

MAD

PROJECT ID: 6992-00-21

WITH: N/A

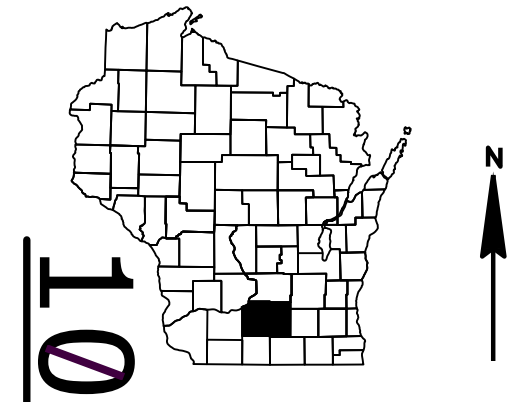
COUNTY: DANE

DECEMBER 2024

ORDER OF SHEETS

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

TOTAL SHEETS = 124



DESIGN DESIGNATION

A.A.D.T.	2025	=	4000
A.A.D.T.	2045	=	4400
D.H.V.		=	468
D.D.		=	55/45
T.		=	3%
DESIGN SPEED		=	25 MPH
ESALS		=	

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

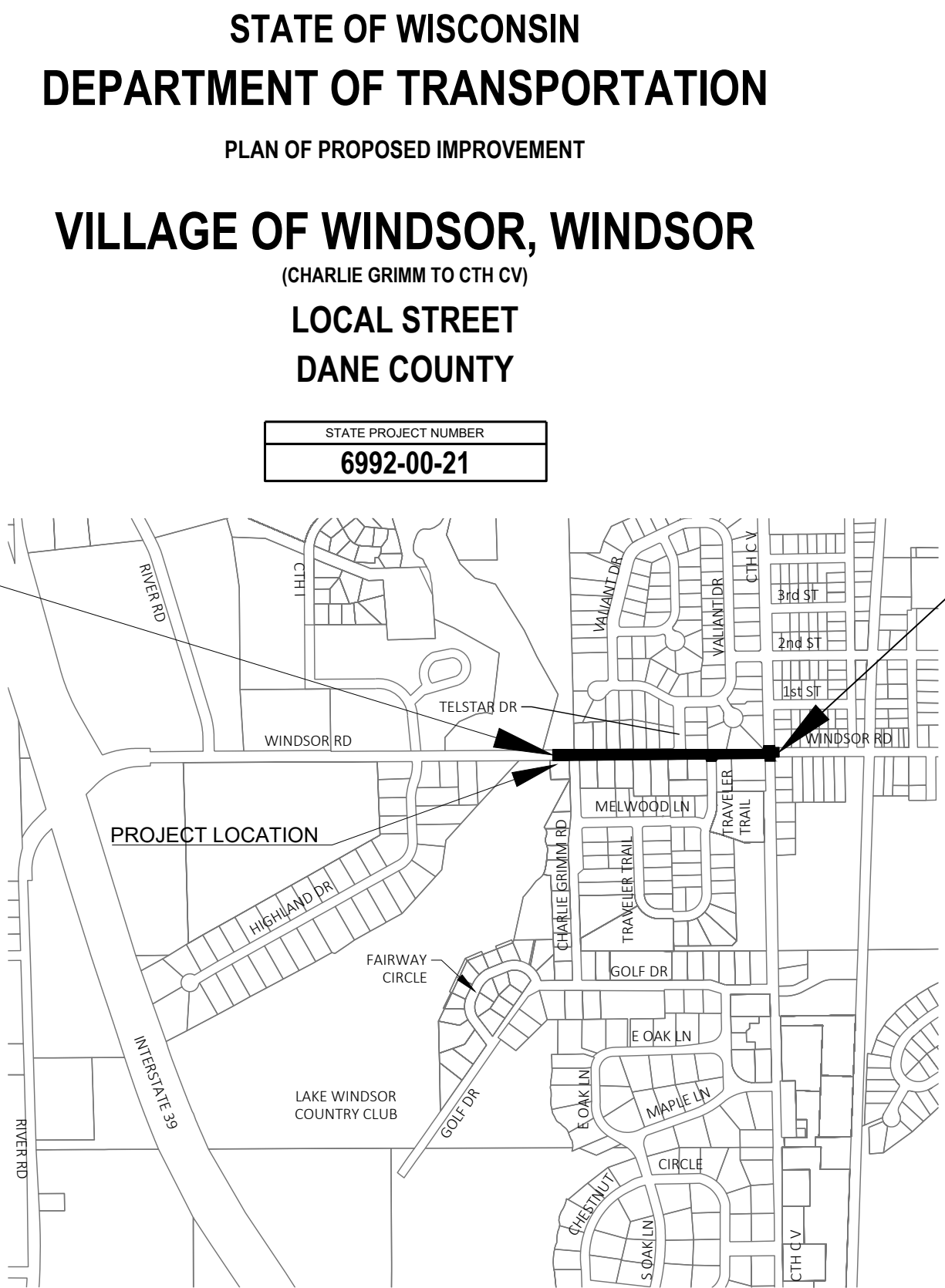
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE
-



STATE PROJECT NUMBER

6992-00-21

BEGIN PROJECT

STA 31+25

X = 830654.1173

Y = 534478.1525

END PROJECT

STA 47+00

X: 832229.0835

Y: 534488.1676

LAYOUT

SCALE 0 1000 FT

TOTAL NET LENGTH OF CENTERLINE = 0.298 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY, NAD83 (1997), 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 (1999). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12B

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6992-00-21	WISC 2025099	1

ACCEPTED FOR

VILLAGE OF WINDSOR

7-11-24 Robert Wynn

Date Village President

ORIGINAL PLANS PREPARED BY

BAXTER & WOODMAN Consulting Engineers

WISCONSIN PROFESSIONAL ENGINEER

RYAN E. WALLACE E-44206 WAUWATOSA WI.

07/10/24 Ryan E. Wallace

(Professional Engineer Signature)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor BURSE SURVEYING & ENGINEERING

Designer BAXTER & WOODMAN, INC.

Project Manager DELLA KOENIG, PE

Regional Examiner SW REGION

Regional Supervisor KYLE KEMP

APPROVED FOR THE DEPARTMENT

DATE: 7/17/2024

Digitally signed by Della Koenig P.E. Date: 2024.07.17 11:59:16 -0500

E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT	LEFT
AC	ACRE	LHF	LEFT HAND FORWARD
AGG	AGGREGATE	L	LENGTH OF CURVE
AH	AHEAD	LF	LINEAR FOOT
Z	ANGLE	LC	LONG CHORD OF CURVE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LS	LUMP SUM
AEW	APRON ENDWALL	MGAL	ONE THOUSAND GALLONS
ASPH	ASPHALTIC	MH	MANHOLE
BK	BACK	ML OR M/L	MATCH LINE
BC	BACK OF CURB	NOM	NOMINAL
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BL OR B/L	BASE LINE	NB	NORTHBOUND
BM	BENCH MARK	NO	NUMBER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CL OR C/L	CENTER LINE	PAVT	PAVEMENT
Δ	CENTRAL ANGLE OR DELTA	PLE	PERMANENT LIMITED EASEMENT
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CSW	CONCRETE SIDEWALK	PT	POINT OF TANGENCY
CONST	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CP	CONTROL POINT	LB	POUND
CO	COUNTY	PSI	POUNDS PER SQUARE INCH
CTH	COUNTY TRUCK HIGHWAY	PE	PRIVATE ENTRANCE
CY	CUBIC YARD	PROJ	PROJECT
CP	CULVERT PIPE	PL	PROPERTY LINE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	PRW	PROPOSED RIGHT OF WAY
CPCE	CULVERT PIPE CORRUGATED POLYETHYLENE	R	RADIUS
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	RL OR R/L	REFERENCE LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	REQD	REQUIRED
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	RT	RIGHT
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	RHF	RIGHT HAND FORWARD
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT OF WAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RD	ROAD
CPS	CULVERT PIPE SALVAGED	RDWY	ROADWAY
CPT	CULVERT PIPE TEMPORARY	SHLDR	SHOULDER
C & G	CURB AND GUTTER	SW	SIDEWALK
D	DEGREE OF CURVE	SB	SOUTHBOUND
DHV	DESIGN HOUR VOLUME	SPCS	SPECIFICATIONS
DIA	DIAMETER	SF	SQUARE FEET
DD	DIRECTIONAL DISTRIBUTION	SY	SQUARE YARD
DE	DRAINAGE EASEMENT	SDD	STANDARD DETAIL DRAWINGS
DWY	DRIVEWAY	STH	STATE TRUNK HIGHWAY
EA	EACH	STA	STATION
EB	EASTBOUND	SSPC	STORM SEWER PIPE COMPOSITE
EL OR ELEV	ELEVATION	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
EMB	EMBANKMENT	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
EW	ENDWALL	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
EAT	ENERGY ABSORBING TERMINAL	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ESALS	EQUIVALENT SINGLE AXLE LOADS	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EXC	EXCAVATION	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXIST	EXISTING	SL OR S/L	SURVEY LINE
FERT	FERTILIZER	TEMP	TEMPORARY
FE	FIELD ENTRANCE	TI	TEMPORARY INTEREST
FL OR F/L	FLOW LINE	TLE	TEMPORARY LIMITED EASEMENT
FT	FOOT	TC	TOP OF CURB
FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	TL OR T/L	TRANSIT LINE
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VPC	VERTICAL POINT OF CURVATURE
INTERS	INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
IH	INTERSTATE HIGHWAY	VPT	VERTICAL POINT OF TANGENCY
INV	INVERT	W	WEST
JT	JOINT	WB	WESTBOUND

OTHER ABBREVIATIONS

EX	EXISTING
PR	PROPOSED
CPP	CORRUGATED POLYPROPYLENE
GRVL	GRAVEL
QTR	QUARTER POINT
MID	MIDDLE POINT
EOP	EDGE OF PAVEMENT



Dial **811** or (800)242-8511

www.DiggersHotline.com

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- REMOVALS
- CURB RAMP DETAILS
- EROSION CONTROL
- STORM SEWER PLAN AND PROFILE
- PAVEMENT MARKING AND PERMANENT SIGNING
- DETOUR ROUTE
- ALIGNMENT DETAILS

GENERAL NOTES

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 115 LBS/SY/IN.

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

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

DRAINAGE STRUCTURE AND PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

BEARINGS SHOWN ON THE PLAN ARE TRUE BEARINGS AND TO THE NEAREST SECOND.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

OTHER CONTACTS

WISDOT CONTACT
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DNR LIASON
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VILLAGE OF WINDSOR CONTACT
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DANE COUNTY LAND INFORMATION
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frick.daniel@danecounty.gov

UTILITY CONTACTS

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E: KAIGRAFF@ALLIANTENERGY.COM

TDS METROCOM - COMMUNICATIONS
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CHARTER/SPECTRUM - COMMUNICATIONS
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MADISON GAS & ELECTRIC CO - GAS
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C: (608) 535-7408
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E: AARONM@MADSEWER.ORG

EVERSTREAM - COMMUNICATIONS
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E: JSAGATIS@EVERSTREAM.NET

HMA PAVEMENT

PAVEMENT LOCATION	TOTAL PAVEMENT THICKNESS	LAYERS	HMA MIX TYPE
WINDSOR ROAD	4"	1.75" UPPER LAYER 2.25" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S
DRIVEWAYS	3"	-	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
SHARED-USE PATH	3"	-	ASPHALTIC SURFACE

BASE AGGREGATE

FEATURE	BASE AGGREGATE THICKNESS	BASE AGGREGATE PAY ITEM
ROADWAY	6" UPPER LAYER 6" LOWER LAYER	BASE AGGREGATE DENSE 1 1/4-INCH BASE AGGREGATE DENSE 3-INCH
DRIVEWAY	6" MIN.	BASE AGGREGATE DENSE 1 1/4-INCH
CURB & GUTTER	4" MIN. UPPER LAYER 6" LOWER LAYER	BASE AGGREGATE DENSE 1 1/4-INCH BASE AGGREGATE DENSE 3-INCH
SIDEWALK	4" MIN.	BASE AGGREGATE DENSE 3/4-INCH
SHARED-USE PATH	6" MIN.	BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 6992-00-21

HWY: WINDSOR ROAD

COUNTY: DANE

GENERAL NOTES, LEGEND AND UTILITY CONTACTS

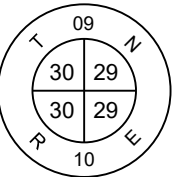
SHEET

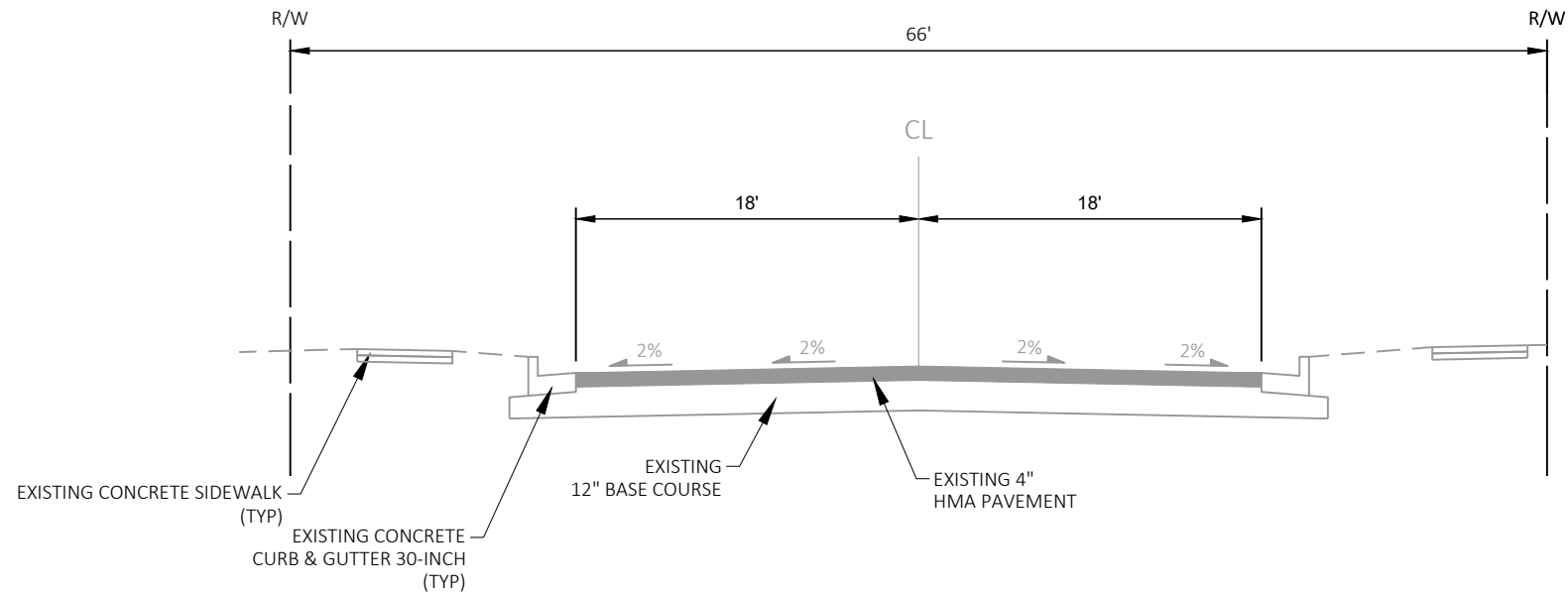
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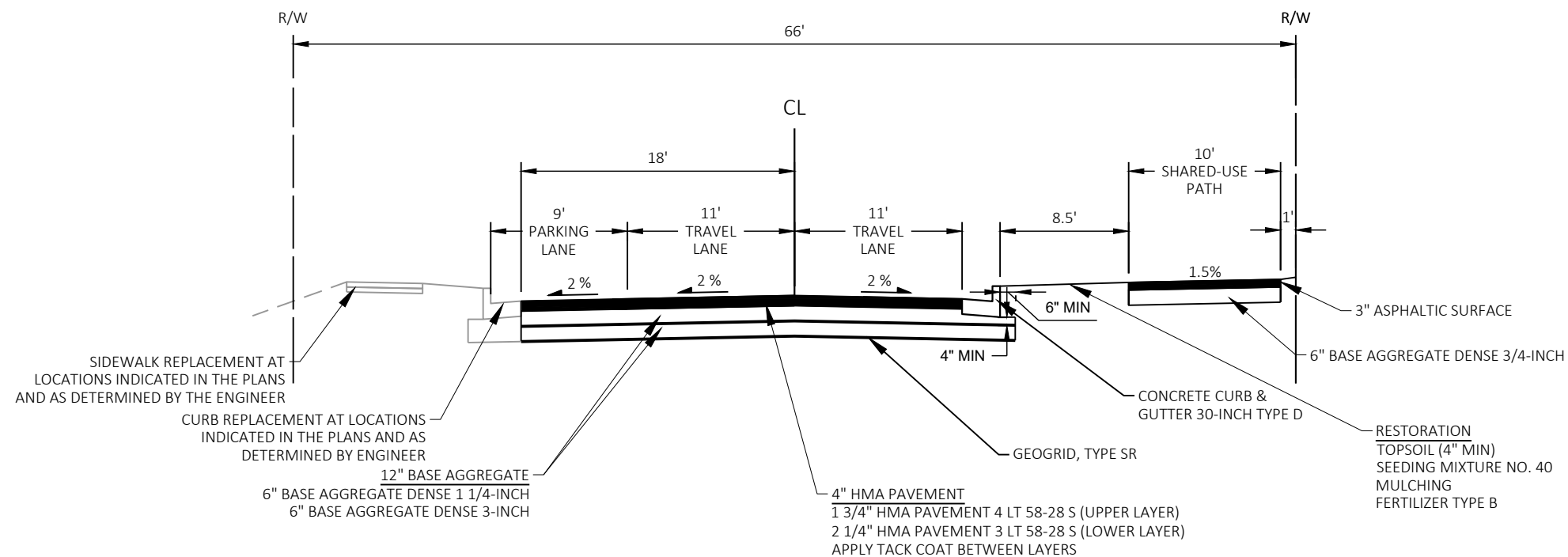
BEGIN PROJECT - WINDSOR ROAD
STA 31+25
X = 830654.1173
Y = 534478.1525

END PROJECT - WINDSOR ROAD
STA 47+00
X: 832229.0835
Y: 534488.1676



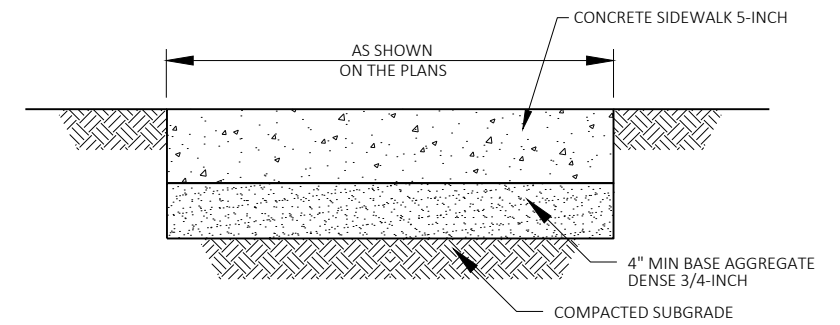


TYPICAL EXISTING SECTION - WINDSOR ROAD



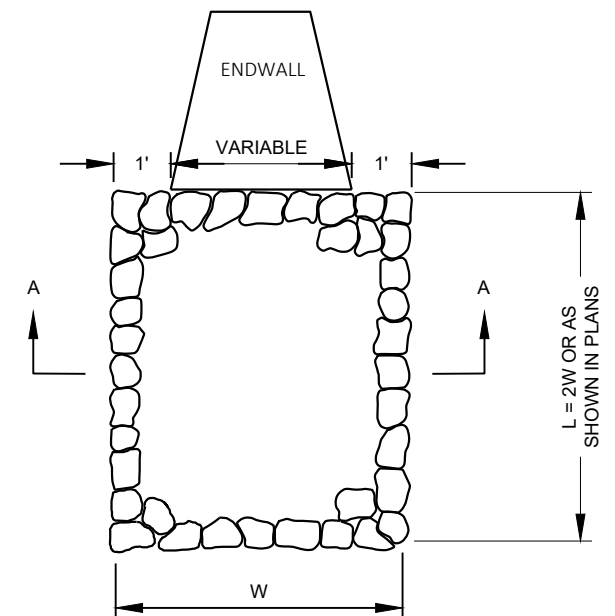
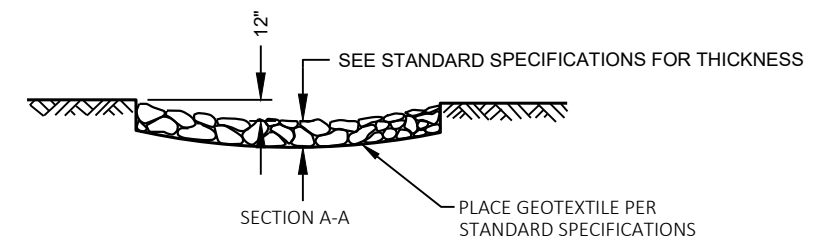
TYPICAL PROPOSED SECTION - WINDSOR ROAD

STA 31+25 TO 47+00

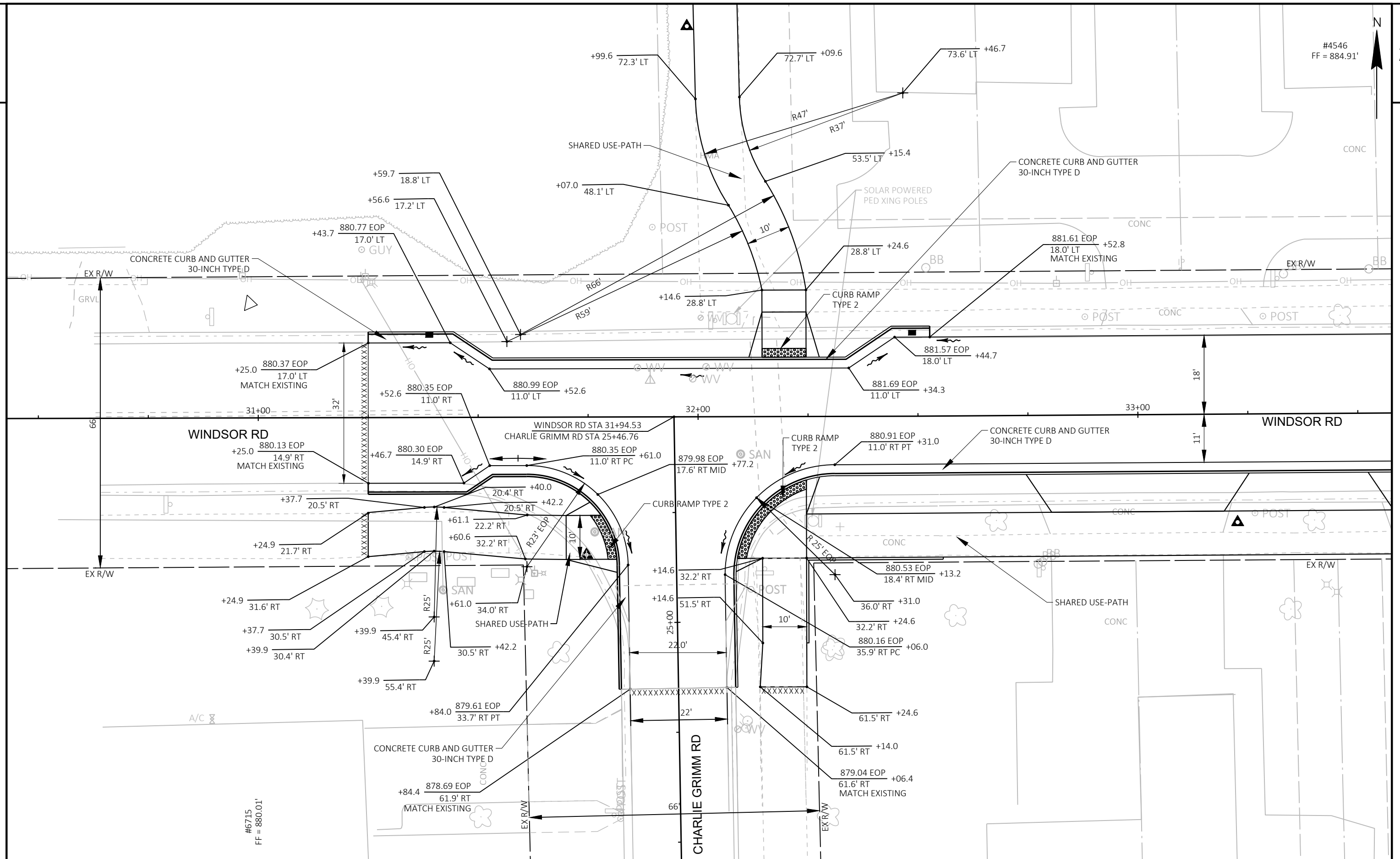


NOTE:
1. PROVIDE FIBER 3/4" EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND AT 50' O.C. MAX. AND PROVIDE CONTROL JOINTS AT 5' O.C.

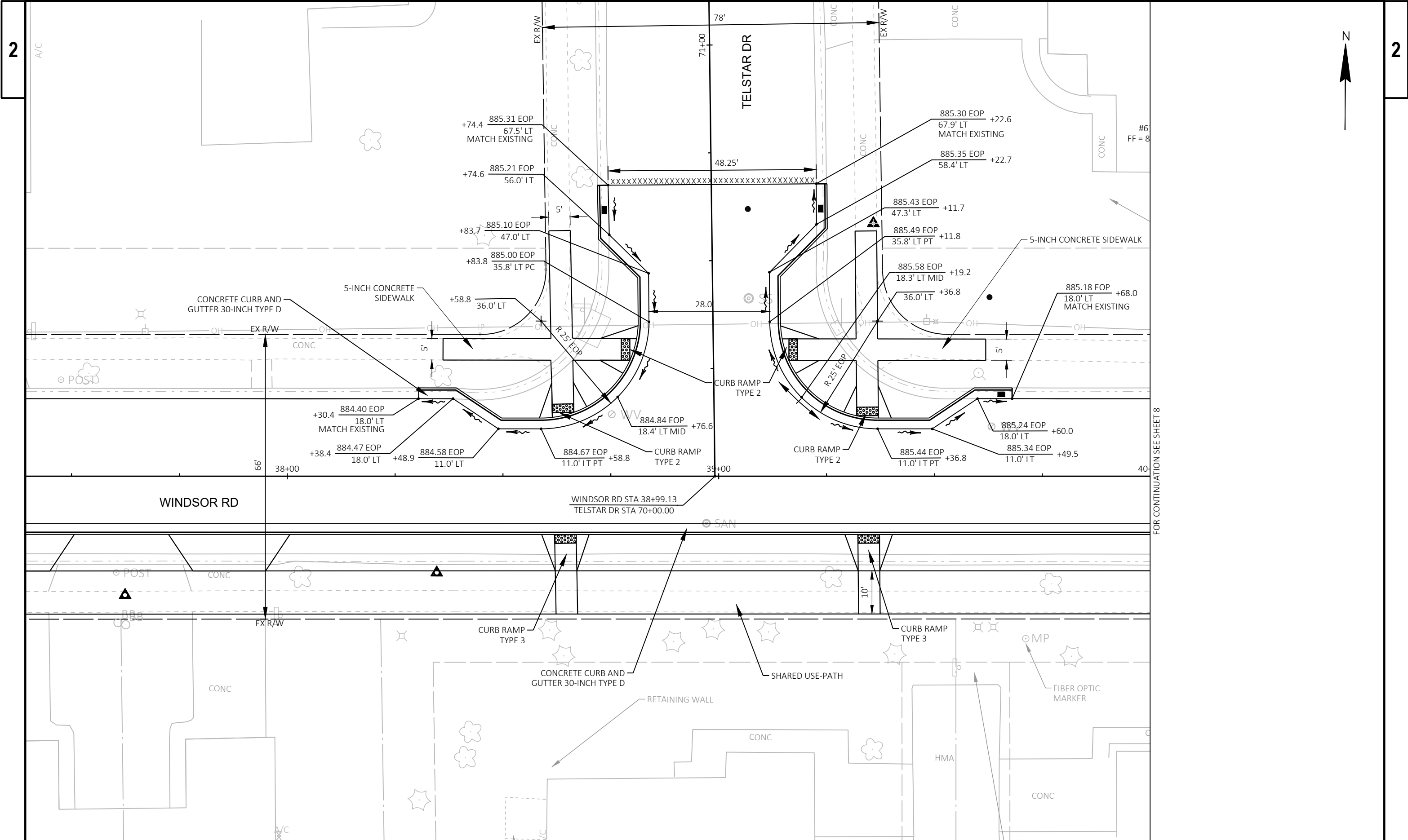
CONCRETE SIDEWALK DETAIL
NO SCALE



RIP RAP TREATMENT AT DOWNSTREAM OUTFALL DETAIL
NOTE: SEE PLANS FOR MORE INFORMATION

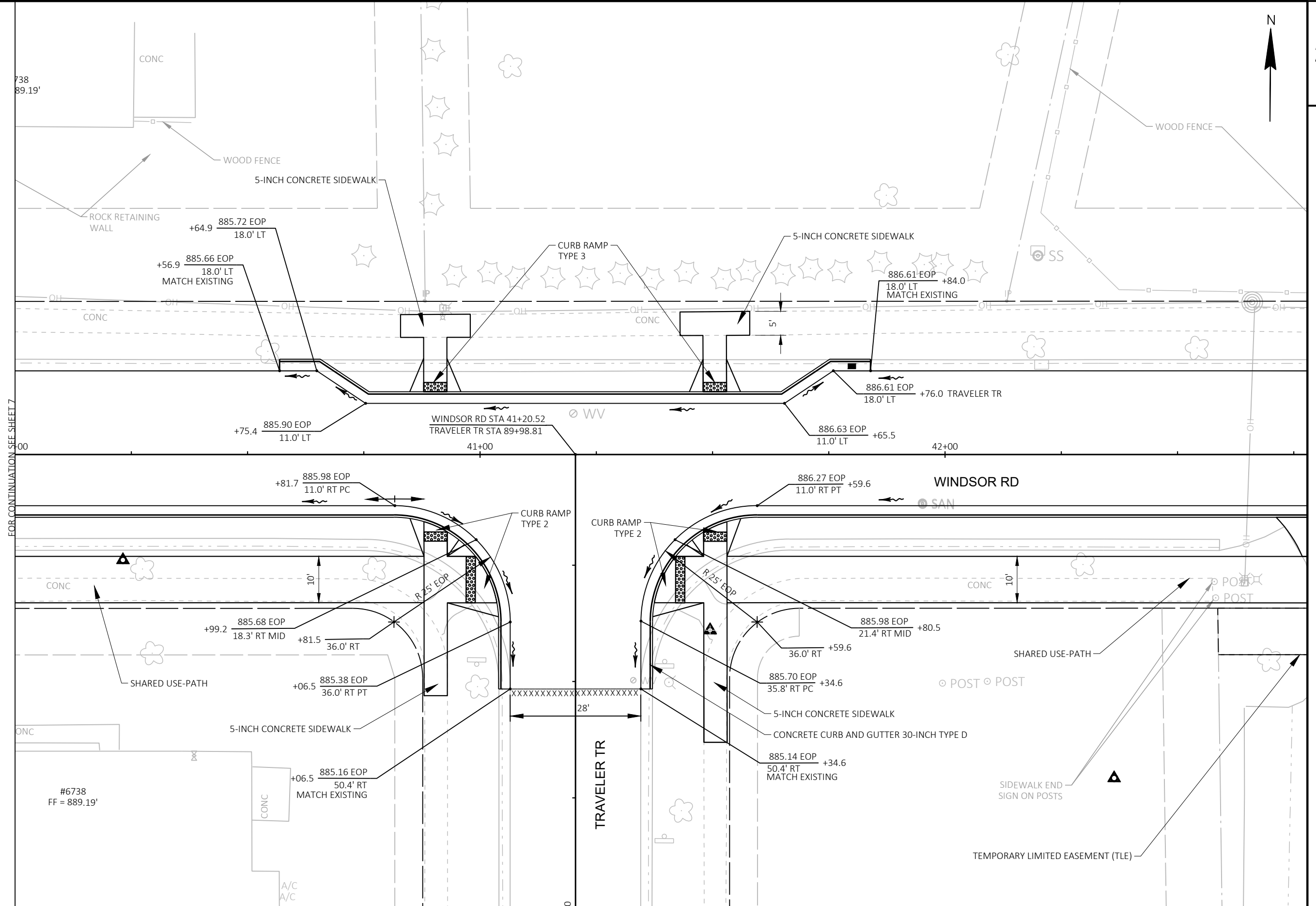


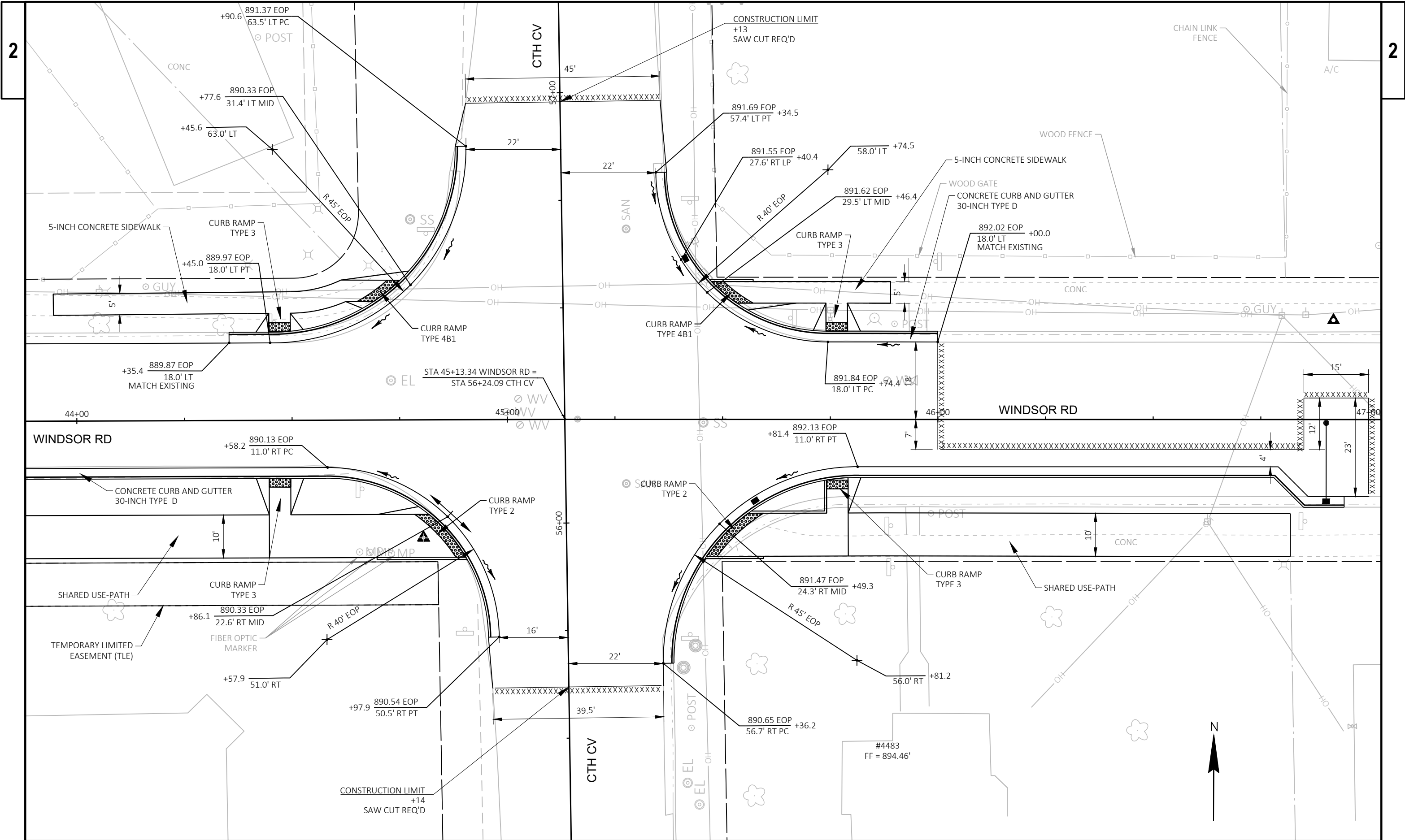
PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	INTERSECTION DETAILS	SHEET	E
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PROJECT NO: 6992-00-21

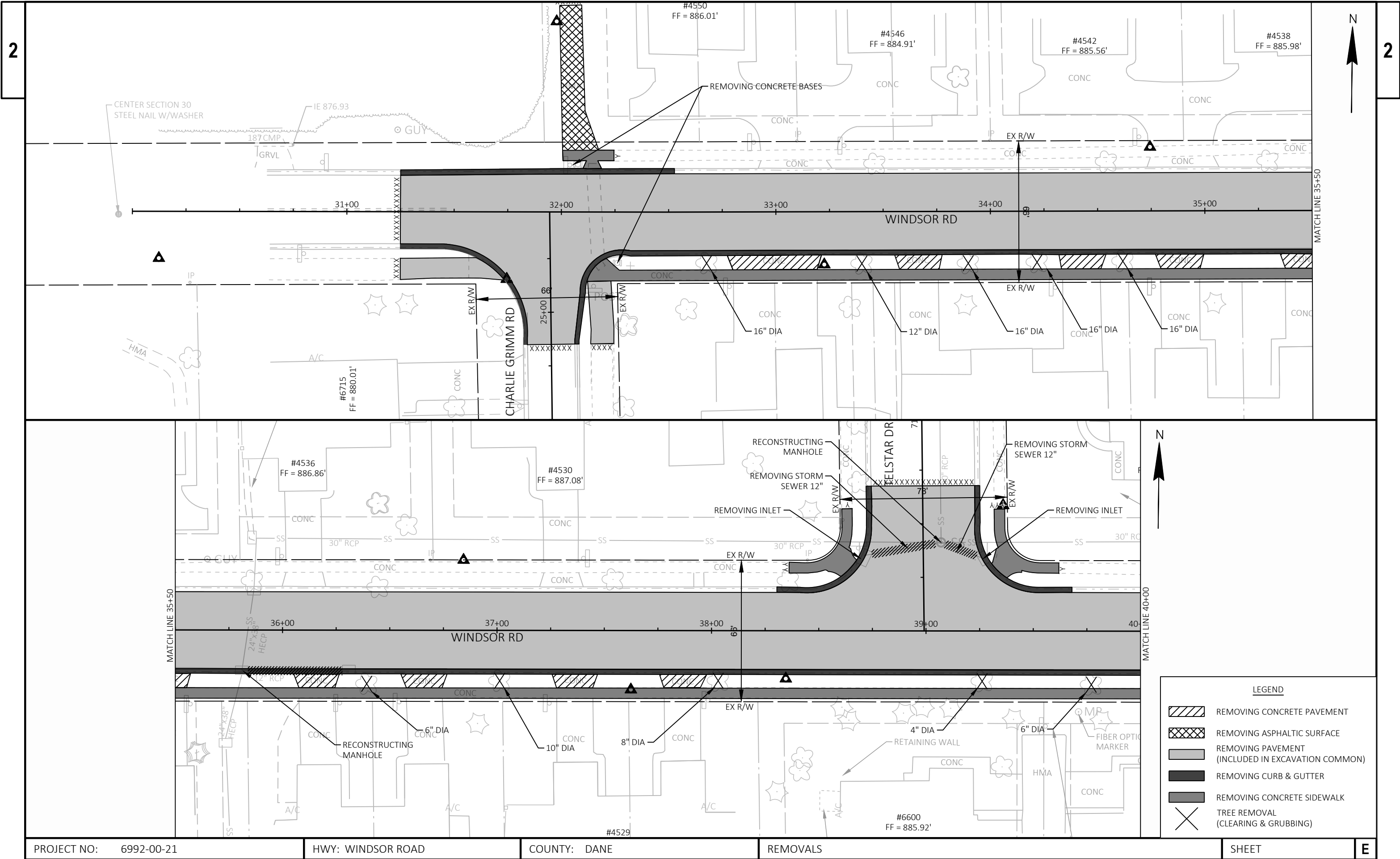
HWY: WINDSOR ROAD

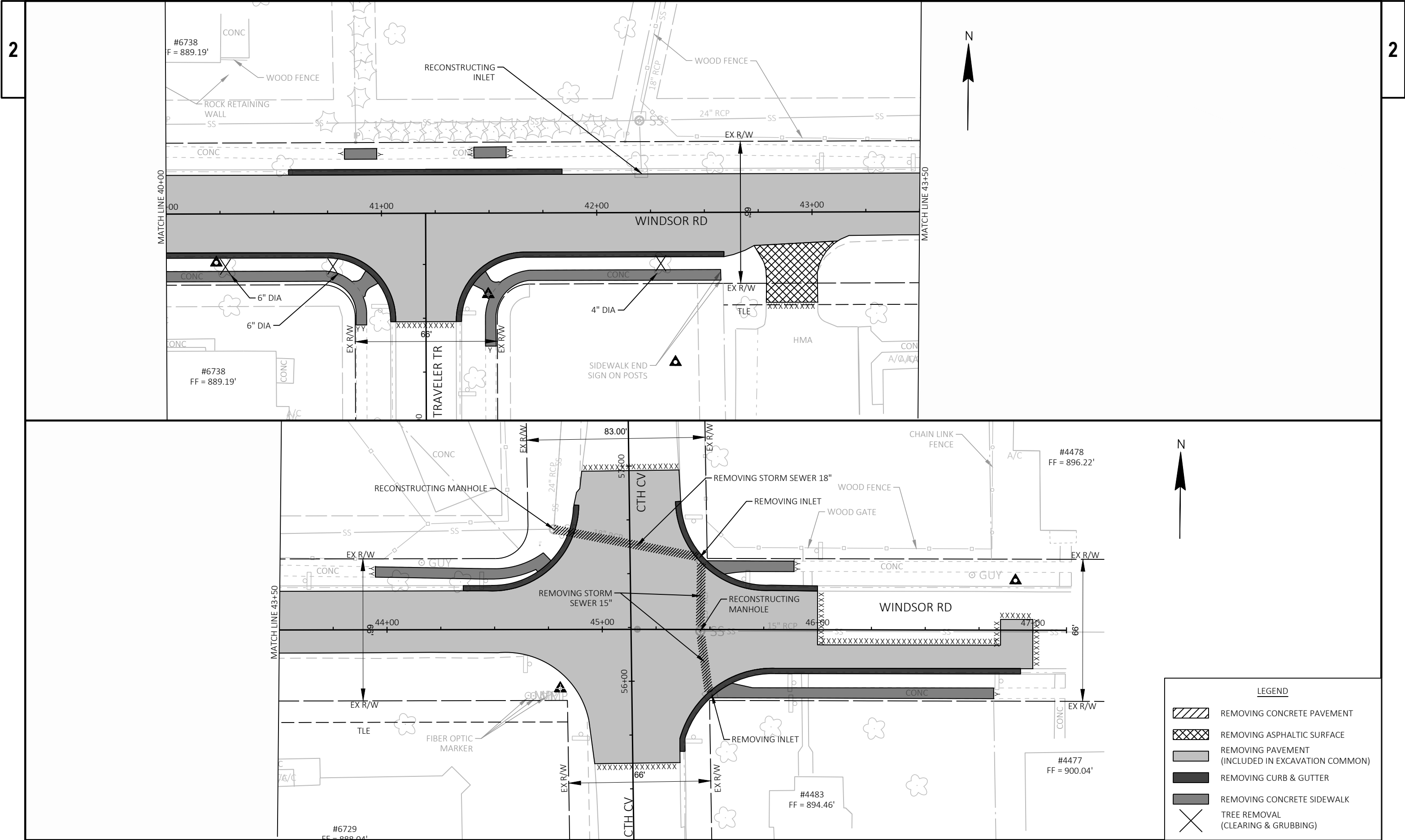
COUNTY: DANE

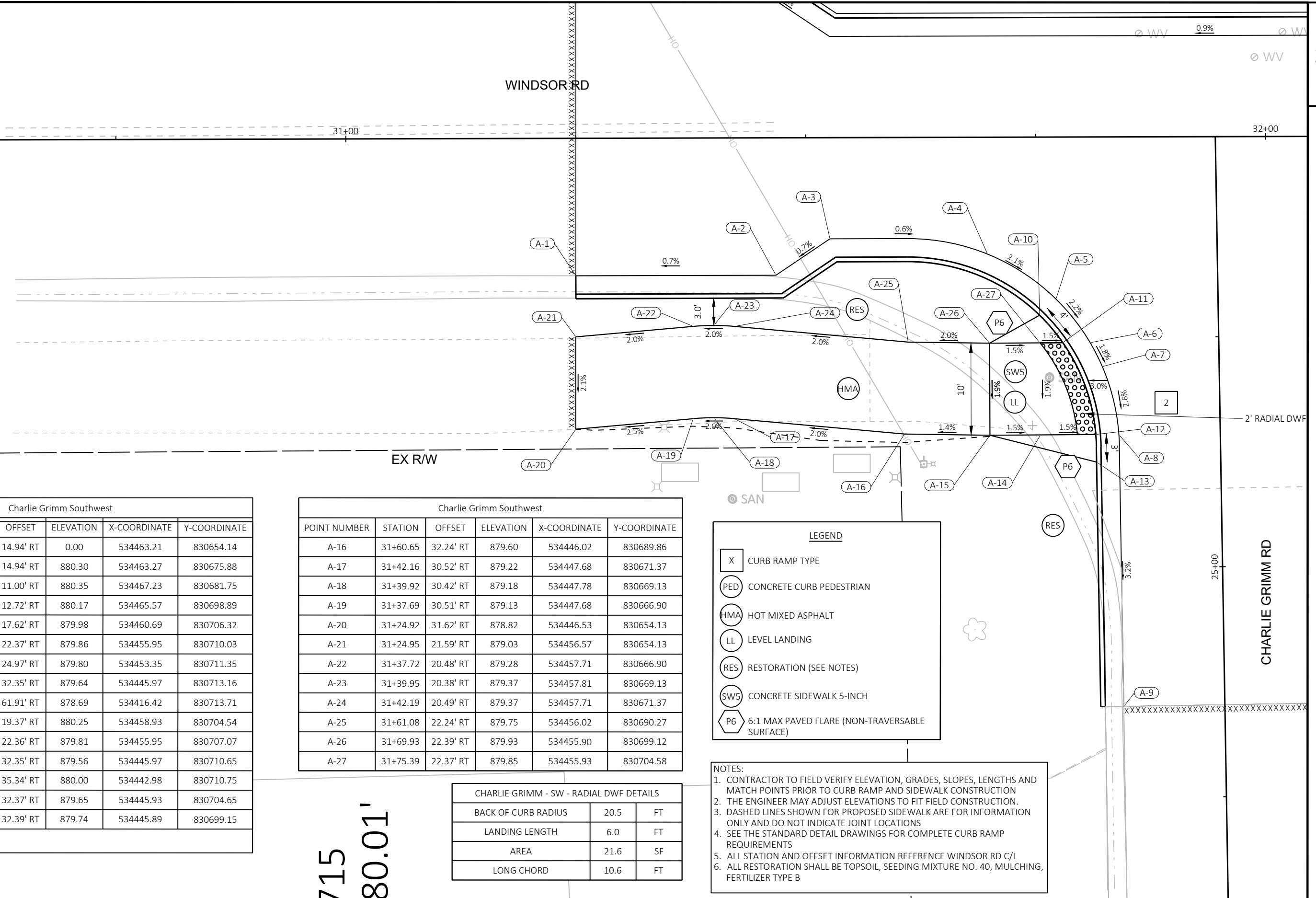
INTERSECTION DETAILS

SHEET

E







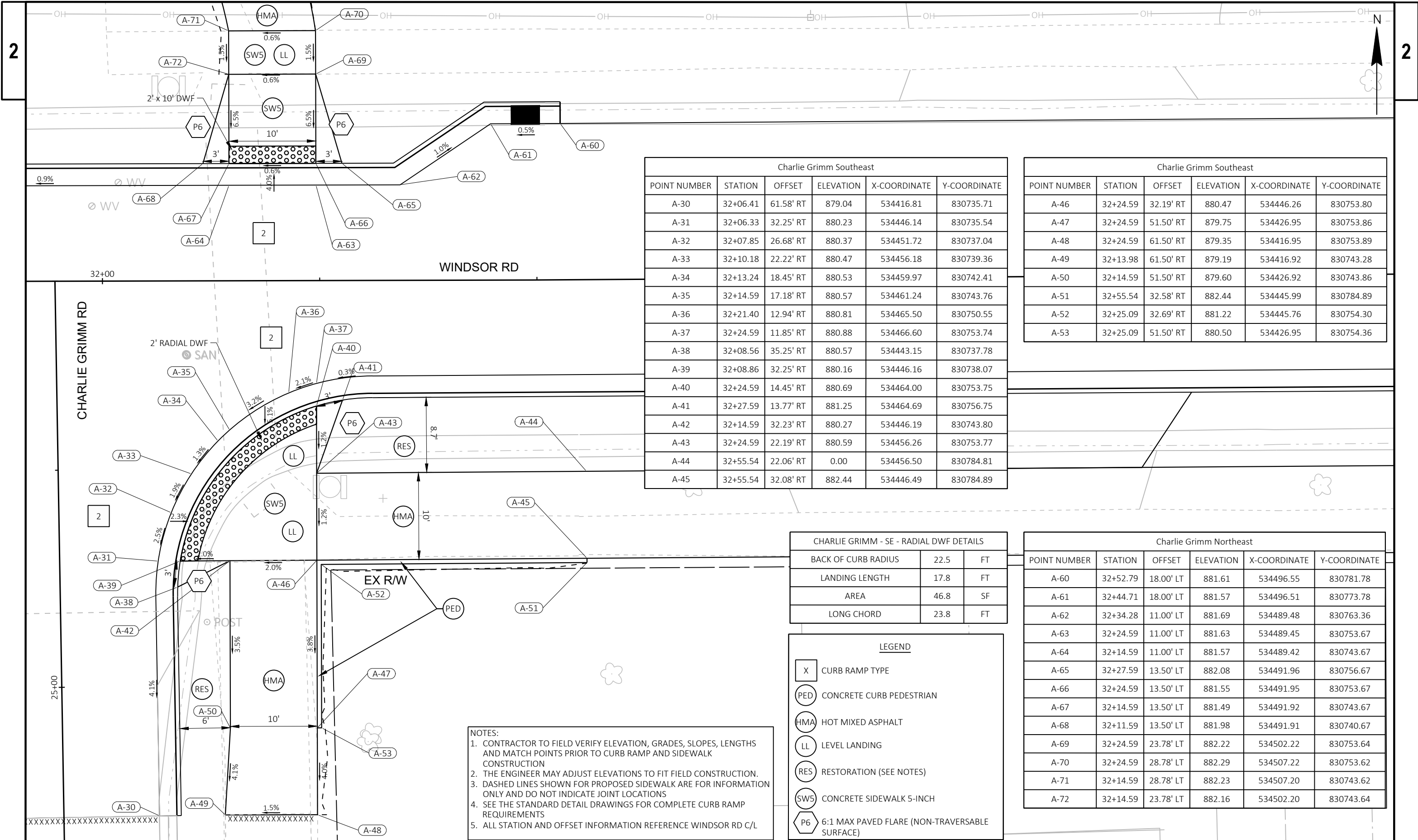
Charlie Grimm Southwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
A-1	31+24.97	14.94' RT	0.00	534463.21	830654.14
A-2	31+46.72	14.94' RT	880.30	534463.27	830675.88
A-3	31+52.60	11.00' RT	880.35	534467.23	830681.75
A-4	31+69.73	12.72' RT	880.17	534465.57	830698.89
A-5	31+77.16	17.62' RT	879.98	534460.69	830706.32
A-6	31+80.85	22.37' RT	879.86	534455.95	830710.03
A-7	31+82.16	24.97' RT	879.80	534453.35	830711.35
A-8	31+83.95	32.35' RT	879.64	534445.97	830713.16
A-9	31+84.41	61.91' RT	878.69	534416.42	830713.71
A-10	31+75.37	19.37' RT	880.25	534458.93	830704.54
A-11	31+77.88	22.36' RT	879.81	534455.95	830707.07
A-12	31+81.44	32.35' RT	879.56	534445.97	830710.65
A-13	31+81.53	35.34' RT	880.00	534442.98	830710.75
A-14	31+75.44	32.37' RT	879.65	534445.93	830704.65
A-15	31+69.94	32.39' RT	879.74	534445.89	830699.15

Charlie Grimm Southwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
A-16	31+60.65	32.24' RT	879.60	534446.02	830689.86
A-17	31+42.16	30.52' RT	879.22	534447.68	830671.37
A-18	31+39.92	30.42' RT	879.18	534447.78	830669.13
A-19	31+37.69	30.51' RT	879.13	534447.68	830666.90
A-20	31+24.92	31.62' RT	878.82	534446.53	830654.13
A-21	31+24.95	21.59' RT	879.03	534456.57	830654.13
A-22	31+37.72	20.48' RT	879.28	534457.71	830666.90
A-23	31+39.95	20.38' RT	879.37	534457.81	830669.13
A-24	31+42.19	20.49' RT	879.37	534457.71	830671.37
A-25	31+61.08	22.24' RT	879.75	534456.02	830690.27
A-26	31+69.93	22.39' RT	879.93	534455.90	830699.12
A-27	31+75.39	22.37' RT	879.85	534455.93	830704.58

CHARLIE GRIMM - SW - RADIAL DWF DETAILS		
BACK OF CURB RADIUS	20.5	FT
LANDING LENGTH	6.0	FT
AREA	21.6	SF
LONG CHORD	10.6	FT

- | <u>LEGEND</u> | |
|---|---|
|  | CURB RAMP TYPE |
|  | CONCRETE CURB PEDESTRIAN |
|  | HOT MIXED ASPHALT |
|  | LEVEL LANDING |
|  | RESTORATION (SEE NOTES) |
|  | CONCRETE SIDEWALK 5-INCH |
|  | 6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE) |

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
 6. ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B



Charlie Grimm Southeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
A-30	32+06.41	61.58' RT	879.04	534416.81	830735.71
A-31	32+06.33	32.25' RT	880.23	534446.14	830735.54
A-32	32+07.85	26.68' RT	880.37	534451.72	830737.04
A-33	32+10.18	22.22' RT	880.47	534456.18	830739.36
A-34	32+13.24	18.45' RT	880.53	534459.97	830742.41
A-35	32+14.59	17.18' RT	880.57	534461.24	830743.76
A-36	32+21.40	12.94' RT	880.81	534465.50	830750.55
A-37	32+24.59	11.85' RT	880.88	534466.60	830753.74
A-38	32+08.56	35.25' RT	880.57	534443.15	830737.78
A-39	32+08.86	32.25' RT	880.16	534446.16	830738.07
A-40	32+24.59	14.45' RT	880.69	534464.00	830753.75
A-41	32+27.59	13.77' RT	881.25	534464.69	830756.75
A-42	32+14.59	32.23' RT	880.27	534446.19	830743.80
A-43	32+24.59	22.19' RT	880.59	534456.26	830753.77
A-44	32+55.54	22.06' RT	0.00	534456.50	830784.81
A-45	32+55.54	32.08' RT	882.44	534446.49	830784.89

Charlie Grimm Southeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
A-46	32+24.59	32.19' RT	880.47	534446.26	830753.80
A-47	32+24.59	51.50' RT	879.75	534426.95	830753.86
A-48	32+24.59	61.50' RT	879.35	534416.95	830753.89
A-49	32+13.98	61.50' RT	879.19	534416.92	830743.28
A-50	32+14.59	51.50' RT	879.60	534426.92	830743.86
A-51	32+55.54	32.58' RT	882.44	534445.99	830784.89
A-52	32+25.09	32.69' RT	881.22	534445.76	830754.30
A-53	32+25.09	51.50' RT	880.50	534426.95	830754.36

CHARLIE GRIMM - SE - RADIAL DWF DETAILS		
BACK OF CURB RADIUS	22.5	FT
LANDING LENGTH	17.8	FT
AREA	46.8	SF
LONG CHORD	23.8	FT

Charlie Grimm Northeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
A-60	32+52.79	18.00' LT	881.61	534496.55	830781.78
A-61	32+44.71	18.00' LT	881.57	534496.51	830773.78
A-62	32+34.28	11.00' LT	881.69	534489.48	830763.36
A-63	32+24.59	11.00' LT	881.63	534489.45	830753.67
A-64	32+14.59	11.00' LT	881.57	534489.42	830743.67
A-65	32+27.59	13.50' LT	882.08	534491.96	830756.67
A-66	32+24.59	13.50' LT	881.55	534491.95	830753.67
A-67	32+14.59	13.50' LT	881.49	534491.92	830743.67
A-68	32+11.59	13.50' LT	881.98	534491.91	830740.67
A-69	32+24.59	23.78' LT	882.22	534502.22	830753.64
A-70	32+24.59	28.78' LT	882.29	534507.22	830753.62
A-71	32+14.59	28.78' LT	882.23	534507.20	830743.62
A-72	32+14.59	23.78' LT	882.16	534502.20	830743.64

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L

Telstar Dr Northwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
B-1	38+74.36	67.51' LT	885.31	534550.51	831402.98
B-2	38+74.64	56.01' LT	885.21	534539.01	831403.34
B-3	38+83.74	47.05' LT	885.10	534530.11	831412.51
B-4	38+83.57	32.40' LT	884.97	534515.47	831412.44
B-5	38+81.92	26.41' LT	884.91	534509.46	831410.83
B-6	38+76.58	18.39' LT	884.84	534501.41	831405.55
B-7	38+68.44	12.92' LT	884.75	534495.88	831397.45
B-8	38+66.98	12.37' LT	884.74	534495.31	831395.99
B-9	38+61.00	11.09' LT	884.69	534494.00	831390.02
B-10	38+48.94	11.00' LT	884.58	534493.82	831377.96
B-11	38+38.44	18.00' LT	884.47	534500.74	831367.41
B-12	38+30.44	18.00' LT	884.40	534500.68	831359.41
B-13	38+81.30	34.91' LT	885.42	534517.95	831410.15
B-14	38+80.95	31.91' LT	884.89	534514.95	831409.83
B-15	38+79.42	31.91' LT	884.91	534514.94	831408.29
B-16	38+79.41	26.91' LT	884.84	534509.94	831408.32
B-17	38+77.81	23.91' LT	885.30	534506.93	831406.73
B-18	38+69.41	16.14' LT	885.19	534499.10	831398.39
B-19	38+66.43	14.82' LT	884.66	534497.77	831395.43
B-20	38+61.46	13.59' LT	884.61	534496.49	831390.46
B-21	38+61.43	14.73' LT	884.63	534497.64	831390.43
B-22	38+58.46	13.50' LT	885.08	534496.38	831387.46
B-23	38+72.41	26.92' LT	884.92	534509.90	831401.32
B-24	38+66.20	26.92' LT	884.95	534509.86	831395.11
B-25	38+66.30	21.82' LT	884.73	534504.76	831395.24

Telstar Dr Northwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
B-26	38+61.30	21.71' LT	884.70	534504.61	831390.25
B-27	38+61.10	26.93' LT	885.03	534509.83	831390.01
B-28	38+56.10	26.93' LT	885.00	534509.80	831385.01
B-29	38+51.10	26.94' LT	884.97	534509.77	831380.01
B-30	38+46.10	26.94' LT	884.95	534509.74	831375.01
B-31	38+41.10	26.95' LT	884.92	534509.71	831370.01
B-32	38+36.10	26.95' LT	884.89	534509.68	831365.01
B-33	38+36.11	31.95' LT	884.96	534514.68	831364.98
B-34	38+41.11	31.95' LT	884.99	534514.71	831369.98
B-35	38+46.11	31.94' LT	885.02	534514.74	831374.98
B-36	38+51.11	31.94' LT	885.05	534514.77	831379.98
B-37	38+56.11	31.93' LT	885.07	534514.80	831384.98
B-38	38+61.11	31.93' LT	885.10	534514.83	831389.98
B-39	38+61.01	36.93' LT	885.24	534519.83	831389.85
B-40	38+60.92	41.93' LT	885.36	534524.83	831389.72
B-41	38+60.82	46.92' LT	885.49	534529.83	831389.59
B-42	38+60.73	51.92' LT	885.61	534534.82	831389.46
B-43	38+60.63	56.92' LT	885.74	534539.82	831389.33
B-44	38+65.63	57.02' LT	885.66	534539.95	831394.33
B-45	38+65.73	52.02' LT	885.54	534534.95	831394.46
B-46	38+65.82	47.02' LT	885.41	534529.96	831394.59
B-47	38+65.92	42.02' LT	885.29	534524.96	831394.72
B-48	38+66.01	37.02' LT	885.16	534519.96	831394.85
B-49	38+66.11	32.02' LT	885.03	534514.96	831394.98
B-50	38+72.42	31.92' LT	885.00	534514.90	831401.29

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.

3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

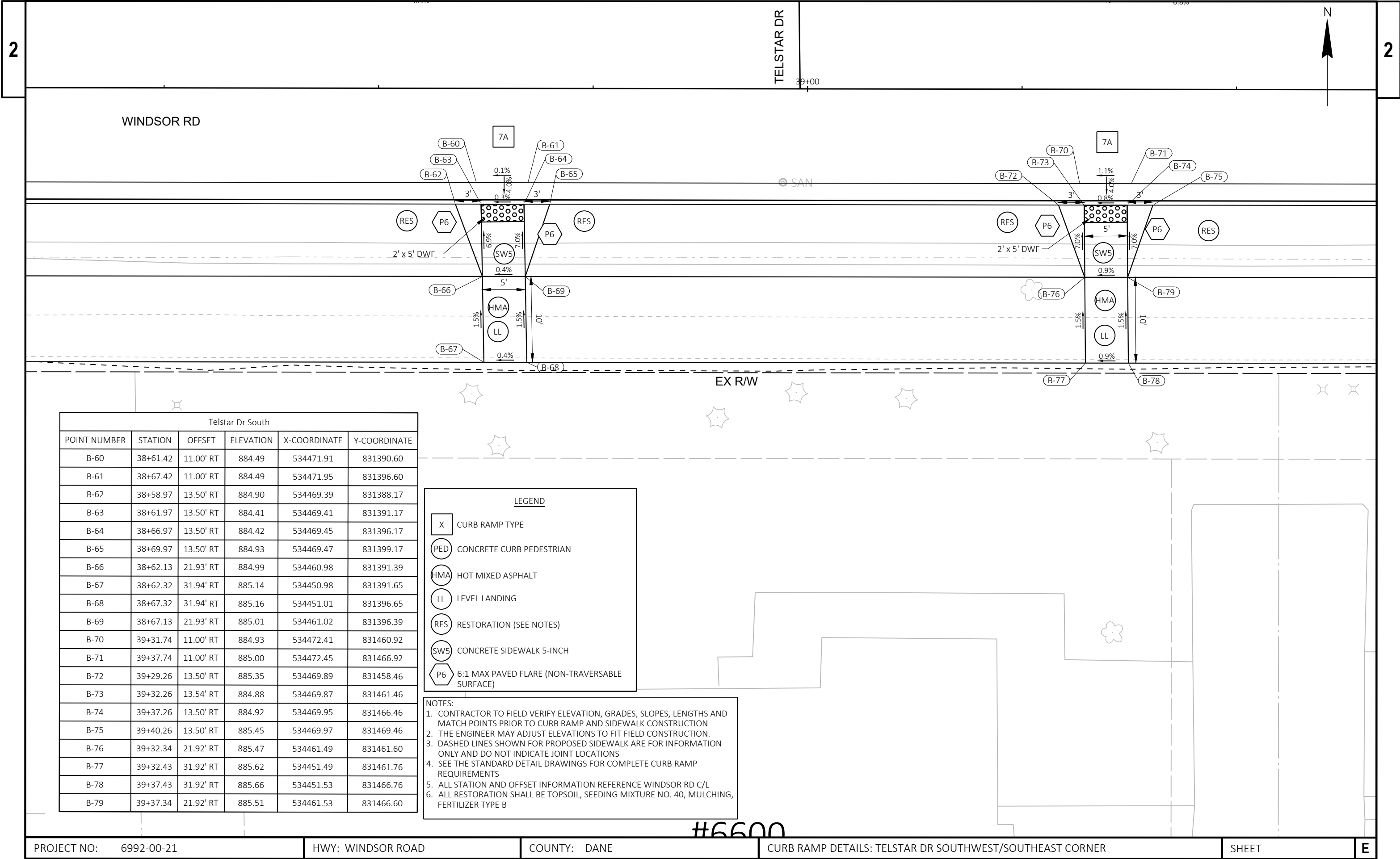
5. ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L

6. ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B

WINDSOR RD

38+00

39+00



Telstar Dr South					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
B-60	38+61.42	11.00' RT	884.49	534471.91	831390.60
B-61	38+67.42	11.00' RT	884.49	534471.95	831396.60
B-62	38+58.97	13.50' RT	884.90	534469.39	831388.17
B-63	38+61.97	13.50' RT	884.41	534469.41	831391.17
B-64	38+66.97	13.50' RT	884.42	534469.45	831396.17
B-65	38+69.97	13.50' RT	884.93	534469.47	831399.17
B-66	38+62.13	21.93' RT	884.99	534460.98	831391.39
B-67	38+62.32	31.94' RT	885.14	534450.98	831391.65
B-68	38+67.32	31.94' RT	885.16	534451.01	831396.65
B-69	38+67.13	21.93' RT	885.01	534461.02	831396.39
B-70	39+31.74	11.00' RT	884.93	534472.41	831460.92
B-71	39+37.74	11.00' RT	885.00	534472.45	831466.92
B-72	39+29.26	13.50' RT	885.35	534469.89	831458.46
B-73	39+32.26	13.54' RT	884.88	534469.87	831461.46
B-74	39+37.26	13.50' RT	884.92	534469.95	831466.46
B-75	39+40.26	13.50' RT	885.45	534469.97	831469.46
B-76	39+32.34	21.92' RT	885.47	534461.49	831461.60
B-77	39+32.43	31.92' RT	885.62	534451.49	831461.76
B-78	39+37.43	31.92' RT	885.66	534451.53	831466.76
B-79	39+37.34	21.92' RT	885.51	534461.53	831466.60

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

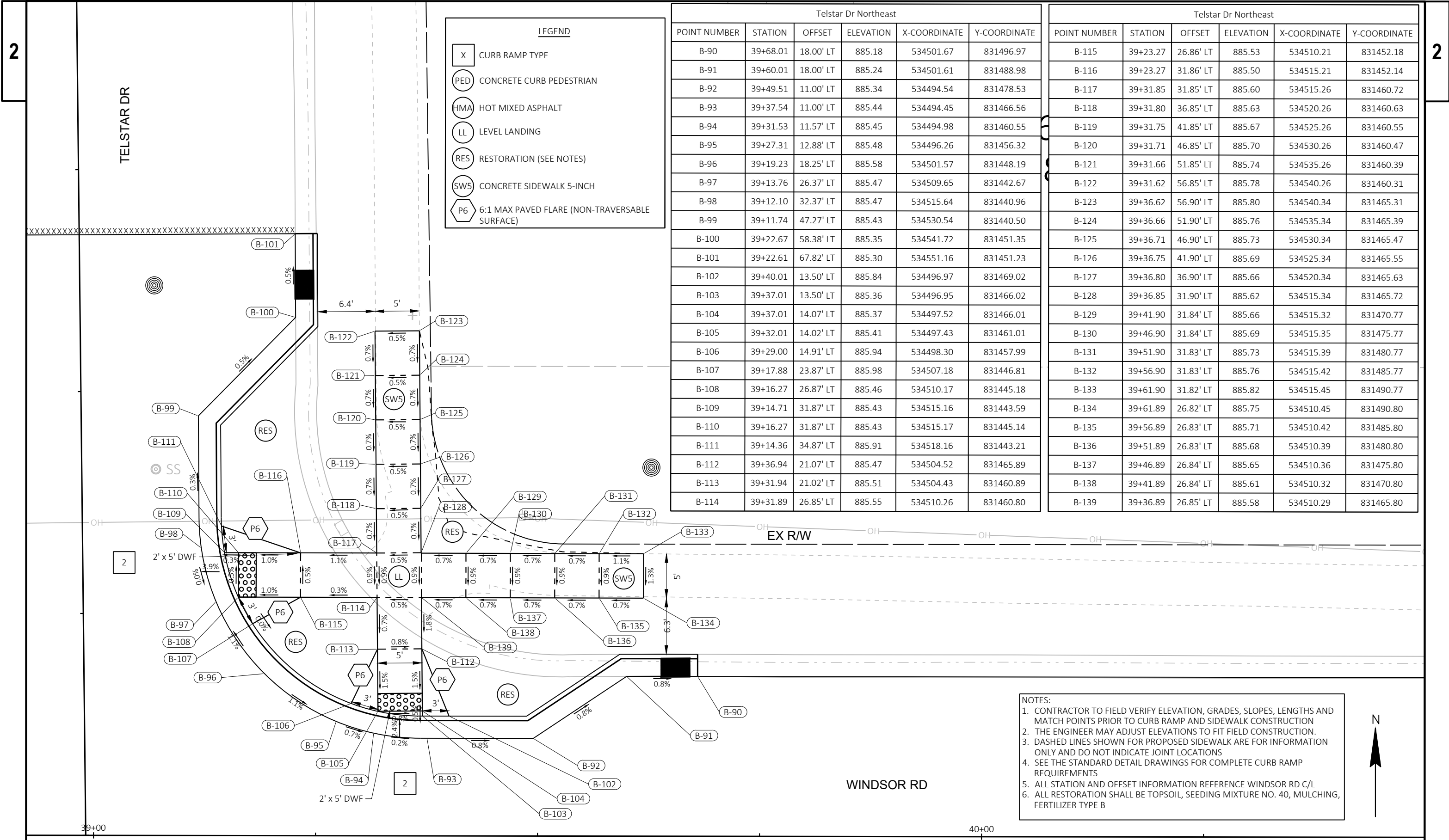
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5.

ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
6.

ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B

#6600



LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

Telstar Dr Northeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
B-90	39+68.01	18.00' LT	885.18	534501.67	831496.97
B-91	39+60.01	18.00' LT	885.24	534501.61	831488.98
B-92	39+49.51	11.00' LT	885.34	534494.54	831478.53
B-93	39+37.54	11.00' LT	885.44	534494.45	831466.56
B-94	39+31.53	11.57' LT	885.45	534494.98	831460.55
B-95	39+27.31	12.88' LT	885.48	534496.26	831456.32
B-96	39+19.23	18.25' LT	885.58	534501.57	831448.19
B-97	39+13.76	26.37' LT	885.47	534509.65	831442.67
B-98	39+12.10	32.37' LT	885.47	534515.64	831440.96
B-99	39+11.74	47.27' LT	885.43	534530.54	831440.50
B-100	39+22.67	58.38' LT	885.35	534541.72	831451.35
B-101	39+22.61	67.82' LT	885.30	534551.16	831451.23
B-102	39+40.01	13.50' LT	885.84	534496.97	831469.02
B-103	39+37.01	13.50' LT	885.36	534496.95	831466.02
B-104	39+37.01	14.07' LT	885.37	534497.52	831466.01
B-105	39+32.01	14.02' LT	885.41	534497.43	831461.01
B-106	39+29.00	14.91' LT	885.94	534498.30	831457.99
B-107	39+17.88	23.87' LT	885.98	534507.18	831446.81
B-108	39+16.27	26.87' LT	885.46	534510.17	831445.18
B-109	39+14.71	31.87' LT	885.43	534515.16	831443.59
B-110	39+16.27	31.87' LT	885.43	534515.17	831445.14
B-111	39+14.36	34.87' LT	885.91	534518.16	831443.21
B-112	39+36.94	21.07' LT	885.47	534504.52	831465.89
B-113	39+31.94	21.02' LT	885.51	534504.43	831460.89
B-114	39+31.89	26.85' LT	885.55	534510.26	831460.80

Telstar Dr Northeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
B-115	39+23.27	26.86' LT	885.53	534510.21	831452.18
B-116	39+23.27	31.86' LT	885.50	534515.21	831452.14
B-117	39+31.85	31.85' LT	885.60	534515.26	831460.72
B-118	39+31.80	36.85' LT	885.63	534520.26	831460.63
B-119	39+31.75	41.85' LT	885.67	534525.26	831460.55
B-120	39+31.71	46.85' LT	885.70	534530.26	831460.47
B-121	39+31.66	51.85' LT	885.74	534535.26	831460.39
B-122	39+31.62	56.85' LT	885.78	534540.26	831460.31
B-123	39+36.62	56.90' LT	885.80	534540.34	831465.31
B-124	39+36.66	51.90' LT	885.76	534535.34	831465.39
B-125	39+36.71	46.90' LT	885.73	534530.34	831465.47
B-126	39+36.75	41.90' LT	885.69	534525.34	831465.55
B-127	39+36.80	36.90' LT	885.66	534520.34	831465.63
B-128	39+36.85	31.90' LT	885.62	534515.34	831465.72
B-129	39+41.90	31.84' LT	885.66	534515.32	831470.77
B-130	39+46.90	31.84' LT	885.69	534515.35	831475.77
B-131	39+51.90	31.83' LT	885.73	534515.39	831480.77
B-132	39+56.90	31.83' LT	885.76	534515.42	831485.77
B-133	39+61.90	31.82' LT	885.82	534515.45	831490.77
B-134	39+61.89	26.82' LT	885.75	534510.45	831490.80
B-135	39+56.89	26.83' LT	885.71	534510.42	831485.80
B-136	39+51.89	26.83' LT	885.68	534510.39	831480.80
B-137	39+46.89	26.84' LT	885.65	534510.36	831475.80
B-138	39+41.89	26.84' LT	885.61	534510.32	831470.80
B-139	39+36.89	26.85' LT	885.58	534510.29	831465.80

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2.

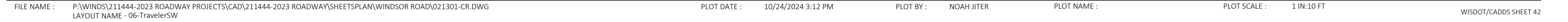
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5.

ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
6.

ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B



Traveler Tr North					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
C-40	41+83.98	18.00' LT	886.61	534503.22	831712.94
C-41	41+75.98	18.00' LT	886.61	534503.16	831704.94
C-42	41+65.48	11.00' LT	886.63	534496.08	831694.49
C-43	41+53.52	11.00' LT	886.48	534496.00	831682.54
C-44	41+47.52	11.00' LT	886.42	534495.96	831676.54
C-45	41+56.01	13.50' LT	886.82	534498.52	831685.01
C-46	41+53.01	13.50' LT	886.29	534498.49	831682.01
C-47	41+47.98	13.50' LT	886.26	534498.46	831676.98
C-48	41+45.01	13.50' LT	886.74	534498.44	831674.01
C-49	41+53.00	20.50' LT	886.67	534505.50	831681.94
C-50	41+52.98	25.62' LT	887.03	534510.61	831681.89
C-51	41+58.01	25.64' LT	887.08	534510.67	831686.92
C-52	41+58.00	30.78' LT	887.16	534515.81	831686.87
C-53	41+52.94	30.74' LT	887.06	534515.73	831681.81
C-54	41+47.90	30.69' LT	887.03	534515.65	831676.77
C-55	41+43.00	30.64' LT	886.96	534515.57	831671.88
C-56	41+43.02	25.58' LT	886.93	534510.50	831671.93
C-57	41+47.94	25.60' LT	886.99	534510.56	831676.85
C-58	41+47.98	20.50' LT	886.64	534505.46	831676.92

Traveler Tr North					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
C-59	40+93.37	11.00' LT	885.99	534495.57	831622.39
C-60	40+87.37	11.00' LT	885.96	534495.52	831616.39
C-61	40+75.38	11.00' LT	885.90	534495.44	831604.40
C-62	40+64.88	18.00' LT	885.72	534502.36	831593.85
C-63	40+56.88	18.00' LT	885.66	534502.31	831585.85
C-64	40+95.88	13.50' LT	886.38	534498.09	831624.88
C-65	40+92.88	13.50' LT	885.86	534498.07	831621.88
C-66	40+87.88	13.50' LT	885.82	534498.03	831616.88
C-67	40+84.88	13.50' LT	886.30	534498.01	831613.88
C-68	40+92.87	20.66' LT	886.25	534505.22	831621.82
C-69	40+92.86	25.20' LT	886.57	534509.76	831621.78
C-70	40+97.90	25.20' LT	886.61	534509.80	831626.81
C-71	40+97.90	30.16' LT	886.67	534514.76	831626.77
C-72	40+92.84	30.13' LT	886.62	534514.69	831621.72
C-73	40+87.84	30.11' LT	886.59	534514.63	831616.72
C-74	40+82.90	30.08' LT	886.54	534514.58	831611.78
C-75	40+82.90	25.18' LT	886.49	534509.67	831611.81
C-76	40+87.86	25.19' LT	886.53	534509.72	831616.78
C-77	40+87.87	20.65' LT	886.21	534505.18	831616.82

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2.

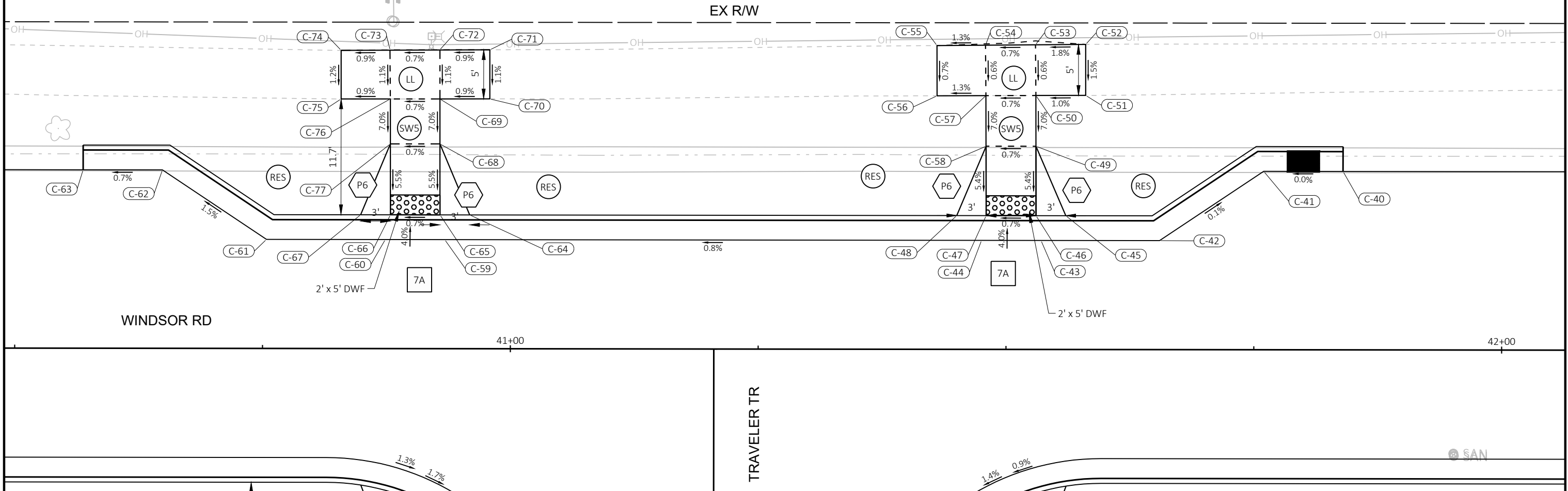
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

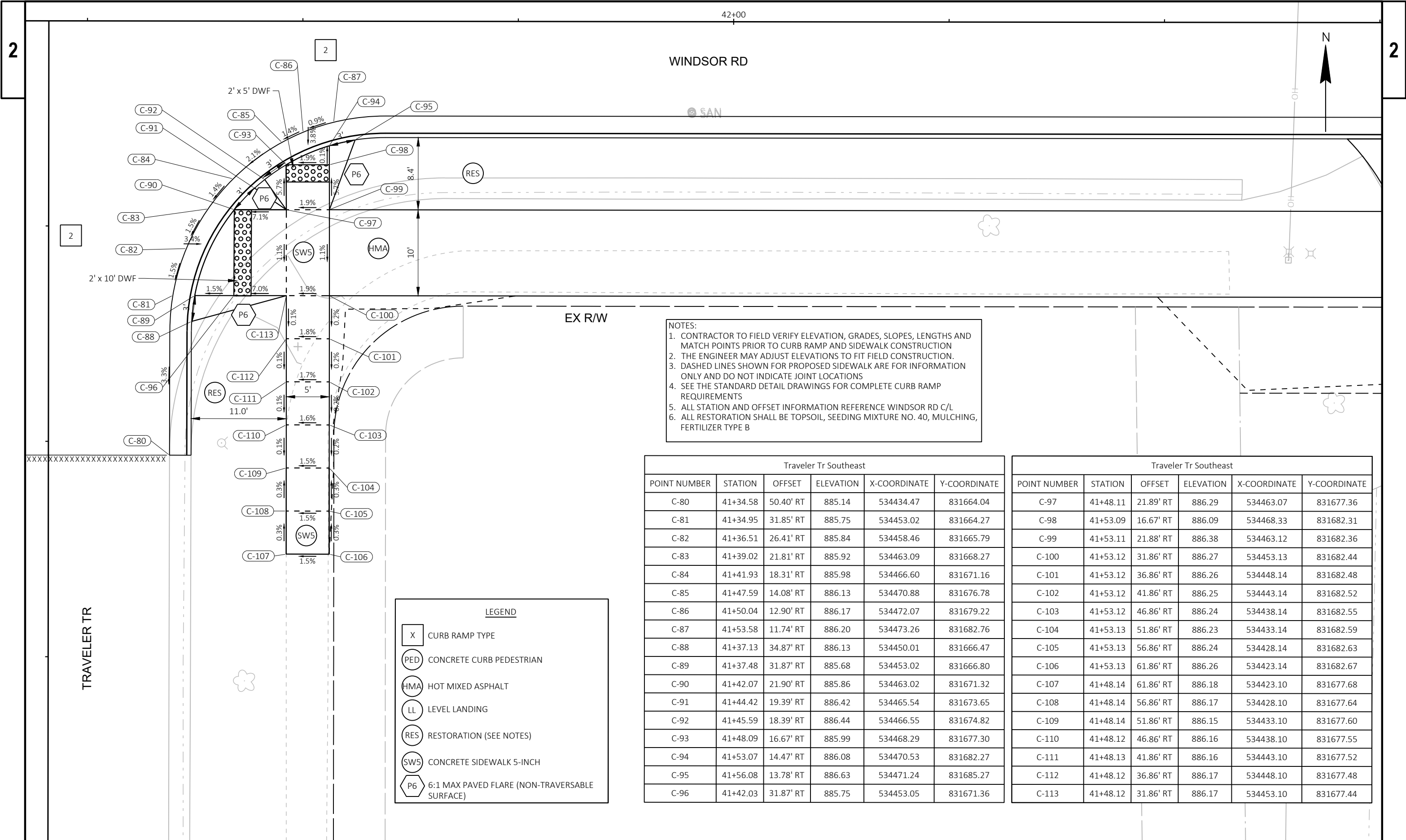
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5.

ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
6.

ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B





- NOTES:
- 1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 - 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 - 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 - 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - 5. ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
 - 6. ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B

Traveler Tr Southeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
C-80	41+34.58	50.40' RT	885.14	534434.47	831664.04
C-81	41+34.95	31.85' RT	885.75	534453.02	831664.27
C-82	41+36.51	26.41' RT	885.84	534458.46	831665.79
C-83	41+39.02	21.81' RT	885.92	534463.09	831668.27
C-84	41+41.93	18.31' RT	885.98	534466.60	831671.16
C-85	41+47.59	14.08' RT	886.13	534470.88	831676.78
C-86	41+50.04	12.90' RT	886.17	534472.07	831679.22
C-87	41+53.58	11.74' RT	886.20	534473.26	831682.76
C-88	41+37.13	34.87' RT	886.13	534450.01	831666.47
C-89	41+37.48	31.87' RT	885.68	534453.02	831666.80
C-90	41+42.07	21.90' RT	885.86	534463.02	831671.32
C-91	41+44.42	19.39' RT	886.42	534465.54	831673.65
C-92	41+45.59	18.39' RT	886.44	534466.55	831674.82
C-93	41+48.09	16.67' RT	885.99	534468.29	831677.30
C-94	41+53.07	14.47' RT	886.08	534470.53	831682.27
C-95	41+56.08	13.78' RT	886.63	534471.24	831685.27
C-96	41+42.03	31.87' RT	885.75	534453.05	831671.36

Traveler Tr Southeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
C-97	41+48.11	21.89' RT	886.29	534463.07	831677.36
C-98	41+53.09	16.67' RT	886.09	534468.33	831682.31
C-99	41+53.11	21.88' RT	886.38	534463.12	831682.36
C-100	41+53.12	31.86' RT	886.27	534453.13	831682.44
C-101	41+53.12	36.86' RT	886.26	534448.14	831682.48
C-102	41+53.12	41.86' RT	886.25	534443.14	831682.52
C-103	41+53.12	46.86' RT	886.24	534438.14	831682.55
C-104	41+53.13	51.86' RT	886.23	534433.14	831682.59
C-105	41+53.13	56.86' RT	886.24	534428.14	831682.63
C-106	41+53.13	61.86' RT	886.26	534423.14	831682.67
C-107	41+48.14	61.86' RT	886.18	534423.10	831677.68
C-108	41+48.14	56.86' RT	886.17	534428.10	831677.64
C-109	41+48.14	51.86' RT	886.15	534433.10	831677.60
C-110	41+48.12	46.86' RT	886.16	534438.10	831677.55
C-111	41+48.13	41.86' RT	886.16	534443.10	831677.52
C-112	41+48.12	36.86' RT	886.17	534448.10	831677.48
C-113	41+48.12	31.86' RT	886.17	534453.10	831677.44

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

CTH CV Northwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
D-1	44+90.59	63.53' LT	891.37	534550.92	832019.23
D-2	44+87.32	46.14' LT	890.84	534533.52	832016.08
D-3	44+79.07	32.92' LT	890.35	534520.23	832007.92
D-4	44+77.60	31.37' LT	890.33	534518.67	832006.47
D-5	44+72.57	26.97' LT	890.29	534514.24	832001.46
D-6	44+62.94	21.47' LT	890.16	534508.67	831991.88
D-7	44+50.17	18.23' LT	890.02	534505.34	831979.12
D-8	44+44.17	18.00' LT	889.96	534505.07	831973.13
D-9	44+35.42	18.00' LT	889.87	534505.01	831964.38
D-10	44+77.22	34.60' LT	890.77	534521.90	832006.06
D-11	44+75.12	32.43' LT	890.24	534519.71	832003.98
D-12	44+68.97	27.50' LT	890.15	534514.74	831997.86
D-13	44+66.39	25.96' LT	890.52	534513.19	831995.29
D-14	44+52.65	21.09' LT	890.47	534508.22	831981.59
D-15	44+49.65	20.69' LT	889.94	534507.80	831978.59
D-16	44+44.65	20.50' LT	889.88	534507.57	831973.60
D-17	44+44.66	20.69' LT	889.89	534507.76	831973.60
D-18	44+41.65	20.50' LT	890.35	534507.55	831970.60
D-19	44+65.15	27.53' LT	890.17	534514.74	831994.04
D-20	44+62.55	27.55' LT	890.30	534514.75	831991.44
D-21	44+56.82	25.68' LT	890.47	534512.84	831985.73
D-22	44+49.66	24.88' LT	890.23	534511.99	831978.57
D-23	44+44.65	24.88' LT	890.18	534511.95	831973.57
D-24	44+39.65	24.85' LT	890.20	534511.89	831968.57

CTH CV Northwest					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
D-25	44+34.65	24.82' LT	890.17	534511.82	831963.57
D-26	44+29.65	24.79' LT	890.15	534511.75	831958.57
D-27	44+24.66	24.76' LT	890.13	534511.69	831953.57
D-28	44+19.66	24.72' LT	890.11	534511.62	831948.57
D-29	44+14.66	24.69' LT	890.09	534511.55	831943.57
D-30	44+09.66	24.66' LT	890.07	534511.49	831938.57
D-31	44+04.66	24.63' LT	890.05	534511.42	831933.57
D-32	43+99.66	24.60' LT	890.03	534511.35	831928.57
D-33	43+94.66	24.57' LT	890.01	534511.28	831923.57
D-34	43+94.62	29.53' LT	890.06	534516.25	831923.50
D-35	43+99.62	29.56' LT	890.08	534516.32	831928.50
D-36	44+04.62	29.60' LT	890.11	534516.39	831933.50
D-37	44+09.62	29.63' LT	890.13	534516.45	831938.50
D-38	44+14.62	29.66' LT	890.15	534516.52	831943.50
D-39	44+19.62	29.69' LT	890.18	534516.59	831948.50
D-40	44+24.62	29.72' LT	890.20	534516.65	831953.50
D-41	44+29.62	29.75' LT	890.23	534516.72	831958.50
D-42	44+34.62	29.79' LT	890.25	534516.79	831963.50
D-43	44+39.62	29.82' LT	890.27	534516.85	831968.50
D-44	44+44.62	29.85' LT	890.30	534516.92	831973.50
D-49	44+49.66	29.88' LT	890.39	534516.99	831978.53
D-50	44+55.72	30.56' LT	890.54	534517.71	831984.59
D-60	44+61.48	32.56' LT	890.37	534519.75	831990.34
D-61	44+65.19	32.53' LT	890.27	534519.74	831994.04

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

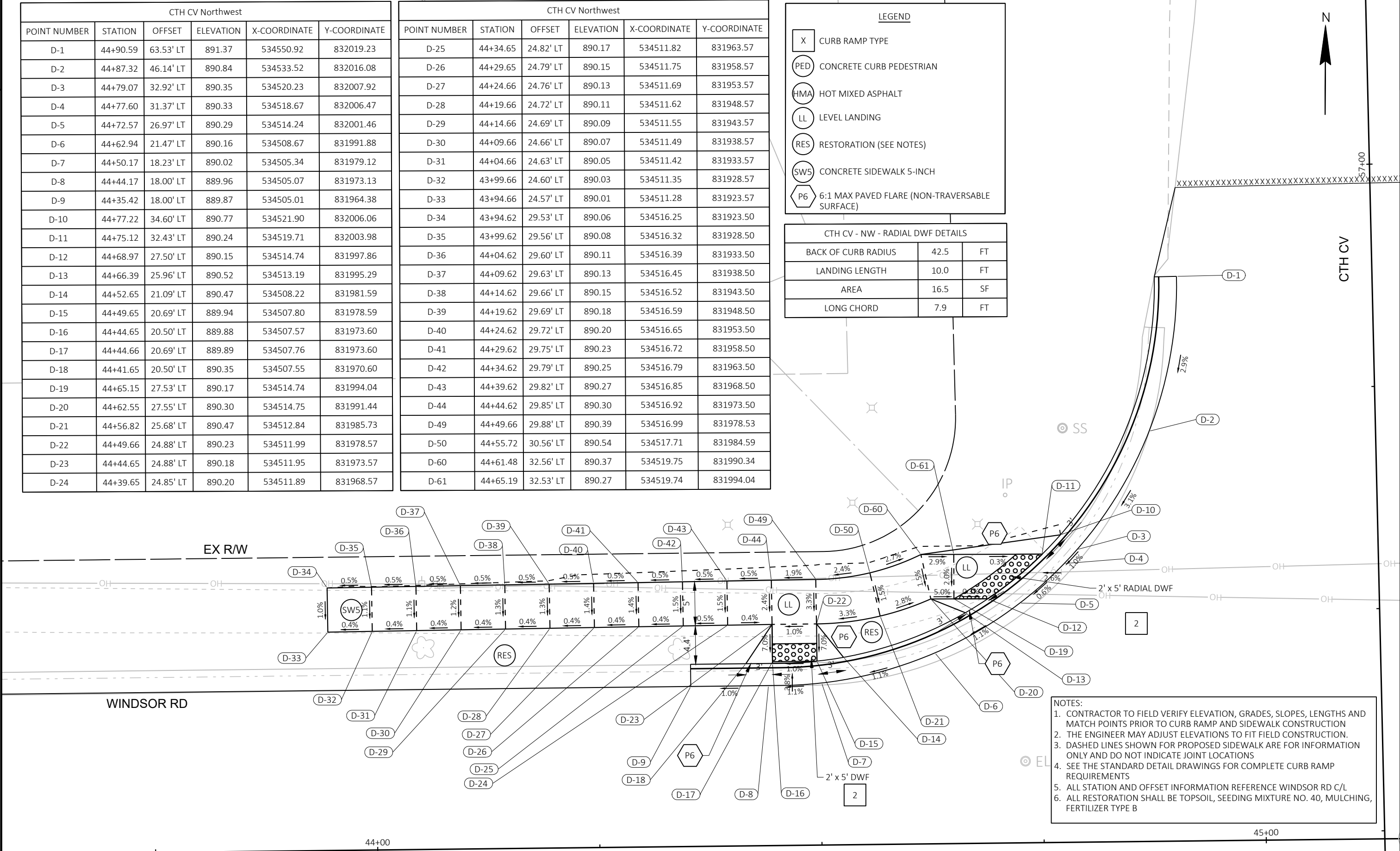
SW5

CONCRETE SIDEWALK 5-INCH

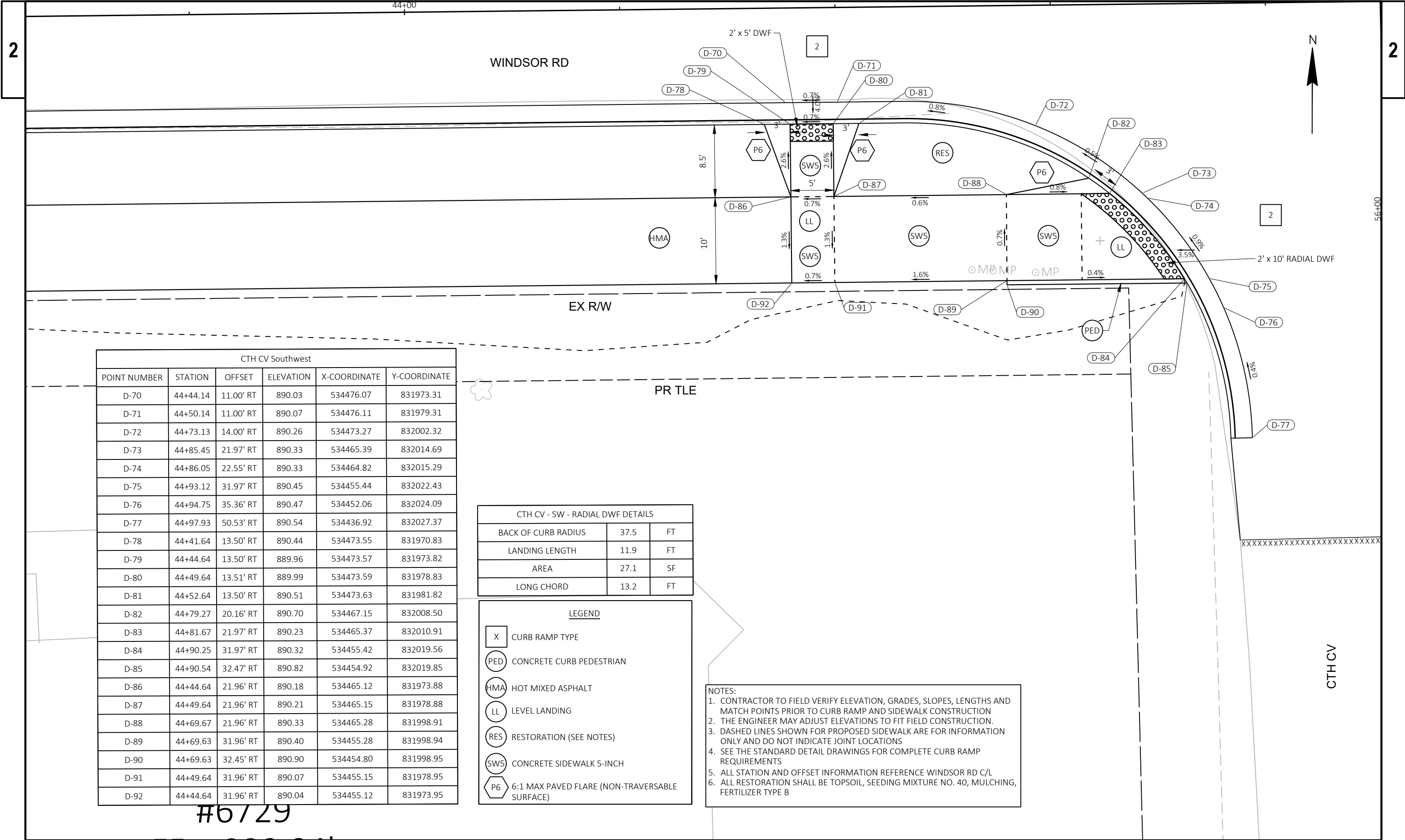
P6

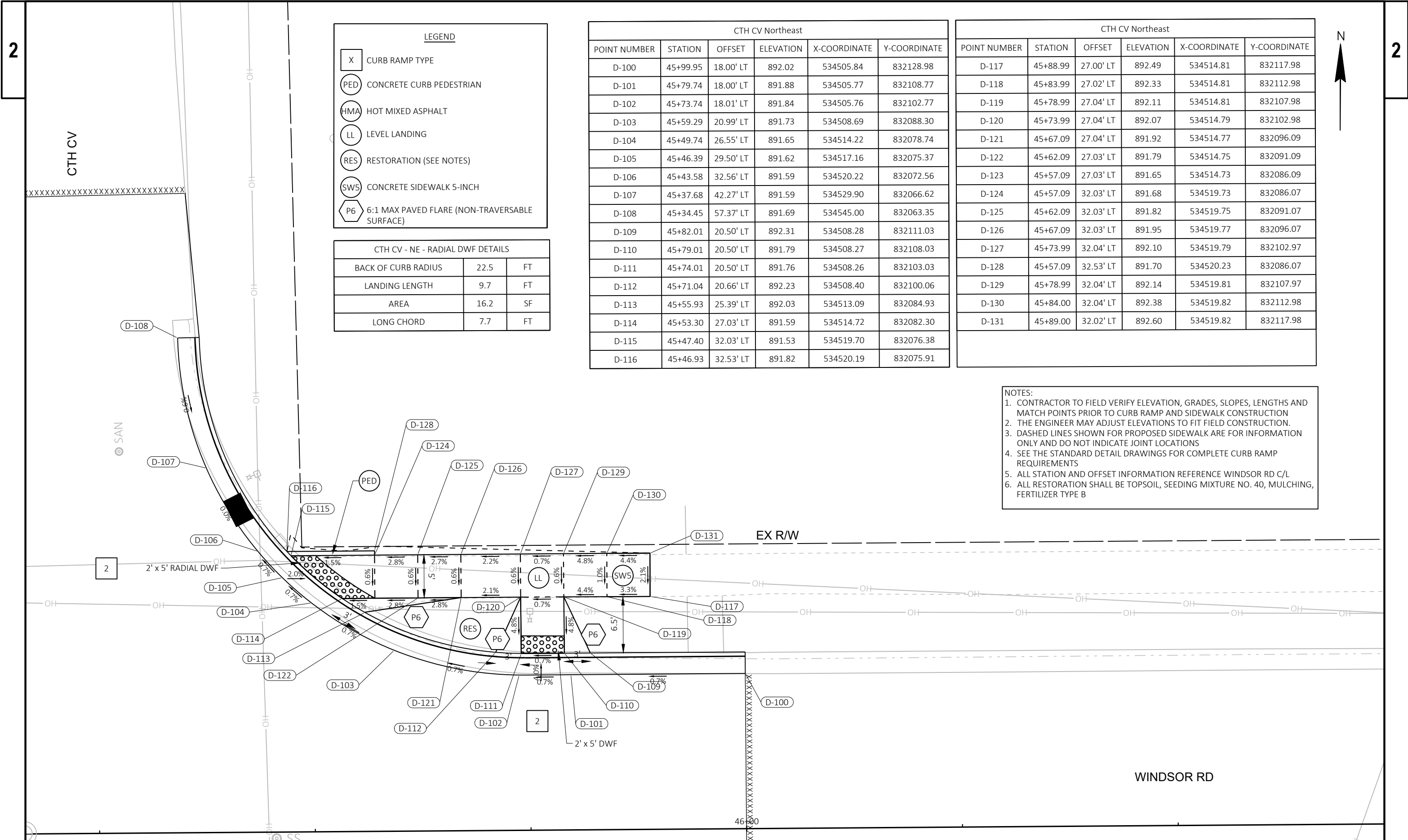
6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

CTH CV - NW - RADIAL DWF DETAILS		
BACK OF CURB RADIUS	42.5	FT
LANDING LENGTH	10.0	FT
AREA	16.5	SF
LONG CHORD	7.9	FT



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 5. ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
 6. ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B





LEGEND

X

CURB RAMP TYPE

PED

CONCRETE CURB PEDESTRIAN

HMA

HOT MIXED ASPHALT

LL

LEVEL LANDING

RES

RESTORATION (SEE NOTES)

SW5

CONCRETE SIDEWALK 5-INCH

P6

6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

CTH CV - NE - RADIAL DWF DETAILS		
BACK OF CURB RADIUS	22.5	FT
LANDING LENGTH	9.7	FT
AREA	16.2	SF
LONG CHORD	7.7	FT

CTH CV Northeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
D-100	45+99.95	18.00' LT	892.02	534505.84	832128.98
D-101	45+79.74	18.00' LT	891.88	534505.77	832108.77
D-102	45+73.74	18.01' LT	891.84	534505.76	832102.77
D-103	45+59.29	20.99' LT	891.73	534508.69	832088.30
D-104	45+49.74	26.55' LT	891.65	534514.22	832078.74
D-105	45+46.39	29.50' LT	891.62	534517.16	832075.37
D-106	45+43.58	32.56' LT	891.59	534520.22	832072.56
D-107	45+37.68	42.27' LT	891.59	534529.90	832066.62
D-108	45+34.45	57.37' LT	891.69	534545.00	832063.35
D-109	45+82.01	20.50' LT	892.31	534508.28	832111.03
D-110	45+79.01	20.50' LT	891.79	534508.27	832108.03
D-111	45+74.01	20.50' LT	891.76	534508.26	832103.03
D-112	45+71.04	20.66' LT	892.23	534508.40	832100.06
D-113	45+55.93	25.39' LT	892.03	534513.09	832084.93
D-114	45+53.30	27.03' LT	891.59	534514.72	832082.30
D-115	45+47.40	32.03' LT	891.53	534519.70	832076.38
D-116	45+46.93	32.53' LT	891.82	534520.19	832075.91

CTH CV Northeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
D-117	45+88.99	27.00' LT	892.49	534514.81	832117.98
D-118	45+83.99	27.02' LT	892.33	534514.81	832112.98
D-119	45+78.99	27.04' LT	892.11	534514.81	832107.98
D-120	45+73.99	27.04' LT	892.07	534514.79	832102.98
D-121	45+67.09	27.04' LT	891.92	534514.77	832096.09
D-122	45+62.09	27.03' LT	891.79	534514.75	832091.09
D-123	45+57.09	27.03' LT	891.65	534514.73	832086.09
D-124	45+57.09	32.03' LT	891.68	534519.73	832086.07
D-125	45+62.09	32.03' LT	891.82	534519.75	832091.07
D-126	45+67.09	32.03' LT	891.95	534519.77	832096.07
D-127	45+73.99	32.04' LT	892.10	534519.79	832102.97
D-128	45+57.09	32.53' LT	891.70	534520.23	832086.07
D-129	45+78.99	32.04' LT	892.14	534519.81	832107.97
D-130	45+84.00	32.04' LT	892.38	534519.82	832112.98
D-131	45+89.00	32.02' LT	892.60	534519.82	832117.98

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2.

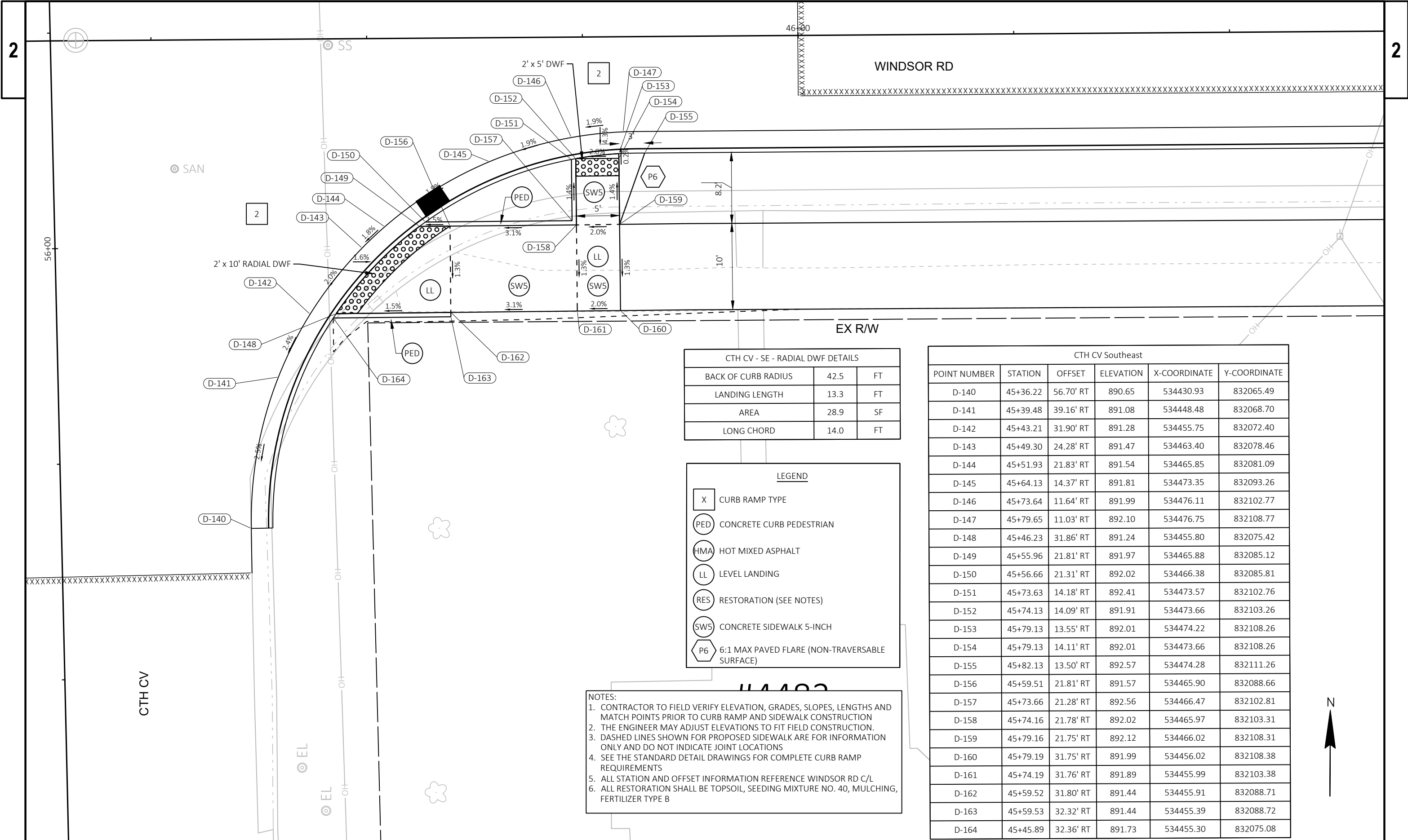
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4.

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5.

ALL STATION AND OFFSET INFORMATION REFERENCE WINDSOR RD C/L
6.

ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B

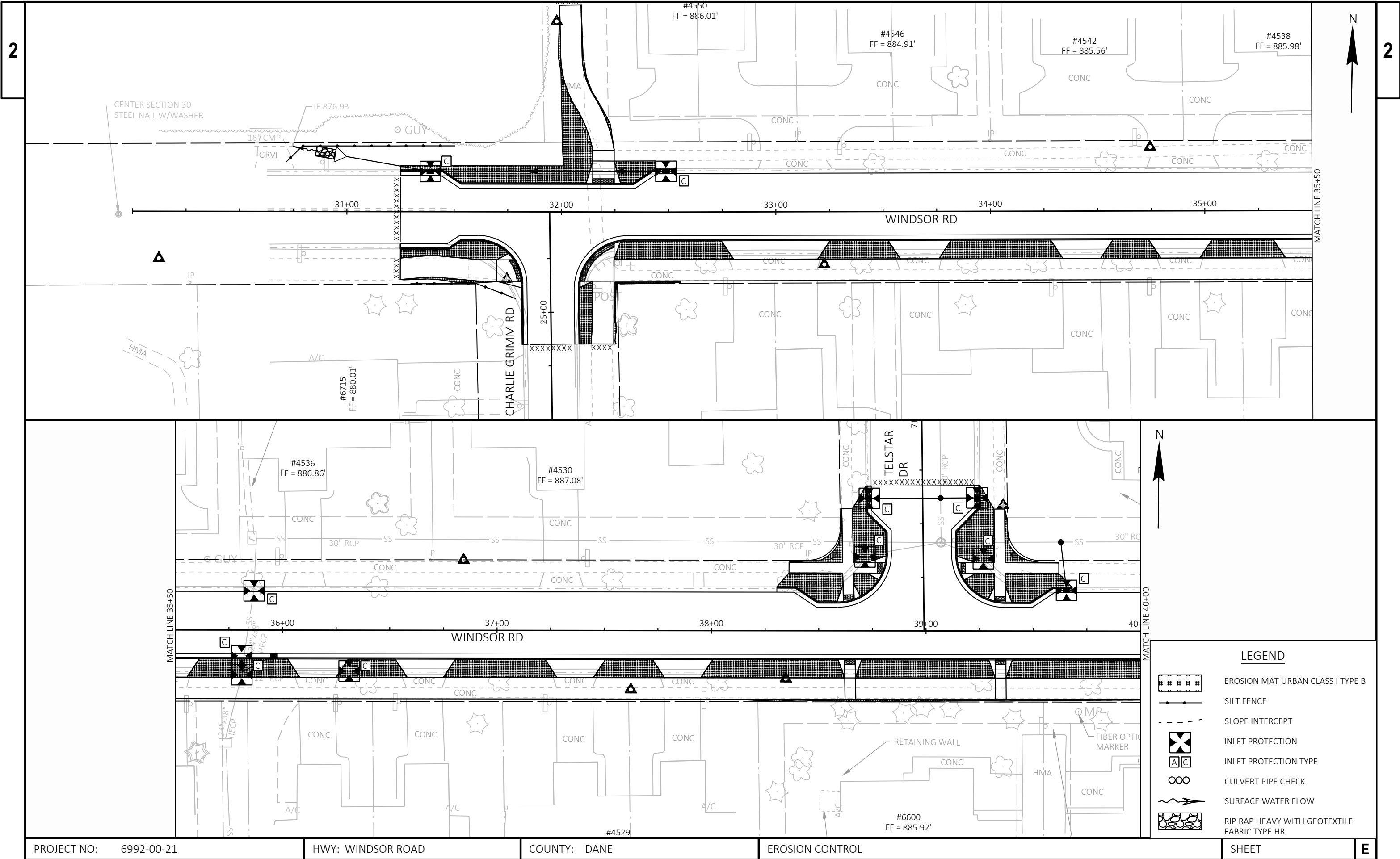


CTH CV - SE - RADIAL DWF DETAILS		
BACK OF CURB RADIUS	42.5	FT
LANDING LENGTH	13.3	FT
AREA	28.9	SF
LONG CHORD	14.0	FT

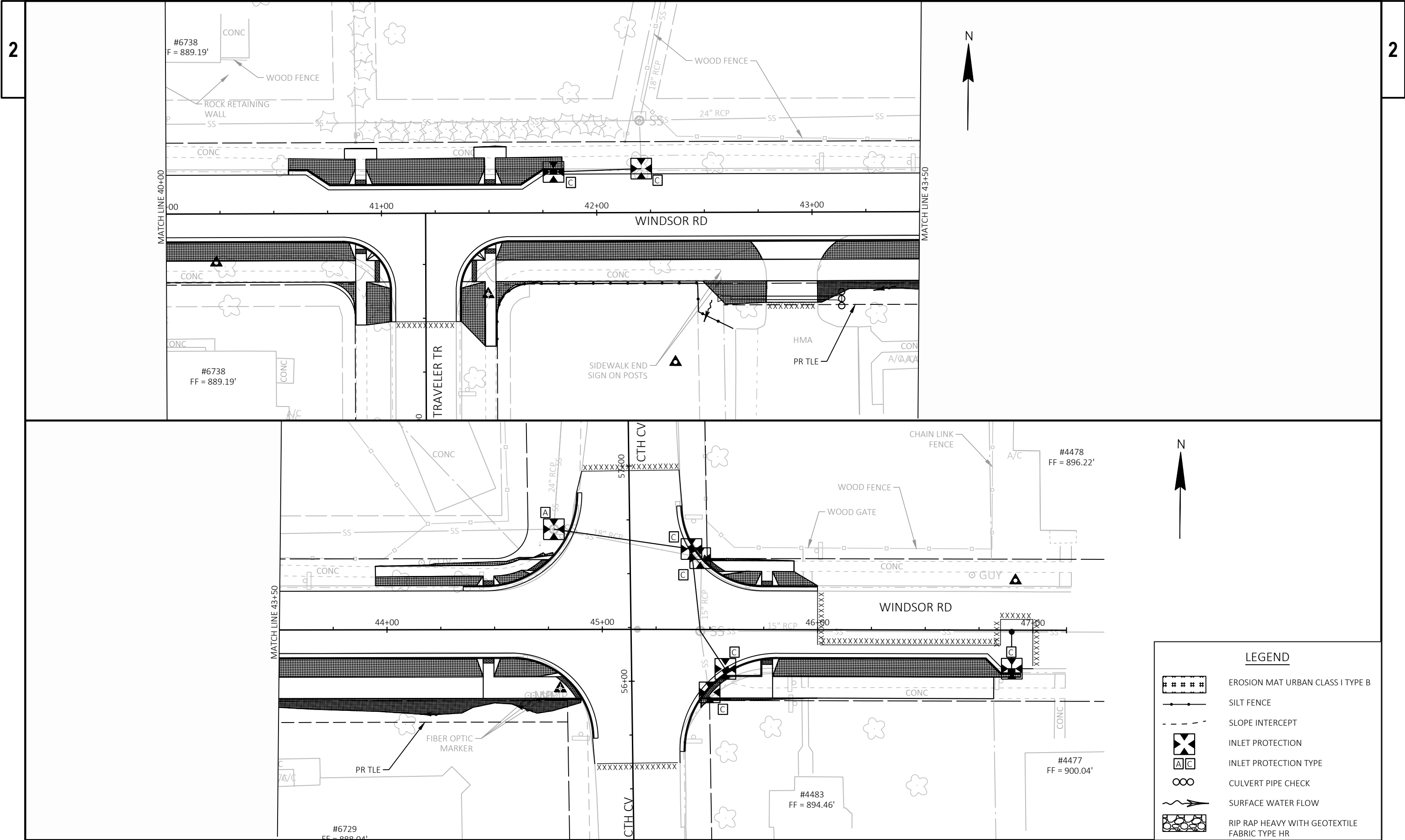
LEGEND	
X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
HMA	HOT MIXED ASPHALT
LL	LEVEL LANDING
RES	RESTORATION (SEE NOTES)
SW5	CONCRETE SIDEWALK 5-INCH
P6	6:1 MAX PAVED FLARE (NON-TRAVERSABLE SURFACE)

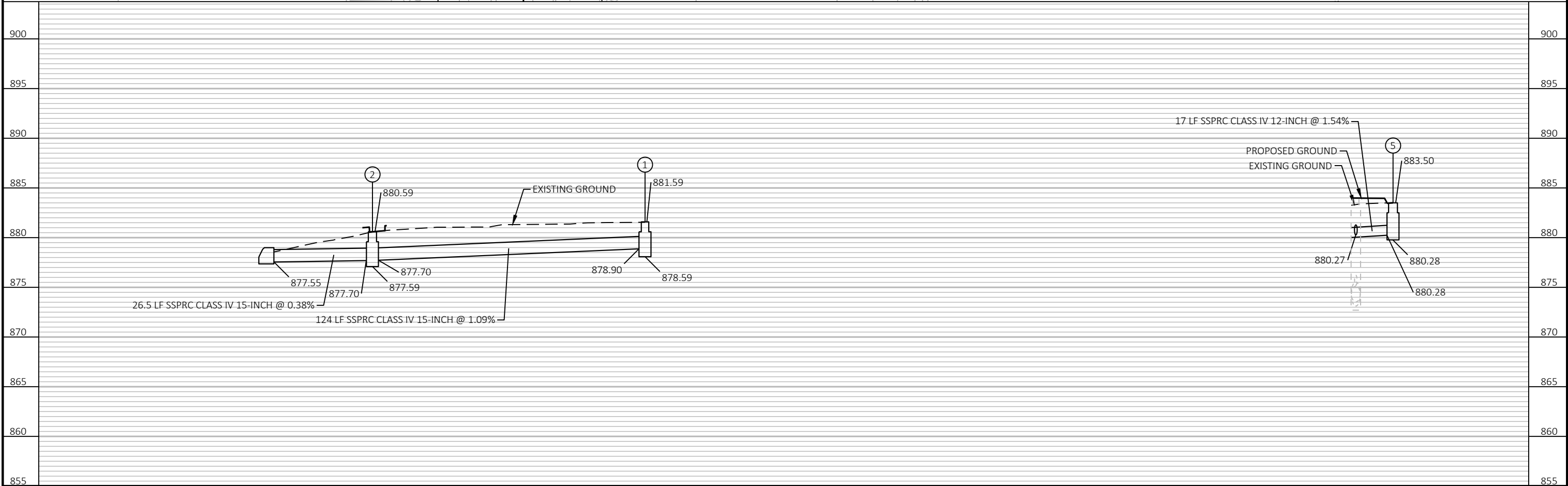
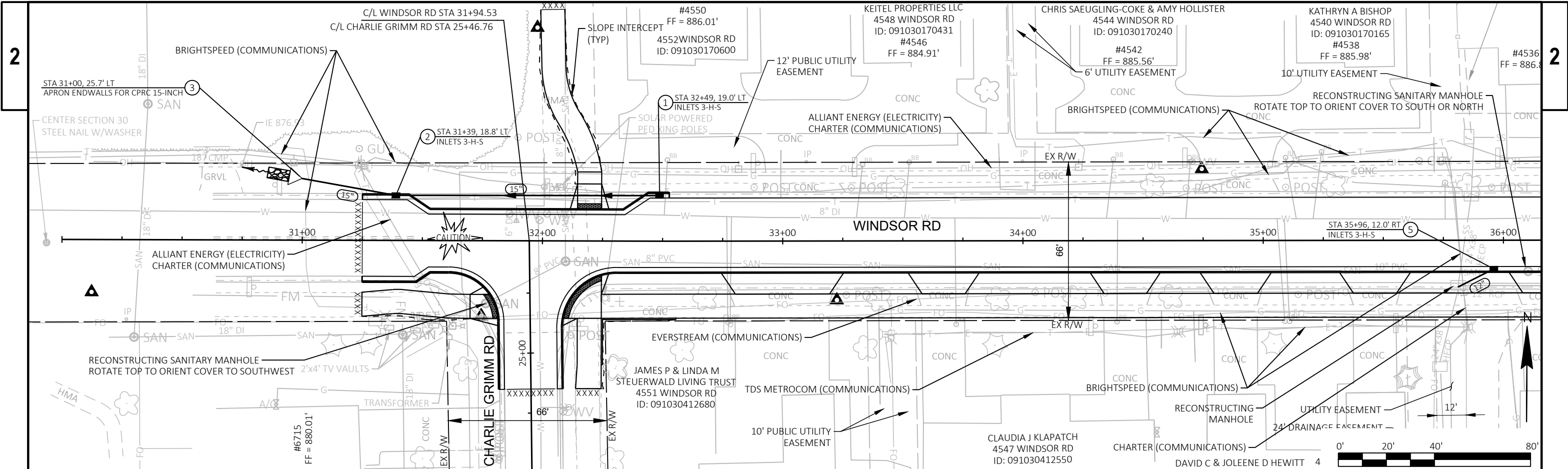
- NOTES:
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 6. ALL RESTORATION SHALL BE TOPSOIL, SEEDING MIXTURE NO. 40, MULCHING, FERTILIZER TYPE B

CTH CV Southeast					
POINT NUMBER	STATION	OFFSET	ELEVATION	X-COORDINATE	Y-COORDINATE
D-140	45+36.22	56.70' RT	890.65	534430.93	832065.49
D-141	45+39.48	39.16' RT	891.08	534448.48	832068.70
D-142	45+43.21	31.90' RT	891.28	534455.75	832072.40
D-143	45+49.30	24.28' RT	891.47	534463.40	832078.46
D-144	45+51.93	21.83' RT	891.54	534465.85	832081.09
D-145	45+64.13	14.37' RT	891.81	534473.35	832093.26
D-146	45+73.64	11.64' RT	891.99	534476.11	832102.77
D-147	45+79.65	11.03' RT	892.10	534476.75	832108.77
D-148	45+46.23	31.86' RT	891.24	534455.80	832075.42
D-149	45+55.96	21.81' RT	891.97	534465.88	832085.12
D-150	45+56.66	21.31' RT	892.02	534466.38	832085.81
D-151	45+73.63	14.18' RT	892.41	534473.57	832102.76
D-152	45+74.13	14.09' RT	891.91	534473.66	832103.26
D-153	45+79.13	13.55' RT	892.01	534474.22	832108.26
D-154	45+79.13	14.11' RT	892.01	534473.66	832108.26
D-155	45+82.13	13.50' RT	892.57	534474.28	832111.26
D-156	45+59.51	21.81' RT	891.57	534465.90	832088.66
D-157	45+73.66	21.28' RT	892.56	534466.47	832102.81
D-158	45+74.16	21.78' RT	892.02	534465.97	832103.31
D-159	45+79.16	21.75' RT	892.12	534466.02	832108.31
D-160	45+79.19	31.75' RT	891.99	534456.02	832108.38
D-161	45+74.19	31.76' RT	891.89	534455.99	832103.38
D-162	45+59.52	31.80' RT	891.44	534455.91	832088.71
D-163	45+59.53	32.32' RT	891.44	534455.39	832088.72
D-164	45+45.89	32.36' RT	891.73	534455.30	832075.08

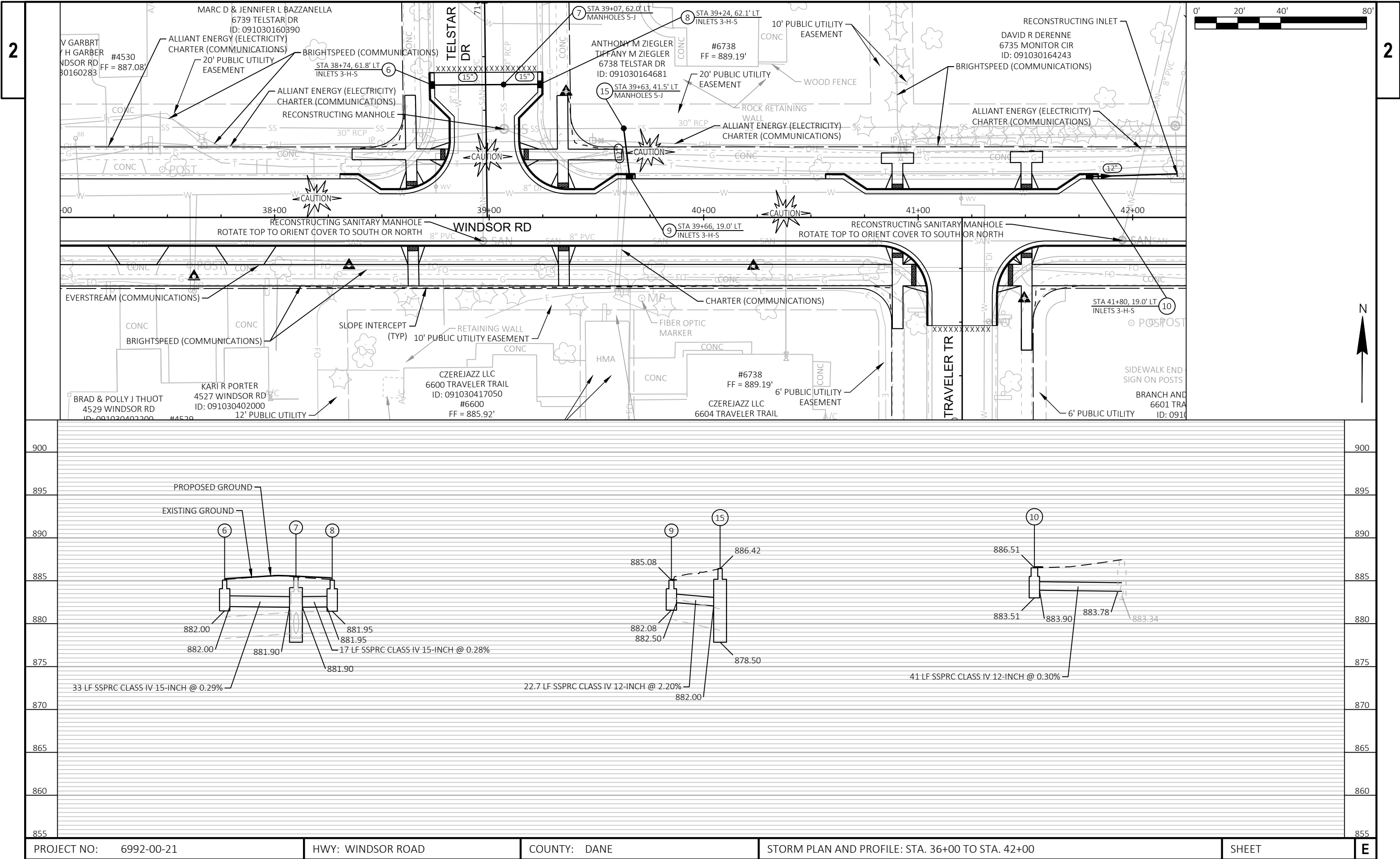


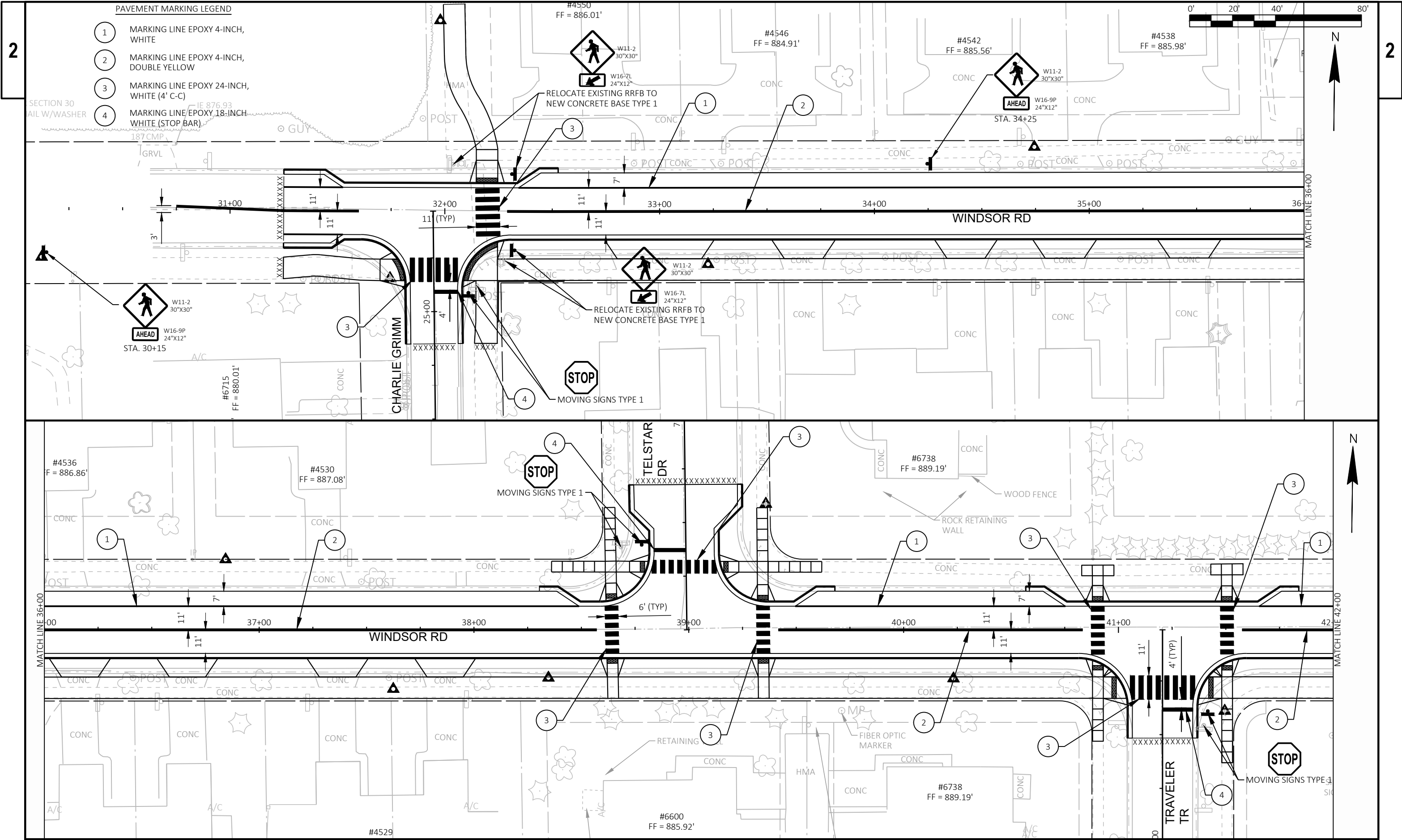
PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	EROSION CONTROL	SHEET	E
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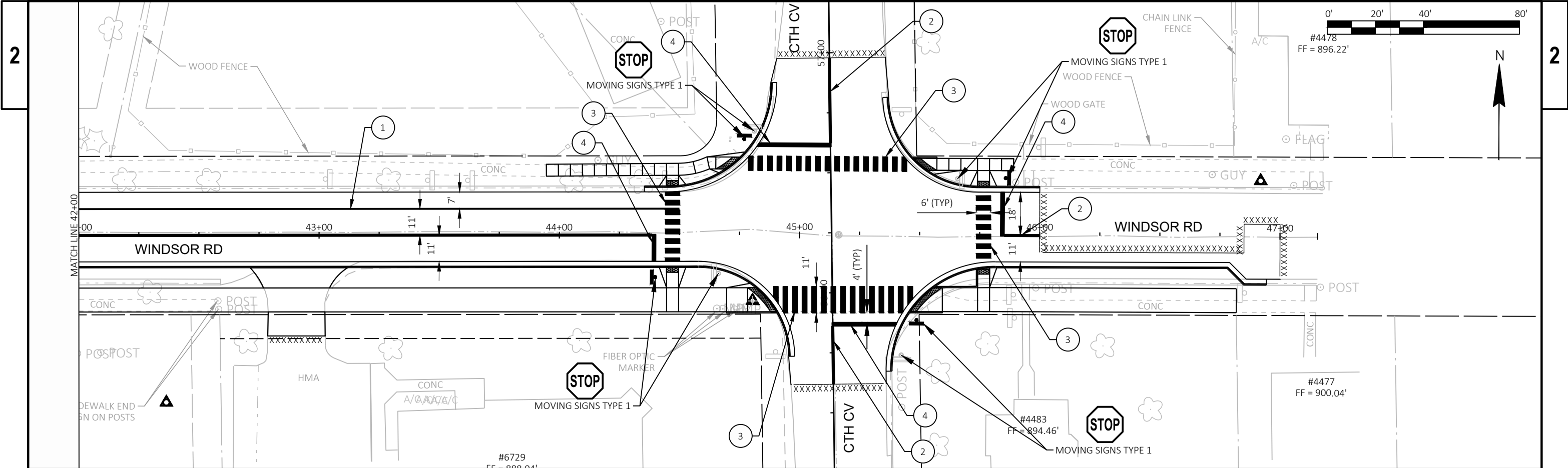


PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	STORM PLAN AND PROFILE: STA. 30+00 TO STA. 36+00	SHEET	E
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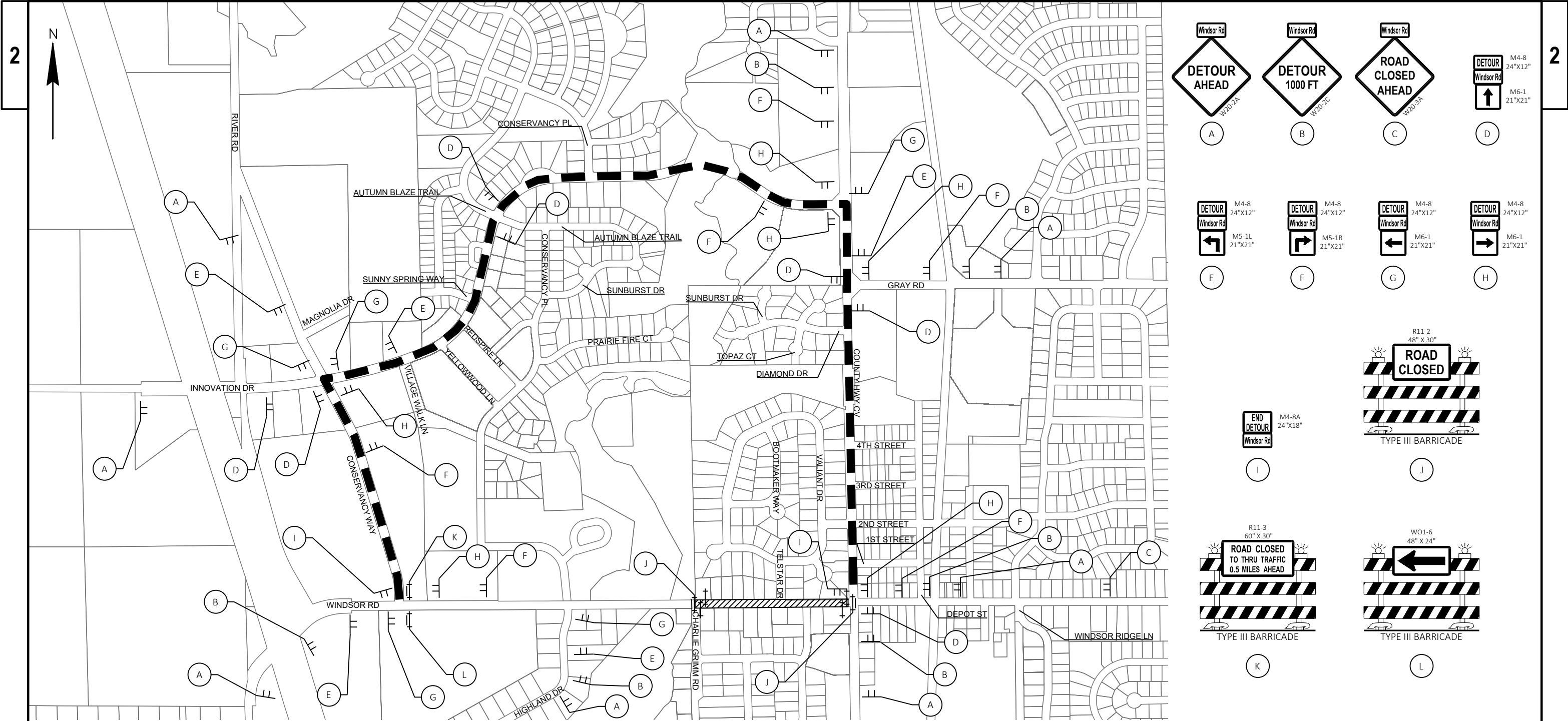


PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	PAVEMENT MARKING AND PERMANENT SIGNING	SHEET	E
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PAVEMENT MARKING LEGEND

- 1 MARKING LINE EPOXY 4-INCH, WHITE
- 2 MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
- 3 MARKING LINE EPOXY 24-INCH, WHITE (4' C-C)
- 4 MARKING LINE EPOXY 18-INCH WHITE (STOP BAR)



TRAFFIC CONTROL NOTES:

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
3. SIGNS THAT WILL BE IN PLACE FOR LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
4. REFER TO STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL, SIGNING, AND DEVICE DETAILS NOT SHOWN ON THIS SHEET.
5. THE DETOUR SHALL REMAIN IN PLACE FOR THE ENTIRETY OF THE PROJECT.
6. SIDEWALK SHALL ONLY BE CLOSED ONE SIDE OF THE STREET AT A TIME. PEDESTRIAN CROSSINGS SHALL BE MAINTAINED AT EVERY OTHER INTERSECTION. SEE TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION (SDD 15D30), FOR ADDITIONAL DETAILS FOR SIGNING AND DEVICES.

Windsor Rd

DETOUR AHEAD

W20-2A

A

Windsor Rd

DETOUR 1000 FT

W20-2C

B

Windsor Rd

ROAD CLOSED AHEAD

W20-3A

C

DETOUR Windsor Rd

M4-8 24"X12"

M5-1L 21"X21"

↑

D

DETOUR Windsor Rd

M4-8 24"X12"

M5-1R 21"X21"

↑

E

DETOUR Windsor Rd

M4-8 24"X12"

M6-1 21"X21"

←

F

DETOUR Windsor Rd

M4-8 24"X12"

M6-1 21"X21"

→

G

END DETOUR Windsor Rd

M4-8A 24"X18"

I

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

J

R11-3 60" X 30"

ROAD CLOSED TO THRU TRAFFIC 0.5 MILES AHEAD

TYPE III BARRICADE

K

W01-6 48" X 24"

←

TYPE III BARRICADE

L

LEGEND

↑

TYPE III BARRICADE WITH ATTACHED SIGN & TWO TYPE A FLASHING WARNING LIGHTS

↑

SIGN ON TEMPORARY SUPPORT

↑

TYPE III BARRICADE WITH TWO TYPE A FLASHING WARNING LIGHTS

▨

WORK ZONE

—

DETOUR ROUTE

PROJECT NO: 6992-00-21

HWY: WINDSOR ROAD

COUNTY: DANE

DETOUR ROUTE

SHEET

E

FILE NAME : P:\WINDSOR\211444-2023 ROADWAY PROJECTS\CAD\211444-2023 ROADWAY\SHEETSPLAN\WINDSOR ROAD\027001-DT.DWG

LAYOUT NAME - 027007-dt

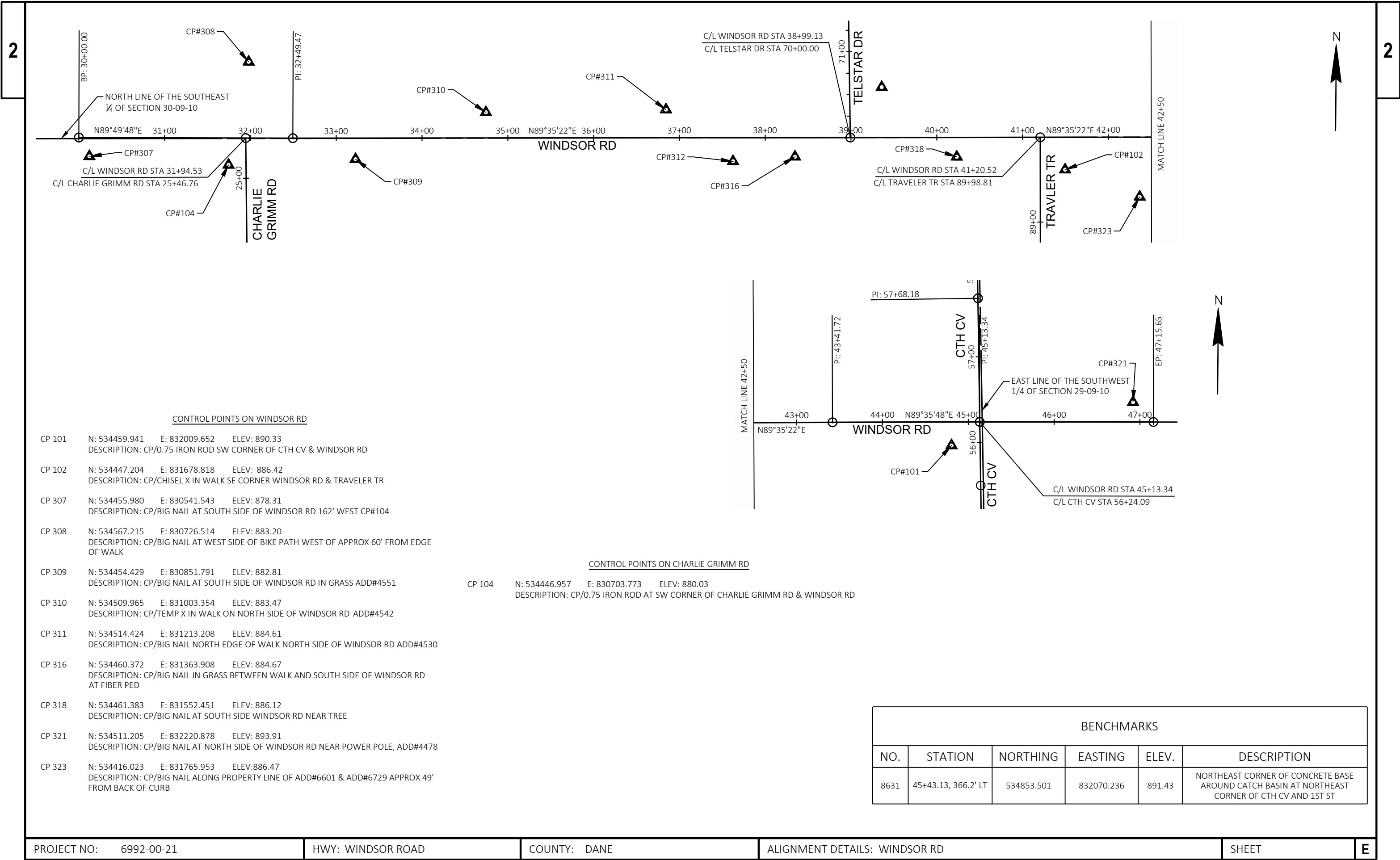
PLOT DATE : 10/24/2024 3:15 PM

PLOT BY : NOAH JITER

PLOT NAME :

PLOT SCALE : 1 IN 800 FT

WISDOT/CADDs SHEET 41



Estimate Of Quantities

6992-00-21

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	126.000	126.000
0004	201.0220	Grubbing	ID	126.000	126.000
0006	204.0100	Removing Concrete Pavement	SY	145.000	145.000
0008	204.0110	Removing Asphaltic Surface	SY	400.000	400.000
0010	204.0150	Removing Curb & Gutter	LF	1,923.000	1,923.000
0012	204.0155	Removing Concrete Sidewalk	SY	811.000	811.000
0014	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0016	204.0220	Removing Inlets	EACH	4.000	4.000
0018	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	58.000	58.000
0020	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	62.000	62.000
0022	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	70.000	70.000
0024	205.0100	Excavation Common	CY	3,965.000	3,965.000
0026	213.0100	Finishing Roadway (project) 01. 6992-00-21	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	659.000	659.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,218.000	2,218.000
0032	305.0130	Base Aggregate Dense 3-Inch	TON	2,447.000	2,447.000
0034	455.0605	Tack Coat	GAL	405.000	405.000
0036	460.2000	Incentive Density HMA Pavement	DOL	860.000	860.000
0038	460.5223	HMA Pavement 3 LT 58-28 S	TON	749.000	749.000
0040	460.5224	HMA Pavement 4 LT 58-28 S	TON	582.000	582.000
0042	465.0105	Asphaltic Surface	TON	277.000	277.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0046	522.0415	Culvert Pipe Reinforced Concrete Class IV 15-Inch	LF	45.000	45.000
0048	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	3.000	3.000
0050	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,287.000	2,287.000
0052	601.0600	Concrete Curb Pedestrian	LF	139.000	139.000
0054	602.0410	Concrete Sidewalk 5-Inch	SF	3,701.000	3,701.000
0056	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	200.000	200.000
0058	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	157.000	157.000
0060	602.0810	Concrete Driveway 6-Inch	SY	219.000	219.000
0062	606.0300	Riprap Heavy	CY	3.000	3.000
0064	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	99.000	99.000
0066	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	223.000	223.000
0068	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	103.000	103.000
0070	611.0420	Reconstructing Manholes	EACH	4.000	4.000
0072	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0074	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0076	611.0639	Inlet Covers Type H-S	EACH	10.000	10.000
0078	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0080	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0082	611.3003	Inlets 3-FT Diameter	EACH	8.000	8.000
0084	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0086	619.1000	Mobilization	EACH	1.000	1.000
0088	624.0100	Water	MGAL	108.000	108.000
0090	625.0100	Topsoil	SY	2,127.000	2,127.000
0092	627.0200	Mulching	SY	2,127.000	2,127.000
0094	628.1504	Silt Fence	LF	350.000	350.000
0096	628.1520	Silt Fence Maintenance	LF	350.000	350.000
0098	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000

Estimate Of Quantities

6992-00-21

Line	Item	Item Description	Unit	Total	Qty
0100	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0102	628.2008	Erosion Mat Urban Class I Type B	SY	2,127.000	2,127.000
0104	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0106	628.7015	Inlet Protection Type C	EACH	18.000	18.000
0108	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0110	629.0210	Fertilizer Type B	CWT	108.000	108.000
0112	630.0140	Seeding Mixture No. 40	LB	39.000	39.000
0114	630.0200	Seeding Temporary	LB	58.000	58.000
0116	630.0500	Seed Water	MGAL	9.600	9.600
0118	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	2.000	2.000
0120	637.2230	Signs Type II Reflective F	SF	17.000	17.000
0122	638.2101	Moving Signs Type I	EACH	7.000	7.000
0124	643.0300	Traffic Control Drums	DAY	1,800.000	1,800.000
0126	643.0420	Traffic Control Barricades Type III	DAY	536.000	536.000
0128	643.0705	Traffic Control Warning Lights Type A	DAY	1,072.000	1,072.000
0130	643.0900	Traffic Control Signs	DAY	13,500.000	13,500.000
0132	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0134	643.5000	Traffic Control	EACH	1.000	1.000
0136	644.1430	Temporary Pedestrian Surface Plate	SF	500.000	500.000
0138	644.1601	Temporary Pedestrian Curb Ramp	DAY	450.000	450.000
0140	644.1605	Temporary Pedestrian Detectable Warning Field	SF	200.000	200.000
0142	644.1810	Temporary Pedestrian Barricade	LF	1,600.000	1,600.000
0144	645.0120	Geotextile Type HR	SY	11.000	11.000
0146	645.0220	Geogrid Type SR	SY	6,672.000	6,672.000
0148	646.1020	Marking Line Epoxy 4-Inch	LF	2,422.000	2,422.000
0150	646.6120	Marking Stop Line Epoxy 18-Inch	LF	126.000	126.000
0152	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	752.000	752.000
0154	650.4000	Construction Staking Storm Sewer	EACH	16.000	16.000
0156	650.5000	Construction Staking Base	LF	1,565.000	1,565.000
0158	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,287.000	2,287.000
0160	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0162	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0164	650.9500	Construction Staking Sidewalk (project) 01. 6992-00-21	EACH	1.000	1.000
0166	650.9911	Construction Staking Supplemental Control (project) 01. 6992-00-21	EACH	1.000	1.000
0168	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0170	690.0150	Sawing Asphalt	LF	411.000	411.000
0172	690.0250	Sawing Concrete	LF	97.000	97.000
0174	740.0440	Incentive IRI Ride	DOL	1,193.000	1,193.000
0176	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0178	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0180	SPV.0060	Special 01. Moving Rectangular Rapid Flashing Beacon System	EACH	2.000	2.000
0182	SPV.0060	Special 02. Reconstructing Sanitary Manholes	EACH	4.000	4.000
0184	SPV.0060	Special 03. Landmark Reference Monuments	EACH	1.000	1.000
0186	SPV.0060	Special 04. Temporary Mailboxes	EACH	10.000	10.000

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.15				
DIVISION 1	31+25/32+53											
CHARLIE GRIMM RD INTERSECTION			359	0	70	289	0	0	289	289	0	
DIVISION 1 SUBTOTAL			359	0	70	289	0	0	289	289	0	
DIVISION 2												
WINDSOR ROAD	32+53/38+30		1,158	0	254	904	0	0	904	904	0	
DIVISION 2 SUBTOTAL			1,158	0	254	904	0	0	904	904	0	
DIVISION 3												
TELSTAR DR INTERSECTION	38+30/39+68		469	0	95	374	0	0	374	374	0	
DIVISION 3 SUBTOTAL			469	0	95	374	0	0	374	374	0	
DIVISION 4												
WINDSOR ROAD	39+68/40+57		191	0	39	152	0	0	152	152	0	
DIVISION 4 SUBTOTAL			191	0	39	152	0	0	152	152	0	
DIVISION 5												
TRAVELER TRAIL INTERSECTION	40+57/41+84		363	0	73	290	0	0	290	290	0	
DIVISION 5 SUBTOTAL			363	0	73	290	0	0	290	290	0	
DIVISION 6												
WINDSOR ROAD	41+84/44+48		455	0	106	349	0	0	349	349	0	
DIVISION 6 SUBTOTAL			455	0	106	349	0	0	349	349	0	
DIVISION 7												
CTH CV INTERSECTION	44+48/45+80		567	0	114	453	0	0	453	453	0	
DIVISION 7 SUBTOTAL			567	0	114	453	0	0	453	453	0	
DIVISION 8												
WINDSOR ROAD	45+80/47+00		116	0	27	89	0	0	89	89	0	
DIVISION 8 SUBTOTAL			116	0	27	89	0	0	89	89	0	
DIVISION 9												
WINDSOR ROAD PATH	31+25/46+50		287	0	70	217	60	69	148	148	0	
DIVISION 9 SUBTOTAL			287	0	70	217	60	69	148	148	0	
GRAND TOTAL			3,965	0	848	3,117	60	69	3,048	3,048	0	
TOTAL COMMON EXC			3,965									

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- 5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR = 1.15
- DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL) * (FILL FACTOR)**
- (14) 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.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

REMOVALS

				201.0120	201.0220	204.0100	204.0110	204.0150	204.0155	204.0195	204.0220	204.0245.01	204.0245.02	204.0245.03	205.0100		
						REMOVING CONCRETE	REMOVING ASPHALTIC	REMOVING	REMOVING	REMOVING		REMOVING STORM SEWER	REMOVING STORM SEWER	REMOVING STORM SEWER	EXCAVATION		
				CLEARING	GRUBBING	PAVEMENT	SURFACE	CURB & GUTTER	CONCRETE	CONCRETE	CONCRETE	(SIZE) (01. 12-INCH)	(SIZE) (02. 15-INCH)	(SIZE) (03. 18-INCH)	COMMON		
CATEGORY	STATION	TO	STATION	LOCATION	ID	ID	SY	SY	LF	SY	EACH	EACH	LF	LF	LF	CY	REMARKS
0010	31+25	-	47+00	Project 6992-00-21	126	126	145	400	1,923	811	2	4	58	62	70	3,965	
TOTAL 0010					126	126	145	400	1,923	811	2	4	58	62	70	3,965	

*QUANTITIES SHOWN ELSEWHERE IN THE PLAN

ASPHALT ITEMS

				455.0605	460.5223	460.5224		
				TACK	PAVEMENT 3 LT	PAVEMENT 4 LT		
				COAT	58-28 S	58-28 S		
CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	TON	REMARKS
0010	31+25	-	47+00	Project 6992-00-21	405	749	582	
				TOTAL 0010	405	749	582	

CURB & GUTTER ITEMS

					*	*			*		
					305.0120	305.0130	601.0411	624.0100			
					BASE AGGREGATE DENSE 1 1/4-INCH	BASE AGGREGATE DENSE 3-INCH	CONCRETE CURB & GUTTER 30-INCH TYPE D	WATER			
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	LF	MGAL	REMARKS		
0010	31+25	-	47+00	Project 6992-00-21	198	327	2,287	11			
TOTAL 0010					198	327	2,287	11			

*QUANTITIES SHOWN ELSEWHERE IN THE PLAN

BASE AGGREGATE ITEMS

				*	*	*	645.0220		
				305.0120	305.0130	624.0100	GEOGRID		
				BASE AGGREGATE	BASE AGGREGATE	WATER	TYPE SR		
				DENSE 1 1/4-INCH	DENSE 3-INCH	MGAL	SY		
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON		REMARKS	
0010	31+25	-	47+00	Project 6992-00-21	1,928	2,120	81	6,672	
				TOTAL 0010	1,928	2,120	81	6,672	

DRIVEWAY ITEMS

					*				*		
					305.0120	465.0120	602.0810	624.0100			
					BASE AGGREGATE	ASPHALTIC	CONCRETE				
					DENSE 1 1/4-INCH	DRIVEWAYS AND	DRIVEWAY				
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	SY	MGAL	REMARKS		
0010	31+25	-	47+00	Project 6992-00-21	92	10	219	2			
TOTAL 0010					92	10	219	2			

*QUANTITIES SHOWN ELSEWHERE IN THE PLAN

SIDEWALK ITEMS													
CATEGORY	STATION	TO	STATION	LOCATION	305.0110	465.0105	601.0600	602.0410	602.0505	602.0605	*	REMARKS	
					BASE AGGREGATE DENSE 3/4-INCH TON	ASPHALTIC SURFACE TON	CONCRETE CURB PEDESTRIAN LF	CONCRETE SIDEWALK 5-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	624.0100 WATER MGAL		
0010	31+25	-	47+00	Project 6992-00-21	659	277	139	3,701	200	157	14		
				TOTAL 0010	659	277	139	3,701	200	157	14		
*QUANTITIES SHOWN ELSEWHERE IN THE PLAN													
TRAFFIC CONTROL													
CATEGORY	STATION	TO	STATION	LOCATION	638.2101	643.0300	643.0420	643.0705	*	643.1050	643.5000	654.0101	SPV.0060.01
					MOVING SIGNS TYPE I EACH	TRAFFIC CONTROL DRUMS DAY	BARRICADES TYPE III DAY	WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS PCMS DAY	TRAFFIC CONTROL EACH	CONCRETE BASES TYPE 1 EACH	SPECIAL (MOVING RECTANGULAR RAPID FLASHING BEACON SYSTEM) EACH
0010	31+25	-	47+00	Project 6992-00-21	7	0	536	1,072	11,250	0	1	2	2
0010				UNDISTRIBUTED	0	1,800	0	0	0	14	0	0	0
				TOTAL 0010	7	1,800	536	1,072	11,250	14	1	2	2
*QUANTITIES SHOWN ELSEWHERE IN THE PLAN													

CONSTRUCTION STAKING ITEMS												
CATEGORY	STATION	TO	STATION	LOCATION	650.4000	650.5000	650.5500	650.6000	650.9000	650.9500.01	650.9911.01	REMARKS
					CONSTRUCTION STAKING STORM SEWER EACH	CONSTRUCTION STAKING BASE LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	CONSTRUCTION STAKING PIPE CULVERTS EACH	CONSTRUCTION STAKING CURB RAMPS EACH	CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 6992-00-21) EACH	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 6992-00-21) EACH	
0010	31+25	-	47+00	Project 6992-00-21	16	1,565	2,287	1	24	1	1	
				TOTAL 0010	16	1,565	2,287	1	24	1	1	

PERMANENT SIGNING

CATEGORY	TYPE	SIZE	LOCATION	634.0812	637.2230	REMARKS
				POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	SIGNS TYPE II REFLECTIVE F SF	
0010	W11-2	30x30	Charlie Grimm Intersection (West)	1	13	
0010	W16-9-P	24x12	Charlie Grimm Intersection (East)	1	4	
TOTAL 0010				2	17	

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000	REMARKS
					MOBILIZATION EACH	
0010	31+25	-	47+00	Project 6992-00-21	1	
TOTAL 0010					1	

RIPRAP

CATEGORY	STATION	TO	STATION	LOCATION	606.0300	645.0120	REMARKS
					RIPRAP HEAVY CY	GEOTEXTILE TYPE HR SY	
0010	31+25	-	47+00	Project 6992-00-21	3	11	
TOTAL 0010					3	11	

FINISHING ROADWAY

CATEGORY	STATION	TO	STATION	LOCATION	213.0100.01	REMARKS
					FINISHING ROADWAY (PROJECT) (01. 6992- 00-21) EACH	
0010	31+25	-	47+00	Project 6992-00-21	1	
TOTAL 0010					1	

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.1504	628.1520	628.1905	628.1910	628.7005	628.7015	628.7555	REMARKS
					SILT FENCE LF	SILT FENCE MAINTENANCE LF	MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	INLET PROTECTION TYPE A EACH	INLET PROTECTION TYPE C EACH	CULVERT PIPE CHECKS EACH	
0010	31+25	-	47+00	Project 6992-00-21	280	280	4	2	1	18	2	
0010				UNDISTRIBUTED	70	70	0	0	0	0	2	25%
TOTAL 0010					350	350	4	2	1	18	4	

TEMPORARY PEDESTRIAN ACCESS

					*						
					643.0900	644.1430	644.1601	644.1605	644.1810		
					TRAFFIC	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY		
					CONTROL SIGNS	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN		
					DAY	SURFACE PLATE	CURB RAMP	DETECTABLE	BARRICADE		
CATEGORY	STATION	TO	STATION	LOCATION	DAY	SF	DAY	SF	LF	REMARKS	
0010	31+25	-	47+00	Project 6992-00-21	2,250	500	450	200	1,600	Undistributed	
TOTAL 0010					2,250	500	450	200	1,600		

*QUANTITIES SHOWN ELSEWHERE IN THE PLAN

PAVEMENT MARKING ITEMS

					646.1020	646.6120	646.7520					
					MARKING LINE	MARKING STOP LINE	MARKING CROSSWALK					
					EPOXY 4-INCH	EPOXY 18-INCH	EPOXY BLOCK STYLE 24-INCH					
					LF	LF	LF					
CATEGORY	STATION	TO	STATION	LOCATION				REMARKS				
0010	31+25	-	47+00	Project 6992-00-21	2,422	126	752					
TOTAL 0010					2,422	126	752					

STORM SEWER ITEMS

				522.0415	522.1015	608.0412	608.0415	608.0418	611.0420	611.0430	611.0530	611.0639	611.2004	611.2005	611.3003	611.3004	SPV.0060.02
				CULVERT PIPE	APRON ENDWALLS	STORM SEWER	STORM SEWER	STORM SEWER			MANHOLE	INLET			INLETS 3-	INLETS 4-	SPECIAL
				REINFORCED	FOR CULVERT PIPE	PIPE	PIPE	PIPE			COVERS TYPE	COVERS TYPE	MANHOLES 4-	MANHOLES 5-	FT	FT	(RECONSTRUCTING
				CONCRETE	REINFORCED	CONCRETE	CONCRETE	CONCRETE			J	H-S	FT DIAMETER	FT DIAMETER	DIAMETER	DIAMETER	SANITARY
				CLASS IV 15-	CONCRETE 15-INCH	CLASS IV 12-	CLASS IV 15-	CLASS IV 18-	RECONSTRUCTING	RECONSTRUCTING	EACH	EACH	EACH	EACH	EACH	EACH	MANHOLES)
				INCH		INCH	INCH	INCH	MANHOLES	INLETS							
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	EACH	EACH							
0010	31+25	-	47+00	Project 6992-00-21	45	3	99	223	4	1	3	10	1	2	8	2	4
TOTAL 0010					45	3	99	223	4	1	3	10	1	2	8	2	4

SAWCUTS

					690.0150	690.0250	
					SAWING ASPHALT	SAWING CONCRETE	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS
0010	31+25	-	47+00	Project 6992-00-21	411	97	
TOTAL 0010					411	97	

LANDMARK REFERENCE MONUMENTS

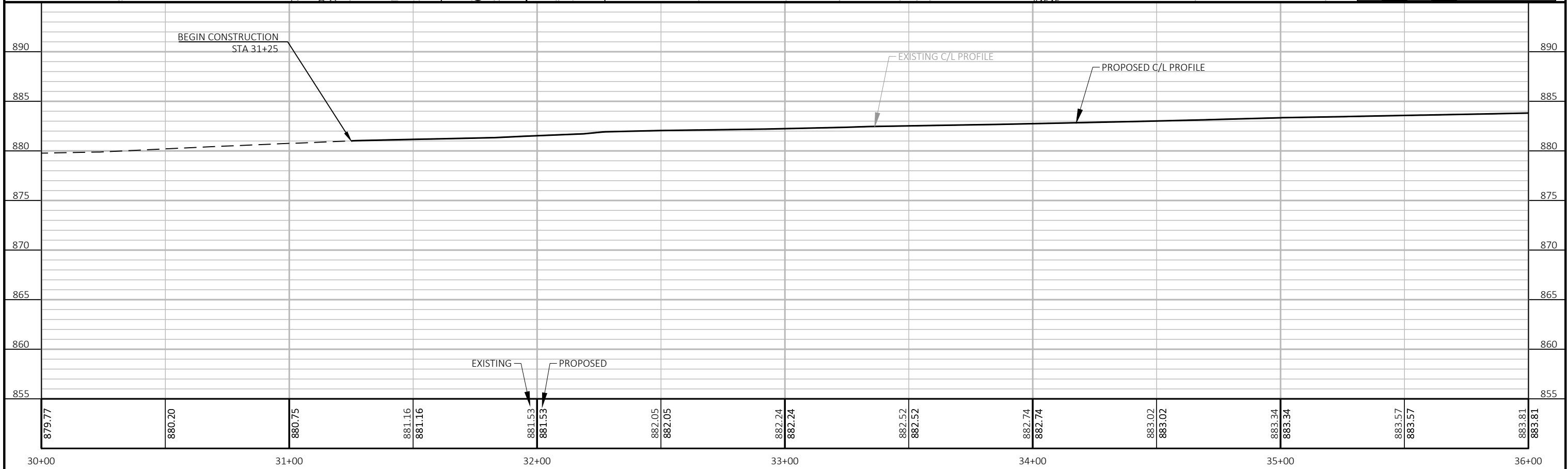
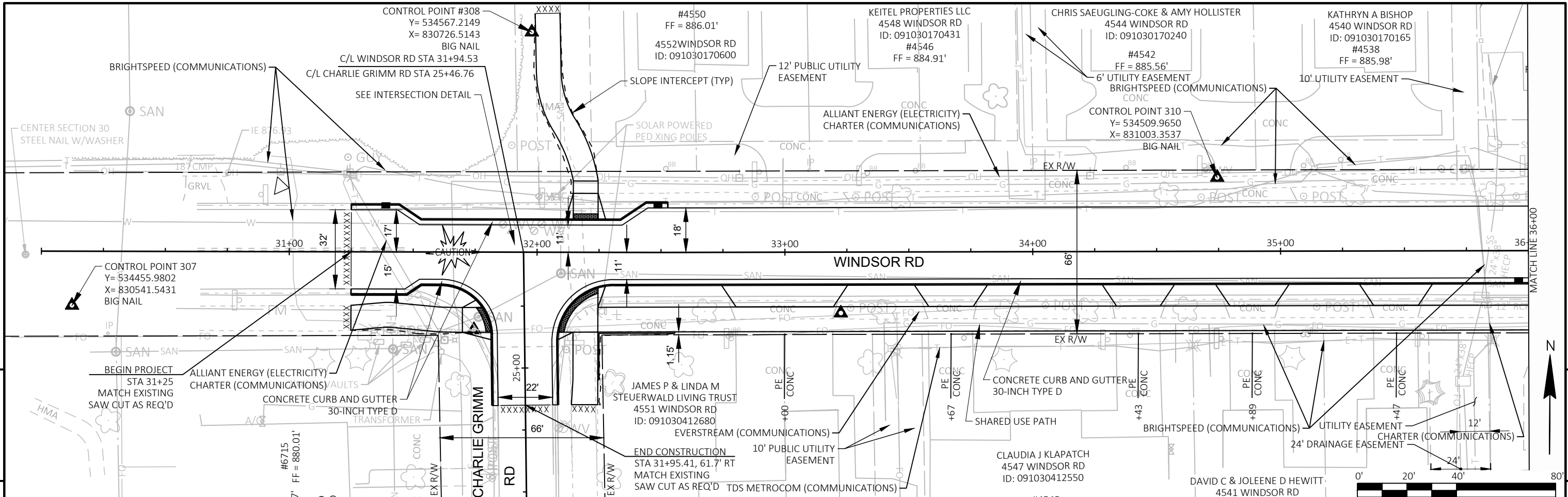
					SPV.0060.03 SPECIAL (LANDMARK REFERENCE MONUMENTS)	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS
0010	31+25	-	47+00	Project 6992-00-21	1	
TOTAL 0010					1	

TEMPORARY MAILBOXES

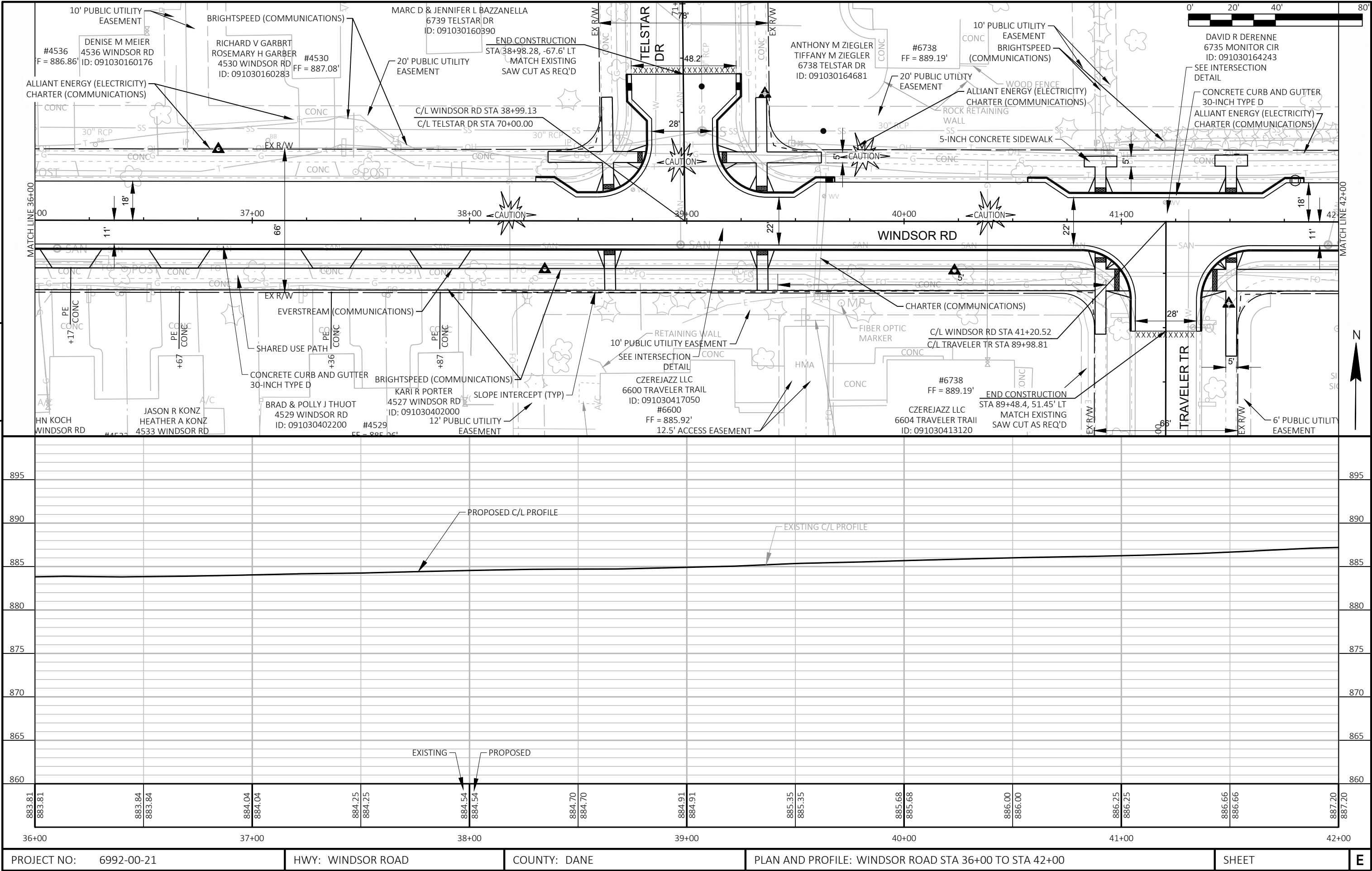
					SPV.0060.04 SPECIAL (TEMPORARY MAILBOXES)	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS
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TOTAL 0010					10	

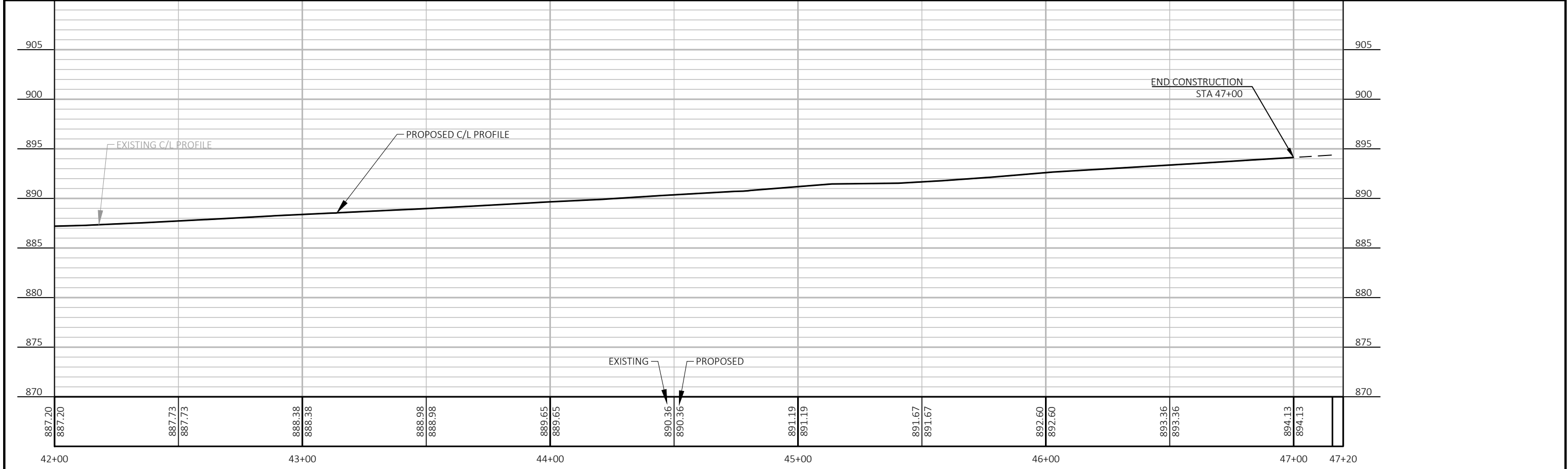
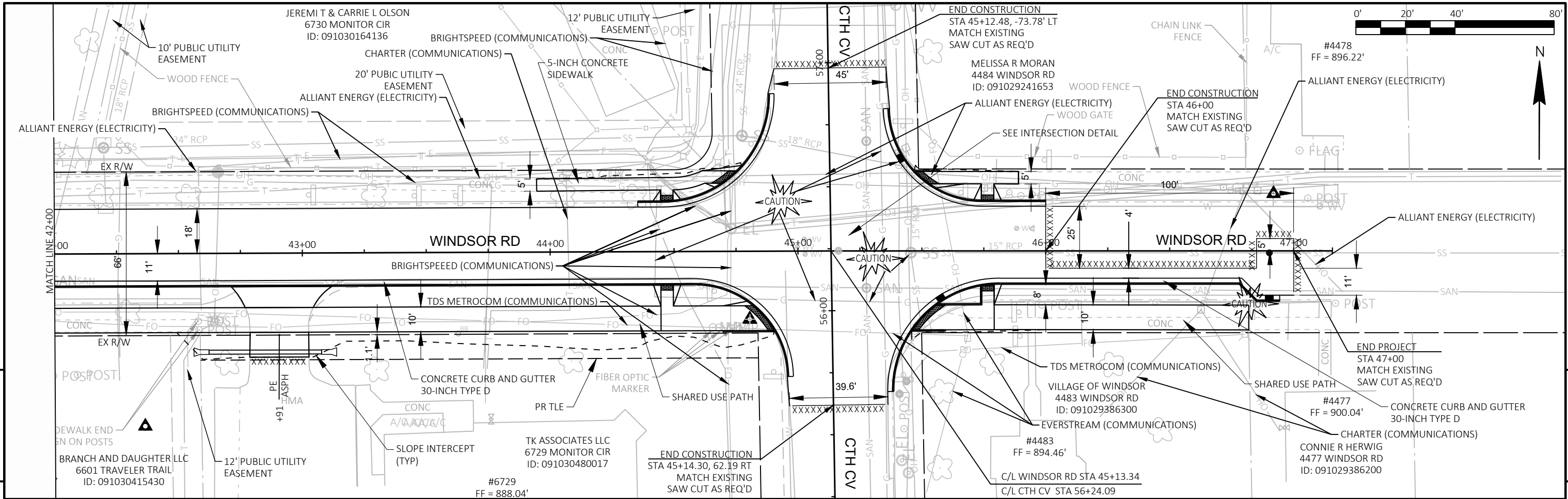
RESTORATION ITEMS

				625.0100	627.0200	628.2008 EROSION MAT URBAN CLASS	629.0210	630.0140	630.0200	630.0500		
				TOPSOIL	MULCHING	I TYPE B	FERTILIZER	SEEDING	SEEDING	SEED		
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	SY	CWT	NO. 40	TEMPORARY	WATER	REMARKS
									LB	LB	MGAL	
0010	31+25	-	47+00	Project 6992-00-21	1,701	1,701	1,701	108	31.0	46.0	9.6	
0010				UNDISTRIBUTED	426	426	426	0	8.0	12.0	0.0	25%
TOTAL 0010					2,127	2,127	2,127	108	39.0	58.0	9.6	



PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	PLAN AND PROFILE: WINDSOR ROAD STA 30+00 TO STA 36+00	SHEET	E
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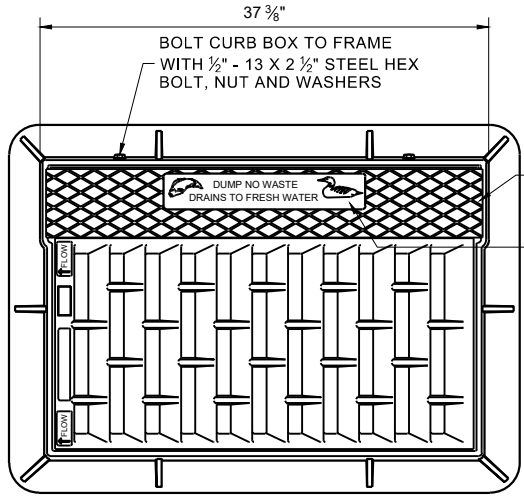




PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	PLAN AND PROFILE: WINDSOR ROAD STA 42+00 TO STA 47+16	SHEET	E
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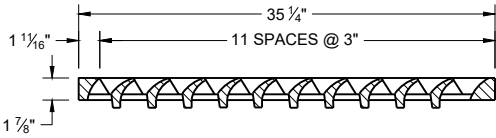
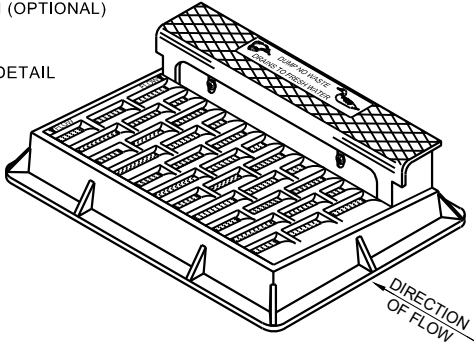
Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
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
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
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
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	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

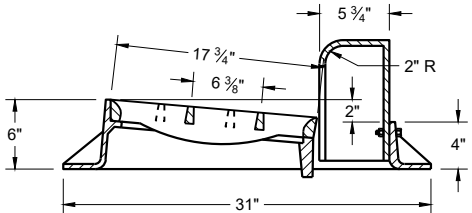
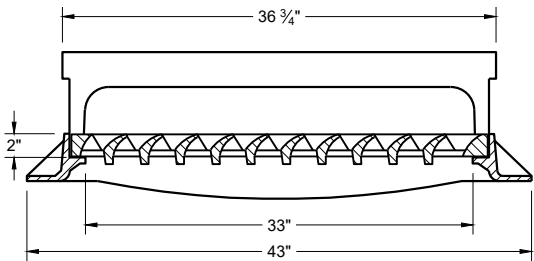
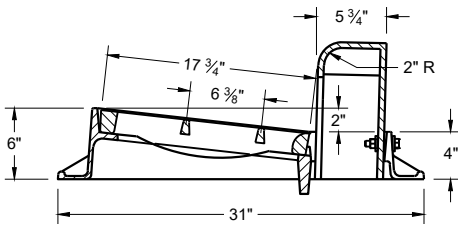
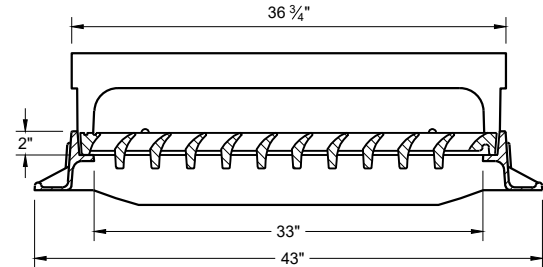


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL

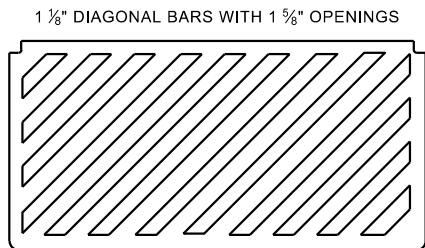


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

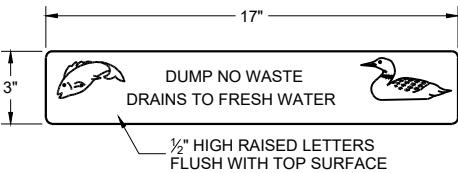


TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE



SPECIAL GRATE FOR TYPE "H" COVER
(MEASURES 35" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)



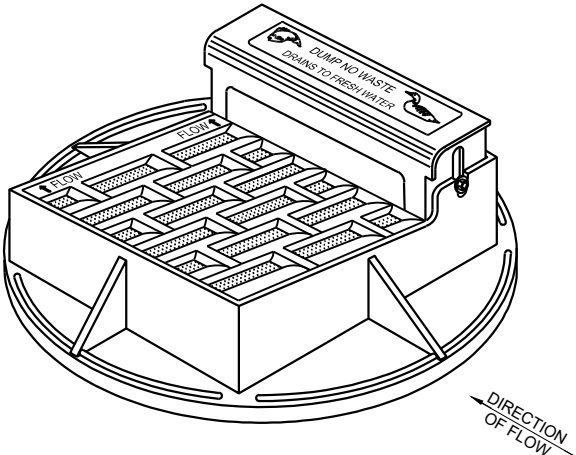
LOGO DETAIL

GENERAL NOTES

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

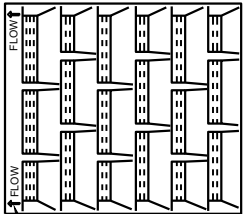
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

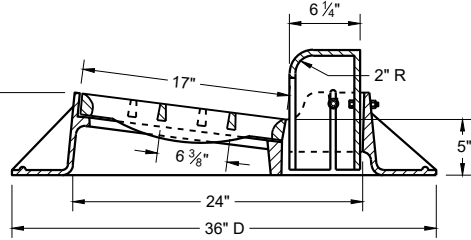
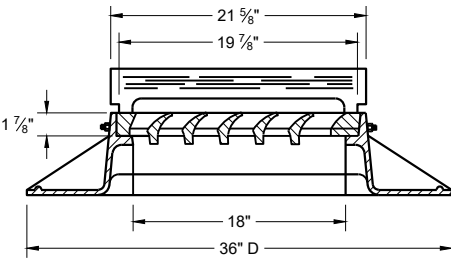
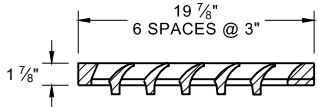


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

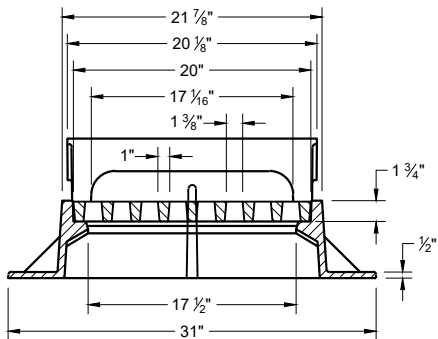
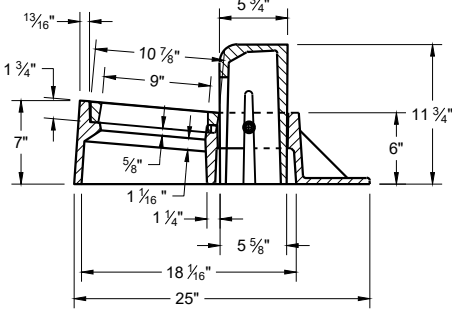
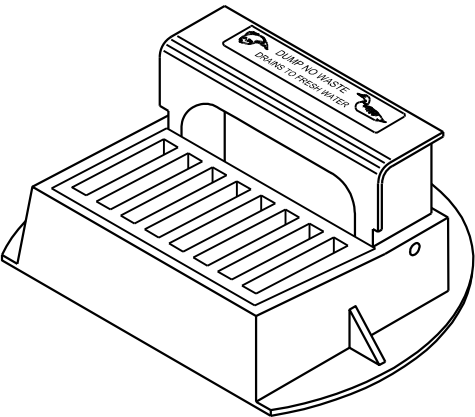
NOTE: EITHER CASTING IS ACCEPTABLE



DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"

**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

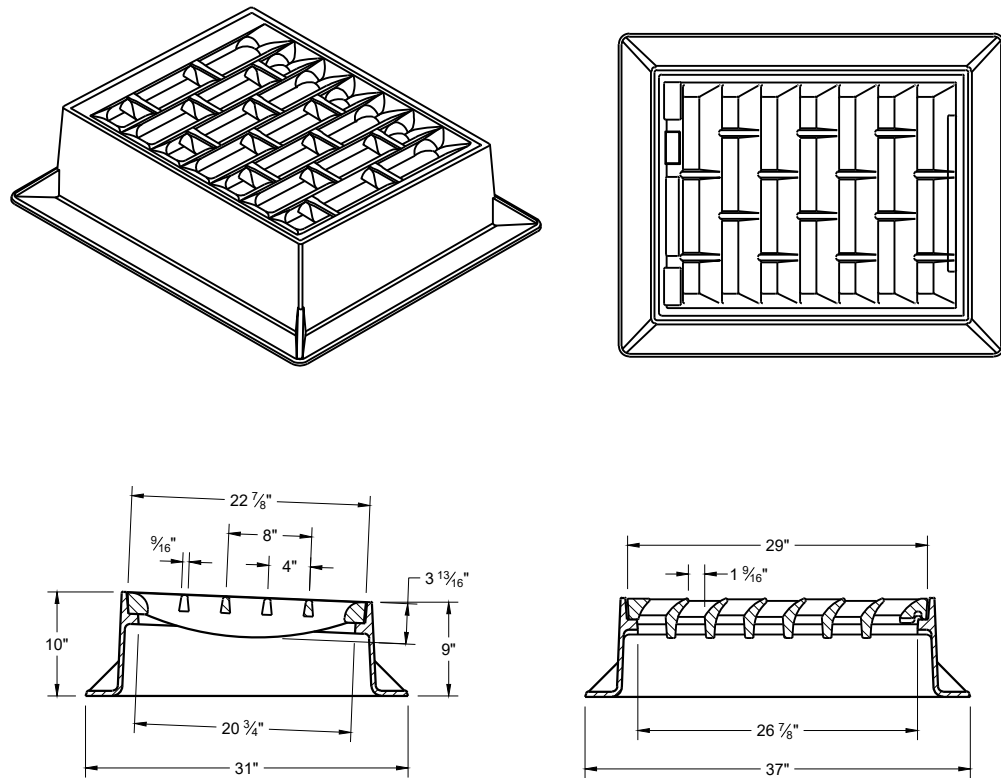
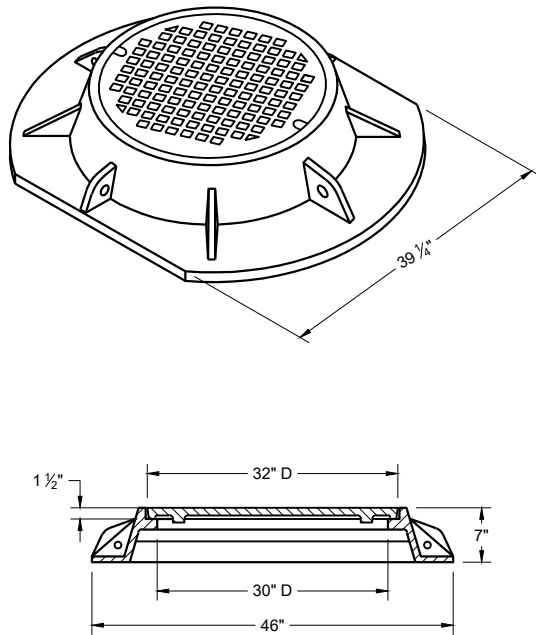
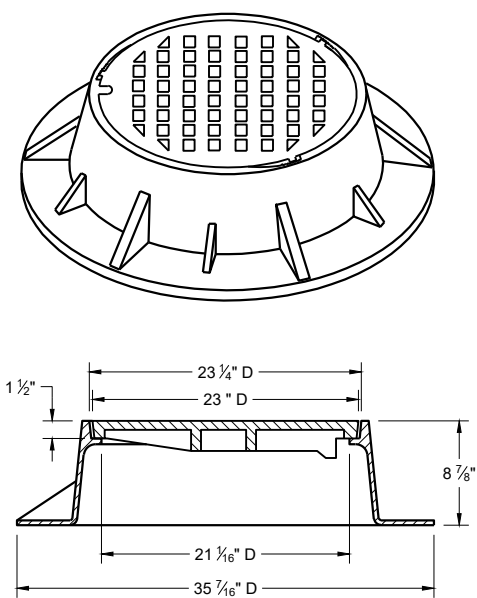
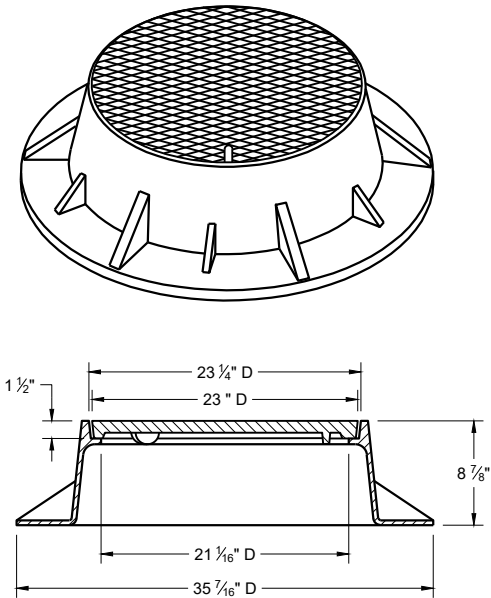
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

GENERAL NOTES

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

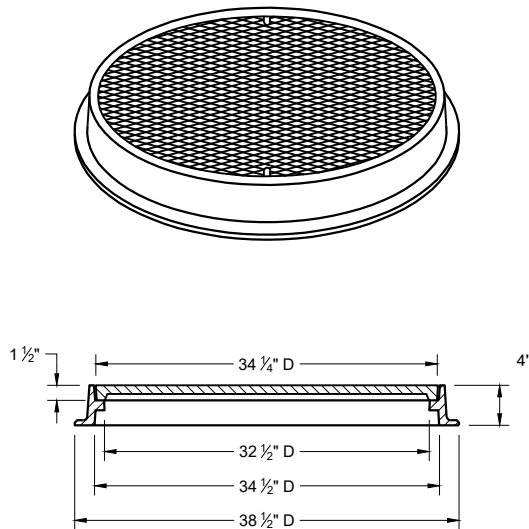
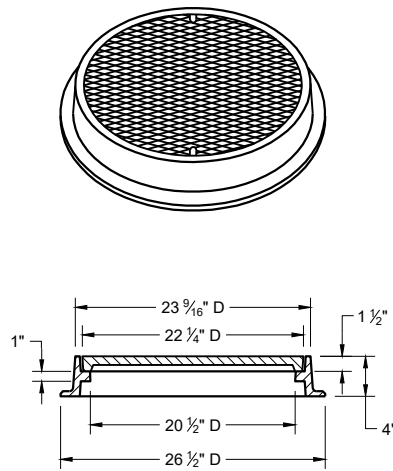
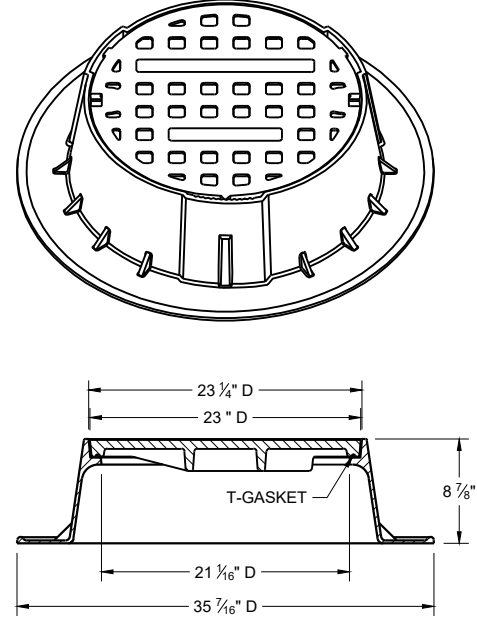
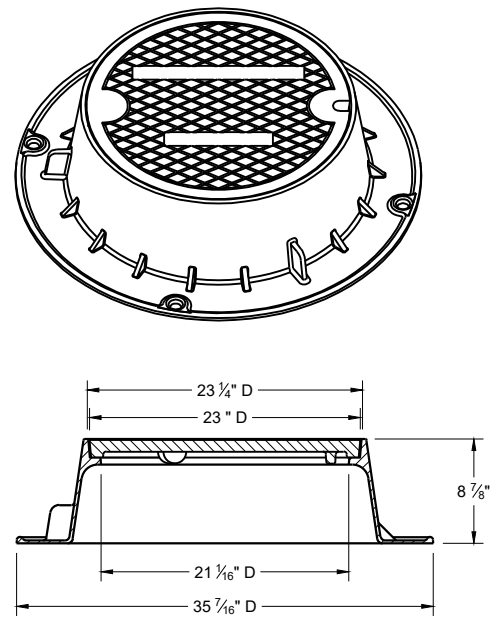
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "K"

INLET COVER TYPE "BW"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

NOTE: EITHER CASTING IS ACCEPTABLE

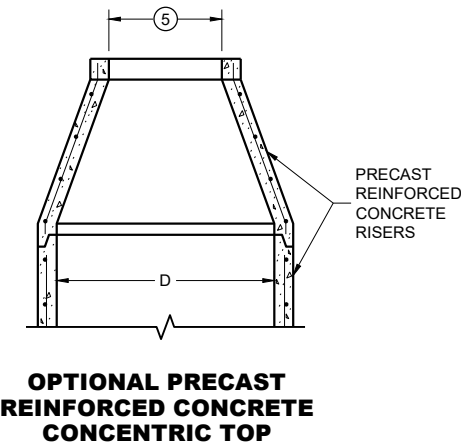
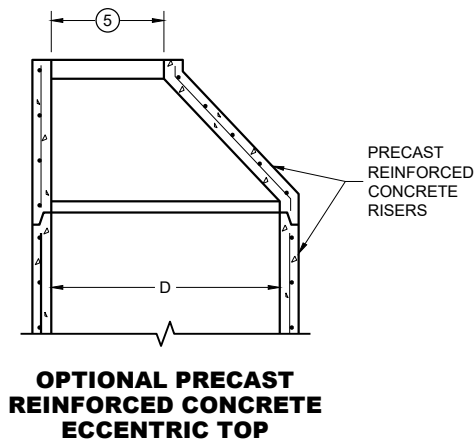
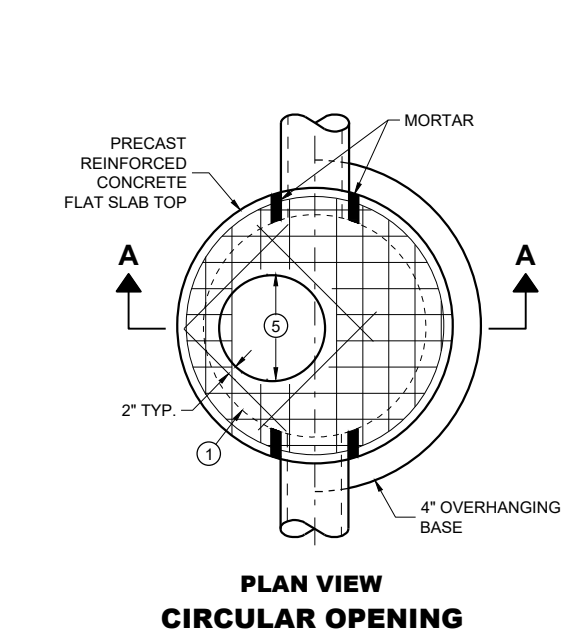
TYPE "L"

TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

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DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



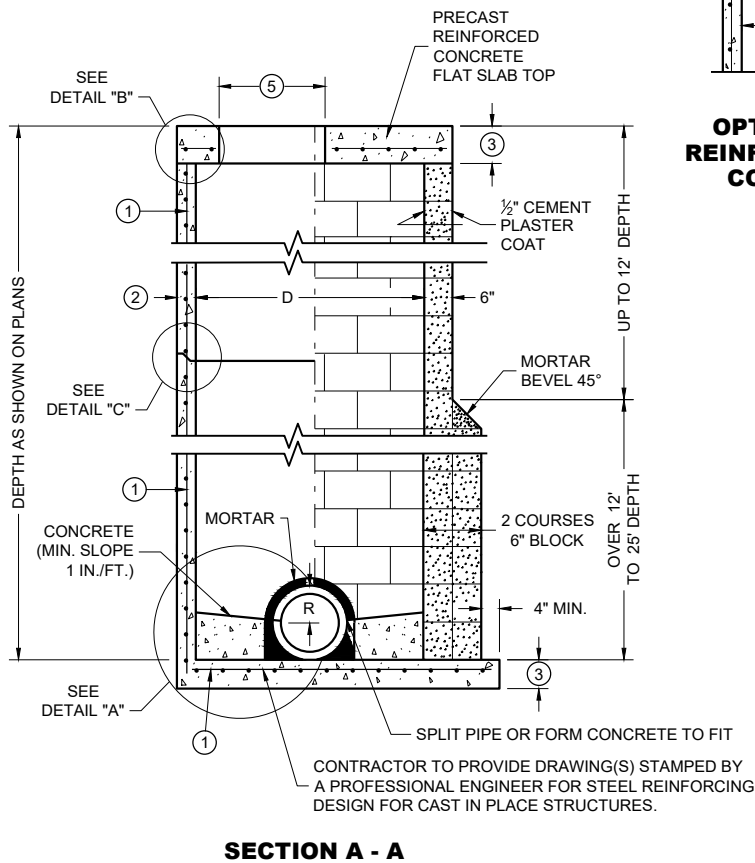
MANHOLE COVER OPENING MATRIX

MANHOLE COVER OPENING SIZE (FT.)	MANHOLE COVER TYPE	C	ALL JS	K	L	M
2 DIA.	5	X	X		X	
3 DIA.				X		X

PIPE MATRIX

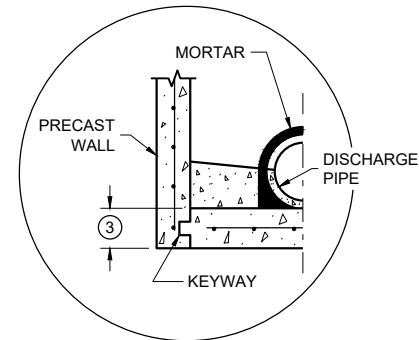
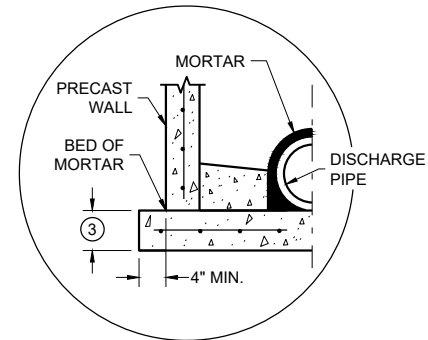
MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT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

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

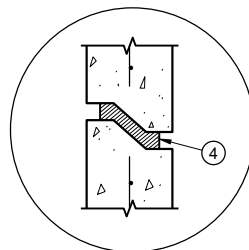
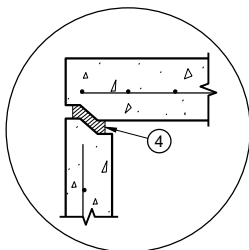
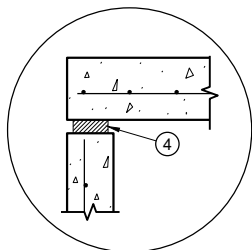


**PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE**

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

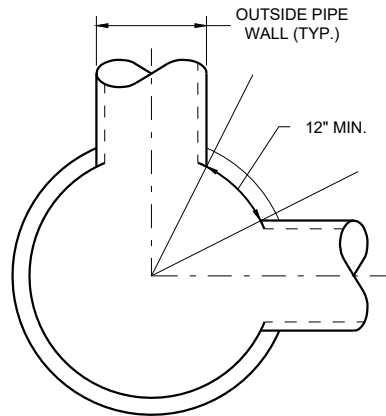


DETAIL "A"



DETAIL "B"

DETAIL "C"



DETAIL "D"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

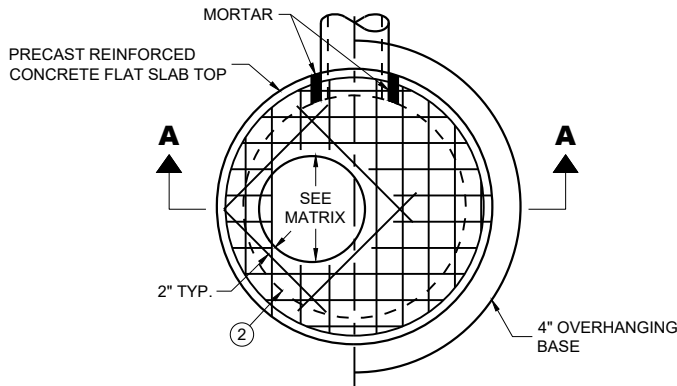
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- 1 FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- 2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- 3 SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- 4 JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.
- 5 SEE MANHOLE COVER OPENING MATRIX.

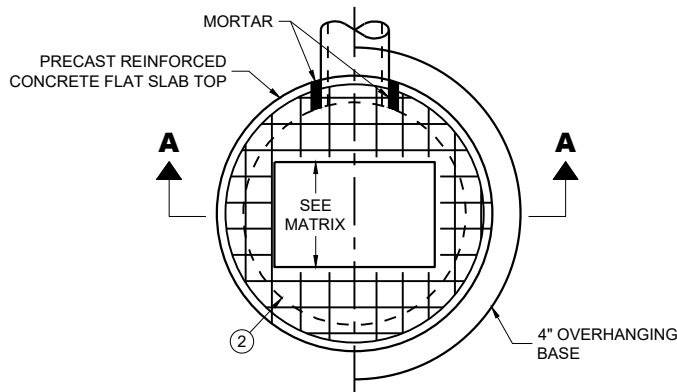
**MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

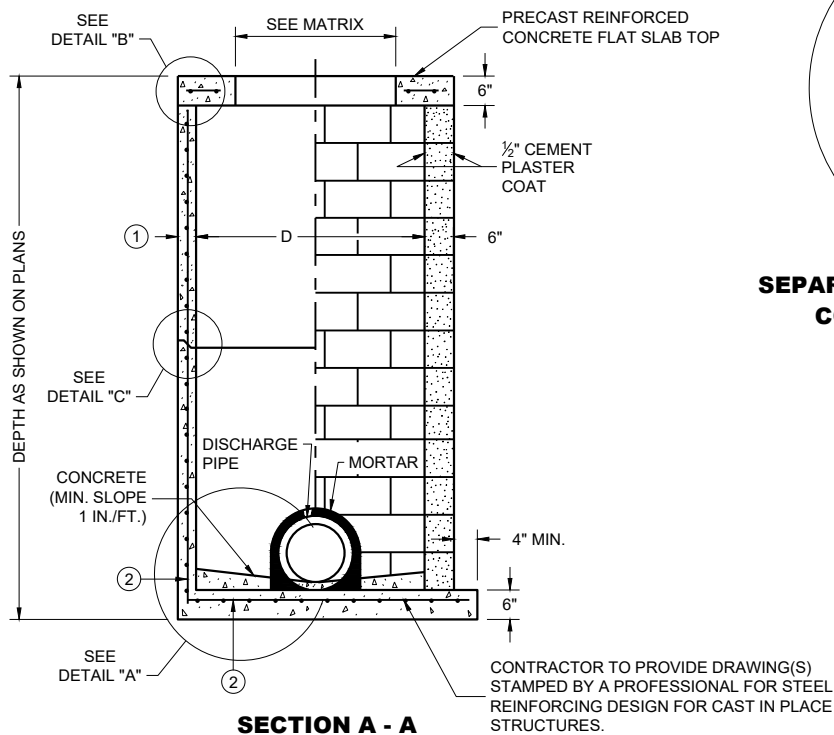
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

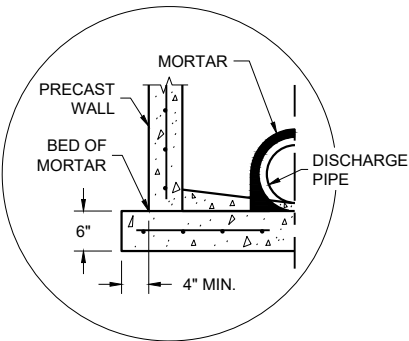
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

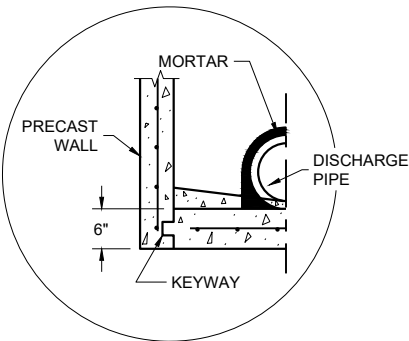
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

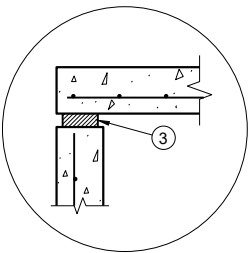


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

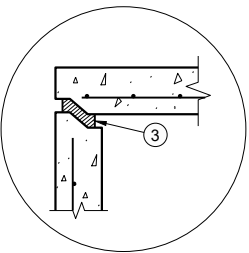


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

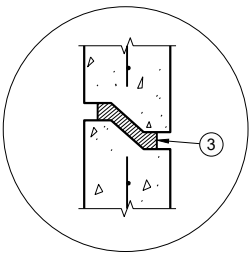


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

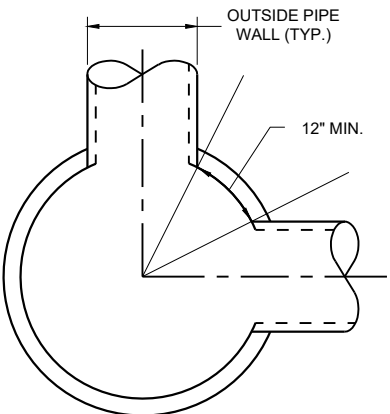
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

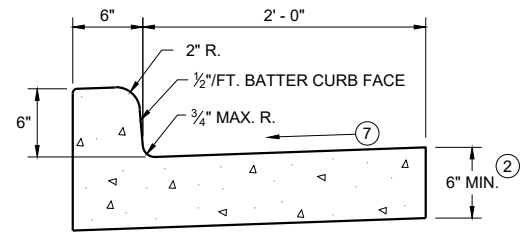


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

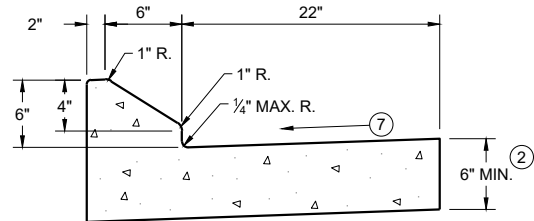
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

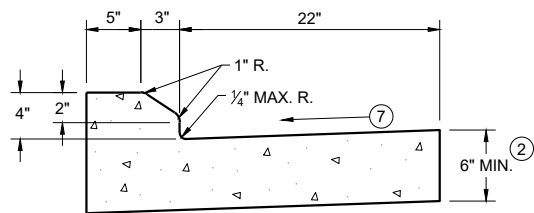
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



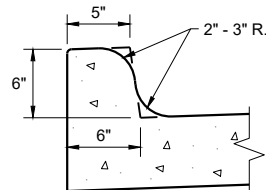
TYPES A^① & D



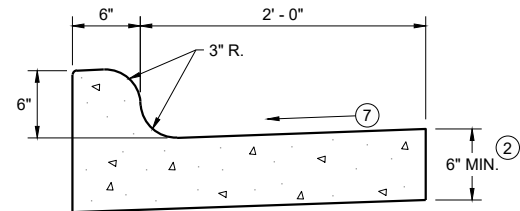
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

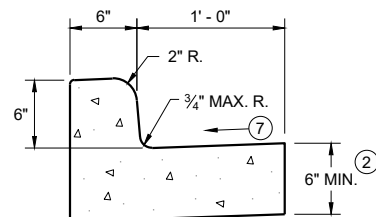


TYPES K^① & L
(OPTIONAL CURB SHAPE)



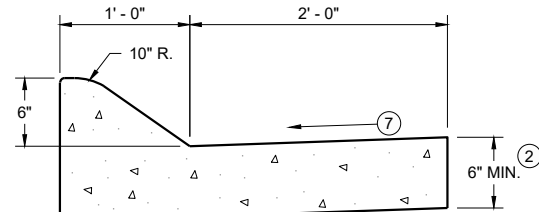
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

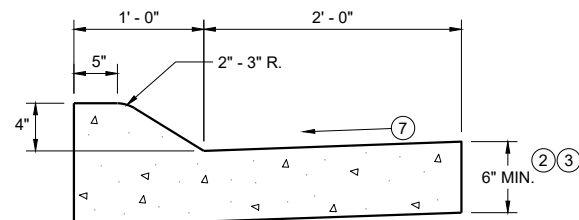


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

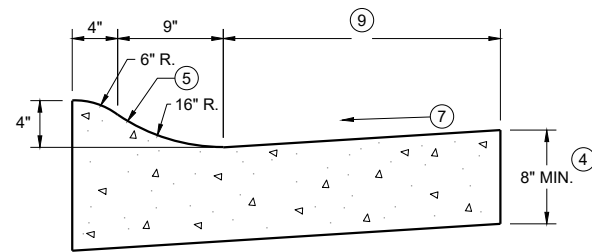


6" SLOPED CURB TYPES A^① & D



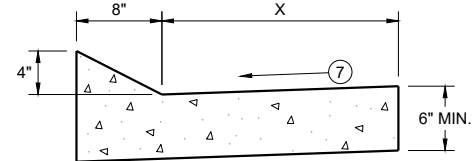
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

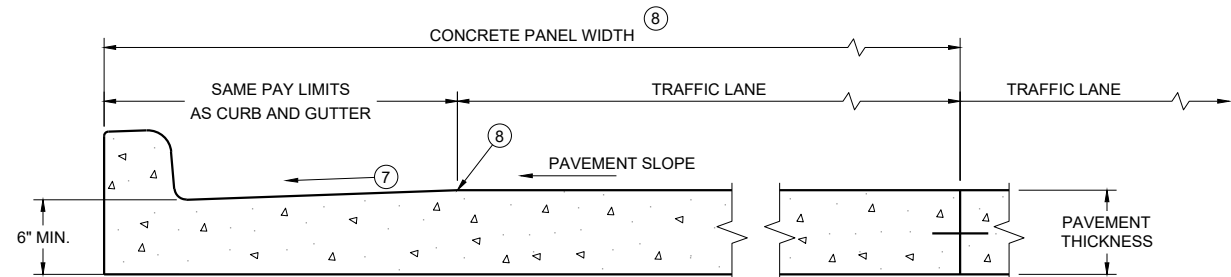


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

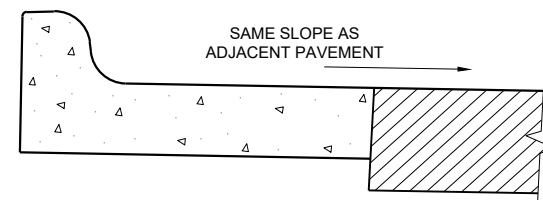
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

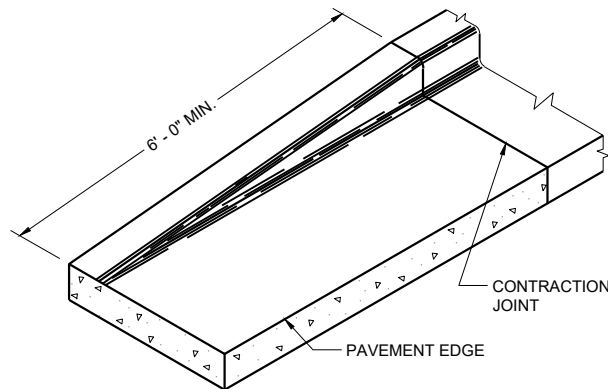
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

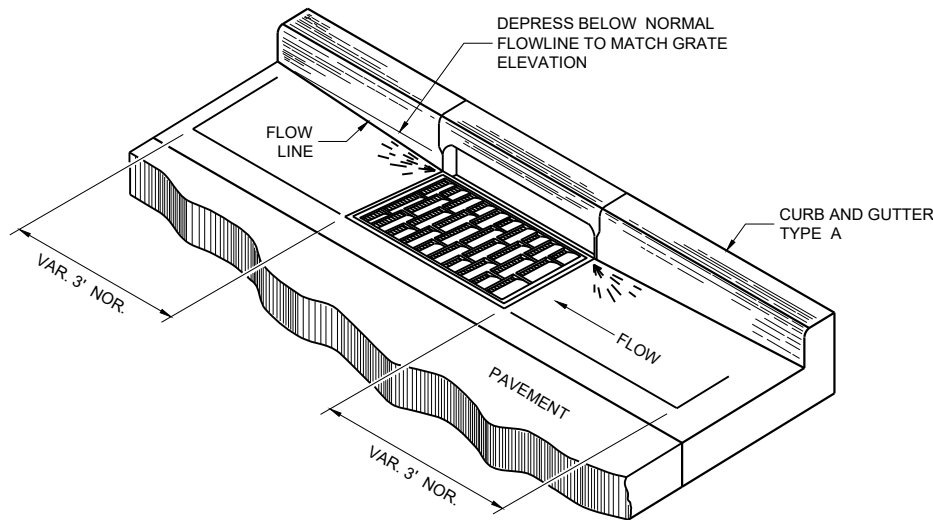
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

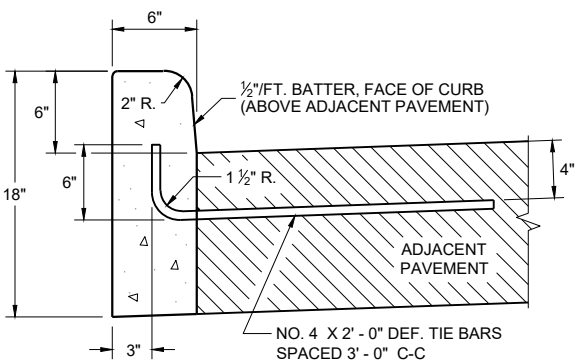


END SECTION CURB AND GUTTER

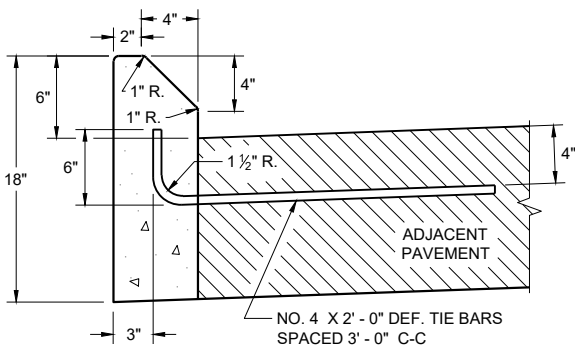


DETAIL OF CURB AND GUTTER AT INLETS

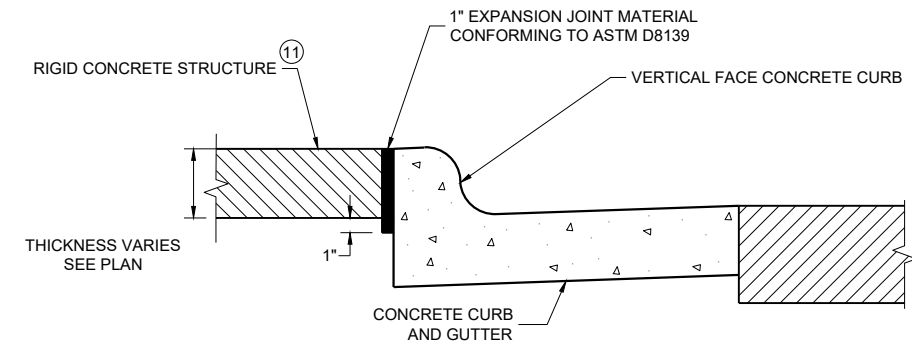
(TYPICAL H INLET COVER SHOWN)



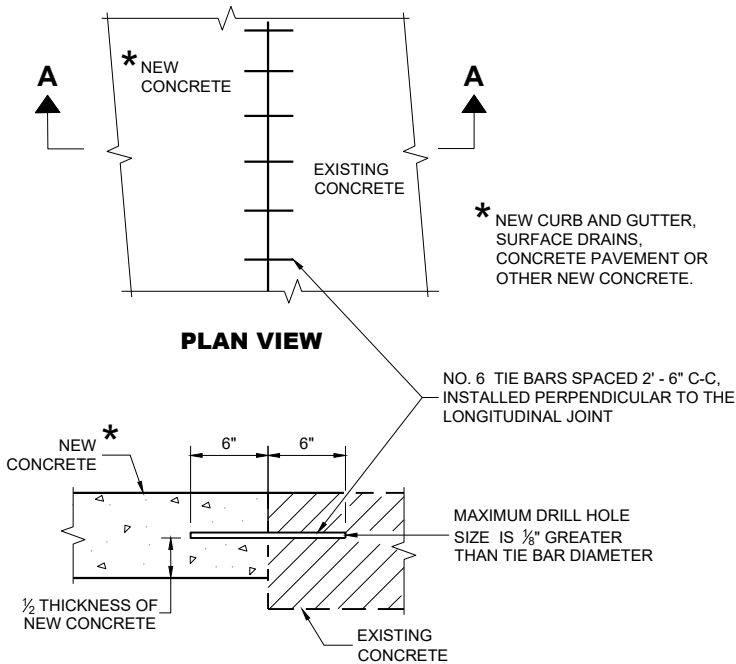
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

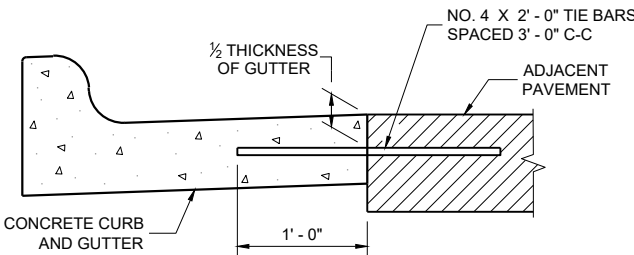
GENERAL NOTES

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

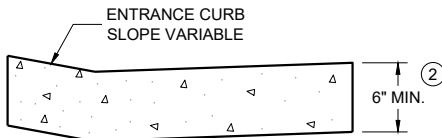
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

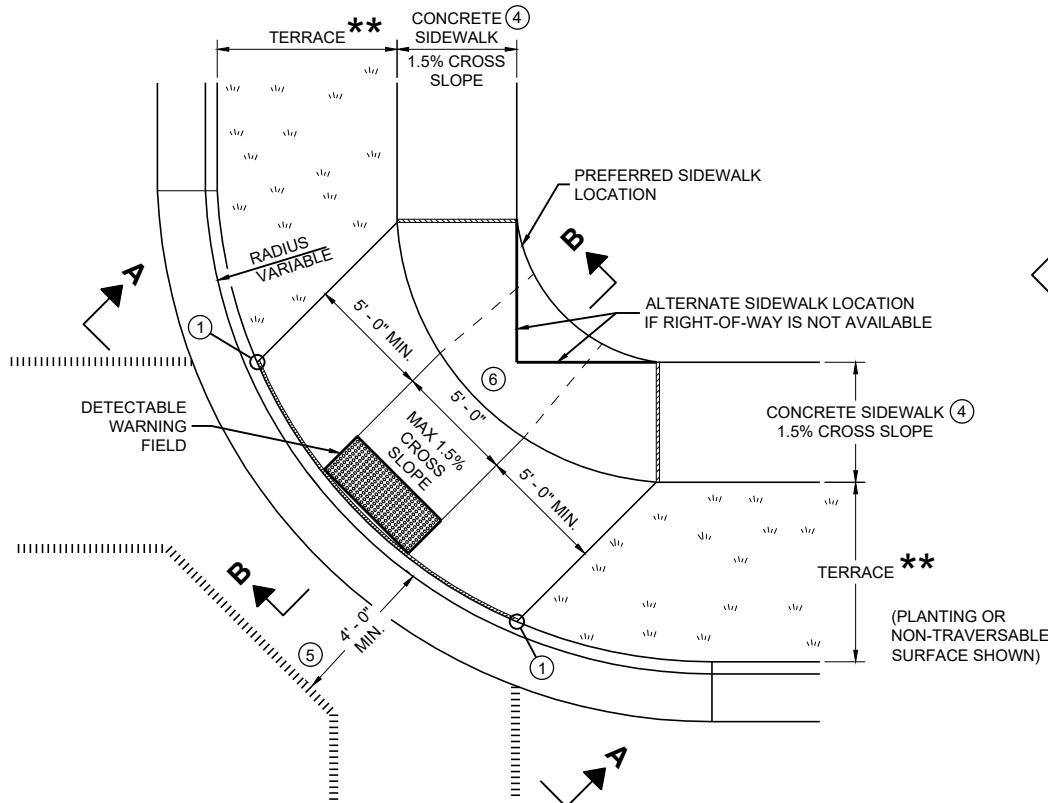


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

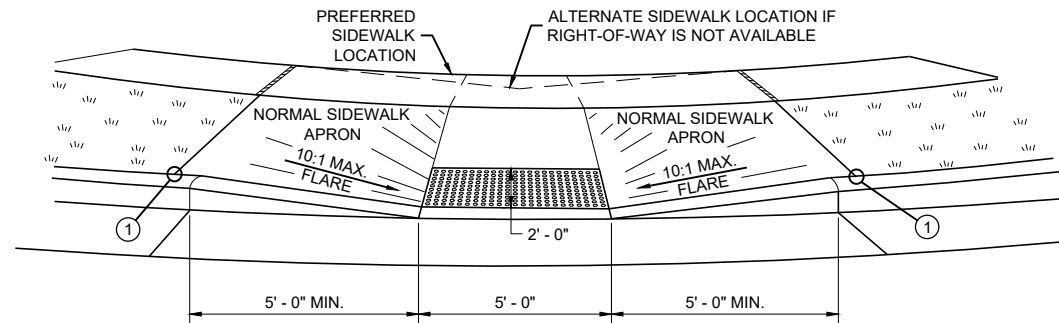
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

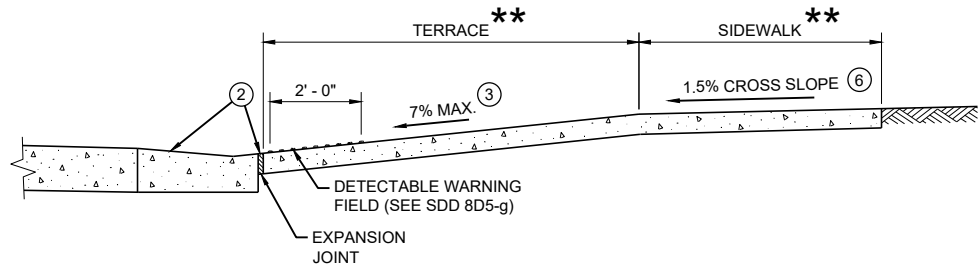


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

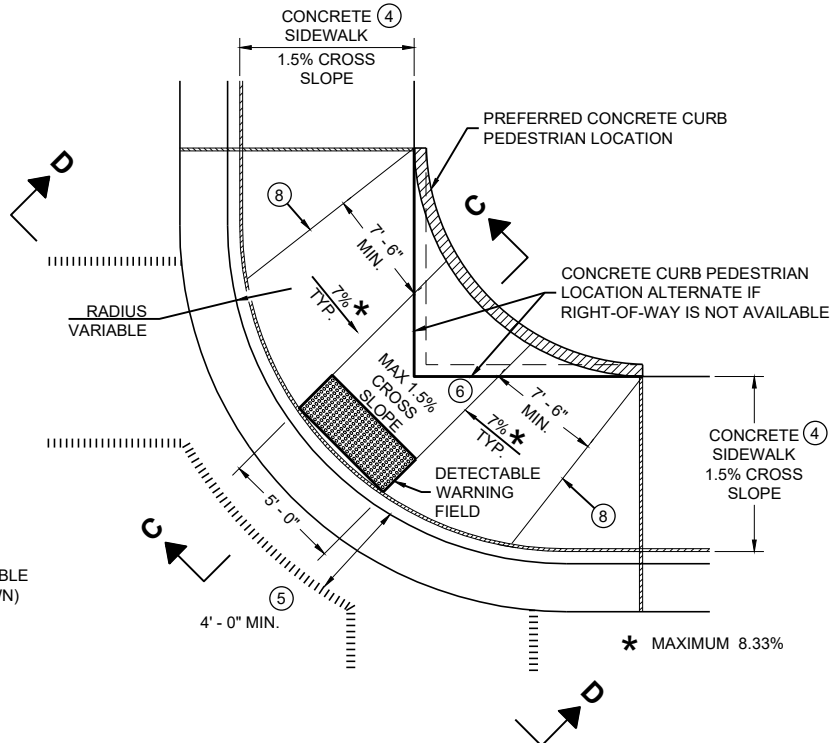


VIEW A - A FOR TYPE 1

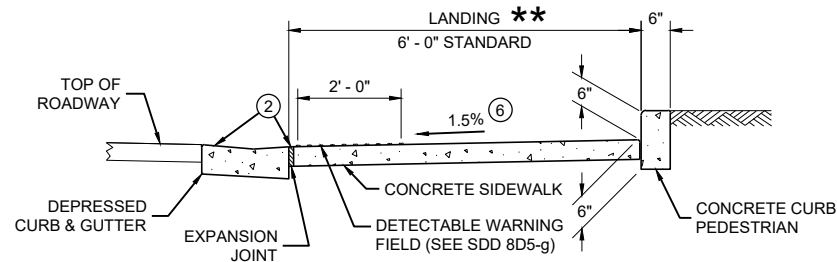
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



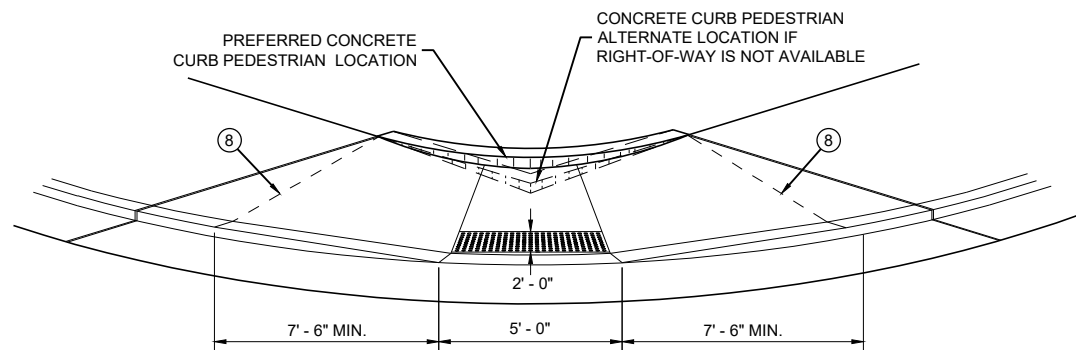
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

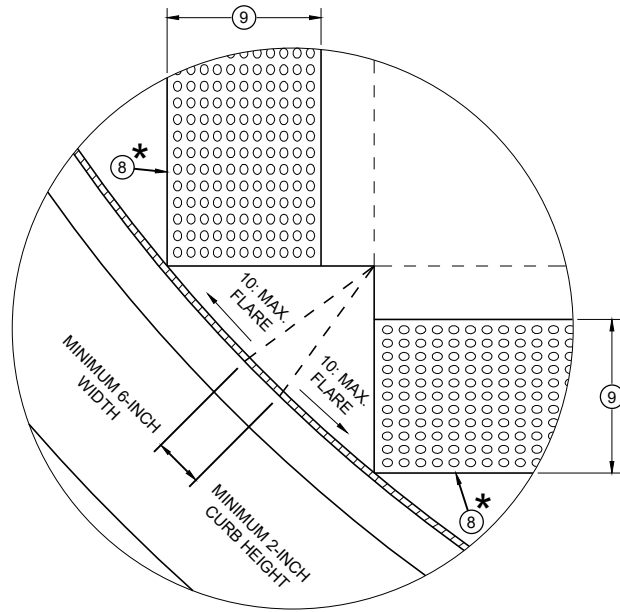
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
 - ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

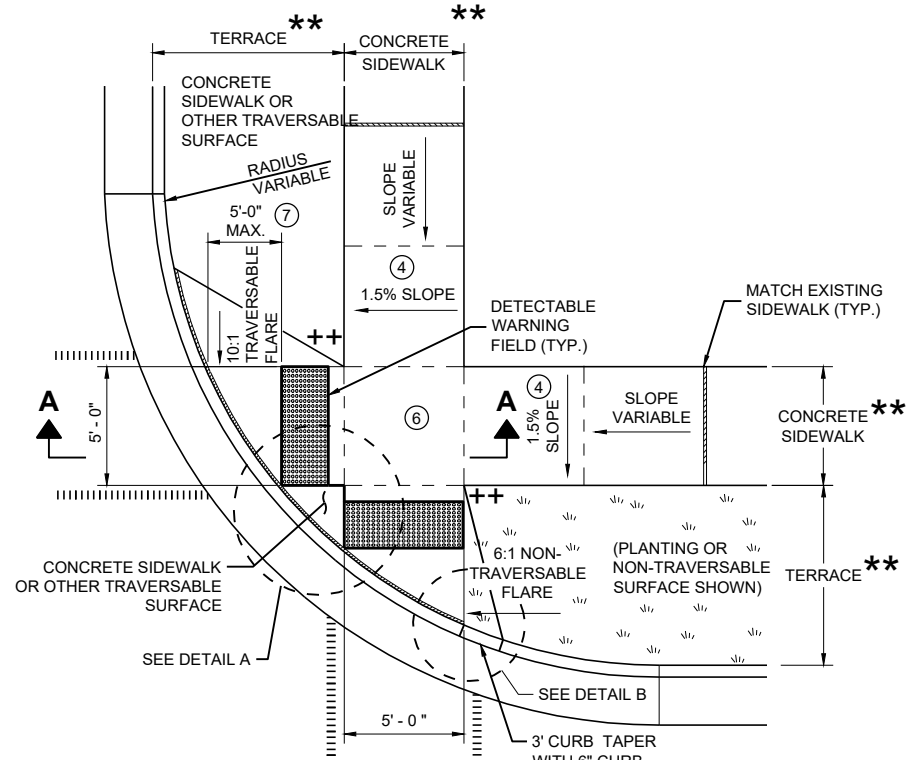
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

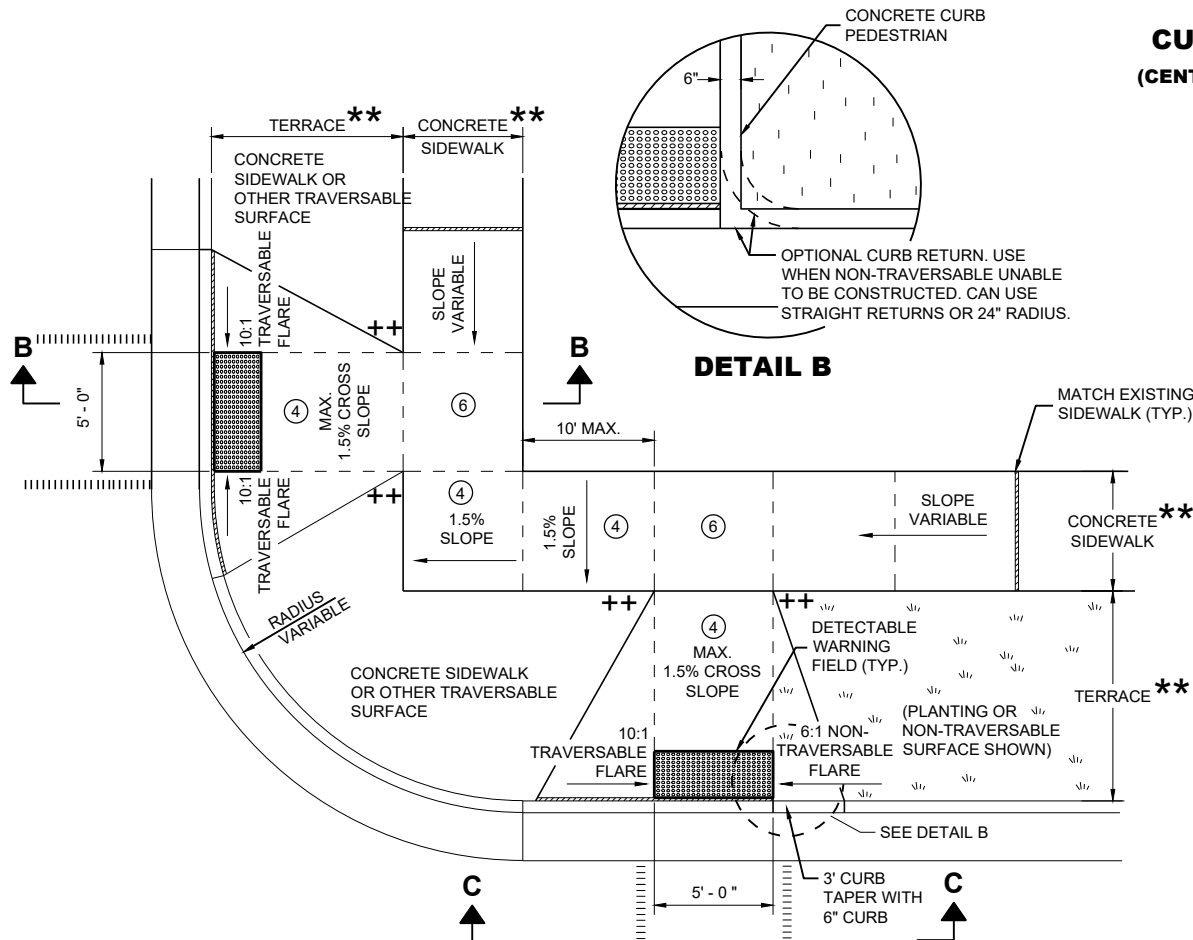
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



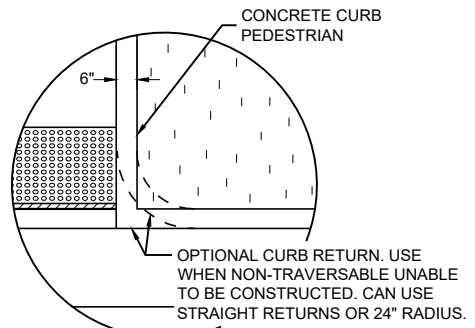
DETAIL A



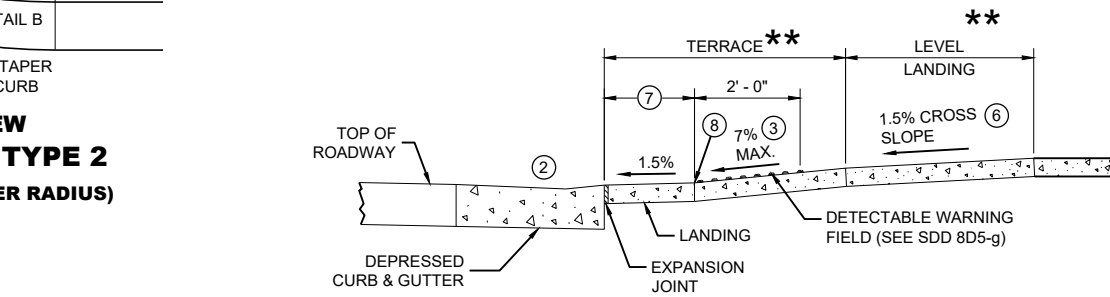
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



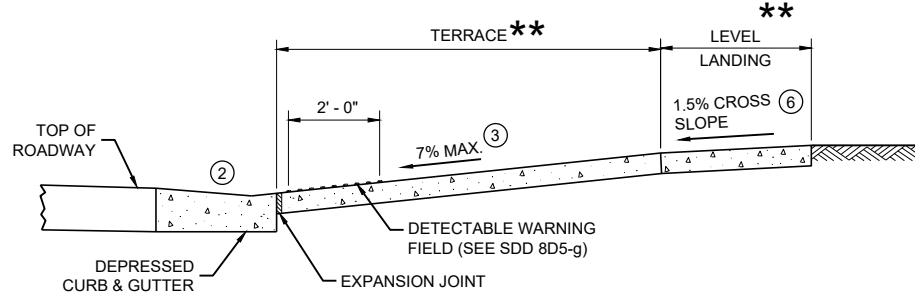
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



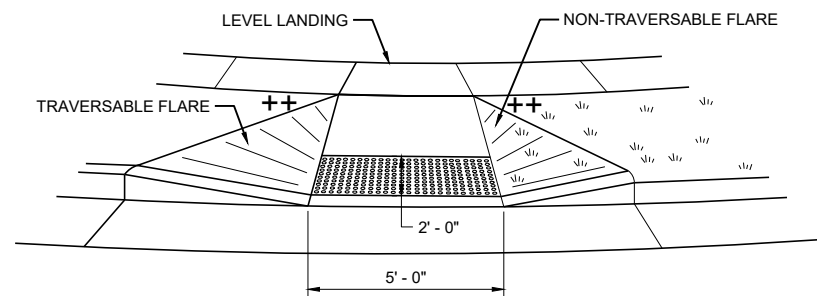
DETAIL B



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

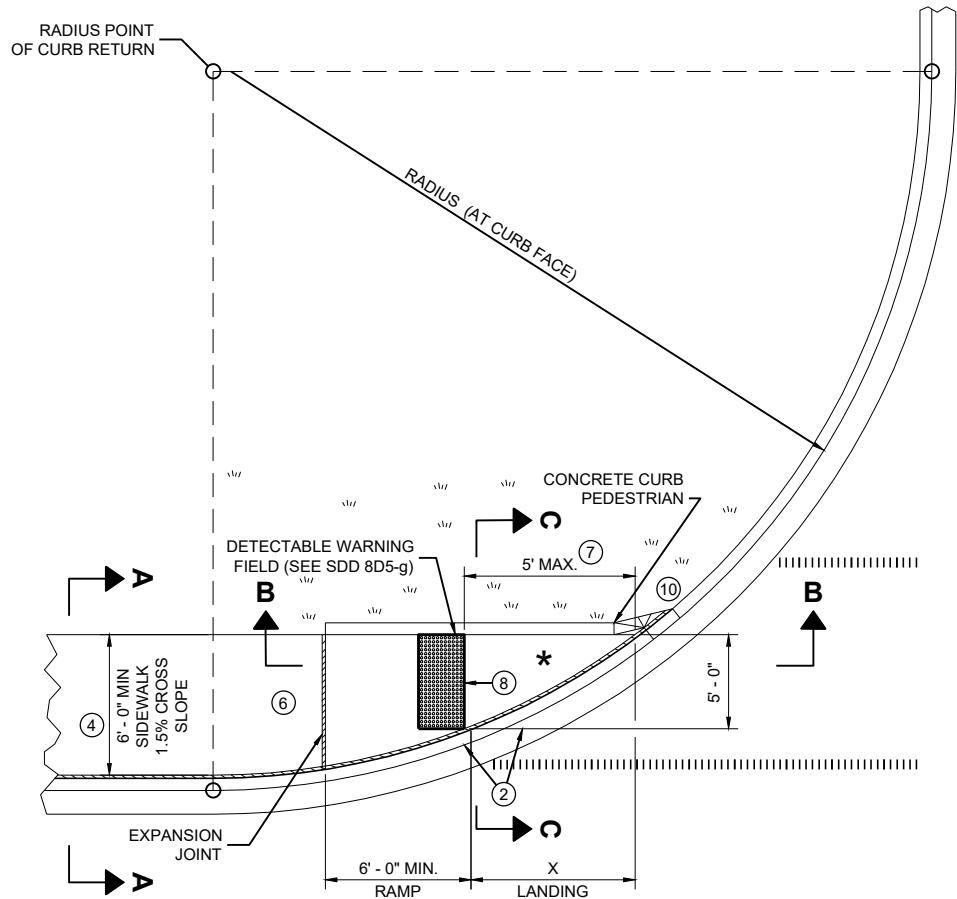
- ★ MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ★★ WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

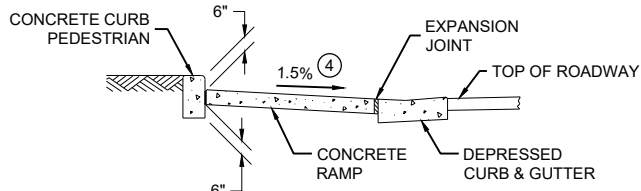
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 2 AND 3

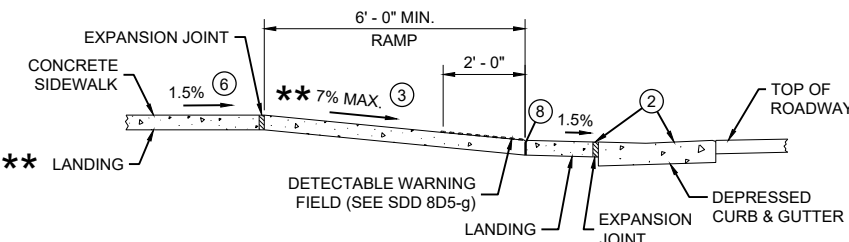
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

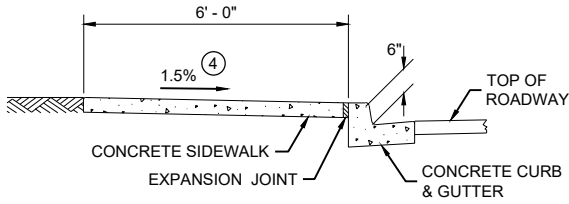


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

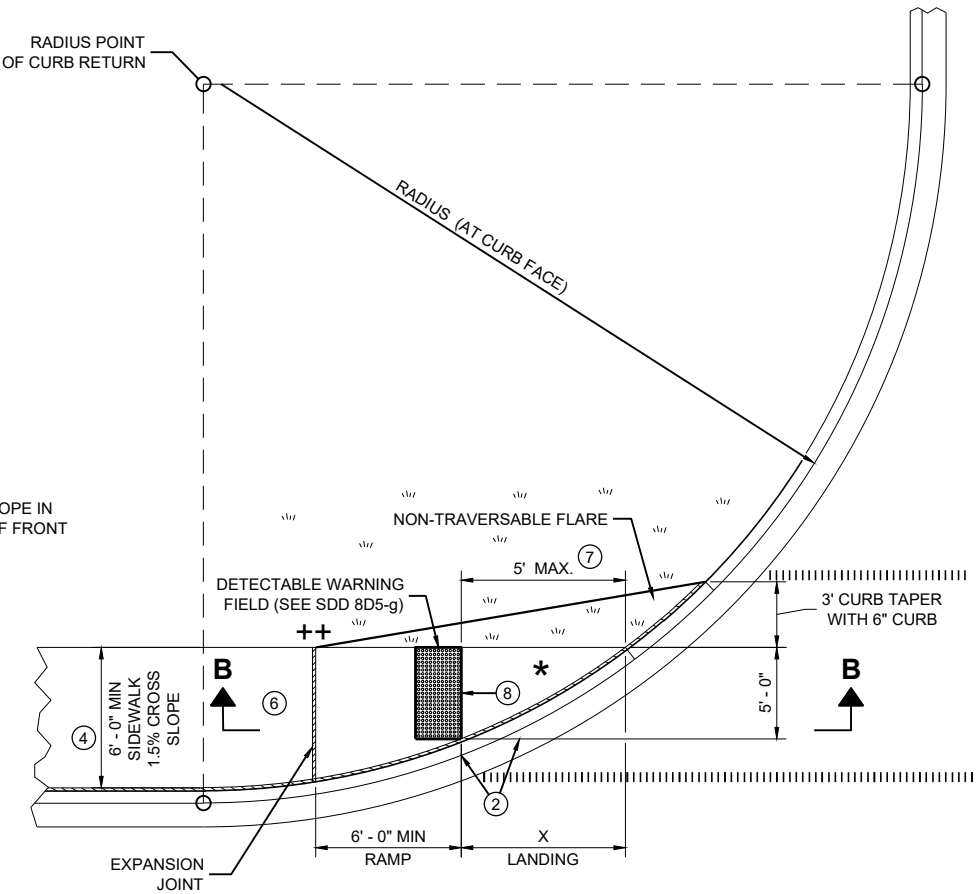
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

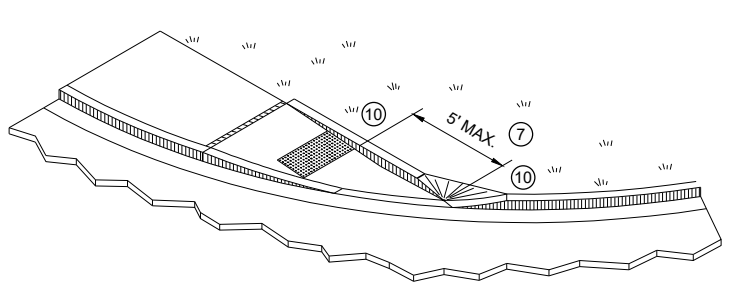
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

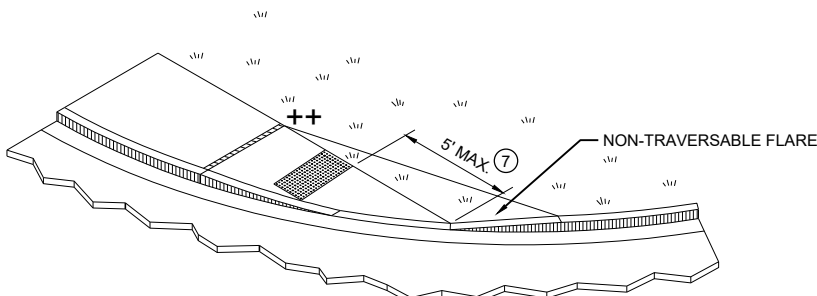
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE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

LEGEND

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



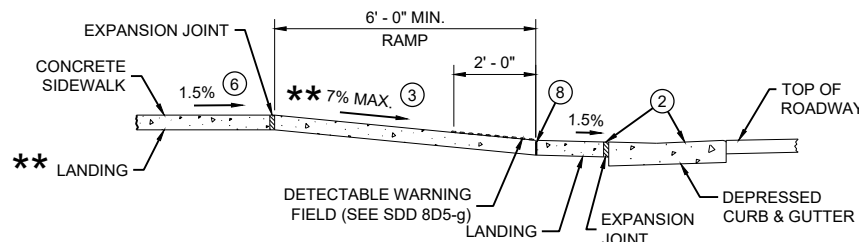
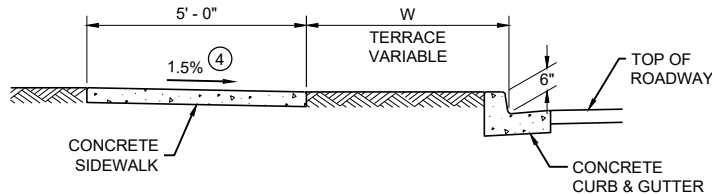
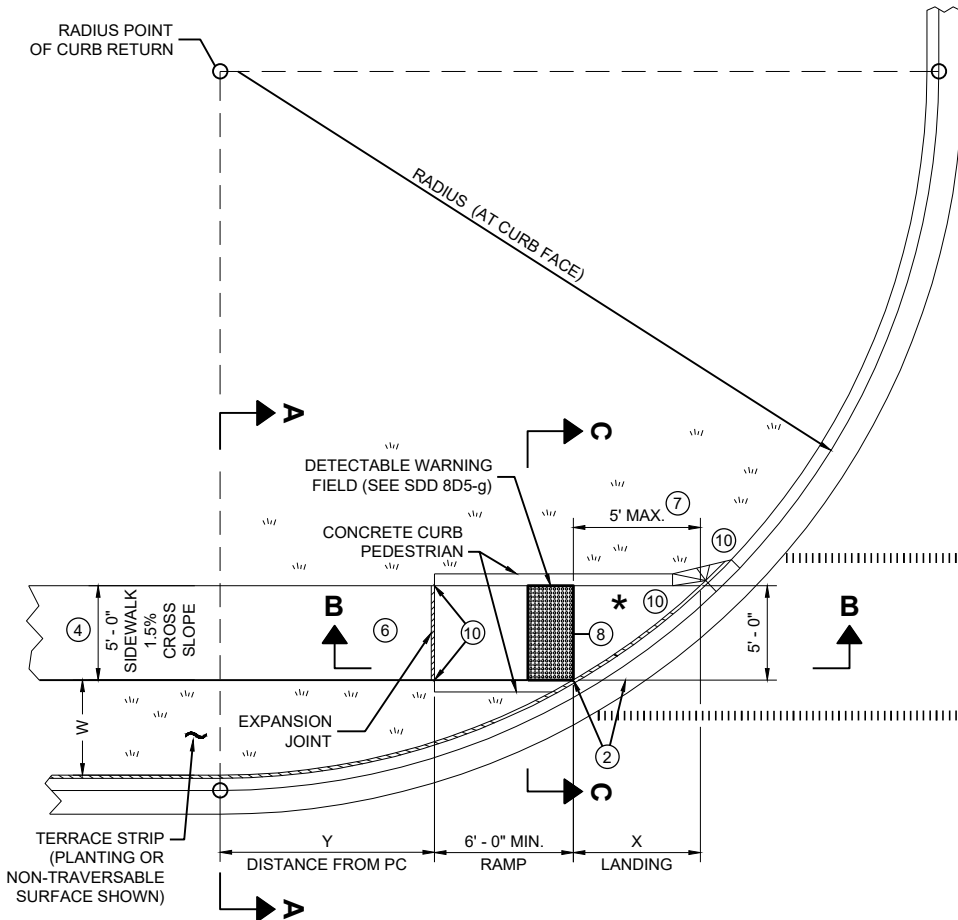
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

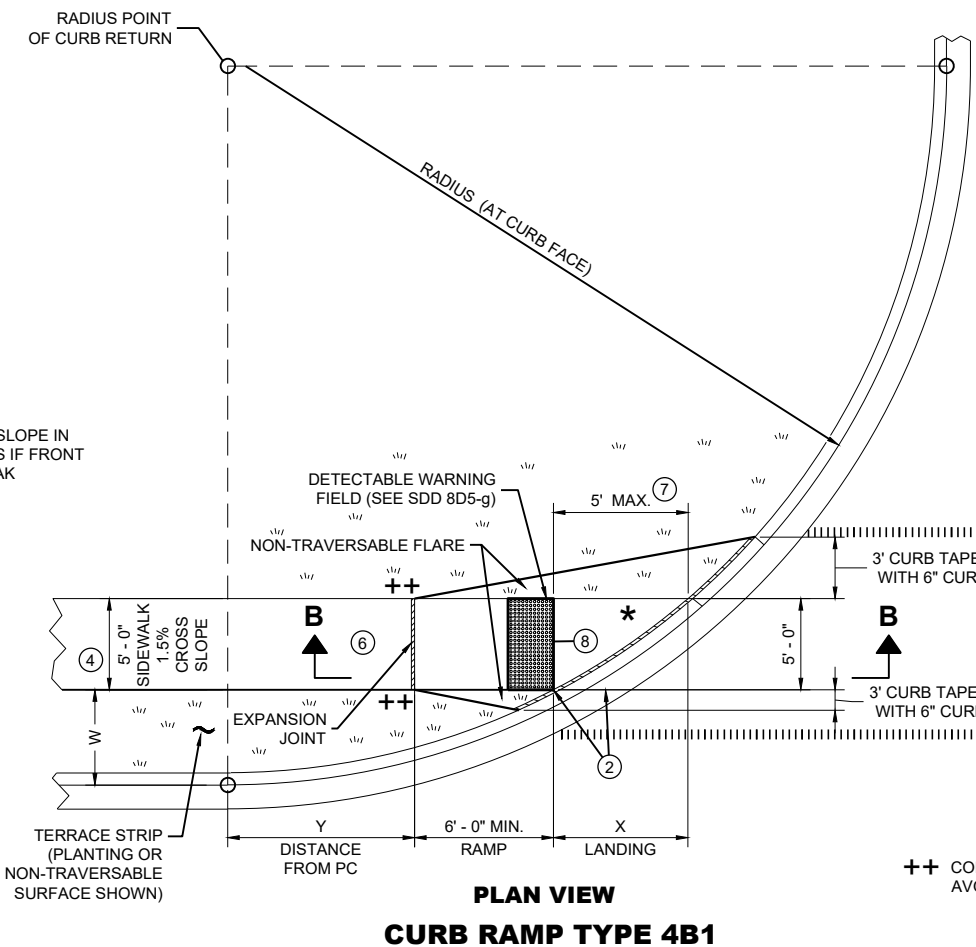
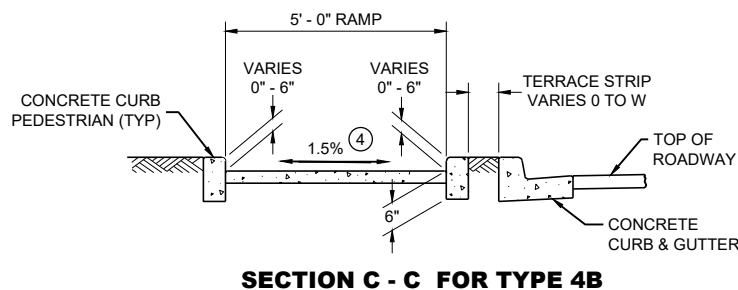


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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

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

LEGEND

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

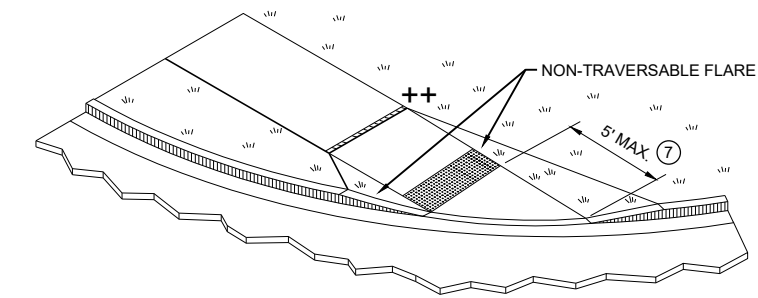
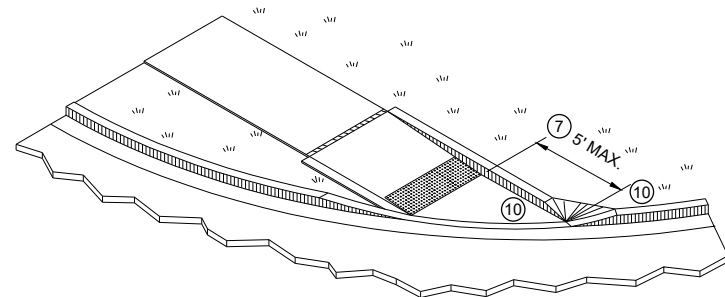
GENERAL NOTES

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

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

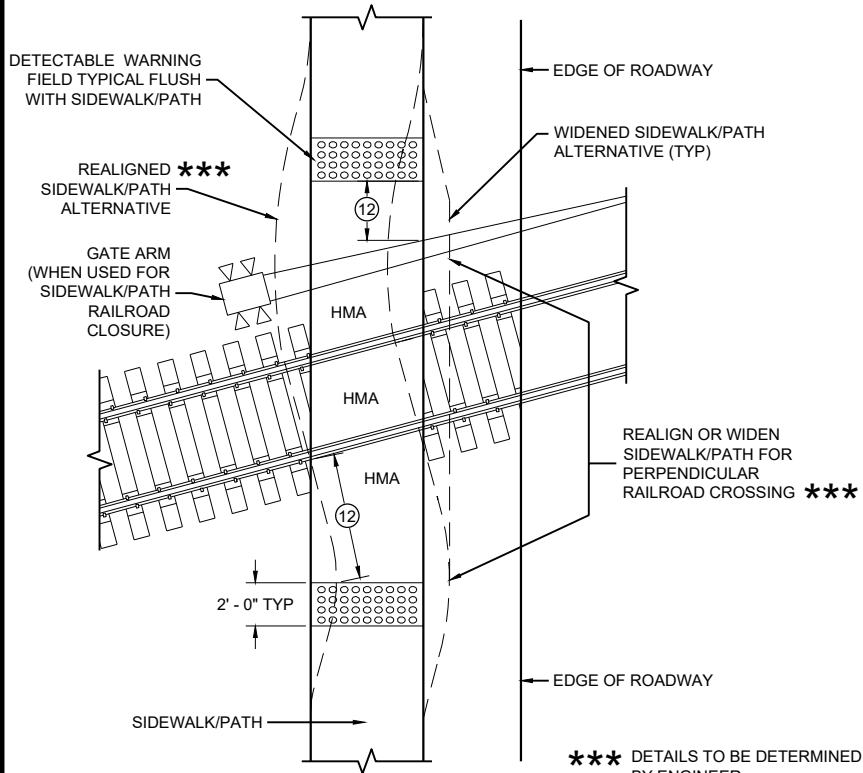
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

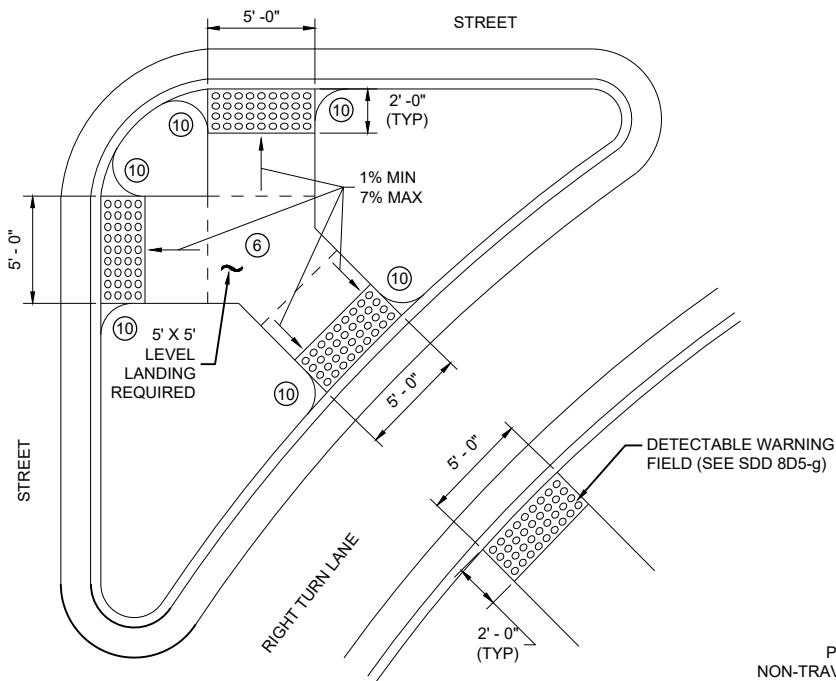


CURB RAMPS TYPE 4B AND 4B1

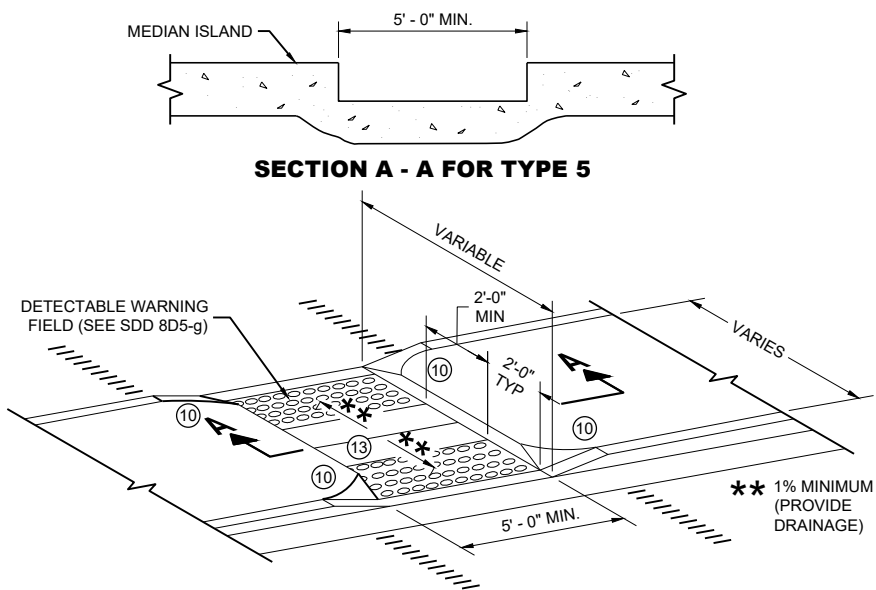
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



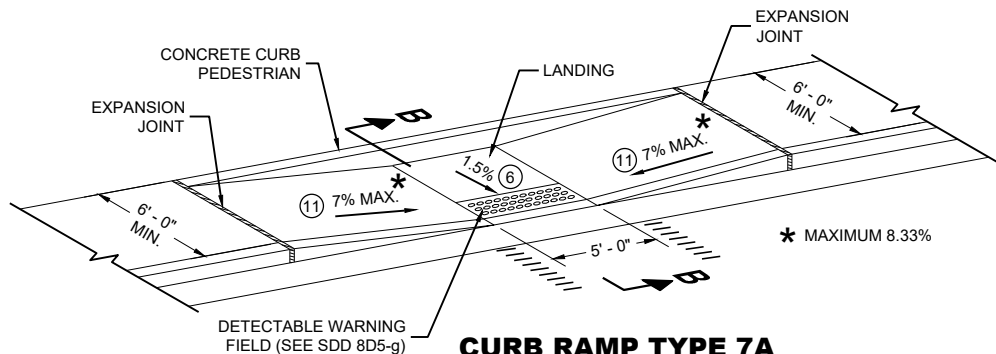
CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS



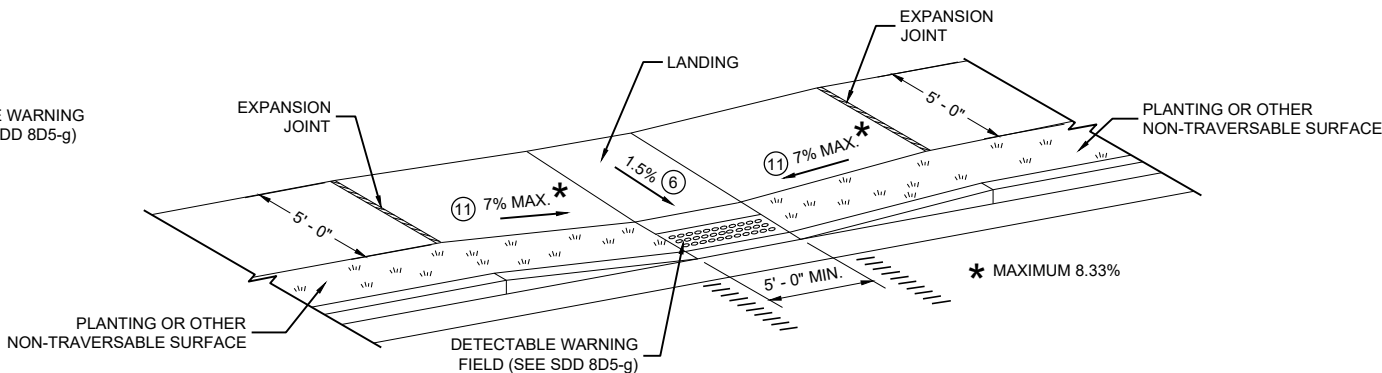
CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS



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.

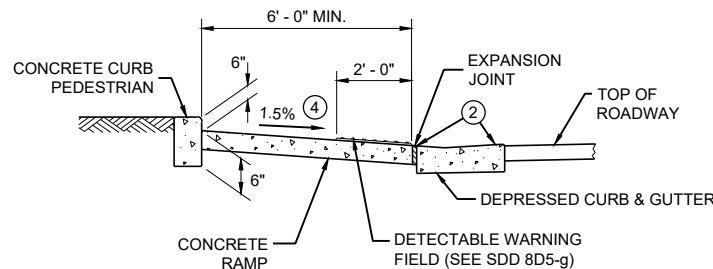
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

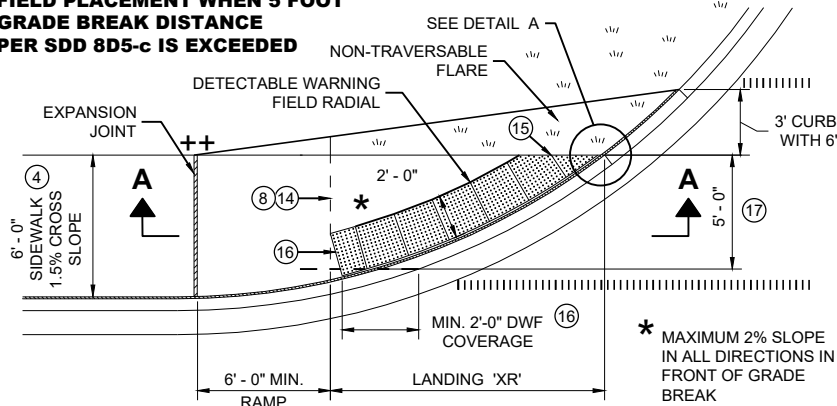


SECTION B - B FOR TYPE 7A

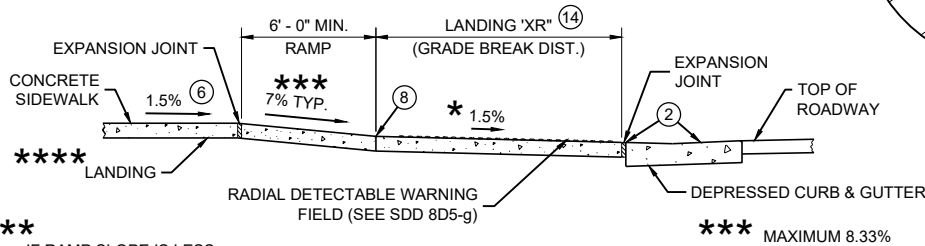
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

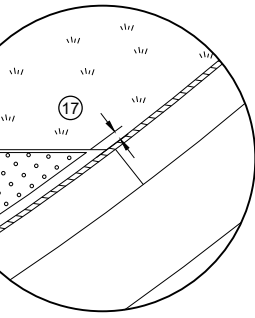
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



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

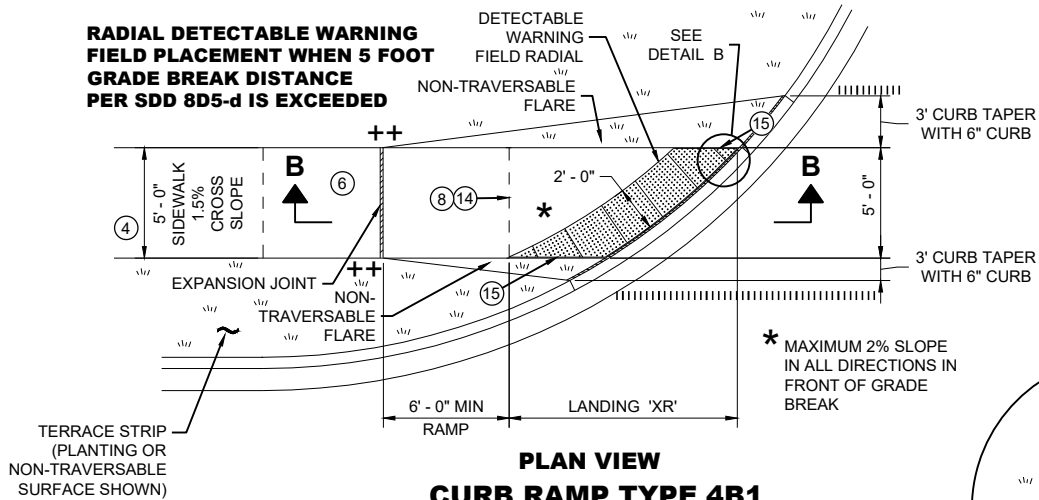


SECTION A - A FOR TYPE 4A1

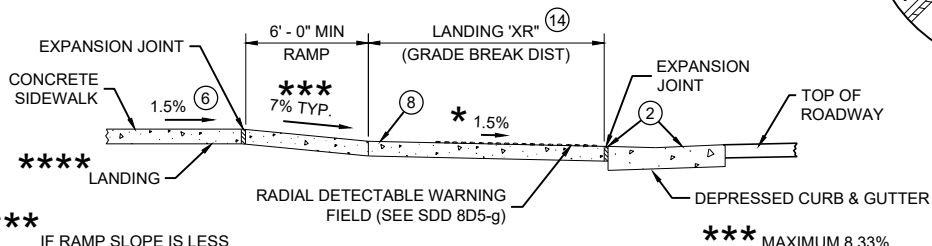


DETAIL A

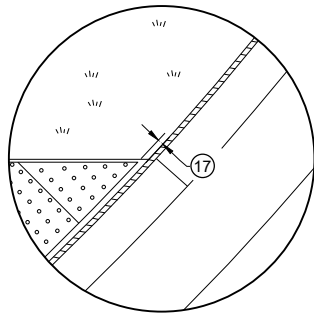
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



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



SECTION B - B FOR TYPE 4B1



DETAIL B

LEGEND

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

GENERAL NOTES

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

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

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

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

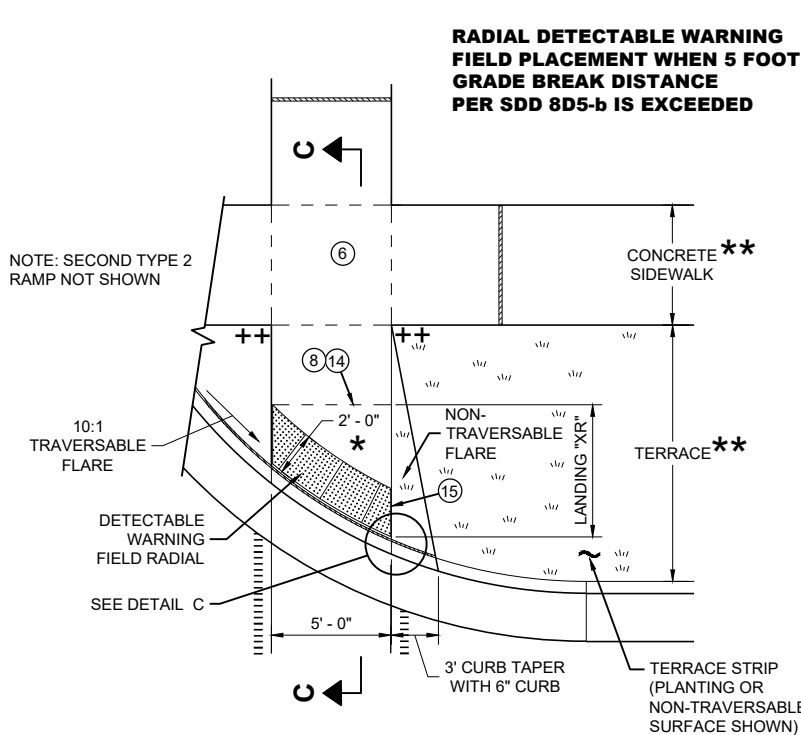
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

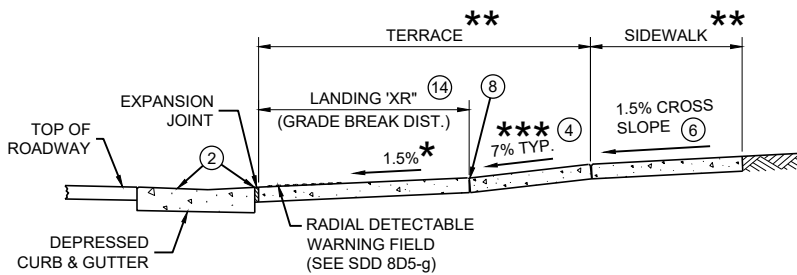
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/2" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

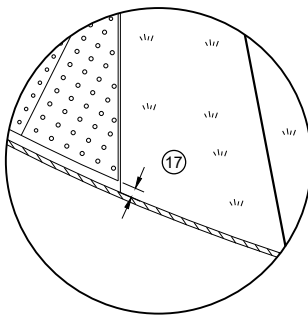
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

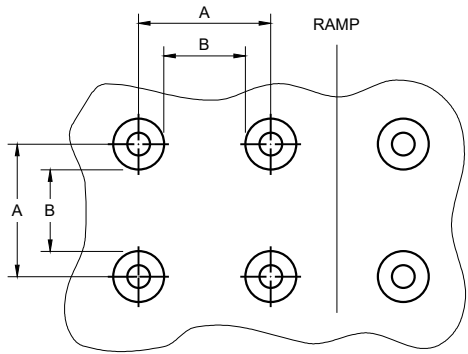
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

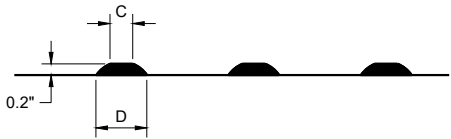
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

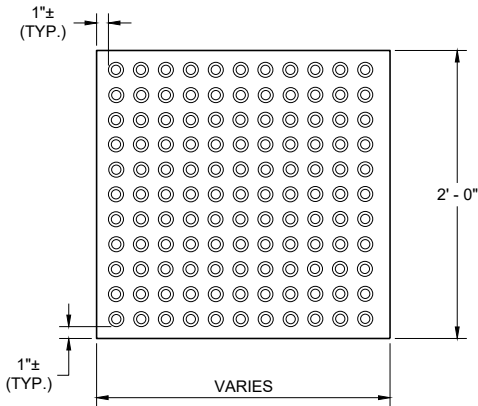


PLAN VIEW

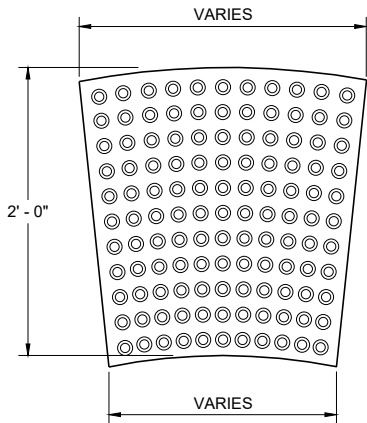


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

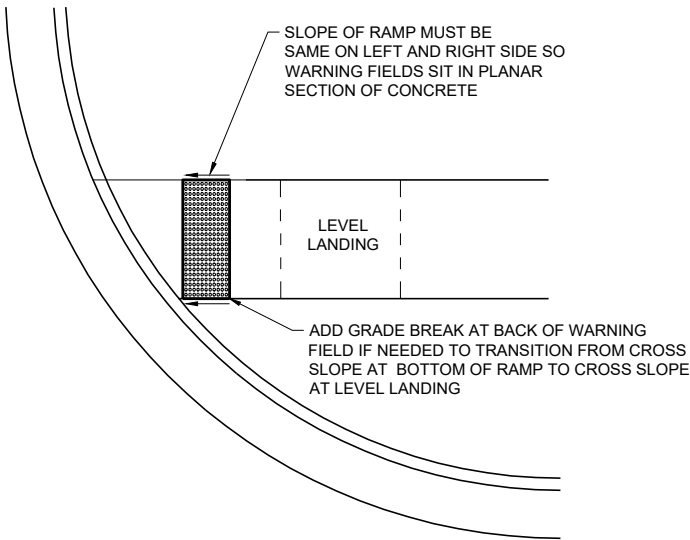


RECTANGULAR
PLATES

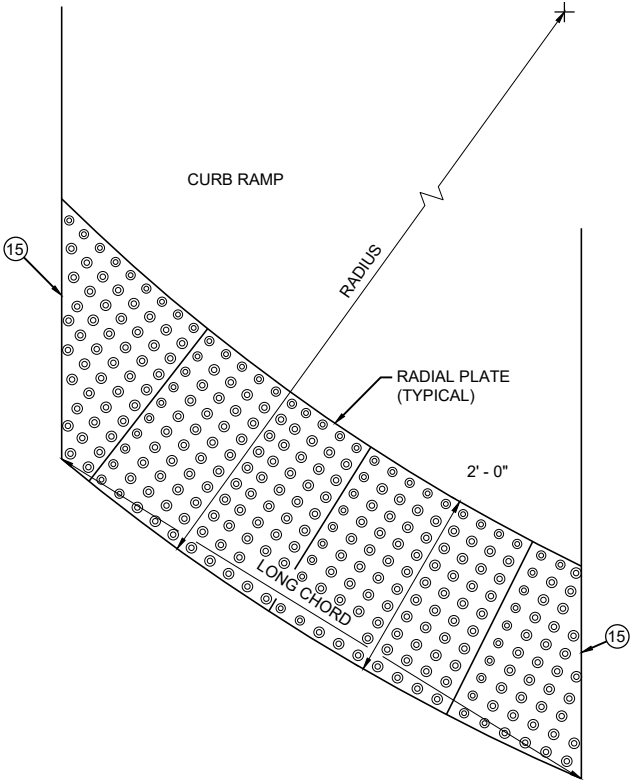


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

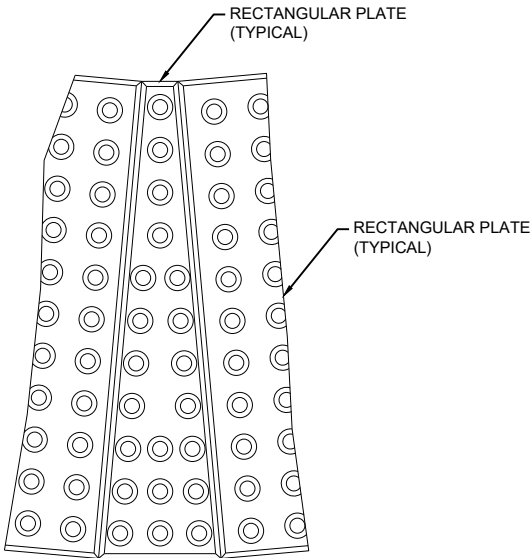
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

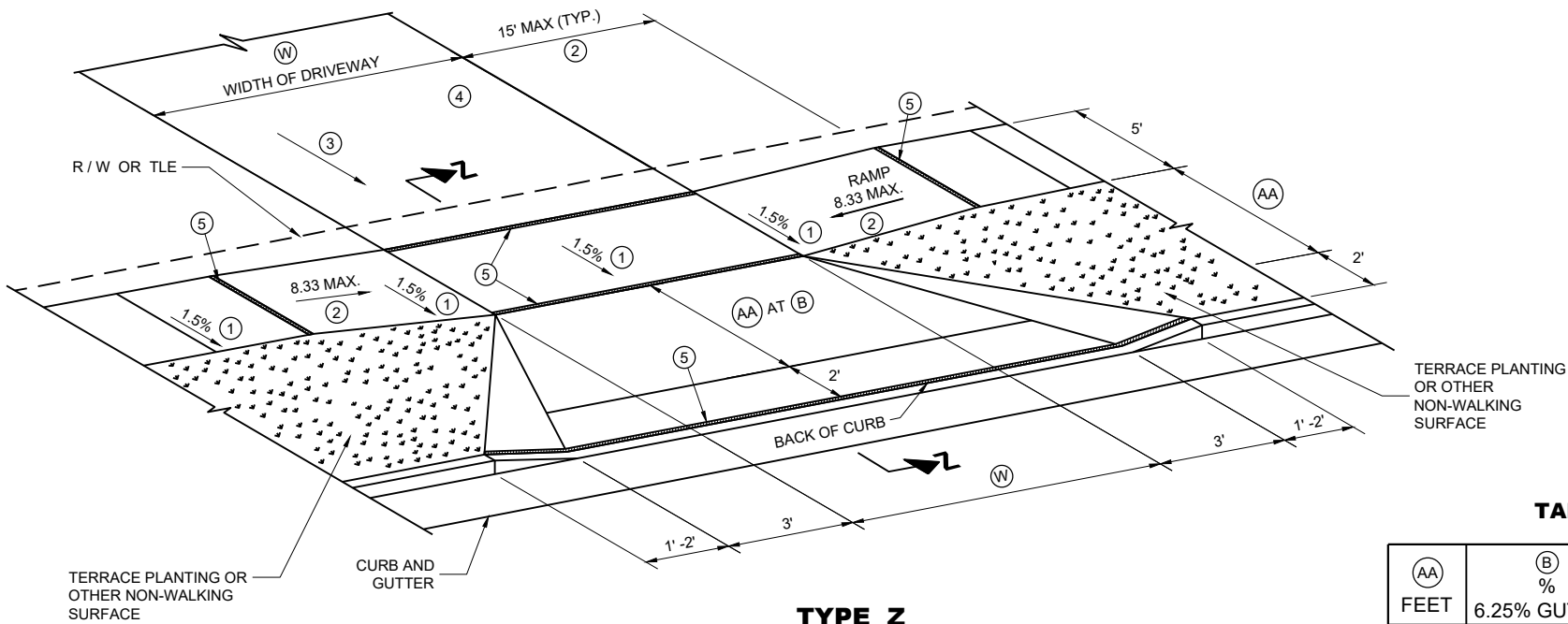


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

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



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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

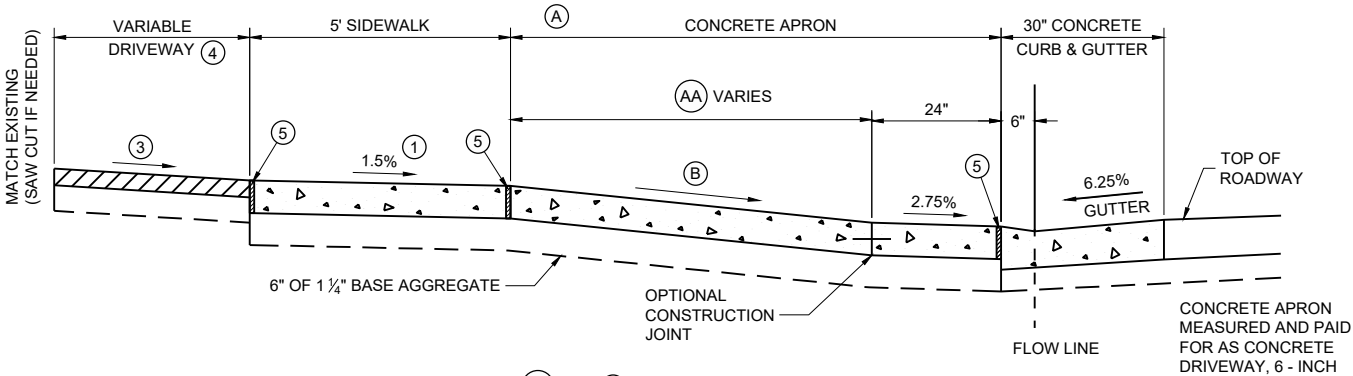
- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ ½" EXPANSION JOINT FILLER.

TABLE Z

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

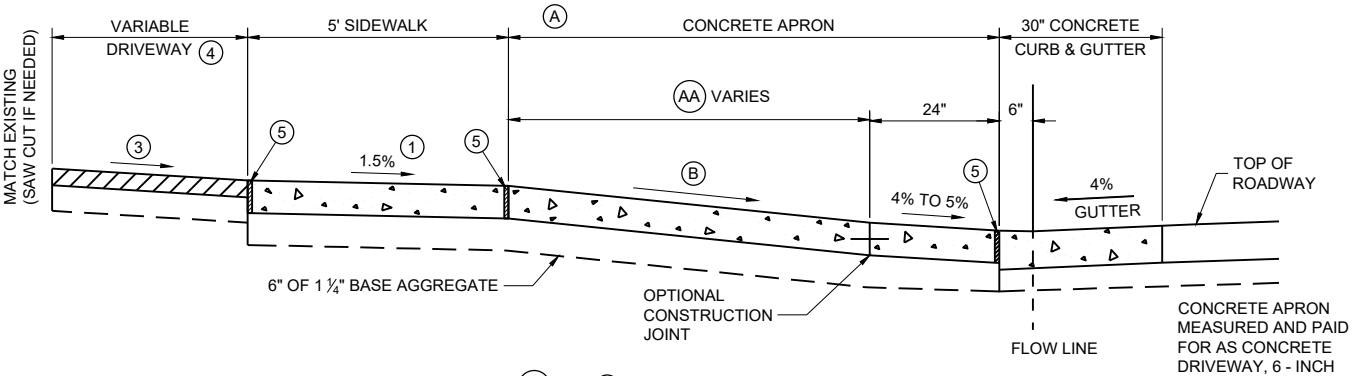
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

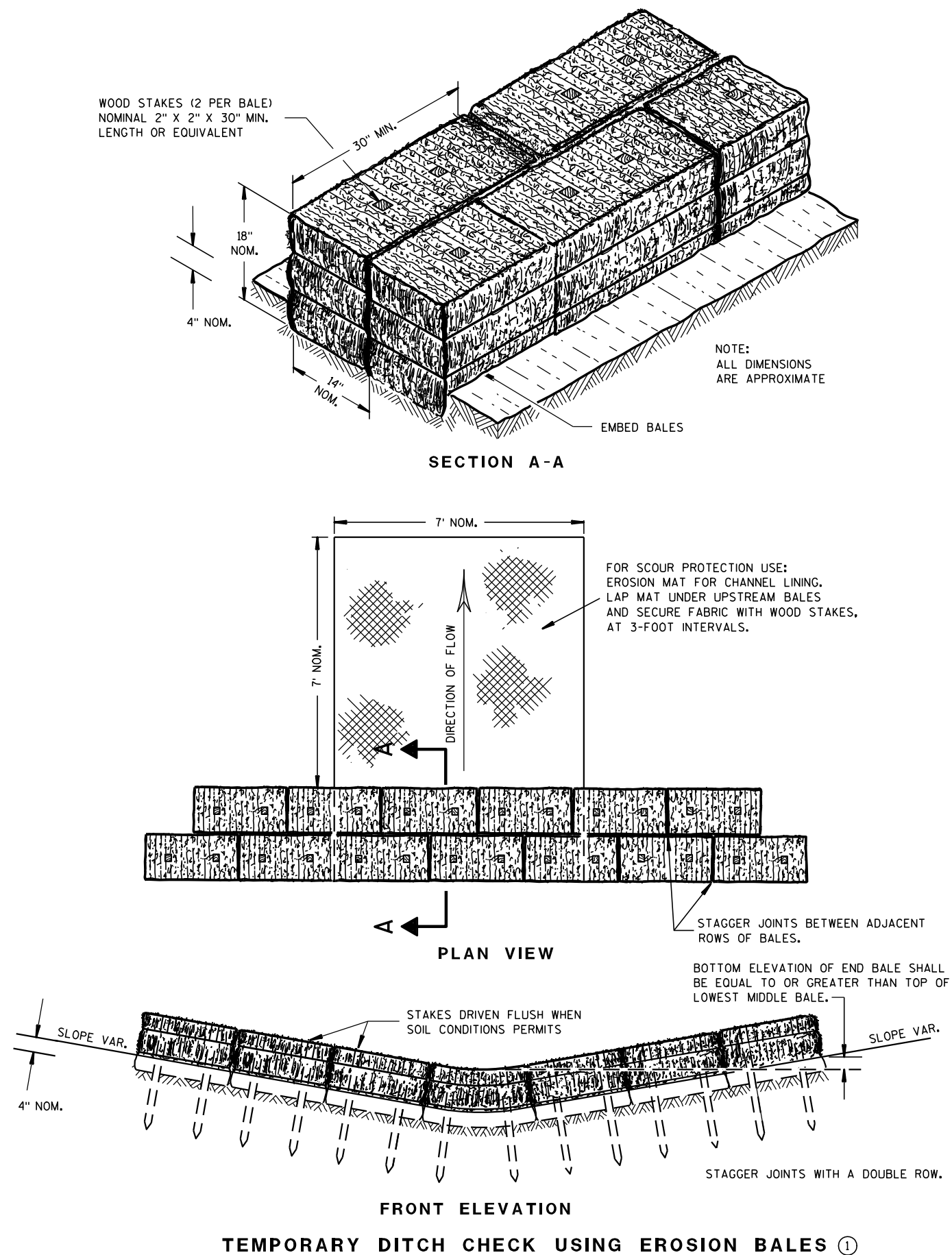
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

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

DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

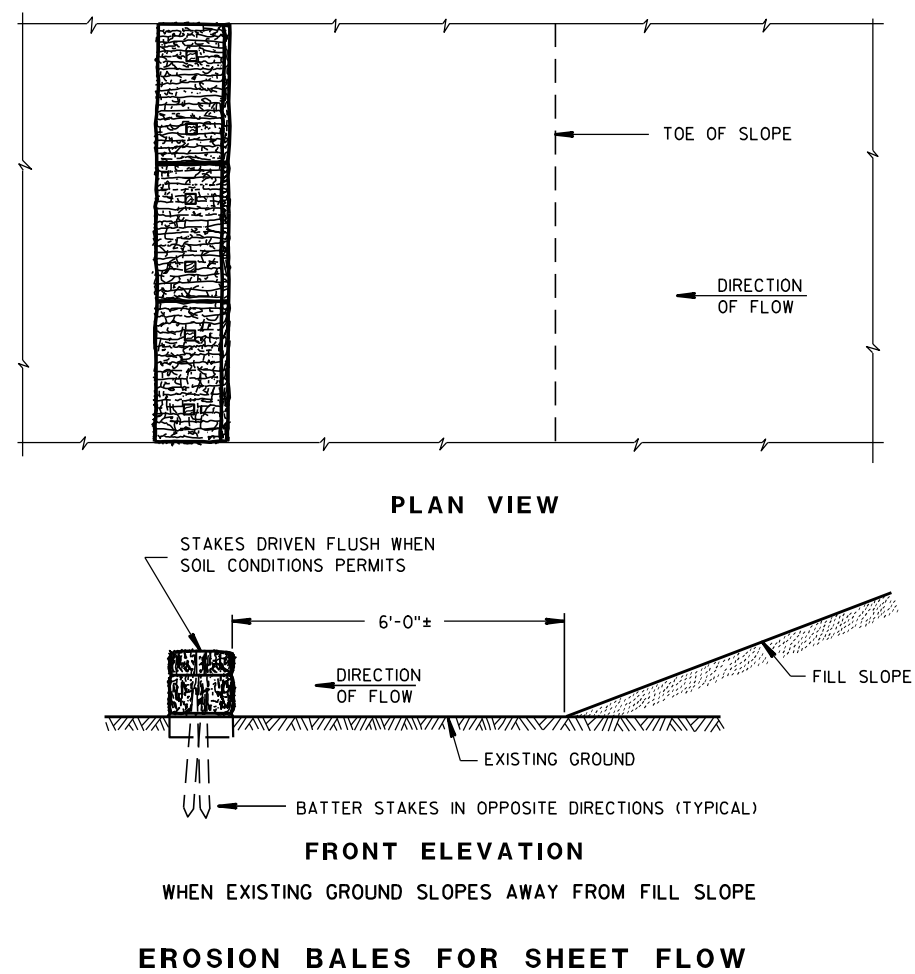
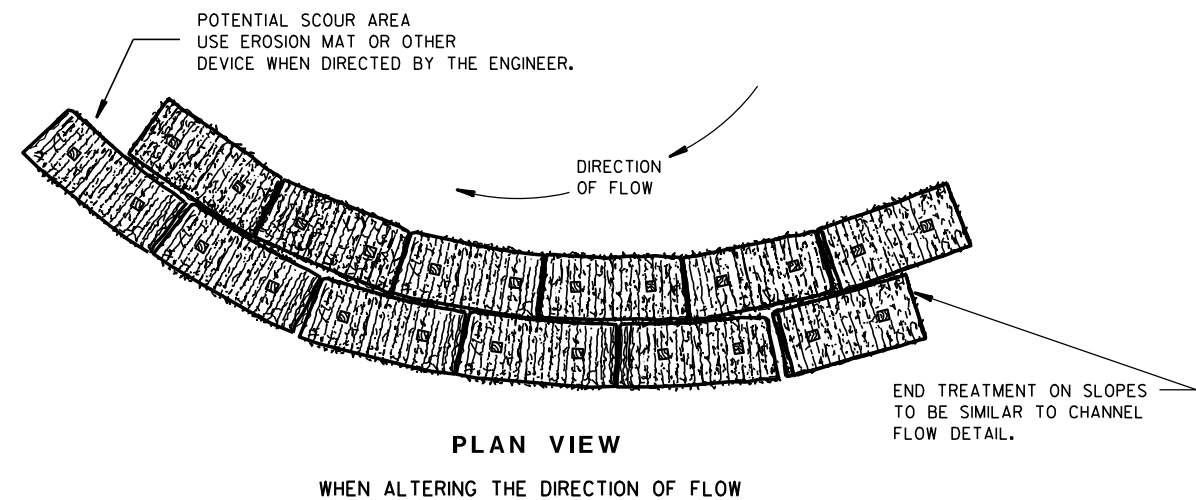
APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



GENERAL NOTES

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

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

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

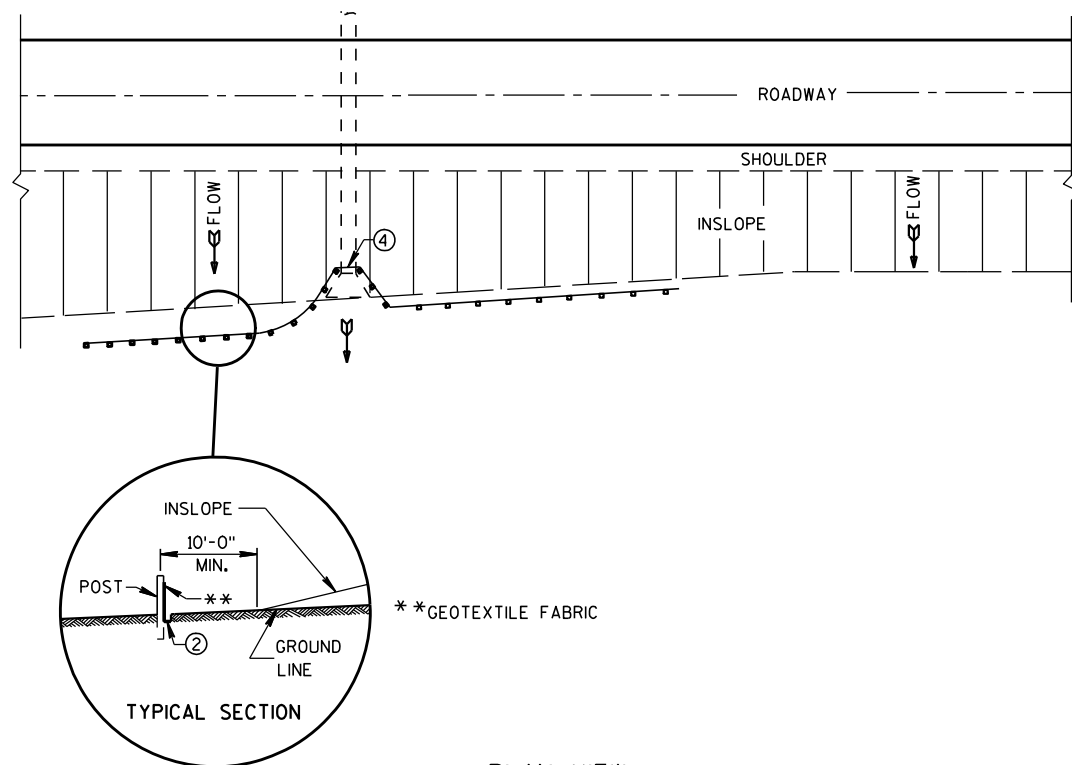
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

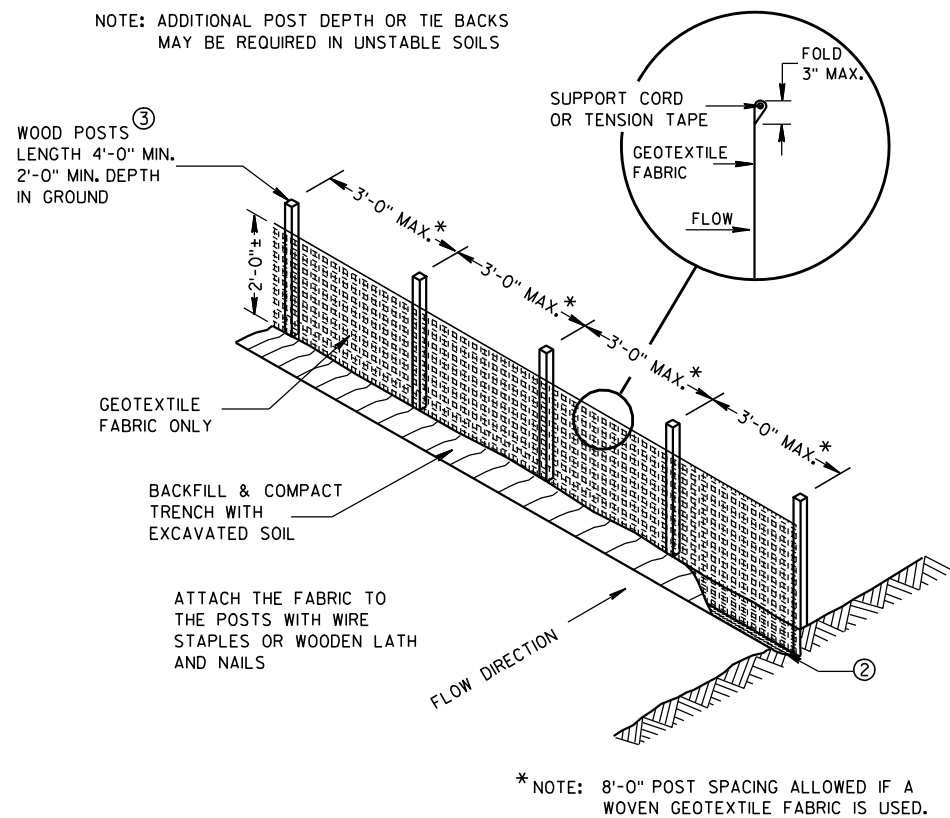
FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

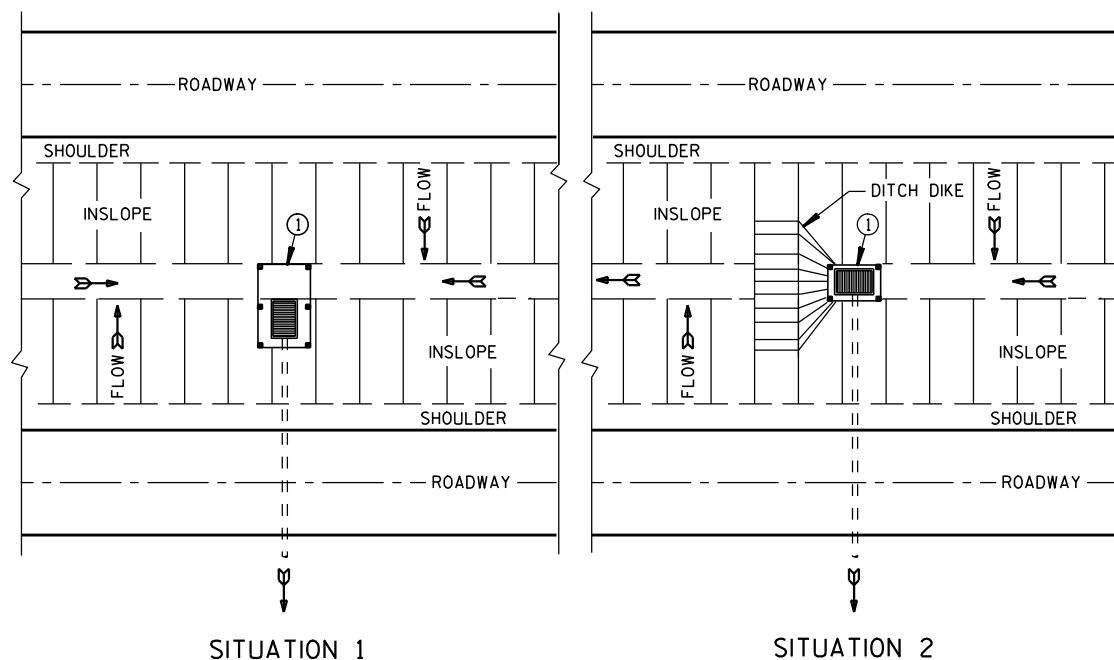


PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

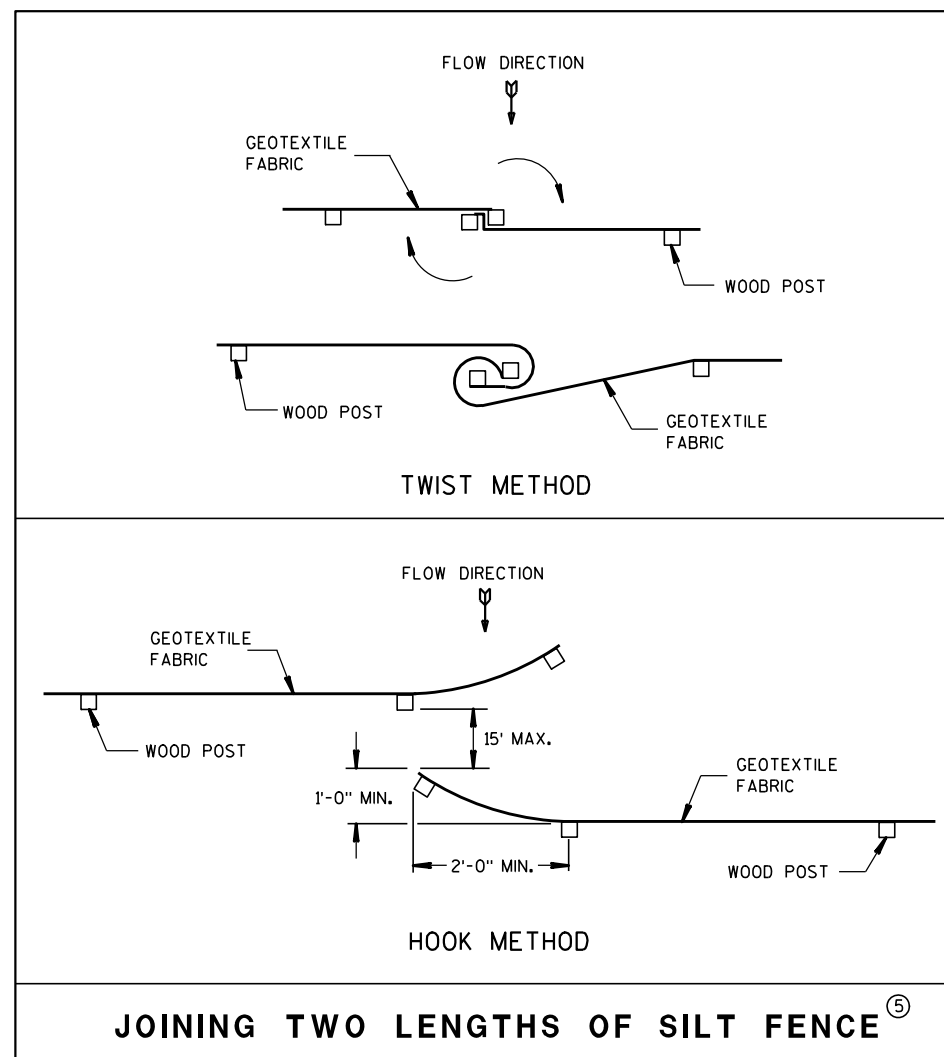
NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

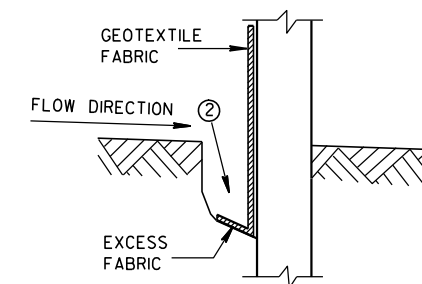


JOINING TWO LENGTHS OF SILT FENCE^⑤

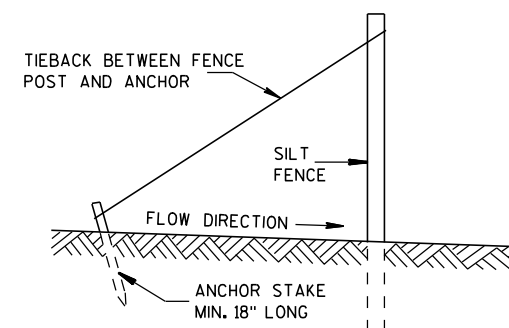
GENERAL NOTES

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

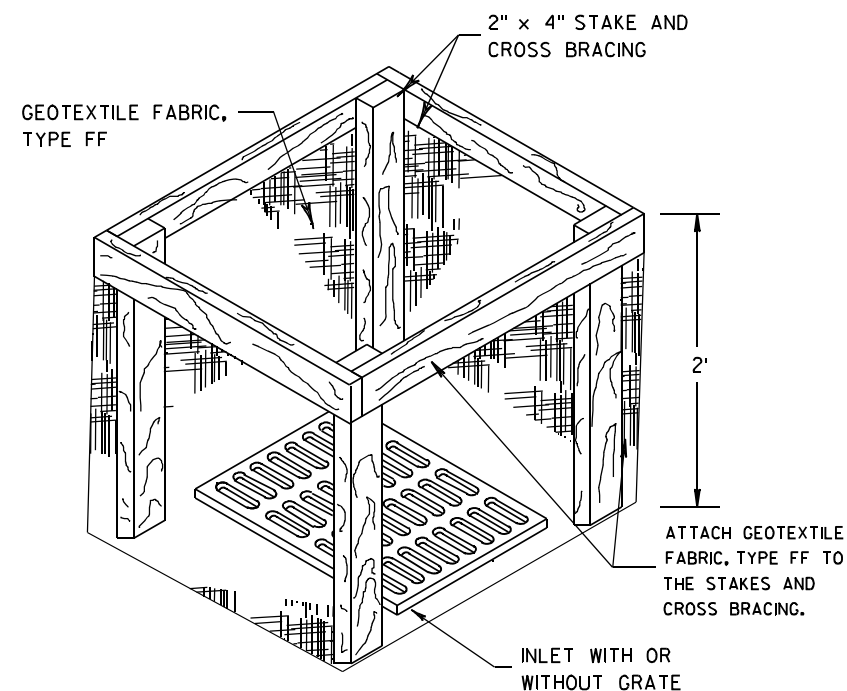
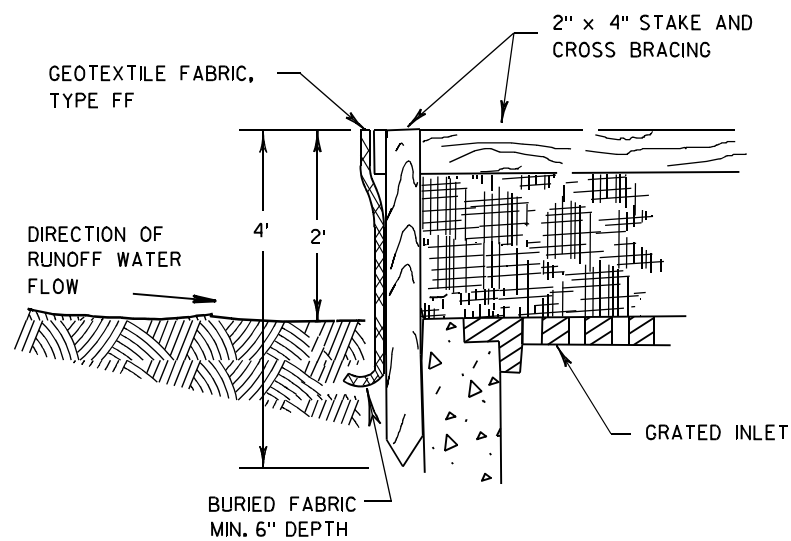
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05
DATE

FHWA

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

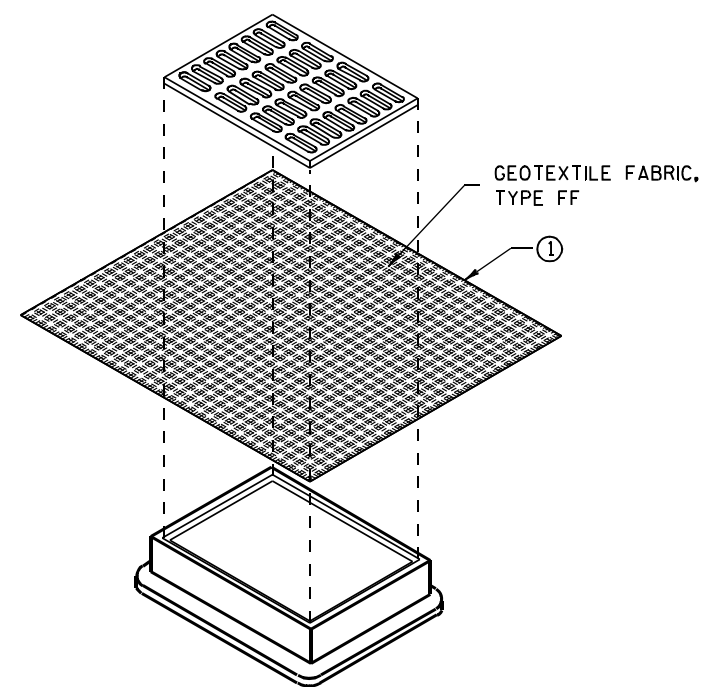
GENERAL NOTES

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.

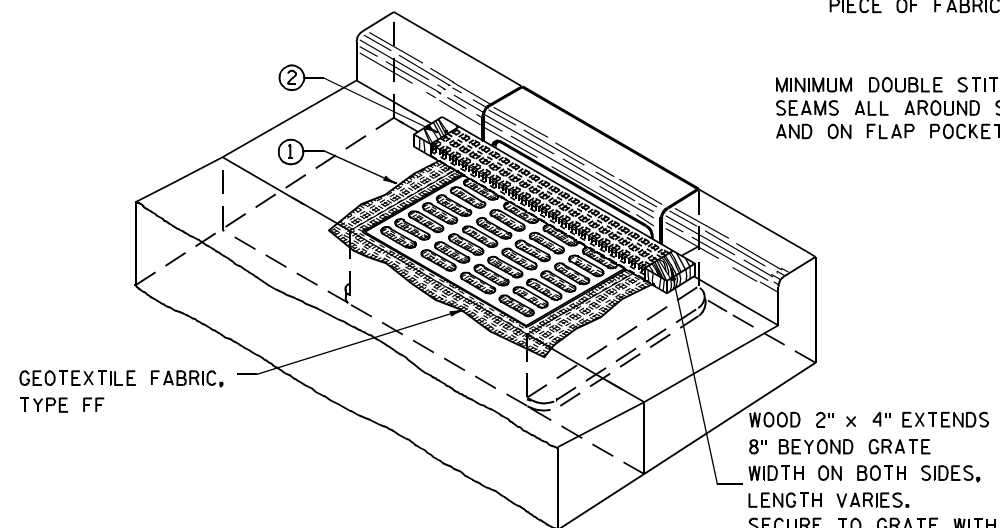
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

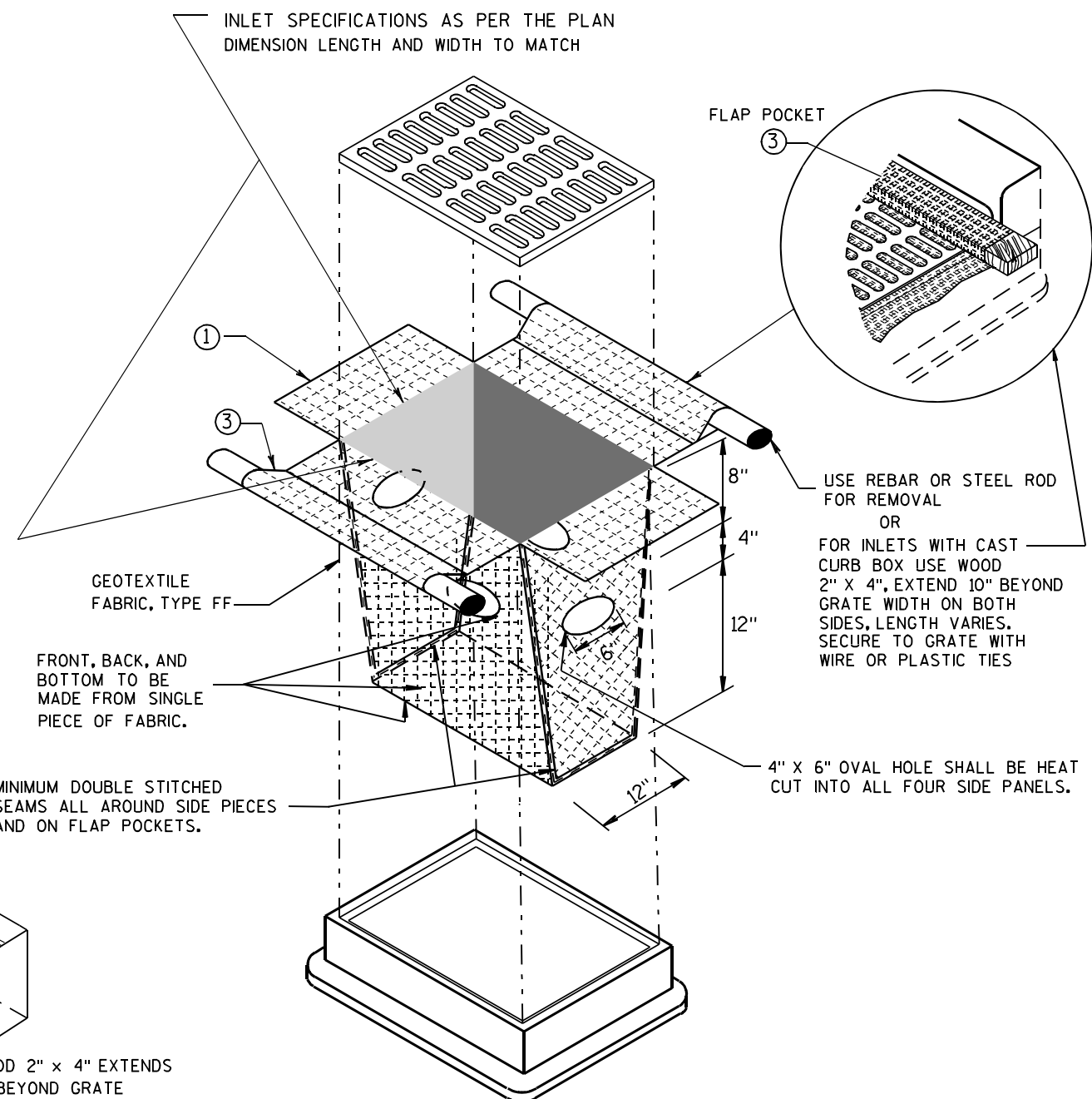
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



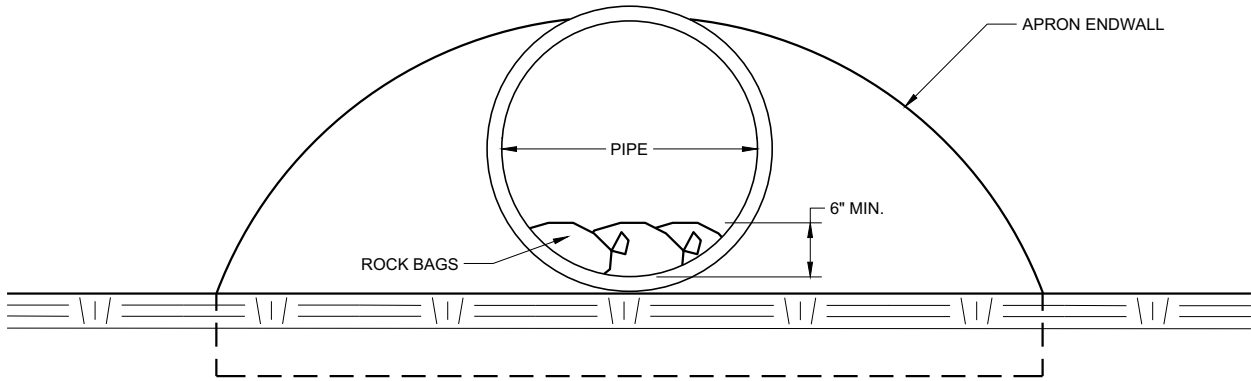
INLET PROTECTION, TYPE D

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

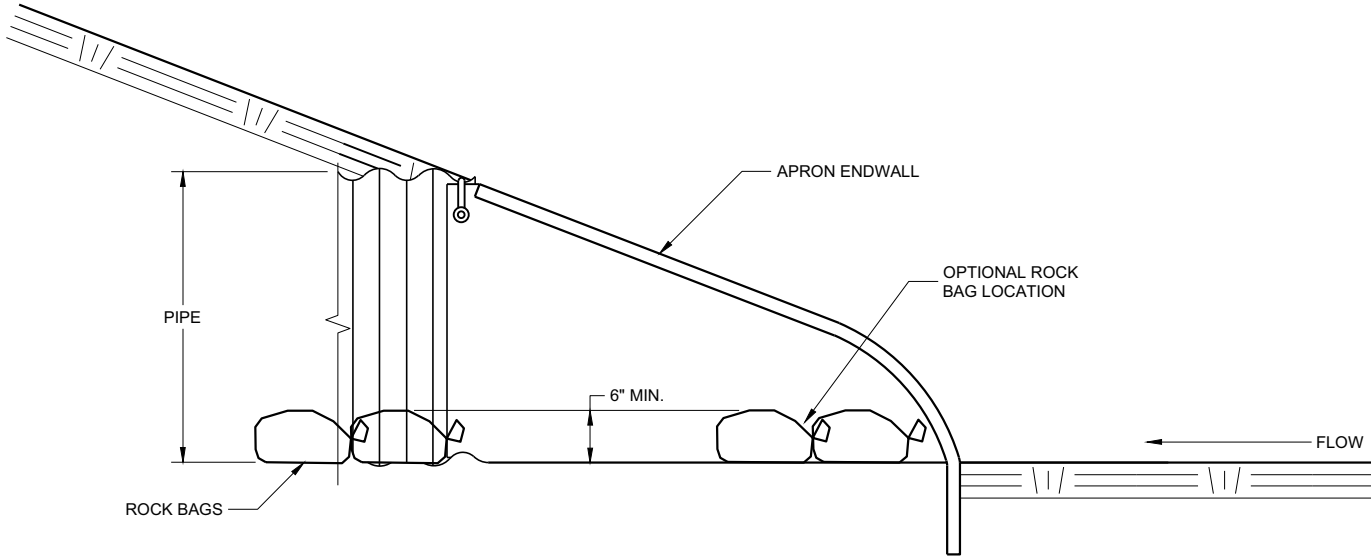
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



END VIEW



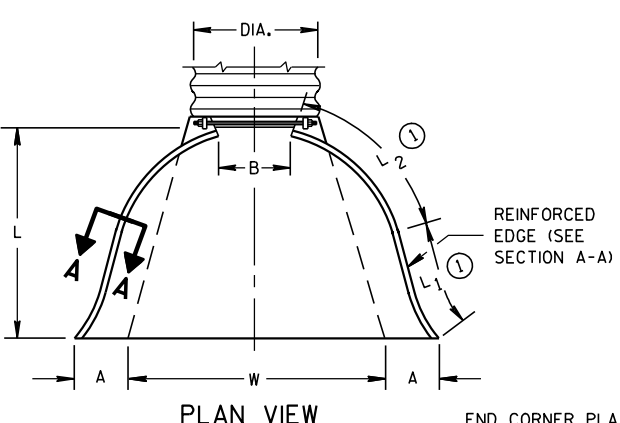
SIDE VIEW

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 ENGINEER
FHWA	

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

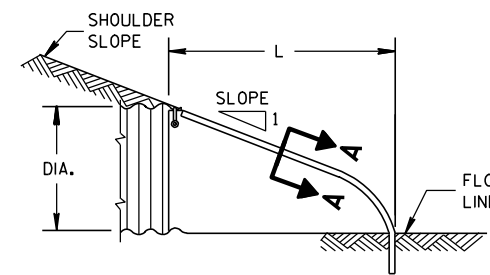
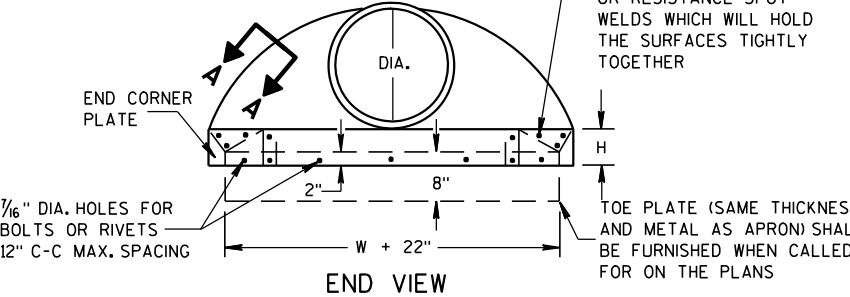
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



REINFORCED
EDGE (SEE
SECTION A-A)

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

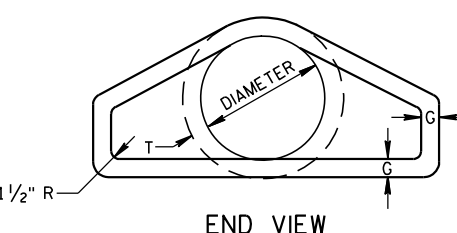
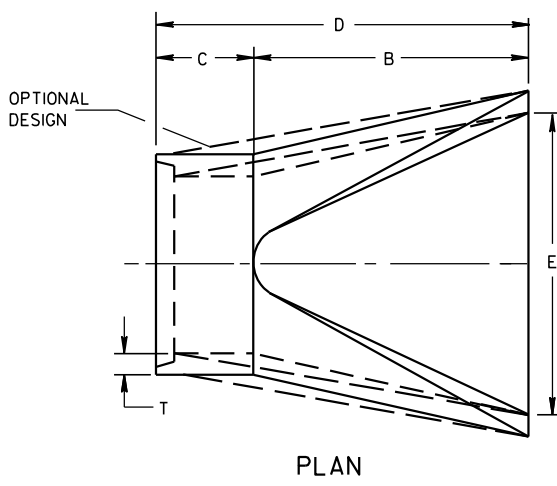
TOE PLATE (SAME THICKNESS
AND METAL AS APRON) SHALL
BE FURNISHED WHEN CALLED
FOR ON THE PLANS



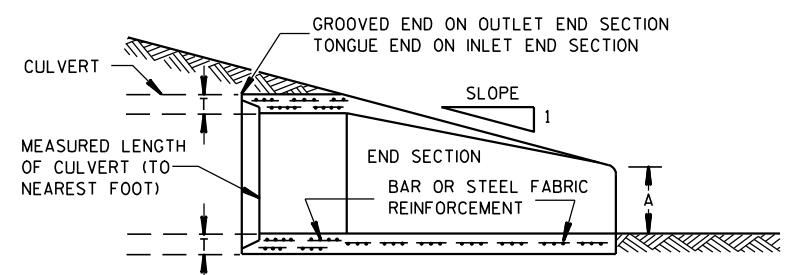
SIDE ELEVATION
METAL ENDWALLS

REINFORCED CONCRETE APRON ENDWALLS									
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE	
	T	A	B	C	D	E	G		
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1	
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1	
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1	
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1	
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1	
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1	
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1	
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1	
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1	
48	5	24	72	26	98	84	5	3 to 1	
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 2/5 to 1	
60	6	30-35	60	39	99	96	5	2 to 1	
66	6 1/2	24-30	72-78	21-27	99	102	5 1/2	2 to 1	
72	7	24-36	78	21	99	108	6	2 to 1	
78	7 1/2	24-36	78	21	99	114	6 1/2	2 to 1	
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1	
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1	

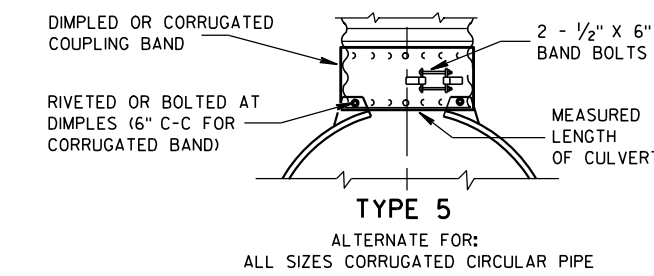
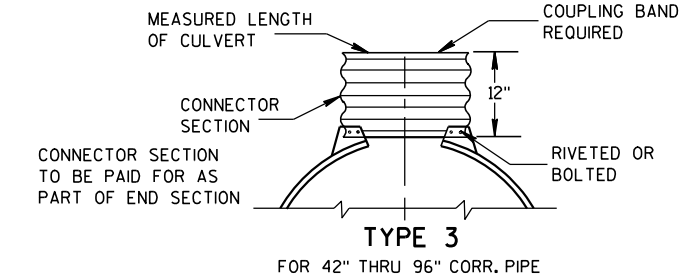
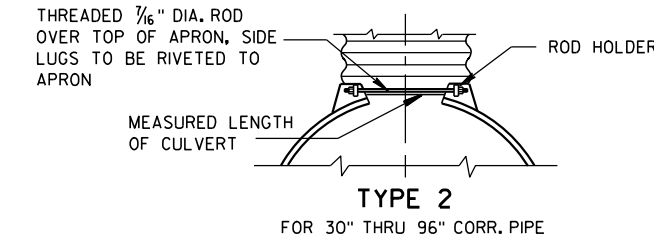
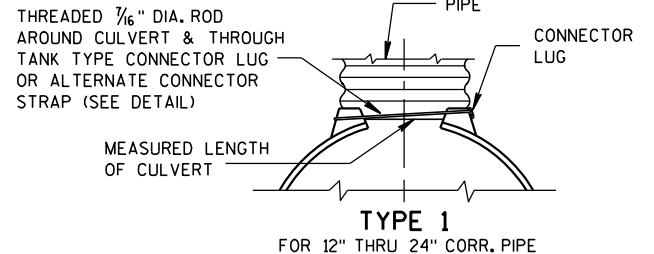
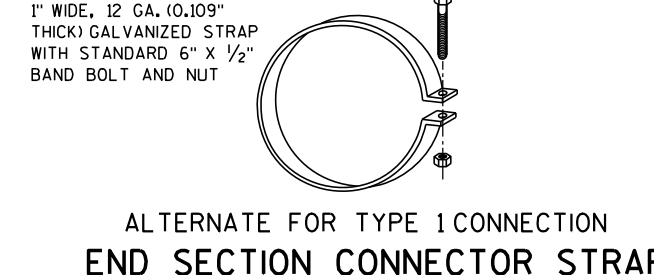
*MINIMUM
**MAXIMUM



END VIEW



LONGITUDINAL SECTION
CONCRETE ENDWALLS



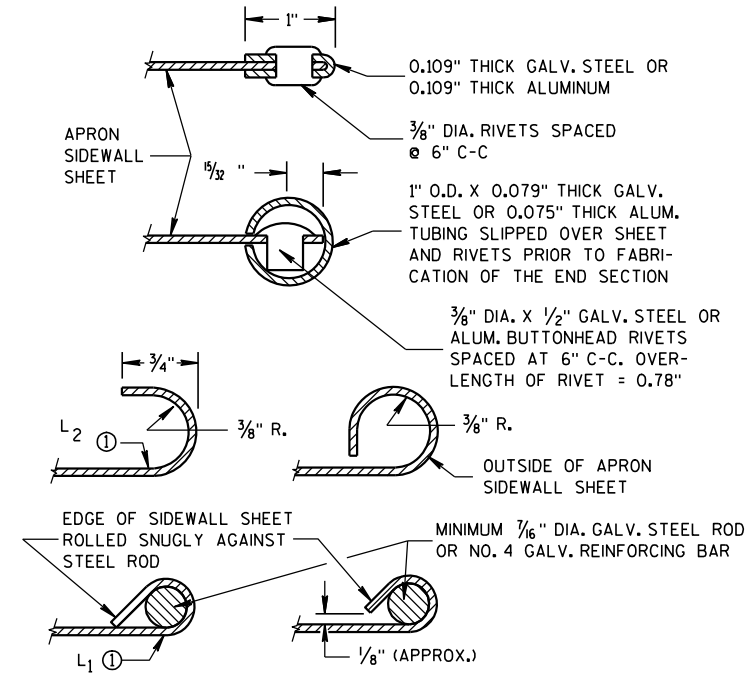
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

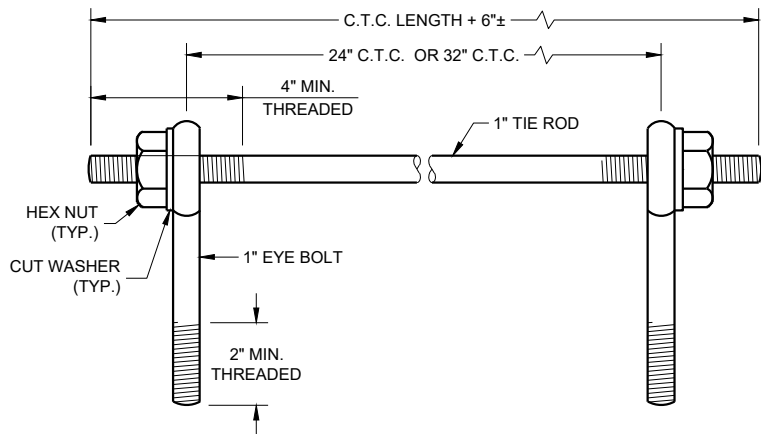
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

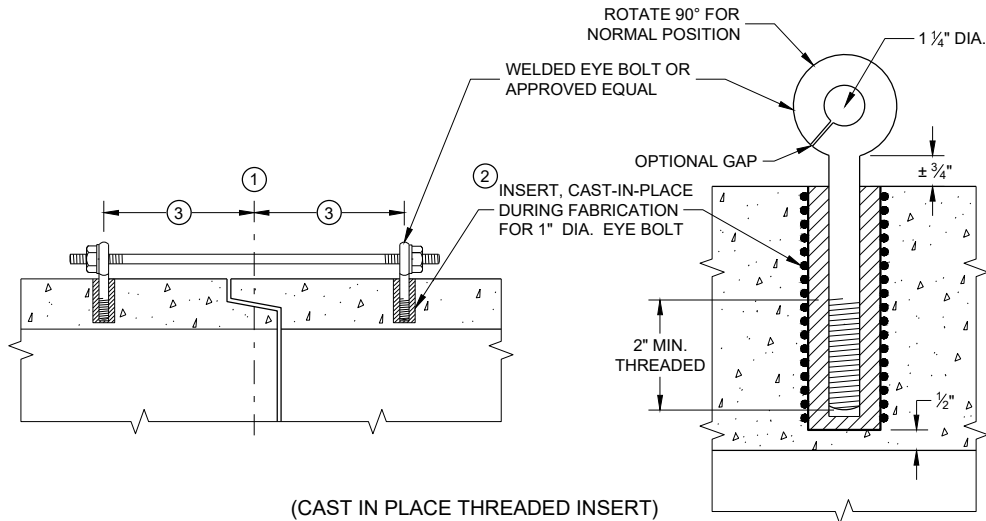
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

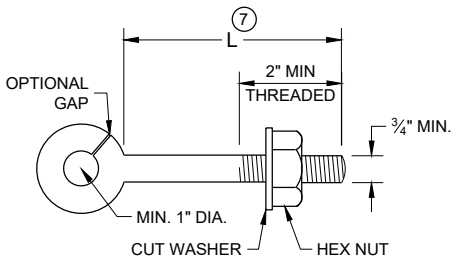
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

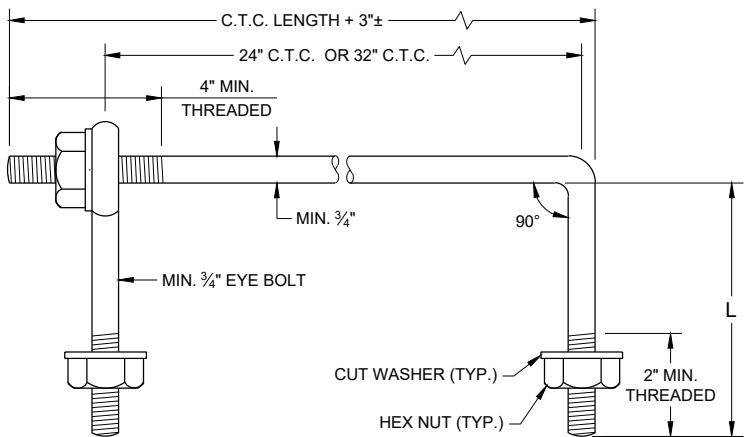
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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

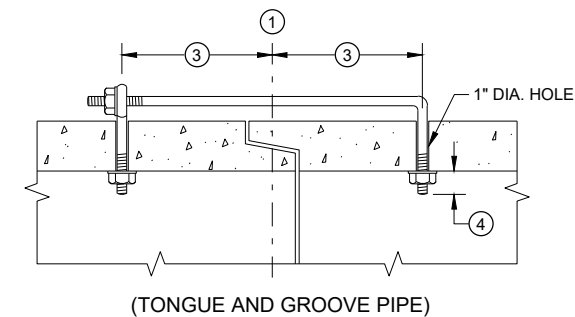


EYE BOLT 7

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



EYE BOLT AND TIE ROD

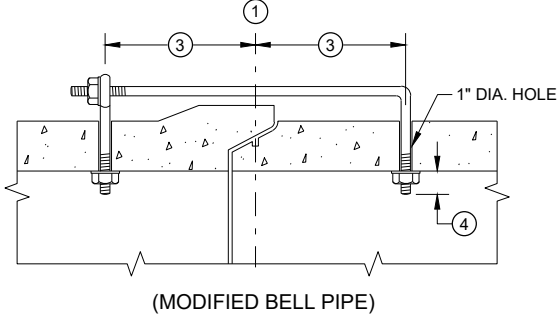


(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

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

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

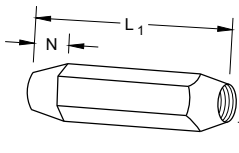


(MODIFIED BELL PIPE)

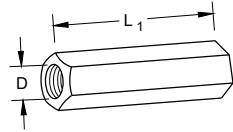
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES

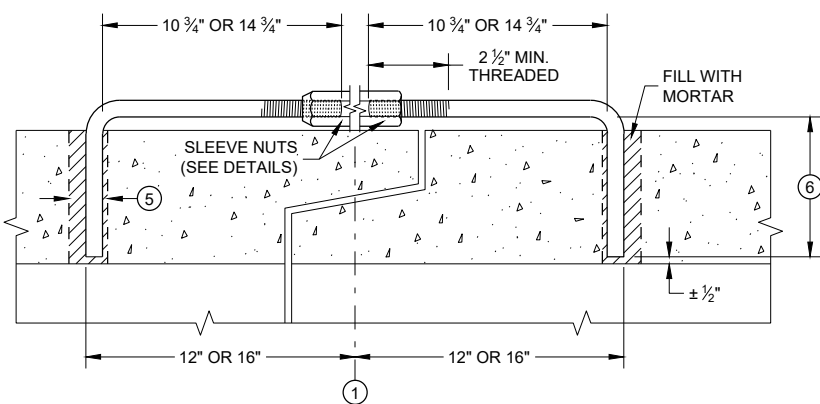


TAPERED



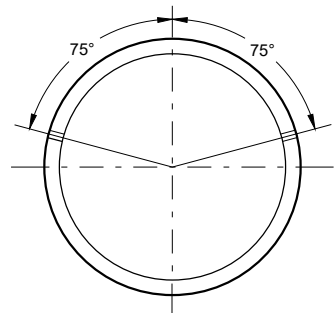
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



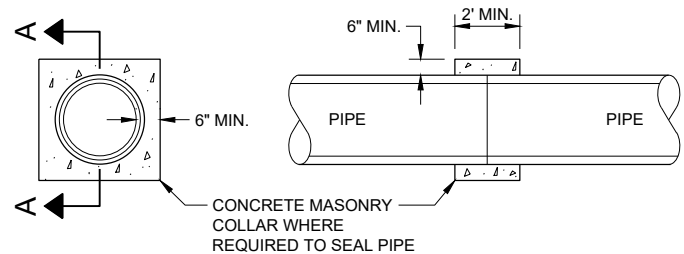
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

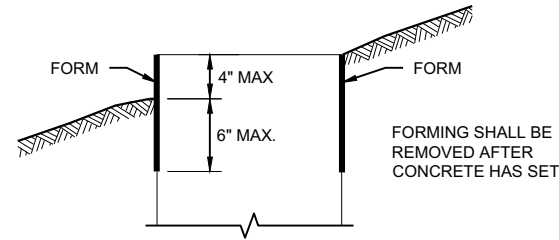
CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

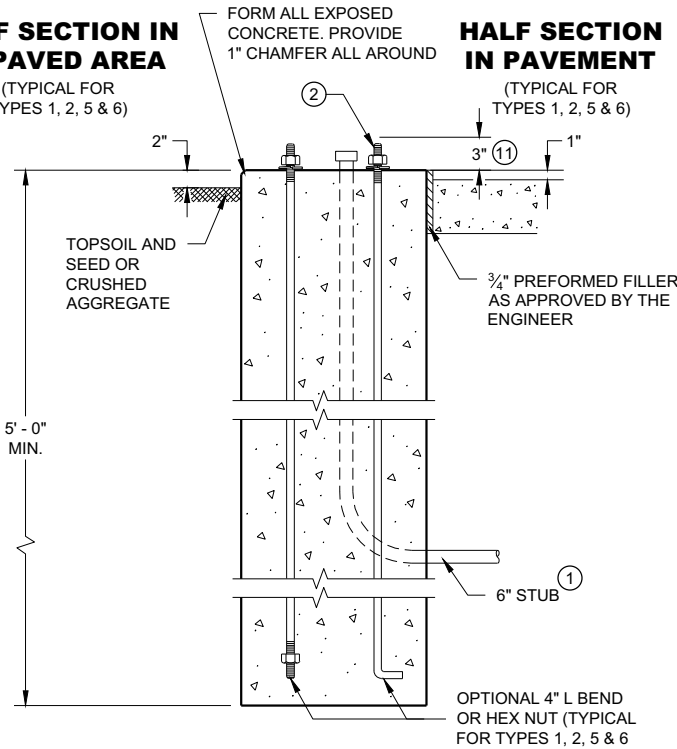
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

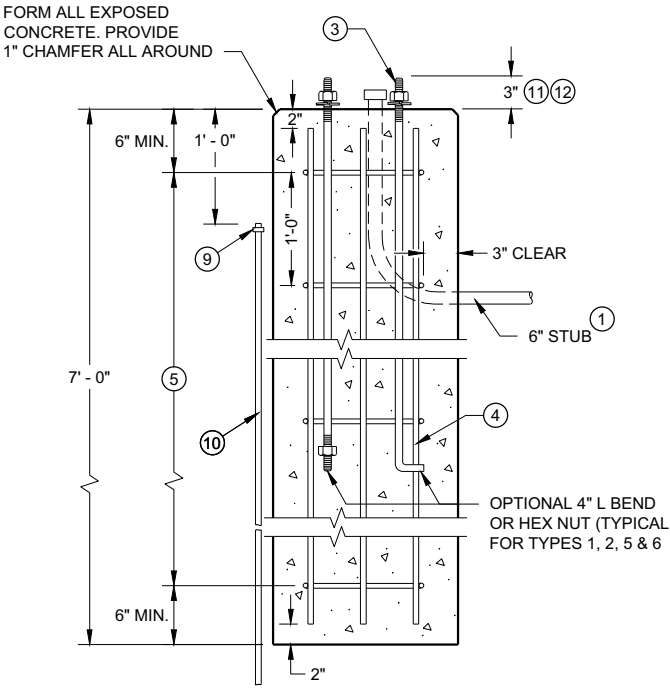
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- 4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- 5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- 8 (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



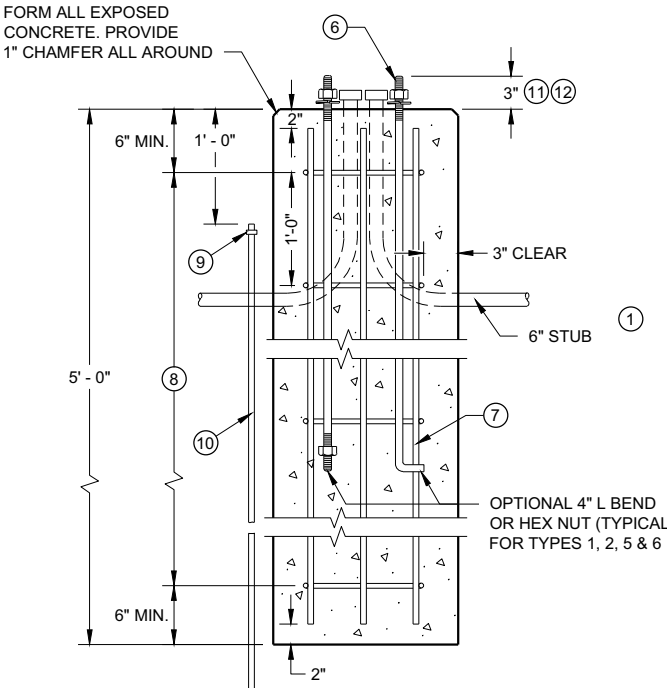
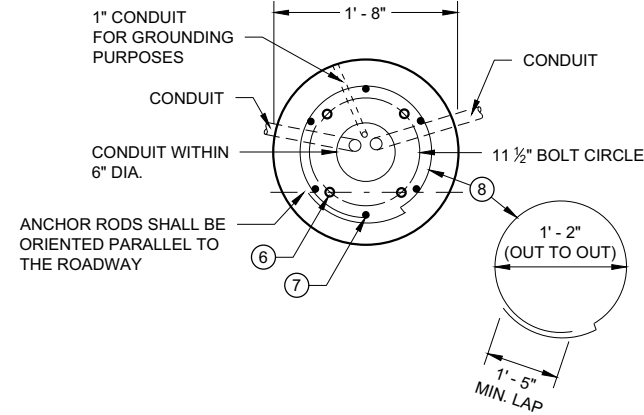
TYPE 1

HALF SECTION IN PAVEMENT

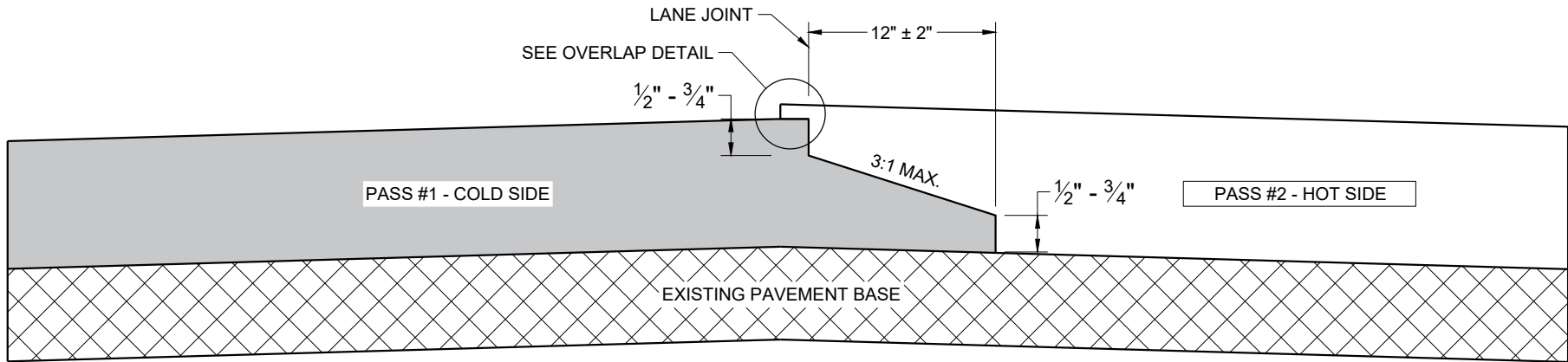


TYPE 2

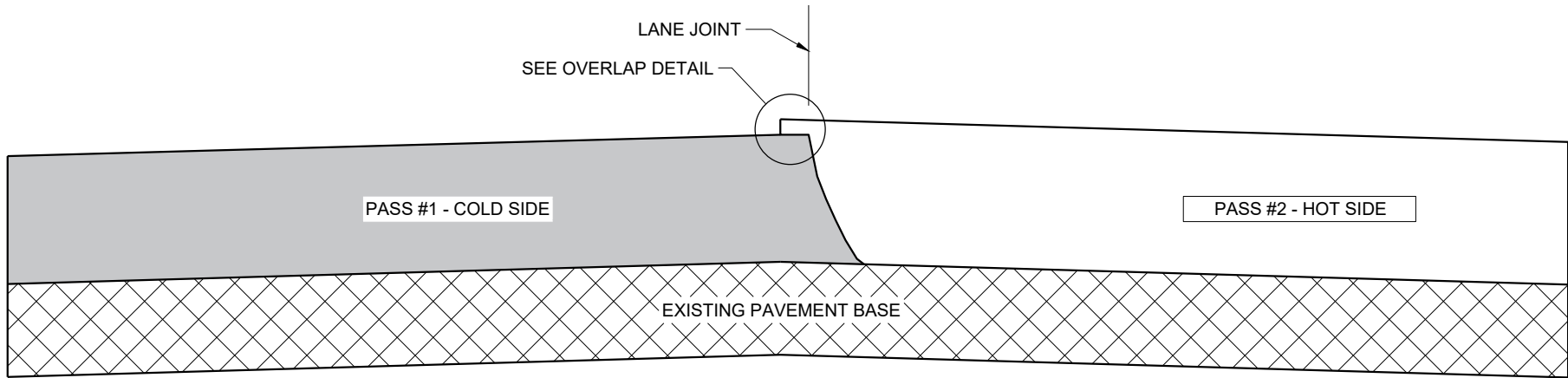
CONCRETE BASES



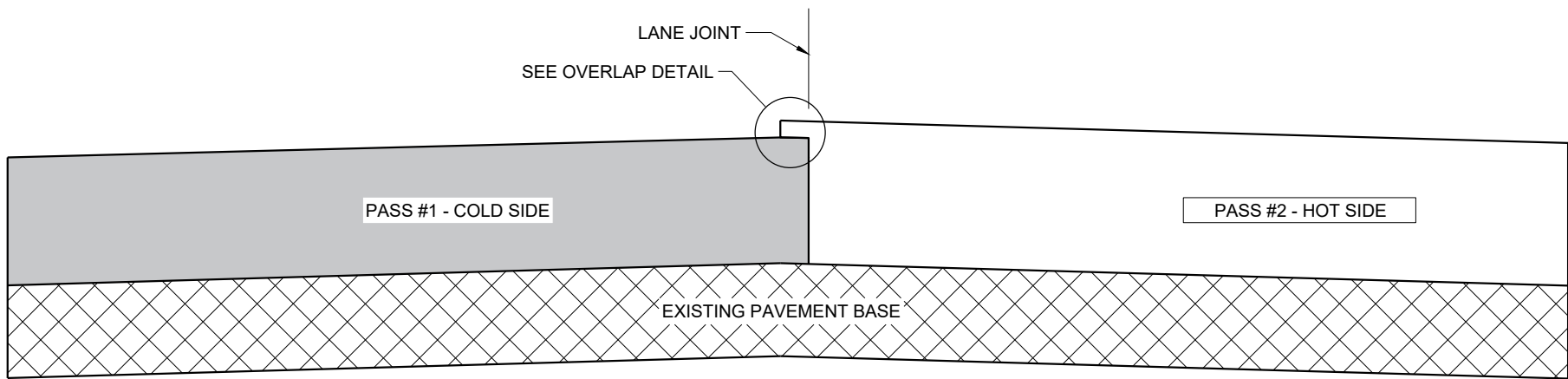
TYPE 5 & 6



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

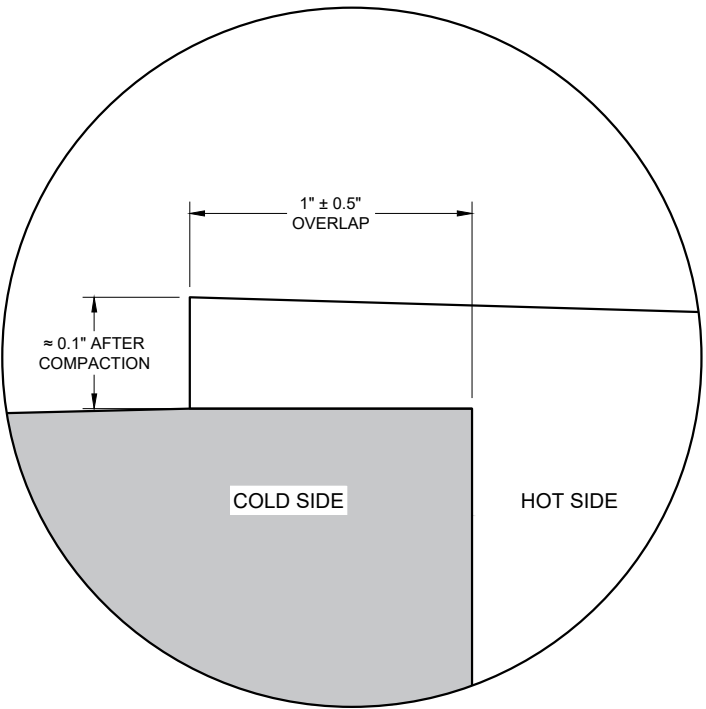
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



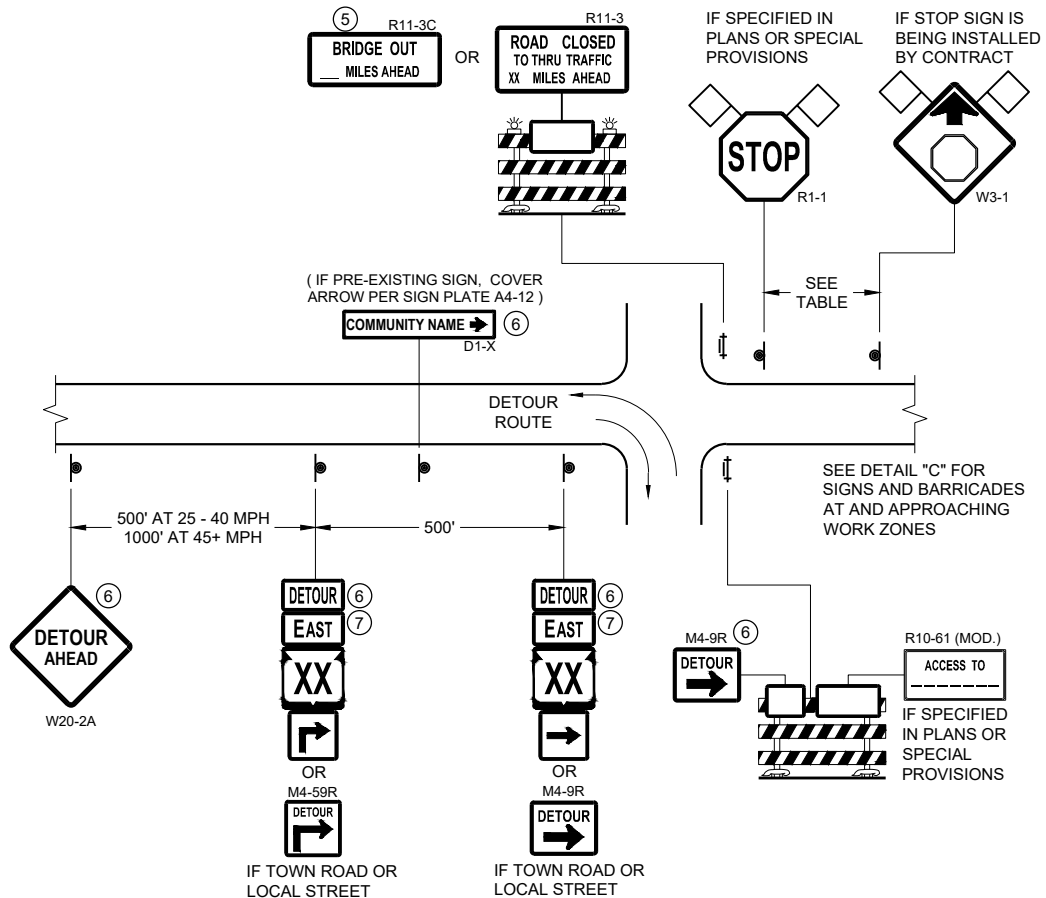
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

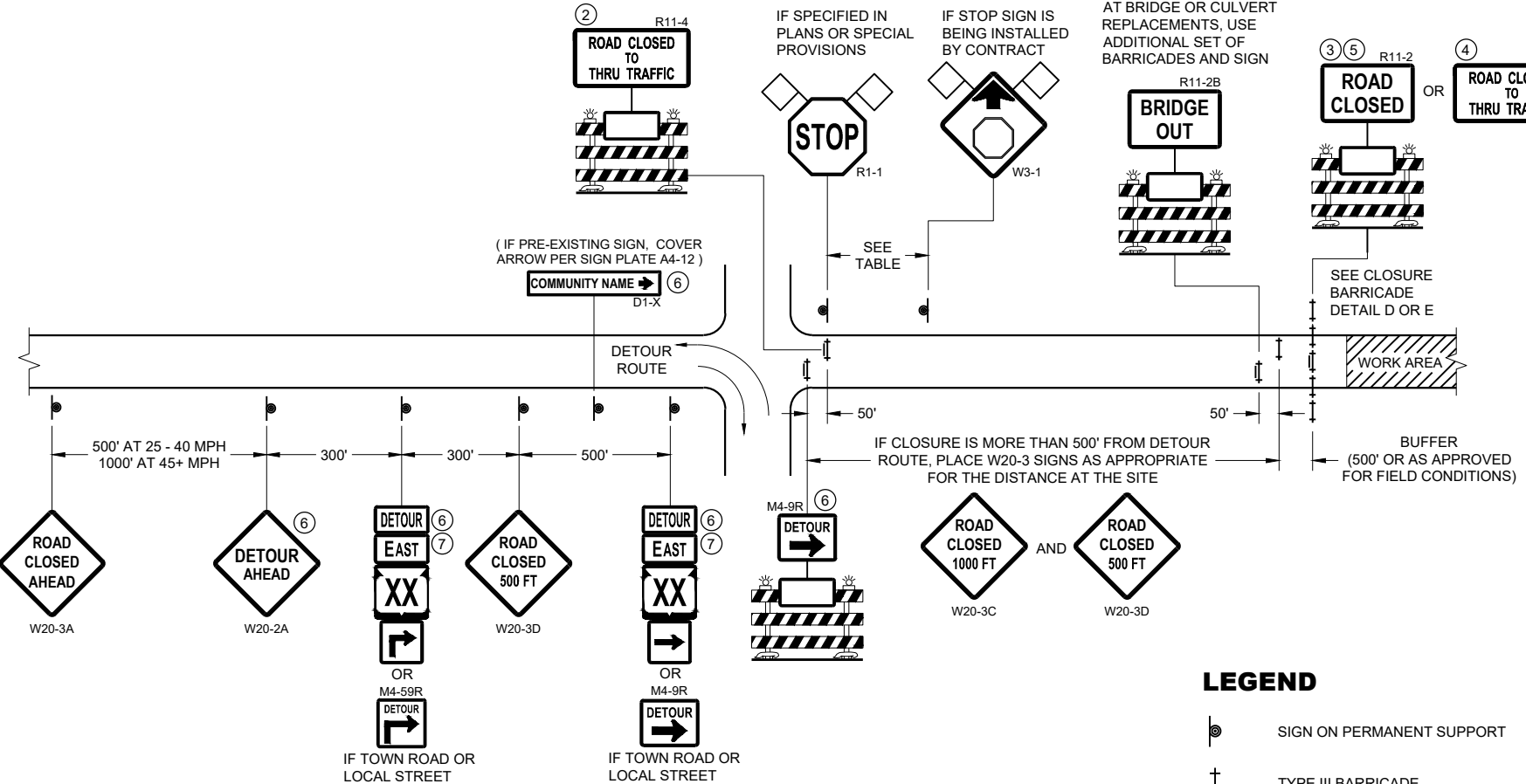
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



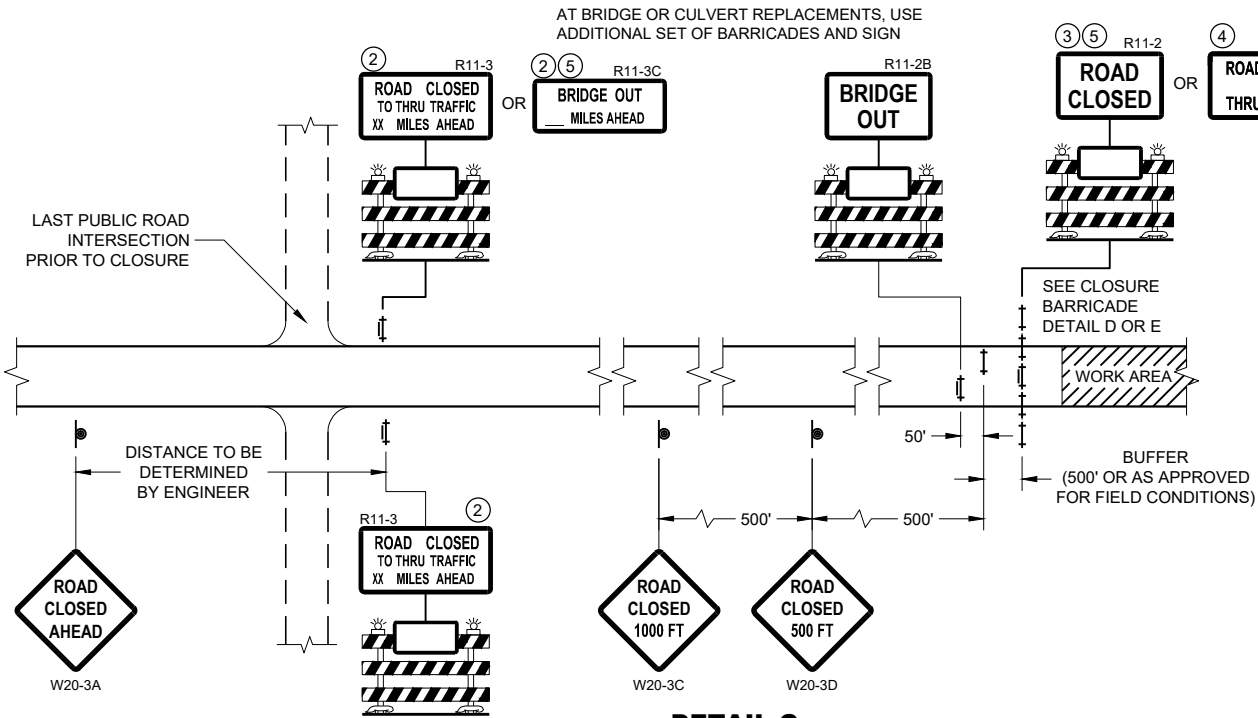
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

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

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



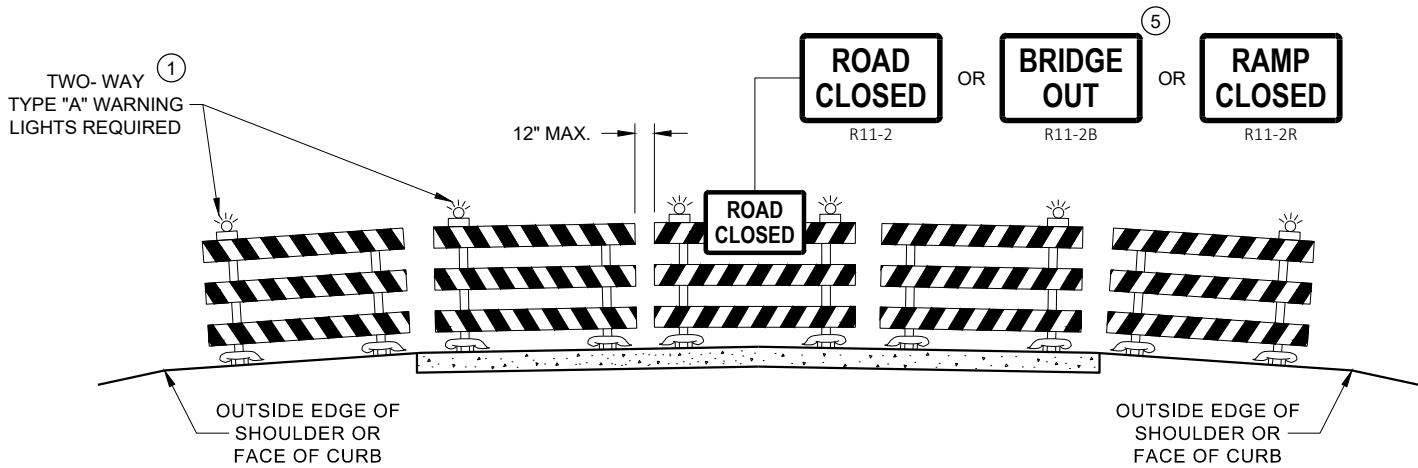
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

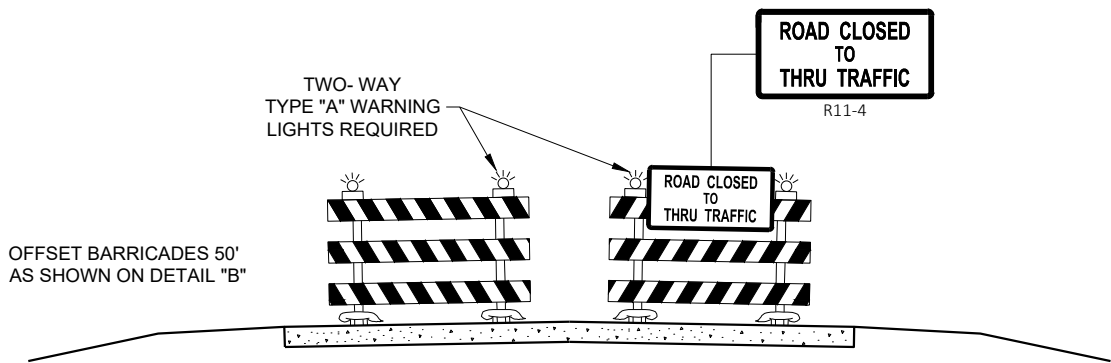
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

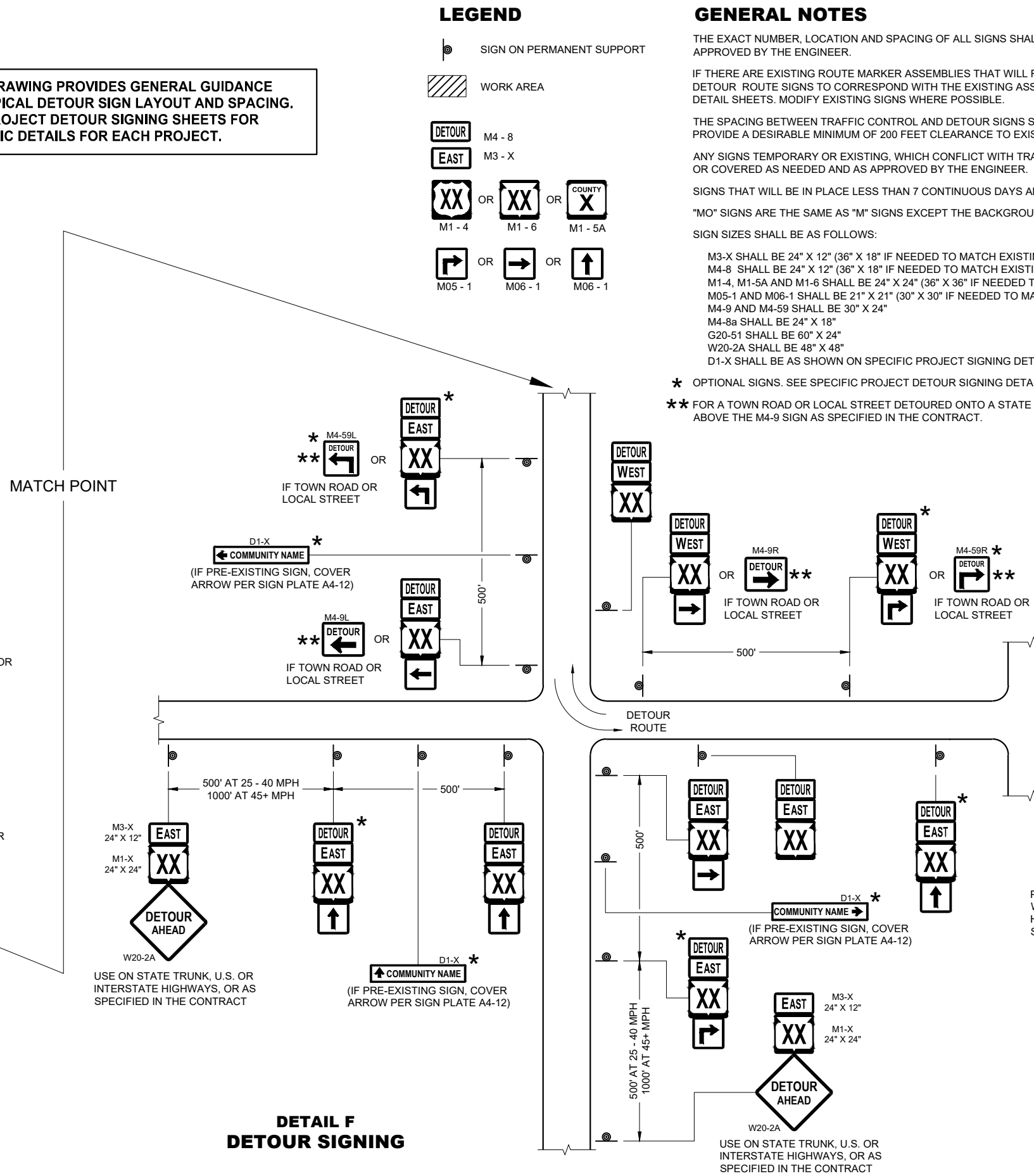
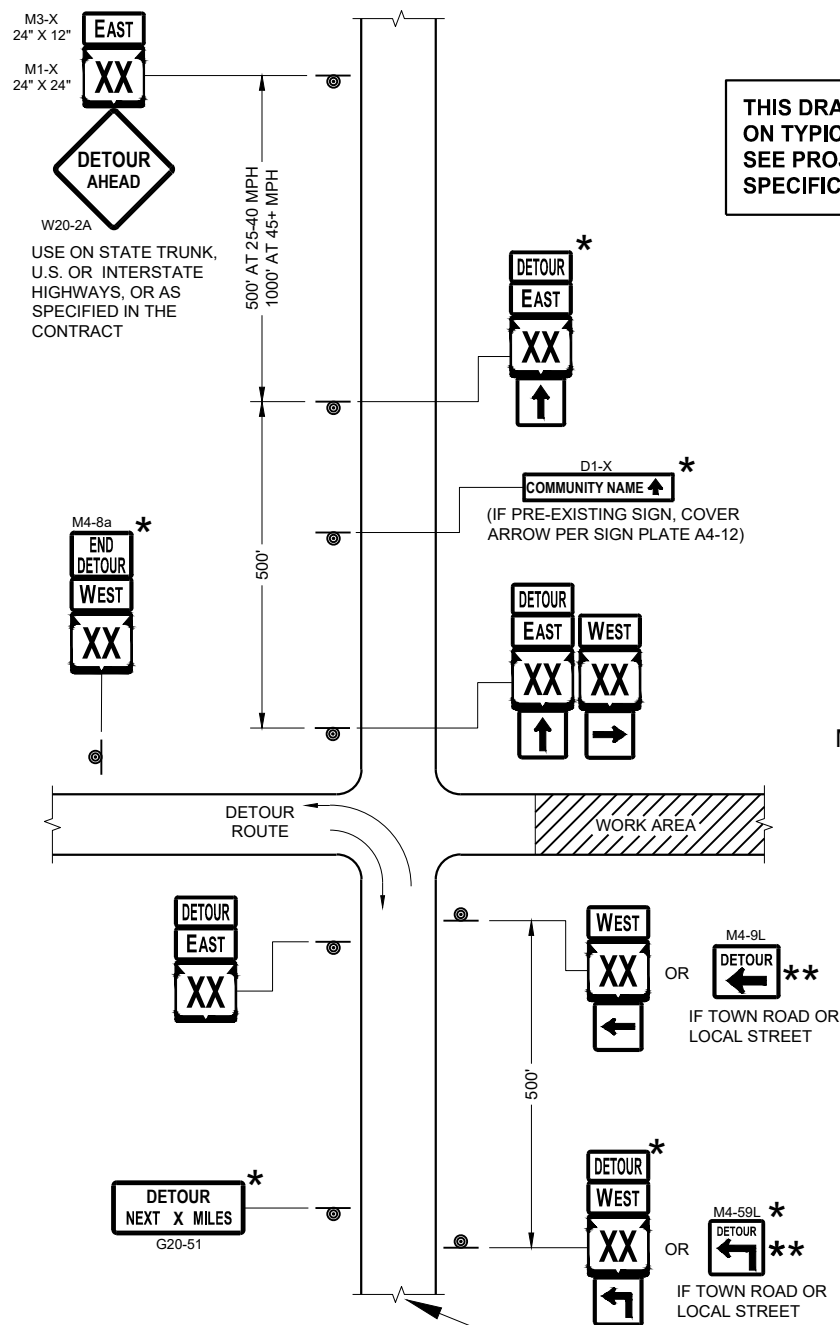
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS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

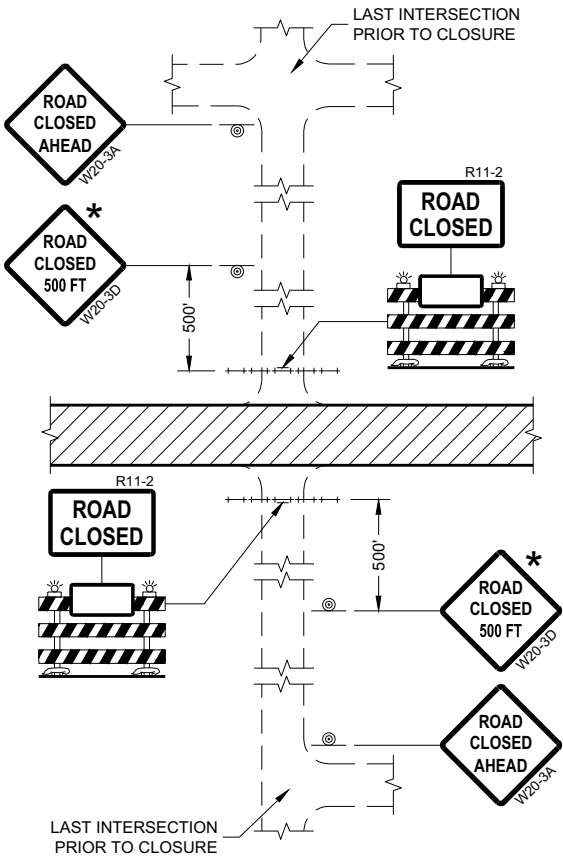
BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

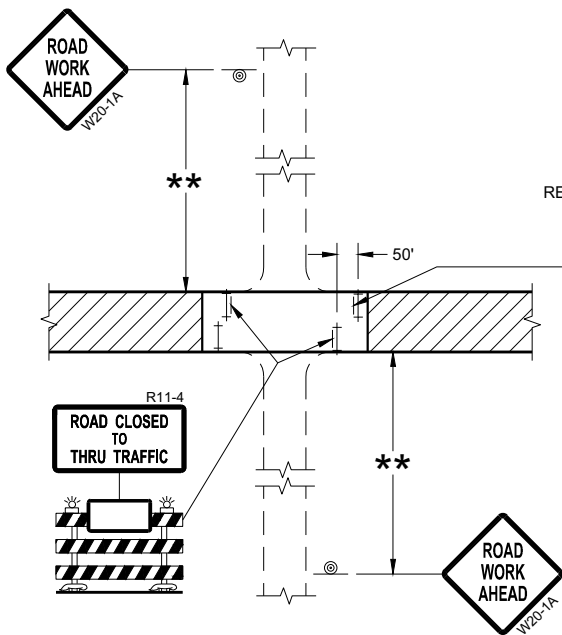
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

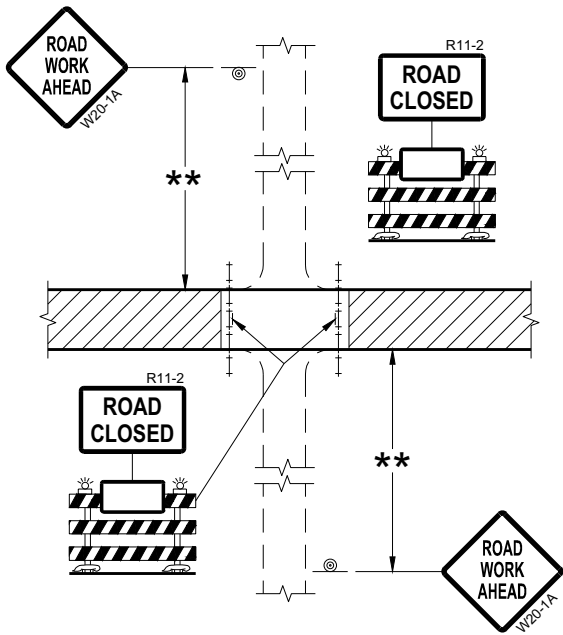




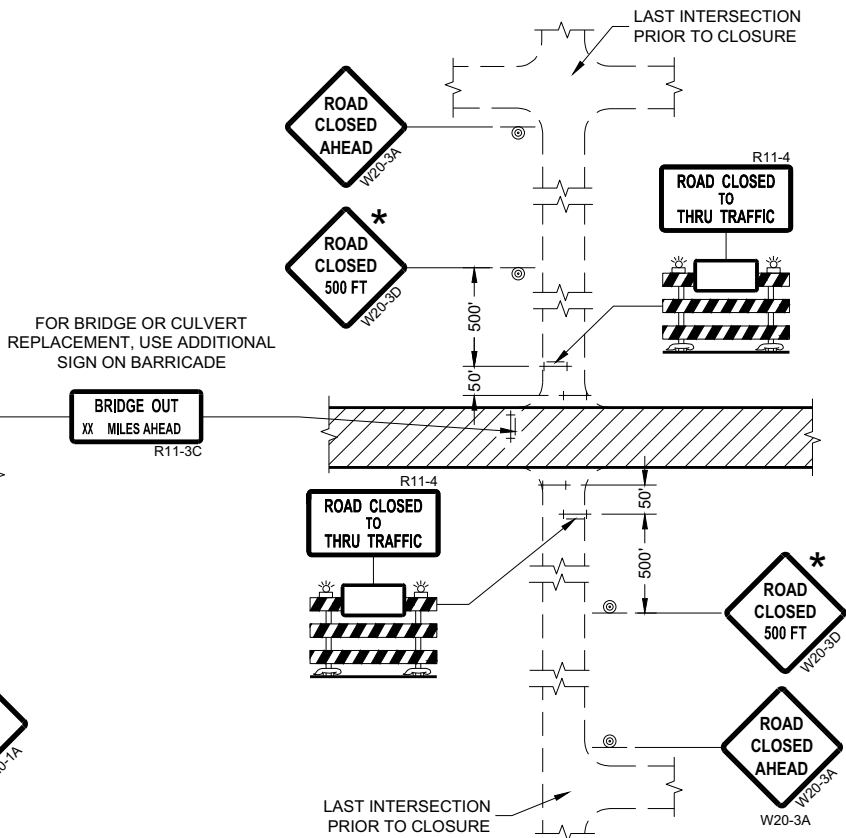
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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.

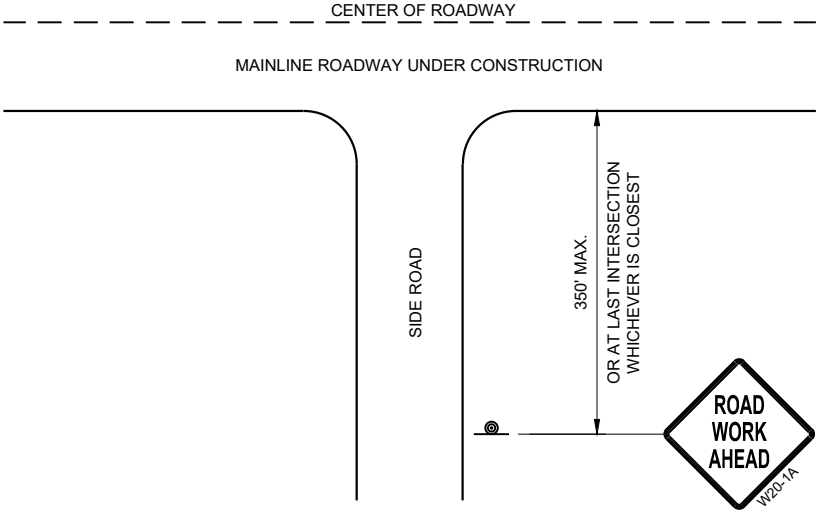
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

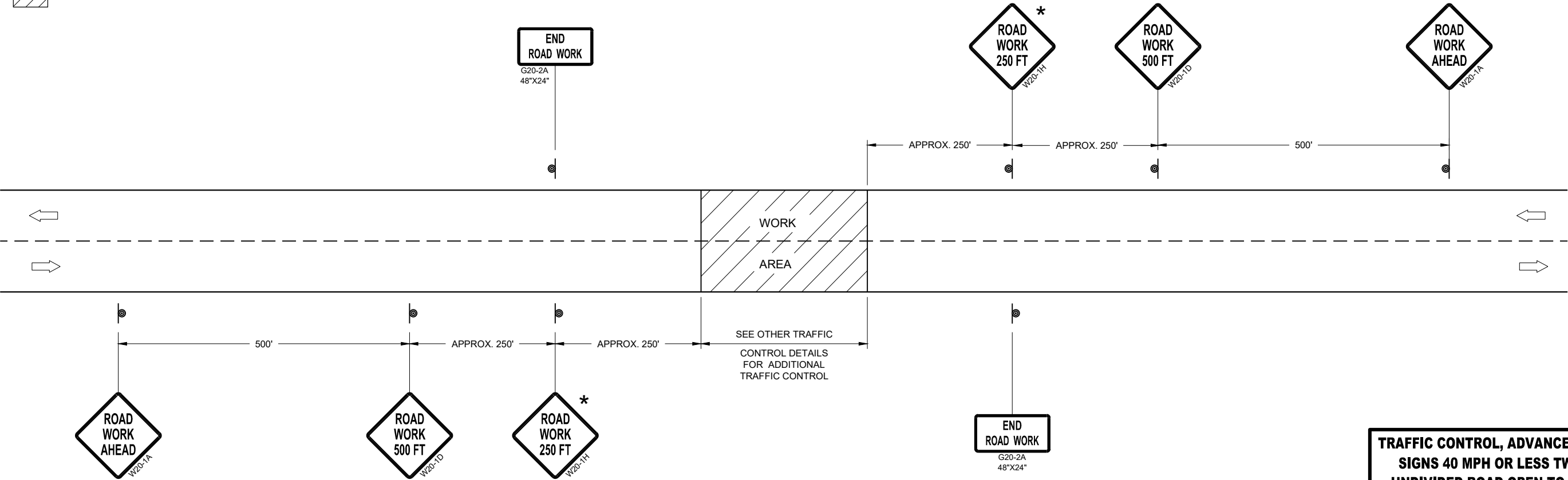
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

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

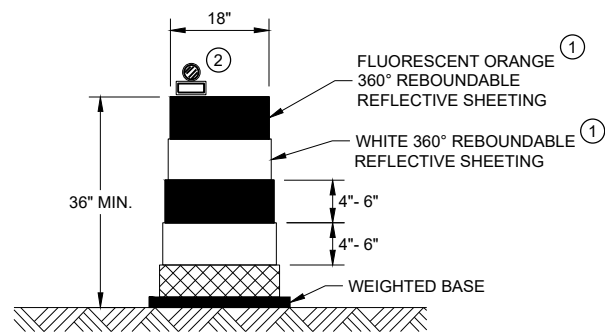
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

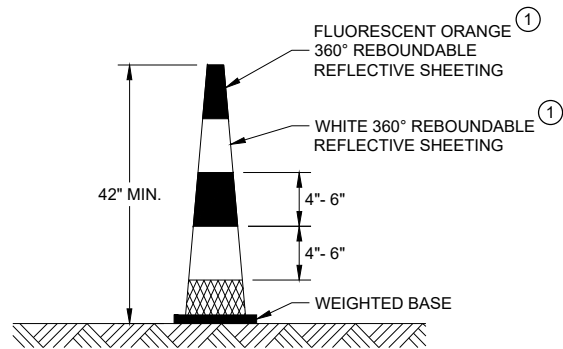


 "T" MARKING
 SIGN ON PERMANENT SUPPORT
 DIRECTION OF TRAFFIC



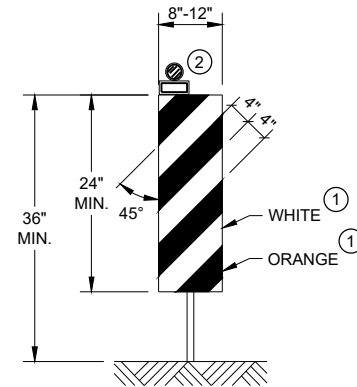
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



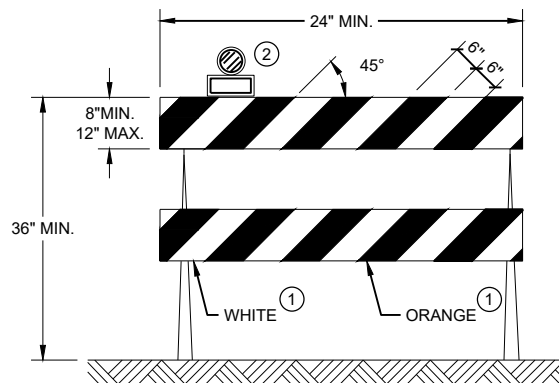
42" CONE

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



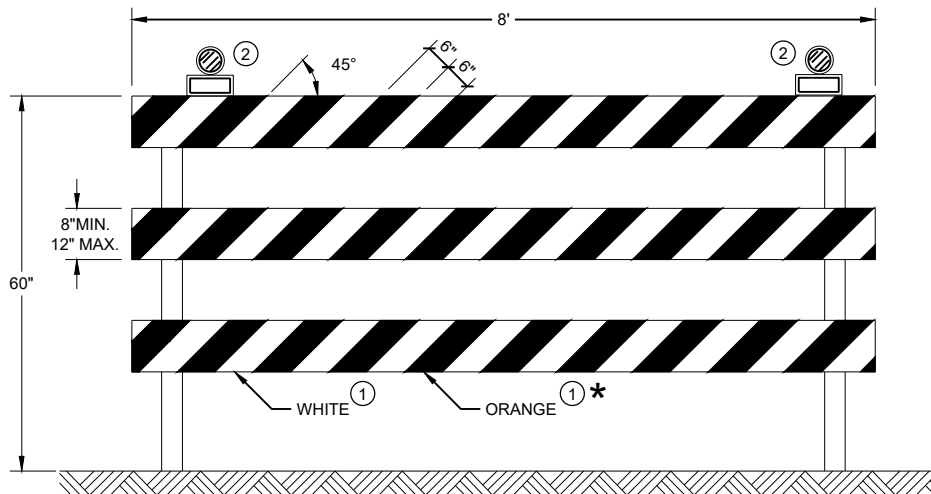
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

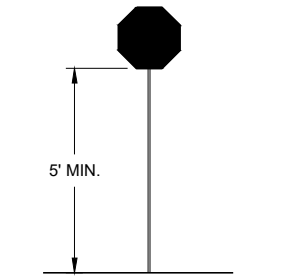
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

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



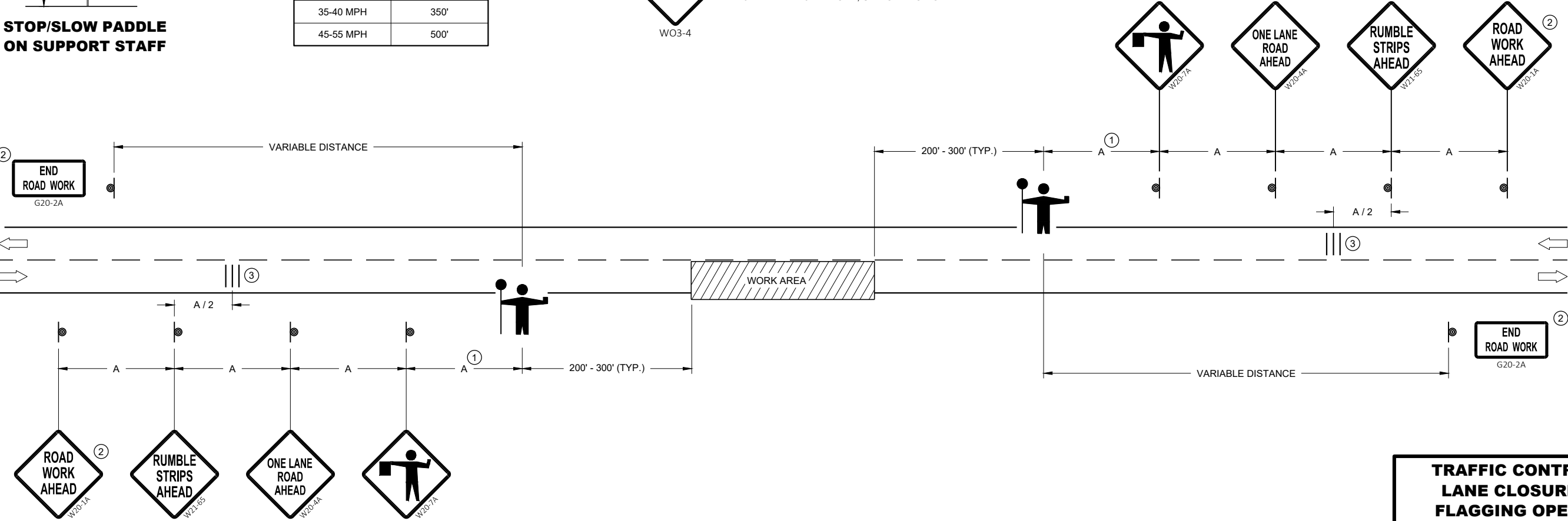
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF 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
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

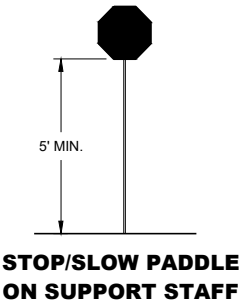
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

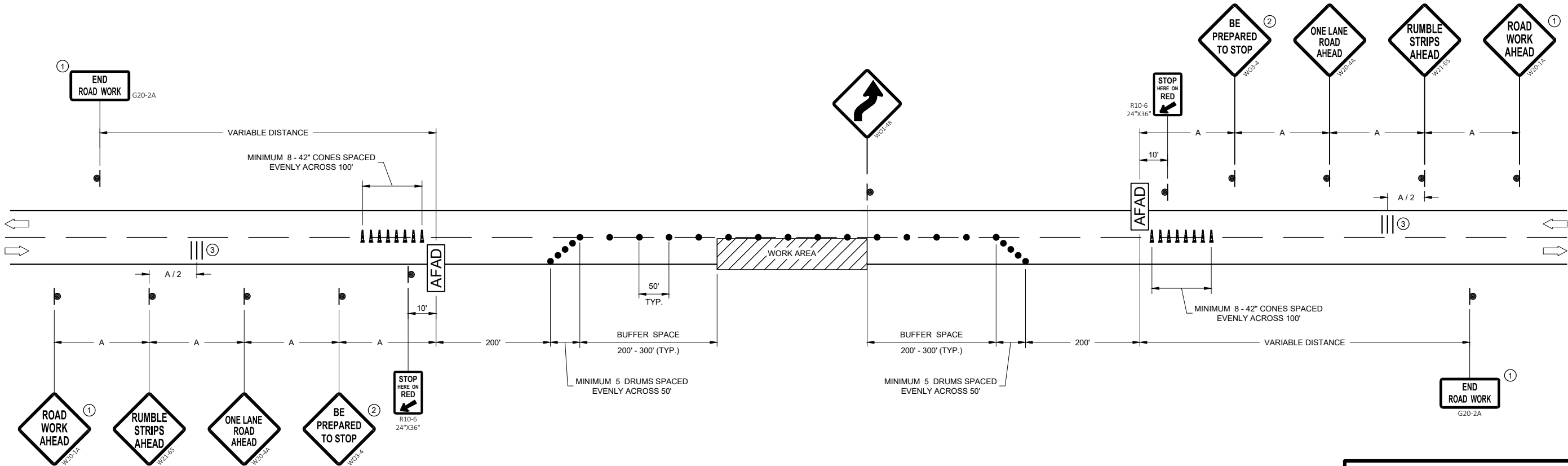
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

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
FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

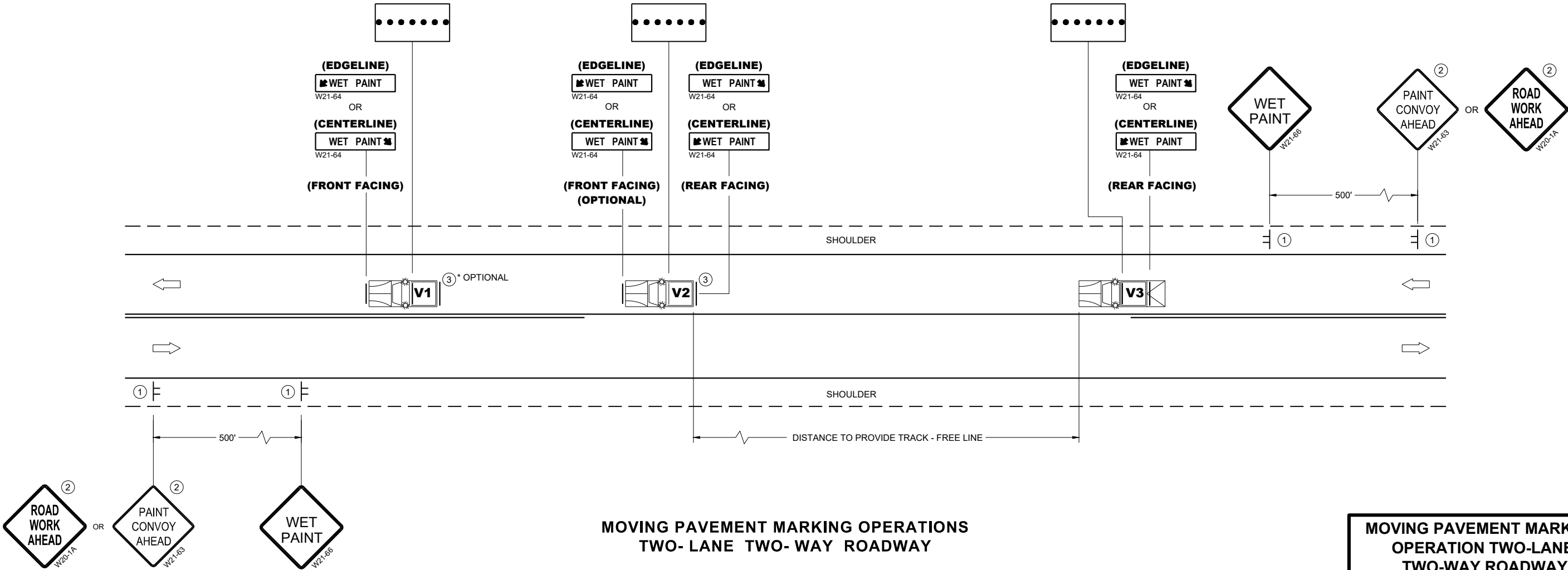
DIRECTION OF TRAFFIC

GENERAL NOTES

- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

- UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.
- CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES 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.



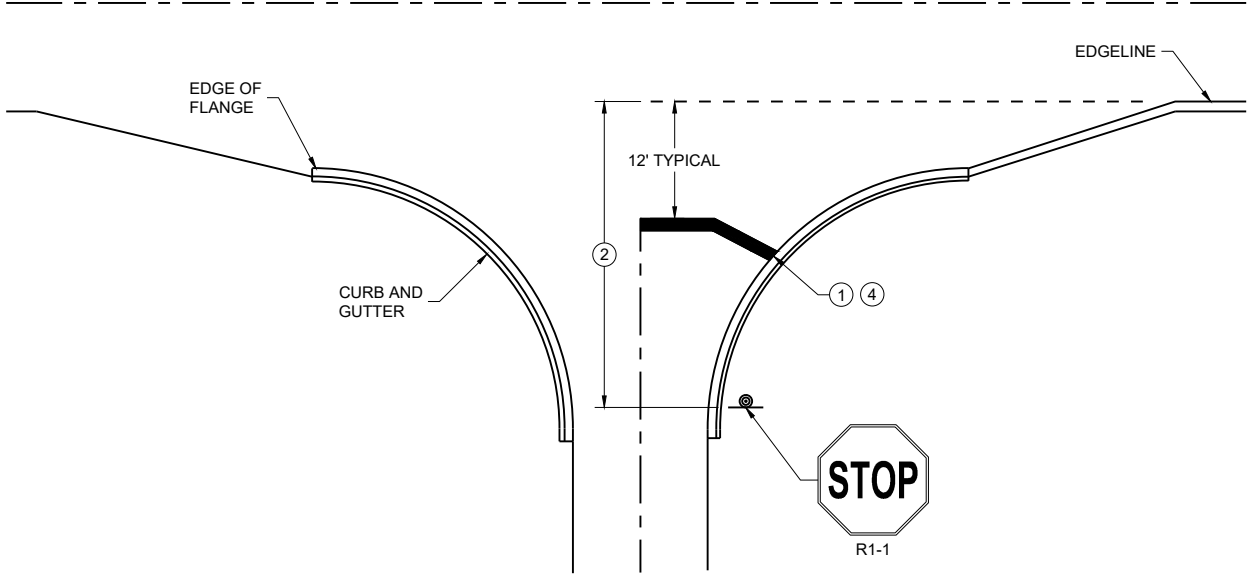
MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

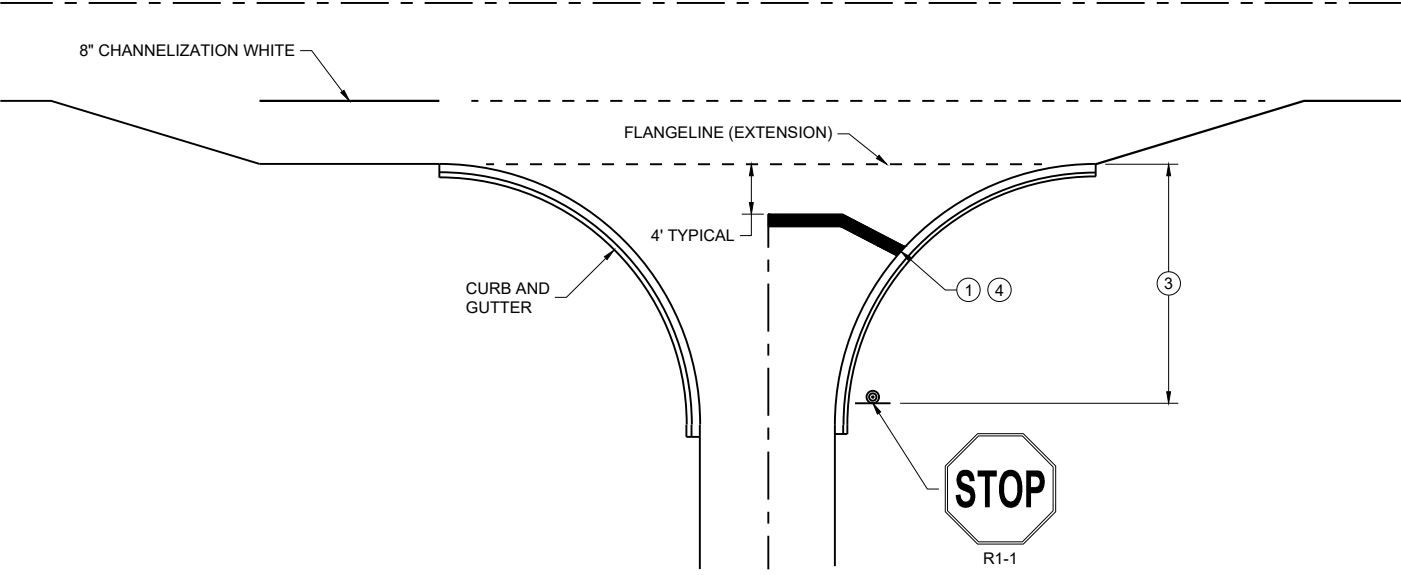
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

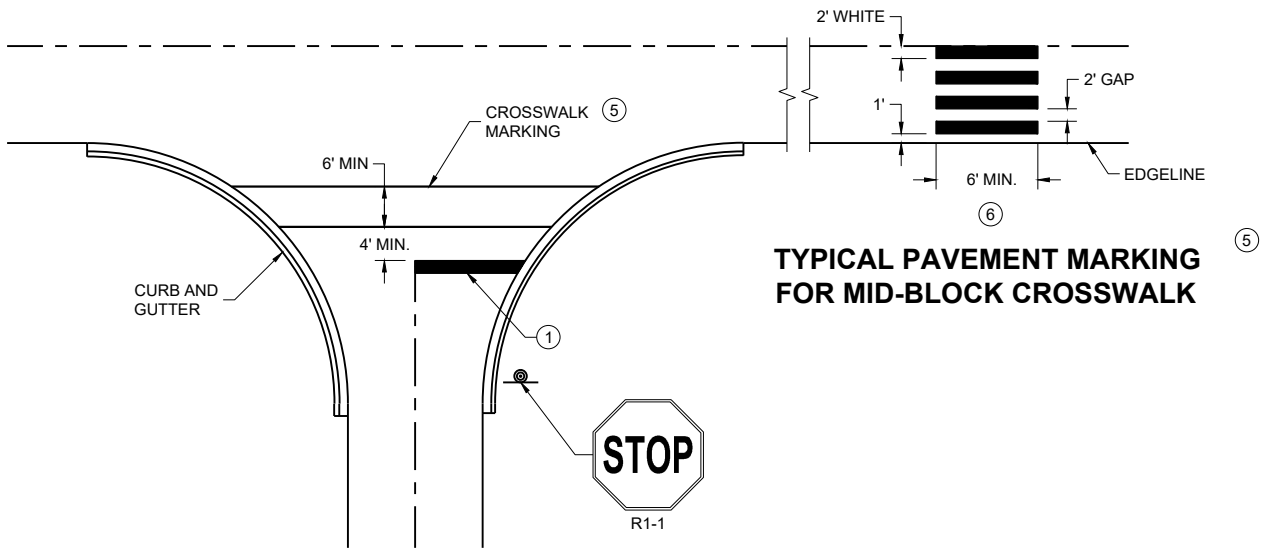
FHWA



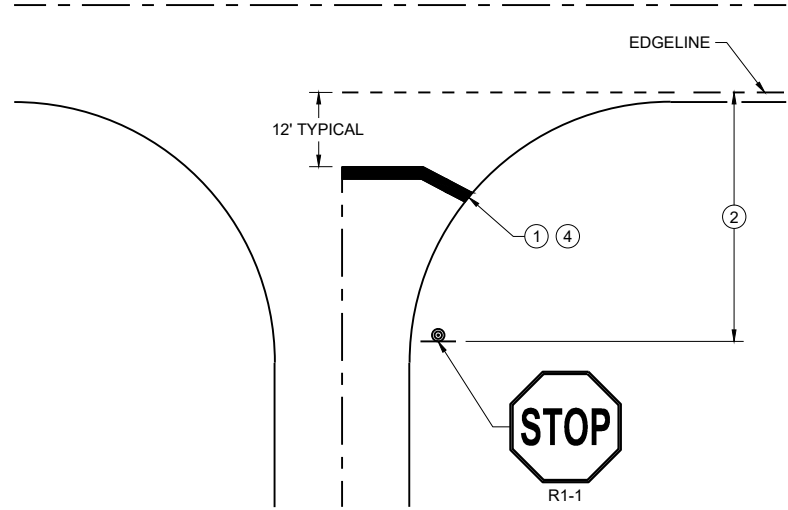
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE 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 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



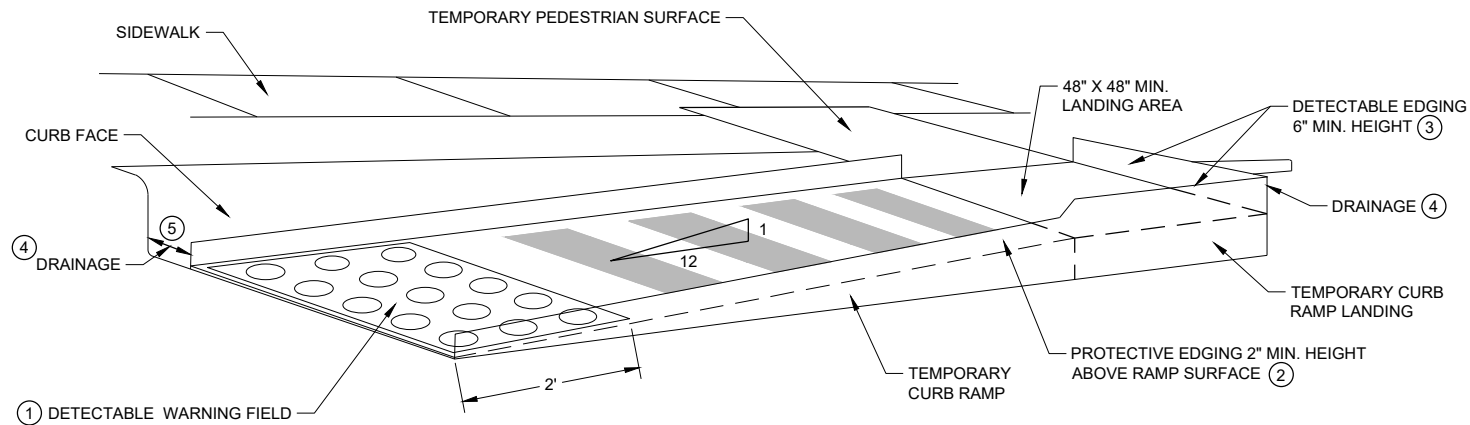
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

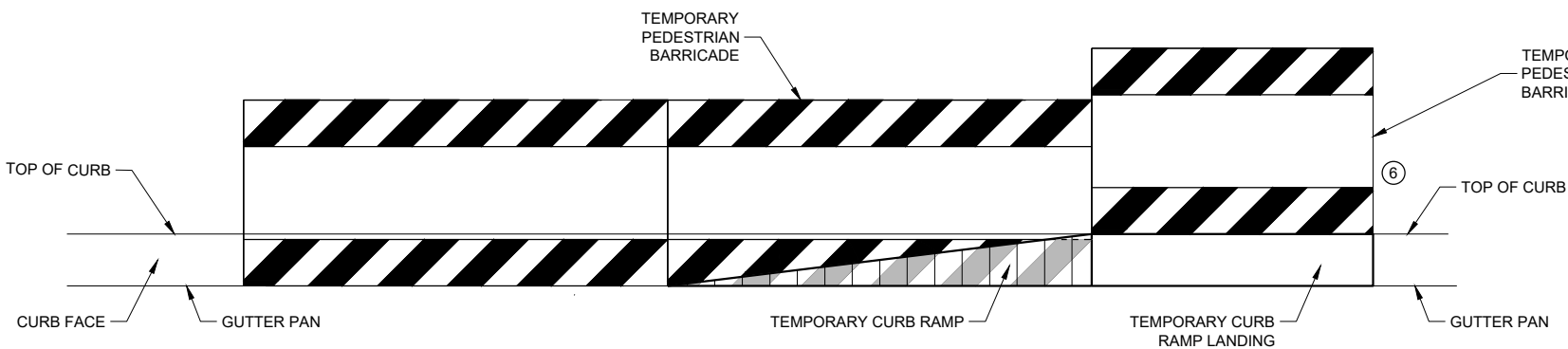
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

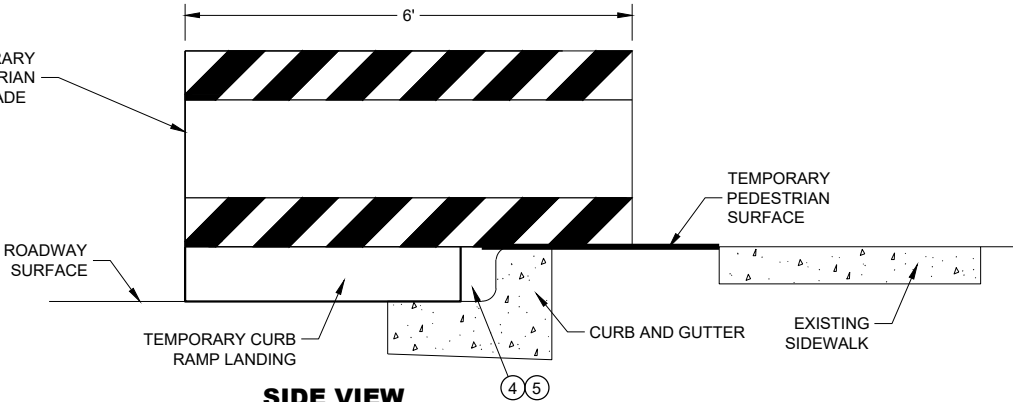




PERSPECTIVE VIEW



FRONT VIEW



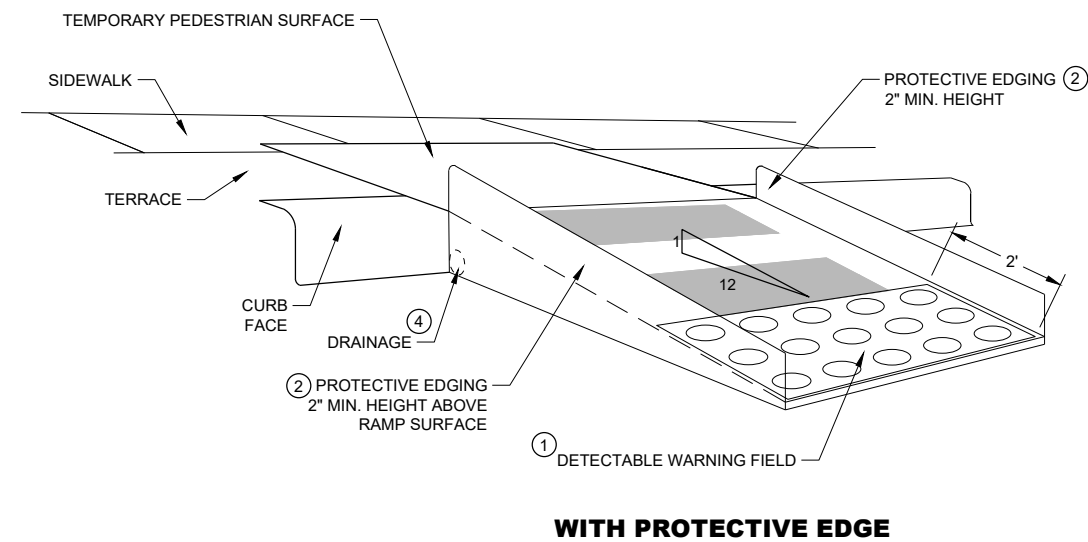
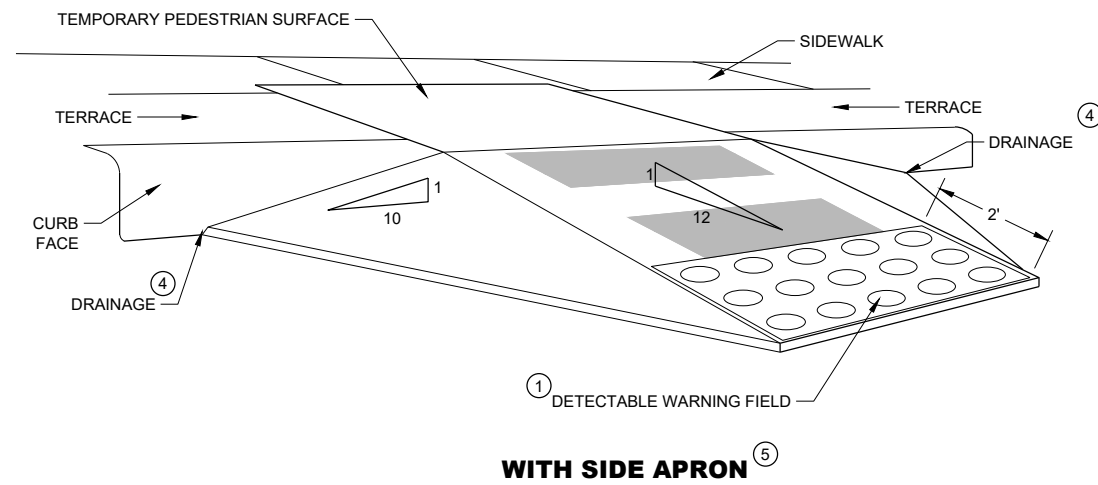
SIDE VIEW

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.

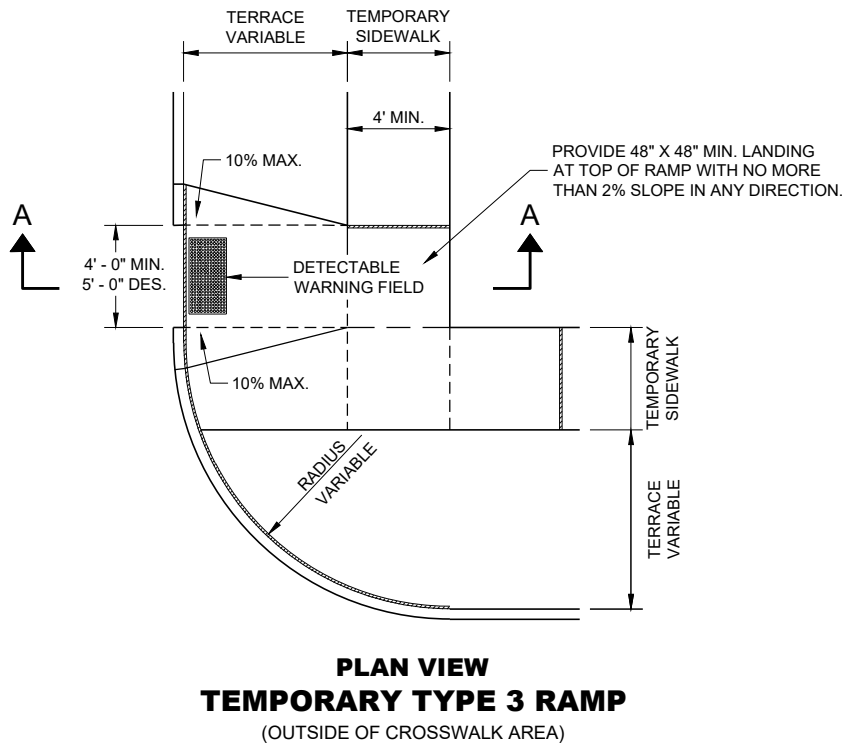
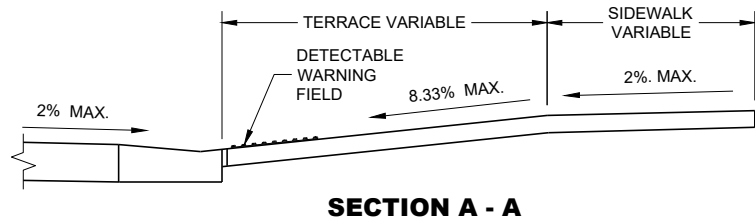
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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



GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
 - ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
 - ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

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

GENERAL NOTES

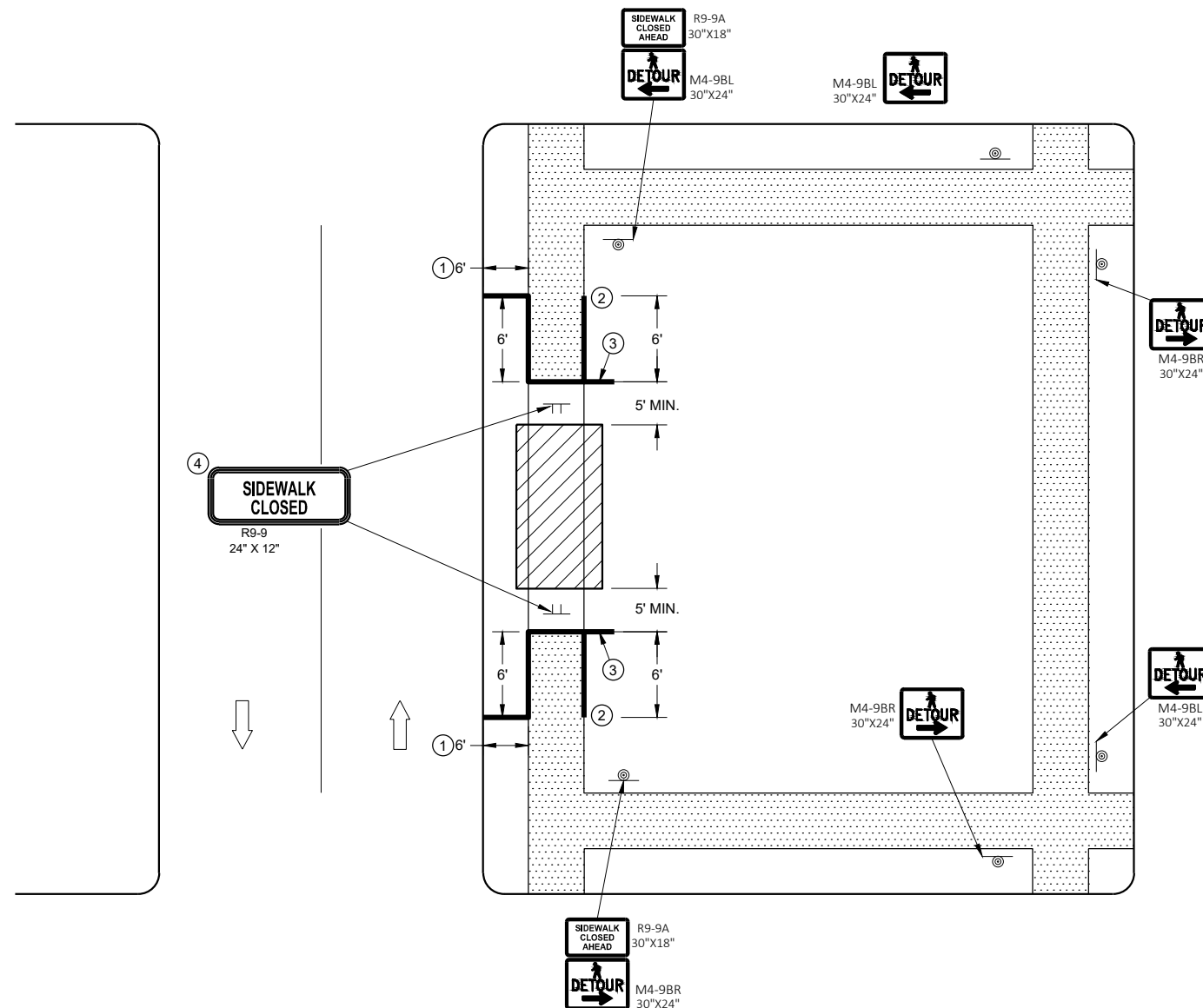
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

- 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.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ①

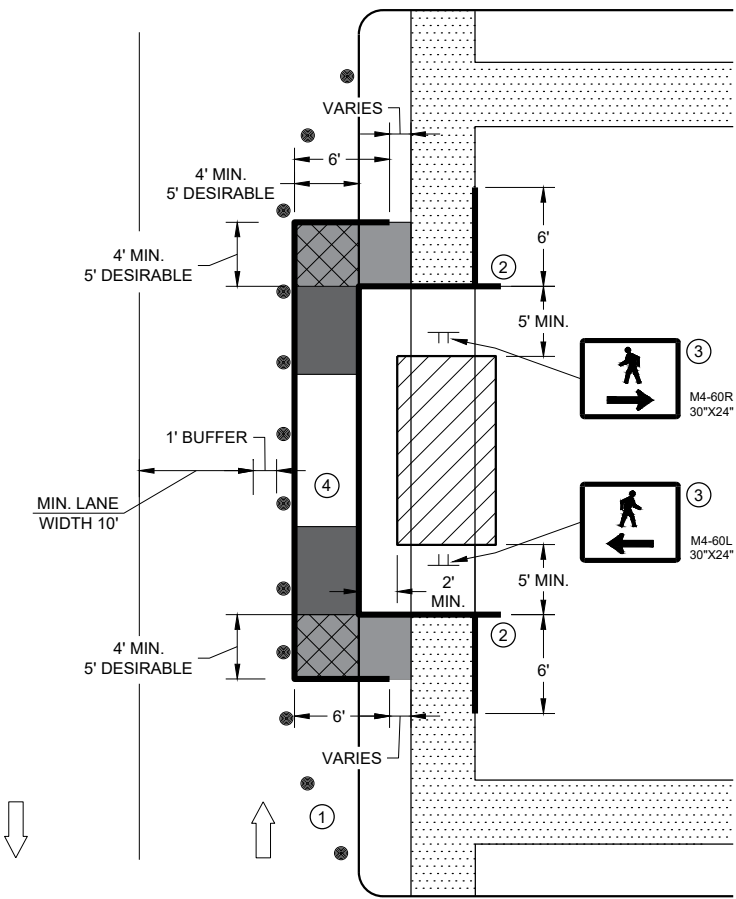
SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ②

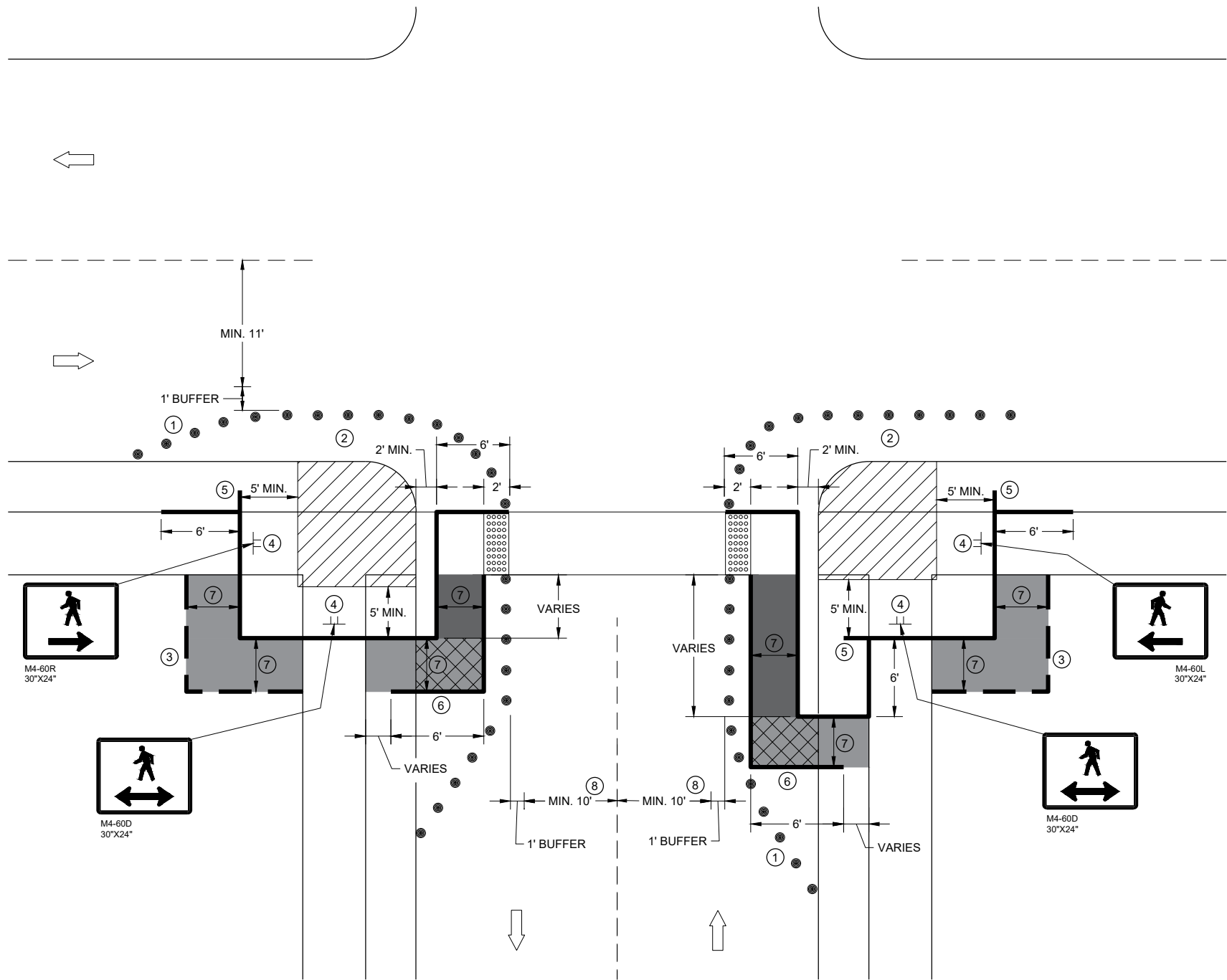
PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③

MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④

USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

SIDEWALK DIVERSION, SINGLE SIDE





**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

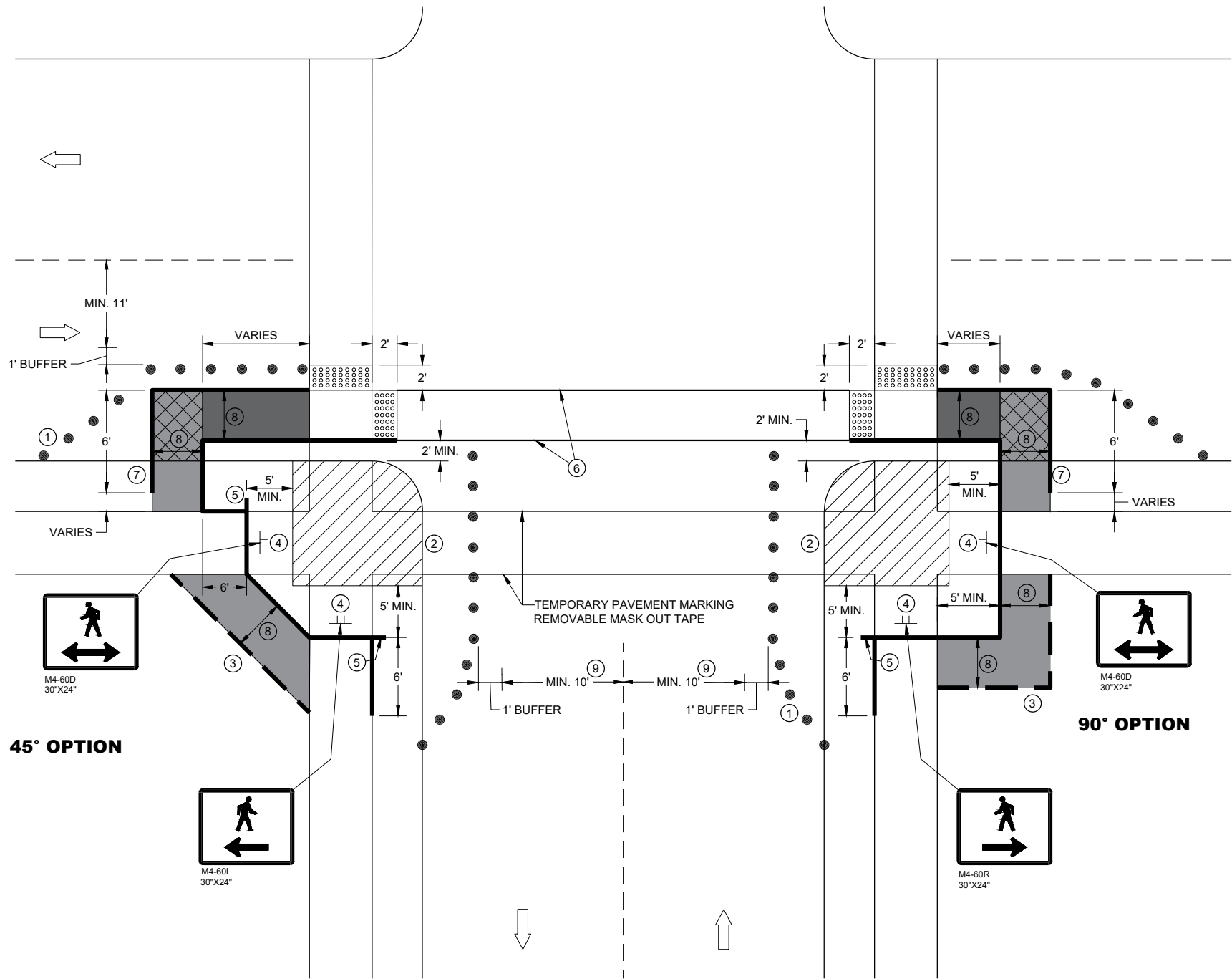
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

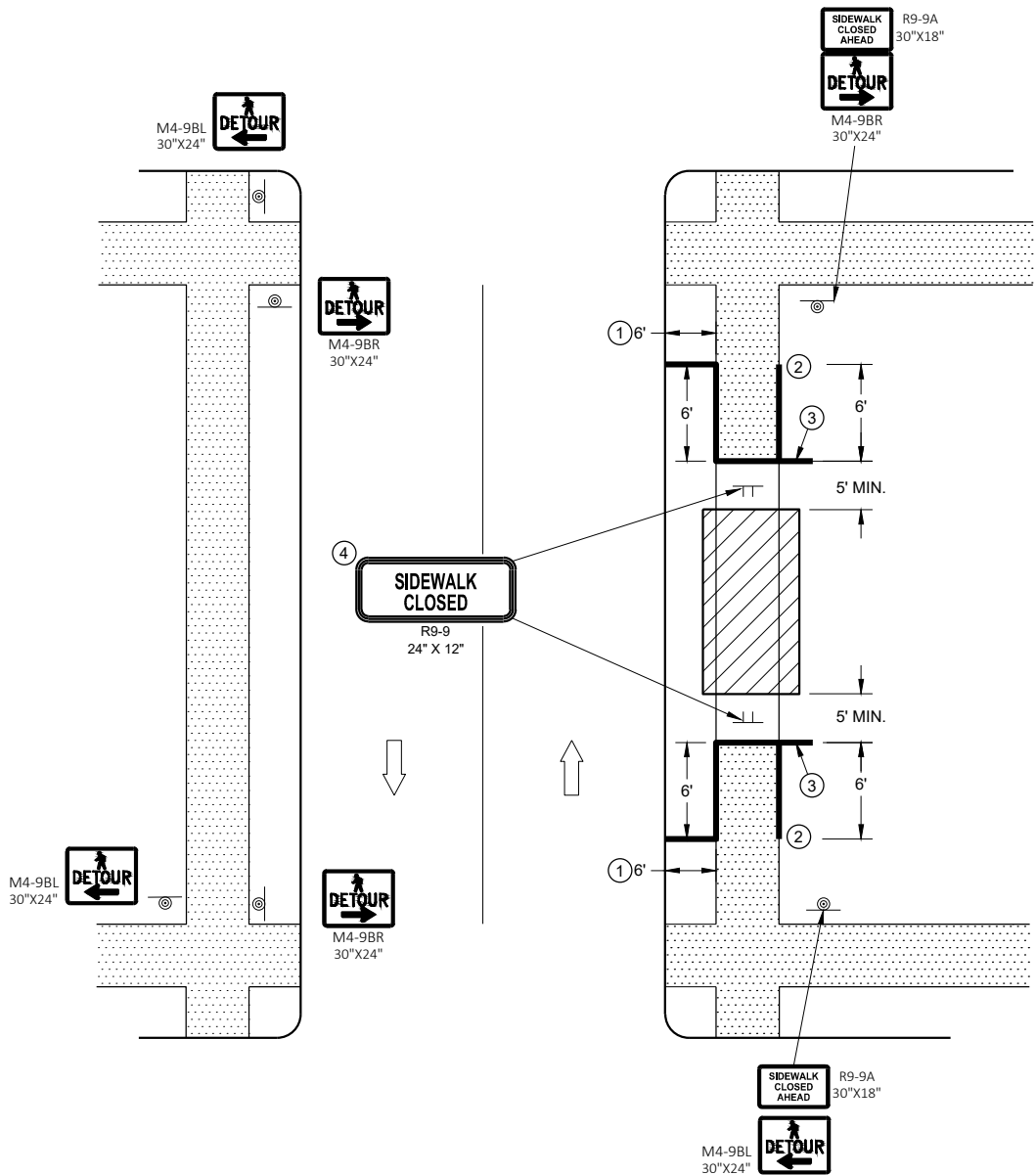
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

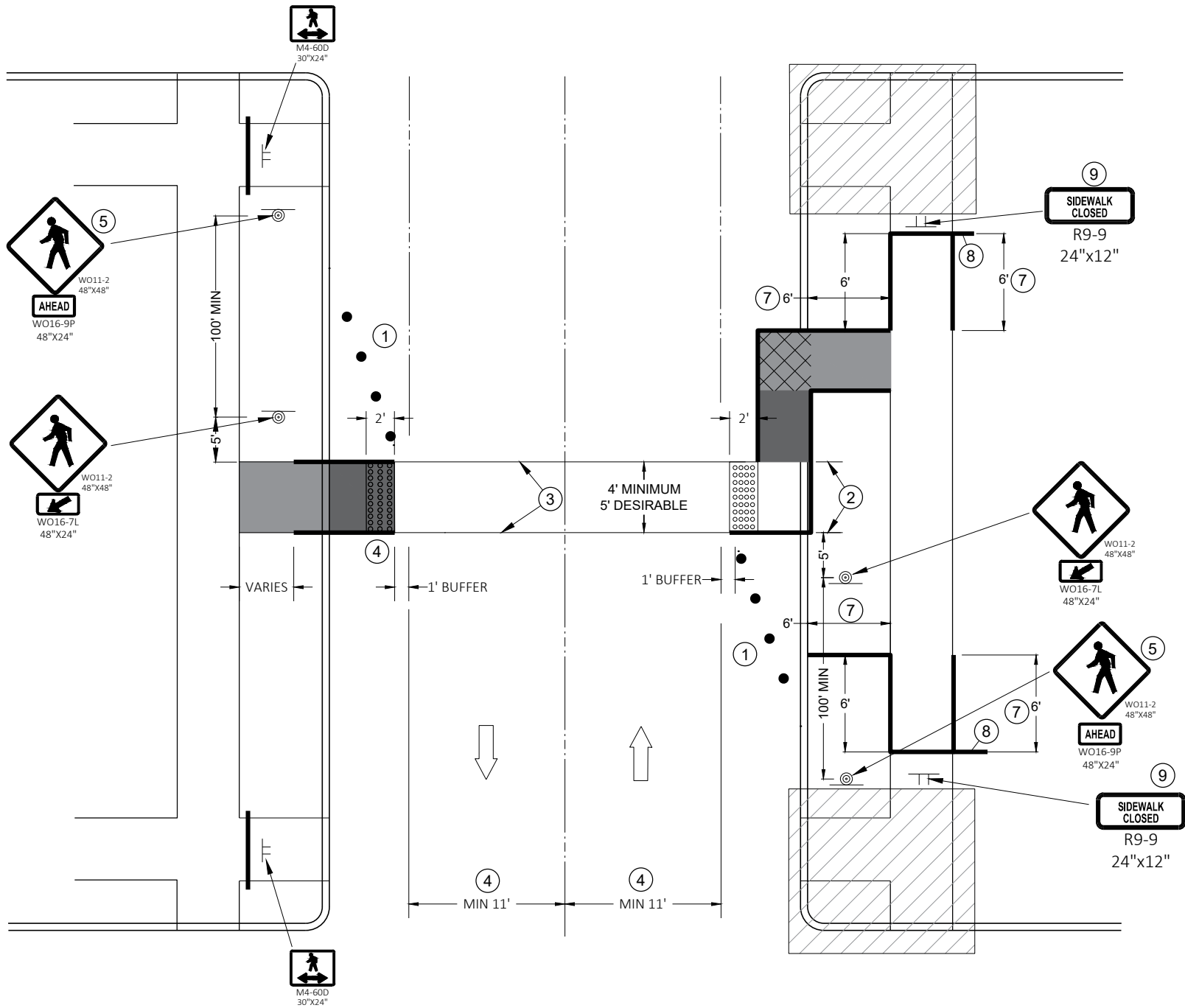
-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



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.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

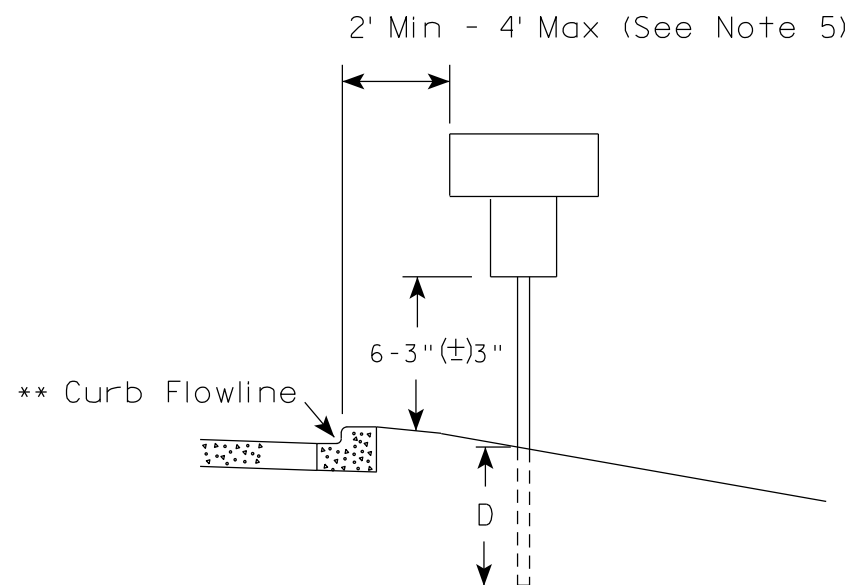
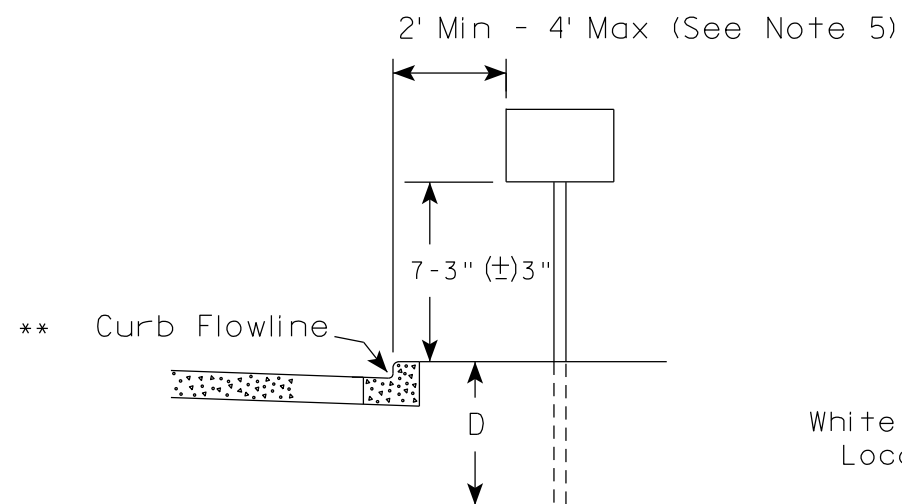
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

- ① SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② 4 FEET MINIMUM, 5 FEET DESIRABLE.
- ③ WHITE 6" TEMPORARY PAVEMENT MARKING.
- ④ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
- ⑤ IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- ⑥ IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ⑦ 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.
- ⑧ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ⑨ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

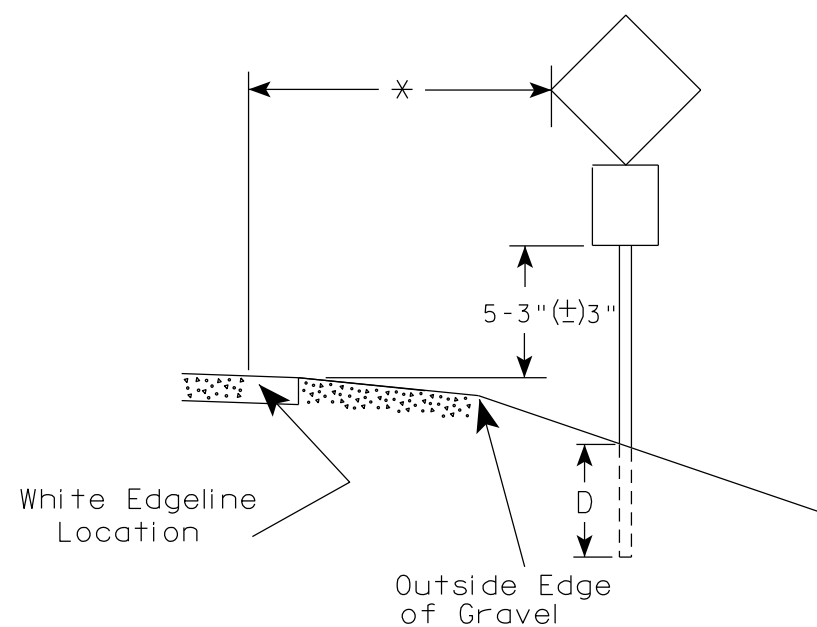
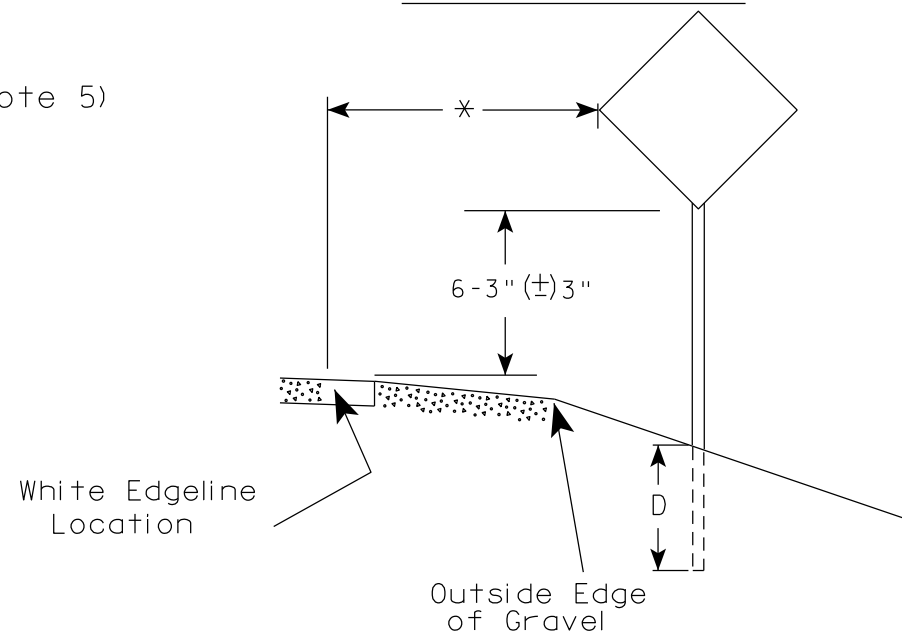
- TRAFFIC CONTROL DRUM
- T SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

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

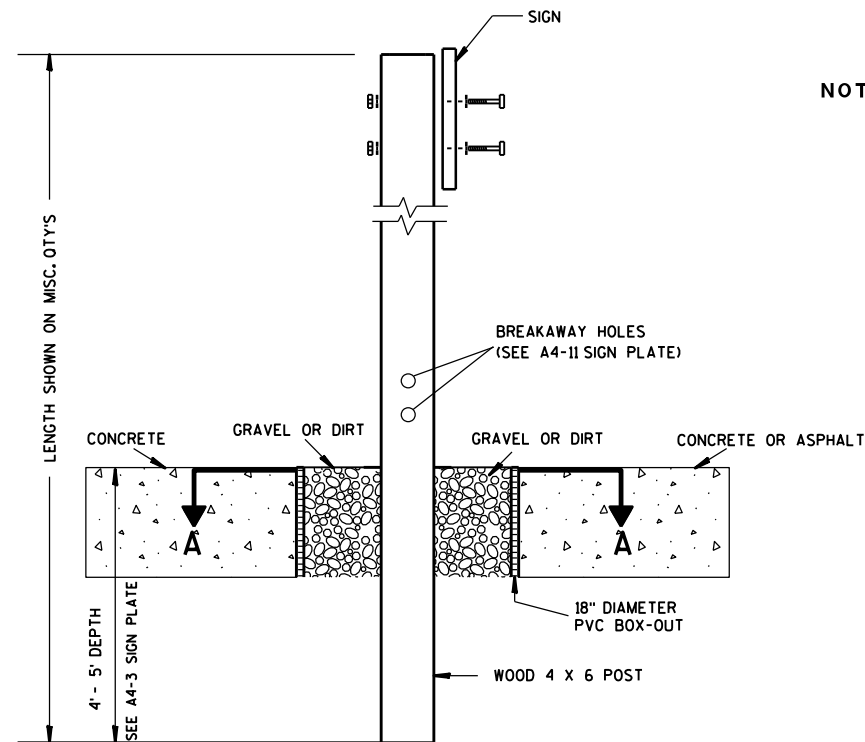
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

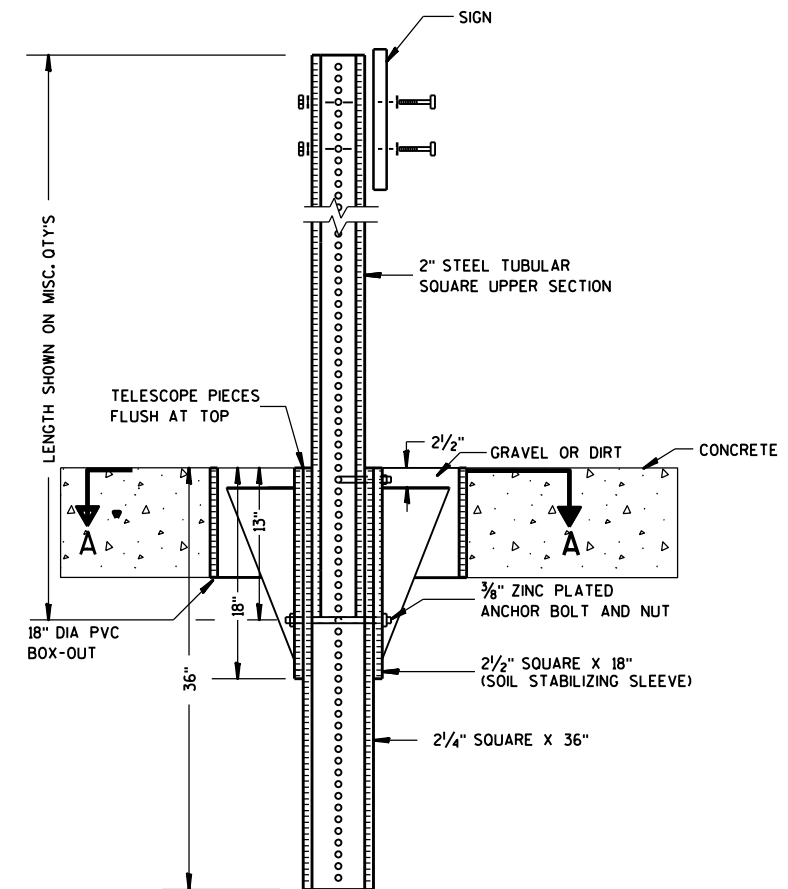
E



ELEVATION VIEW

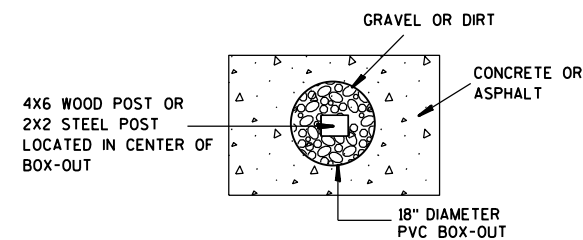
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

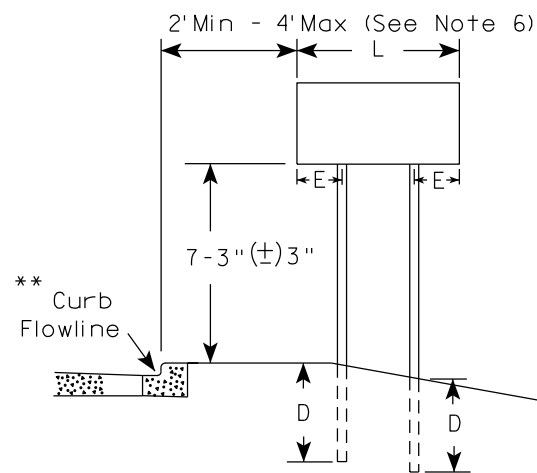
HWY:

COUNTY:

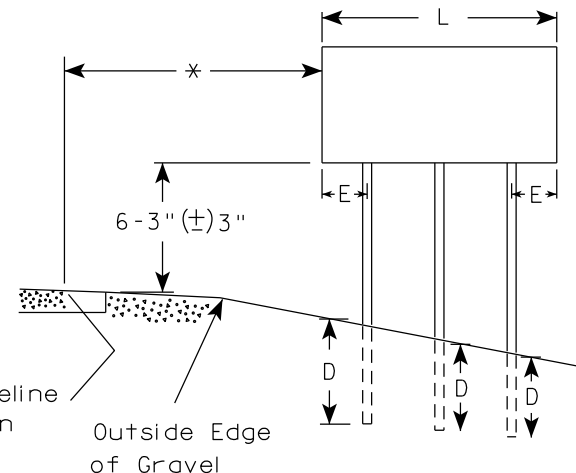
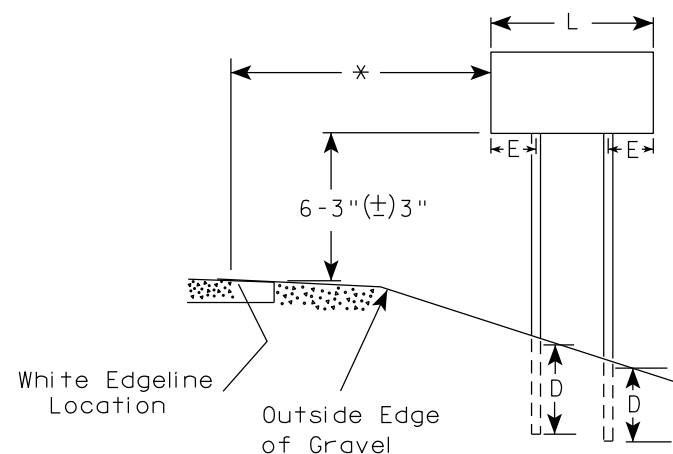
SHEET NO:

E

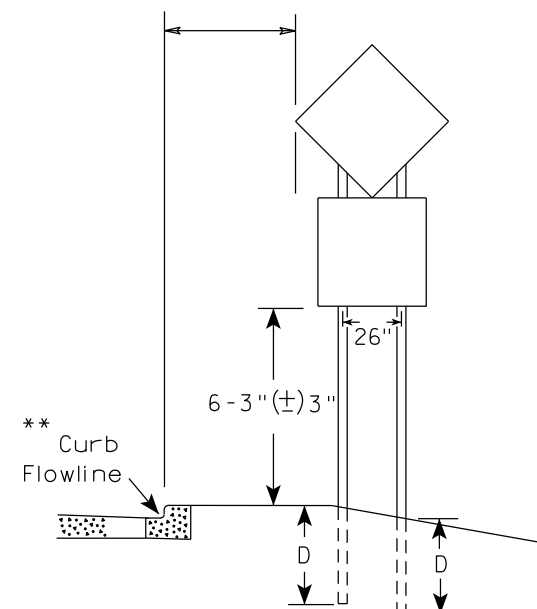
URBAN AREA



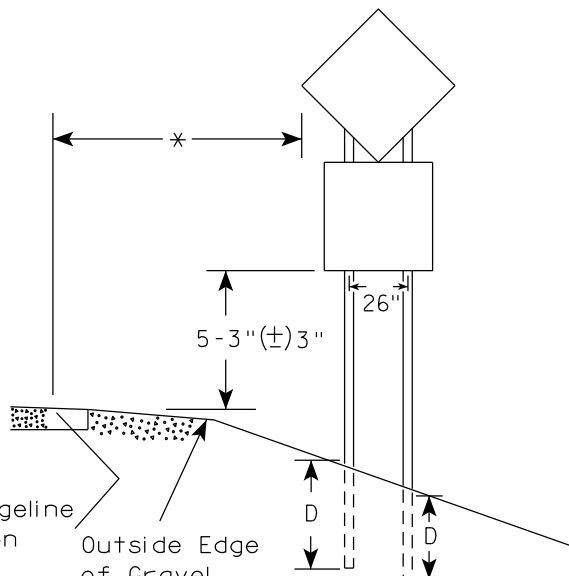
RURAL AREA (See Note 3)



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 *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

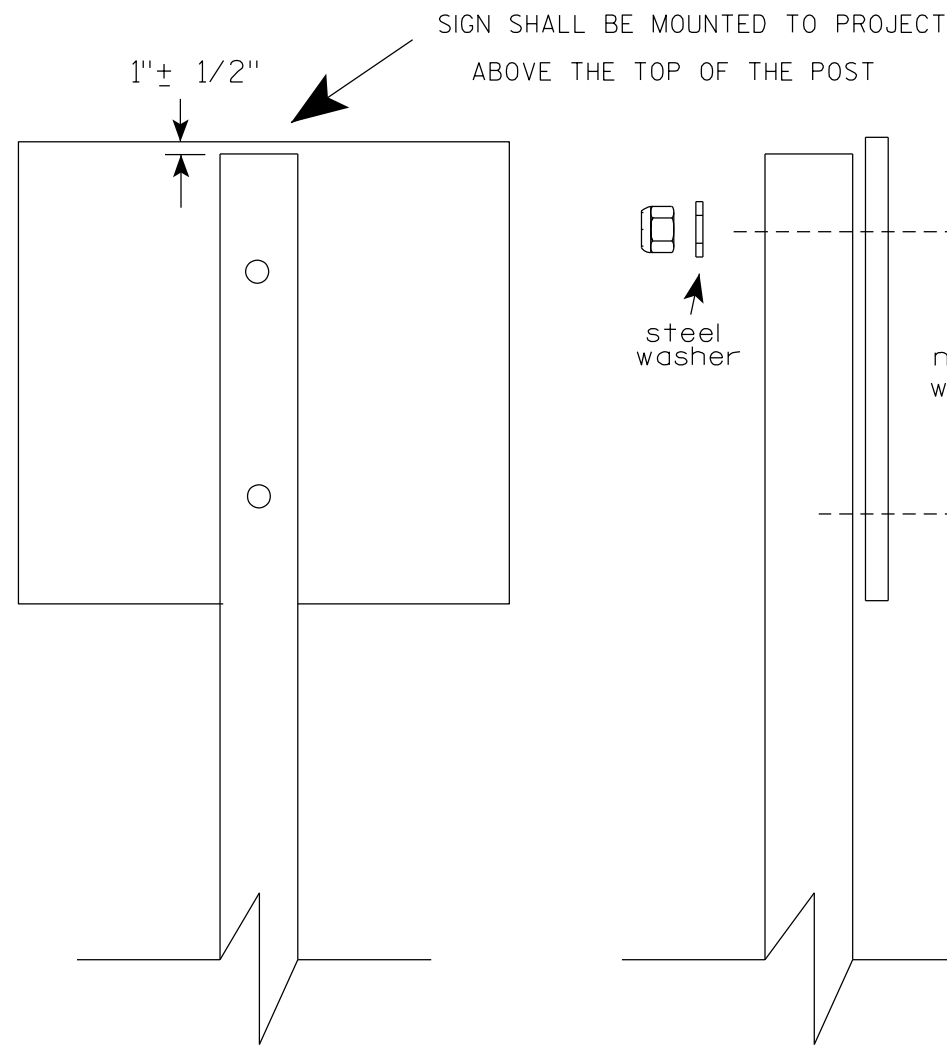
GENERAL NOTES

- 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.

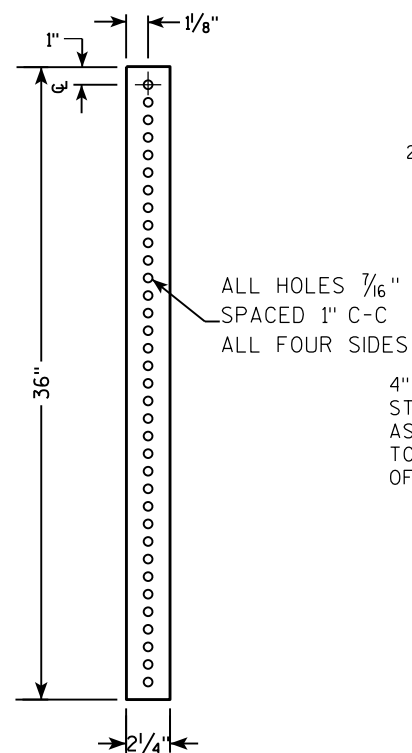
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

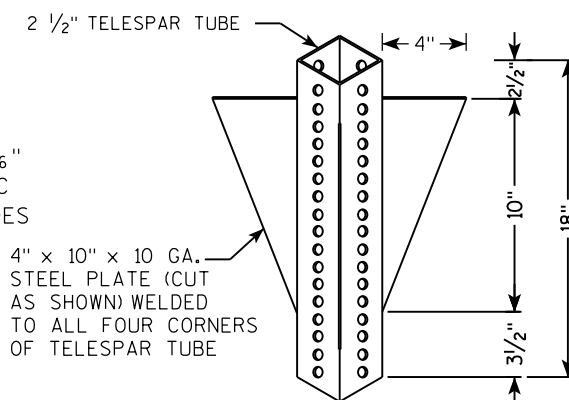
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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



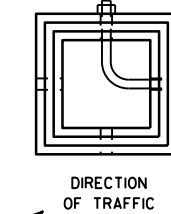
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- TELESCOPE PIECES FLUSH AT TOP**: Indicated by a dimension line on the left.
- 2" STEEL TUBULAR SQUARE UPPER SECTION**: The main vertical support.
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**: Specification for the perforations in the tubular section.
- SIGN**: Attached to the top of the post.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**: Reference to a separate plate for hardware details.
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT**: Hardware used to secure the post to the base.
- 1"**: Dimension for the offset of the anchor bolt from the post face.
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT**: Hardware used to secure the base plate to the ground.
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**: The base plate of the post.
- 2 1/4" SQUARE X 36"**: The main base plate.
- 36"**: Dimension for the height of the main base plate.
- 18"** and **12"**: Dimensions for the offset of the anchor bolts from the post face.
- A**: Downward arrows indicating load or weight applied to the base.

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthieu R. Rausch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

PROJECT NO:

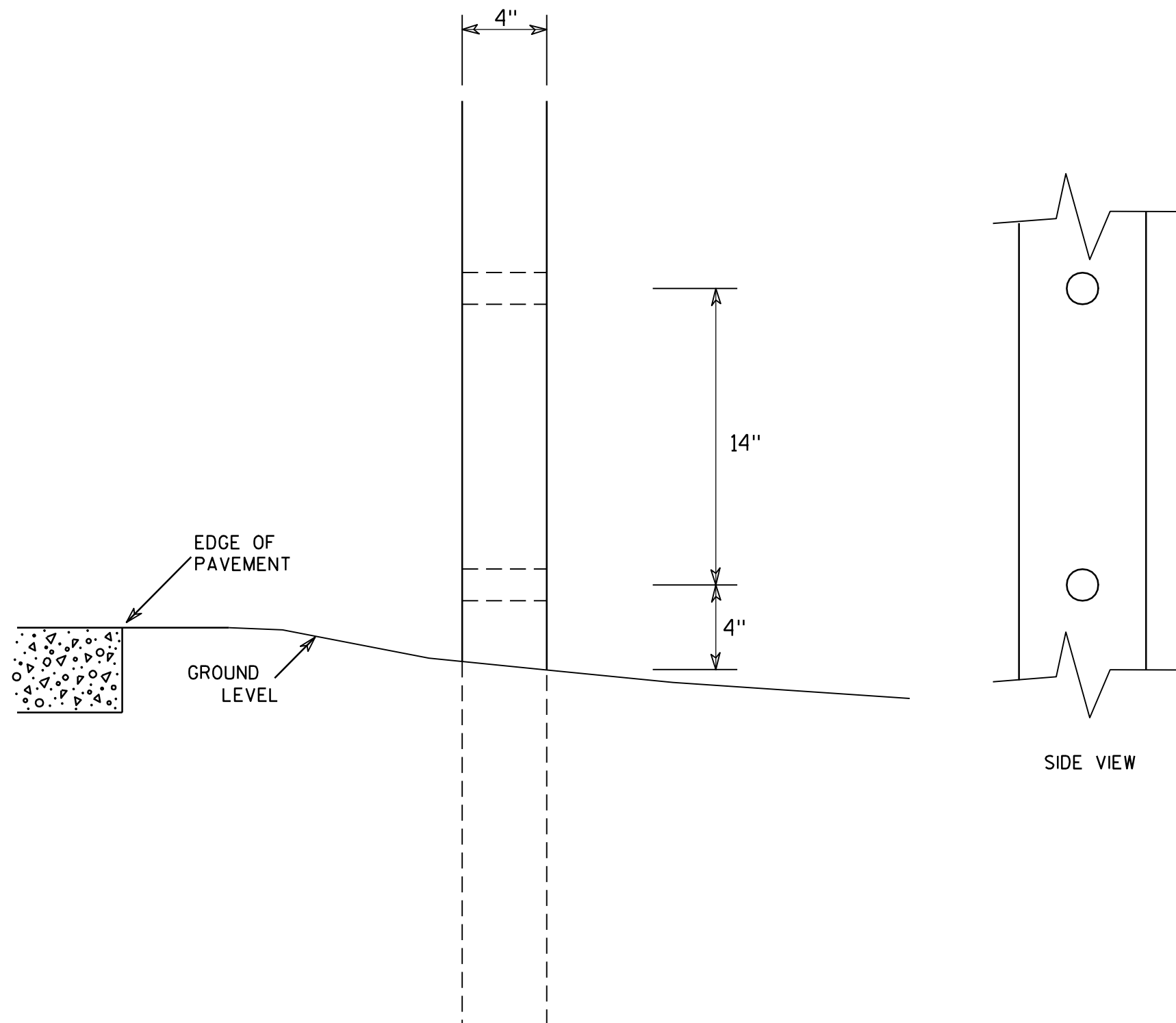
HWY:

COUNTY:

SHEET NO:

1

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

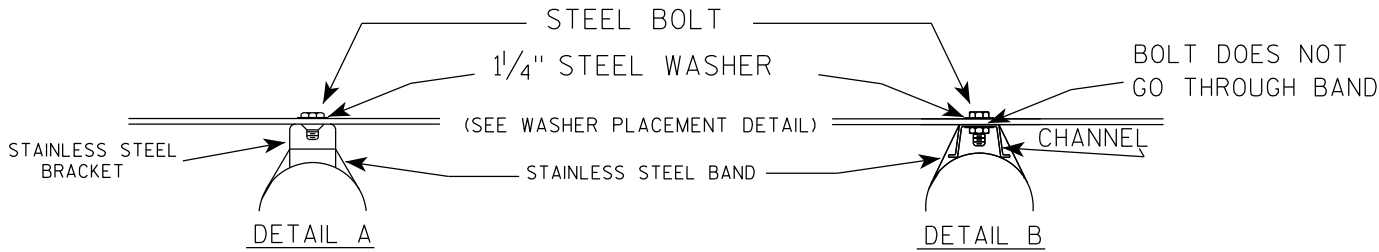
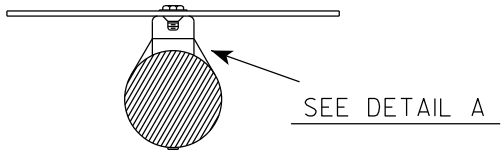
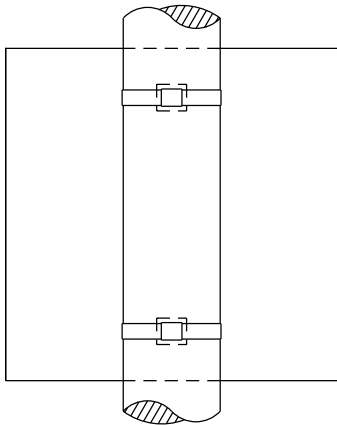
COUNTY:

SHEET NO:

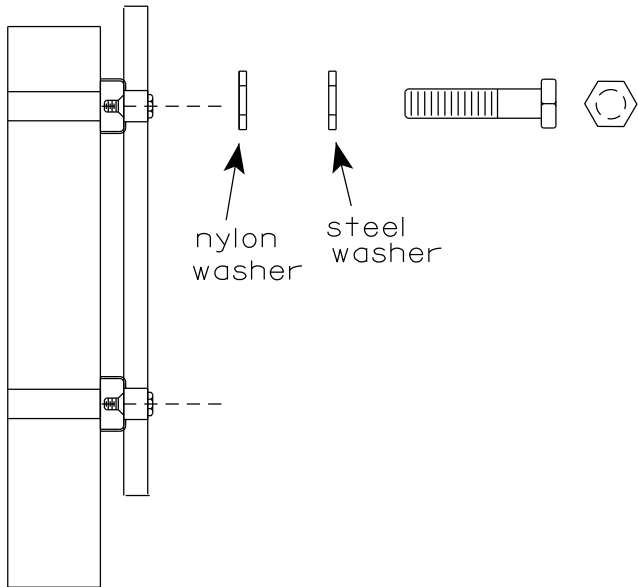
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

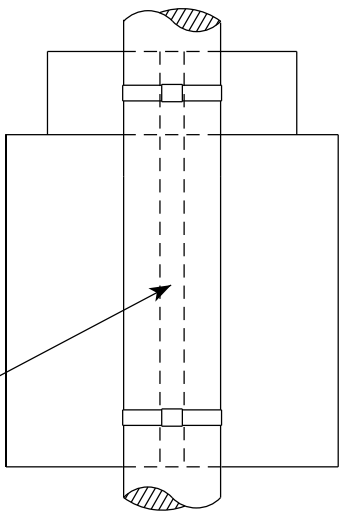


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

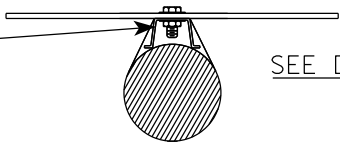
GENERAL NOTES

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

"J" ASSEMBLY



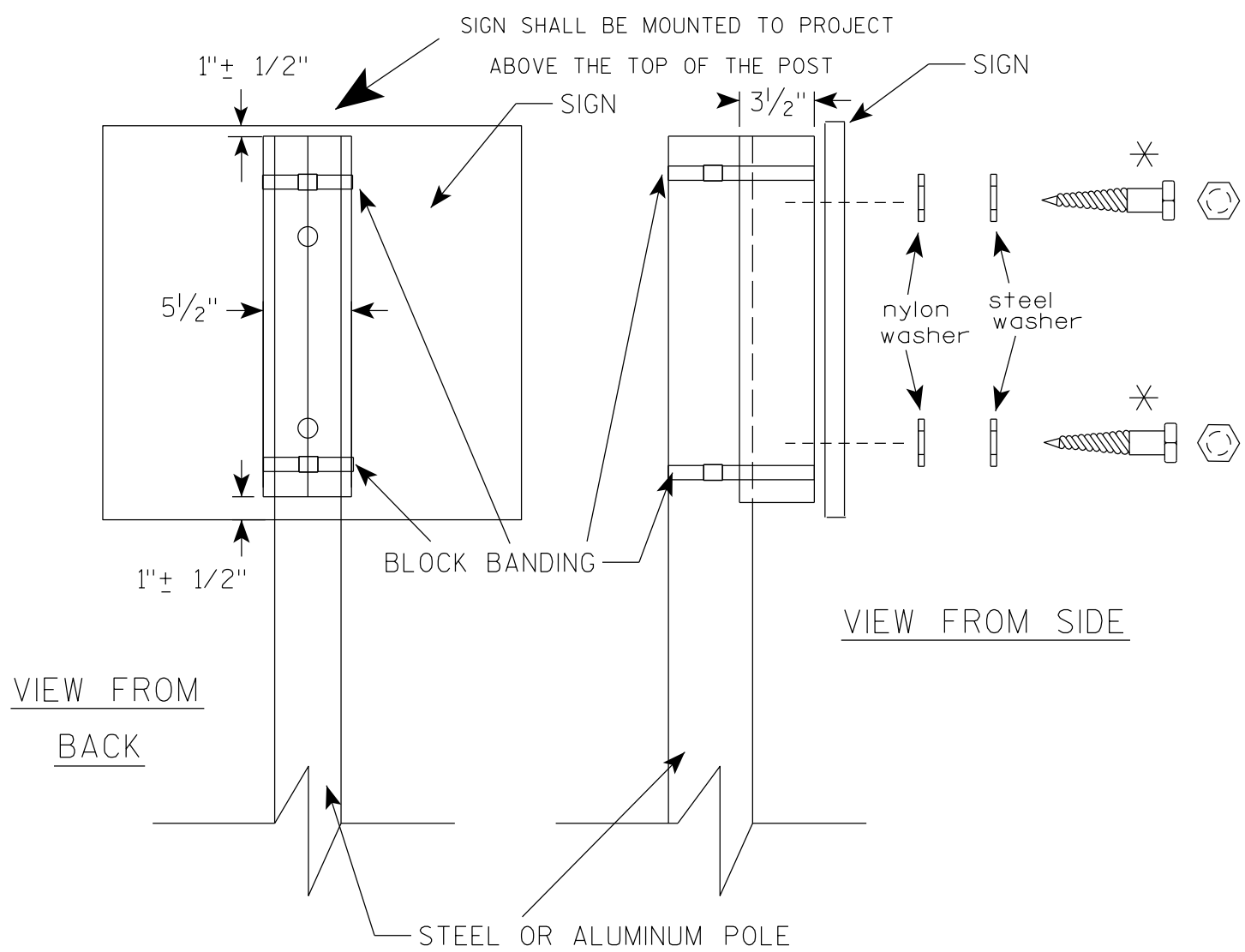
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

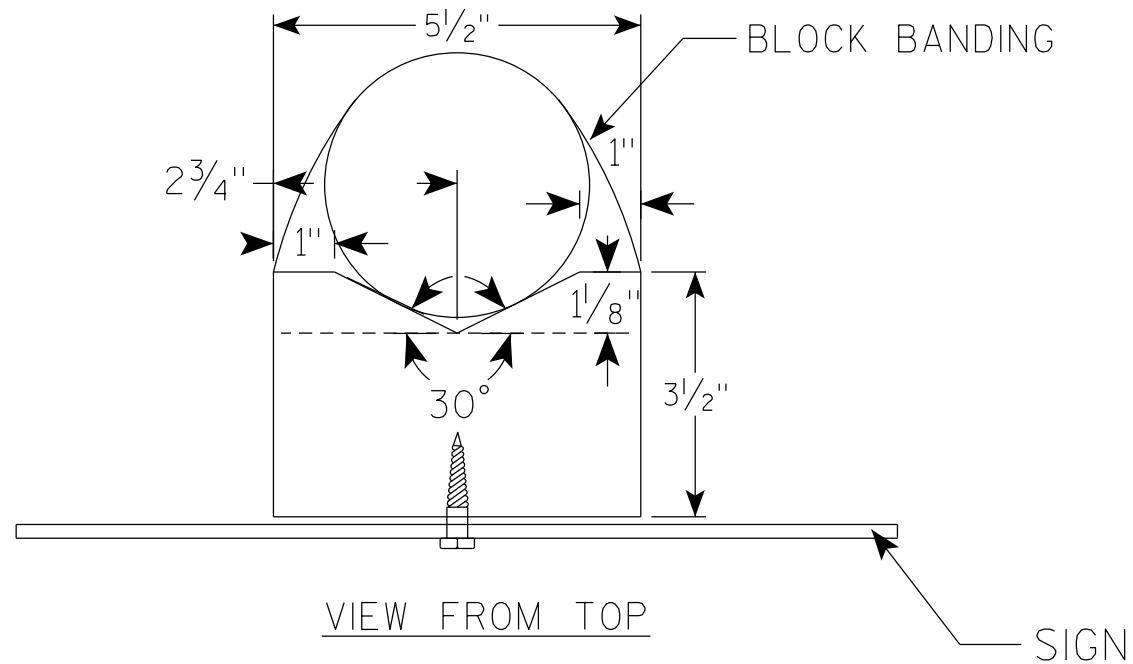
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO:

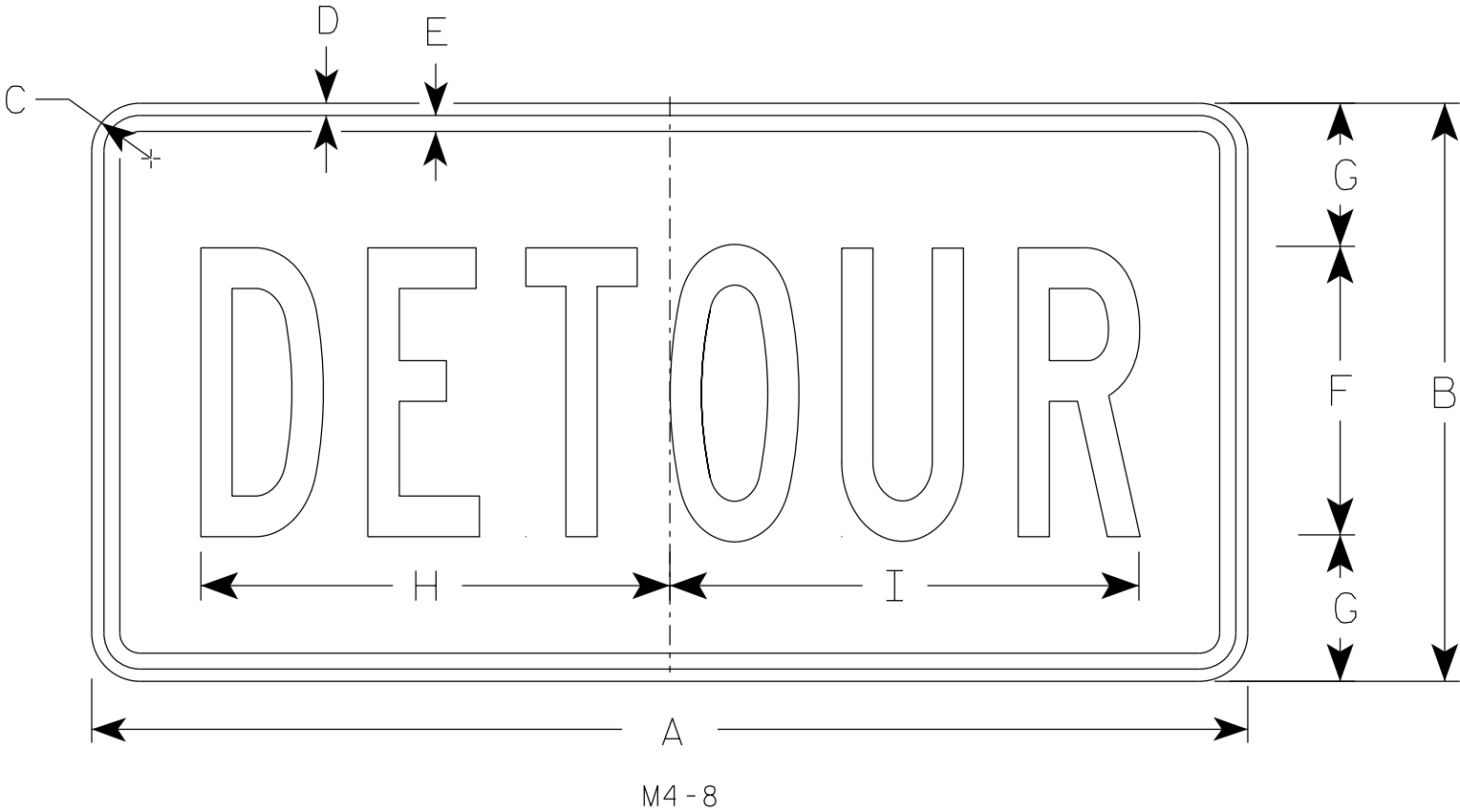
E

NOTES

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

Background - Orange

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



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

STANDARD SIGN

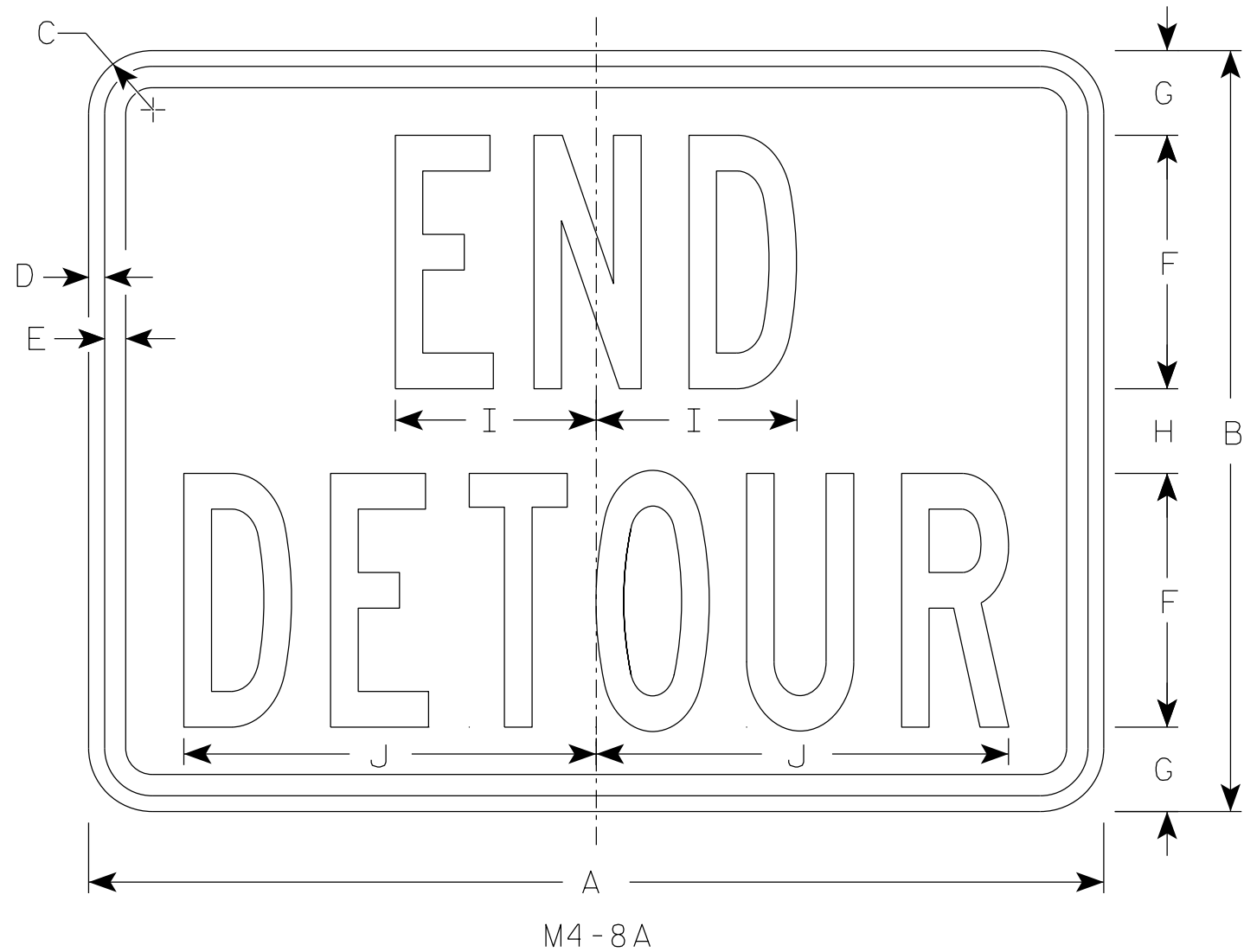
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

7



NOTES

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

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	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

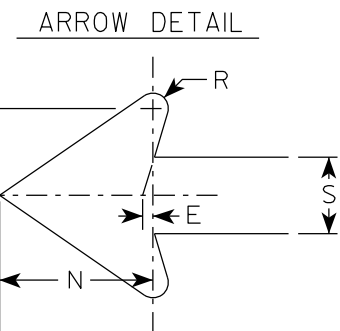
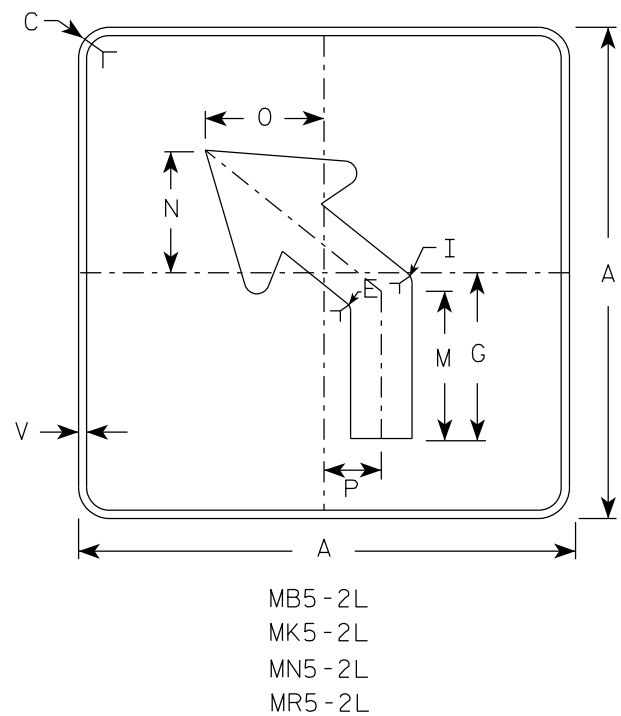
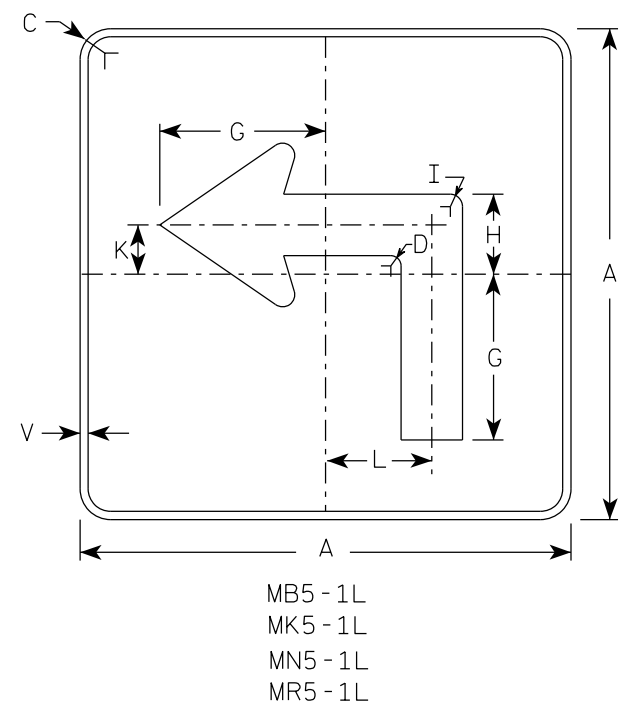
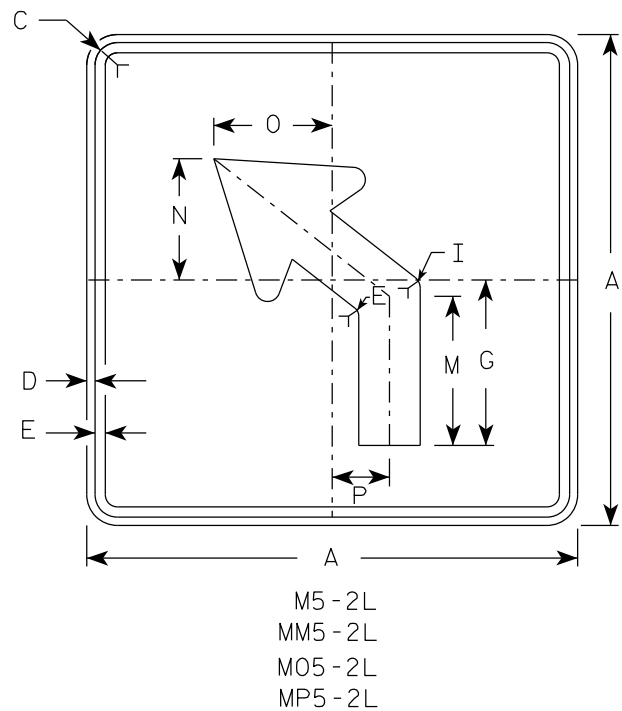
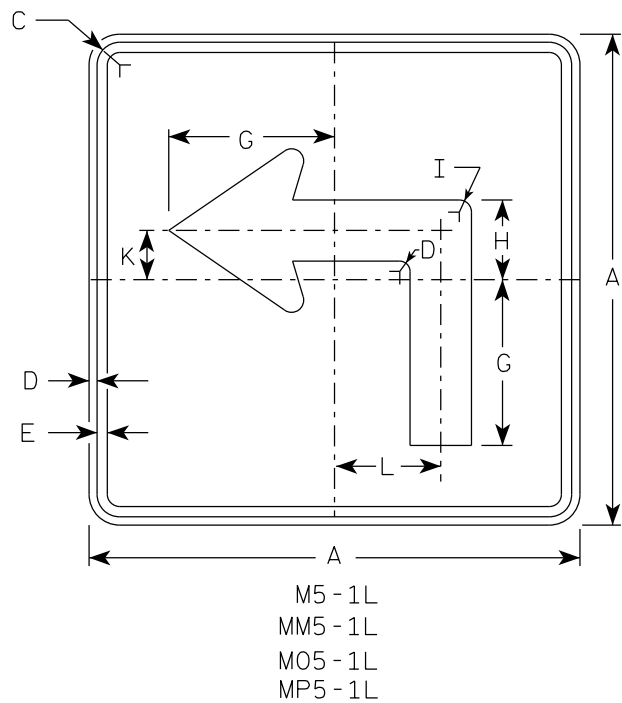
STANDARD SIGN

M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

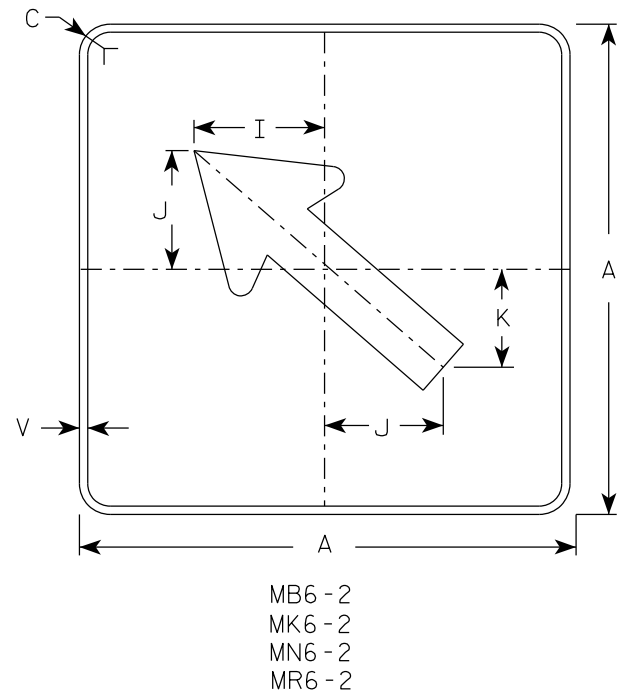
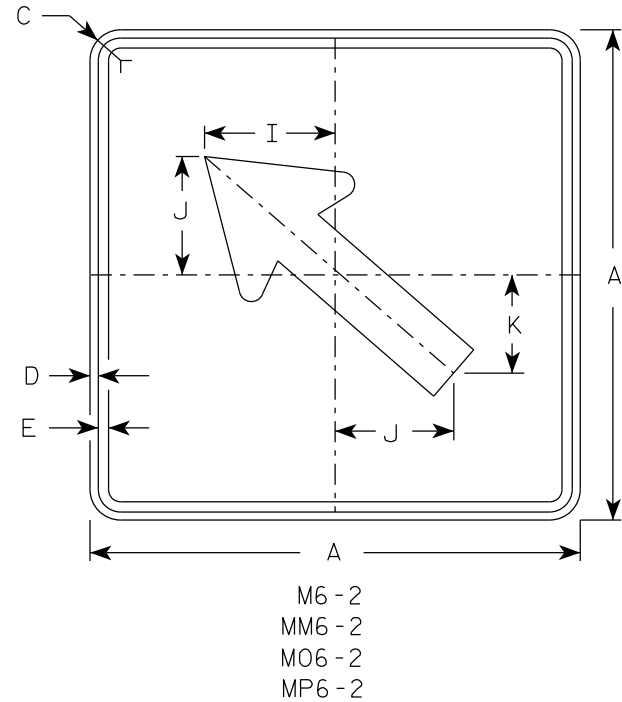
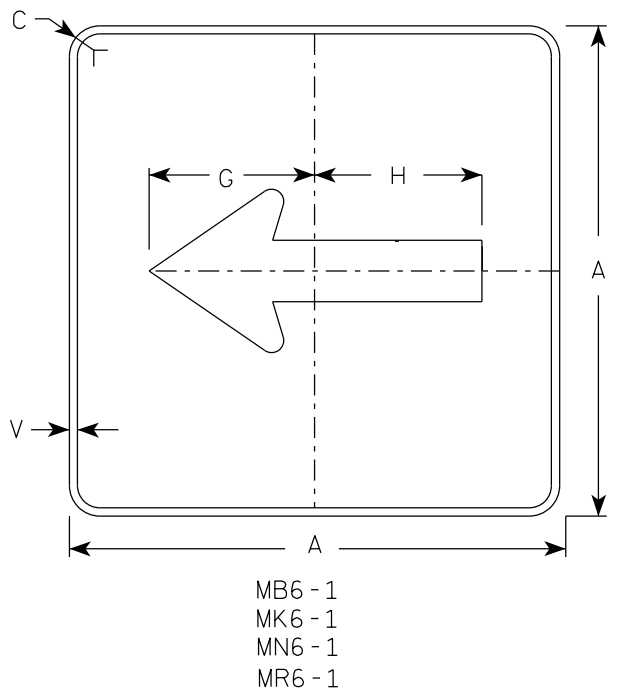
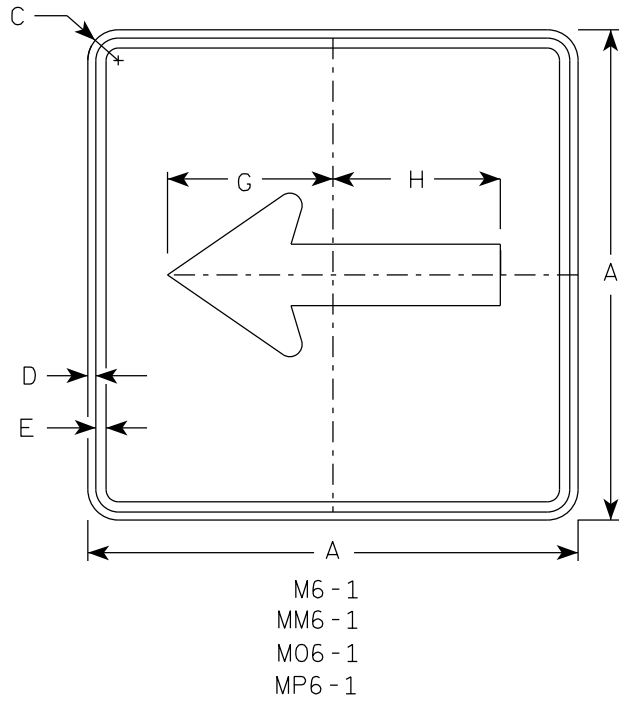


NOTES

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

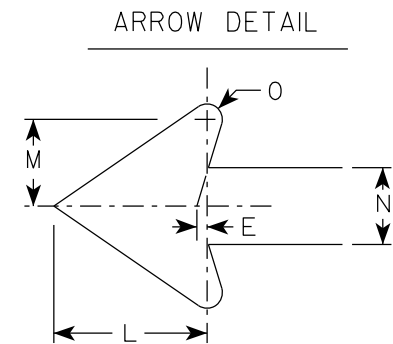
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2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

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

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



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

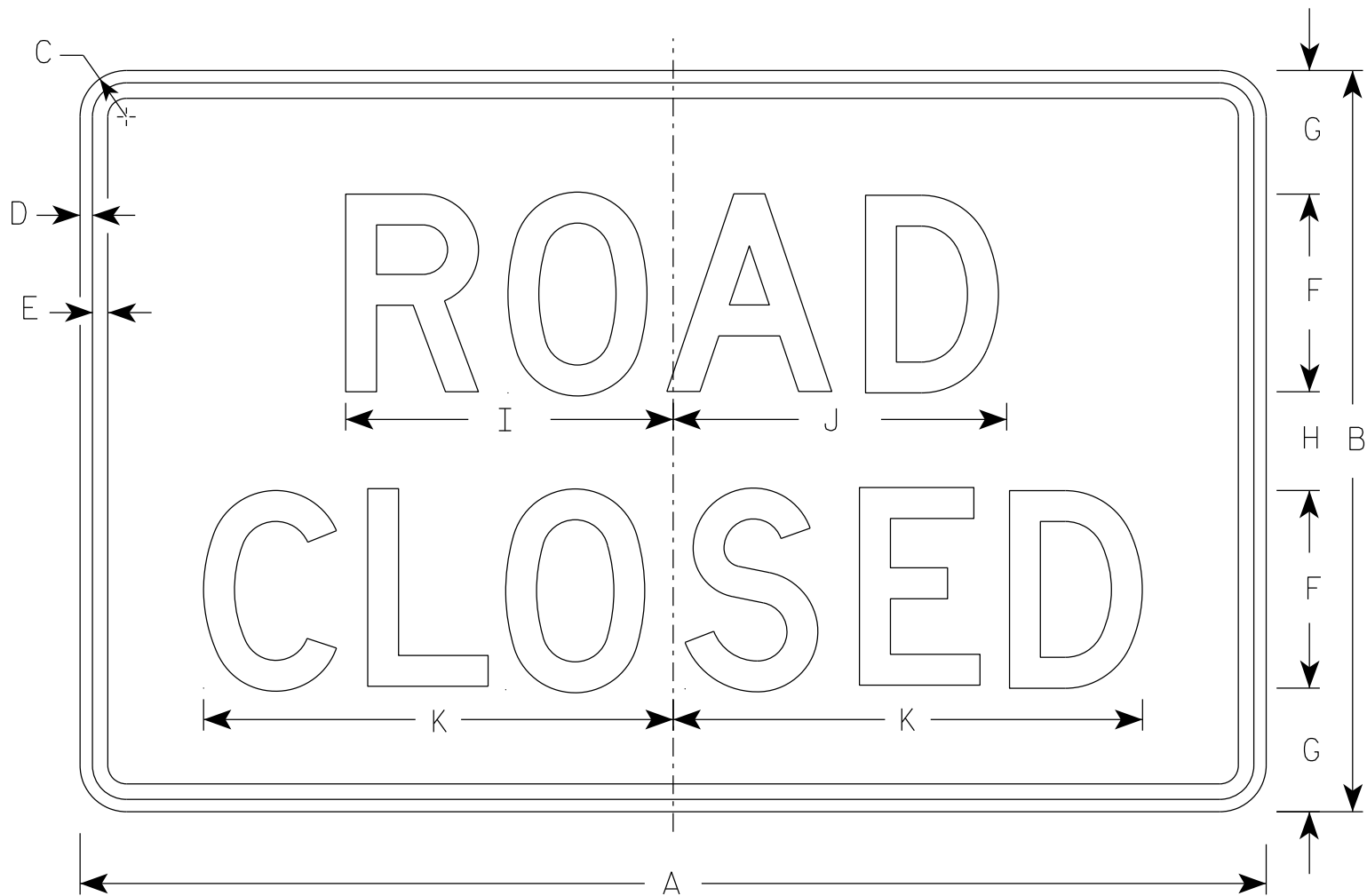
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

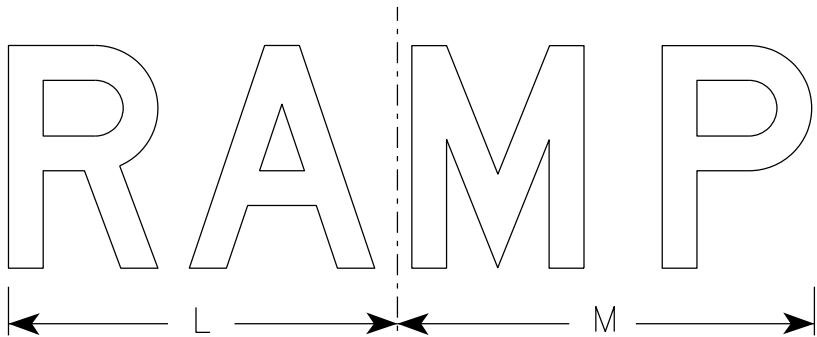
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

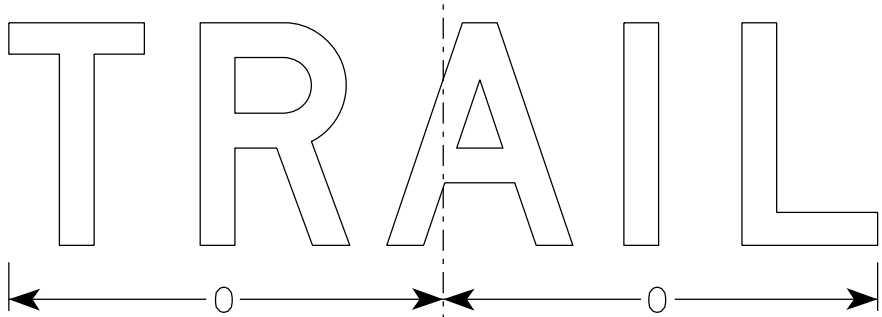


R11-2

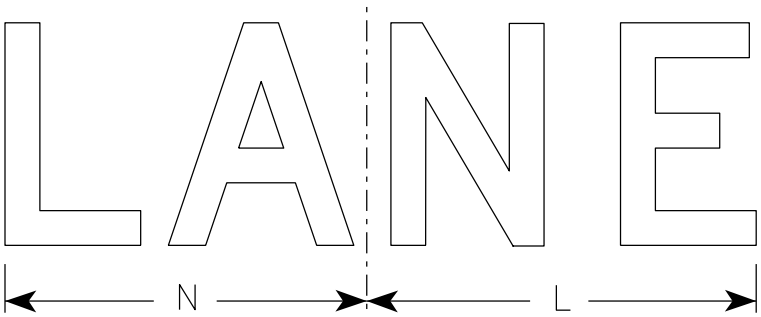
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



R11-2R



R11-2T



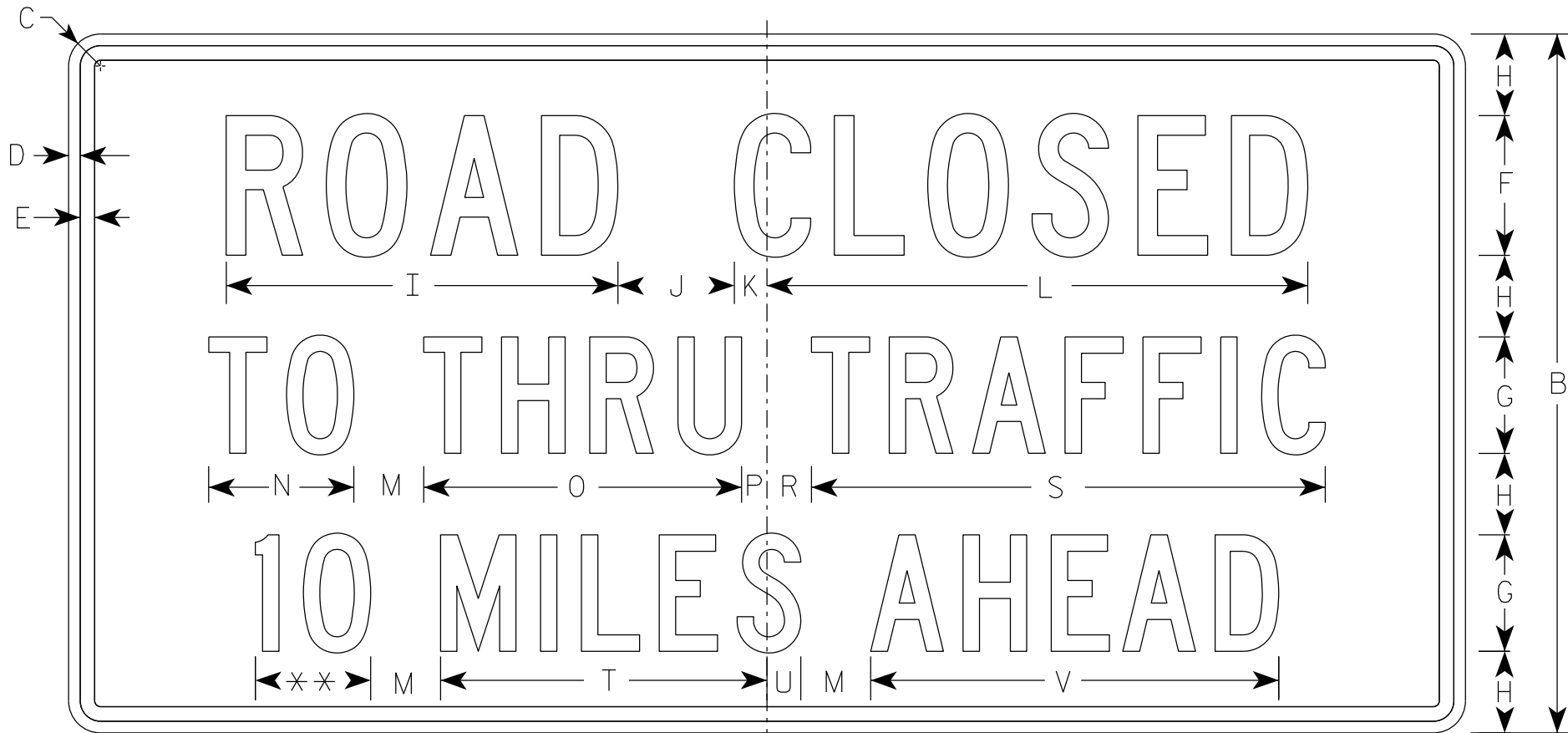
R11-2L

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	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/5/24	PLATE NO. R11-2.12

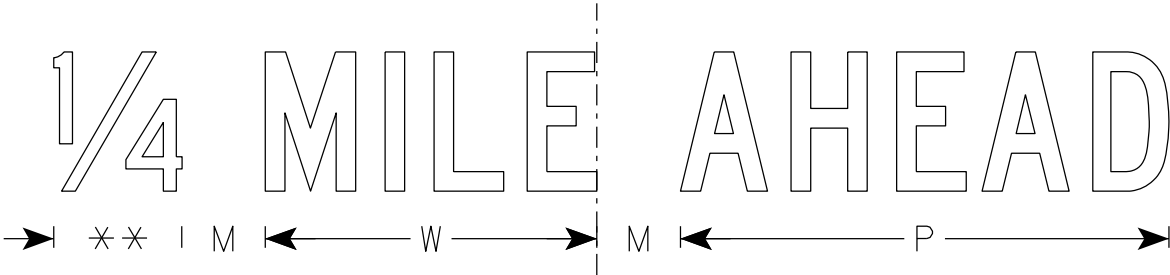
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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7



R11-3

** See Note 5



NOTES

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

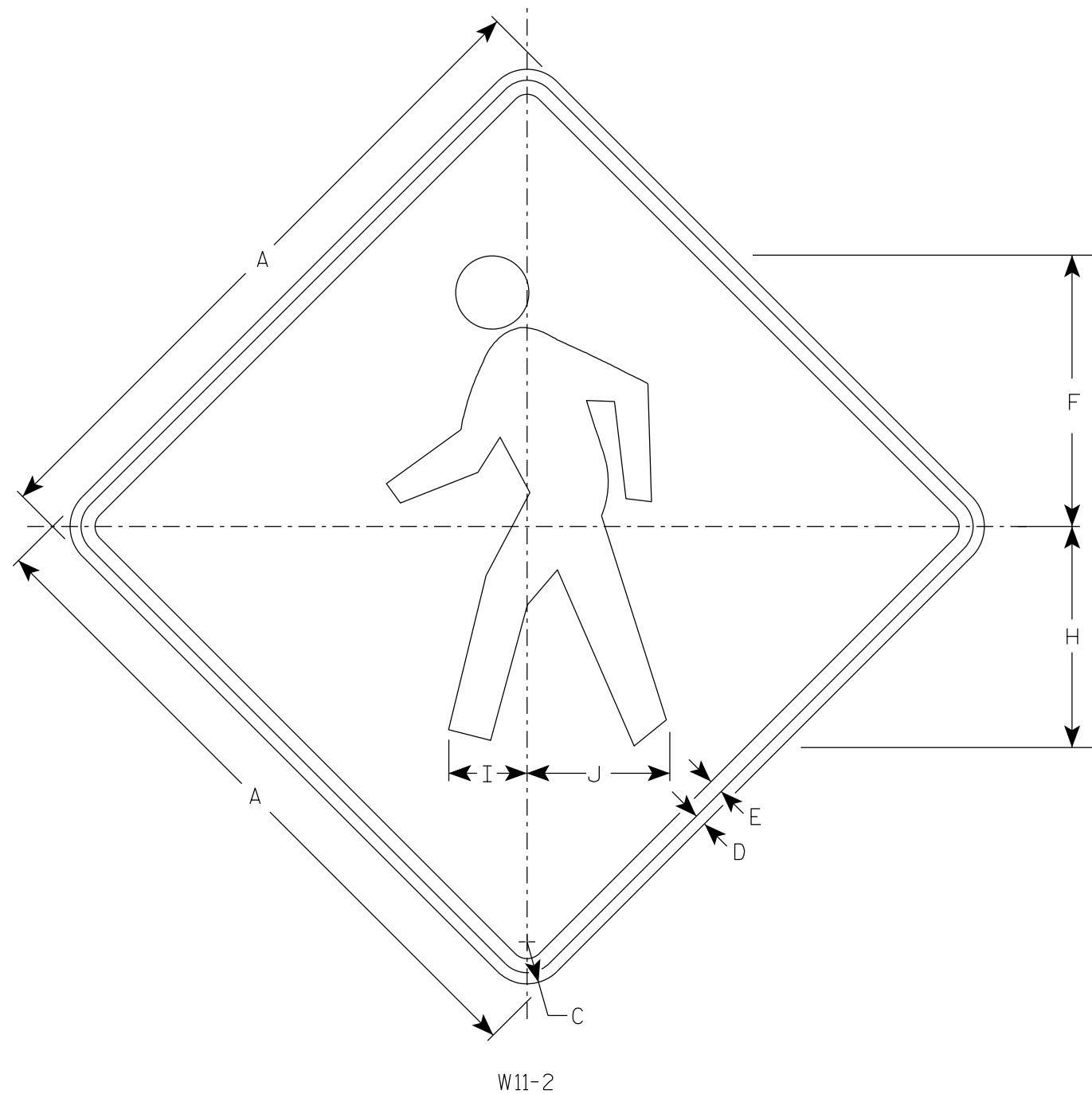
7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN R11-3	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 2/5/24	PLATE NO. R11-3.10

PROJECT NO:	HWY:	COUNTY:	PLOT DATE : 5-FEB 2024 2:30		PLOT BY : mscj9h	PLOT NAME :	PLOT SCALE : \$\$.....plotscale.....\$\$	WISDOT/CADDs SHEET 42	SHEET NO:	E
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7



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

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	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

PROJECT NO:		HWY:		COUNTY:				SHEET NO:		E
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STANDARD SIGN
W11-2

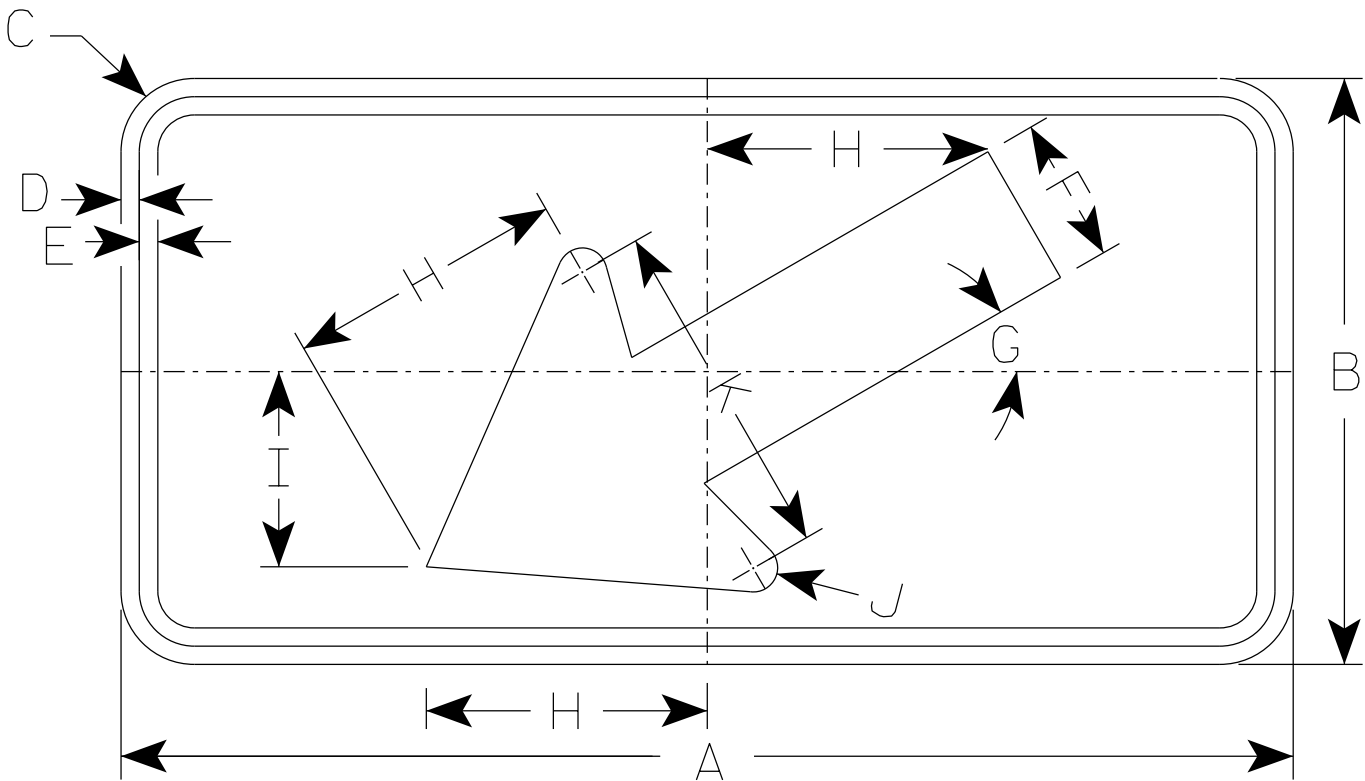
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

NOTES

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



W16-7L

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

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

STANDARD SIGN

W16-7

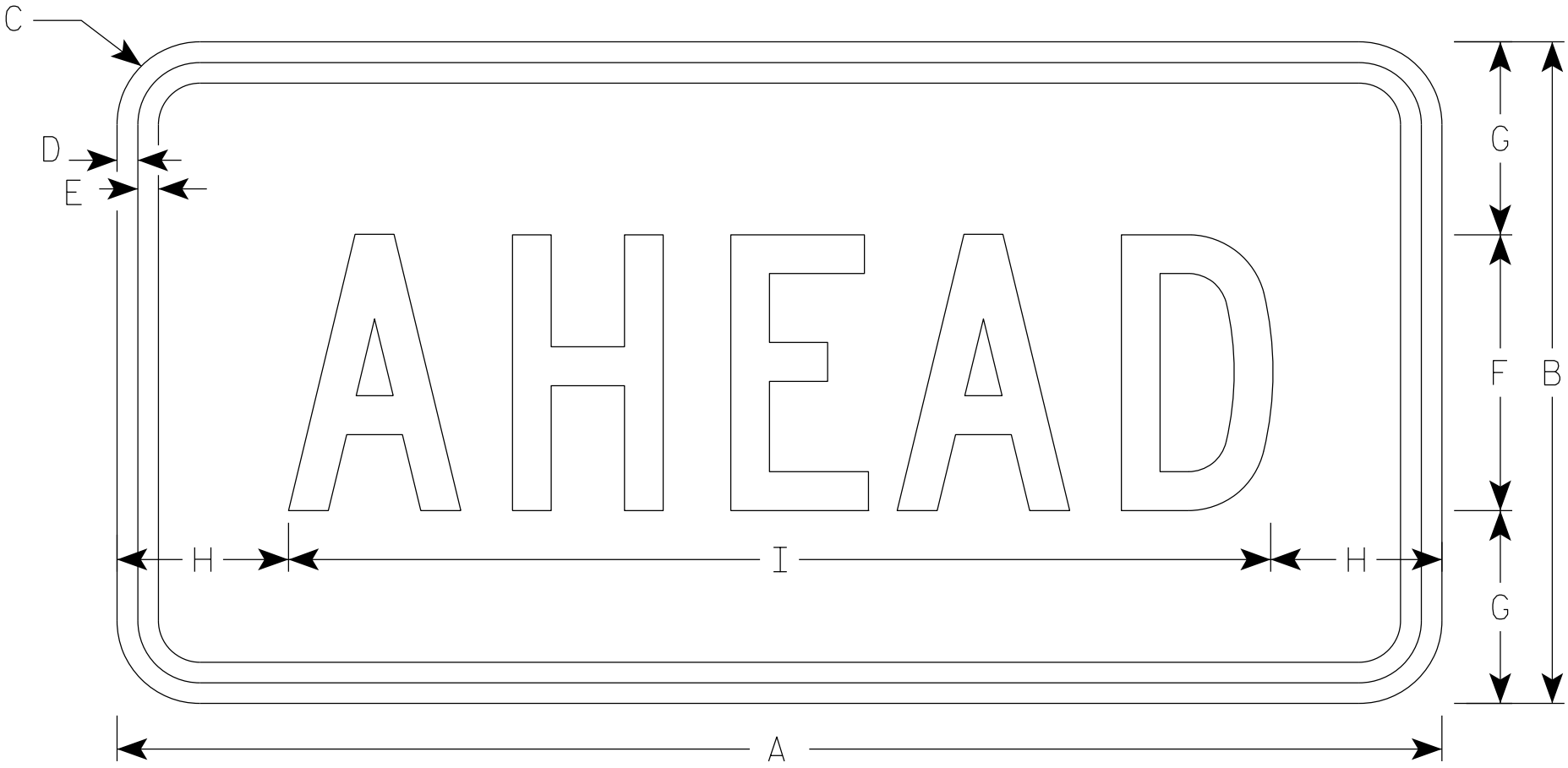
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

NOTES

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



W16-9P

- * For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

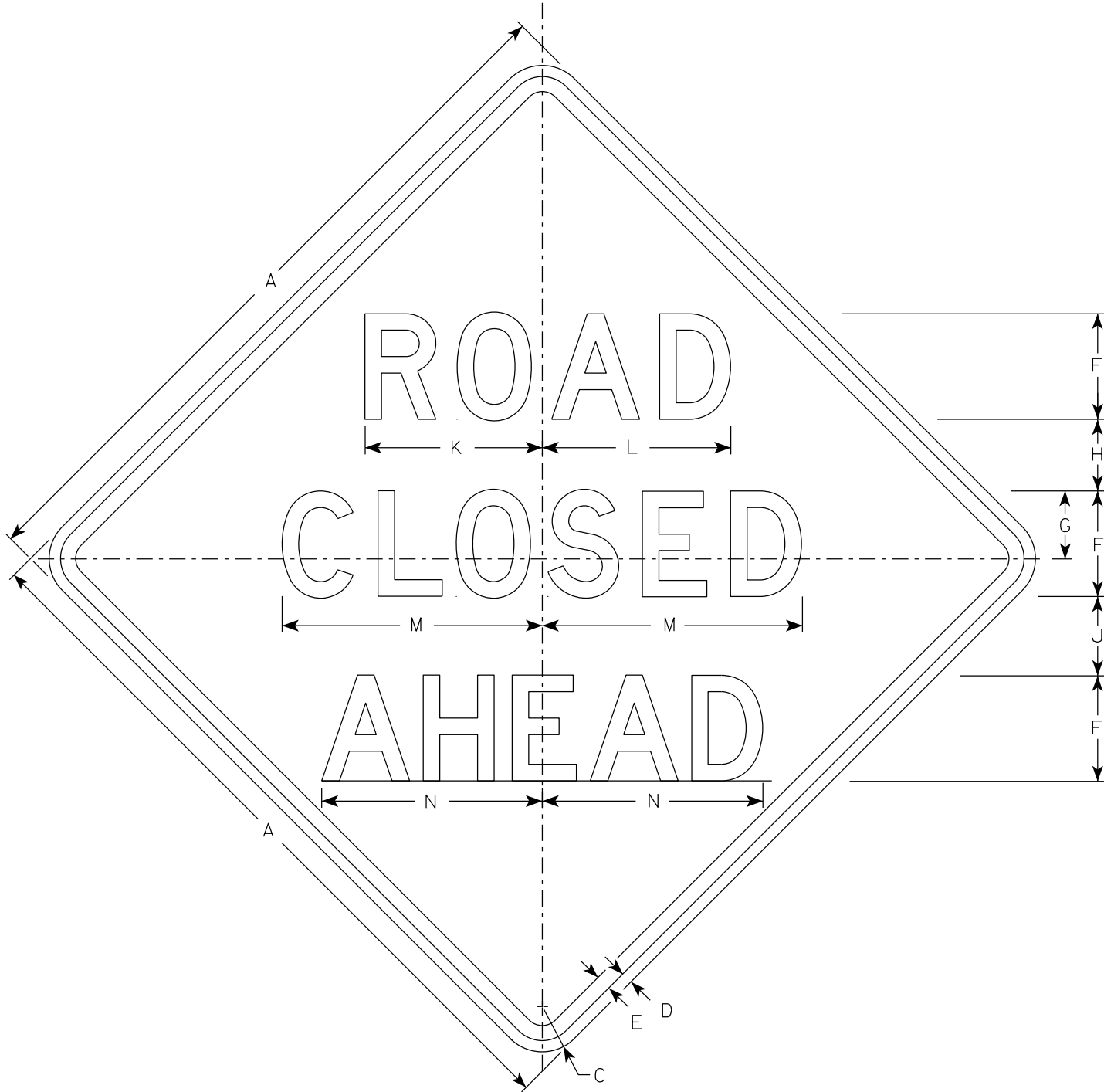
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

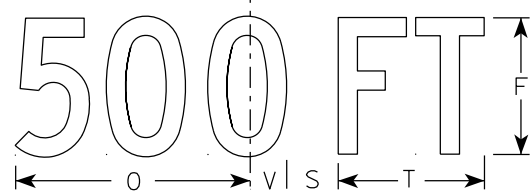
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

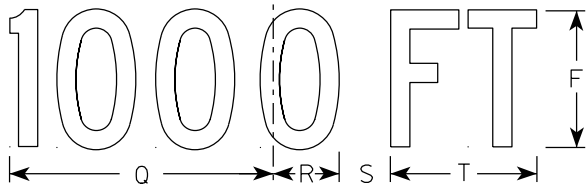
DATE 1/9/2024 PLATE NO. W16-9P.9



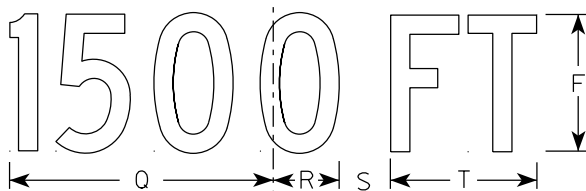
W20-3A



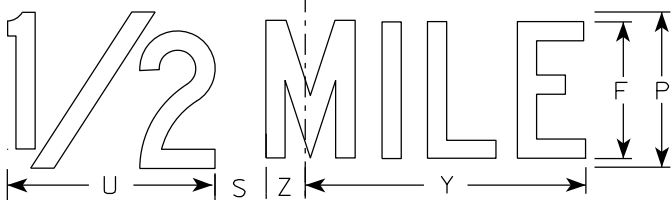
W20-3D



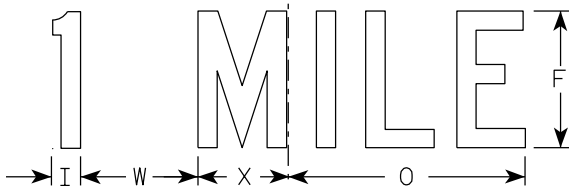
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

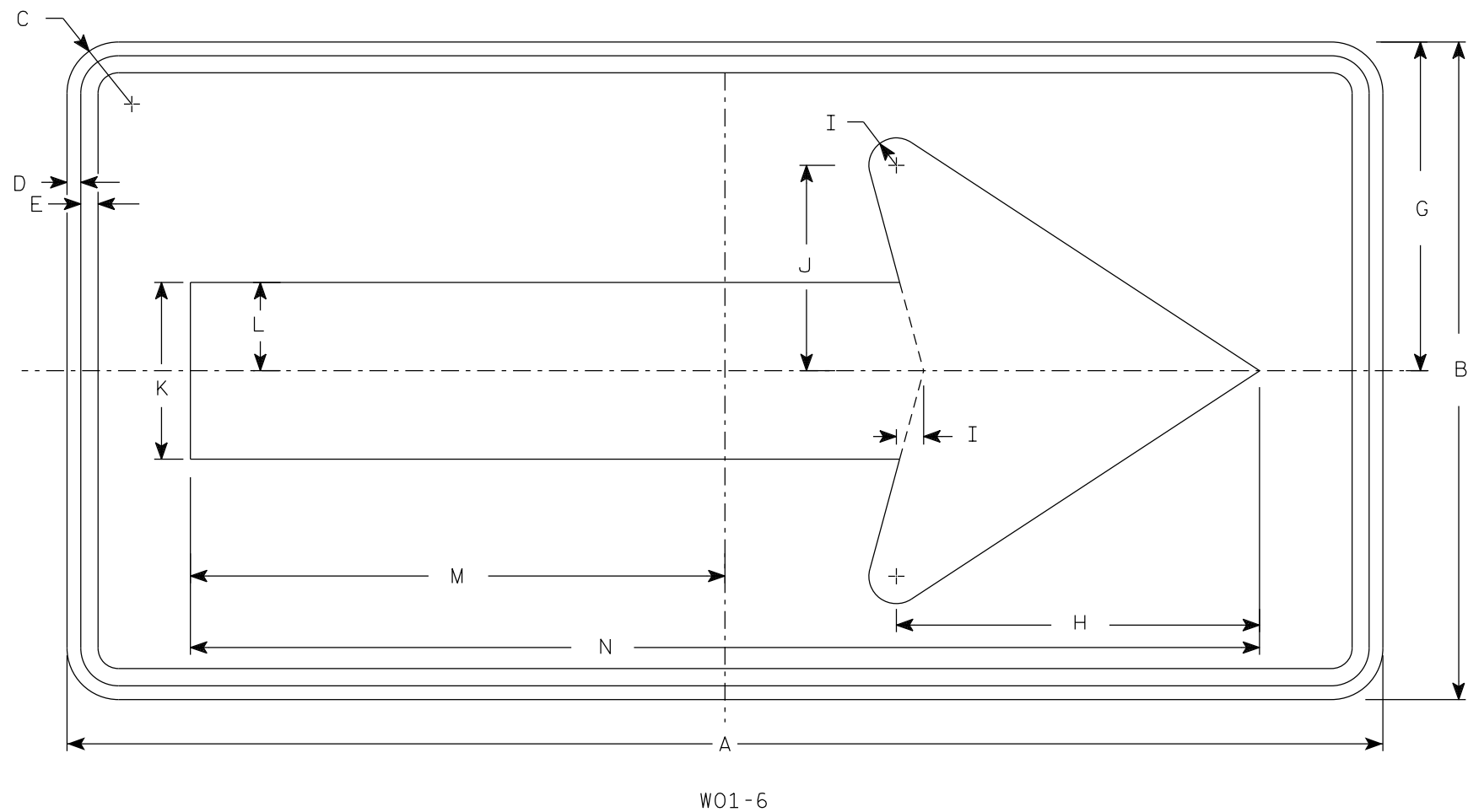
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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.

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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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

DIVISION 1 - WINDSOR ROAD (CHARLIE GRIMM INTERSECTION)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
									NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
31+25	3125.00	0.00	46.59	9.32	0.00	0.00	0.00	0.00	0	0	0	0	0	0
31+30	3130.00	5.00	52.46	10.49	0.00	0.00	0.00	0.00	9	2	0	9	0	7
31+40	3140.00	10.00	54.83	10.97	0.00	0.00	0.00	0.00	20	4	0	29	0	23
31+50	3150.00	10.00	55.67	11.13	0.00	0.00	0.00	0.00	20	4	0	49	0	39
31+60	3160.00	10.00	60.57	12.11	0.00	0.00	0.00	0.00	22	4	0	71	0	57
31+70	3170.00	10.00	69.33	13.87	0.00	0.00	0.00	0.00	24	5	0	95	0	76
31+80	3180.00	10.00	110.43	22.09	0.00	0.00	0.00	0.00	33	7	0	128	0	102
31+90	3190.00	10.00	112.99	22.60	0.00	0.00	0.00	0.00	41	8	0	169	0	135
32+00	3200.00	10.00	112.51	22.50	0.00	0.00	0.00	0.00	42	8	0	211	0	169
32+10	3210.00	10.00	115.09	23.02	0.00	0.00	0.00	0.00	42	8	0	253	0	203
32+20	3220.00	10.00	61.84	12.37	0.00	0.00	0.00	0.00	33	7	0	286	0	229
32+30	3230.00	10.00	59.60	11.92	0.00	0.00	0.00	0.00	22	4	0	308	0	247
32+40	3240.00	10.00	59.69	11.94	0.00	0.00	0.00	0.00	22	4	0	330	0	265
32+50	3250.00	10.00	59.72	11.94	0.00	0.00	0.00	0.00	22	4	0	352	0	283
32+53	3253.00	3.00	59.88	11.98	0.00	0.00	0.00	0.00	7	1	0	359	0	289

DIVISION 2 - WINDSOR ROAD (STA 32+53 - STA 38+30)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
									NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
32+53	3253.00	0.00	59.88	12.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
32+75	3275.00	22.00	56.39	12.00	0.00	0.00	0.00	0.00	47	10	0	47	0	37
33+00	3300.00	25.00	57.25	12.00	0.00	0.00	0.00	0.00	53	11	0	100	0	79
33+25	3325.00	25.00	57.43	12.00	0.00	0.00	0.00	0.00	53	11	0	153	0	121
33+50	3350.00	25.00	57.54	12.00	0.00	0.00	0.00	0.00	53	11	0	206	0	163
33+75	3375.00	25.00	57.29	12.00	0.00	0.00	0.00	0.00	53	11	0	259	0	205
34+00	3400.00	25.00	58.31	12.00	0.00	0.00	0.00	0.00	54	11	0	313	0	248
34+25	3425.00	25.00	57.52	12.00	0.00	0.00	0.00	0.00	54	11	0	367	0	291
34+50	3450.00	25.00	53.93	12.00	0.00	0.00	0.00	0.00	52	11	0	419	0	332
34+75	3475.00	25.00	53.38	12.00	0.00	0.00	0.00	0.00	50	11	0	469	0	371
35+00	3500.00	25.00	52.34	12.00	0.00	0.00	0.00	0.00	49	11	0	518	0	409
35+25	3525.00	25.00	52.68	12.00	0.00	0.00	0.00	0.00	49	11	0	567	0	447
35+50	3550.00	25.00	51.30	12.00	0.00	0.00	0.00	0.00	48	11	0	615	0	484
35+75	3575.00	25.00	51.40	12.00	0.00	0.00	0.00	0.00	48	11	0	663	0	521
36+00	3600.00	25.00	50.00	12.00	0.00	0.00	0.00	0.00	47	11	0	710	0	557
36+25	3625.00	25.00	48.77	12.00	0.00	0.00	0.00	0.00	46	11	0	756	0	592
36+50	3650.00	25.00	51.62	12.00	0.00	0.00	0.00	0.00	46	11	0	802	0	627
36+75	3675.00	25.00	52.38	12.00	0.00	0.00	0.00	0.00	48	11	0	850	0	664
37+00	3700.00	25.00	52.11	12.00	0.00	0.00	0.00	0.00	48	11	0	898	0	701
37+25	3725.00	25.00	52.06	12.00	0.00	0.00	0.00	0.00	48	11	0	946	0	738
37+50	3750.00	25.00	53.07	12.00	0.00	0.00	0.00	0.00	49	11	0	995	0	776
37+75	3775.00	25.00	55.04	12.00	0.00	0.00	0.00	0.00	50	11	0	1,045	0	815
38+00	3800.00	25.00	54.83	12.00	0.00	0.00	0.00	0.00	51	11	0	1,096	0	855
38+25	3825.00	25.00	54.42	12.00	0.00	0.00	0.00	0.00	51	11	0	1,147	0	895
38+30	3830.00	5.00	61.89	12.00	0.00	0.00	0.00	0.00	11	2	0	1,158	0	904

DIVISION 3 - WINDSOR ROAD (TELSTAR DRIVE INTERSECTION)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
												1.00	1.15	
									NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
38+30	3830.00	0.00	61.89	12.38	0.00	0.00	0.00	0.00	0	0	0	0	0	0
38+40	3840.00	10.00	62.12	12.42	0.00	0.00	0.00	0.00	23	5	0	23	0	18
38+50	3850.00	10.00	63.38	12.68	0.00	0.00	0.00	0.00	23	5	0	46	0	36
38+60	3860.00	10.00	70.23	14.05	0.00	0.00	0.00	0.00	25	5	0	71	0	56
38+70	3870.00	10.00	132.02	26.40	0.00	0.00	0.00	0.00	37	7	0	108	0	86
38+80	3880.00	10.00	122.75	24.55	0.00	0.00	0.00	0.00	47	9	0	155	0	124
38+90	3890.00	10.00	123.13	24.63	0.00	0.00	0.00	0.00	46	9	0	201	0	161
39+00	3900.00	10.00	121.94	24.39	0.00	0.00	0.00	0.00	45	9	0	246	0	197
39+10	3910.00	10.00	121.85	24.37	0.00	0.00	0.00	0.00	45	9	0	291	0	233
39+20	3920.00	10.00	124.11	24.82	0.00	0.00	0.00	0.00	46	9	0	337	0	270
39+30	3930.00	10.00	83.76	16.75	0.00	0.00	0.00	0.00	38	8	0	375	0	300
39+40	3940.00	10.00	68.13	13.63	0.00	0.00	0.00	0.00	28	6	0	403	0	322
39+50	3950.00	10.00	62.93	12.59	0.00	0.00	0.00	0.00	24	5	0	427	0	341
39+60	3960.00	10.00	63.43	12.69	0.00	0.00	0.00	0.00	23	5	0	450	0	359
39+68	3968.00	8.00	63.95	12.79	0.00	0.00	0.00	0.00	19	4	0	469	0	374

DIVISION 4 - WINDSOR ROAD (STA 39+68 - STA 40+57)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
												1.00	1.15	
									NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
39+68	3968.00	0.00	63.95	12.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
39+75	3975.00	7.00	57.15	12.00	0.00	0.00	0.00	0.00	16	3	0	16	0	13
40+00	4000.00	25.00	57.08	12.00	0.00	0.00	0.00	0.00	53	11	0	69	0	55
40+25	4025.00	25.00	56.99	12.00	0.00	0.00	0.00	0.00	53	11	0	122	0	97
40+50	4050.00	25.00	56.68	12.00	0.00	0.00	0.00	0.00	53	11	0	175	0	139
40+57	4057.00	7.00	63.66	12.00	0.00	0.00	0.00	0.00	16	3	0	191	0	152

DIVISION 5 - WINDSOR ROAD (TRAVELER TRAIL INTERSECTION)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
												1.00	1.15	
									NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
40+57	4057.00	0.00	63.66	12.73	0.00	0.00	0.00	0.00	0	0	0	0	0	0
40+60	4060.00	3.00	63.70	12.74	0.00	0.00	0.00	0.00	7	1	0	7	0	6
40+70	4070.00	10.00	63.84	12.77	0.00	0.00	0.00	0.00	24	5	0	31	0	25
40+80	4080.00	10.00	63.33	12.67	0.00	0.00	0.00	0.00	24	5	0	55	0	44
40+90	4090.00	10.00	69.61	13.92	0.00	0.00	0.00	0.00	25	5	0	80	0	64
41+00	4100.00	10.00	87.66	17.53	0.00	0.00	0.00	0.00	29	6	0	109	0	87
41+10	4110.00	10.00	99.94	19.99	0.00	0.00	0.00	0.00	35	7	0	144	0	115
41+20	4120.00	10.00	100.23	20.05	0.00	0.00	0.00	0.00	37	7	0	181	0	145
41+30	4130.00	10.00	99.23	19.85	0.00	0.00	0.00	0.00	37	7	0	218	0	175
41+40	4140.00	10.00	91.52	18.30	0.00	0.00	0.00	0.00	35	7	0	253	0	203
41+50	4150.00	10.00	70.07	14.01	0.00	0.00	0.00	0.00	30	6	0	283	0	227
41+60	4160.00	10.00	62.87	12.57	0.00	0.00	0.00	0.00	25	5	0	308	0	247
41+70	4170.00	10.00	63.12	12.62	0.00	0.00	0.00	0.00	23	5	0	331	0	265
41+80	4180.00	10.00	62.76	12.55	0.00	0.00	0.00	0.00	23	5	0	354	0	283
41+84	4184.00	4.00	62.60	12.52	0.00	0.00	0.00	0.00	9	2	0	363	0	290

DIVISION 6 - WINDSOR ROAD (STA 41+84 - STA 44+48)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
									NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
41+84	4184.00	0.00	62.60	12.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
42+00	4200.00	16.00	56.44	12.00	0.00	0.00	0.00	0.00	35	7	0	35	0	28
42+25	4225.00	25.00	58.87	12.00	0.00	0.00	0.00	0.00	53	11	0	88	0	70
42+50	4250.00	25.00	57.91	12.00	0.00	0.00	0.00	0.00	54	11	0	142	0	113
42+75	4275.00	25.00	46.08	12.00	0.00	0.00	0.00	0.00	48	11	0	190	0	150
43+00	4300.00	25.00	42.81	11.00	0.00	0.00	0.00	0.00	41	11	0	231	0	180
43+25	4325.00	25.00	40.64	10.00	0.00	0.00	0.00	0.00	39	10	0	270	0	209
43+50	4350.00	25.00	40.19	10.00	0.00	0.00	0.00	0.00	37	9	0	307	0	237
43+75	4375.00	25.00	39.41	10.00	0.00	0.00	0.00	0.00	37	9	0	344	0	265
44+00	4400.00	25.00	39.61	10.00	0.00	0.00	0.00	0.00	37	9	0	381	0	293
44+25	4425.00	25.00	40.23	10.00	0.00	0.00	0.00	0.00	37	9	0	418	0	321
44+48	4448.00	23.00	46.29	10.00	0.00	0.00	0.00	0.00	37	9	0	455	0	349

DIVISION 7 - WINDSOR ROAD (CTH CV INTERSECTION)

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
									NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
44+48	4448.00	0.00	46.29	9.26	0.00	0.00	0.00	0.00	0	0	0	0	0	0
44+50	4450.00	2.00	46.05	9.21	0.00	0.00	0.00	0.00	3	1	0	3	0	2
44+60	4460.00	10.00	48.59	9.72	0.00	0.00	0.00	0.00	18	4	0	21	0	16
44+70	4470.00	10.00	57.93	11.59	0.00	0.00	0.00	0.00	20	4	0	41	0	32
44+80	4480.00	10.00	82.16	16.43	0.00	0.00	0.00	0.00	26	5	0	67	0	53
44+90	4490.00	10.00	146.12	29.22	0.00	0.00	0.00	0.00	42	8	0	109	0	87
45+00	4500.00	10.00	186.90	37.38	0.00	0.00	0.00	0.00	62	12	0	171	0	137
45+10	4510.00	10.00	181.56	36.31	0.00	0.00	0.00	0.00	68	14	0	239	0	191
45+20	4520.00	10.00	194.17	38.83	0.00	0.00	0.00	0.00	70	14	0	309	0	247
45+30	4530.00	10.00	190.47	38.09	0.00	0.00	0.00	0.00	71	14	0	380	0	304
45+40	4540.00	10.00	158.71	31.74	0.00	0.00	0.00	0.00	65	13	0	445	0	356
45+50	4550.00	10.00	87.37	17.47	0.00	0.00	0.00	0.00	46	9	0	491	0	393
45+60	4560.00	10.00	67.75	13.55	0.00	0.00	0.00	0.00	29	6	0	520	0	416
45+70	4570.00	10.00	59.67	11.93	0.00	0.00	0.00	0.00	24	5	0	544	0	435
45+80	4580.00	10.00	62.27	12.45	0.00	0.00	0.00	0.00	23	5	0	567	0	453

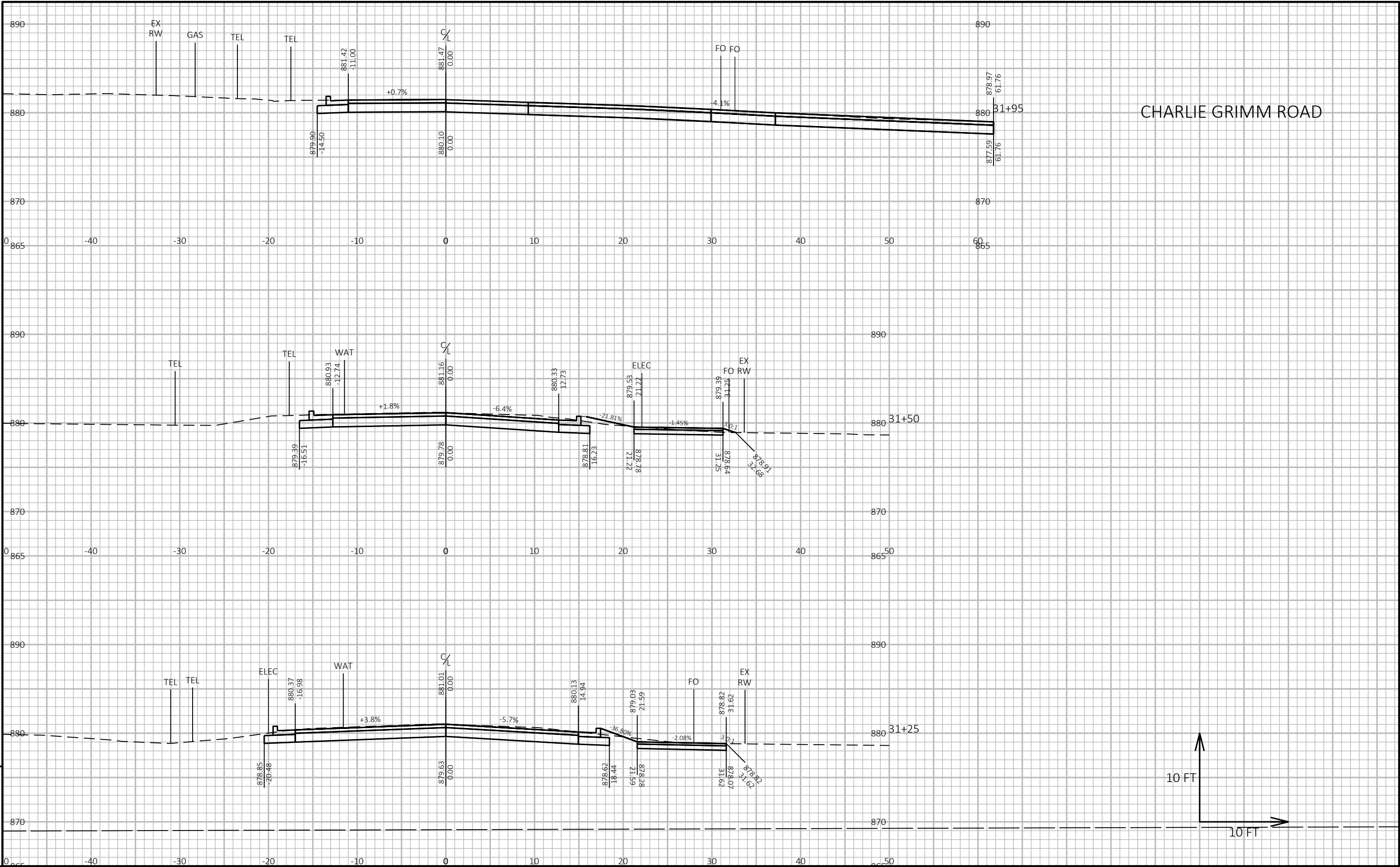
DIVISION 8 - WINDSOR ROAD (STA 45+80 - STA 47+00)

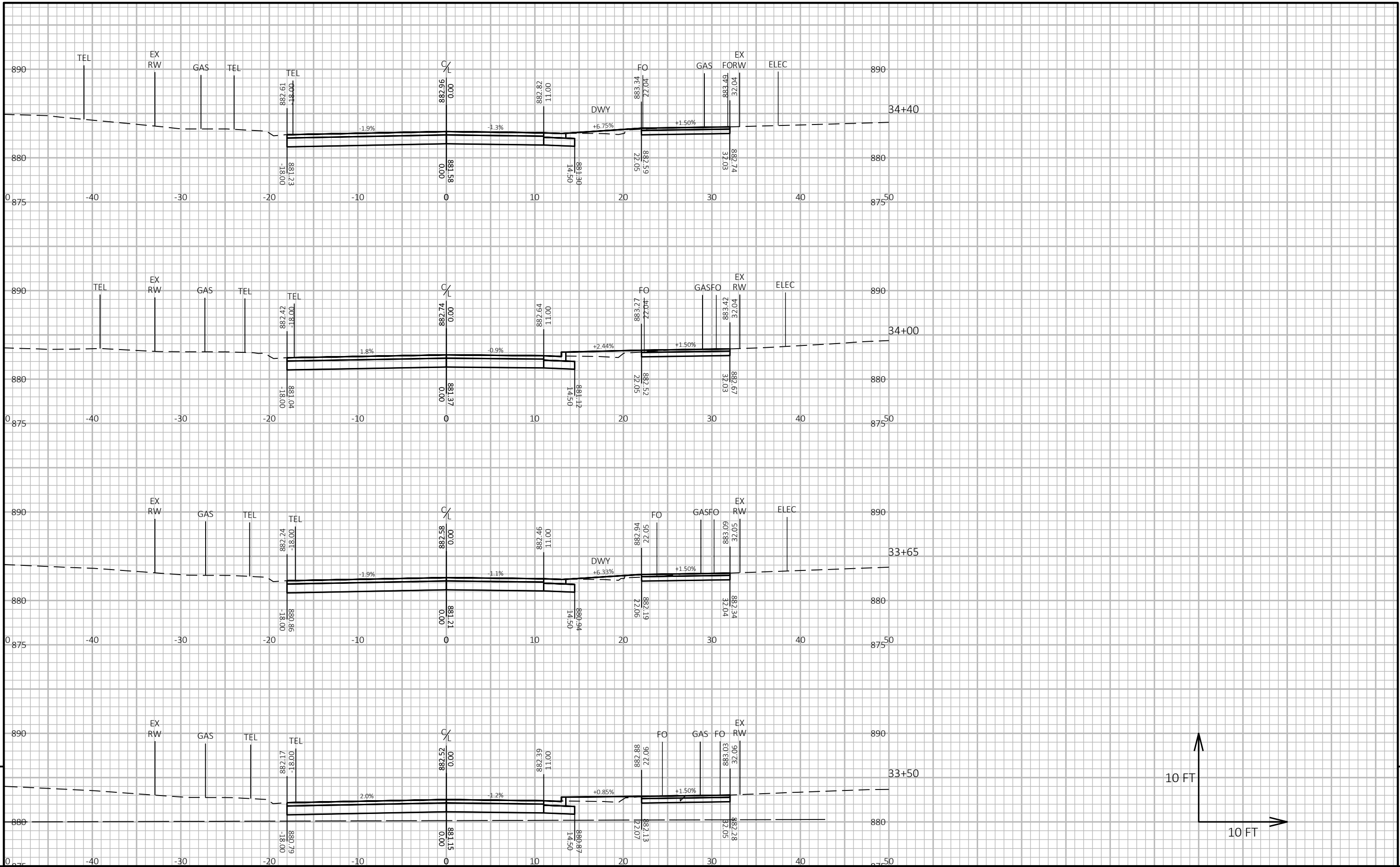
STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
									NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.15	NOTE 8
45+80	4580.00	0.00	62.27	12.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
46+00	4600.00	20.00	19.88	12.00	0.00	0.00	0.00	0.00	30	9	0	30	0	21
46+25	4625.00	25.00	20.73	3.67	0.00	0.00	0.00	0.00	19	7	0	49	0	33
46+50	4650.00	25.00	21.40	3.67	0.00	0.00	0.00	0.00	20	3	0	69	0	50
46+75	4675.00	25.00	22.13	3.67	0.00	0.00	0.00	0.00	20	3	0	89	0	67
47+00	4700.00	25.00	36.82	7.66	0.00	0.00	0.00	0.00	27	5	0	116	0	89

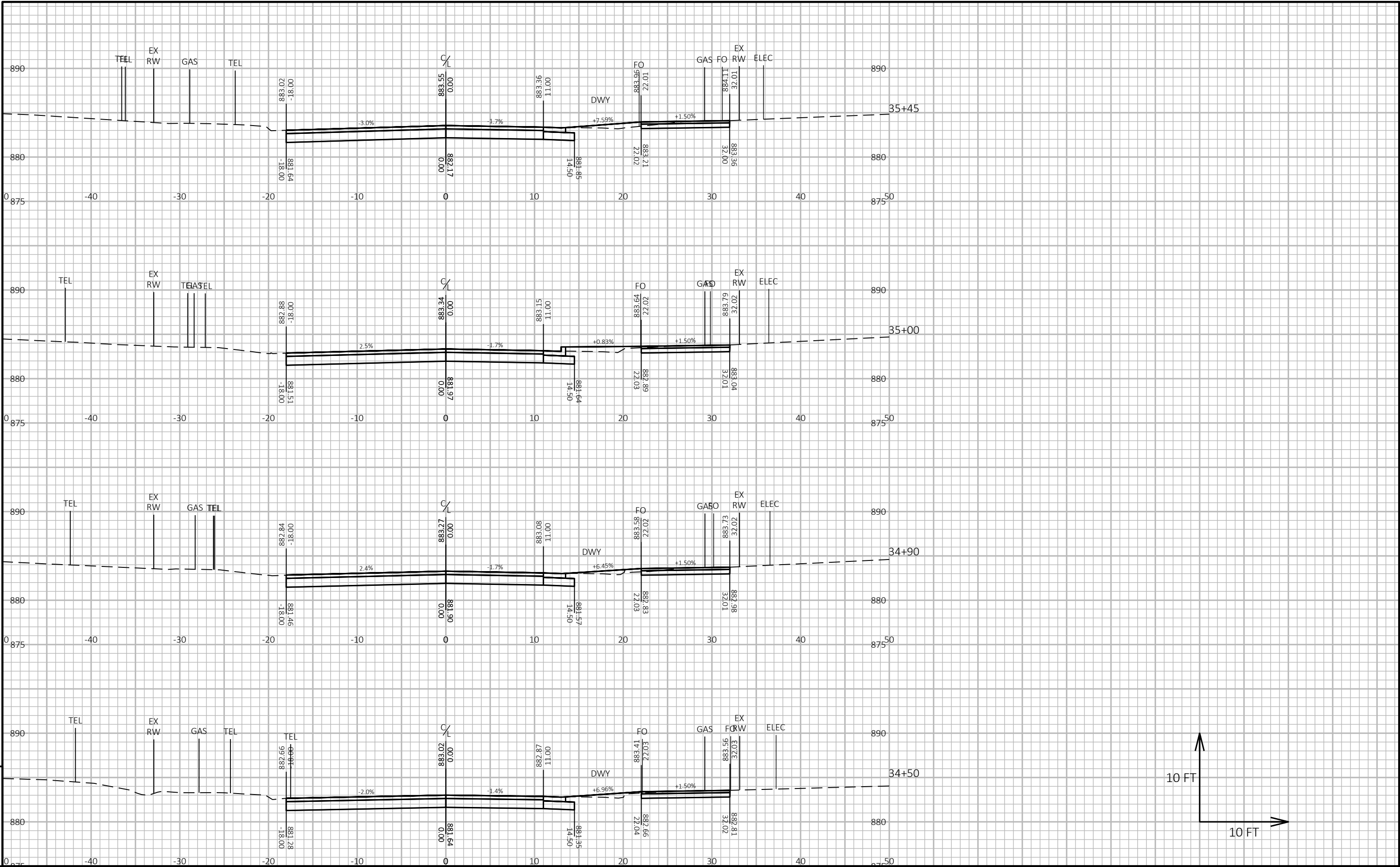
DIVISION 9 - WINDSOR ROAD PATH

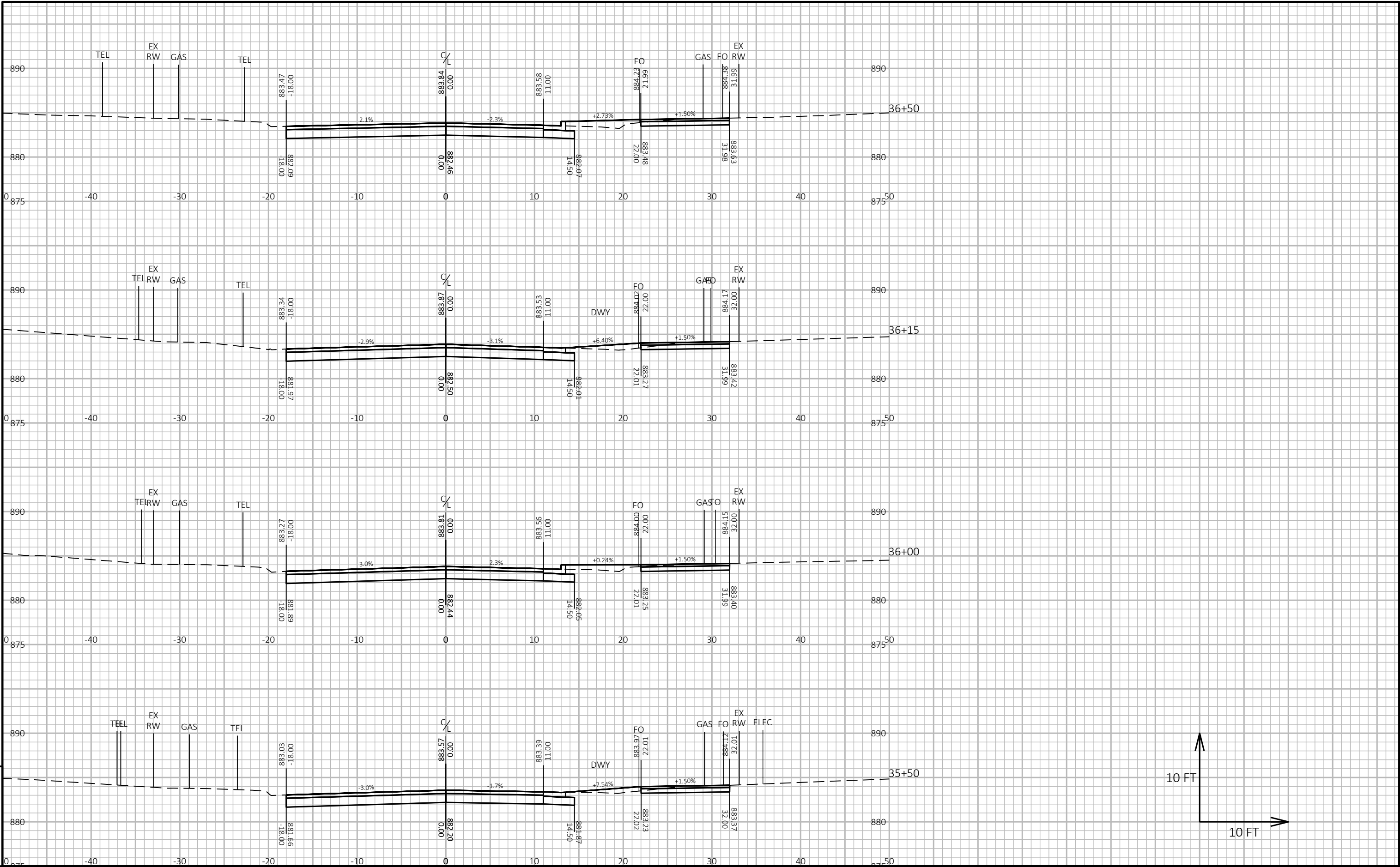
STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
												1.00	1.15	
									NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
31+25	3125.00	0.00	7.50	2.50	0.00	0.00	0.00	0.00	0	0	0	0	0	0
31+50	3150.00	25.00	7.50	2.50	0.00	0.00	0.00	0.00	7	2	0	7	0	5
31+95	3195.00	45.00	0.00	0.00	0.00	0.00	0.00	0.00	6	2	0	13	0	9
32+00	3200.00	5.00	13.00	9.00	0.00	0.00	0.00	0.00	1	1	0	14	0	9
32+50	3250.00	50.00	7.14	1.67	0.00	0.00	0.00	0.00	19	10	0	33	0	18
33+00	3300.00	50.00	6.93	1.67	0.00	0.00	0.00	0.00	13	3	0	46	0	28
33+50	3350.00	50.00	7.40	1.67	0.00	0.00	0.00	0.00	13	3	0	59	0	38
33+65	3365.00	15.00	6.57	1.67	0.00	0.00	0.00	0.00	4	1	0	63	0	41
34+00	3400.00	35.00	7.30	1.67	0.00	0.00	0.00	0.00	9	2	0	72	0	48
34+40	3440.00	40.00	7.31	1.67	0.00	0.00	0.00	0.00	11	2	0	83	0	57
34+50	3450.00	10.00	7.31	1.67	0.00	0.00	0.00	0.00	3	1	0	86	0	59
34+90	3490.00	40.00	6.46	1.67	0.00	0.00	0.00	0.00	10	2	0	96	0	67
35+00	3500.00	10.00	7.13	1.67	0.00	0.00	0.00	0.00	3	1	0	99	0	69
35+45	3545.00	45.00	6.03	1.67	0.00	0.00	0.00	0.00	11	3	0	110	0	77
35+50	3550.00	5.00	6.19	1.67	0.00	0.00	0.00	0.00	1	0	0	111	0	78
36+00	3600.00	50.00	6.84	1.67	0.00	0.00	0.00	0.00	12	3	0	123	0	87
36+15	3615.00	15.00	6.14	1.67	0.00	0.00	0.00	0.00	4	1	0	127	0	90
36+50	3650.00	35.00	6.77	1.67	0.00	0.00	0.00	0.00	8	2	0	135	0	96
36+65	3665.00	15.00	5.85	1.67	0.00	0.00	0.00	0.00	4	1	0	139	0	99
37+00	3700.00	35.00	7.08	1.67	0.00	0.00	0.00	0.00	8	2	0	147	0	105
37+37	3737.00	37.00	5.66	1.67	0.04	0.00	0.00	0.00	9	2	0	156	0	112
37+50	3750.00	13.00	6.94	1.67	0.00	0.00	0.00	0.00	3	1	0	159	0	114
37+85	3785.00	35.00	5.90	1.67	0.00	0.00	0.00	0.00	8	2	0	167	0	120
38+00	3800.00	15.00	6.19	1.67	0.00	0.00	0.00	0.00	3	1	0	170	0	122
38+50	3850.00	50.00	7.37	1.67	0.00	0.00	0.00	0.00	13	3	0	183	0	132
38+99	3899.00	49.00	6.74	1.67	0.00	0.00	0.00	0.00	13	3	0	196	0	142
39+00	3900.00	1.00	6.75	1.67	0.00	0.00	0.00	0.00	0	0	0	196	0	142
39+50	3950.00	50.00	6.25	1.67	0.00	0.00	0.00	0.00	12	3	0	208	0	151
40+00	4000.00	50.00	6.05	1.67	0.00	0.00	0.00	0.00	11	3	0	219	0	159
40+50	4050.00	50.00	6.54	1.67	0.00	0.00	0.00	0.00	12	3	0	231	0	168
41+00	4100.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	6	2	0	237	0	172
41+21	4121.00	21.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	237	0	172
41+50	4150.00	29.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	237	0	172
42+00	4200.00	50.00	5.59	0.00	0.00	0.00	0.00	0.00	5	0	0	242	0	177
42+50	4250.00	50.00	5.74	0.00	0.00	0.00	0.00	0.00	10	0	0	252	0	187
42+90	4290.00	40.00	5.42	0.00	0.00	0.00	0.00	0.00	8	0	0	260	0	195
43+00	4300.00	10.00	5.59	0.00	0.00	0.00	0.00	0.00	2	0	0	262	0	197
43+50	4350.00	50.00	0.17	0.00	14.25	0.00	0.00	0.00	5	0	13	267	15	187
44+00	4400.00	50.00	0.10	0.00	18.07	0.00	0.00	0.00	0	0	30	267	49	153
44+50	4450.00	50.00	1.11	0.00	0.22	0.00	0.00	0.00	1	0	17	268	69	134
45+00	4500.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	269	69	135
45+13	4513.00	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	269	69	135
45+50	4550.00	37.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	269	69	135
46+00	4600.00	50.00	6.84	1.67	0.00	0.00	0.00	0.00	6	2	0	275	69	139
46+50	4650.00	50.00	6.29	1.67	0.00	0.00	0.00	0.00	12	3	0	287	69	148

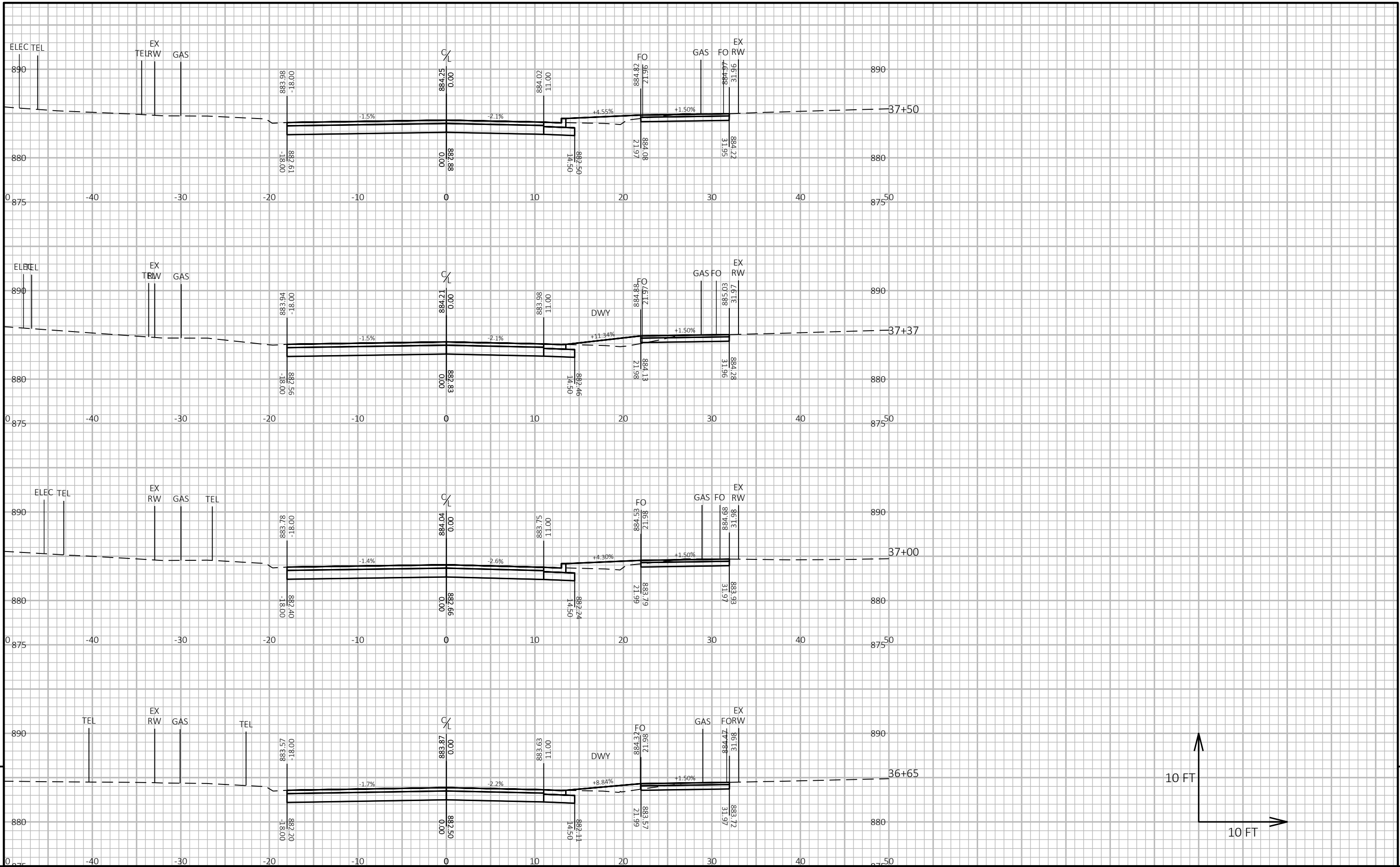
Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

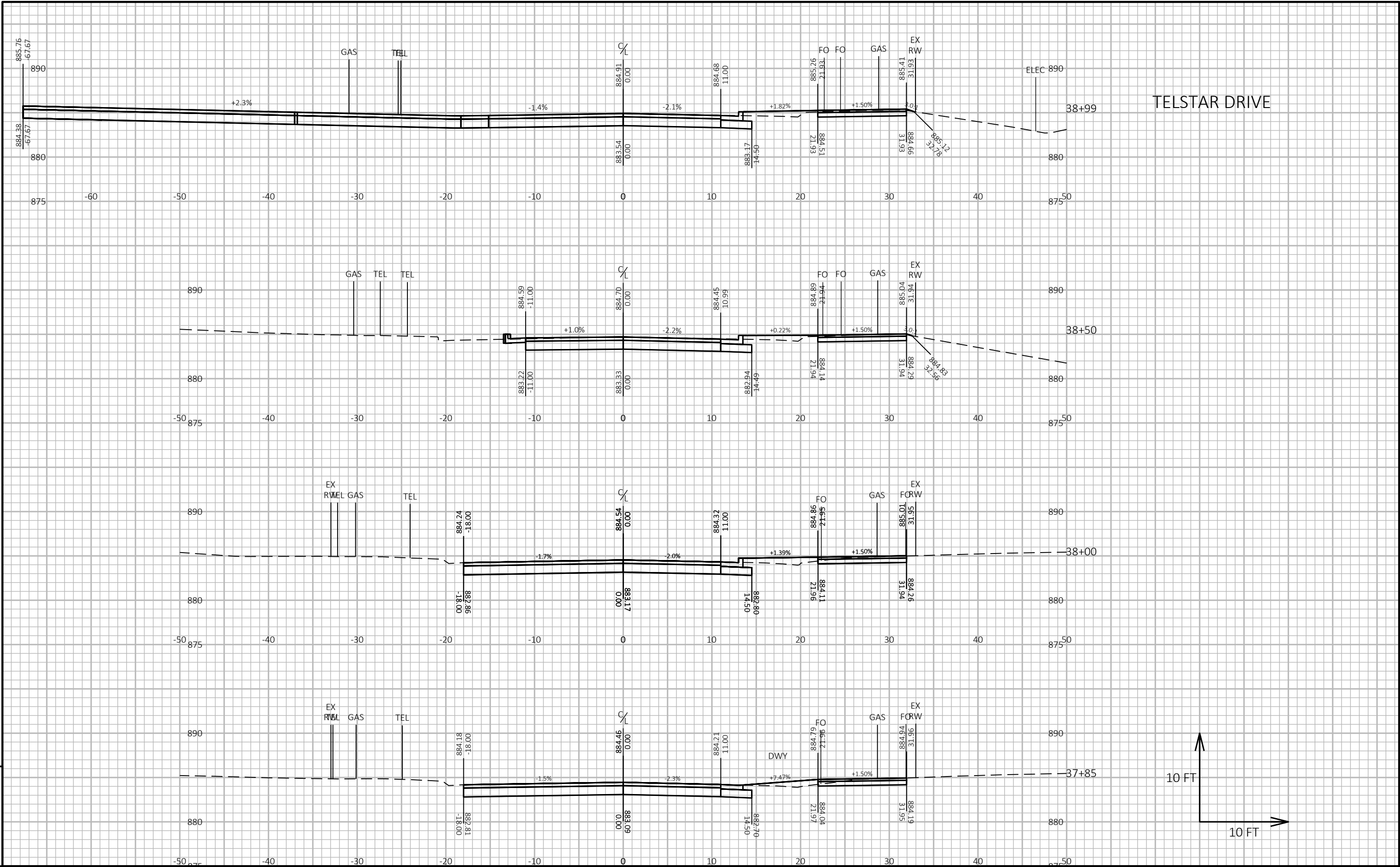


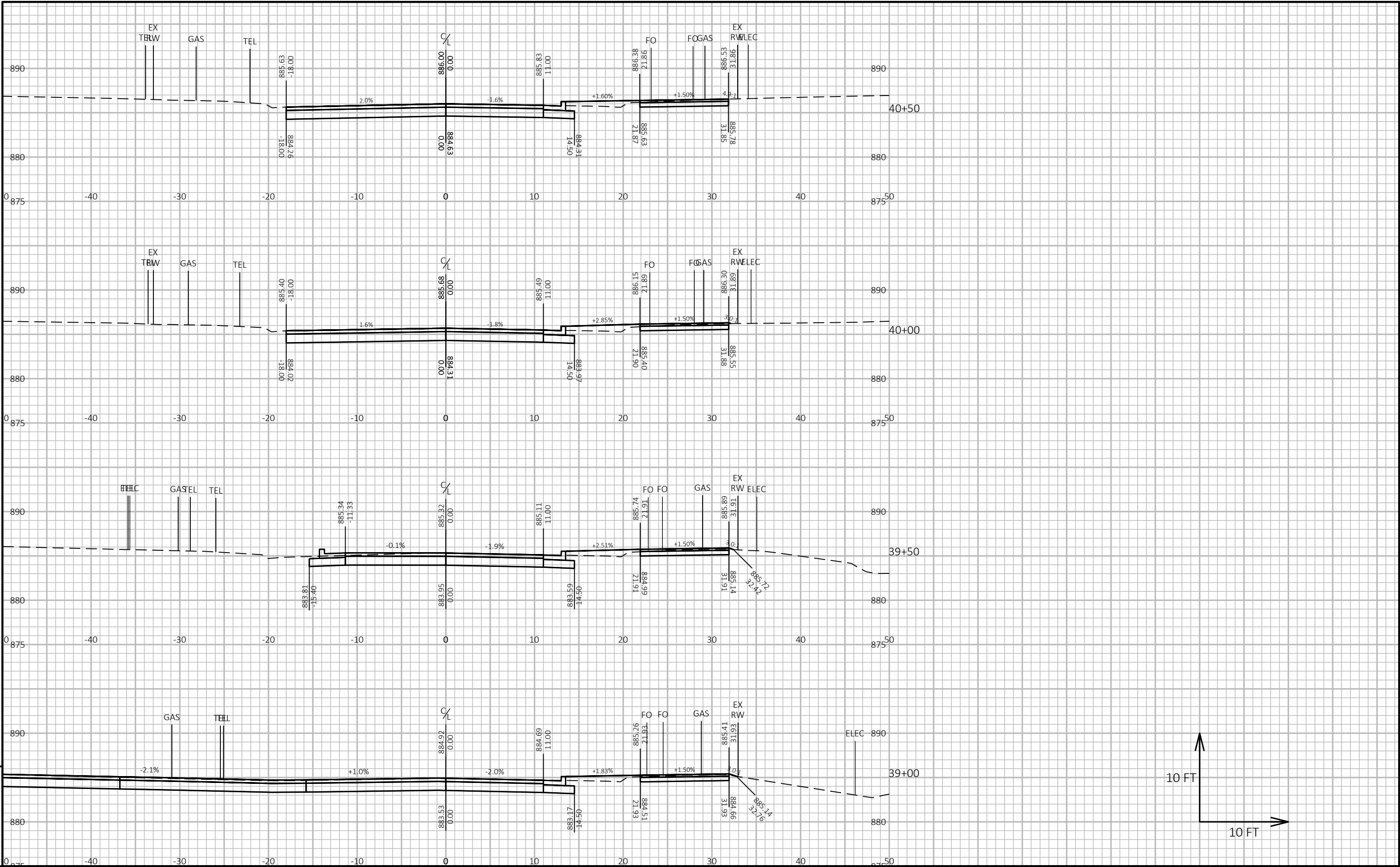


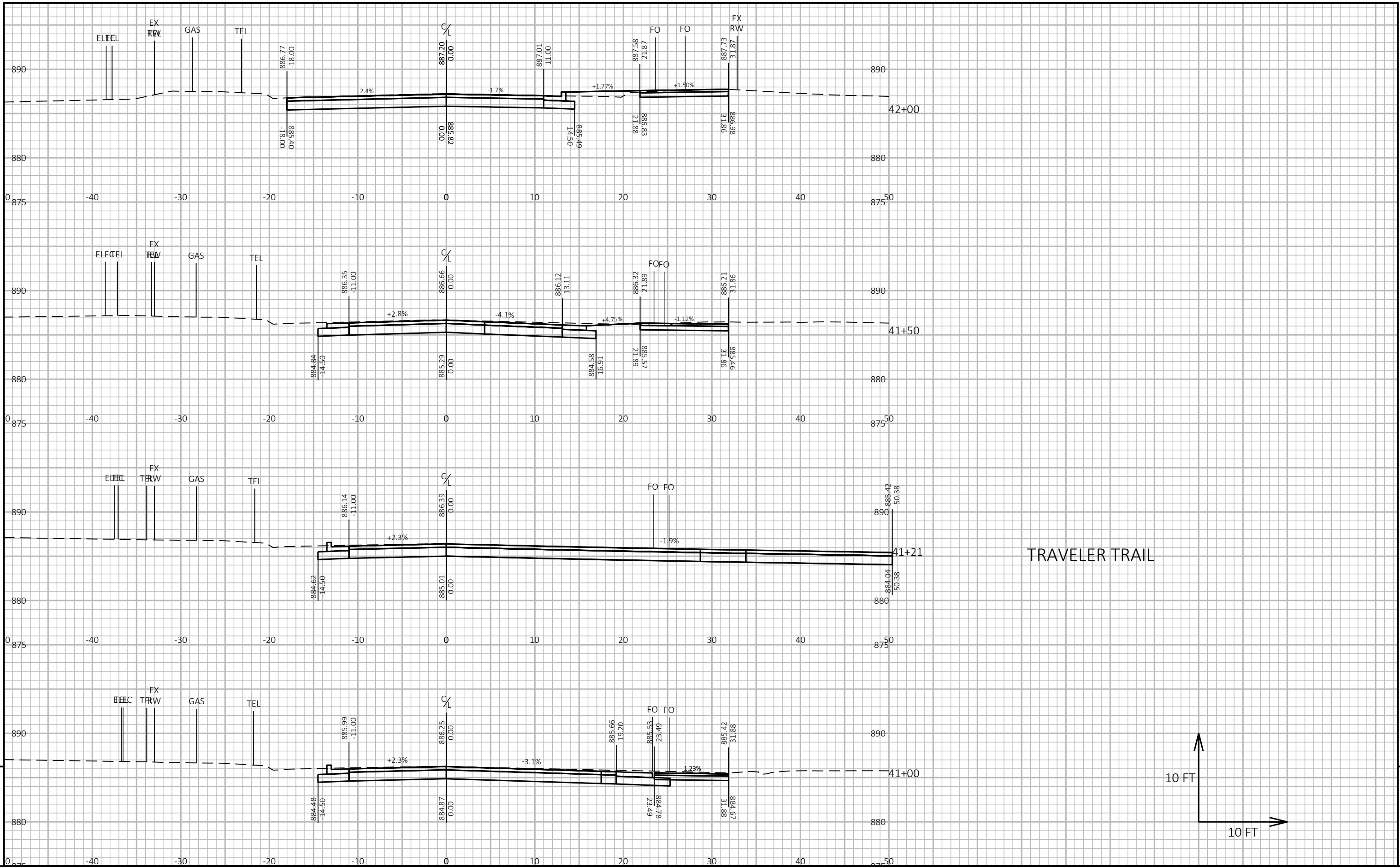


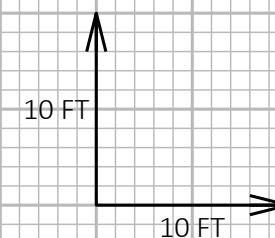
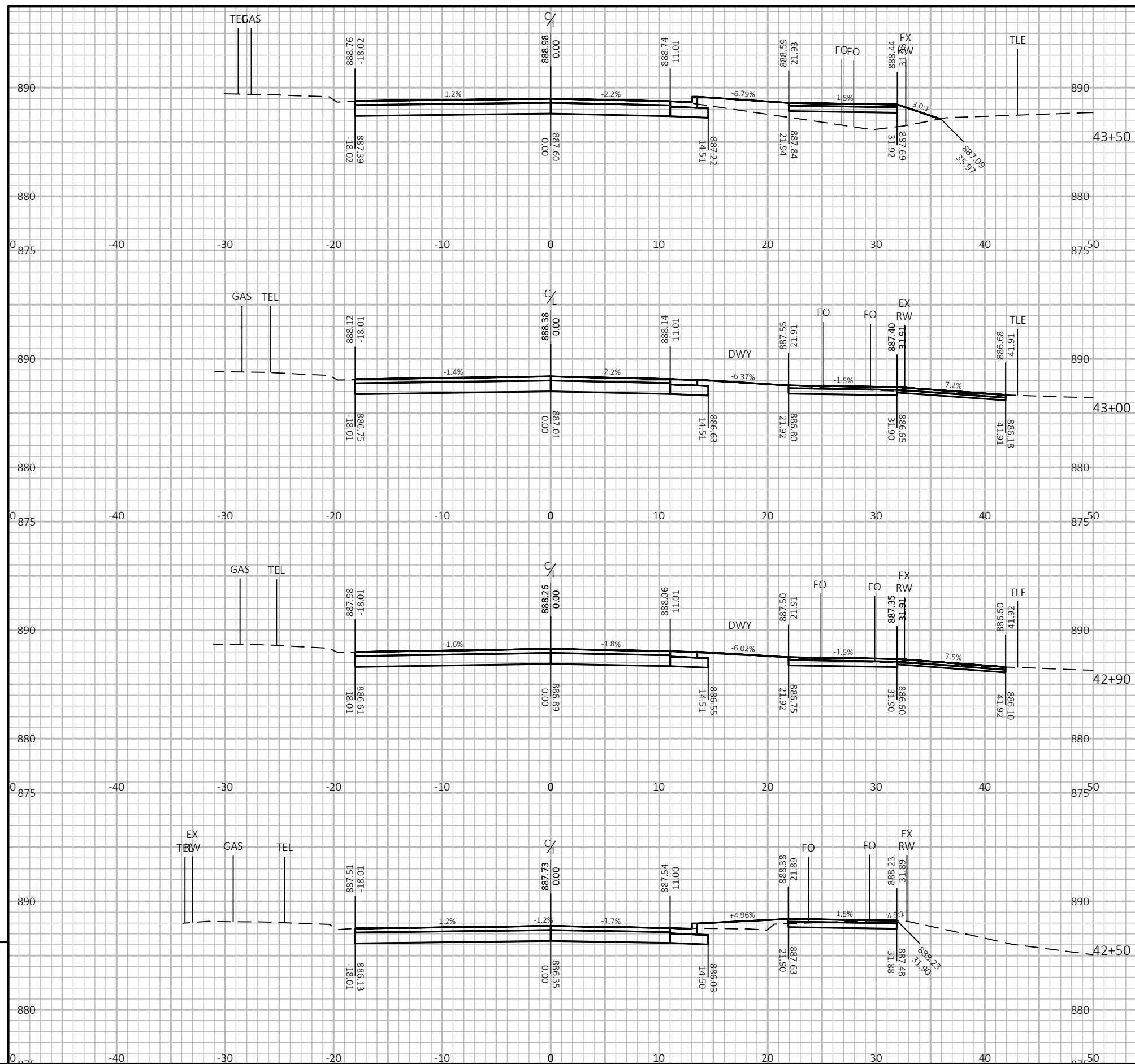












PROJECT NO:	6992-00-21
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HWY: WINDSOR ROAD

COUNTY: DANE

CROSS SECTIONS: WINDSOR ROAD

SHEET

E

FILE NAME : P:\WINDS\211444-2023 ROADWAY PROJECTS\CAD\211444-2023 ROADWAY\SHEETSP\WINDSOR ROAD\090201-XS.DWG
LAYOUT NAME - 090201-xs20

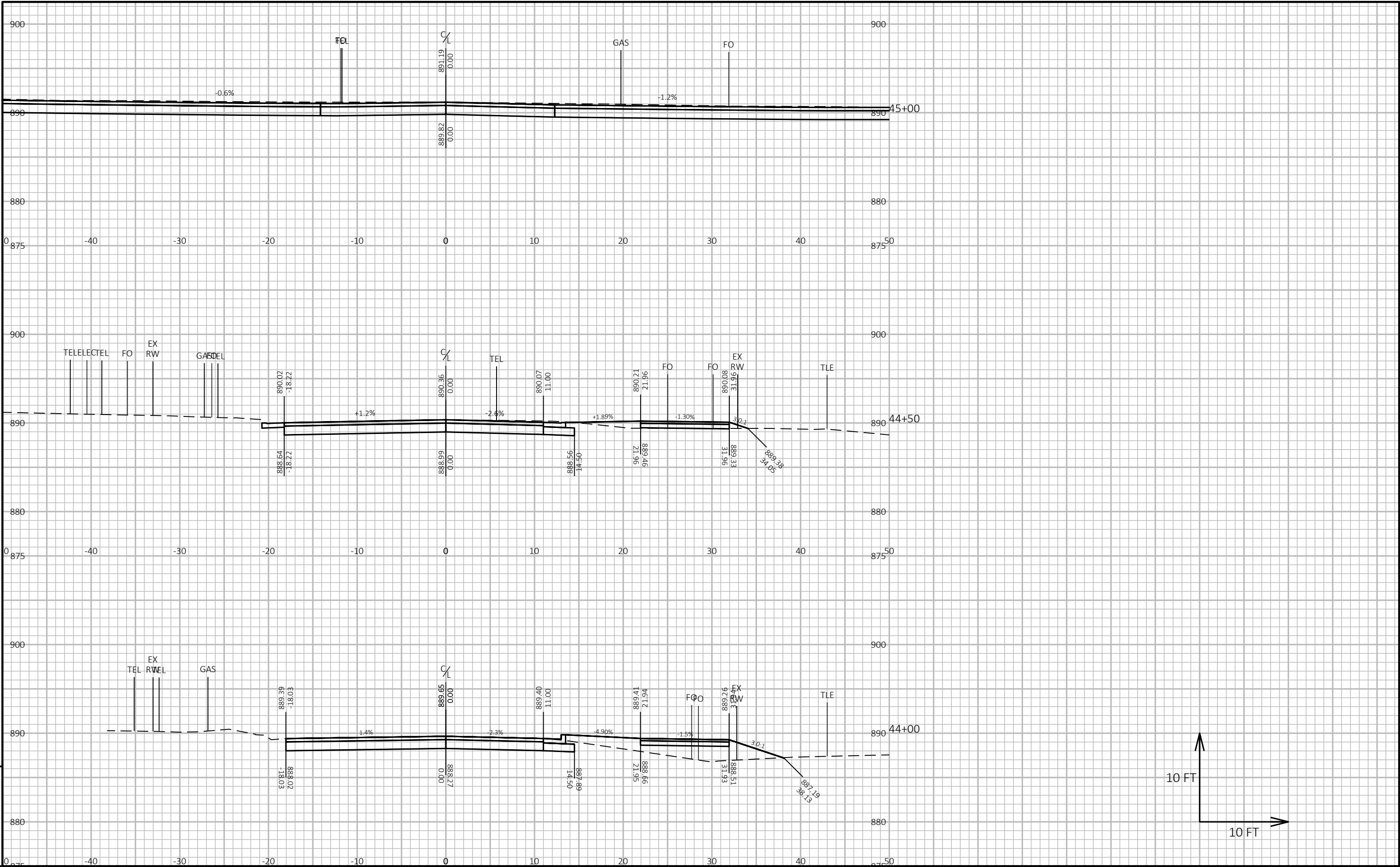
PLOT DATE : 10/24/2024 3:30 PM

PLOT BY : NOAH JITER

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

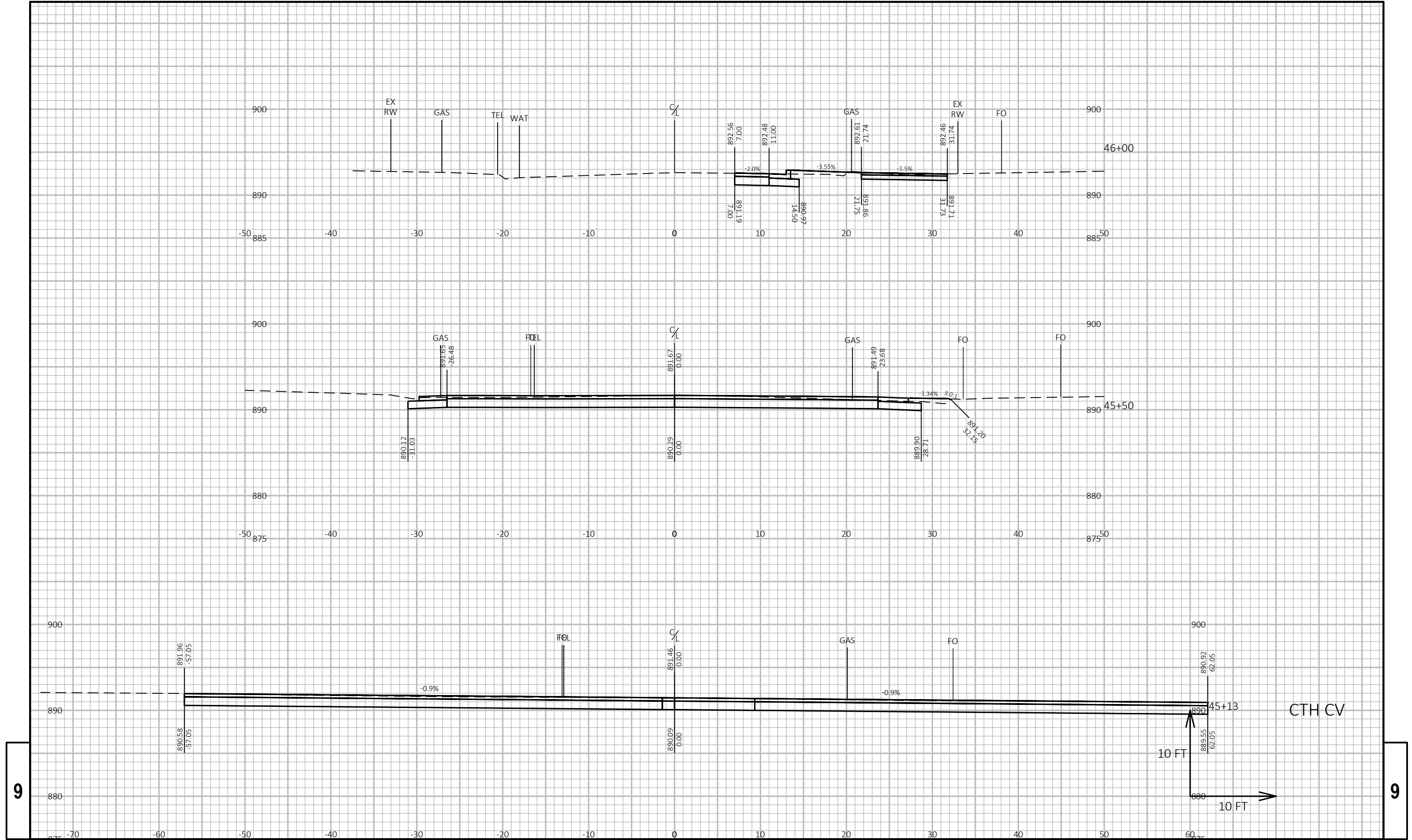
WISDOT/CADDS SHEET 49

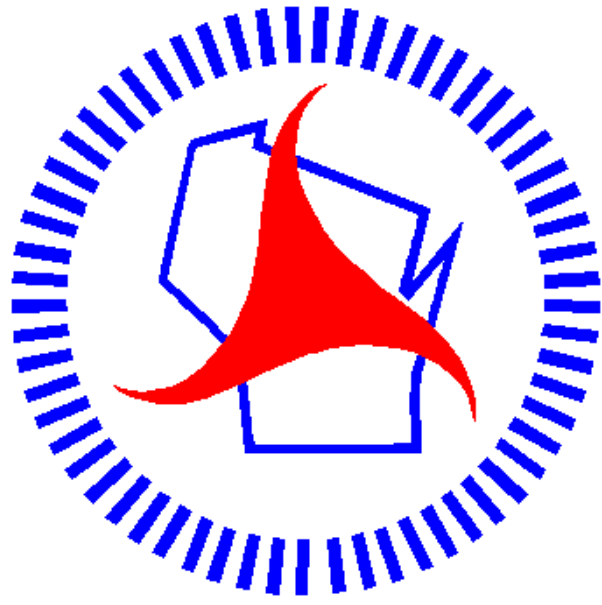


9

9

PROJECT NO: 6992-00-21	HWY: WINDSOR ROAD	COUNTY: DANE	CROSS SECTIONS: WINDSOR ROAD	SHEET E
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