

MAD
WITH: N/A

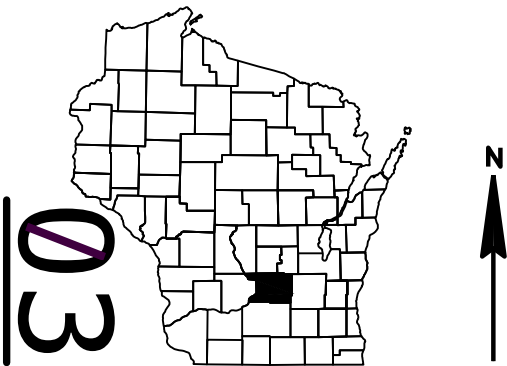
PROJECT ID:
1400-01-74

COUNTY:
COLUMBIA

JANUARY 2025
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 Sheets (Includes Erosion Control Plans)
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 = 150



DESIGN DESIGNATION

A.A.D.T.	2025	=	10,300
A.A.D.T.	2045	=	10,300
D.H.V.		=	1,210
D.D.		=	59/41
T.		=	10.3%
DESIGN SPEED		=	30 MPH
ESALS		=	2,200,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C PORTAGE, WISCONSIN STREET

PLEASANT STREET TO DEWITT STREET

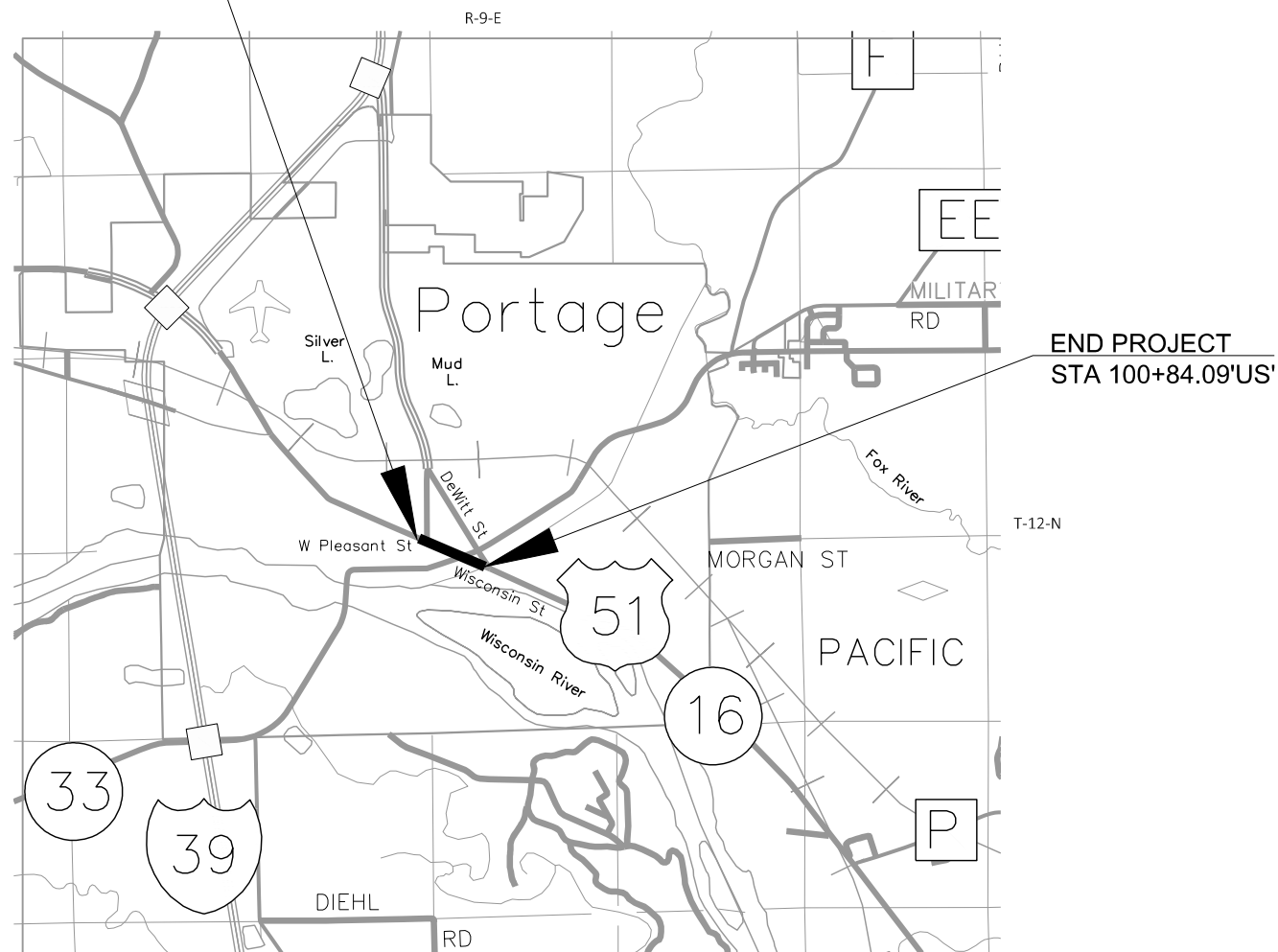
USH 51

COLUMBIA COUNTY

BEGIN PROJECT
STA 87+61.88'US'
Y=394,439.33
X=536,445.17

STATE PROJECT NUMBER

1400-01-74



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.250 MI

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

STATE PROJECT

1400-01-74

FEDERAL PROJECT

PROJECT

WISC 2025180

CONTRACT

1

ACCEPTED FOR

CITY OF PORTAGE

Date 9/26/24

(Signature and Title of Official)
Mayor

PLANS PREPARED BY

KL Engineering
[A] Better Experience



9/26/2024
(DATE)

(SIGNATURE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING/WISDOT
Designer	KL ENGINEERING
Project Manager	JOSHUA KOEBERNICK, P.E.
Regional Examiner	SW REGION
Regional Supervisor	MARC SCHWEIGER

APPROVED FOR THE DEPARTMENT

DATE: 9/30/2024

(Signature)

E

STANDARD ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX.	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PROP.	PROPOSED
PRW	PROPOSED RIGHT-OF-WAY
RAD	RADIUS
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

ALIGNMENT DESIGNATIONS

CN	CONANT STREET
CO	COOK STREET
US	USH 51

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- TRAFFIC SIGNAL REMOVAL PLAN
- TRAFFIC SIGNAL PLAN
- PAVEMENT MARKING
- TRAFFIC CONTROL AND CONSTRUCTION STAGING
- SOIL BORINGS

UTILITY CONTACTS

ELECTRICITY

ALLIANT ENERGY - ELECTRICITY
STEVE KOHLHAGEN
2777 COLUMBIA DR
PORTAGE, WI 53901
(608) 742-0830
STEVEKOHLHAGEN@ALLIANTENERGY.COM

GAS

ALLIANT ENERGY - GAS/PETROLEUM
STEVE KOHLHAGEN
2777 COLUMBIA DR
PORTAGE, WI 53901
(608) 742-0830
STEVEKOHLHAGEN@ALLIANTENERGY.COM

WATER

CITY OF PORTAGE - WATER
PHILIP LIVINGSTON
115 WEST PLEASANT STREET
PORTAGE, WI 53901
(608) 742-2176
PHILIP.LIVINGSTION@PORTAGEWI.GOV

COMMUNICATIONS

SPECTRUM
GLEN JAKUSZ
2701 DANIELS STREET
MADISON, WI 53718
(608) 209-3202
GLEN.JAKUSZ@CHARTER.COM

FRONTIER COMMUNICATIONS OF WI LLC
CHRIS BLUMER
309 E CONANT ST
PORTAGE, WI 53901
(608)-622-3807
CHRISTOPHER.BLUMER@ftr.com

EVERSTREAM
SHAD GARCIA
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
(414) 522-6685
SGARCIA@EVERSTREAM.NET

SEWER

CITY OF PORTAGE - SEWER
PHILIP LIVINGSTON
115 WEST PLEASANT STREET
PORTAGE, WI 53901
(608) 742-2176
PHILIP.LIVINGSTION@PORTAGEWI.GOV



Dial 811 or (800)242-8511

www.DiggersHotline.com

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER	0 - 2	2 - 6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	0.70 - 0.95											
CONCRETE	0.80 - 0.95											
BRICK	0.70 - 0.80											
DRIVES, WALKS	0.75 - 0.85											
ROOFS	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

TOTAL PROJECT AREA = 2.22 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.56 ACRES

GENERAL NOTES

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

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

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

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

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATIONS OUTSIDE THE PLAN CONSTRUCTION LIMITS.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND.

ALL GRADES PROVIDED ALONG RADII ARE ALONG THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

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

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

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

SIDEWALK AND CURB & GUTTER REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER. MATCH EXISTING SIDEWALK WIDTH.

HMA PAVEMENT WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS UNLESS OTHERWISE NOTED ON THE PLANS:

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSE THICKNESSES AS FOLLOWS:

ROADWAY	TOTAL PAVEMENT THICKNESS	LOWER LAYER THICKNESS & TYPE	MIDDLE LAYER THICKNESS & TYPE	UPPER LAYER THICKNESS & TYPE
USH 51	6.00"	2.00" (4 MT 58-28-H)	2.00" (4 MT 58-28-H)	2.00" (4 MT 58-28-H)
STH 33 (COOK ST)	6.00"	2.00" (4 MT 58-28-H)	2.00" (4 MT 58-28-H)	2.00" (4 MT 58-28-H)

WISDOT

WISDOT SOUTHWEST REGION (MADISON)
JOSHUA KOEBERNICK, P.E.
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-3859
JOSHUA.KOEBERNICK@DOT.WI.GOV

SIGNALS/ELECTRICITY

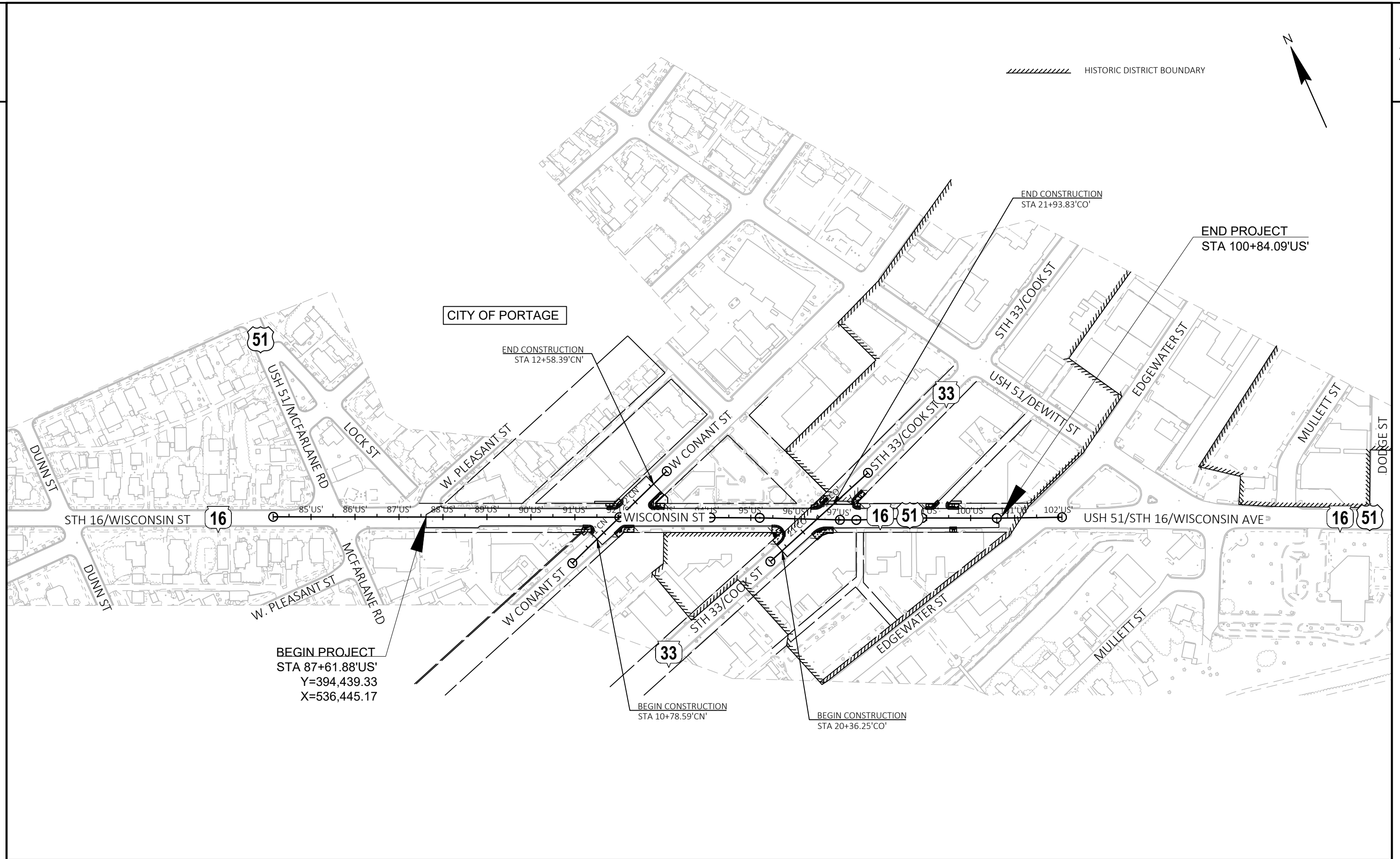
CITY OF PORTAGE - ELECTRICITY
PHILIP LIVINGSTON
115 WEST PLEASANT STREET
PORTAGE, WI 53901
(608) 742-2176
PHILIP.LIVINGSTION@PORTAGEWI.GOV

CONSULTANT

KL ENGINEERING, INC.
JOSHUA MELBY, P.E.
393 RED CEDAR STREET, SUITE 2
MENOMONIE, WI 54751
(715) 231-1600
JMELBY@KLENGINEERING.COM

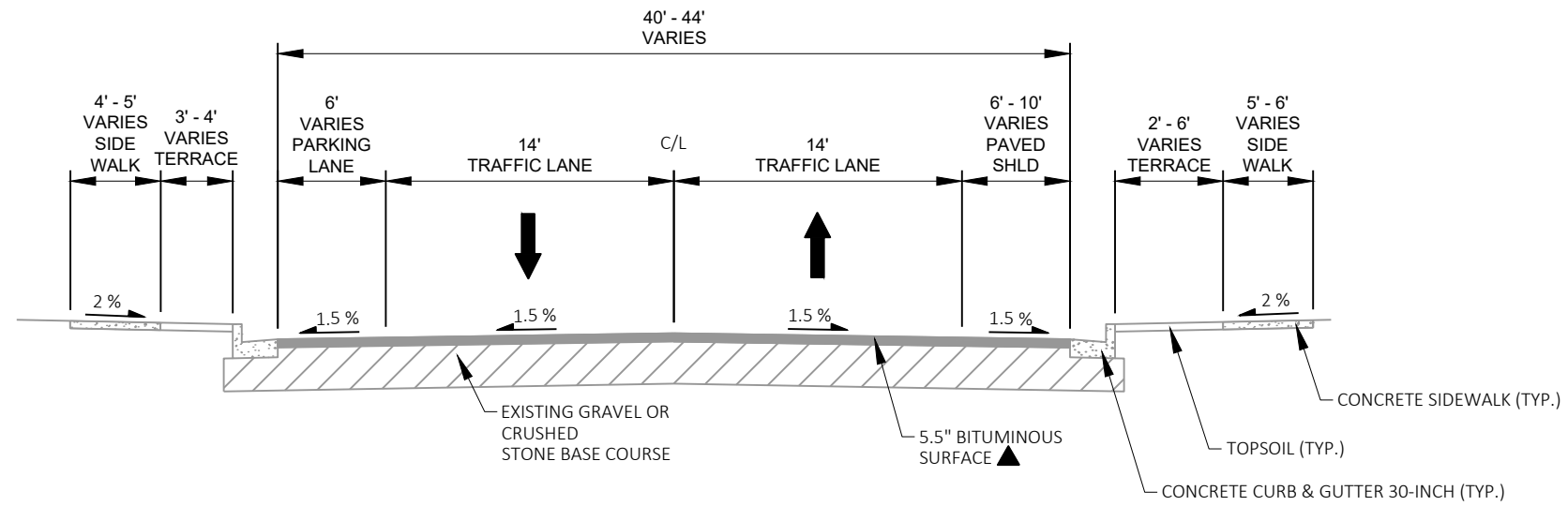
DNR LIAISON

WISCONSIN DEPT. OF NATURAL RESOURCES
ERIC HEGGELUND
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3308
ERIC.HEGGELUND@WISCONSIN.GOV



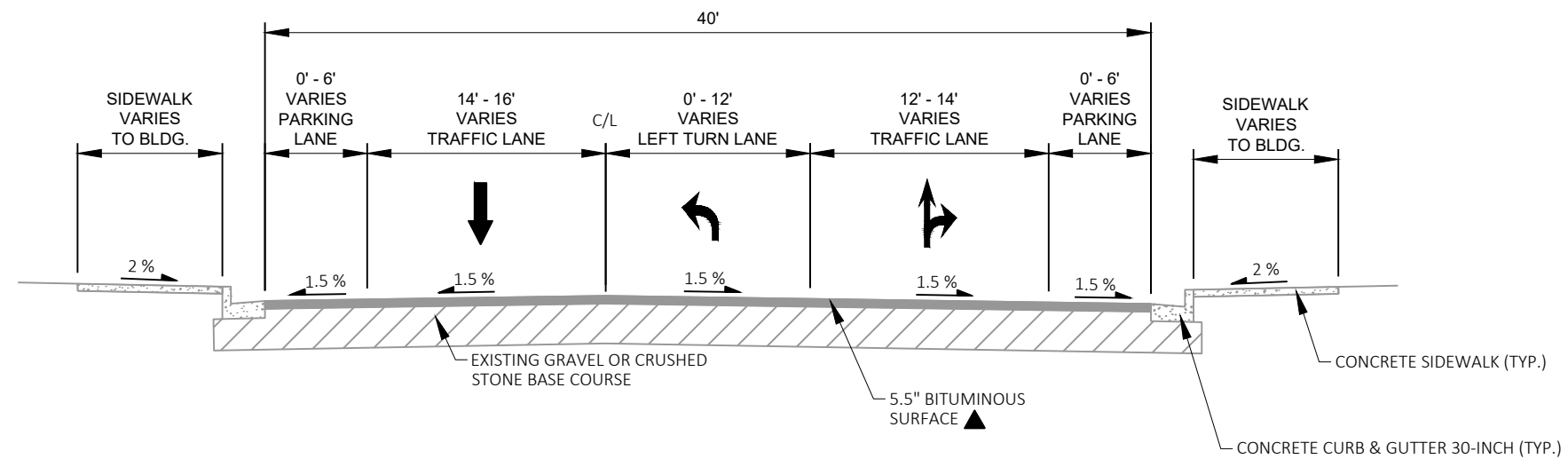
PROJECT NO: 1400-01-74	HWY: USH 51	COUNTY: COLUMBIA	PROJECT OVERVIEW	SHEET 3	E
------------------------	-------------	------------------	------------------	---------	---

▲ NOTE: ALL EXISTING PAVEMENT IS PLANNED TO BE REMOVED AS A PART OF THE CITY'S USH 51 STREET RECONSTRUCTION UTILITY REPLACEMENT PROJECT PRECEDING THIS PROJECT.



EXISTING TYPICAL SECTION

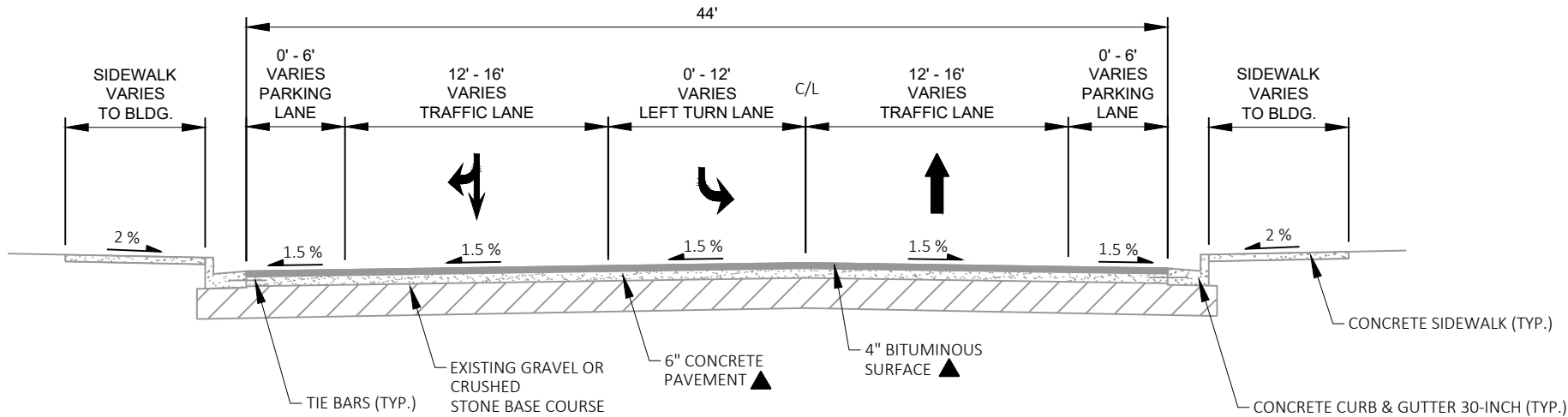
W. PLEASANT ST - CONANT ST
STA. 87+61.88 - STA. 91+68



EXISTING TYPICAL SECTION

CONANT ST - STH 33 (COOK ST)
STA. 91+68 - STA. 96+83

▲ NOTE: ALL EXISTING PAVEMENT IS PLANNED TO BE REMOVED AS A PART OF THE CITY'S USH 51 STREET RECONSTRUCTION UTILITY REPLACEMENT PROJECT PRECEDING THIS PROJECT.



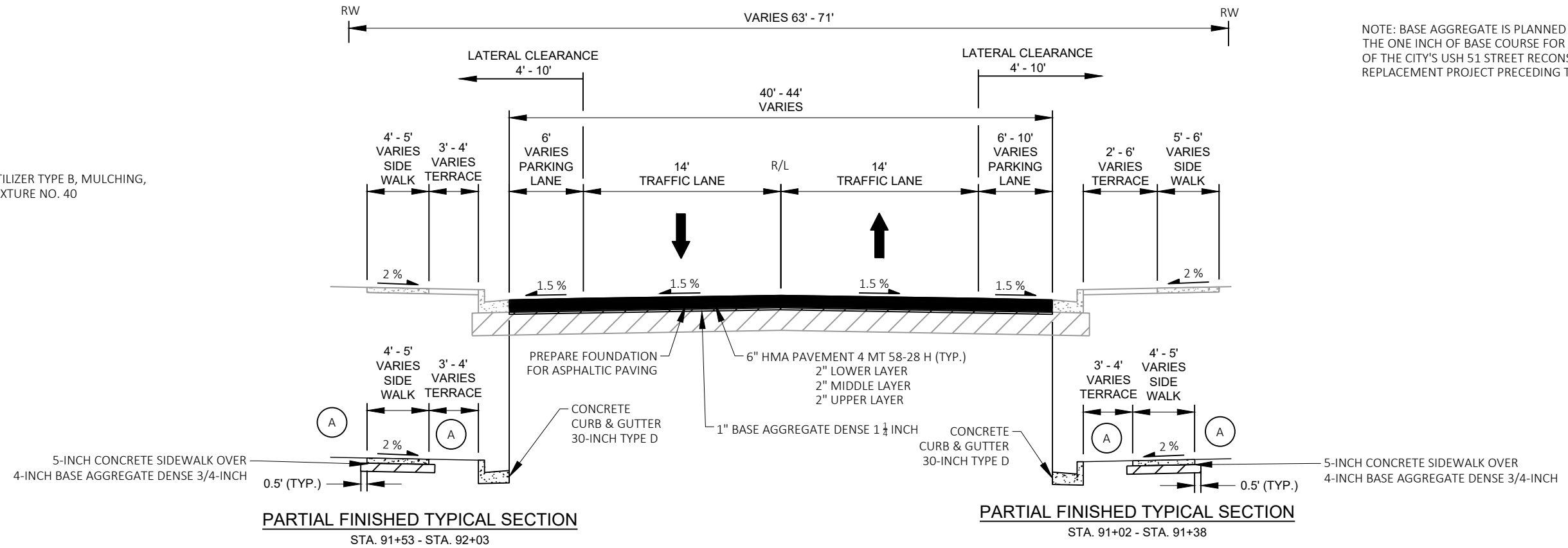
EXISTING TYPICAL SECTION
STH 33 (COOK ST) - END OF PROJECT
STA. 96+83 - STA. 100+84

2

2 |

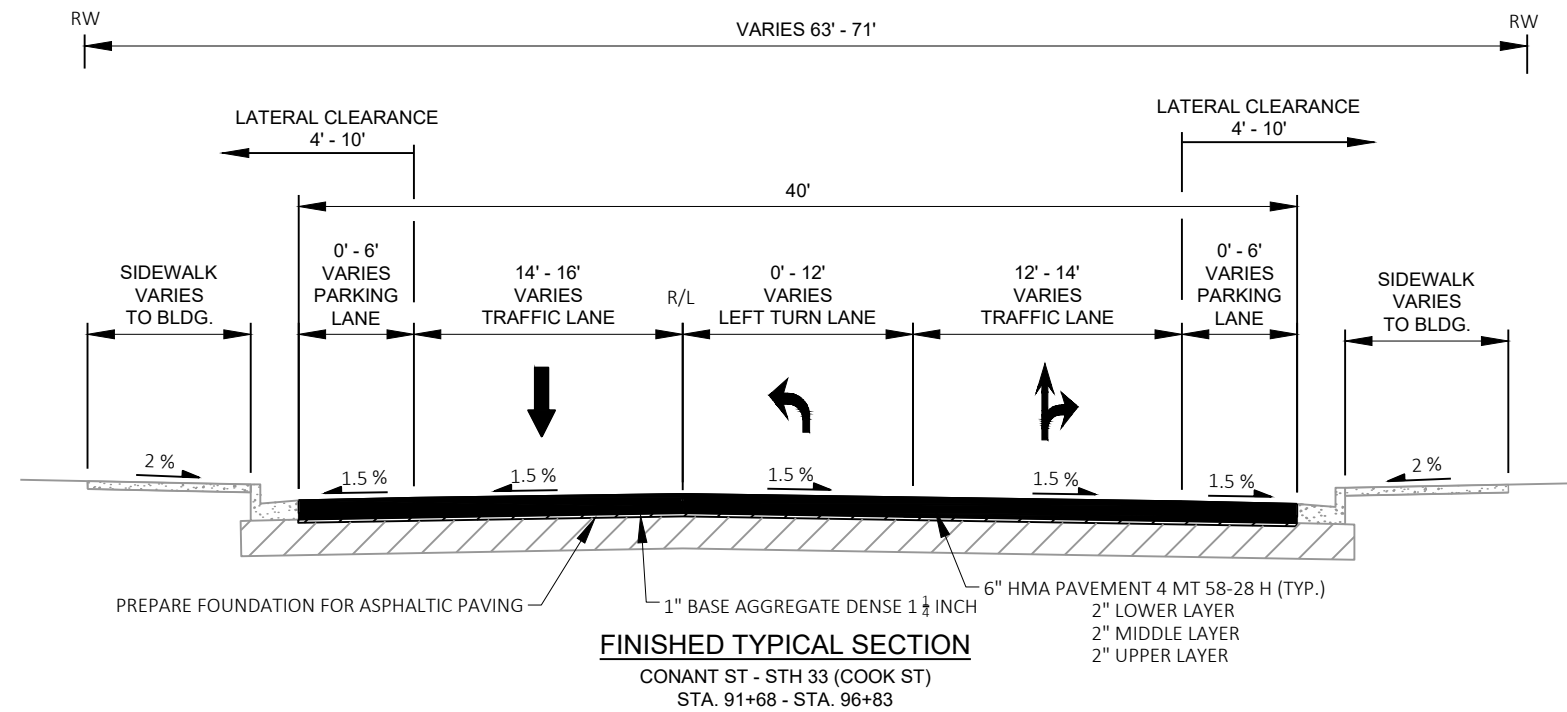
A TOPSOIL, FERTILIZER TYPE B, MULCHING,
& SEEDING MIXTURE NO. 40

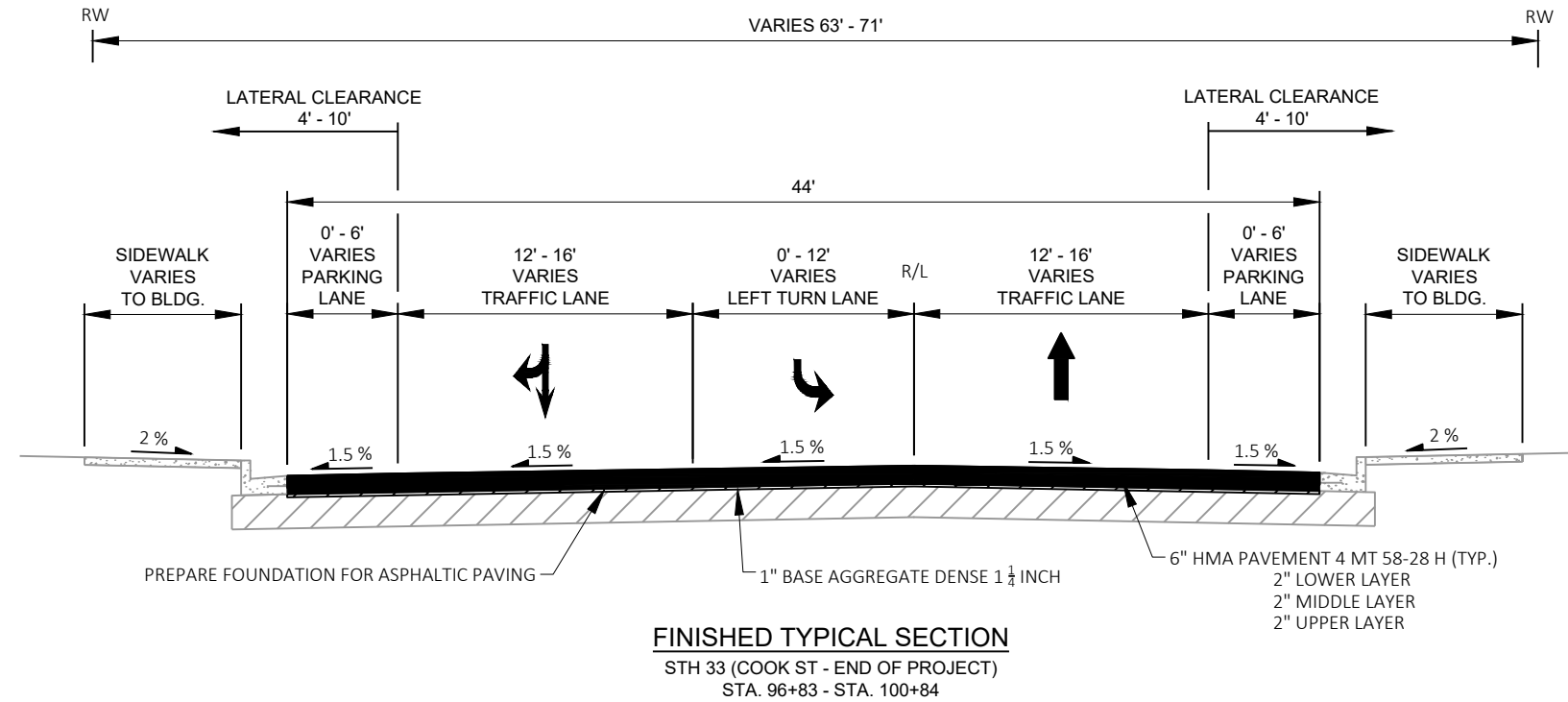
NOTE: BASE AGGREGATE IS PLANNED TO BE PLACED BELOW THE ONE INCH OF BASE COURSE FOR THIS PROJECT AS A PART OF THE CITY'S USH 51 STREET RECONSTRUCTION UTILITY REPLACEMENT PROJECT PRECEDING THIS PROJECT.



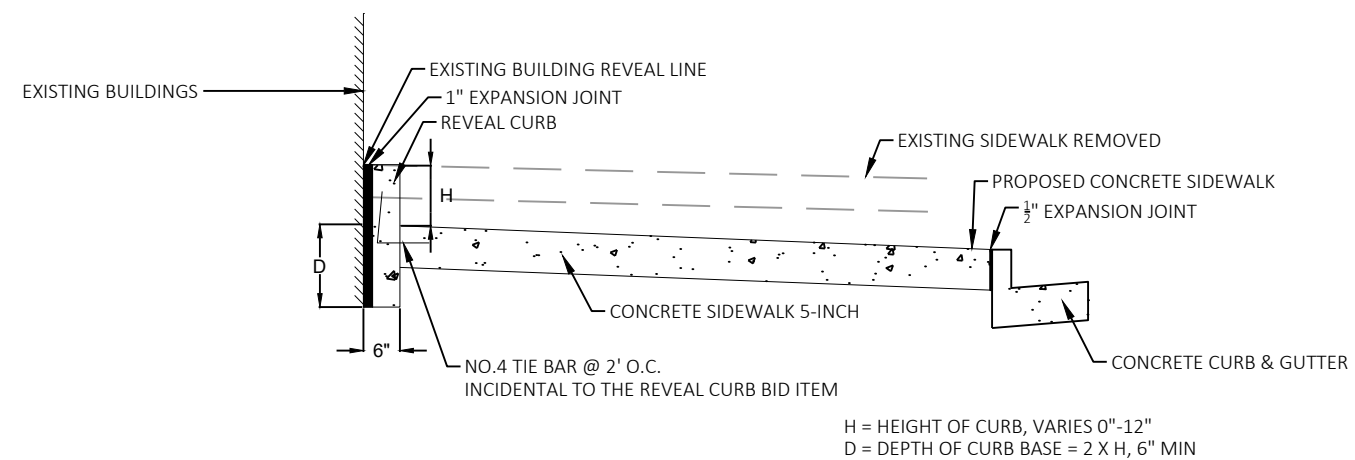
FINISHED TYPICAL SECTION

W. PLEASANT ST - CONANT ST
STA. 87+61.88 - STA. 91+68





NOTE: BASE AGGREGATE IS PLANNED TO BE PLACED BELOW THE ONE INCH OF BASE COURSE FOR THIS PROJECT AS A PART OF THE CITY'S USH 51 STREET RECONSTRUCTION UTILITY REPLACEMENT PROJECT PRECEDING THIS PROJECT.

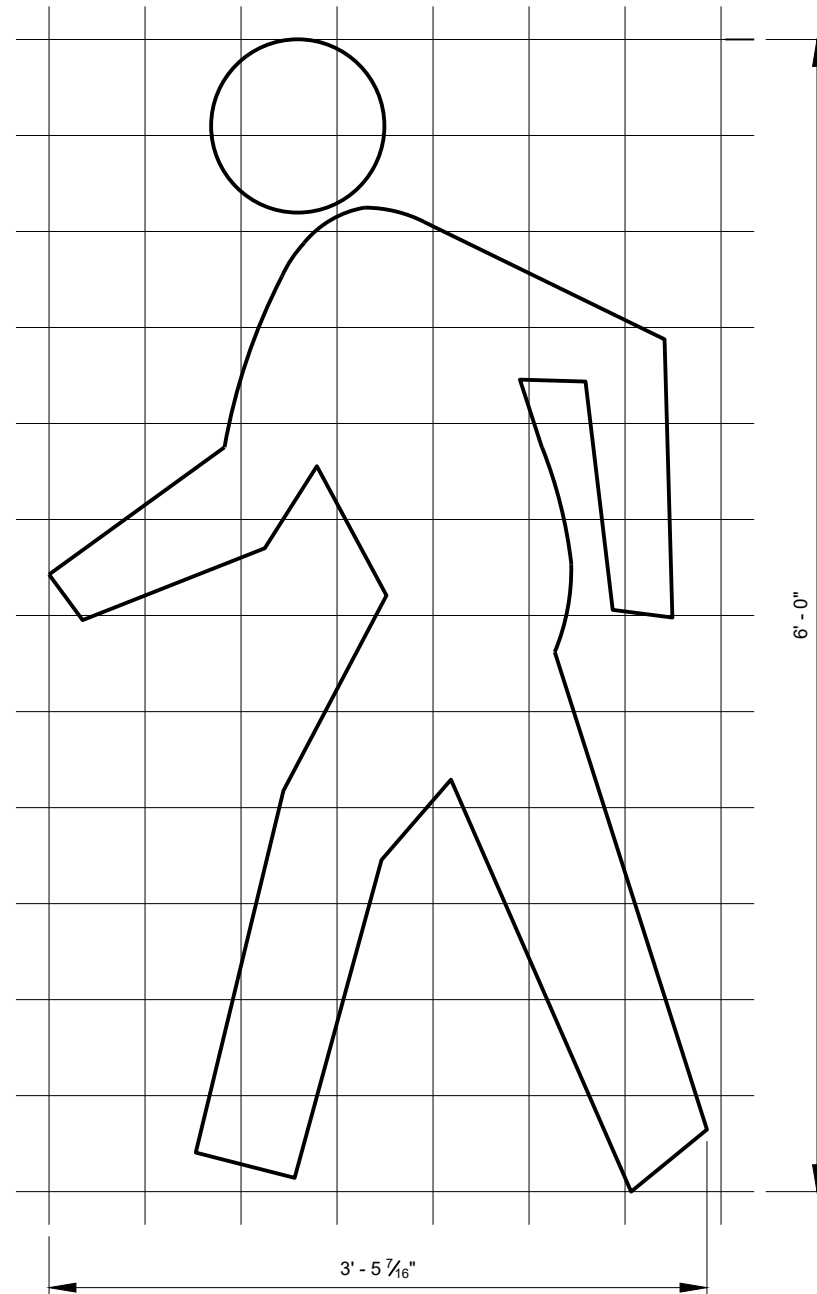


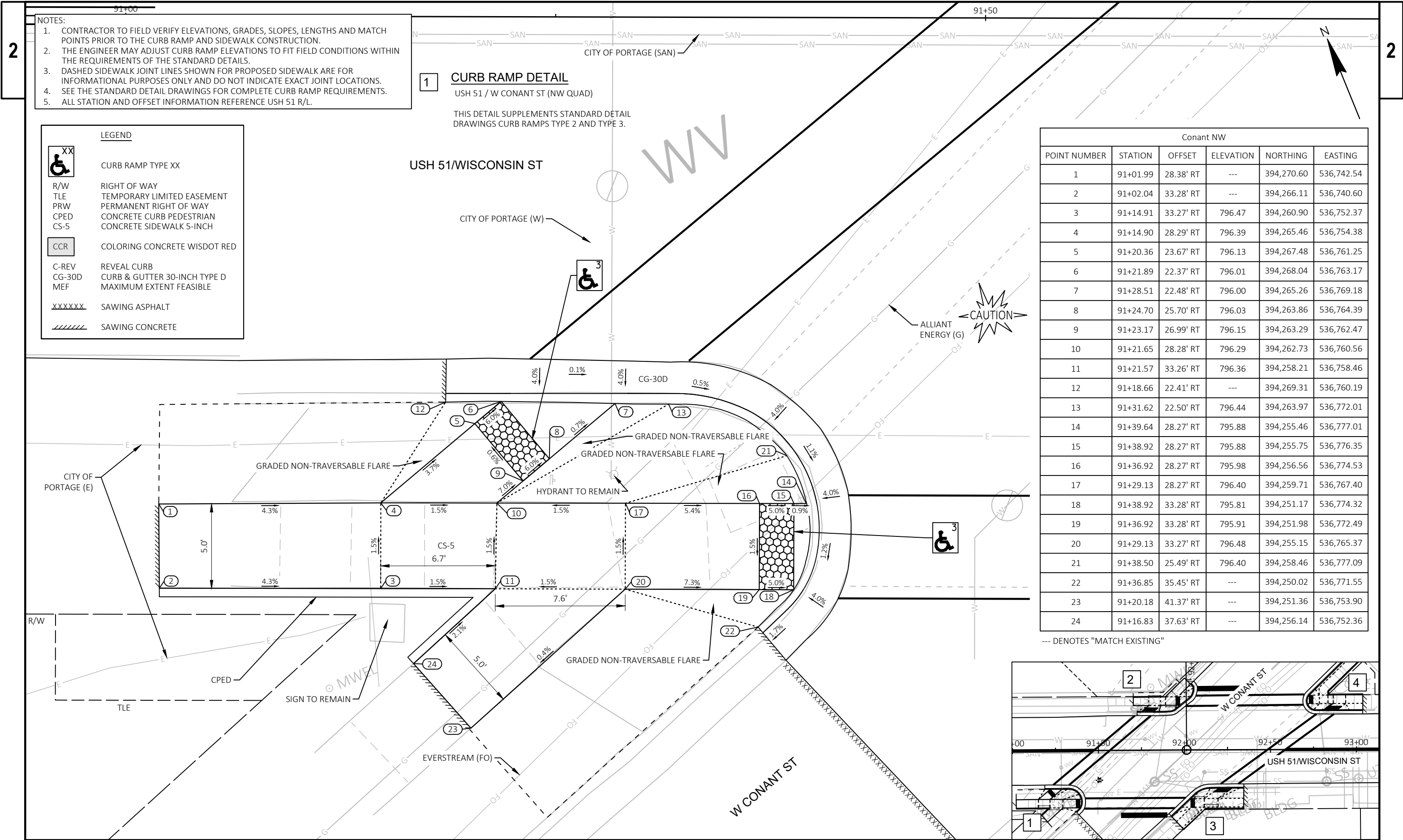
REVEAL CURB DETAIL
(SEE CURB RAMP DETAILS FOR LOCATIONS)

GENERAL NOTES

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

PAID FOR AS "MARKING SYMBOL EPOXY"

**PEDESTRIAN CROSSING SYMBOL**



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

LEGEND

XX
 CURB RAMP TYPE XX

R/W RIGHT OF WAY
TLE TEMPORARY LIMITED EASEMENT
PRW PERMANENT RIGHT OF WAY
CPED CONCRETE CURB PEDESTRIAN
CS-5 CONCRETE SIDEWALK 5-INCH

CCR
COLORING CONCRETE WISDOT RED

C-REV REVEAL CURB
CG-30D CURB & GUTTER 30-INCH TYPE D
MEF MAXIMUM EXTENT FEASIBLE

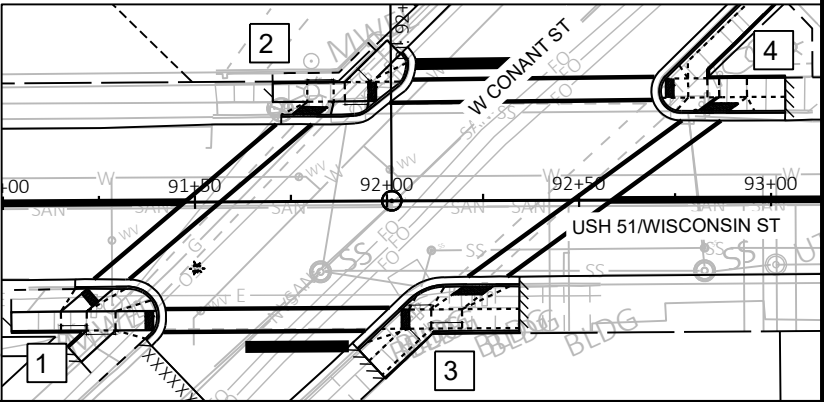
XXXXXX SAWING ASPHALT
////// SAWING CONCRETE

1 CURB RAMP DETAIL
USH 51 / W CONANT ST (NW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMP TYPE 2 AND TYPE 3.

Conant NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	91+01.99	28.38' RT	---	394,270.60	536,742.54
2	91+02.04	33.28' RT	---	394,266.11	536,740.60
3	91+14.91	33.27' RT	796.47	394,260.90	536,752.37
4	91+14.90	28.29' RT	796.39	394,265.46	536,754.38
5	91+20.36	23.67' RT	796.13	394,267.48	536,761.25
6	91+21.89	22.37' RT	796.01	394,268.04	536,763.17
7	91+28.51	22.48' RT	796.00	394,265.26	536,769.18
8	91+24.70	25.70' RT	796.03	394,263.86	536,764.39
9	91+23.17	26.99' RT	796.15	394,263.29	536,762.47
10	91+21.65	28.28' RT	796.29	394,262.73	536,760.56
11	91+21.57	33.26' RT	796.36	394,258.21	536,758.46
12	91+18.66	22.41' RT	---	394,269.31	536,760.19
13	91+31.62	22.50' RT	796.44	394,263.97	536,772.01
14	91+39.64	28.27' RT	795.88	394,255.46	536,777.01
15	91+38.92	28.27' RT	795.88	394,255.75	536,776.35
16	91+36.92	28.27' RT	795.98	394,256.56	536,774.53
17	91+29.13	28.27' RT	796.40	394,259.71	536,767.40
18	91+38.92	33.28' RT	795.81	394,251.17	536,774.32
19	91+36.92	33.28' RT	795.91	394,251.98	536,772.49
20	91+29.13	33.27' RT	796.48	394,255.15	536,765.37
21	91+38.50	25.49' RT	796.40	394,258.46	536,777.09
22	91+36.85	35.45' RT	---	394,250.02	536,771.55
23	91+20.18	41.37' RT	---	394,251.36	536,753.90
24	91+16.83	37.63' RT	---	394,256.14	536,752.36

--- DENOTES "MATCH EXISTING"



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

LEGEND

XX
 CURB RAMP TYPE XX

R/W RIGHT OF WAY
TLE TEMPORARY LIMITED EASEMENT
PRW PERMANENT RIGHT OF WAY
CPED CONCRETE CURB PEDESTRIAN
CS-5 CONCRETE SIDEWALK 5-INCH

CCR COLORING CONCRETE WISDOT RED

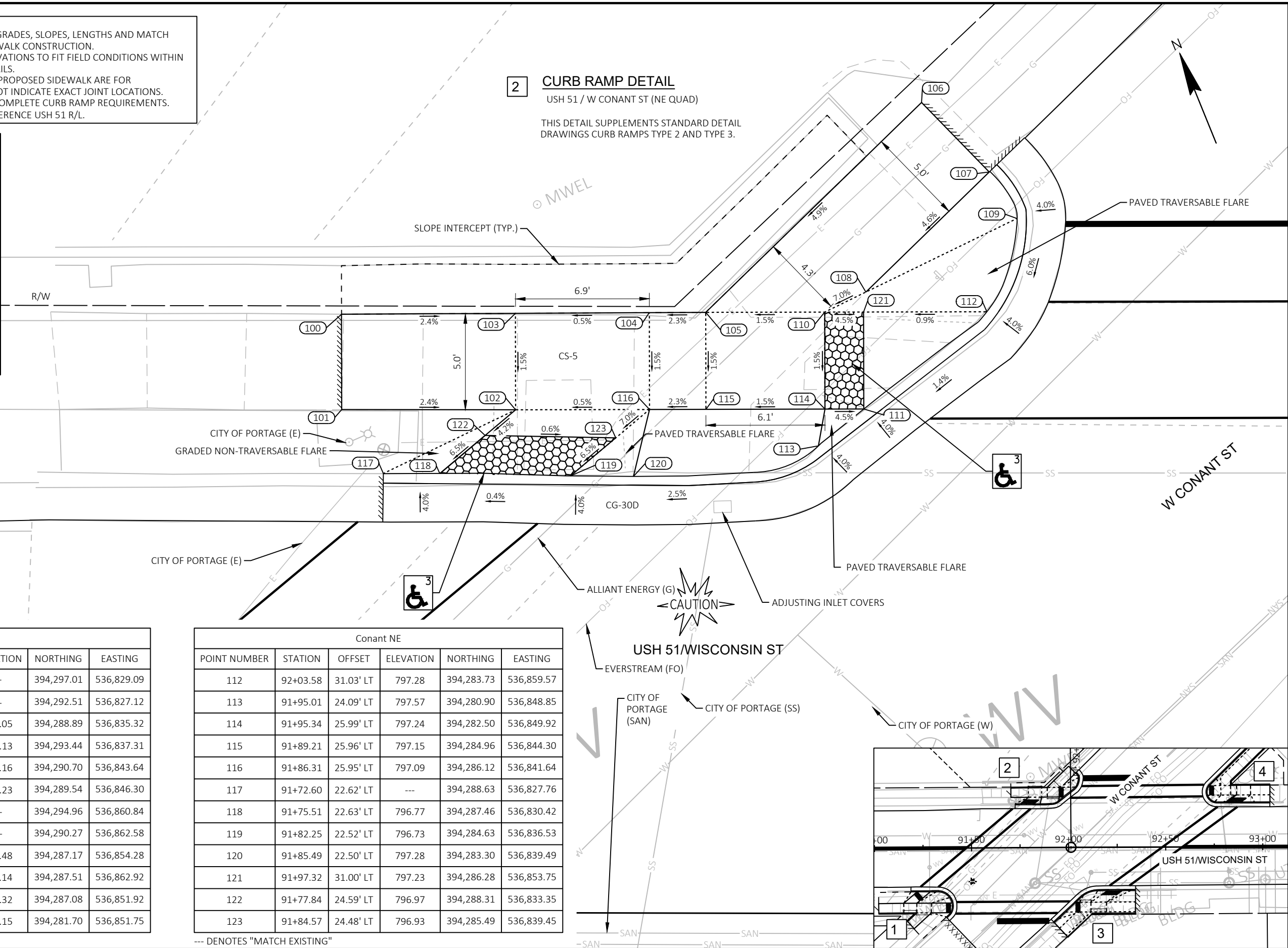
C-REV REVEAL CURB
CG-30D CURB & GUTTER 30-INCH TYPE D
MEF MAXIMUM EXTENT FEASIBLE

XXXXXX SAWING ASPHALT
////// SAWING CONCRETE

2 CURB RAMP DETAIL

USH 51 / W CONANT ST (NE QUAD)

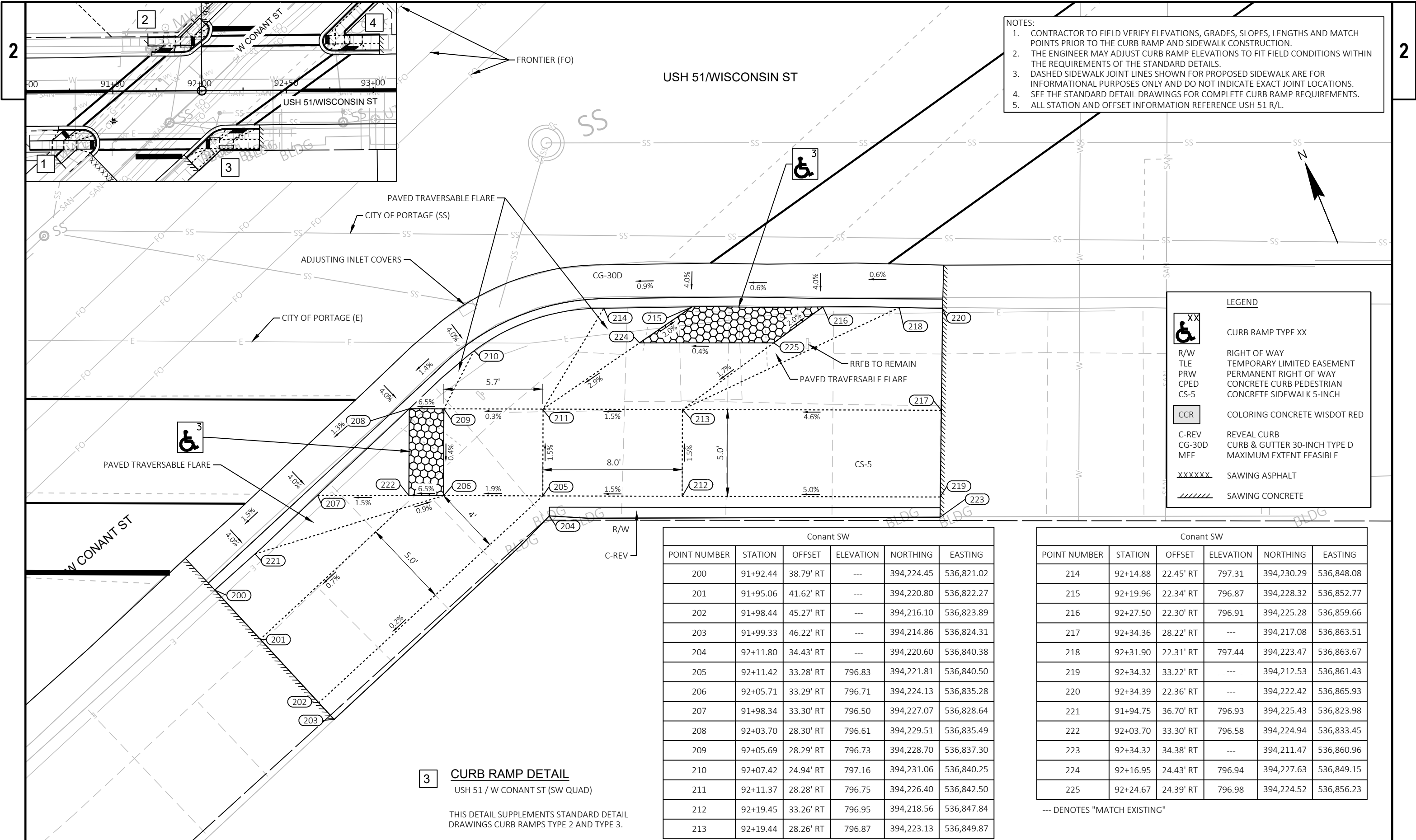
THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPE 2 AND TYPE 3.



Conant NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	91+70.43	30.82' LT	---	394,297.01	536,829.09
101	91+70.45	25.91' LT	---	394,292.51	536,827.12
102	91+79.41	25.92' LT	797.05	394,288.89	536,835.32
103	91+79.39	30.89' LT	797.13	394,293.44	536,837.31
104	91+86.29	30.94' LT	797.16	394,290.70	536,843.64
105	91+89.19	30.96' LT	797.23	394,289.54	536,846.30
106	92+00.28	41.80' LT	---	394,294.96	536,860.84
107	92+03.66	38.23' LT	---	394,290.27	536,862.58
108	91+97.44	32.03' LT	797.48	394,287.17	536,854.28
109	92+05.10	35.85' LT	798.14	394,287.51	536,862.92
110	91+95.32	30.99' LT	797.32	394,287.08	536,851.92
111	91+97.34	26.00' LT	797.15	394,281.70	536,851.75

Conant NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
112	92+03.58	31.03' LT	797.28	394,283.73	536,859.57
113	91+95.01	24.09' LT	797.57	394,280.90	536,848.85
114	91+95.34	25.99' LT	797.24	394,282.50	536,849.92
115	91+89.21	25.96' LT	797.15	394,284.96	536,844.30
116	91+86.31	25.95' LT	797.09	394,286.12	536,841.64
117	91+72.60	22.62' LT	---	394,288.63	536,827.76
118	91+75.51	22.63' LT	796.77	394,287.46	536,830.42
119	91+82.25	22.52' LT	796.73	394,284.63	536,836.53
120	91+85.49	22.50' LT	797.28	394,283.30	536,839.49
121	91+97.32	31.00' LT	797.23	394,286.28	536,853.75
122	91+77.84	24.59' LT	796.97	394,288.31	536,833.35
123	91+84.57	24.48' LT	796.93	394,285.49	536,839.45

--- DENOTES "MATCH EXISTING"



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

LEGEND

CURB RAMP TYPE XX

R/W
TLE
PRW
CPED
CS-5

RIGHT OF WAY
TEMPORARY LIMITED EASEMENT
PERMANENT RIGHT OF WAY
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 5-INCH

CCR

COLORING CONCRETE WISDOT RED

C-REV

REVEAL CURB

CG-30D

CURB & GUTTER 30-INCH TYPE D

MEF

MAXIMUM EXTENT FEASIBLE

XXXXXX

SAWING ASPHALT

////

SAWING CONCRETE

3 CURB RAMP DETAIL
USH 51 / W CONANT ST (SW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMPS TYPE 2 AND TYPE 3.

Conant SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	91+92.44	38.79' RT	---	394,224.45	536,821.02
201	91+95.06	41.62' RT	---	394,220.80	536,822.27
202	91+98.44	45.27' RT	---	394,216.10	536,823.89
203	91+99.33	46.22' RT	---	394,214.86	536,824.31
204	92+11.80	34.43' RT	---	394,220.60	536,840.38
205	92+11.42	33.28' RT	796.83	394,221.81	536,840.50
206	92+05.71	33.29' RT	796.71	394,224.13	536,835.28
207	91+98.34	33.30' RT	796.50	394,227.07	536,828.64
208	92+03.70	28.30' RT	796.61	394,229.51	536,835.49
209	92+05.69	28.29' RT	796.73	394,228.70	536,837.30
210	92+07.42	24.94' RT	797.16	394,231.06	536,840.25
211	92+11.37	28.28' RT	796.75	394,226.40	536,842.50
212	92+19.45	33.26' RT	796.95	394,218.56	536,847.84
213	92+19.44	28.26' RT	796.87	394,223.13	536,849.87

Conant SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
214	92+14.88	22.45' RT	797.31	394,230.29	536,848.08
215	92+19.96	22.34' RT	796.87	394,228.32	536,852.77
216	92+27.50	22.30' RT	796.91	394,225.28	536,859.66
217	92+34.36	28.22' RT	---	394,217.08	536,863.51
218	92+31.90	22.31' RT	797.44	394,223.47	536,863.67
219	92+34.32	33.22' RT	---	394,212.53	536,861.43
220	92+34.39	22.36' RT	---	394,222.42	536,865.93
221	91+94.75	36.70' RT	796.93	394,225.43	536,823.98
222	92+03.70	33.30' RT	796.58	394,224.94	536,833.45
223	92+34.32	34.38' RT	---	394,211.47	536,860.96
224	92+16.95	24.43' RT	796.94	394,227.63	536,849.15
225	92+24.67	24.39' RT	796.98	394,224.52	536,856.23

--- DENOTES "MATCH EXISTING"

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

CITY OF
PORTAGE
(SAN)

FRONTIER (FO)

W CONANT ST

PAVED TRAVERSABLE FLARE

Conant SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	92+98.46	55.42' LT	---	394,267.30	536,956.15
301	93+01.84	51.92' LT	---	394,262.73	536,957.80
302	93+03.78	26.74' LT	---	394,238.95	536,949.31
303	93+03.79	31.79' LT	---	394,243.55	536,951.38
304	92+76.20	35.05' LT	798.38	394,257.78	536,927.52
305	92+78.49	31.62' LT	798.05	394,253.71	536,928.21
306	92+83.49	31.66' LT	798.13	394,251.71	536,932.79
307	92+83.50	34.00' LT	798.17	394,253.85	536,933.75
308	92+72.68	31.57' LT	797.78	394,256.04	536,922.89
309	92+71.74	26.56' LT	797.65	394,251.85	536,919.98
310	92+78.53	26.62' LT	797.98	394,249.13	536,926.21
311	92+75.44	23.29' LT	797.98	394,247.35	536,922.03
312	92+76.78	23.17' LT	797.96	394,246.70	536,923.21
313	92+81.78	23.14' LT	797.47	394,244.63	536,927.76
314	92+88.95	23.12' LT	797.48	394,241.68	536,934.29
315	92+95.75	23.10' LT	797.97	394,238.90	536,940.49
316	92+83.53	26.66' LT	798.05	394,247.13	536,930.79
317	92+86.59	26.68' LT	797.85	394,245.90	536,933.59
318	92+86.56	31.68' LT	797.93	394,250.48	536,935.60
319	92+93.80	31.72' LT	797.82	394,247.56	536,942.23
320	92+93.84	26.73' LT	797.74	394,242.99	536,940.23
321	92+78.46	36.07' LT	798.24	394,257.79	536,929.99
322	92+72.72	26.57' LT	797.67	394,251.46	536,920.88
323	92+74.68	31.59' LT	797.89	394,255.24	536,924.72
324	92+74.72	26.59' LT	797.78	394,250.66	536,922.71
325	92+84.47	25.12' LT	797.68	394,245.34	536,931.02
326	92+91.63	25.10' LT	797.69	394,242.40	536,937.55

--- DENOTES "MATCH EXISTING"

PROJECT NO: 1400-01-74

HWY: USH 51

COUNTY: COLUMBIA

CURB RAMP DETAILS

SHEET

4 CURB RAMP DETAIL

USH 51 / W CONANT ST (SE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL
DRAWINGS CURB RAMPS TYPE 2 AND TYPE 3.

LEGEND



CURB RAMP TYPE XX

R/W

RIGHT OF WAY

TLE

TEMPORARY LIMITED EASEMENT

PRW

PERMANENT RIGHT OF WAY

CPED

CONCRETE CURB PEDESTRIAN

CS-5

CONCRETE SIDEWALK 5-INCH

CCR

COLORING CONCRETE WISDOT RED

C-REV

REVEAL CURB

CG-30D

CURB & GUTTER 30-INCH TYPE D

MEF

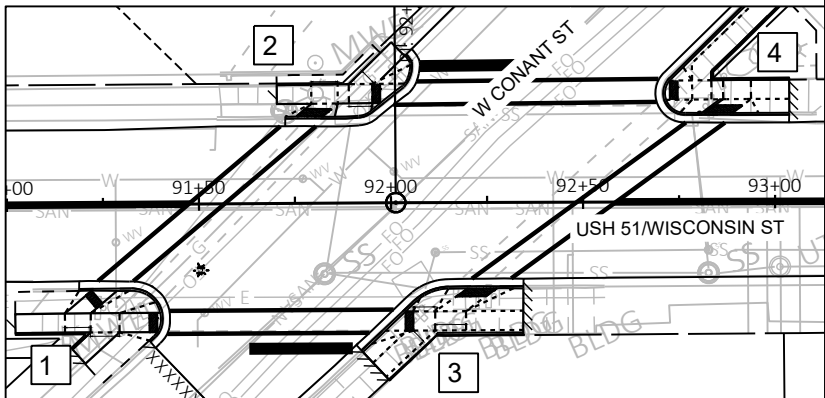
MAXIMUM EXTENT FEASIBLE

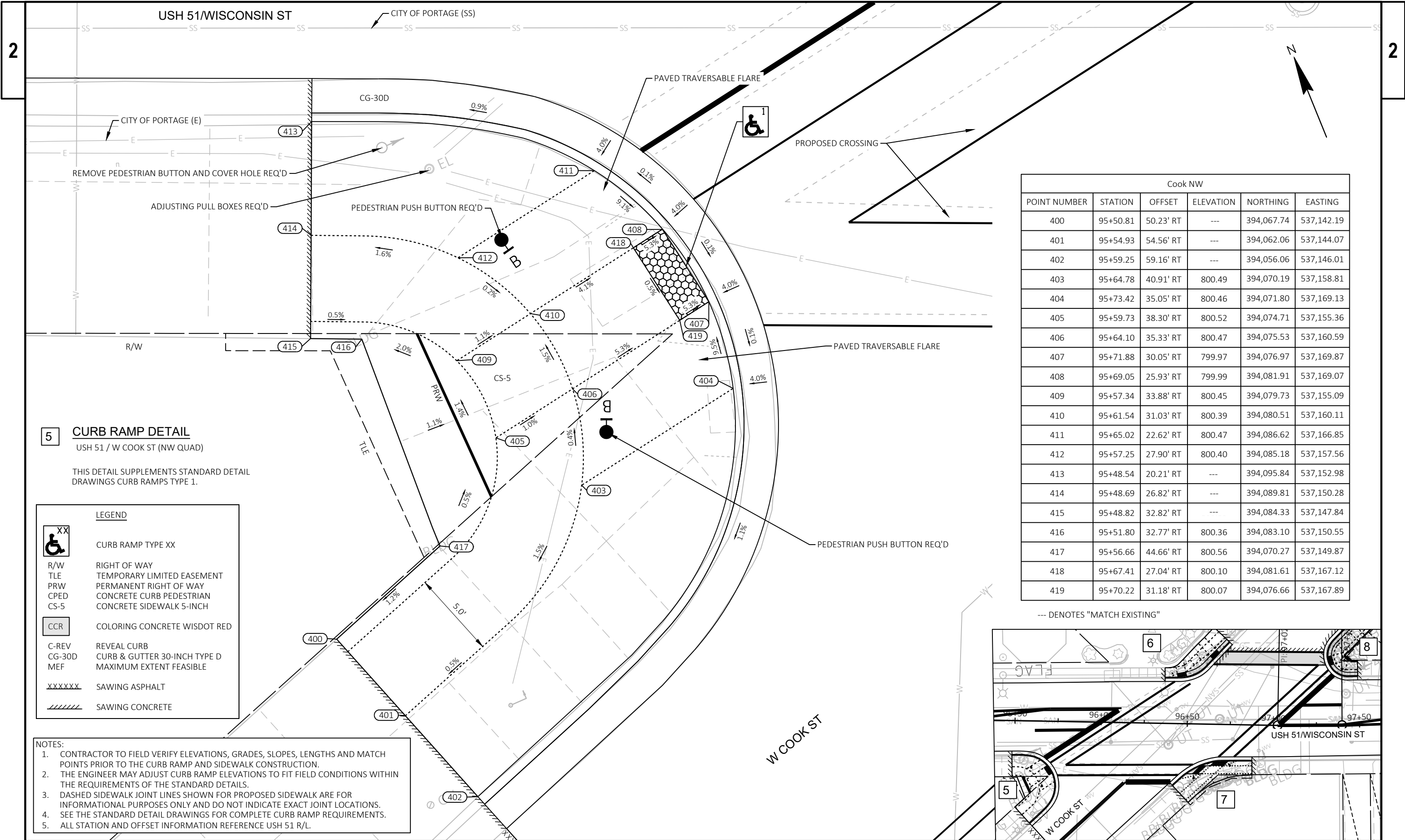
XXXXXX

SAWING ASPHALT

////

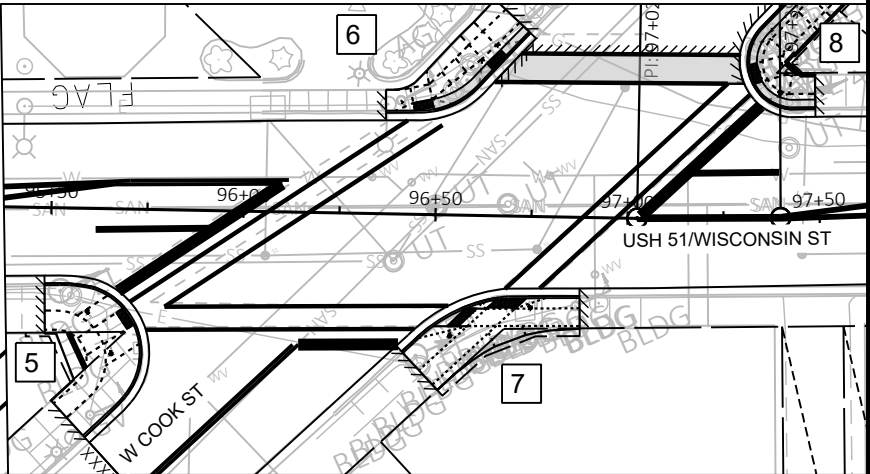
SAWING CONCRETE





Cook NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	95+50.81	50.23' RT	---	394,067.74	537,142.19
401	95+54.93	54.56' RT	---	394,062.06	537,144.07
402	95+59.25	59.16' RT	---	394,056.06	537,146.01
403	95+64.78	40.91' RT	800.49	394,070.19	537,158.81
404	95+73.42	35.05' RT	800.46	394,071.80	537,169.13
405	95+59.73	38.30' RT	800.52	394,074.71	537,155.36
406	95+64.10	35.33' RT	800.47	394,075.53	537,160.59
407	95+71.88	30.05' RT	799.97	394,076.97	537,169.87
408	95+69.05	25.93' RT	799.99	394,081.91	537,169.07
409	95+57.34	33.88' RT	800.45	394,079.73	537,155.09
410	95+61.54	31.03' RT	800.39	394,080.51	537,160.11
411	95+65.02	22.62' RT	800.47	394,086.62	537,166.85
412	95+57.25	27.90' RT	800.40	394,085.18	537,157.56
413	95+48.54	20.21' RT	---	394,095.84	537,152.98
414	95+48.69	26.82' RT	---	394,089.81	537,150.28
415	95+48.82	32.82' RT	---	394,084.33	537,147.84
416	95+51.80	32.77' RT	800.36	394,083.10	537,150.55
417	95+56.66	44.66' RT	800.56	394,070.27	537,149.87
418	95+67.41	27.04' RT	800.10	394,081.61	537,167.12
419	95+70.22	31.18' RT	800.07	394,076.66	537,167.89

--- DENOTES "MATCH EXISTING"



5 CURB RAMP DETAIL
USH 51 / W COOK ST (NW QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL
DRAWINGS CURB RAMPS TYPE 1.

LEGEND

CURB RAMP TYPE XX

R/W

TLE

PRW

CPED

CS-5

CCR

C-REV

CG-30D

MEF

XXXXXX

XXXXXX

RIGHT OF WAY

TEMPORARY LIMITED EASEMENT

PERMANENT RIGHT OF WAY

CONCRETE CURB PEDESTRIAN

CONCRETE SIDEWALK 5-INCH

COLORING CONCRETE WISDOT RED

REVEAL CURB

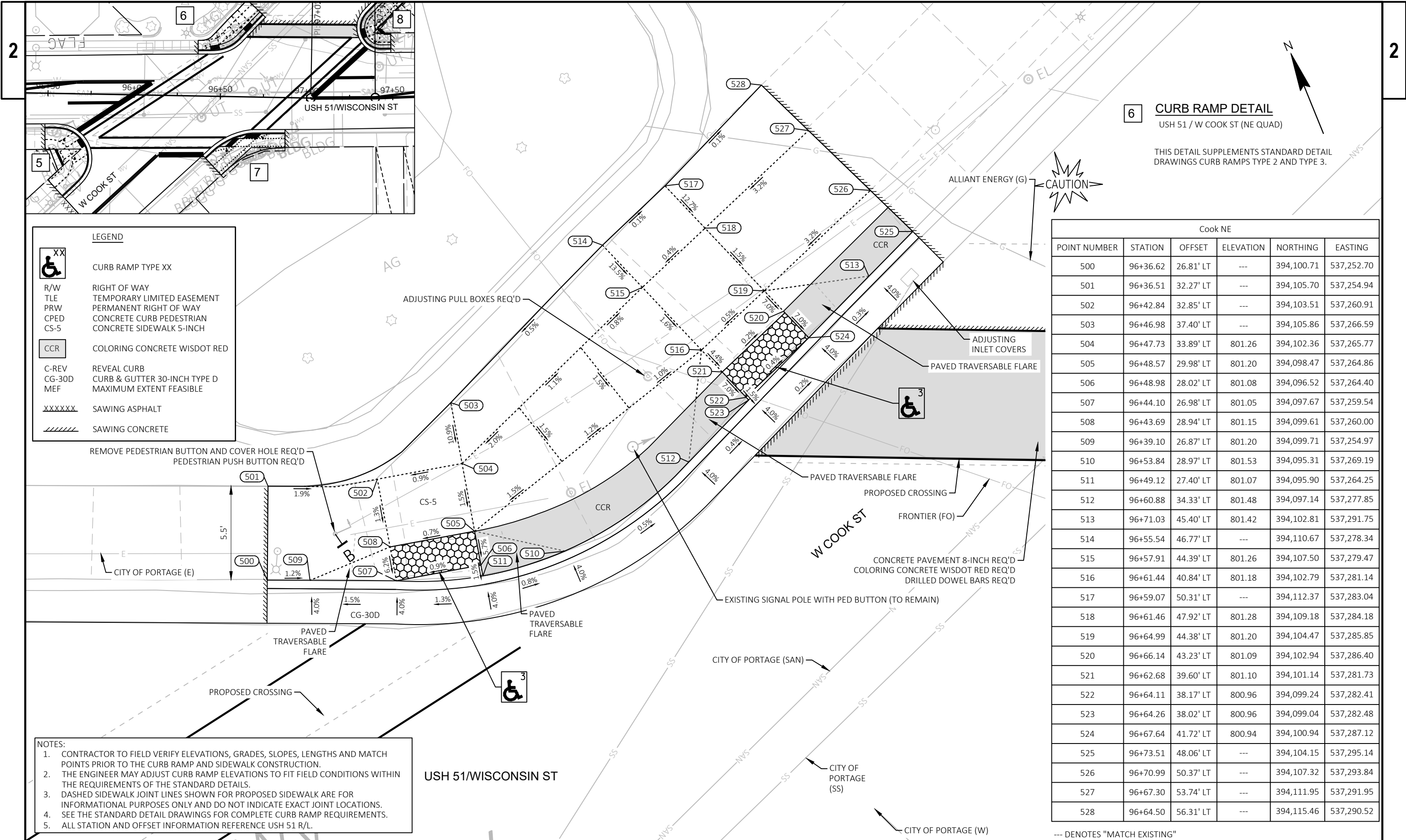
CURB & GUTTER 30-INCH TYPE D

MAXIMUM EXTENT FEASIBLE

SAWING ASPHALT

SAWING CONCRETE

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.



6 CURB RAMP DETAIL
USH 51 / W COOK ST (NE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL
DRAWINGS CURB RAMPS TYPE 2 AND TYPE 3.

LEGEND

XX

CURB RAMP TYPE XX

R/W

TLE

PRW

CPED

CS-5

RIGHT OF WAY

TEMPORARY LIMITED EASEMENT

PERMANENT RIGHT OF WAY

CONCRETE CURB PEDESTRIAN

CONCRETE SIDEWALK 5-INCH

CCR

C-REV

CG-30D

MEF

COLORING CONCRETE WISDOT RED

REVEAL CURB

CURB & GUTTER 30-INCH TYPE D

MAXIMUM EXTENT FEASIBLE

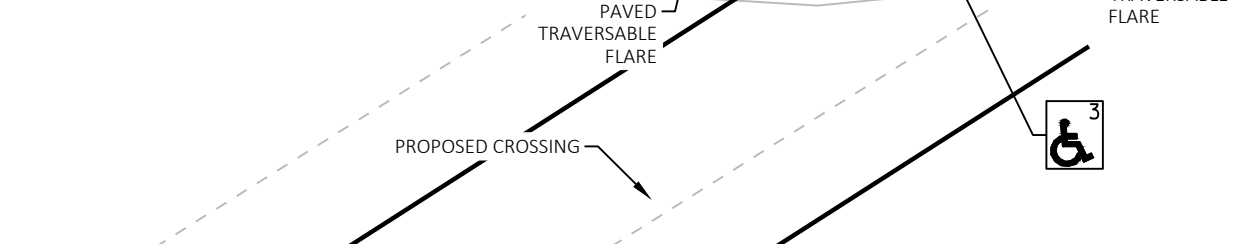
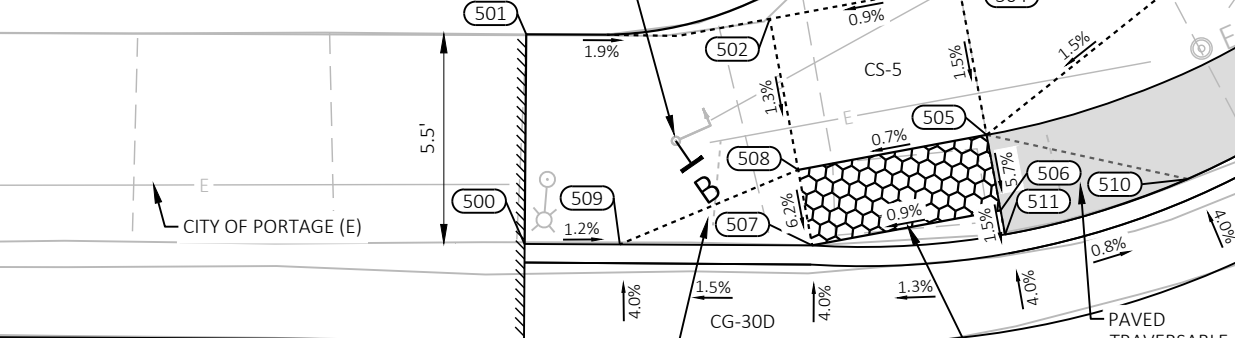
XXXXXX

SAWING ASPHALT

////

SAWING CONCRETE

REMOVE PEDESTRIAN BUTTON AND COVER HOLE REQ'D
PEDESTRIAN PUSH BUTTON REQ'D



- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

Cook NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	96+36.62	26.81' LT	---	394,100.71	537,252.70
501	96+36.51	32.27' LT	---	394,105.70	537,254.94
502	96+42.84	32.85' LT	---	394,103.51	537,260.91
503	96+46.98	37.40' LT	---	394,105.86	537,266.59
504	96+47.73	33.89' LT	801.26	394,102.36	537,265.77
505	96+48.57	29.98' LT	801.20	394,098.47	537,264.86
506	96+48.98	28.02' LT	801.08	394,096.52	537,264.40
507	96+44.10	26.98' LT	801.05	394,097.67	537,259.54
508	96+43.69	28.94' LT	801.15	394,099.61	537,260.00
509	96+39.10	26.87' LT	801.20	394,099.71	537,254.97
510	96+53.84	28.97' LT	801.53	394,095.31	537,269.19
511	96+49.12	27.40' LT	801.07	394,095.90	537,264.25
512	96+60.88	34.33' LT	801.48	394,097.14	537,277.85
513	96+71.03	45.40' LT	801.42	394,102.81	537,291.75
514	96+55.54	46.77' LT	---	394,110.67	537,278.34
515	96+57.91	44.39' LT	801.26	394,107.50	537,279.47
516	96+61.44	40.84' LT	801.18	394,102.79	537,281.14
517	96+59.07	50.31' LT	---	394,112.37	537,283.04
518	96+61.46	47.92' LT	801.28	394,109.18	537,284.18
519	96+64.99	44.38' LT	801.20	394,104.47	537,285.85
520	96+66.14	43.23' LT	801.09	394,102.94	537,286.40
521	96+62.68	39.60' LT	801.10	394,101.14	537,281.73
522	96+64.11	38.17' LT	800.96	394,099.24	537,282.41
523	96+64.26	38.02' LT	800.96	394,099.04	537,282.48
524	96+67.64	41.72' LT	800.94	394,100.94	537,287.12
525	96+73.51	48.06' LT	---	394,104.15	537,295.14
526	96+70.99	50.37' LT	---	394,107.32	537,293.84
527	96+67.30	53.74' LT	---	394,111.95	537,291.95
528	96+64.50	56.31' LT	---	394,115.46	537,290.52

--- DENOTES "MATCH EXISTING"

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

Cook SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	96+51.27	45.64' RT	---	394,028.95	537,234.98
601	96+49.96	44.27' RT	---	394,030.75	537,234.39
602	96+46.42	40.59' RT	---	394,035.59	537,232.76
603	96+42.13	36.15' RT	---	394,041.43	537,230.78
604	96+46.24	32.19' RT	800.71	394,043.26	537,236.18
605	96+49.92	29.06' RT	800.28	394,044.52	537,240.84
606	96+58.85	28.87' RT	801.14	394,040.87	537,249.00
607	96+63.67	24.27' RT	801.00	394,042.97	537,255.33
608	96+58.29	24.26' RT	800.34	394,045.28	537,250.47
609	96+61.73	23.00' RT	800.62	394,044.95	537,254.11
610	96+62.86	22.66' RT	800.63	394,044.77	537,255.29
611	96+66.17	21.88' RT	800.44	394,044.06	537,258.61
612	96+74.01	21.31' RT	800.42	394,041.23	537,265.94
613	96+79.01	21.20' RT	800.88	394,039.19	537,270.51
614	96+71.09	24.10' RT	801.15	394,039.95	537,262.10
615	96+88.04	29.05' RT	---	394,028.24	537,275.31
616	96+88.04	28.31' RT	---	394,028.91	537,275.64
617	96+87.93	23.68' RT	---	394,033.14	537,277.51
618	96+87.89	21.02' RT	---	394,035.56	537,278.61
619	96+55.67	41.46' RT	801.28	394,030.85	537,240.74
620	96+80.54	29.57' RT	801.34	394,030.97	537,268.32
621	96+66.25	28.72' RT	801.29	394,037.85	537,255.76
622	96+53.55	28.99' RT	800.33	394,043.04	537,244.16
623	96+56.43	28.92' RT	800.76	394,041.86	537,246.79
624	96+61.12	24.26' RT	800.77	394,044.07	537,253.02
625	96+64.03	23.92' RT	800.97	394,043.13	537,255.80
626	96+71.43	23.77' RT	801.06	394,040.10	537,262.56
627	96+73.57	21.73' RT	800.53	394,041.04	537,265.36

PROJECT NO: 1400-01-74

HWY: USH 51

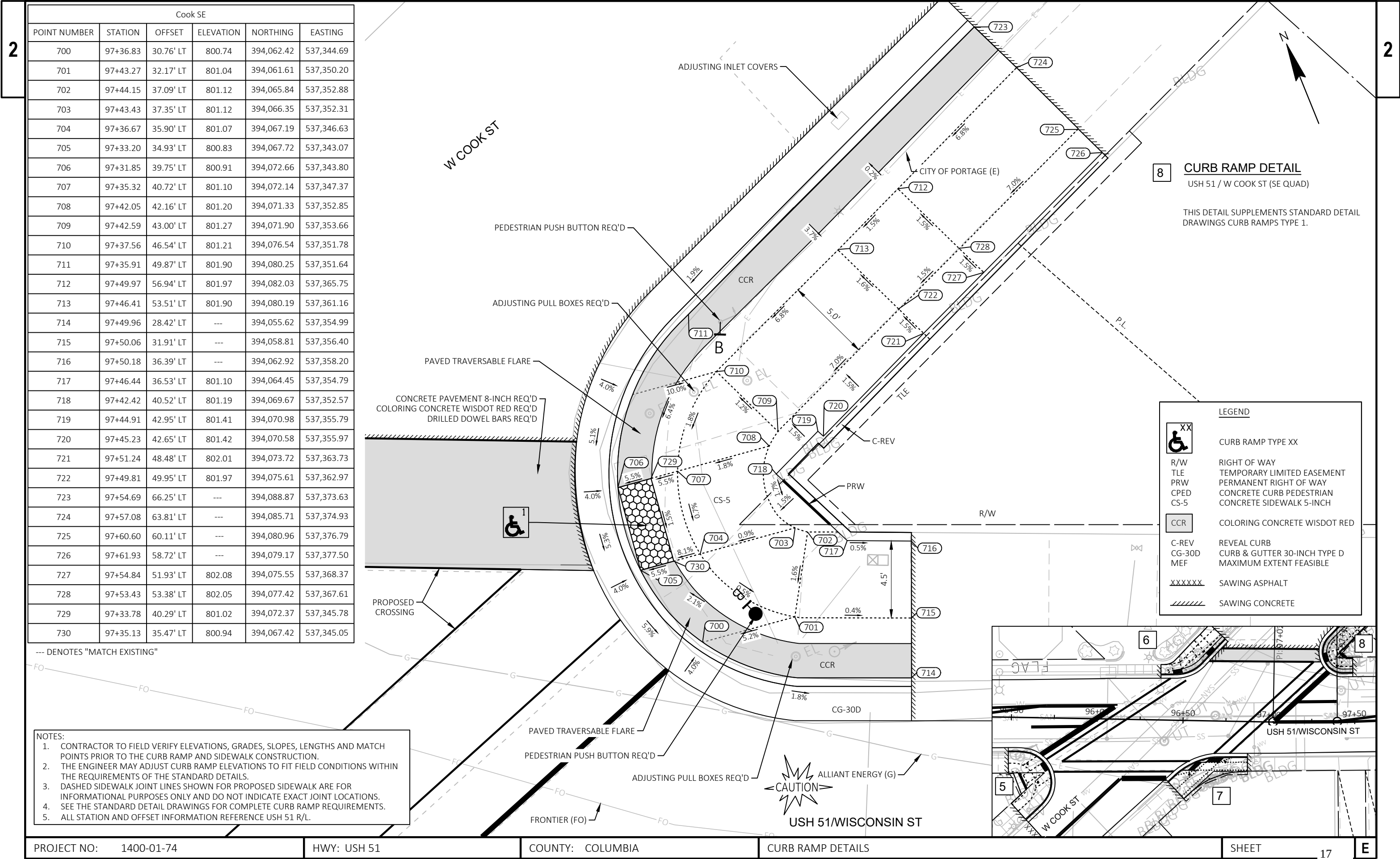
COUNTY: COLUMBIA

CURB RAMP DETAILS

SHEET

16

E



Cook SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	97+36.83	30.76' LT	800.74	394,062.42	537,344.69
701	97+43.27	32.17' LT	801.04	394,061.61	537,350.20
702	97+44.15	37.09' LT	801.12	394,065.84	537,352.88
703	97+43.43	37.35' LT	801.12	394,066.35	537,352.31
704	97+36.67	35.90' LT	801.07	394,067.19	537,346.63
705	97+33.20	34.93' LT	800.83	394,067.72	537,343.07
706	97+31.85	39.75' LT	800.91	394,072.66	537,343.80
707	97+35.32	40.72' LT	801.10	394,072.14	537,347.37
708	97+42.05	42.16' LT	801.20	394,071.33	537,352.85
709	97+42.59	43.00' LT	801.27	394,071.90	537,353.66
710	97+37.56	46.54' LT	801.21	394,076.54	537,351.78
711	97+35.91	49.87' LT	801.90	394,080.25	537,351.64
712	97+49.97	56.94' LT	801.97	394,082.03	537,365.75
713	97+46.41	53.51' LT	801.90	394,080.19	537,361.16
714	97+49.96	28.42' LT	---	394,055.62	537,354.99
715	97+50.06	31.91' LT	---	394,058.81	537,356.40
716	97+50.18	36.39' LT	---	394,062.92	537,358.20
717	97+46.44	36.53' LT	801.10	394,064.45	537,354.79
718	97+42.42	40.52' LT	801.19	394,069.67	537,352.57
719	97+44.91	42.95' LT	801.41	394,070.98	537,355.79
720	97+45.23	42.65' LT	801.42	394,070.58	537,355.97
721	97+51.24	48.48' LT	802.01	394,073.72	537,363.73
722	97+49.81	49.95' LT	801.97	394,075.61	537,362.97
723	97+54.69	66.25' LT	---	394,088.87	537,373.63
724	97+57.08	63.81' LT	---	394,085.71	537,374.93
725	97+60.60	60.11' LT	---	394,080.96	537,376.79
726	97+61.93	58.72' LT	---	394,079.17	537,377.50
727	97+54.84	51.93' LT	802.08	394,075.55	537,368.37
728	97+53.43	53.38' LT	802.05	394,077.42	537,367.61
729	97+33.78	40.29' LT	801.02	394,072.37	537,345.78
730	97+35.13	35.47' LT	800.94	394,067.42	537,345.05

--- DENOTES "MATCH EXISTING"

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 3. DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

8 CURB RAMP DETAIL
USH 51 / W COOK ST (SE QUAD)

THIS DETAIL SUPPLEMENTS STANDARD DETAIL
DRAWINGS CURB RAMPS TYPE 1.

LEGEND

XX

CURB RAMP TYPE XX

R/W

RIGHT OF WAY

TLE

TEMPORARY LIMITED EASEMENT

PRW

PERMANENT RIGHT OF WAY

CPED

CONCRETE CURB PEDESTRIAN

CS-5

CONCRETE SIDEWALK 5-INCH

CCR

COLORING CONCRETE WISDOT RED

C-REV

REVEAL CURB

CG-30D

CURB & GUTTER 30-INCH TYPE D

MEF

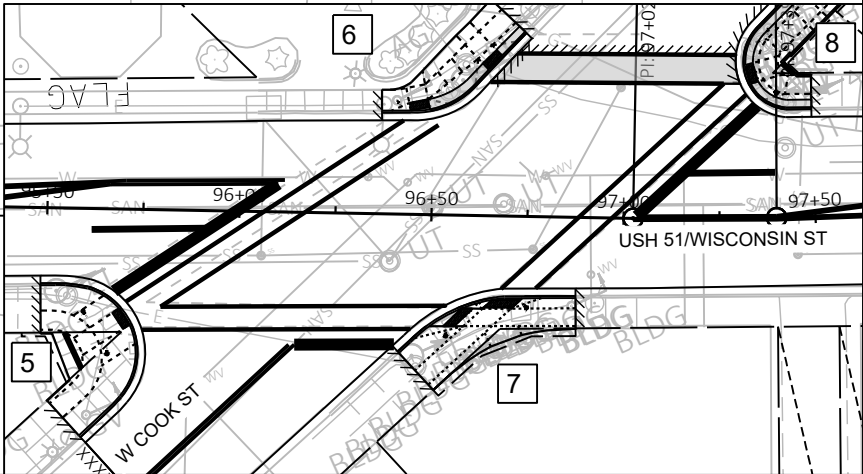
MAXIMUM EXTENT FEASIBLE

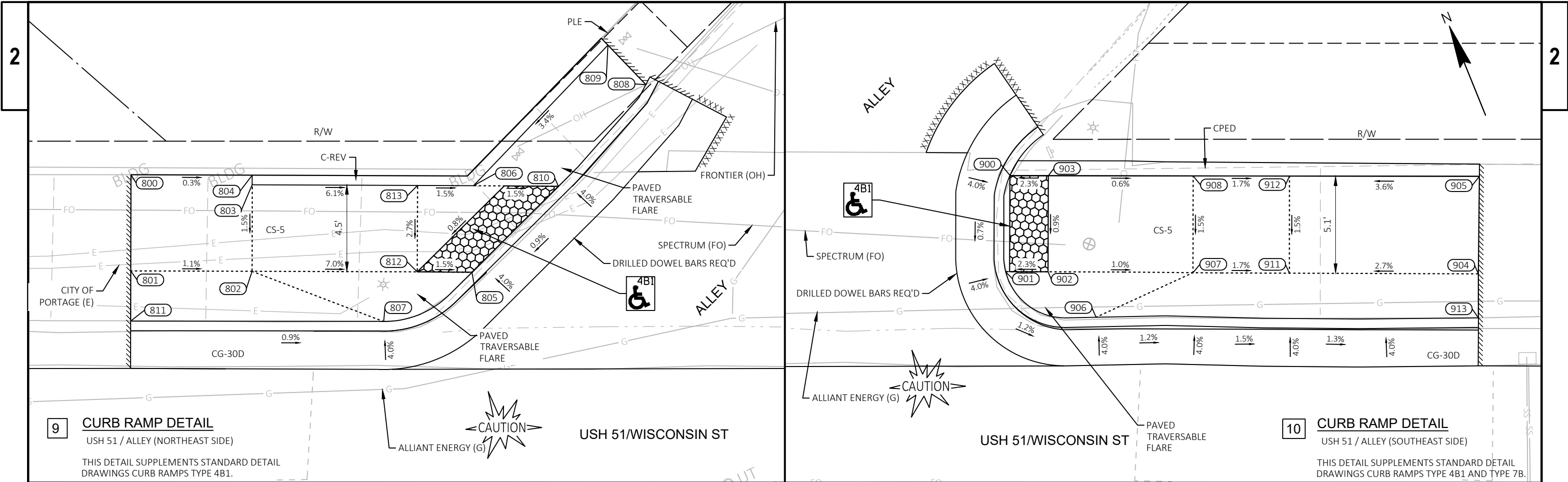
XXXXXX

SAWING ASPHALT

|||||

SAWING CONCRETE





LEGEND

XX

CURB RAMP TYPE XX

R/W

RIGHT OF WAY

TLE

TEMPORARY LIMITED EASEMENT

PRW

PERMANENT RIGHT OF WAY

CPED

CONCRETE CURB PEDESTRIAN

CS-5

CONCRETE SIDEWALK 5-INCH

CCR

COLORING CONCRETE WISDOT RED

C-REV

REVEAL CURB

CG-30D

CURB & GUTTER 30-INCH TYPE D

MEF

MAXIMUM EXTENT FEASIBLE

XXXXXX

SAWING ASPHALT

////

SAWING CONCRETE

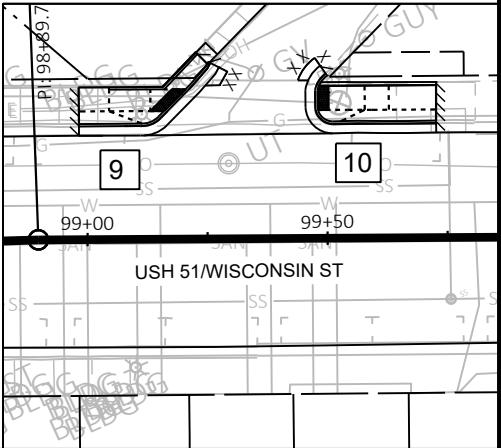
- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO THE CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE USH 51 R/L.

Alley NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	98+98.32	31.70' LT	---	394,002.11	537,494.45
801	98+98.32	26.69' LT	---	393,997.53	537,492.42
802	99+04.64	26.69' LT	798.65	393,994.96	537,498.19
803	99+04.62	31.20' LT	798.70	393,999.09	537,500.01
804	99+04.62	31.69' LT	798.73	393,999.54	537,500.21
805	99+16.08	26.68' LT	798.01	393,990.31	537,508.64
806	99+16.15	31.18' LT	798.13	393,994.41	537,510.53
807	99+11.49	24.10' LT	798.60	393,989.81	537,503.40
808	99+25.10	36.47' LT	---	393,995.61	537,520.86
809	99+23.12	38.52' LT	---	393,998.29	537,519.88
810	99+20.56	31.16' LT	798.06	393,992.60	537,514.56
811	98+98.33	24.08' LT	---	393,995.14	537,491.36
812	99+13.23	26.69' LT	798.05	393,991.48	537,506.04
813	99+13.23	31.19' LT	798.17	393,995.59	537,507.87

--- DENOTES "MATCH EXISTING"

Alley SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	99+48.35	31.72' LT	797.78	393,981.84	537,540.18
901	99+48.13	26.71' LT	797.74	393,977.35	537,537.95
902	99+50.34	26.71' LT	797.79	393,976.45	537,539.97
903	99+50.34	31.71' LT	797.83	393,981.02	537,542.00
904	99+72.73	26.66' LT	---	393,967.33	537,560.42
905	99+72.77	31.74' LT	---	393,971.96	537,562.52
906	99+52.85	24.35' LT	798.08	393,973.27	537,541.31
907	99+57.88	26.68' LT	797.71	393,973.37	537,546.86
908	99+57.88	31.72' LT	797.79	393,977.98	537,548.89
910	99+62.85	24.31' LT	797.55	393,969.19	537,550.44
911	99+62.90	26.67' LT	797.63	393,971.32	537,551.44
912	99+62.89	31.73' LT	797.70	393,975.95	537,553.48
913	99+72.74	24.37' LT	---	393,965.23	537,559.50

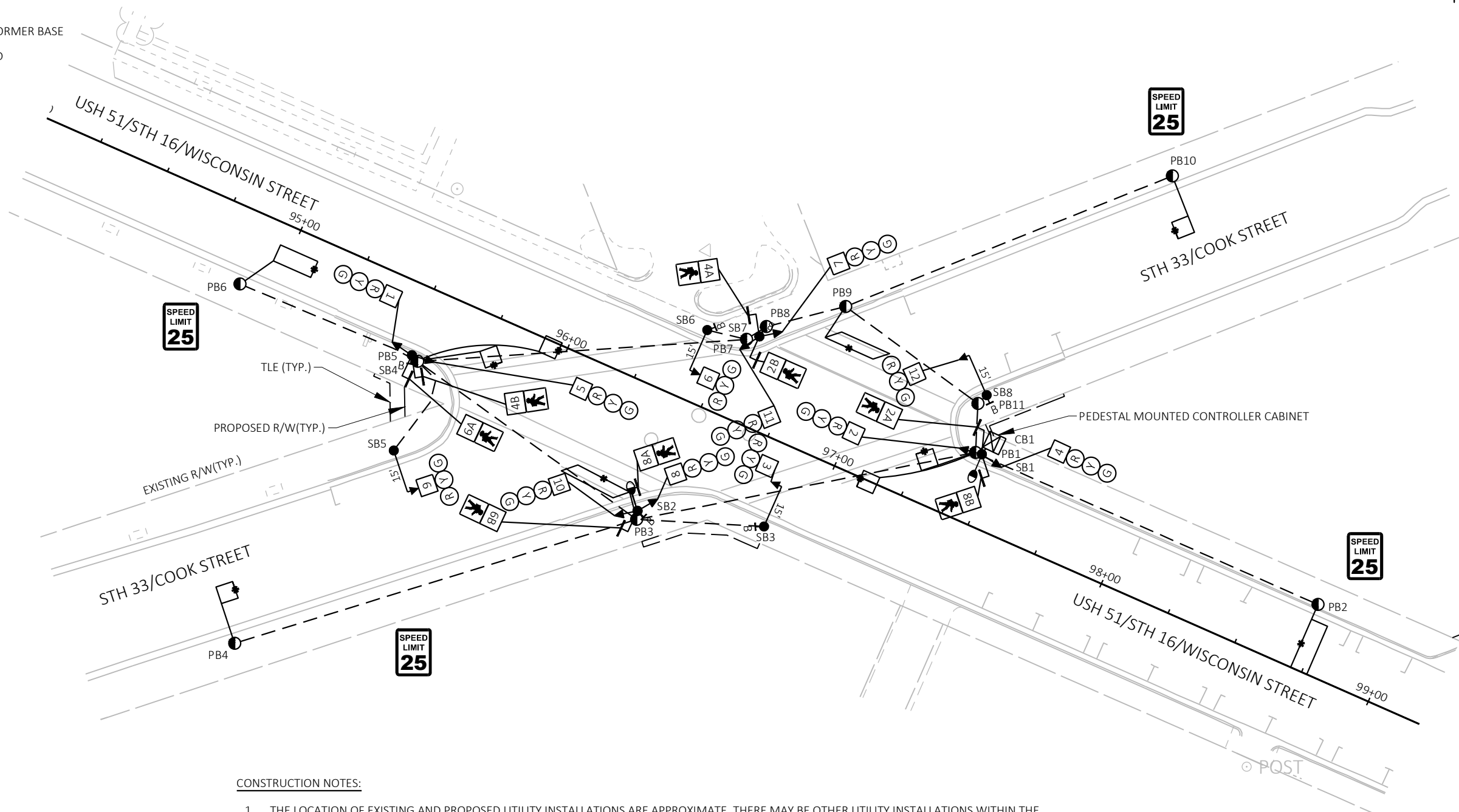
--- DENOTES "MATCH EXISTING"



LEGEND

	CONTROL CABINET
	EXISTING CONDUIT AND WIRING
	SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
	SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
	PEDESTRIAN HEAD
	PUSH BUTTON
	LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
	LOOP DETECTOR TO BE ABANDONED
	PULL BOX
	TRAFFIC SIGNAL HEAD
	PEDESTRIAN SIGNAL HEAD
	LANE DESIGNATION FOR INFO ONLY

SHEET PROVIDED FOR INFORMATION ONLY, AND FOR PLAN CLARITY BY SHOWING NO UTILITIES. NO WORK IS SHOWN ON SHEET.



CONSTRUCTION NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE LOCATION OF SIGNAL EQUIPMENT IS BASED ON COMBINATION OF FIELD SURVEY AND AS-BUILT DRAWINGS.

TRAFFIC CONTROL SIGNAL
USH 51/WISCONSIN STREET & COOK STREET
CITY OF PORTAGE
COLUMBIA COUNTY

SIGNAL NO. LOCAL

MUNICIPAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1400-01-04

HWY: USH 51

COUNTY: COLUMBIA

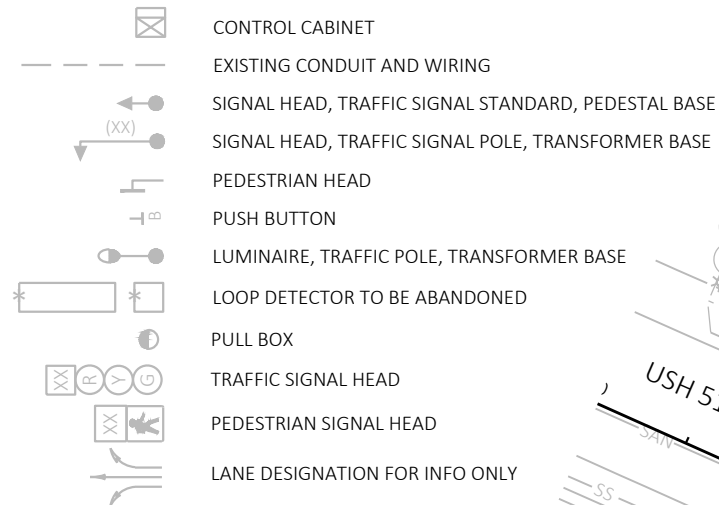
EXISTING TRAFFIC SIGNAL INFRASTRUCTURE

SHEET

19

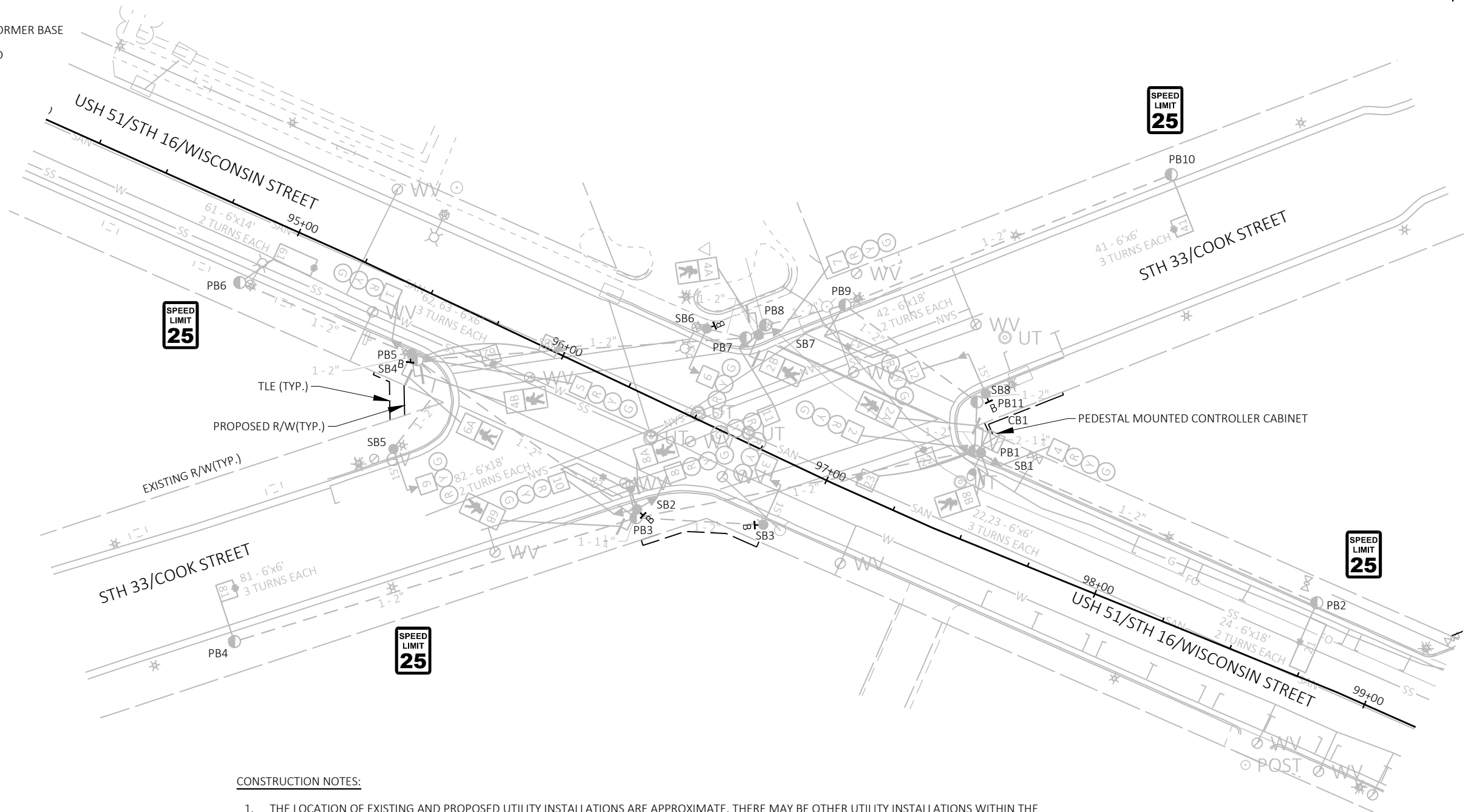
E

LEGEND



NOTES:

- BOLD REPRESENTS ITEMS TO BE REMOVED, ABANDONED, OR SALVAGED



CONSTRUCTION NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. THE LOCATION OF SIGNAL EQUIPMENT IS BASED ON COMBINATION OF FIELD SURVEY AND AS-BUILT DRAWINGS.
3. EXISTING SIGNAL INFRASTRUCTURE AS SHOWN ON SHEET IS REFLECTIVE OF AS-BUILT INFORMATION (CIRCA-1985) PROVIDED BY THE CITY OF PORTAGE AND SURVEY.
4. CONTRACTOR IS TO COORDINATE ELECTRICAL WORK WITH CONCRETE SIDEWALK AND CURB RAMP WORK AT THIS INTERSECTION TO MINIMIZE DOWNTIME OF TRAFFIC SIGNAL PEDESTRIAN EQUIPMENT.

TRAFFIC CONTROL SIGNAL
USH 51/WISCONSIN STREET & COOK STREET
CITY OF PORTAGE
COLUMBIA COUNTY

SIGNAL NO. **LOCAL**

MUNICIPAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1400-01-04

HWY: USH 51

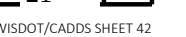
COUNTY: COLUMBIA

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

20

E



2

N

SEQUENCE OF OPERATION

NOT USED

↑↓

NOT USED

↔

RING 1

	HEAD NUMBERS	R/W	CLEAR TO				R/W	CLEAR TO			
			**				**				
Ø1											
Ø2	4-6					G	Y	R			
Ø3											
Ø4	7-9					R	R	R			
Ø5											
Ø6	1-3					G	Y	R			
Ø7											
Ø8	10-12					R	R	R			
OL"											
OL"											
OL"											
OL"											
OL"											
Ø2P	2A,2B					W/FD	D	D			
Ø4P	4A,4B					D	D	D			
Ø6P	6A,6B					W/FD	D	D			
Ø8P	8A,8B					D	D	D			

RING 2

	HEAD NUMBERS	R/W	CLEAR TO				R/W	CLEAR TO			
			**				**				
Ø1											
Ø2	4-6					G	Y	R			
Ø3											
Ø4	7-9					R	R	R			
Ø5											
Ø6	1-3					G	Y	R			
Ø7											
Ø8	10-12					R	R	R			
OL"											
OL"											
OL"											
OL"											
OL"											
Ø2P	2A,2B					W/FD	D	D			
Ø4P	4A,4B					D	D	D			
Ø6P	6A,6B					W/FD	D	D			
Ø8P	8A,8B					D	D	D			

BARRIER

FLASH

Y

R

Y

R

-

-

-

-

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	MOTORCYCLE SENSITIVITY	
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				X	
22	3		X		2					X	
23	3		X		2					X	
41	4	X			4	4				X	
42	6		X		4					X	
61	1	X			6	6				X	
62	2		X		6					X	
63	2		X		6					X	
81	4	X			8	8				X	
82	5		X		8					X	

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2		
3		
4		
5		
6		
7		
8		

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "E" =	-	-
O.L. "F" =	-	-
O.L. "G" =	-	-
O.L. "H" =	-	-

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X			
3				
4	X			
5				
6	X			
7				
8	X			

TYPE OF INTERCONNECT COMMUNICATION

NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	N/A
SIGNAL SYSTEM #:	N/A

TYPE OF LIGHTING

BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT

NONE	
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TRAFFIC CONTROL SIGNAL

USH 51/WISCONSIN STREET & COOK STREET

CITY OF PORTAGE

COLUMBIA COUNTY

SIGNAL NO. LOCAL

MUNICIPAL CONTACT:
DESIGNED BY: -----
REVISED BY: KL ENGINEERING

PAGE 2 OF 3

PROJECT NO: 1400-01-04

HWY: USH 51

COUNTY: COLUMBIA

SEQUENCE OF OPERATIONS

SHEET 22

E

FILE NAME : G:\WDOTSW\21030-003 USH 51 WISCONSIN STREET\CIVIL 3D\SHEETSP\PLAN\024201-5P.DWG

LAYOUT NAME - SOO

PLOT DATE : 9/19/2024 12:23 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN: 40 FT

WISDOT/CADDs SHEET 42

INTERSECTION:	USH 51/WISCONSIN STREET & COOK STREET
---------------	---------------------------------------

SIGNAL WIRE	BLK-BLACK	RED-RED	GRN-GREEN
COLOR CODING	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE:	Jan-24
-------	--------



CB1 TO	AWG 14 # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	DWALK	WALK		
SB1	7	BUTTON	8										WHT/BLK	
SB3	7	BUTTON	6										WHT/BLK	
SB4	7	BUTTON	8										WHT/BLK	
SB7	7	BUTTON	4										WHT/BLK	
SB8	7	BUTTON	6										WHT/BLK	
SB10	EXISTING CABLE SUFFICIENT	BUTTON	4										WHT/BLK	
SB12	EXISTING CABLE SUFFICIENT	BUTTON	2										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB6	SB7
SB7	SB8
SB8	SB9

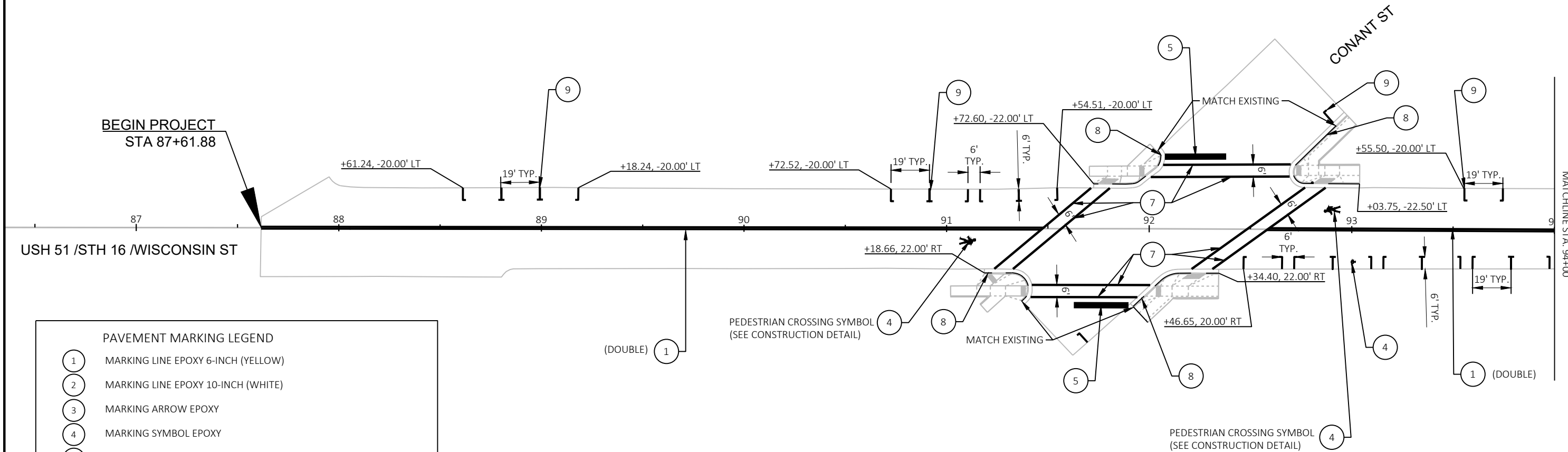
- NOTES:
- 1) EXISTING AND NEW SIGNAL CABLE TO BE USED FOR THE OPERATION OF THE TRAFFIC SIGNAL. AVOID DAMAGE TO EXISTING CABLING. ONLY NEW CABLE CONNECTIONS ARE SHOWN ON CHART.
 - 2) USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
 - 3) ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
 - 4) AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

TRAFFIC CONTROL SIGNAL
USH 51/WISCONSIN STREET & COOK STREET
CITY OF PORTAGE
COLUMBIA COUNTY

SIGNAL NO. LOCAL

MUNICIPAL CONTACT:
DESIGNED BY: -----
REVISED BY: KL ENGINEERING

PAGE 3 OF 3



PAVEMENT MARKING LEGEND

1

MARKING LINE EPOXY 6-INCH (YELLOW)

2

MARKING LINE EPOXY 10-INCH (WHITE)

3

MARKING ARROW EPOXY

4

MARKING SYMBOL EPOXY

5

MARKING STOP LINE EPOXY 18-INCH

6

MARKING DIAGONAL EPOXY 12-INCH

7

MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH

8

MARKING CURB EPOXY (YELLOW)

9

MARKING PARKING STALL EPOXY (WHITE)

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

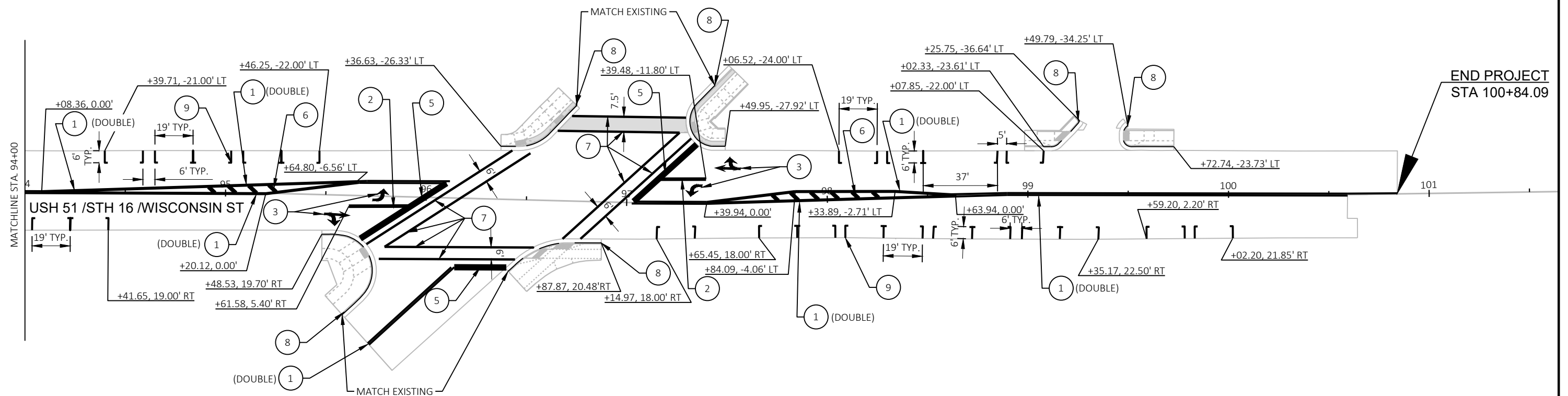
2

2 |

PAVEMENT MARKING LEGEND

- 1 MARKING LINE EPOXY 6-INCH (YELLOW)
- 2 MARKING LINE EPOXY 10-INCH (WHITE)
- 3 MARKING ARROW EPOXY
- 4 MARKING SYMBOL EPOXY
- 5 MARKING STOP LINE EPOXY 18-INCH
- 6 MARKING DIAGONAL EPOXY 12-INCH
- 7 MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH
- 8 MARKING CURB EPOXY (YELLOW)
- 9 MARKING PARKING STALL EPOXY (WHITE)

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.



PROJECT NO:	1400-01-74
-------------	------------

HWY: USH 51

COUNTY: COLUMBIA

PAVEMENT MARKING

SHEET

25

E

FILE NAME : G:\WDOTSW\21030-003 USH 51 WISCONSIN STREET\CIVIL 3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 9/28/2024 10:56 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

MAINTENANCE OF TRAFFIC:

- USH 51
- USH 51 SHALL BE CLOSED AND DETOURED FOR PAVEMENT REPLACEMENT AS NOTED IN THE SPECIAL PROVISIONS.

LOCAL ROADS AND DRIVEWAYS

- MAINTAIN LOCAL ACCESS AT ALL TIMES

PEDESTRIANS

- MAINTAIN A MINIMUM OF ONE PEDESTRIAN CROSSWALK CROSSING USH 51 AT AN INTERSECTION, AT ALL TIMES DURING CURB RAMP CONSTRUCTION.

CONSTRUCTION TO BE COMPLETED:

- USH 51
- PAVEMENT REPLACEMENT
 - CURB RAMP AND CURB & GUTTER IMPROVEMENTS
 - PAVEMENT MARKING (USH 51, STH 33) - SEE PERMANENT PAVEMENT MARKING PLANS

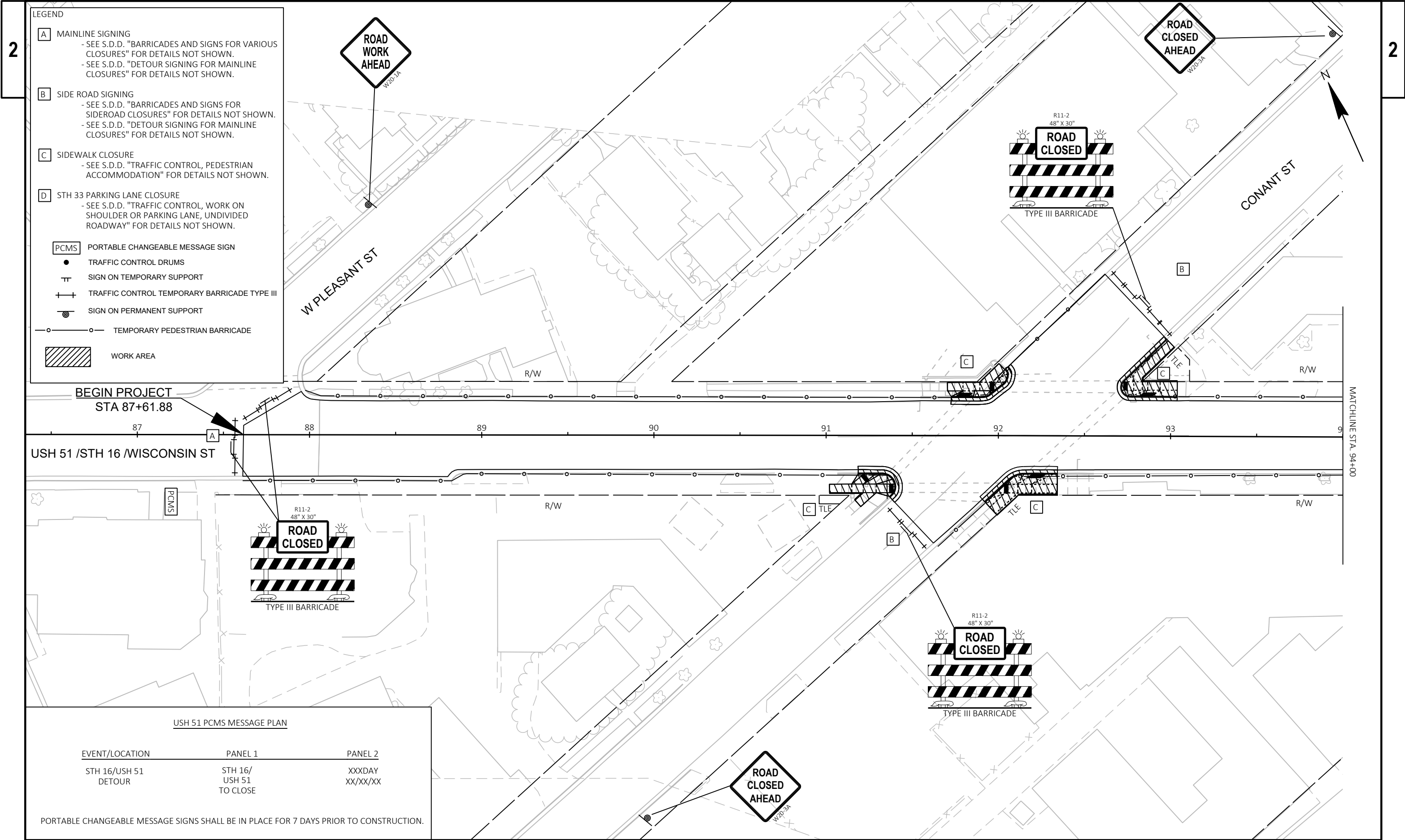
NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

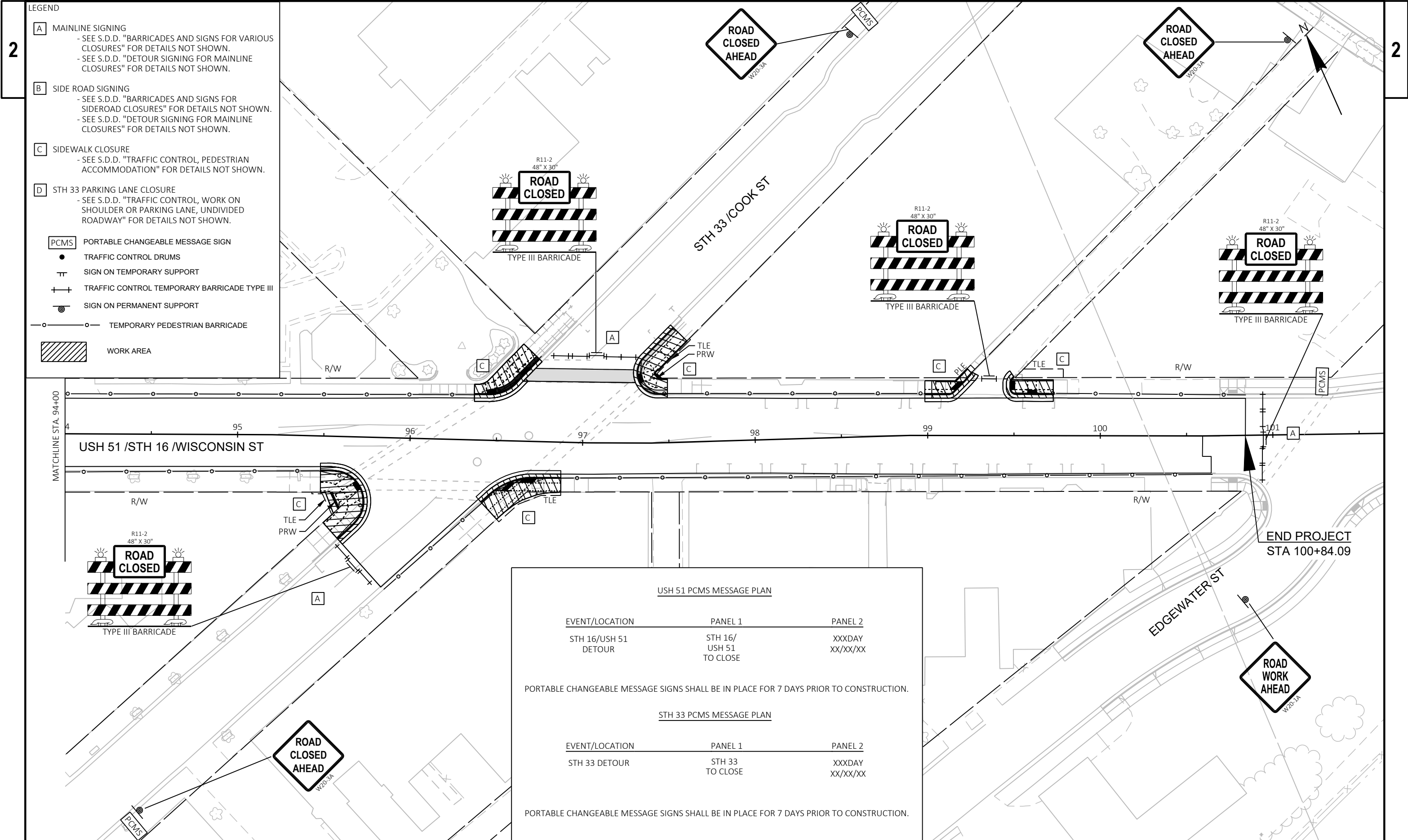
- SEE S.D.D. "BARRICADES AND SIGNS FOR VARIOUS CLOSURES"
- SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
- SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES"
- SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

TRAFFIC CONTROL GENERAL NOTES:

- 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. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS, ARROW BOARDS, AND SIGN MESSAGE BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE WISCONSIN SUPPLEMENT TO THE MUTCD, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.



USH 51 PCMS MESSAGE PLAN		
EVENT/LOCATION	PANEL 1	PANEL 2
STH 16/USH 51 DETOUR	STH 16/ USH 51 TO CLOSE	XXDAY XX/XX/XX
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO CONSTRUCTION.		



USH 51 PCMS MESSAGE PLAN		
EVENT/LOCATION	PANEL 1	PANEL 2
STH 16/USH 51 DETOUR	STH 16/ USH 51 TO CLOSE	XXDAY XX/XX/XX
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO CONSTRUCTION.		
STH 33 PCMS MESSAGE PLAN		
EVENT/LOCATION	PANEL 1	PANEL 2
STH 33 DETOUR	STH 33 TO CLOSE	XXDAY XX/XX/XX
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO CONSTRUCTION.		

2

B SIDE ROAD SIGNING

- SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR DETAILS NOT SHOWN.
- SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR DETAILS NOT SHOWN.

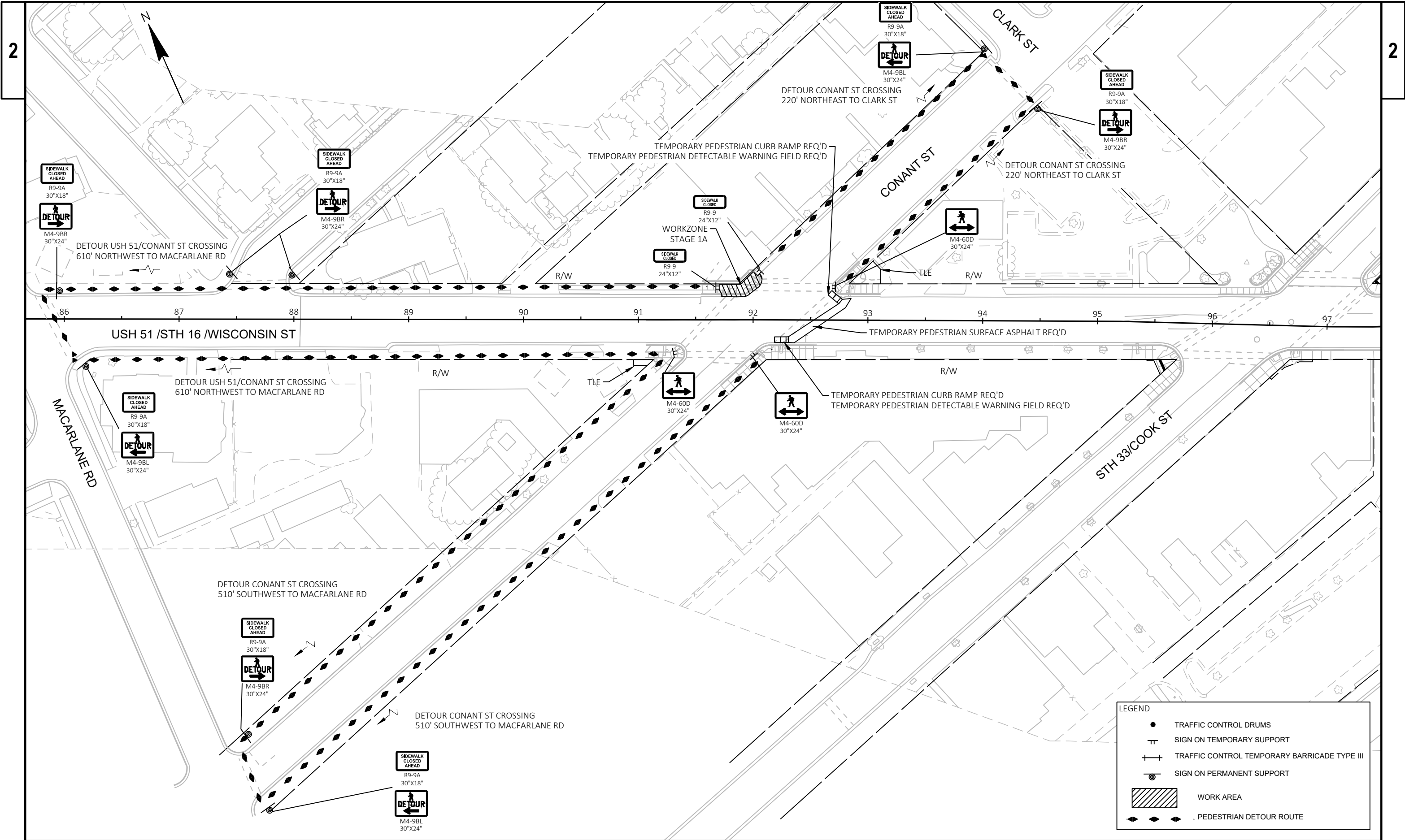
D STH 33 PARKING LANE CLOSURE
- SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DETAILS NOT SHOWN.

 WORK AREA

2

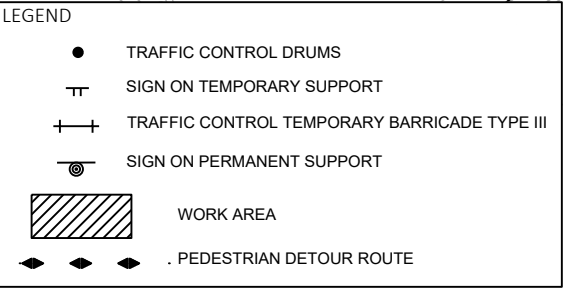


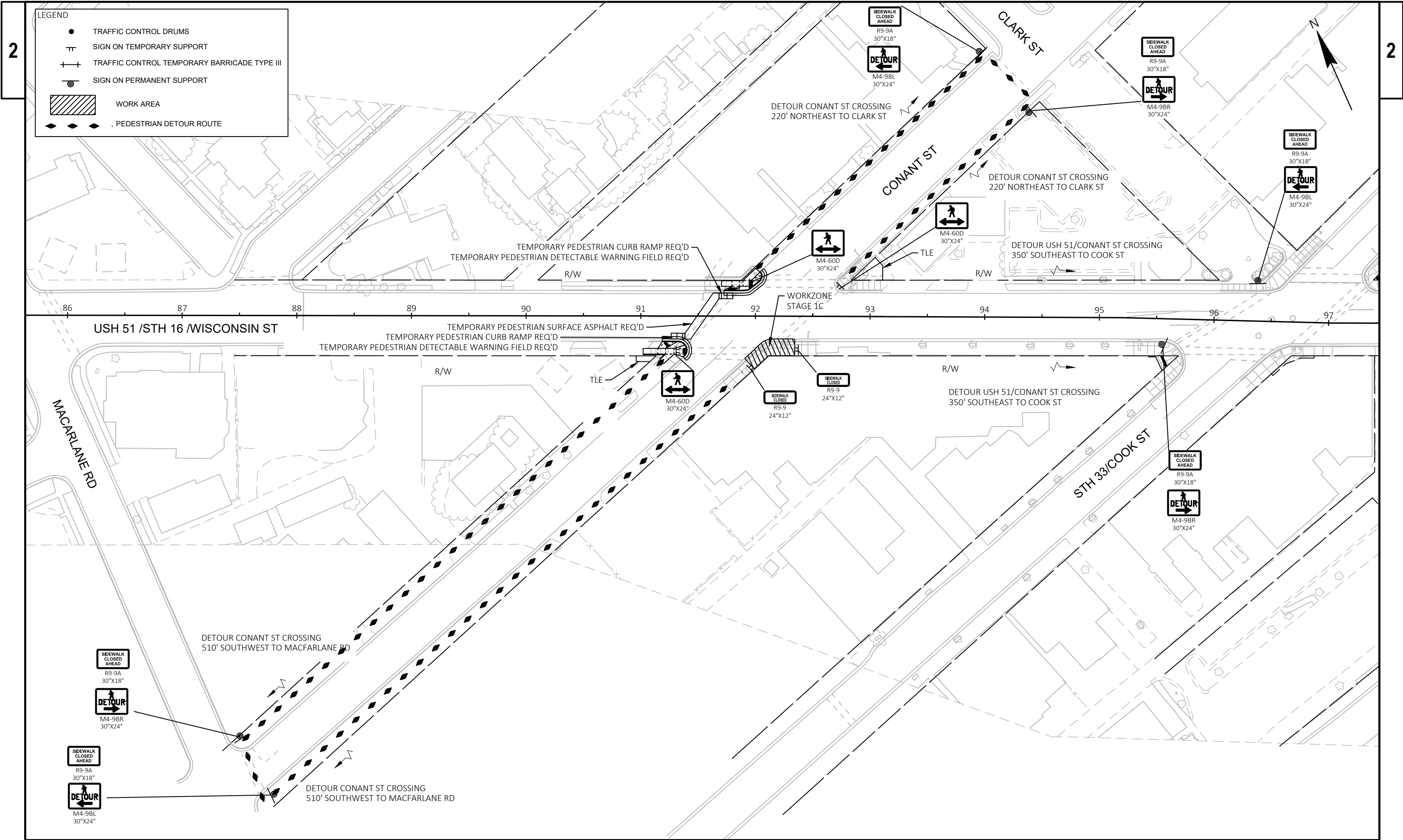
WISDOT/CADDS SHEET 44

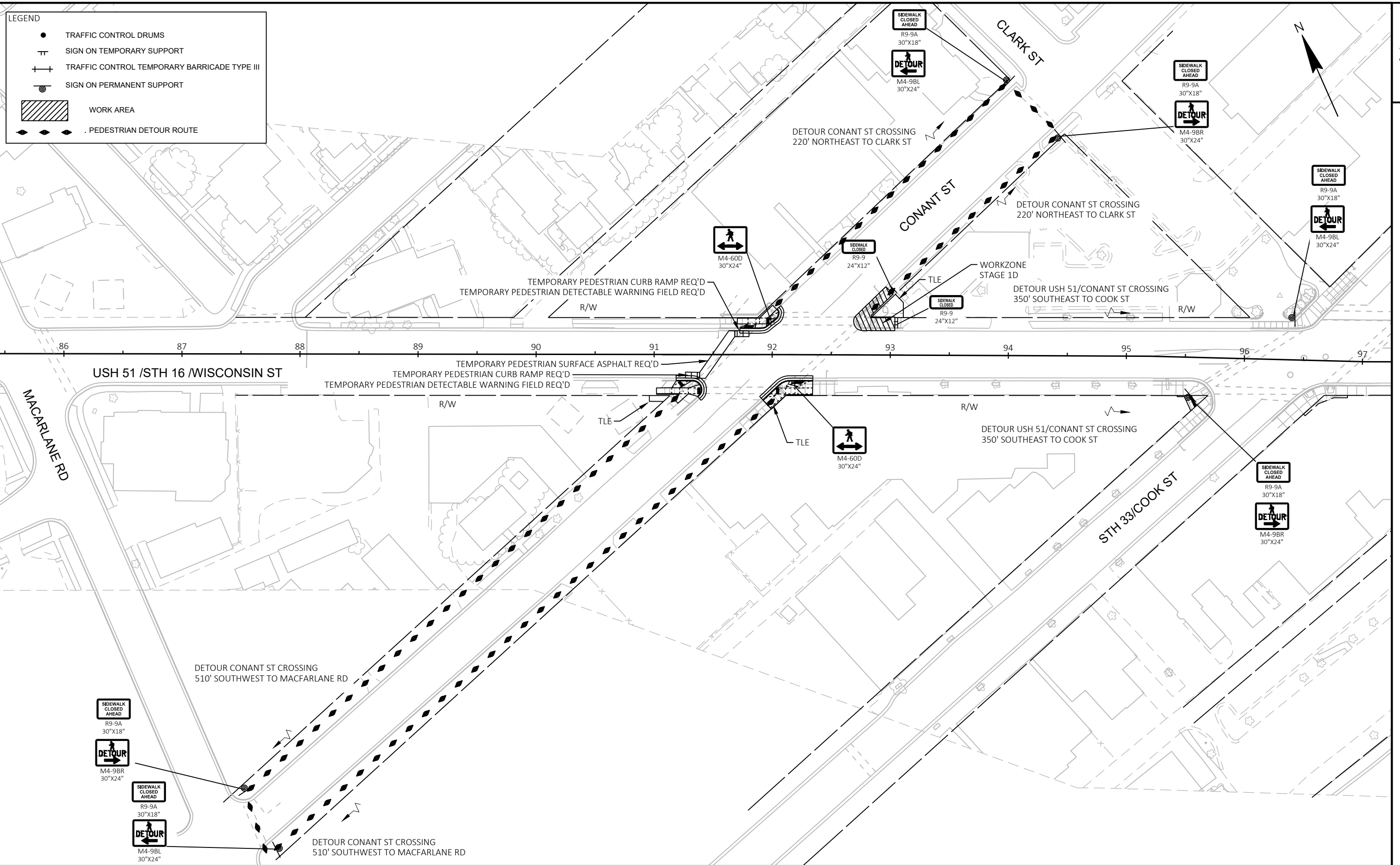


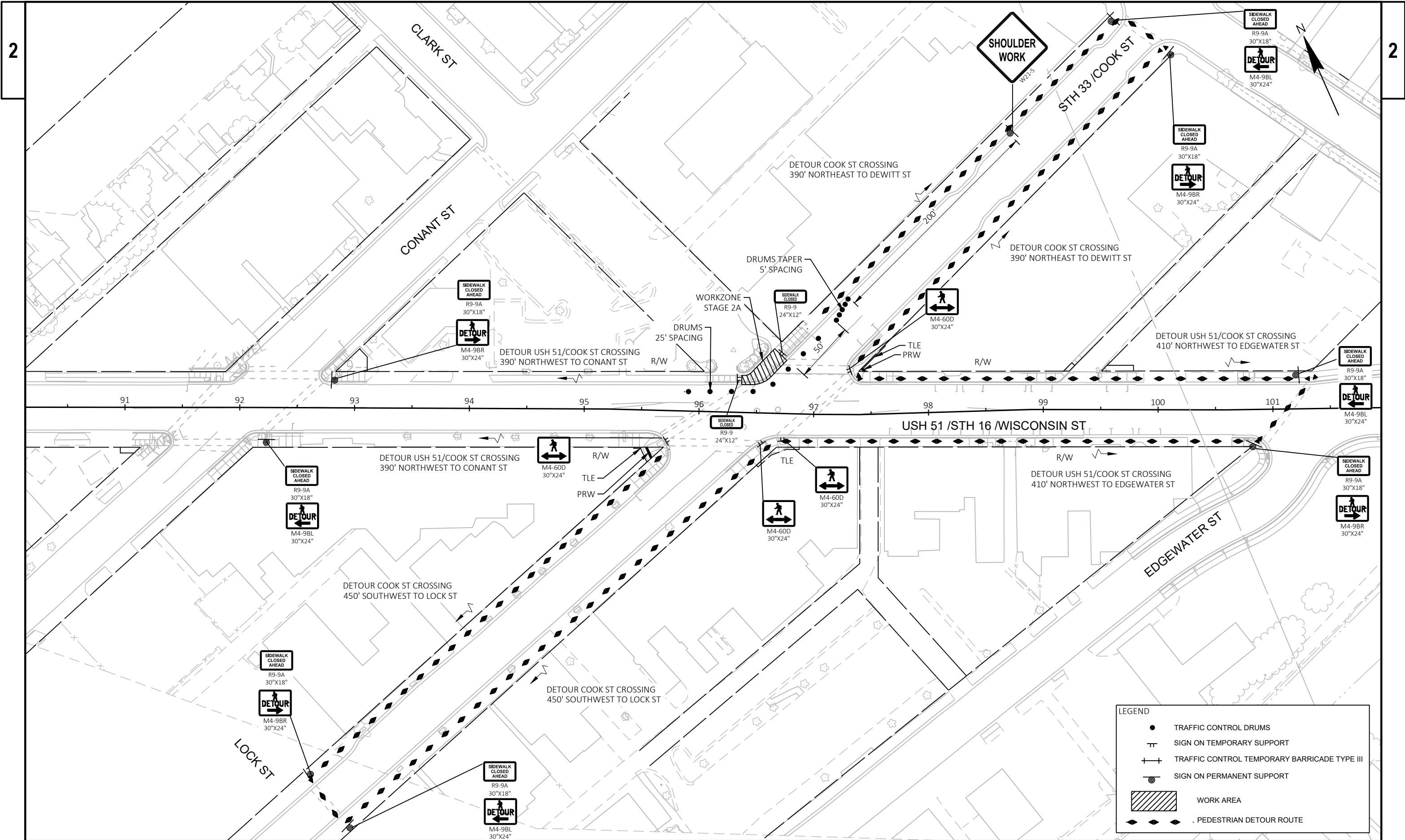
LEGEND

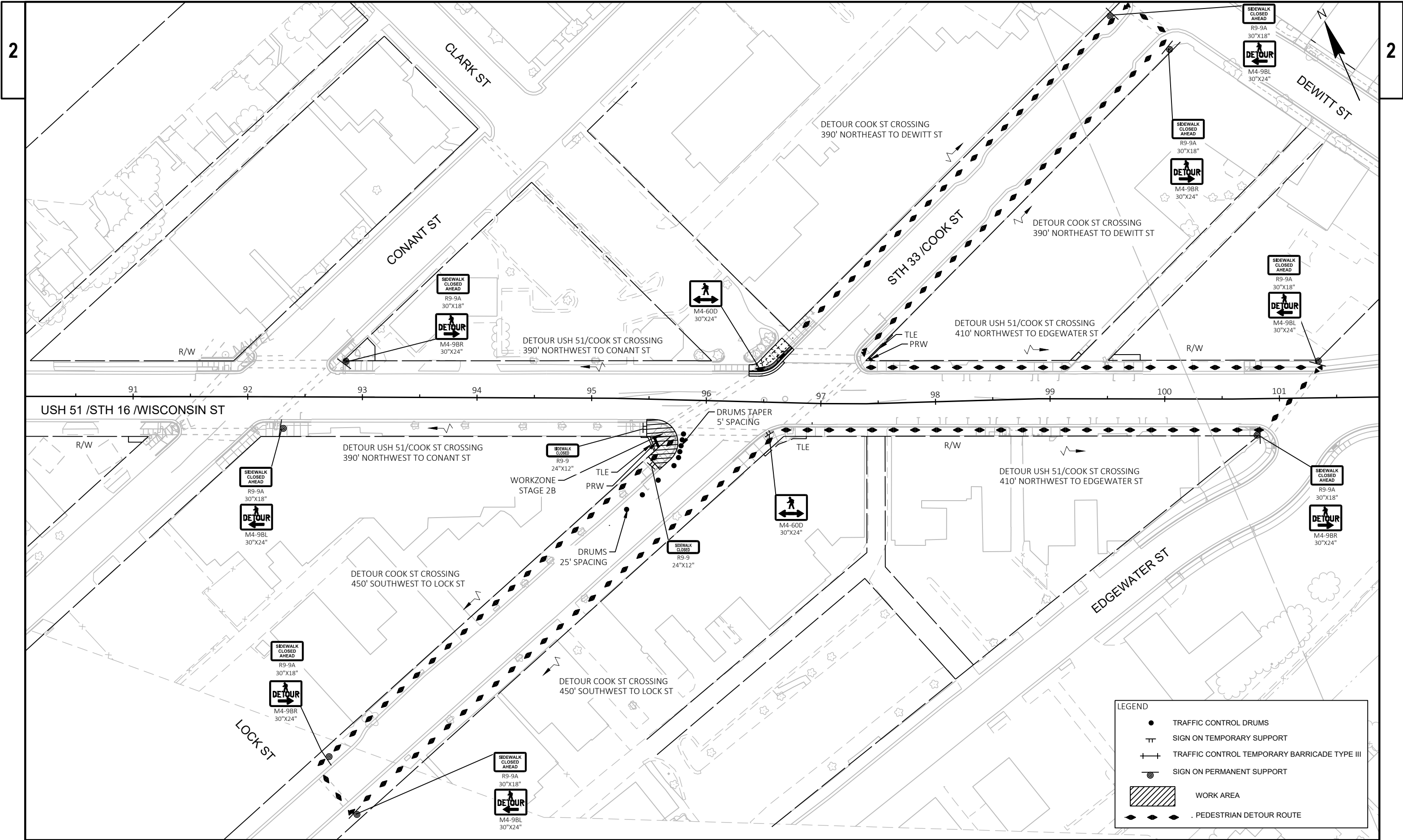
- TRAFFIC CONTROL DRUMS
- TT SIGN ON TEMPORARY SUPPORT
- + TRAFFIC CONTROL TEMPORARY BARRICADE TYPE III
- ⊙ SIGN ON PERMANENT SUPPORT
- ▨ WORK AREA
- ◆◆◆ PEDESTRIAN DETOUR ROUTE

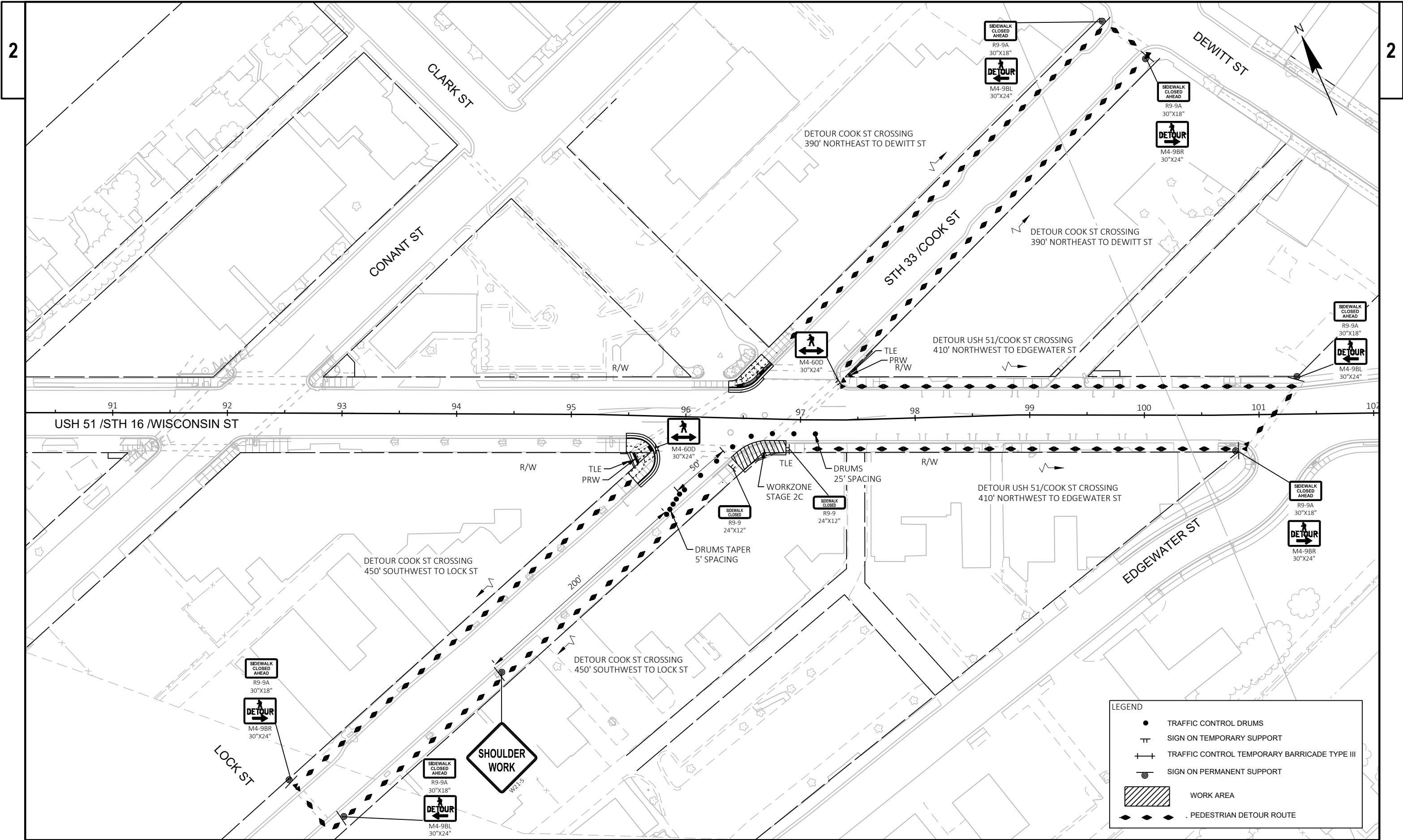


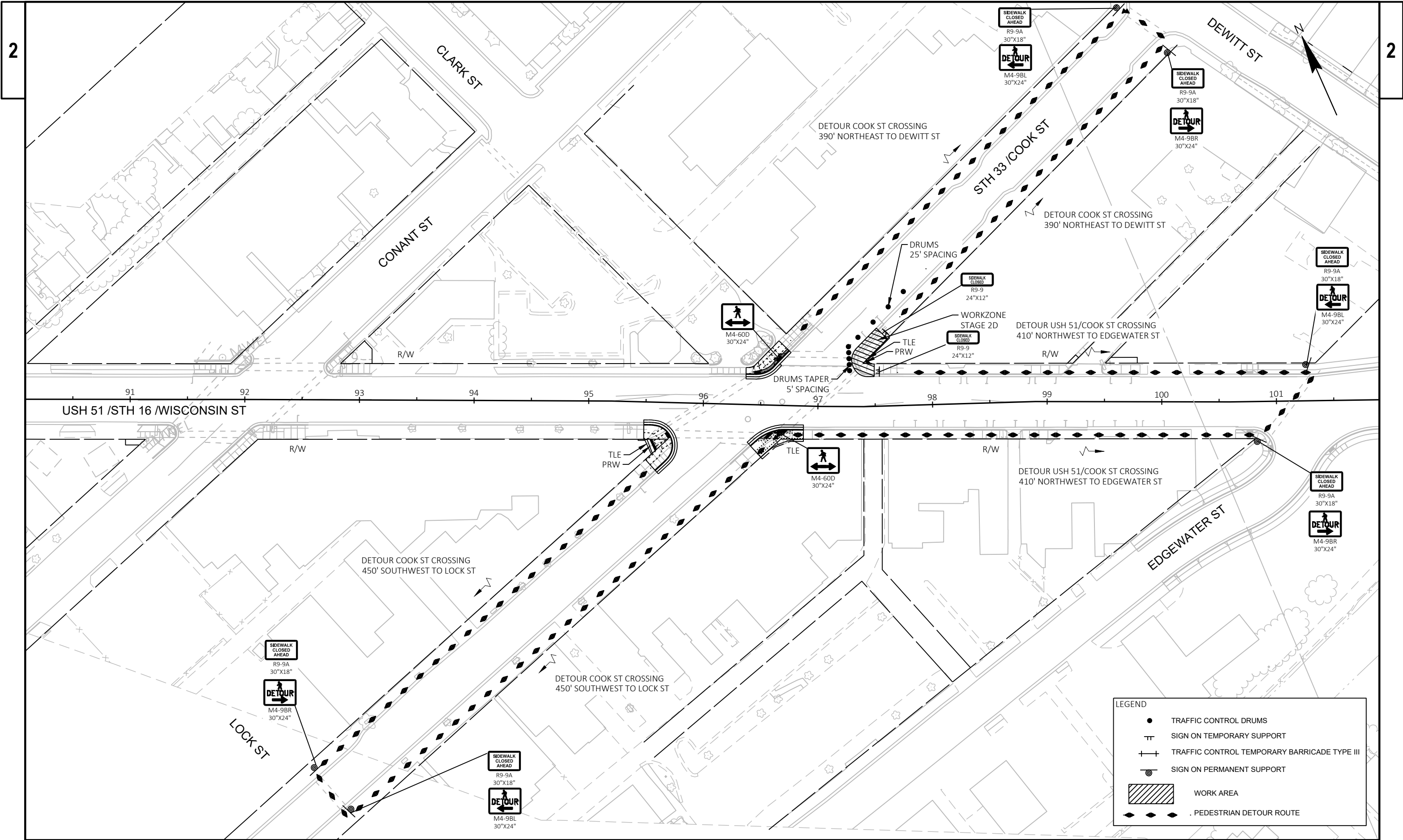


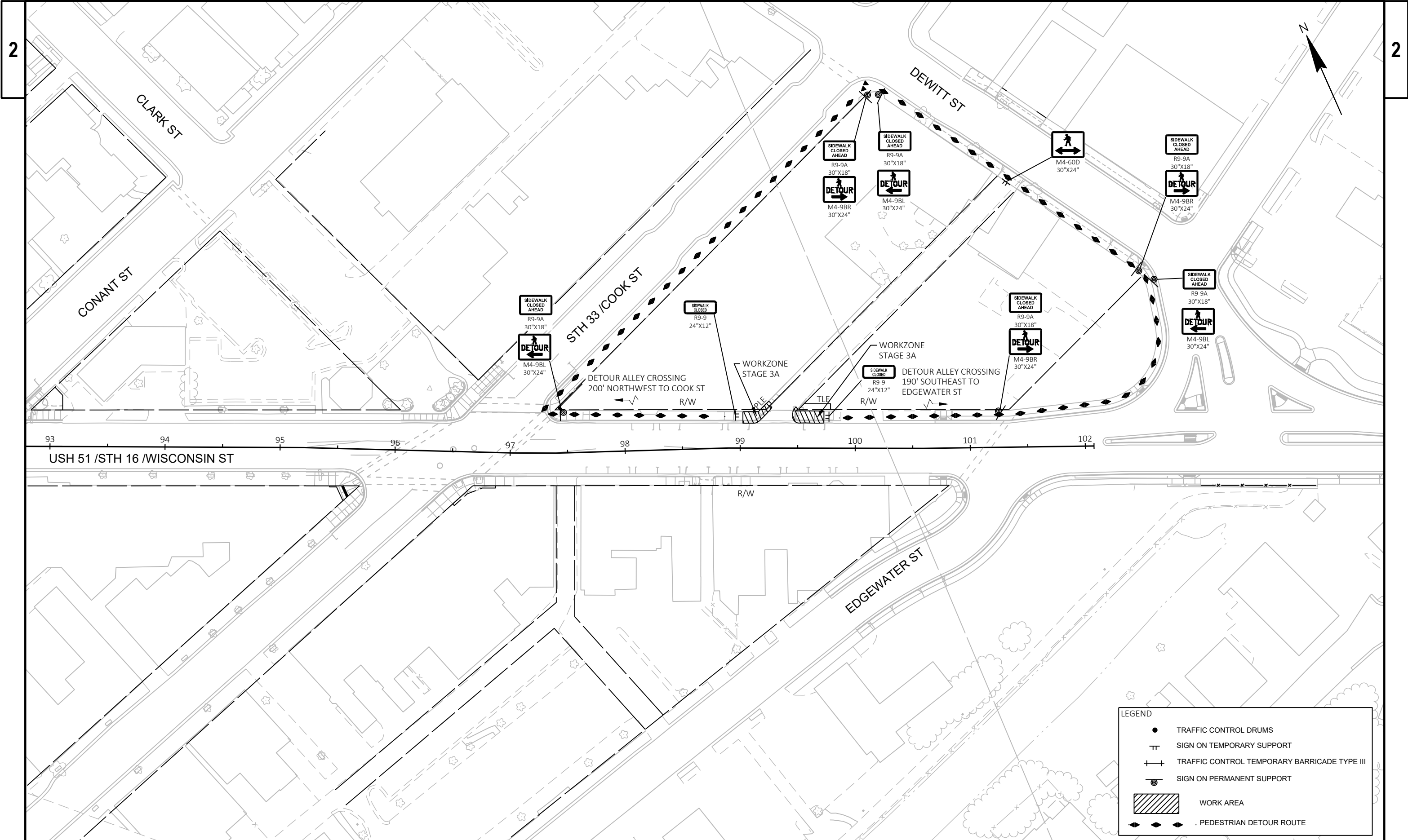


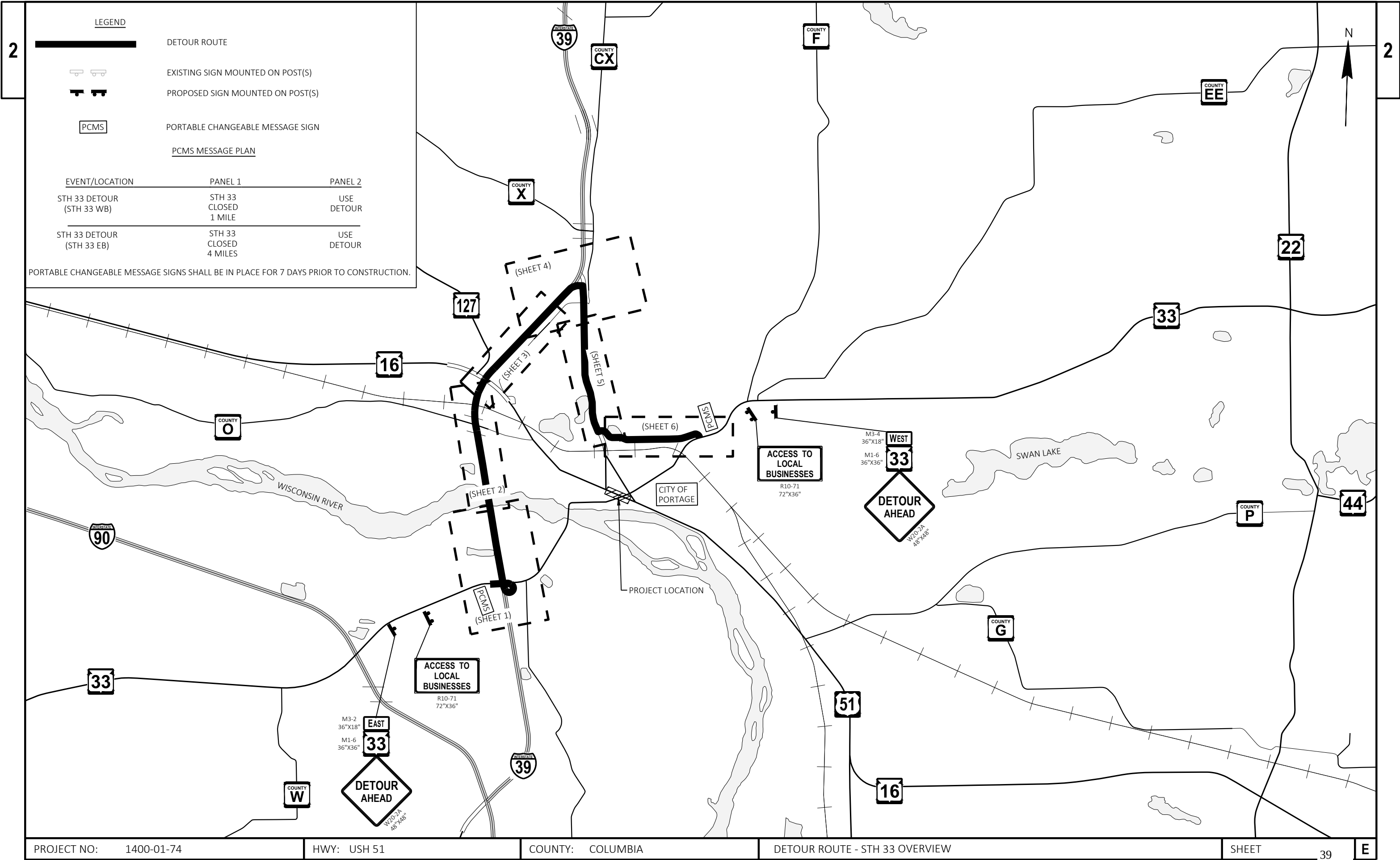












LEGEND



DETOUR ROUTE



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)

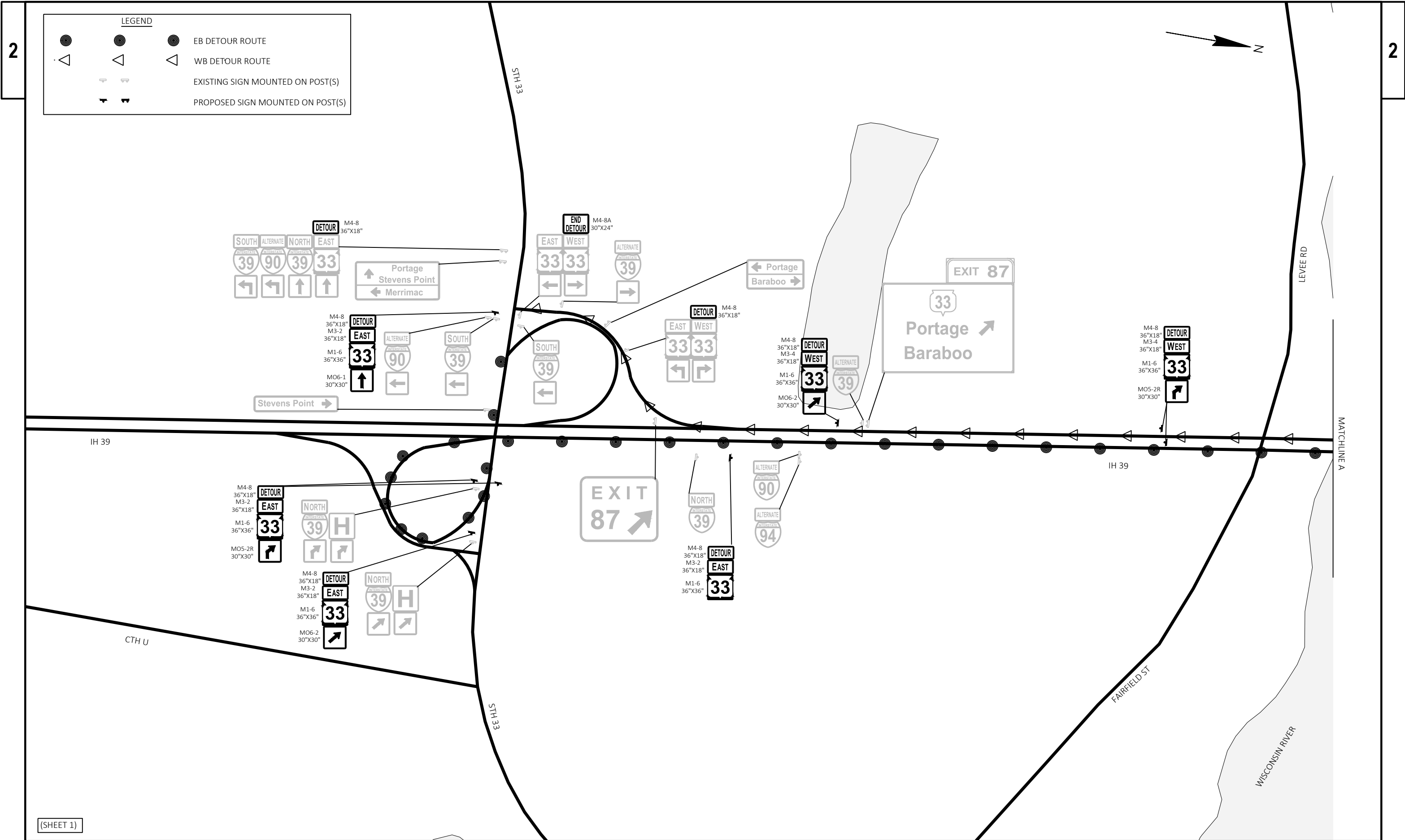


PORTABLE CHANGEABLE MESSAGE SIGN

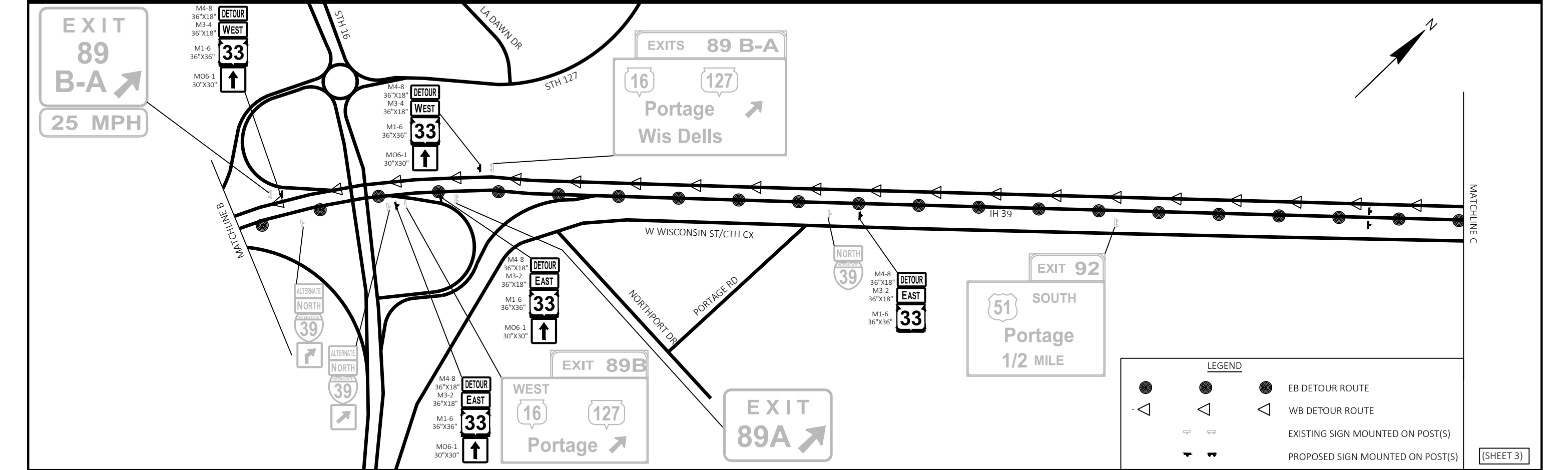
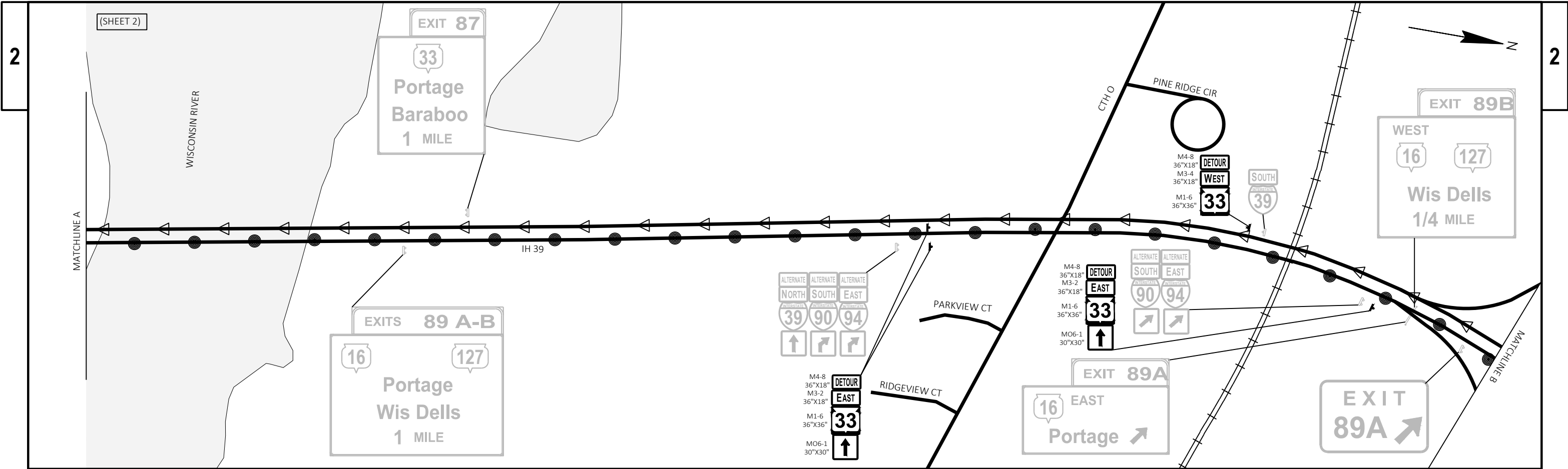
PCMS MESSAGE PLAN

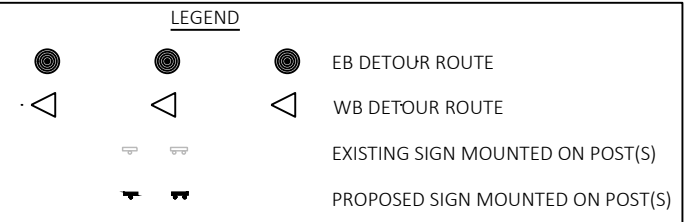
EVENT/LOCATION	PANEL 1	PANEL 2
STH 33 DETOUR (STH 33 WB)	STH 33 CLOSED 1 MILE	USE DETOUR
STH 33 DETOUR (STH 33 EB)	STH 33 CLOSED 4 MILES	USE DETOUR

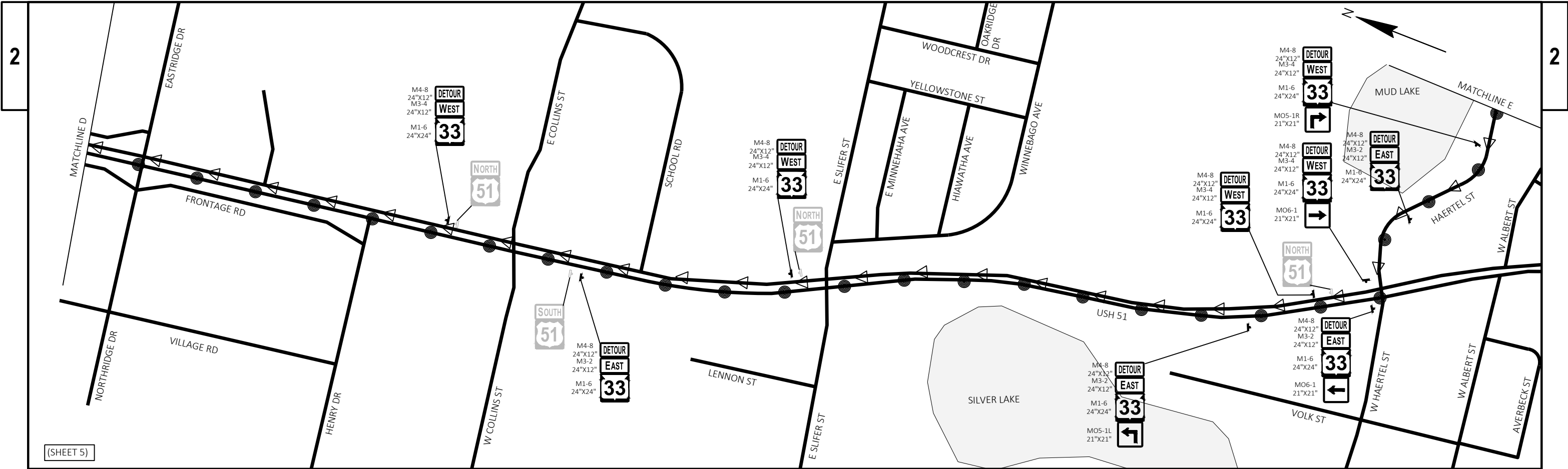
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO CONSTRUCTION.



(SHEET 1)



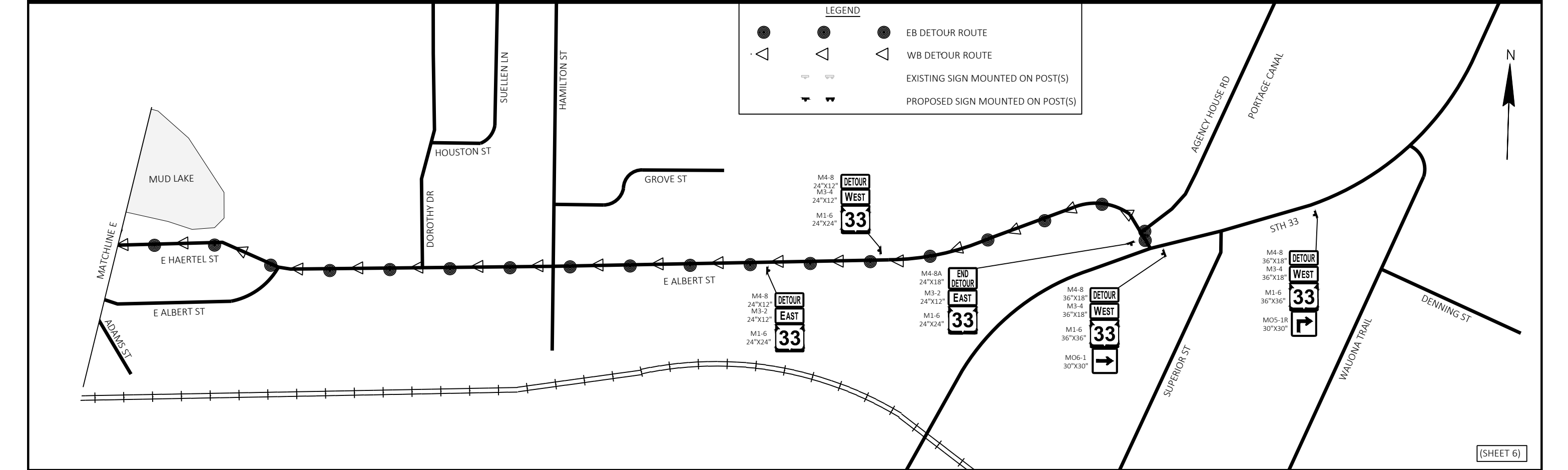




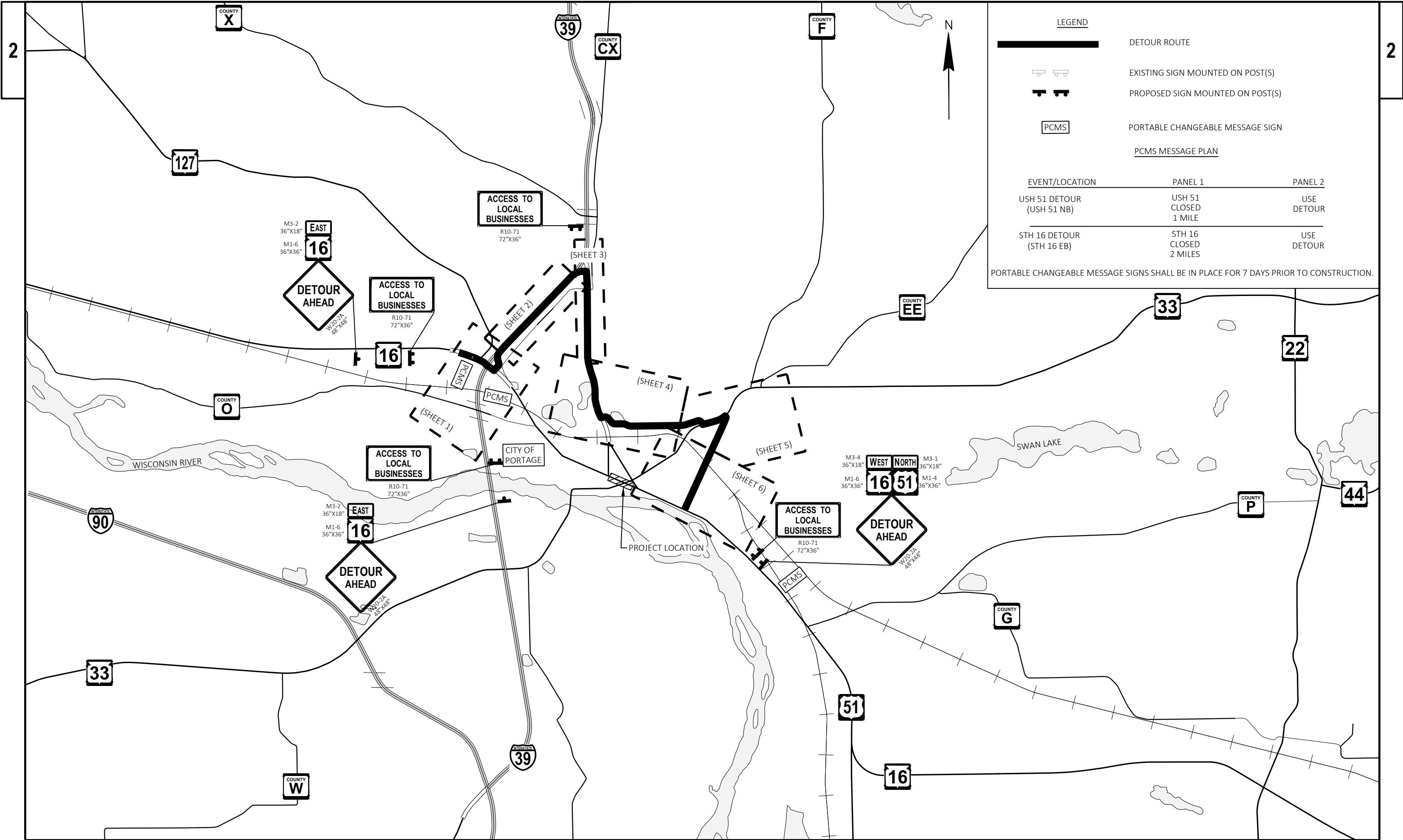
(SHEET 5)

LEGEND

		EB DETOUR ROUTE
		WB DETOUR ROUTE
		EXISTING SIGN MOUNTED ON POST(S)
		PROPOSED SIGN MOUNTED ON POST(S)



(SHEET 6)



LEGEND

DETOUR ROUTE

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PCMS

PORTABLE CHANGEABLE MESSAGE SIGN

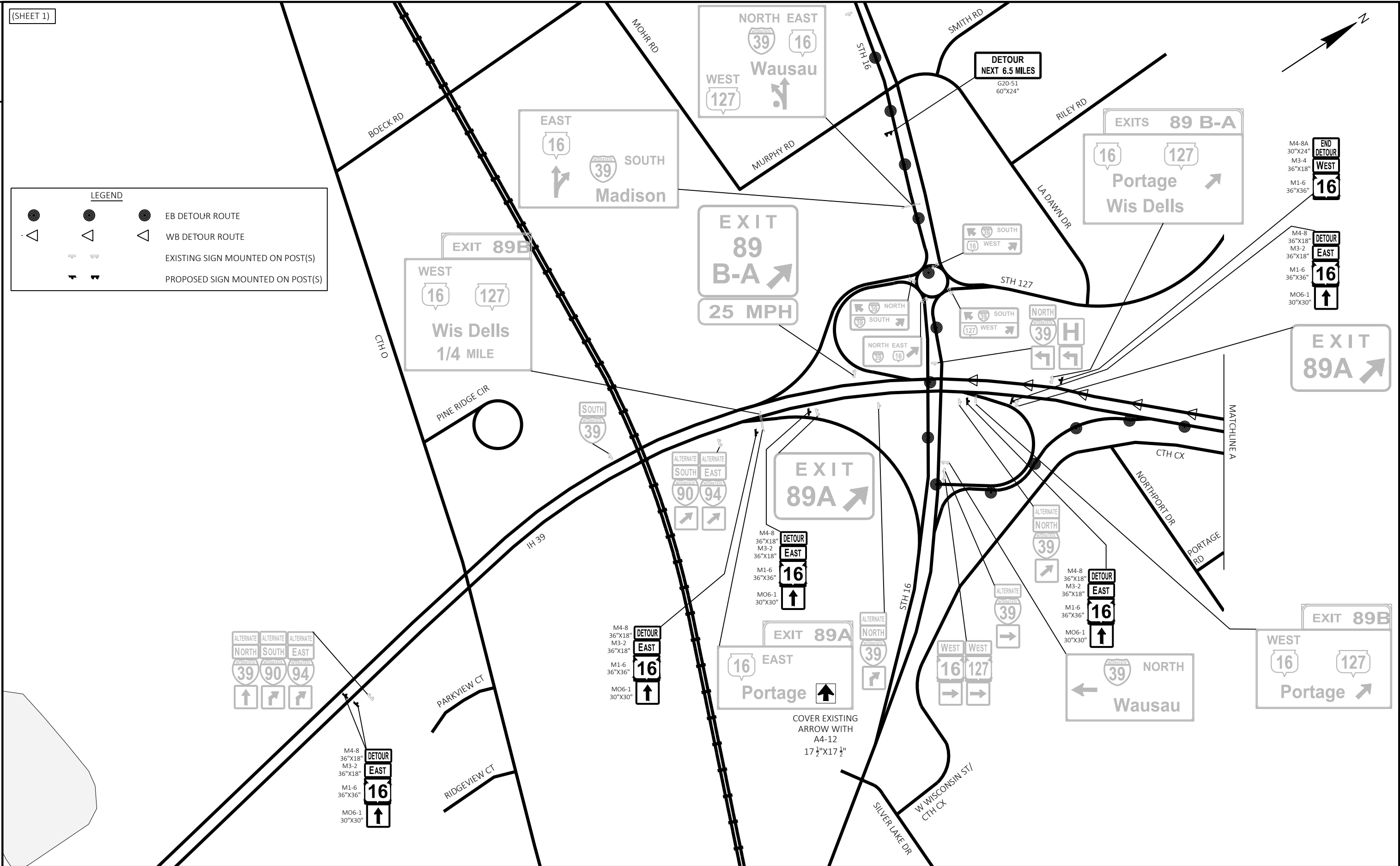
PCMS MESSAGE PLAN

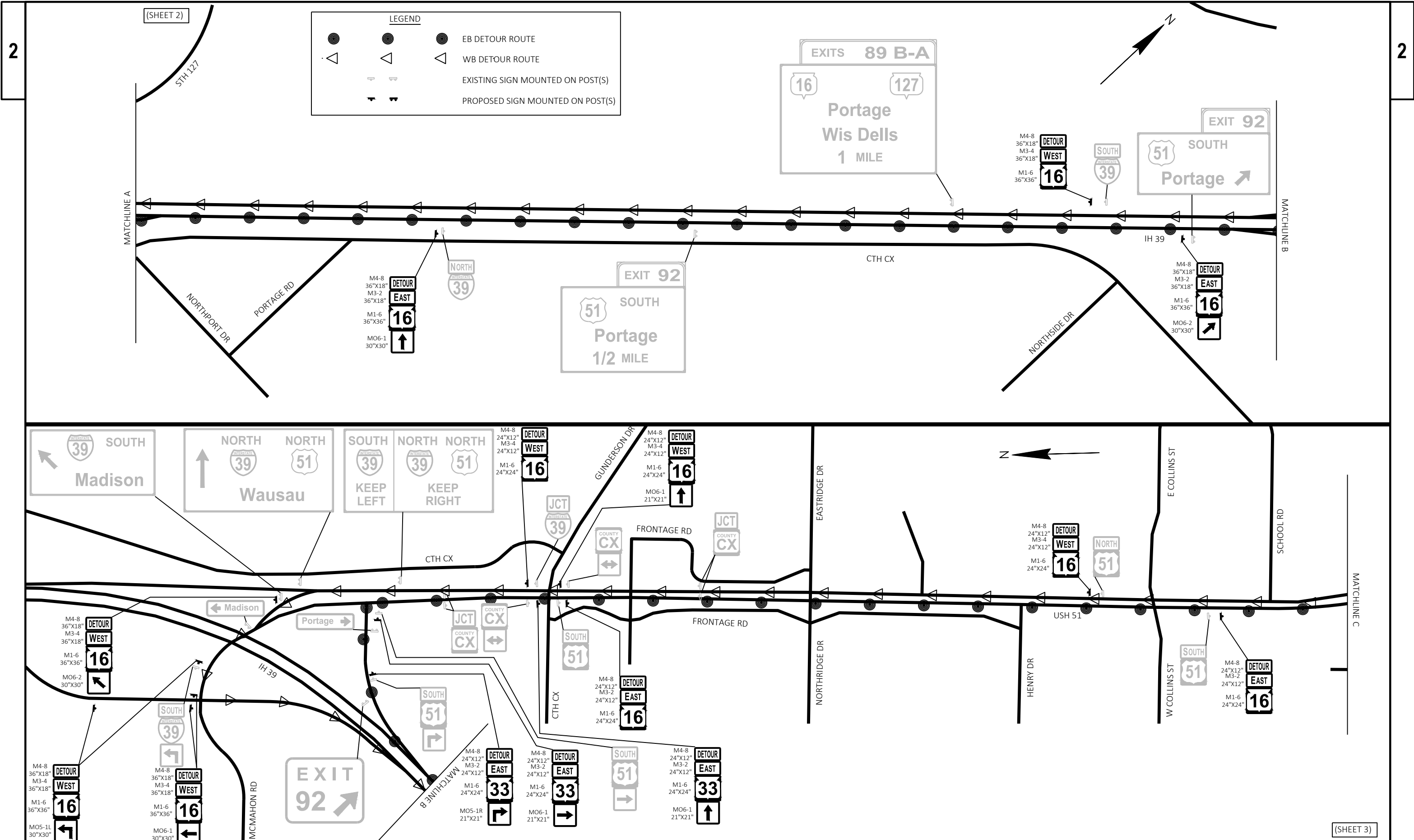
EVENT/LOCATION	PANEL 1	PANEL 2
USH 51 DETOUR (USH 51 NB)	USH 51 CLOSED 1 MILE	USE DETOUR
STH 16 DETOUR (STH 16 EB)	STH 16 CLOSED 2 MILES	USE DETOUR

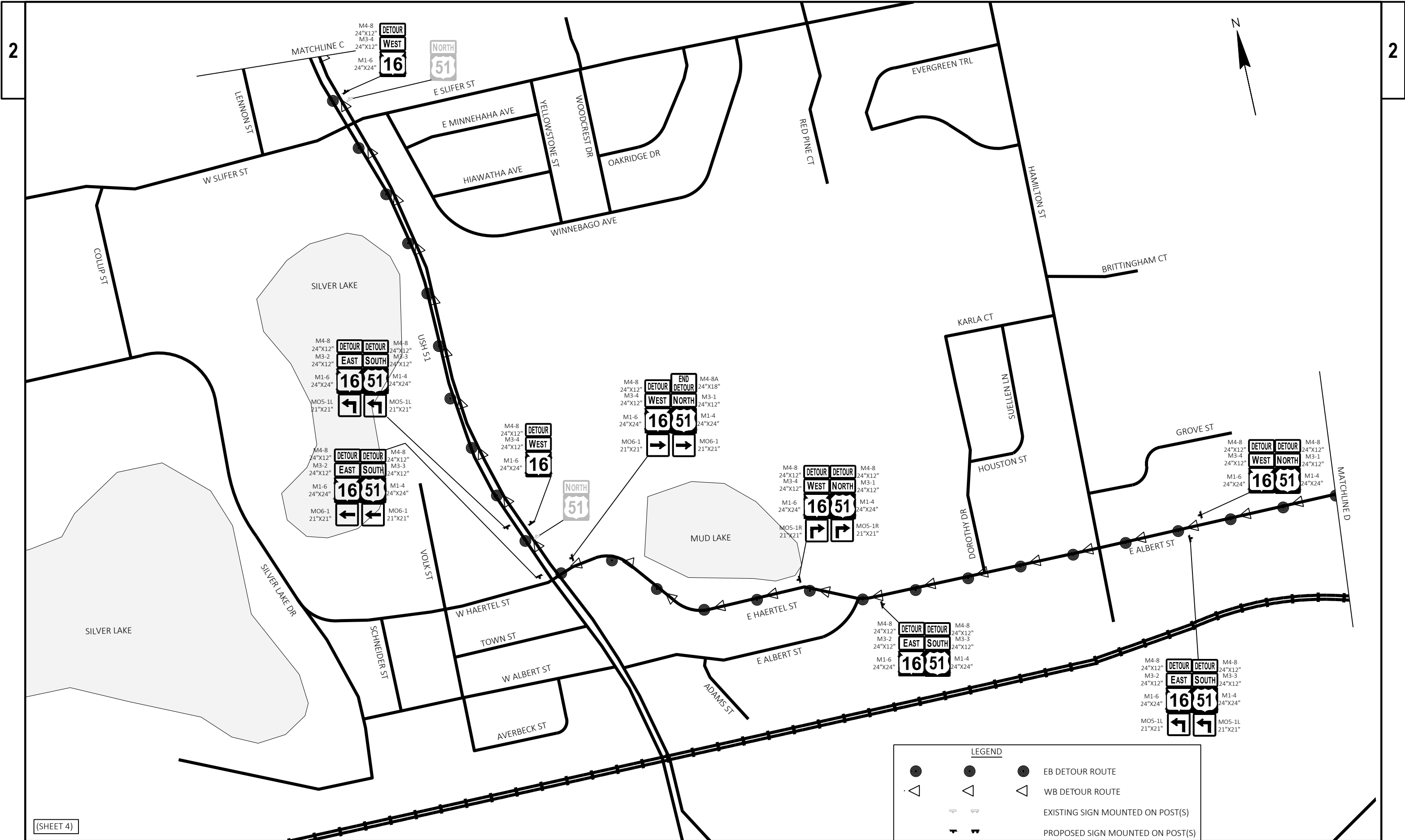
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE IN PLACE FOR 7 DAYS PRIOR TO CONSTRUCTION.

LEGEND

			EB DETOUR ROUTE
			WB DETOUR ROUTE
			EXISTING SIGN MOUNTED ON POST(S)
			PROPOSED SIGN MOUNTED ON POST(S)







(SHEET 4)

PROJECT NO: 1400-01-74

HWY: USH 51

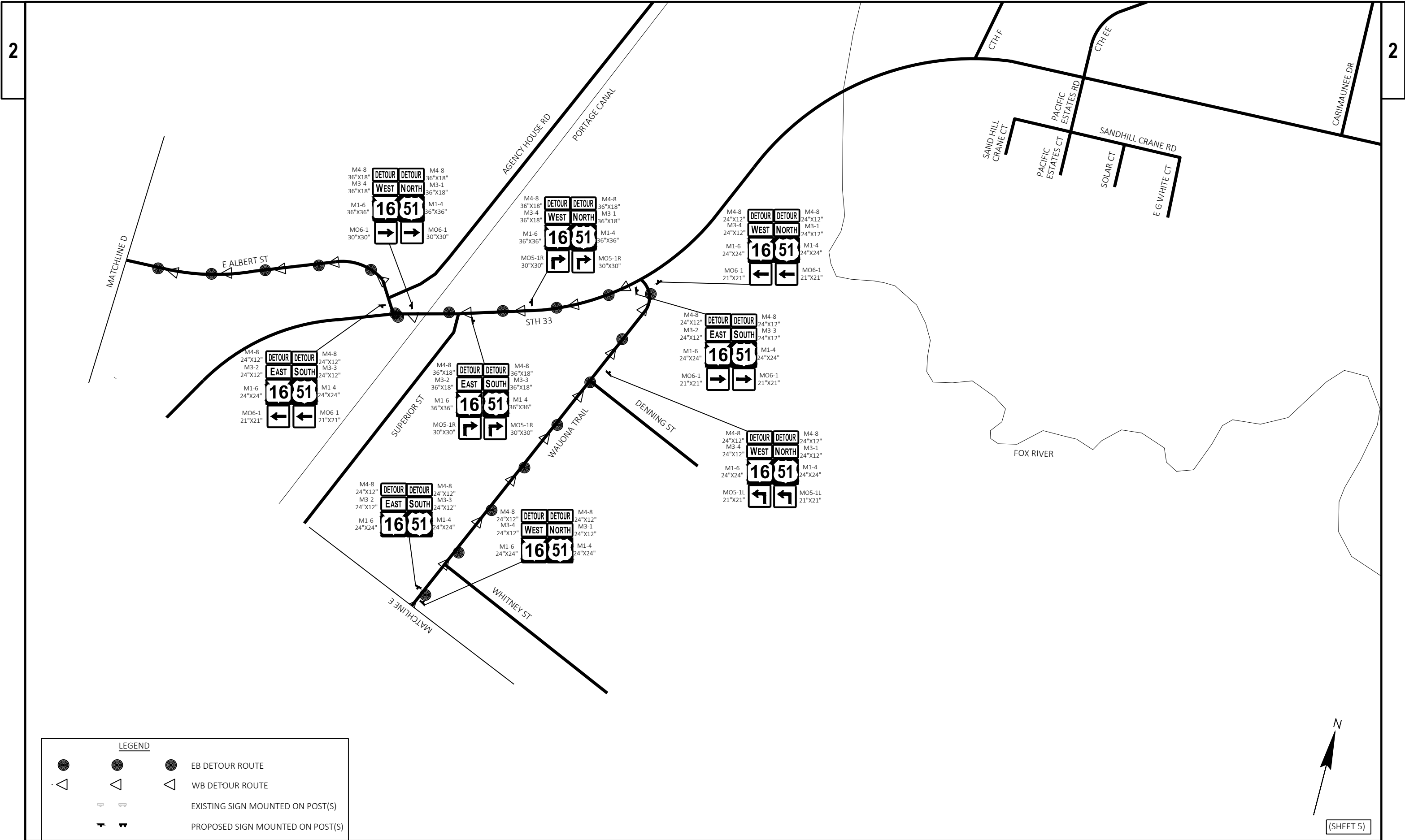
COUNTY: COLUMBIA

DETOUR ROUTE - USH 51/STH 16

SHEET

47

E



LEGEND

EB DETOUR ROUTE

WB DETOUR ROUTE

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROJECT NO: 1400-01-74

HWY: USH 51

COUNTY: COLUMBIA

DETOUR ROUTE - USH 51/STH 16

SHEET 48

E

FILE NAME : G:\WDOTSW\21030-003 USH 51 WISCONSIN STREET\CIVIL 3D\SHEETSP\LAN\025100-TC - DETOUR2.DWG

LAYOUT NAME - Sheet - (16)

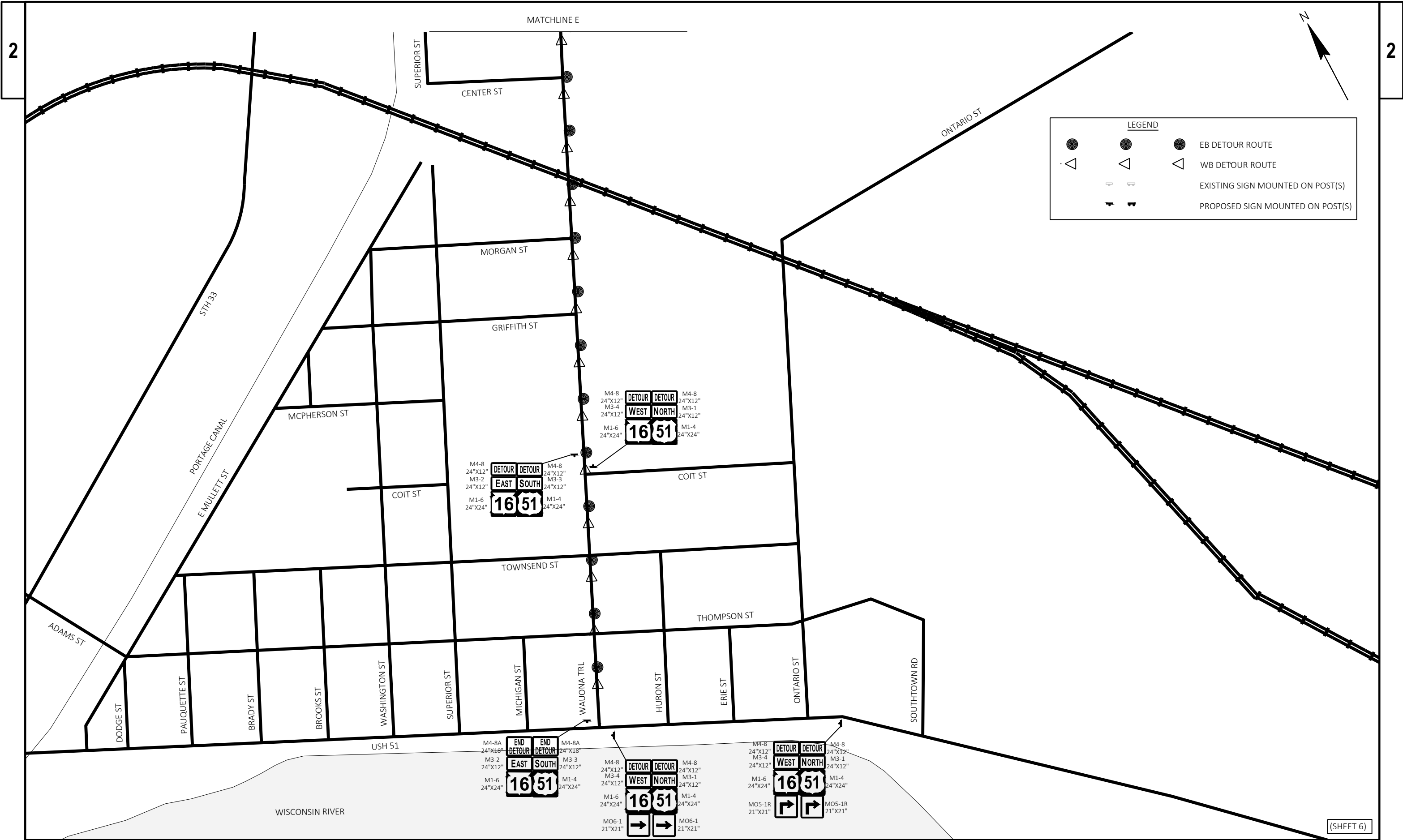
PLOT DATE : 9/30/2024 11:18 AM

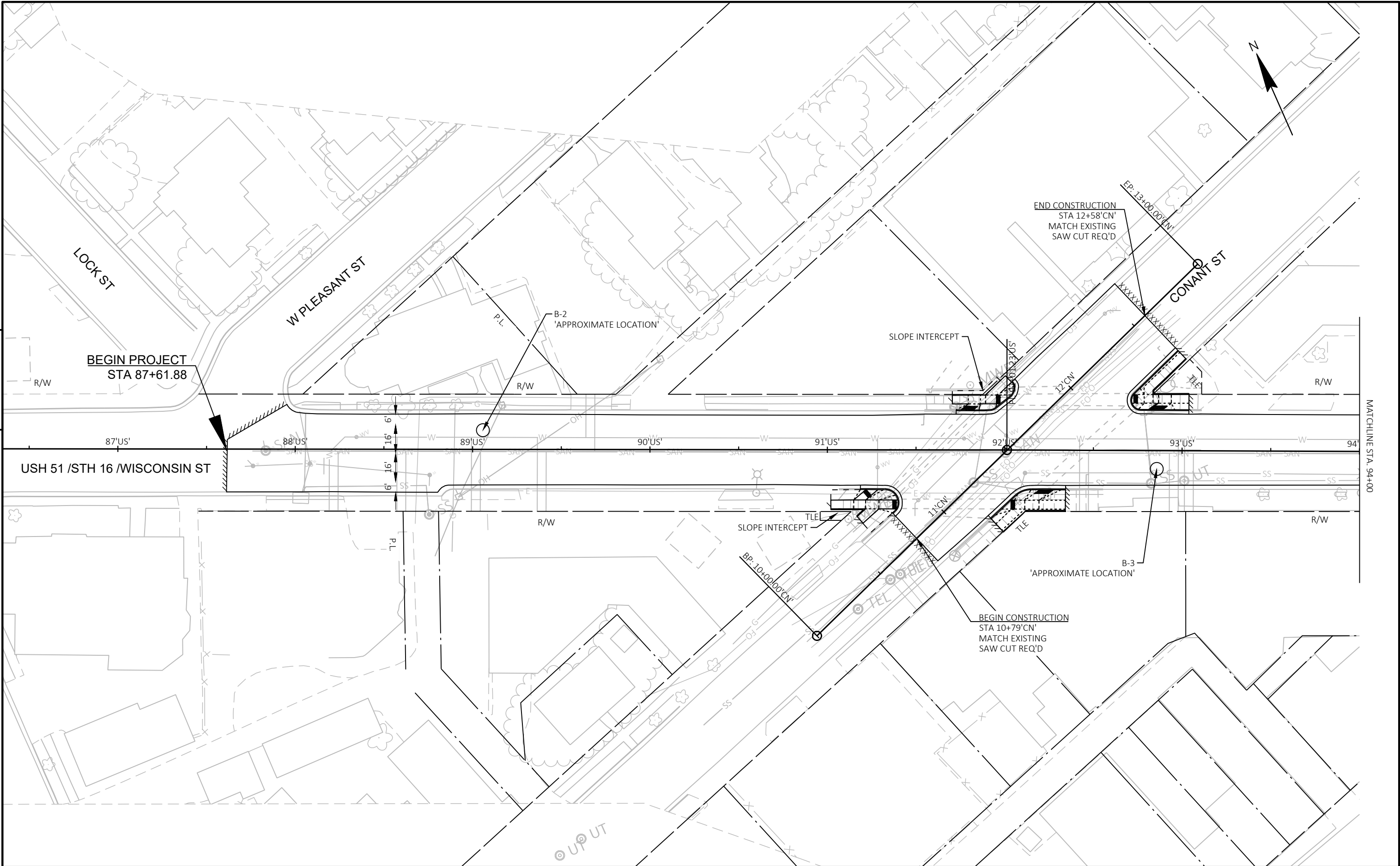
PLOT BY : KL ENGINEERING

PLOT NAME :

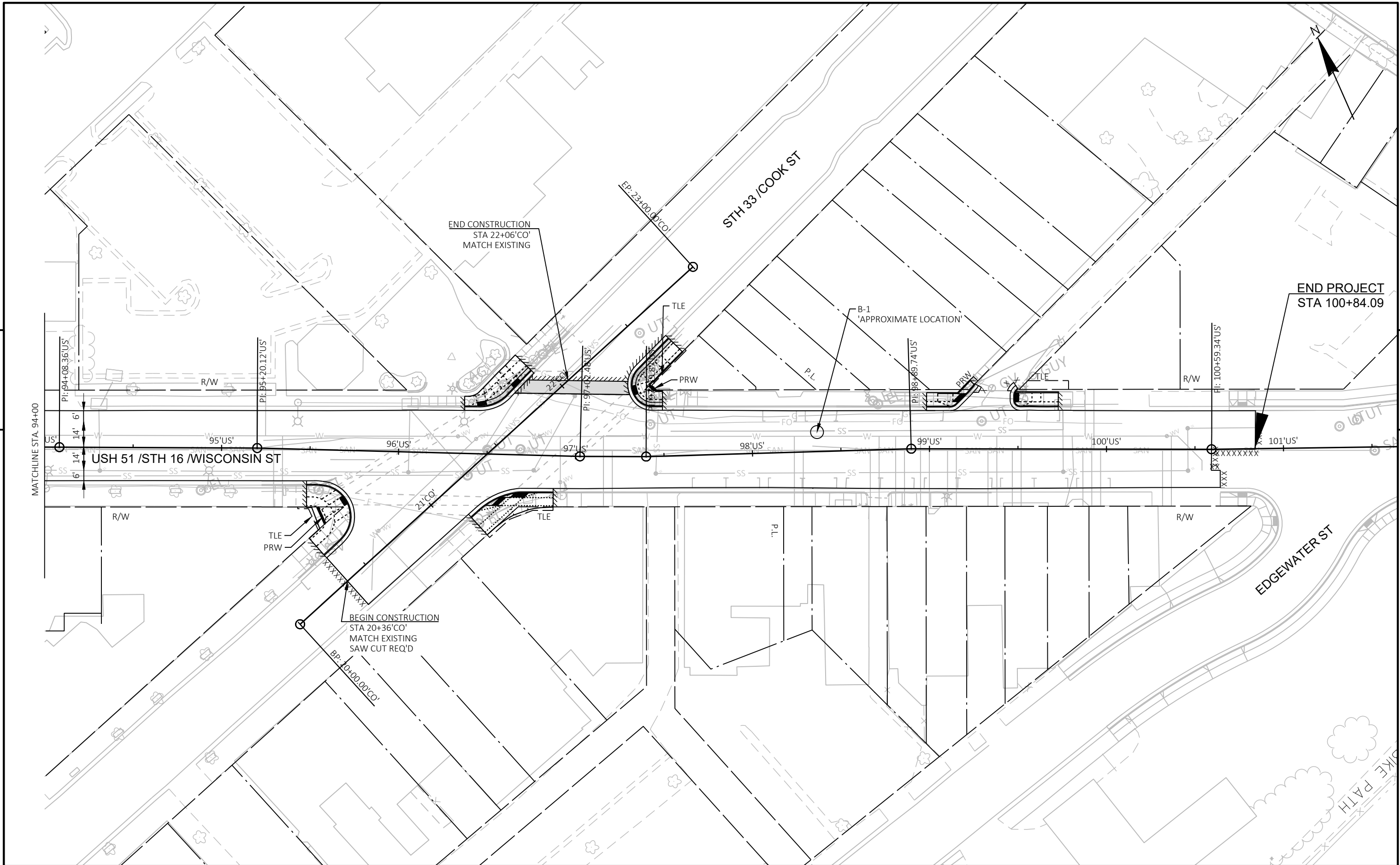
PLOT SCALE : #####

WISDOT/CADDs SHEET 44





PROJECT NO: 1400-01-74	HWY: USH 51	COUNTY: COLUMBIA	SOIL BORINGS	SHEET 50	E
------------------------	-------------	------------------	--------------	----------	---



PROJECT NO: 1400-01-74	HWY: USH 51	COUNTY: COLUMBIA	SOIL BORINGS	SHEET 51	E
------------------------	-------------	------------------	--------------	----------	---

SES #1340002

DT1433 11/2006

FIELD BORING LOG

Wisconsin Department of Transportation

Boring No. B1

Structure

County COLUMBIA

Sheet 1 Of 1

Project 1400-01-04

Road USH 51

Station

Offset

Surface Elevation

GROUND WATER OBSERVATIONS

Streambed Elevation:

Time After Drilling: 0 HRS

Water Elevation:

Depth to Water: DRY

Top of Well Elevation:

MOISTURE

DRILLING METHOD

Unit 025

Chief RRR

D = Damp
M = Moist
W = Wet

HS = Hollowstem
WA = Wash Ahead
RB = Rockbit

ST = Shelby Tube
SS = Spitspoon
DM = Drilling Mud

A = Auger
C = Coring
W = Wash

E = Easy
M = Medium
H = Hard

Start 9-3-21

Finish 9-3-21

Sample No.	Moisture	Blows on Sampler	Sample and Recovery	Total Blows	VISUAL FIELD CLASSIFICATION AND REMARKS	Unconfined Strength	Boulders	Drilling Method
					ASPHALT PAVEMENT			6" CORE
					CONCRETE W/ STEEL NET.			4" FA
					1' BRN SILTY GRAVEL W/ SAND (GM)			
					2' BRN SILTY SAND W/ GRAVEL (SM) MOIST			
					END			
					3'			
					4' DRILLED AT MARK			
					5'			
					6'			
					7'			
					8'			
					9'			
					10'			
					11'			

DT1433 11/2006

FIELD BORING LOG

Wisconsin Department of Transportation

Boring No. B2

Structure

County Columbia

Sheet 1 Of 1

Project 1400-01-04

Road USH 51

Station

Offset

Surface Elevation

GROUND WATER OBSERVATIONS

Streambed Elevation:

Time After Drilling:

Water Elevation:

Depth to Water:

Top of Well Elevation:

MOISTURE

DRILLING METHOD

Unit 025

Chief Bob R

D = Damp
M = Moist
W = Wet

HS = Hollowstem
WA = Wash Ahead
RB = Rockbit

ST = Shelby Tube
SS = Spitspoon
DM = Drilling Mud

A = Auger
C = Coring
W = Wash

E = Easy
M = Medium
H = Hard

Start 8-27-21

Finish 8-27-21

Sample No.	Moisture	Blows on Sampler	Sample and Recovery	Total Blows	VISUAL FIELD CLASSIFICATION AND REMARKS	Unconfined Strength	Boulders	Drilling Method
					Asphalt 0'5 1/2"			
					1' Base Course			
					2' Brown F-m sand 1 1/4" gravel			
					3'			
					4'			
					5'			
					6'			
					7'			
					8'			
					9'			
					10'			
					11'			

PROJECT NO: 1400-01-74

HWY: USH 51

COUNTY: COLUMBIA

SOIL BORINGS

SHEET 52

E

FILE NAME: G:\WDOTSW\21030-003 USH 51 WISCONSIN STREET\CIVIL 3D\SHEETSP\PLAN\027301-XX.DWG

LAYOUT NAME: - 03

PLOT DATE: 9/30/2024 10:47 AM

PLOT BY: KL ENGINEERING

PLOT NAME:

PLOT SCALE: #####

WISDOT/CADDs SHEET 44

2

SES # 13400.02

DT1433 11/2006

FIELD BORING LOG

Wisconsin Department of Transportation

Boring No. B3	Structure	County COLUMBIA	Sheet 1 Of 1
Project 1400-01-04	Road USH 51		
Station	Offset	Surface Elevation	

GROUND WATER OBSERVATIONS

Streambed Elevation:	Time After Drilling: 0 HRS				
Water Elevation:	Depth to Water: DRY				
Top of Well Elevation:					

MOISTURE

DRILLING METHOD

Unit D25

Chisel RRR

D = Damp
M = Moist
W = Wet

HS = Hollowstem
WA = Wash Ahead
RB = Rockbit

ST = Shelby Tube
SS = Split spoon
DM = Drilling Mud

A = Auger
C = Coring
W = Wash

E = Easy
M = Medium
H = Hard

Start 9-3-21

Finish 9-3-21

Sample No.	Moisture	Blows on Sampler	Sample and Recovery	Total Blows	VISUAL FIELD CLASSIFICATION AND REMARKS	Unconfined Strength	Boulders	Drilling Method
					ASPHALT PAVEMENT			6" CORE
					BRN SILTY GRAVEL W/ SAND			4" FA
					1' (SM)			
					BRN SILTY F. SAND W/ GRAVEL			
					2' (SM) MOIST			
					10' 2'			
					END			
					3'			
					4' DRILLED AT MARK.			
					5'			
					6'			
					7'			
					8'			
					9'			
					10'			
					11'			

PROJECT NO: 1400-01-74

HWY: USH 51

COUNTY: COLUMBIA

SOIL BORINGS

SHEET 53

E

FILE NAME : G:\WDOTSW\21030-003 USH 51 WISCONSIN STREET\CIVIL 3D\SHEETSP\LAN\027301-XX.DWG

LAYOUT NAME - 04

PLOT DATE : 9/30/2024 10:47 AM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : #####

WISDOT/CADDs SHEET 44

2

Estimate Of Quantities

1400-01-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0150	Removing Curb & Gutter	LF	495.000	495.000
0004	204.0155	Removing Concrete Sidewalk	SY	450.000	450.000
0006	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1400-01-74	EACH	1.000	1.000
0008	213.0100	Finishing Roadway (project) 01. 1400-01-74	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	120.000	120.000
0012	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	470.000	470.000
0014	405.0100	Coloring Concrete WisDOT Red	CY	41.000	41.000
0016	415.0080	Concrete Pavement 8-Inch	SY	50.000	50.000
0018	416.0610	Drilled Tie Bars	EACH	13.000	13.000
0020	416.0620	Drilled Dowel Bars	EACH	56.000	56.000
0022	455.0605	Tack Coat	GAL	1,000.000	1,000.000
0024	460.2000	Incentive Density HMA Pavement	DOL	1,560.000	1,560.000
0026	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,430.000	2,430.000
0028	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	495.000	495.000
0030	601.0600	Concrete Curb Pedestrian	LF	105.000	105.000
0032	602.0410	Concrete Sidewalk 5-Inch	SF	4,020.000	4,020.000
0034	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	110.000	110.000
0036	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	85.000	85.000
0038	611.8110	Adjusting Manhole Covers	EACH	16.000	16.000
0040	611.8115	Adjusting Inlet Covers	EACH	5.000	5.000
0042	616.0700.S	Fence Safety	LF	200.000	200.000
0044	619.1000	Mobilization	EACH	1.000	1.000
0046	624.0100	Water	MGAL	11.000	11.000
0048	625.0100	Topsoil	SY	35.000	35.000
0050	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0052	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0054	628.2004	Erosion Mat Class I Type B	SY	35.000	35.000
0056	628.7015	Inlet Protection Type C	EACH	9.000	9.000
0058	629.0210	Fertilizer Type B	CWT	2.000	2.000
0060	630.0140	Seeding Mixture No. 40	LB	5.000	5.000
0062	630.0500	Seed Water	MGAL	0.200	0.200
0064	642.5001	Field Office Type B	EACH	1.000	1.000
0066	643.0300	Traffic Control Drums	DAY	100.000	100.000
0068	643.0420	Traffic Control Barricades Type III	DAY	921.000	921.000
0070	643.0900	Traffic Control Signs	DAY	9,340.000	9,340.000
0072	643.1050	Traffic Control Signs PCMS	DAY	49.000	49.000
0074	643.5000	Traffic Control	EACH	1.000	1.000
0076	644.1410	Temporary Pedestrian Surface Asphalt	SF	1,480.000	1,480.000
0078	644.1601	Temporary Pedestrian Curb Ramp	DAY	64.000	64.000
0080	644.1605	Temporary Pedestrian Detectable Warning Field	SF	500.000	500.000
0082	644.1810	Temporary Pedestrian Barricade	LF	2,630.000	2,630.000
0084	646.2020	Marking Line Epoxy 6-Inch	LF	2,810.000	2,810.000
0086	646.4020	Marking Line Epoxy 10-Inch	LF	60.000	60.000
0088	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0090	646.5220	Marking Symbol Epoxy	EACH	3.000	3.000
0092	646.6120	Marking Stop Line Epoxy 18-Inch	LF	180.000	180.000
0094	646.7120	Marking Diagonal Epoxy 12-Inch	LF	50.000	50.000
0096	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,100.000	1,100.000
0098	646.8120	Marking Curb Epoxy	LF	367.000	367.000

Estimate Of Quantities

1400-01-74

Line	Item	Item Description	Unit	Total	Qty
0100	646.8320	Marking Parking Stall Epoxy	LF	550.000	550.000
0102	650.5000	Construction Staking Base	LF	1,322.000	1,322.000
0104	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	510.000	510.000
0106	650.9000	Construction Staking Curb Ramps	EACH	18.000	18.000
0108	650.9500	Construction Staking Sidewalk (project) 01. 1400-01-74	EACH	1.000	1.000
0110	650.9911	Construction Staking Supplemental Control (project) 01. 1400-01-74	EACH	1.000	1.000
0112	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	82.000	82.000
0114	652.0700.S	Install Conduit into Existing Item	EACH	5.000	5.000
0116	653.0900	Adjusting Pull Boxes	EACH	5.000	5.000
0118	654.0101	Concrete Bases Type 1	EACH	5.000	5.000
0120	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,054.000	1,054.000
0122	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	646.000	646.000
0124	655.0700	Loop Detector Lead In Cable	LF	77.000	77.000
0126	657.0100	Pedestal Bases	EACH	5.000	5.000
0128	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	5.000	5.000
0130	658.0500	Pedestrian Push Buttons	EACH	7.000	7.000
0132	658.5070	Signal Mounting Hardware (location) 01. USH 51/Wisconsin Street & Cook Street	EACH	1.000	1.000
0134	690.0150	Sawing Asphalt	LF	210.000	210.000
0136	690.0250	Sawing Concrete	LF	400.000	400.000
0138	740.0440	Incentive IRI Ride	DOL	1,002.000	1,002.000
0140	SPV.0060	Special 01. Adjusting Water Valve Covers	EACH	12.000	12.000
0142	SPV.0060	Special 02. Remove Pedestrian Button and Cover Hole	EACH	5.000	5.000
0144	SPV.0090	Special 01. Reveal Curb	LF	84.000	84.000

REMOVING CURB & GUTTER					
					204.0150
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION	LF
1400-01-74	0010				
		CONANT ST	NW	91+02'US' - 93+04'US'	35
		CONANT ST	NE	91+02'US' - 93+04'US'	45
		CONANT ST	SW	91+02'US' - 93+04'US'	50
		CONANT ST	SE	91+02'US' - 93+04'US'	77
		COOK ST	NW	95+48'US' - 97+49'US'	64
		COOK ST	NE	95+48'US' - 97+49'US'	45
		COOK ST	SW	95+48'US' - 97+49'US'	51
		COOK ST	SE	95+48'US' - 97+49'US'	59
		ALLEY	NE	99+02'US' - 99+73'US'	33
		ALLEY	SE	99+02'US' - 99+73'US'	35
CAT 0010 TOTAL					495
PROJECT 1400-01-74 TOTAL					495

REMOVING CONCRETE SIDEWALK					
					204.0155
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION	SY
1400-01-74	0010				
		CONANT ST	NW	91+02'US' - 93+04'US'	31
		CONANT ST	NE	91+02'US' - 93+04'US'	35
		CONANT ST	SW	91+02'US' - 93+04'US'	54
		CONANT ST	SE	91+02'US' - 93+04'US'	52
		COOK ST	NW	95+48'US' - 97+49'US'	72
		COOK ST	NE	95+48'US' - 97+49'US'	48
		COOK ST	SW	95+48'US' - 97+49'US'	58
		COOK ST	SE	95+48'US' - 97+49'US'	55
		ALLEY	NE	99+02'US' - 99+73'US'	20
		ALLEY	SE	99+02'US' - 99+73'US'	24
CAT 0010 TOTAL					450
PROJECT 1400-01-74 TOTAL					450

HMA ITEMS					
			455.0605	460.6424	
			TACK COAT	HMA	
				PAVEMENT	
				4MT 58-28 H	
PROJECT	CATEGORY	LOCATION	STATION - STATION	GAL	TON
1400-01-74	0010				
		BOP - CONANT ST	87+62'US' - 92+01'US'	252	410
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	291	483
		COOK ST - EOP	96+55'US' - 100+84'US'	251	414
CAT 0010 TOTAL				793	1,306
		0020			
		BOP - CONANT ST	87+62'US' - 92+01'US'	72	371
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	66	389
		COOK ST - EOP	96+55'US' - 100+84'US'	69	364
CAT 0020 TOTAL				207	1,124
PROJECT 1400-01-74 TOTAL				1,000	2,430

3

ADJUSTING UTILITIES						
			611.8110	611.8115	SPV.0060.01	
			ADJUSTING MANHOLE COVERS	ADJUSTING INLET COVERS	ADJUSTING WATER VALVE COVERS	
PROJECT	CATEGORY	LOCATION	STATION - STATION	EACH	EACH	EACH
1400-01-74						
	0010					
		BOP - CONANT ST	87+62'US' - 92+01'US'	-	1	-
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	-	3	-
		COOK ST - EOP	96+55'US' - 100+84'US'	-	1	-
		CAT 0010 TOTAL		0	5	0
	0030					
		BOP - CONANT ST	87+62'US' - 92+01'US'	6	-	6
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	4	-	3
		COOK ST - EOP	96+55'US' - 100+84'US'	6	-	3
		CAT 0030 TOTAL		16	0	12
PROJECT 1400-01-74 TOTAL				16	5	12

FENCE SAFETY			
			616.0700.S
PROJECT	CATEGORY	LOCATION	LF
1400-01-74			
	0010		
		PROJECT 1400-01-74	200
		CAT 0010 TOTAL	200
PROJECT 1400-01-74 TOTAL			200

MOBILIZATIONS EROSION CONTROL				
			628.1905	628.1910
			MOBILIZATIONS	MOBILIZATIONS
			EROSION	EMERGENCY
			CONTROL	EROSION
PROJECT	CATEGORY	LOCATION	EACH	CONTROL
1400-01-74				EACH
	0010			
		PROJECT	3	2
			3	2
PROJECT 1400-01-74 TOTAL			3	2

3

LANDSCAPING								
					625.0100	629.0210	630.0140	630.0500
					TOPSOIL	FERTILIZER TYPE B	SEEDING MIXTURE NO. 40	SEED WATER
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION	SY	CWT	LB	MGAL
1400-01-74								
	0010							
		CONANT ST	NW	91+02'US' - 93+04'US'	22	1	2	.1
		CONANT ST	SW	91+02'US' - 93+04'US'	13	1	3	.1
CAT 0010 TOTAL					35	2	5	0.2
PROJECT 1400-01-74 TOTAL					35	2	5	0.2

EROSION CONTROL					
				628.2004	628.7015
				EROSION MAT CLASS I TYPE B	INLET PROTECTION TYPE C
PROJECT	CATEGORY	LOCATION	STATION - STATION	SY	EACH
1400-01-74					
	0010				
		BOP - CONANT ST	87+62'US' - 92+01'US'	35	2
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	-	5
		COOK ST - EOP	96+55'US' - 100+84'US'	-	2
		CAT 0010 TOTAL		35	9
PROJECT 1400-01-74 TOTAL				35	9

TRAFFIC CONTROL											
PROJECT	CATEGORY	NO. OF DAYS	STAGE	643.0300	643.0900	643.1050	643.0420	644.1410	644.1601	644.1605	644.1810
				DRUMS DAY	SIGNS DAY	SIGNS PCMS DAY	BARRICADES TYPE III DAY	TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF
1400-01-74	0010										
			USH 51 TRAFFIC CONTROL	28	7,648	35	788	-	-	-	2,630
			STH 33 CLOSURE	7	1,360	14	133	-	-	-	-
			TEMPORARY PEDESTRIAN ACCESS	2	42	-	-	530	8	80	-
			STAGE 1A	2	36	-	-	-	8	80	-
			STAGE 1B	2	34	-	-	450	8	80	-
			STAGE 1C	2	40	-	-	-	8	80	-
			STAGE 1D	2	46	-	-	-	4	40	-
			STAGE 2A	24	40	-	-	-	4	40	-
			STAGE 2B	26	32	-	-	-	4	40	-
			STAGE 2C	24	32	-	-	-	4	40	-
			STAGE 2D	26	30	-	-	-	-	-	-
			STAGE 3A	-	-	-	-	500	16	20	-
			UNDISTRIBUTED	-	-	-	-	-	-	-	-
			CAT 0010 TOTAL	100	9,340	49	921	1,480	64	500	2,630
PROJECT 1400-01-74 TOTAL				100	9,340	49	921	1,480	64	500	2,630

PAVEMENT MARKING												
PROJECT	CATEGORY	LOCATION	STATION - STATION	646.2020	646.4020	646.5020	646.5220	646.6120	646.7120	646.7420	646.8120	646.8320
				MARKING LINE EPOXY 6-INCH	MARKING LINE EPOXY 10-INCH	MARKING ARROW EPOXY	MARKING SYMBOL EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CURB EPOXY	MARKING PARKING STALL EPOXY
PROJECT	CATEGORY	LOCATION	STATION - STATION	LF	LF	EACH	EACH	LF	LF	LF	LF	LF
1400-01-74												
	0010											
		BOP - CONANT ST	87+62'US' - 92+01'US'	775	-	-	1	31	-	249	50	-
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	1,022	34	2	2	79	20	565	188	-
		COOK ST - EOP	96+55'US' - 100+84'US'	1,013	26	2	-	70	30	286	129	-
		CAT 0010 TOTAL		2,810	60	4	3	180	50	1,100	367	0
	0020											
		BOP - CONANT ST	87+62'US' - 92+01'US'	-	-	-	-	-	-	-	-	105
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	-	-	-	-	-	-	-	-	241
		COOK ST - EOP	96+55'US' - 100+84'US'	-	-	-	-	-	-	-	-	204
		CAT 0020 TOTAL		0	0	0	0	0	0	0	0	550
PROJECT 1400-01-74 TOTAL				2,810	60	4	3	180	50	1,100	367	550

CONSTRUCTION STAKING								
PROJECT	CATEGORY	LOCATION	STATION - STATION	650.5500	650.5000	650.9000	650.9500.01	650.9911
				CURB GUTTER AND CURB & GUTTER LF	BASE LF	CURB RAMPS EACH	SIDEWALK 1400-01-74 EACH	SUPPLEMENTAL CONTROL EACH
1400-01-74	0010							
		BOP - CONANT ST	87+62'US' - 92+01'US'	193	439	7	1	-
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	237	454	7	-	-
		COOK ST - EOP	96+55'US' - 100+84'US'	80	429	4	-	-
		PROJECT 1400-01-74		-	-	-	-	1
		CAT 0010 TOTAL		510	1,322	18	1	1
PROJECT 1400-01-74 TOTAL				510	1,322	18	1	1

SAWING					
PROJECT	CATEGORY	LOCATION	STATION - STATION	690.0150	690.0250
				SAWING ASPHALT LF	SAWING CONCRETE LF
1400-01-74	0010				
		BOP - CONANT ST	87+82'US' - 92+01'US'	44	101
		CONANT ST - COOK ST	92+01'US' - 96+55'US'	62	118
		COOK ST - EOP	96+55'US' - 100+84'US'	104	181
		CAT 0010 TOTAL		210	400
PROJECT 1400-01-74 TOTAL				210	400

BASE AGGREGATE DENSE							
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION	305.0110	305.0120	624.0100
					3/4-INCH TON	1 1/4-INCH TON	WATER MGAL
1400-01-74	0020						
		BOP - CONANT ST	-	87+62'US' - 92+01'US'	-	134	3
		CONANT ST - COOK ST	-	92+01'US' - 96+55'US'	-	148	3
		COOK ST - EOP	-	96+55'US' - 100+84'US'	-	133	3
		UNDISTRIBUTED			-	55	2
		CAT 0020 TOTAL			-	470	11
	0040						
		CONANT ST	NW	91+02'US' - 93+04'US'	11	-	-
		CONANT ST	NE	91+02'US' - 93+04'US'	11	-	-
		CONANT ST	SW	91+02'US' - 93+04'US'	14	-	-
		CONANT ST	SE	91+02'US' - 93+04'US'	14	-	-
		COOK ST	NW	95+48'US' - 97+49'US'	18	-	-
		COOK ST	NE	95+48'US' - 97+49'US'	12	-	-
		COOK ST	SW	95+48'US' - 97+49'US'	14	-	-
		COOK ST	SE	95+48'US' - 97+49'US'	15	-	-
		ALLEY	NE	99+02'US' - 99+73'US'	6	-	-
		ALLEY	SE	99+02'US' - 99+73'US'	7	-	-
		CAT 0040 TOTAL			120	0	0
PROJECT 1400-01-74 TOTAL					120	470	11

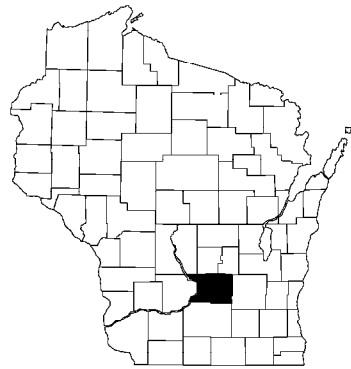
COLORING CONCRETE WISDOT RED								
					405.0100	415.0080	416.0620	
					COLORING CONCRETE WISDOT RED CY	CONCRETE PAVEMENT 8-INCH SY	DRILLED DOWEL BARS EACH	
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION				
1400-01-74								
0040								
		COOK ST	NE	95+48'US' - 97+49'US'	3	-	-	
		COOK ST	SE	95+48'US' - 97+49'US'	5	-	-	
		COOK ST	CROSSING	96+65'US' - 97+30'US'	33	50	56	
CAT 0040 TOTAL					41	50	56	
PROJECT 1400-01-74 TOTAL					41	50	56	

CONCRETE CURB & GUTTER								
					416.061	601.0411	601.0600	SPV.0090.01
					DRILLED TIE BARS EACH	30-INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF	REVEAL CURB LF
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION				
1400-01-74								
0040								
		CONANT ST	NW	91+02'US' - 93+04'US'	-	34	26	-
		CONANT ST	NE	91+02'US' - 93+04'US'	-	44	-	-
		CONANT ST	SW	91+02'US' - 93+04'US'	-	49	-	24
		CONANT ST	SE	91+02'US' - 93+04'US'	-	76	55	-
		COOK ST	NW	95+48'US' - 97+49'US'	-	64	-	-
		COOK ST	NE	95+48'US' - 97+49'US'	-	46	-	-
		COOK ST	SW	95+48'US' - 97+49'US'	-	52	-	-
		COOK ST	SE	95+48'US' - 97+49'US'	-	60	-	38
		ALLEY	NE	99+02'US' - 99+73'US'	7	34	-	22
		ALLEY	SE	99+02'US' - 99+73'US'	6	35	24	-
CAT 0040 TOTAL					13	495	105	84
PROJECT 1400-01-74 TOTAL					13	495	105	84

CURB RAMP ITEMS								
					602.0410	602.0505	602.0605	
					CONCRETE SIDEWALK 5-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	
PROJECT	CATEGORY	LOCATION	QUADRANT	STATION - STATION				
1400-01-74								
0040								
		CONANT ST	NW	91+02'US' - 93+04'US'	286	20	-	
		CONANT ST	NE	91+02'US' - 93+04'US'	311	10	14	
		CONANT ST	SW	91+02'US' - 93+04'US'	490	10	16	
		CONANT ST	SE	91+02'US' - 93+04'US'	489	10	14	
		COOK ST	NW	95+48'US' - 97+49'US'	649	10	-	
		COOK ST	NE	95+48'US' - 97+49'US'	430	20	-	
		COOK ST	SW	95+48'US' - 97+49'US'	510	-	28	
		COOK ST	SE	95+48'US' - 97+49'US'	484	10	-	
		ALLEY	NE	99+02'US' - 99+73'US'	174	-	13	
		ALLEY	SE	99+02'US' - 99+73'US'	197	20	-	
CAT 0040 TOTAL					4,020	110	85	
PROJECT 1400-01-74 TOTAL					4,020	110	85	

3

3



STATE OF WISCONSIN
CITY OF PORTAGE
TRANSPORTATION PROJECT PLAT TITLE SHEET
1400-01-24
C PORTAGE, WISCONSIN STREET
PLEASANT STREET TO DEWITT STREET
USH 51
COLUMBIA COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT	⊕	NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
BRIDGE	---				
TO BE REMOVED	---				
CULVERT	---				
PARALLEL OFFSETS	---				

CONVENTIONAL ABBREVIATIONS

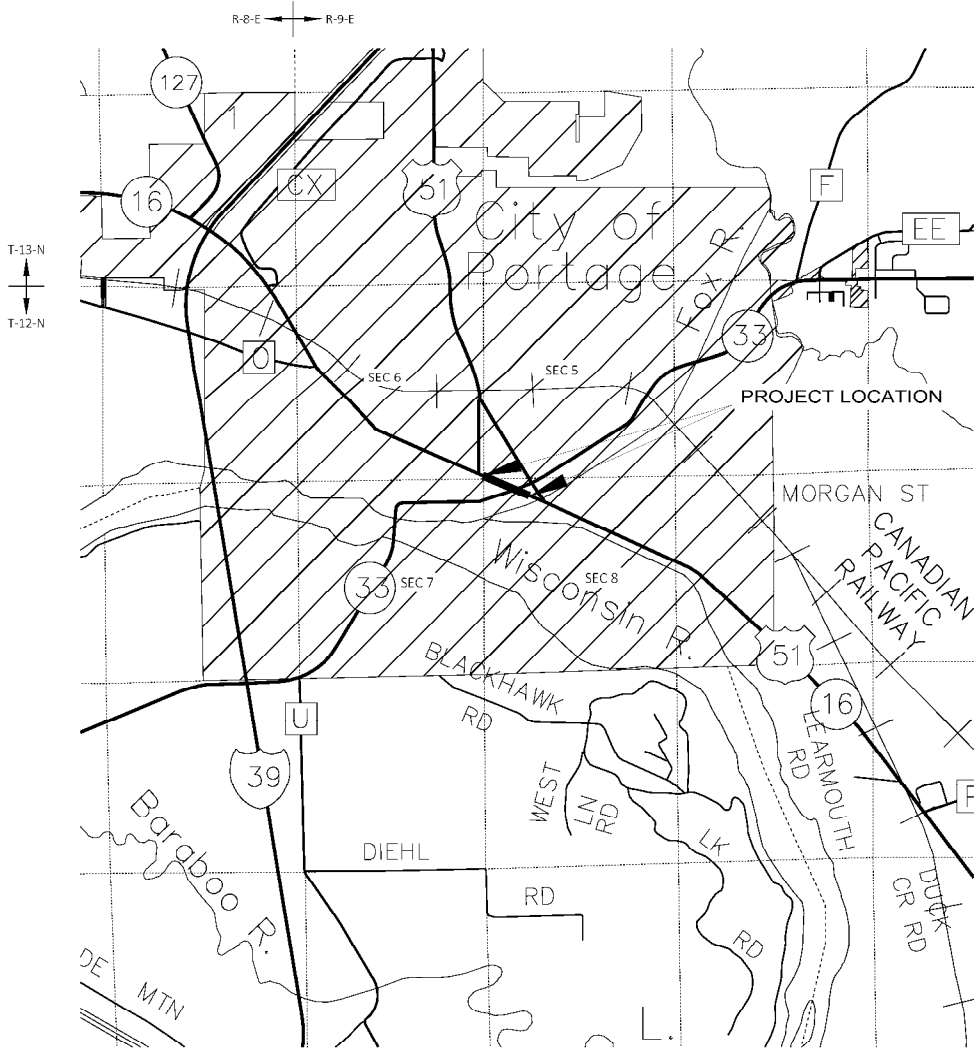
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	{100'}
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT	
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED	TLE
GRID NORTH	GN	EASEMENT	
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	---



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1400-01-24.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

TRANSPORTATION PROJECT PLAT NO: 1400-01-24 - 4.01

THAT PART OF LOT 4, BLOCK 241 AND PART OF LOTS 8 AND 12, BLOCK 245, J.J. GUPPEY'S PLAT OF THE TOWN OF PORTAGE CITY, PART OF LOT 1, CERTIFIED SURVEY MAP NUMBER 6350, RECORDED IN V. 47 OF CERTIFIED SURVEYS, P. 3 AS DOC. 935997 AND PART OF LOT 1, BLOCK 237, PART OF LOT 1, BLOCK 242 AND PART OF LOT 10, BLOCK 244, MC FARLANE DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, ALL LOCATED IN GOVERNMENT LOT 5 OF SECTION 8, ALL IN T 12 N, R 9 E, CITY OF PORTAGE, COLUMBIA COUNTY WISCONSIN.

RELOCATION ORDER USH 51, C PORTAGE, WISCONSIN STREET (PLEASANT STREET - DEWITT STREET), COLUMBIA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF PORTAGE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF PORTAGE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF PORTAGE, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD 83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF PORTAGE.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

FOR DETAILS, POINT COURSE AND STATION - OFFSET TABLES, REFER TO EXTENSION SHEET, RECORDED AS SHEET 3 OF 3.

EASEMENT TABLE

UTILITY NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
100	FRONTIER COMMUNICATIONS	NO RECORD OF EASEMENT	6

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

HIGHWAY	BASIS OF EXISTING R/W
USH 51 / STH 16 / WISCONSIN STREET	JJ GUPPEY'S PLAT OF THE TOWN OF PORTAGE CITY, MC FALANES, DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, CSM 6350, CSM 6057, CSM 2379, POS 9344, POS 13164, POS 13487.
STM 33 / W. COOK STREET	JJ GUPPEY'S PLAT OF THE TOWN OF PORTAGE CITY, MC FALANES, DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, CSM 6350, POS 13164.
W. CONANT STREET	JJ GUPPEY'S PLAT OF THE TOWN OF PORTAGE CITY, MC FALANES, DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, CSM 6057, CSM 2379, POS 9344, POS 5465.
CLARK STREET	JJ GUPPEY'S PLAT OF THE TOWN OF PORTAGE CITY, MC FALANES, DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, CSM 6057, POS 13164.

DOC # 965451

REGISTER OF DEEDS

COLUMBIA COUNTY

RECORDED ON:

04/27/2023 08:24:23 AM

PAGES: 3

LISA KRINTZ

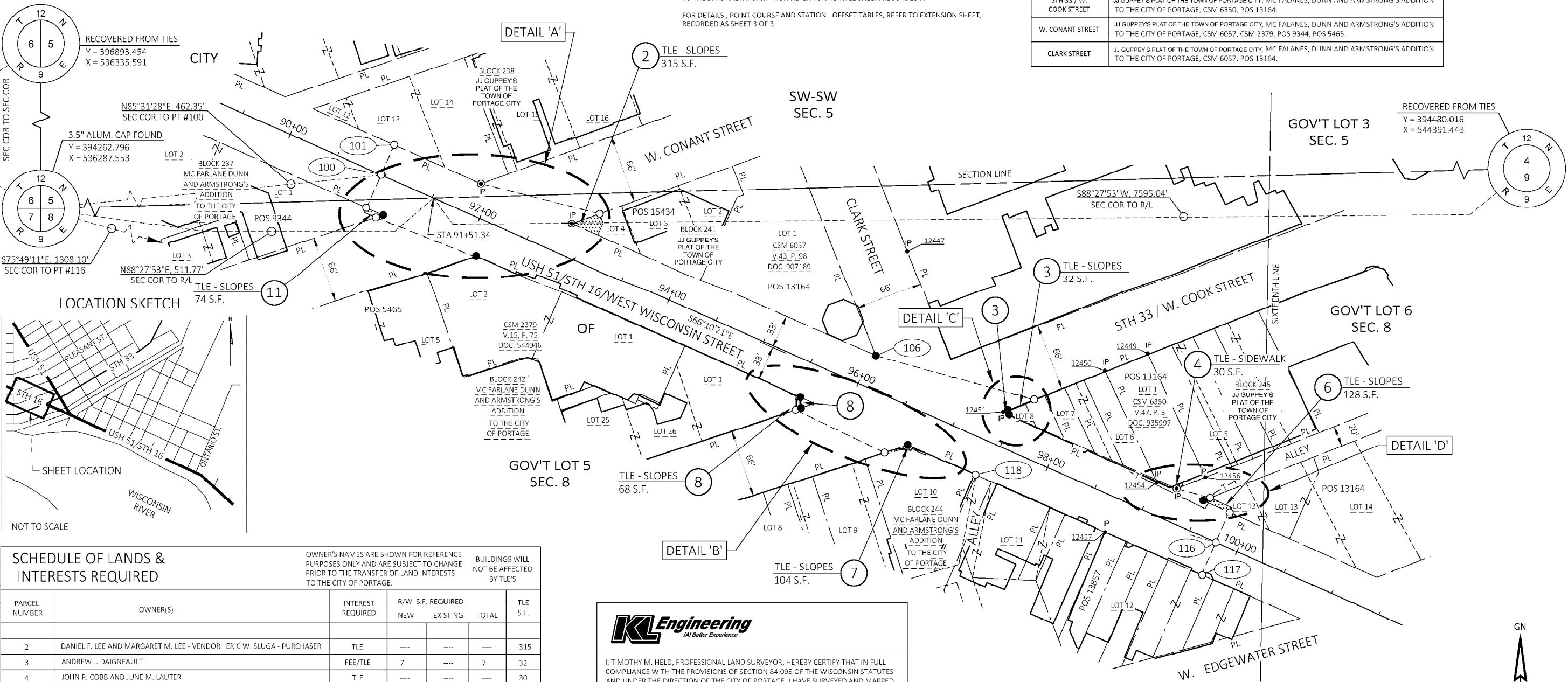
REGISTER OF DEEDS

REC FEE: 25.00

VOLUME: TPP-E PAGE: 60

ELECTRONICALLY RETURNED TO SENDER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1400-01-24
SHEET 1 OF 3



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW EXISTING TOTAL	TLE S.F.
2	DANIEL F. LEE AND MARGARET M. LEE - VENDOR ERIC W. SLUGA - PURCHASER	TLE	----	315
3	ANDREW J. DAIGNEAULT	FEE/TLE	7 ---- 7	32
4	JOHN P. COBB AND JUNE M. LAUTER	TLE	----	30
6	GREGORY J. IVERSON AND JULIE A. IVERSON	TLE	----	128
7	FIRSTAR BANK MADISON, NATIONAL ASSOCIATION	TLE	----	104
8	PORTAGE PLACE, LLC	FEE/TLE	71 ---- 71	68
11	POLNOW AMOCO, LLC	TLE	----	74

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF PORTAGE.

BUILDINGS WILL NOT BE AFFECTED BY TLE'S



I, TIMOTHY M. HELD, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF PORTAGE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Timothy M. Held* DATE: 4/21/2023
PRINT NAME: TIMOTHY M. HELD
REGISTRATION NUMBER: S-2591

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF PORTAGE

SIGNATURE: *Mitchel Craig* DATE: 4/24/23
PRINT NAME: MITCHEL CRAIG, MAYOR

PLOT DATE: 3/14/2023 1:37 PM

PLOT BY: TIMOTHY HELD

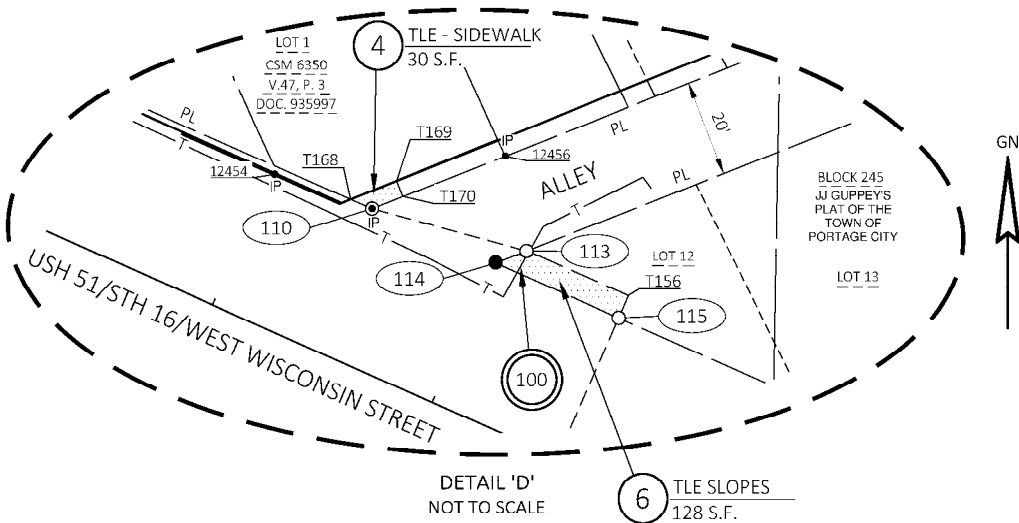
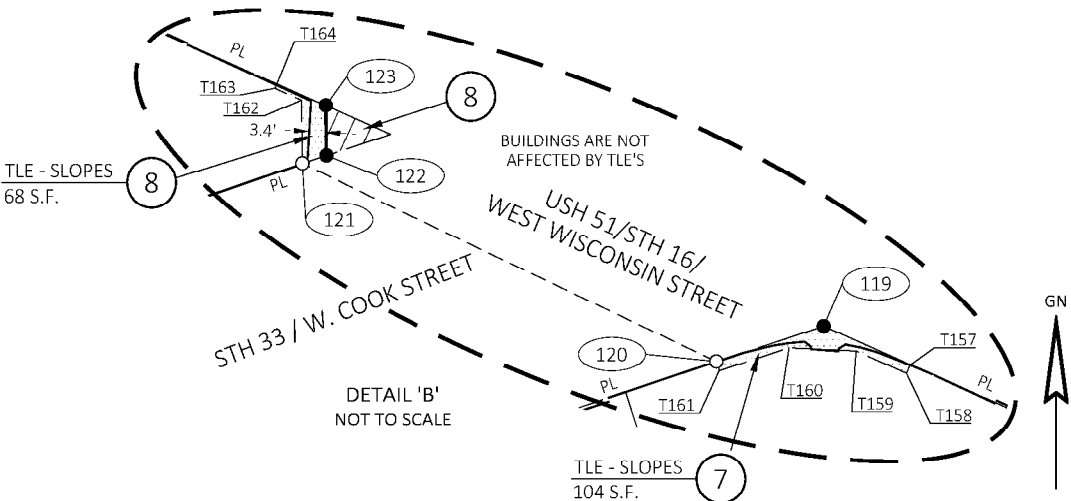
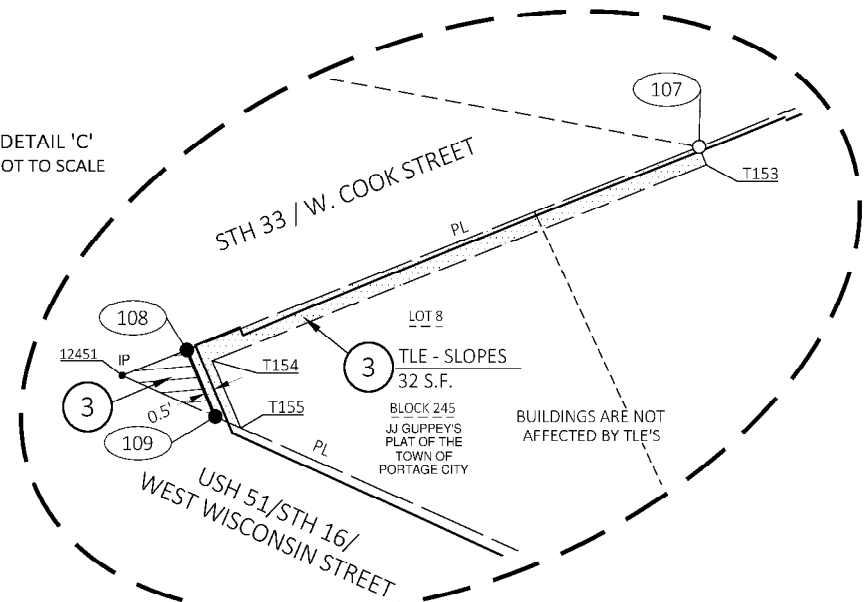
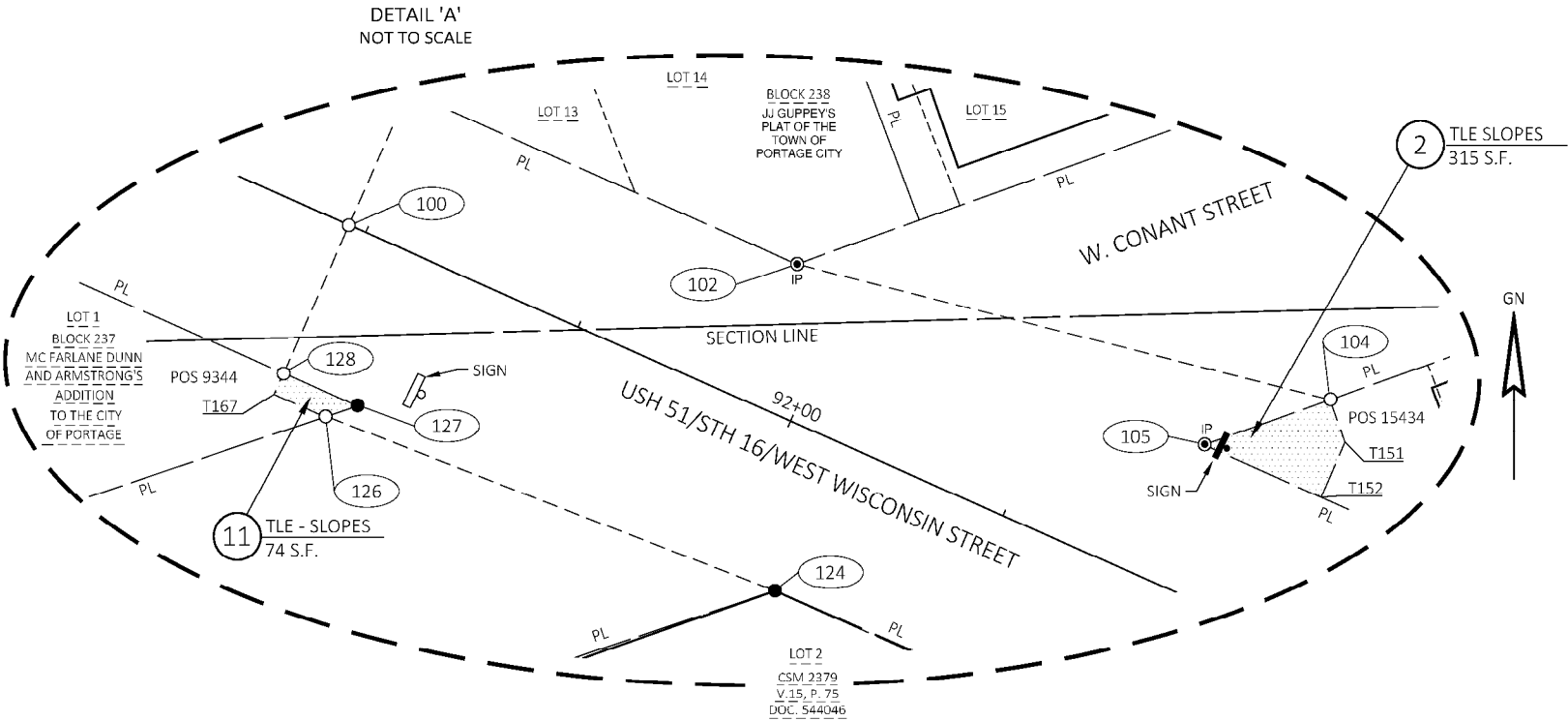
PLOT NAME:

PLOT SCALE: 1 IN=50 FT

TRANSPORTATION PROJECT PLAT NO: 1400-01-24 - 4.01
EXTENSION SHEET FOR DETAILS, POINT COURSE AND
STATION-OFFSET TABLES

RELOCATION ORDER USH 51, C PORTAGE, WISCONSIN STREET (PLEASANT STREET - DEWITT STREET), COLUMBIA COUNTY

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), COLUMBIA COUNTY, NAD 83(2011) IN U.S.SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.



R/W COURSE TABLE			
FROM POINT	TO POINT	BEARING	DISTANCE
100	101	N23° 51' 33"E	31.32'
101	102	S66° 08' 27"E	91.63'
102	104	S75° 48' 09"E	118.42'
104	105	S70° 19' 30"W	28.74'
105	106	S66° 11' 14"E	321.15'
106	107	S74° 30' 44"E	158.71'
107	108	S68° 27' 45"W	28.68'
108	109	S23° 03' 01"E	3.76'
109	110	S66° 15' 00"E	178.02'
110	113	S74° 49' 55"E	33.51'
113	114	S68° 31' 16"W	7.04'
114	115	S66° 15' 00"E	27.96'
115	116	S23° 45' 00"W	31.74'
116	117	S23° 45' 00"W	34.26'
117	118	N66° 15' 00"W	239.48'
118	119	N66° 11' 14"W	71.55'
119	120	S71° 44' 13"W	23.55'
120	121	N64° 31' 13"W	95.52'
121	122	N71° 45' 48"E	5.26'
122	123	N00° 47' 14"W	10.42'
123	124	N66° 11' 14"W	342.71'
124	126	N68° 55' 05"W	103.58'
126	127	N71° 30' 04"E	7.42'
127	128	N66° 08' 27"W	17.48'
128	100	N23° 51' 33"E	34.68'

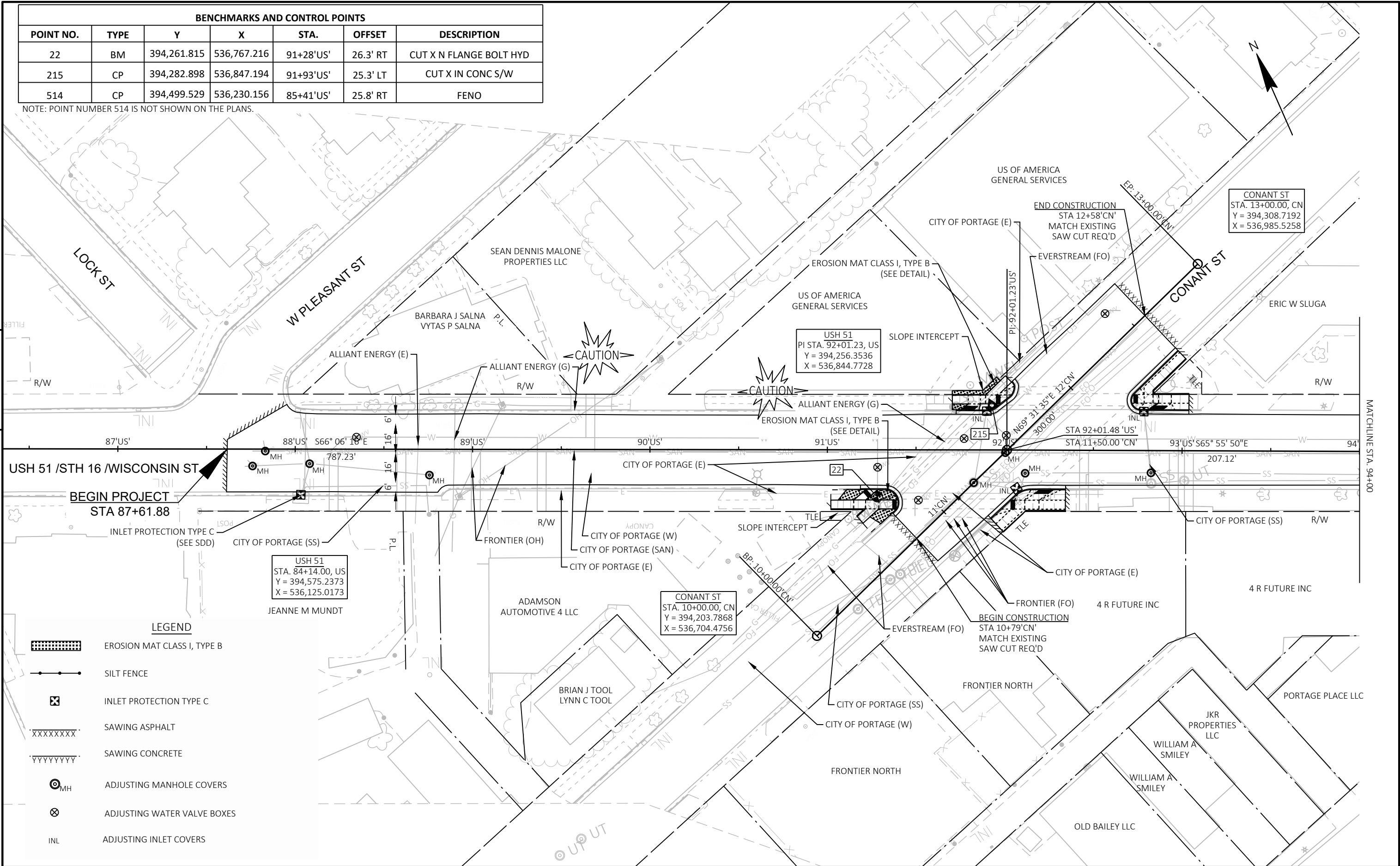
R/W Station & Offset Table				
Point No.	Station	Offset	Y	X
100	90+95.98	0.00'	394298.875	536748.490
101	90+96.00	31.32' LT	394327.521	536761.160
102	91+87.63	31.27' LT	394290.456	536844.961
104	93+04.38	51.08' LT	394261.412	536959.763
105	92+83.53	31.30' LT	394251.736	536932.699
106	96+04.68	31.38' LT	394122.070	537226.514
107	97+61.71	54.40' LT	394079.690	537379.458
108	97+41.57	33.99' LT	394069.162	537352.784
109	97+44.31	31.42' LT	394065.701	537354.257
110	99+22.33	31.66' LT	393994.003	537517.203
113	99+55.46	36.71' LT	393985.236	537549.543
114	99+50.51	31.70' LT	393982.657	537542.989
115	99+78.47	31.74' LT	393971.396	537568.582
116	99+78.51	0.00'	393942.346	537555.799
117	99+78.56	34.26' RT	393910.986	537542.000
118	97+39.07	34.59' RT	394007.436	537322.799
119	96+67.52	34.60' RT	394036.326	537257.336
120	96+50.05	50.39' RT	394028.947	537234.976
121	95+54.57	47.63' RT	394070.038	537148.749
122	95+58.48	44.11' RT	394071.685	537153.749
123	95+54.14	34.63' RT	394082.104	537153.605
124	92+11.42	34.72' RT	394220.475	536840.066
126	91+07.96	39.68' RT	394257.734	536743.415
127	91+13.44	34.69' RT	394260.089	536750.453
128	90+95.96	34.68' RT	394267.161	536734.463

TLE Station & Offset Table		
Point No.	Station	Offset
T151	93+11.03	44.08' LT
T152	93+11.03	31.30' LT
T153	97+62.43	53.70' LT
T154	97+43.00	34.02' LT
T155	97+45.77	31.42' LT
T156	99+78.46	36.74' LT
T157	96+87.23	34.60' RT
T158	96+87.23	36.60' RT
T159	96+75.79	36.60' RT
T160	96+62.72	41.63' RT
T161	96+51.38	51.86' RT
T162	95+49.11	35.64' RT
T163	95+43.03	35.64' RT
T164	95+43.03	34.64' RT
T167	90+95.96	39.68' RT
T168	99+17.51	31.66' LT
T169	99+24.75	38.98' LT
T170	99+27.19	36.57' LT

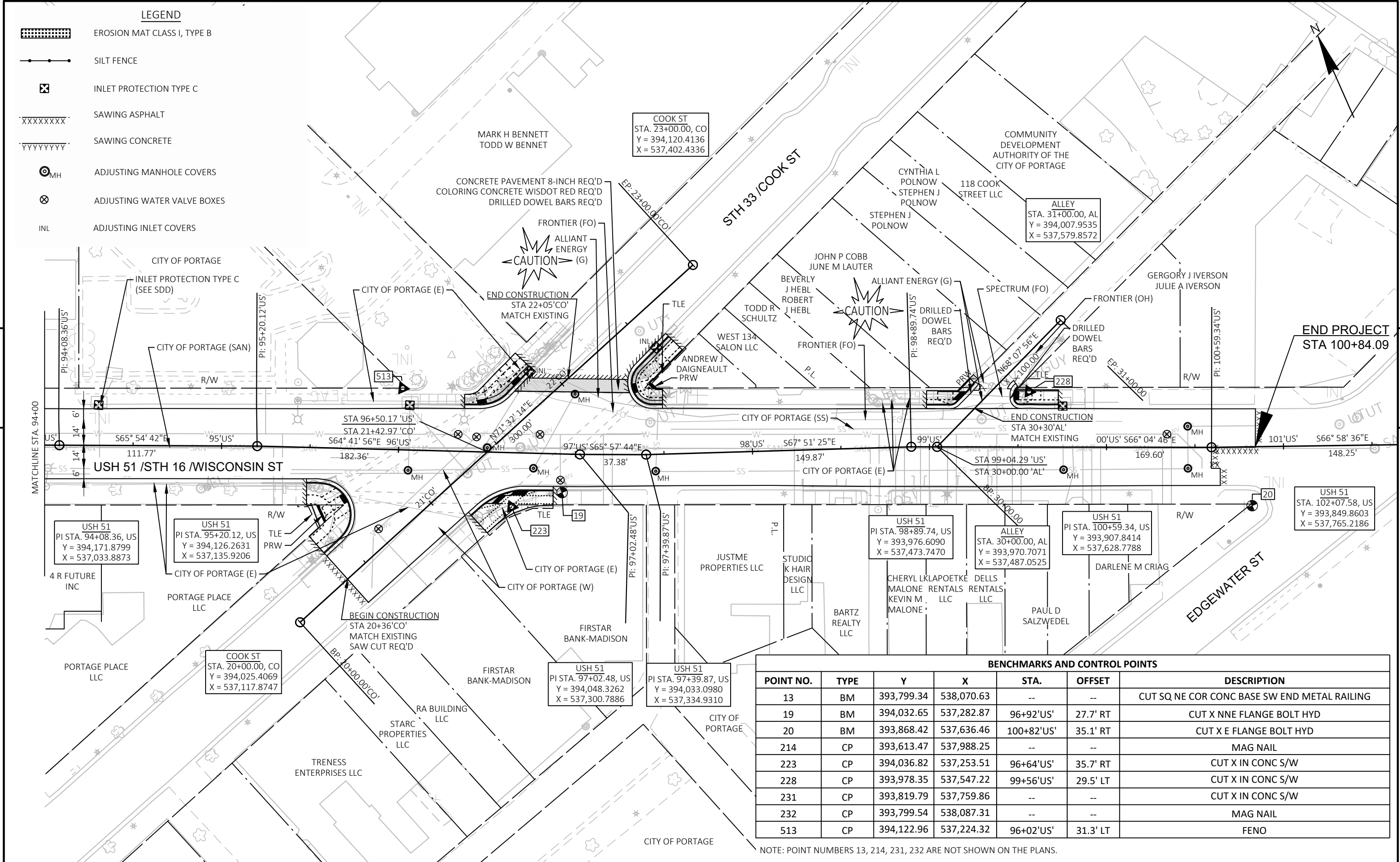
EXISTING MONUMENTS			
POINT	Y	X	DESCRIPTION
102	394290.409	536845.068	2" PIPE
105	394251.729	536932.681	SURVEY NAIL
110	393994.009	537517.191	DRILL HOLE
12440	394481.439	536603.004	1" PIPE
12447	394224.836	537256.955	CUT X
12449	394124.065	537489.275	DRILL HOLE
12450	394107.712	537447.86	DRILL HOLE
12451	394067.832	537349.46	DRILL HOLE
12454	394000.195	537498.171	DRILL HOLE
12456	394004.926	537545.058	DRILL HOLE
12457	393952.431	537448.214	CUT X

BENCHMARKS AND CONTROL POINTS						
POINT NO.	TYPE	Y	X	STA.	OFFSET	DESCRIPTION
22	BM	394,261.815	536,767.216	91+28'US'	26.3' RT	CUT X N FLANGE BOLT HYD
215	CP	394,282.898	536,847.194	91+93'US'	25.3' LT	CUT X IN CONC S/W
514	CP	394,499.529	536,230.156	85+41'US'	25.8' RT	FENO

NOTE: POINT NUMBER 514 IS NOT SHOWN ON THE PLANS.



LEGEND	
	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	INLET PROTECTION TYPE C
	SAWING ASPHALT
	SAWING CONCRETE
	ADJUSTING MANHOLE COVERS
	ADJUSTING WATER VALVE BOXES
	ADJUSTING INLET COVERS



LEGEND

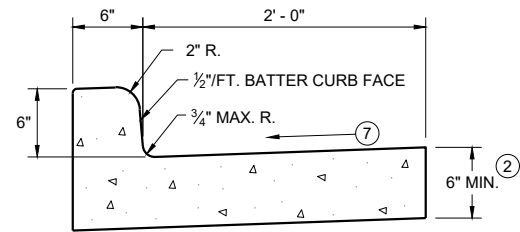
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- INLET PROTECTION TYPE C
- SAWING ASPHALT
- SAWING CONCRETE
- ADJUSTING MANHOLE COVERS
- ADJUSTING WATER VALVE BOXES
- ADJUSTING INLET COVERS

BENCHMARKS AND CONTROL POINTS						
POINT NO.	TYPE	Y	X	STA.	OFFSET	DESCRIPTION
13	BM	393,799.34	538,070.63	--	--	CUT SQ NE COR CONC BASE SW END METAL RAILING
19	BM	394,032.65	537,282.87	96+92'US'	27.7' RT	CUT X NNE FLANGE BOLT HYD
20	BM	393,868.42	537,636.46	100+82'US'	35.1' RT	CUT X E FLANGE BOLT HYD
214	CP	393,613.47	537,988.25	--	--	MAG NAIL
223	CP	394,036.82	537,253.51	96+64'US'	35.7' RT	CUT X IN CONC S/W
228	CP	393,978.35	537,547.22	99+56'US'	29.5' LT	CUT X IN CONC S/W
231	CP	393,819.79	537,759.86	--	--	CUT X IN CONC S/W
232	CP	393,799.54	538,087.31	--	--	MAG NAIL
513	CP	394,122.96	537,224.32	96+02'US'	31.3' LT	FENO

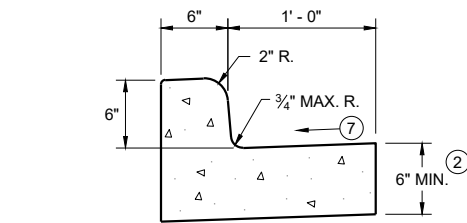
NOTE: POINT NUMBERS 13, 214, 231, 232 ARE NOT SHOWN ON THE PLANS.

Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

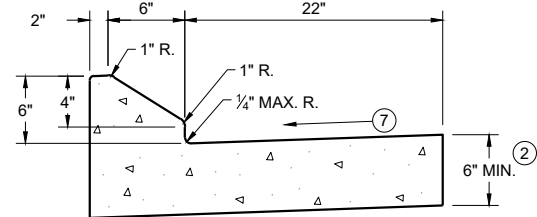


TYPES A^① & D

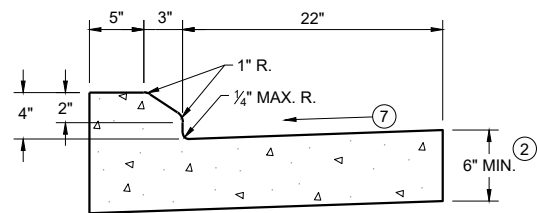


TYPES A^① & D

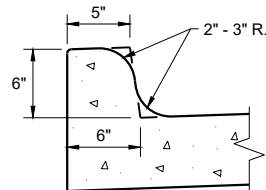
CONCRETE CURB AND GUTTER 18"



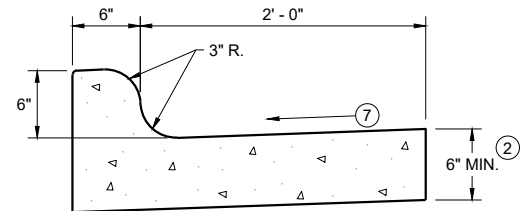
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

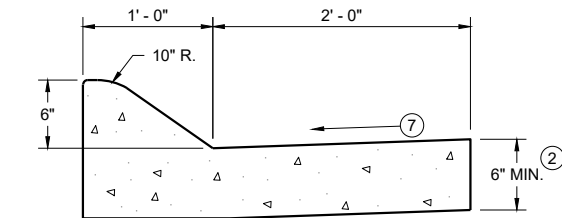


TYPES K^① & L
(OPTIONAL CURB SHAPE)

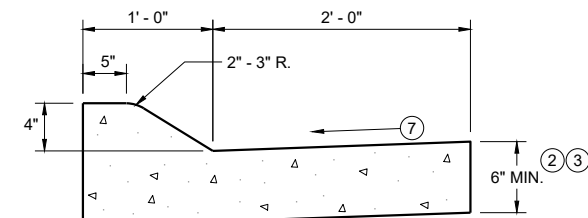


TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

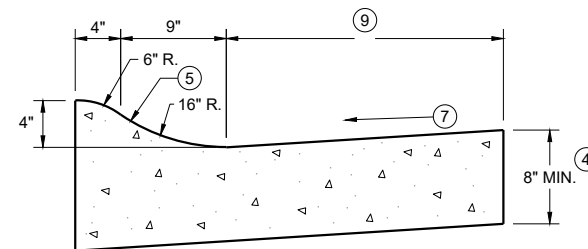


6" SLOPED CURB TYPES A^① & D



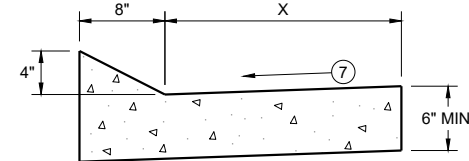
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

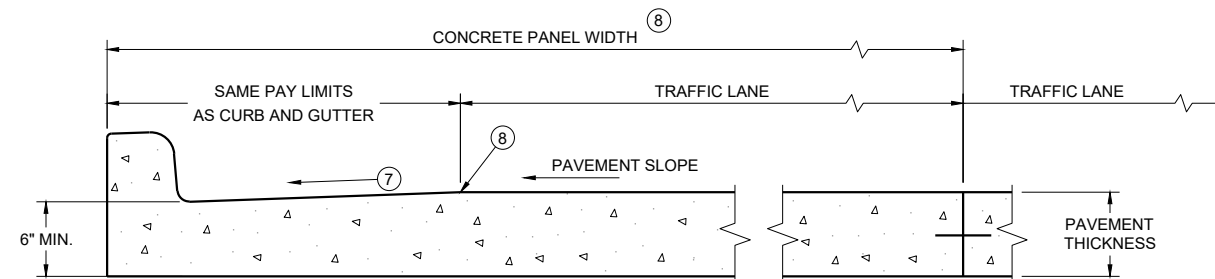


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

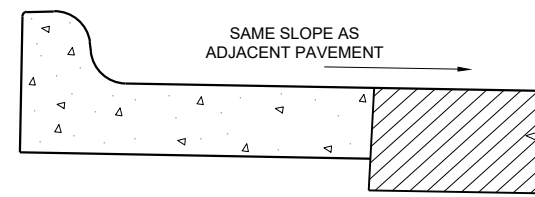
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

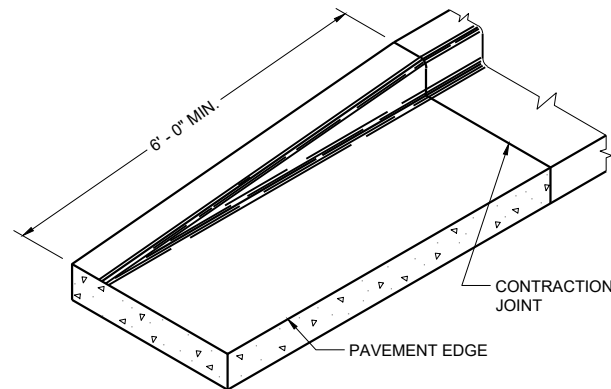
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

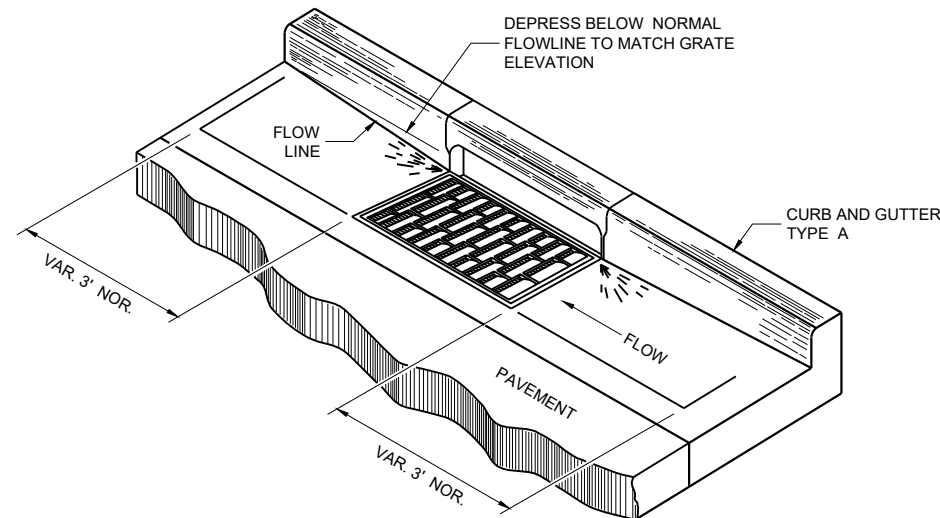
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

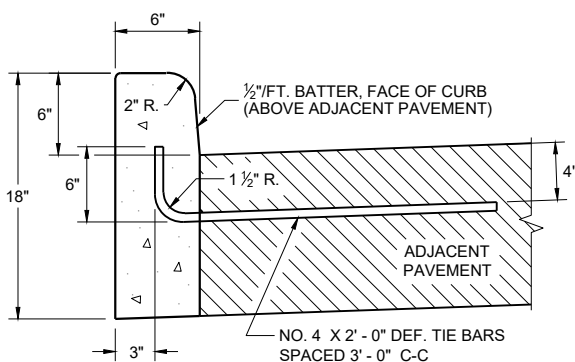


END SECTION CURB AND GUTTER

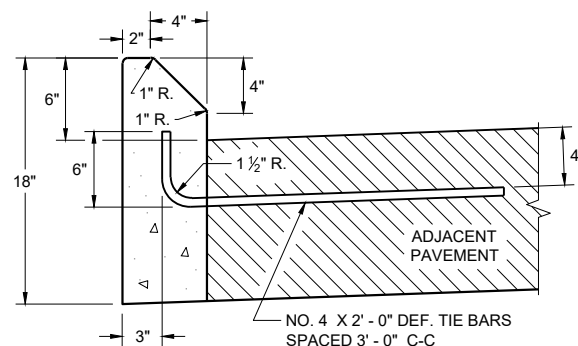


DETAIL OF CURB AND GUTTER AT INLETS

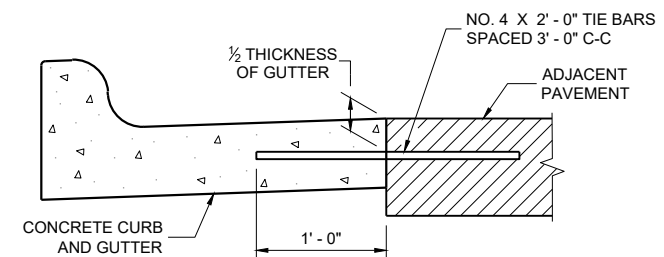
(TYPICAL H INLET COVER SHOWN)



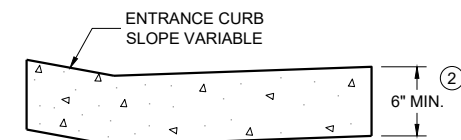
TYPES A^① & D



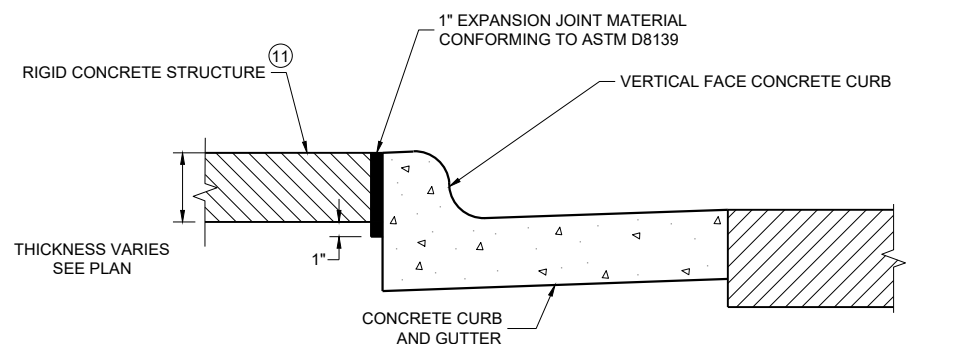
**TYPES G^① & J
CONCRETE CURB**



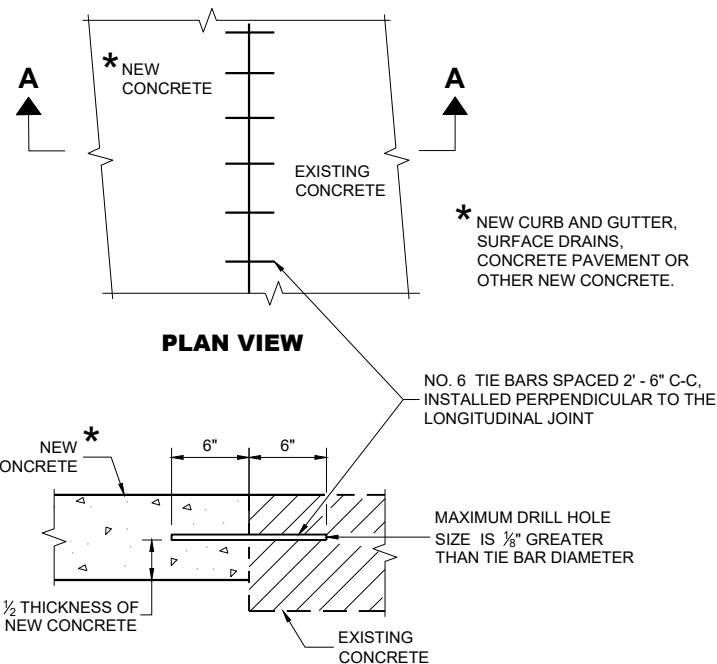
TYPICAL TIE BAR LOCATION^①



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



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.

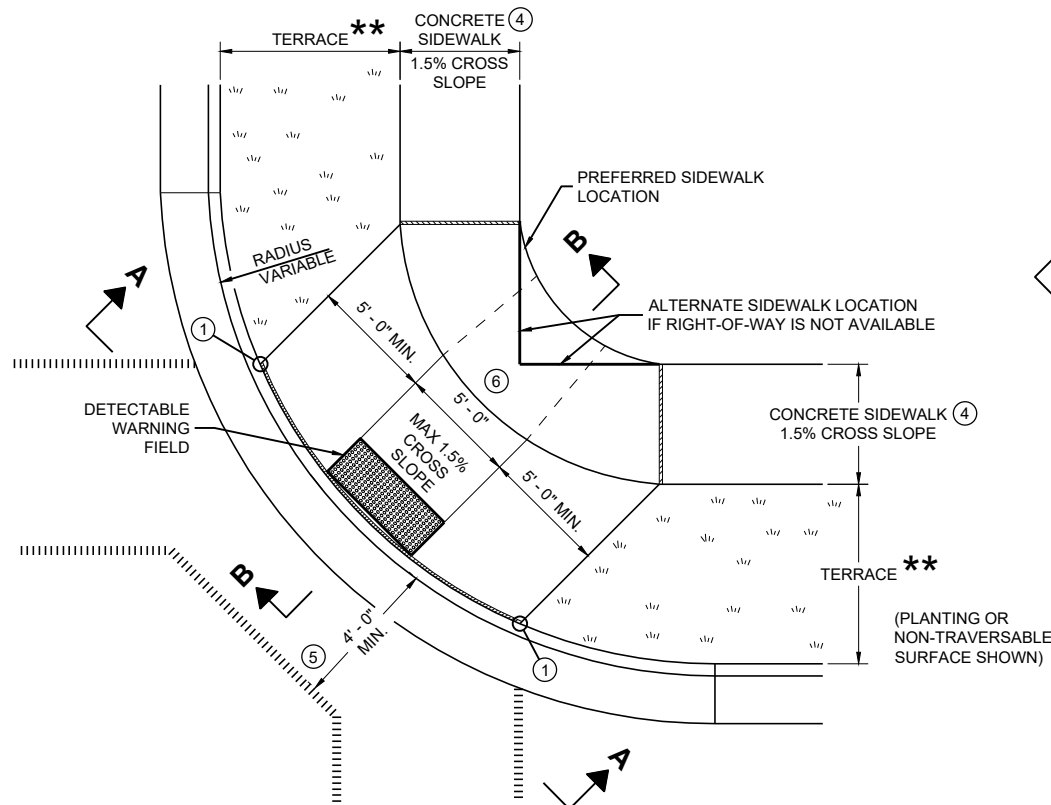
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

- 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.

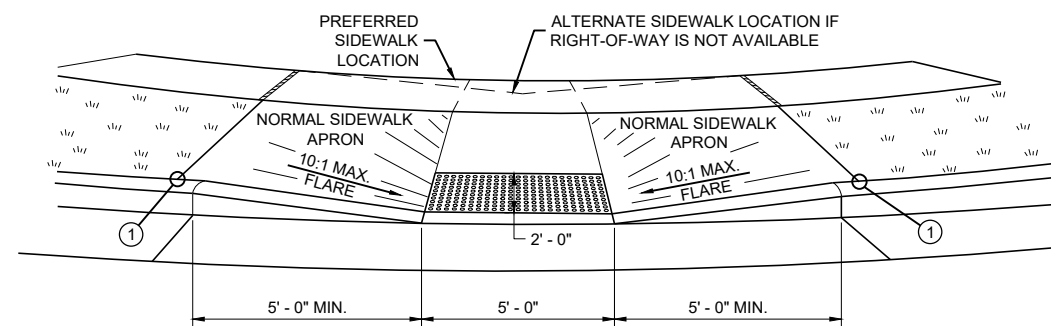
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

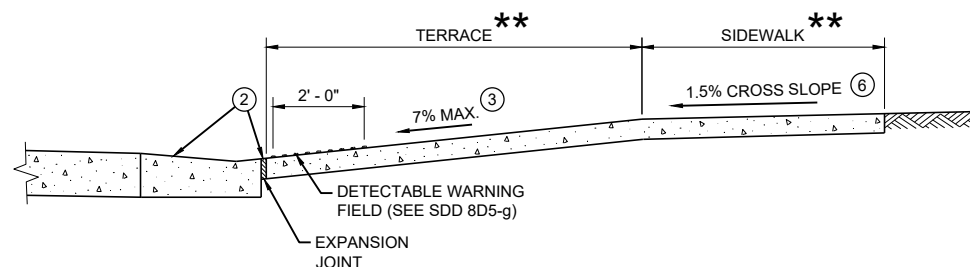


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

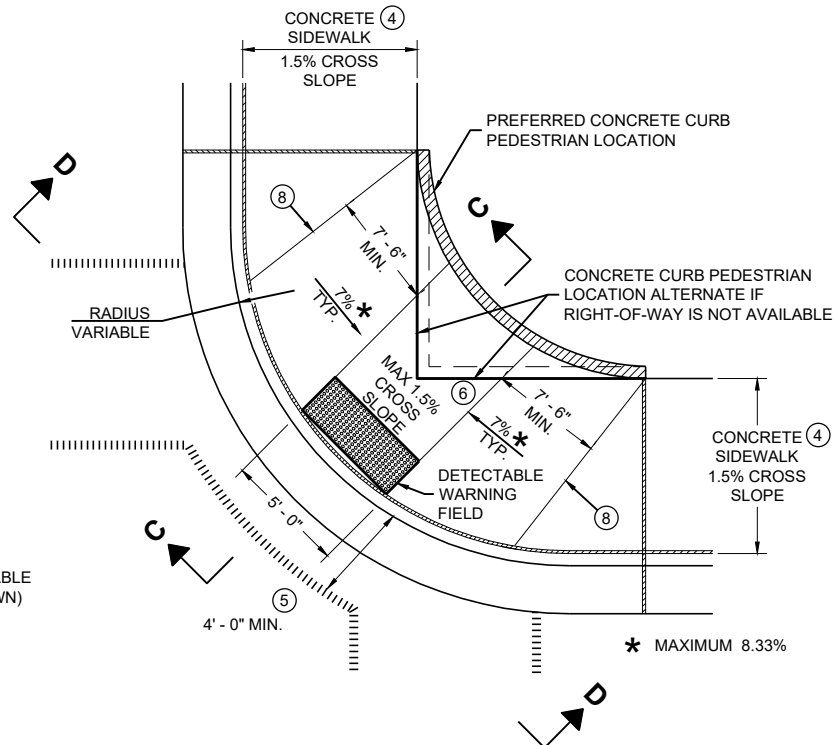


VIEW A - A FOR TYPE 1

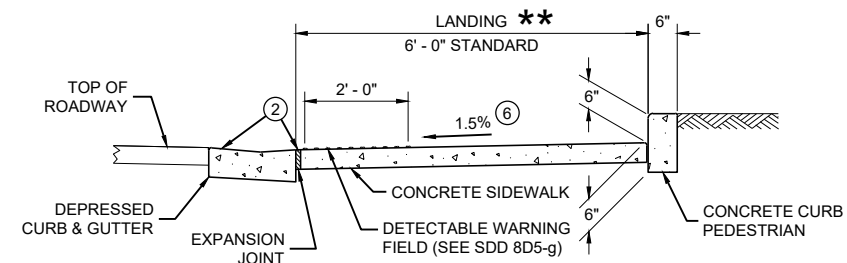
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



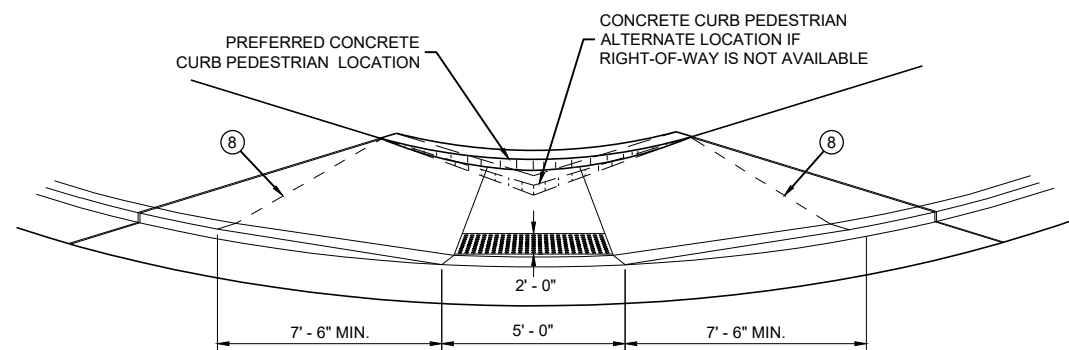
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

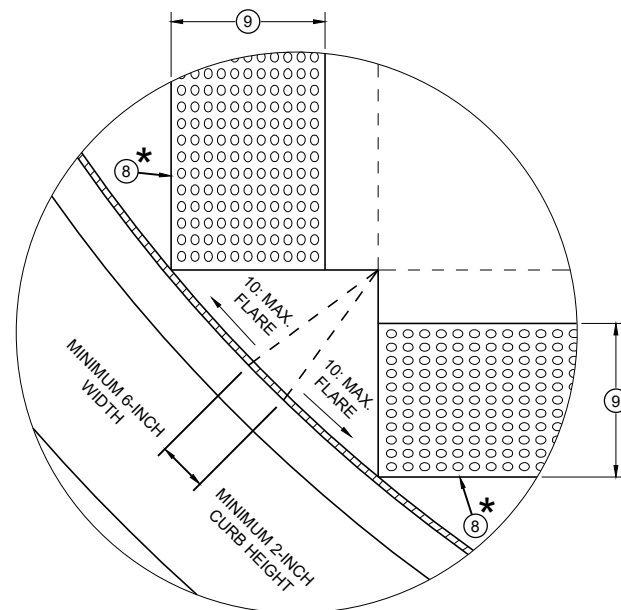
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

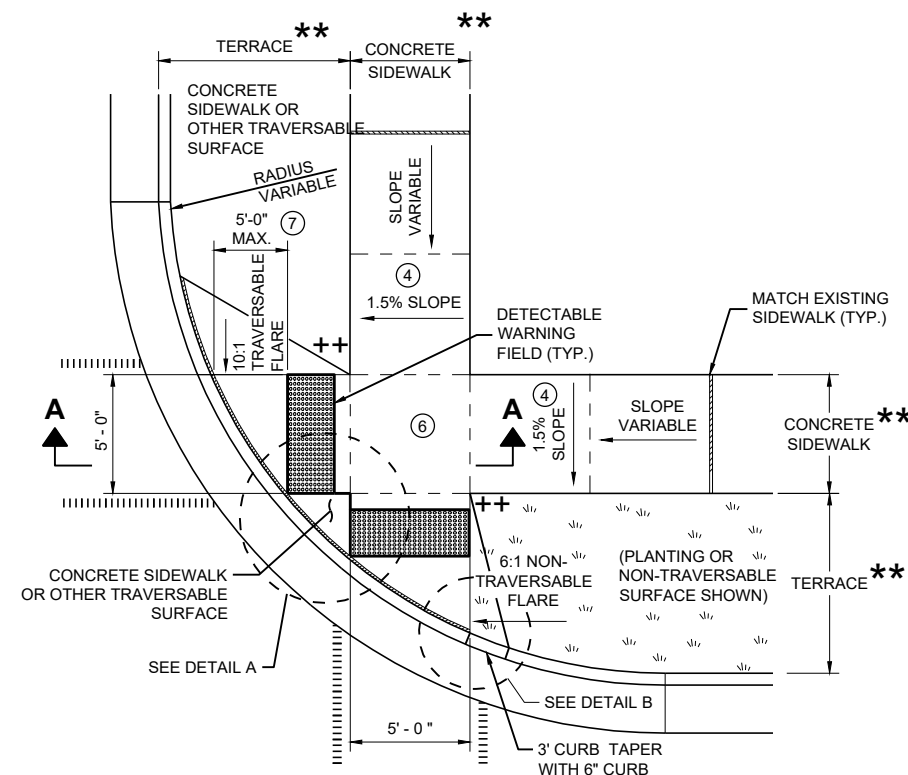
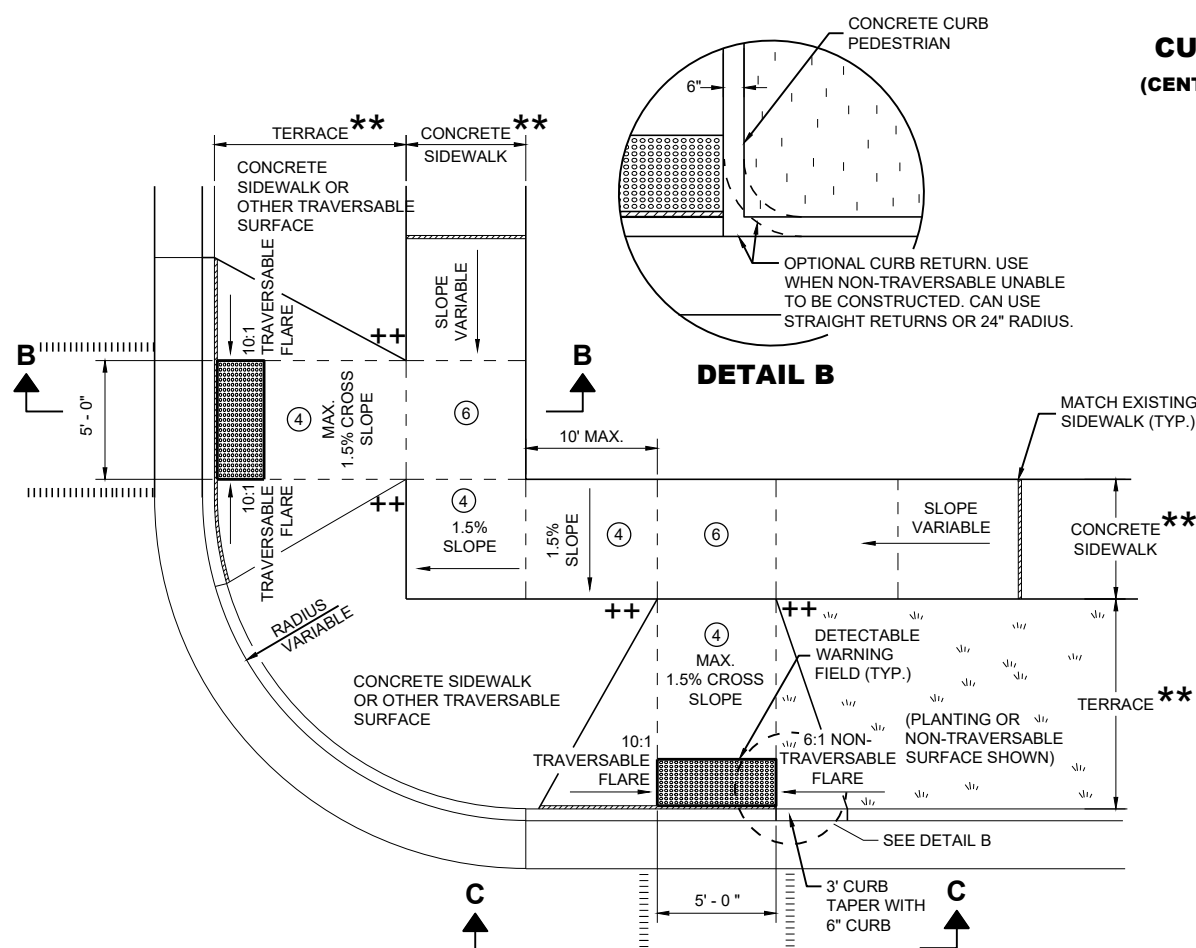
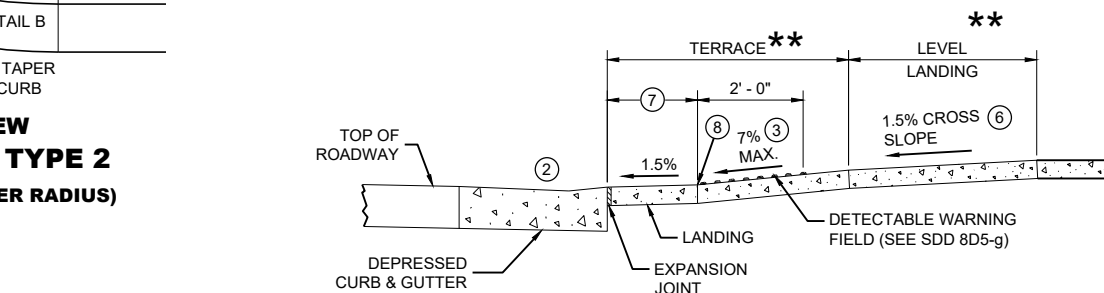
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

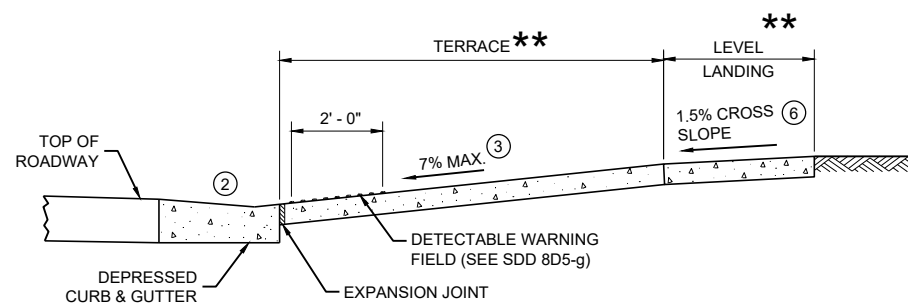
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



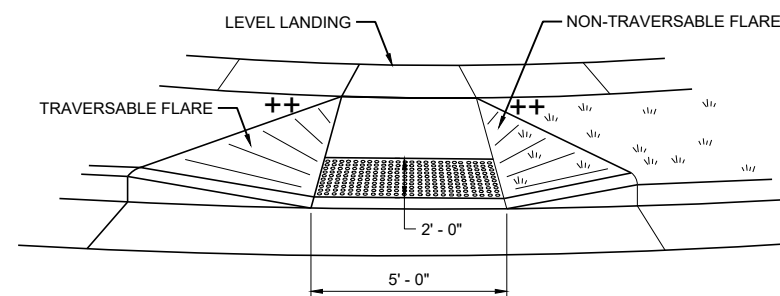
DETAIL A

PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

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

★★ WIDTH SHOWN ELSEWHERE
IN THE PLANS

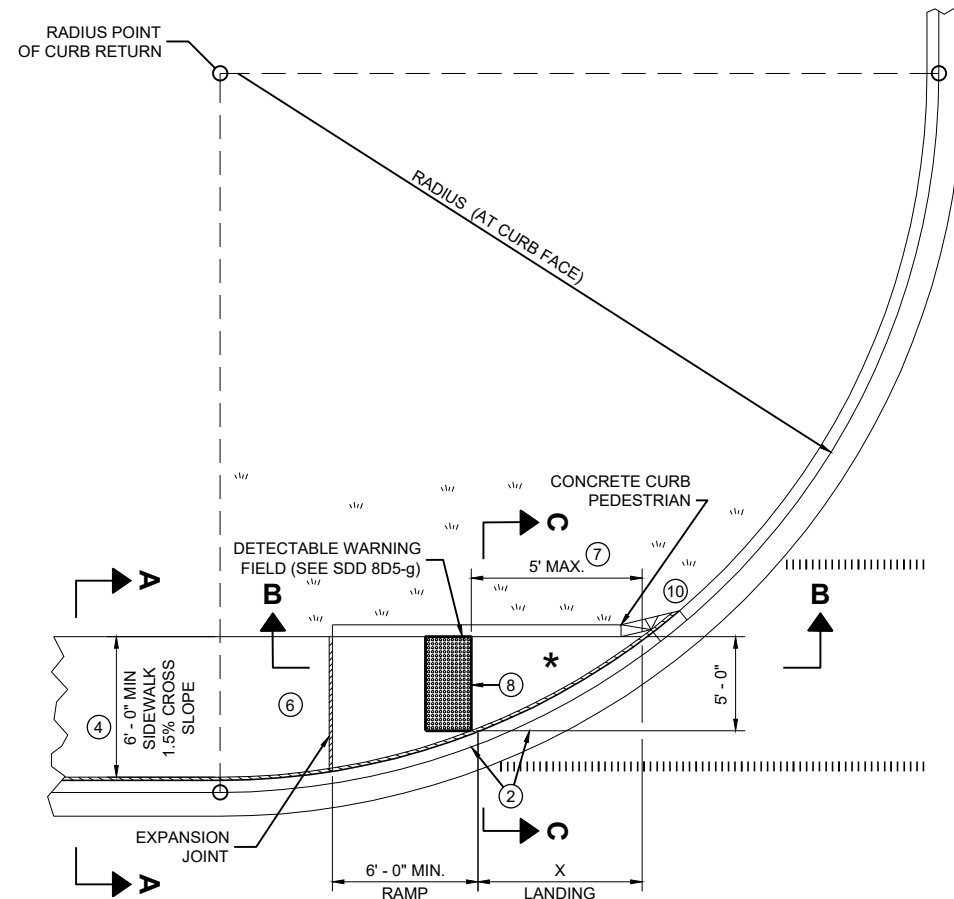
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

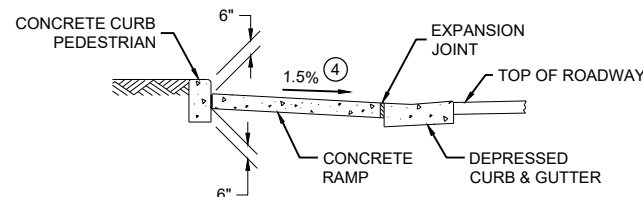
- 1/2" EXPANSION JOINT SIDEWALK
- - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 2 AND 3

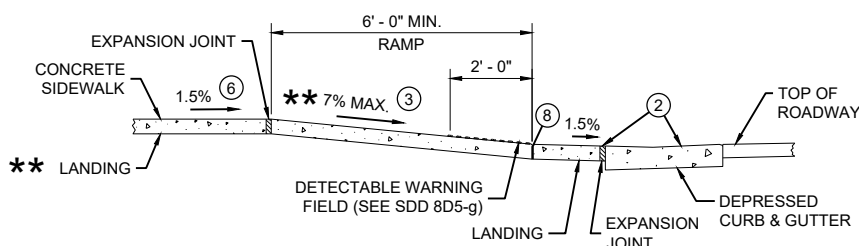
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**



SECTION C - C FOR TYPE 4A



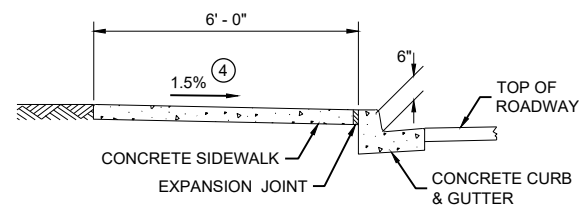
**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

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

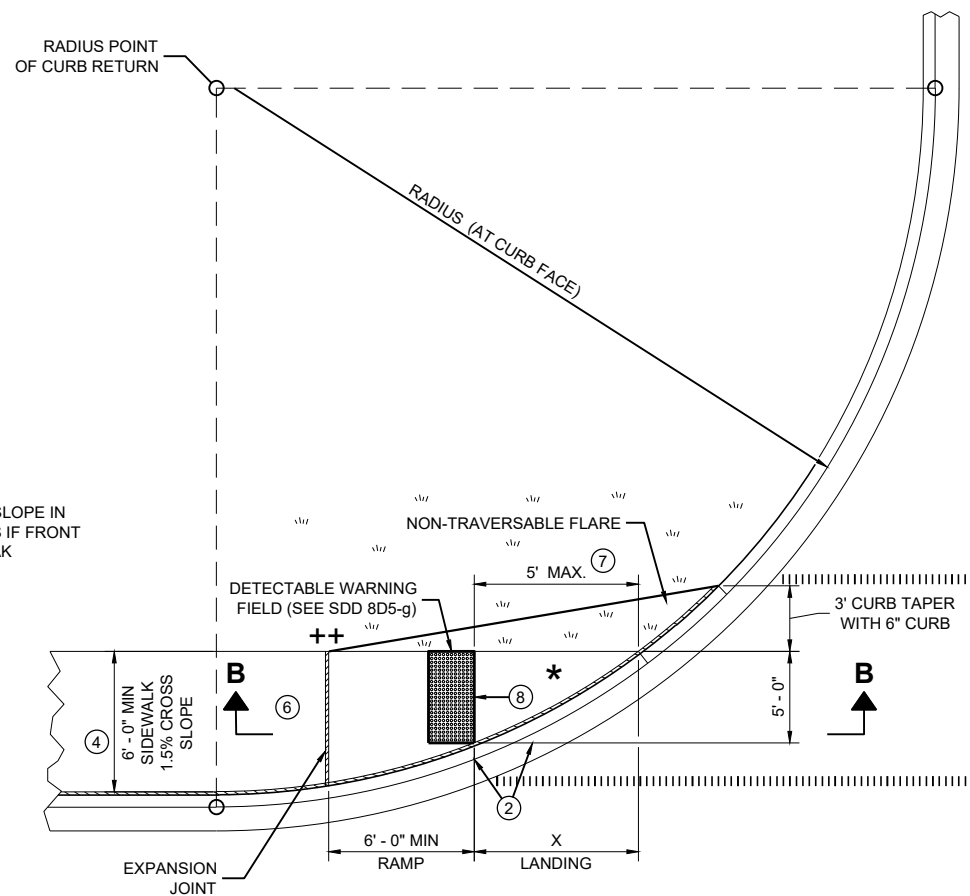
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



**PLAN VIEW
CURB RAMP TYPE 4A1**

GENERAL NOTES

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

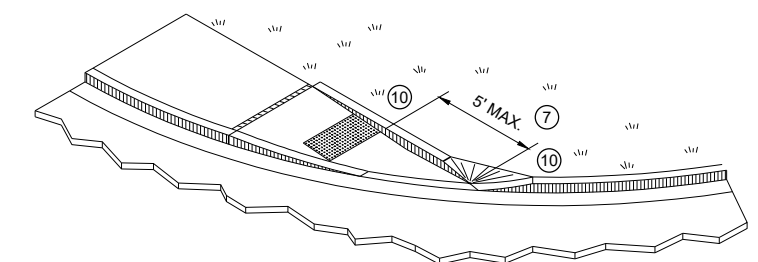
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

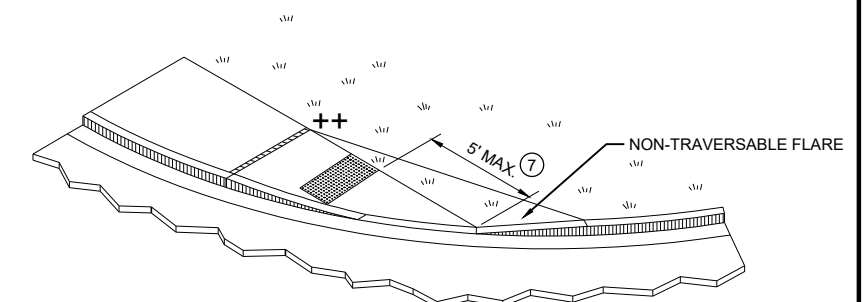
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH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

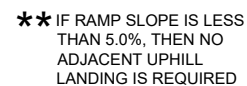


ISOMETRIC VIEW FOR TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

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



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

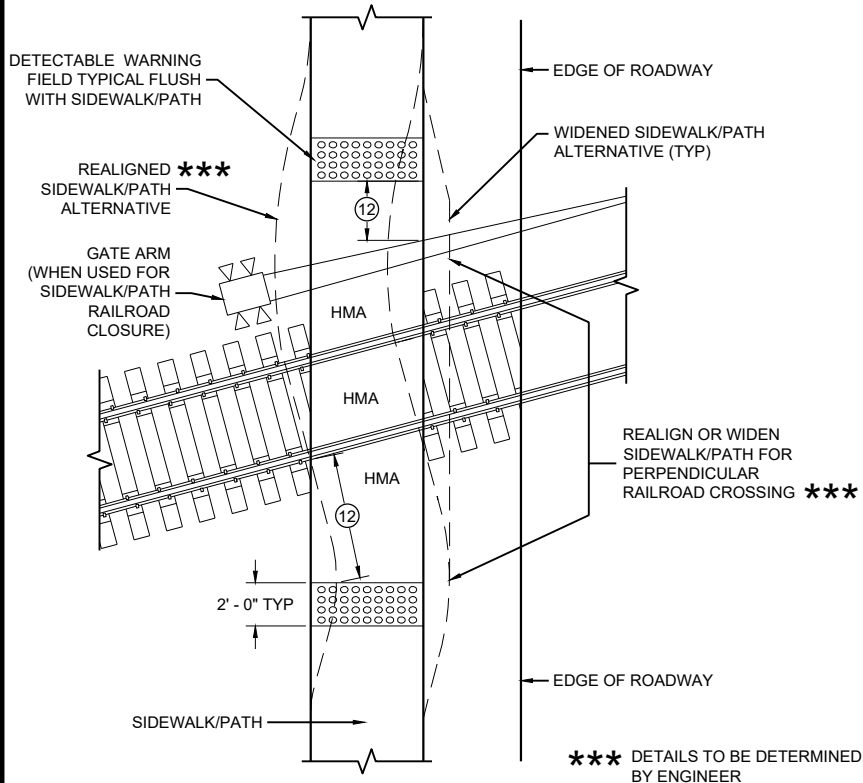
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{8}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

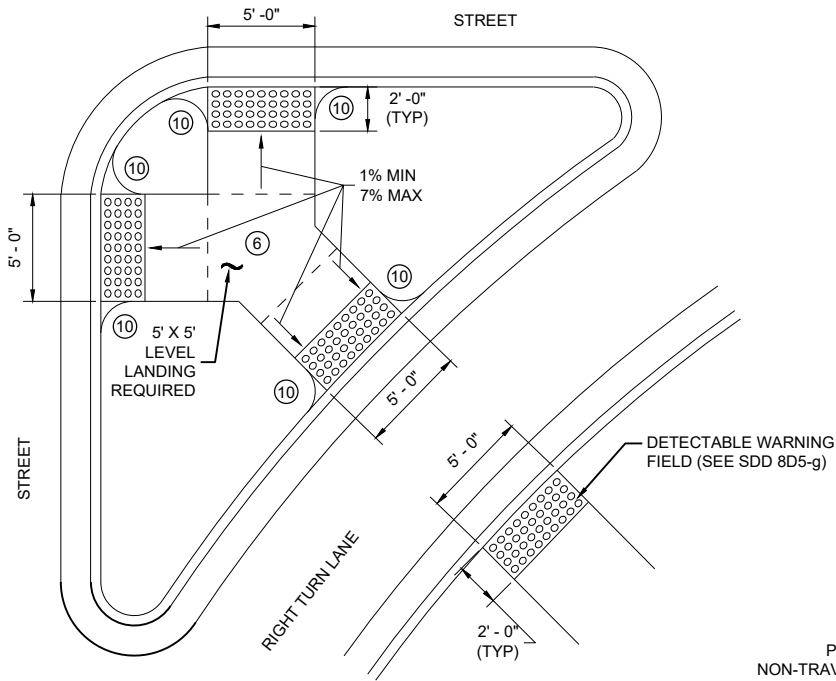


CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

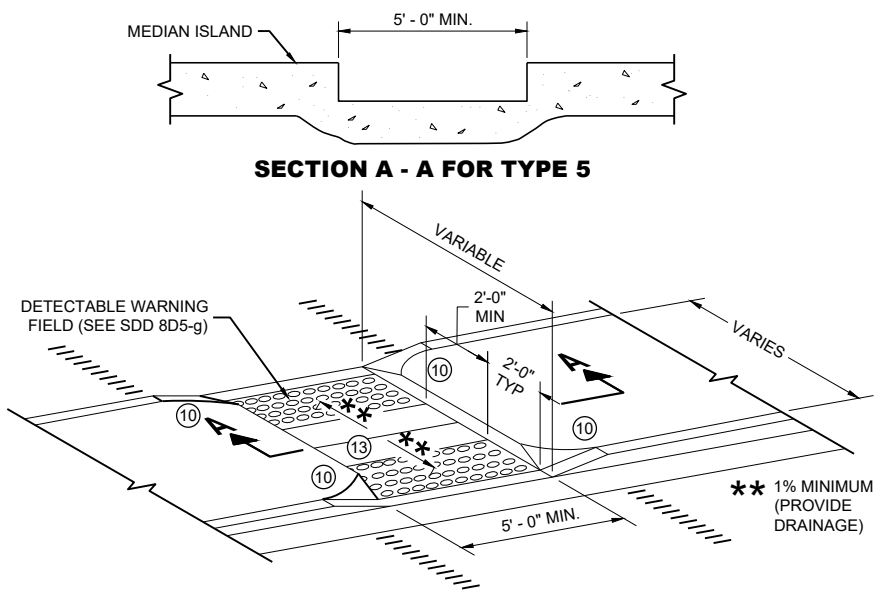


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

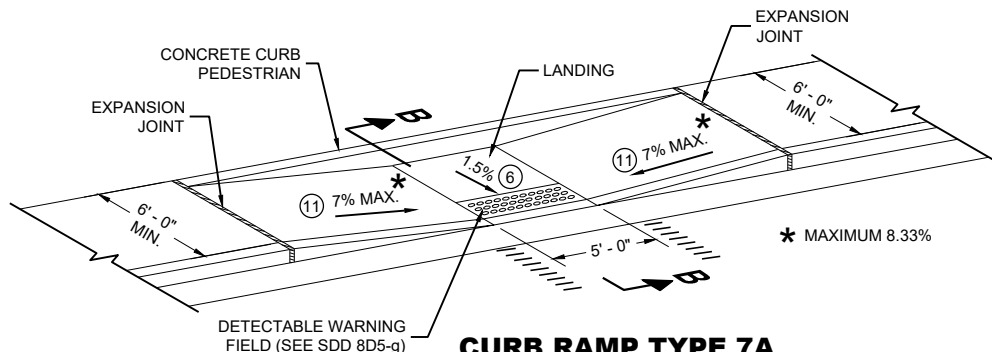


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

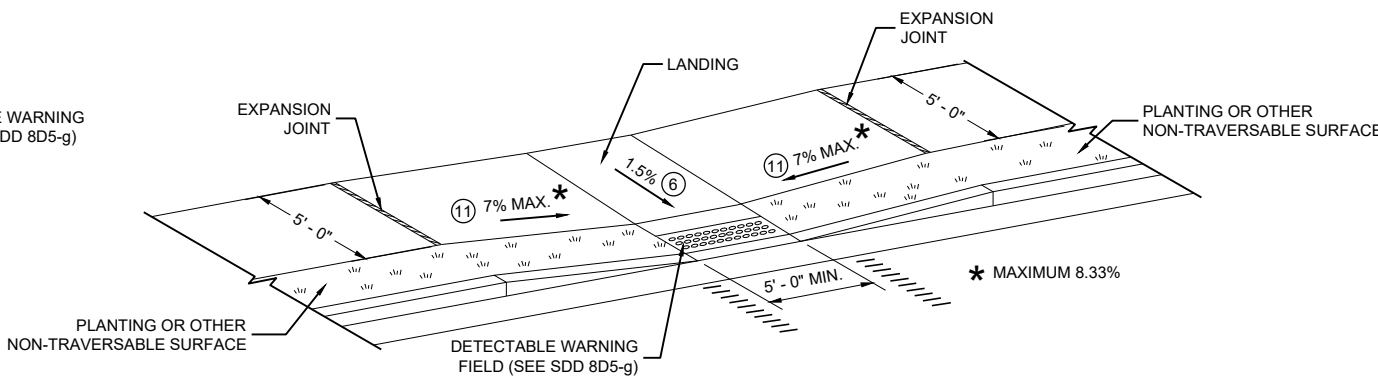
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

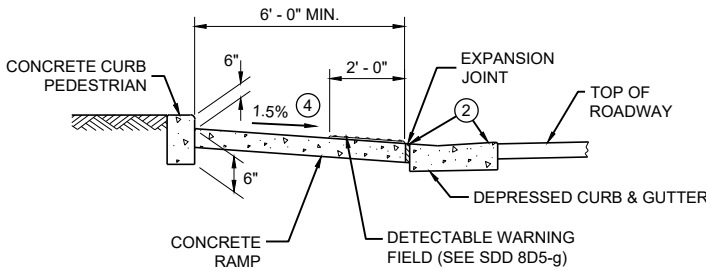
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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)

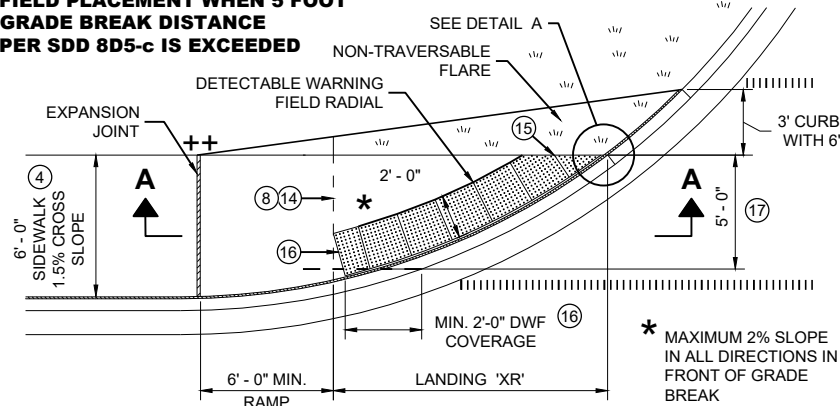


SECTION B - B FOR TYPE 7A

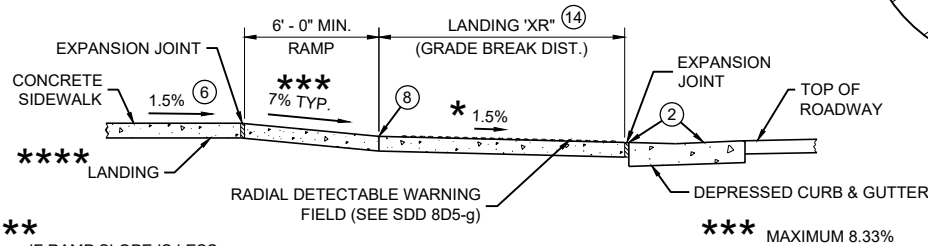
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

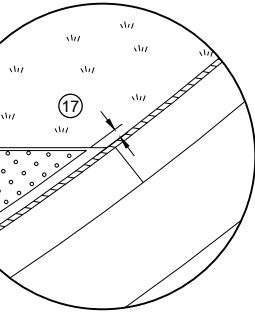
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



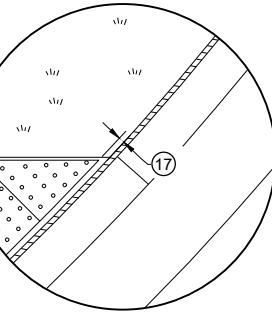
**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION A - A FOR TYPE 4A1

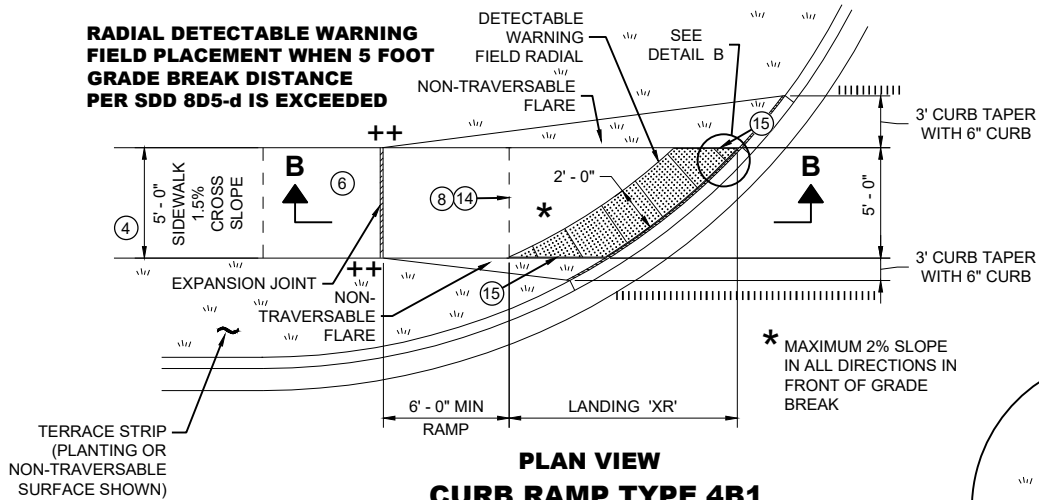


DETAIL A

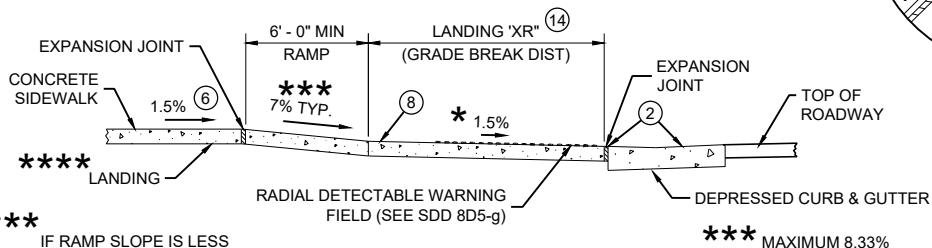


DETAIL B

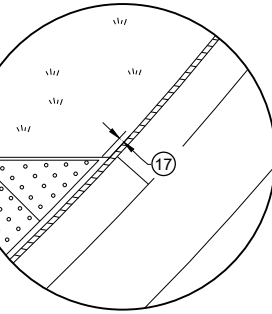
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



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



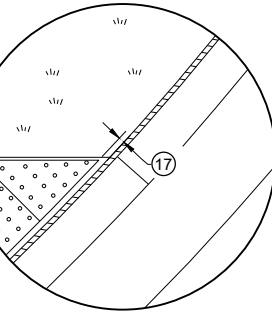
SECTION B - B FOR TYPE 4B1



DETAIL B

TERRACE STRIP
(PLANTING OR
NON-TRAVERSABLE
SURFACE SHOWN)

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



DETAIL B

GENERAL NOTES

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

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

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

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

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

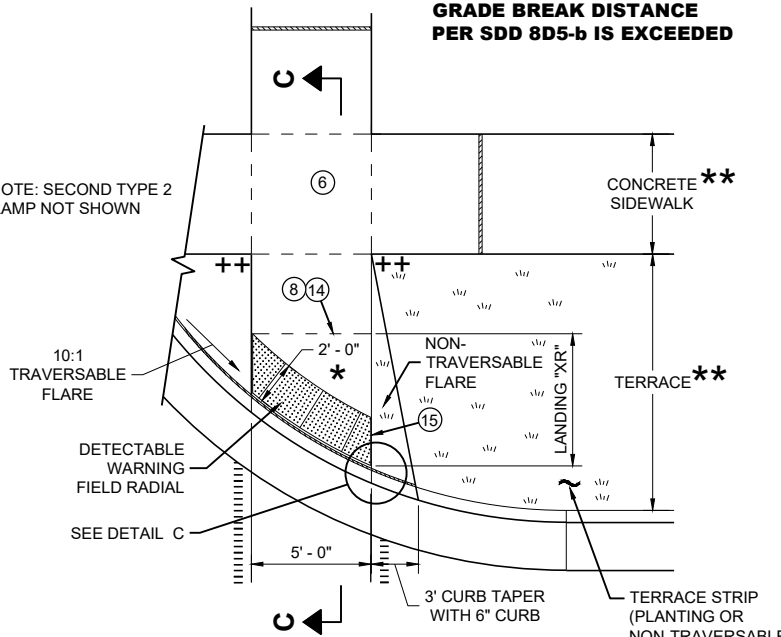
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

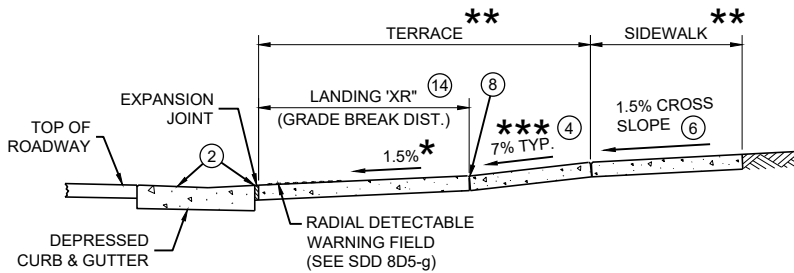
- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH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

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

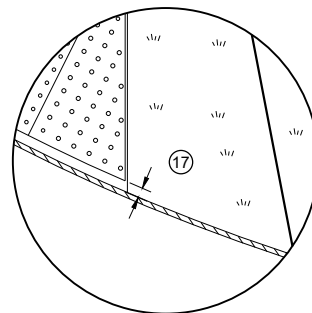
NOTE: SECOND TYPE 2
RAMP NOT SHOWN



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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

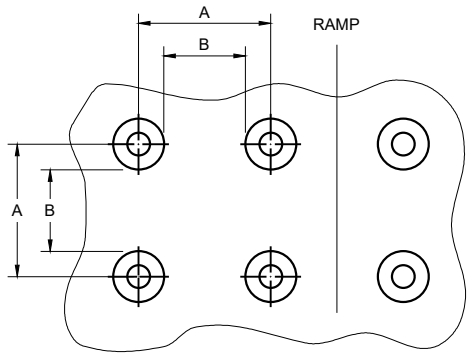
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

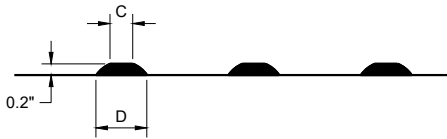
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

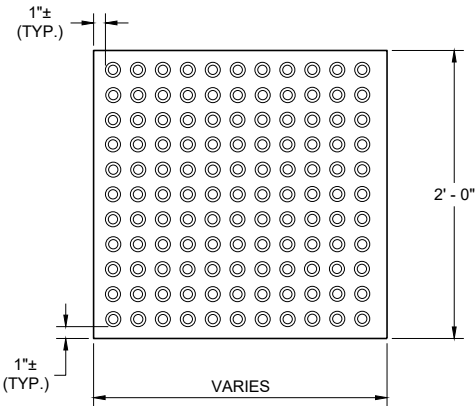


PLAN VIEW

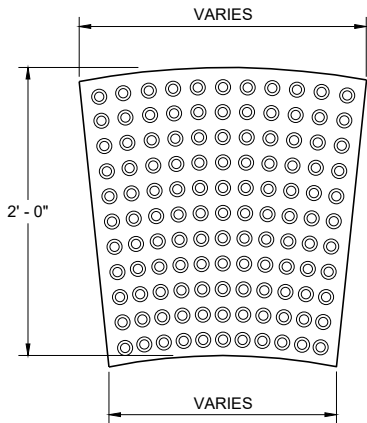


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

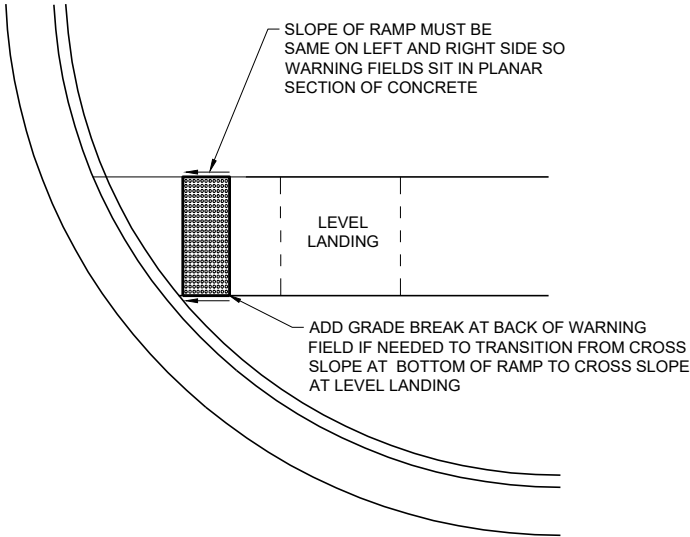


RECTANGULAR
PLATES

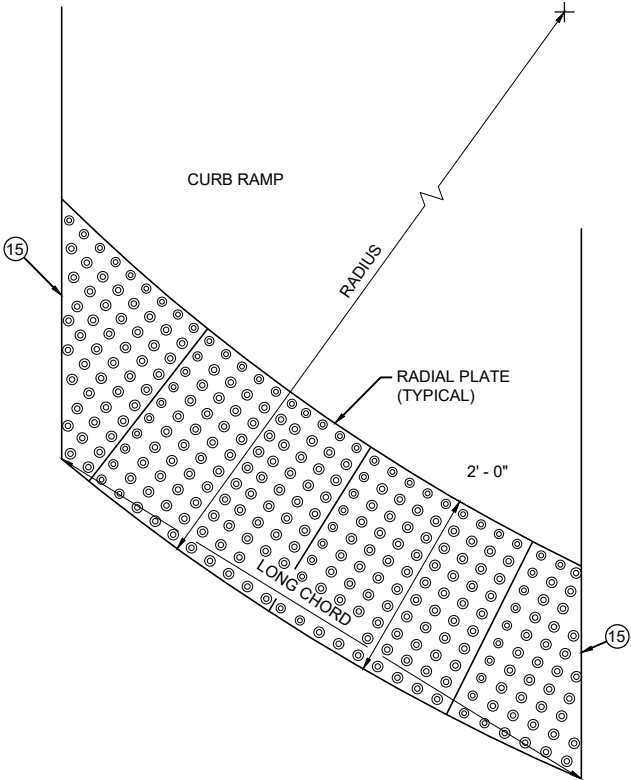


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

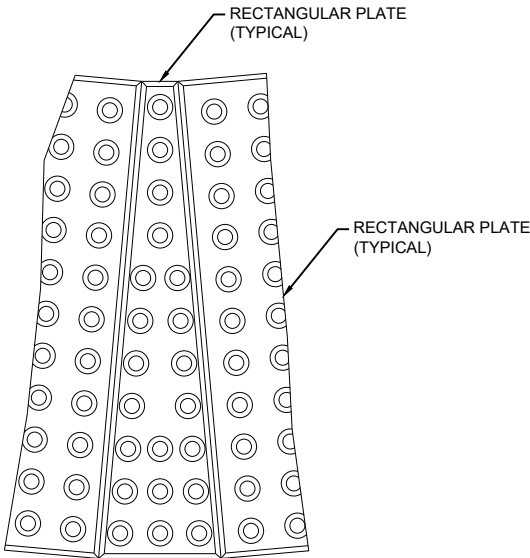
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

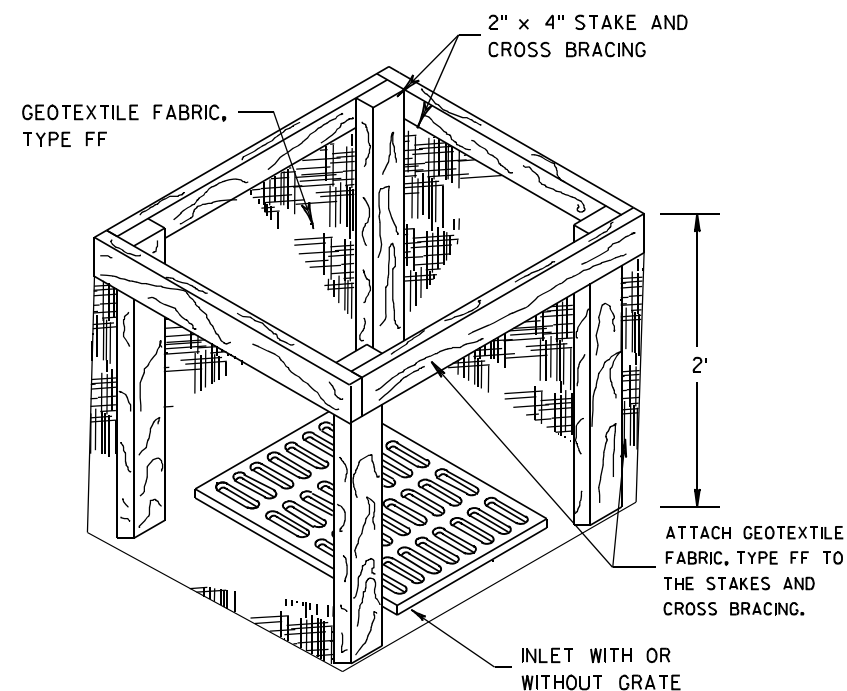
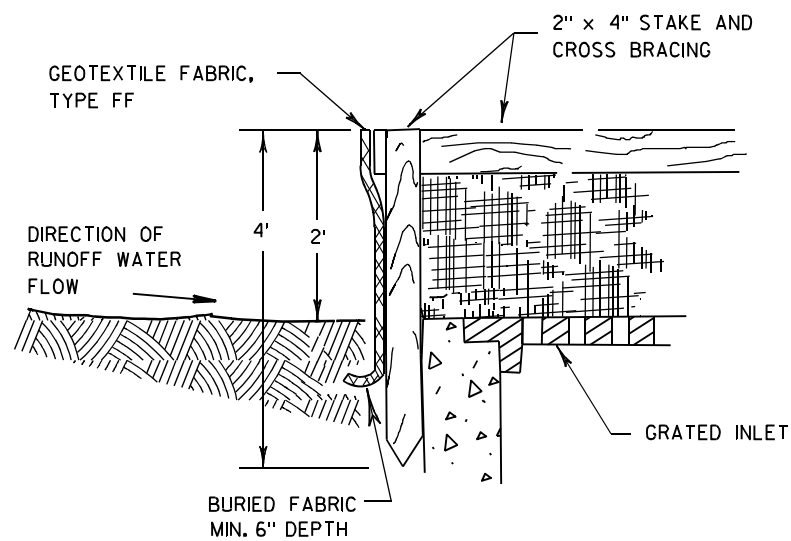


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

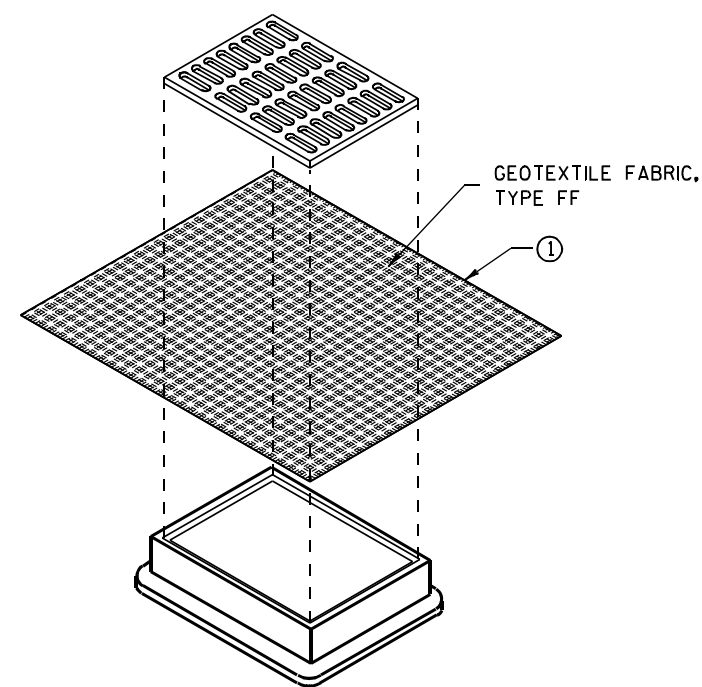
GENERAL NOTES

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.

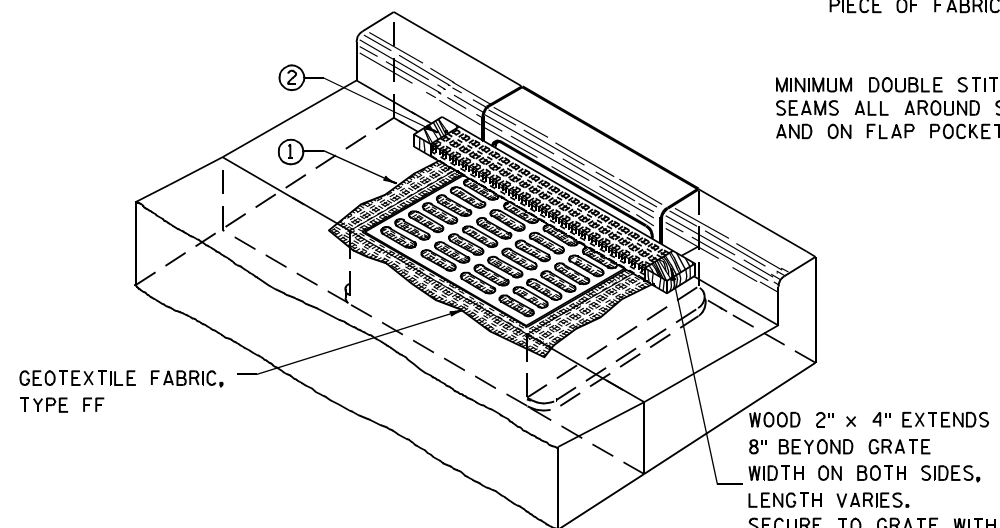
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

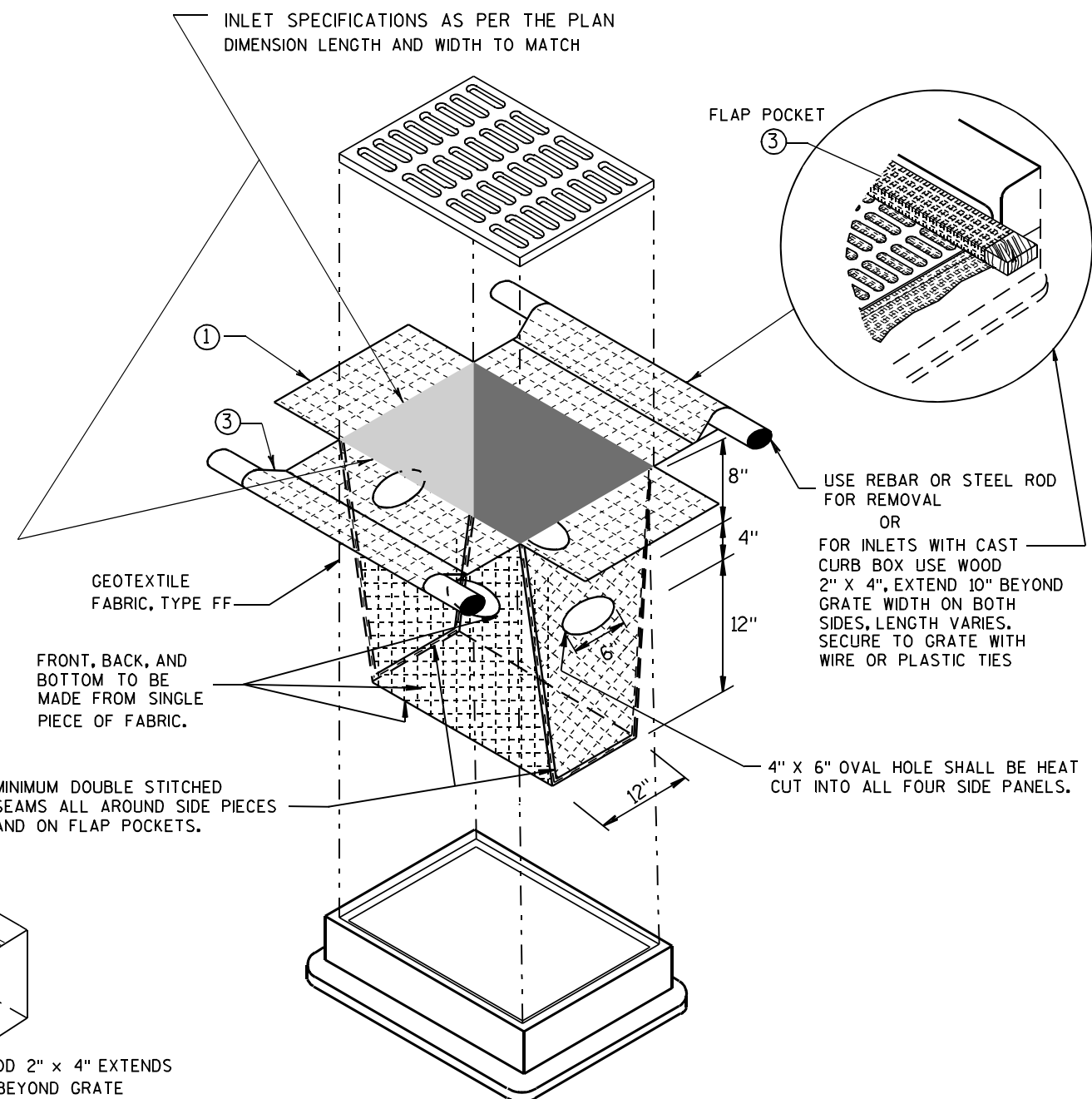
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.

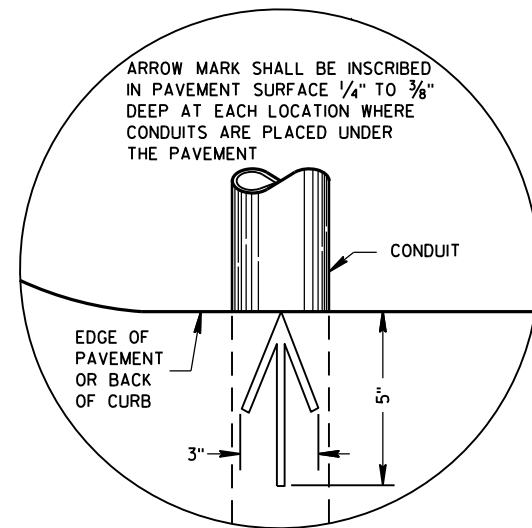
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



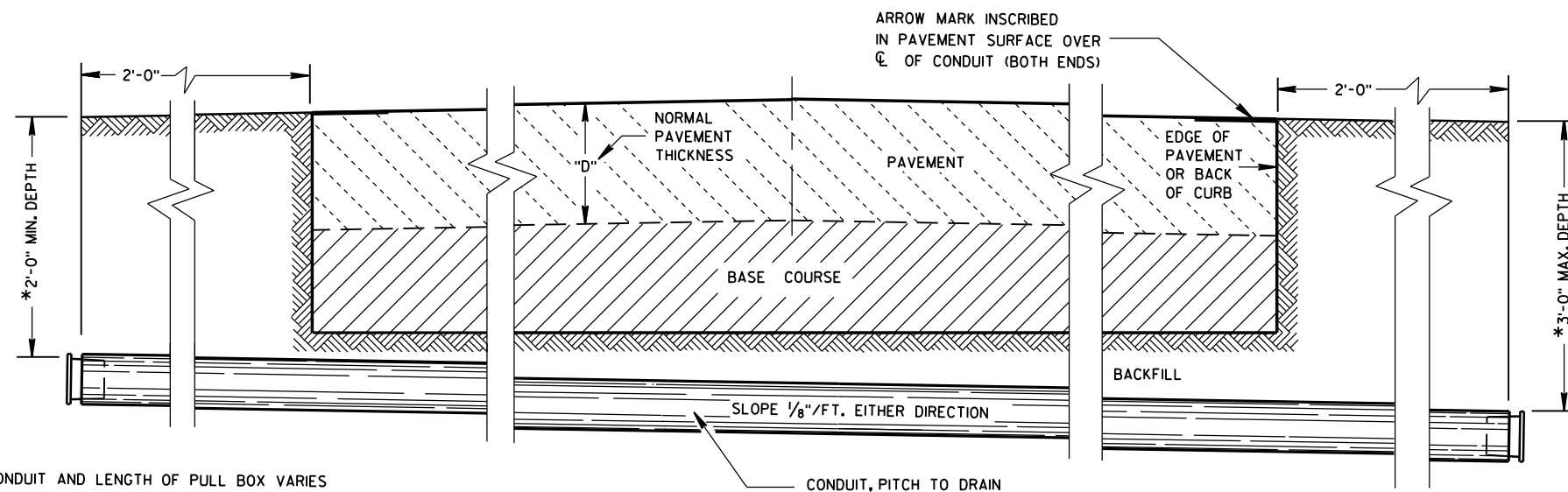
INLET PROTECTION, TYPE D

(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 DATE	/S/ Beth Connolly 77 CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

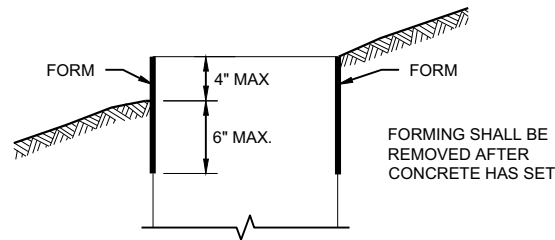
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 78
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.

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.

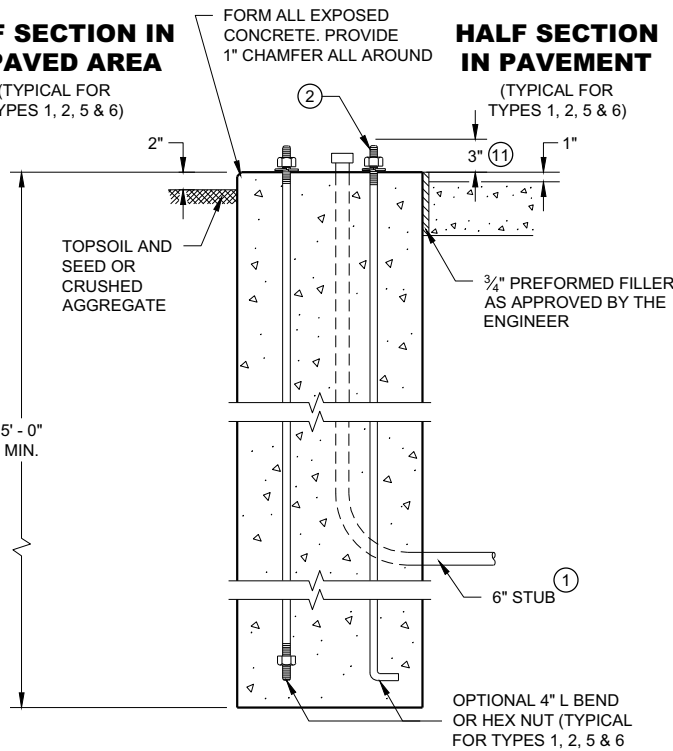
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

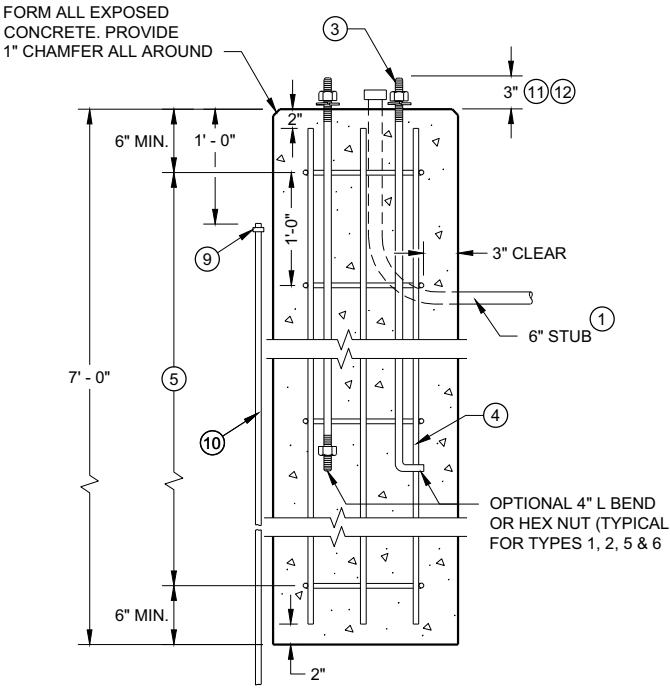
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN 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



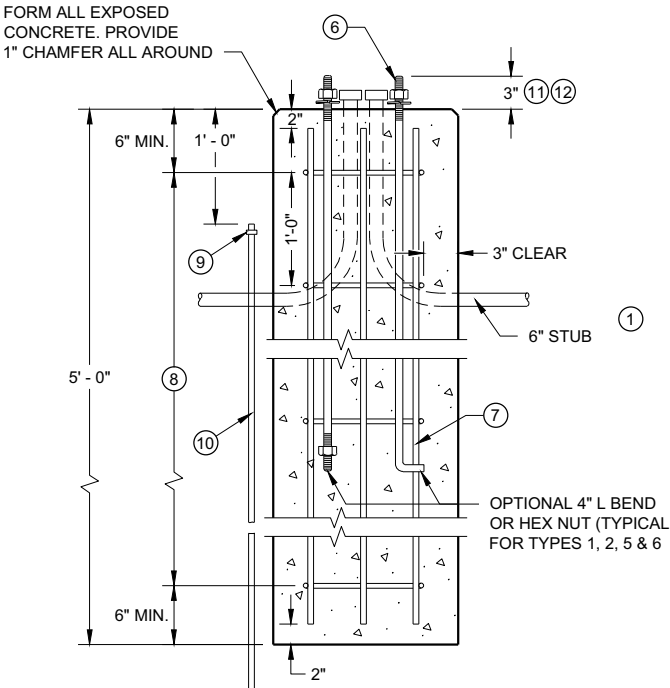
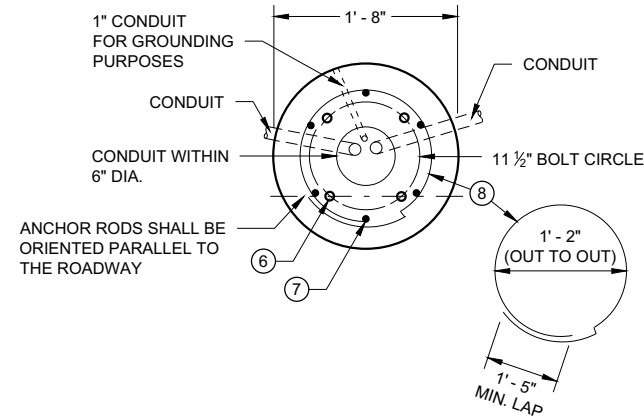
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Ahmet Demirebilek
DATE STATE ELECTRICAL ENGI 79

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

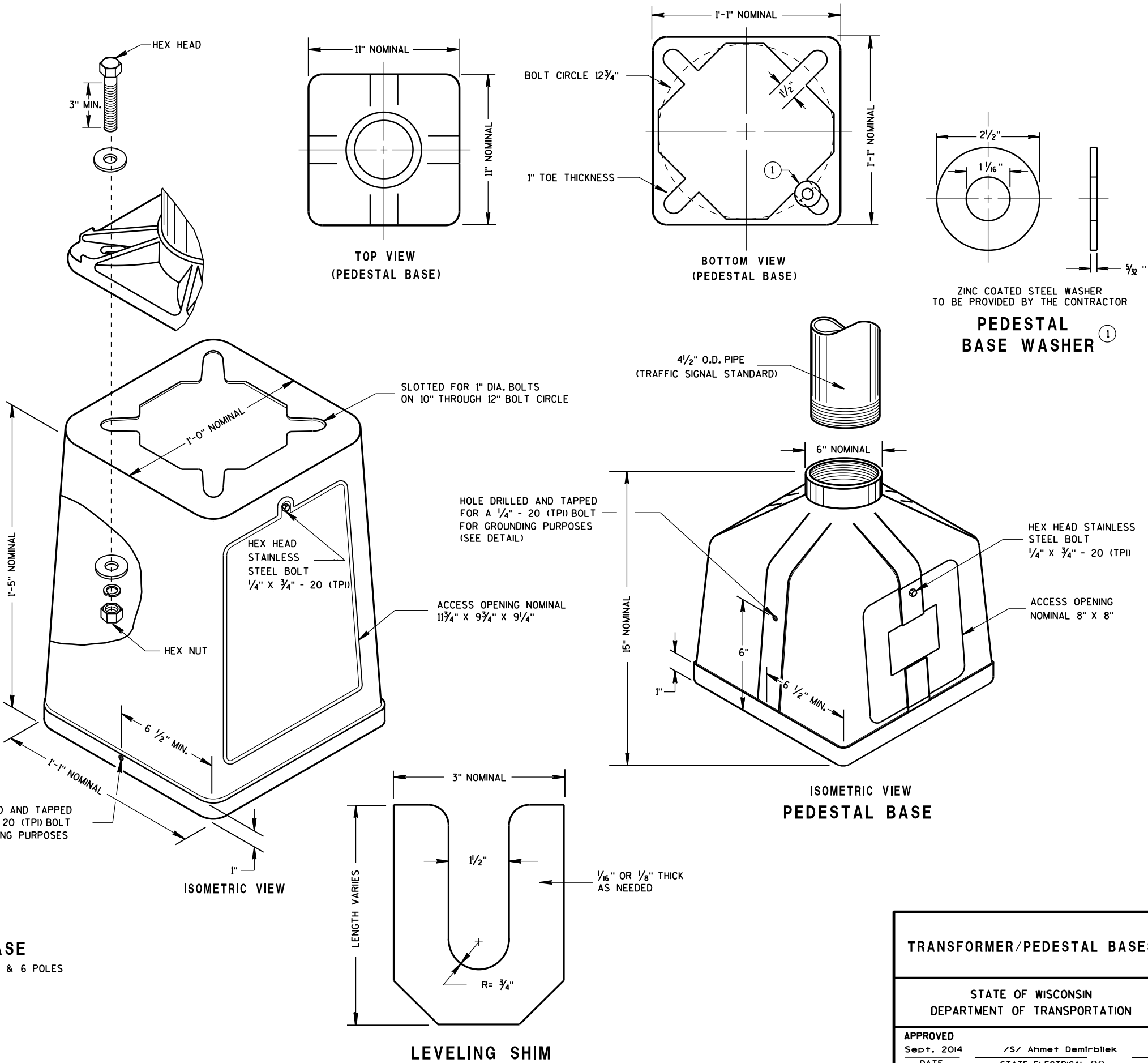
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



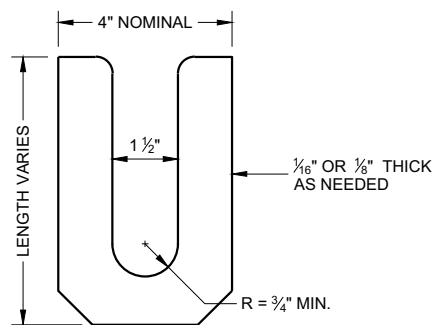
TYPICAL MECHANICAL
CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

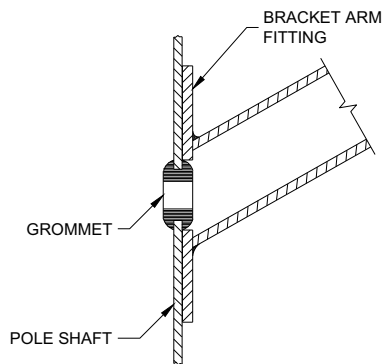
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

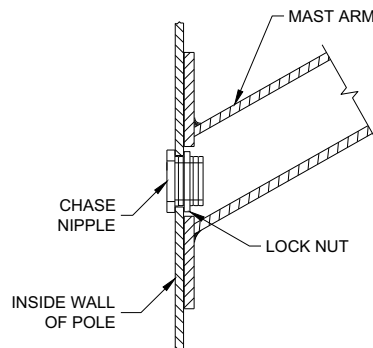
APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 80
FHWA



LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



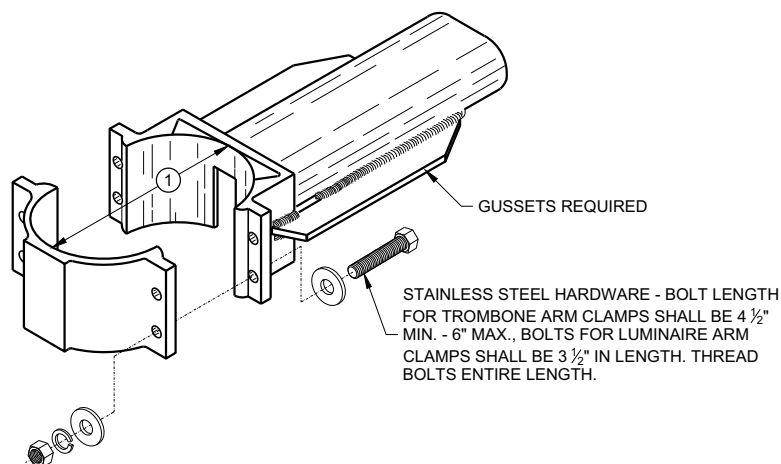
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

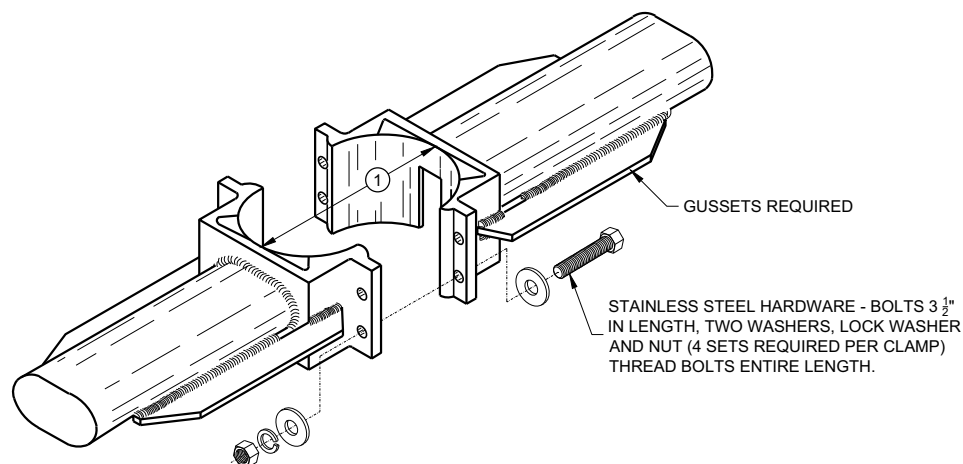
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

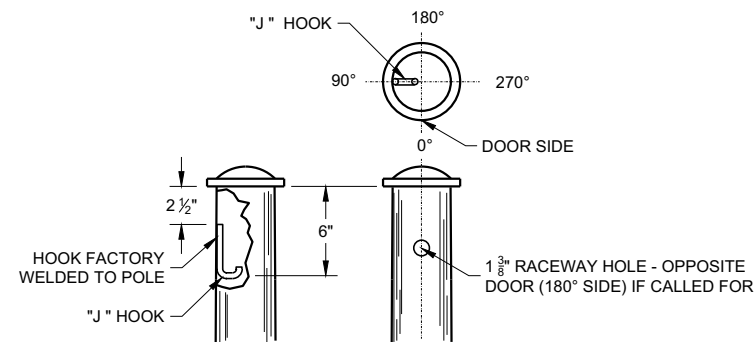
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



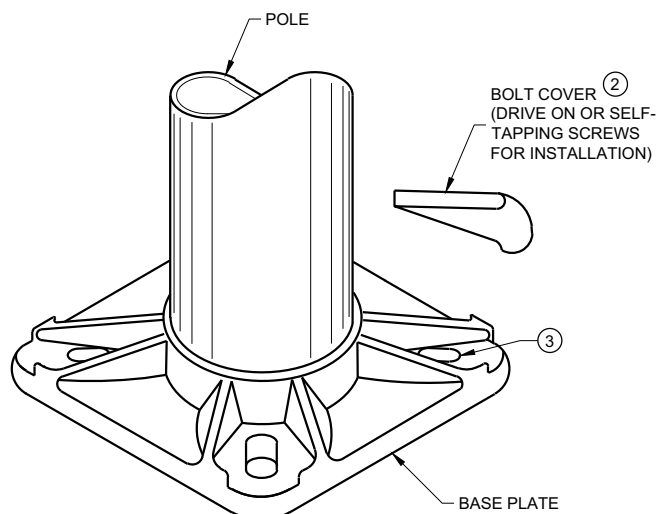
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



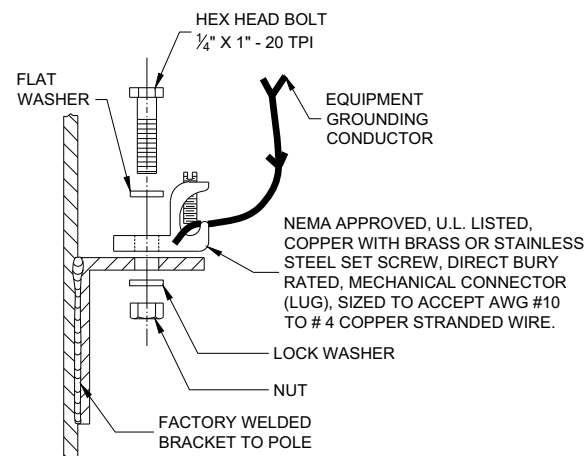
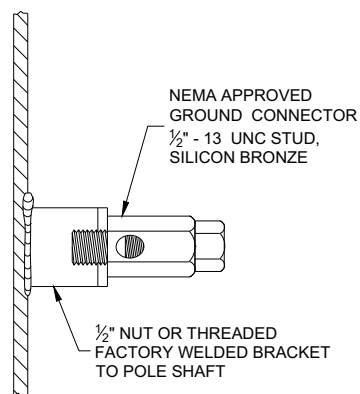
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



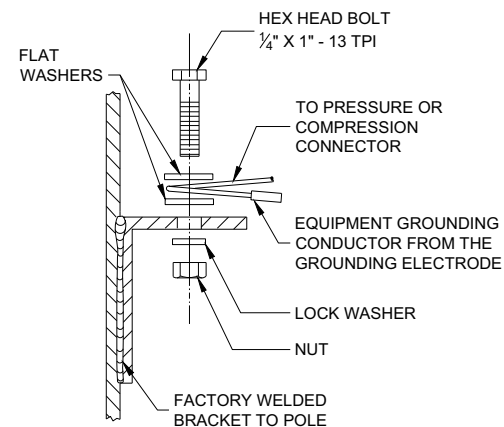
TYPICAL "J" HOOK LOCATION



BASE PLATE



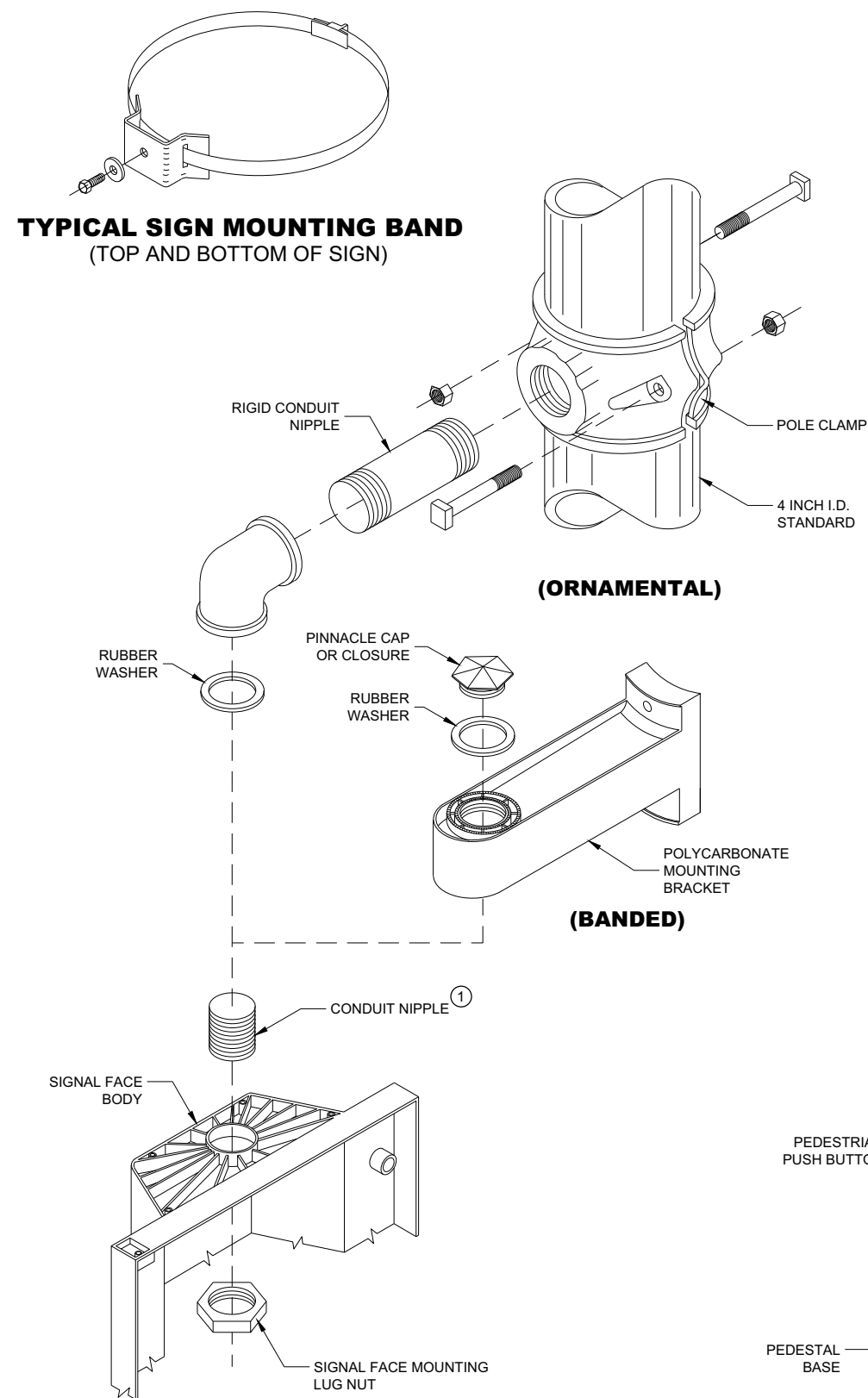
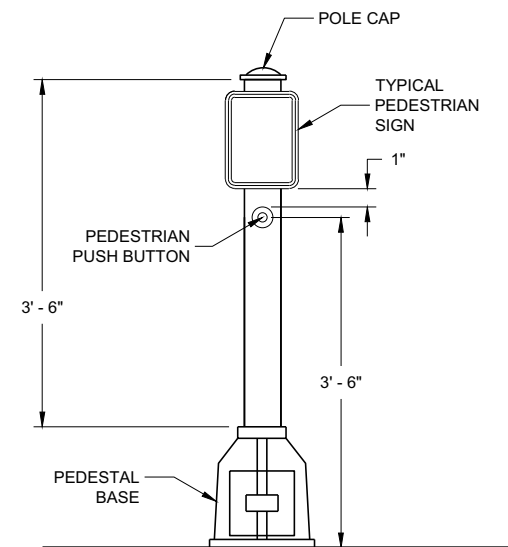
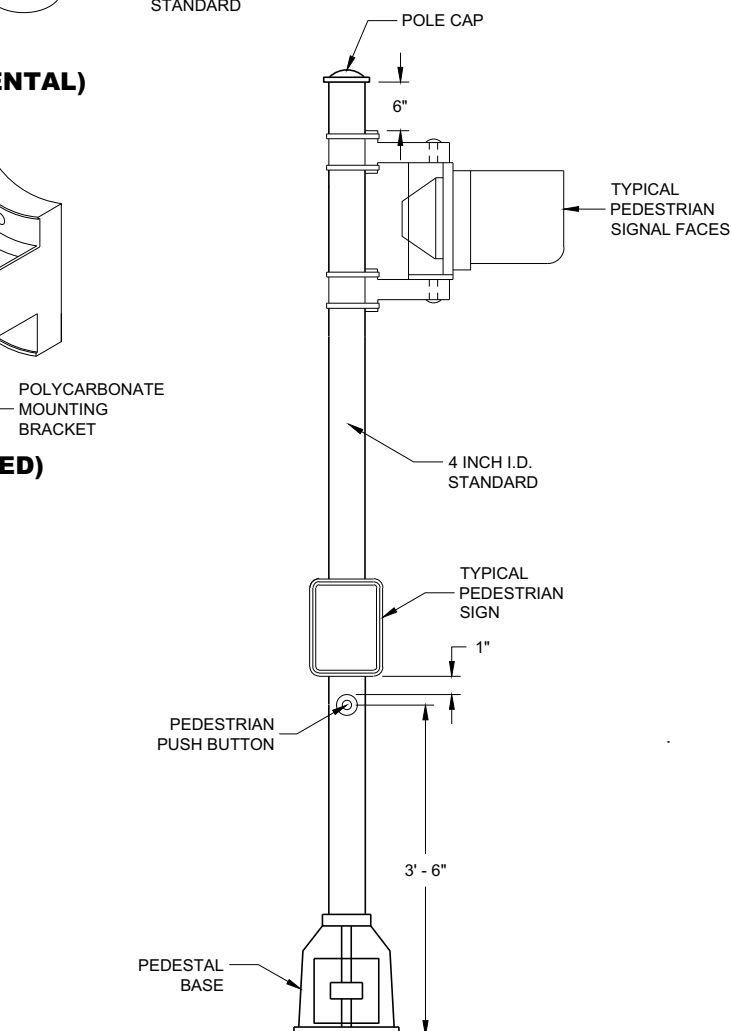
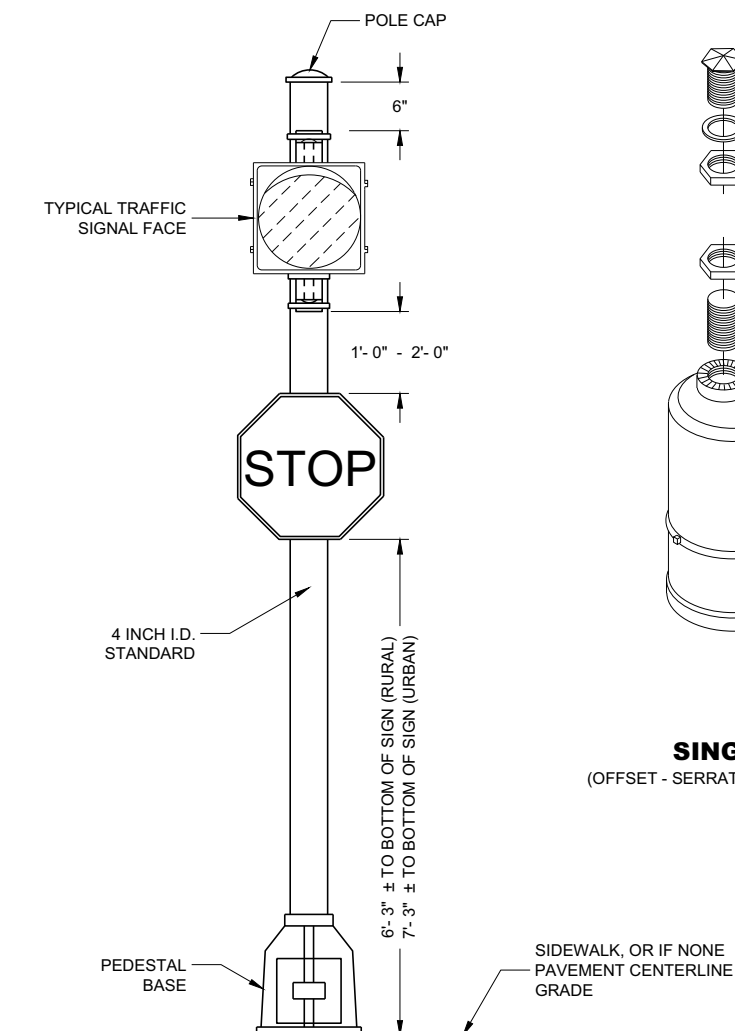
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 81
FHWA

**SIGNAL FACE MOUNTING DETAILS****PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING****PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED**GENERAL NOTES**

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

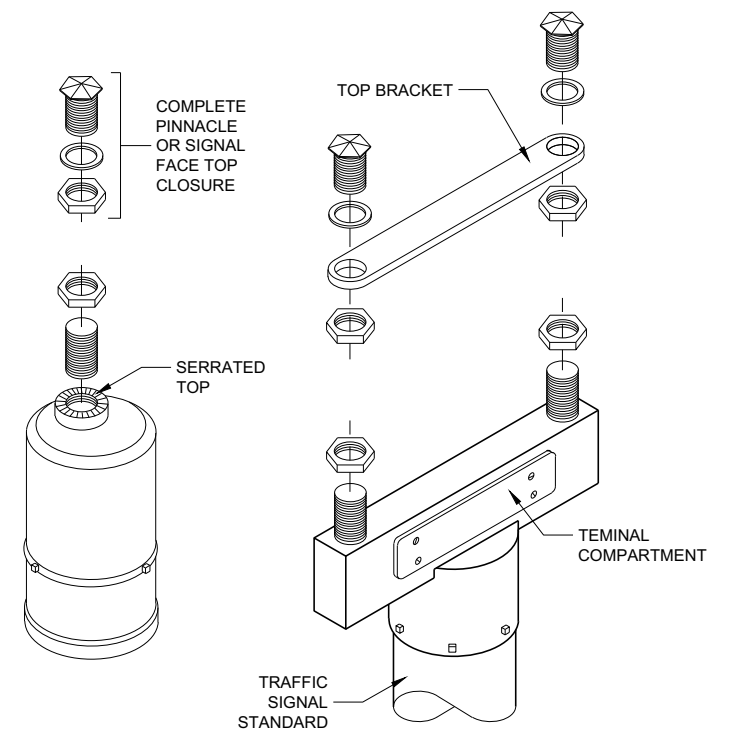
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

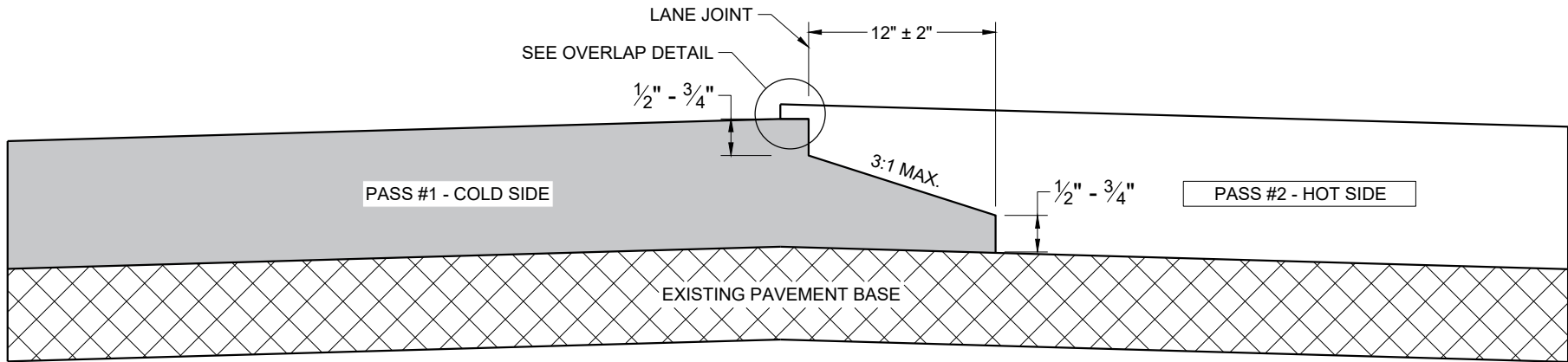
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

- ① USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

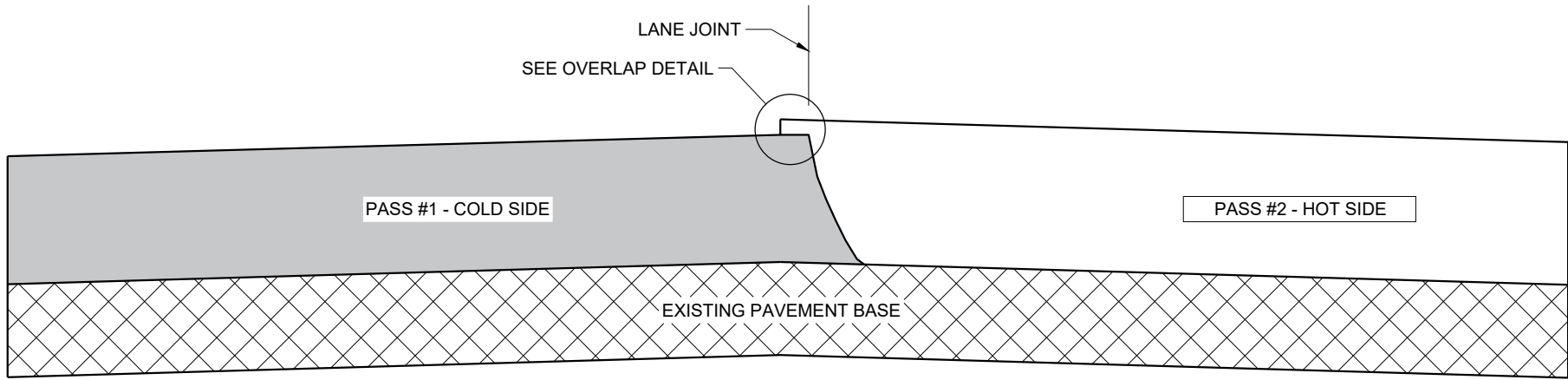
**SINGLE**
(OFFSET - SERRATED MOUNTING)**DOUBLE**
(SERRATED MOUNTING)
SLIPFITTERS**TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

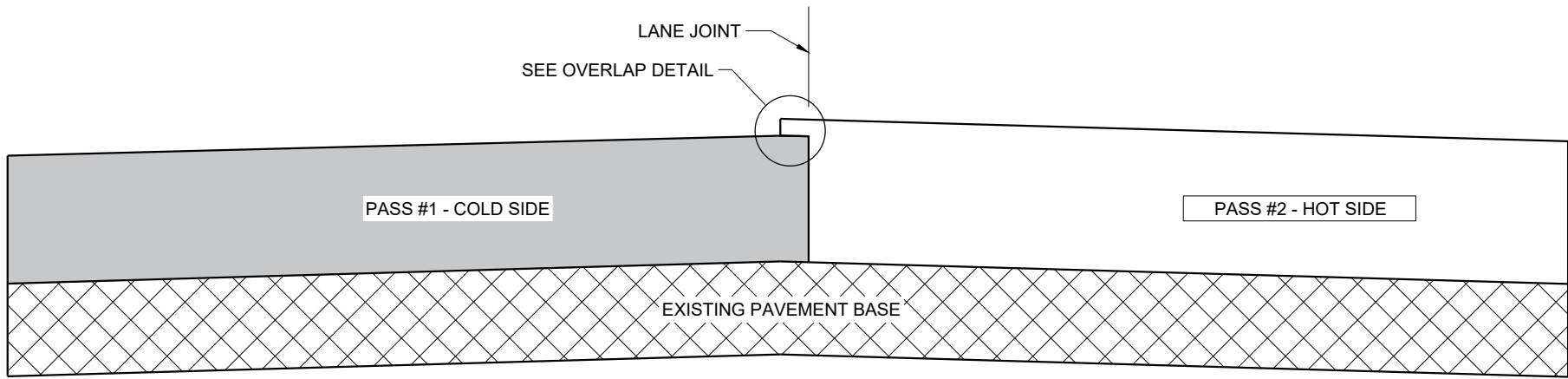
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 82
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

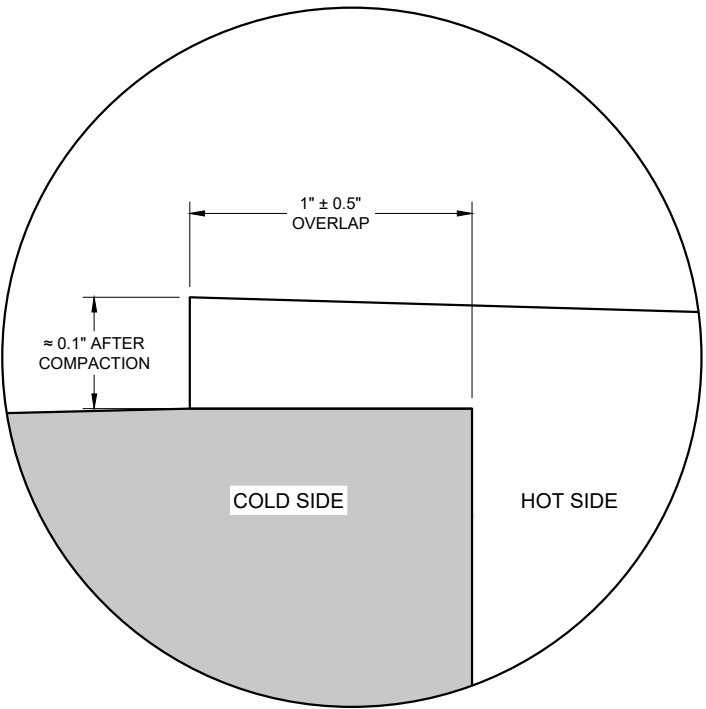
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

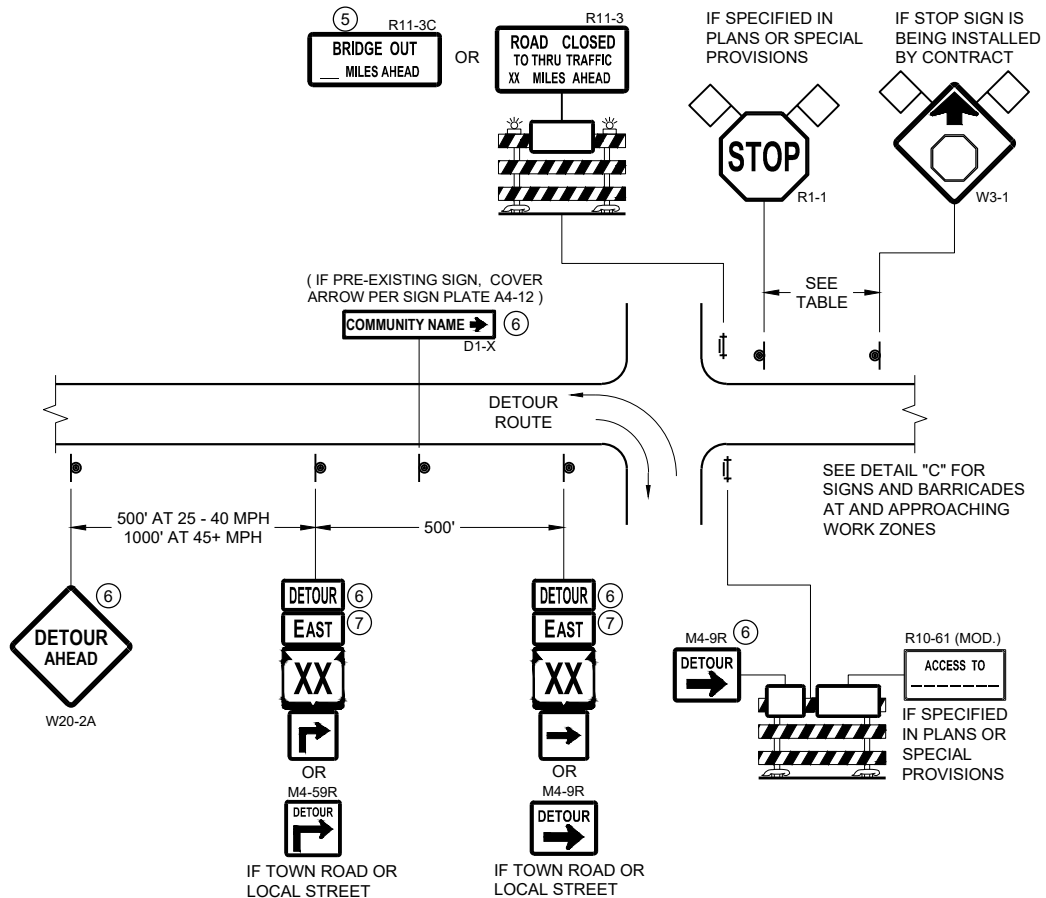


OVERLAP DETAIL (TYPICAL)

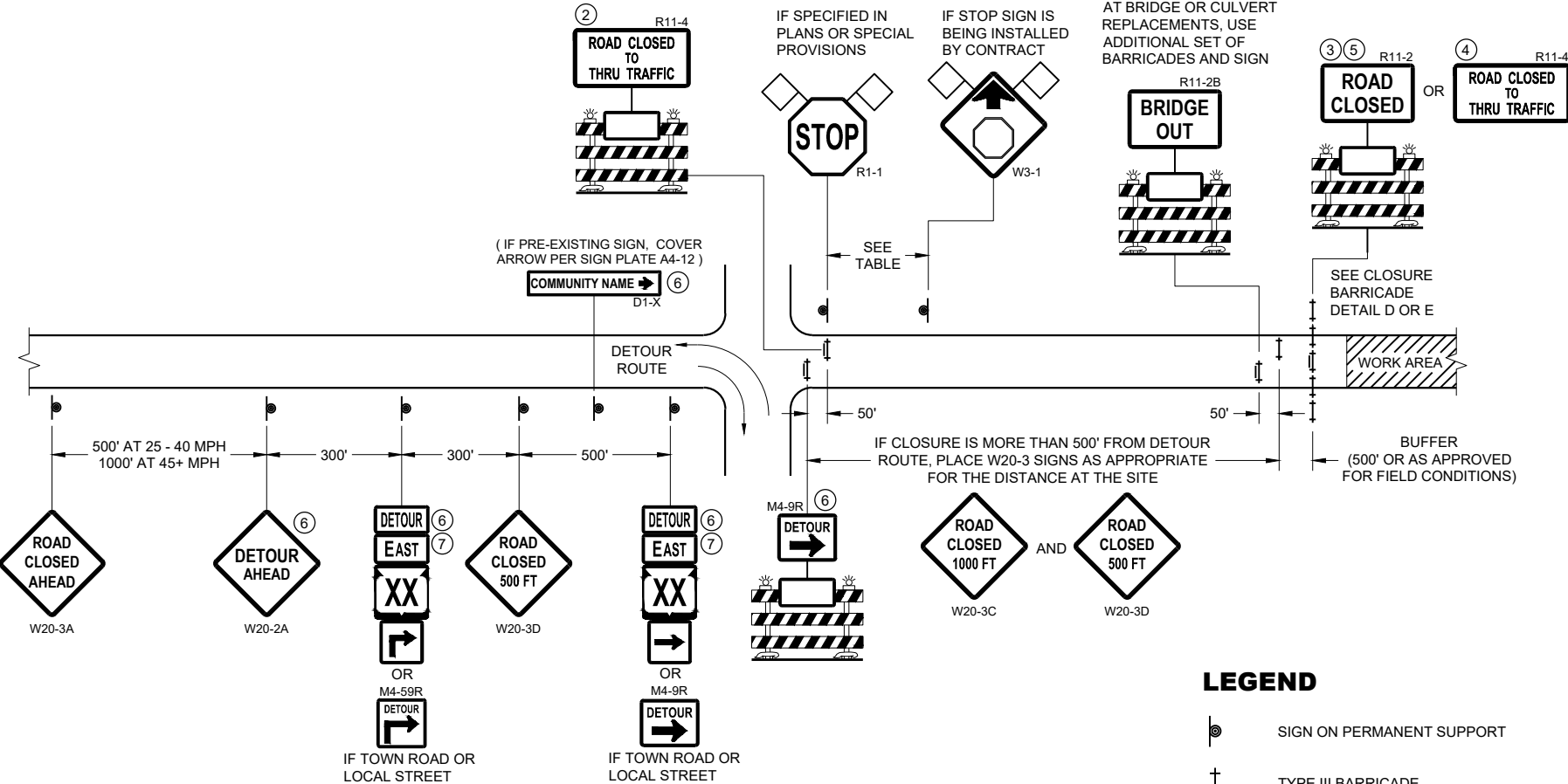
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

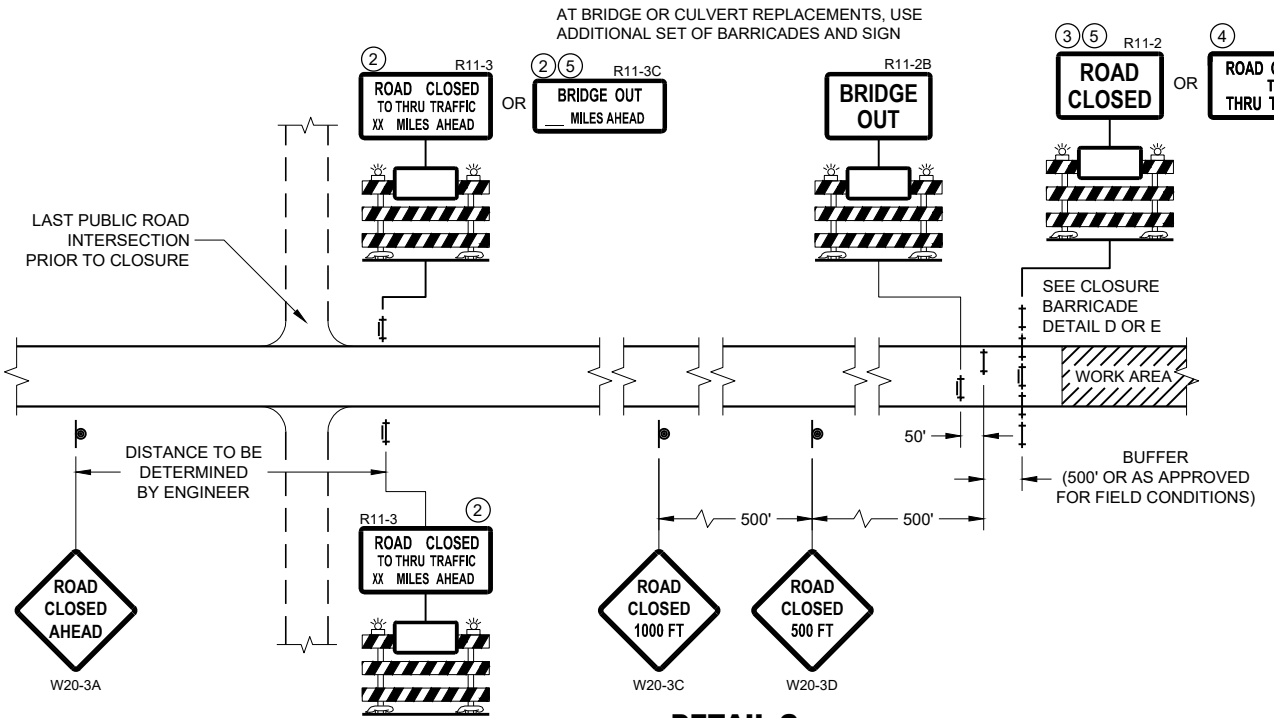
LEGEND

- 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 OR **XX** OR **COUNTY X**
M1 - 4 M1 - 6 M1 - 5A
→ OR **→**
M05 - 1 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



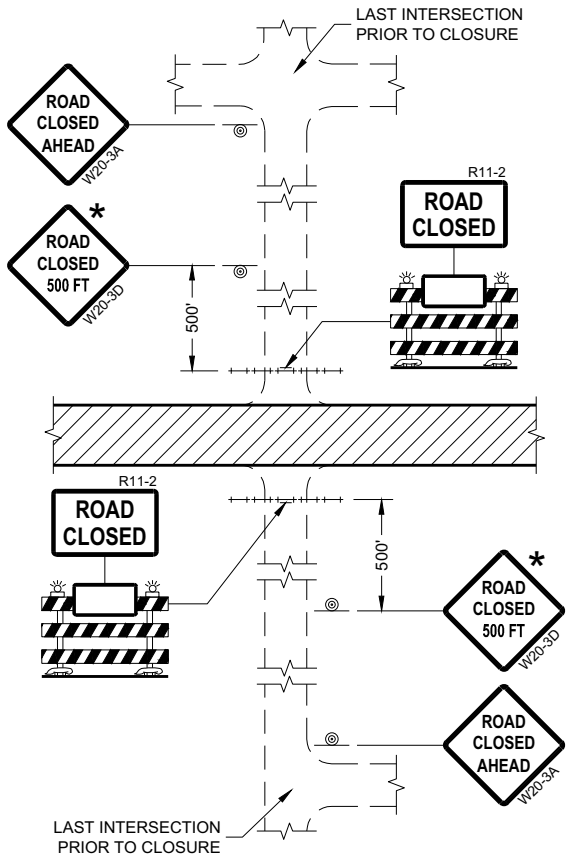
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

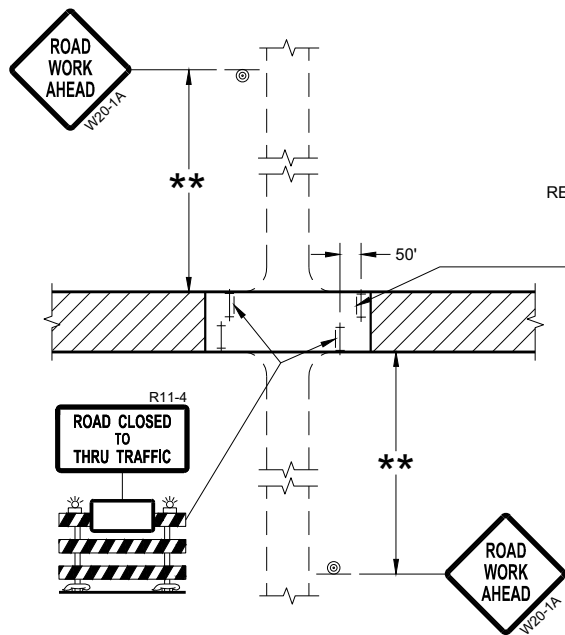
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 84

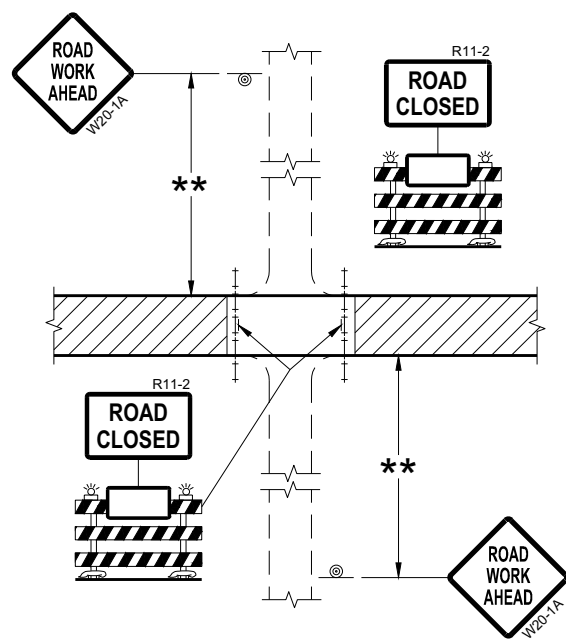
FHWA



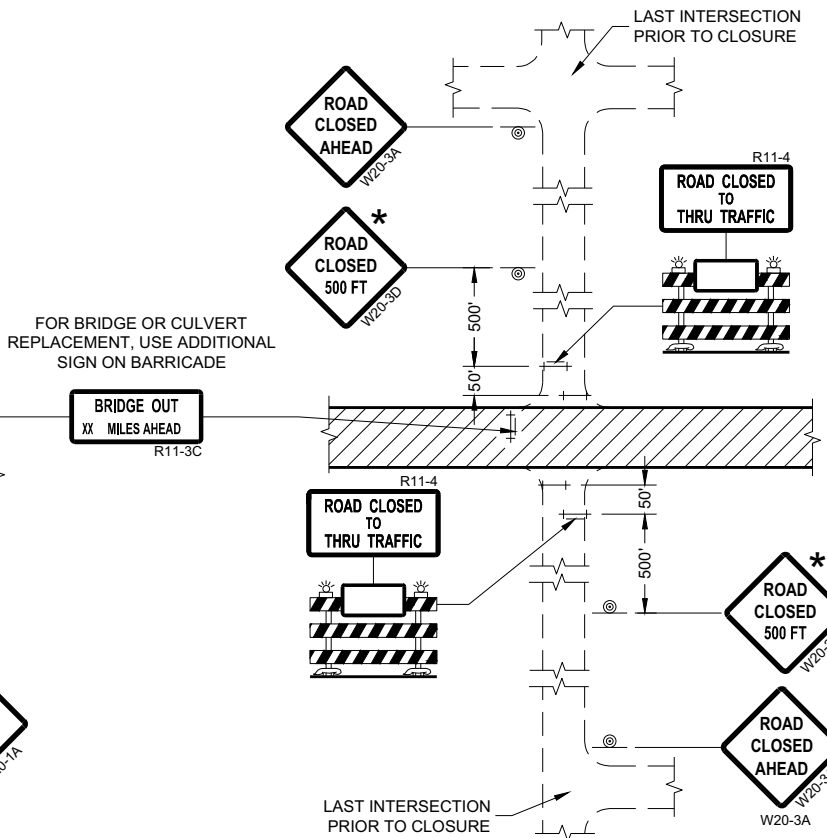
DETAIL 1
(NO ACCESS TO PROJECT)



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 85

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.

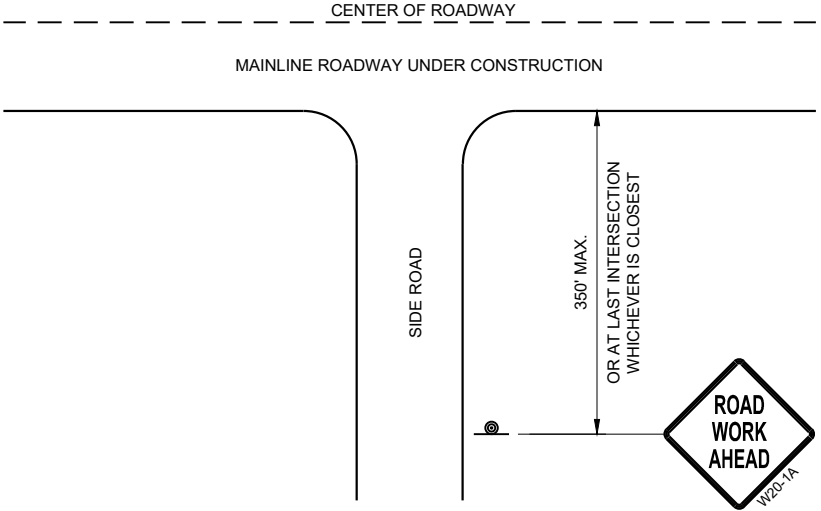
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

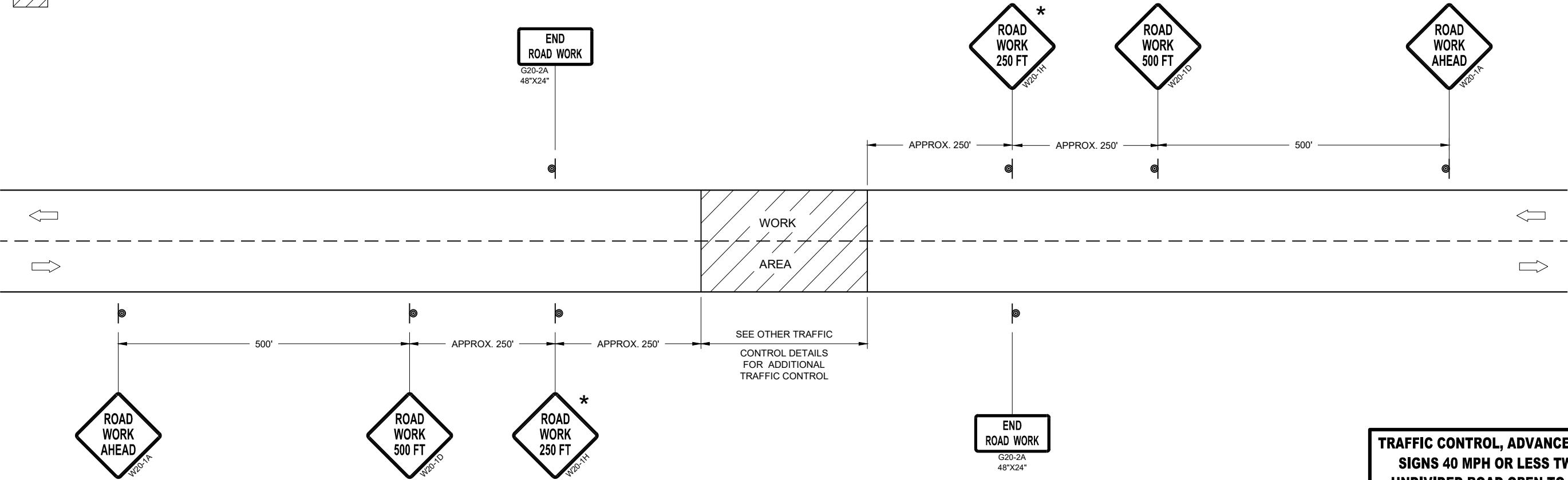
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

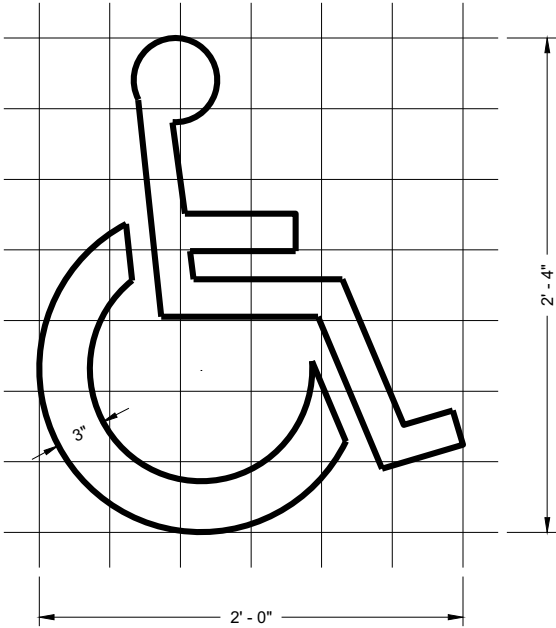


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

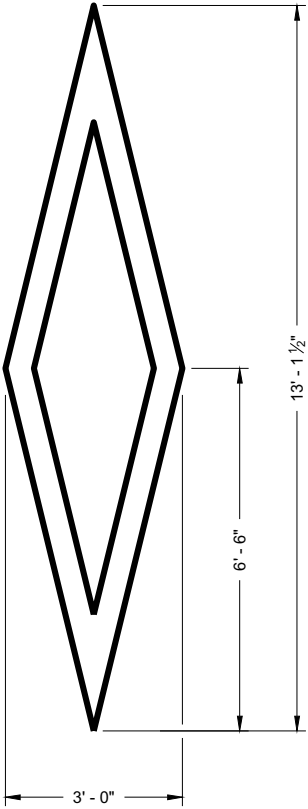
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 86
FHWA



HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

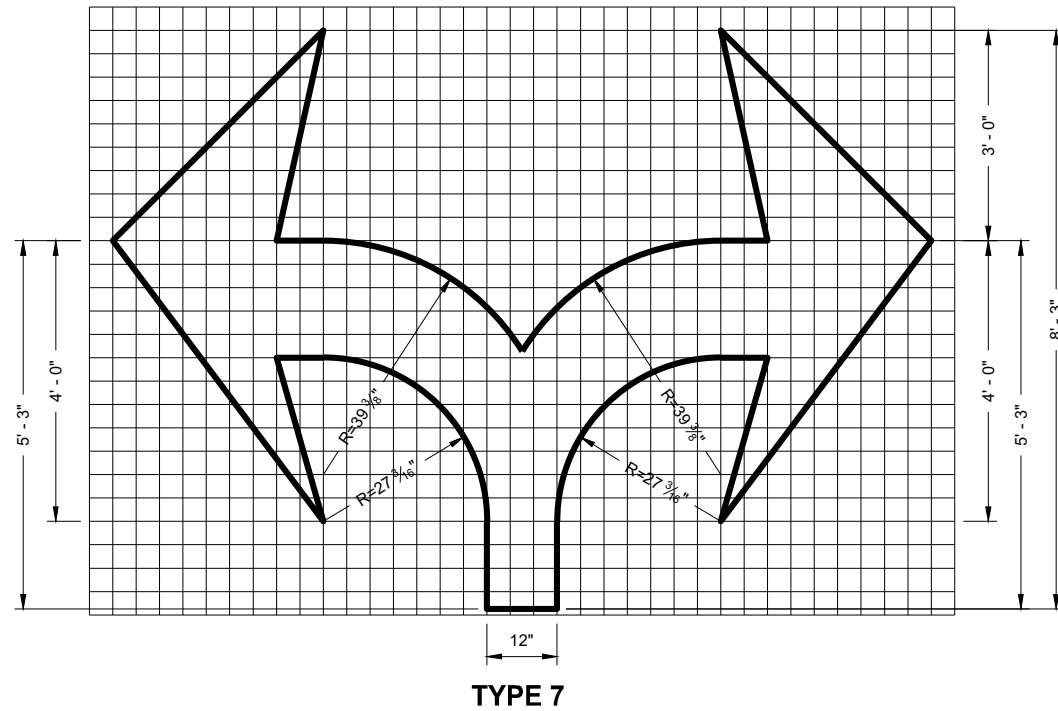
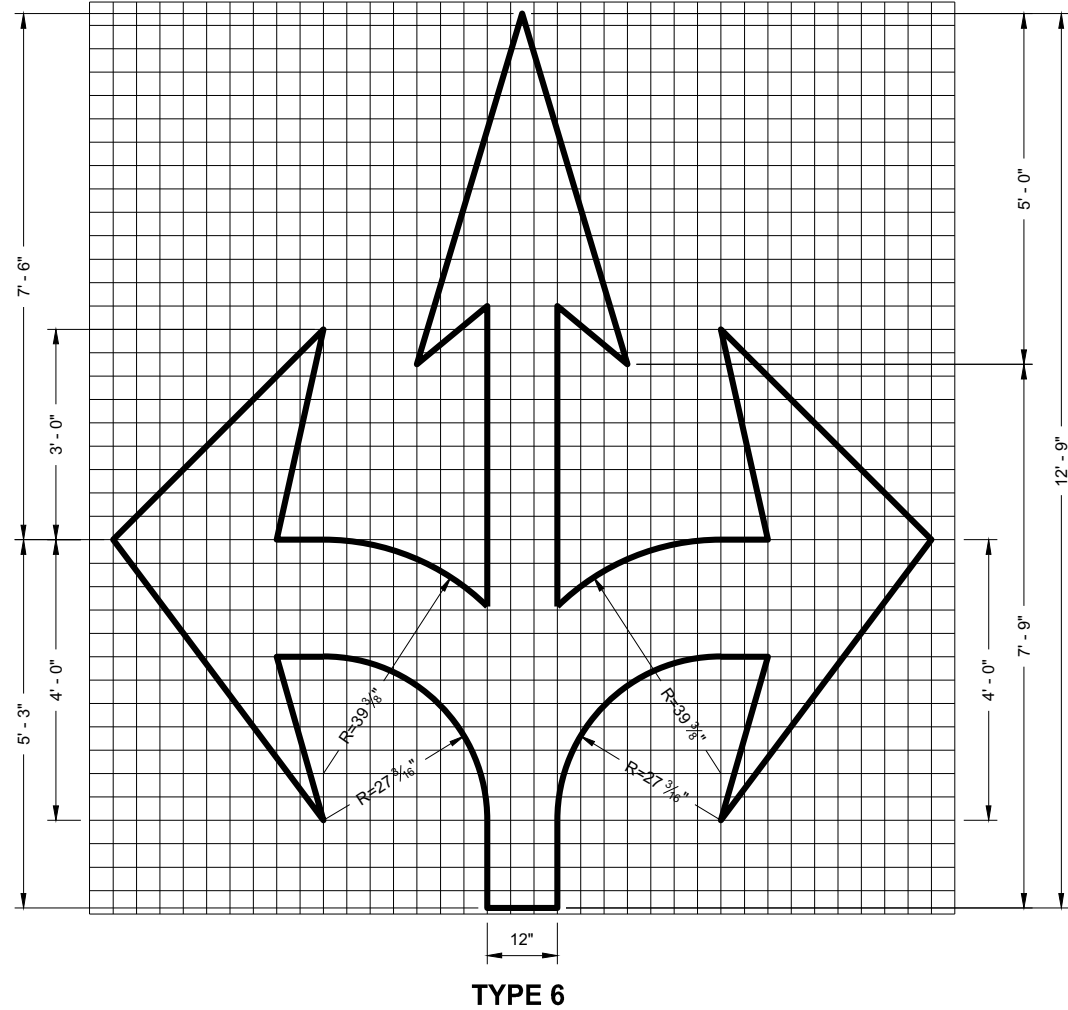
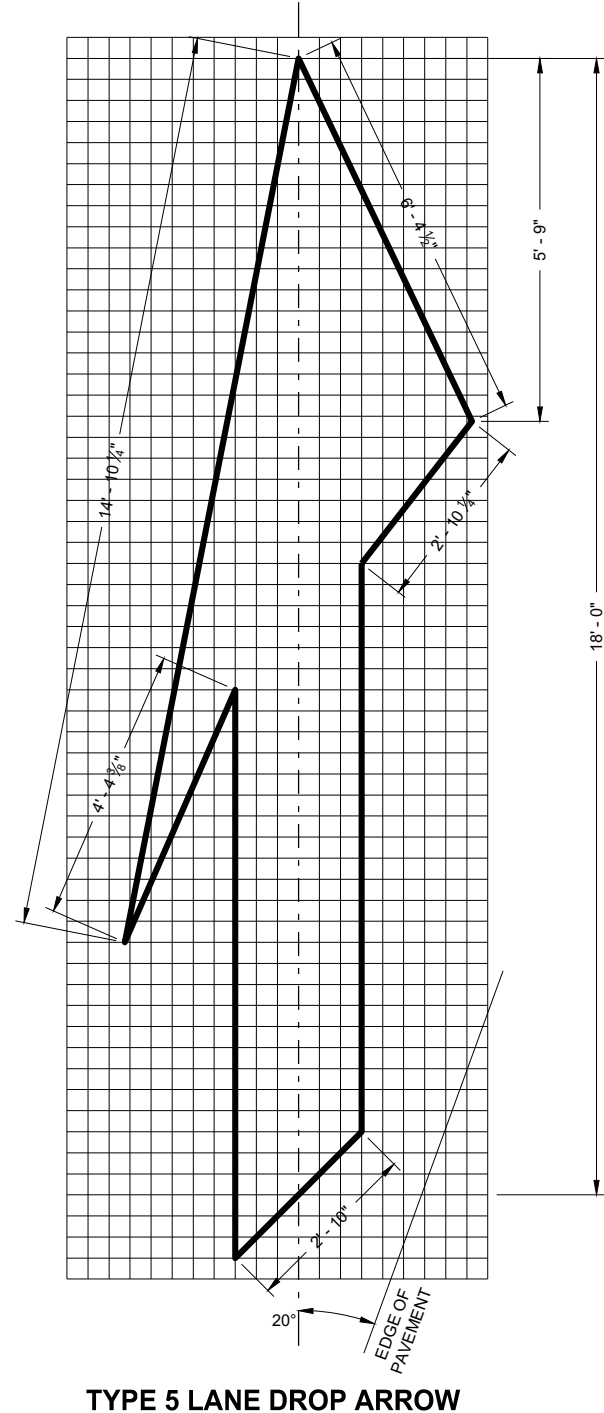
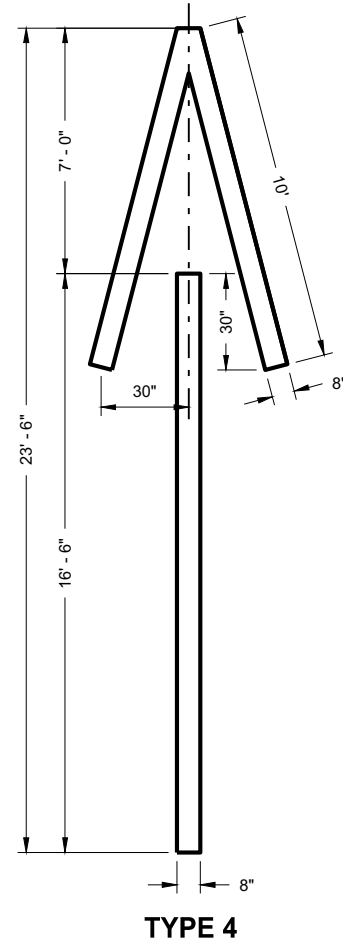
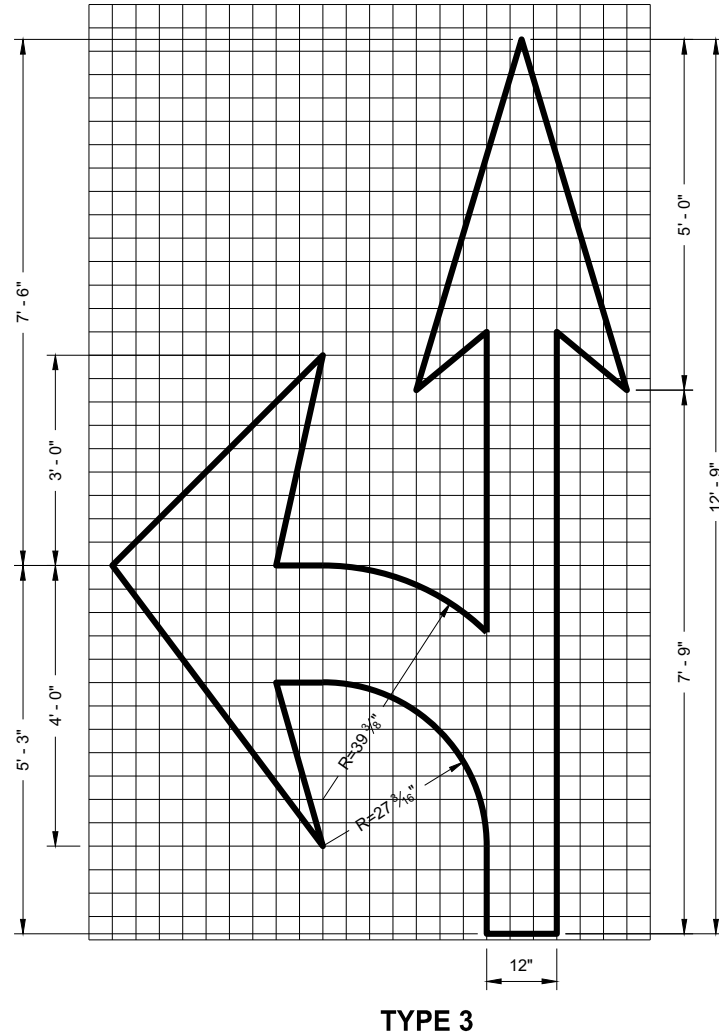
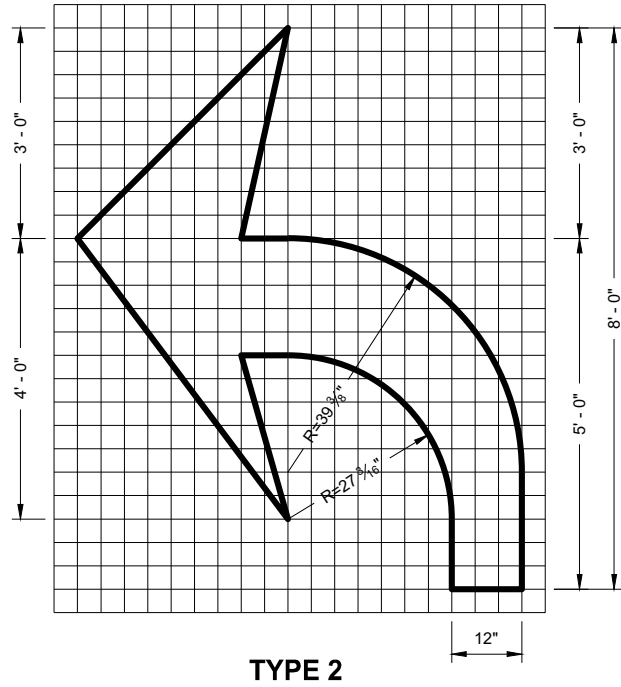
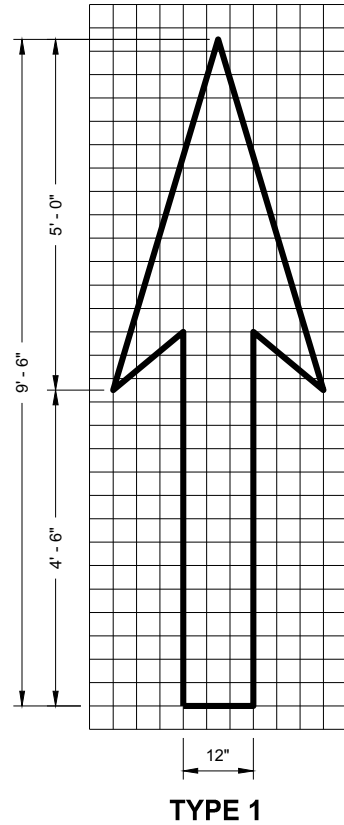
GENERAL NOTES

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

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 87
FHWA



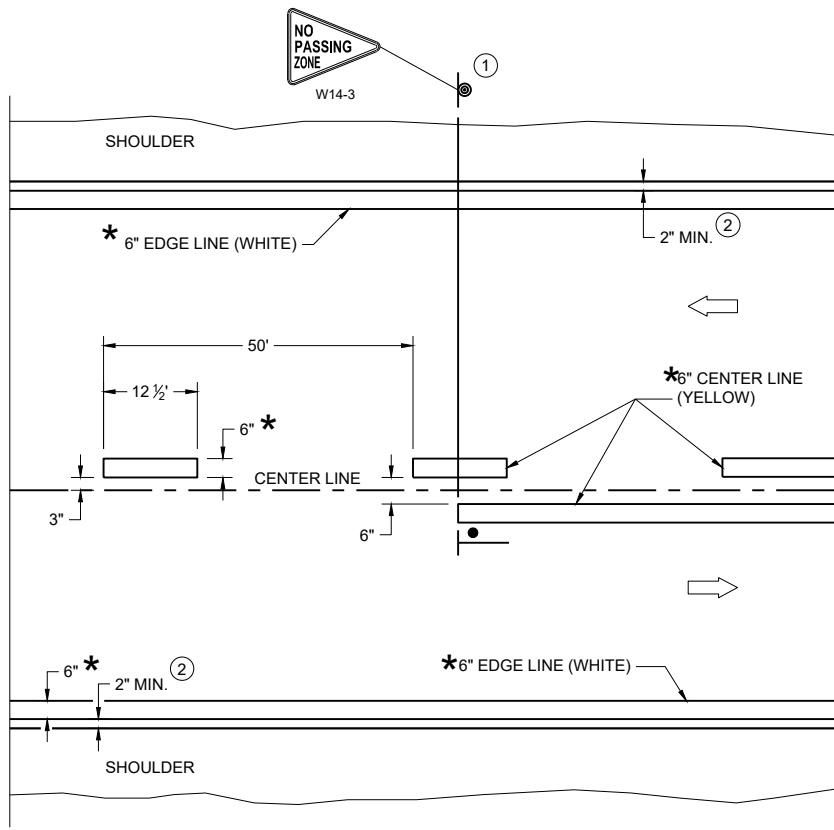
GENERAL NOTES

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

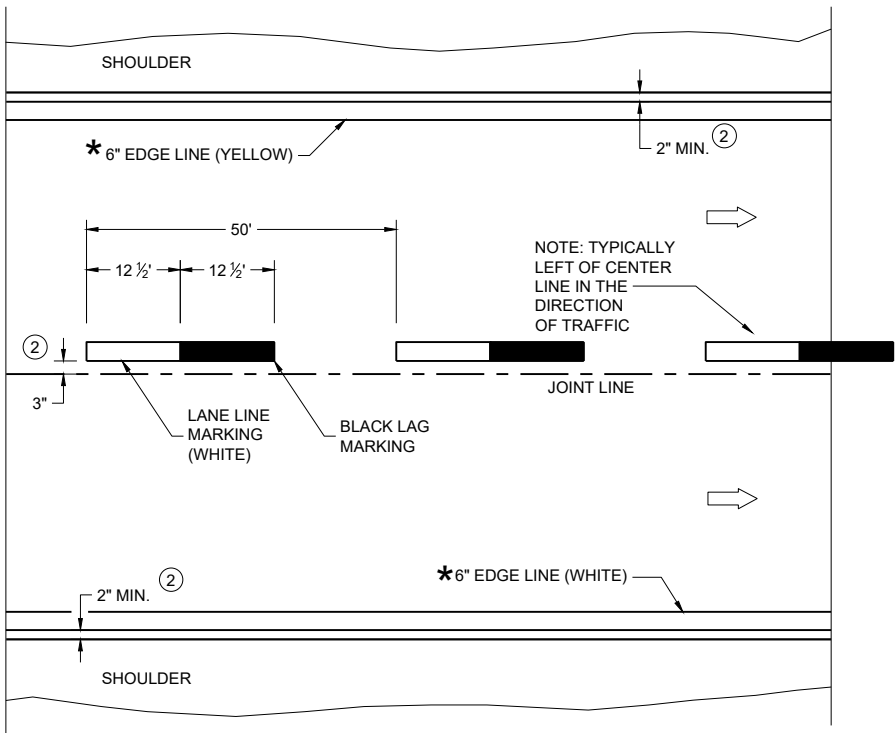
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP
ENGINEER 88
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

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

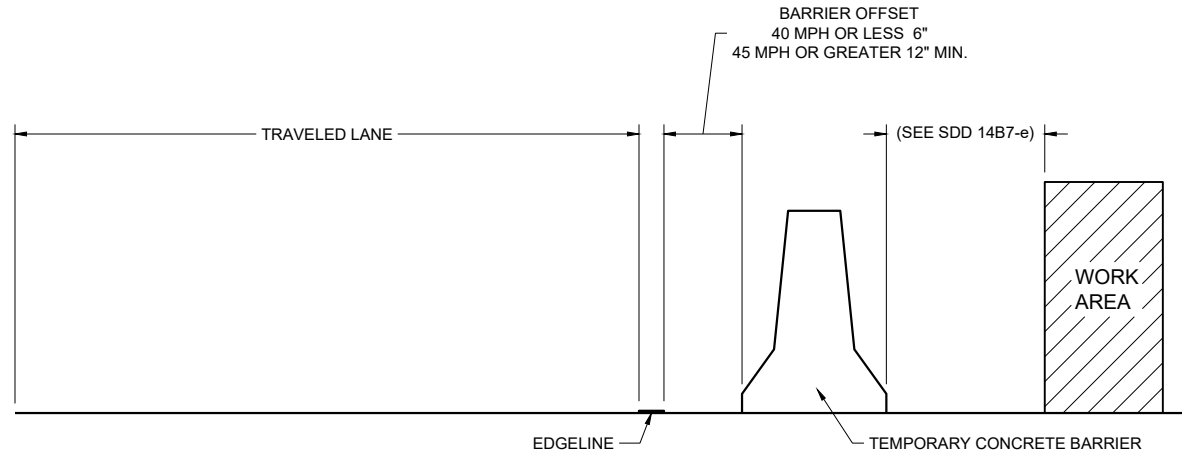
LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

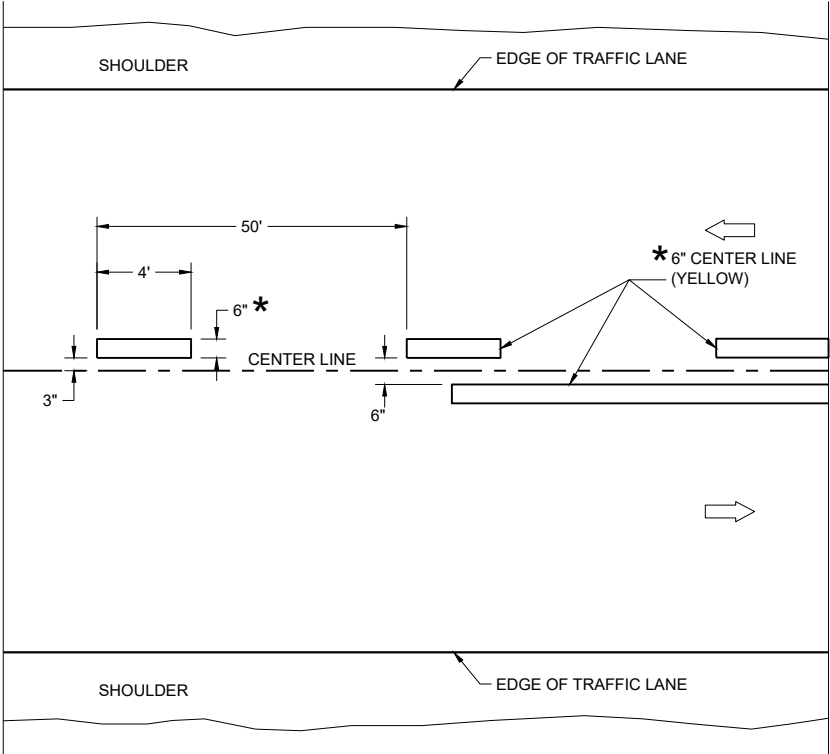
GENERAL NOTES

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

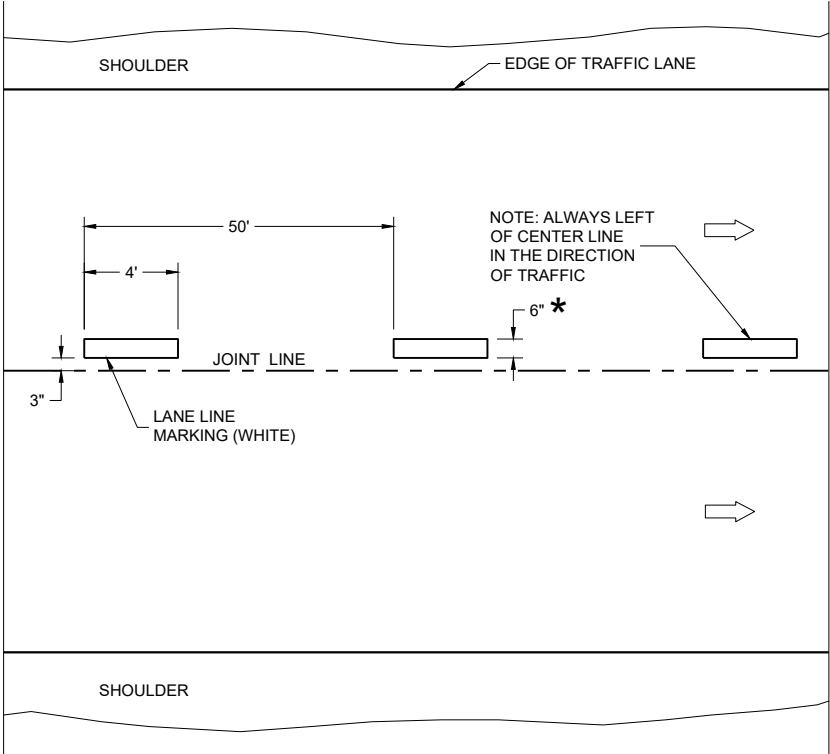
LEGEND

DIRECTION OF TRAFFIC

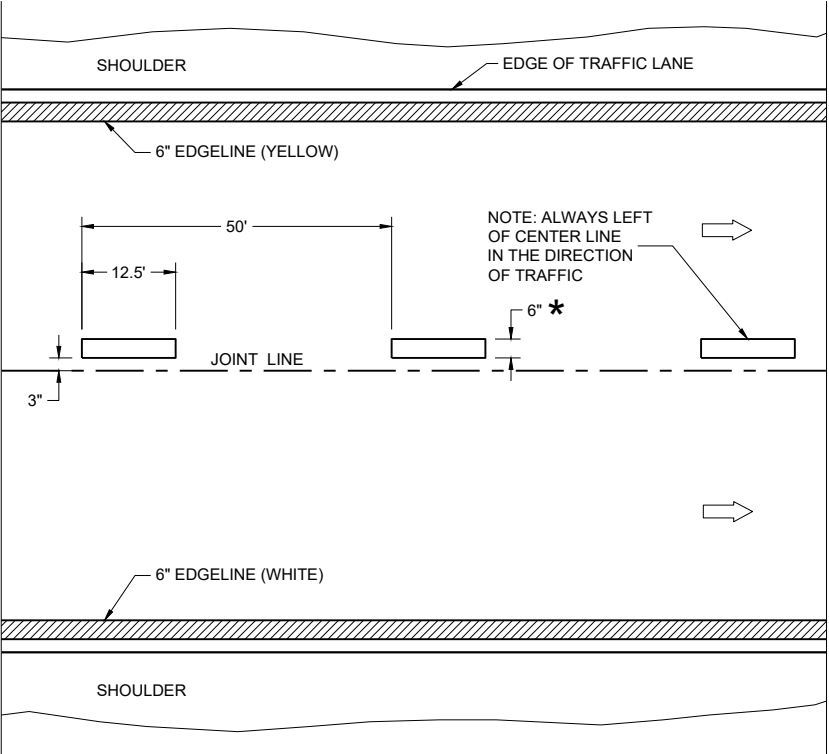
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



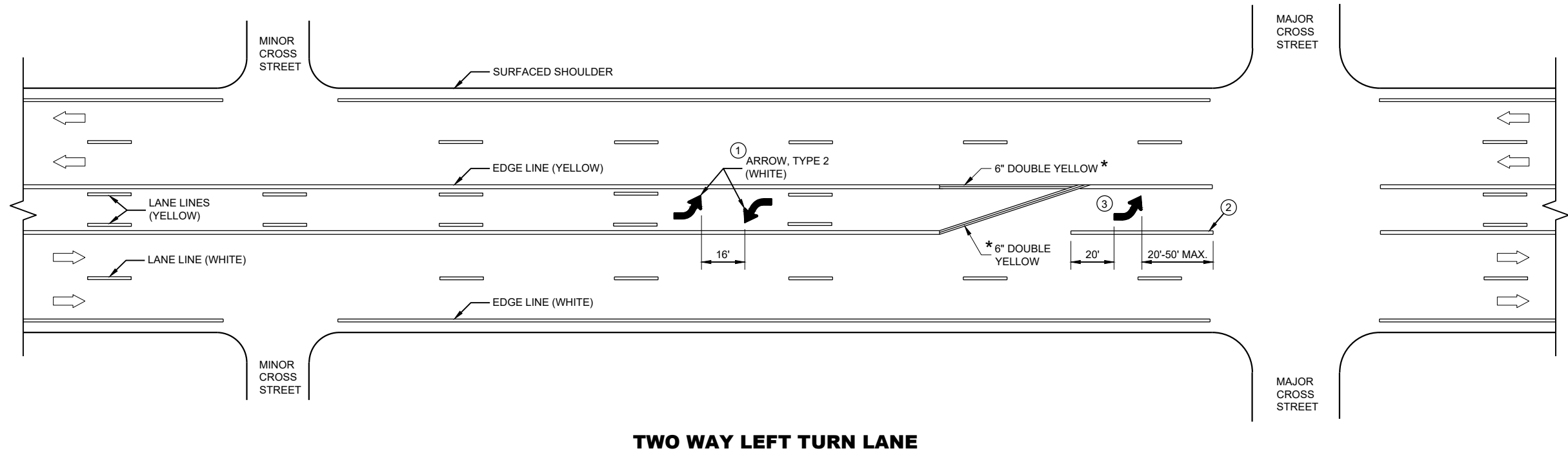
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

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

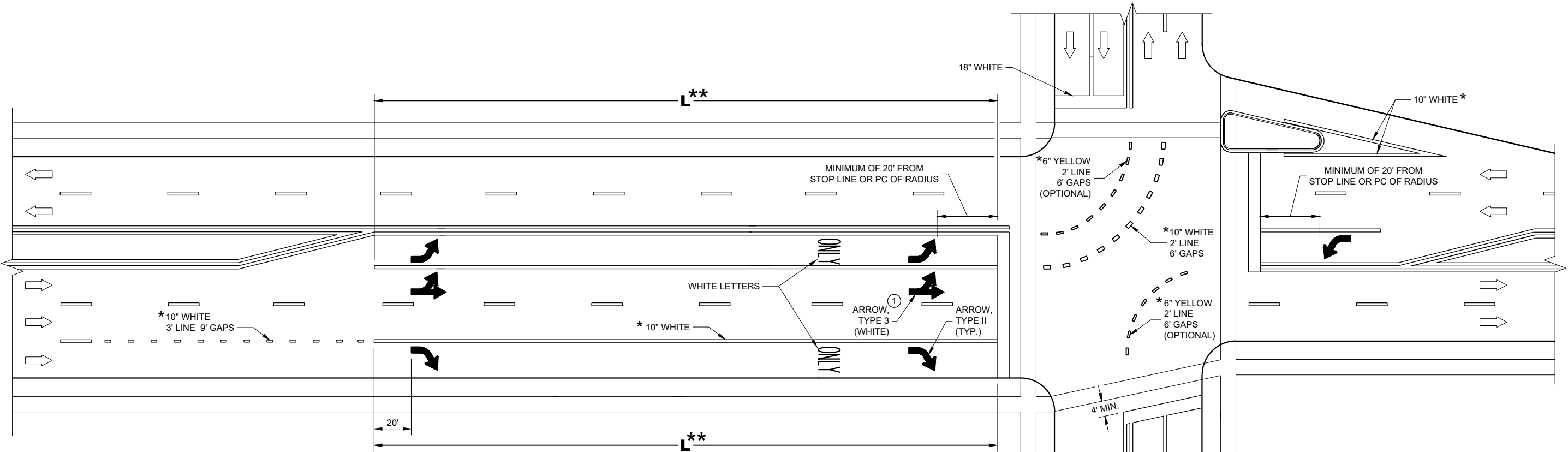


GENERAL NOTES

- 1 A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- 2 10" WHITE
- 3 TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

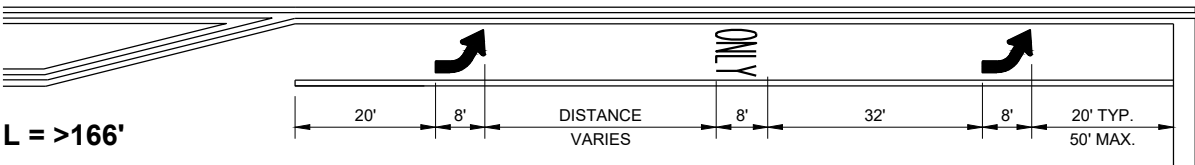
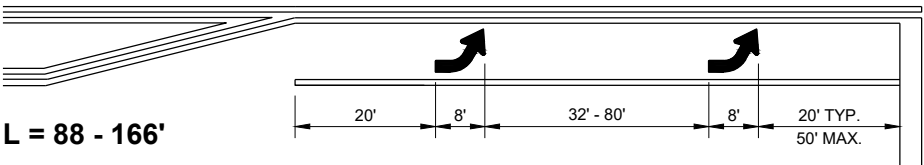
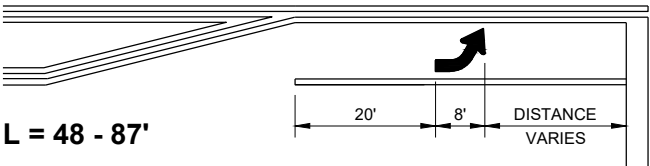
DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TURN LANE OPTIONS

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



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

GENERAL NOTES

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

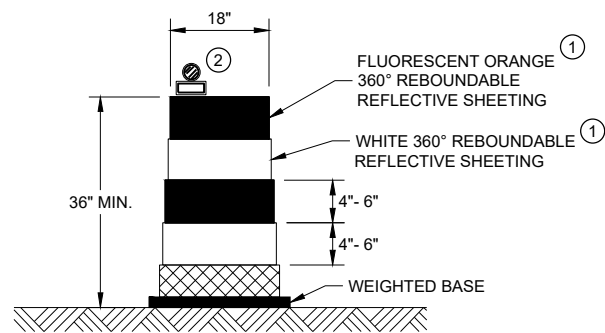
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

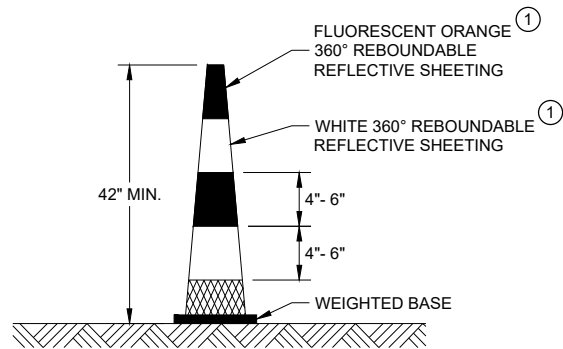
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



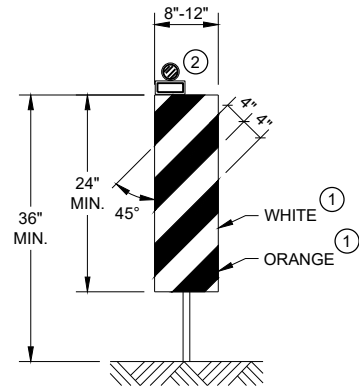
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



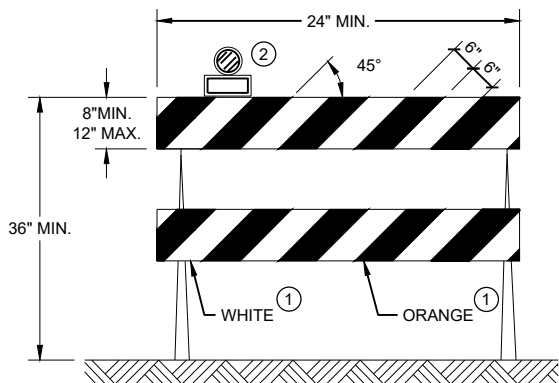
42" CONE

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



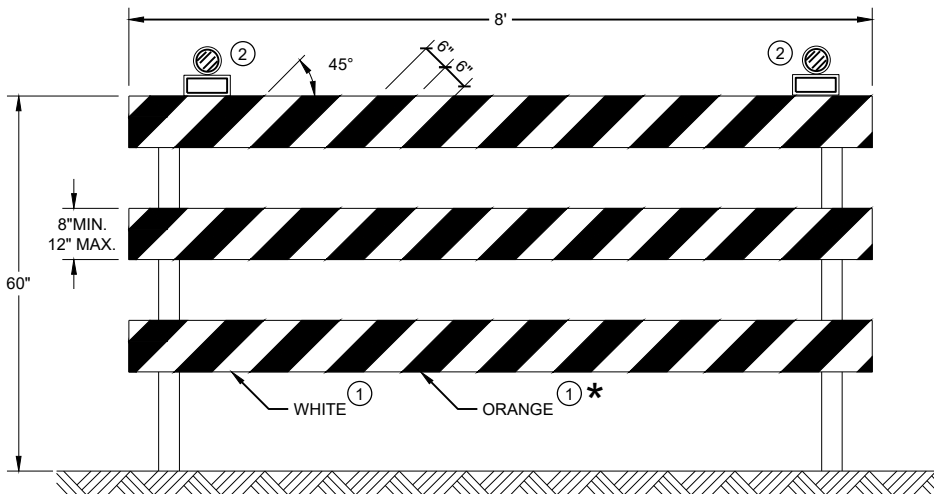
VERTICAL PANEL

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 93
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

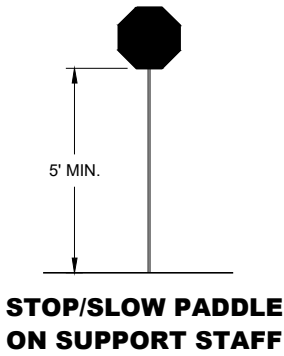
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

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

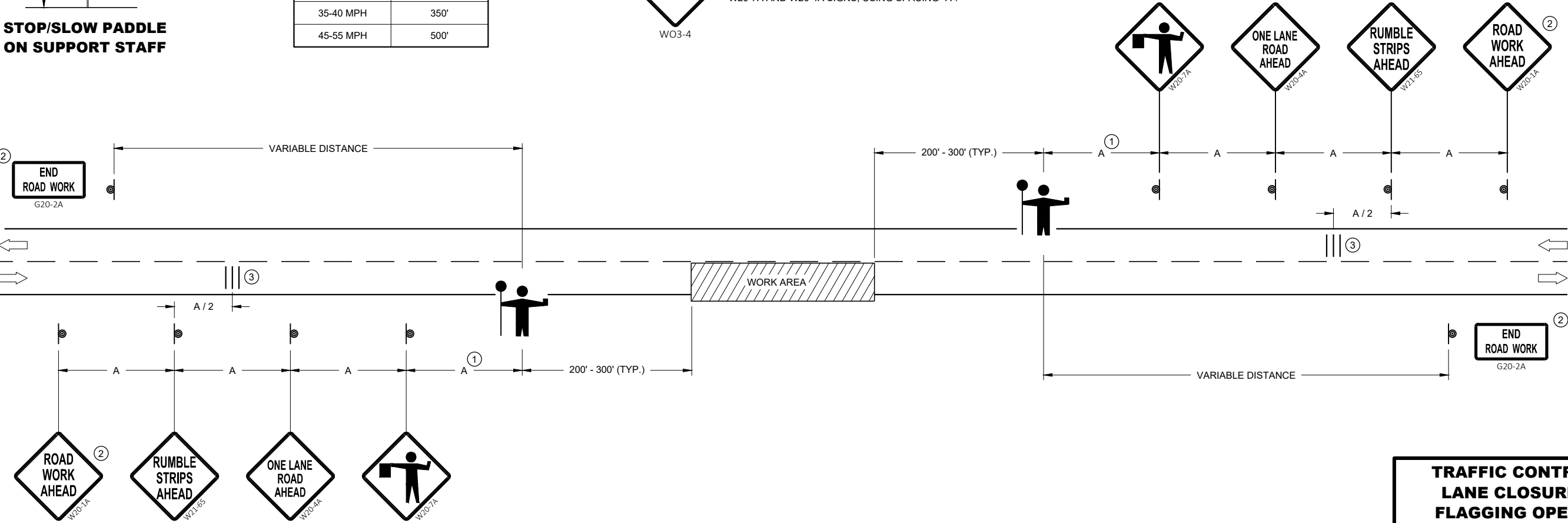


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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

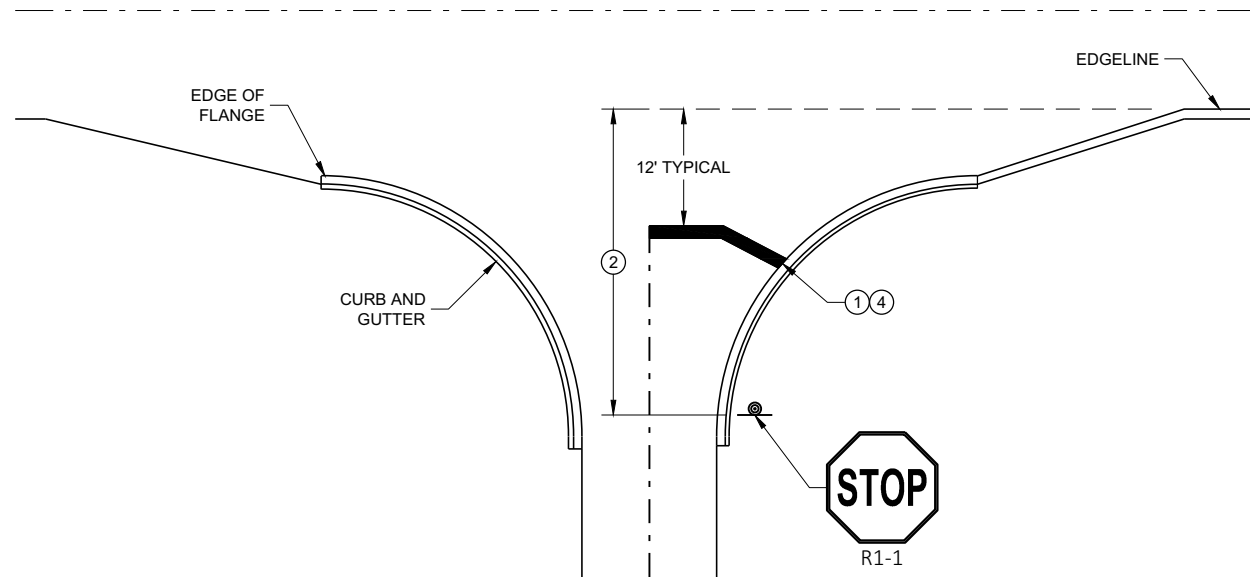


**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

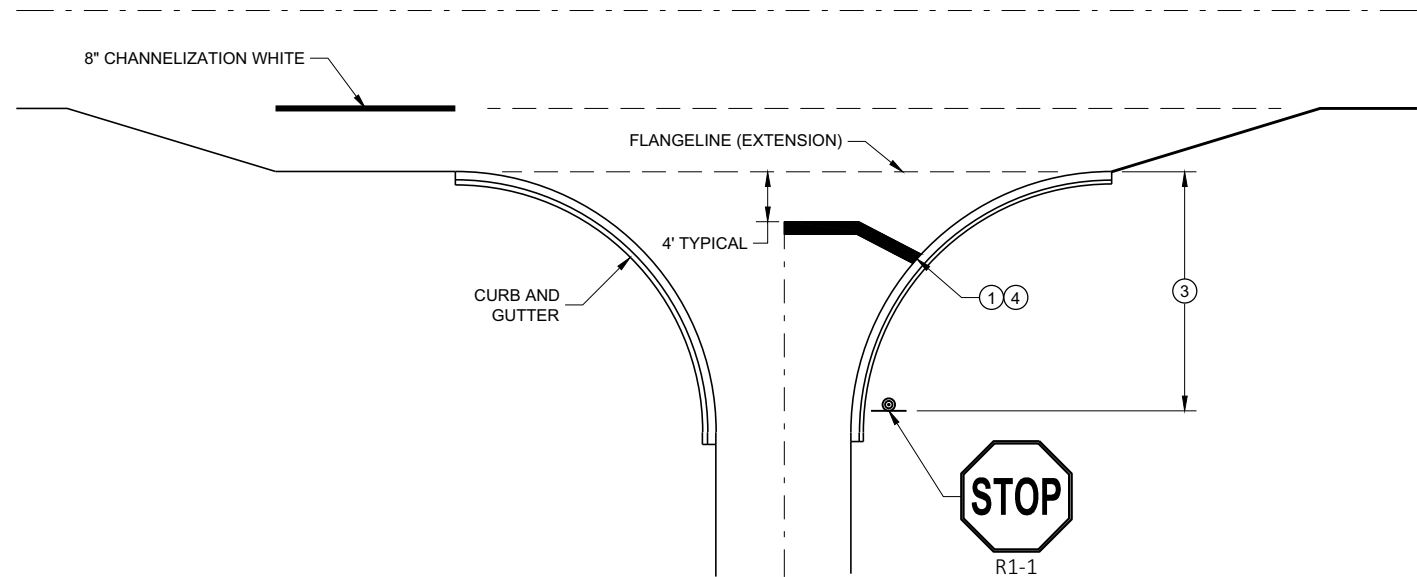
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 94

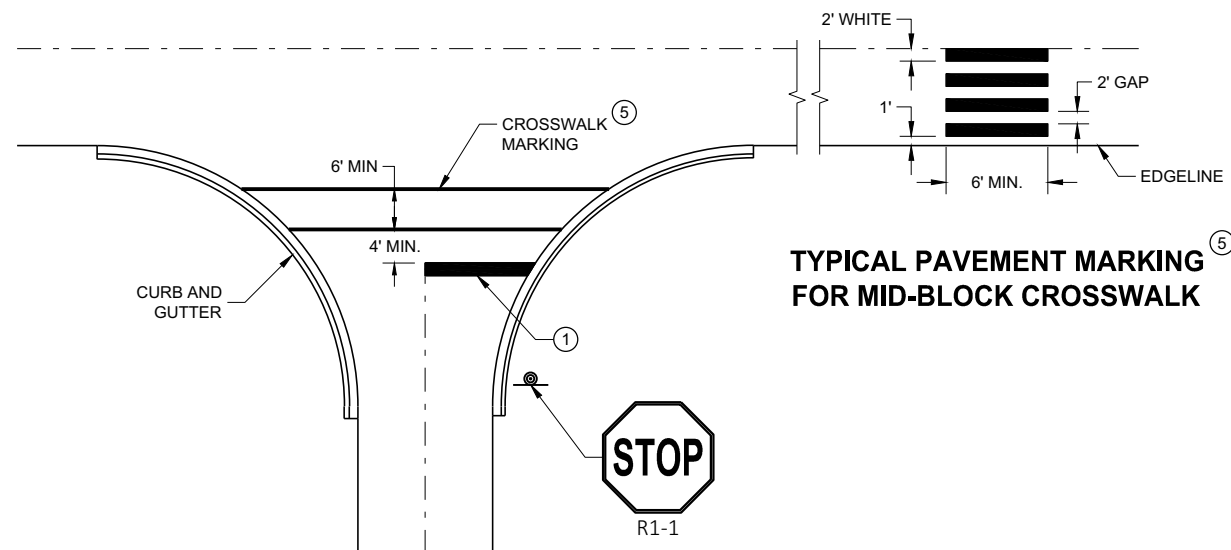
FHWA



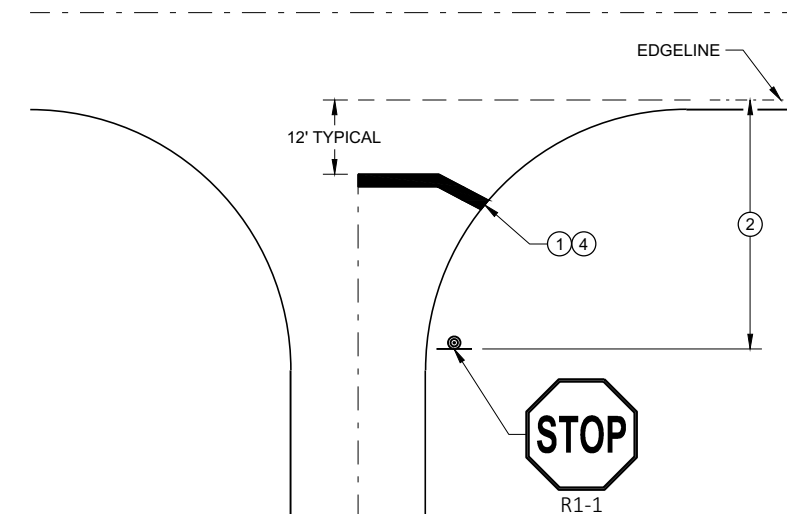
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

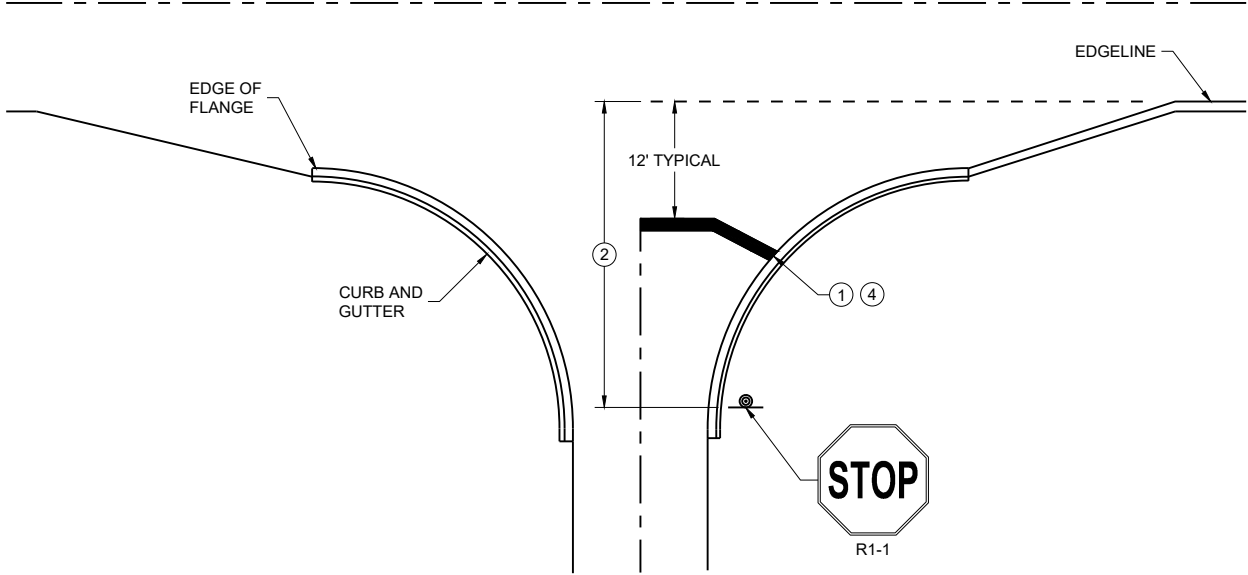
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

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

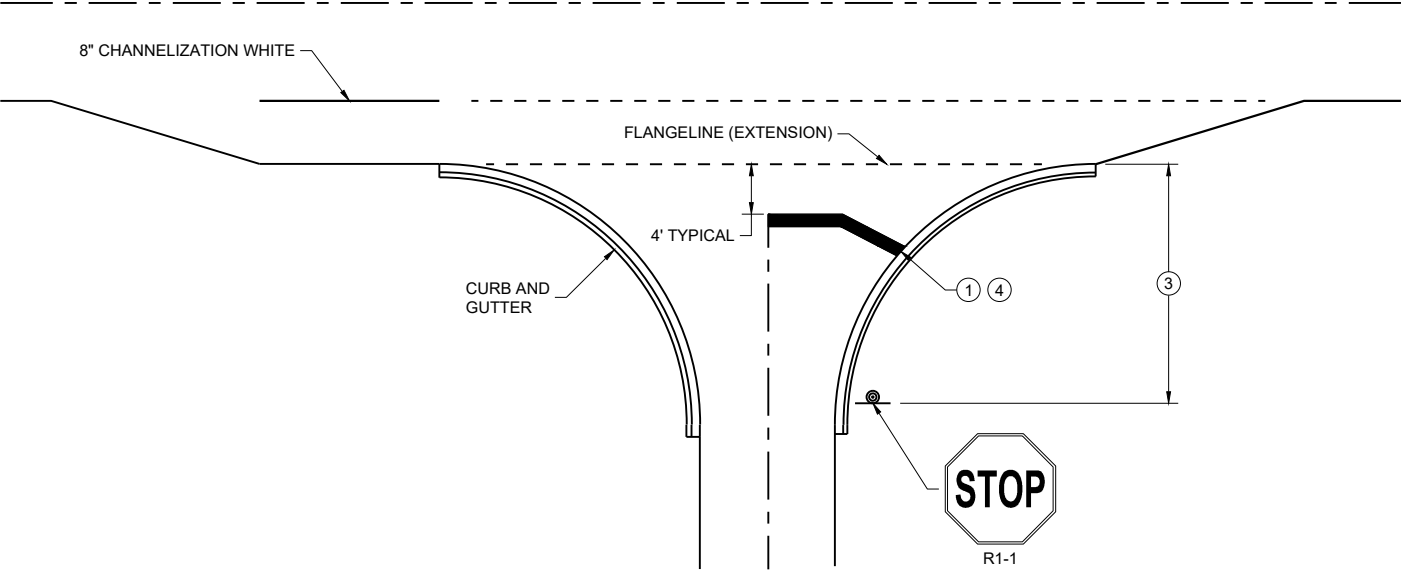
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

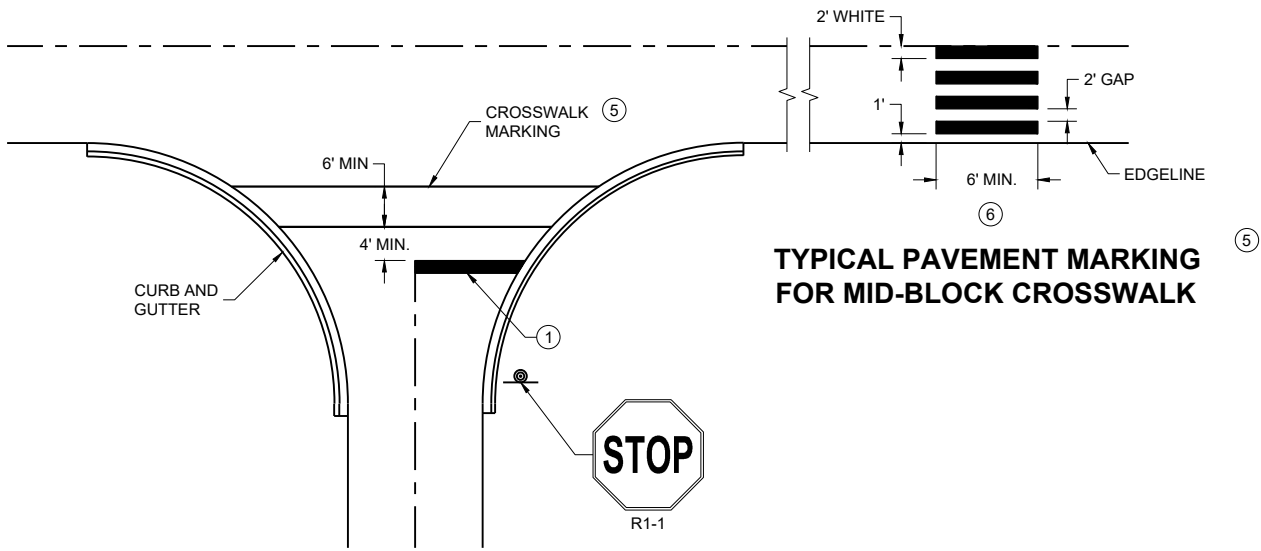
APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 96
FHWA



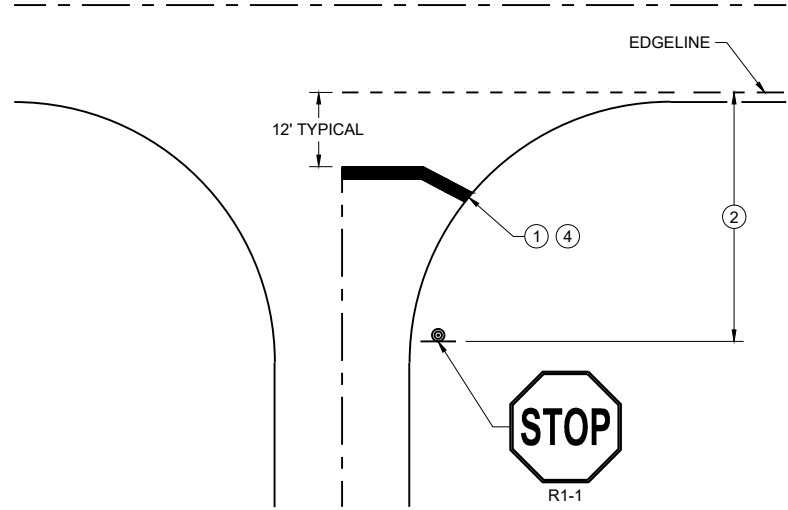
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

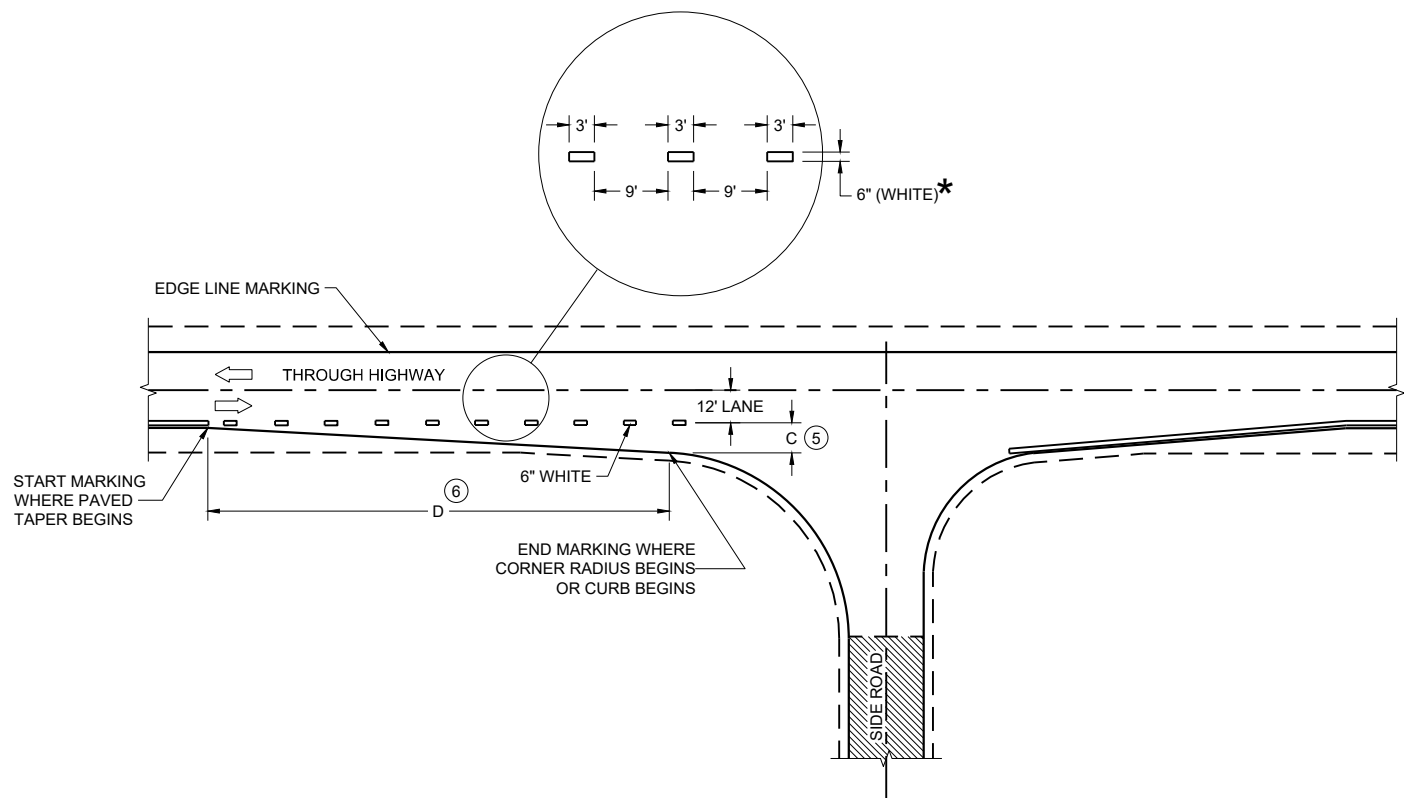
GENERAL NOTES

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

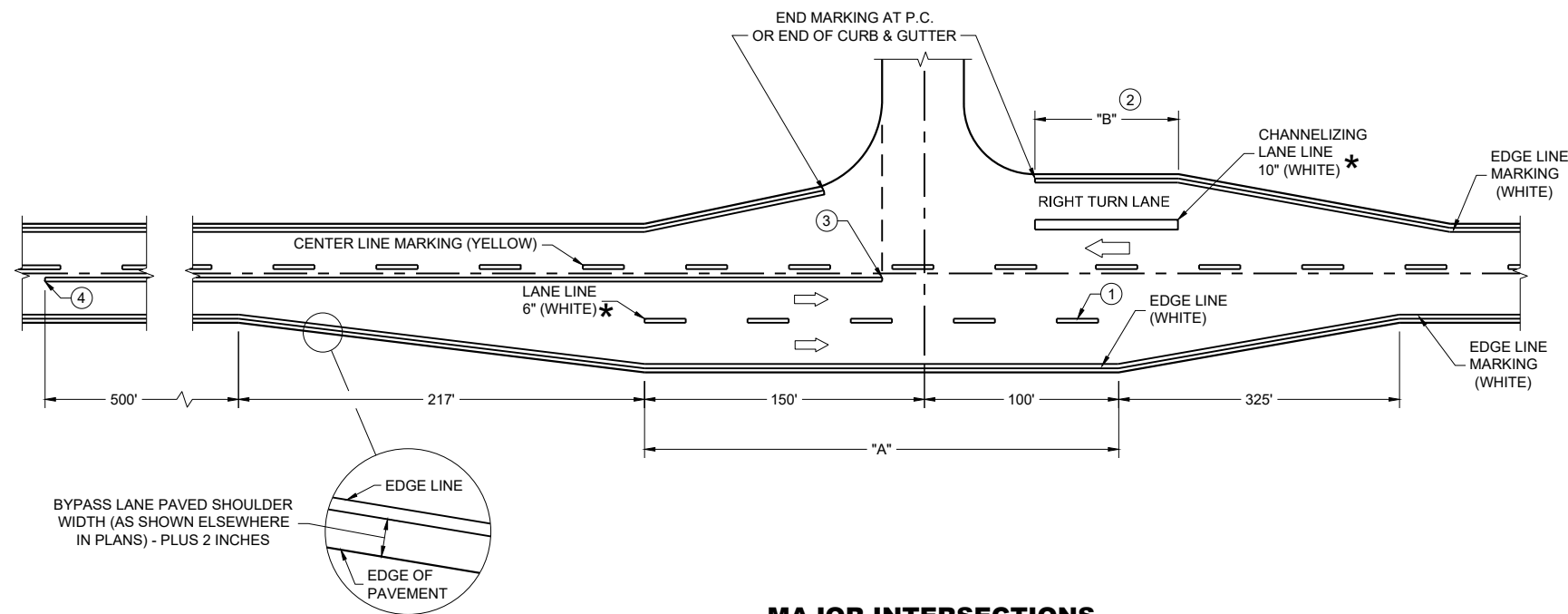
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

FHWA 97



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

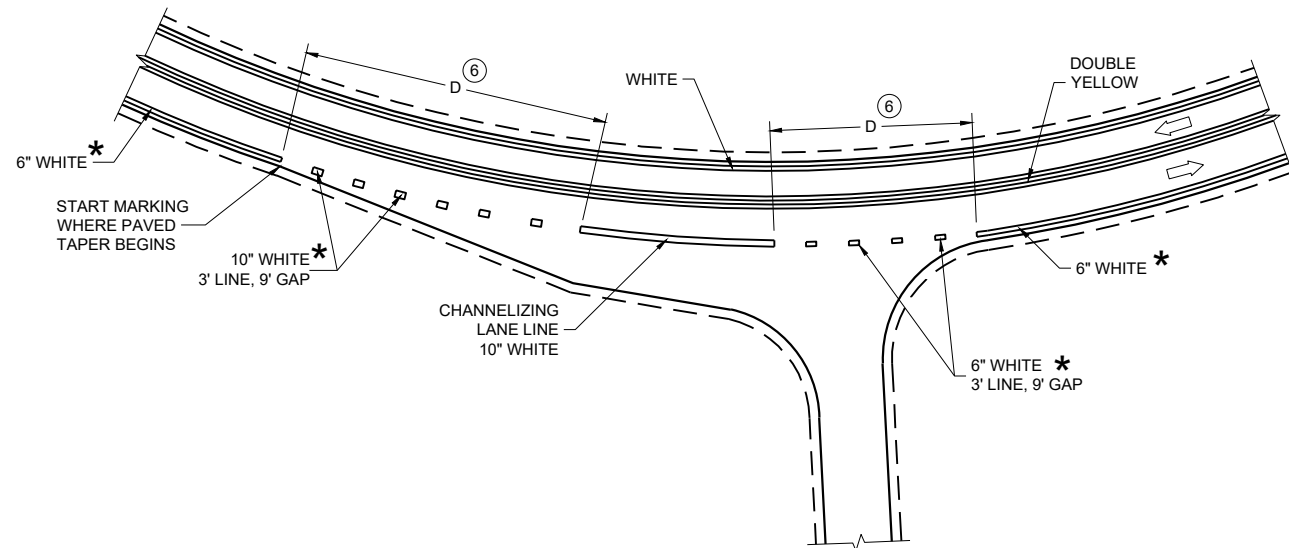
GENERAL NOTES

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

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

LEGEND

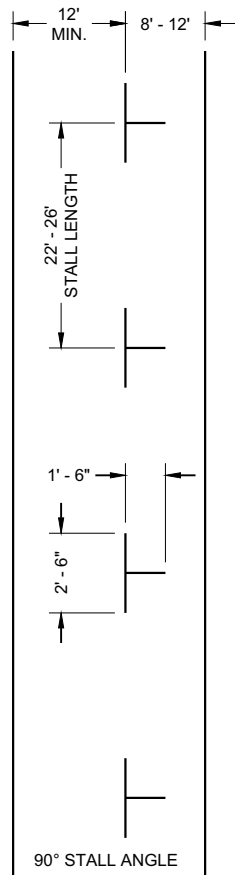
➡ DIRECTION OF TRAVEL



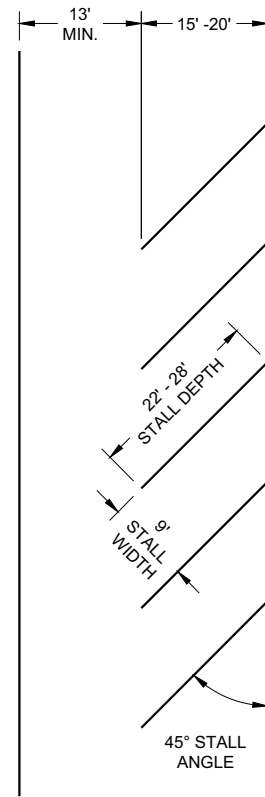
INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

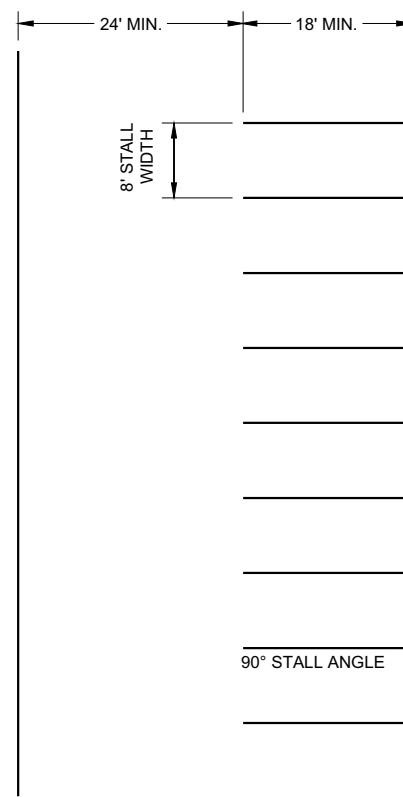
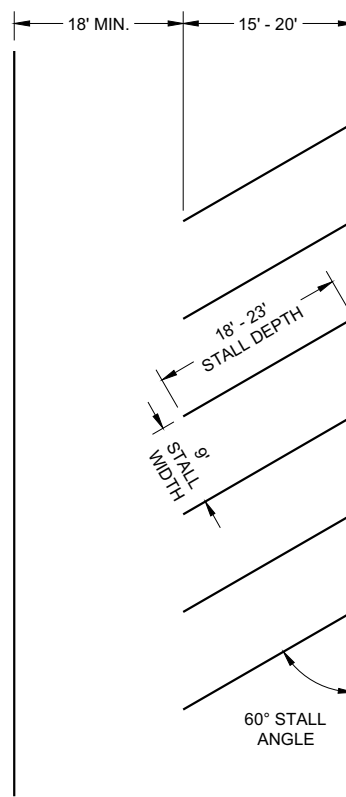


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

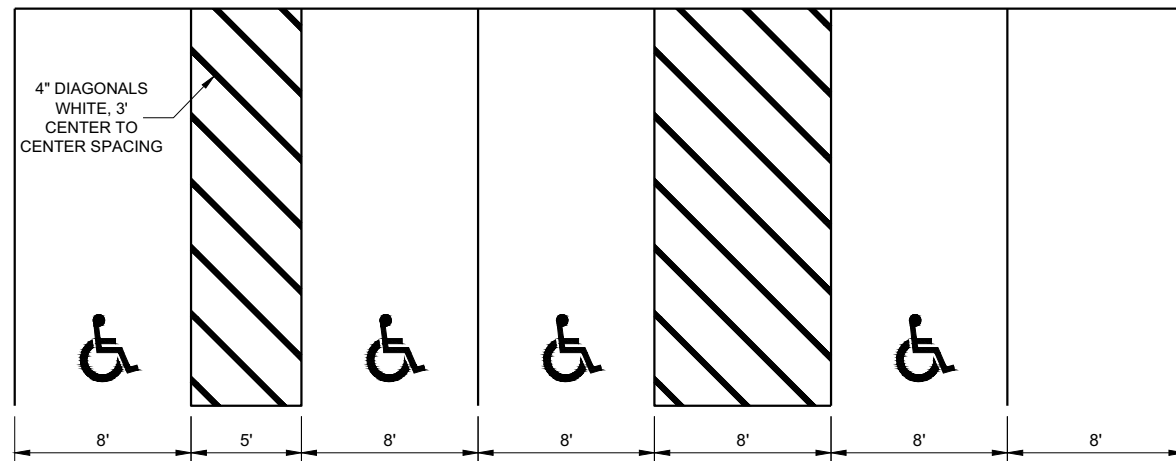
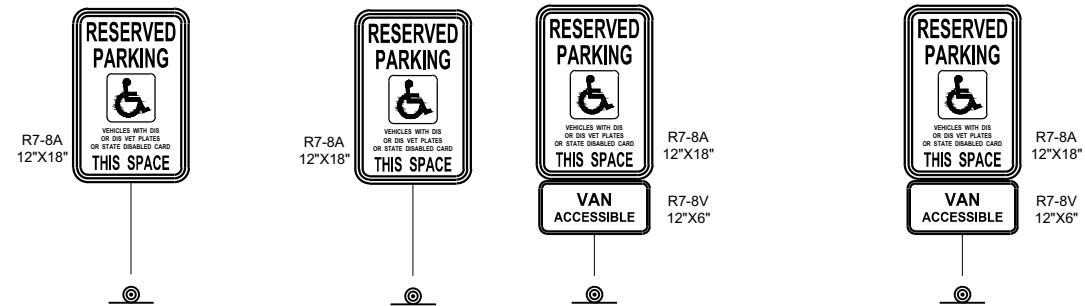
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP 99
ENGINEER
FHWA

LEGEND

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

GENERAL NOTES

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

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

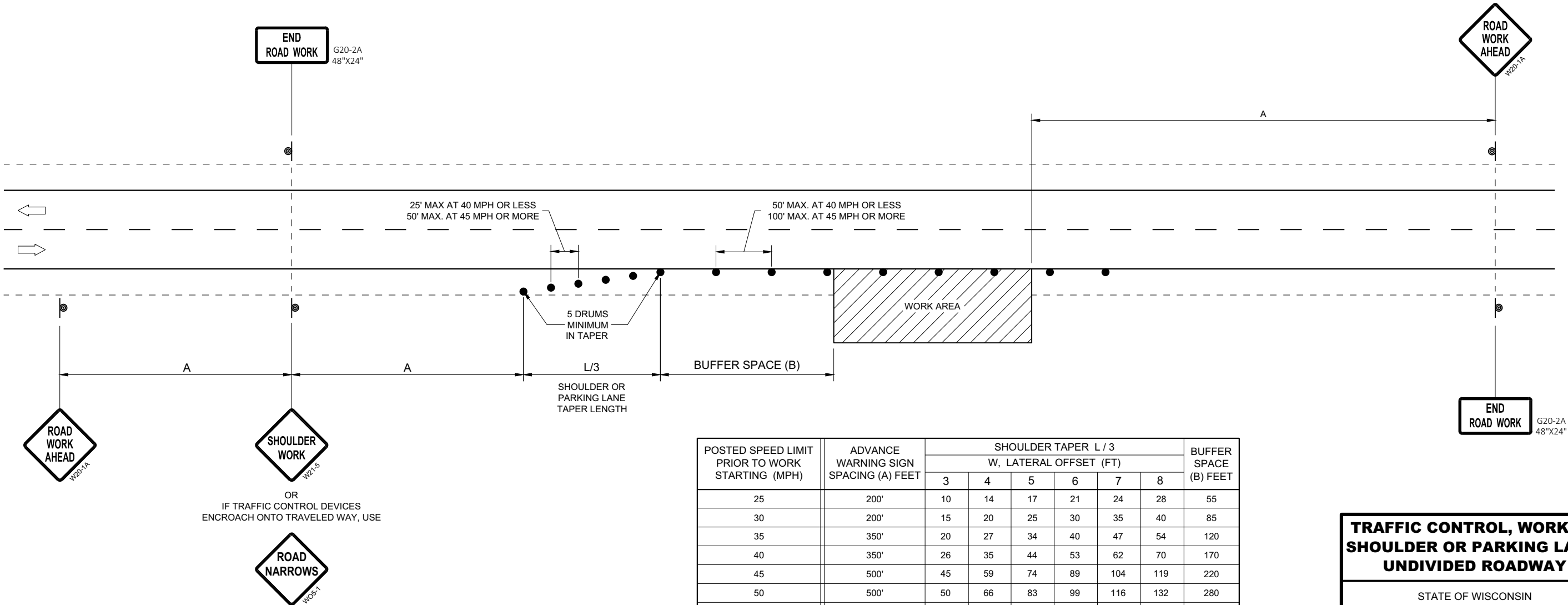
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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

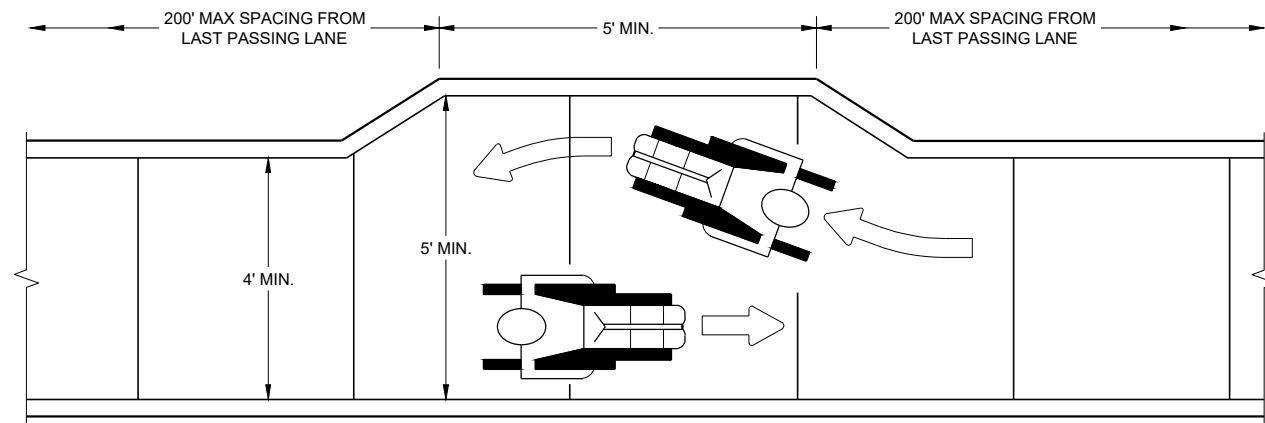


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45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

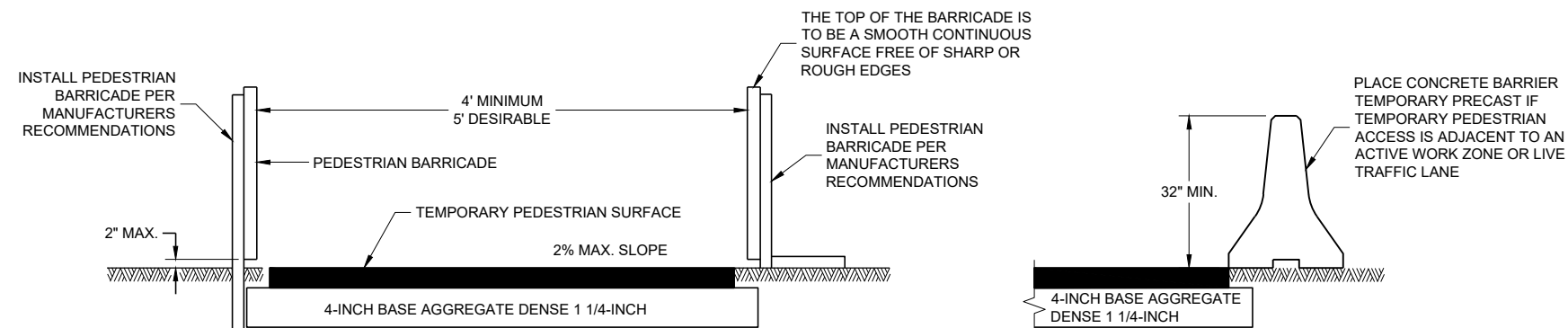
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 100
FHWA



NARROW SIDEWALK PASSING DETAIL



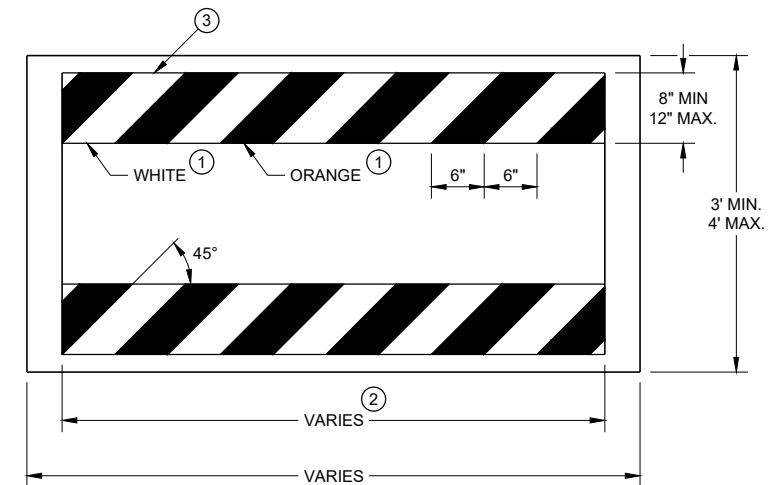
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

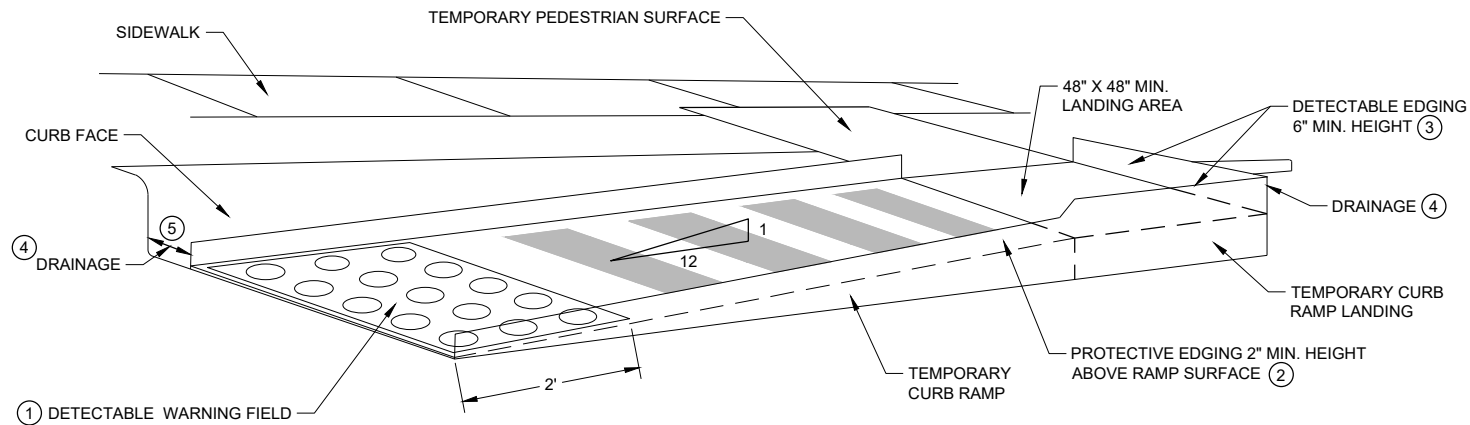
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

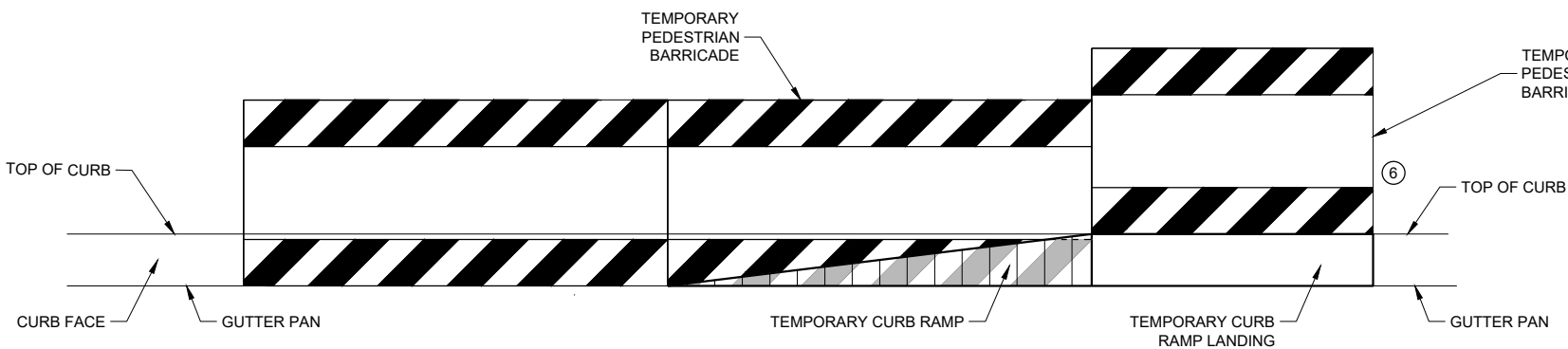
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



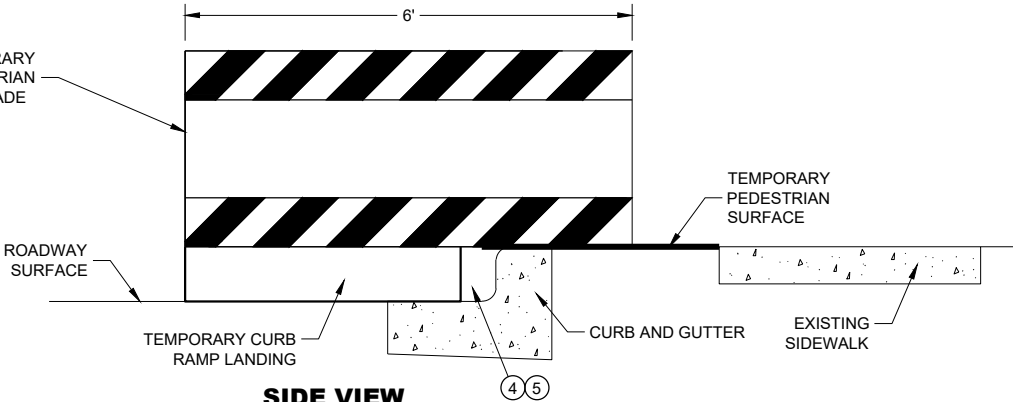
TEMPORARY PEDESTRIAN BARRICADE*



PERSPECTIVE VIEW



FRONT VIEW



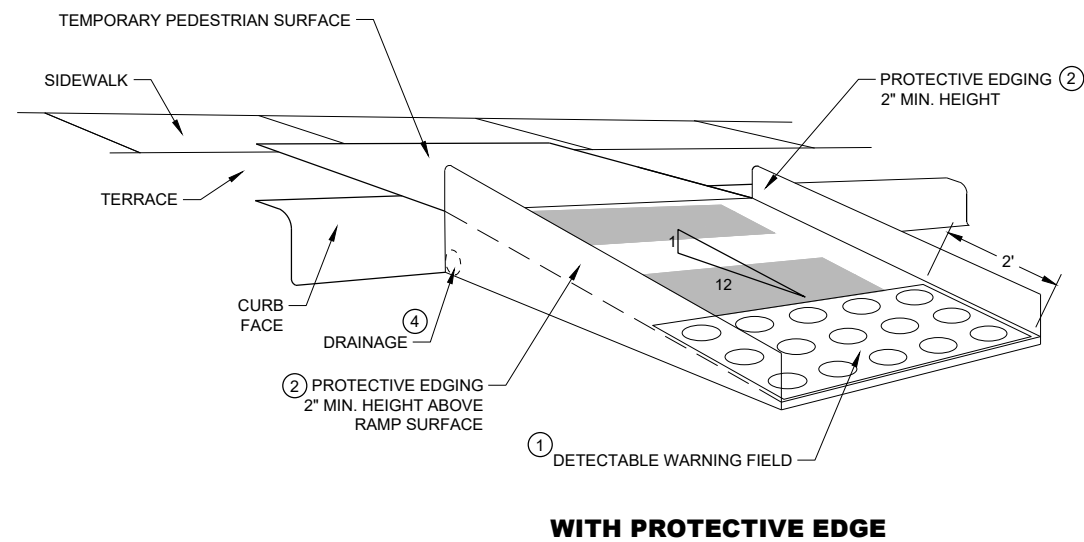
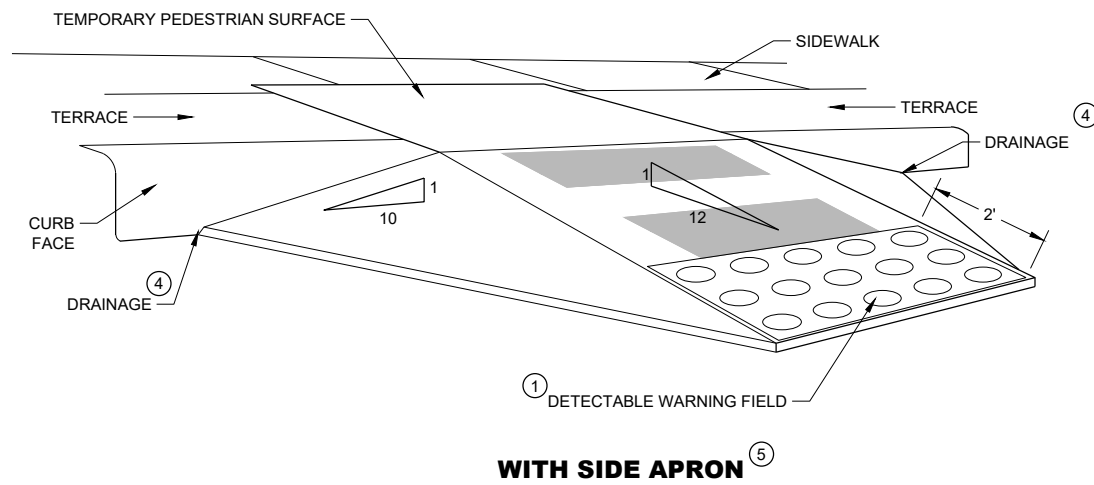
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

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

**TEMPORARY CURB RAMP PERPENDICULAR TO CURB****GENERAL NOTES**

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

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

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

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

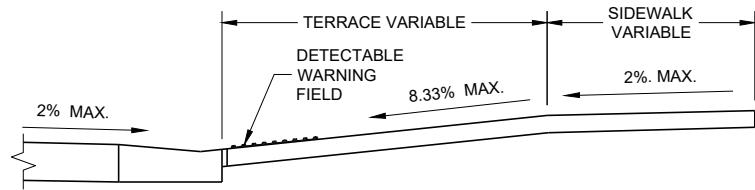
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

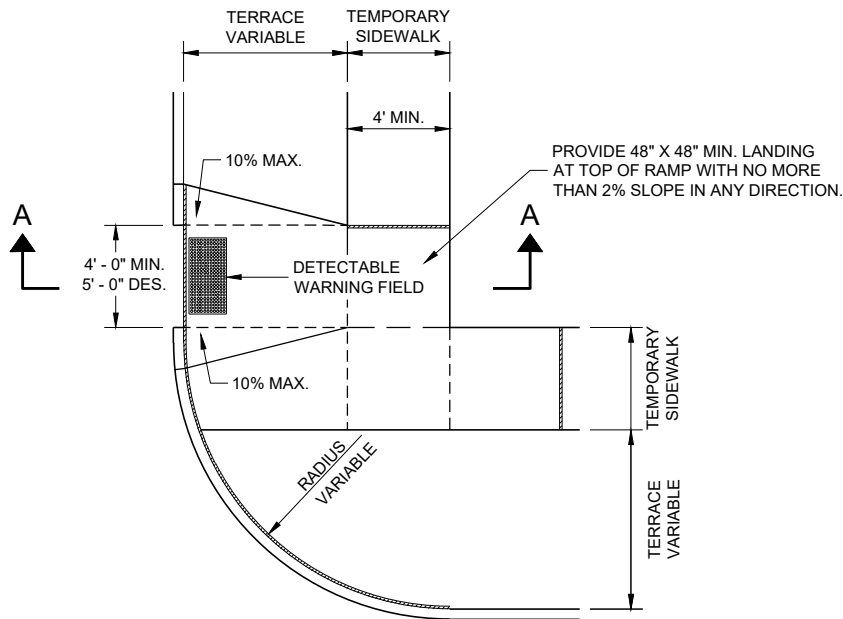
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 103



SECTION A - A



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

GENERAL NOTES

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 104
FHWA



TEMPORARY BUS STOP PAD

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 105

LEGEND

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

GENERAL NOTES

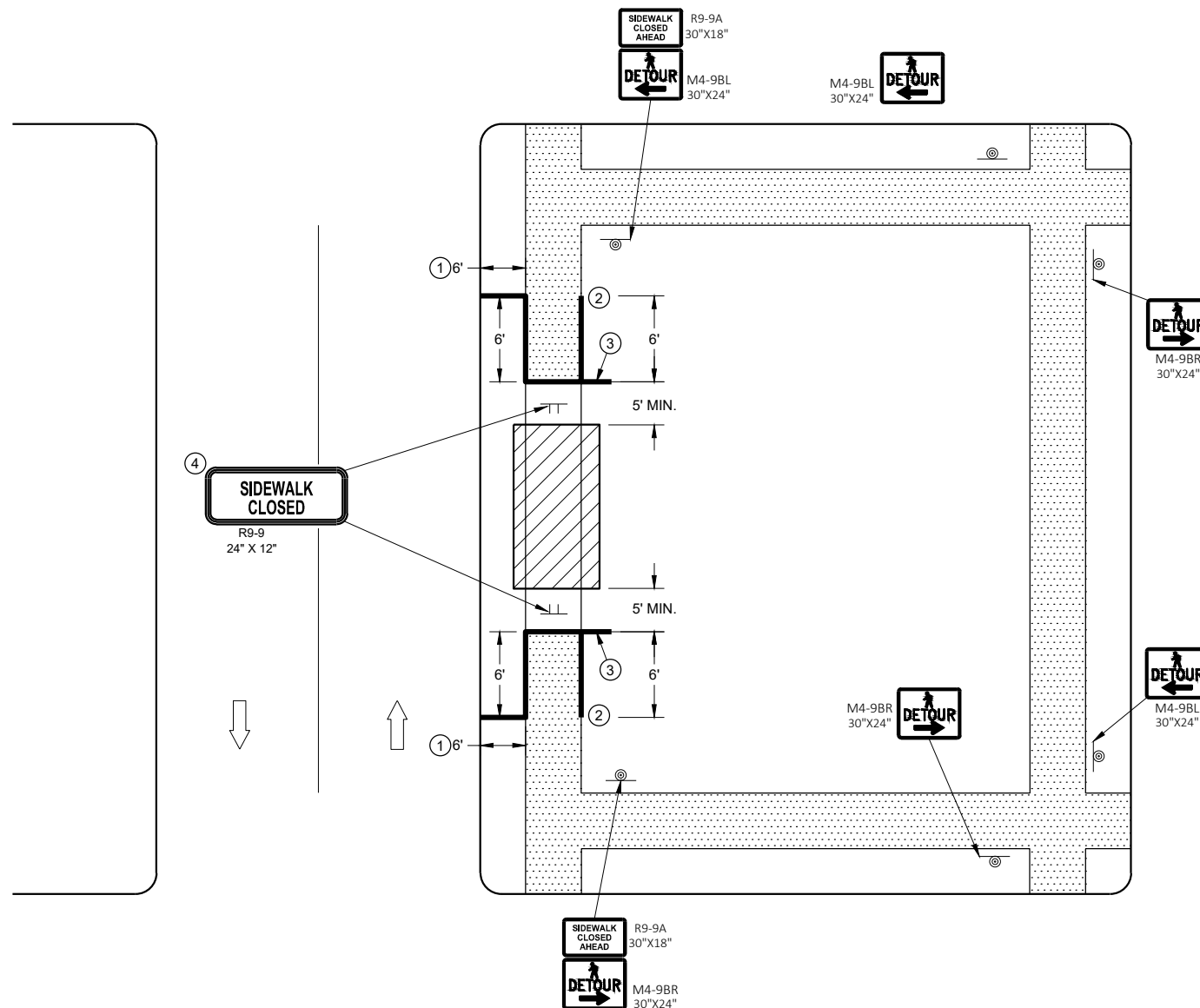
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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 106

LEGEND

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

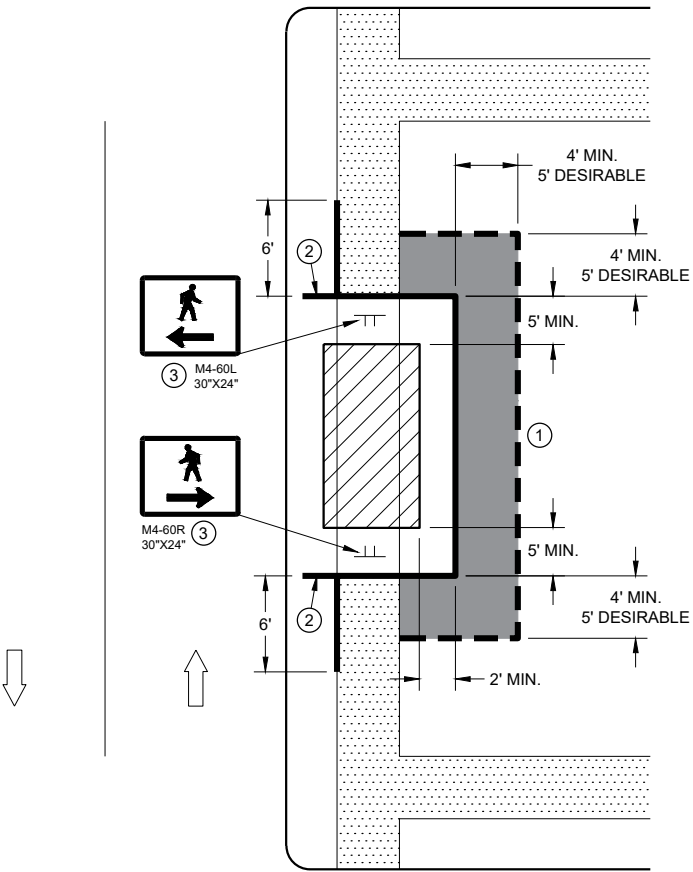
GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ①

USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ②

IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③

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



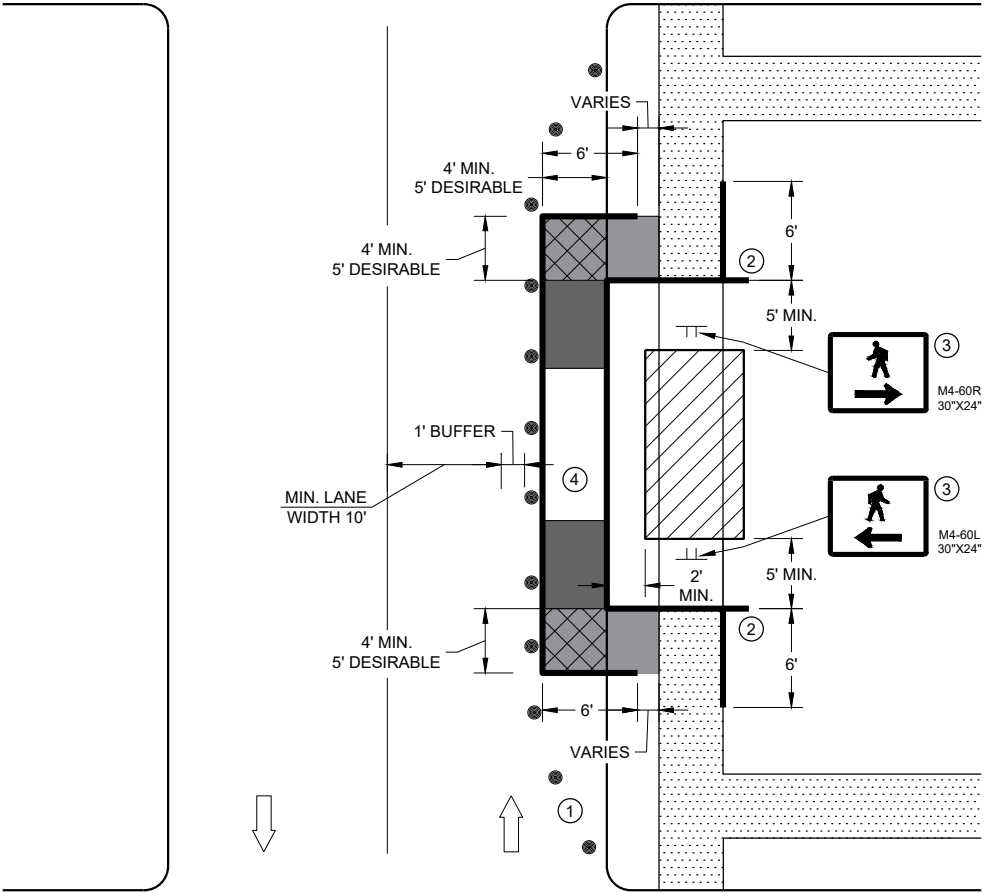
SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

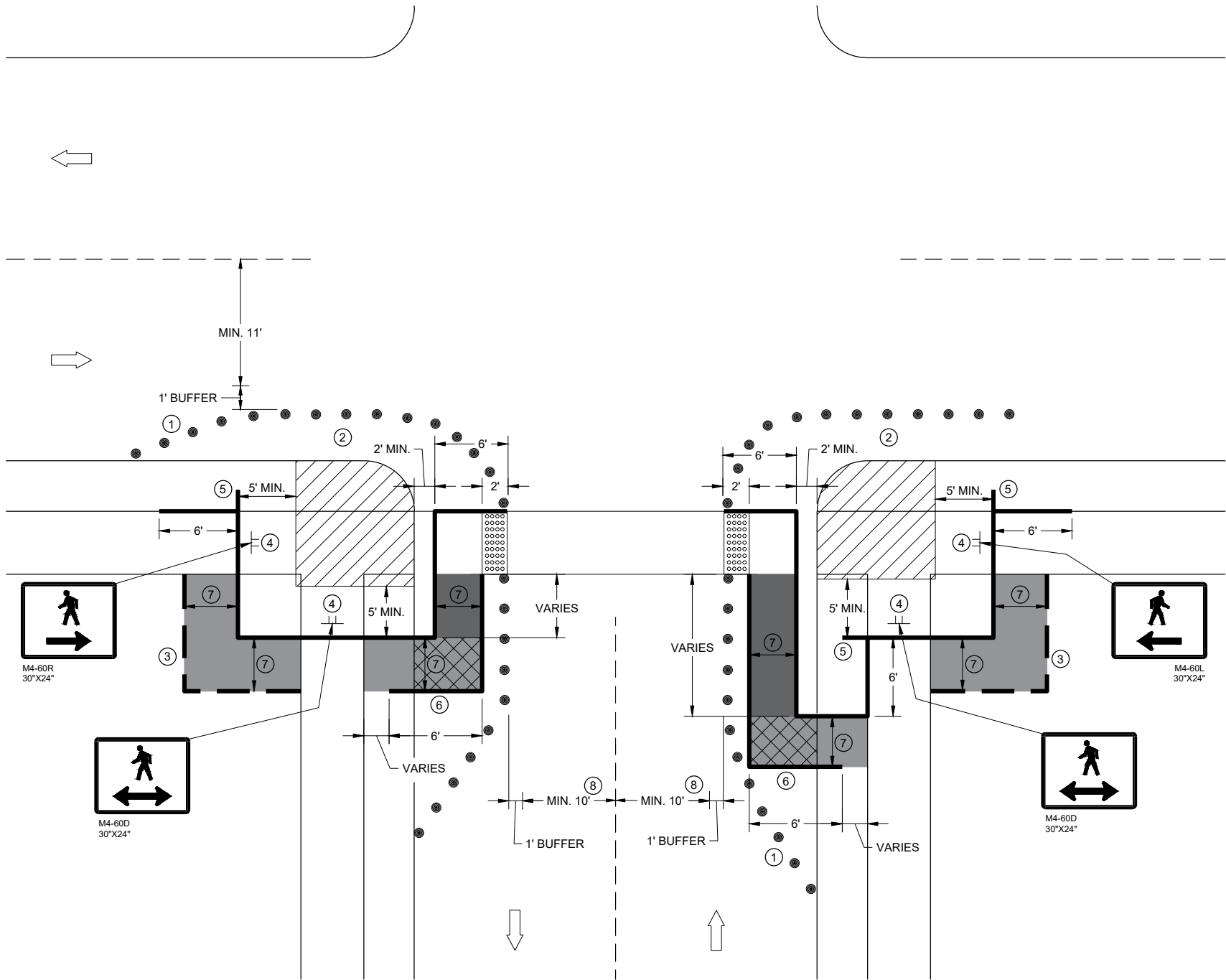
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE



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

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

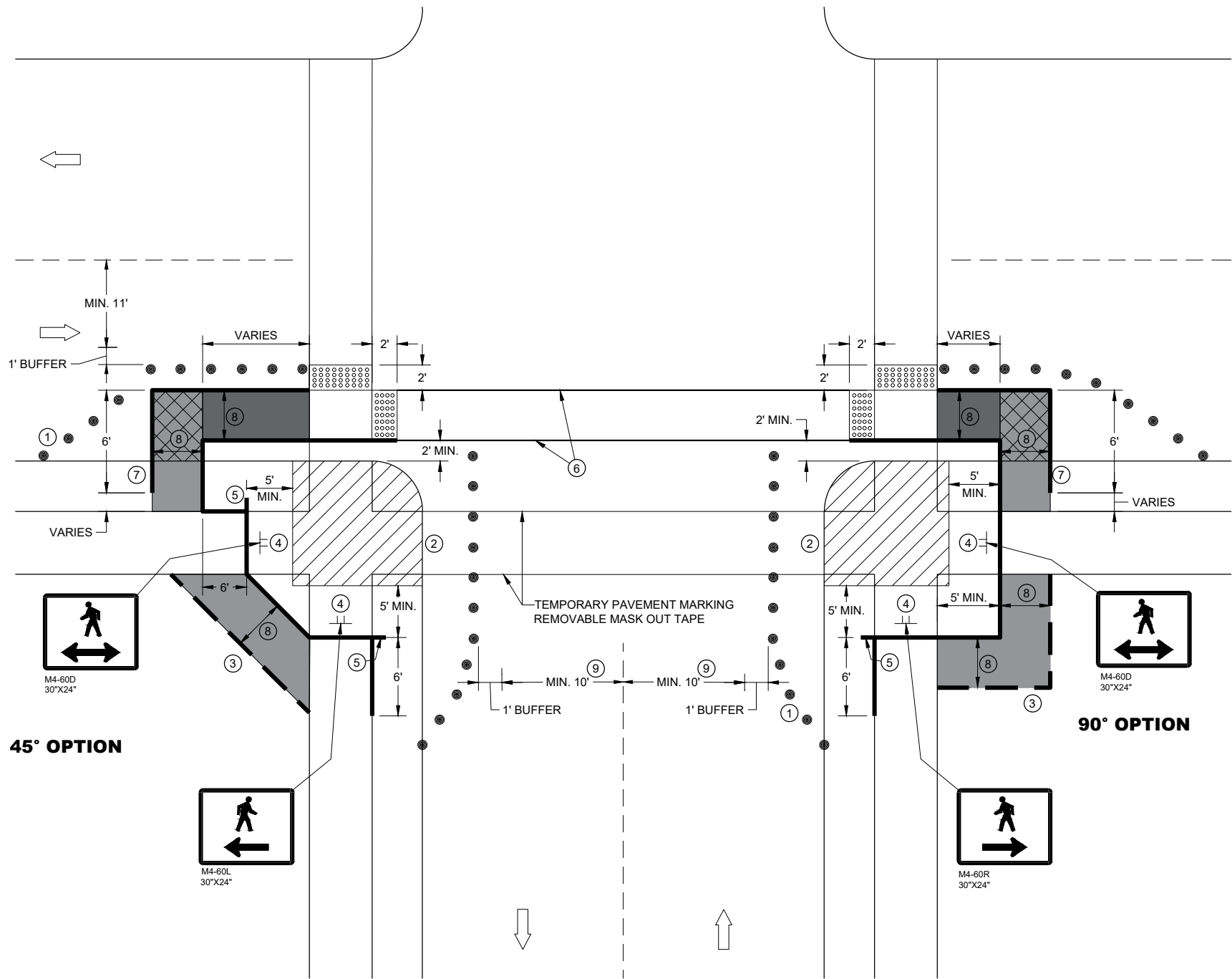
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 109



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

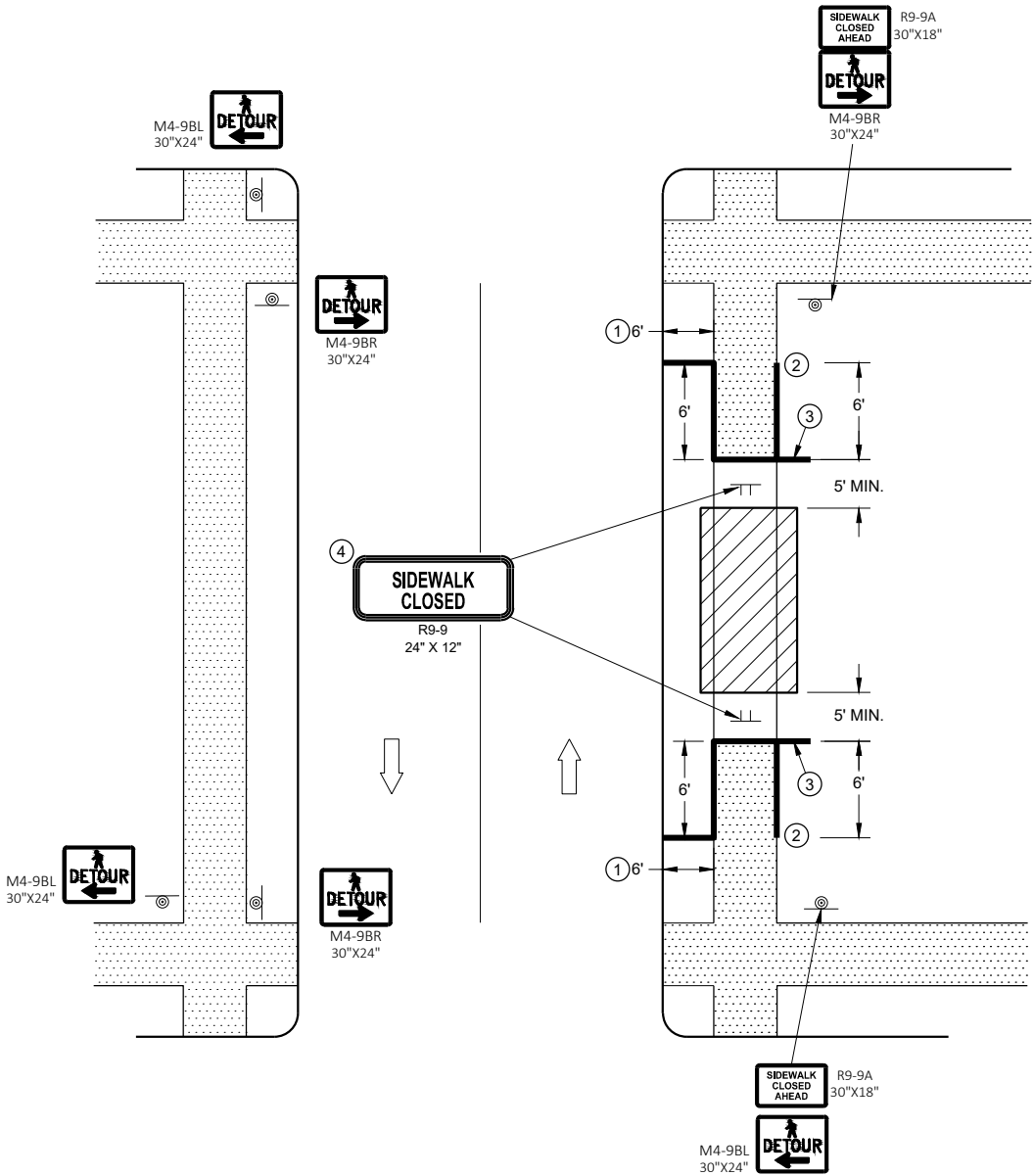
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

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

LEGEND

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

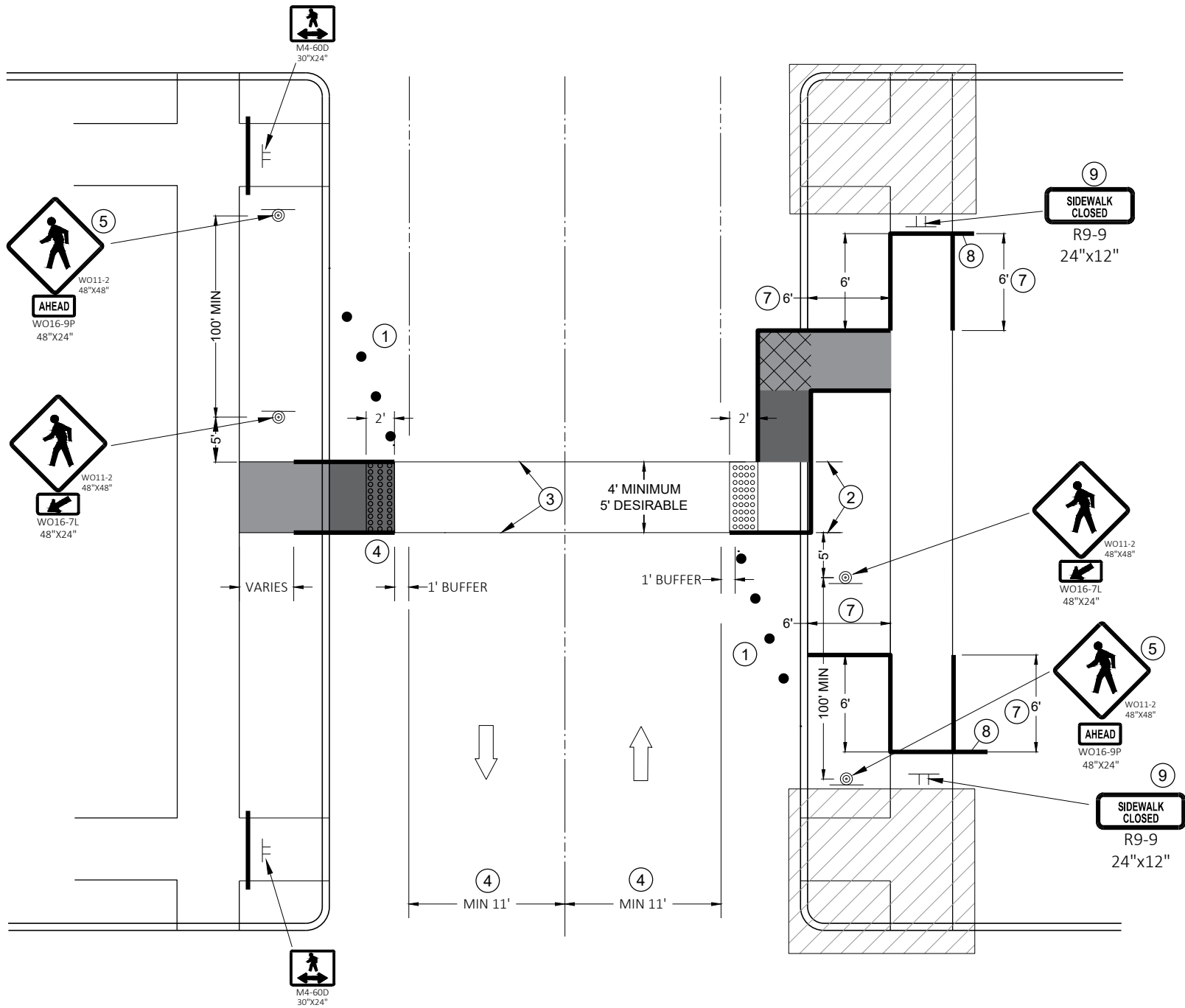


SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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



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.

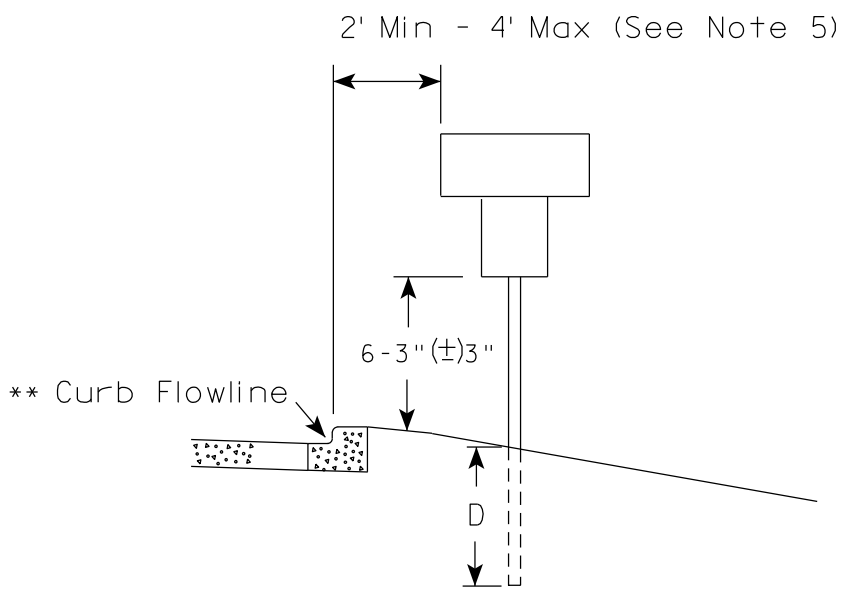
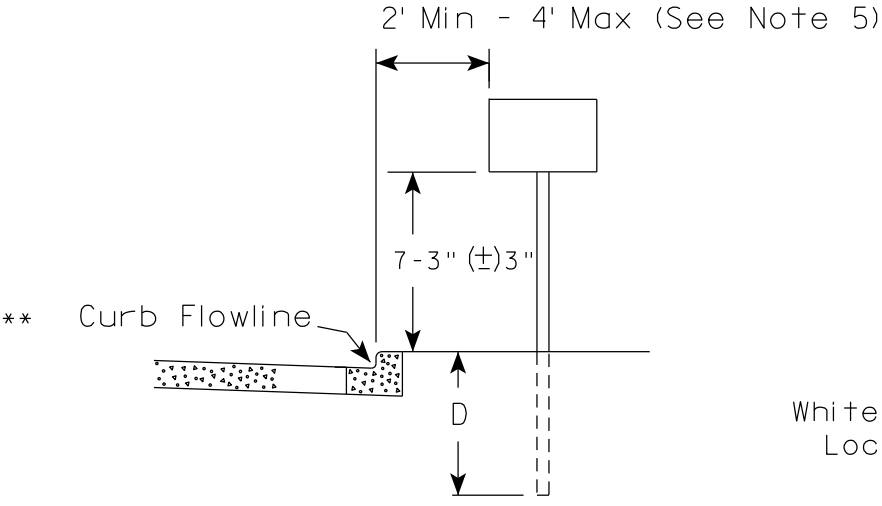
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

- 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.

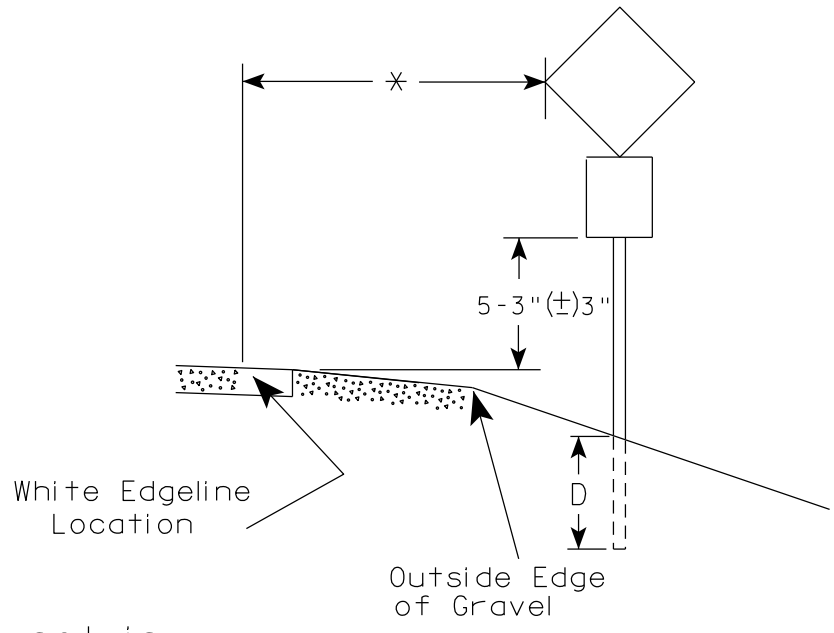
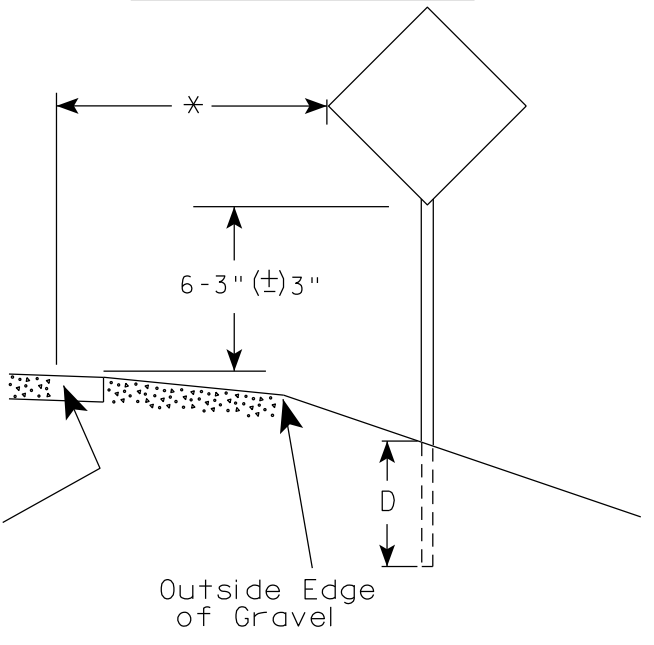
LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ 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



RURAL AREA (See Note 2)



GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

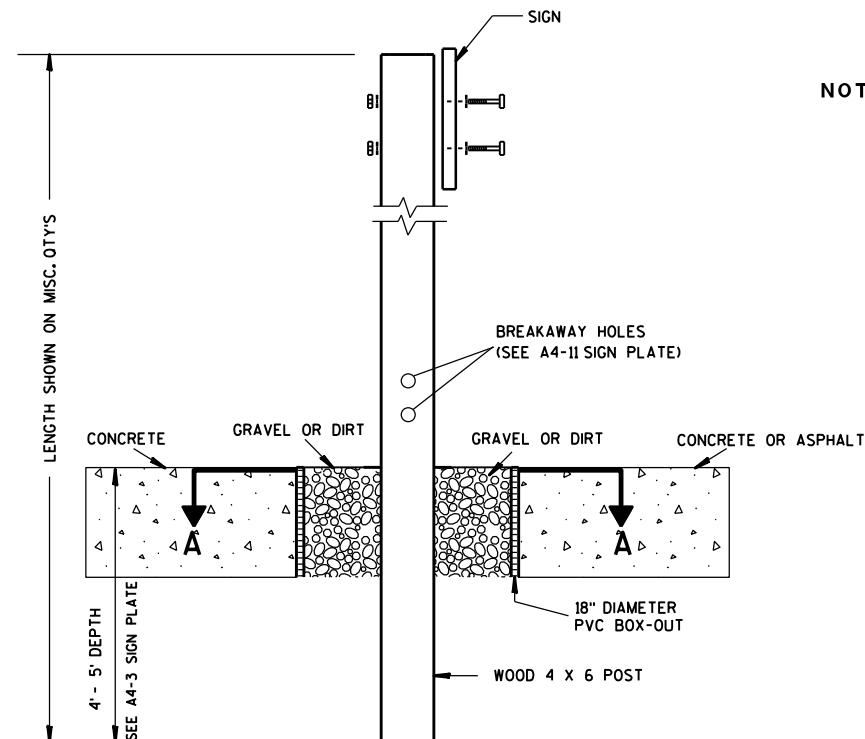
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

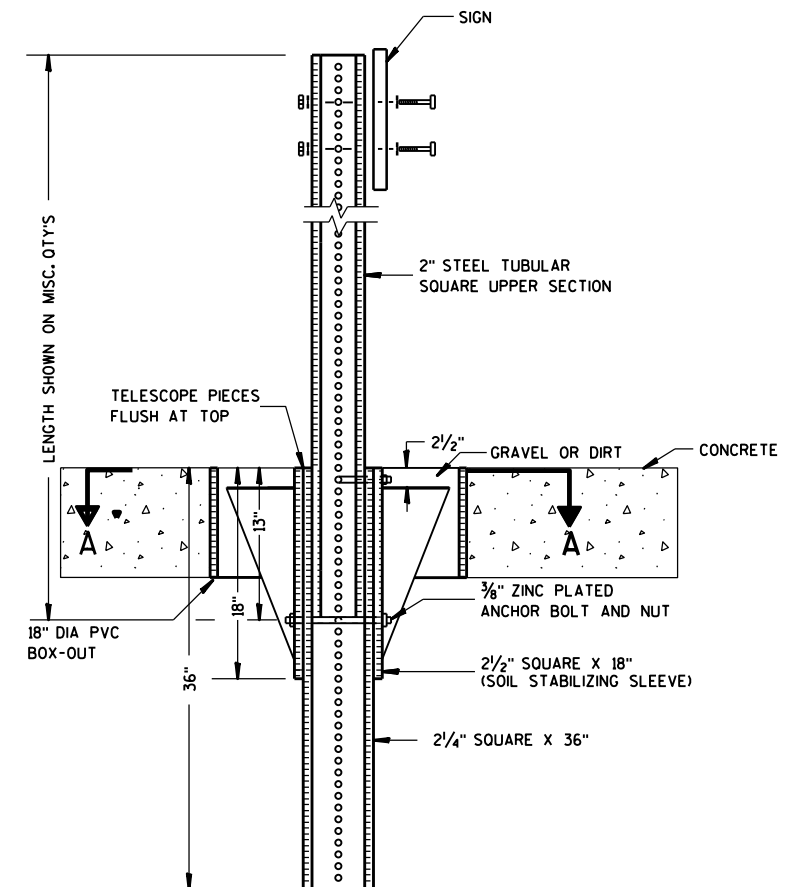
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

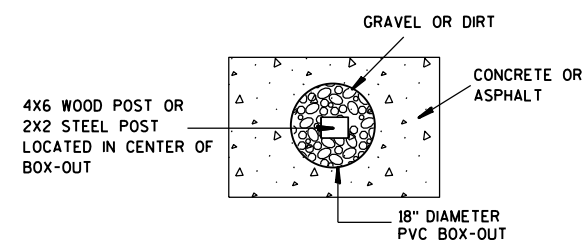
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 114 A4-3B.1

PROJECT NO:

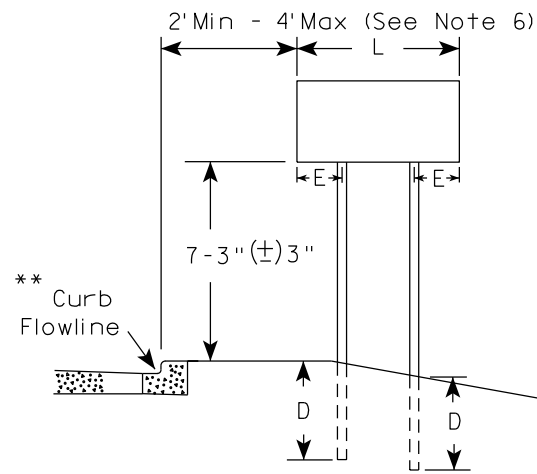
HWY:

COUNTY:

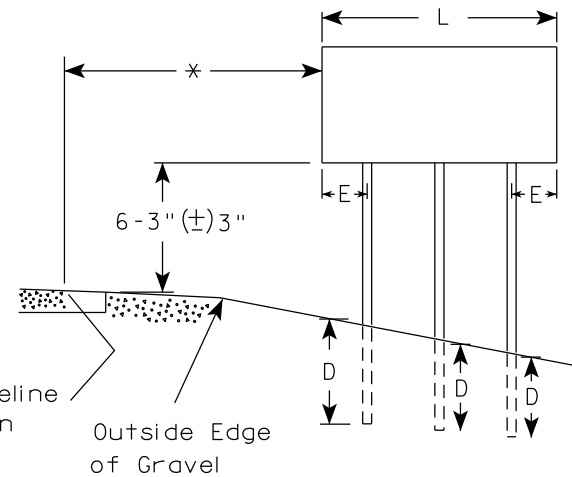
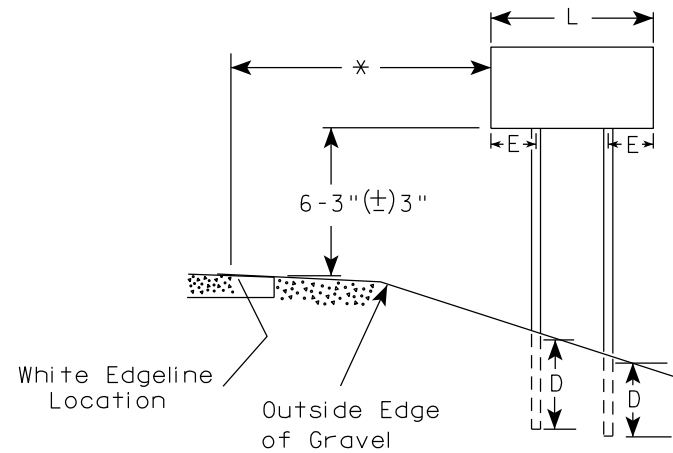
SHEET NO:

E

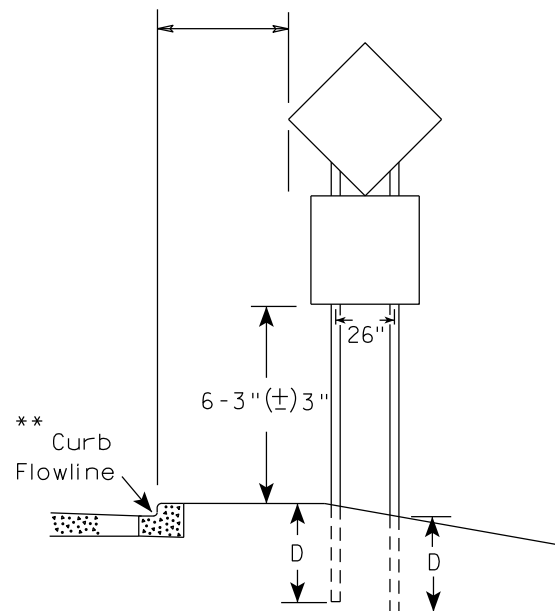
URBAN AREA



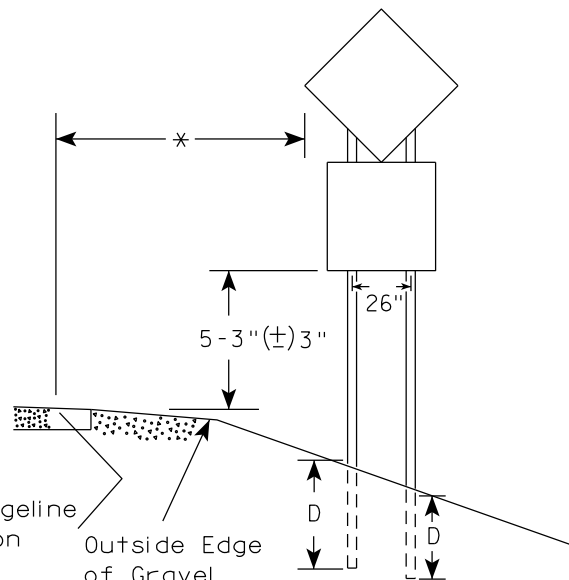
RURAL AREA (See Note 3)



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

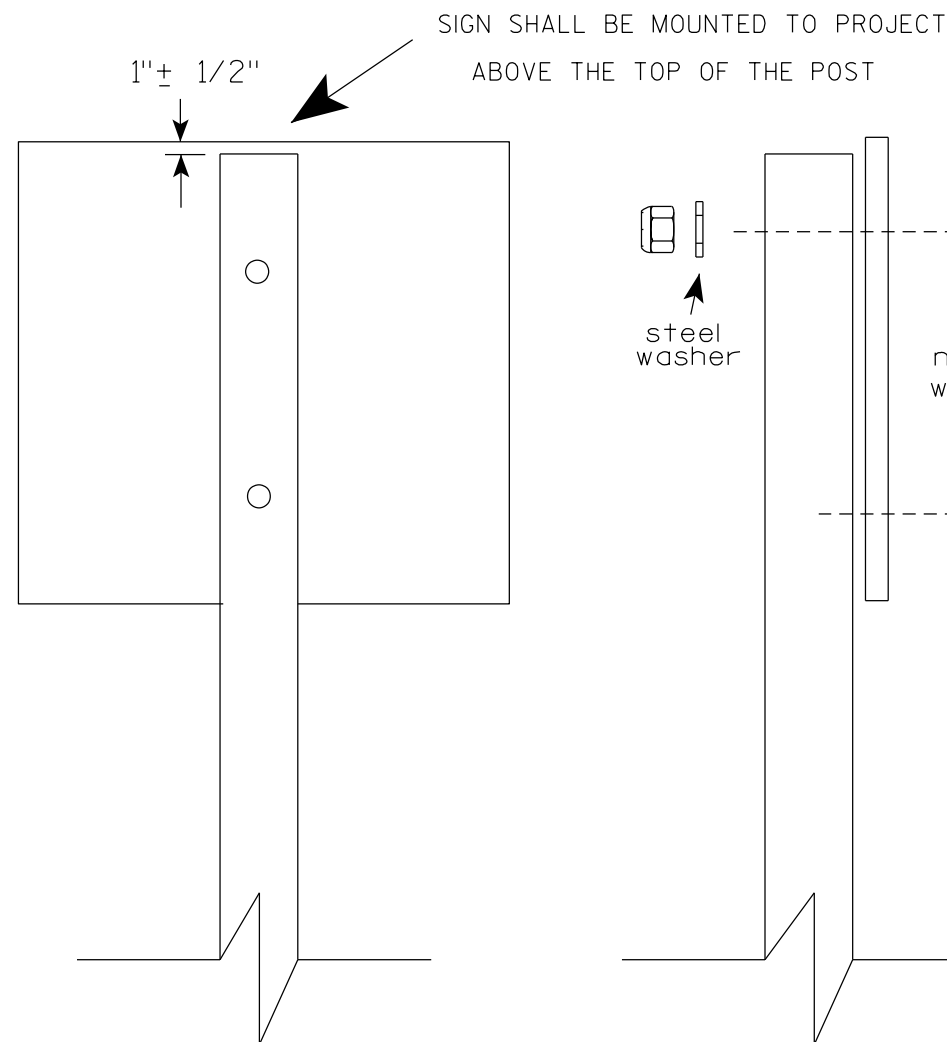
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 115

E



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

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

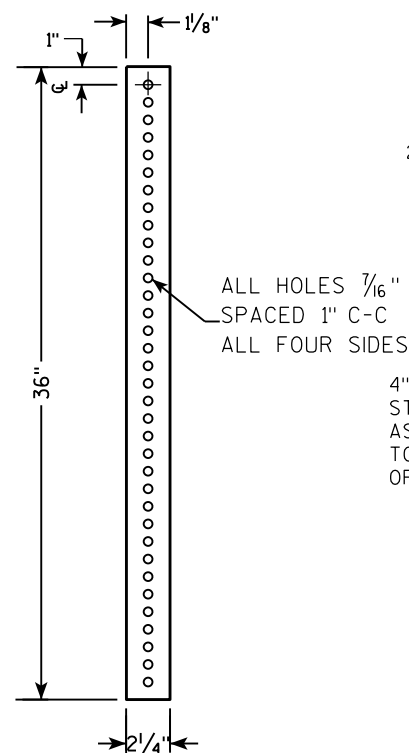
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " 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

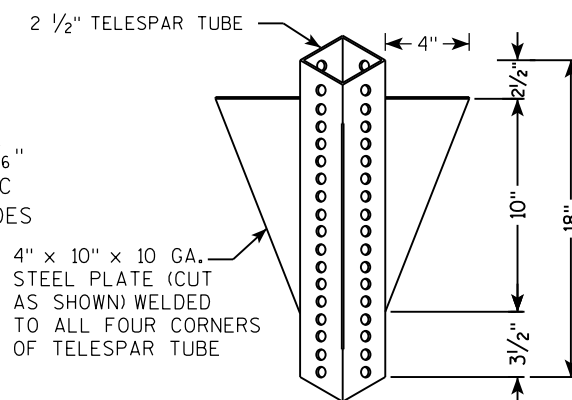
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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



TELESCOPE PIECES FLUSH AT TOP

18" DIA SCHEDULE 40 PVC BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

2" STEEL TUBULAR SQUARE UPPER SECTION

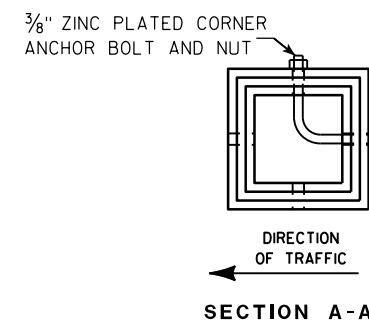
ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- Dimensions:**
 - Overall height: LENGTH SHOWN ON MISC. QTYS
 - Top section height: 36"
 - Section below top: 18"
 - Section below that: 12"
- Components and Labels:**
 - SIGN
 - SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 - 2" STEEL TUBULAR SQUARE UPPER SECTION
 - ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C
 - ALL FOUR SIDES
 - $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
 - TELESCOPE PIECES FLUSH AT TOP
 - $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
 - 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 - 2 1/4" SQUARE X 36"



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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 117 14-9.9

SHEET NO:	E
-----------	---

PROJECT NO:

HWY:

COUNTY:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN

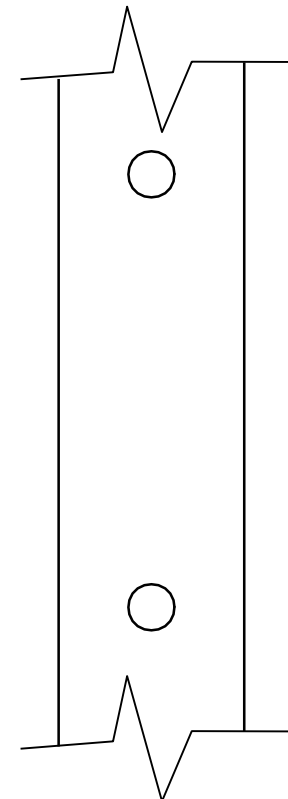
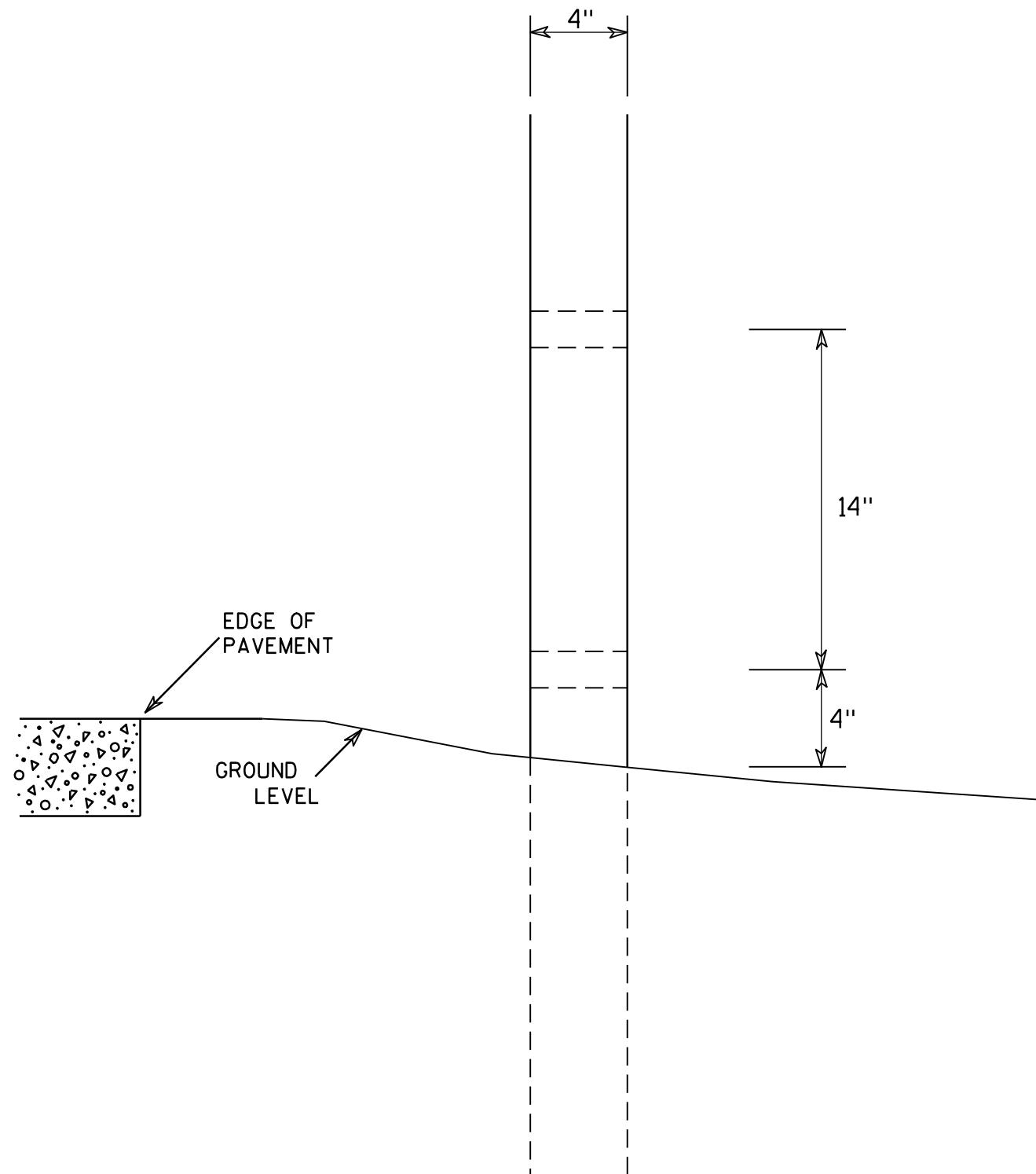
PLOT DATE : 05-FEB-2015 17:09

PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

COUNTY:

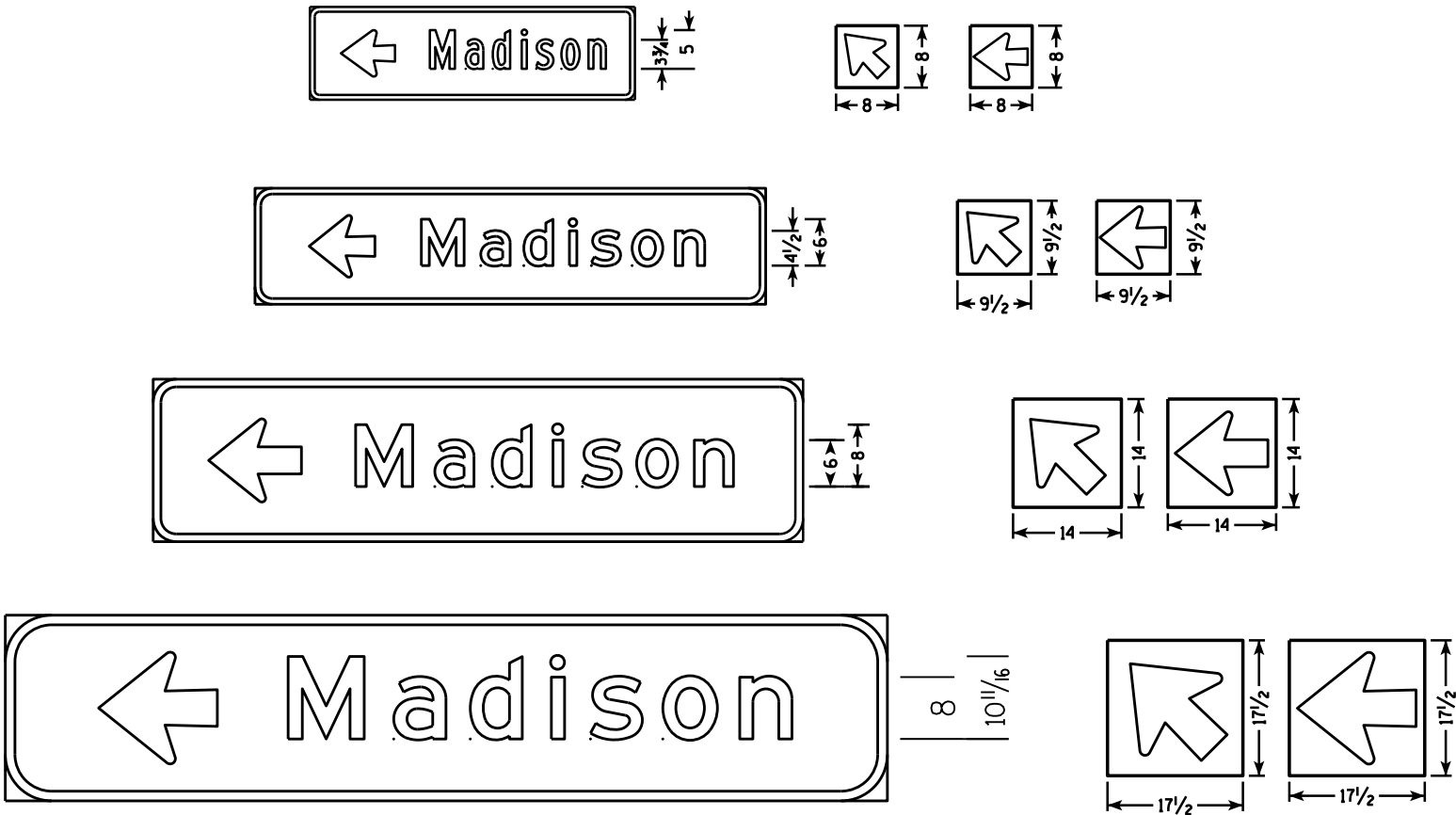
SHEET NO: 118

E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

GENERAL NOTES

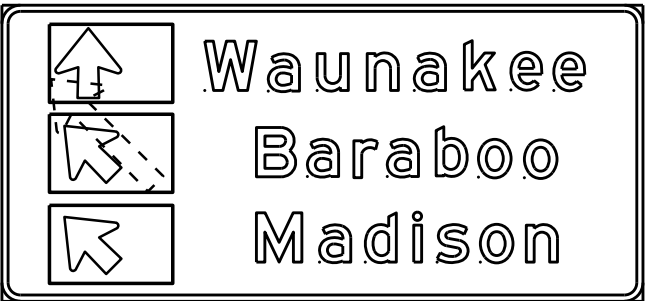
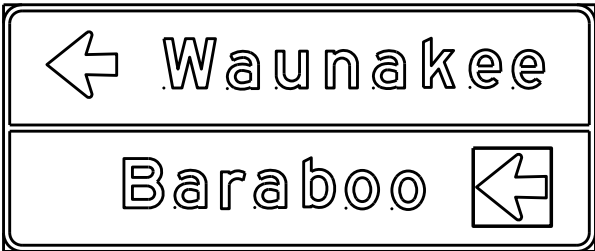
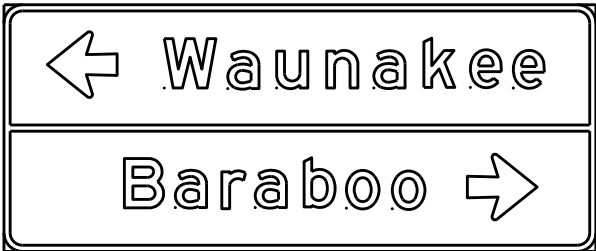
- 1. Materials shall conform to Standard Specification Section 637.
Base - Sheet Aluminum 0.040" Thickness
Sheeting - Orange Type F Reflective
Arrow - Black Non-Reflective
- 2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws.
There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



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

BEFORE

AFTER



DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

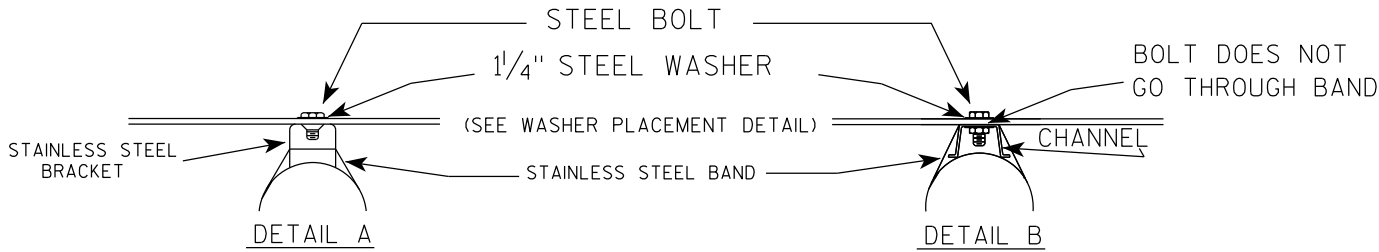
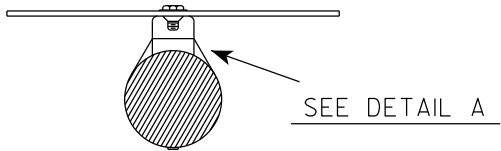
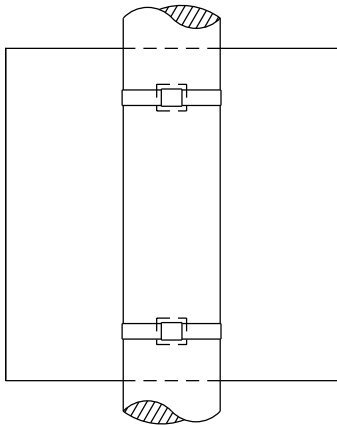
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

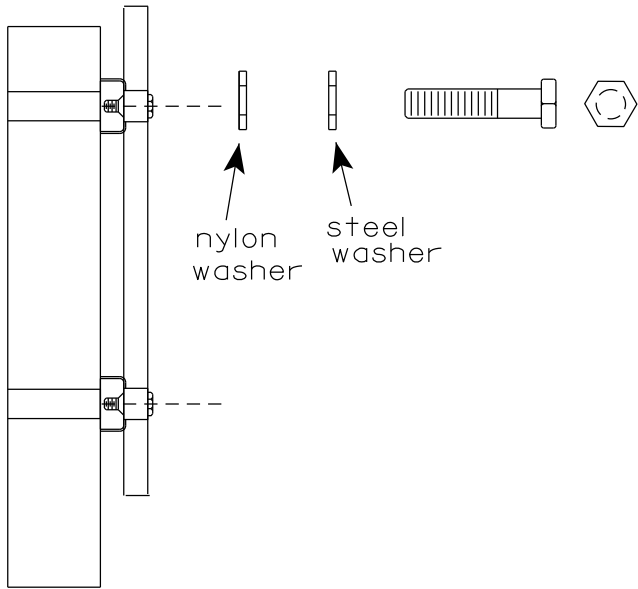
DATE 10/08/14 119 . A4-12.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

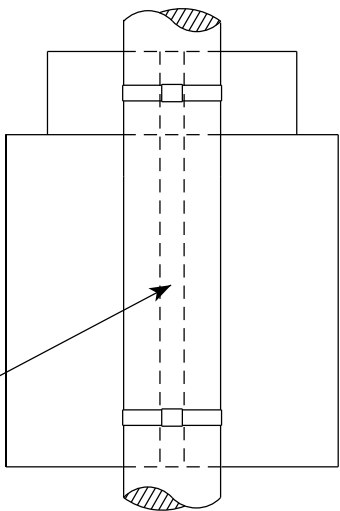


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

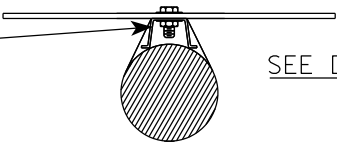
GENERAL NOTES

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

"J" ASSEMBLY



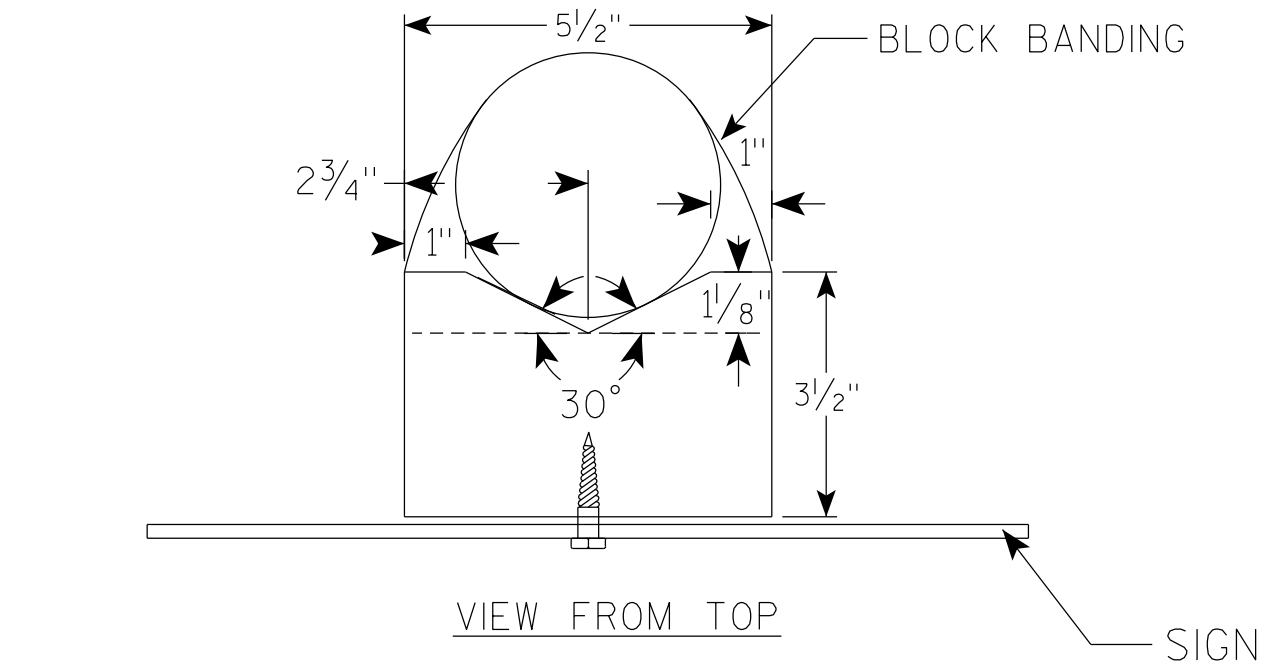
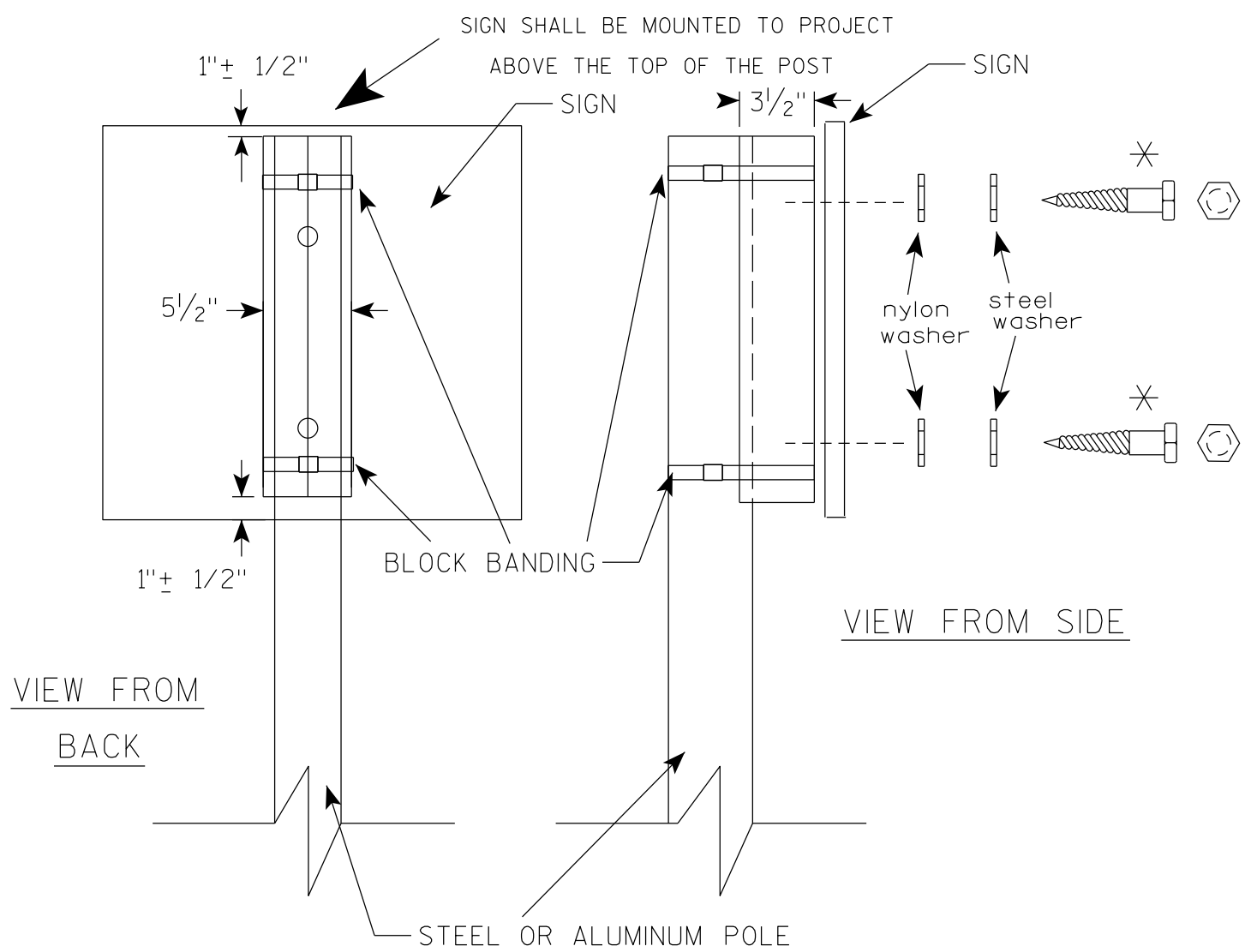
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



GENERAL NOTES

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

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

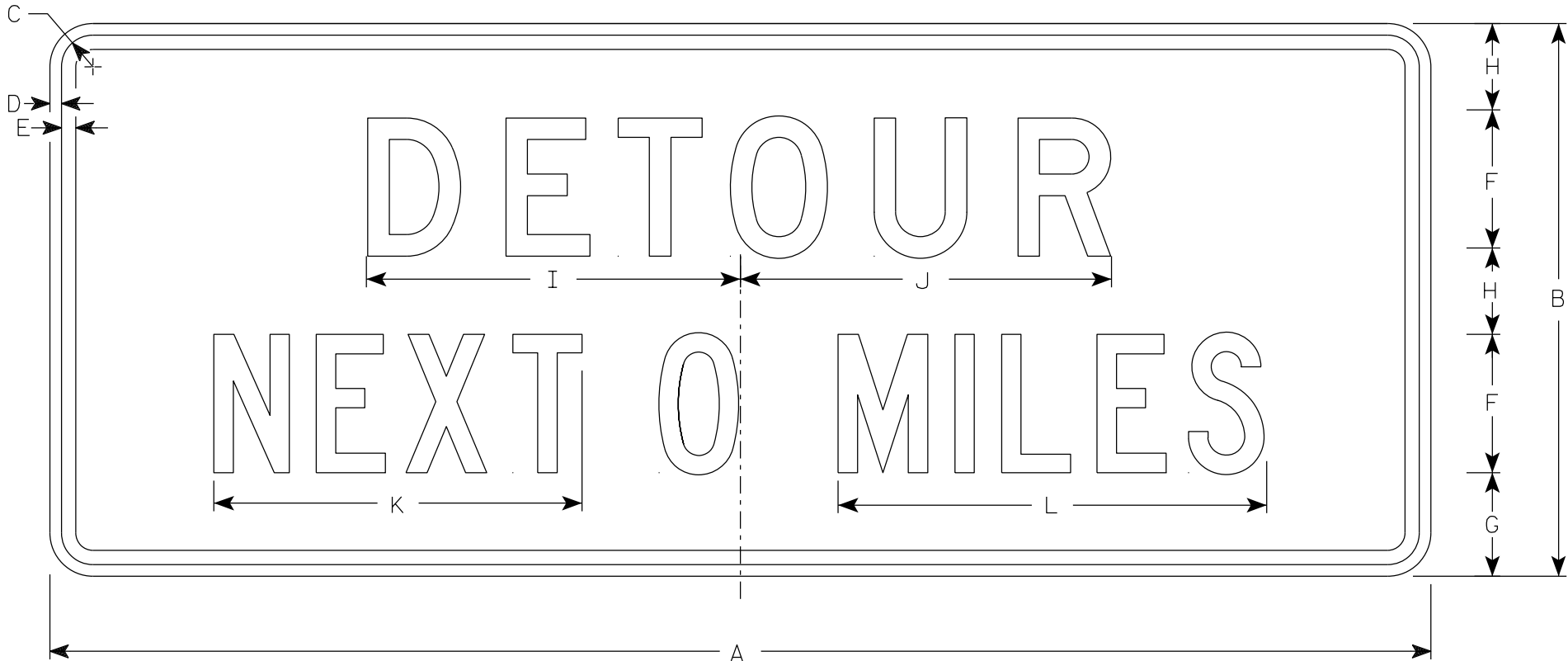
BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

7

7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance



G20-51

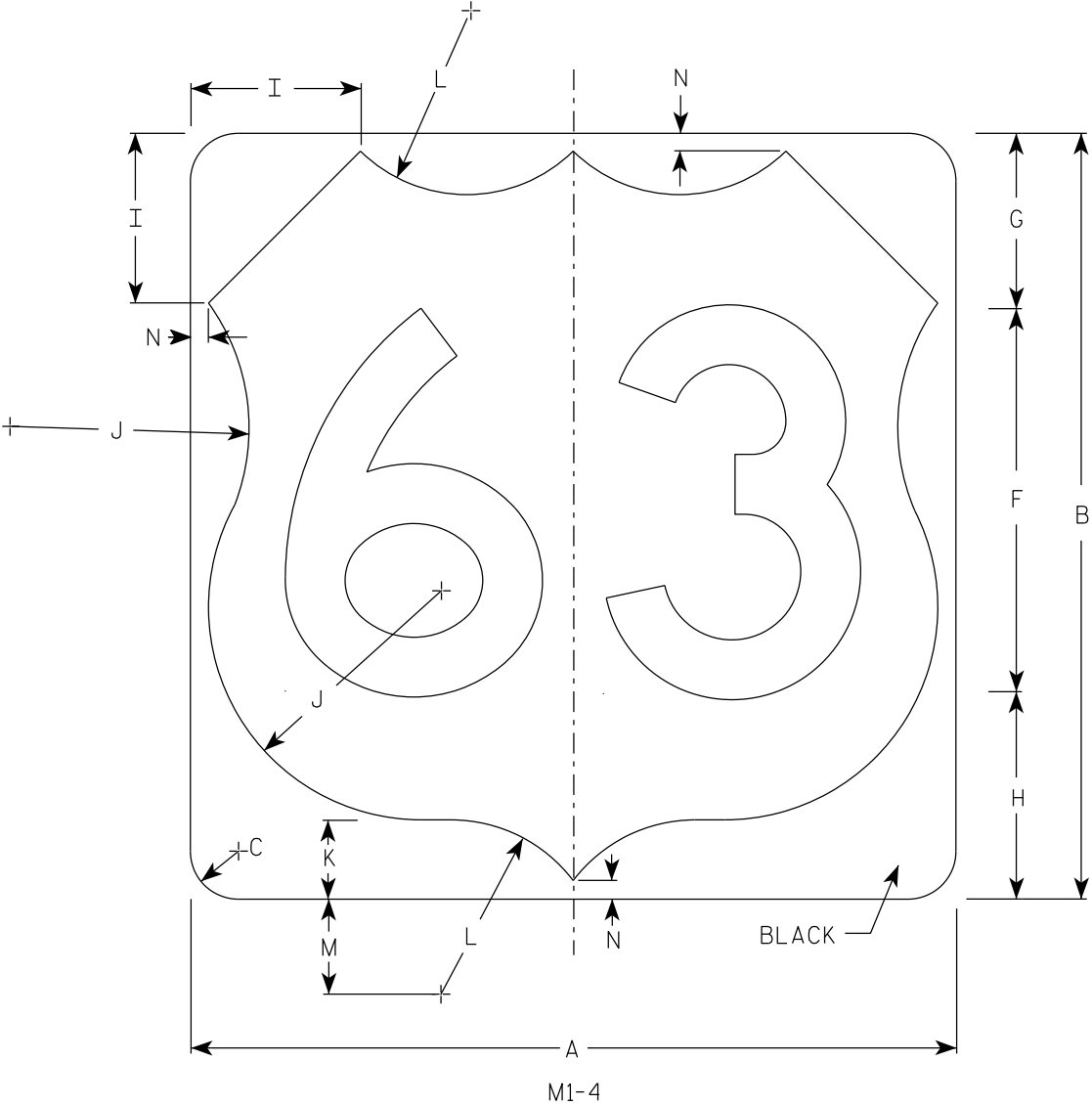
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4	16 1⁄4	16 1⁄8	16	18 5⁄8															10.0
2M	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4	16 1⁄4	16 1⁄8	16	18 5⁄8															10.0
3	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4	16 1⁄4	16 1⁄8	16	18 5⁄8															10.0
4	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4	16 1⁄4	16 1⁄8	16	18 5⁄8															10.0
5	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4	16 1⁄4	16 1⁄8	16	18 5⁄8															10.0

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

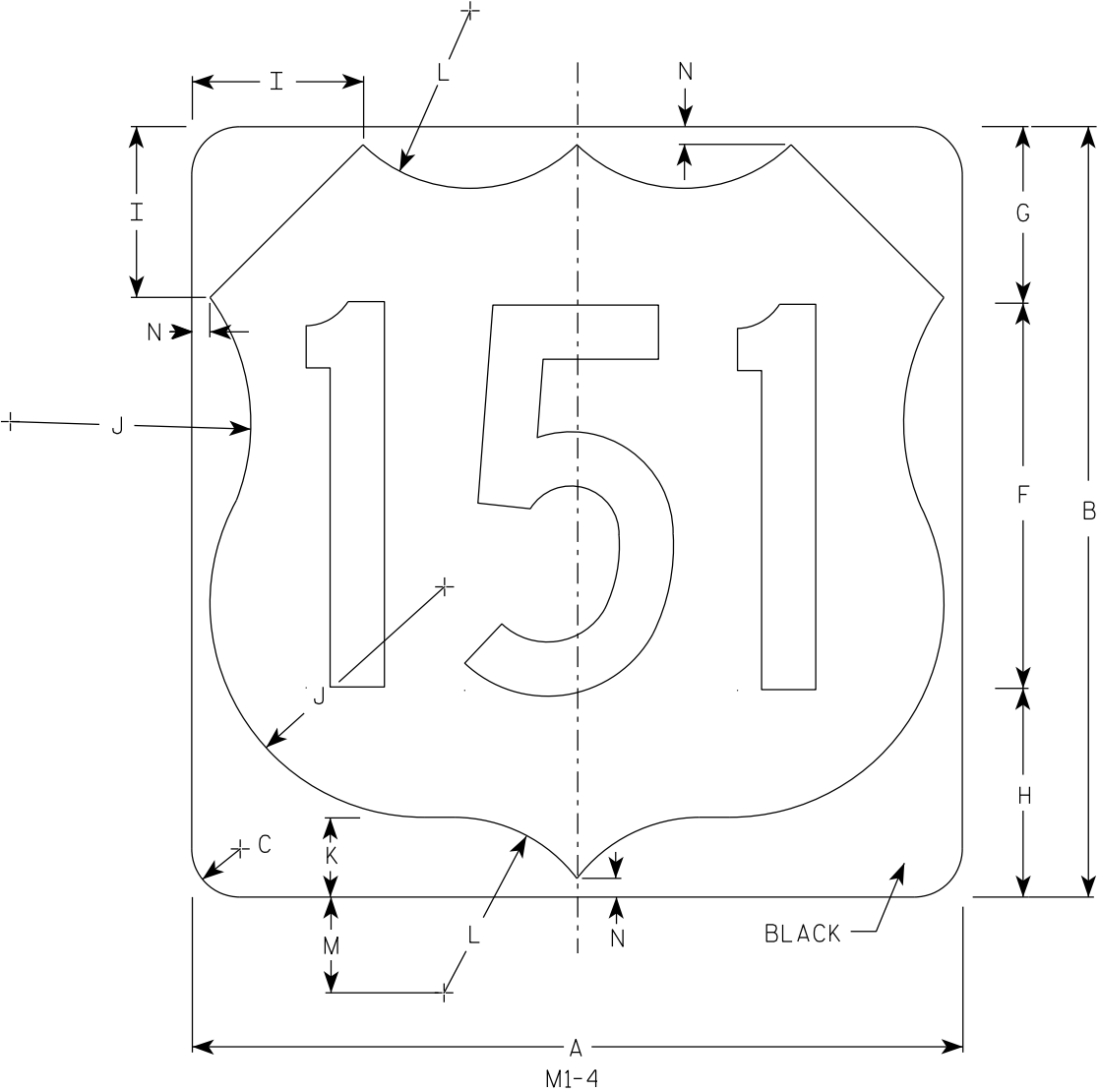
APPROVED *Matthew R. Rauch*
State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3



NOTES

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



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	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER

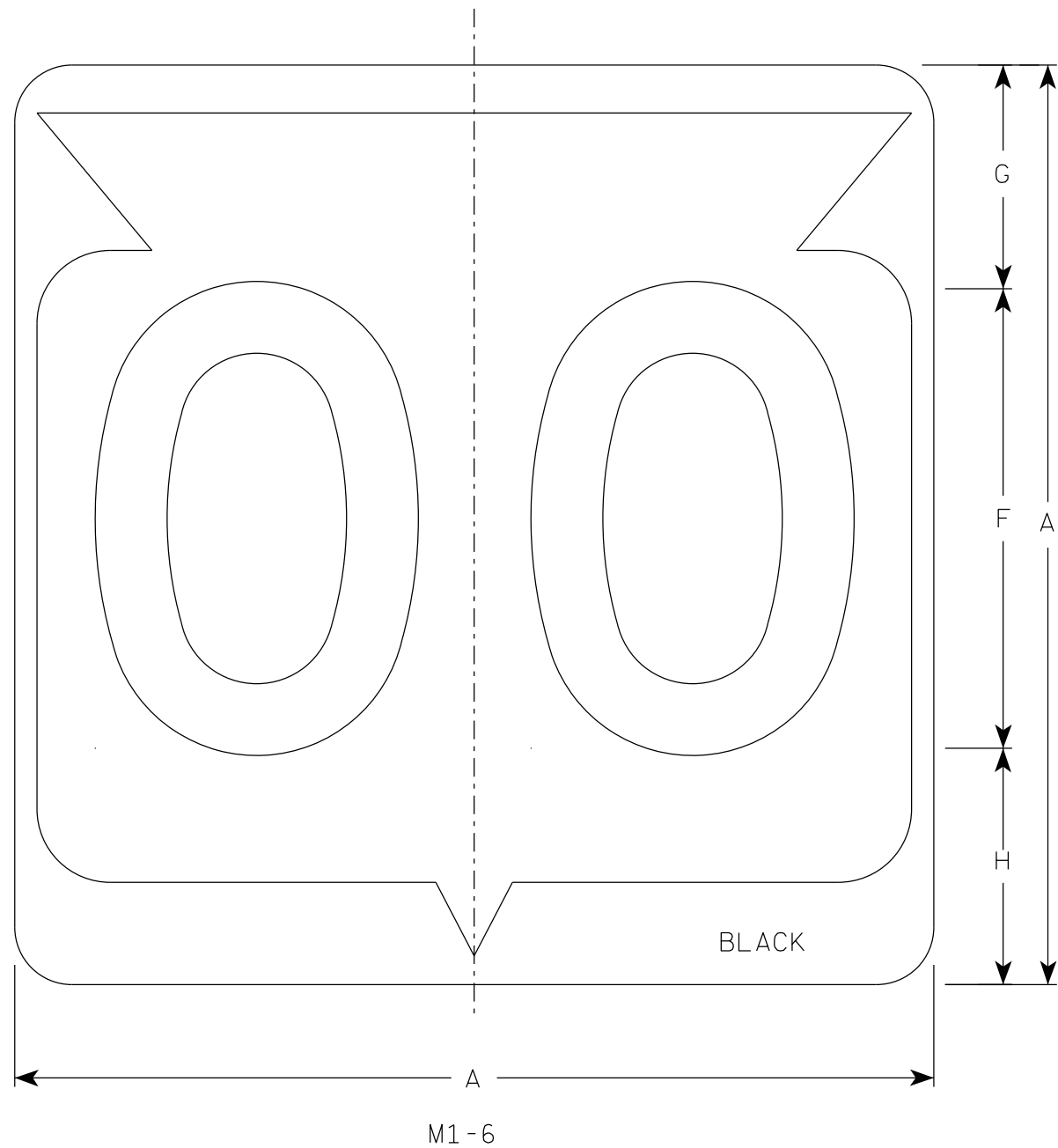
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

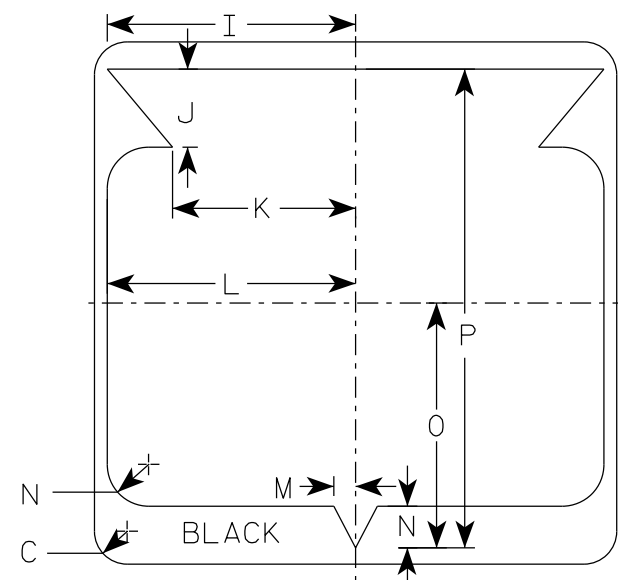
DATE 12/20/22 PLATE NO. M1-4.11

7



NOTES

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

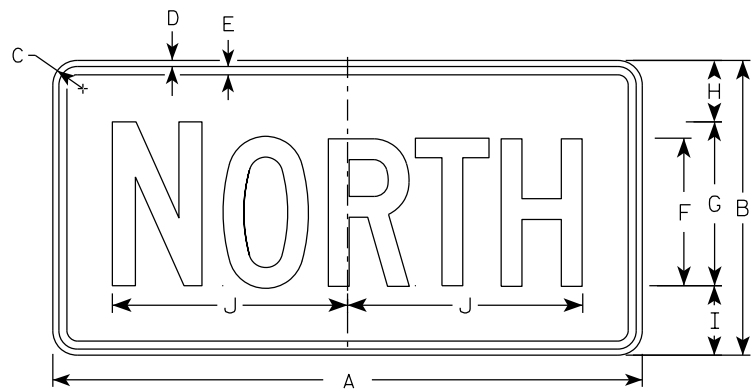


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8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

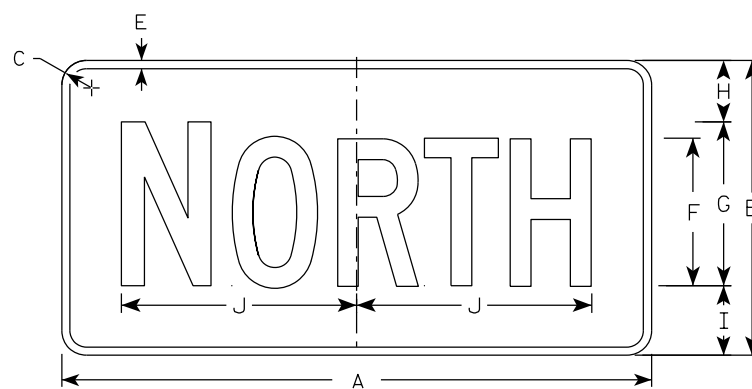
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/8/2022	PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 124												E
-------------	------	---------	---------------	--	--	--	--	--	--	--	--	--	--	--	---

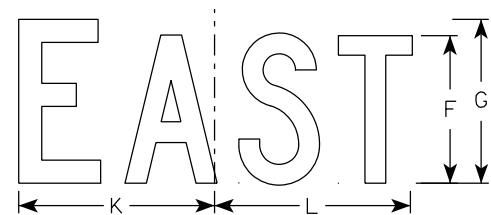
7



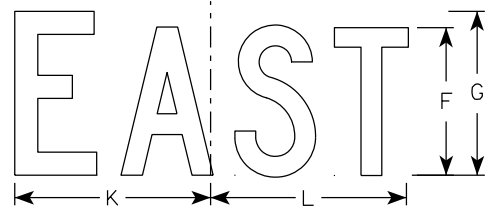
M3-1
MM3-1
MP3-1



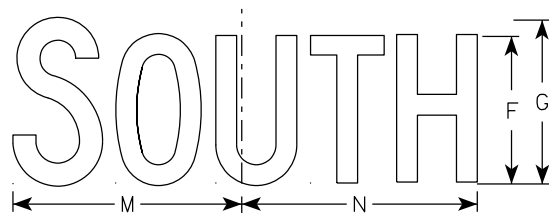
MB3-1
MK3-1
MN3-1



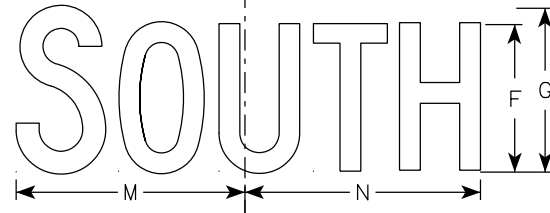
M3-2
MM3-2
MP3-2



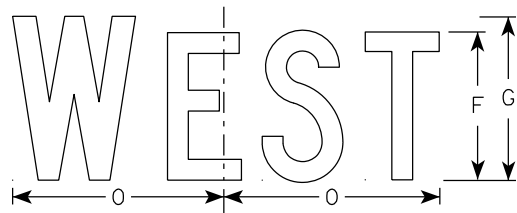
MB3-2
MK3-2
MN3-2



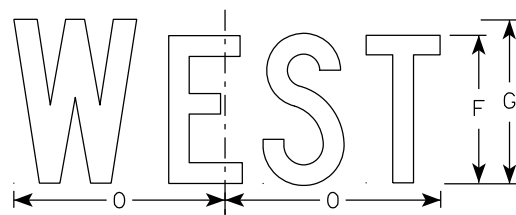
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

7

7

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

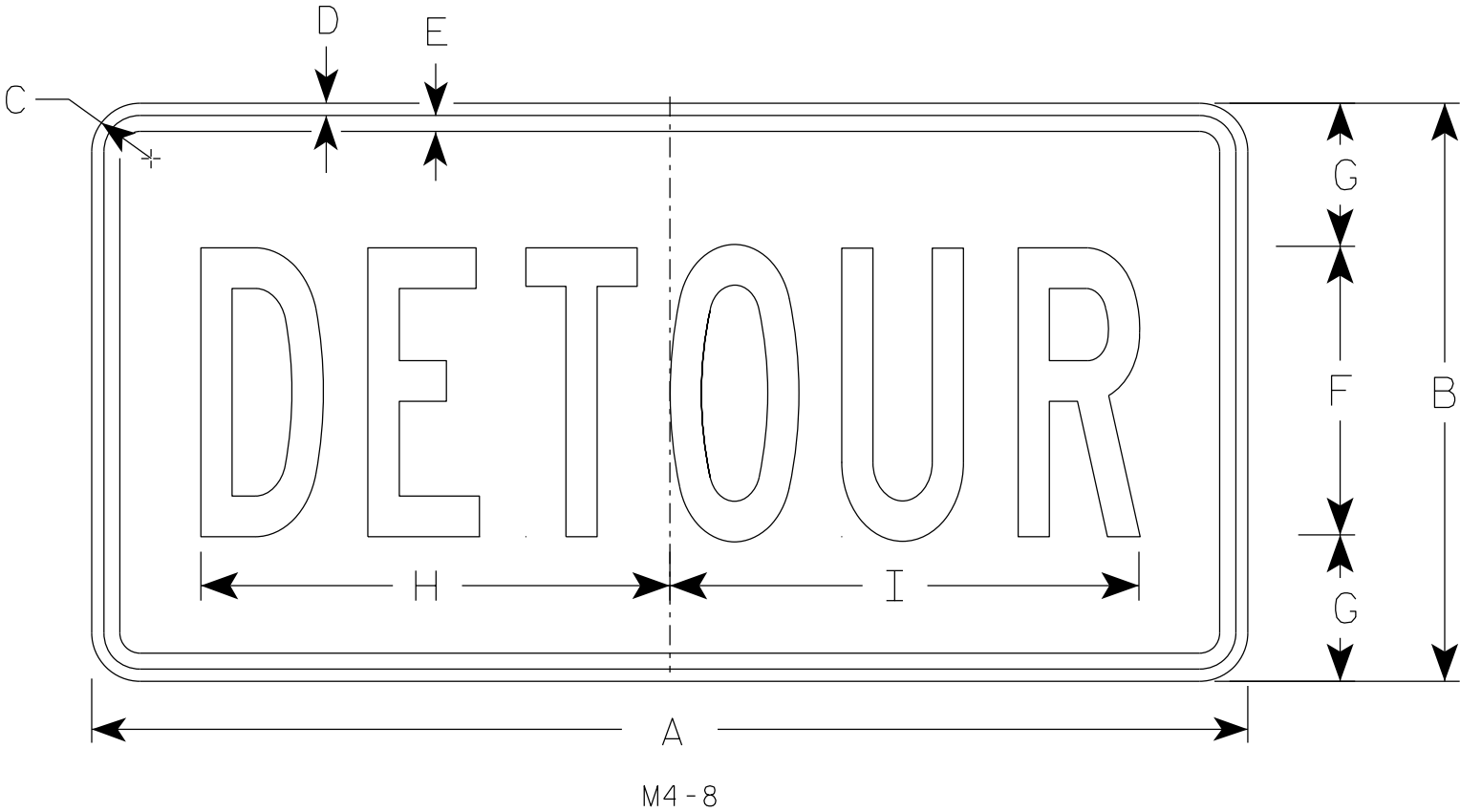
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 125	E
-------------	------	---------	---------------	---

7

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.



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

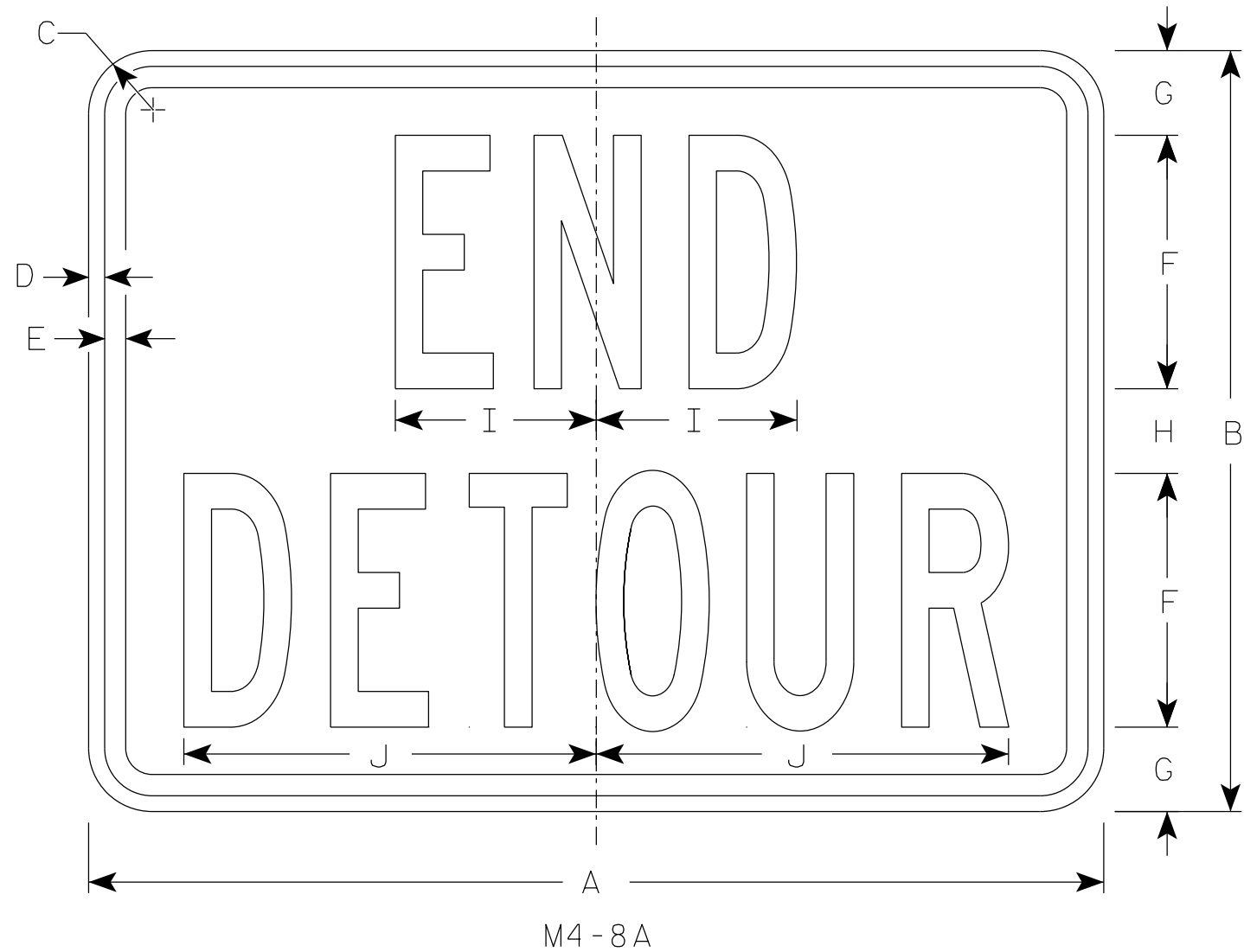
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

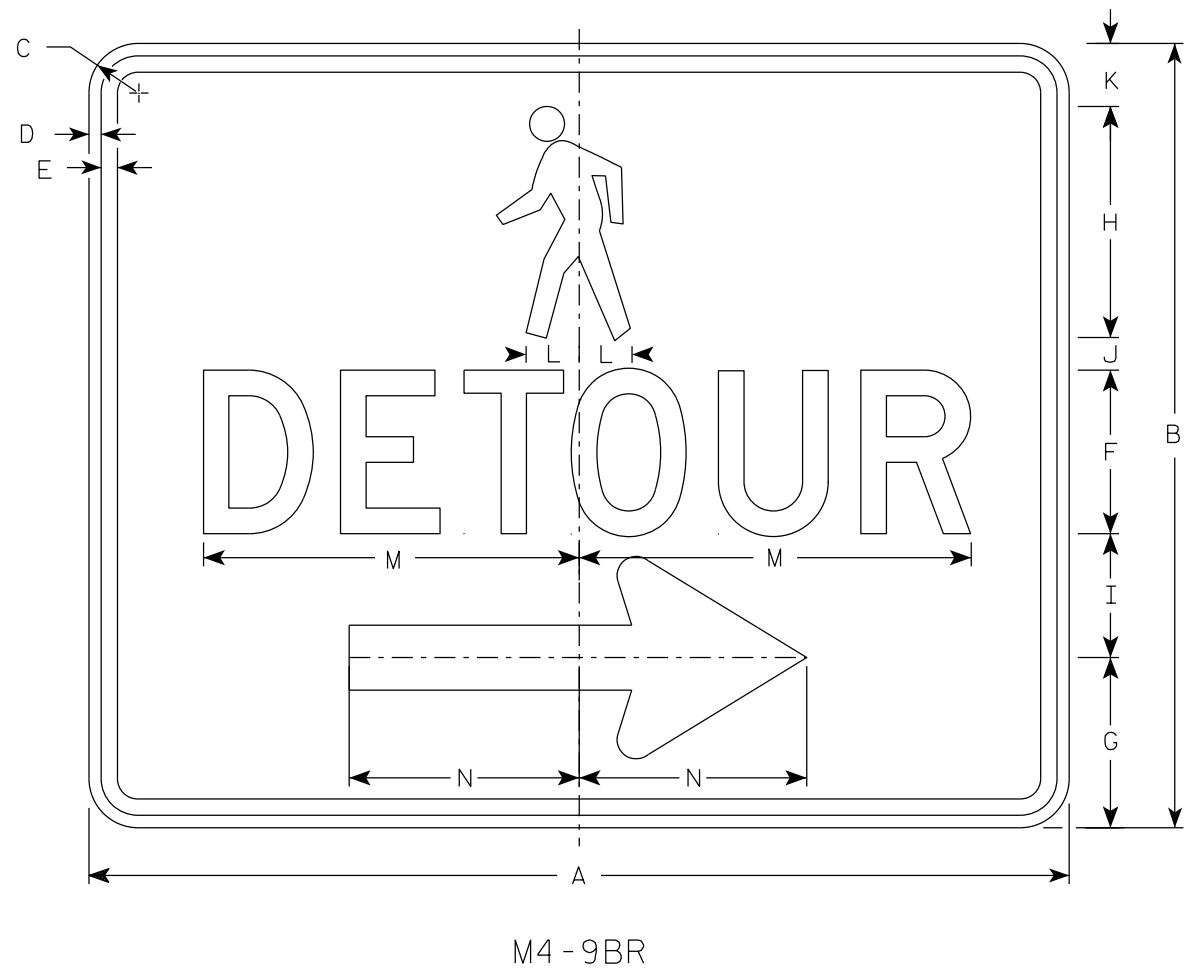
1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

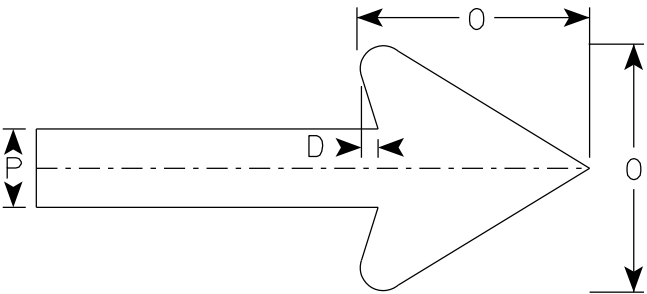
STANDARD SIGN	
M4-8A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/9/2023	PLATE NO. M4-8A.4

7



NOTES

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



Arrow Detail

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

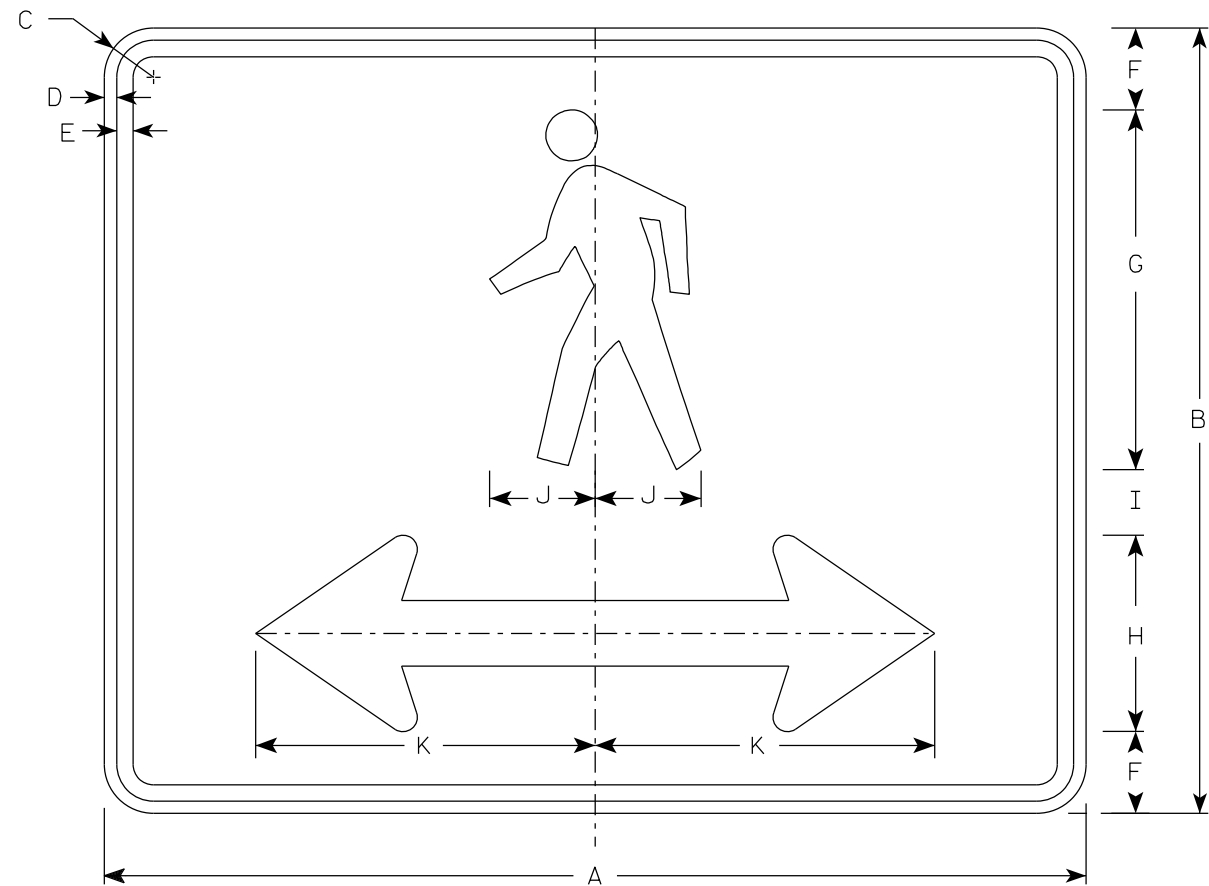
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

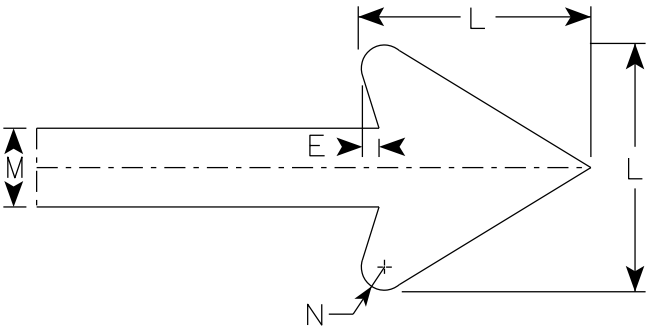
7



M4-60D

NOTES

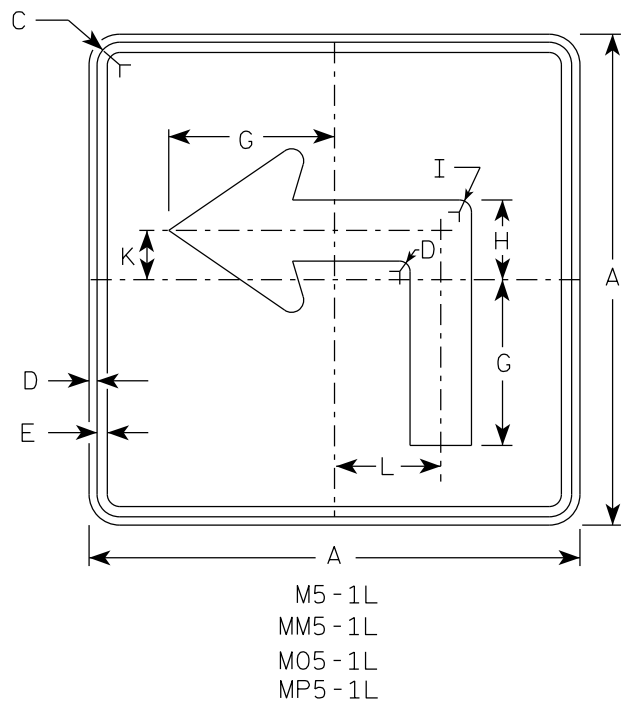
- 1. Sign is Type II- Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



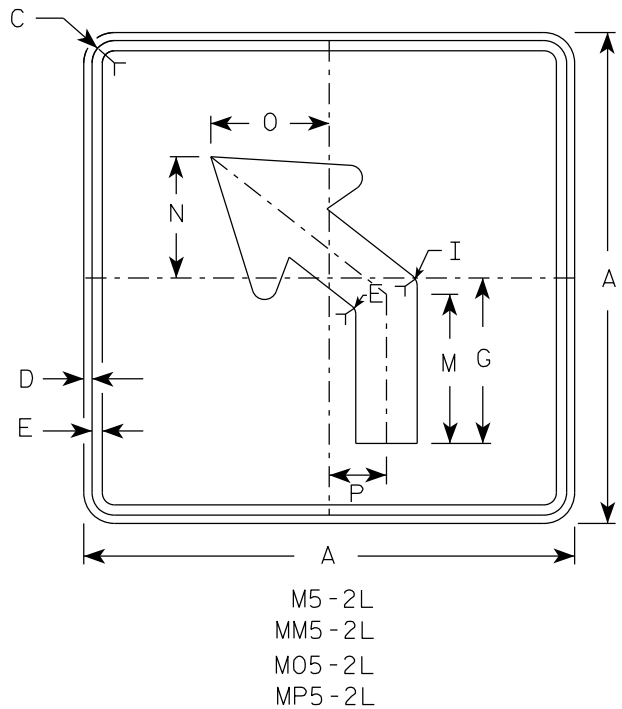
Arrow Detail

7

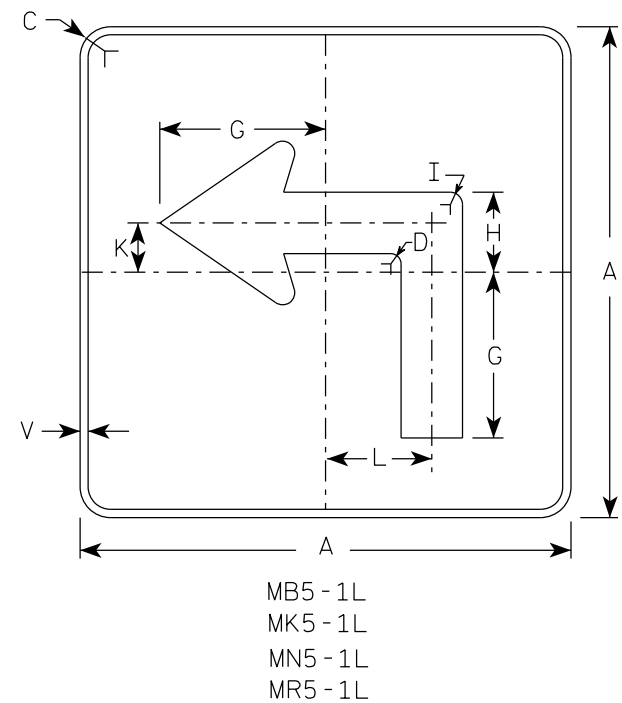
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																							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



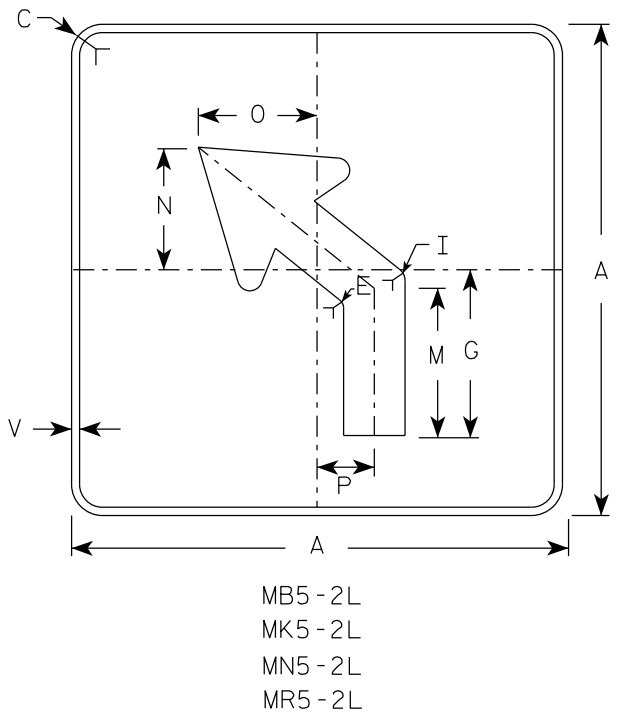
M5-1L
MM5-1L
M05-1L
MP5-1L



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



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

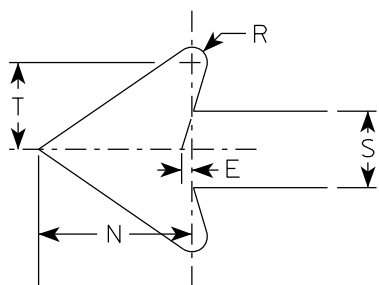


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

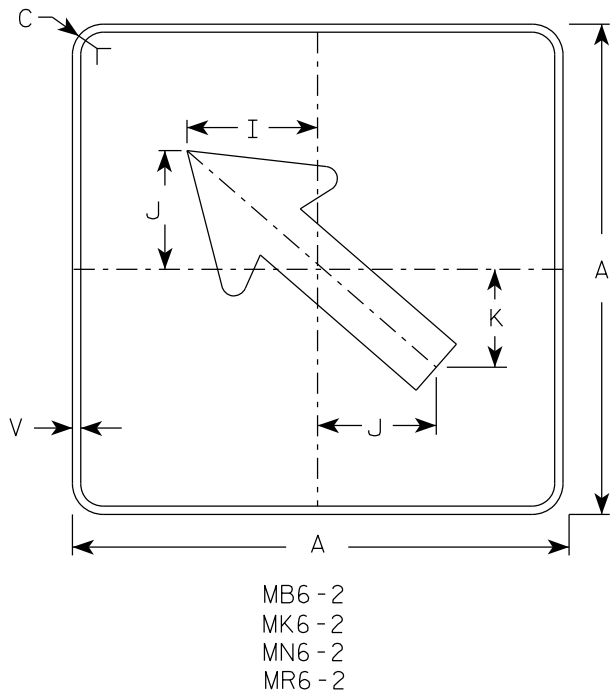
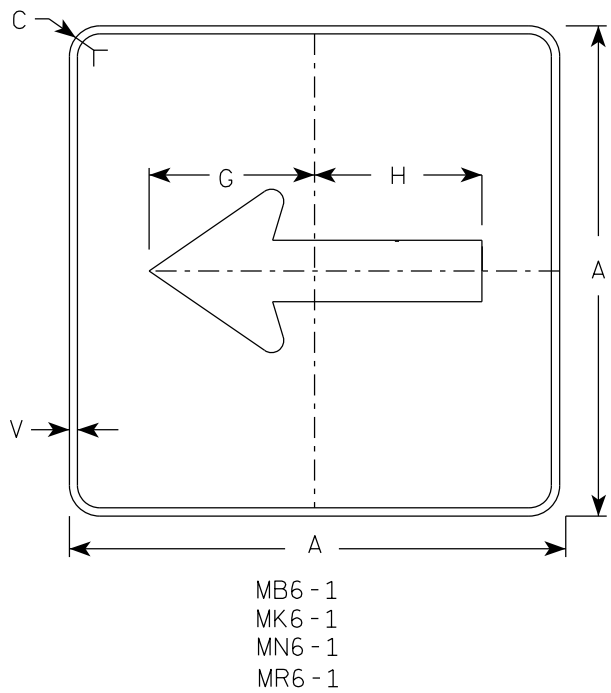
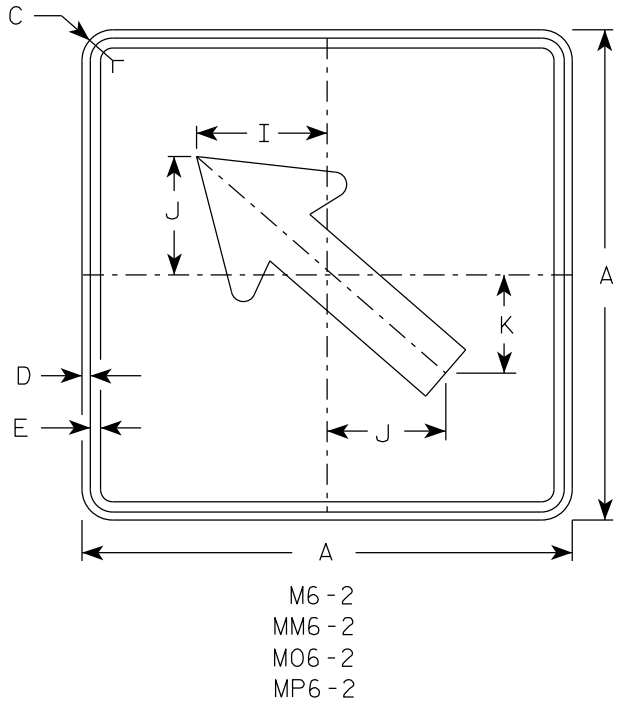
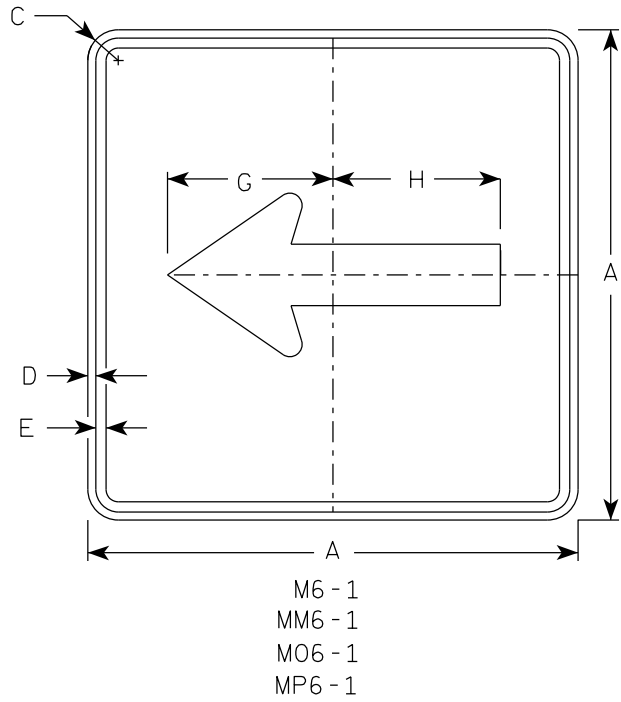
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|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

ARROW DETAIL

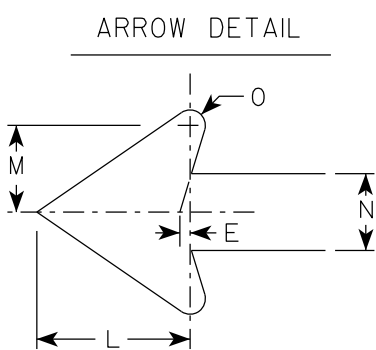


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	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: 130	E
-------------	------	---------	---------------	---



- 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

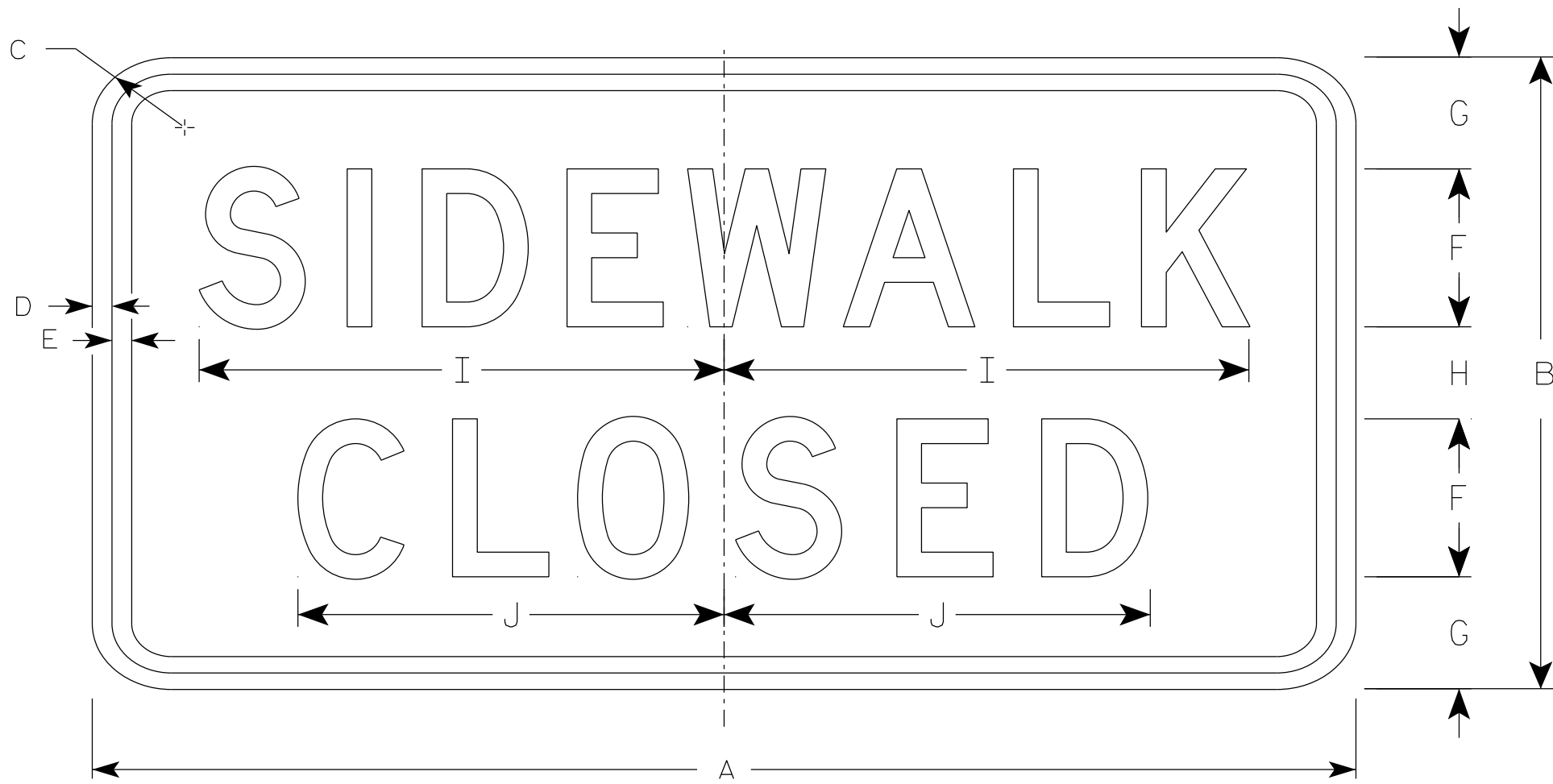
STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

7



R9-9

NOTES

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

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 132

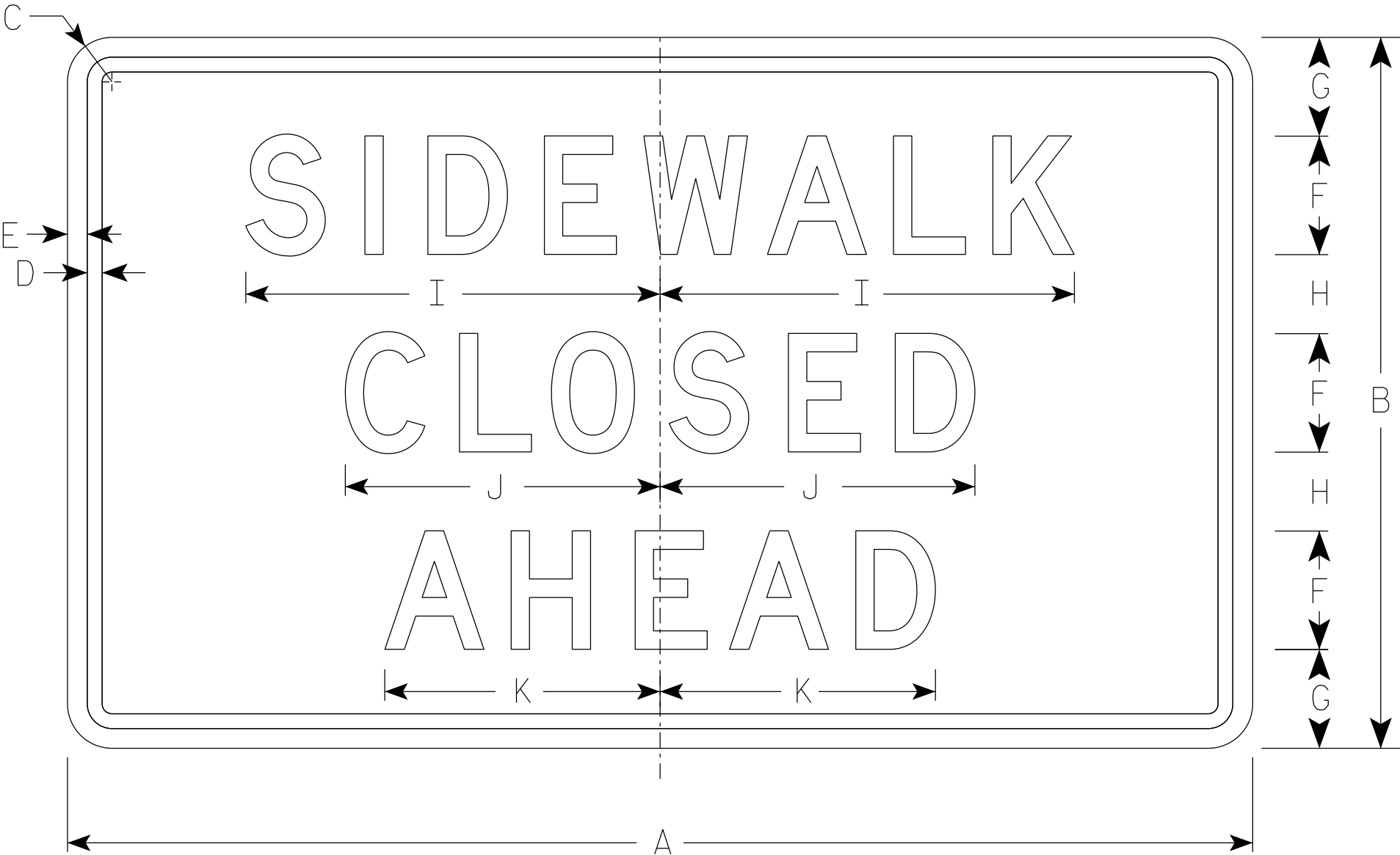
E

NOTES

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

Background - White

Message - Black
3. Message Series - D



R9-9A

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 133

E



R10-71



R10-71L

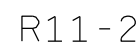


R10-71R

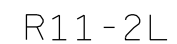
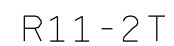
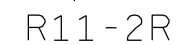
NOTES

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.

																												R10-71L&R	R10-71
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	
1																													
2S	72	36	3	¾	1	18	5	4	6	20 ⅝	11 ¾	9 ⅛	8 ½	12 ⅞	9 ⅞	16 ⅛	23 ⅞	30	5 ⅝	26 ¾	66	23 ⅝	8 ¾	13	26 ⅞	27	18.0	16.5	
2M	72	36	3	¾	1	18	5	4	6	20 ⅝	11 ¾	9 ⅛	8 ½	12 ⅞	9 ⅞	16 ⅛	23 ⅞	30	5 ⅝	26 ¾	66	23 ⅝	8 ¾	13	26 ⅞	27	18.0	16.5	
3																													
4																													
5																													

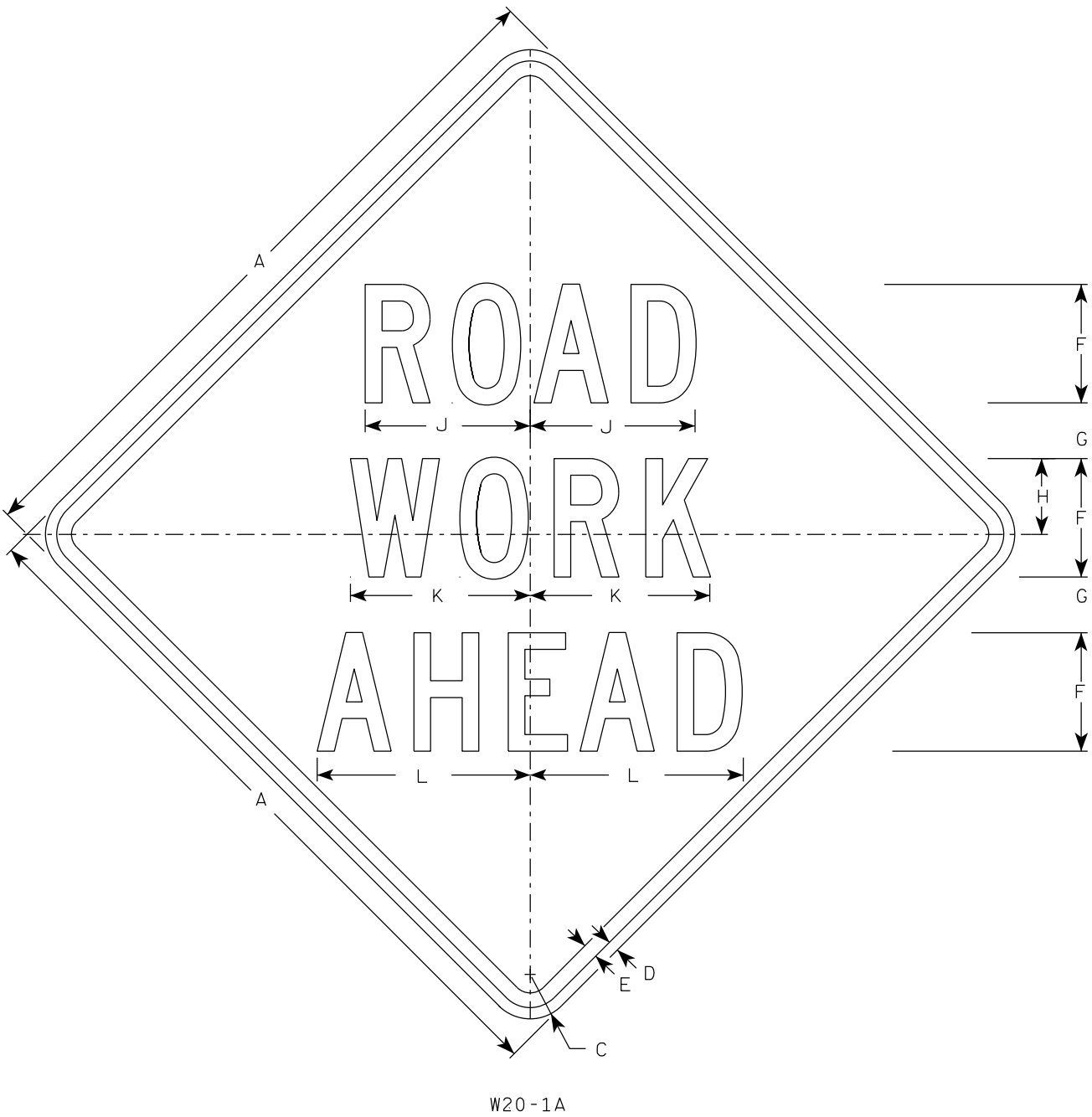


1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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

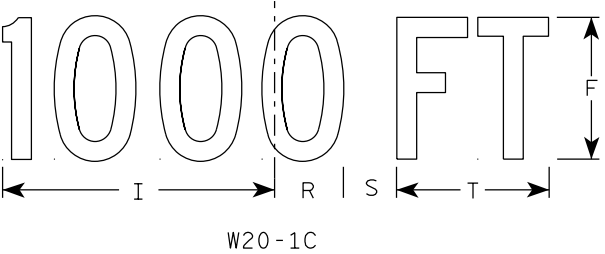
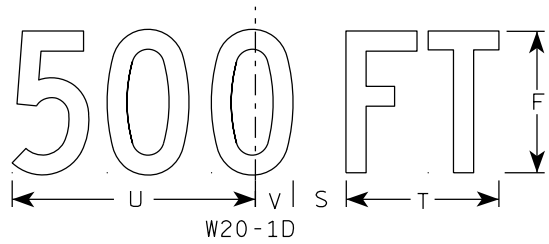
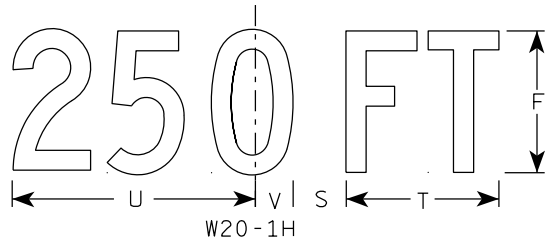


STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : \$\$.plot\$scale\$. 135 WISDOT/CADD\$ SHEET 42

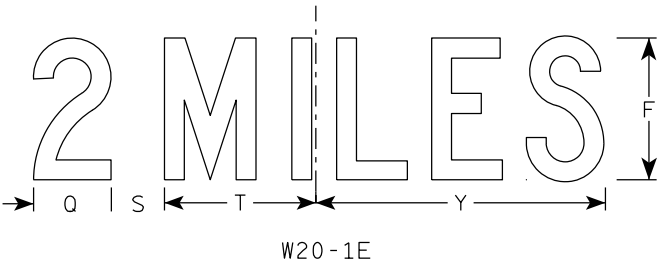
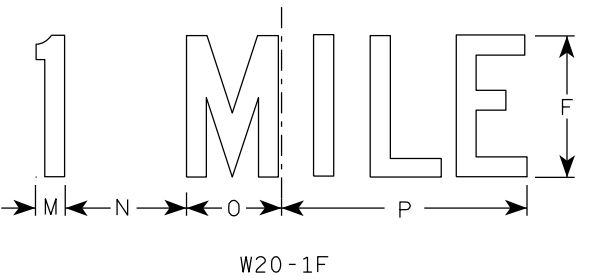
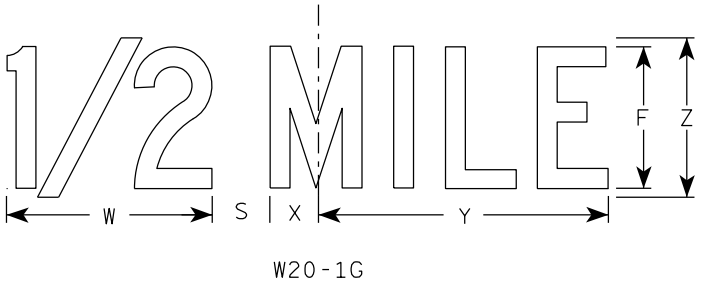


W20-1A



W20-1B

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



W20-1E

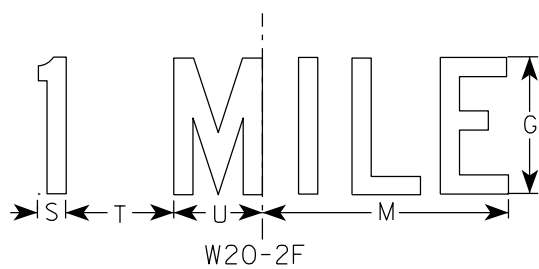
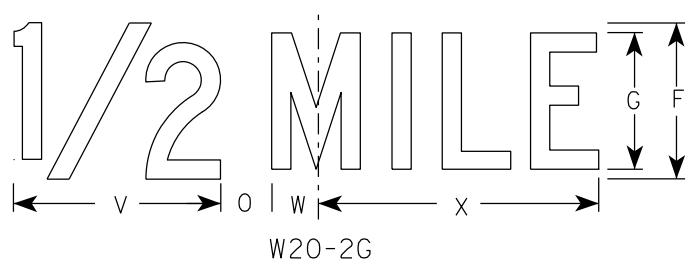
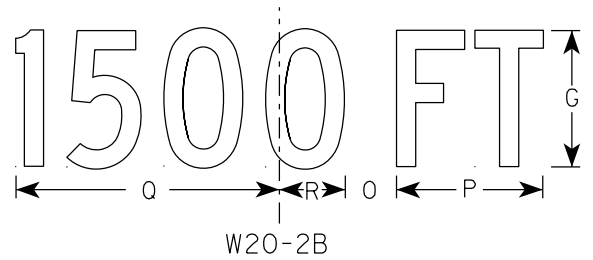
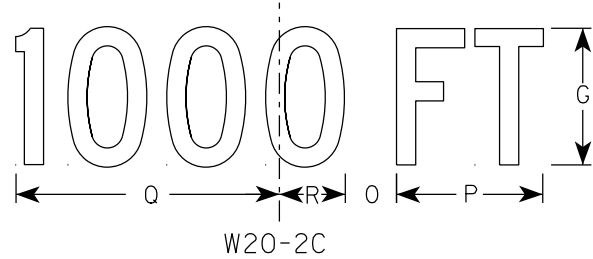
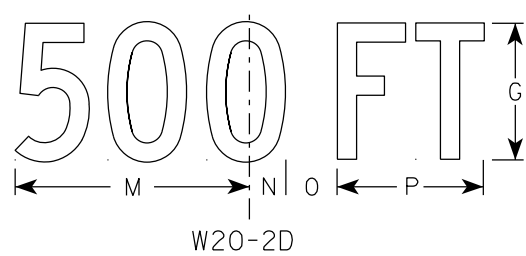
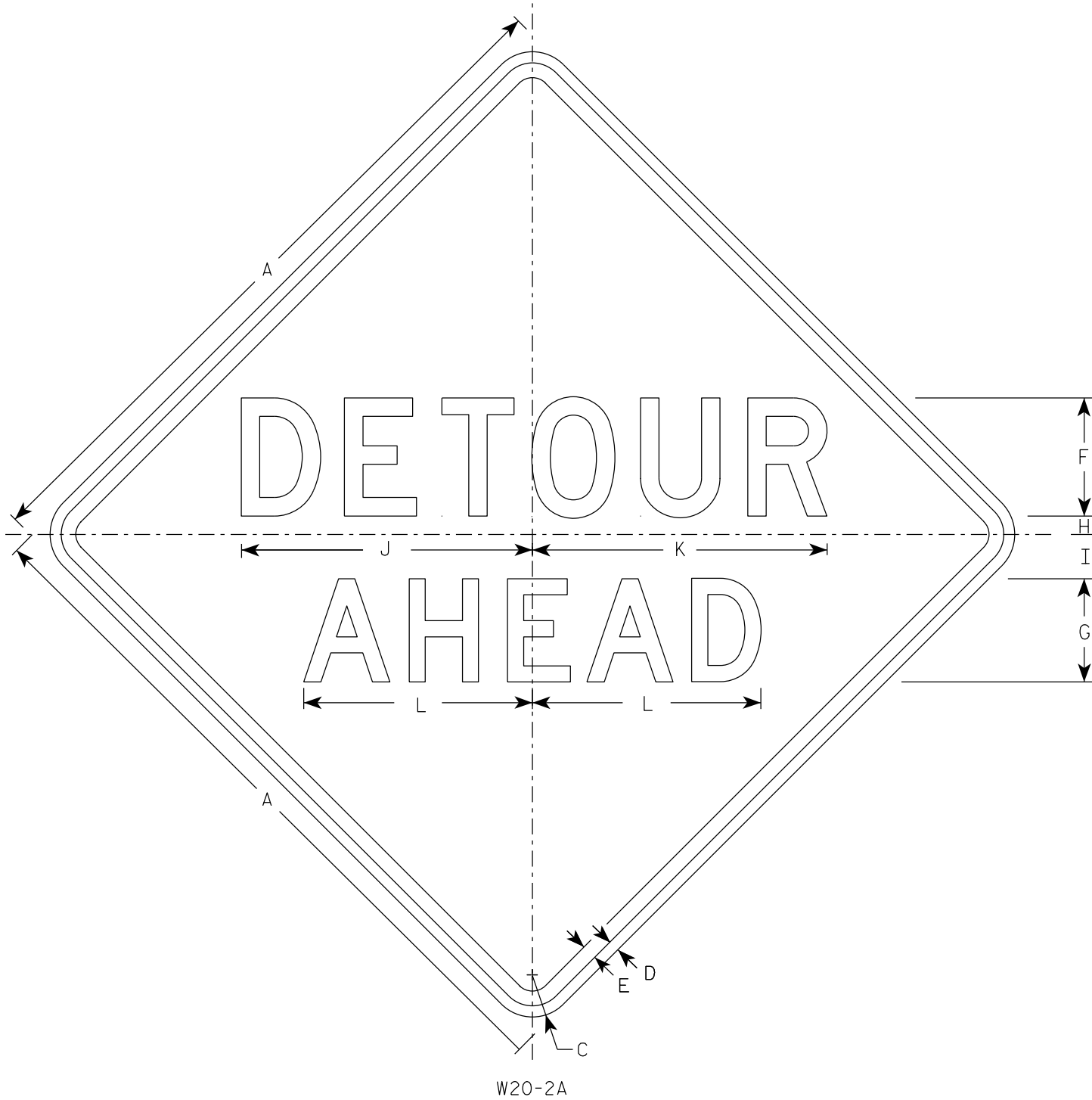
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12



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. Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

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

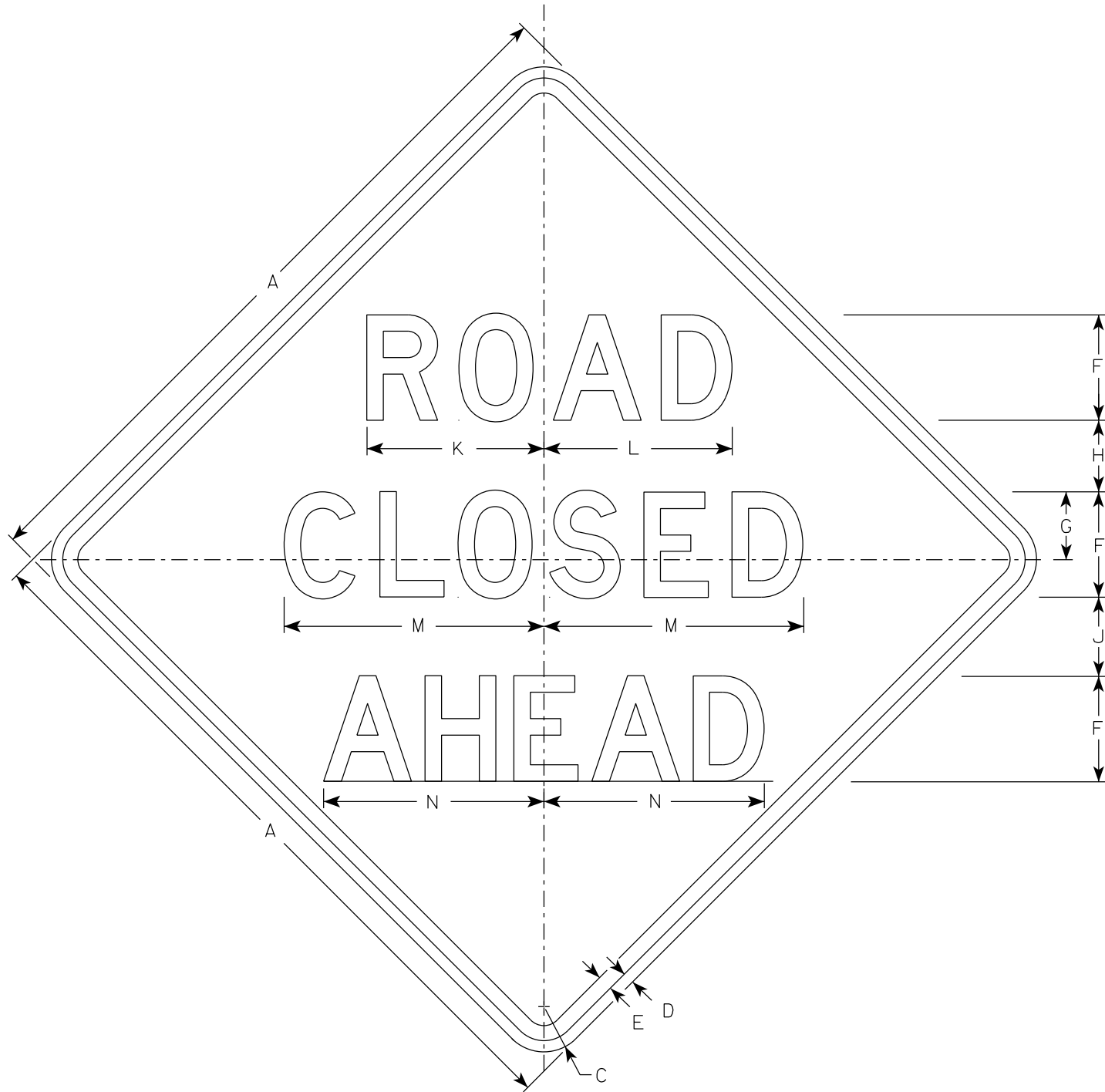
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

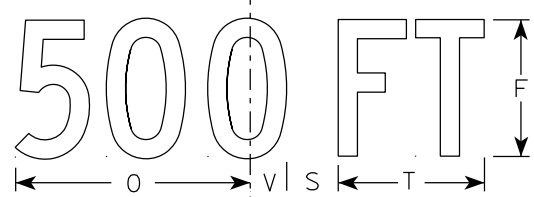
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

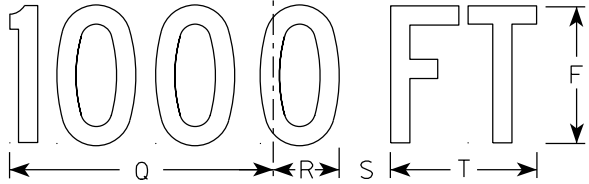
7



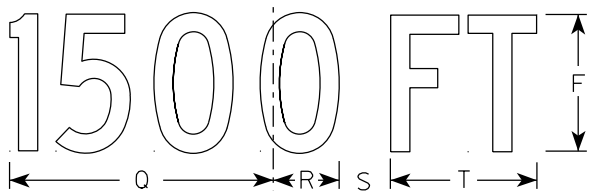
W20-3A



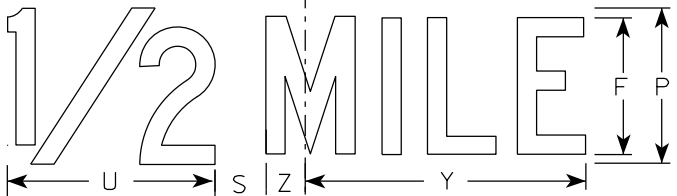
W20-3D



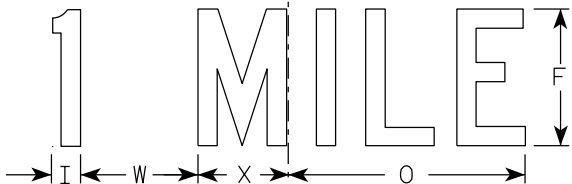
W20-3C



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

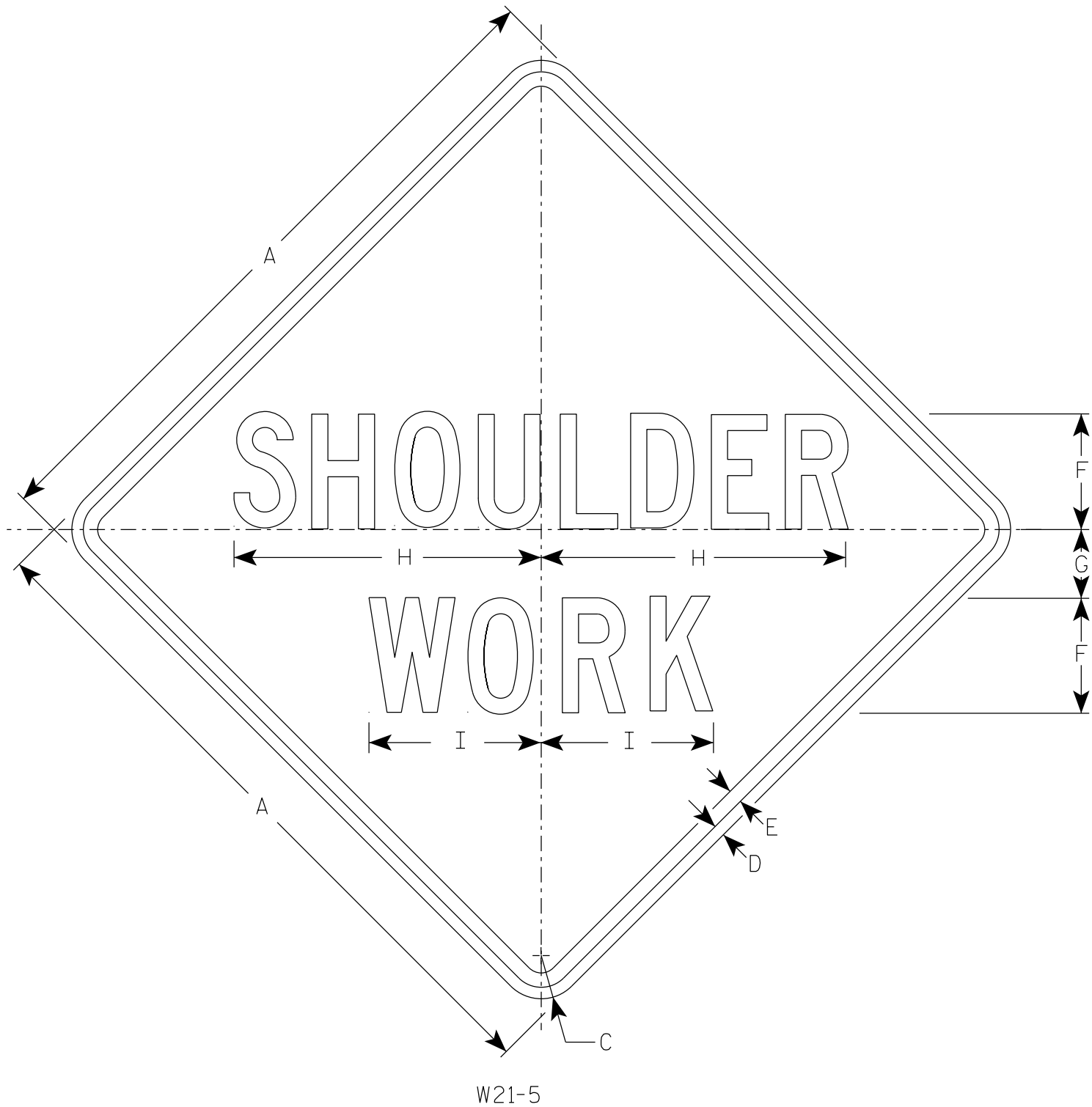
STANDARD SIGN
W20-3A, B, C, D, F & G

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. Message Series - C

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN

W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

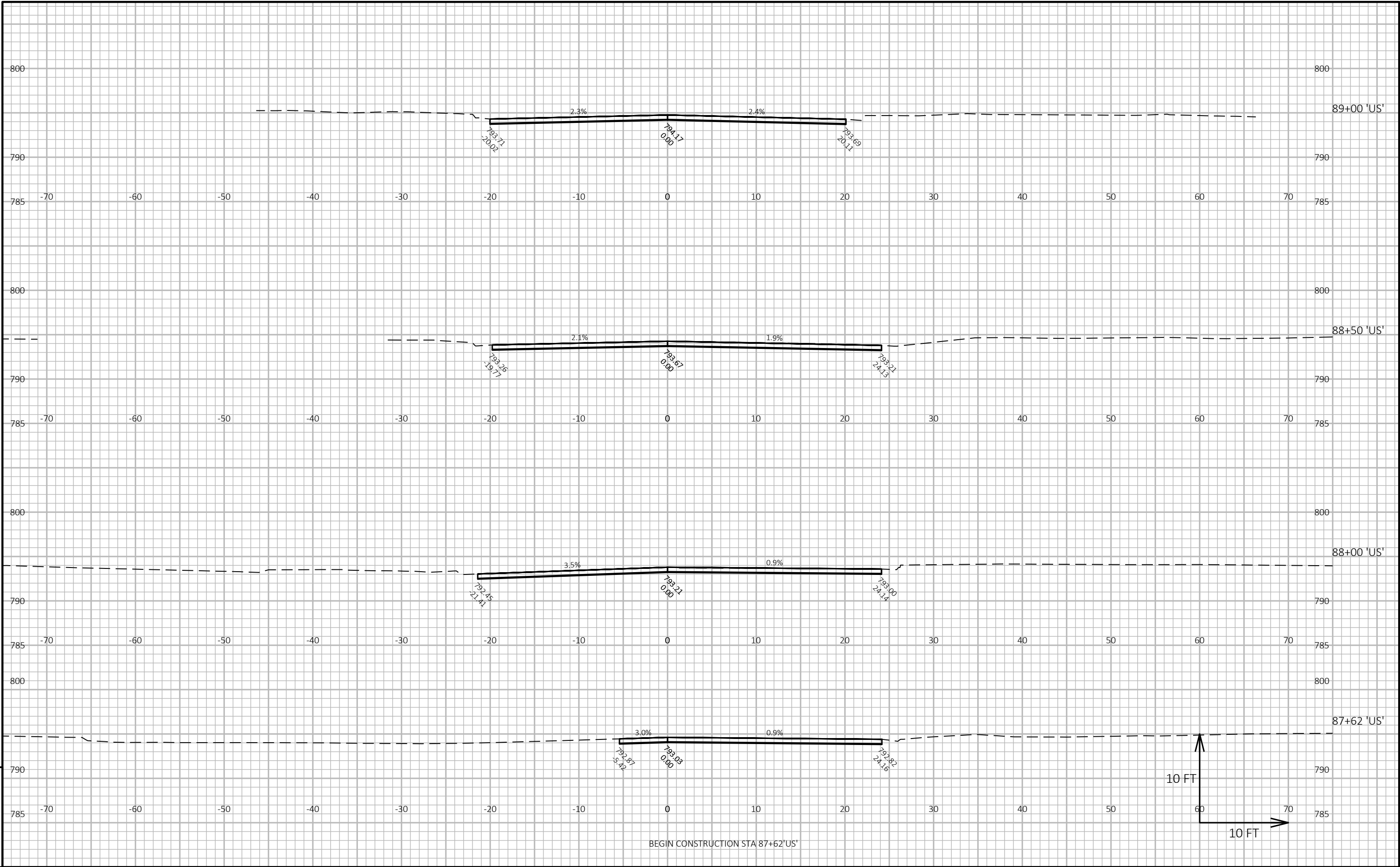
PROJECT NO:

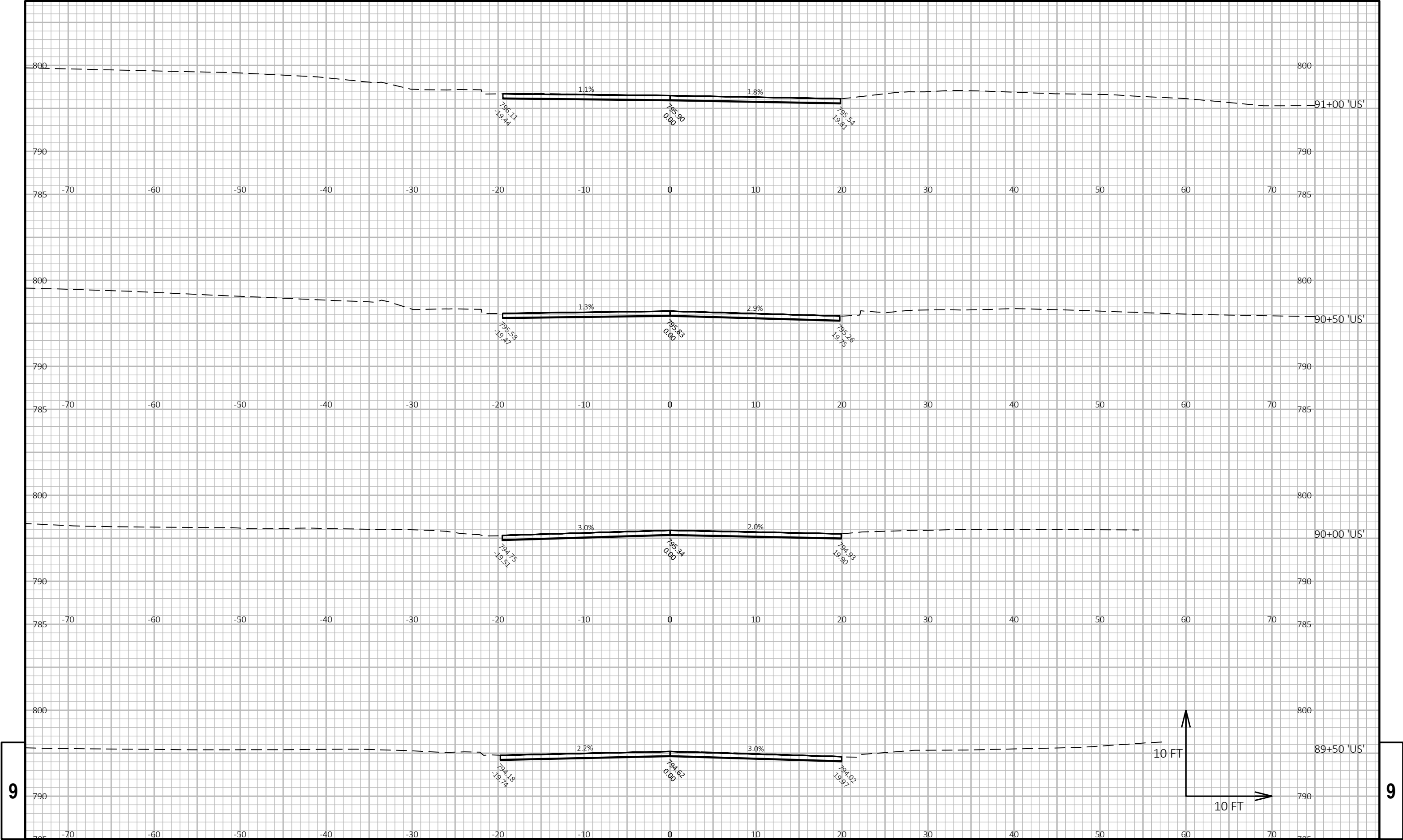
HWY:

COUNTY:

SHEET NO: 139

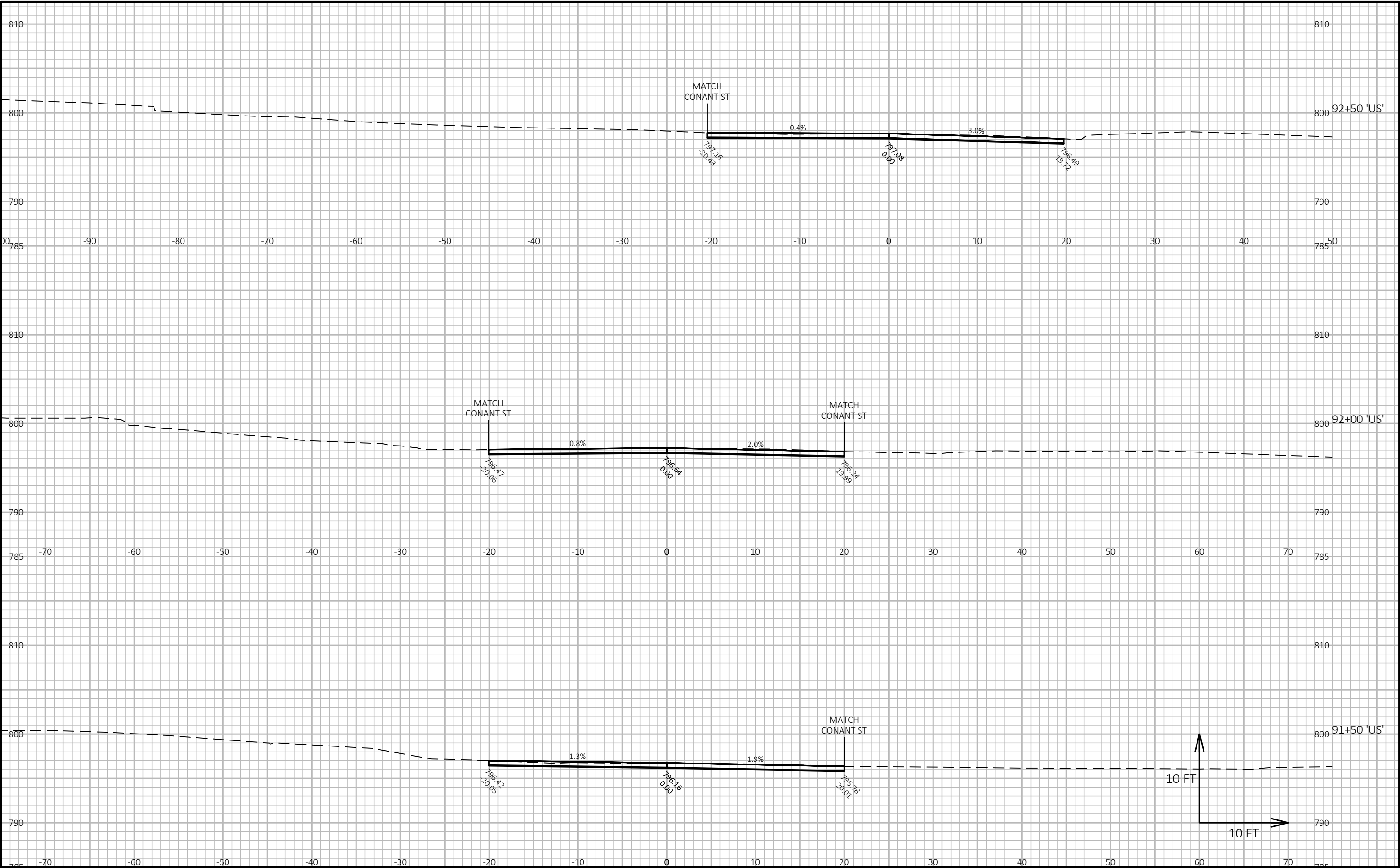
E

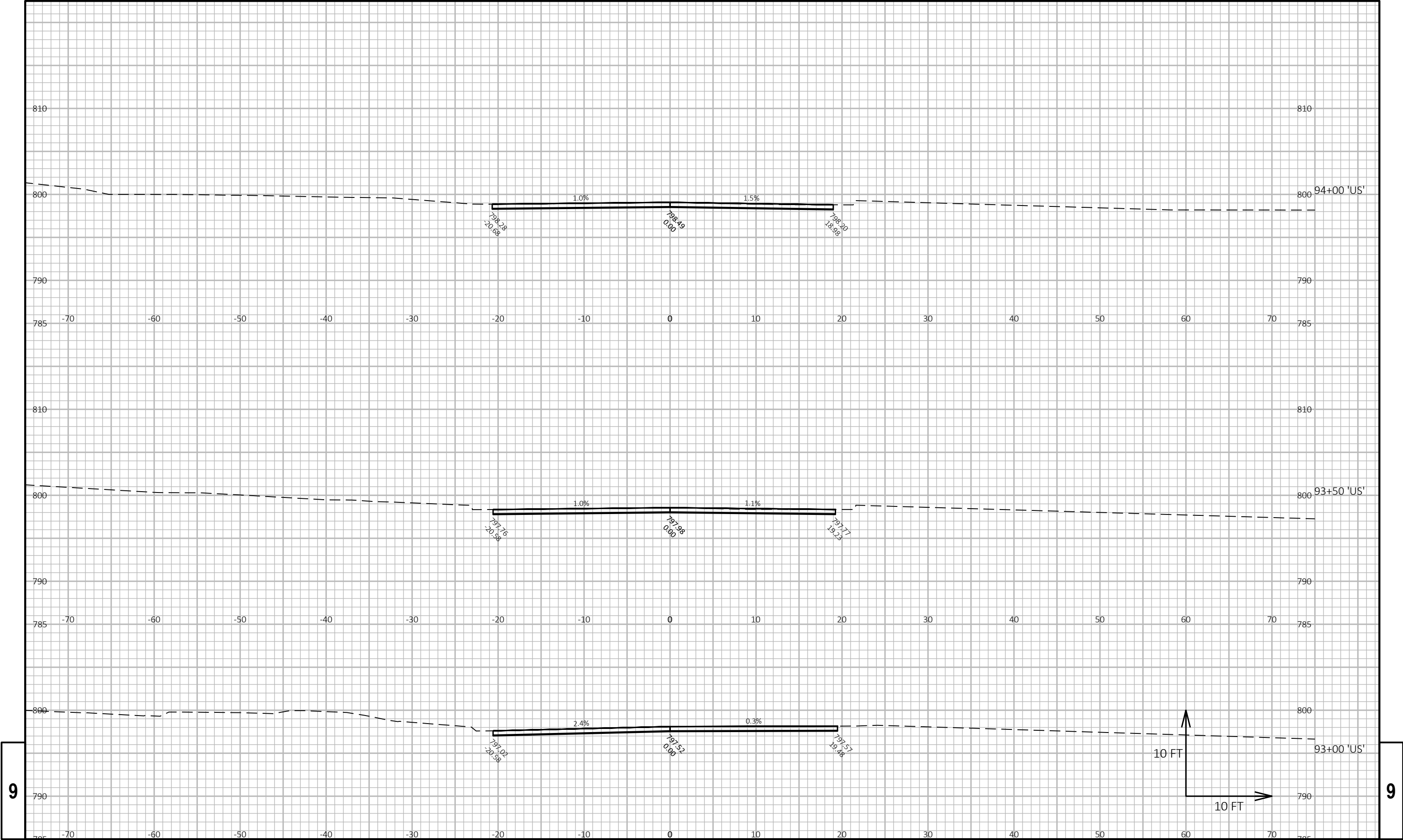




9

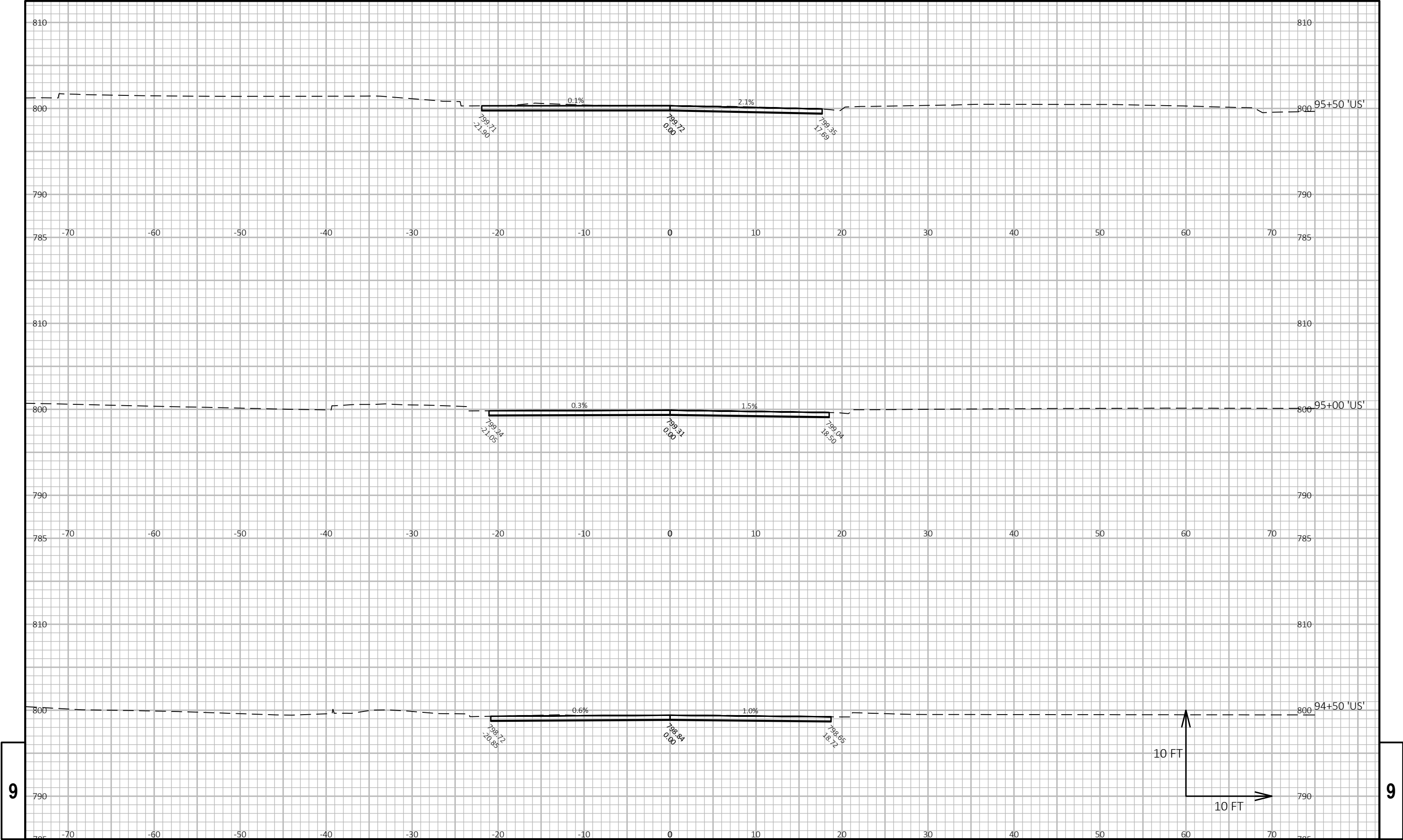
9





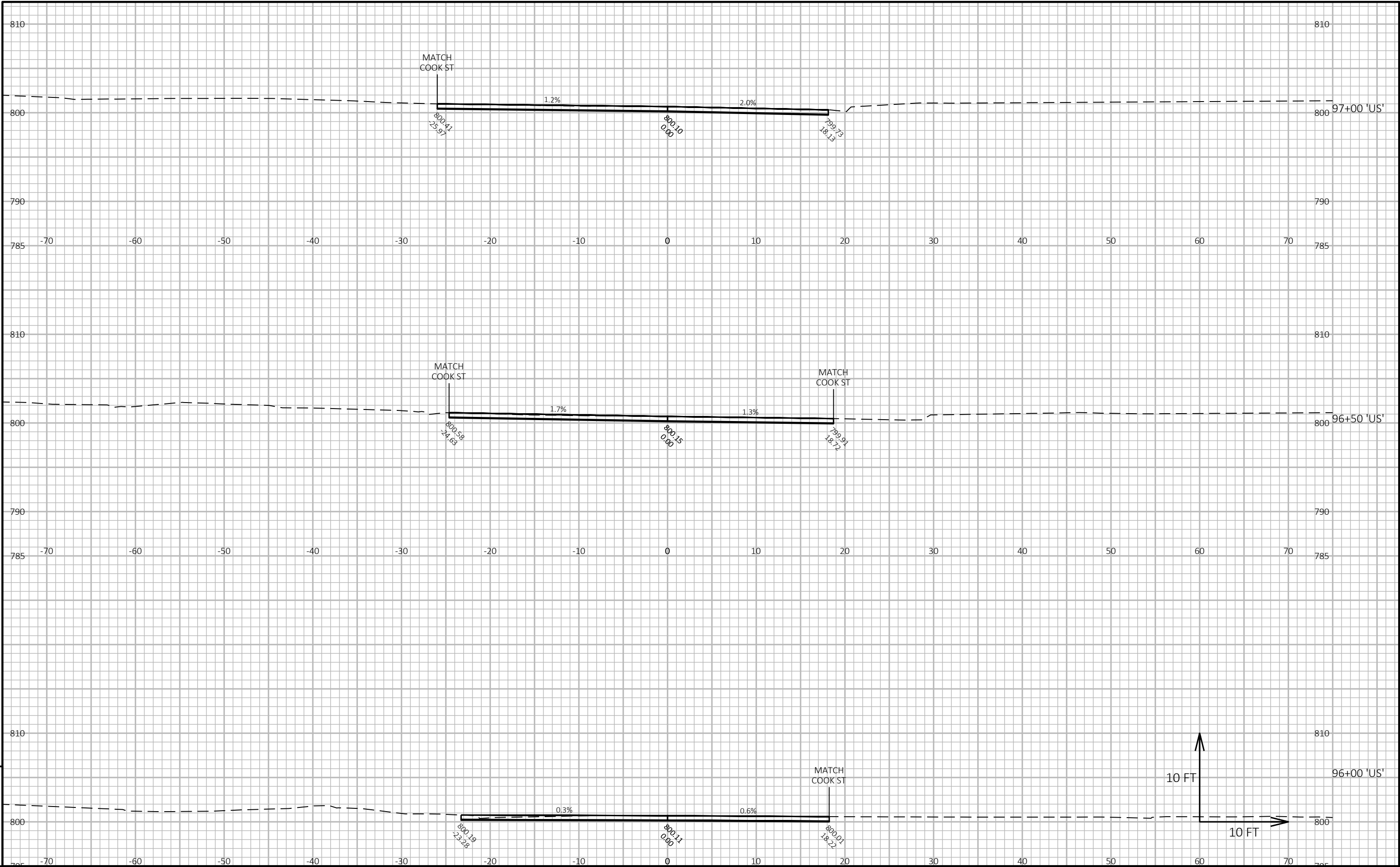
9

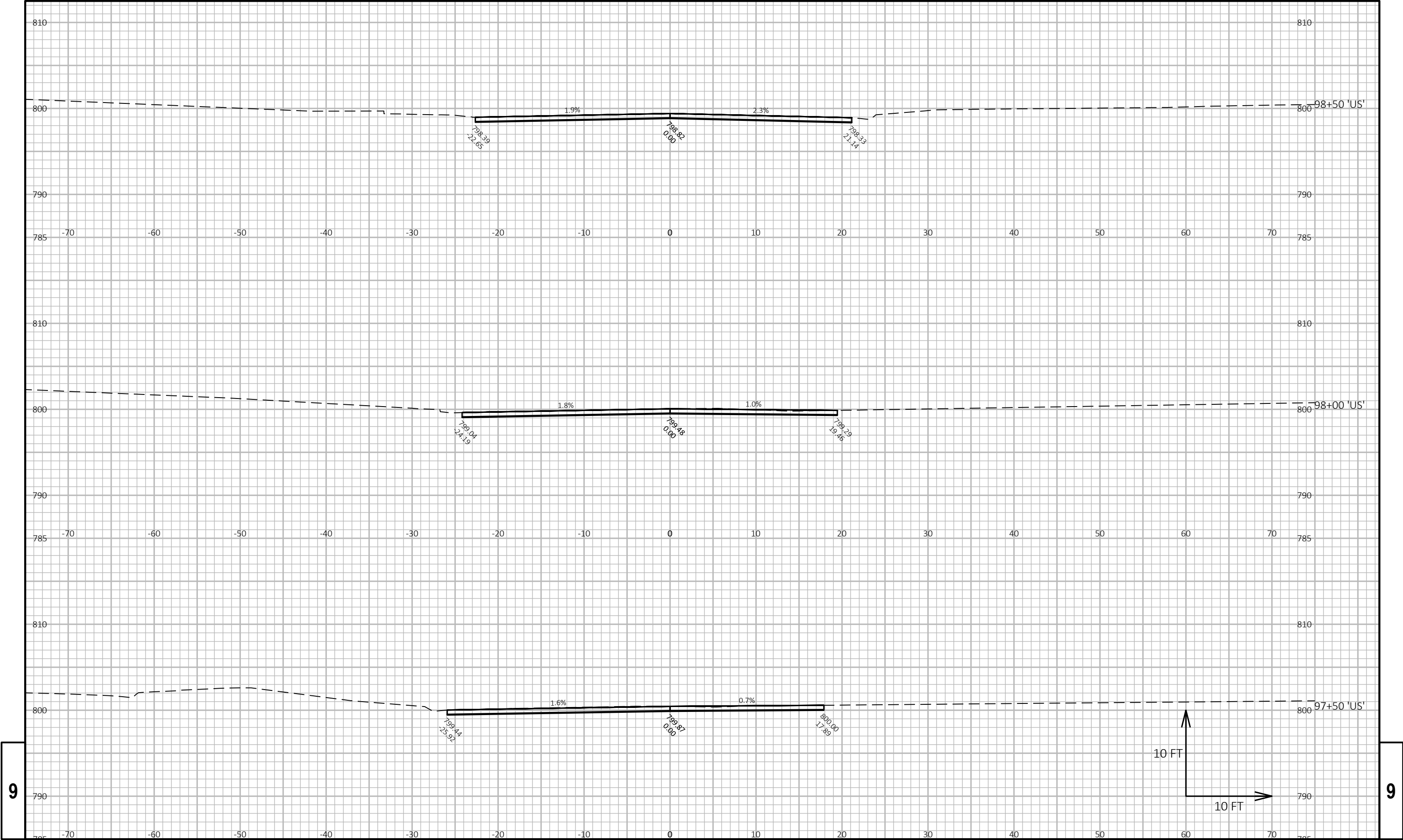
9



9

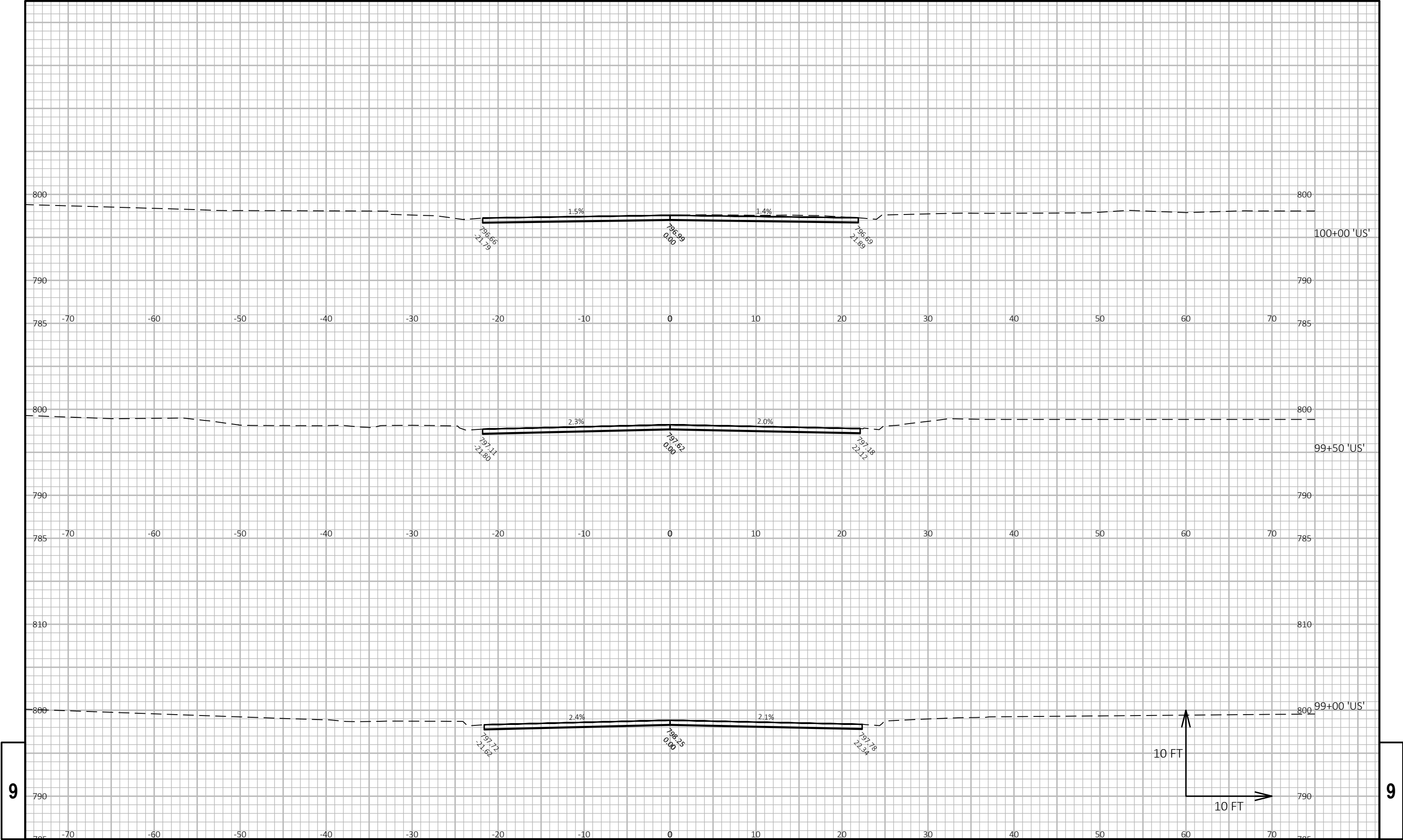
9





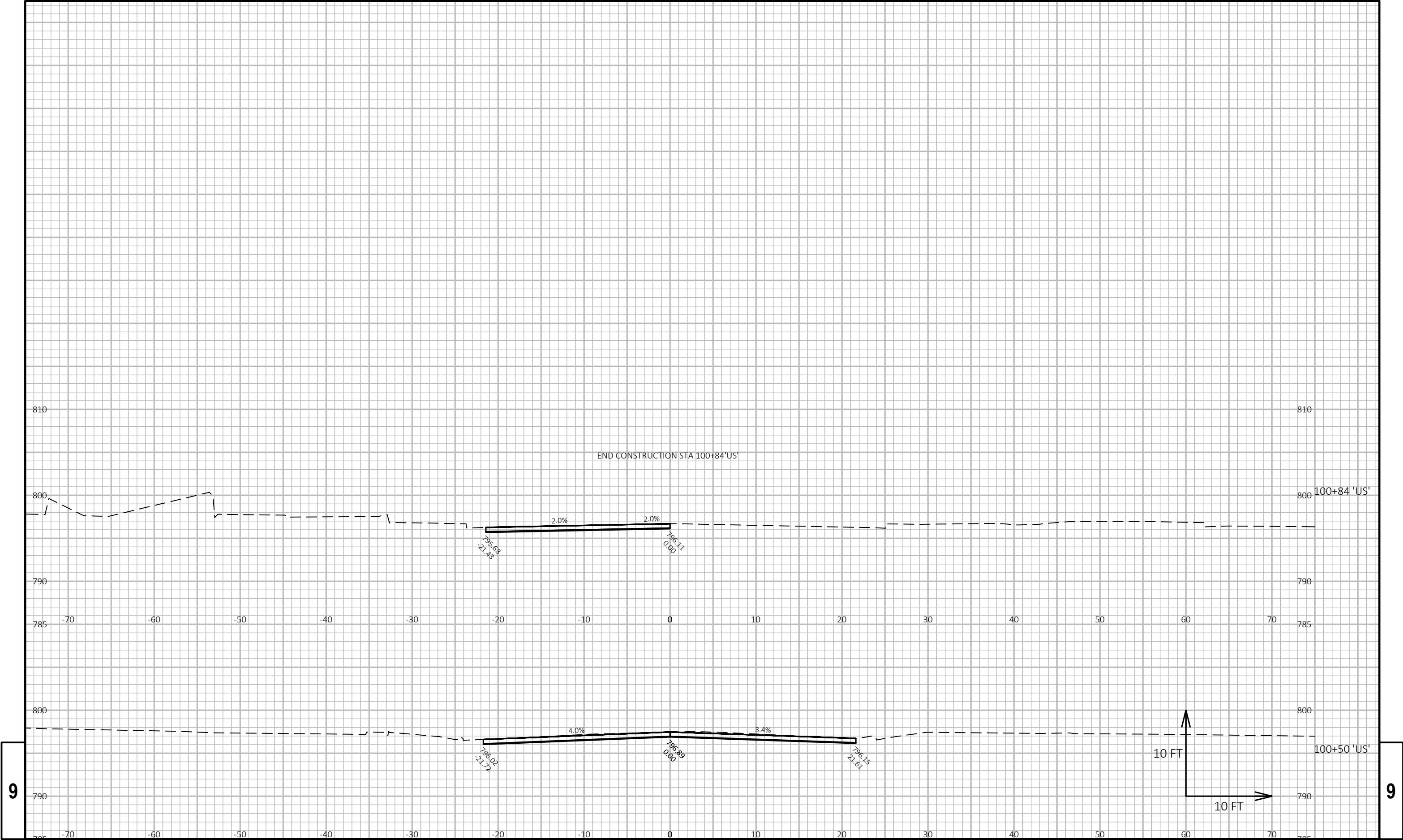
9

9



9

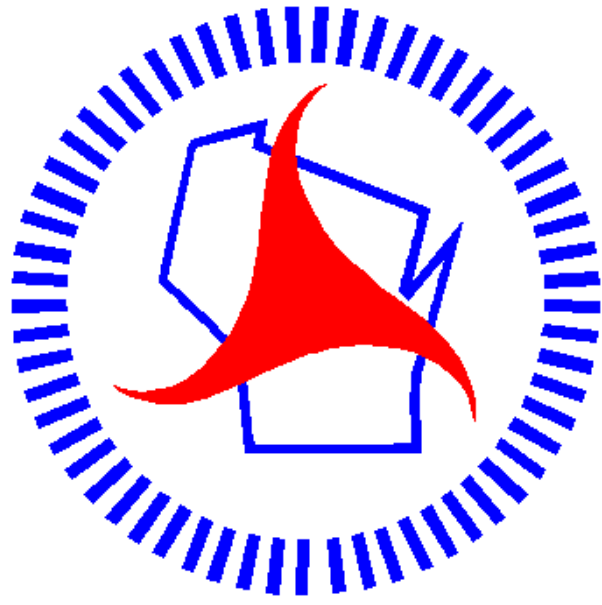
9



9

9

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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