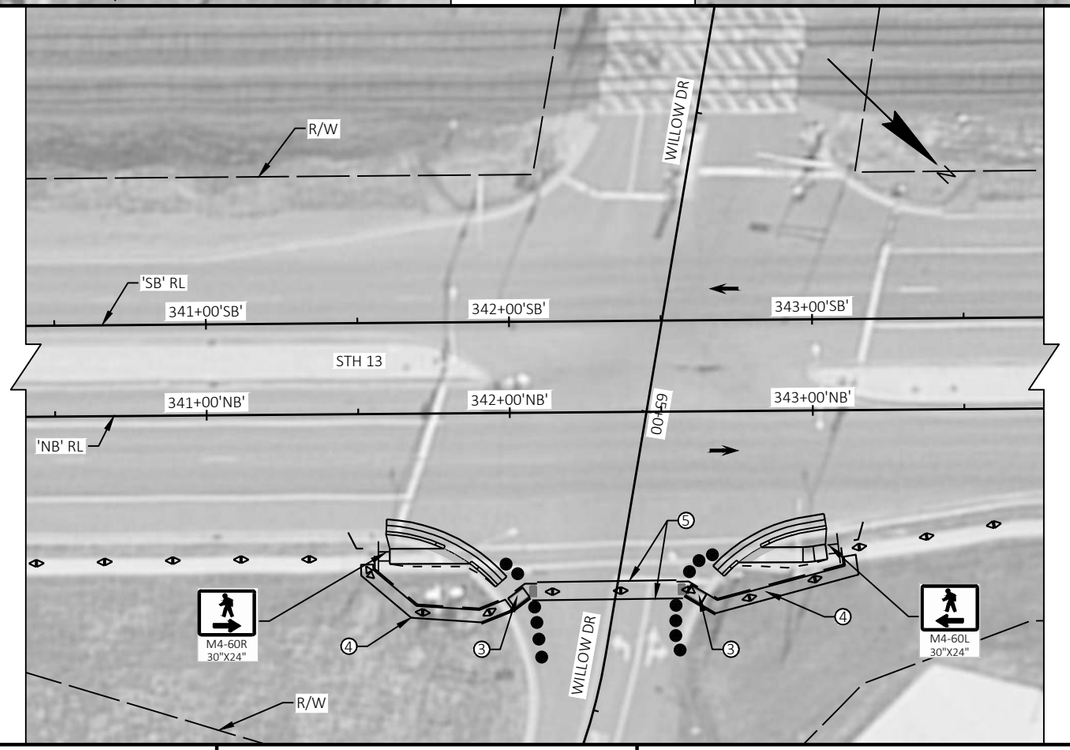
TYPICALLY MAINTAIN NB & SB TRAFFIC ON EXISTING TRAVELED LANES FOR THE RESPECTIVE DIRECTION OF TRAVEL.

DRUMS FOR STH 13 LANE CLOSURES MUST REMAIN ON THE CLOSED SIDE OF THE LANE LINE OF THE ROADWAY EXCEPT FOR WHEN ACTIVE WORK IN A GIVEN LOCATION IS OCCURRING, AT WHICH TIME ASSOCIATED DRUMS MAY BE MOVED TO THE OTHER SIDE OF THE LANE LINE TO ACCOMPLISH THE GIVEN WORK AT THAT LOCATION. ONCE THE WORK HAS BEEN COMPLETED IN A GIVEN LOCATION, MOVE THE DRUMS BACK TO THE CLOSED SIDE OF THE LANE LINE.

2







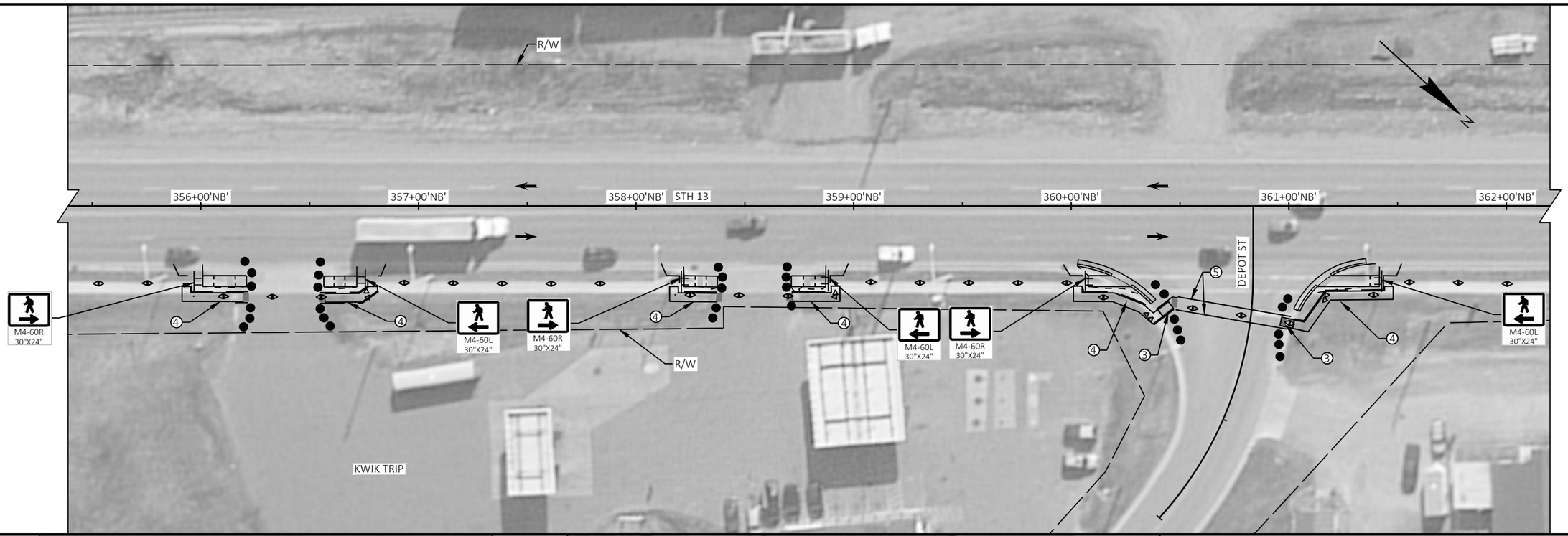
NOTES

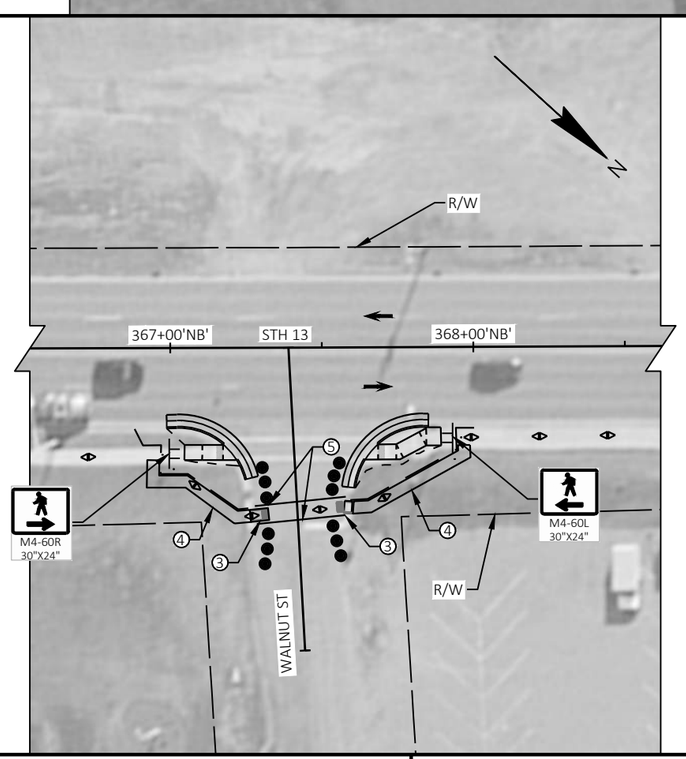
1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

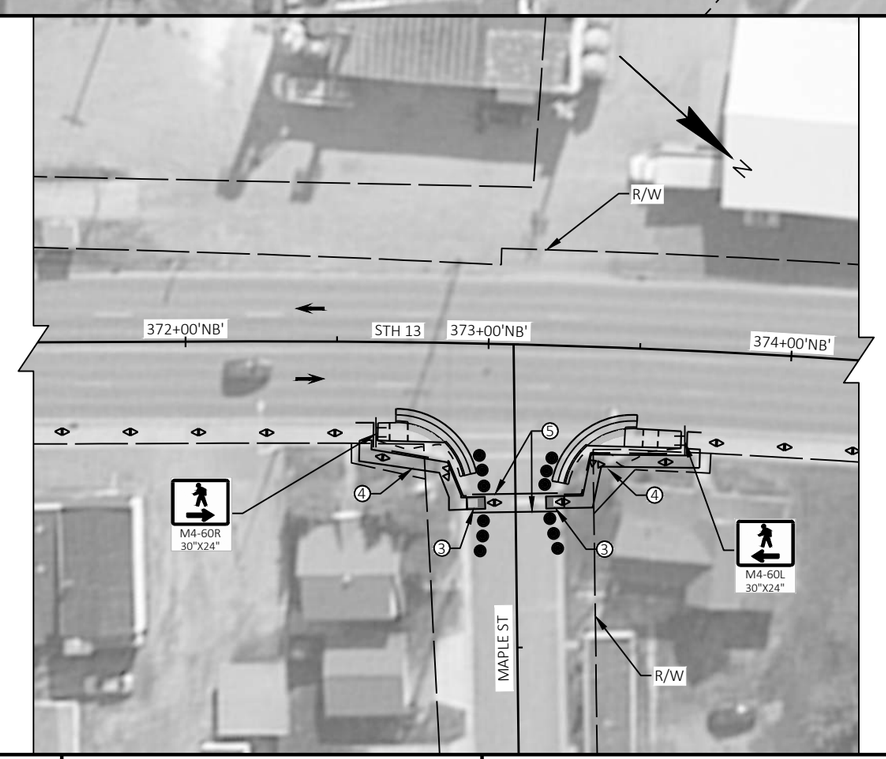
LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN ACCOMMODATION	SHEET 51	E







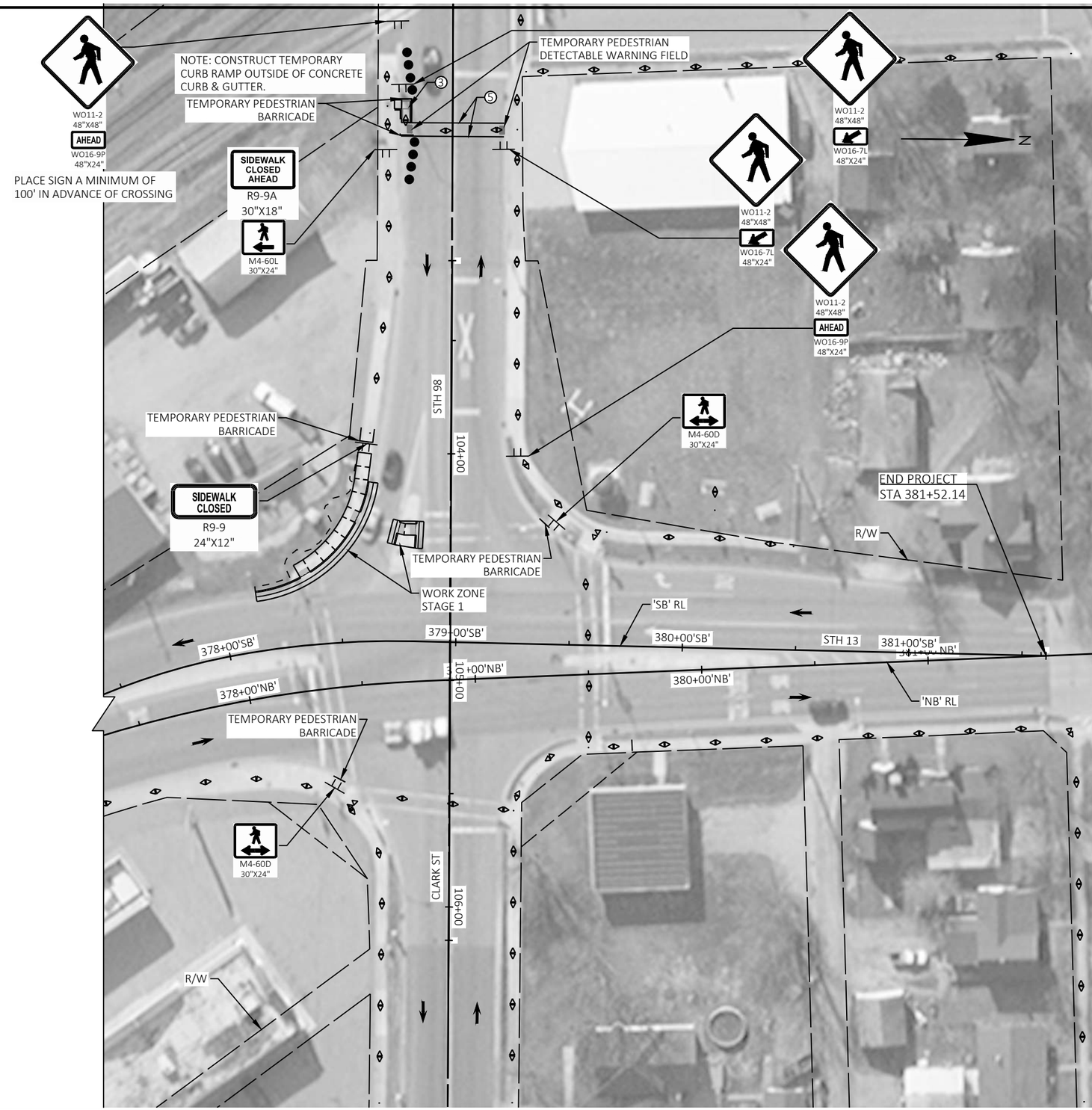
NOTES

1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN ACCOMMODATION	SHEET 52	E



NOTES

1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN ACCOMMODATION	SHEET 53	E

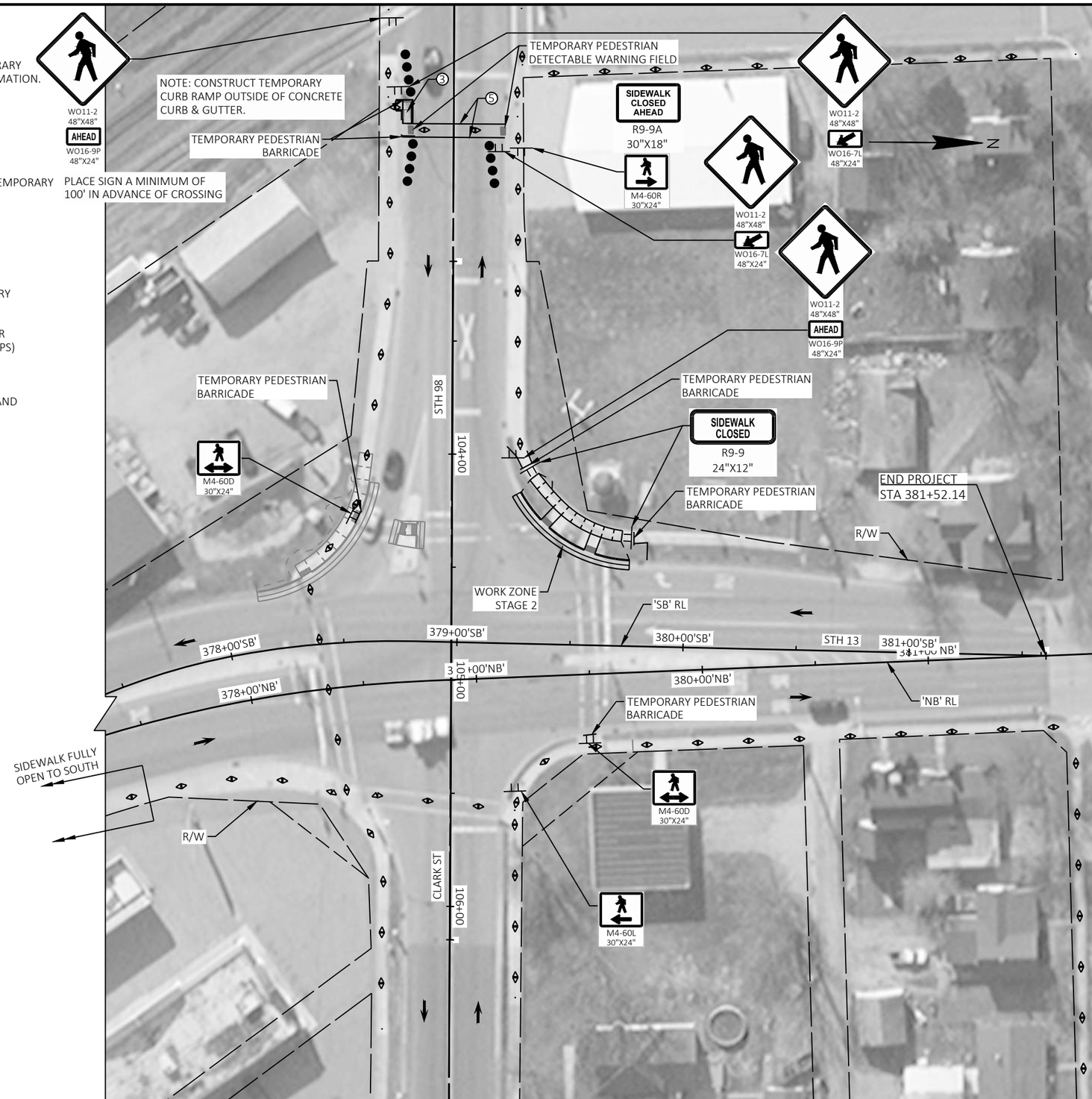
2

NOTES

1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS



2

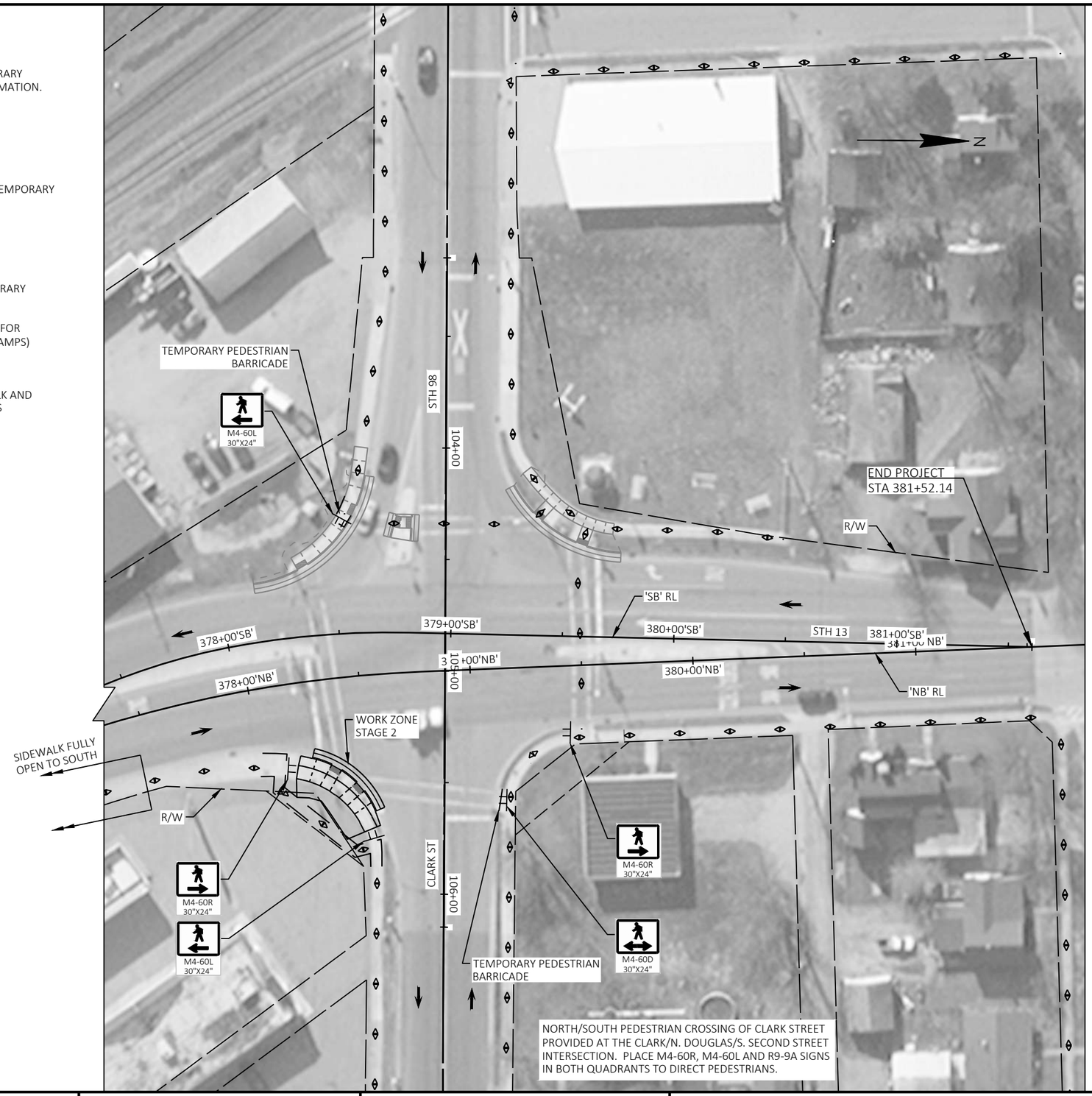
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 2 PEDESTRIAN ACCOMMODATION	SHEET 54	E

NOTES

1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS



PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 3 PEDESTRIAN ACCOMMODATION	SHEET 55	E

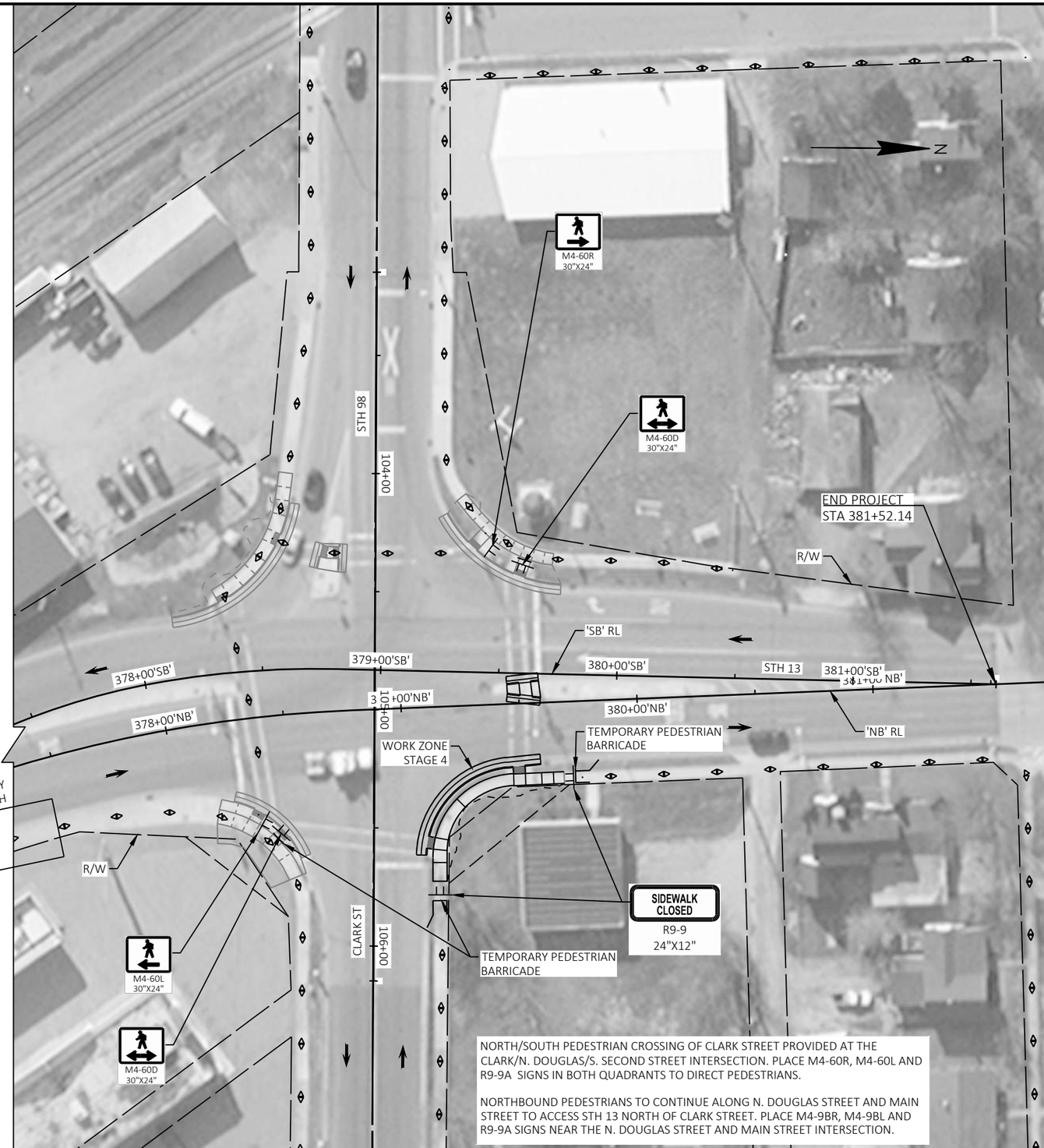
2

NOTES

1. REFER TO CURB RAMP DETAILS FOR TEMPORARY SIDEWALK AND CURB RAMP LAYOUT INFORMATION.
2. USE EXISTING CROSSWALK.
3. USE TEMPORARY CURB RAMP.
4. TEMPORARY PEDESTRIAN SURFACE.
5. TEMPORARY CROSSWALK (MARKED WITH TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH)

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM (SEE SDD FOR LAYOUT NEAR TEMPORARY CURB RAMPS)
- DIRECTION OF VEHICLE TRAFFIC
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS



NORTH/SOUTH PEDESTRIAN CROSSING OF CLARK STREET PROVIDED AT THE CLARK/N. DOUGLAS/S. SECOND STREET INTERSECTION. PLACE M4-60R, M4-60L AND R9-9A SIGNS IN BOTH QUADRANTS TO DIRECT PEDESTRIANS.

NORTHBOUND PEDESTRIANS TO CONTINUE ALONG N. DOUGLAS STREET AND MAIN STREET TO ACCESS STH 13 NORTH OF CLARK STREET. PLACE M4-9BR, M4-9BL AND R9-9A SIGNS NEAR THE N. DOUGLAS STREET AND MAIN STREET INTERSECTION.

2

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	TRAFFIC CONTROL - STAGE 4 PEDESTRIAN ACCOMMODATION	SHEET 56	E

1620-03-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	12.000	12.000
0004	204.0110	Removing Asphaltic Surface	SY	175.000	175.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	885.000	885.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	129,625.000	129,625.000
0010	204.0150	Removing Curb & Gutter	LF	675.000	675.000
0012	204.0155	Removing Concrete Sidewalk	SY	390.000	390.000
0014	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	28.000	28.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1620-03-72	EACH	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 1620-03-72	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,000.000	2,000.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	190.000	190.000
0024	416.0160	Concrete Driveway 6-Inch	SY	12.000	12.000
0026	416.0610	Drilled Tie Bars	EACH	44.000	44.000
0028	455.0605	Tack Coat	GAL	9,375.000	9,375.000
0030	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0032	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0034	460.2005	Incentive Density PWL HMA Pavement	DOL	7,430.000	7,430.000
0036	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	28,910.000	28,910.000
0038	460.2010	Incentive Air Voids HMA Pavement	DOL	11,095.000	11,095.000
0040	460.6425	HMA Pavement 5 MT 58-28 H	TON	11,095.000	11,095.000
0042	465.0105	Asphaltic Surface	TON	65.000	65.000
0044	465.0110	Asphaltic Surface Patching	TON	225.000	225.000
0046	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	1,975.000	1,975.000
0048	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	10,005.000	10,005.000
0050	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	52.000	52.000
0052	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	389.000	389.000
0054	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	81.000	81.000
0056	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	153.000	153.000
0058	602.0405	Concrete Sidewalk 4-Inch	SF	3,200.000	3,200.000
0060	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	150.000	150.000
0062	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	236.000	236.000
0064	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1620-03-72	EACH	1.000	1.000
0066	619.1000	Mobilization	EACH	1.000	1.000
0068	624.0100	Water	MGAL	40.000	40.000
0070	625.0100	Topsoil	SY	575.000	575.000
0072	628.1504	Silt Fence	LF	200.000	200.000
0074	628.1520	Silt Fence Maintenance	LF	200.000	200.000
0076	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0078	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0080	628.2006	Erosion Mat Urban Class I Type A	SY	575.000	575.000
0082	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0084	628.7015	Inlet Protection Type C	EACH	98.000	98.000
0086	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0088	630.0500	Seed Water	MGAL	12.000	12.000
0090	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0092	638.2102	Moving Signs Type II	EACH	3.000	3.000
0094	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0096	642.5001	Field Office Type B	EACH	1.000	1.000
0098	643.0300	Traffic Control Drums	DAY	20,125.000	20,125.000

1620-03-72

Line	Item	Item Description	Unit	Total	Qty
0100	643.0420	Traffic Control Barricades Type III	DAY	948.000	948.000
0102	643.0705	Traffic Control Warning Lights Type A	DAY	1,896.000	1,896.000
0104	643.0715	Traffic Control Warning Lights Type C	DAY	2,115.000	2,115.000
0106	643.0800	Traffic Control Arrow Boards	DAY	132.000	132.000
0108	643.0900	Traffic Control Signs	DAY	5,618.000	5,618.000
0110	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0112	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	555.000	555.000
0114	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	110.000	110.000
0116	643.5000	Traffic Control	EACH	1.000	1.000
0118	644.1430	Temporary Pedestrian Surface Plate	SF	15.000	15.000
0120	644.1440	Temporary Pedestrian Surface Matting	SF	2,045.000	2,045.000
0122	644.1601	Temporary Pedestrian Curb Ramp	DAY	200.000	200.000
0124	644.1605	Temporary Pedestrian Detectable Warning Field	SF	112.000	112.000
0126	644.1810	Temporary Pedestrian Barricade	LF	1,160.000	1,160.000
0128	646.1020	Marking Line Epoxy 4-Inch	LF	355.000	355.000
0130	646.5020	Marking Arrow Epoxy	EACH	7.000	7.000
0132	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0134	646.5320	Marking Railroad Crossings Epoxy	EACH	8.000	8.000
0136	646.6120	Marking Stop Line Epoxy 18-Inch	LF	620.000	620.000
0138	646.7120	Marking Diagonal Epoxy 12-Inch	LF	2,685.000	2,685.000
0140	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,060.000	1,060.000
0142	646.8120	Marking Curb Epoxy	LF	685.000	685.000
0144	646.8220	Marking Island Nose Epoxy	EACH	30.000	30.000
0146	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	675.000	675.000
0148	650.8000	Construction Staking Resurfacing Reference	LF	23,767.000	23,767.000
0150	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0152	650.9500	Construction Staking Sidewalk (project) 01. 1620-03-72	EACH	1.000	1.000
0154	650.9911	Construction Staking Supplemental Control (project) 01. 1620-03-72	EACH	1.000	1.000
0156	653.0900	Adjusting Pull Boxes	EACH	3.000	3.000
0158	690.0150	Sawing Asphalt	LF	1,045.000	1,045.000
0160	690.0250	Sawing Concrete	LF	345.000	345.000
0162	740.0440	Incentive IRI Ride	DOL	24,830.000	24,830.000
0164	SPV.0030	Special 01. Fertilizer For Lawn Type Turf	CWT	2.000	2.000
0166	SPV.0060	Special 01. Research and Locate Existing Land Parcel Monuments	EACH	4.000	4.000
0168	SPV.0060	Special 02. Verify and Replace Existing Land Parcel Monuments	EACH	4.000	4.000
0170	SPV.0090	Special 01. Temporary Marking Line Paint 6-Inch	LF	2,410.000	2,410.000
0172	SPV.0090	Special 02. Temporary Marking Line Epoxy 6-Inch	LF	9,900.000	9,900.000
0174	SPV.0090	Special 03. Marking Line Epoxy 6-Inch	LF	38,550.000	38,550.000
0176	SPV.0090	Special 04. Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	30,890.000	30,890.000
0178	SPV.0090	Special 05. Marking Line Epoxy 10-Inch	LF	3,055.000	3,055.000
0180	SPV.0090	Special 06. Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	925.000	925.000
0182	SPV.0090	Special 07. Marking Line Same Day Epoxy 6-Inch	LF	19,350.000	19,350.000
0184	SPV.0180	Special 01. Preparing Topsoil For Lawn Type Turf	SY	575.000	575.000
0186	SPV.0180	Special 02. Removing Distressed Asphaltic Surface Milling	SY	2,000.000	2,000.000

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REMOVING CONCRETE ITEMS

STATION	TO	STATION	QUADRANT	204.0100 PAVEMENT SY	204.0150 CURB & GUTTER LF	204.0155 SIDEWALK SY
327+20	-	327+65	APPLE SE	-	41	15
328+20	-	328+55	APPLE NE	-	30	15
341+60	-	341+95	WILLOW SE	-	42	13
342+70	-	343+05	WILLOW NE	-	40	17
356+00	-	356+20	S COMMERCIAL ENTRANCE SE	3	-	12
356+55	-	356+70	S COMMERCIAL ENTRANCE NE	3	-	9
358+20	-	358+35	N COMMERCIAL ENTRANCE SE	3	-	9
358+70	-	358+85	N COMMERCIAL ENTRANCE NE	3	-	9
360+00	-	360+40	DEPOT SE	-	40	9
361+00	-	361+40	DEPOT NE	-	41	15
367+00	-	367+25	WALNUT SE	-	35	10
367+60	-	367+90	WALNUT NE	-	36	17
372+65	-	372+95	MAPLE SE	-	32	15
373+25	-	373+65	MAPLE NE	-	34	18
378+10	-	378+65	CLARK SW	-	82	42
378+15	-	378+55	CLARK SE	-	40	50
378+65	-	378+80	W MEDIAN	-	24	10
379+20	-	379+70	CLARK NW	-	60	42
379+05	-	379+70	CLARK NE	-	70	55
379+45	-	379+60	N MEDIAN	-	28	8
ITEM TOTAL				12	675	390

REMOVING ASPHALTIC SURFACE ITEMS

STATION	TO	STATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
143+85	-	172+00	-	197	16,775
172+00	-	215+00	-	36	15,320
215+00	-	257+00	-	161	23,160
257+00	-	316+00	-	32	28,770
316+00	-	350+00	36	246	26,410
350+00	-	376+00	38	68	14,195
376+00	-	381+52	101	145	4,995
ITEM TOTAL			175	885	129,625

CONTAMINATED SOIL REMOVAL

STATION	TO	STATION	QUADRANT	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
378+10	-	378+65	CLARK SW	28
ITEM TOTAL				28

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION	TO	STATION	211.0101 EACH
143+85	-	381+52	1
ITEM TOTAL			1

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AGGREGATE ITEMS

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
143+85	-	172+00	STH 13	200	-	4
172+00	-	215+00	STH 13	550	-	10
215+00	-	257+00	STH 13	370	-	6
257+00	-	316+00	STH 13	690	-	11
316+00	-	350+00	STH 13	160	-	4
350+00	-	376+00	STH 13	30	-	1
327+20	-	327+65	APPLE SE	-	8	0.2
328+20	-	328+55	APPLE NE	-	7	0.2
341+60	-	341+95	WILLOW SE	-	8	0.2
342+70	-	343+05	WILLOW NE	-	8	0.2
356+00	-	356+20	S COMMERCIAL ENTRANCE SE	-	3	0.1
356+55	-	356+70	S COMMERCIAL ENTRANCE NE	-	2	0.1
358+20	-	358+35	N COMMERCIAL ENTRANCE SE	-	2	0.1
358+70	-	358+85	N COMMERCIAL ENTRANCE NE	-	2	0.1
360+00	-	360+40	DEPOT SE	-	7	0.2
361+00	-	361+40	DEPOT NE	-	8	0.2
367+00	-	367+25	WALNUT SE	-	6	0.1
367+60	-	367+90	WALNUT NE	-	8	0.2
372+65	-	372+95	MAPLE SE	-	6	0.1
373+25	-	373+65	MAPLE NE	-	8	0.2
378+10	-	378+65	CLARK SW	-	28	0.6
378+15	-	378+55	CLARK SE	-	22	0.4
378+65	-	378+80	W MEDIAN	-	4	0.1
379+20	-	379+70	CLARK NW	-	15	0.3
379+05	-	379+70	CLARK NE	-	19	0.3
379+45	-	379+60	N MEDIAN	-	4	0.1
UNDISTRIBUTED				-	15	-
ITEM TOTAL				2,000	190	40

NOTE: ALL STATIONS ARE NORTHBOUND (NB) UNLESS OTHERWISE NOTED

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ASPHALTIC ITEMS

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6425 HMA PAVEMENT 5 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON
143+85	-	172+00	STH 13	1,113	1,335	-	-
172+00	-	215+00	STH 13	1,060	1,270	-	-
215+00	-	257+00	STH 13	1,572	1,885	-	-
257+00	-	316+00	STH 13	1,993	2,390	-	-
316+00	-	350+00	STH 13	1,780	2,135	-	-
350+00	-	376+00	STH 13	1,030	1,235	-	-
376+00	-	381+52	STH 13	260	315	-	-
155+97	-	157+87	26TH RD	75	100	-	-
182+42	-	183+74	MERKEL RD	23	27	-	-
234+27	-	235+98	CTH F/KARAU AVE	74	96	-	-
304+22	-	305+62	BACK COUNTY RD	30	35	-	-
327+27	-	328+43	APPLE RD	24	28	7	-
342+59	-	343+45	WILLOW DR	74	97	8	-
360+03	-	361+36	DEPOT ST	-	-	-	-
366+99	-	367+85	WALNUT ST	10	10	7	-
372+70	-	373+50	MAPLE ST	10	10	7	-
378+10	-	379+70	STH 98/CLARK ST	107	127	36	-
UNDISTRIBUTED				140	-	-	225
ITEM TOTAL				9,375	11,095	65	225

CONCRETE ITEMS

STATION	TO	STATION	QUADRANT	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS EA	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
327+20	-	327+65	APPLE SE	-	-	-	-	-	41	123	-	23
328+20	-	328+55	APPLE NE	-	-	-	-	-	30	115	-	20
341+60	-	341+95	WILLOW SE	-	-	-	-	-	42	112	-	22
342+70	-	343+05	WILLOW NE	-	-	-	-	-	40	130	-	20
356+00	-	356+20	S COMMERCIAL ENTRANCE SE	3	4	-	-	-	-	75	10	23
356+55	-	356+70	S COMMERCIAL ENTRANCE NE	3	4	-	-	-	-	51	10	18
358+20	-	358+35	N COMMERCIAL ENTRANCE SE	3	4	-	-	-	-	53	10	-
358+70	-	358+85	N COMMERCIAL ENTRANCE NE	3	4	-	-	-	-	55	10	-
360+00	-	360+40	DEPOT SE	-	14	-	-	40	-	77	-	23
361+00	-	361+40	DEPOT NE	-	14	-	-	41	-	128	-	18
367+00	-	367+25	WALNUT SE	-	-	-	35	-	-	73	10	-
367+60	-	367+90	WALNUT NE	-	-	-	36	-	-	150	-	23
372+65	-	372+95	MAPLE SE	-	-	-	32	-	-	105	-	23
373+25	-	373+65	MAPLE NE	-	-	-	34	-	-	155	-	23
378+10	-	378+65	CLARK SW	-	-	-	82	-	-	420	20	-
378+15	-	378+55	CLARK SE	-	-	-	40	-	-	448	20	-
378+65	-	378+80	W MEDIAN	-	-	23	-	-	-	87	20	-
379+20	-	379+70	CLARK NW	-	-	-	60	-	-	316	20	-
379+05	-	379+70	CLARK NE	-	-	-	70	-	-	455	20	-
379+45	-	379+60	N MEDIAN	-	-	29	-	-	-	72	-	-
ITEM TOTAL				12	44	52	389	81	153	3,200	150	236

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PWL MIXTURE USE TABLE

LOCATION	STATION	TO	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
NB/SB DRIVING LANES	143+85	-	172+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	640	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	143+85	-	172+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	695	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	172+00	-	215+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	970	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	172+00	-	215+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	300	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	215+00	-	257+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	960	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	215+00	-	257+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	925	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	257+00	-	316+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	1980	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	257+00	-	316+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	410	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	316+00	-	350+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	1485	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	316+00	-	350+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	650	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	350+00	-	376+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	1175	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	350+00	-	376+00	UPPER LAYER	MILLED EXISTING HMA	460.6425	60	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
NB/SB DRIVING LANES	376+00	-	381+52	UPPER LAYER	MILLED EXISTING HMA	460.6425	255	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
NB/SB SHOULDERS, TURN LANES AND MEDIAN	376+00	-	381+52	UPPER LAYER	MILLED EXISTING HMA	460.6425	60	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
26TH RD	155+97	-	157+87	UPPER LAYER	MILLED EXISTING HMA	460.6425	100	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
MERKEL RD	182+42	-	183+74	UPPER LAYER	MILLED EXISTING HMA	460.6425	27	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
CTH F/KARAU AVE	234+27	-	235+98	UPPER LAYER	MILLED EXISTING HMA	460.6425	96	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
BACK COUNTRY RD	304+22	-	305+62	UPPER LAYER	MILLED EXISTING HMA	460.6425	35	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
APPLE RD	327+27	-	328+43	UPPER LAYER	MILLED EXISTING HMA	460.6425	28	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
WILLOW DR	342+59	-	343+45	UPPER LAYER	MILLED EXISTING HMA	460.6425	97	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
WALNUT ST	366+99	-	367+85	UPPER LAYER	MILLED EXISTING HMA	460.6425	10	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
MAPLE ST	372+70	-	373+50	UPPER LAYER	MILLED EXISTING HMA	460.6425	10	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
STH 98/CLARK ST	378+10	-	379+70	UPPER LAYER	MILLED EXISTING HMA	460.6425	127	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE

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TURF ESTABLISHMENT ITEMS

STATION	TO	STATION	QUADRANT	625.0100 TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF CWT	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	REMARKS
327+20	-	327+65	APPLE SE	25	25	0.45	0.56	0.1	25	-
328+20	-	328+55	APPLE NE	20	20	0.41	0.51	0.1	20	-
341+60	-	341+95	WILLOW SE	25	25	0.41	0.51	0.1	25	-
342+70	-	343+05	WILLOW NE	30	30	0.48	0.60	0.1	30	-
356+00	-	356+20	S COMMERCIAL ENTRANCE SE	20	20	0.29	0.37	0.1	20	-
356+55	-	356+70	S COMMERCIAL ENTRANCE NE	15	15	0.20	0.25	0.1	15	-
358+20	-	358+35	N COMMERCIAL ENTRANCE SE	15	15	0.20	0.25	0.1	15	-
358+70	-	358+85	N COMMERCIAL ENTRANCE NE	15	15	0.21	0.27	0.1	15	-
360+00	-	360+40	DEPOT SE	20	20	0.29	0.36	0.1	20	-
361+00	-	361+40	DEPOT NE	30	30	0.48	0.60	0.1	30	-
367+00	-	367+25	WALNUT SE	20	20	0.29	0.37	0.1	20	-
367+60	-	367+90	WALNUT NE	15	15	0.27	0.34	0.1	15	-
372+65	-	372+95	MAPLE SE	15	15	0.25	0.31	0.1	15	-
373+25	-	373+65	MAPLE NE	20	20	0.34	0.42	0.1	20	-
378+10	-	378+65	CLARK SW	45	45	0.80	1.00	0.1	45	-
379+20	-	379+70	CLARK NW	65	65	1.11	1.38	0.1	65	-
379+05	-	379+70	CLARK NE	65	65	1.16	1.45	0.1	65	-
UNDISTRIBUTED				115	115	2.36	2.45	0.3	115	RESTORE AREA DISTURBED BY TEMP SIDEWALK
ITEM TOTAL				575	575	10	12	2	575	

EROSION CONTROL

STATION	TO	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
143+85	-	172+00	-	-	-	10
172+00	-	215+00	-	-	-	-
215+00	-	257+00	-	-	-	9
257+00	-	316+00	-	-	-	-
316+00	-	350+00	-	-	-	36
350+00	-	376+00	-	-	2	30
376+00	-	381+52	-	-	-	13
UNDISTRIBUTED			200	200	-	-
ITEM TOTAL			200	200	2	98

EROSION CONTROL MOBILIZATION

STATION	TO	STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
143+85	-	381+52	5	2
ITEM TOTAL			5	2

NOTE: ALL STATIONS ARE NORTHBOUND (NB) UNLESS OTHERWISE NOTED

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL ITEMS

STATION	TO	STATION	APROX SERVICE DAY	643.0300* DRUMS NO. IN SERVICE	643.0300* DRUMS DAY	643.0420 BARRICADE TYPE III NO. IN SERVICE	643.0420 BARRICADE TYPE III DAY	643.0705 WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 WARNING LIGHTS TYPE C DAY	643.0900* SIGNS NO. IN SERVICE	643.0900* SIGNS DAY	643.0800 ARROW BOARDS NO. IN SERVICE	643.0800 ARROW BOARDS DAY	643.1000 SIGNS FIXED MESSAGE SF	REMARKS
143+85	-	381+52	7	-	-	-	-	-	-	-	-	-	-	-	-	36	PROJECT ADVANCED NOTIFICATION
143+85	-	381+52	75	-	-	-	-	-	-	-	-	12	900	-	-	-	ADVANCED WARNING
SIDEROADS			75	-	-	-	-	-	-	-	-	18	1,350	-	-	-	ADVANCED WARNING
260+00	-	315+00	9	70	630	10	90	20	180	15	135	12	108	-	-	-	
315+00	-	381+52	53	185	9,805	13	689	26	1,378	30	1,590	30	1,590	2	106	-	OUTSIDE LANE CLOSURES FOR PED RAMPS AND STAGED MILLING/PAVING
315+00	-	381+52	13	190	2,470	13	169	26	338	30	390	30	390	2	26	-	INSIDE LANE CLOSURES FOR STAGED MILLING/PAVING
ITEM TOTAL					12,905		948		1,896		2,115		4,338		132	36	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PEDESTRIAN ACCOMMODATION

STATION	TO	STATION	QUADRANT	APPROX SERVICE DAY	643.0300* TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300* TRAFFIC CONTROL DRUMS DAY	643.0900* TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900* TRAFFIC CONTROL SIGNS DAY	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO. IN SERVICE	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
327+20	-	327+65	APPLE SE	20	9	180	1	20	-	-	-	-		25
328+20	-	328+55	APPLE NE	20	9	180	1	20	-	-	-	-		20
341+60	-	341+95	WILLOW SE	20	19	380	1	20	-	225	1	20	8	105
342+70	-	343+05	WILLOW NE	20	18	360	1	20	-	225	1	20	8	90
356+00	-	356+20	S COMMERCIAL SE	20	17	340	1	20	-	100	-	-	8	45
356+55	-	356+70	S COMMERCIAL NE	20	17	340	1	20	-	100	-	-	8	40
358+20	-	358+35	N COMMERCIAL SE	20	17	340	1	20	-	100	-	-	8	40
358+70	-	358+85	N COMMERCIAL NE	20	17	340	1	20	-	100	-	-	8	40
360+00	-	360+40	DEPOT SE	20	18	360	1	20	-	190	1	20	8	85
361+00	-	361+40	DEPOT NE	20	19	380	1	20	-	225	1	20	8	70
367+00	-	367+25	WALNUT SE	20	18	360	1	20	-	170	1	20	8	50
367+60	-	367+90	WALNUT NE	20	19	380	1	20	-	180	1	20	8	55
372+65	-	372+95	MAPLE SE	20	17	340	1	20	-	195	1	20	8	55
373+25	-	373+65	MAPLE NE	20	19	380	1	20	-	235	1	20	8	65
378+10	-	378+65	CLARK SW	20	22	440	13	260	15	-	2	40	8	85
378+65	-	378+80	W MEDIAN	20	17	340	-	-	-	-	-	-	-	-
378+15	-	378+55	CLARK SE	20	19	380	9	180	-	-	-	-	-	170
379+20	-	379+70	CLARK NW	20	30	600	15	300	-	-	-	-	8	60
379+05	-	379+70	CLARK NE	20	22	440	13	260	-	-	-	-	-	60
379+45	-	379+60	N MEDIAN	20	18	360	-	-	-	-	-	-	-	-
ITEM TOTAL						7,220		1,280	15	2,045		200	112	1,160

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTE: ALL STATIONS ARE NORTHBOUND (NB) UNLESS OTHERWISE NOTED

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

PAVEMENT MARKING ITEMS

STATION	TO	STATION	646.1020 EPOXY 4-INCH (WHITE) LF	SPV.0090.03 EPOXY 6-INCH (WHITE) LF	SPV.0090.03 EPOXY 6-INCH (YELLOW) LF	SPV.0090.04 GROOVED WET REF EPOXY 6-INCH (WHITE) LF	SPV.0090.05 EPOXY 10-INCH (WHITE) LF	SPV.0090.06 GROOVED WET REF EPOXY 10-INCH (WHITE) LF	SPV.0090.07 SAME DAY EPOXY 6-INCH (WHITE) LF	SPV.0090.07 SAME DAY EPOXY 6-INCH (YELLOW) LF	646.5020 ARROW EPOXY (WHITE) EACH	646.5120 WORD EPOXY (WHITE) EACH
			MARKING LINE								MARKING	
143+85	-	172+00	110	-	3,420	5,460	1,170	-	-	2,640	-	-
172+00	-	215+00	-	-	2,090	8,490	200	-	-	-	-	-
215+00	-	257+00	110	-	4,350	8,230	1,420	-	-	4,830	-	-
257+00	-	316+00	-	5,420	7,910	6,660	-	200	-	1,340	-	-
316+00	-	350+00	135	5,630	3,910	2,050	-	725	-	2,730	2	1
350+00	-	376+00	-	4,820	-	-	-	-	1,300	5,160	-	-
376+00	-	381+52	-	630	370	-	265	-	100	1,250	5	4
TOTALS			355	16,500	22,050	30,890	3,055	925	1,400	17,950	7	5
ITEM TOTALS			355	38,550		30,890	3,055	925	19,350		7	5

PERMANENT SIGNING ITEMS

LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
UNDISTRIBUTED	2	3	3
ITEM TOTAL	2	3	3

3

PAVEMENT MARKING ITEMS CONTINUED

STATION	TO	STATION	646.5320 RAILROAD CROSSINGS EPOXY (WHITE) EACH	646.6120 STOP LINE EPOXY EPOXY 18-INCH (WHITE) LF	646.7120 EPOXY 12-INCH (WHITE) LF	646.7120 EPOXY 12-INCH (YELLOW)	646.7420 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 CURB EPOXY (YELLOW) LF	646.8220 ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0090.01 LINE PAINT 6-INCH (WHITE) LF	SPV.0090.02 LINE EPOXY 6-INCH (YELLOW) LF	643.3150 LINE REMOVABLE TAPE 4-INCH (WHITE) LF	643.3850 STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF
			MARKING		MARKING DIAGONAL		MARKING			TEMPORARY MARKING			
143+85	-	172+00	2	55	425	315	-	80	6	-	-	-	-
172+00	-	215+00	-	30	-	-	-	-	-	-	1,980	-	-
215+00	-	257+00	2	65	775	360	-	160	8	-	115	-	-
257+00	-	316+00	-	30	-	20	-	-	-	1,110	7,760	-	-
316+00	-	350+00	2	255	445	310	340	390	12	1,300	45	135	25
350+00	-	376+00	-	60	-	-	190	-	-	-	-	240	45
376+00	-	381+52	2	125	-	35	530	55	4	-	-	180	40
TOTALS			8	620	1,645	1,040	1,060	685	30	2,410	9,900	555	110
ITEM TOTALS			8	620	2,685		1,060	685	30	2,410	9,900	555	110

NOTE: ALL STATIONS ARE NORTHBOUND (NB) UNLESS OTHERWISE NOTED

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3

RUMBLE STRIP ITEMS

STATION	TO	STATION	LOCATION	465.0425** ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
143+84.35	-	152+48	RT	865	-
143+84.35	-	154+94	LT	1,110	-
171+52	-	215+91	-	-	4,440
260+75	-	316+37	-	-	5,565
ITEM TOTAL				1,975	10,005

** 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING - TYPE 1

LAND PARCEL MONUMENT ITEMS

STATION	LOCATION	SPV.0060.01 RESEARCH AND LOCATE EXISITNG LAND PARCEL MONUMENTS EACH	SPV.0060.02 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
372+76.1	33.6' RT	1	1
373+41.8	39.7' RT	1	1
378+23.5	50.2' RT	1	1
379+18.6	55.2' RT	1	1
ITEM TOTAL		4	4

CONSTRUCTION STAKING

STATION	TO	STATION	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9500 SIDEWALK EA
143+85	-	381+52	675	23,767	24	1
ITEM TOTAL			675	23,767	24	1

SAWING

STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
156+83	26TH RD	90	-
183+17	MERKEL RD	-	-
235+09	CTH F/KARAU AVE	100	-
305+05	BACK COUNTY RD	-	-
327+92	APPLE RD	85	22
342+46	WILLOW DR	185	22
356+00	S COMMERCIAL DRIVEWAY	-	20
358+70	N COMMERCIAL DRIVEWAY	-	20
360+84	DEPOT ST	-	107
367+40	WALNUT ST	90	22
373+09	MAPLE ST	85	22
378+90	CLARK ST	410	110
ITEM TOTAL		1,045	345

3

ADJUSTMENT ITEMS

STATION	TO	STATION	QUADRANT	653.0900 ADJUSTING PULL BOXES EACH
378+15	-	378+55	CLARK SE	2
379+05	-	379+70	CLARK NE	1
ITEM TOTAL				3

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATION	SPV.0180.02 SY
UNDISTRIBUTED	2,000
ITEM TOTAL	2,000

NOTE: ALL STATIONS ARE NORTHBOUND (NB) UNLESS OTHERWISE NOTED

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

4

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

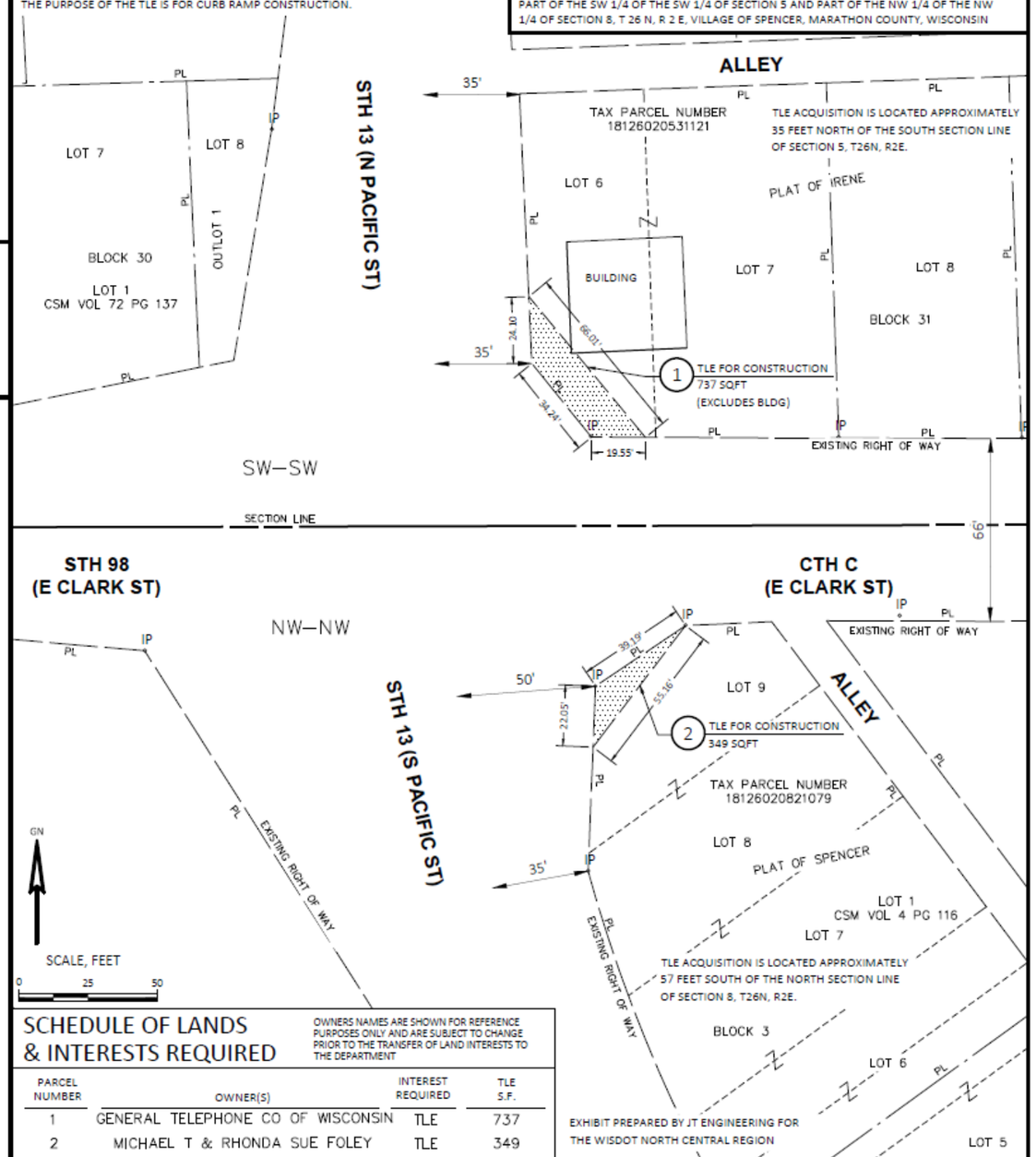
THE PURPOSE OF THE TLE IS FOR CURB RAMP CONSTRUCTION.

R/W PROJECT NUMBER: 1620-03-22 | SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
MARSHFIELD - ABBOTSFORD
26TH ROAD - STH 98

STH 13 | MARATHON COUNTY

PART OF THE SW 1/4 OF THE SW 1/4 OF SECTION 5 AND PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 8, T 26 N, R 2 E, VILLAGE OF SPENCER, MARATHON COUNTY, WISCONSIN



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	GENERAL TELEPHONE CO OF WISCONSIN	TLE	737
2	MICHAEL T & RHONDA SUE FOLEY	TLE	349

UTILITY INTERESTS REQUIRED

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

EXHIBIT PREPARED BY JT ENGINEERING FOR THE WISDOT NORTH CENTRAL REGION

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

SIGNATURE: Brent L Stella DATE: 2/21/22

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/16/2022 10:51 AM R/W PROJECT: 1620-03-22

4

R/W PROJECT NUMBER: 1620-03-22 | SHEET NUMBER: 2

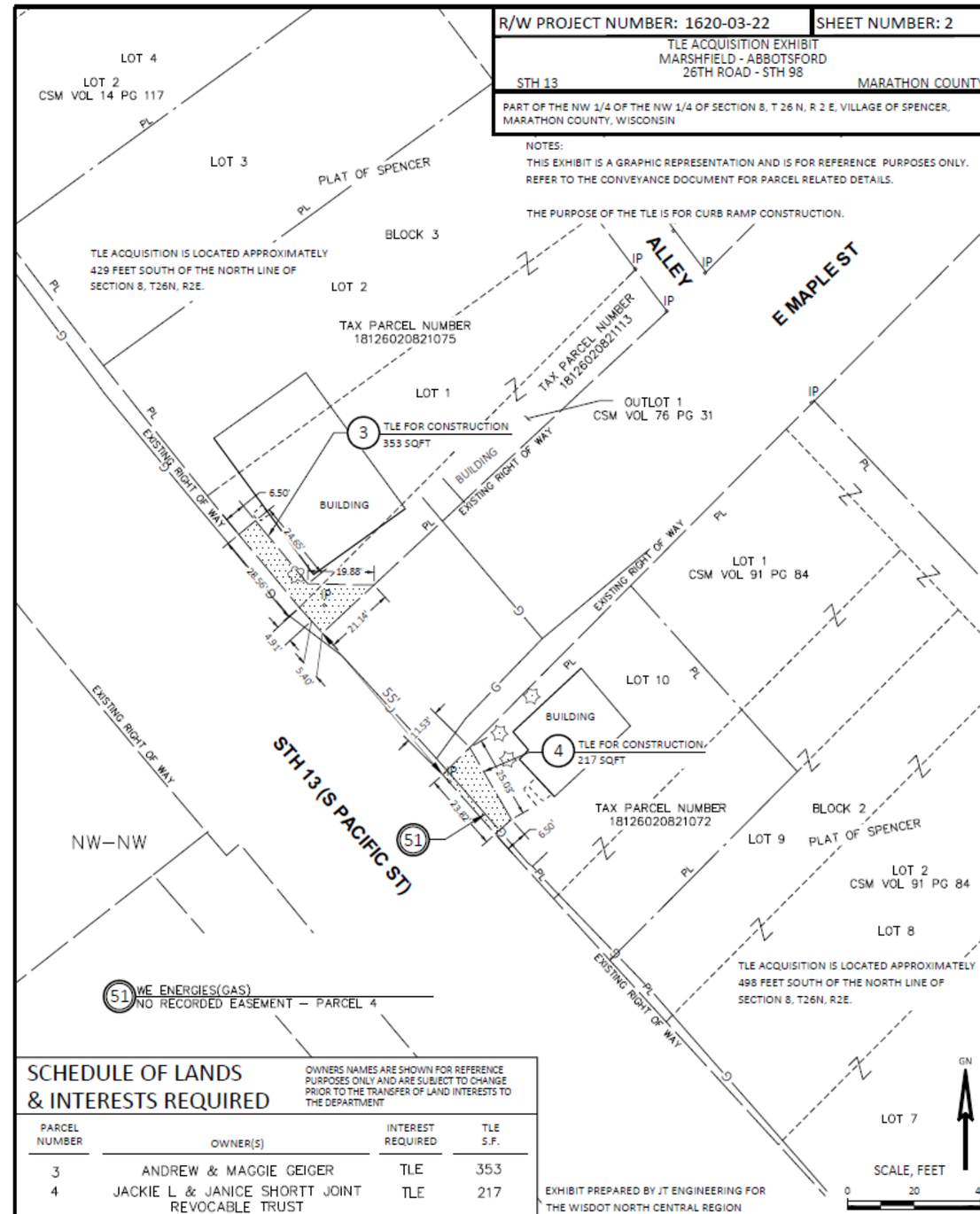
TLE ACQUISITION EXHIBIT
MARSHFIELD - ABBOTSFORD
26TH ROAD - STH 98

STH 13 | MARATHON COUNTY

PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 8, T 26 N, R 2 E, VILLAGE OF SPENCER, MARATHON COUNTY, WISCONSIN

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

THE PURPOSE OF THE TLE IS FOR CURB RAMP CONSTRUCTION.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
3	ANDREW & MAGGIE GEIGER	TLE	353
4	JACKIE L & JANICE SHORTT JOINT REVOCABLE TRUST	TLE	217

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	WE ENERGIES(GAS)	RELEASE OF RIGHTS

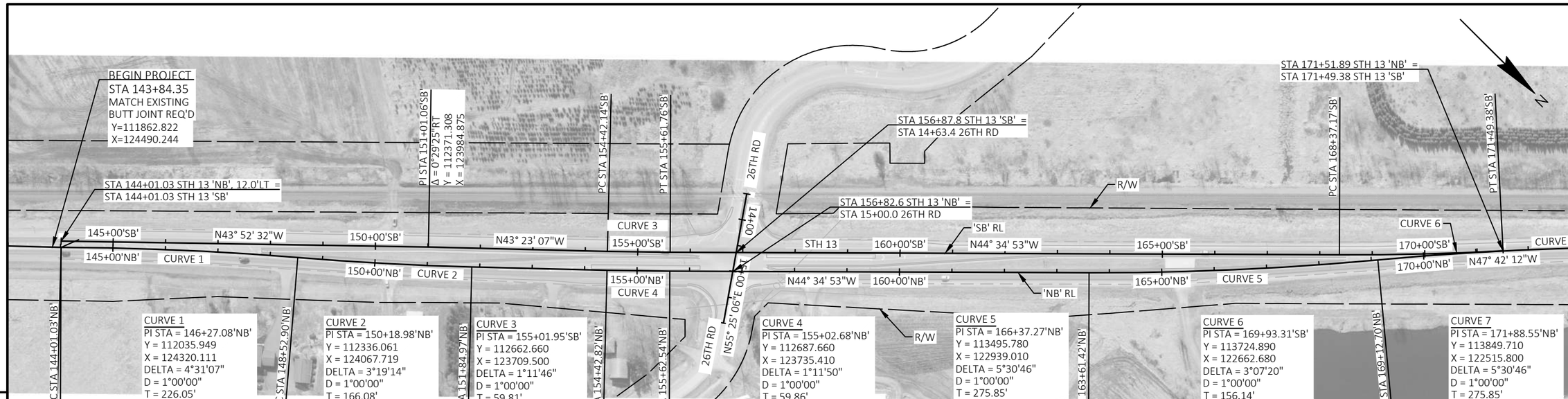
EXHIBIT PREPARED BY JT ENGINEERING FOR THE WISDOT NORTH CENTRAL REGION

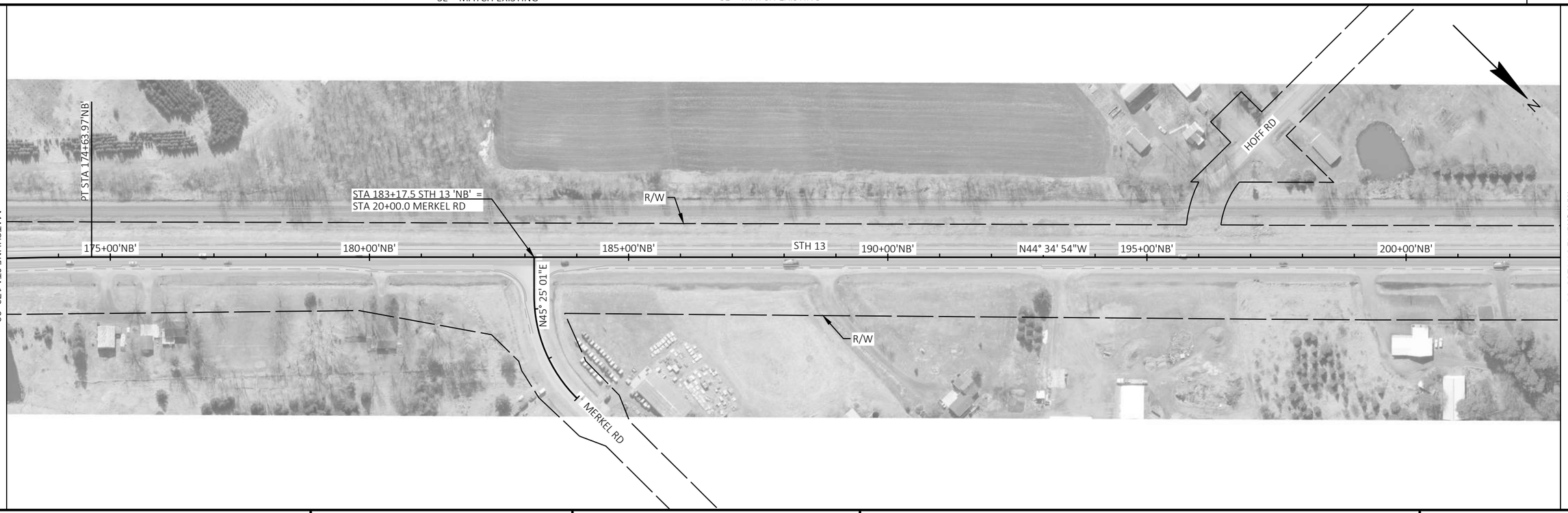
THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/22

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/17/2022 1:41 PM R/W PROJECT: 1620-03-22





PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 67	E

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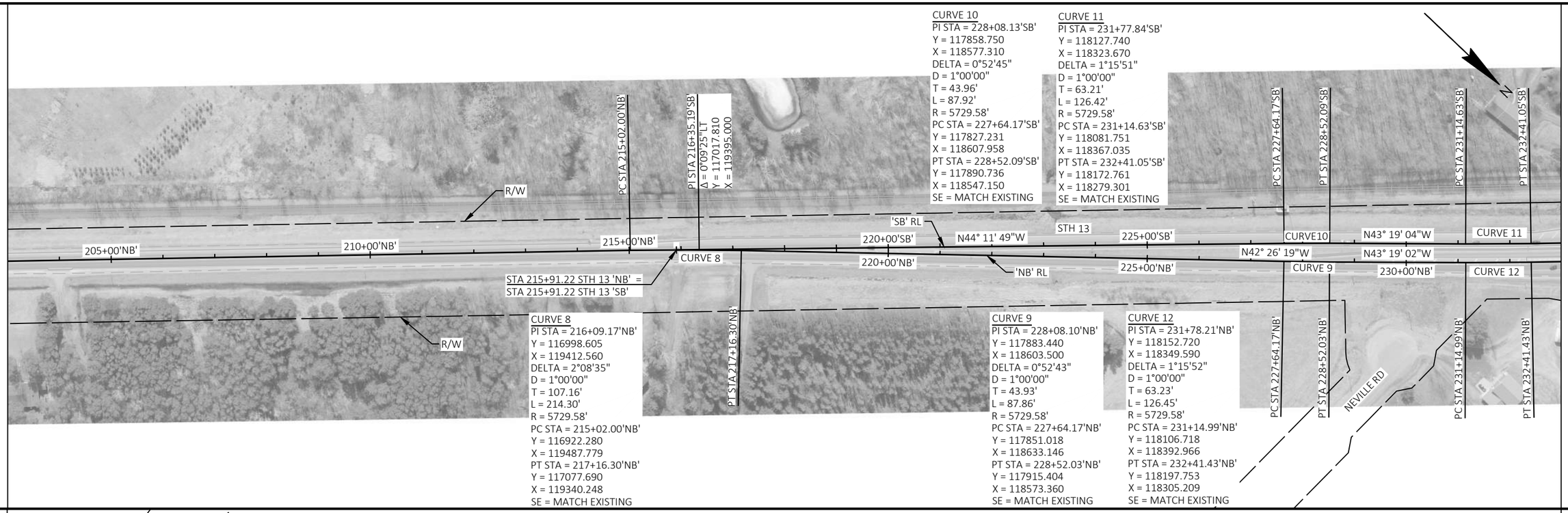
LAYOUT NAME - Sheet - (1)
PLOT DATE : 10/19/2022 11:34 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 68	E

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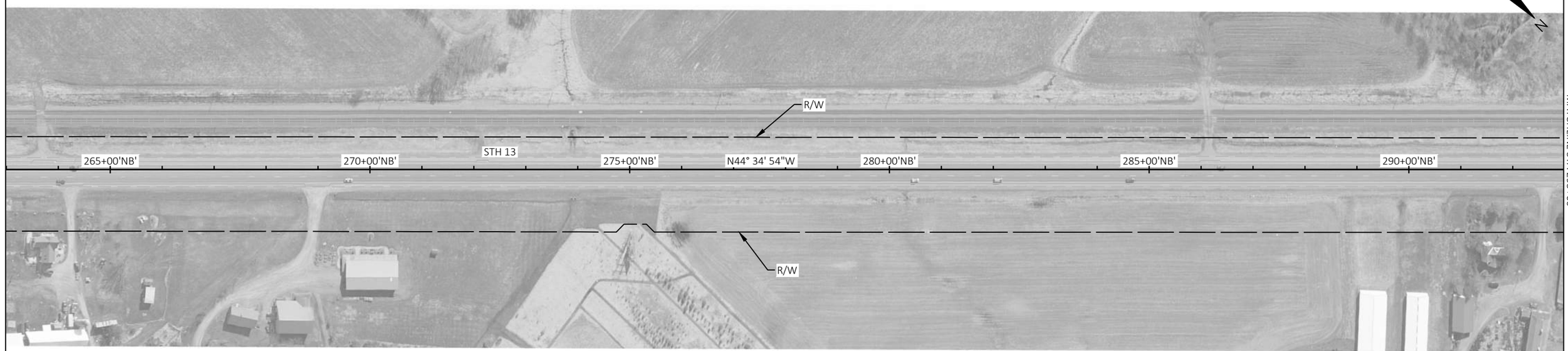
LAYOUT NAME - Sheet - (2)
PLOT DATE : 10/19/2022 11:34 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

MATCHLINE STA 263+00

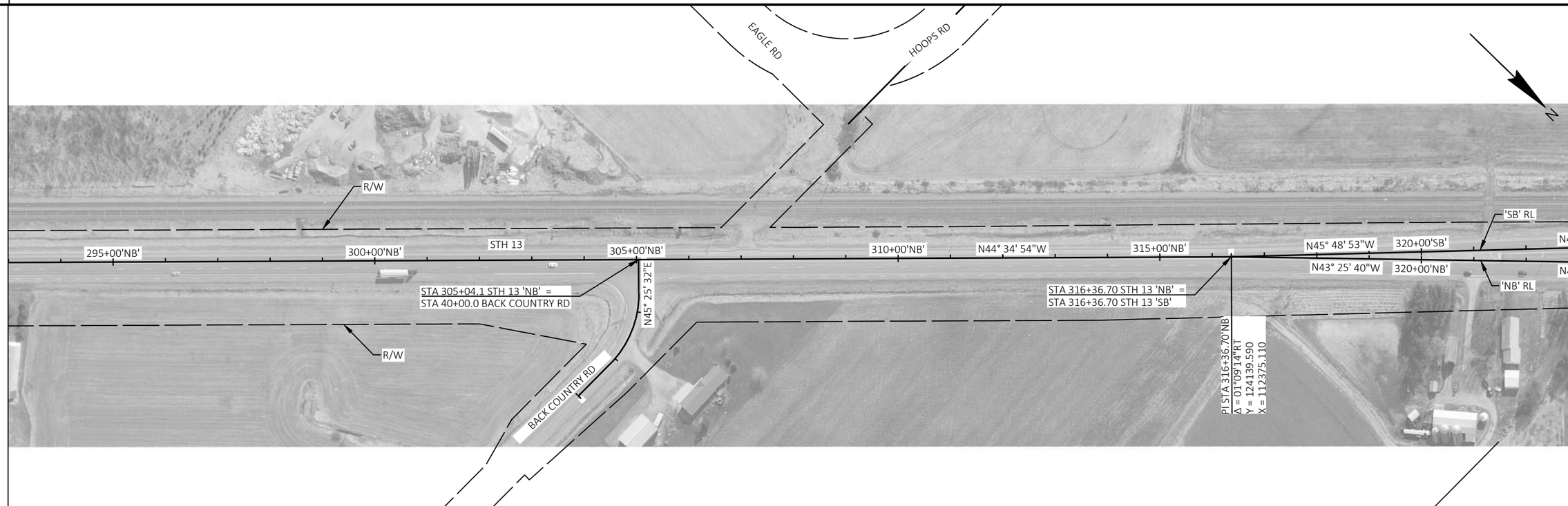


MATCHLINE STA 293+00

5

5

MATCHLINE STA 293+00



MATCHLINE STA 323+00

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 69	E

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LAYOUT NAME - Sheet - (3)
PLOT DATE : 10/19/2022 11:34 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 70	E

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LAYOUT NAME - Sheet - (4)
PLOT DATE : 10/19/2022 11:34 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 71	E

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LAYOUT NAME - Sheet - (5)
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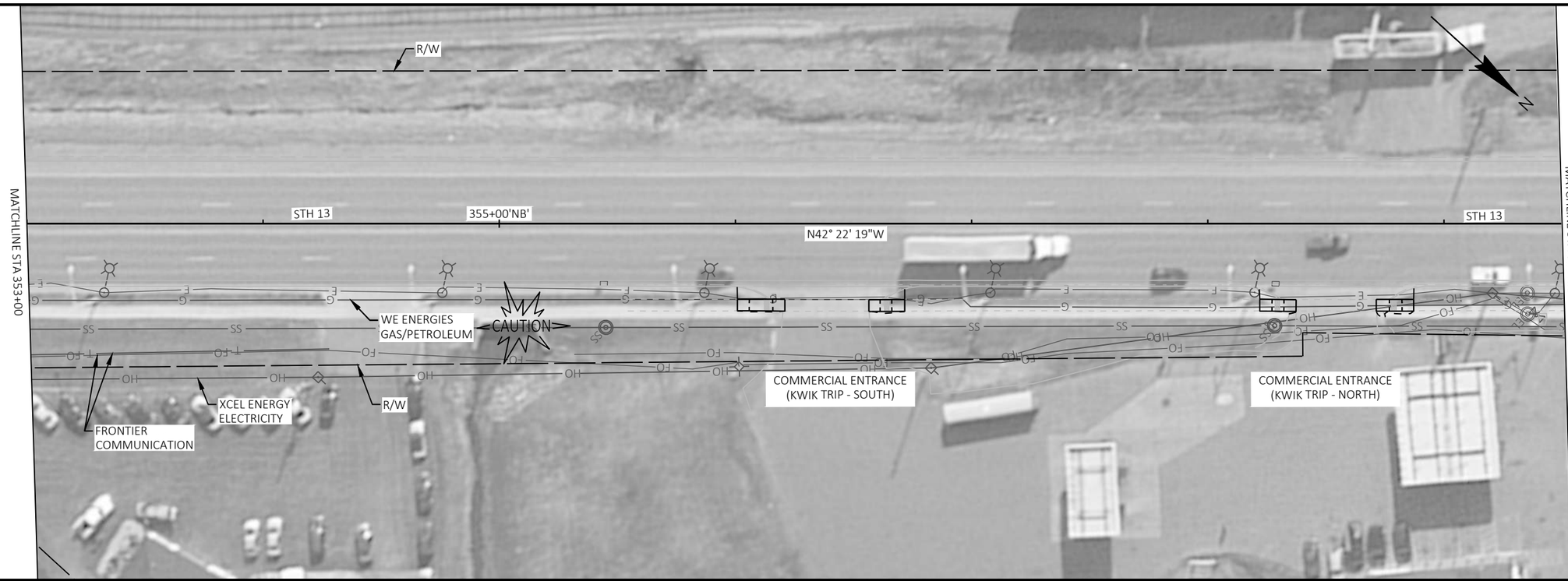
WISDOT/CADDS SHEET 44



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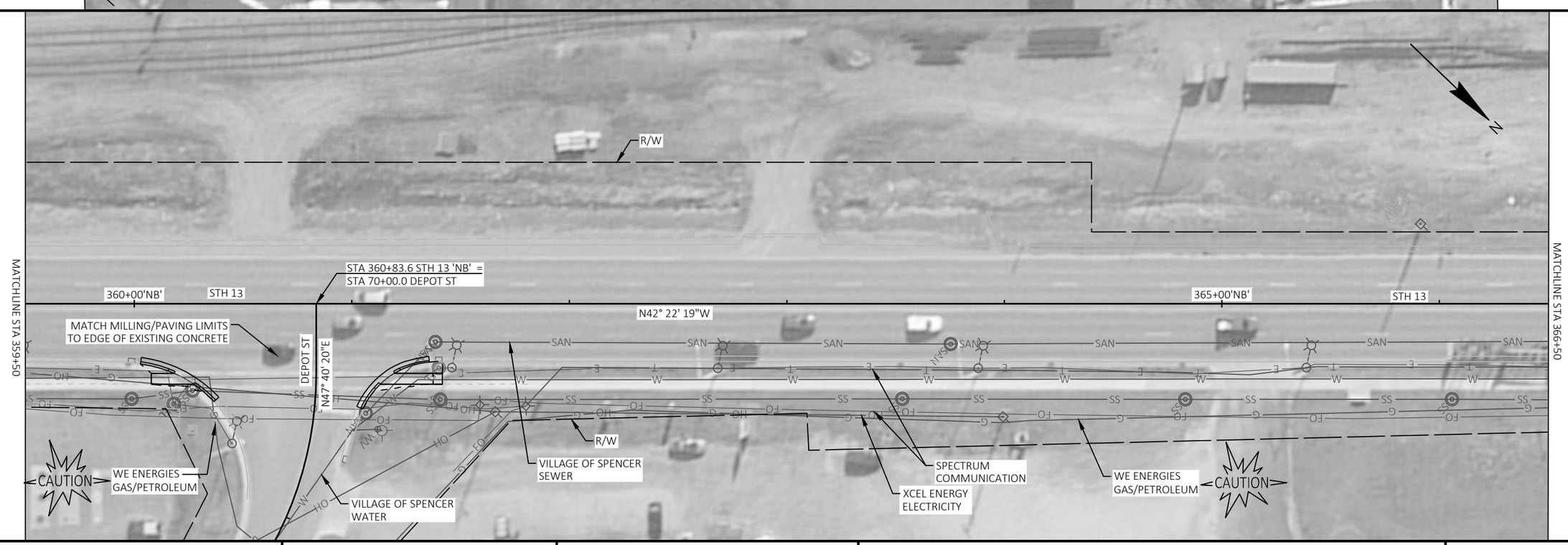
5



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LAYOUT NAME - Sheet - (6)
PLOT DATE : 10/19/2022 11:35 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 73	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - Sheet - (7)
PLOT DATE : 10/19/2022 11:35 AM PLOT BY : EVAN SCHOENFUSS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

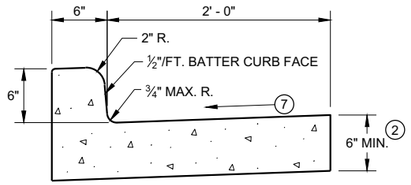
PROJECT NO: 1620-03-72	HWY: STH 13	COUNTY: MARATHON	PLAN	SHEET 74	E

FILE NAME : X:\PROJECTS\MARATHON\1620-03-02_STH 13_26TH RD TO STH 98\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - Sheet - (8)
PLOT DATE : 10/25/2022 2:16 PM
PLOT BY : ANDY BLOCK
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

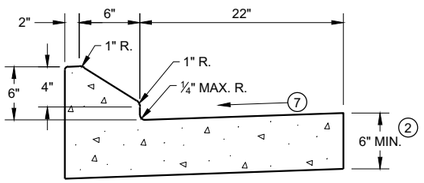
Standard Detail Drawing List

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
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22C	PAVEMENT MARKING (TURN LANES)
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-07A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-07C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-08B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-08C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-06C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-08C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

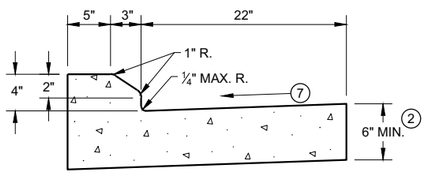
6



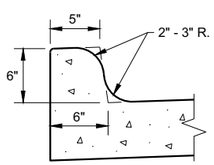
TYPES A[1] & D



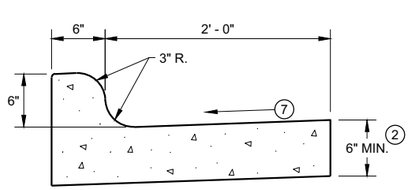
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

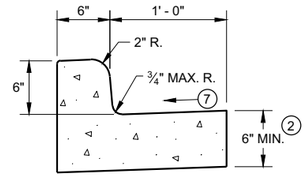


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



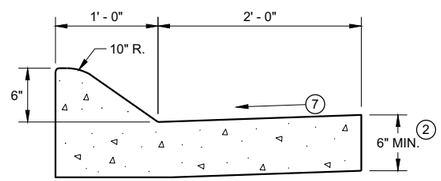
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

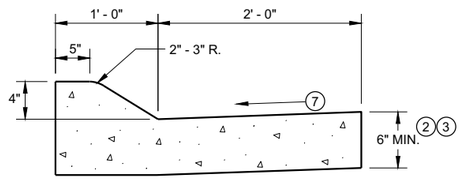


TYPES A[1] & D

CONCRETE CURB AND GUTTER 18"

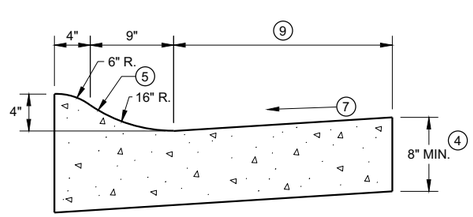


6" SLOPED CURB TYPES A[1] & D



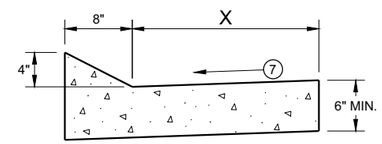
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

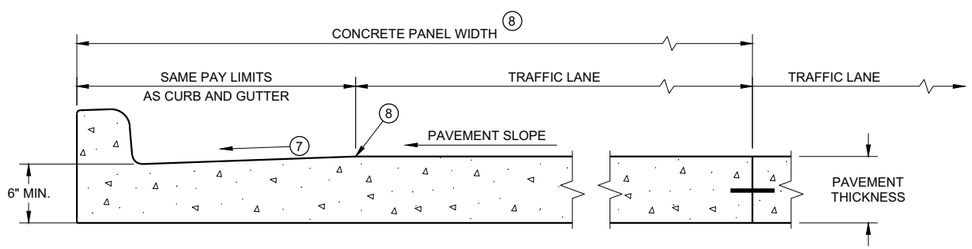


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

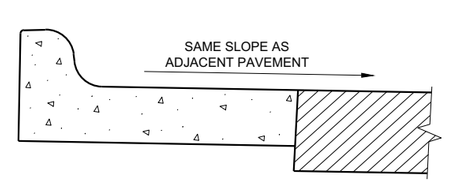
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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

GENERAL NOTES

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

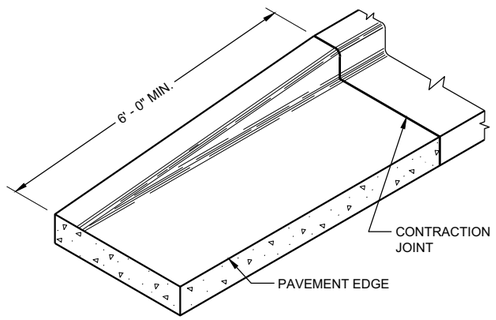
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

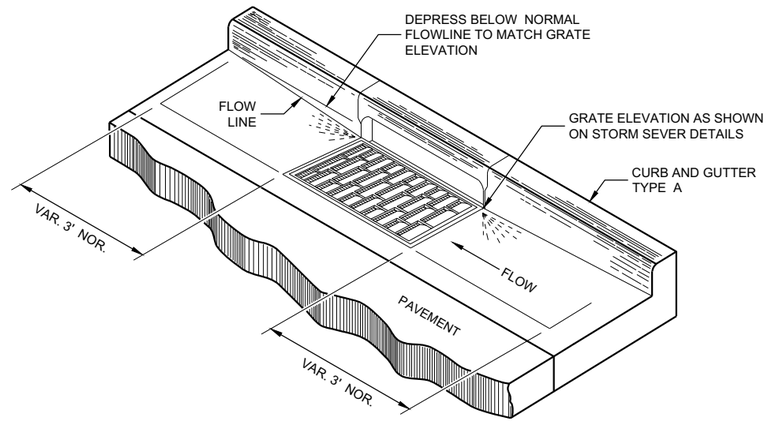
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

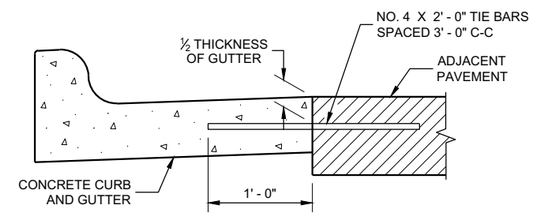
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



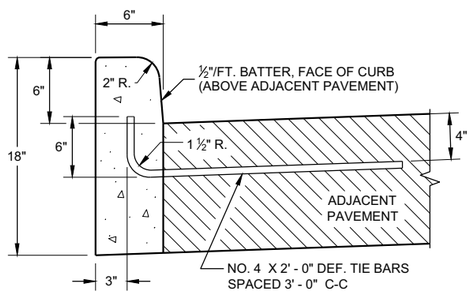
END SECTIONCURB AND GUTTER



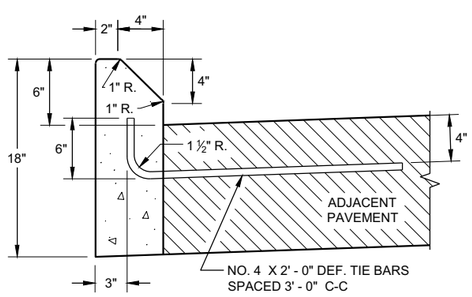
DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)

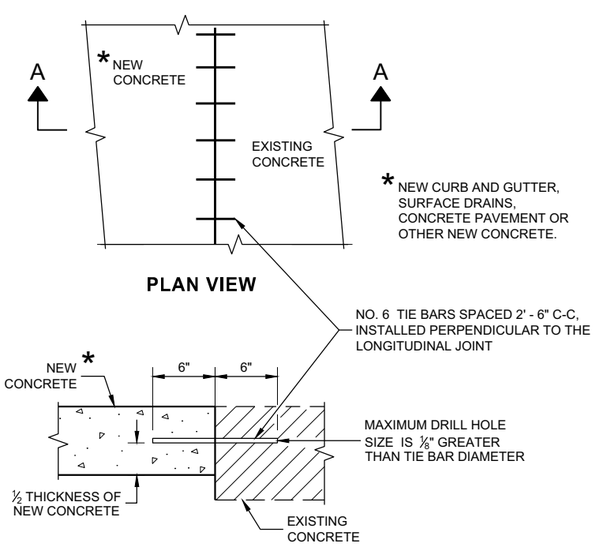


TYPES A (1) & D



TYPES G (1) & J

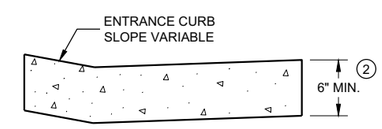
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

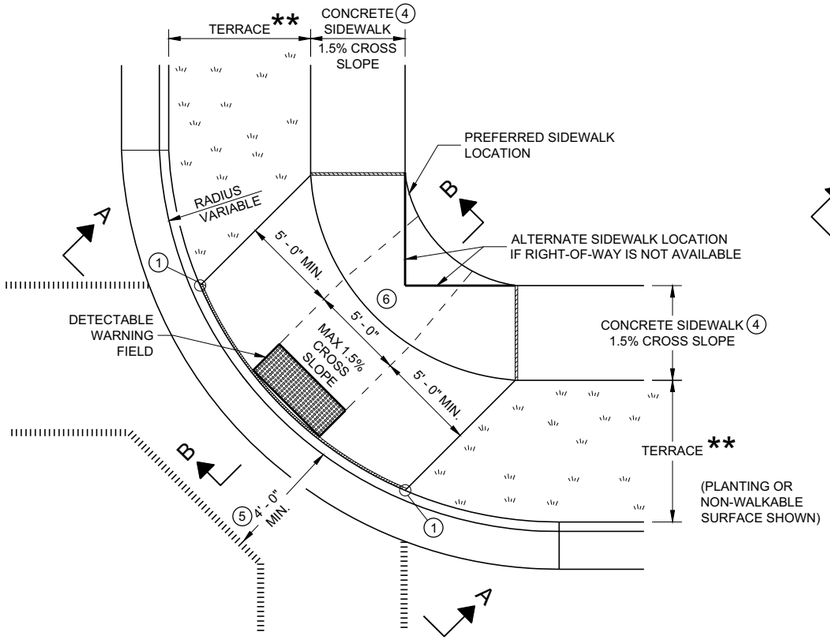
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

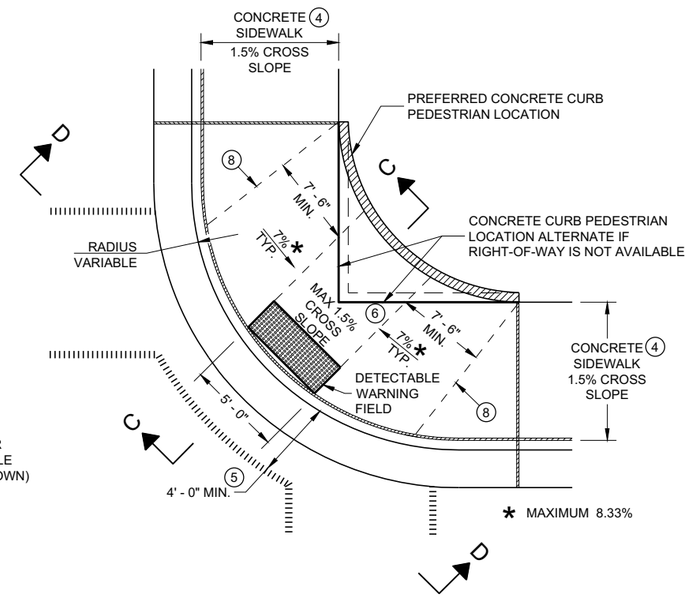
SDD 08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

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.

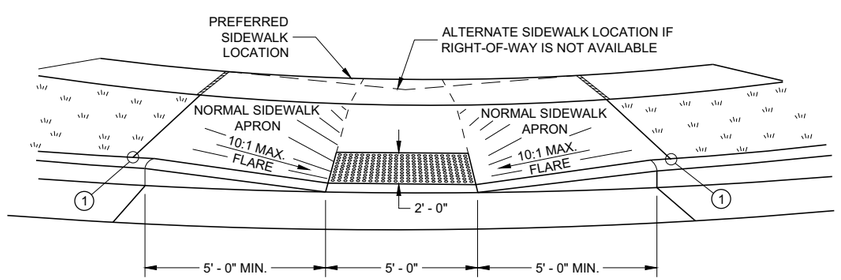
DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE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

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

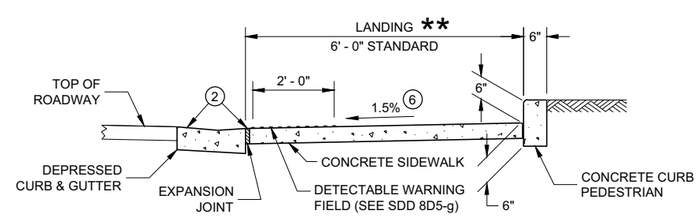
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

1. THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
2. GRADE CHANGE BETWEEN GUTTER 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 ¼ - 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. MAXIMUM 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.
5. 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.
6. PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
8. PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

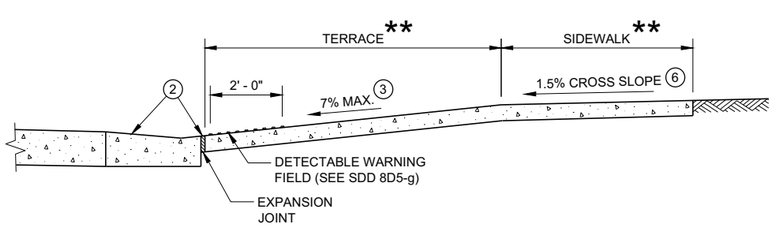


SECTION C - C FOR TYPE 1 - A

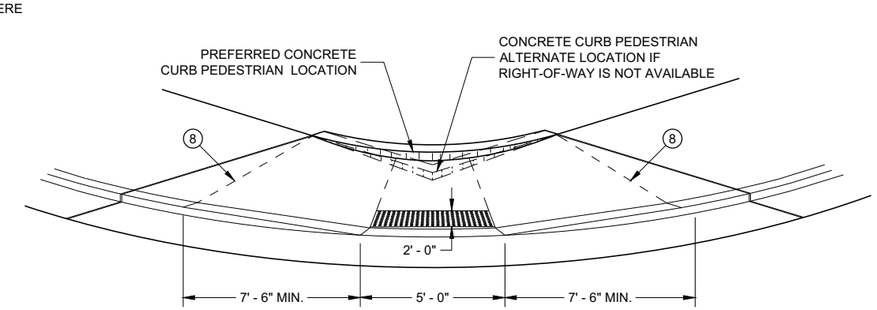
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS



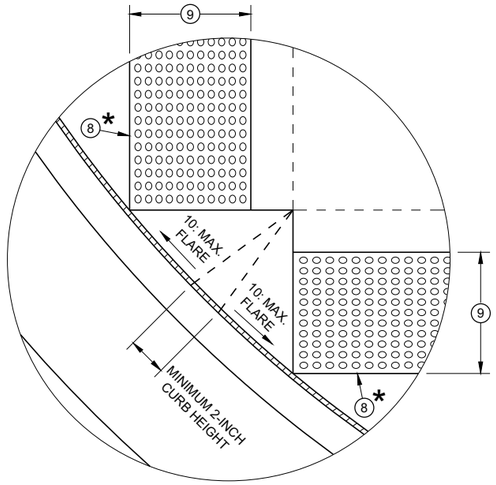
SECTION B - B FOR TYPE 1



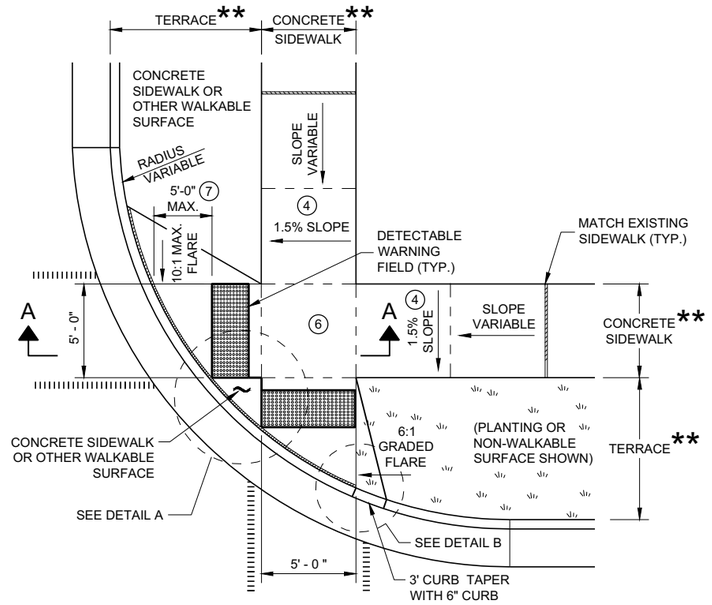
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL A



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

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 ¼ - 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.

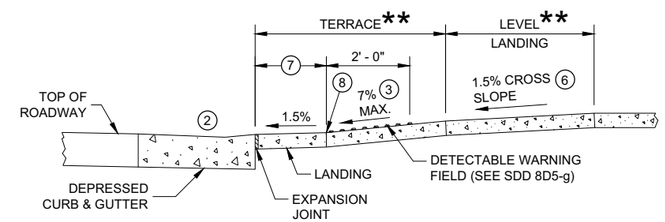
4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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.

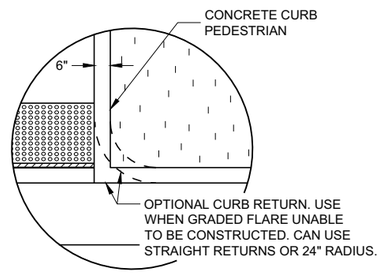
9 WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



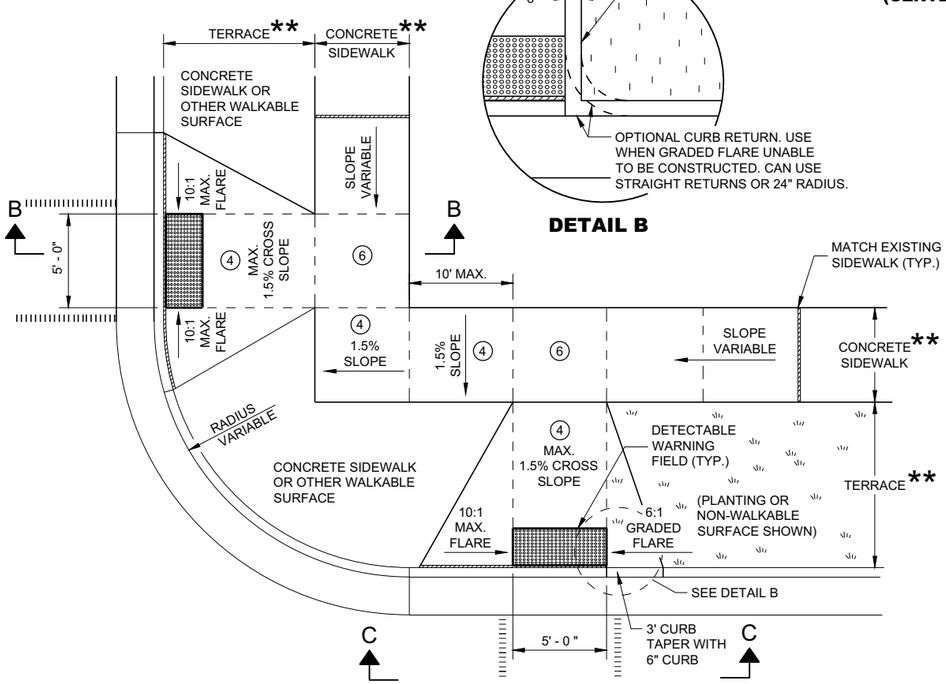
SECTION A - A FOR TYPE 2

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

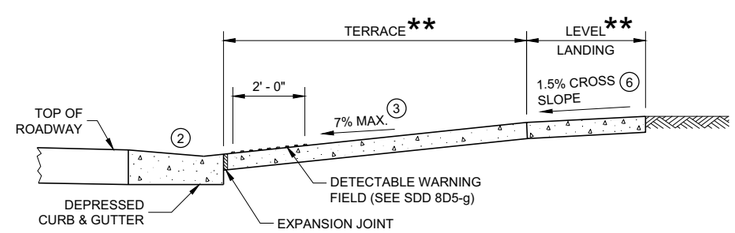
** WIDTH SHOWN ELSEWHERE IN THE PLANS



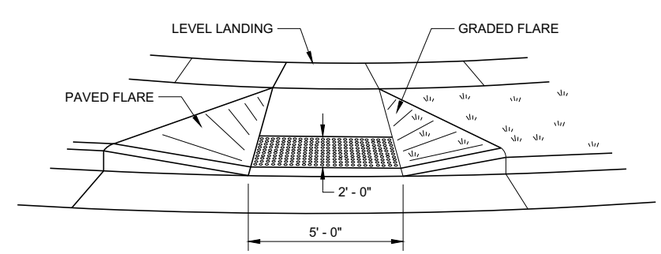
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

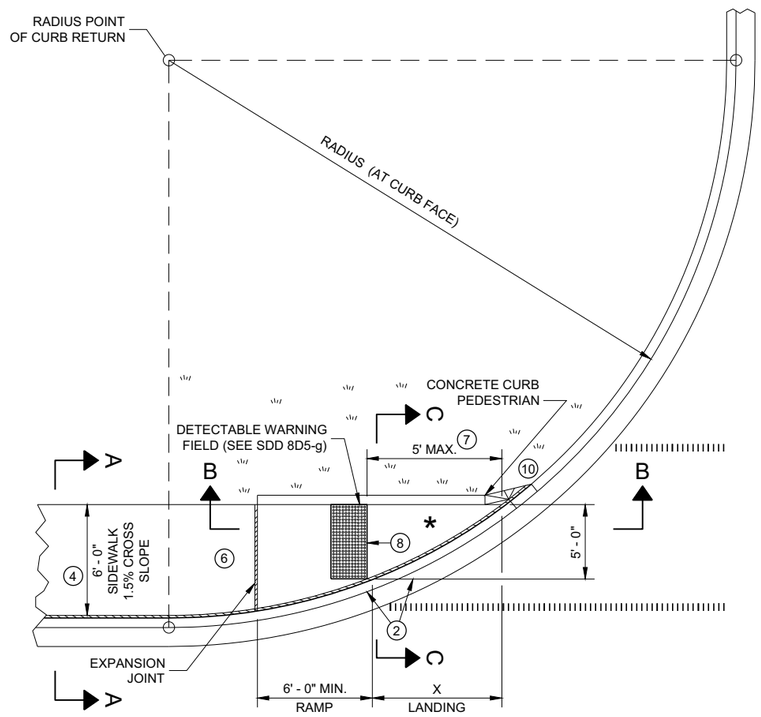
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

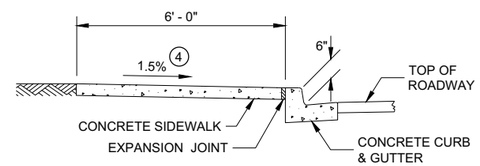
SDD 08D05 - 20b



PLAN VIEW
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 ¼ - 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.

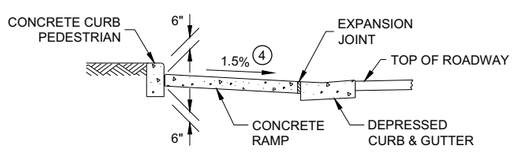
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

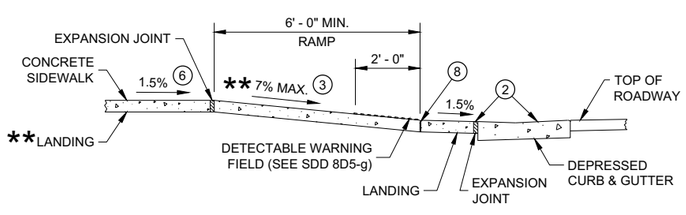
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



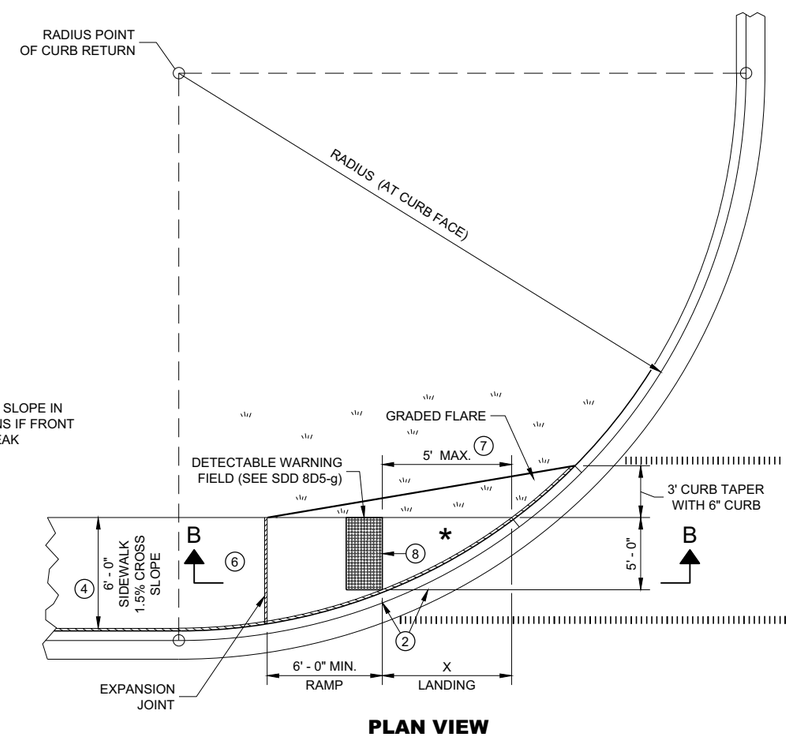
SECTION C - C FOR TYPE 4A



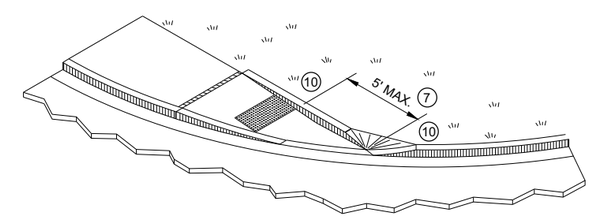
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

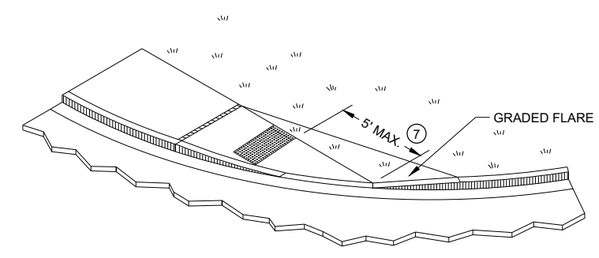
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



PLAN VIEW
CURB RAMP TYPE 4A1



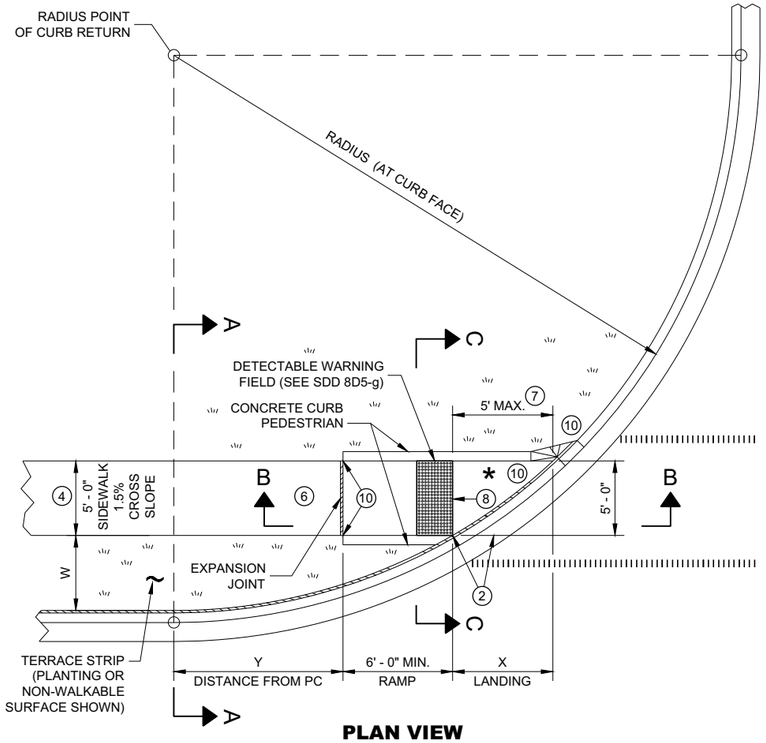
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

- ½" 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.

(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 ¼ - 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.

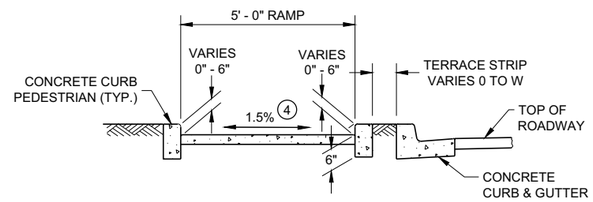
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

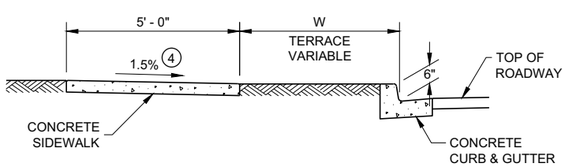
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

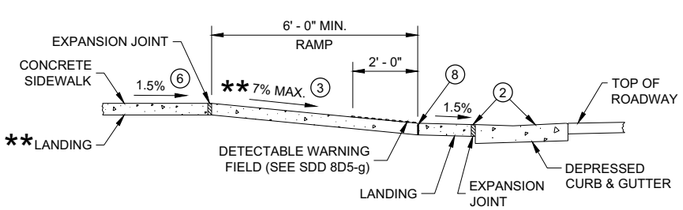
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



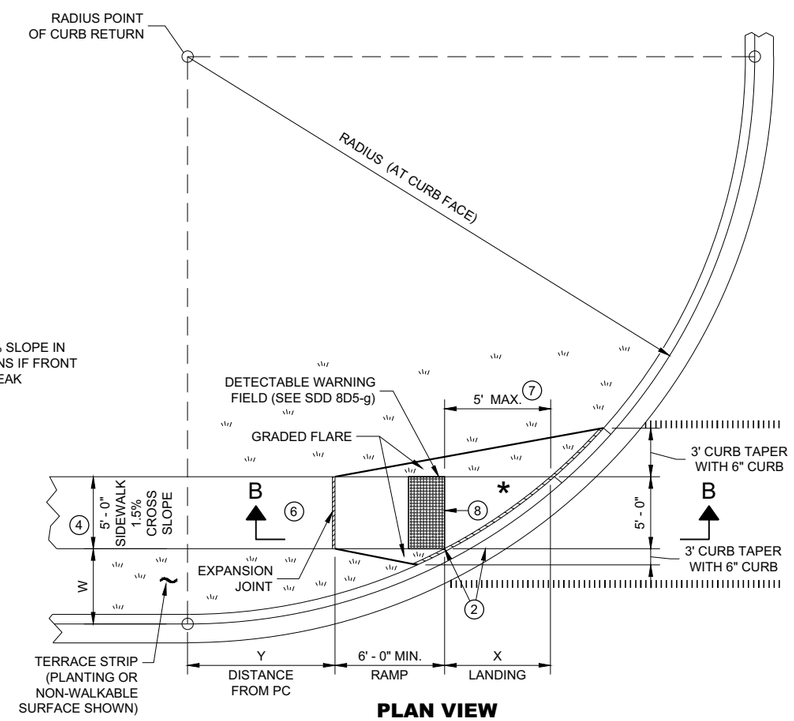
SECTION A - A FOR TYPE 4B



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

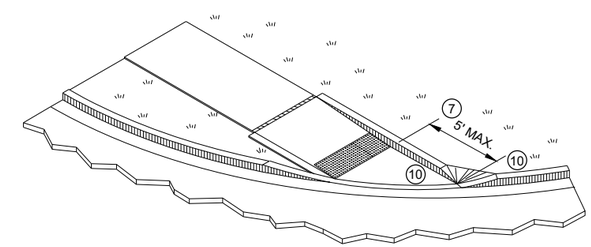
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

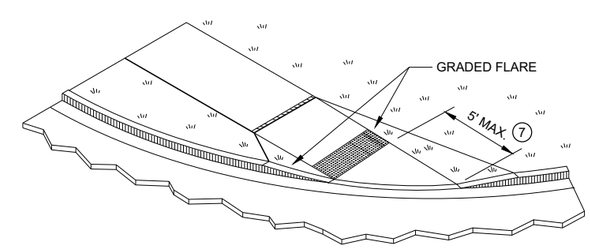


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



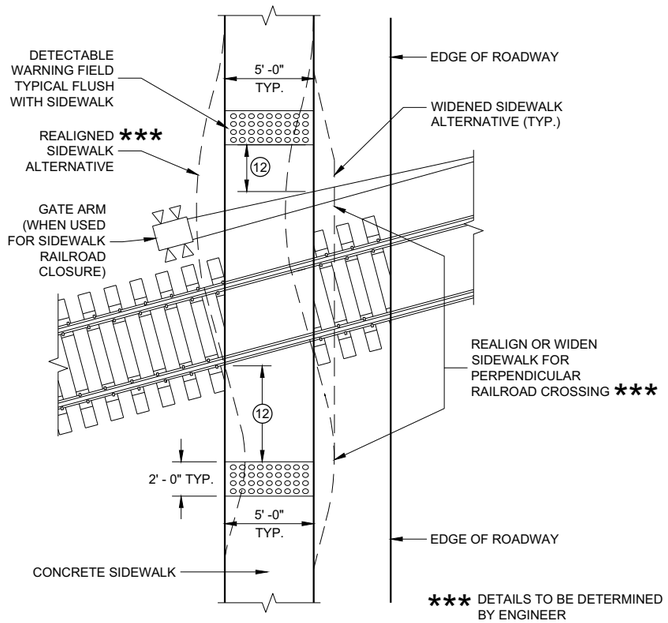
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

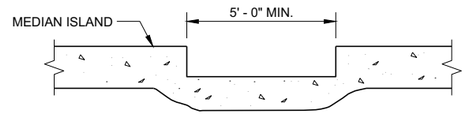
6

SDD 08D05 - 20d

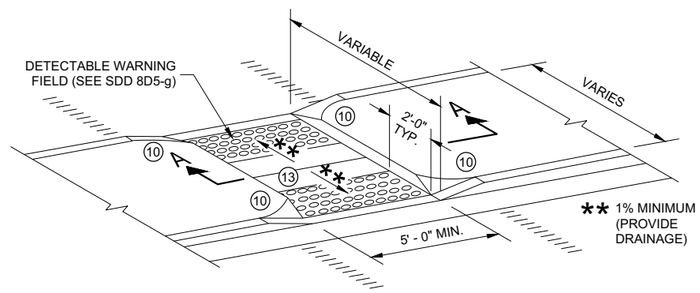


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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 ¼ - 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.

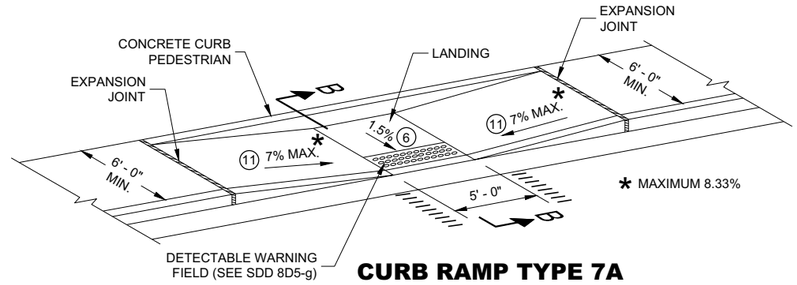
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

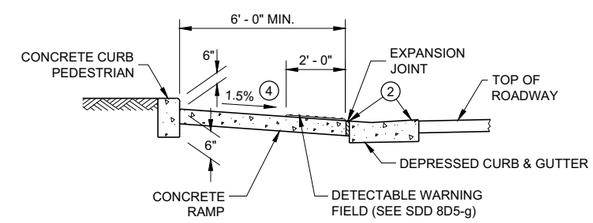
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

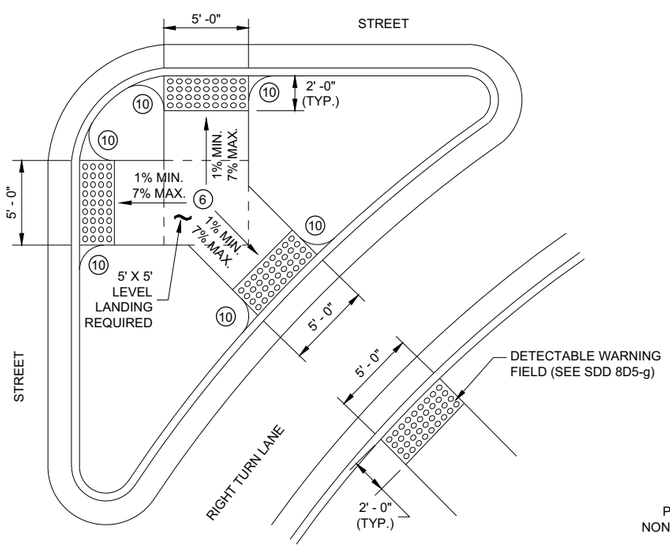


CURB RAMP TYPE 7A

MID BLOCK CROSSING



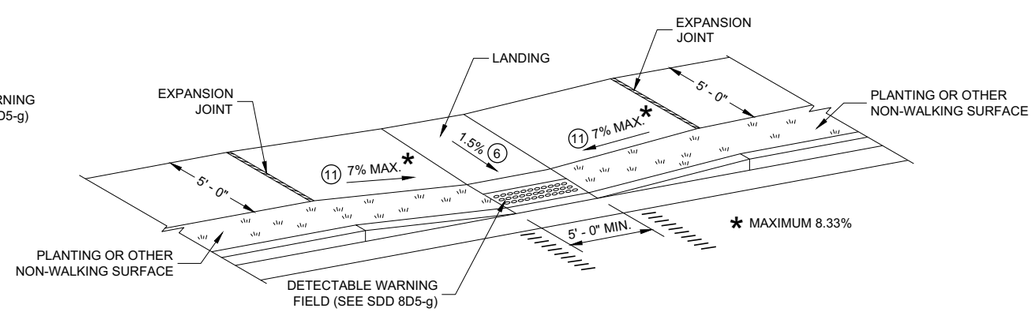
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

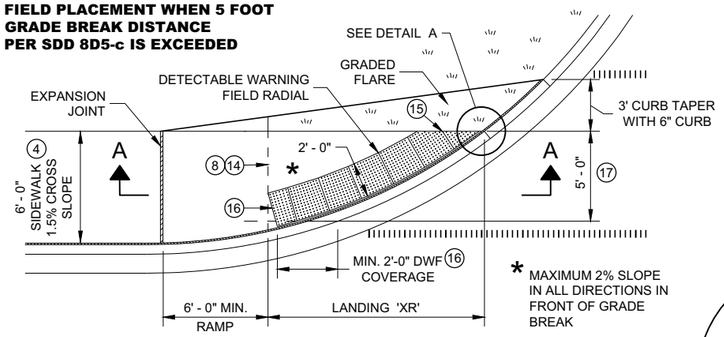
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

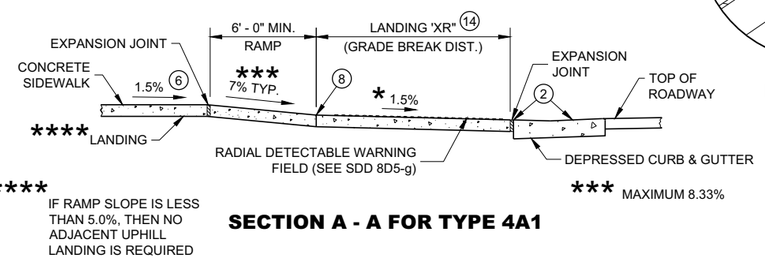
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



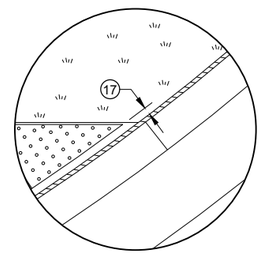
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" 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.

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER 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 ¼ - 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 LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

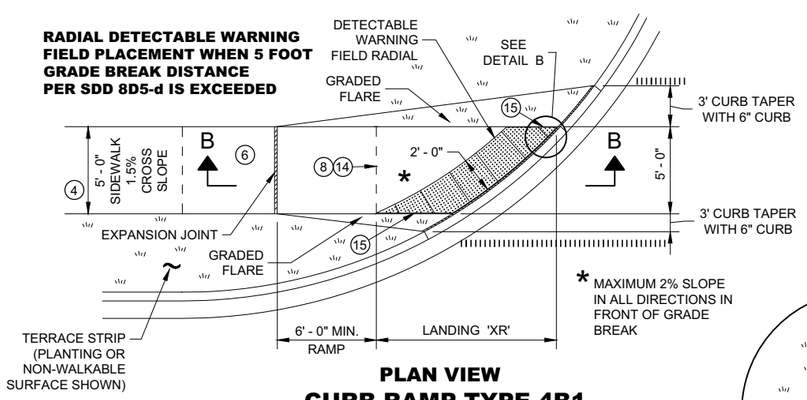
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 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.

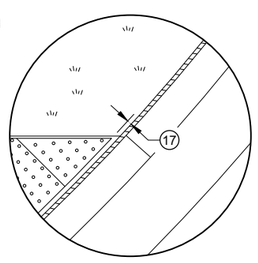
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



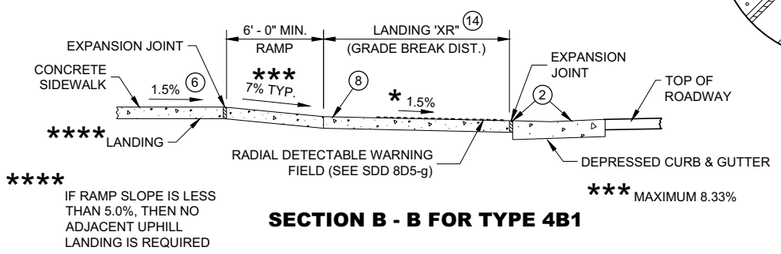
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

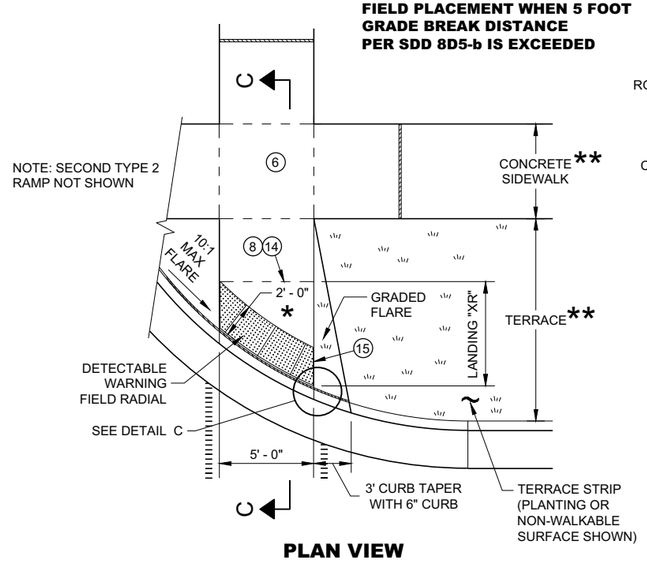


DETAIL B



SECTION B - B FOR TYPE 4B1

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

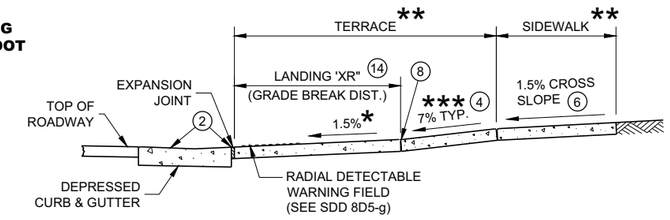


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

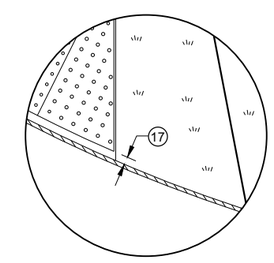


SECTION C - C FOR TYPE 2

* 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

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SDD 08D05 - 20f

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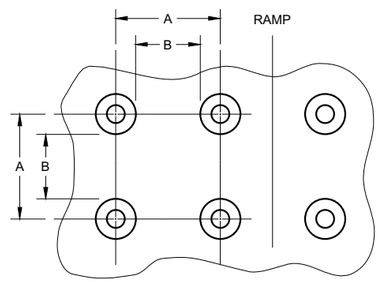
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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



PLAN VIEW

ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

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

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

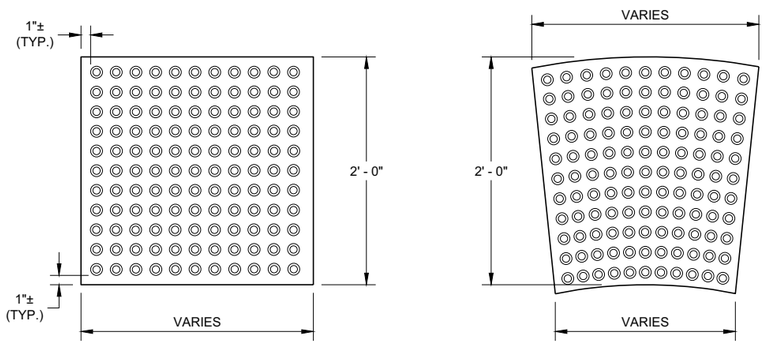
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

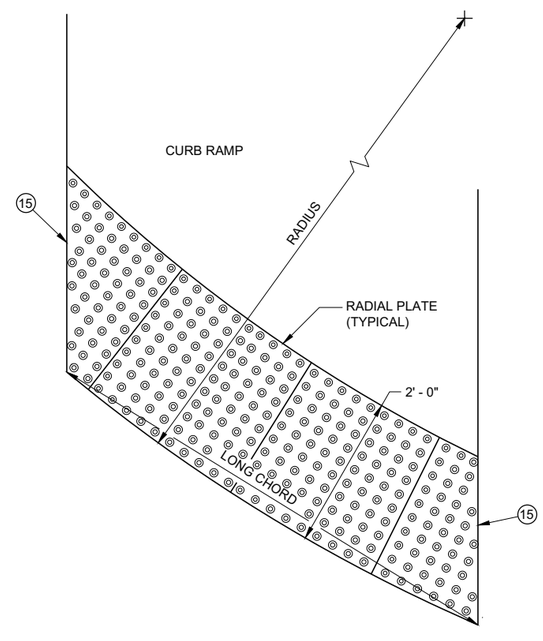
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

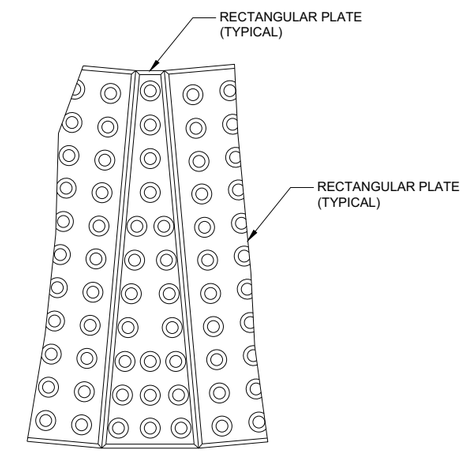


RECTANGULAR PLATES **RADIAL PLATES**

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

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SDD 08D05 - 20g

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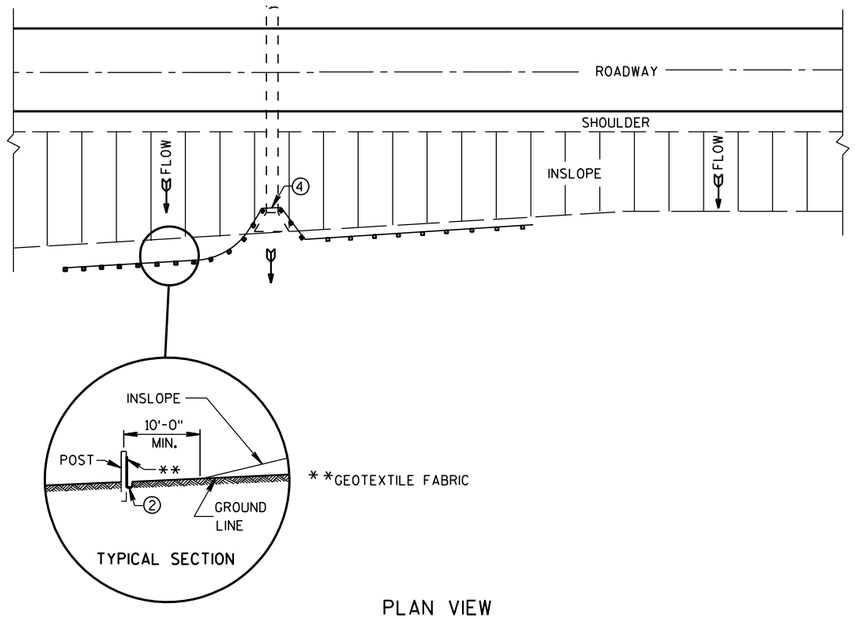
CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

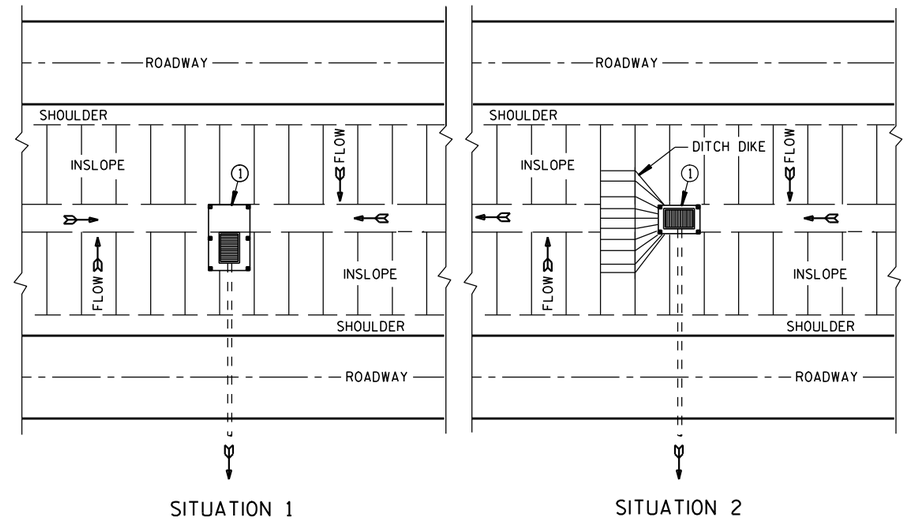
APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

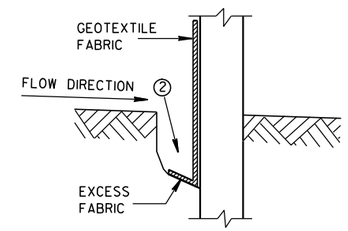
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

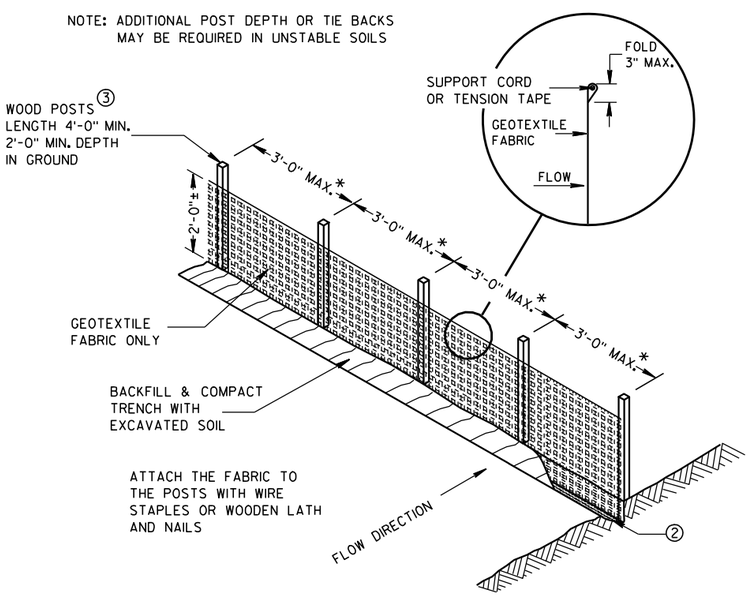
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES. B) HOOK THE END OF EACH SILT FENCE LENGTH.



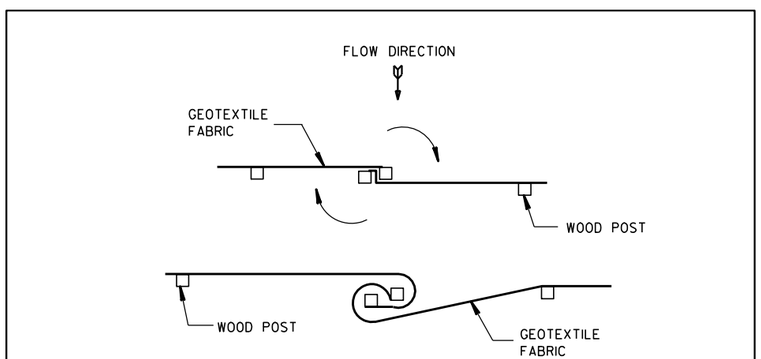
TRENCH DETAIL

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

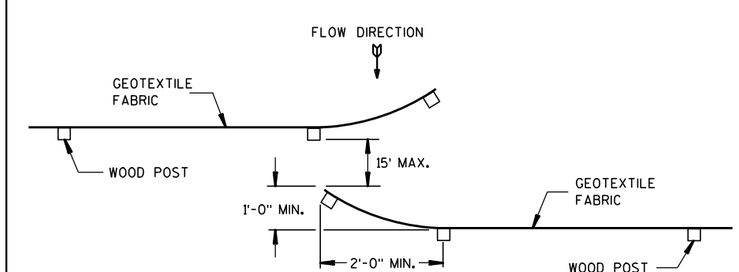


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

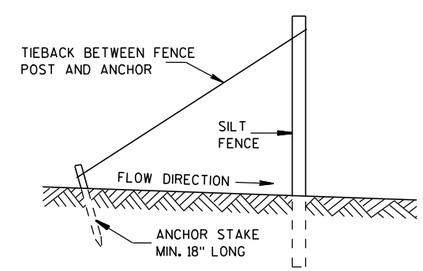


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 DATE — /S/ Beth Cann-- CHIEF ROADWAY DEVELOP ENGINEER FHWA

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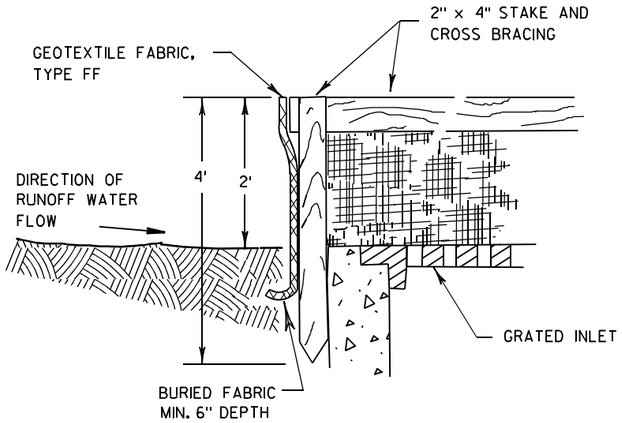
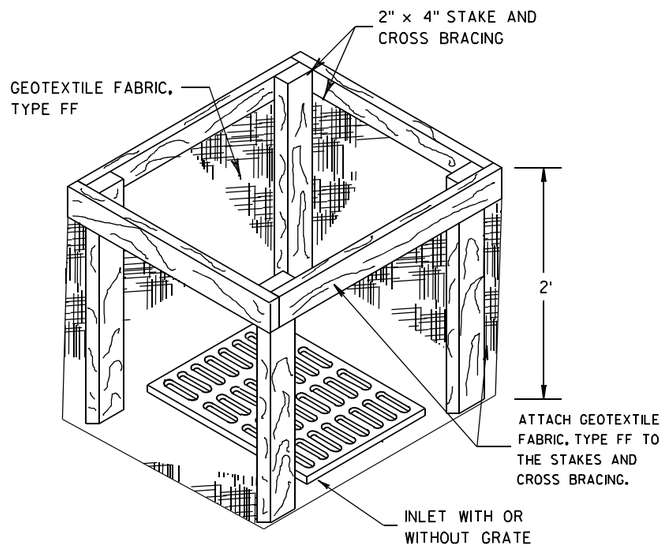
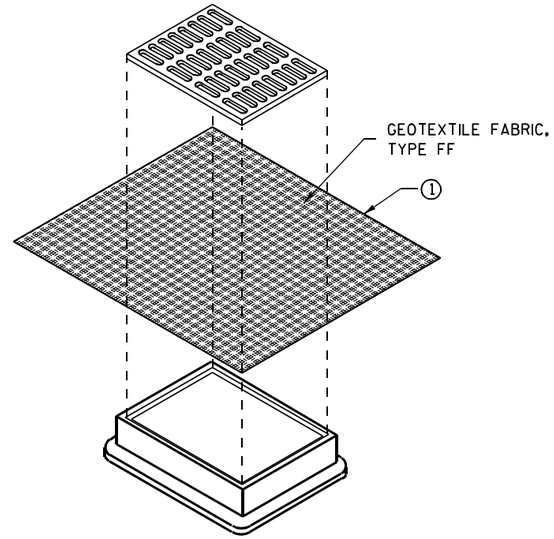
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



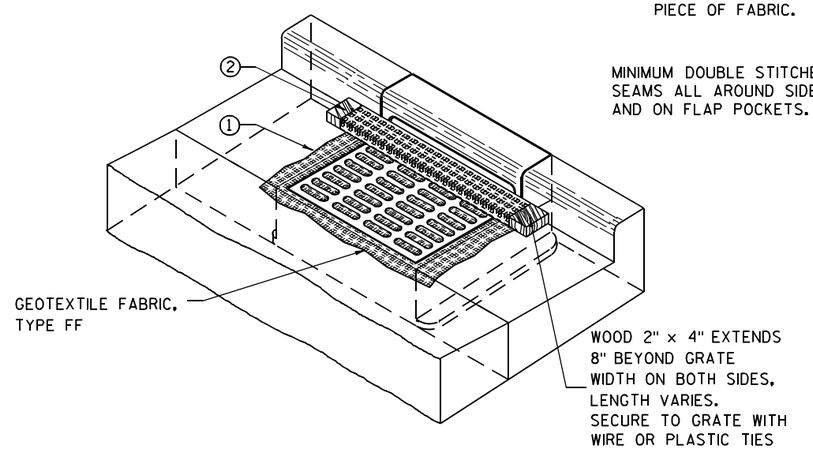


INLET PROTECTION, TYPE A

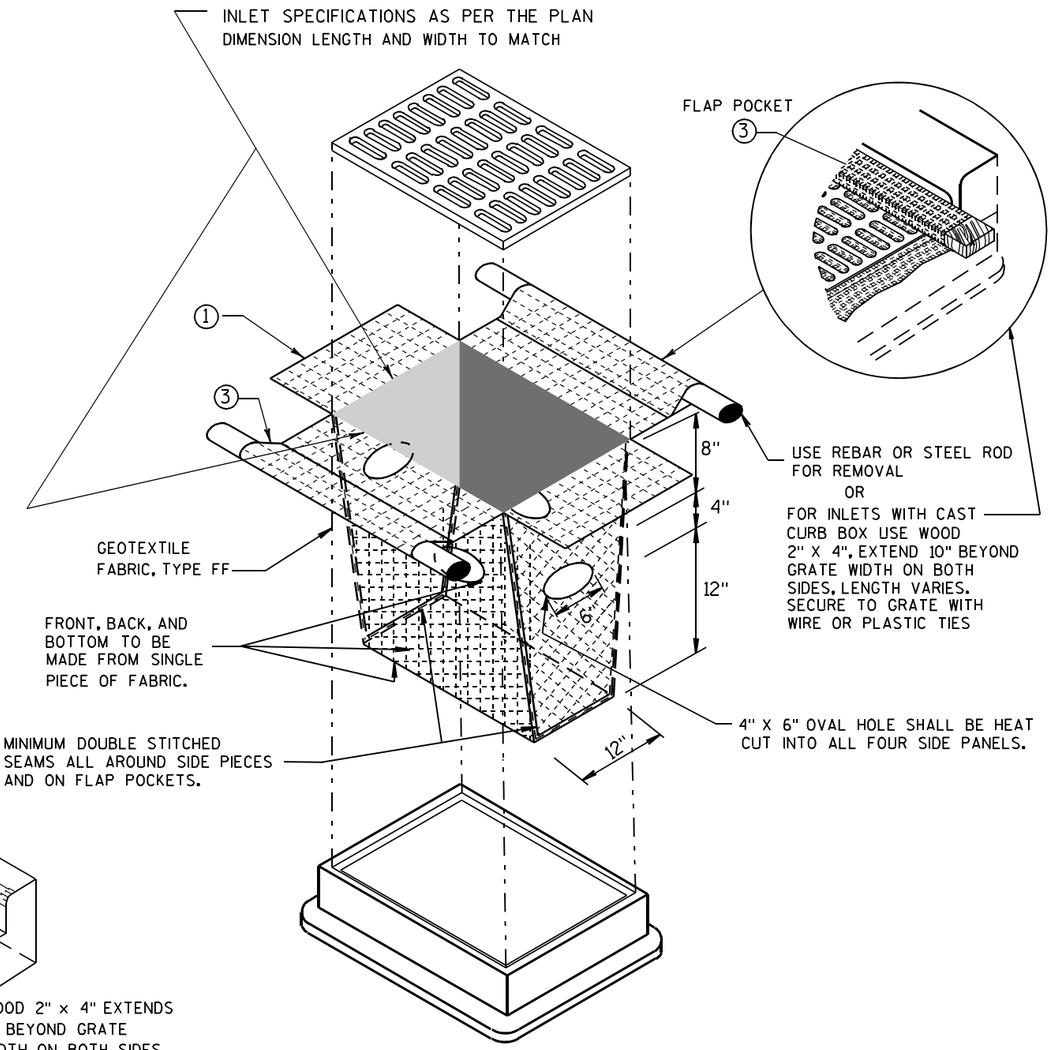


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

1 FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

2 FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

3 FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 — DATE
/S/ Beth Cannon — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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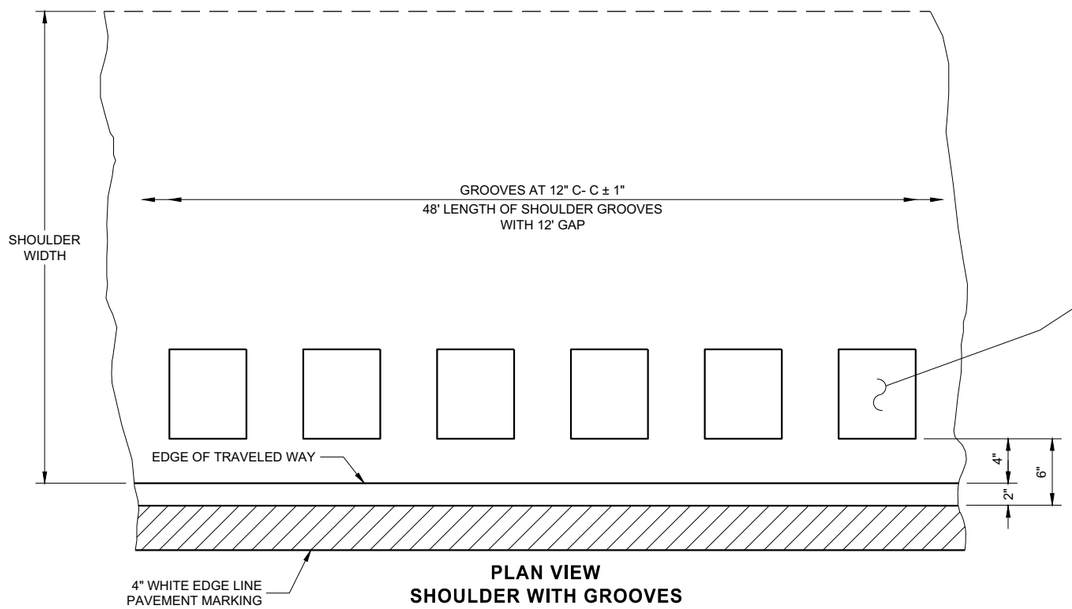
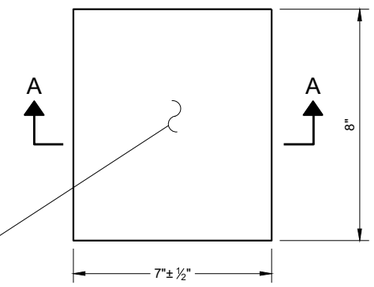
S.D.D. 8 E 10-2



PLAN VIEW
SHOULDER WITH GROOVES



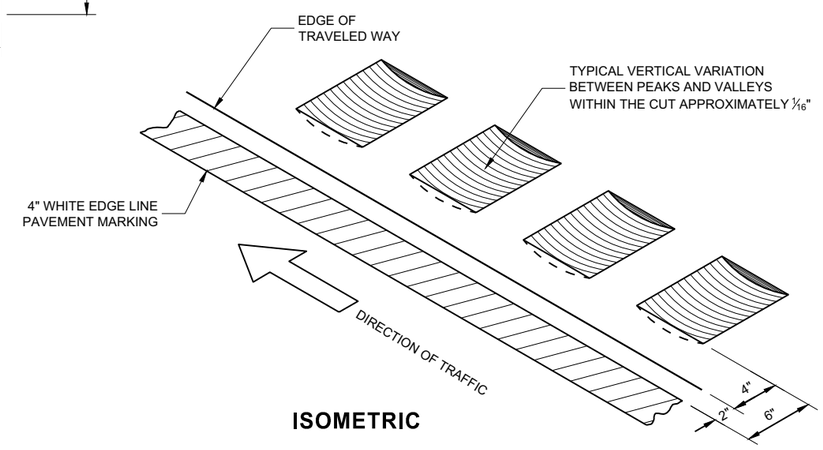
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

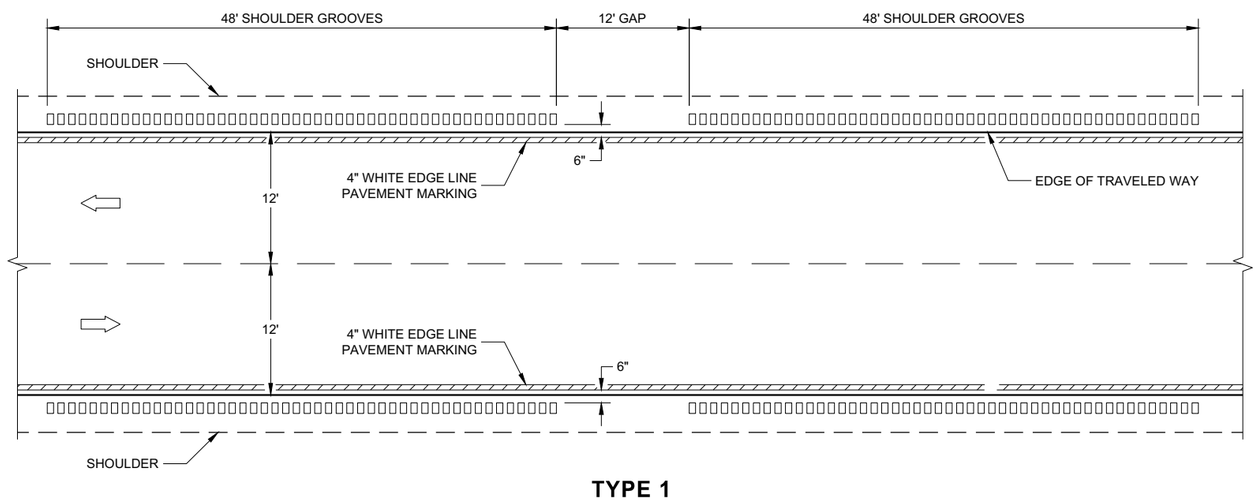
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

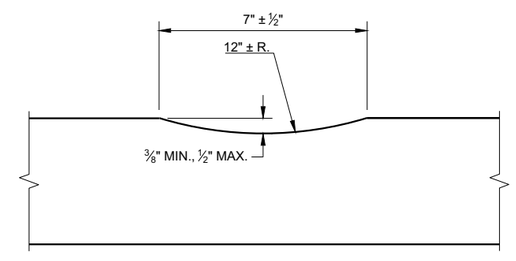


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

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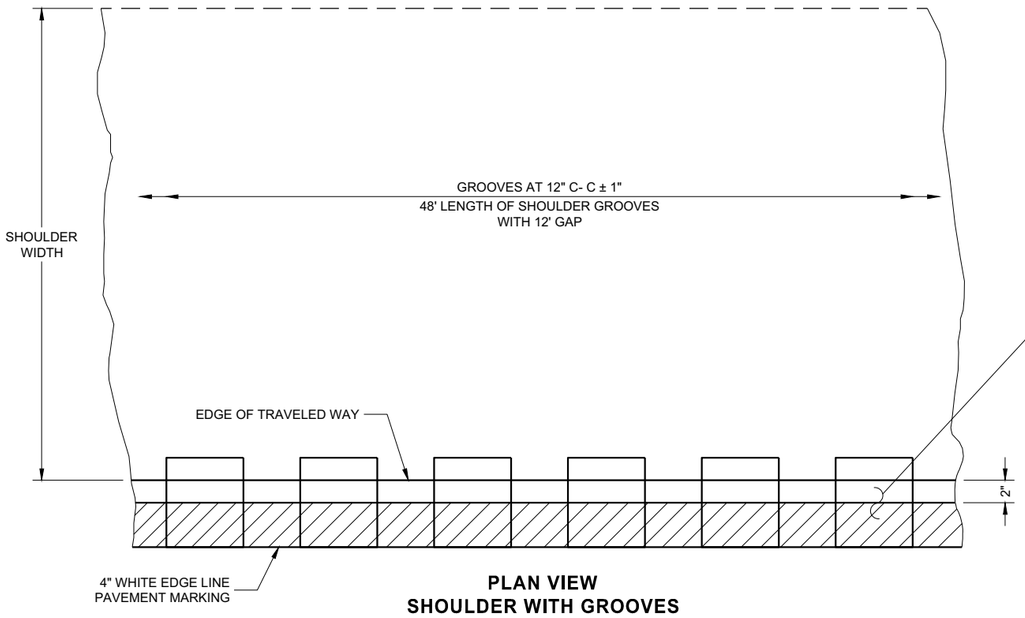
SDD 13A10 - 02a

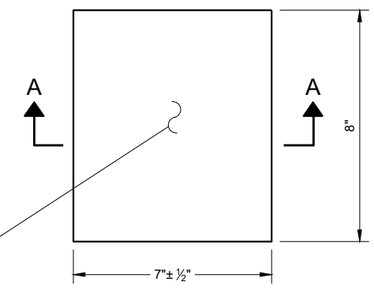
SDD 13A10 - 02a

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
SHOULDER WITH GROOVES



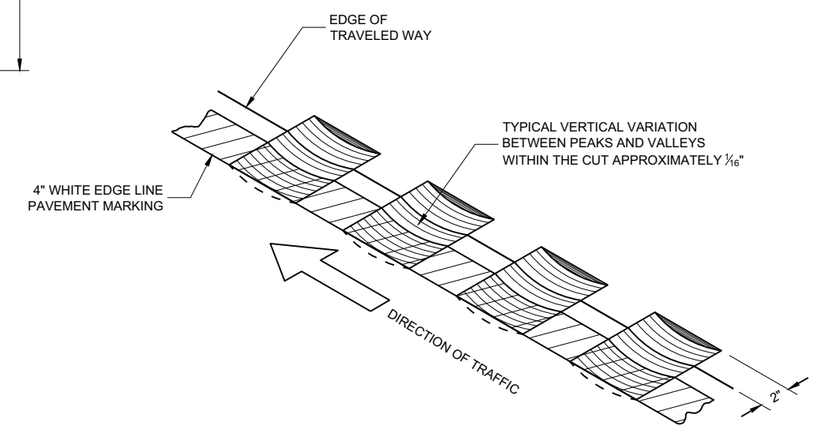
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

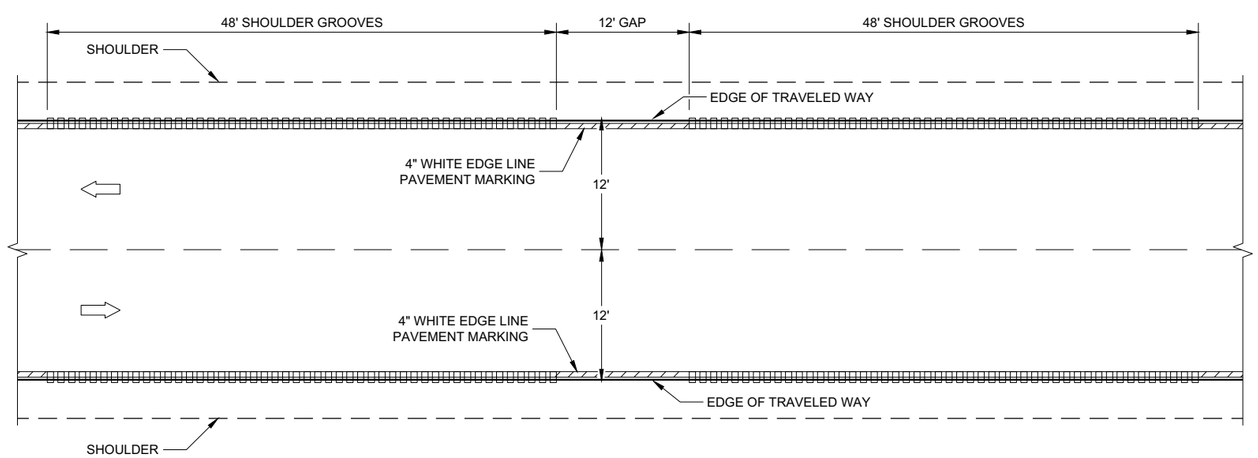
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

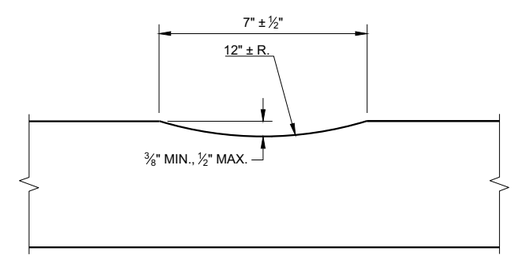


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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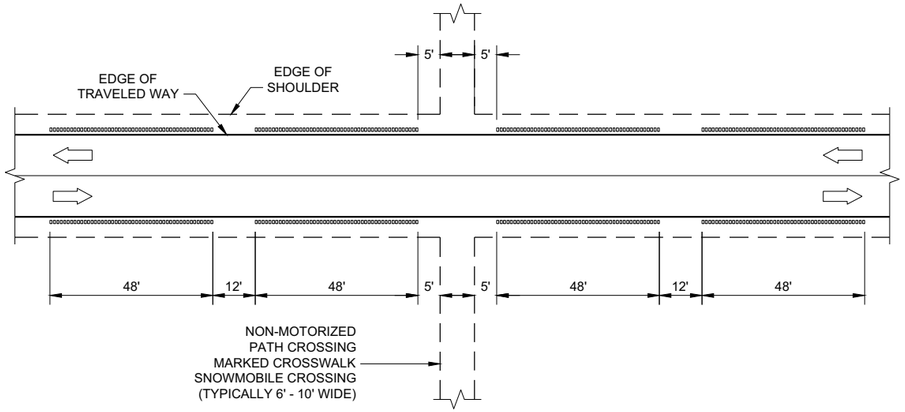
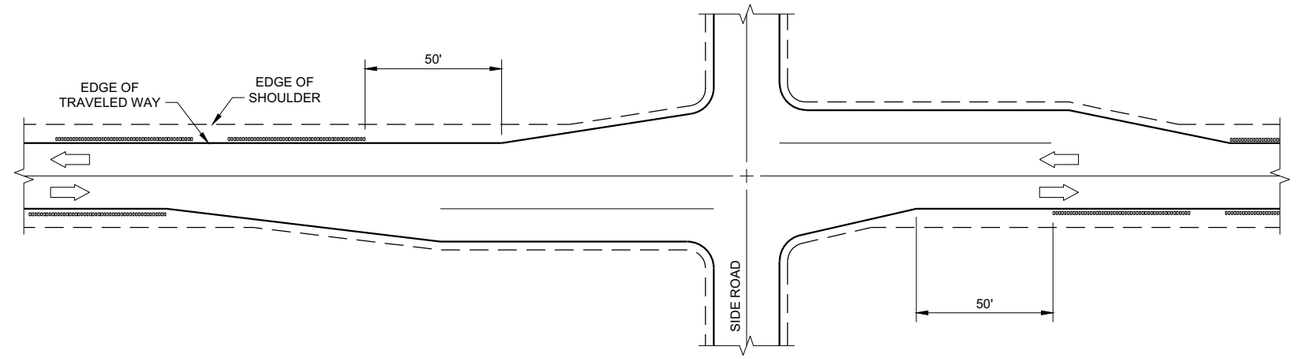
SDD 13A10 - 02b

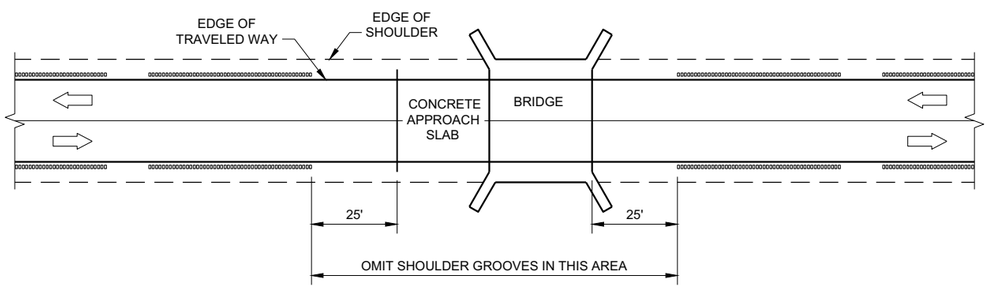
SDD 13A10 - 02b



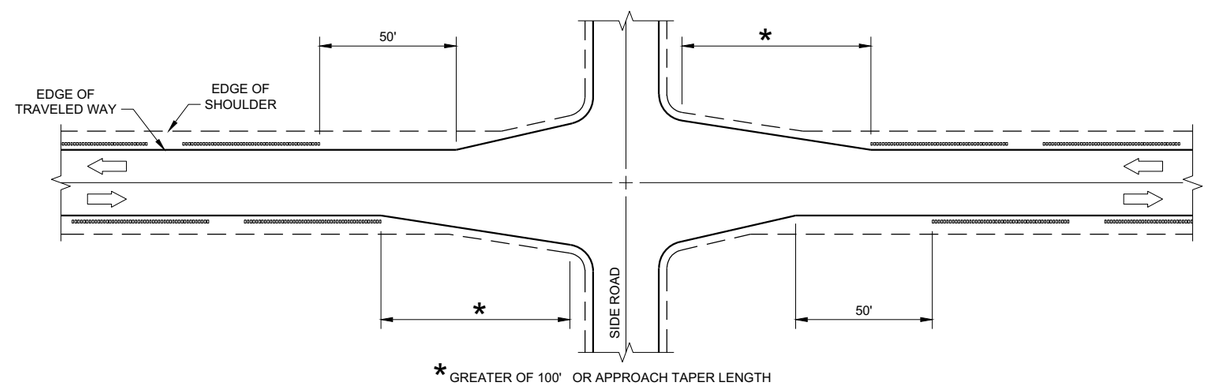
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



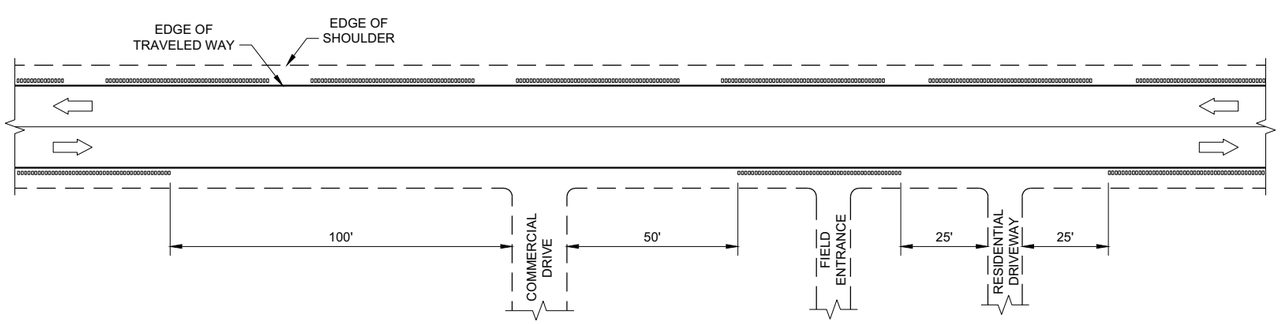
SHOULDER GROOVES AT RIGHT TURN LANE



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

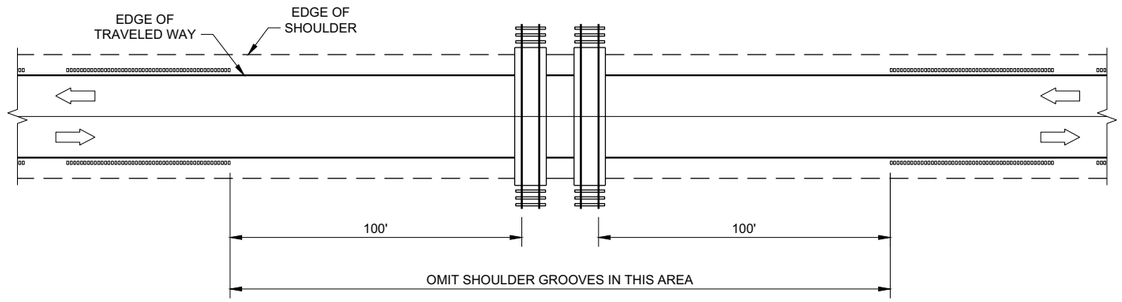
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

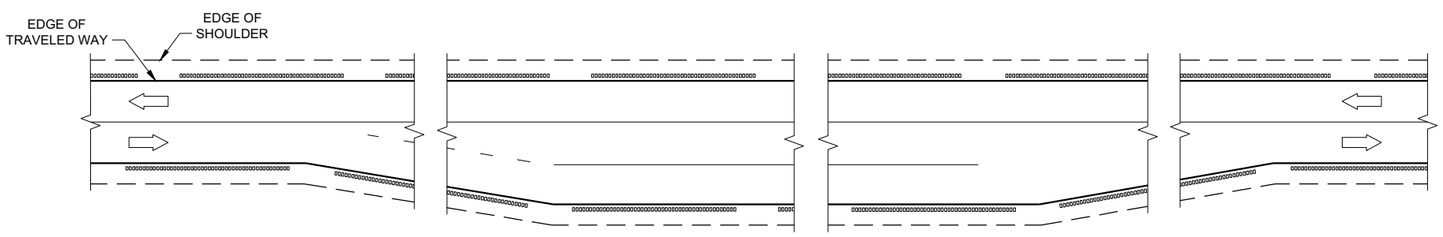
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

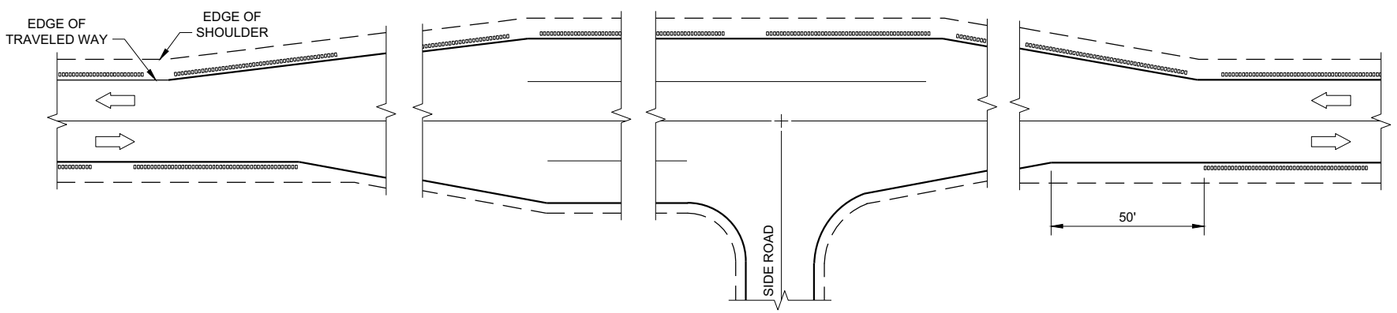
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 02d

SDD 13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

GENERAL NOTES

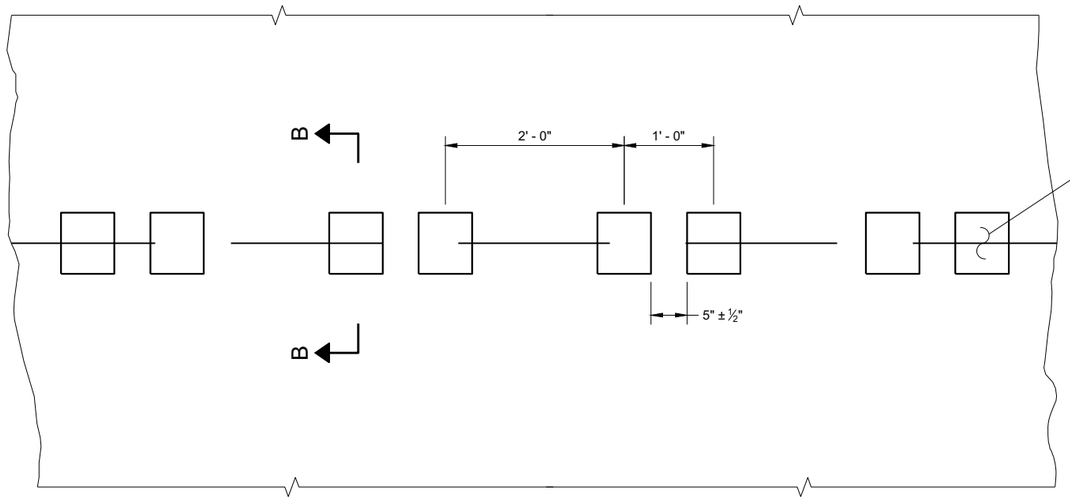
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

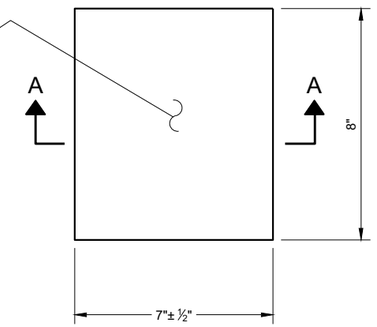
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

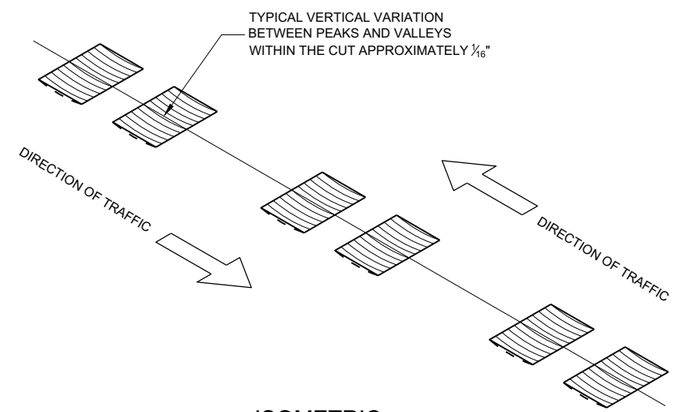
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
SHOULDER WITH GROOVES

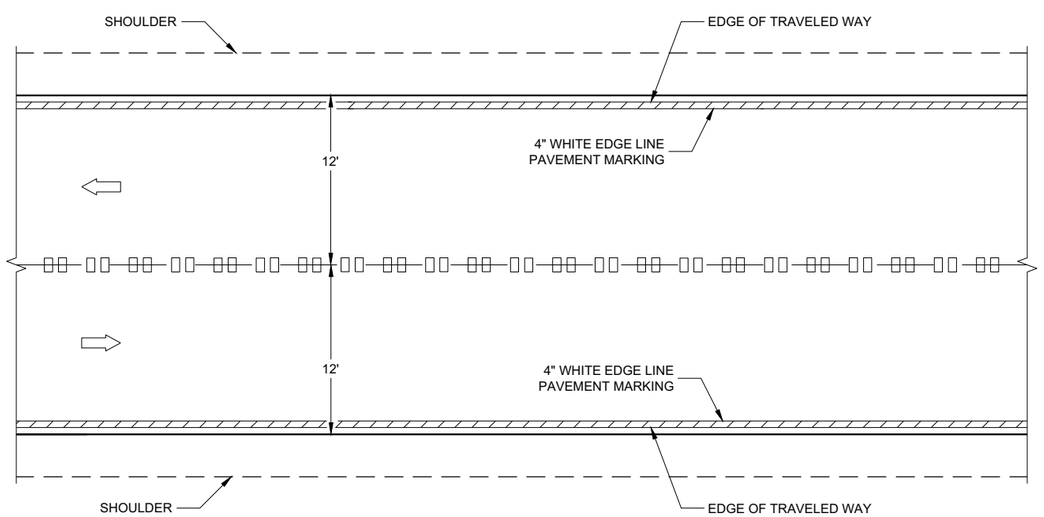


PLAN VIEW
(SINGLE GROOVE)

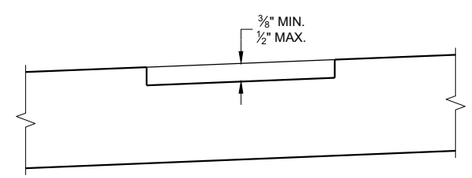


ISOMETRIC

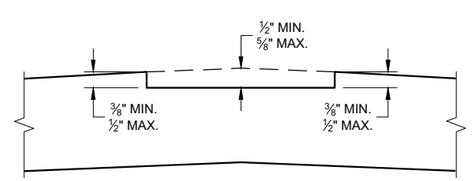
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



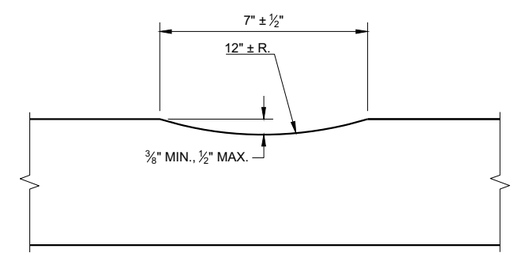
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

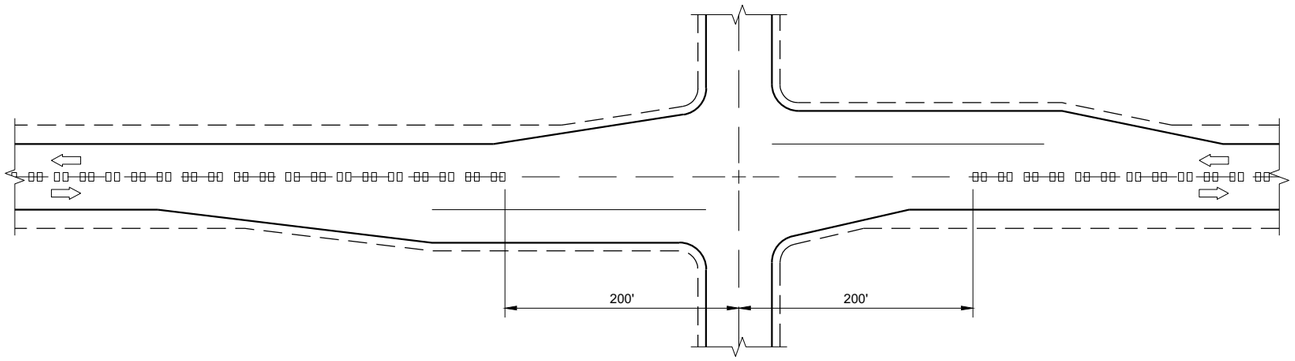
6

SDD 13A11 - 03a

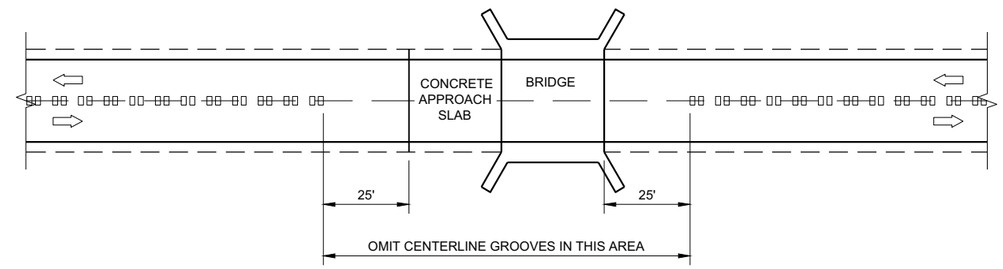
SDD 13A11 - 03a

GENERAL NOTES

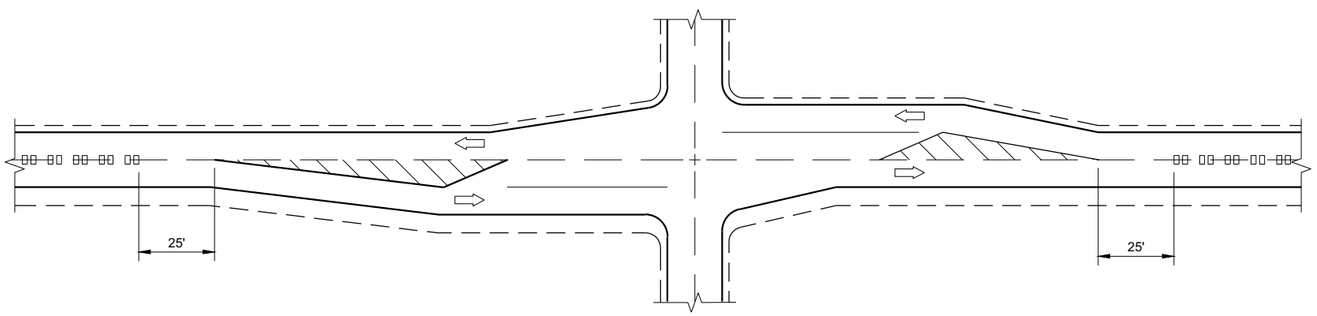
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



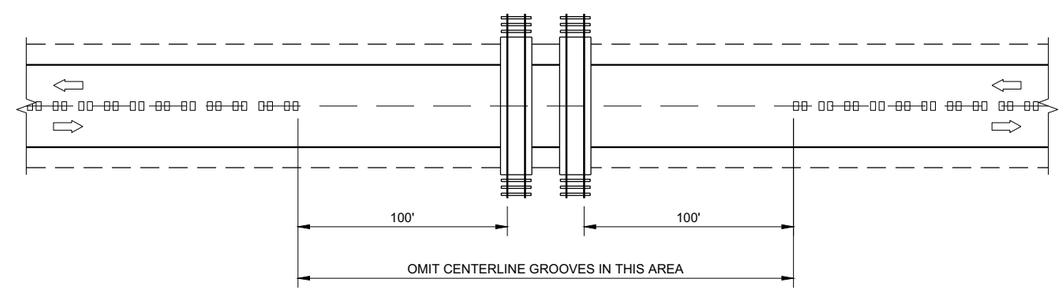
CENTERLINE GROOVES AT INTERSECTIONS



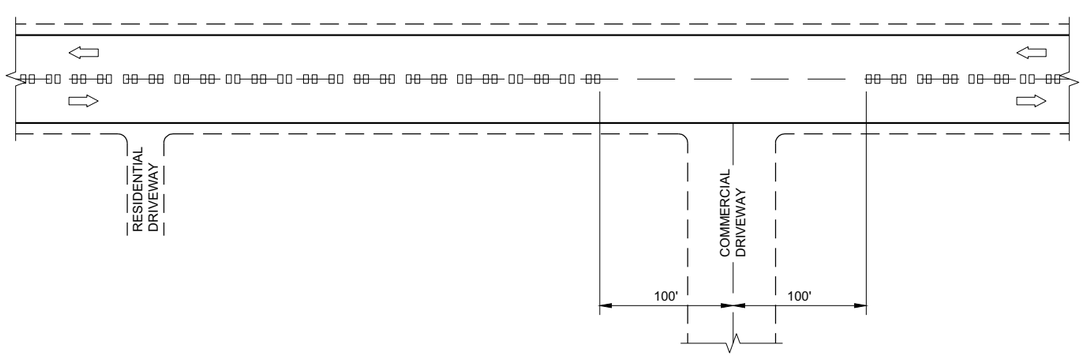
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

6

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SDD 13A11 - 03b

SDD 13A11 - 03b

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

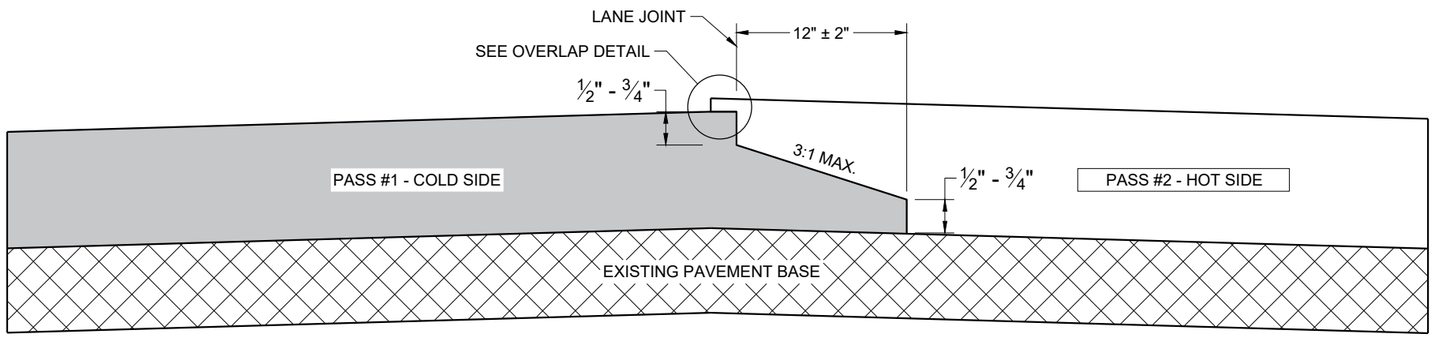
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

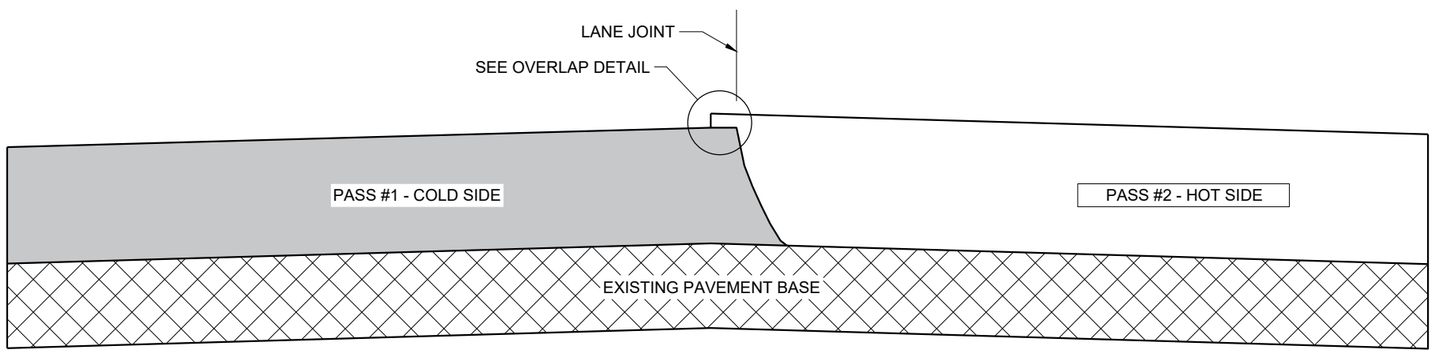
7/2018 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

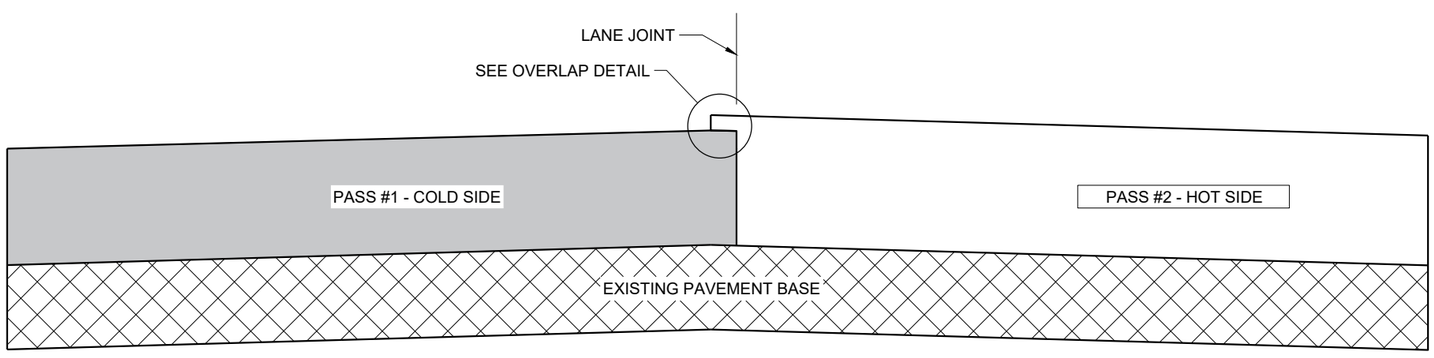
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

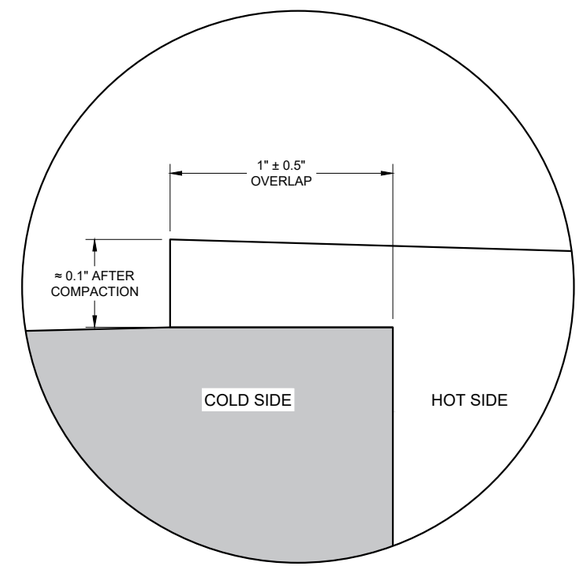
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

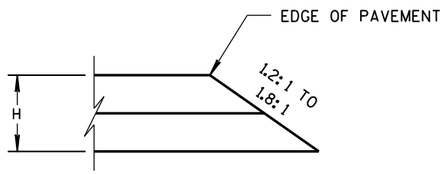
SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

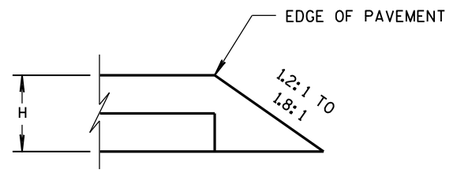
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN

FHWA



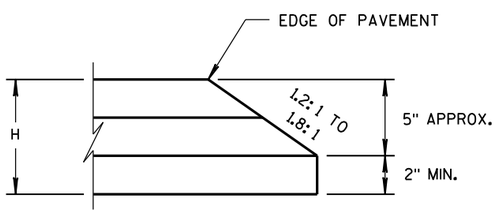
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



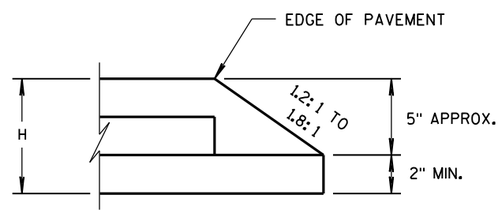
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

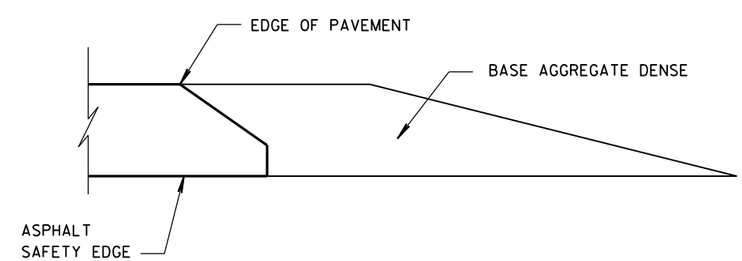
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

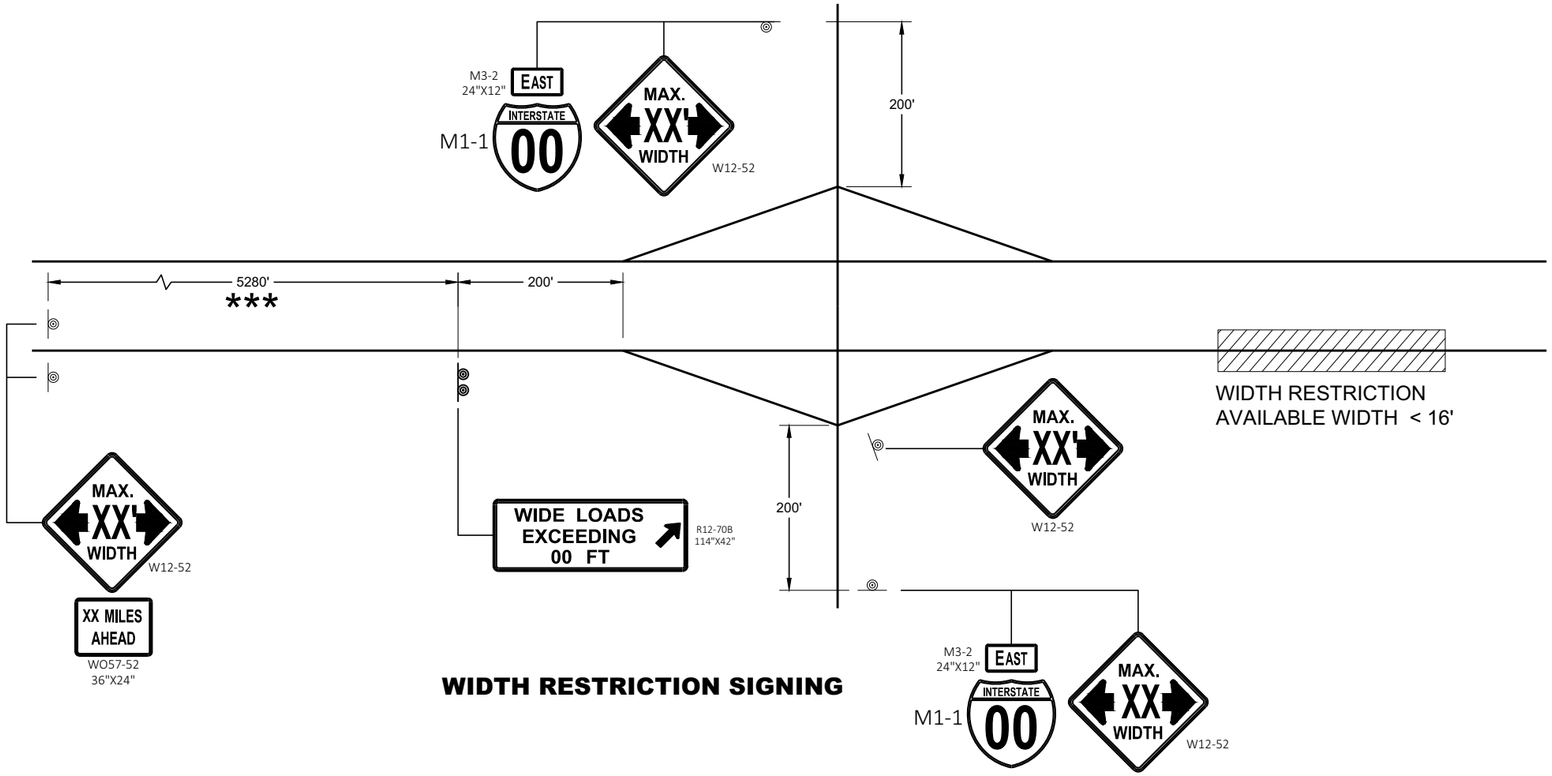
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

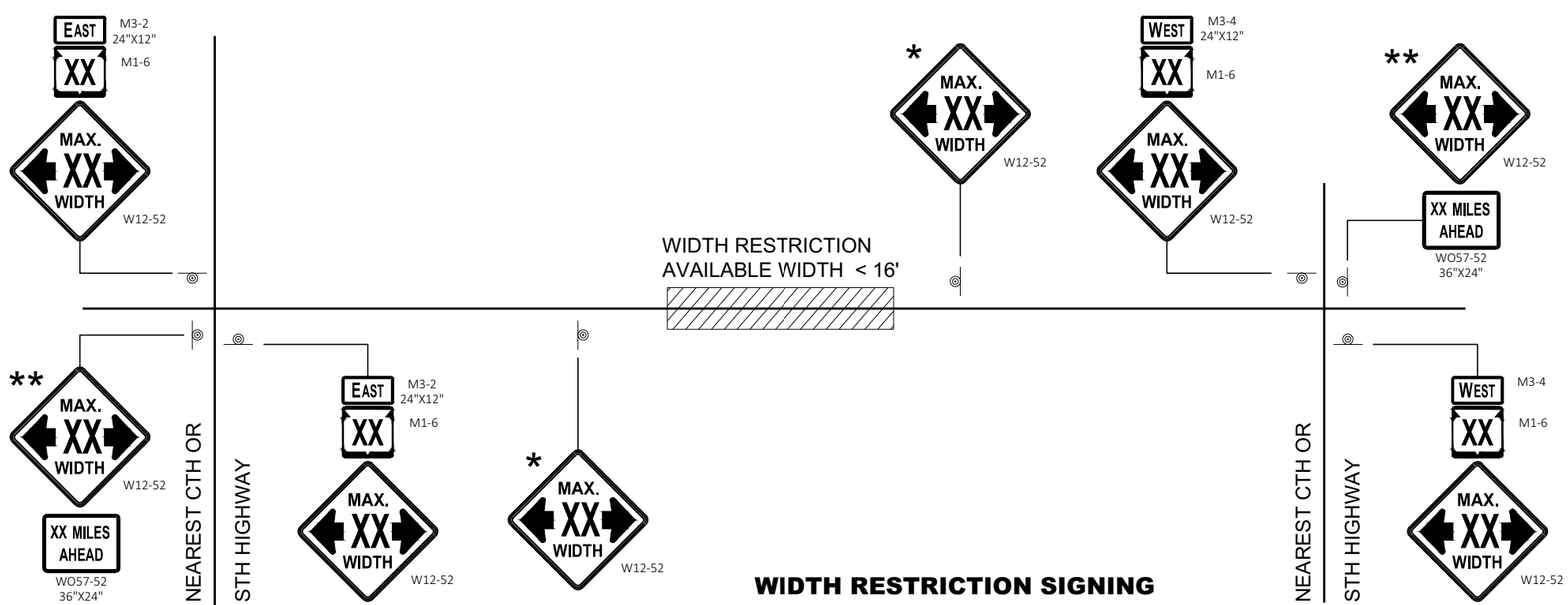
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C02 - 08f

GENERAL NOTES

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

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

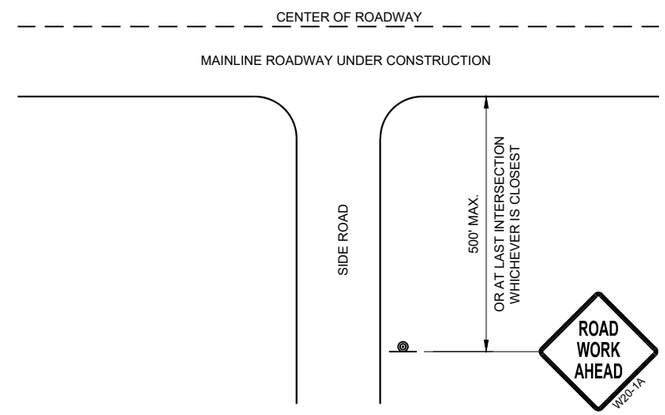
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

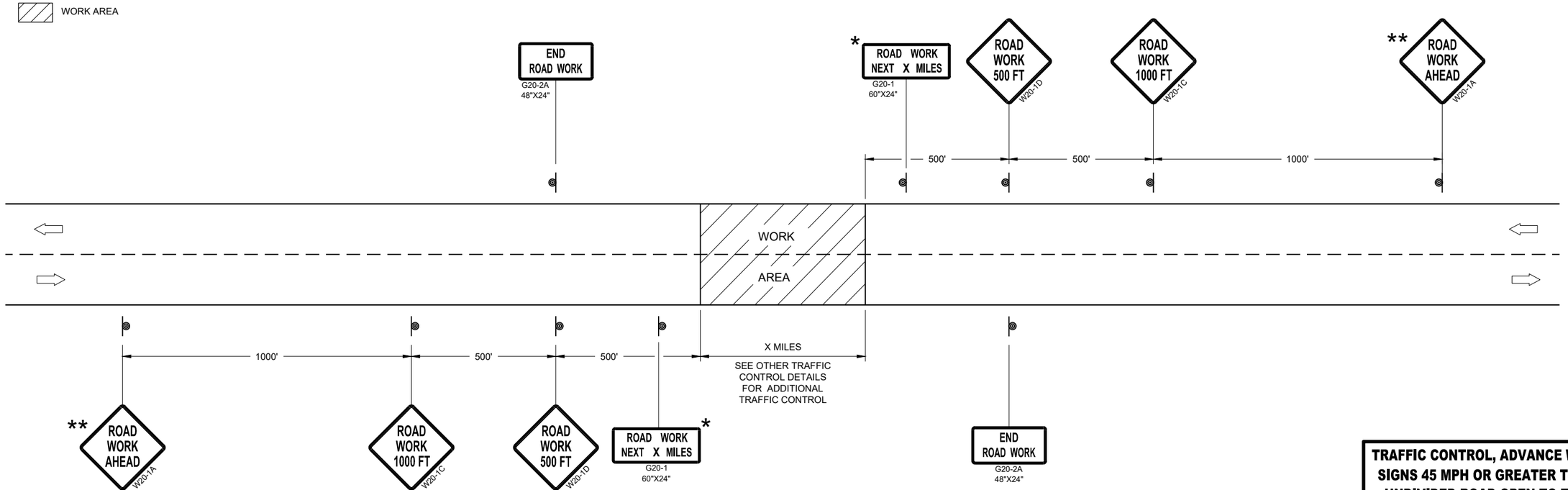
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C04 - 05

GENERAL NOTES

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

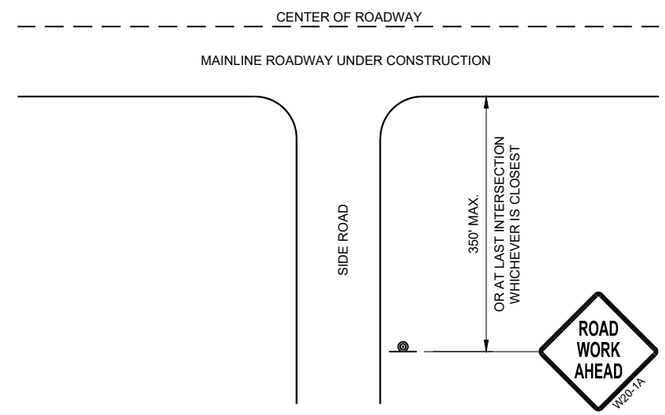
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

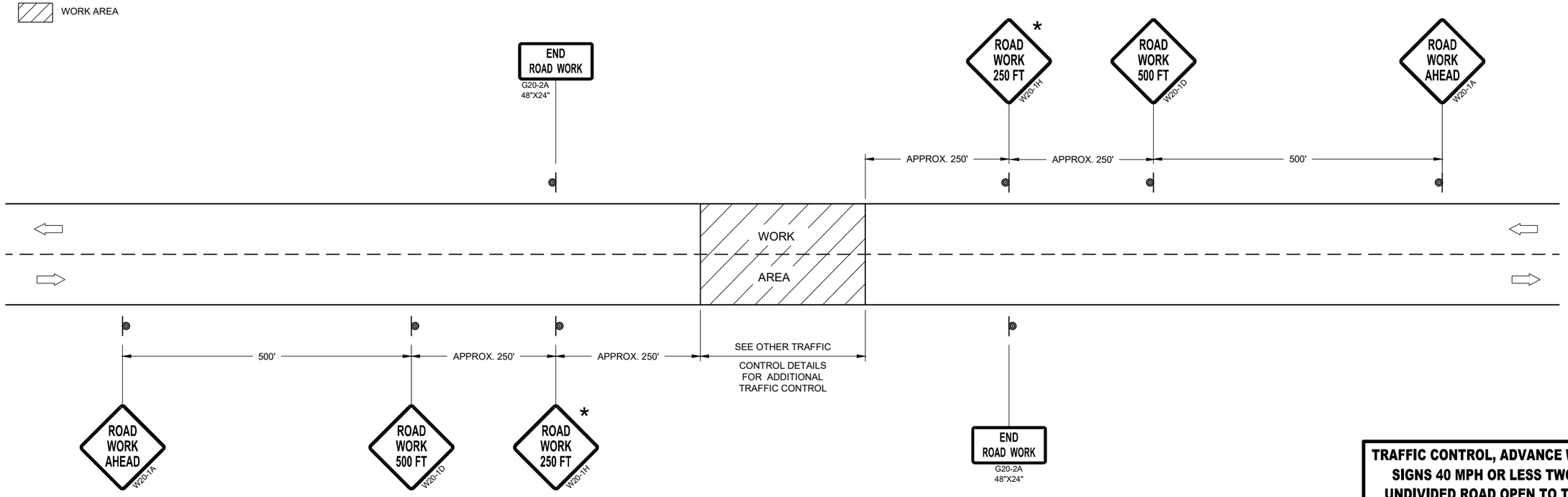
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



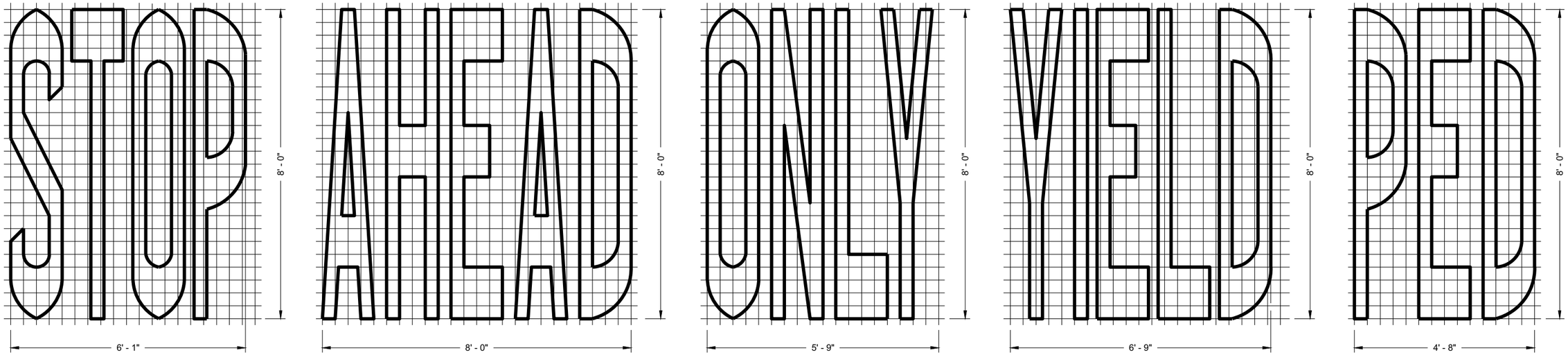
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

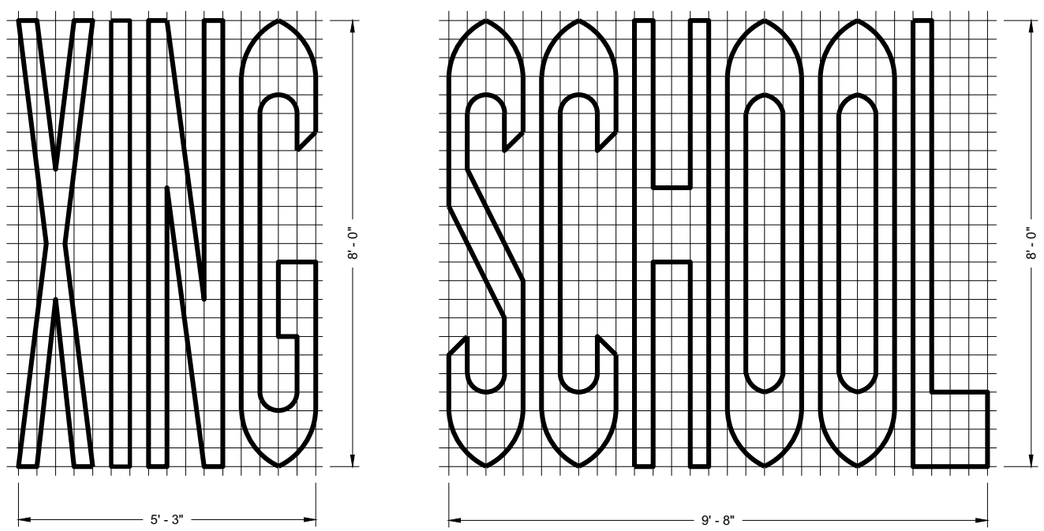
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

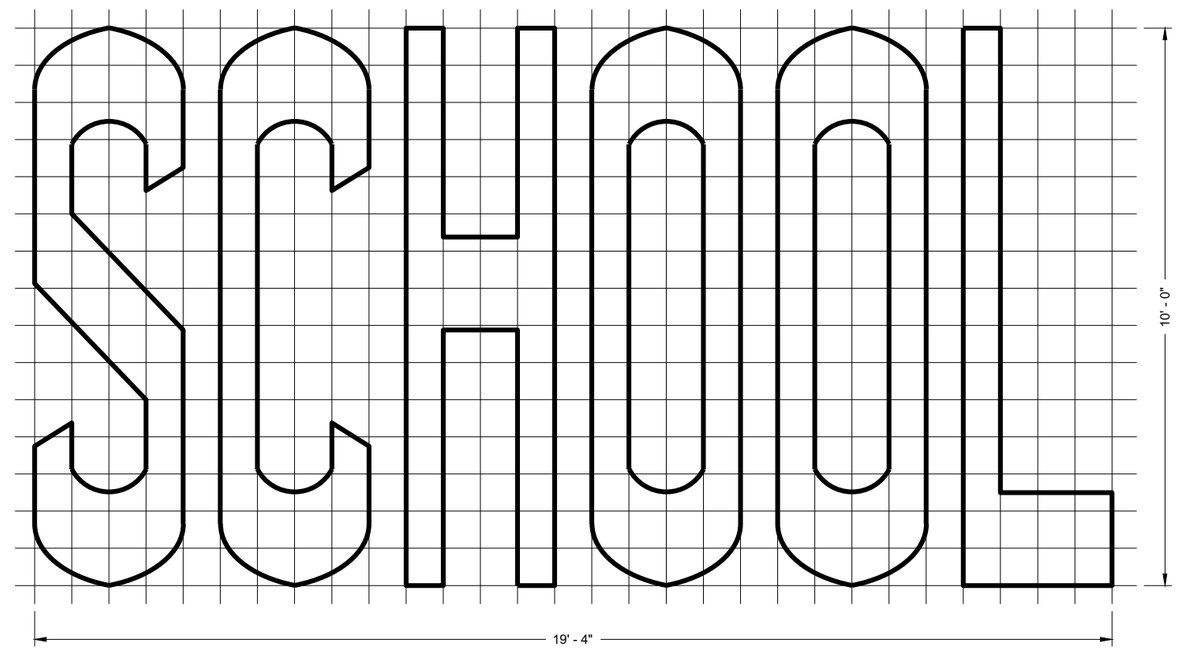
APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C05 - 05





SINGLE LANE



TWO - LANE

6

6

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

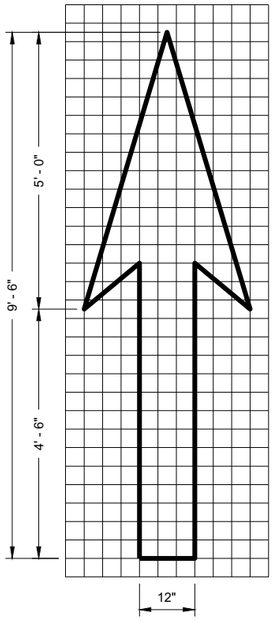
FHWA

SDD 15C07 - 15b

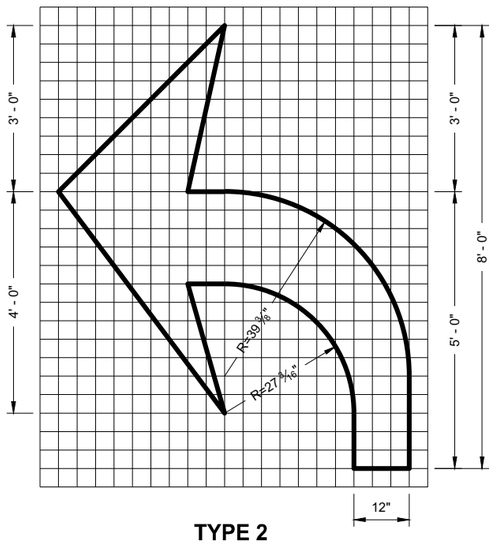
SDD 15C07 - 15b

GENERAL NOTES

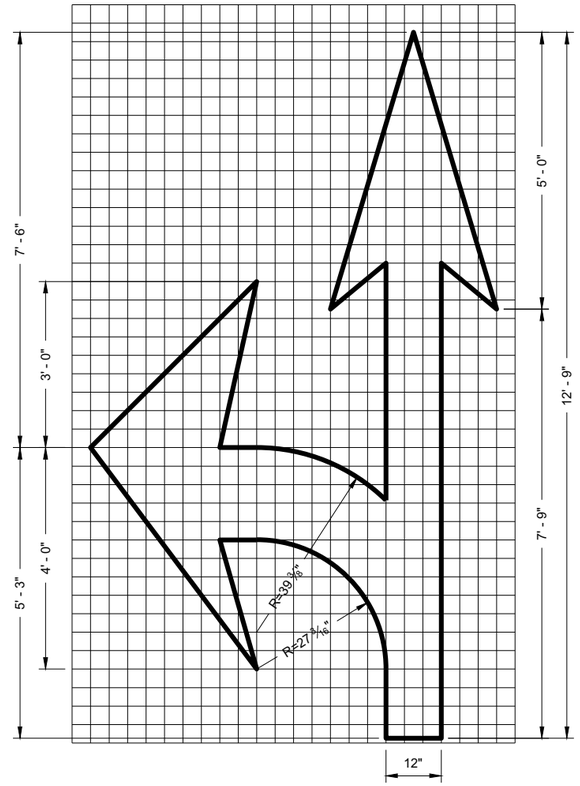
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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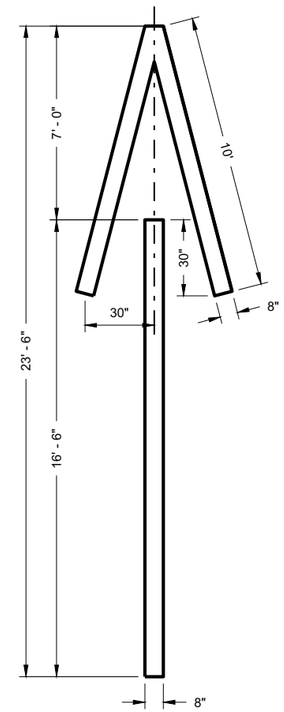

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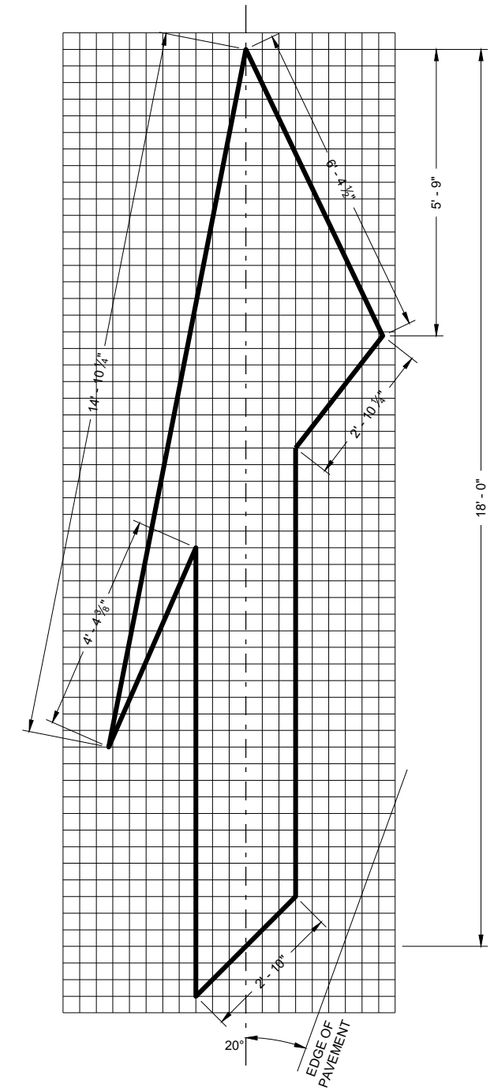
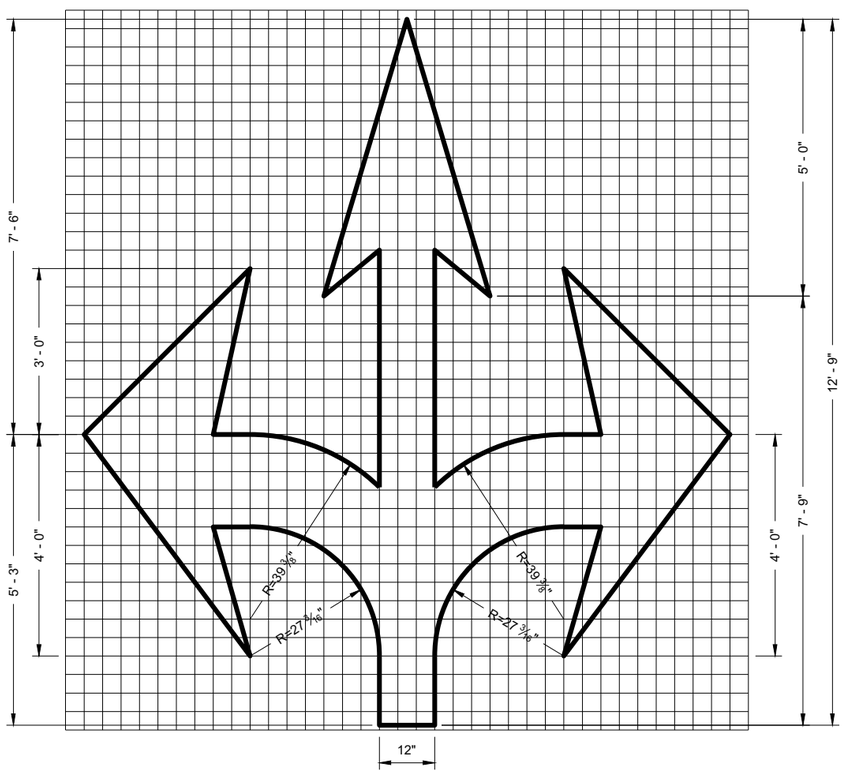
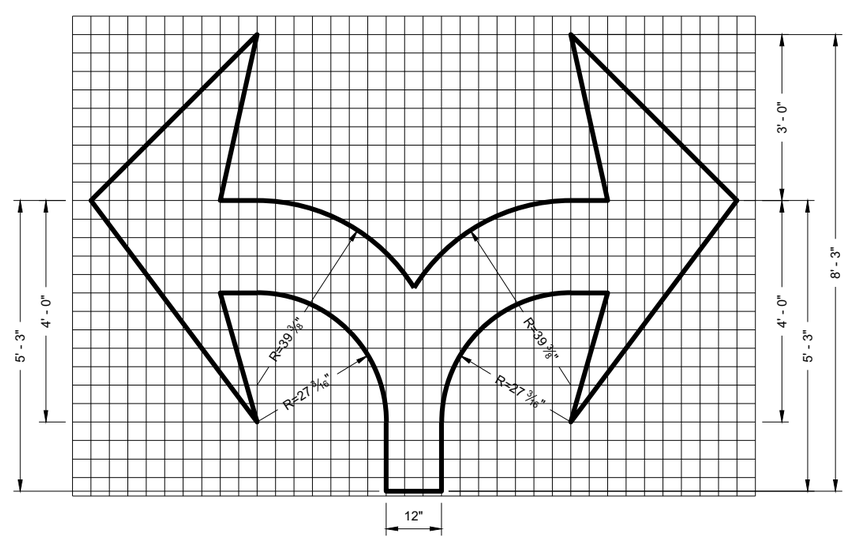


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

6

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER
FHWA

SDD 15C07 - 15c

GENERAL NOTES

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

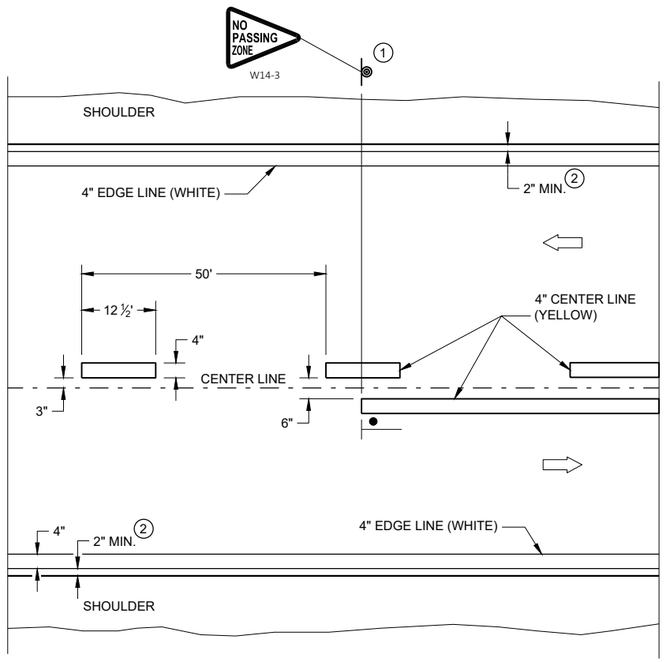
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

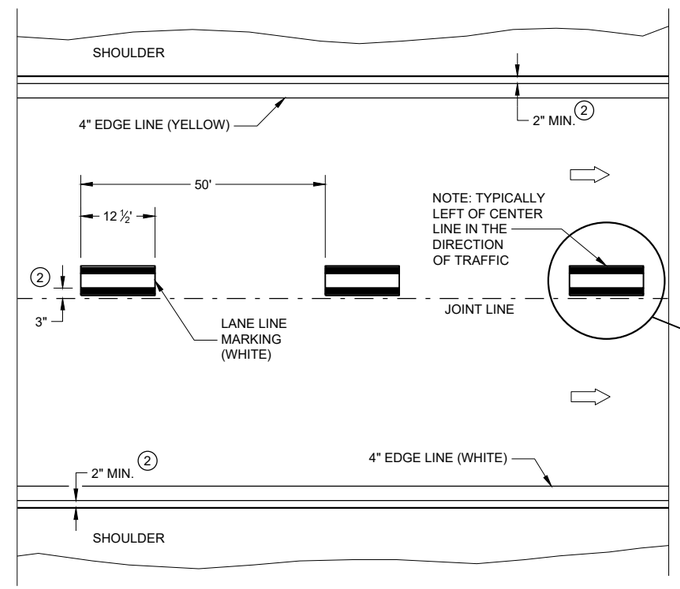
"T" MARKING

SIGN ON PERMANENT SUPPORT

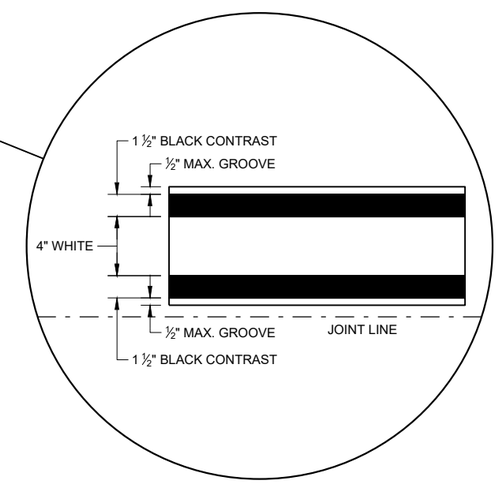
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

6

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SDD 15C08 - 22a

SDD 15C08 - 22a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

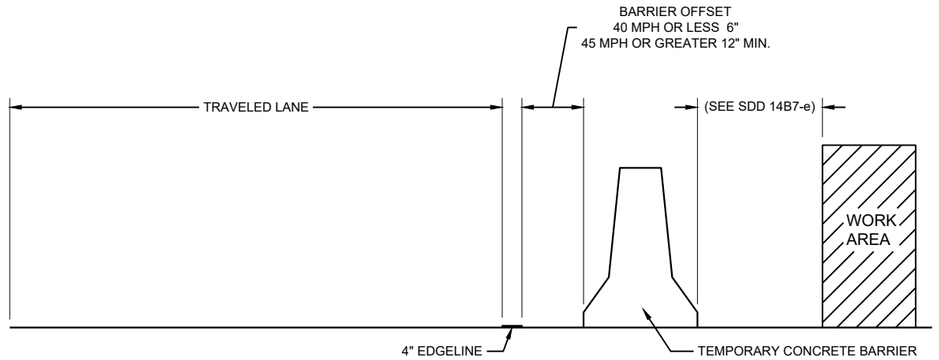
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022 — DATE

/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA



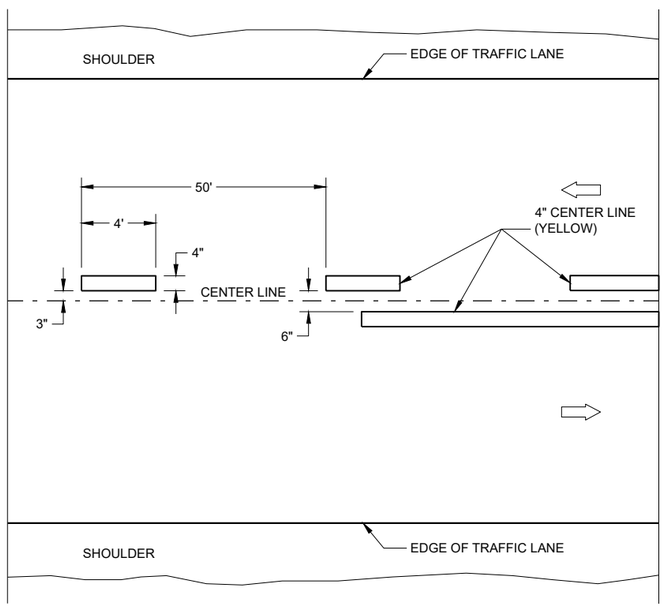
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

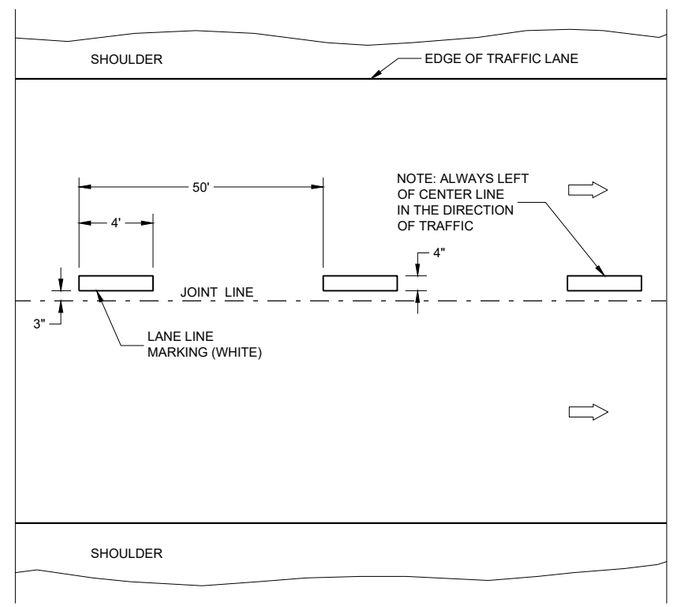
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

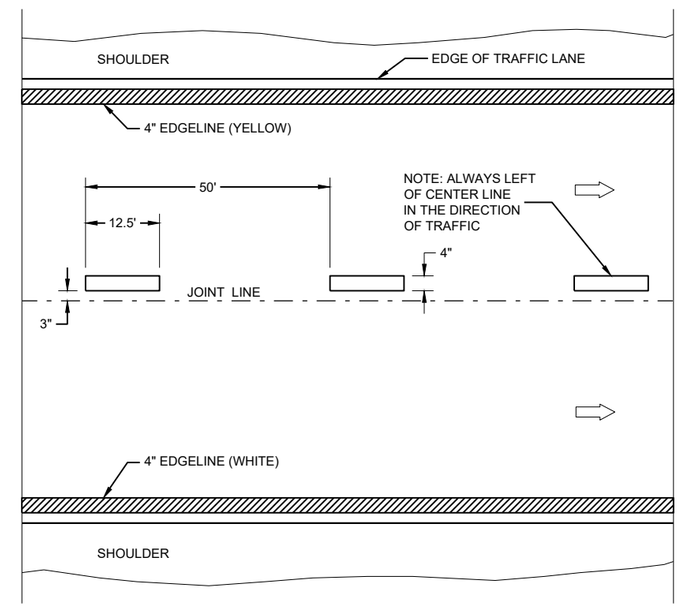
⇨ DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May 2022 — DATE /S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER FHWA

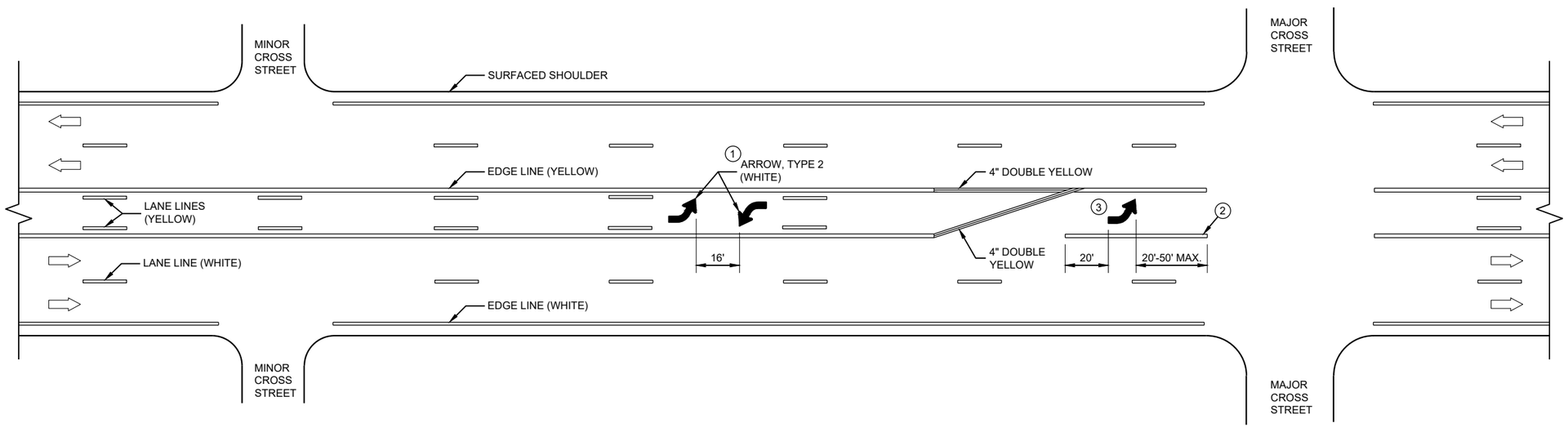
6

SDD 15C08 - 22b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

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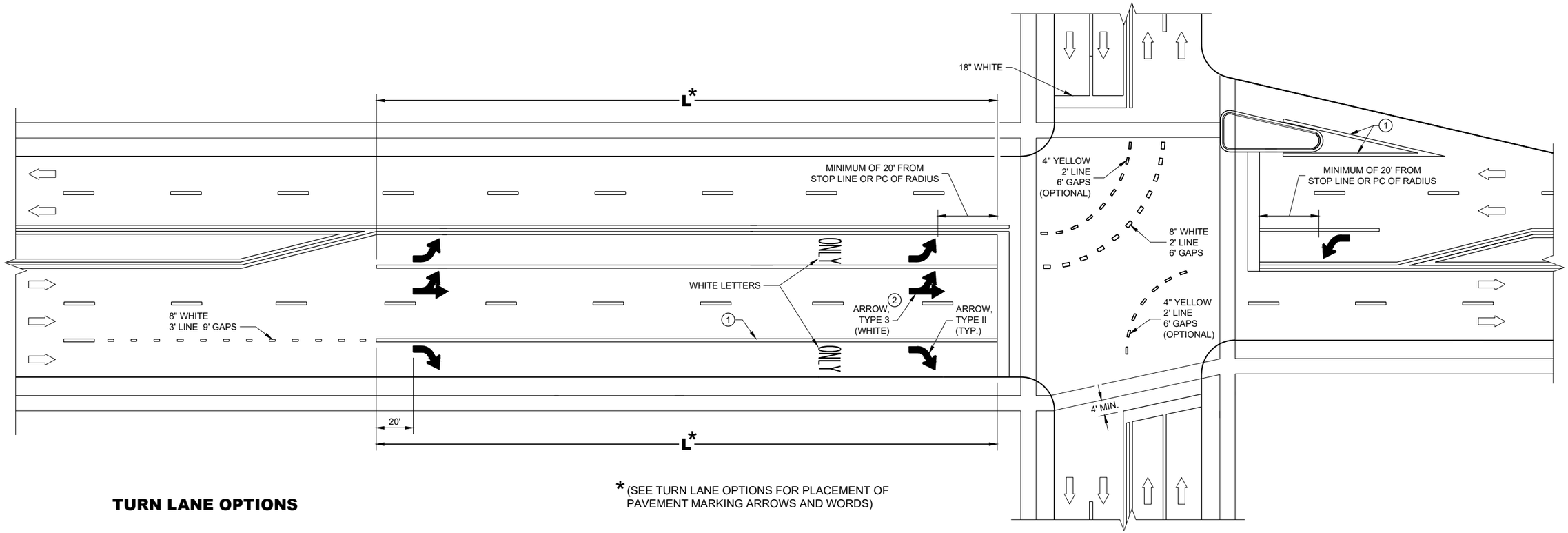
SDD 15C08 - 22c

SDD 15C08 - 22c

PAVEMENT MARKING (TURN LANES)

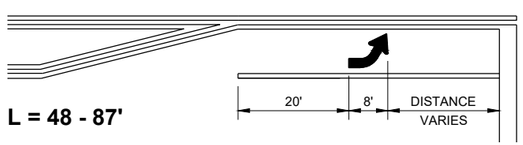
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

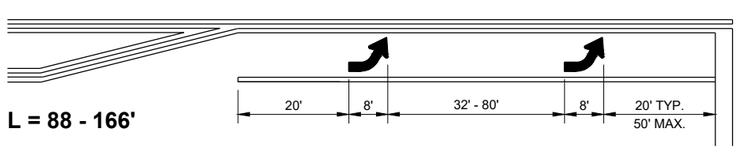


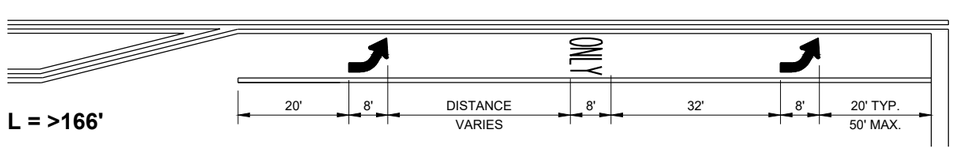
*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

LENGTH OF TURN BAY (L) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS







GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

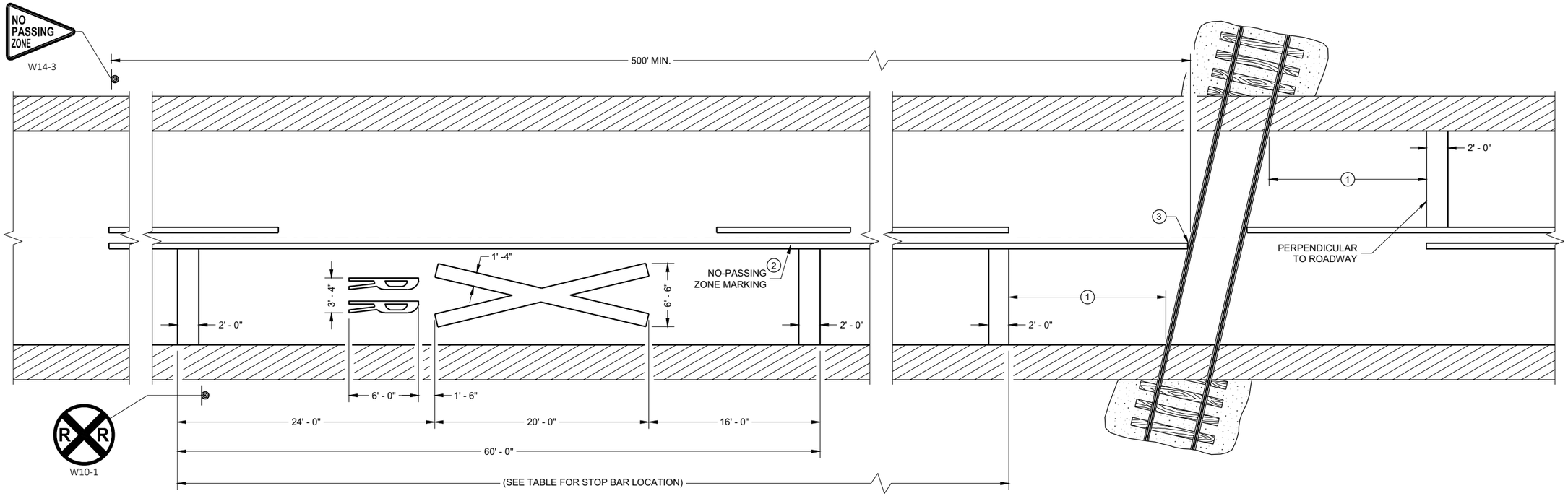
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

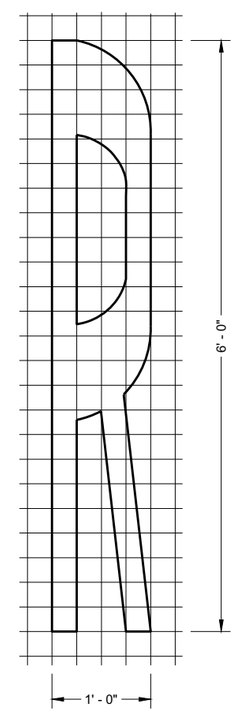
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15C08 - 22d



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

1. MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
2. 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
3. FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

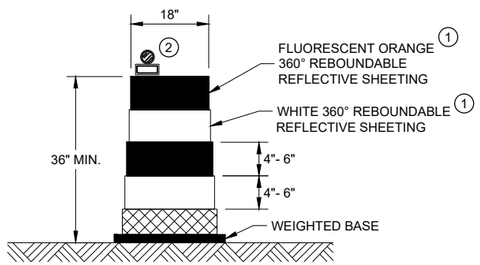
APPROVED
February 2021 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER
FHWA

6

SDD 15C09 - 12a

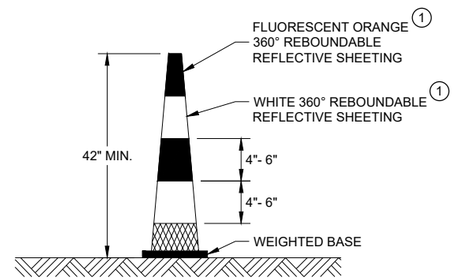
GENERAL NOTES

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



DRUM

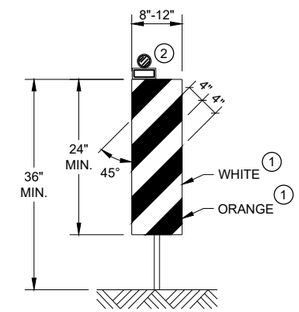
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

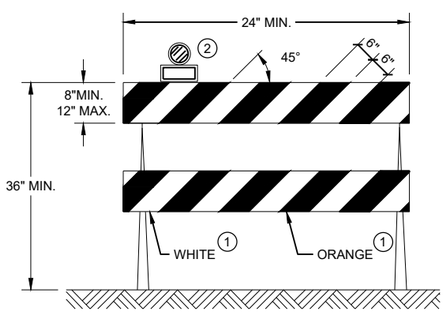
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



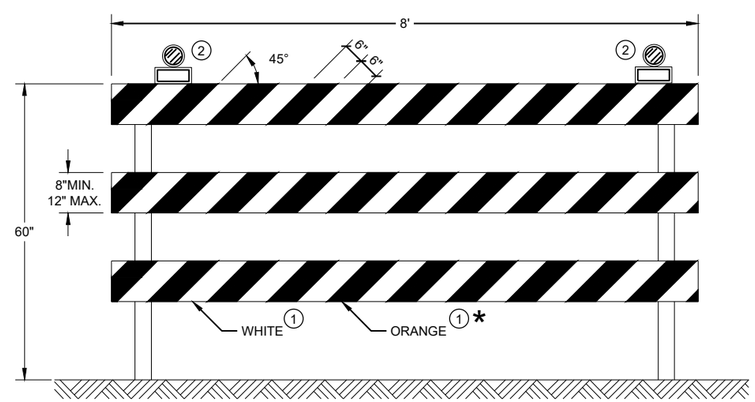
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — /S/ Andrew Heidtke
DATE — WORK ZONE ENGINEE
FHWA

6

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SDD 15C11 - 10b

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

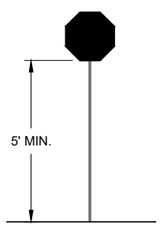
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

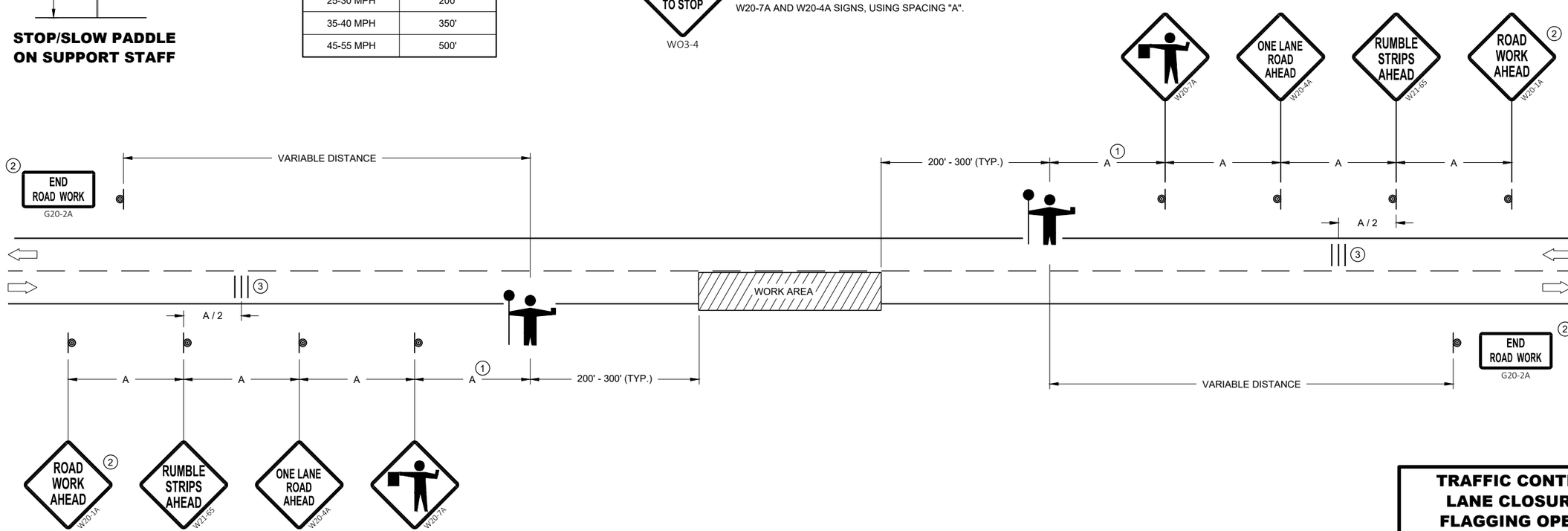


STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

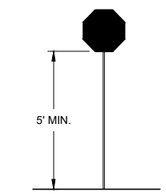
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

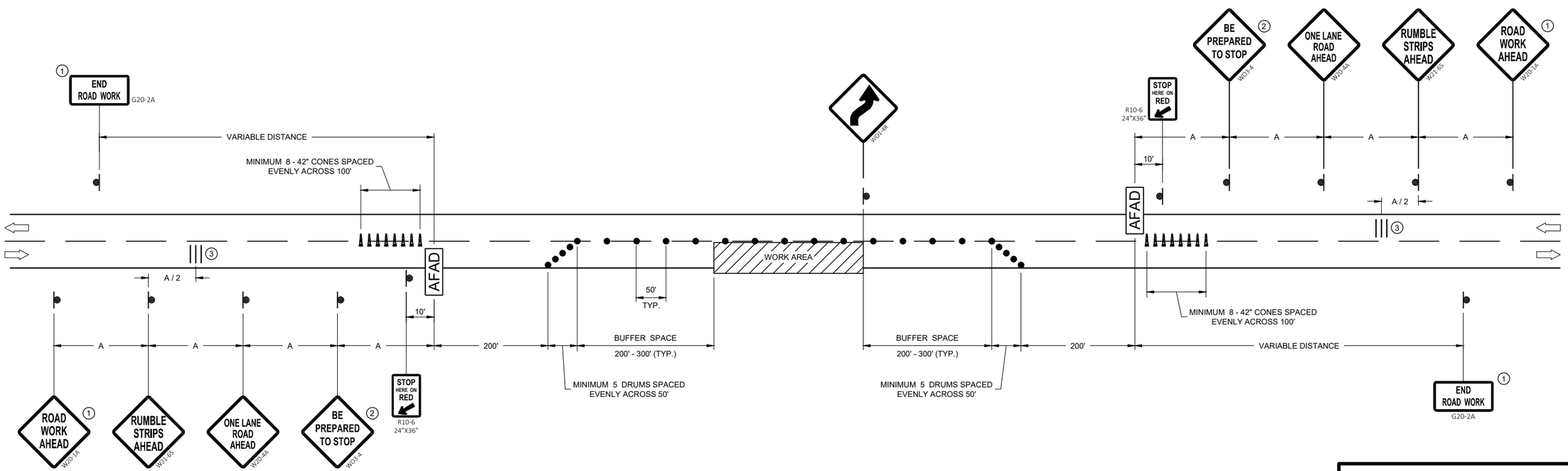
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

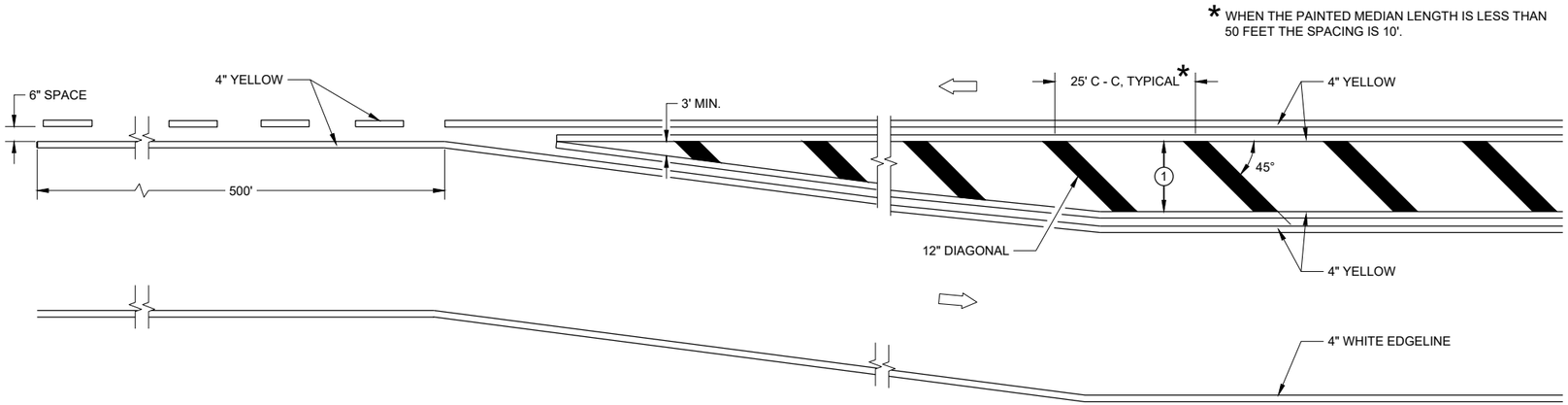
6

SDD 15C12 - 09b

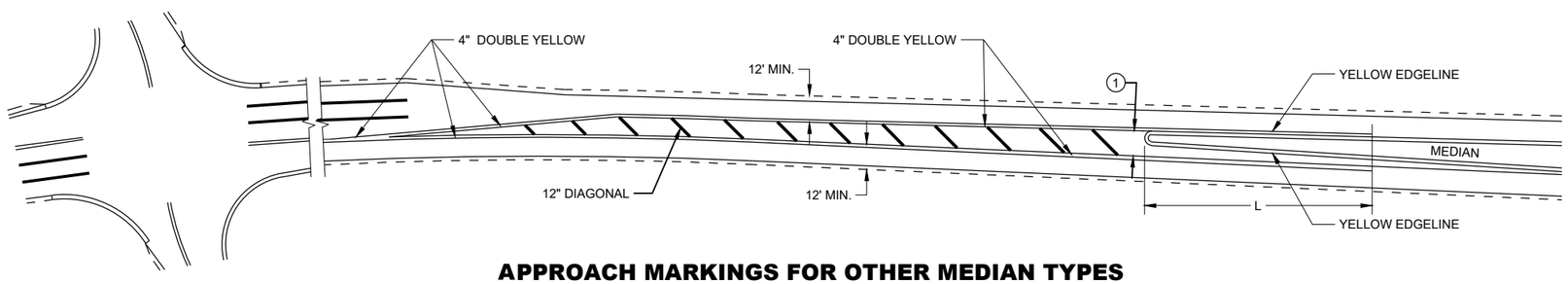
GENERAL NOTES

(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

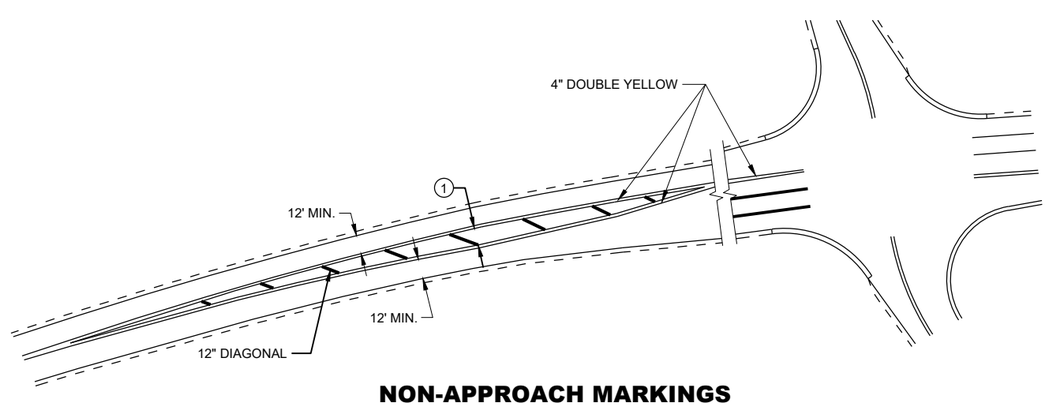


MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Jeannie Silver — STATE SIGNING AND MAR ENGINEER
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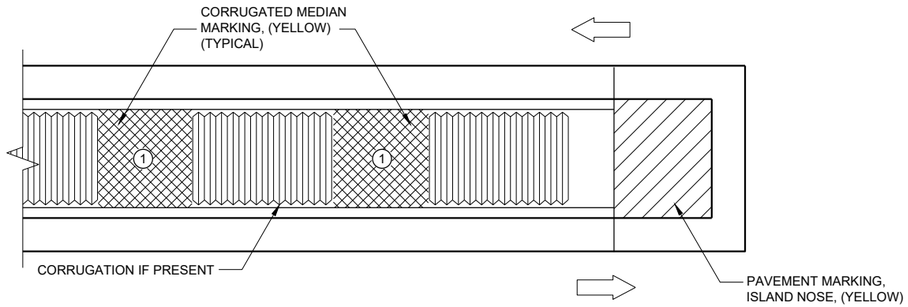
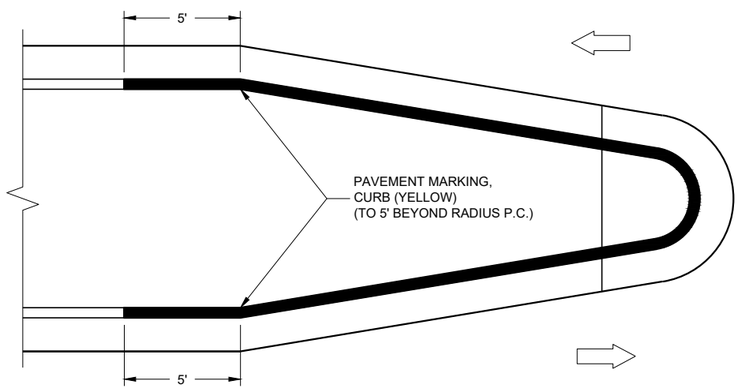
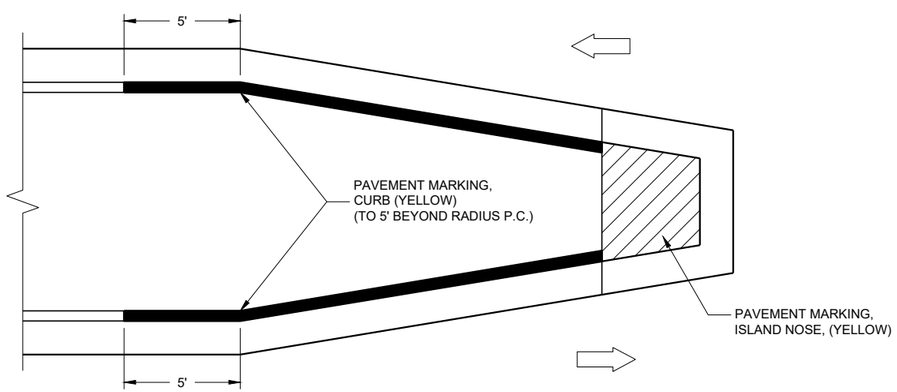


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

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**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
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REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

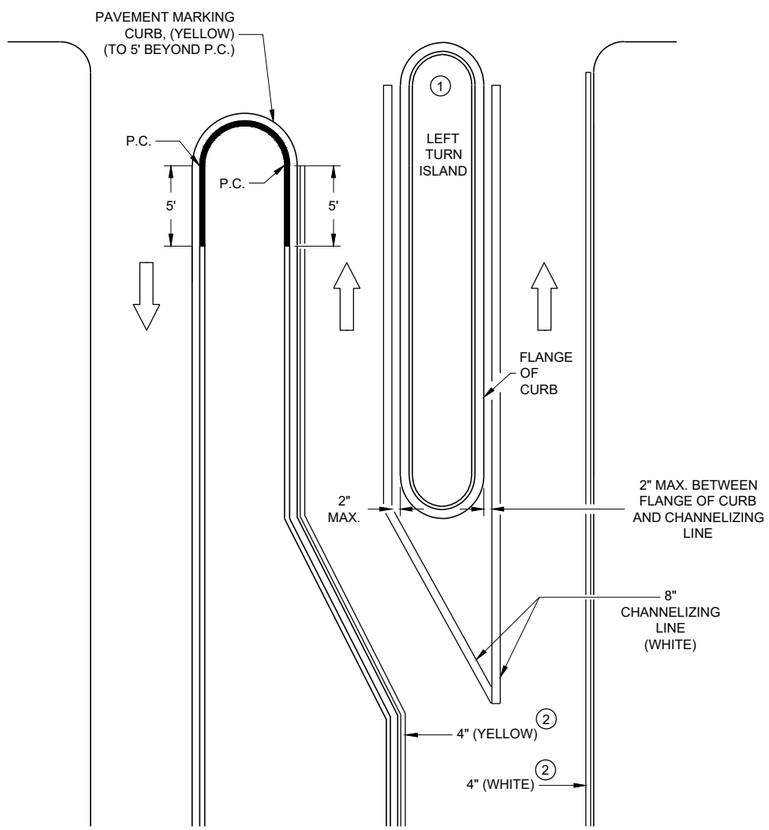
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

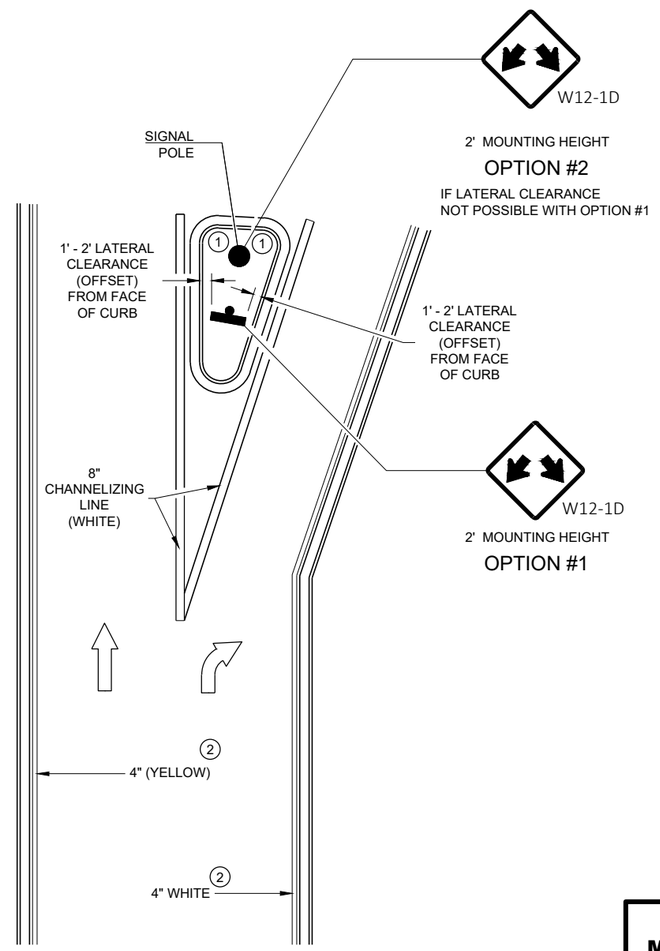
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

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SDD 15C18 - 07c

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.

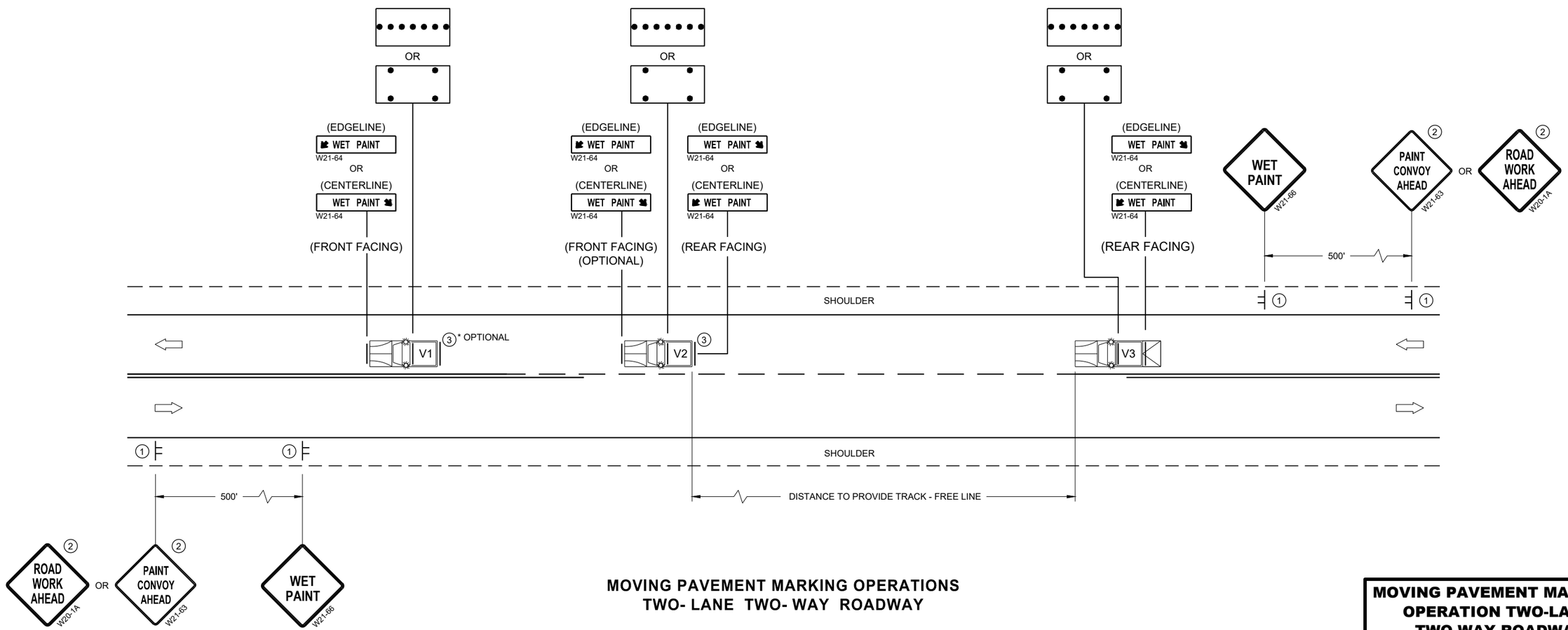
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew
DATE WORK ZONE EN
FHWA

6
SDD 15C19-08a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

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. 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

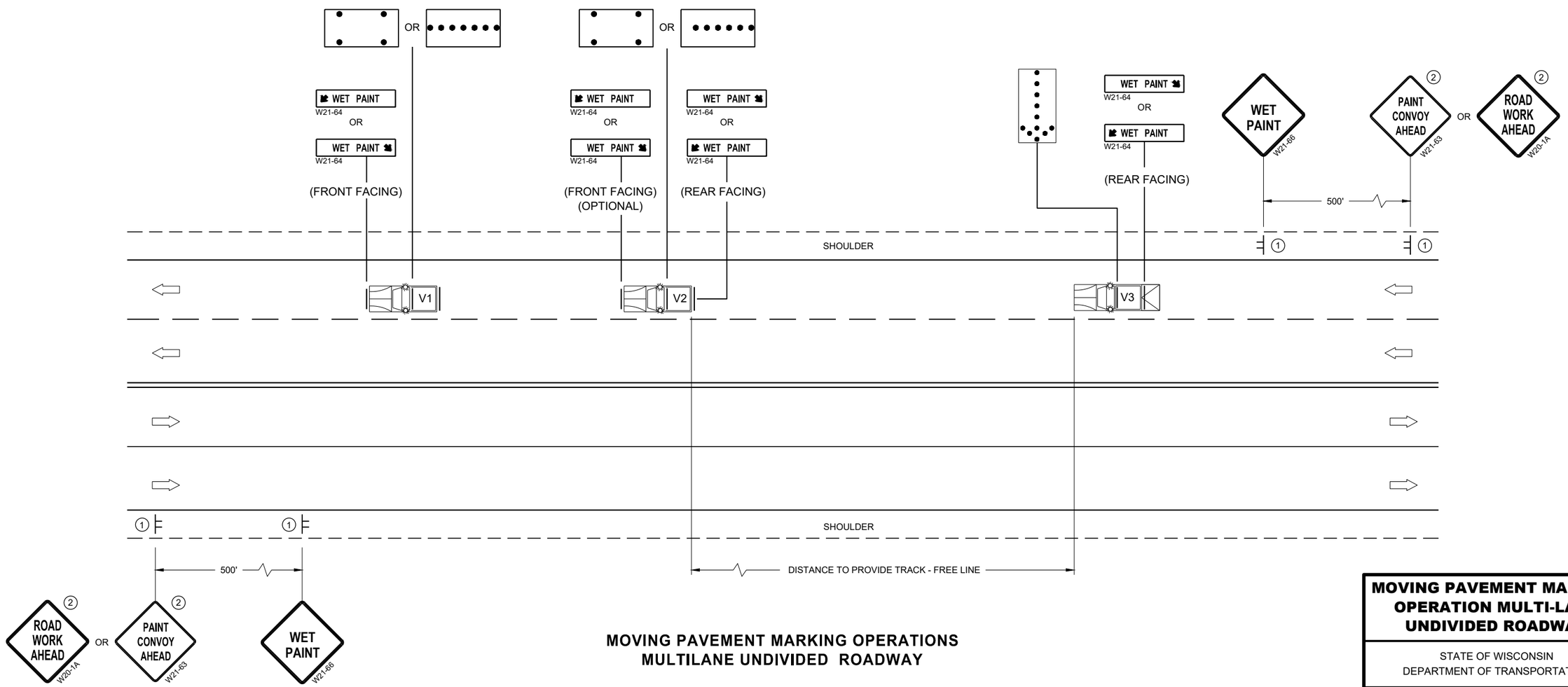
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES 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 HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(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
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Andrew I — WORK ZONE EN
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SDD 15C19-08b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

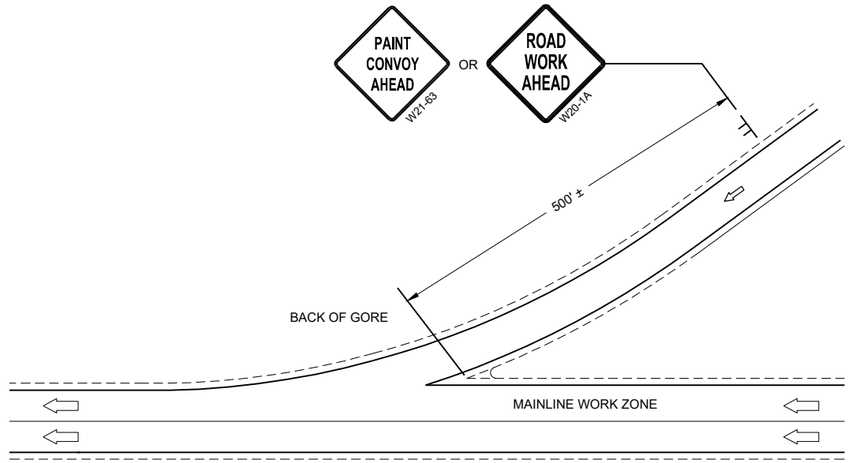
TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

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. 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

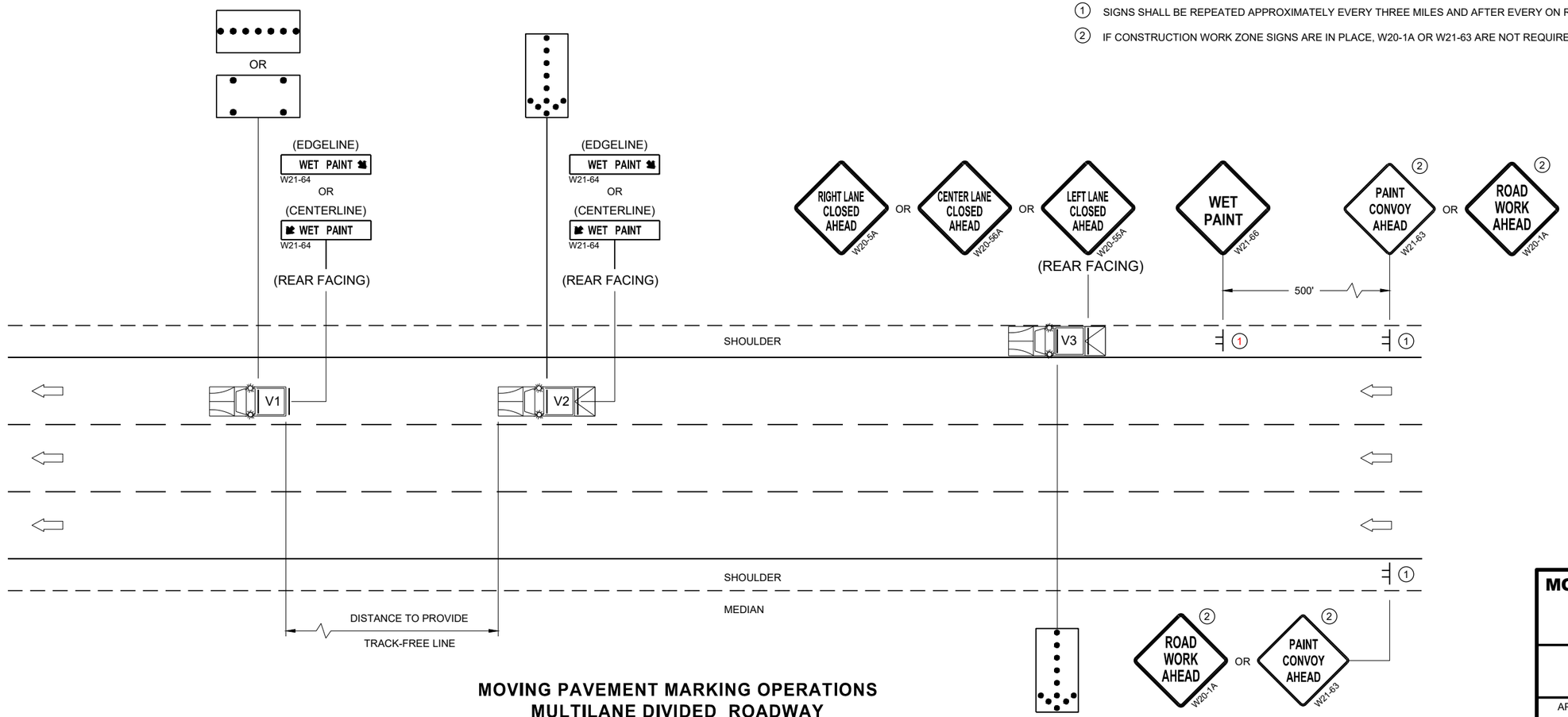
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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 HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew
DATE WORK ZONE EN
FHWA

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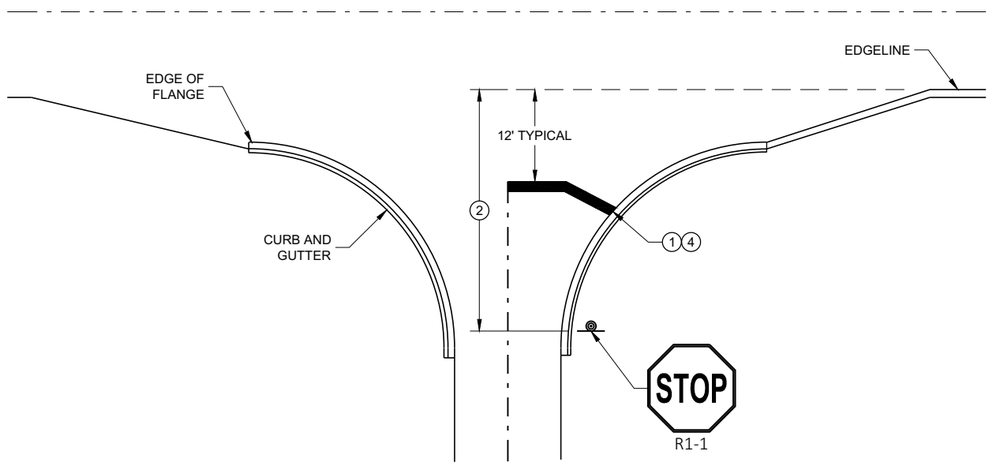
SDD 15C19-08c

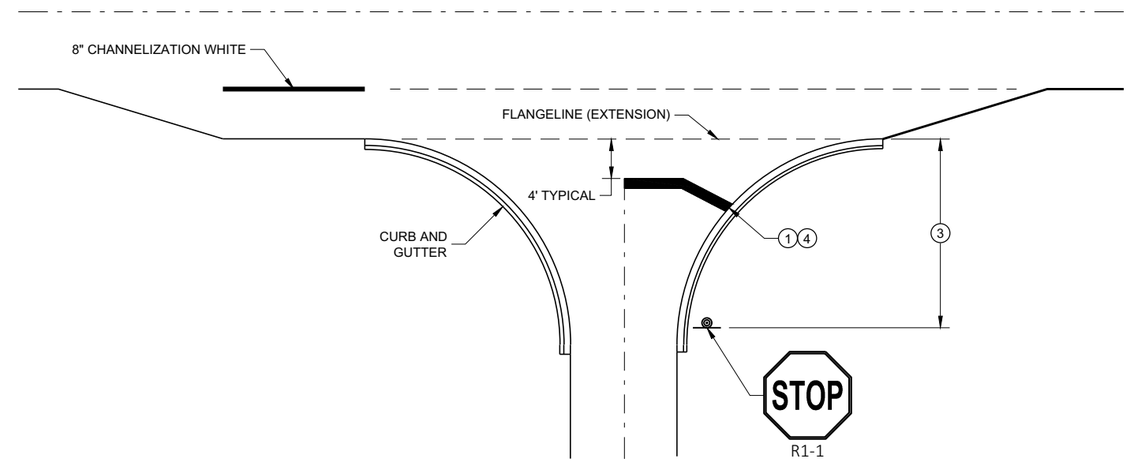
GENERAL NOTES

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

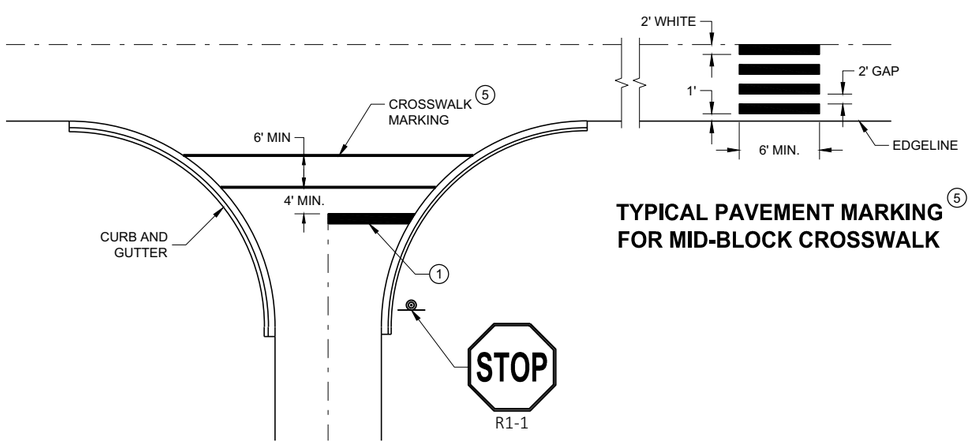
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

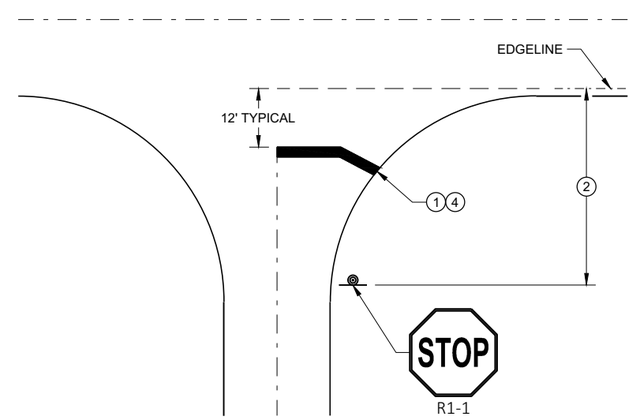


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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SDD 15C33 - 04

GENERAL NOTES

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

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

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

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

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

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

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

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

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

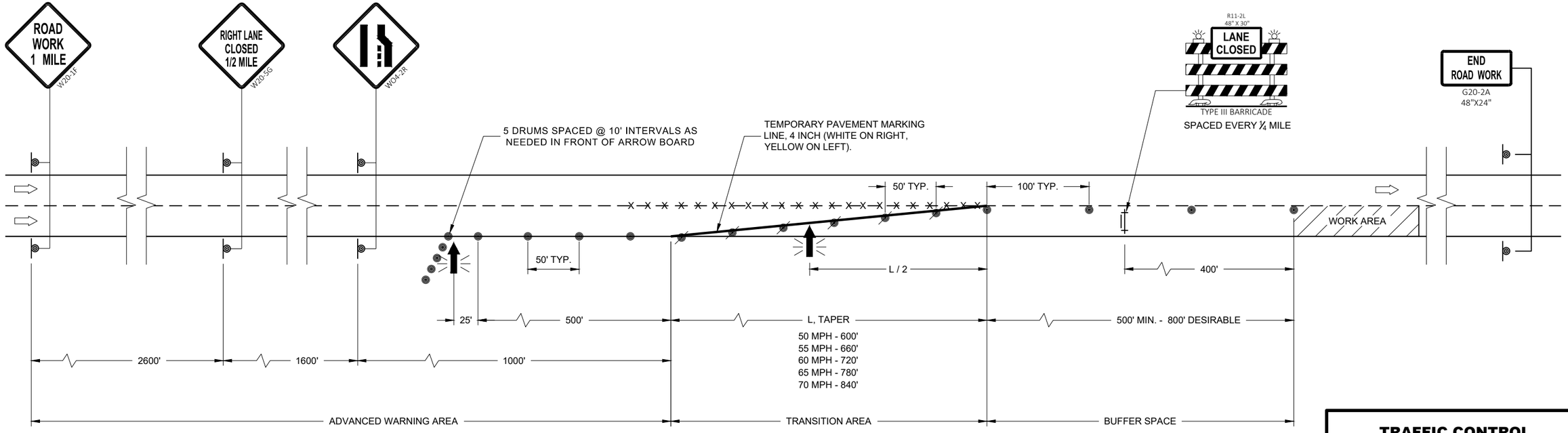
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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SDD 15D12 - 10a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

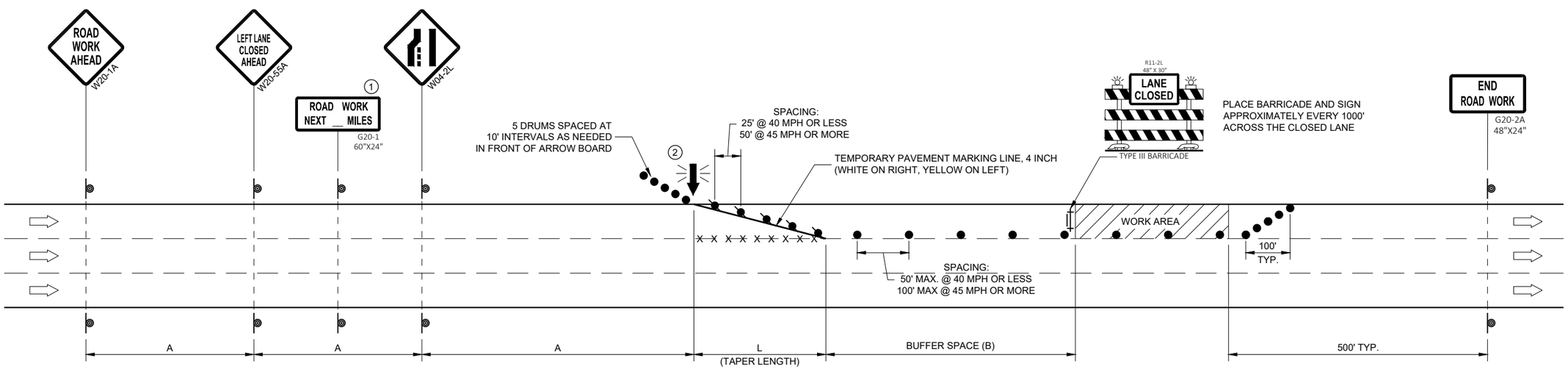
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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SDD 15D20 - 06a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

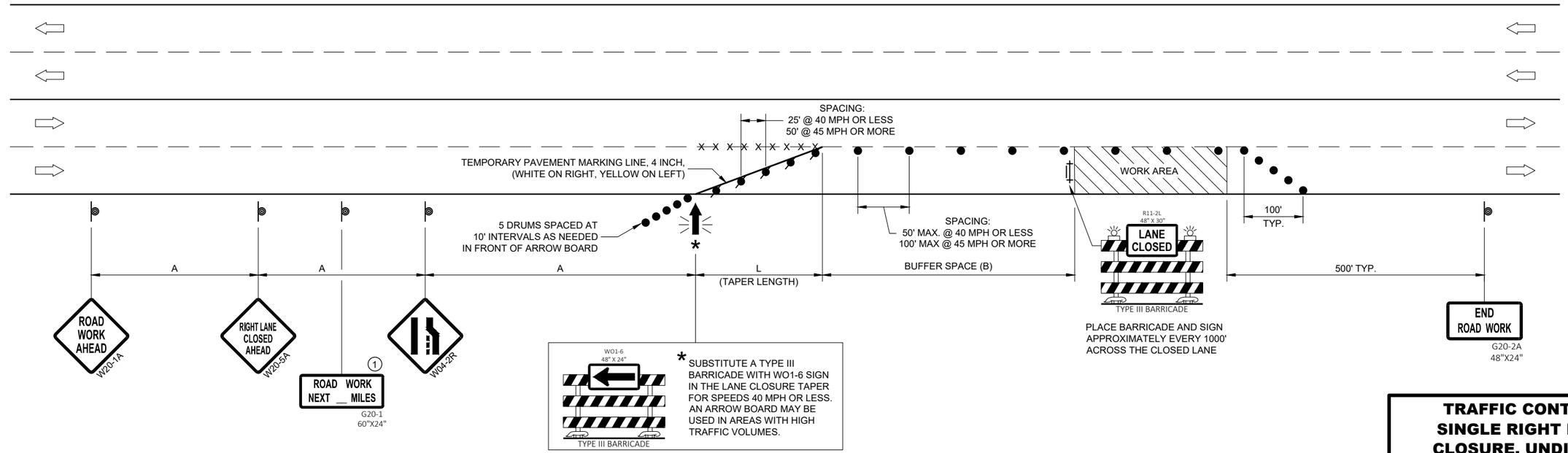
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D20 - 06b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

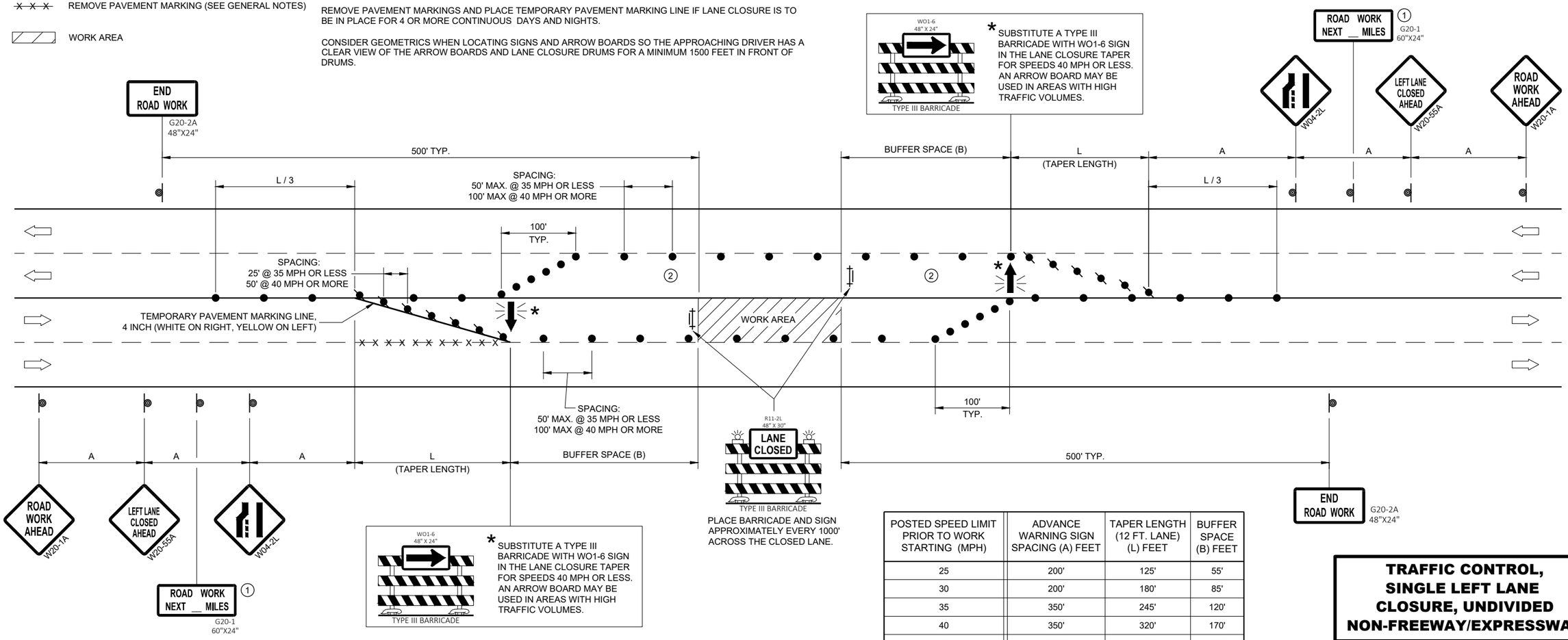
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

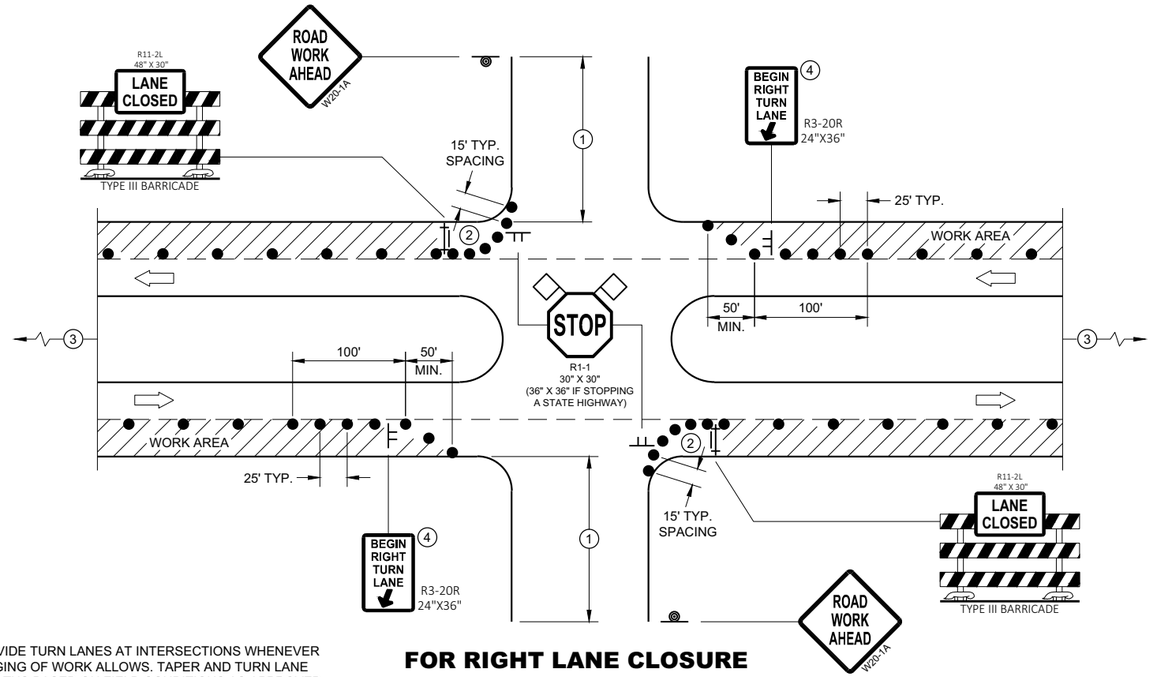
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEE
FHWA

6

SDD 15D20 - 06c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

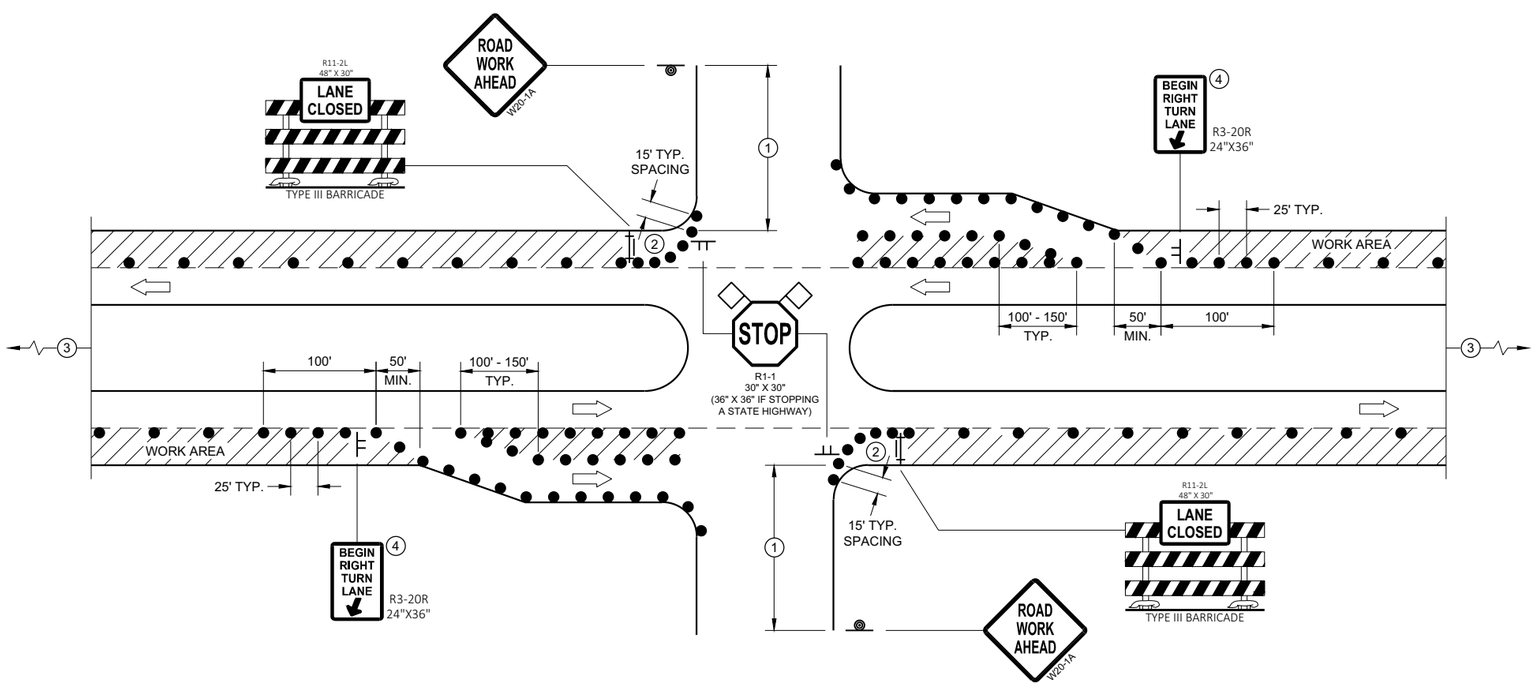
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

1. 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
   350' IF 35 - 40 MPH.
   200' IF 25 - 30 MPH.
2. ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
3. SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
4. MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

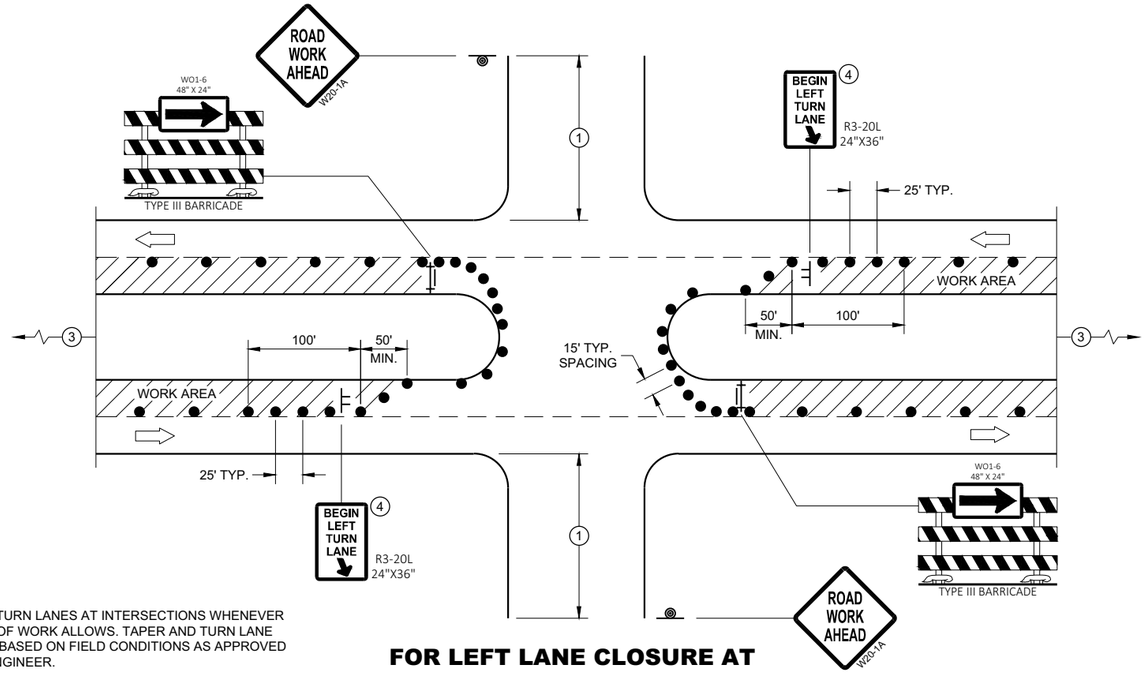
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

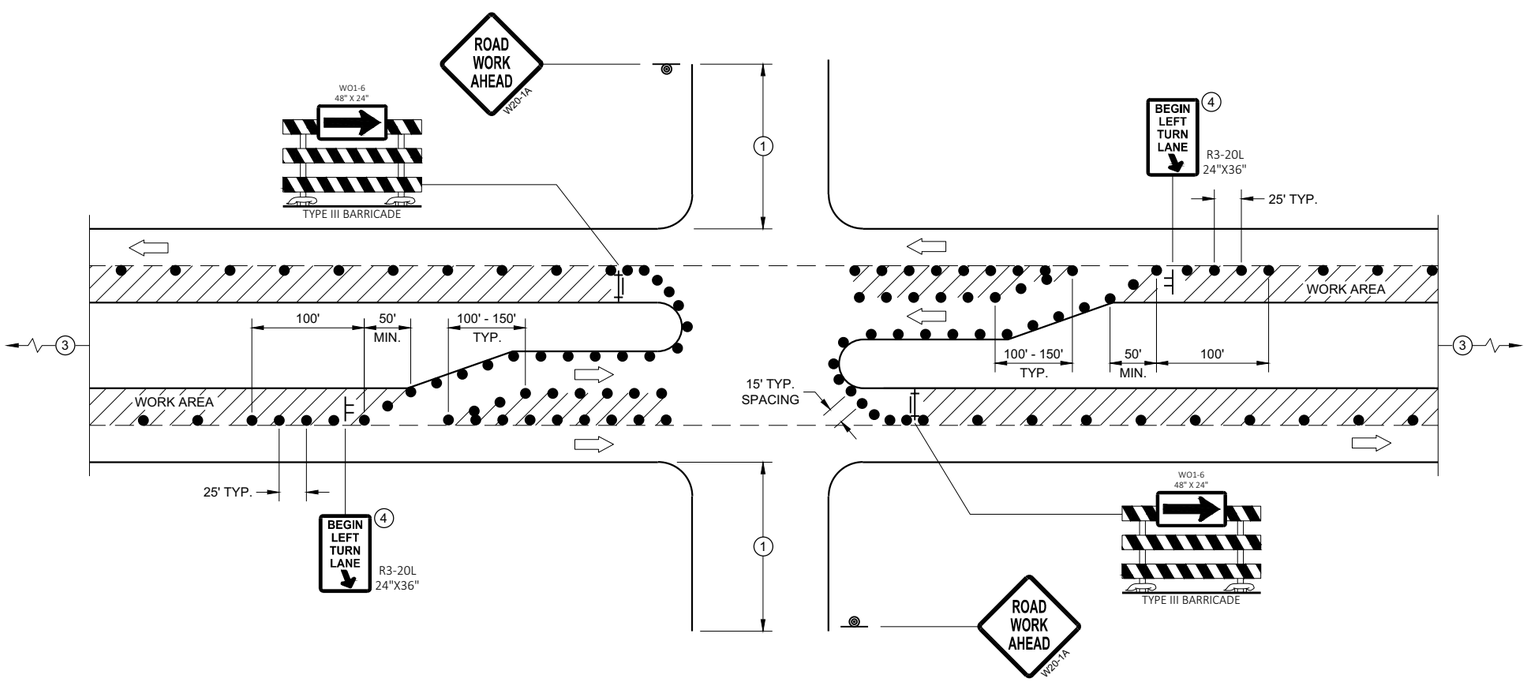
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

1. 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
   350' IF 35 - 40 MPH.
   200' IF 25 - 30 MPH.
2. ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
3. SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
4. MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

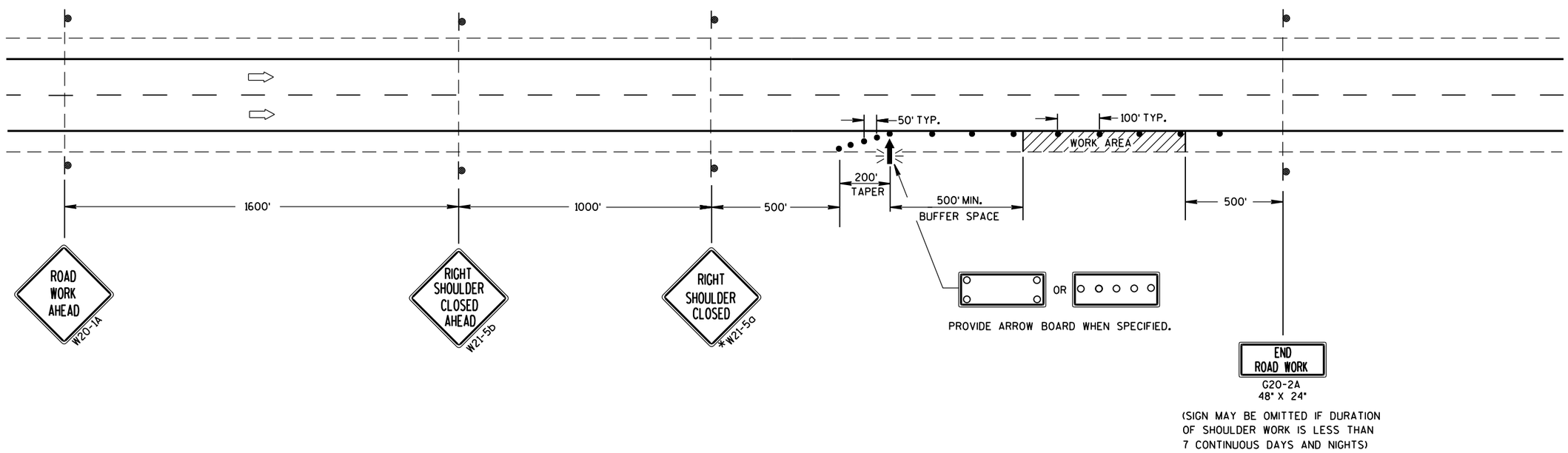
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

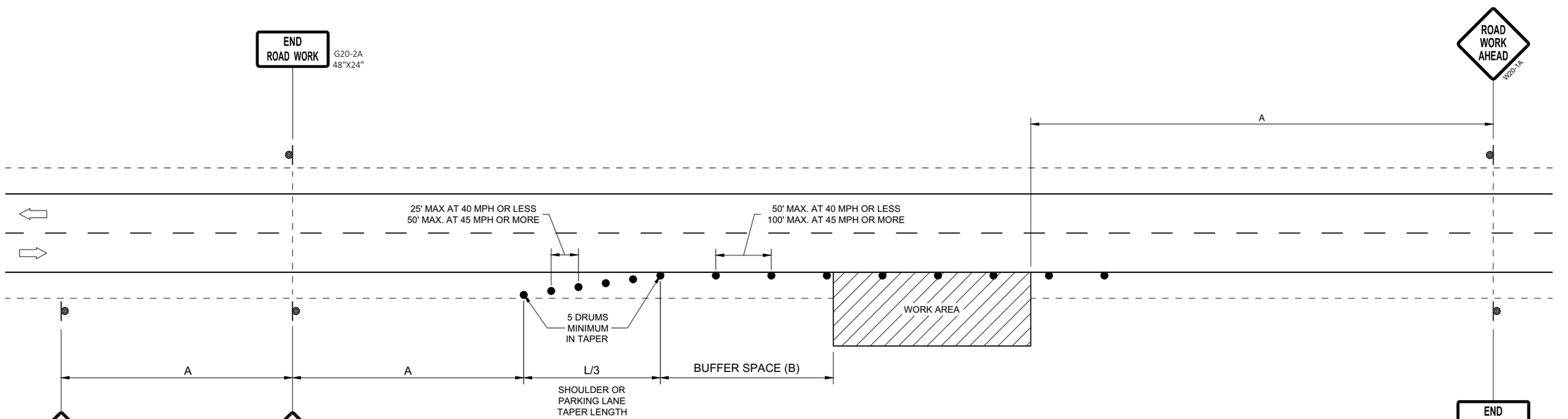
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

FHWA

6

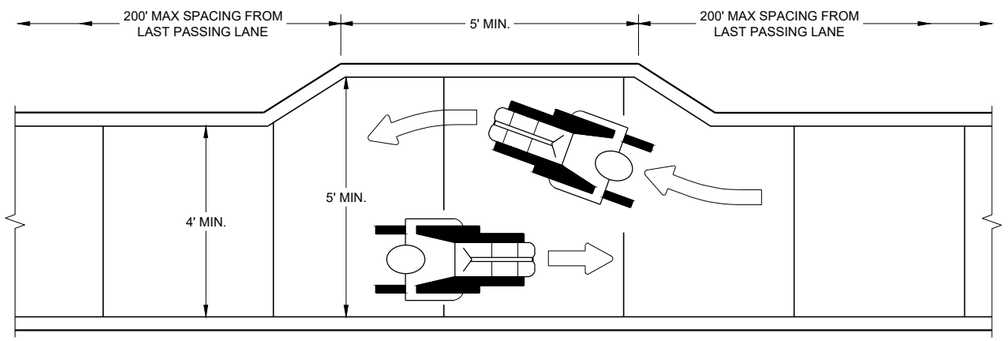
SDD 15D28 - 04

GENERAL NOTES

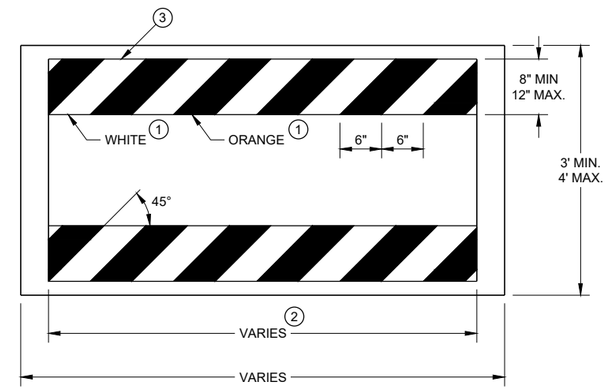
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

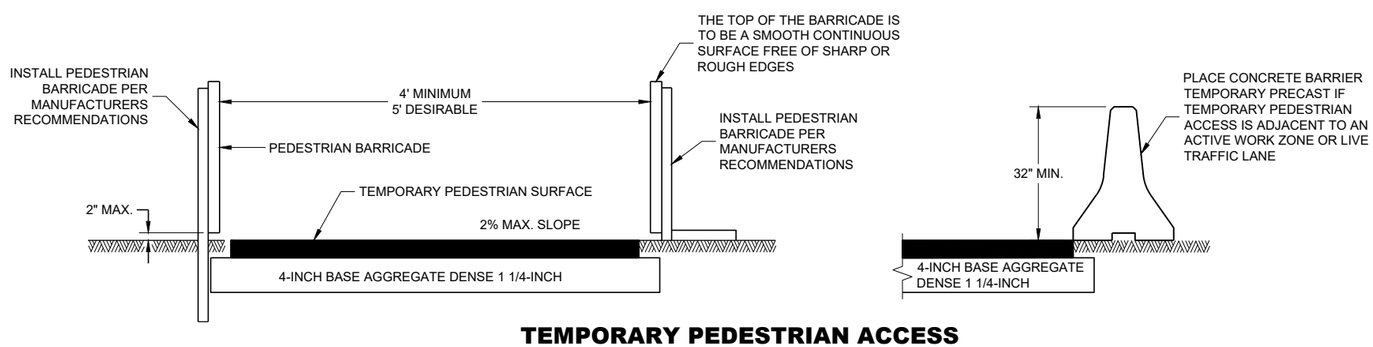
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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SDD 15D30 - 08a

SDD 15D30 - 08a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

GENERAL NOTES

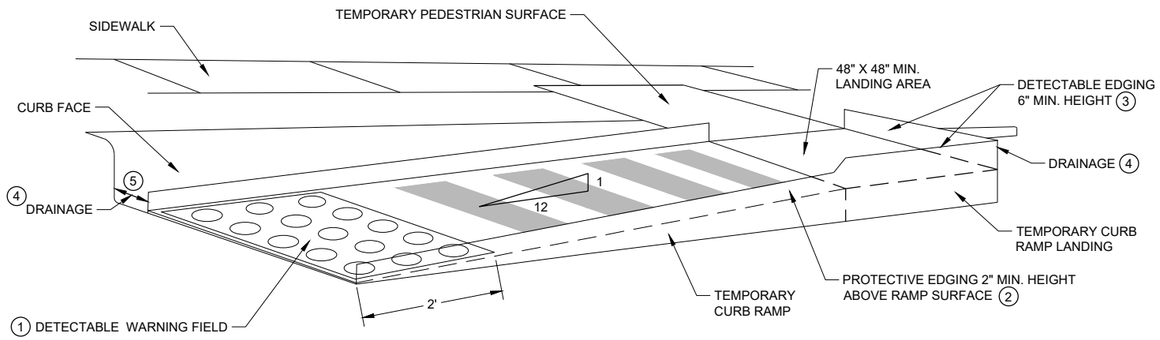
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

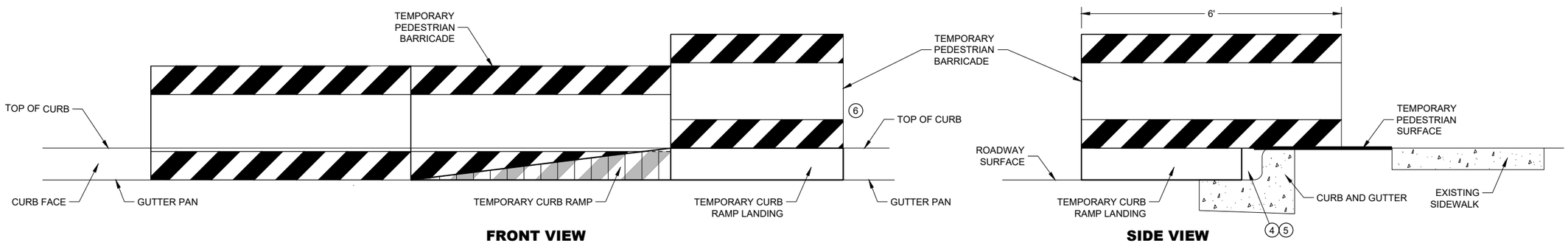
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



PERSPECTIVE VIEW



FRONT VIEW **SIDE VIEW**

TEMPORARY CURB RAMP PARALLEL TO CURB

6

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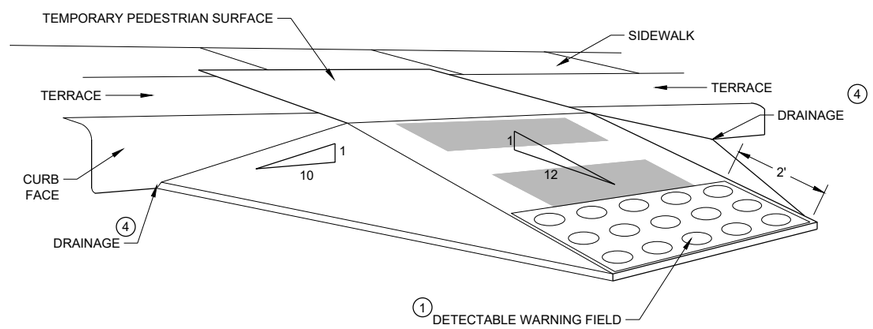
SDD 15D30 - 08b

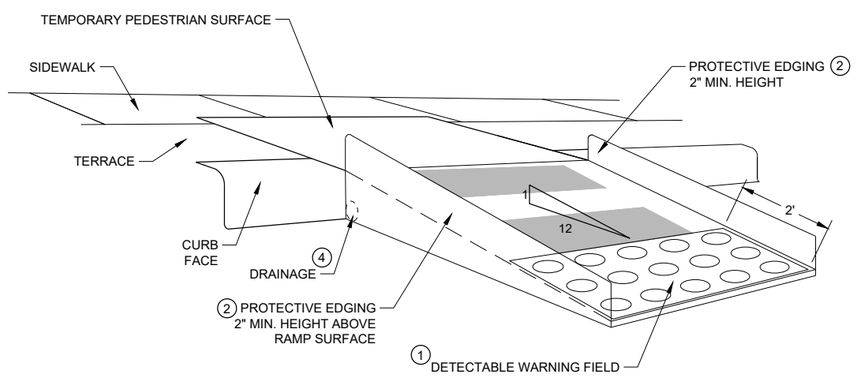
SDD 15D30 - 08b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT



WITH SIDE APRON 5



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (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.

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

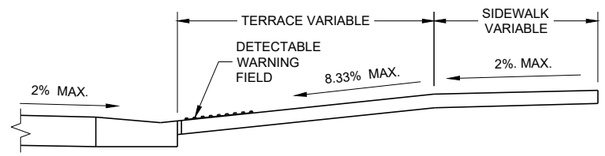
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

GENERAL NOTES

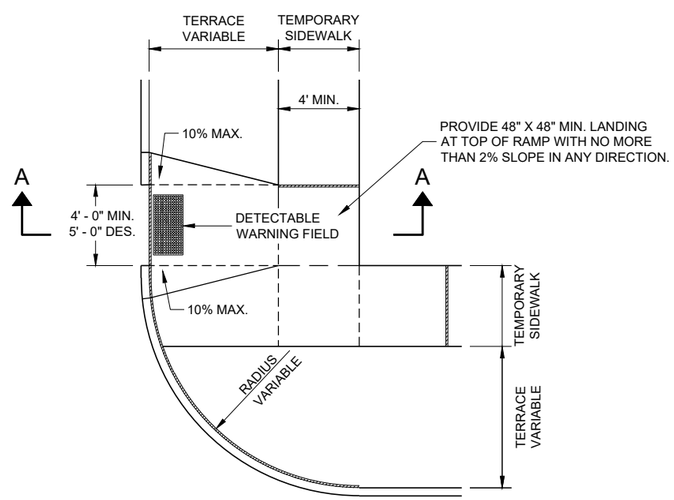
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEE
FHWA

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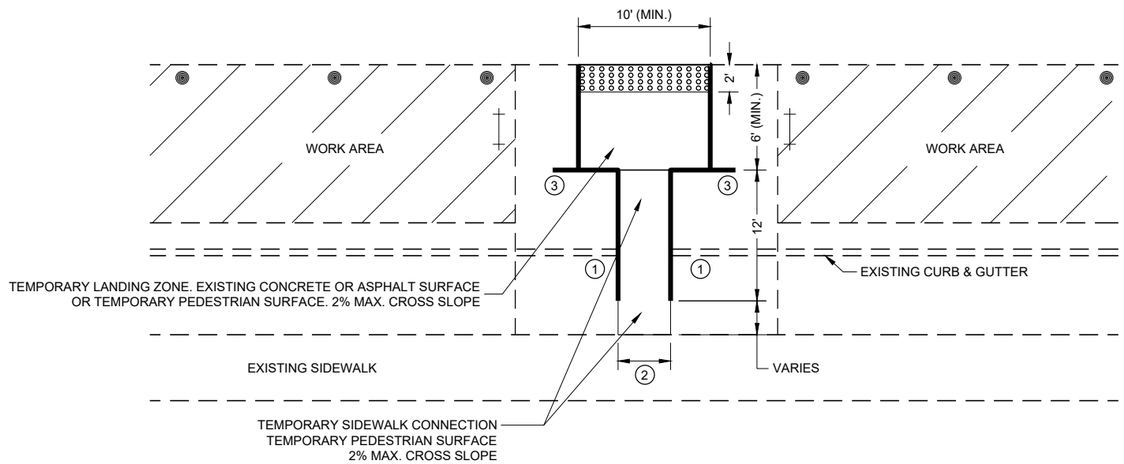
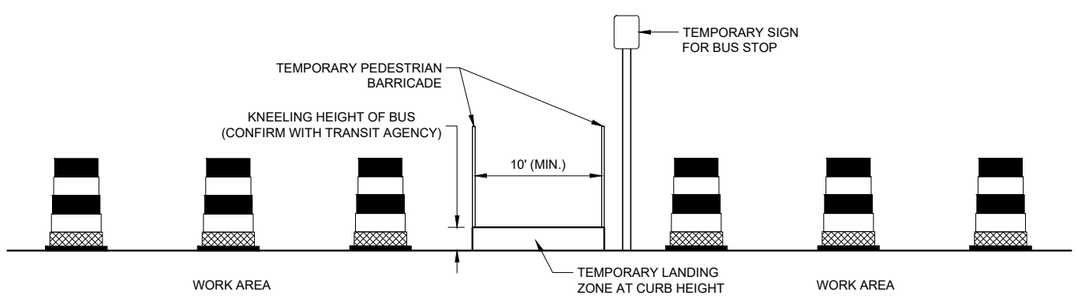


PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

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".

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

1. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
2. 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
3. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

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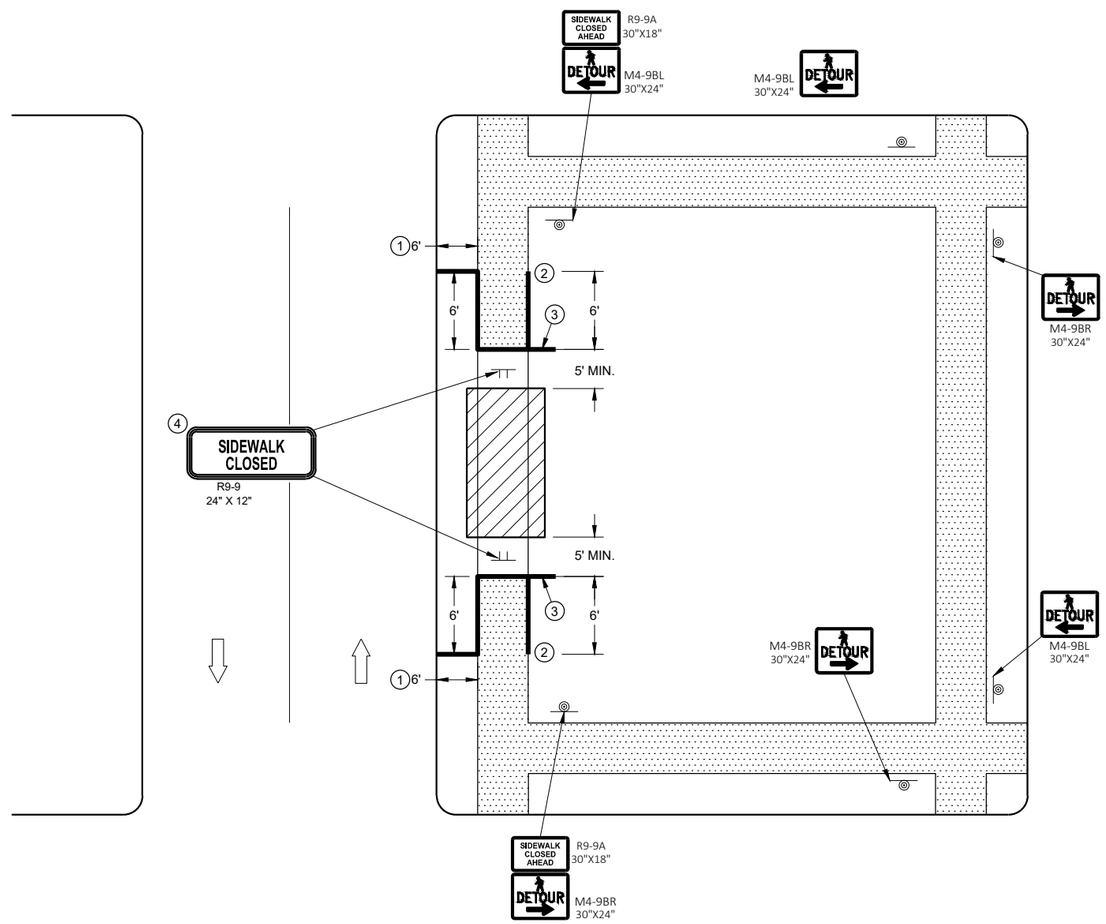
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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.

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

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 15D30 - 08f

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

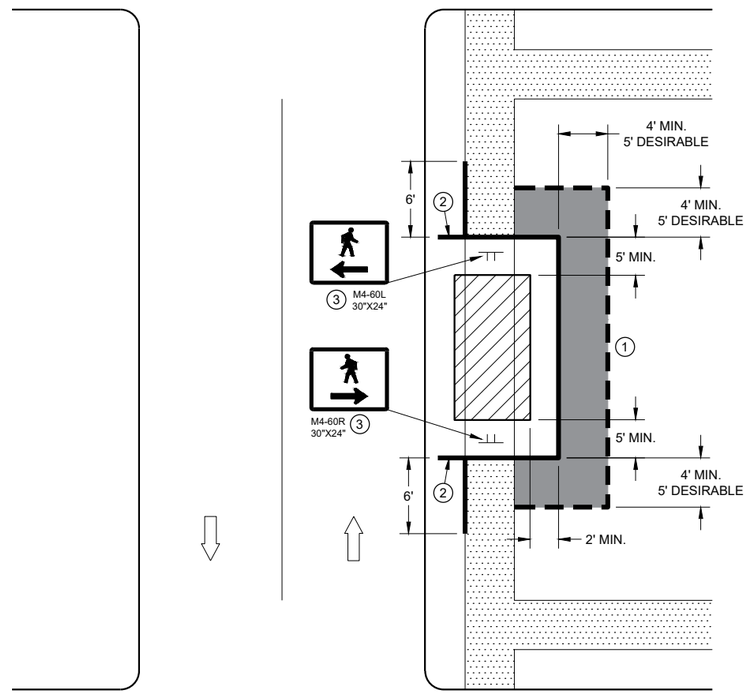
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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SDD 15D30 - 08g

SDD 15D30 - 08g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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

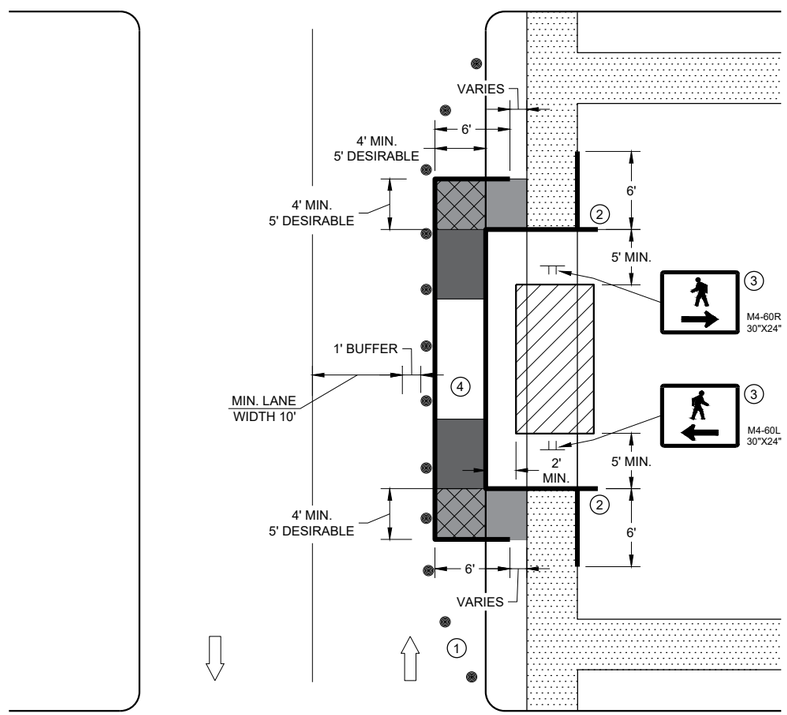
GENERAL NOTES

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 SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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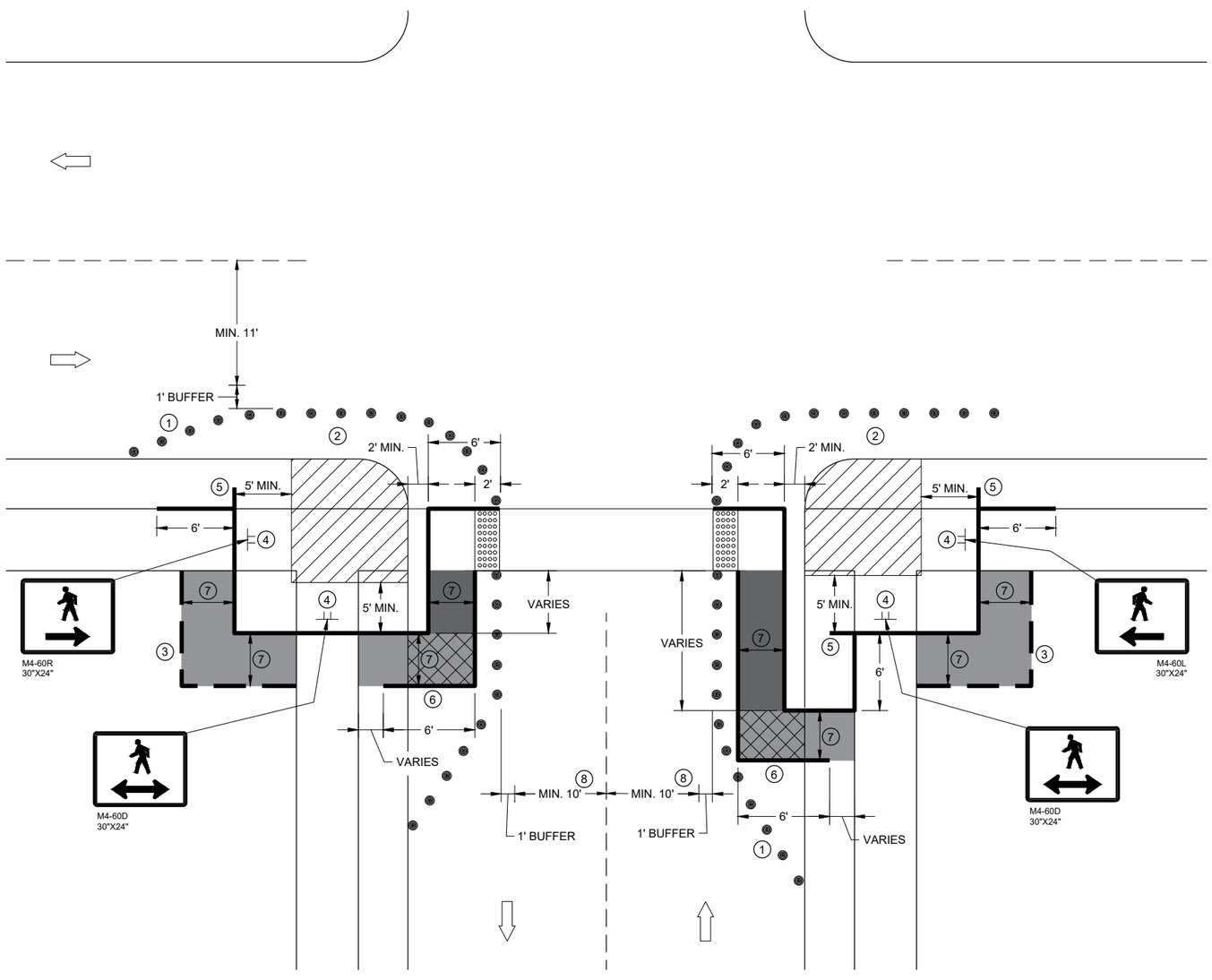
SDD 15D30 - 08h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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.

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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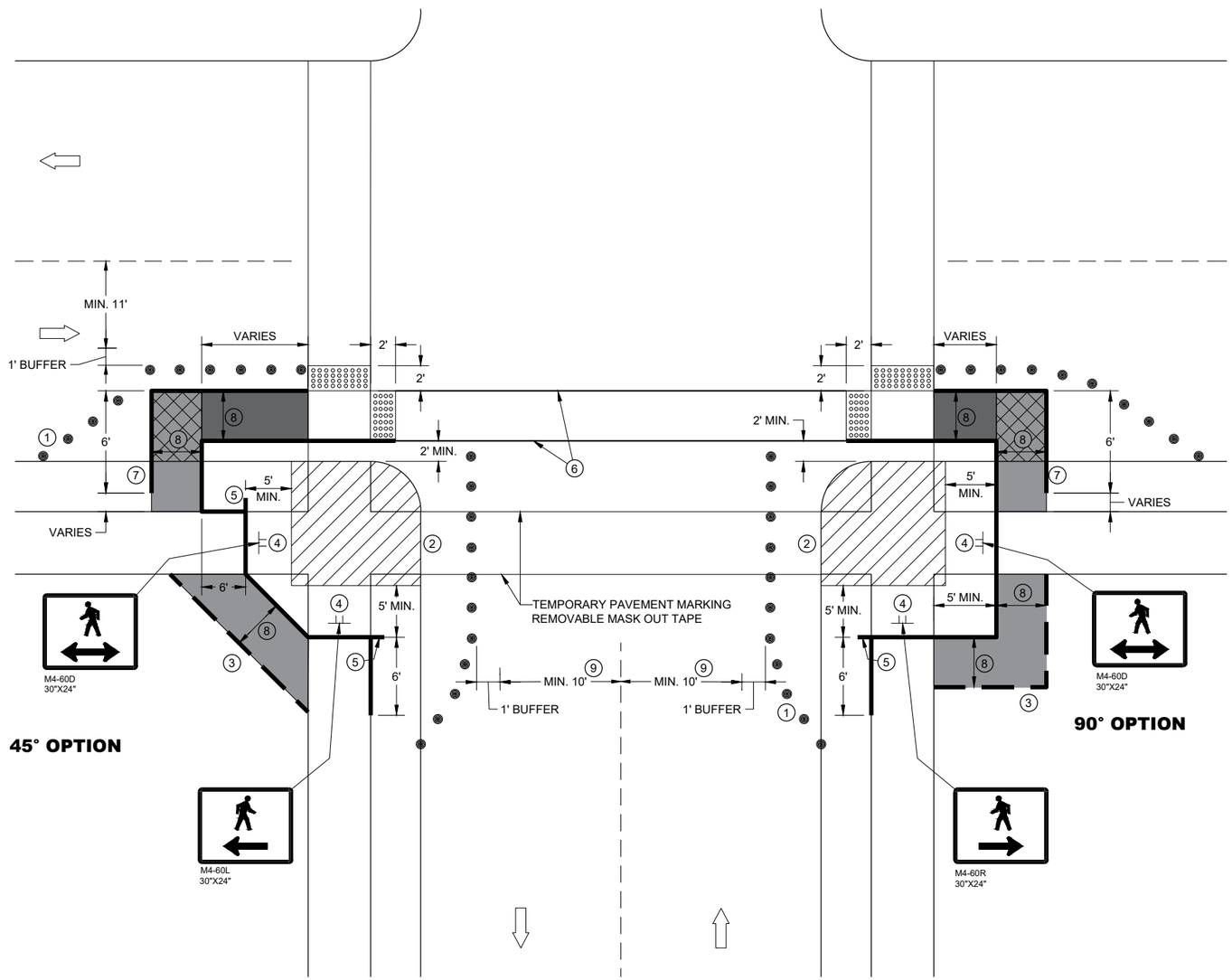
SDD 15D30 - 08i



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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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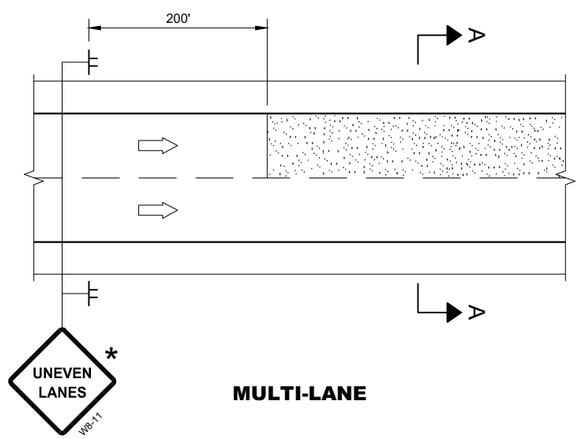
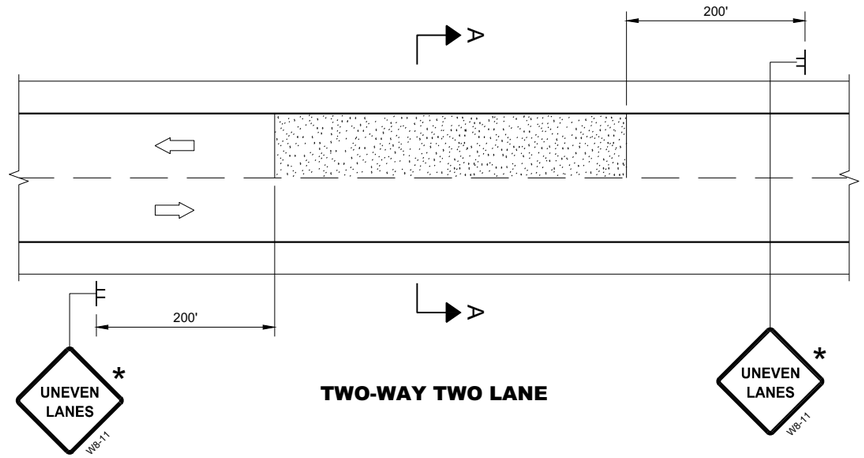
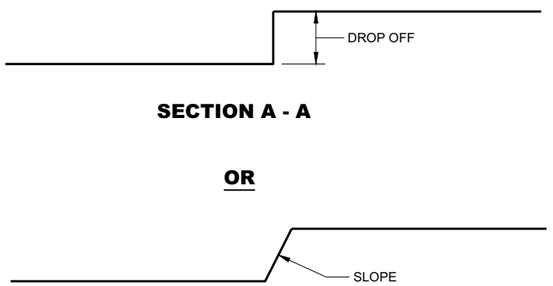
SDD 15D30 - 08j



MULTI-LANE



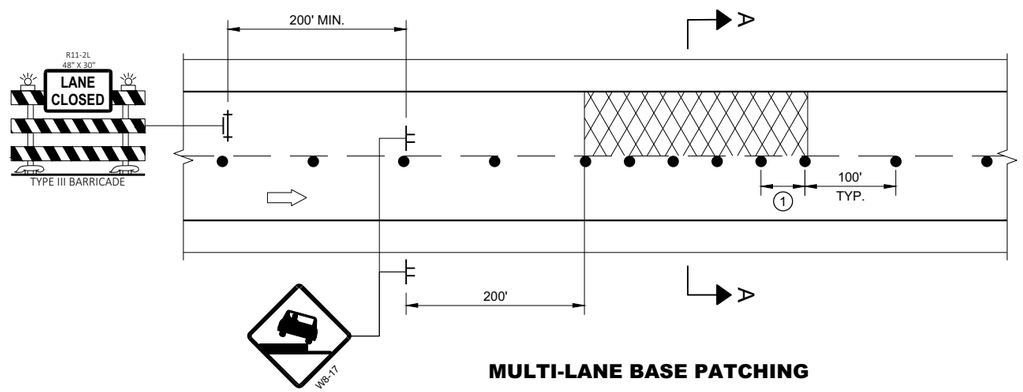
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

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.

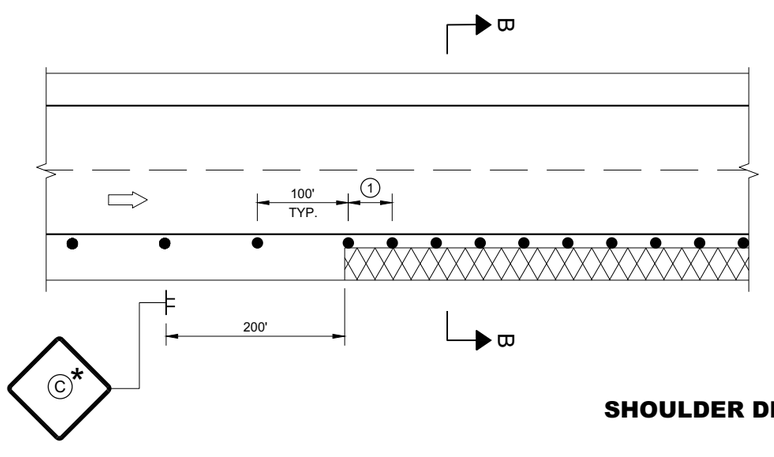
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

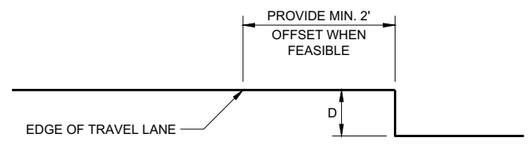
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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



SHOULDER DROP-OFFS



SECTION B - B

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 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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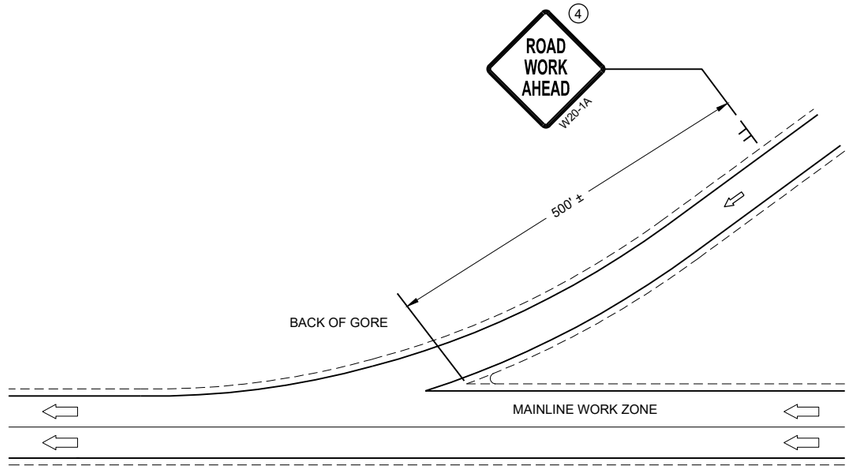
SDD 15D39 - 02

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

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. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

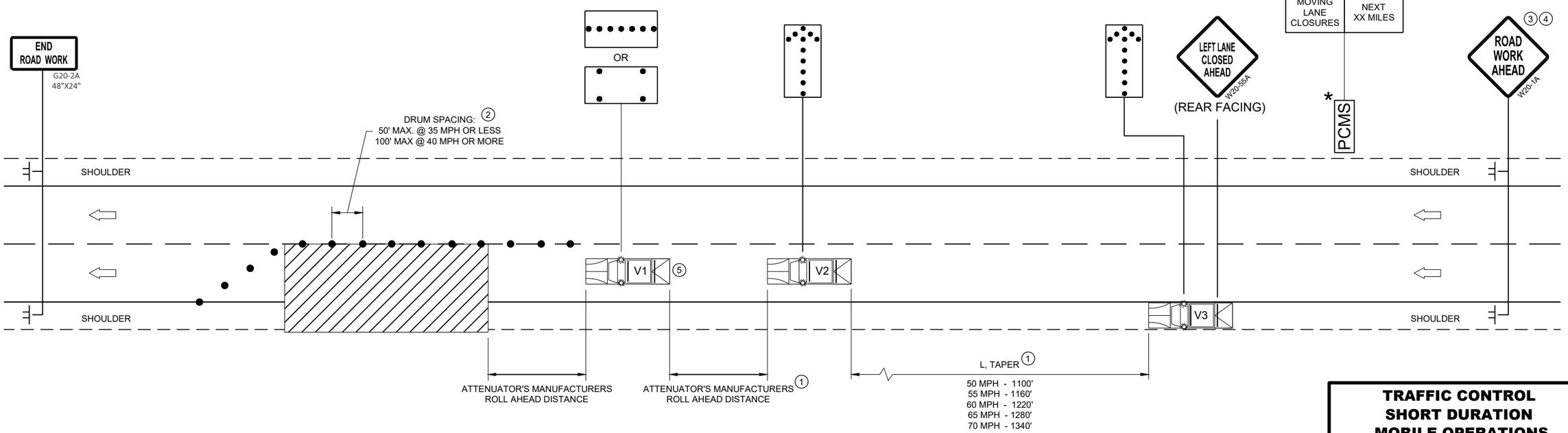
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

1. DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE 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.
2. DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
3. WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
4. SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
5. SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



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TRAFFIC CONTROL
SHORT DURATION
MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

SDD 15D43 - 02

SDD 15D43 - 02

GENERAL NOTES

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

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

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

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

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

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

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

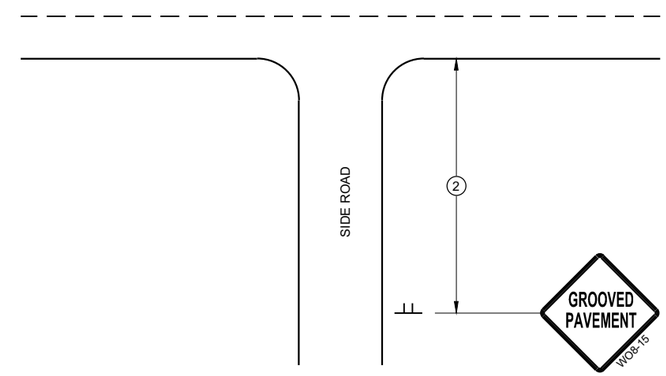
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

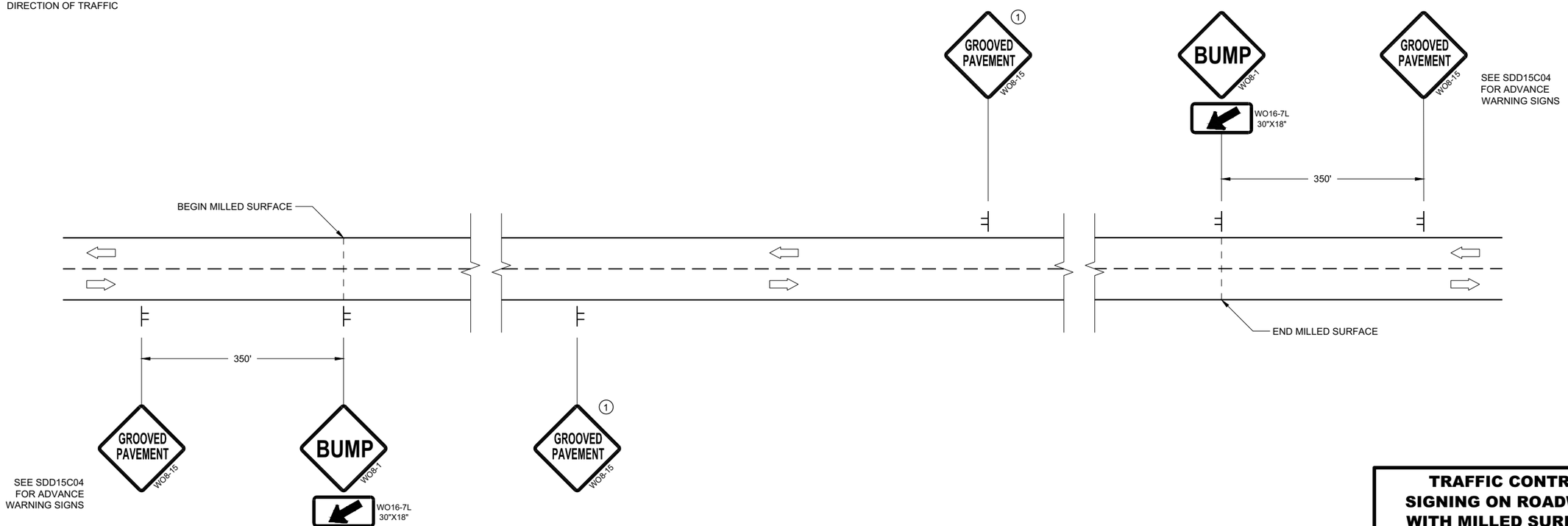
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

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SDD 15D44 - 02

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SDD 15D44 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

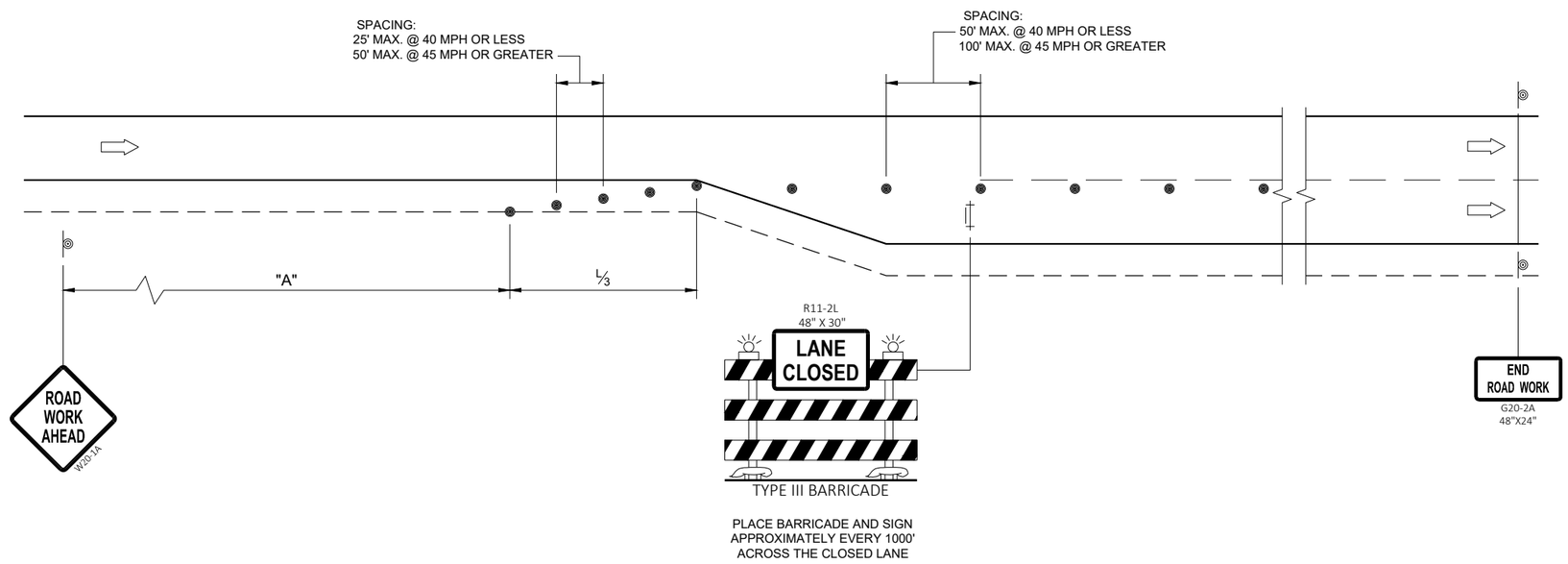
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



6

6

SDD 15D50 - 02a

SDD 15D50 - 02a

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

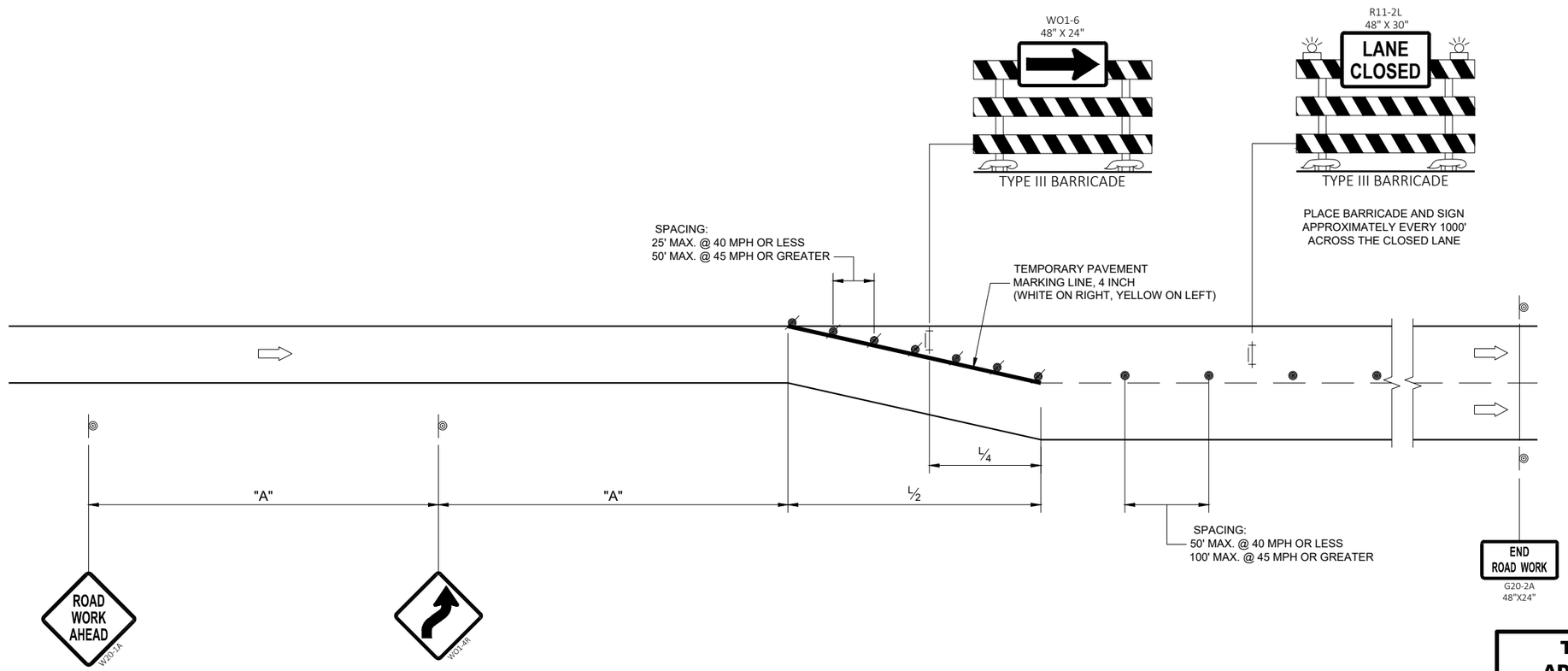
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D50 - 02b

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

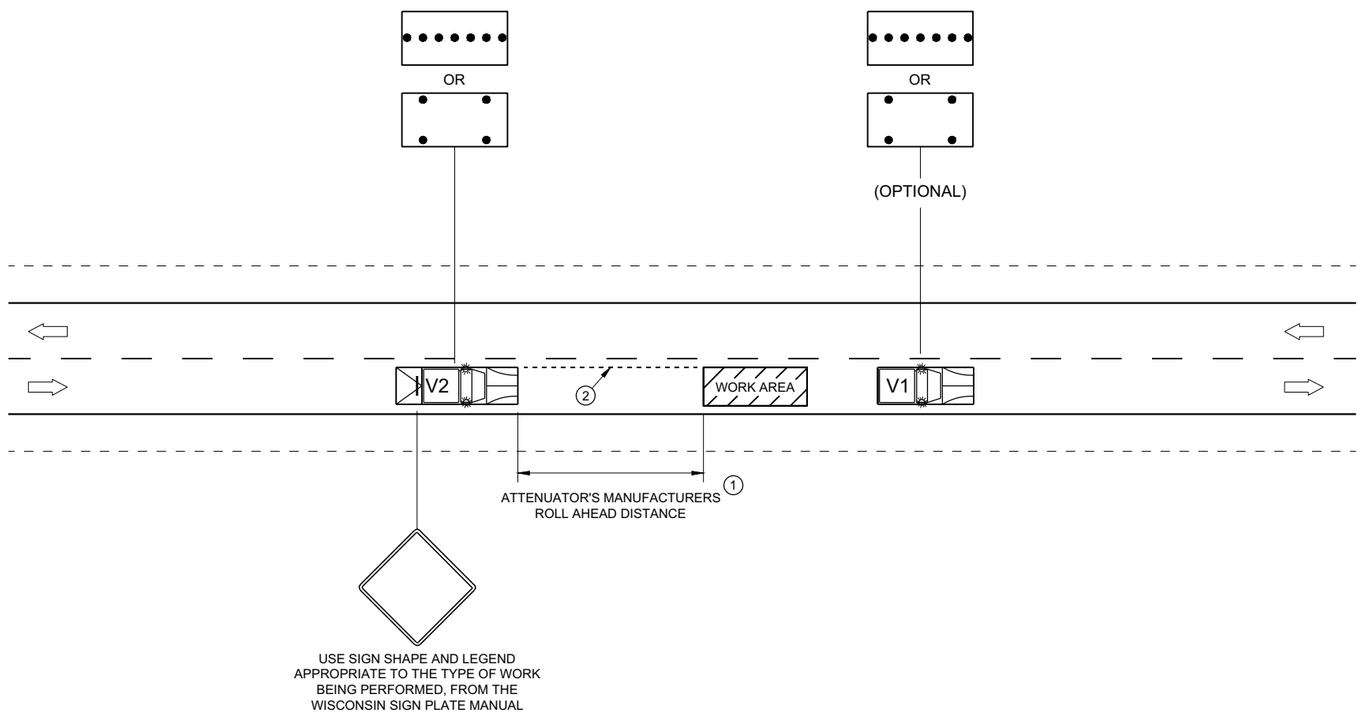
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

1 DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

2 ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



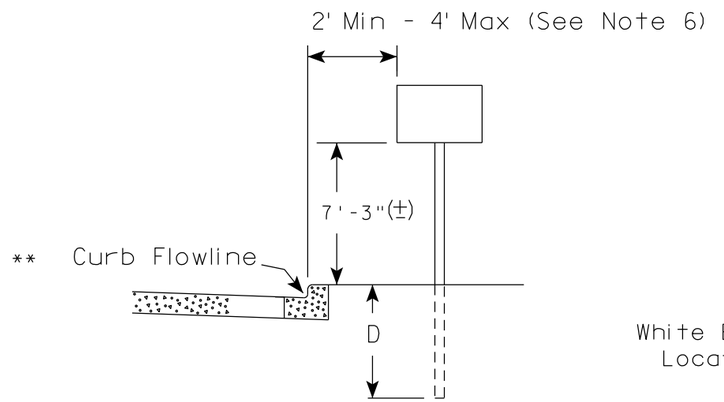
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

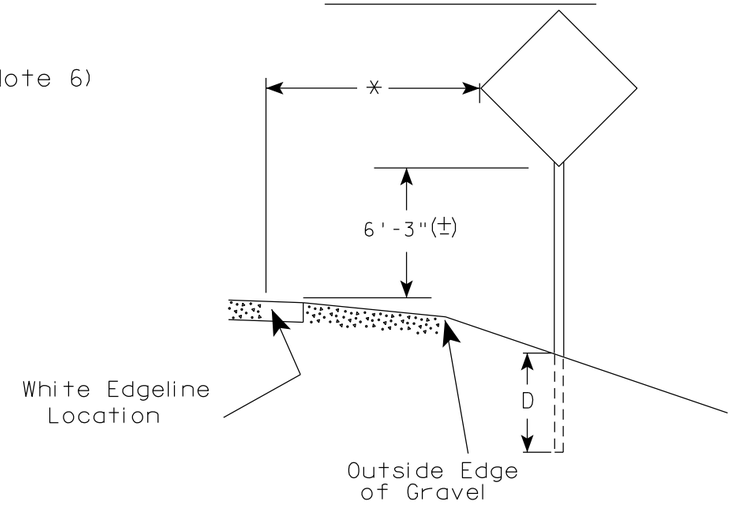
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

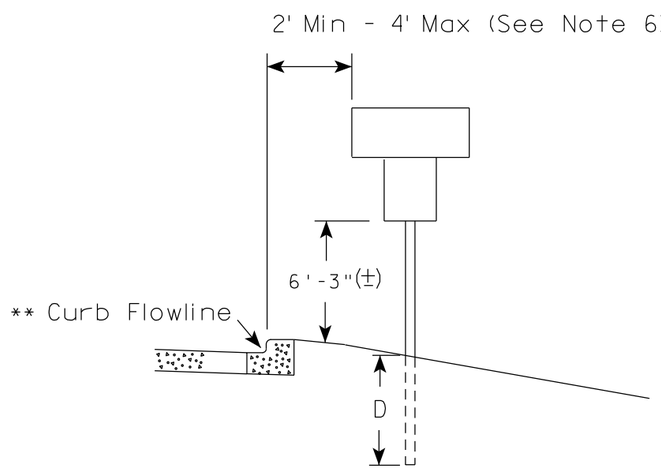
6
SDD 15D51 - 01

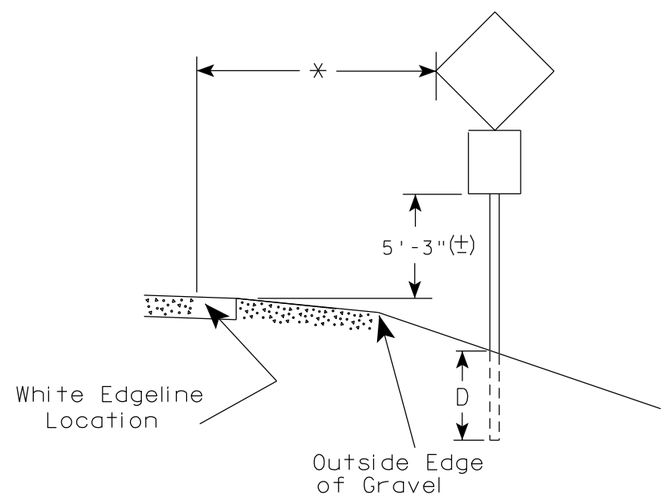
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). 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 directd by the Engineer.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

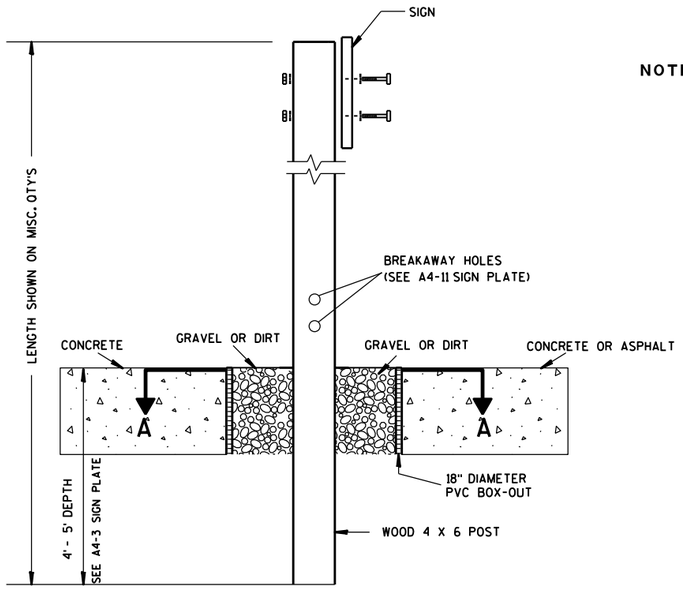
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

7 7

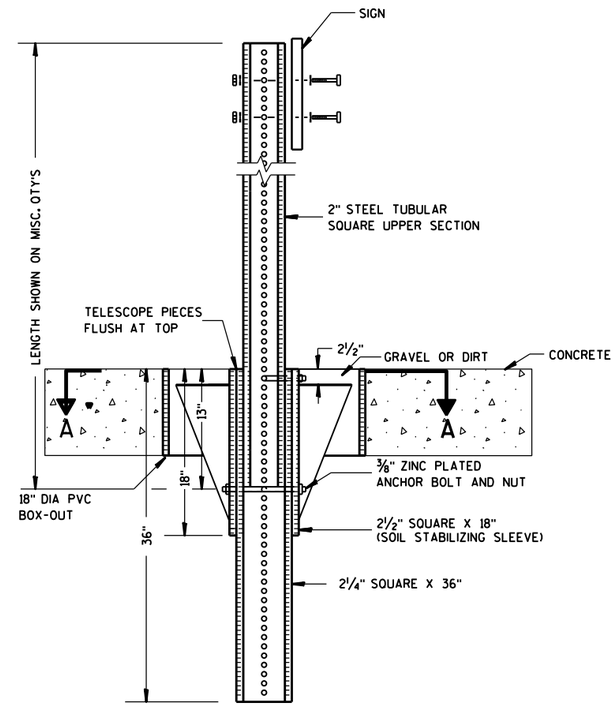
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 139	E



ELEVATION VIEW

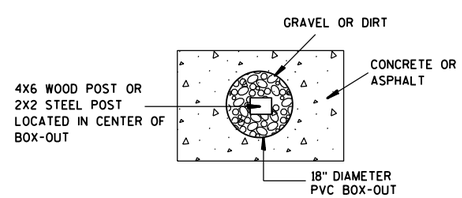
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

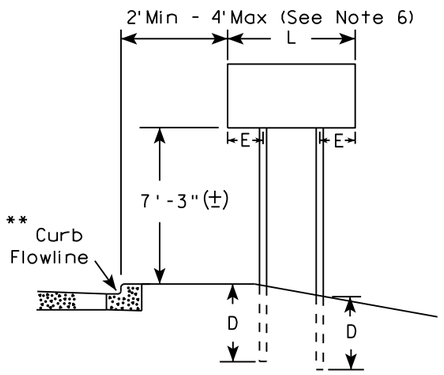
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

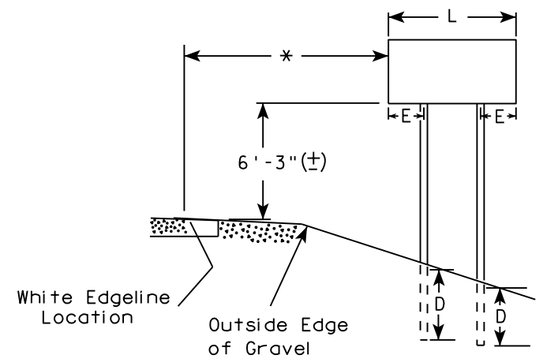
DATE 1/27/14 PLATE NO. A4-3B.1

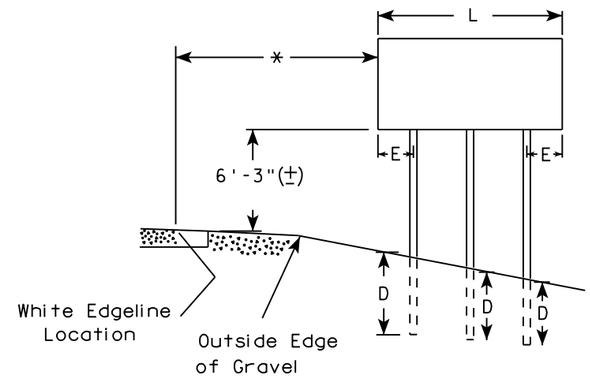
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

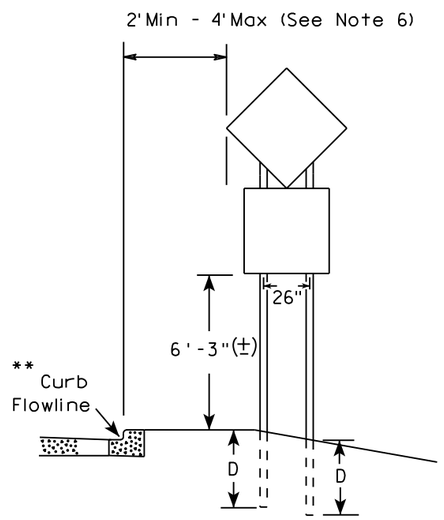
URBAN AREA



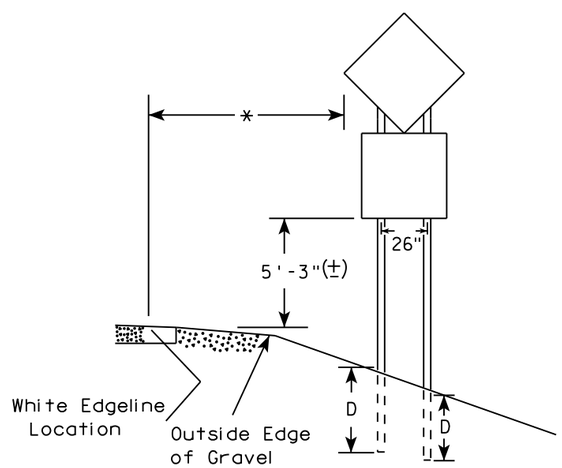
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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"

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.

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

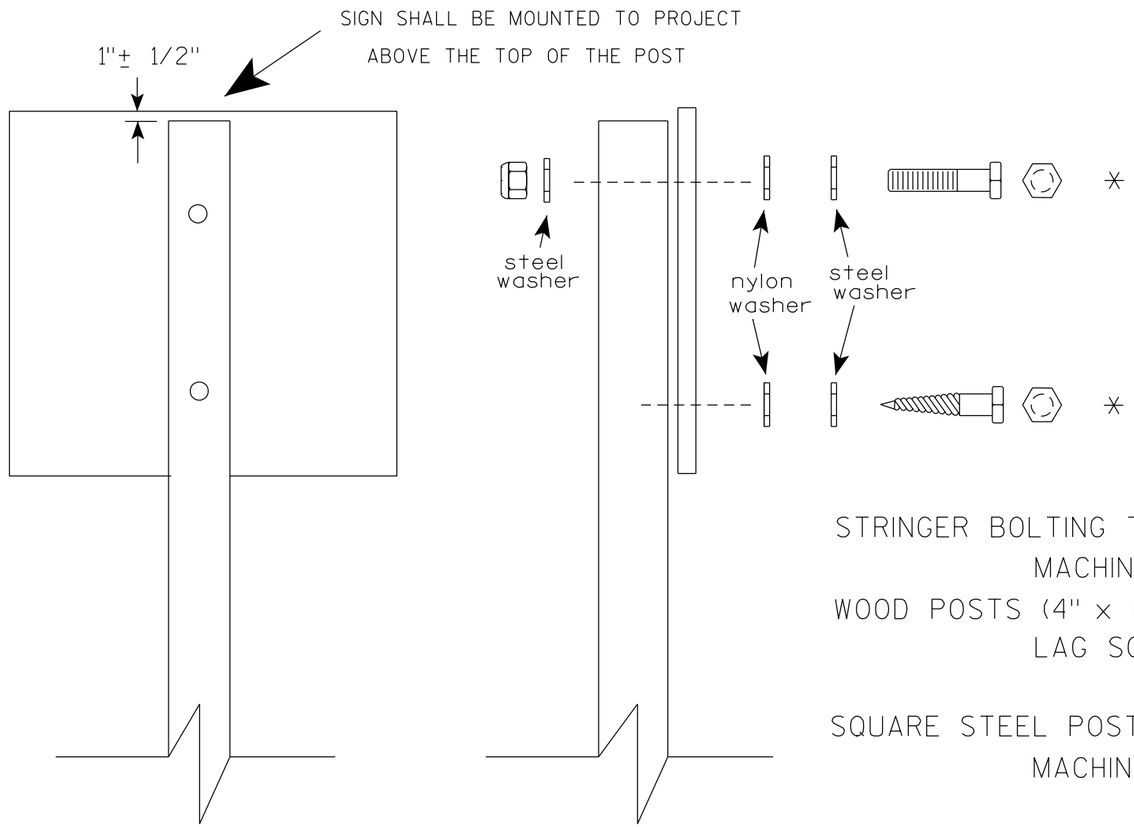
APPROVED Matthew R Rauch
For State Traffic Engineer

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

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 141	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

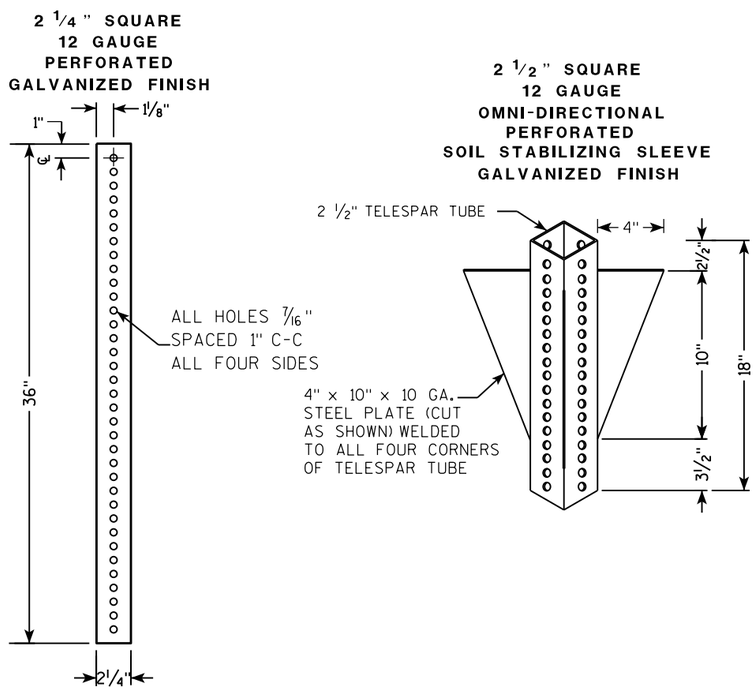
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

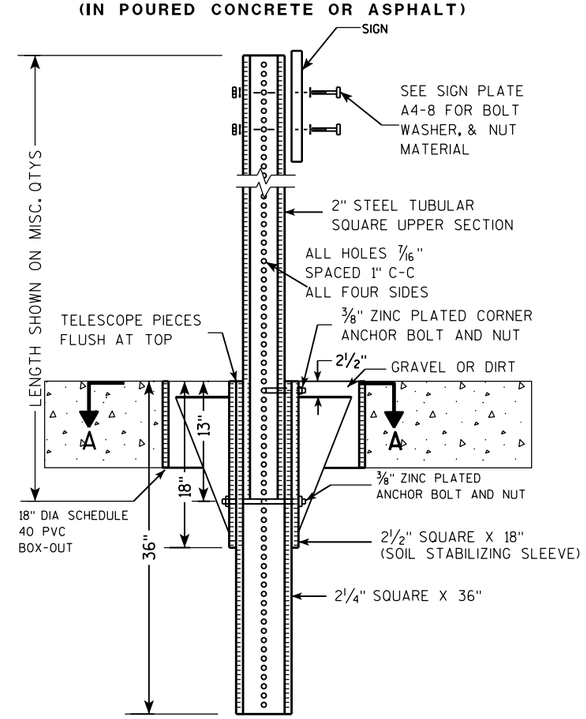
APPROVED Matthew R Rauch
for State Traffic Engineer

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

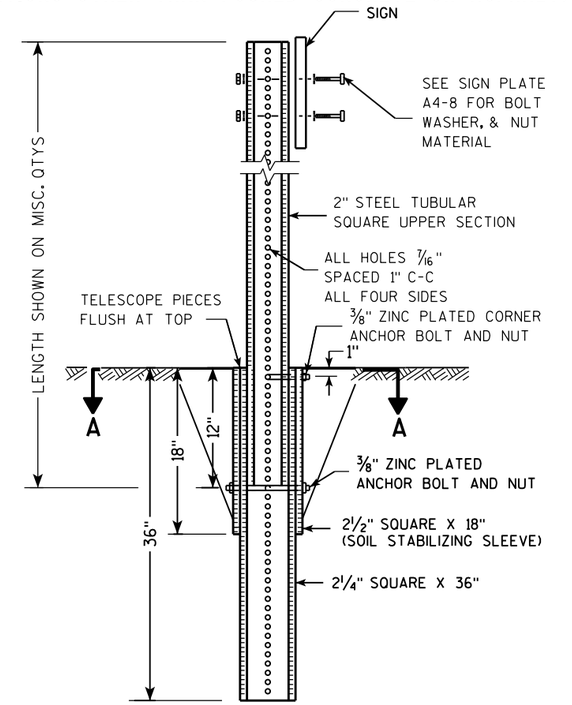
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

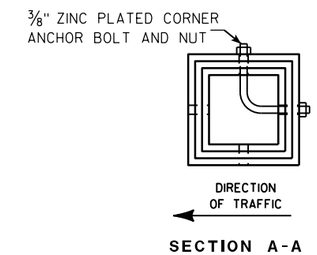


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

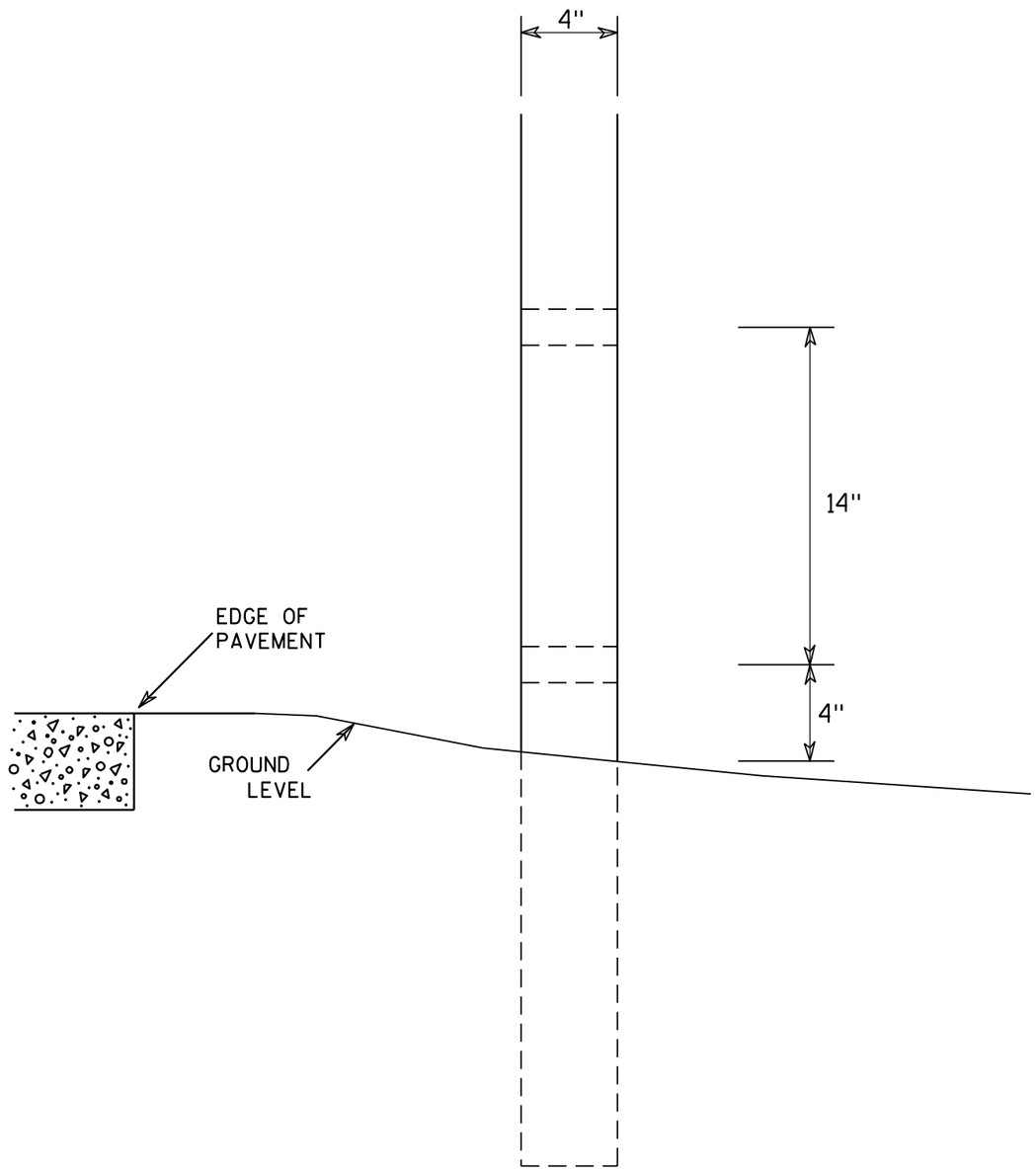
APPROVED Matthew R Rauch
for State Traffic Engineer

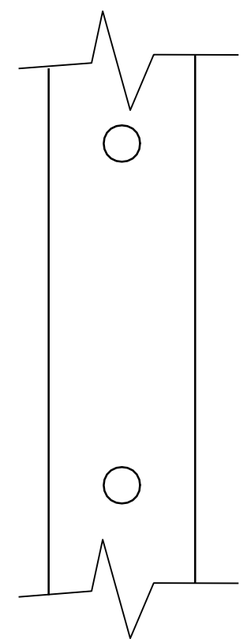
DATE 2/05/15 PLATE A4-9.9

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

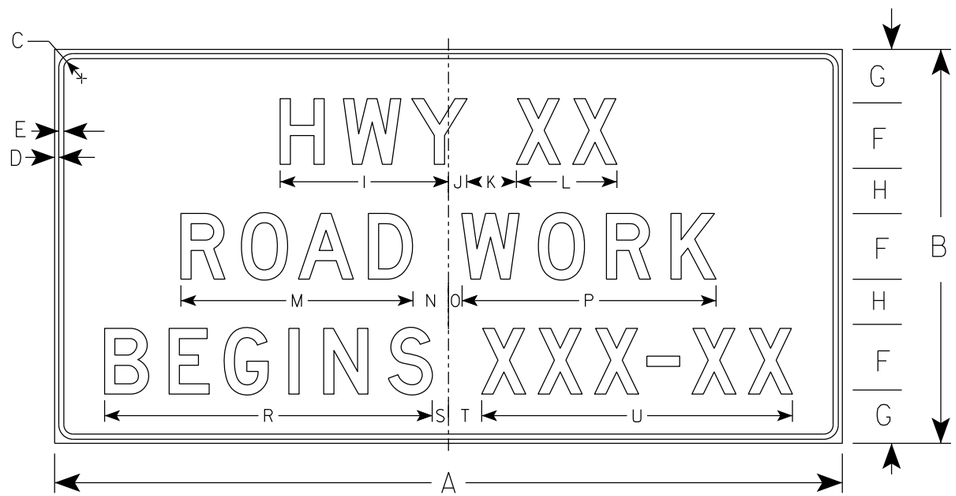
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

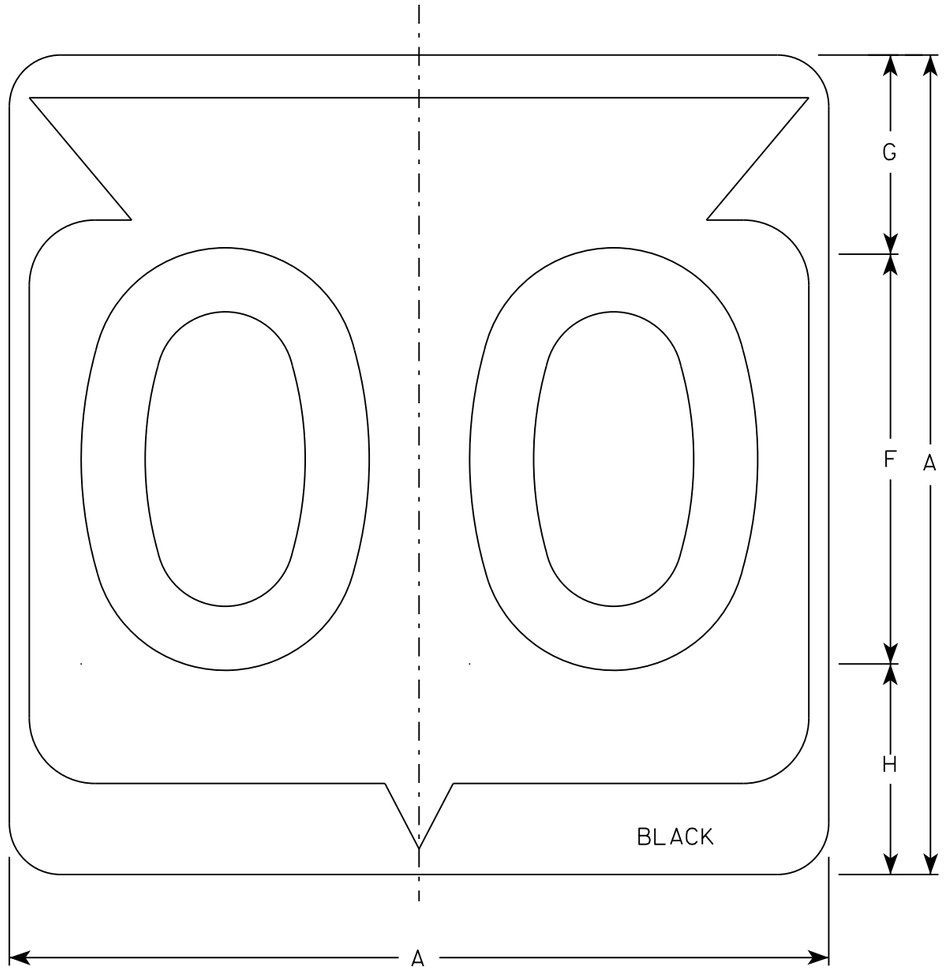
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

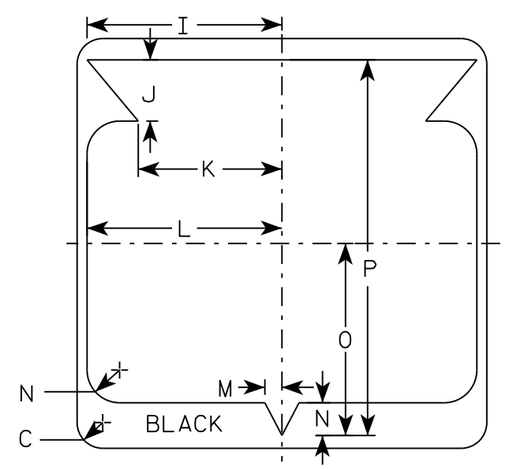
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E



M1-6



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.

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

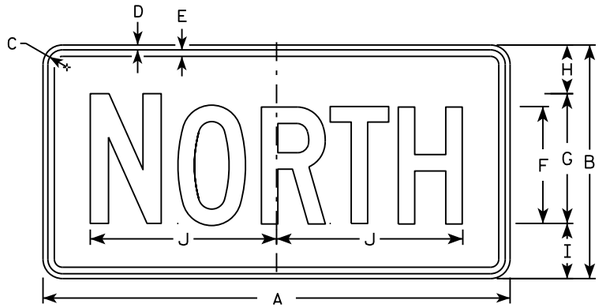
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

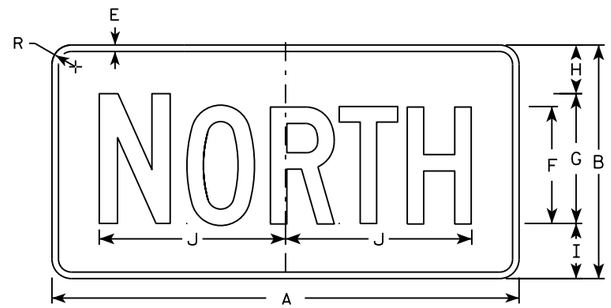
APPROVED Matthew R Rauch
for State Traffic Engineer

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

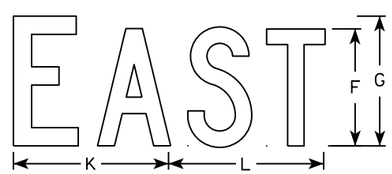
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | E



M3-1
MM3-1
MP3-1

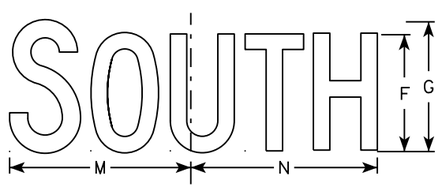


MB3-1
MK3-1
MN3-1

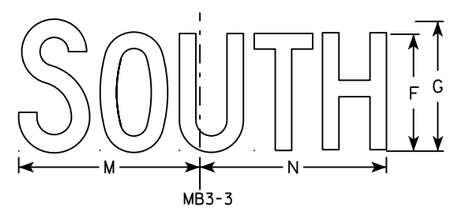


M3-2
MM3-2
MP3-2

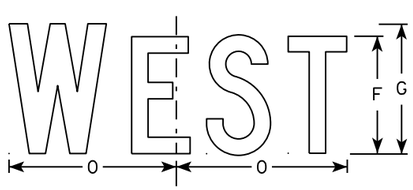
MB3-2
MK3-2
MN3-2



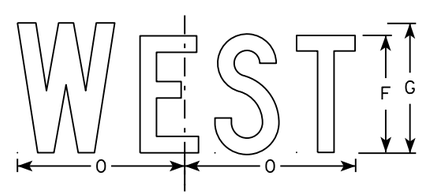
M3-3
MM3-3
MP3-3



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 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

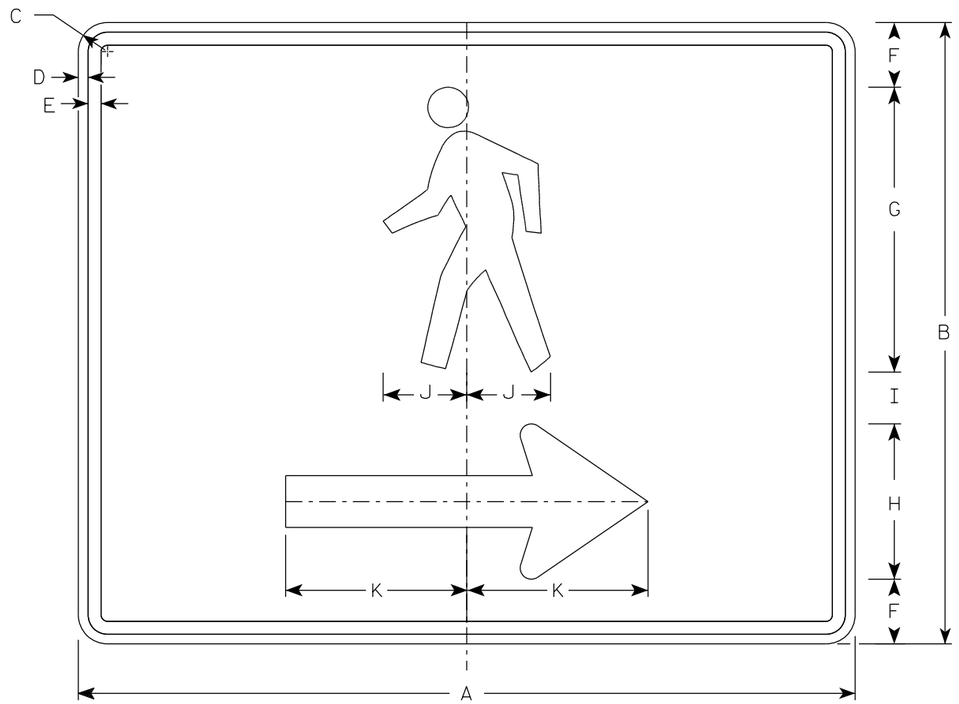
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

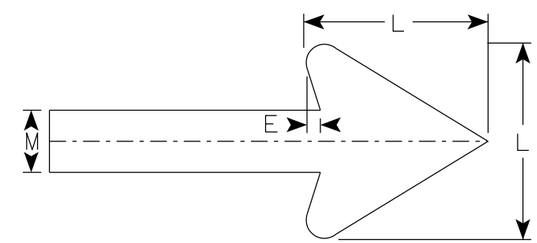
PROJECT NO: | HWY: | COUNTY: | SHEET NO: | E

NOTES

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



M4-60R



Arrow Detail

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

STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

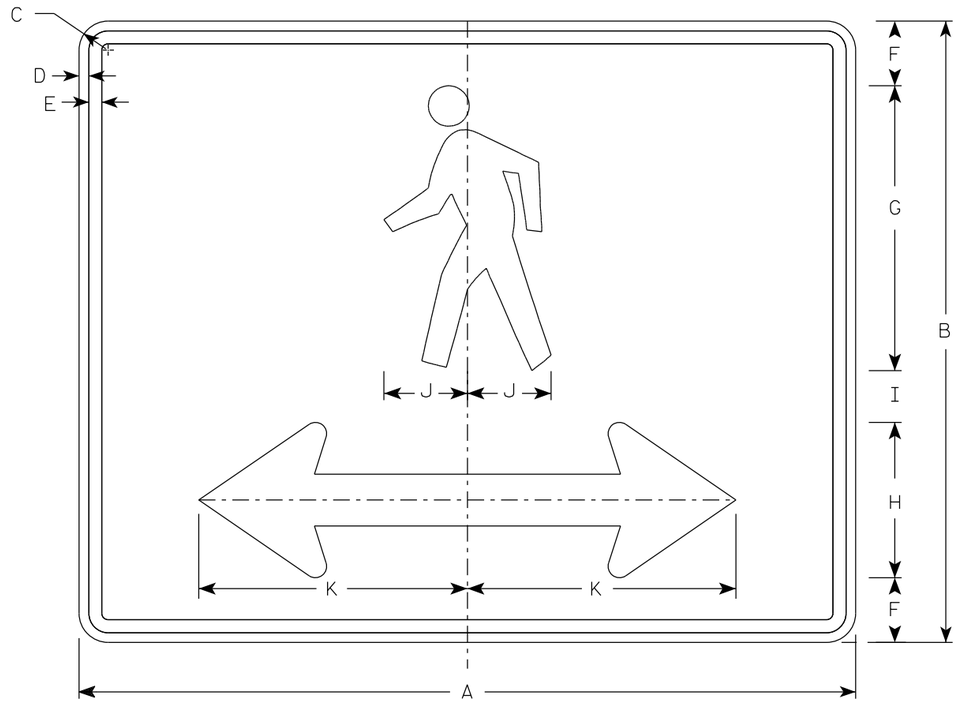
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

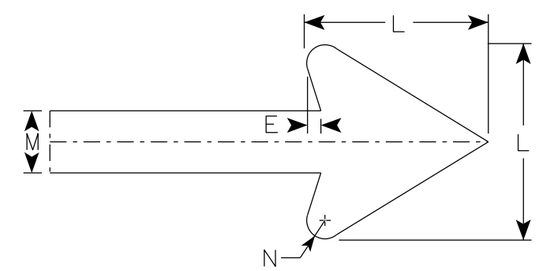
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 | E

NOTES

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



M4-60D



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

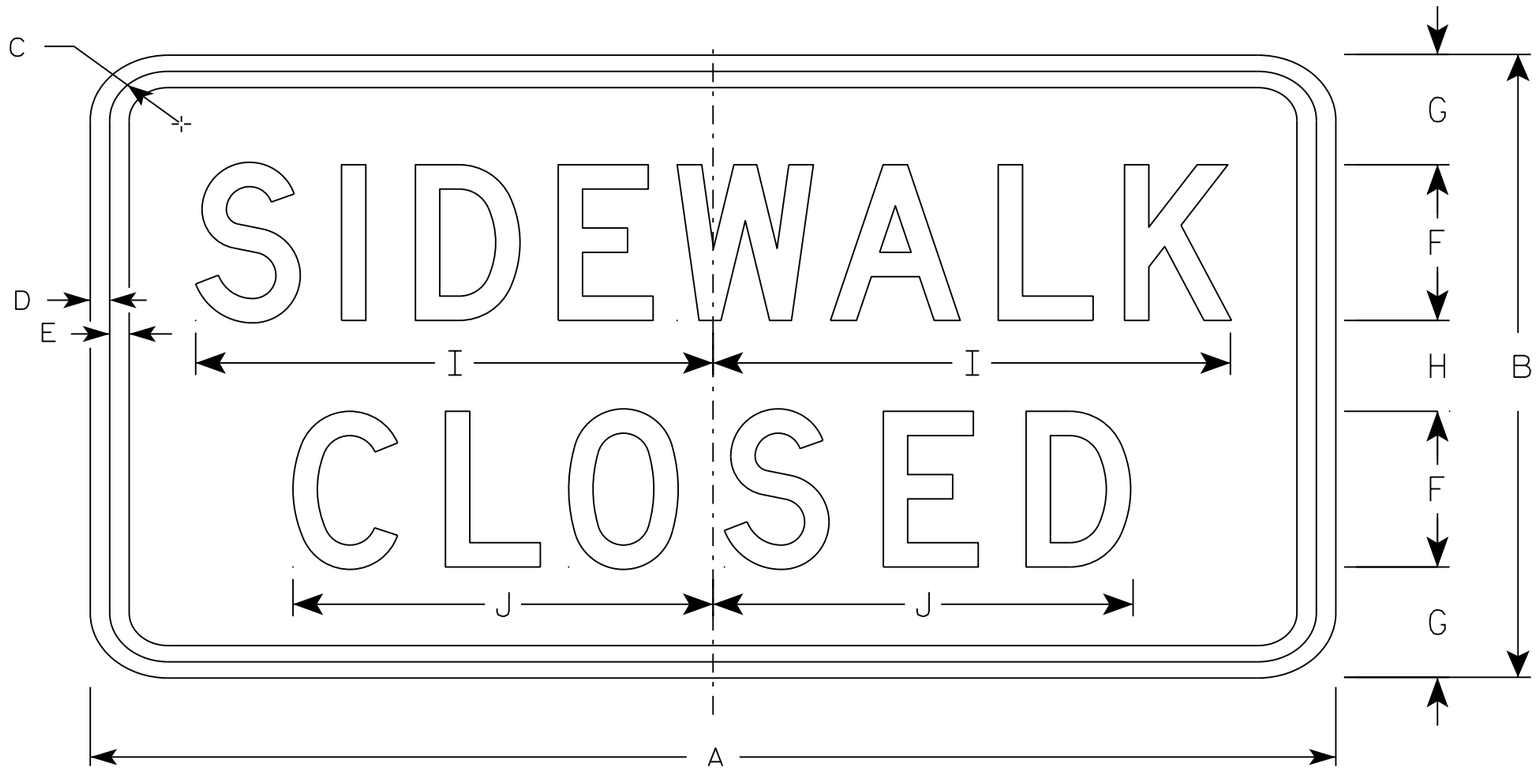
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/2021 PLATE NO. M4-60D.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 | 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 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

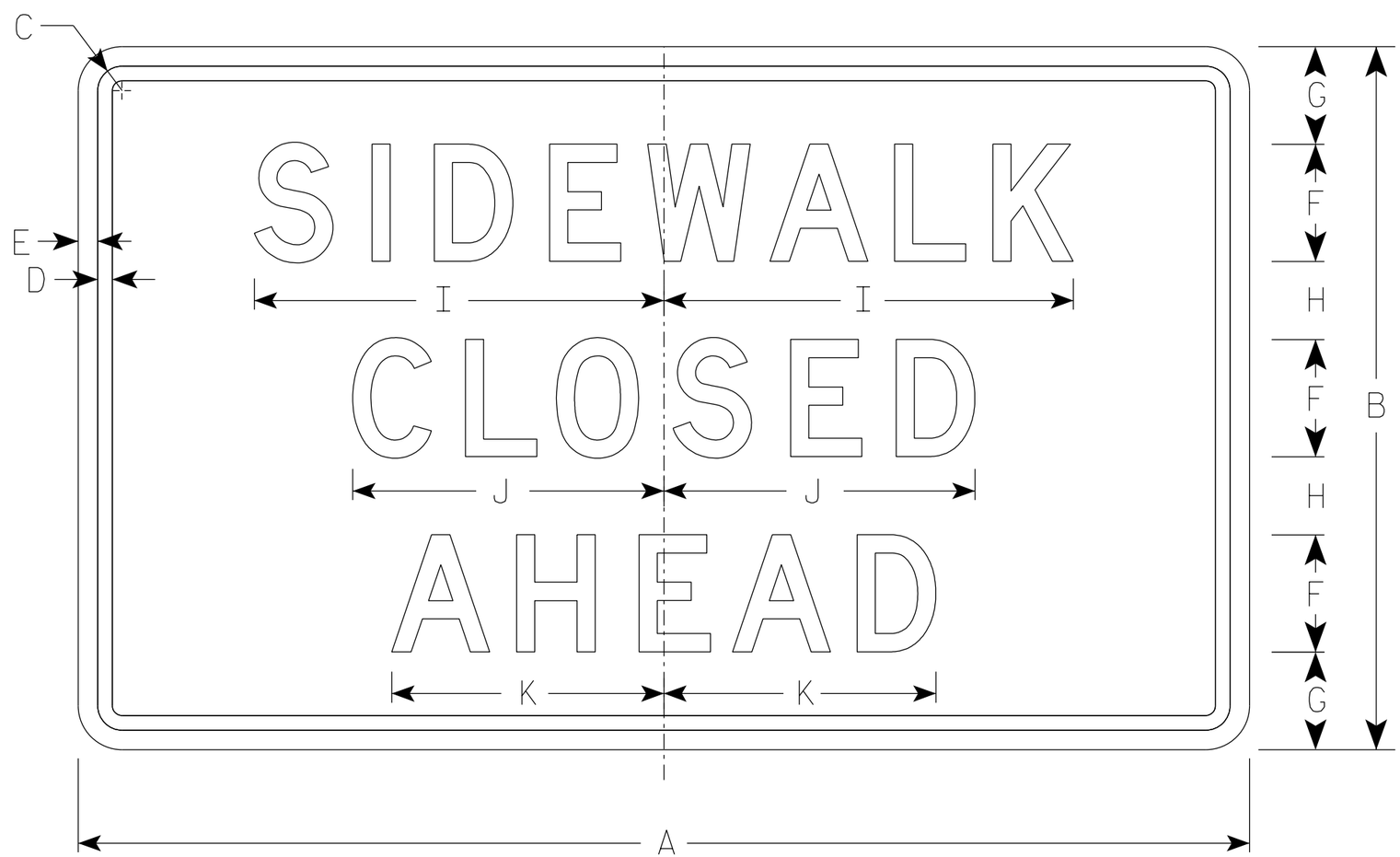
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 150 R9-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R9-9A

NOTES

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

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

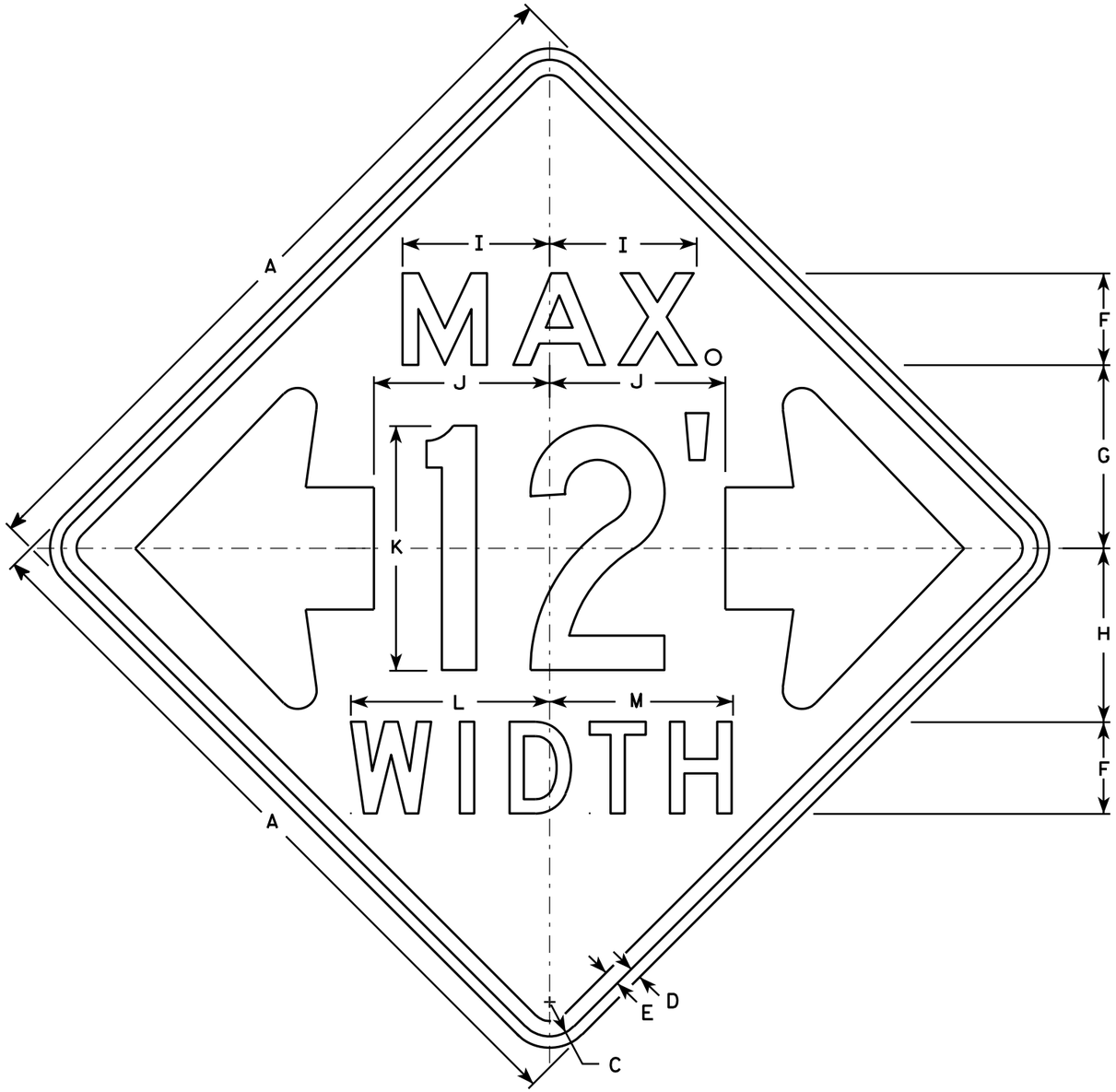
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

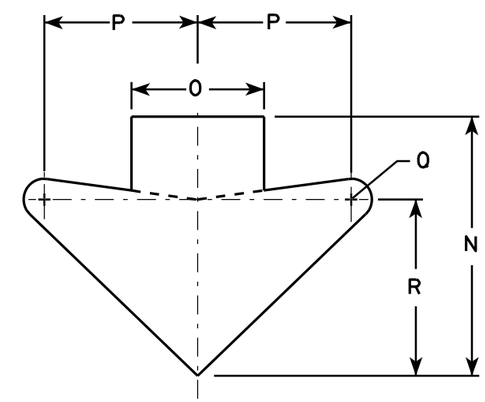
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 151 | E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

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

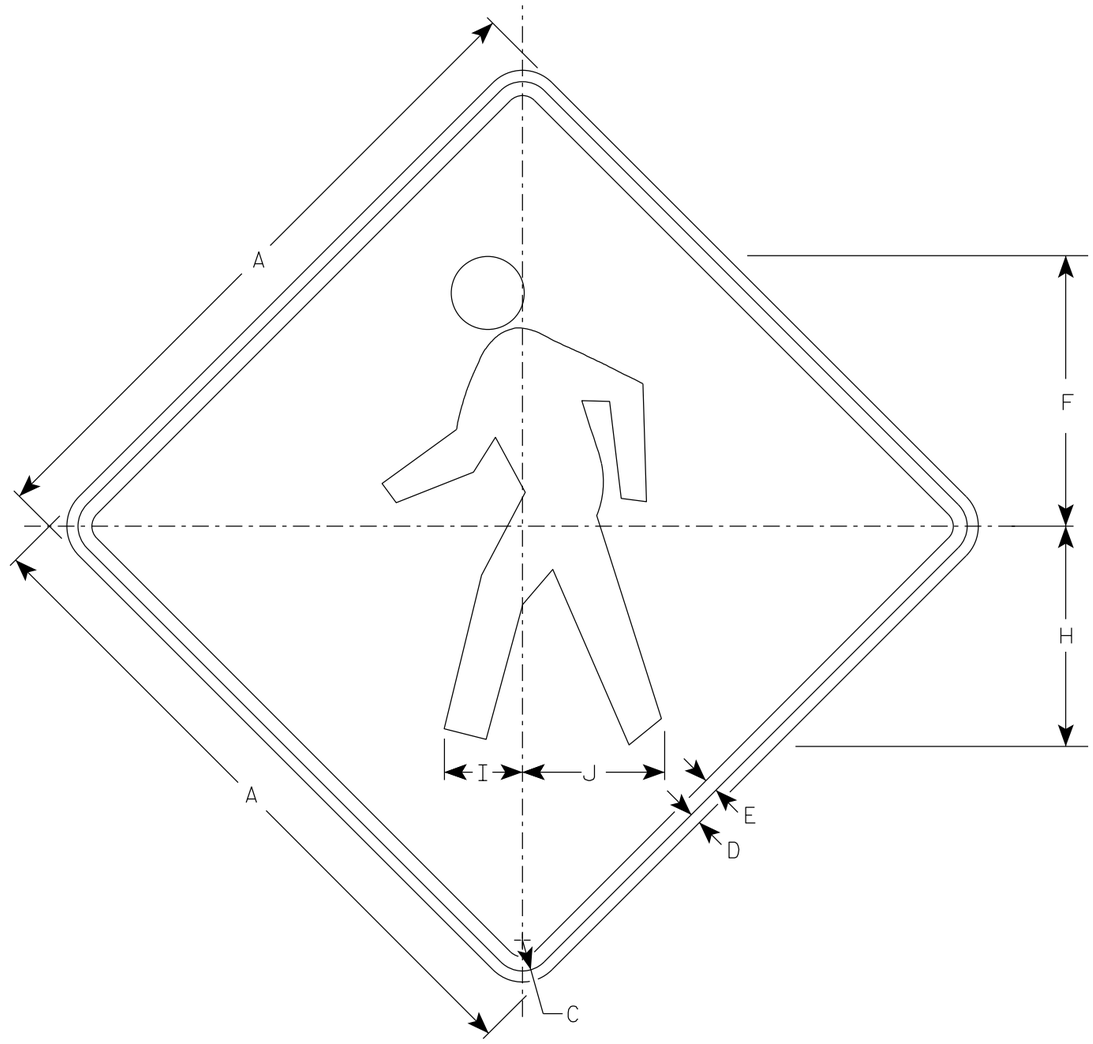
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	E



W011-2

NOTES

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

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

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

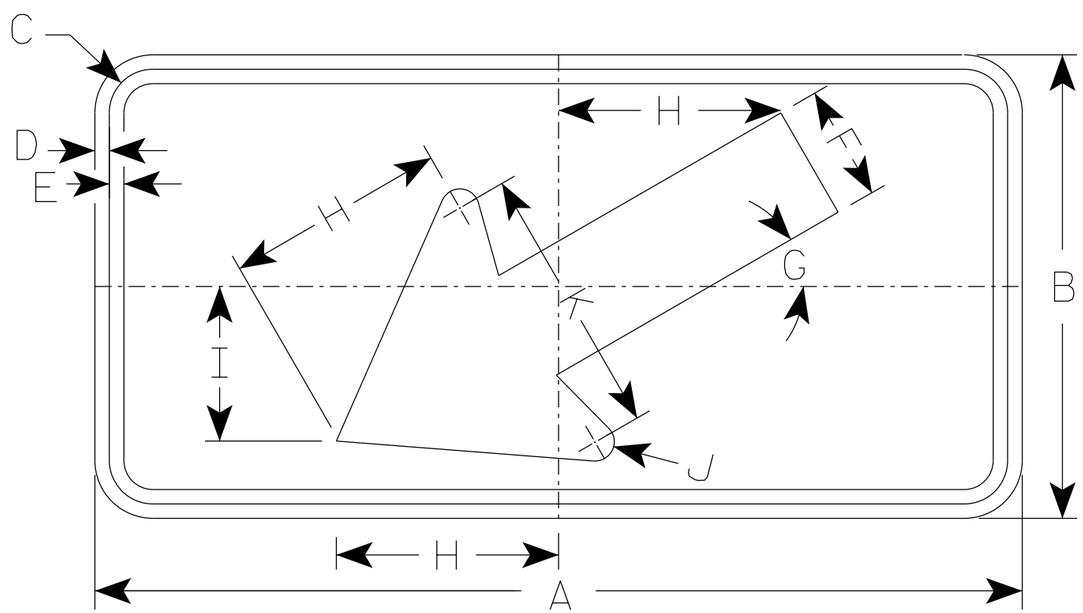
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W011-2.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 153 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.



W016-7L

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

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

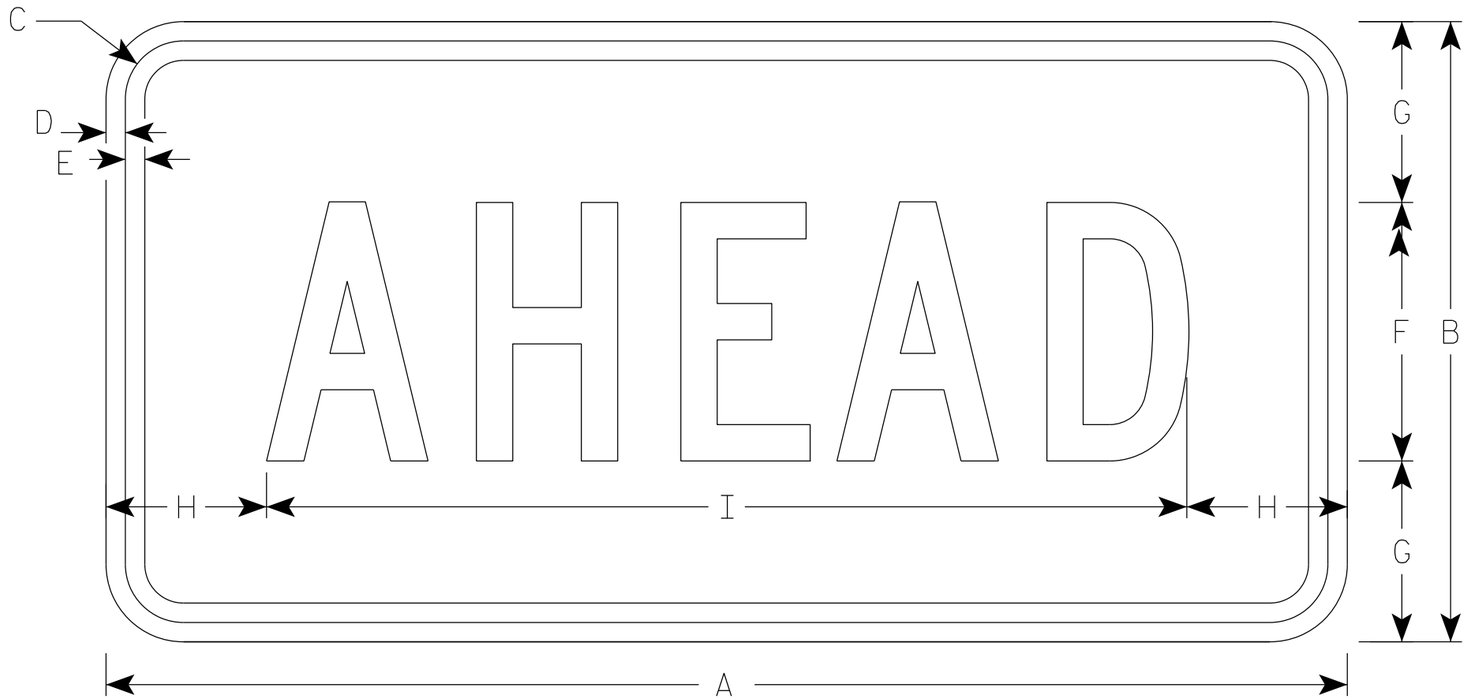
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 154 | 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. 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.



W016-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

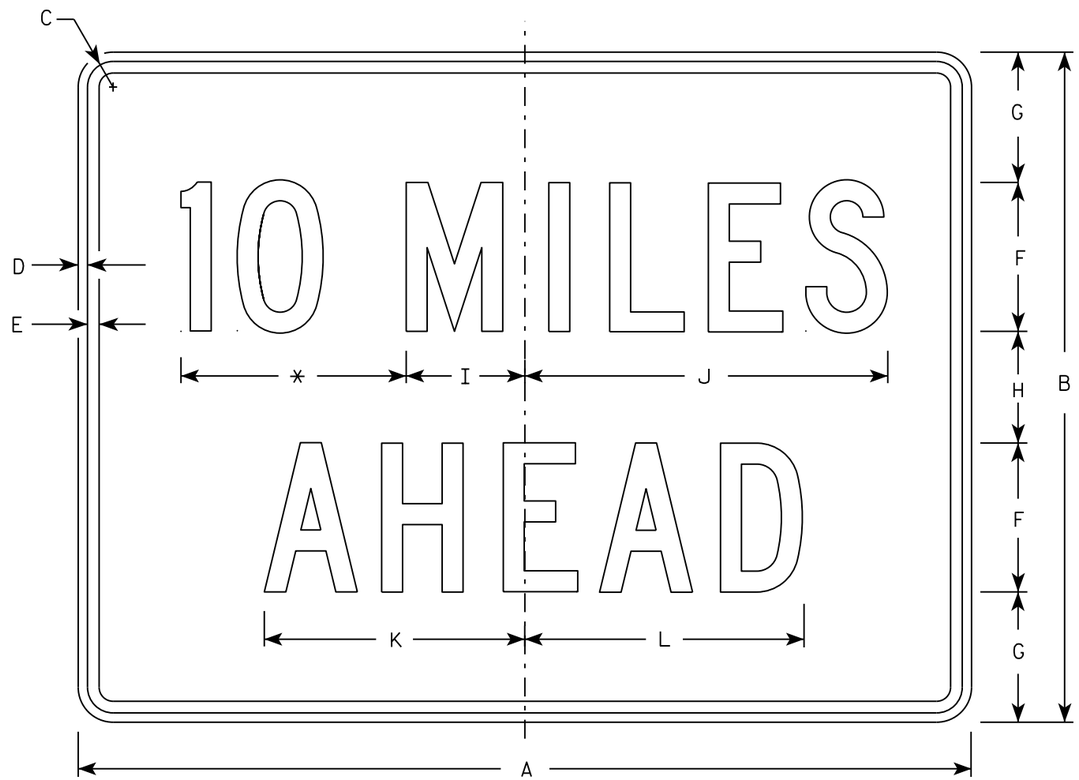
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

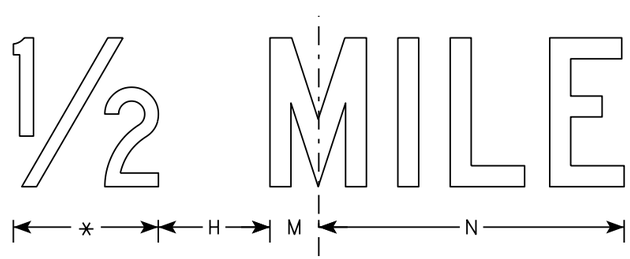
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W016-9P.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 155 | E



W057-52



* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile 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	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov