

PROJECT ID: 4570-26-71
SHEBOYGAN COUNTY

MAY 2024

ORDER OF SHEETS		
Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings

TOTAL SHEETS = 126



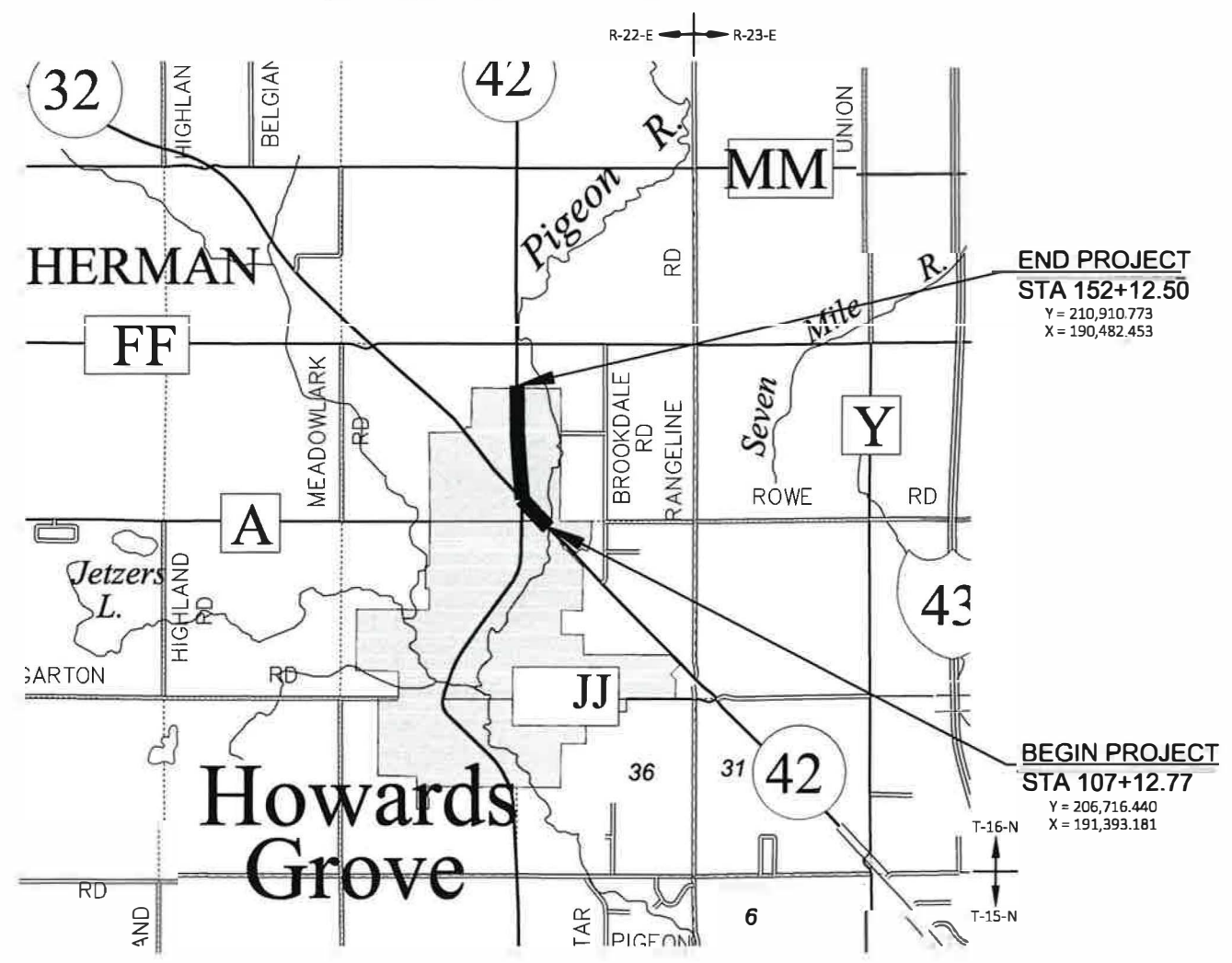
DESIGN DESIGNATION	4570-26-71
A.A.D.T. (2024)	5440
A.A.D.T. (2044)	5440
D.H.V.	685
D.D.	59 / 41
T.	11.4%
DESIGN SPEED	35 MPH
ESALS	900,000

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
V HOWARDS GROVE, STH 42
PIGEON RIVER - N VILLAGE LIMITS
STH 42
SHEBOYGAN COUNTY

STATE PROJECT NUMBER
4570-26-71



LAYOUT
SCALE 0 1 MI
TOTAL NET LENGTH OF CENTERLINE = 0.852 MI

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4570-26-71		

ORIGINAL PLANS PREPARED BY
Westwood

DATE: 1-19-2024
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: NE REGION
Designer: WESTWOOD INFRASTRUCTURE INC.
Project Manager: K. SLEZAK
Regional Examiner: R. WAGNER
Regional Supervisor: R. WAGNER

APPROVED FOR THE DEPARTMENT
DATE: 1-9-2024
(Signature)

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GENERAL NOTES

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

THE EXACT CONSTRUCTION LIMITS AND LOCATIONS OF ALL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- TRAFFIC CONTROL

DNR LIAISON

JAY SCHIEFELBEIN
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313
(920)360-3784
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

SHEBOYGAN COUNTY HIGHWAY COMMISSIONER

GREG SCHNELL
1211 N 23RD ST
SHEBOYGAN, WI 53082
(920)459-3822
GREG.SCHNELL@SHEBOYGANCOUNTY.COM

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, PLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920)492-4166
MICHAEL.ANDRASCHKO@DOT.WI.GOV

NE REGION DESIGN PROJECT MANAGER

KIMBERLY SLEZAK, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4131
KIMBERLY.SLEZAK@DOT.WI.GOV

UTILITIES CONTACTS

BEN REISEN
ALLIANT ENERGY - ELECTRICITY
4421 TOWER DRIVE,
SHEBOYGAN, WI 53081
(920) 210-3751
BENREISEN@ALLIANTENERGY.COM

NICK WILBERT
WPS - GAS/PETROLEUM
933 S WILDWOOD AVE,
SHEBOYGAN, WI 53081
(920) 451-3733
NICHOLAS.WILBERT@WISCONSINPUBLICSERVICE.COM

BEAU ABUYA
SPECTRUM - COMMUNICATION LINE
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212-4002
(414) 758-9241
BEAU.ABUYA@CHARTER.COM

COLE HOOKER
TDS TELECOM - COMMUNICATION LINE
202 E OGDEN STREET
MEDFORD, WI 54451
(920-428-3234
COLE.HOOKER@TDSTELECOM.COM

RYAN WELSING
VILLAGE OF HOWARDS GROVE - SEWER
913 S WISCONSIN DR
HOWARDS GROVE, WI 53083
(920) 234-0304
HGDPW@HOWARDSGROVE.ORG

OTHER CONTACTS

DAVID HOH
HOWARDS GROVE SCHOOL DISTRICT -
COMMUNICATION LINE
403 AUDUBON RD
HOWARDS GROVE, WI 53083
(920) 226-4295
DHOH@HGTIGERS.COM

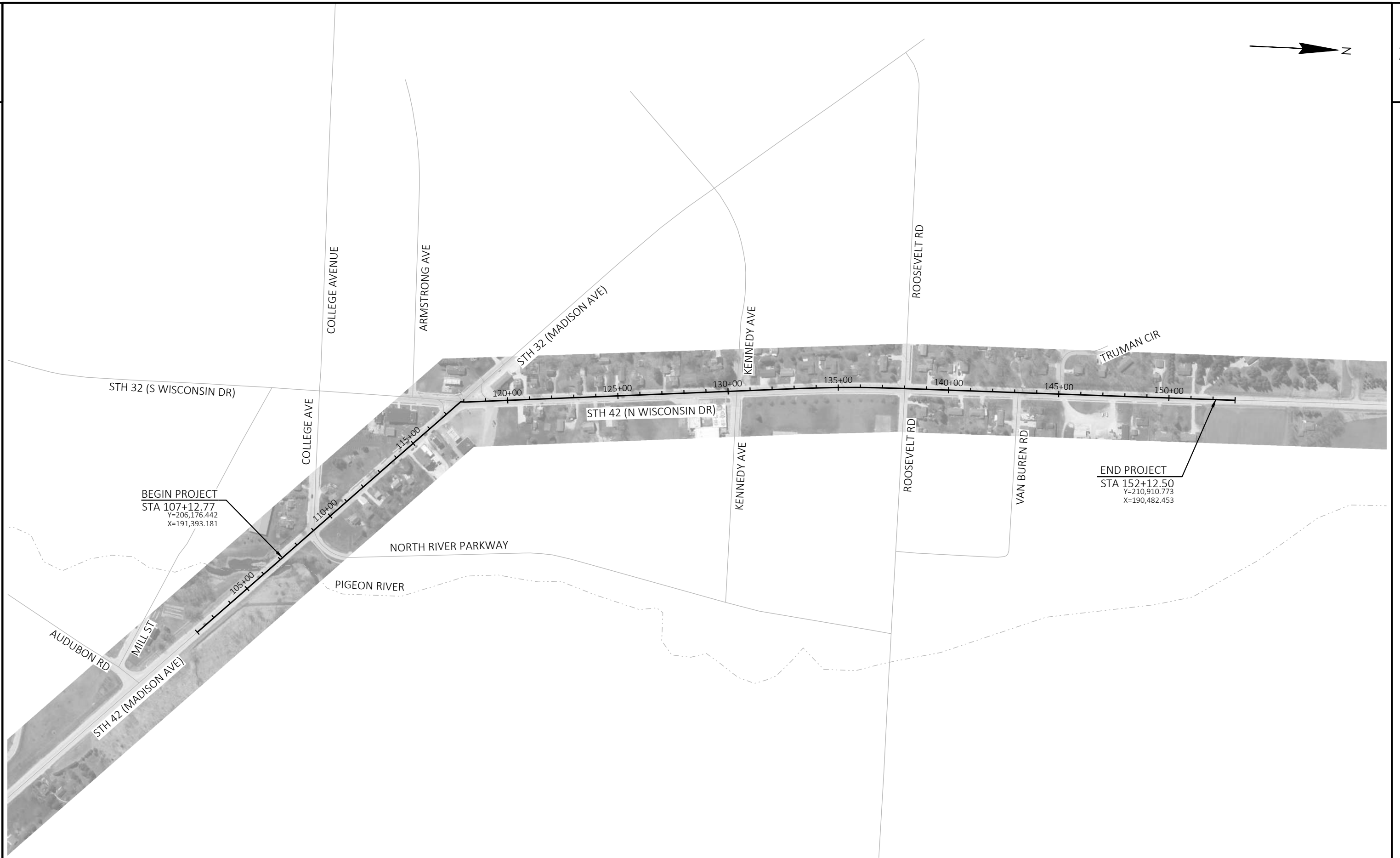
RUNOFF COEFFICIENT TABLE

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

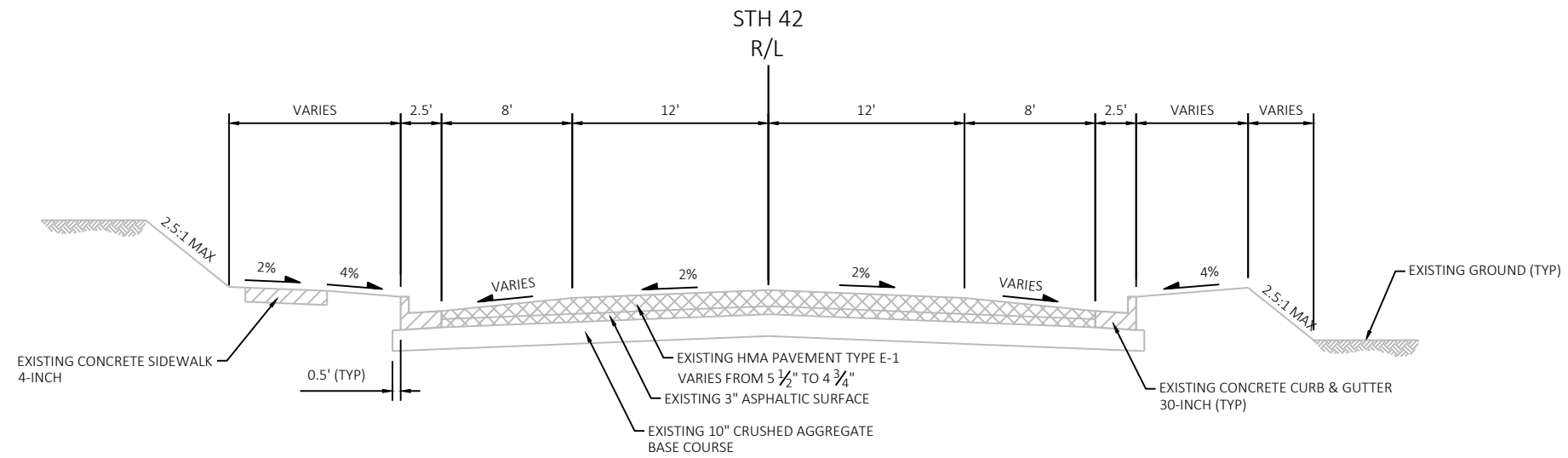
TOTAL PROJECT AREA = 7.84 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.306 ACRES



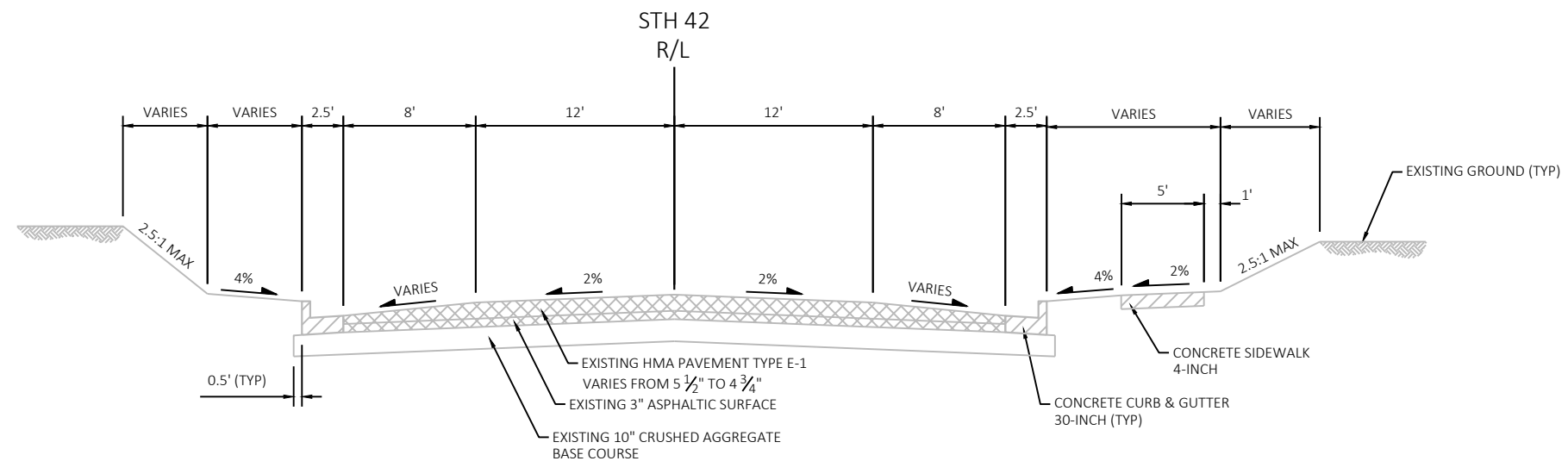
Dial 811 or (800)242-8511
www.DiggersHotline.com



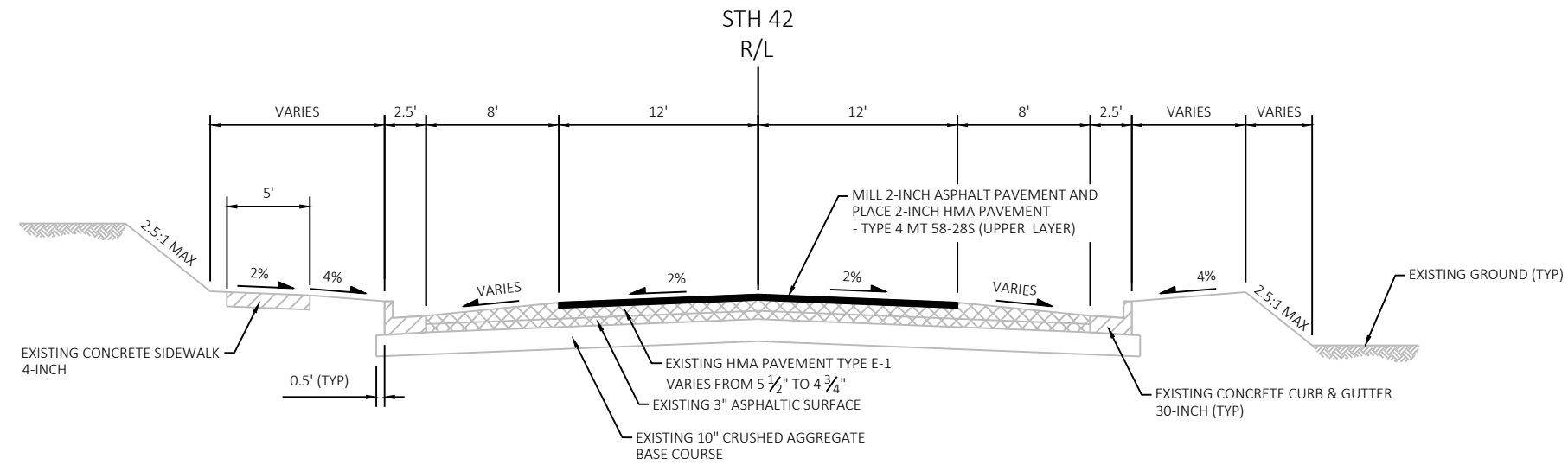
PROJECT NO: 4570-26-71	HWY: STH 42	COUNTY: SHEBOYGAN	PROJECT OVERVIEW	SHEET 3	E
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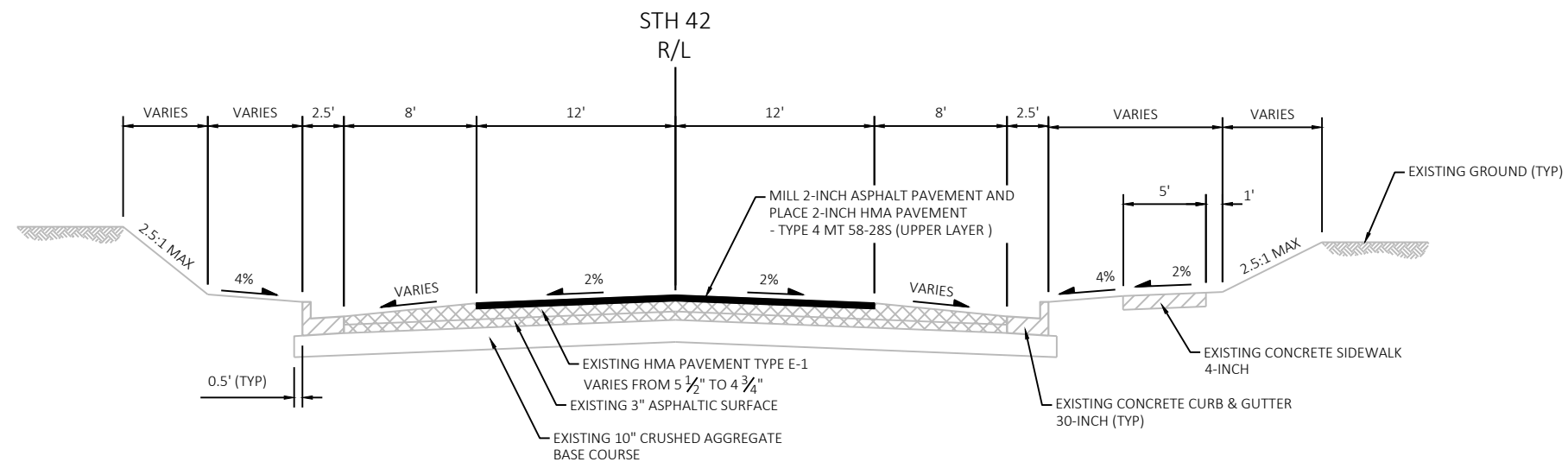
EXISTING TYPICAL SECTION FOR STH 42
STA 107+12.77 TO STA 119+18



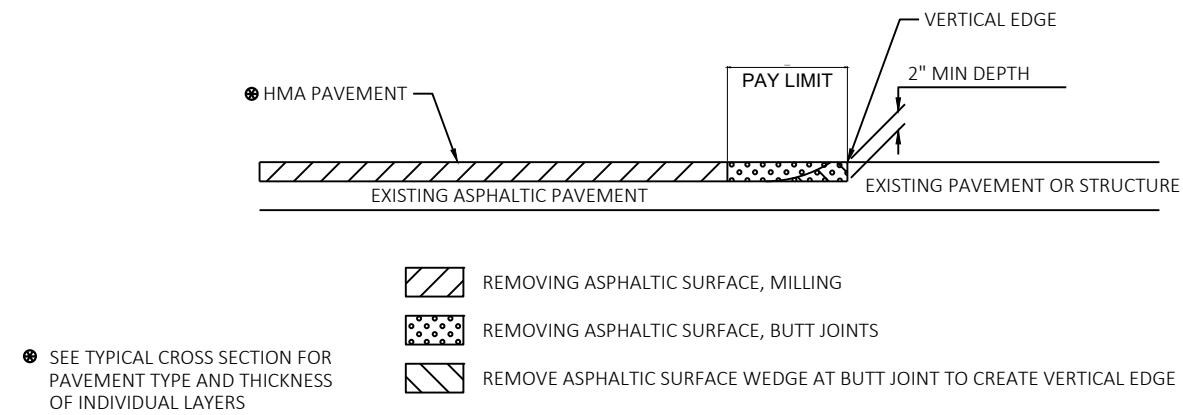
EXISTING TYPICAL SECTION FOR STH 42
STA 119+18 TO STA 152+12.50



PROPOSED TYPICAL SECTION FOR STH 42
STA 107+12.77 TO STA 119+18

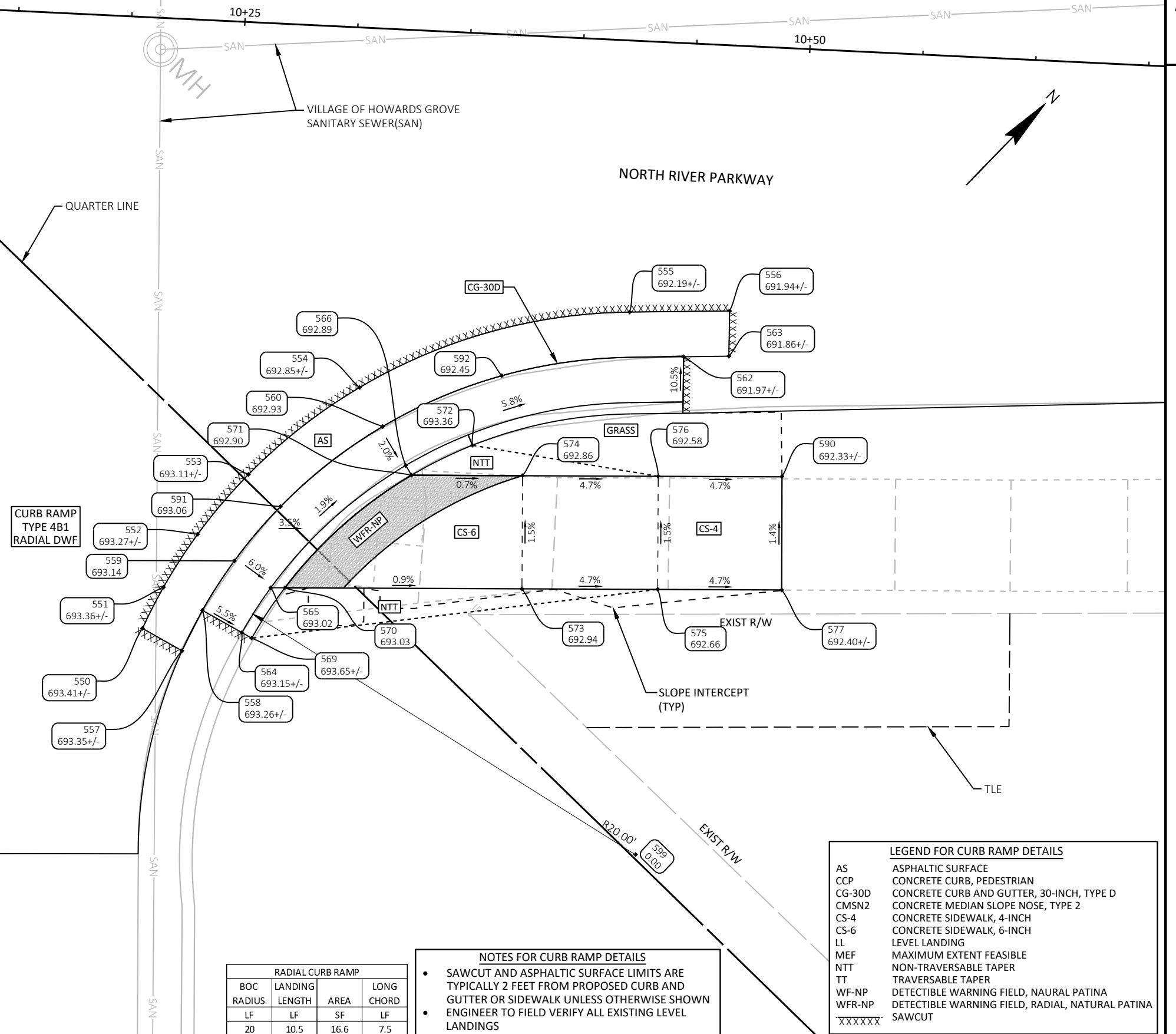


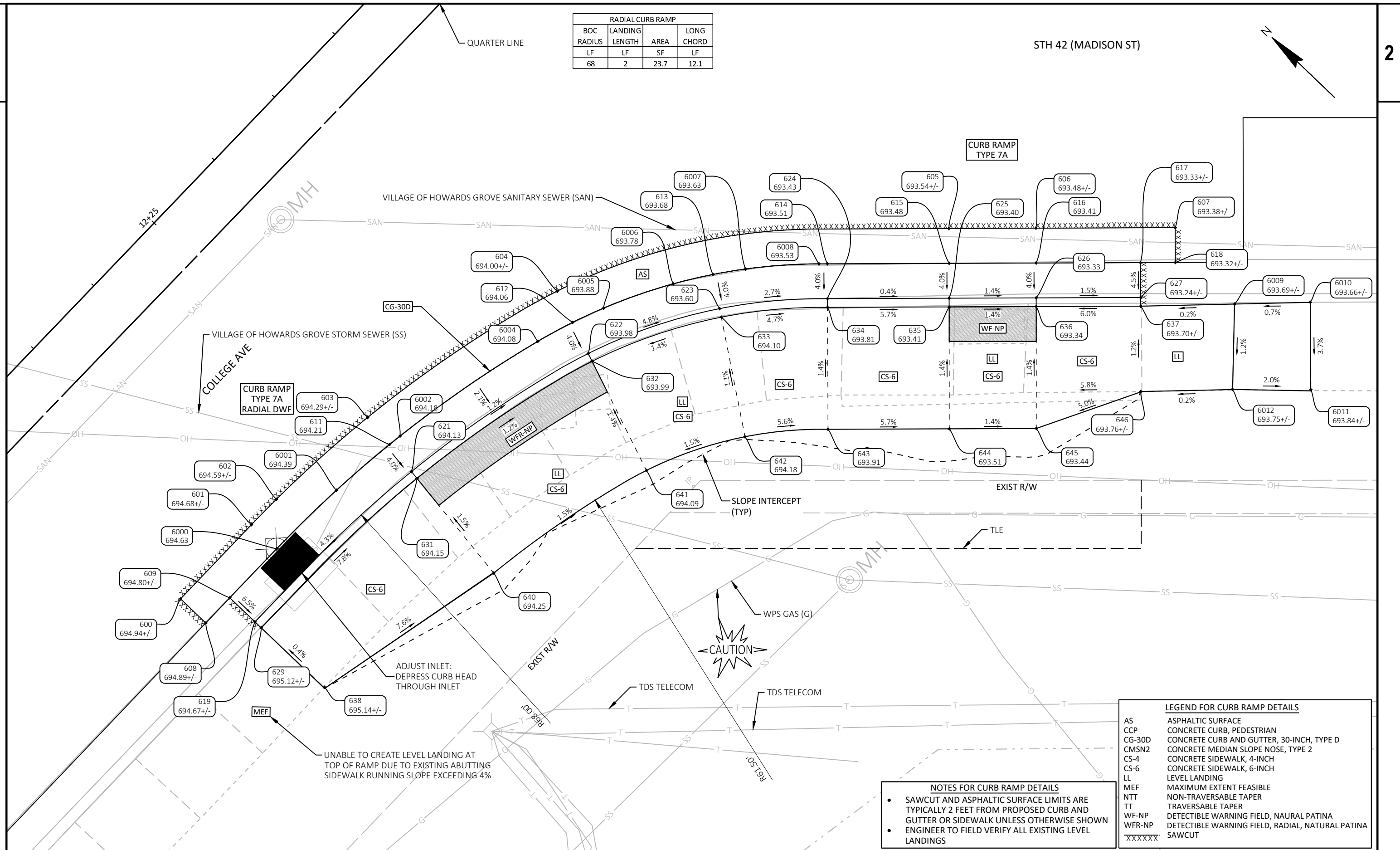
PROPOSED TYPICAL SECTION FOR STH 42
STA 119+18 TO STA 152+12.50



BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

POINTS - NORTH RIVER PARKWAY SE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
550	693.41	206,837.63	191,305.44	MATCH	108+60.96	20.59' RT
551	693.36	206,839.58	191,304.84	MATCH	108+62.79	21.51' RT
552	693.27	206,842.32	191,304.29	MATCH	108+65.14	23.01' RT
553	693.11	206,845.78	191,304.06	MATCH	108+67.79	25.24' RT
554	692.85	206,851.95	191,304.91	MATCH	108+71.66	30.13' RT
555	692.19	206,862.65	191,311.16	MATCH	108+75.06	42.05' RT
556	691.94	206,865.77	191,314.29	MATCH	108+75.13	46.47' RT
557	693.35	206,838.14	191,307.38	MATCH	108+59.98	22.35' RT
558	693.26	206,840.05	191,306.78	EX FLAG	108+61.77	23.24' RT
559	693.14	206,842.59	191,306.28	FLAG	108+63.96	24.64' RT
560	692.93	206,851.43	191,306.85	FLAG/QRT PT	108+69.94	31.16' RT
562	691.97	206,862.90	191,314.25	EX FLAG	108+73.10	44.45' RT
563	691.86	206,864.31	191,315.67	MATCH	108+73.13	46.45' RT
564	693.15	206,840.55	191,308.72	EX FL	108+60.80	24.99' RT
565	693.02	206,842.87	191,308.26	FL	108+62.79	26.26' RT
566	692.89	206,850.90	191,308.77	FL	108+68.22	32.19' RT
569	693.65	206,840.68	191,309.20	EX BOC	108+60.56	25.42' RT
570	693.03	206,843.30	191,308.70	BOC/DWF	108+62.79	26.88' RT
571	692.90	206,850.77	191,309.26	BOC/DWF	108+67.79	32.45' RT
572	693.36	206,853.59	191,310.27	BOC	108+69.13	35.13' RT
573	692.94	206,850.56	191,316.26	SW	108+62.80	37.36' RT
574	692.86	206,854.17	191,312.79	DWF	108+67.80	37.35' RT
575	692.66	206,854.72	191,320.59	SW	108+62.80	43.36' RT
576	692.58	206,858.32	191,317.12	SW	108+67.80	43.35' RT
577	692.40	206,858.52	191,324.54	EX SW	108+62.81	48.84' RT
590	692.33	206,862.13	191,321.05	EX SW	108+67.83	48.82' RT
591	693.06	206,845.73	191,306.07	QTR PT	108+66.37	26.66' RT
592	692.45	206,856.70	191,309.06	QTR PT	108+72.21	36.41' RT
599	0.00	206,845.63	191,328.04	RAD PT	108+51.08	42.44' RT





POINTS - COLLEGE AVE SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
600	694.94	206,832.69	191,226.72	MATCH	109+11.89	39.62' LT
601	694.68	206,832.70	191,232.61	MATCH	109+07.82	35.37' LT
602	694.59	206,832.67	191,234.66	MATCH	109+06.39	33.91' LT
603	694.29	206,832.14	191,241.67	MATCH	109+01.15	29.21' LT
604	694.00	206,829.31	191,254.44	MATCH	108+90.26	21.96' LT
605	693.54	206,815.56	191,272.62	MATCH	108+67.76	18.36' LT
606	693.48	206,811.97	191,276.09	MATCH	108+62.76	18.34' LT
607	693.38	206,806.22	191,281.65	MATCH	108+54.76	18.31' LT
608	694.89	206,830.68	191,226.72	FLAG	109+10.44	41.01' LT
609	694.80	206,830.69	191,228.72	EX FLAG	109+09.06	39.56' LT
611	694.21	206,830.16	191,241.42	FLAG	108+99.89	30.77' LT
612	694.06	206,827.42	191,253.77	FLAG	108+89.37	23.75' LT
613	693.68	206,823.52	191,261.33	FLAG	108+81.32	21.00' LT
614	693.51	206,819.19	191,266.32	FLAG	108+74.74	20.39' LT
615	693.48	206,814.17	191,271.18	FLAG	108+67.75	20.36' LT
616	693.41	206,810.57	191,274.66	FLAG	108+62.75	20.34' LT
617	693.33	206,806.27	191,278.83	EX FLAG	108+56.76	20.32' LT
618	693.32	206,804.83	191,280.22	EX FLAG	108+54.76	20.31' LT
619	694.67	206,828.69	191,228.73	EX FL	109+07.62	40.94' LT
621	694.13	206,828.18	191,241.18	FL	108+98.63	32.32' LT

POINTS - COLLEGE AVE SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
622	693.98	206,825.54	191,253.09	FL	108+88.48	25.54' LT
623	693.60	206,821.88	191,260.18	FL	108+80.93	22.97' LT
624	693.43	206,817.80	191,264.89	FL	108+74.73	22.39' LT
625	693.40	206,812.78	191,269.74	FL	108+67.75	22.36' LT
626	693.33	206,809.19	191,273.22	FL	108+62.75	22.34' LT
627	693.24	206,804.88	191,277.39	EX FL	108+56.75	22.32' LT
629	695.12	206,828.19	191,228.73	EX BOC/SW	109+07.26	41.29' LT
631	694.15	206,827.68	191,241.11	BOC/DWF	108+98.32	32.71' LT
632	693.99	206,825.07	191,252.93	BOC/SW	108+88.26	25.99' LT
633	694.10	206,821.47	191,259.89	BOC/SW	108+80.83	23.46' LT
634	693.81	206,817.46	191,264.53	BOC/SW	108+74.73	22.89' LT
635	693.41	206,812.42	191,269.37	BOC/DWF	108+67.75	22.88' LT
636	693.34	206,808.84	191,272.86	BOC/DWF	108+62.75	22.84' LT
637	693.70	206,804.53	191,277.03	BOC/SW	108+56.75	22.82' LT
638	695.14	206,823.21	191,228.78	EX SW	109+03.62	44.70' LT
640	694.25	206,820.73	191,240.25	SW	108+93.90	38.14' LT
641	694.09	206,818.48	191,250.57	SW	108+85.13	32.25' LT
642	694.18	206,815.73	191,255.88	SW	108+79.47	30.32' LT
643	693.91	206,812.59	191,259.49	SW	108+74.70	29.89' LT
644	693.51	206,807.59	191,264.34	SW	108+67.74	29.86' LT

POINTS - COLLEGE AVE SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
645	693.44	206,803.99	191,267.81	SW	108+62.74	29.84' LT
646	693.76	206,801.13	191,273.50	EX SW	108+56.74	27.72' LT
647	0.00	206,784.30	191,229.54	RAD PT	108+75.02	71.09' LT
6000	694.63	206,830.70	191,232.62	RADIUS	109+06.38	36.75' LT
6001	694.39	206,830.54	191,237.42	QTR PT	109+02.94	33.39' LT
6002	694.18	206,830.06	191,242.20	QTR PT	108+99.28	30.28' LT
6004	694.08	206,828.12	191,251.60	RADIUS	108+91.37	24.84' LT
6005	693.88	206,826.71	191,255.59	QTR PT	108+87.59	22.93' LT
6006	693.78	206,824.79	191,259.36	QTR PT	108+83.59	21.54' LT
6007	693.63	206,822.38	191,262.85	QTR PT	108+79.45	20.69' LT
6008	693.53	206,819.54	191,265.99	RADIUS	108+75.22	20.39' LT
6009	693.69	206,800.72	191,280.85	BOC/SW	108+51.35	22.70' LT
6010	693.66	206,797.65	191,283.93	BOC/SW	108+47.00	22.60' LT
6011	693.84	206,794.15	191,280.33	SW	108+46.97	27.62' LT
6012	693.75	206,797.41	191,277.23	SW	108+51.47	27.60' LT

POINTS - COLLEGE AVE NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
650	696.79	206,869.78	191,192.95	MATCH	109+62.04	38.31' LT
651	696.74	206,890.95	191,198.34	MATCH	109+73.58	19.76' LT
652	696.82	206,871.17	191,191.37	MATCH	109+64.14	38.49' LT
653	696.82	206,872.60	191,192.77	EX FLAG	109+64.20	36.49' LT
654	696.84	206,876.18	191,195.05	QTR PT	109+65.21	32.37' LT
655	696.85	206,876.99	191,195.43	FLAG	109+65.53	31.53' LT
656	696.88	206,880.18	191,196.54	FLAG HP/QTR PT	109+67.06	28.52' LT
657	696.85	206,883.54	191,197.08	FLAG	109+69.11	25.80' LT
658	696.82	206,884.36	191,197.13	QTR PT	109+69.67	25.20' LT
659	696.78	206,888.60	191,196.83	EX FLAG	109+72.93	22.48' LT
660	697.12	206,869.01	191,177.61	BOC	109+72.10	49.91' LT
661	697.18	206,874.00	191,177.59	SW	109+75.72	46.47' LT
662	697.15	206,877.90	191,179.71	SW	109+77.07	42.24' LT
663	697.10	206,876.20	191,184.38	SW	109+72.61	40.05' LT
664	697.15	206,890.72	191,183.87	SW	109+83.43	30.36' LT
665	697.09	206,891.43	191,188.82	SW	109+80.52	26.30' LT
666	697.56	206,868.94	191,162.62	EX BOC/SW	109+82.44	60.78' LT
667	697.68	206,873.93	191,162.59	EX SW	109+86.06	57.34' LT
668	697.99	206,905.33	191,174.26	SW	110+00.63	27.18' LT
669	697.92	206,908.80	191,177.92	EX BOC/SW	110+00.60	22.14' LT
670	696.77	206,890.54	191,196.37	MATCH	109+74.66	21.47' LT
671	696.63	206,873.92	191,191.26	EX FL	109+66.20	36.66' LT
672	696.77	206,877.80	191,193.60	FL	109+67.38	32.29' LT
673	696.80	206,880.67	191,194.59	FL HP	109+68.76	29.59' LT
674	696.77	206,883.70	191,195.09	FL	109+70.60	27.13' LT
675	696.65	206,888.19	191,194.87	EX FL	109+73.99	24.18' LT
676	696.78	206,878.00	191,193.14	BOC/SW	109+67.84	32.48' LT
677	696.78	206,883.74	191,194.59	BOC/SW	109+70.98	27.47' LT
678	696.81	206,880.27	191,190.98	DWF	109+70.97	32.47' LT
679	697.02	206,884.16	191,187.27	SW	109+76.35	32.45' LT
680	697.10	206,887.61	191,190.89	SW	109+76.33	27.45' LT
681	697.06	206,889.49	191,189.10	SW	109+78.93	27.44' LT
682	697.37	206,868.97	191,167.62	BOC/SW	109+78.99	57.16' LT
683	697.44	206,873.95	191,167.59	SW	109+82.61	53.72' LT
684	697.06	206,869.21	191,181.84	EX BOC	109+69.33	46.72' LT

VILLAGE OF HOWARDS GROVE
SANITARY SEWER (SAN)

NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

PROJECT NO: 4570-26-71

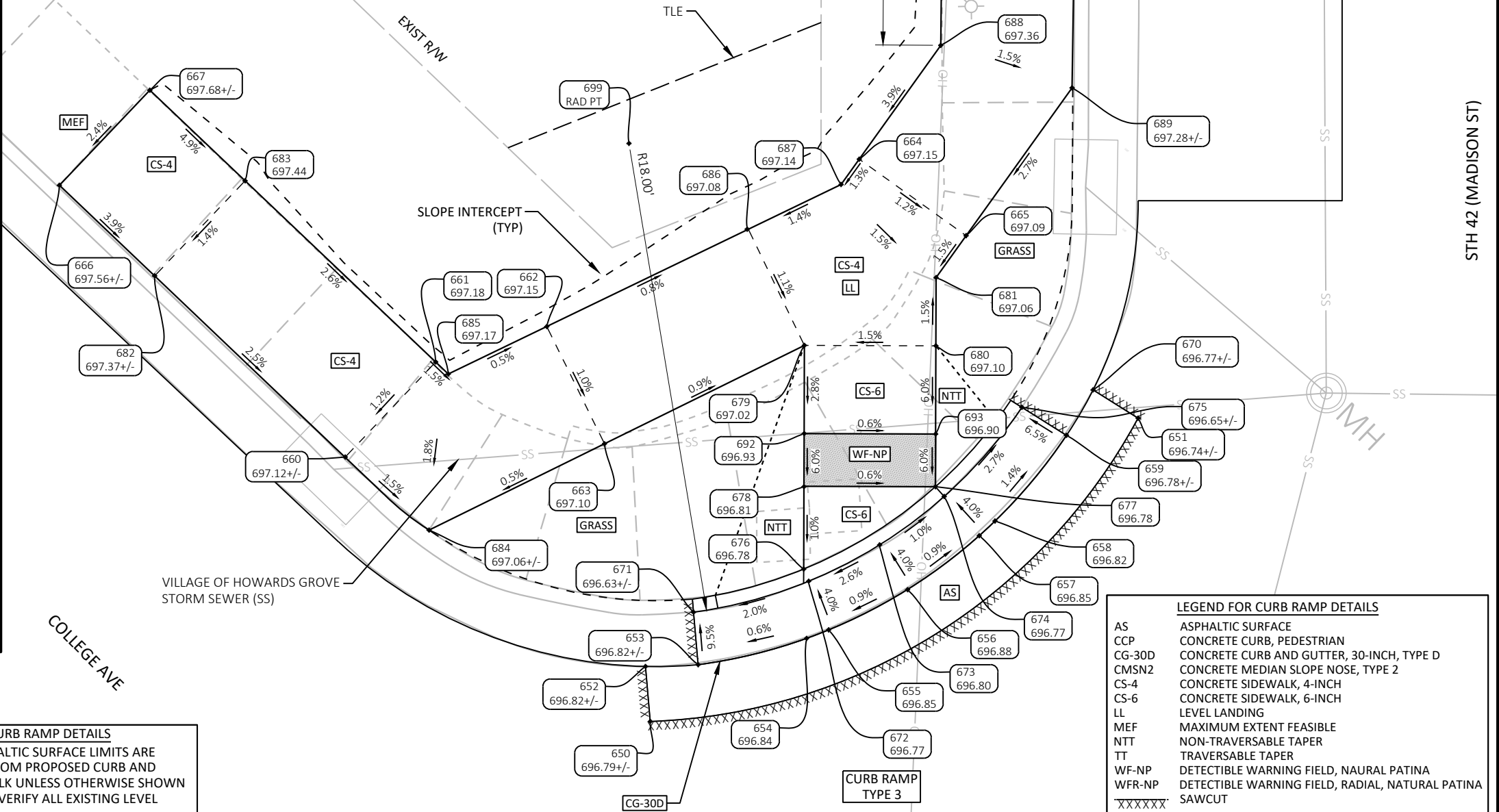
HWY: STH 42

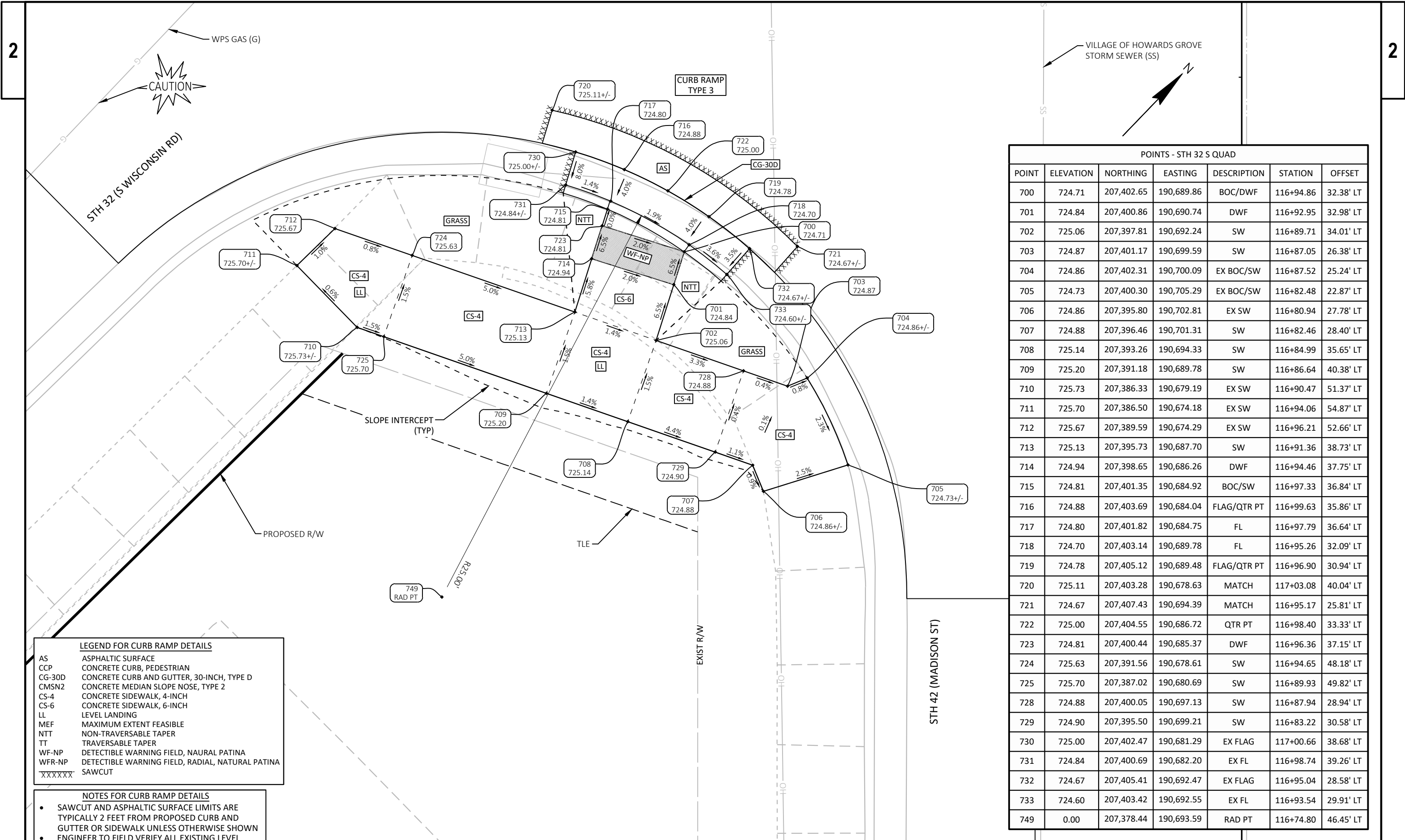
COUNTY: SHEBOYGAN

CURB RAMP DETAILS - COLLEGE AVE NW

SHEET

POINTS - COLLEGE AVE NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
685	697.17	206,874.00	191,178.26	SW	109+75.26	45.99' LT
686	697.08	206,885.85	191,182.64	SW	109+80.77	34.62' LT
687	697.14	206,889.54	191,184.04	SW	109+82.47	31.05' LT
688	697.36	206,895.99	191,183.11	SW	109+87.76	27.26' LT
689	697.28	206,898.28	191,187.83	EX BOC/SW	109+86.15	22.27' LT
692	696.93	206,881.73	191,189.59	DWF	109+72.99	32.46' LT
693	696.90	206,885.18	191,193.21	DWF	109+72.98	27.46' LT
694	698.34	206,908.94	191,170.80	EX SW	110+05.63	27.18' LT
695	698.20	206,912.41	191,174.47	EX BOC/SW	110+05.59	22.13' LT
699	0.00	206,885.09	191,177.14	RAD PT	109+84.03	39.12' LT





POINTS - STH 32 S QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
700	724.71	207,402.65	190,689.86	BOC/DWF	116+94.86	32.38' LT
701	724.84	207,400.86	190,690.74	DWF	116+92.95	32.98' LT
702	725.06	207,397.81	190,692.24	SW	116+89.71	34.01' LT
703	724.87	207,401.17	190,699.59	SW	116+87.05	26.38' LT
704	724.86	207,402.31	190,700.09	EX BOC/SW	116+87.52	25.24' LT
705	724.73	207,400.30	190,705.29	EX BOC/SW	116+82.48	22.87' LT
706	724.86	207,395.80	190,702.81	EX SW	116+80.94	27.78' LT
707	724.88	207,396.46	190,701.31	SW	116+82.46	28.40' LT
708	725.14	207,393.26	190,694.33	SW	116+84.99	35.65' LT
709	725.20	207,391.18	190,689.78	SW	116+86.64	40.38' LT
710	725.73	207,386.33	190,679.19	EX SW	116+90.47	51.37' LT
711	725.70	207,386.50	190,674.18	EX SW	116+94.06	54.87' LT
712	725.67	207,389.59	190,674.29	EX SW	116+96.21	52.66' LT
713	725.13	207,395.73	190,687.70	SW	116+91.36	38.73' LT
714	724.94	207,398.65	190,686.26	DWF	116+94.46	37.75' LT
715	724.81	207,401.35	190,684.92	BOC/SW	116+97.33	36.84' LT
716	724.88	207,403.69	190,684.04	FLAG/QTR PT	116+99.63	35.86' LT
717	724.80	207,401.82	190,684.75	FL	116+97.79	36.64' LT
718	724.70	207,403.14	190,689.78	FL	116+95.26	32.09' LT
719	724.78	207,405.12	190,689.48	FLAG/QTR PT	116+96.90	30.94' LT
720	725.11	207,403.28	190,678.63	MATCH	117+03.08	40.04' LT
721	724.67	207,407.43	190,694.39	MATCH	116+95.17	25.81' LT
722	725.00	207,404.55	190,686.72	QTR PT	116+98.40	33.33' LT
723	724.81	207,400.44	190,685.37	DWF	116+96.36	37.15' LT
724	725.63	207,391.56	190,678.61	SW	116+94.65	48.18' LT
725	725.70	207,387.02	190,680.69	SW	116+89.93	49.82' LT
728	724.88	207,400.05	190,697.13	SW	116+87.94	28.94' LT
729	724.90	207,395.50	190,699.21	SW	116+83.22	30.58' LT
730	725.00	207,402.47	190,681.29	EX FLAG	117+00.66	38.68' LT
731	724.84	207,400.69	190,682.20	EX FL	116+98.74	39.26' LT
732	724.67	207,405.41	190,692.47	EX FLAG	116+95.04	28.58' LT
733	724.60	207,403.42	190,692.55	EX FL	116+93.54	29.91' LT
749	0.00	207,378.44	190,693.59	RAD PT	116+74.80	46.45' LT

LEGEND FOR CURB RAMP DETAILS

AS

CCP

CG-30D

CMSN2

CS-4

CS-6

LL

MEF

NTT

TT

WF-NP

WFR-NP

XXXXXX

ASPHALTIC SURFACE

CONCRETE CURB, PEDESTRIAN

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D

CONCRETE MEDIAN SLOPE NOSE, TYPE 2

CONCRETE SIDEWALK, 4-INCH

CONCRETE SIDEWALK, 6-INCH

LEVEL LANDING

MAXIMUM EXTENT FEASIBLE

NON-TRAVERSABLE TAPER

TRAVERSABLE TAPER

DETECTIBLE WARNING FIELD, NAURAL PATINA

DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA

SAWCUT

NOTES FOR CURB RAMP DETAILS

SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN

ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

HWY: STH 42

COUNTY: SHEBOYGAN

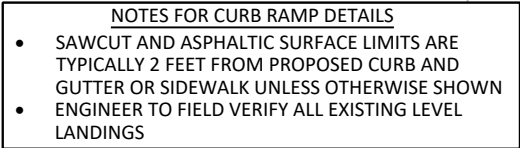
CURB RAMP DETAILS - STH 32 SOUTH

SHEET

11

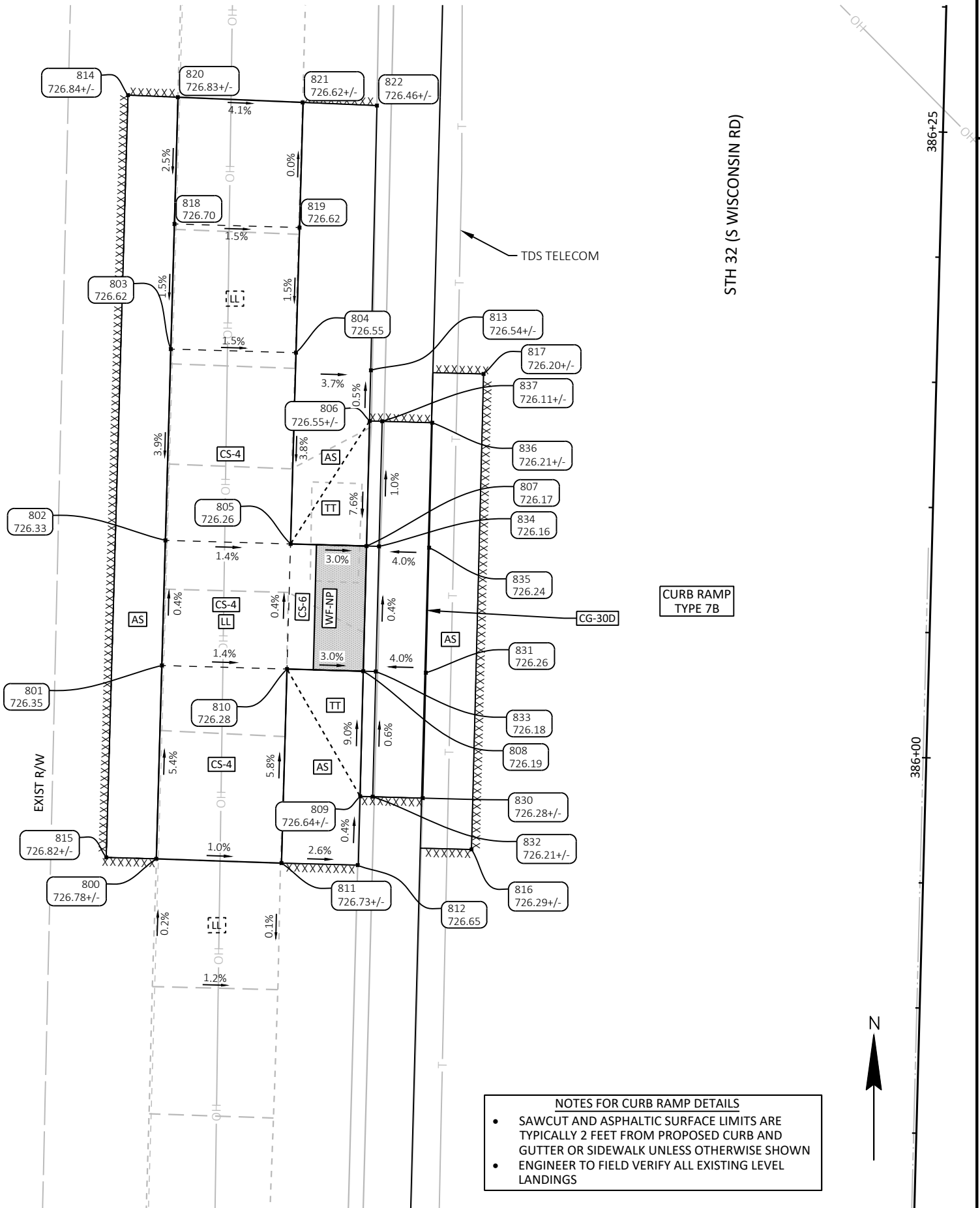
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POINTS - STH 32 SOUTH ISLAND SAWCUTS						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
790	0.00	207,423.44	190,683.42	SAWCUT	117+14.31	22.63' LT
791	0.00	207,430.04	190,684.74	SAWCUT	117+18.16	17.11' LT
792	0.00	207,441.72	190,673.74	SAWCUT	117+34.21	16.96' LT
793	0.00	207,438.73	190,665.66	SAWCUT	117+37.64	24.86' LT
794	0.00	207,421.95	190,664.89	SAWCUT	117+26.07	37.04' LT
795	0.00	207,417.90	190,670.82	SAWCUT	117+19.04	35.56' LT



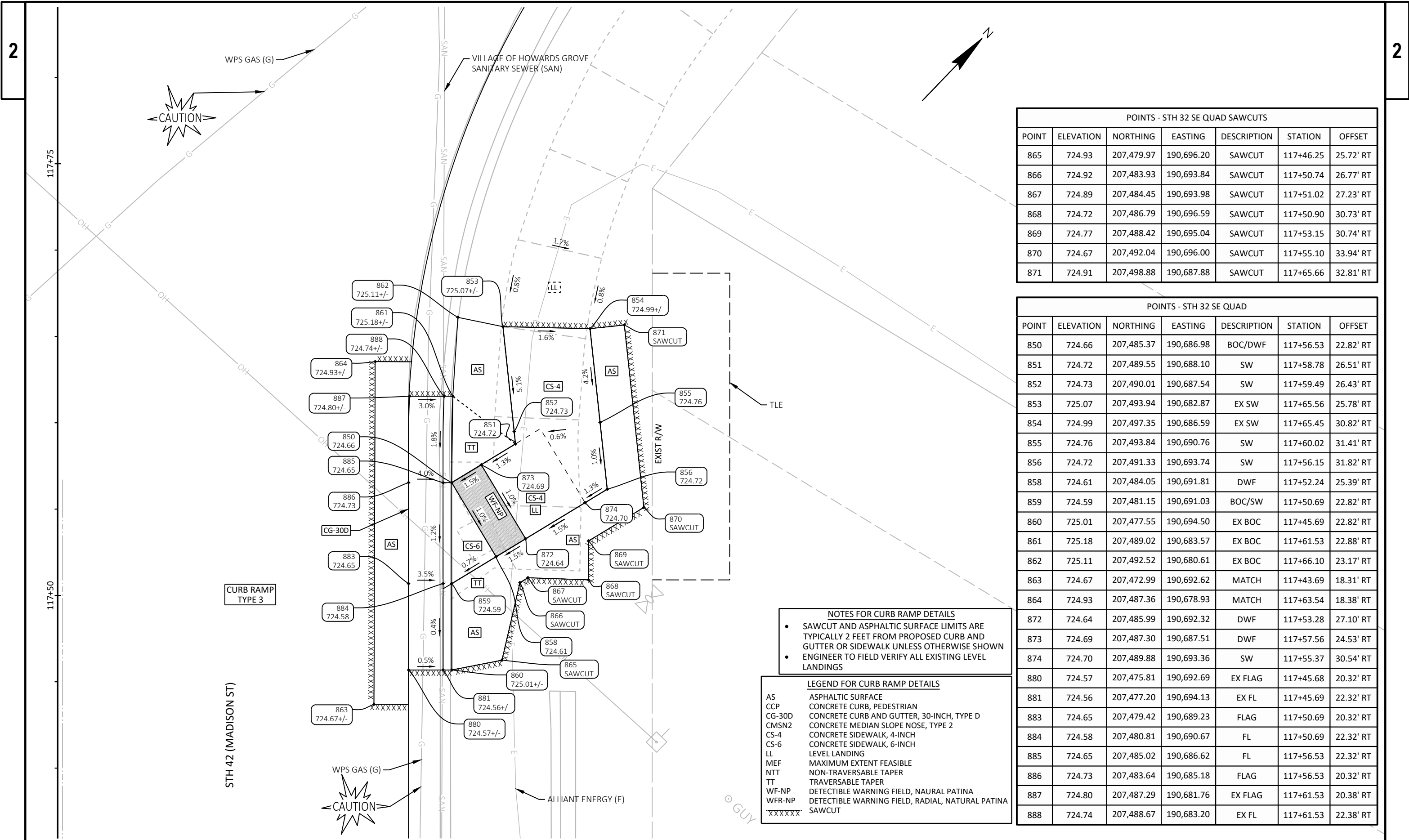
POINTS - STH 32 SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
800	726.78	207,421.86	190,617.24	EX SW	117+59.00	71.48' LT
801	726.35	207,429.58	190,617.46	SW	117+64.42	65.97' LT
802	726.33	207,434.58	190,617.60	SW	117+67.92	62.41' LT
803	726.62	207,442.22	190,617.82	EX SW	117+73.29	56.96' LT
804	726.55	207,442.08	190,622.82	SW	117+69.72	53.46' LT
805	726.26	207,434.44	190,622.60	SW	117+64.36	58.90' LT
806	726.55	207,439.35	190,625.76	EX BOC	117+65.72	53.22' LT
807	726.17	207,434.35	190,625.63	BOC/DWF	117+62.20	56.77' LT
808	726.19	207,429.35	190,625.50	BOC/DWF	117+58.68	60.33' LT
809	726.64	207,424.36	190,625.38	EX BOC	117+55.16	63.88' LT
810	726.28	207,429.44	190,622.46	SW	117+60.85	62.47' LT
811	726.73	207,421.69	190,622.24	EX SW	117+55.41	67.99' LT
812	726.65	207,421.61	190,625.28	EX BOC	117+53.25	65.85' LT
813	726.54	207,441.37	190,625.81	EX BOC	117+67.14	51.79' LT
814	726.84	207,452.37	190,616.11	MATCH	117+81.79	51.17' LT
815	726.82	207,421.92	190,615.24	MATCH	117+60.42	72.88' LT
816	726.29	207,422.24	190,629.83	MATCH	117+50.55	62.14' LT
817	726.20	207,441.23	190,630.31	MATCH	117+63.92	48.64' LT
818	726.70	207,447.22	190,617.96	SW	117+76.79	53.40' LT
819	726.62	207,447.08	190,622.96	SW	117+73.23	49.89' LT
820	726.83	207,452.28	190,618.10	EX SW	117+80.35	49.80' LT
821	726.62	207,452.08	190,623.08	EX SW	117+76.75	46.34' LT
822	726.46	207,451.95	190,626.05	EX BOC	117+74.61	44.29' LT
830	726.28	207,424.29	190,627.88	EX FLAG	117+53.38	62.12' LT
831	726.26	207,429.29	190,628.00	FLAG	117+56.90	58.57' LT
832	726.21	207,424.34	190,625.88	EX FL	117+54.80	63.53' LT
833	726.18	207,429.34	190,626.00	FL	117+58.32	59.97' LT
834	726.16	207,434.34	190,626.13	FL	117+61.84	56.42' LT
835	726.24	207,434.29	190,628.13	FLAG	117+60.42	55.01' LT
836	726.21	207,439.28	190,628.26	EX FLAG	117+63.94	51.47' LT
837	726.11	207,439.34	190,626.26	EX FL	117+65.36	52.87' LT

LEGEND FOR CURB RAMP DETAILS	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT



NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS



POINTS - STH 32 SE QUAD SAWCUTS						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
865	724.93	207,479.97	190,696.20	SAWCUT	117+46.25	25.72' RT
866	724.92	207,483.93	190,693.84	SAWCUT	117+50.74	26.77' RT
867	724.89	207,484.45	190,693.98	SAWCUT	117+51.02	27.23' RT
868	724.72	207,486.79	190,696.59	SAWCUT	117+50.90	30.73' RT
869	724.77	207,488.42	190,695.04	SAWCUT	117+53.15	30.74' RT
870	724.67	207,492.04	190,696.00	SAWCUT	117+55.10	33.94' RT
871	724.91	207,498.88	190,687.88	SAWCUT	117+65.66	32.81' RT

POINTS - STH 32 SE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
850	724.66	207,485.37	190,686.98	BOC/DWF	117+56.53	22.82' RT
851	724.72	207,489.55	190,688.10	SW	117+58.78	26.51' RT
852	724.73	207,490.01	190,687.54	SW	117+59.49	26.43' RT
853	725.07	207,493.94	190,682.87	EX SW	117+65.56	25.78' RT
854	724.99	207,497.35	190,686.59	EX SW	117+65.45	30.82' RT
855	724.76	207,493.84	190,690.76	SW	117+60.02	31.41' RT
856	724.72	207,491.33	190,693.74	SW	117+56.15	31.82' RT
858	724.61	207,484.05	190,691.81	DWF	117+52.24	25.39' RT
859	724.59	207,481.15	190,691.03	BOC/SW	117+50.69	22.82' RT
860	725.01	207,477.55	190,694.50	EX BOC	117+45.69	22.82' RT
861	725.18	207,489.02	190,683.57	EX BOC	117+61.53	22.88' RT
862	725.11	207,492.52	190,680.61	EX BOC	117+66.10	23.17' RT
863	724.67	207,472.99	190,692.62	MATCH	117+43.69	18.31' RT
864	724.93	207,487.36	190,678.93	MATCH	117+63.54	18.38' RT
872	724.64	207,485.99	190,692.32	DWF	117+53.28	27.10' RT
873	724.69	207,487.30	190,687.51	DWF	117+57.56	24.53' RT
874	724.70	207,489.88	190,693.36	SW	117+55.37	30.54' RT
880	724.57	207,475.81	190,692.69	EX FLAG	117+45.68	20.32' RT
881	724.56	207,477.20	190,694.13	EX FL	117+45.69	22.32' RT
883	724.65	207,479.42	190,689.23	FLAG	117+50.69	20.32' RT
884	724.58	207,480.81	190,690.67	FL	117+50.69	22.32' RT
885	724.65	207,485.02	190,686.62	FL	117+56.53	22.32' RT
886	724.73	207,483.64	190,685.18	FLAG	117+56.53	20.32' RT
887	724.80	207,487.29	190,681.76	EX FLAG	117+61.53	20.38' RT
888	724.74	207,488.67	190,683.20	EX FL	117+61.53	22.38' RT

- NOTES FOR CURB RAMP DETAILS
- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
 - ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

LEGEND FOR CURB RAMP DETAILS	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NAURAL PATINA
XXXXXX	SAWCUT

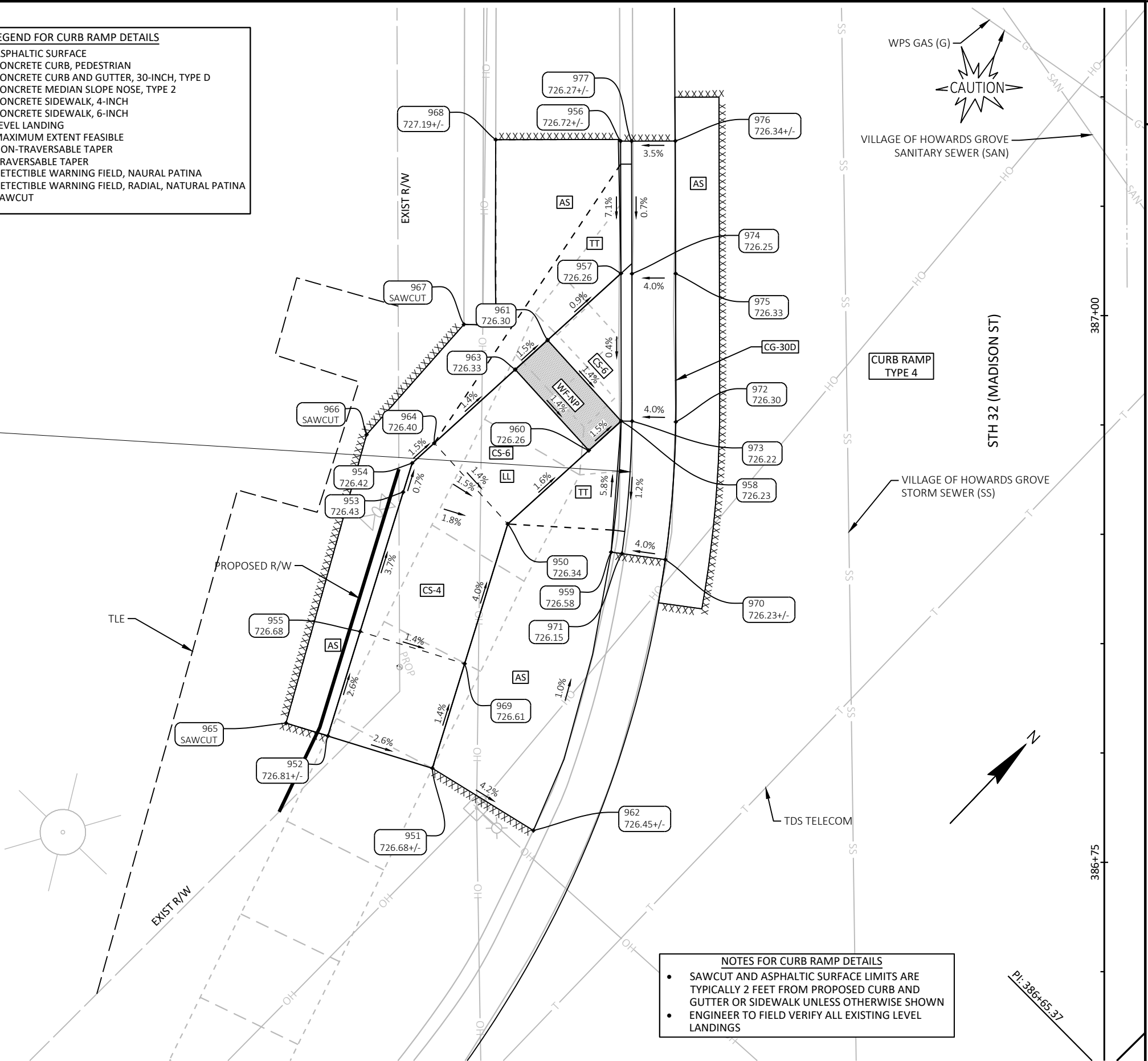
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POINTS - STH 32 NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
950	726.34	207,490.53	190,612.67	SW	0+00.00	0.00'
951	726.68	207,480.08	190,617.90	EX SW	0+00.00	0.00'
952	726.81	207,477.84	190,613.43	EX SW	0+00.00	0.00'
953	726.43	207,488.28	190,608.21	SW	0+00.00	0.00'
954	726.42	207,489.52	190,607.59	SW	0+00.00	0.00'
955	726.68	207,482.32	190,611.19	SW	0+00.00	0.00'
956	726.72	207,506.75	190,604.30	BOC/SW	118+00.72	45.87' LT
957	726.26	207,502.39	190,608.49	BOC/SW	117+96.48	41.55' LT
958	726.23	207,497.52	190,613.16	BOC/DWF	117+91.75	36.73' LT
959	726.58	207,492.87	190,616.97	BOC/SW	117+87.22	32.79' LT
960	726.26	207,495.52	190,613.02	DWF	117+89.76	36.82' LT
961	726.30	207,497.87	190,608.18	DWF	117+91.96	41.73' LT
962	726.45	207,481.22	190,623.20	EX BOC	0+00.00	0.00'

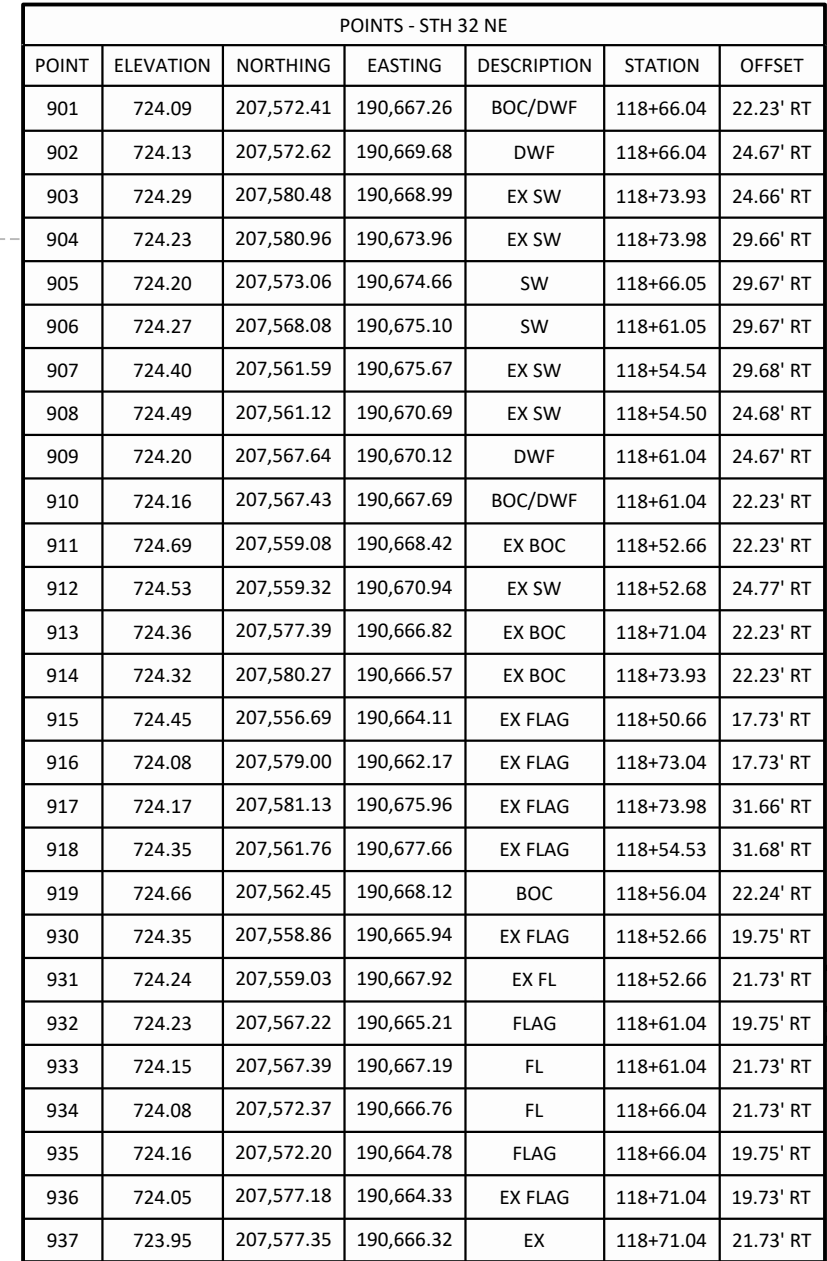
POINTS - STH 32 NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
963	726.33	207,495.87	190,608.04	DWF	117+89.96	41.81' LT
964	726.40	207,490.89	190,607.69	SW	0+00.00	0.00'
968	727.19	207,502.85	190,600.13	MATCH	117+96.70	49.92' LT
969	726.61	207,484.55	190,615.66	SW	0+00.00	0.00'
970	726.23	207,494.33	190,619.00	EX FLAG	117+88.75	30.81' LT
971	726.15	207,493.16	190,617.38	EX FL	117+87.53	32.39' LT
972	726.30	207,499.22	190,615.00	FLAG	117+93.51	34.95' LT
973	726.22	207,497.86	190,613.53	FL	117+92.10	36.38' LT
974	726.25	207,502.73	190,608.86	FL	117+96.83	41.19' LT
975	726.33	207,504.11	190,610.30	FLAG	117+98.26	39.79' LT
976	726.34	207,508.48	190,606.10	EX FLAG	118+02.51	44.12' LT
977	726.27	207,507.10	190,604.66	EX FL	118+01.08	45.52' LT
999	0.00	207,463.87	190,576.86	RAD PT	0+00.00	0.00'

POINTS - STH 32 NW SAWCUTS						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
965	726.87	207,476.95	190,611.64	SAWCUT	0+00.00	0.00'
966	726.84	207,489.02	190,605.18	SAWCUT	0+00.00	0.00'
967	726.69	207,495.74	190,604.92	SAWCUT	117+89.73	44.93' LT

<u>LEGEND FOR CURB RAMP DETAILS</u>	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT



2



<u>LEGEND FOR CURB RAMP DETAILS</u>	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

<u>LEGEND FOR CURB RAMP DETAILS</u>
- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN - ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

POINTS - STH 32 NORTH ISLAND						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
1000	725.49	207,563.62	190,623.72	BOC/DWF	118+61.05	21.90' LT
1001	725.77	207,563.23	190,619.28	SW	118+61.05	26.36' LT
1002	725.78	207,563.10	190,617.77	DWF	118+61.05	27.87' LT
1003	725.81	207,556.62	190,617.32	BOC/SW	118+54.64	28.88' LT
1004	725.85	207,561.45	190,612.64	BOC/DWF	118+59.85	33.12' LT
1005	725.81	207,563.45	190,612.79	DWF	118+61.83	32.81' LT
1006	725.75	207,567.04	190,613.04	SW	118+65.38	32.25' LT
1007	725.57	207,570.60	190,611.69	BOC/DWF	118+69.04	33.28' LT
1008	725.52	207,572.56	190,616.29	BOC/SW	118+70.60	28.53' LT
1009	725.65	207,568.81	190,617.71	SW	118+66.75	27.44' LT
1010	725.66	207,568.14	190,617.97	SW	118+66.05	27.24' LT
1011	725.67	207,568.21	190,618.85	SW	118+66.05	26.36' LT
1012	725.39	207,568.60	190,623.29	BOC/DWF	118+66.05	21.90' LT
1013	725.62	207,563.44	190,621.73	DWF	118+61.05	23.90' LT
1014	725.52	207,568.43	190,621.30	DWF	118+66.05	23.90' LT
1015	725.62	207,570.50	190,617.07	DWF	118+68.48	27.93' LT
1016	725.67	207,568.73	190,612.40	DWF	118+67.12	32.74' LT
1017	725.52	207,572.37	190,616.36	DWF	118+70.41	28.47' LT
1018	725.82	207,561.10	190,617.63	DWF	118+59.07	28.18' LT
1020	725.44	207,563.83	190,626.21	FLAG	118+61.05	19.40' LT
1021	725.48	207,563.66	190,624.22	FL	118+61.05	21.40' LT
1022	725.52	207,554.49	190,627.02	FLAG	118+51.67	19.40' LT
1023	725.56	207,554.32	190,625.03	FL	118+51.67	21.40' LT
1024	725.81	207,550.98	190,619.31	FLAG	118+48.84	27.39' LT
1025	725.73	207,552.37	190,620.74	FL	118+50.10	25.84' LT
1026	725.80	207,556.28	190,616.96	FL	118+54.32	29.27' LT
1027	725.88	207,554.89	190,615.52	FLAG	118+53.06	30.82' LT
1028	725.92	207,559.71	190,610.85	FLAG	118+58.27	35.06' LT
1029	725.84	207,561.11	190,612.29	FL	118+59.54	33.51' LT
1030	725.98	207,564.59	190,606.13	FLAG	118+63.54	39.34' LT
1031	725.90	207,565.98	190,607.57	FL	118+64.80	37.79' LT
1032	725.66	207,572.02	190,608.07	FLAG	118+70.78	36.76' LT
1033	725.70	207,570.11	190,608.65	FL	118+68.82	36.35' LT
1034	725.52	207,572.94	190,610.83	FLAG	118+71.46	33.94' LT
1035	725.56	207,571.07	190,611.52	FL	118+69.53	33.41' LT
1036	725.47	207,574.81	190,615.20	FLAG	118+72.93	29.42' LT
1037	725.51	207,573.01	190,616.07	FL	118+71.07	28.71' LT
1038	725.27	207,576.65	190,618.63	FLAG	118+74.48	25.85' LT
1039	725.31	207,574.93	190,619.65	FL	118+72.67	24.98' LT
1040	725.12	207,573.17	190,625.40	FLAG	118+70.42	19.40' LT

PROJECT NO: 4570-26-71

HWY: STH 42

COUNTY: SHEBOYGAN

CURB RAMP DETAILS - STH 32 NORTH ISLAND

SHEET

17

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FILE NAME: N:\3001387.00\CIVIL 3D\SHEETS\PLAN\45702671-021301-CR.DWG
LAYOUT NAME - 45702671-021327-cr

PLOT DATE: 1/25/2024 3:00 PM

PLOT BY: ZEBEDEE KIELAR

PLOT NAME:

PLOT SCALE: 1 IN=5 FT

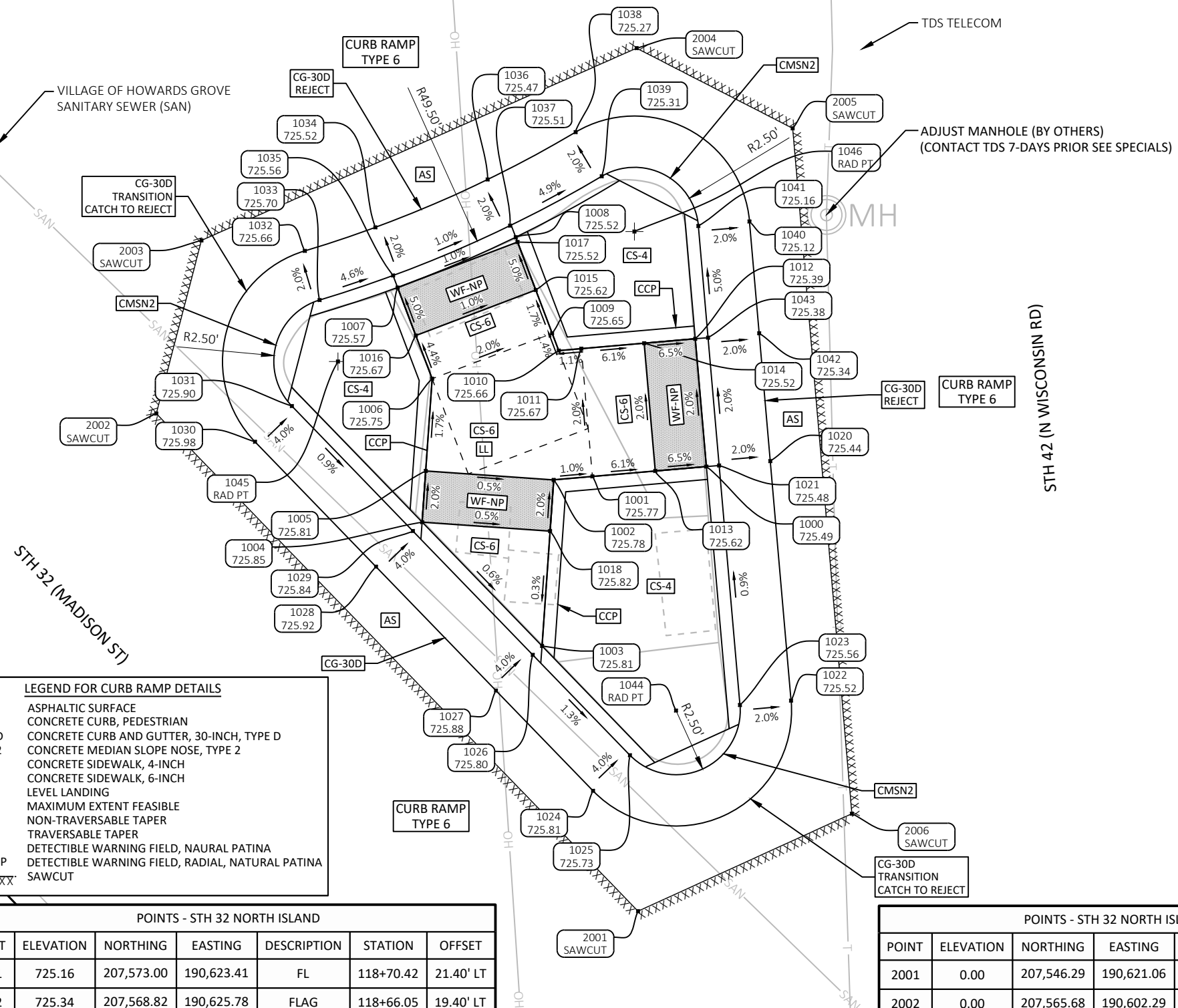
WISDOT/CADDs SHEET 42

<u>LEGEND FOR CURB RAMP DETAILS</u>	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

POINTS - STH 32 NORTH ISLAND						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
1041	725.16	207,573.00	190,623.41	FL	118+70.42	21.40' LT
1042	725.34	207,568.82	190,625.78	FLAG	118+66.05	19.40' LT
1043	725.38	207,568.64	190,623.79	FL	118+66.05	21.40' LT
1044	0.00	207,554.10	190,622.54	RAD PT	118+51.67	23.90' LT
1045	0.00	207,567.71	190,609.37	RAD PT	118+66.37	35.85' LT
1046	0.00	207,572.78	190,620.92	RAD PT	118+70.42	23.90' LT

- NOTES FOR CURB RAMP DETAILS**
- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
 - ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

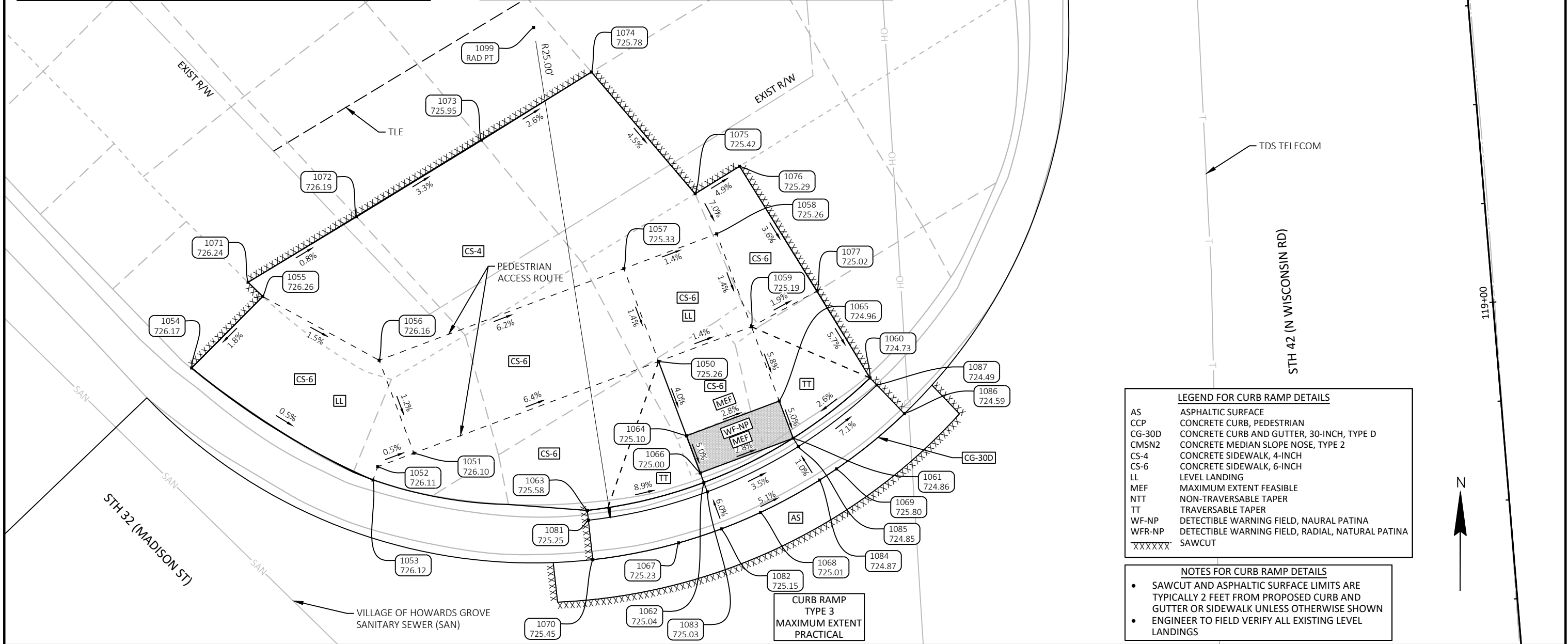
POINTS - STH 32 NORTH ISLAND SAWCUTS						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
2001	0.00	207,546.29	190,621.06	SAWCUT	118+44.01	26.05' LT
2002	0.00	207,565.68	190,602.29	SAWCUT	118+64.96	43.08' LT
2003	0.00	207,572.44	190,604.05	SAWCUT	118+71.54	40.74' LT
2004	0.00	207,579.93	190,621.00	SAWCUT	118+77.53	23.19' LT
2005	0.00	207,576.80	190,627.09	SAWCUT	118+73.89	17.41' LT
2006	0.00	207,550.09	190,629.39	SAWCUT	118+47.08	17.42' LT



POINTS - STH 32 NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
1050	725.26	207,601.15	190,600.10	SW	119+00.49	42.18' LT
1051	726.10	207,596.48	190,587.78	SW	118+96.90	54.86' LT
1052	726.11	207,595.79	190,585.96	SW	118+96.37	56.73' LT
1053	726.12	207,595.11	190,585.72	EX BOC	118+95.72	57.03' LT
1054	726.17	207,600.73	190,576.55	EX BOC	119+02.10	65.68' LT
1055	726.26	207,604.35	190,580.12	SW	119+05.40	61.81' LT
1056	726.16	207,601.16	190,586.01	SW	119+01.71	56.22' LT
1057	725.33	207,605.83	190,598.33	SW	119+05.30	43.54' LT
1058	725.26	207,607.60	190,603.01	SW	119+06.66	38.73' LT
1059	725.19	207,602.92	190,604.78	SW	119+01.85	37.37' LT
1060	724.73	207,600.37	190,610.77	BOC/SW	118+98.78	31.62' LT
1061	724.86	207,597.31	190,606.91	BOC/DWF	118+96.07	35.73' LT

POINTS - STH 32 NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
1062	725.04	207,595.06	190,602.41	BOC/SW	118+94.22	40.41' LT
1063	725.58	207,593.63	190,596.54	EX BOC	118+93.30	46.38' LT
1064	725.10	207,597.41	190,601.52	DWF	118+96.64	41.09' LT
1065	724.96	207,599.18	190,606.20	DWF	118+98.00	36.28' LT
1066	725.00	207,595.54	190,602.23	DWF	118+94.71	40.55' LT
1067	725.23	207,592.01	190,601.15	QTR PT	118+91.29	41.93' LT
1068	725.01	207,593.56	190,605.28	QTR PT	118+92.48	37.68' LT
1069	725.80	207,595.77	190,609.10	QTR PT	118+94.35	33.68' LT
1070	725.45	207,591.15	190,596.83	EX FLAG	118+90.80	46.31' LT
1071	726.24	207,605.06	190,579.38	EX SW	119+06.17	62.49' LT
1072	726.19	207,608.40	190,584.83	EX SW	119+09.02	56.77' LT
1073	725.95	207,612.27	190,591.11	EX SW	119+12.34	50.18' LT

POINTS - STH 32 NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
1074	725.78	207,615.73	190,596.66	EX SW	119+15.31	44.35' LT
1075	725.42	207,609.62	190,601.91	EX SW	119+08.76	39.65' LT
1076	725.29	207,611.01	190,604.15	EX SW	119+09.96	37.30' LT
1077	725.02	207,604.73	190,608.08	EX SW	119+03.36	33.92' LT
1081	725.25	207,593.13	190,596.60	EX FL	118+92.80	46.37' LT
1082	725.15	207,592.72	190,603.30	FLAG	118+91.81	39.72' LT
1083	725.03	207,594.59	190,602.59	FL	118+93.74	40.27' LT
1084	724.87	207,595.21	190,608.25	FLAG	118+93.86	34.58' LT
1085	724.85	207,596.89	190,607.18	FL	118+95.63	35.50' LT
1086	724.59	207,598.57	190,612.51	EX FLAG	118+96.84	30.04' LT
1087	724.49	207,600.01	190,611.12	EX FL	118+98.39	31.31' LT
1099	0.00	207,617.97	190,593.73	RAD PT	119+17.79	47.08' LT



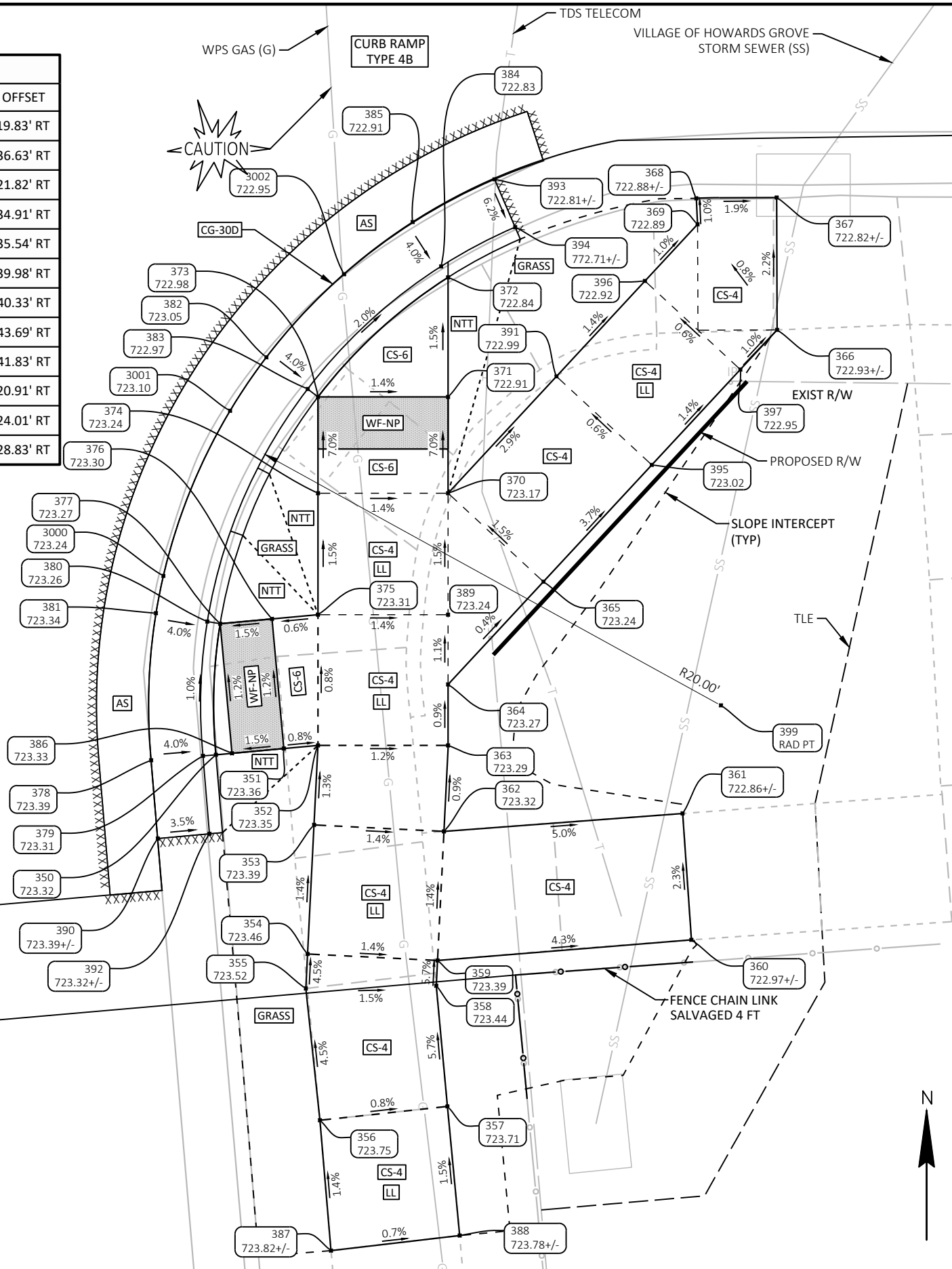
LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

POINTS - KENNEDY AVE SE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
390	723.39	208,693.66	190,567.44	EX FLAG	129+91.72	19.83' RT
391	722.99	208,711.41	190,582.76	SW	130+08.08	36.63' RT
392	723.32	208,693.84	190,569.43	EX FL	129+91.73	21.82' RT
393	722.81	208,718.98	190,580.39	EX FLAG	130+15.83	34.91' RT
394	772.71	208,717.14	190,581.18	EX FL	130+13.93	35.54' RT
395	723.02	208,708.01	190,586.43	SW	130+04.37	39.98' RT
396	722.92	208,715.07	190,586.17	SW	130+11.43	40.33' RT
397	722.95	208,711.67	190,589.83	SW	130+07.73	43.69' RT
399	0.00	208,698.77	190,589.09	RAD PT	129+94.94	41.83' RT
3000	723.24	208,703.75	190,567.66	QTR PT	130+01.75	20.91' RT
3001	723.10	208,710.09	190,570.22	QTR PT	130+07.85	24.01' RT
3002	722.95	208,715.33	190,574.60	QTR PT	130+12.69	28.83' RT



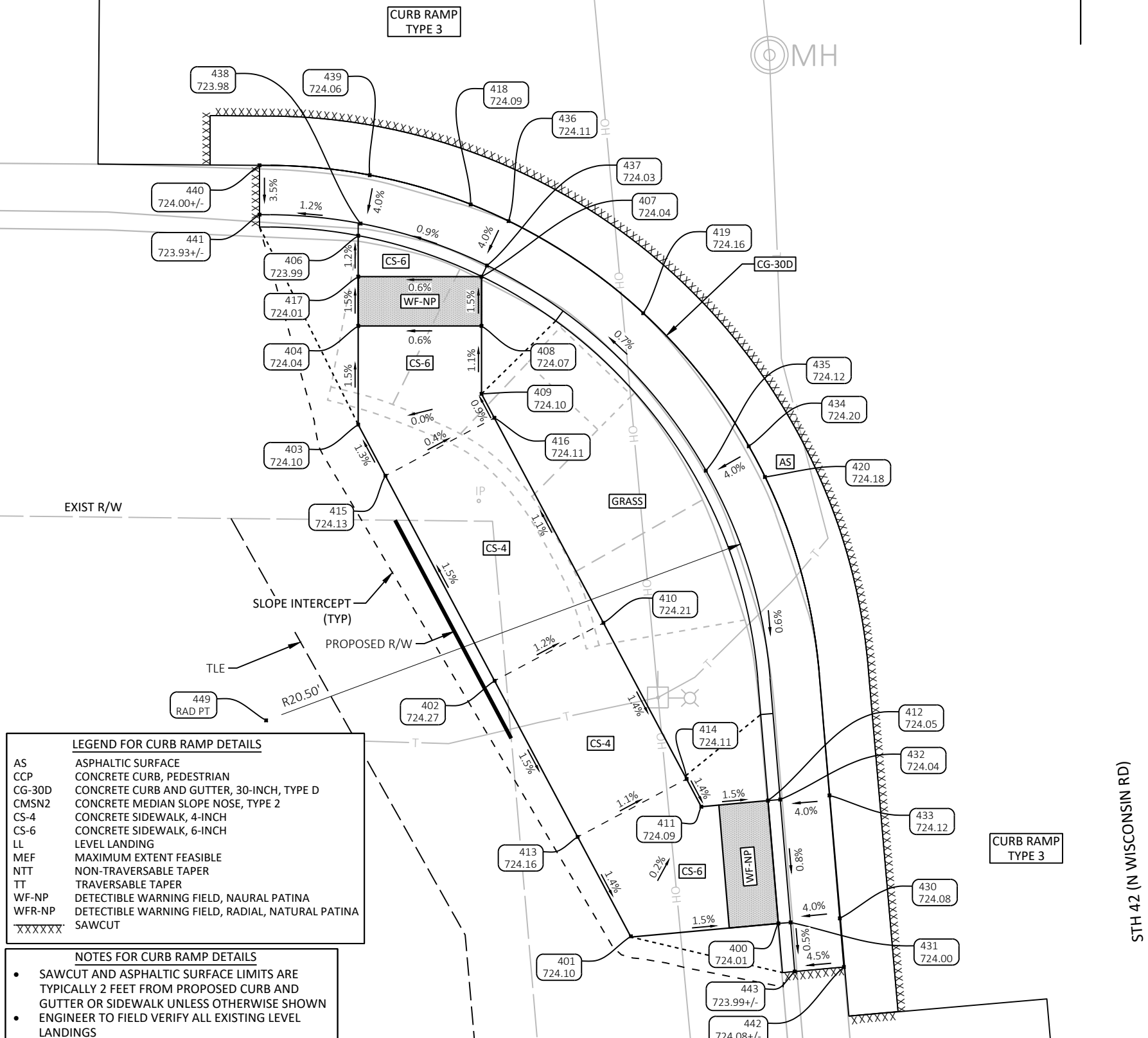
POINTS - KENNEDY AVE SE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
350	723.32	208,696.87	190,569.68	BOC/SW	129+94.73	22.33' RT
351	723.36	208,697.11	190,572.29	DWF	129+94.74	24.95' RT
352	723.35	208,697.23	190,573.60	SW	129+94.75	26.27' RT
353	723.39	208,694.18	190,573.45	SW	129+91.72	25.85' RT
354	723.46	208,689.22	190,573.20	SW	129+86.80	25.18' RT
355	723.52	208,687.90	190,573.13	SW	129+85.49	25.00' RT
356	723.75	208,682.83	190,573.68	EX SW	129+80.40	25.10' RT
357	723.71	208,683.37	190,578.57	EX SW	129+80.50	30.02' RT
358	723.44	208,688.00	190,578.15	SW	129+85.16	30.00' RT
359	723.39	208,688.97	190,578.19	SW	129+86.12	30.13' RT
360	722.97	208,689.76	190,587.95	EX SW	129+86.07	39.92' RT
361	722.86	208,694.62	190,587.61	EX SW	129+90.93	40.00' RT
362	723.32	208,693.93	190,578.44	SW	129+91.04	30.81' RT
363	723.29	208,697.23	190,578.60	SW	129+94.32	31.25' RT
364	723.27	208,699.57	190,578.60	SW	129+96.65	31.45' RT
365	723.24	208,703.52	190,582.27	SW	130+00.26	35.45' RT
366	722.93	208,713.19	190,591.24	EX SW	130+09.12	45.23' RT
367	722.82	208,718.28	190,591.23	EX SW	130+14.19	45.65' RT
368	722.88	208,718.25	190,588.14	EX SW	130+14.43	42.57' RT
369	722.89	208,717.25	190,588.19	SW	130+13.43	42.53' RT
370	723.17	208,706.92	190,578.60	SW	130+03.97	32.09' RT
371	722.91	208,710.62	190,578.60	DWF	130+07.66	32.41' RT
372	722.84	208,715.21	190,578.60	BOC/SW	130+12.23	32.81' RT
373	722.98	208,710.62	190,573.60	BOC/DWF	130+08.09	27.43' RT
374	723.24	208,706.92	190,573.60	SW	130+04.40	27.11' RT
375	723.31	208,702.25	190,573.60	SW	129+99.75	26.70' RT
376	723.30	208,702.09	190,571.83	DWF	129+99.74	24.93' RT
377	723.27	208,701.91	190,569.84	BOC/DWF	129+99.73	22.93' RT
378	723.39	208,696.66	190,567.19	FLAG	129+94.74	19.83' RT
379	723.31	208,696.83	190,569.18	FL	129+94.73	21.83' RT
380	723.26	208,701.99	190,569.35	FL	129+99.86	22.44' RT
381	723.34	208,702.31	190,567.37	FLAG	130+00.35	20.50' RT
382	723.05	208,712.14	190,571.61	FLAG	130+09.77	25.58' RT
383	722.97	208,710.93	190,573.20	FL	130+08.42	27.06' RT
384	722.83	208,715.63	190,578.33	FL	130+12.67	32.57' RT
385	722.91	208,717.34	190,577.24	FLAG	130+14.46	31.63' RT
386	723.33	208,696.93	190,570.30	DWF	129+94.73	22.95' RT
387	723.82	208,677.83	190,574.10	SW	129+75.37	25.09' RT
388	723.78	208,678.41	190,579.04	SW	129+75.52	30.06' RT
389	723.24	208,702.25	190,578.60	SW	129+99.32	31.68' RT

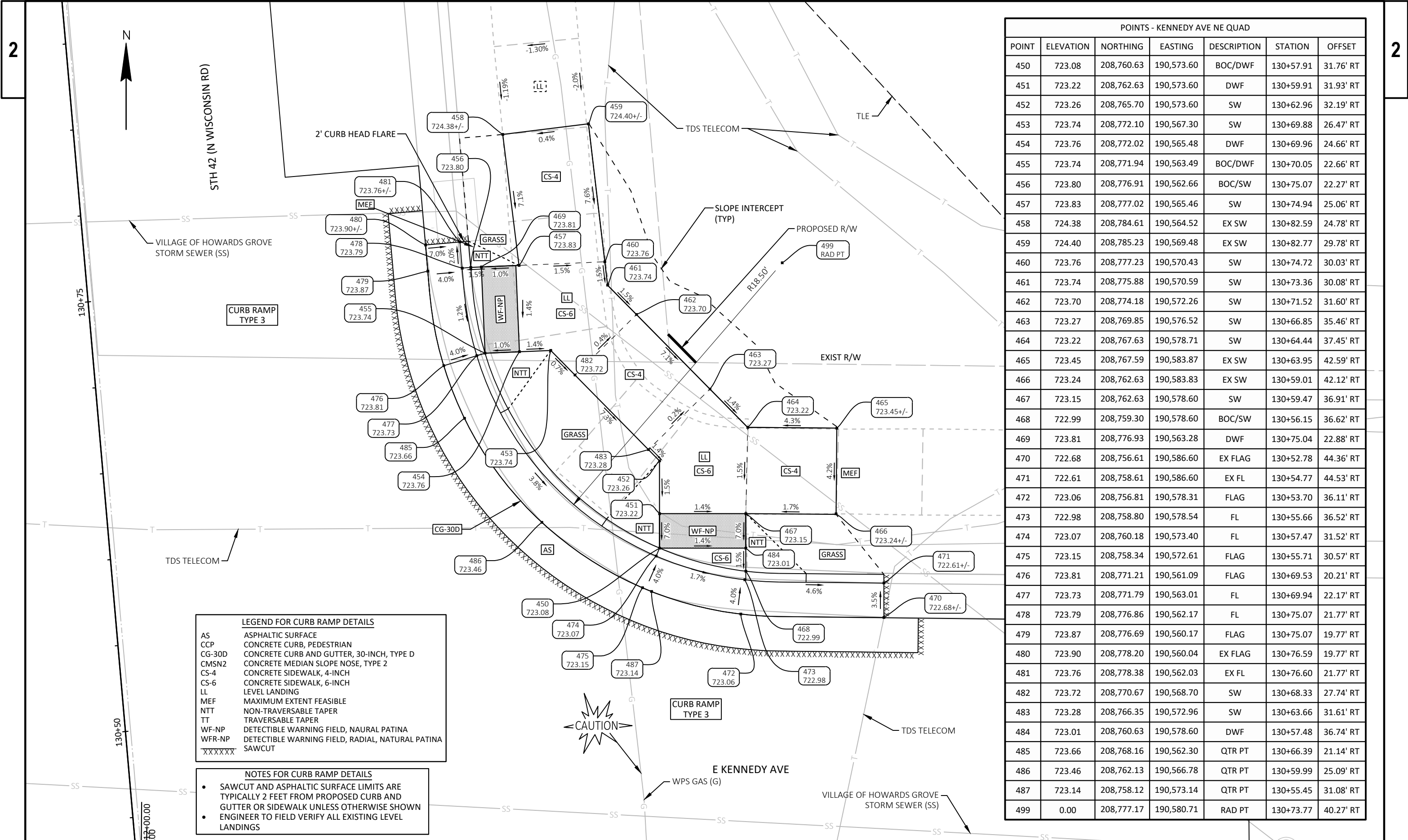
NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

LEGEND FOR CURB RAMP DETAILS	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

POINTS - KENNEDY AVE SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
400	724.01	208,692.77	190,524.96	BOC/DWF	129+94.51	22.58' LT
401	724.10	208,692.25	190,518.98	SW	129+94.51	28.58' LT
402	724.27	208,702.61	190,513.45	SW HP	130+05.31	33.19' LT
403	724.10	208,712.99	190,507.93	SW	130+16.13	37.79' LT
404	724.04	208,716.99	190,507.93	DWF	130+20.12	37.45' LT
406	723.99	208,720.65	190,507.93	BOC/SW	130+23.76	37.13' LT
407	724.04	208,718.99	190,512.93	BOC/DWF	130+21.68	32.29' LT
408	724.07	208,716.99	190,512.93	DWF	130+19.69	32.47' LT
409	724.10	208,714.24	190,512.93	SW	130+16.94	32.70' LT
410	724.21	208,704.96	190,517.87	SW	130+07.27	28.59' LT
411	724.09	208,697.50	190,521.83	SW	129+99.50	25.28' LT
412	724.05	208,697.75	190,524.54	BOC/DWF	129+99.51	22.57' LT
413	724.16	208,696.28	190,516.82	SW	129+98.71	30.38' LT
414	724.11	208,698.63	190,521.24	SW	130+00.67	25.78' LT
415	724.13	208,710.92	190,509.03	SW	130+13.97	36.87' LT
416	724.11	208,713.27	190,513.44	SW	130+15.93	32.27' LT
417	724.01	208,718.99	190,507.93	SW	130+22.11	37.27' LT
418	724.09	208,721.92	190,512.48	QTR PT	130+24.63	32.48' LT
419	724.16	208,717.51	190,519.48	QTR PT	130+19.63	25.89' LT
420	724.18	208,710.87	190,524.41	QTR PT	130+12.59	21.55' LT
430	724.08	208,692.98	190,527.45	FLAG	129+94.51	20.08' LT
431	724.00	208,692.81	190,525.45	FL	129+94.51	22.08' LT
432	724.04	208,697.79	190,525.03	FL	129+99.51	22.07' LT
433	724.12	208,697.96	190,527.03	FLAG	129+99.51	20.07' LT
434	724.20	208,712.11	190,523.76	FLAG	130+13.89	22.10' LT
435	724.12	208,711.12	190,522.02	FL HP	130+13.05	23.92' LT
436	724.11	208,721.24	190,514.02	FLAG	130+23.82	31.01' LT
437	724.03	208,719.44	190,513.15	FL	130+22.11	32.04' LT
438	723.98	208,721.14	190,508.02	FL	130+24.24	37.00' LT
439	724.06	208,723.11	190,508.39	FLAG	130+26.17	36.45' LT
440	724.00	208,723.50	190,503.93	EX FLAG	130+26.95	40.87' LT
441	723.93	208,721.50	190,503.93	EX FL	130+24.96	41.04' LT
442	724.08	208,691.00	190,527.61	EX FLAG	129+92.52	20.08' LT
443	723.99	208,690.82	190,525.62	EX FL	129+92.51	22.08' LT
449	0.00	208,701.00	190,504.19	RAD PT	130+04.51	42.55' LT



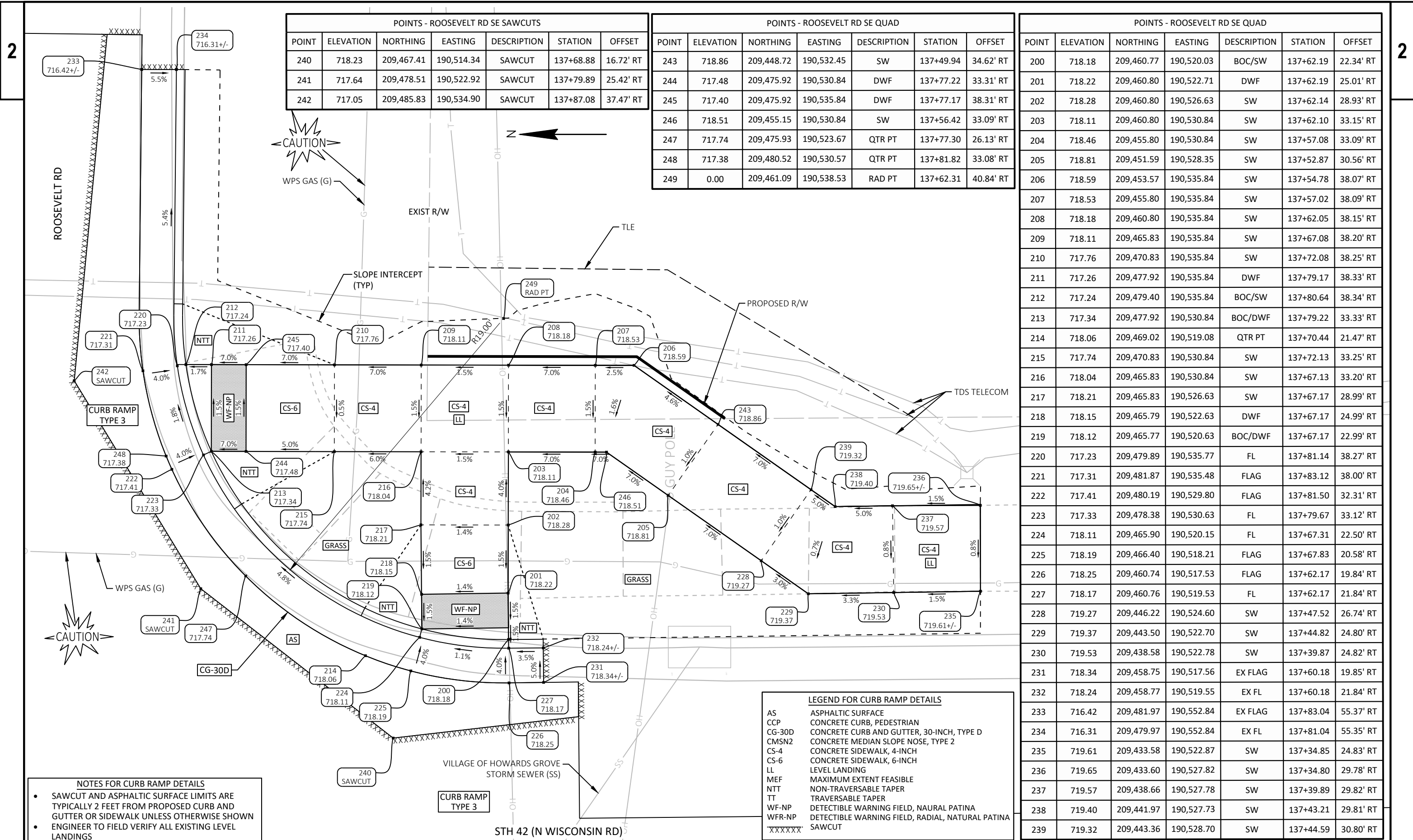


POINTS - KENNEDY AVE NE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
450	723.08	208,760.63	190,573.60	BOC/DWF	130+57.91	31.76' RT
451	723.22	208,762.63	190,573.60	DWF	130+59.91	31.93' RT
452	723.26	208,765.70	190,573.60	SW	130+62.96	32.19' RT
453	723.74	208,772.10	190,567.30	SW	130+69.88	26.47' RT
454	723.76	208,772.02	190,565.48	DWF	130+69.96	24.66' RT
455	723.74	208,771.94	190,563.49	BOC/DWF	130+70.05	22.66' RT
456	723.80	208,776.91	190,562.66	BOC/SW	130+75.07	22.27' RT
457	723.83	208,777.02	190,565.46	SW	130+74.94	25.06' RT
458	724.38	208,784.61	190,564.52	EX SW	130+82.59	24.78' RT
459	724.40	208,785.23	190,569.48	EX SW	130+82.77	29.78' RT
460	723.76	208,777.23	190,570.43	SW	130+74.72	30.03' RT
461	723.74	208,775.88	190,570.59	SW	130+73.36	30.08' RT
462	723.70	208,774.18	190,572.26	SW	130+71.52	31.60' RT
463	723.27	208,769.85	190,576.52	SW	130+66.85	35.46' RT
464	723.22	208,767.63	190,578.71	SW	130+64.44	37.45' RT
465	723.45	208,767.59	190,583.87	EX SW	130+63.95	42.59' RT
466	723.24	208,762.63	190,583.83	EX SW	130+59.01	42.12' RT
467	723.15	208,762.63	190,578.60	SW	130+59.47	36.91' RT
468	722.99	208,759.30	190,578.60	BOC/SW	130+56.15	36.62' RT
469	723.81	208,776.93	190,563.28	DWF	130+75.04	22.88' RT
470	722.68	208,756.61	190,586.60	EX FLAG	130+52.78	44.36' RT
471	722.61	208,758.61	190,586.60	EX FL	130+54.77	44.53' RT
472	723.06	208,756.81	190,578.31	FLAG	130+53.70	36.11' RT
473	722.98	208,758.80	190,578.54	FL	130+55.66	36.52' RT
474	723.07	208,760.18	190,573.40	FL	130+57.47	31.52' RT
475	723.15	208,758.34	190,572.61	FLAG	130+55.71	30.57' RT
476	723.81	208,771.21	190,561.09	FLAG	130+69.53	20.21' RT
477	723.73	208,771.79	190,563.01	FL	130+69.94	22.17' RT
478	723.79	208,776.86	190,562.17	FL	130+75.07	21.77' RT
479	723.87	208,776.69	190,560.17	FLAG	130+75.07	19.77' RT
480	723.90	208,778.20	190,560.04	EX FLAG	130+76.59	19.77' RT
481	723.76	208,778.38	190,562.03	EX FL	130+76.60	21.77' RT
482	723.72	208,770.67	190,568.70	SW	130+68.33	27.74' RT
483	723.28	208,766.35	190,572.96	SW	130+63.66	31.61' RT
484	723.01	208,760.63	190,578.60	DWF	130+57.48	36.74' RT
485	723.66	208,768.16	190,562.30	QTR PT	130+66.39	21.14' RT
486	723.46	208,762.13	190,566.78	QTR PT	130+59.99	25.09' RT
487	723.14	208,758.12	190,573.14	QTR PT	130+55.45	31.08' RT
499	0.00	208,777.17	190,580.71	RAD PT	130+73.77	40.27' RT

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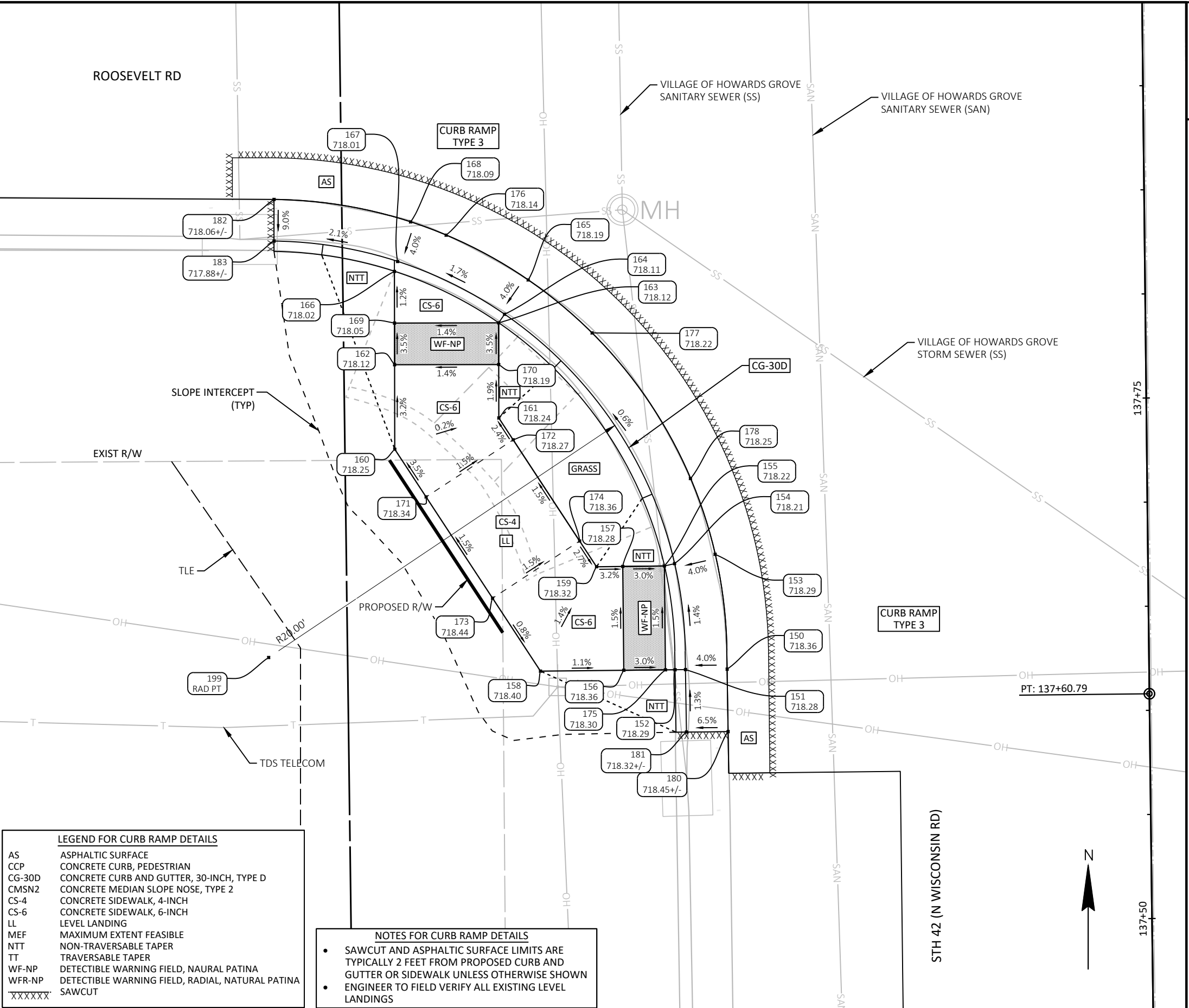
WISDOT/CADDSS SHEET 42



ROOSEVELT RD SW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
150	718.36	209,460.33	190,477.44	FLAG	137+62.19	20.26' LT
151	718.28	209,460.31	190,475.44	FL	137+62.19	22.26' LT
152	718.29	209,460.30	190,474.94	BOC/SW	137+62.19	22.76' LT
153	718.29	209,465.85	190,476.86	FLAG	137+67.71	20.78' LT
154	718.21	209,465.40	190,474.91	FL	137+67.28	22.73' LT
155	718.22	209,465.28	190,474.43	BOC/DWF	137+67.18	23.22' LT
156	718.36	209,460.28	190,472.48	DWF	137+62.19	25.22' LT
157	718.28	209,465.26	190,472.43	DWF	137+67.18	25.22' LT
158	718.40	209,460.24	190,468.48	SW	137+62.19	29.22' LT
159	718.32	209,465.25	190,471.17	SW	137+67.18	26.48' LT
160	718.25	209,470.89	190,461.48	SW	137+72.92	36.10' LT
161	718.24	209,472.39	190,466.48	SW	137+74.37	31.09' LT
162	718.12	209,474.95	190,461.48	DWF	137+76.98	36.07' LT
163	718.12	209,476.96	190,466.47	BOC/DWF	137+78.94	31.05' LT
164	718.11	209,477.37	190,466.75	FL	137+79.34	30.76' LT
165	718.19	209,479.02	190,467.89	FLAG	137+80.98	29.61' LT
166	718.02	209,479.43	190,461.47	BOC/SW	137+81.46	36.03' LT
167	718.01	209,479.91	190,461.62	FL	137+81.93	35.87' LT
168	718.09	209,481.81	190,462.24	FLAG	137+83.83	35.23' LT
169	718.05	209,476.95	190,461.47	DWF	137+78.98	36.05' LT
170	718.19	209,474.96	190,466.48	DWF	137+76.94	31.07' LT
171	718.34	209,468.60	190,462.99	SW	137+70.61	34.62' LT
172	718.27	209,471.34	190,467.17	SW	137+73.31	30.41' LT
173	718.44	209,463.74	190,466.18	SW	137+65.72	31.48' LT
174	718.36	209,466.48	190,470.36	SW	137+68.42	27.27' LT
175	718.30	209,460.30	190,474.48	SW	137+62.19	23.22' LT
176	718.14	209,481.17	190,463.95	QTR PT	137+83.17	33.53' LT
177	718.22	209,476.47	190,470.96	QTR PT	137+78.40	26.57' LT
178	718.25	209,469.48	190,475.68	QTR PT	137+71.36	21.92' LT
180	718.45	209,457.33	190,477.49	EX FLAG	137+59.20	20.24' LT
181	718.32	209,457.31	190,475.49	EX FL	137+59.20	22.24' LT
182	718.06	209,482.89	190,455.69	EX FLAG	137+84.98	41.77' LT
183	717.88	209,480.89	190,455.69	EX FL	137+82.98	41.79' LT
199	0.00	209,460.89	190,455.43	RAD PT	137+62.98	42.26' LT

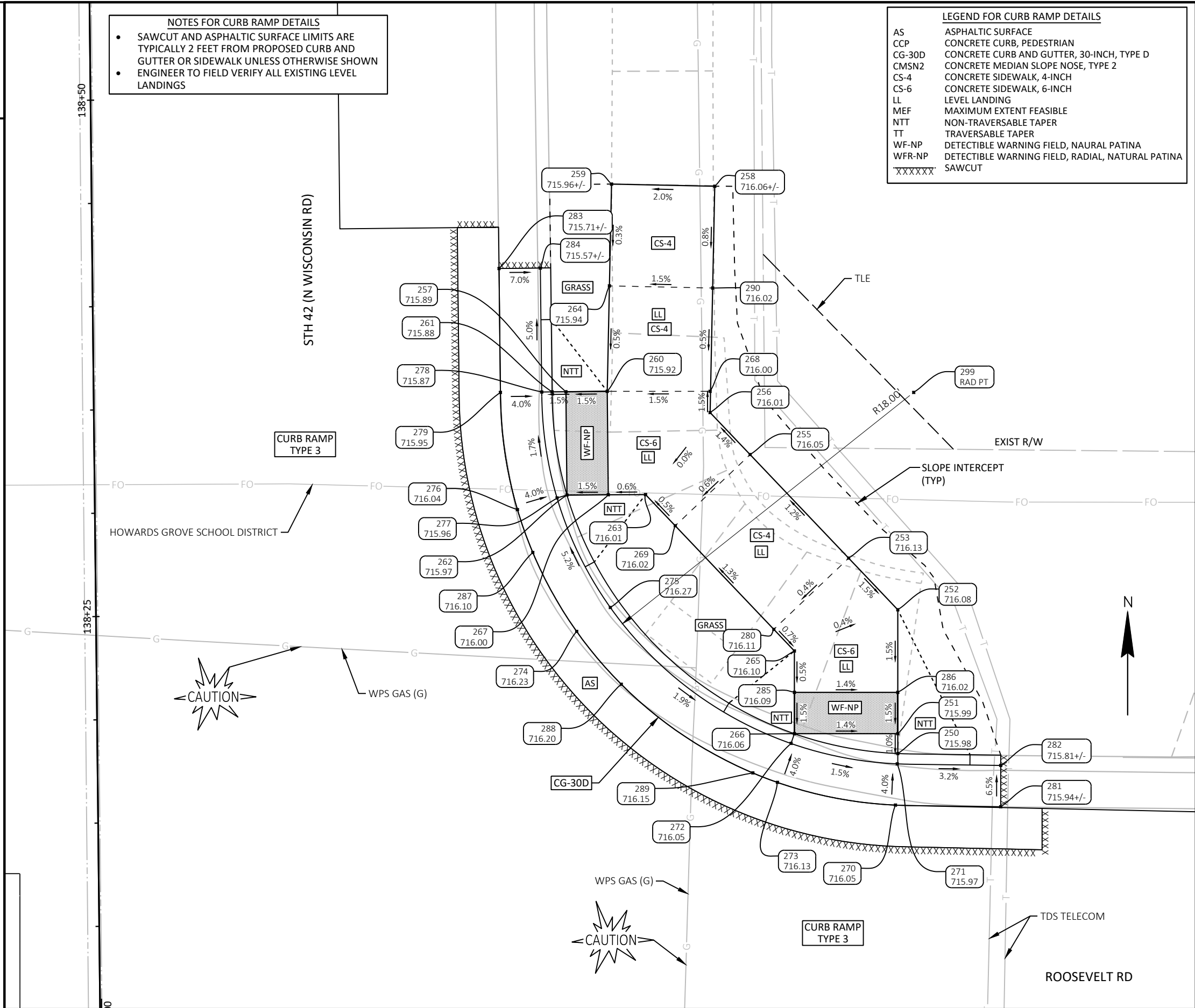
LEGEND FOR CURB RAMP DETAILS	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

- NOTES FOR CURB RAMP DETAILS
- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
 - ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS



2

2



POINTS - ROOSEVELT RD NE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
250	715.98	209,516.72	190,535.84	BOC/SW	138+17.96	38.73' RT
251	715.99	209,517.68	190,535.84	DWF	138+18.92	38.74' RT
252	716.08	209,523.68	190,535.84	SW	138+24.92	38.81' RT
253	716.13	209,526.18	190,533.47	SW	138+27.45	36.46' RT
255	716.05	209,531.19	190,528.70	SW	138+32.51	31.74' RT
256	716.01	209,533.23	190,526.76	SW	138+34.56	29.83' RT
257	715.89	209,534.24	190,519.78	DWF	138+35.65	22.86' RT
258	716.06	209,544.18	190,526.99	SW	138+45.52	30.17' RT
259	715.96	209,544.29	190,521.99	SW	138+45.67	25.17' RT
260	715.92	209,534.26	190,521.78	DWF	138+35.65	24.86' RT
261	715.88	209,534.23	190,519.11	BOC/SW	138+35.65	22.19' RT
262	715.97	209,529.24	190,519.83	BOC/DWF	138+30.65	22.86' RT
263	716.01	209,529.26	190,523.64	SW	138+30.63	26.66' RT
264	715.94	209,539.36	190,521.89	SW	138+40.75	25.02' RT
265	716.10	209,521.68	190,530.84	SW	138+22.98	33.79' RT
266	716.06	209,517.68	190,530.84	BOC/DWF	138+18.98	33.74' RT
267	716.00	209,529.25	190,521.83	DWF	138+30.64	24.86' RT
268	716.00	209,534.26	190,526.76	SW	138+35.59	29.84' RT
269	716.02	209,527.75	190,525.07	SW	138+29.10	28.08' RT
270	716.05	209,514.22	190,535.73	FLAG	138+15.47	38.60' RT
271	715.97	209,516.22	190,535.82	FL	138+17.46	38.71' RT
272	716.05	209,517.21	190,530.68	FLAG	138+18.51	33.57' RT
273	716.13	209,515.32	190,530.02	FLAG	138+16.63	32.90' RT
274	716.23	209,522.63	190,520.30	FLAG	138+24.04	23.26' RT
275	716.27	209,523.79	190,521.93	FL HP	138+25.18	24.90' RT
276	716.04	209,528.53	190,517.44	FLAG HP	138+29.96	20.45' RT
277	715.96	209,529.09	190,519.35	FL	138+30.51	22.38' RT
278	715.87	209,534.22	190,518.61	FL	138+35.65	21.69' RT
279	715.95	209,534.20	190,516.61	FLAG	138+35.64	19.69' RT
280	716.11	209,522.73	190,529.84	SW	138+24.04	32.80' RT
281	715.94	209,514.14	190,540.83	EX FLAG	138+15.33	43.69' RT
282	715.81	209,516.14	190,540.83	EX FL	138+17.33	43.71' RT
283	715.71	209,540.20	190,516.55	EX FLAG	138+41.65	19.69' RT
284	715.57	209,540.22	190,518.54	EX FL	138+41.65	21.68' RT
285	716.09	209,519.68	190,530.84	DWF	138+20.98	33.77' RT
286	716.02	209,519.68	190,535.84	DWF	138+20.92	38.77' RT
287	716.10	209,526.45	190,518.18	QTR PT	138+27.88	21.17' RT
288	716.20	209,520.07	190,522.46	QTR PT	138+21.46	25.39' RT
289	716.15	209,515.78	190,528.83	QTR PT	138+17.10	31.71' RT
290	716.02	209,539.25	190,526.89	SW	138+40.59	30.02' RT
299	0.00	209,534.20	190,536.61	RAD PT	138+35.44	39.69' RT

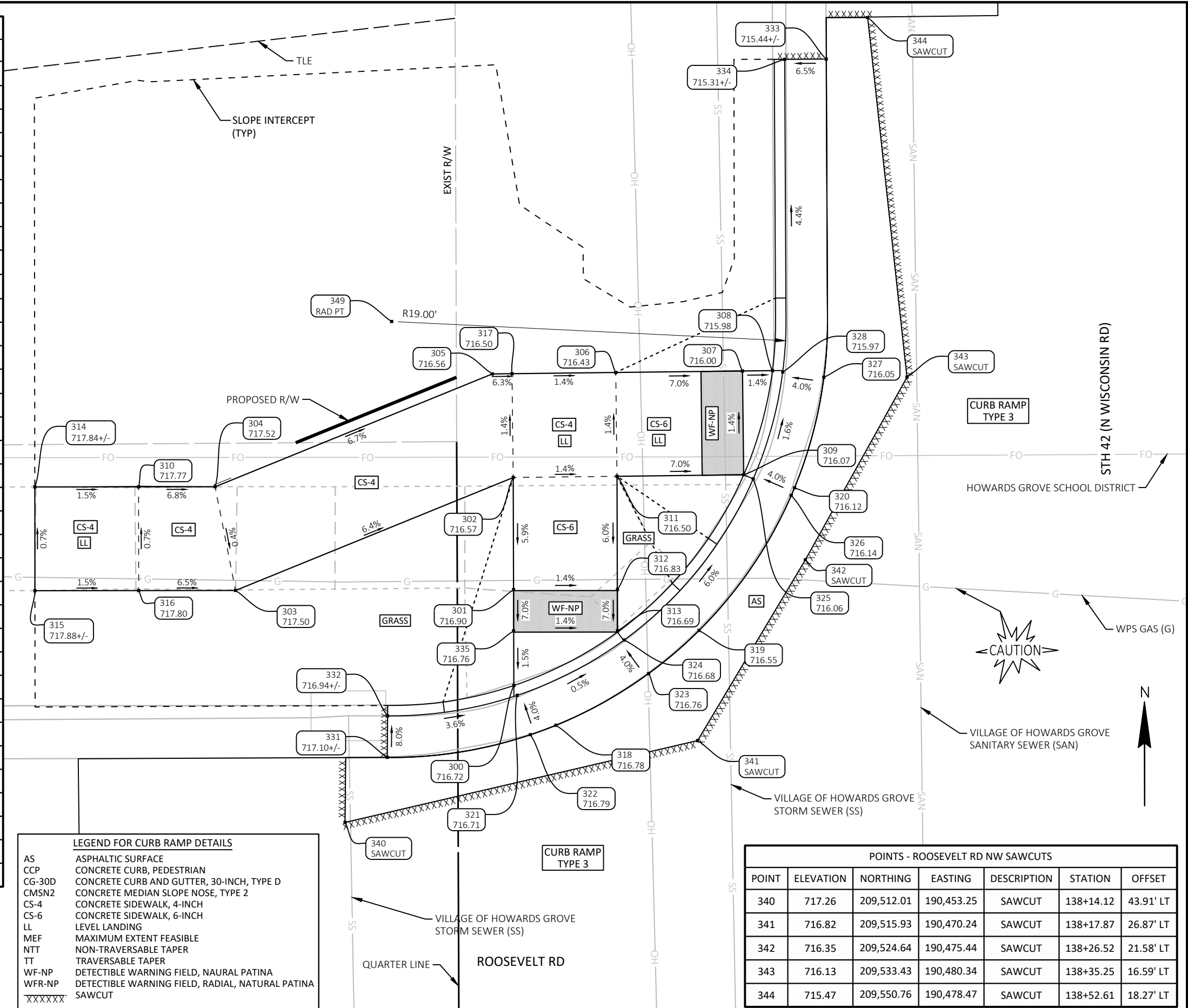
POINTS - ROOSEVELT RD NW QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
300	716.72	209,518.60	190,461.39	BOC/SW	138+20.62	35.70' LT
301	716.90	209,523.22	190,461.38	DWF	138+25.24	35.66' LT
302	716.57	209,528.62	190,461.37	SW	138+30.65	35.61' LT
303	717.50	209,523.19	190,447.99	EX SW	138+25.36	49.05' LT
304	717.52	209,528.19	190,447.01	EX SW	138+30.37	49.98' LT
305	716.56	209,533.61	190,460.37	SW	138+35.65	36.56' LT
306	716.43	209,533.67	190,466.32	SW	138+35.65	30.61' LT
307	716.00	209,533.74	190,472.42	SW	138+35.65	24.50' LT
308	715.98	209,533.75	190,473.86	BOC/SW	138+35.65	23.06' LT
309	716.07	209,528.74	190,472.47	BOC/DWF	138+30.65	24.50' LT
310	717.77	209,528.19	190,443.32	SW	138+30.41	53.66' LT
311	716.50	209,528.67	190,466.37	SW	138+30.65	30.61' LT
312	716.83	209,523.22	190,466.38	DWF	138+25.19	30.65' LT
313	716.69	209,521.23	190,466.38	BOC/DWF	138+23.20	30.67' LT
314	717.84	209,528.19	190,438.32	SW	138+30.46	58.66' LT
315	717.88	209,523.19	190,438.32	SW	138+25.46	58.72' LT
316	717.80	209,523.19	190,443.32	SW	138+25.41	53.72' LT
317	716.50	209,533.62	190,461.32	SW	138+35.65	35.61' LT
318	716.78	209,516.68	190,463.41	QTR PT	0+00.00	0.00'
319	716.55	209,521.24	190,470.31	QTR PT	0+00.00	0.00'
320	716.12	209,528.11	190,474.92	QTR PT	0+00.00	0.00'
321	716.71	209,518.12	190,461.55	FL	138+20.15	35.54' LT
322	716.79	209,516.23	190,462.18	FLAG	138+18.24	34.93' LT
323	716.76	209,519.17	190,467.88	FLAG	138+21.12	29.19' LT
324	716.68	209,520.78	190,466.71	FL	138+22.75	30.36' LT
325	716.06	209,528.54	190,472.93	FL	138+30.44	24.05' LT
326	716.14	209,527.74	190,474.76	FLAG	138+29.62	22.23' LT
327	716.05	209,533.43	190,476.34	FLAG	138+35.30	20.59' LT
328	715.97	209,533.69	190,474.36	FL	138+35.58	22.57' LT
331	717.10	209,515.14	190,455.28	EX FLAG	138+17.23	41.84' LT
332	716.94	209,517.14	190,455.30	EX FL	138+19.23	41.79' LT
333	715.44	209,548.76	190,476.47	EX FLAG	138+50.63	20.30' LT
334	715.31	209,548.75	190,474.47	EX FL	138+50.64	22.30' LT
335	716.76	209,521.23	190,461.38	EX FL	138+23.25	35.68' LT
349	0.00	209,536.14	190,455.52	RAD PT	138+38.23	41.38' LT

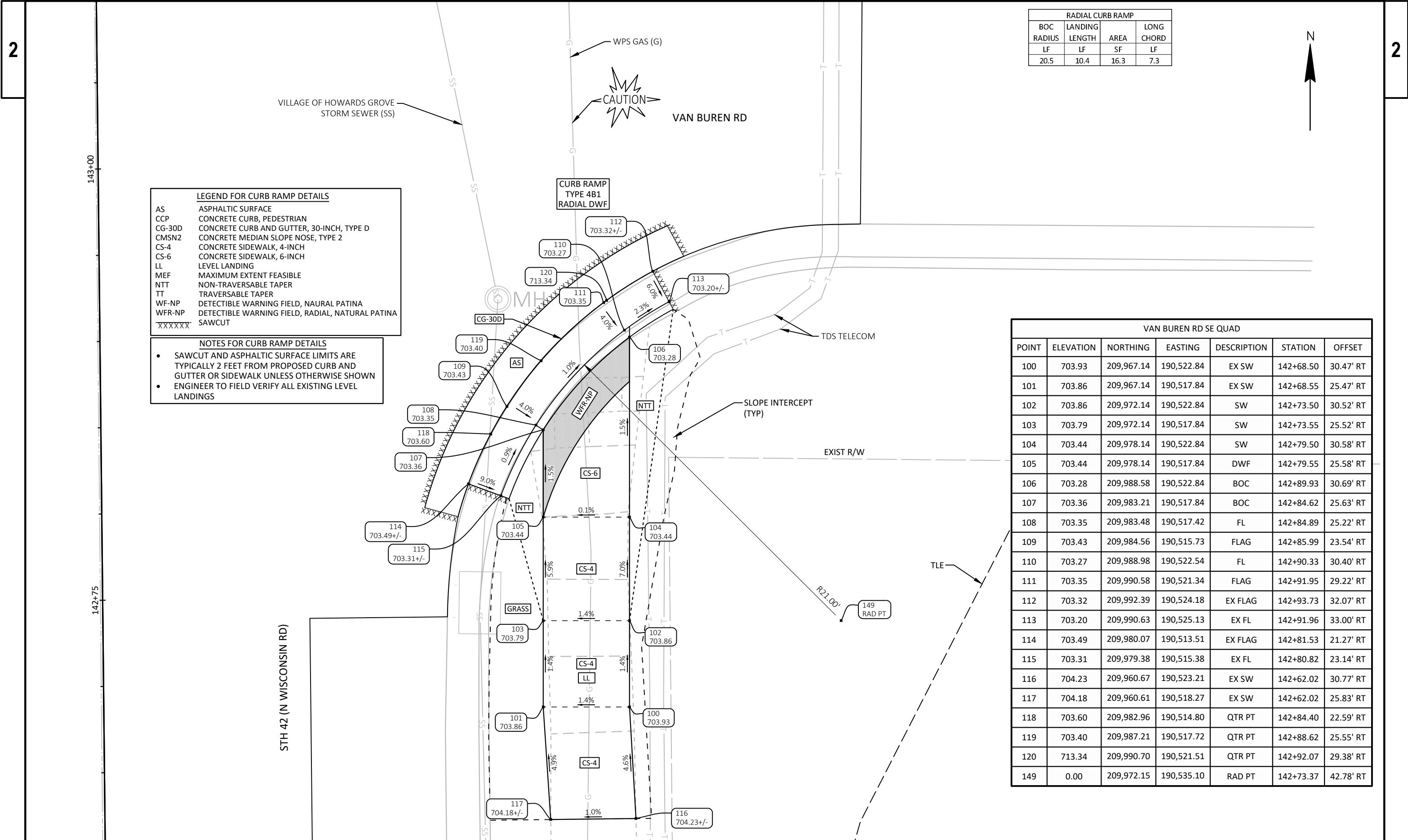
NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT





RADIAL CURB RAMP			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
LF	LF	SF	LF
20.5	10.4	16.3	7.3

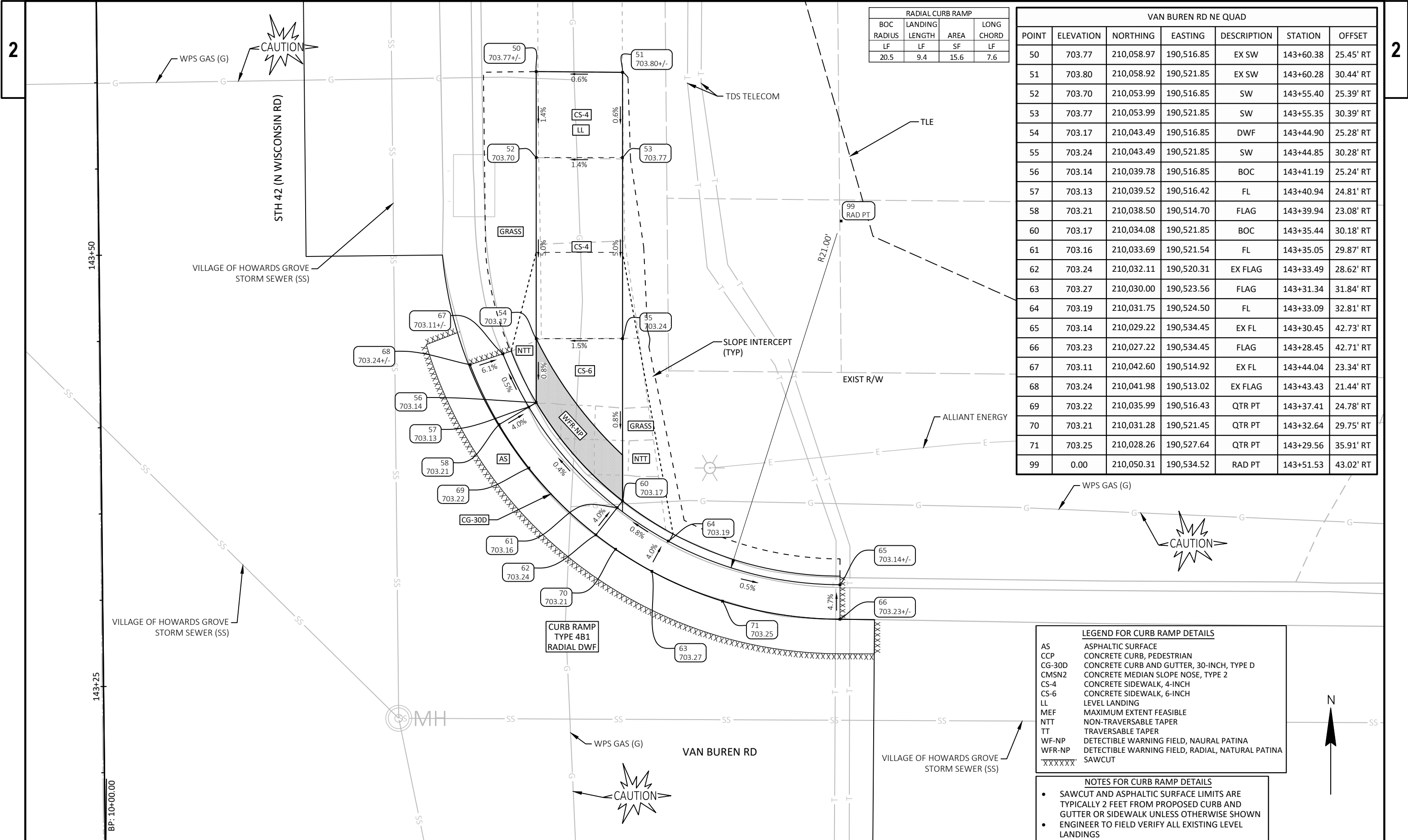
LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

NOTES FOR CURB RAMP DETAILS

- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
- ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

VAN BUREN RD SE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
100	703.93	209,967.14	190,522.84	EX SW	142+68.50	30.47' RT
101	703.86	209,967.14	190,517.84	EX SW	142+68.55	25.47' RT
102	703.86	209,972.14	190,522.84	SW	142+73.50	30.52' RT
103	703.79	209,972.14	190,517.84	SW	142+73.55	25.52' RT
104	703.44	209,978.14	190,522.84	SW	142+79.50	30.58' RT
105	703.44	209,978.14	190,517.84	DWF	142+79.55	25.58' RT
106	703.28	209,988.58	190,522.84	BOC	142+89.93	30.69' RT
107	703.36	209,983.21	190,517.84	BOC	142+84.62	25.63' RT
108	703.35	209,983.48	190,517.42	FL	142+84.89	25.22' RT
109	703.43	209,984.56	190,515.73	FLAG	142+85.99	23.54' RT
110	703.27	209,988.98	190,522.54	FL	142+90.33	30.40' RT
111	703.35	209,990.58	190,521.34	FLAG	142+91.95	29.22' RT
112	703.32	209,992.39	190,524.18	EX FLAG	142+93.73	32.07' RT
113	703.20	209,990.63	190,525.13	EX FL	142+91.96	33.00' RT
114	703.49	209,980.07	190,513.51	EX FLAG	142+81.53	21.27' RT
115	703.31	209,979.38	190,515.38	EX FL	142+80.82	23.14' RT
116	704.23	209,960.67	190,523.21	EX SW	142+62.02	30.77' RT
117	704.18	209,960.61	190,518.27	EX SW	142+62.02	25.83' RT
118	703.60	209,982.96	190,514.80	QTR PT	142+84.40	22.59' RT
119	703.40	209,987.21	190,517.72	QTR PT	142+88.62	25.55' RT
120	713.34	209,990.70	190,521.51	QTR PT	142+92.07	29.38' RT
149	0.00	209,972.15	190,535.10	RAD PT	142+73.37	42.78' RT

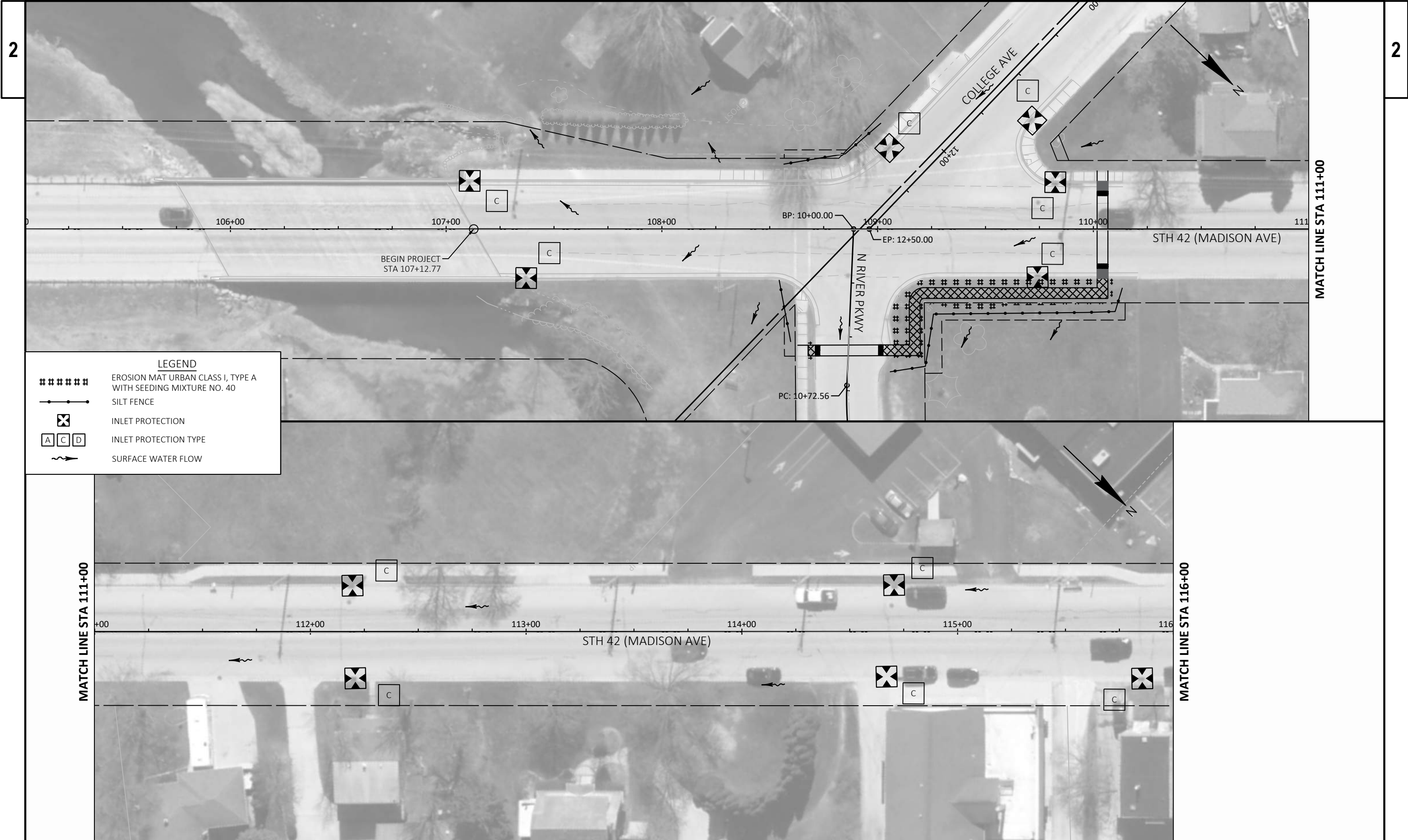


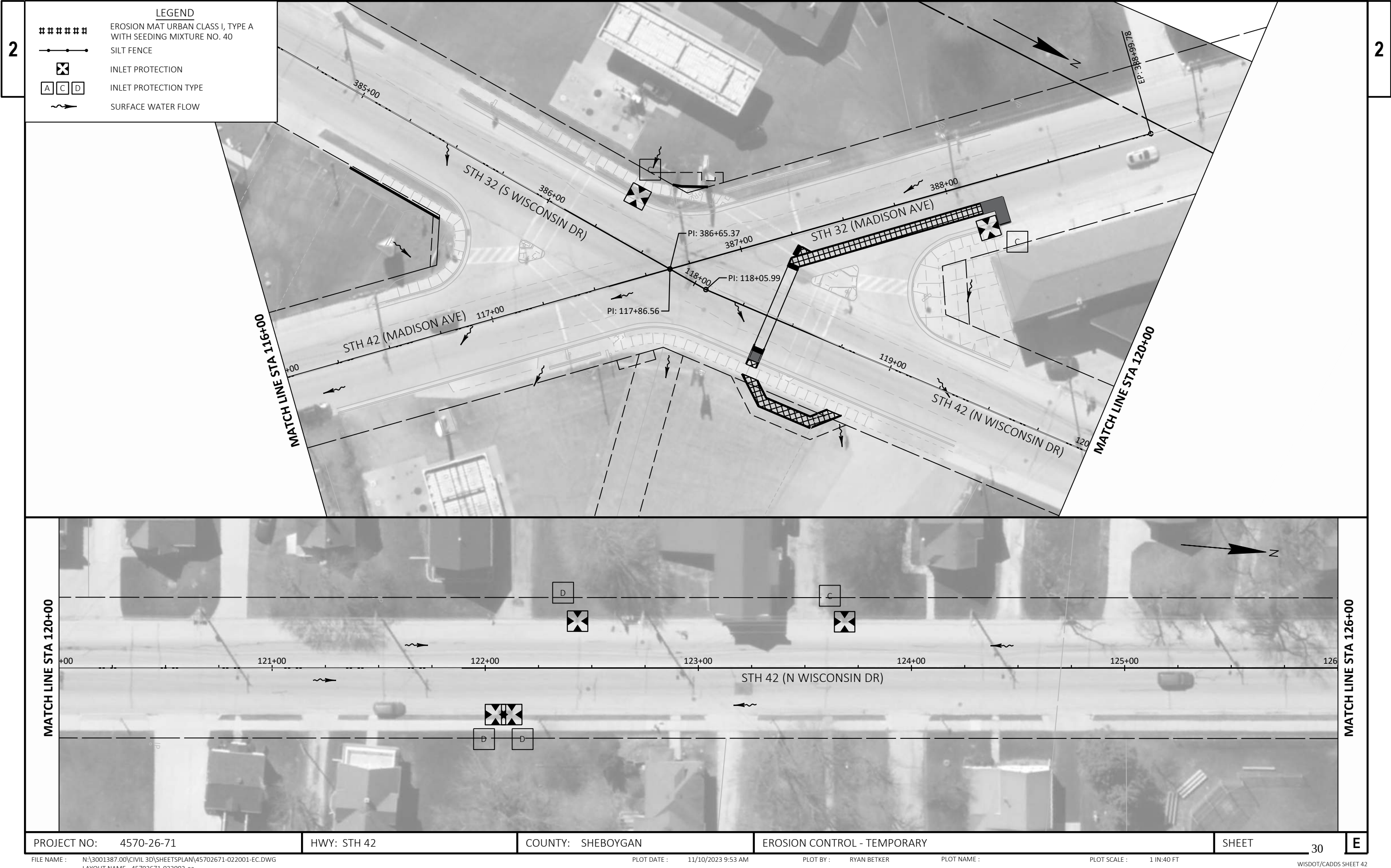
RADIAL CURB RAMP			
BOC RADIUS	LANDING LENGTH	AREA	LONG CHORD
LF	LF	SF	LF
20.5	9.4	15.6	7.6

VAN BUREN RD NE QUAD						
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
50	703.77	210,058.97	190,516.85	EX SW	143+60.38	25.45' RT
51	703.80	210,058.92	190,521.85	EX SW	143+60.28	30.44' RT
52	703.70	210,053.99	190,516.85	SW	143+55.40	25.39' RT
53	703.77	210,053.99	190,521.85	SW	143+55.35	30.39' RT
54	703.17	210,043.49	190,516.85	DWF	143+44.90	25.28' RT
55	703.24	210,043.49	190,521.85	SW	143+44.85	30.28' RT
56	703.14	210,039.78	190,516.85	BOC	143+41.19	25.24' RT
57	703.13	210,039.52	190,516.42	FL	143+40.94	24.81' RT
58	703.21	210,038.50	190,514.70	FLAG	143+39.94	23.08' RT
60	703.17	210,034.08	190,521.85	BOC	143+35.44	30.18' RT
61	703.16	210,033.69	190,521.54	FL	143+35.05	29.87' RT
62	703.24	210,032.11	190,520.31	EX FLAG	143+33.49	28.62' RT
63	703.27	210,030.00	190,523.56	FLAG	143+31.34	31.84' RT
64	703.19	210,031.75	190,524.50	FL	143+33.09	32.81' RT
65	703.14	210,029.22	190,534.45	EX FL	143+30.45	42.73' RT
66	703.23	210,027.22	190,534.45	FLAG	143+28.45	42.71' RT
67	703.11	210,042.60	190,514.92	EX FL	143+44.04	23.34' RT
68	703.24	210,041.98	190,513.02	EX FLAG	143+43.43	21.44' RT
69	703.22	210,035.99	190,516.43	QTR PT	143+37.41	24.78' RT
70	703.21	210,031.28	190,521.45	QTR PT	143+32.64	29.75' RT
71	703.25	210,028.26	190,527.64	QTR PT	143+29.56	35.91' RT
99	0.00	210,050.31	190,534.52	RAD PT	143+51.53	43.02' RT

LEGEND FOR CURB RAMP DETAILS	
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CMSN2	CONCRETE MEDIAN SLOPE NOSE, TYPE 2
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
LL	LEVEL LANDING
MEF	MAXIMUM EXTENT FEASIBLE
NTT	NON-TRAVERSABLE TAPER
TT	TRAVERSABLE TAPER
WF-NP	DETECTIBLE WARNING FIELD, NAURAL PATINA
WFR-NP	DETECTIBLE WARNING FIELD, RADIAL, NATURAL PATINA
XXXXXX	SAWCUT

- NOTES FOR CURB RAMP DETAILS
- SAWCUT AND ASPHALTIC SURFACE LIMITS ARE TYPICALLY 2 FEET FROM PROPOSED CURB AND GUTTER OR SIDEWALK UNLESS OTHERWISE SHOWN
 - ENGINEER TO FIELD VERIFY ALL EXISTING LEVEL LANDINGS

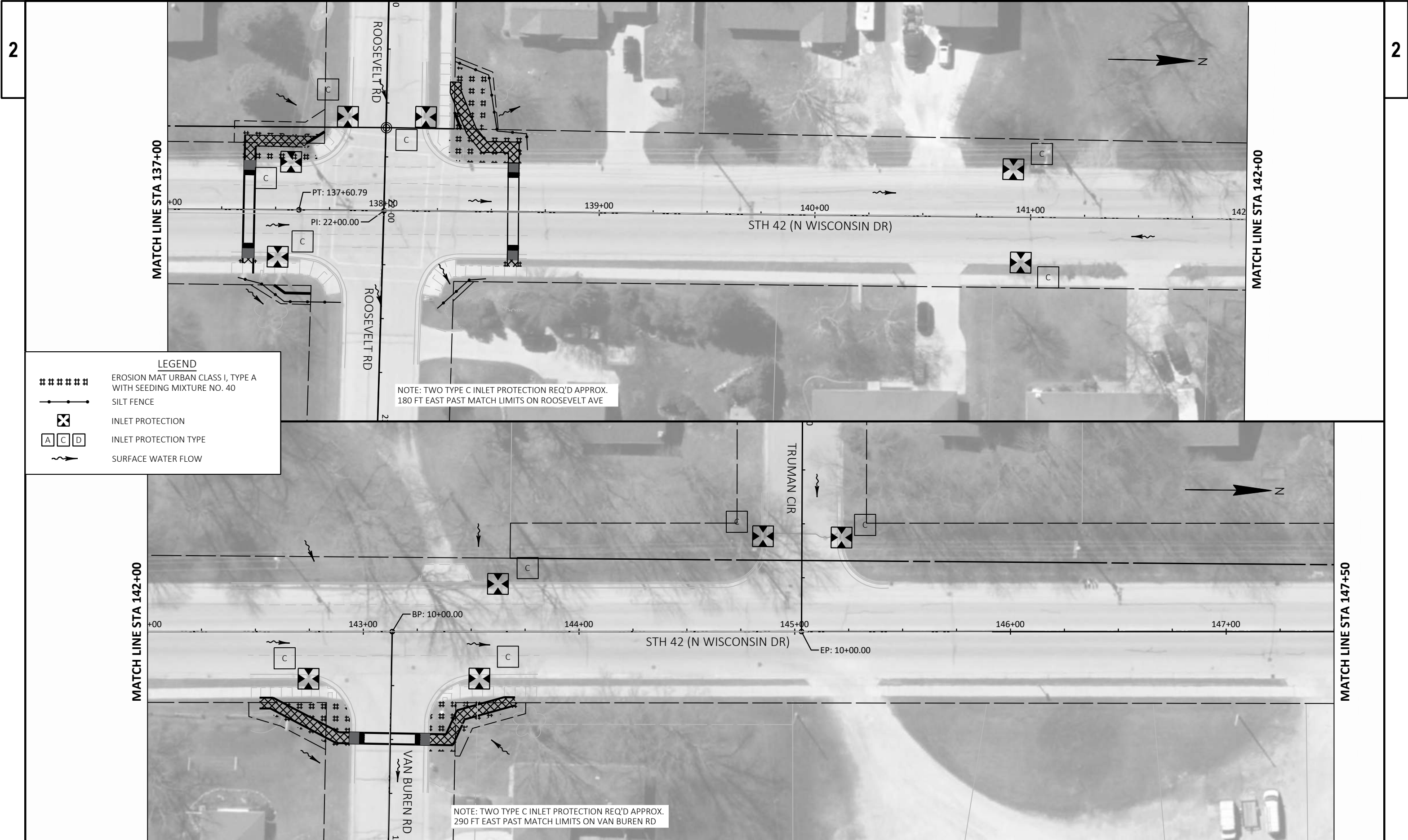




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LEGEND

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EROSION MAT URBAN CLASS I, TYPE A WITH SEEDING MIXTURE NO. 40

—●—●—●—

SILT FENCE

⊗

INLET PROTECTION

A

C

D

INLET PROTECTION TYPE

~>

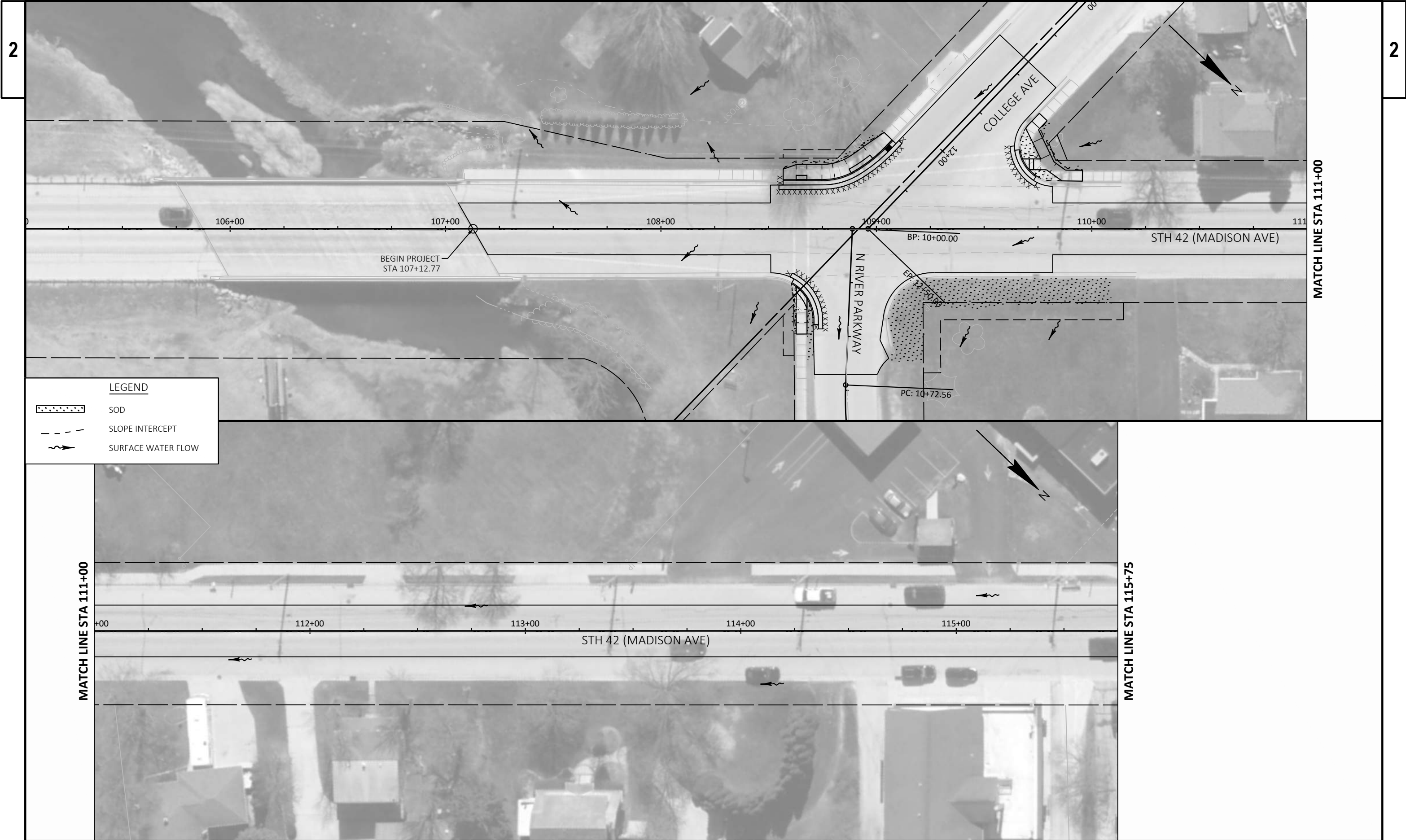
SURFACE WATER FLOW

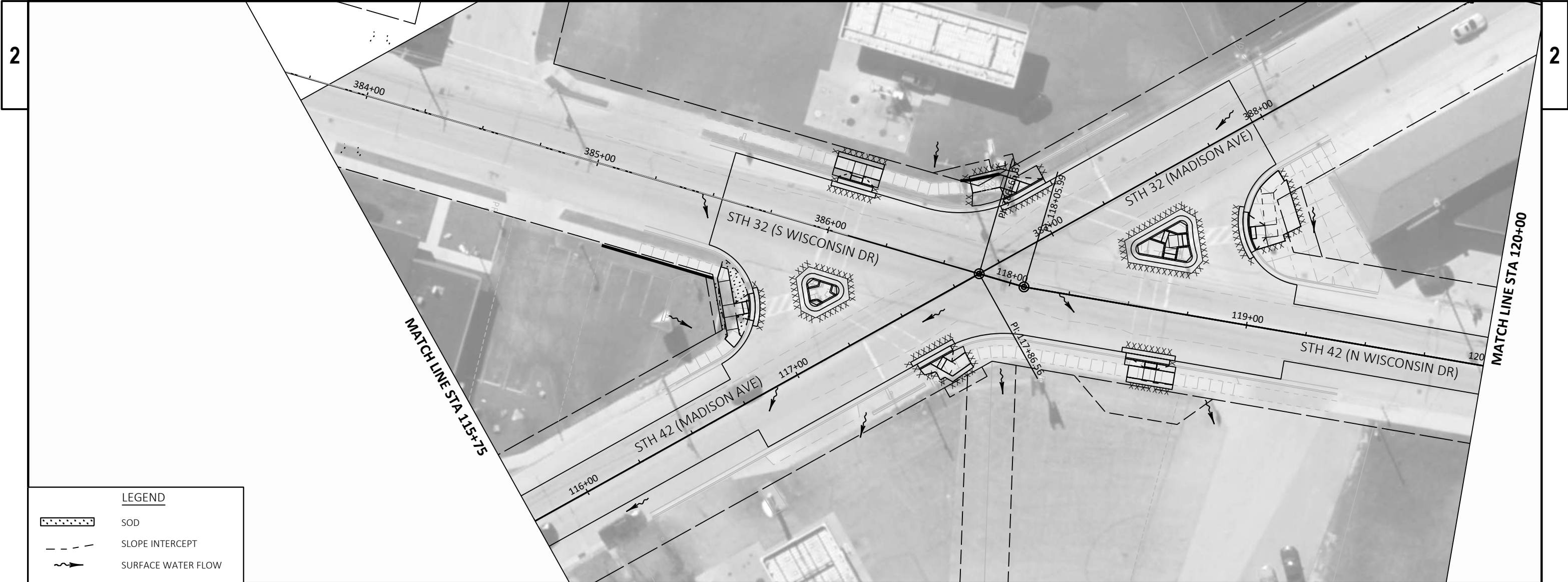
NOTE: TWO TYPE C INLET PROTECTION REQ'D APPROX. 290 FT EAST PAST MATCH LIMITS ON VAN BUREN RD

NOTE: TWO TYPE C INLET PROTECTION REQ'D APPROX. 180 FT EAST PAST MATCH LIMITS ON ROOSEVELT AVE



- #####
- EROSION MAT URBAN CLASS I, TYPE A
WITH SEEDING MIXTURE NO. 40
-
- SILT FENCE
- ⊗
- INLET PROTECTION
- A C D
- INLET PROTECTION TYPE
- ~➔
- SURFACE WATER FLOW





LEGEND

SOD

SLOPE INTERCEPT

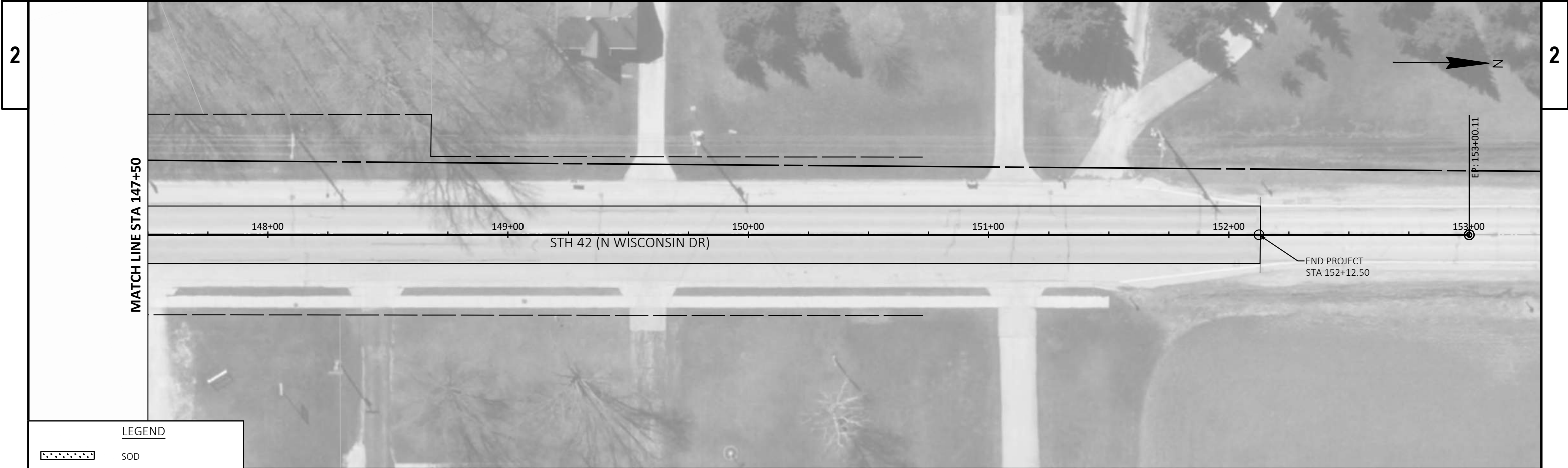
SURFACE WATER FLOW



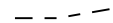
PROJECT NO: 4570-26-71	HWY: STH 42	COUNTY: SHEBOYGAN	EROSION CONTROL - PERMANENT	SHEET 35	E
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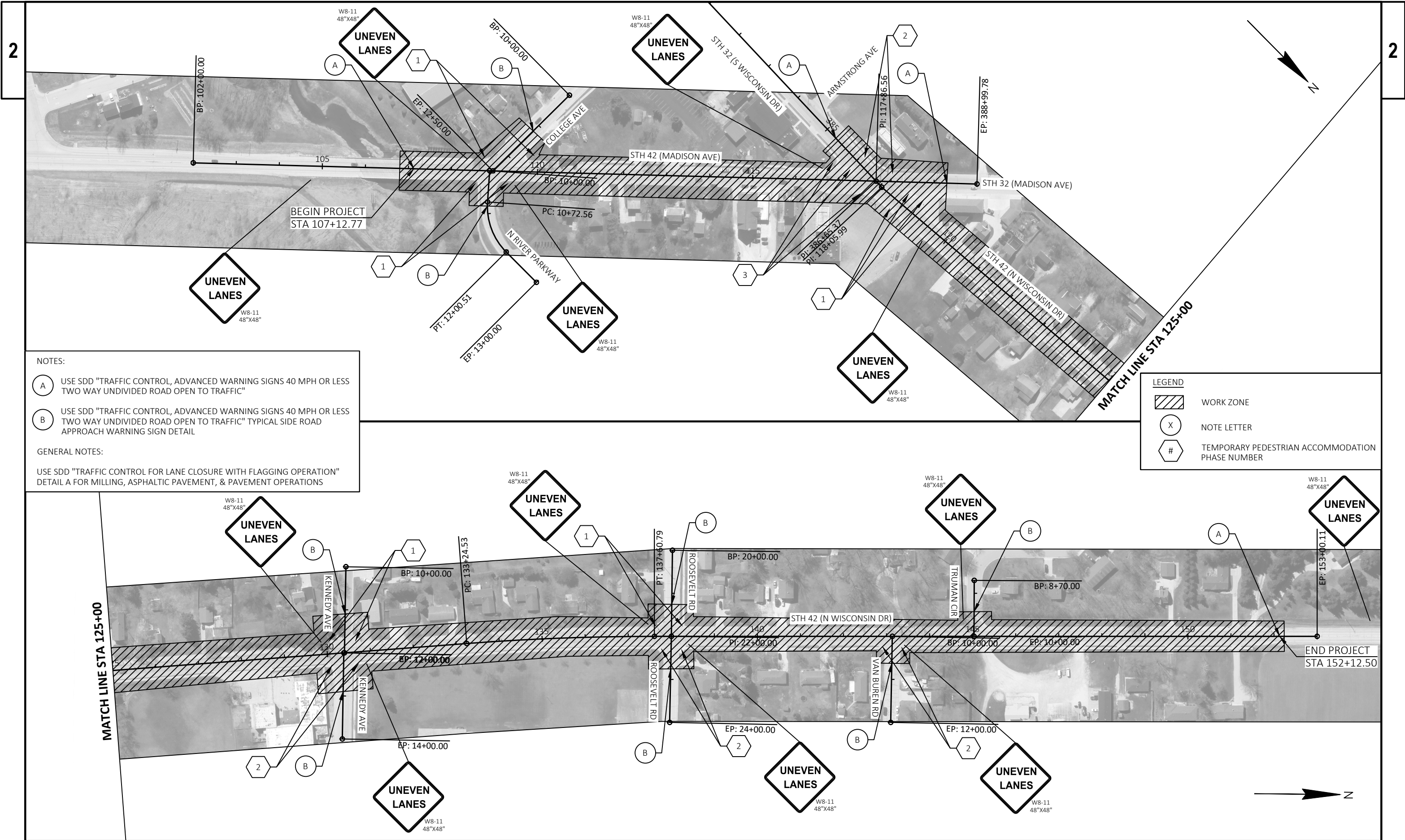






LEGEND

-  SOD
-  SLOPE INTERCEPT
-  SURFACE WATER FLOW



NOTES:

(A) USE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

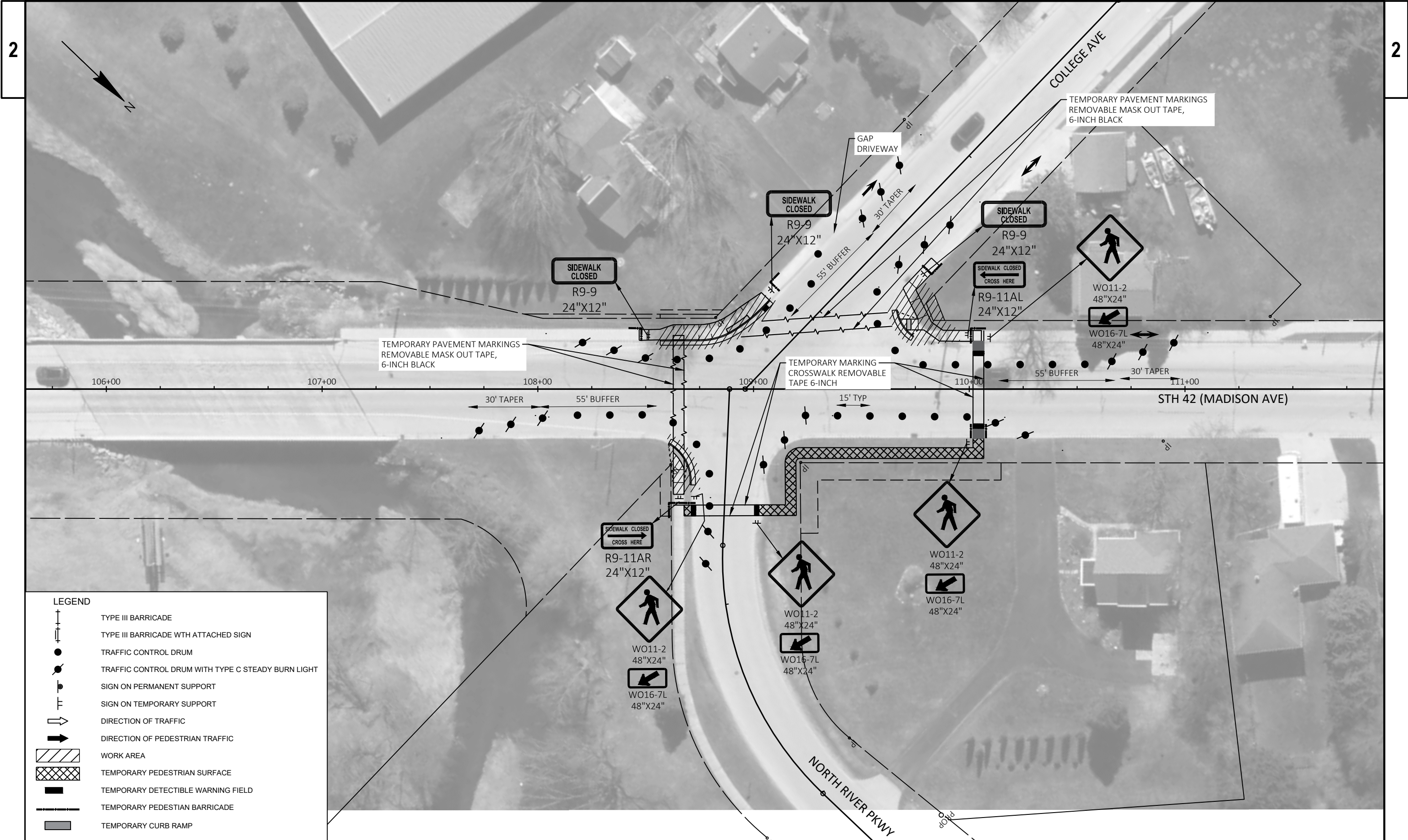
(B) USE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

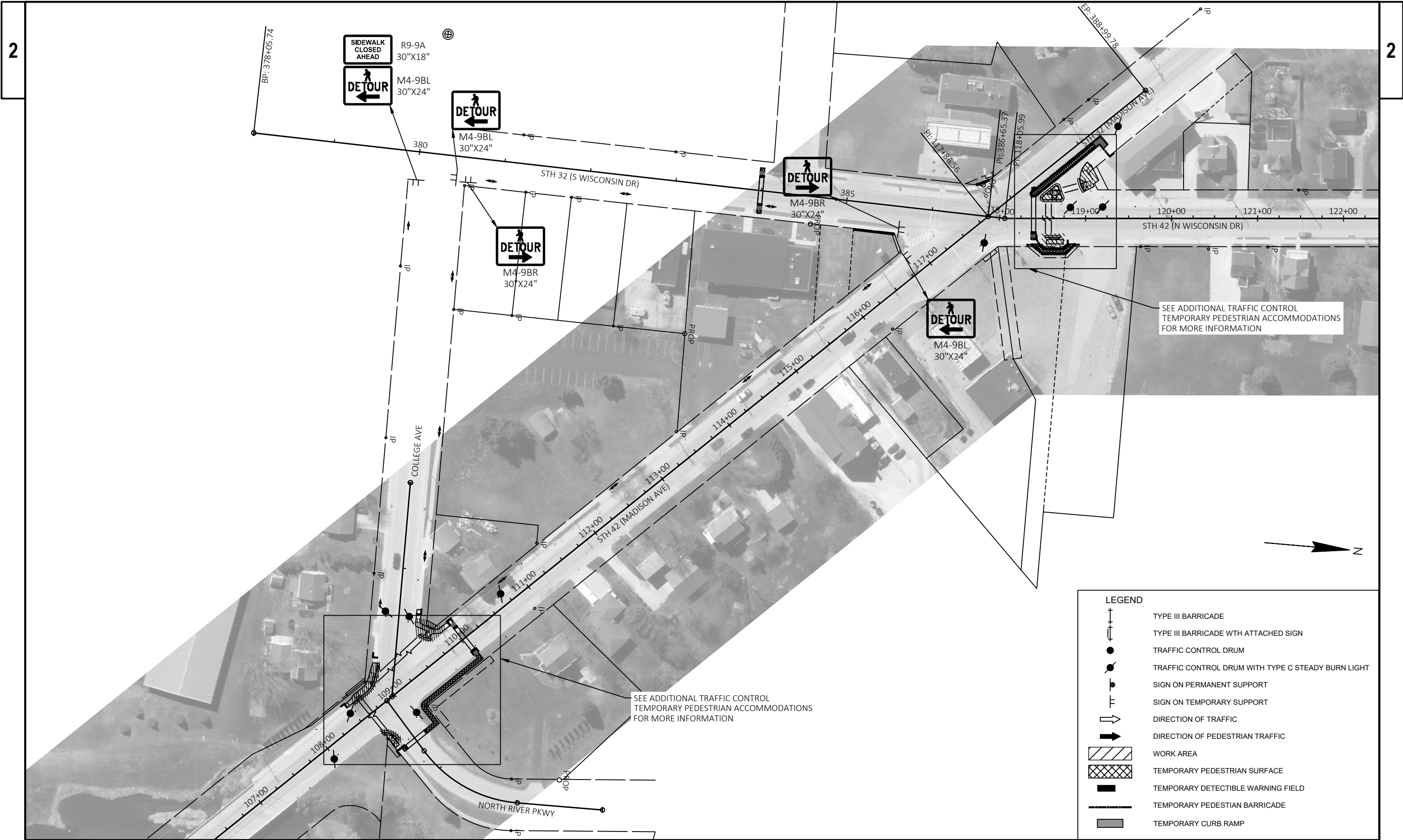
GENERAL NOTES:

USE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" DETAIL A FOR MILLING, ASPHALTIC PAVEMENT, & PAVEMENT OPERATIONS

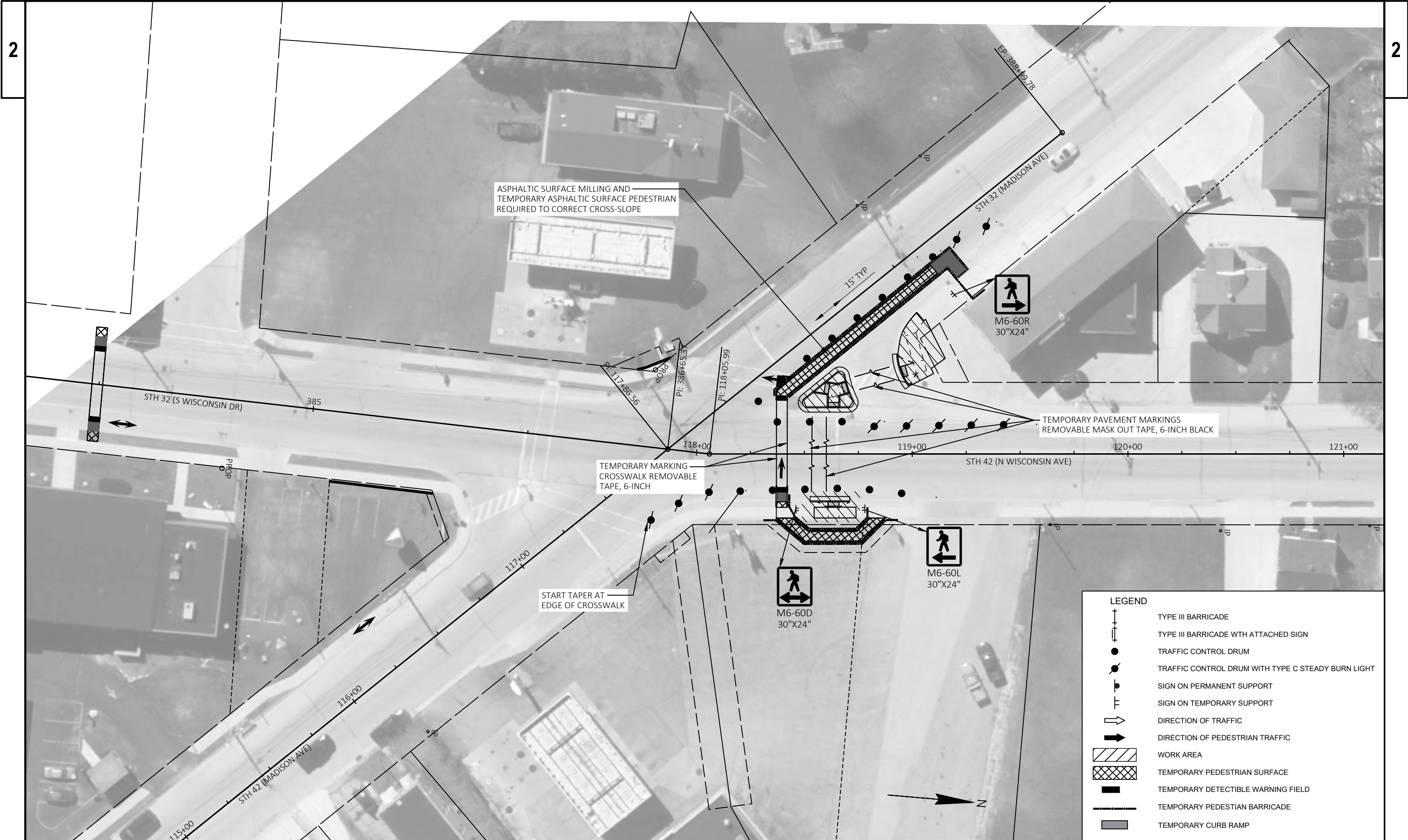
LEGEND

	WORK ZONE
	NOTE LETTER
	TEMPORARY PEDESTRIAN ACCOMMODATION PHASE NUMBER





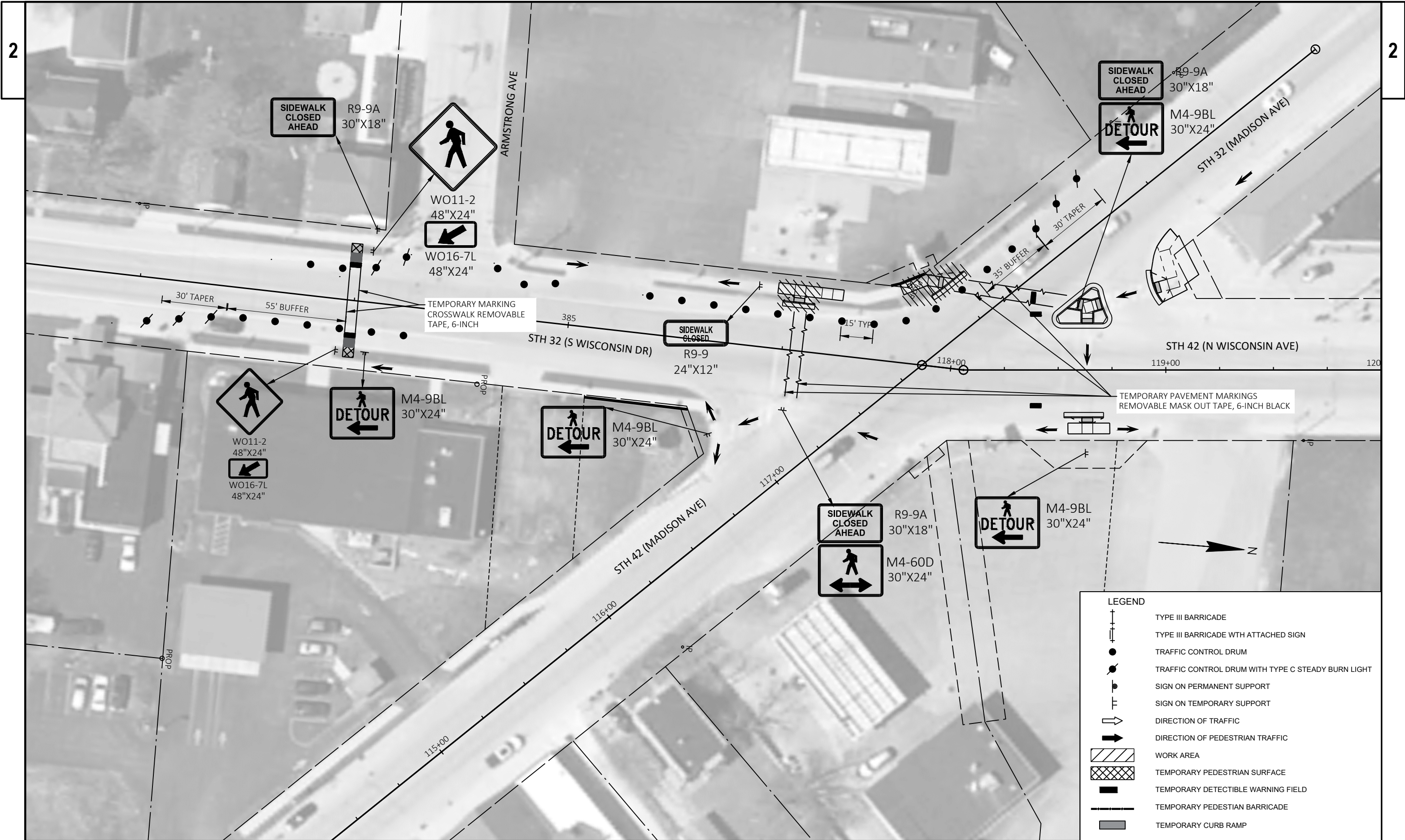
LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	DIRECTION OF PEDESTRIAN TRAFFIC
	WORK AREA
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY DETECTIBLE WARNING FIELD
	TEMPORARY PEDESTIAN BARRICADE
	TEMPORARY CURB RAMP

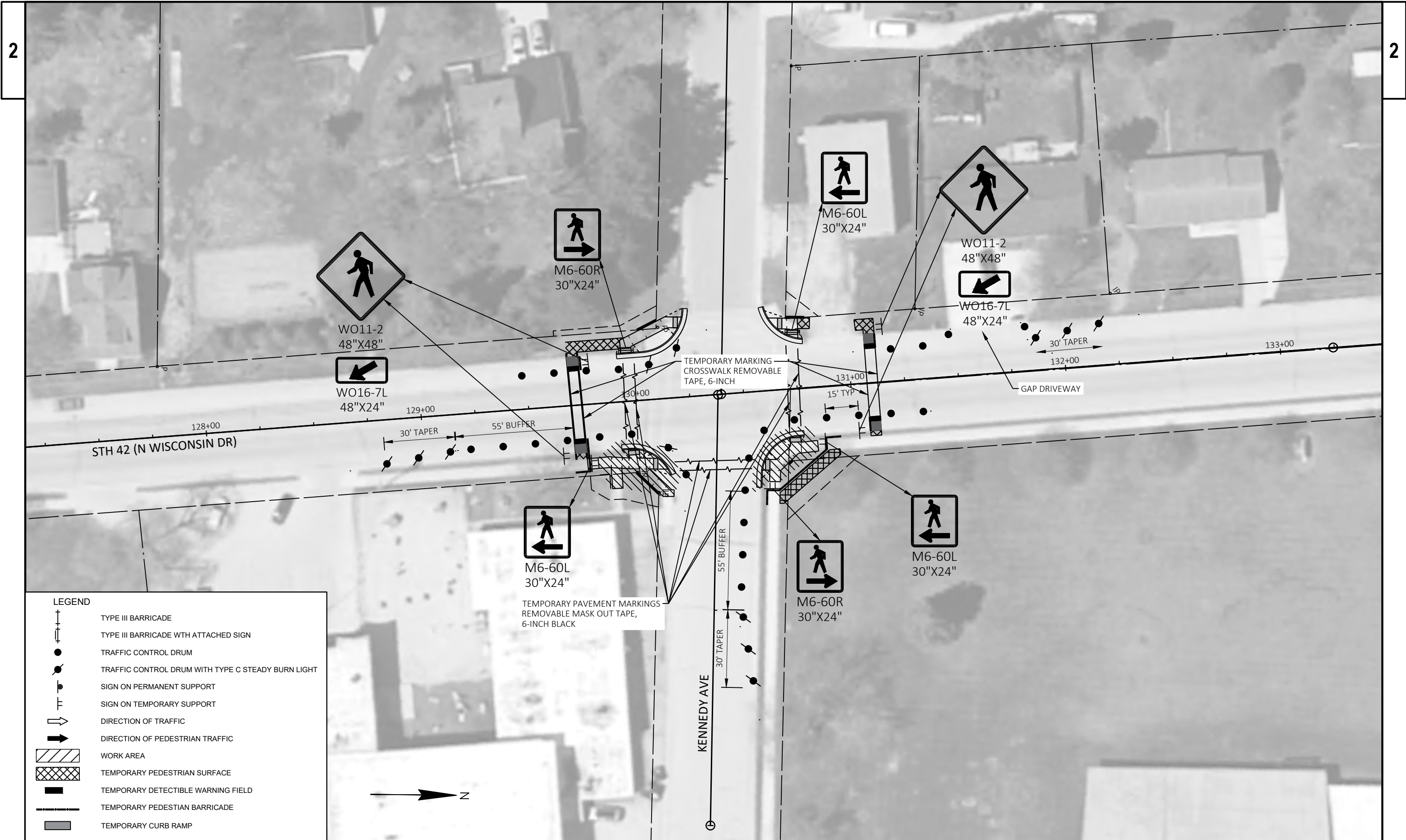






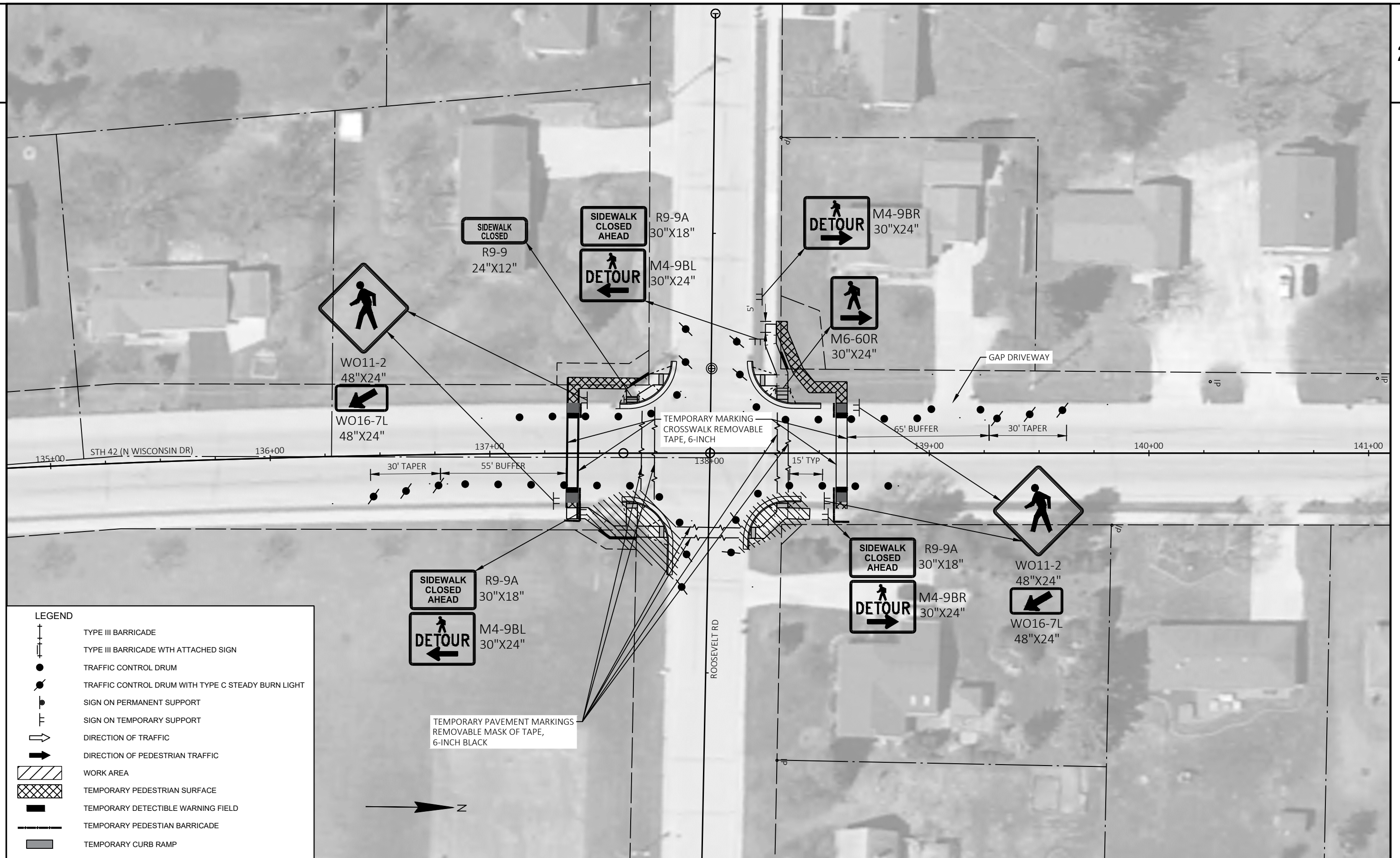


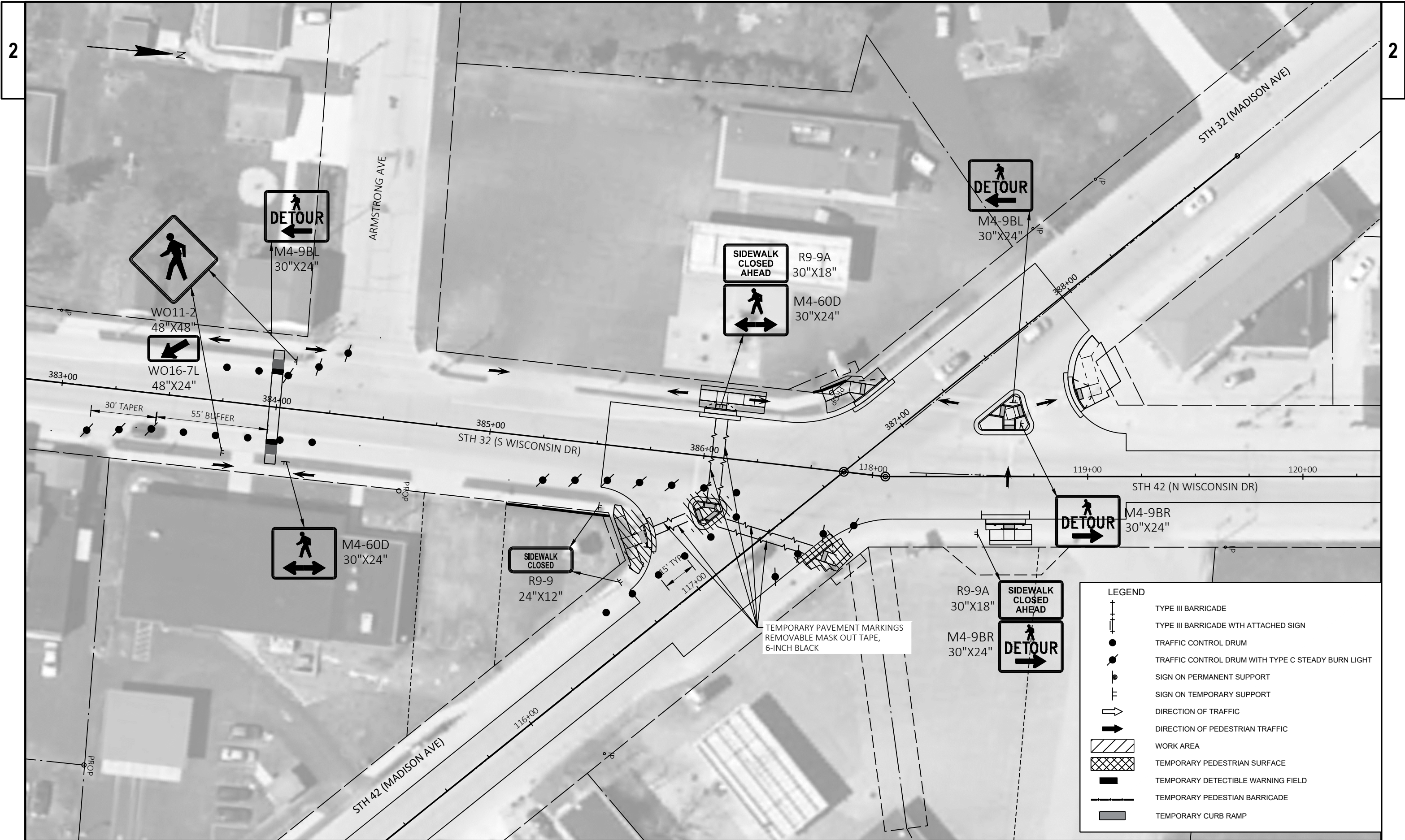


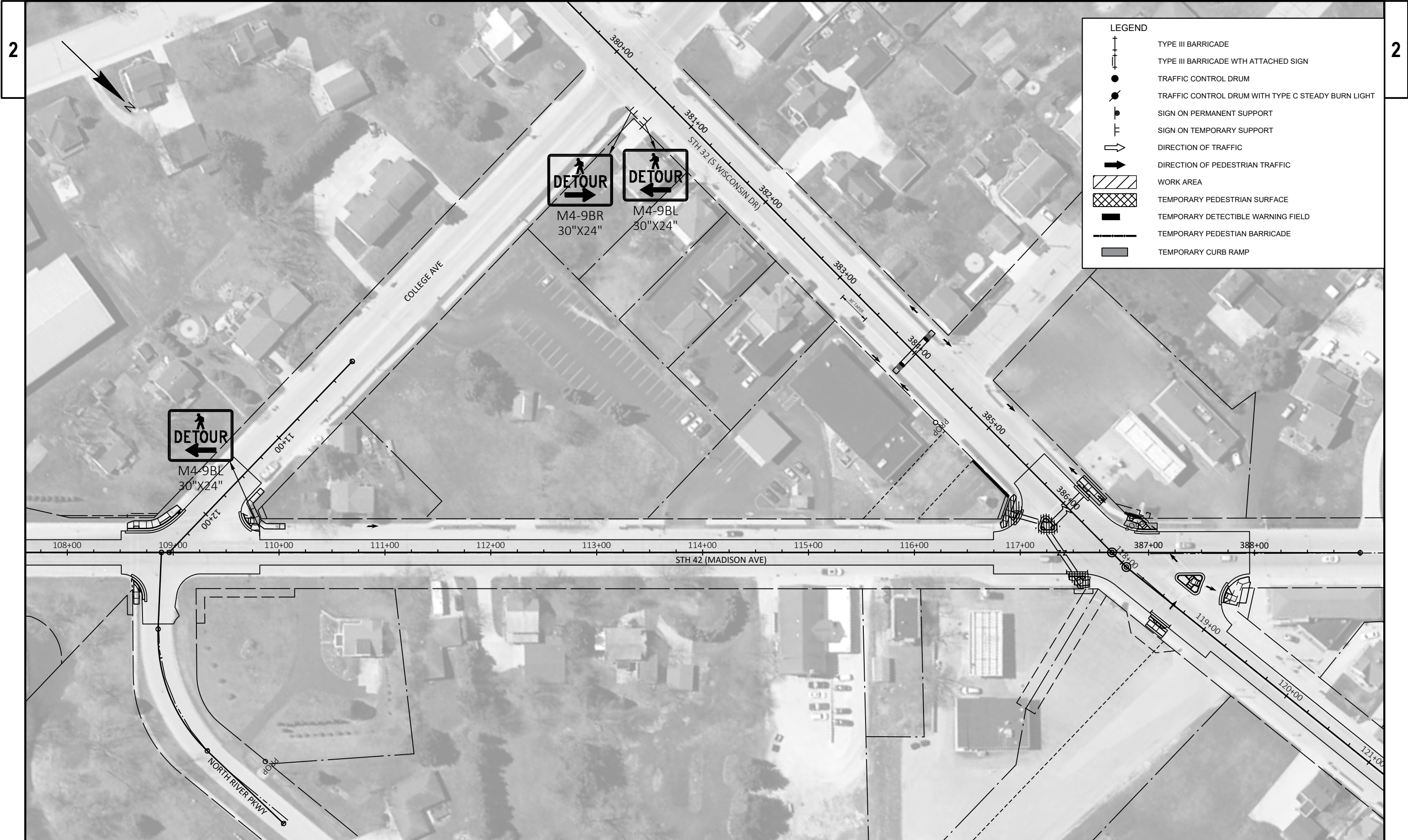


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- DIRECTION OF PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY DETECTIBLE WARNING FIELD
- TEMPORARY PEDESTIAN BARRICADE
- TEMPORARY CURB RAMP







LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WTH ATTACHED SIGN

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

DIRECTION OF PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY DETECTIBLE WARNING FIELD

TEMPORARY PEDESTIAN BARRICADE

TEMPORARY CURB RAMP

Estimate Of Quantities

4570-26-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	269.000	269.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	87.000	87.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	15,692.000	15,692.000
0008	204.0130	Removing Curb	LF	172.000	172.000
0010	204.0150	Removing Curb & Gutter	LF	526.000	526.000
0012	204.0155	Removing Concrete Sidewalk	SY	377.000	377.000
0014	204.9165.S	Removing (item description) 01. Concrete Loading Zone	SF	310.000	310.000
0016	213.0100	Finishing Roadway (project) 01. 4570-26-71	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	135.000	135.000
0020	455.0605	Tack Coat	GAL	1,095.000	1,095.000
0022	460.2000	Incentive Density HMA Pavement	DOL	1,151.000	1,151.000
0024	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,798.000	1,798.000
0026	465.0105	Asphaltic Surface	TON	111.000	111.000
0028	465.0110	Asphaltic Surface Patching	TON	5.500	5.500
0030	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	601.000	601.000
0032	601.0600	Concrete Curb Pedestrian	LF	45.000	45.000
0034	602.0405	Concrete Sidewalk 4-Inch	SF	2,129.000	2,129.000
0036	602.0415	Concrete Sidewalk 6-Inch	SF	1,633.000	1,633.000
0038	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	302.000	302.000
0040	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	69.000	69.000
0042	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0044	616.0404	Fence Chain Link Salvaged 4-FT	LF	12.000	12.000
0046	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4570-26-71	EACH	1.000	1.000
0048	619.1000	Mobilization	EACH	1.000	1.000
0050	620.0300	Concrete Median Sloped Nose	SF	96.000	96.000
0052	625.0100	Topsoil	SY	564.000	564.000
0054	628.1504	Silt Fence	LF	572.000	572.000
0056	628.1520	Silt Fence Maintenance	LF	572.000	572.000
0058	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0060	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0062	628.2006	Erosion Mat Urban Class I Type A	SY	564.000	564.000
0064	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0066	628.7015	Inlet Protection Type C	EACH	38.000	38.000
0068	628.7020	Inlet Protection Type D	EACH	3.000	3.000
0070	629.0210	Fertilizer Type B	CWT	0.360	0.360
0072	630.0140	Seeding Mixture No. 40	LB	10.150	10.150
0074	630.0500	Seed Water	MGAL	12.630	12.630
0076	631.0300	Sod Water	MGAL	22.890	22.890
0078	631.1000	Sod Lawn	SY	905.000	905.000
0080	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
0082	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0084	638.2102	Moving Signs Type II	EACH	20.000	20.000
0086	638.4000	Moving Small Sign Supports	EACH	6.000	6.000
0088	642.5001	Field Office Type B	EACH	1.000	1.000
0090	643.0300	Traffic Control Drums	DAY	5,820.000	5,820.000
0092	643.0715	Traffic Control Warning Lights Type C	DAY	1,855.000	1,855.000
0094	643.0900	Traffic Control Signs	DAY	3,855.000	3,855.000
0096	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0098	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	3,288.000	3,288.000
0100	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	650.000	650.000

Estimate Of Quantities

4570-26-71

Line	Item	Item Description	Unit	Total	Qty
0102	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	1,465.000	1,465.000
0104	643.5000	Traffic Control	EACH	1.000	1.000
0106	644.1410	Temporary Pedestrian Surface Asphalt	SF	2,839.000	2,839.000
0108	644.1601	Temporary Pedestrian Curb Ramp	DAY	372.000	372.000
0110	644.1605	Temporary Pedestrian Detectable Warning Field	SF	190.000	190.000
0112	644.1810	Temporary Pedestrian Barricade	LF	642.000	642.000
0114	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	4,478.000	4,478.000
0116	646.6120	Marking Stop Line Epoxy 18-Inch	LF	77.000	77.000
0118	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,318.000	1,318.000
0120	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	60.000	60.000
0122	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	646.000	646.000
0124	650.8000	Construction Staking Resurfacing Reference	LF	4,803.000	4,803.000
0126	650.9000	Construction Staking Curb Ramps	EACH	33.000	33.000
0128	650.9500	Construction Staking Sidewalk (project) 01. 4570-26-71	EACH	1.000	1.000
0130	650.9911	Construction Staking Supplemental Control (project) 01. 4570-26-71	EACH	1.000	1.000
0132	690.0150	Sawing Asphalt	LF	1,063.000	1,063.000
0134	690.0250	Sawing Concrete	LF	256.000	256.000
0136	740.0440	Incentive IRI Ride	DOL	6,800.000	6,800.000

REMOVING ASPHALTIC SURFACE MILLING

LOCATION			**204.0120
			SY
PROJECT 4570-26-71			
107+12.77	-	108+50.91	368
108+50.91	-	109+81.85	1,135
109+81.85	-	116+74.71	1,848
116+74.71	-	119+17.88	2,066
119+17.88	-	129+95.00	2,872
129+95.00	-	130+81.20	707
130+81.20	-	137+62.15	1,816
137+62.15	-	138+38.09	672
138+38.09	-	142+73.83	1,162
142+73.83	-	143+49.80	453
143+49.80	-	144+65.25	308
144+65.25	-	145+43.21	446
145+43.21	-	152+13.07	1,786

PROJECT TOTOALS 15,639
** SEE TEMPORARY PEDESTRIAN
ACCOMMODATIONS TABLE FOR ADDITIONAL
QUANTITIES

CONCRETE CURB AND GUTTER

LOCATION	QUADRANT	204.0130	204.0150	601.0411	601.0600	650.5500	650.9000
		REMOVING CURB	REMOVING CURB AND GUTTER	30-INCH TYPE D	CONCRETE CURB PEDESTRIAN	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	CONSTRUCTION STAKING CURB RAMPS
		LF	LF	LF	LF	LF	EACH
PROJECT 4570-26-71							
COLLEGE AVE	SW	17	57	57	---	57	1
N. RIVER PARKWAY	SE	---	23	23	---	23	1
COLLEGE AVE	NW	16	15	15	---	15	1
STH 32	S	16	11	11	---	11	1
STH 32	S ISLAND	---	---	26	15	41	3
STH 32	SW	---	15	15	---	15	1
STH 32	E	---	16	16	---	16	1
STH 32	W	---	19	19	---	19	1
STH 32	N ISLAND	---	---	49	30	79	3
STH 32	NE	---	18	18	---	18	1
STH 32	N	---	16	16	---	16	1
KENNEDY AVE	SW	16	43	43	---	43	2
KENNEDY AVE	SE	20	28	28	---	28	2
KENNEDY AVE	NW	16	26	26	---	26	2
KENNEDY AVE	NE	17	36	36	---	36	2
ROOSEVELT AVE	SW	13	35	35	---	35	2
ROOSEVELT AVE	SE	23	46	46	---	46	2
ROOSEVELT AVE	NW	---	43	43	---	43	2
ROOSEVELT AVE	NE	18	39	39	---	39	2
VAN BUREN RD	SE	---	15	15	---	15	1
VAN BUREN RD	NE	---	25	25	---	25	1
PROJECT TOTALS		172	526	601	45	646	33

REMOVING ASPHALTIC SURFACE

LOCATION	QUADRANT	204.0110 REMOVING ASPHALTIC SURFACE SY	465.0105 ASPHALTIC SURFACE TON
PROJECT 4570-26-71			
COLLEGE AVE	SW	14	6
N. RIVER PARKWAY	SE	7	3
COLLEGE AVE	NW	5	2
STH 32	S	4	2
STH 32	SW	13	6
STH 32	S ISLAND	25	7
STH 32	E	13	6
STH 32	W	29	14
STH 32	N ISLAND	37	9
STH 32	NE	15	7
STH 32	N	5	2
KENNEDY AVE	NW	8	3
KENNEDY AVE	NE	10	5
KENNEDY AVE	SW	11	5
KENNEDY AVE	SE	8	4
ROOSEVELT AVE	NW	16	7
ROOSEVELT AVE	NE	10	5
ROOSEVELT AVE	SW	10	4
ROOSEVELT AVE	SE	17	8
VAN BUREN RD	NE	7	3
VAN BUREN RD	SE	5	2

PROJECT TOTALS 269 111

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	ROADWAY	204.0115
		SY
PROJECT 4570-26-71		
107+13	STH 42	6
10+67	N. RIVER PARKWAY	6
11+42	COLLEGE AVE	8
385+54	STH 32	9
387+95	STH 32	9
11+53	WEST KENNEDY AVE	7
12+63	EAST KENNEDY AVE	8
21+43	(WEST) ROOSEVELT AVE	7
22+57	(EAST) ROOSEVELT AVE	7
401+20	VAN BUREN RD	7
9+58	TRUMAN CIRCLE	7
152+13	STH 42	6

PROJECT TOTAL 87

ASPHALTIC ITEMS

LOCATION			455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0110 ASPHALTIC SURFACE PATCHING TON	NOTES
PROJECT 4570-26-71						
107+12.77	-	108+50.91	26	42	---	
108+50.91	-	109+81.85	79	131	---	
109+81.85	-	116+74.71	129	212	---	
116+74.71	-	119+17.88	145	238	---	
119+17.88	-	129+95.00	201	330	---	
129+95.00	-	130+81.20	49	81	---	
130+81.20	-	137+62.15	127	209	---	
137+62.15	-	138+38.09	47	77	---	
138+38.09	-	142+73.83	81	134	---	
142+73.83	-	143+49.80	32	52	---	
143+49.80	-	144+65.25	22	35	---	
144+65.25	-	145+43.21	31	51	---	
145+43.21	-	152+13.07	125	205	---	
UNDISTRIBUTED			---	---	5.5	FOR RAMPING AT ENDS AND FIXING POT HOLES
PROJECT TOTOALS			1,095	1,798	5.5	

ADJUSTING INLET AND MANHOLE COVERS

STATION	DIR	LOCATION	611.8115 ADJUSTING INLET COVERS EA
PROJECT 4570-26-71			
12+16	RT	COLLEGE AVE	1
PROJECT TOTAL			1

CONCRETE MEDIAN SLOPED NOSE - TYPE 2

STATION	DIR	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
PROJECT 4570-26-71			
117+19	LT	STH 42 S MED	16
117+23	LT	STH 42 S MED	16
117+32	LT	STH 42 S MED	16
118+49	LT	STH 42 N MED	16
118+67	LT	STH 42 N MED	16
118+72	LT	STH 42 N MED	16
PROJECT TOTAL			96

SIDEWALK									
LOCATION	QUADRANT	204.0155 REMOVING CONCRETE SIDEWALK SY	204.9165.S REMOVING CONCRETE LOADING ZONE SF	**305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DWF NATURAL PATINA SF	602.0615 CURB RAMP DWF RADIAL NATURAL PATINA SF	NOTES
PROJECT 4570-26-71									
COLLEGE AVE	SW	31	---	7	---	361	10	19	RADIUS = 20', LONG CHORD = 7.5'
N. RIVER PARKWAY	SE	12	---	2	57	40	---	17	RADIUS = 61.5', LONG CHORD = 12.1'
COLLEGE AVE	NW	30	---	5	221	36	10	---	
STH 32	S	19	---	4	159	30	10	---	
STH 32	S ISLAND	---	87	2	---	56	32	---	
STH 32	SW	13	---	2	99	15	10	---	
STH 32	W	14	---	3	118	46	10	---	
STH 32	E	10	---	2	60	18	10	---	
STH 32	N ISLAND	---	223	4	---	92	30	---	
STH 32	NE	13	---	2	97	12	10	---	
STH 32	N	50	---	9	184	270	10	---	
KENNEDY AVE	SW	13	---	3	83	77	20	---	
KENNEDY AVE	SE	29	---	7	281	51	20	---	
KENNEDY AVE	NW	13	---	2	28	55	20	---	
KENNEDY AVE	NE	23	---	4	96	87	20	---	
ROOSEVELT AVE	SW	10	---	2	29	82	20	---	
ROOSEVELT AVE	SE	27	---	6	220	72	20	---	
ROOSEVELT AVE	NW	16	---	4	145	78	20	---	
ROOSEVELT AVE	NE	24	---	3	88	80	20	---	
VAN BUREN RD	SE	15	---	3	87	40	---	17	RADIUS = 21.0', LONG CHORD = 7.4'
VAN BUREN RD	NE	15	---	2	77	35	---	16	RADIUS = 21.0', LONG CHORD = 7.6'
PROJECT TOTALS		377	310	76	2,129	1,633	302	69	

** SEE TEMPORARY PEDESTRIAN ACCOMODATION TABLE FOR ADDITIONAL QUANTITIES

RESTORATION									
LOCATION	QUADRANT	625.0100 TOPSOIL SY	628.2006 URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE #40 LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	
PROJECT 4570-26-71									
COLLEGE AVE	NW	---	---	---	---	---	0.57	25	
COLLEGE AVE	SW	---	---	---	---	---	0.26	12	
N. RIVER PARKWAY	NE	110	110	0.07	1.99	2.47	4.09	183	
N. RIVER PARKWAY	SE	1	1	0.00	0.03	0.03	0.30	13	
STH 32	S	---	---	---	---	---	0.43	19	
STH 32	MIDBLOCK	---	---	---	---	---	0.09	4	
KENNEDY AVE	SW	9	9	0.01	0.15	0.19	1.12	50	
KENNEDY AVE	SE	21	21	0.01	0.38	0.47	0.70	31	
KENNEDY AVE	NW	7	7	0.00	0.12	0.15	0.62	28	
KENNEDY AVE	NE	27	27	0.02	0.49	0.61	1.36	61	
ROOSEVELT AVE	SW	13	13	0.01	0.24	0.29	1.34	60	
ROOSEVELT AVE	SE	37	37	0.02	0.66	0.82	0.96	43	
ROOSEVELT AVE	NW	70	70	0.04	1.27	1.58	2.70	121	
ROOSEVELT AVE	NE	70	70	0.04	1.26	1.57	0.48	21	
VAN BUREN RD	SE	45	45	0.03	0.81	1.01	1.74	78	
VAN BUREN RD	NE	41	41	0.03	0.73	0.91	1.66	74	
UNDISTRIBUTED		113	113	0.07	2.03	2.53	4.46	82	
PROJECT TOTALS		564	564	0.36	10.15	12.63	22.89	905	

EROSION CONTROL

LOCATION	QUADRANT	ROADWAY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EA	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EA	628.7005 INLET PROTECTION TYPE A EA	628.7015 INLET PROTECTION TYPE C EA	628.7020 INLET PROTECTION TYPE D EA
PROJECT 4570-26-71									
107+10 LT	---	STH 42	---	---	---	---	---	1	---
107+37 RT	---	STH 42	---	---	---	---	---	1	---
N RIVER PARKWAY	NE	---	137	137	---	---	---	1	---
N RIVER PARKWAY	SE	---	30	30	---	---	---	---	---
COLLEGE AVE	SW	---	51	51	---	---	---	1	---
COLLEGE AVE	NW	---	---	---	---	---	---	2	---
112+20 LT/RT	---	STH 42	---	---	---	---	---	2	---
114+72 LT/RT	---	STH 42	---	---	---	---	---	2	---
115+85 RT	---	STH 42	---	---	---	---	---	1	---
386+35 LT	---	STH 32	---	---	---	---	---	1	---
388+15 RT	---	STH 32	---	---	---	---	---	1	---
112+10 RT	---	STH 42	---	---	---	---	---	---	2
112+40 LT	---	STH 42	---	---	---	---	---	---	1
123+70 LT	---	STH 42	---	---	---	---	---	1	---
126+72 LT/RT	---	STH 42	---	---	---	---	---	2	---
KENNEDY AVE	SW	---	63	63	---	---	---	---	---
KENNEDY AVE	SE	---	---	---	---	---	1	1	---
KENNEDY AVE	NW	---	---	---	---	---	---	1	---
KENNEDY AVE	NE	---	47	47	---	---	---	1	---
9+00 LT/RT	---	E KENNEDY AVE	---	---	---	---	---	2	---
14+25 LT/RT	---	E KENNEDY AVE	---	---	---	---	---	2	---
ROOSEVELT AVE	SW	---	---	---	---	---	---	2	---
ROOSEVELT AVE	SE	---	51	51	---	---	---	1	---
ROOSEVELT AVE	NW	---	65	65	---	---	---	1	---
ROOSEVELT AVE	NE	---	28	28	---	---	---	---	---
24+25 LT/RT	---	ROOSEVELT AVE	---	---	---	---	---	2	---
141+00 LT/RT	---	STH 42	---	---	---	---	---	2	---
VAN BUREN RD	SE	---	---	---	---	---	---	1	---
VAN BUREN RD	NW	---	---	---	---	---	---	1	---
VAN BUREN RD	NE	---	---	---	---	---	---	1	---
13+25 LT/RT	---	VAN BUREN RD	---	---	---	---	---	2	---
9+55 LT/RT	---	TRUMAN CIRCLE	---	---	---	---	---	2	---
UNDISTRIBUTED	---	---	100	100	2	2	---	---	---
			572	572	2	2	1	38	3

SIGNS											
SIGN						634.0616		634.0618		638.2102	
						POSTS		WOOD		MOVING	
						4 X 6-INCH				SIGNS	
						16-FT		18 FT		TYPE II	
						EACH		EACH		EACH	
SIGN NO.	STATION	REFERENCE LINE	FACE DIR.	DESCRIPTION							
1	108+94	LT	STH 42 (MADISON AVE)	W	STOP	---		---		1	
2	108+94	LT	STH 42 (MADISON AVE)	W	STH 42, ARROWS DOUBLE	---		---		2	
3	108+94	LT	STH 42 (MADISON AVE)	ALL	ROAD NAMES (MADISON AVE, COLLEGE AVE)	---		---		2	
4	116+89	LT	STH 42 (MADISON AVE)	NE	STOP, ALL WAY	1		---		2	
5	116+89	LT	STH 42 (MADISON AVE)	SW	DO NOT ENTER	---		---		1	
6	117+24	LT	STH 42 (MADISON AVE)	NE	STOP, ALL WAY	1		---		2	
7	118+67	LT	STH 42 (WISCONSIN DR)	S	STOP, ALL WAY	1		---		2	
8	119+02	LT	STH 42 (WISCONSIN DR)	SW	STOP, ALL WAY	1		---		2	
9	130+58	RT	STH 42 (WISCONSIN DR)	E	STOP	---		---		1	
10	137+45	RT	STH 42 (WISCONSIN DR)	N	SCHOOL ZONE, YELLOW ARROW DOWN	---		1		2	
11	138+35	LT	STH 42 (WISCONSIN DR)	S	SCHOOL ZONE, YELLOW ARROW DOWN	---		---		2	
12	143+33	RT	STH 42 (WISCONSIN DR)	W	STOP	1		---		1	
PROJECT TOTALS						5		1		20	

TRAFFIC CONTROL												
STAGE	LOCATION	APPROX. SERVICE PERIOD	643.0300		643.0715		643.0900		643.1050		NOTES	
			DRUMS		WARNING LIGHTS TYPE C		SIGNS		SIGNS PCMS			
		DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS
PROJECT 4570-26-71												
PROJECT	BEGIN OF PROJECT (STH 42)	85	0	--	0	--	4	340	1	7		
	END OF PROJECT (STH 42)	85	0	--	0	--	4	340	1	7		
	BEGIN CONSTRUCTION (STH 32)	85	0	--	0	--	4	340	1	7		
	END CONSTRUCTION (STH 32)	85	0	--	0	--	4	340	1	7		
	SIDEROADS	85	8	680	0	--	8	680	--			
	PROJECT	10	0	--	0	--	12	120	--		UNEVEN LANES	
STAGE 1 SUBTOTALS			680		0		2,160		28			
CURB RAMPS	N. RIVER PARKWAY/PHASE 1	18	50	900	22	396	19	342	--			
	STH 32/PHASE 1	18	26	468	7	126	2	36	--			
	KENNEDY AVE/PHASE 1	14	22	308	8	112	2	28	--			
	ROOSEVELT ROAD/PHASE 1	14	29	406	12	168	7	98	--			
	VAN BUREN ROAD/PHASE 1	14	23	322	3	42	2	28	--			
	STH 32/PHASE 2	18	32	576	8	144	13	234	--			
	KENNEDY AVE/PHASE 2	14	37	518	13	182	9	126	--			
	ROOSEVELT ROAD/PHASE 2	14	41	574	14	196	13	182	--			
	STH 32/PHASE 3	20	30	600	16	320	14	280	--			
CURB RAMP SUBTOTALS			4,672		1,686		1,354		0			
SUBTOTALS			5,352		1,686		3,514		28			
UNDISTRIBUTED			468		169		341		0			
PROJECT TOTALS			5,820		1,855		3,855		28			

NOTES: 1. INSTALL PCMS A MINIMUM OF 7 DAYS PRIOR TO ROAD CLOSURE. REMOVE WHEN CONSTRUCTION STARTS.

TEMPORARY PEDESTRIAN ACCOMMODATIONS

LOCATION	QUADRANT	204.0120 **REMOVING ASPHALTIC SURFACE MILLING SY	305.0110 ***BASE AGGREGATE DENSE 3/4- INCH TON	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP			644.1605 TEMPORARY PEDESTRIAN WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
					NUMBER	DAY	DAY		
PROJECT 4570-26-71									
IVER PARKWAY	SE	---	0.5	17	1	18	18	10	17
IVER PARKWAY	NE	---	16.5	666	2	18	36	20	12
IVER PARKWAY	NW	---	0.0	0	1	18	18	10	23
IVER PARKWAY	SW	---	0.0	0	0	18	0	---	24
STH 32	S MIDBLOCK	---	1.0	46	2	38	76	20	0
STH 32	NE	---	6.5	261	1	21	21	10	128
STH 32	NW	53	0.0	478	3	21	63	20	184
STH 32	SE	---	0.0	0	0	21	0	---	0
STH 32	SW	---	0.0	0	0	21	0	---	0
ENNEDY AVE	SW	---	3.5	137	1	14	14	10	6
ENNEDY AVE	SE	---	0.5	14	1	14	14	10	20
ENNEDY AVE	NW	---	2.0	81	1	14	14	10	6
ENNEDY AVE	NE	---	4.5	185	1	14	14	10	52
OSEVELT AVE	SW	---	4.5	187	1	14	14	10	6
OSEVELT AVE	SE	---	0.5	13	1	14	14	10	20
OSEVELT AVE	NW	---	6.5	273	1	14	14	10	6
OSEVELT AVE	NE	---	0.5	16	1	14	14	10	20
N BUREN RD	SE	---	5.5	229	1	14	14	10	58
N BUREN RD	NE	---	6.0	236	1	14	14	10	60
PROJECT TOTALS		53	59	2839	20		372	190	642

** SEE REMOVING ASPHALTIC SURFACE MILLING TABLE FOR ADDITIONAL QUANTITIES

*** SEE SIDEWALK TABLE FOR ADDITIONAL QUANTITIES

FENCE

			646.0404
			FENCE CHAIN LINK
			SALVAGED 4-FT
STATION	DIR	LOCATION	LF
PROJECT 4570-26-71			
129+85	RT	STH 42	12
PROJECT TOTAL			12

MARKING

		643.3170	643.3350	643.3960	646.4720		646.6120	646.7420	646.7520
		TEMPORARY	TEMPORARY	TEMPORARY	LINE SAME DAY EPOXY		STOP LINE	CROSSWALK	CROSSWALK
		MARKING	MARKING	MARKING	6-INCH		EPOXY	EPOXY	EPOXY
		LINE PAINT	CROSSWALK	REMOVABLE MASK			18-INCH	TRANSVERSE	BLOCK STYLE
		6-INCH	REMOVABLE	OUT TAPE				LINE 6-INCH	24-INCH
		(YELLOW)	TAPE 6-INCH	6-INCH	(YELLOW)	(WHITE)	(WHITE)	(WHITE)	(WHITE)
		LF	LF	LF	LF	LF	LF	LF	LF
STATION TO STATION		LOCATION							
PROJECT 6430-20-71									
11+42 - 12+05	COLLEGE AVE	124	---	---	124	---	---	---	---
107+06 - 113+00	STH 42 (MADISON AVE)	171	120	234	270	281	---	239	---
113+00 - 117+87	STH 42 (MADISON AVE)	467	82	92	540	---	21	92	30
385+00 - 386+65	STH 32 (S WISCONSIN DR)	88	---	78	88	77	18	80	---
386+65 - 387+95	STH 32 (MADISON AVE)	73	62	155	85	---	20	111	---
117+87 - 120+00	STH 42 (N WISCONSIN DR)	139	82	125	161	---	18	84	30
120+00 - 127+00	STH 42 (N WISCONSIN DR)	456	---	---	575	---	---	---	---
127+00 - 134+00	STH 42 (N WISCONSIN DR)	492	128	348	598	---	---	320	---
134+00 - 141+00	STH 42 (N WISCONSIN DR)	525	128	347	631	---	---	305	---
141+00 - 148+00	STH 42 (N WISCONSIN DR)	406	48	86	525	---	---	87	---
148+00 - 152+13	STH 42 (N WISCONSIN DR)	346	---	---	416	107	---	---	---
PROJECT SUBTOTALS					4,013	465			
PROJECT TOTALS		3,288	650	1,465	4,478	77	1,318	60	

CONSTRUCTION STAKING

		650.8000	650.9500	650.9911
		RESURFACING	SIDEWALK	SUPPLEMENTAL
		REFERENCE	(4570-26-71)	CONTROL
		LF	EACH	EACH
PROJECT 4570-26-71				
107+06 - 113+00	STH 42 (MADISON AVE)	594	---	---
113+00 - 117+87	STH 42 (MADISON AVE)	487	---	---
385+00 - 386+65	STH 32 (S WISCONSIN DR)	165	---	---
386+65 - 387+95	STH 32 (MADISON AVE)	130	---	---
117+87 - 120+00	STH 42 (N WISCONSIN DR)	213	---	---
120+00 - 127+00	STH 42 (N WISCONSIN DR)	700	---	---
127+00 - 134+00	STH 42 (N WISCONSIN DR)	700	---	---
134+00 - 141+00	STH 42 (N WISCONSIN DR)	700	---	---
141+00 - 148+00	STH 42 (N WISCONSIN DR)	700	---	---
148+00 - 152+13	STH 42 (N WISCONSIN DR)	413	---	---
PROJECT WIDE		---	1	1
PROJECT TOTALS		4,803	1	1

SAWING

STATION	DIR	QUADRANT	ROADWAY	690.0150 SAWING ASPAHLT LF	690.0250 SAWING CONCRETE LF
PROJECT 4570-26-71					
COLLEGE AVE	---	SW	---	68	15
COLLEGE AVE	---	NW	---	27	10
N. RIVER PARKWAY	---	SE	---	36	10
STH 32	---	S	---	21	16
STH 32	---	SW	---	53	15
STH 32	---	S ISLAND	---	69	---
STH 32	---	E	---	55	10
STH 32	---	W	---	81	10
STH 32	---	N ISLAND	---	95	---
STH 32	---	NE	---	55	15
STH 32	---	N	---	27	55
KENNEDY AVE	---	SW	---	57	5
KENNEDY AVE	---	SE	---	41	20
KENNEDY AVE	---	NW	---	39	5
KENNEDY AVE	---	NE	---	50	15
ROOSEVELT AVE	---	SW	---	49	5
ROOSEVELT AVE	---	SE	---	63	10
ROOSEVELT AVE	---	NW	---	60	10
ROOSEVELT AVE	---	NE	---	53	10
VAN BUREN RD	---	SE	---	26	10
VAN BUREN RD	---	NE	---	38	10
PROJECT TOTAL				1063	256

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

PURPOSE OF ALL TLES IS FOR SLOPING , UNLESS OTHERWISE NOTED.

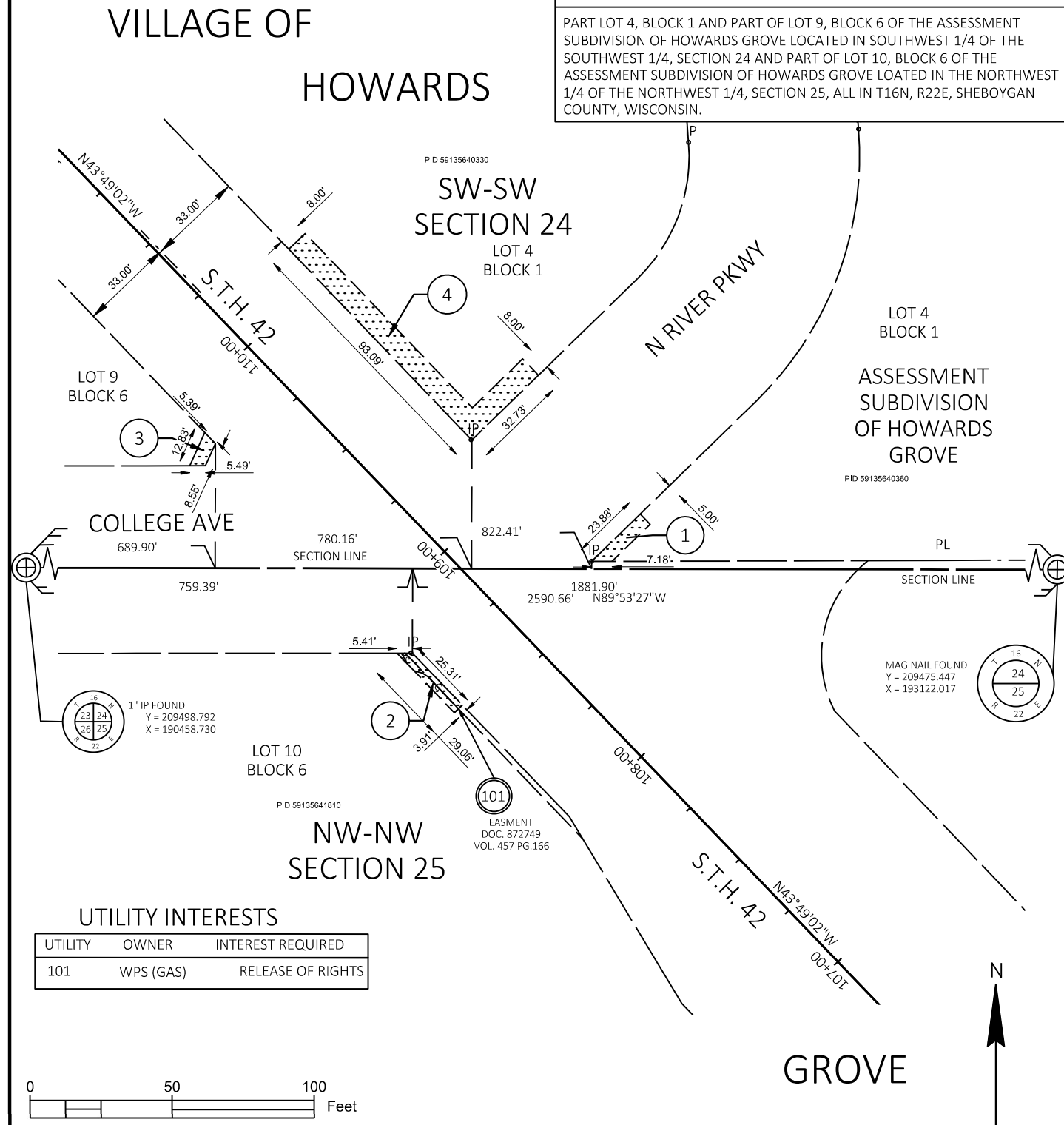
R/W PROJECT NUMBER: 4570-26-21 SHEET NUMBER: 1

TLE ACQUISITION MAP
VILLAGE OF HOWARDS GROVE

STH 42

SHEBOYGAN COUNTY

PART LOT 4, BLOCK 1 AND PART OF LOT 9, BLOCK 6 OF THE ASSESSMENT SUBDIVISION OF HOWARDS GROVE LOCATED IN SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 24 AND PART OF LOT 10, BLOCK 6 OF THE ASSESSMENT SUBDIVISION OF HOWARDS GROVE LOATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 25, ALL IN T16N, R22E, SHEBOYGAN COUNTY, WISCONSIN.



UTILITY INTERESTS

UTILITY	OWNER	INTEREST REQUIRED
101	WPS (GAS)	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	TLE (SQ. FT.)
1	THE VILLAGE OF HOWARDS GROVE, A MUNICIPAL CORPORATION	TLE	106
2	JEFFREY D. PARRISH AND DONNA M. PLATE	TLE	106
3	CHARLES R. FRY, JR. AND KAREN A. FRY	TLE	53
4	LISA A. FINTELMANN	TLE	942

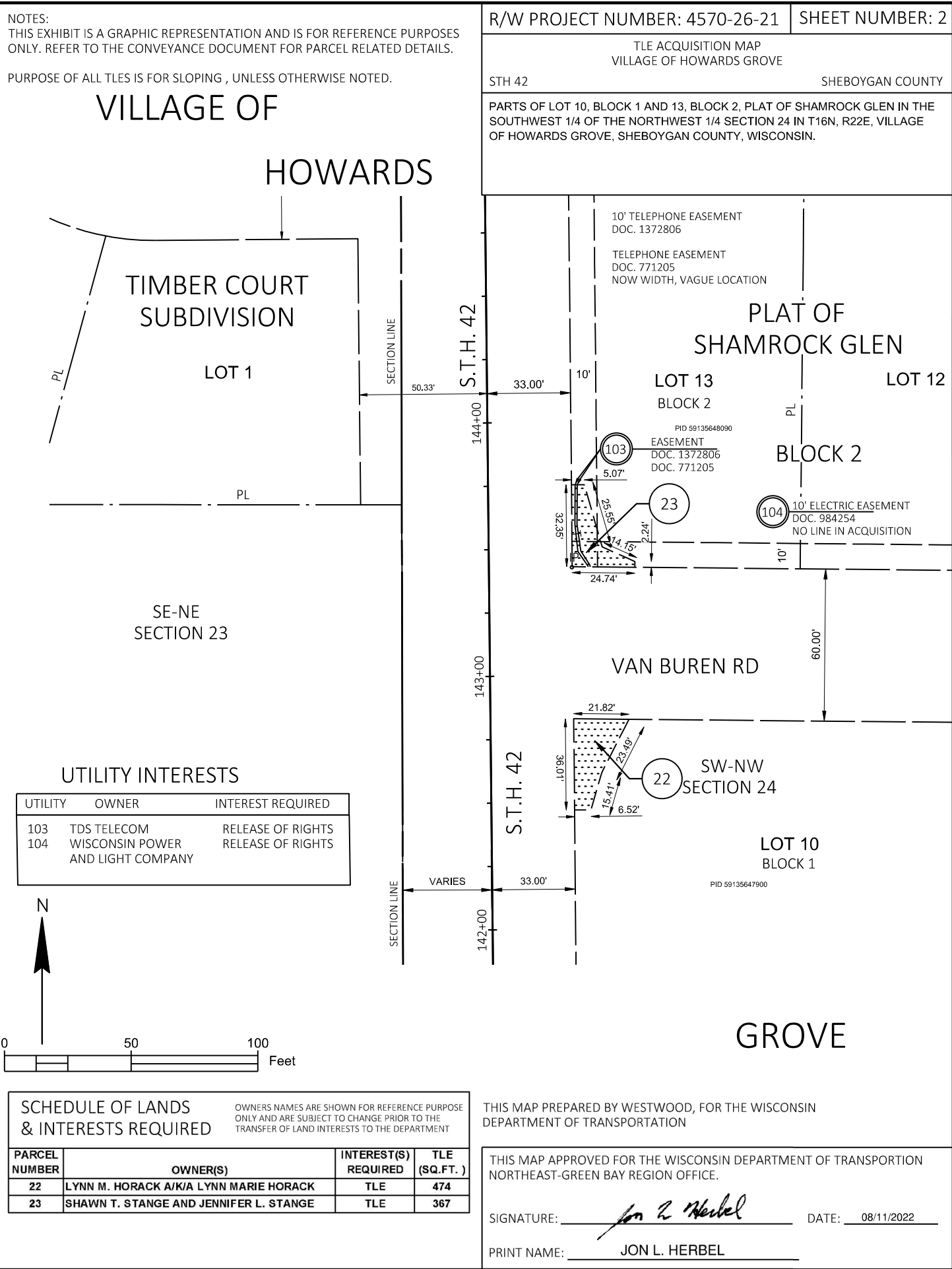
THIS MAP PREPARED BY WESTWOOD, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

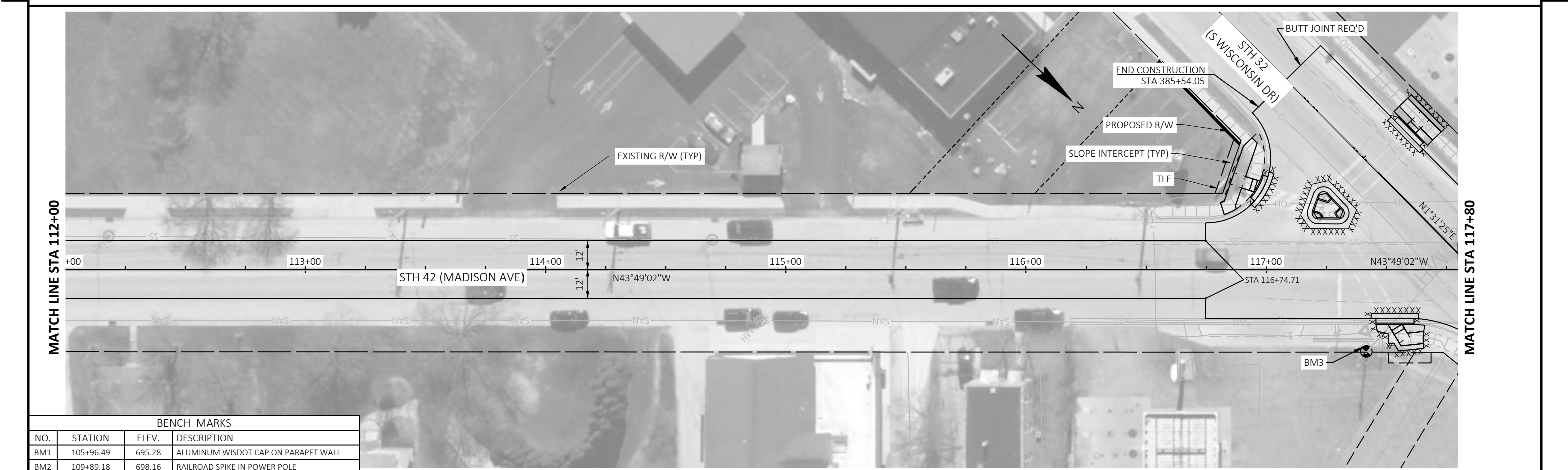
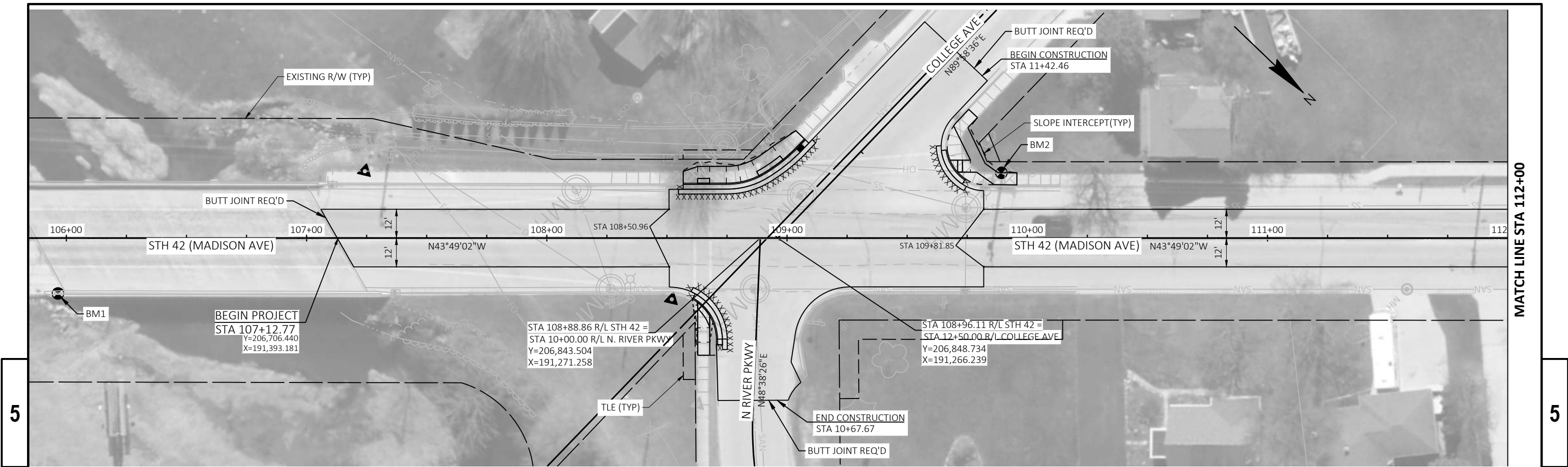
THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTHEAST-GREEN BAY REGION OFFICE.

SIGNATURE: Jon L. Herbel DATE: 08/11/2022

PRINT NAME: JON L. HERBEL

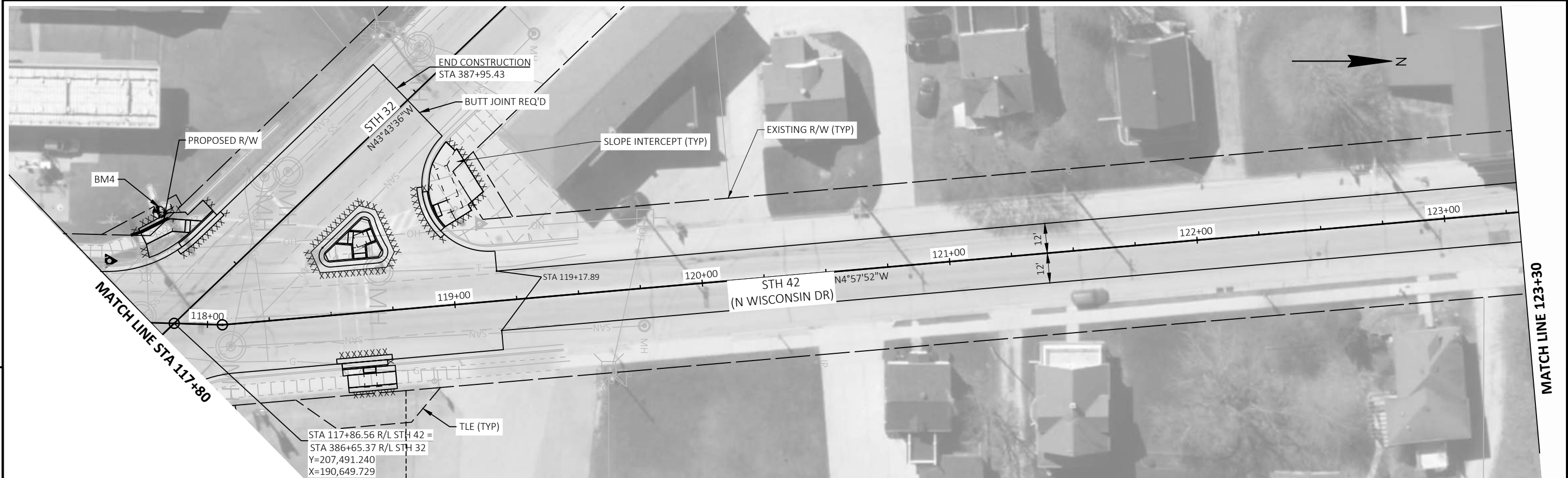
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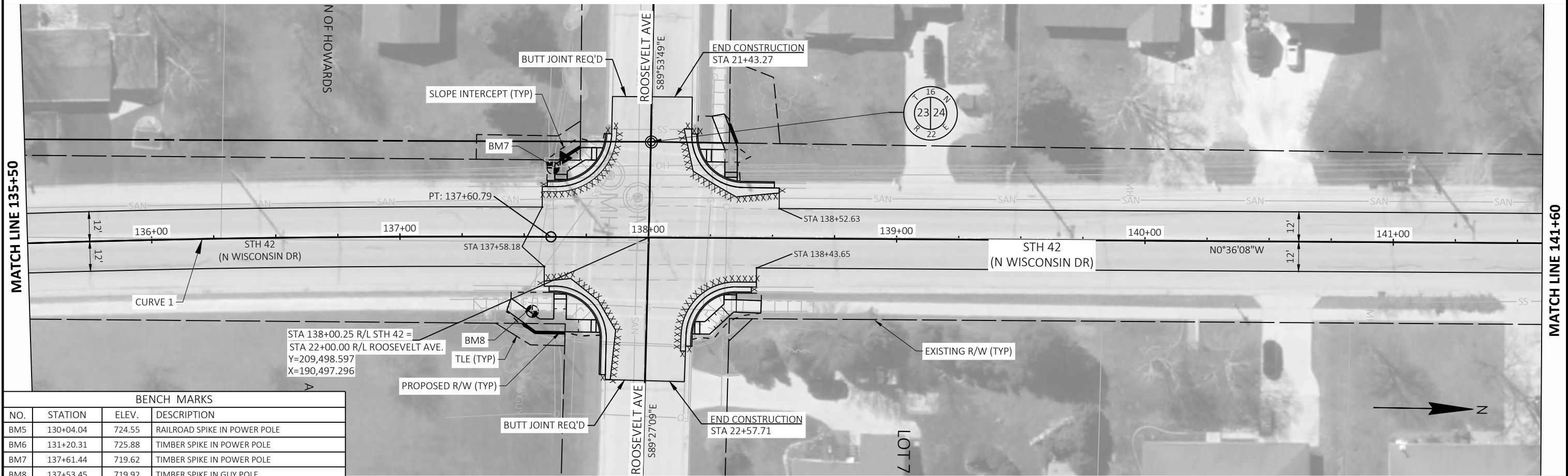
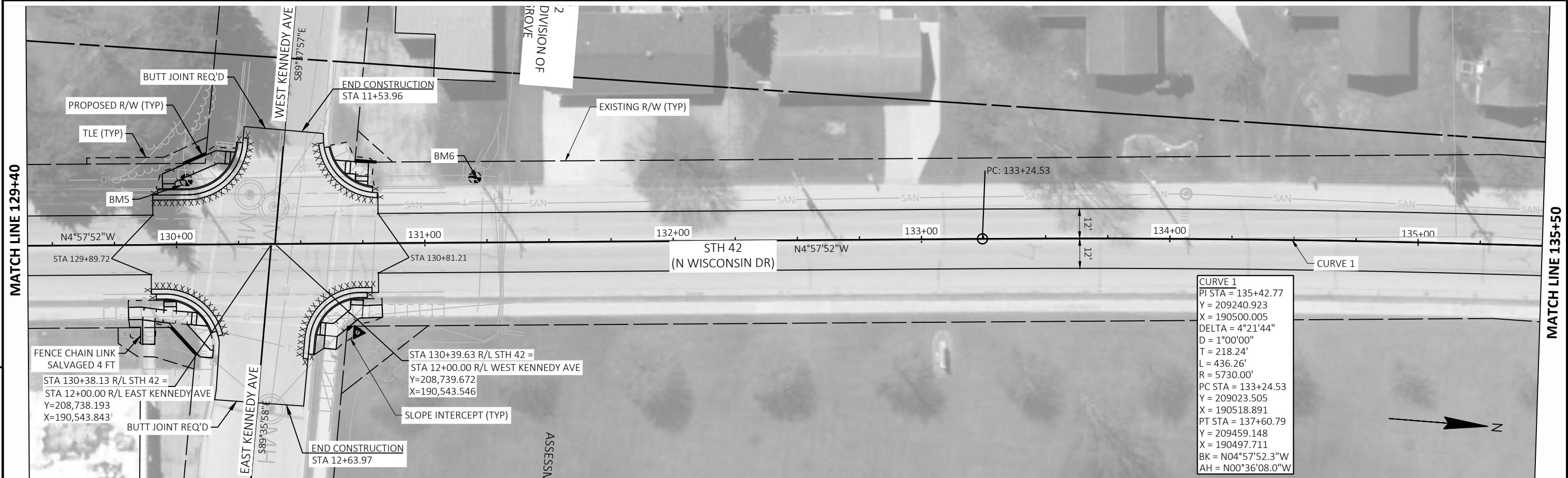
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1	105+96.49	695.28	ALUMINUM WISDOT CAP ON PARAPET WALL
BM2	109+89.18	698.16	RAILROAD SPIKE IN POWER POLE

PROJECT NO:	4570-26-71	HWY: STH 42	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET	66	E
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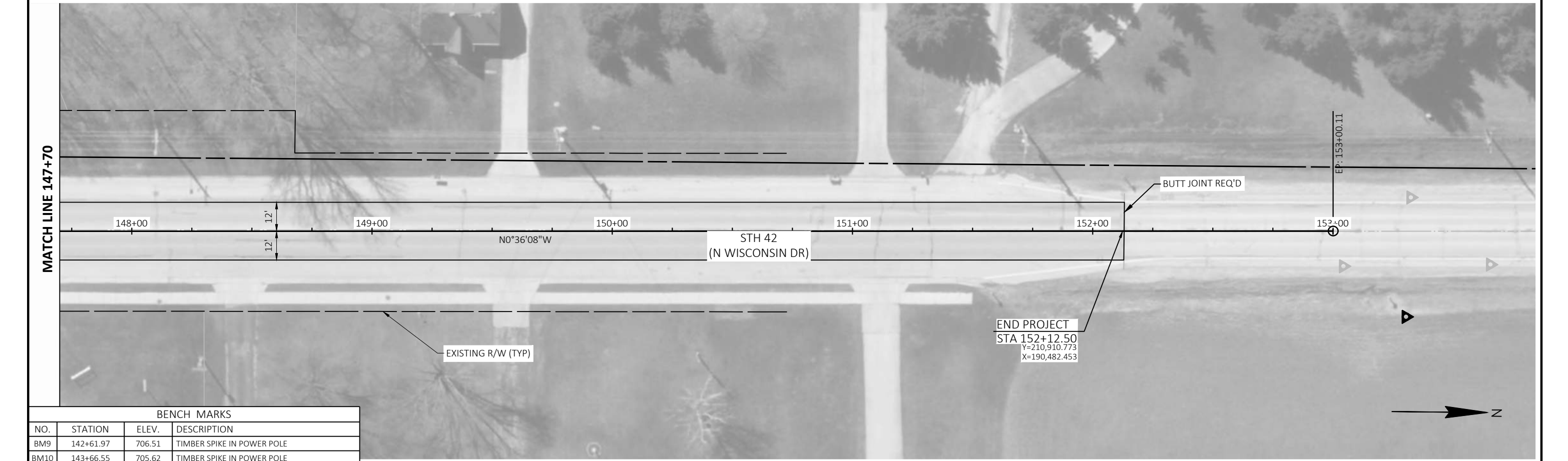
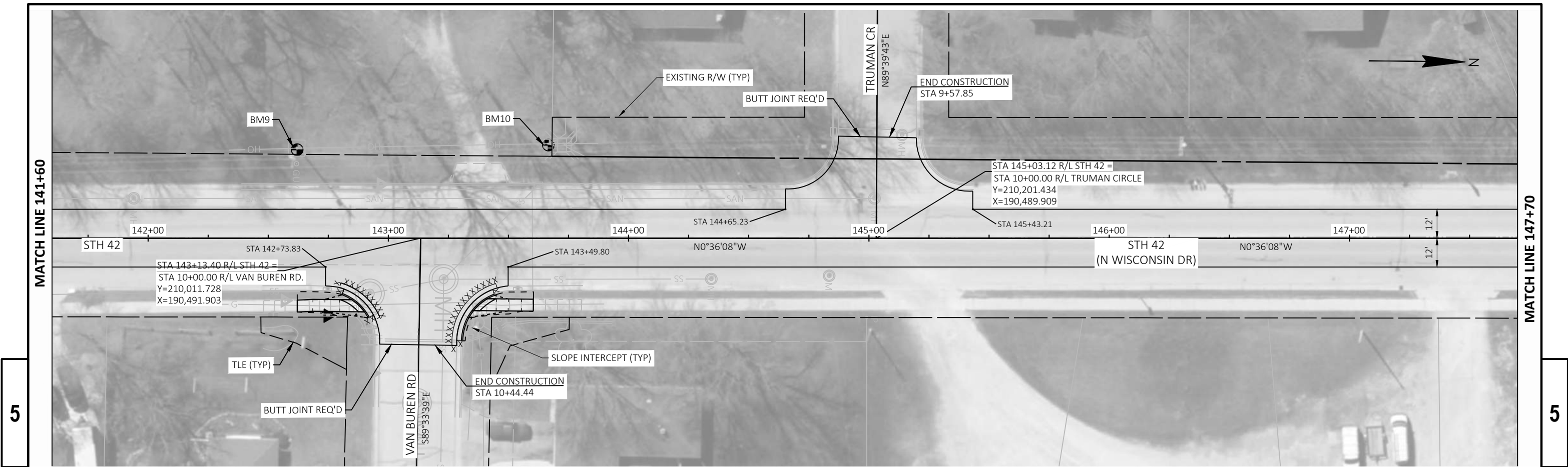


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM3	117+41.51	724.78	RAILROAD SPIKE IN LIGHT POLE
BM4	386+91.86	727.78	SOUTHEAST BOLT ON MOBILE GAS STATION SIGN BASE

PROJECT NO:	4570-26-71	HWY: STH 42	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET	67	E
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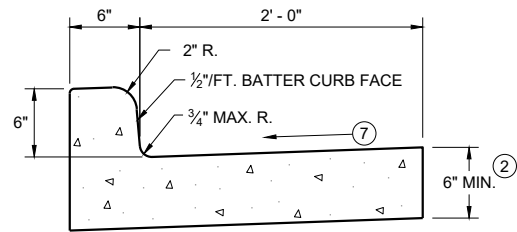
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM5	130+04.04	724.55	RAILROAD SPIKE IN POWER POLE
BM6	131+20.31	725.88	TIMBER SPIKE IN POWER POLE
BM7	137+61.44	719.62	TIMBER SPIKE IN POWER POLE
BM8	137+53.45	719.92	TIMBER SPIKE IN GUY POLE



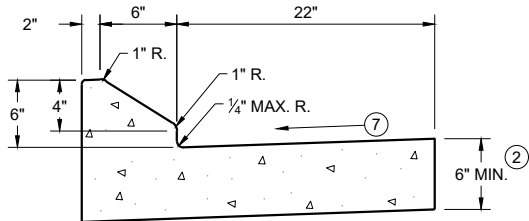
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM9	142+61.97	706.51	TIMBER SPIKE IN POWER POLE
BM10	143+66.55	705.62	TIMBER SPIKE IN POWER POLE

Standard Detail Drawing List

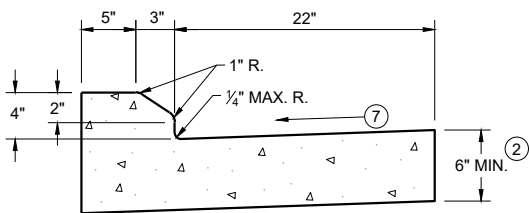
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



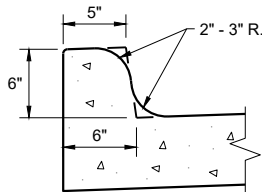
TYPES A^① & D



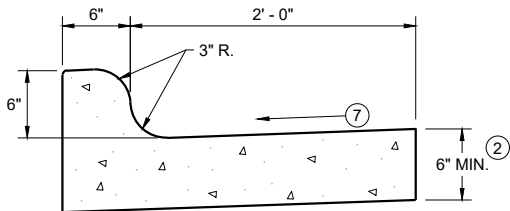
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

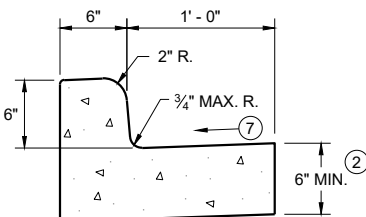


TYPES K^① & L
(OPTIONAL CURB SHAPE)



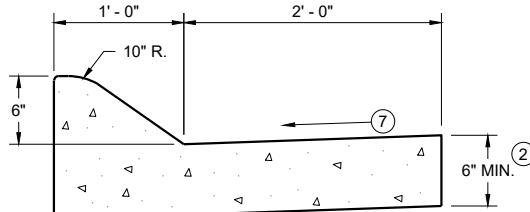
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

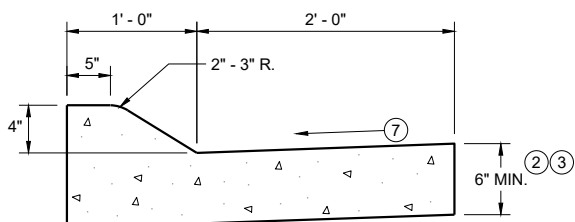


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

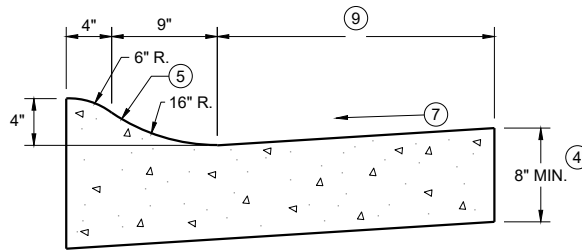


6" SLOPED CURB TYPES A^① & D



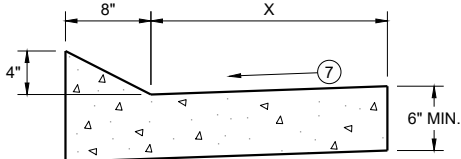
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

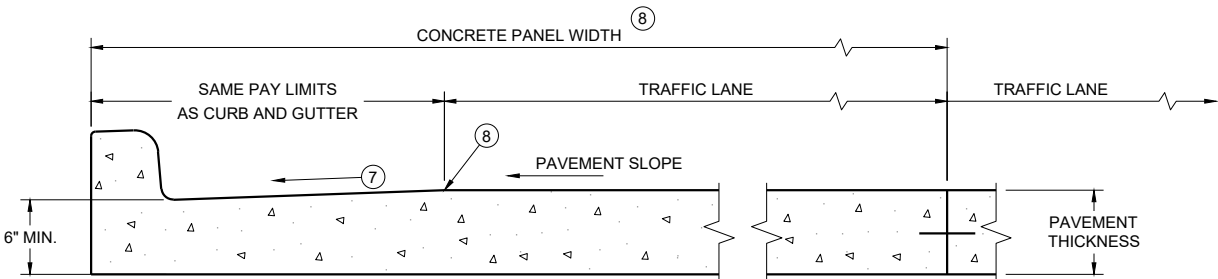


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

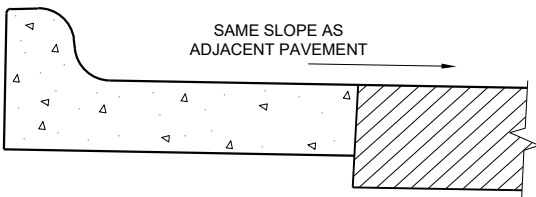
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

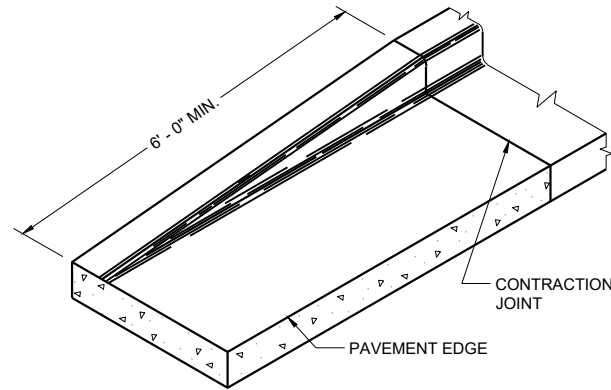
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

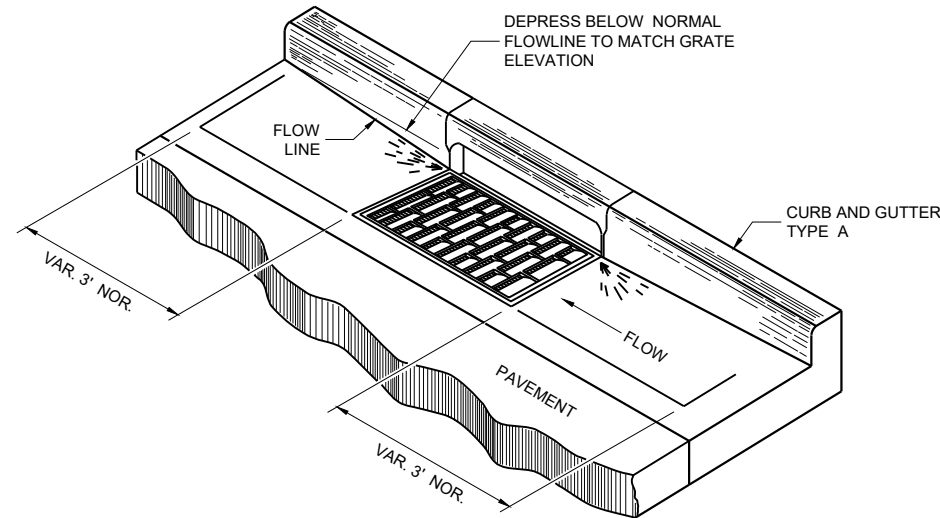
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

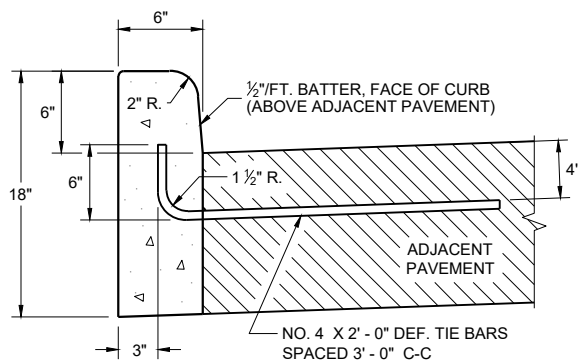


END SECTION CURB AND GUTTER

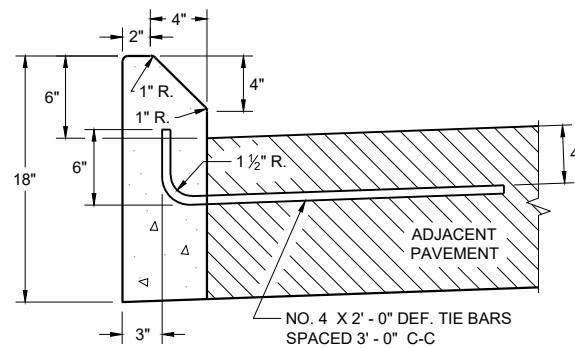


DETAIL OF CURB AND GUTTER AT INLETS

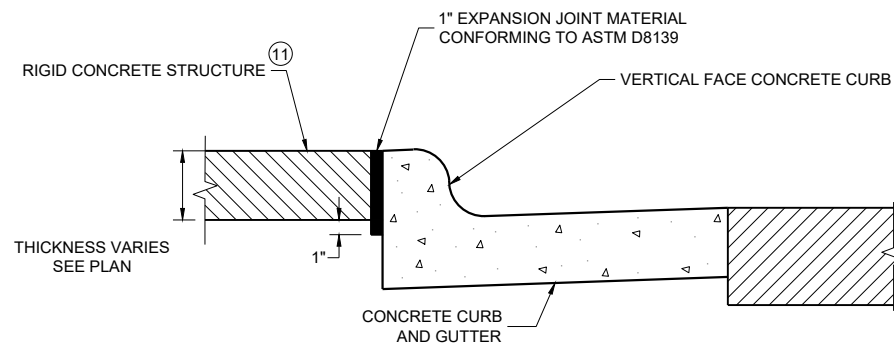
(TYPICAL H INLET COVER SHOWN)



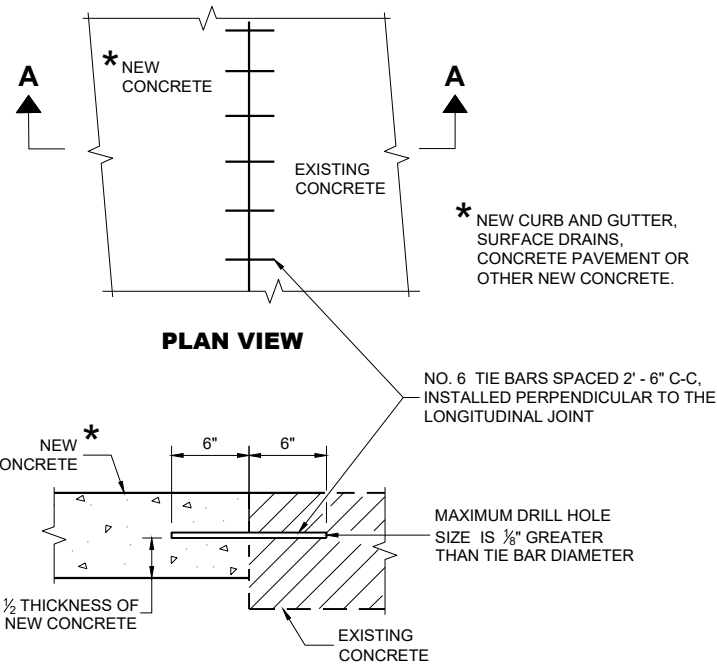
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

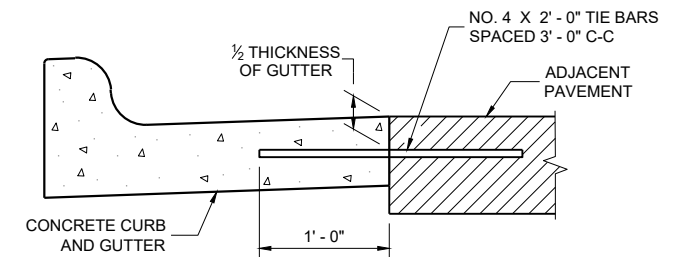
GENERAL NOTES

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

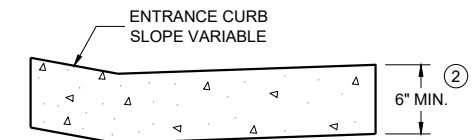
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

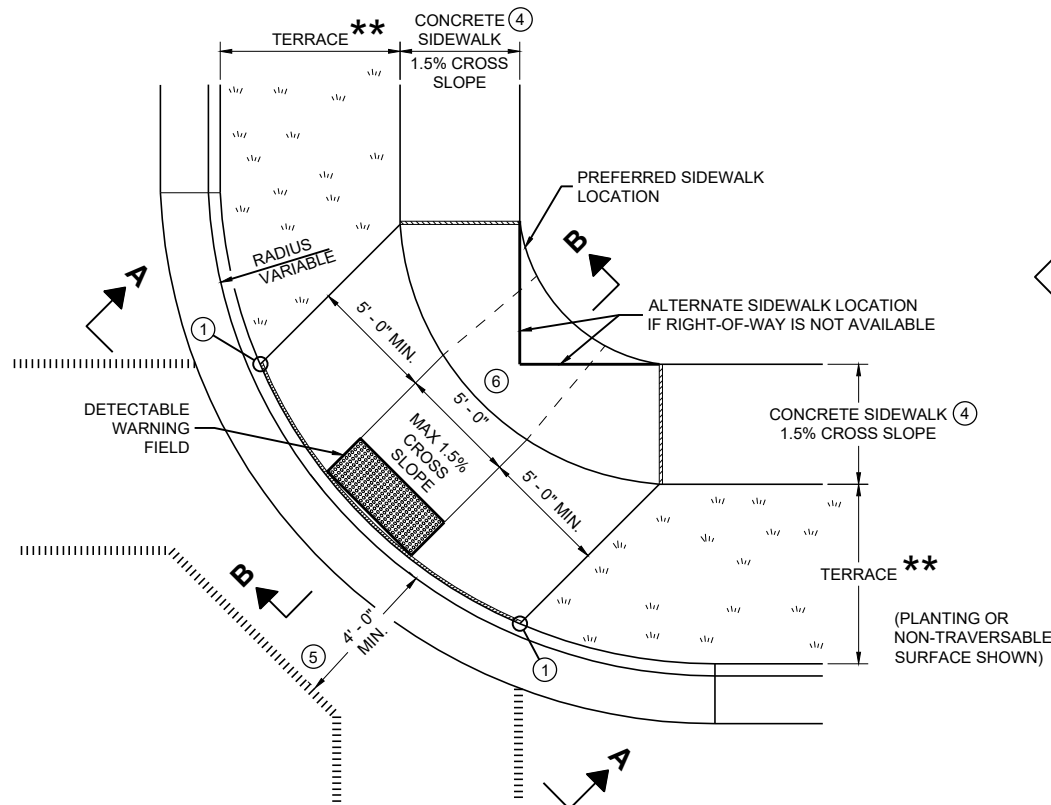


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

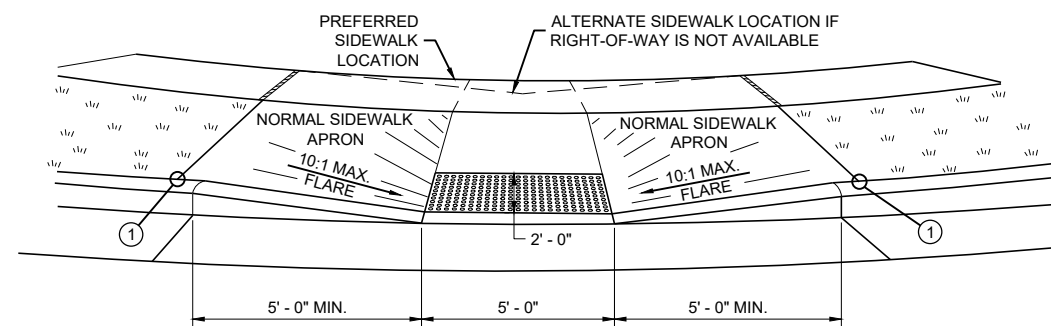
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

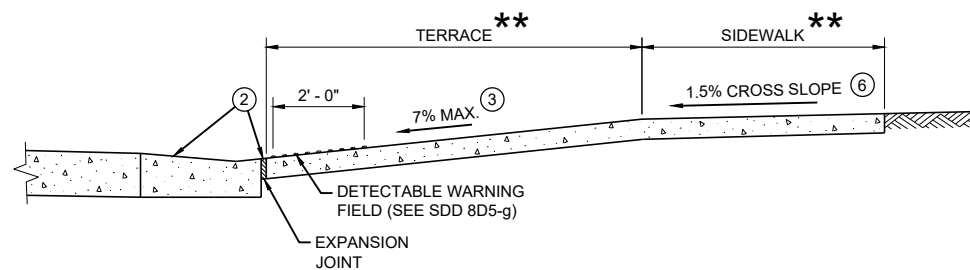


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

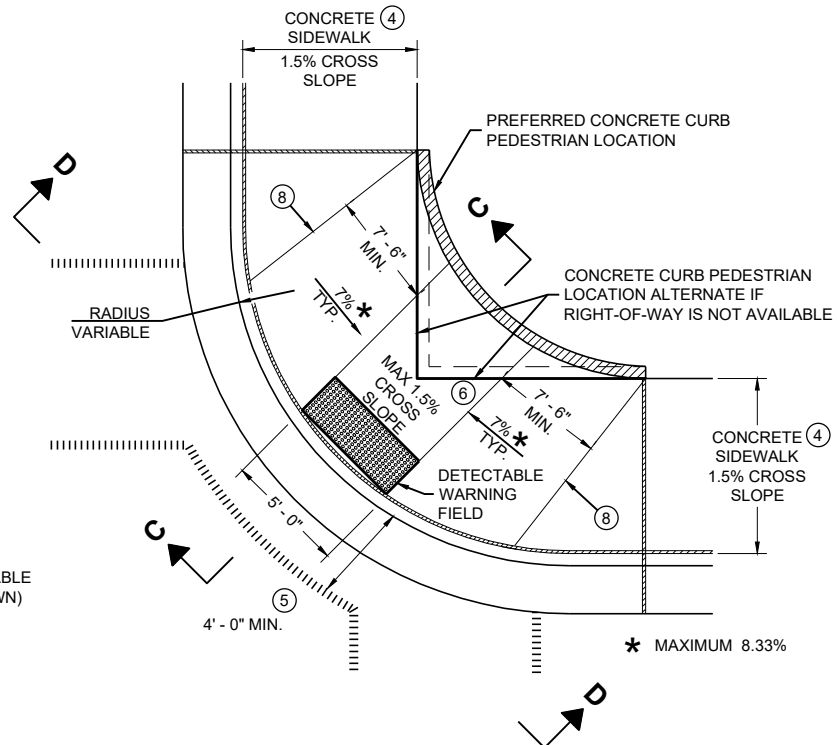


VIEW A - A FOR TYPE 1

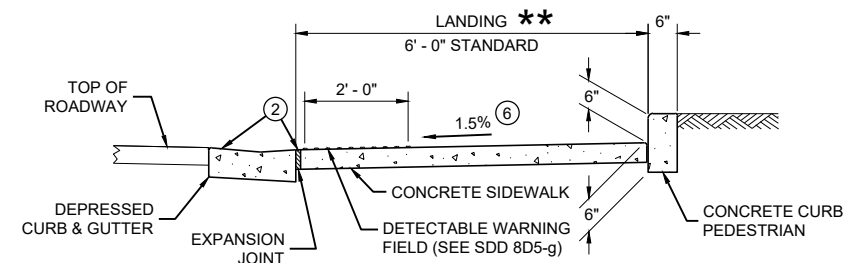
** WIDTH SHOWN ELSEWHERE
 IN THE PLANS



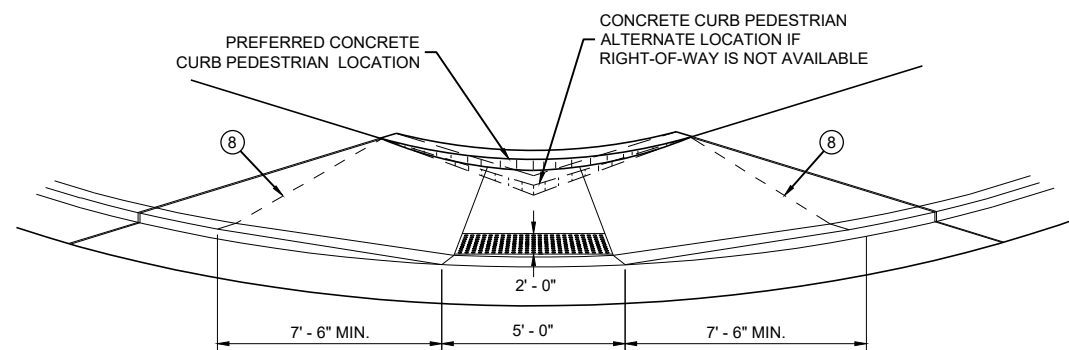
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

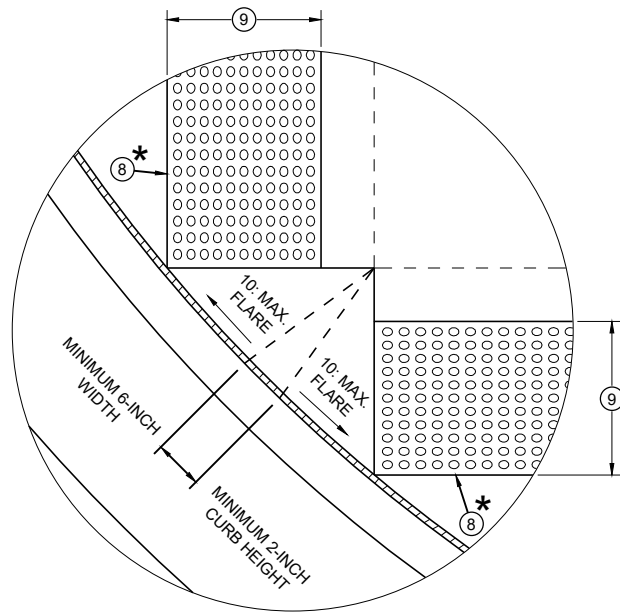
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
- 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.

LEGEND

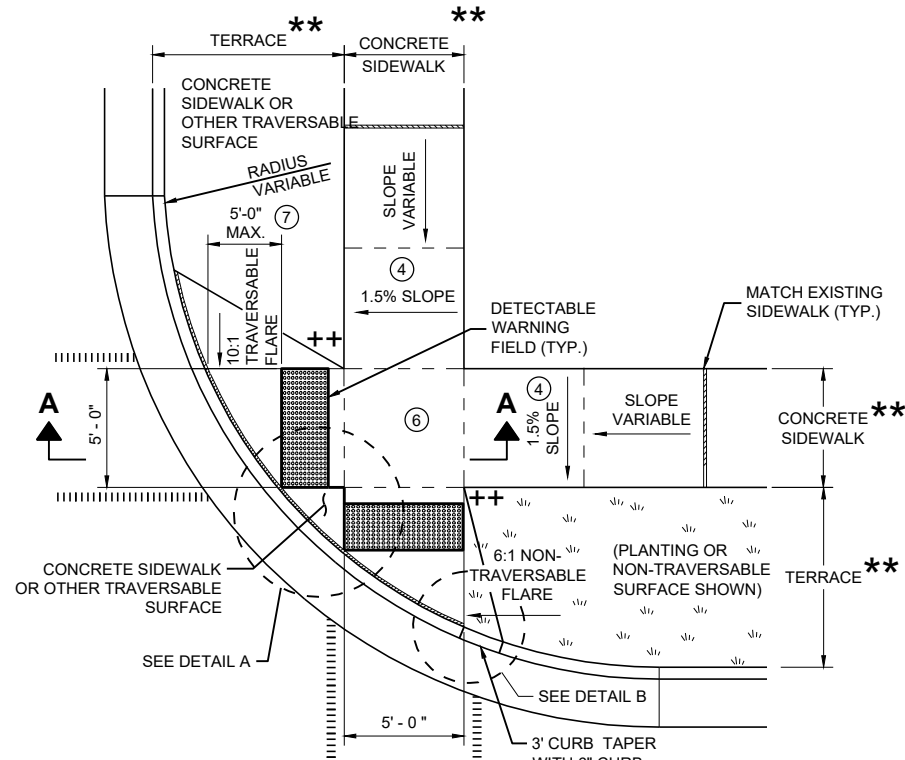
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

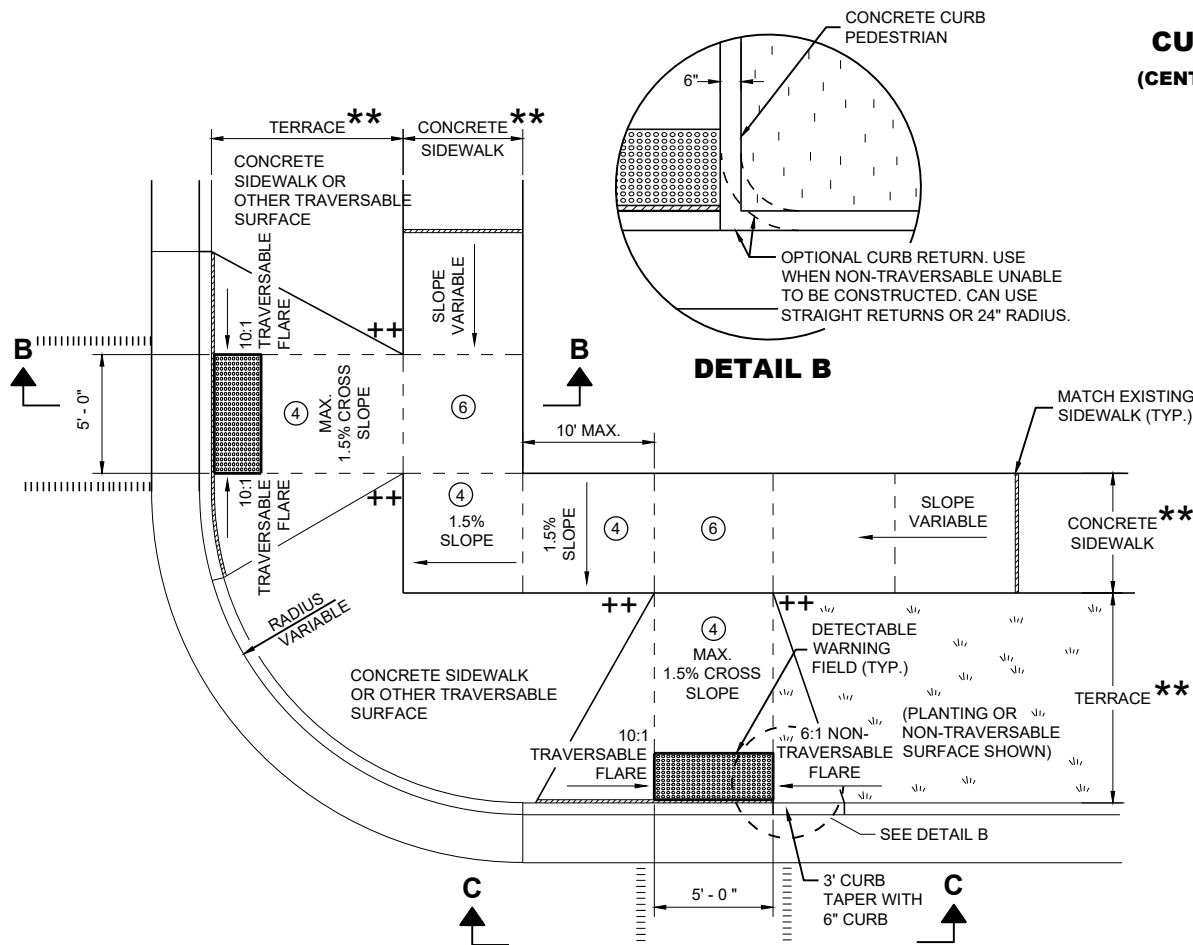
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION



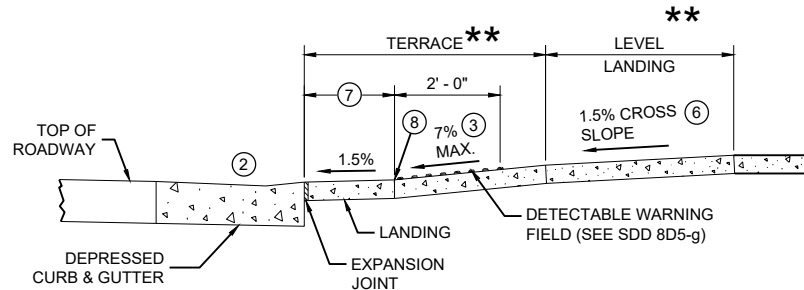
DETAIL A



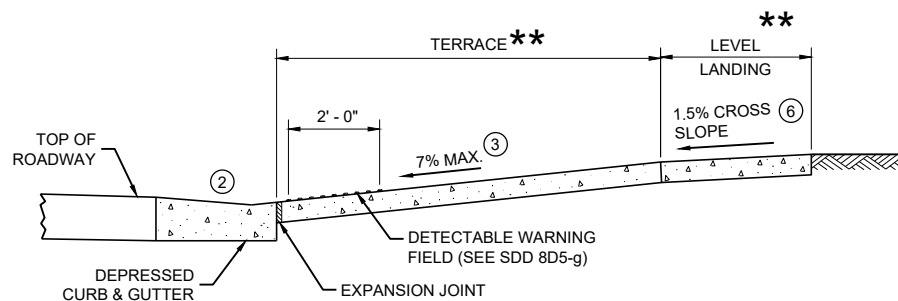
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



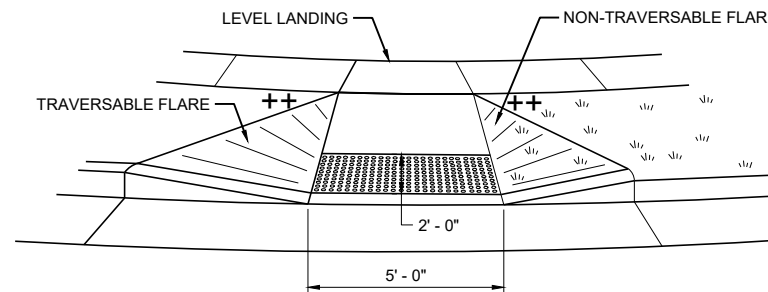
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - 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.

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

★★ WIDTH SHOWN ELSEWHERE
IN THE PLANS

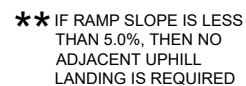
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

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

CURB RAMPS TYPE 2 AND 3

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

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

INTERMEDIATE RADII CAN BE INTERPOLATED



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 $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

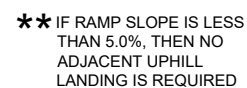
- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

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

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



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

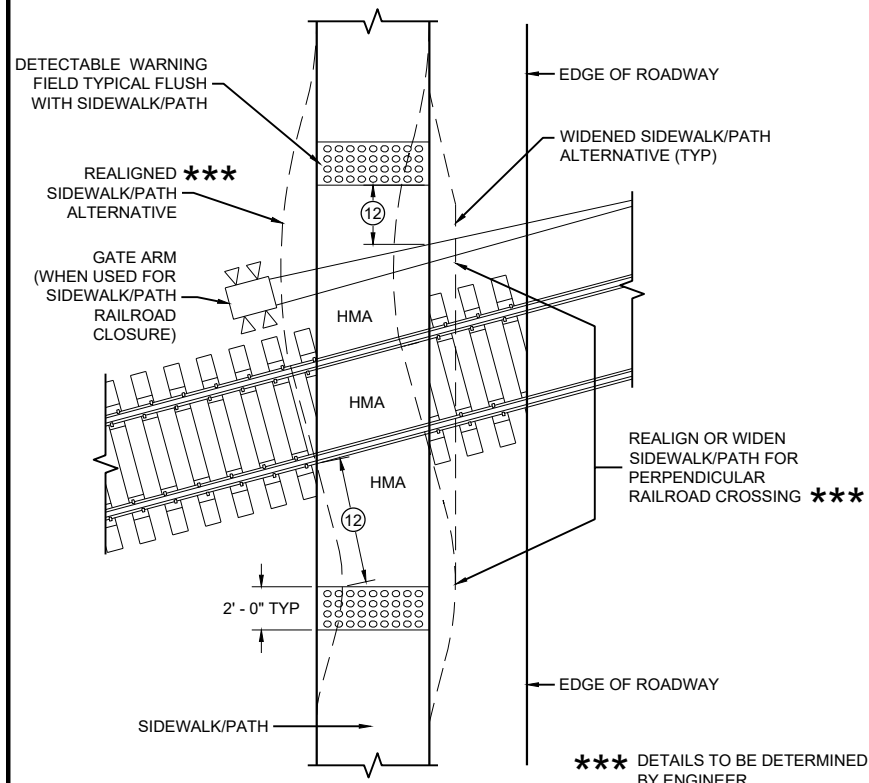
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8" - 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.



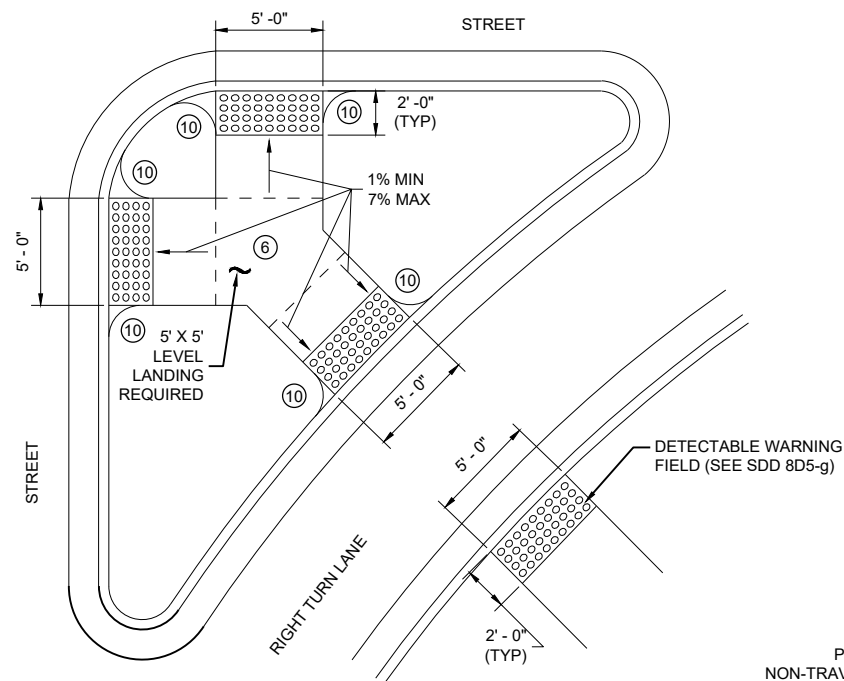
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
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CURB RAMP TYPE 8

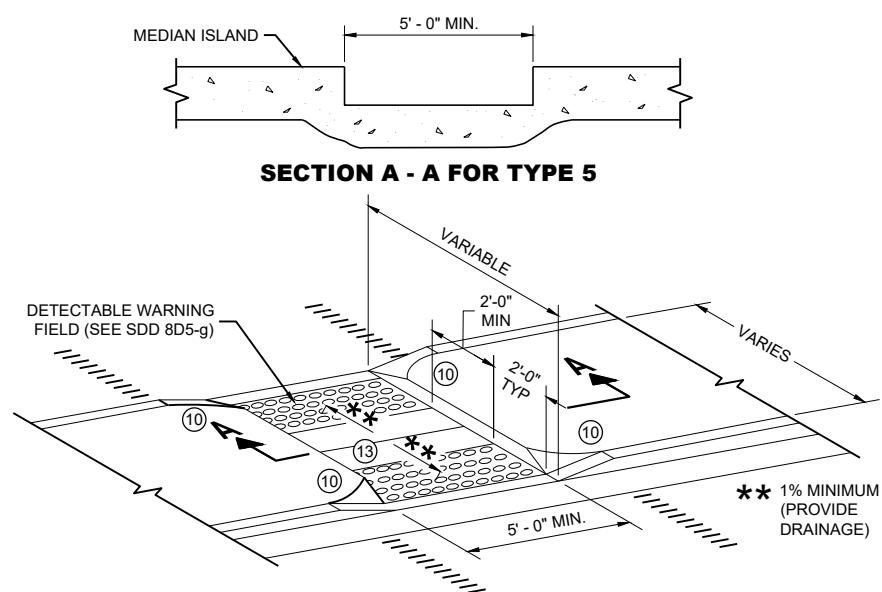
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

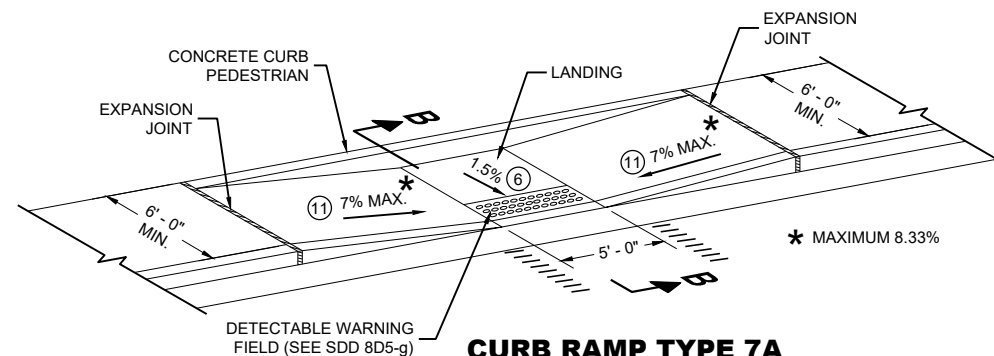
DETECTABLE WARNING AT ISLANDS

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

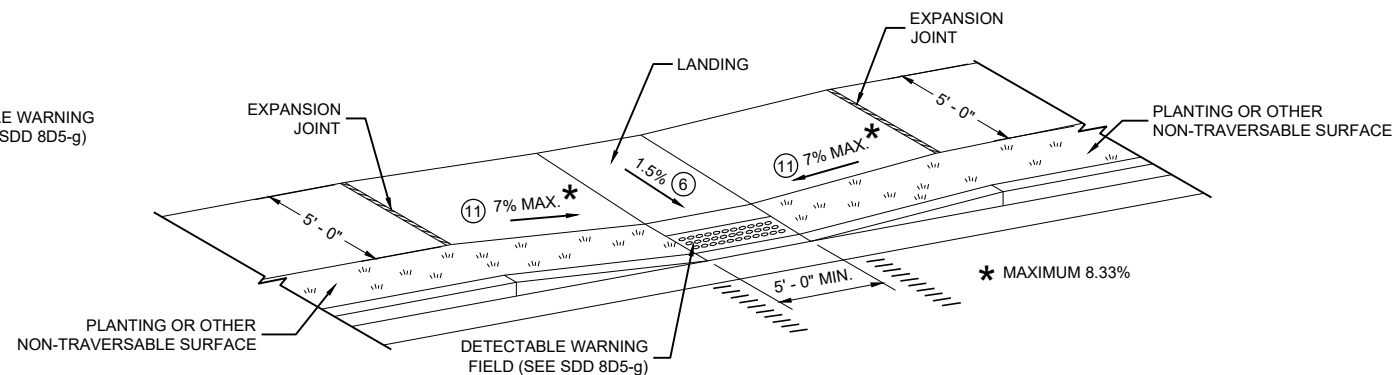


CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

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

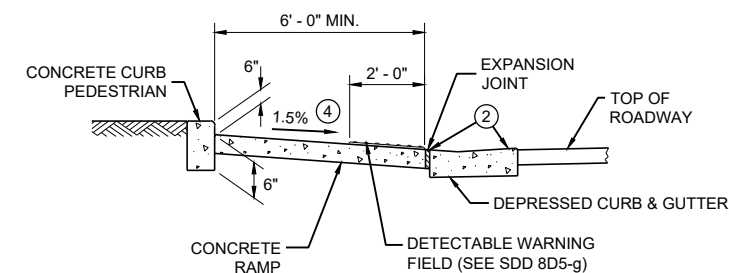
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8 - 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 $\pm 0.5\%$ 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 $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

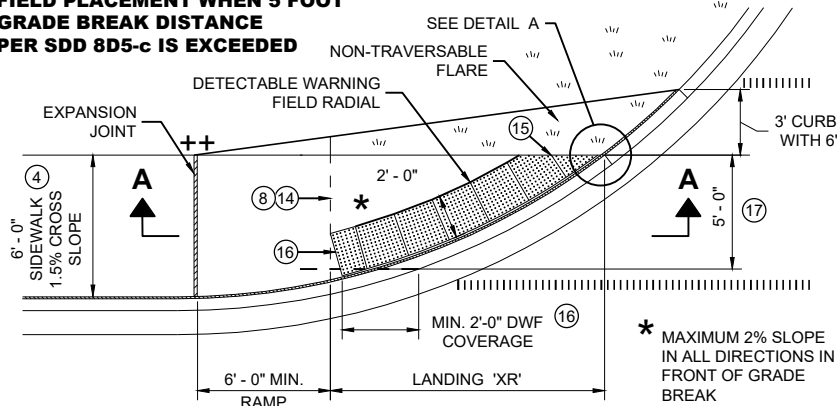


SECTION B - B FOR TYPE 7A

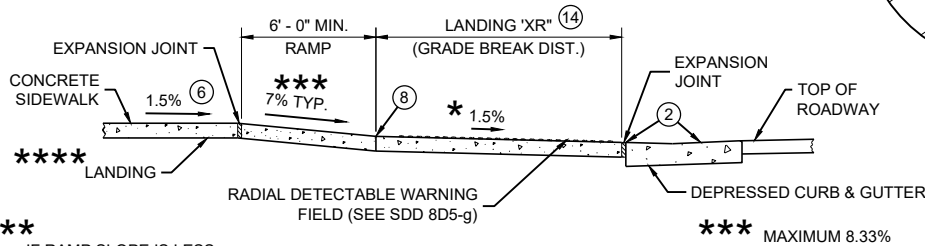
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

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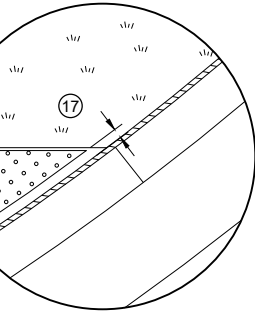
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



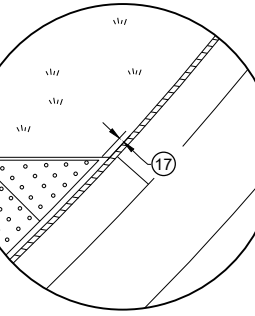
**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION A - A FOR TYPE 4A1

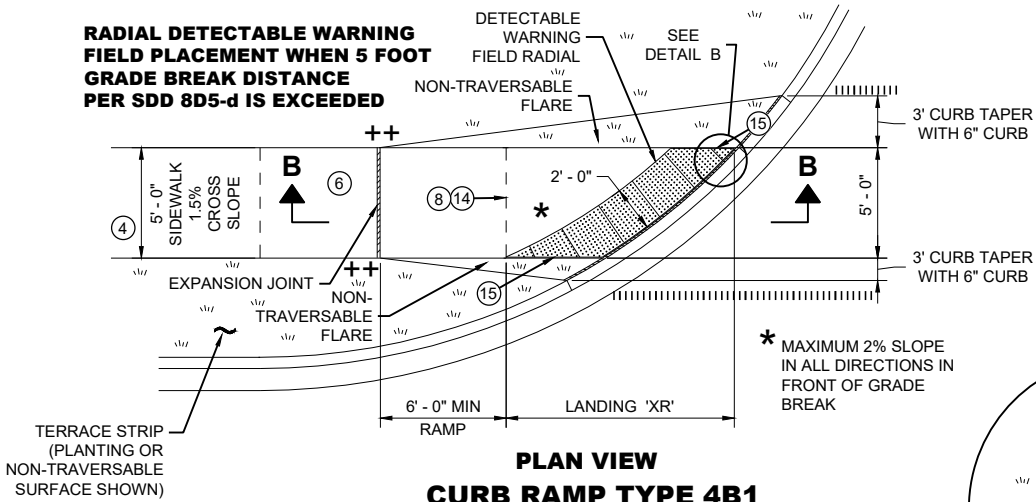


DETAIL A

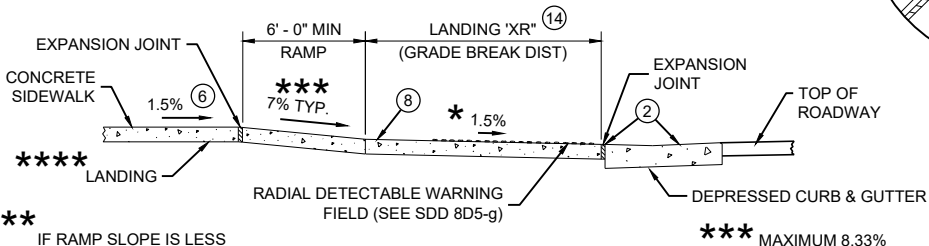


DETAIL B

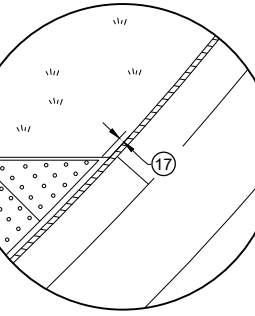
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



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



SECTION B - B FOR TYPE 4B1



DETAIL B

GENERAL NOTES

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

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

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

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

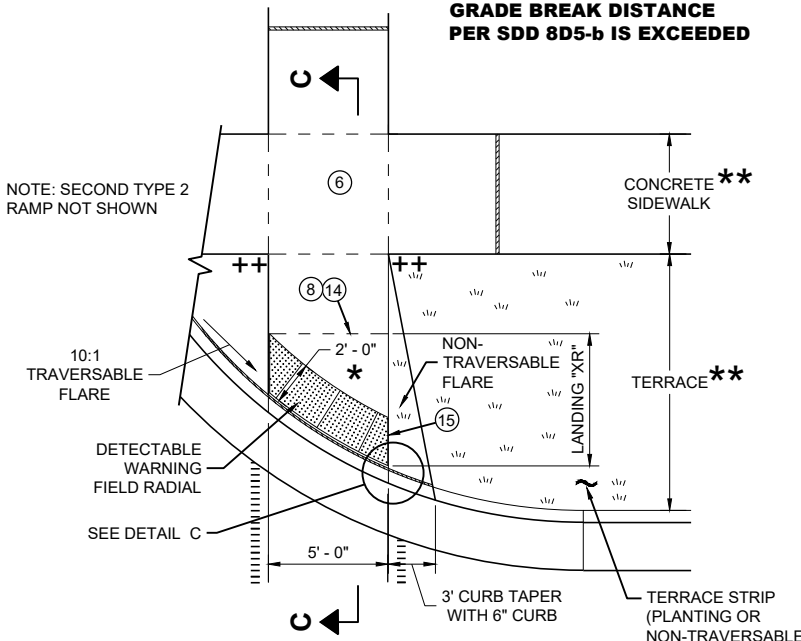
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

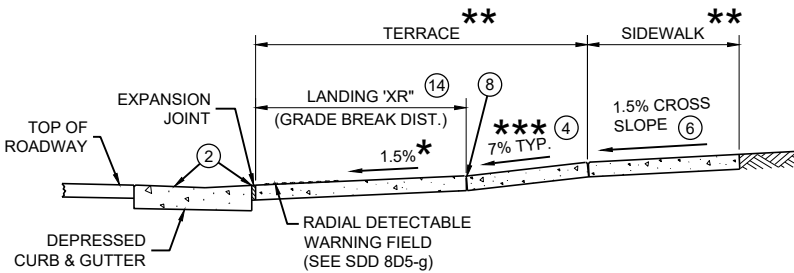
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD 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 1/2" 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 WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

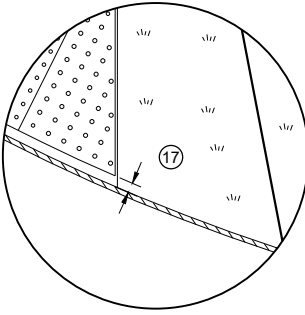
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



DETAIL C

*** MAXIMUM 2% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE
BREAK

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

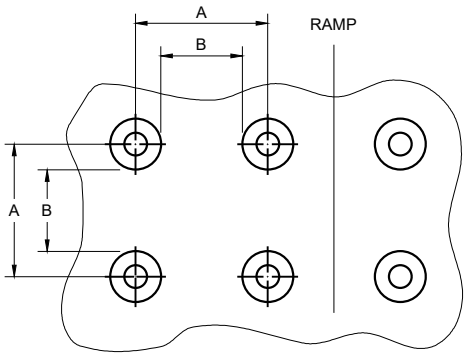
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

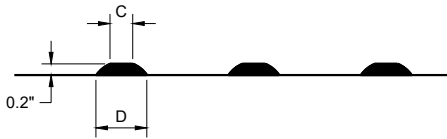
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

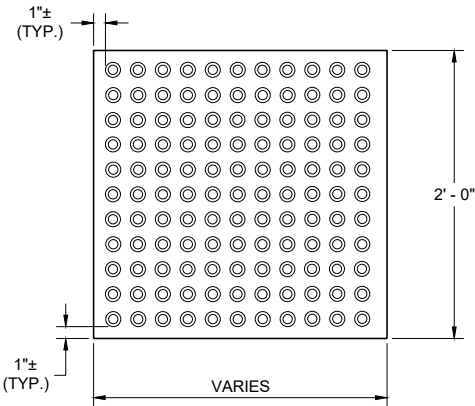


PLAN VIEW

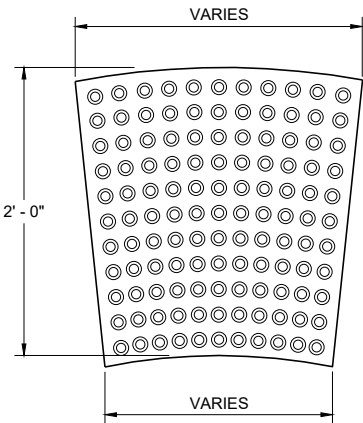


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

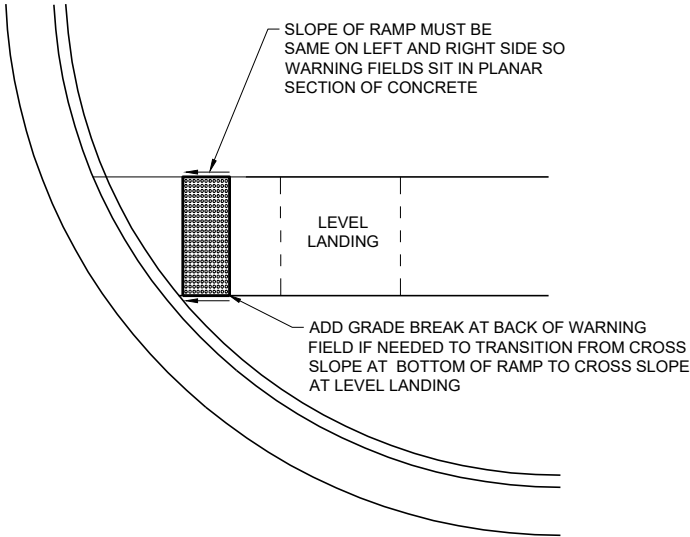


RECTANGULAR
PLATES

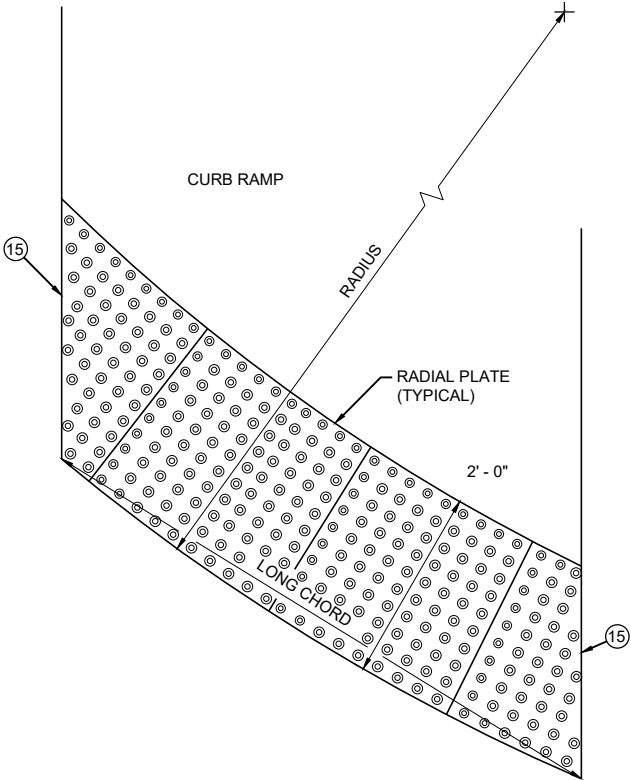


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

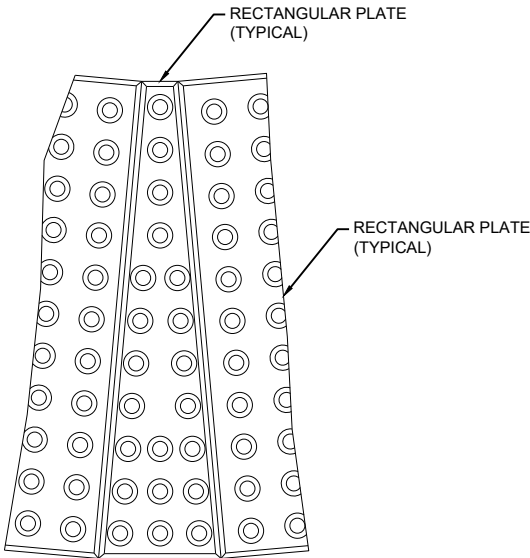
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

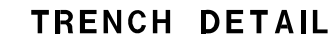
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



- 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 1½" X 1½" 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.

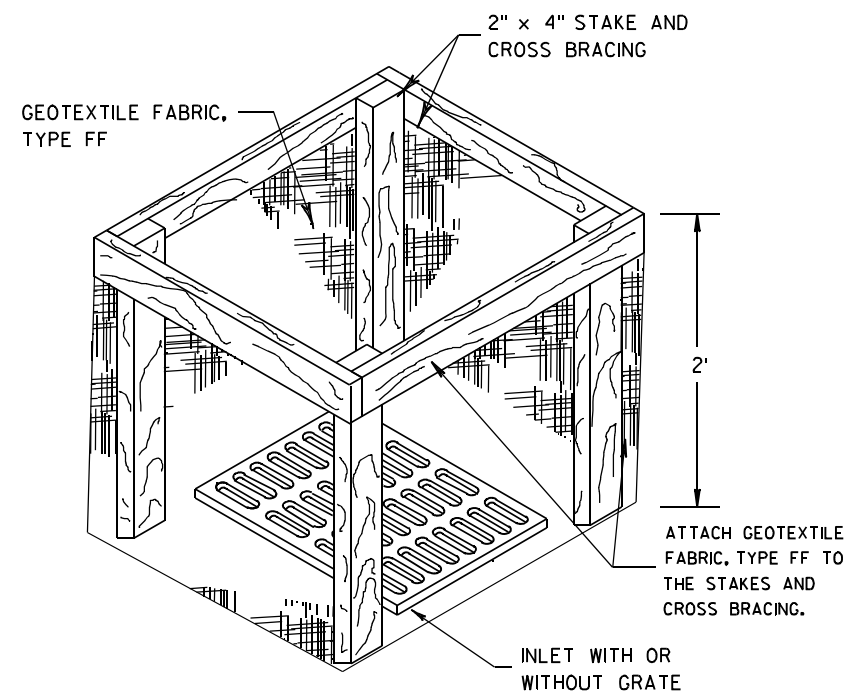
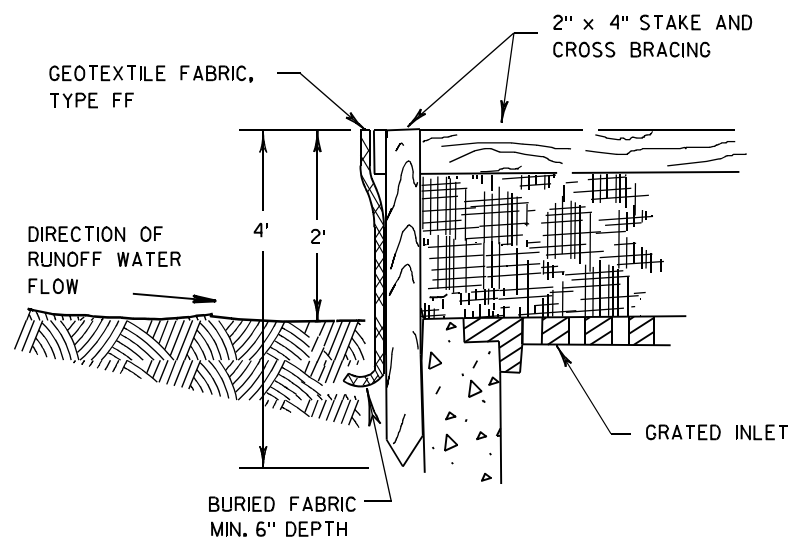


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Connolly
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

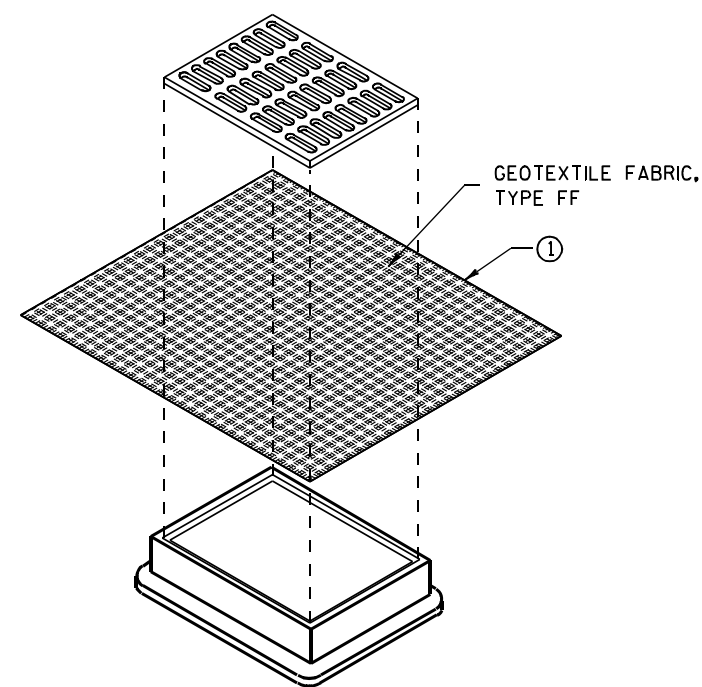
GENERAL NOTES

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

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

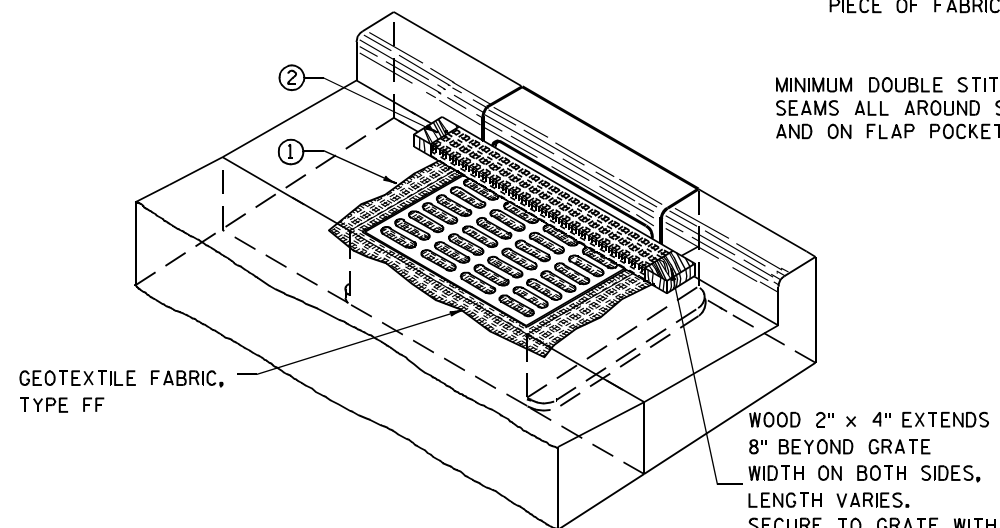
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

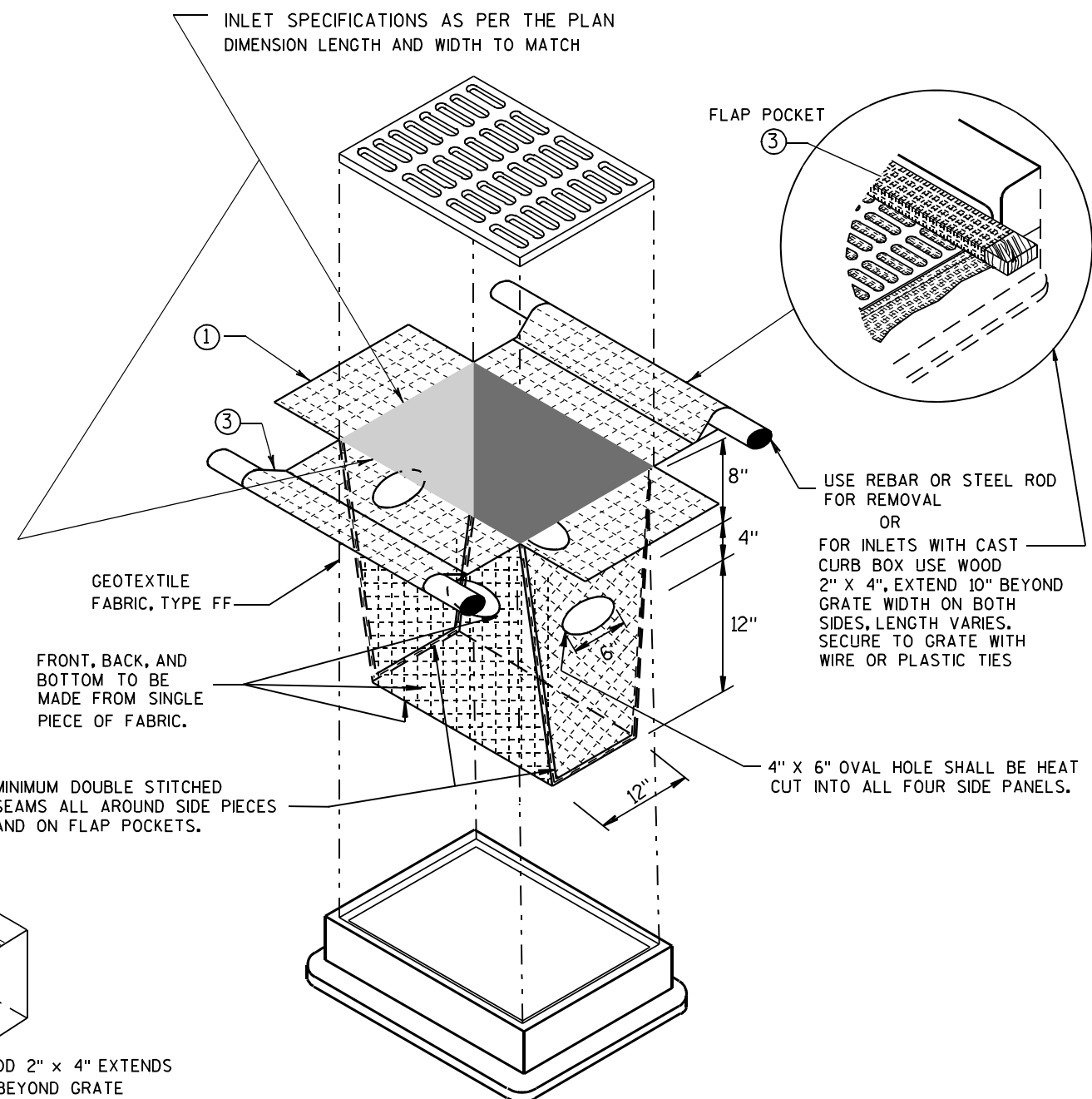
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



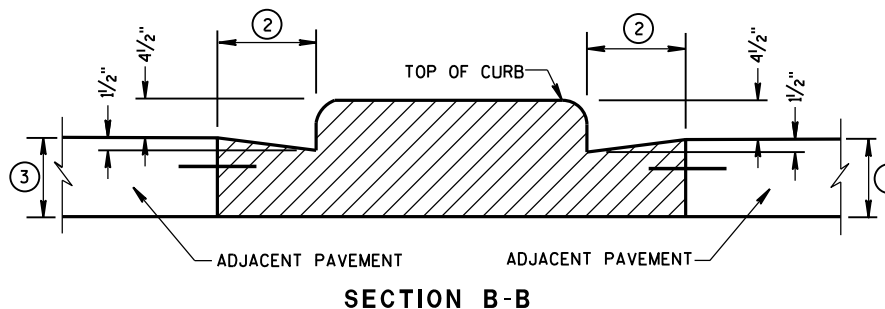
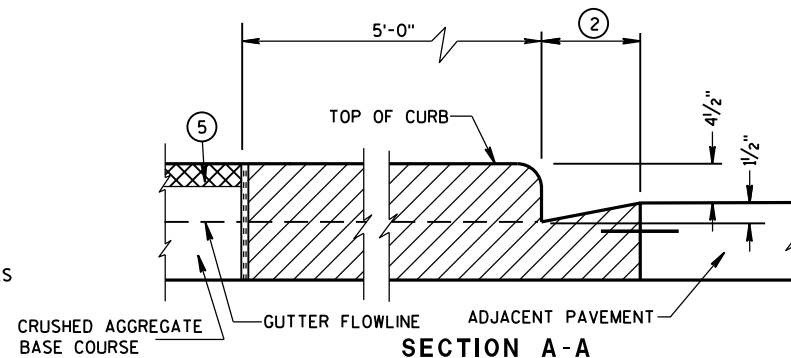
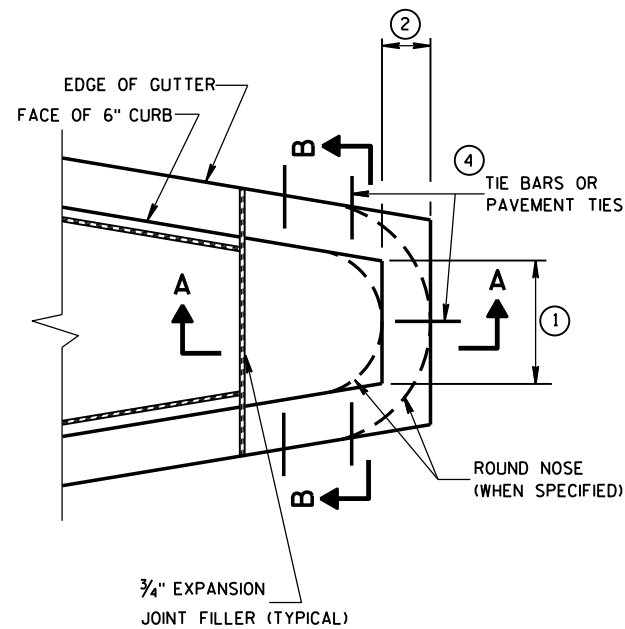
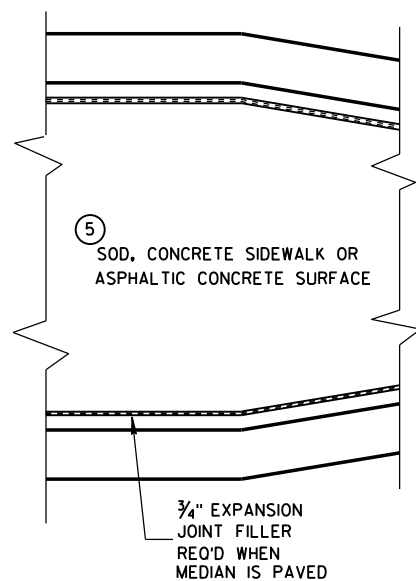
INLET PROTECTION, TYPE D

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

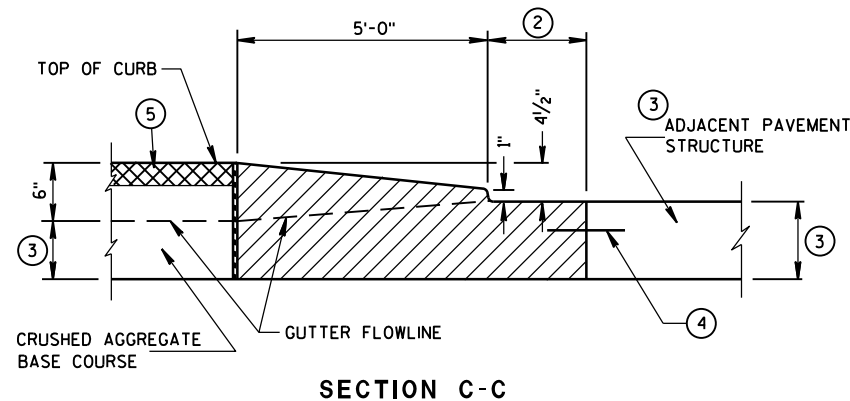
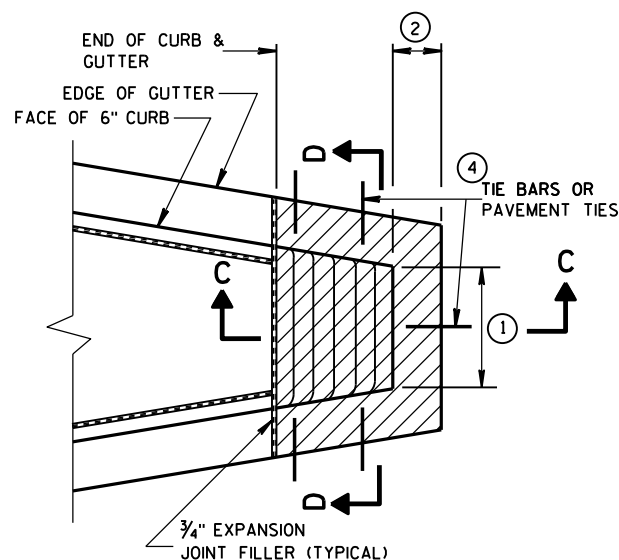
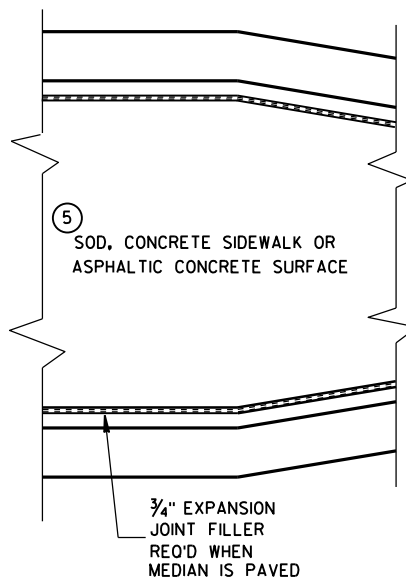
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

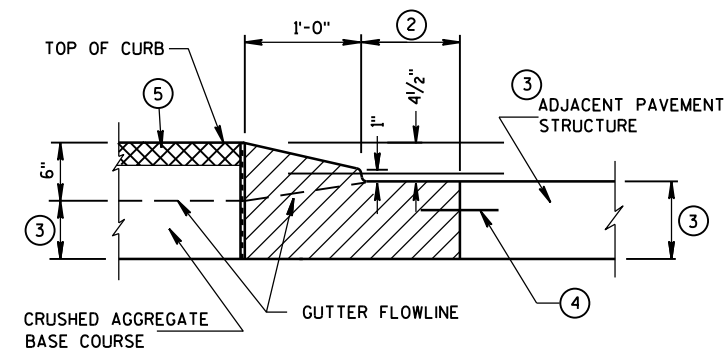
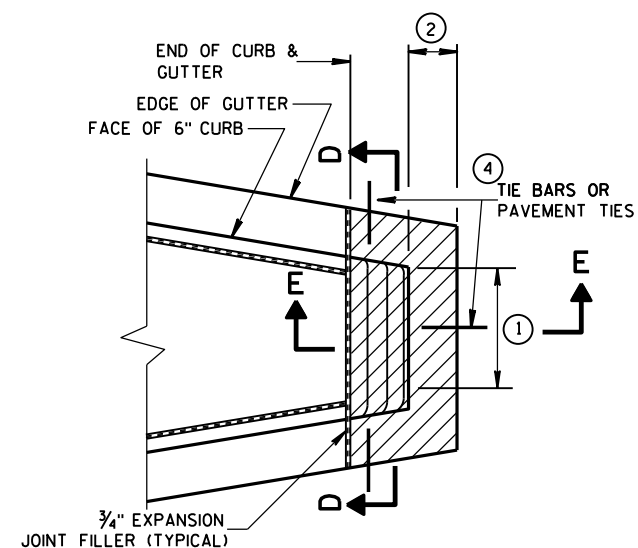
APPROVED
10/16/02 /S/ Beth Connolly
DATE 81
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



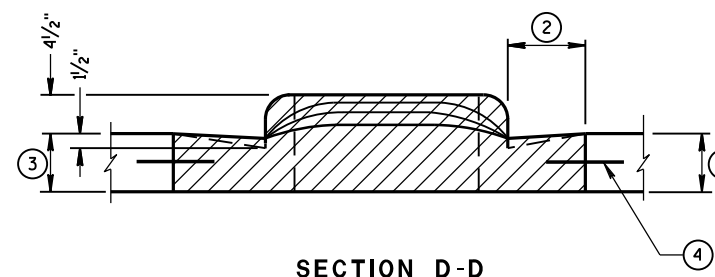
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

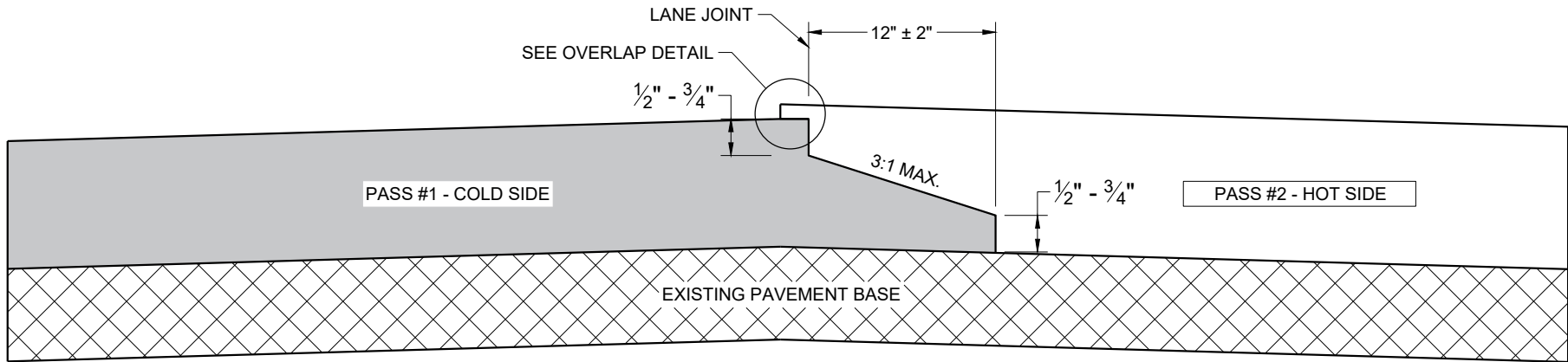
6/8/2006

DATE

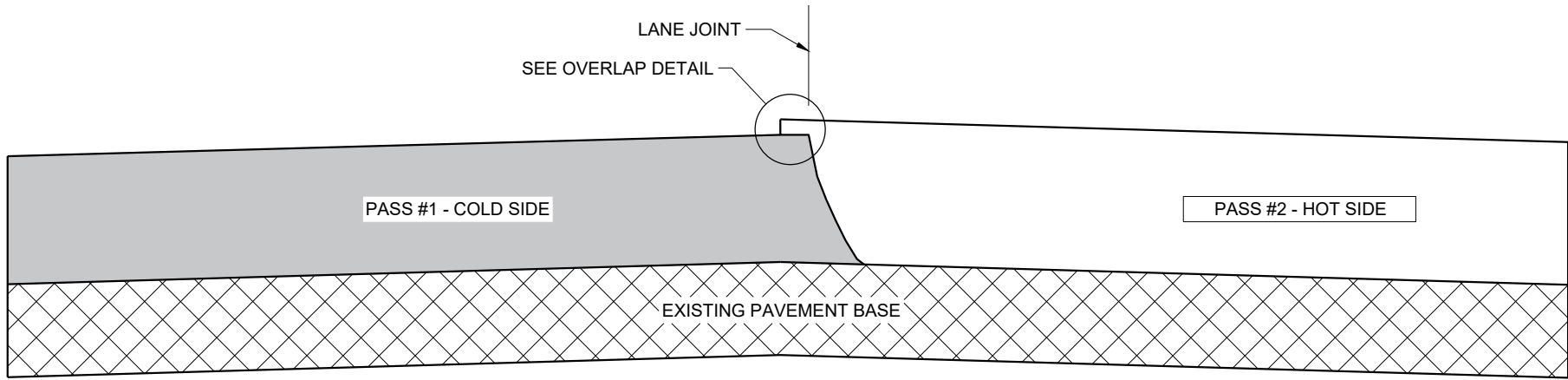
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

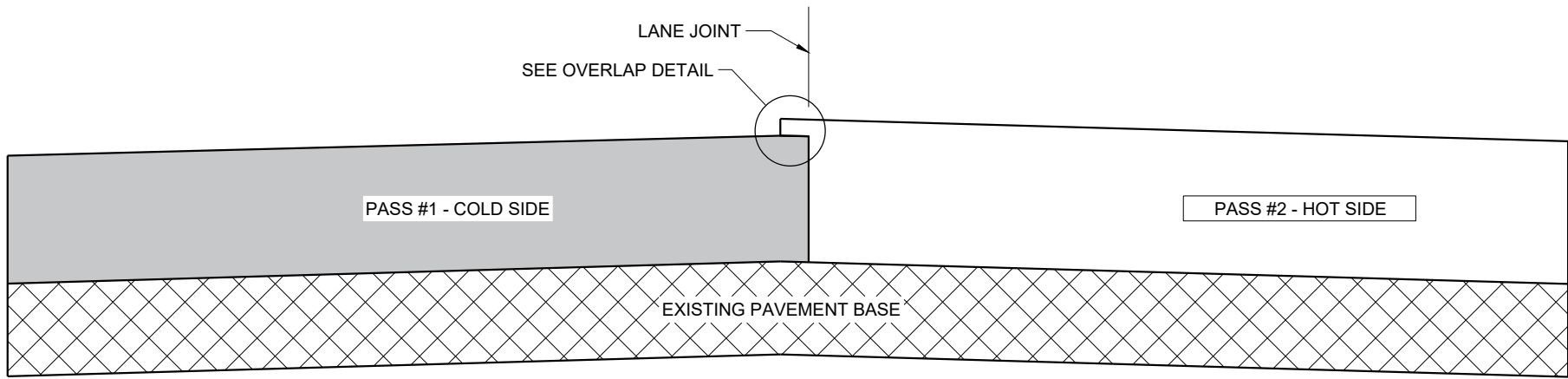
4T



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

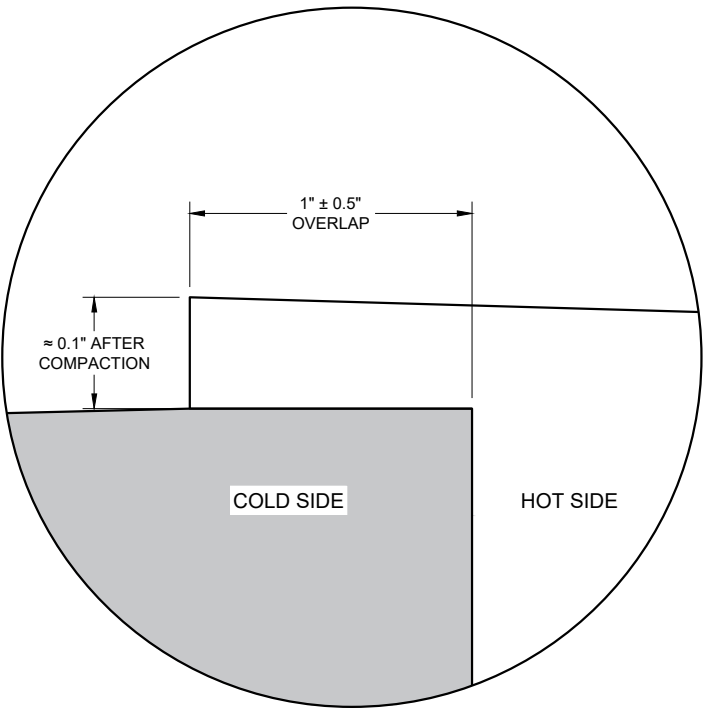
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

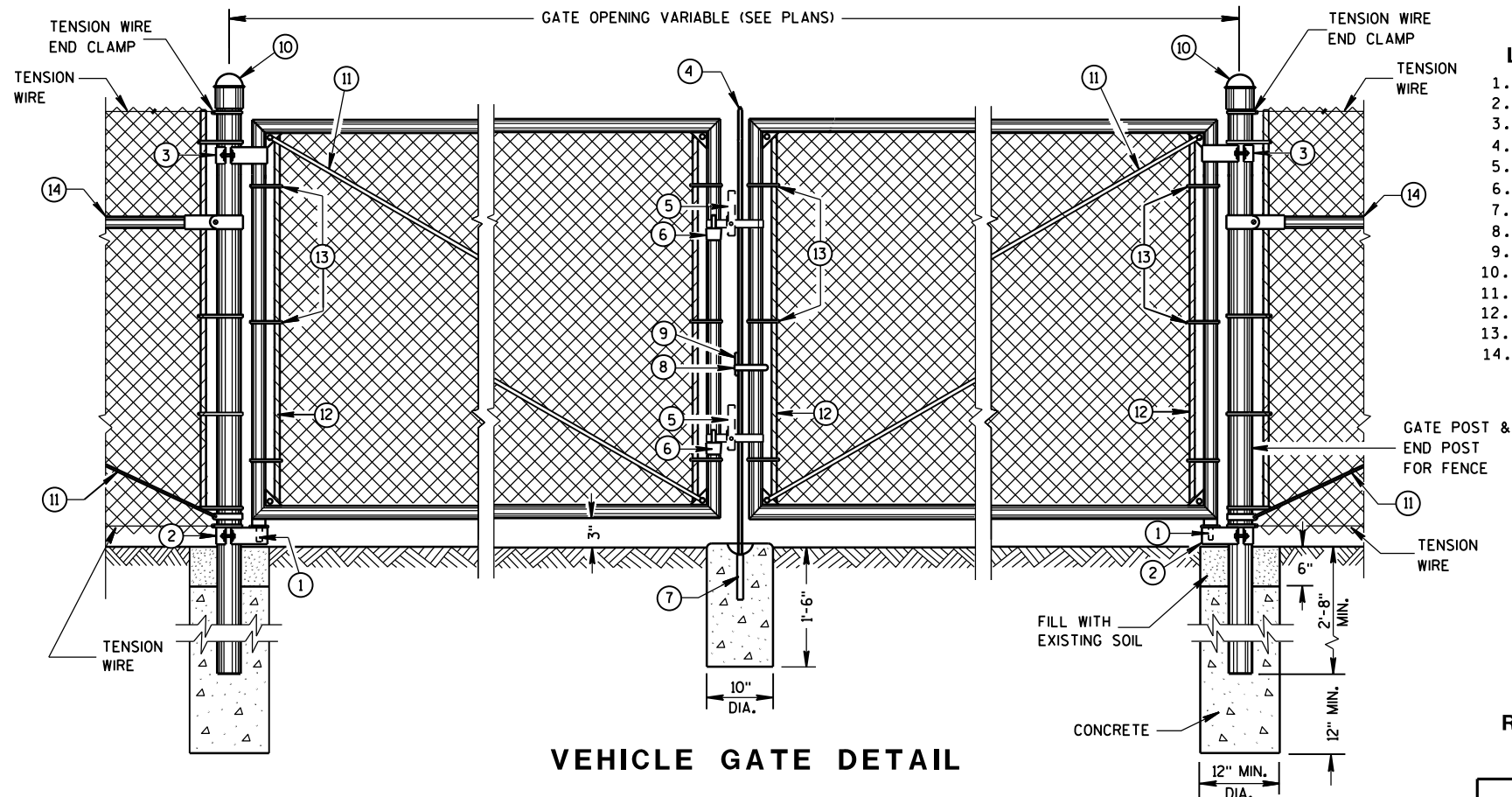


OVERLAP DETAIL (TYPICAL)

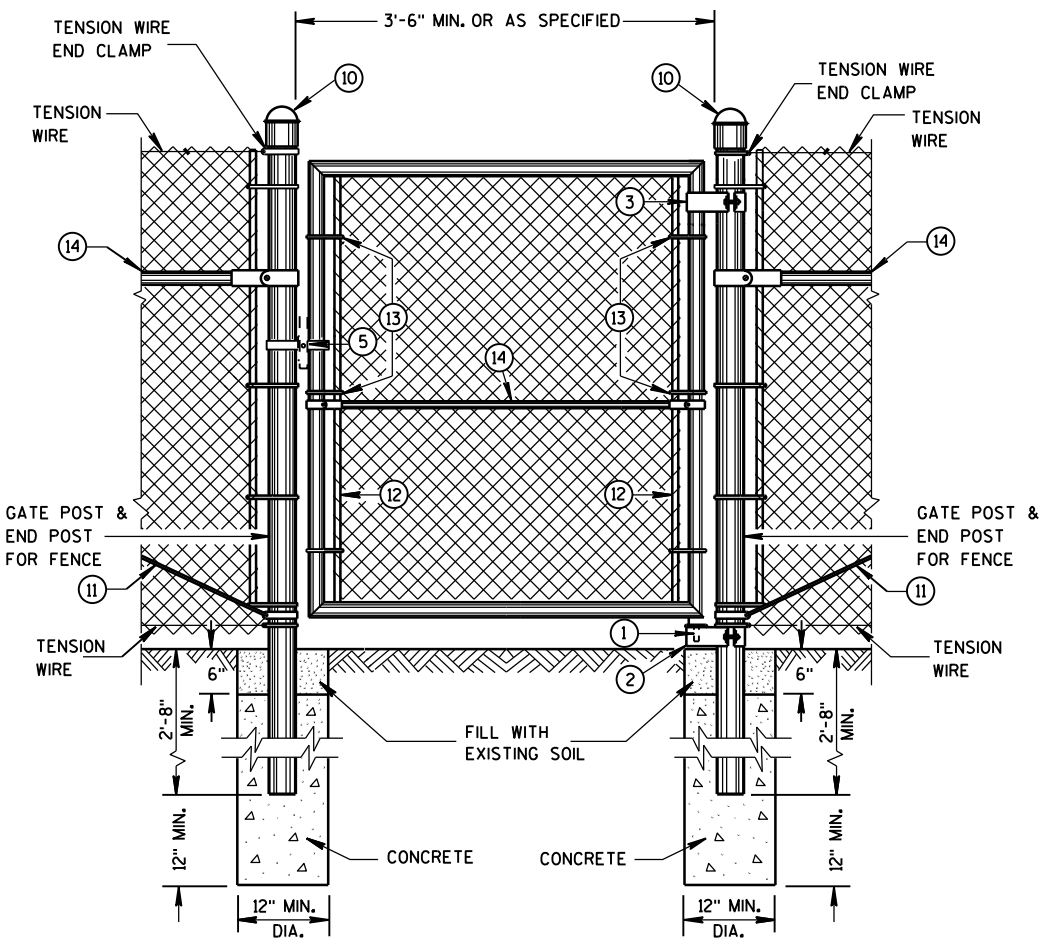
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 83
FHWA



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2+
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE	TYPE
BRACE RAIL	SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

LEGEND

1. STRAIGHT PLUG
 2. BOTTOM HINGE
 3. TOP HINGE
 4. PLUNGER ROD
 5. FULCRUM LATCH
 6. FORK CATCH *
 7. PLUNGER ROD CATCH
 8. LOCK KEEPER GUIDE
 9. LOCK KEEPER
 10. DOME TOPS
 11. TRUSS RODS
 12. TENSION BAR
 13. TENSION BANDS
 14. BRACE RAIL
- *NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

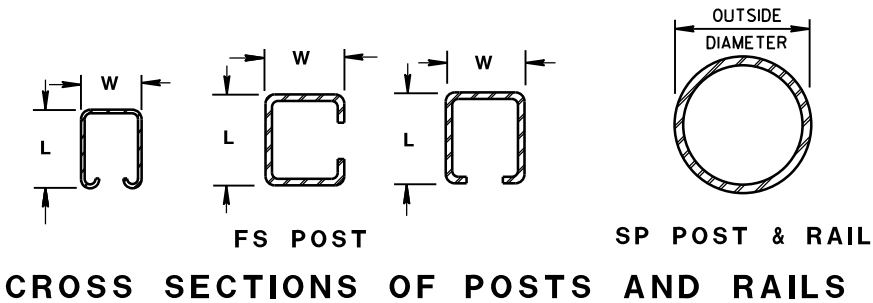
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



ROLLED-FORMED STEEL FENCE POST
(2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2+	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST
(1.8 OZ./SQ. FT. COATING)

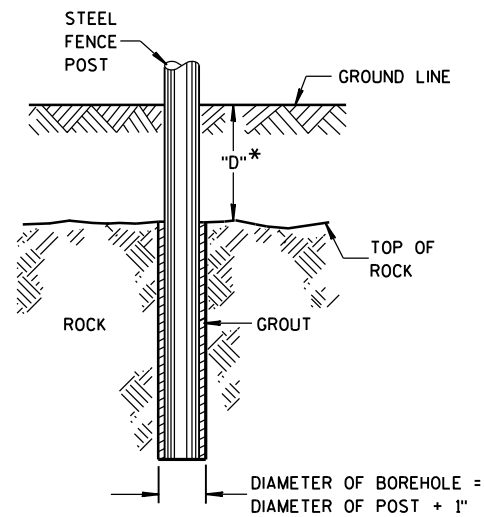
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

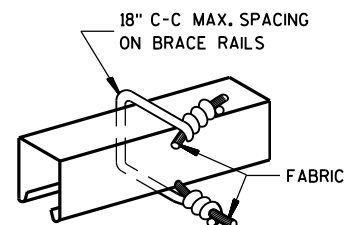
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



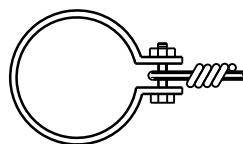
* IF "D" IS LESS THAN 2'-6",
DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST

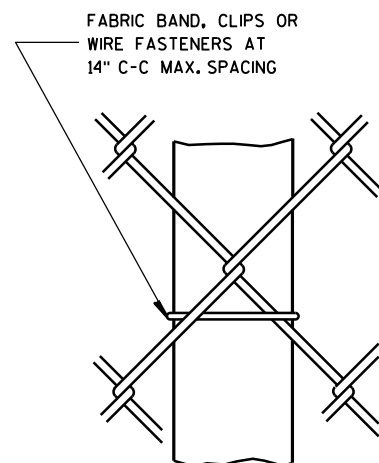


BRACE RAIL FABRIC FASTENER

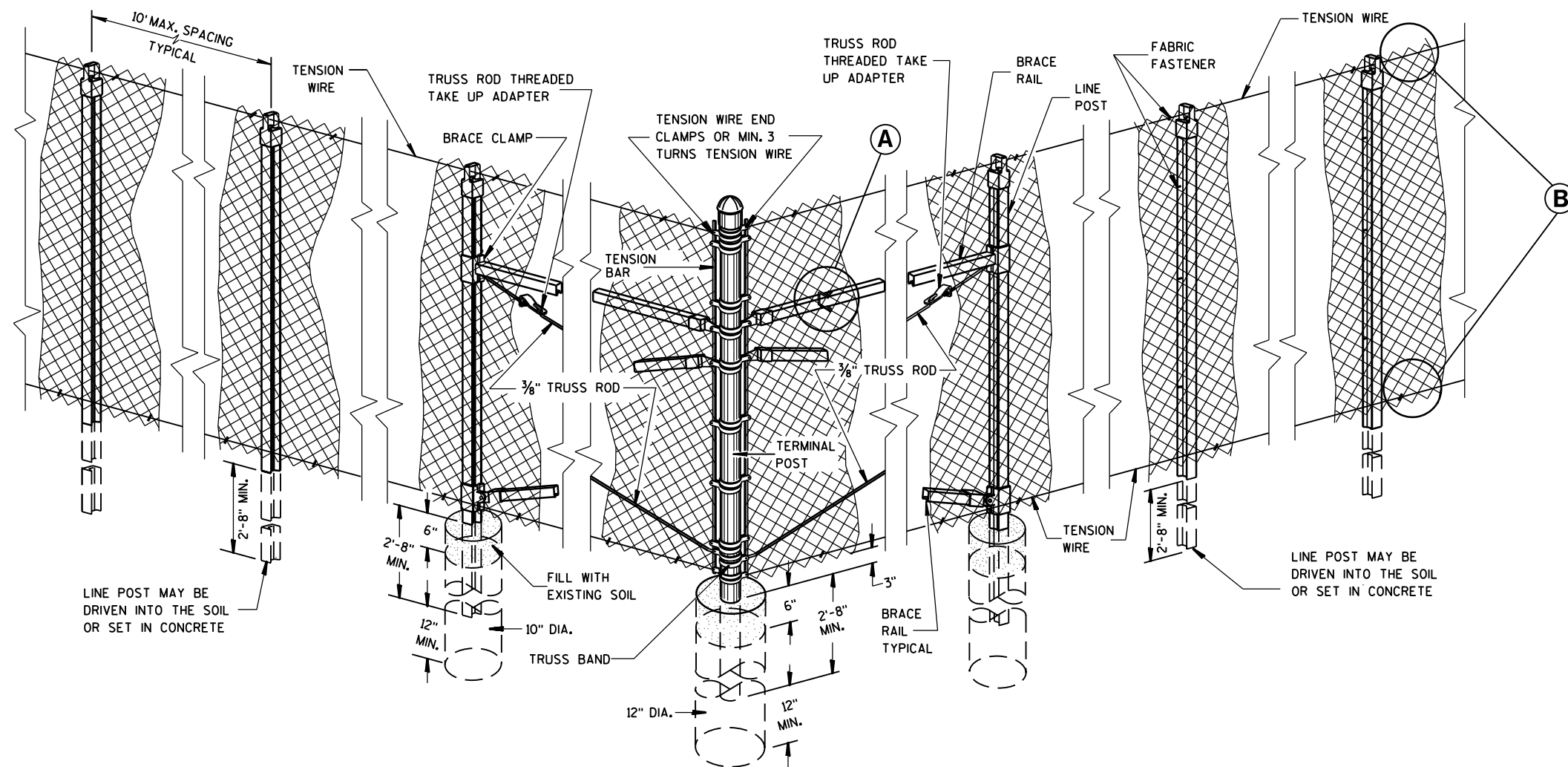
(A)



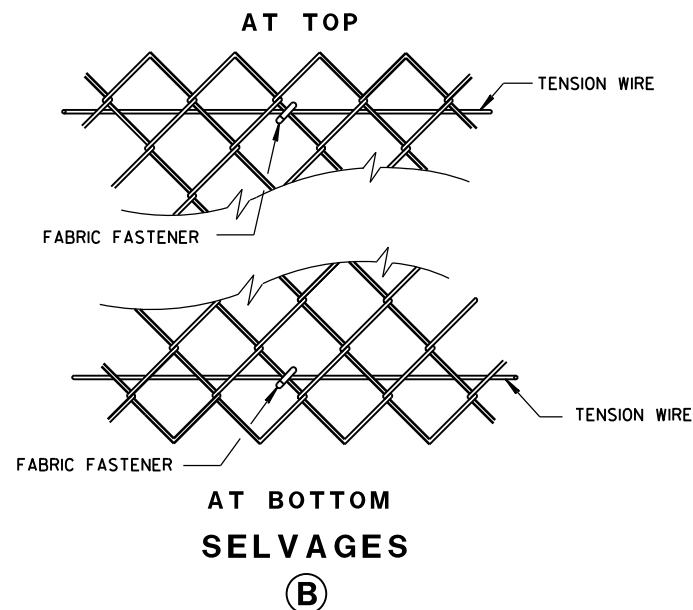
TENSION WIRE END CLAMP



LINE POST FABRIC FASTENER



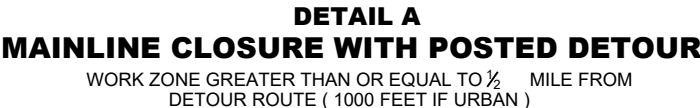
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS 85 ENT
FHWA ENGINEER

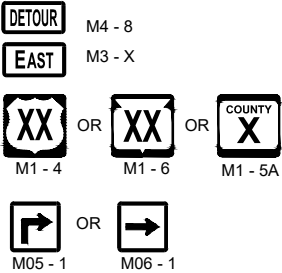


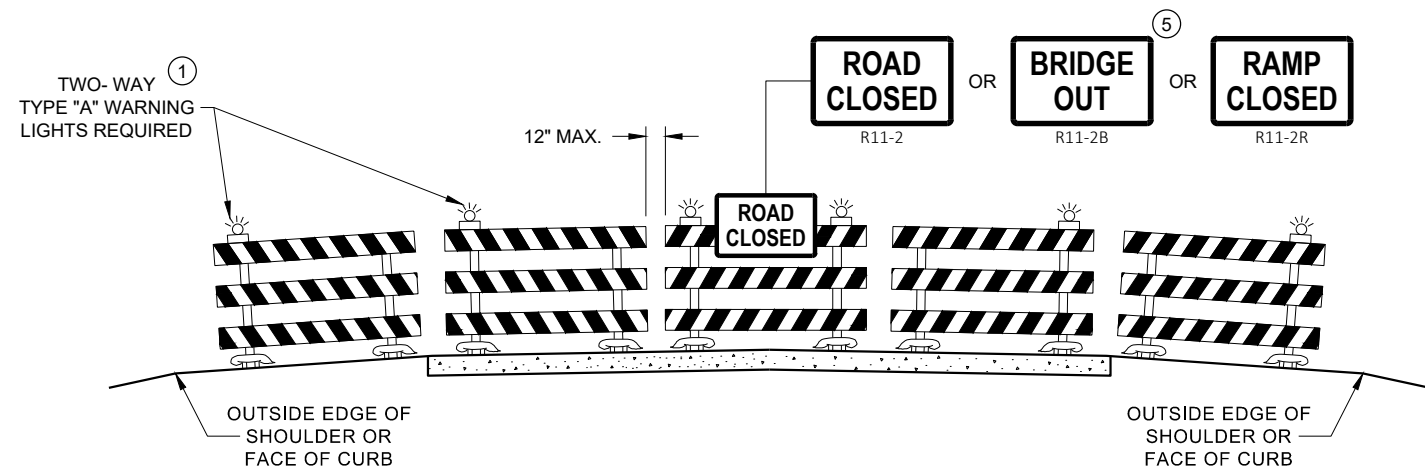
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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

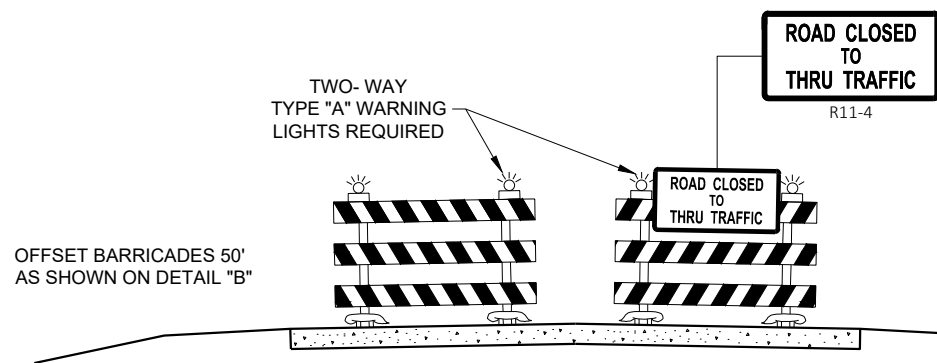


	SIGN ON PERMANENT SUPPORT
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE "A" WARNING LIGHT (FLASHING)
	WORK AREA
	FLAGS, 16" X 16" MIN. (ORANGE)





DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 87
FHWA

GENERAL NOTES

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

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

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

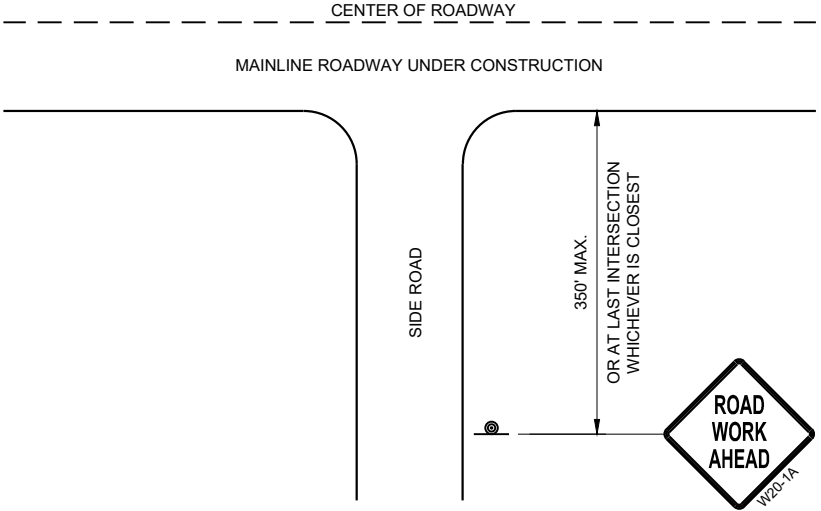
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

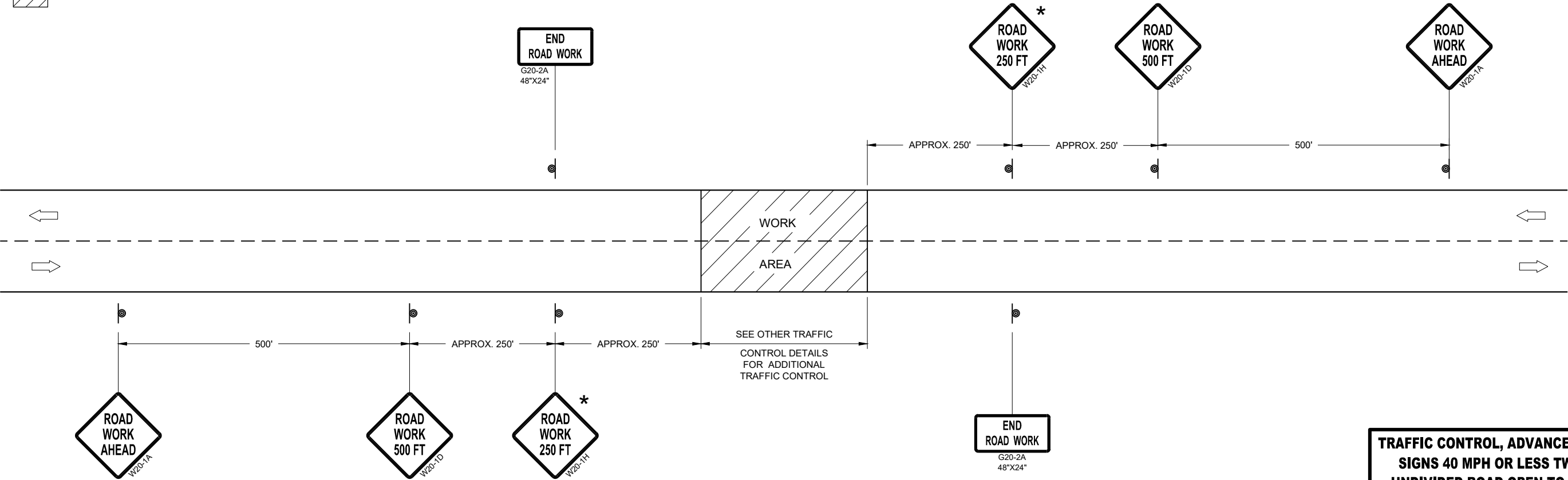
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

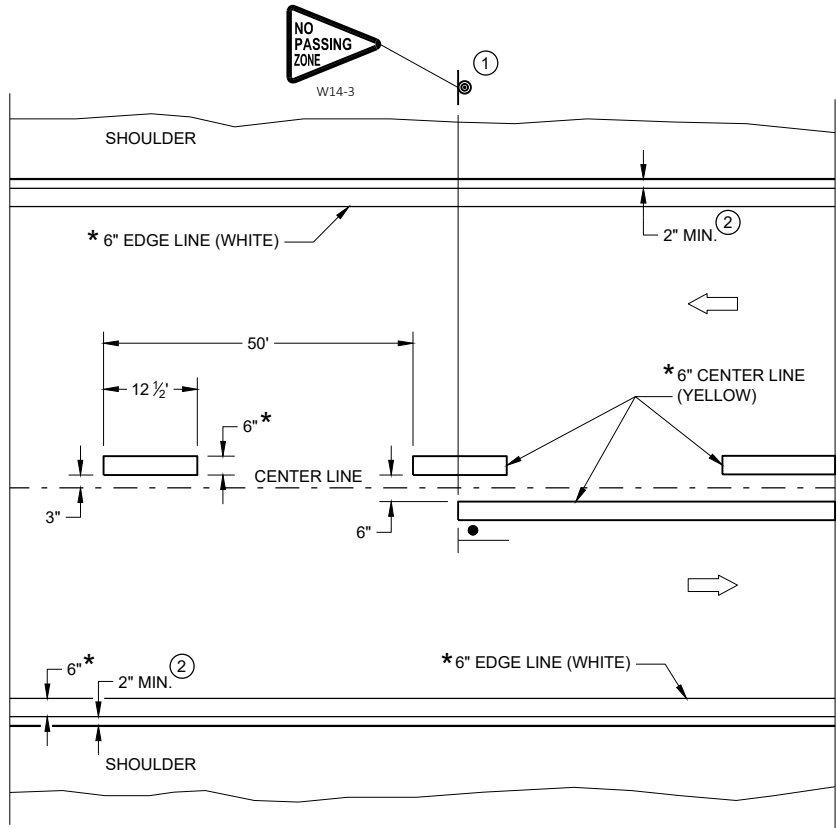


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

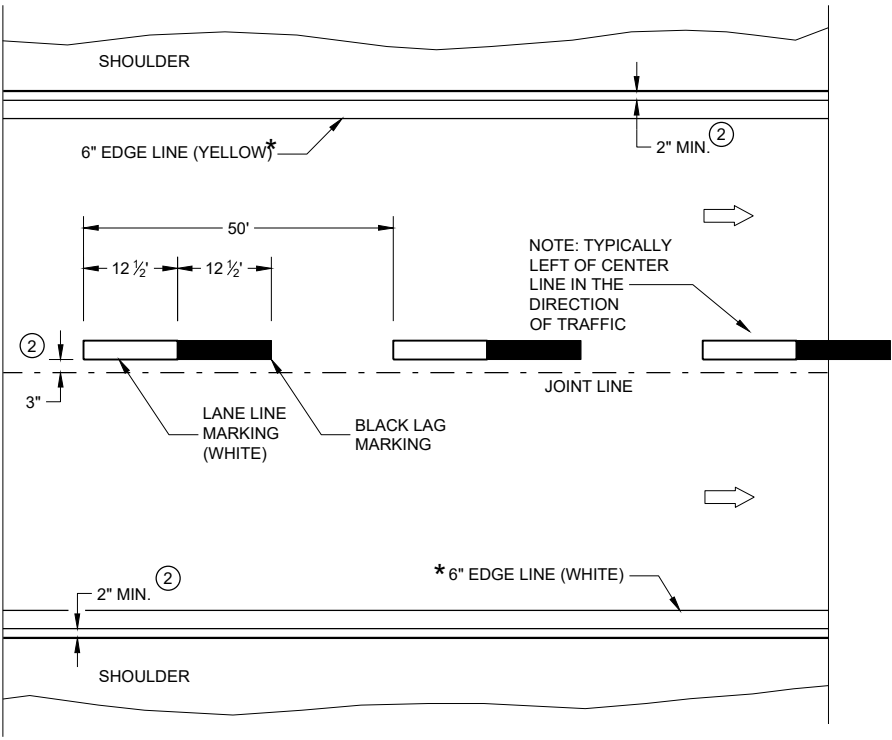
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 88
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

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

LEGEND

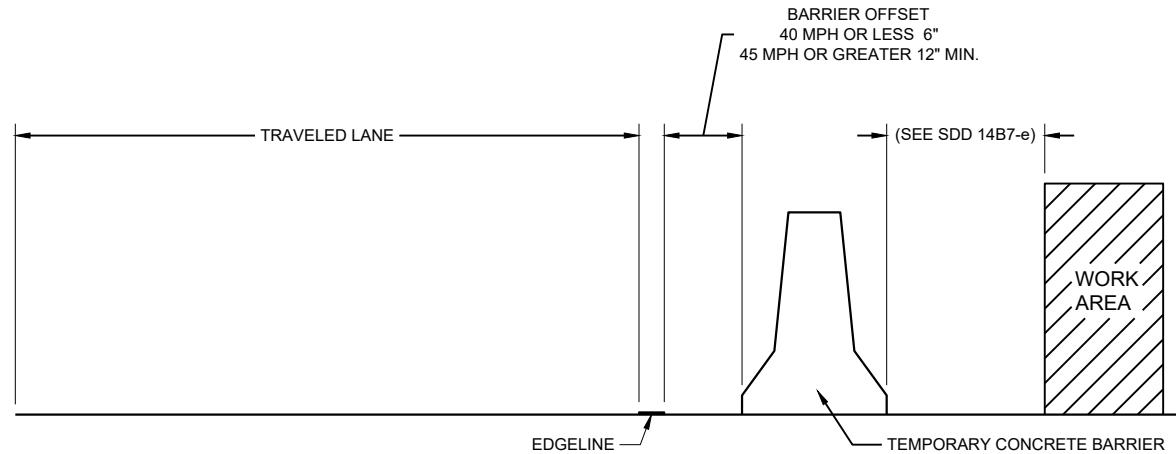
- "T" MARKING
- ⊙ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

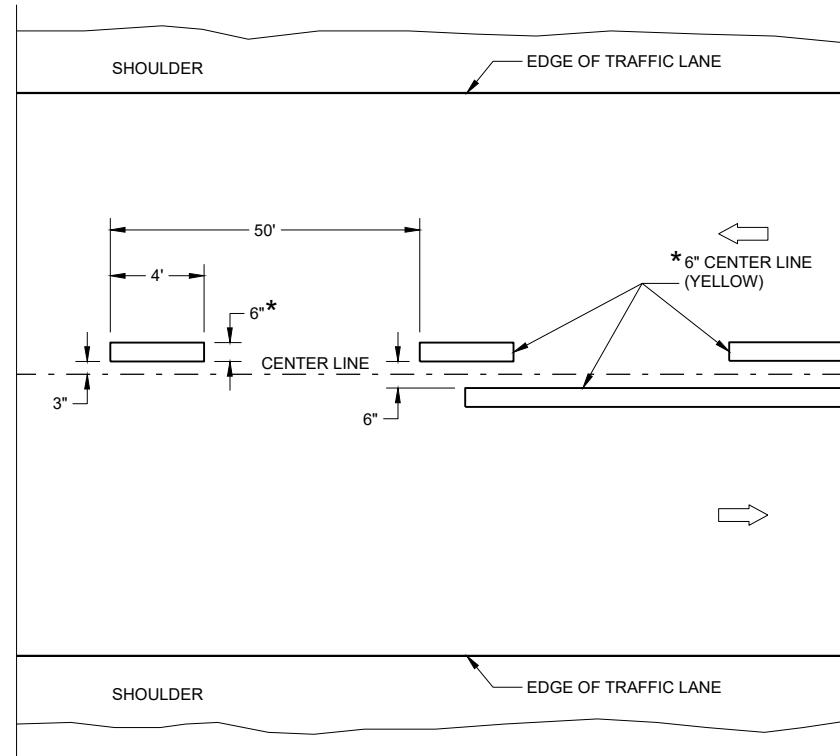
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND MARKING ENGINEER 89

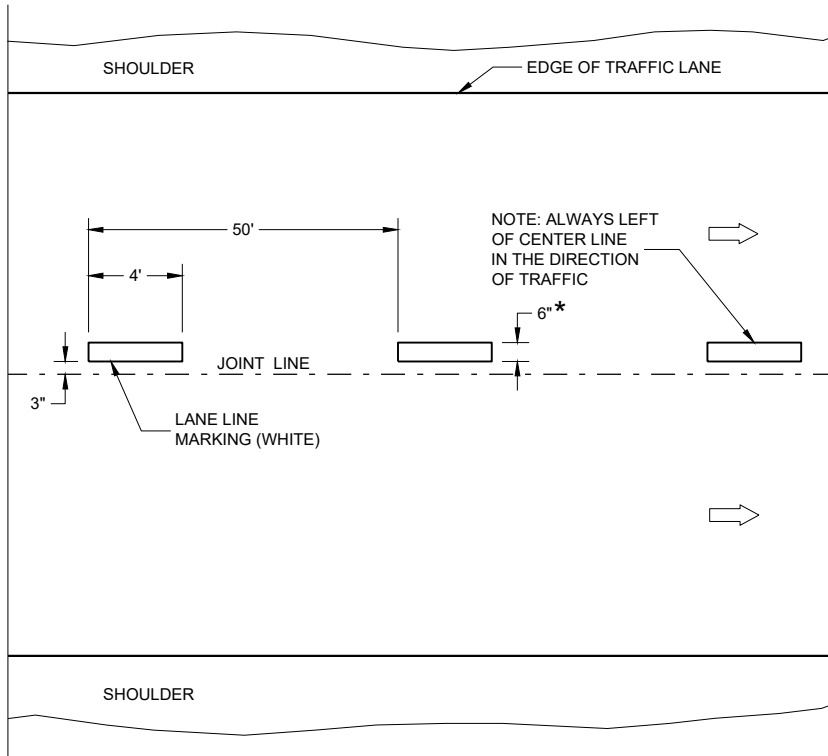
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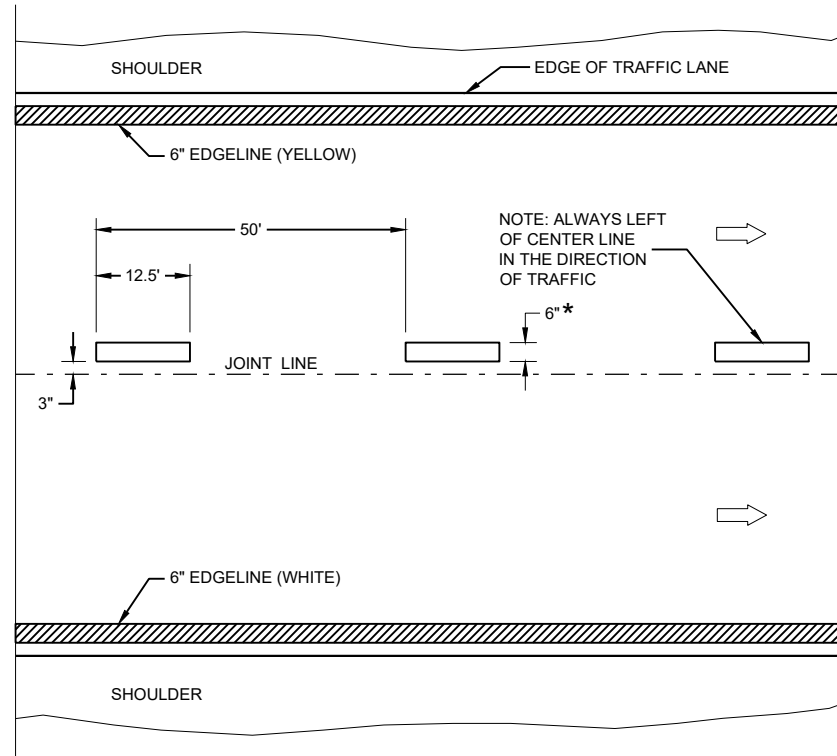
TEMPORARY BARRIER OFFSET FROM EDGE LINE



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

GENERAL NOTES

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

LEGEND

DIRECTION OF TRAFFIC

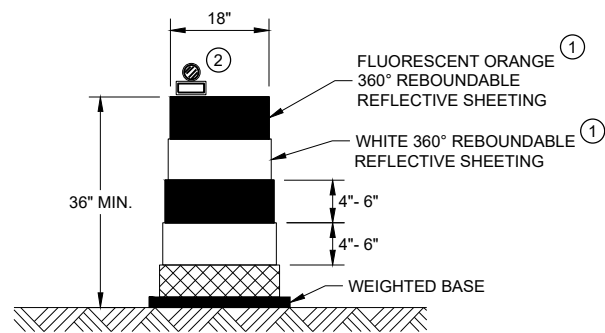
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

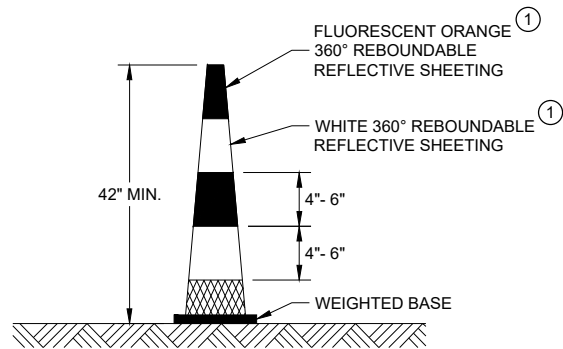
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING ENGINEER
90



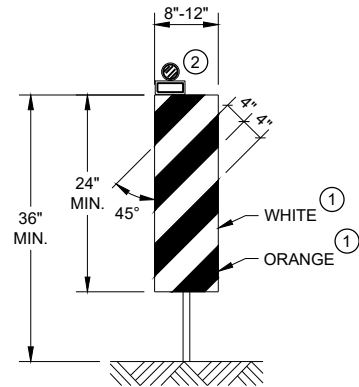
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



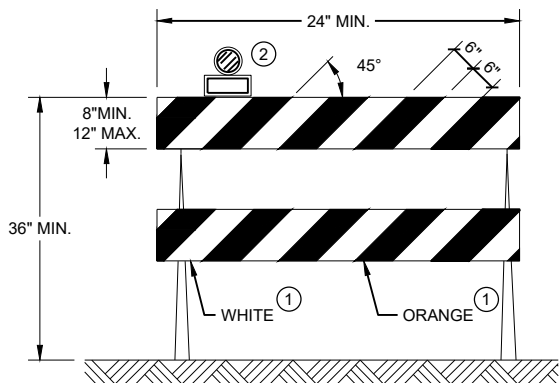
42" CONE

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



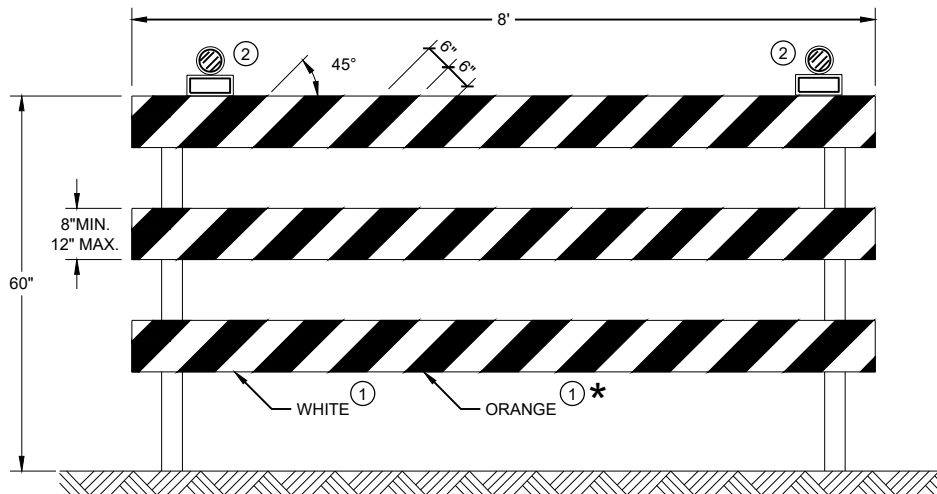
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

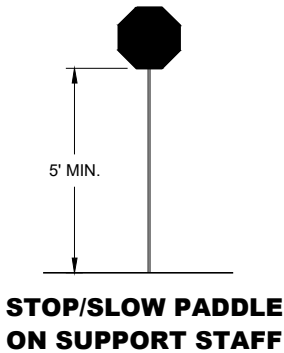
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

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

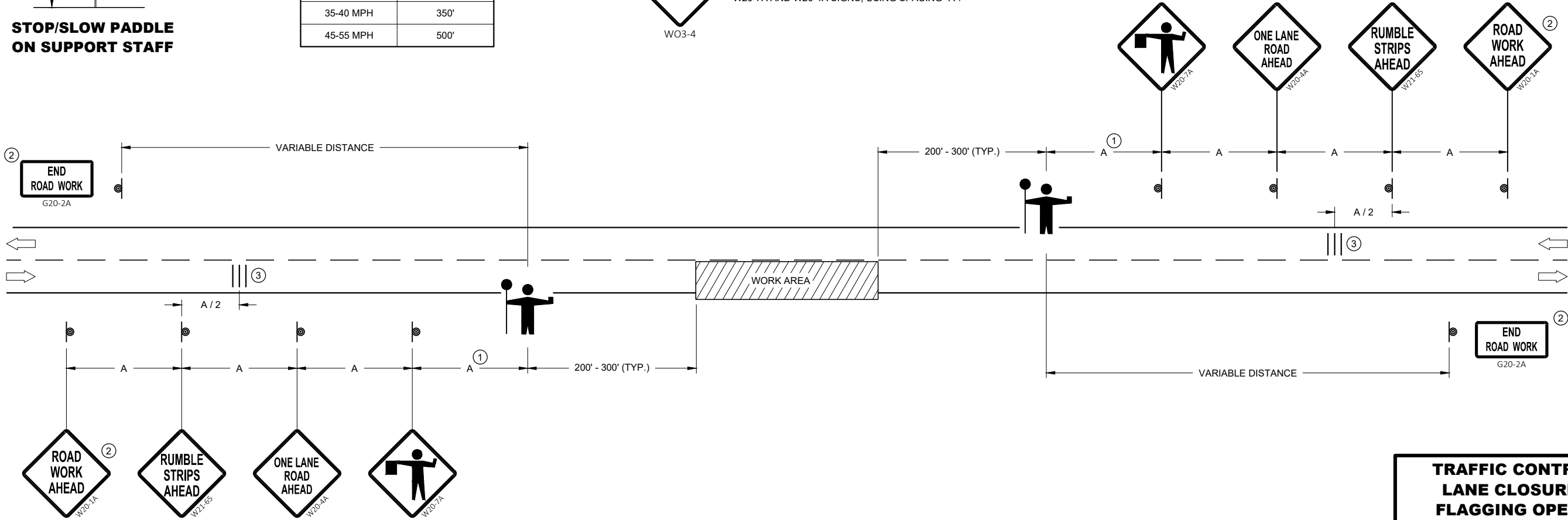


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

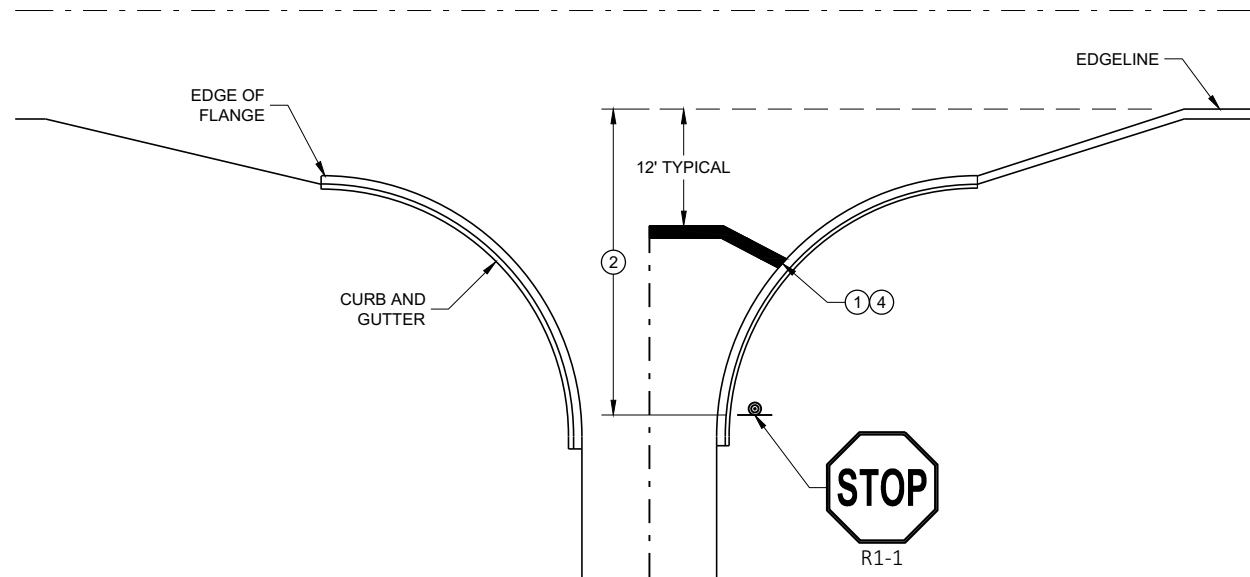
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



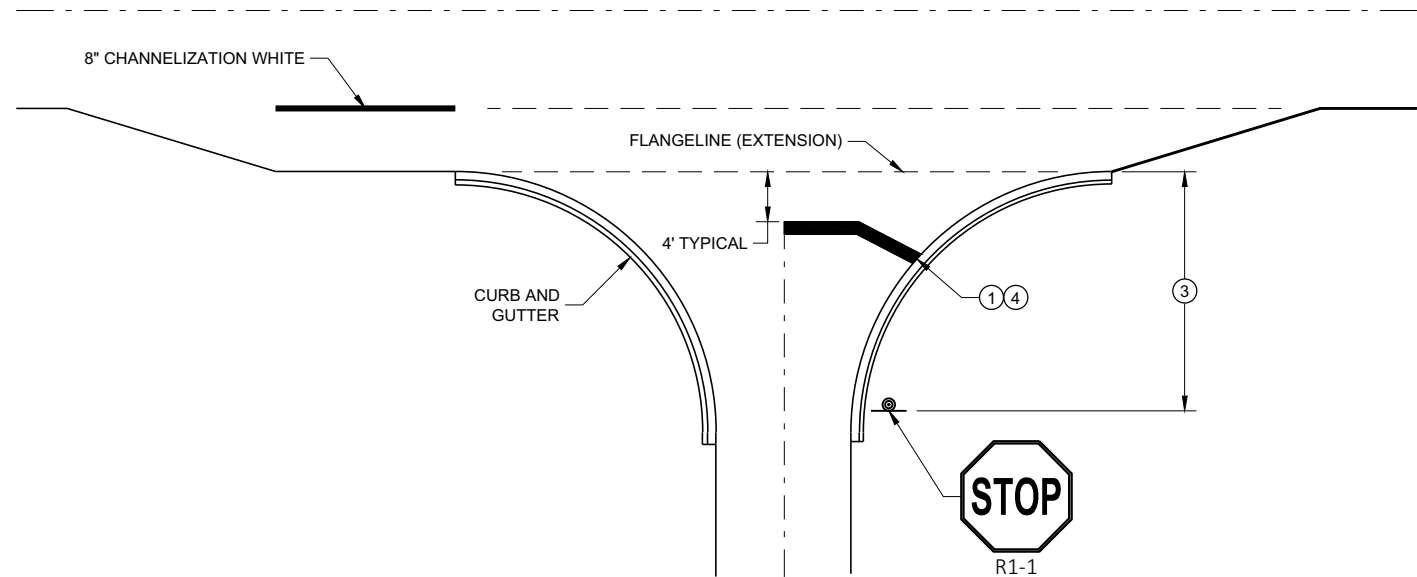
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



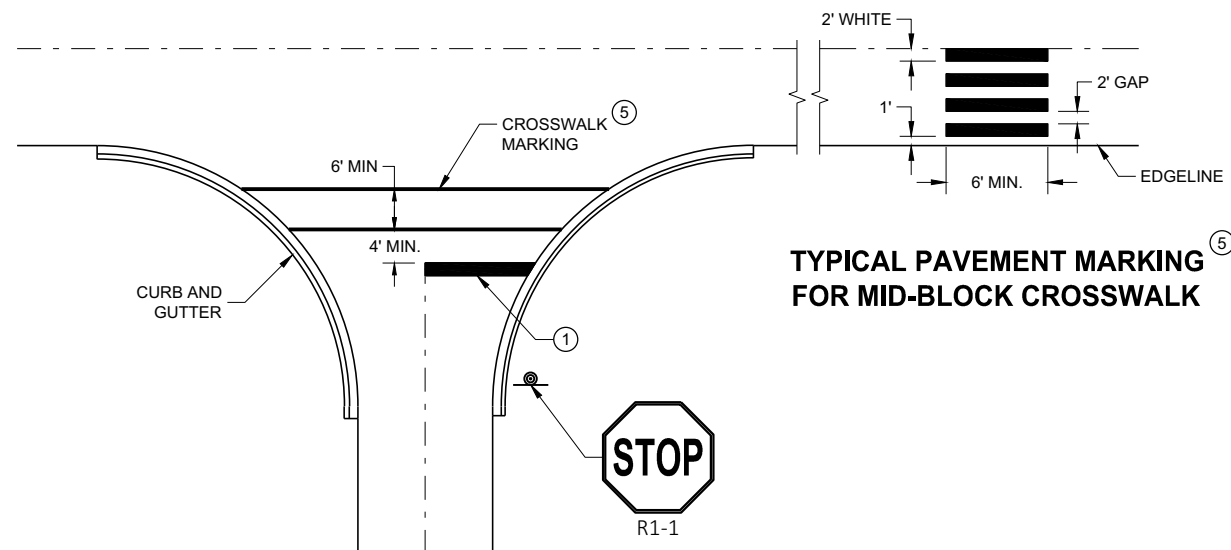
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 92
FHWA	



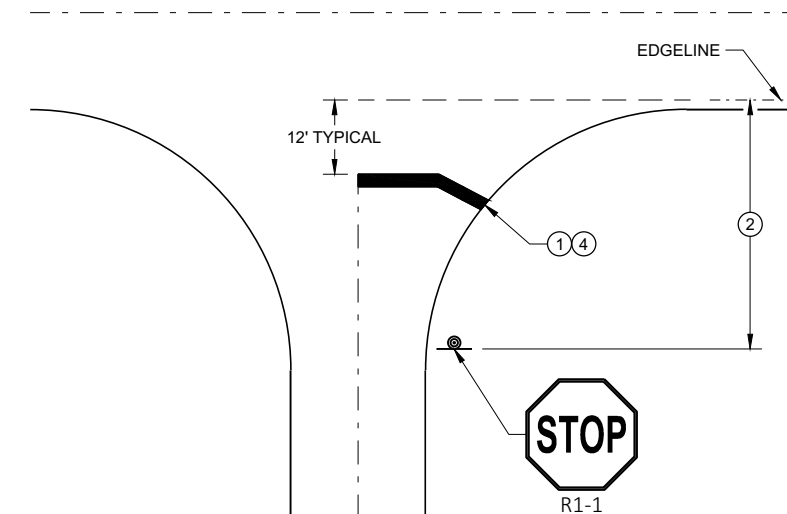
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

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

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

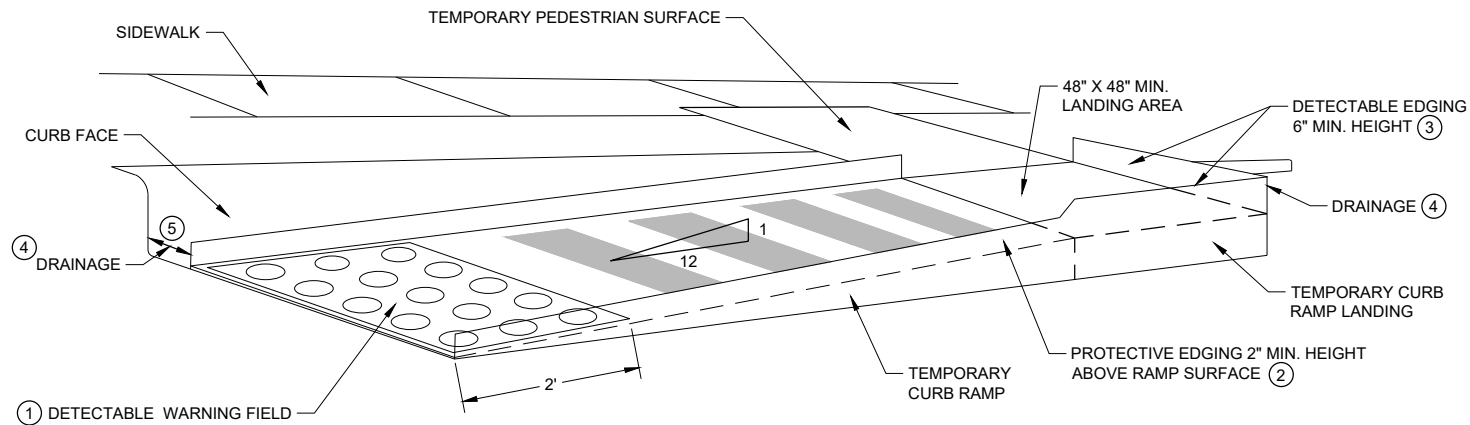
APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 93
FHWA



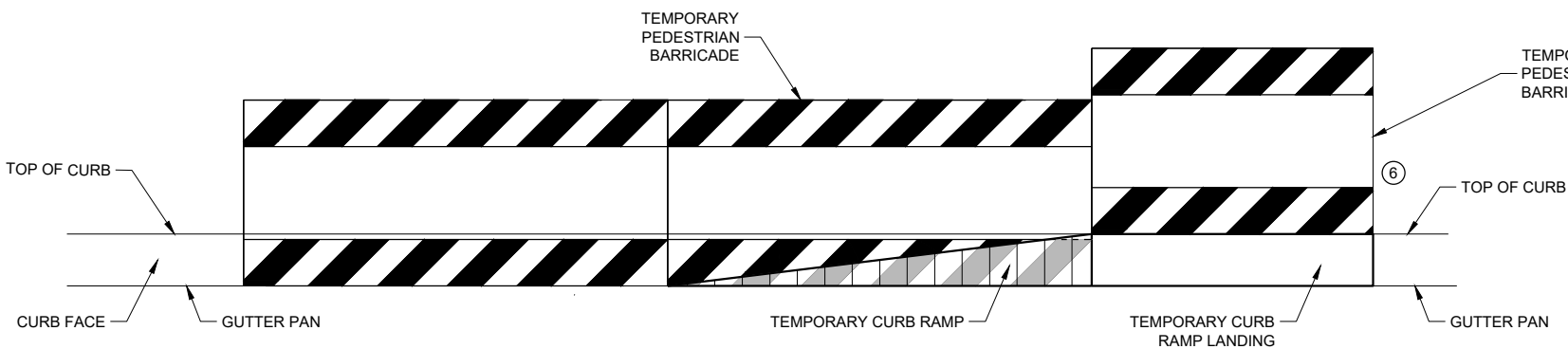
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

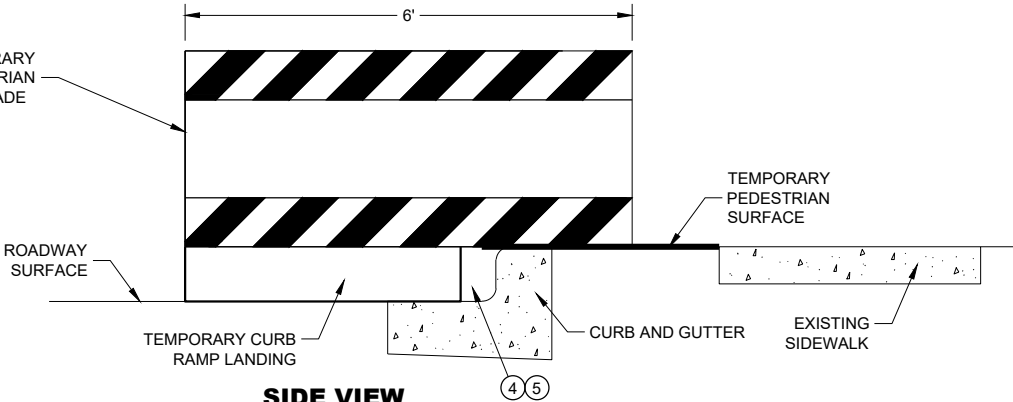




PERSPECTIVE VIEW



FRONT VIEW



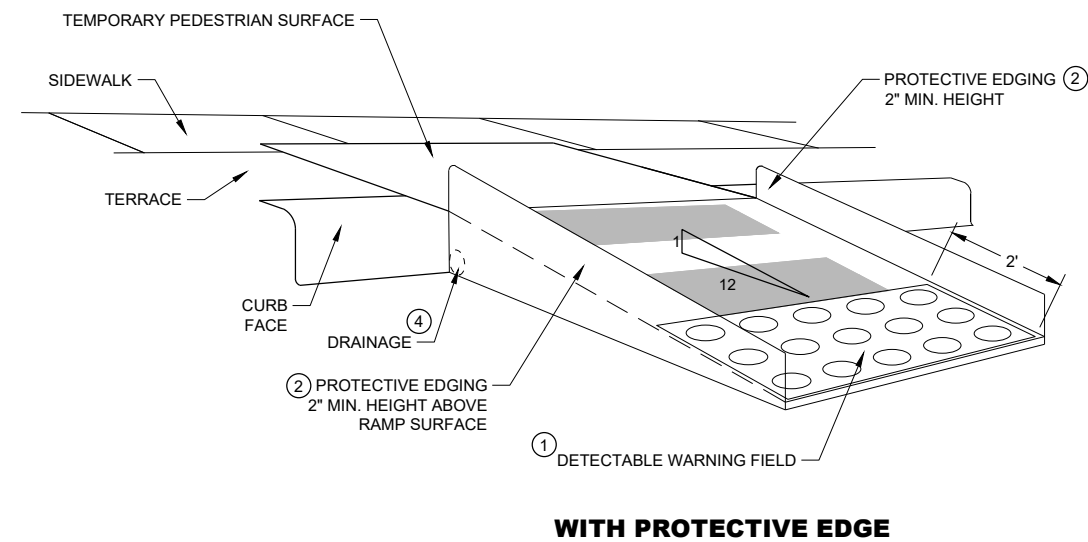
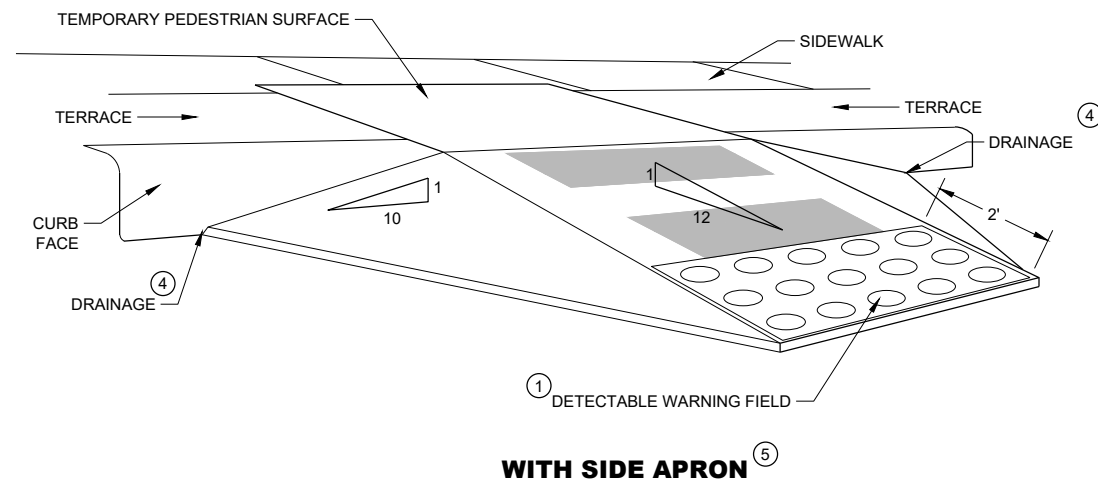
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

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 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

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



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

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

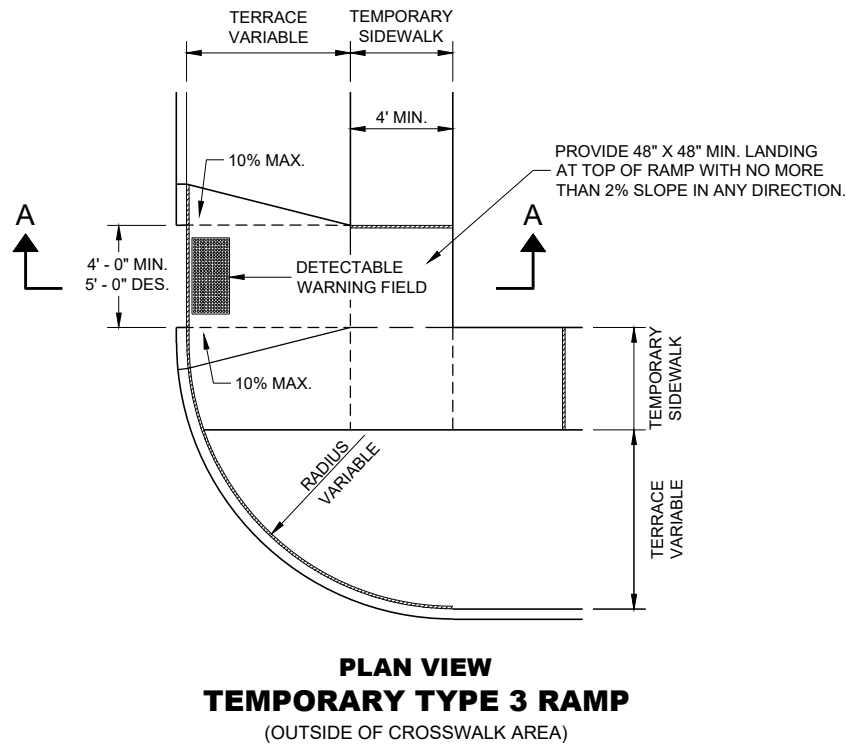
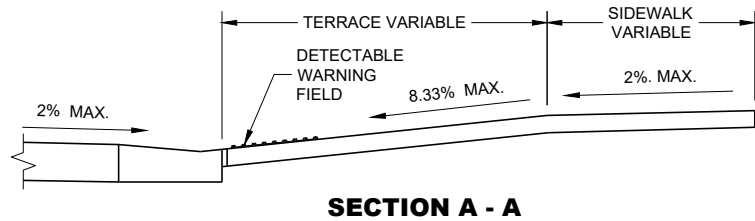
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

196



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.

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 97
FHWA

LEGEND

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

GENERAL NOTES

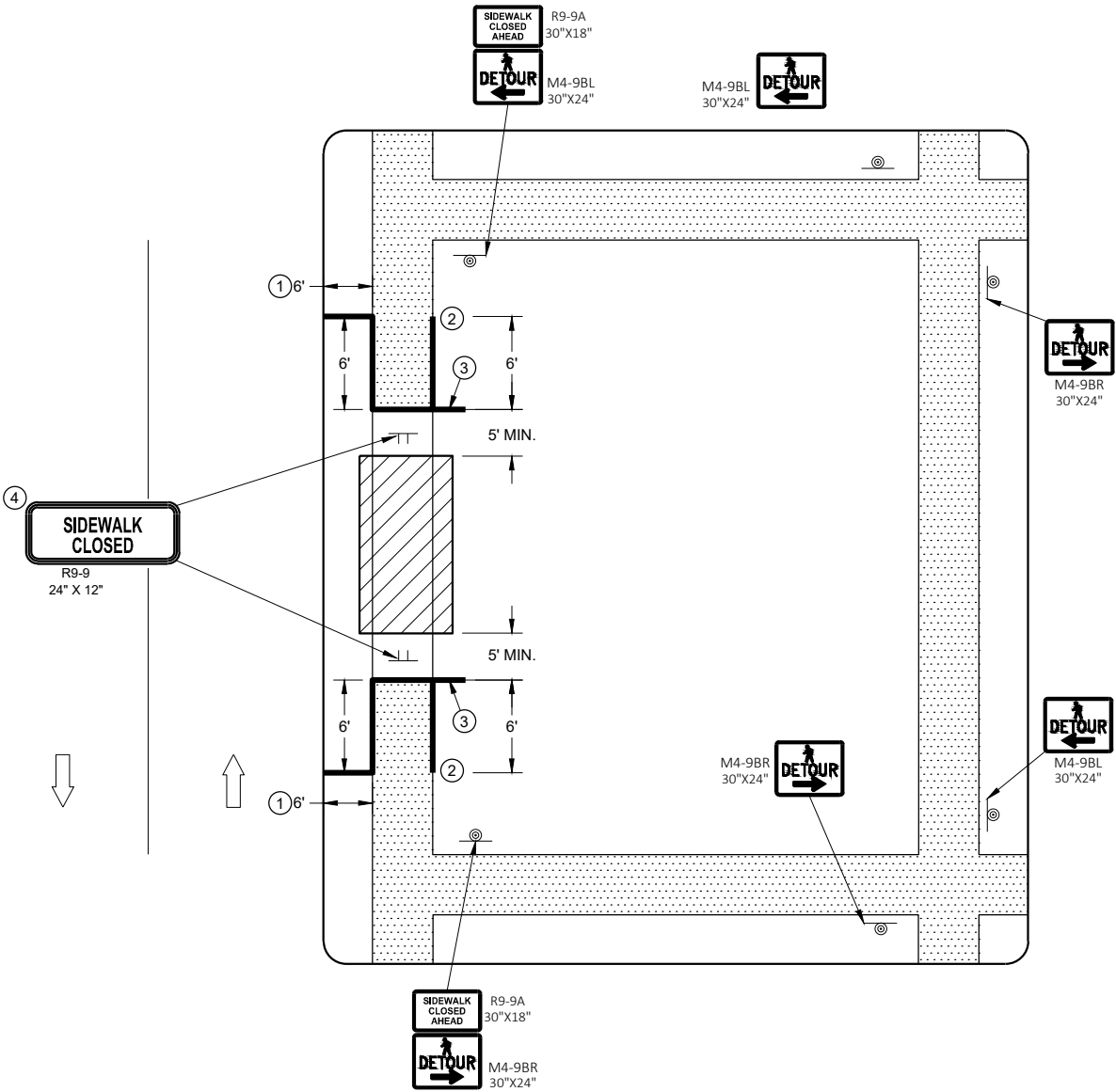
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.

- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 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.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

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

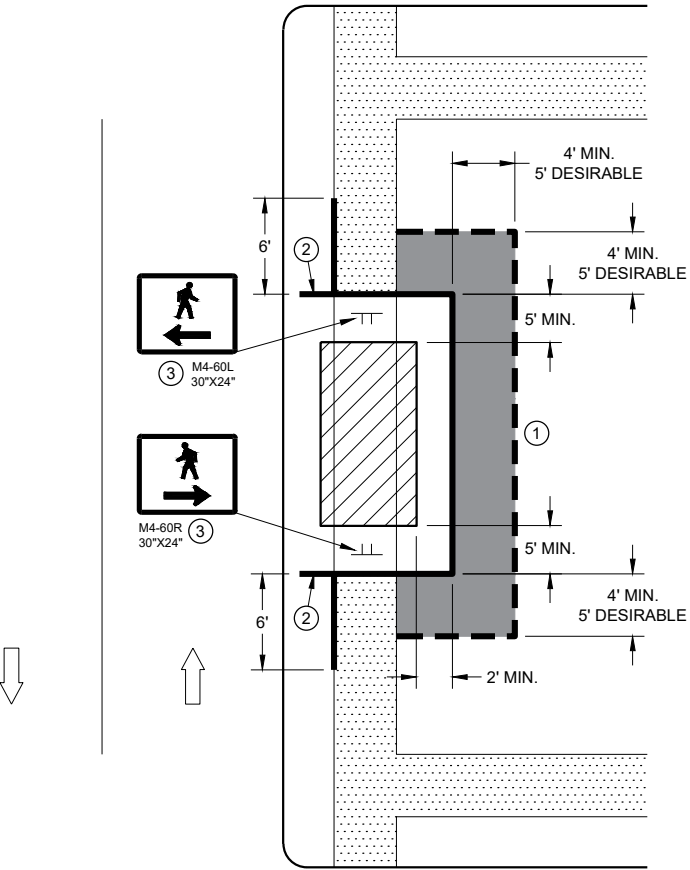
GENERAL NOTES

- 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.



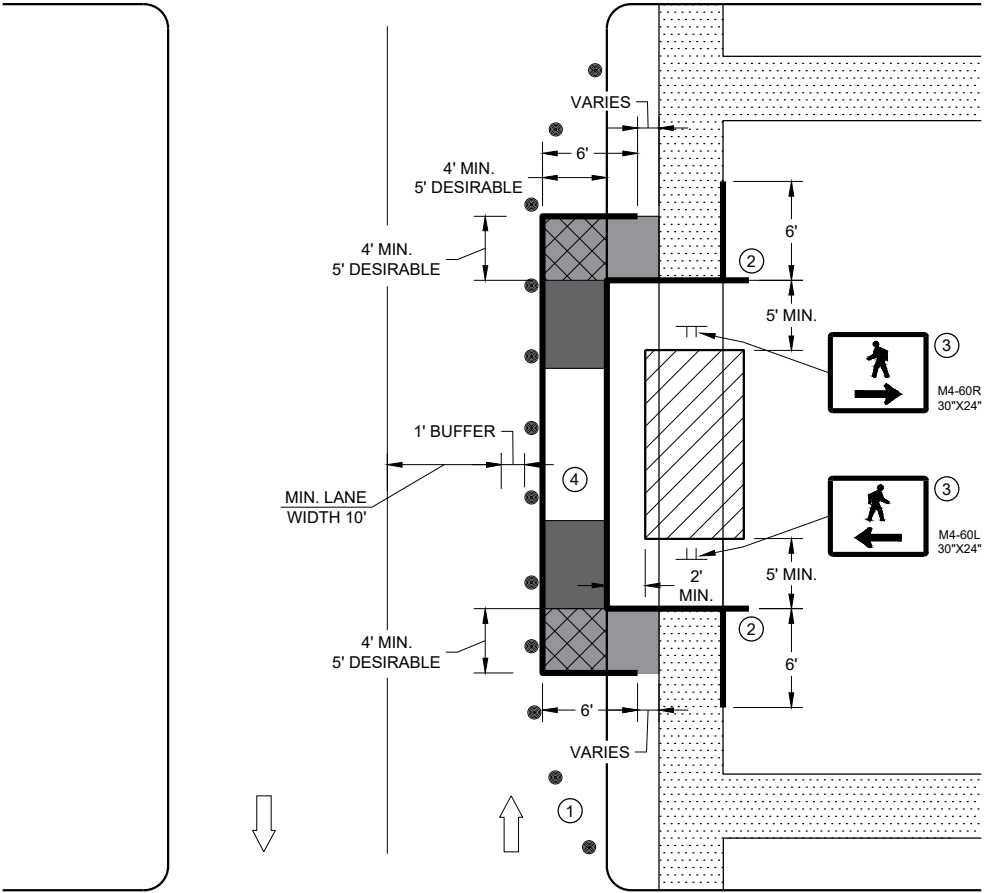
SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

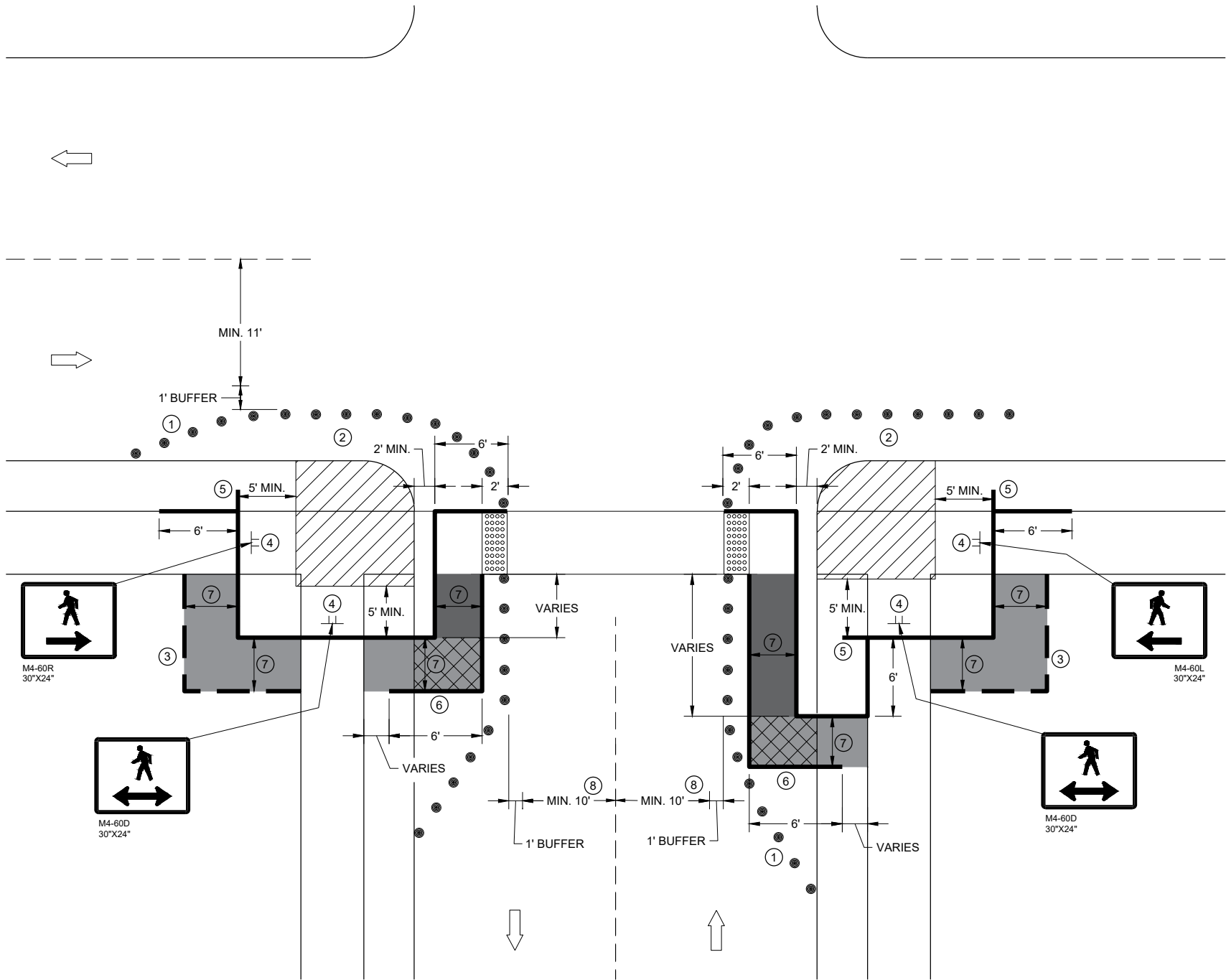
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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



**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.

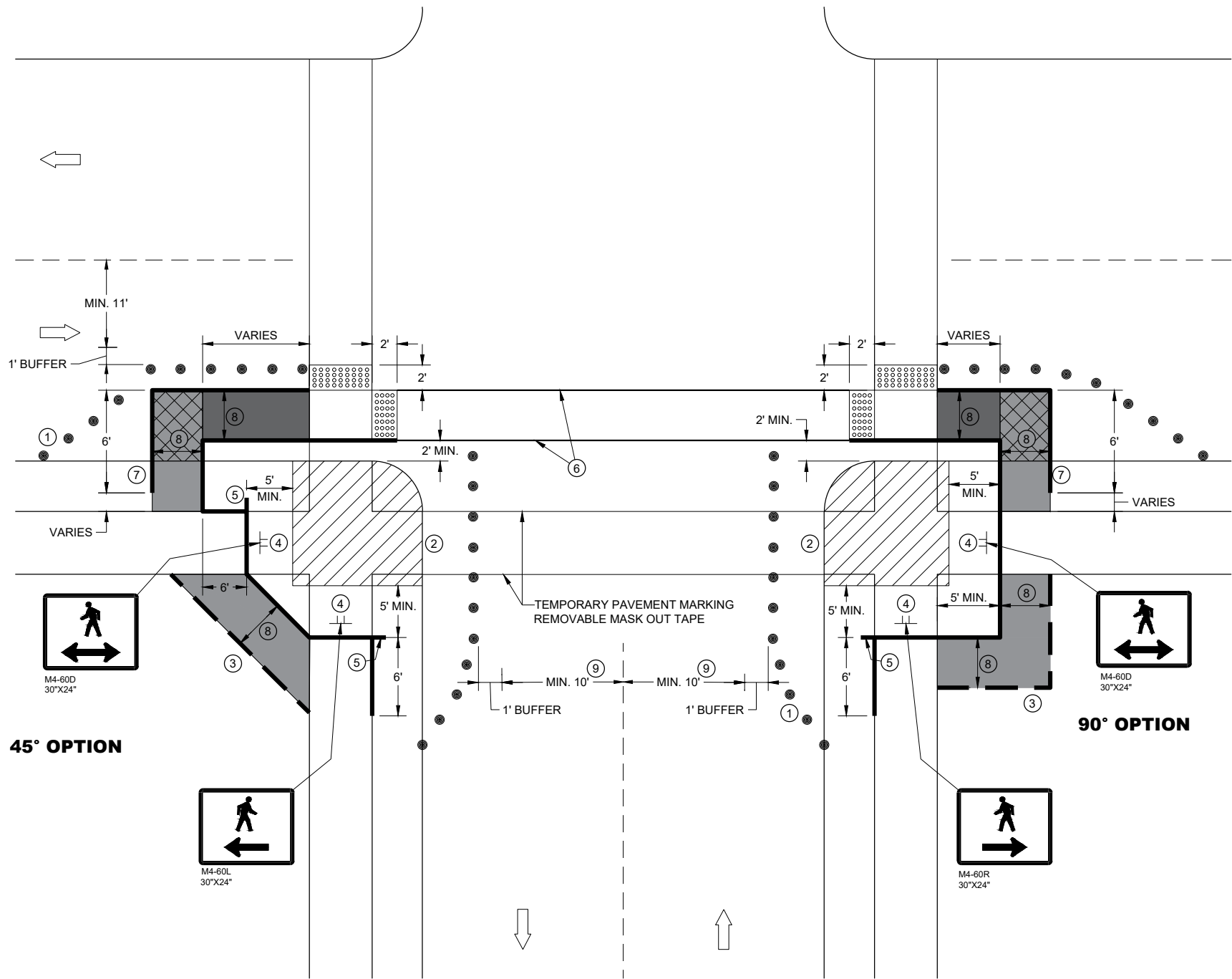
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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



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.

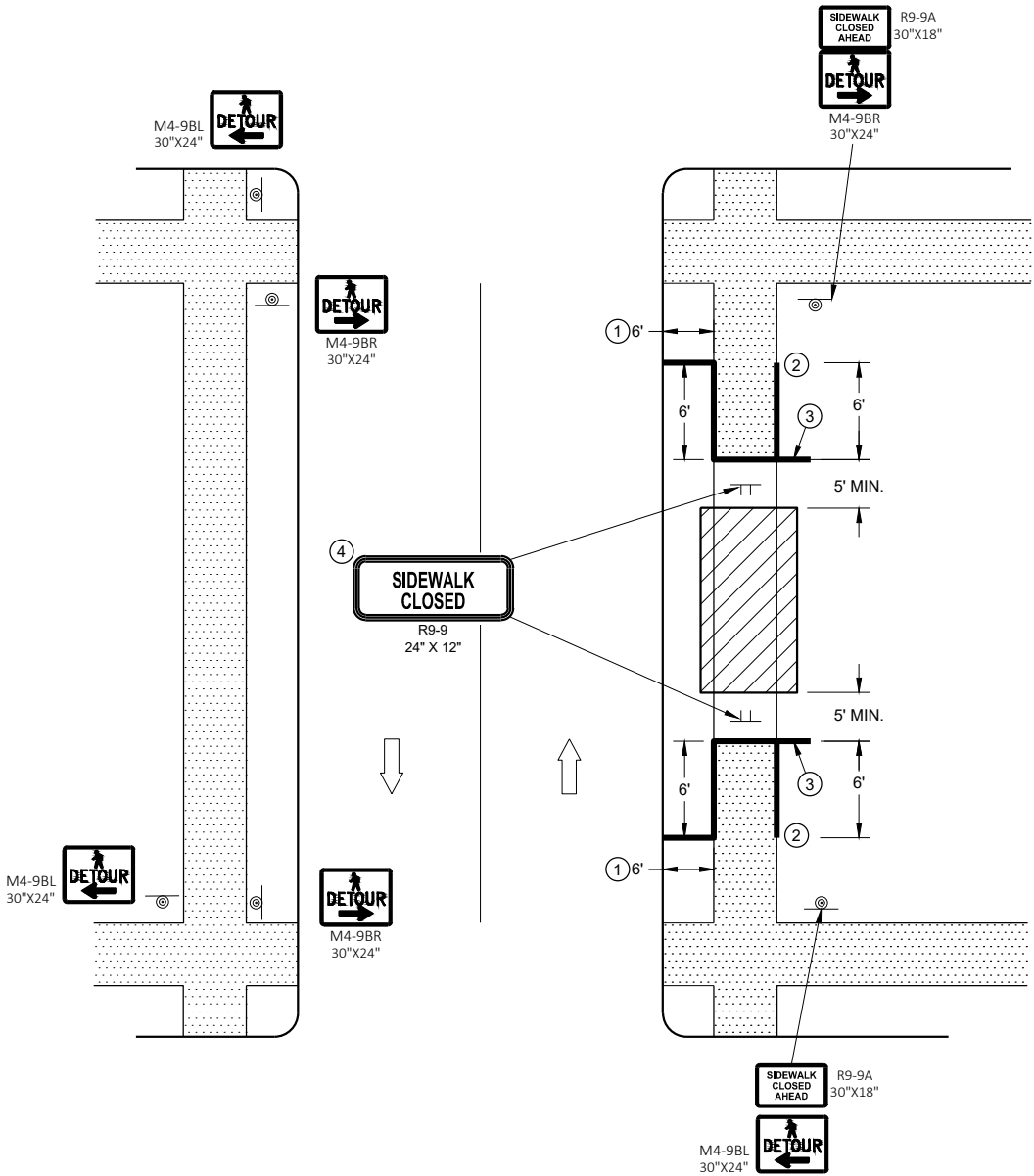
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

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 CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

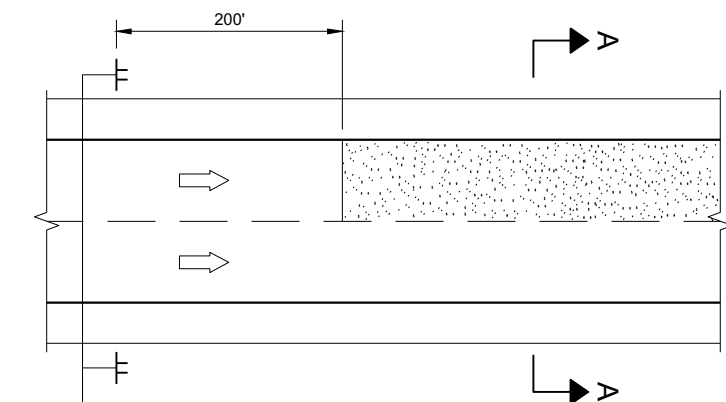
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

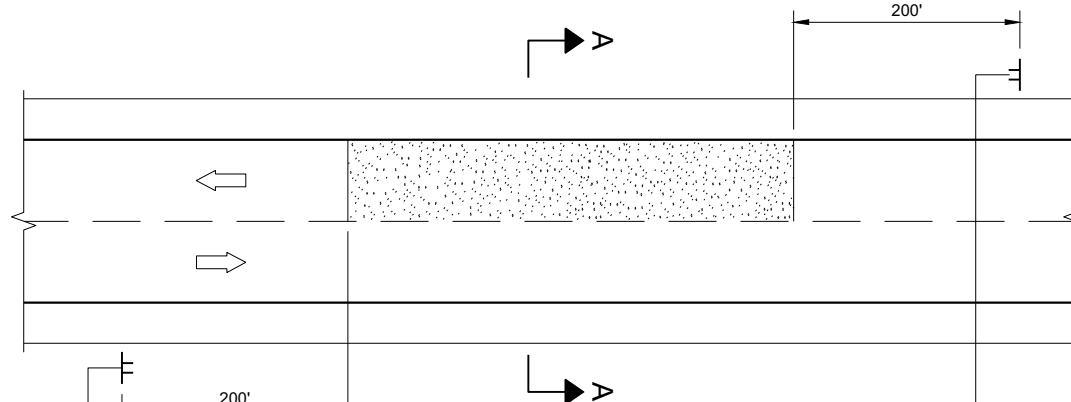
- ## LEGEND

- ## TEMPORARY PEDESTRIAN CROSSING

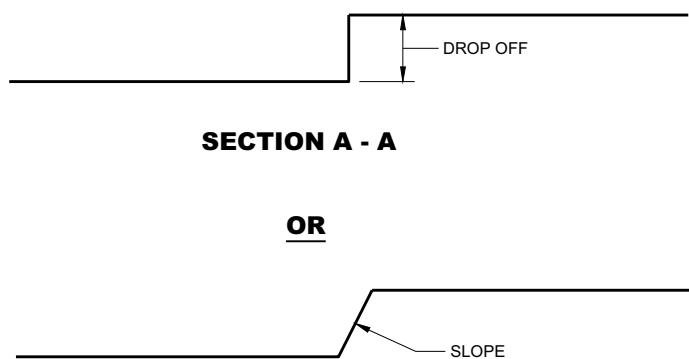
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 104



MULTI-LANE



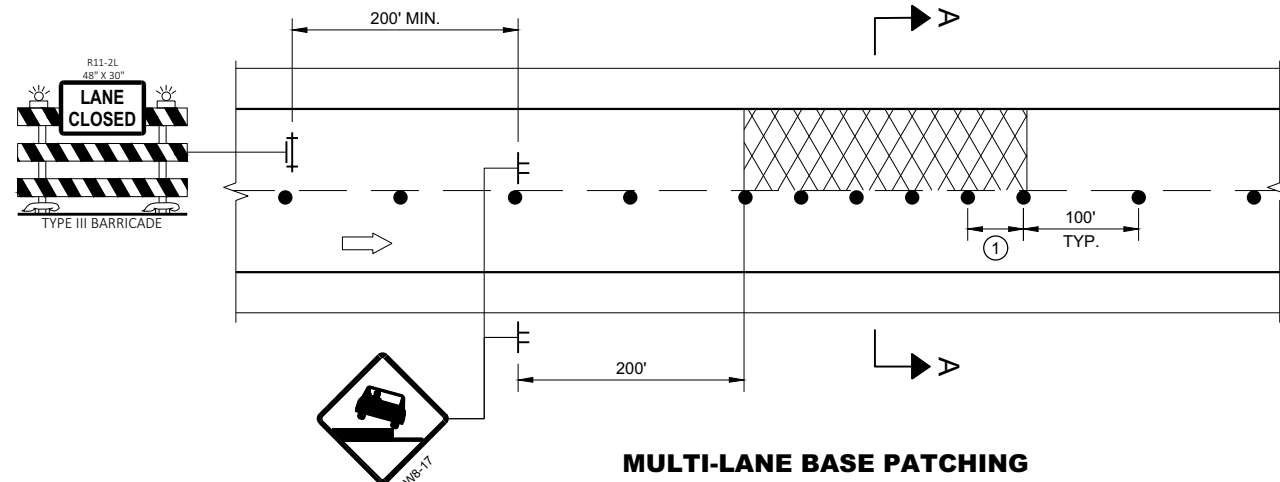
TWO-WAY TWO LANE



SECTION A - A

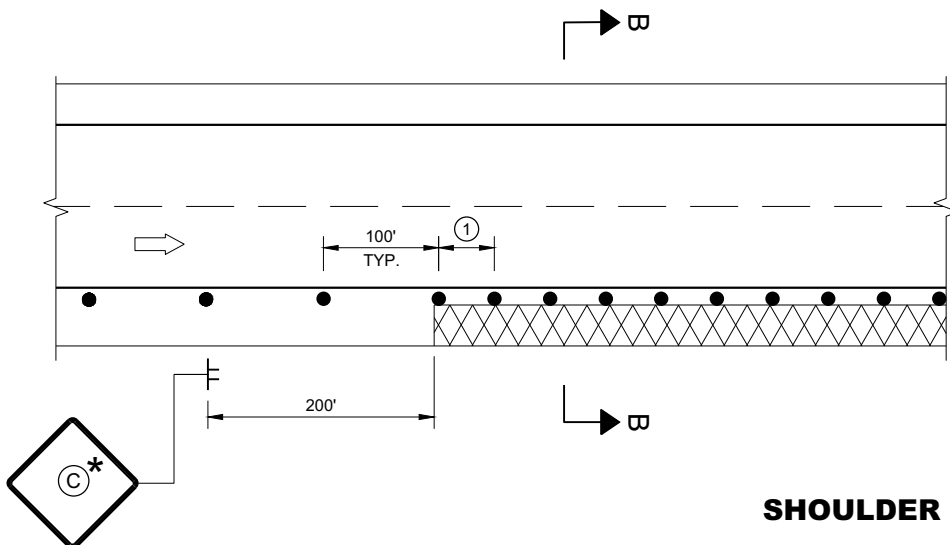
OR

SECTION A - A

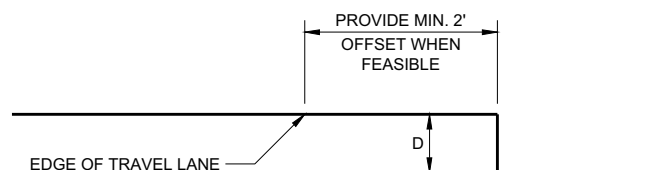


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

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

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

TRAFFIC CONTROL, DROP-OFF SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 105
FHWA	

GENERAL NOTES

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

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

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

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

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

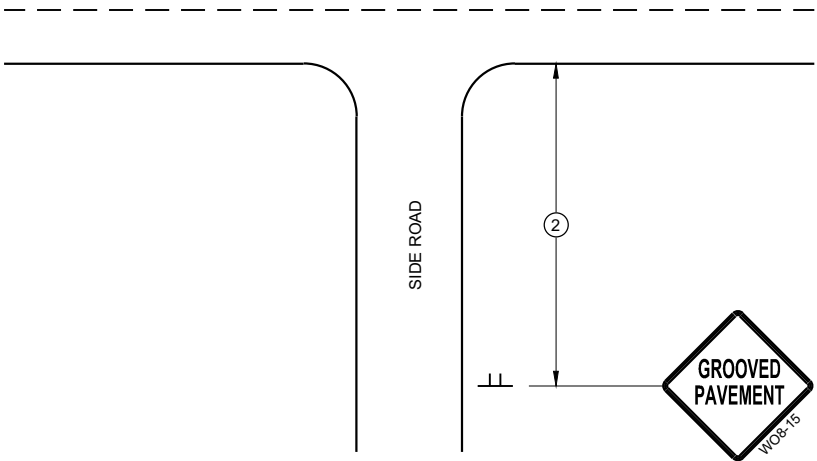
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

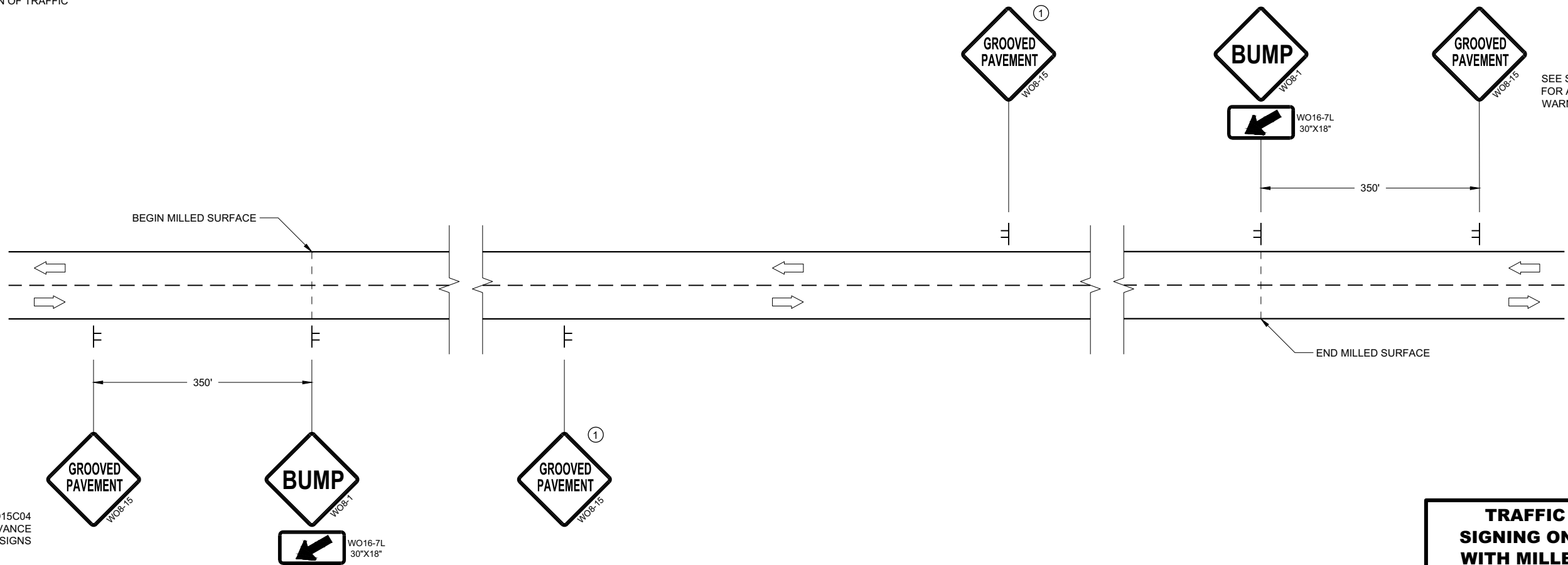
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 106

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

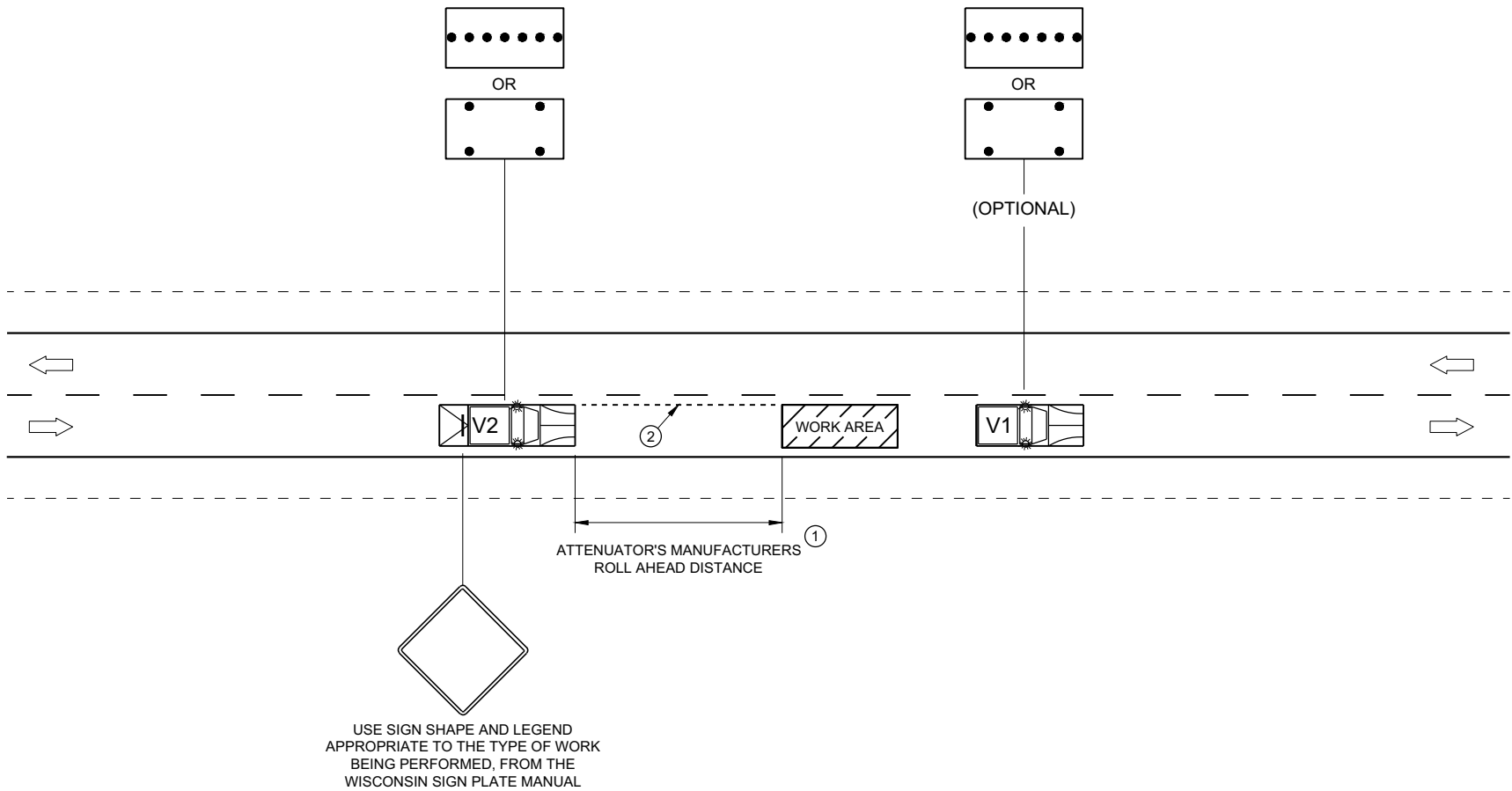
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

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.

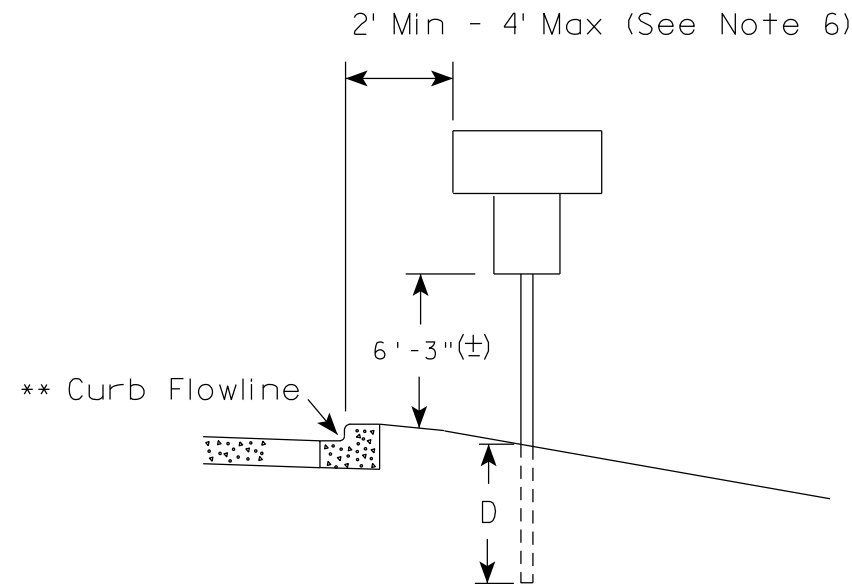
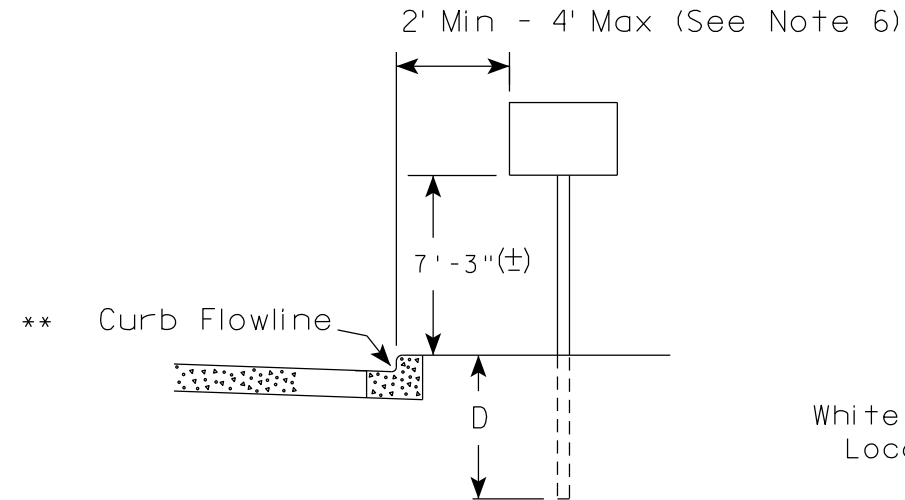


TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

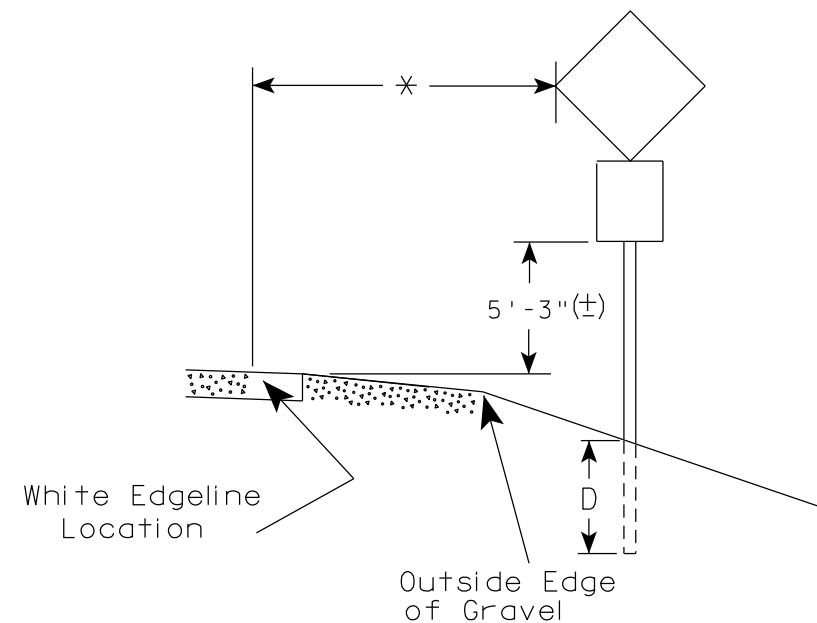
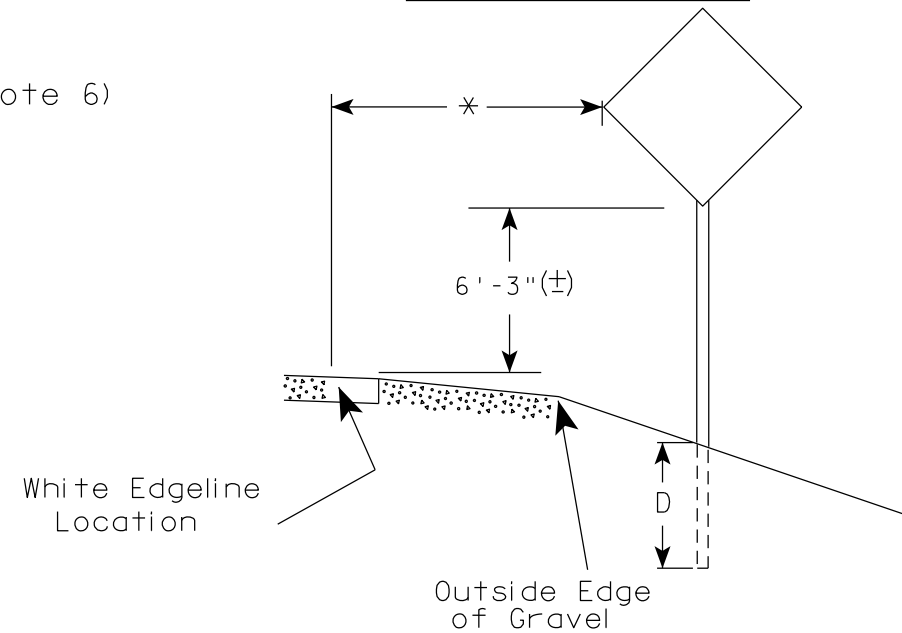
APPROVED
February 2021 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 107
FHWA

URBAN AREA



✱✱ 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.

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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" (±).
- For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- The (±) tolerance for mounting height is 3 inches.
- Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

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

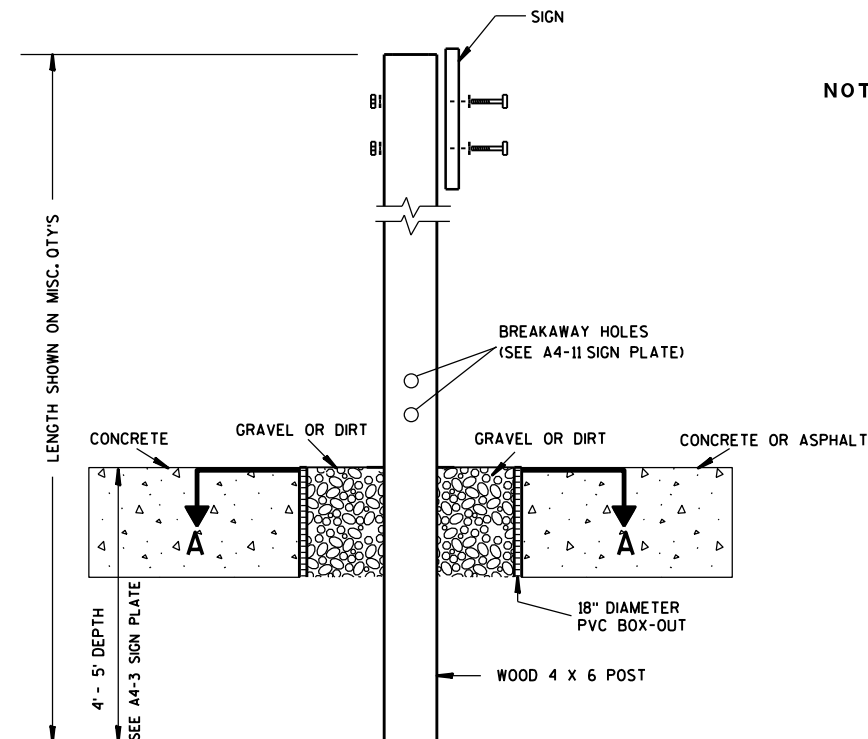
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 108

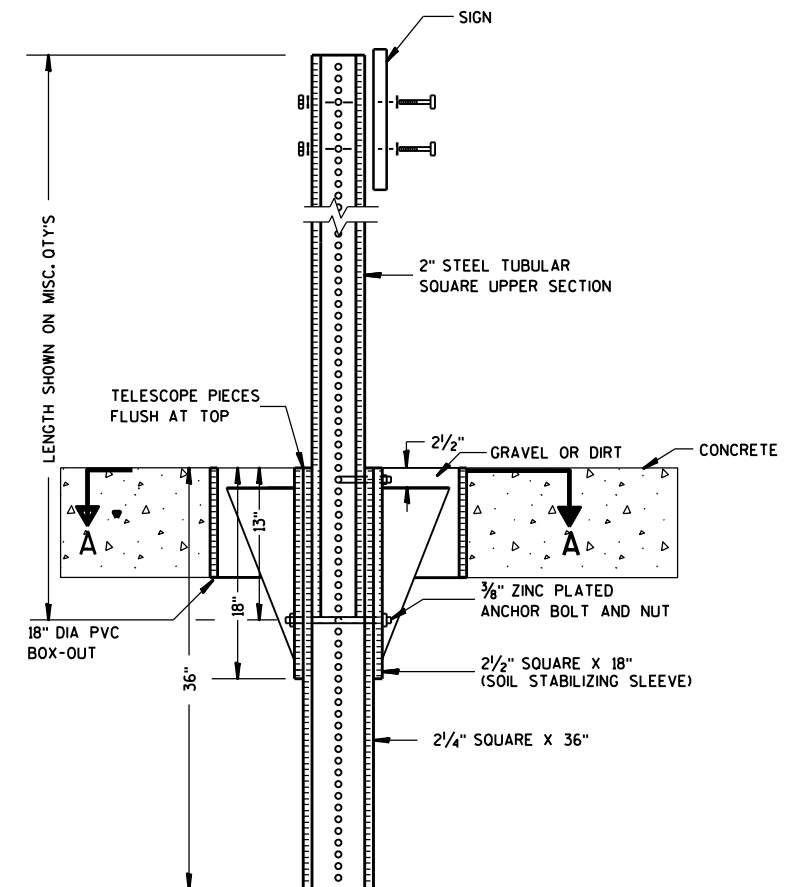
E



ELEVATION VIEW

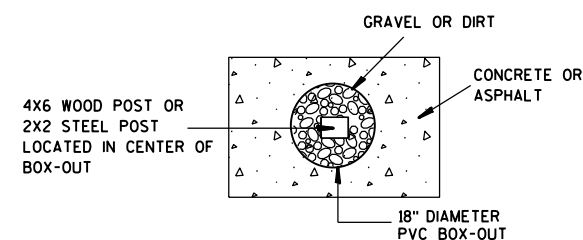
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 109 A4-3B.1

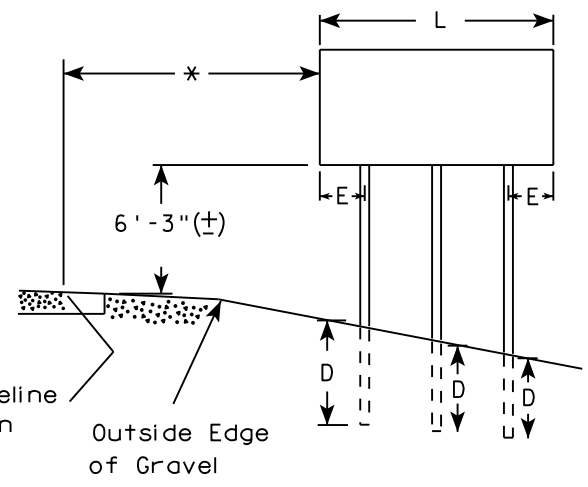
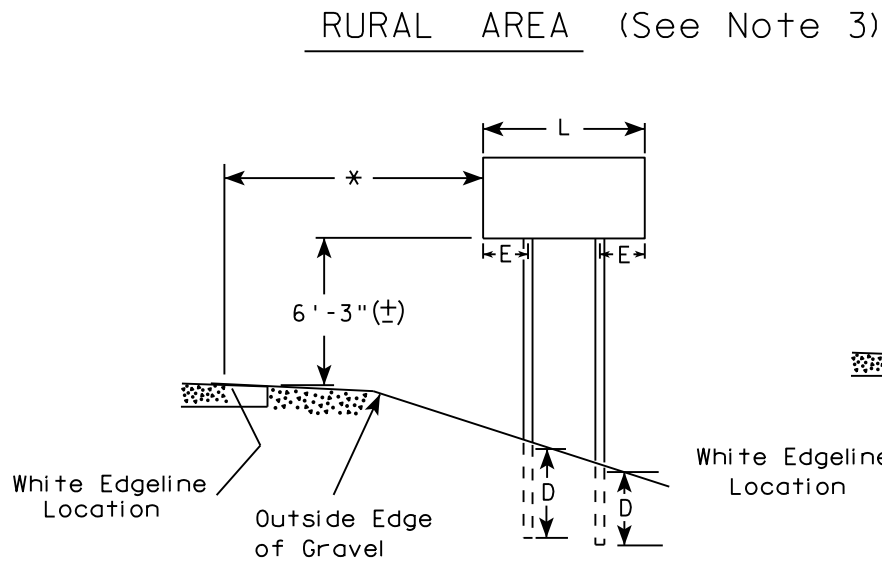
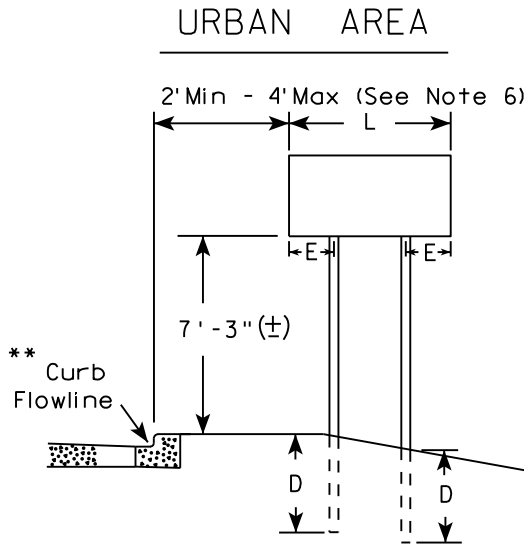
PROJECT NO:

HWY:

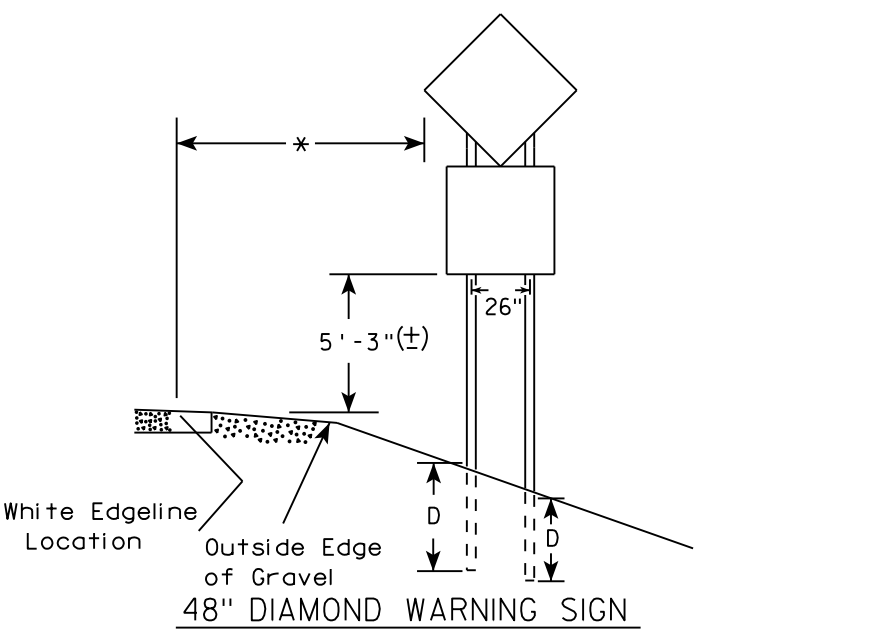
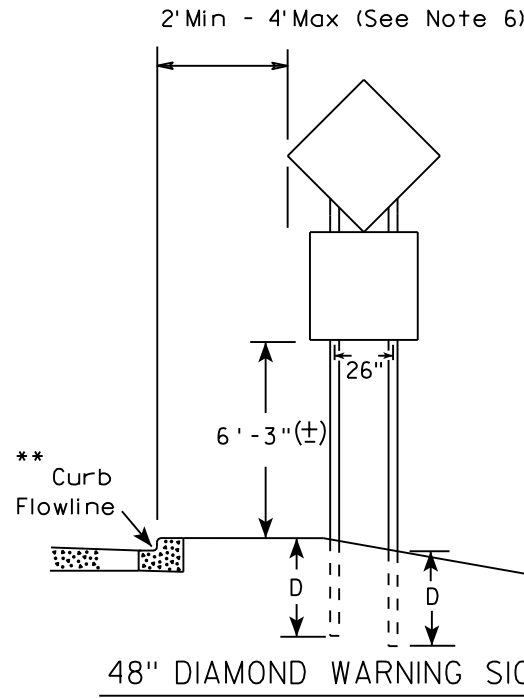
COUNTY:

SHEET NO:

E



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



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

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

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

POST EMBEDMENT DEPTH

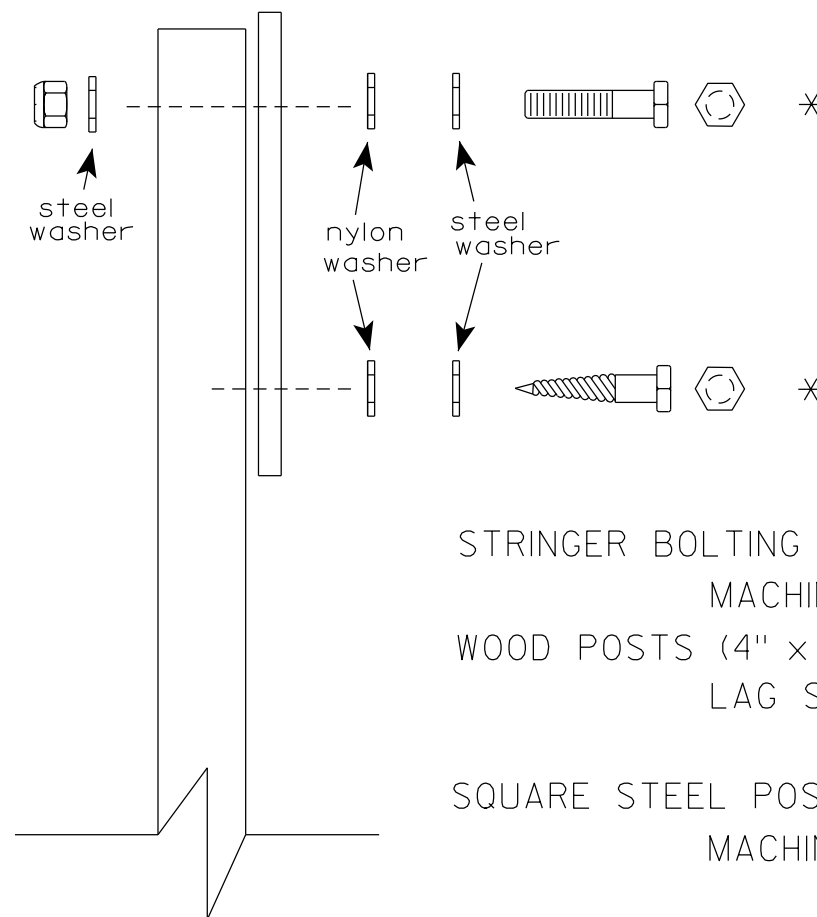
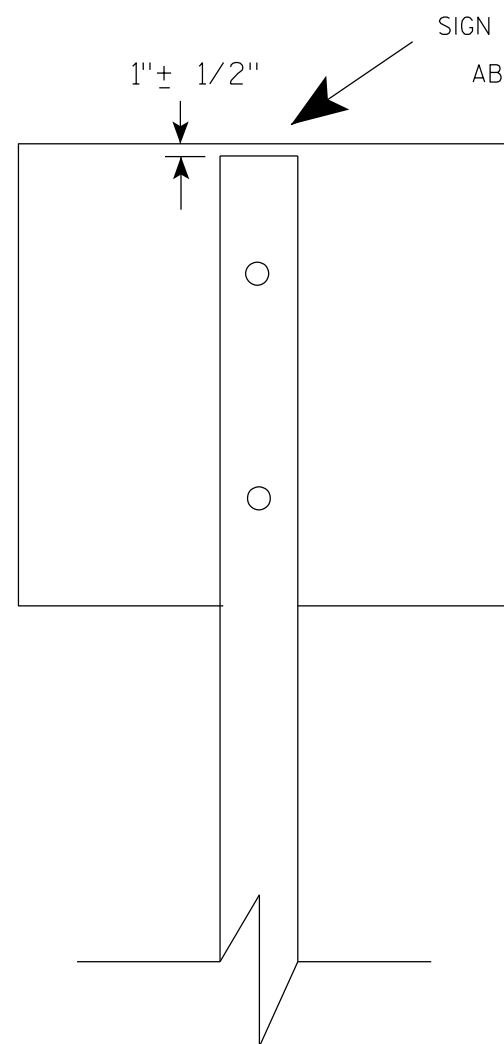
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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

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

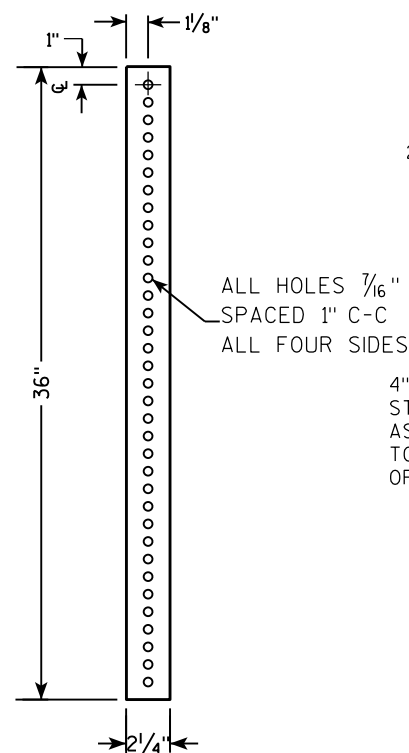
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

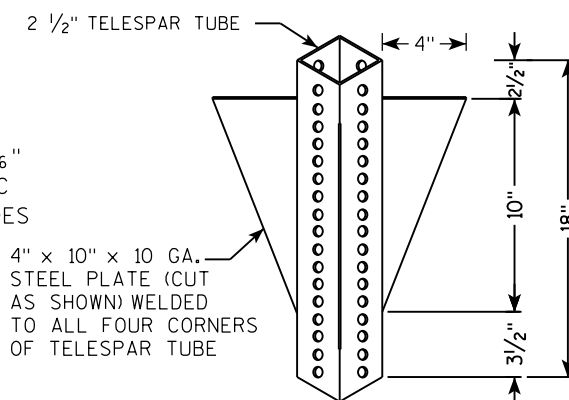
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



TECHNICAL DRAWING OF A VERTICAL SIGN POST ASSEMBLY.

Labels and Dimensions:

- TELESCOPE PIECES FLUSH AT TOP**: Indicated by arrows pointing to the top of the vertical sections.
- 2" STEEL TUBULAR SQUARE UPPER SECTION**: The main vertical post.
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**: Specification for the post's perforations.
- SIGN**: The top horizontal section.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**: Reference to a sign plate for hardware.
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT**: Hardware for the upper section.
- 2 1/2" GRAVEL OR DIRT**: The material filling the base of the post.
- $\frac{3}{16}$ " ZINC PLATED ANCHOR BOLT AND NUT**: Hardware for the base.
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**: The sleeve around the base of the post.
- 2 1/4" SQUARE X 36"**: The base plate.
- 18" DIA SCHEDULE 40 PVC BOX-OUT**: The base of the post.
- 36"**: Total height of the post assembly.
- 18"**: Height of the base plate.
- 13"**: Height of the soil stabilizing sleeve.
- 36"**: Length of the base plate.
- 18" DIA SCHEDULE 40 PVC BOX-OUT**: The base of the post.
- TELESCOPE PIECES FLUSH AT TOP**: Indicated by arrows pointing to the top of the vertical sections.

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

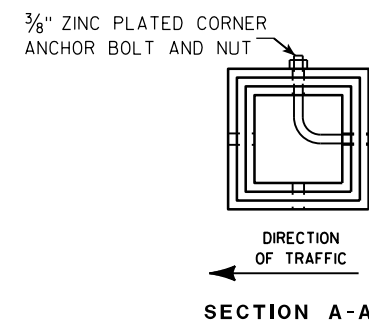
- Overall height: LENGTH SHOWN ON MISC. Q'TYS
- Section A-A: 36" (Total height of the main post section)
- Section B-B: 18" (Height of the upper section)
- Section C-C: 12" (Height of the lower section)

End View Details:

- SIGN:** Indicated at the top.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**
- 2" STEEL TUBULAR SQUARE UPPER SECTION**
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT** (1" spacing from corner)
- $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT**
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**
- 2 1/4" SQUARE X 36"**

Assembly Notes:

- TELESCOPE PIECES FLUSH AT TOP
- Section A-A shows downward arrows indicating load or direction.
- Section B-B shows a horizontal line indicating a joint or transition.



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 PLATI 112 14-9.9

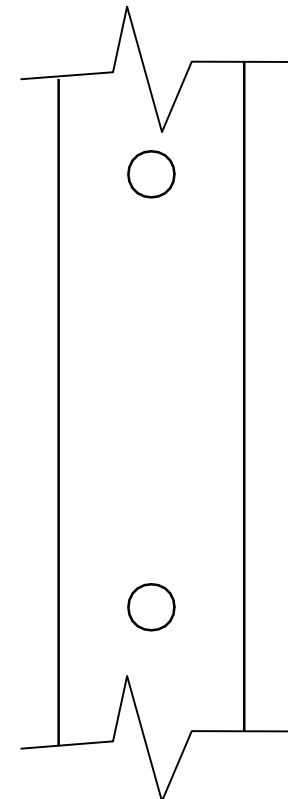
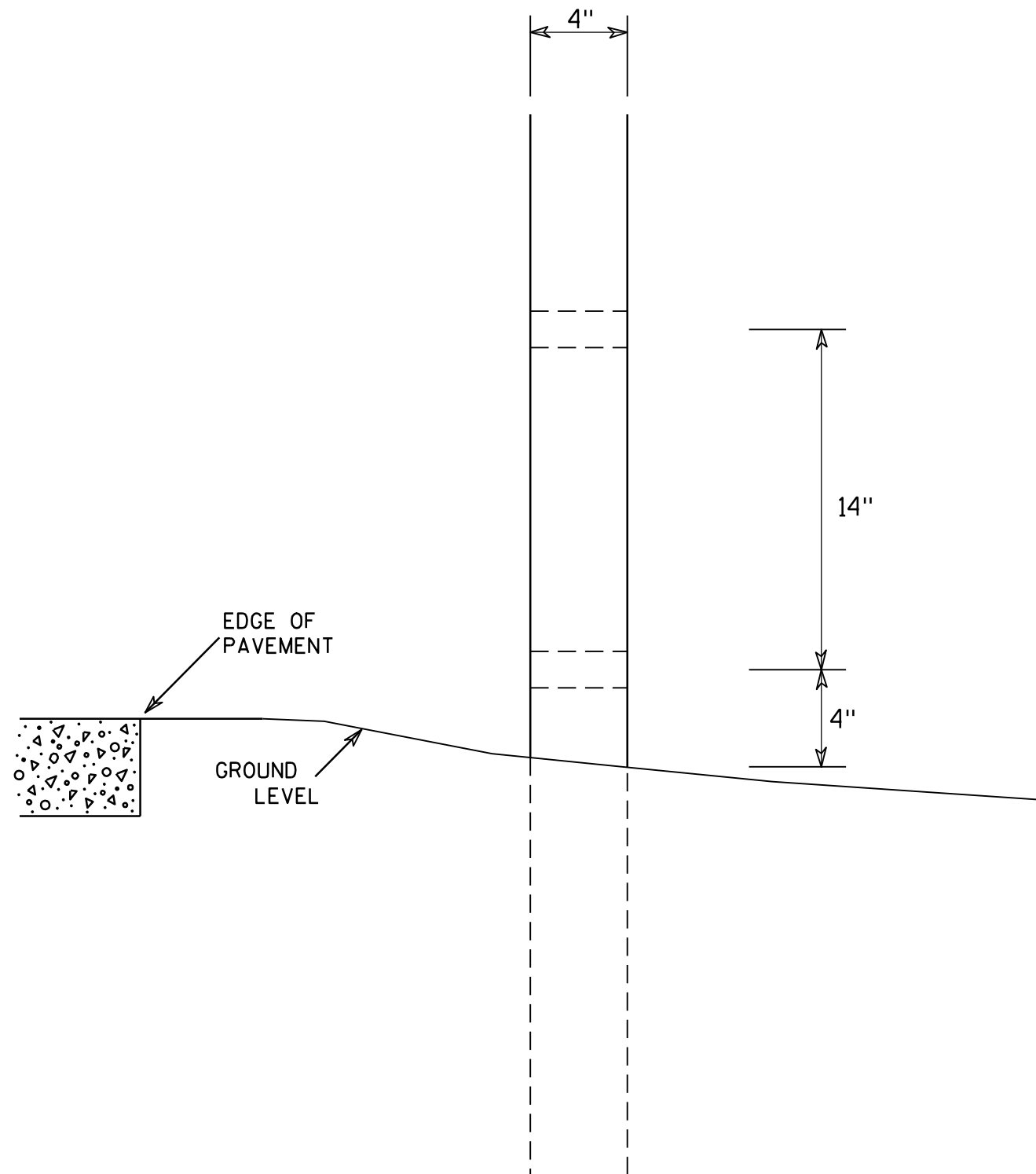
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

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:

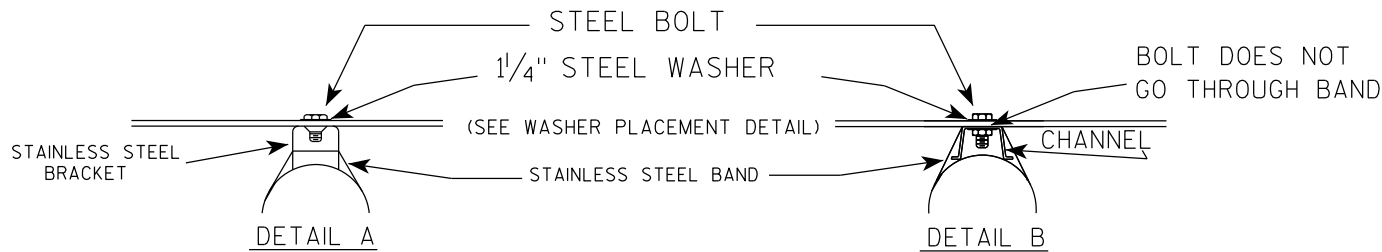
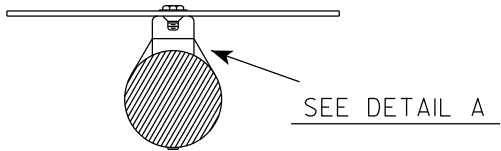
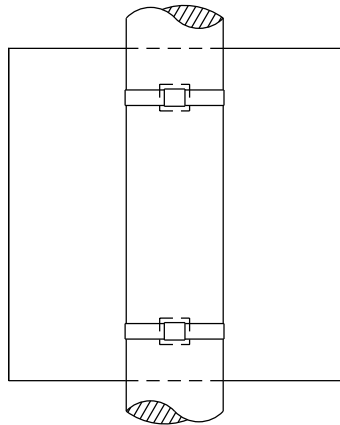
COUNTY:

SHEET NO: 113

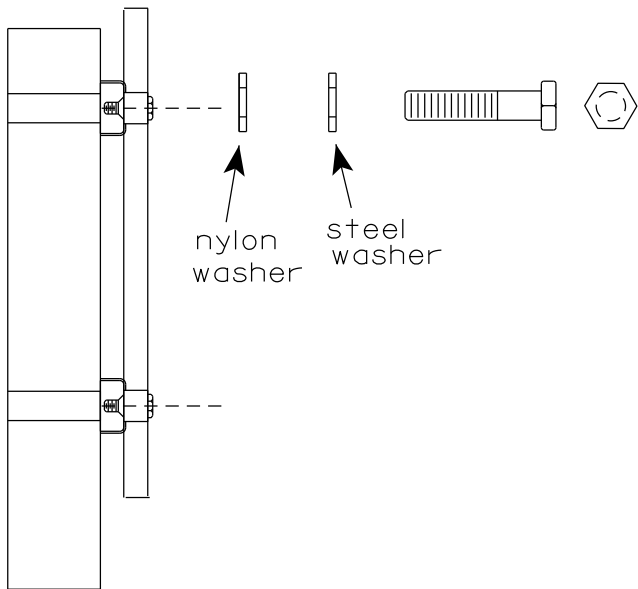
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

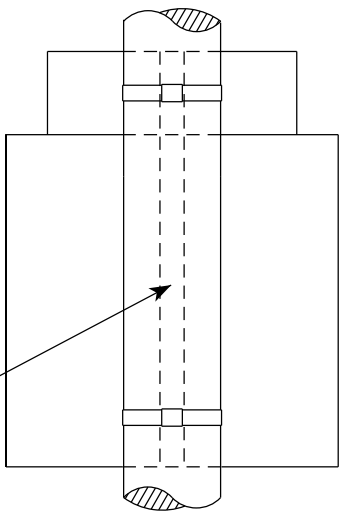


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

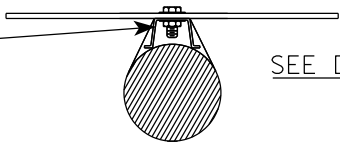
GENERAL NOTES

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

"J" ASSEMBLY



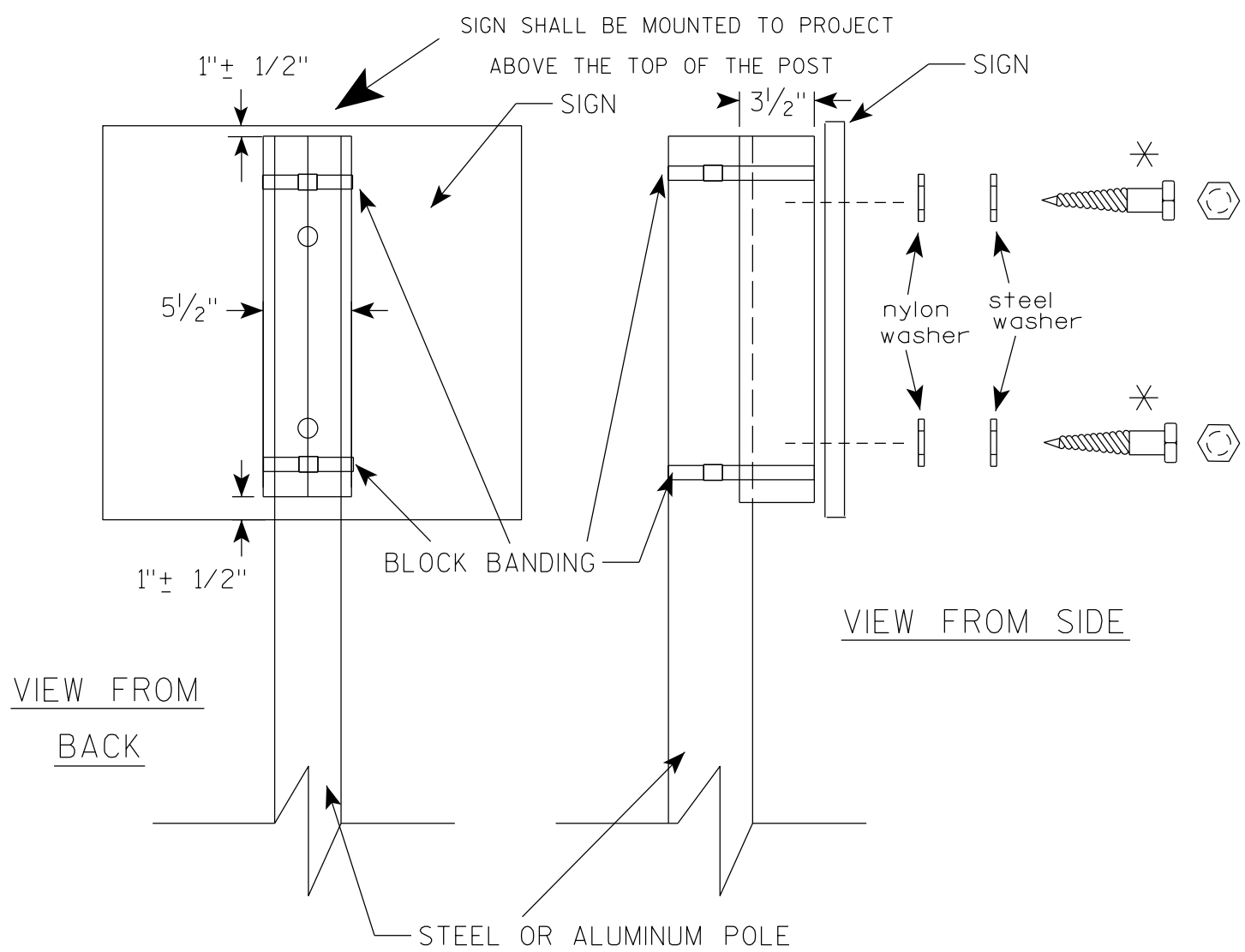
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

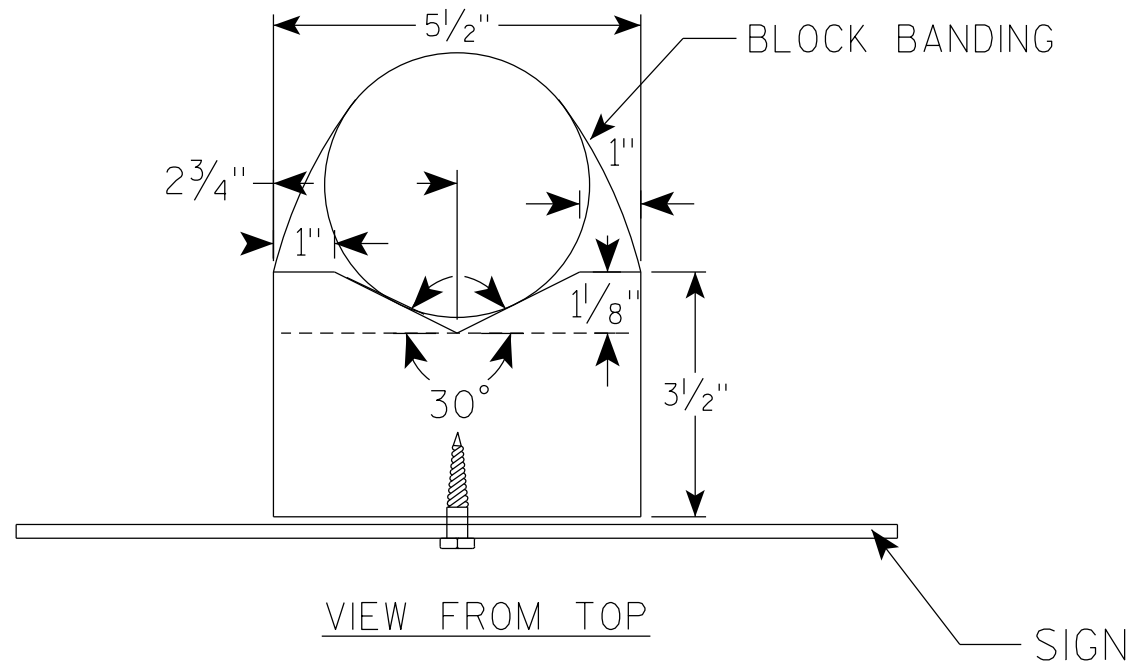
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

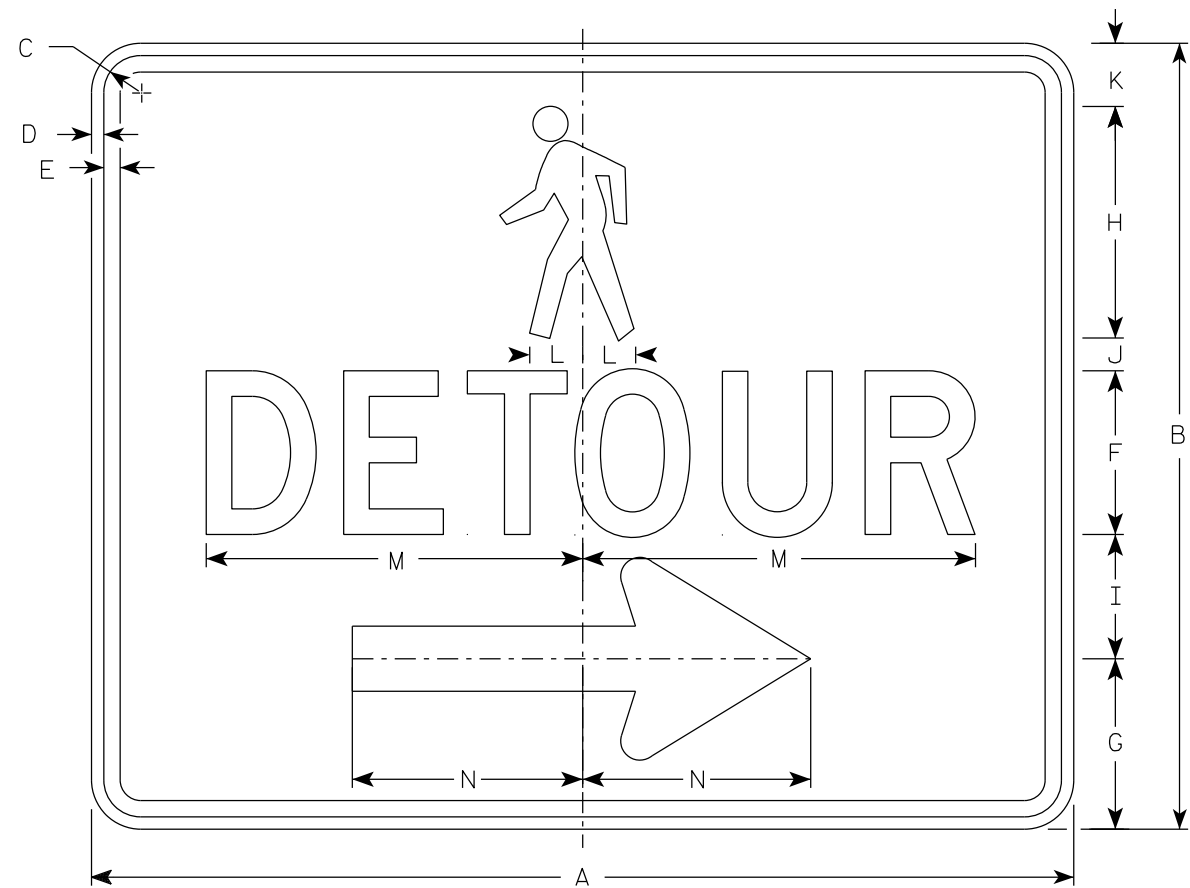
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

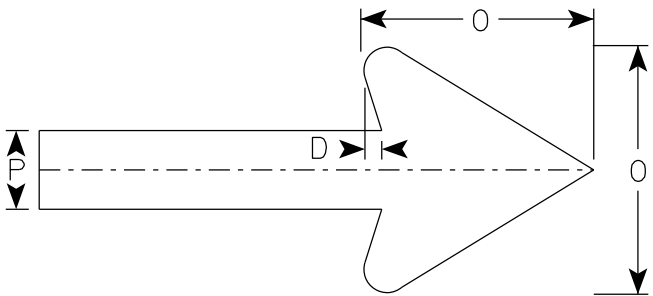
SHEET NO: 115

E



M4 - 9BR

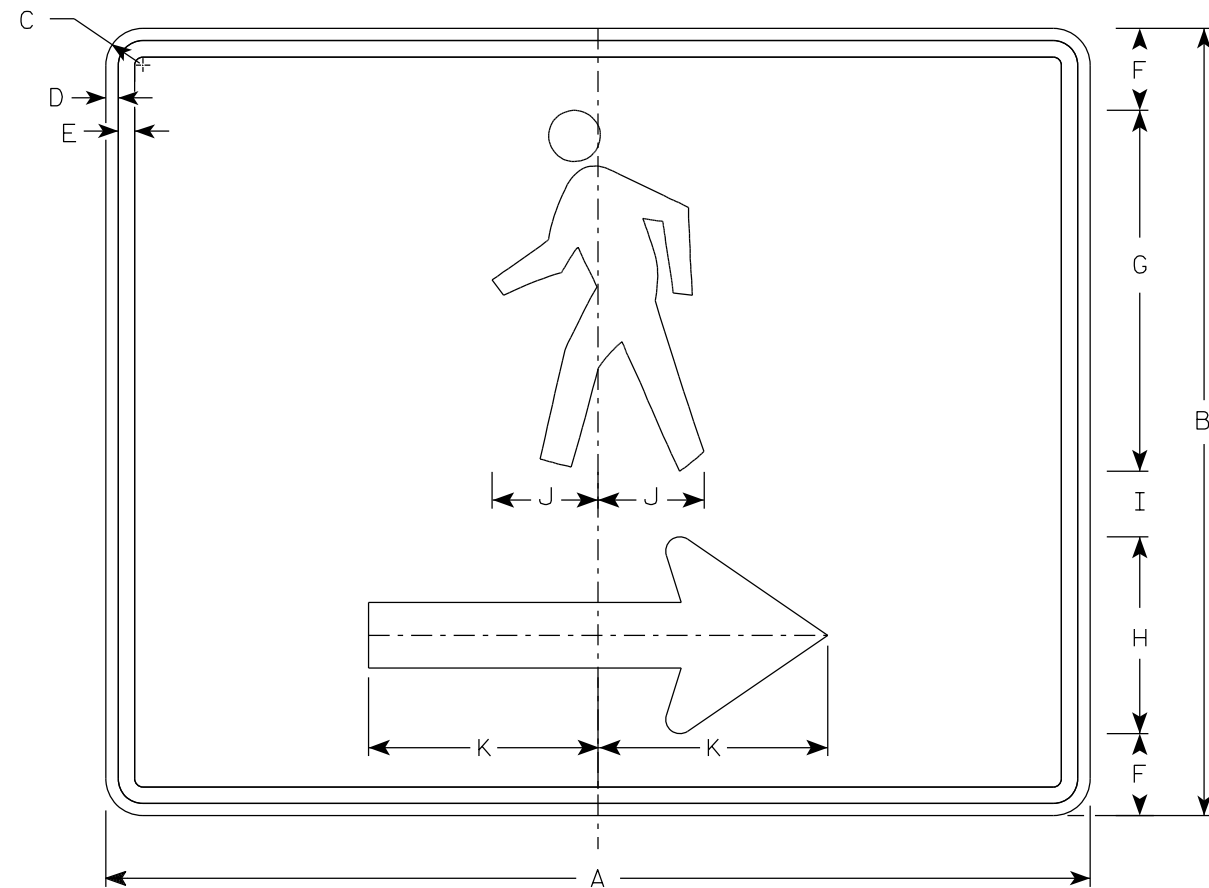
- NOTES
1. Sign is Type II-Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. M4-9BL is the same as M4-9BR except the arrow is reversed.



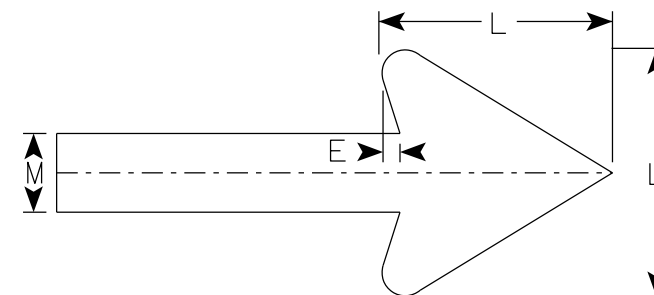
Arrow Detail

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

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 116		E
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M4-60R



Arrow Detail

NOTES

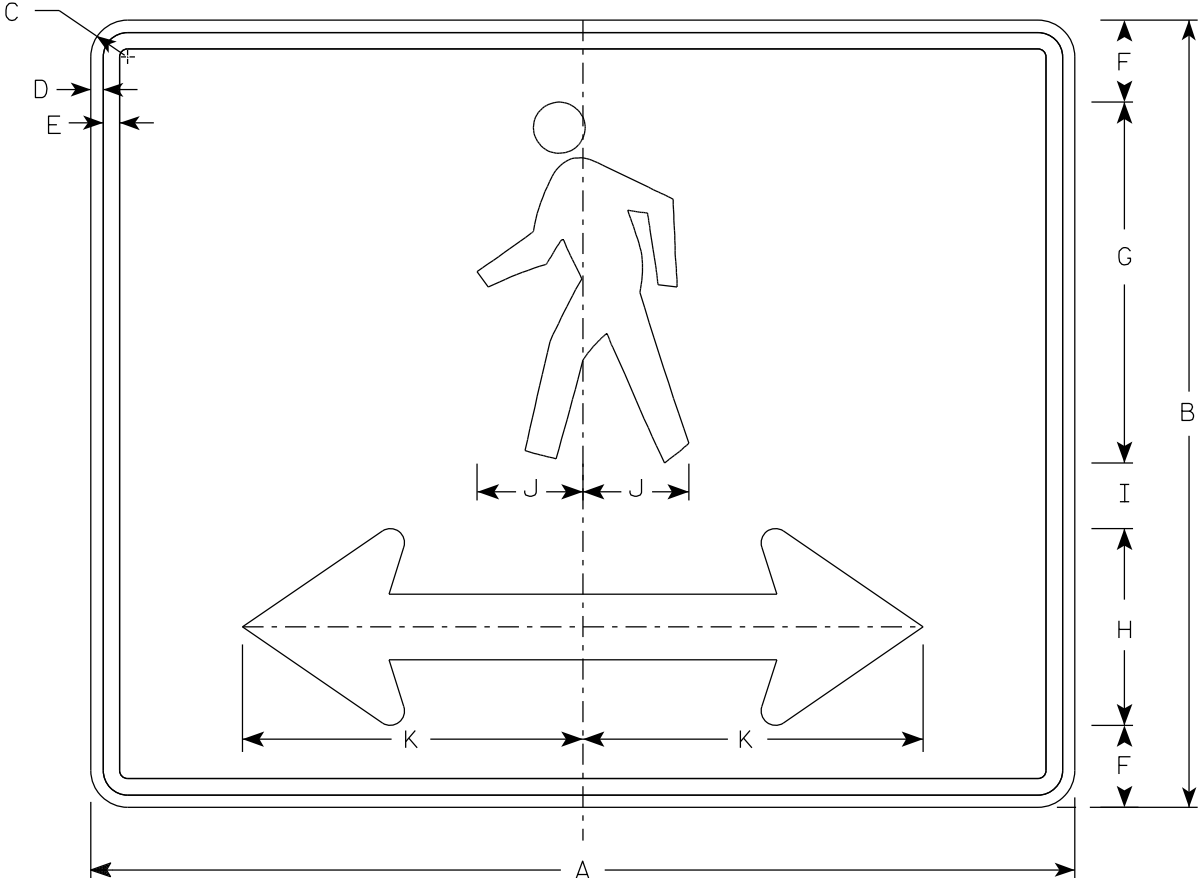
1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the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

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																											

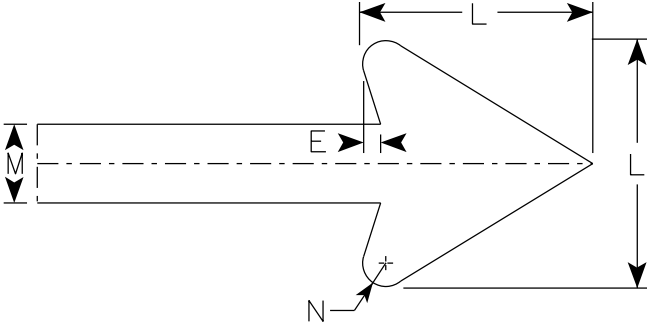
PROJECT NO:				HWY:				COUNTY:				SHEET NO: 117												E
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NOTES

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 - 601



Arrow Data

[illegible]

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

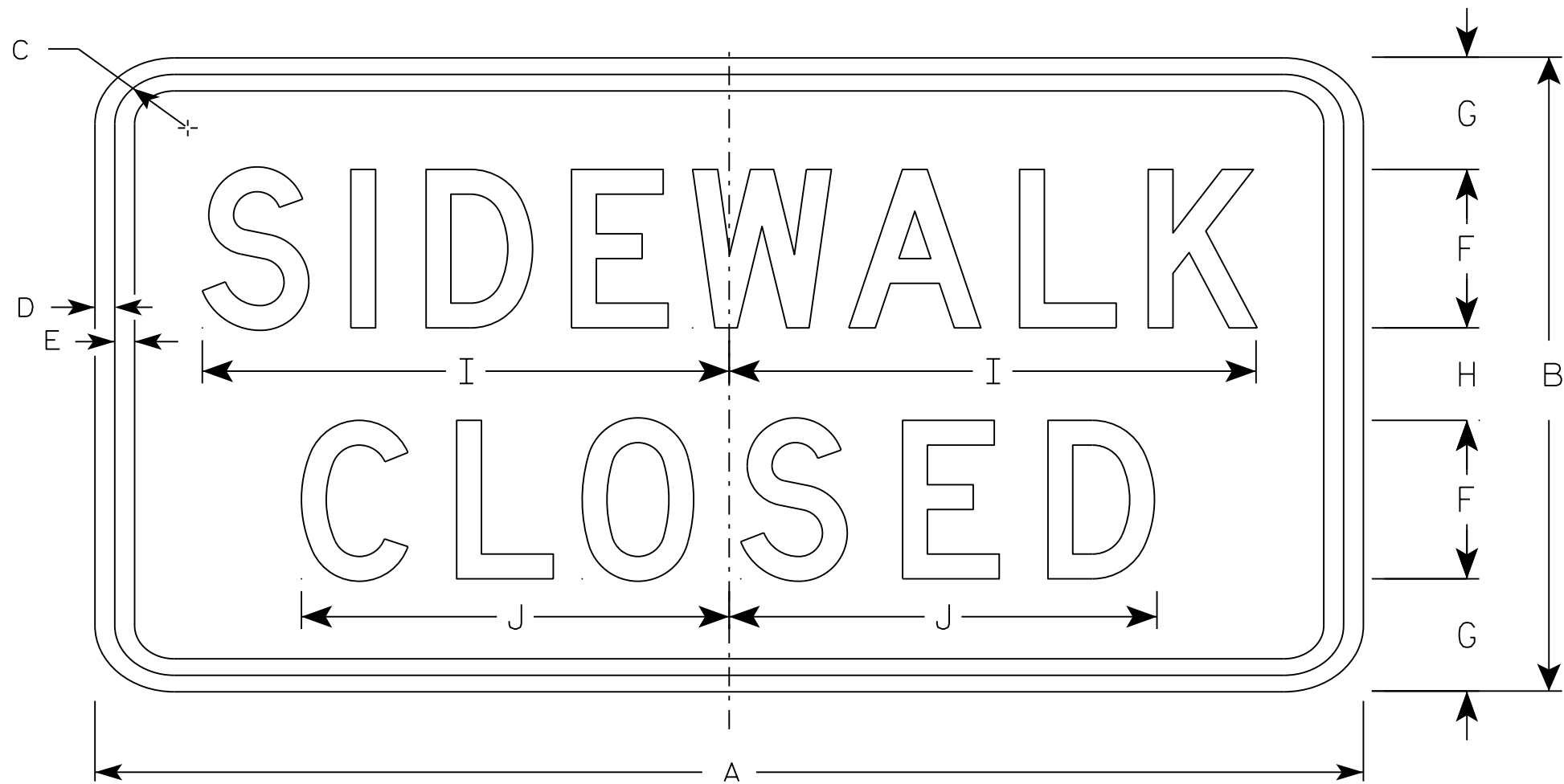
PROJECT NO:

HWY

COUNTY

SHEET NO: 118

E



R9-9

NOTES

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

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

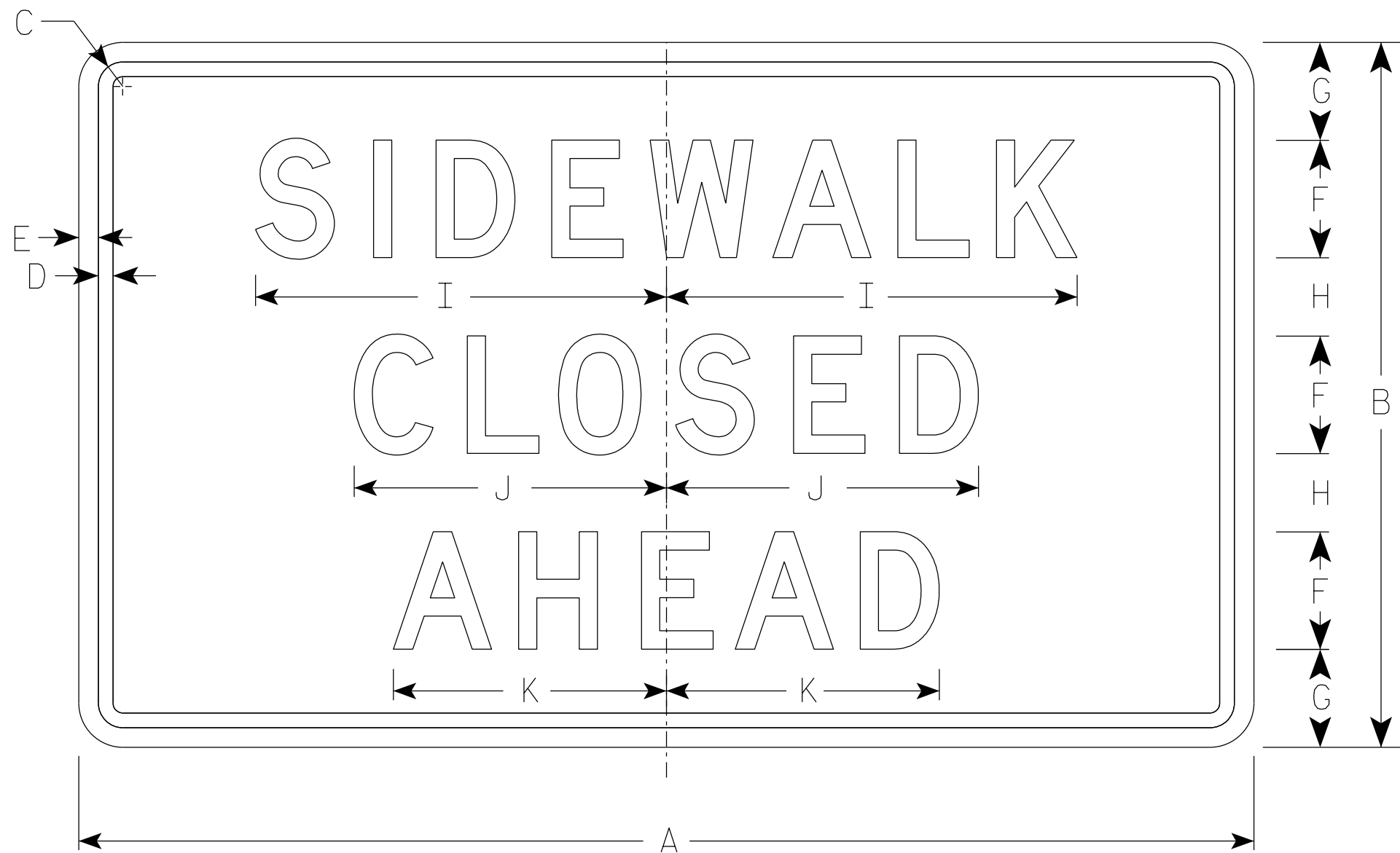
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/11/16 PLATE 119 R9-9.6

- 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.



R9-9A

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 120

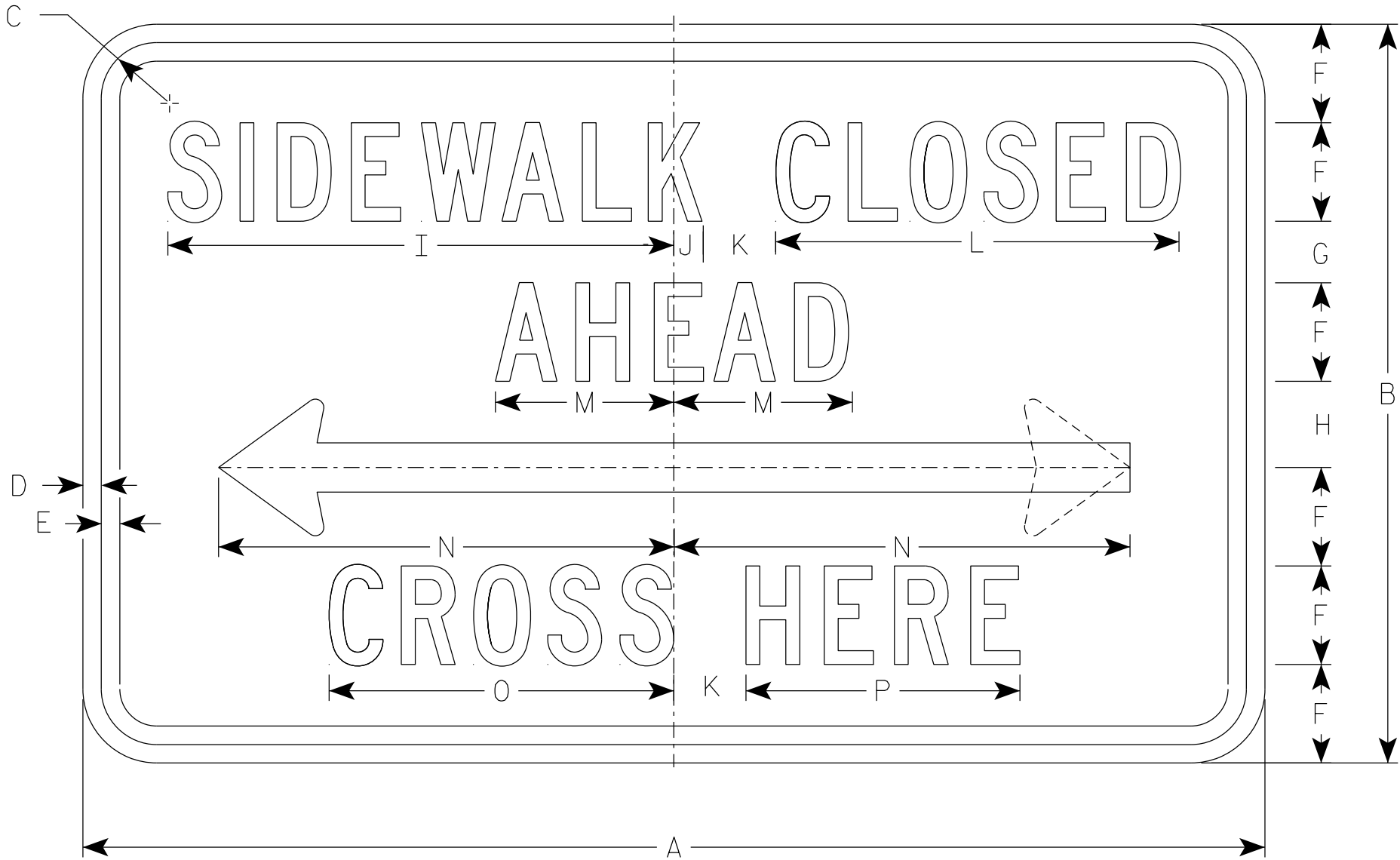
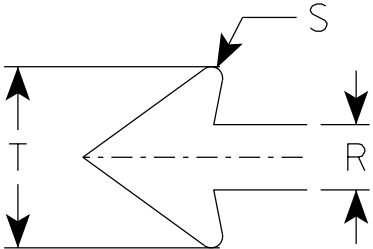
E

NOTES

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

Background - White

Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11D (double arrow)
R9-11L (left arrow)
R9-11R (right arrow)



R9-11

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

PROJECT NO:

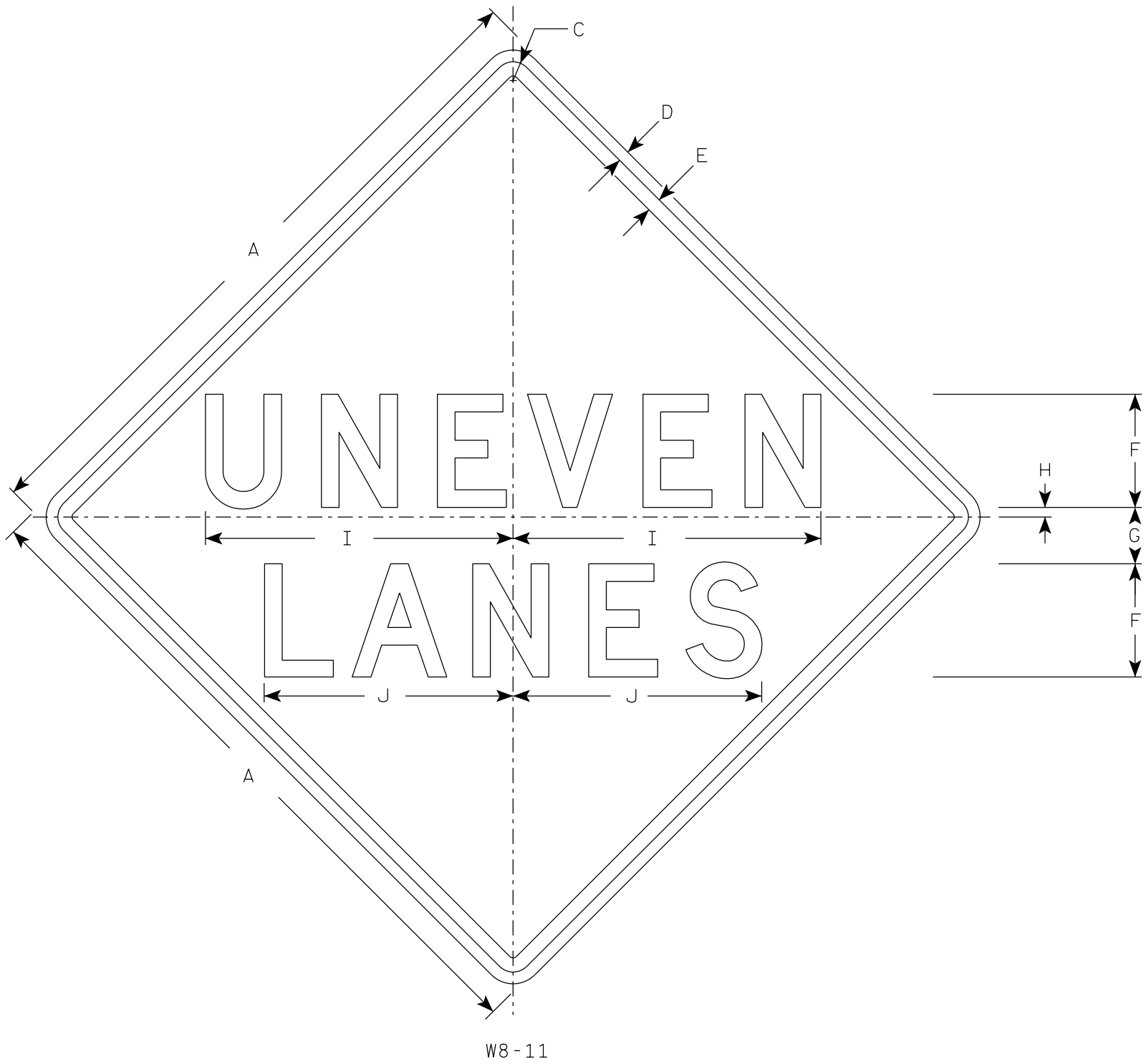
HWY:

COUNTY:

SHEET NO: 121

E

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - 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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3	1/2	16 3/8	13 1/4																	9.0
2S	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
2M	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
3	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
4	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
5	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0

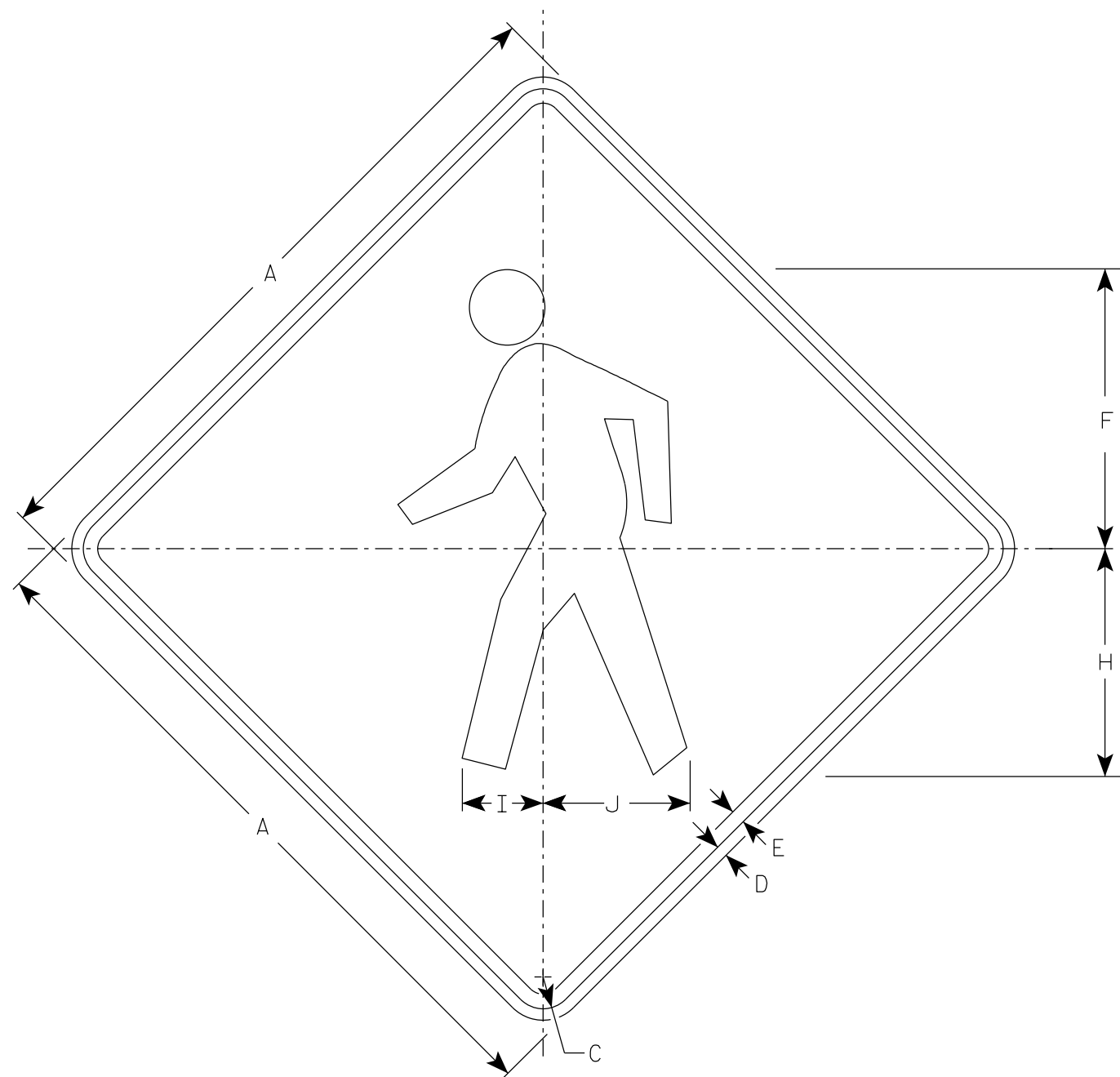
STANDARD SIGN

W8-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/20/2020 PLATE NO. W8-11.5



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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 123

E

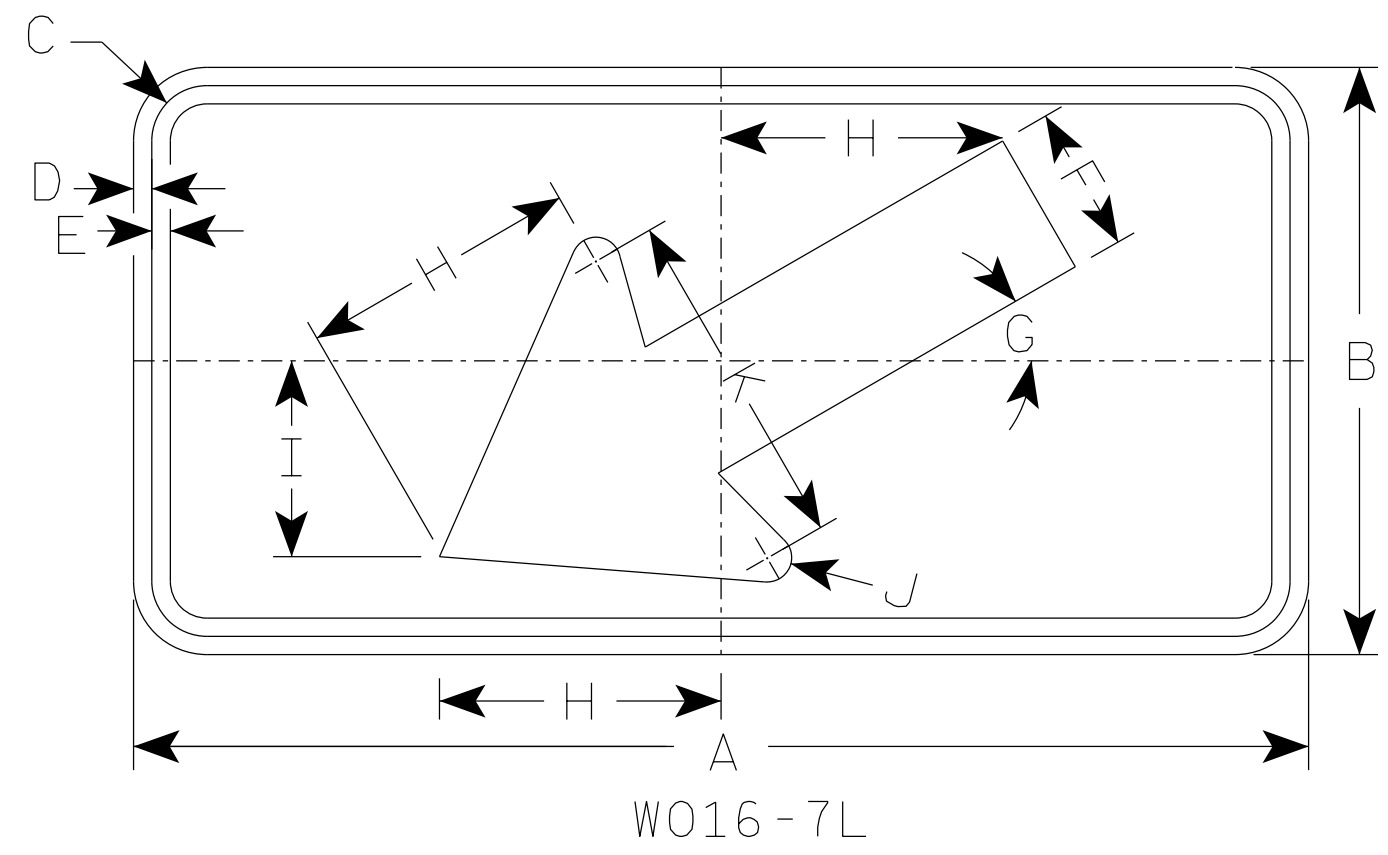
STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 124

E

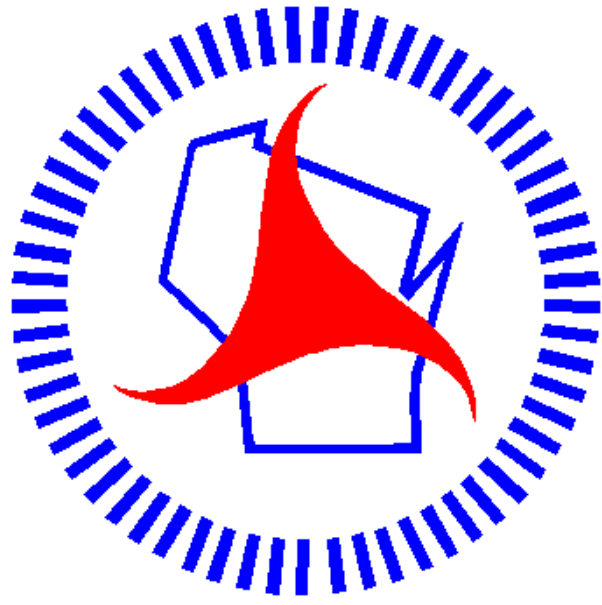
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

Notes



Wisconsin Department of Transportation

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