

MAD

NOVEMBER 2024

PROJECT ID:

5944-04-74

WITH: N/A

COUNTY:

LAFAYETTE

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
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 182

12

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	2255
A.A.D.T.	(2043)	=	2555
D.H.V.		=	312
D.D.		=	50/50
T.		=	16.4%
DESIGN SPEED		=	30-40 (URBAN), 55 MPH (RURAL)
ESALS		=	720,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DARLINGTON - ARGYLE

STH 23 TO WILDCAT ROAD

STH 81

LAFAYETTE COUNTY

STATE PROJECT NUMBER

5944-04-74

BEGIN PROJECT

STA 10+35

Y=166001.264

X=483077.599

END PROJECT

STA 74+25

LAYOUT

SCALE 0 1

TOTAL NET LENGTH OF CENTERLINE = 1.210 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LAFAYETTE 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 18.

ORIGINAL PLANS PREPARED BY

DATE: 7/30/2024

(Professional Engineer Signature)

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS SQUARED, INC.
Designer	CBS SQUARED, INC.
Project Manager	MAHESH SHRESTHA
Regional Examiner	SW REGION
Regional Supervisor	MARC SCHWEIGER

APPROVED FOR THE DEPARTMENT

DATE:	
	(Signature)

E

FILE NAME : N:\PDS\C3D\59440404\010101-TI.DWG

PLOT DATE : 4/10/2023 3:47 PM

PLOT BY : CORY IHDE

PLOT NAME :

GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE SALVAGED, TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.

CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS.

THE LOCATIONS OF UTILITIES SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT THAT ARE NOT SHOWN.

UTILITIES ARE SHOWN AS EXISTED PRIOR TO RELOCATION ACTIVITIES

WISDOT MONUMENTS WILL BE SUPPLIED BY THE STATE AND INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED PAVEMENT SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

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

CONTRACTOR TO PROTECT HMODS AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM HMODS.

ENSURE THAT HMODS ARE NOT DISTURBED, BUMPED OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF HMODS ARE DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

JACOB ROCKWEILER, P.E., WISCONSIN HEIGHT MODERNIZATION PROGRAM MANAGER WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION WHOSE PHONE NUMBER IS (608) 516-6362 AND EMAIL IS JACOB.ROCKWEILER@DOT.WI.GOV

MILL AND PAVE ADJACENT TO MONUMENTS WITHOUT DAMAGING THE MONUMENTS.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

CURB RAMP DETAILS

PLAN DETAILS

PAVEMENT MARKING & SIGNING

TRAFFIC CONTROL

STANDARD ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
AH	AHEAD
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ASPH	ASPHALTIC
AVG	AVERAGE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BR	BRIDGE
CL OR C/L	CENTER LINE
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CABC	CRUSHED AGGREGATE BASE COURSE
CY OR CUYD	CUBIC YARD
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EB	EASTBOUND
EL OR ELEV	ELEVATION
EW	END WALL
ENT	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
FERT	FERTILIZER
FE	FIELD ENTRANCE
FL OR F/L	FLOW LINE
FT	FOOT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
INL	INLET
INV	INVERT
JCT	JUNCTION
LT	LEFT
L	LENGTH OF CURVE
LIN FT OR LF	LINEAR FOOT
LS	LUMP SUM
NC	NORMAL CROWN
N	NORTH
NB	NORTHBOUND
NO	NUMBER
PT	POINT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
LB	POUND
PE	PRIVATE ENTRANCE
R	RADIUS
RL OR R/L	REFERENCE LINE
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
SHLDR	SHOULDER
SB	SOUTHBOUND
SF OR SQ FT	SQUARE FEET
SY OR SQ YD	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAY
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
USH	UNITED STATES HIGHWAY
V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE
WB	WESTBOUND
YD	YARD

UTILITY CONTACTS

ELECTRICITY

ALLIANT ENERGY
CURTIS VACHA
761 ENTERPRISE DRIVE
PLATTEVILLE, WI 53818
(608) 342-4123 (OFFICE)
(608) 341-9623 (CELL)
CURTISVACHA@ALLIANTENERGY.COM

GAS/PETROLEUM

ALLIANT ENERGY
CURTIS VACHA
761 ENTERPRISE DRIVE
PLATTEVILLE, WI 53818
(608) 342-4123 (OFFICE)
(608) 341-9623 (CELL)
CURTISVACHA@ALLIANTENERGY.COM

NORTHERN NATURAL GAS CO
LENNY KLAAS
5557 COUNTY HIGHWAY D
PLATTEVILLE, WI 53818
(402) 530-2806
(608) 778-8514 -MOBLIE
LEONARD.KLAAS@NNGCO.COM

WATER/SEWER

CITY OF DARLINGTON
JEREMY WILLIAMS
627 MAIN STREET
DARLINGTON, WI 53530-0207
(608) 776-4970
(608) 482-3431 - MOBILE
JEREMY.WILLIAMS@CITYOFDARLINGTONWI.ORG

ELECTRICITY - TRANSMISSION

ATC MGMT INC
CHRIS DAILEY
PO BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATTLCC.COM

COMMUNICATION LINE

BRIGHTSPEED - COMMUNICATION LINE
DOUG MCGOWAN
135 BONSON STREET
PLATTEVILLE, WI 53818
(608) 482-5377 - MOBILE
DOUG.MCGOWAN1@BRIGHTSPEED.COM

MEDIACOM WI LLC
TYLER GORDON
112 N 2ND ST
CLINTON IA 52732
(845) 325-6830
TGORDON@MEDIACOMCC.COM

AREA CONTACTS

WISDOT CONTACT

MAHESH SHRESTHA
WISDOT SOUTHWEST REGION
2101 WRIGHT ST
MADISON, WI 53704
(608) 245-2674
MAHESH.SHRESTHA@DOT.WI.GOV

DESIGN CONTACT

TAMMY TUCKER
CBS SQUARED, INC.
2500 E. ENTERPRISE AVE, SUITE A
APPLETON, WI 54913
(262) 613-8999
TTUCKER@CBSSQUAREDINC.COM

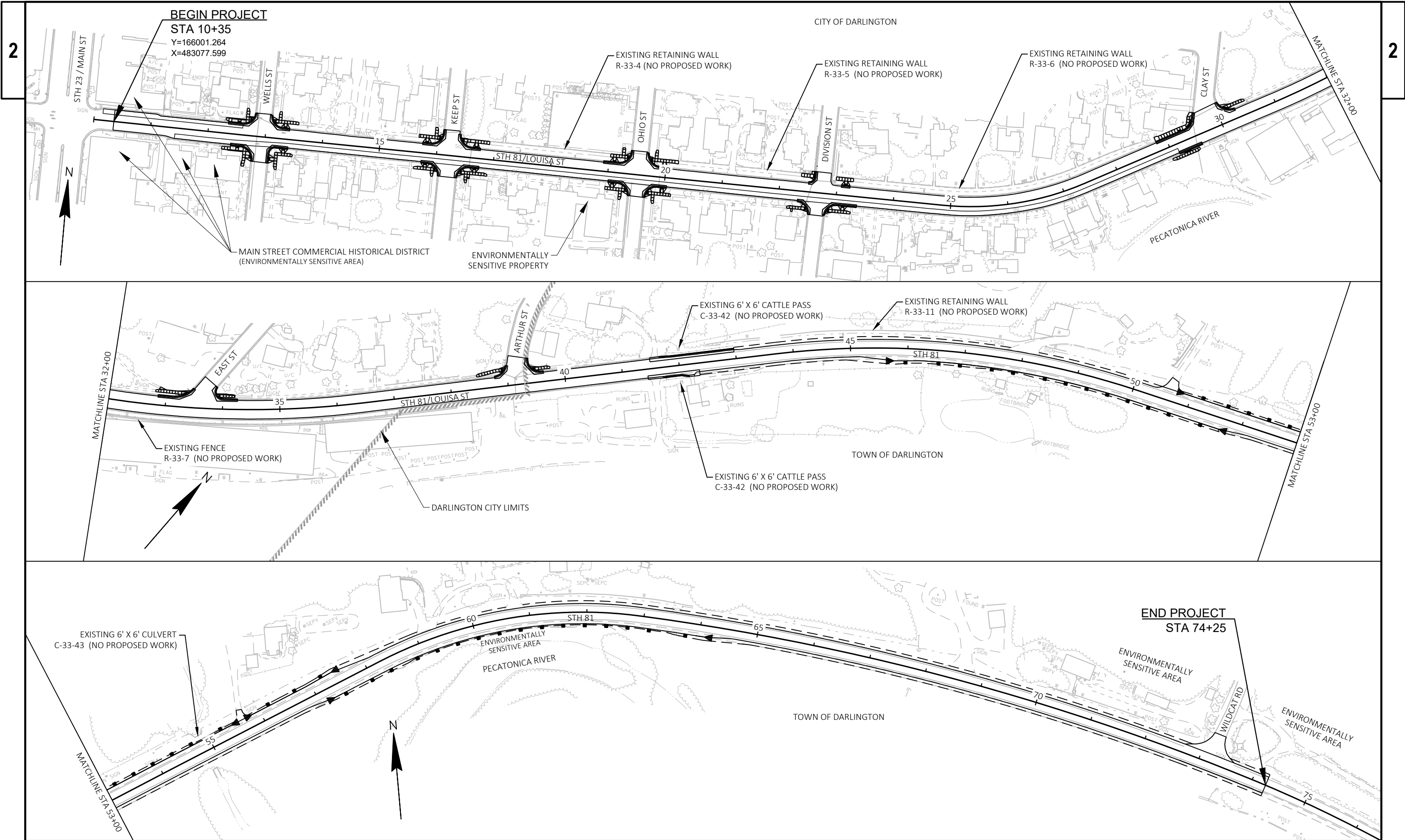
WISCONSIN DNR CONTACT

SHELLEY NELSON
DNR SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 444-2835
SHELLEY.NELSON@WISCONSIN.GOV

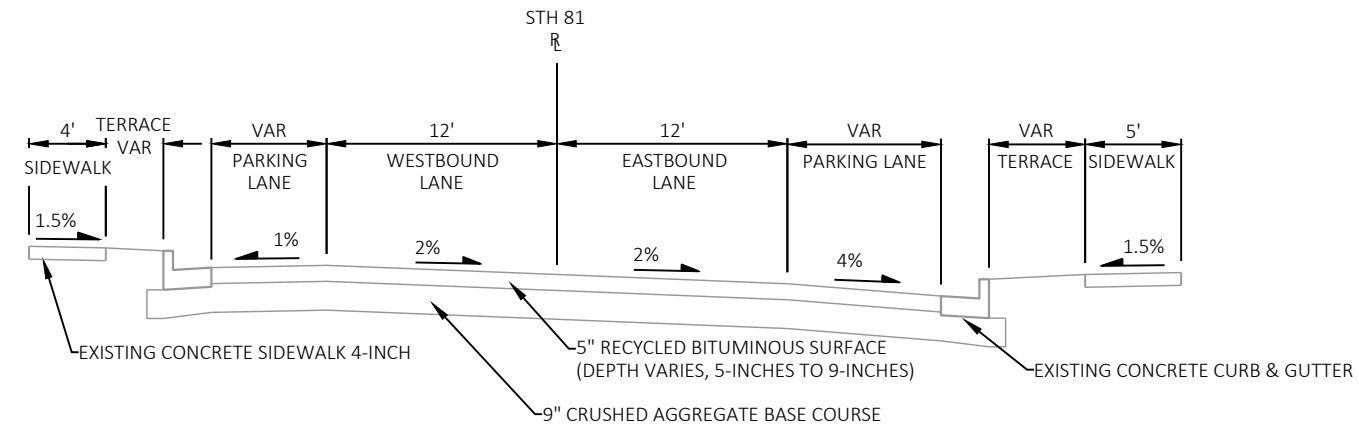
DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

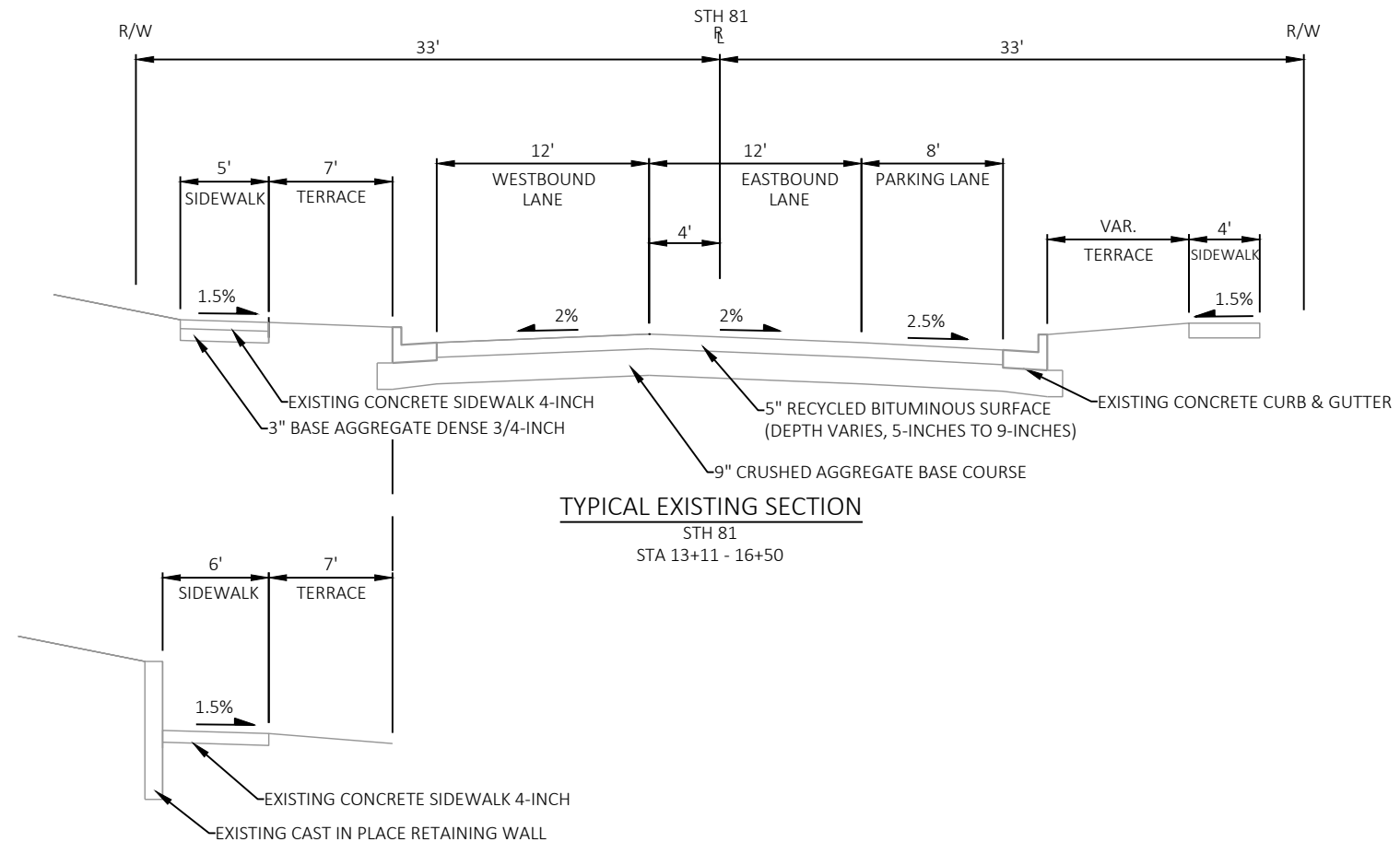


PROJECT NO: 5944-04-74	HWY: STH 81	COUNTY: LAFAYETTE	PROJECT OVERVIEW	SHEET 3	E
------------------------	-------------	-------------------	------------------	---------	---



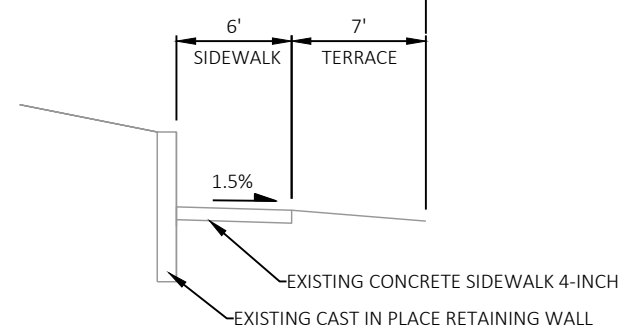
TYPICAL EXISTING SECTION

STH 81
STA 10+35 - STA 13+11



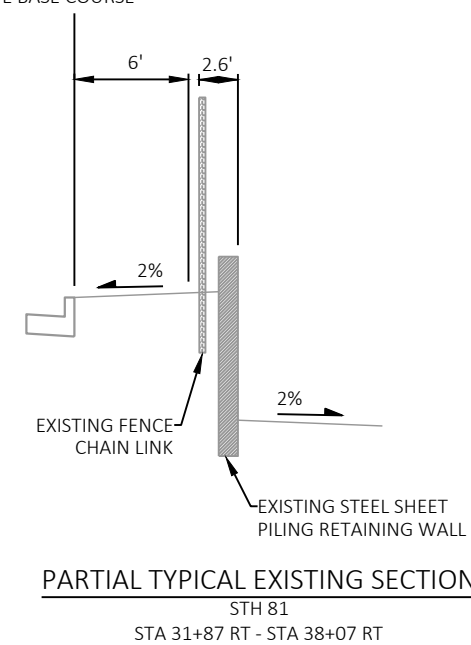
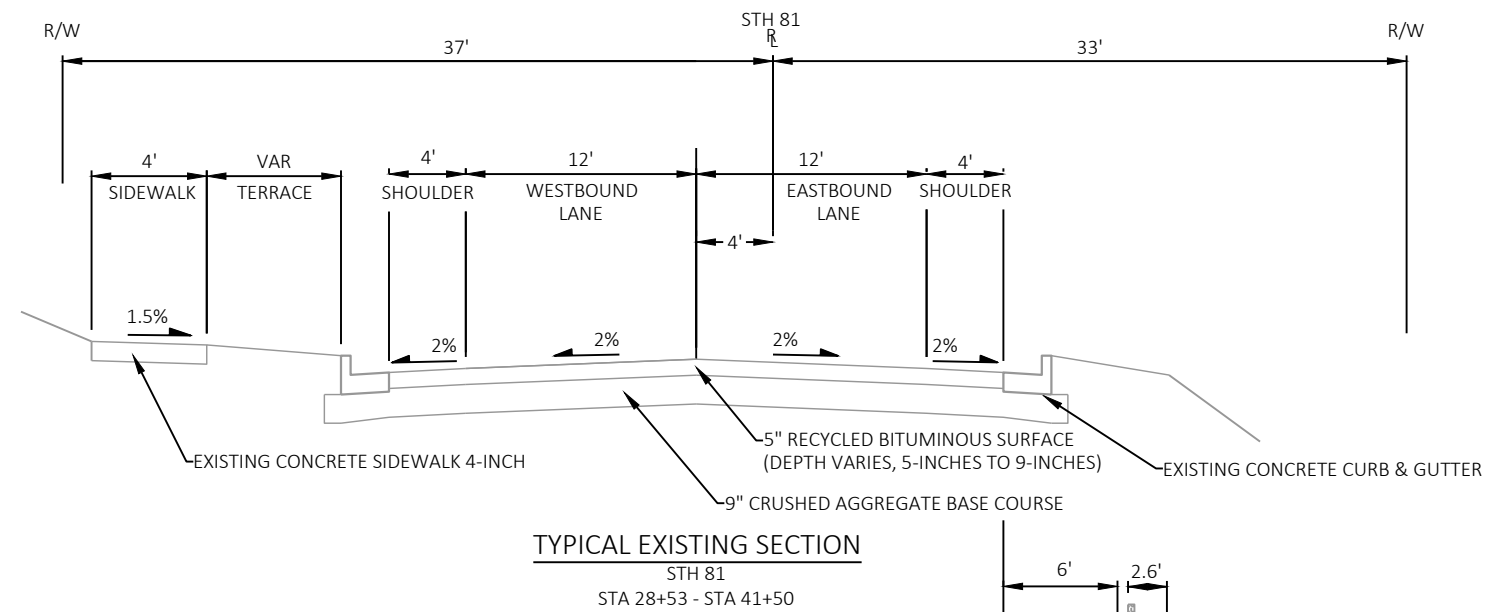
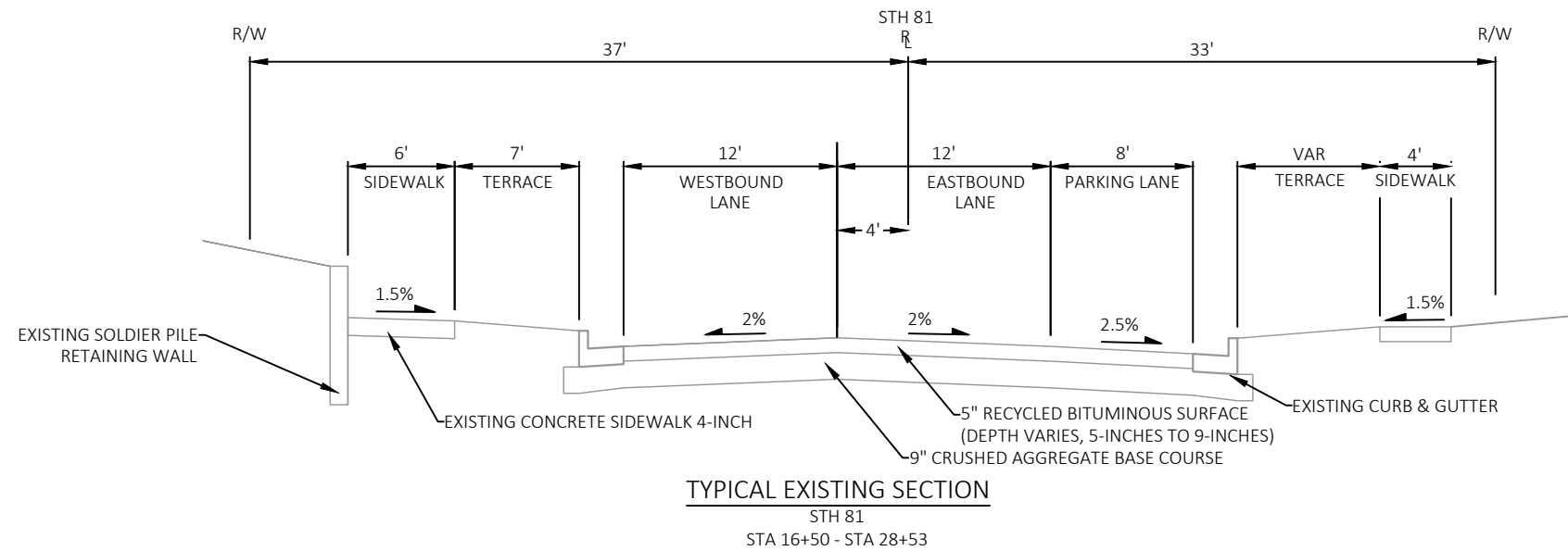
TYPICAL EXISTING SECTION

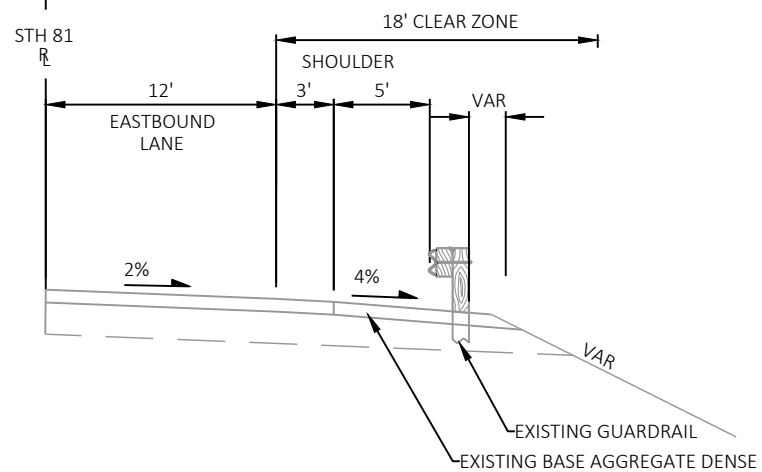
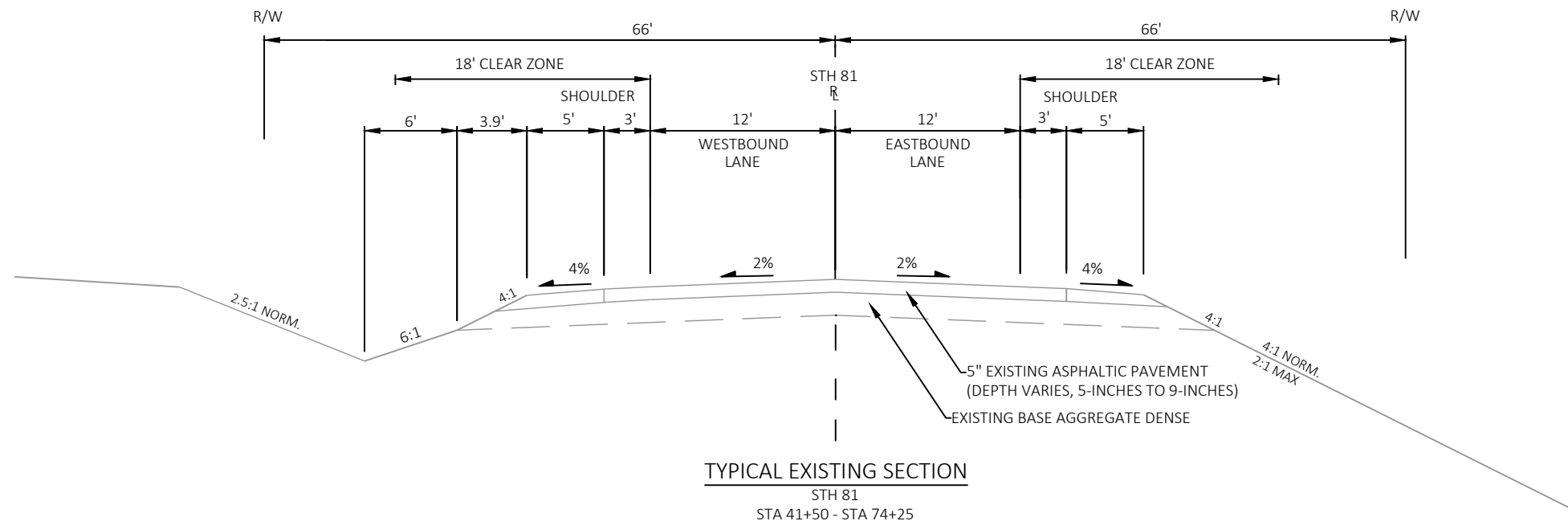
STH 81
STA 13+11 - 16+50



PARTIAL TYPICAL EXISTING SECTION

STH 81
STA 15+47 LT - STA 15+94 LT

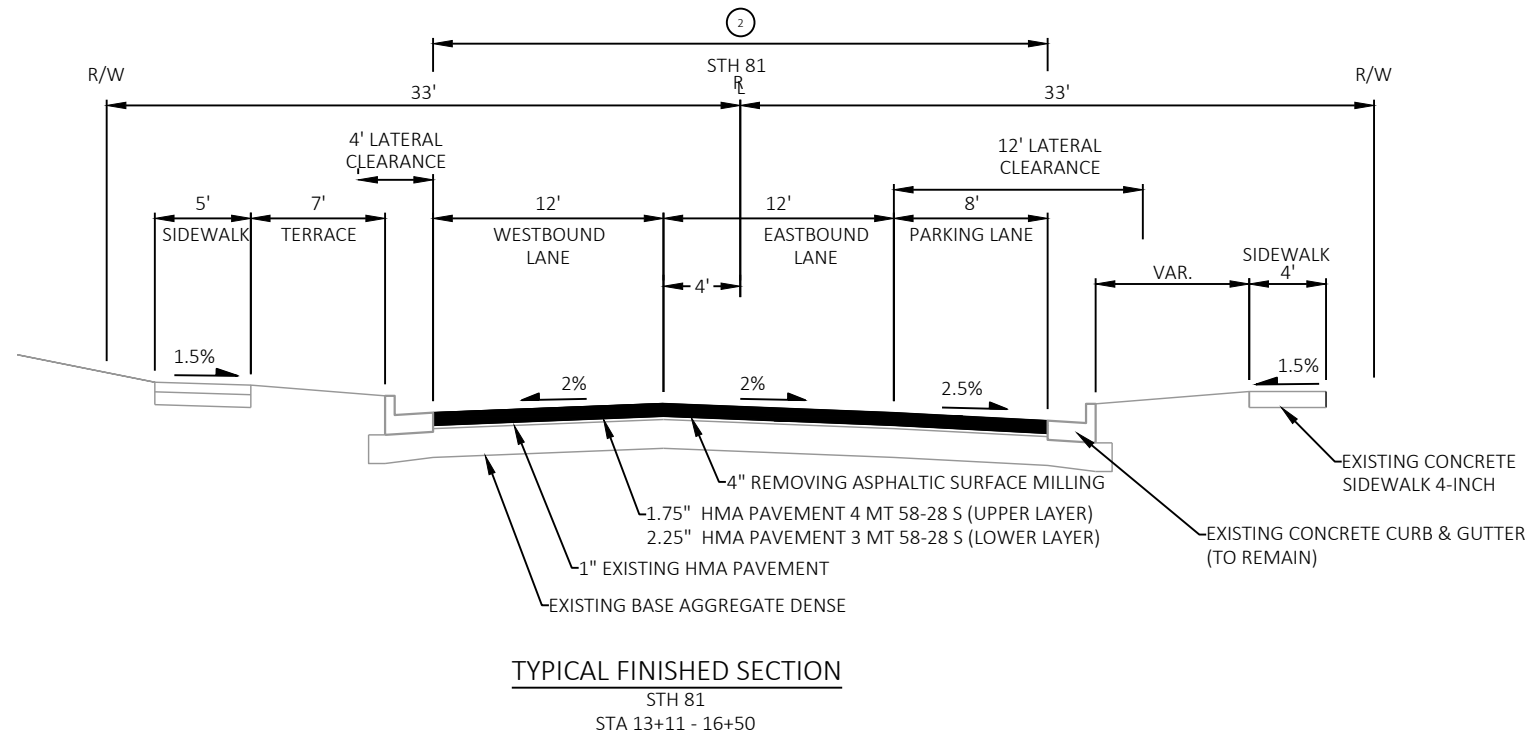
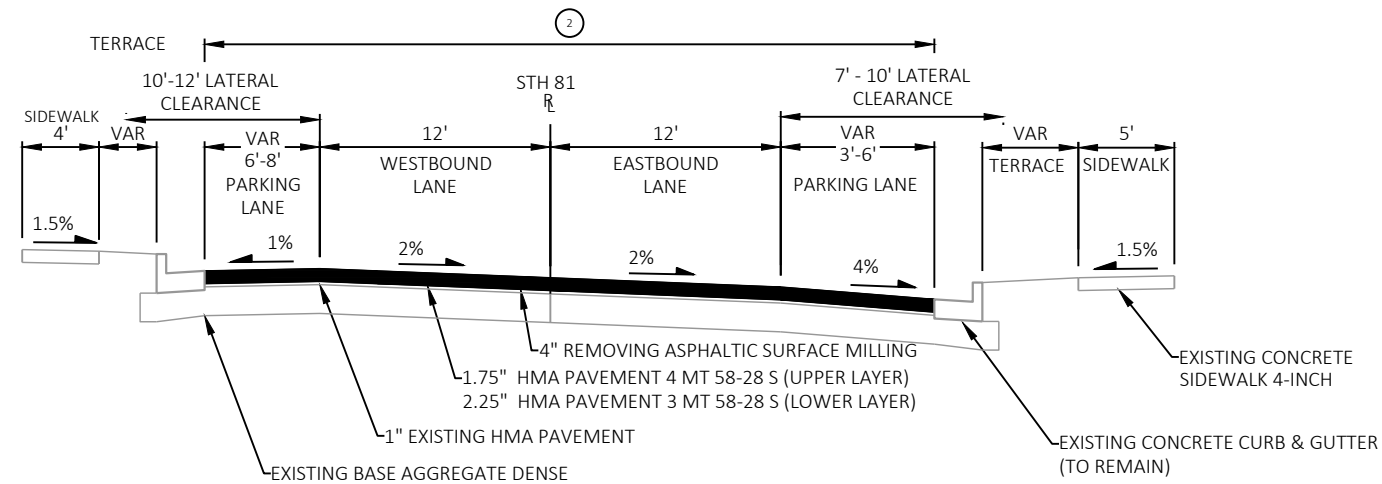


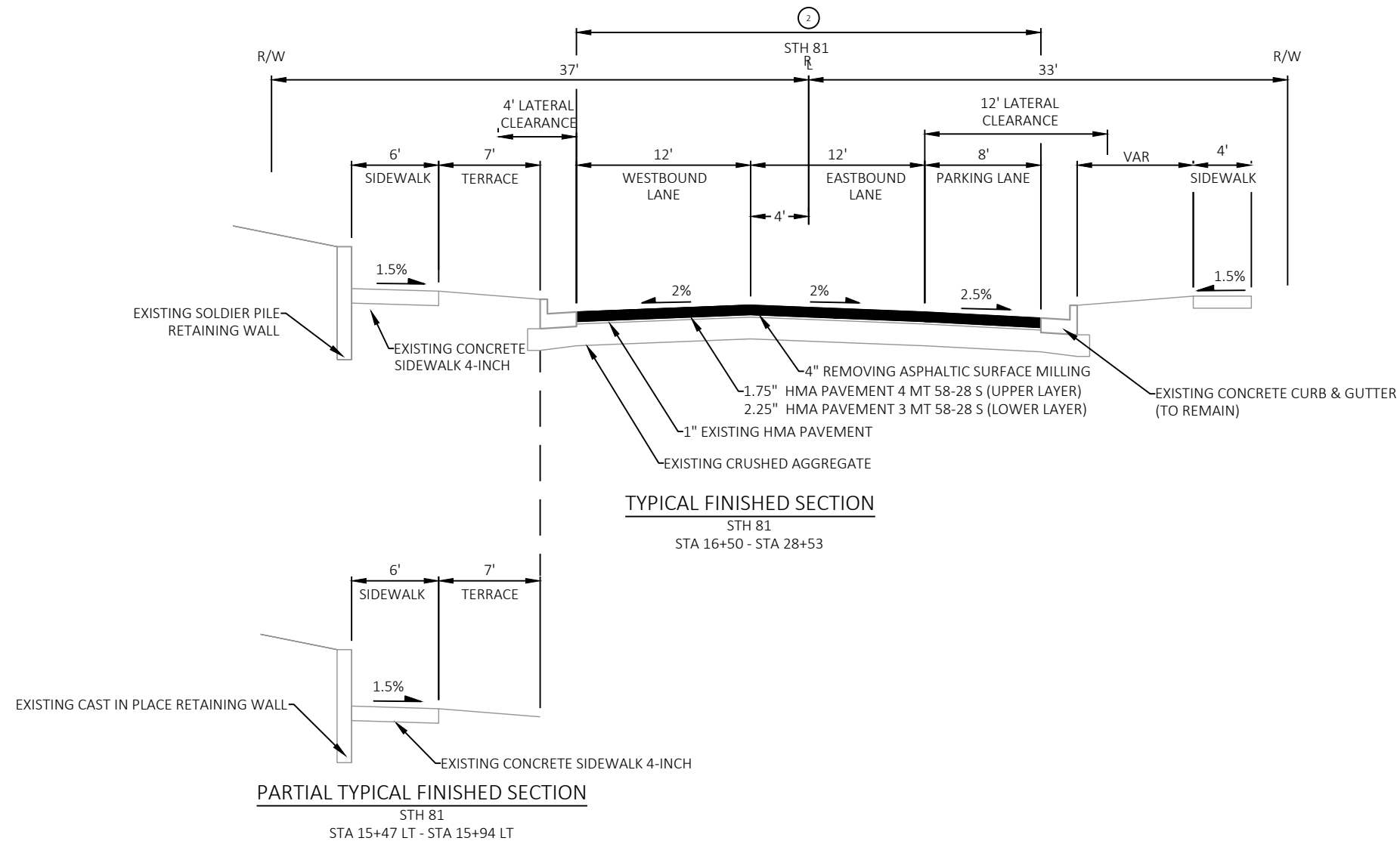


NOTES:

- ① MATCH EXISTING SHOULDER POINT. DO NOT STEEPEN INSLOPE. PAID FOR AS BASE AGGREGATE DENSE 3/4-INCH.
- ② PREPARE FOUNDATION FOR ASPHALTIC PAVING
- ③ SAFETY EDGE
- ④ ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- ⑤ PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CURB RAMP CONSTRUCTION WILL TAKE PLACE AT THE INTERSECTIONS OF WELLS STREET, KEEP STREET, OHIO STREET, DIVISION STREET, CLAY STREET, EAST STREET, AND ARTHUR STREET. SEE CURB RAMP DETAILS FOR MORE INFORMATION. BASE AGGREGATE UNDER SIDEWALK TO BE PAID FOR AS 3" BASE AGGREGATE DENSE 3/4-INCH.

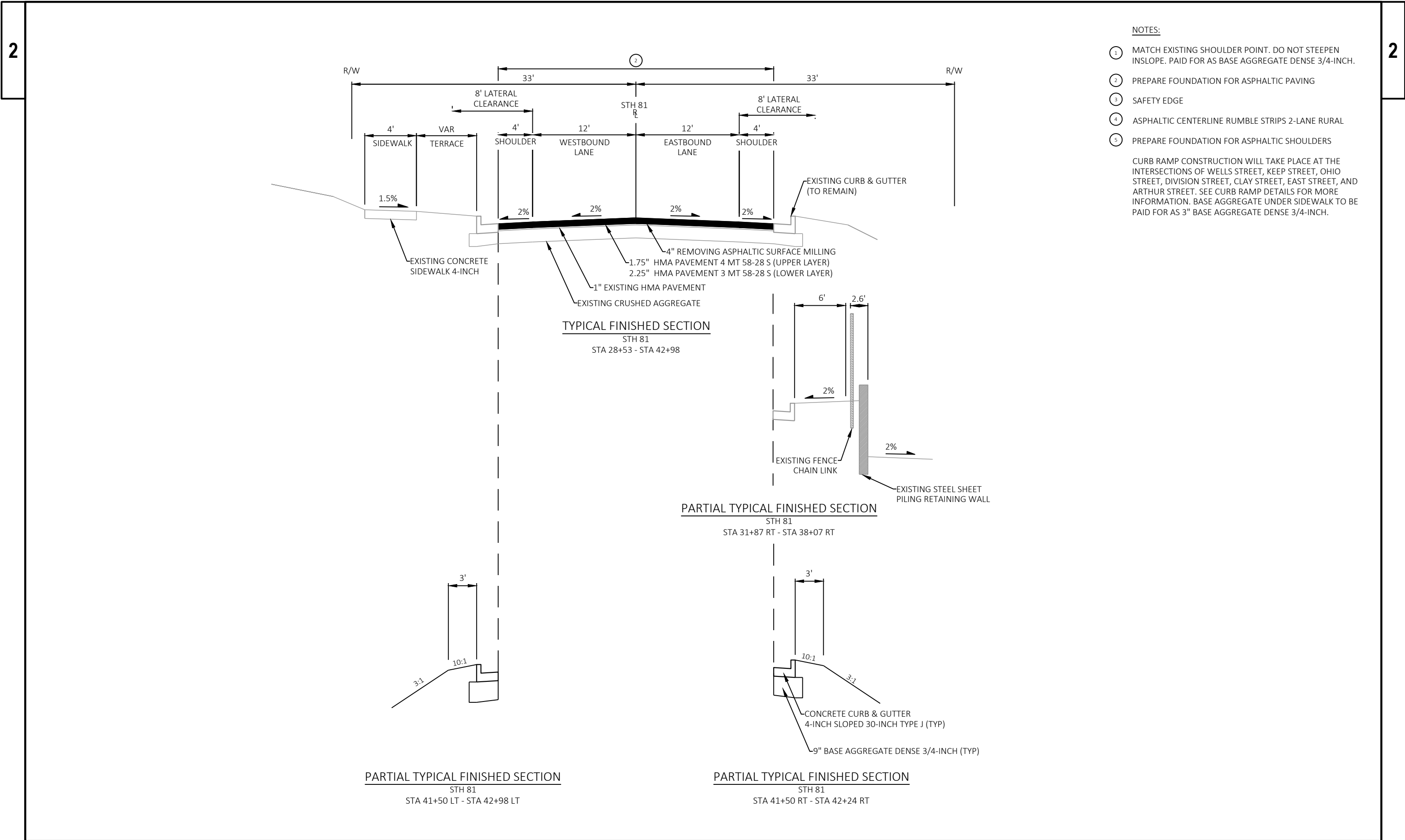


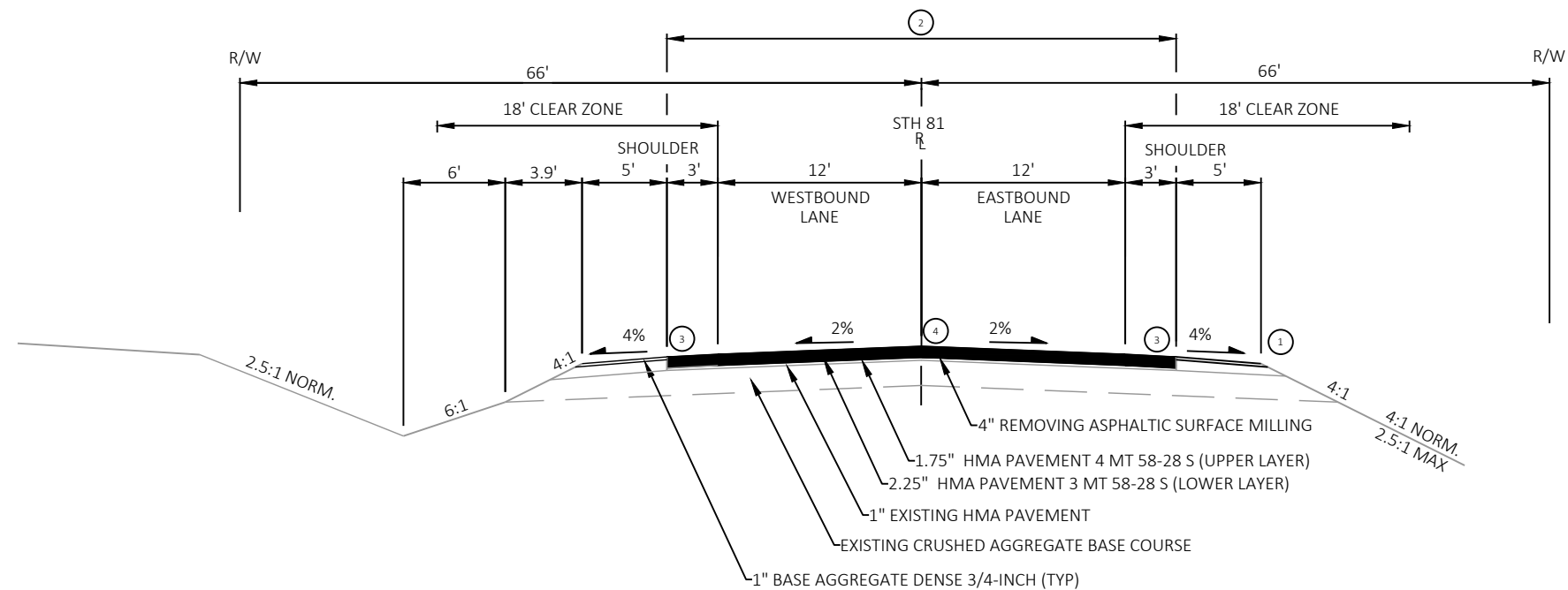


NOTES:

- 1 MATCH EXISTING SHOULDER POINT. DO NOT STEEPEN INSLOPE. PAID FOR AS BASE AGGREGATE DENSE 3/4-INCH.
- 2 PREPARE FOUNDATION FOR ASPHALTIC PAVING
- 3 SAFETY EDGE
- 4 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- 5 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

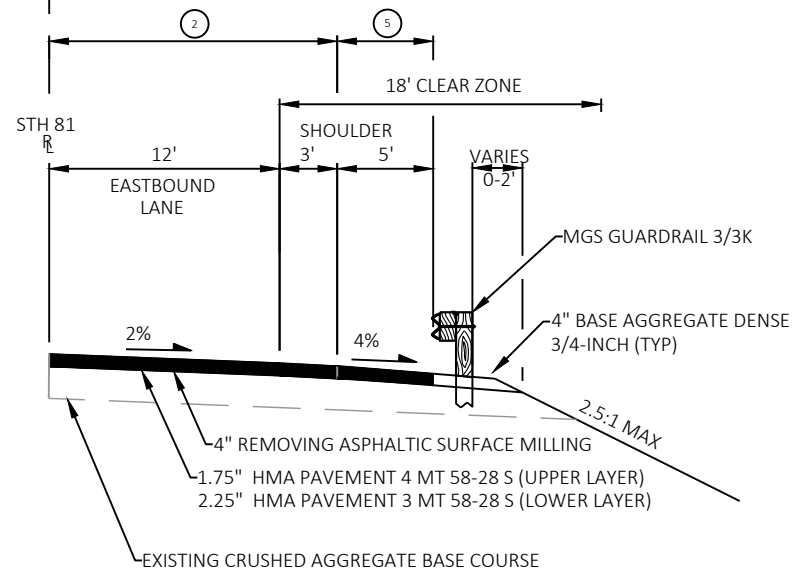
CURB RAMP CONSTRUCTION WILL TAKE PLACE AT THE INTERSECTIONS OF WELLS STREET, KEEP STREET, OHIO STREET, DIVISION STREET, CLAY STREET, EAST STREET, AND ARTHUR STREET. SEE CURB RAMP DETAILS FOR MORE INFORMATION. BASE AGGREGATE UNDER SIDEWALK TO BE PAID FOR AS 3" BASE AGGREGATE DENSE 3/4-INCH.





TYPICAL FINISHED SECTION

STH 81
STA 42+98 - STA 74+25



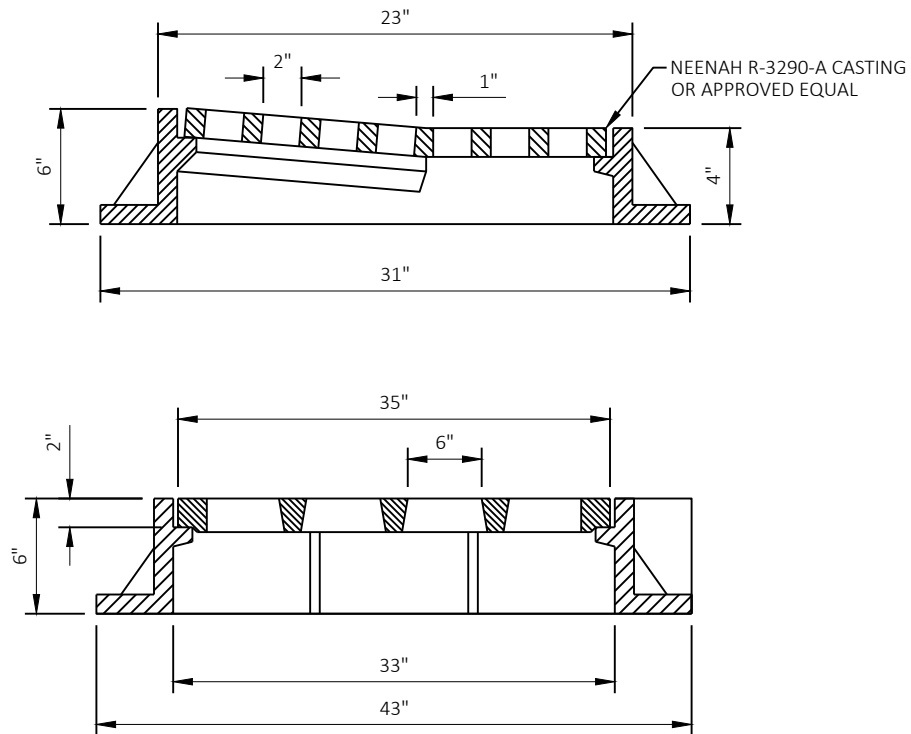
PARTIAL TYPICAL FINISHED SECTION - BEAM GUARD AREAS

STH 81
STA 45+81 RT - STA 50+59 RT
STA 50+79 LT - STA 57+41 LT
STA 57+28 RT - 64+09 RT

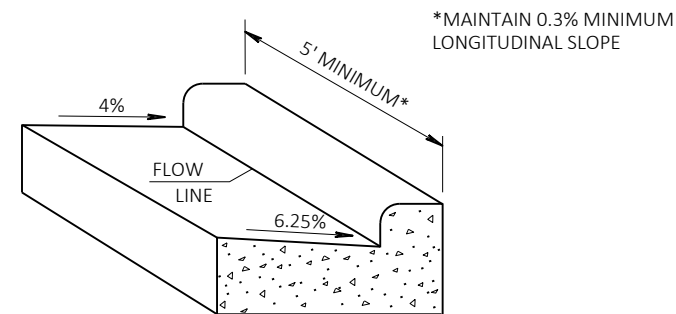
NOTES:

- 1 MATCH EXISTING SHOULDER POINT. DO NOT STEEPEN INSLOPE. PAID FOR AS BASE AGGREGATE DENSE 3/4-INCH.
- 2 PREPARE FOUNDATION FOR ASPHALTIC PAVING
- 3 SAFETY EDGE
- 4 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- 5 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CURB RAMP CONSTRUCTION WILL TAKE PLACE AT THE INTERSECTIONS OF WELLS STREET, KEEP STREET, OHIO STREET, DIVISION STREET, CLAY STREET, EAST STREET, AND ARTHUR STREET. SEE CURB RAMP DETAILS FOR MORE INFORMATION. BASE AGGREGATE UNDER SIDEWALK TO BE PAID FOR AS 3" BASE AGGREGATE DENSE 3/4-INCH.



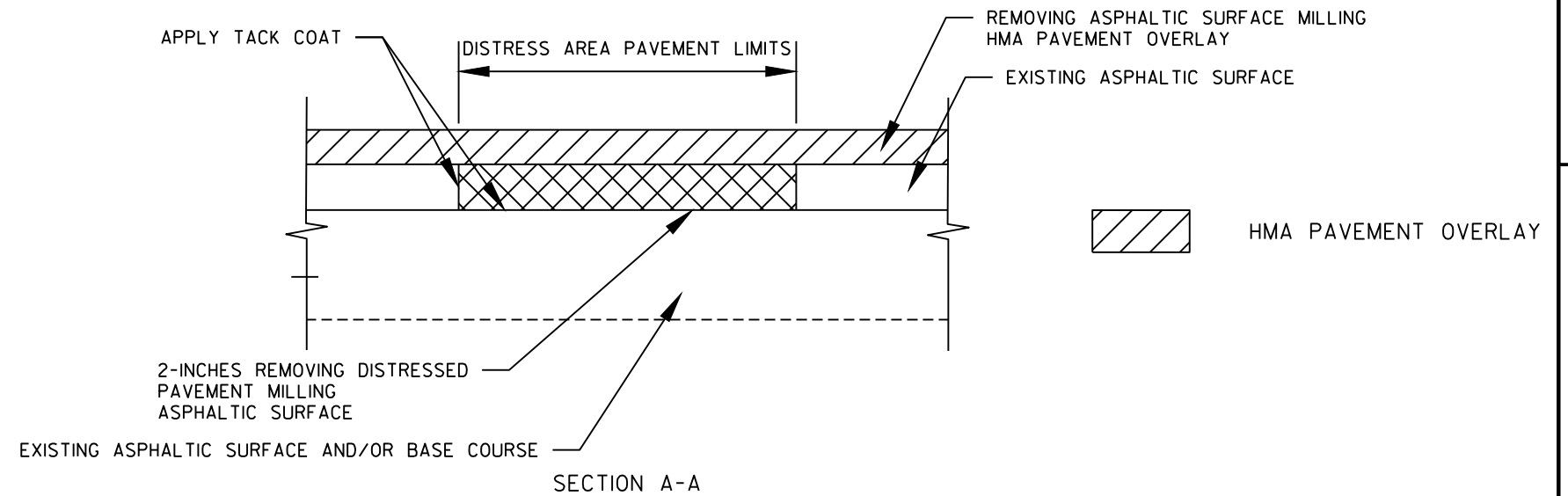
INLET COVERS TYPE H-D DETAIL



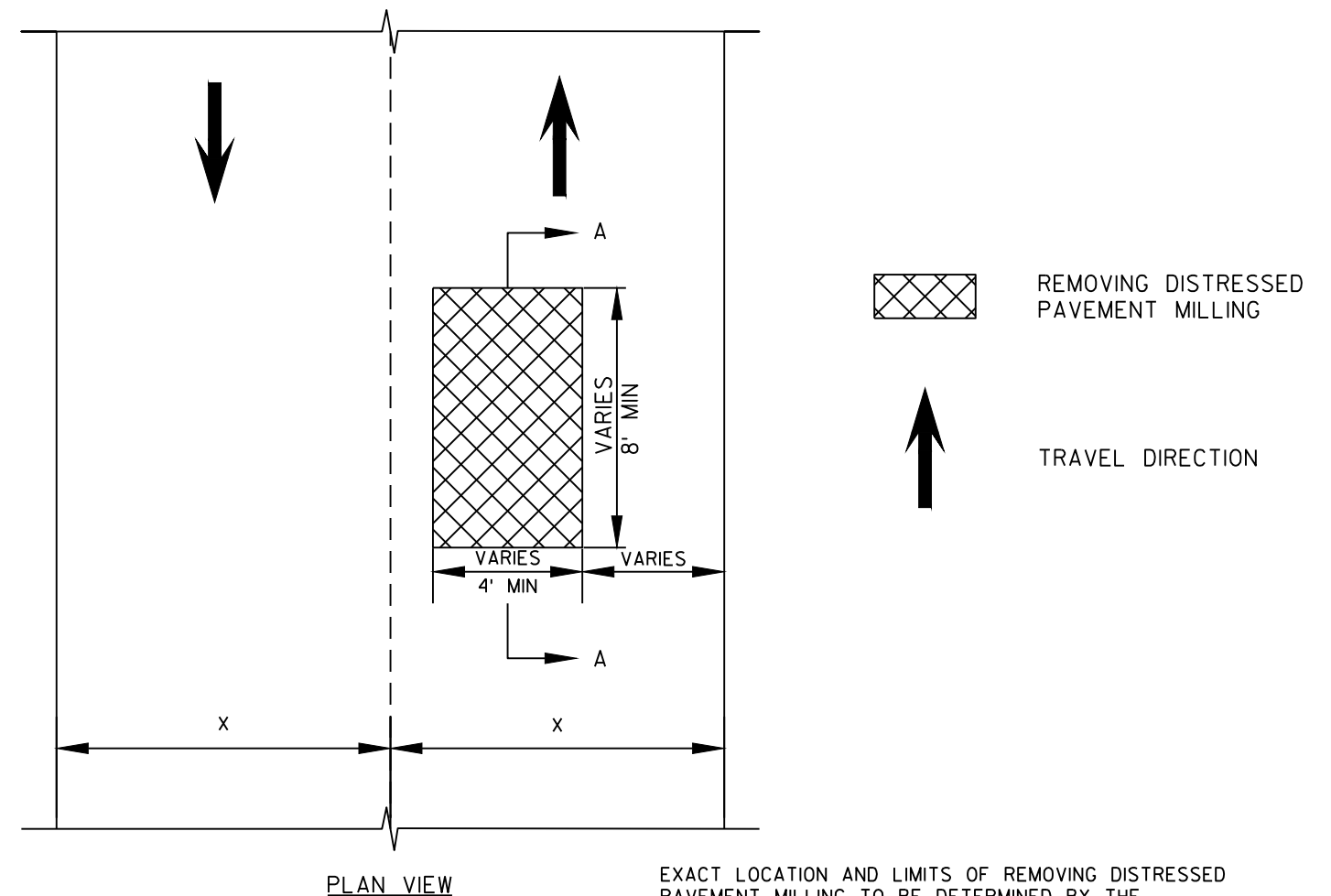
DETAIL OF GUTTER SLOPE TRANSITION

BORING LOG							
BORING	DMI LOG (MILE) (1)	OFFSET (FEET) FROM CL	HMA (INCHES)	LAYER 1 CONTENT	LAYER 1 (INCHES)	LAYER 2 CONTENT	LAYER 2 (FEET)
1	0.28	9' LT	7.5	BASE, F-C SAND WITH T-M GRAVEL	16.5	CLAY	3
2	0.51	6' RT	6		32	CLAY	2
3	0.79	9' LT	9		15	CLAY	3
4	1.01	6' RT	7		12	CLAY	3.5

(1) This distance is calculated from the intersection of Louisa St and STH 23 / Main St in Darlington.

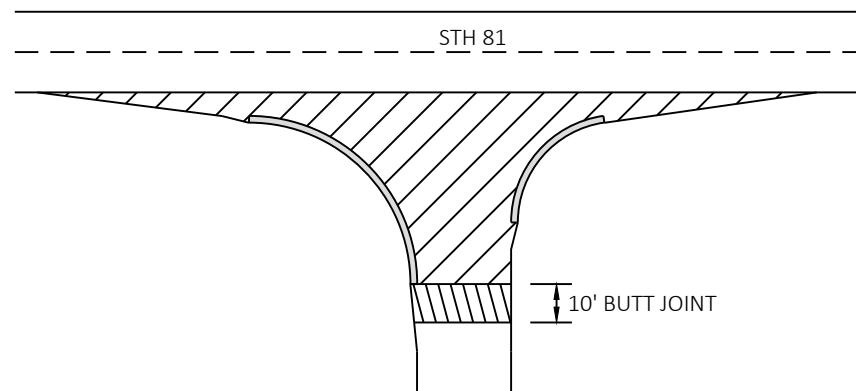


SECTION A-A



EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVING DISTRESS PAVEMENT MILLING



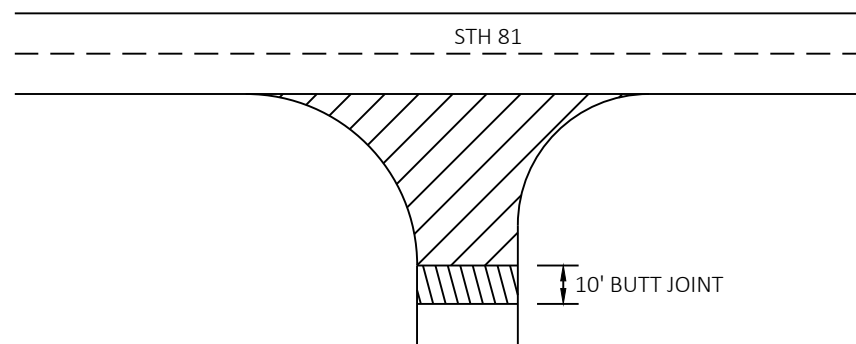
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

WELLS ST
KEEP ST
OHIO ST
DIVISION ST
CLAY ST
EAST ST
ARTHUR ST

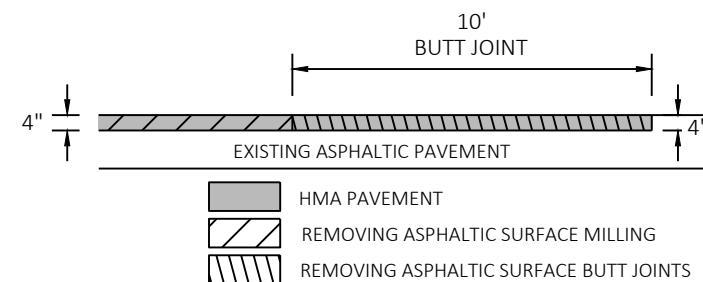


- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

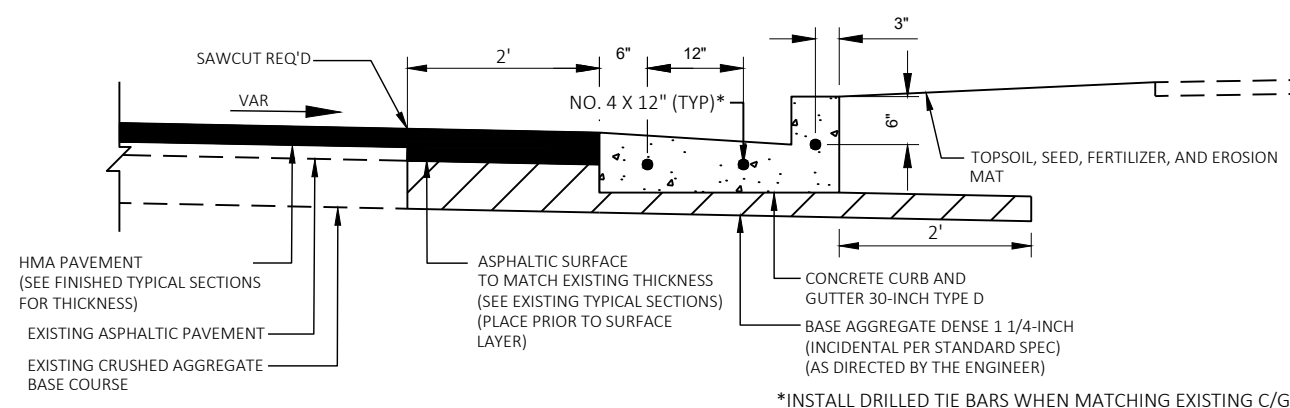
SIDE ROADS

WITHOUT CURB AND GUTTER
WILDCAT RD



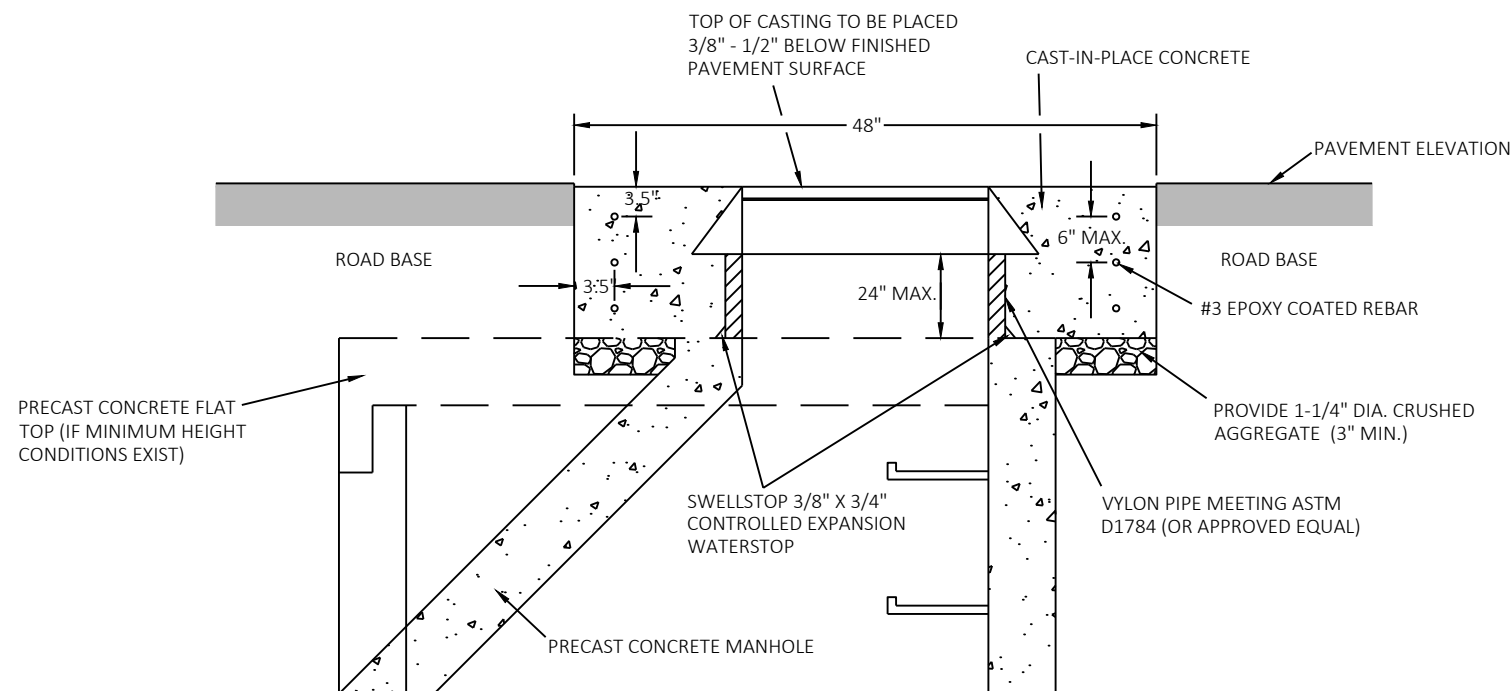
BUTT JOINT DETAIL

MAINLINE AND SIDE ROADS



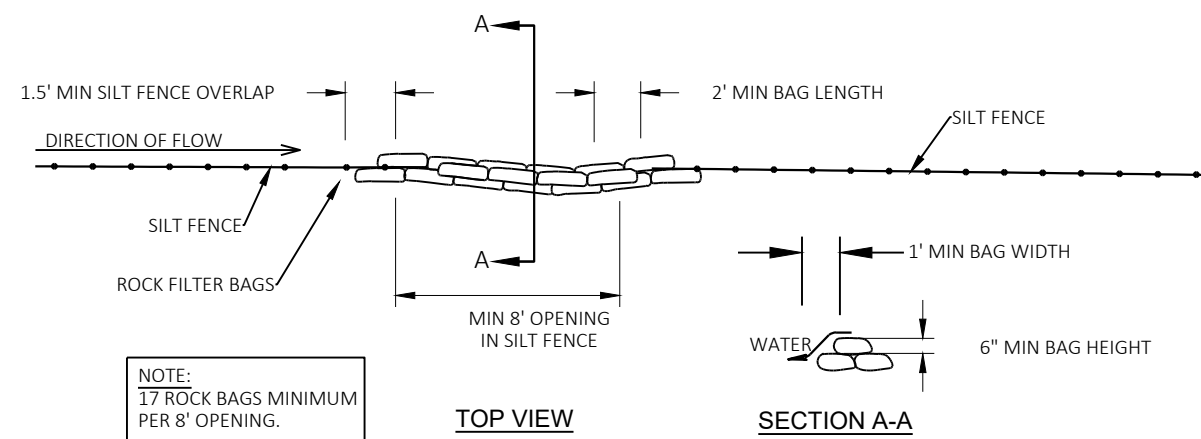
CONCRETE CURB AND GUTTER REPLACEMENT

SEE PLAN SHEETS FOR REPLACEMENT LOCATIONS

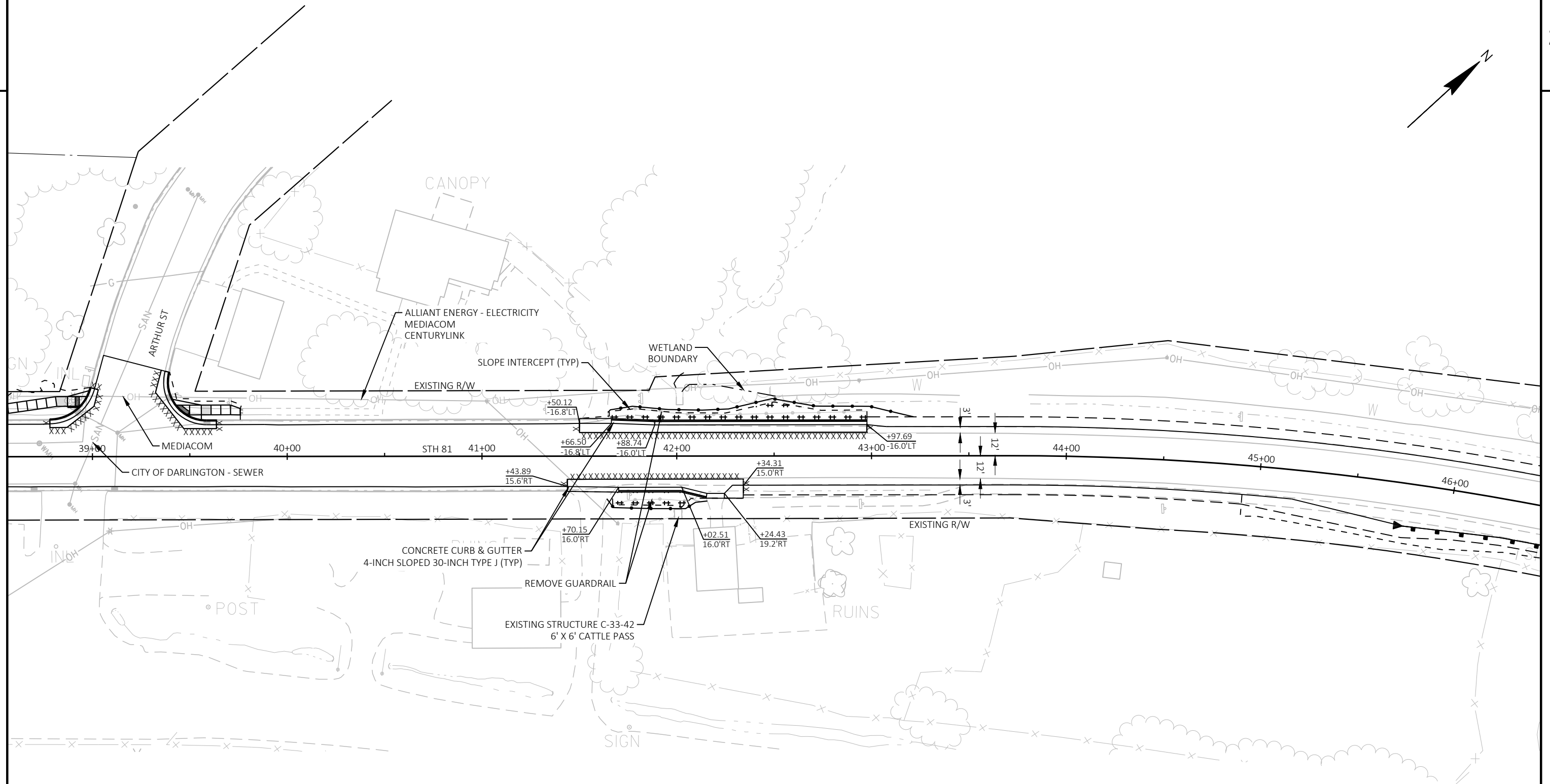


CORE AND POUR SANITARY AND WATER MANHOLE ADJUSTMENT DETAIL

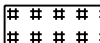
SCALE: N.T.S.



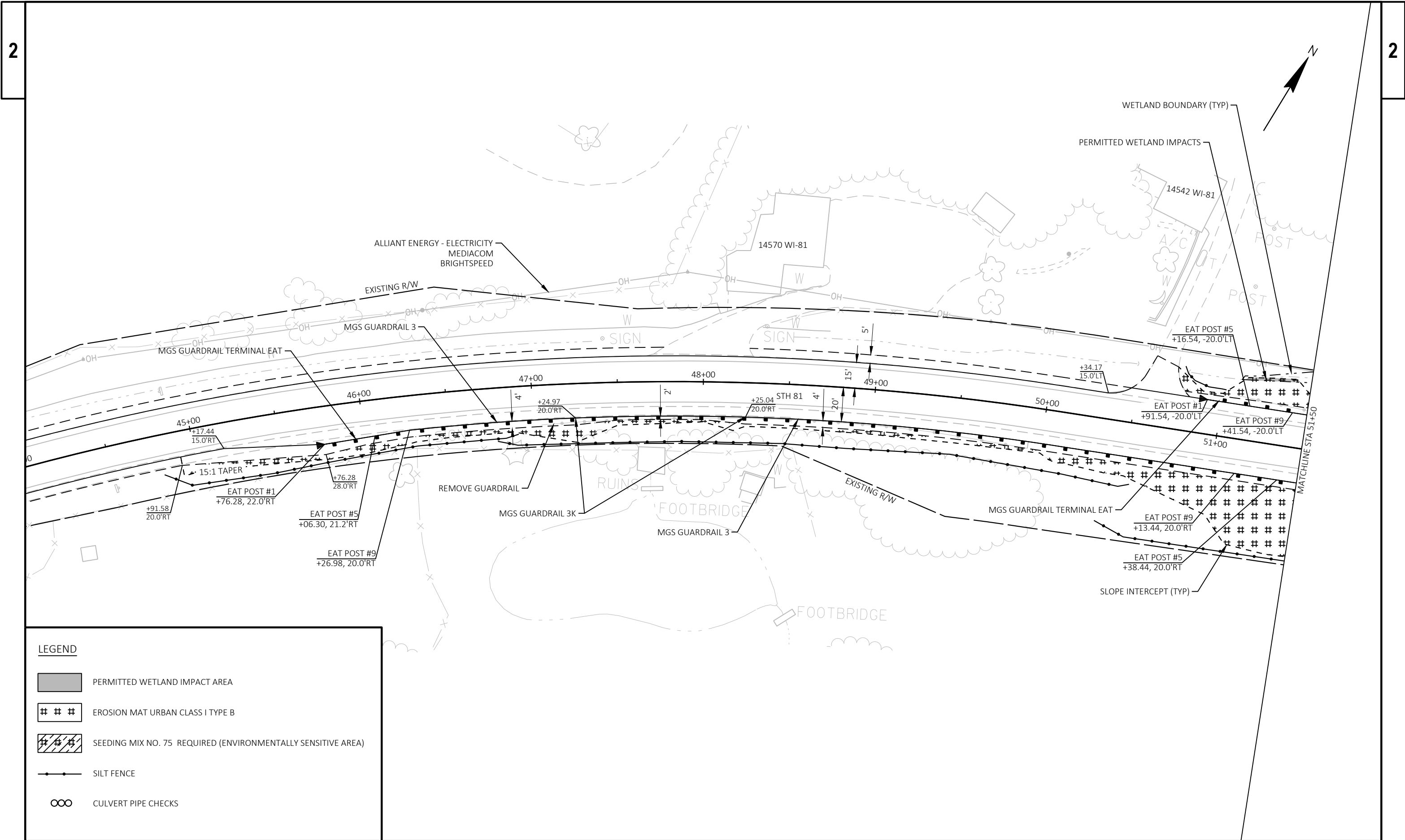
ROCK BAGS USED FOR SILT FENCE RELIEF



LEGEND

 EROSION MAT URBAN CLASS I TYPE B

 SILT FENCE



LEGEND

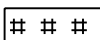
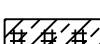
- PERMITTED WETLAND IMPACT AREA
- EROSION MAT URBAN CLASS I TYPE B
- SEEDING MIX NO. 75 REQUIRED (ENVIRONMENTALLY SENSITIVE AREA)
- SILT FENCE
- CULVERT PIPE CHECKS

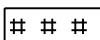
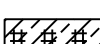
2

2



LEGEND

	PERMITTED WETLAND IMPACT AREA
	EROSION MAT URBAN CLASS I TYPE B
	SEEDING MIX NO. 75 REQUIRED (ENVIRONMENTALLY SENSITIVE AREA)
	SILT FENCE
	CULVERT PIPE CHECKS

- ## LEGEND
- | | |
|---|--|
|  | PERMITTED WETLAND IMPACT AREA |
|  | EROSION MAT URBAN CLASS I TYPE B |
|  | SEEDING MIX NO. 75 REQUIRED (ENVIRONMENTALLY SENSITIVE AREA) |
|  | SILT FENCE |
|  | CULVERT PIPE CHECKS |

PROJECT NO:	5944-04-74
-------------	------------

HWY: STH 81

COUNTY: LAFAYETTE

CONSTRUCTION DETAILS - GUARDRAIL DETAILS

SHEET 16

E

FILE NAME : N:\PDS\C3D\59440404\SHEETSPLAN\021002-CD-BEAMGUARD.DWG
LAYOUT NAME - 02

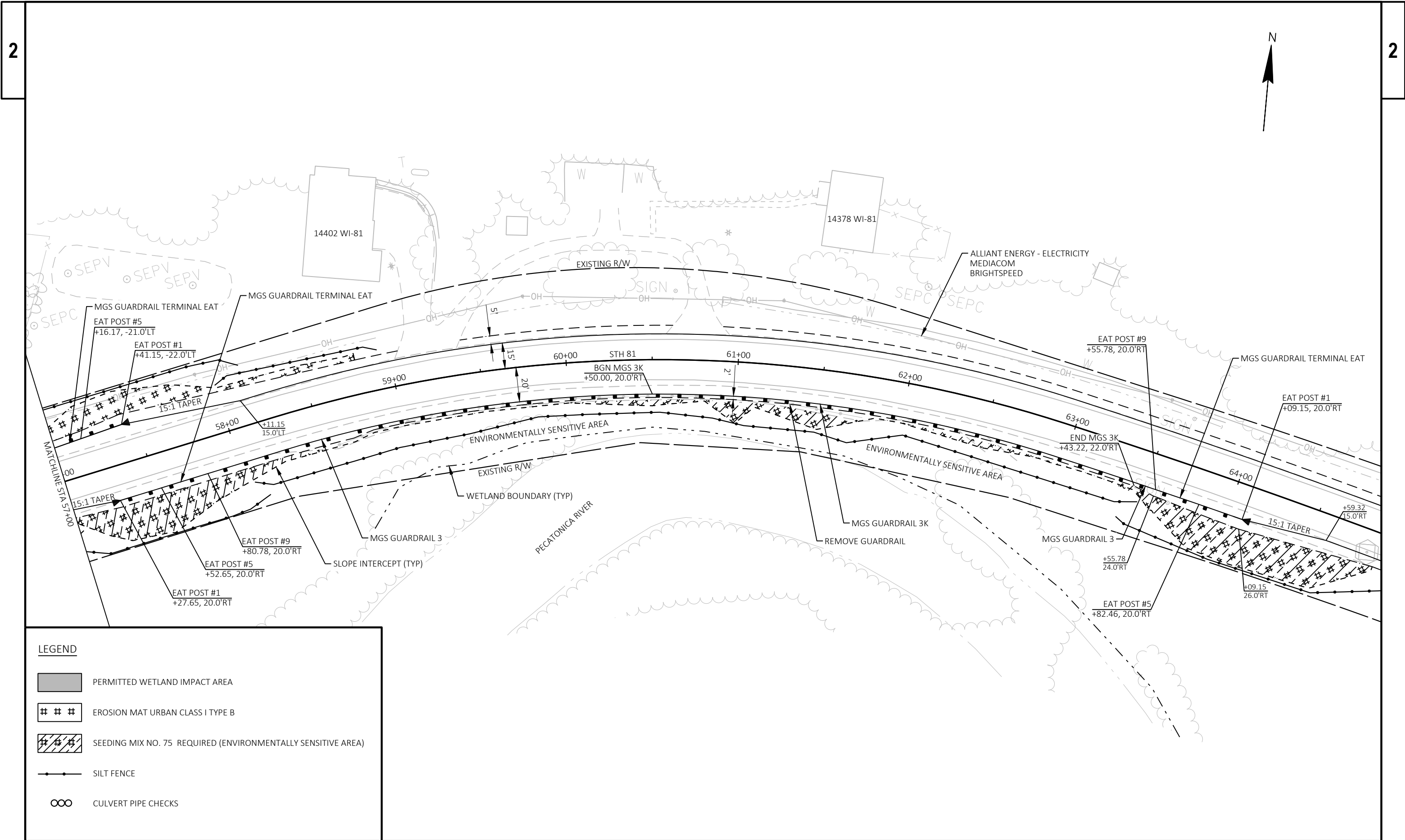
PLOT DATE : 9/13/2024 10:50 AM

PLOT BY : ED OCHS

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

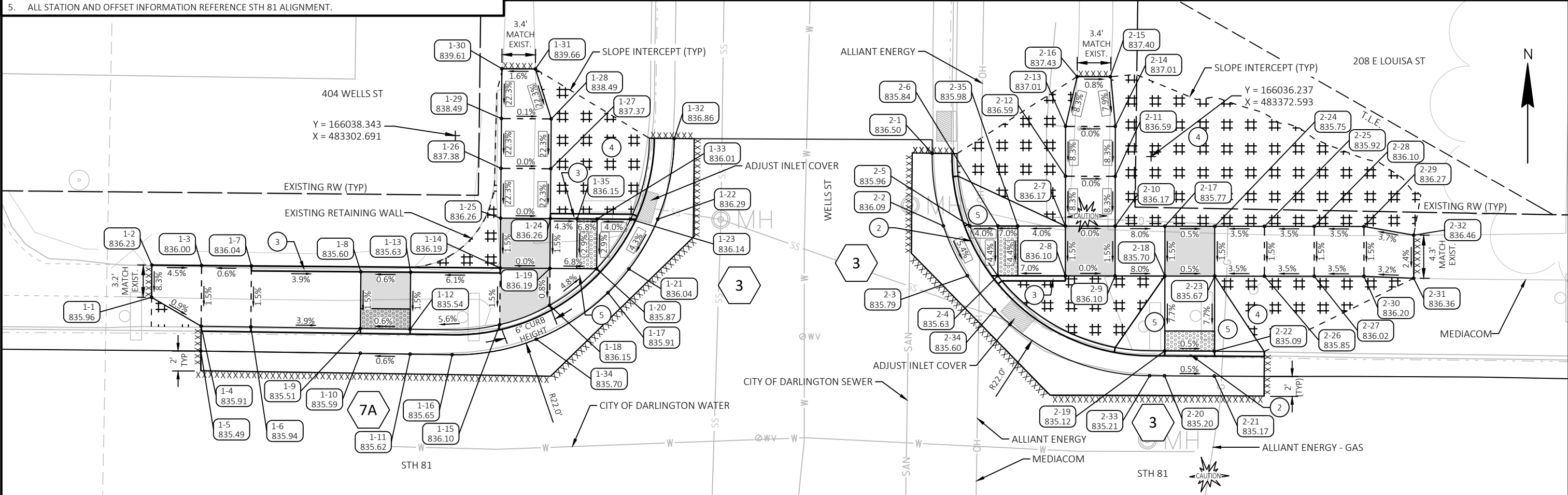


WELLS-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1-1	12+29.23	23.79' L	835.96	166022.10	483272.17
1-2	12+29.21	27.04' L	836.23	166025.35	483272.20
1-3	12+34.21	27.07' L	836.00	166025.31	483277.20
1-4	12+34.25	20.98' L	835.91	166019.21	483277.15
1-5	12+34.26	18.48' L	835.49	166016.71	483277.11
1-6	12+39.25	20.98' L	835.94	166019.14	483282.15
1-7	12+39.21	27.10' L	836.04	166025.26	483282.20
1-8	12+50.21	26.68' L	835.60	166024.67	483293.19
1-9	12+50.25	20.99' L	835.51	166018.98	483293.15
1-10	12+50.29	18.50' L	835.59	166016.50	483293.15
1-11	12+55.29	18.49' L	835.62	166016.41	483298.15
1-12	12+55.25	20.99' L	835.54	166018.91	483298.15
1-13	12+55.21	26.71' L	835.63	166024.63	483298.19
1-14	12+64.36	27.26' L	836.19	166025.05	483307.20
1-15	12+64.37	21.57' L	836.10	166019.36	483307.15
1-16	12+59.52	18.49' L	835.65	166016.35	483302.37
1-17	12+75.21	24.88' L	835.91	166022.57	483318.03
1-18	12+69.36	23.56' L	836.15	166021.30	483312.17

WELLS-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
1-19	12+69.36	27.27' L	836.19	166025.01	483312.20
1-20	12+74.05	27.28' L	835.87	166024.97	483316.89
1-21	12+77.30	27.28' L	836.04	166024.94	483320.14
1-22	12+80.14	32.31' L	836.29	166029.95	483323.03
1-23	12+77.40	32.28' L	836.14	166029.95	483320.29
1-24	12+69.35	32.27' L	836.26	166030.01	483312.24
1-25	12+64.35	32.26' L	836.26	166030.05	483307.24
1-26	12+64.34	37.26' L	837.38	166035.05	483307.28
1-27	12+69.34	37.27' L	837.37	166035.01	483312.28
1-28	12+69.33	42.27' L	838.49	166040.01	483312.32
1-29	12+64.33	42.26' L	838.49	166040.05	483307.32
1-30	12+64.33	47.26' L	839.61	166045.05	483307.36
1-31	12+67.70	47.27' L	839.66	166045.03	483310.74
1-32	12+81.72	40.42' L	836.86	166038.04	483324.69
1-33	12+74.04	32.28' L	836.01	166029.97	483316.93
1-34	12+68.05	20.14' L	835.70	166017.90	483310.82
1-35	12+72.04	32.27' L	836.15	166029.99	483314.93

WELLS-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2-1	13+07.64	39.20' L	836.50	166036.57	483350.60
2-2	13+08.84	31.92' L	836.09	166029.27	483351.77
2-3	13+11.30	26.94' L	835.79	166024.27	483354.13
2-4	13+14.36	26.96' L	835.63	166024.26	483357.20
2-5	13+11.49	31.94' L	835.96	166029.27	483354.38
2-6	13+14.32	31.97' L	835.84	166029.27	483357.21
2-7	13+21.10	32.03' L	836.17	166029.26	483363.99
2-8	13+21.14	27.03' L	836.10	166024.26	483363.98
2-9	13+26.14	27.07' L	836.10	166024.25	483368.98
2-10	13+26.10	32.07' L	836.17	166029.25	483368.99
2-11	13+26.06	37.07' L	836.59	166034.25	483368.99
2-12	13+21.06	37.03' L	836.59	166034.26	483363.99
2-13	13+21.01	42.05' L	837.01	166039.28	483364.00
2-14	13+26.01	42.09' L	837.01	166039.27	483369.00
2-15	13+25.46	47.06' L	837.40	166044.25	483368.49
2-16	13+22.13	47.04' L	837.43	166044.26	483365.16
2-17	13+31.10	32.11' L	835.77	166029.25	483373.99
2-18	13+31.14	27.11' L	835.70	166024.25	483373.98

WELLS-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
2-19	13+31.21	19.59' L	835.12	166016.73	483373.97
2-20	13+31.22	17.09' L	835.20	166014.23	483373.95
2-21	13+36.21	17.13' L	835.17	166014.22	483378.95
2-22	13+36.19	19.61' L	835.09	166016.70	483378.95
2-23	13+36.16	27.16' L	835.67	166024.25	483378.99
2-24	13+36.11	32.15' L	835.75	166029.24	483379.00
2-25	13+41.10	32.20' L	835.92	166029.23	483383.99
2-26	13+41.14	27.20' L	835.85	166024.23	483383.98
2-27	13+46.14	27.24' L	836.02	166024.23	483388.98
2-28	13+46.10	32.24' L	836.10	166029.23	483388.99
2-29	13+51.10	32.28' L	836.27	166029.22	483393.99
2-30	13+51.14	27.28' L	836.20	166024.22	483393.98
2-31	13+56.14	27.13' L	836.36	166024.02	483398.98
2-32	13+56.11	31.46' L	836.46	166028.35	483398.99
2-33	13+29.71	17.09' L	835.21	166014.24	483372.45
2-34	13+14.07	23.55' L	835.60	166020.85	483356.87
2-35	13+16.32	31.98' L	835.98	166029.27	483359.21



LEGEND

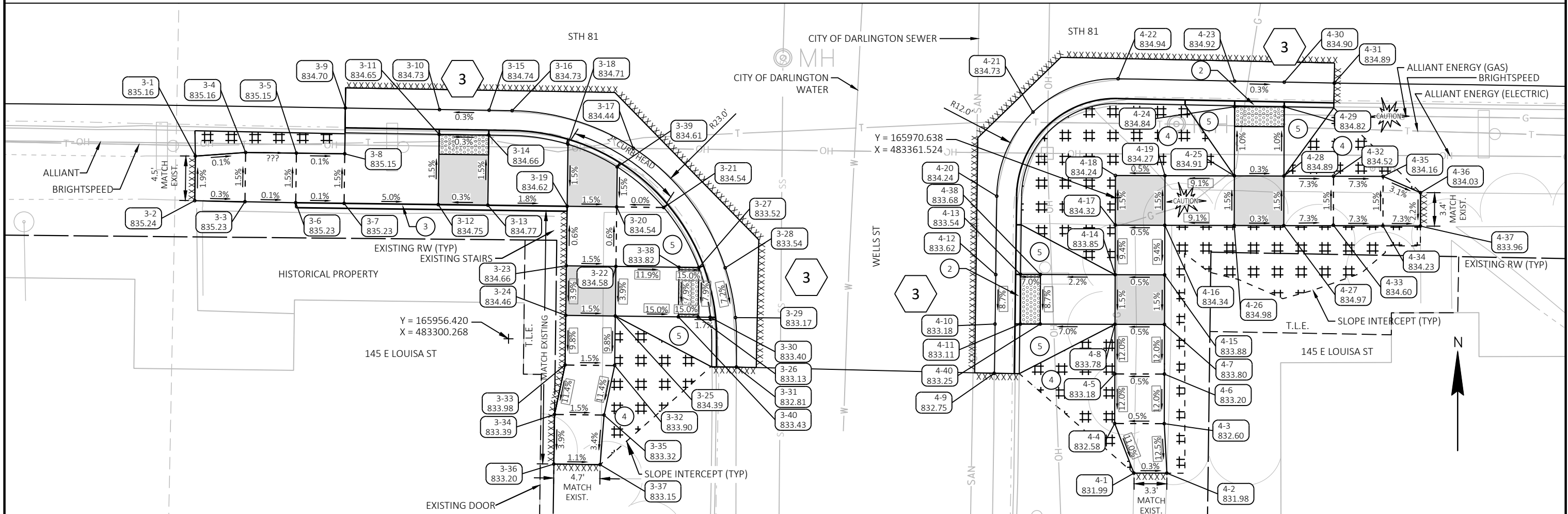
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

WELLS-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
3-1	12+26.46	23.53' R	835.16	165974.83	483268.67
3-2	12+26.46	28.02' R	835.24	165970.34	483268.62
3-3	12+31.53	28.05' R	835.23	165970.24	483273.68
3-4	12+31.52	23.08' R	835.16	165975.20	483273.75
3-5	12+36.65	23.07' R	835.15	165975.13	483278.87
3-6	12+36.66	28.07' R	835.23	165970.13	483278.81
3-7	12+41.53	28.06' R	835.23	165970.07	483283.68
3-8	12+41.52	23.06' R	835.15	165975.07	483283.75
3-9	12+41.51	18.44' R	834.70	165979.69	483283.81
3-10	12+51.02	18.47' R	834.73	165979.52	483293.31
3-11	12+51.02	20.97' R	834.65	165977.02	483293.27
3-12	12+51.03	28.04' R	834.75	165969.95	483293.18
3-13	12+56.03	28.03' R	834.77	165969.88	483298.18
3-14	12+56.02	20.96' R	834.66	165976.95	483298.27
3-15	12+56.02	18.46' R	834.74	165979.45	483298.31
3-16	12+58.34	18.46' R	834.73	165979.42	483300.64
3-17	12+70.50	22.11' R	834.44	165975.63	483312.86
3-18	12+63.90	21.78' R	834.71	165976.02	483306.26
3-19	12+63.88	28.02' R	834.62	165969.78	483306.18
3-20	12+68.88	28.04' R	834.54	165969.71	483311.18

WELLS-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
3-21	12+73.63	28.05' R	834.54	165969.65	483315.93
3-22	12+68.87	34.04' R	834.58	165963.71	483311.10
3-23	12+63.87	34.02' R	834.66	165963.78	483306.10
3-24	12+63.85	39.02' R	834.46	165958.78	483306.04
3-25	12+68.85	39.04' R	834.39	165958.71	483311.04
3-26	12+77.22	39.07' R	833.13	165958.60	483319.40
3-27	12+77.23	34.07' R	833.52	165963.60	483319.47
3-28	12+79.89	34.07' R	833.54	165963.57	483322.13
3-29	12+80.98	39.08' R	833.17	165958.55	483323.17
3-30	12+78.41	39.07' R	833.40	165958.59	483320.60
3-31	12+81.12	44.06' R	832.81	165953.57	483323.26
3-32	12+68.83	44.02' R	833.90	165953.73	483310.97
3-33	12+63.83	44.02' R	833.98	165953.78	483305.97
3-34	12+62.82	49.02' R	833.39	165948.79	483304.91
3-35	12+67.82	49.04' R	833.32	165948.73	483309.91
3-36	12+62.80	54.02' R	833.20	165943.79	483304.84
3-37	12+67.47	54.04' R	833.15	165943.73	483309.51
3-38	12+75.23	34.06' R	833.82	165963.63	483317.47
3-39	12+68.90	24.01' R	834.61	165973.74	483311.23
3-40	12+75.22	39.06' R	833.43	165958.63	483317.40

WELLS-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
4-1	13+21.32	54.36' R	831.99	165942.87	483363.35
4-2	13+24.64	54.33' R	831.98	165942.87	483366.68
4-3	13+24.33	49.34' R	832.60	165947.86	483366.41
4-4	13+19.33	49.38' R	832.58	165947.88	483361.41
4-5	13+19.29	44.38' R	833.18	165952.88	483361.43
4-6	13+24.29	44.34' R	833.20	165952.86	483366.43
4-7	13+24.26	39.34' R	833.80	165957.86	483366.44
4-8	13+19.26	39.38' R	833.78	165957.88	483361.44
4-9	13+07.13	44.43' R	832.75	165952.94	483349.26
4-10	13+07.17	39.47' R	833.18	165957.91	483349.35
4-11	13+09.72	39.44' R	833.11	165957.91	483351.91
4-12	13+07.19	34.49' R	833.62	165962.89	483349.42
4-13	13+09.69	34.44' R	833.54	165962.91	483351.92
4-14	13+19.23	34.38' R	833.85	165962.88	483361.46
4-15	13+24.23	34.34' R	833.88	165962.86	483366.46
4-16	13+24.19	29.34' R	834.34	165967.86	483366.47
4-17	13+19.19	29.38' R	834.32	165967.88	483361.47
4-18	13+19.16	24.38' R	834.24	165972.88	483361.49
4-19	13+24.16	24.34' R	834.27	165972.86	483366.49
4-20	13+07.22	26.58' R	834.24	165970.80	483349.52

WELLS-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
4-21	13+10.79	18.07' R	834.73	165979.26	483353.18
4-22	13+19.34	14.62' R	834.94	165982.64	483361.76
4-23	13+31.09	14.75' R	834.92	165982.38	483373.52
4-24	13+31.11	17.32' R	834.84	165979.81	483373.51
4-25	13+31.16	24.30' R	834.91	165972.84	483373.49
4-26	13+31.19	29.30' R	834.98	165967.84	483373.47
4-27	13+36.19	29.26' R	834.97	165967.82	483378.47
4-28	13+36.16	24.26' R	834.89	165972.82	483378.49
4-29	13+36.11	17.29' R	834.82	165979.80	483378.51
4-30	13+36.09	14.80' R	834.90	165982.29	483378.52
4-31	13+41.14	14.84' R	834.89	165982.19	483383.56
4-32	13+41.16	24.23' R	834.52	165972.81	483383.49
4-33	13+41.19	29.17' R	834.60	165967.87	483383.47
4-34	13+46.19	29.20' R	834.23	165967.79	483388.47
4-35	13+46.16	24.20' R	834.16	165972.79	483388.49
4-36	13+49.95	25.81' R	834.03	165971.15	483392.27
4-37	13+49.97	29.17' R	833.96	165967.78	483392.26
4-38	13+11.69	34.43' R	833.68	165962.90	483353.92
4-40	13+11.72	39.43' R	833.25	165957.90	483353.91



PROJECT NO: 5944-04-74

HWY: STH 81

COUNTY: LAFAYETTE

CURB RAMP DETAILS

SHEET

LEGEND

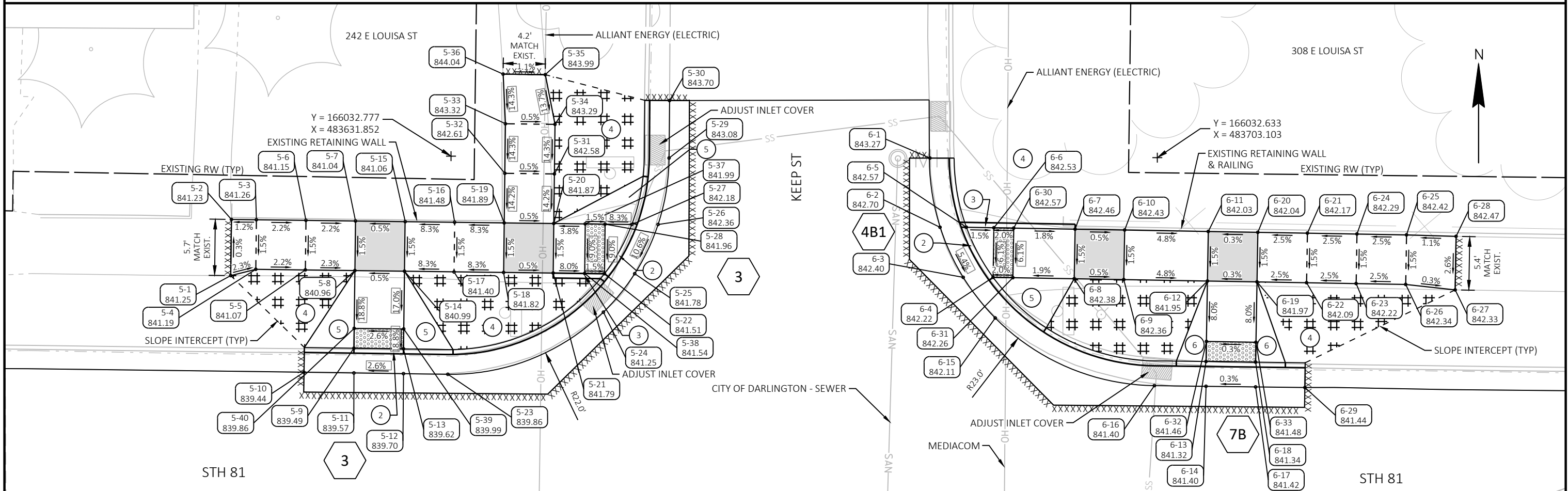
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

KEEP-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
5-1	15+66.82	25.92' L	841.25	166020.73	483609.64
5-2	15+66.84	31.59' L	841.23	166026.40	483609.71
5-3	15+69.36	31.58' L	841.26	166026.37	483612.23
5-4	15+69.34	26.58' L	841.19	166021.37	483612.16
5-5	15+74.34	26.57' L	841.07	166021.30	483617.16
5-6	15+74.36	31.57' L	841.15	166026.30	483617.23
5-7	15+79.36	31.55' L	841.04	166026.24	483622.23
5-8	15+79.34	26.55' L	840.96	166021.24	483622.16
5-9	15+79.32	18.72' L	839.49	166013.41	483622.06
5-10	15+74.31	16.24' L	839.44	166010.98	483617.03
5-11	15+79.35	16.22' L	839.57	166010.91	483622.06
5-12	15+84.35	16.20' L	839.70	166010.84	483627.06
5-13	15+84.32	18.71' L	839.62	166013.35	483627.06
5-14	15+84.34	26.54' L	840.99	166021.18	483627.16
5-15	15+84.37	31.54' L	841.06	166026.18	483627.24
5-16	15+89.36	31.52' L	841.48	166026.11	483632.22
5-17	15+89.34	26.51' L	841.40	166021.10	483632.16
5-18	15+94.25	26.52' L	841.82	166021.05	483637.16
5-19	15+94.25	31.52' L	841.89	166026.05	483637.22
5-20	15+99.25	31.52' L	841.87	166025.99	483642.22

KEEP-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
5-21	15+99.25	26.52' L	841.79	166020.99	483642.16
5-22	16+04.43	26.53' L	841.51	166020.92	483647.34
5-23	15+88.83	16.18' L	839.86	166010.78	483631.54
5-24	16+04.38	22.65' L	841.25	166017.04	483647.23
5-25	16+07.48	26.57' L	841.78	166020.93	483650.39
5-26	16+09.78	31.56' L	842.36	166025.89	483652.75
5-27	16+07.12	31.53' L	842.18	166025.89	483650.09
5-28	16+04.43	31.53' L	841.96	166025.92	483647.40
5-29	16+10.79	38.27' L	843.08	166032.58	483653.85
5-30	16+10.76	44.08' L	843.70	166038.39	483653.90
5-31	15+99.25	36.52' L	842.58	166030.99	483642.29
5-32	15+94.25	36.52' L	842.61	166031.05	483637.29
5-33	15+94.25	41.52' L	843.32	166036.05	483637.35
5-34	15+99.25	41.52' L	843.29	166035.99	483642.35
5-35	15+98.19	46.52' L	843.99	166041.00	483641.36
5-36	15+93.95	46.52' L	844.04	166041.05	483637.12
5-37	16+02.43	31.52' L	841.99	166025.95	483645.40
5-38	16+02.43	26.52' L	841.54	166020.95	483645.34
5-39	15+84.33	20.71' L	839.99	166015.35	483627.09
5-40	15+79.33	20.72' L	839.86	166015.41	483622.09

KEEP-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
6-1	16+37.11	38.62' L	843.27	166032.59	483680.17
6-2	16+38.22	31.65' L	842.70	166025.60	483681.19
6-3	16+40.63	26.64' L	842.40	166020.56	483683.53
6-4	16+43.63	26.68' L	842.22	166020.56	483686.54
6-5	16+40.88	31.69' L	842.57	166025.60	483683.85
6-6	16+43.65	31.68' L	842.53	166025.56	483686.62
6-7	16+51.84	31.64' L	842.46	166025.42	483694.81
6-8	16+51.82	26.64' L	842.38	166020.42	483694.72
6-9	16+56.82	26.62' L	842.36	166020.33	483699.72
6-10	16+56.84	31.62' L	842.43	166025.33	483699.81
6-11	16+65.28	31.59' L	842.03	166025.18	483708.25
6-12	16+65.26	26.59' L	841.95	166020.19	483708.16
6-13	16+65.23	18.47' L	841.32	166012.07	483708.02
6-14	16+65.26	15.97' L	841.40	166009.57	483708.02
6-15	16+43.90	22.58' L	842.11	166016.46	483686.75
6-16	16+60.05	15.97' L	841.40	166009.64	483702.81
6-17	16+70.26	15.97' L	841.42	166009.50	483713.02

KEEP-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
6-18	16+70.23	18.47' L	841.34	166012.00	483713.02
6-19	16+70.26	26.57' L	841.97	166020.10	483713.16
6-20	16+70.28	31.57' L	842.04	166025.10	483713.25
6-21	16+75.28	31.55' L	842.17	166025.01	483718.24
6-22	16+75.26	26.55' L	842.09	166020.02	483718.16
6-23	16+80.26	26.53' L	842.22	166019.93	483723.16
6-24	16+80.28	31.53' L	842.29	166024.93	483723.24
6-25	16+85.28	31.51' L	842.42	166024.84	483728.24
6-26	16+85.26	26.51' L	842.34	166019.84	483728.16
6-27	16+90.26	26.03' L	842.33	166019.29	483733.15
6-28	16+90.28	31.43' L	842.47	166024.69	483733.24
6-29	16+75.23	15.98' L	841.44	166009.44	483717.99
6-30	16+45.65	31.67' L	842.57	166025.52	483688.62
6-31	16+45.63	26.67' L	842.26	166020.52	483688.54
6-32	16+65.24	20.49' L	841.46	166014.09	483708.06
6-33	16+70.24	20.47' L	841.48	166014.00	483713.06



LEGEND

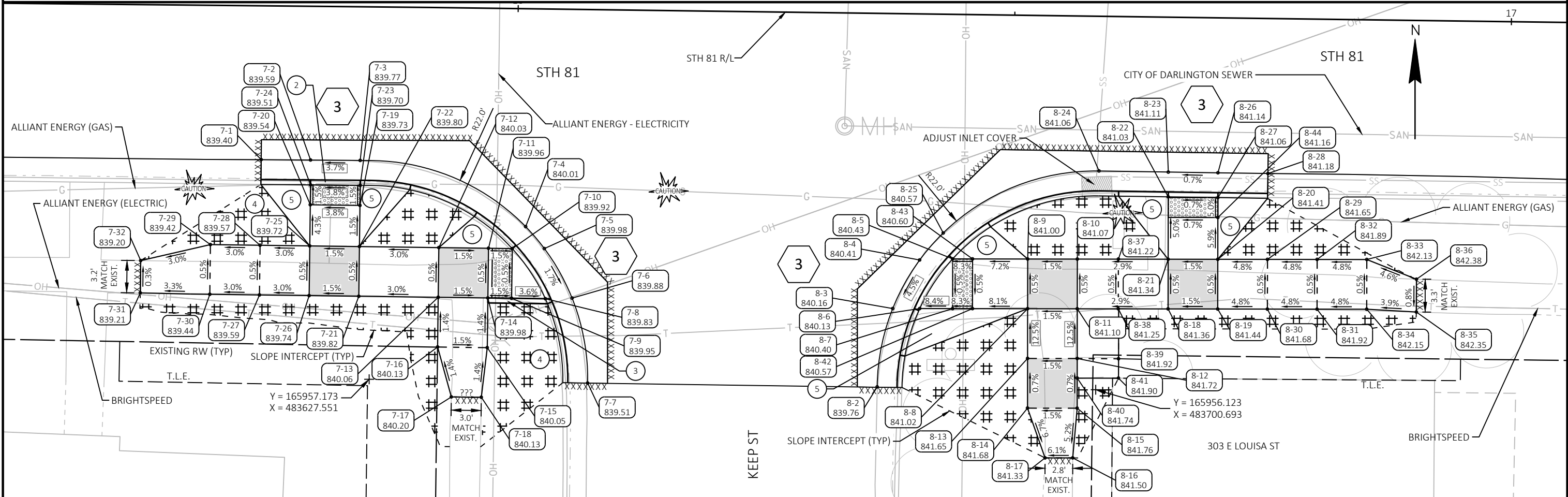
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

KEEP-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
7-1	15+74.28	15.47' R	839.40	165979.27	483616.68
7-2	15+79.24	15.47' R	839.59	165979.22	483621.65
7-3	15+84.24	15.46' R	839.77	165979.18	483626.65
7-4	16+01.04	21.92' R	840.01	165972.52	483643.31
7-5	16+02.95	24.10' R	839.98	165970.32	483645.19
7-6	16+05.81	29.05' R	839.88	165965.33	483647.98
7-7	16+07.49	37.58' R	839.51	165956.78	483649.55
7-8	16+03.12	29.14' R	839.83	165965.27	483645.29
7-9	15+99.72	29.14' R	839.95	165965.32	483641.89
7-10	15+99.72	24.14' R	839.92	165970.32	483641.95
7-11	15+97.33	24.14' R	839.96	165970.35	483639.57
7-12	15+92.33	24.15' R	840.03	165970.42	483634.57
7-13	15+92.33	29.15' R	840.06	165965.42	483634.50
7-14	15+97.33	29.14' R	839.98	165965.35	483639.50
7-15	15+97.33	34.14' R	840.05	165960.35	483639.44
7-16	15+92.33	34.15' R	840.13	165960.42	483634.44

KEEP-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
7-17	15+93.78	39.14' R	840.20	165955.40	483635.82
7-18	15+96.80	39.14' R	840.13	165955.36	483638.84
7-19	15+84.26	19.98' R	839.73	165974.66	483626.62
7-20	15+79.26	19.97' R	839.54	165974.72	483621.62
7-21	15+84.23	29.12' R	839.82	165965.52	483626.50
7-22	15+84.26	24.12' R	839.80	165970.53	483626.58
7-23	15+84.27	17.96' R	839.70	165976.68	483626.65
7-24	15+79.27	17.97' R	839.51	165976.72	483621.65
7-25	15+79.25	24.11' R	839.72	165970.58	483621.57
7-26	15+79.23	29.11' R	839.74	165965.58	483621.50
7-27	15+74.23	29.09' R	839.59	165965.65	483616.51
7-28	15+74.25	24.09' R	839.57	165970.65	483616.57
7-29	15+69.25	24.08' R	839.42	165970.71	483611.57
7-30	15+69.23	29.08' R	839.44	165965.72	483611.51
7-31	15+62.23	29.00' R	839.21	165965.86	483604.51
7-32	15+62.24	25.75' R	839.20	165969.11	483604.55

KEEP-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
8-2	16+36.64	37.57' R	839.76	165956.41	483678.69
8-3	16+38.10	29.68' R	840.16	165964.28	483680.26
8-4	16+40.75	24.76' R	840.41	165969.17	483682.98
8-5	16+44.07	24.60' R	840.43	165969.28	483686.30
8-6	16+40.82	29.64' R	840.13	165964.28	483682.98
8-7	16+44.13	29.60' R	840.40	165964.28	483686.29
8-8	16+51.68	29.51' R	841.02	165964.27	483693.84
8-9	16+51.62	24.51' R	841.00	165969.27	483693.85
8-10	16+56.62	24.45' R	841.07	165969.26	483698.85
8-11	16+56.68	29.45' R	841.10	165964.26	483698.84
8-12	16+56.74	34.45' R	841.72	165959.26	483698.83
8-13	16+51.74	34.51' R	841.65	165959.27	483693.83
8-14	16+51.80	39.51' R	841.68	165954.27	483693.83
8-15	16+56.80	39.45' R	841.76	165954.26	483698.83
8-16	16+56.42	44.46' R	841.50	165949.26	483698.38
8-17	16+53.63	44.49' R	841.33	165949.27	483695.60
8-18	16+65.82	29.34' R	841.36	165964.25	483707.98
8-19	16+70.82	29.29' R	841.44	165964.24	483712.98
8-20	16+70.76	24.29' R	841.41	165969.24	483712.99
8-21	16+65.76	24.35' R	841.34	165969.24	483707.99
8-22	16+65.69	18.08' R	841.03	165975.51	483708.00
8-23	16+65.66	15.58' R	841.11	165978.01	483708.00

KEEP-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
8-24	16+58.68	15.56' R	841.06	165978.12	483701.03
8-25	16+43.08	22.01' R	840.57	165971.88	483685.34
8-26	16+70.66	15.59' R	841.14	165977.94	483713.00
8-27	16+70.69	18.09' R	841.06	165975.44	483713.00
8-28	16+75.69	15.60' R	841.18	165977.86	483718.03
8-29	16+75.76	24.23' R	841.65	165969.23	483717.99
8-30	16+75.82	29.23' R	841.68	165964.23	483717.98
8-31	16+80.82	29.17' R	841.92	165964.22	483722.98
8-32	16+80.76	24.17' R	841.89	165969.22	483722.99
8-33	16+85.76	24.12' R	842.13	165969.21	483727.99
8-34	16+85.82	29.12' R	842.15	165964.21	483727.98
8-35	16+90.82	29.33' R	842.35	165963.93	483732.98
8-36	16+90.78	26.03' R	842.38	165967.23	483732.99
8-37	16+60.75	24.40' R	841.22	165969.26	483702.98
8-38	16+60.81	29.40' R	841.25	165964.26	483702.97
8-39	16+60.90	34.42' R	841.92	165959.24	483703.00
8-40	16+56.76	36.42' R	841.74	165957.29	483698.83
8-41	16+60.91	36.37' R	841.90	165957.28	483702.99
8-42	16+46.13	29.58' R	840.57	165964.27	483688.29
8-43	16+46.07	24.58' R	840.60	165969.27	483688.30
8-44	16+70.71	20.09' R	841.16	165973.44	483712.99



PROJECT NO: 5944-04-74

HWY: STH 81

COUNTY: LAFAYETTE

CURB RAMP DETAILS

SHEET

LEGEND

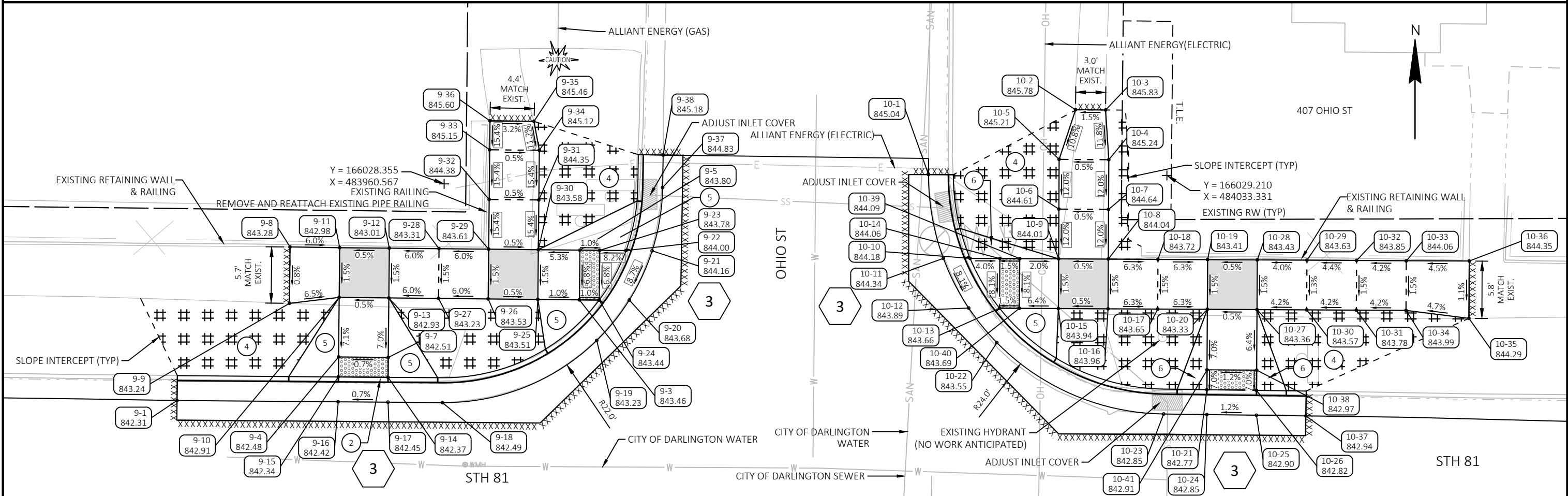
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

OHIO-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
9-1	18+90.93	15.94' L	842.31	166006.57	483933.67
9-3	19+31.30	26.60' L	843.46	166016.69	483974.18
9-4	19+07.14	20.54' L	842.48	166010.95	483949.94
9-5	19+31.29	31.60' L	843.80	166021.69	483974.23
9-7	19+12.14	20.55' L	842.51	166010.90	483954.94
9-8	19+02.11	31.54' L	843.28	166022.01	483945.05
9-9	19+02.13	25.87' L	843.24	166016.34	483945.00
9-10	19+07.12	26.53' L	842.91	166016.94	483950.00
9-11	19+07.11	31.53' L	842.98	166021.94	483950.05
9-12	19+12.11	31.55' L	843.01	166021.89	483955.05
9-13	19+12.12	26.54' L	842.93	166016.88	483955.00
9-14	19+12.15	18.55' L	842.37	166008.90	483954.92
9-15	19+07.15	18.54' L	842.34	166008.95	483949.92
9-16	19+07.16	16.03' L	842.42	166006.44	483949.90
9-17	19+12.18	16.05' L	842.45	166006.40	483954.92
9-18	19+17.65	16.08' L	842.49	166006.36	483960.39
9-19	19+33.11	22.54' L	843.23	166012.61	483975.93
9-20	19+36.33	26.65' L	843.68	166016.67	483979.21
9-21	19+38.57	31.63' L	844.16	166021.62	483981.51

OHIO-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
9-22	19+35.93	31.62' L	844.00	166021.65	483978.88
9-23	19+33.29	31.61' L	843.78	166021.67	483976.23
9-24	19+33.30	26.61' L	843.44	166016.67	483976.18
9-25	19+27.12	26.59' L	843.51	166016.74	483970.00
9-26	19+22.12	26.58' L	843.53	166016.79	483965.00
9-27	19+17.12	26.56' L	843.23	166016.84	483960.00
9-28	19+17.11	31.56' L	843.31	166021.84	483960.05
9-29	19+22.11	31.58' L	843.61	166021.79	483965.05
9-30	19+27.11	31.59' L	843.58	166021.74	483970.05
9-31	19+27.09	36.59' L	844.35	166026.74	483970.10
9-32	19+22.09	36.58' L	844.38	166026.79	483965.10
9-33	19+22.08	41.58' L	845.15	166031.79	483965.15
9-34	19+27.08	41.59' L	845.12	166031.74	483970.15
9-35	19+26.50	44.50' L	845.46	166034.65	483969.61
9-36	19+22.07	44.48' L	845.60	166034.70	483965.18
9-37	19+39.54	38.01' L	844.83	166027.99	483982.56
9-38	19+39.55	41.27' L	845.18	166031.26	483982.62

OHIO-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
10-1	19+66.28	39.66' L	845.04	166029.29	484009.33
10-2	19+81.01	46.38' L	845.78	166035.81	484024.14
10-3	19+84.03	46.40' L	845.83	166035.79	484027.16
10-4	19+84.42	41.40' L	845.24	166030.79	484027.48
10-5	19+79.42	41.36' L	845.21	166030.82	484022.48
10-6	19+79.46	36.36' L	844.61	166025.82	484022.46
10-7	19+84.46	36.40' L	844.64	166025.79	484027.46
10-8	19+84.49	31.41' L	844.04	166020.80	484027.43
10-9	19+79.49	31.36' L	844.01	166020.82	484022.43
10-10	19+70.58	31.29' L	844.18	166020.87	484013.52
10-11	19+67.89	31.26' L	844.34	166020.87	484010.83
10-12	19+70.51	26.29' L	843.89	166015.87	484013.38
10-13	19+73.61	26.32' L	843.66	166015.85	484016.48
10-14	19+73.58	31.32' L	844.06	166020.85	484016.51
10-15	19+79.53	26.36' L	843.94	166015.82	484022.40
10-16	19+84.53	26.40' L	843.96	166015.79	484027.40
10-17	19+89.61	26.43' L	843.65	166015.77	484032.40
10-18	19+89.59	31.43' L	843.72	166020.77	484032.43
10-19	19+94.59	31.45' L	843.41	166020.74	484037.43
10-20	19+94.61	26.45' L	843.33	166015.74	484037.40
10-21	19+94.65	18.37' L	842.77	166007.65	484037.36

OHIO-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
10-22	19+73.39	22.85' L	843.55	166012.38	484016.22
10-23	19+90.32	15.88' L	842.85	166005.21	484033.01
10-24	19+94.67	15.87' L	842.85	166005.15	484037.36
10-25	19+99.66	15.85' L	842.90	166005.09	484042.35
10-26	19+99.64	18.35' L	842.82	166007.59	484042.35
10-27	19+99.61	26.48' L	843.36	166015.71	484042.40
10-28	19+99.59	31.48' L	843.43	166020.71	484042.43
10-29	20+04.59	31.50' L	843.63	166020.68	484047.43
10-30	20+04.61	26.50' L	843.57	166015.68	484047.40
10-31	20+09.61	26.53' L	843.78	166015.66	484052.40
10-32	20+09.59	31.53' L	843.85	166020.66	484052.43
10-33	20+14.59	31.53' L	844.06	166020.61	484057.43
10-34	20+14.61	26.55' L	843.99	166015.63	484057.40
10-35	20+20.95	25.82' L	844.29	166014.84	484063.74
10-36	20+20.92	31.58' L	844.35	166020.60	484063.77
10-37	20+04.64	15.84' L	842.94	166005.02	484047.32
10-38	19+99.64	20.39' L	842.97	166009.63	484042.37
10-39	19+75.58	31.33' L	844.09	166020.84	484018.51
10-40	19+75.61	26.33' L	843.69	166015.84	484018.48
10-41	19+94.64	20.37' L	842.91	166009.65	484037.37



PROJECT NO: 5944-04-74

HWY: STH 81

COUNTY: LAFAYETTE

CURB RAMP DETAILS

SHEET

LEGEND

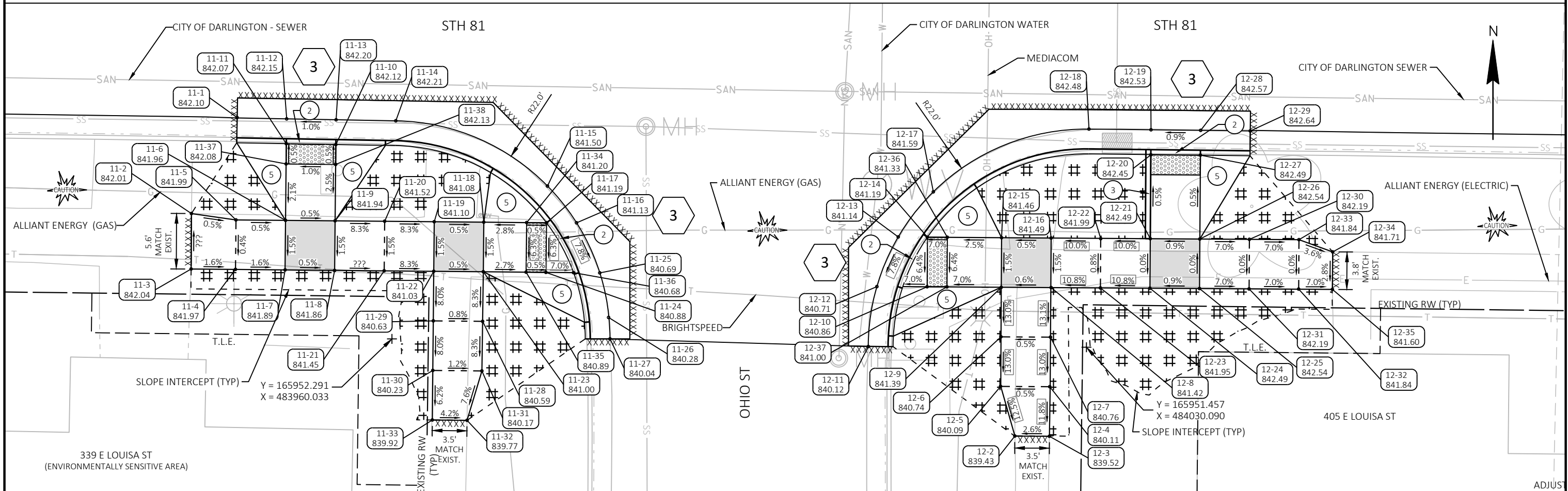
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

OHIO-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
11-1	19+02.10	15.87' R	842.10	165974.61	483944.42
11-2	18+97.61	25.60' R	842.01	165964.94	483939.81
11-3	18+97.66	31.20' R	842.04	165959.34	483939.78
11-4	19+02.14	31.18' R	841.97	165959.30	483944.26
11-5	19+02.12	26.18' R	841.99	165964.30	483944.30
11-6	19+07.12	26.17' R	841.96	165964.25	483949.30
11-7	19+07.14	31.16' R	841.89	165959.25	483949.26
11-8	19+12.14	31.16' R	841.86	165959.19	483954.25
11-9	19+12.12	26.14' R	841.94	165964.20	483954.30
11-10	19+12.09	18.45' R	842.12	165971.90	483954.38
11-11	19+07.09	18.43' R	842.07	165971.98	483949.38
11-12	19+07.10	15.93' R	842.15	165974.48	483949.42
11-13	19+12.08	15.95' R	842.20	165974.40	483954.40
11-14	19+18.11	15.98' R	842.21	165974.29	483960.42
11-15	19+33.49	22.36' R	841.50	165967.71	483975.73
11-16	19+36.47	26.02' R	841.13	165964.01	483978.66
11-17	19+33.44	26.06' R	841.19	165964.01	483975.62
11-18	19+27.12	26.09' R	841.08	165964.06	483969.30
11-19	19+22.12	26.11' R	841.10	165964.11	483964.30

OHIO-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
11-20	19+17.12	26.13' R	841.52	165964.16	483959.30
11-21	19+17.14	31.12' R	841.45	165959.16	483959.25
11-22	19+22.14	31.10' R	841.03	165959.11	483964.25
11-23	19+27.14	31.09' R	841.00	165959.07	483969.25
11-24	19+33.45	31.06' R	840.88	165959.01	483975.57
11-25	19+38.88	31.04' R	840.69	165958.95	483981.00
11-26	19+39.84	35.53' R	840.28	165954.46	483981.89
11-27	19+40.00	37.69' R	840.04	165952.29	483982.03
11-28	19+27.13	36.09' R	840.59	165954.07	483969.18
11-29	19+22.15	36.10' R	840.63	165954.11	483964.21
11-30	19+22.17	41.10' R	840.23	165949.11	483964.16
11-31	19+27.13	41.09' R	840.17	165949.07	483969.11
11-32	19+25.69	46.09' R	839.77	165944.08	483967.61
11-33	19+22.19	46.10' R	839.92	165944.11	483964.11
11-34	19+31.44	26.07' R	841.20	165964.02	483973.62
11-35	19+31.45	31.07' R	840.89	165959.02	483973.57
11-36	19+36.23	31.05' R	840.68	165958.98	483978.35
11-37	19+07.10	20.47' R	842.08	165969.94	483949.36
11-38	19+12.10	20.45' R	842.13	165969.90	483954.36

OHIO-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
12-1	???	???' ???	0.00	1.46	7.90
12-2	19+80.97	46.95' R	839.43	165942.49	484022.88
12-3	19+84.45	46.93' R	839.52	165942.47	484026.36
12-4	19+84.42	41.93' R	840.11	165947.47	484026.39
12-5	19+79.46	41.96' R	840.09	165947.50	484021.43
12-6	19+79.44	36.96' R	840.74	165952.50	484021.47
12-7	19+84.43	36.93' R	840.76	165952.47	484026.46
12-8	19+84.43	31.93' R	841.42	165957.47	484026.53
12-9	19+79.40	31.97' R	841.39	165957.50	484021.50
12-10	19+71.92	32.01' R	840.86	165957.55	484014.02
12-11	19+66.07	38.12' R	840.12	165951.52	484008.09
12-12	19+66.85	32.06' R	840.71	165957.57	484008.96
12-13	19+68.94	27.03' R	841.14	165962.57	484011.11
12-14	19+71.89	27.01' R	841.19	165962.55	484014.06
12-15	19+79.36	26.96' R	841.46	165962.50	484021.53
12-16	19+84.36	26.93' R	841.49	165962.47	484026.53
12-17	19+72.42	22.43' R	841.59	165967.13	484014.65
12-18	19+87.99	15.90' R	842.48	165973.45	484030.35
12-19	19+94.24	15.91' R	842.53	165973.38	484036.60

OHIO-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
12-20	19+94.25	18.43' R	842.45	165970.86	484036.59
12-21	19+94.28	26.89' R	842.49	165962.40	484036.53
12-22	19+89.28	26.94' R	841.99	165962.40	484031.53
12-23	19+89.30	31.90' R	841.95	165957.44	484031.50
12-24	19+94.30	31.89' R	842.49	165957.40	484036.50
12-25	19+99.30	31.87' R	842.54	165957.37	484041.50
12-26	19+99.28	26.87' R	842.54	165962.37	484041.53
12-27	19+99.25	18.42' R	842.49	165970.82	484041.59
12-28	19+99.26	15.92' R	842.57	165973.32	484041.62
12-29	20+04.26	15.92' R	842.64	165973.26	484046.62
12-30	20+04.28	26.85' R	842.19	165962.34	484046.53
12-31	20+04.30	31.85' R	842.19	165957.34	484046.50
12-32	20+09.30	31.82' R	841.84	165957.32	484051.50
12-33	20+09.28	26.83' R	841.84	165962.31	484051.53
12-34	20+12.70	28.03' R	841.71	165961.07	484054.93
12-35	20+12.71	31.82' R	841.60	165957.28	484054.91
12-36	19+73.89	27.00' R	841.33	165962.54	484016.06
12-37	19+73.92	32.00' R	841.00	165957.54	484016.02



LEGEND

DIRECTION OF SLOPE

DETECTABLE WARNING FIELD

SAWCUT MATCH EXISTING REQUIRED

CURB RAMP TYPE AS PER WISDOT SDD 8D5

10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT

GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK

CONCRETE CURB PEDESTRIAN

GRASS OR OTHER NON-WALKABLE SURFACE

10:1 MINIMUM CONCRETE FLARE

6:1 MINIMUM GRADED FLARE

EROSION MAT URBAN CLASS I TYPE B

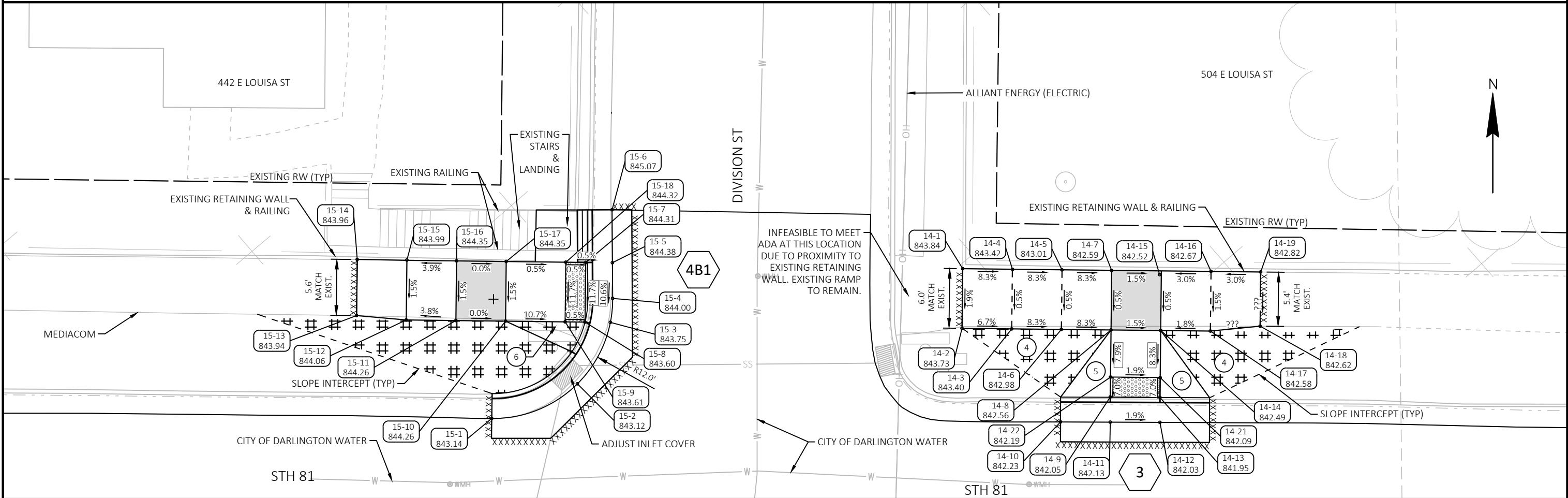
LEVEL LANDING

MAXIMUM EXTENT FEASIBLE

DIVISION-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
15-1	22+50.08	15.36' L	843.14	166002.03	484292.75
15-2	22+58.67	18.93' L	843.12	166005.51	484301.37
15-3	22+61.92	25.14' L	843.75	166011.69	484304.69
15-4	22+62.12	27.56' L	844.00	166014.10	484304.92
15-5	22+62.06	31.14' L	844.38	166017.69	484304.89
15-6	22+61.97	36.47' L	845.07	166023.02	484304.86
15-7	22+59.38	31.15' L	844.31	166017.72	484302.20
15-8	22+59.37	25.15' L	843.60	166011.72	484302.13
15-9	22+57.37	25.15' L	843.61	166011.74	484300.13
15-10	22+51.37	25.16' L	844.26	166011.82	484294.13
15-11	22+46.37	25.17' L	844.26	166011.87	484289.13
15-12	22+41.37	25.18' L	844.06	166011.93	484284.13
15-13	22+36.37	25.57' L	843.94	166012.37	484279.14
15-14	22+36.38	31.21' L	843.96	166018.02	484279.21
15-15	22+41.38	31.20' L	843.99	166017.96	484284.21
15-16	22+46.38	31.17' L	844.35	166017.87	484289.20
15-17	22+51.38	31.16' L	844.35	166017.81	484294.20
15-18	22+57.38	31.15' L	844.32	166017.74	484300.20

DIVISION-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
14-1	22+97.33	30.91' L	843.84	166017.09	484340.16
14-2	22+97.33	24.91' L	843.73	166011.09	484340.09
14-3	23+02.33	24.91' L	843.40	166011.04	484345.09
14-4	23+02.36	30.89' L	843.42	166017.02	484345.18
14-5	23+07.33	30.89' L	843.01	166016.96	484350.16
14-6	23+07.33	24.90' L	842.98	166010.98	484350.09
14-7	23+12.33	30.88' L	842.59	166016.91	484355.16
14-8	23+12.33	24.90' L	842.56	166010.93	484355.09
14-9	23+12.33	18.16' L	842.05	166004.19	484355.02
14-10	23+07.34	15.60' L	842.23	166001.68	484350.00
14-11	23+12.35	15.63' L	842.13	166001.65	484355.02
14-12	23+17.35	15.65' L	842.03	166001.63	484360.02
14-13	23+17.33	18.15' L	841.95	166004.13	484360.02
14-14	23+17.33	24.90' L	842.49	166010.87	484360.09
14-15	23+17.17	30.51' L	842.52	166016.49	484359.99
14-16	23+22.33	30.89' L	842.67	166016.82	484365.16
14-17	23+22.33	24.89' L	842.58	166010.82	484365.09
14-18	23+27.33	25.43' L	842.62	166011.31	484370.10
14-19	23+27.33	30.88' L	842.82	166016.76	484370.16

DIVISION-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
14-21	23+17.33	20.15' L	842.09	166006.13	484360.04
14-22	23+12.33	20.16' L	842.19	166006.19	484355.04



LEGEND

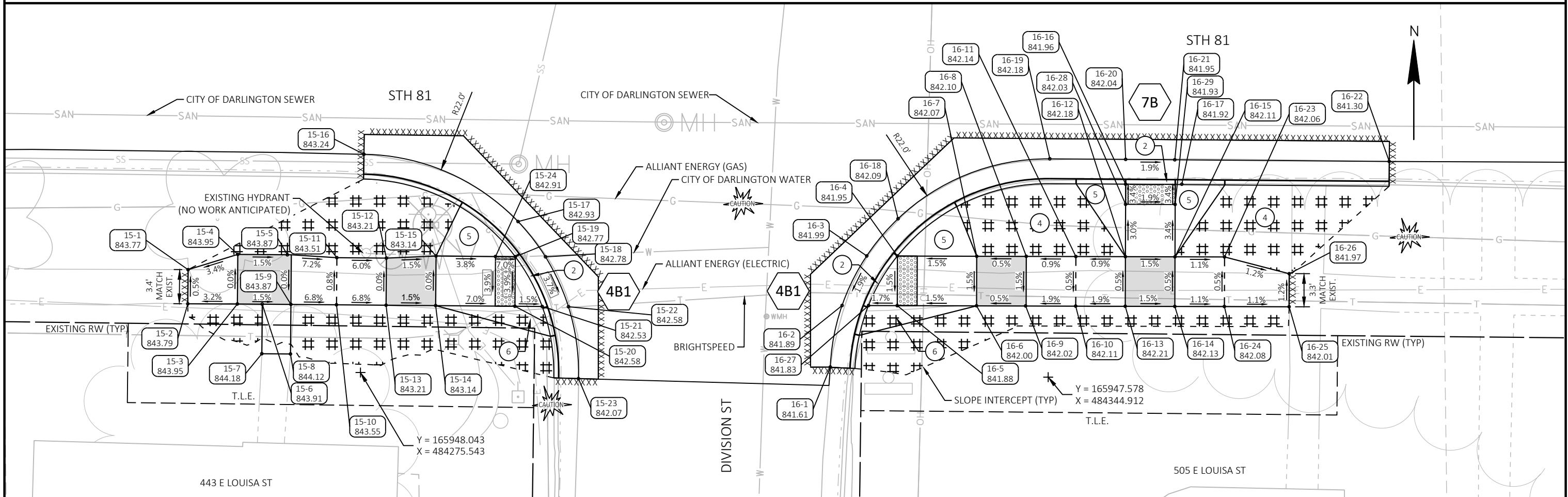
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- XXXXXXXX SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

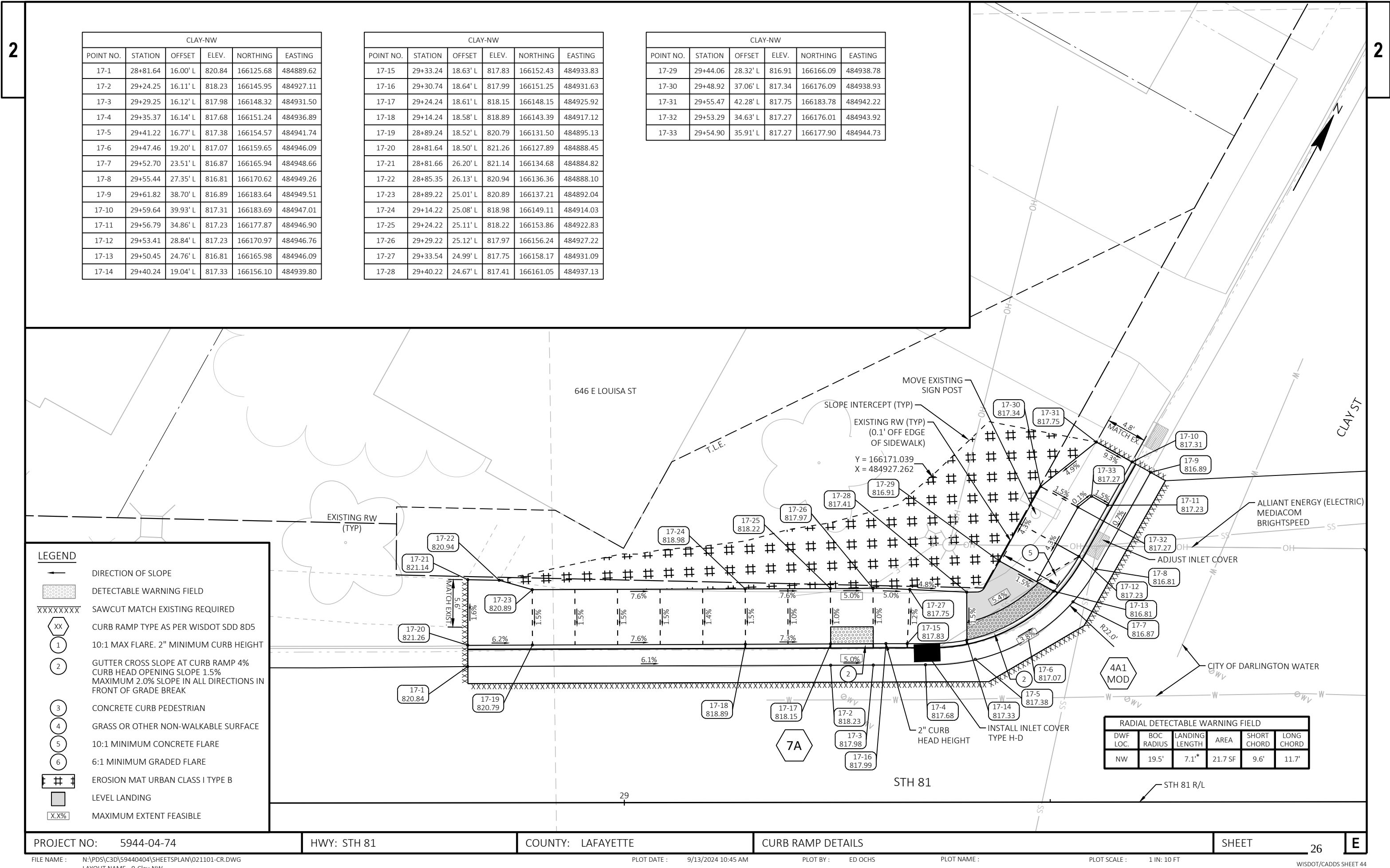
DIVISION-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
15-1	22+15.93	28.61' R	843.77	165958.41	484258.15
15-2	22+15.94	32.05' R	843.79	165954.97	484258.12
15-3	22+20.94	32.02' R	843.95	165954.95	484263.12
15-4	22+20.93	27.02' R	843.95	165959.95	484263.16
15-5	22+25.93	27.01' R	843.87	165959.91	484268.16
15-6	22+23.45	32.01' R	843.91	165954.93	484265.63
15-7	22+23.46	37.01' R	844.18	165949.93	484265.59
15-8	22+26.35	37.01' R	844.12	165949.91	484268.48
15-9	22+26.34	32.01' R	843.87	165954.91	484268.53
15-10	22+30.94	32.00' R	843.55	165954.87	484273.12
15-11	22+30.93	27.25' R	843.51	165959.62	484273.16
15-12	22+35.93	27.24' R	843.21	165959.58	484278.16

DIVISION-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
15-13	22+35.94	31.99' R	843.21	165954.83	484278.12
15-14	22+40.94	31.98' R	843.14	165954.78	484283.12
15-15	22+40.93	26.98' R	843.14	165959.78	484283.16
15-16	22+33.56	16.80' R	843.24	165970.04	484275.89
15-17	22+49.17	23.42' R	842.93	165963.25	484291.44
15-18	22+51.97	26.96' R	842.78	165959.69	484294.20
15-19	22+48.93	26.96' R	842.77	165959.72	484291.16
15-20	22+48.94	31.96' R	842.58	165954.72	484291.12
15-21	22+51.69	31.96' R	842.53	165954.69	484293.87
15-22	22+54.34	31.95' R	842.58	165954.67	484296.52
15-23	22+55.43	39.19' R	842.07	165947.43	484297.53
15-24	22+46.93	26.97' R	842.91	165959.73	484289.16

DIVISION-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
16-1	22+80.82	37.77' R	841.61	165948.59	484322.94
16-2	22+81.95	31.54' R	841.89	165954.80	484324.13
16-3	22+84.38	26.53' R	841.99	165959.79	484326.61
16-4	22+87.47	26.50' R	841.95	165959.78	484329.70
16-5	22+87.50	31.50' R	841.88	165954.78	484329.69
16-6	22+95.50	31.44' R	842.00	165954.77	484337.69
16-7	22+95.47	26.45' R	842.07	165959.76	484337.70
16-8	23+00.47	26.41' R	842.10	165959.74	484342.70
16-9	23+00.45	31.40' R	842.02	165954.75	484342.64
16-10	23+05.50	31.37' R	842.11	165954.73	484347.69
16-11	23+05.47	26.37' R	842.14	165959.73	484347.70
16-12	23+10.47	26.33' R	842.18	165959.72	484352.70
16-13	23+10.50	31.33' R	842.21	165954.72	484352.69
16-14	23+15.50	31.30' R	842.13	165954.70	484357.69
16-15	23+15.47	26.30' R	842.11	165959.70	484357.70

DIVISION-SE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
16-16	23+10.41	19.03' R	841.96	165967.02	484352.72
16-17	23+16.08	18.97' R	841.92	165967.02	484358.39
16-18	22+87.49	22.75' R	842.09	165963.54	484329.77
16-19	23+02.74	16.55' R	842.18	165969.58	484345.08
16-20	23+10.40	16.53' R	842.04	165969.52	484352.73
16-21	23+15.35	16.52' R	841.95	165969.48	484357.69
16-22	23+36.98	16.46' R	841.30	165969.31	484379.32
16-23	23+20.47	26.26' R	842.06	165959.69	484362.70
16-24	23+20.50	31.26' R	842.08	165954.69	484362.69
16-25	23+27.03	31.21' R	842.01	165954.67	484369.22
16-26	23+27.01	27.88' R	841.97	165958.00	484369.22
16-27	22+84.61	31.53' R	841.83	165954.79	484326.79
16-28	23+10.43	21.06' R	842.03	165964.99	484352.72
16-29	23+15.43	21.02' R	841.93	165964.98	484357.72



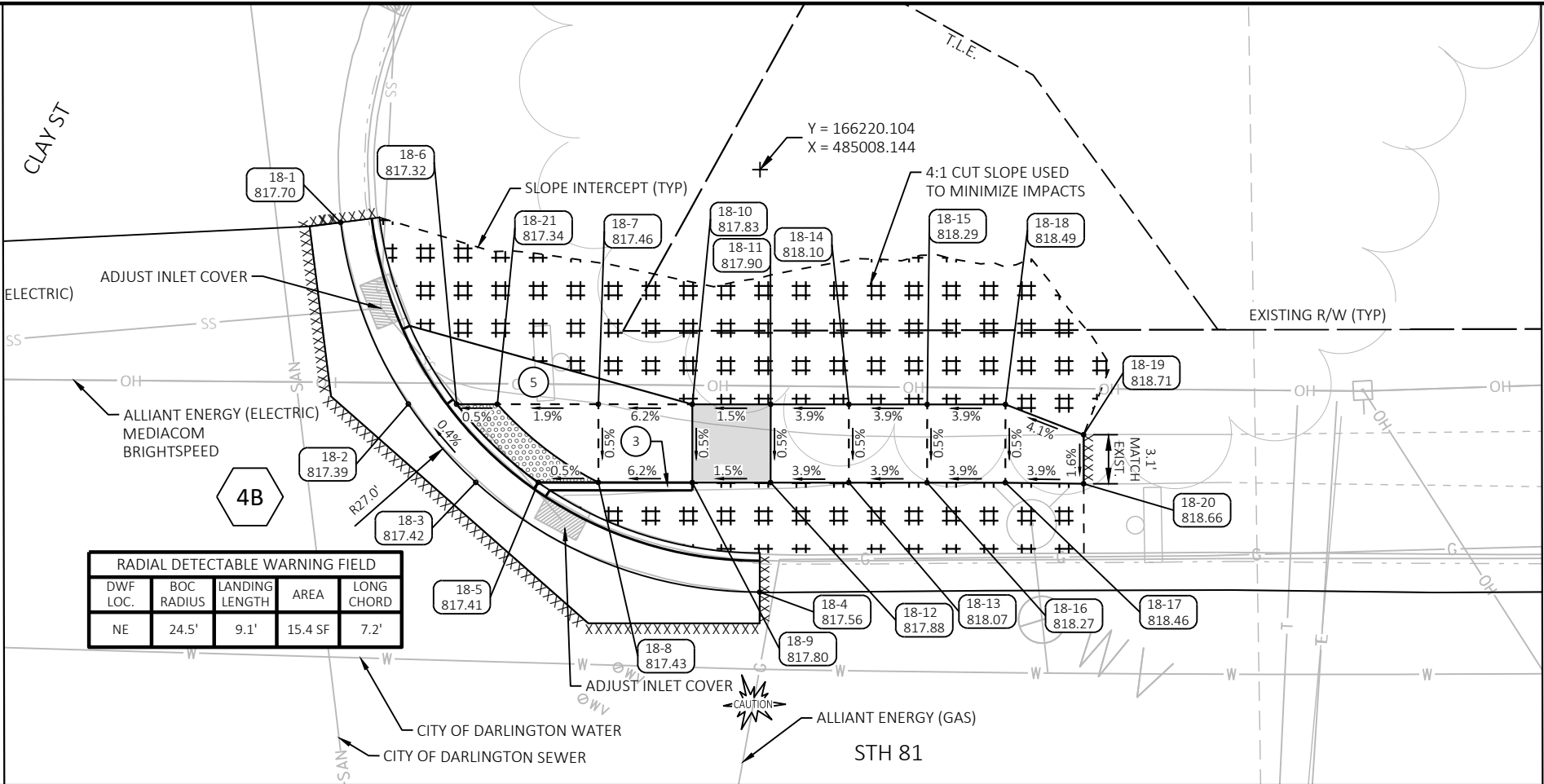


LEGEND

- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

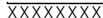
CLAY-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
18-1	30+03.94	39.75' L	817.70	166204.50	484986.11
18-2	30+08.24	28.13' L	817.39	166196.30	484995.41
18-3	30+12.54	23.12' L	817.42	166193.92	485001.56
18-4	30+30.66	16.07' L	817.56	166196.29	485020.86
18-5	30+16.53	23.11' L	817.41	166195.80	485005.08
18-6	30+11.32	28.12' L	817.32	166197.75	484998.12
18-7	30+20.39	28.10' L	817.46	166202.02	485006.12
18-8	30+20.37	23.10' L	817.43	166197.61	485008.47
18-9	30+26.37	23.08' L	817.80	166200.43	485013.76
18-10	30+26.39	28.08' L	817.83	166204.84	485011.41
18-11	30+31.39	28.07' L	817.90	166207.20	485015.82

CLAY-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
18-12	30+31.37	23.07' L	817.88	166202.79	485018.17
18-13	30+36.37	23.05' L	818.07	166205.14	485022.59
18-14	30+36.39	28.05' L	818.10	166209.55	485020.23
18-15	30+41.39	28.04' L	818.29	166211.91	485024.64
18-16	30+41.37	23.04' L	818.27	166207.50	485027.00
18-17	30+46.37	23.03' L	818.46	166209.85	485031.41
18-18	30+46.39	28.03' L	818.49	166214.26	485029.05
18-19	30+51.38	26.08' L	818.71	166214.92	485034.37
18-20	30+51.37	22.95' L	818.66	166212.15	485035.85
18-21	30+13.92	28.11' L	817.34	166198.97	485000.42



2

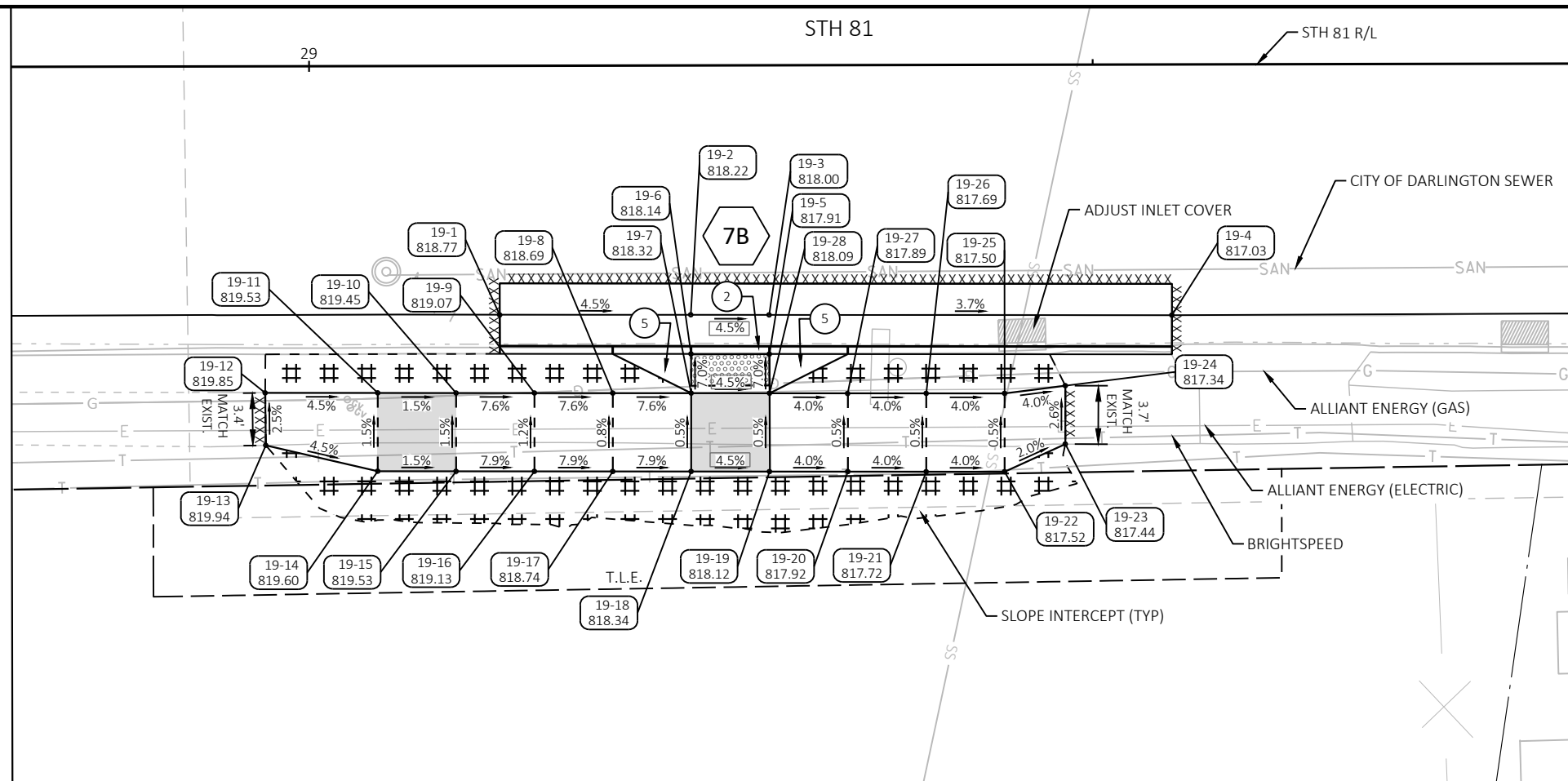
LEGEND

	DIRECTION OF SLOPE
	DETECTABLE WARNING FIELD
	SAWCUT MATCH EXISTING REQUIRED
	CURB RAMP TYPE AS PER WISDOT SDD 8D5
	10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
	GUTTER CROSS SLOPE AT CURB RAMP 4% CURB HEAD OPENING SLOPE 1.5% MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
	CONCRETE CURB PEDESTRIAN
	GRASS OR OTHER NON-WALKABLE SURFACE
	10:1 MINIMUM CONCRETE FLARE
	6:1 MINIMUM GRADED FLARE
	EROSION MAT URBAN CLASS I TYPE B
	LEVEL LANDING
	MAXIMUM EXTENT FEASIBLE

CLAY-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
19-1	29+12.13	15.89' R	818.77	166112.03	484931.58
19-2	29+24.33	15.91' R	818.22	166117.78	484942.33
19-3	29+29.33	15.93' R	818.00	166120.13	484946.74
19-4	29+55.02	16.00' R	817.03	166132.23	484969.41
19-5	29+29.33	18.43' R	817.91	166117.94	484947.93
19-6	29+24.33	18.41' R	818.14	166115.58	484943.52
19-7	29+24.34	20.91' R	818.32	166113.38	484944.71
19-8	29+19.34	20.90' R	818.69	166111.03	484940.30
19-9	29+14.34	20.88' R	819.07	166108.67	484935.89
19-10	29+09.34	20.87' R	819.45	166106.32	484931.48
19-11	29+04.34	20.85' R	819.53	166103.97	484927.07
19-12	28+97.16	20.83' R	819.85	166100.58	484920.73
19-13	28+97.19	24.18' R	819.94	166097.65	484922.34
19-14	29+04.32	25.85' R	819.60	166099.55	484929.42
19-15	29+09.32	25.87' R	819.53	166101.91	484933.83
19-16	29+14.32	25.88' R	819.13	166104.26	484938.24
19-17	29+19.32	25.90' R	818.74	166106.62	484942.65
19-18	29+24.32	25.91' R	818.34	166108.97	484947.06
19-19	29+29.32	25.93' R	818.12	166111.33	484951.48

CLAY-SW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
19-20	29+34.32	25.94' R	817.92	166113.68	484955.89
19-21	29+39.32	25.95' R	817.72	166116.03	484960.30
19-22	29+44.32	25.97' R	817.52	166118.39	484964.71
19-23	29+48.20	24.21' R	817.44	166121.77	484967.29
19-24	29+48.21	20.48' R	817.34	166125.06	484965.54
19-25	29+44.34	20.97' R	817.50	166122.80	484962.35
19-26	29+39.34	20.95' R	817.69	166120.44	484957.94
19-27	29+34.32	20.95' R	817.89	166118.07	484953.52
19-28	29+29.34	20.93' R	818.09	166115.74	484949.12

2 |



PROJECT NO:	5944-04-74
-------------	------------

HWY: STH 81

COUNTY: LAFAYETTE

CURB RAMP DETAILS

SHEET 28

-
-
-

FILE NAME : N:\PDS\C3D\59440404\SHEETSPLAN\021101-CR.DWG
LAYOUT NAME - 11-Clay-SW

PLOT DATE : 9/13/2024 10:46 AM

PLOT BY : ED OCHS

PLOT NAME :

PLOT SCALE : 1 IN: 10 FT

WISDOT/CADDS SHEET 44

LEGEND

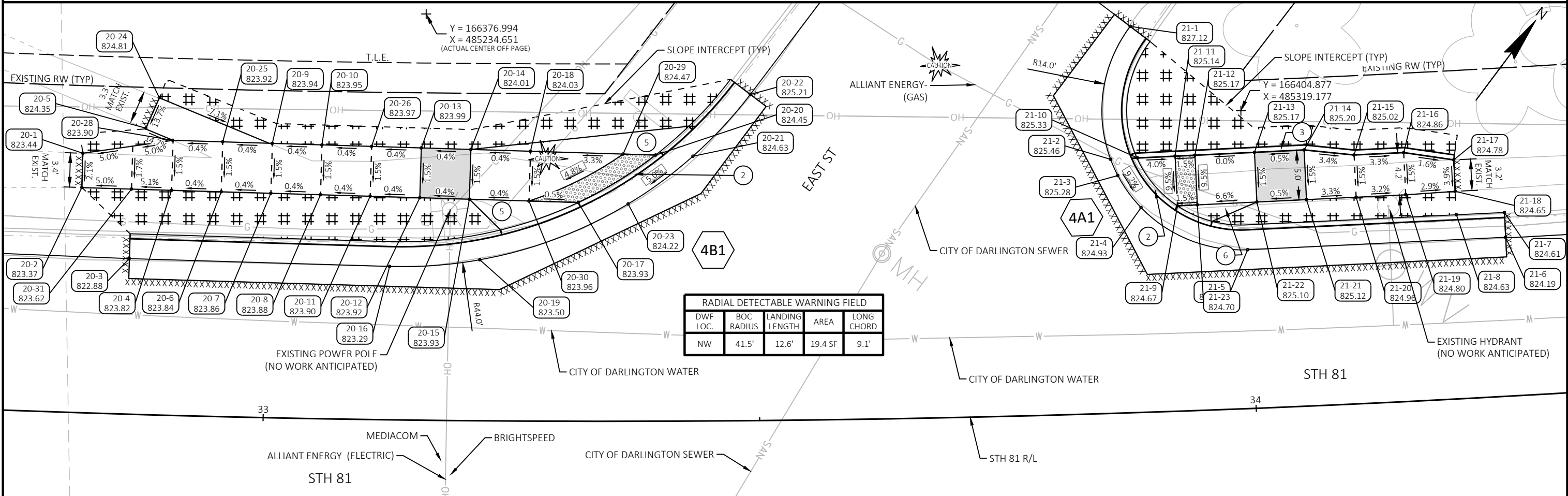
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN
FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

EAST-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
20-1	32+80.99	26.10' L	823.44	166331.61	485228.40
20-2	32+81.00	22.66' L	823.37	166328.79	485230.38
20-3	32+86.07	15.65' L	822.88	166325.93	485238.50
20-4	32+90.17	22.64' L	823.82	166333.97	485237.78
20-5	32+87.36	28.82' L	824.35	166337.42	485231.96
20-6	32+95.24	22.62' L	823.84	166336.85	485241.87
20-7	33+00.31	22.59' L	823.86	166339.72	485245.96
20-8	33+05.38	22.53' L	823.88	166342.60	485250.05
20-9	33+00.35	27.61' L	823.94	166343.83	485243.07
20-10	33+05.44	27.55' L	823.95	166346.70	485247.17
20-11	33+10.45	22.46' L	823.90	166345.47	485254.14
20-12	33+15.52	22.38' L	823.92	166348.34	485258.24
20-13	33+15.61	27.39' L	823.99	166352.45	485255.35
20-14	33+20.69	27.29' L	824.01	166355.32	485259.45
20-15	33+20.58	22.28' L	823.93	166351.22	485262.33

EAST-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
20-16	33+12.53	15.43' L	823.29	166340.99	485259.94
20-17	33+31.70	22.01' L	823.93	166357.52	485271.30
20-18	33+26.79	27.15' L	824.03	166358.77	485264.36
20-19	33+21.69	16.20' L	823.50	166346.97	485266.81
20-20	33+39.59	26.77' L	824.45	166366.00	485274.67
20-21	33+43.43	26.64' L	824.63	166368.17	485277.76
20-22	33+49.35	32.82' L	825.21	166376.60	485278.65
20-23	33+36.78	21.86' L	824.22	166360.41	485275.40
20-24	32+88.66	31.91' L	824.81	166340.69	485231.22
20-25	32+95.27	27.65' L	823.92	166340.96	485238.98
20-26	33+10.52	27.48' L	823.97	166349.58	485251.26
20-28	32+90.16	27.67' L	823.90	166338.07	485234.87
20-29	33+36.27	26.88' L	824.47	166364.12	485271.99
20-30	33+26.66	22.14' L	823.96	166354.67	485267.24
20-31	32+86.07	22.65' L	823.62	166331.65	485234.47

EAST-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
21-1	33+88.59	38.85' L	827.12	166404.99	485305.18
21-2	33+86.13	25.56' L	825.46	166393.10	485311.60
21-3	33+86.82	23.90' L	825.28	166392.24	485313.16
21-4	33+89.08	20.60' L	824.93	166391.05	485316.97
21-5	33+99.77	15.97' L	824.32	166394.08	485328.09
21-6	34+26.02	15.98' L	824.19	166410.65	485348.14
21-7	34+26.04	18.48' L	824.61	166412.57	485346.54
21-8	34+21.16	18.51' L	824.63	166409.50	485342.82
21-9	33+92.81	20.65' L	824.67	166393.39	485319.80
21-10	33+88.90	25.60' L	825.33	166394.84	485313.70
21-11	33+92.74	25.65' L	825.14	166397.25	485316.62
21-12	33+94.78	25.68' L	825.17	166398.52	485318.16

EAST-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
21-13	34+00.87	25.73' L	825.17	166402.34	485322.78
21-14	34+05.95	25.76' L	825.20	166405.53	485326.64
21-15	34+11.03	25.03' L	825.02	166408.14	485330.97
21-16	34+16.11	25.03' L	824.86	166411.32	485334.82
21-17	34+21.18	24.04' L	824.78	166413.76	485339.30
21-18	34+21.17	20.87' L	824.65	166411.31	485341.32
21-19	34+16.10	20.79' L	824.80	166408.06	485337.52
21-20	34+11.04	20.78' L	824.96	166404.86	485333.68
21-21	34+05.97	20.76' L	825.12	166401.67	485329.82
21-22	34+00.91	20.73' L	825.10	166398.49	485325.97
21-23	33+94.83	20.68' L	824.70	166394.67	485321.34



LEGEND

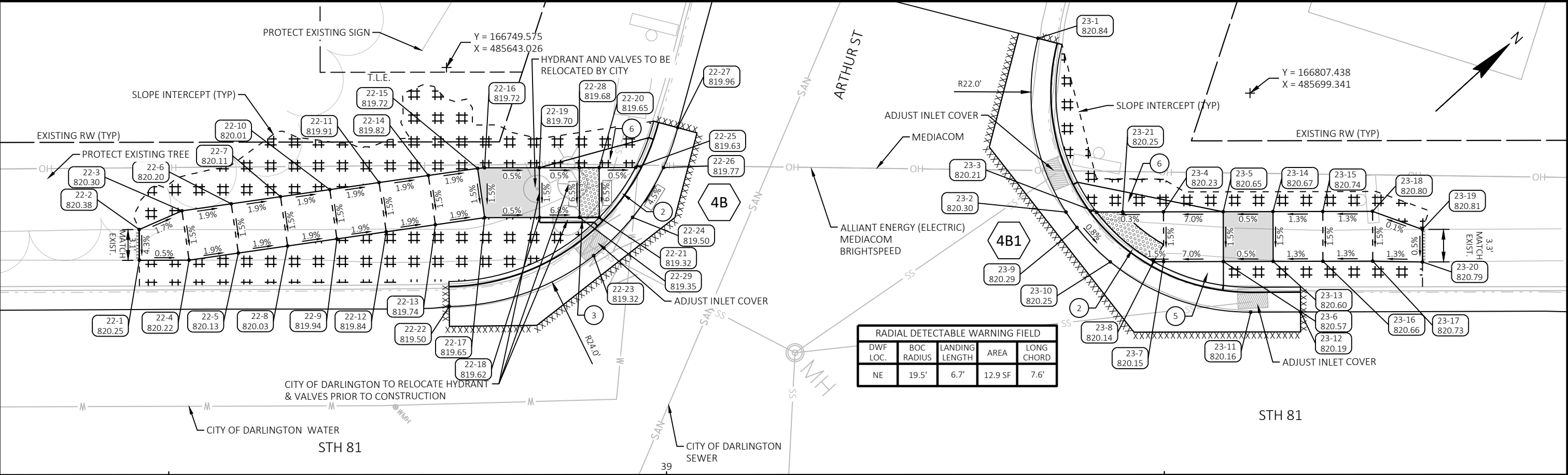
- DIRECTION OF SLOPE
- DETECTABLE WARNING FIELD
- XXXXXXX SAWCUT MATCH EXISTING REQUIRED
- CURB RAMP TYPE AS PER WISDOT SDD 8D5
- 10:1 MAX FLARE. 2" MINIMUM CURB HEIGHT
- GUTTER CROSS SLOPE AT CURB RAMP 4%
CURB HEAD OPENING SLOPE 1.5%
MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- CONCRETE CURB PEDESTRIAN
- GRASS OR OTHER NON-WALKABLE SURFACE
- 10:1 MINIMUM CONCRETE FLARE
- 6:1 MINIMUM GRADED FLARE
- EROSION MAT URBAN CLASS I TYPE B
- LEVEL LANDING
- MAXIMUM EXTENT FEASIBLE

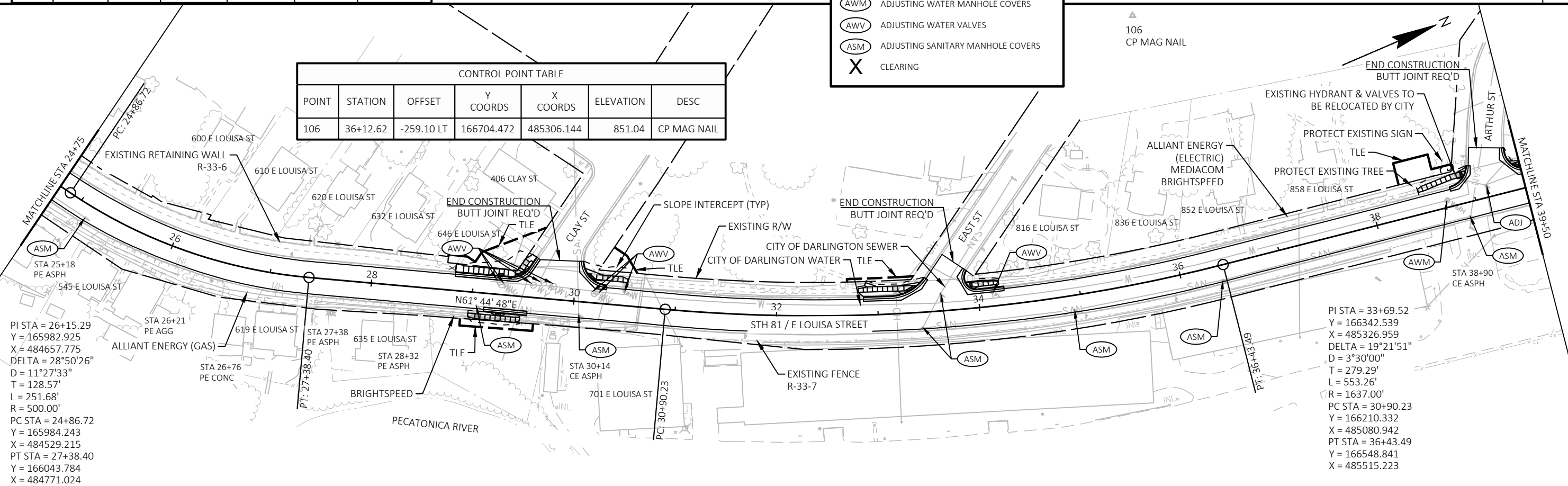
ARTHUR-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
22-1	38+47.05	21.56' L	820.25	166713.74	485636.51
22-2	38+47.05	24.64' L	820.38	166715.81	485634.24
22-3	38+51.34	26.51' L	820.30	166720.24	485635.75
22-4	38+52.05	21.56' L	820.22	166717.43	485639.88
22-5	38+57.00	22.27' L	820.13	166721.57	485642.69
22-6	38+56.29	27.22' L	820.20	166724.38	485638.56
22-7	38+61.24	27.93' L	820.11	166728.51	485641.37
22-8	38+61.95	22.98' L	820.03	166725.70	485645.50
22-9	38+66.90	23.69' L	819.94	166729.84	485648.32
22-10	38+66.19	28.64' L	820.01	166732.65	485644.18
22-11	38+71.13	29.35' L	819.91	166736.78	485646.99
22-12	38+71.85	24.40' L	819.84	166733.97	485651.13
22-13	38+76.79	25.12' L	819.74	166738.10	485653.94
22-14	38+76.08	30.06' L	819.82	166740.92	485649.80
22-15	38+81.03	30.78' L	819.72	166745.05	485652.61

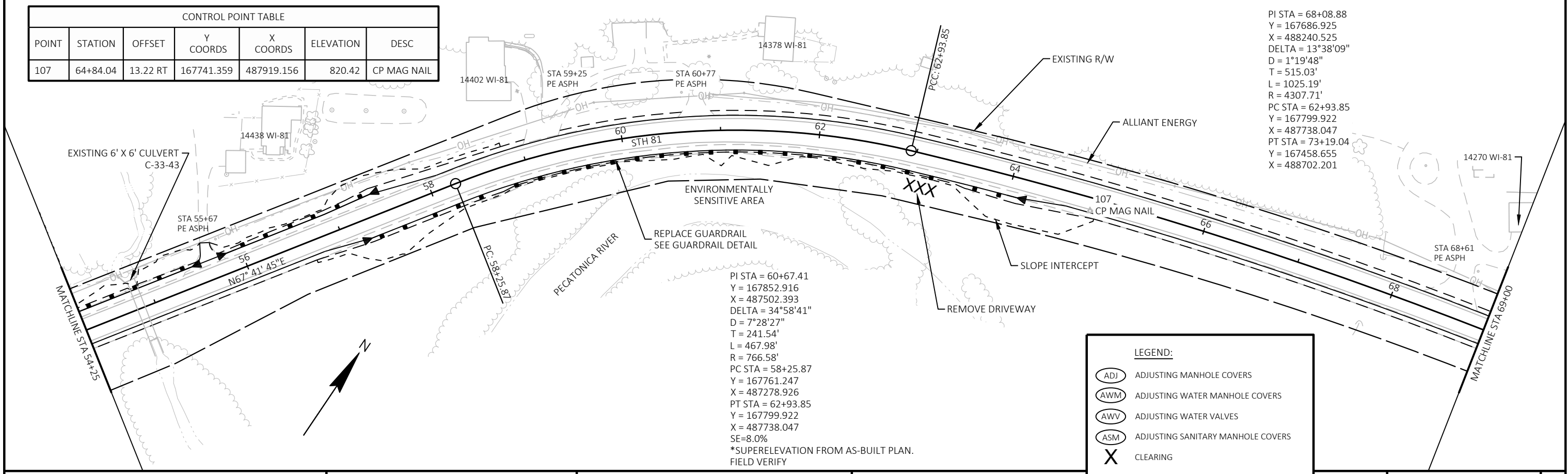
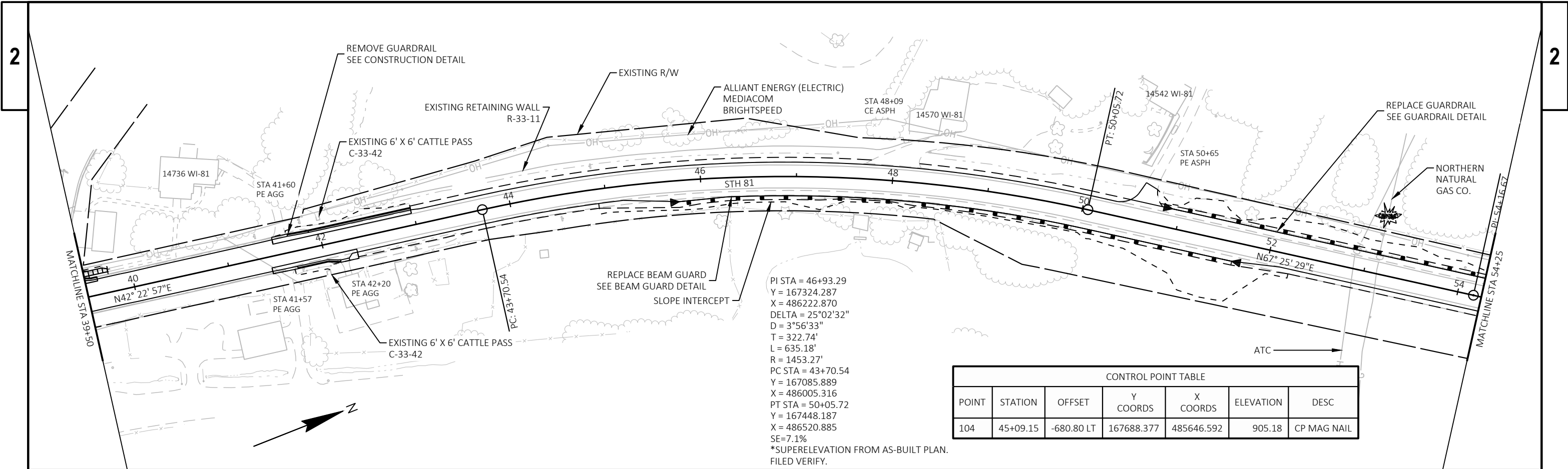
ARTHUR-NW					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
22-16	38+81.74	30.83' L	819.72	166745.60	485653.05
22-17	38+81.74	25.83' L	819.65	166742.24	485656.75
22-18	38+87.25	25.83' L	819.62	166746.31	485660.46
22-19	38+87.25	30.83' L	819.70	166749.68	485656.76
22-20	38+93.25	30.84' L	819.65	166754.12	485660.80
22-21	38+93.25	25.84' L	819.32	166750.75	485664.49
22-22	38+78.18	16.91' L	819.50	166733.59	485660.93
22-23	38+92.69	22.00' L	819.32	166747.75	485666.96
22-24	38+96.60	25.85' L	819.50	166753.23	485666.75
22-25	38+96.91	30.85' L	819.63	166756.83	485663.26
22-26	38+99.70	30.85' L	819.77	166758.90	485665.14
22-27	39+01.14	34.86' L	819.96	166762.65	485663.15
22-28	38+91.25	30.84' L	819.68	166752.64	485659.45
22-29	38+91.25	25.84' L	819.35	166749.27	485663.15

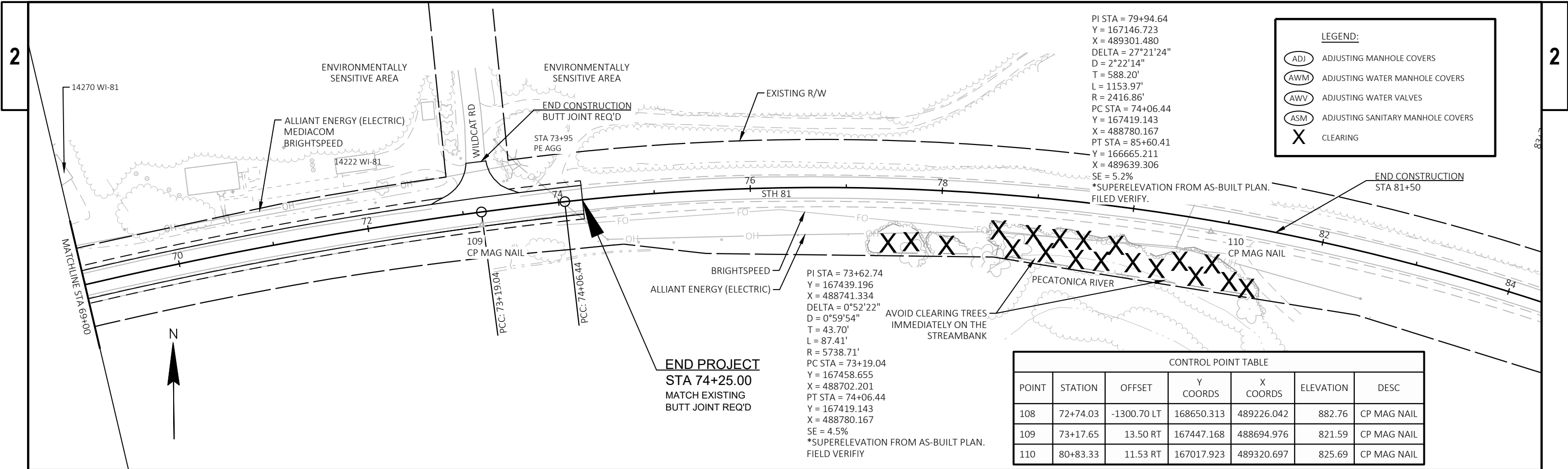
ARTHUR-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
23-1	39+37.31	43.82' L	820.84	166795.42	485680.92
23-2	39+40.14	26.36' L	820.30	166785.74	485695.72
23-3	39+43.22	26.35' L	820.21	166788.00	485697.80
23-4	39+49.92	26.39' L	820.23	166792.98	485702.29
23-5	39+55.92	26.40' L	820.65	166797.42	485706.33
23-6	39+55.93	21.40' L	820.57	166794.06	485710.03
23-7	39+49.93	21.39' L	820.15	166789.62	485705.99
23-8	39+48.93	21.39' L	820.14	166788.88	485705.32
23-9	39+41.24	24.82' L	820.29	166785.51	485697.60
23-10	39+44.58	21.37' L	820.25	166785.65	485702.40
23-11	39+58.68	16.31' L	820.16	166792.66	485715.64

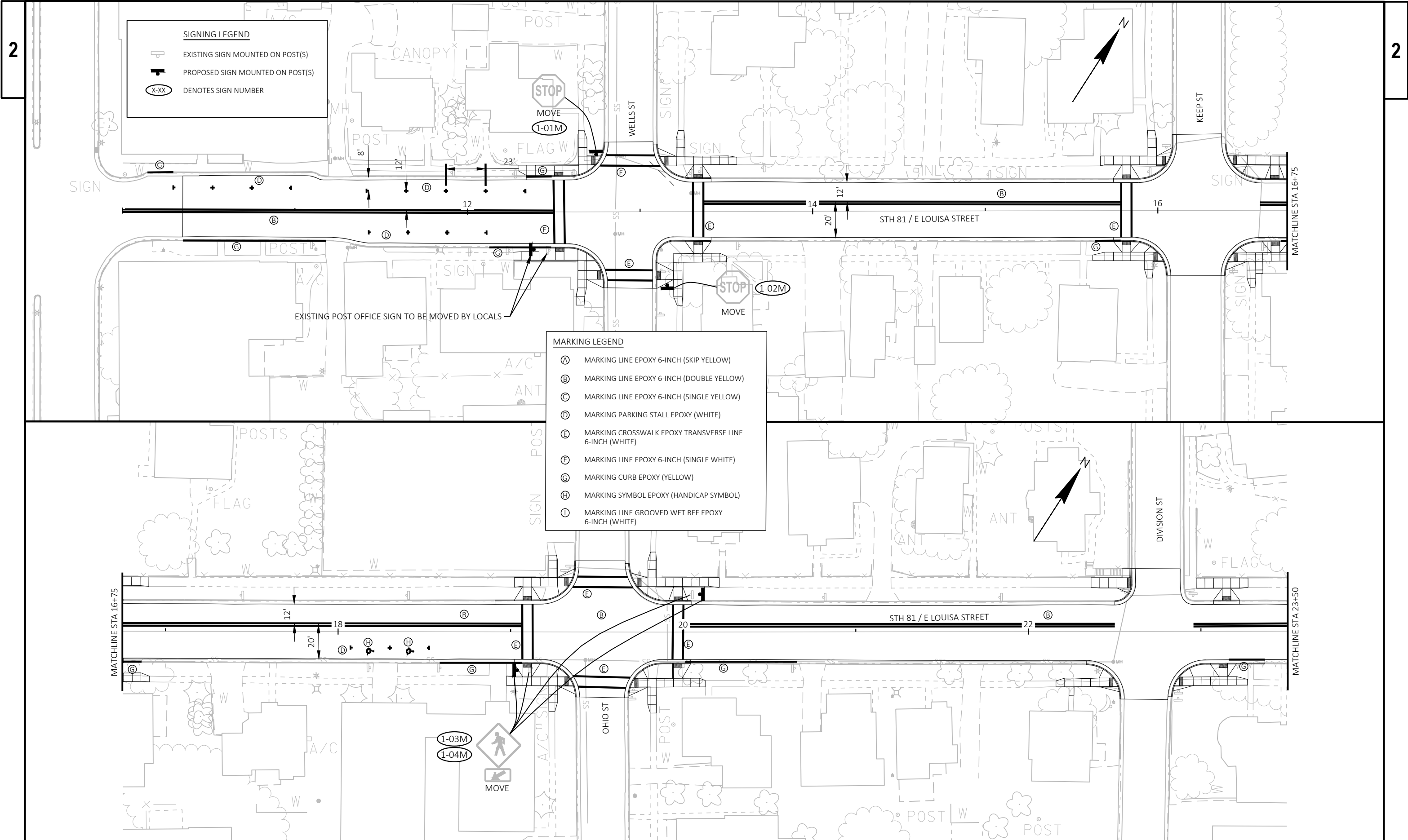
ARTHUR-NE					
POINT NO.	STATION	OFFSET	ELEV.	NORTHING	EASTING
23-12	39+63.68	16.33' L	820.19	166796.37	485719.00
23-13	39+60.93	21.41' L	820.60	166797.76	485713.39
23-14	39+60.92	26.41' L	820.67	166801.12	485709.69
23-15	39+65.92	26.42' L	820.74	166804.82	485713.05
23-16	39+65.93	21.42' L	820.66	166801.46	485716.75
23-17	39+70.93	21.43' L	820.73	166805.16	485720.12
23-18	39+70.92	26.43' L	820.80	166808.52	485716.42
23-19	39+75.93	24.62' L	820.81	166810.99	485721.13
23-20	39+75.93	21.35' L	820.79	166808.80	485723.55
23-21	39+45.82	26.38' L	820.25	166789.94	485699.53









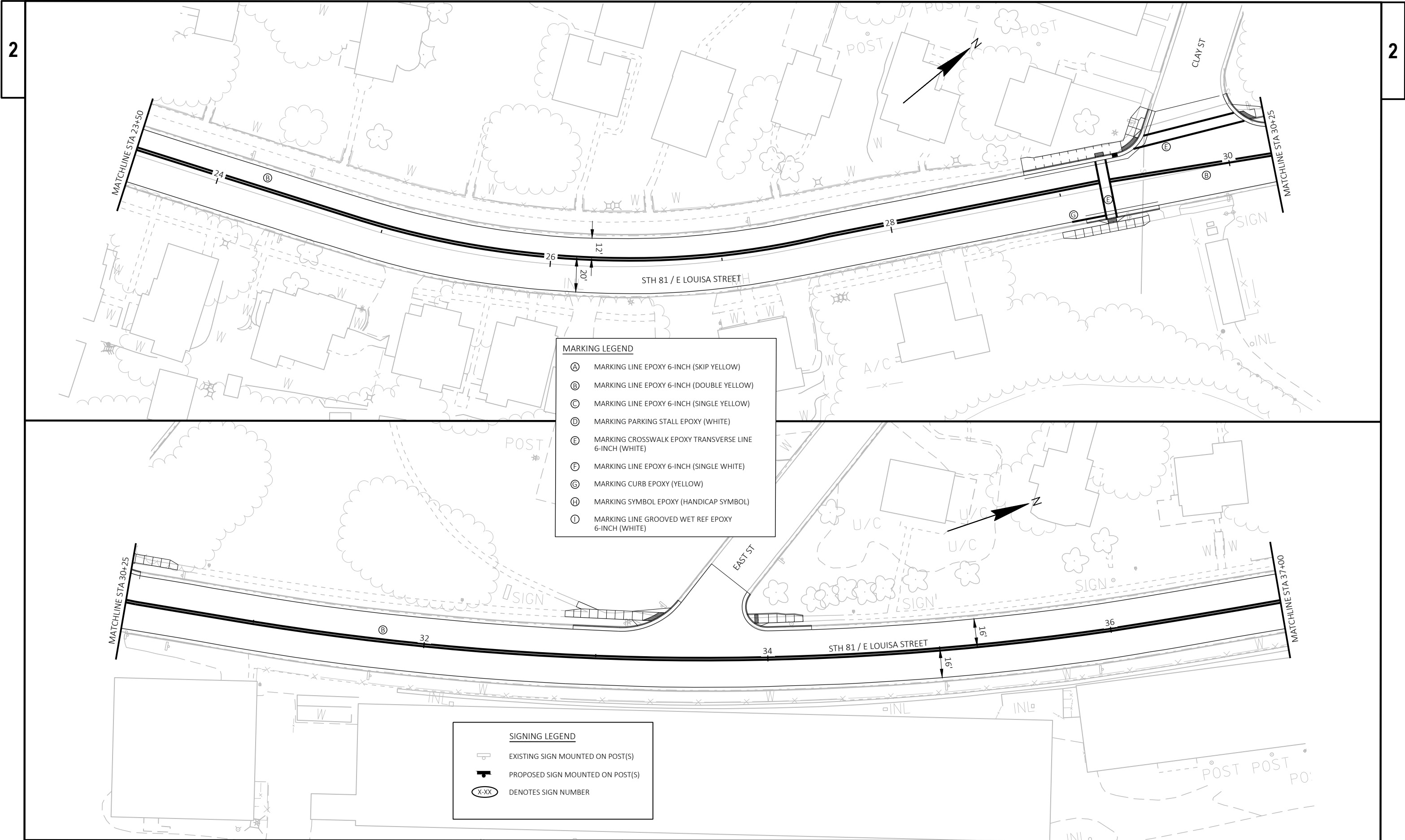


SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DENOTES SIGN NUMBER

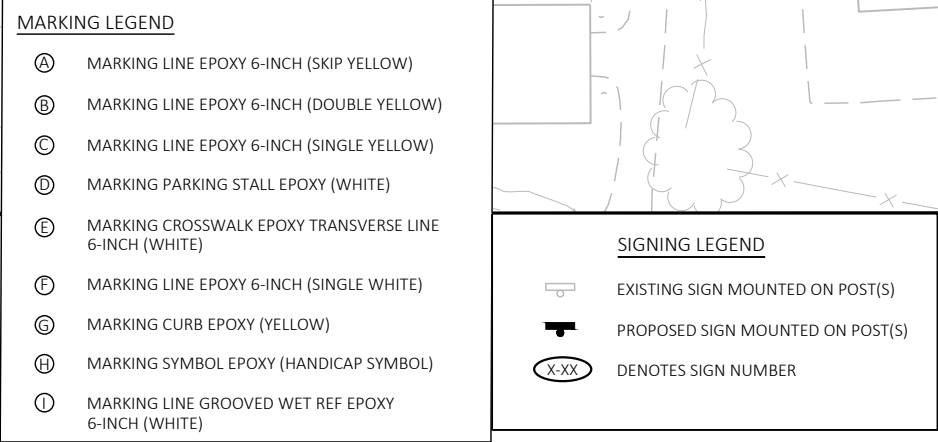
MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (SKIP YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 6-INCH (SINGLE YELLOW)
- (D) MARKING PARKING STALL EPOXY (WHITE)
- (E) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (F) MARKING LINE EPOXY 6-INCH (SINGLE WHITE)
- (G) MARKING CURB EPOXY (YELLOW)
- (H) MARKING SYMBOL EPOXY (HANDICAP SYMBOL)
- (I) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

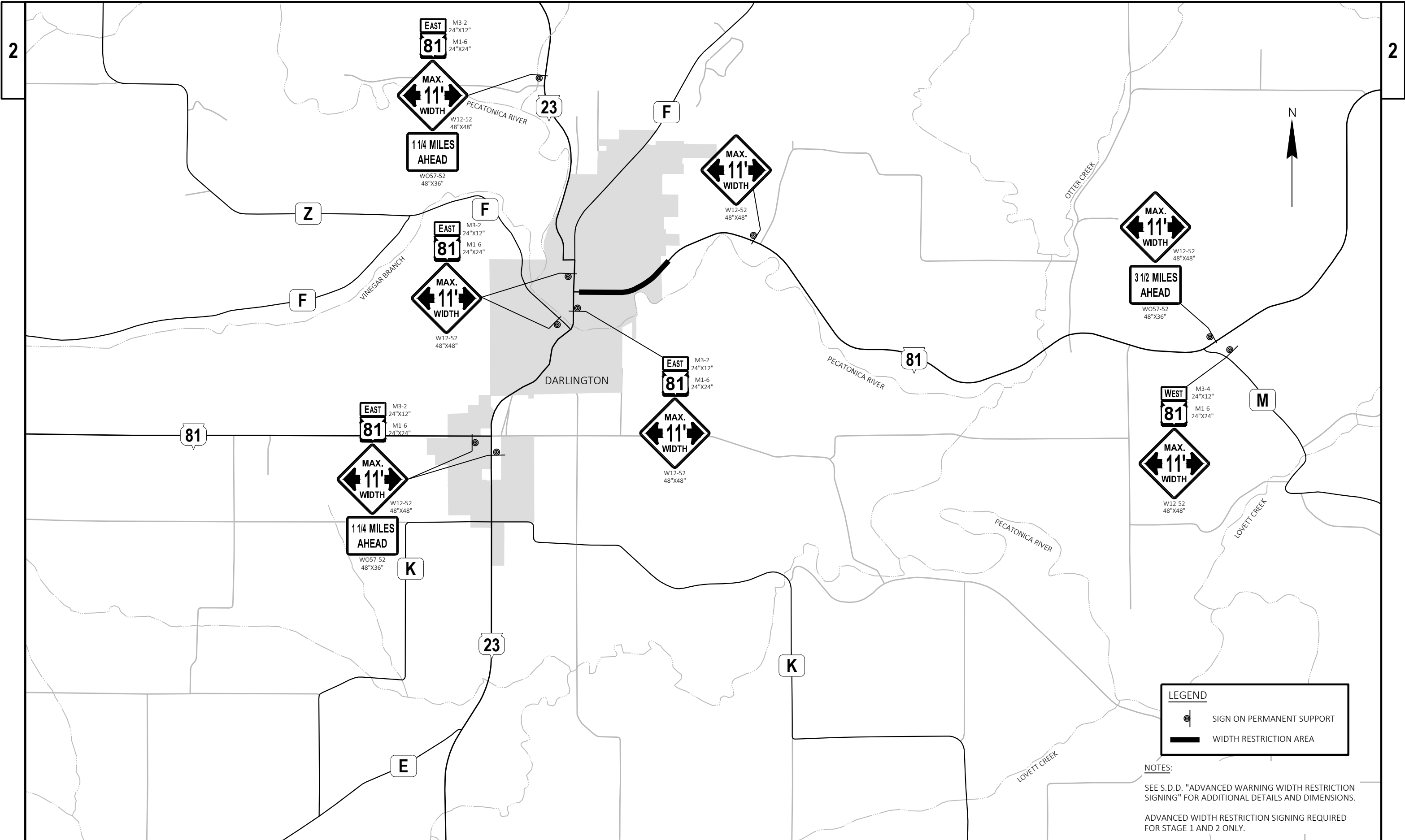


2

2



THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

SIGN ON PERMANENT SUPPORT

WIDTH RESTRICTION AREA

NOTES:

SEE S.D.D. "ADVANCED WARNING WIDTH RESTRICTION SIGNING" FOR ADDITIONAL DETAILS AND DIMENSIONS.

ADVANCED WIDTH RESTRICTION SIGNING REQUIRED FOR STAGE 1 AND 2 ONLY.

TRAFFIC CONTROL NOTES:

- 1
- ADVANCE SIGNING SHALL BE PER S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 2
- ALL SIDE ROADS SHALL HAVE TRAFFIC CONTROL AS SHOWN ON TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL PER S.D.D "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 3
- TRAFFIC CONTROL FOR GUARDRAIL REPLACEMENT SHALL BE PER S.D.D "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" AND/OR TRAFFIC CONTROL LANE SHIFT DETAIL. FLAG AS NECESSARY TO COMPLETE WORK PER S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".
- 4
- TRAFFIC CONTROL FOR MILLING AND PAVING OPERATIONS FROM STATION 10+35 TO STATION 74+25 SHALL BE PER S.D.D "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

DURING CURB RAMP REPLACEMENTS, PEDESTRIANS WILL BE DETOURED TO THE ADJACENT PARKING LANE OR SHOULDER. SEE TRAFFIC CONTROL STAGE 1 AND STAGE 2 TRAFFIC CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS. UTILIZE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL REQUIREMENTS.

GENERAL NOTES:

DRAWING IS NOT TO SCALE.

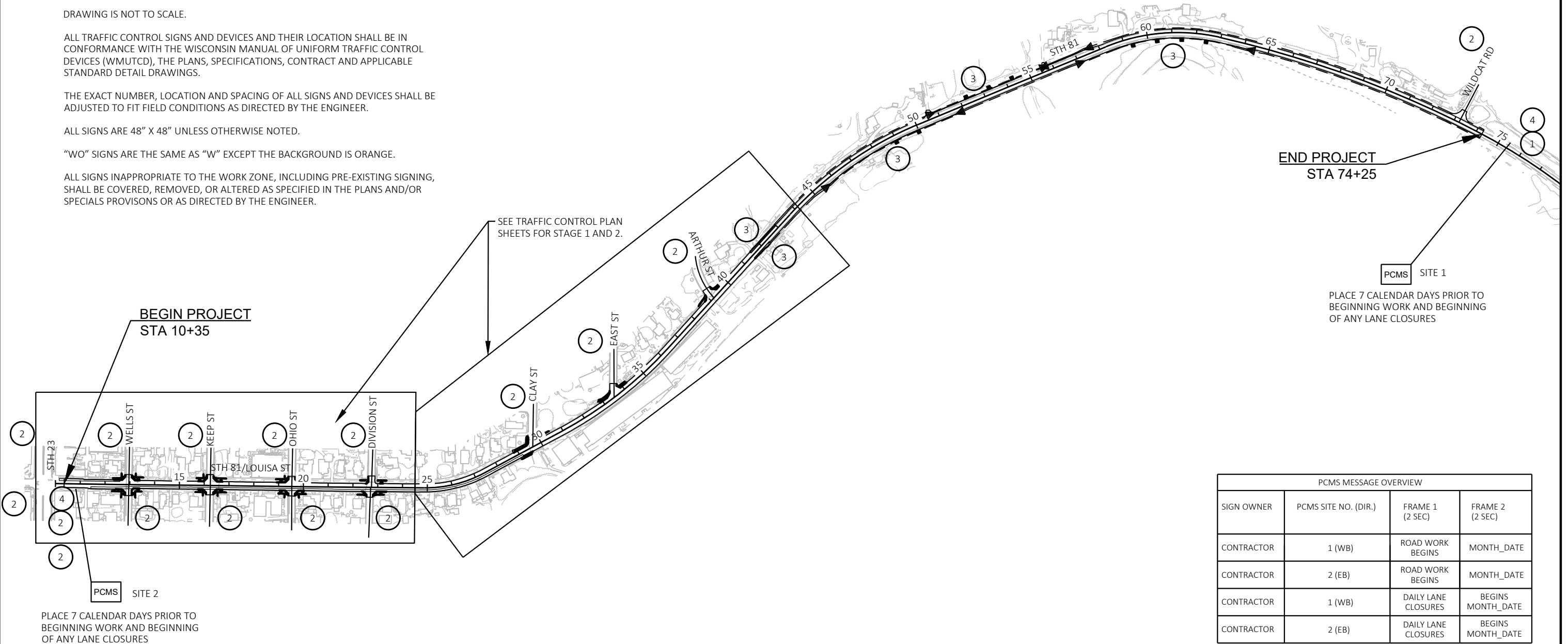
ALL TRAFFIC CONTROL SIGNS AND DEVICES AND THEIR LOCATION SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD), THE PLANS, SPECIFICATIONS, CONTRACT AND APPLICABLE STANDARD DETAIL DRAWINGS.

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

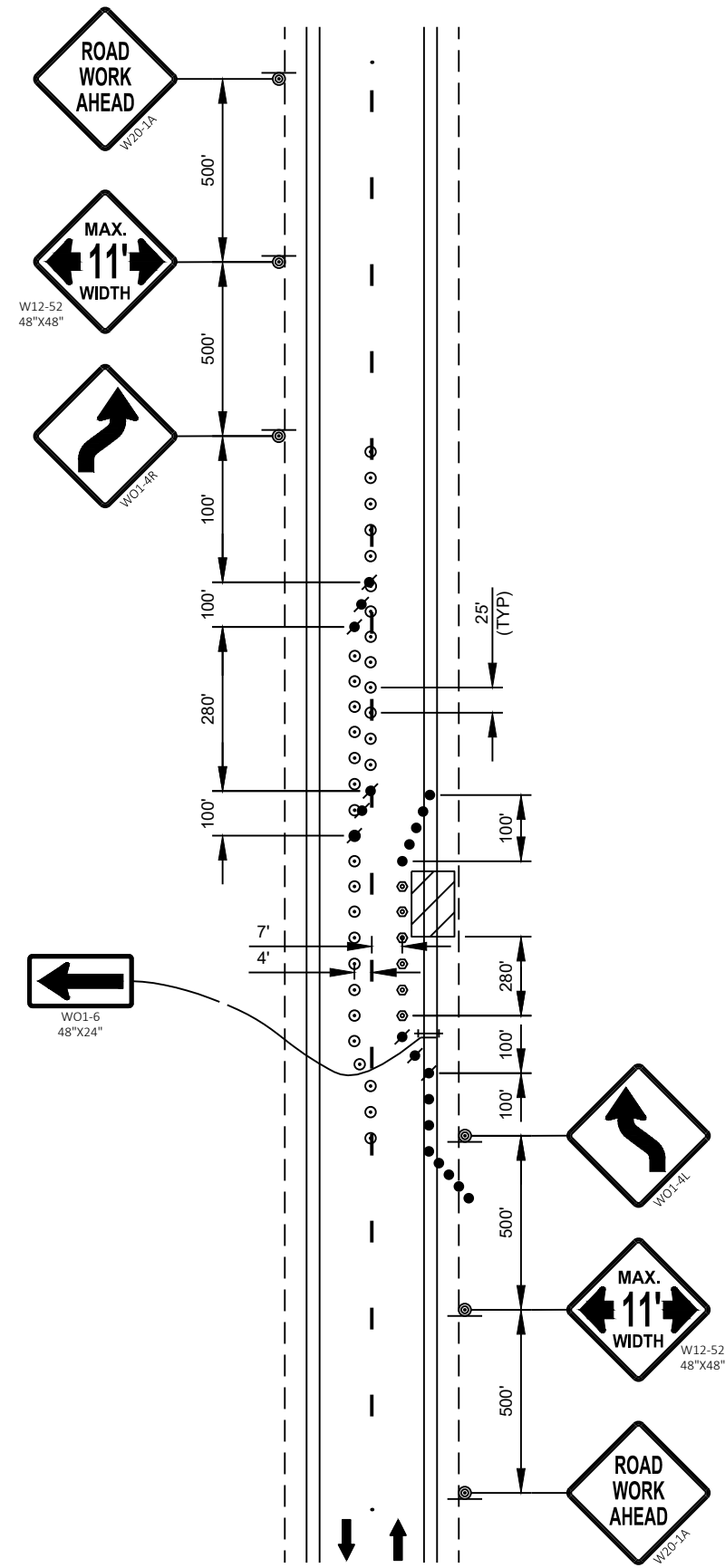
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE WORK ZONE, INCLUDING PRE-EXISTING SIGNING, SHALL BE COVERED, REMOVED, OR ALTERED AS SPECIFIED IN THE PLANS AND/OR SPECIALS PROVISIONS OR AS DIRECTED BY THE ENGINEER.



PCMS MESSAGE OVERVIEW			
SIGN OWNER	PCMS SITE NO. (DIR.)	FRAME 1 (2 SEC)	FRAME 2 (2 SEC)
CONTRACTOR	1 (WB)	ROAD WORK BEGINS	MONTH_DATE
CONTRACTOR	2 (EB)	ROAD WORK BEGINS	MONTH_DATE
CONTRACTOR	1 (WB)	DAILY LANE CLOSURES	BEGINS MONTH_DATE
CONTRACTOR	2 (EB)	DAILY LANE CLOSURES	BEGINS MONTH_DATE

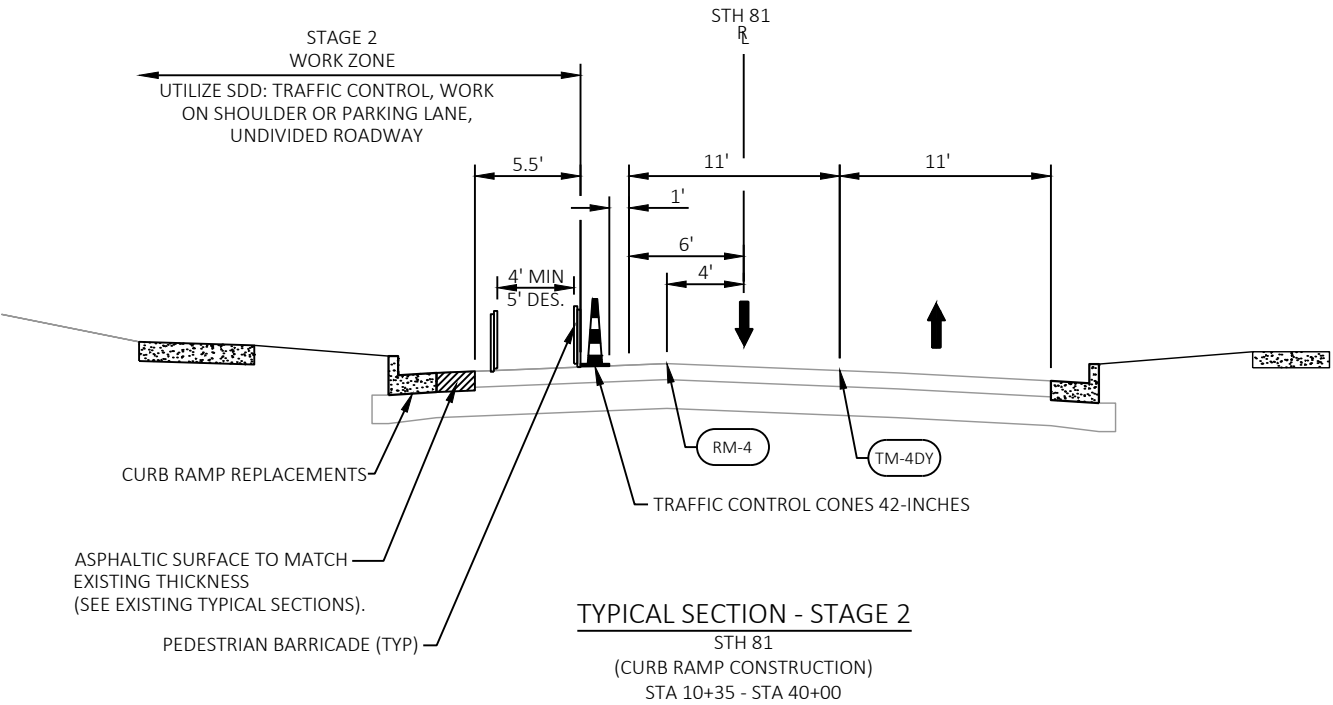
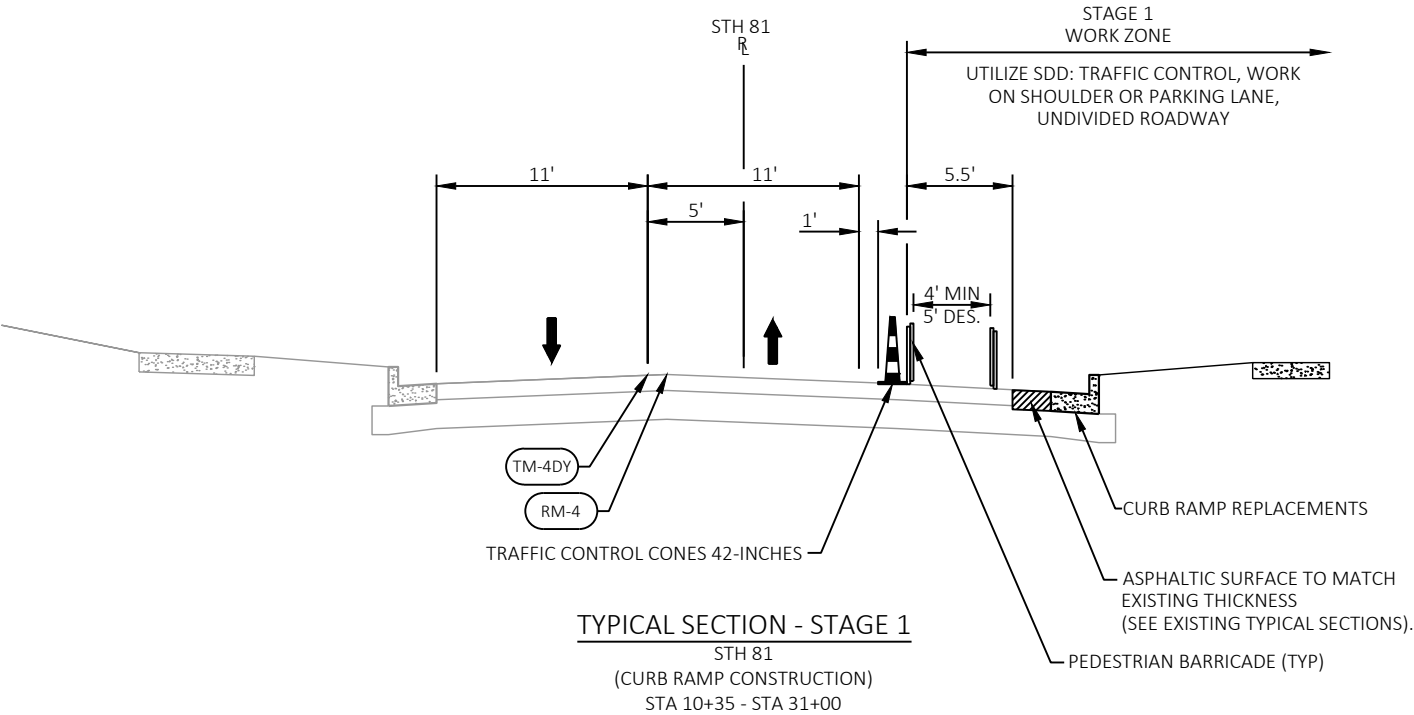


LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLEXIBLE TUBULAR MARKER
- TRAFFIC CONTROL CONES 42-INCHES
- WORK ZONE

TRAFFIC CONTROL LANE SHIFT DETAIL
(FOR GUARDRAIL WORK)

- NOTES:
- 1) SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION," FOR ADDITIONAL DETAILS.
 - 2) REMOVE TEMPORARY CENTERLINE PLACED IN STAGE 1 (INCIDENTAL TO TEMPORARY MARKING LINE PAINT 4-INCH BID ITEM).
 - 3) REPLACE CENTERLINE MARKING AFTER COMPLETION OF STAGE 2 WITH TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW).
 - 4) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.

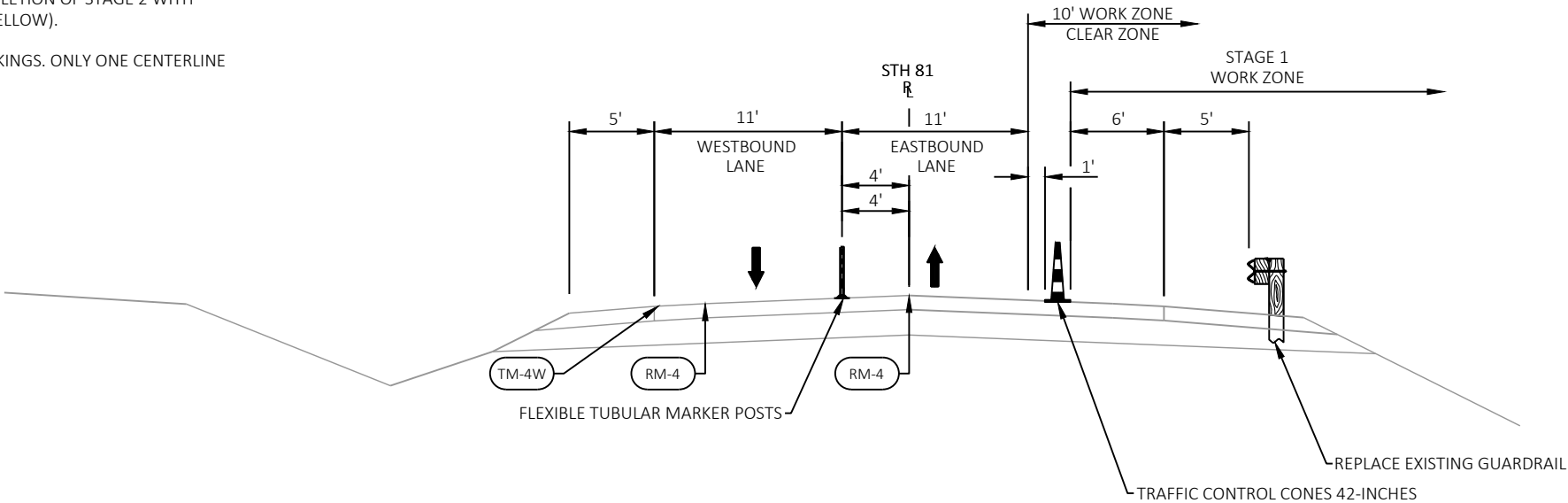


TEMPORARY PAVEMENT MARKING LEGEND	
TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

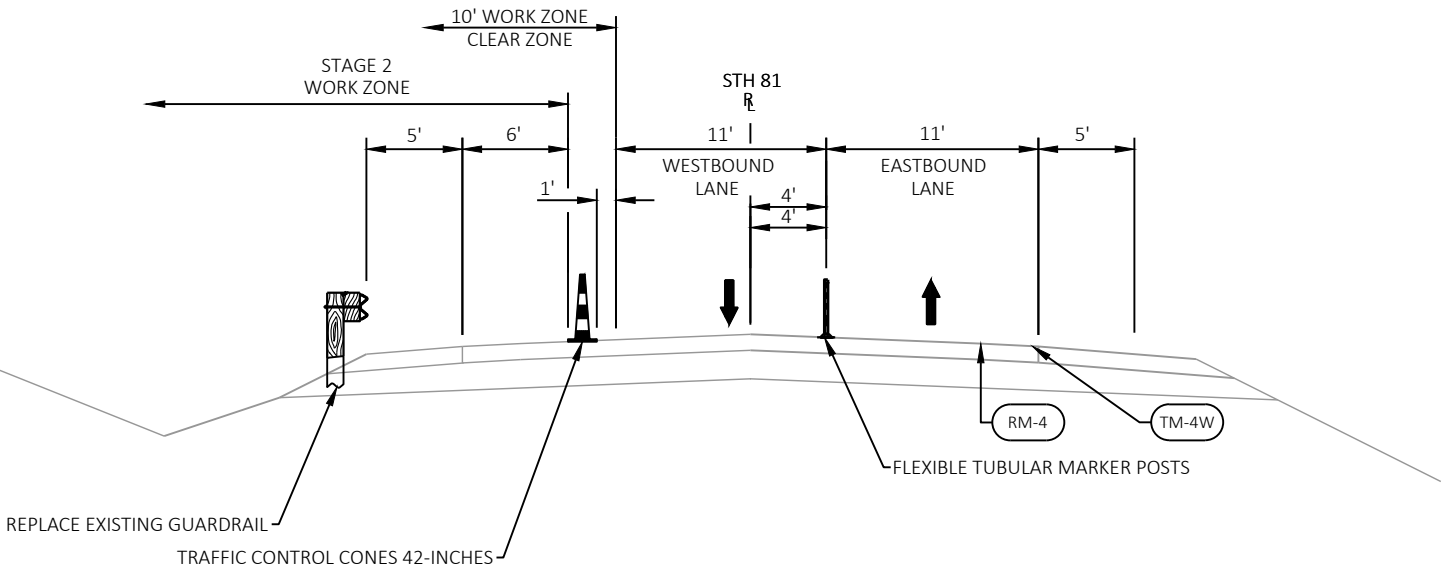
- NOTES:
- 1) SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" AND DETAIL "TRAFFIC CONTROL LANE SHIFT DETAIL."
 - 2) REMOVE TEMPORARY CENTERLINE PLACED IN STAGE 1 (INCIDENTAL TO TEMPORARY MARKING LINE PAINT 4-INCH BID ITEM).
 - 3) REPLACE CENTERLINE MARKING AFTER COMPLETION OF STAGE 2 WITH TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW).
 - 4) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.

TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--------|--|
| TM-4W | TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) |
| TM-4DY | TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) |
| RM-4 | MARKING REMOVAL LINE 4-INCH |
| TE-4Y | TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) |
| SE-4Y | MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN) |



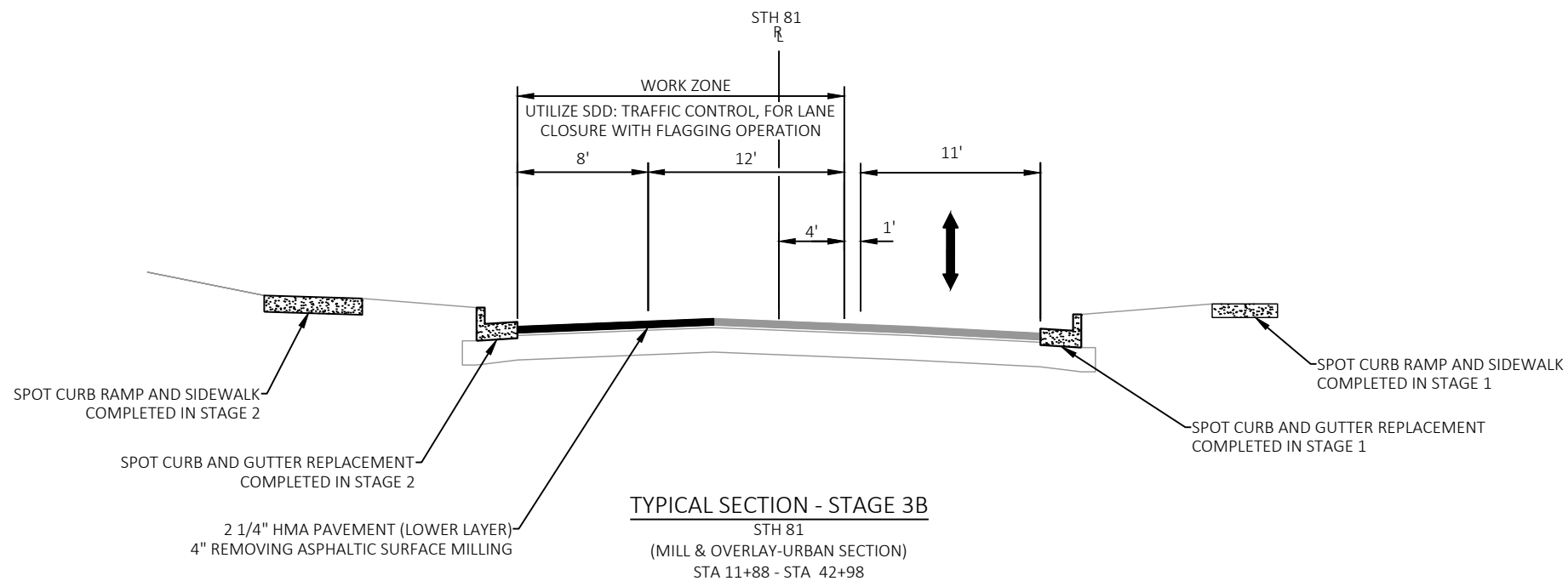
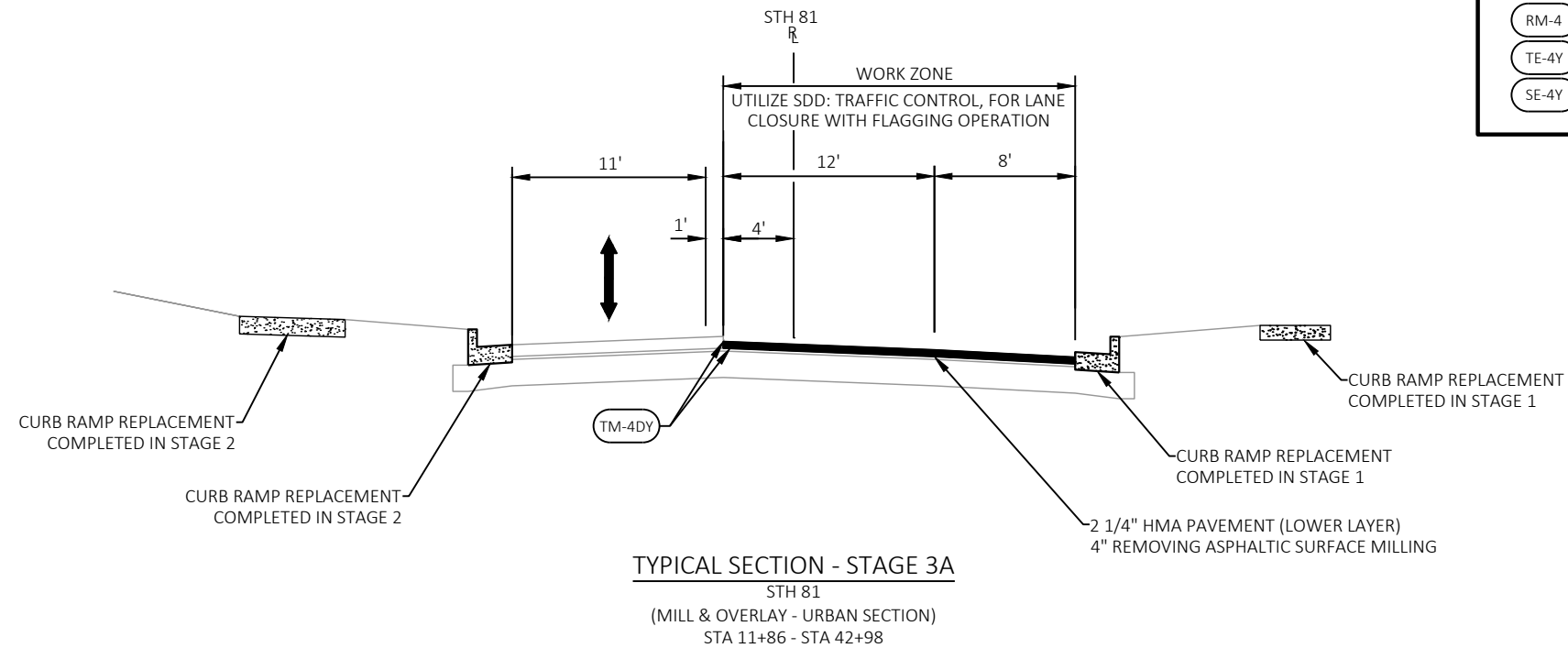
TYPICAL SECTION - STAGE 1
STH 81
(GUARDRAIL REPLACEMENT)
STA 44+91 - STA 64+60



TYPICAL SECTION - STAGE 2
STH 81
(GUARDRAIL REPLACEMENT)
STA 50+34 TO 59+00

NOTES:

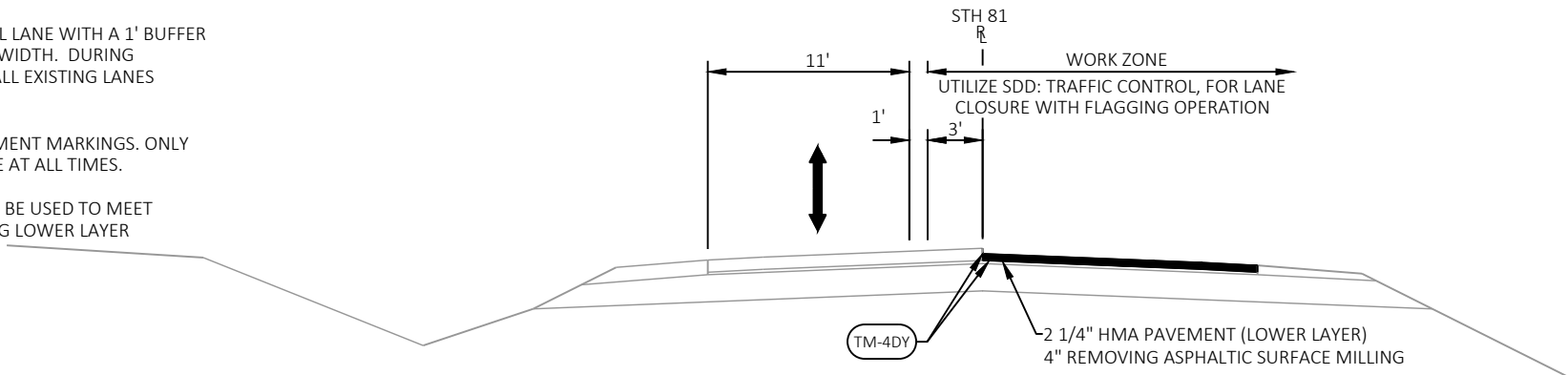
- 1) REDUCE TRAFFIC TO ONE LANE WITH THE USE OF FLAGGING OPERATIONS DURING MILLING AND PAVING OPERATIONS.
- 2) SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."
- 3) SEE S.D.D. "TRAFFIC CONTROL FOR DROP-OFF SIGNING."
- 4) MAINTAIN A MINIMUM 11' TRAVEL LANE WITH A 1' BUFFER WIDTH FOR A TOTAL OF 12' LANE WIDTH. DURING NON-WORKING HOURS, REOPEN ALL EXISTING LANES (TRAVEL AND PARKING).
- 5) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.
- 6) THE NOTCHED WEDGE JOINT MAY BE USED TO MEET DROP-OFF REQUIREMENTS DURING LOWER LAYER PLACEMENT.



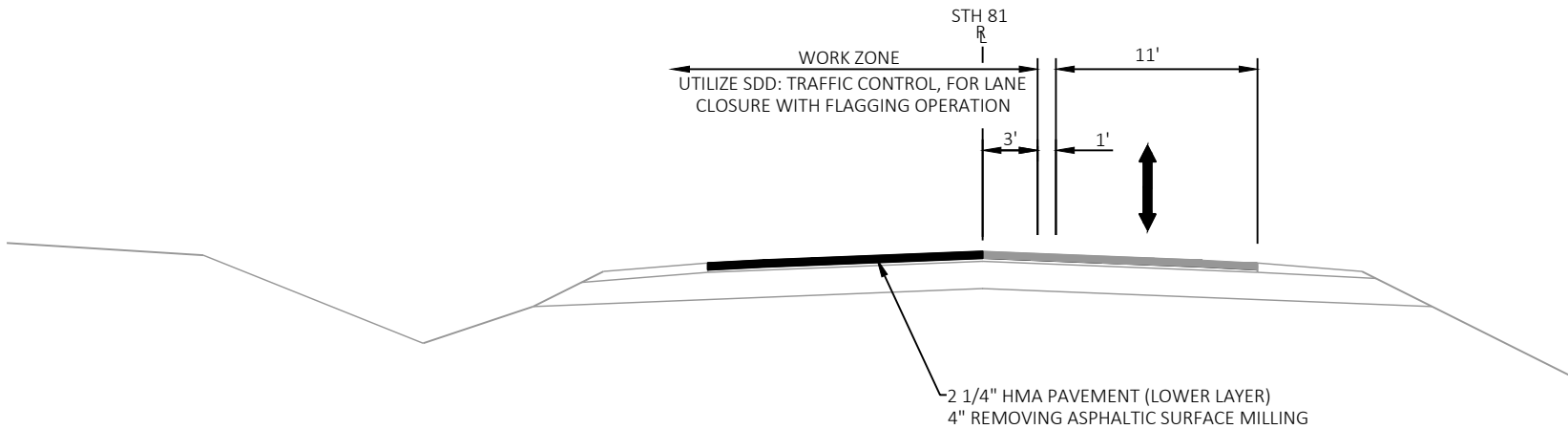
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

- NOTES:
- 1) REDUCE TRAFFIC TO ONE LANE WITH THE USE OF FLAGGING OPERATIONS DURING MILLING AND PAVING OPERATIONS.
 - 2) SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."
 - 3) SEE S.D.D. "TRAFFIC CONTROL FOR DROP-OFF SIGNING."
 - 4) MAINTAIN A MINIMUM 11' TRAVEL LANE WITH A 1' BUFFER WIDTH FOR A TOTAL OF 12' LANE WIDTH. DURING NON-WORKING HOURS, REOPEN ALL EXISTING LANES (TRAVEL AND PARKING).
 - 5) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.
 - 6) THE NOTCHED WEDGE JOINT MAY BE USED TO MEET DROP-OFF REQUIREMENTS DURING LOWER LAYER PLACEMENT.



TYPICAL SECTION - STAGE 3A
STH 81
(MILL & OVERLAY-RURAL SECTION)
STA 42+98 - STA 74+25



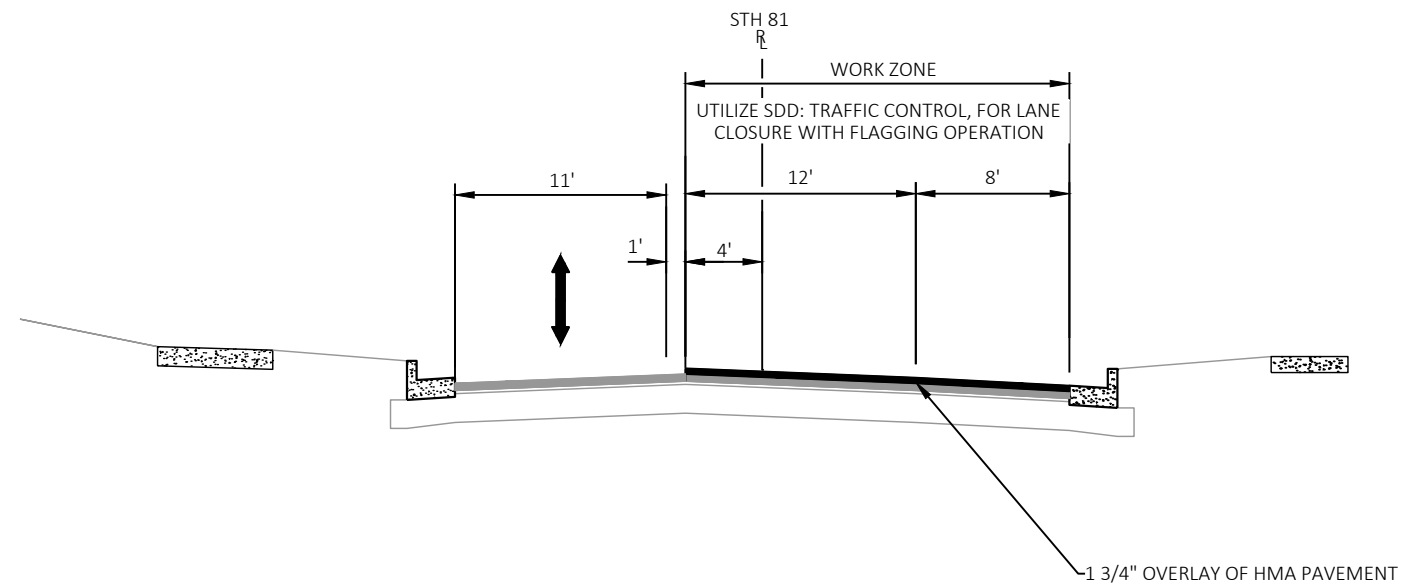
TYPICAL SECTION - STAGE 3B
STH 81
(MILL & OVERLAY-RURAL SECTION)
STA 42+98 - STA 74+25

TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

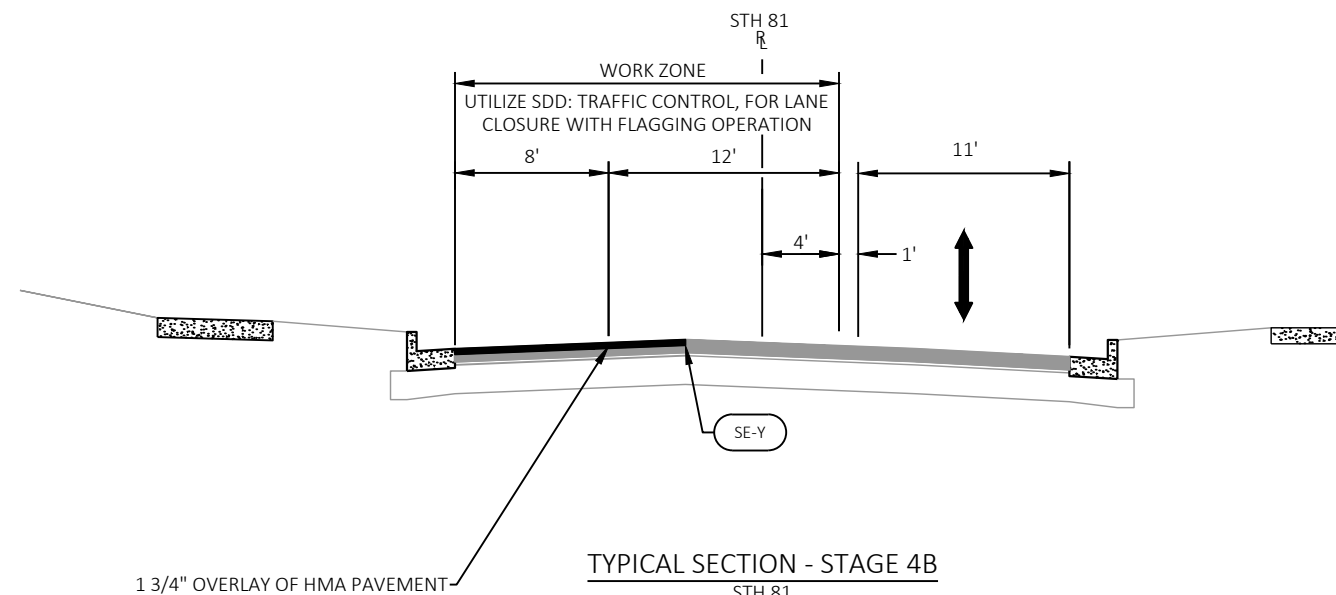
NOTES:

- 1) REDUCE TRAFFIC TO ONE LANE WITH THE USE OF FLAGGING OPERATIONS DURING MILLING AND PAVING OPERATIONS.
- 2) SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."
- 3) SEE S.D.D. "TRAFFIC CONTROL FOR DROP-OFF SIGNING."
- 4) MAINTAIN A MINIMUM 11' TRAVEL LANE WITH A 1' BUFFER WIDTH FOR A TOTAL OF 12' LANE WIDTH. DURING NON-WORKING HOURS, REOPEN ALL EXISTING LANES (TRAVEL AND PARKING).
- 5) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.



TYPICAL SECTION - STAGE 4A

STH 81
(MILL & OVERLAY - URBAN SECTION)
STA 11+86 - STA 42+98



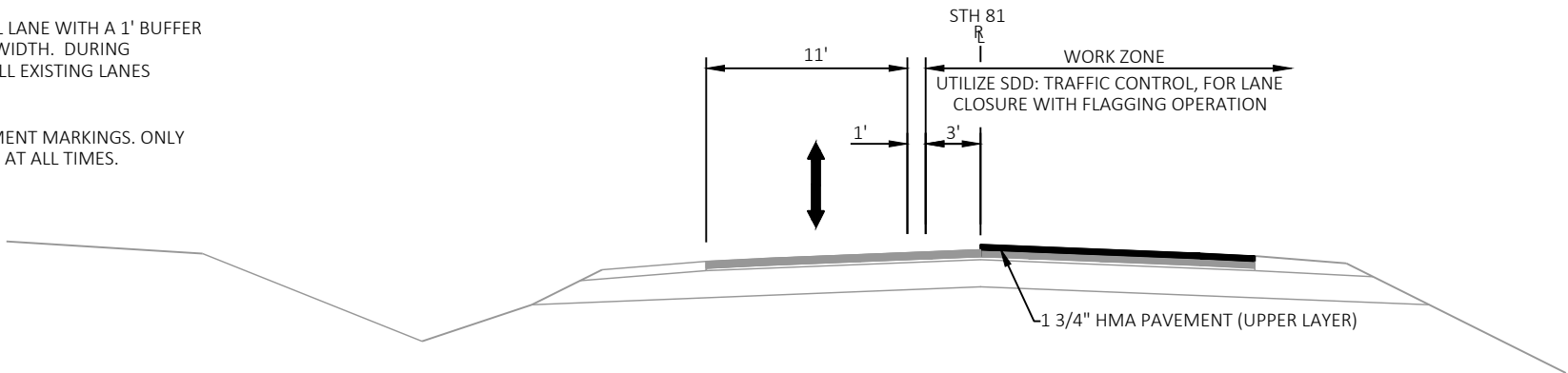
TYPICAL SECTION - STAGE 4B

STH 81
(MILL & OVERLAY - URBAN SECTION)
STA 11+86 - STA 42+98

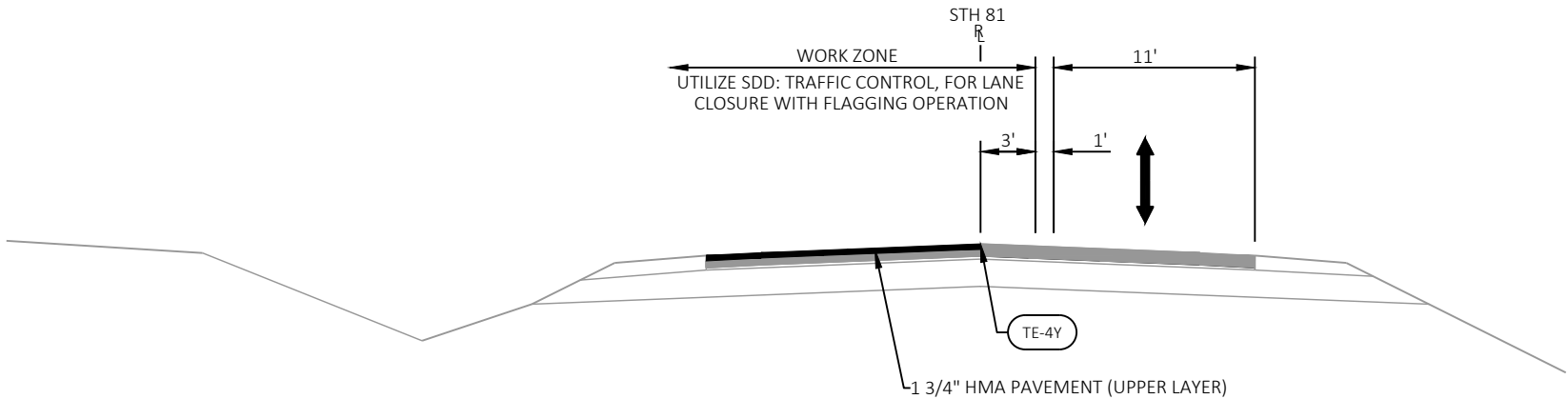
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

- NOTES:
- 1) REDUCE TRAFFIC TO ONE LANE WITH THE USE OF FLAGGING OPERATIONS DURING MILLING AND PAVING OPERATIONS.
 - 2) SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."
 - 3) SEE S.D.D. "TRAFFIC CONTROL FOR DROP-OFF SIGNING."
 - 4) MAINTAIN A MINIMUM 11' TRAVEL LANE WITH A 1' BUFFER WIDTH FOR A TOTAL OF 12' LANE WIDTH. DURING NON-WORKING HOURS, REOPEN ALL EXISTING LANES (TRAVEL AND PARKING).
 - 5) REMOVE ANY CONFLICTING PAVEMENT MARKINGS. ONLY ONE CENTERLINE SHALL BE VISIBLE AT ALL TIMES.



TYPICAL SECTION - STAGE 4A
STH 81
(MILL & OVERLAY-RURAL SECTION)
STA 42+98 - STA 74+25

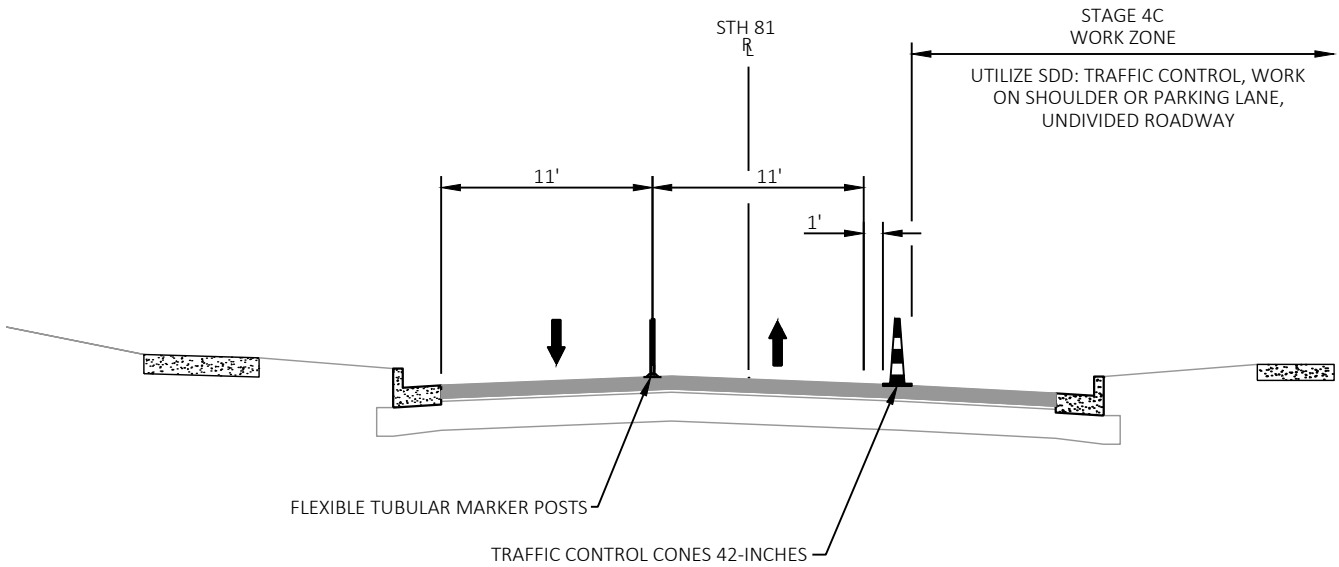


TYPICAL SECTION - STAGE 4B
STH 81
(MILL & OVERLAY-RURAL SECTION)
STA 42+98 - STA 74+25

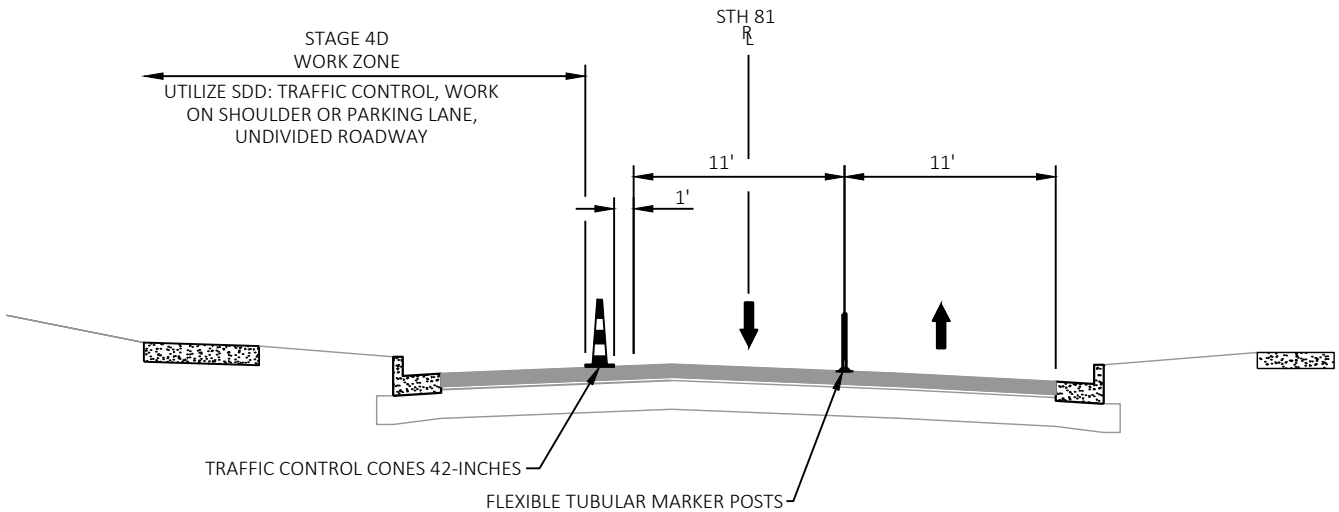
TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)

- NOTES:
- 1) SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION," IF FLAGGING IS REQUIRED.
 - 2) MAINTAIN A MINIMUM 11' TRAVEL LANE WITH A 1' BUFFER WIDTH FOR A TOTAL OF 12' LANE WIDTH.
 - 3) SEE STAGE 1 AND 2 FOR ADDITIONAL LAYOUT DETAILS. TEMPORARY PEDESTRIAN ACCOMMODATIONS AND TEMPORARY PAVEMENT MARKING SHOWN IS NOT REQUIRED.



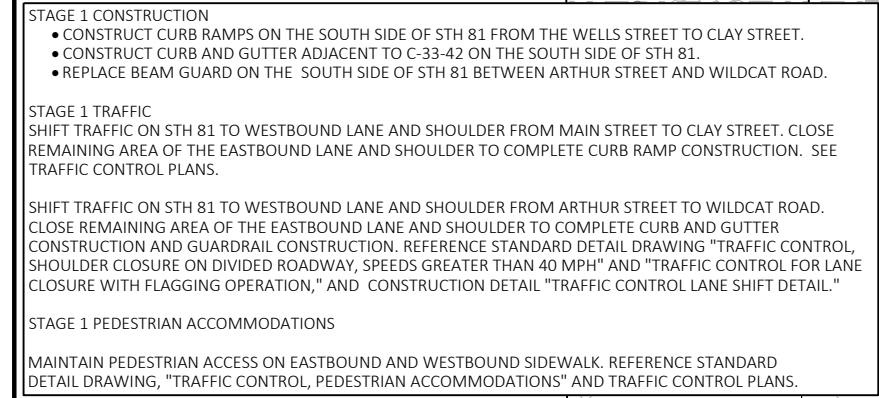
TYPICAL SECTION - STAGE 4C
STH 81
(SANITARY AND WATER MANHOLE ADJUSTMENTS)
STA 11+86 - STA 42+98

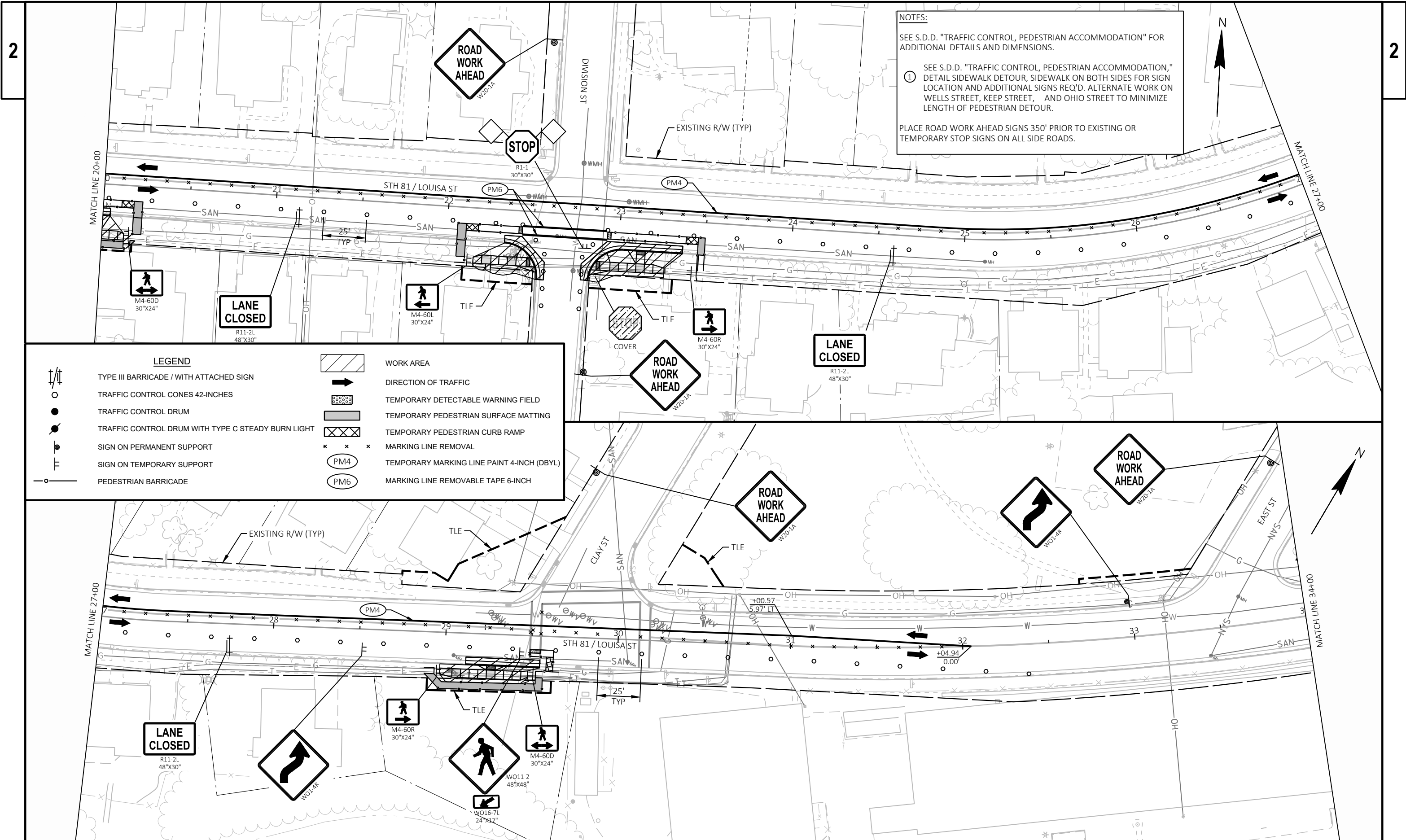


TYPICAL SECTION - STAGE 4D
STH 81
(SANITARY AND WATER MANHOLE ADJUSTMENTS)
STA 11+86 - STA 42+98

TEMPORARY PAVEMENT MARKING LEGEND

TM-4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TM-4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
RM-4	MARKING REMOVAL LINE 4-INCH
TE-4Y	TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW)
SE-4Y	MARKING SAME DAY EPOXY 4-INCH (YELLOW) (SEE PAVEMENT MARKING PLAN)





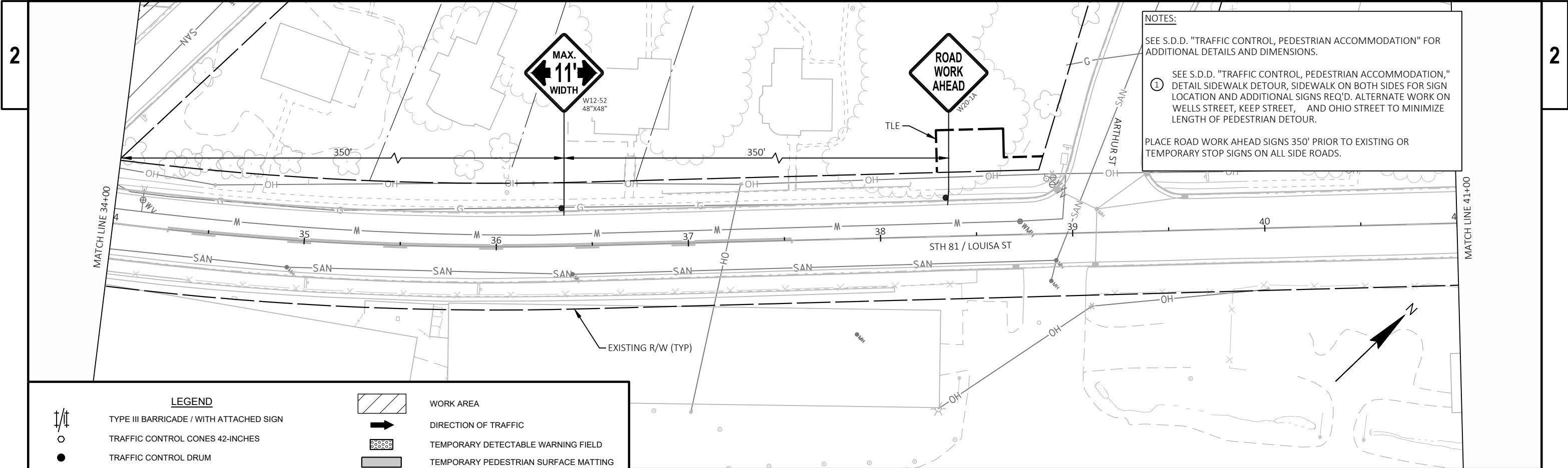
NOTES:

SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS AND DIMENSIONS.

① SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION," DETAIL SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES FOR SIGN LOCATION AND ADDITIONAL SIGNS REQ'D. ALTERNATE WORK ON WELLS STREET, KEEP STREET, AND OHIO STREET TO MINIMIZE LENGTH OF PEDESTRIAN DETOUR.

PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

LEGEND	
	TYPE III BARRICADE / WITH ATTACHED SIGN
	TRAFFIC CONTROL CONES 42-INCHES
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	PEDESTRIAN BARRICADE
	WORK AREA
	DIRECTION OF TRAFFIC
	TEMPORARY DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE MATTING
	TEMPORARY PEDESTRIAN CURB RAMP
	MARKING LINE REMOVAL
	TEMPORARY MARKING LINE PAINT 4-INCH (DBYL)
	MARKING LINE REMOVABLE TAPE 6-INCH



NOTES:

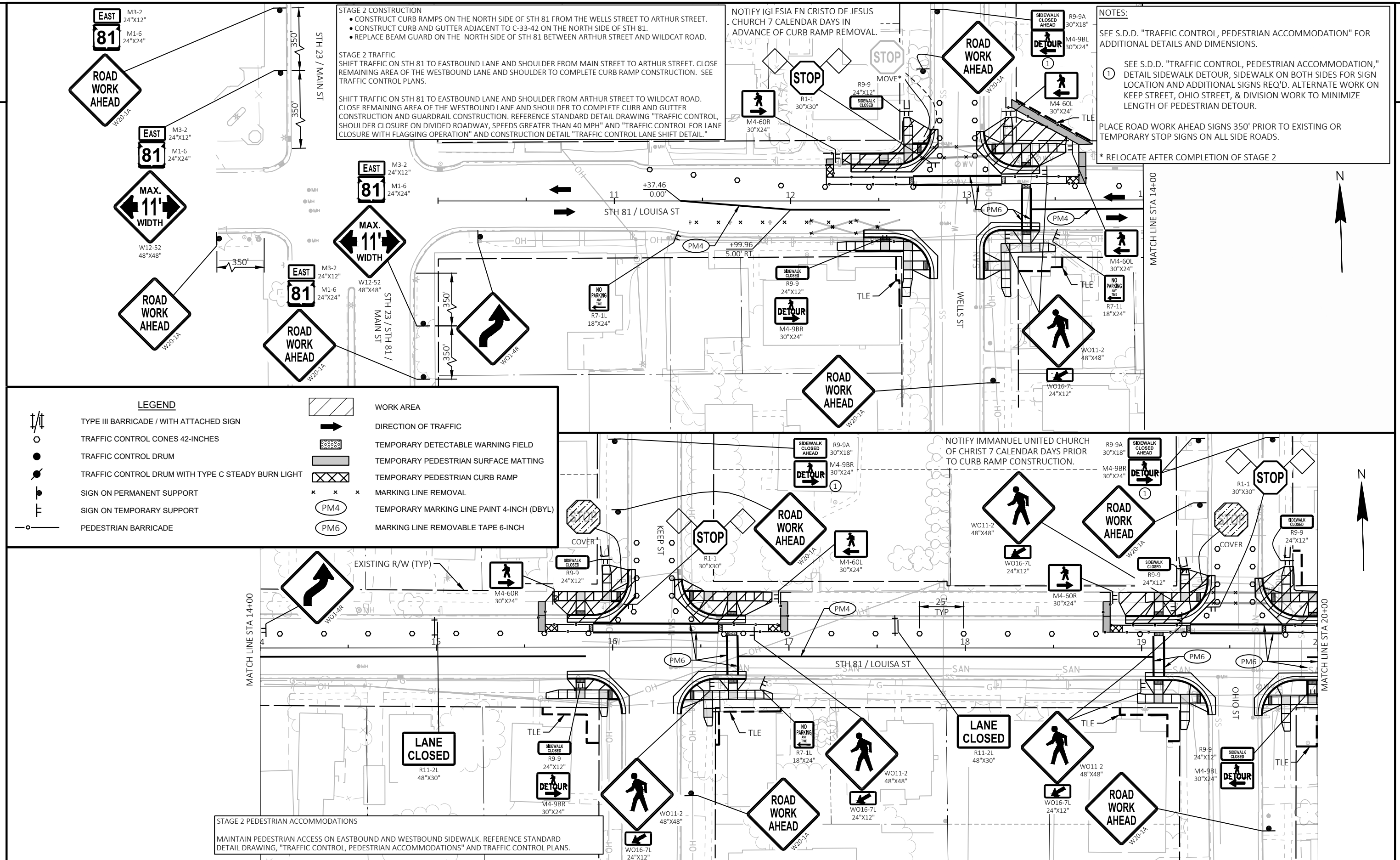
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DETAILS AND DIMENSIONS.

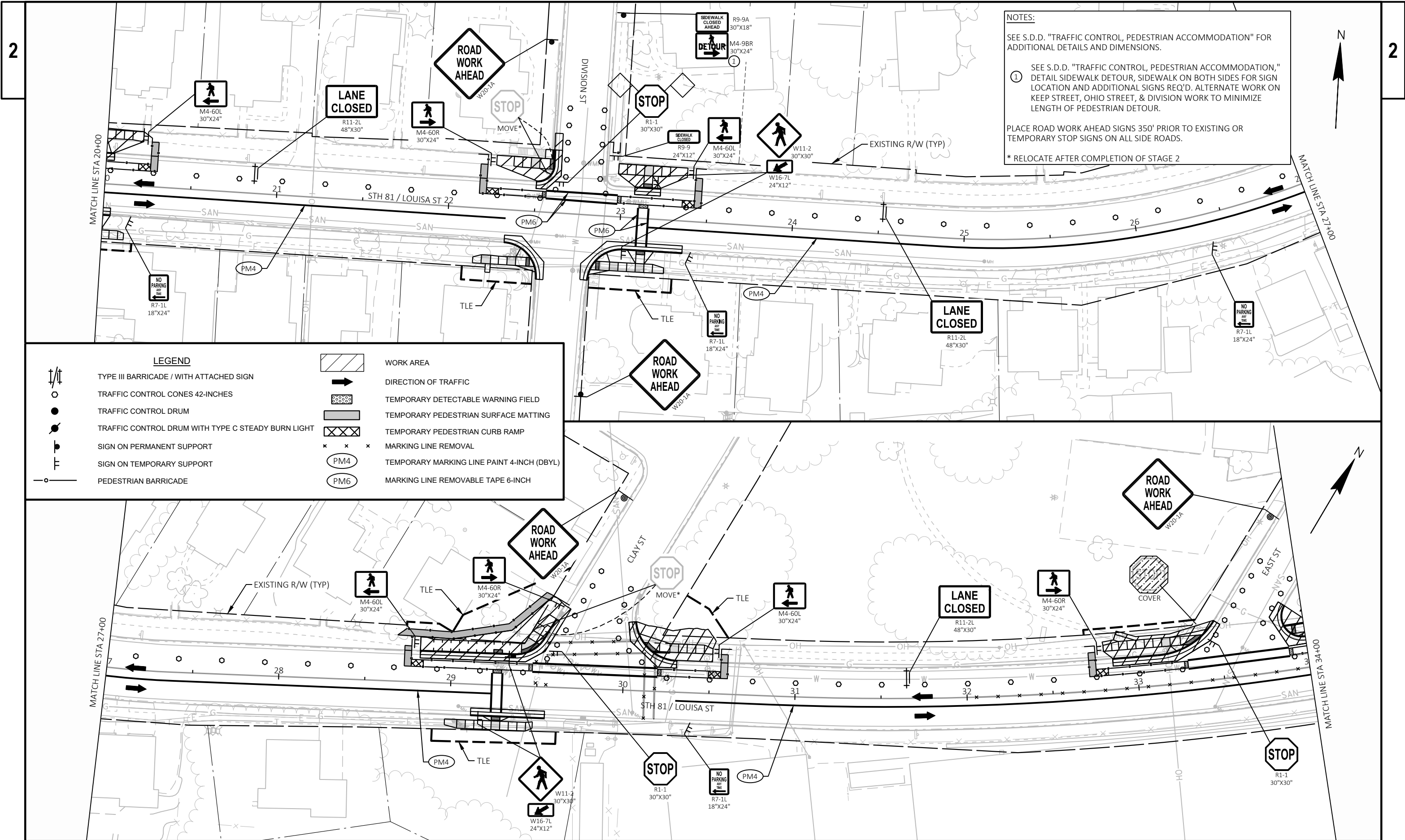
① SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION," DETAIL SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES FOR SIGN LOCATION AND ADDITIONAL SIGNS REQ'D. ALTERNATE WORK ON WELLS STREET, KEEP STREET, AND OHIO STREET TO MINIMIZE LENGTH OF PEDESTRIAN DETOUR.

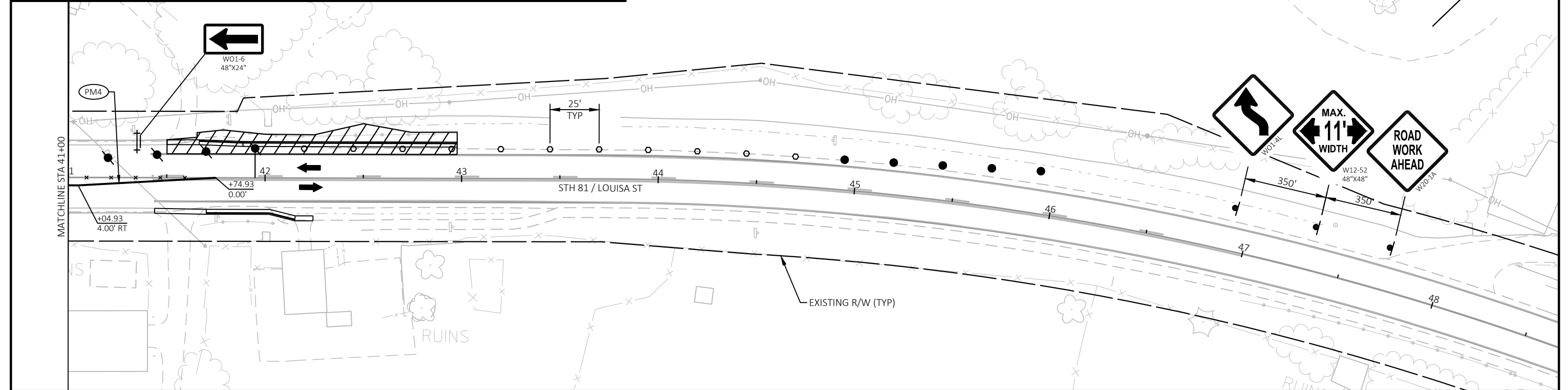
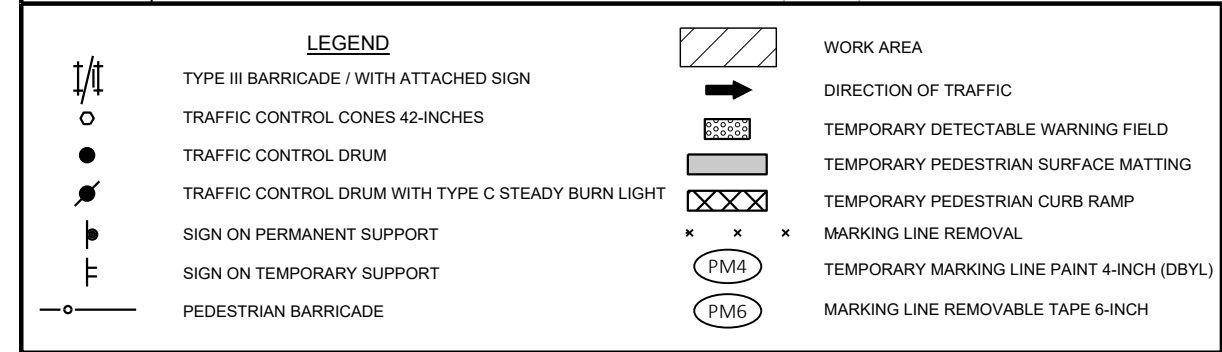
PLACE ROAD WORK AHEAD SIGNS 350' PRIOR TO EXISTING OR TEMPORARY STOP SIGNS ON ALL SIDE ROADS.

LEGEND	
	TYPE III BARRICADE / WITH ATTACHED SIGN
	TRAFFIC CONTROL CONES 42-INCHES
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	PEDESTRIAN BARRICADE
	WORK AREA
	DIRECTION OF TRAFFIC
	TEMPORARY DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE MATTING
	TEMPORARY PEDESTRIAN CURB RAMP
	MARKING LINE REMOVAL
	TEMPORARY MARKING LINE PAINT 4-INCH (DBYL)
	MARKING LINE REMOVABLE TAPE 6-INCH

THIS PAGE INTENTIONALLY LEFT BLANK







Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	440.000	440.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	23,665.000	23,665.000
0006	204.0150	Removing Curb & Gutter	LF	1,118.000	1,118.000
0008	204.0155	Removing Concrete Sidewalk	SY	646.000	646.000
0010	204.0165	Removing Guardrail	LF	1,189.000	1,189.000
0012	205.0100	Excavation Common	CY	46.000	46.000
0014	208.0100	Borrow	CY	434.000	434.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5944-04-74	EACH	1.000	1.000
0018	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	26.000	26.000
0020	213.0100	Finishing Roadway (project) 01. 5944-04-74	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	375.000	375.000
0024	416.0610	Drilled Tie Bars	EACH	141.000	141.000
0026	450.4000	HMA Cold Weather Paving	TON	5,620.000	5,620.000
0028	455.0605	Tack Coat	GAL	3,659.000	3,659.000
0030	460.2000	Incentive Density HMA Pavement	DOL	3,610.000	3,610.000
0032	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,155.000	3,155.000
0034	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,465.000	2,465.000
0036	465.0105	Asphaltic Surface	TON	191.000	191.000
0038	465.0110	Asphaltic Surface Patching	TON	25.000	25.000
0040	465.0560	Asphaltic Rumble Strips, Centerline	LF	2,800.000	2,800.000
0042	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,102.000	1,102.000
0044	601.0576	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	LF	229.000	229.000
0046	601.0600	Concrete Curb Pedestrian	LF	129.000	129.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	7,259.000	7,259.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	332.000	332.000
0052	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	71.000	71.000
0054	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0056	611.8115	Adjusting Inlet Covers	EACH	17.000	17.000
0058	611.8120.S	Cover Plates Temporary	EACH	5.000	5.000
0060	614.2300	MGS Guardrail 3	LF	888.000	888.000
0062	614.2330	MGS Guardrail 3 K	LF	551.000	551.000
0064	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000
0066	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5944-04-74	EACH	1.000	1.000
0068	619.1000	Mobilization	EACH	1.000	1.000
0070	624.0100	Water	MGAL	3.900	3.900
0072	625.0100	Topsoil	SY	3,800.000	3,800.000
0074	628.1504	Silt Fence	LF	3,425.000	3,425.000
0076	628.1520	Silt Fence Maintenance	LF	3,425.000	3,425.000
0078	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0082	628.2008	Erosion Mat Urban Class I Type B	SY	3,800.000	3,800.000
0084	628.7015	Inlet Protection Type C	EACH	31.000	31.000
0086	628.7555	Culvert Pipe Checks	EACH	3.000	3.000
0088	628.7570	Rock Bags	EACH	100.000	100.000
0090	629.0210	Fertilizer Type B	CWT	3.000	3.000
0092	630.0120	Seeding Mixture No. 20	LB	51.000	51.000
0094	630.0140	Seeding Mixture No. 40	LB	35.000	35.000
0096	630.0175	Seeding Mixture No. 75	LB	7.000	7.000
0098	630.0200	Seeding Temporary	LB	16.000	16.000

Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0100	630.0400	Seeding Nurse Crop	LB	7.000	7.000
0102	630.0500	Seed Water	MGAL	90.000	90.000
0104	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0106	638.2102	Moving Signs Type II	EACH	8.000	8.000
0108	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0110	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0112	642.5001	Field Office Type B	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	3,300.000	3,300.000
0116	643.0420	Traffic Control Barricades Type III	DAY	500.000	500.000
0118	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	300.000	300.000
0120	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	300.000	300.000
0122	643.0705	Traffic Control Warning Lights Type A	DAY	860.000	860.000
0124	643.0715	Traffic Control Warning Lights Type C	DAY	450.000	450.000
0126	643.0900	Traffic Control Signs	DAY	6,200.000	6,200.000
0128	643.0920	Traffic Control Covering Signs Type II	EACH	12.000	12.000
0130	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0132	643.1070	Traffic Control Cones 42-Inch	DAY	9,670.000	9,670.000
0134	643.3165	Temporary Marking Line Paint 6-Inch	LF	48,920.000	48,920.000
0136	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,460.000	1,460.000
0138	643.5000	Traffic Control	EACH	1.000	1.000
0140	644.1440	Temporary Pedestrian Surface Matting	SF	2,450.000	2,450.000
0142	644.1601	Temporary Pedestrian Curb Ramp	DAY	572.000	572.000
0144	644.1605	Temporary Pedestrian Detectable Warning Field	SF	290.000	290.000
0146	644.1810	Temporary Pedestrian Barricade	LF	3,700.000	3,700.000
0148	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	12,120.000	12,120.000
0150	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	5,000.000	5,000.000
0152	646.5220	Marking Symbol Epoxy	EACH	2.000	2.000
0154	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	17,120.000	17,120.000
0156	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	761.000	761.000
0158	646.8120	Marking Curb Epoxy	LF	334.000	334.000
0160	646.8320	Marking Parking Stall Epoxy	LF	78.000	78.000
0162	646.9000	Marking Removal Line 4-Inch	LF	12,848.000	12,848.000
0164	646.9200	Marking Removal Line Wide	LF	455.000	455.000
0166	648.0100	Locating No-Passing Zones	MI	1.300	1.300
0168	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	229.000	229.000
0170	650.8000	Construction Staking Resurfacing Reference	LF	6,390.000	6,390.000
0172	650.9000	Construction Staking Curb Ramps	EACH	37.000	37.000
0174	650.9500	Construction Staking Sidewalk (project) 01. 5944-04-74	EACH	1.000	1.000
0176	650.9911	Construction Staking Supplemental Control (project) 01. 5944-04-74	EACH	1.000	1.000
0178	650.9920	Construction Staking Slope Stakes	LF	2,112.000	2,112.000
0180	690.0150	Sawing Asphalt	LF	1,754.000	1,754.000
0182	690.0250	Sawing Concrete	LF	342.000	342.000
0184	740.0440	Incentive IRI Ride	DOL	2,421.000	2,421.000
0186	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	200.000	200.000
0188	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	175.000	175.000
0190	SPV.0005	Special 01. Tree and Brush Management – Uplands	ACRE	0.210	0.210
0192	SPV.0060	Special 01. Adjusting Sanitary Manholes	EACH	15.000	15.000
0194	SPV.0060	Special 02. Adjusting Water Valves	EACH	15.000	15.000
0196	SPV.0060	Special 03. Adjusting Water Manholes	EACH	7.000	7.000

Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0060	Special 04. Inlet Covers, Type H-D	EACH	1.000	1.000
0200	SPV.0090	Special 01. Remove and Reattach Existing Pipe Railing	LF	12.000	12.000
0202	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	415.000	415.000

MILLING

					204.0115	204.0120	SPV.0180.01	REMARKS
					REMOVING	REMOVING	SPECIAL (01.	
					ASPHALTIC	ASPHALTIC	REMOVING	
					SURFACE BUTT	SURFACE	DISTRESSED	
CATEGORY	STATION	TO	STATION	LOCATION	JOINTS	MILLING	PAVEMENT	
					SY	SY	MILLING)	
0010	10+35	-	28+53	STH 81	40	4,900	100	WITHOUT PARKING LANES
0010	28+53	-	41+50	STH 81	—	4,700	95	
0010	41+50	-	74+25	STH 81	34	10,900	220	
0010	12+78	-	13+10	WELLS STREET	58	180	—	
0010	16+05	-	16+39	KEEP STREET	62	205	—	
0010	19+37	-	19+70	OHIO STREET	59	190	—	
0010	22+53	-	22+90	DIVISION STREET	57	185	—	
0010	29+63	-	30+05	CLAY STREET	40	190	—	
0010	33+45	-	33+88	EAST STREET	29	145	—	
0010	38+97	-	39+39	ARTHUR STREET	37	150	—	
0010	73+69	-	73+61	WILDCAT RD	24	220	—	
TOTAL 0010					440	21,965	415	
0020	10+00	-	28+53	STH 81	—	1,700	—	PARKING LANES
TOTAL 0020					0	1,700	0	
PROJECT TOTAL					440	23,665	415	

EARTHWORK SUMMARY - STH 81												
DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL (4)	MASS ORDINATE +/- (5)	WASTE	208.0100 BORROW	COMMENT
			CUT (2)	EBS EXCAVATION				FACTOR 1.25				
DIVISION 1												
EARTHWORK	41+43.84/64+50.00	STH 81	46	0	0	46	384	480	-434	0	434	
DIVISION 1 SUBTOTAL			46	0	0	46	384	480	-434	0	434	
GRAND TOTAL			46	0	0	46	384	480	-434	0	434	
CATEGORY 0010 TOTAL COMMON EXCAVATION			46									

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(4) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = UNEXPANDED FILL*FILL FACTOR

(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	440.000	440.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	23,665.000	23,665.000
0006	204.0150	Removing Curb & Gutter	LF	1,118.000	1,118.000
0008	204.0155	Removing Concrete Sidewalk	SY	646.000	646.000
0010	204.0165	Removing Guardrail	LF	1,189.000	1,189.000
0012	205.0100	Excavation Common	CY	46.000	46.000
0014	208.0100	Borrow	CY	434.000	434.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5944-04-74	EACH	1.000	1.000
0018	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	26.000	26.000
0020	213.0100	Finishing Roadway (project) 01. 5944-04-74	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	375.000	375.000
0024	416.0610	Drilled Tie Bars	EACH	141.000	141.000
0026	450.4000	HMA Cold Weather Paving	TON	5,620.000	5,620.000
0028	455.0605	Tack Coat	GAL	3,659.000	3,659.000
0030	460.2000	Incentive Density HMA Pavement	DOL	3,610.000	3,610.000
0032	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,155.000	3,155.000
0034	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,465.000	2,465.000
0036	465.0105	Asphaltic Surface	TON	191.000	191.000
0038	465.0110	Asphaltic Surface Patching	TON	25.000	25.000
0040	465.0560	Asphaltic Rumble Strips, Centerline	LF	2,800.000	2,800.000
0042	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,102.000	1,102.000
0044	601.0576	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	LF	229.000	229.000
0046	601.0600	Concrete Curb Pedestrian	LF	129.000	129.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	7,259.000	7,259.000
0050	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	332.000	332.000
0052	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	71.000	71.000
0054	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0056	611.8115	Adjusting Inlet Covers	EACH	17.000	17.000
0058	611.8120.S	Cover Plates Temporary	EACH	5.000	5.000
0060	614.2300	MGS Guardrail 3	LF	888.000	888.000
0062	614.2330	MGS Guardrail 3 K	LF	551.000	551.000
0064	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000
0066	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5944-04-74	EACH	1.000	1.000
0068	619.1000	Mobilization	EACH	1.000	1.000
0070	624.0100	Water	MGAL	3.900	3.900
0072	625.0100	Topsoil	SY	3,800.000	3,800.000
0074	628.1504	Silt Fence	LF	3,425.000	3,425.000
0076	628.1520	Silt Fence Maintenance	LF	3,425.000	3,425.000
0078	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0082	628.2008	Erosion Mat Urban Class I Type B	SY	3,800.000	3,800.000
0084	628.7015	Inlet Protection Type C	EACH	31.000	31.000
0086	628.7555	Culvert Pipe Checks	EACH	3.000	3.000
0088	628.7570	Rock Bags	EACH	100.000	100.000
0090	629.0210	Fertilizer Type B	CWT	3.000	3.000
0092	630.0120	Seeding Mixture No. 20	LB	51.000	51.000
0094	630.0140	Seeding Mixture No. 40	LB	35.000	35.000
0096	630.0175	Seeding Mixture No. 75	LB	7.000	7.000
0098	630.0200	Seeding Temporary	LB	16.000	16.000

Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0100	630.0400	Seeding Nurse Crop	LB	7.000	7.000
0102	630.0500	Seed Water	MGAL	90.000	90.000
0104	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0106	638.2102	Moving Signs Type II	EACH	8.000	8.000
0108	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0110	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0112	642.5001	Field Office Type B	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	3,300.000	3,300.000
0116	643.0420	Traffic Control Barricades Type III	DAY	500.000	500.000
0118	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	300.000	300.000
0120	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	300.000	300.000
0122	643.0705	Traffic Control Warning Lights Type A	DAY	860.000	860.000
0124	643.0715	Traffic Control Warning Lights Type C	DAY	450.000	450.000
0126	643.0900	Traffic Control Signs	DAY	6,200.000	6,200.000
0128	643.0920	Traffic Control Covering Signs Type II	EACH	12.000	12.000
0130	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0132	643.1070	Traffic Control Cones 42-Inch	DAY	9,670.000	9,670.000
0134	643.3165	Temporary Marking Line Paint 6-Inch	LF	48,920.000	48,920.000
0136	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,460.000	1,460.000
0138	643.5000	Traffic Control	EACH	1.000	1.000
0140	644.1440	Temporary Pedestrian Surface Matting	SF	2,450.000	2,450.000
0142	644.1601	Temporary Pedestrian Curb Ramp	DAY	572.000	572.000
0144	644.1605	Temporary Pedestrian Detectable Warning Field	SF	290.000	290.000
0146	644.1810	Temporary Pedestrian Barricade	LF	3,700.000	3,700.000
0148	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	12,120.000	12,120.000
0150	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	5,000.000	5,000.000
0152	646.5220	Marking Symbol Epoxy	EACH	2.000	2.000
0154	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	17,120.000	17,120.000
0156	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	761.000	761.000
0158	646.8120	Marking Curb Epoxy	LF	334.000	334.000
0160	646.8320	Marking Parking Stall Epoxy	LF	78.000	78.000
0162	646.9000	Marking Removal Line 4-Inch	LF	12,848.000	12,848.000
0164	646.9200	Marking Removal Line Wide	LF	455.000	455.000
0166	648.0100	Locating No-Passing Zones	MI	1.300	1.300
0168	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	229.000	229.000
0170	650.8000	Construction Staking Resurfacing Reference	LF	6,390.000	6,390.000
0172	650.9000	Construction Staking Curb Ramps	EACH	37.000	37.000
0174	650.9500	Construction Staking Sidewalk (project) 01. 5944-04-74	EACH	1.000	1.000
0176	650.9911	Construction Staking Supplemental Control (project) 01. 5944-04-74	EACH	1.000	1.000
0178	650.9920	Construction Staking Slope Stakes	LF	2,112.000	2,112.000
0180	690.0150	Sawing Asphalt	LF	1,754.000	1,754.000
0182	690.0250	Sawing Concrete	LF	342.000	342.000
0184	740.0440	Incentive IRI Ride	DOL	2,421.000	2,421.000
0186	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	200.000	200.000
0188	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	175.000	175.000
0190	SPV.0005	Special 01. Tree and Brush Management – Uplands	ACRE	0.210	0.210
0192	SPV.0060	Special 01. Adjusting Sanitary Manholes	EACH	15.000	15.000
0194	SPV.0060	Special 02. Adjusting Water Valves	EACH	15.000	15.000
0196	SPV.0060	Special 03. Adjusting Water Manholes	EACH	7.000	7.000

Estimate Of Quantities

5944-04-74

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0060	Special 04. Inlet Covers, Type H-D	EACH	1.000	1.000
0200	SPV.0090	Special 01. Remove and Reattach Existing Pipe Railing	LF	12.000	12.000
0202	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	415.000	415.000

211.0101.01 - PREP FOUNDATION

211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 5944-04-74)					
CATEGORY	STATION	TO	STATION	LOCATION	EACH
0010	10+35	-	74+25	STH 81	1
TOTAL 0010					1

305.0110 - AGGREGATE

305.0110 BASE AGGREGATE DENSE 3/4-INCH						624.0100		
CATEGORY	STATION	TO	STATION	LOCATION	TON	WATER MGAL	REMARKS	
0010	42+34	-	44+92	STH 83 RT	10	0.1	SHOULDER AGGREGATE AS DIRECTED BY THE ENGINEER	
0010	42+98	-	50+78	STH 83 LT	25	0.3	SHOULDER AGGREGATE AS DIRECTED BY THE ENGINEER	
0010	44+92	-	52+23	STH 83 RT	80	0.8	GUARDRAIL	
0010	50+78	-	58+80	STH 83 LT	90	0.9	GUARDRAIL	
0010	52+23	-	56+68	STH 83 RT	15	0.2	SHOULDER AGGREGATE AS DIRECTED BY THE ENGINEER	
0010	56+68	-	64+90	STH 83 RT	70	0.7	GUARDRAIL	
0010	58+80	-	74+25	STH 83 LT	50	0.5	SHOULDER AGGREGATE AS DIRECTED BY THE ENGINEER	
0010	64+90	-	74+25	STH 83 RT	35	0.4	SHOULDER AGGREGATE AS DIRECTED BY THE ENGINEER	
TOTAL 0010					375	3.9		

211.0400 - PREP SHLDR FOR ASPH

211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS					
CATEGORY	STATION	TO	STATION	LOCATION	STA
0010	45+17	-	52+13	STH 81 RT	8
0010	50+34	-	58+11	STH 81 LT	9
0010	56+78	-	64+59	STH 81 RT	9
TOTAL 0010					26

HMA

450.4000 HMA COLD WEATHER PAVING						455.0605	460.6223	460.6224	* 465.0105	465.0110
						TACK COAT	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	ASPHALTIC SURFACE	ASPHALTIC SURFACE PATCHING
CATEGORY	STATION	TO	STATION	LOCATION	TON	GAL	TON	TON	TON	TON
0010	10+35	-	28+53	STH 81	1,105	585	620	485	20	5
0010	28+53	-	41+50	STH 81	1,040	554	585	455	20	5
0010	41+50	-	74+25	STH 81	2,720	1,454	1,530	1,190	30	5
0010	12+78	-	13+10	WELLS STREET	45	107	25	20	---	1
0010	16+05	-	16+39	KEEP STREET	55	123	30	25	---	1
0010	19+37	-	19+70	OHIO STREET	45	113	25	20	---	1
0010	22+53	-	22+90	DIVISION STREET	45	111	25	20	---	1
0010	29+63	-	30+05	CLAY STREET	45	113	25	20	---	1
0010	33+45	-	33+88	EAST STREET	35	86	20	15	---	1
0010	38+97	-	39+39	ARTHUR STREET	35	89	20	15	---	1
0010	73+69	-	73+61	WILDCAT RD	55	132	30	25	---	1
TOTAL 0010					5,225	3,467	2,935	2,290	70	23
0020	10+00	-	41+50	STH 81	395	192	220	175	---	2
TOTAL 0020					395	192	220	175	---	2
PROJECT TOTAL					5,620	3,659	3,155	2,465	70	25

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
ASPHALTIC SURFACE PATCHING SHOWN FOR FILLING POTHOLES/POP OUTS THAT OCCUR UNDER TRAFFIC HANDLING, FOR RAMPING AS DIRECTED BY THE ENGINEER AT MATCH-IN JOINTS AND FOR DISTRESSED PAVEMENT MILLING PATCHING.

3

3

CG AND CURB RAMPS

					* 204.0150 204.0155 416.0610 465.0105 601.0411 601.0576 601.0600 602.0405 602.0505 602.0605 650.9000 690.0150 690.0250 SPV.0090.01													
					REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK	DRILLED TIE BARS EACH	ASPHALTIC SURFACE TON	CONCRETE CURB & GUTTER 30- INCH TYPE D	CONCRETE CURB & GUTTER 4- INCH SLOPED 30-INCH TYPE J	CONCRETE CURB PEDESTRIAN	CONCRETE SIDEWALK 4- INCH	CURB RAMP DETECTABLE WARNING FIELD YELLOW	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW	CONSTRUCTION STAKING CURB RAMPS	SAWING ASPHALT	SAWING CONCRETE	SPECIAL (01. REMOVE AND REATTACH EXISTING PIPE RAILING)
CATEGORY	STA	TO	STA	LOCATION	LF	SY	EACH	TON	LF	LF	LF	SF	SF	SF	EACH	LF	LF	LF
STAGE 1																		
0010	12+26	-	12+81	STH 81 / WELLS ST SW	53	46	6	5	53	—	—	508	20	—	2	65	78	—
0010	13+07	-	13+41	STH 81 / WELLS ST SE	56	35	6	5	56	—	—	438	20	—	2	67	12	—
0010	15+62	-	16+07	STH 81 / KEEP ST SW	43	19	6	4	43	—	6	266	20	—	2	55	12	—
0010	16+36	-	16+90	STH 81 / KEEP ST SE	49	29	6	5	49	—	—	408	20	—	2	61	11	—
0010	18+97	-	19+40	STH 81 / OHIO ST SW	47	34	6	4	47	—	—	382	20	—	2	60	15	—
0010	19+66	-	20+12	STH 81 / OHIO ST SE	48	30	6	5	48	—	9	393	20	—	2	61	13	—
0010	22+15	-	22+55	STH 81 / DIVISION ST SW	32	15	6	4	32	—	—	195	10	—	1	44	9	—
0010	22+80	-	23+36	STH 81 / DIVISION ST SE	65	17	6	0	65	—	—	310	20	—	2	77	9	—
0010	28+97	-	29+55	STH 81 / CLAY ST SW	43	19	3	0	43	—	—	273	10	—	1	47	13	—
0010	41+43	-	42+34	STH 81 RT	—	—	3	13	—	81	—	—	—	—	—	102	—	—
STAGE 1 SUBTOTAL					436	244	54	45	436	81	15	3,173	160	0	16	639	172	0
STAGE 2																		
0010	12+29	-	12+82	STH 81 / WELLS ST NW	57	26	6	5	57	—	34	357	20	—	2	70	12	—
0010	13+07	-	13+56	STH 81 / WELLS ST NE	43	36	6	4	43	—	7	406	20	—	2	56	13	—
0010	15+66	-	16+10	STH 81 / KEEP ST NW	52	35	6	5	52	—	5	367	20	—	2	65	15	—
0010	16+37	-	16+90	STH 81 / KEEP ST NE	48	32	6	5	48	—	12	332	20	—	2	61	11	—
0010	18+87	-	19+39	STH 81 / OHIO ST NW	61	36	6	5	61	—	—	269	20	—	2	74	15	12
0010	19+66	-	20+20	STH 81 / OHIO ST NE	49	45	6	5	49	—	—	382	20	—	2	62	14	—
0010	22+26	-	22+61	STH 81 / DIVISION ST NW	25	20	6	3	25	—	7	164	12	—	1	43	6	—
0010	22+97	-	23+37	STH 81 / DIVISION ST NE	15	19	6	1	15	—	—	212	10	—	1	19	17	—
0010	28+81	-	29+66	STH 81 / CLAY ST NW	89	58	6	6	89	—	—	545	10	22	2	98	18	—
0010	30+03	-	30+51	STH 81 / CLAY ST NE	37	18	6	4	37	—	10	224	—	16	1	48	9	—
0010	32+80	-	33+49	STH 81 / EAST ST NW	66	28	6	5	66	—	—	291	—	20	1	75	12	—
0010	33+86	-	34+31	STH 81 / EAST ST NE	53	11	6	5	53	—	33	140	10	—	1	71	8	—
0010	38+47	-	39+01	STH 81 / ARTHUR ST NW	29	27	6	3	29	—	6	239	10	—	1	40	8	—
0010	39+37	-	39+75	STH 81 / ARTHUR ST NE	42	11	6	5	42	—	—	158	—	13	1	57	9	—
0010	41+50	-	42+98	STH 81 LT	16	—	3	5	—	148	—	—	—	—	—	156	3	—
					682	402	87	66	666	148	114	4,086	172	71	21	995	170	12
TOTAL 0010					1,118	646	141	111	1,102	229	129	7,259	332	71	37	1,634	342	12

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

465 - CL RUMBLE STRIPS

465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	44+00	-	74+25	STH 81	2,800
TOTAL 0010					2,800

MGS GUARDRAIL

204.0165 614.2300 614.2330 614.2610					
REMOVING MGS GUARDRAIL MGS GUARDRAIL MGS GUARDRAIL					
GUARDRAIL 3 3 K TERMINAL EAT					
LF LF LF EACH					
CATEGORY	STATION	TO	STATION	LOCATION	
STAGE 1					
0010	41+66	-	42+06	STH 81 RT	39
0010	45+76	-	51+64	STH 81 RT	284
0010	57+28	-	64+09	STH 81 RT	310
STAGE 1 SUBTOTAL					633
STAGE 2					
0010	41+77	-	42+98	STH 81 LT	121
0010	50+92	-	55+48	STH 81 LT	435
0010	55+85	-	57+41	STH 81 LT	50
STAGE 2 SUBTOTAL					556
TOTAL 0010					1,189

3

STORM MANHOLE ADJUSTMENTS

* * 465.0105 611.8110 611.8120.S 690.0150 ASPHALTIC ADJUSTING SURFACE MANHOLE COVER PLATES SAWING COVERS TEMPORARY ASPHALT						
CATEGORY	STATION	LOCATION	TON	EACH	EACH	LF
0010	12+85	12' RT	2	1	1	24
0010	12+86	32' LT	2	1	1	24
0010	19+43	16' RT	2	1	1	24
0010	22+49	17' RT	2	1	1	24
0010	39+13	12' LT	2	1	1	24
TOTAL 0010			10	5	5	120

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLET COVERS

611.8115 SPV.0060.04 ADJUSTING SPECIAL (04. INLET COVERS INLET COVERS, TYPE H-D)					
EACH EACH					
CATEGORY	STATION	TO	STATION	LOCATION	
0010	12+29	-	12+82	STH 81 / WELLS ST NW	1
0010	13+07	-	13+56	STH 81 / WELLS ST NE	1
0010	15+66	-	16+10	STH 81 / KEEP ST NW	2
0010	16+37	-	16+90	STH 81 / KEEP ST NE	1
0010	16+36	-	16+90	STH 81 / KEEP ST SE	1
0010	18+87	-	19+39	STH 81 / OHIO ST NW	1
0010	19+66	-	20+20	STH 81 / OHIO ST NE	2
0010	19+66	-	20+12	STH 81 / OHIO ST SE	1
0010	22+26	-	22+61	STH 81 / DIVISION ST NW	1
0010	28+81	-	29+66	STH 81 / CLAY ST NW	—
0010	30+03	-	30+51	STH 81 / CLAY ST NE	2
0010	28+97	-	29+55	STH 81 / CLAY ST SW	1
0010	38+47	-	39+01	STH 81 / ARTHUR ST NW	1
0010	39+37	-	39+75	STH 81 / ARTHUR ST NE	2
TOTAL 0010					17

RESTORATION																
					625.0100	628.1504	628.1520	628.2008	629.0210	630.0120	630.0140	630.0175	630.0200	630.0400	630.0500	
					TOPSOIL	SILT FENCE	SILT FENCE	EROSION MAT	FERTILIZER TYPE	SEEDING	SEEDING	SEEDING	SEEDING	SEEDING NURSE	SEED WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	LF	MAINTENANCE	URBAN CLASS I	B	MIXTURE NO. 20	MIXTURE NO. 40	MIXTURE NO. 75	TEMPORARY	CROP	MGAL	REMARKS
STAGE 1																
0010	12+26	-	12+81	STH 81 / WELLS ST SW	12	---	---	12	0.01	---	0.4	---	---	---	0.3	
0010	13+07	-	13+41	STH 81 / WELLS ST SE	52	---	---	52	0.04	---	1.5	---	---	---	1.2	
0010	15+62	-	16+07	STH 81 / KEEP ST SW	31	---	---	31	0.02	---	0.9	---	---	---	0.7	
0010	16+36	-	16+90	STH 81 / KEEP ST SE	40	---	---	40	0.03	---	1.1	---	---	---	0.9	
0010	18+97	-	19+40	STH 81 / OHIO ST SW	33	---	---	33	0.03	---	0.9	---	---	---	0.8	
0010	19+66	-	20+12	STH 81 / OHIO ST SE	50	---	---	50	0.04	---	1.4	---	---	---	1.2	
0010	22+15	-	22+55	STH 81 / DIVISION ST SW	32	---	---	32	0.03	---	0.9	---	---	---	0.8	
0010	22+80	-	23+36	STH 81 / DIVISION ST SE	39	---	---	39	0.03	---	1.1	---	---	---	0.9	
0010	28+97	-	29+55	STH 81 / CLAY ST SW	30	---	---	30	0.02	---	0.9	---	---	---	0.7	
0010	41+43	-	42+34	STH 81 RT	30	55	55	30	0.02	---	0.9	---	---	---	0.7	
0010	44+64	-	52+50	STH 81 RT	650	810	810	650	0.50	18	---	---	5	---	15.0	
0010	56+50	-	64+93	STH 81 RT	690	859	859	690	0.50	---	---	5	2	5	16.0	6" TOPSOIL REQ'D
STAGE 1 SUBTOTAL					1689	1724	1724	1689	1.27	18	10.0	5	7	5	39.2	
STAGE 2																
0010	12+29	-	12+82	STH 81 / WELLS ST NW	15	---	---	15	0.01	---	0.5	---	---	---	0.4	
0010	13+07	-	13+56	STH 81 / WELLS ST NE	61	---	---	61	0.04	---	1.7	---	---	---	1.4	
0010	15+66	-	16+10	STH 81 / KEEP ST NW	29	---	---	29	0.02	---	0.8	---	---	---	0.7	
0010	16+37	-	16+90	STH 81 / KEEP ST NE	22	---	---	22	0.02	---	0.6	---	---	---	0.5	
0010	18+87	-	19+39	STH 81 / OHIO ST NW	34	---	---	34	0.03	---	1.0	---	---	---	0.8	
0010	19+66	-	20+20	STH 81 / OHIO ST NE	40	---	---	40	0.03	---	1.1	---	---	---	0.9	
0010	22+26	-	22+61	STH 81 / DIVISION ST NW	15	---	---	15	0.01	---	0.5	---	---	---	0.4	
0010	22+97	-	23+37	STH 81 / DIVISION ST NE	13	---	---	13	0.01	---	0.4	---	---	---	0.3	
0010	28+81	-	29+66	STH 81 / CLAY ST NW	76	---	---	76	0.05	---	2.1	---	---	---	1.8	
0010	30+03	-	30+51	STH 81 / CLAY ST NE	55	---	---	55	0.04	---	1.5	---	---	---	1.3	
0010	32+80	-	33+49	STH 81 / EAST ST NW	21	---	---	21	0.02	---	0.6	---	---	---	0.5	
0010	33+86	-	34+31	STH 81 / EAST ST NE	17	---	---	17	0.02	---	0.5	---	---	---	0.4	
0010	38+47	-	39+01	STH 81 / ARTHUR ST NW	75	---	---	75	0.05	---	2.1	---	---	---	1.7	
0010	39+37	-	39+75	STH 81 / ARTHUR ST NE	19	---	---	19	0.02	---	0.6	---	---	---	0.5	
0010	41+50	-	42+98	STH 81 LT	78	160	160	78	0.05	---	2.2	---	---	---	1.8	
0010	50+88	-	57+41	STH 81 LT	720	853	853	720	0.50	20	---	---	5	---	17.0	
STAGE 2 SUBTOTAL					1,290	1,013	1,013	1,290	0.92	20	16.2	0	5	0	30.4	
0010	10+35	-	74+25	UNDISTRIBUTED (25%)	821	688	688	821	0.81	13	8.8	2	4	2	20.4	
TOTAL 0010					3,800	3,425	3,425	3,800	3.00	51	35.0	7	16	7	90.0	

628.7015 - INLET PROTECTION

			628.7015 INLET PROTECTION TYPE C
CATEGORY	STATION	LOCATION	EACH
0010	10+01	LT	1
0010	12+79	LT	1
0010	13+09	LT	1
0010	13+16	LT	1
0010	13+84	RT	1
0010	13+84	LT	1
0010	14+80	RT	1
0010	16+03	LT	1
0010	16+10	LT	1
0010	16+38	LT	1
0010	16+59	RT	1
0010	16+60	LT	1
0010	19+38	LT	1
0010	19+68	LT	1
0010	19+91	LT	1
0010	19+91	RT	1
0010	22+58	LT	1
0010	22+90	LT	1
0010	29+35	LT	1
0010	29+45	RT	1
0010	29+56	LT	1
0010	29+62	LT	1
0010	29+78	RT	1
0010	30+06	LT	1
0010	30+08	LT	1
0010	30+18	LT	1
0010	38+70	RT	1
0010	38+92	LT	1
0010	39+12	RT	1
0010	39+39	LT	1
0010	39+59	LT	1
TOTAL 0010			31

EC MOBILIZATIONS

					628.1905 MOBILIZATIONS EROSION CONTROL	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL
CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH
0010	10+35	-	74+25	PROJECT	4	2
TOTAL 0010					4	2

ROCK BAGS

			628.7555 CULVERT PIPE CHECKS	628.7570 ROCK BAGS	REMARKS
CATEGORY	STATION	LOCATION	EACH	EACH	
0010	55+85	STH 81 LT	3	---	
0010	---	STH 81	---	100	SILT FENCE RELIEF
TOTAL 0010			3	100	

SIGNING

				634.0618 POSTS WOOD 4X6-INCH X 18- FT	638.2102 MOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	638.4000 MOVING SMALL SIGN SUPPORTS	
CATEGORY	STATION	LOCATION	SIGN NUMBER	EACH	EACH	EACH	EACH	REMARKS
0010	12+75	STH 81 LT	1-01M	1	1	1	---	MOVE AFTER COMPLETION OF STAGE 2
0010	13+12	STH 81 RT	1-02M	1	1	1	---	MOVE AFTER COMPLETION OF STAGE 1
0010	19+11	STH 81 RT	1-03M	---	2	---	1	
0010	20+05	STH 81 LT	1-04M	---	2	---	1	
0010	41+80	STH 81 LT	3-01M	1	2	---	---	
TOTAL 0010				3	8	2	2	

643 - TRAFFIC CONTROL

					643.0300		643.0420		643.0500	643.0600	643.0705		643.0715		643.0900		643.1070				
							TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL CONES 42-INCH			
CATEGORY	STATION	TO	STATION	LOCATION	DURATION DAYS**	EACH**	DAY	EACH**	DAY	EACH	EACH	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	DAY	EACH**	REMARKS
STAGE 1																					
0010	10+35	-	38+50	STH 81	21	50	1,050	7	147	---	---	12	252	5	105	70	1,470	110	2,310	URBAN (CURB RAMP REPLACEMENTS)	
0010	44+91	-	64+60	STH 81	10	25	250	1	10	80	80	2	20	9	90	20	200	40	400	RURAL (GUARDRAIL REPLACEMENT)	
STAGE 1 SUBTOTAL							1,300		157	80	80		272		195		1,670		2,710		
STAGE 2																					
0010	10+35	-	54+00	STH 81	26	59	1,534	8	208	---	---	14	364	4	104	111	2,886	181	4,706	URBAN (CURB RAMP REPLACEMENTS)	
0010	50+34	-	59+00	STH 81	7	25	175	1	7	75	75	2	14	9	63	20	140	36	252	RURAL (GUARDRAIL REPLACEMENT)	
STAGE 2 SUBTOTAL							1,709		215	75	75		378		167		3,026		4,958		
STAGE 3																					
0010	10+35	-	74+25	STH 81	10	---	---	---	---	---	---	---	---	---	---	30	300	---	---	FLAGGING (ADVANCED SIDEROAD SIGNING)	
STAGE 2 SUBTOTAL							---		---	---	---		---		---		300		---		
STAGE 4																					
0010	10+35	-	74+25	STH 81	14	---	---	---	---	---	---	---	---	---	---	30	420	---	---	FLAGGING (ADVANCED SIDEROAD SIGNING)	
0010	10+35	-	74+25	STH 81	10	10	140	7	98	110	110	12	168	5	70	35	490	110	1,540	LANE SHIFTS OR SHOULDER CLOSURES TO COMPLETE MANHOLE ADJUSTMENTS	
STAGE 4 SUBTOTAL							140		98	110	110		168		70		910		1,540		
STH 81					UNDISTRIBUTED		151		30	35	35		42		18		294		462		
TOTAL 0010							3,300		500	300	300		860		450		6,200		9,670		

** FOR INFORMATION ONLY

3

643.0920 - COVERING SIGNS

643.0920 TRAFFIC CONTROL COVERING SIGNS							
CATEGORY	STATION	TO	STATION	LOCATION	NO SIGNS**	NO CYCLES**	TYPE II EACH
STAGE 1							
0010	10+35	-	38+50	STH 81/SIDE ROADS	3	1	3
STAGE 1 SUBTOTAL							3
STAGE 2							
0010	10+35	-	54+00	STH 81/SIDE ROADS	6	1	6
STAGE 2 SUBTOTAL							6
0010	UNDISTRIBUTED			STH 81/SIDE ROADS	3	1	3
TOTAL 0010							12

**FOR INFORMATION ONLY

3

643.1050 - PCMS

643.1050 TRAFFIC CONTROL SIGNS PCMS				
CATEGORY	LOCATION	EACH**	DAY	REMARKS
0010	STH 81	1	7	SITE 1 - PRIOR TO STAGE 1
0010	STH 81	1	7	SITE 2 - PRIOR TO STAGE 1
0010	STH 81	1	7	SITE 1 - PRIOR TO STAGE 3
0010	STH 81	1	7	SITE 2 - PRIOR TO STAGE 3
TOTAL 0010			28	

**FOR INFORMATION ONLY

644 - TEMP PED ACCOMMODATIONS

644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING										
644.1601 TEMPORARY PEDESTRIAN CURB RAMP										
644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD										
644.1810 TEMPORARY PEDESTRIAN BARRICADE										
CATEGORY	STATION	TO	STATION	LOCATION	DURATION DAYS**	SF	EACH**	DAY	SF	LF
STAGE 1										
0010	10+35	-	38+50	STH 81	21	975	9	189	100	1,400
STAGE 1 SUBTOTAL						975		189	100	1,400
STAGE 2										
0010	10+35	-	54+00	STH 81	26	1,360	14	364	180	2,125
STAGE 2 SUBTOTAL						1,360		364	180	2,125
0010	10+35	-	54+00	UNDISTRIBUTED		115		19	10	175
TOTAL 0010						2,450		572	290	3,700

**FOR INFORMATION ONLY

TEMP MARKING LINE									
					643.3165	643.3350	646.9000	646.9200	
					TEMPORARY				
					MARKING LINE				
					YELLOW	12.5'	TEMPORARY MARKING	MARKING	MARKING
					SOLID	SKIP	CROSSWALK REMOVABLE	REMOVAL LINE	REMOVAL LINE
					LF	LF	TAPE 6-INCH	4-INCH	WIDE
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	LF	LF
STAGE 1									
0010	10+35	-	38+50	STH 81	4,014	---	410	4,268	205
0010	44+91	-	64+60	STH 81	3,220	---	---	5,180	---
STAGE 1 SUBTOTAL					7,234	---	410	9,448	205
STAGE 2									
0010	10+35	-	54+00	STH 81	8,718	---	1,050	1,940	250
0010	50+34	-	59+00	STH 81	8,200	---	---	1,460	---
STAGE 2 SUBTOTAL					16,918	---	1,050	3,400	250
STAGE 3									
0010	10+00	-	44+00	STH 81	9,722	---	---	---	---
0010	44+00	-	74+25	STH 81	9,296	---	---	---	---
STAGE 3 SUBTOTAL					19,018	---	---	---	---
STAGE 4									
0010	44+00	-	74+25	STH 81	5,750	50	---	---	---
STAGE 4 SUBTOTAL					5,750	50	---	---	---
TOTAL 0010					48,920		1,460	12,848	455
**FOR 6" CROSSWALK REMOVAL									

646 - PAVEMENT MARKING												
					646.2040	646.4720	646.6466	646.7420				
					MARKING LINE GROOVED	MARKING LINE						
					WET REF EPOXY 6-INCH	SAME DAY EPOXY 6-INCH	COLD WEATHER	MARKING CROSSWALK				
					YELLOW	WHITE	MARKING	EPOXY TRANSVERSE				
					SOLID	12.5' SKIP	SOLID	LINE 6-INCH				
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	LF	LF	REMARKS	
0010	10+00	-	42+98	STH 81	---	---	---	4,750	250	5,000	URBAN (SAME DAY CL EXTENDS TO STA 44+00)	
0010	42+98	-	74+25	STH 81	5,750	50	6,320	---	---	12,120	RURAL	
0010	12+50	-	13+37	STH 81	---	---	---	---	---	---	WELLS ST INTERSECTION	
0010	15+79	-	16+71	STH 81	---	---	---	---	---	---	KEEP ST INTERSECTION	
0010	19+07	-	20+00	STH 81	---	---	---	---	---	---	OHIO ST INTERSECTION	
0010	22+50	-	23+17	STH 81	---	---	---	---	---	---	DIVISION ST INTERSECTION	
0010	29+24	-	30+13	STH 81	---	---	---	---	---	---	CLAY ST INTERSECTION	
0010	33+36	-	33+89	STH 81	---	---	---	---	---	---	EAST ST INTERSECTION	
SUBTOTAL					5,750	50	6,320	4,750	250	17,120	761	
TOTAL 0010					12,120		5,000	17,120	761			

3

646 - PM CATEGORY 0020

					646.5220	646.8120	646.8320
					MARKING	MARKING CURB	MARKING
					SYMBOL EPOXY	EPOXY	PARKING STALL
CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LF
0020	10+00	-	12+50	STH 81	---	150	65
0020	13+37	-	15+79	STH 81	---	15	---
0020	16+71	-	19+07	STH 81	2	63	13
0020	20+00	-	22+50	STH 81	---	65	---
0020	23+17	-	29+24	STH 81	---	41	---
TOTAL 0020					2	334	78

648.0100 - LOCATING NO PASSING

					648.0100
					LOCATING NO-
					PASSING ZONES
CATEGORY	STATION	TO	STATION	LOCATION	MI
0010	10+00	-	74+25	STH 81	1.3
TOTAL 0010					1.3

3

CONSTRUCTION STAKING

					650.5500	650.8000	650.9500.01	650.9911.01	650.9920
					CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	
					STAKING CURB	STAKING	STAKING	STAKING	
					GUTTER AND	RESURFACING	SIDEWALK	SUPPLEMENTAL	CONSTRUCTION
					CURB & GUTTER	REFERENCE	(PROJECT) (01.	(PROJECT) (01.	STAKING SLOPE
							5944-04-74)	5944-04-74)	STAKES
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	LF
0010	10+35	-	74+25	STH 81	---	6,390	1	1	---
0010	41+44	-	42+98	STH 81	---	---	---	---	154
0010	41+43	-	42+34	STH 81 RT	81	---	---	---	---
0010	41+50	-	42+98	STH 81 LT	148	---	---	---	---
0010	44+92	-	64+50	STH 81	---	---	---	---	1,958
TOTAL 0010					229	6,390	1	1	2,112

SPV - CLEARING

					SPV.0005.01	
					SPECIAL (01.	
					TREE AND BRUSH	
					MANAGEMENT –	
					UPLANDS)	
CATEGORY	STATION	TO	STATION	LOCATION	ACRE	REMARKS
0010	77+20	-	78+40	STH 81 RT	0.05	DO NOT CLEAR TREES ON STREAMBANK
0010	78+50	-	81+50	STH 81 RT	0.16	DO NOT CLEAR TREES ON STREAMBANK
TOTAL 0010					0.21	

SPV-0060 UTILITY ADJUSTMENTS

			SPV.0060.01 SPECIAL (01. ADJUSTING SANITARY MANHOLES)	SPV.0060.02 SPECIAL (02. ADJUSTING WATER VALVES)	SPV.0060.03 SPECIAL (03. ADJUSTING WATER MANHOLES)	
CATEGORY	STATION	LOCATION	EACH	EACH	EACH	REMARKS
0030	13+04	5' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (5" TOTAL). REUSE EXISTING CASTING.
0030	13+05	34' LT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (33" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	14+56	11' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (22" TOTAL).REUSE EXISTING CASTING;
0030	16+33	11' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (12" TOTAL). REUSE EXISTING CASTING.
0030	16+34	39' LT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (9" TOTAL). REUSE EXISTING CASTING;
0030	19+63	12' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (8" TOTAL). REUSE EXISTING CASTING.
0030	22+64	13' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (12" TOTAL). REUSE EXISTING CASTING.
0030	25+12	13' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (12" TOTAL). REUSE EXISTING CASTING.
0030	29+05	13' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (13" TOTAL). REUSE EXISTING CASTING.
0030	30+06	13'RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (3" TOTAL). REUSE EXISTING CASTING.
0030	33+43	16' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (15" TOTAL). REUSE EXISTING CASTING.
0030	33+63	17' LT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (3" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES;
0030	34+92	14' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (22" TOTAL). REUSE EXISTING CASTING.
0030	36+39	15' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (13" TOTAL). REUSE EXISTING CASTING.
0030	38+91	14' RT	1	---	---	REMOVE EXISTING ADJUSTMENT RINGS (7" TOTAL).REUSE EXISTING CASTING.
0030	12+91	10' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE
0030	12+95	21' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE
0030	13+41	24' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED GRADE
0030	19+67	33' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE
0030	19+67	22' RT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	22+34	27' RT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED GRADE.
0030	29+28	10' LT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	29+26	12' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	29+59	12' LT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	29+69	15' LT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	29+79	13' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	30+20	9' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	30+22	11' LT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	30+49	14' LT	---	1	---	REPLACE EXISTING TOP VALVE BOX SECTION AND LID. ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	34+14	14' LT	---	1	---	ADJUST EXISTING VALVE BOX TO FINISHED PAVEMENT GRADE.
0030	19+20	10' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (10" TOTAL).REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	13+25	12' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (14" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	22+46	9' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (3" TOTAL).REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	22+74	33' RT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (8" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	22+77	30' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (10" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	23+04	9' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (2" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
0030	38+73	7' LT	---	---	1	REMOVE EXISTING ADJUSTMENT RINGS (7" TOTAL). REPLACE EXISTING CASTING WITH NEENAH R-1550 OR CITY PRE-APPROVED EQUIVALENT, NON-ROCKING CASTING WITH A SELF SEALING, TYPE "B" LID WITH SEALED PICK HOLES.
TOTAL 0030			15	15	7	

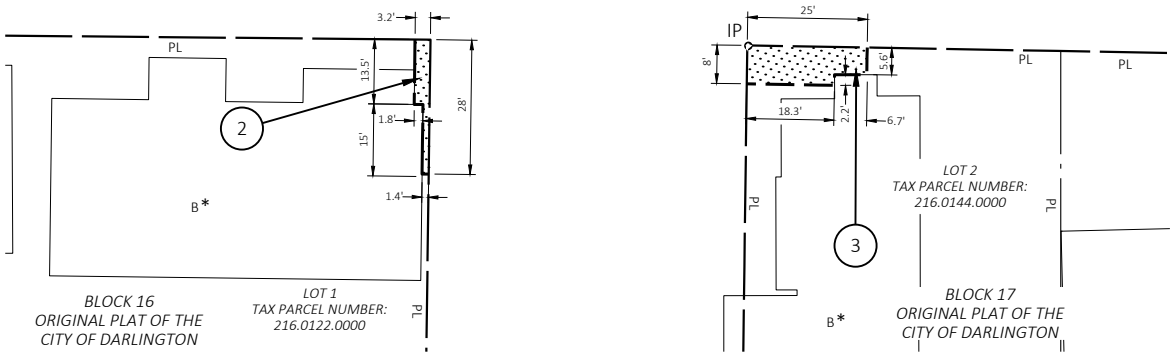
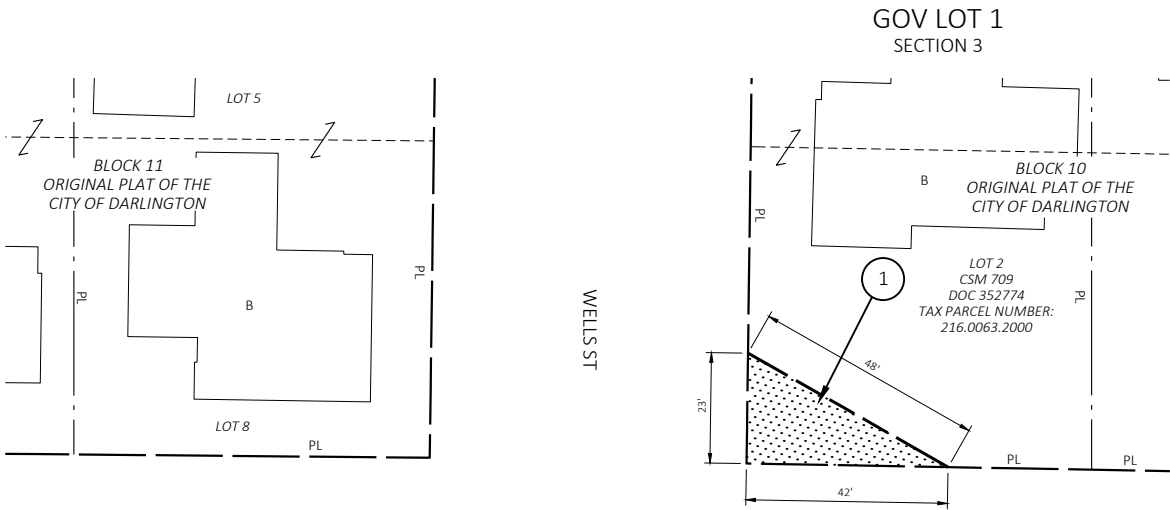
4

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

* BUILDING WILL NOT BE AFFECTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 1
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81		LAFAYETTE COUNTY
THAT PART OF LOT 2 OF CSM 709, DOC 352774, PART OF LOT 1, BLOCK 16 AND PART OF LOT 2, BLOCK 17 OF THE ORIGINAL PLAT OF THE CITY OF DARLINGTON, ALL IN GOVERNMENT LOT 1, SECTION 3, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
1	LESLIE C & SUSAN N TORSTENSON REVOCABLE TRUST 2019	TLE	483
2	IGLESIA APOSTOLICA DE LA FE EN CRISTO JESUS	TLE	63
3	KING HOMES LLC	TLE	185

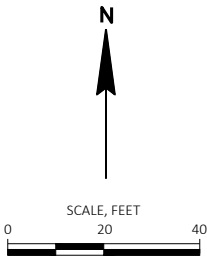
UTILITY INTERESTS REQUIRED

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

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.

SIGNATURE: *Cory Schlager* DATE: 4/27/2021

PRINT NAME: CORY SCHLAGEL



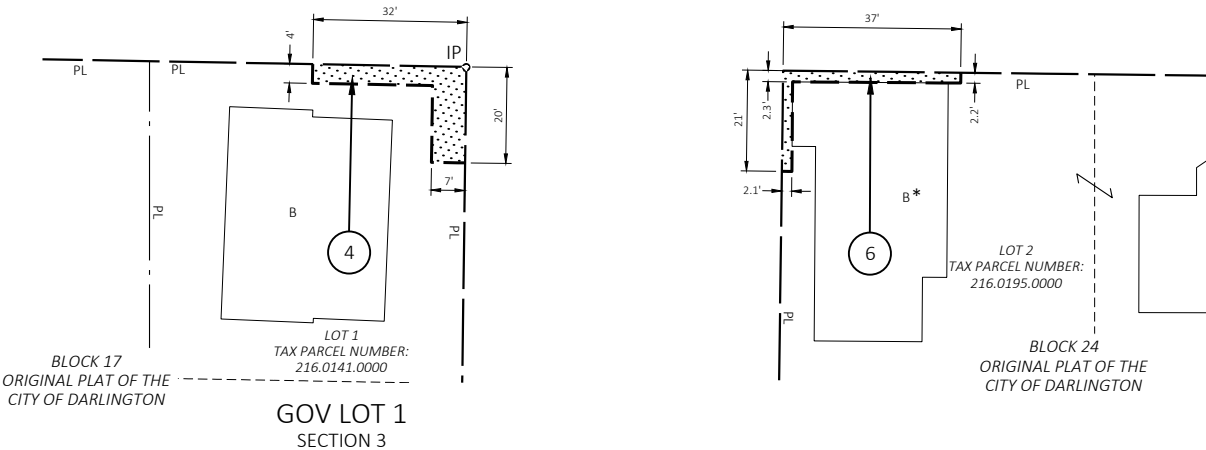
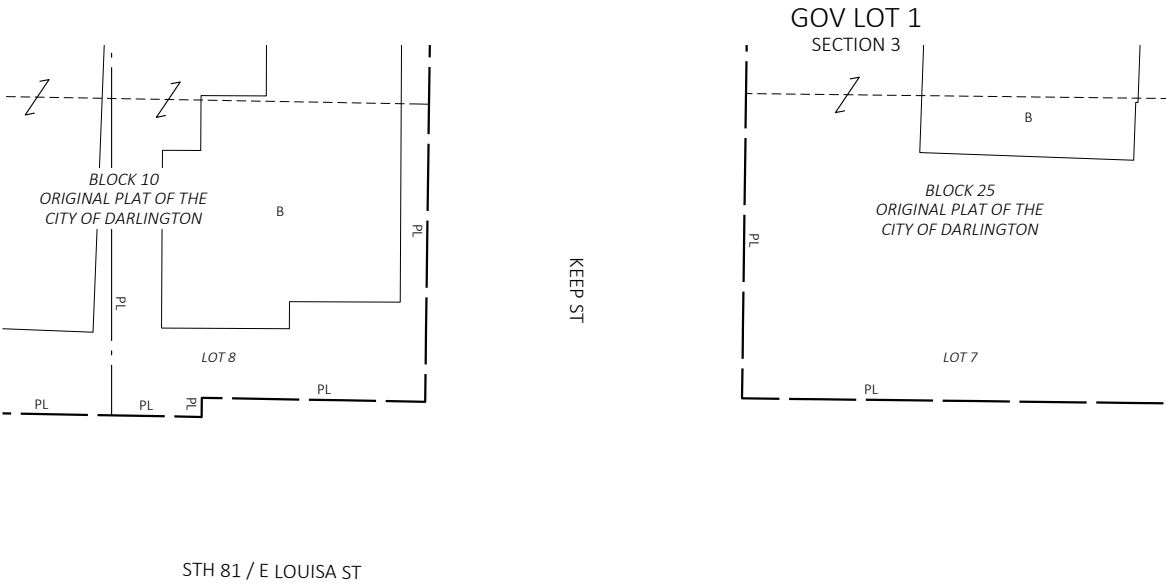
4

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

* BUILDING WILL NOT BE AFFECTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 2
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81		LAFAYETTE COUNTY
THAT PART OF LOT 1, BLOCK 17 AND PART OF LOT 2, BLOCK 24, OF THE ORIGINAL PLAT OF THE CITY OF DARLINGTON, ALL IN GOVERNMENT LOT 1, SECTION 3, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
4	CHARLES SCOTT & MICHELLE R HAUSER	TLE	240
6	ROY & BARBARA SHULTZ	TLE	121

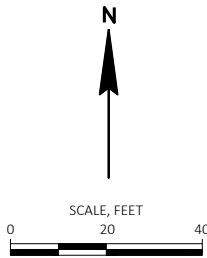
UTILITY INTERESTS REQUIRED

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

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.

SIGNATURE: *Cory Schlager* DATE: 4/27/2021

PRINT NAME: CORY SCHLAGEL



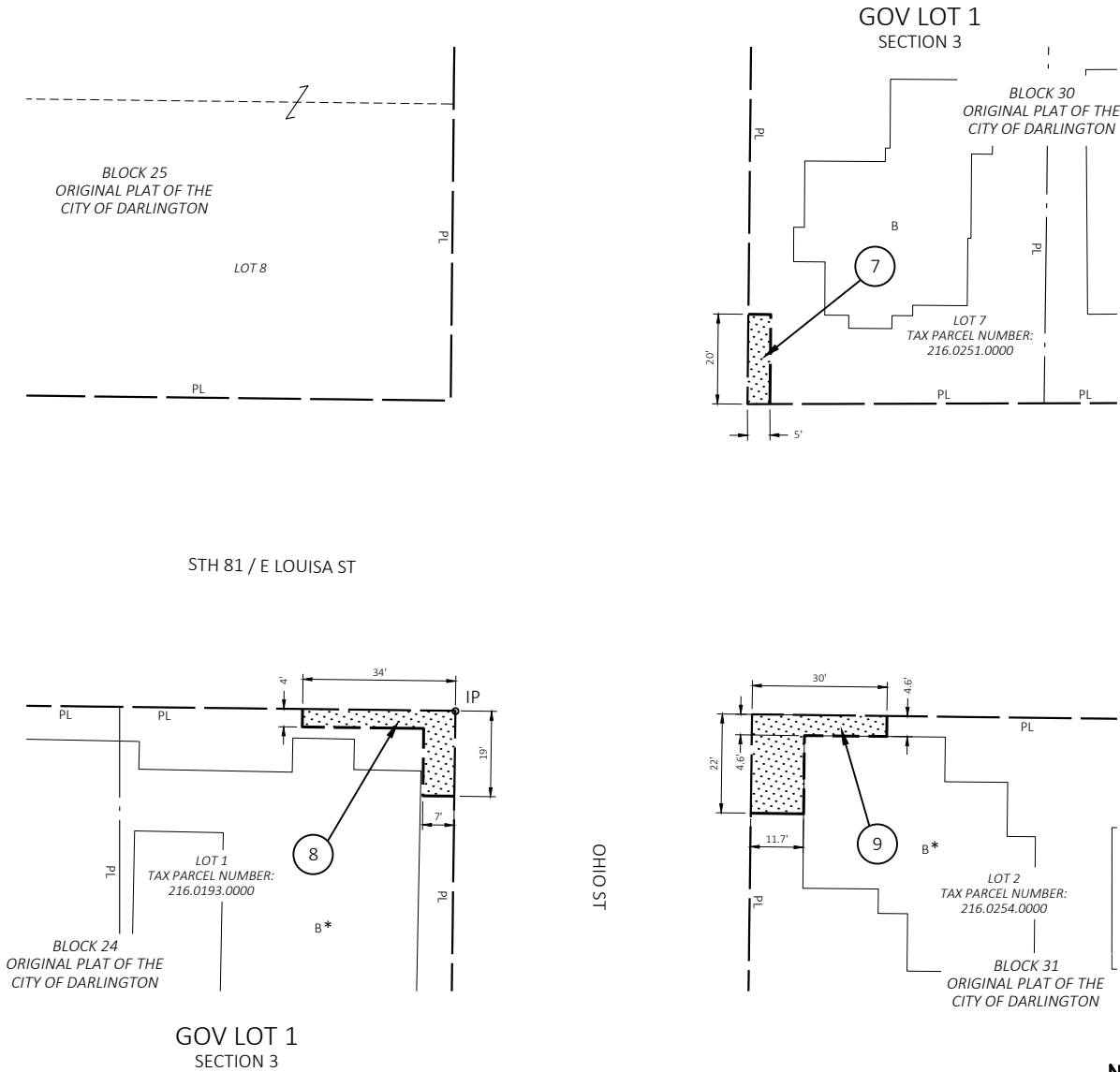
4

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

* BUILDING WILL NOT BE AFFECTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 3
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81	LAFAYETTE COUNTY	
THAT PART OF LOT 1, BLOCK 24, PART OF LOT 7, BLOCK 30, AND PART OF LOT 2, BLOCK 31, OF THE ORIGINAL PLAT OF THE CITY OF DARLINGTON, ALL IN GOVERNMENT LOT 1, SECTION 3, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
7	LDW HOLDINGS LLC	TLE	100
8	IMMANUEL UNITED CHURCH OF CHRIST	TLE	241
9	SAMMUEL R SCHUETZ	TLE	341

UTILITY INTERESTS REQUIRED

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

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.

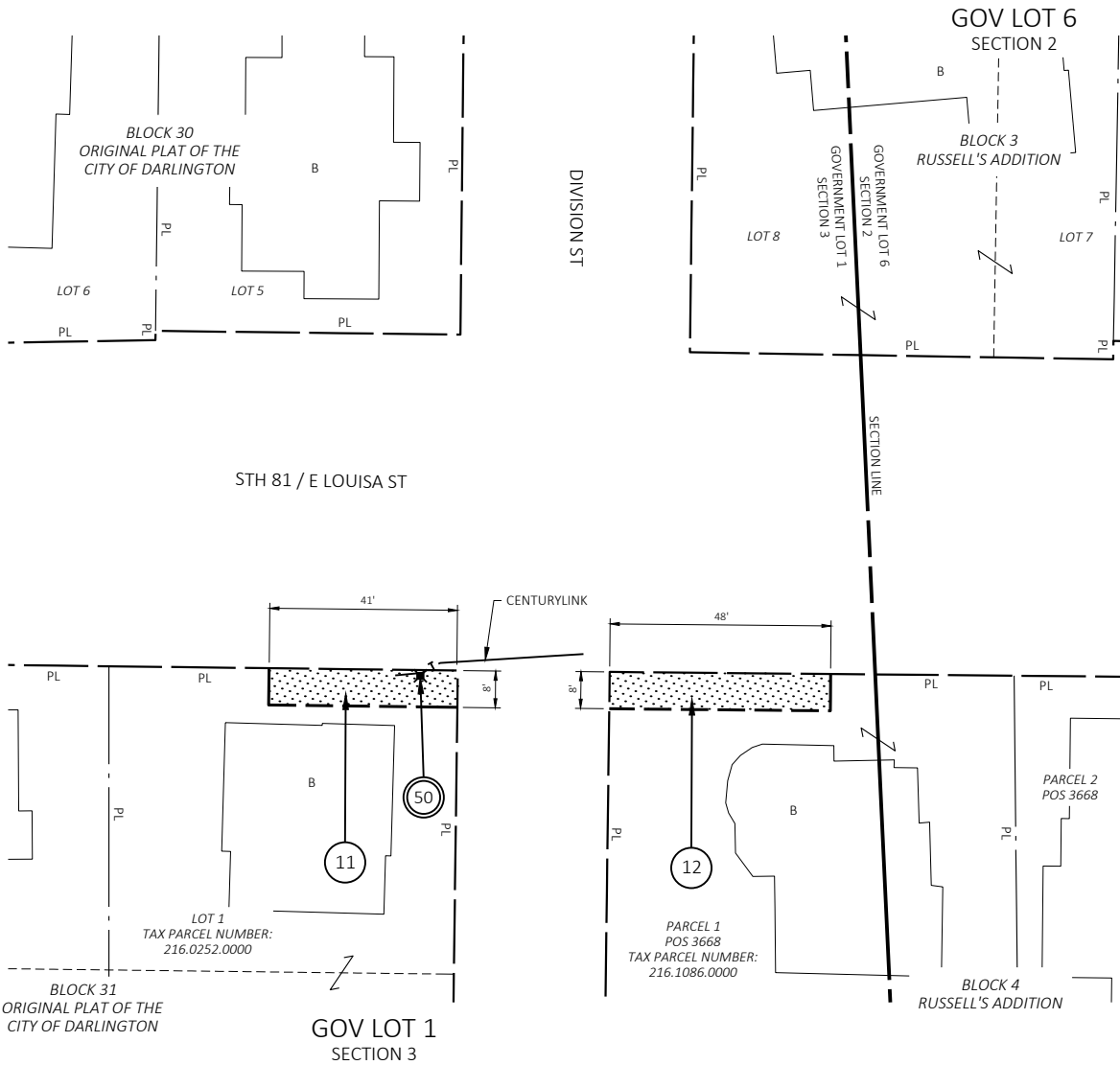
SIGNATURE: *Cory Schlager* DATE: 4/27/2021
PRINT NAME: CORY SCHLAGEL

4

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 4
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81	LAFAYETTE COUNTY	
THAT PART OF LOT 1, BLOCK 31, OF THE ORIGINAL PLAT OF THE CITY OF DARLINGTON AND PART OF PARCEL 1, PLAT OF SURVEY 3668, BEING PART OF BLOCK 4 OF RUSSELL'S ADDITION, ALL IN GOVERNMENT LOT 1, SECTION 3, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
11	LDW HOLDINGS LLC	TLE	328
12	GEORGE L WEST	TLE	384

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
50	CENTURYLINK	NO RECORD OF EASEMENT

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.

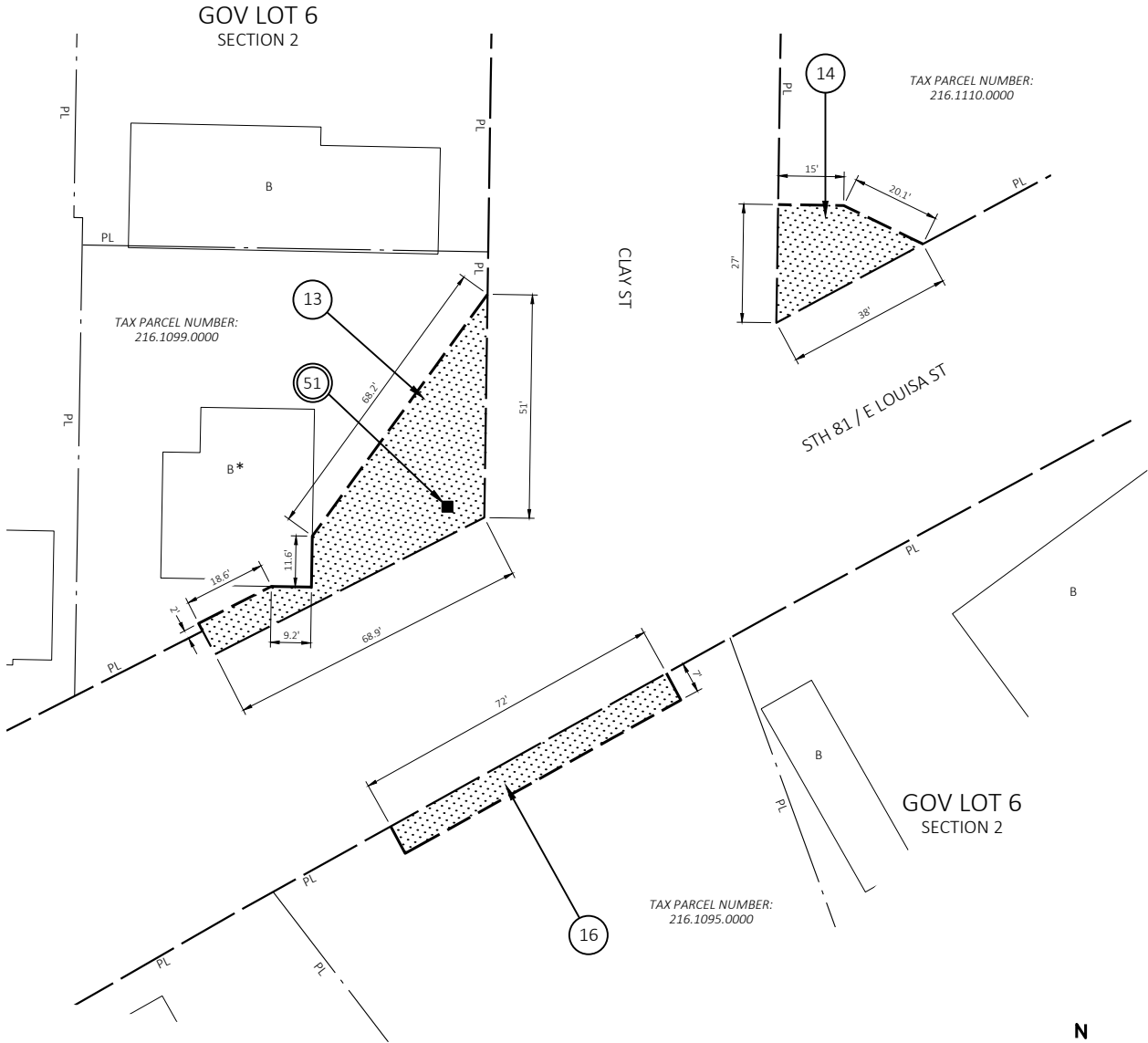
SIGNATURE: *Cory Schlager* DATE: 4/27/2021
PRINT NAME: CORY SCHLAGEL

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

* BUILDING WILL NOT BE AFFECTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 5
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81		LAFAYETTE COUNTY
THAT PART OF GOVERNMENT LOT 6, SECTION 2, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
13	SONJA M THOMPSON & BRIAN L IHLER	TLE	1501
14	LAFAYETTE COUNTY	TLE	512
16	MATTHEW D KURTH	TLE	504

UTILITY INTERESTS REQUIRED

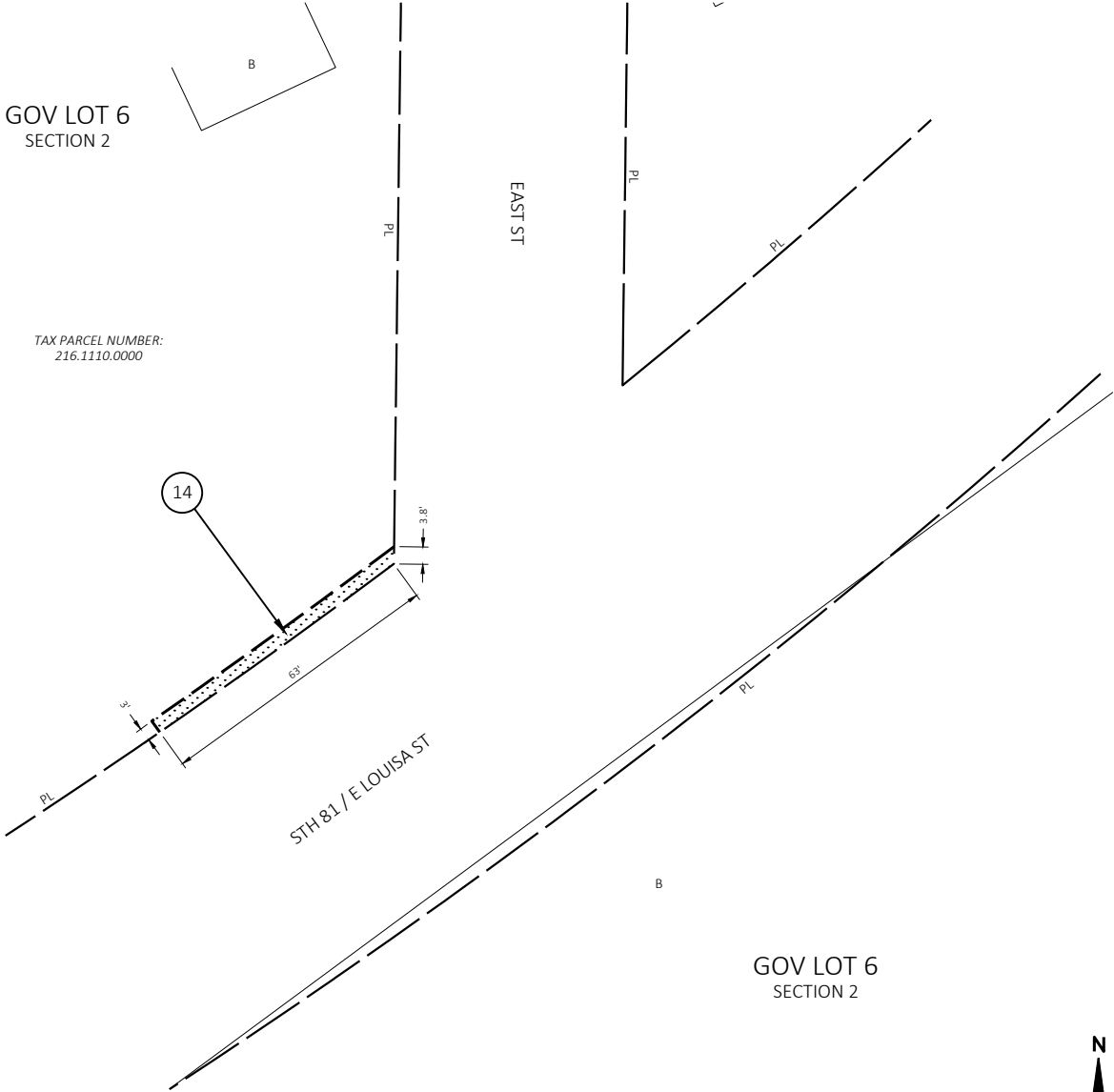
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	ALLIANT ENERGY - ELECTRICITY	NO RECORD OF EASEMENT

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.
SIGNATURE: *Cory Schlager* DATE: 4/27/2021
PRINT NAME: CORY SCHLAGEL

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 TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5944-04-24		EXHIBIT NUMBER: 6
TLE ACQUISITION EXHIBIT DARLINGTON - ARGYLE STH 23 TO WILDCAT ROAD		
STH 81		LAFAYETTE COUNTY
THAT PART OF GOVERNMENT LOT 6, SECTION 2, T2N, R3E, CITY OF DARLINGTON, LAFAYETTE COUNTY, WISCONSIN.		



SCHEDULE OF LANDS & INTERESTS REQUIRED

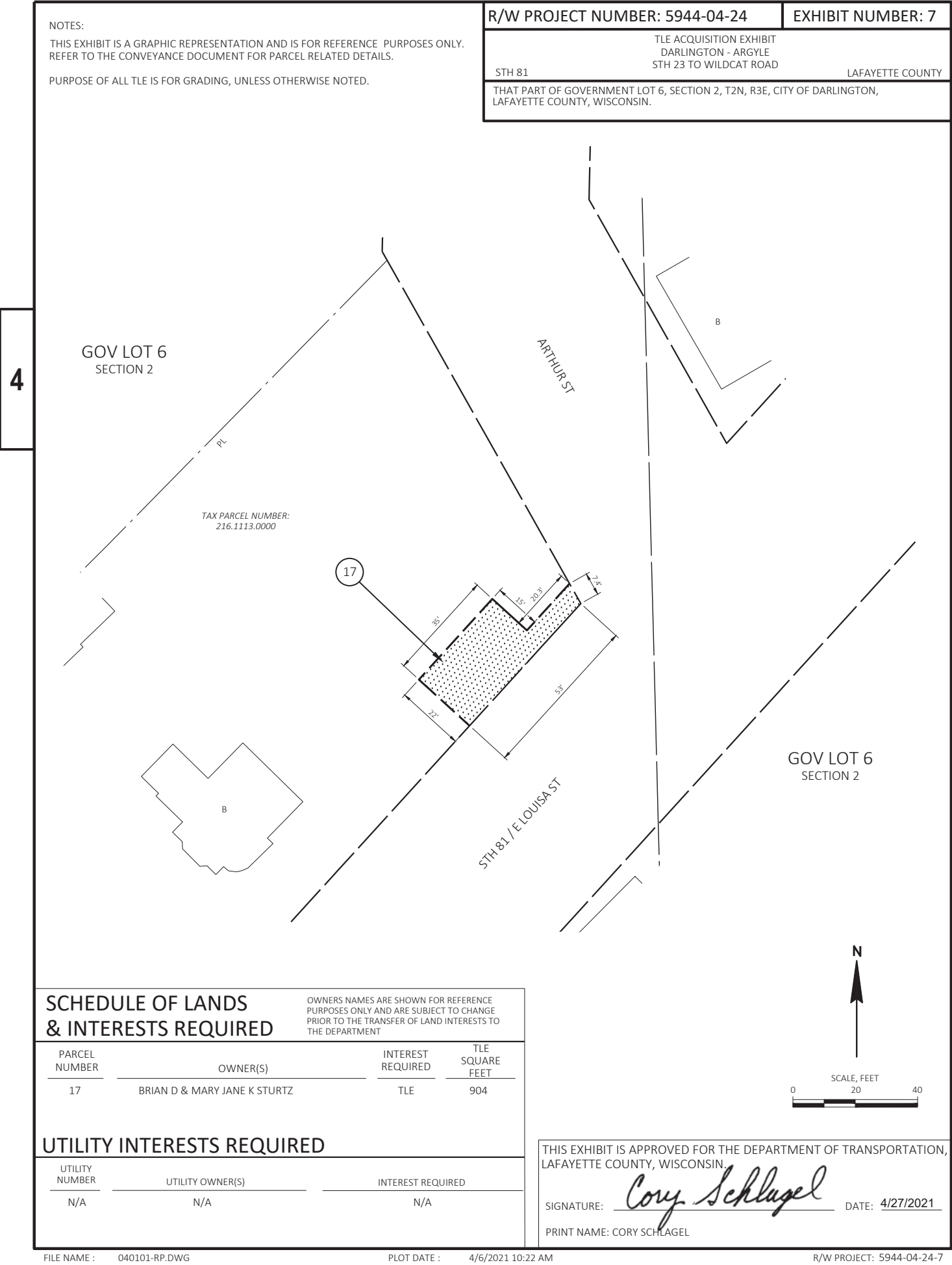
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SQUARE FEET
14	LAFAYETTE COUNTY	TLE	192

UTILITY INTERESTS REQUIRED

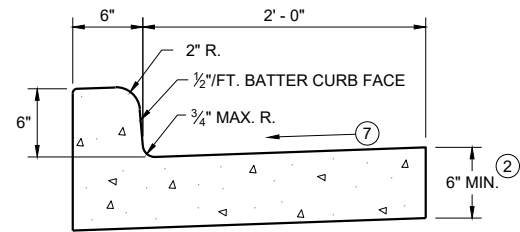
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS EXHIBIT IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, LAFAYETTE COUNTY, WISCONSIN.
SIGNATURE: *Cory Schlager* DATE: 4/27/2021
PRINT NAME: CORY SCHLAGEL

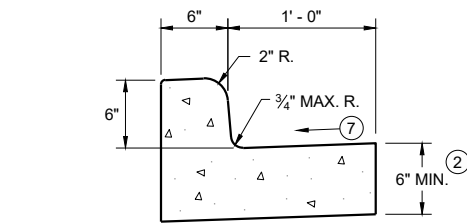


Standard Detail Drawing List

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
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	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

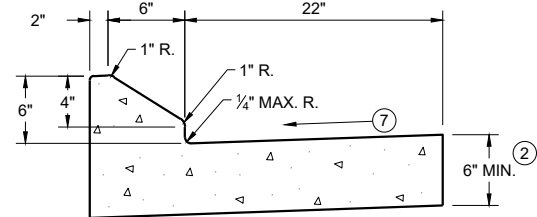


TYPES A^① & D

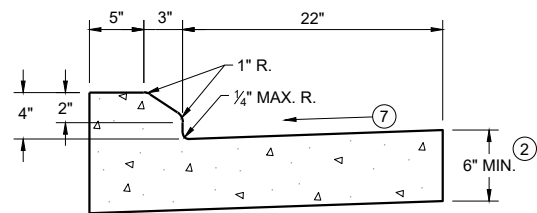


TYPES A^① & D

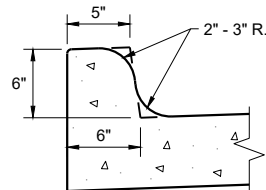
CONCRETE CURB AND GUTTER 18"



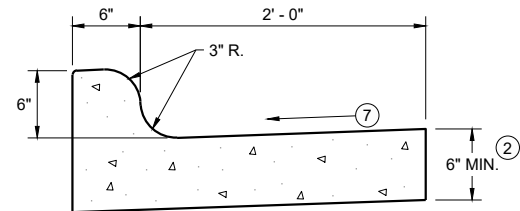
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

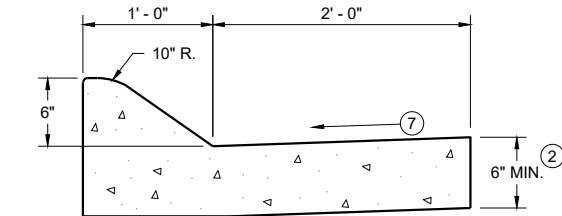


TYPES K^① & L
(OPTIONAL CURB SHAPE)

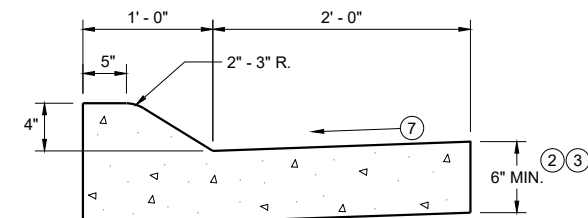


TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

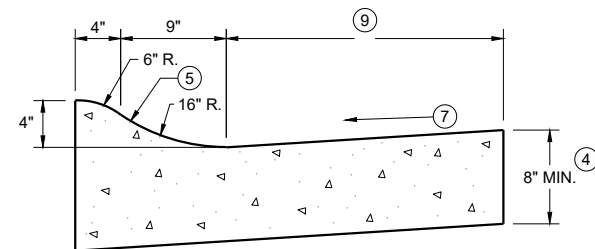


6" SLOPED CURB TYPES A^① & D



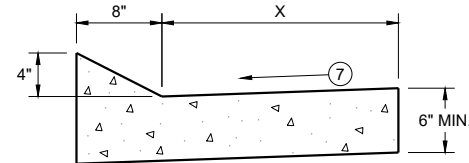
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

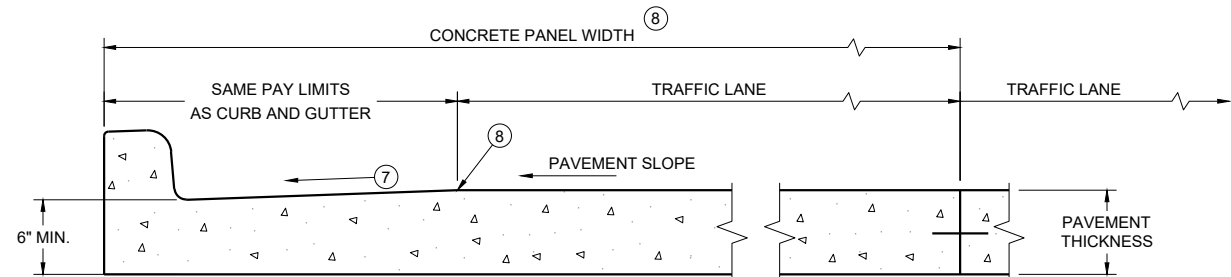


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

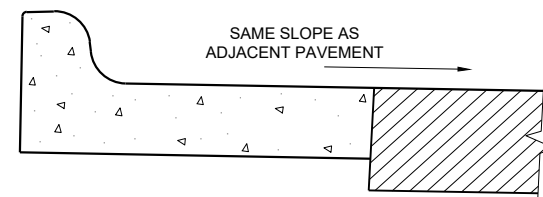
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

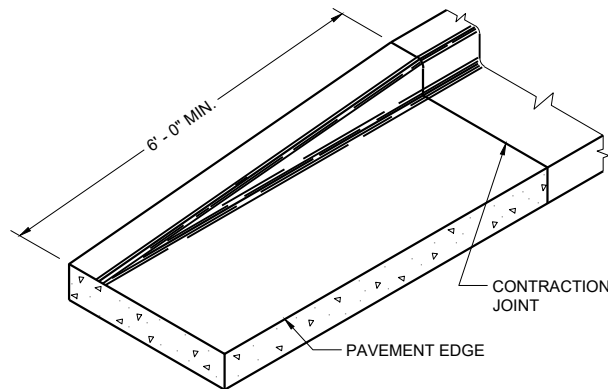
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

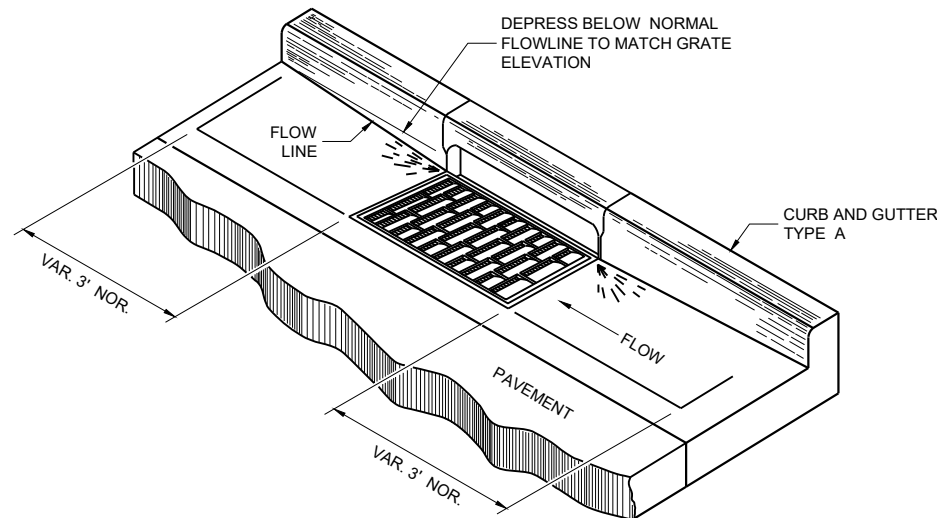
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

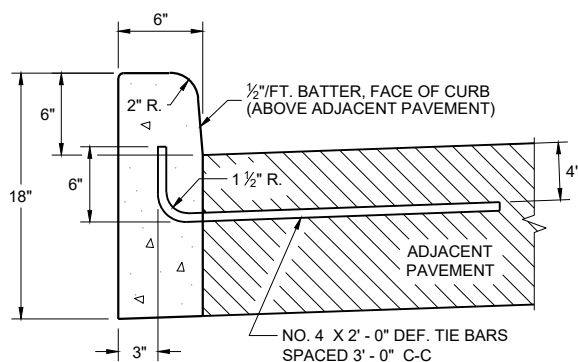


END SECTION CURB AND GUTTER

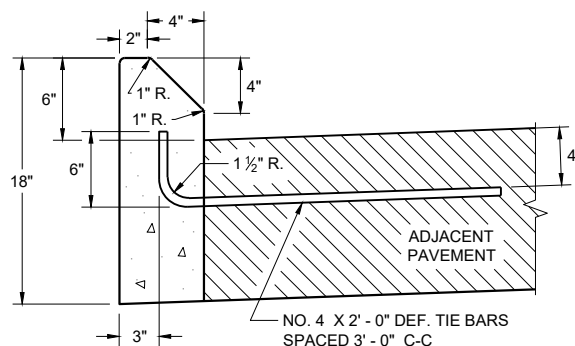


DETAIL OF CURB AND GUTTER AT INLETS

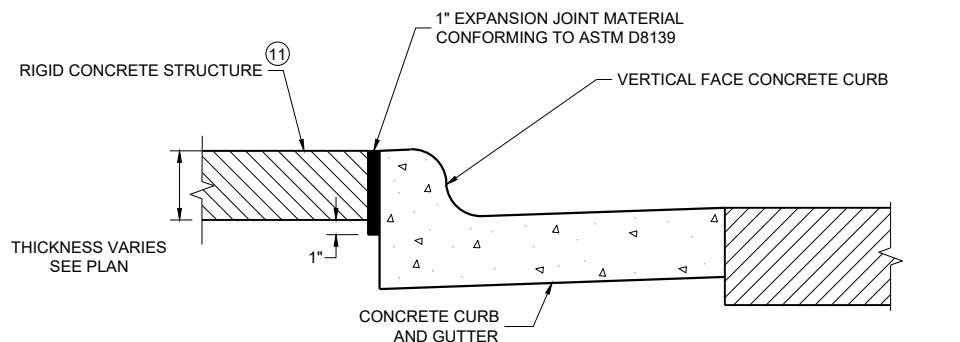
(TYPICAL H INLET COVER SHOWN)



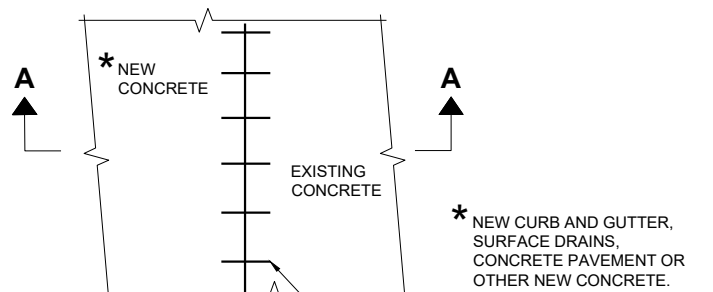
TYPES A^① & D



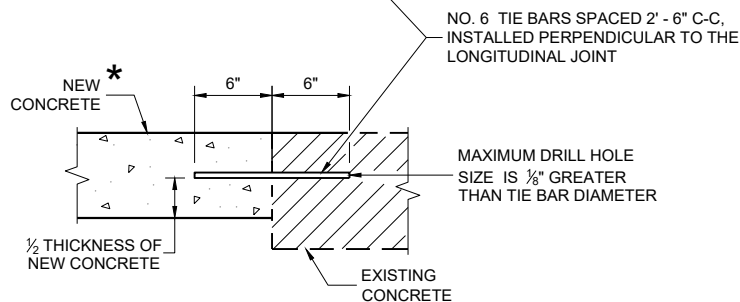
TYPES G^① & J
CONCRETE CURB



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



PLAN VIEW



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

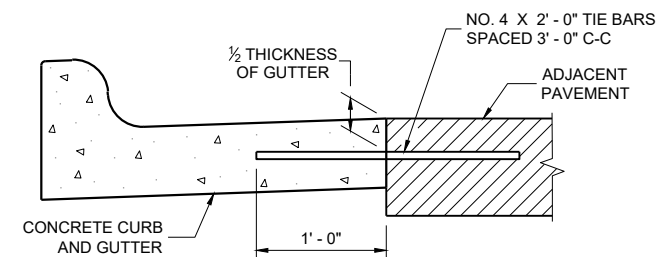
GENERAL NOTES

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

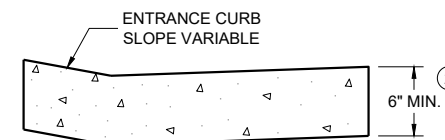
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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

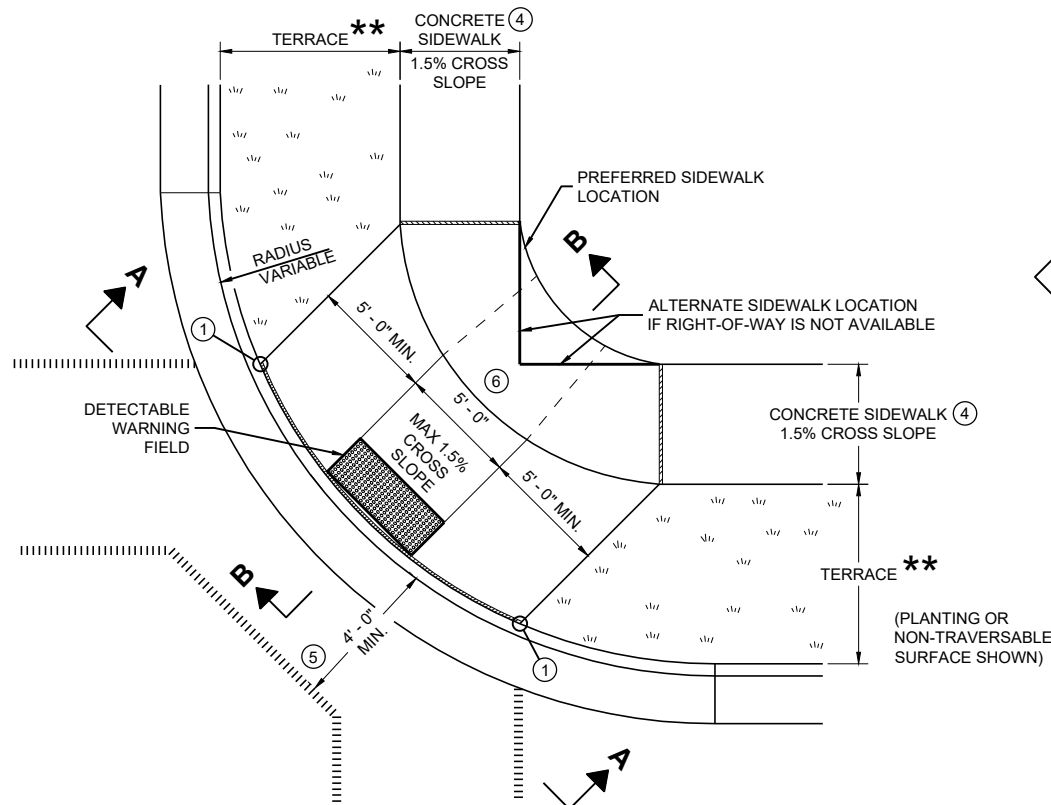


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

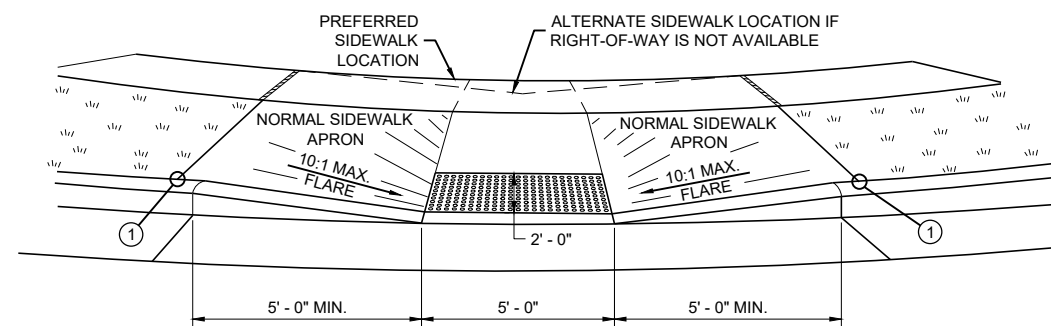
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

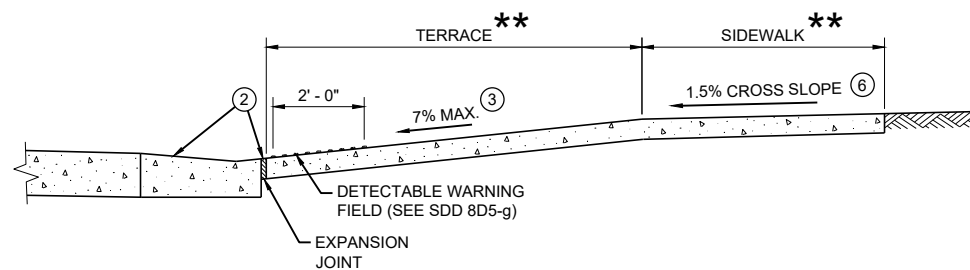


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

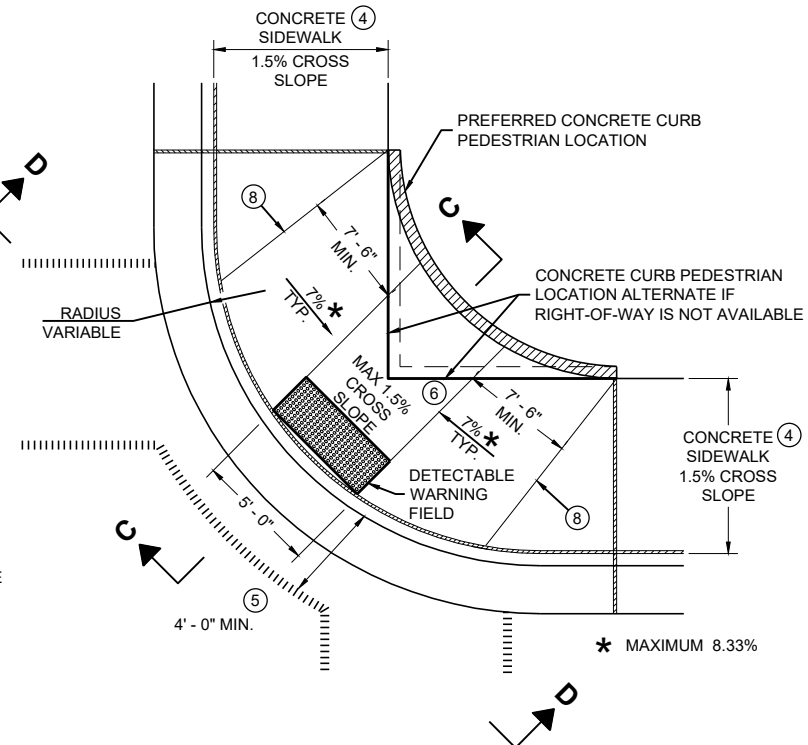


VIEW A - A FOR TYPE 1

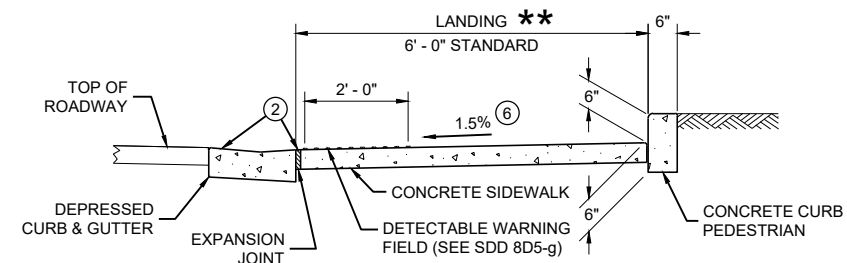
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



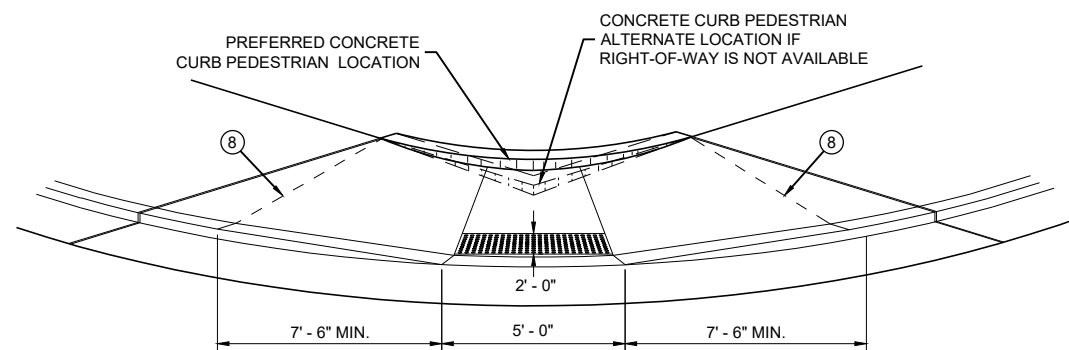
SECTION B - B FOR TYPE 1



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.

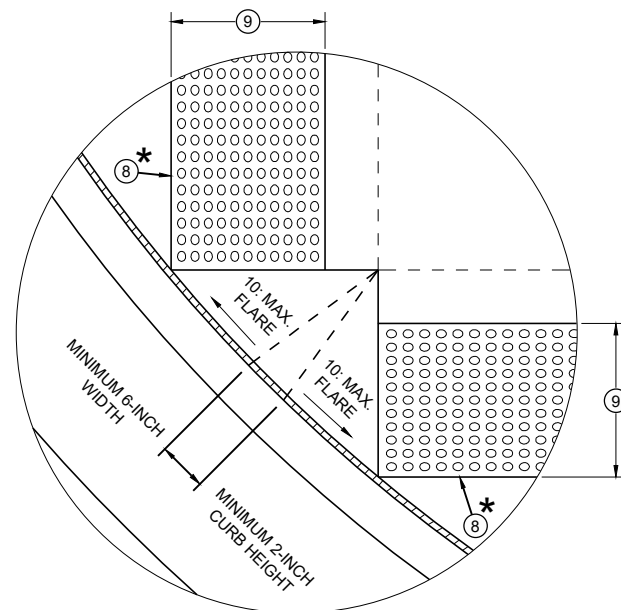
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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

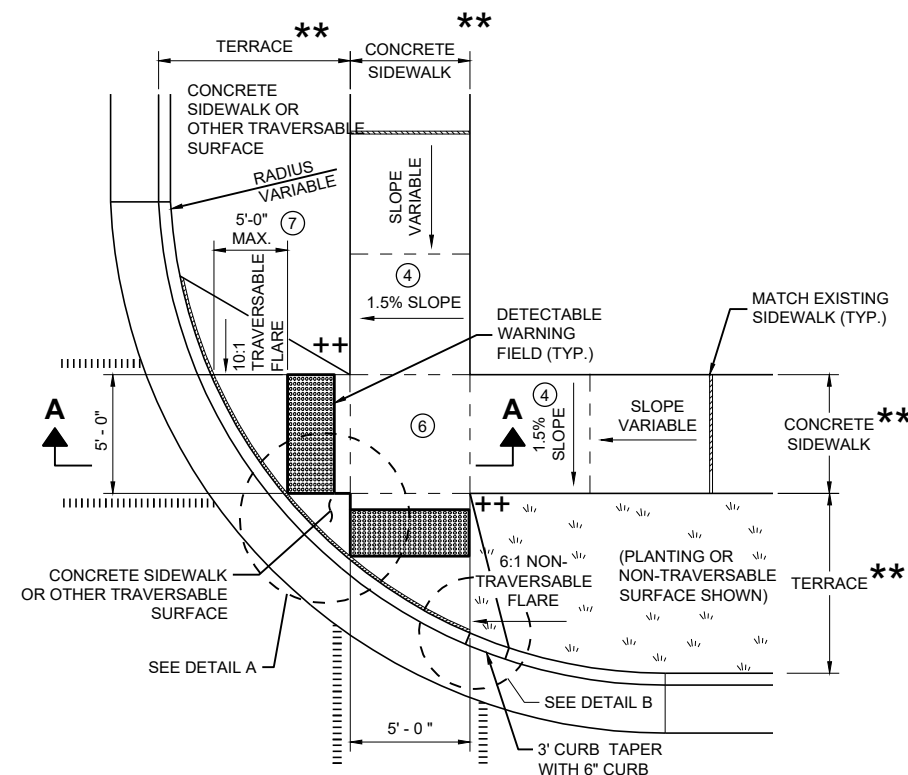
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

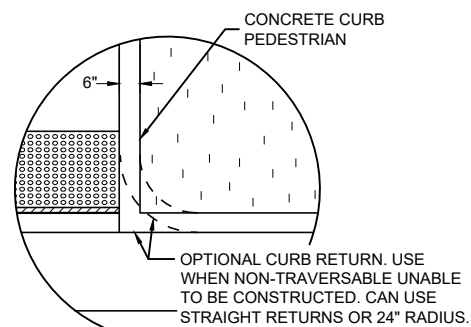
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



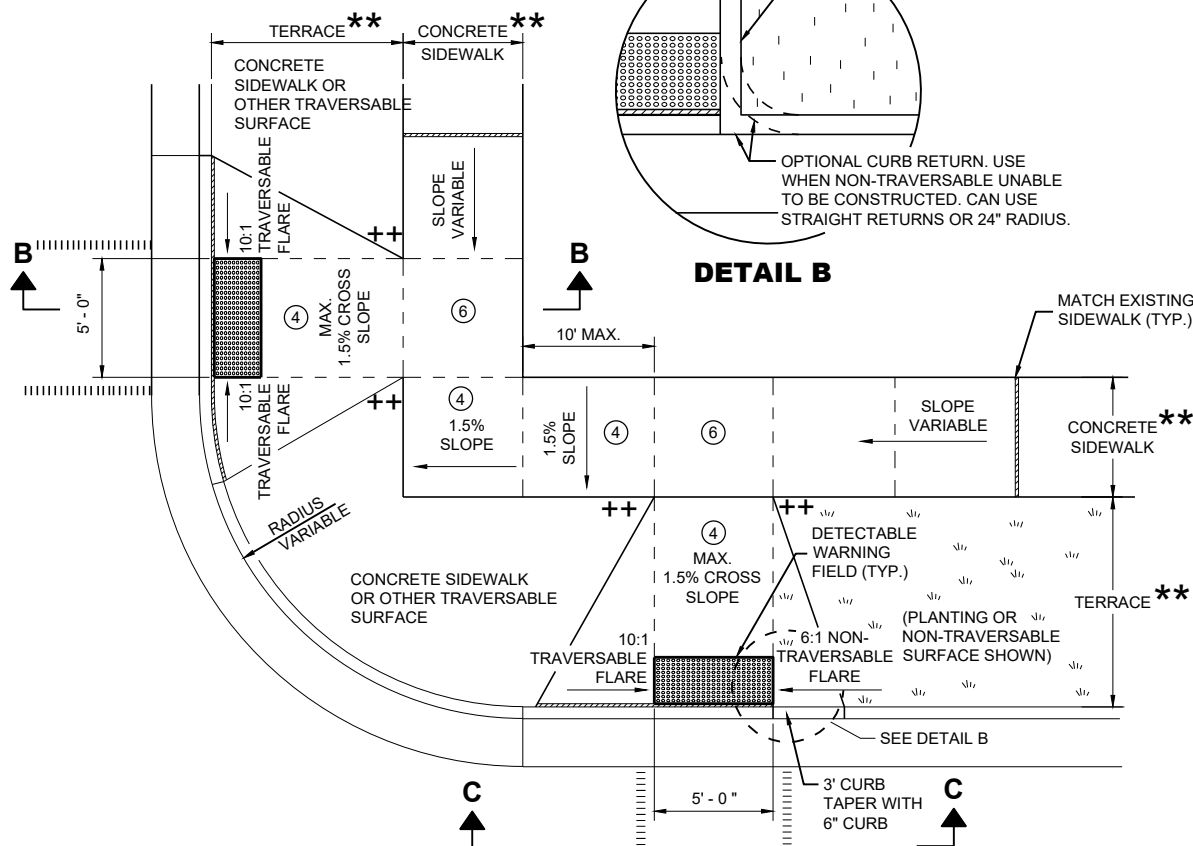
DETAIL A



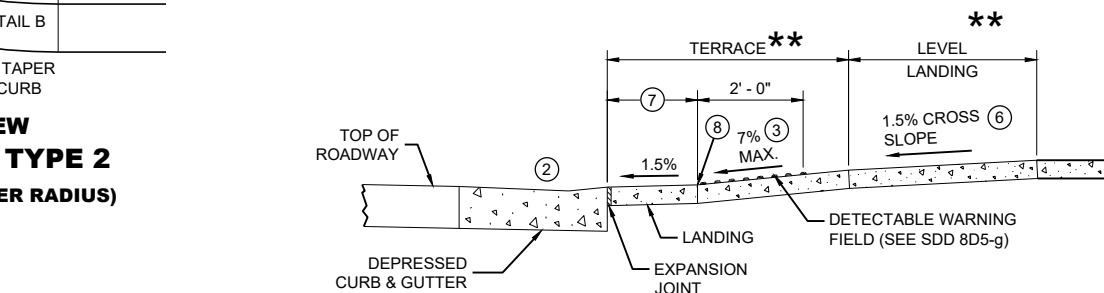
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



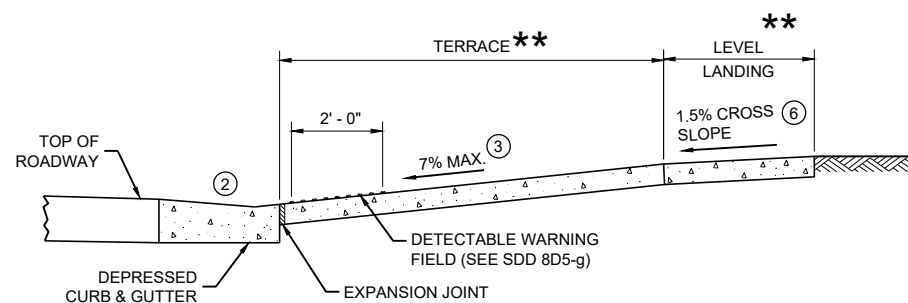
DETAIL B



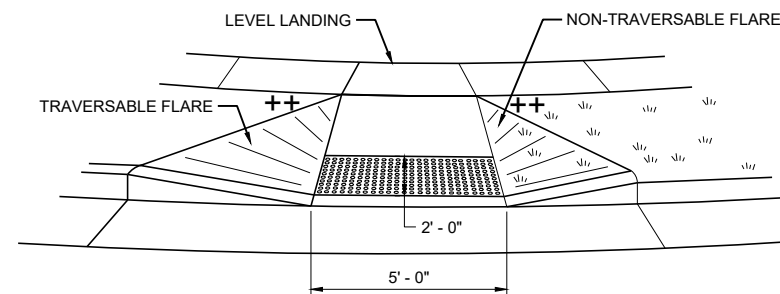
**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**



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.

- 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 (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

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

★★ WIDTH SHOWN ELSEWHERE
IN THE PLANS

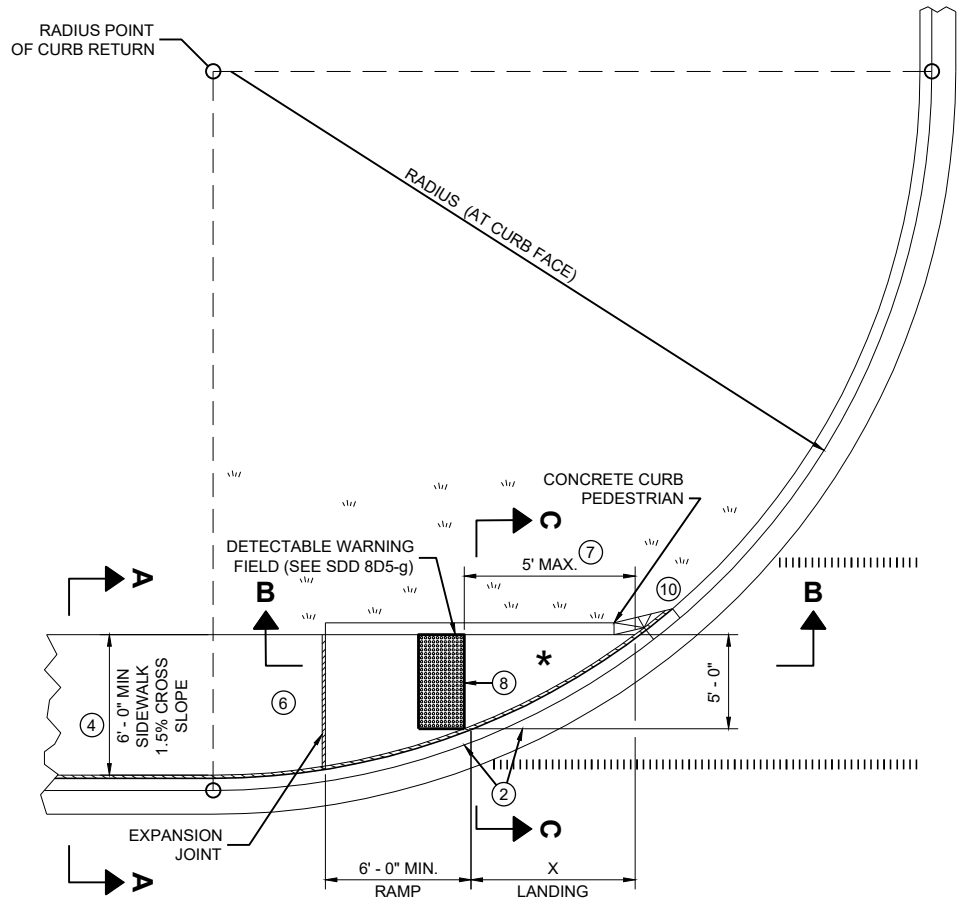
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

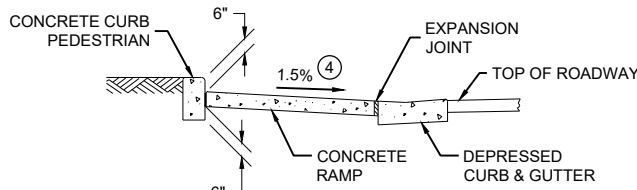
- 1/2" EXPANSION JOINT SIDEWALK
- - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS
TYPE 2 AND 3**

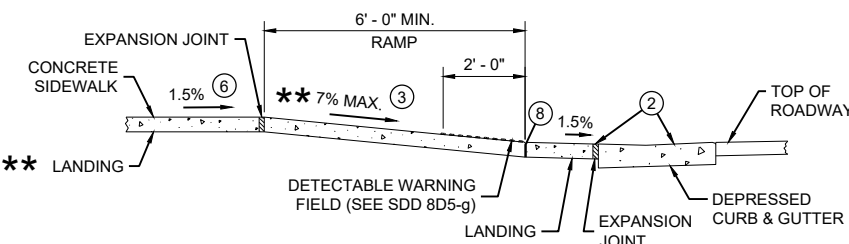
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



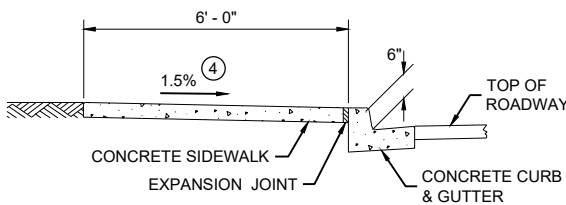
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

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

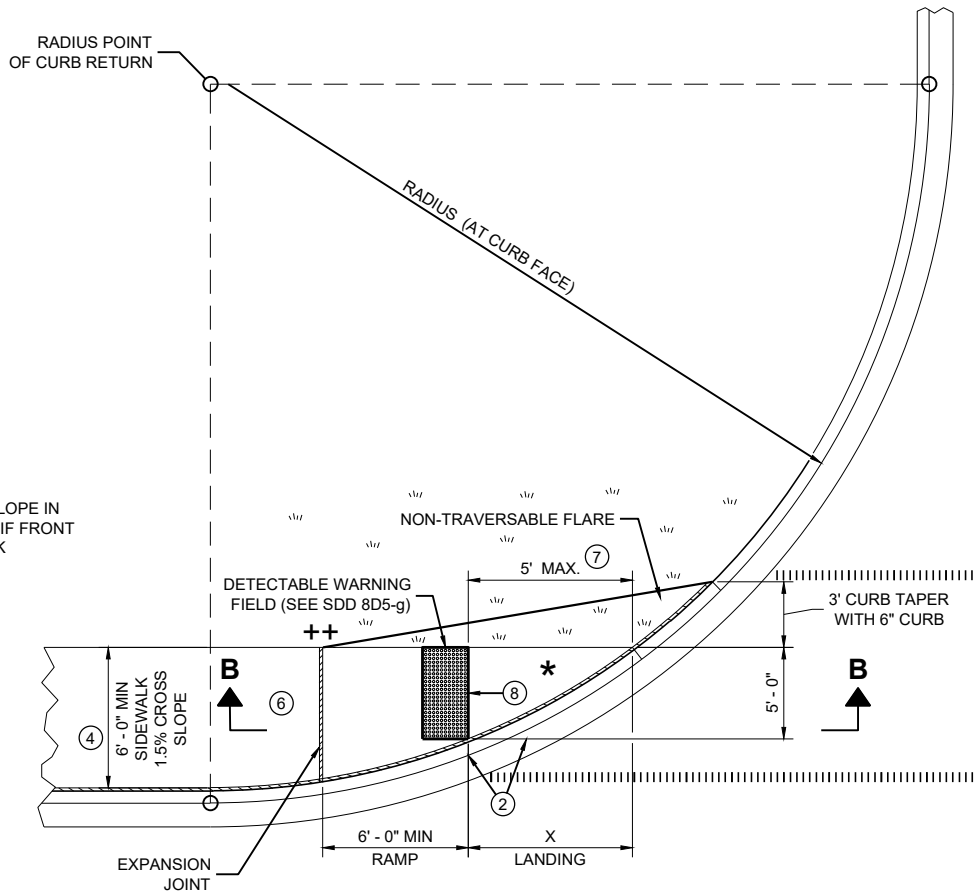
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW
CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

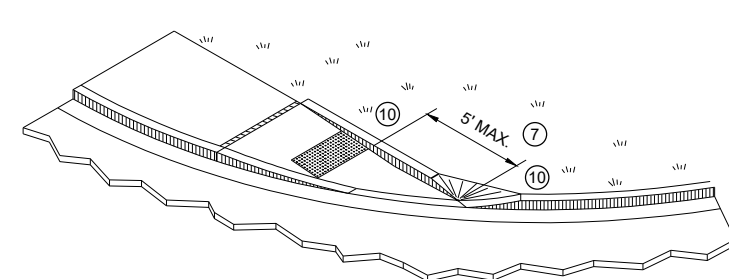
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

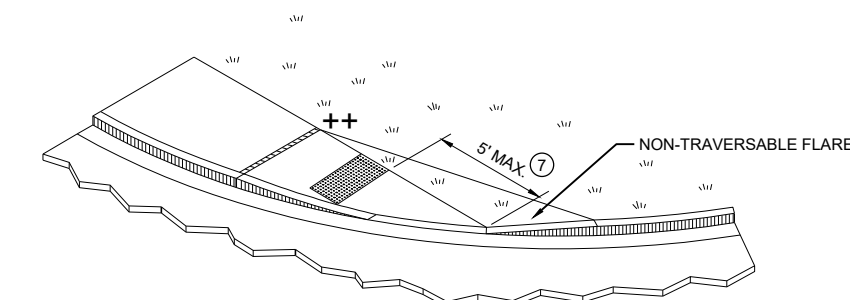
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

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



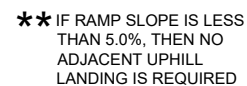
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

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.

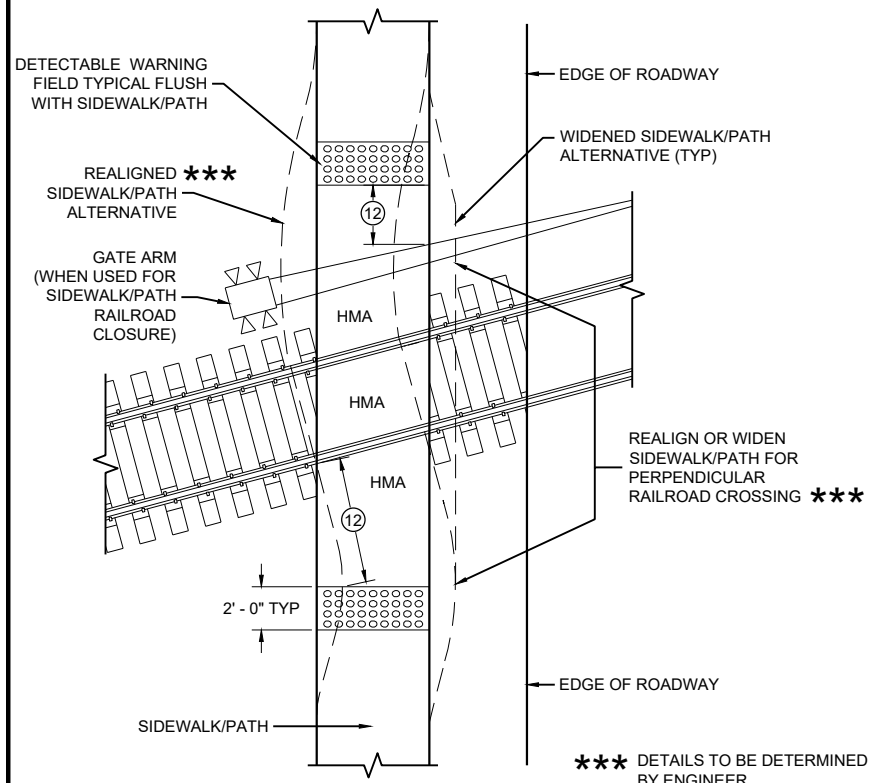
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- 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 $\frac{1}{4}$ - 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.



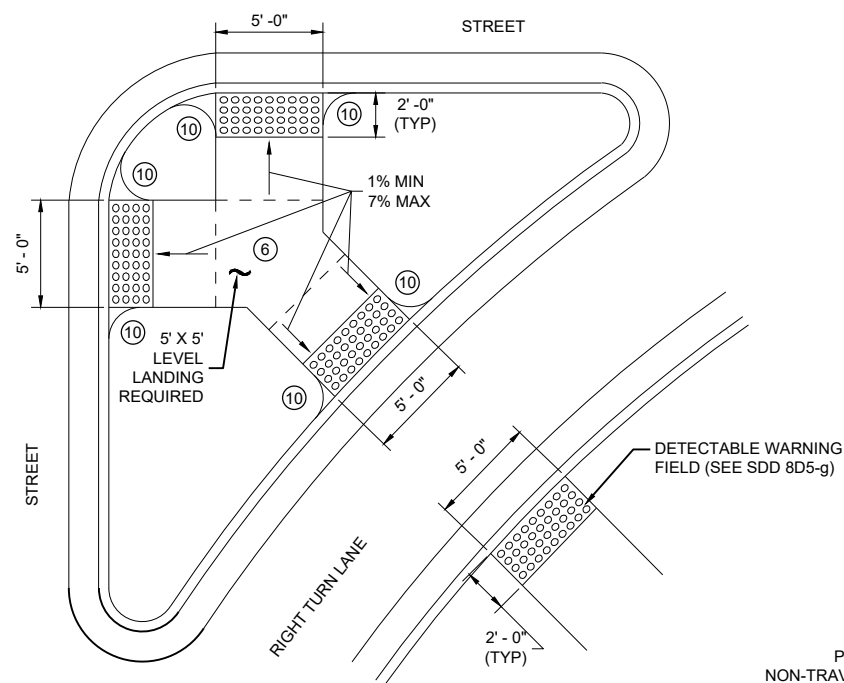
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

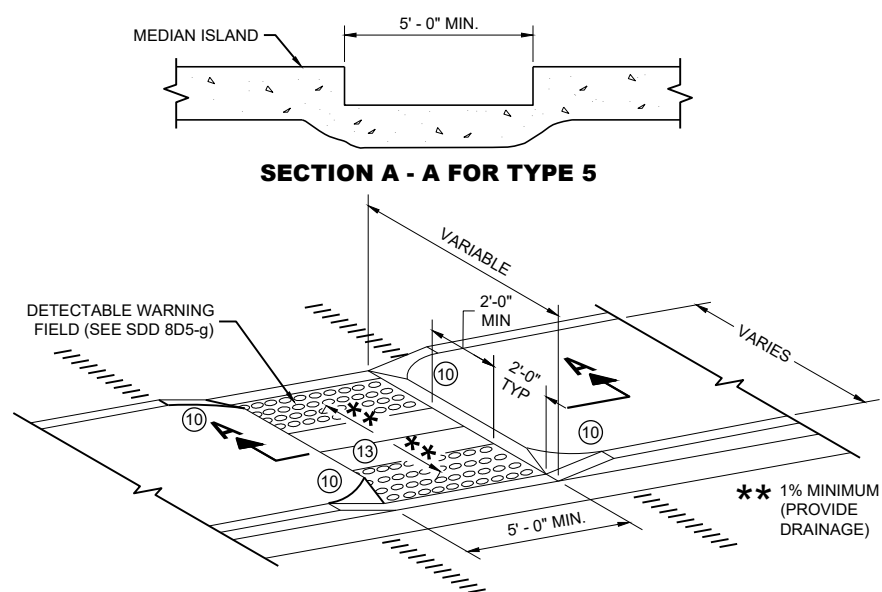
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

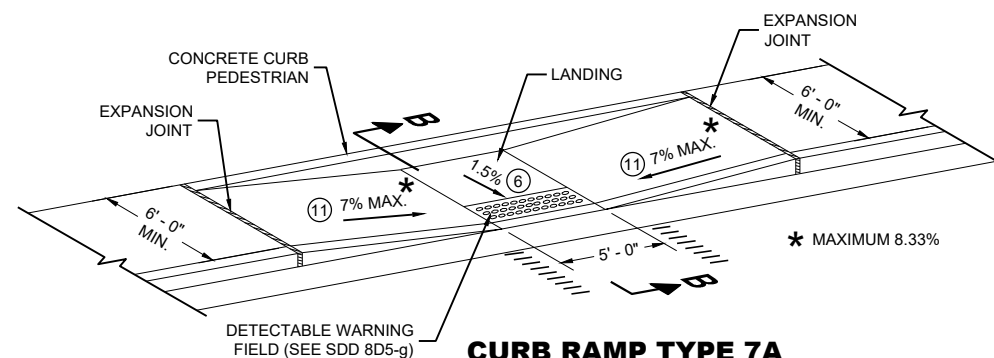
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



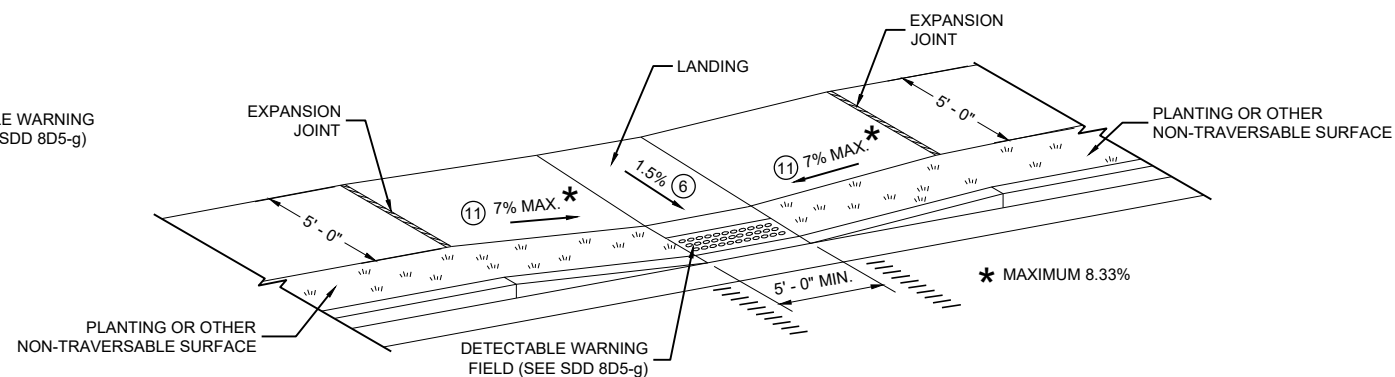
SECTION A - A FOR TYPE 5

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.

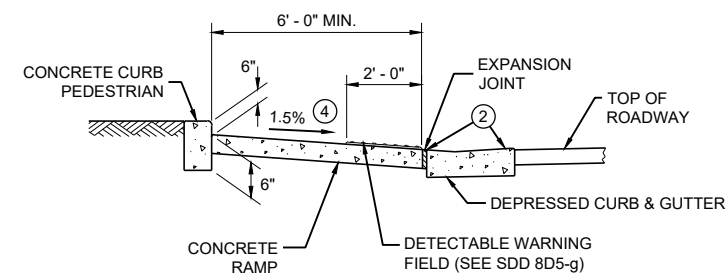
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

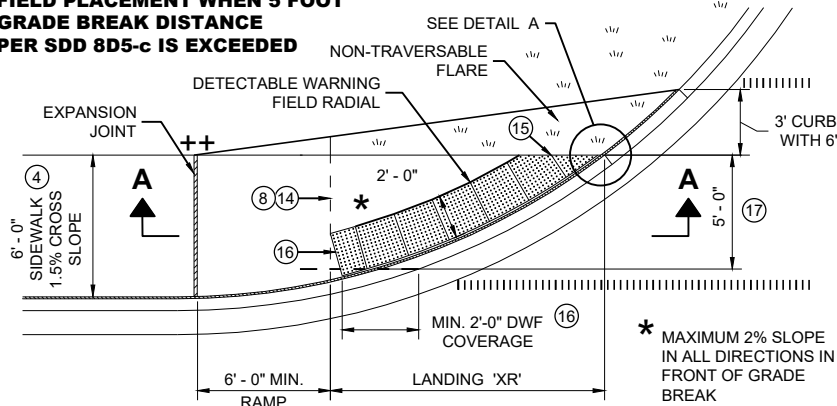


SECTION B - B FOR TYPE 7A

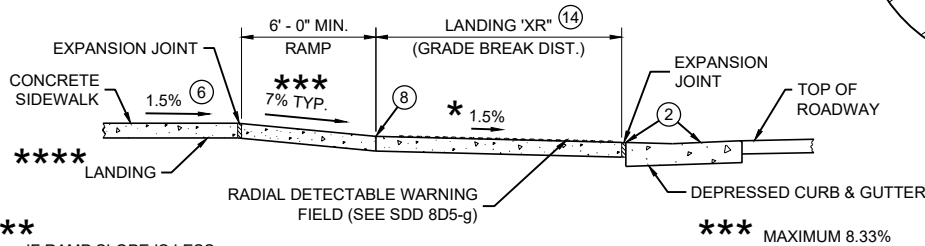
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

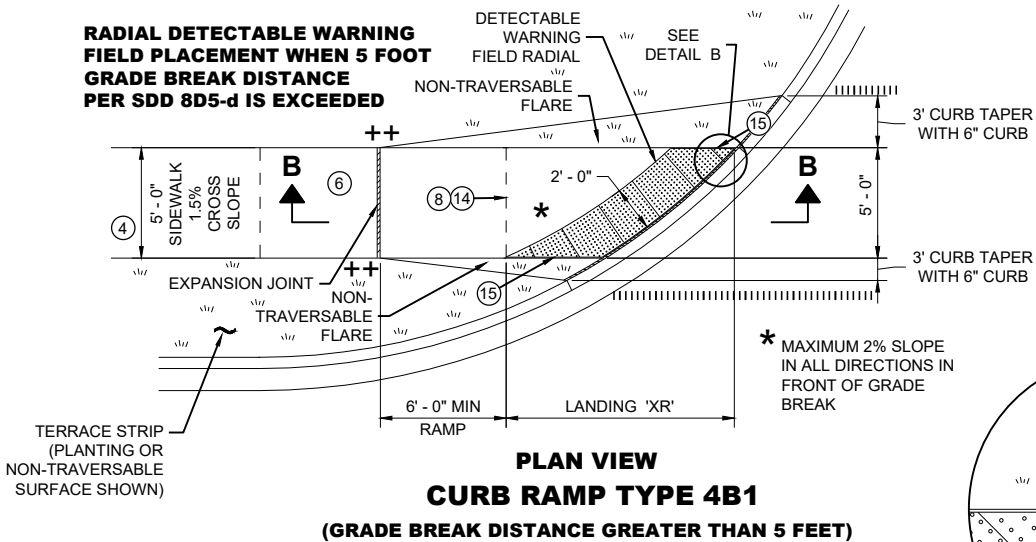


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

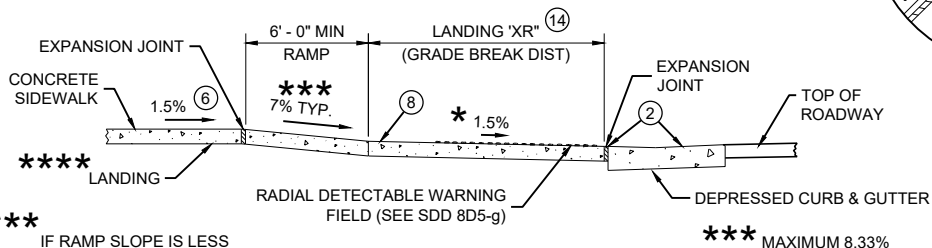


SECTION A - A FOR TYPE 4A1

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



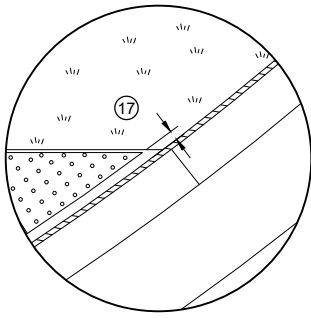
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A

GENERAL NOTES

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

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

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

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

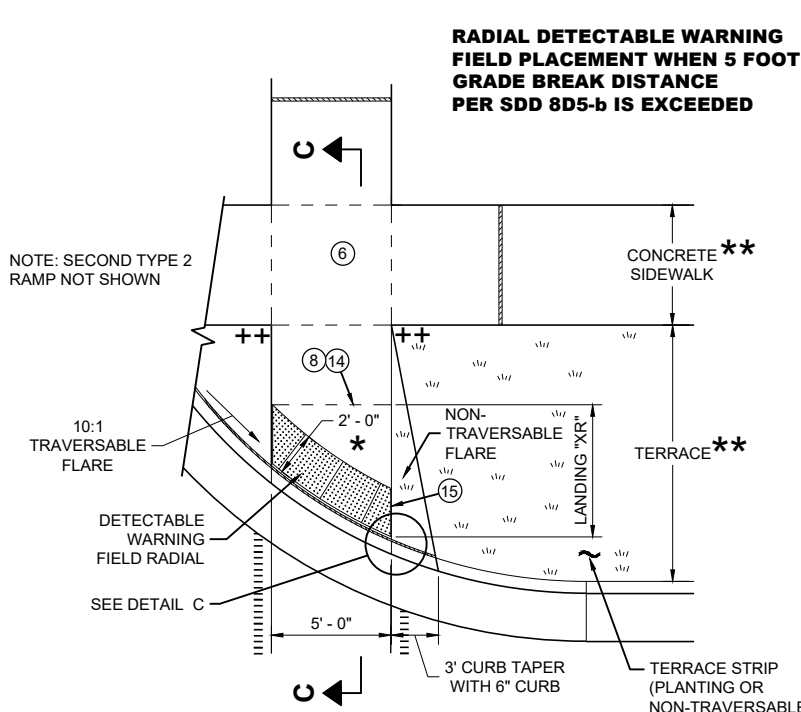
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

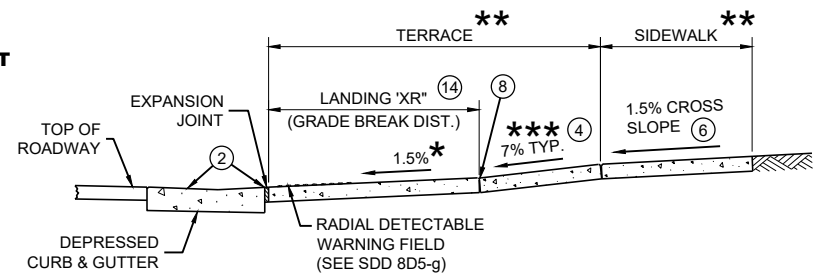
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

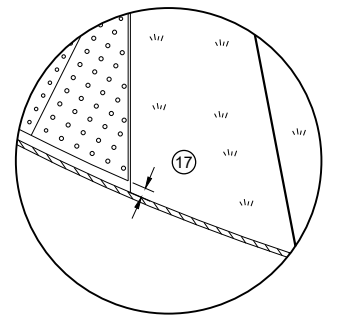
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



**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%

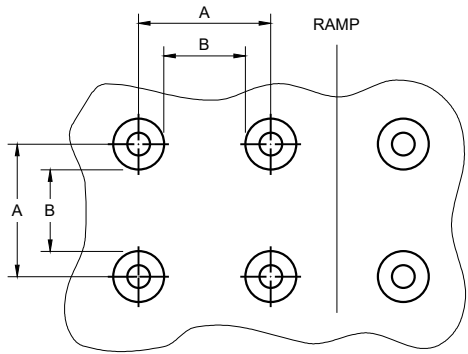
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

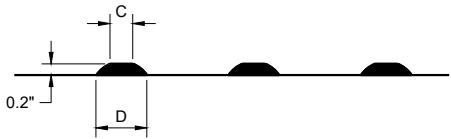
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

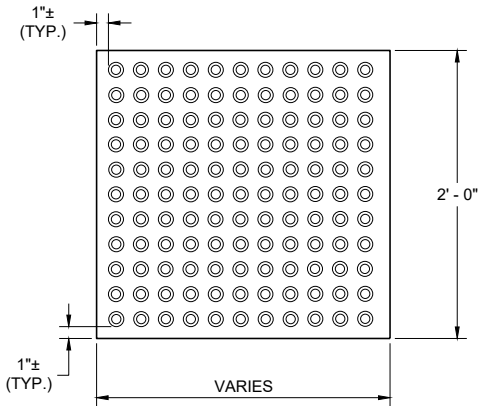


PLAN VIEW

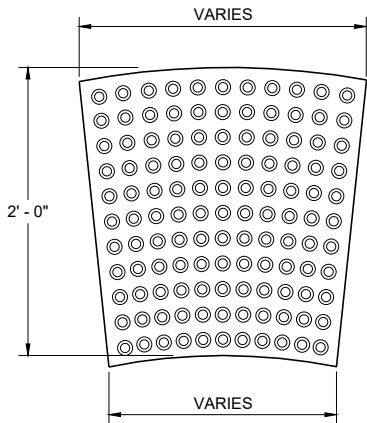


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

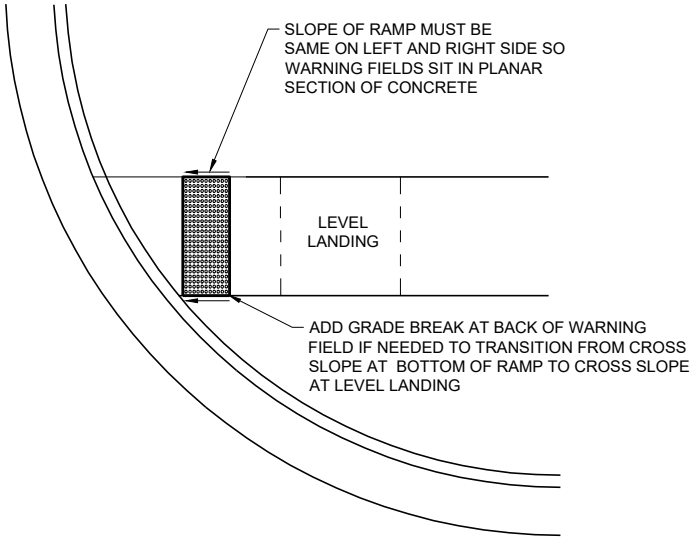


RECTANGULAR
PLATES

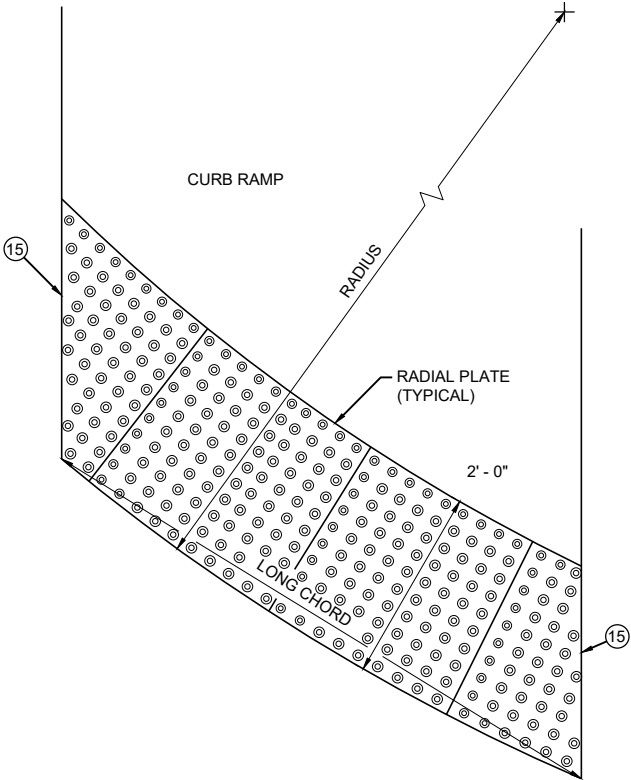


RADIAL
PLATES

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.

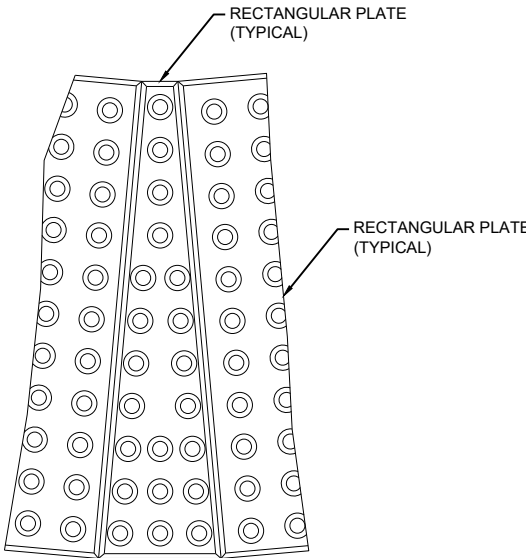
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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\"/>

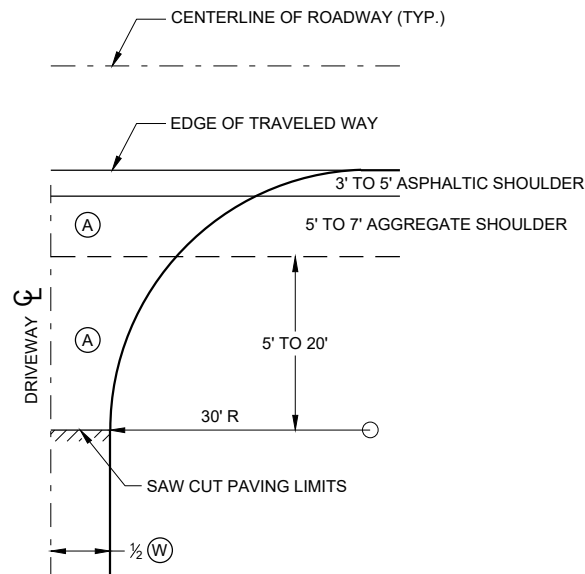


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

**CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES**

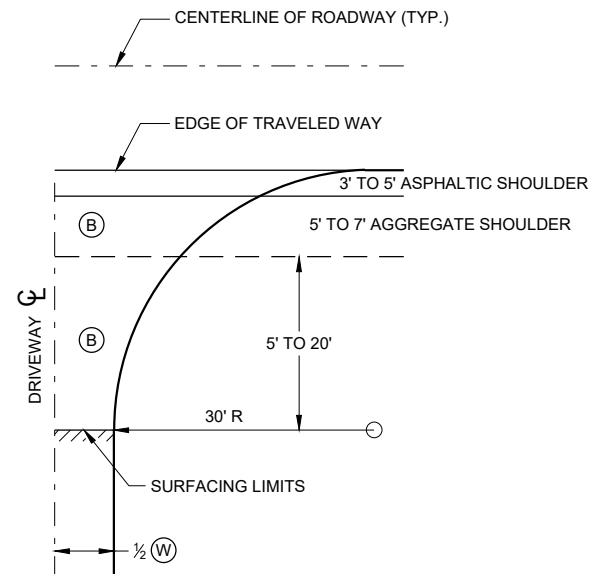
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

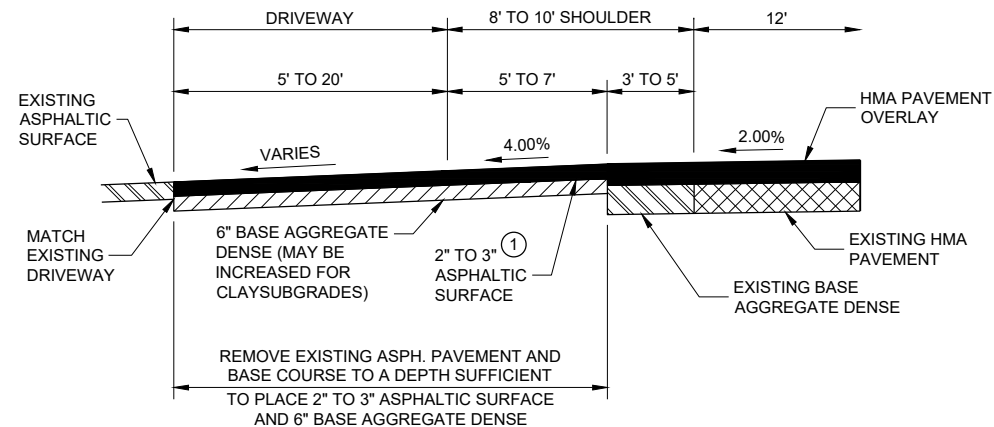


**PLAN VIEW
HALF SECTION**

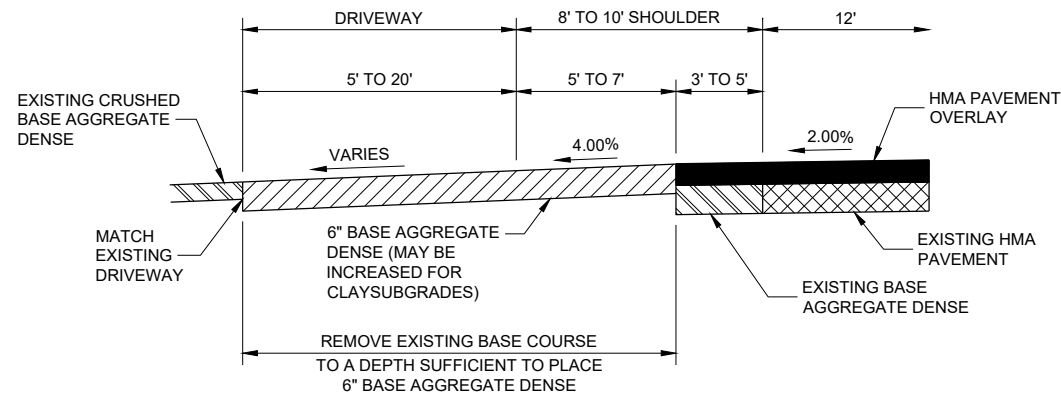
- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



**PLAN VIEW
HALF SECTION**



**PROFILE VIEW
RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS**



**PROFILE VIEW
RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS**

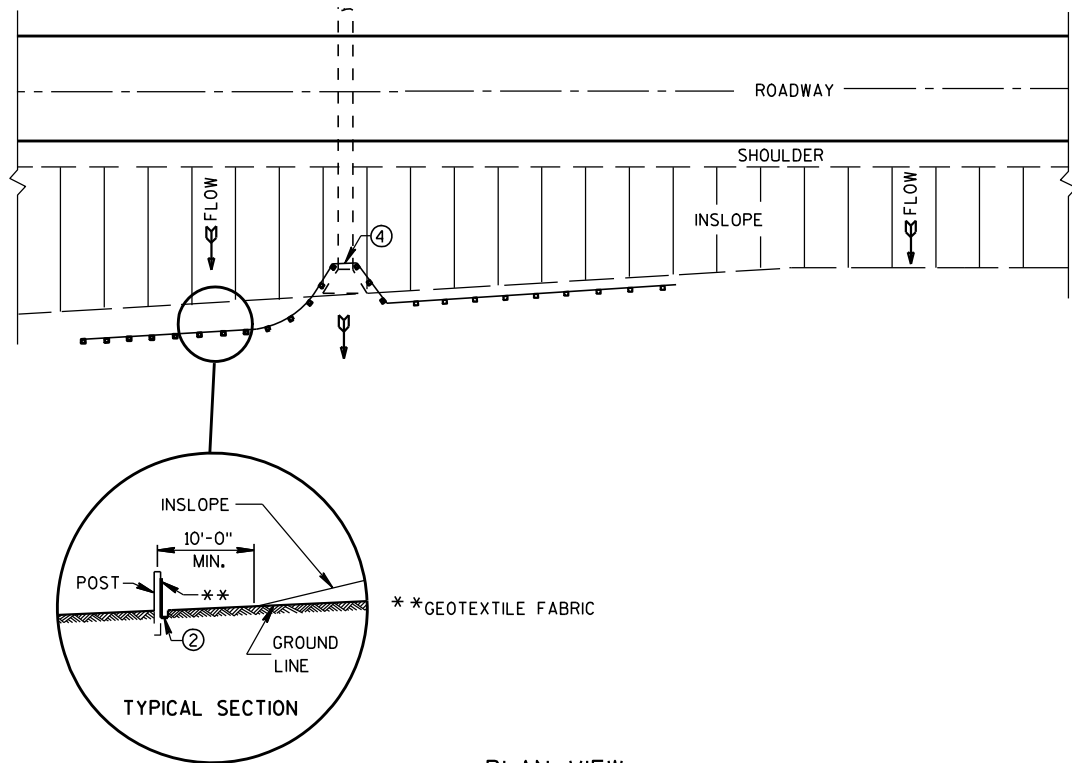
GENERAL NOTES

- ① DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.

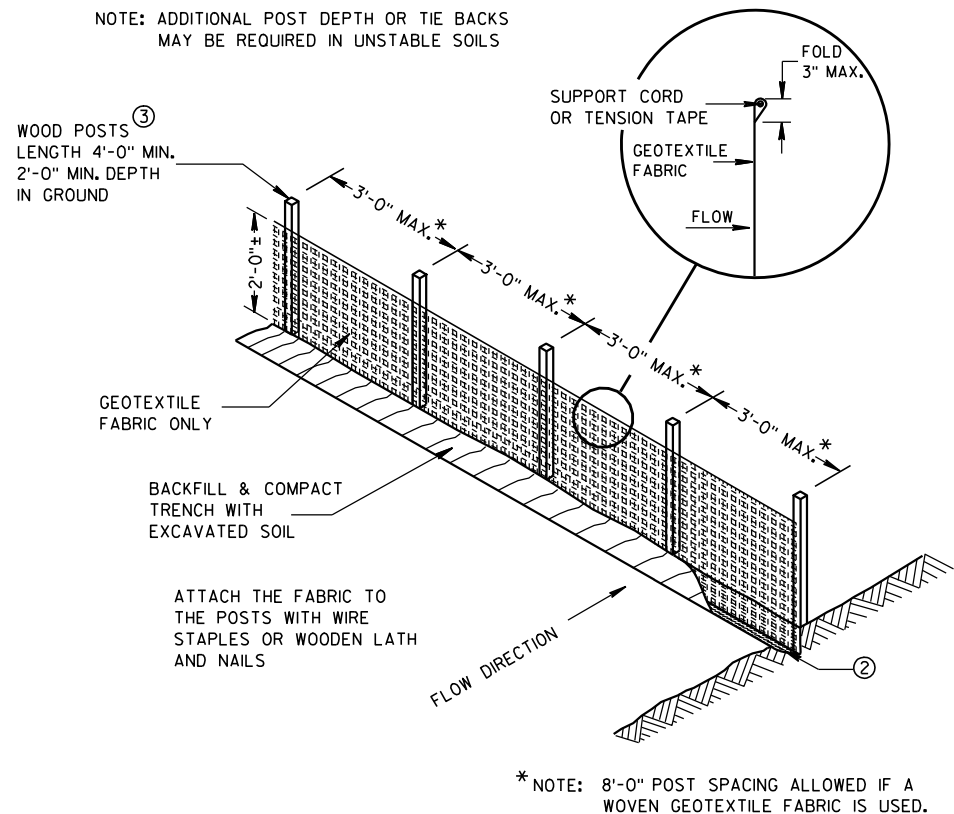
**DRIVEWAYS WITHOUT CURB
AND GUTTER RESURFACING
PROJECTS RURAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

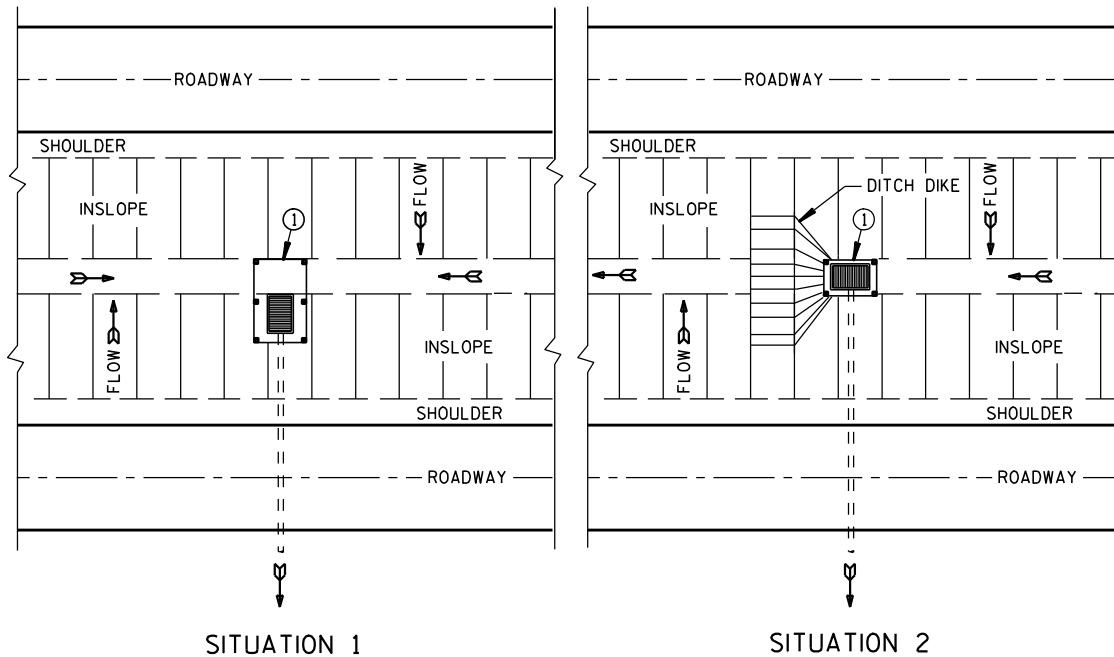
APPROVED
December 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 84
FHWA



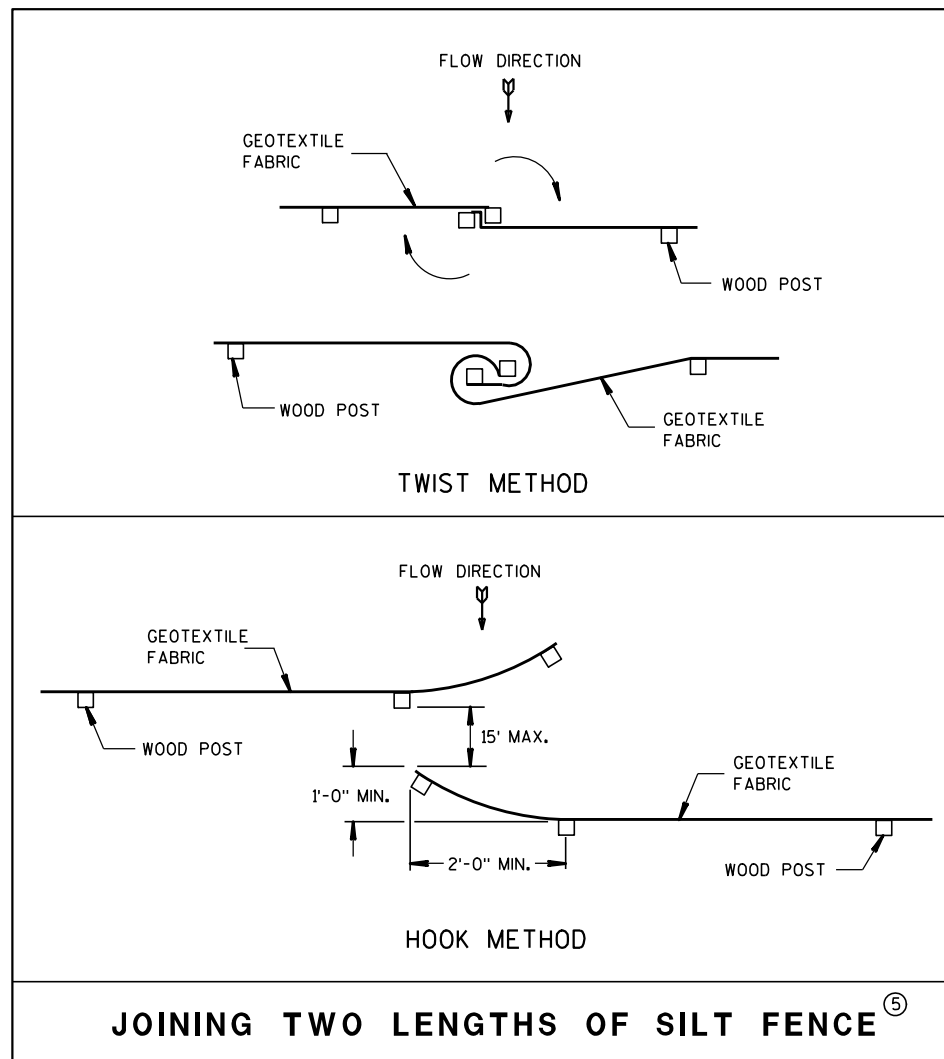
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

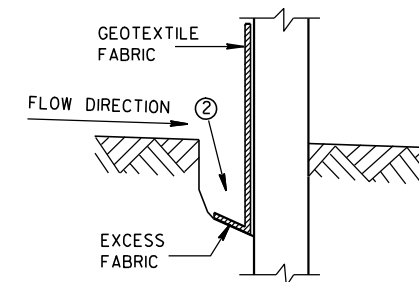


JOINING TWO LENGTHS OF SILT FENCE (5)

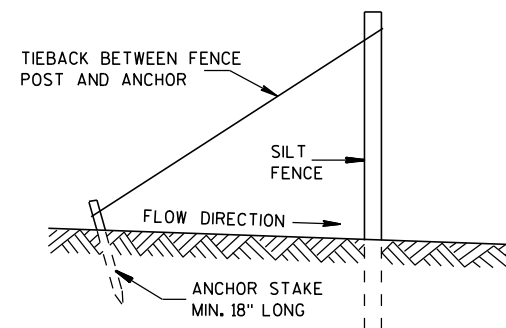
GENERAL NOTES

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

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

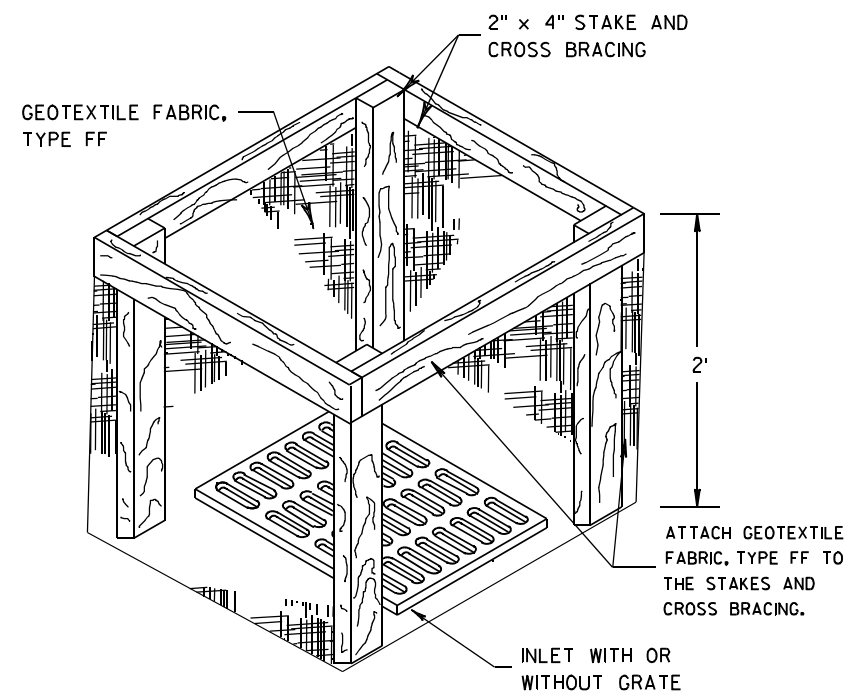
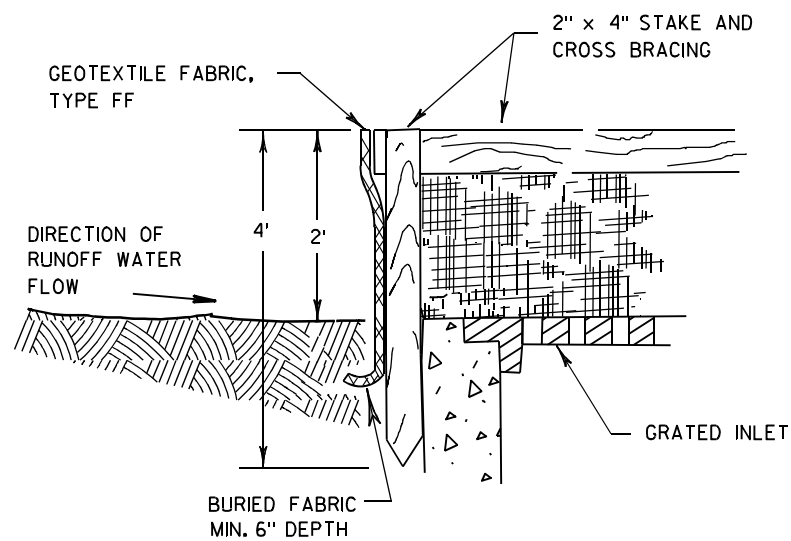


TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Conn CHIEF ROADWAY DEVELOPER 85 ENGINEER
FHWA	



INLET PROTECTION, TYPE A

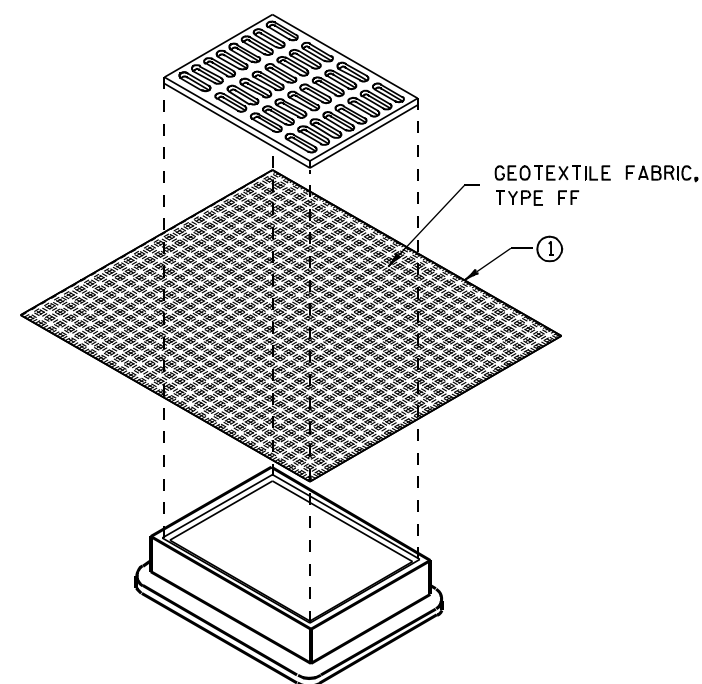
GENERAL NOTES

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.

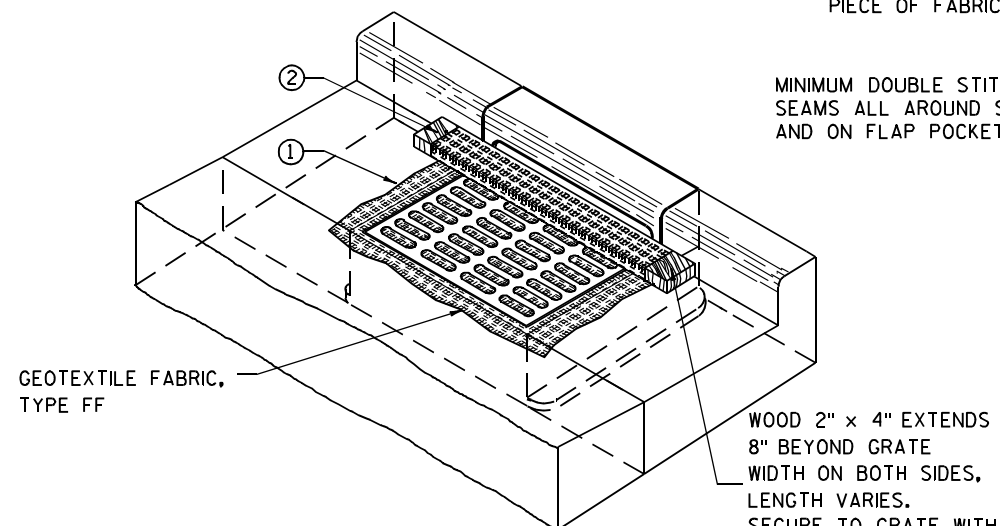
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

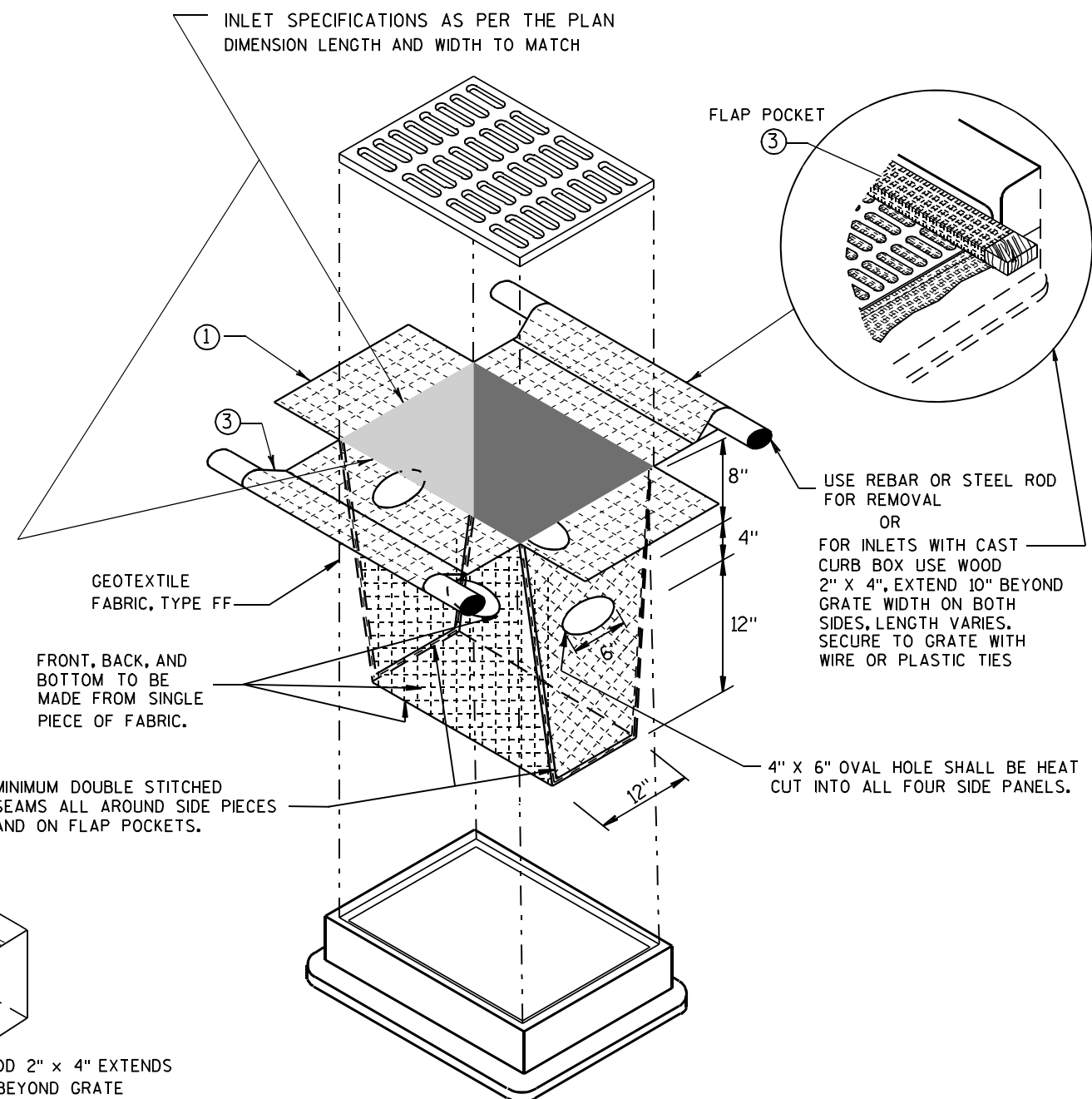
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



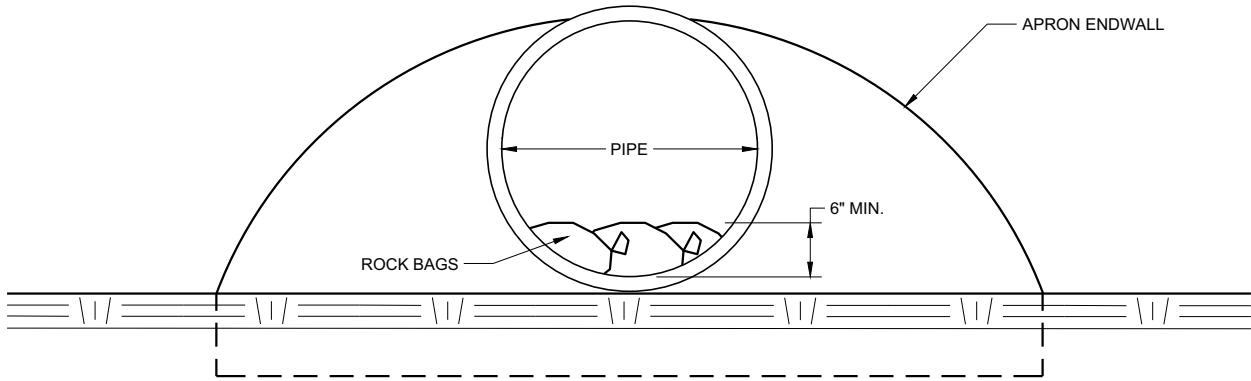
INLET PROTECTION, TYPE D

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

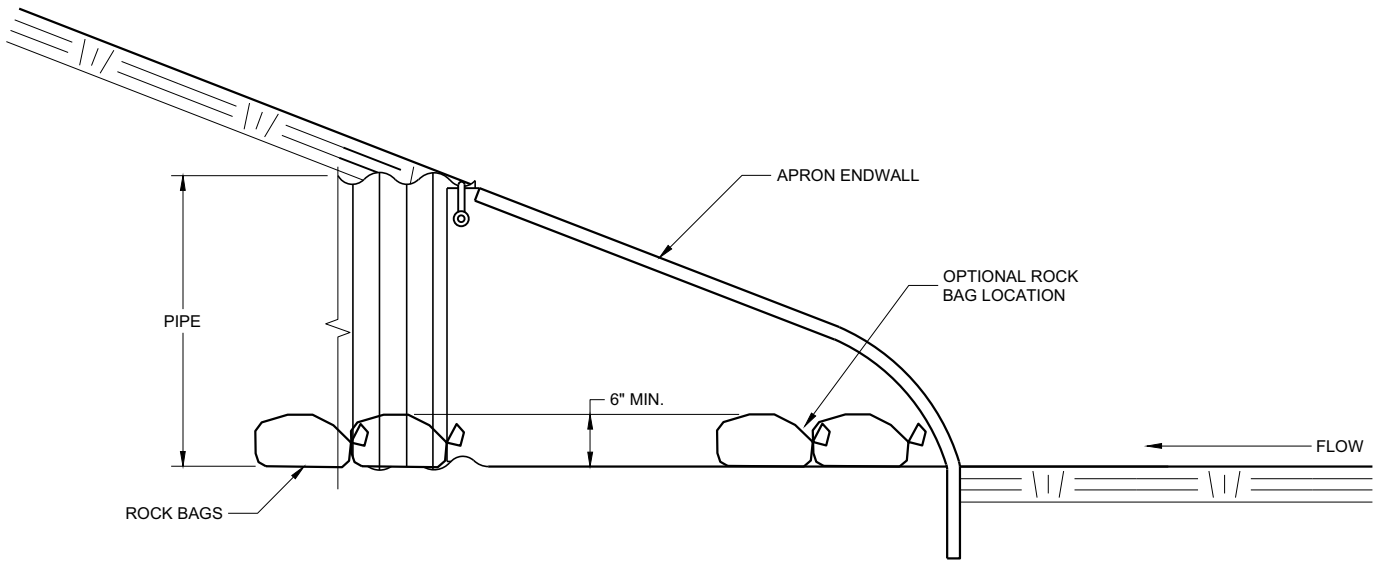
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 86
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



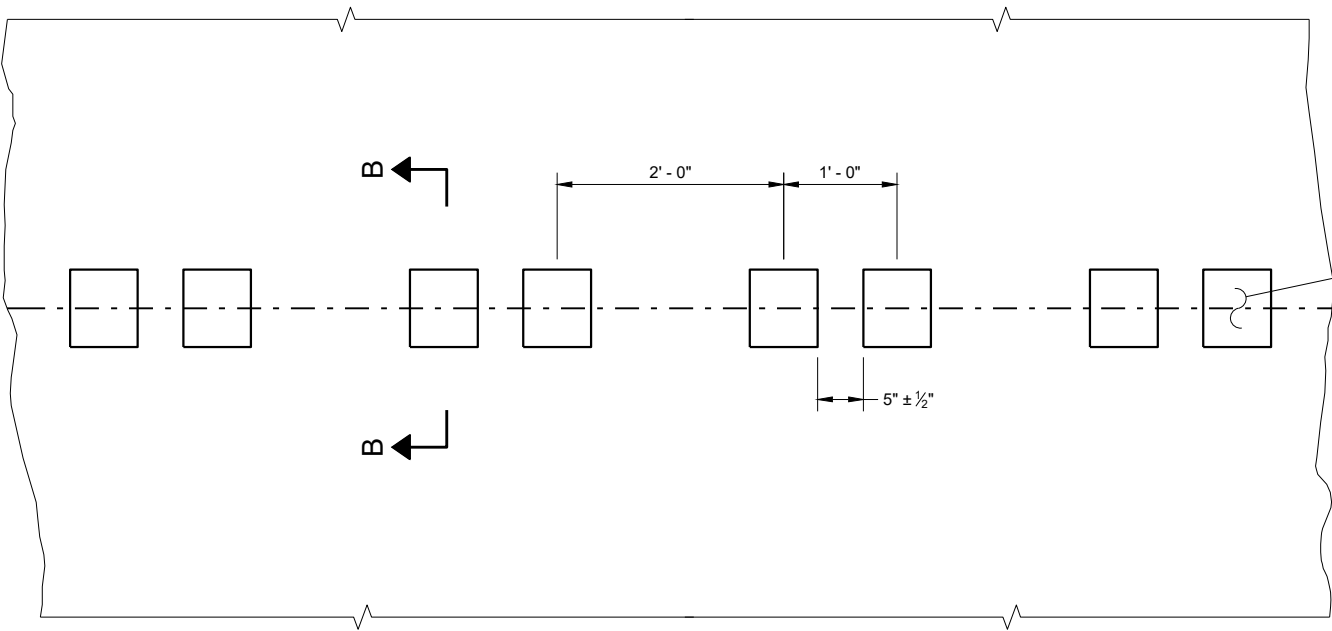
END VIEW



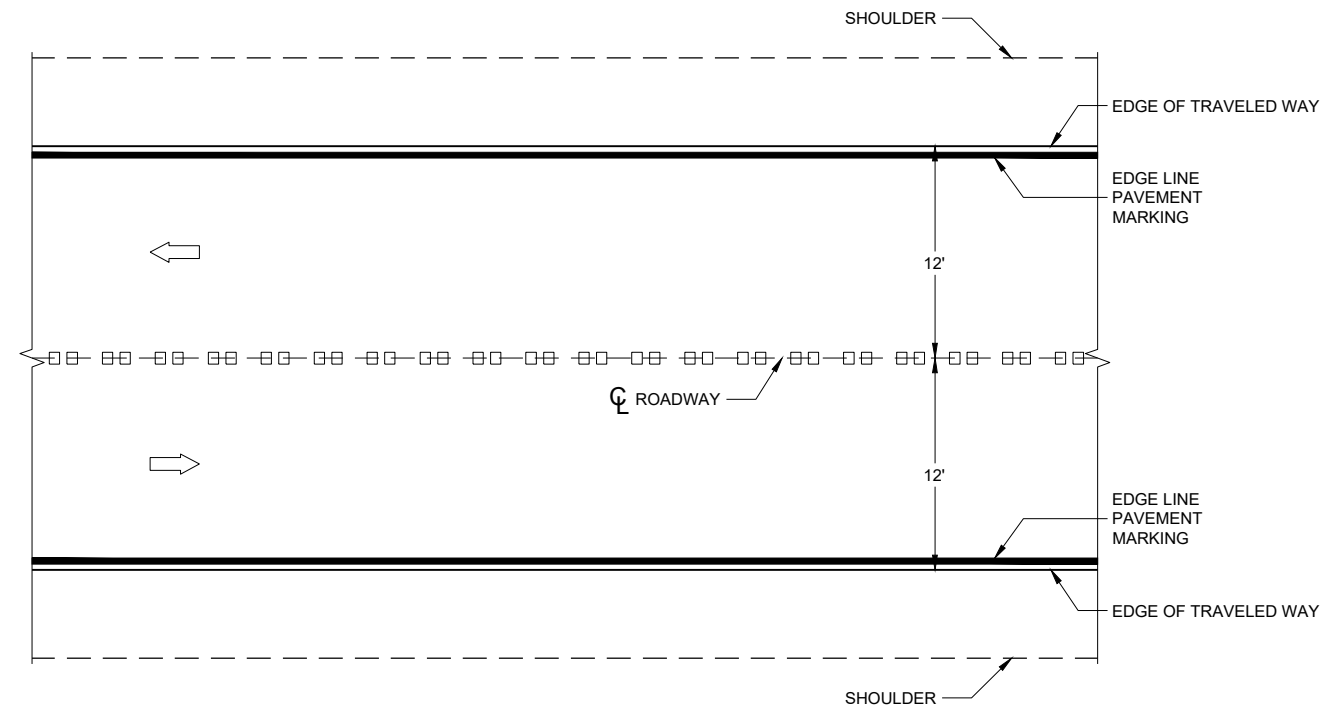
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI	87

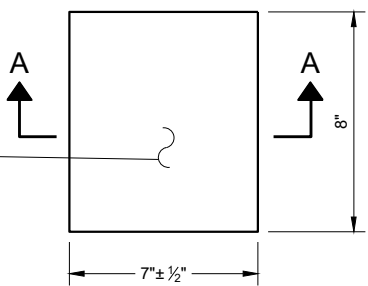


PLAN DETAIL VIEW

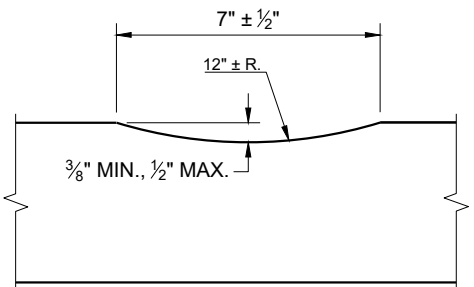


PLAN VIEW

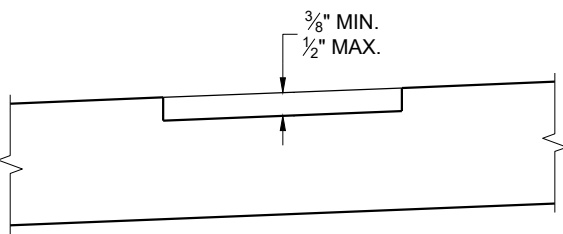
CENTERLINE RUMBLE STRIPS - ASPHALT



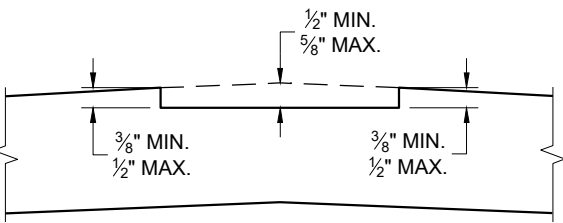
PLAN VIEW (SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

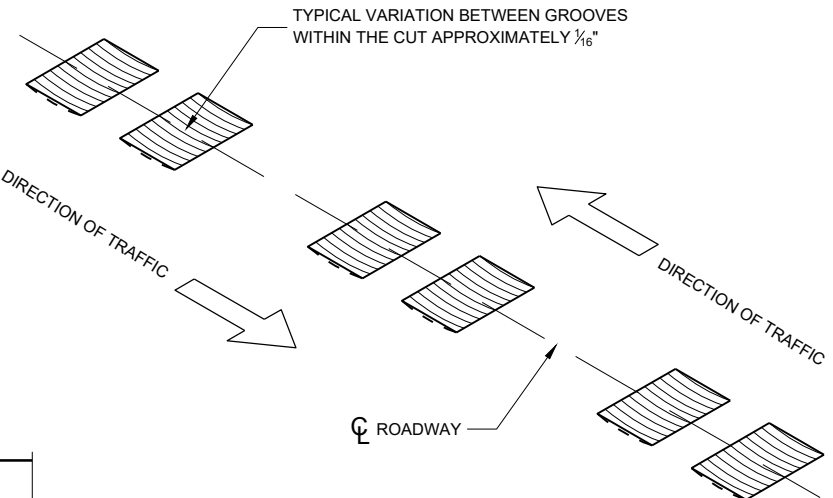


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

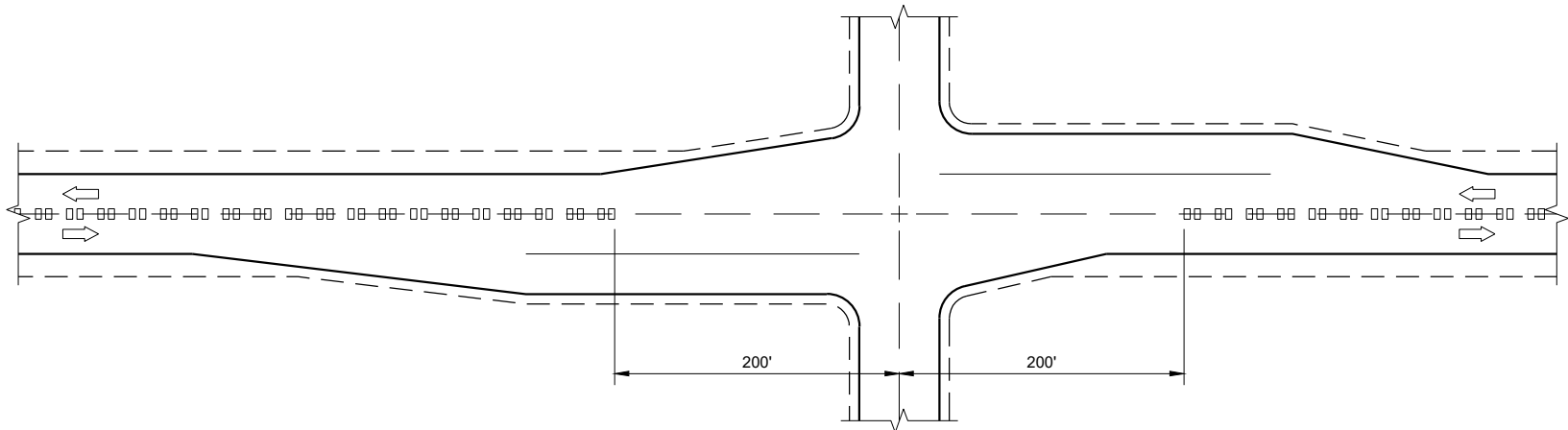
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

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

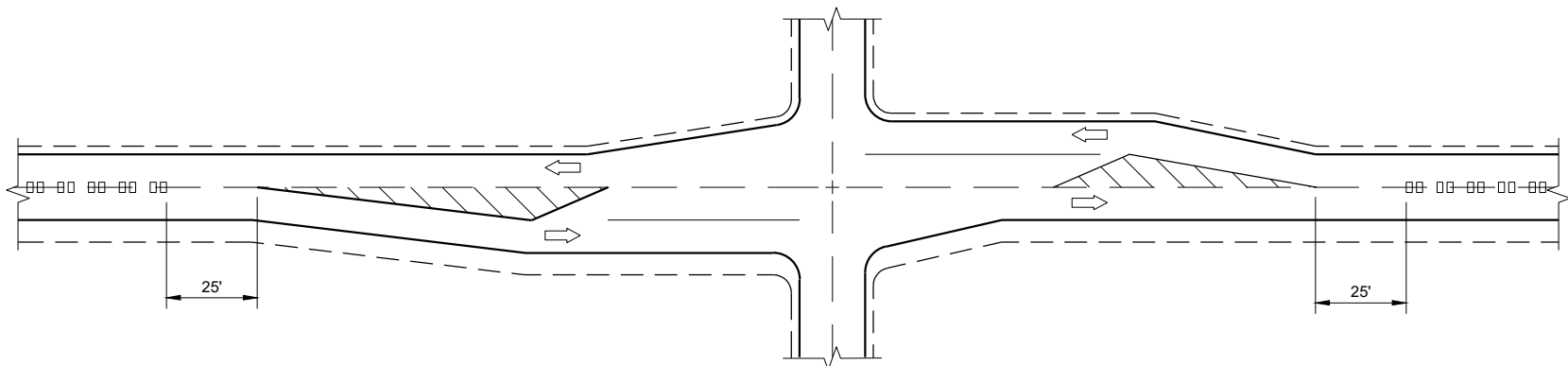


CENTERLINE RUMBLE STRIPS - ASPHALT

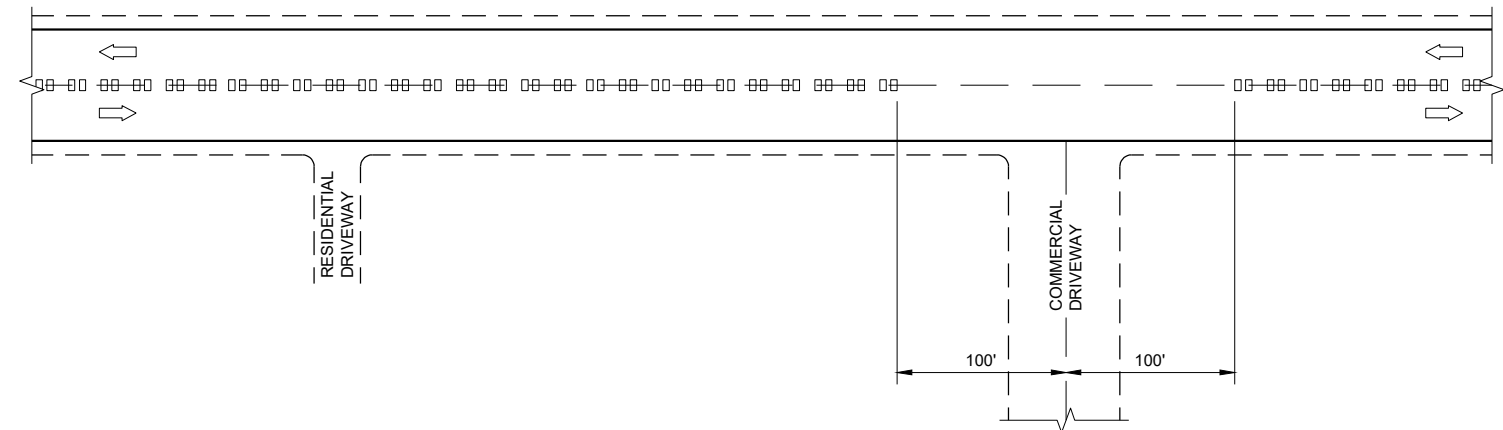
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



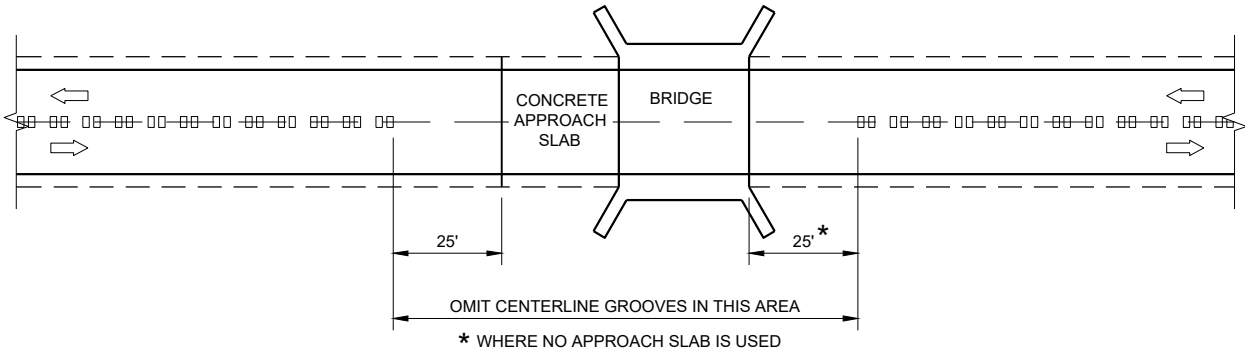
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



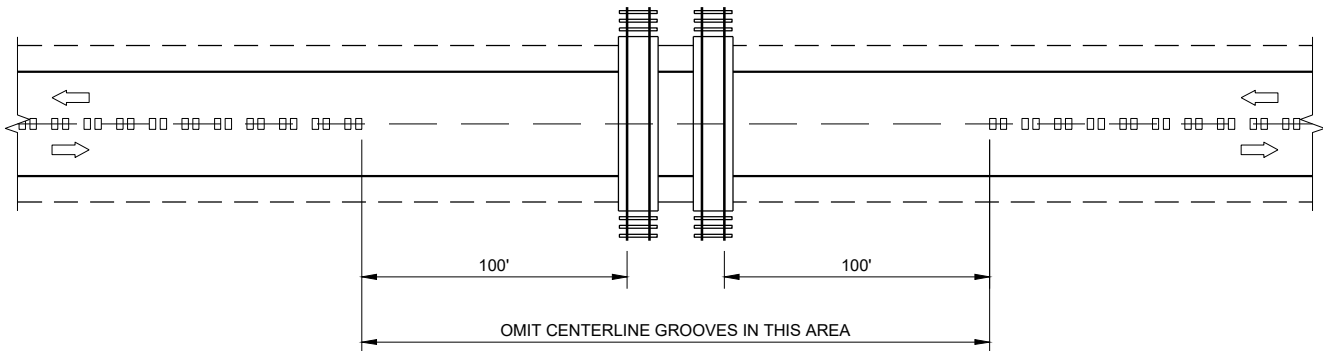
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES

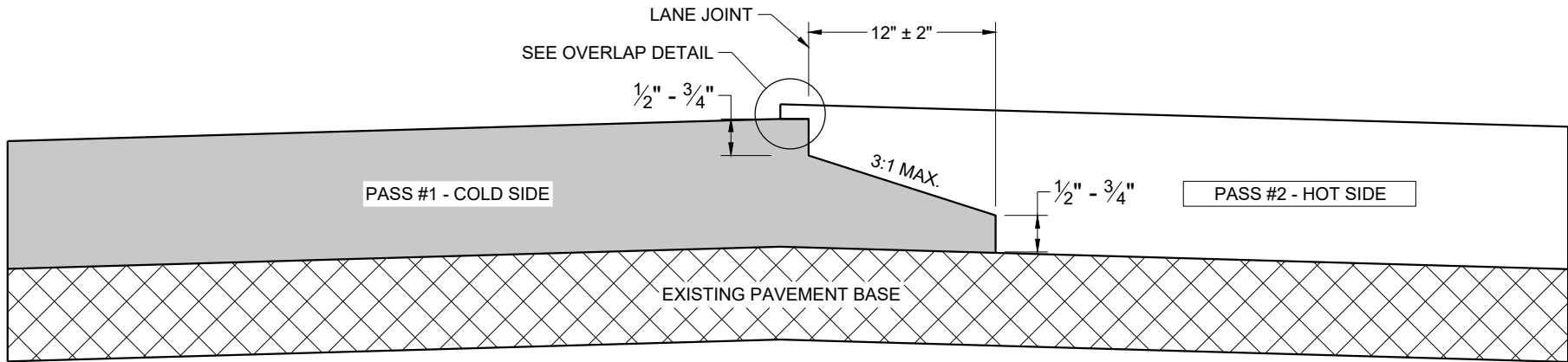


CENTERLINE GROOVES AT RAILROADS

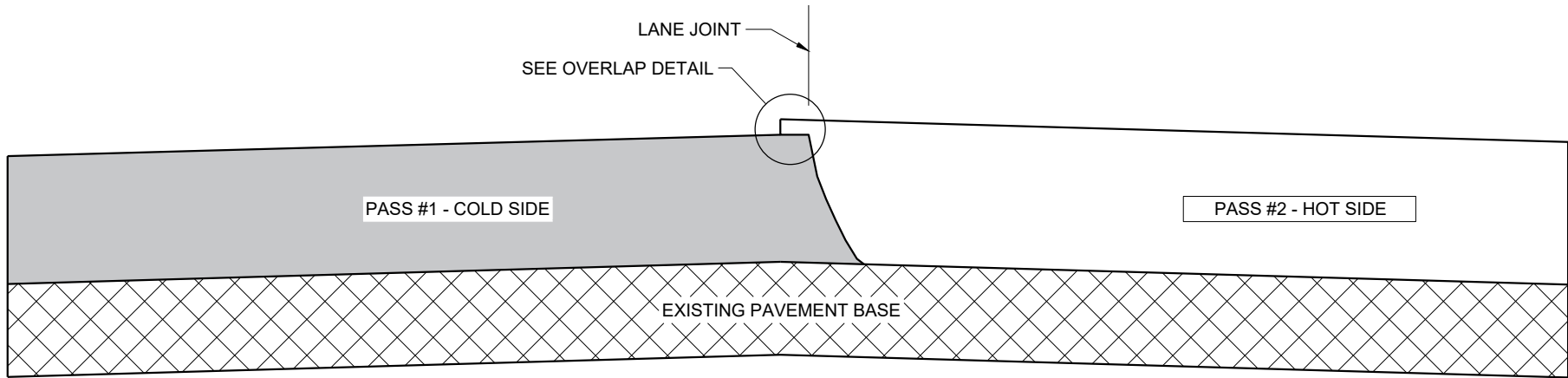
CENTER LINE
RUMBLE STRIPS -
INTERSECTIONS, DRIVEWAYS,
BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

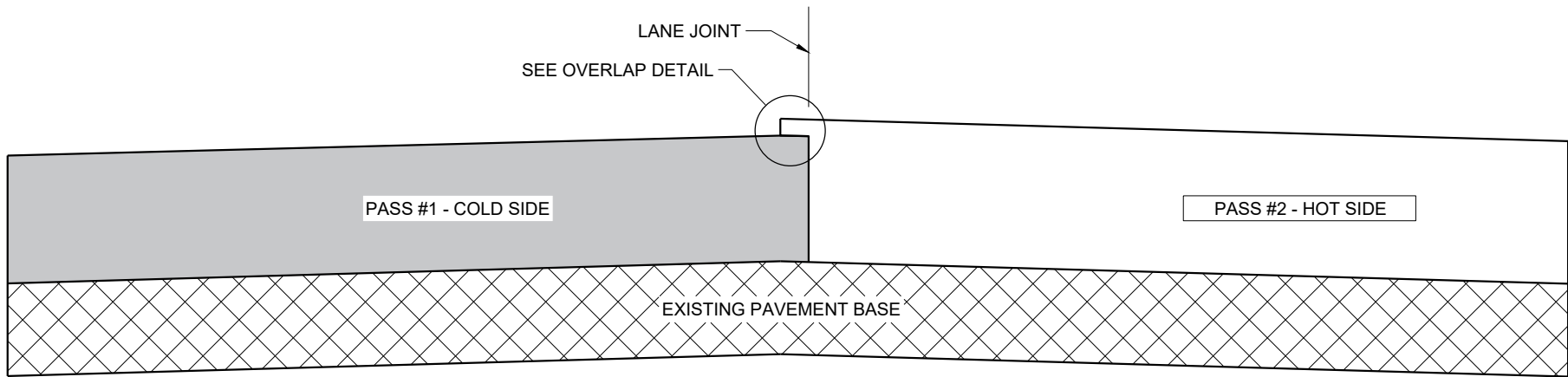
APPROVED
May 2023
DATE
/S/ John Jenkins
ROADWAY STANDARDS DEVELOPMENT ENGINEER
89
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

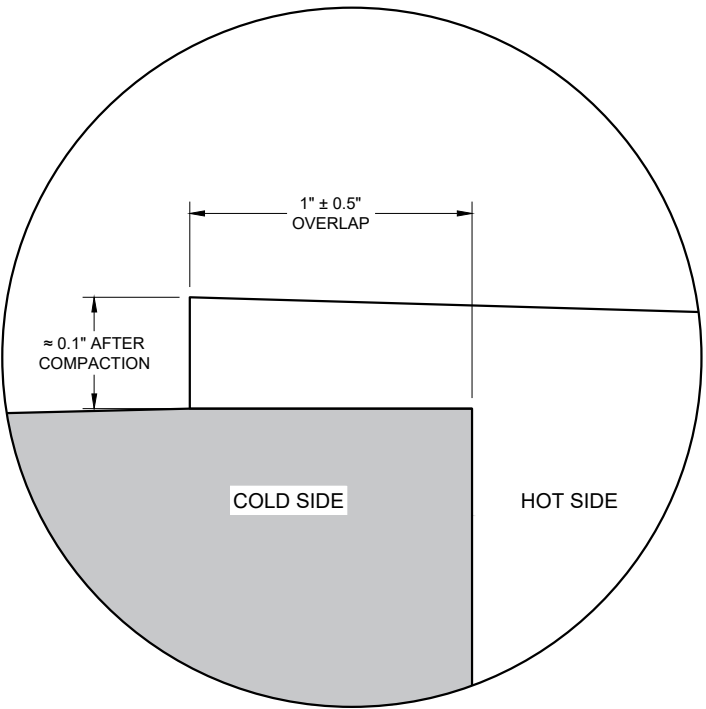
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



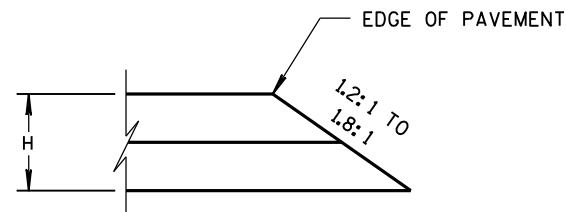
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

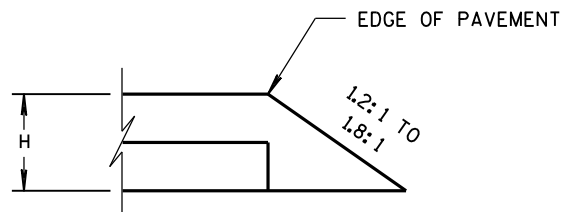
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 90

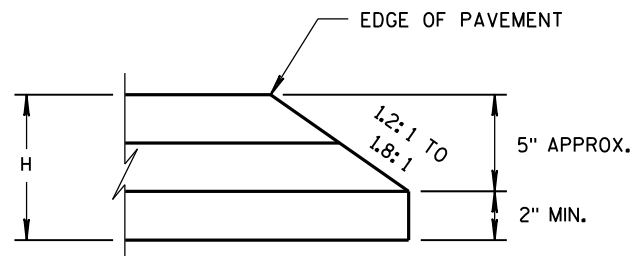
FHWA



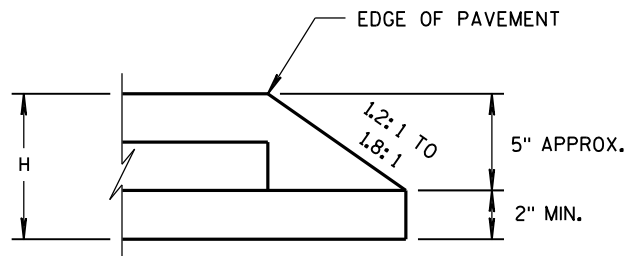
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

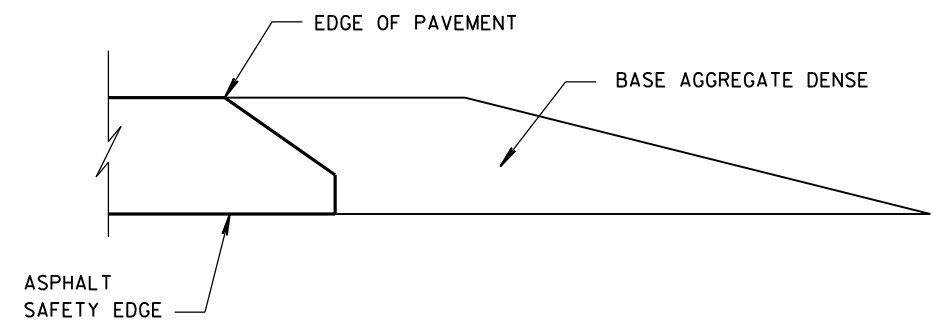


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE

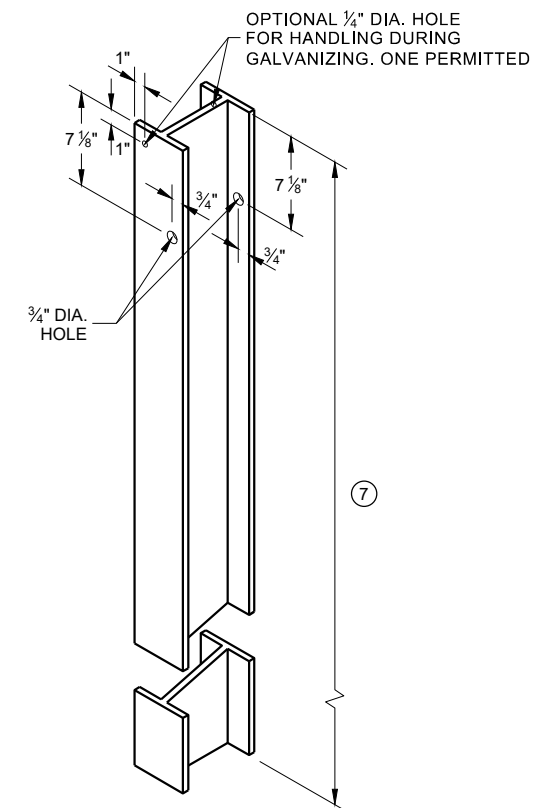
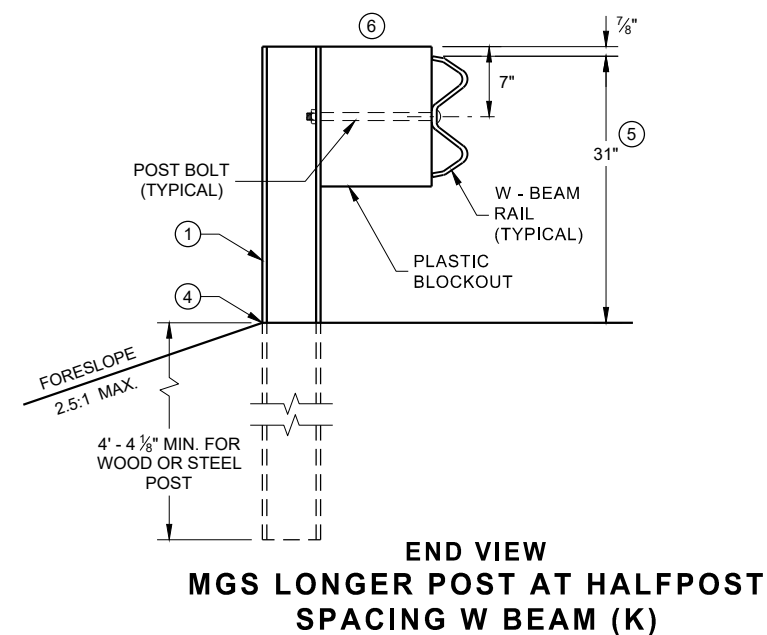
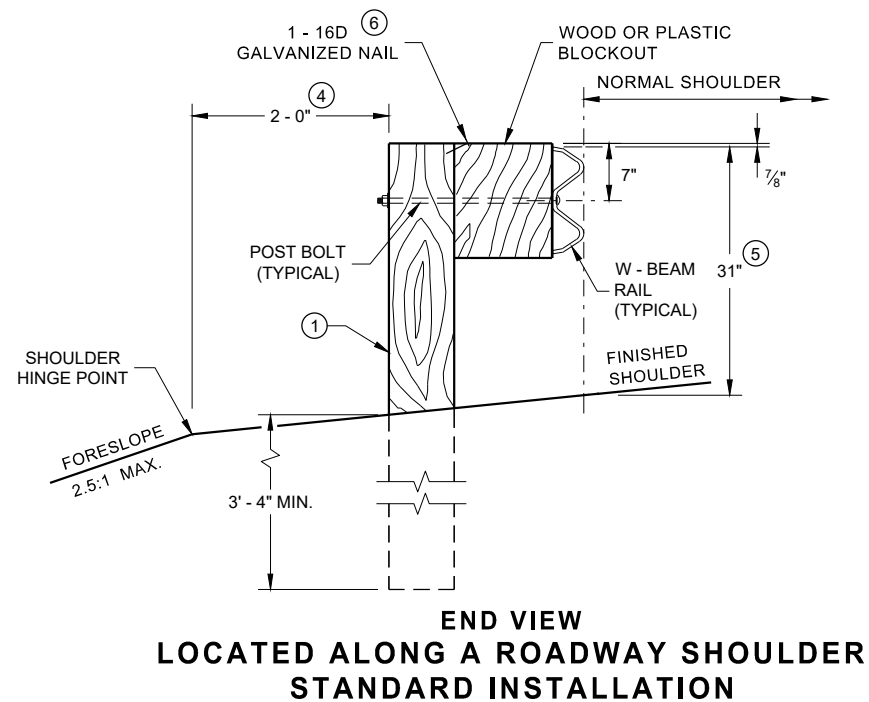
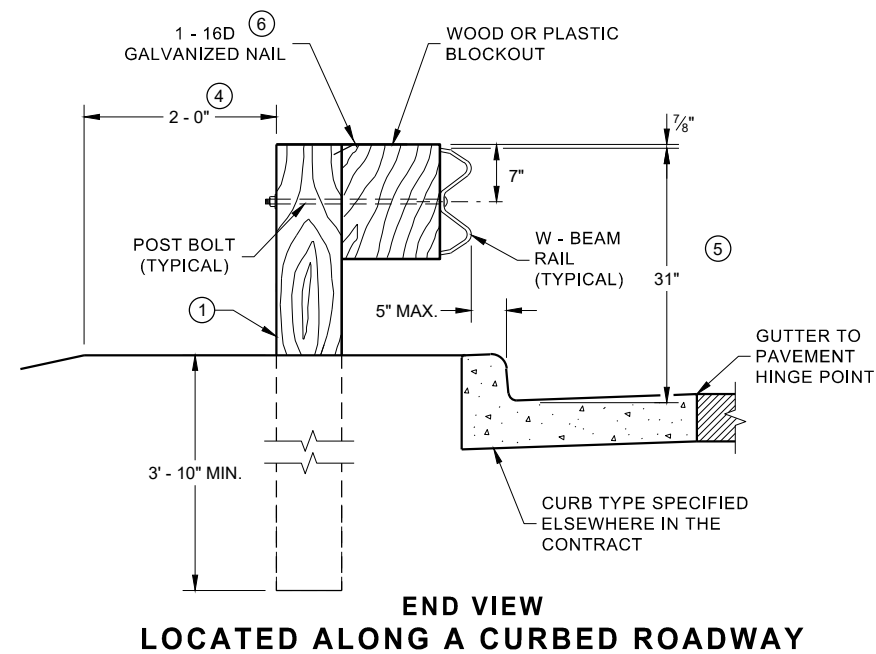
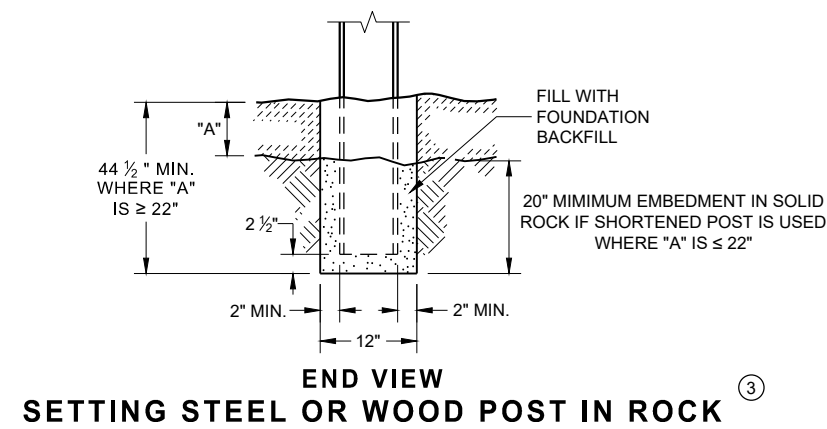
11/30/2012

/s/ Jerry H. Zogg
ROADWAY STANDARDS
ENGINEER

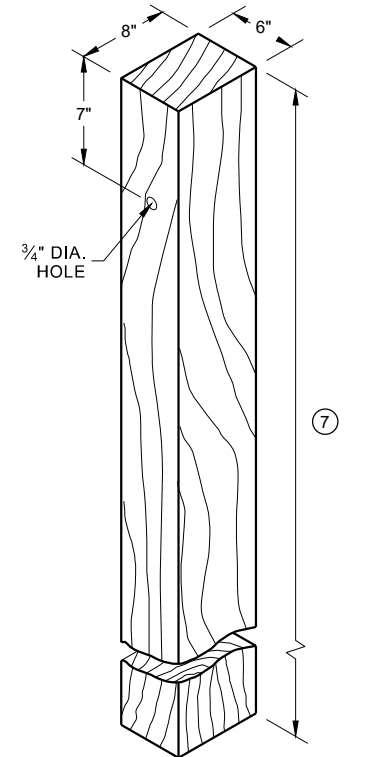
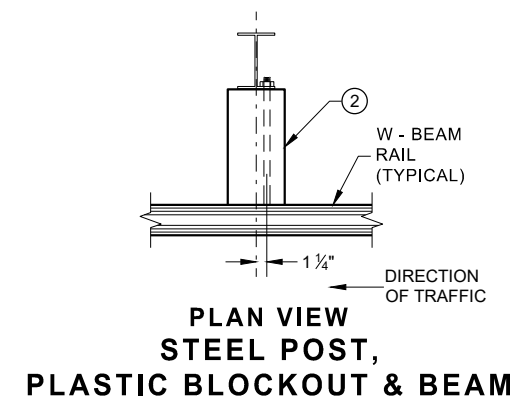
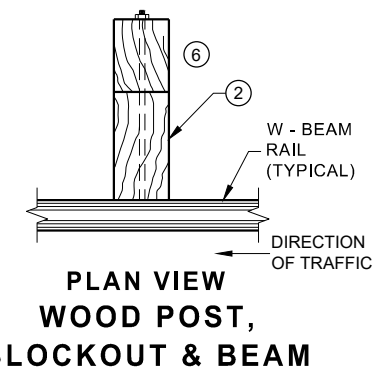
FHWA

ENT

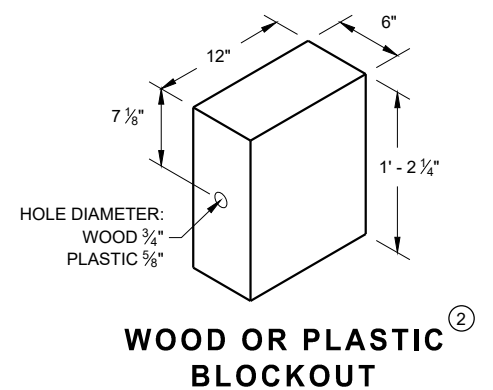
- ① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- ② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- ③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AND INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- ④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).
- ⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS $\pm 1"$. FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 3/4" TO 32".
- ⑥ WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- ⑦ TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".

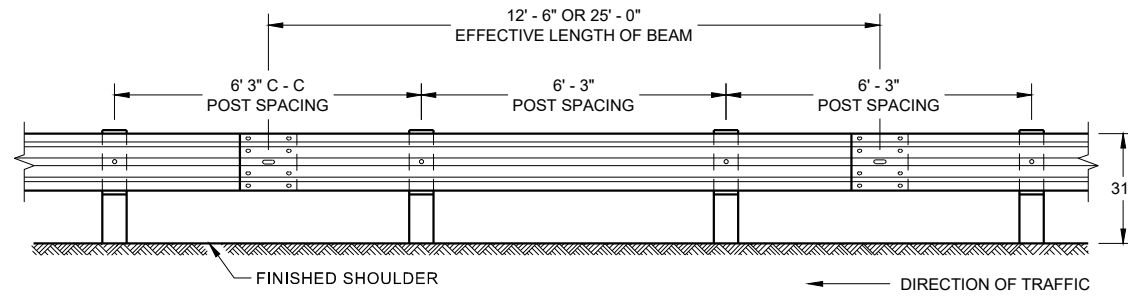


**STEEL POST & HOLE
PUNCHING DETAIL
(W 6 X 9) ①**

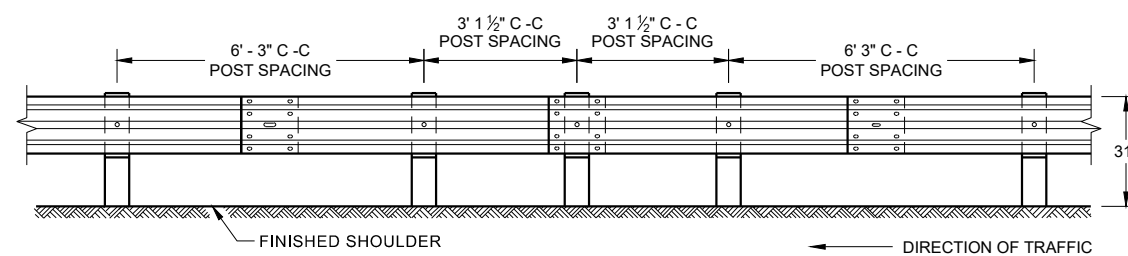


WOOD POST (6" X 8") NOMINAL ⁽¹⁾

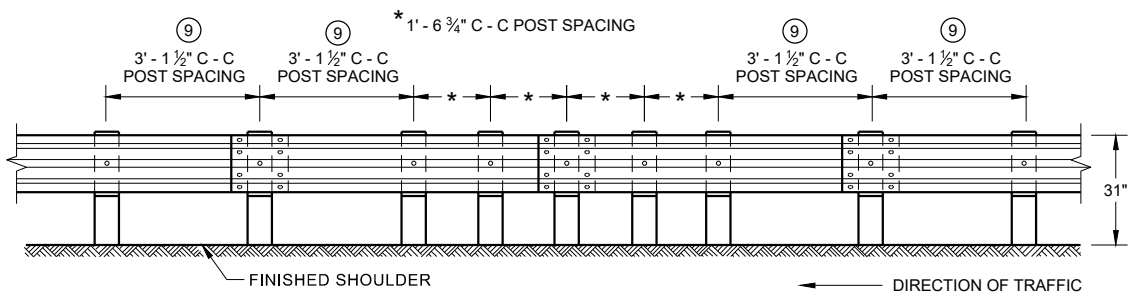




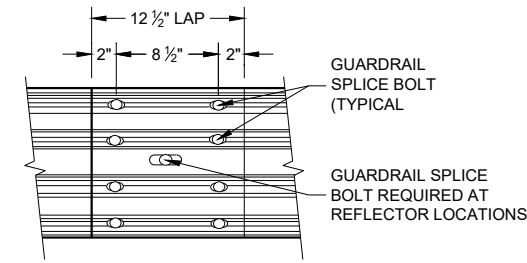
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



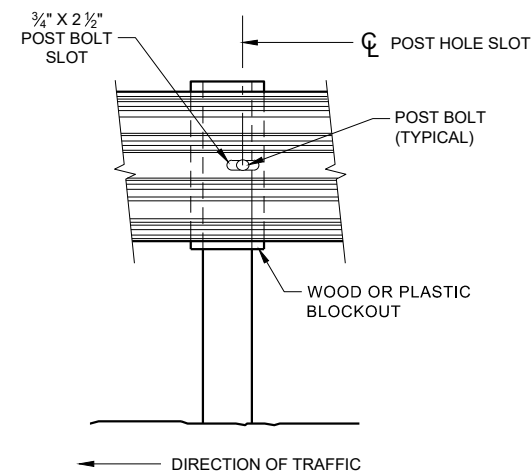
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



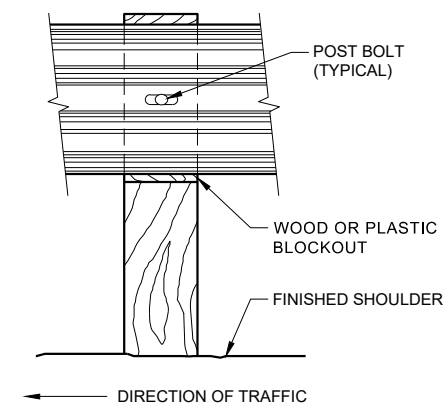
**FRONT VIEW
QUARTER POST SPACING (QS)**



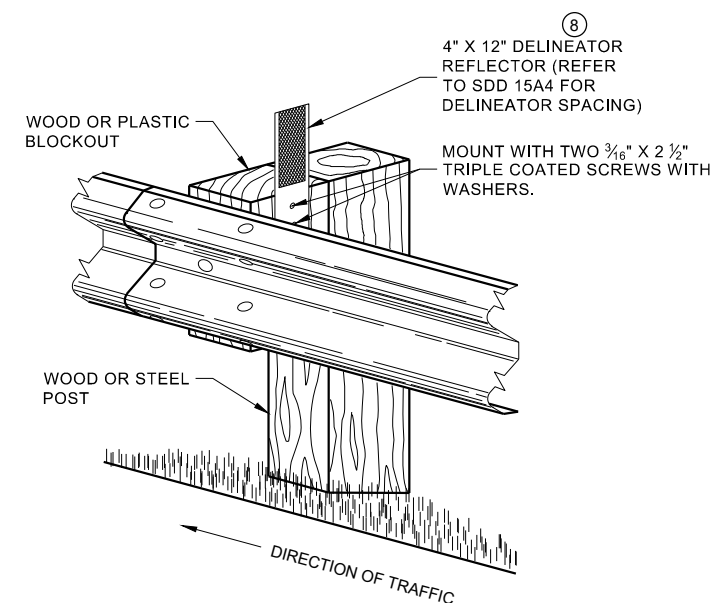
**FRONT VIEW
MID-SPAN BEAM SPLICE**



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



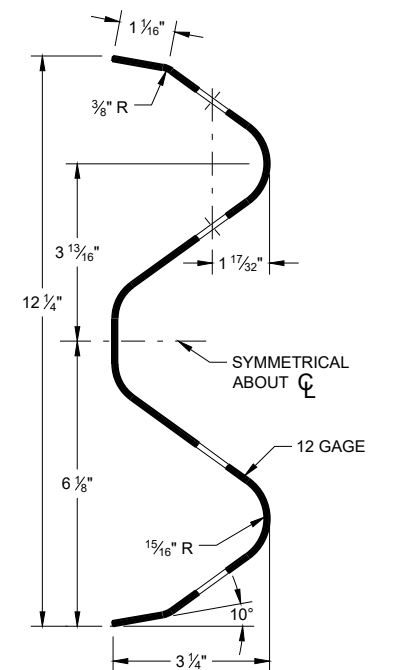
**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

GENERAL NOTES

- 8 DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- 9 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

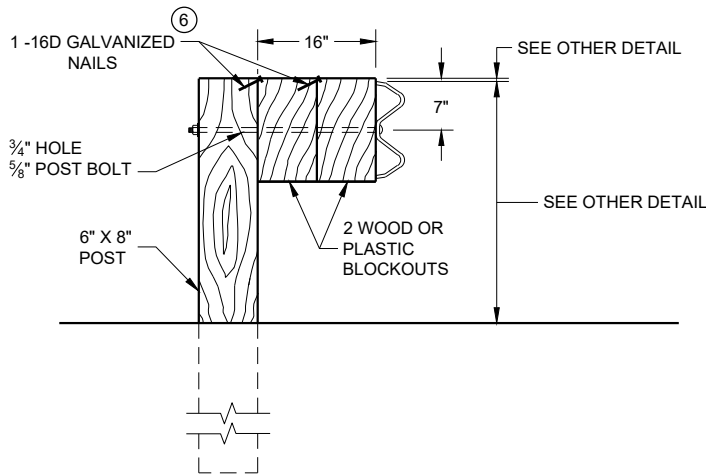
GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



SECTION THRU W-BEAM RAIL

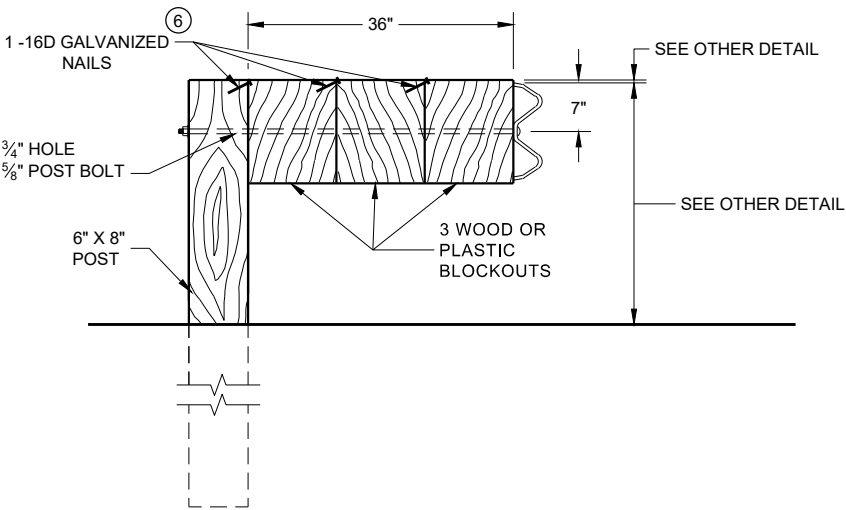
**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR 16" BLOCKOUT DEPTH

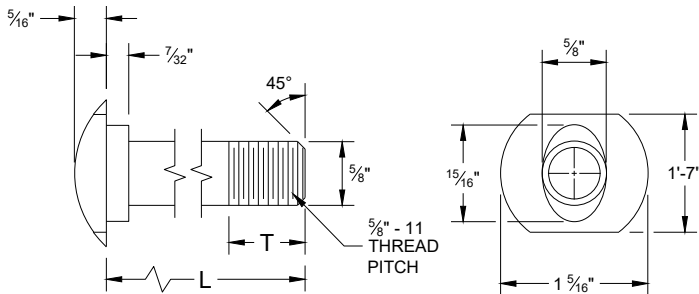
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



DETAIL FOR 36" BLOCKOUT DEPTH

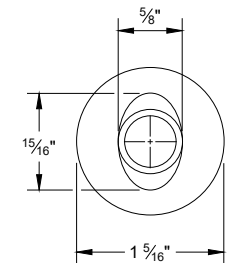
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

- NOTE:
- 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
 - 2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

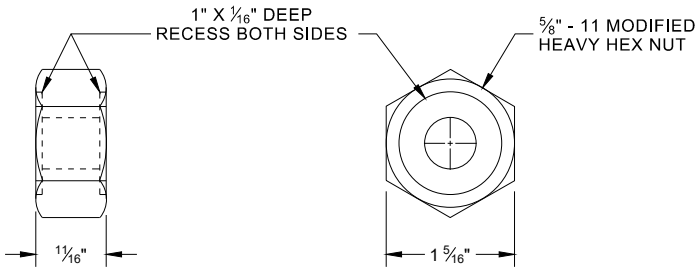


POST BOLT TABLE

L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

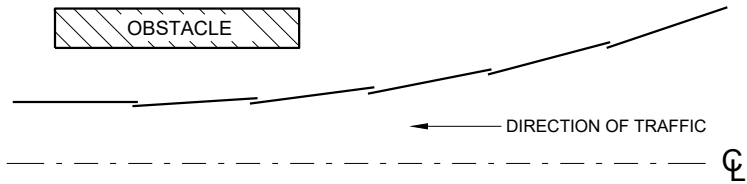


ALTERNATE BOLT HEAD

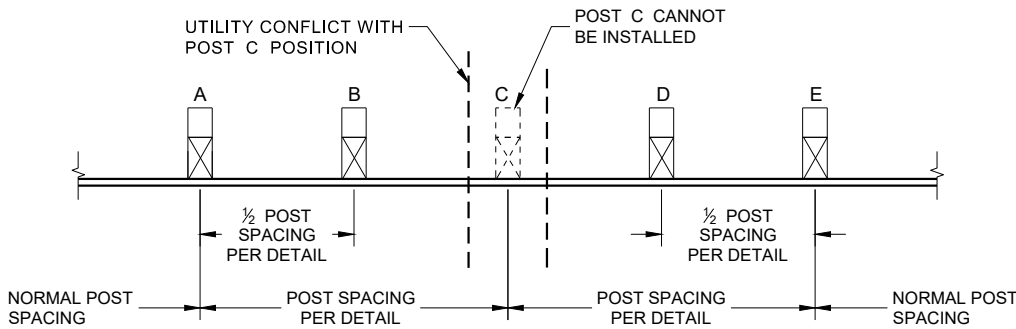


POST BOLT, SPLICE BOLT
AND RECESS NUT

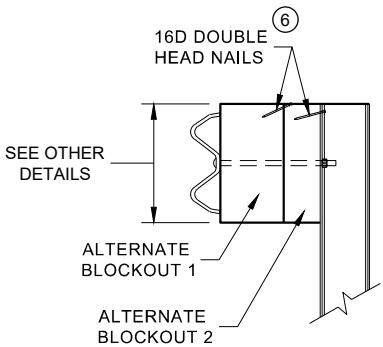
- 6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



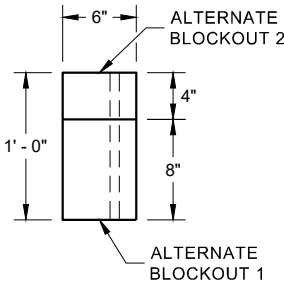
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW

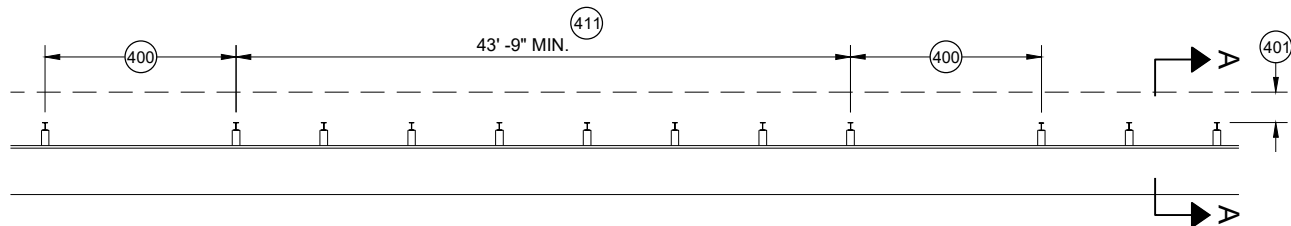


PLAN VIEW

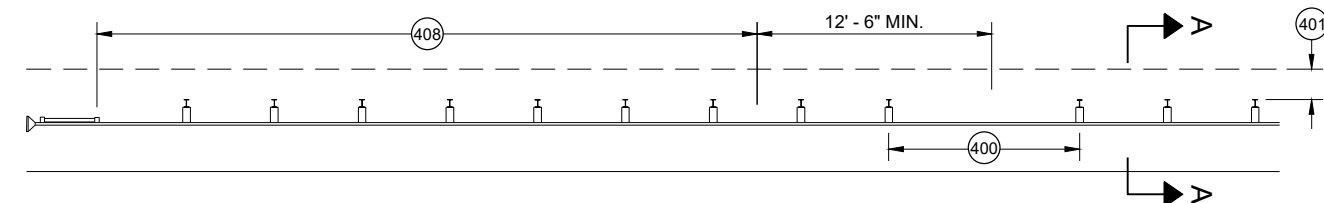
ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

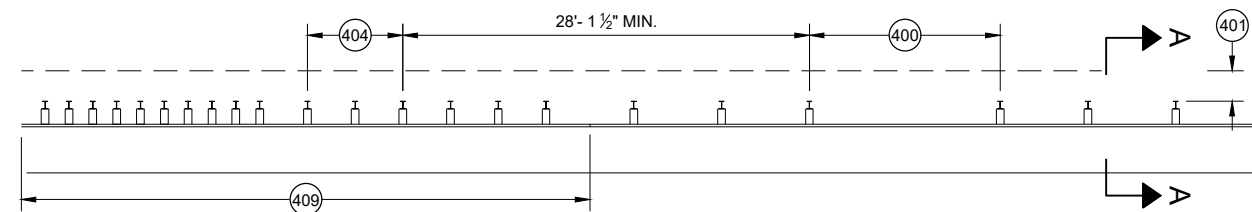
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



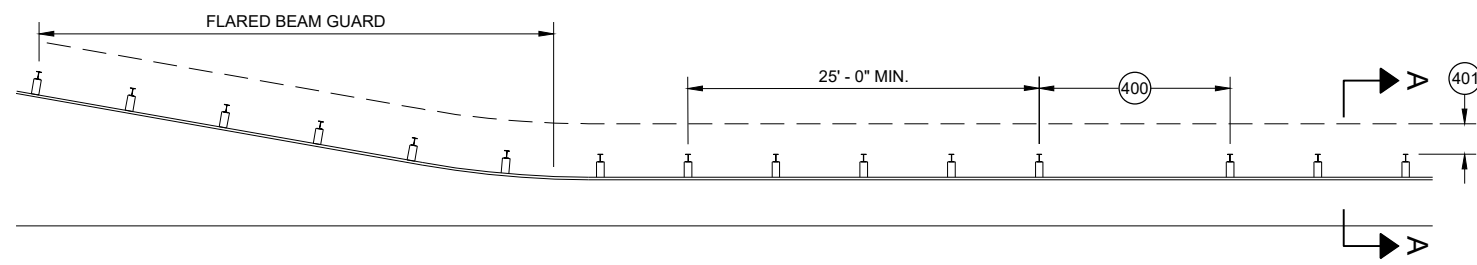
MISSING POST IN MGS GUARDRAIL



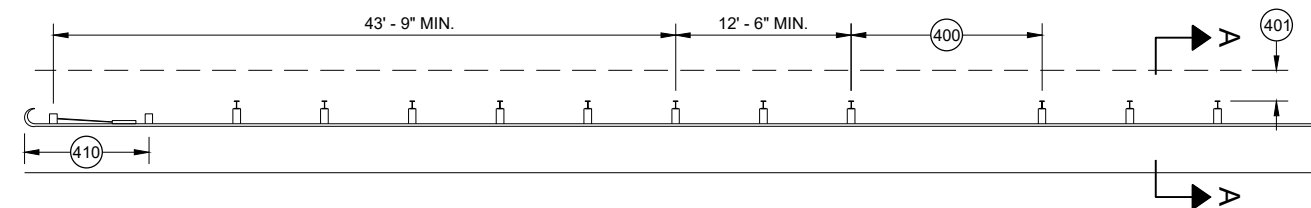
MISSING POST IN MGS GUARDRAIL NEAR EAT



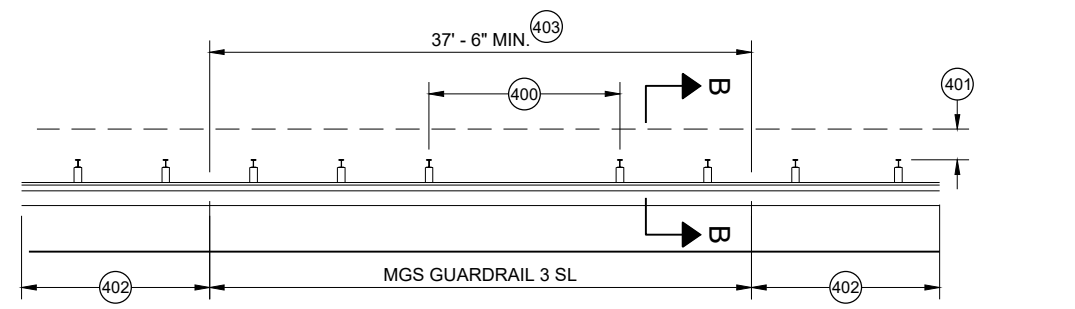
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

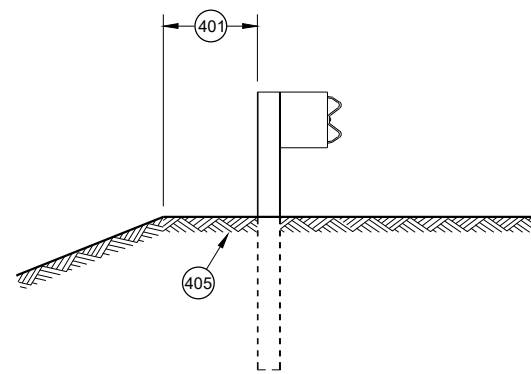


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

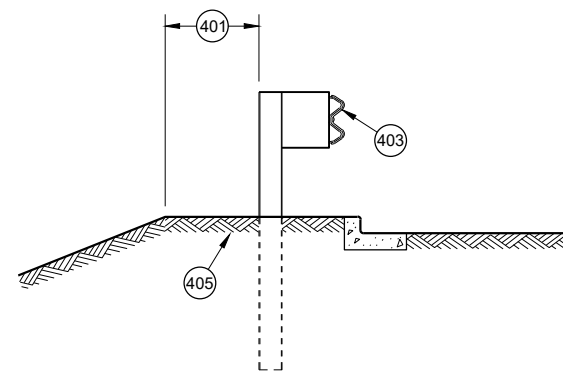


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)

- (400) MAX SPAN 12' - 6"
- (401) 2' MIN.
- (402) MGS GUARDRAIL 3
- (403) NESTING BEAM GUARD
- (404) ASYMMETRIC TRANSITION
- (405) SOIL WELL DRAINED AND COMPACTED
- (406) SEE OTHER DRAWINGS IN THIS SDD
- (407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
- (408) SEE SDD 14B44
- (409) SEE SDD 14B45
- (410) SEE SDD 14B47
- (411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A



SECTION B - B

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

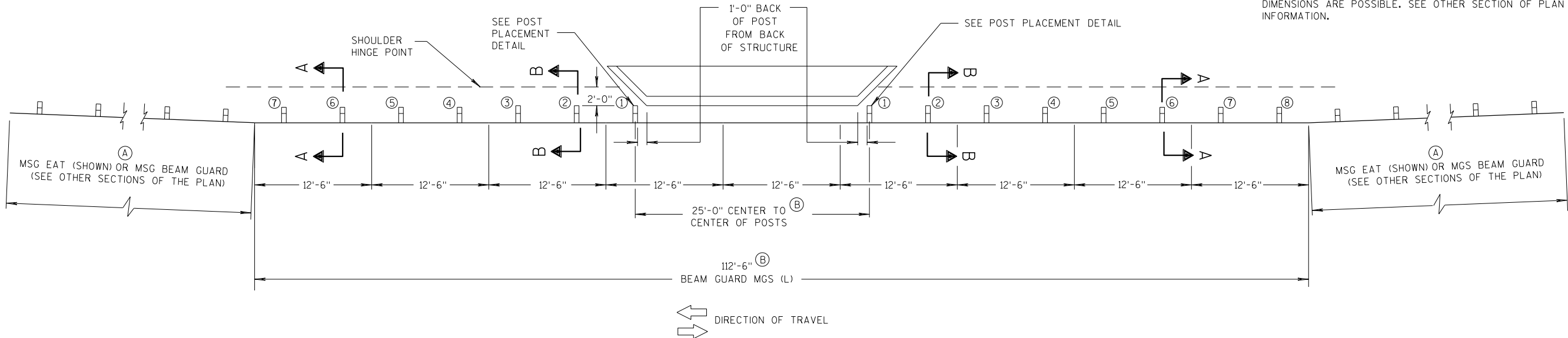
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

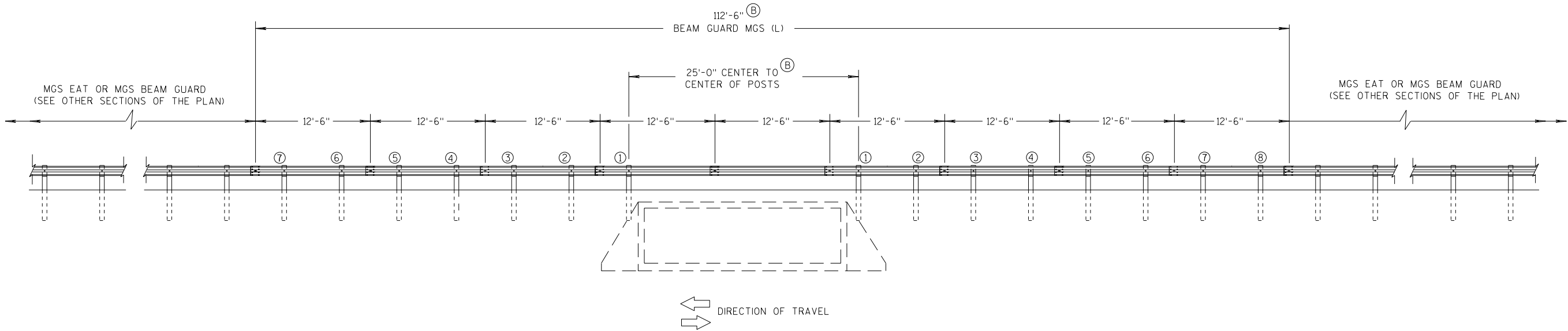
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN, IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

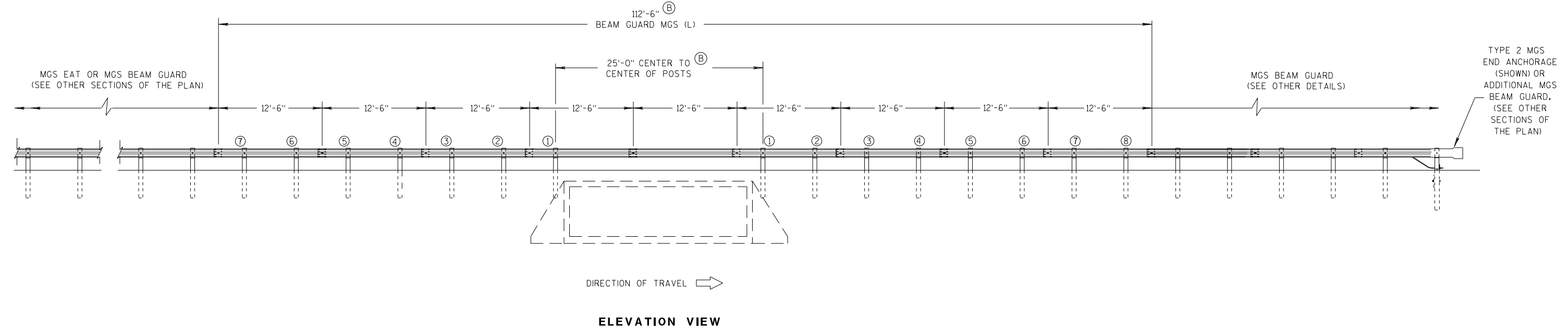
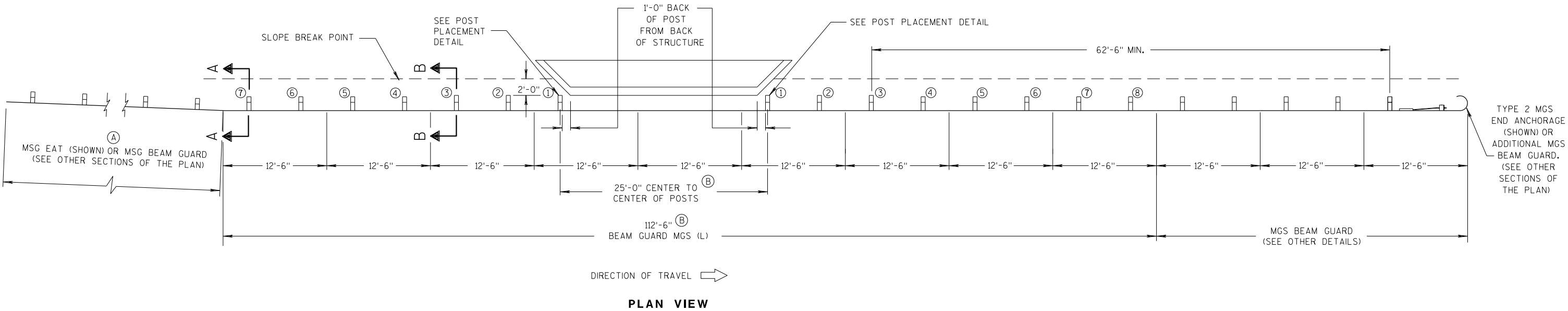
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD 14 B 42 FOR MORE DETAILS.

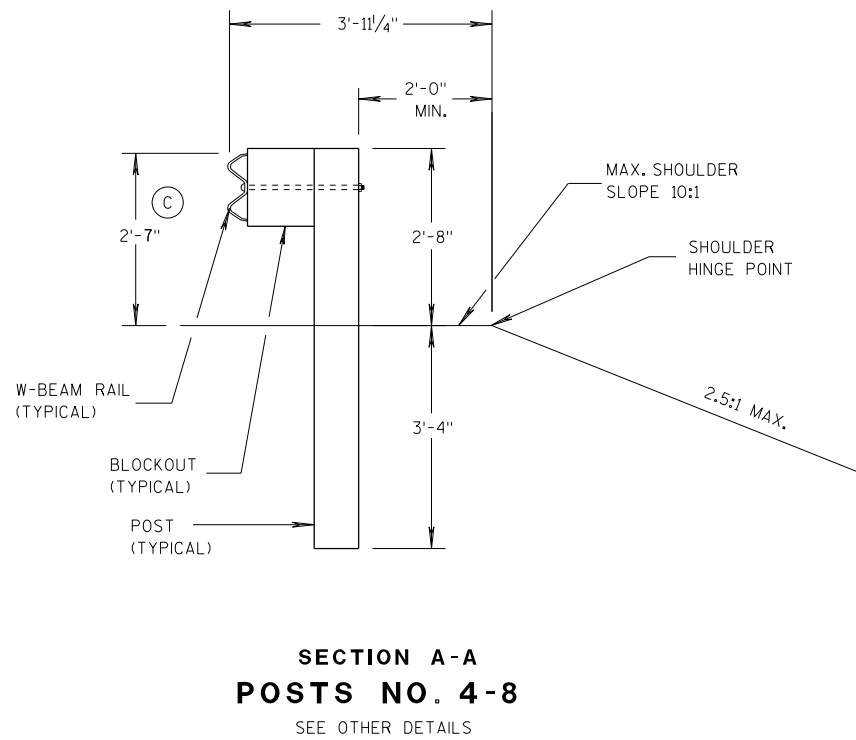
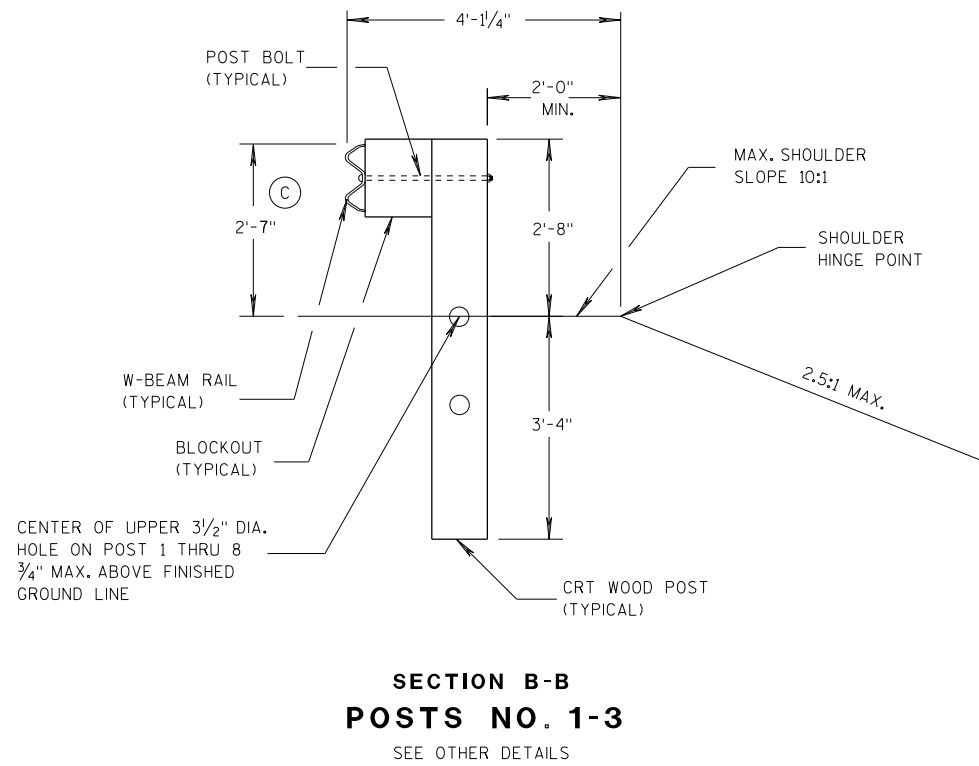
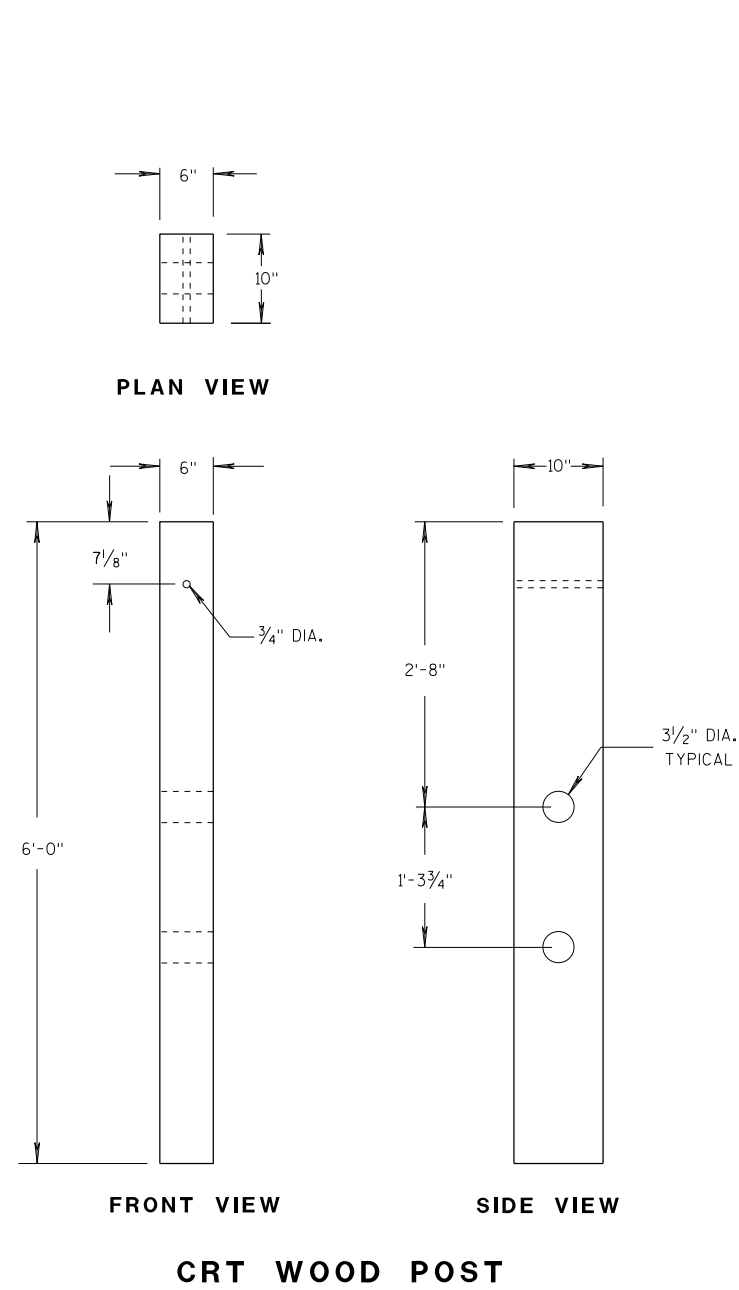
- (A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.
- (B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

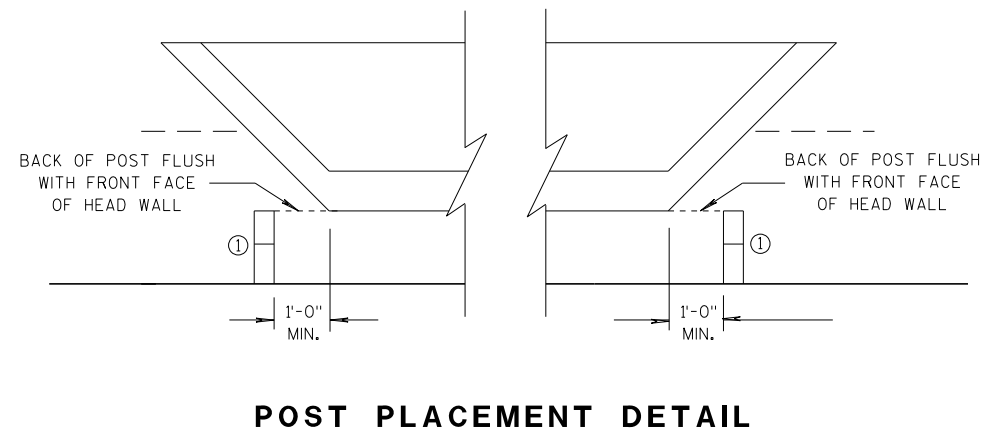
MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



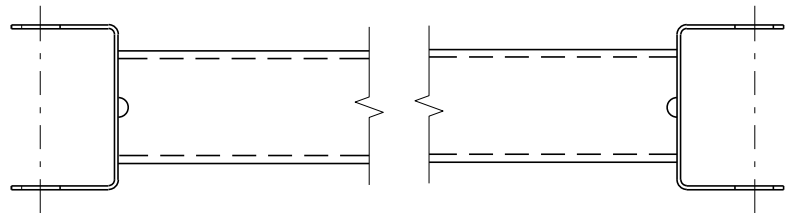
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED DATE 07/2018	/S/ Rodney Taylor ROADWAY STANDARDS ENGINEER	98 NT
FHWA		

- A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.
- D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.
- E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

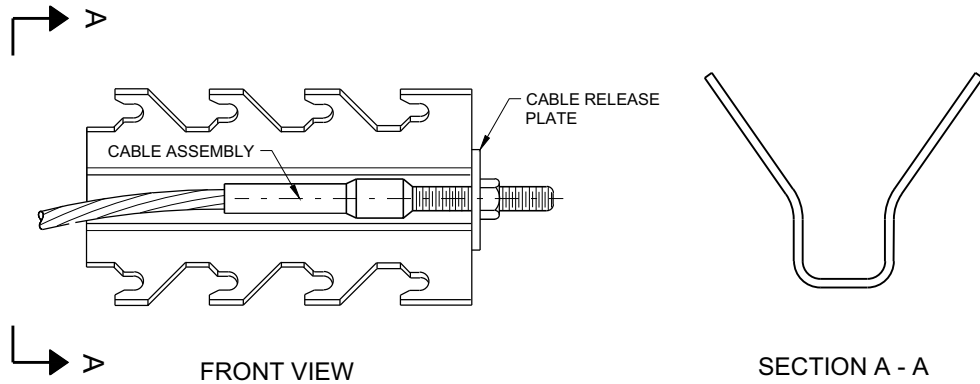
THE CENTER OF THE UPPER 3 1/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 99

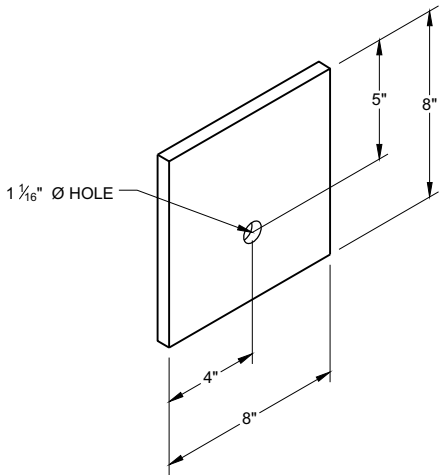


GENERIC GROUND STRUT⁹ ^E

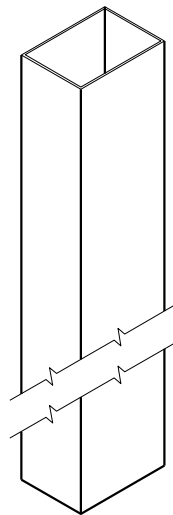
BILL OF MATERIALS	
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



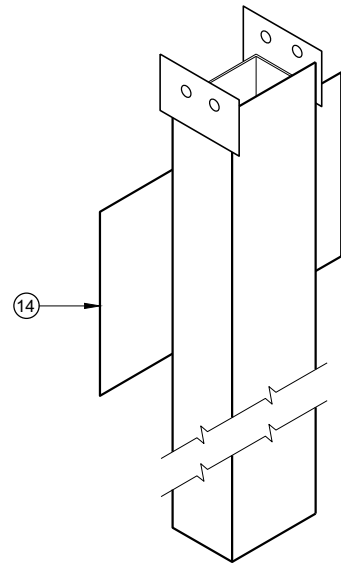
GENERIC ANCHOR CABLE BOX⁹ ^E



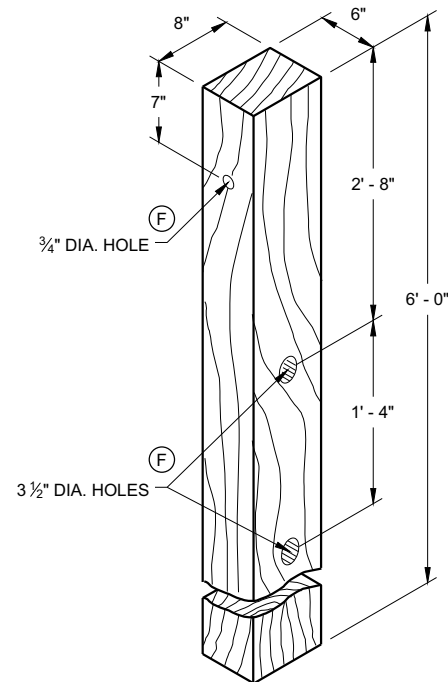
BEARING PLATE⁶ ^E



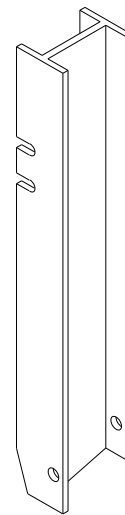
UPPER POST NO. 1 ⁽¹⁾ (E)



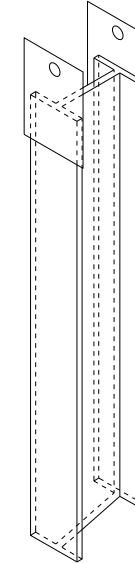
LOWER POST NO. 1 ⁽²⁾ (E)



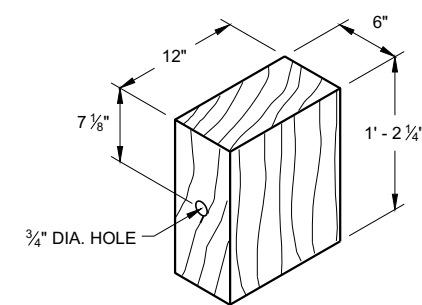
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



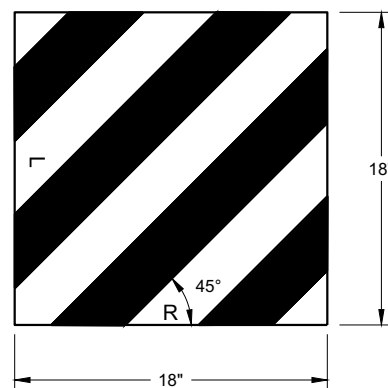
UPPER POST NO. 2 ⁽¹⁵⁾ (E)



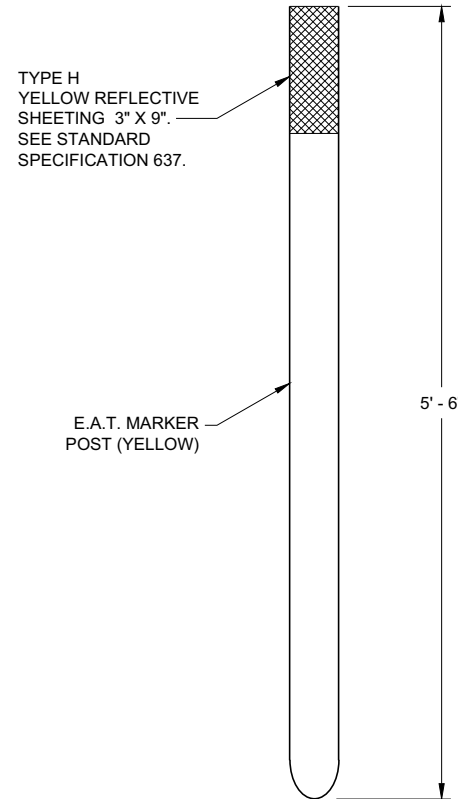
LOWER POST NO. 2 ⁽¹⁶⁾ (E)



WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



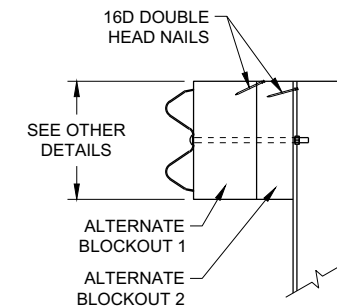
W5 - 59
REFLECTIVE SHEETING DETAIL ^(E)



FRONT VIEW
E.A.T. MARKER POST ⁽¹³⁾

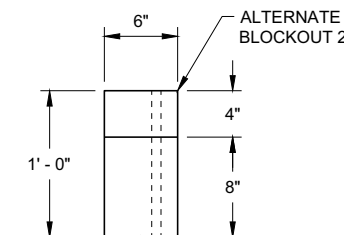


SIDE VIEW



SIDE VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

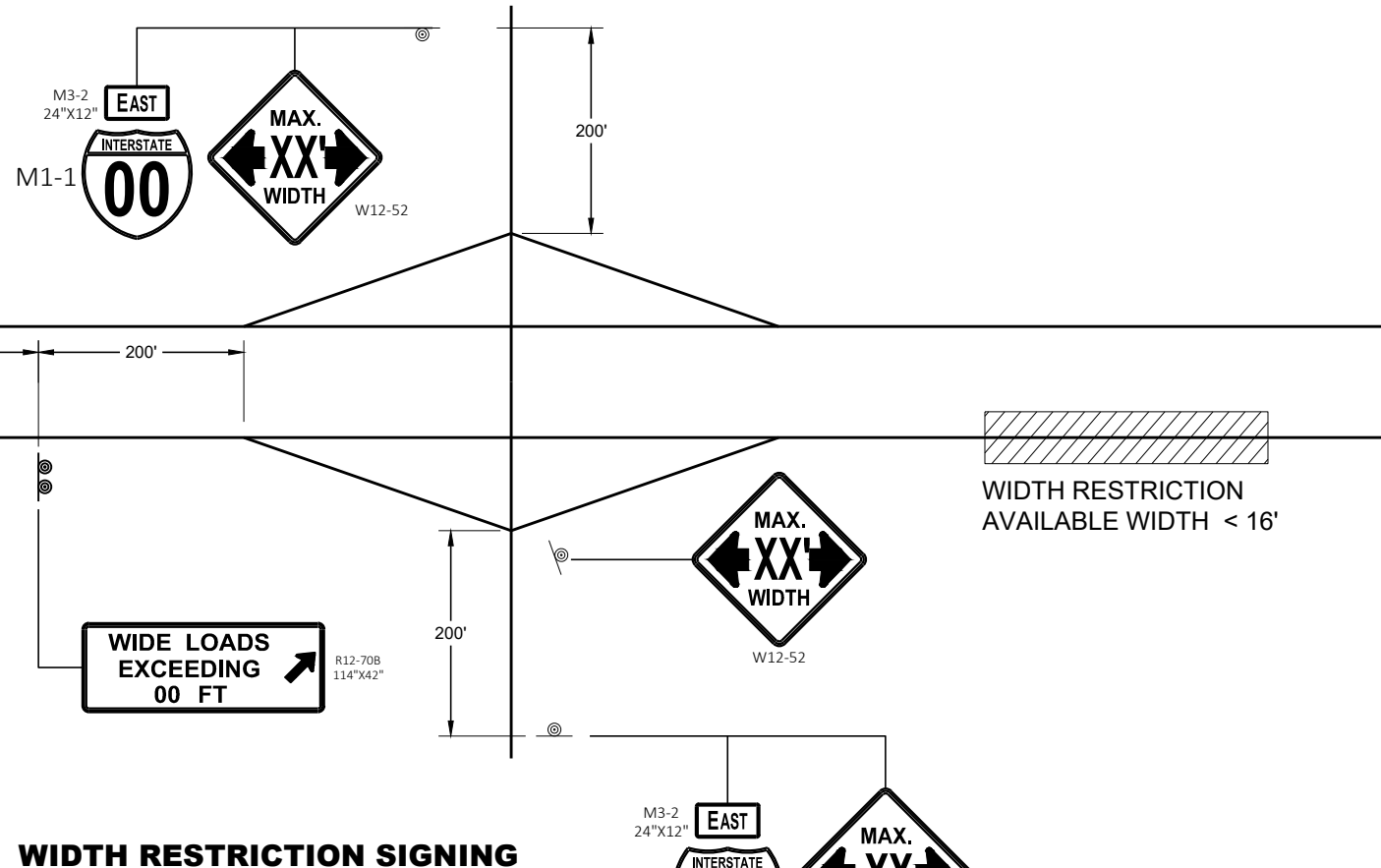


TOP VIEW

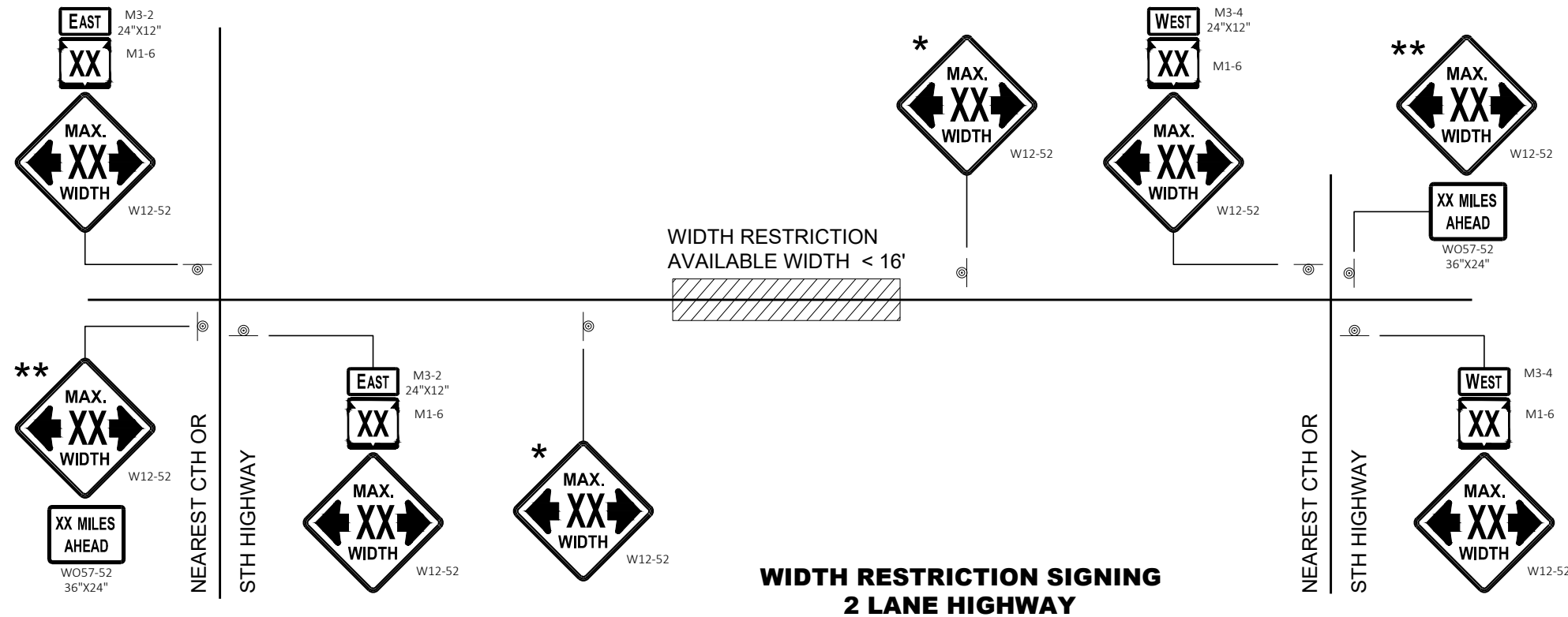
**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
101
FHWA



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

- * PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.
- ** SIGN SHALL BE VISIBLE FROM ROADWAY.
- *** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



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

ADVANCED WIDTH
RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 102
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.

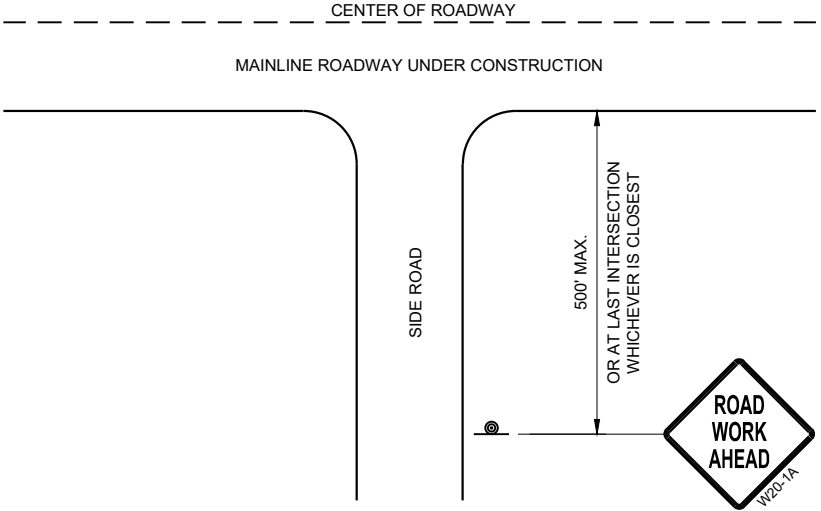
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

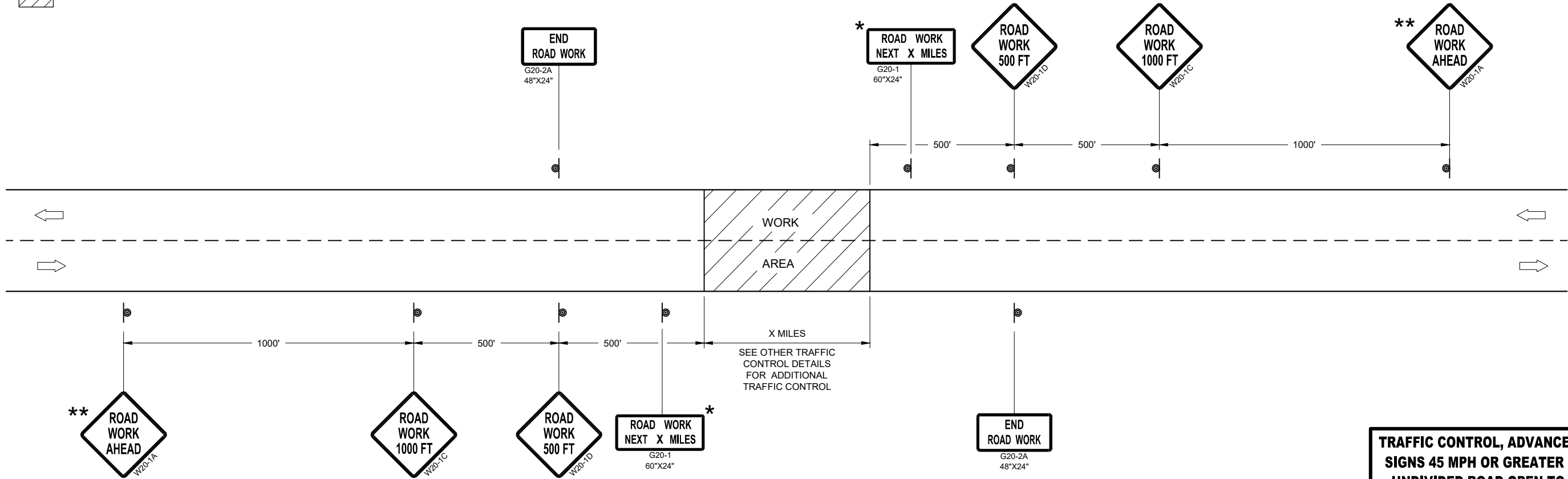
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 103

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.

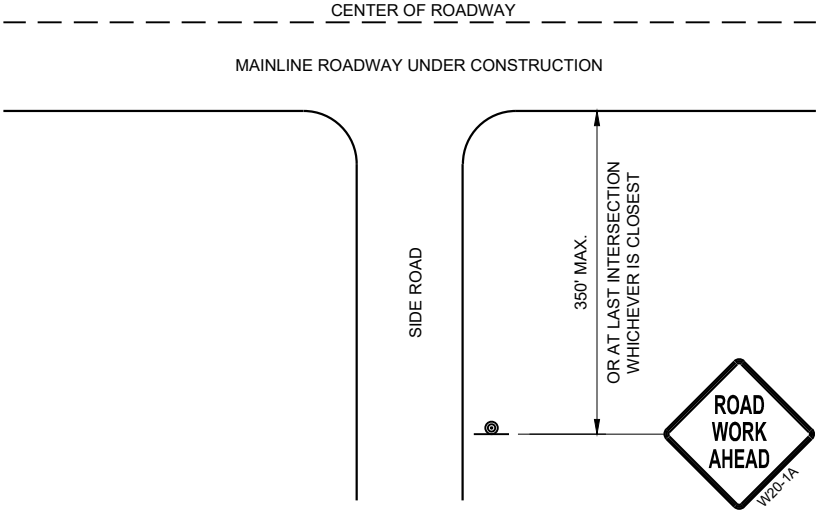
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

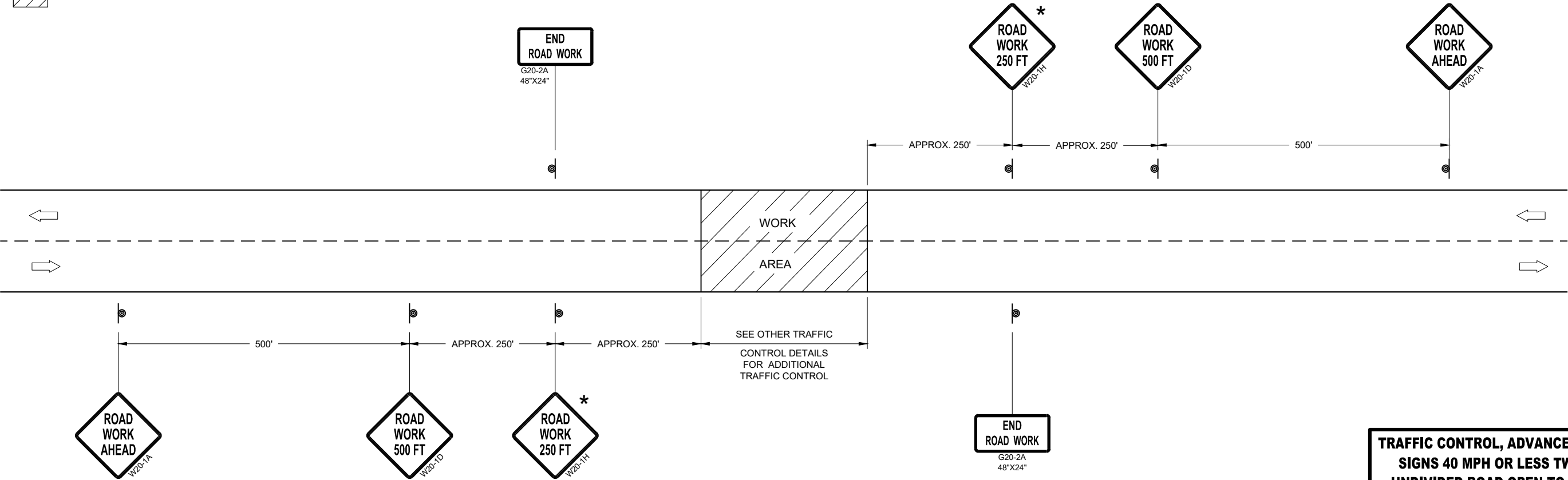
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



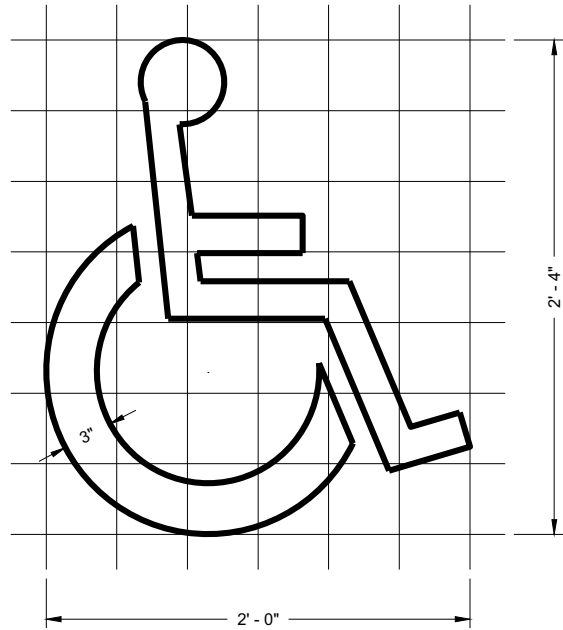
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

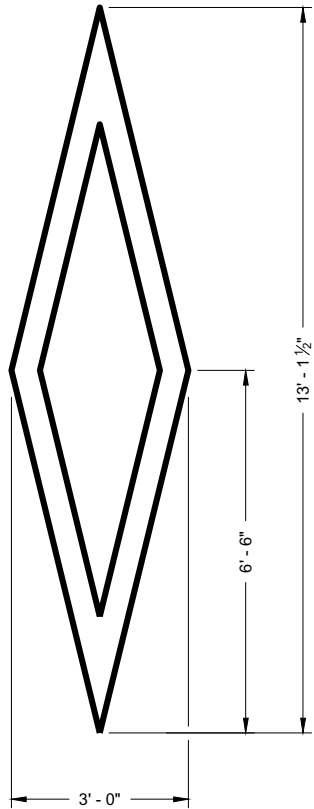
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 104

FHWA



HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

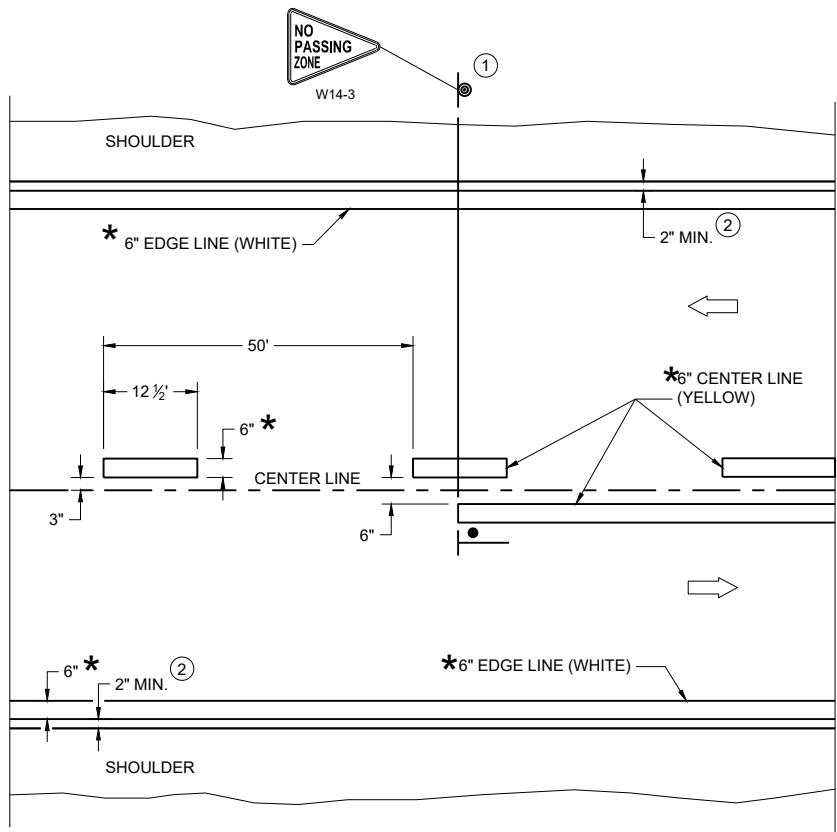
GENERAL NOTES

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

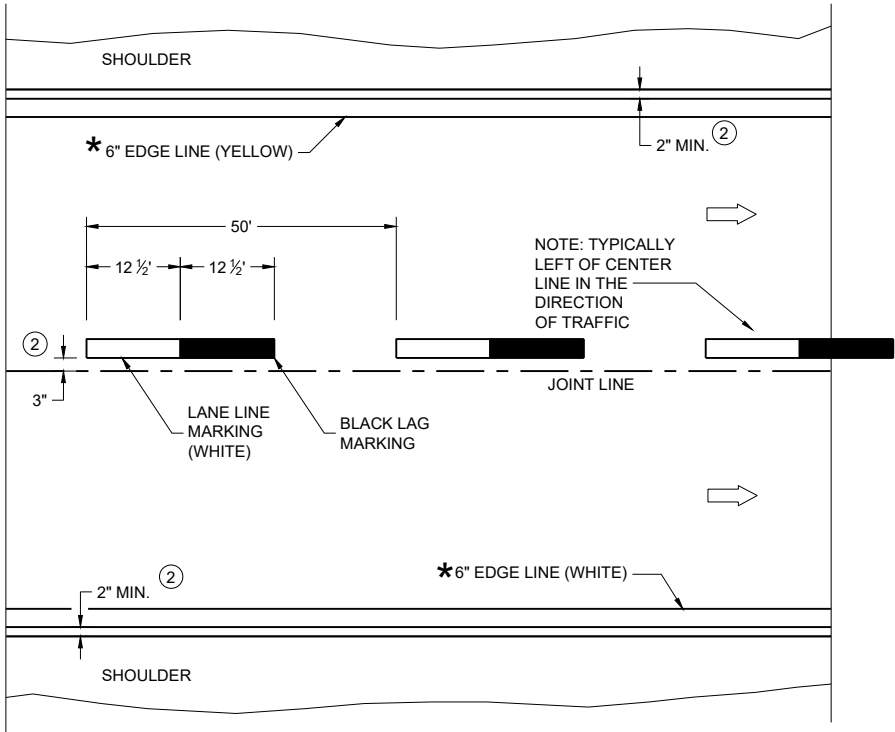
PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 105
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

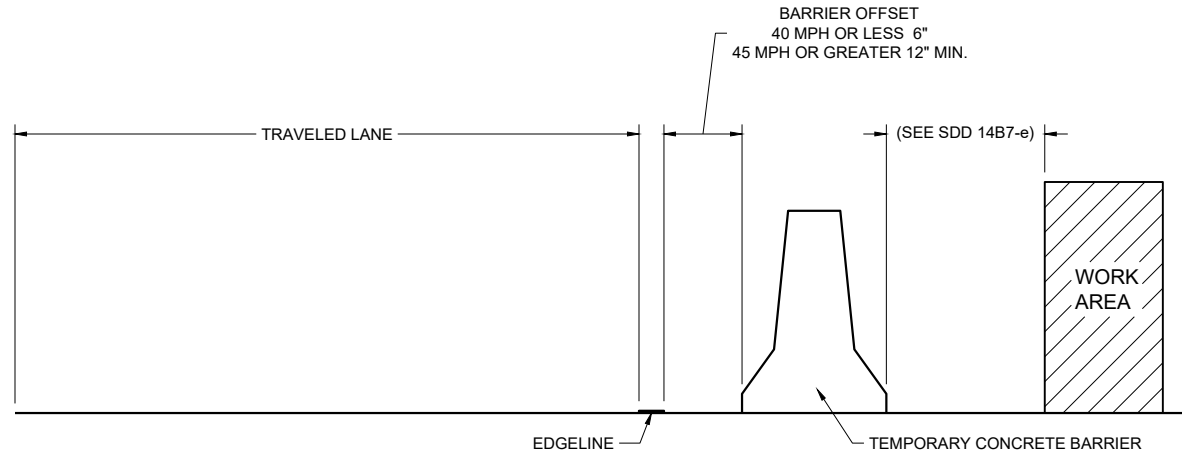
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

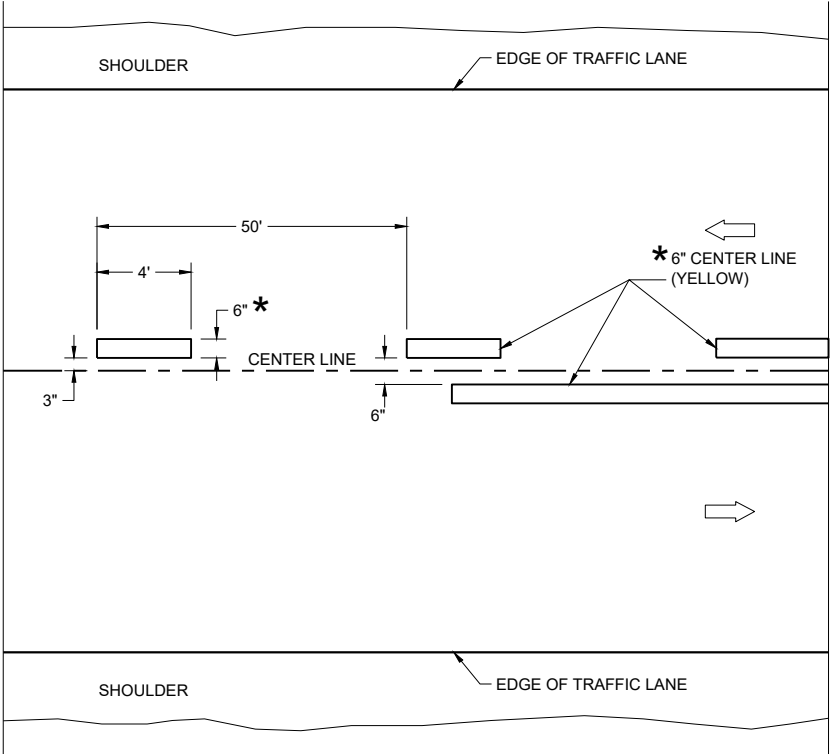
GENERAL NOTES

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

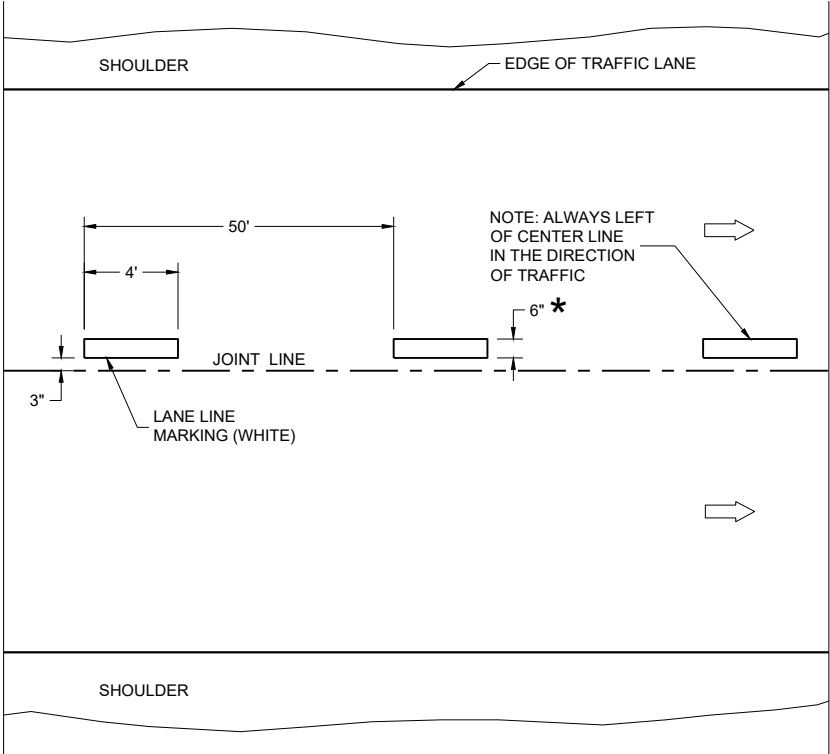
LEGEND

DIRECTION OF TRAFFIC

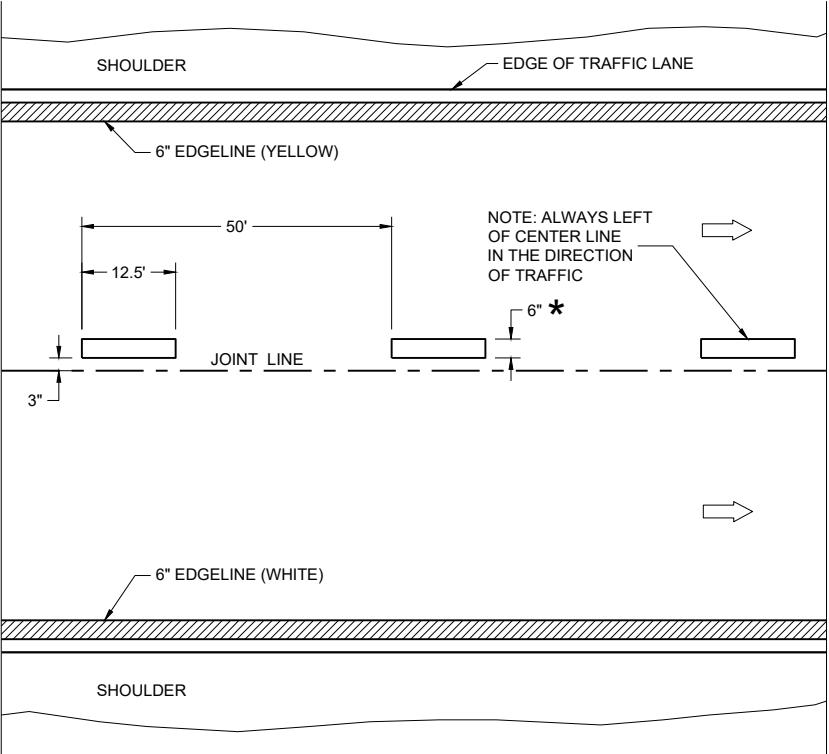
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



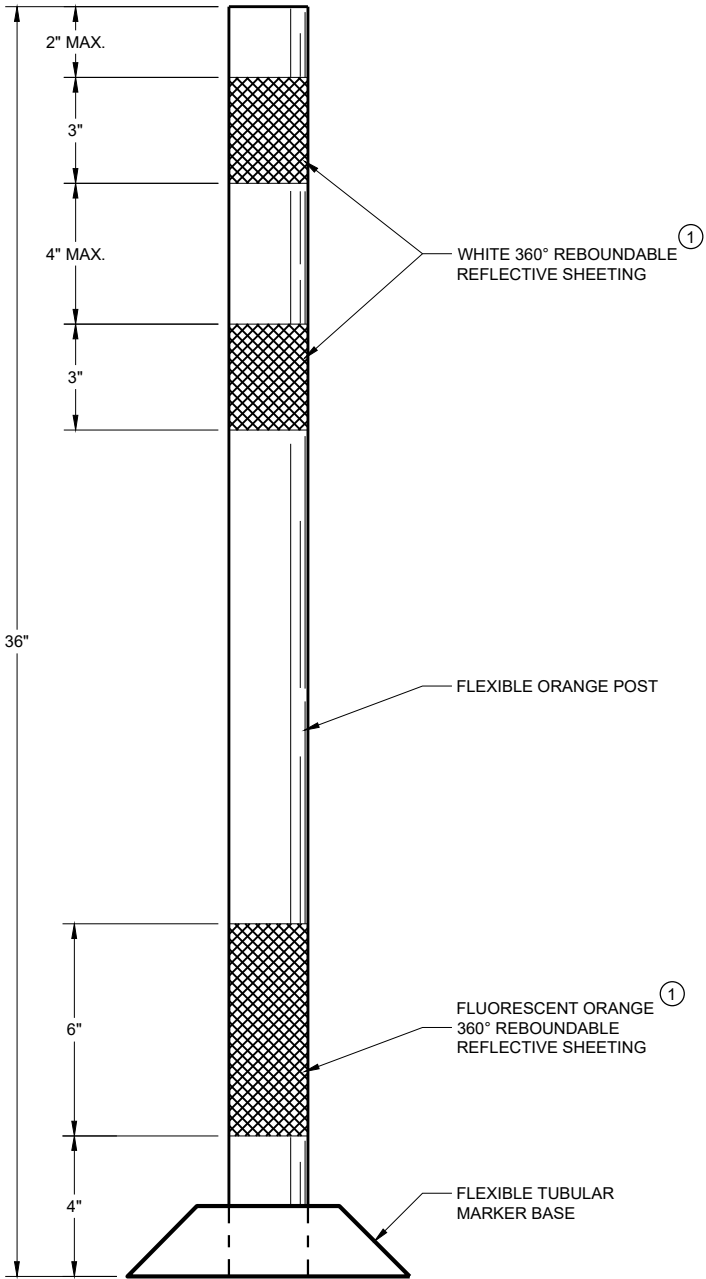
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

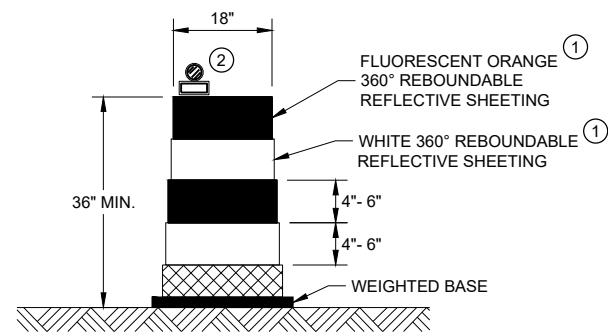
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

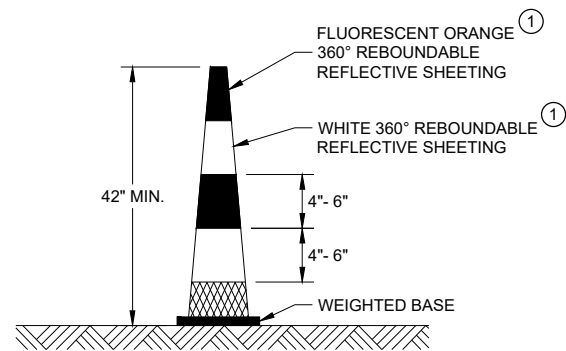
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 108

FHWA



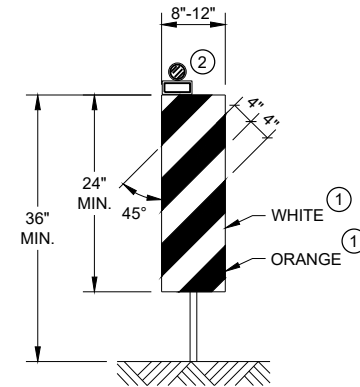
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



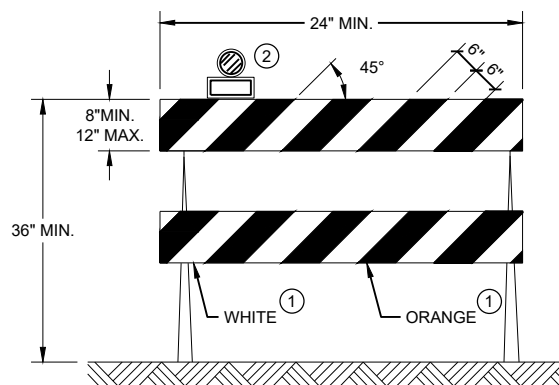
42" CONE

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



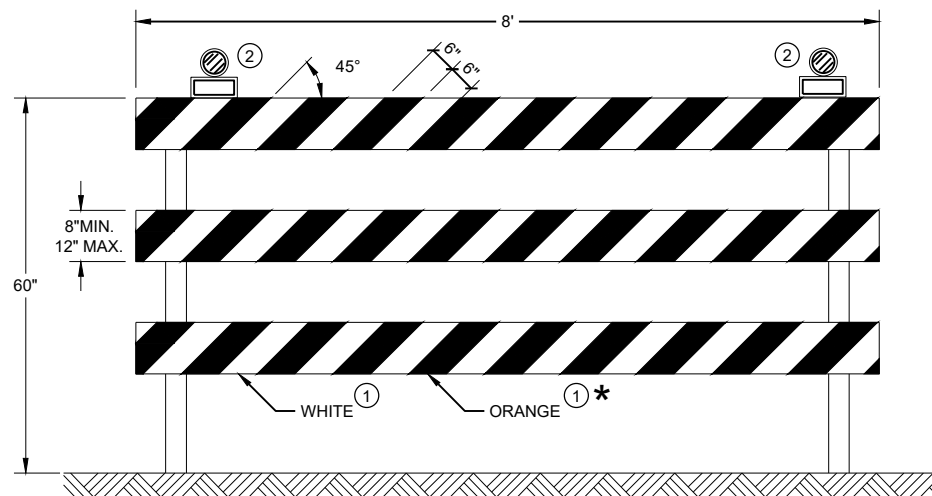
VERTICAL PANEL

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 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 109
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

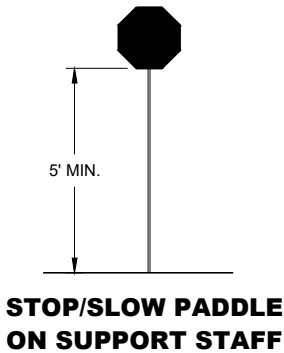
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

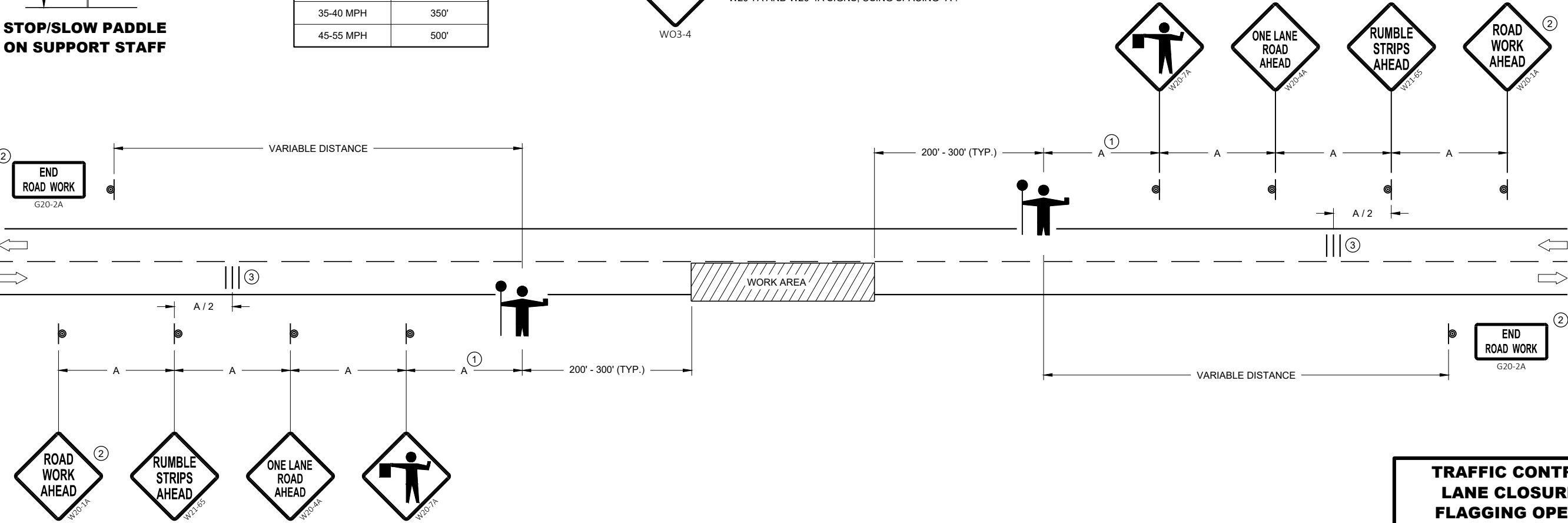


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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 110
FHWA	

GENERAL NOTES

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

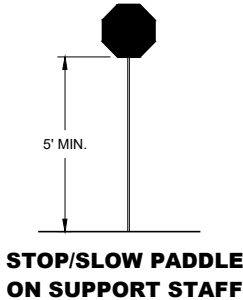
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

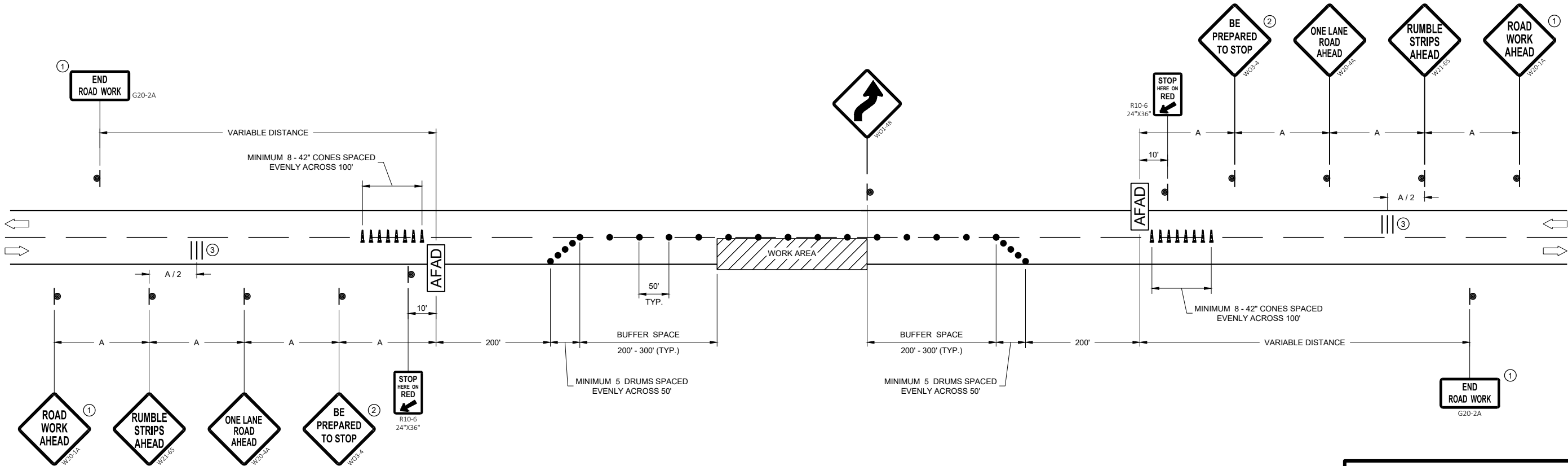
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

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



SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 111

FHWA

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



➡ DIRECTION OF TRAFFIC

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

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

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

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

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

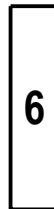
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

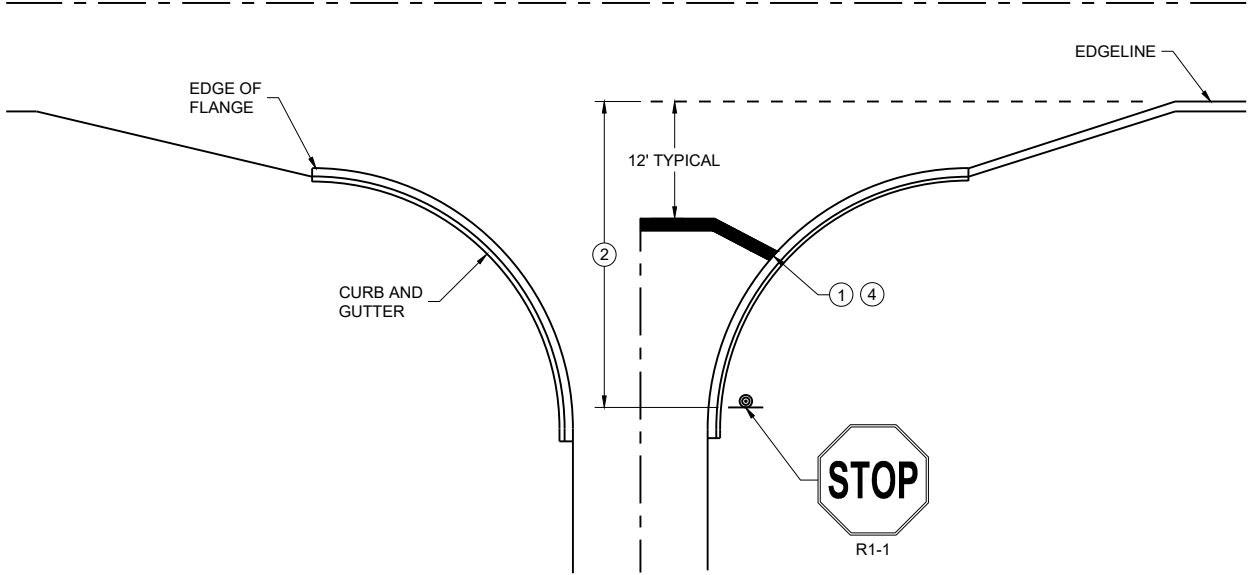
UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

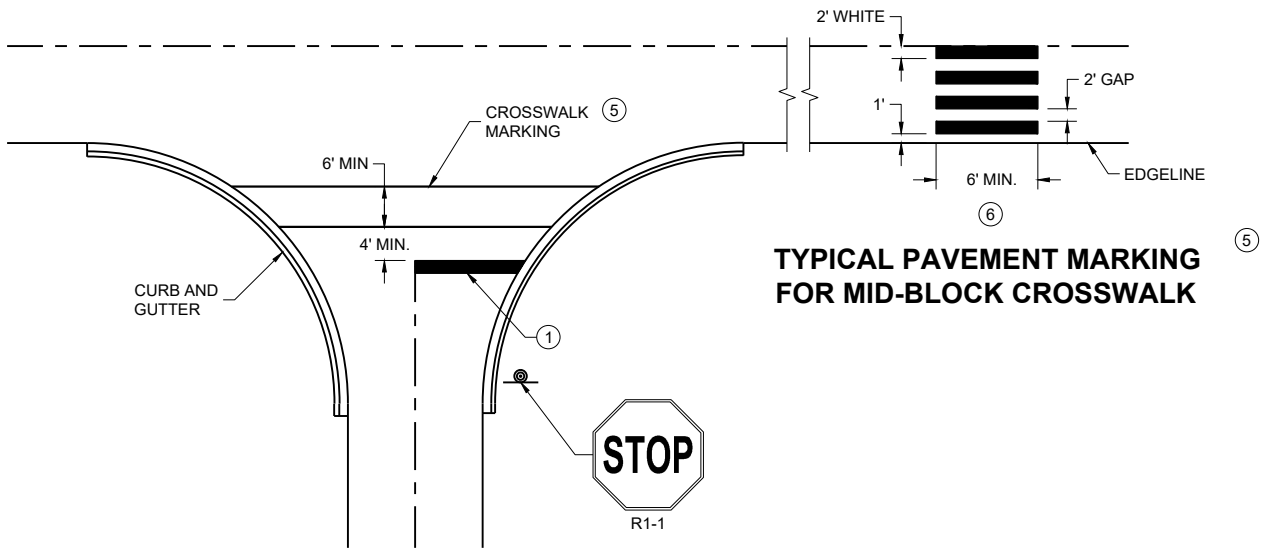
CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

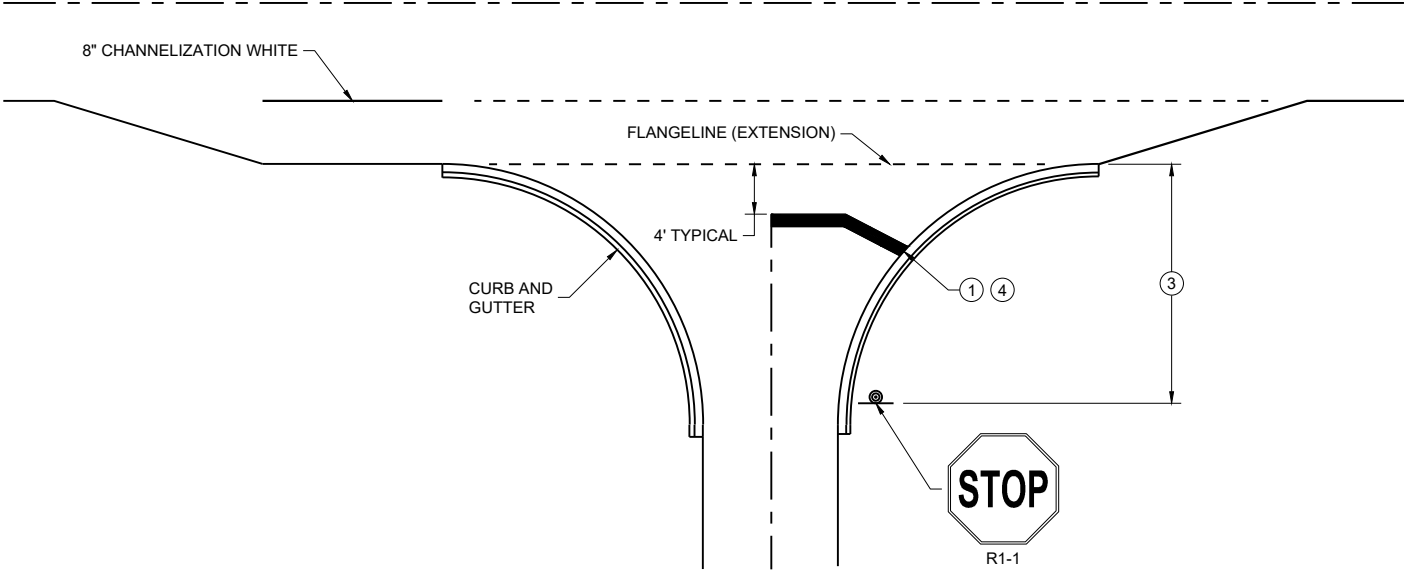




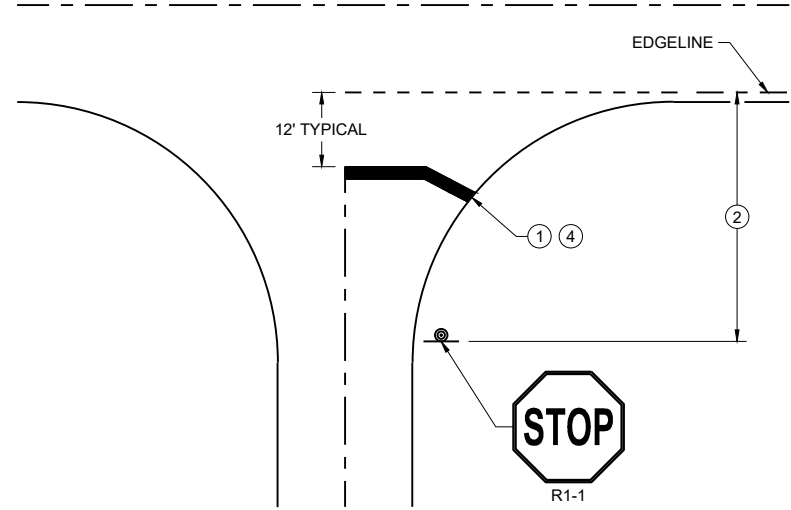
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



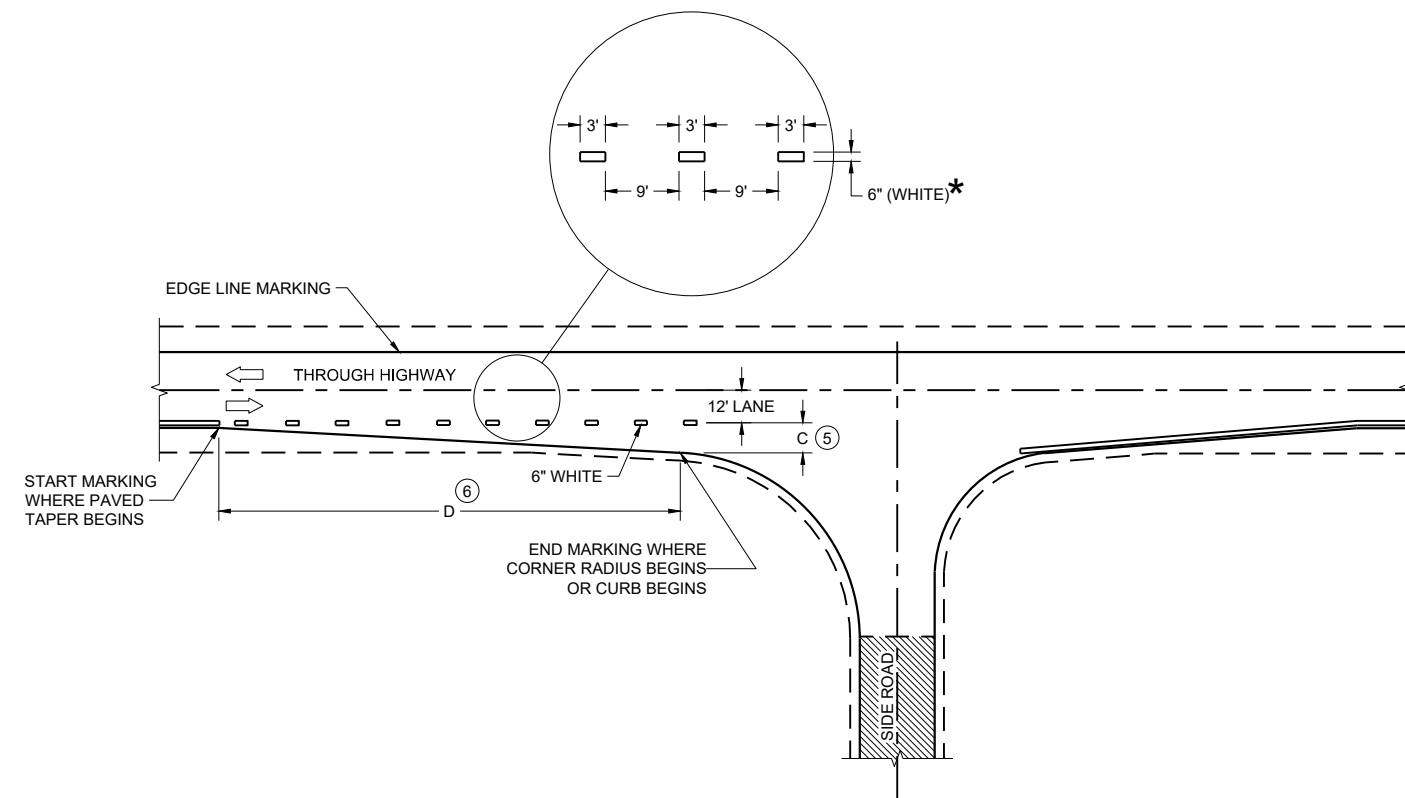
TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

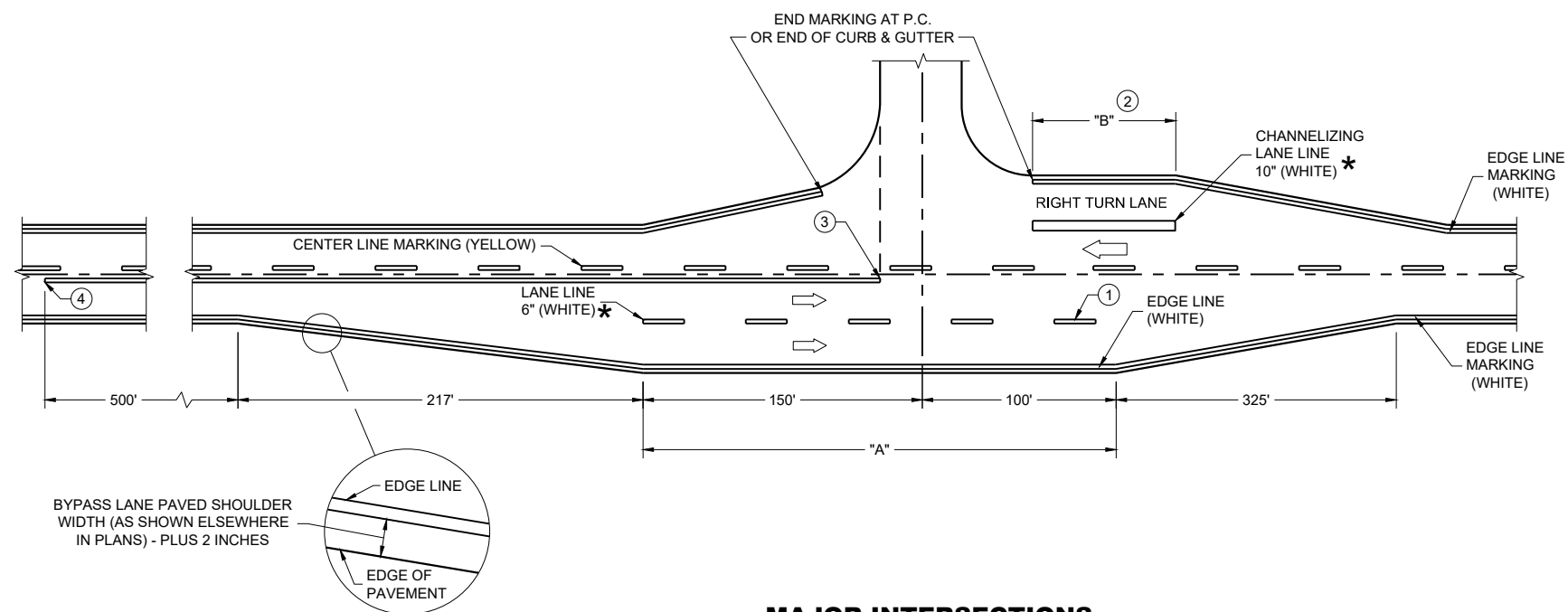
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- 3 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
- 6 POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER



MINOR INTERSECTION

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

*CONFIRM MARKING LINE WIDTH WITH
THE MISCELLANEOUS QUANTITIES

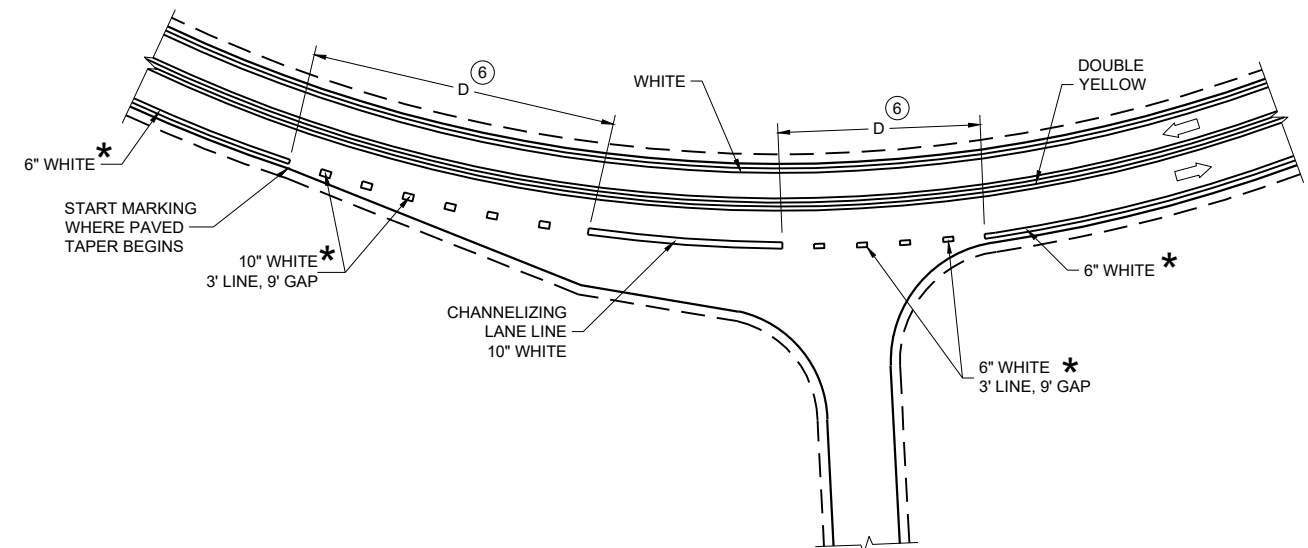
GENERAL NOTES

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

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

LEGEND

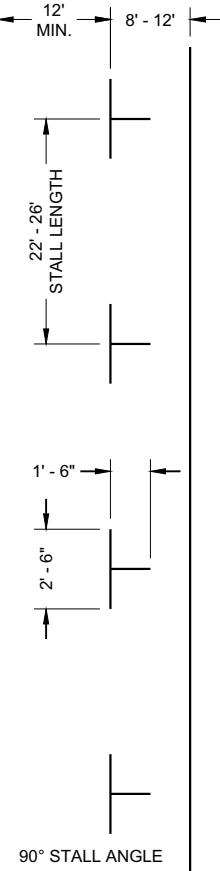
➡ DIRECTION OF TRAVEL



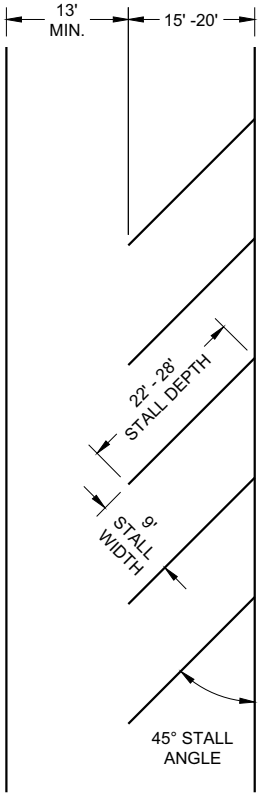
INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

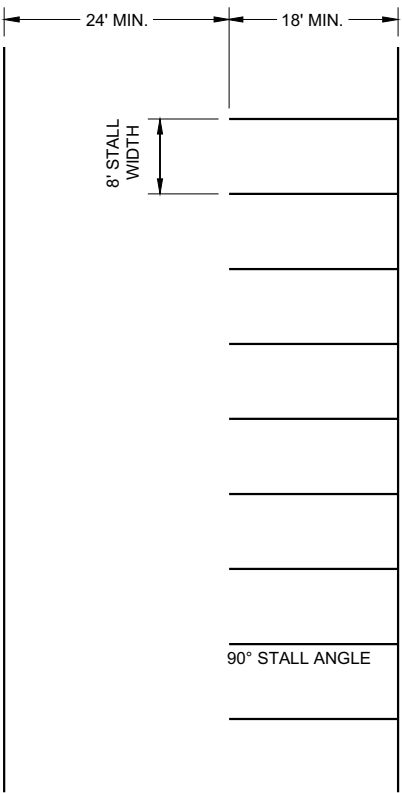
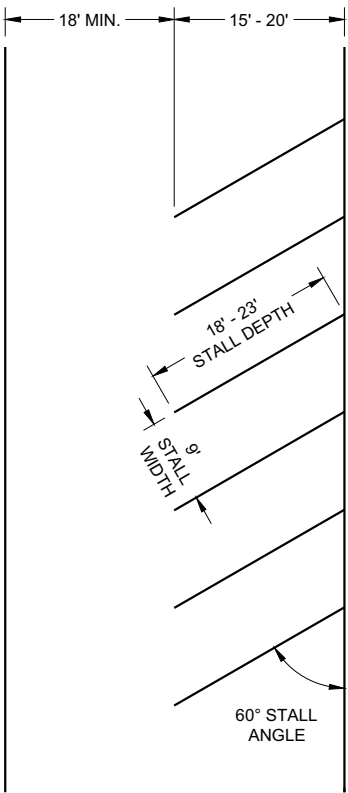


PARALLEL PARKING



ANGLED PARKING

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



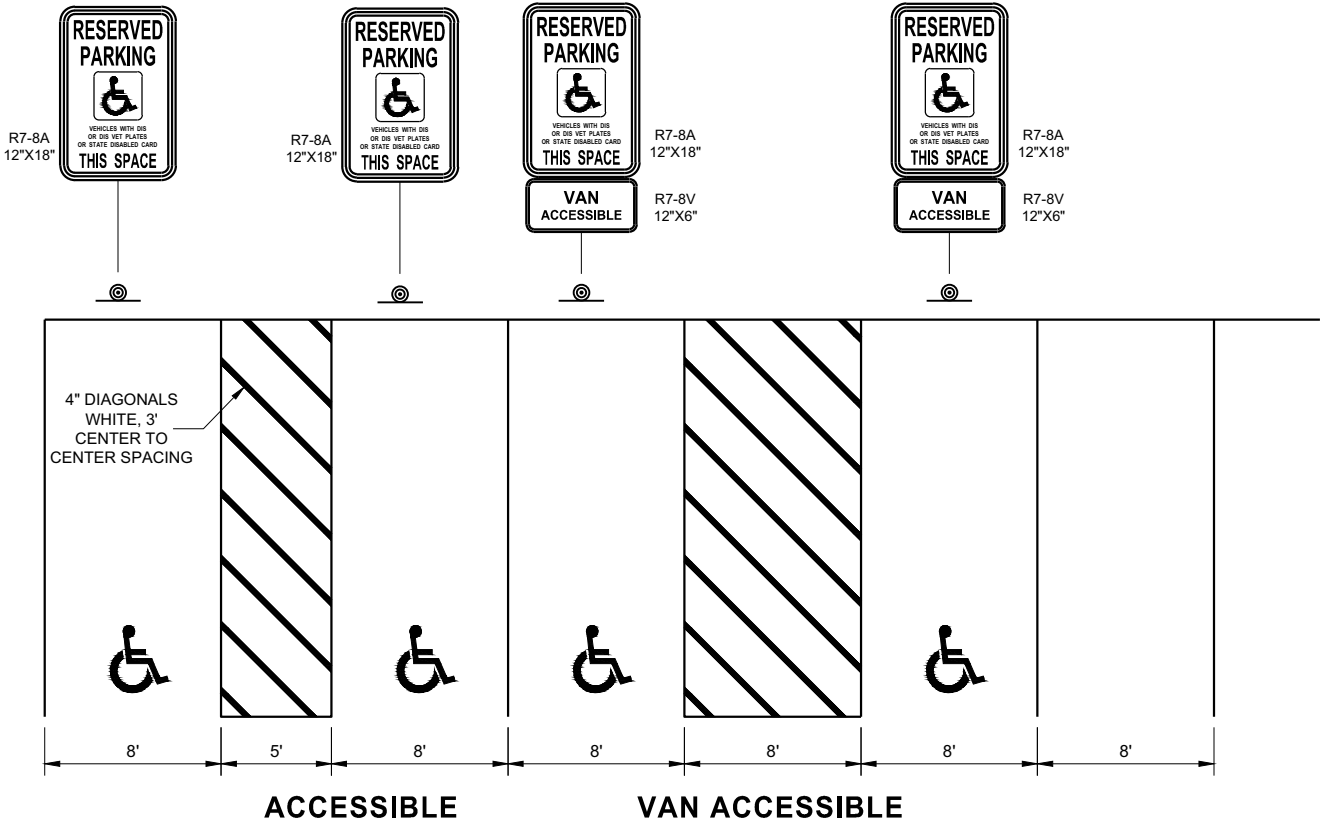
PARKING LOTS

GENERAL NOTES

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

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 115
FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

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

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

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

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

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

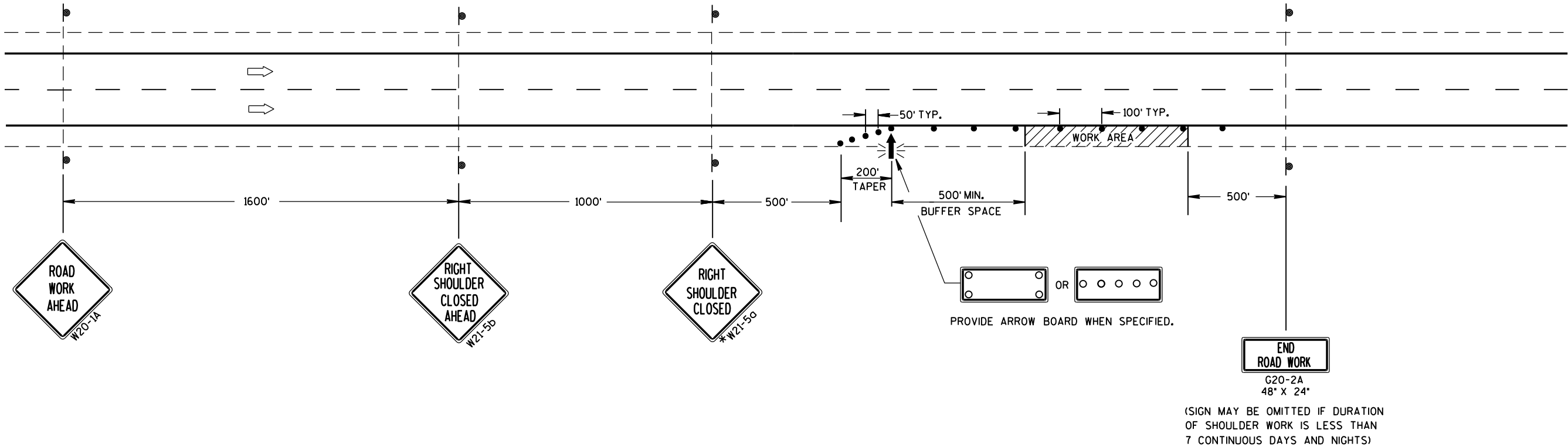
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED			
June 2016	/S/ Peter Amakobe Atepe		
DATE	STATEWIDE WORK ZONE	116	IC
FHWA	SAFETY ENGINEER		

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

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

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

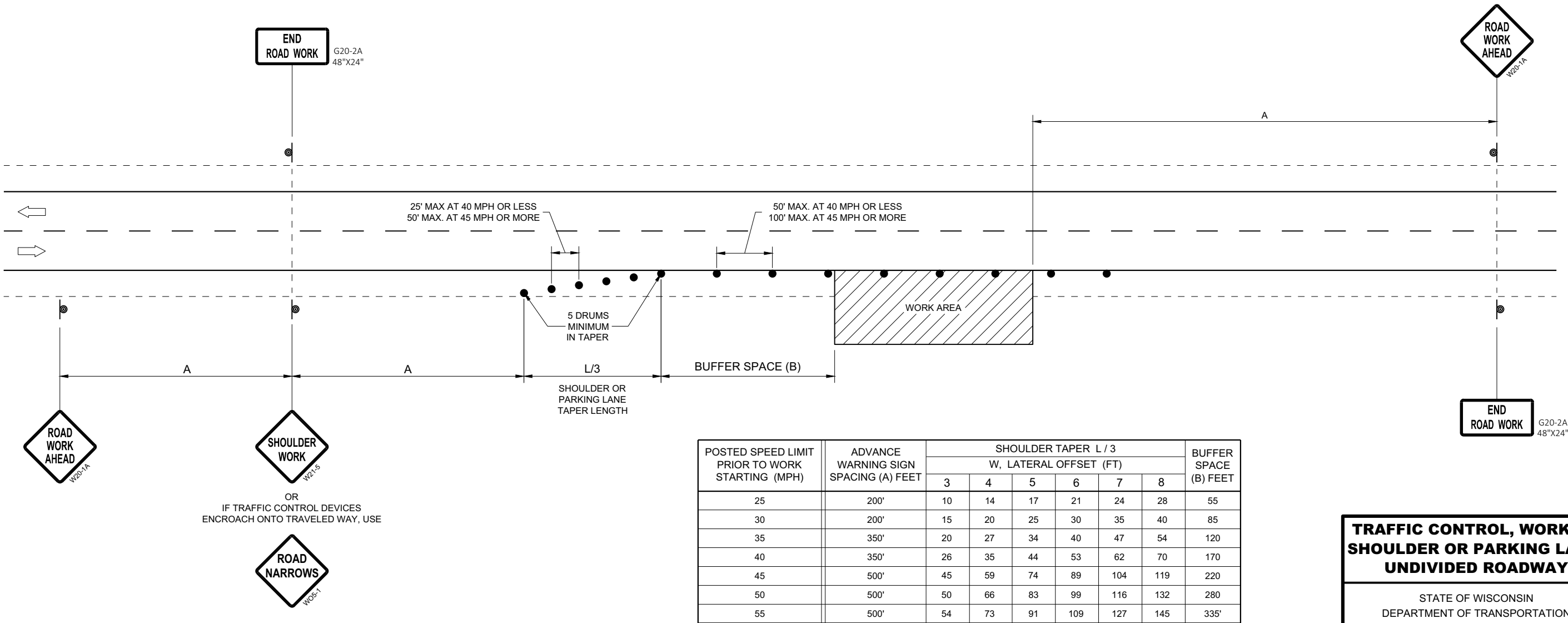
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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

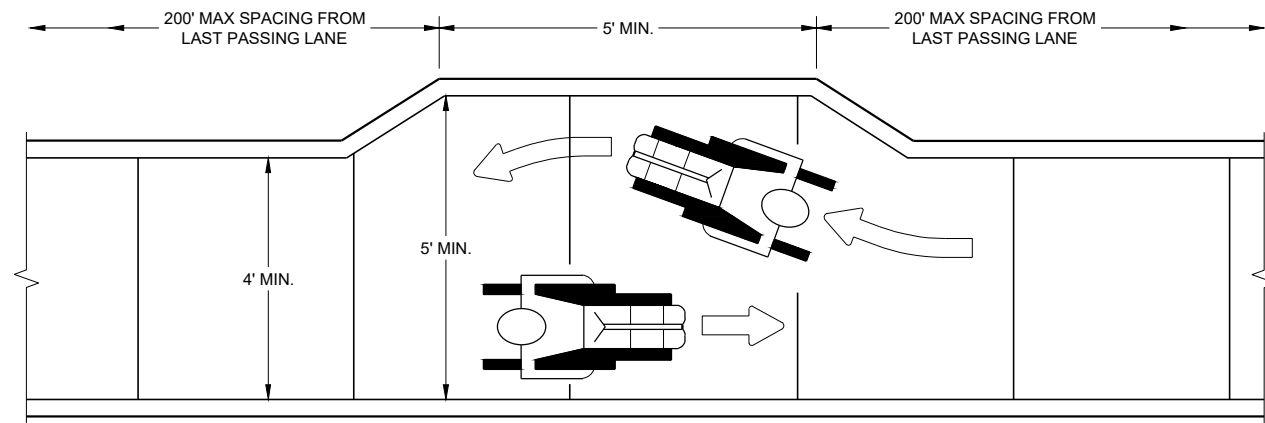


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45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

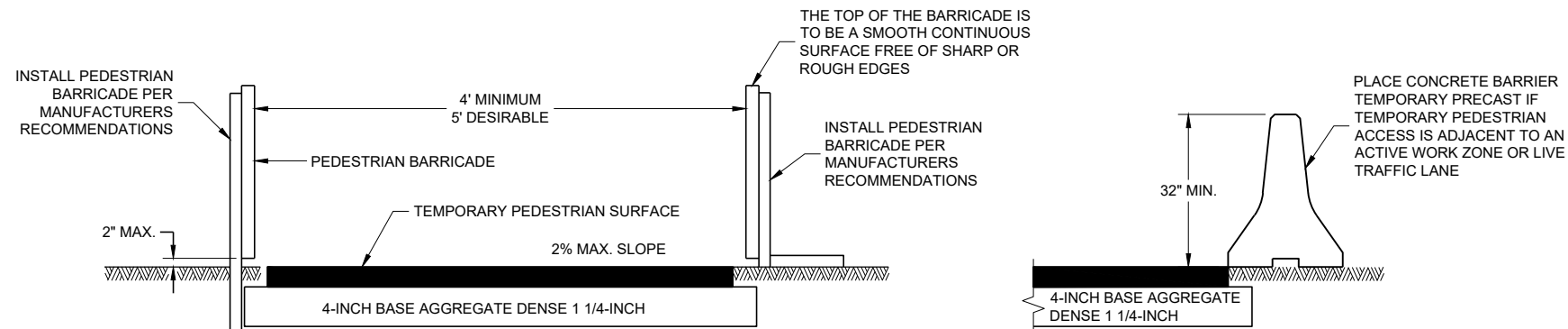
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T
SAFETY ENGINEER 117
FHWA



NARROW SIDEWALK PASSING DETAIL



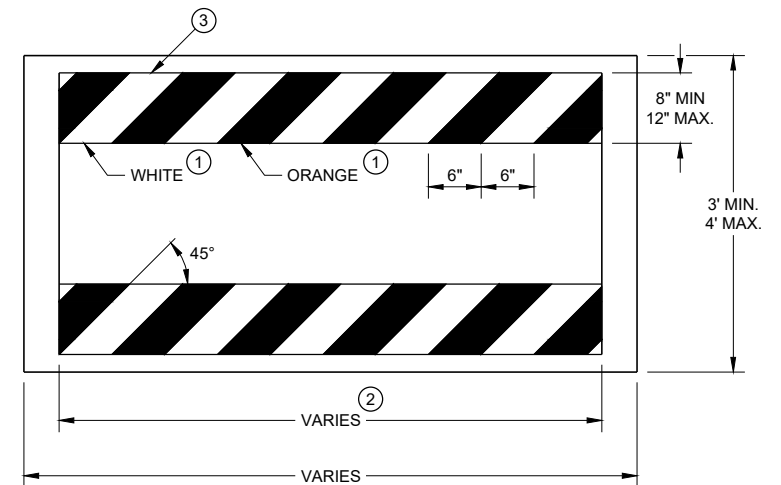
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

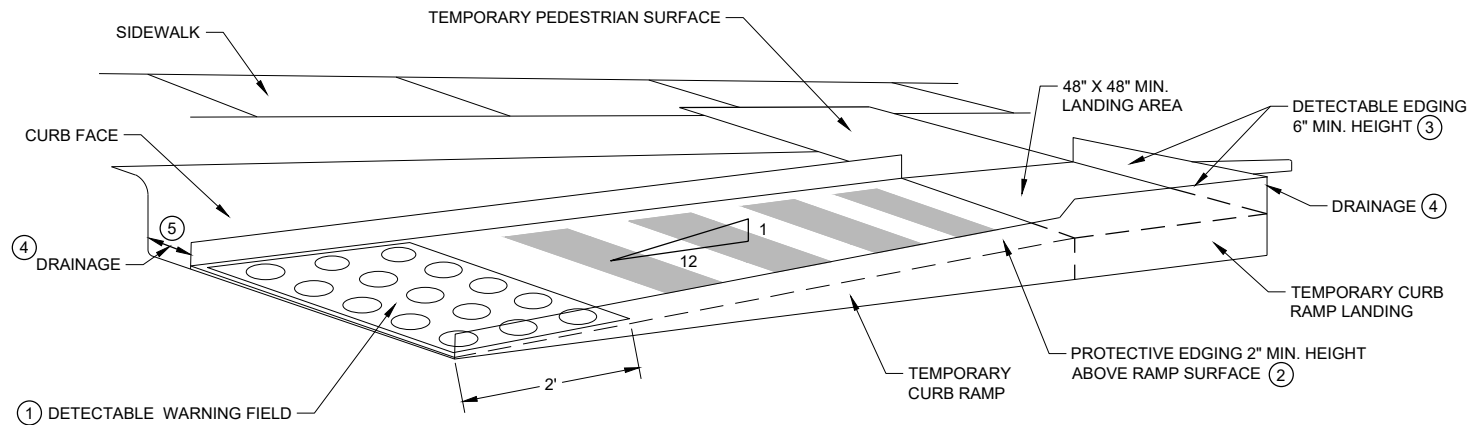
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- 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.

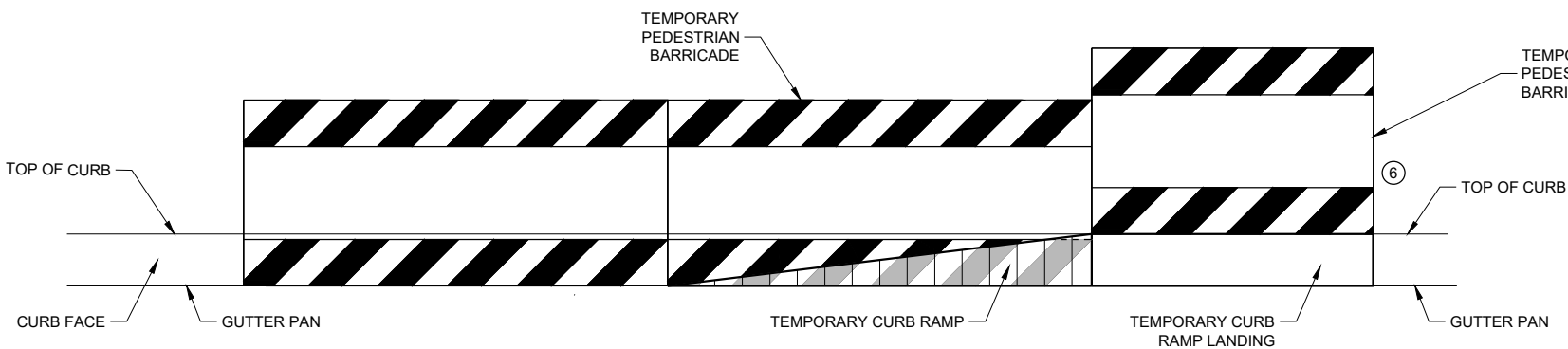
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



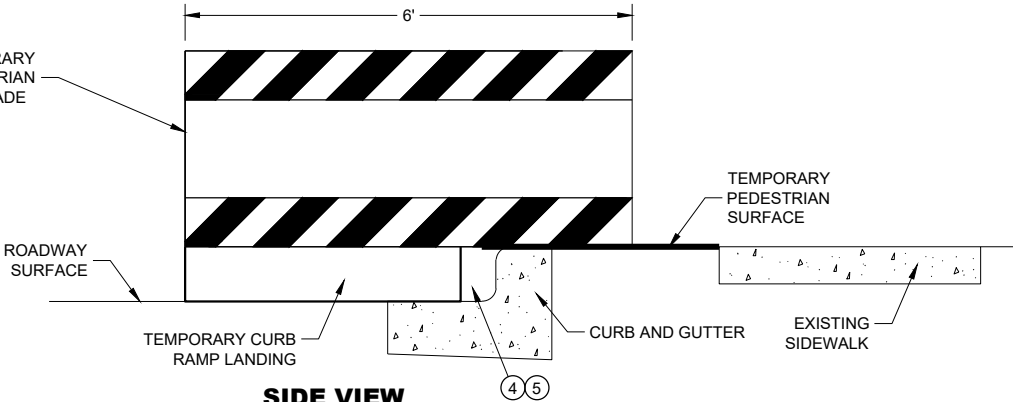
TEMPORARY PEDESTRIAN BARRICADE*



PERSPECTIVE VIEW



FRONT VIEW



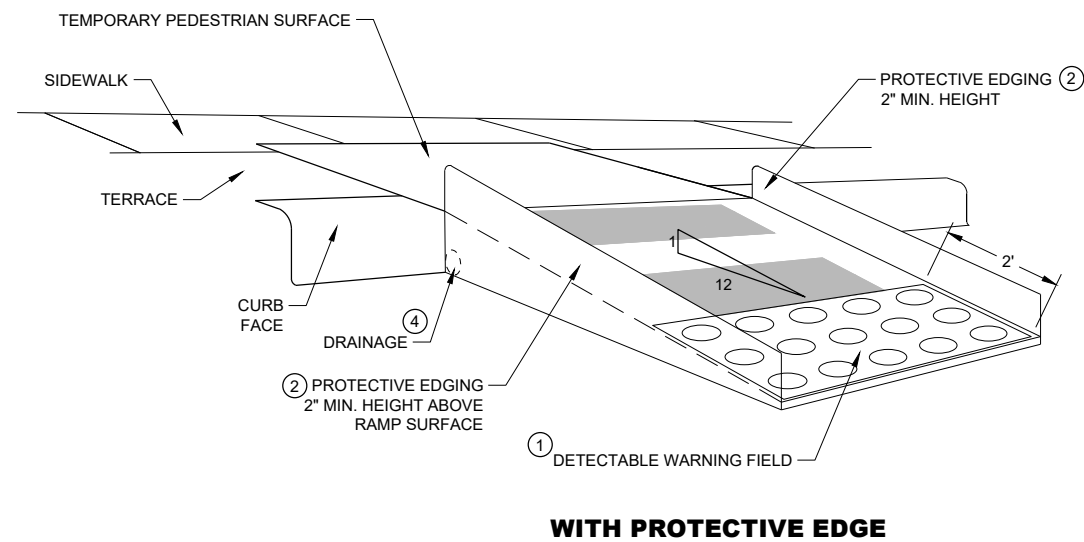
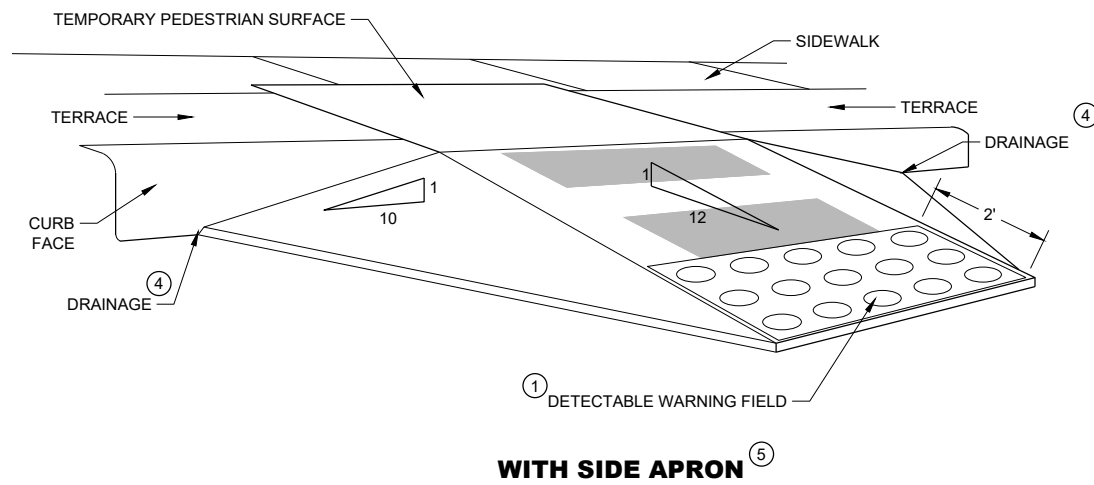
SIDE VIEW

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 120

LEGEND

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

GENERAL NOTES

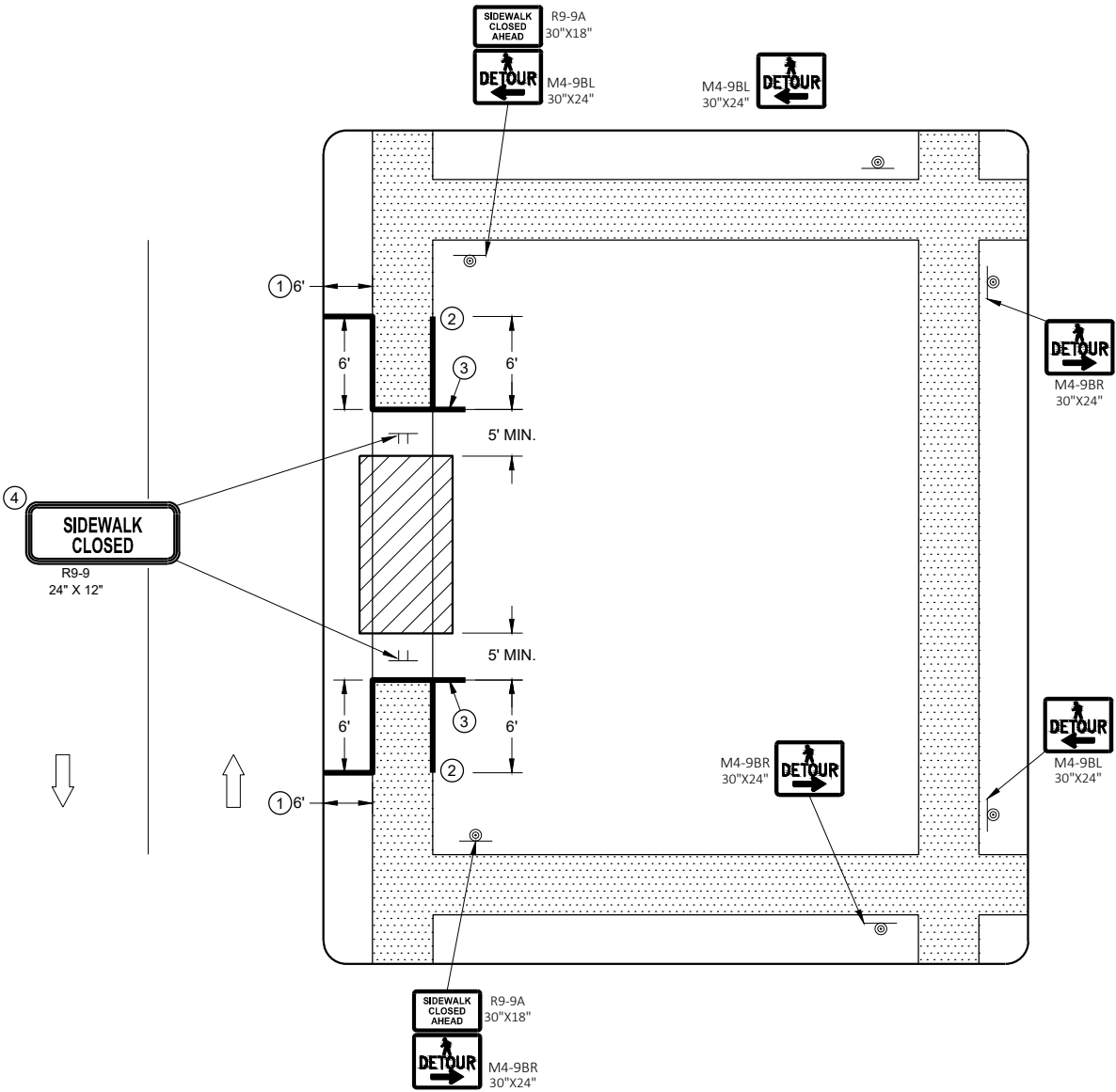
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

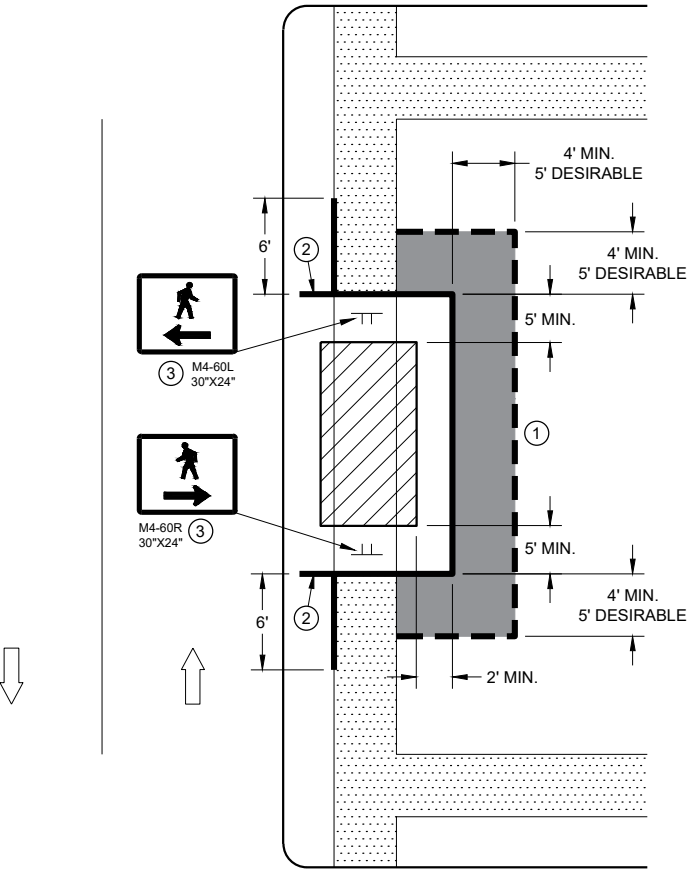
GENERAL NOTES

- 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.



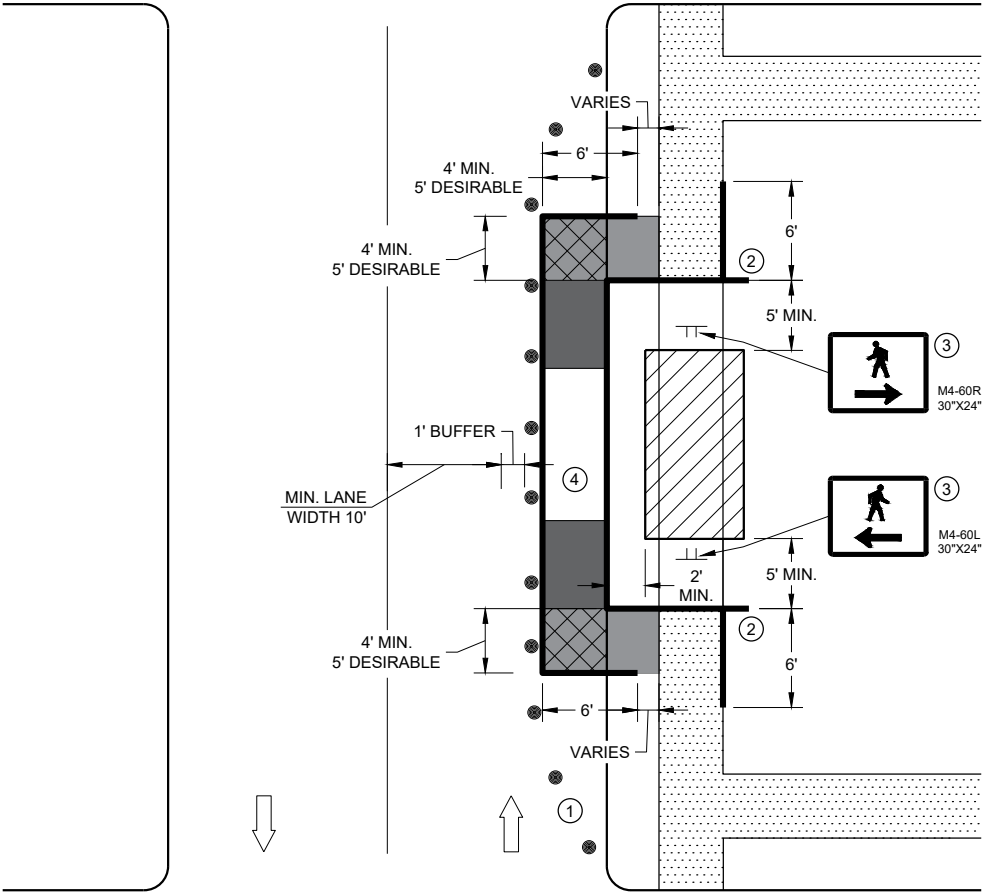
SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

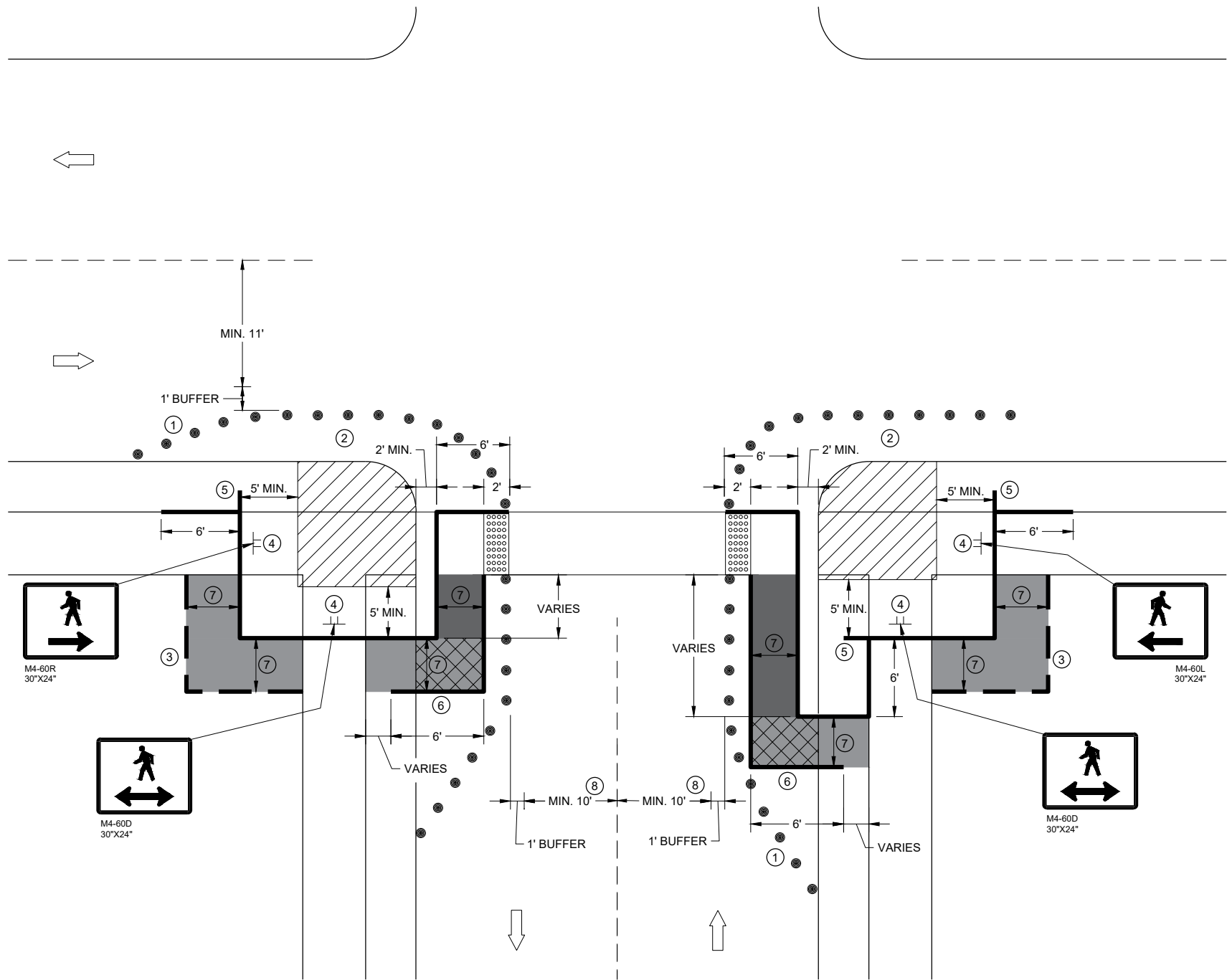
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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.

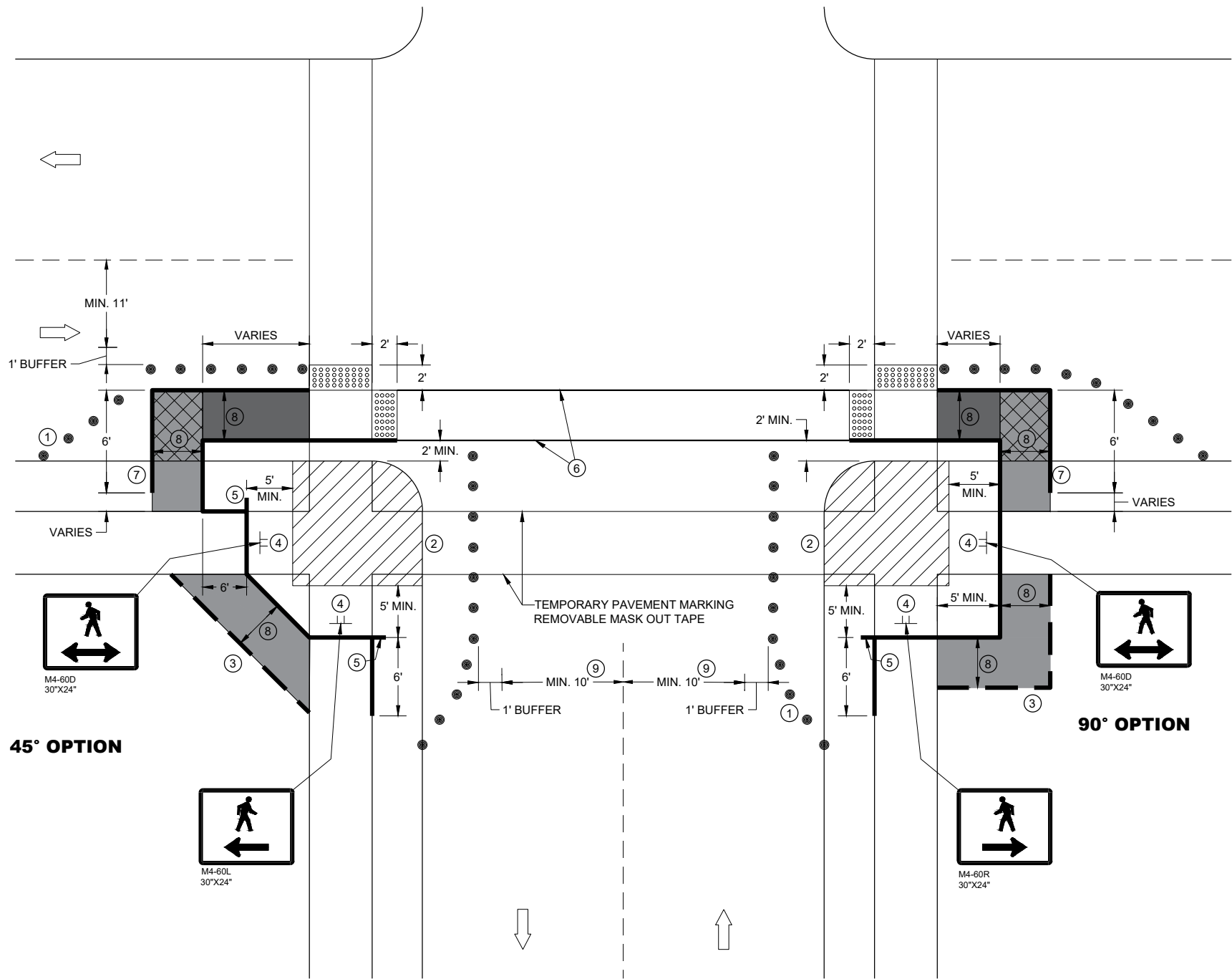
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 124



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

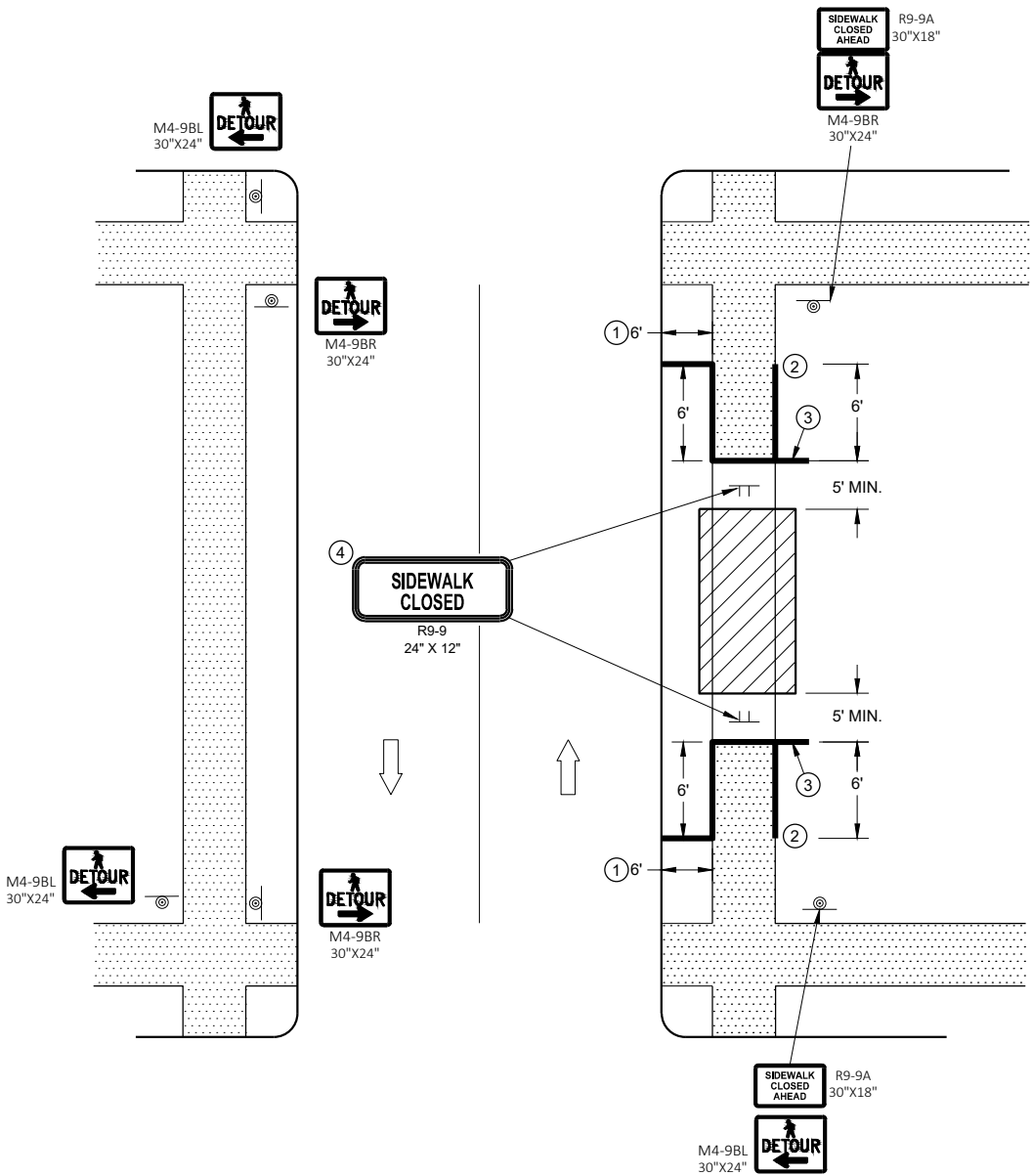
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 125

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.

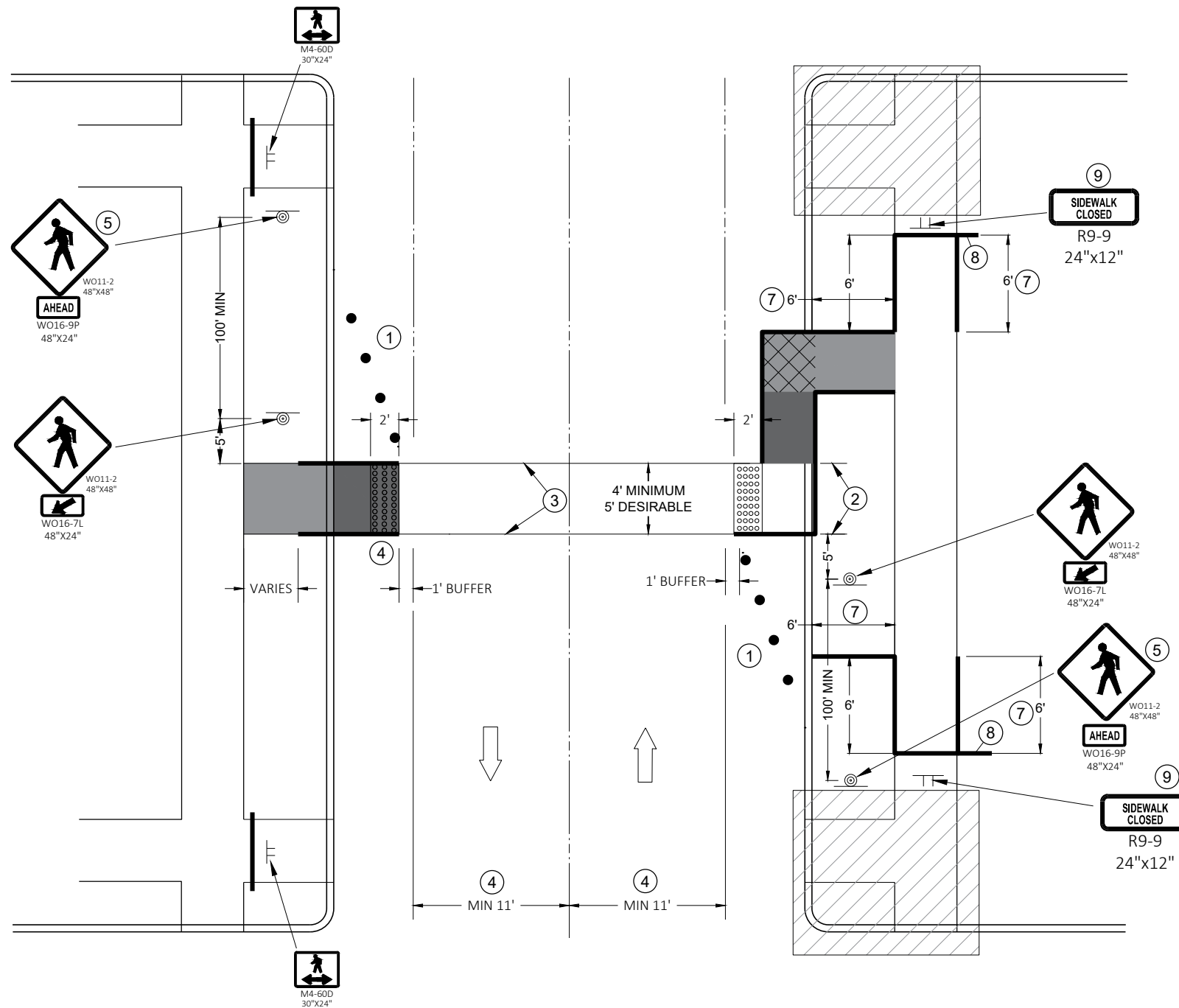
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

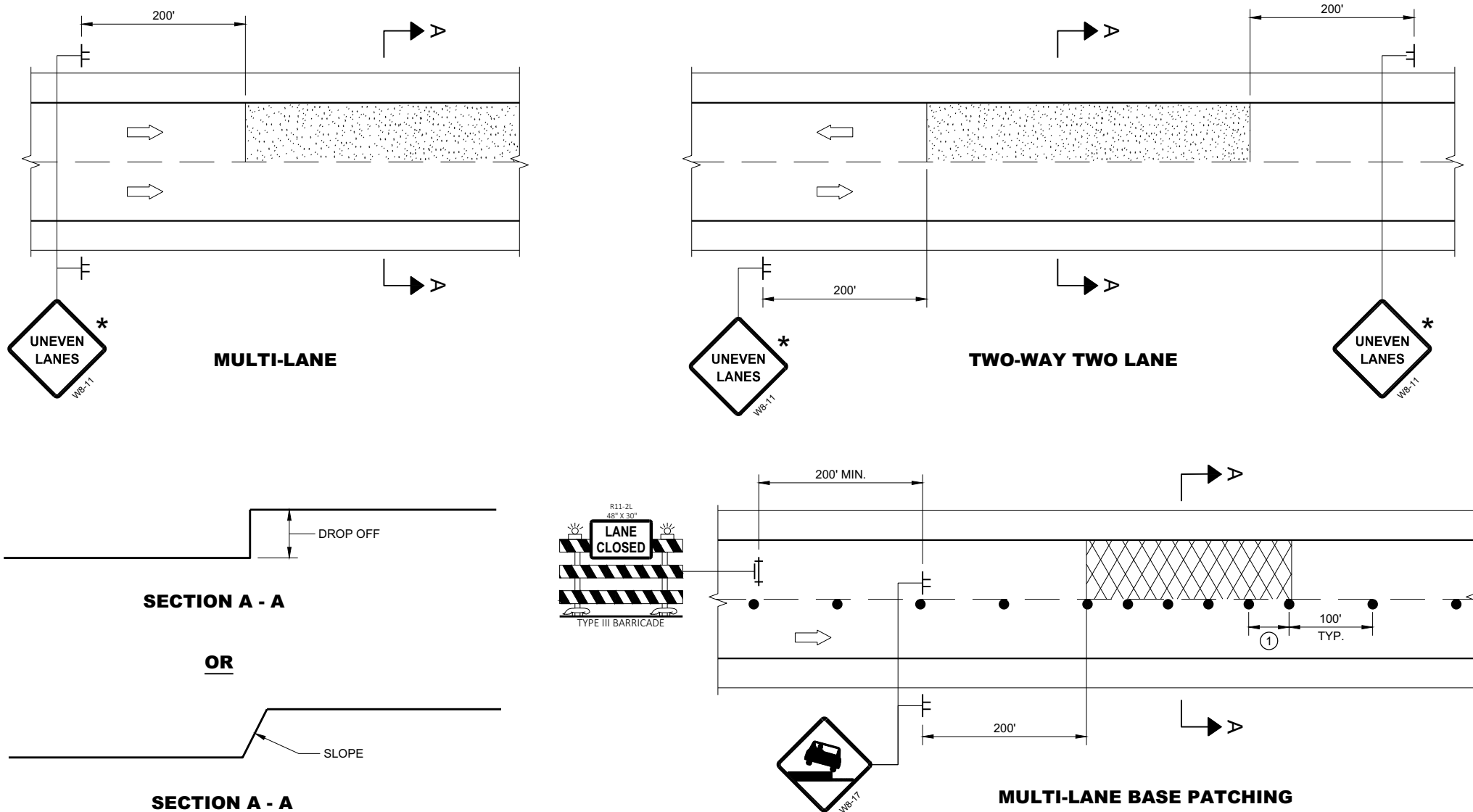
- | | |
|---|------------------------------------|
|  | TRAFFIC CONTROL DRUM |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY DETECTABLE WARNING FIELD |
|  | TEMPORARY PEDESTRIAN SURFACE "A" |
|  | TEMPORARY PEDESTRIAN SURFACE "B" |
|  | WORK AREA |
|  | TEMPORARY PEDESTRIAN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



TEMPORARY PEDESTRIAN CROSSING

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 127



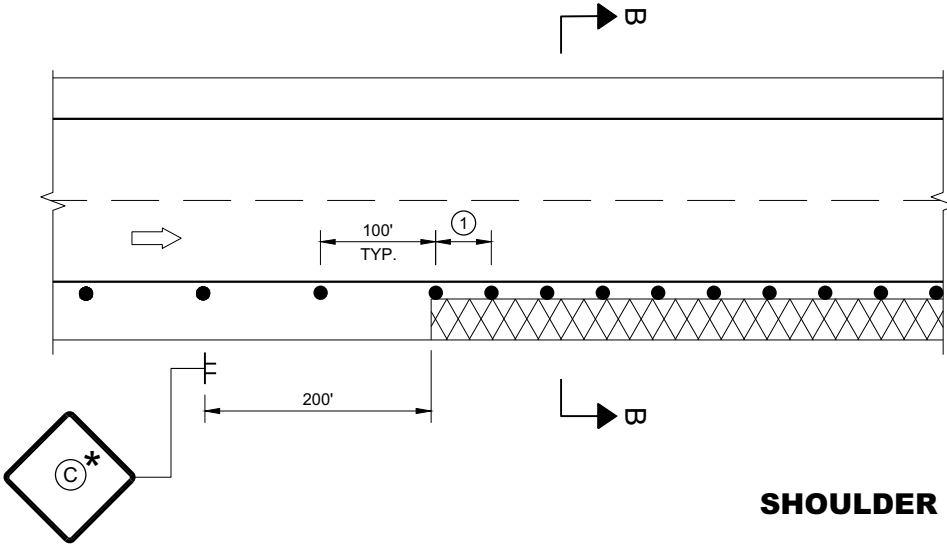
ADJACENT LANE DROP-OFFS

GENERAL NOTES

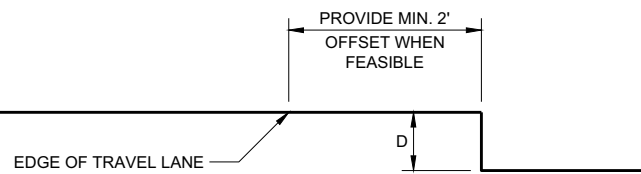
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF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

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 128

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.

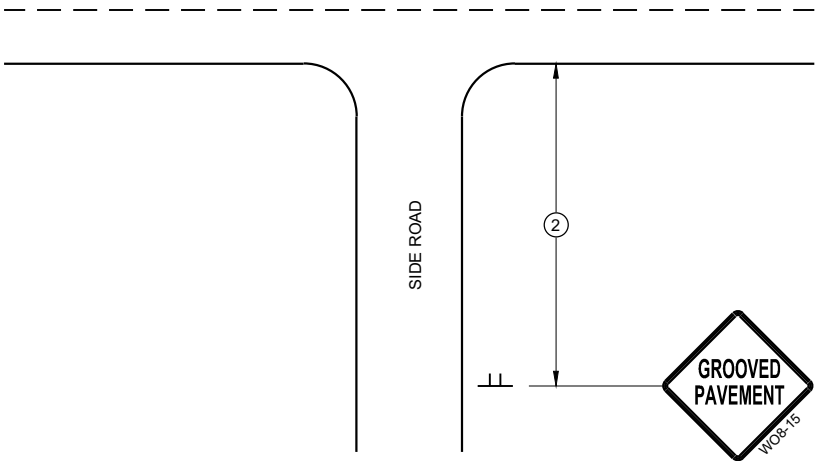
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

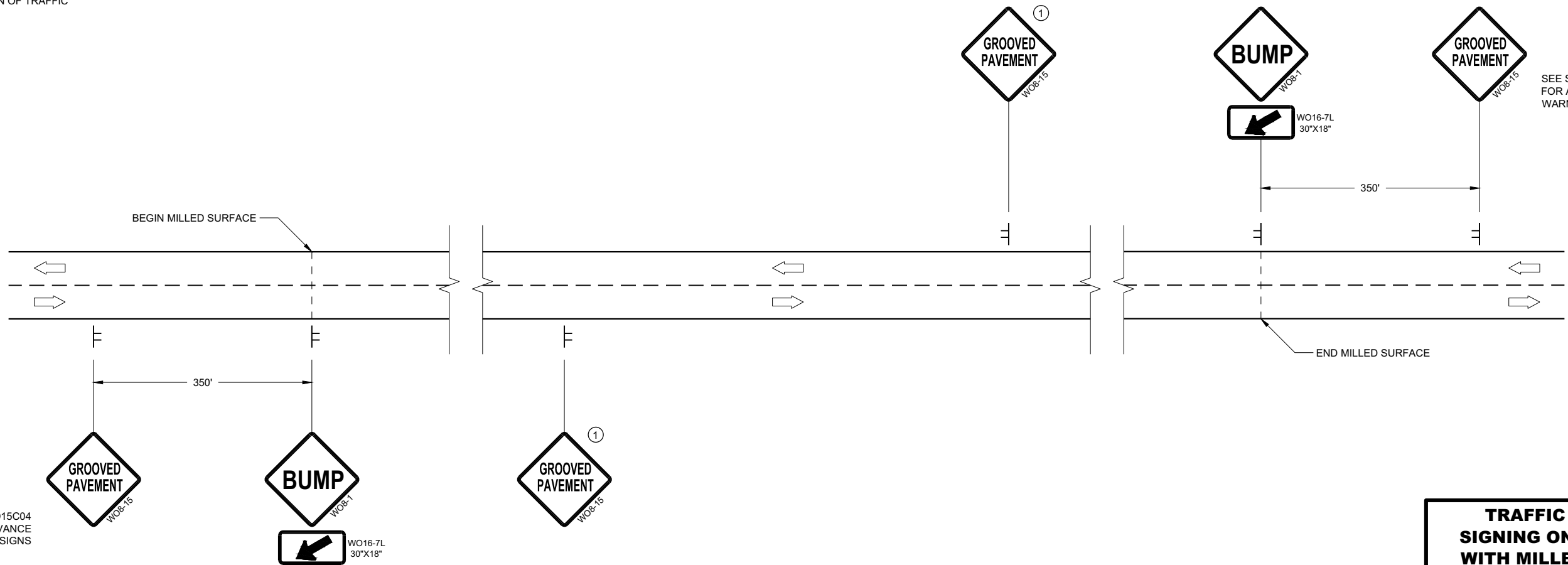
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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 129

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

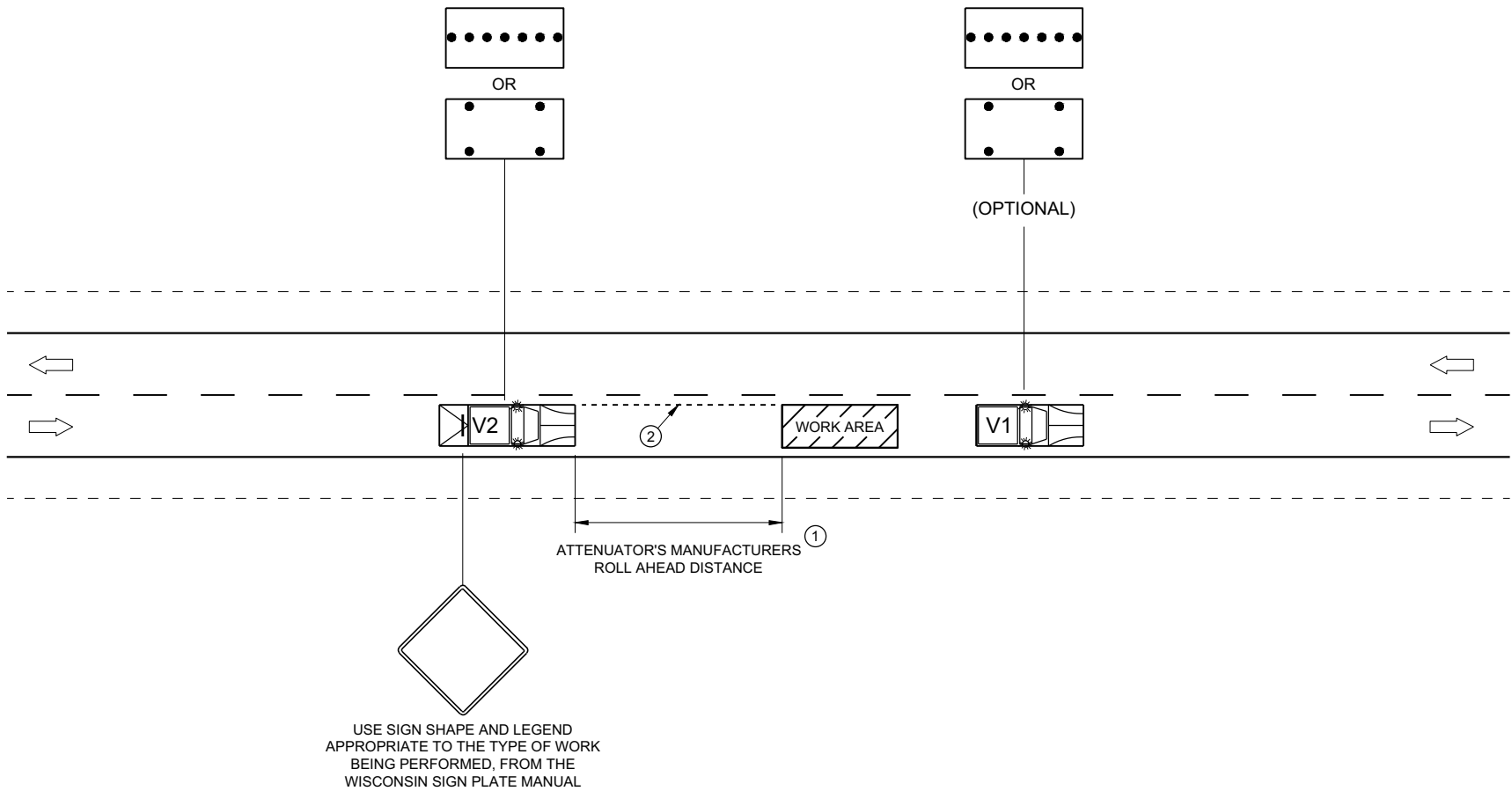
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

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 130
FHWA

JCT

INTERSTATE

00

J1-1

JCT

END

INTERSTATE

00

00

J1-2

JCT

JCT

END

INTERSTATE

00

00

COUNTY

0

J1-3

END

RUSTIC ROAD

JR1-1

NORTH

INTERSTATE

00

↷

J2-1

WEST

NORTH

INTERSTATE

00

00

↶

↑

J2-2

WEST

NORTH

EAST

INTERSTATE

00

00

00

↶

↑

↗

J2-3

NORTH

00

↶

J3-1

EAST

EAST

INTERSTATE

00

00

↶

↗

J3-2

EAST

SOUTH

WEST

INTERSTATE

00

00

00

↶

↑

↗

J3-3

NORTH

00

J4-1

ALT

00

COUNTY

0

J4-2

WEST

00

COUNTY

0

J4-2

TO

EAST

INTERSTATE

00

↗

J32-1

TO

WEST

INTERSTATE

00

→

J33-1

TO

INTERSTATE

00

↶

J22-1

TO

INTERSTATE

00

↶

J23-1

RUSTIC ROAD

↶

JR13-1

TO

RUSTIC ROAD

↶

JR23-1

RUSTIC ROAD

R 120

NEXT 2 MILES

JR99-1

WEST

00

↶

JH-1

WEST

00

↶

JV

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

H

↷

JH-1

Blue Background

Black

blue background with interstate

blue

white

black

white

blue

WEST

NORTH

EAST

INTERSTATE

00

00

00

↶

↑

→

black

white

black background

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

TYPICAL ASSEMBLIES

NOTES

1. Signs are Type II - Type H Reflective

2. Color:
Background - Black Non-reflective
Message - see Note 4

3. Message Series - See Note 4

4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.

5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.

6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.

7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

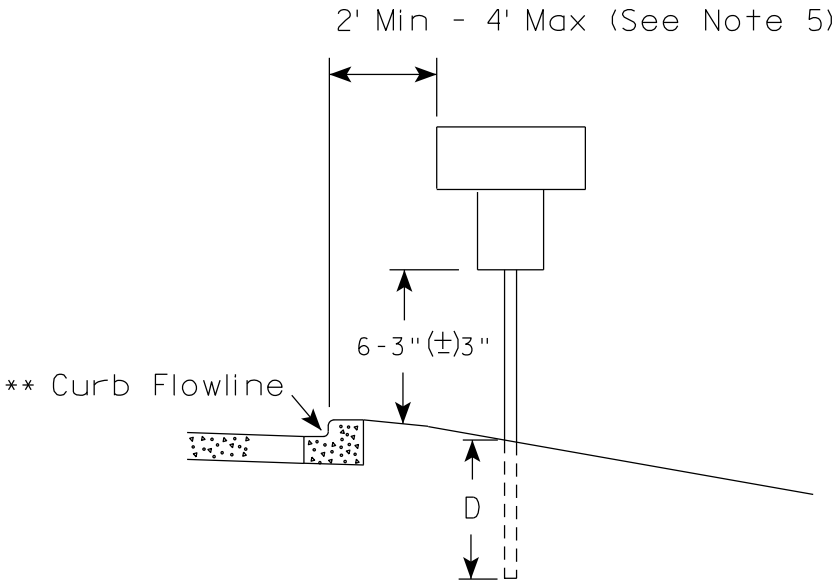
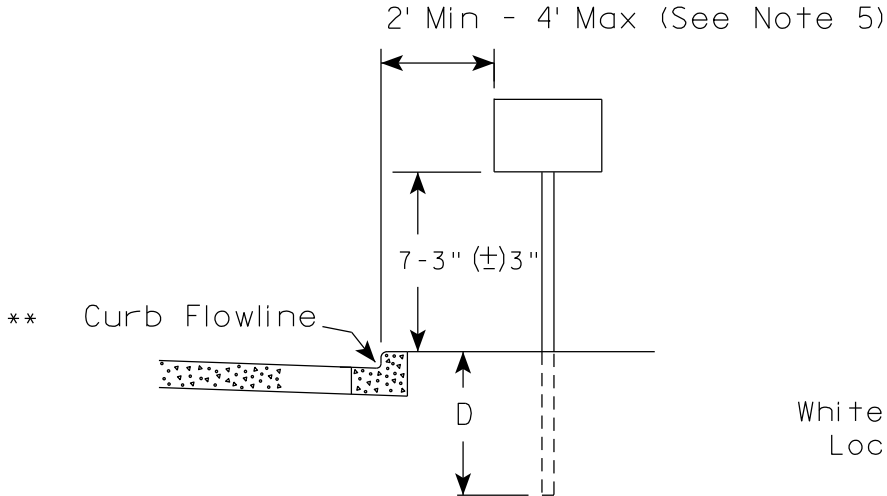
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

9. All Vertical J Assemblies are given a Sign Code of JV

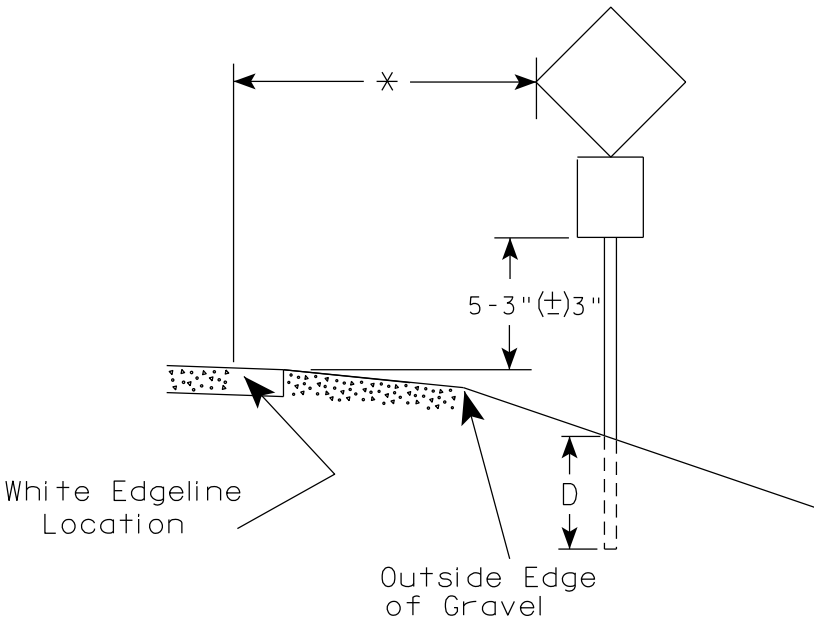
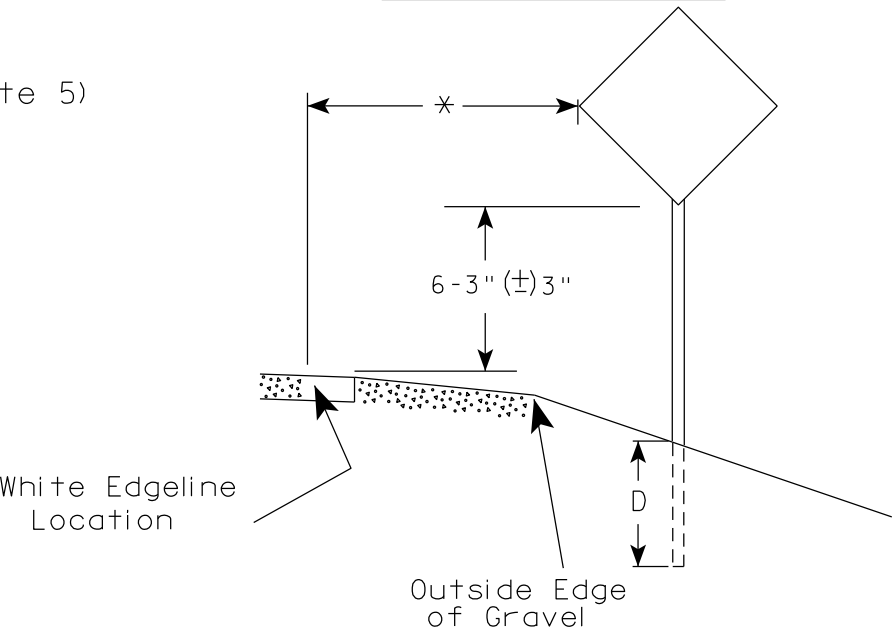
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.

11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

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

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

POST EMBEDMENT DEPTH

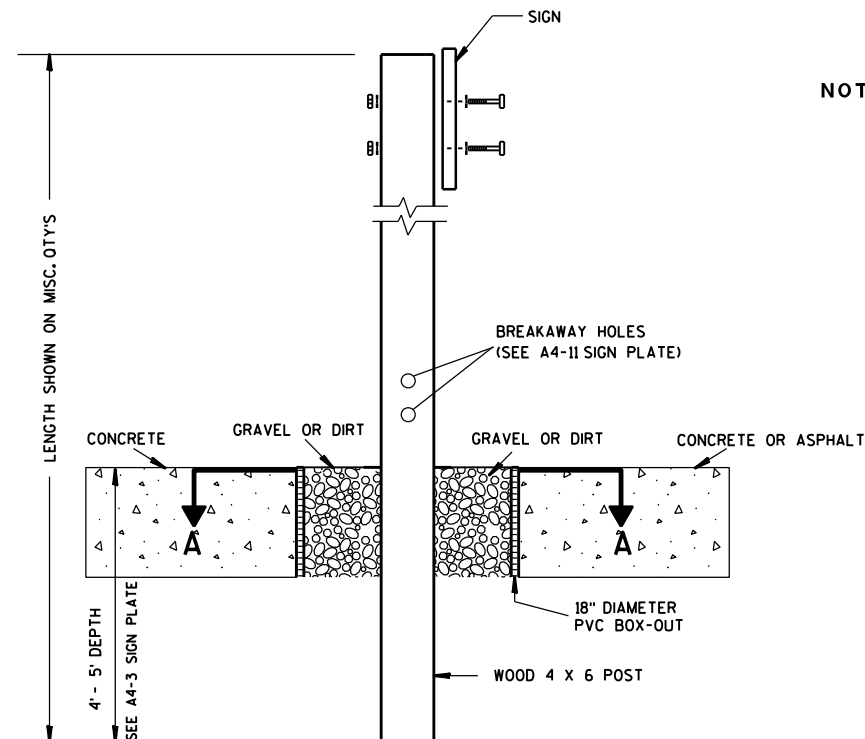
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

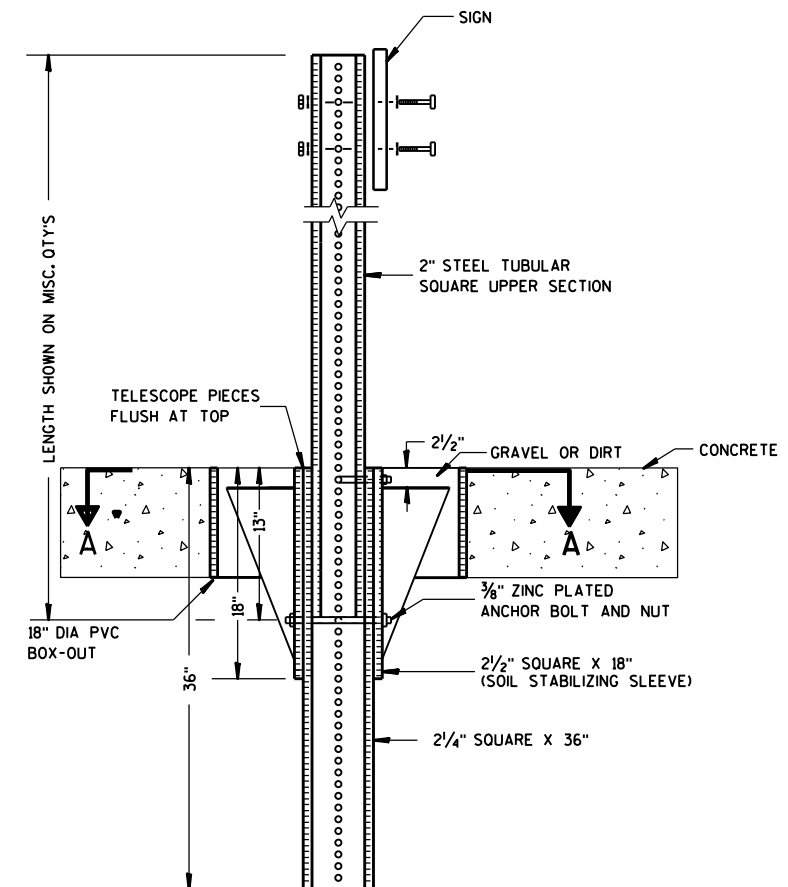
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

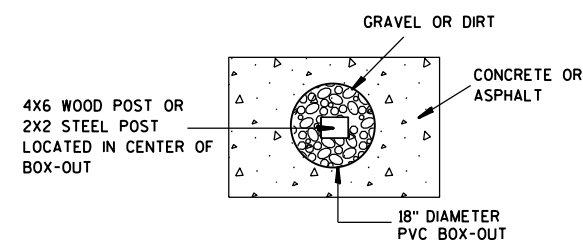
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 133 A4-3B.1

PROJECT NO:

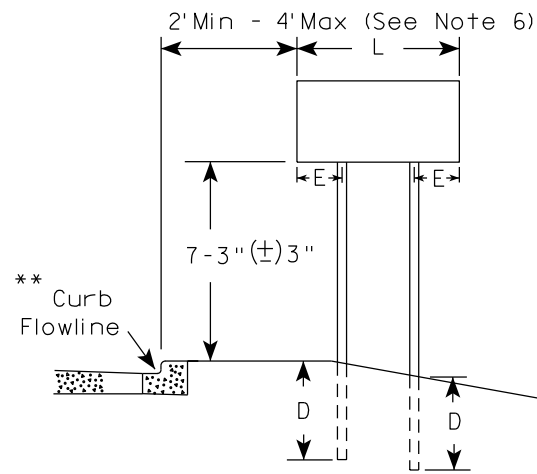
HWY:

COUNTY:

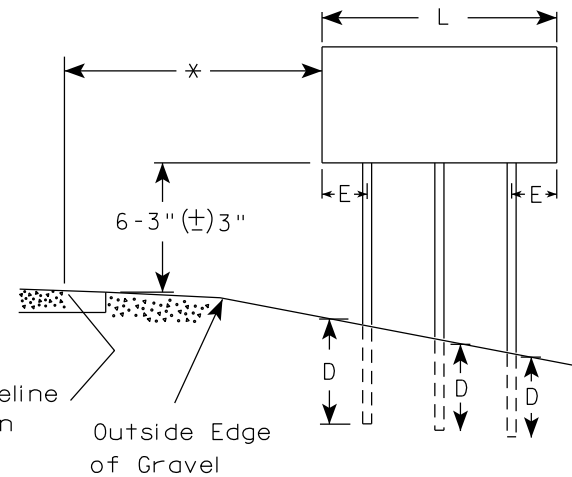
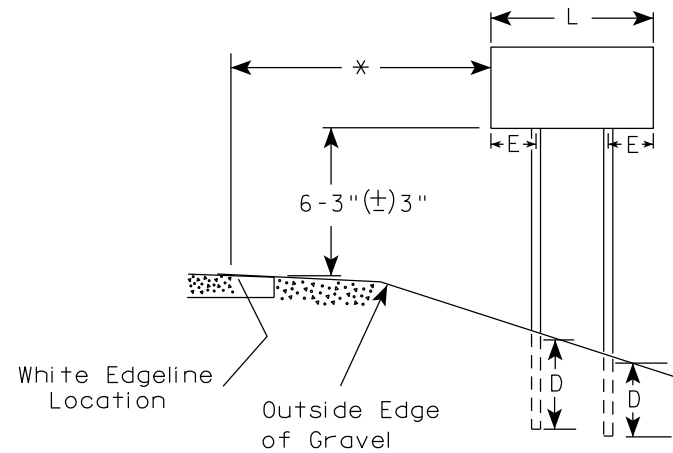
SHEET NO:

E

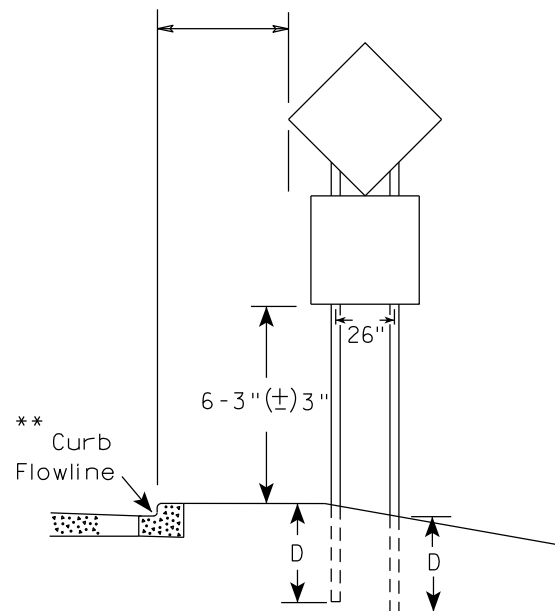
URBAN AREA



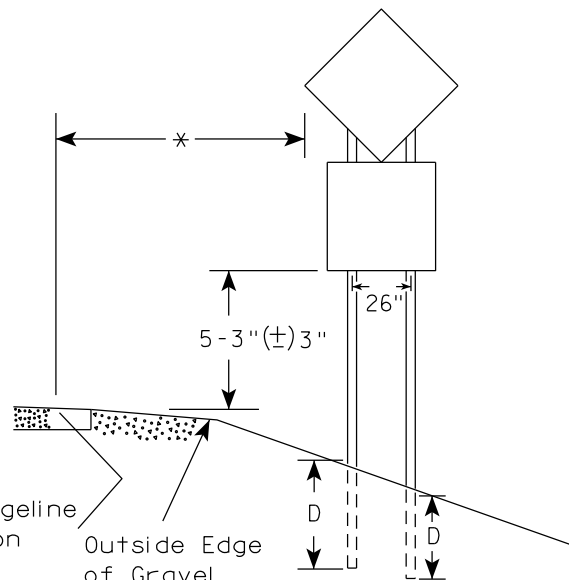
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/6/23	PLATE NO. A4-4.16

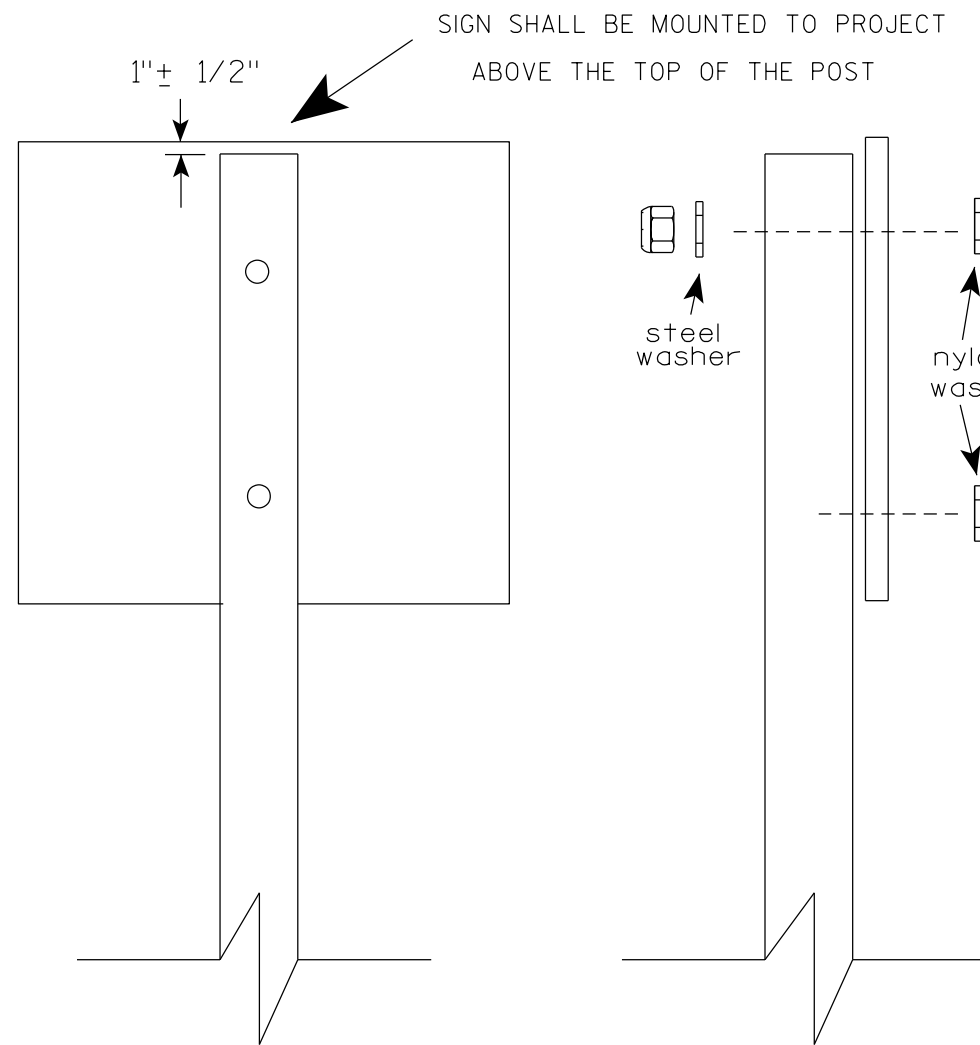
GENERAL NOTES

- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.
- J-Assemblies are considered to be one sign for mounting height.
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
- The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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.



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.

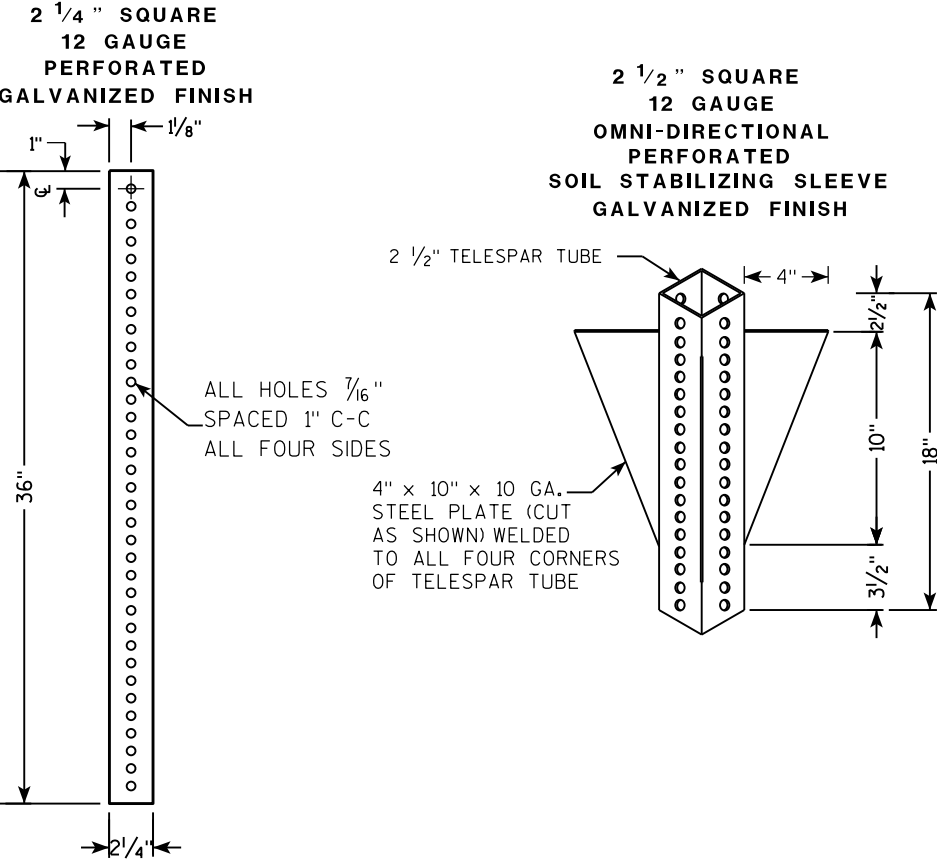
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

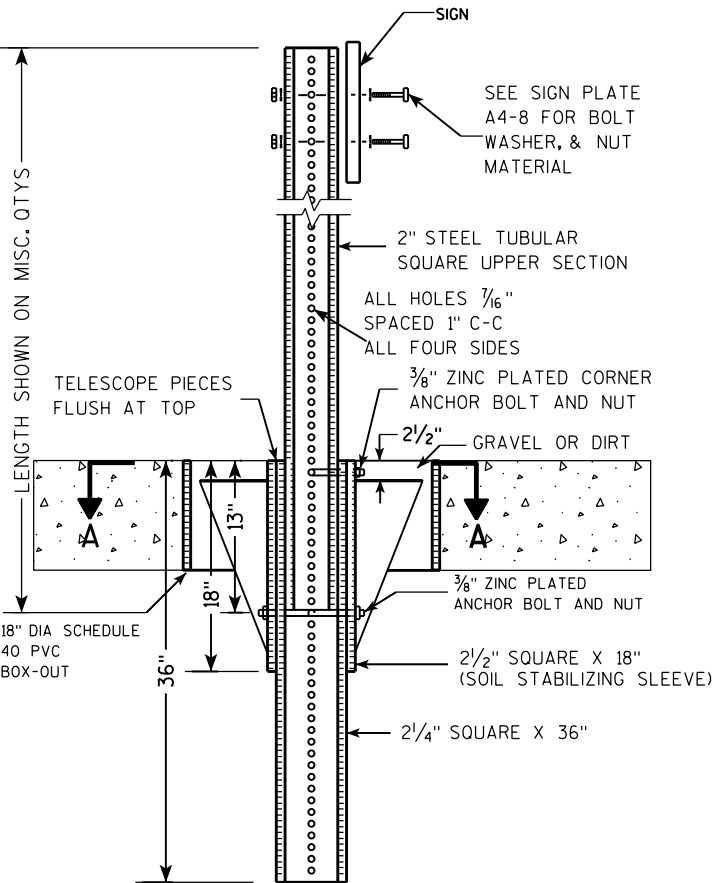
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

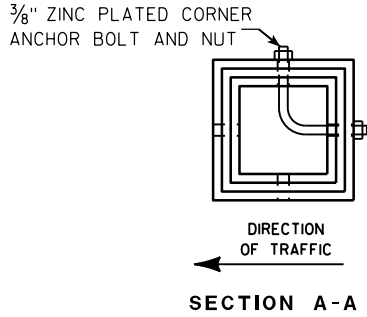
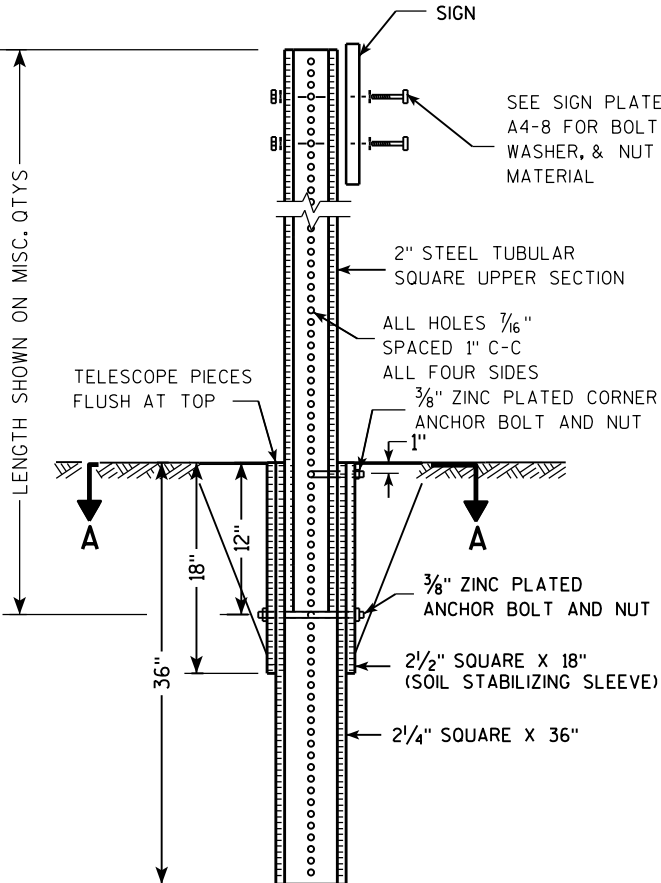
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

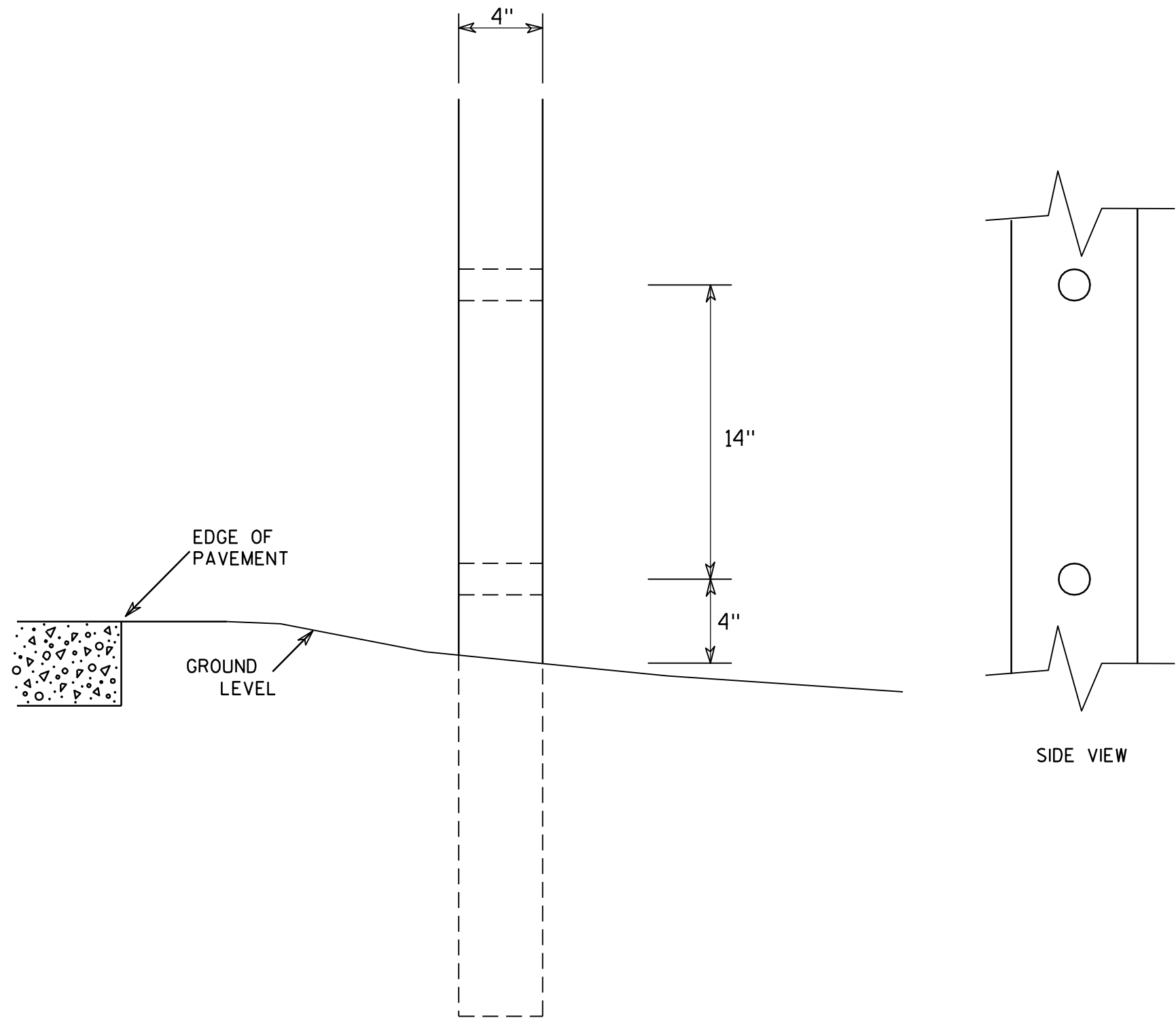
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 136 14-9.9

7



GENERAL NOTES

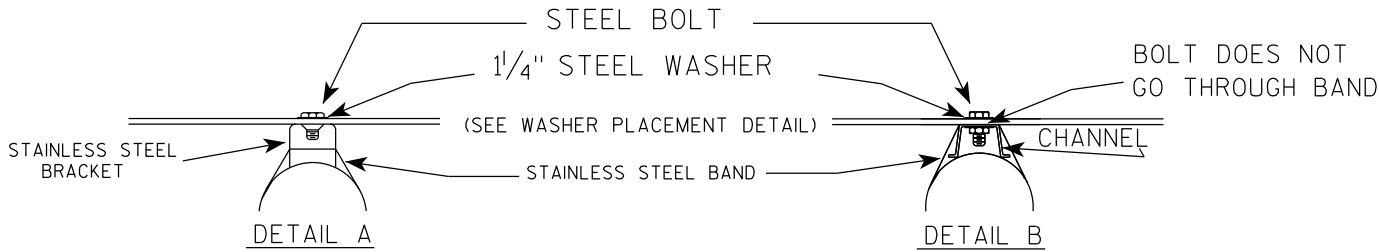
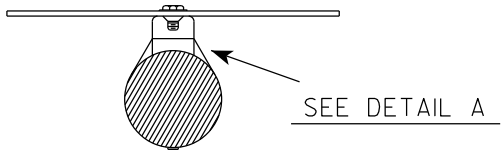
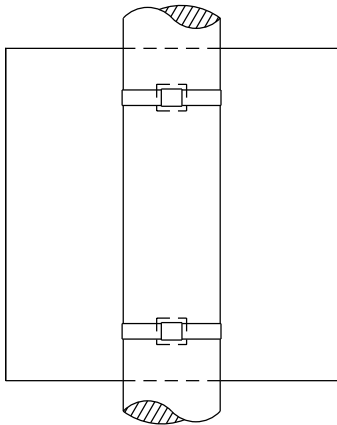
1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

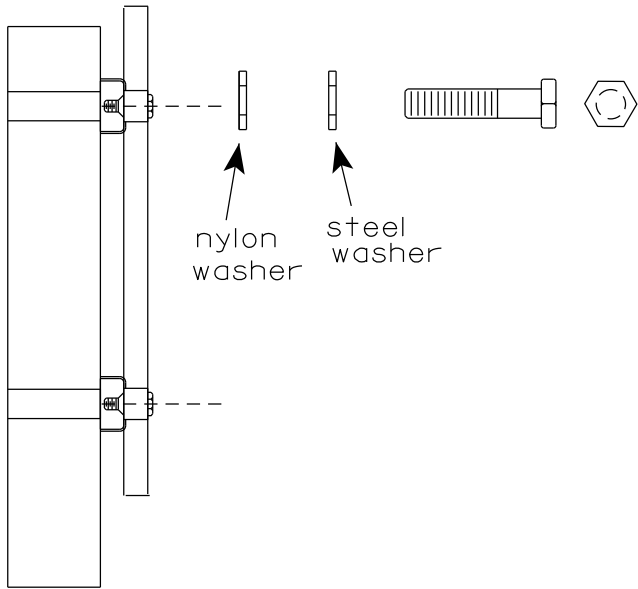
4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

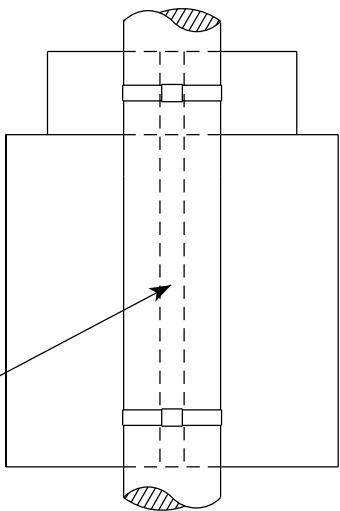


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

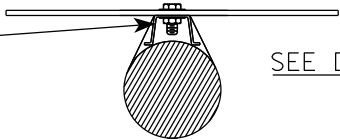
GENERAL NOTES

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

"J" ASSEMBLY



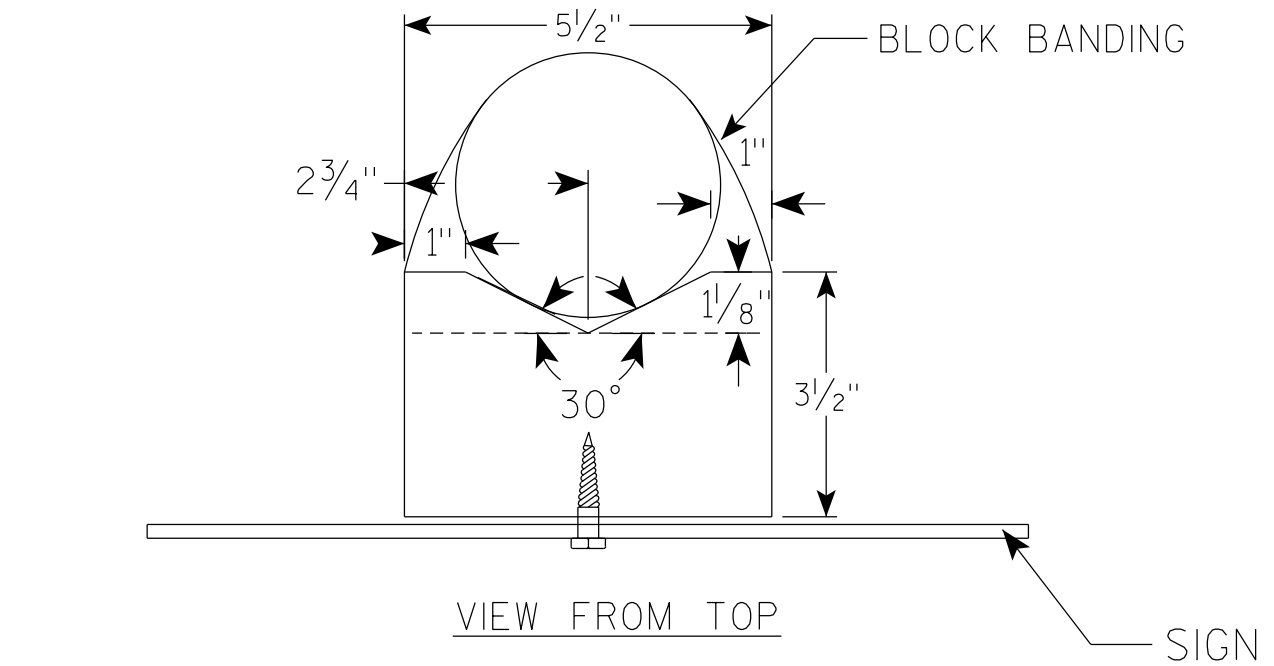
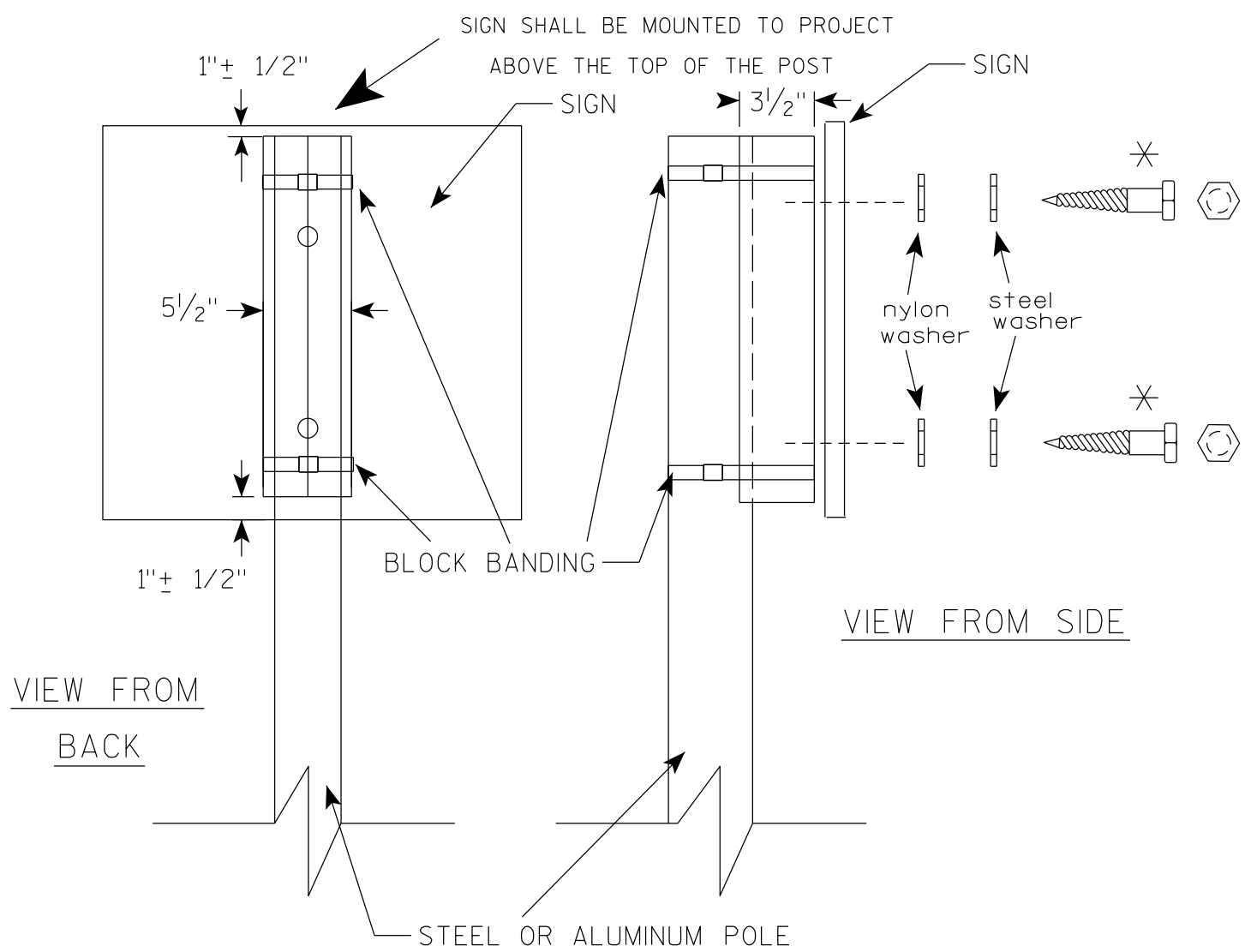
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



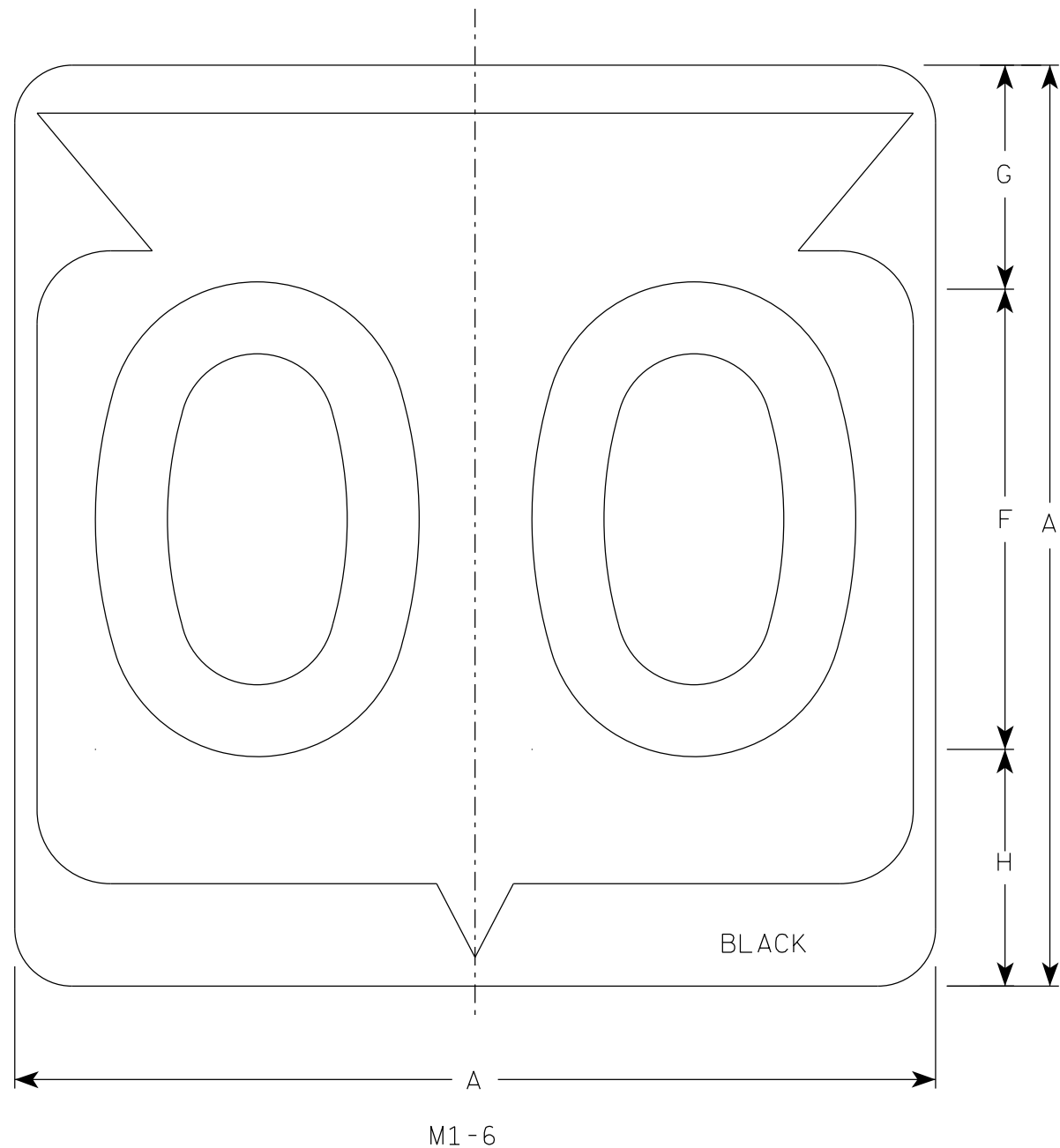
GENERAL NOTES

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 $2\frac{1}{2}$ "

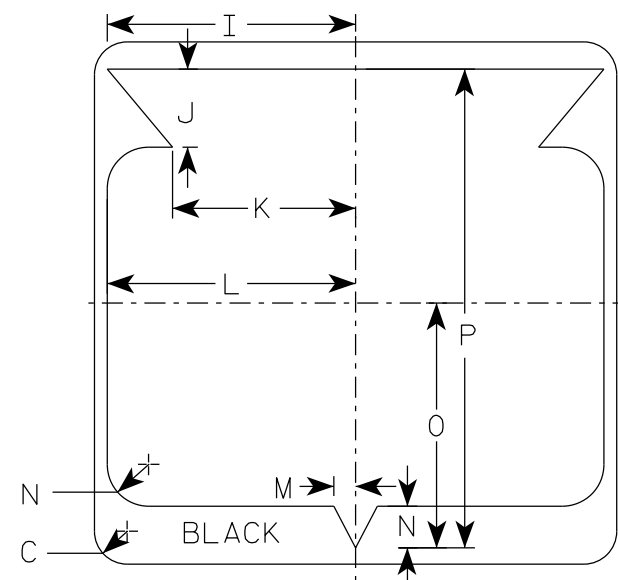
BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

7



NOTES

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



7

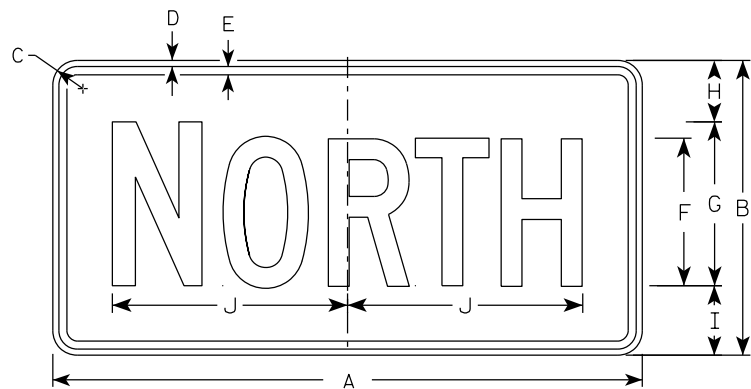
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8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

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

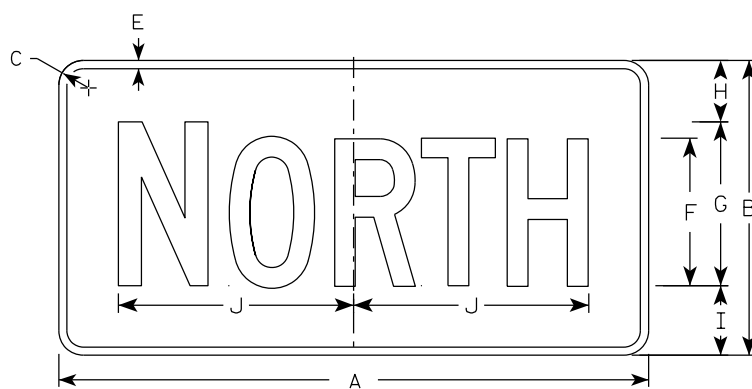
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

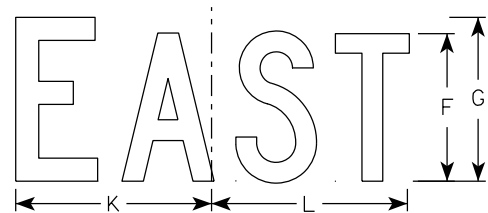
DATE 11/8/2022 PLATE NO. M1-6.11



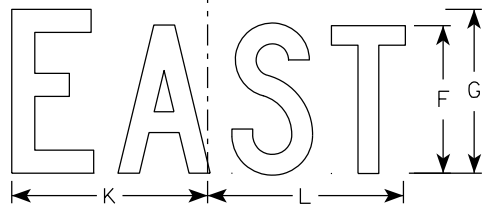
M3-1
MM3-1
MP3-1



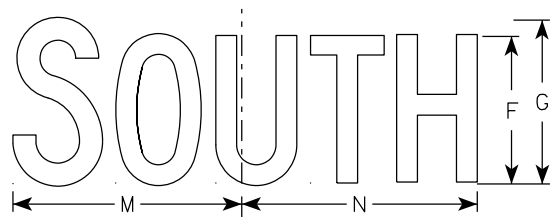
MB3-1
MK3-1
MN3-1



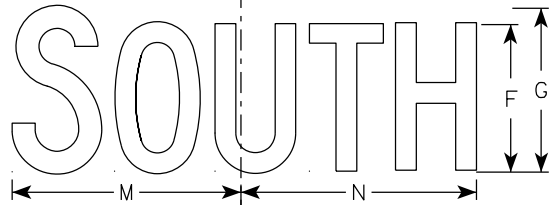
M3-2
MM3-2
MP3-2



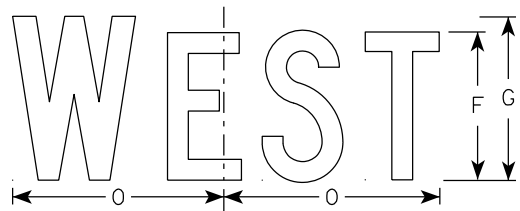
MB3-2
MK3-2
MN3-2



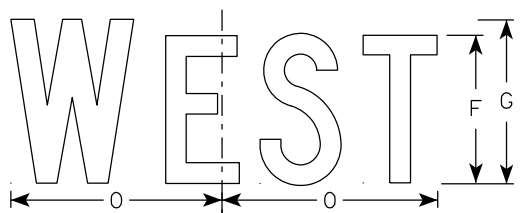
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

- All Signs Type II - Type H Reflective
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- 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.
- M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.

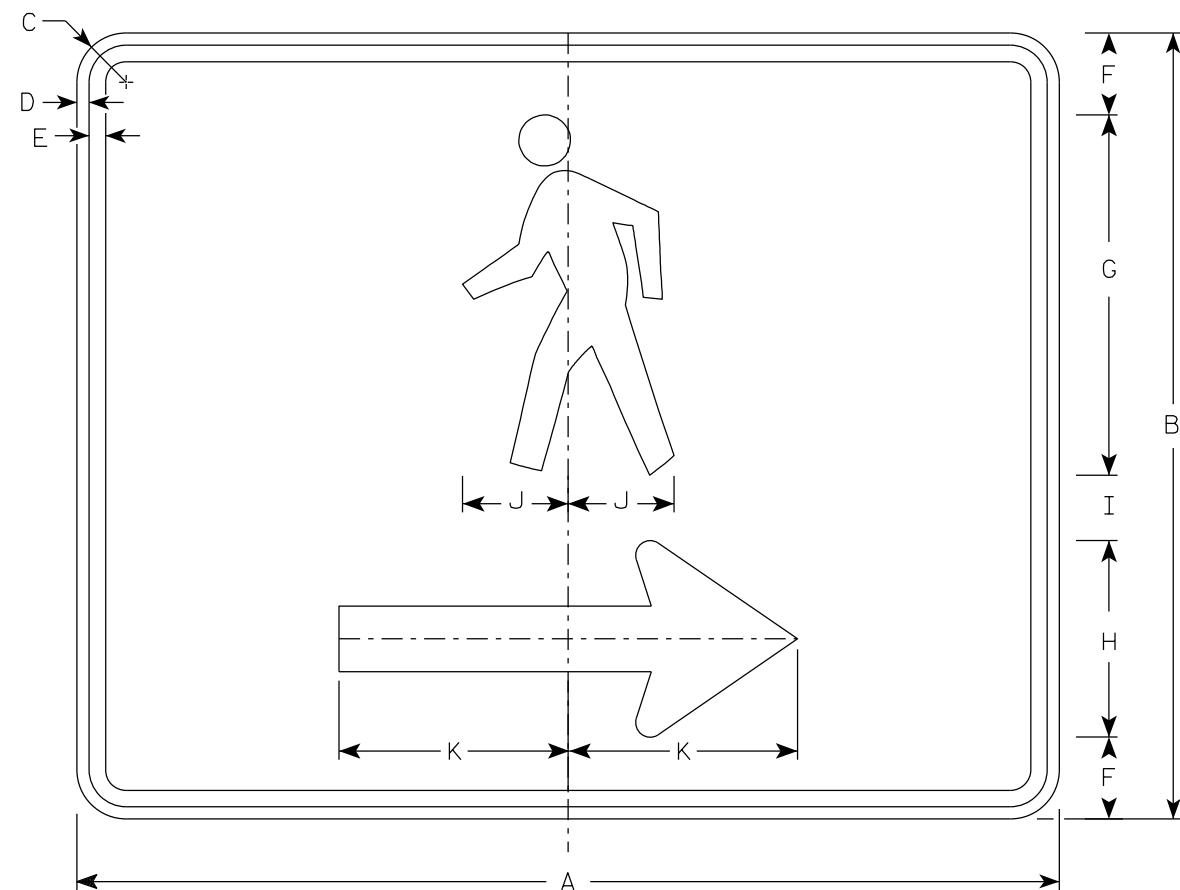
7

7

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

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

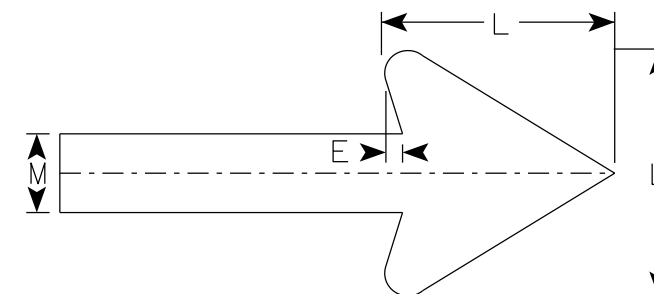
7



M4-60R

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.



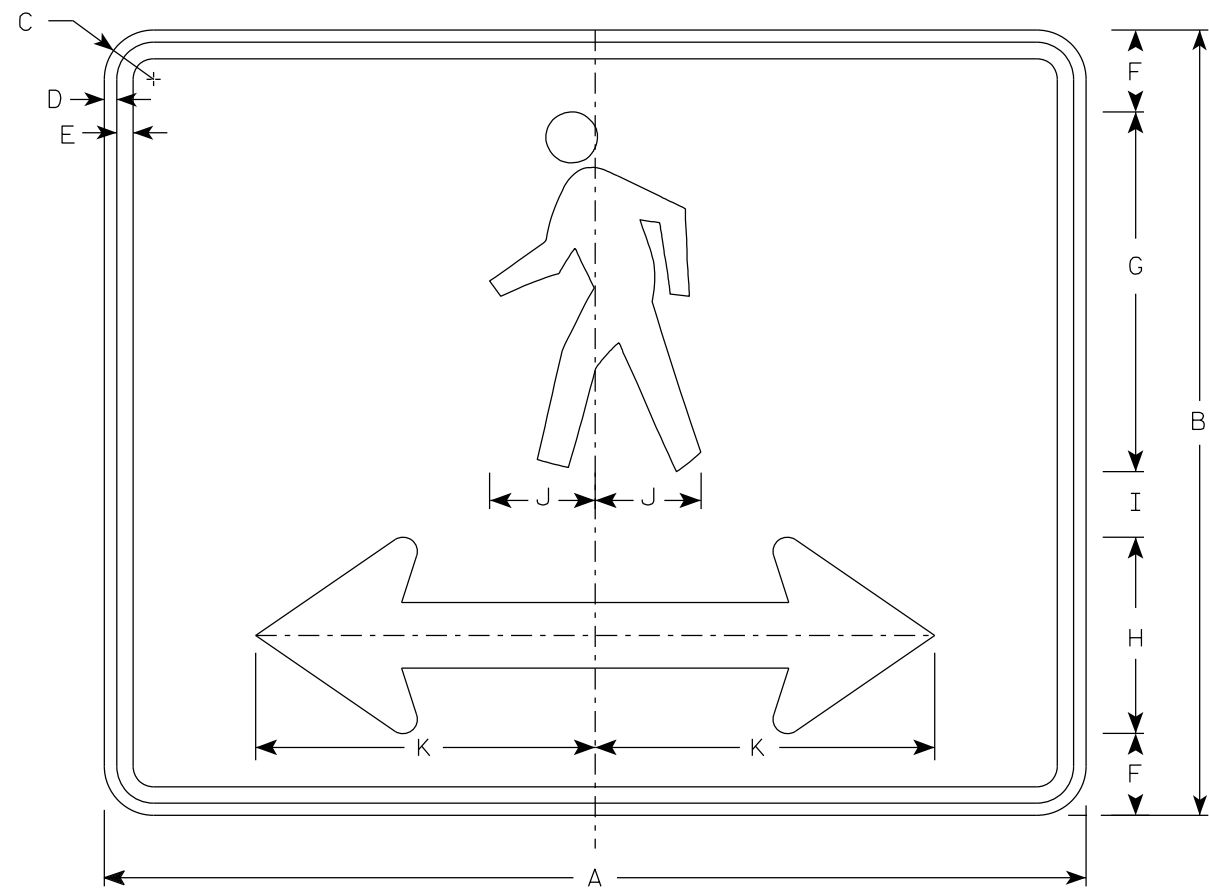
Arrow Detail

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	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: 142	E
-------------	------	---------	--	---------------	---

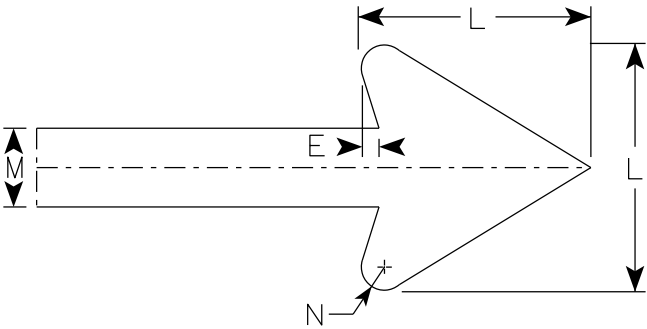
7



M4-60D

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.

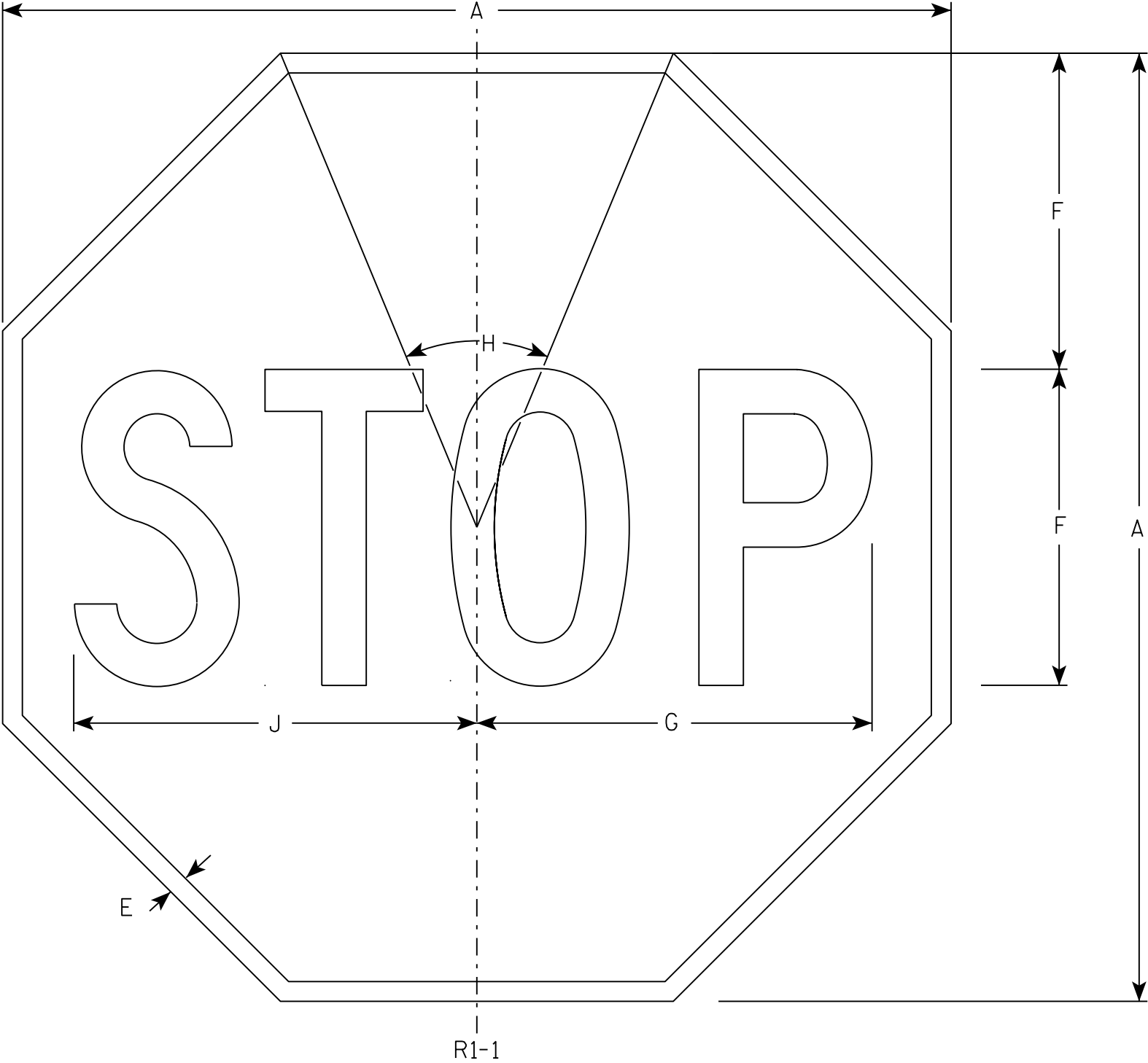


Arrow Detail

7

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

7



NOTES

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

7

R1-1

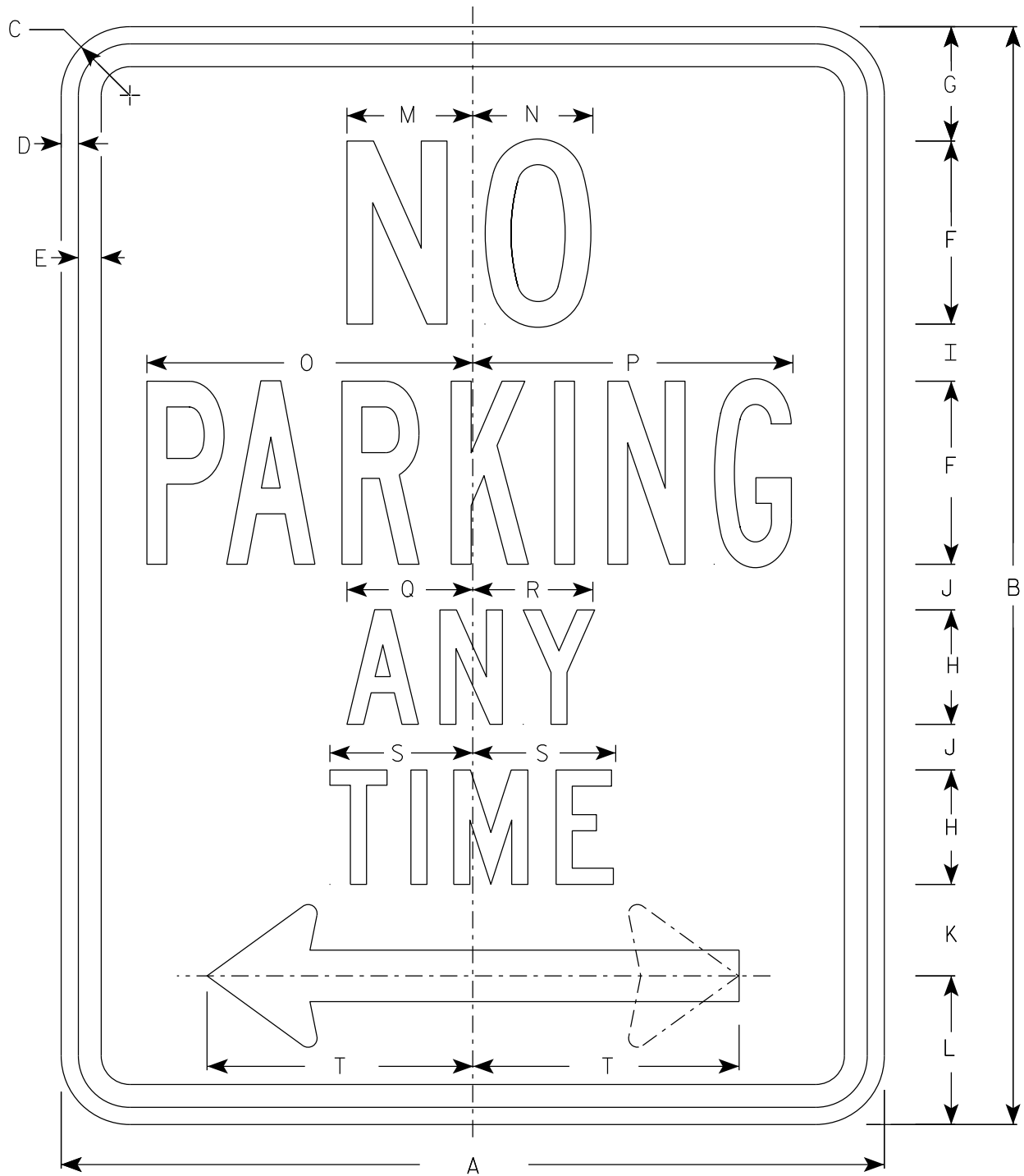
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°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

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

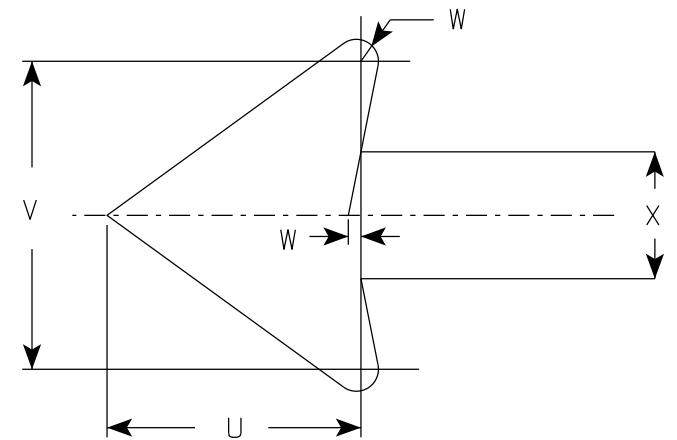


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)

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	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

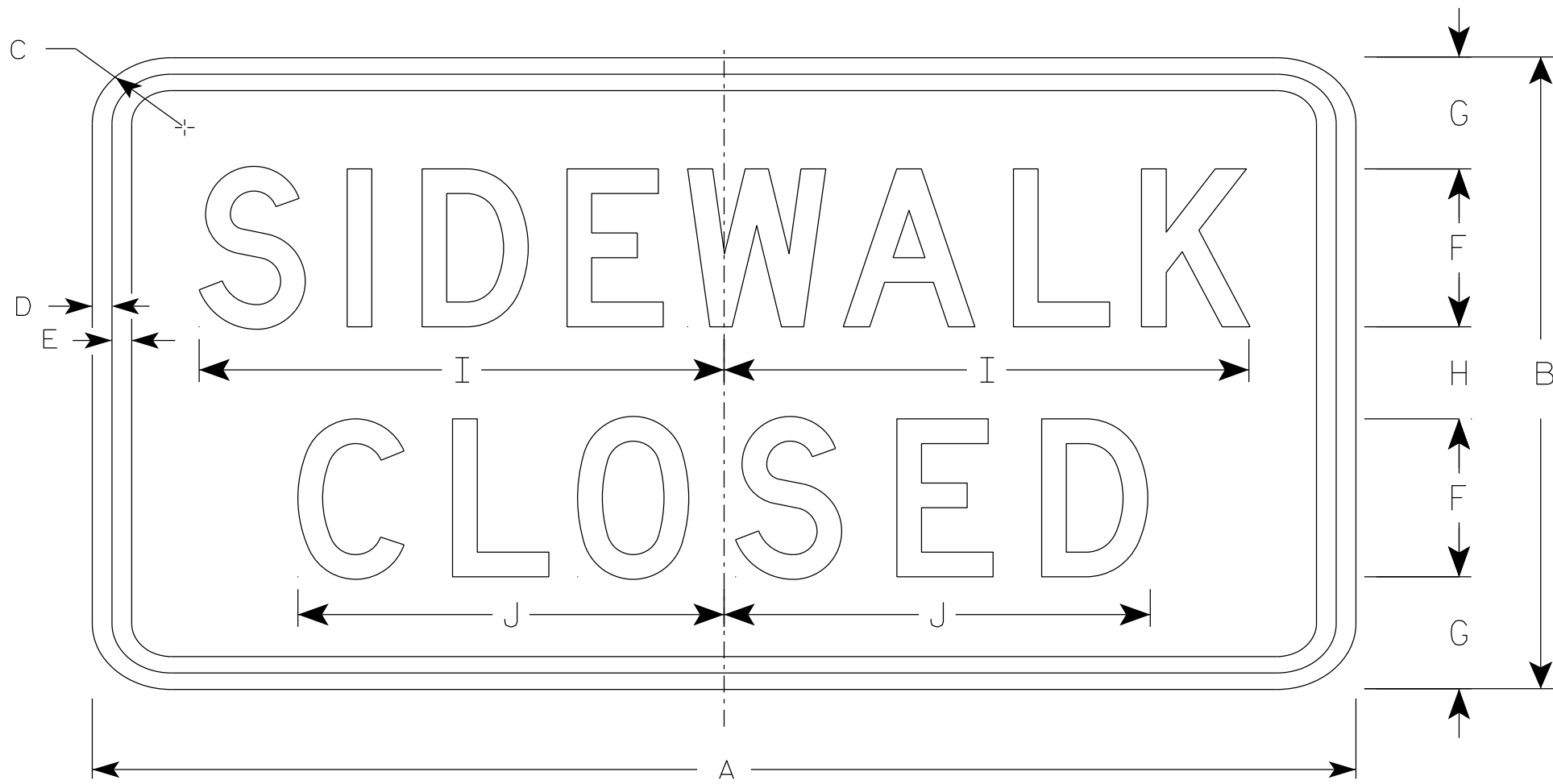
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

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

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 146

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

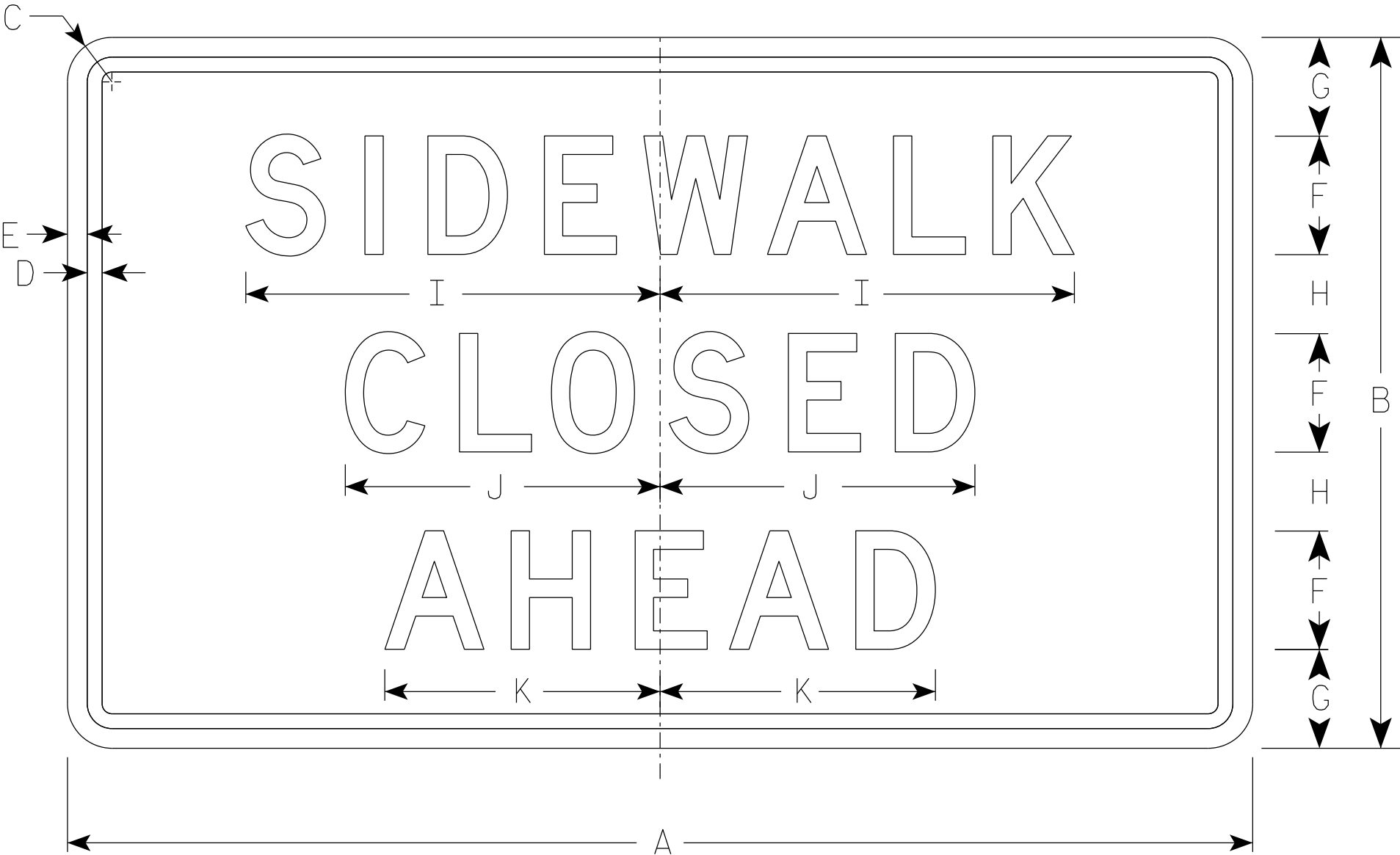
For State Traffic Engineer

DATE 1/24/24

PLATE NO. R9-9.7

NOTES

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



R9-9A

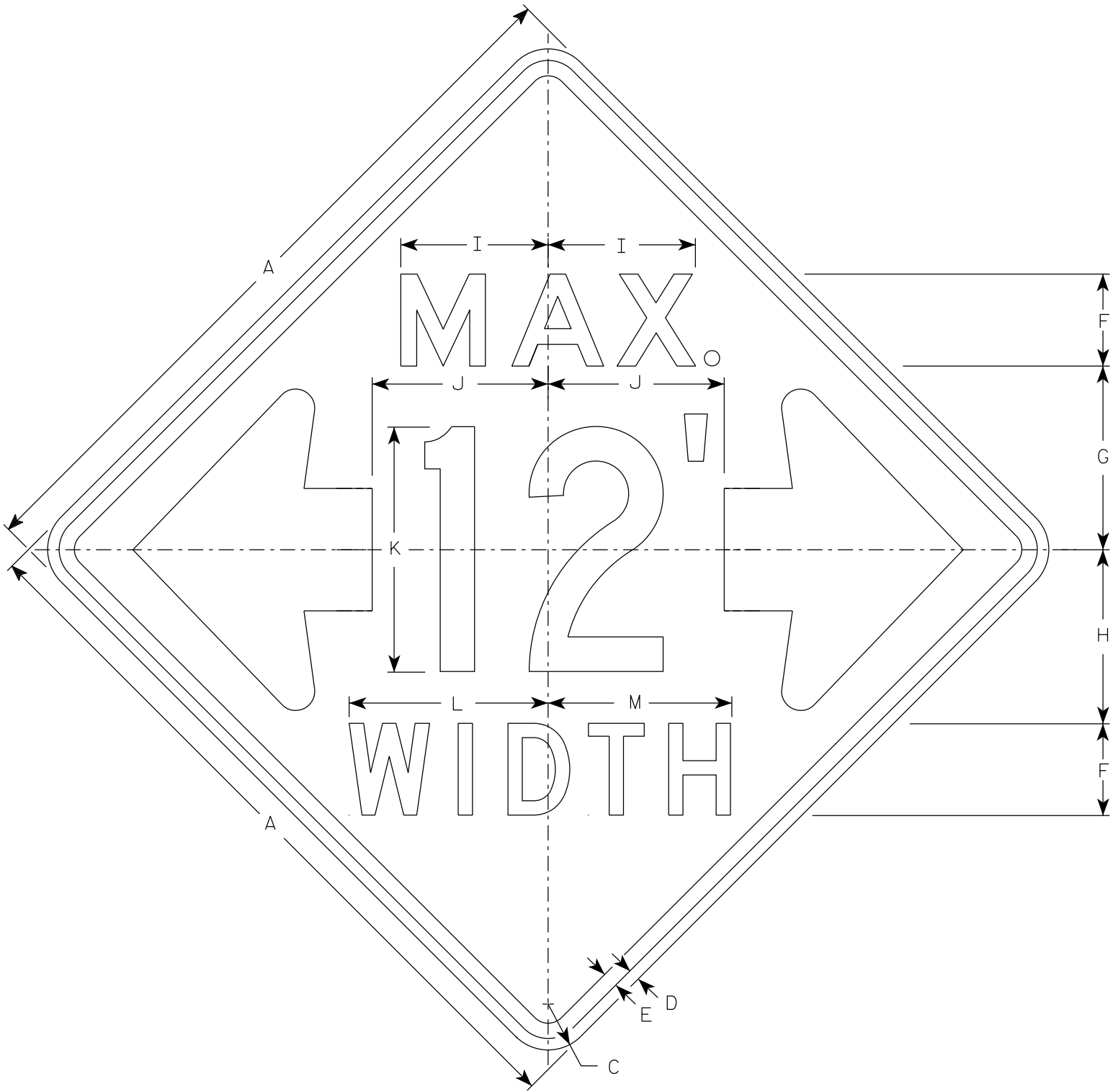
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

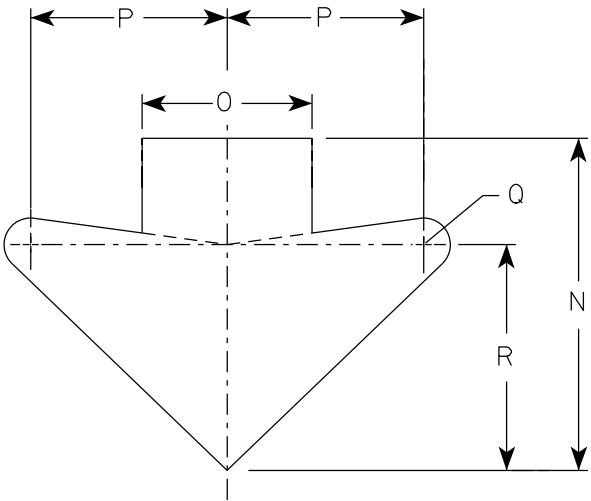
DATE 1/24/24 PLATE NO. R9-9A.2



W12-52

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See note 5
- 4. The top line is series E, the numerals are series C, and the bottom line is series D.
- 5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

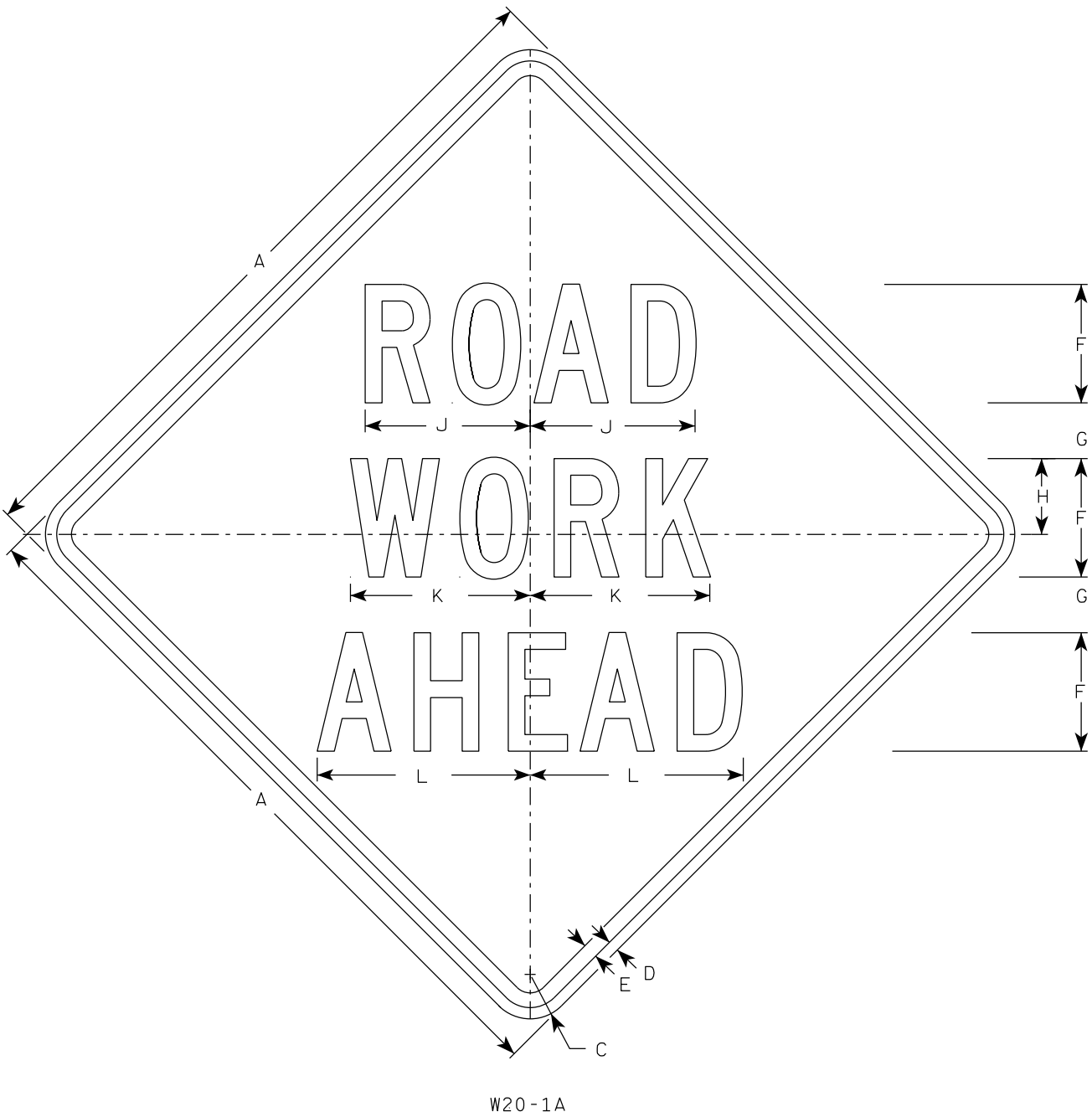
STANDARD SIGN

W12-52

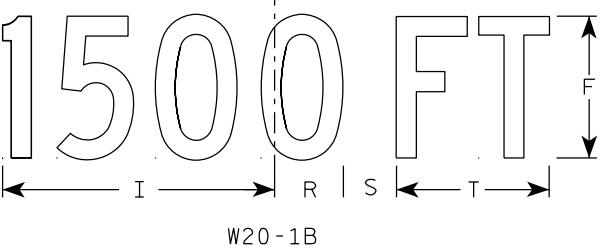
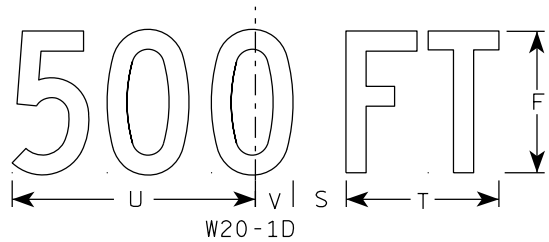
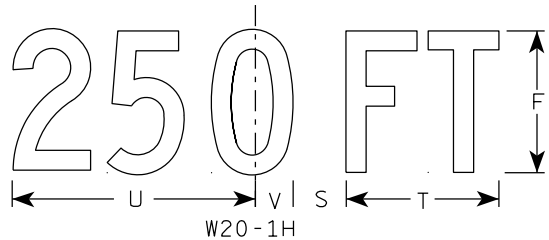
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

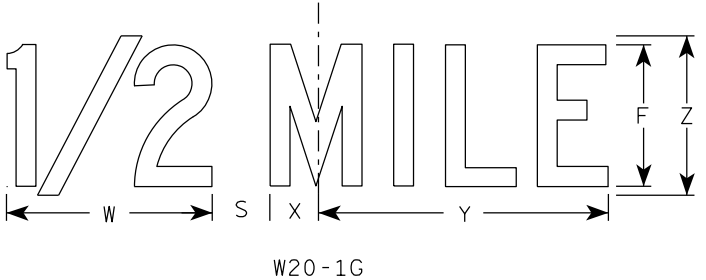


W20-1A

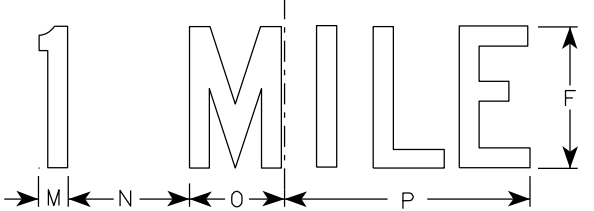


W20-1B

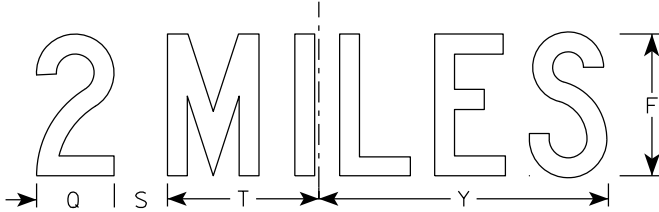
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G

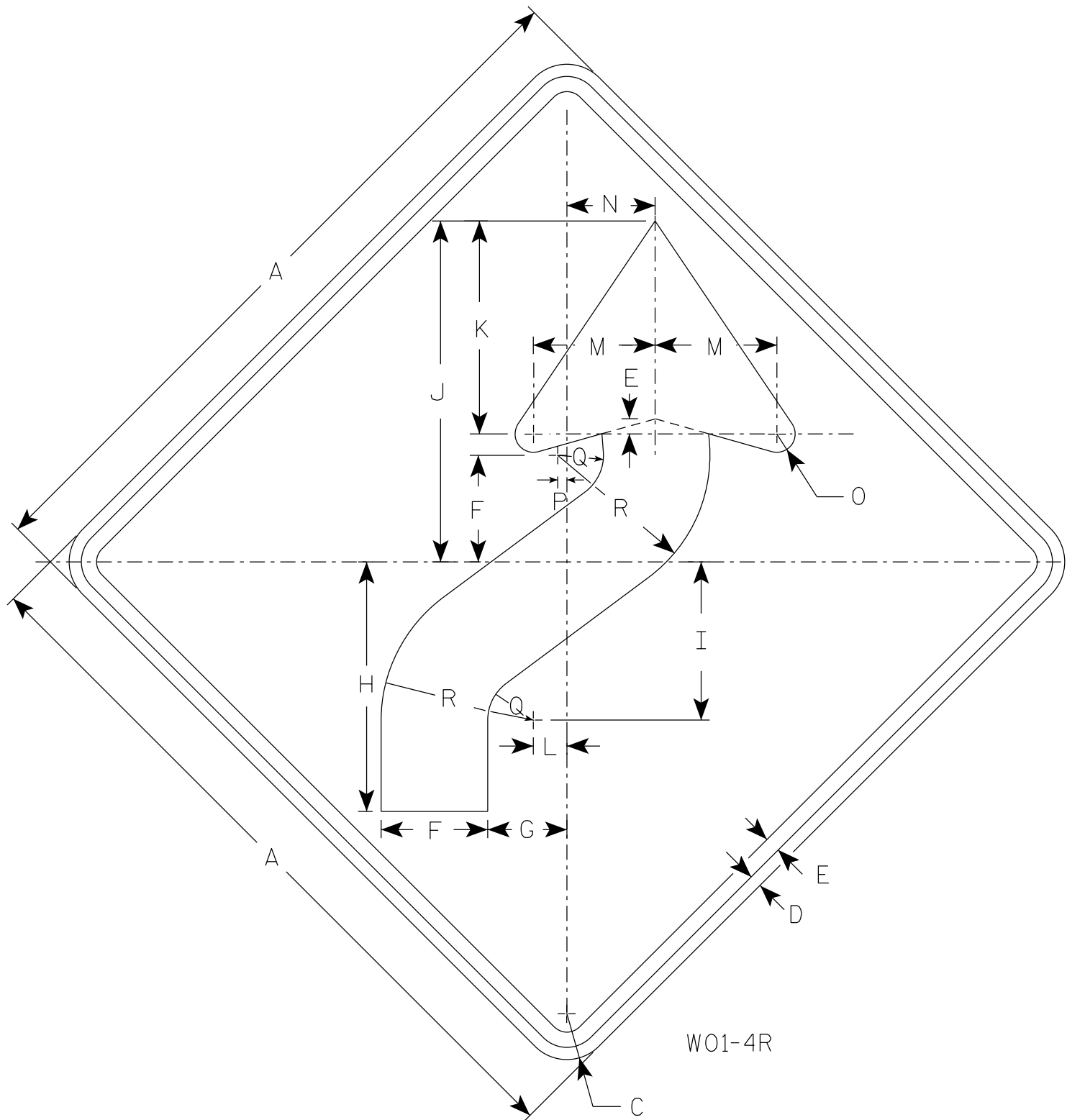


W20-1F



W20-1E

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



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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

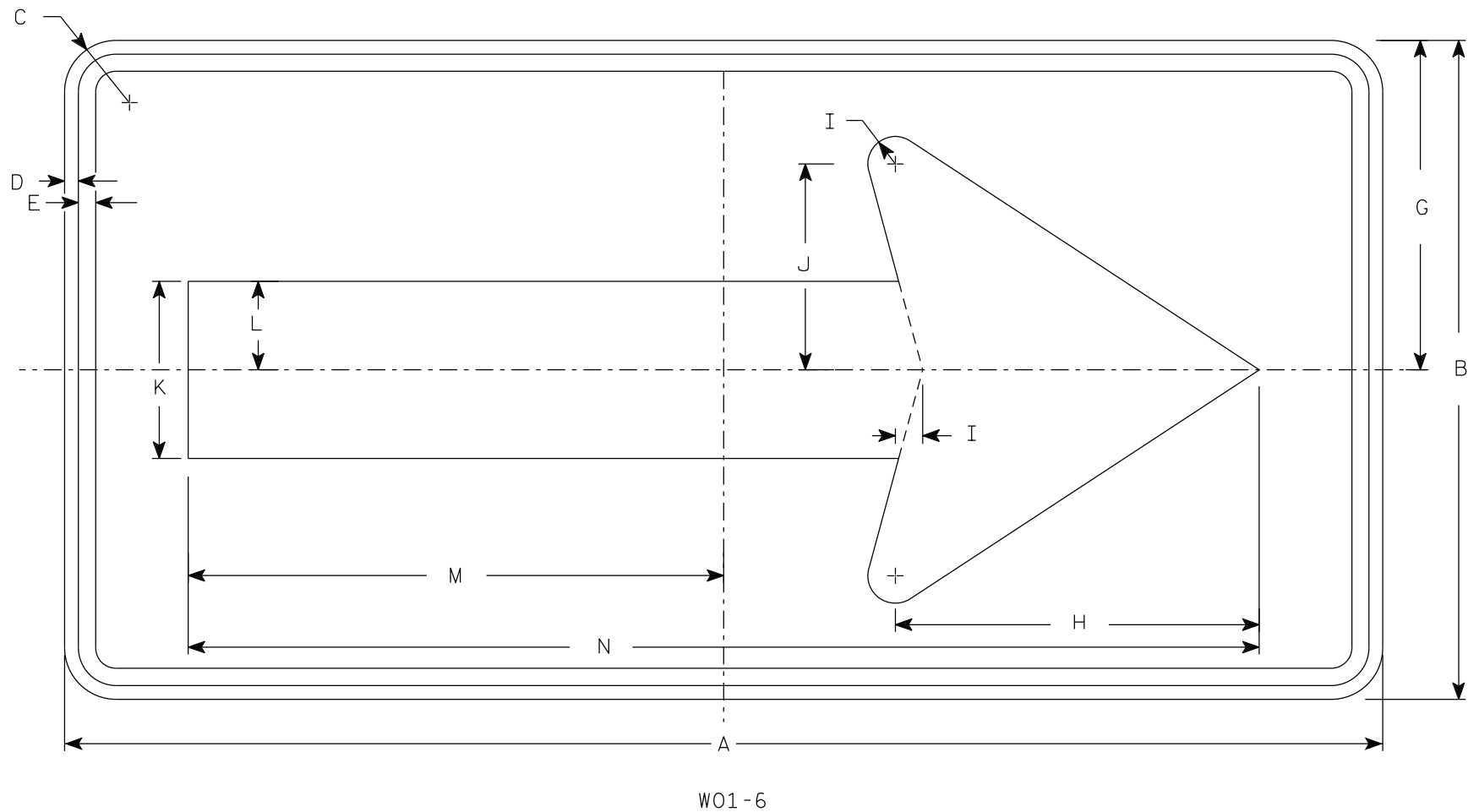
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

7



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.

7

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

STANDARD SIGN

W01-6

WISCONSIN DEPT OF TRANSPORTATION

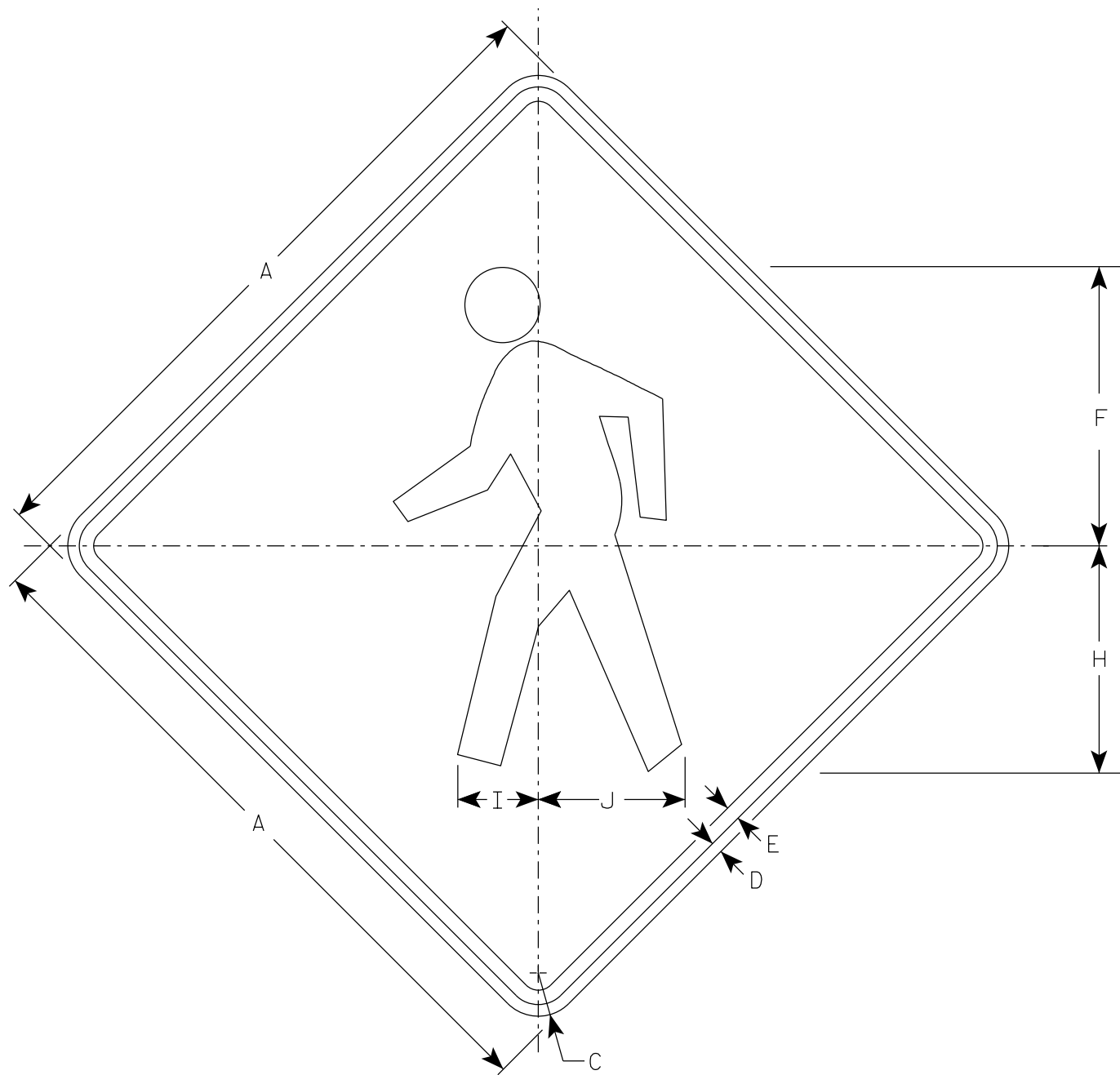
APPROVED

Matthew R. Rauch

for State Traffic Engineer

DATE 1/24/2024

PLATE NO. W01-6.2



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.

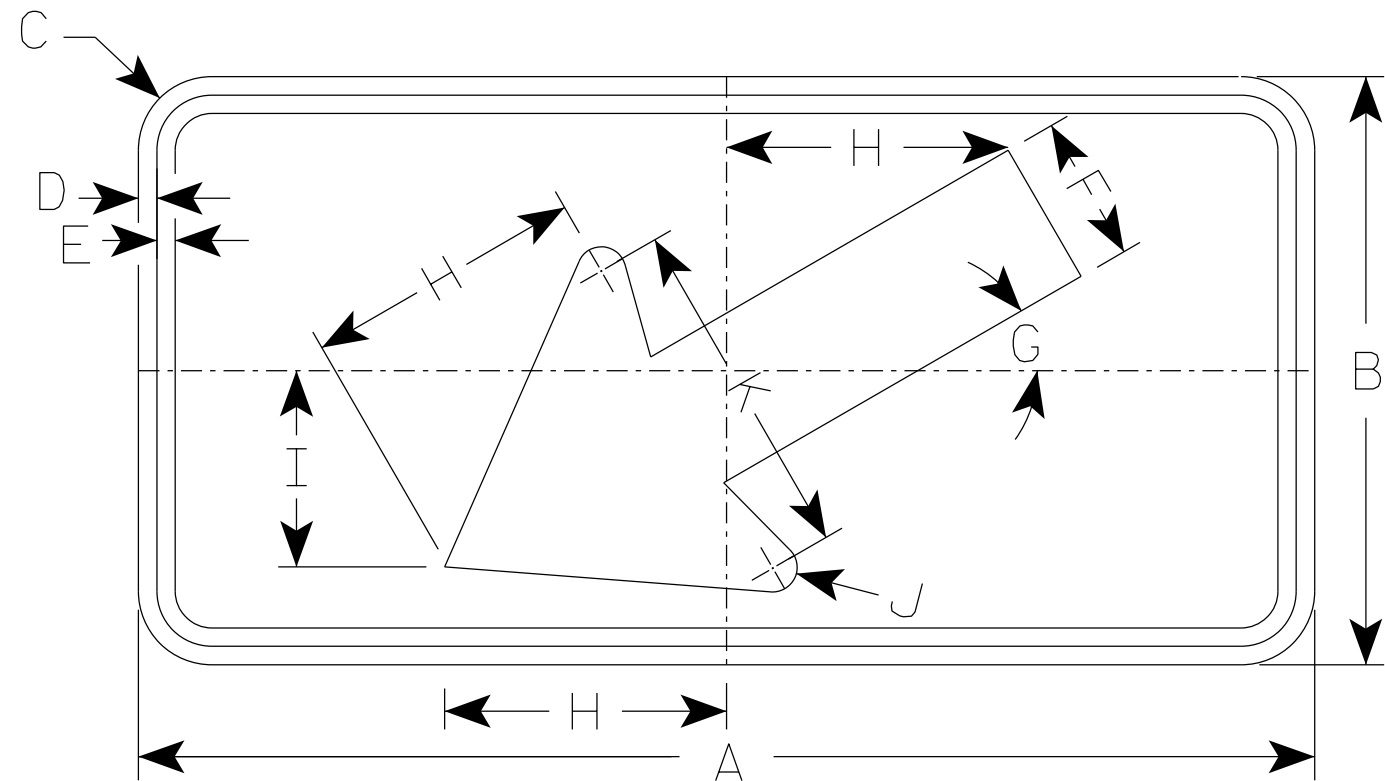
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10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

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2



W016-7L

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.

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 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

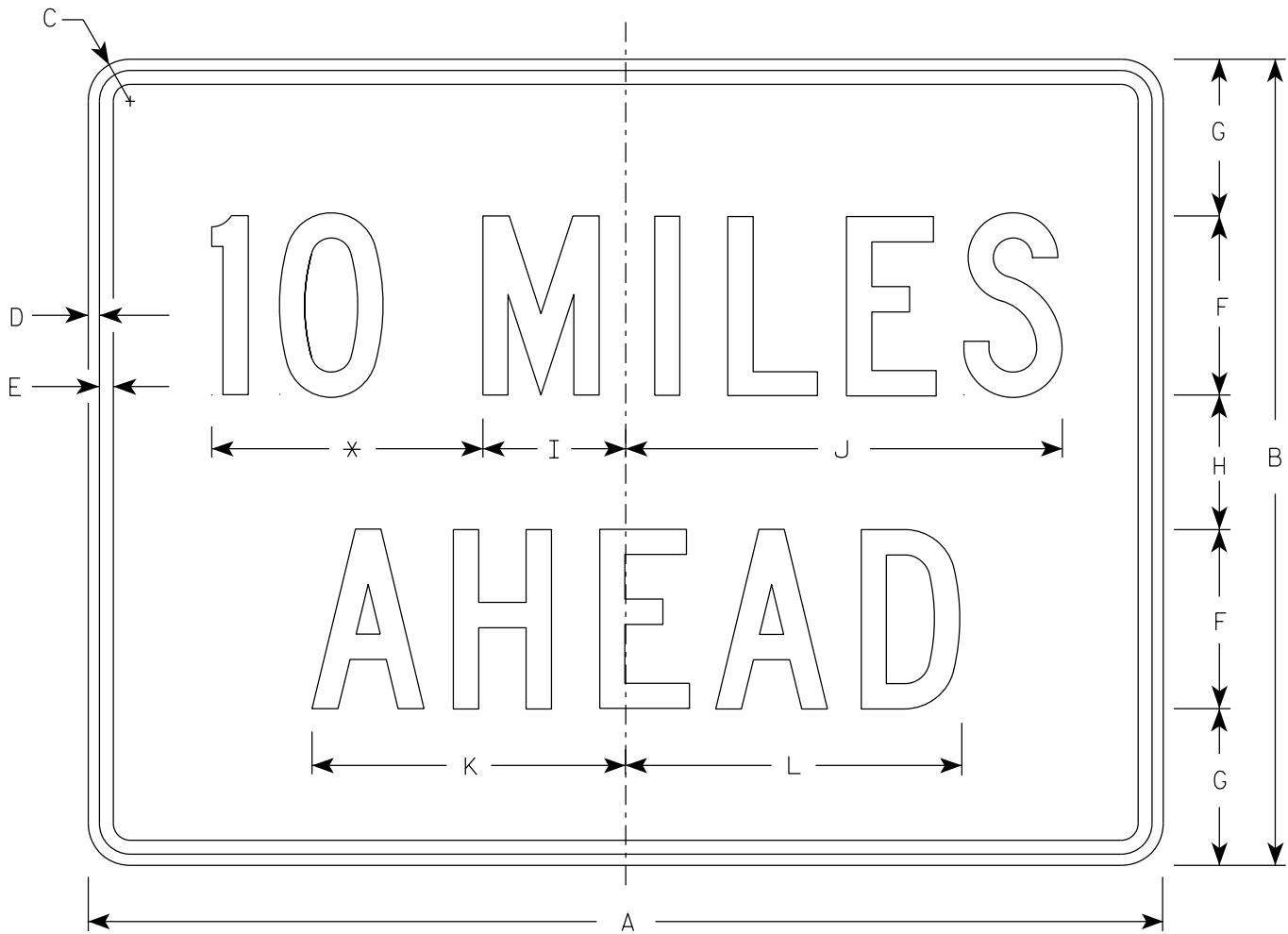
PROJECT NO:			HWY:			COUNTY:													SHEET NO: 153					E
-------------	--	--	------	--	--	---------	--	--	--	--	--	--	--	--	--	--	--	--	---------------	--	--	--	--	---

STANDARD SIGN
W016-7

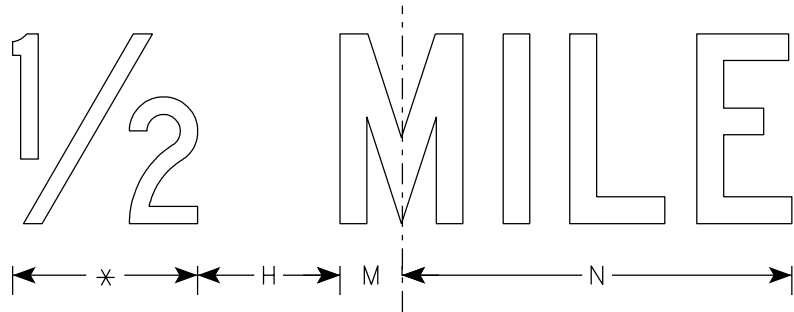
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3



W057-52



* See note 5

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN

W057-52

WISCONSIN DEPT OF TRANSPORTATION

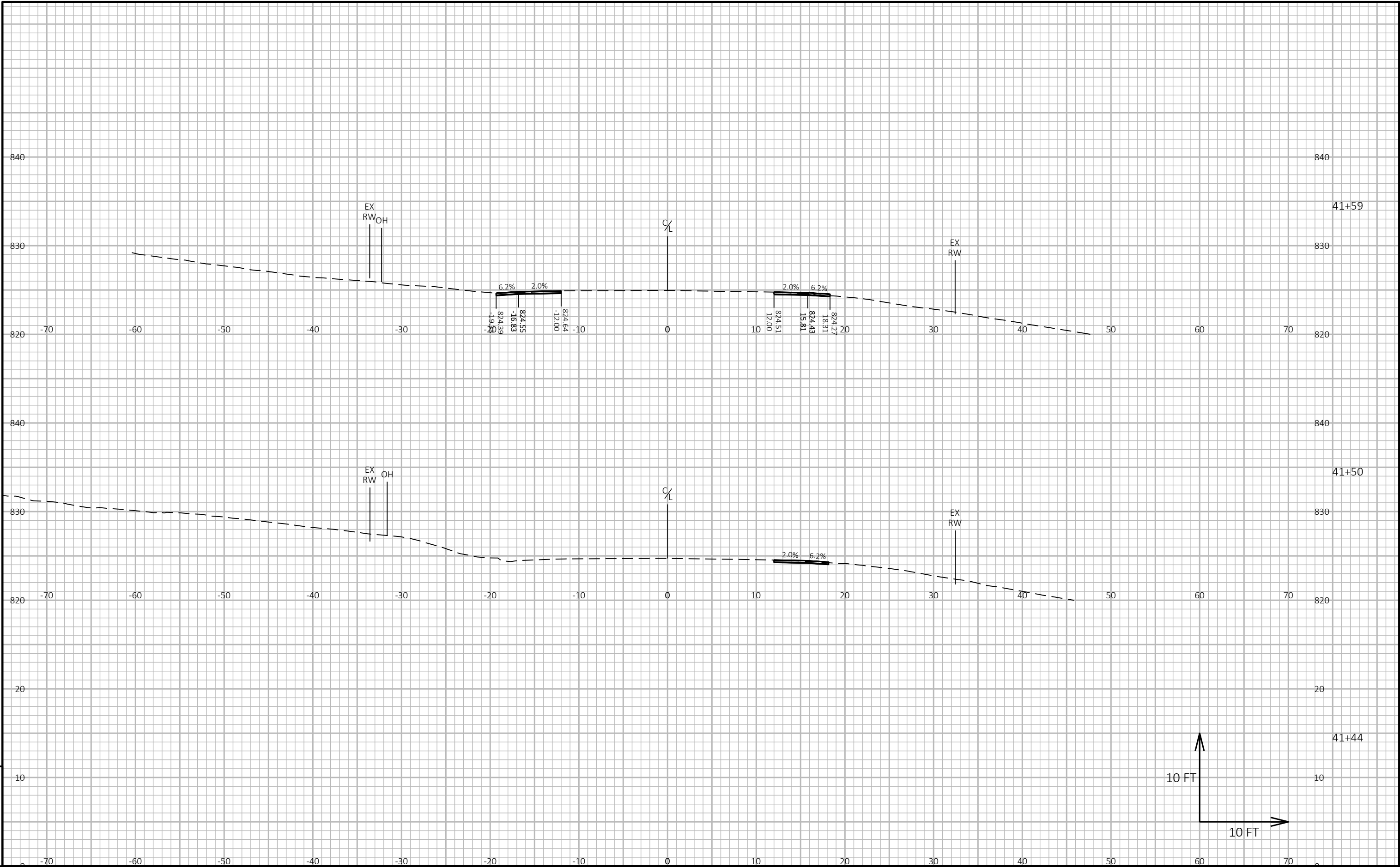
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

STH 81											
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 4
41+43.84	4143.84	0.00	0.00	0.00	0.00	0	0	0	0	0	0
41+50.00	4150.00	6.16	1.21	0.00	0.00	0	0	0	0	0	0
41+59.00	4159.00	9.00	2.33	0.00	0.00	1	0	0	1	0	1
41+75.01	4175.01	16.01	4.50	0.00	2.20	2	0	1	3	1	2
42+00.00	4200.00	24.99	3.22	0.00	2.92	4	0	2	7	4	3
42+25.00	4225.00	25.00	2.64	0.00	0.30	3	0	1	10	5	5
42+50.00	4250.00	25.00	2.34	0.00	0.78	2	0	1	12	6	6
42+75.00	4275.00	25.00	2.54	0.00	0.75	2	0	1	14	8	7
42+97.69	4297.69	22.69	2.56	0.00	0.68	2	0	1	16	9	7
44+91.58	4491.58	0.00	0.72	0.00	0.00	0	0	0	16	9	7
45+00.00	4500.00	8.42	0.49	0.00	0.00	0	0	0	16	9	7
45+50.00	4550.00	50.00	0.12	0.00	0.00	1	0	0	17	9	8
45+76.28	4576.28	26.28	0.11	0.00	0.00	0	0	0	17	9	8
46+00.00	4600.00	23.72	0.42	0.00	0.00	0	0	0	17	9	8
46+01.65	4601.65	1.65	0.38	0.00	0.00	0	0	0	17	9	8
46+26.98	4626.98	25.33	0.00	0.00	0.44	0	0	0	17	9	8
46+50.00	4650.00	23.02	0.00	0.00	0.06	0	0	0	17	9	8
47+00.00	4700.00	50.00	0.00	0.00	0.94	0	0	1	17	10	7
47+50.00	4750.00	50.00	0.00	0.00	0.40	0	0	1	17	11	6
48+00.00	4800.00	50.00	0.00	0.00	0.05	0	0	0	17	11	6
48+50.00	4850.00	50.00	0.00	0.00	0.07	0	0	0	17	11	6
49+00.00	4900.00	50.00	0.14	0.00	0.00	0	0	0	17	11	6
49+50.00	4950.00	50.00	0.29	0.00	0.00	0	0	0	17	11	6
50+00.00	5000.00	50.00	0.35	0.00	0.00	1	0	0	18	11	7
50+50.00	5050.00	50.00	0.11	0.00	1.61	0	0	1	18	13	6
50+92.00	5092.00	42.00	1.89	0.00	2.53	2	0	3	20	16	4
51+00.00	5100.00	8.00	1.19	0.00	4.17	0	0	1	20	18	3
51+13.44	5113.44	13.44	0.74	0.00	31.85	0	0	9	20	29	-9
51+17.00	5117.00	3.56	0.68	0.00	39.91	0	0	5	20	35	-15
51+38.44	5138.44	21.44	0.52	0.00	68.56	0	0	43	20	89	-69
51+42.00	5142.00	3.56	0.62	0.00	68.18	0	0	9	20	100	-80
51+50.00	5150.00	8.00	0.58	0.00	60.77	0	0	19	20	124	-104
51+63.44	5163.44	13.44	1.00	0.00	49.62	0	0	27	20	158	-138
52+00.00	5200.00	36.56	1.59	0.00	1.76	2	0	35	22	201	-179
52+23.44	5223.44	23.44	1.29	0.00	5.93	1	0	3	23	205	-182
52+50.00	5250.00	26.56	0.13	0.00	4.83	1	0	5	24	211	-187
53+00.00	5300.00	50.00	0.06	0.00	1.31	0	0	6	24	219	-195
53+50.00	5350.00	50.00	0.06	0.00	3.36	0	0	4	24	224	-200
54+00.00	5400.00	50.00	0.00	0.00	2.19	0	0	5	24	230	-206
54+50.00	5450.00	50.00	0.06	0.00	2.21	0	0	4	24	235	-211
54+98.00	5498.00	48.00	0.12	0.00	4.62	0	0	6	24	243	-219
55+00.00	5500.00	2.00	0.12	0.00	0.21	0	0	0	24	243	-219
55+23.00	5523.00	23.00	0.13	0.00	23.02	0	0	10	24	255	-231
55+48.00	5548.00	25.00	0.59	0.00	0.59	0	0	11	24	269	-245
55+85.00	5585.00	37.00	2.40	0.00	0.00	2	0	0	26	269	-243

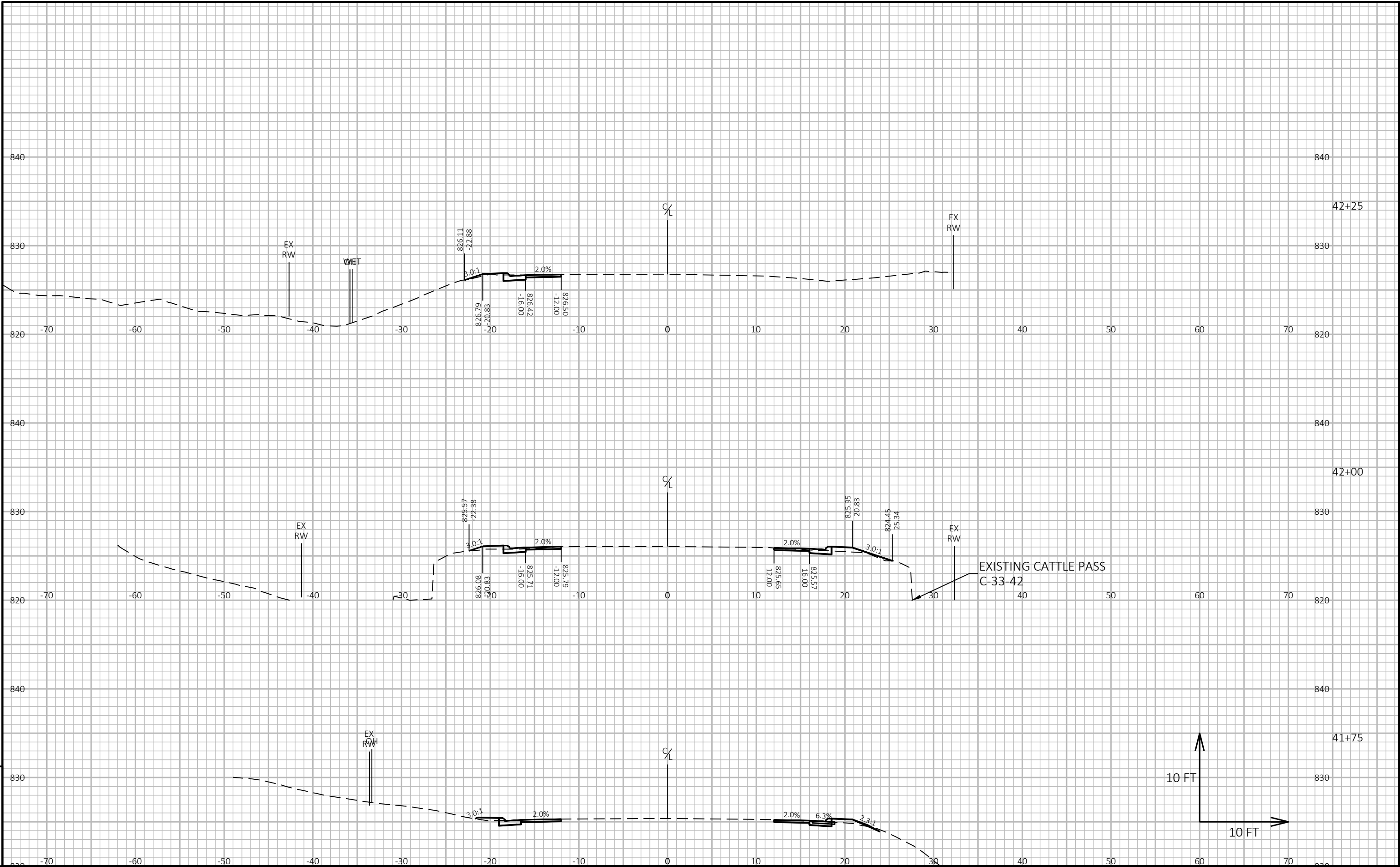
STH 81											
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 4
56+00.00	5600.00	15.00	1.25	0.00	0.00	1	0	0	27	269	-242
56+09.94	5609.94	9.94	0.25	0.00	0.15	0	0	0	27	269	-242
56+34.94	5634.94	25.00	0.03	0.00	0.32	0	0	0	27	269	-242
56+50.00	5650.00	15.06	0.05	0.00	0.11	0	0	0	27	269	-242
56+67.65	5667.65	17.65	0.24	0.00	0.20	0	0	0	27	269	-242
56+91.19	5691.19	23.54	0.51	0.00	0.11	0	0	0	27	269	-242
57+00.00	5700.00	8.81	0.59	0.00	1.22	0	0	0	27	269	-242
57+16.17	5716.17	16.17	0.44	0.00	16.70	0	0	5	27	275	-248
57+27.65	5727.65	11.48	0.16	0.00	25.21	0	0	9	27	286	-259
57+41.15	5741.15	13.50	0.25	0.00	30.57	0	0	14	27	304	-277
57+50.00	5750.00	8.85	0.37	0.00	27.30	0	0	9	27	315	-288
57+52.65	5752.65	2.65	0.37	0.00	27.62	0	0	3	27	319	-292
57+77.65	5777.65	25.00	1.14	0.00	7.65	1	0	16	28	339	-311
58+00.00	5800.00	22.35	2.03	0.00	1.46	1	0	4	29	344	-315
58+50.00	5850.00	50.00	2.16	0.00	0.12	4	0	1	33	345	-312
58+80.23	5880.23	30.23	2.25	0.00	0.17	2	0	0	35	345	-310
59+00.00	5900.00	19.77	2.31	0.00	0.00	2	0	0	37	345	-308
59+50.00	5950.00	50.00	0.74	0.00	0.22	3	0	0	40	345	-305
60+00.00	6000.00	50.00	0.02	0.00	0.78	1	0	1	41	346	-305
60+50.00	6050.00	50.00	2.51	0.00	0.08	2	0	1	43	348	-305
61+00.00	6100.00	50.00	0.07	0.00	7.45	2	0	7	45	356	-311
61+50.00	6150.00	50.00	0.02	0.00	5.90	0	0	12	45	371	-326
62+00.00	6200.00	50.00	0.00	0.00	1.04	0	0	6	45	379	-334
62+50.00	6250.00	50.00	0.00	0.00	3.70	0	0	4	45	384	-339
63+00.00	6300.00	50.00	0.51	0.00	0.01	0	0	3	45	388	-343
63+50.00	6350.00	50.00	0.09	0.00	1.63	1	0	2	46	390	-344
63+55.78	6355.78	5.78	0.09	0.00	3.27	0	0	1	46	391	-345
63+82.46	6382.46	26.68	0.21	0.00	24.41	0	0	14	46	409	-363
64+09.14	6409.14	26.68	0.04	0.00	27.36	0	0	26	46	441	-395
64+50.00	6450.00	40.86	0.17	0.00	14.12	0	0	31	46	480	-434
TOTALS						46	0	384			

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT) - ((FILL)*FILL FACTOR)]

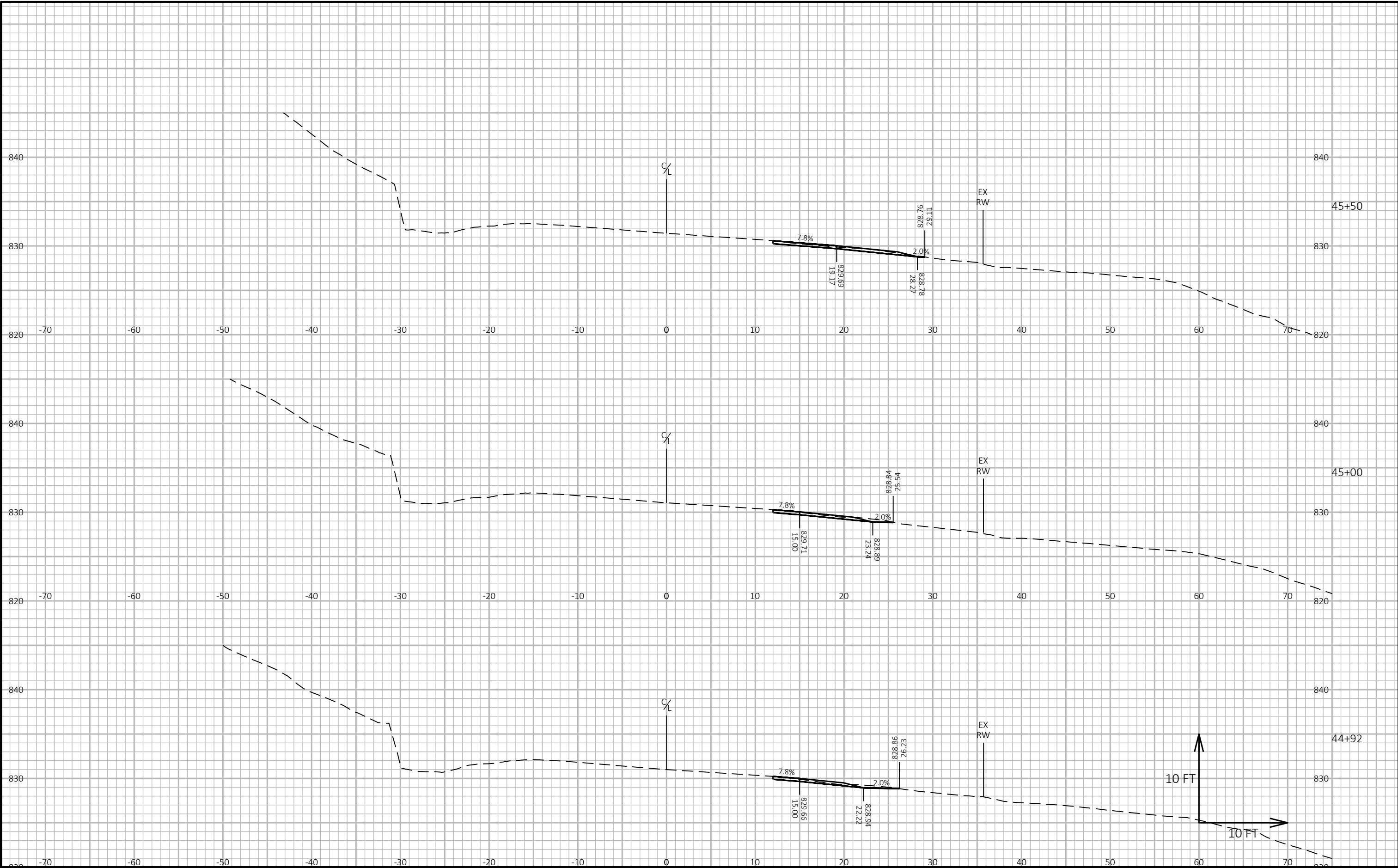


9

9

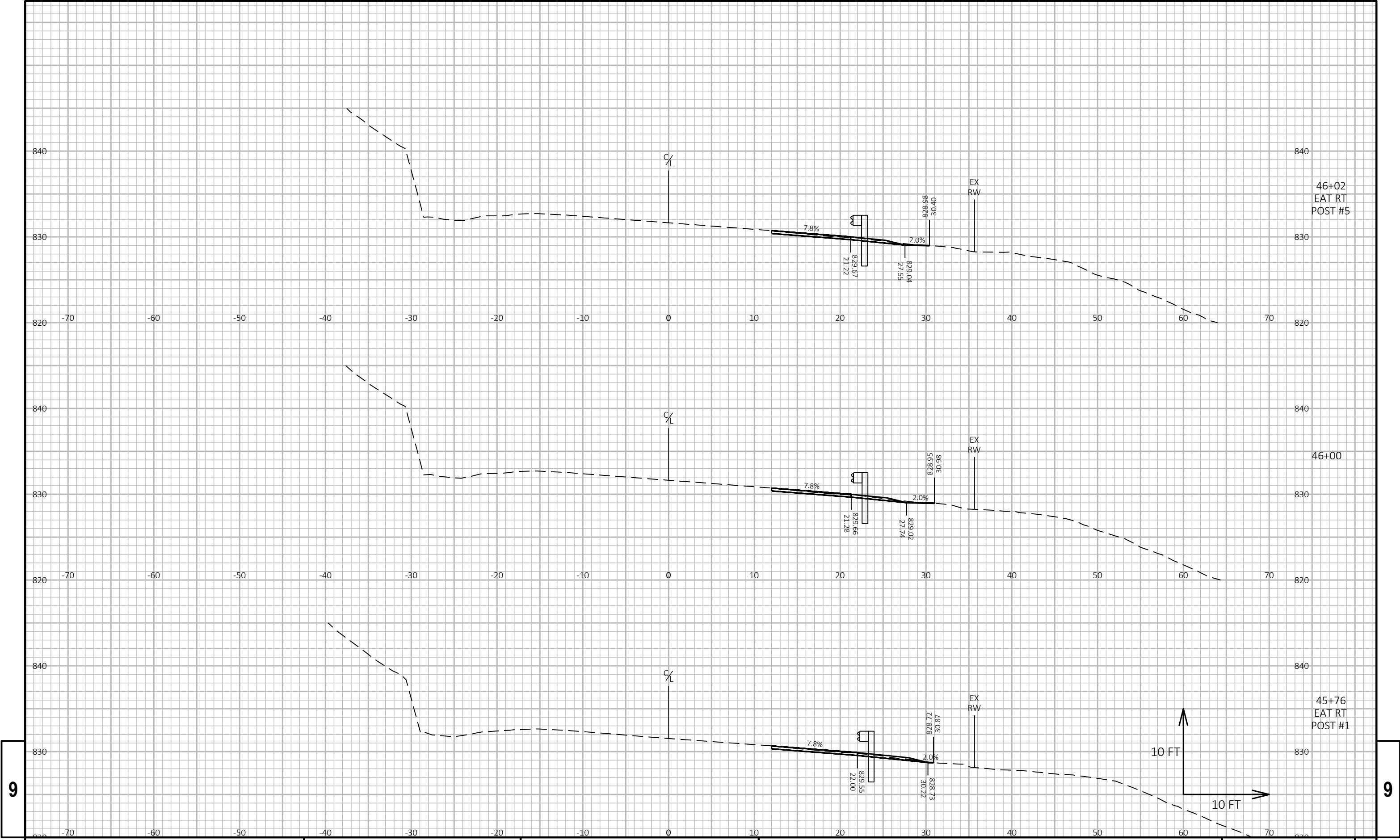


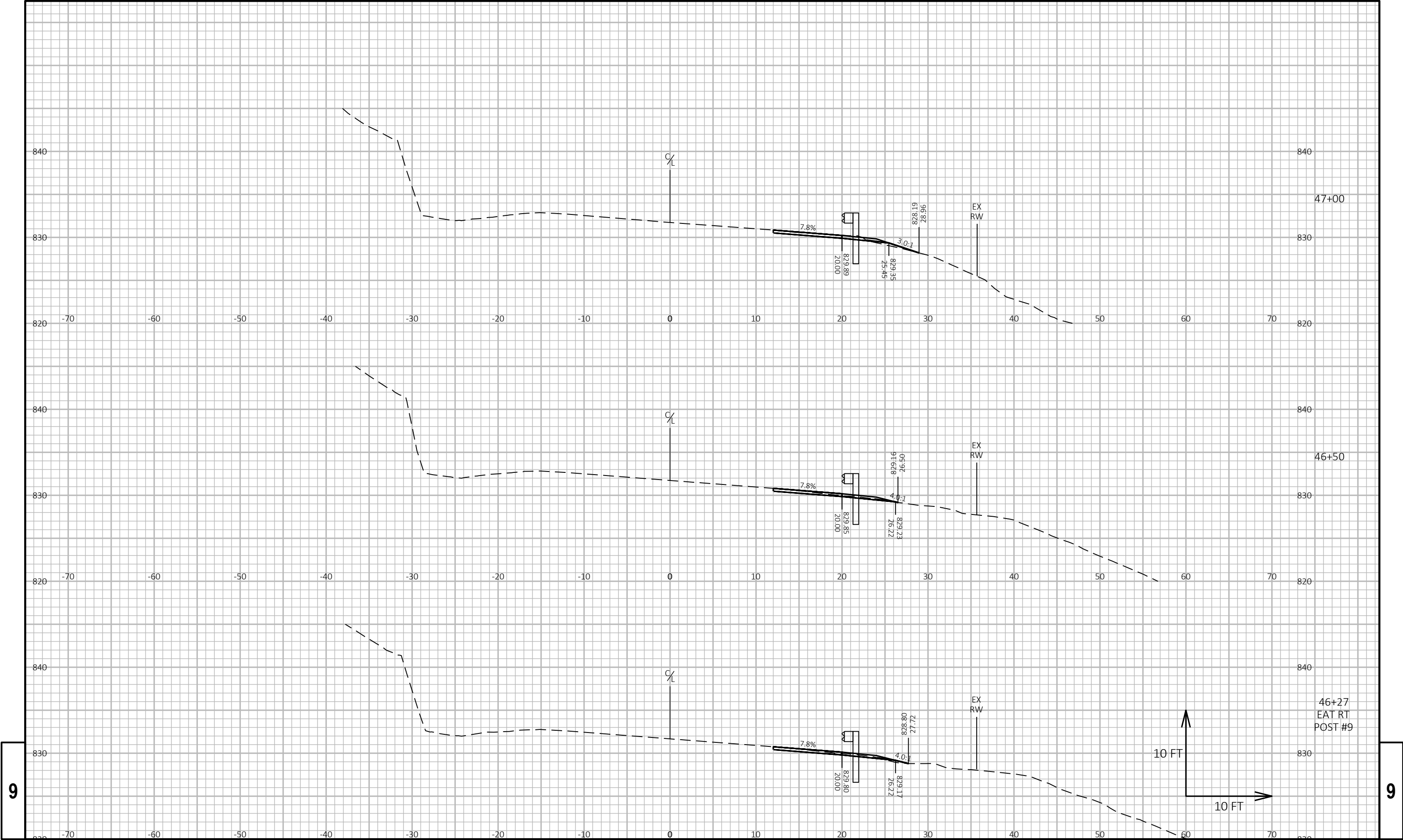


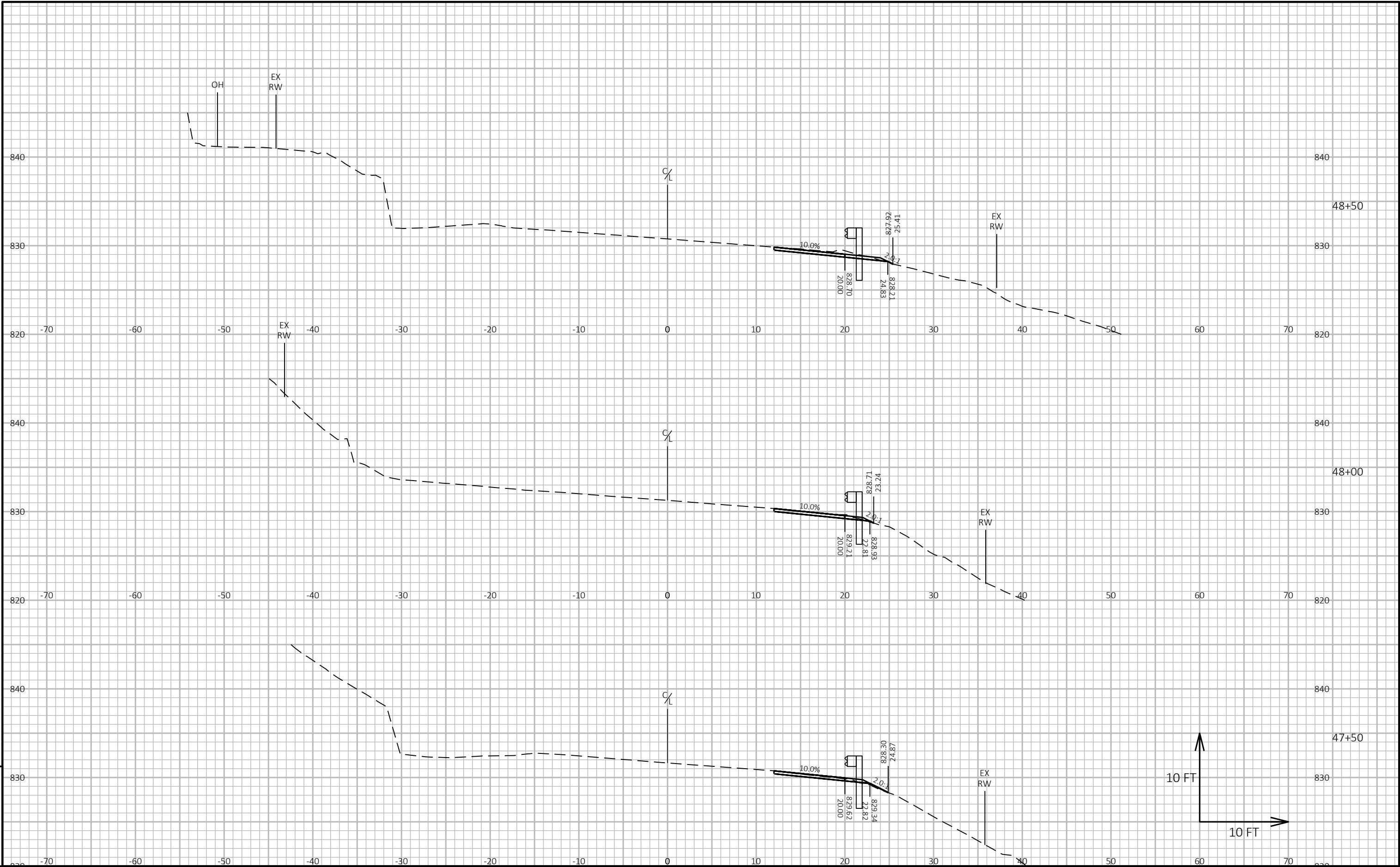


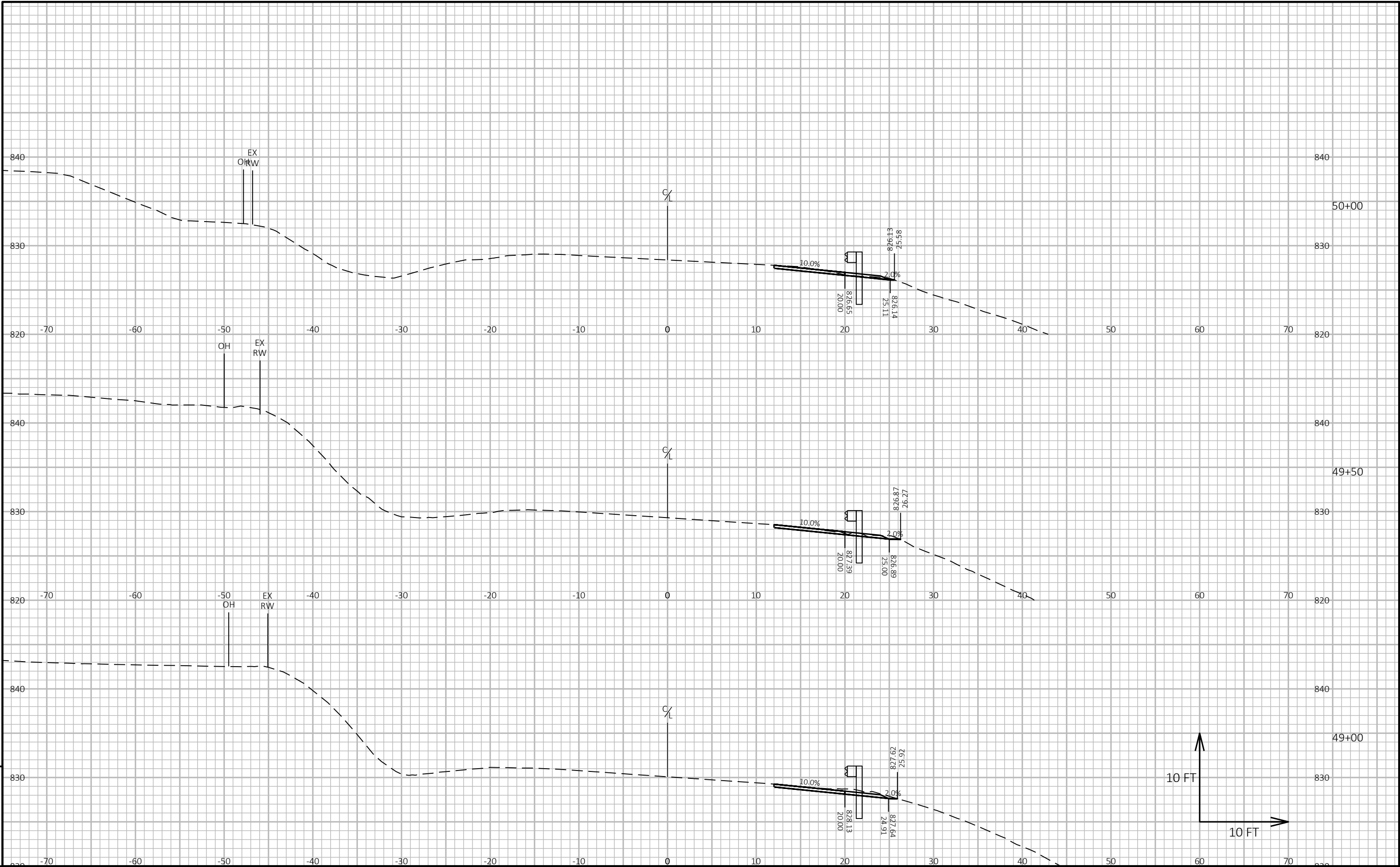
9

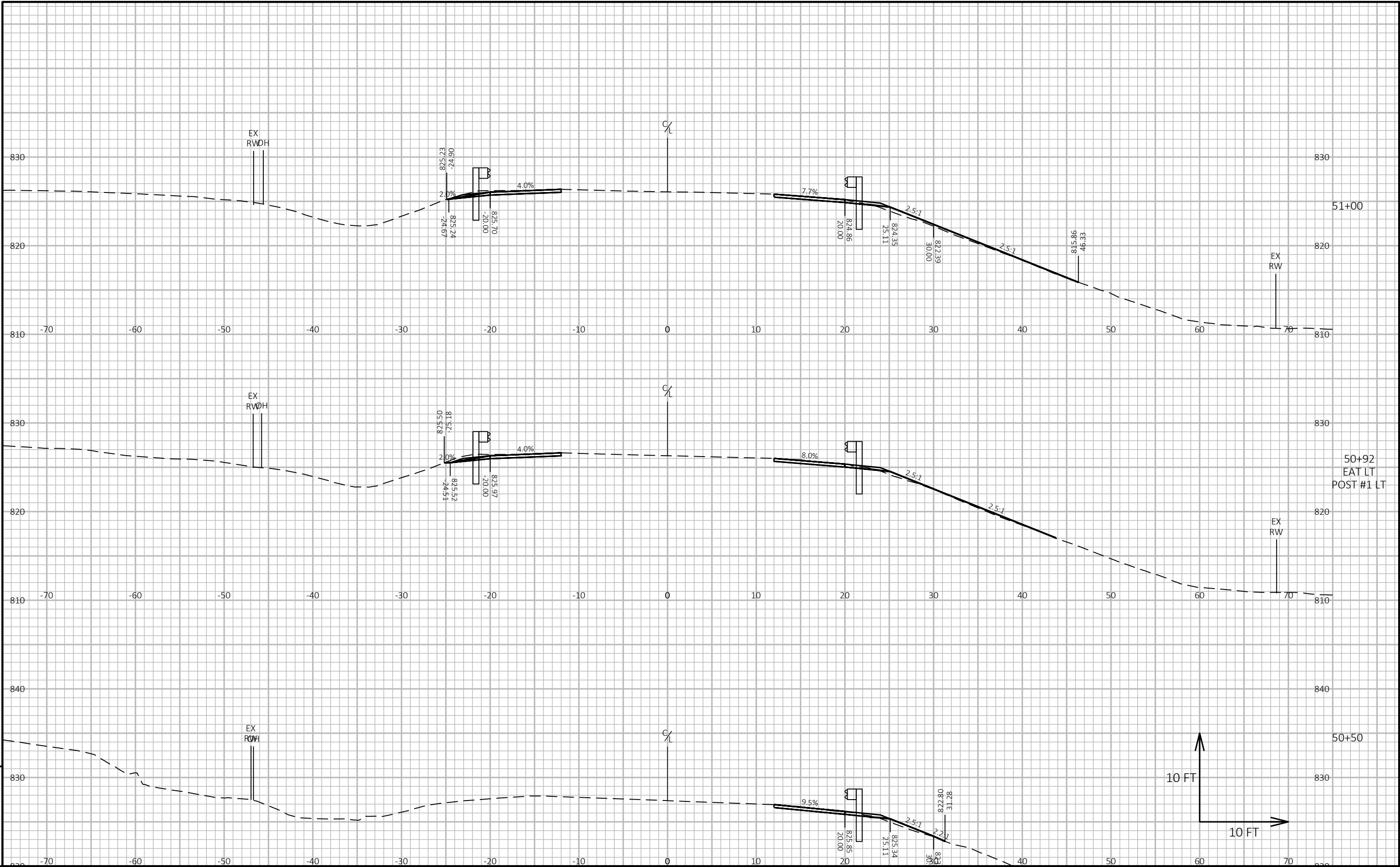
9

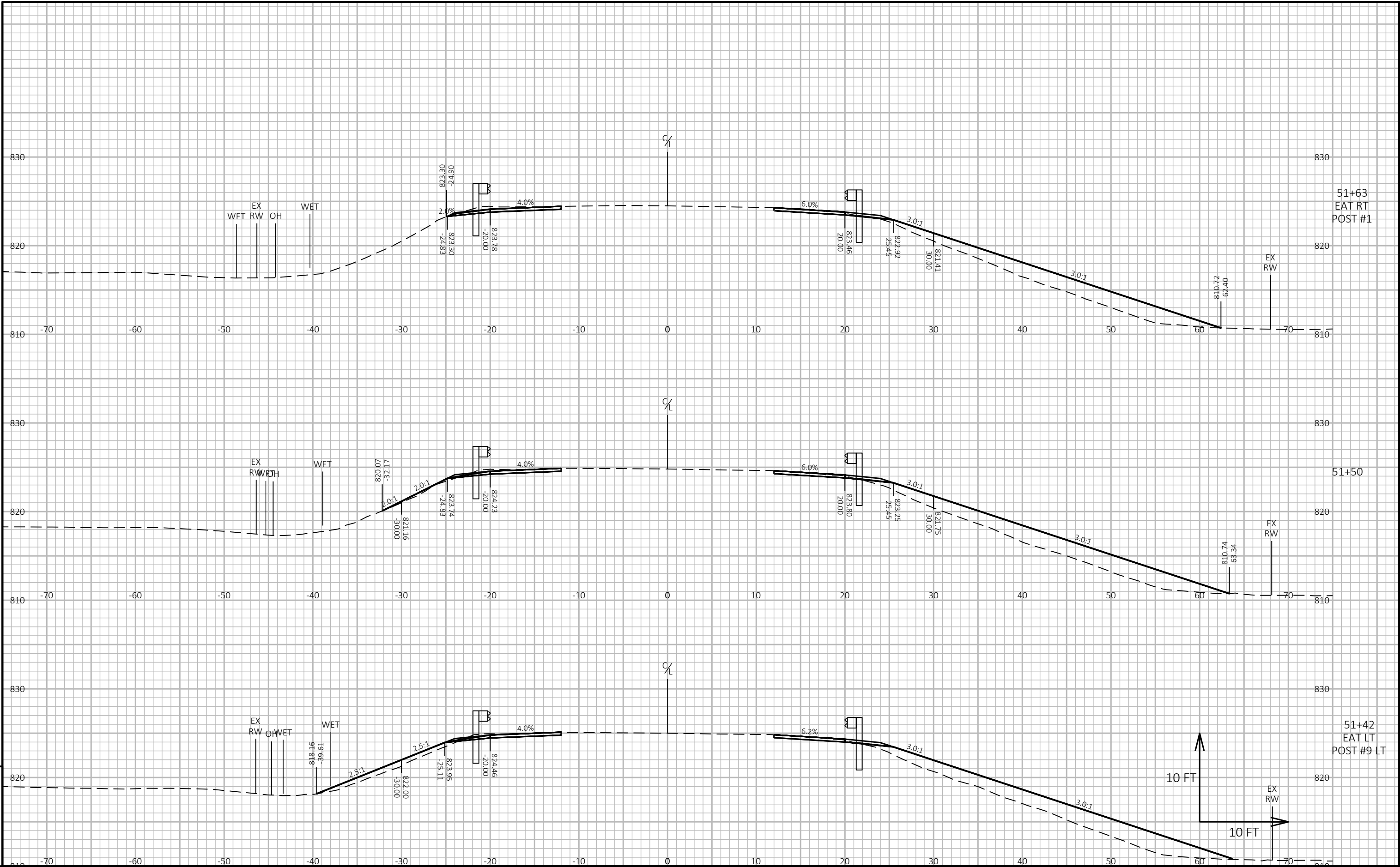


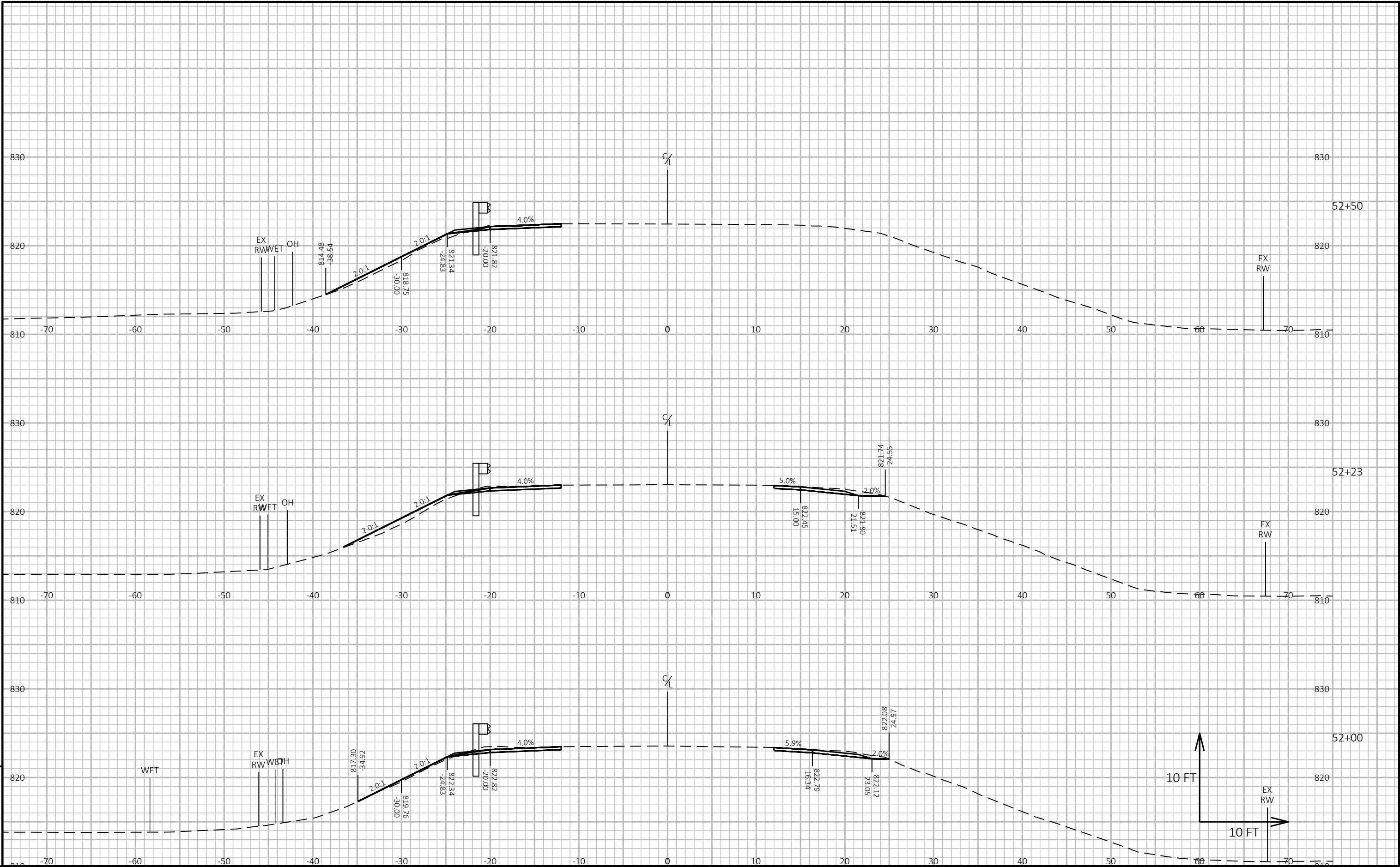


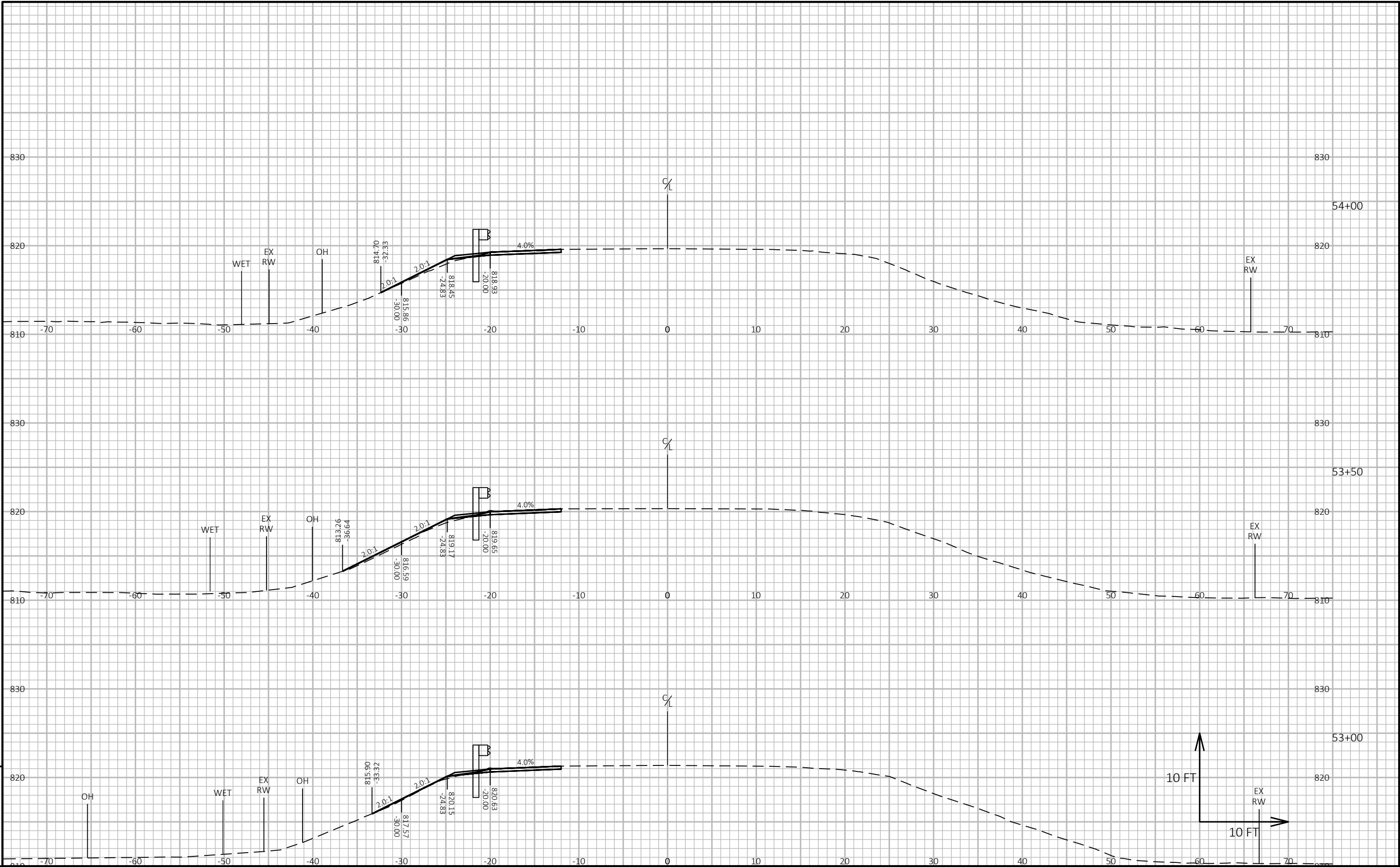


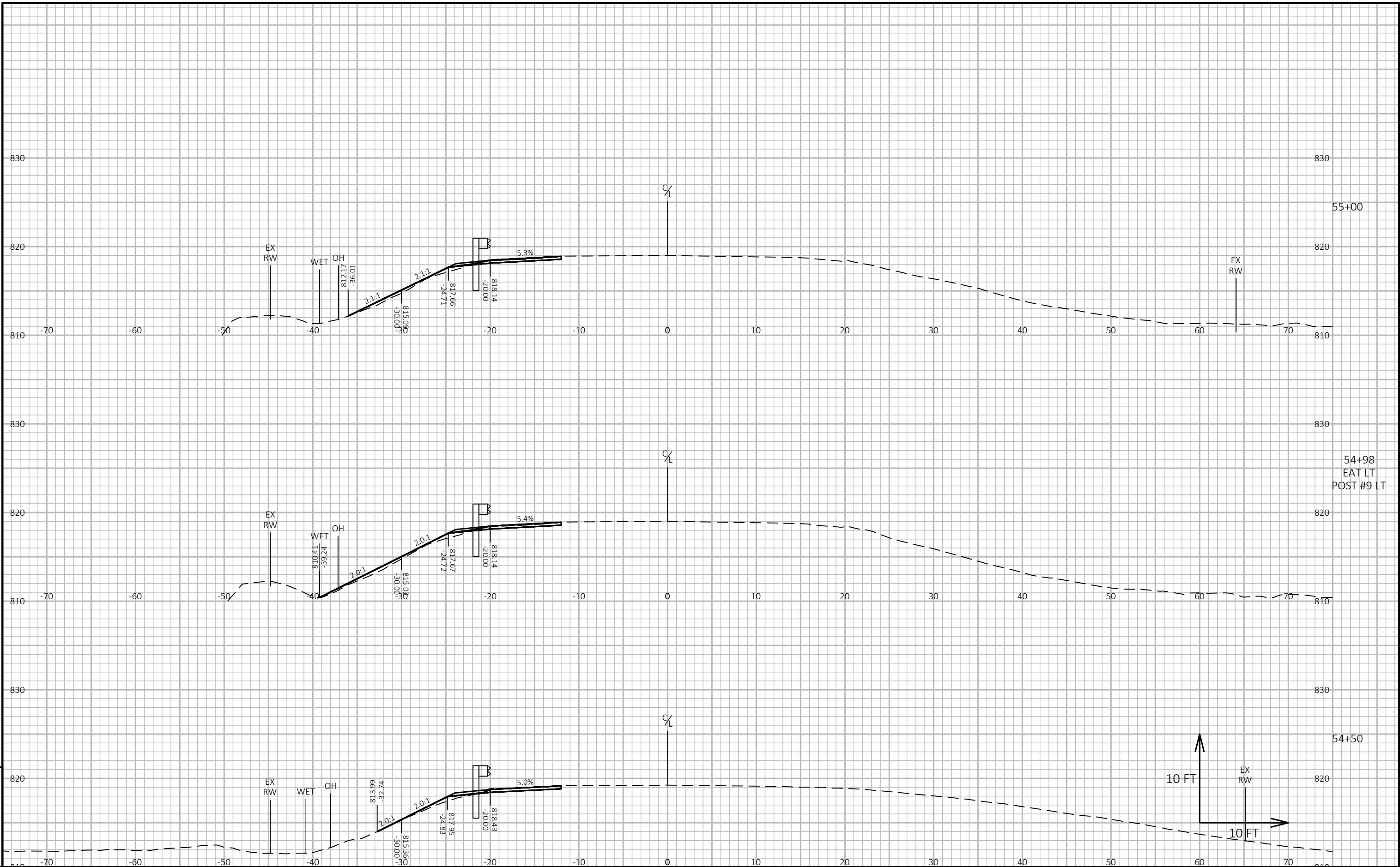


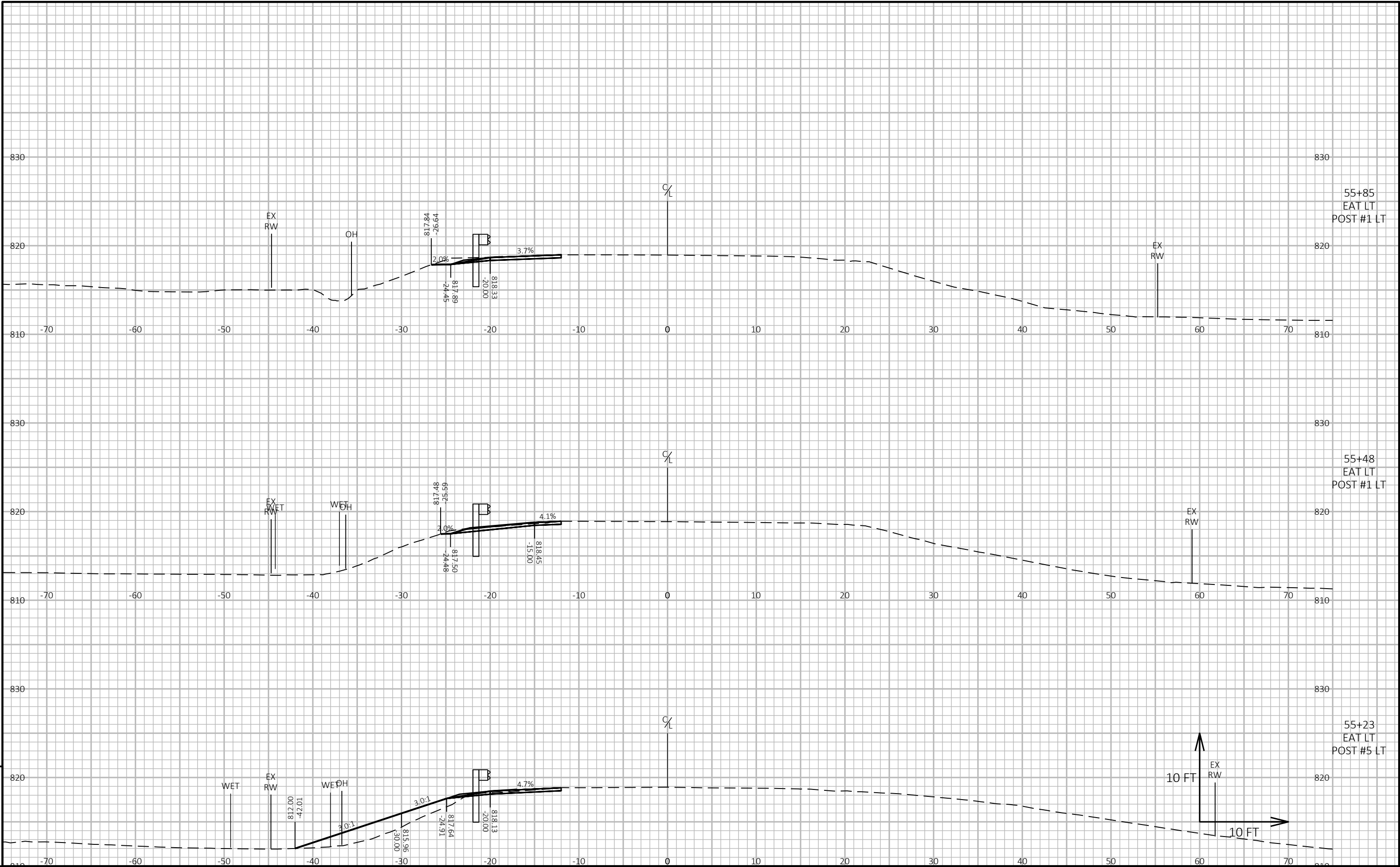


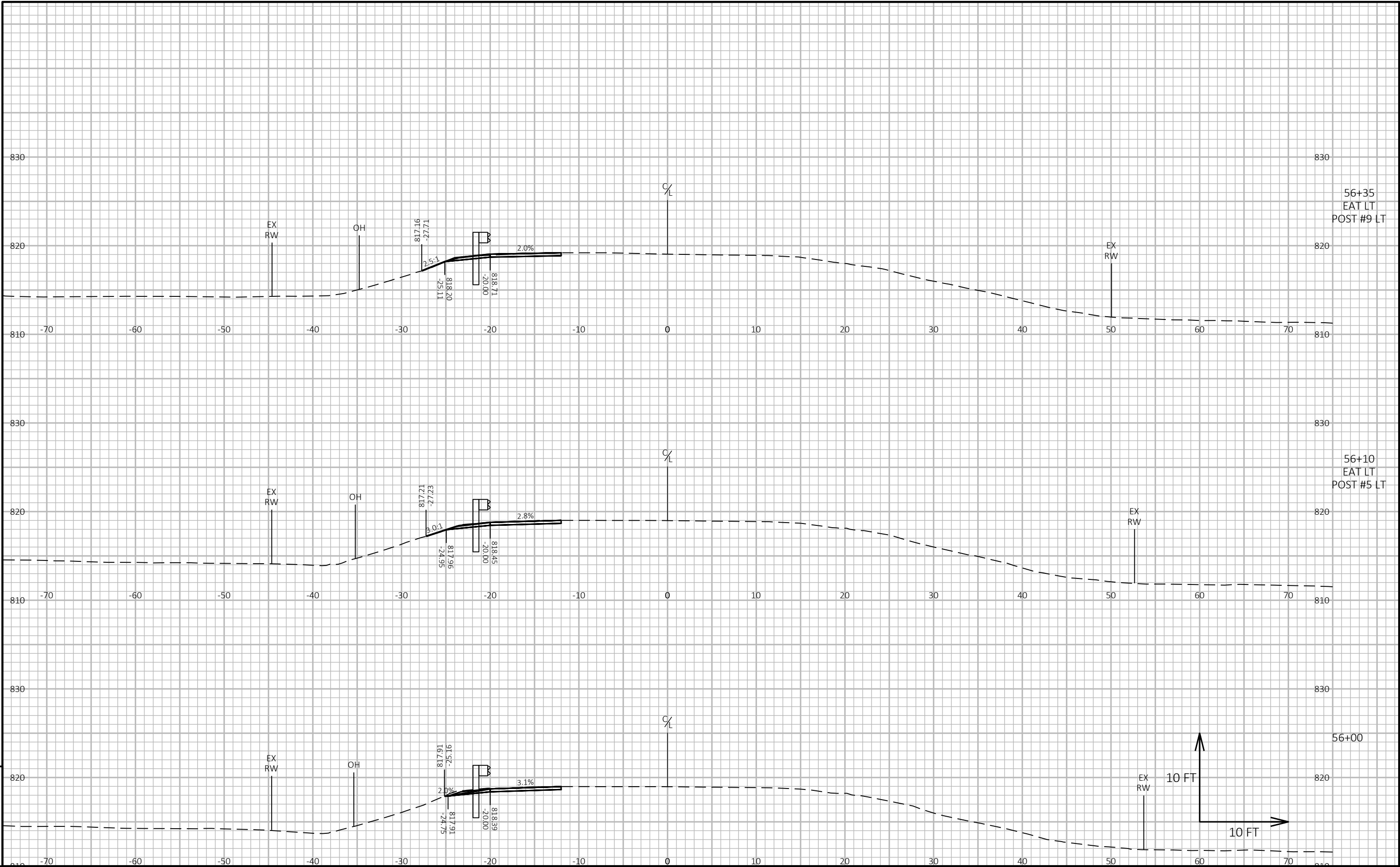






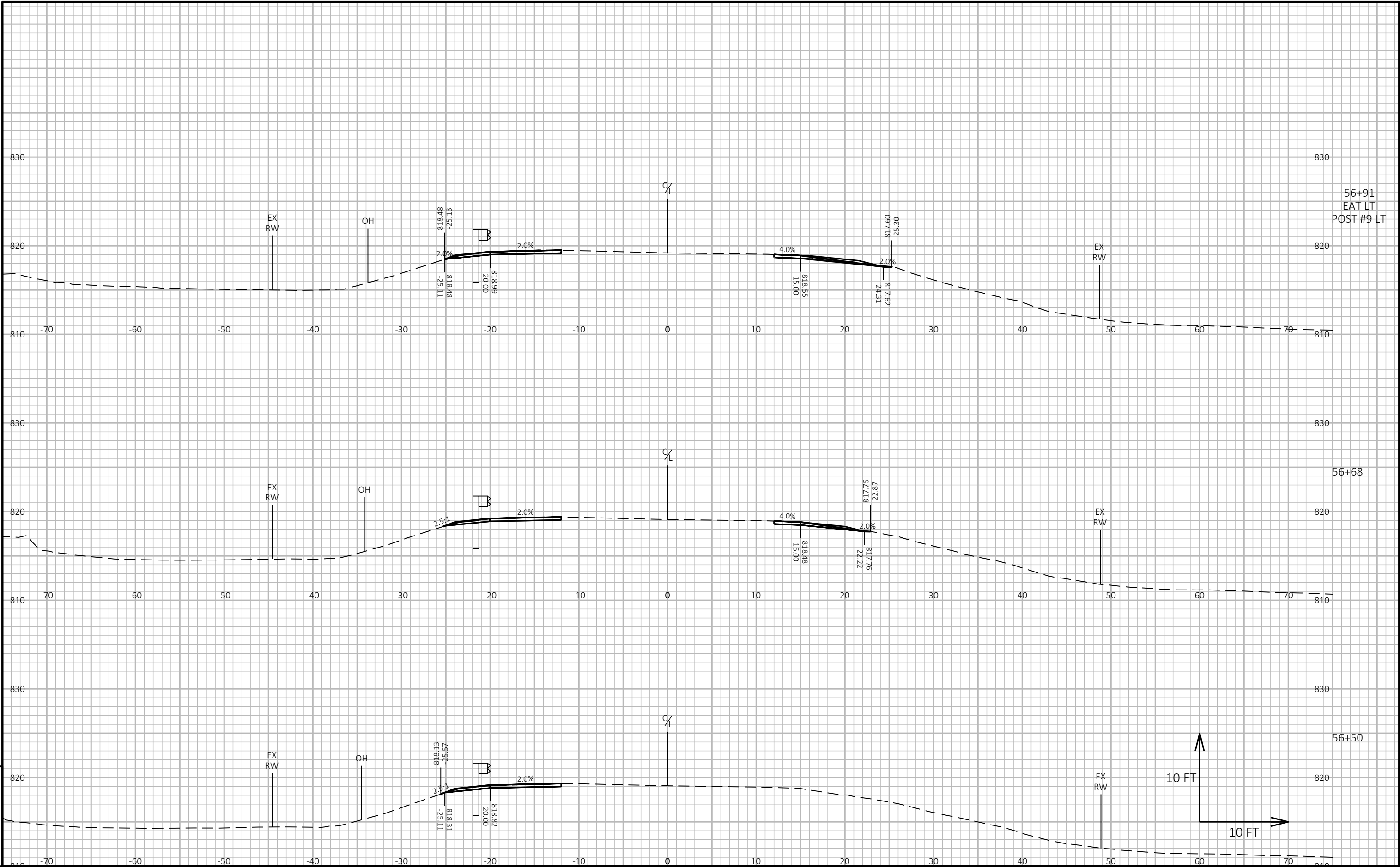


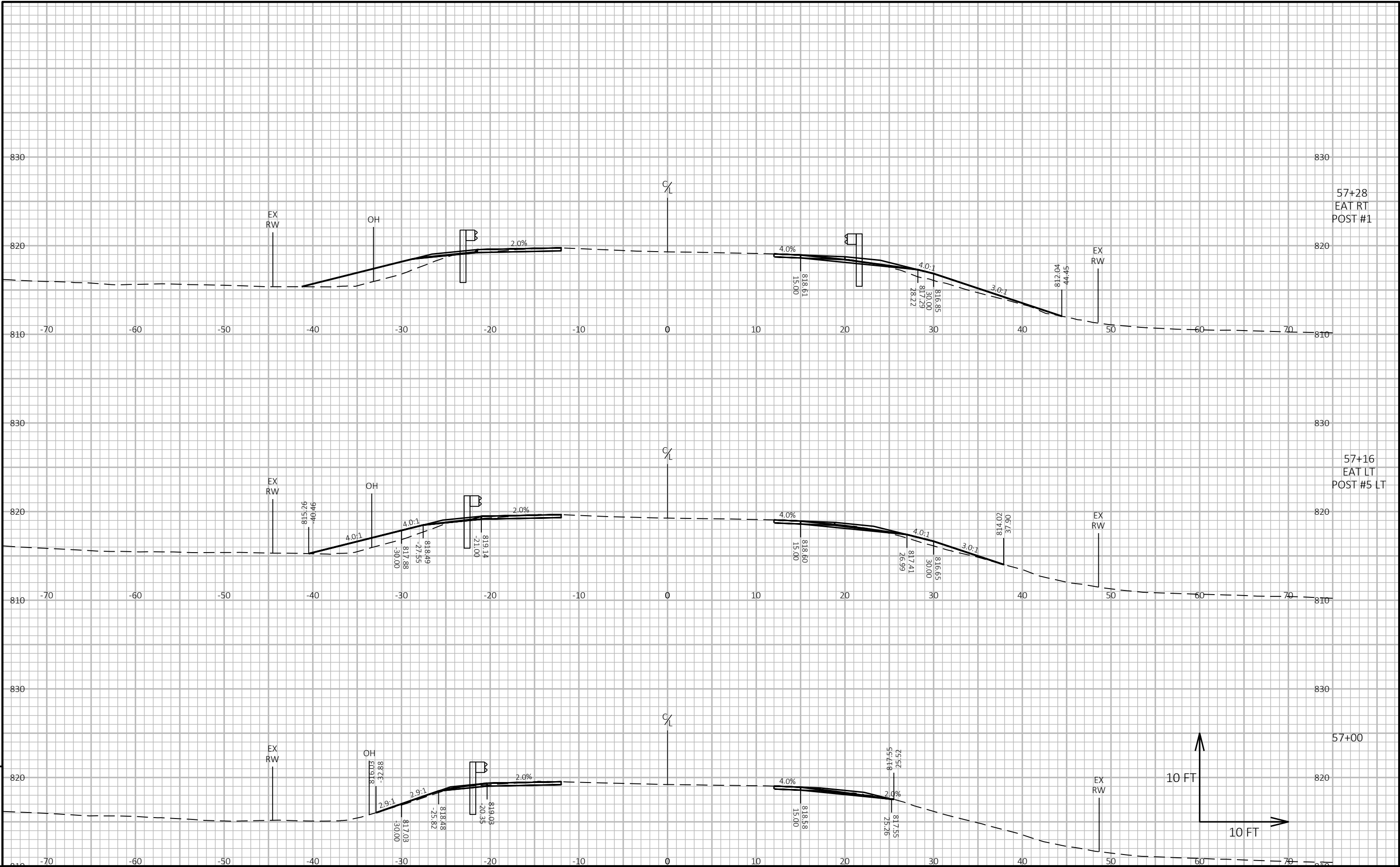


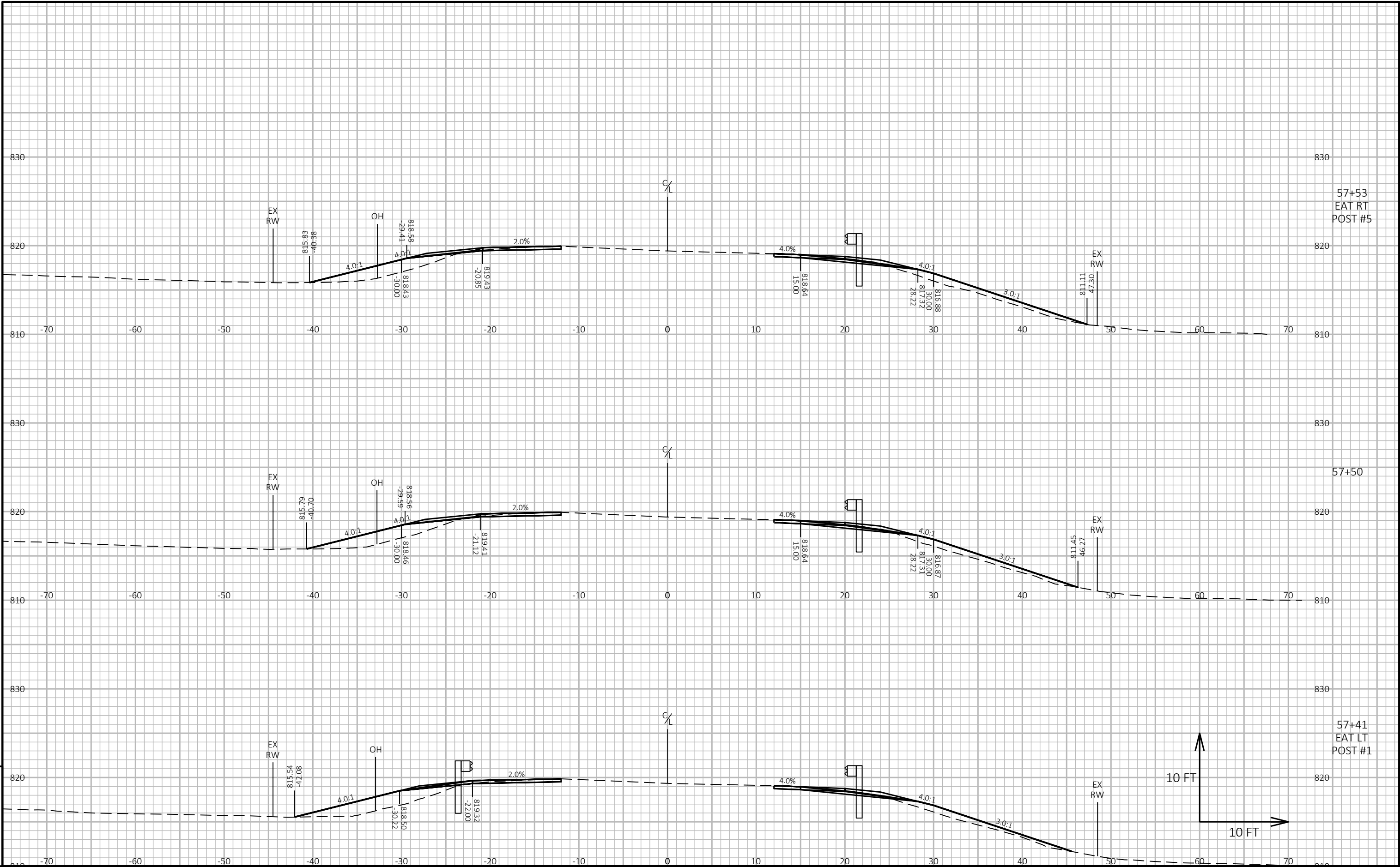


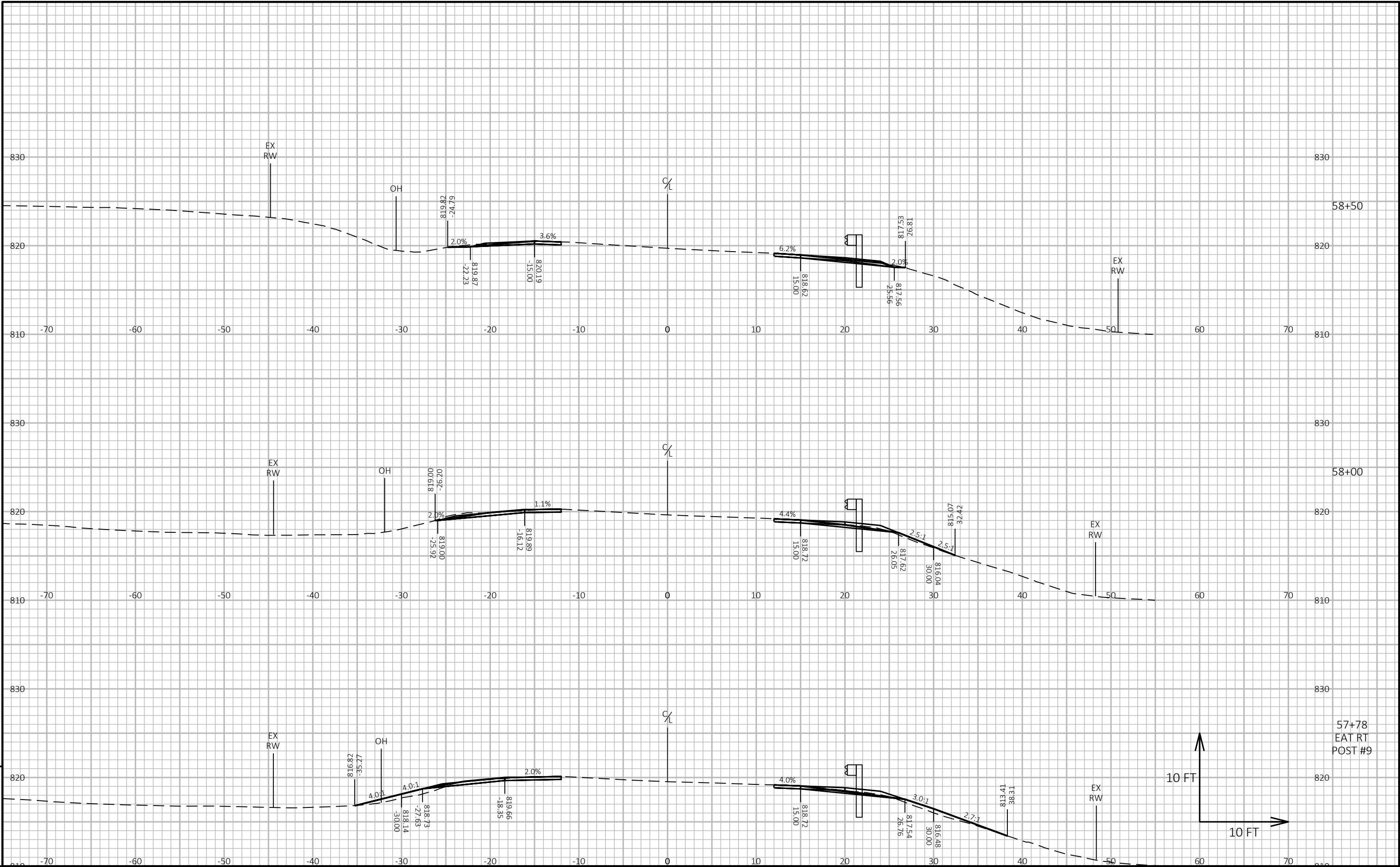
9

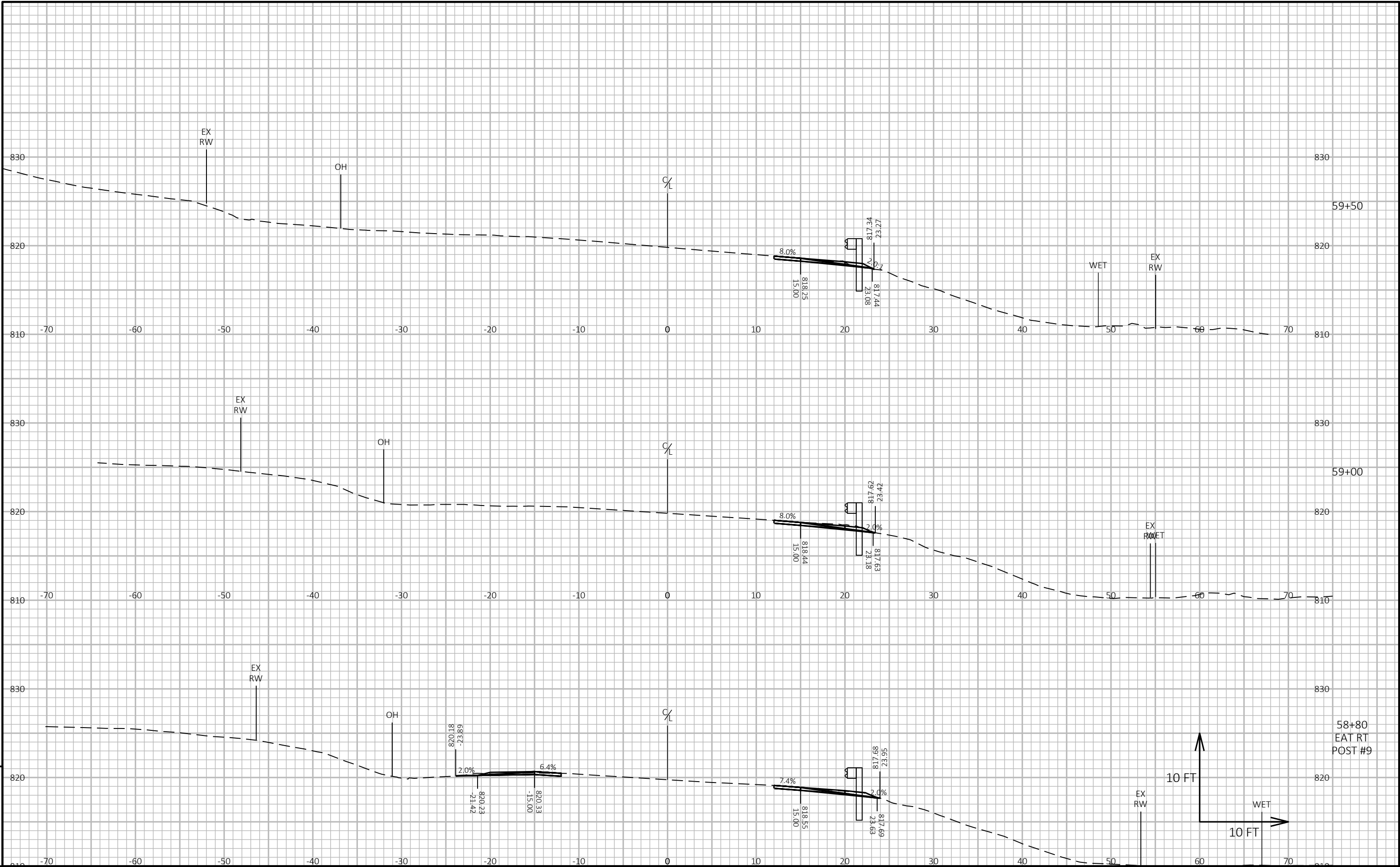
9

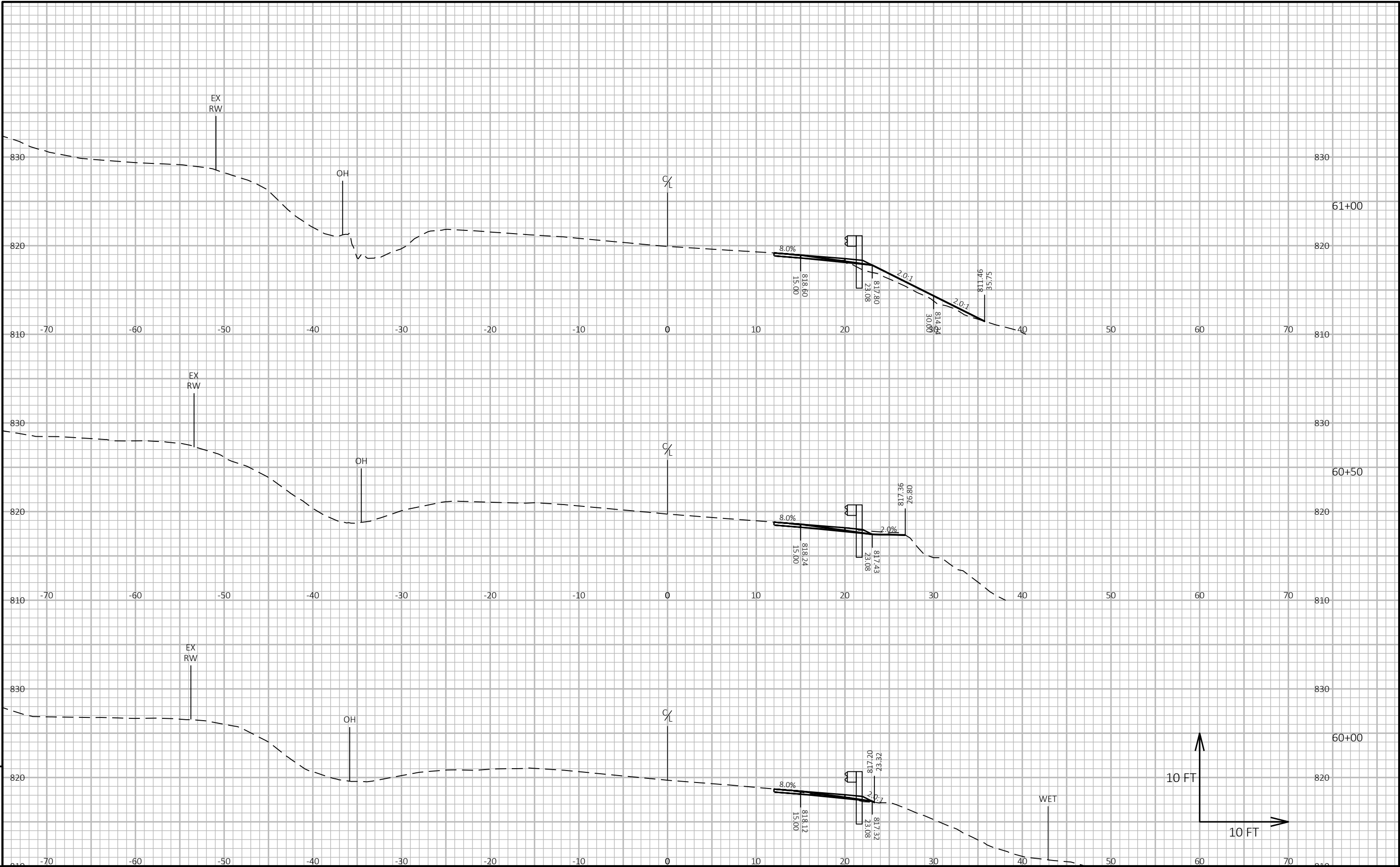


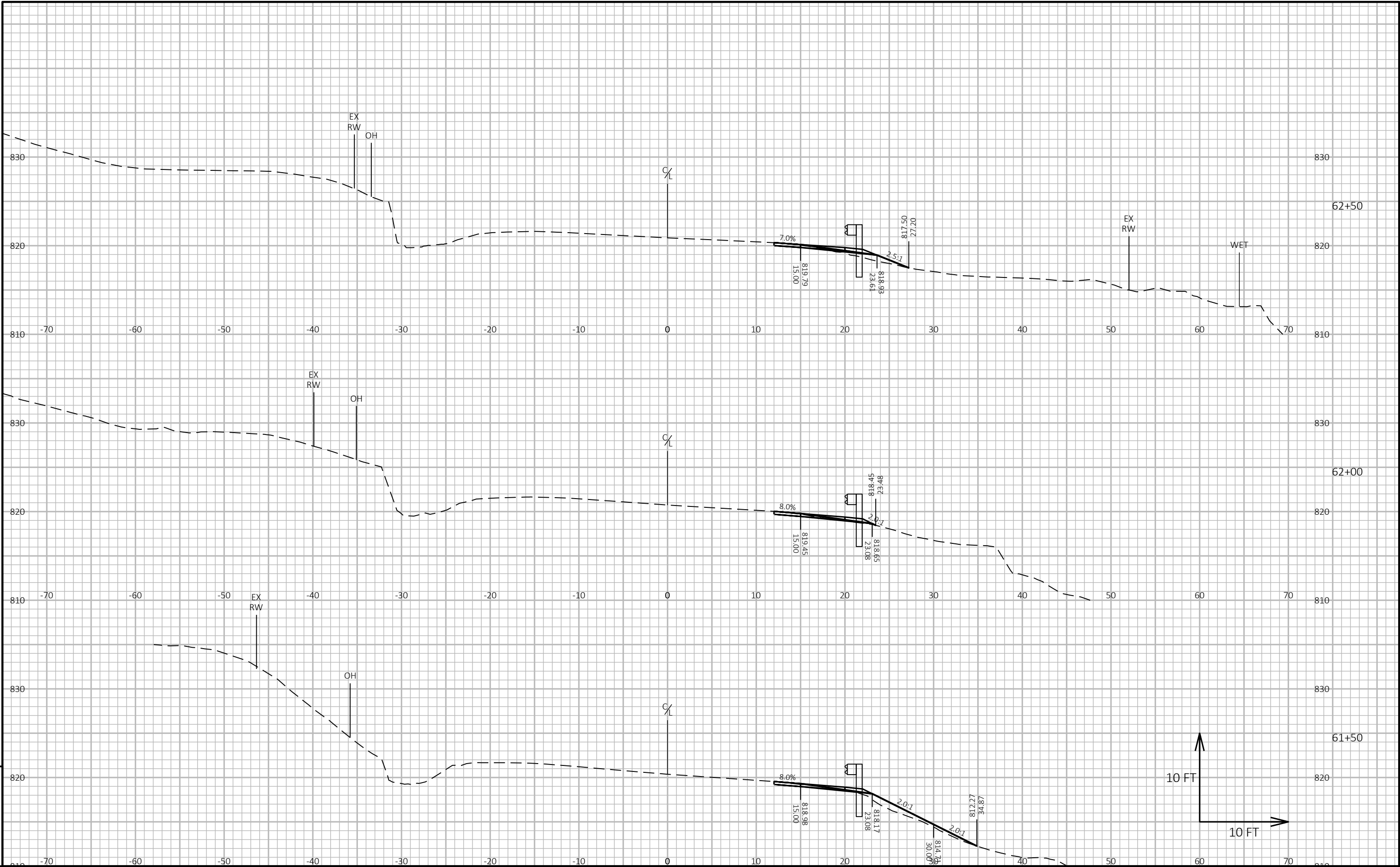


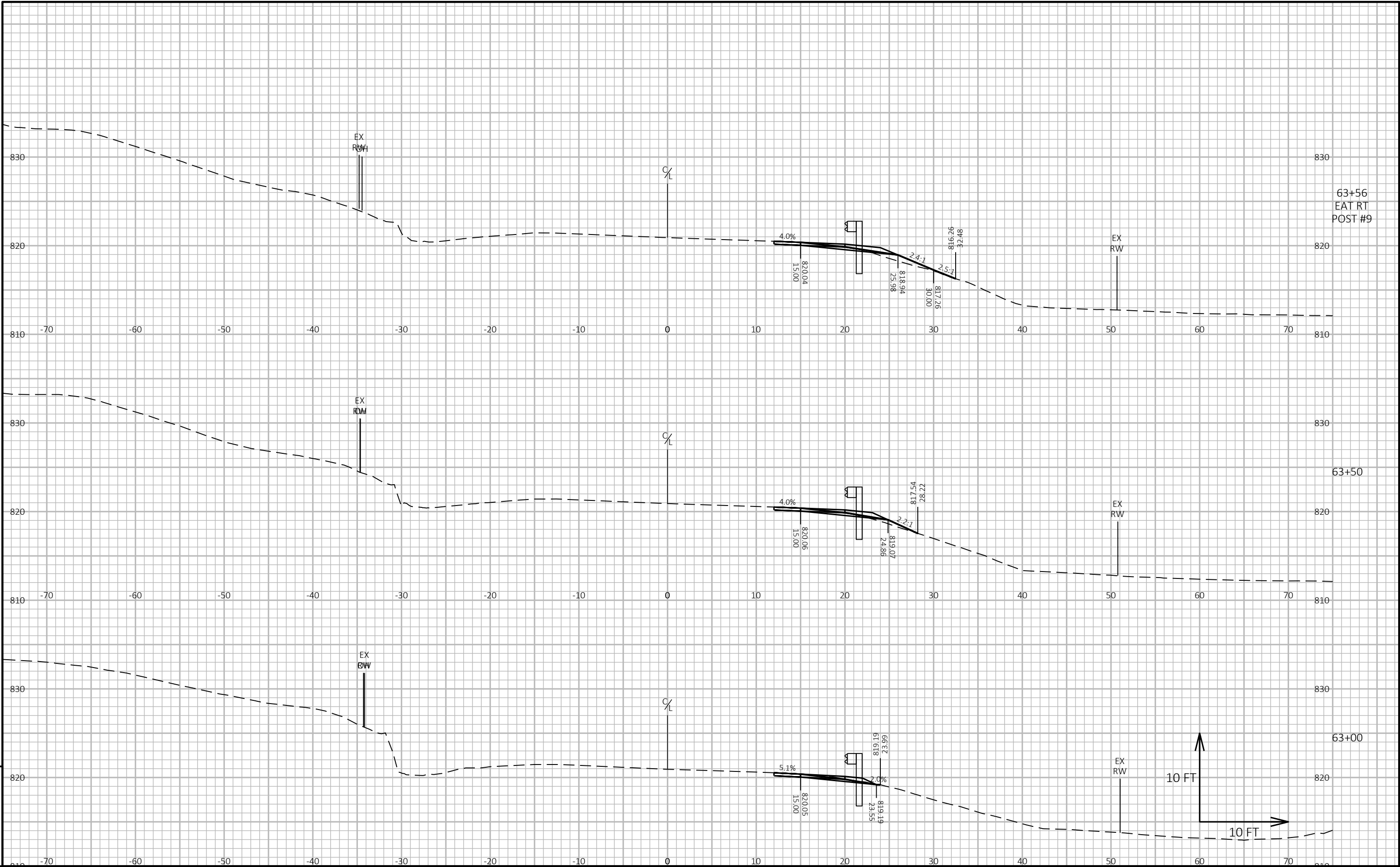


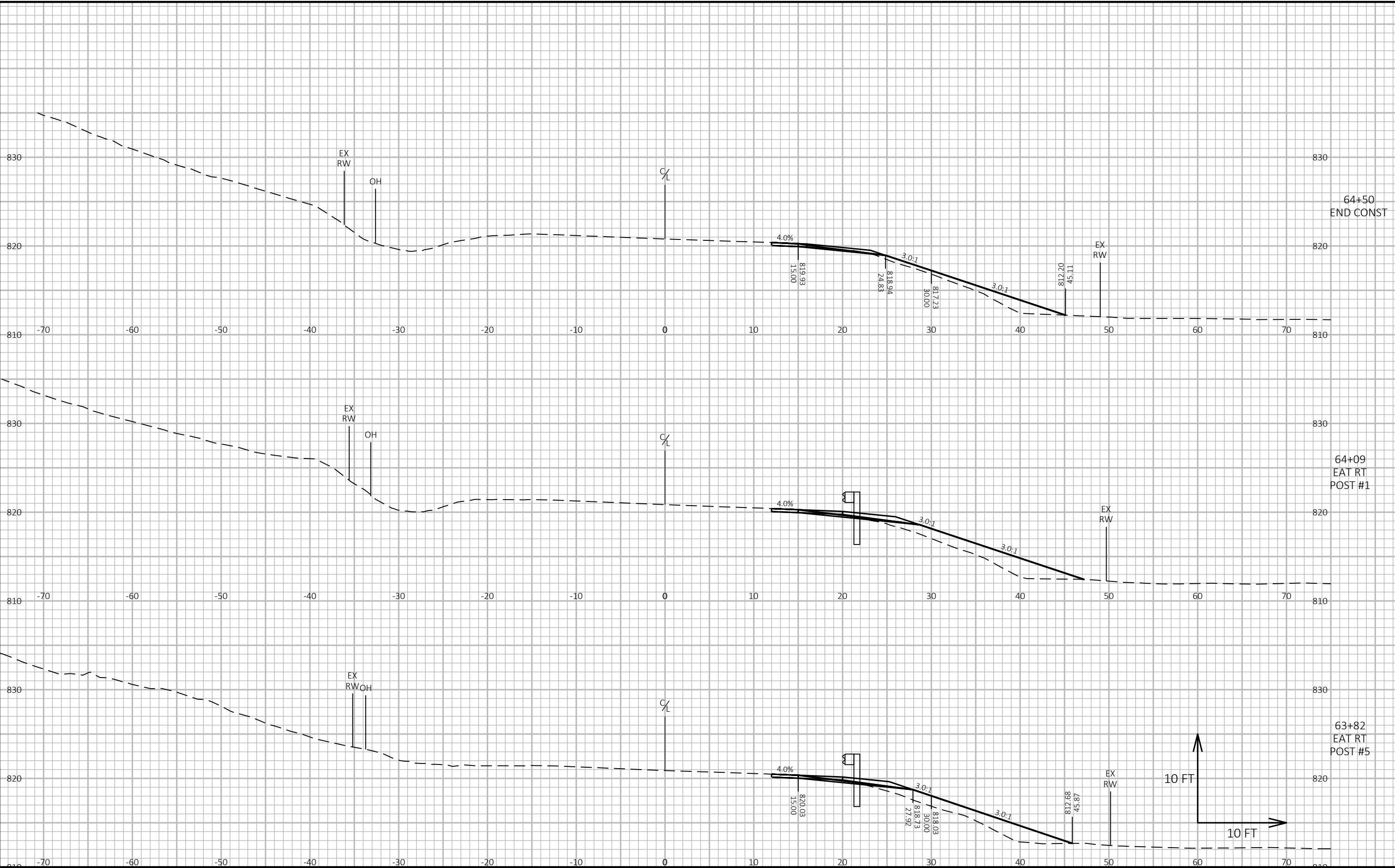




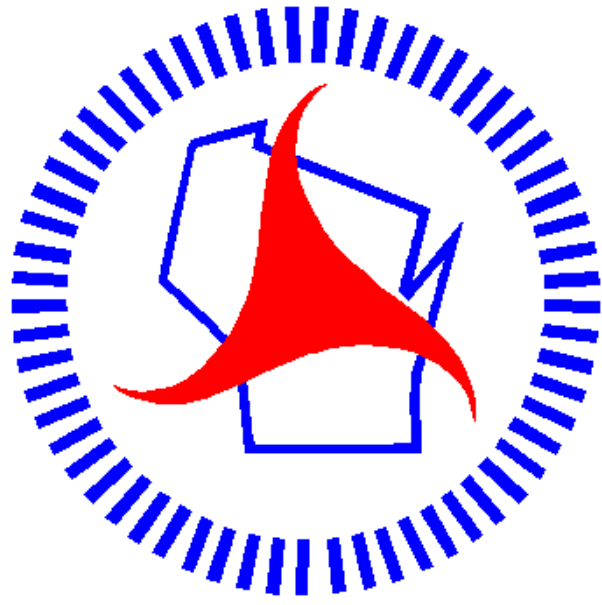








Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>