

GRE
PROJECT ID: 6991-00-74
WITH: N/A
COUNTY: WAUPACA

MARCH 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 and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 172



DESIGN DESIGNATION	6991-00-04
A.A.D.T. (2025)	= 3,100
A.A.D.T. (2045)	= 3,100
D.H.V.	= 220 (2045)
D.D.	= 60 / 40
T.	= 18.6%
DESIGN SPEED	= 60 MPH
ESALS	= 1,200,000

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

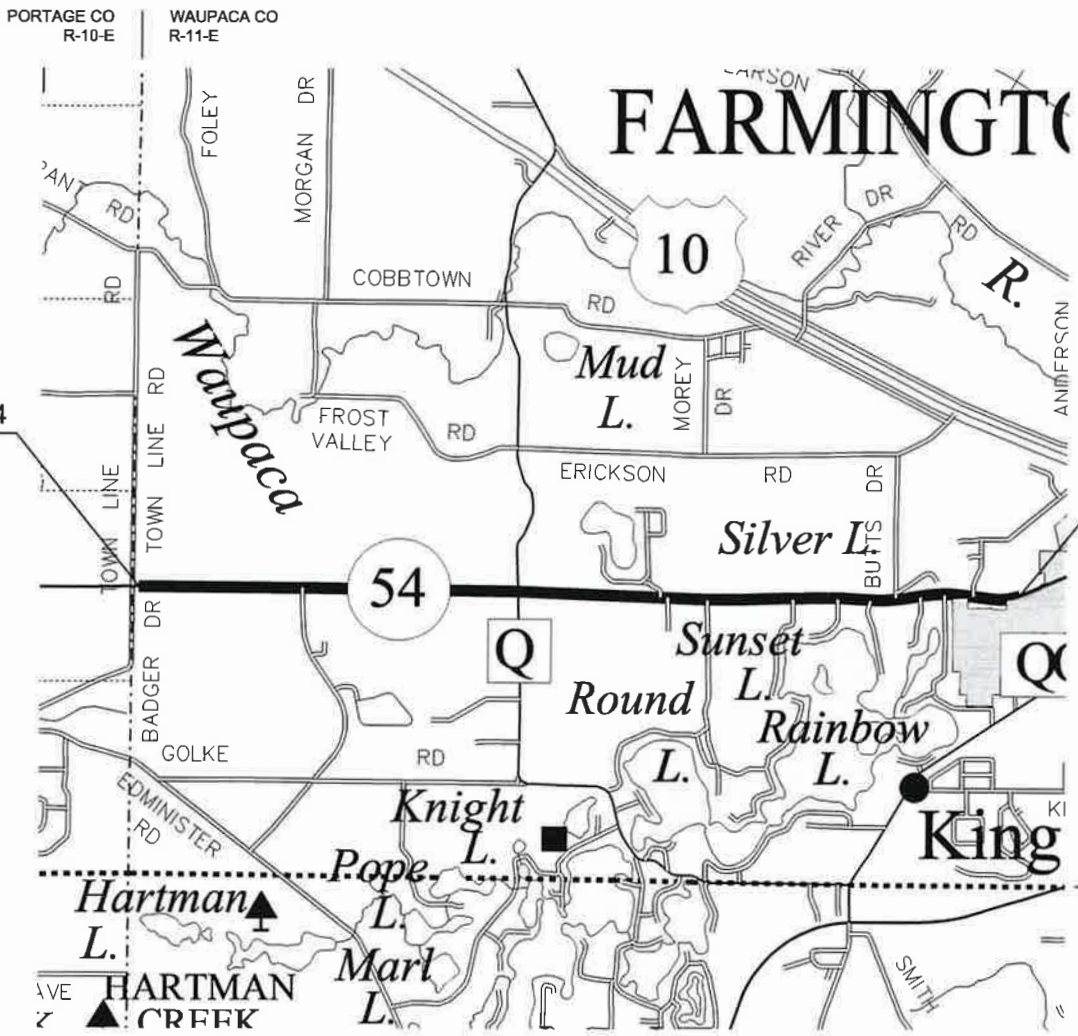
PLOVER - WAUPACA

PORTAGE CO LINE TO FOXFIRE DRIVE

STH 54

WAUPACA COUNTY

STATE PROJECT NUMBER
6991-00-74



BEGIN PROJECT 6991-00-74
STA 16+30.00
N = 340089.583
E = 500571.546

END PROJECT 6991-00-74
STA 261+95.00

LAYOUT
SCALE 0 1 MI
TOTAL NET LENGTH OF CENTERLINE = 4.652 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUPACA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6991-00-74		

ORIGINAL PLANS PREPARED BY
Westwood

CAMIE R FERRIER
E-39880
SHERWOOD WI
PROFESSIONAL ENGINEER
DATE: 10-16-2024
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: WESTWOOD
Designer: WESTWOOD
Project Manager: ZACH GRULING
Regional Examiner: FRED SCHUNKE
Regional Supervisor: NICHOLE LYSNE

APPROVED FOR THE DEPARTMENT
DATE: 10/16/2024
(Signature)

E

GENERAL NOTES

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

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

THE PROJECT REFERENCE LINE IS BASED ON AS-BUILT AND FIELD INFORMATION. THE LOCATION OF THE REFERENCE LINE MAY VARY SLIGHTLY FROM THE ACTUAL CENTER LINE.

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

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- CURB RAMP DETAILS
- EARTHWORK MATCHLINES
- EROSION CONTROL
- PAVEMENT MARKING & SIGNING
- TRAFFIC CONTROL

DNR LIAISON

MARTY DILLENBURG
DNR WISCONSIN OSHKOSH SERVICE CENTER
625 E COUNTY ROAD Y STE 700
OSHKOSH, WI 54901-9731
(920) 410-7428
MARTY.DILLENBURG@WISCONSIN.GOV

UTILITIES CONTACTS

AMHERST TELEPHONE COMPANY - COMMUNICATION LINE
JACOB VANDEVOORT
120 MILL STREET
AMHERST, WI 54406
TELEPHONE: 608-450-3050
EMAIL: JVANDEVOORT@AMHERSTCOMM.NET

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
TELEPHONE: 608-877-7650
EMAIL: DVOSBERG@ATCLLC.COM

AT&T WISCONSIN - COMMUNICATION LINE
CHUCK BARTELT
70 E. DIVISION STREET
FOND DU LAC, WI 54935
TELEPHONE: 920-410-5104
EMAIL: CB1461@ATT.COM

CITY OF WAUPACA - SEWER
JUSTIN BERRENS
111 S. MAIN ST.
WAUPACA, WI 54981
TELEPHONE: 715-258-4420
EMAIL: JUSTIN.BERRENS@WAUPACAWI.GOV

CITY OF WAUPACA - WATER
JUSTIN BERRENS
111 S. MAIN ST.
WAUPACA, WI 54981
TELEPHONE: 715-258-4420
EMAIL: JUSTIN.BERRENS@WAUPACAWI.GOV

SPECTRUM - COMMUNICATION LINE
BILL PARMENTER
853 MCINTOSCH STREET
WAUSAU, WI 54401
TELEPHONE: 608-301-6189
EMAIL: BILL.PARMENTER@CHARTER.COM

WAUPACA CHAIN OF LAKES SANITARY DISTRICT #1 - SEWER
JULIE PRAHL
644 HILLCREST DRIVE, SUITE 2
WAUPACA, WI 54981
TELEPHONE: 715-258-9200
EMAIL: WCOLSD@GMAIL.COM

WE ENERGIES - GAS/PETROLEUM
LARRY KOCH
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
TELEPHONE: 715-421-7249
EMAIL: LARRY.KOCH@WE-ENERGIES.COM

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
JARROD WURZ
1700 SHERMAN ST.
PO BOX 1160
WAUSAU, WI 54402-1166
TELEPHONE: 715-848-7303
EMAIL: JARROD.WURZ@WISCONSINPUBLIC SERVICE.COM



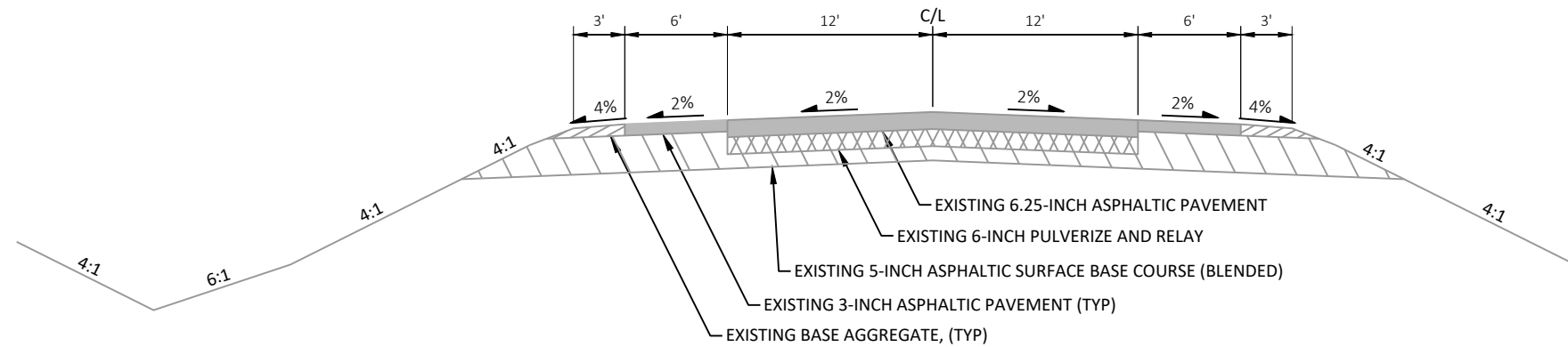
Dial 811 or (800)242-8511
www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

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

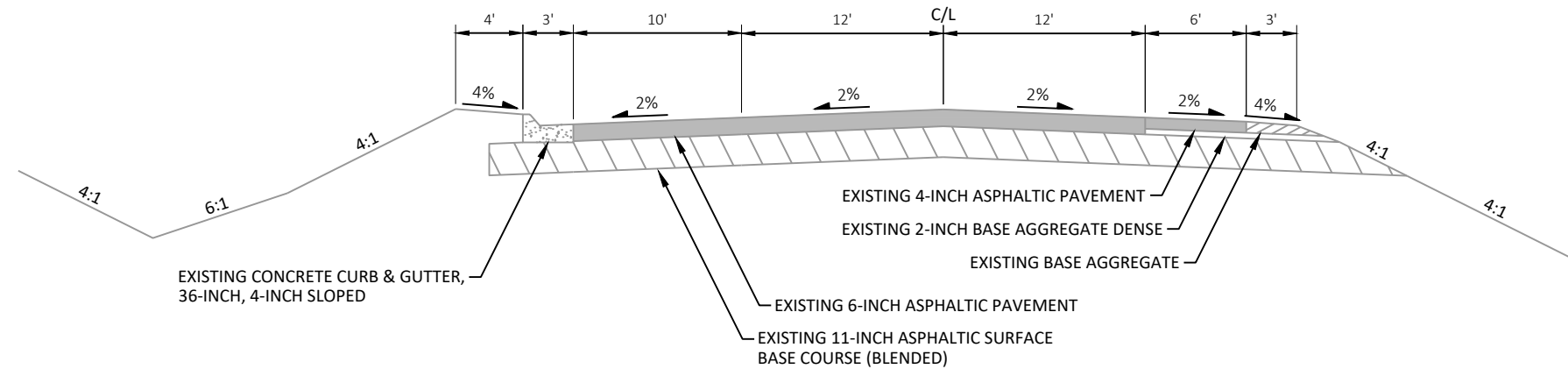
TOTAL PROJECT AREA = 78.86 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.92 ACRES





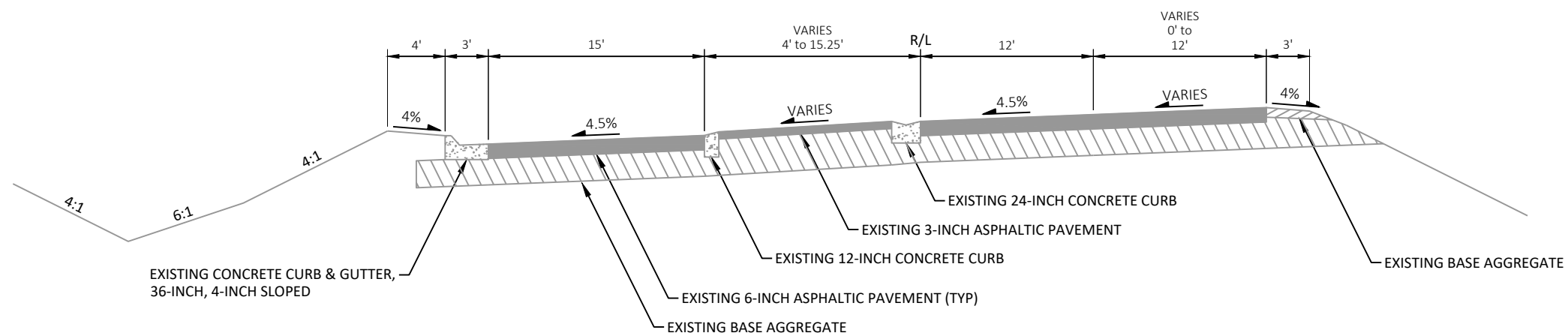
EXISTING TYPICAL SECTION - STH 54

STA 16+30 TO STA 248+00



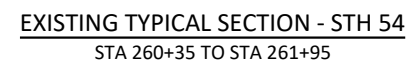
EXISTING TYPICAL SECTION - STH 54

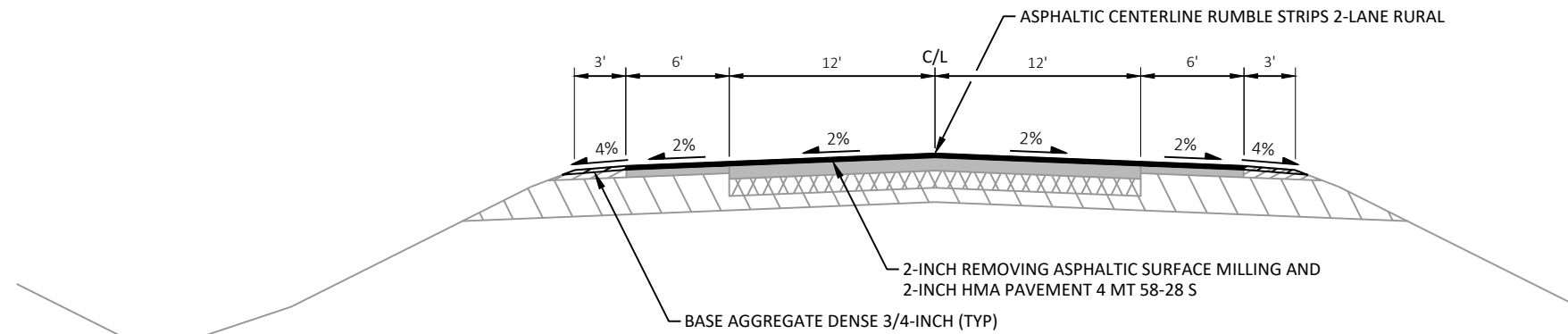
STA 248+00 TO STA 252+50



EXISTING TYPICAL SECTION - STH 54

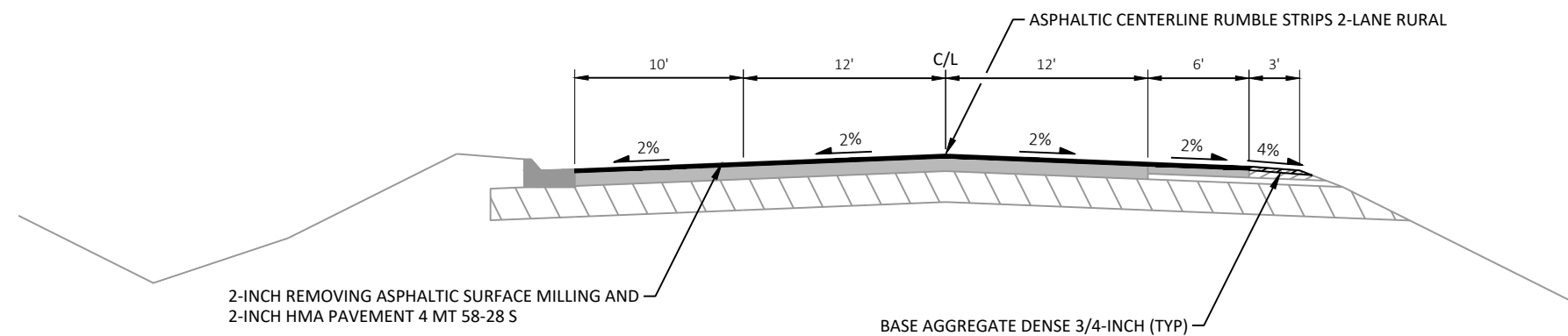
STA 252+50 TO STA 260+35





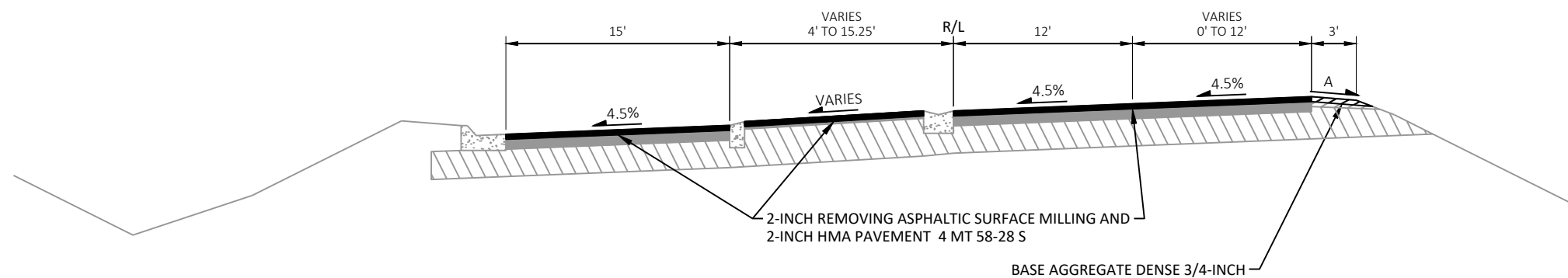
PROPOSED TYPICAL SECTION - STH 54

STA 16+30 TO STA 113+02
STA 131+10 TO STA 248+00



PROPOSED TYPICAL SECTION - STH 54

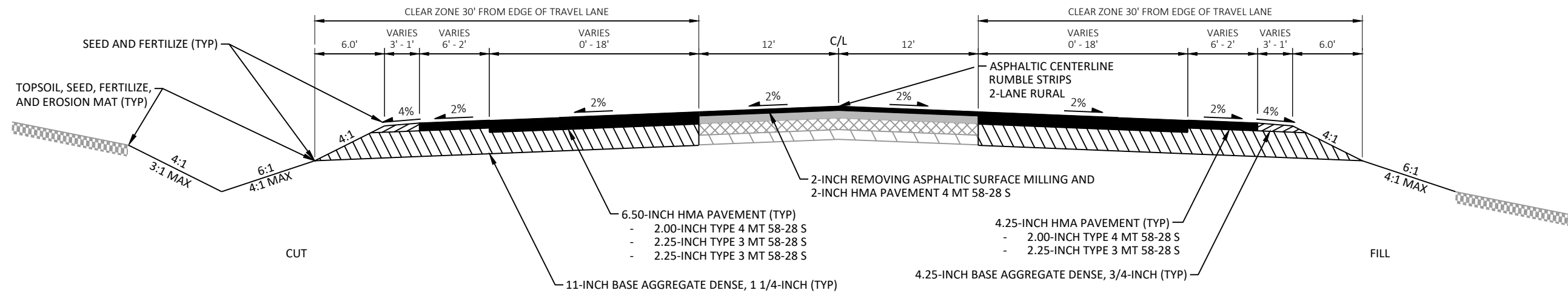
STA 248+00 TO STA 252+50



PROPOSED TYPICAL SECTION - STH 54

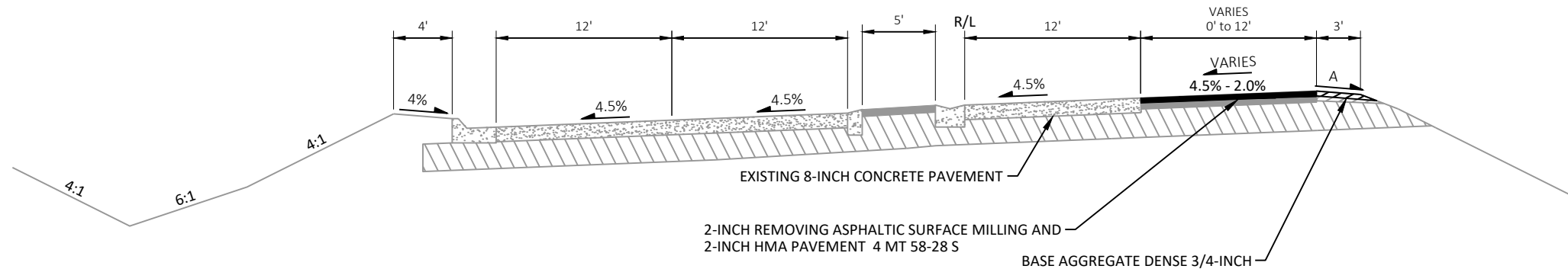
STA 252+50 TO STA 260+35

A 4% TYPICAL, MAX ROLLOVER 8%



PROPOSED TYPICAL SECTION - STH 54

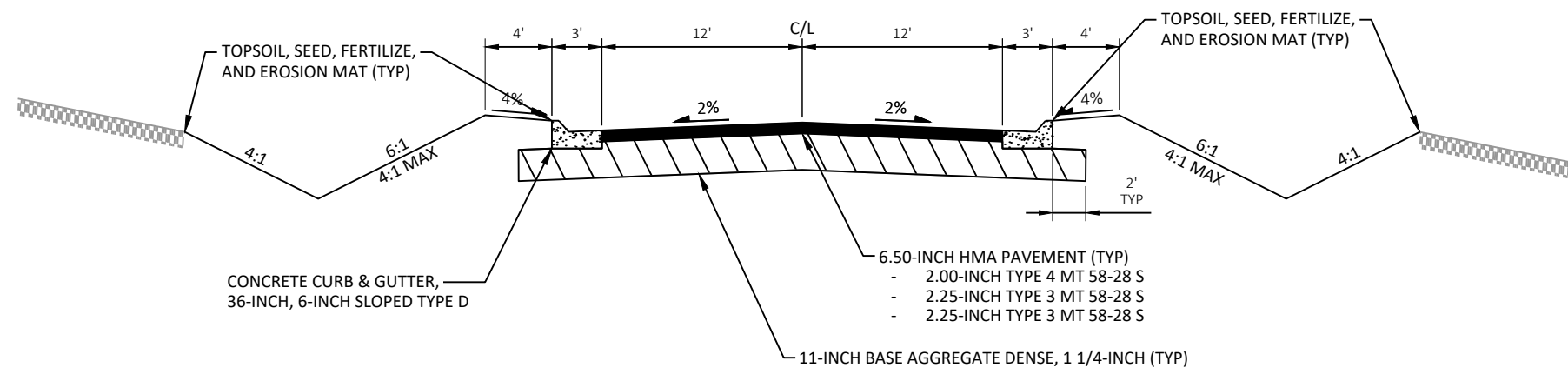
STA 113+02 TO STA 131+10



PROPOSED TYPICAL SECTION - STH 54

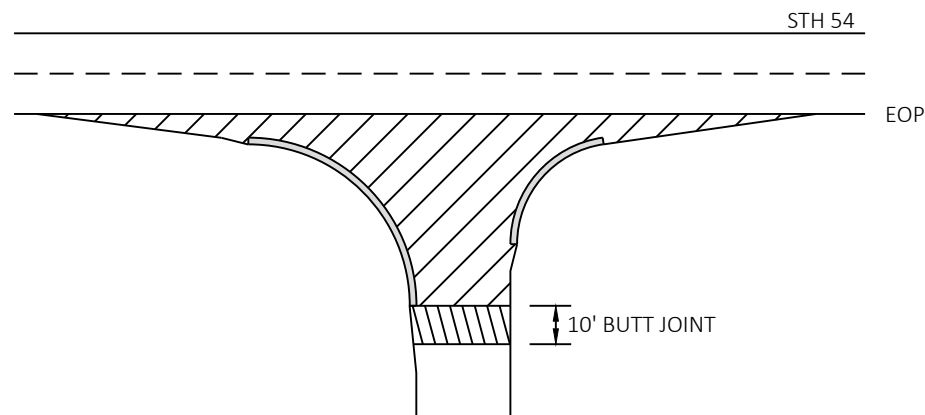
STA 260+35 TO STA 261+95

A 4% TYPICAL, MAX ROLLOVER 8%



PROPOSED TYPICAL SECTION - CTH Q

STA 11+00 TO STA 13+00



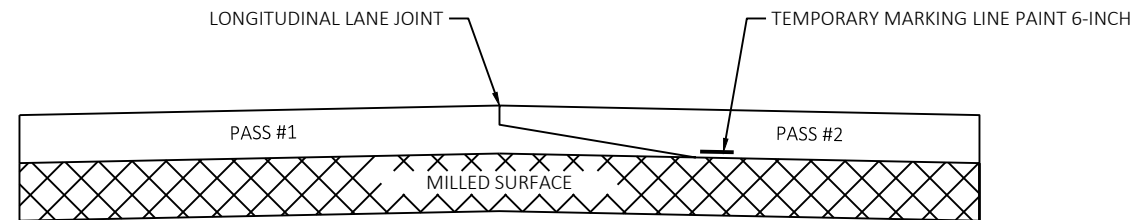
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

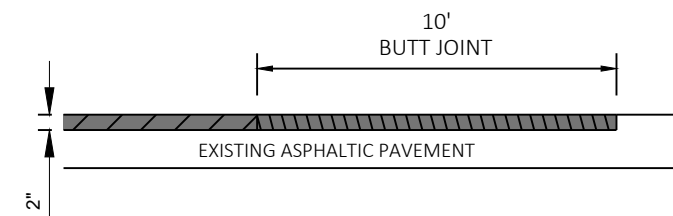
SIDE ROADS

WITH CURB AND GUTTER

HARTMAN CREE RD.	WHITE PINE LN.
SILVER LAKE RD.	BUTTS DR.
TOMORROW LN.	CRESTWOOD DR.
SMITH LN.	OTTER DR.
HIGHLAND LN.	SHAMROCK LN.
HICKS LN.	FOXFIRE DR.



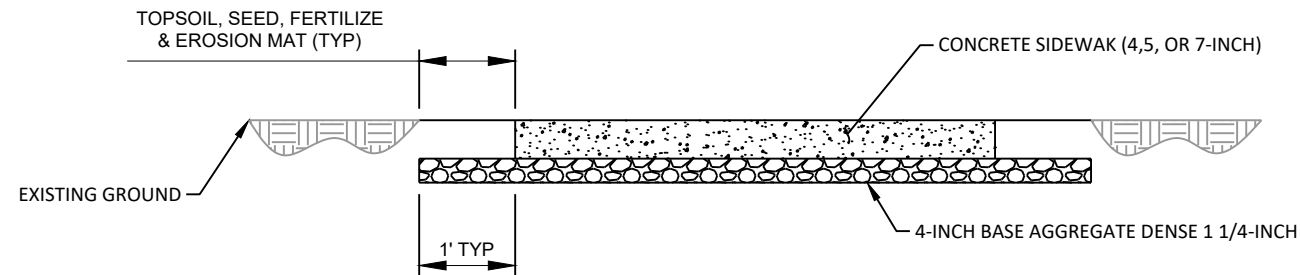
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



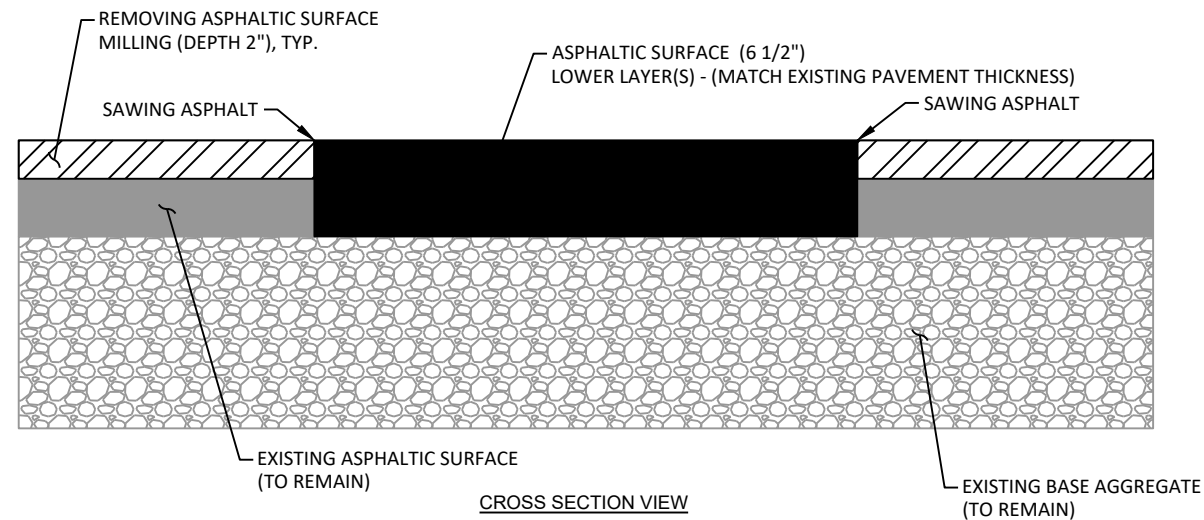
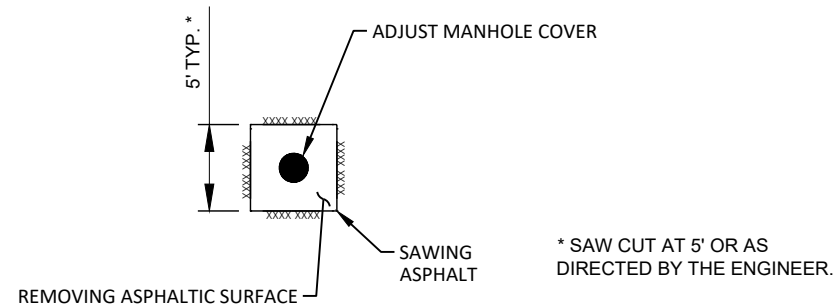
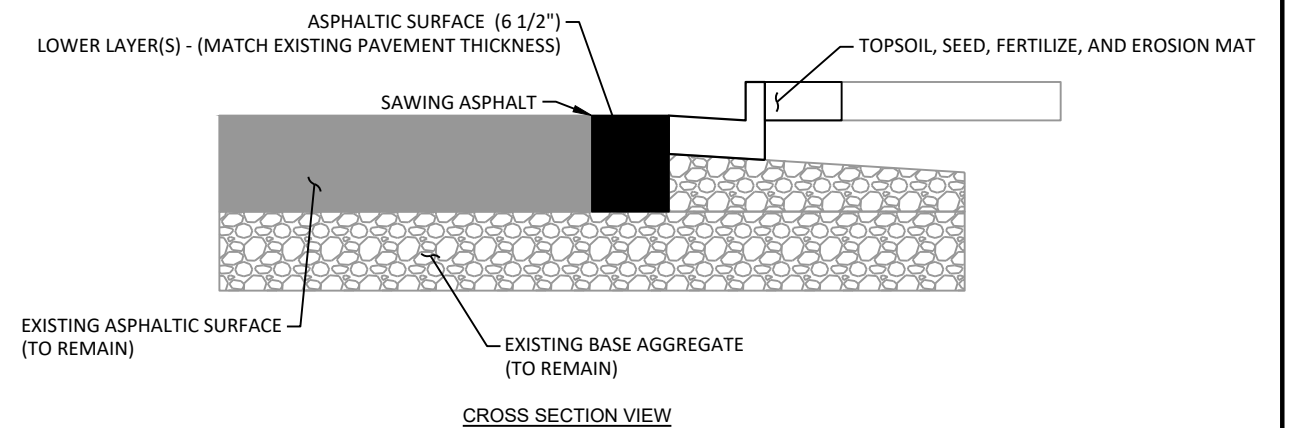
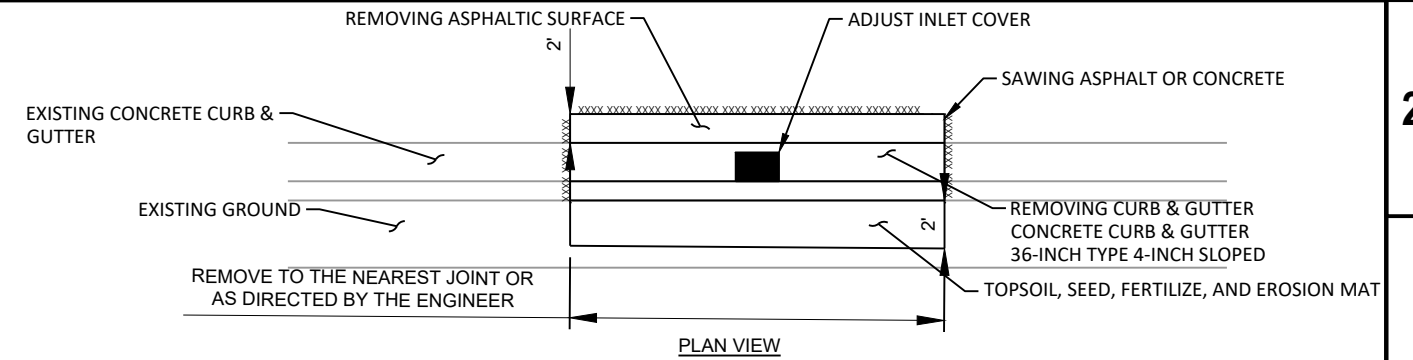
- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

MAINLINE AND SIDE ROADS

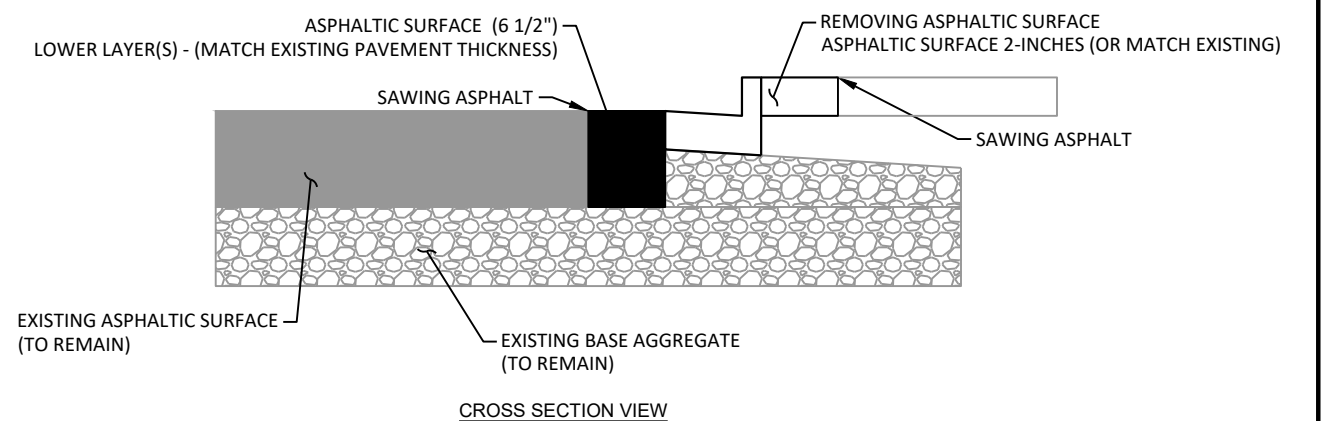
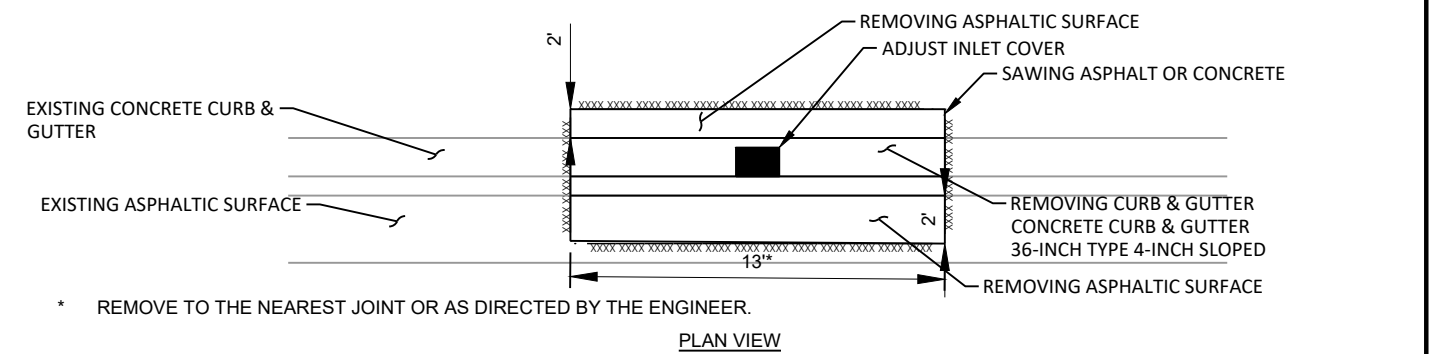


SIDEWALK DETAIL

ADJUST MANHOLE COVER DETAIL
SEE PLAN SHEETS FOR LOCATIONS

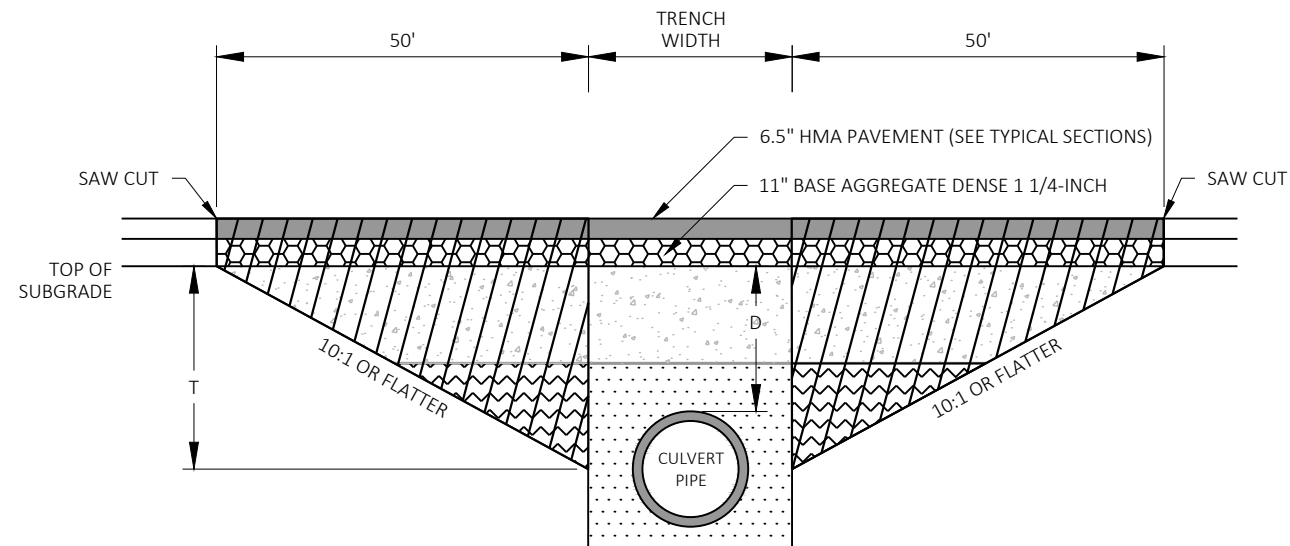
ADJUST INLET COVER DETAIL - GRASS TERRACE

SEE PLAN SHEETS FOR LOCATIONS



ADJUST INLET COVER DETAIL - ASPHALT MEDIAN

SEE PLAN SHEETS FOR LOCATIONS



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

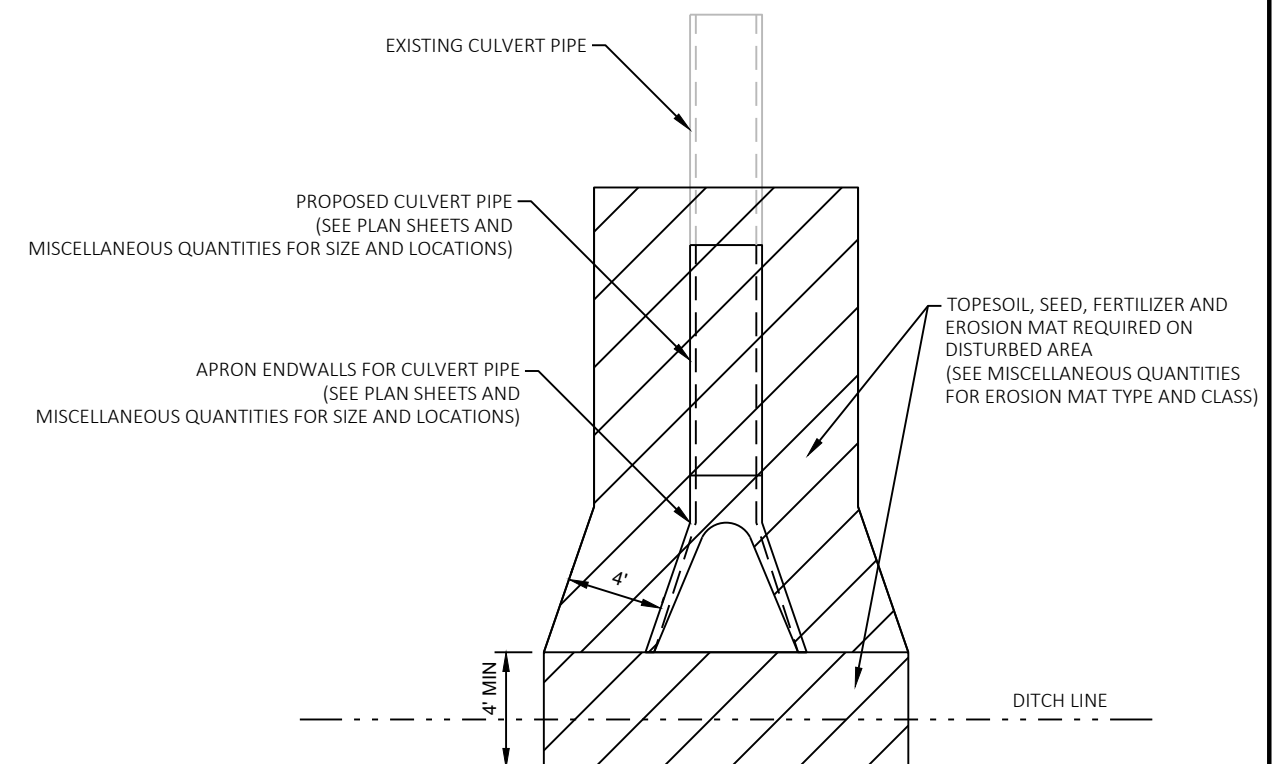
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

PERFORM CULVERT PIPE INSTALLATION BEFORE THE MILLING AND OVERLAY OPERATION.

CULVERT PIPE TRANSITION

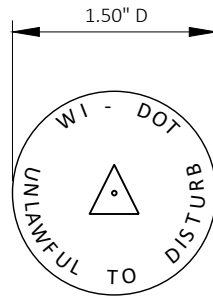
ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)
CTH Q	11+25	0.2	24
CTH Q	12+65	1.0	30

KEY	
	PROPOSED SURFACE
	PROPOSED BASE
	TRENCH BACKFILL
	TRENCH OR FOUNDATION BACKFILL
	FOUNDATION BACKFILL
	TRANSITION CUT



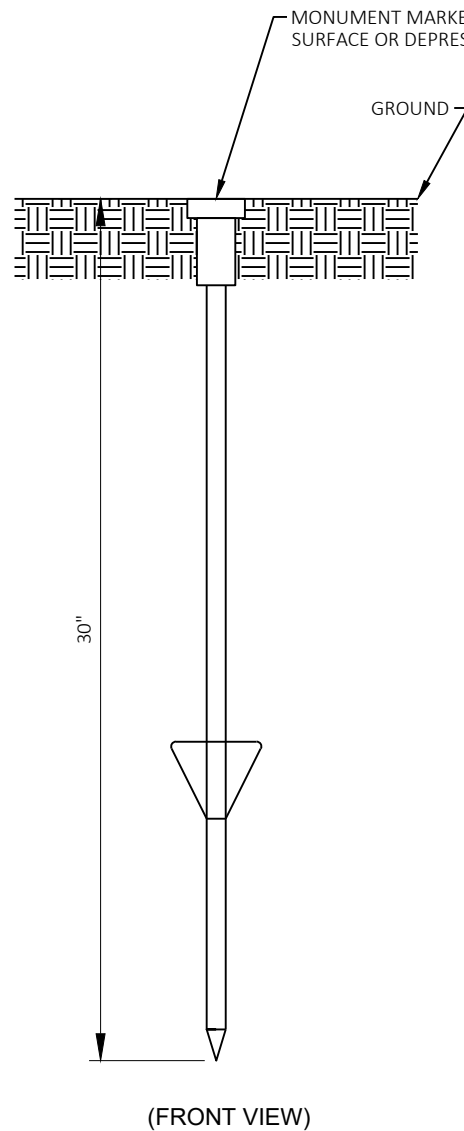
EROSION CONTROL FOR CROSS DRAIN RESTORATION

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



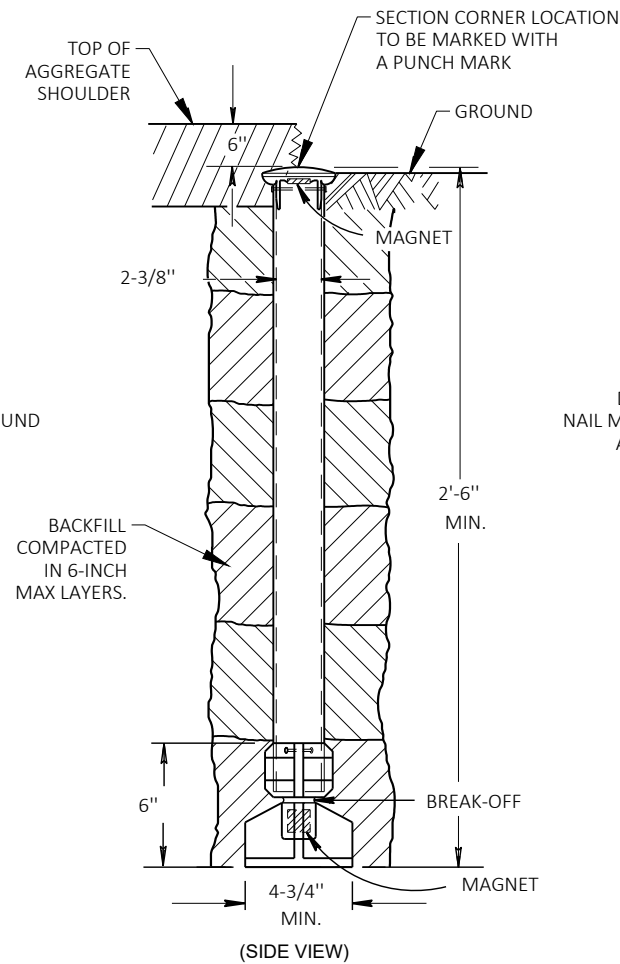
WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING

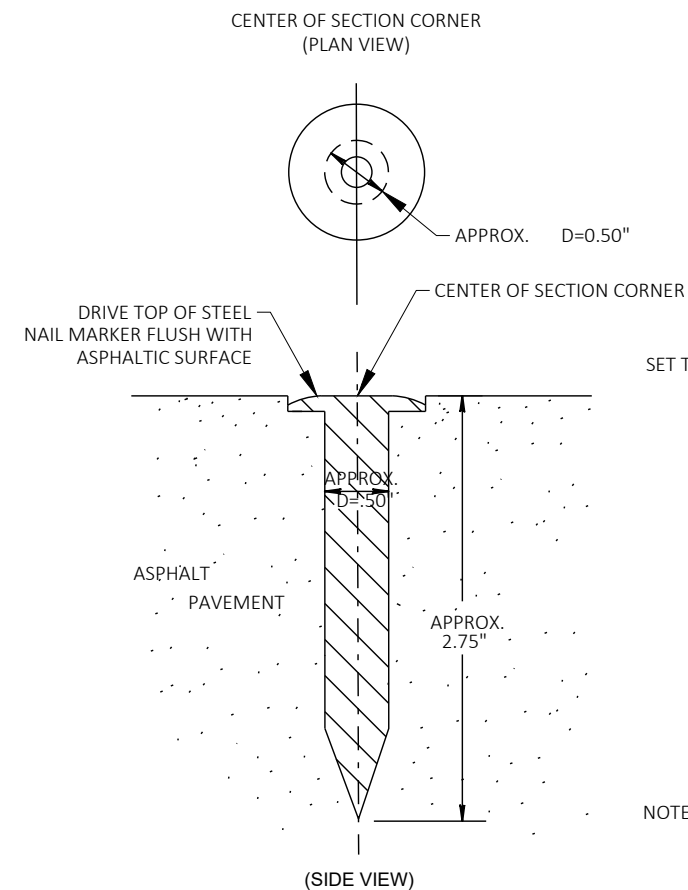


BERNSTEN DRIVABLE MONUMENT SSDR130

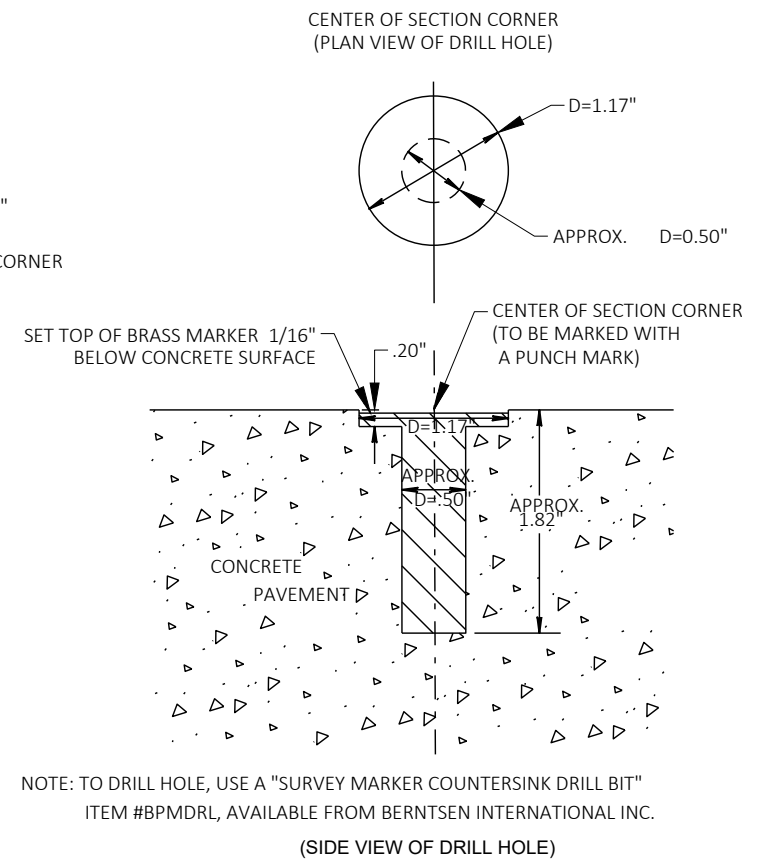
LANDMARK REFERENCE MONUMENT (TIES ONLY)



BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



BERNTSEN SNM1 STEEL NAIL MARKER



BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

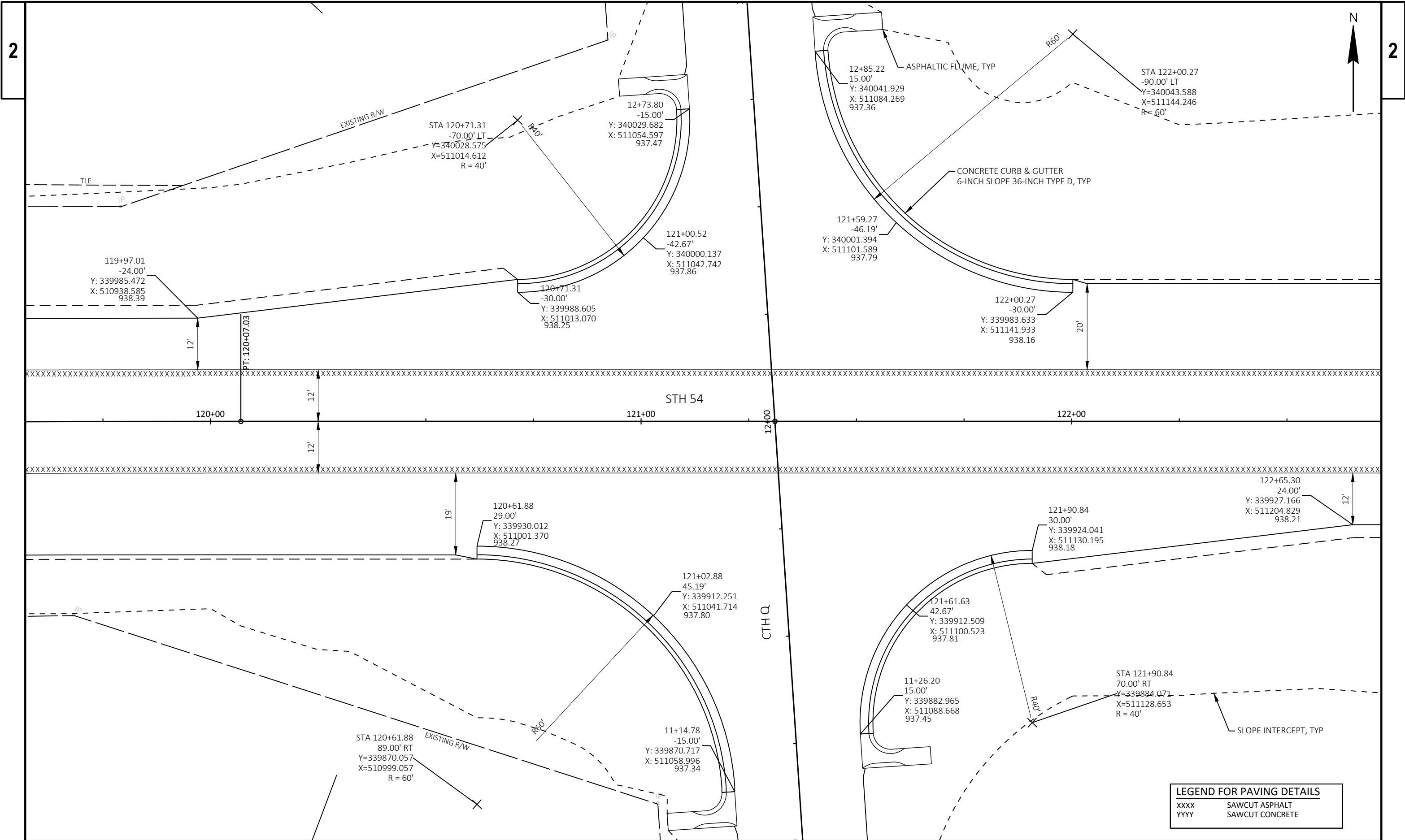
GENERAL NOTES

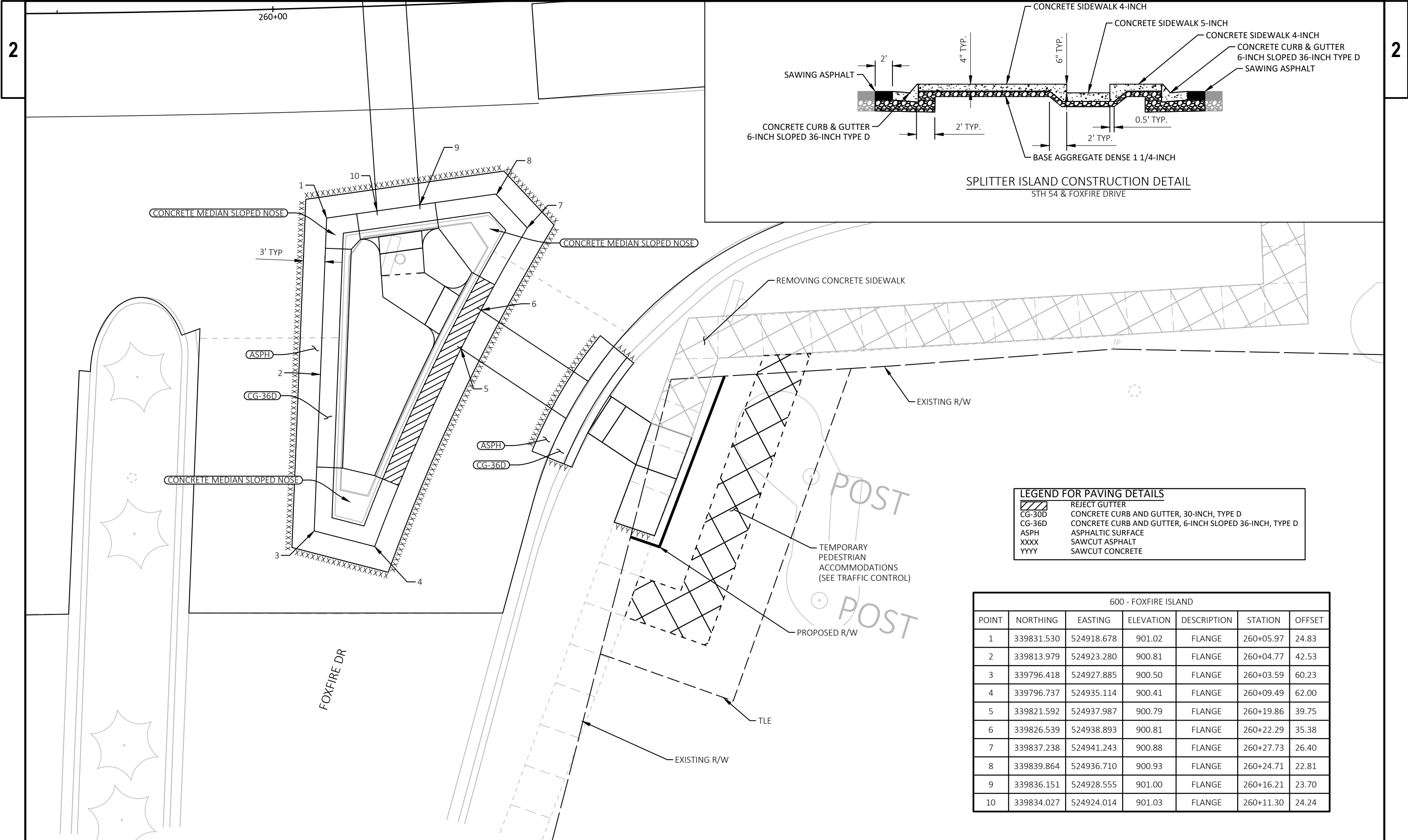
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

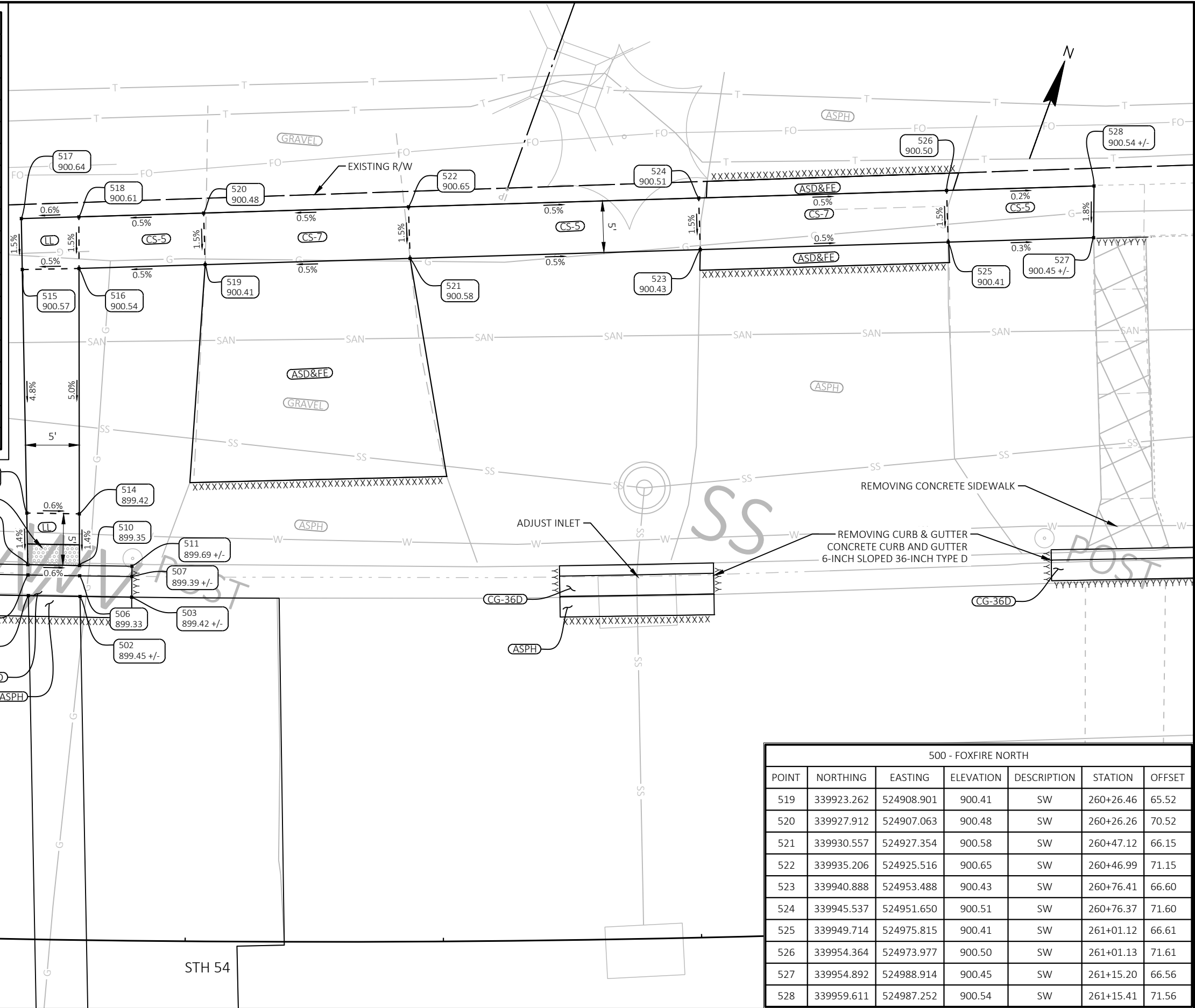
CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL





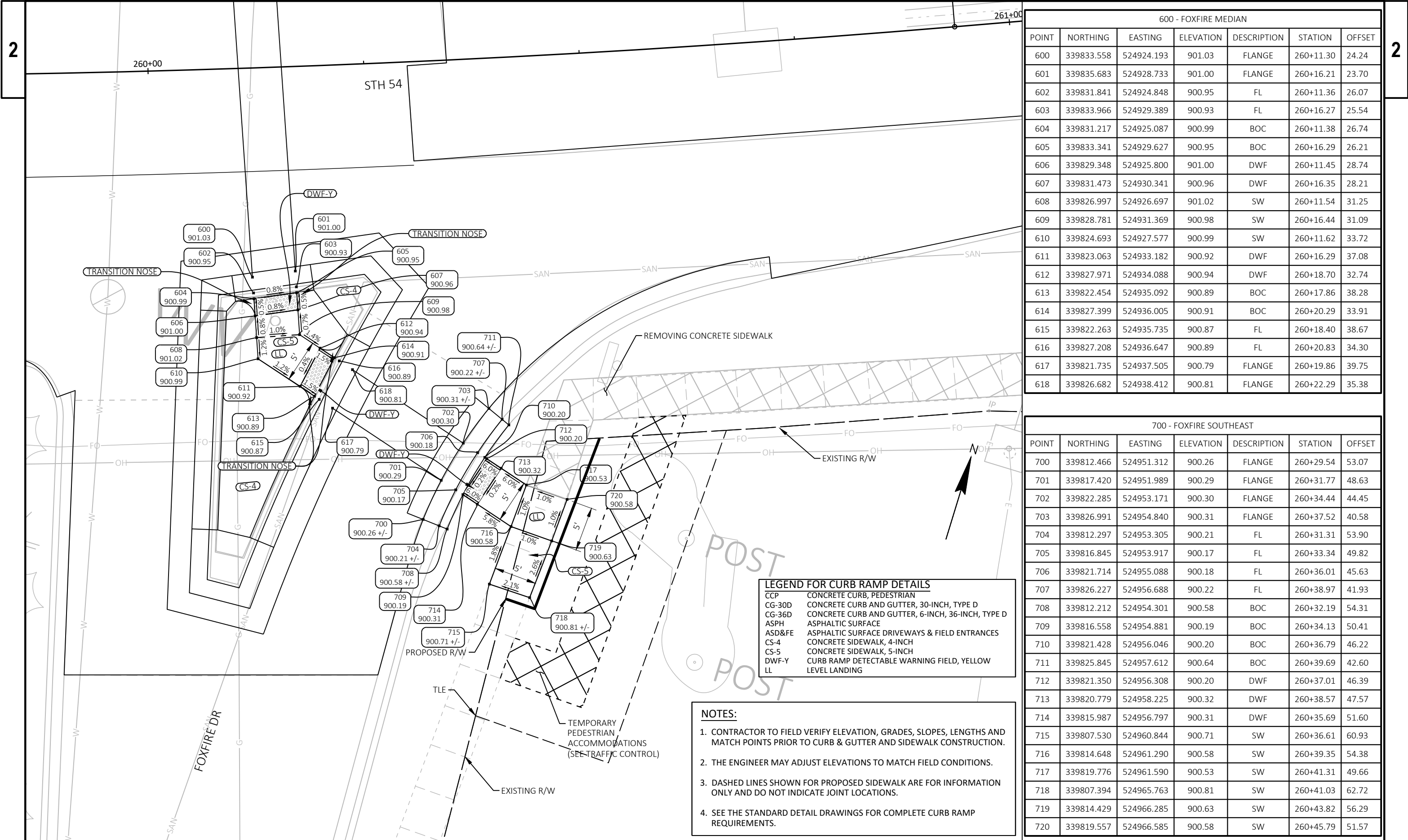
500 - FOXFIRE NORTH						
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
500	339885.705	524898.936	899.51	FLANGE	260+04.12	33.26
501	339887.309	524903.671	899.48	FLANGE	260+09.23	33.26
502	339888.929	524908.405	899.45	FLANGE	260+14.33	33.26
503	339890.563	524913.130	899.42	FLANGE	260+19.44	33.26
504	339887.600	524898.297	899.45	FL	260+04.12	35.26
505	339889.179	524902.957	899.36	FL	260+09.15	35.26
506	339890.799	524907.691	899.33	FL	260+14.27	35.26
507	339892.452	524912.474	899.39	FL	260+19.44	35.26
508	339888.548	524897.977	899.72	BOC	260+04.12	36.26
509	339890.114	524902.600	899.38	BOC	260+09.12	36.26
510	339891.734	524907.334	899.35	BOC	260+14.23	36.26
511	339893.397	524912.145	899.69	BOC	260+19.44	36.26
513	339894.785	524900.817	899.45	SW	260+08.93	41.26
514	339896.434	524905.628	899.42	SW	260+14.15	41.26
515	339916.813	524892.407	900.57	SW	260+08.03	64.82
516	339918.771	524897.537	900.54	SW	260+13.74	65.02
517	339921.423	524890.647	900.64	SW	260+07.84	69.75
518	339923.473	524895.834	900.61	SW	260+13.65	70.02



- NOTES:**
- 1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
 - 2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
 - 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND FOR CURB RAMP DETAILS	
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CG-36D	CONCRETE CURB AND GUTTER, 6-INCH, 36-INCH, TYPE D
ASPH	ASPHALTIC SURFACE
ASD&FE	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-5	CONCRETE SIDEWALK, 5-INCH
CS-7	CONCRETE SIDEWALK, 7-INCH
GRASS	SEE EROSION CONTROL PLAN
DWF-Y	CURB RAMP DETECTABLE WARNING FIELD, YELLOW
XXXX	SAWCUT ASPHALT
YYYY	SAWCUT CONCRETE
LL	LEVEL LANDING

500 - FOXFIRE NORTH						
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
519	339923.262	524908.901	900.41	SW	260+26.46	65.52
520	339927.912	524907.063	900.48	SW	260+26.26	70.52
521	339930.557	524927.354	900.58	SW	260+47.12	66.15
522	339935.206	524925.516	900.65	SW	260+46.99	71.15
523	339940.888	524953.488	900.43	SW	260+76.41	66.60
524	339945.537	524951.650	900.51	SW	260+76.37	71.60
525	339949.714	524975.815	900.41	SW	261+01.12	66.61
526	339954.364	524973.977	900.50	SW	261+01.13	71.61
527	339954.892	524988.914	900.45	SW	261+15.20	66.56
528	339959.611	524987.252	900.54	SW	261+15.41	71.56

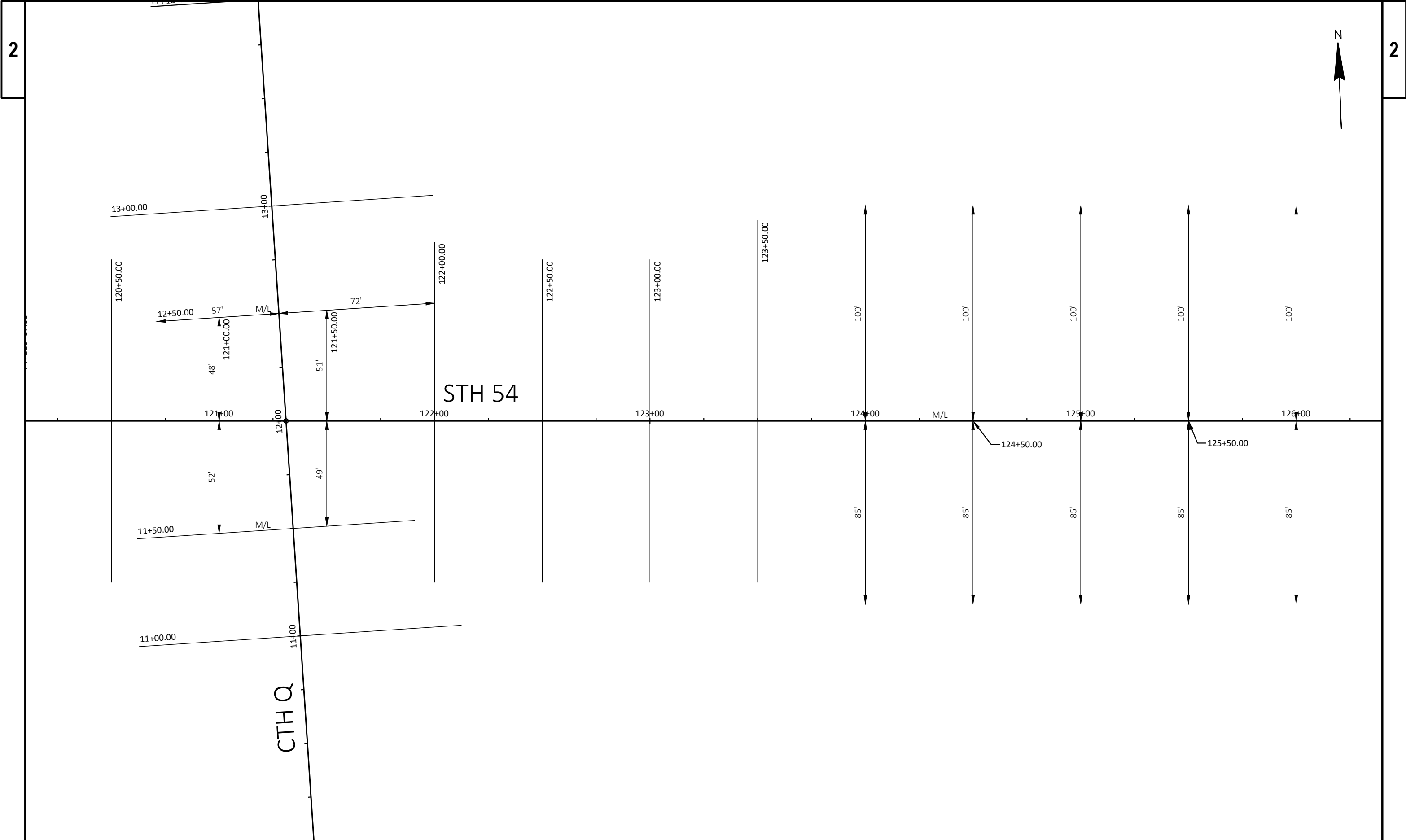


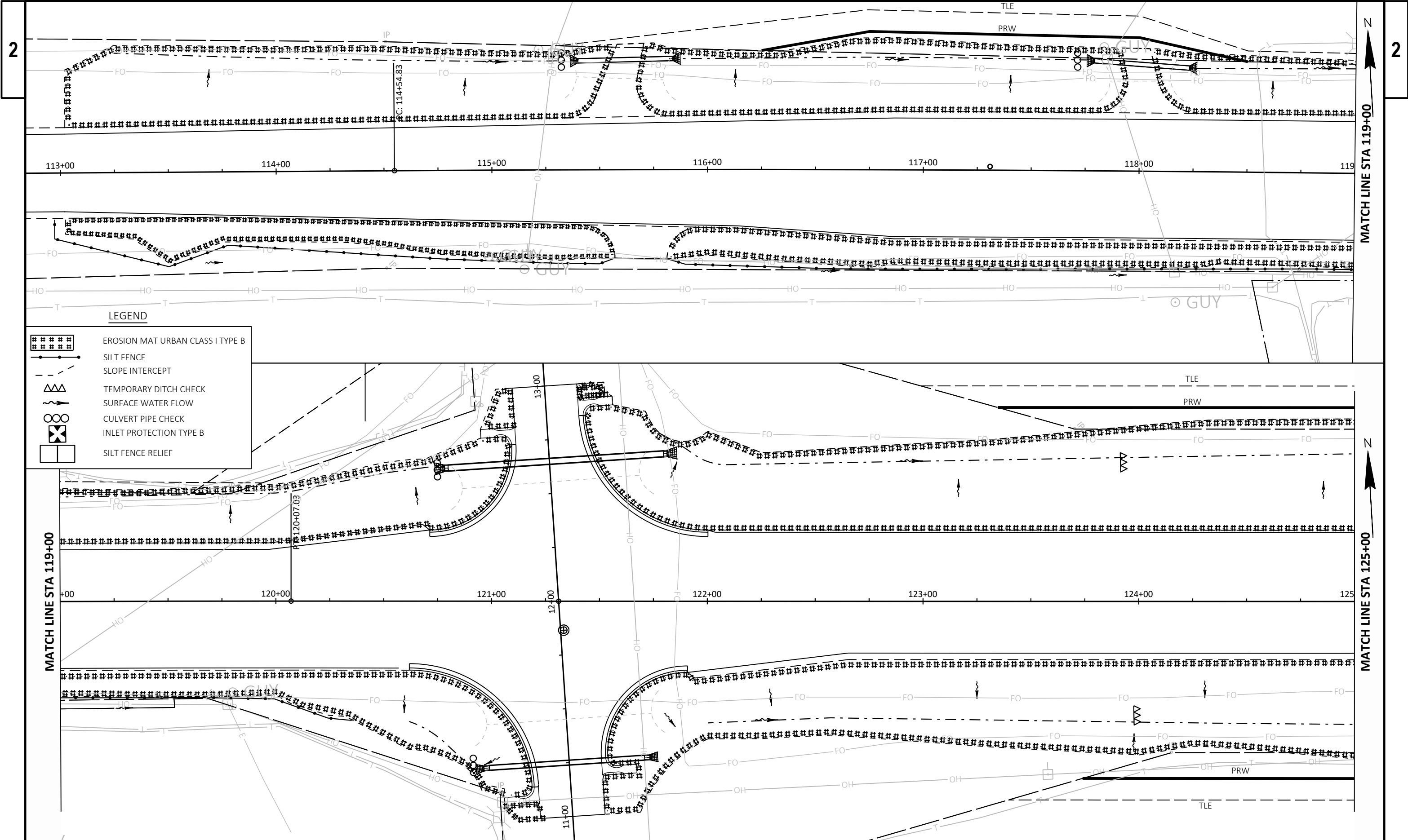
600 - FOXFIRE MEDIAN						
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
600	339833.558	524924.193	901.03	FLANGE	260+11.30	24.24
601	339835.683	524928.733	901.00	FLANGE	260+16.21	23.70
602	339831.841	524924.848	900.95	FL	260+11.36	26.07
603	339833.966	524929.389	900.93	FL	260+16.27	25.54
604	339831.217	524925.087	900.99	BOC	260+11.38	26.74
605	339833.341	524929.627	900.95	BOC	260+16.29	26.21
606	339829.348	524925.800	901.00	DWF	260+11.45	28.74
607	339831.473	524930.341	900.96	DWF	260+16.35	28.21
608	339826.997	524926.697	901.02	SW	260+11.54	31.25
609	339828.781	524931.369	900.98	SW	260+16.44	31.09
610	339824.693	524927.577	900.99	SW	260+11.62	33.72
611	339823.063	524933.182	900.92	DWF	260+16.29	37.08
612	339827.971	524934.088	900.94	DWF	260+18.70	32.74
613	339822.454	524935.092	900.89	BOC	260+17.86	38.28
614	339827.399	524936.005	900.91	BOC	260+20.29	33.91
615	339822.263	524935.735	900.87	FL	260+18.40	38.67
616	339827.208	524936.647	900.89	FL	260+20.83	34.30
617	339821.735	524937.505	900.79	FLANGE	260+19.86	39.75
618	339826.682	524938.412	900.81	FLANGE	260+22.29	35.38

700 - FOXFIRE SOUTHEAST						
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
700	339812.466	524951.312	900.26	FLANGE	260+29.54	53.07
701	339817.420	524951.989	900.29	FLANGE	260+31.77	48.63
702	339822.285	524953.171	900.30	FLANGE	260+34.44	44.45
703	339826.991	524954.840	900.31	FLANGE	260+37.52	40.58
704	339812.297	524953.305	900.21	FL	260+31.31	53.90
705	339816.845	524953.917	900.17	FL	260+33.34	49.82
706	339821.714	524955.088	900.18	FL	260+36.01	45.63
707	339826.227	524956.688	900.22	FL	260+38.97	41.93
708	339812.212	524954.301	900.58	BOC	260+32.19	54.31
709	339816.558	524954.881	900.19	BOC	260+34.13	50.41
710	339821.428	524956.046	900.20	BOC	260+36.79	46.22
711	339825.845	524957.612	900.64	BOC	260+39.69	42.60
712	339821.350	524956.308	900.20	DWF	260+37.01	46.39
713	339820.779	524958.225	900.32	DWF	260+38.57	47.57
714	339815.987	524956.797	900.31	DWF	260+35.69	51.60
715	339807.530	524960.844	900.71	SW	260+36.61	60.93
716	339814.648	524961.290	900.58	SW	260+39.35	54.38
717	339819.776	524961.590	900.53	SW	260+41.31	49.66
718	339807.394	524965.763	900.81	SW	260+41.03	62.72
719	339814.429	524966.285	900.63	SW	260+43.82	56.29
720	339819.557	524966.585	900.58	SW	260+45.79	51.57

LEGEND FOR CURB RAMP DETAILS	
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CG-36D	CONCRETE CURB AND GUTTER, 6-INCH, 36-INCH, TYPE D
ASPH	ASPHALTIC SURFACE
ASD&FE	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-5	CONCRETE SIDEWALK, 5-INCH
DWF-Y	CURB RAMP DETECTABLE WARNING FIELD, YELLOW
LL	LEVEL LANDING

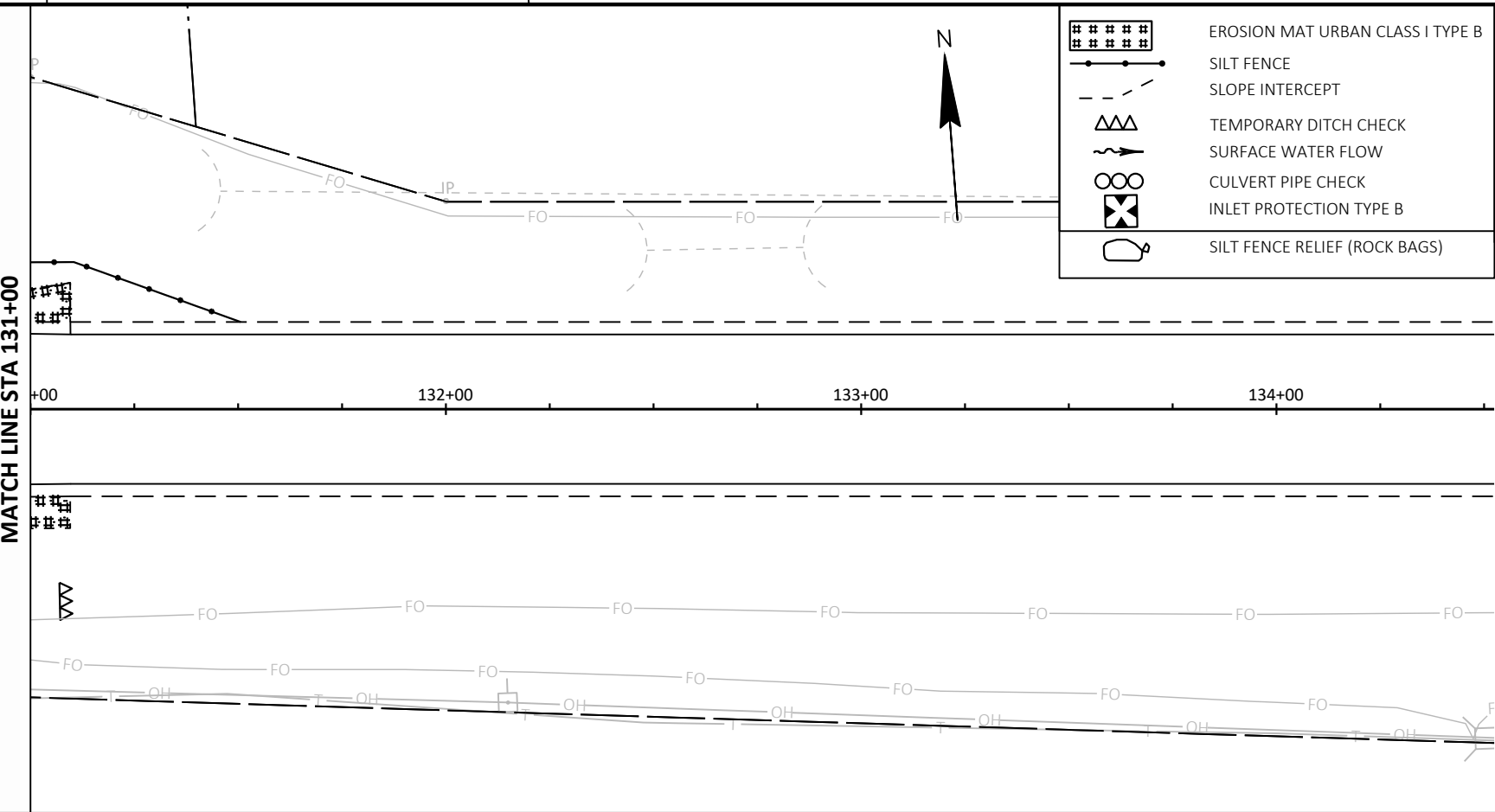
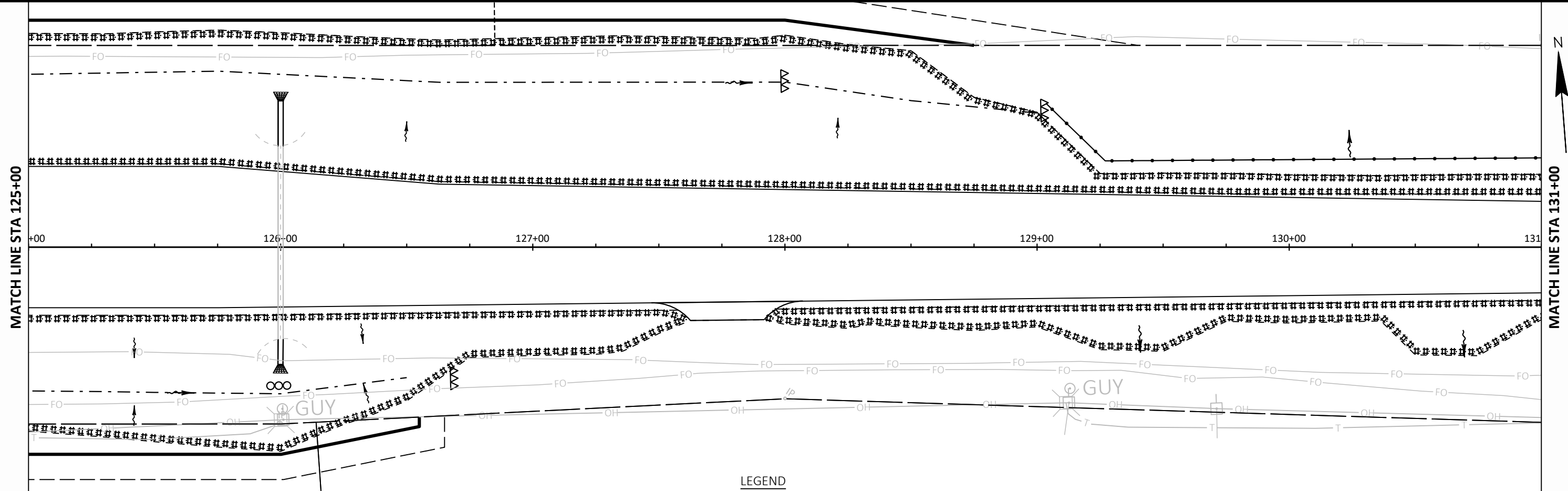
- NOTES:**
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

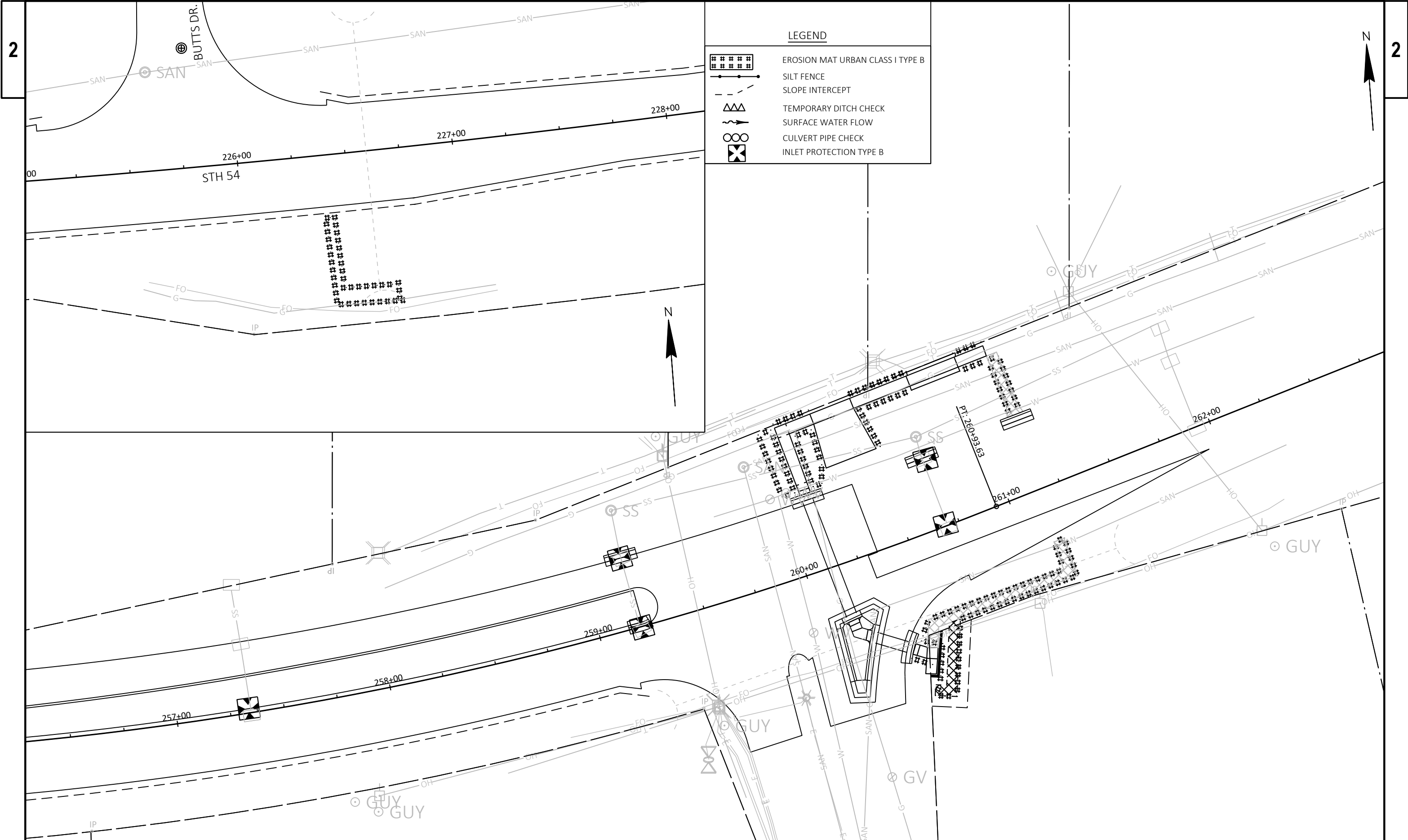


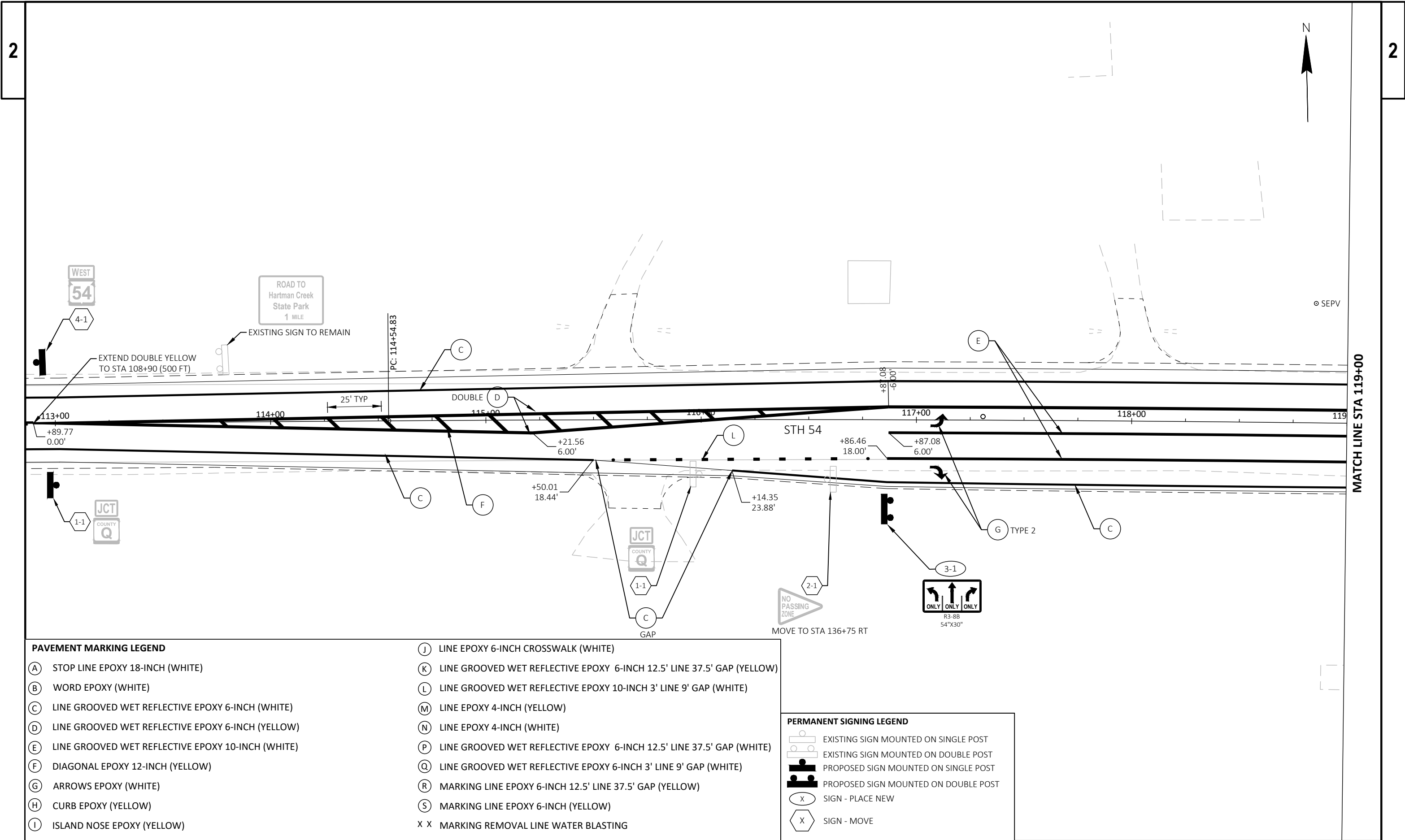


2

2





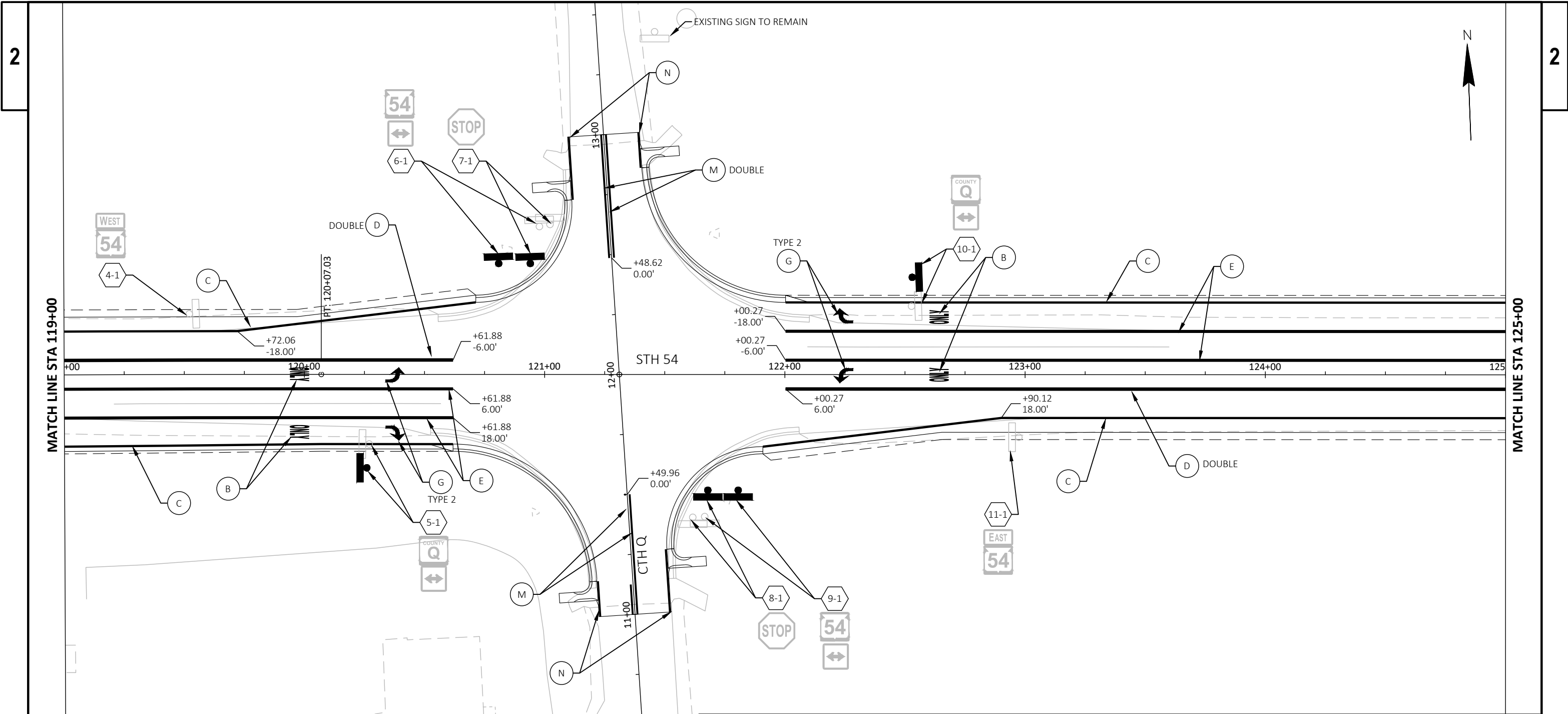


PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
| (B) WORD EPOXY (WHITE) | (K) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
| (C) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | (L) LINE GROOVED WET REFLECTIVE EPOXY 10-INCH 3' LINE 9' GAP (WHITE) |
| (D) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | (M) LINE EPOXY 4-INCH (YELLOW) |
| (E) LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | (N) LINE EPOXY 4-INCH (WHITE) |
| (F) DIAGONAL EPOXY 12-INCH (YELLOW) | (P) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (WHITE) |
| (G) ARROWS EPOXY (WHITE) | (Q) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 3' LINE 9' GAP (WHITE) |
| (H) CURB EPOXY (YELLOW) | (R) MARKING LINE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
| (I) ISLAND NOSE EPOXY (YELLOW) | (S) MARKING LINE EPOXY 6-INCH (YELLOW) |
| | X X MARKING REMOVAL LINE WATER BLASTING |

PERMANENT SIGNING LEGEND

- | | |
|--|--------------------------------------|
| | EXISTING SIGN MOUNTED ON SINGLE POST |
| | EXISTING SIGN MOUNTED ON DOUBLE POST |
| | PROPOSED SIGN MOUNTED ON SINGLE POST |
| | PROPOSED SIGN MOUNTED ON DOUBLE POST |
| | SIGN - PLACE NEW |
| | SIGN - MOVE |

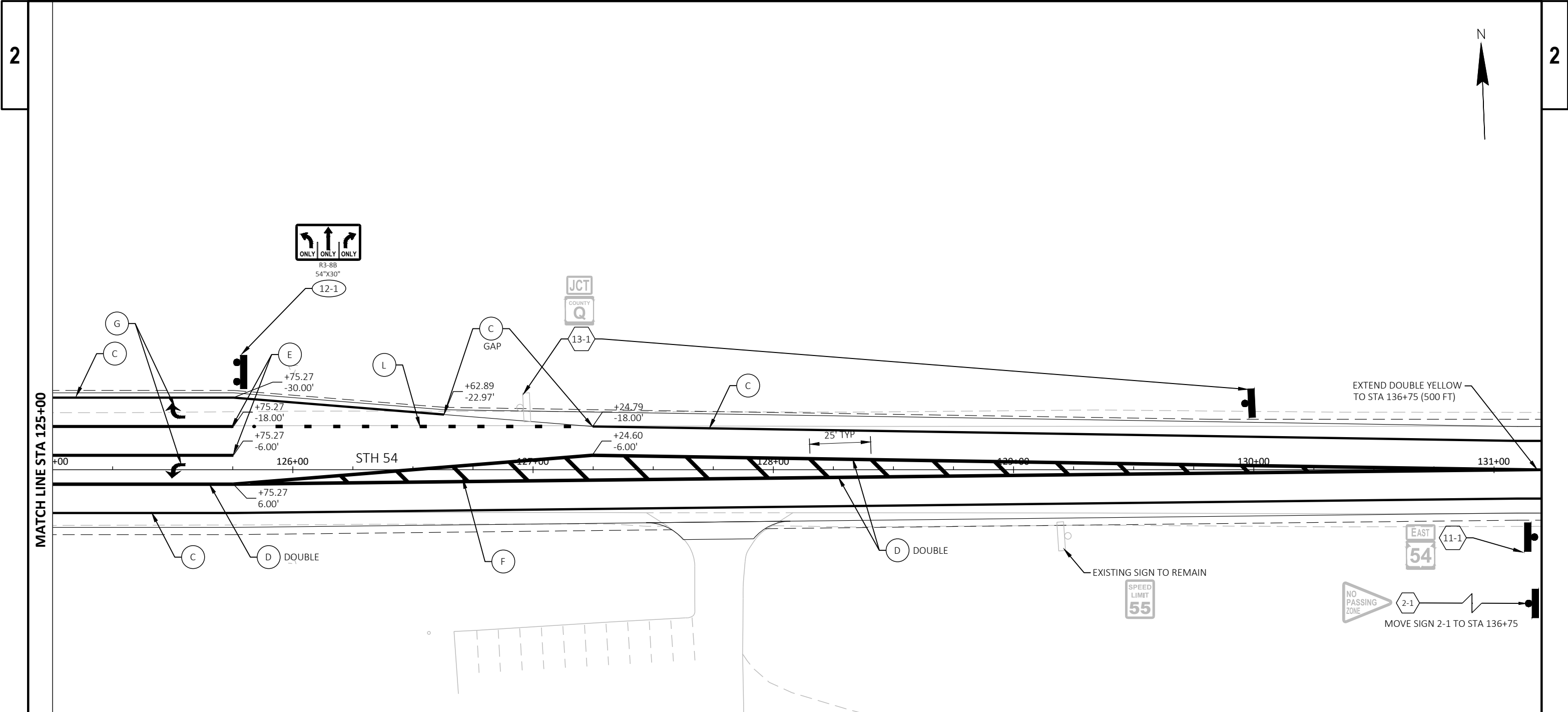


PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON SINGLE POST
- EXISTING SIGN MOUNTED ON DOUBLE POST
- PROPOSED SIGN MOUNTED ON SINGLE POST
- PROPOSED SIGN MOUNTED ON DOUBLE POST
- SIGN - PLACE NEW
- SIGN - MOVE

PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
| (B) WORD EPOXY (WHITE) | (K) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
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| (D) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | (M) LINE EPOXY 4-INCH (YELLOW) |
| (E) LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | (N) LINE EPOXY 4-INCH (WHITE) |
| (F) DIAGONAL EPOXY 12-INCH (YELLOW) | (P) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (WHITE) |
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| (H) CURB EPOXY (YELLOW) | (R) MARKING LINE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
| (I) ISLAND NOSE EPOXY (YELLOW) | (S) MARKING LINE EPOXY 6-INCH (YELLOW) |
| | X X MARKING REMOVAL LINE WATER BLASTING |

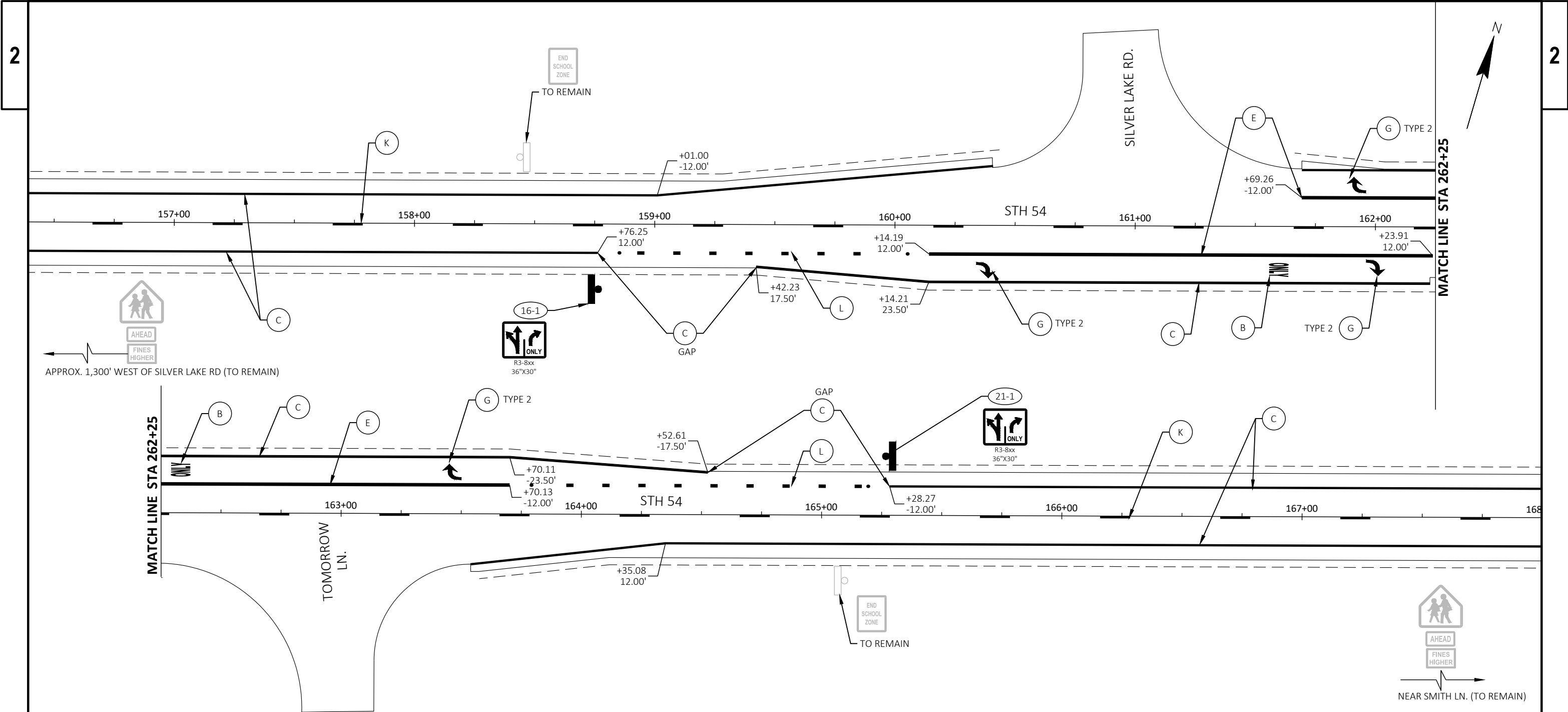


PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
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| (E) LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | (N) LINE EPOXY 4-INCH (WHITE) |
| (F) DIAGONAL EPOXY 12-INCH (YELLOW) | (P) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (WHITE) |
| (G) ARROWS EPOXY (WHITE) | (Q) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 3' LINE 9' GAP (WHITE) |
| (H) CURB EPOXY (YELLOW) | X X MARKING REMOVAL LINE WATER BLASTING 6-INCH |
| (I) ISLAND NOSE EPOXY (YELLOW) | |

PERMANENT SIGNING LEGEND

- | | |
|--|--------------------------------------|
| | EXISTING SIGN MOUNTED ON SINGLE POST |
| | EXISTING SIGN MOUNTED ON DOUBLE POST |
| | PROPOSED SIGN MOUNTED ON SINGLE POST |
| | PROPOSED SIGN MOUNTED ON DOUBLE POST |
| | SIGN - PLACE NEW |
| | SIGN - MOVE |

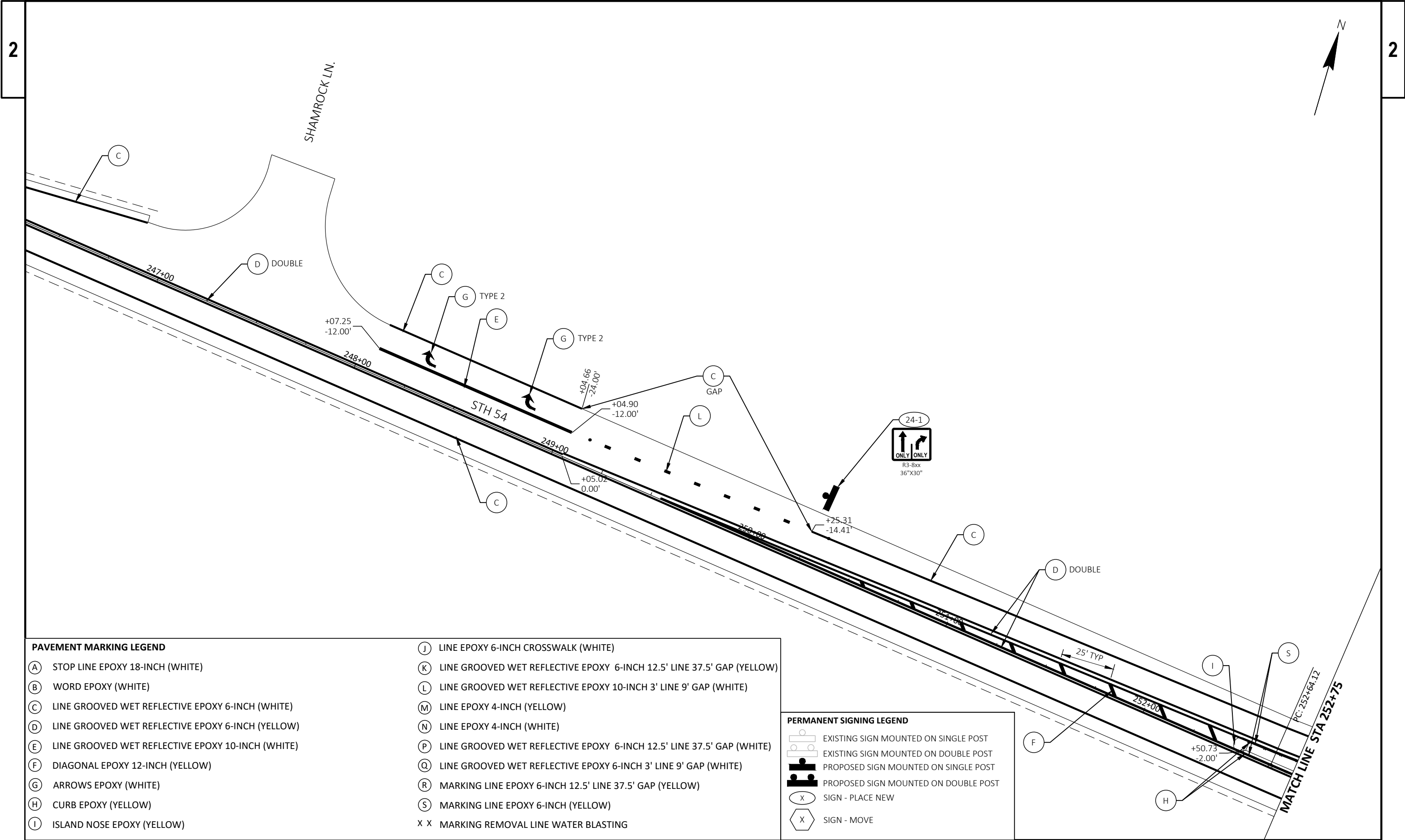


PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
| (B) WORD EPOXY (WHITE) | (K) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
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| (D) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | (M) LINE EPOXY 4-INCH (YELLOW) |
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| (F) DIAGONAL EPOXY 12-INCH (YELLOW) | (P) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (WHITE) |
| (G) ARROWS EPOXY (WHITE) | (Q) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 3' LINE 9' GAP (WHITE) |
| (H) CURB EPOXY (YELLOW) | X X MARKING REMOVAL LINE WATER BLASTING 6-INCH |
| (I) ISLAND NOSE EPOXY (YELLOW) | |

PERMANENT SIGNING LEGEND

- | | |
|----------------------|--------------------------------------|
| | EXISTING SIGN MOUNTED ON SINGLE POST |
| | EXISTING SIGN MOUNTED ON DOUBLE POST |
| | PROPOSED SIGN MOUNTED ON SINGLE POST |
| | PROPOSED SIGN MOUNTED ON DOUBLE POST |
| (X) SIGN - PLACE NEW | |
| (X) SIGN - MOVE | |

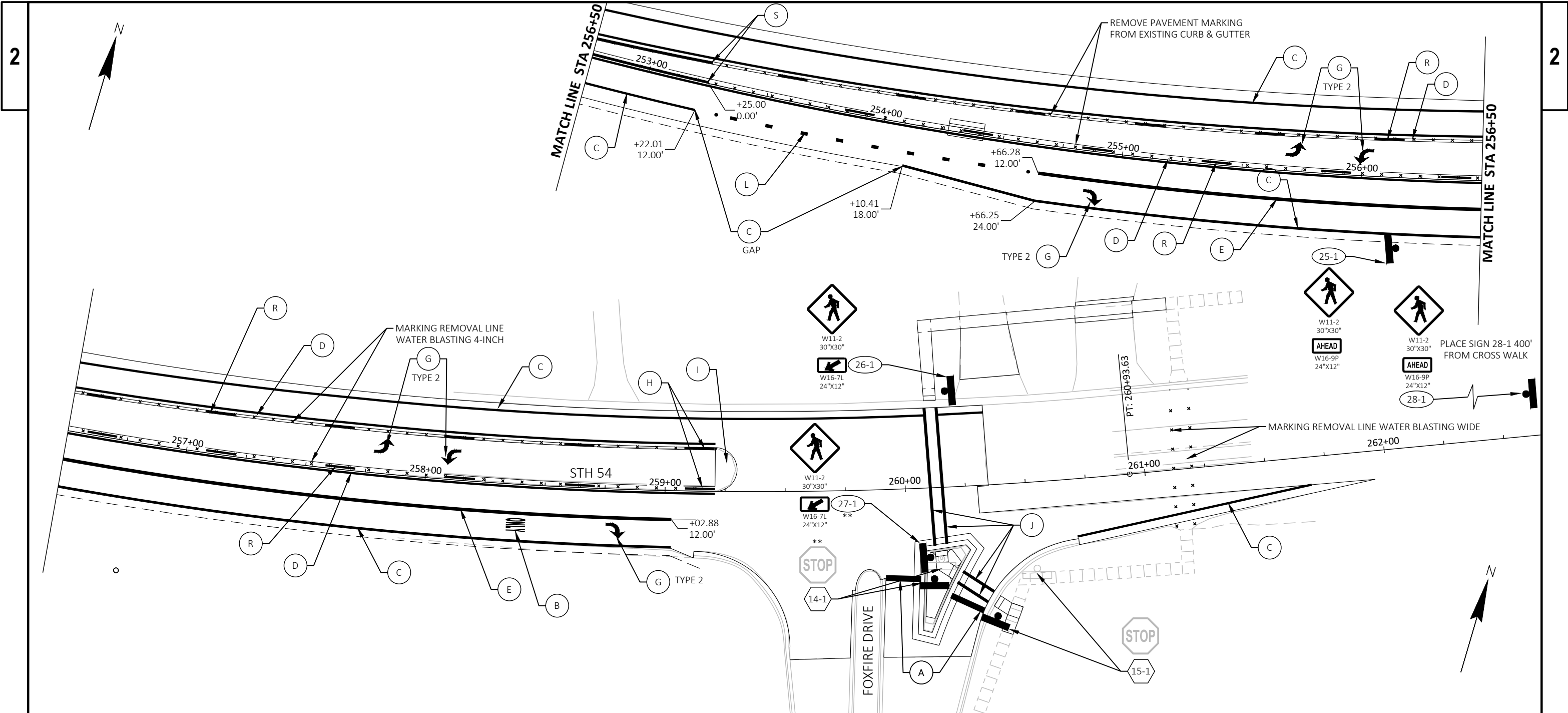


PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
| (B) WORD EPOXY (WHITE) | (K) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
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| (I) ISLAND NOSE EPOXY (YELLOW) | (S) MARKING LINE EPOXY 6-INCH (YELLOW) |
| | X X MARKING REMOVAL LINE WATER BLASTING |

PERMANENT SIGNING LEGEND

- | | |
|---------------|--------------------------------------|
| | EXISTING SIGN MOUNTED ON SINGLE POST |
| | EXISTING SIGN MOUNTED ON DOUBLE POST |
| | PROPOSED SIGN MOUNTED ON SINGLE POST |
| | PROPOSED SIGN MOUNTED ON DOUBLE POST |
| (X) in circle | SIGN - PLACE NEW |
| X in hexagon | SIGN - MOVE |



PAVEMENT MARKING LEGEND

- | | |
|---|--|
| (A) STOP LINE EPOXY 18-INCH (WHITE) | (J) LINE EPOXY 6-INCH CROSSWALK (WHITE) |
| (B) WORD EPOXY (WHITE) | (K) LINE GROOVED WET REFLECTIVE EPOXY 6-INCH 12.5' LINE 37.5' GAP (YELLOW) |
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| | X X MARKING REMOVAL LINE WATER BLASTING |

PERMANENT SIGNING LEGEND

- | | |
|-----|--------------------------------------|
| | EXISTING SIGN MOUNTED ON SINGLE POST |
| | EXISTING SIGN MOUNTED ON DOUBLE POST |
| | PROPOSED SIGN MOUNTED ON SINGLE POST |
| | PROPOSED SIGN MOUNTED ON DOUBLE POST |
| (X) | SIGN - PLACE NEW |
| | SIGN - MOVE |

NOTES:
** CONCRETE BOXOUT REQUIRED

PROJECT NO: 6991-00-74

HWY: STH 54

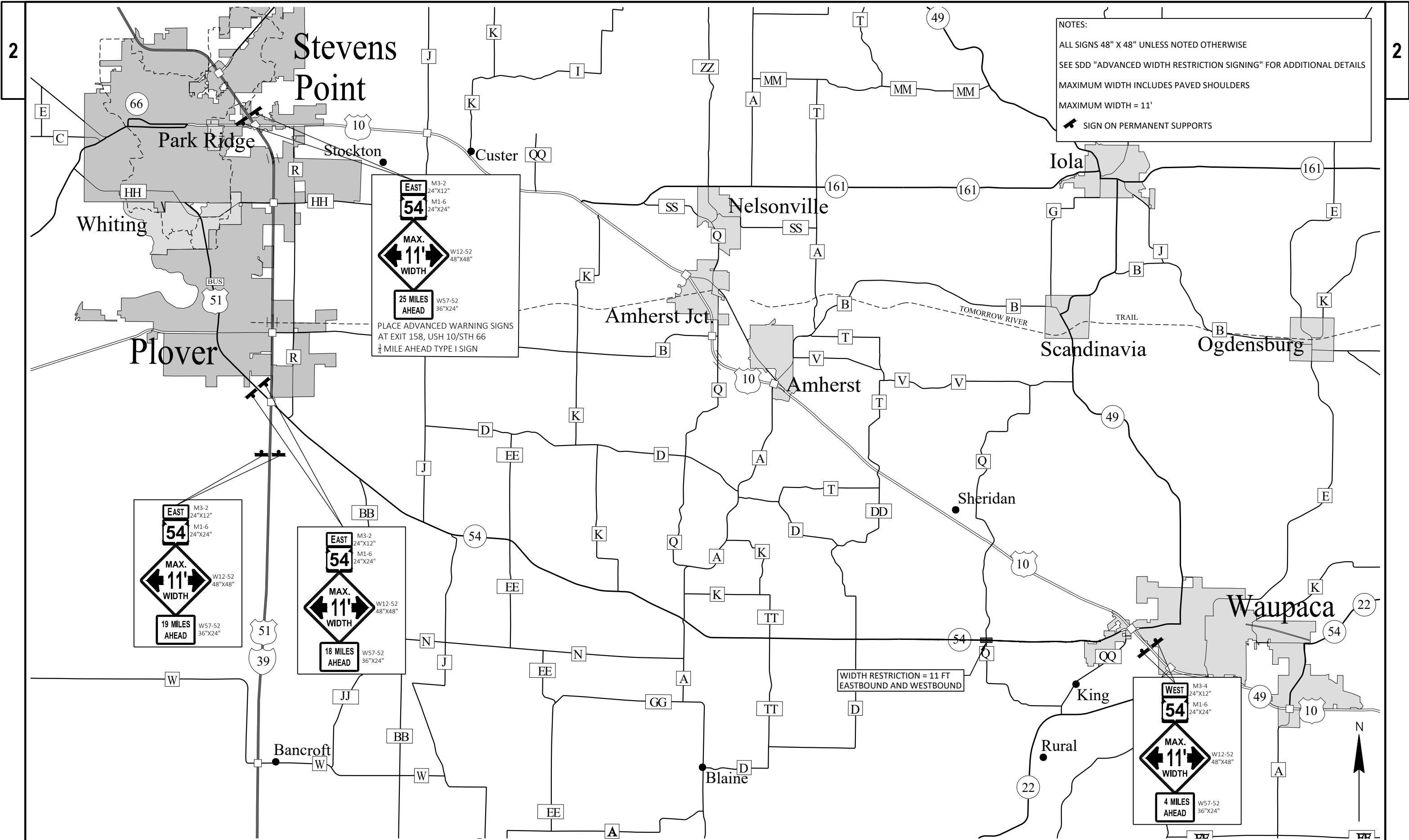
COUNTY: WAUPACA

PAVEMENT MARKING & PERMANENT SIGNING

SHEET

25

E



NOTES:
ALL SIGNS 48" X 48" UNLESS NOTED OTHERWISE
SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL DETAILS
MAXIMUM WIDTH INCLUDES PAVED SHOULDERS
MAXIMUM WIDTH = 11'
SIGN ON PERMANENT SUPPORTS

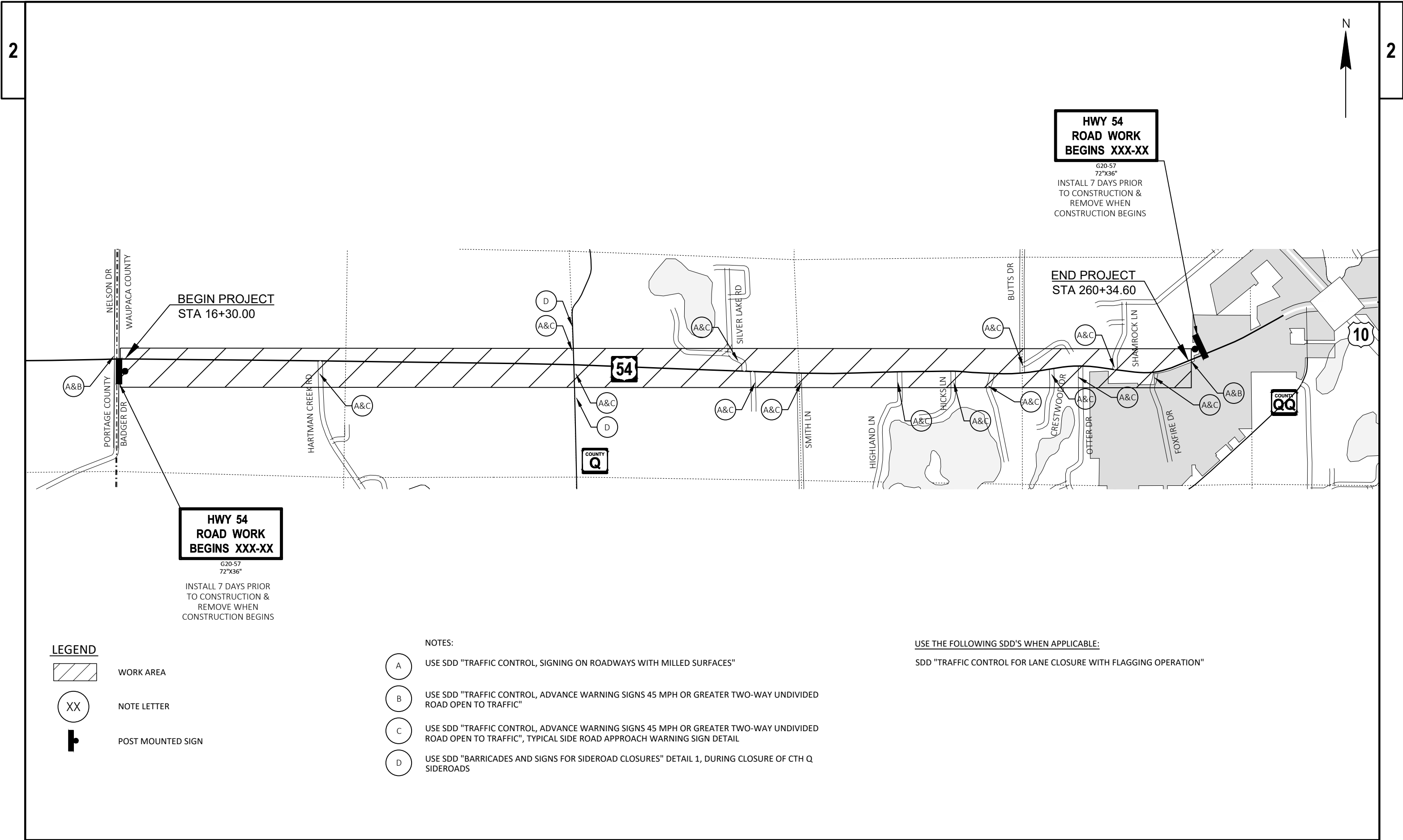
EAST
54
M3-2
24"x12"
M1-6
24"x24"
MAX.
11'
WIDTH
W12-52
48"x48"
25 MILES
AHEAD
W57-52
36"x24"
PLACE ADVANCED WARNING SIGNS
AT EXIT 158, USH 10/STH 66
3/4 MILE AHEAD TYPE I SIGN

EAST
54
M3-2
24"x12"
M1-6
24"x24"
MAX.
11'
WIDTH
W12-52
48"x48"
19 MILES
AHEAD
W57-52
36"x24"

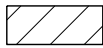
EAST
54
M3-2
24"x12"
M1-6
24"x24"
MAX.
11'
WIDTH
W12-52
48"x48"
18 MILES
AHEAD
W57-52
36"x24"

WIDTH RESTRICTION = 11 FT
EASTBOUND AND WESTBOUND

WEST
54
M3-4
24"x12"
M1-6
24"x24"
MAX.
11'
WIDTH
W12-52
48"x48"
4 MILES
AHEAD
W57-52
36"x24"



LEGEND

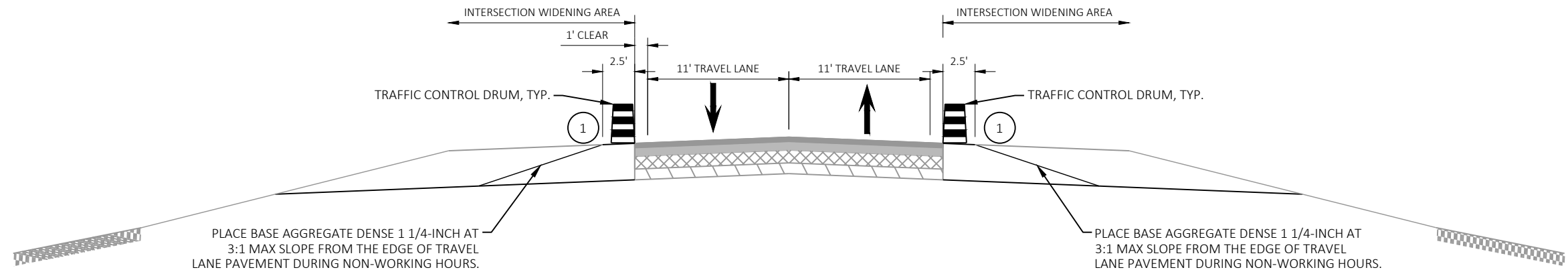
-  WORK AREA
-  NOTE LETTER
-  POST MOUNTED SIGN

NOTES:

-  USE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"
-  USE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
-  USE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL
-  USE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1, DURING CLOSURE OF CTH Q SIDEROADS

USE THE FOLLOWING SDD'S WHEN APPLICABLE:

SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"



TRAFFIC CONTROL TYPICAL SECTION INTERSECTION WIDENING
STH 54 AT CTH Q

1 NOTES:
DRUM PLACEMENT SHOWN DURING NON-WORKING HOURS,
SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY"
FOR ADDITIONAL INFORMATION

2

109' - MIN. 5 DRUMS IN TAPER

109' - MIN. 5 DRUMS IN TAPER

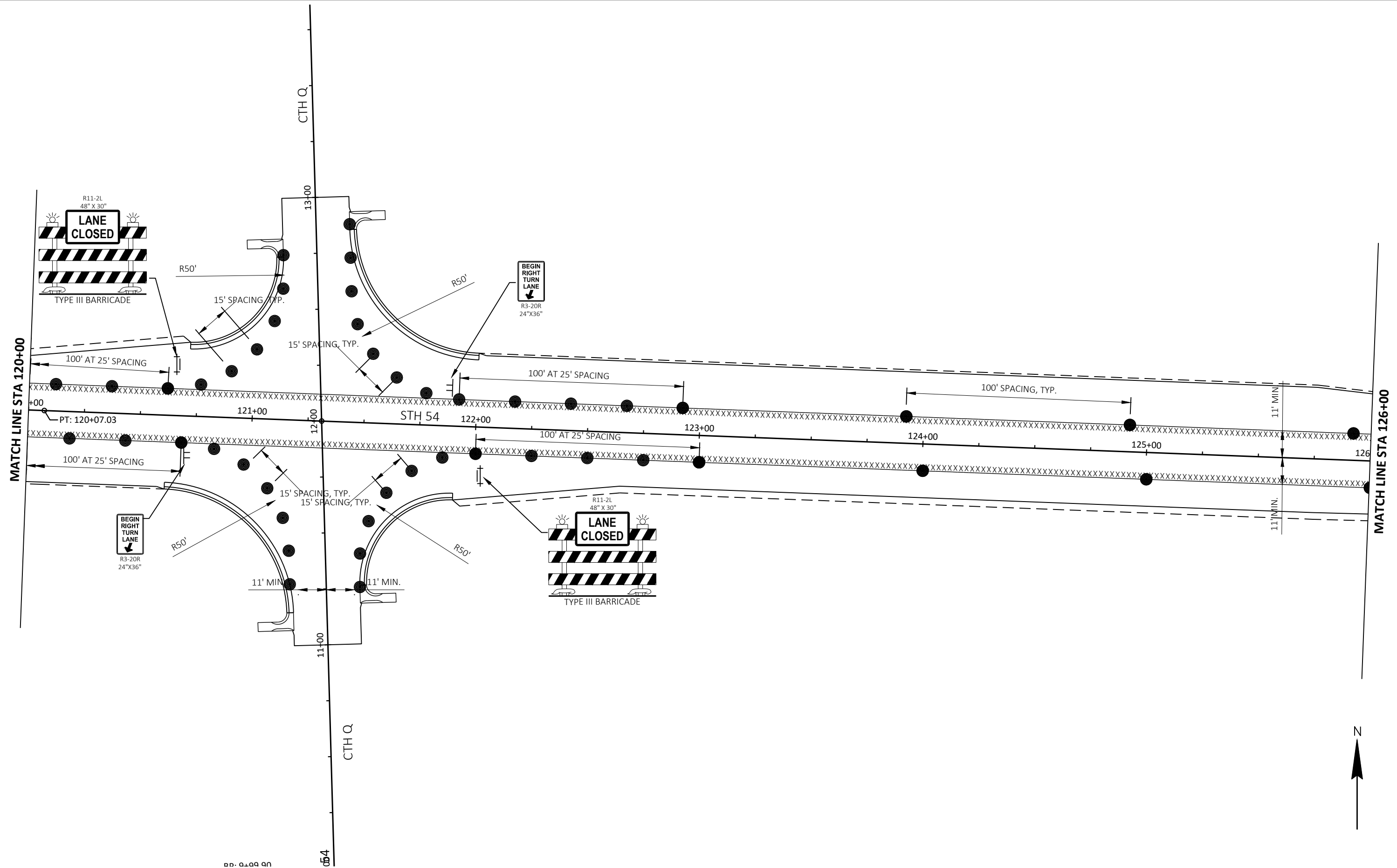
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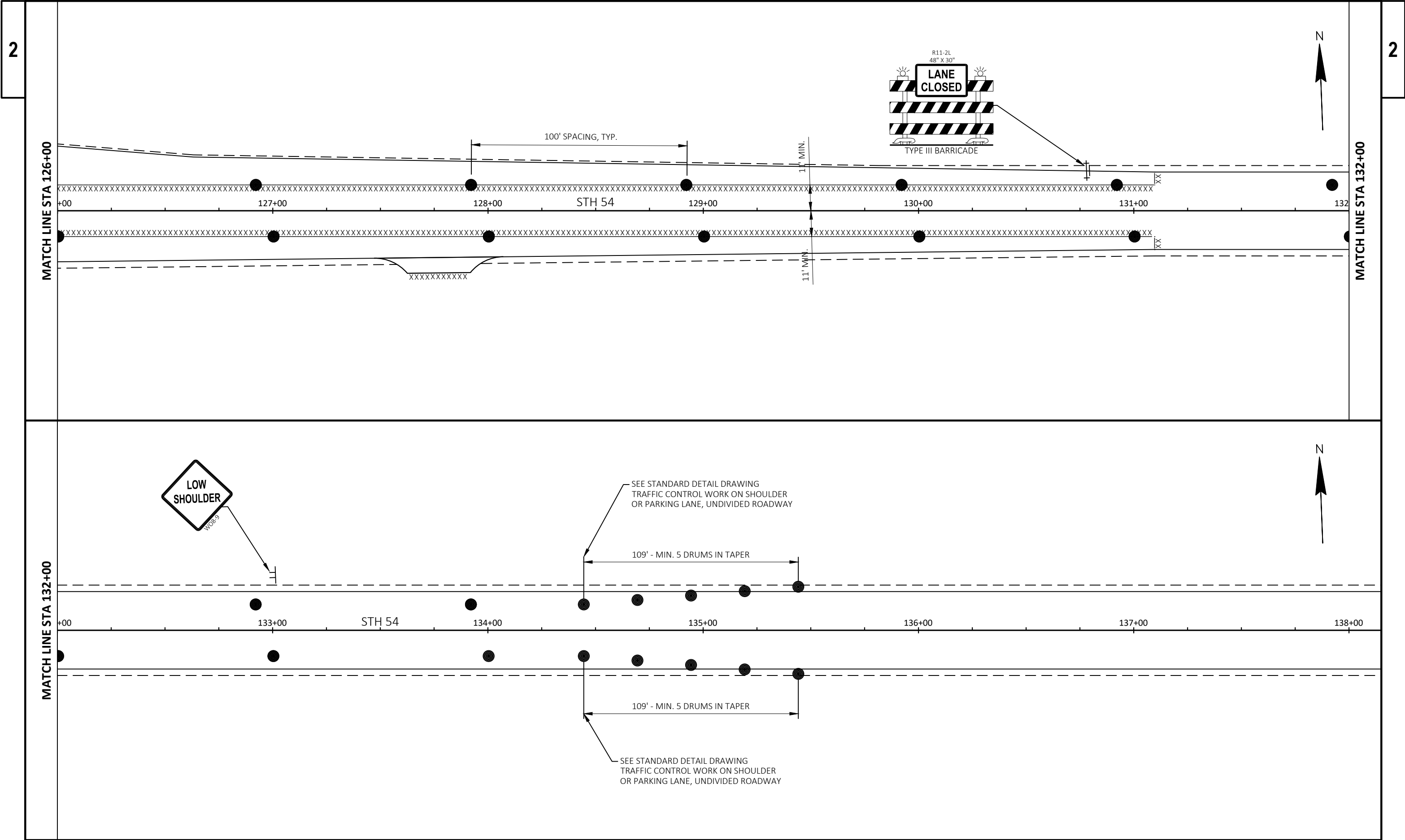
MATCH LINE STA 120+00

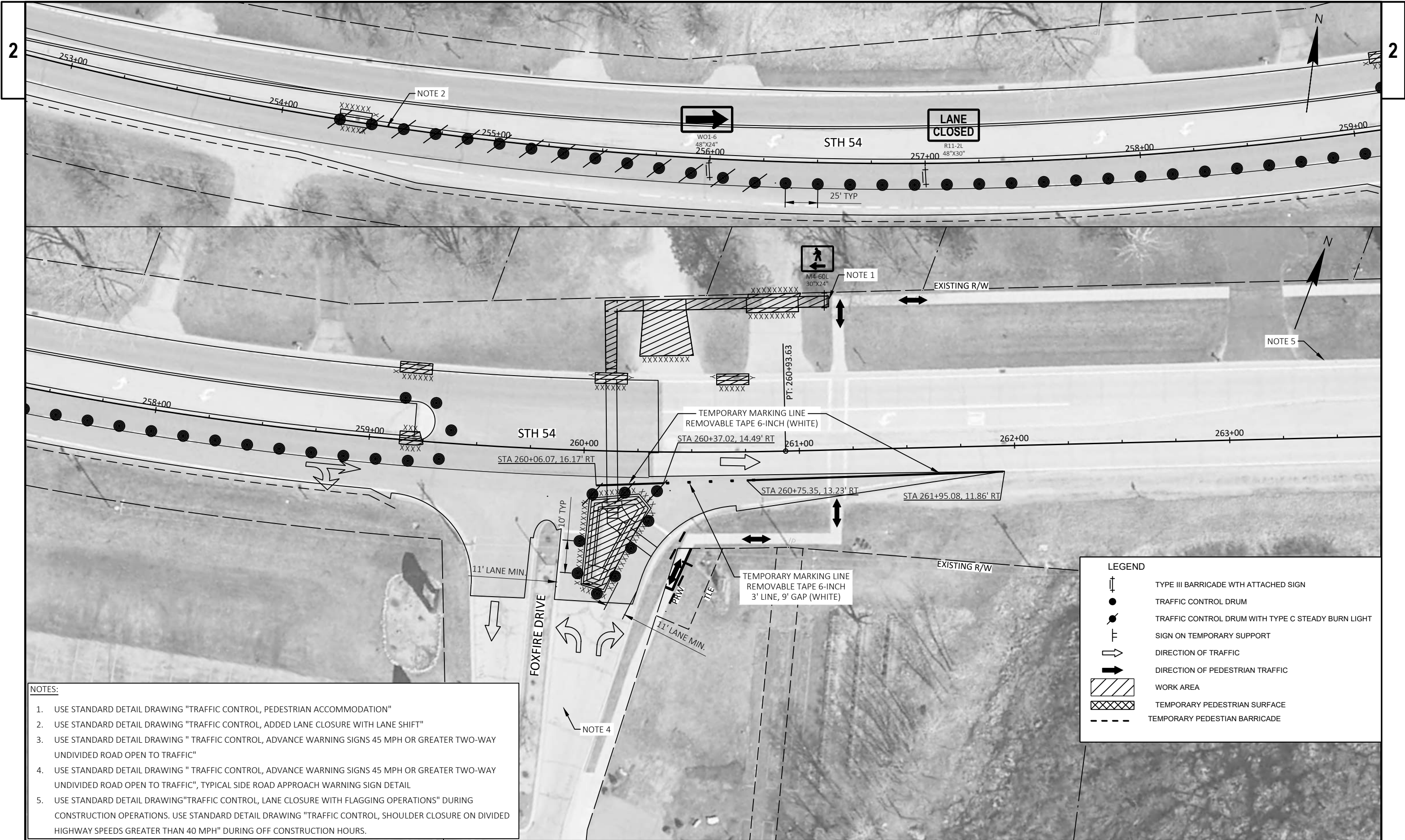
PROJECT NO:	6991-00-74	HWY: STH 54	COUNTY: WAUPACA	TRAFFIC CONTROL - STH 54	SHEET	29
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SHEET

WISDOT/CADDS SHEET 44

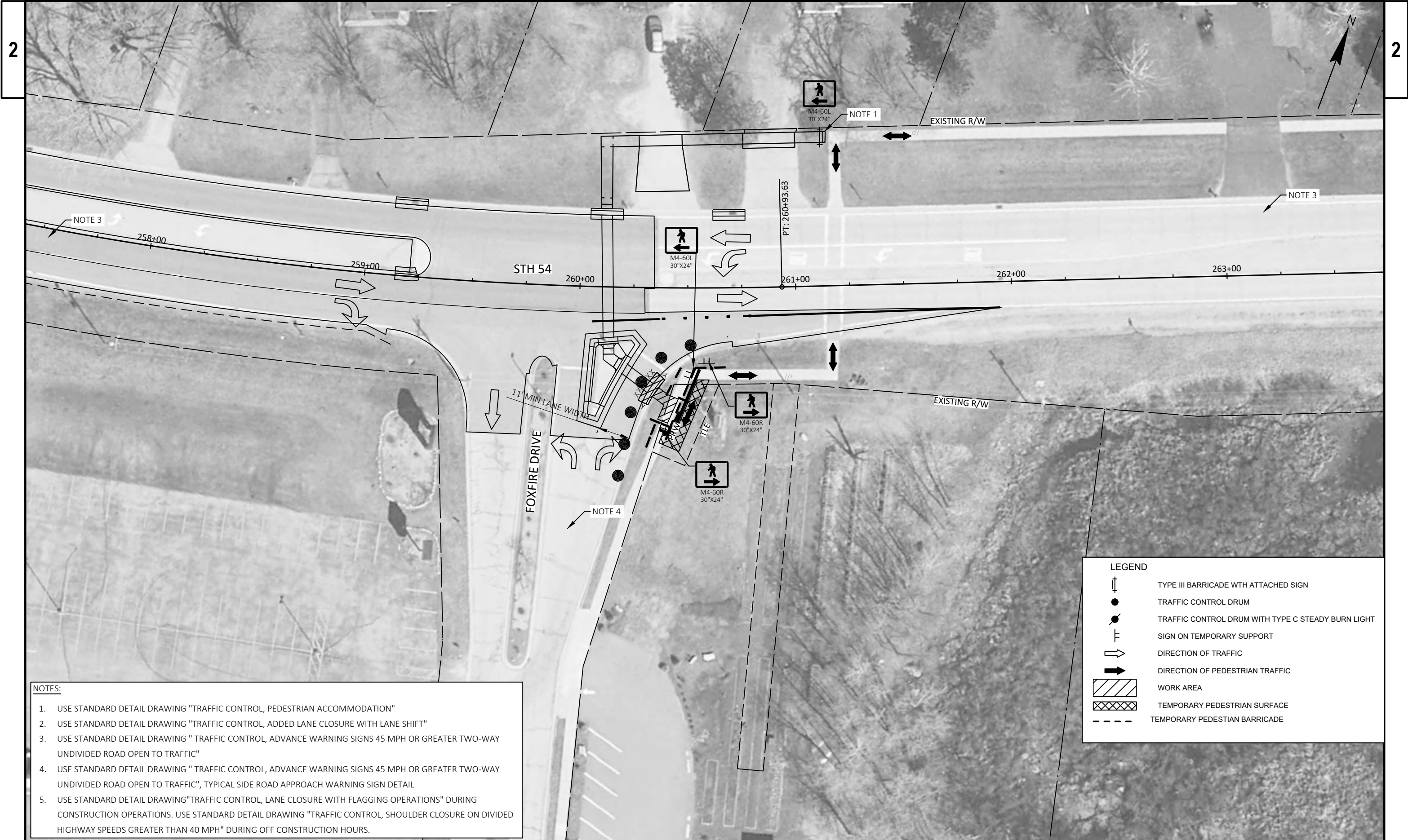






- NOTES:
1. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
 2. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT"
 3. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
 4. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL
 5. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, LANE CLOSURE WITH FLAGGING OPERATIONS" DURING CONSTRUCTION OPERATIONS. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED HIGHWAY SPEEDS GREATER THAN 40 MPH" DURING OFF CONSTRUCTION HOURS.

LEGEND	
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	DIRECTION OF PEDESTRIAN TRAFFIC
	WORK AREA
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN BARRICADE



- NOTES:
1. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
 2. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT"
 3. USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
 4. USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL
 5. USE STANDARD DETAIL DRAWING"TRAFFIC CONTROL, LANE CLOSURE WITH FLAGGING OPERATIONS" DURING CONSTRUCTION OPERATIONS. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED HIGHWAY SPEEDS GREATER THAN 40 MPH" DURING OFF CONSTRUCTION HOURS.

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

SIGN ON TEMPORARY SUPPORT

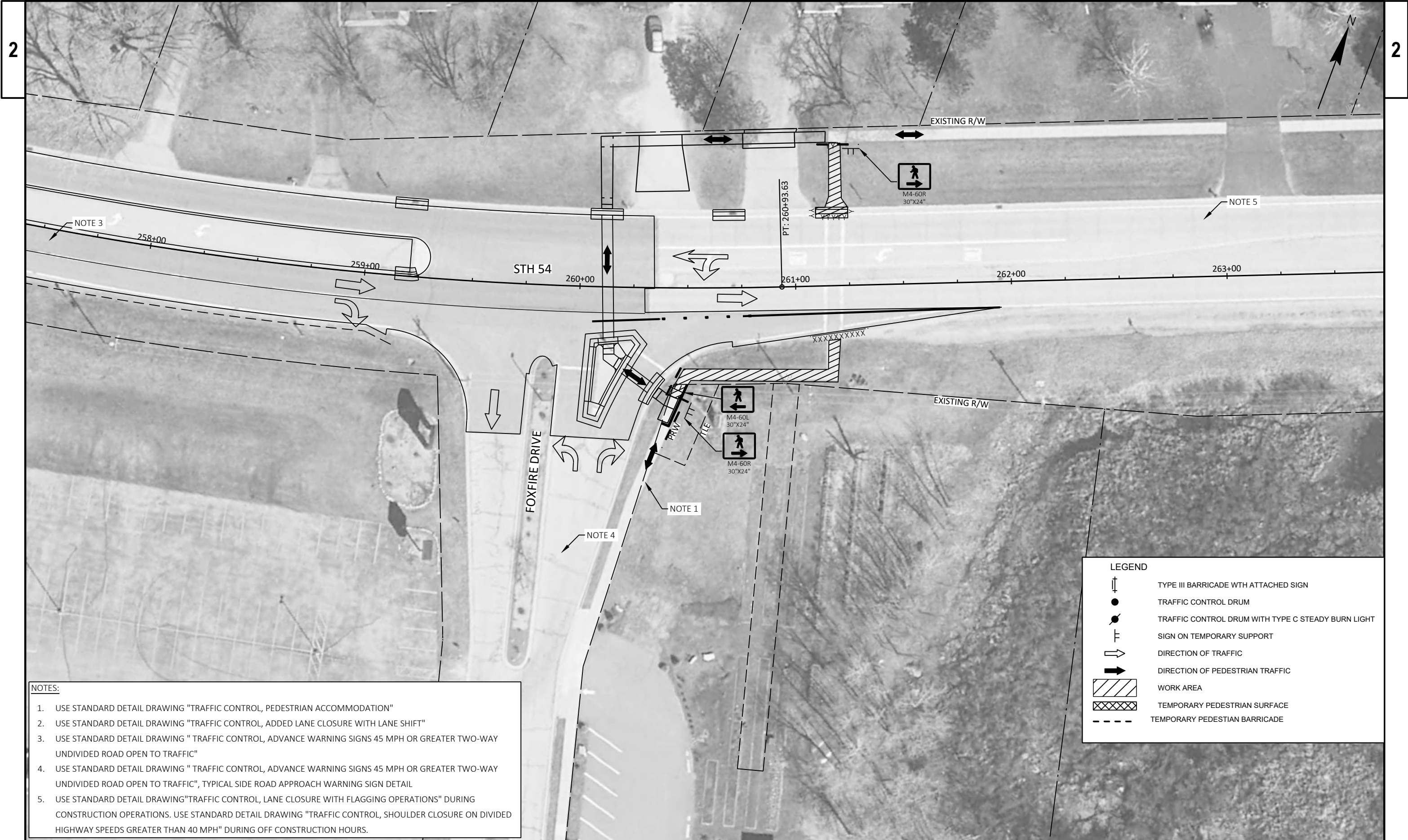
DIRECTION OF TRAFFIC

DIRECTION OF PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTIAN BARRICADE



- NOTES:
1. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
 2. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT"
 3. USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
 4. USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL
 5. USE STANDARD DETAIL DRAWING"TRAFFIC CONTROL, LANE CLOSURE WITH FLAGGING OPERATIONS" DURING CONSTRUCTION OPERATIONS. USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED HIGHWAY SPEEDS GREATER THAN 40 MPH" DURING OFF CONSTRUCTION HOURS.

Estimate Of Quantities

6991-00-74					
Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	1.000	1.000
0004	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	522.000	522.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	105,800.000	105,800.000
0010	204.0150	Removing Curb & Gutter	LF	568.000	568.000
0012	204.0155	Removing Concrete Sidewalk	SY	76.000	76.000
0014	204.9060.S	Removing (item description) 01. Removing Apron Endwalls 24-Inch	EACH	3.000	3.000
0016	204.9090.S	Removing (item description) 01. Removing Culvert Pipe 24-Inch	LF	6.000	6.000
0018	205.0100	Excavation Common	CY	5,948.000	5,948.000
0020	209.2100	Backfill Granular Grade 2	CY	141.000	141.000
0022	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6991-00-74	EACH	1.000	1.000
0024	213.0100	Finishing Roadway (project) 01. 6991-00-74	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,190.000	1,190.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,285.000	5,285.000
0030	455.0605	Tack Coat	GAL	8,100.000	8,100.000
0032	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0034	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0036	460.2000	Incentive Density HMA Pavement	DOL	820.000	820.000
0038	460.2005	Incentive Density PWL HMA Pavement	DOL	7,510.000	7,510.000
0040	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	4,740.000	4,740.000
0042	460.2010	Incentive Air Voids HMA Pavement	DOL	12,840.000	12,840.000
0044	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,240.000	1,240.000
0046	460.6224	HMA Pavement 4 MT 58-28 S	TON	12,840.000	12,840.000
0048	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0052	465.0315	Asphaltic Flumes	SY	166.000	166.000
0054	465.0560	Asphaltic Rumble Strips, Centerline	LF	22,570.000	22,570.000
0056	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	7.000	7.000
0058	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	118.000	118.000
0060	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	72.000	72.000
0062	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	100.000	100.000
0064	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0066	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0068	601.0205	Concrete Gutter 24-Inch	LF	30.000	30.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	90.000	90.000
0072	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	358.000	358.000
0074	602.0405	Concrete Sidewalk 4-Inch	SF	217.000	217.000
0076	602.0410	Concrete Sidewalk 5-Inch	SF	541.000	541.000
0078	602.0420	Concrete Sidewalk 7-Inch	SF	220.000	220.000
0080	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	40.000	40.000
0082	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0084	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0086	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6991-00-74	EACH	1.000	1.000
0088	619.1000	Mobilization	EACH	1.000	1.000
0090	620.0300	Concrete Median Sloped Nose	SF	149.000	149.000
0092	621.0100	Landmark Reference Monuments	EACH	4.000	4.000
0094	624.0100	Water	MGAL	38.000	38.000
0096	625.0100	Topsoil	SY	14,000.000	14,000.000
0098	628.1104	Erosion Bales	EACH	3.000	3.000

Estimate Of Quantities

6991-00-74

Line	Item	Item Description	Unit	Total	Qty
0100	628.1504	Silt Fence	LF	1,185.000	1,185.000
0102	628.1520	Silt Fence Maintenance	LF	1,185.000	1,185.000
0104	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0106	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0108	628.2008	Erosion Mat Urban Class I Type B	SY	14,000.000	14,000.000
0110	628.7015	Inlet Protection Type C	EACH	14.000	14.000
0112	628.7504	Temporary Ditch Checks	LF	50.000	50.000
0114	628.7555	Culvert Pipe Checks	EACH	25.000	25.000
0116	628.7570	Rock Bags	EACH	10.000	10.000
0118	630.0140	Seeding Mixture No. 40	LB	629.000	629.000
0120	630.0500	Seed Water	MGAL	314.160	314.160
0122	633.5200	Markers Culvert End	EACH	10.000	10.000
0124	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	17.000	17.000
0126	637.2210	Signs Type II Reflective H	SF	85.500	85.500
0128	637.2230	Signs Type II Reflective F	SF	43.000	43.000
0130	638.2102	Moving Signs Type II	EACH	17.000	17.000
0132	642.5001	Field Office Type B	EACH	1.000	1.000
0134	643.0300	Traffic Control Drums	DAY	12,139.000	12,139.000
0136	643.0420	Traffic Control Barricades Type III	DAY	415.000	415.000
0138	643.0705	Traffic Control Warning Lights Type A	DAY	790.000	790.000
0140	643.0715	Traffic Control Warning Lights Type C	DAY	85.000	85.000
0142	643.0900	Traffic Control Signs	DAY	6,450.000	6,450.000
0144	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0146	643.3165	Temporary Marking Line Paint 6-Inch	LF	23,787.000	23,787.000
0148	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	155.000	155.000
0150	643.5000	Traffic Control	EACH	1.000	1.000
0152	644.1440	Temporary Pedestrian Surface Matting	SF	35.000	35.000
0154	644.1810	Temporary Pedestrian Barricade	LF	65.000	65.000
0156	646.1020	Marking Line Epoxy 4-Inch	LF	319.000	319.000
0158	646.2020	Marking Line Epoxy 6-Inch	LF	450.000	450.000
0160	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	72,909.000	72,909.000
0162	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,922.000	2,922.000
0164	646.5020	Marking Arrow Epoxy	EACH	20.000	20.000
0166	646.5120	Marking Word Epoxy	EACH	7.000	7.000
0168	646.6120	Marking Stop Line Epoxy 18-Inch	LF	30.000	30.000
0170	646.7120	Marking Diagonal Epoxy 12-Inch	LF	277.000	277.000
0172	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	145.000	145.000
0174	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	1,463.000	1,463.000
0176	646.9210	Marking Removal Line Water Blasting Wide	LF	72.000	72.000
0178	650.4500	Construction Staking Subgrade	LF	1,828.000	1,828.000
0180	650.5000	Construction Staking Base	LF	1,828.000	1,828.000
0182	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	390.000	390.000
0184	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0186	650.8000	Construction Staking Resurfacing Reference	LF	22,577.000	22,577.000
0188	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0190	650.9500	Construction Staking Sidewalk (project) 01. 6991-00-74	EACH	1.000	1.000
0192	650.9911	Construction Staking Supplemental Control (project) 01. 6991-00-74	EACH	1.000	1.000
0194	650.9920	Construction Staking Slope Stakes	LF	1,828.000	1,828.000
0196	690.0150	Sawing Asphalt	LF	4,457.000	4,457.000

Estimate Of Quantities

6991-00-74					
Line	Item	Item Description	Unit	Total	Qty
0198	690.0250	Sawing Concrete	LF	56.000	56.000
0200	740.0440	Incentive IRI Ride	DOL	19,729.000	19,729.000
0202	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	8.820	8.820
0204	SPV.0060	Special 01. Reestablish Section Corner Monuments	EACH	8.000	8.000
0206	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	14,000.000	14,000.000

EARTHWORK										
DIVISION	STATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (4)	209.2100 BACKFILL GRANULAR GRADE 2	UNEXPANDED FILL	EXPANDED FILL	MASS ORDINATE +/- (5)	WASTE
		CUT (2)	EBS EXCAVATION					FACTOR		
								1.25		
CATEGORY 0020										
FOXFIRE CURB RAMPS		2	0	0	2	0	0	0	2	2
CATEGORY 0010 TOTALS		2	0	0	2	0	0	0	2	2
CATEGORY 0020										
STH 54/CTH Q WIDENING		5,499	0	375	5,124	0	2,352	2,940	2,184	2,184
CTH Q NORTH LEG		163	0	34	129	0	72	90	39	39
CTH Q SOUTH LEG		167	0	37	130	0	82	103	28	28
CTH Q CULVERT	11+25	24	0	0	24	32	0	0	24	24
CTH Q CULVERT	12+65	93	0	0	93	110	0	0	93	93
CATEGORY 0020 TOTALS		5,946	0	446	5,500	141	2,506	3,133	2,367	2,367
PROJECT TOTALS		5,948	0	446	5,502	141	2,506	3,133	2,369	2,369
TOTAL COMMON EXC		5,948								

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

REMOVING CONCRETE SIDEWALK

STA		TO	STA	DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
CATEGORY 0010						
260+35		-	261+15	RT	STH 54	58
261+15				LT	STH 54	18
PROJECT TOTAL						76

BASE COURSE

STATION TO STATION		LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
CATEGORY 0010					
16+30 - 113+02		STH 54	380	0	2
131+10 - 247+00		STH 54	450	0	3
247+00 - 259+00		STH 54	50	0	0
CATEGORY TOTALS			880	0	5
CATEGORY 0020					
113+02 - 131+10		STH 54/CTH Q WIDENING	310	5,260	33
CATEGORY TOTALS			310	5,260	33
PROJECT TOTALS			1,190	5,260	38

* SEE CURB & GUTTER TABLE FOR ADDITIONAL QUANTITIES

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION	DIR	LOCATION	204.0115 SY
CATEGORY 0010			
16+30	R/L	BEGIN PROJECT	40
62+50	RT	HARTMAN CREEK RD	63
161+00	LT	SILVER LAKE RD	34
164+00	RT	TOMORROW LN	33
173+75	RT	SMITH LN	33
196+00	RT	HIGHLAND LN	33
209+50	RT	HICKS LN	33
218+50	RT	WHITE PINE LN	33
225+50	LT	BUTTS DR	33
232+50	RT	CRESTWOOD DR	33
239+50	RT	OTTER DR	33
247+50	LT	SHAMROCK LN	28
260+00	RT	FOXFIRE DR	40
260+35	R/L	END PROJECT	50
PROJECT TOTAL			522

GRUBBING

STATION	DIR	LOCATION	201.0205 GRUBBING STA
CATEGORY 0020			
117+40	LT	STH 54	1
PROJECT TOTALS			1

REMOVING CURB AND GUTTER

STATION TO STATION		DIR	LOCATION	204.0150 REMOVING CURB AND GUTTER LF
CATEGORY 0010				
254+30 - 254+40		R/L	STH 54	10
259+15 - 259+25		R/L	STH 54	10
259+15 - 259+25		LT	STH 54	10
FOXFIRE SPLITTER ISLAND		RT	STH 54	92
FOXFIRE CURB RAMP		RT	STH 54	14
260+04 - 260+20		LT	STH 54	16
260+62 - 260+76		LT	STH 54	14
261+10 - 261+24		LT	STH 54	14
CATEGORY TOTAL				180
CATEGORY 0020				
CTH Q	NW	LT	STH 54/CTH Q WIDENING	92
CTH Q	SW	RT	STH 54/CTH Q WIDENING	102
CTH Q	NE	LT	STH 54/CTH Q WIDENING	102
CTH Q	SE	RT	STH 54/CTH Q WIDENING	92
CATEGORY TOTAL				388
PROJECT TOTAL				568

3

PWL MIXTURE USE											
STATION	TO	STATION	RDWY	LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BU USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
CATEGORY 0010											
16+30	-	261+95	STH 54	LT SHOULDER	UPPER LAYER	MILLED EXISTING	4 MT 58-28 S	1,730	2"	PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
				LT LANE				3,770		PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
				RT LANE				3,740			
				RT SHOULDER				1,730		PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
				INTERSECTIONS & MEDIANS				1,190			
CATEGORY 0020											
113+02	-	131+10	STH 54	STH 54/CTH Q WIDENING LT SHOULDER	LOWER LAYER	BASE AGGREGATE	3 MT 58-28 S	110	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
					UPPER LAYER	LOWER LAYER	4 MT 58-28 S	100	2"	PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
				STH 54/CTH Q WIDENING LT LANE	LOWER LAYER	BASE AGGREGATE	3 MT 58-28 S	520	4.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
					UPPER LAYER	LOWER LAYER	4 MT 58-28 S	250	2"	PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
				STH 54/CTH Q WIDENING RT LANE	LOWER LAYER	BASE AGGREGATE	3 MT 58-28 S	500	4.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
					UPPER LAYER	LOWER LAYER	4 MT 58-28 S	230	2"	PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
				STH 54/CTH Q WIDENING RT SHOULDER	LOWER LAYER	BASE AGGREGATE	3 MT 58-28 S	110	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
					UPPER LAYER	LOWER LAYER	4 MT 58-28 S	100	2"	PWL INCENTIVE AIR VOIDS, HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

3

PWL ITEMS		
LOCATION	460.0105.S	460.0110.S
	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY
	EACH	EACH
CATEGORY 0010		
PROJECT WIDE	1	1

ASPHALTIC ITEMS												
				204.0120	455.0605	HMA PAVEMENT 3 MT 58-28	HMA PAVEMENT 4 MT 58-28 S			465.0110	465.0315	465.0560
				REMOVING ASPHALTIC SURFACE MILLING		TACK COAT	460.6223	460.6224	460.2005 PWL DENSITY INCENTIVE DOLLAR	460.2010 PWL AIR VOIDS TON	ASPHALTIC SURFACE PATCHING TON	ASPHALTIC FLUMES SY
STATION	TO	STATION	LOCATION	SY	GAL	TON	TON					
CATEGORY 0010												
16+30	-	44+00	LT SHOULDER	1,850	130	0	210	---	210	---	---	---
			LT LANE	3,690	260	0	420	420	420	---	---	2,370
			RT LANE	3,690	260	0	420	420	420	---	---	---
			RT SHOULDER	1,850	130	0	210	---	210	---	---	---
44+00	-	74+00	LT SHOULDER	2,000	140	0	230	---	230	---	---	---
			LT LANE	4,000	280	0	460	460	460	---	---	3,000
			RT LANE	4,000	280	0	460	460	460	---	---	---
			RT SHOULDER	2,000	140	0	230	---	230	---	---	---
			INTERSECTIONS	1,380	100	0	160	---	160	---	---	---
74+00	-	104+00	LT SHOULDER	2,000	140	0	230	---	230	---	---	---
			LT LANE	4,000	280	0	460	460	460	---	---	2,600
			RT LANE	4,000	280	0	460	460	460	---	---	---
			RT SHOULDER	2,000	140	0	230	---	230	---	---	---
104+00	-	113+02	LT SHOULDER	600	40	0	70	---	70	---	---	---
			LT LANE	1,200	80	0	140	140	140	---	---	902
			RT LANE	1,200	80	0	140	140	140	---	---	---
			RT SHOULDER	600	40	0	70	---	70	---	---	---
113+02		131+10	LT LANE	2,410	170	0	280	280	280	---	---	1,808
			RT LANE	2,410	170	0	280	280	280	---	---	---
131+10	-	164+00	LT SHOULDER	2,190	150	0	250	---	250	---	---	---
			LT LANE	4,390	310	0	500	500	500	---	---	3,090
			RT LANE	4,390	310	0	500	500	500	---	---	---
			RT SHOULDER	2,190	150	0	250	---	250	---	---	---
			INTERSECTIONS	1,190	80	0	140	---	140	---	---	---
164+00	-	194+00	LT SHOULDER	2,000	140	0	230	---	230	---	---	---
			LT LANE	4,000	280	0	460	460	460	---	---	3,000
			RT LANE	4,000	280	0	460	460	460	---	---	---
			RT SHOULDER	2,000	140	0	230	---	230	---	---	---
			INTERSECTIONS	730	50	0	80	---	80	---	---	---
PAGE TOTALS				71,960	5,030	0	8,260	5,440	8,260	0	0	16,770

ASPHALTIC ITEMS CONT.

				204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S			465.0110 ASPHALTIC SURFACE PATCHING TON	465.0315 ASPHALTIC FLUMES SY	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	
STATION	TO	STATION	LOCATION	SY	GAL	TON	TON	460.6224 TON	460.2005 DENSITY INCENTIVE DOLLAR	460.2010 PWL AIR VOIDS TON	TON	SY	LF
CATEGORY 0010													
194+00	-	224+00	LT SHOULDER	2,000	140	0	230	---	230	---	---	---	
			LT LANE	4,000	280	0	460	460	460	---	---	3,000	
			RT LANE	4,000	280	0	460	460	460	---	---	---	
			RT SHOULDER	2,000	140	0	230	---	230	---	---	---	
			INTERSECTIONS	2,440	170	0	280	---	280	---	---	---	
224+00	-	254+00	LT SHOULDER	2,000	140	0	230	---	230	---	---	---	
			LT LANE	4,050	280	0	470	470	470	---	---	2,800	
			RT LANE	4,000	280	0	460	460	460	---	---	---	
			RT SHOULDER	2,000	140	0	230	---	230	---	---	---	
			INTERSECTIONS	2,900	200	0	330	---	330	---	---	---	
254+00	-	260+31	LT SHOULDER	420	30	0	50	---	50	---	---	---	
			LT LANE	1,050	70	0	120	120	120	---	---	---	
			RT LANE	840	60	0	100	100	100	---	---	---	
			RT SHOULDER	420	30	0	50	---	50	---	---	---	
			INTERSECTIONS	860	60	0	100	---	100	---	---	---	
252+50	-	259+25	MEDIAN	860	60	0	100	---	100	---	---	---	
UNDISTRIBUTED				---	---	---	---	---	0	100	---	---	
PAGE TOTALS				33,840	2,360	0	3,900	2,070	3,900	100	0	5,800	
CATEGORY TOTALS				105,800	7,390	0	12,160	7,510	12,160	100	0	22,570	

ASPHALTIC ITEMS CONT.

STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	455.0605 TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S			465.0110	465.0315	465.0560
							460.6224	460.2005 PWL DENSITY INCENTIVE DOLLAR	460.2010 PWL AIR VOIDS TON	ASPHALTIC SURFACE PATCHING TON	ASPHALTIC FLUMES SY	ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
						460.6223 TON						
CATEGORY 0020												
113+02	-	131+10	STH 54/CTH Q WIDENING LT SHOULDER	---	60	110	100	---	100	---	40	---
			STH 54/CTH Q WIDENING LT LANE	---	300	520	250	---	250	---	41	---
			STH 54/CTH Q WIDENING RT LANE	---	290	500	230	---	230	---	42	---
			STH 54/CTH Q WIDENING RT SHOULDER	---	60	110	100	---	100	---	43	---
CATEGORY TOTALS				0	710	1,240	680	0	680	0	166	0
PROJECT TOTAL				105,800	8,100	1,240	12,840	7,510	12,840	100	166	22,570

PREPARE FOUNDATION

		211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING 6991-00-74 EACH
STATION TO STATION	LOCATION	
CATEGORY 0010		
16+30 - 113+02	STH 54	1
131+10 - 260+34	STH 54	---
CATEGORY 0010 TOTALS		1

CATEGORY 0020				
113+02	-	131+10	STH 54	---
CATEGORY 0020 TOTALS				0

PROJECT TOTALS 1

SECTION CORNER MONUMENT ITEMS

STATION LOCATION		621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.01 REESTABLISH SECTION CORNER MONUMENTS EACH	COMMENT
CATEGORY 0010				
68+48	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
94+80	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
121+30	STH 54	4	1	BERNTSEN SNM1 STEEL NAIL MARKER
147+25	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
173+73	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
199+71	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
225+77	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
252+64	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
260+12	STH 54	---	1	BERNTSEN SNM1 STEEL NAIL MARKER
CATEGORY TOTALS		4	8	

CULVERT PIPES

STATION	DIR	LOCATION	203.0100 REMOVING SMALL PIPE EACH	204.9060.S.01 REMOVING APRON ENDWALL 24-INCH EACH	204.9090.S.01 REMOVING CULVERT PIPE 24-INCH LF	521.1024 APRON ENDWALL FOR CULVERT PIPE STEEL 24-INCH EACH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS LF	522.1024 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	633.5200 CULVERT MARKERS END EACH
CATEGORY 0010												
226+60	RT	STH 54	---	1	2	1	2	---	---	---	---	---
CATEGORY TOTALS			0	1	2	1	2	0	0	0	0	0
CATEGORY 0020												
115+55	LT	STH 54/CTH Q WIDENING	1	---	---	2	44	---	---	---	---	2
118+00	LT	STH 54/CTH Q WIDENING	1	---	---	2	44	---	---	---	---	2
12+65	CTH Q	CTH Q WIDENING	1	---	---	---	---	---	100	---	2	2
11+25	CTH Q	CTH Q WIDENING	1	---	---	---	---	72	---	2	---	2
126+00	LT	STH 54/CTH Q WIDENING	---	1	2	1	18	---	---	---	---	1
126+00	RT	STH 54/CTH Q WIDENING	---	1	2	1	10	---	---	---	---	1
CATEGORY TOTALS			4	2	4	6	116	72	100	2	2	10
PROJECT TOTALS			4	3	6	7	118	72	100	2	2	10

CONCRETE CURB AND GUTTER

STATION TO STATION		DIR	LOCATION	601.0205 CONCRETE GUTTER 24-INCH LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	
CATEGORY 0010							
254+30	-	254+40	R/L	STH 54	10	---	---
259+15	-	259+25	R/L	STH 54	10	---	---
259+15	-	259+25	LT	STH 54	10	---	---
FOXFIRE SPLITTER ISLAND			RT	STH 54	---	90	---
FOXFIRE CURB RAMP			RT	STH 54	---	---	14
260+04	-	260+20	LT	STH 54	---	---	16
260+62	-	260+76	LT	STH 54	---	---	14
261+10	-	261+24	LT	STH 54	---	---	14
CATEGORY TOTALS					30	90	58
CATEGORY 0020							
CTH Q	NW	LT	STH 54/CTH Q WIDENING	---	---	60	
CTH Q	SW	RT	STH 54/CTH Q WIDENING	---	---	90	
CTH Q	NE	LT	STH 54/CTH Q WIDENING	---	---	90	
CTH Q	SE	RT	STH 54/CTH Q WIDENING	---	---	60	
CATEGORY TOTALS					0	0	300
PROJECT TOTALS					30	90	358

CONCRETE SIDEWALK

STATION TO STATION	DIR	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0420 CONCRETE SIDEWALK 7-INCH SF
CATEGORY 0010						
260+00 - 261+25	LT	STH 54	17	0	449	220
FOXFIRE SPLITTER ISLAND	RT	STH 54	6	217	0	0
FOXFIRE CURB RAMP	RT	STH 54	2	0	92	0
PROJECT TOTALS			25	217	541	220

* SEE BASE COURSE TABLE FOR ADDITIONAL QUANTITIES

3

3

CURB RAMP DETECTABLE WARNING FIELD

			602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW
STATION	LOCATION	DIR	SF
CATEGORY 0010			
260+10	STH 54	LT	10
260+10	STH 54	RT	10
260+15	STH 54	RT	10
260+30	STH 54	RT	10

PROJECT TOTALS 40

CONCRETE MEDIAN SLOPED NOSE

		620.0300 CONCRETE MEDIAN SLOPED NOSE
STATION	LOCATION	SF
CATEGORY 0010		
260+12	STH 54	149

CATEGORY TOTALS 149

ASPHALTIC ITEMS

			465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES
STATION	DIR	LOCATION	TON
CATEGORY 0020			
127+75	RT	STH 54	5

PROJECT TOTAL 5

ADJUSTING MANHOLES

			611.8110 ADJUSTING MANHOLES EACH
STATION	DIR	LOCATION	
CATEGORY 0010			
220+70	RT	STH 54	1
223+00	LT	STH 54	1
225+60	LT	STH 54	1
239+40	RT	STH 54	1

PROJECT TOTAL 4

ADJUSTING INLET COVERS

			611.8115 ADJUSTING INLET COVERS EACH
STATION	DIR	LOCATION	
CATEGORY 0010			
254+35	R/L	STH 54	1
259+20	R/L	STH 54	1
259+20	LT	STH 54	1
260+70	LT	STH 54	1

PROJECT TOTAL 4

LANDSCAPING ITEMS

						625.0100	SPV.180.01	628.2008	SPV.0030.01	630.0140	630.0500
						TOPSOIL	PREPARING TOPSOIL FOR LAWN TYPE TURF	EROSION MAT URBAN CLASS I TYPE B	FERTILIZER FOR LAWN TYPE TURF	SEEDING MIX NO. 40	SEED WATER
STATION TO STATION				DIR	LOCATION	SY	SY	SY	CWT	LB	MGAL
CATEGORY 0010											
226+50	-	226+75	RT	STH 54	10	10	10	10	0.01	1	0.25
260+00	-	261+25	LT	STH 54	90	90	90	90	0.05	4	1.92
260+25	-	261+25		STH 54	90	90	90	90	0.06	4	2.12
CATEGORY TOTALS					190	190	190	190	0.12	9	4.29

CATEGORY 0020										
113+00	-	121+00	LT	STH 54/CTH Q WIDENING	2,910	2,910	2,910	1.83	130	65.24
113+00	-	121+00	RT	STH 54/CTH Q WIDENING	1,350	1,350	1,350	0.85	60	30.30
121+00	-	131+30	LT	STH 54/CTH Q WIDENING	4,350	4,350	4,350	2.74	200	97.51
121+00	-	131+30	RT	STH 54/CTH Q WIDENING	2,900	2,900	2,900	1.83	130	65.17
UNDISTRIBUTED					2,300	2,300	2,300	1.45	100	51.64
CATEGORY TOTALS					13,810	13,810	13,810	8.70	620	309.87
PROJECT TOTALS					14,000	14,000	14,000	8.82	629	314.15

EROSION CONTROL ITEMS

STATION TO STATION			LOCATION	628.1104	628.1504	628.1520	628.1905	628.1910	628.7504	628.7504	628.7555	628.7570
				EROSION BALES EA	SILT FENCE LF	SILT FENCE MAINT LF	MOB. EROSION CONTROL EA	MOB. EROSION CONTROL EMERGENCY EA	INLET PROTECT. TYPE C EACH	TEMP. DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	ROCK BAGS EACH
CATEGORY 0010												
226+50	-	226+75	STH 54	---	---	---	---	---	11	---	---	---
UNDISTRIBUTED				---	---	---	2	2	3	---	---	---
CATEGORY TOTALS				0	0	0	2	2	14	0	0	0

CATEGORY 0020												
113+02	-	131+30	STH 54/CTH Q WIDENING	3	985	985	---	---	---	40	25	---
UNDISTRIBUTED				---	200	200	2	2	---	10	---	10
CATEGORY TOTALS				3	1,185	1,185	2	2	0	50	25	10
PROJECT TOTALS				3	1,185	1,185	4	4	14	50	25	10

PAVEMENT MARKING

STATION - STATION	LOCATION	643.3165	643.3180	646.1020		646.2020	646.2040				646.4040		646.7420	646.5020	646.5120	646.6120	646.7120		
		TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	TEMPORARY MARKING LINE REMOVEABLE TAPE 6-INCH LF	MARKING LINE EPOXY		MARKING LINE EPOXY 6-INCH (YELLOW) LF	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH				MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH		MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	MARKING ARROW EPOXY (WHITE) EACH	MARKING WORD EPOXY (WHITE) EACH	MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	MARKING DIAGONAL EPOXY 12- (YELLOW) LF		
				4-INCH (WHITE) LF	4-INCH (YELLOW) LF		EDGE LINE SOLID (WHITE) LF	SOLID (YELLOW) LF	12.5' LINE (WHITE) LF	37.5' GAP (YELLOW) LF	SOLID (WHITE) LF	3' LINE 9' SKIP (WHITE) LF							
CATEGORY 0010																			
16+30	-	113+02	STH 54	7,924	---	---	72	---	19,179	7,783	238	1,763	216	66	---	---	---	---	---
131+30	-	260+35	STH 54	12,207	155	---	---	450	23,505	12,047	601	2,000	949	128	145	12	3	30	43
CATEGORY TOTAL				20,131	155	72	450	67,115				1,359		145	12	3	30	43	
CATEGORY 0020																			
113+02	-	131+30	STH 54/CTH Q	3,656	---	82	165	---	3,294	2,500	---	---	1,500	63	---	8	4	---	234
CATEGORY TOTAL				3,656	---	247	0	5,794				1,563		0	8	4	0	234	
PROJECT TOTAL				23,787	155	319	450	72,909				2,922		145	20	7	30	277	

PAVEMENT MARKING REMOVALS

				646.9012	646.9210
				MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	MARKING REMOVAL LINE WATER BLASTING WIDE LF
STATION - STATION			LOCATION		
CATEGORY 0010					
16+30	-	113+02	STH 54	---	---
131+30	-	260+35	STH 54	1,463	72
CATEGORY TOTAL				1,463	72
PROJECT TOTAL				1,463	72

TRAFFIC CONTROL

LOCATION	APPROX. SERVICE PERIOD DAYS	643.0300		643.0420		643.0705		643.0715		643.0900		643.1000		644.1440		644.1810	
		DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		SIGNS		SIGNS FIXED MESSAGE		TEMPORARY PEDESTRIAN SURFACE MATTING		TEMPORARY PEDESTRIAN BARRICADE	
		NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	NO.	DAYS	SF		SF		LF	
CATEGORY 0010																	
STH 54	60	78	4,680	2	120	4	240	0	--	66	3,960	36.00		--		--	
STH 54/FOXFIRE STAGE 1	5	47	235	1	5	2	10	17	85	2	10	--		--		--	
STH 54/FOXFIRE STAGE 2	4	6	24	0	--	0	--	0	--	4	16	--		35		50	
STH 54/FOXFIRE STAGE 3	2	0	--	0	--	0	--	0	--	7	14	--		--		15	
CATEGORY 0010 TOTALS		4,939		125		250		85		4,000		36		35		65	
CATEGORY 0020																	
STH 54/CTH Q WIDENING	60	120	7,200	4	240	8	480	0	--	12	720	--		--		--	
CTH Q NORTH LEG CLOSURE	5	0	--	5	25	6	30	0	--	5	25	--		--		--	
CTH Q SOUTH LEG CLOSURE	5	0	--	5	25	6	30	0	--	5	25	--		--		--	
ADVANCED WIDTH RESTRICTION	60	0	--	0	--	0	--	0	--	28	1,680	--		--		--	
CATEGORY 0020 TOTALS		7,200		290		540		0		2,450		0		0		0	
PROJECT TOTALS		12,139		415		790		85		6,450		36		35		65	

CONSTRUCTION STAKING

		650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING C & G LF	650.6000 CONSTRUCTION STAKING CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (6991-00-74) EACH	651.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (6991-00-74) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
STATION TO STATION	LOCATION	LF	LF	LF	EACH	LF	EACH	EACH	EACH	LF
CATEGORY 0010										
16+30 - 113+02	STH 54	---	---	---	---	9,672	---	---	---	---
113+02 - 131+30	STH 54	---	---	---	---	---	---	---	---	---
131+30 - 260+35	STH 54	---	---	90	---	12,905	---	---	---	---
UNDISTRIBUTED	STH 54	---	---	---	---	---	4	1	1	---
CATEGORY TOTALS		0	0	90	0	22,577	4	1	1	0
CATEGORY 0020										
113+02 - 131+30	STH 54/CTH Q WIDENING	1,828	1,828	300	2	---	---	---	---	1,828
CATEGORY TOTALS		1,828	1,828	300	2	0	0	0	0	1,828
PROJECT TOTALS		1,828	1,828	390	2	22,577	4	1	1	1,828

PERMANENT SIGNS TYPE II AND SIGN SUPPORTS

								SIGN			634.0616	637.2210	637.2230
SIGN NO.	STATION		REFERENCE LINE	FACE DIR.	SIGN CODE	SIGN SIZE	DESCRIPTION	W IN	X X	H IN	POSTS WOOD 16 FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF
CATEGORY 0010													
25-1	256+15	RT	STH 54	WB	W11-2	2	PEDESTRAIN	30	X	30	1	--	8.75
					W16-9P	2	AHEAD	24	X	12	--	--	2.00
26-1	260+15	LT	STH 54	EB	W11-2	2	PEDESTRAIN	30	X	30	1	--	8.75
					W16-7L	2	ARROW DOWN LEFT	24	X	12	--	--	2.00
27-1	260+15	RT	STH 54	WB	W11-2	2	PEDESTRAIN	30	X	30	1	--	8.75
					W16-7L	2	ARROW DOWN LEFT	24	X	12	--	--	2.00
28-1	264+15	LT	STH 54	EB	W11-2	2	PEDESTRAIN	30	X	30	1	--	8.75
					W16-9P	2	AHEAD	24	X	12	--	--	2.00
CATEGORY 0010 TOTALS											4	0	43.00
CATEGORY 0020													
3-1	116+87	LT	STH 54/CTH Q WIDENING	WB	R3-8B	2	LT, RT, STARIGHT ARROWS	54	X	30	2	11.25	--
12-1	125+75	RT	STH 54/CTH Q WIDENING	EB	R3-8B	2	LT, RT, STARIGHT ARROWS	54	X	30	2	11.25	--
16-1	156+70	RT	STH 54	WB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
17-1	158+68	RT	STH 54	WB	R3-20RR	2	BEGIN RIGHT TURN LANE	24	X	36	1	6.00	--
18-1	161+69	LT	STH 54	EB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
19-1	162+24	RT	STH 54	WB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
20-1	165+28	LT	STH 54	EB	R3-20RR	2	BEGIN RIGHT TURN LANE	24	X	36	1	6.00	--
21-1	167+24	LT	STH 54	EB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
22-1	248+07	LT	STH 54	EB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
23-1	250+25	LT	STH 54	EB	R3-20RR	2	BEGIN RIGHT TURN LANE	24	X	36	1	6.00	--
24-1	252+25	LT	STH 54	EB	R3-8B	2	STRAIGHT/LEFT, RIGHT ONLY	36	X	30	1	7.50	--
CATEGORY 0020 TOTALS											13	85.50	0.00
PROJECT TOTALS											17	85.50	43.00

MOVING SIGNS TYPE II AND MOVING SMALL SIGN SUPPORTS

SIGN NO.	FROM STATION	TO STATION	LOCATION	DESCRIPTION	638.2102 MOVING SIGNS TYPE II EACH
CATEGORY 0010					
14-1	260+10 LT	260+08 LT	STH 54	STOP	1
15-1	260+50 LT	260+25 LT	STH 54	STOP	1
UNDISTRIBUTED			STH 54	NO PASSING ZONE	4
CATEGORY TOTALS					6
CATEGORY 0020					
1-1	116+00 RT	116+05 RT	STH 54/CTH Q WIDENING	JCT COUNTY Q	1
2-1	116+60 RT	136+75 RT	STH 54/CTH Q WIDENING	NO PASSING ZONE	1
4-1	119+55 LT	112+90 LT	STH 54/CTH Q WIDENING	WEST STH 54	1
5-1	120+25 RT	120+25 RT	STH 54/CTH Q WIDENING	COUNTY Q LEFT & RIGHT ARROW	1
6-1	121+05 LT	120+95 LT	STH 54/CTH Q WIDENING	STH 54 LEFT & RIGHT ARROW	1
7-1	121+10 LT	121+00 LT	STH 54/CTH Q WIDENING	STOP	1
8-1	121+50 RT	121+60 RT	STH 54/CTH Q WIDENING	STOP	1
9-1	151+55 RT	121+65 RT	STH 54/CTH Q WIDENING	STH 54 LEFT & RIGHT ARROW	1
10-1	122+55 LT	122+55 LT	STH 54/CTH Q WIDENING	COUNTY Q LEFT & RIGHT ARROW	1
11-1	122+92 RT	131+15 RT	STH 54/CTH Q WIDENING	EAST STH 54	1
13-1	127+00 RT	127+00 RT	STH 54/CTH Q WIDENING	JCT COUNTY Q	1
CATEGORY TOTALS					11
PROJECT TOTALS					17

SAW CUTTING

STATION	TO	STATION	DIR	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CATEGORY 0010						
220+70			RT	STH 54	20	
239+37	-	239+42	RT	STH 54	20	0
254+30	-	254+40	R/L	STH 54	30	5
259+15	-	259+25	R/L	STH 54	30	5
259+15	-	259+25	LT	STH 54	30	5
260+00	-	260+30	RT	STH 54	120	0
260+04	-	260+20	LT	STH 54	20	5
260+27	-	260+36	RT	STH 54	58	5
260+62	-	260+76	LT	STH 54	30	5
260+75	-	261+00	LT	STH 54	50	0
261+10	-	261+24	LT	STH 54	15	26
CATEGORY TOTALS					423	56
CATEGORY 0020						
113+02	-	131+30	LT	STH 54/CTH Q WIDENING	1,980	0
113+02	-	131+30	RT	STH 54/CTH Q WIDENING	2,054	0
CATEGORY TOTALS					4,034	0
PROJECT TOTALS					4,457	56

TRANSPORTATION PROJECT PLAT NO: 6991-00-24 - 4.01

PART OF LOT 1 OF CSM 7557, VOLUME 30, PAGE 68, DOCUMENT 830712, BEING LOCATED IN AND INCLUDING PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 AND PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, ALL IN SECTION 29, T22N, R11E, TOWN OF FARMINGTON, WAUPACA COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 PLOVER - WAUPACA PORTAGE CO. LINE - FOXFIRE DRIVE WAUPACA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

R/L CURVE:
PI STA = 117+30.94
Y = 339971.750
X = 510671.770
DELTA = 1°22'50" RT
D = 0°15'00"
T = 276.11'
L = 552.20'
R = 22918.53'
PC STA = 114+54.83
Y = 339975.745
X = 510395.688
PT STA = 120+07.03
Y = 339961.105
X = 510947.676

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	NEW R/W (SF)	EXISTING R/W (SF)	TOTAL R/W (SF)	TLE (SF)
1	JOHN & ANNE PAVELSKI	FEE & TLE	4574	0	4574	4265
2	VINTAGE-SPECIALITY PROPERTIES, LLC	FEE & TLE	881	0	881	1620
3	JOHN & ANNE PAVELSKI	FEE & TLE	1754	0	1754	3518

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



SCALE, FEET



Doc No: 921011
Recorded on
3/15/2024 8:59 AM
MICHAEL MAZEMKE
WAUPACA COUNTY
REGISTER OF DEEDS
Fee Amount:

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6991-00-24 - 4.01
AMENDMENT NO:

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 54 IS ESTABLISHED FROM FOUND MONUMENTS AND FROM PROJECT 6991-00-21. EXISTING RIGHT-OF-WAY FOR CTH "Q" IS ESTABLISHED FROM FOUND MONUMENTS, PROJECT 6991-00-21, CSM 7557 AND CSM 6883.

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES.

- 101 ATC MANAGEMENT, INC.
DOC 538400 - PAR. 1, 2, 3
DOC 617653 - PAR. 1, 2, 3
DOC 171891 - PAR. 1, 2
DOC 542196 - PAR. 2
- 103 AT&T WISCONSIN
NO EASEMENT OF RECORD - PAR. 2, 3
DOC 485617 & 495300 - PAR. 1, 2
DOC 497348 - PAR. 2
DOC 491984 - PAR. 2
DOC 491681 - PAR. 2
- 104 WPS (ELECTRIC)
DOC 542196 - PAR. 2
DOC 538400 - PAR. 1, 2, 3
DOC 171891 - PAR. 1, 2

TRANSPORTATION PROJECT PLAT NO: 6991-00-24 - 4.02

PART OF LOTS 1 AND 2 OF CSM 6883, VOLUME 25, PAGE 167, DOCUMENT 756518, BEING LOCATED IN PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF LOT 1 CSM 1629, VOLUME 5, PAGE 208, DOCUMENT 409040, BEING LOCATED IN AND INCLUDING PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, ALL IN SECTION 28, T22N, R11E, TOWN OF FARMINGTON, WAUPACA COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 PLOVER - WAUPACA PORTAGE CO. LINE - FOXFIRE DRIVE WAUPACA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

- THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
- THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 54 IS ESTABLISHED FROM FOUND MONUMENTS AND FROM PROJECT 6991-00-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH Q IS ESTABLISHED FROM FOUND MONUMENTS, PROJECT 6991-00-21, CSM 7557 AND CSM 6883.

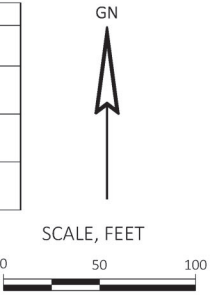
TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES.

102	SPECTRUM MID-AMERICA, LLC NO EASEMENT OF RECORD - PAR. 7
103	AT&T WISCONSIN DOC 485617 & 495300 - PARs. 4, 6

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST(S) REQUIRED
102	SPECTRUM MID-AMERICA, LLC	RELEASE OF RIGHTS
103	AT&T WISCONSIN	RELEASE OF RIGHTS

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	NEW R/W (SF)	EXISTING R/W (SF)	TOTAL R/W (SF)	TLE (SF)
4	JOHN & ANNE PAVELSKI	FEE & TLE	2623	0	2623	2587
6	MARCUS F. ROTH & VICKIE L. ROTH	FEE & TLE	276	0	276	539
7	TOWN OF FARMINGTON	FEE & TLE	4850	0	4850	5958

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



Doc No: 921012
Recorded on
3/15/2024 9:01 AM
MICHAEL MAZEMKE
WAUPACA COUNTY
REGISTER OF DEEDS
Fee Amount:

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6991-00-24 - 4.02
AMENDMENT NO:

SECTION LINE

QUARTER LINE

SIXTEENTH LINE

NEW REFERENCE LINE

NEW R/W LINE

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

SECTION CORNER SYMBOL

SECTION CORNER MONUMENT

GEODETIC SURVEY MONUMENT

SIXTEENTH CORNER MONUMENT

SIGN

ELECTRIC POLE

TELEPHONE POLE

PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)

ACCESS RESTRICTED BY ACQUISITION

NO ACCESS (BY STATUTORY AUTHORITY)

ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER

UTILITY NUMBER

PARALLEL OFFSETS

R/W MONUMENT (TO BE SET)

NON-MONUMENTED R/W POINT

FOUND IRON PIN (1-INCH UNLESS NOTED)

CHISELED "X" IN CONCRETE (TO BE SET)

OFF-PREMISE SIGN

COMPENSABLE

NON-COMPENSABLE

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
ELECTRIC	EV	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV		
GRID NORTH	GN		
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT MONUMENT	LMON		
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		

CONVENTIONAL UTILITY SYMBOLS	
WATER	—W—
GAS	—G—
TELEPHONE	—T—
OVERHEAD TRANSMISSION LINES	—OH—
ELECTRIC	—E—
CABLE TELEVISION	—TV—
FIBER OPTIC	—FO—
SANITARY SEWER	—SAN—
STORM SEWER	—SS—
ELECTRIC TOWER	☒

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUPACA 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 1-INCH X 24-INCH IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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.

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 TLE 'S' IN THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

ACCESS CONTROL PER ACCESS COVENANT DESCRIBED PER CSM 6883, VOLUME 25, PAGE 167, DOCUMENT 756518.

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FEE POINT TABLE		
POINT	STATION	OFFSET
51	121+33.39	13.34' RT
52	121+32.43	0.00' RT
53	121+22.54	137.94' LT
54	121+54.76	140.25' LT
55	123+34.60	89.92' LT
56	128+00.00	89.94' LT
57	128+75.00	79.94' LT
58	130+00.00	79.94' LT
59	130+00.00	0.00' RT
60	130+00.00	12.49' RT
61	130+00.00	66.30' RT
62	128+00.17	60.06' RT
63	126+55.00	67.33' RT
64	126+55.00	71.09' RT
66	126+00.18	82.07' RT
67	123+73.94	82.08' RT
68	121+73.43	140.34' RT
69	121+41.89	142.42' RT

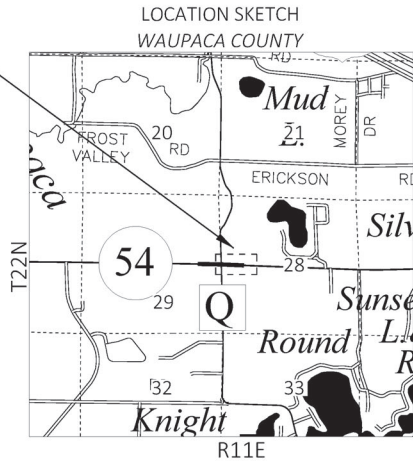
LINE TABLE		
LINE #	DIRECTION	LENGTH
51-52	N01° 53' 35"W	13.38'
52-53	N01° 53' 35"W	138.29'
53-54	N88° 06' 25"E	32.30'
56-57	S80° 11' 52"E	75.66'
58-59	S02° 12' 34"W	79.94'
59-60	S02° 12' 34"W	12.49'
60-61	S02° 12' 34"W	53.81'
63-64	S02° 12' 34"W	3.76'
64-66	S80° 53' 05"W	55.91'
68-69	S88° 26' 24"W	31.60'
69-51	N01° 33' 36"W	129.36'

NGS MONUMENT TABLE		
TYPE	Y	X
PN0761	340102.690	511098.806

FOUND MONUMENT TABLE			
TYPE	Y	X	DESCRIPTION
131	340095.537	511100.936	1" IRON PIPE
132	340027.116	511313.666	1" IRON PIPE
133	339870.616	511737.787	1" IRON PIPE
134	339868.549	511537.585	1-1/4" IRON PIPE
136	339875.540	511352.775	1" IRON PIPE
137	339816.504	511116.291	3/4" IRON ROD
138	339814.554	511108.418	1" IRON PIPE

FARMINGTON

SHEET LOCATION



Westwood

Phone (920) 735-6900 One Systems Drive
Fax (920) 830-6100 Appleton, WI 54914-1654
Toll Free (800) 571-6677 westwoodps.com
Westwood Infrastructure, Inc.



I, TERRY L. VAN HOUT, 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 DEPARTMENT, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6991-00-24-4.02 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Terry L. Van Hout DATE: 03-13-2024
PRINT NAME: TERRY L. VAN HOUT
REGISTRATION NUMBER: S-2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L. Stella DATE: 3/14/2024
PRINT NAME: Brent L. Stella 48

TRANSPORTATION PROJECT PLAT NO: 6991-00-24 - 4.03

PART OF LOT 1 OF CSM 4045, VOLUME 12, PAGE 150, DOCUMENT 525295 BEING LOCATED IN AND INCLUDING PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, ALL IN SECTION 26, T22N, R11E, CITY OF WAUPACA, WAUPACA COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 PLOVER - WAUPACA PORTAGE CO. LINE - FOXFIRE DRIVE WAUPACA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 54 IS ESTABLISHED FROM FOUND MONUMENTS AND FROM PROJECT 6991-00-21. EXISTING HIGHWAY RIGHT-OF-WAY FOR FOXFIRE DRIVE IS ESTABLISHED FROM CSM 4045 AND DOC 560666.

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES.

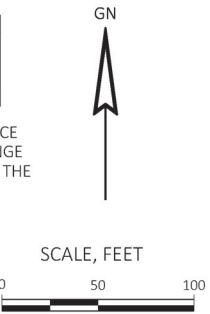
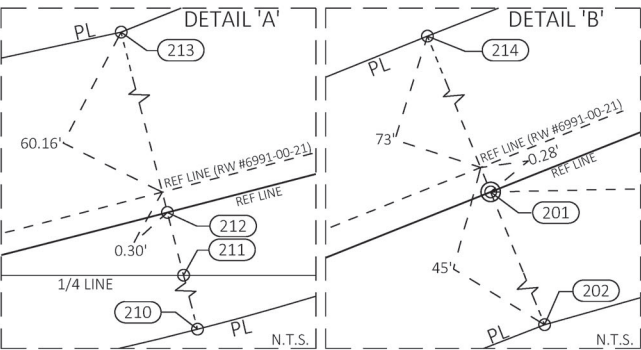
R/L CURVE:
PI STA = 256+87.98
Y = 339727.950
X = 524599.890
DELTA = 29°01'59" LT
D = 3°30'00"
T = 423.86'
L = 829.51'
R = 1637.01'
PC STA = 252+64.12
Y = 339781.620
X = 524179.437
PT STA = 260+93.63
Y = 339885.076
X = 524993.555
DB= N82°43'32"W

ALIGNMENT SUB-CURVE		
PC STA 252+64.12 TO STA 258+31.26	STA 258+31.26 TO PT. 212	PT. 212 TO PT STA 260+93.63
L = 567.14'	L = 53.57'	L = 208.80'
R = 1637.01'	R = 1637.01'	R = 1637.01'
LCH = 564.31'	LCH = 53.57'	LCH = 208.66'
LCB = N87° 20' 57"E	LCB = N76° 29' 13"E	LCB = N71° 53' 43"E

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUPACA 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 1-INCH X 24-INCH IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
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.
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 TLE 'S IN THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.
PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	NEW R/W (SF)	EXISTING R/W (SF)	TOTAL R/W (SF)	TLE (SF)
8	B.J.T REAL ESTATE, LLC	FEE & TLE	93	0	93	567

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



Doc No: 921013
Recorded on
3/15/2024 9:05 AM
MICHAEL MAZEMKE
WAUPACA COUNTY
REGISTER OF DEEDS
Fee Amount:

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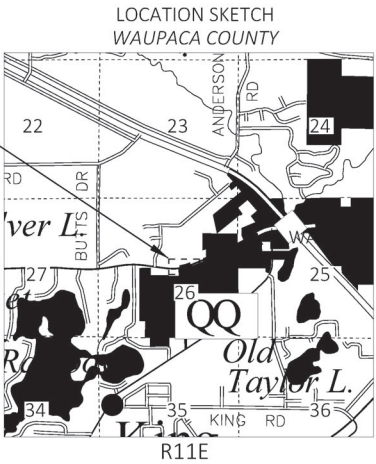
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6991-00-24 - 4.03
AMENDMENT NO:

CONVENTIONAL SYMBOLS			
SECTION LINE	---	SECTION CORNER SYMBOL	
QUARTER LINE	---	R/W MONUMENT (TO BE SET)	●
SIXTEENTH LINE	---	NON-MONUMENTED R/W POINT	○
NEW REFERENCE LINE	---	FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ●
NEW R/W LINE	---	CHEISED "X" IN CONCRETE (TO BE SET)	⊗
EXISTING R/W OR HE LINE	---	SIXTEENTH CORNER MONUMENT	⊙
PROPERTY LINE	---	SIGN	
LOT, TIE & OTHER MINOR LINES	---	OFF-PREMISE SIGN	
SLOPE INTERCEPT	---	COMPENSABLE	---
CORPORATE LIMITS	---	NON-COMPENSABLE	---
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---	ELECTRIC POLE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	TELEPHONE POLE	
TEMPORARY LIMITED EASEMENT AREA	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	ACCESS RESTRICTED BY ACQUISITION	---
TRANSMISSION STRUCTURES	---	NO ACCESS (BY STATUTORY AUTHORITY)	---
BUILDING		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	---
TO BE REMOVED		NO ACCESS (NEW HIGHWAY)	---
CULVERT		PARCEL NUMBER (25)	UTILITY NUMBER (40)
BRIDGE		PARALLEL OFFSETS	---

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

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 EASEMENT	TLE
GRID NORTH	GN		
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT PLAT	TPP
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
LEFT MONUMENT	LT		
NGS	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		



SHEET LOCATION

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING
202 - 203	45.27'	1682.02'	001°32'31"	45.27'	S69° 00' 37"W
209 - 210	53.62'	1682.02'	001°49'36"	53.62'	S74° 38' 32"W

FEE POINT TABLE		
POINT	STATION	OFFSET
201	260+93.63	0.00' RT
202	260+93.90	44.72' RT
203	260+49.83	44.72' RT
204	260+41.52	64.04' RT
206	260+38.35	62.72' RT
207	260+06.52	176.28' RT
208	259+47.14	166.69' RT
209	259+37.02	44.71' RT
210	258+84.82	44.70' RT
211	258+84.83	12.97' RT
212	258+84.83	0.00' RT
213	258+84.83	60.46' LT
214	260+93.18	73.27' LT

LINE TABLE		
LINE #	DIRECTION	LENGTH
201 - 202	S22° 05' 55"E	44.73'
203 - 204	S03° 51' 57"W	21.14'
204 - 206	N88° 01' 51"W	3.55'
206 - 207	S02° 31' 35"E	118.58'
207 - 208	S80° 38' 42"W	66.28'
208 - 209	N21° 30' 12"W	122.46'
210 - 211	N14° 26' 41"W	31.73'
211 - 212	N14° 26' 41"W	12.97'
212 - 213	N14° 26' 41"W	60.46'
213 - 214	N68° 14' 21"E	200.11'
214 - 201	S22° 05' 55"E	73.27'

FOUND MONUMENT TABLE			
TYPE	Y	X	DESCRIPTION
151	339883.885	525153.557	3/4" IRON REBAR
152	339843.652	525010.360	3/4" IRON REBAR
153	339676.996	524903.066	3/4" IRON REBAR
154	339791.487	524857.948	1-1/4" IRON REBAR
156	339858.442	524685.721	1" IRON PIPE
157	339878.769	524779.919	1" IRON PIPE
158	339903.112	524841.382	1" IRON PIPE (BENT)
159	339940.035	524933.933	3/4" IRON REBAR
161	339977.109	525027.274	3/4" IRON REBAR

Westwood

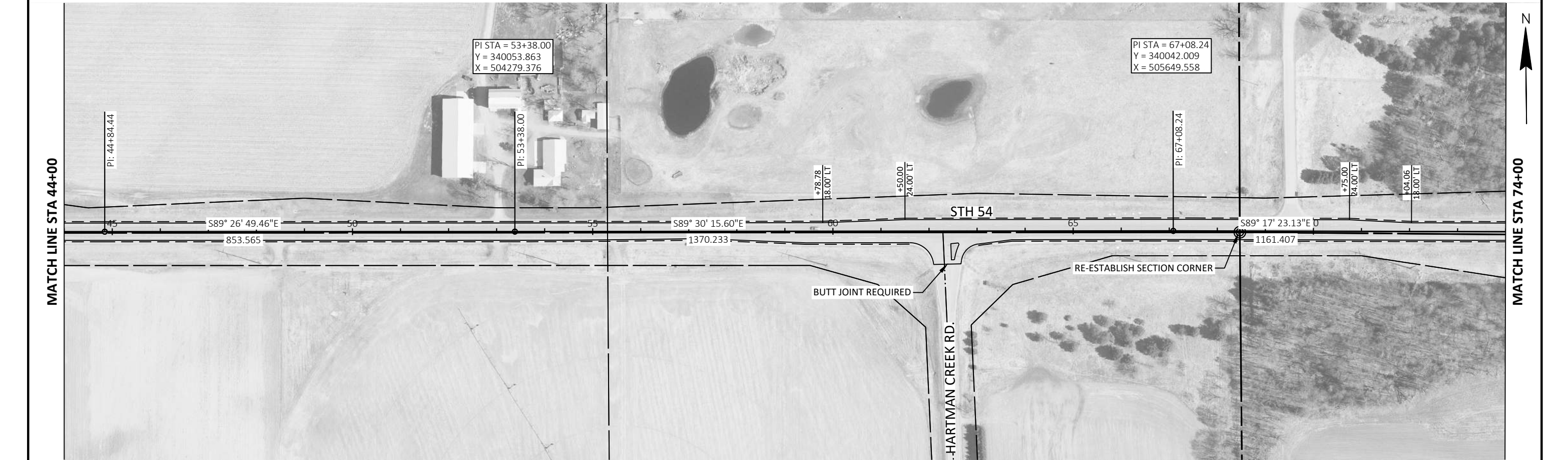
Phone (920) 735-6900 One Systems Drive
Fax (920) 830-6100 Appleton, WI 54914-1654
Toll Free (800) 571-6677 westwoodps.com
Westwood Infrastructure, Inc.

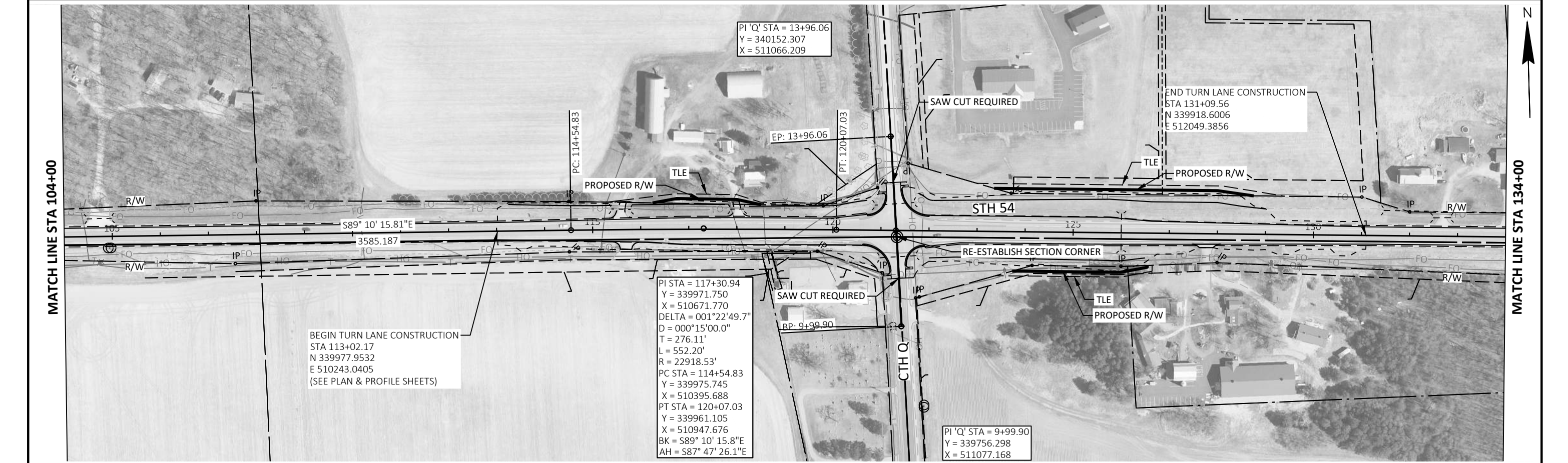


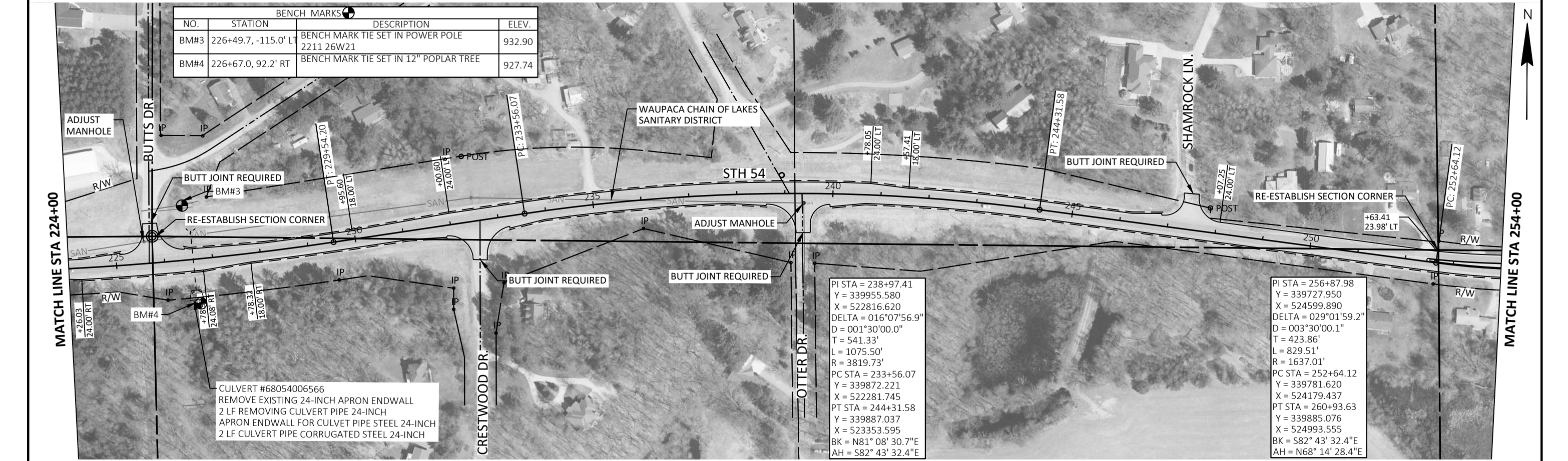
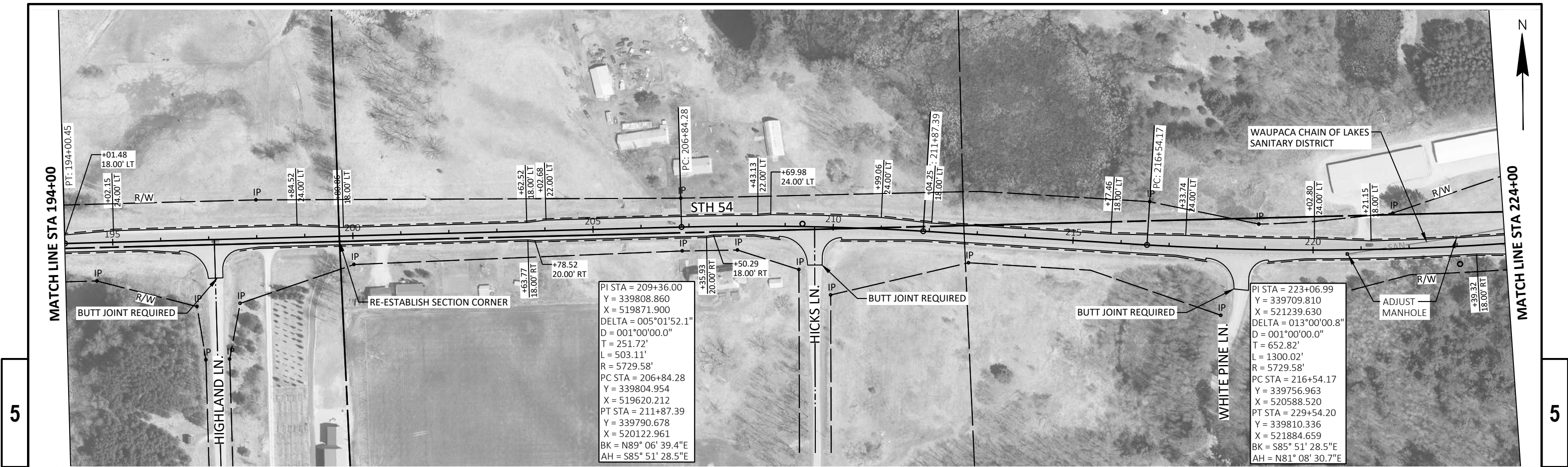
SIGNATURE: Terry L. Van Hout DATE: 03-13-2024
PRINT NAME: TERRY L. VAN HOUT
REGISTRATION NUMBER: S-2526

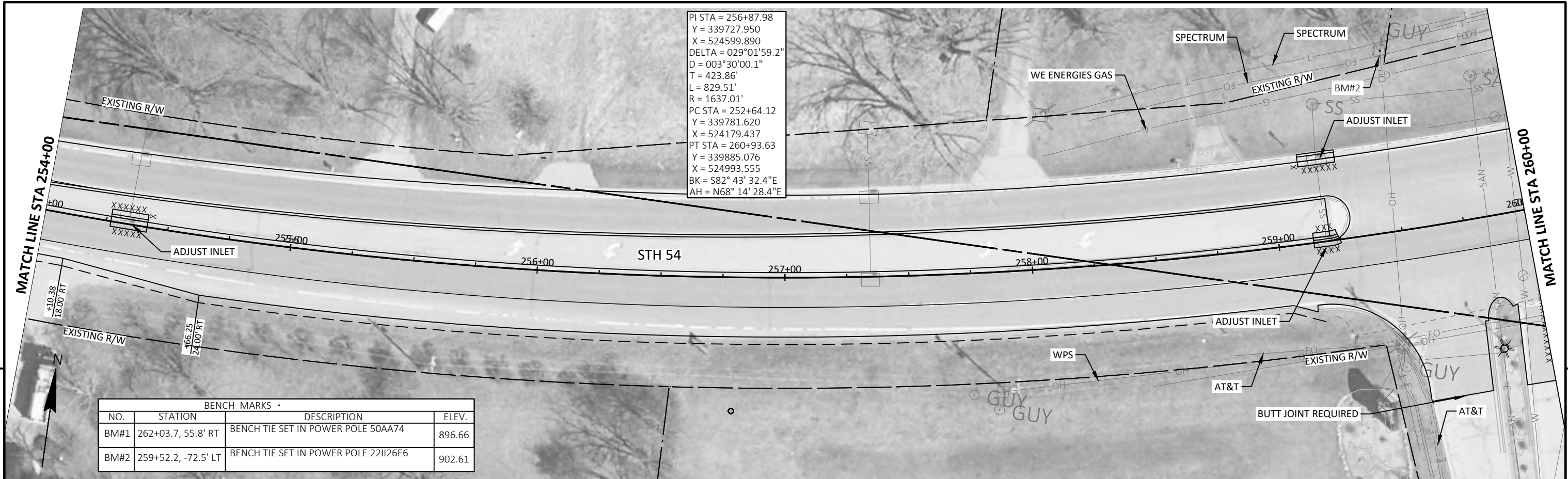
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Brent L. Stella DATE: 3/14/2024
PRINT NAME: Brent L. Stella 49

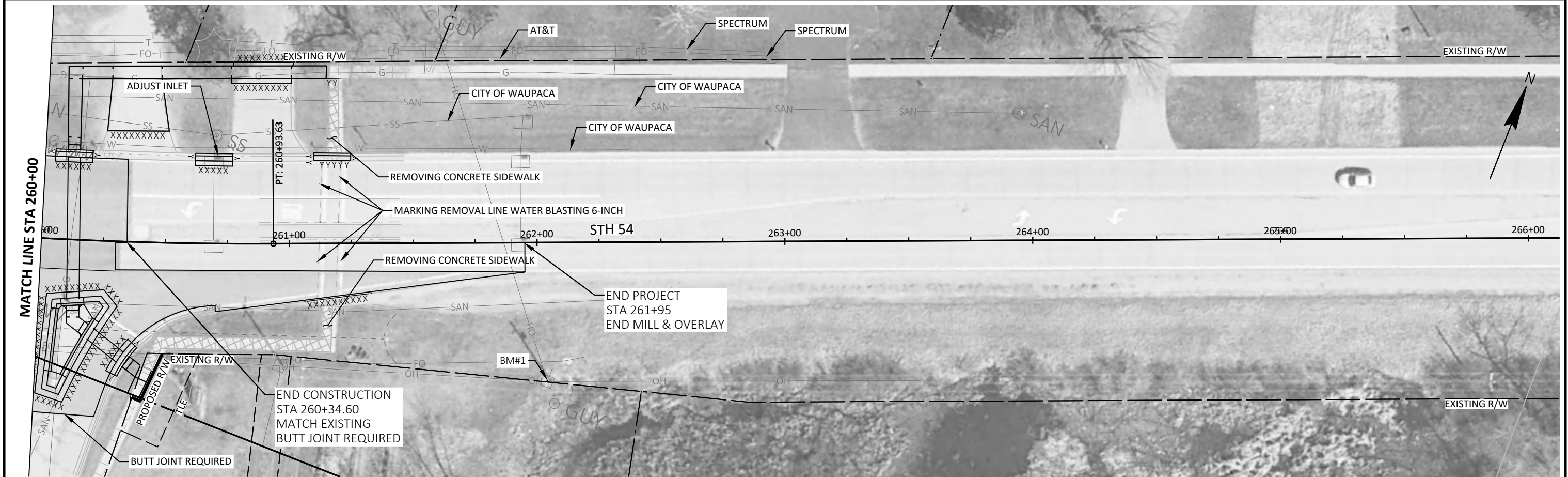


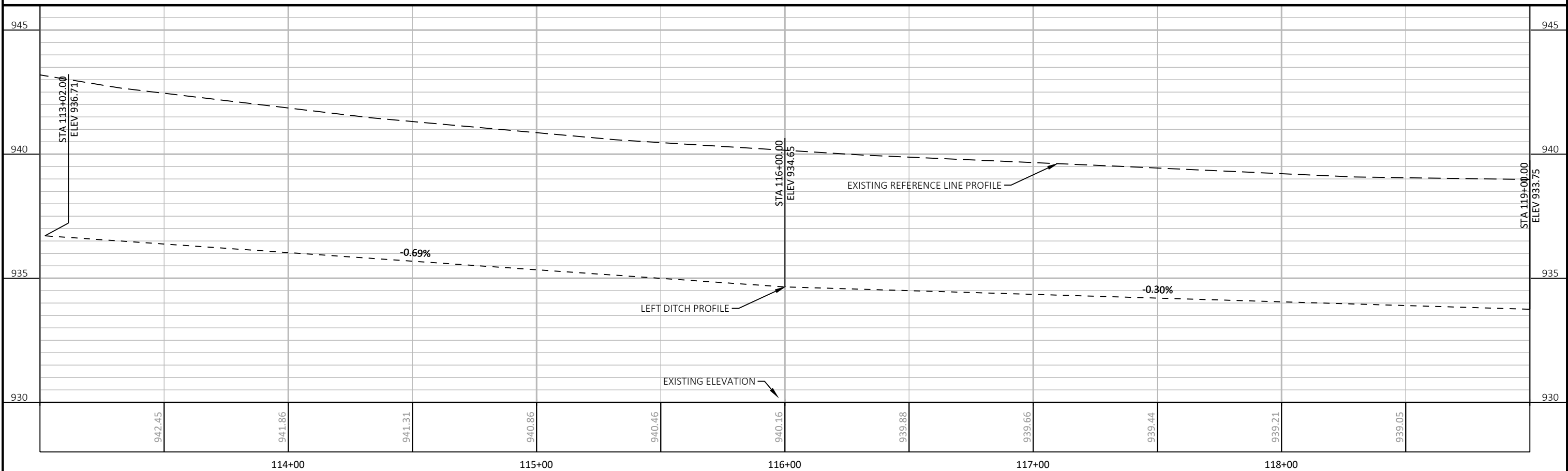
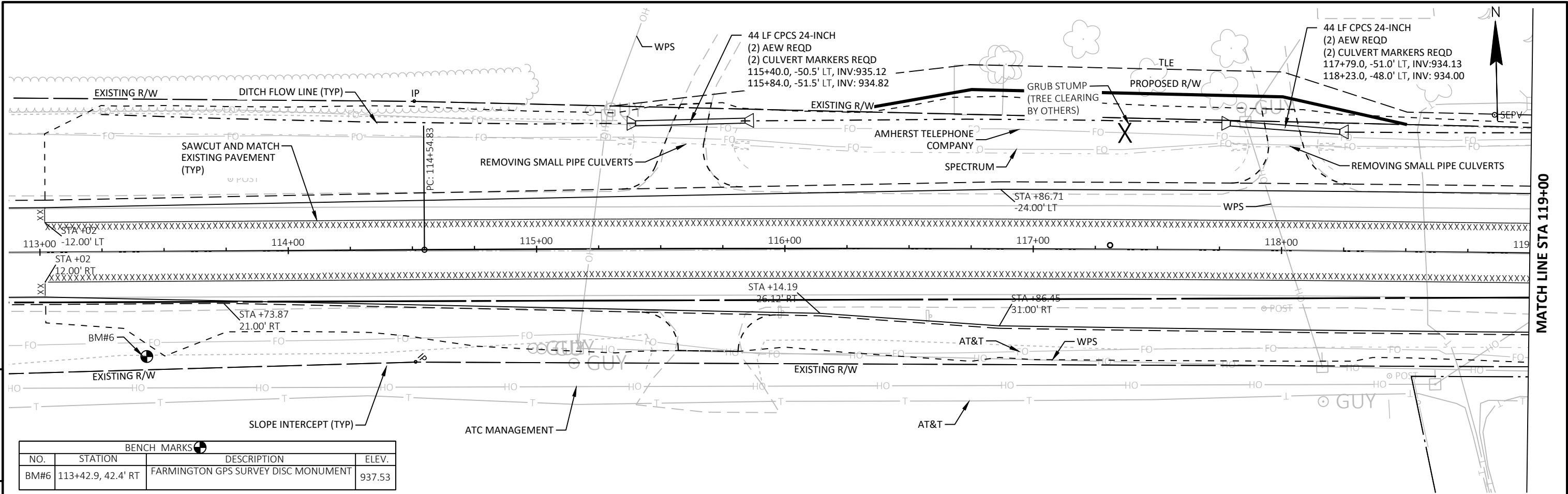


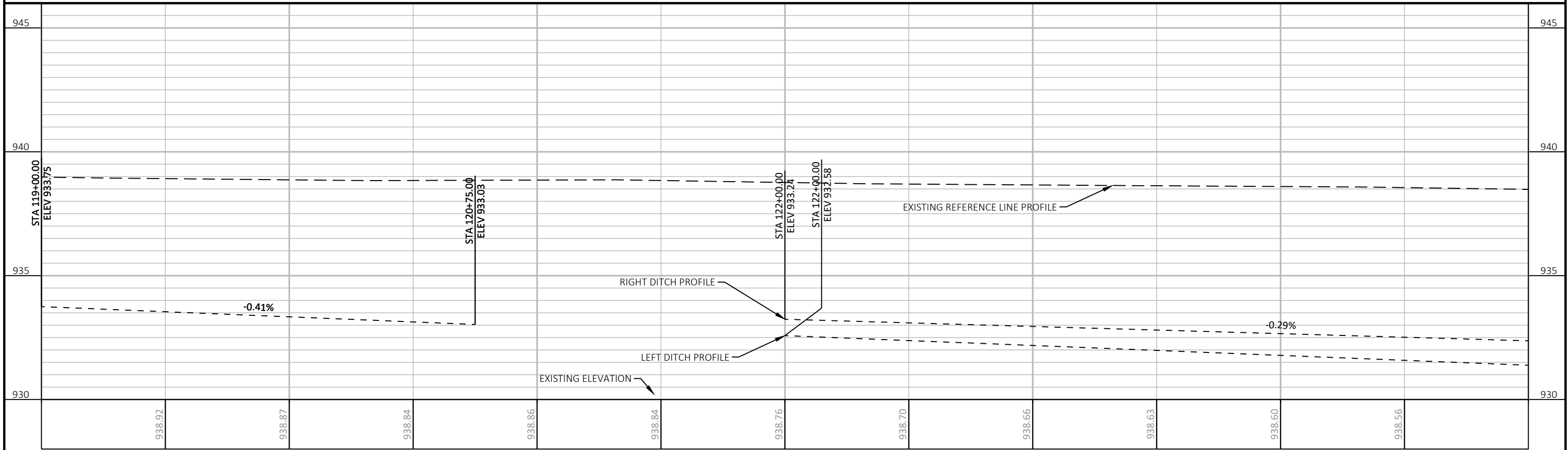
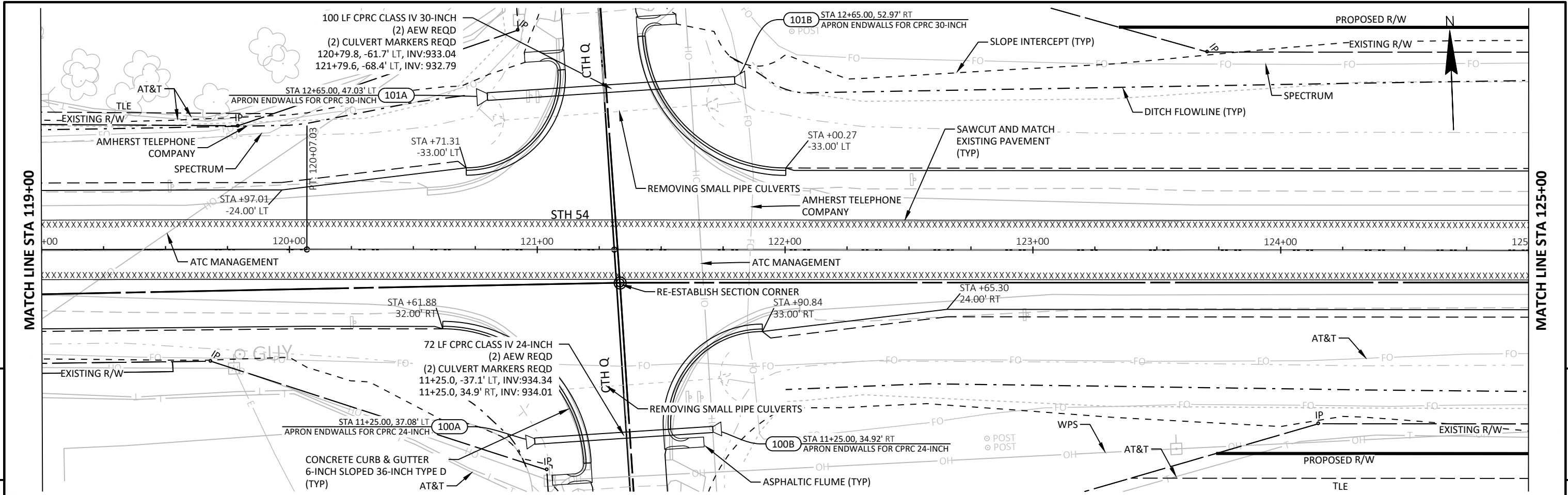




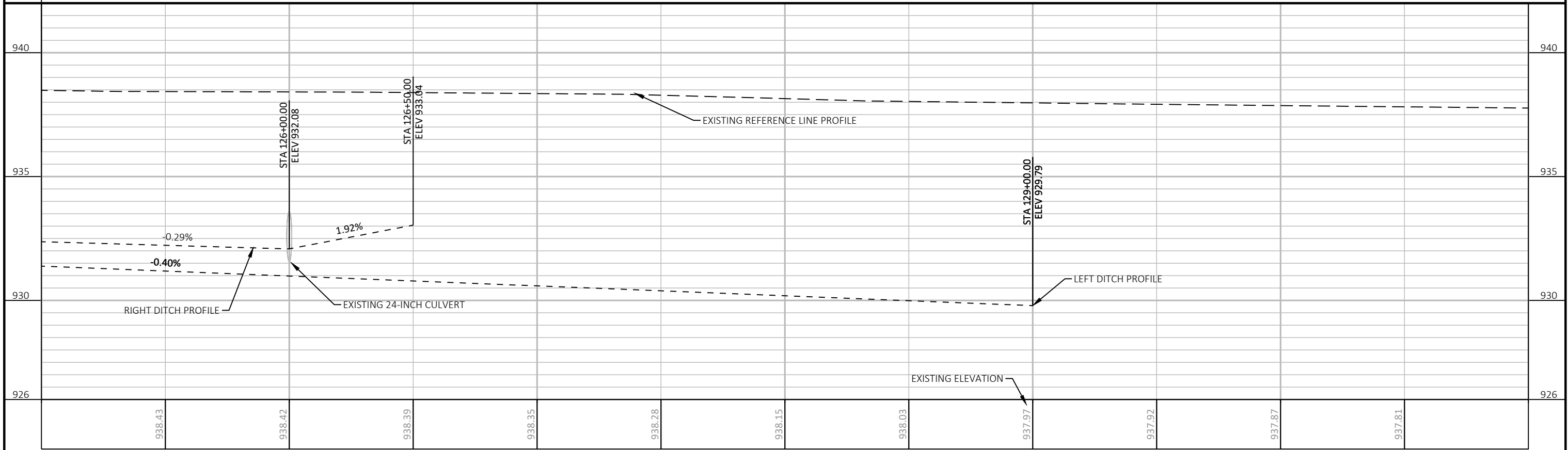
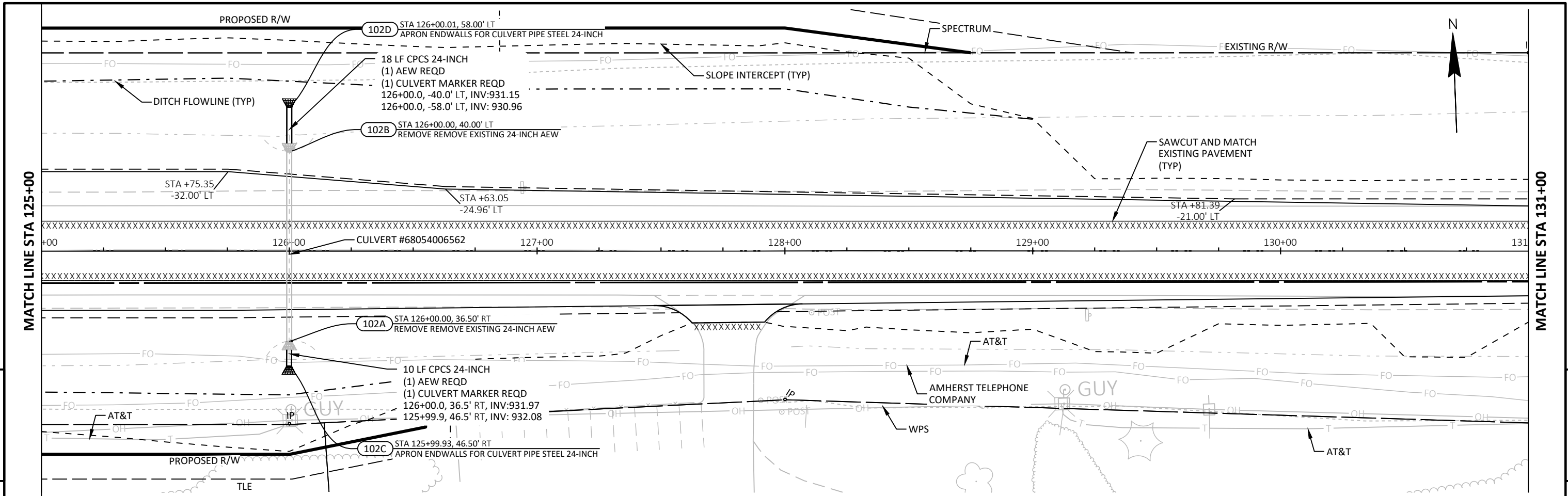
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM#1	262+03.7, 55.8' RT	BENCH TIE SET IN POWER POLE 50AA74	896.66
BM#2	259+52.2, -72.5' LT	BENCH TIE SET IN POWER POLE 22II26E6	902.61



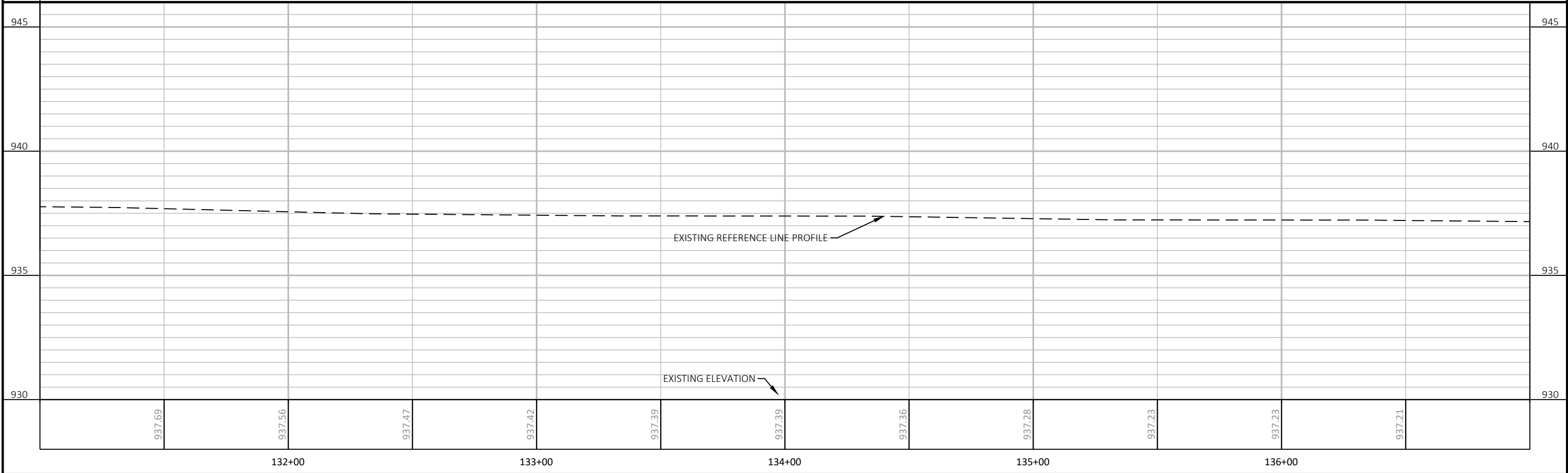
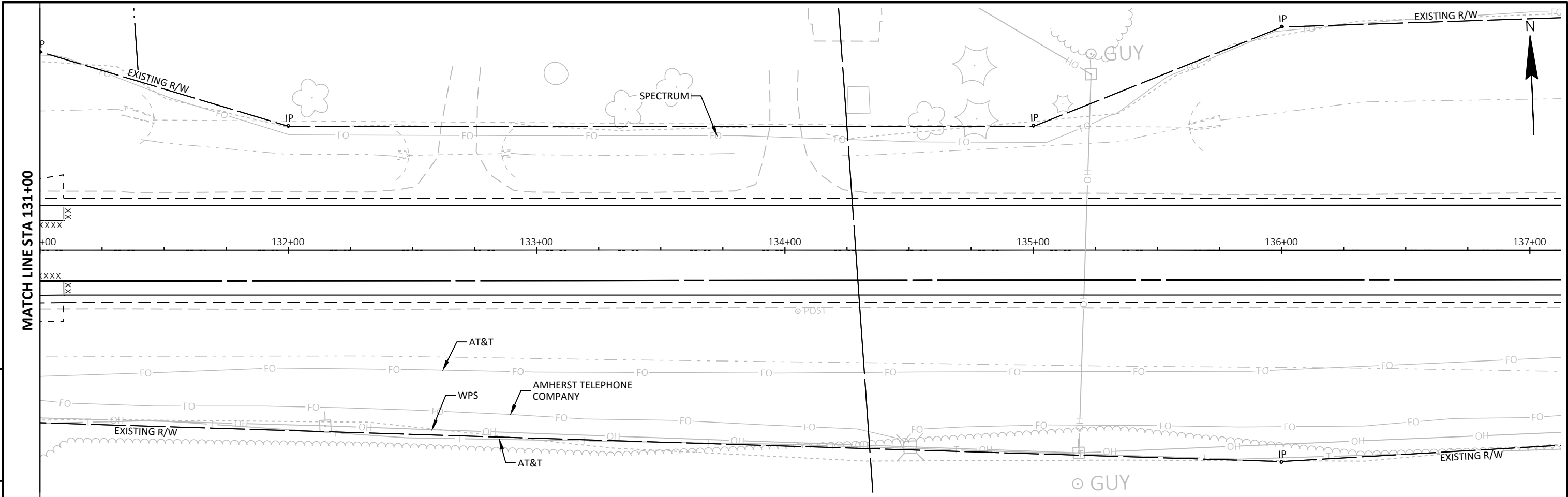


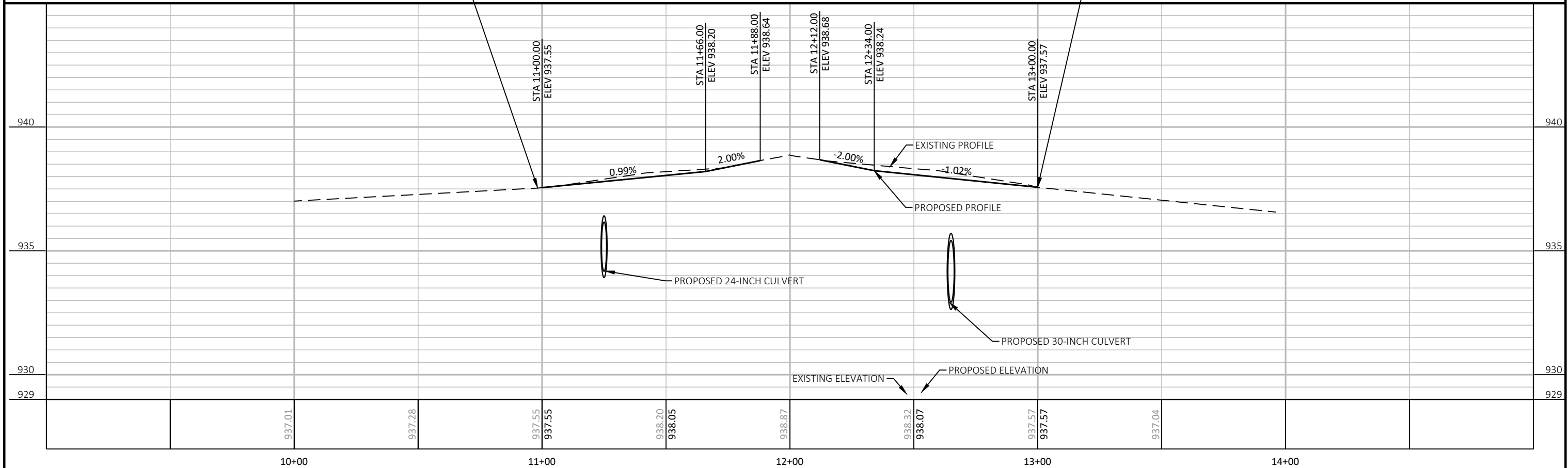
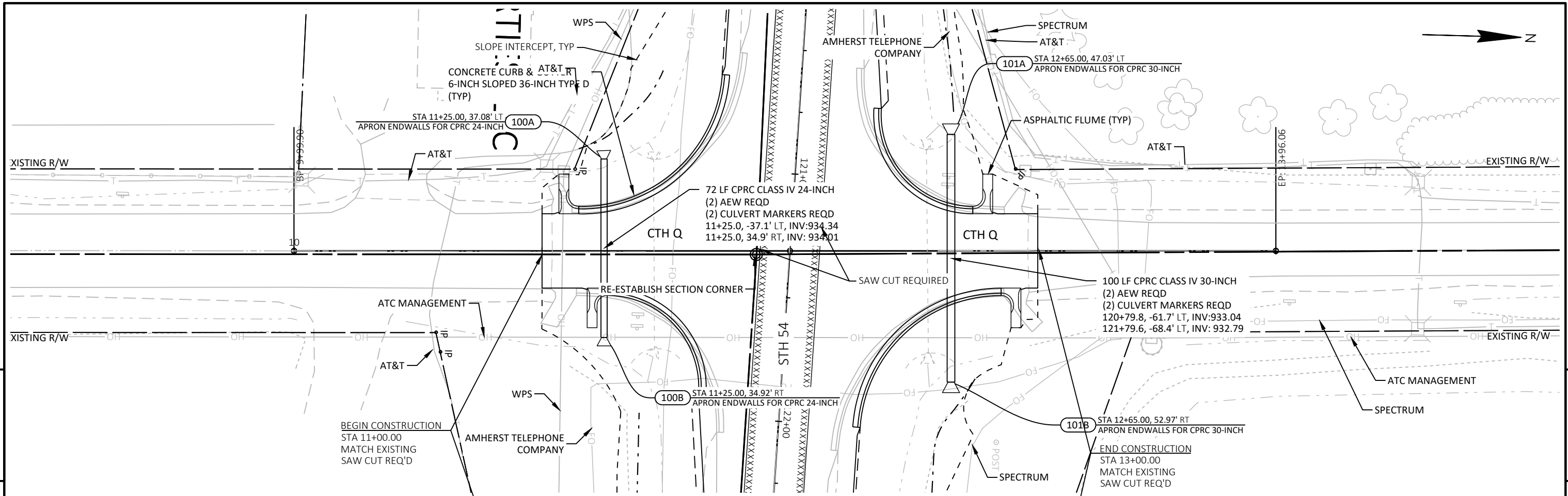


120+00		121+00		122+00		123+00		124+00		
PROJECT NO: 6991-00-74		HWY: STH 54		COUNTY: WAUPACA		PLAN AND PROFILE: STH 54		SHEET 56		E



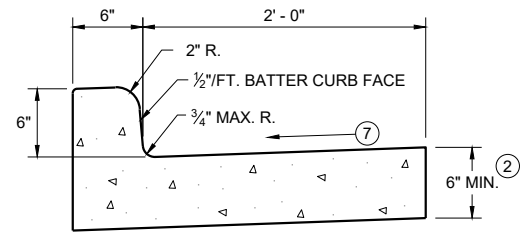
PROJECT NO: 6991-00-74	HWY: STH 54	COUNTY: WAUPACA	PLAN AND PROFILE: STH 54	SHEET 57
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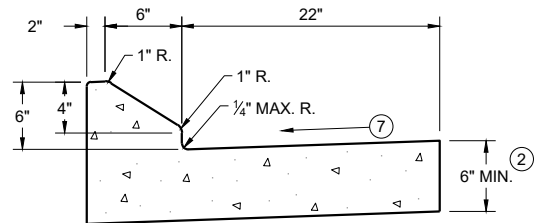


Standard Detail Drawing List

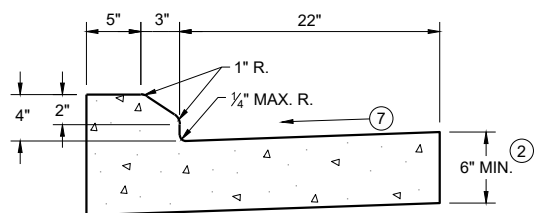
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
11B02-02	CONCRETE MEDIAN NOSE
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	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
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	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
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D50-03B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT



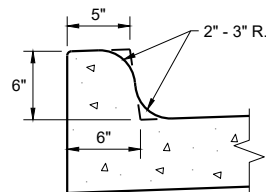
TYPES A^① & D



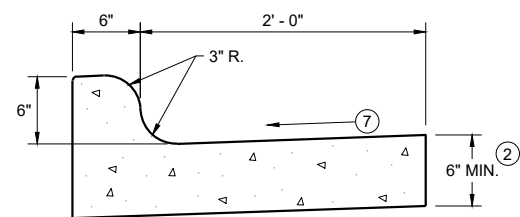
6" SLOPED CURB TYPES G^① & J



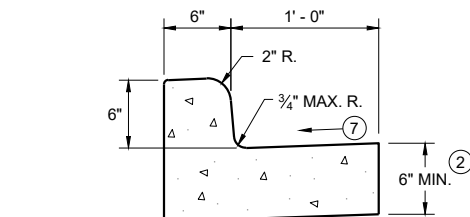
4" SLOPED CURB TYPES G^① & J



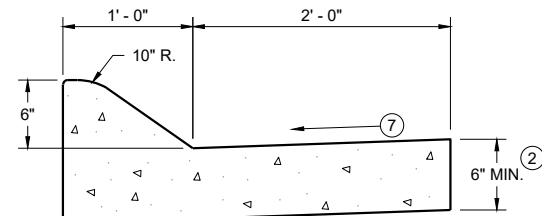
TYPES K^① & L
(OPTIONAL CURB SHAPE)



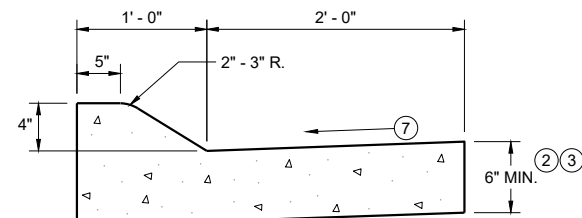
TYPES K^① & L
CONCRETE CURB AND GUTTER 30"



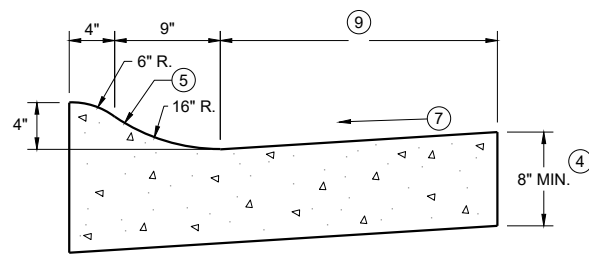
TYPES A^① & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

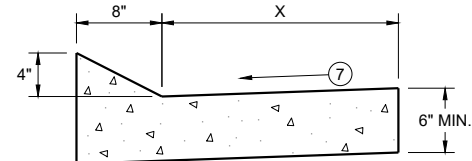


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

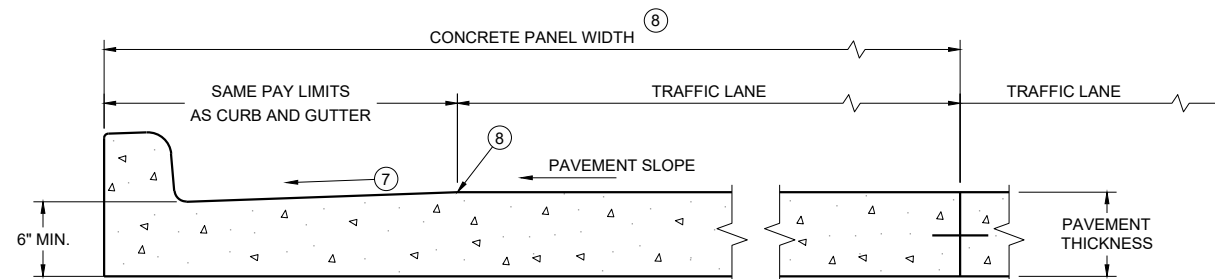
TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT^①
CONCRETE CURB AND GUTTER

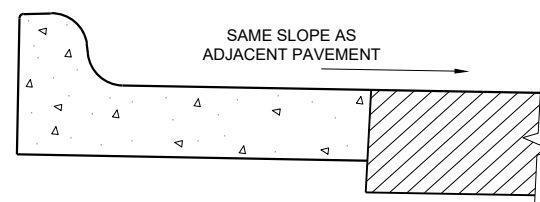
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

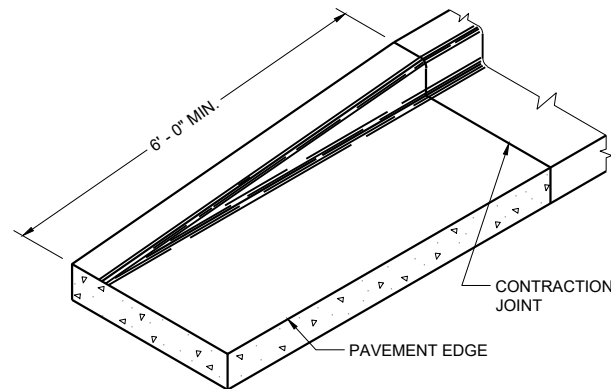
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

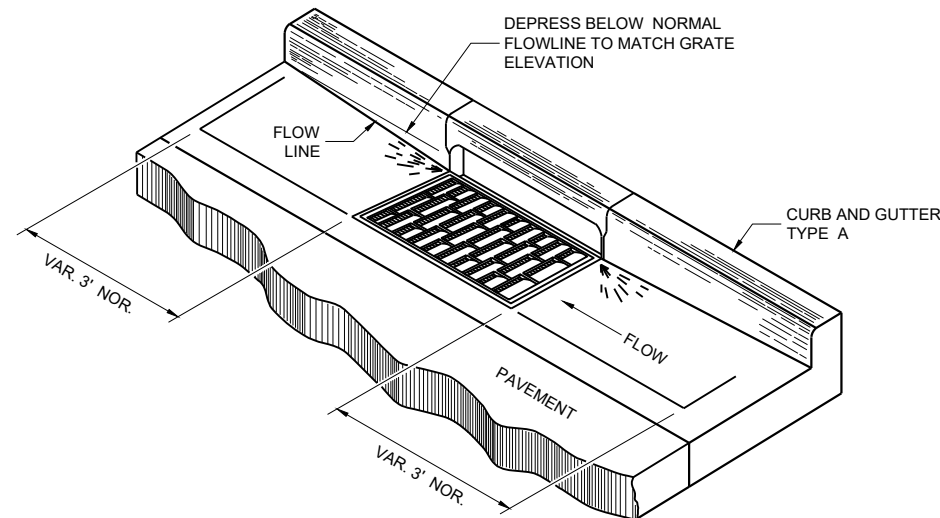
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

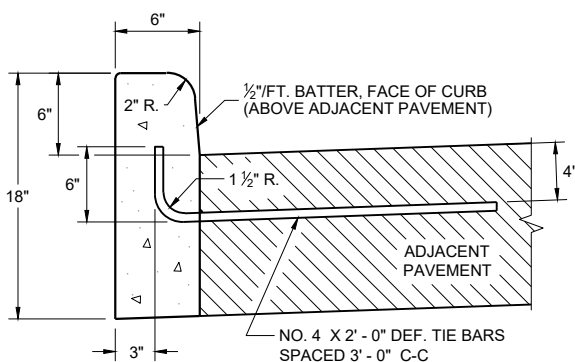


END SECTION CURB AND GUTTER

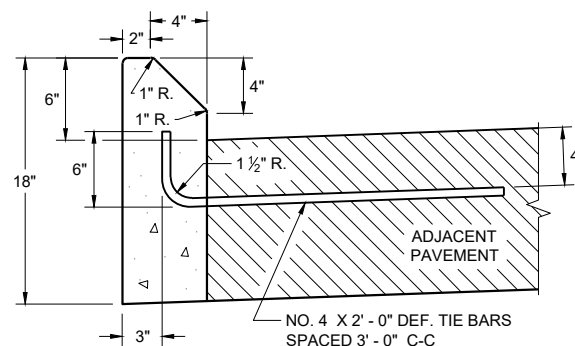


DETAIL OF CURB AND GUTTER AT INLETS

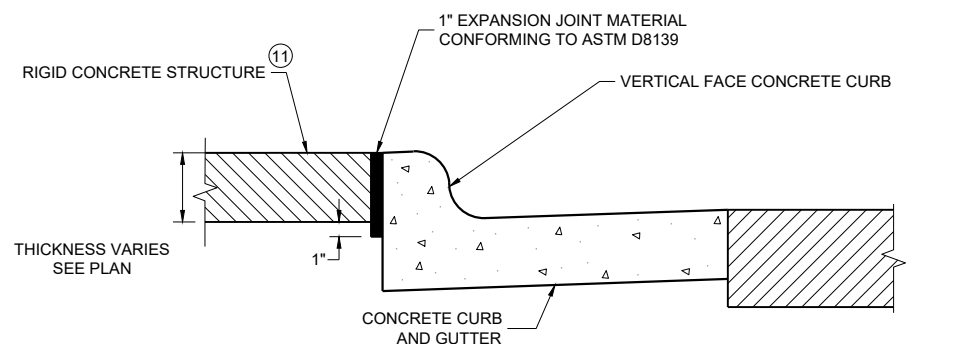
(TYPICAL H INLET COVER SHOWN)



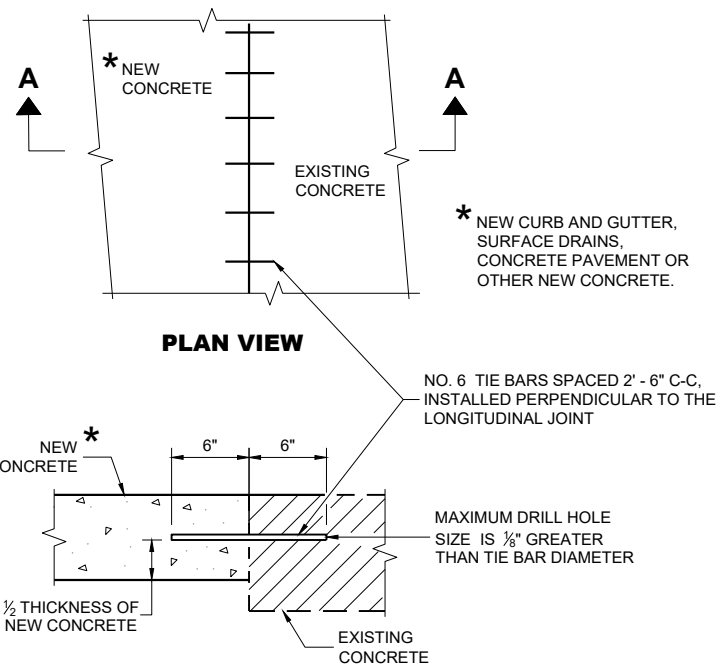
TYPES A^① & D



**TYPES G^① & J
CONCRETE CURB**



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



**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

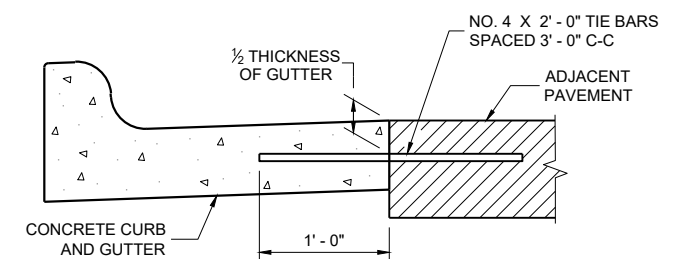
GENERAL NOTES

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

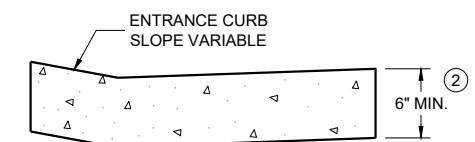
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

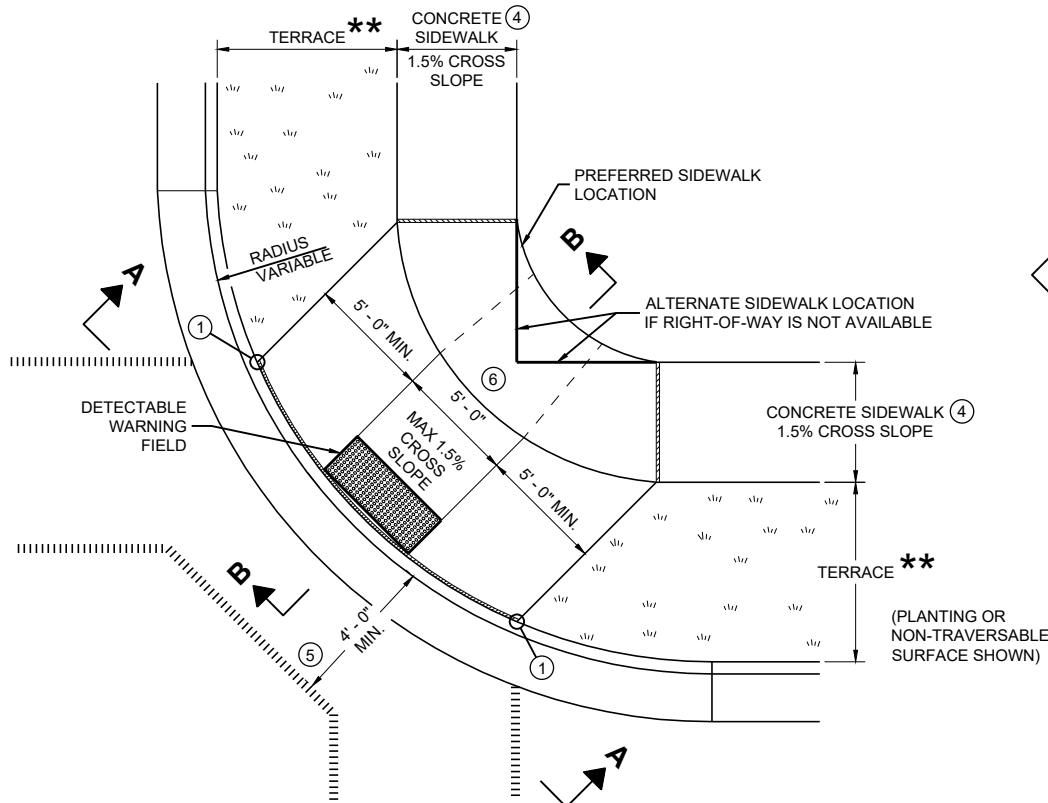


**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

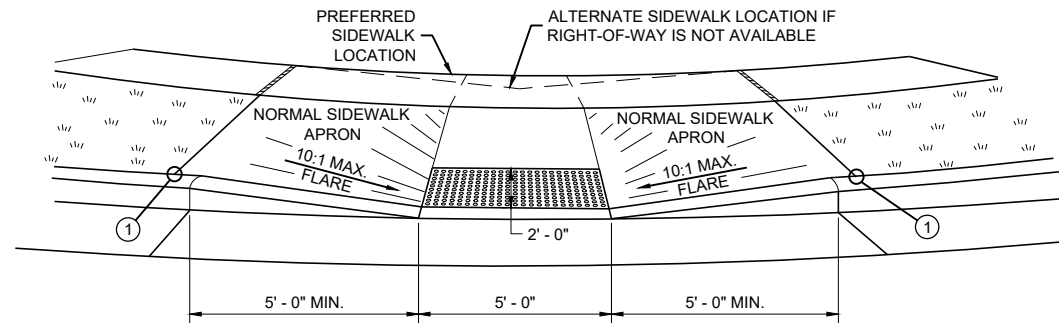
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

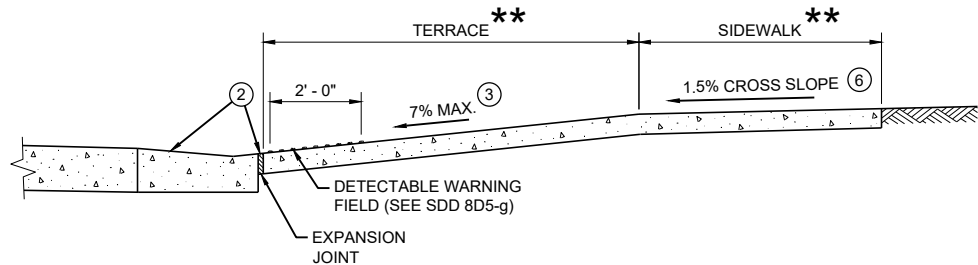


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

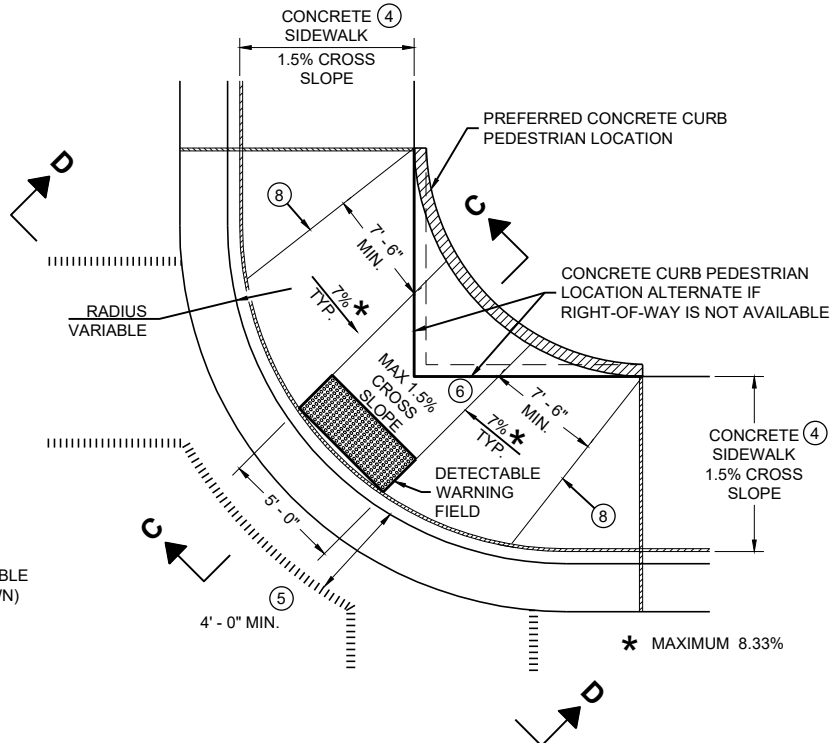


VIEW A - A FOR TYPE 1

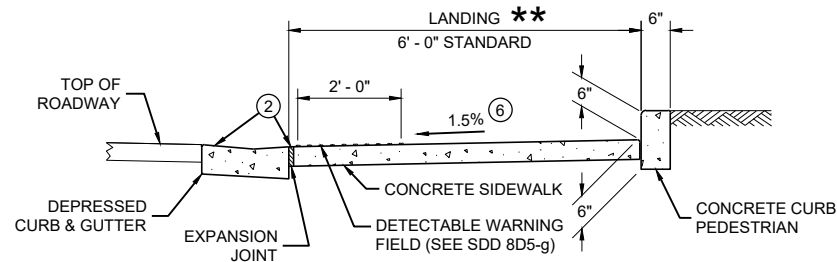
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



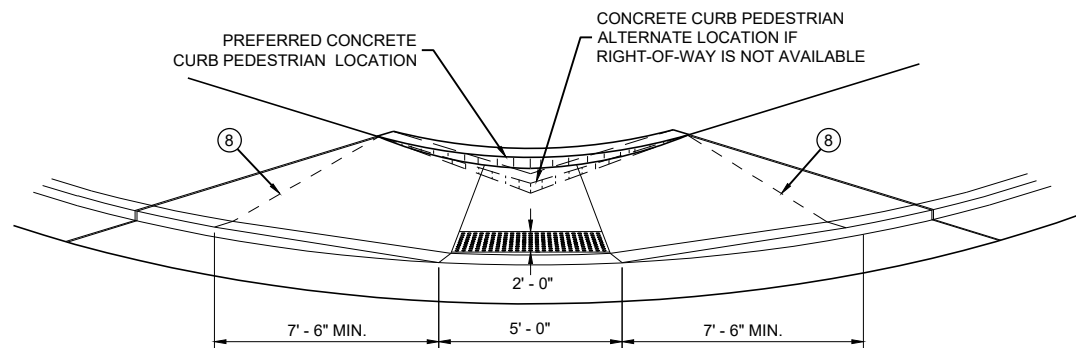
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

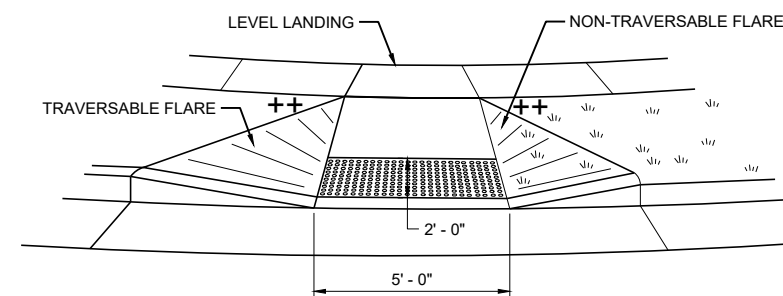
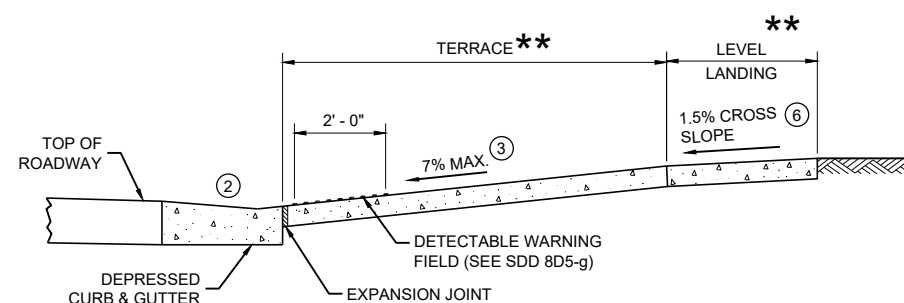
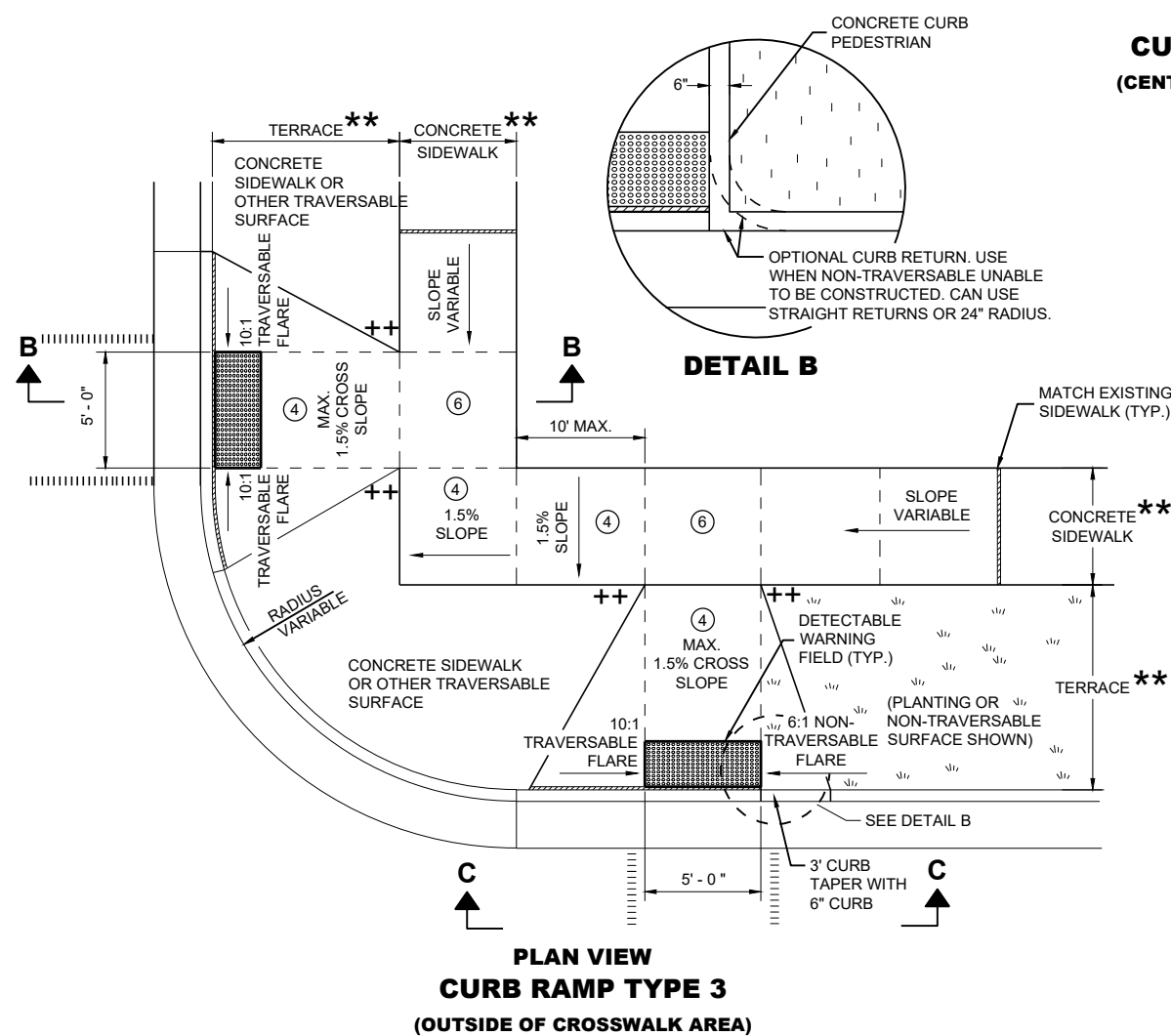
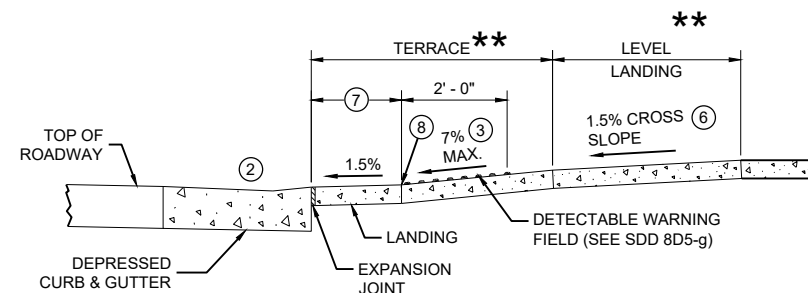
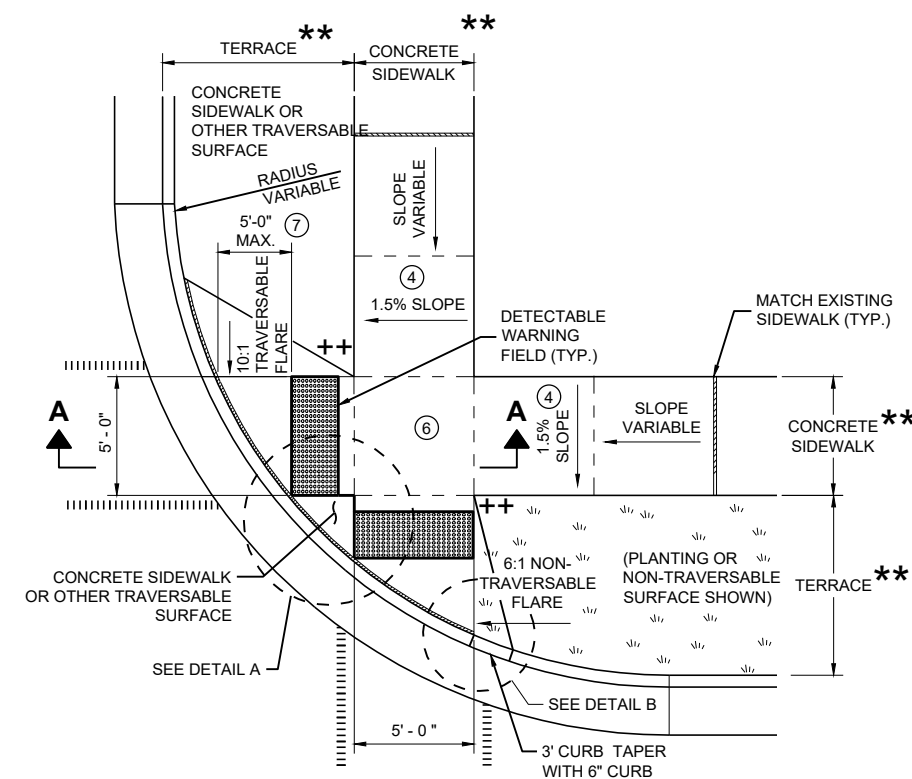
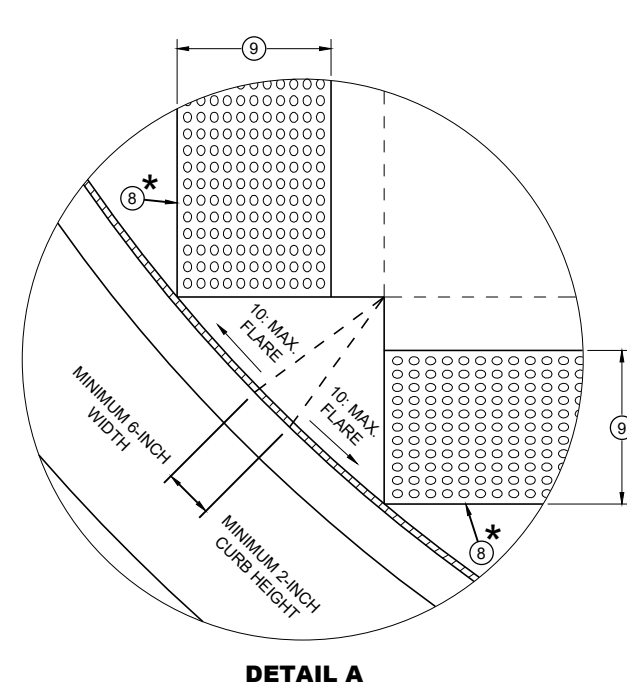
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%.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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) 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 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**

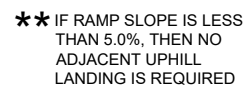
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

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



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

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

INTERMEDIATE RADII CAN BE INTERPOLATED



GENERAL NOTES

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

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

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

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

LEGEND

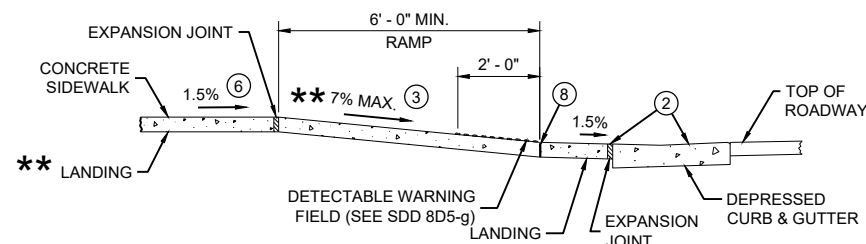
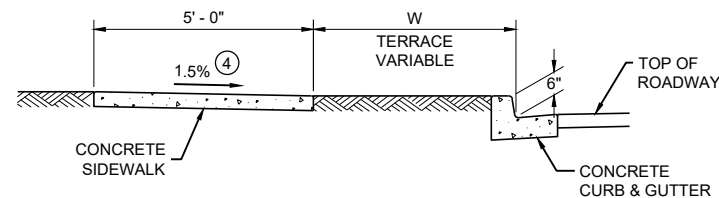
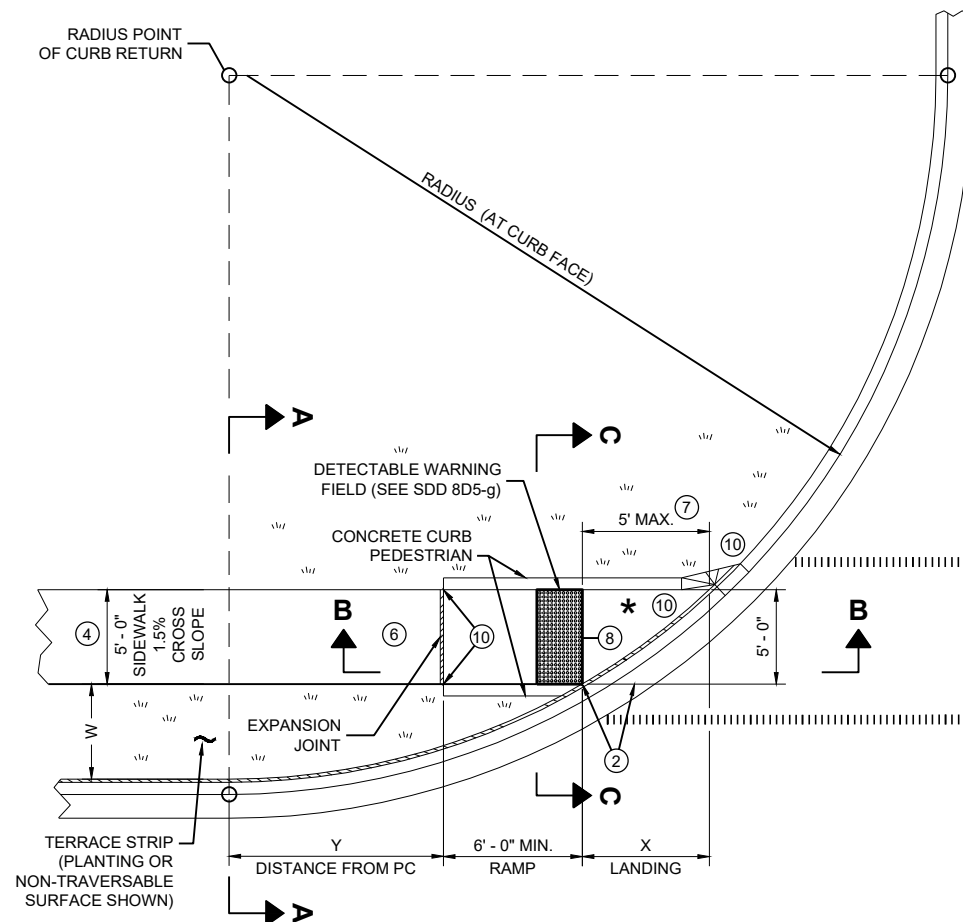
- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

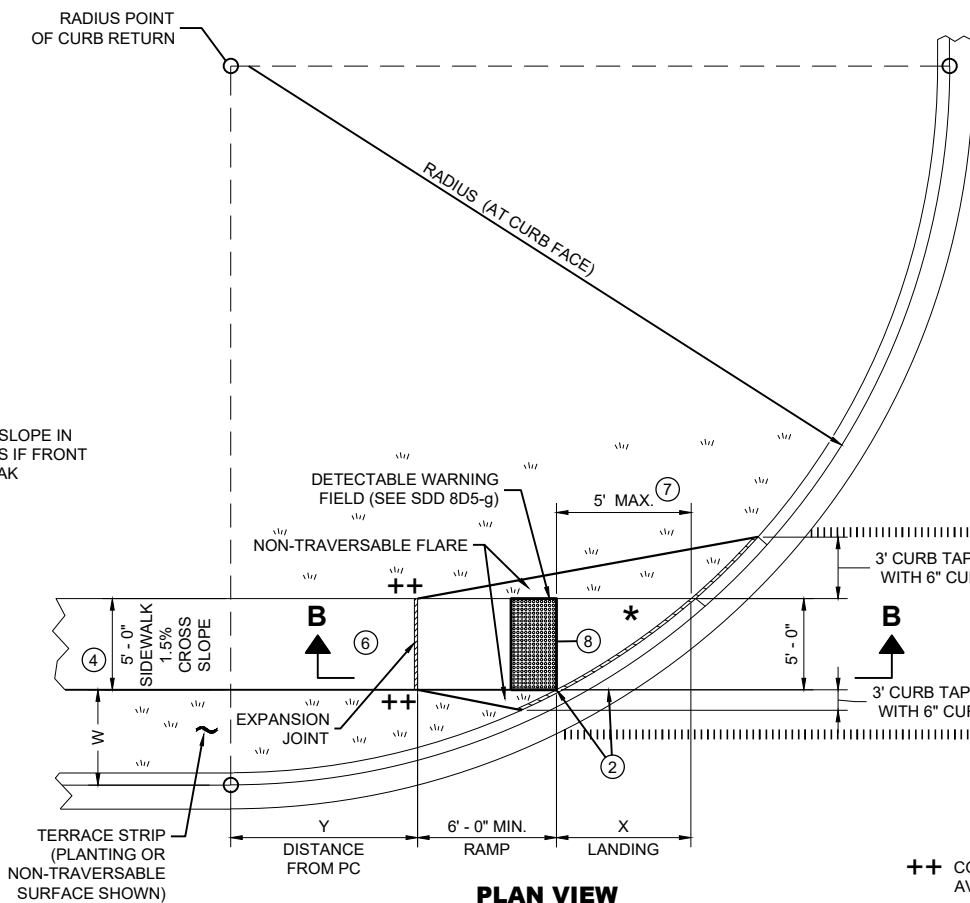
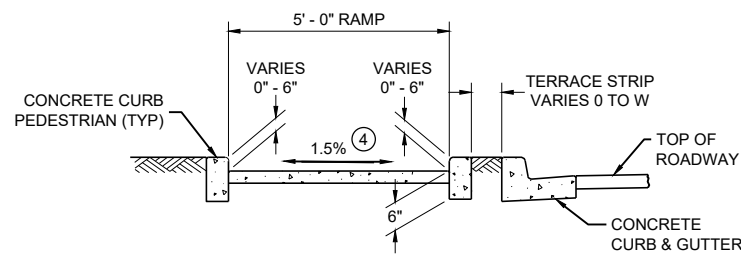
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



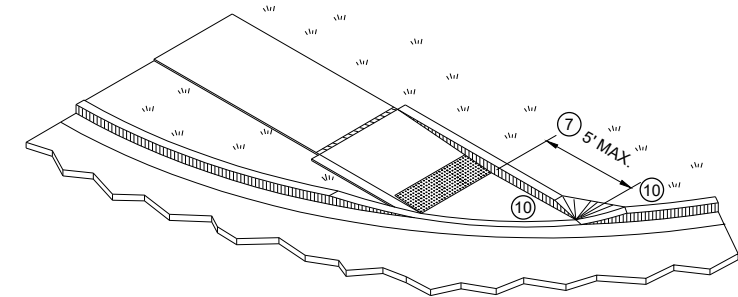
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

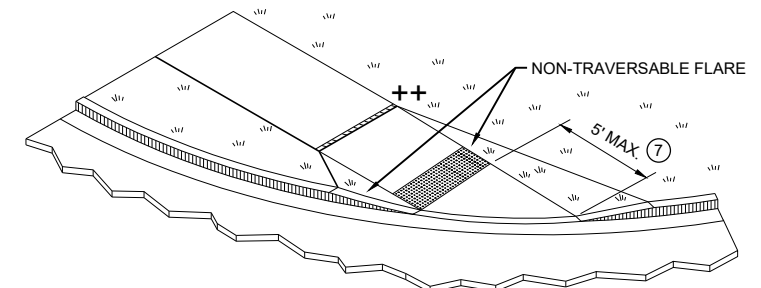
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

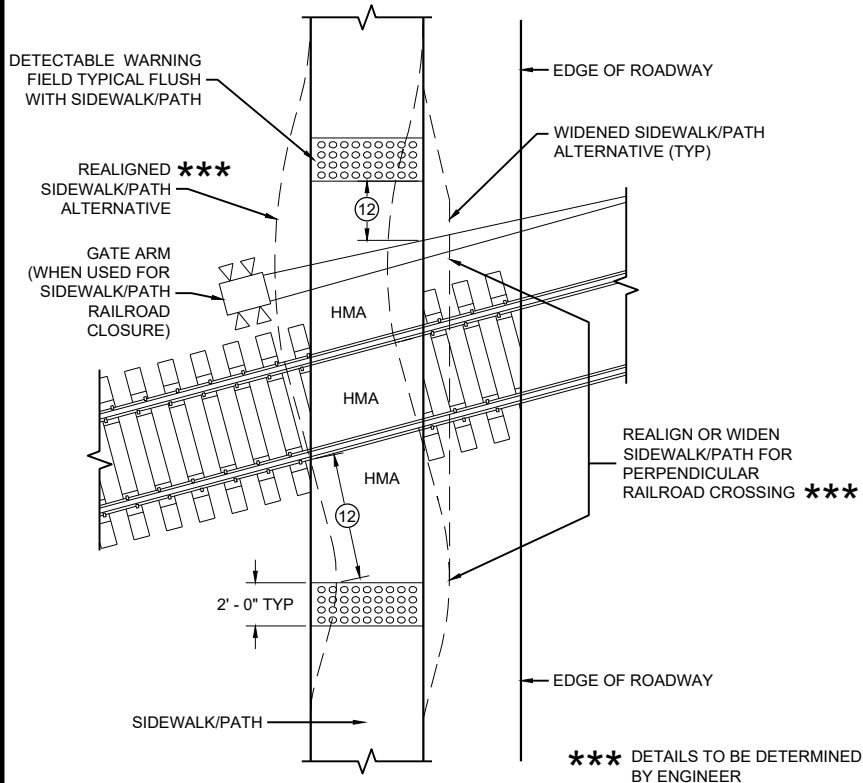
GENERAL NOTES

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

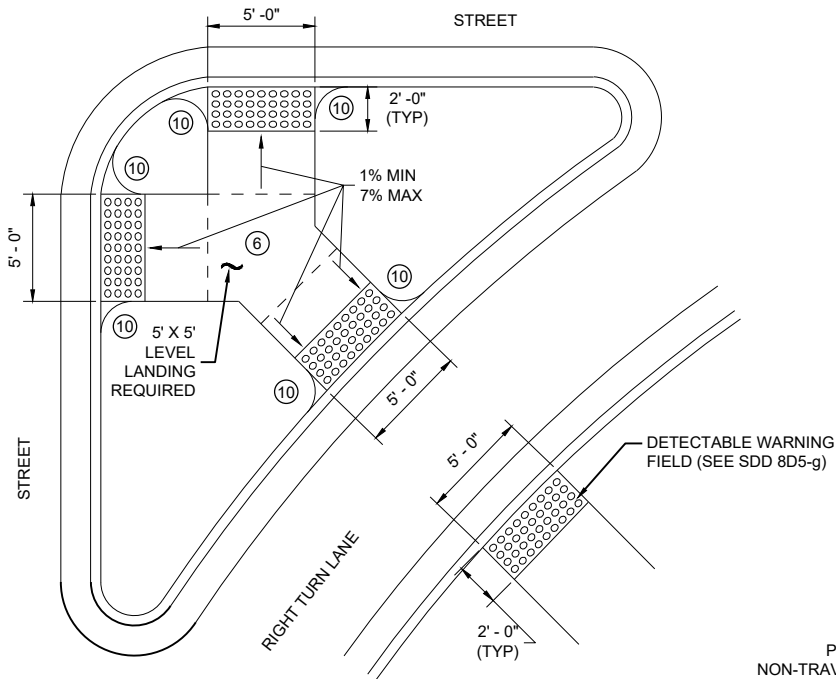
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

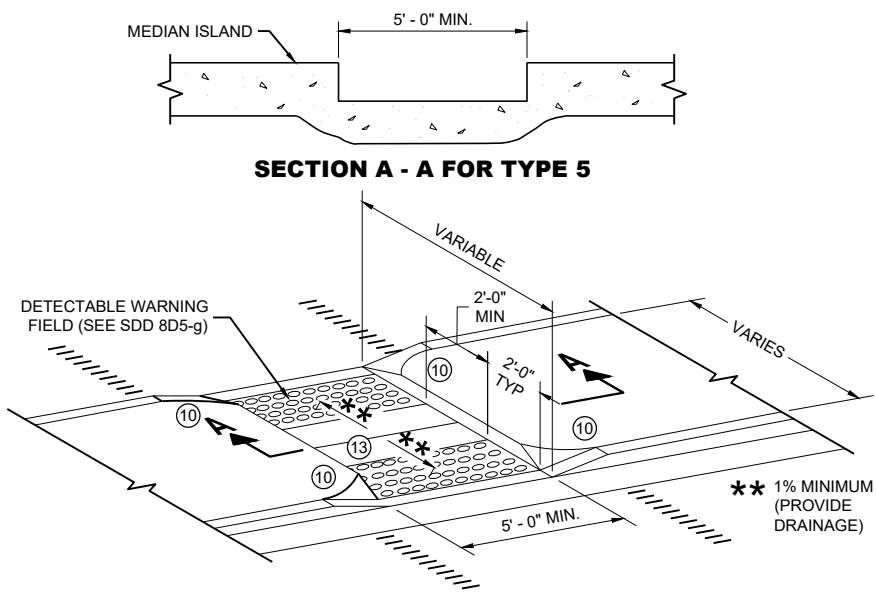
- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH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



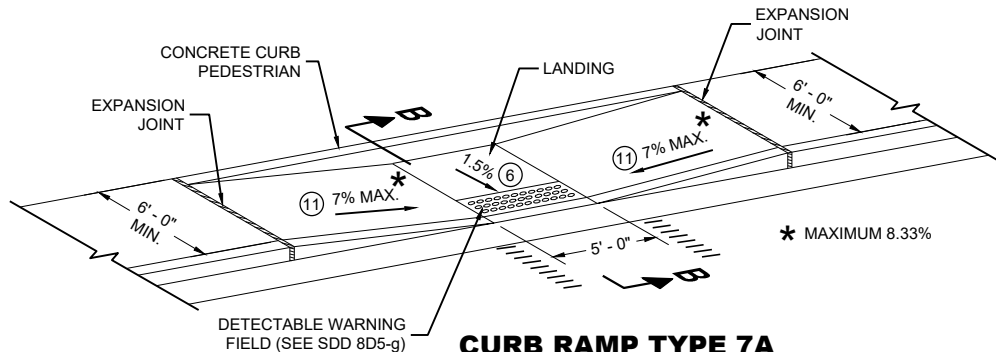
CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS



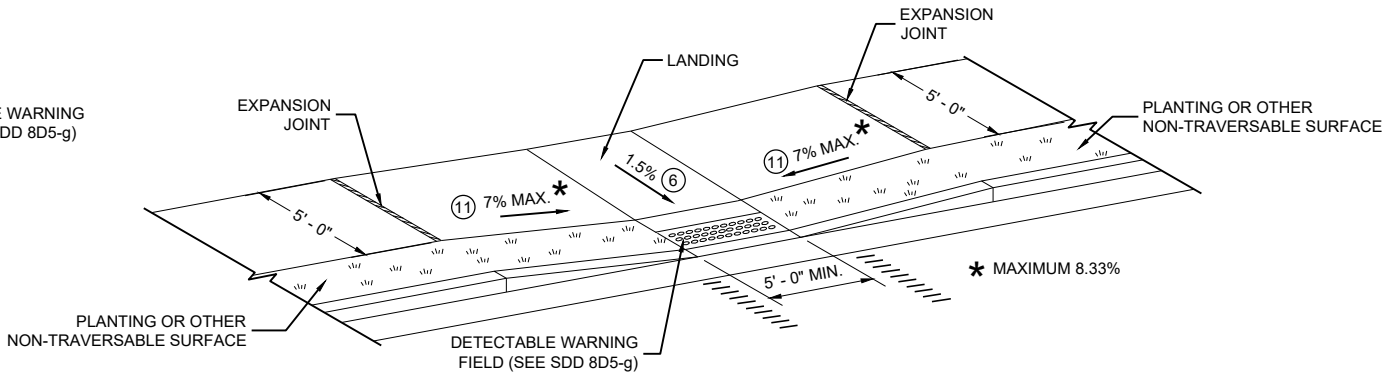
CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

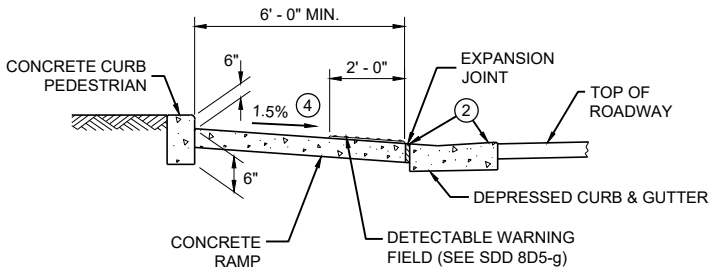
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

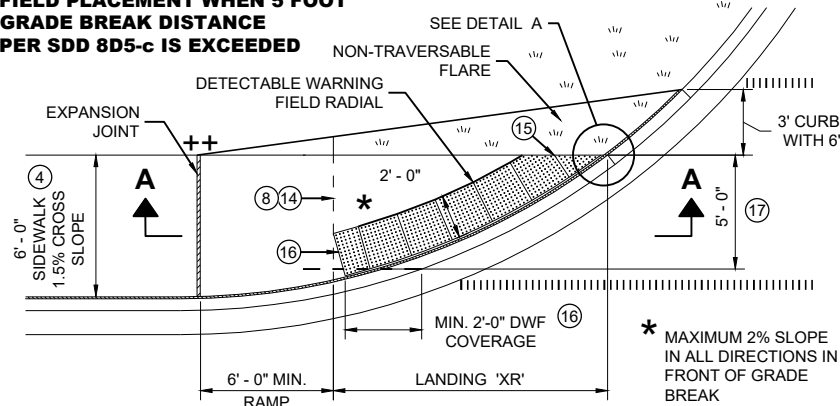


SECTION B - B FOR TYPE 7A

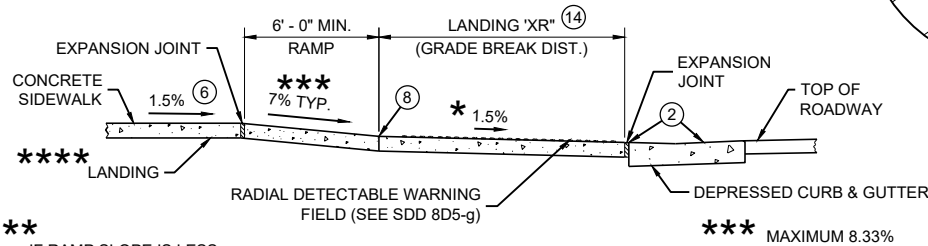
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

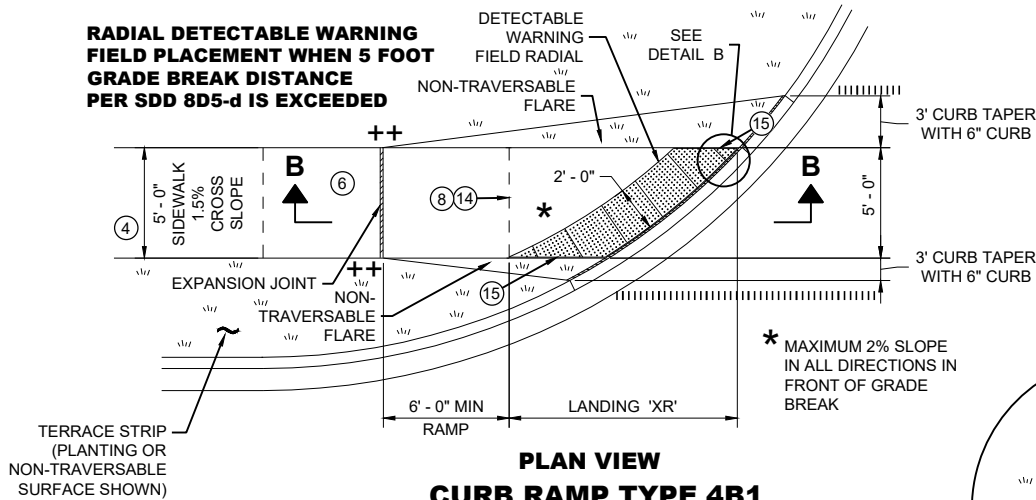


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

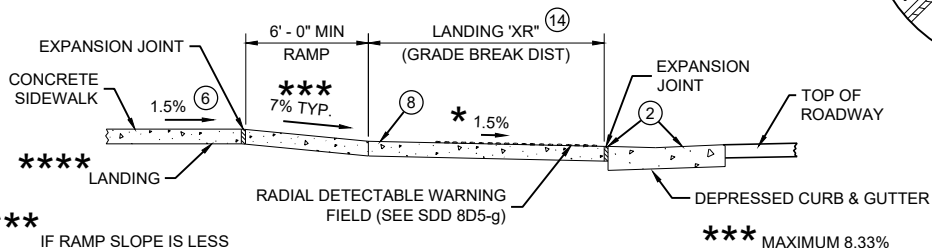


SECTION A - A FOR TYPE 4A1

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



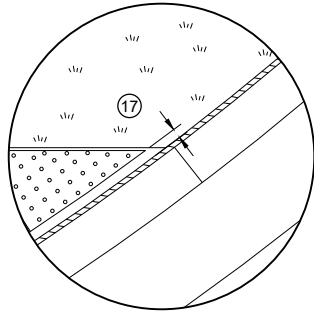
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION B - B FOR TYPE 4B1

LEGEND

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

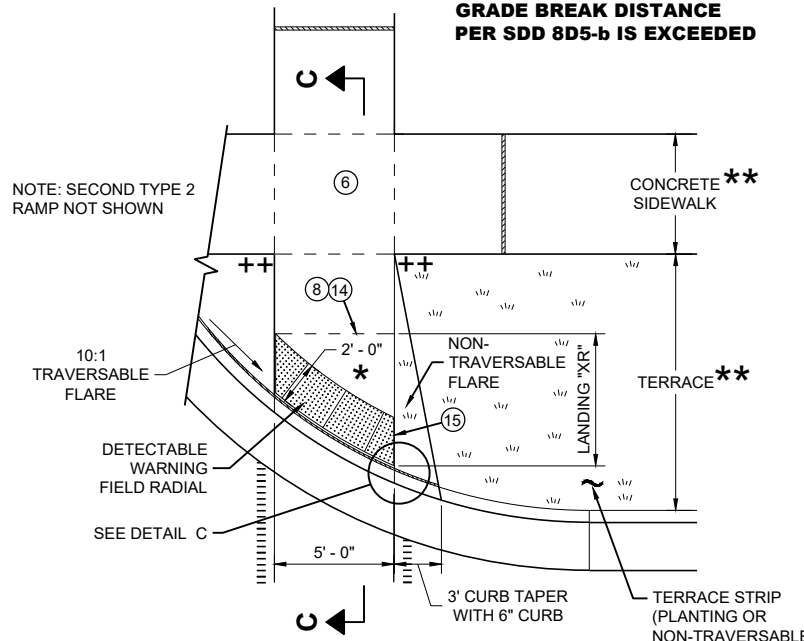


DETAIL A

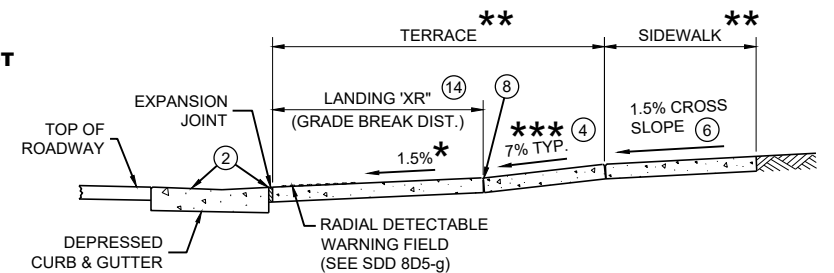
GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING 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.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 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.
- 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.
- A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

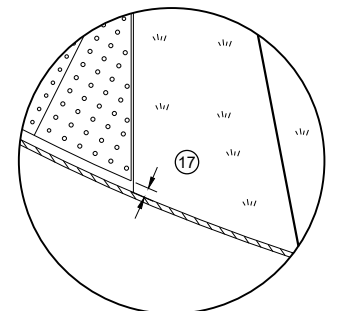
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



DETAIL C

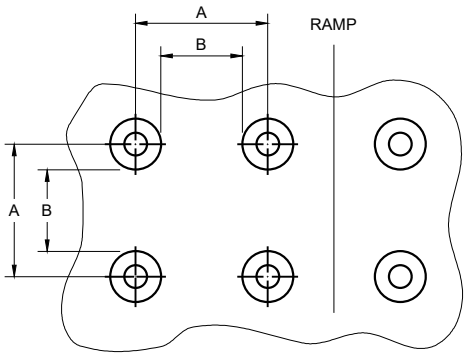
- MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- WIDTH SHOWN ELSEWHERE IN THE PLANS
- MAXIMUM 8.33%
- CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

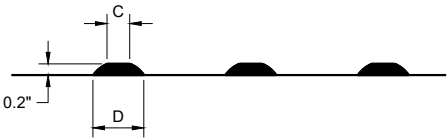
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

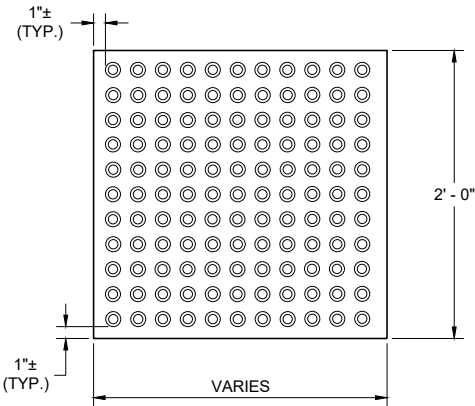


PLAN VIEW

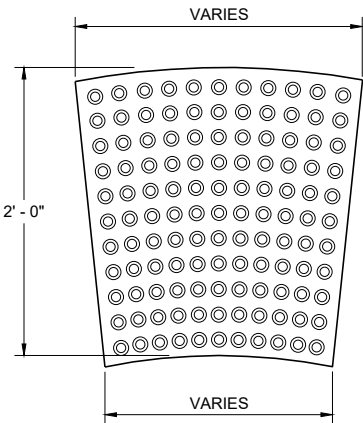


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

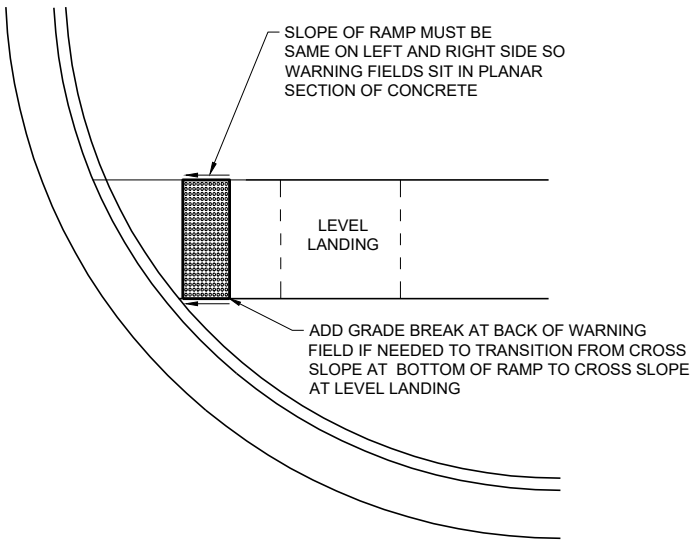


RECTANGULAR
PLATES

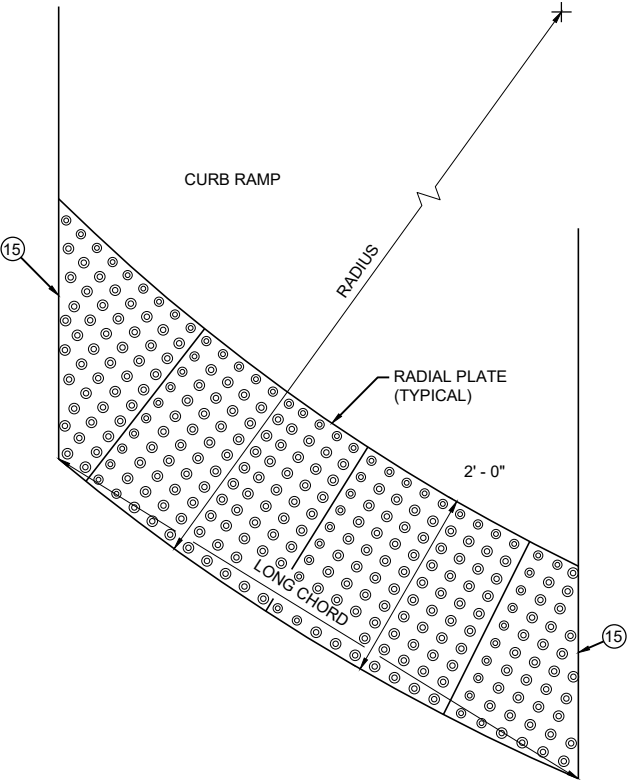


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

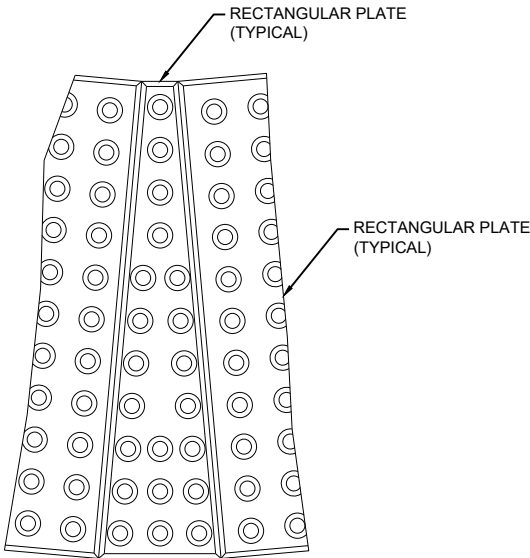
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

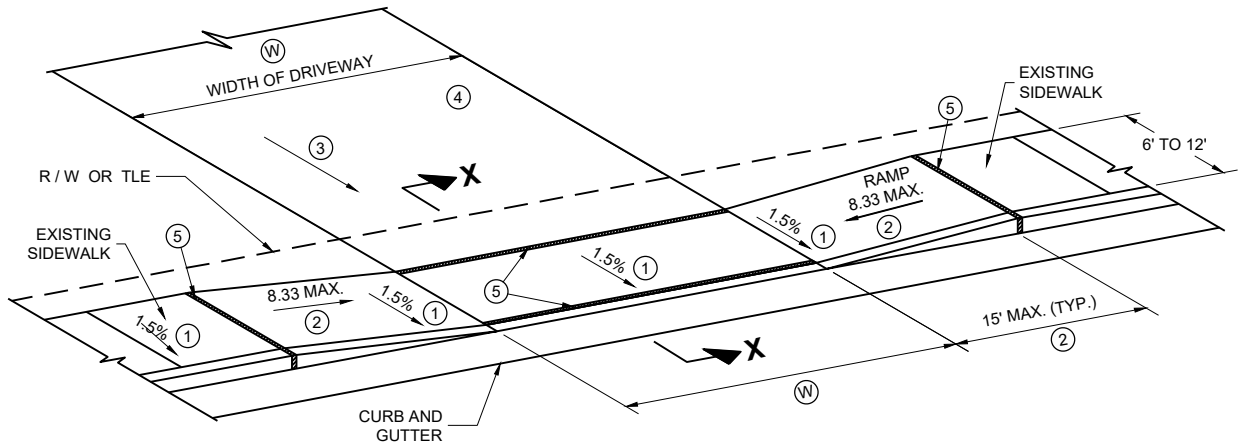


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

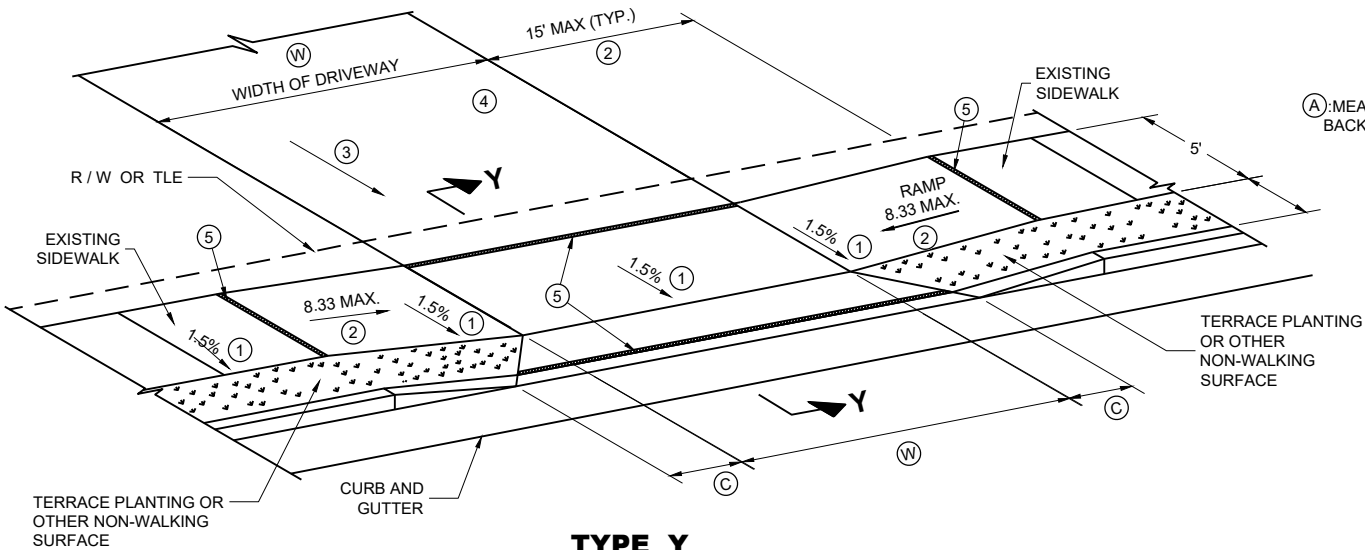
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

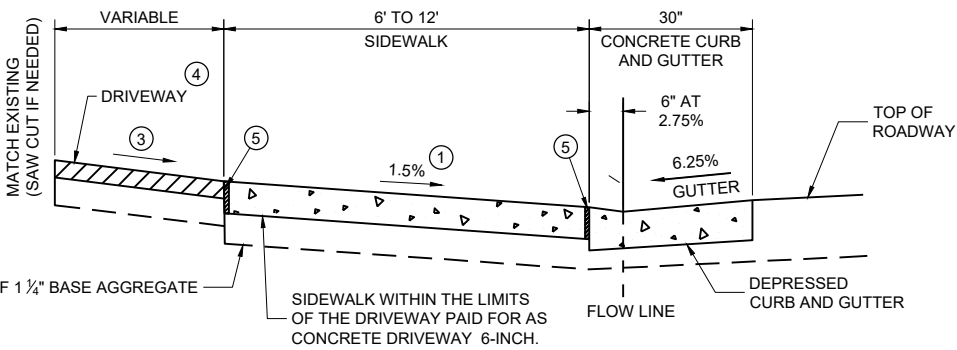
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

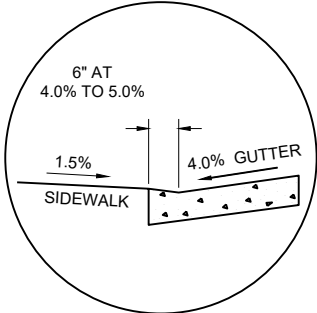
③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER



SECTION X - X



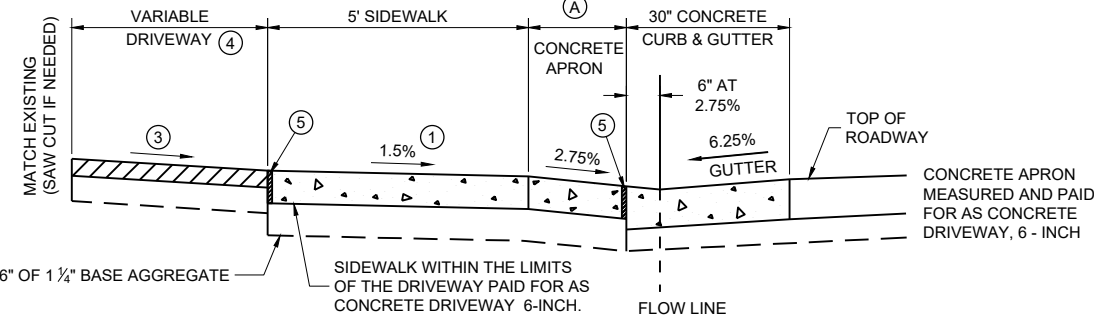
SECTION X - X
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

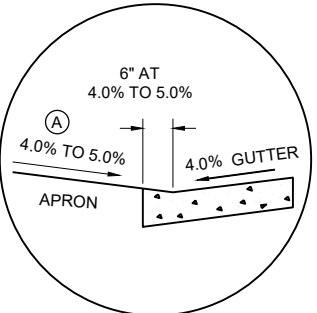
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

(A): MEASURE FROM
BACK OF CURB



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND
SIDEWALK RAMPS
TYPES X AND Y

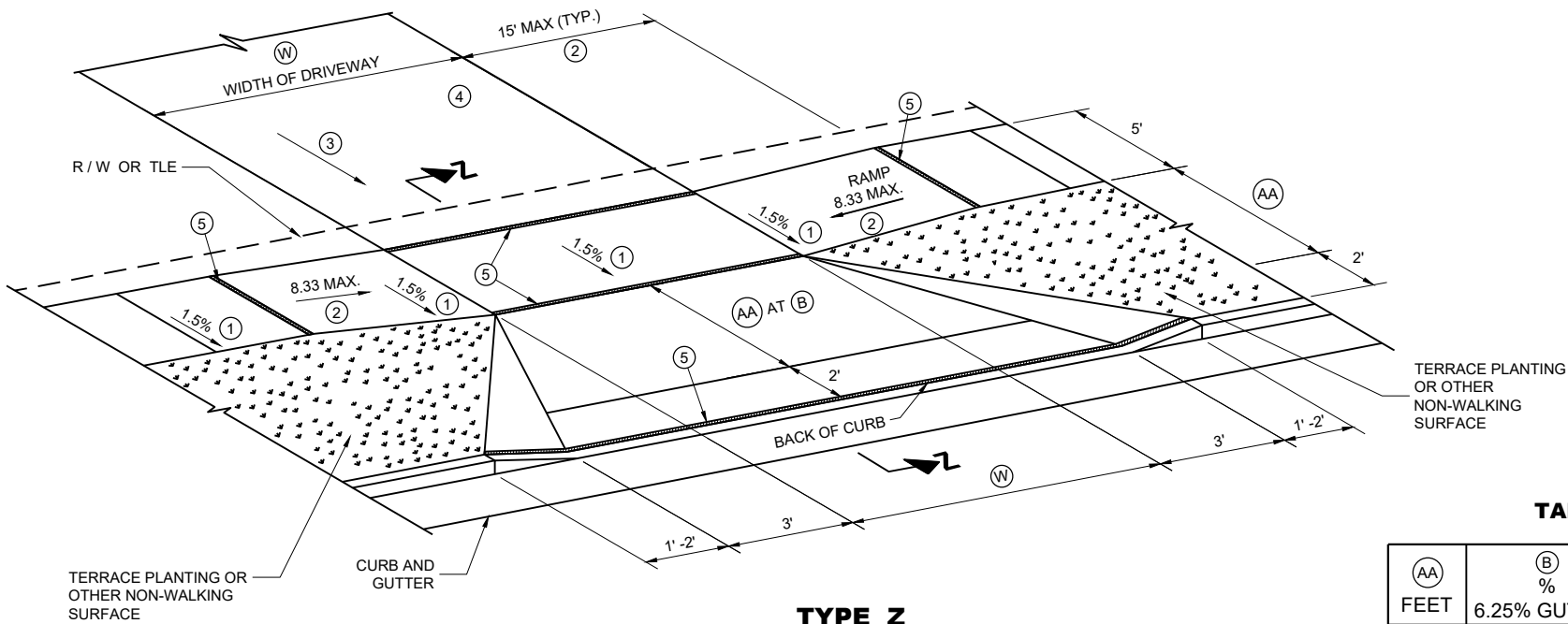
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DATE

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ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

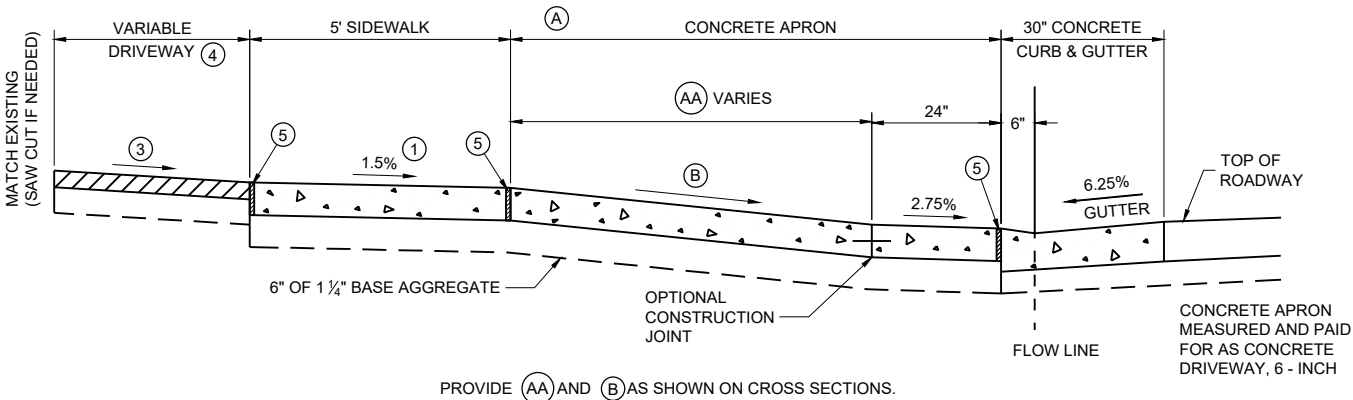


TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

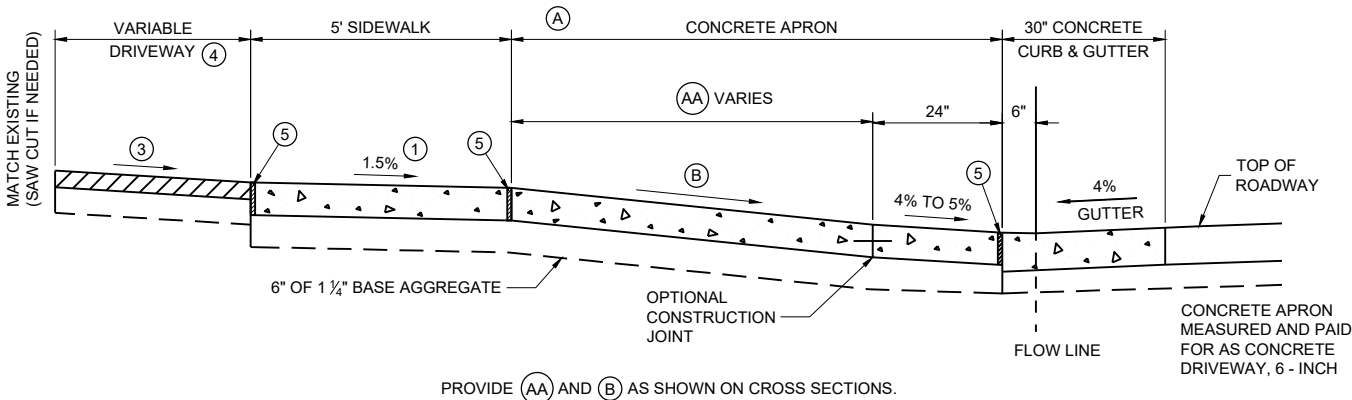
TABLE Z

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

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

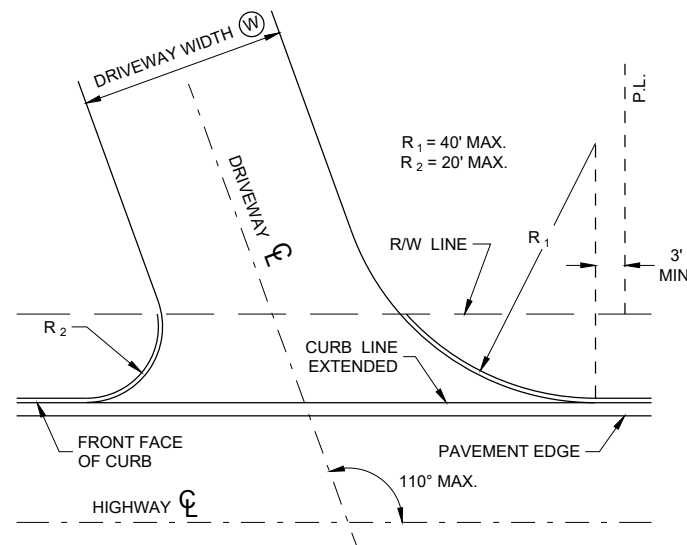
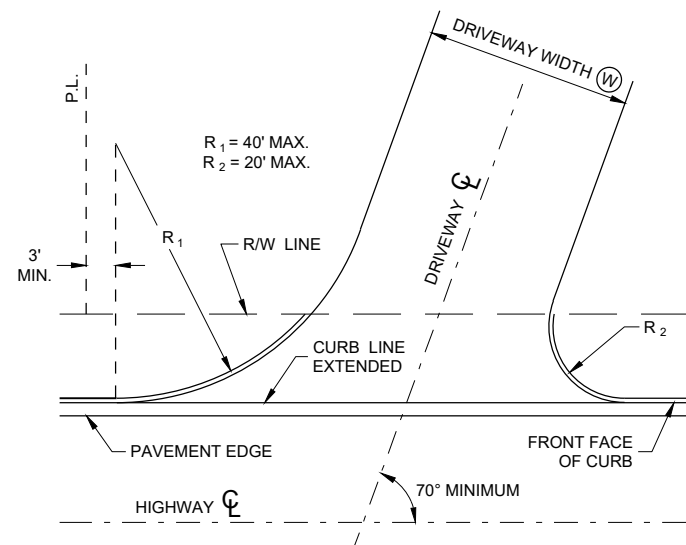
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

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

DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**SKewed DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)
SIDEWALK NOT SHOWN**

GENERAL NOTES

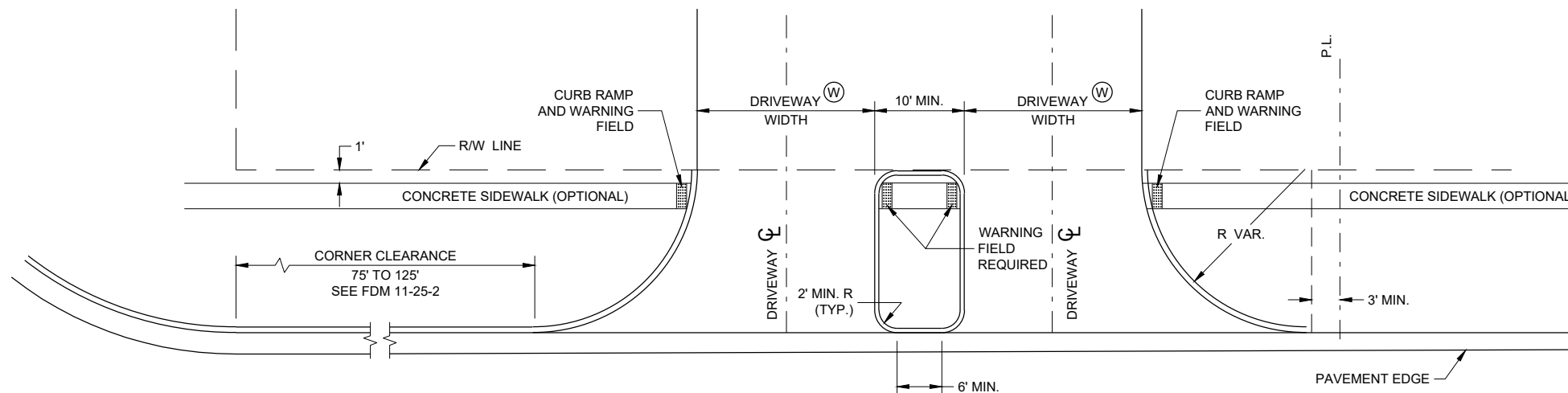
A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

(W) : 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)



**DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN**

DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

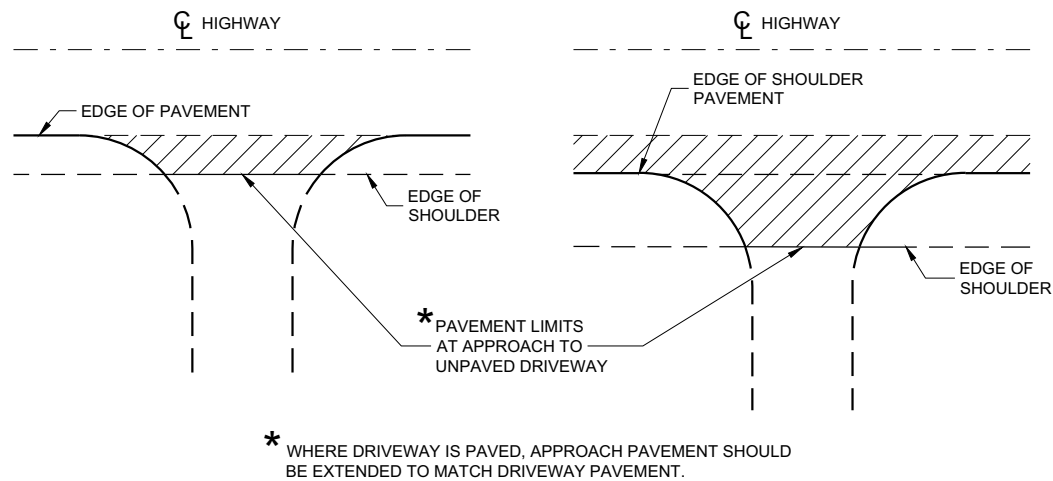
APPROVED

00-00-00
DATE

/S/ <AUTHOR>
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

72

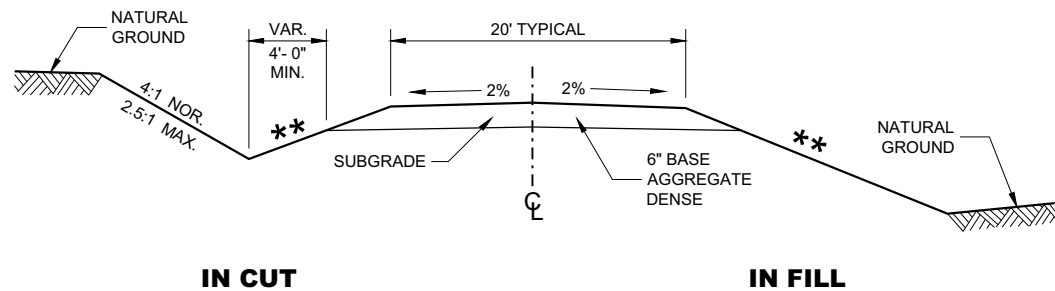
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PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

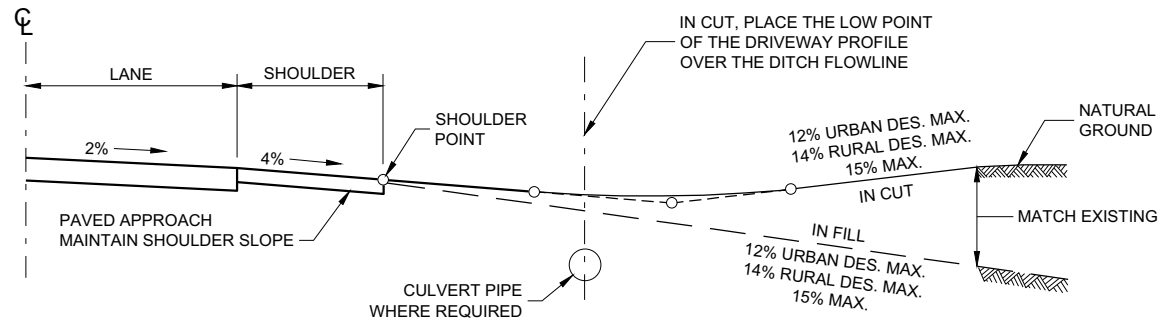
**RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)**



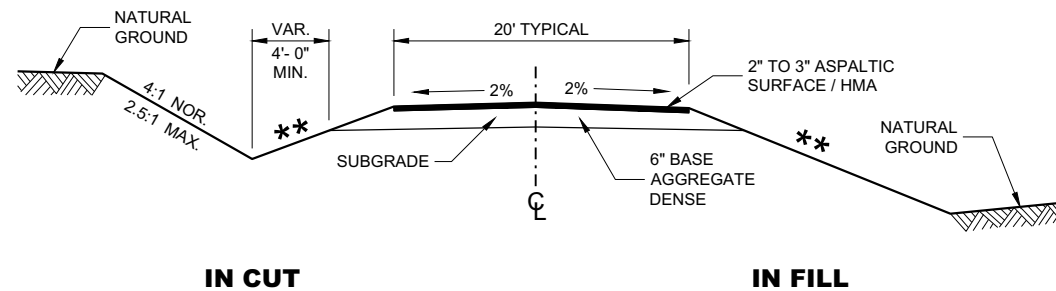
**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
AGGREGATE SURFACE**

****** SLOPE CAN VARY WITH
SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



TYPICAL DRIVEWAY PROFILES

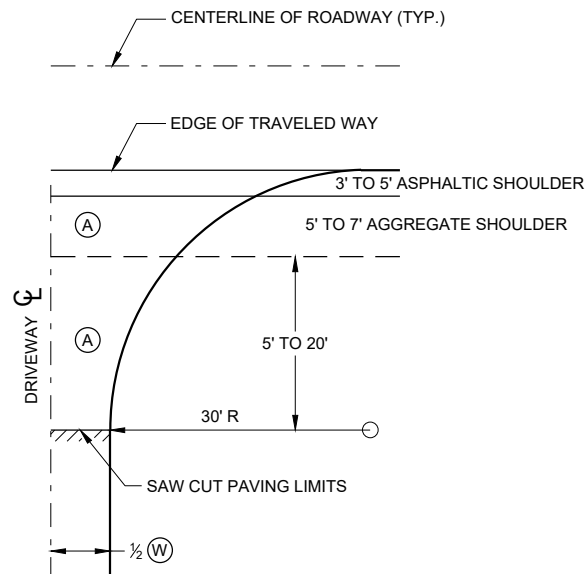


**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
ASPHALTIC SURFACE**

**DRIVEWAYS WITHOUT
CURB AND GUTTER**

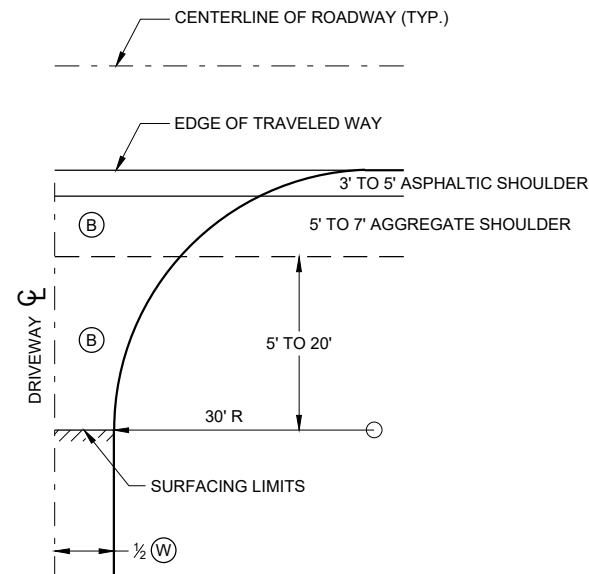
STATE OF WISCONSIN
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December 2017 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

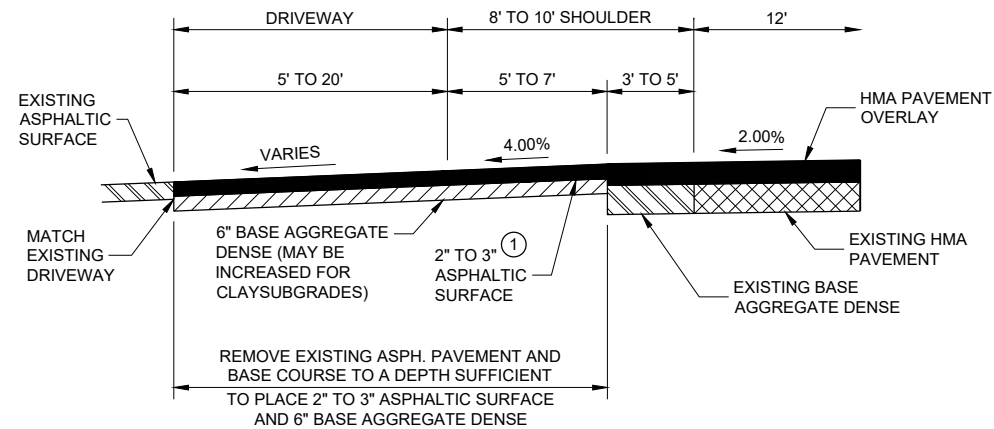


**PLAN VIEW
HALF SECTION**

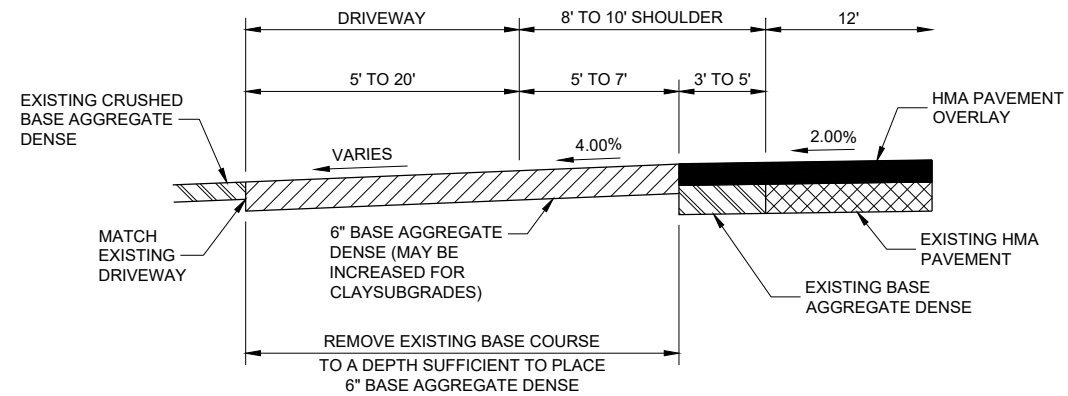
- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



**PLAN VIEW
HALF SECTION**



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



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

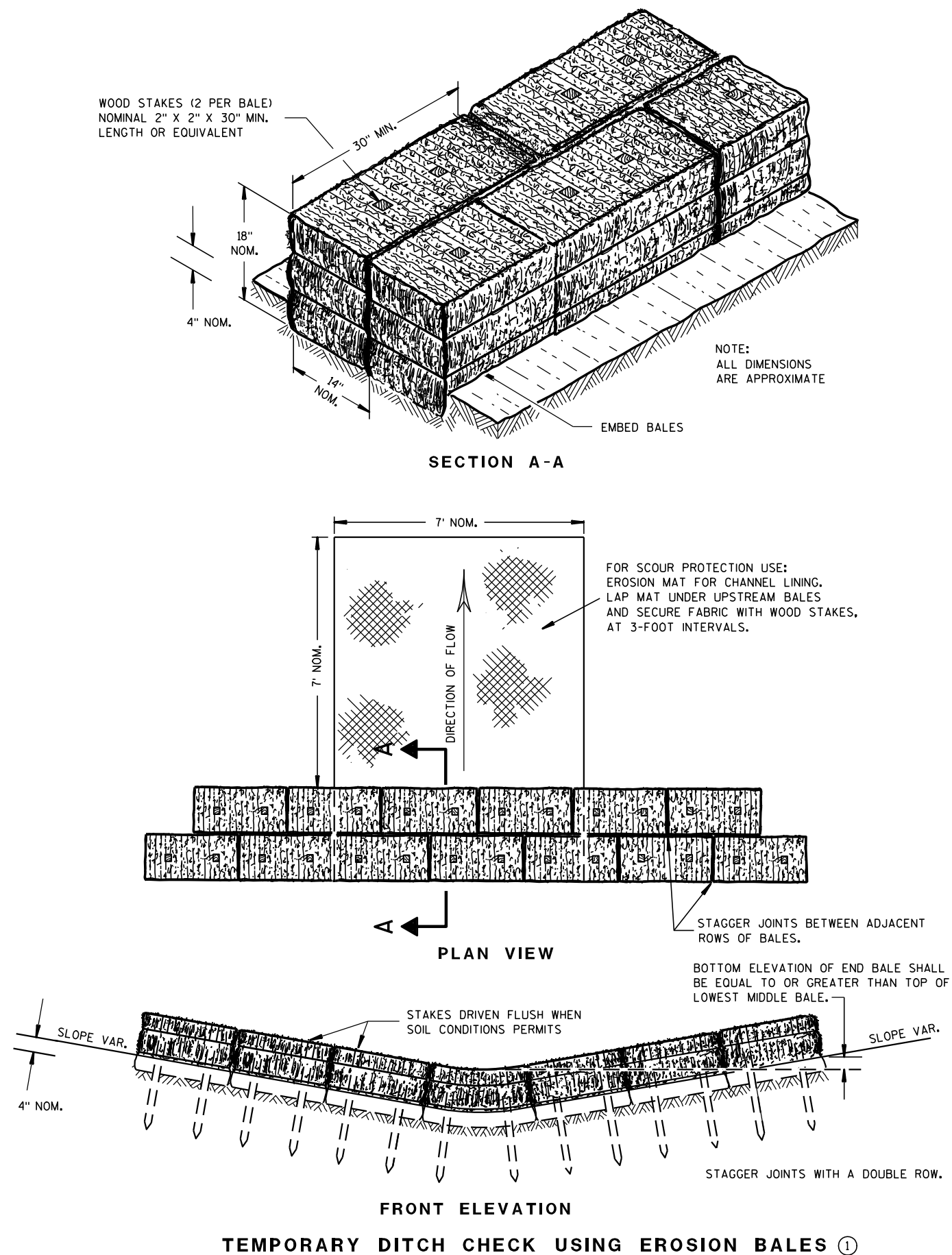
GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

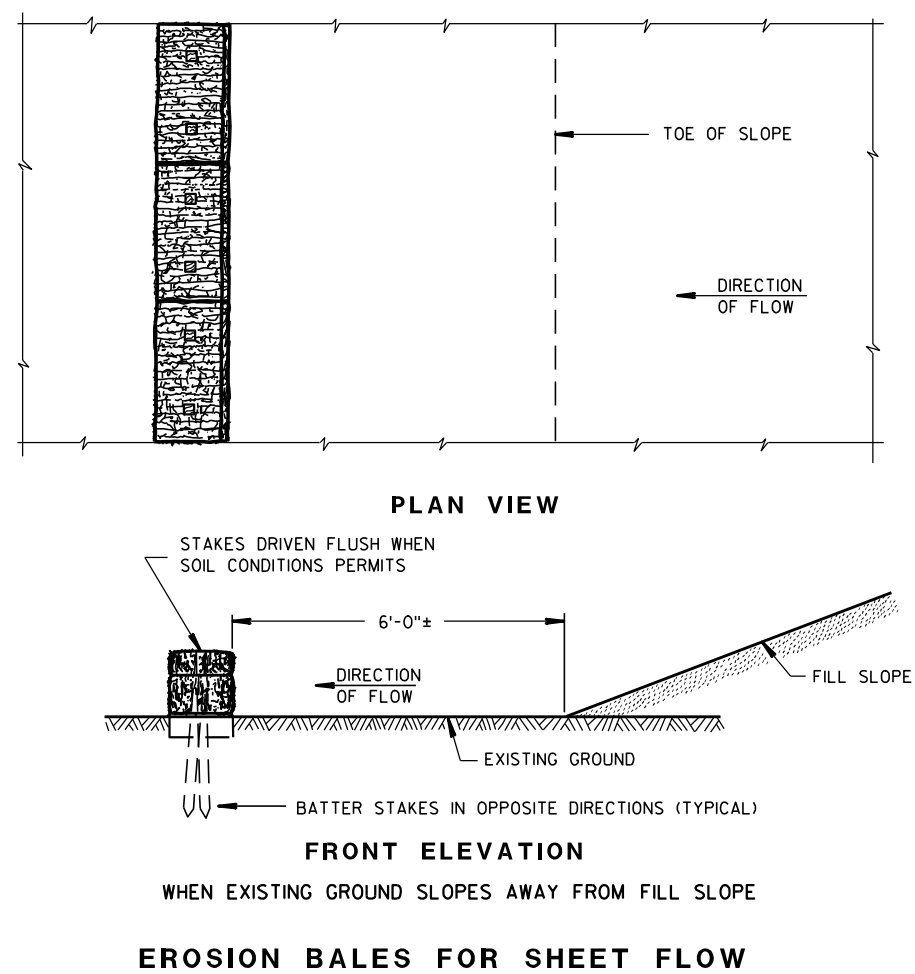
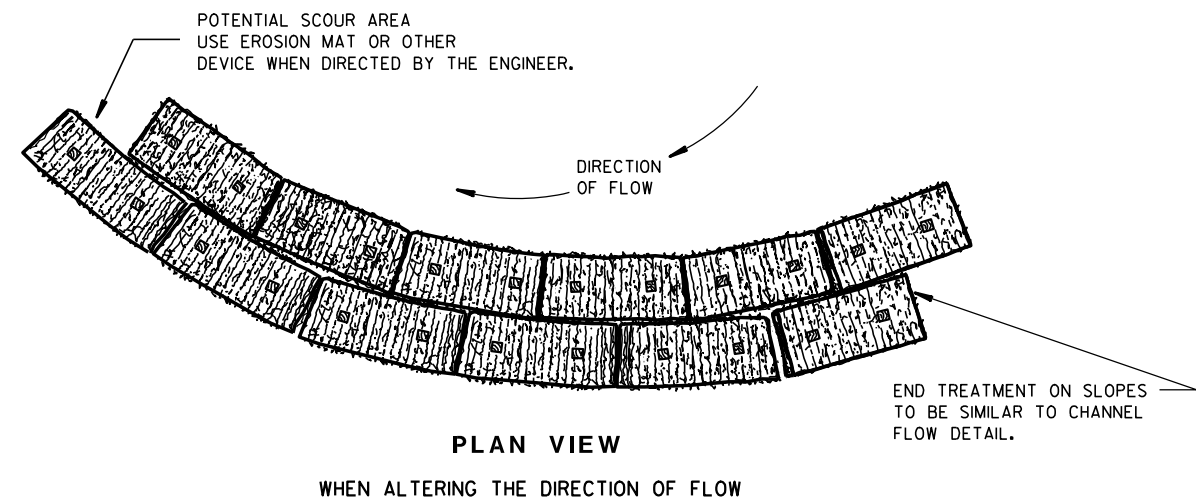
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December 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 74
FHWA



GENERAL NOTES

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

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

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

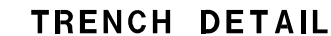
APPROVED

6/04/02
DATE/S/ Beth Connolly
CHIEF ROADWAY DEVELOPER 75 ENGINEER

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- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

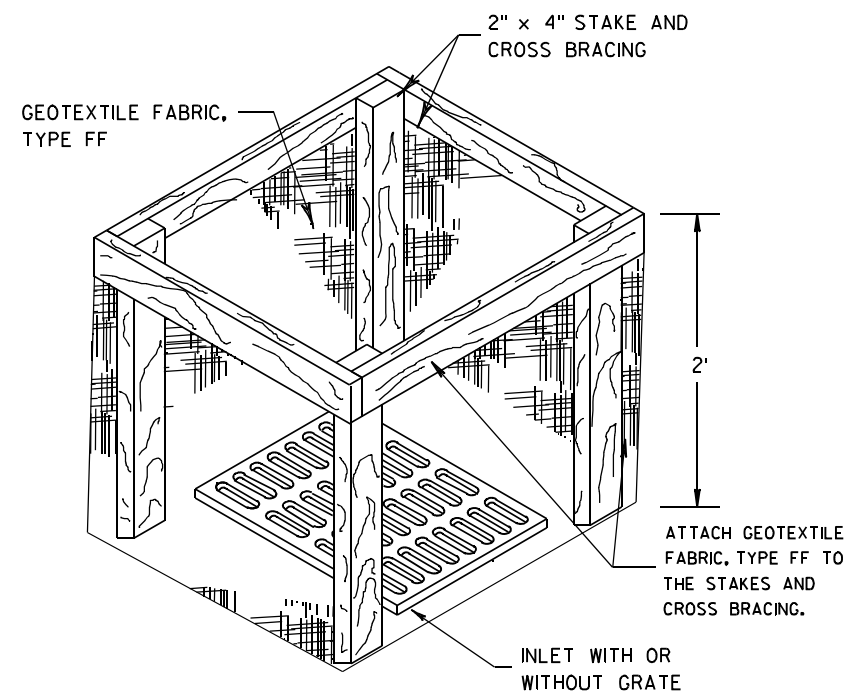
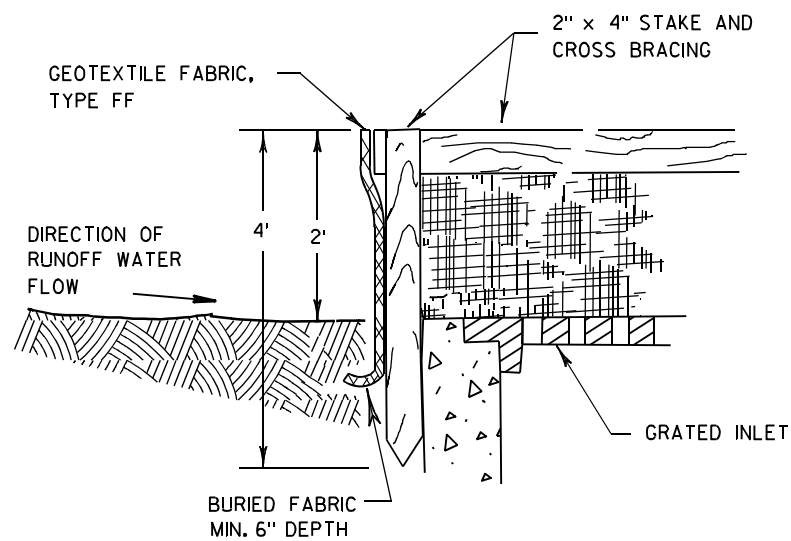


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE /S/ Beth Cannata
CHIEF ROADWAY DEVELOPMENT **76** INCHES

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INLET PROTECTION, TYPE A

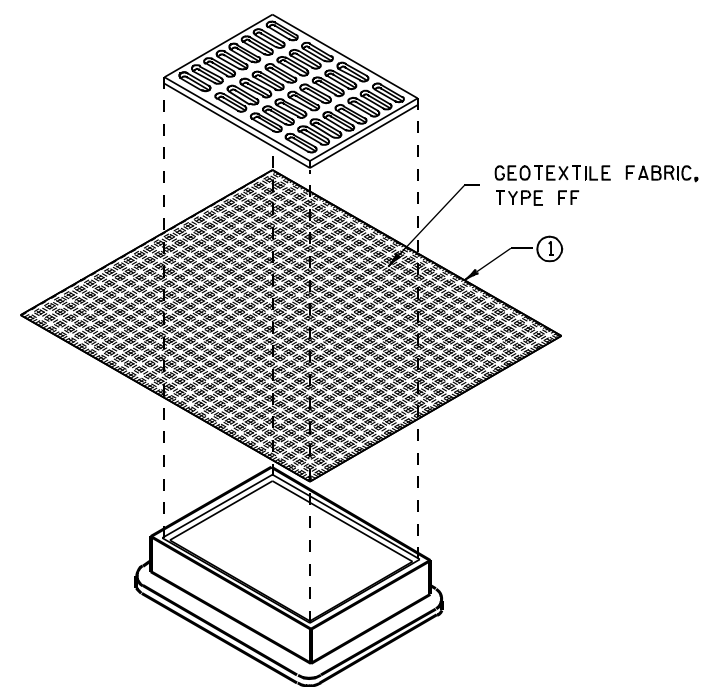
GENERAL NOTES

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

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

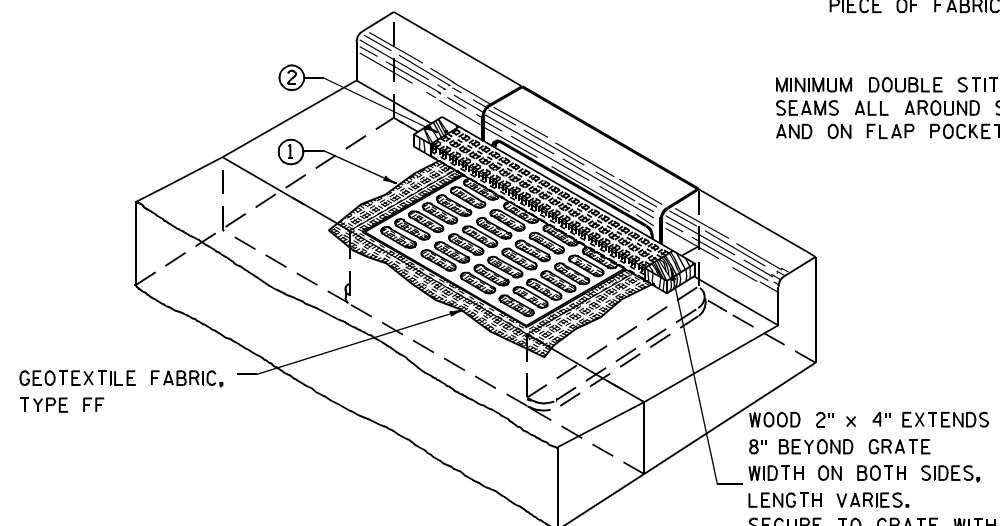
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

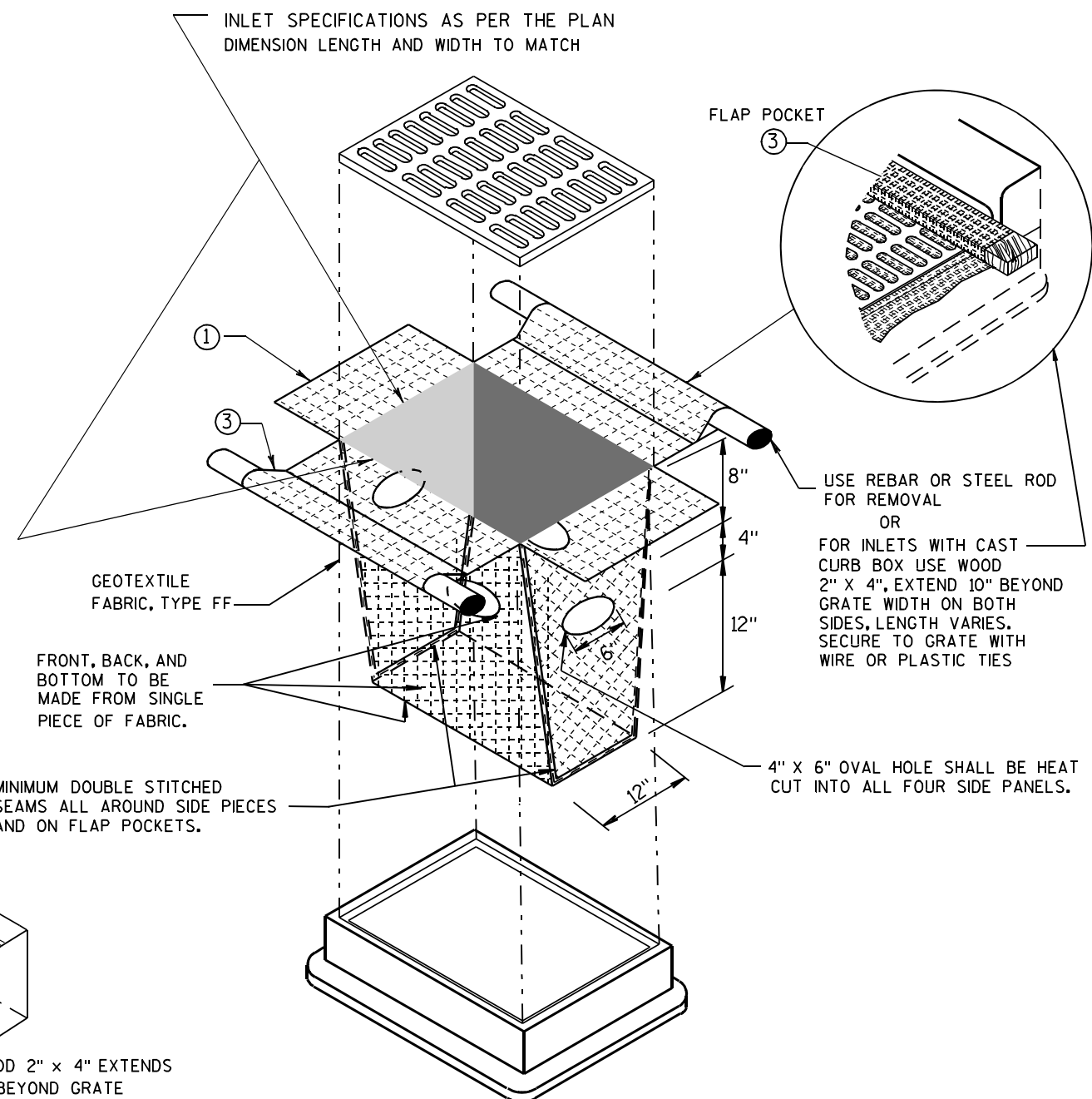
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



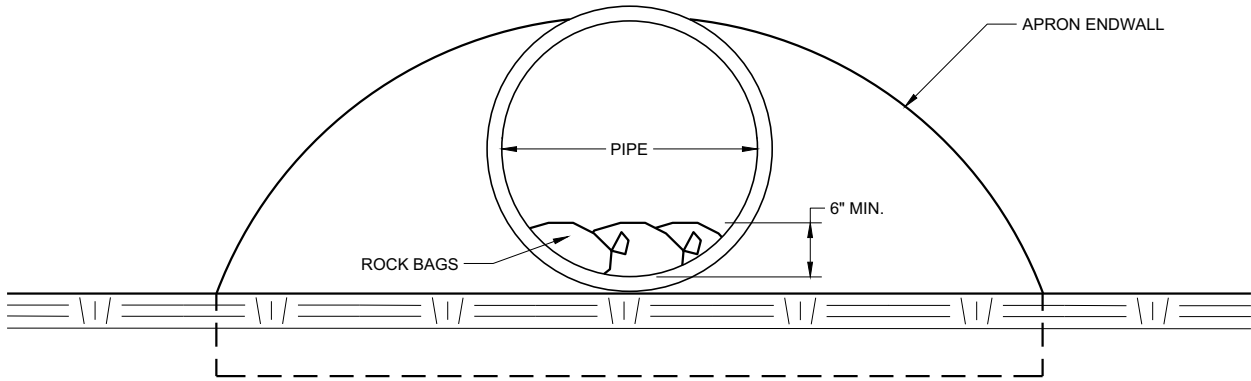
INLET PROTECTION, TYPE D

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

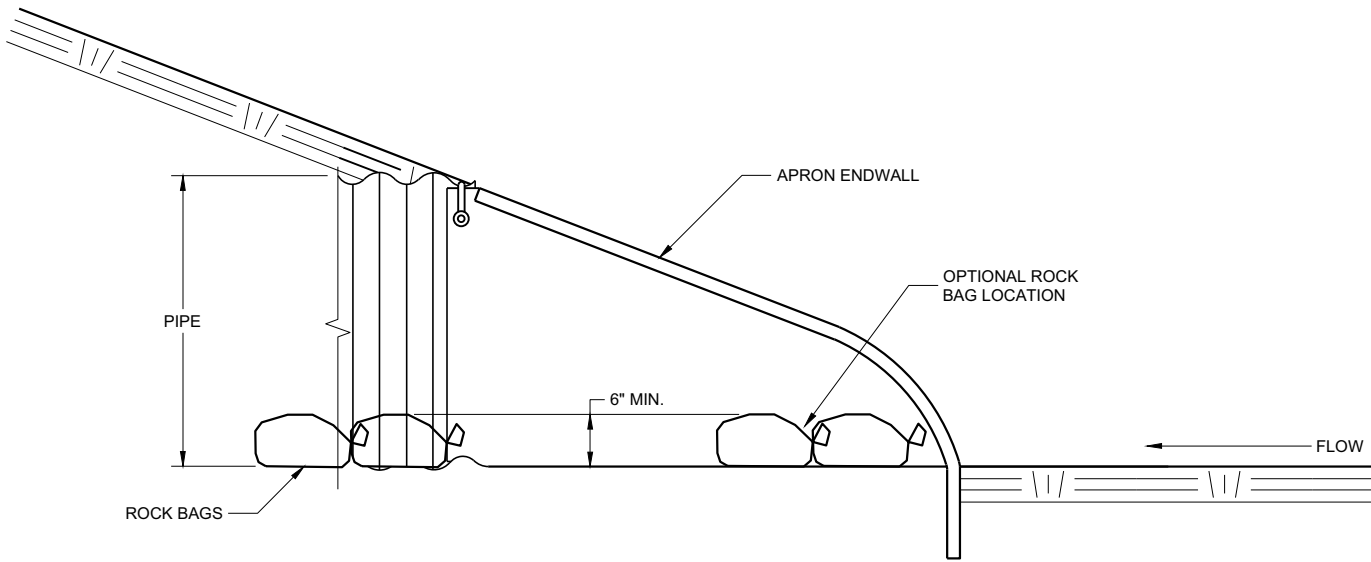
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 77
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



END VIEW



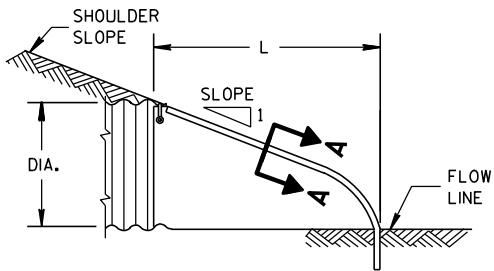
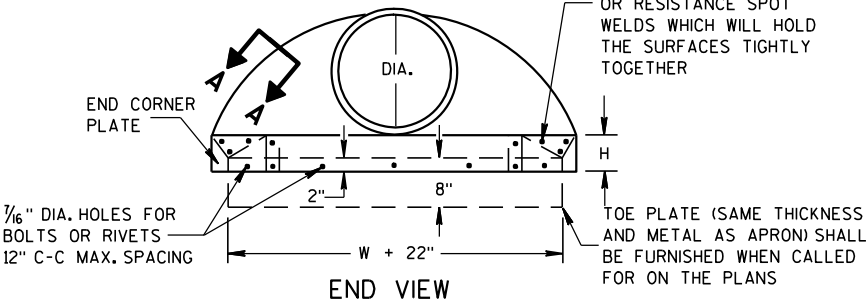
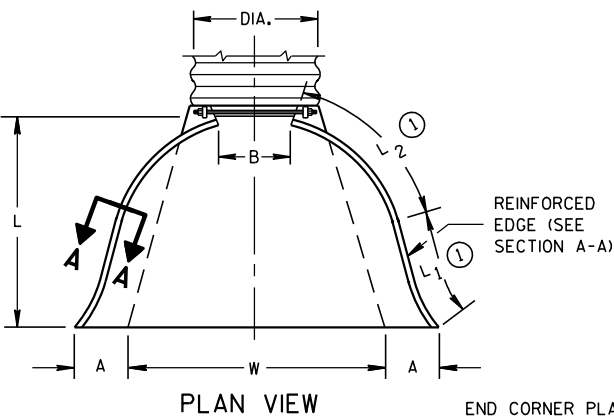
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI 78
FHWA	

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

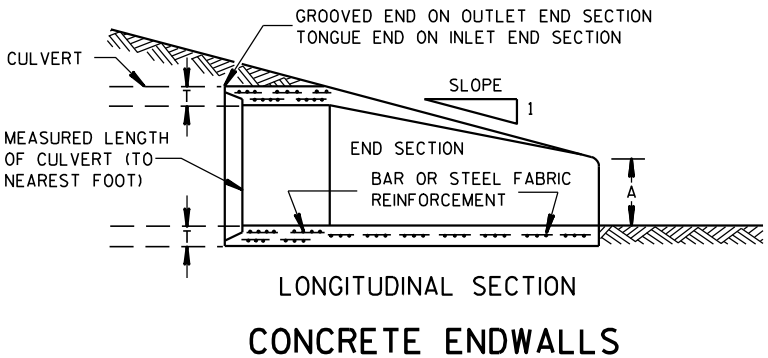
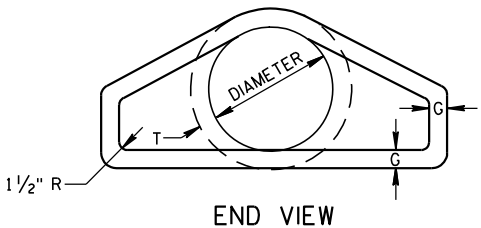
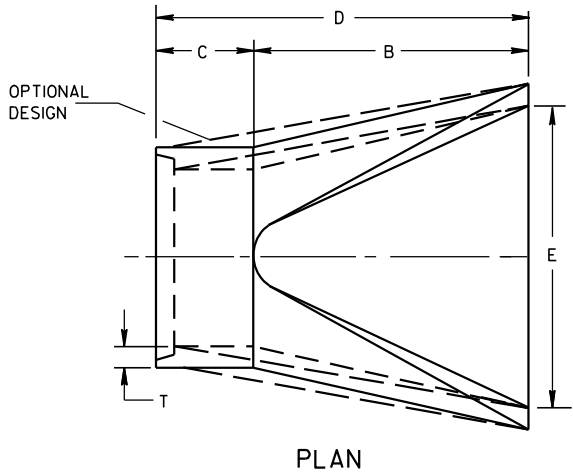
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



METAL ENDWALLS

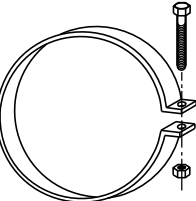
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9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

* MINIMUM
** MAXIMUM

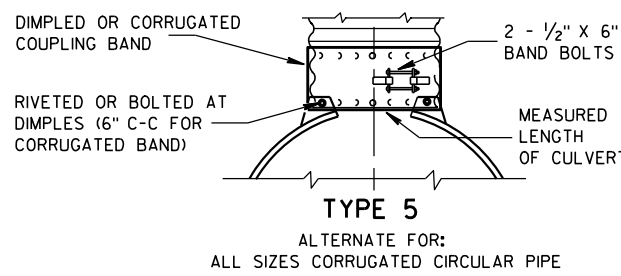
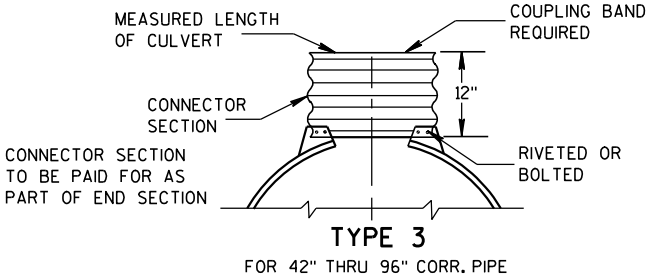
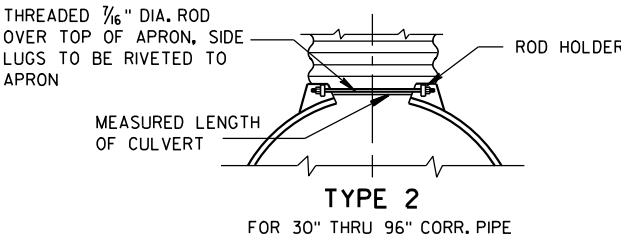
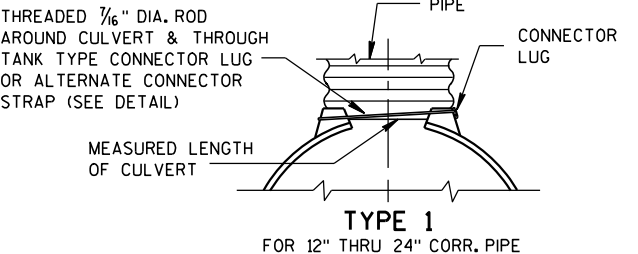


CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



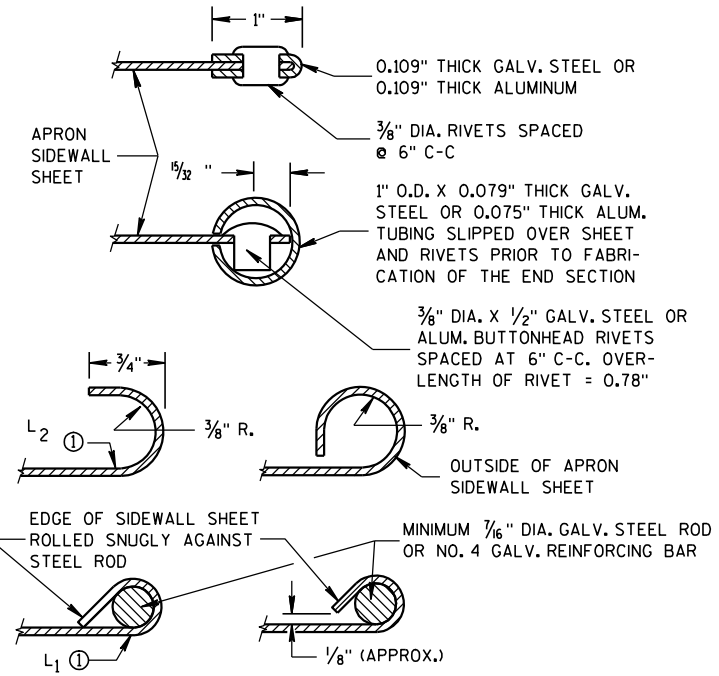
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

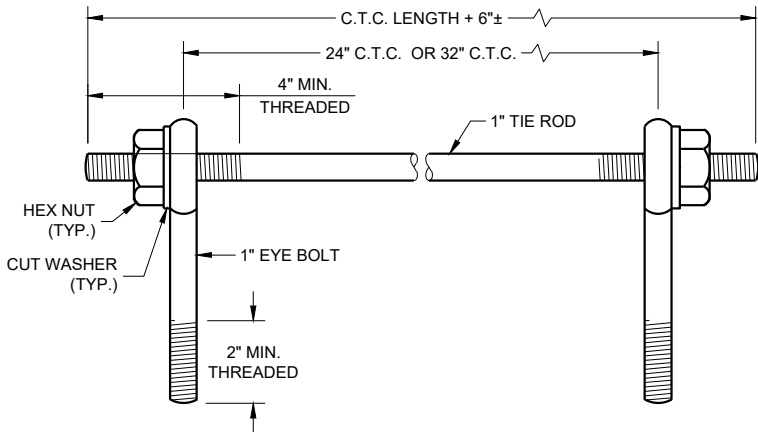
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

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

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

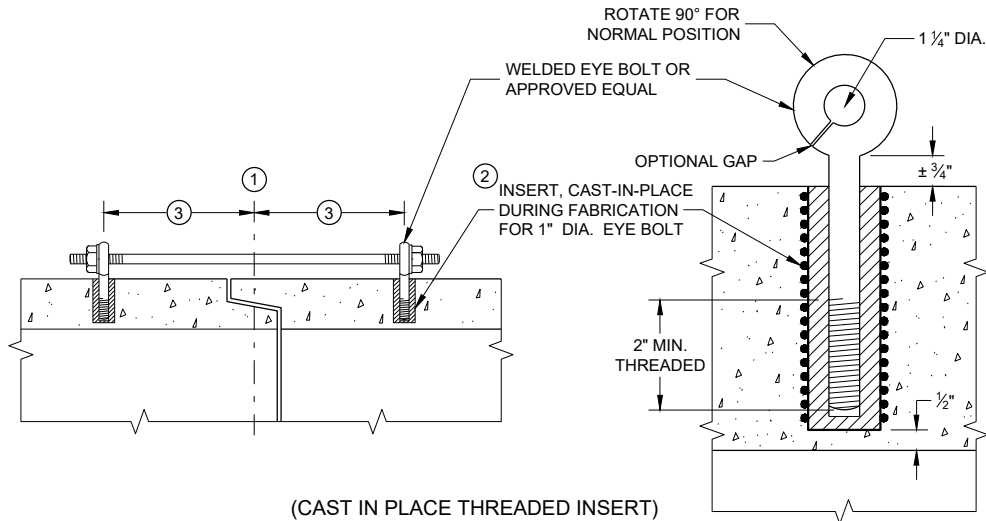
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinehart CHIEF ROADWAY DEVELOP	79	NEER
FHWA			



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

GENERAL NOTES

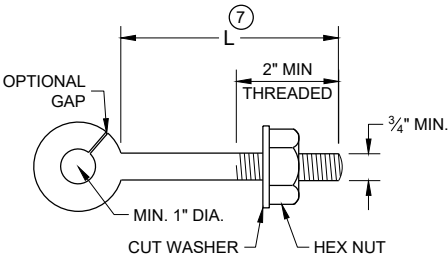
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

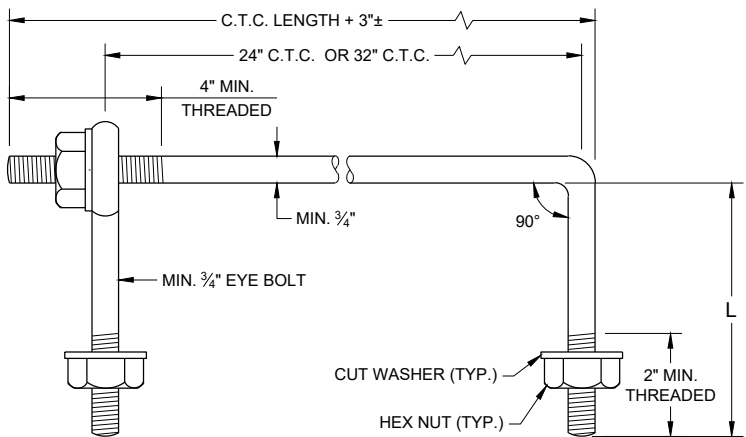
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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

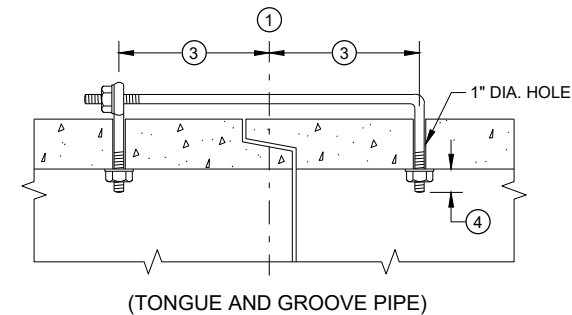


EYE BOLT 7

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



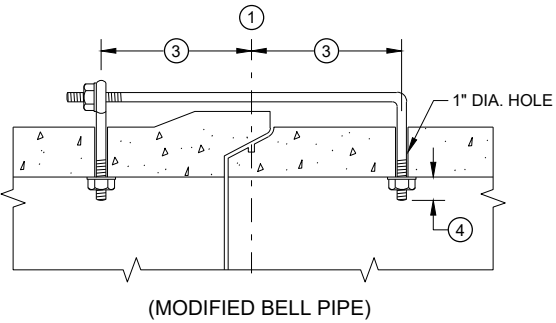
EYE BOLT AND TIE ROD



LONGITUDINAL SECTION

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

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

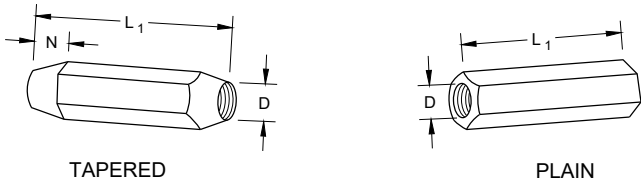


(MODIFIED BELL PIPE)

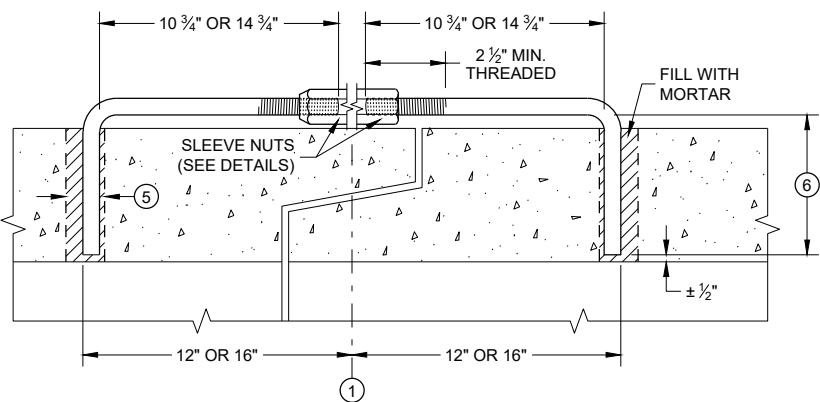
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES

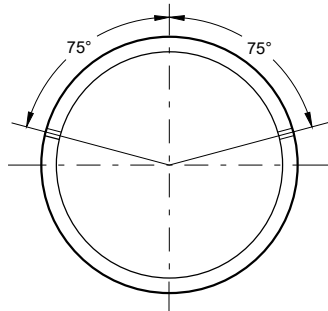


RIGHT AND LEFT THREADS
SLEEVE NUTS



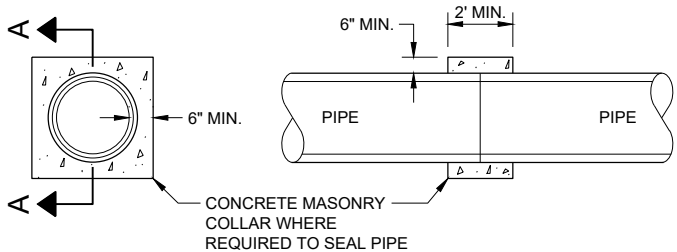
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



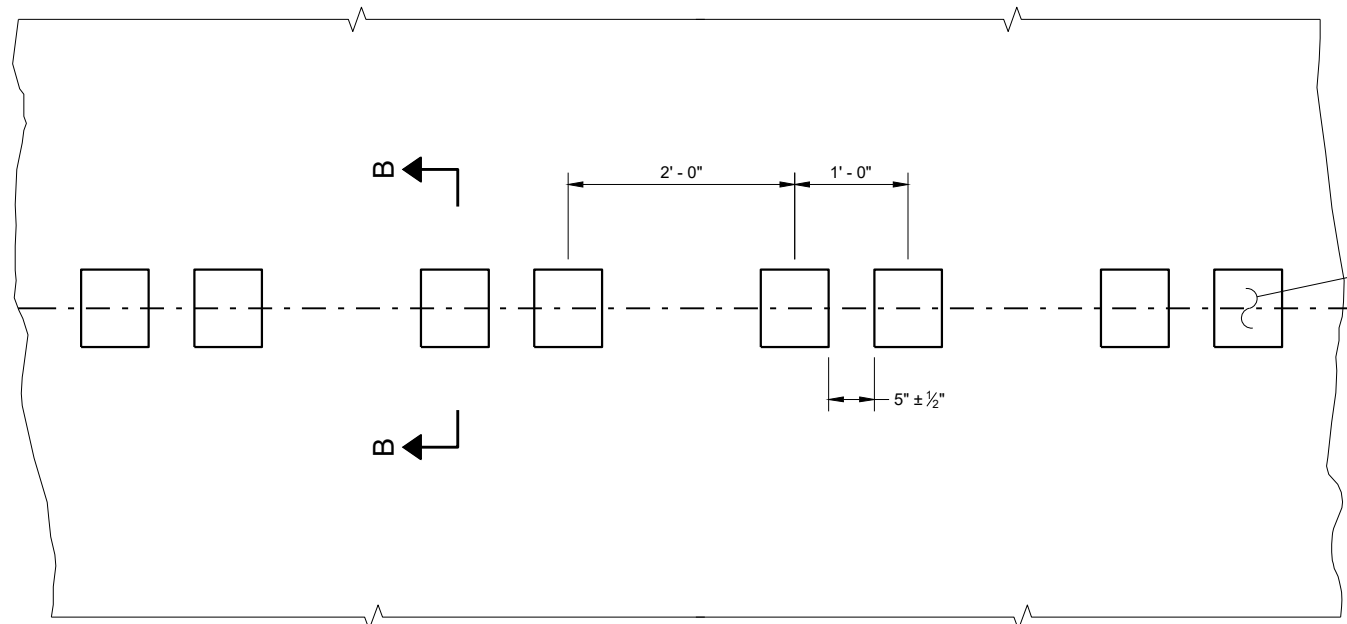
SECTION A - A

CONCRETE COLLAR DETAIL

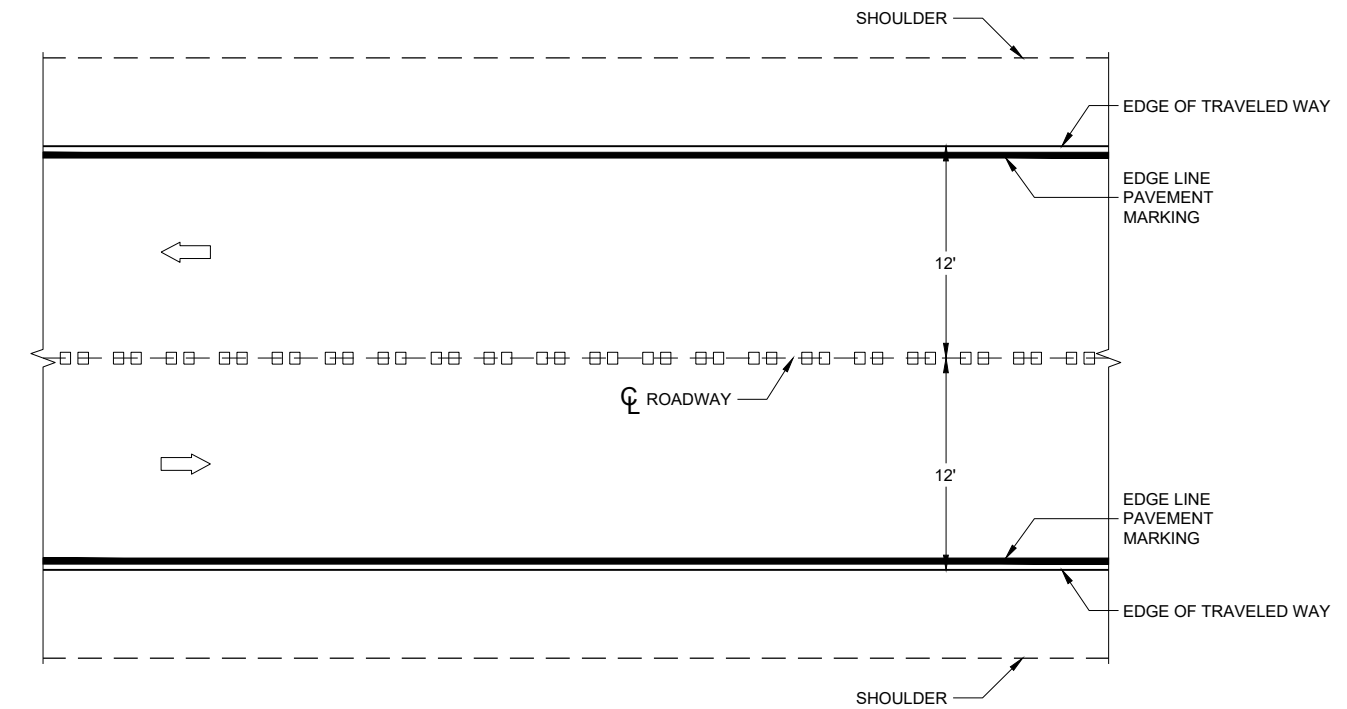
JOINT TIES FOR CONCRETE
PIPE AND CONCRETE
COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 80
FHWA

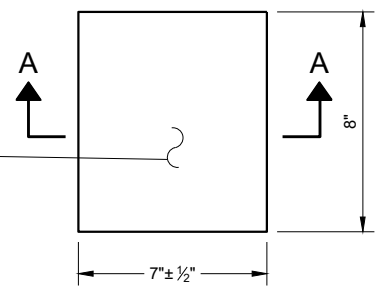


PLAN DETAIL VIEW

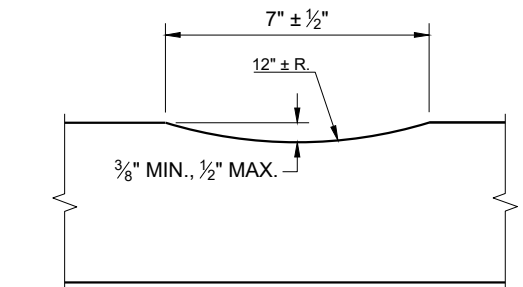


PLAN VIEW

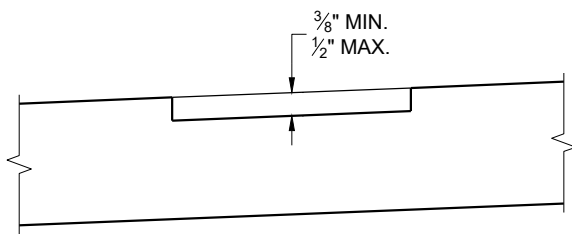
CENTERLINE RUMBLE STRIPS - ASPHALT



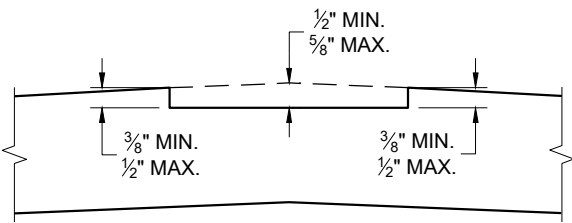
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

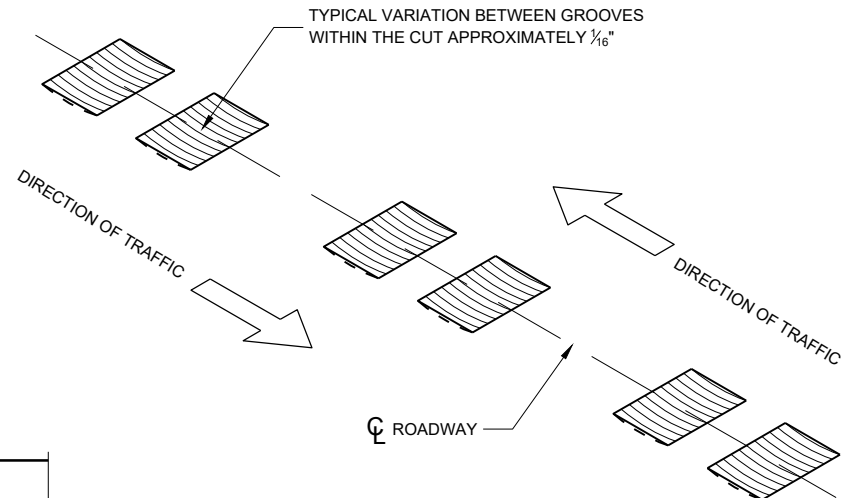


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

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

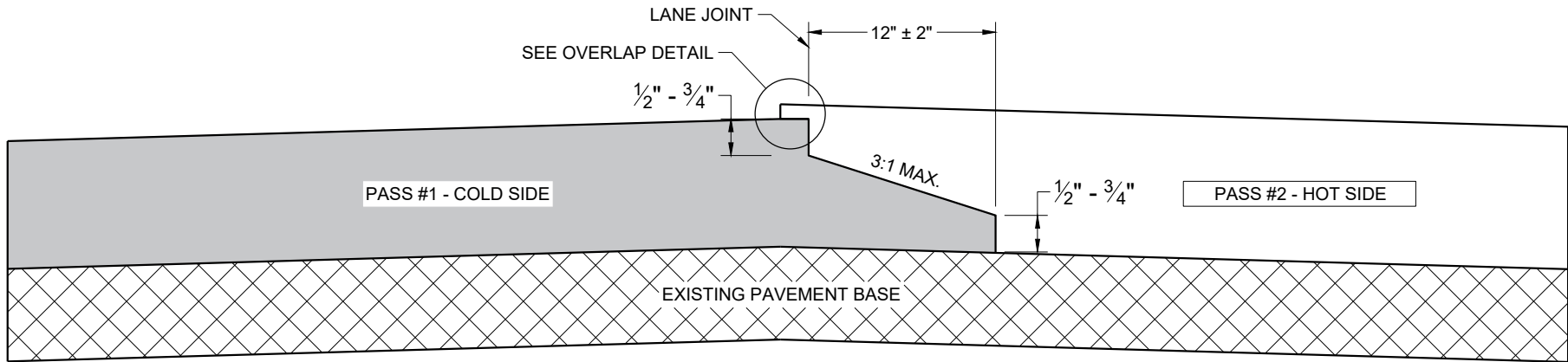
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



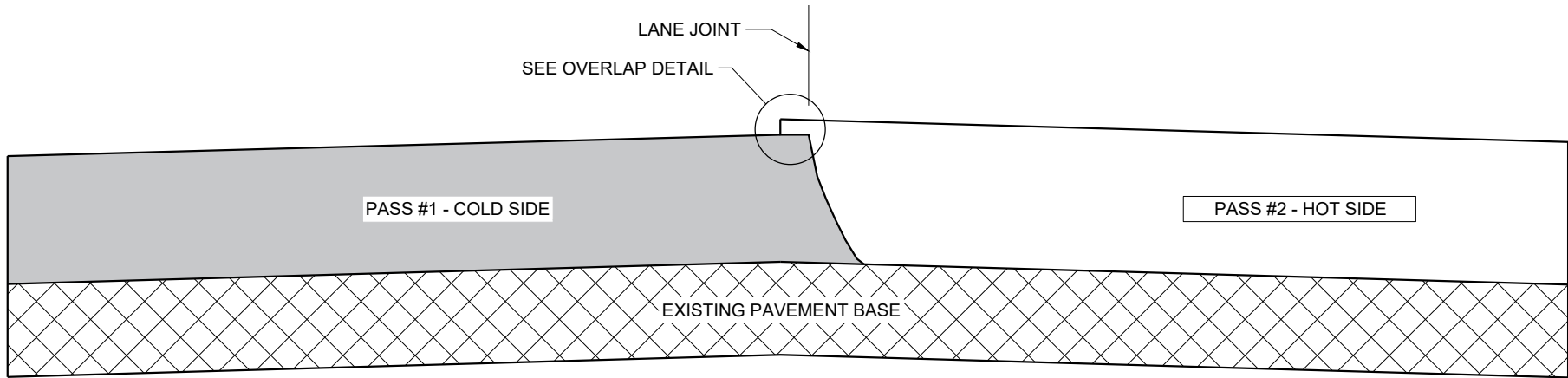
ISOMETRIC

CENTERLINE RUMBLE STRIPS - ASPHALT

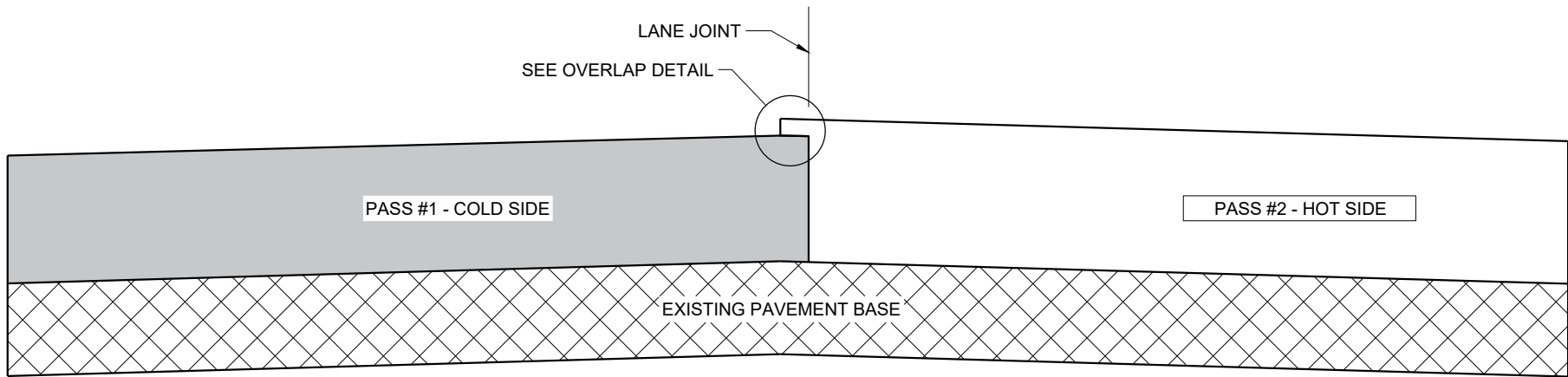
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

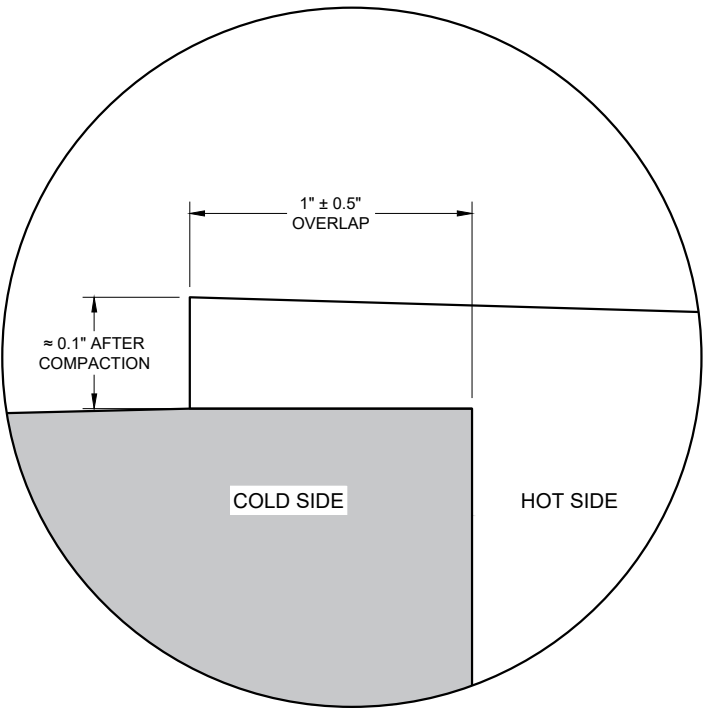
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.



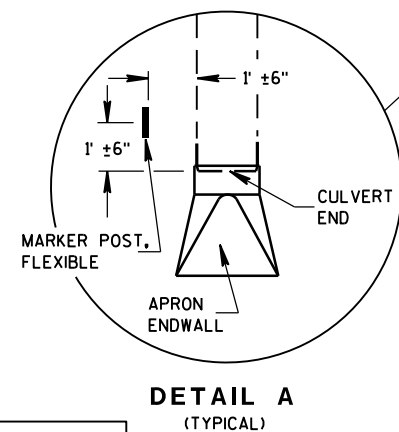
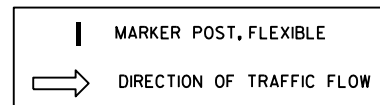
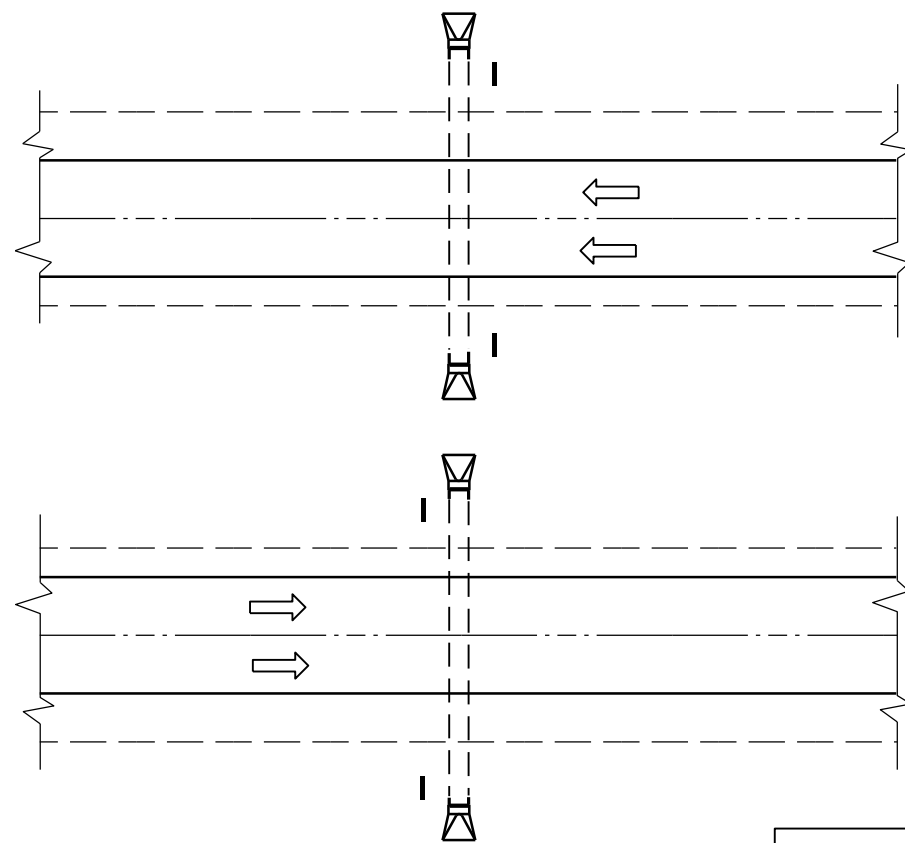
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

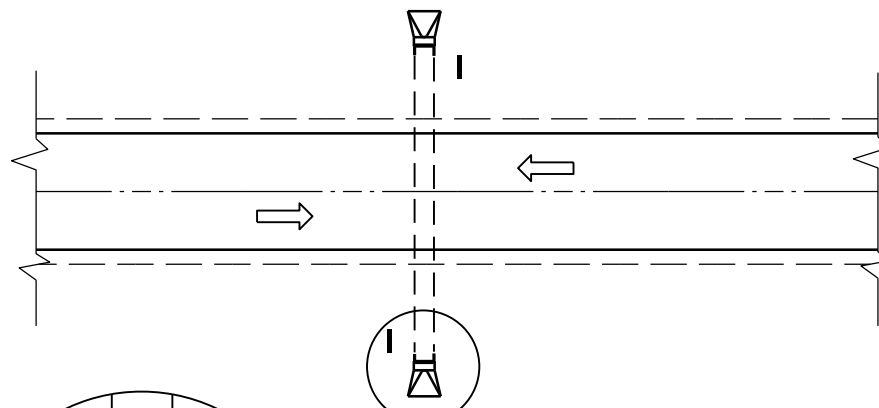
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 83
FHWA

PLAN VIEW
DIVIDED HIGHWAY

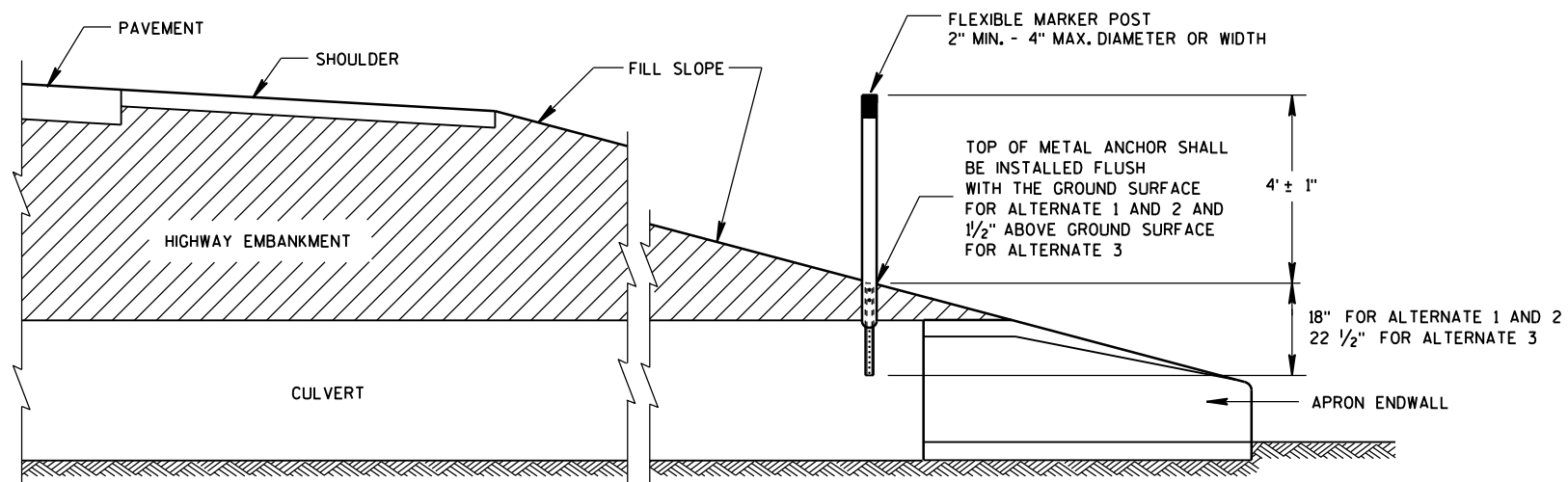


DETAIL A
(TYPICAL)

PLAN VIEW
UNDIVIDED HIGHWAY



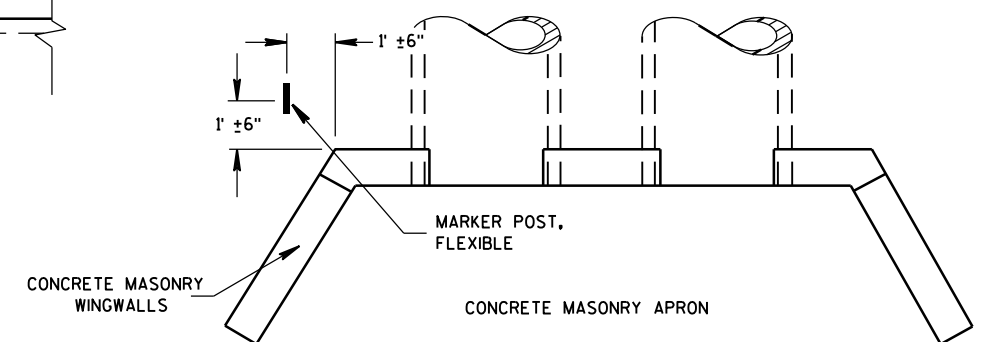
FLEXIBLE MARKER POST LOCATION



CROSS SECTION
FLEXIBLE MARKER POST

GENERAL NOTES

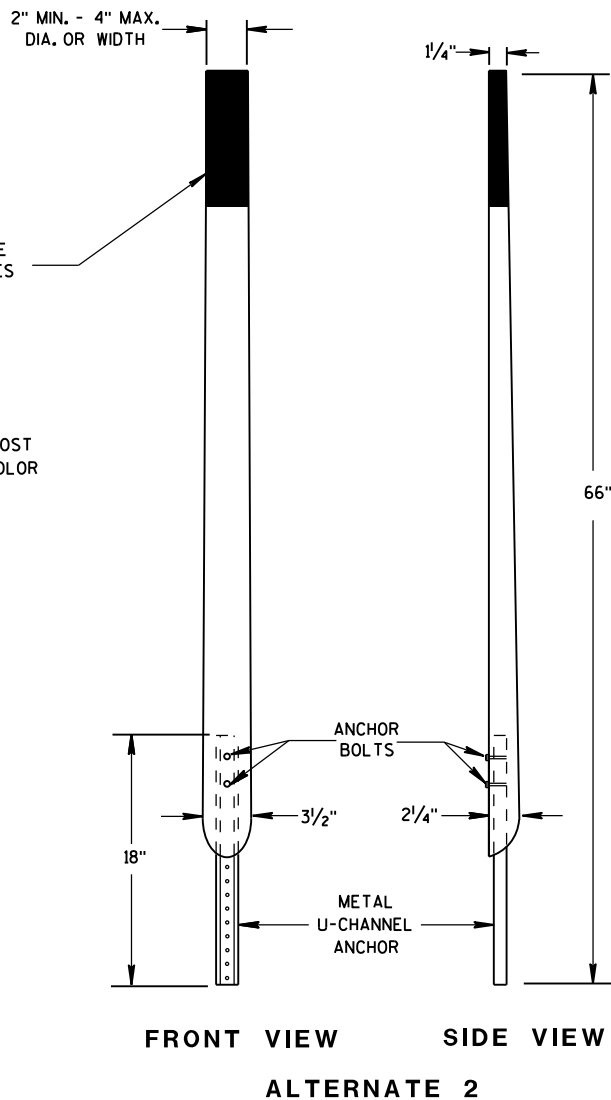
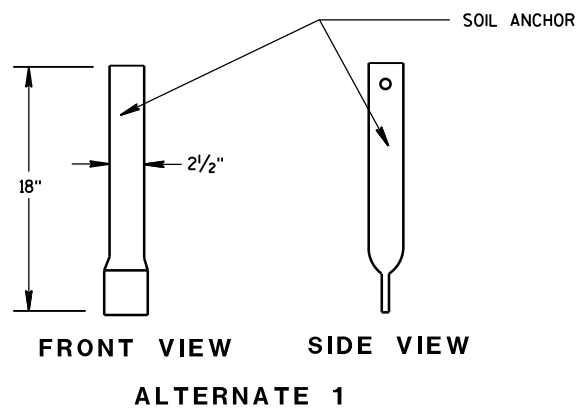
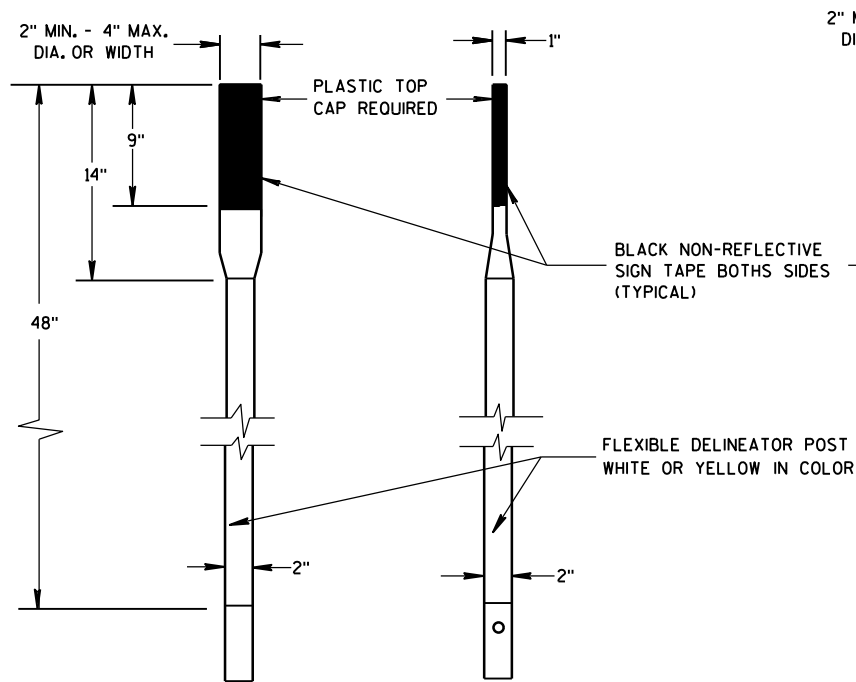
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



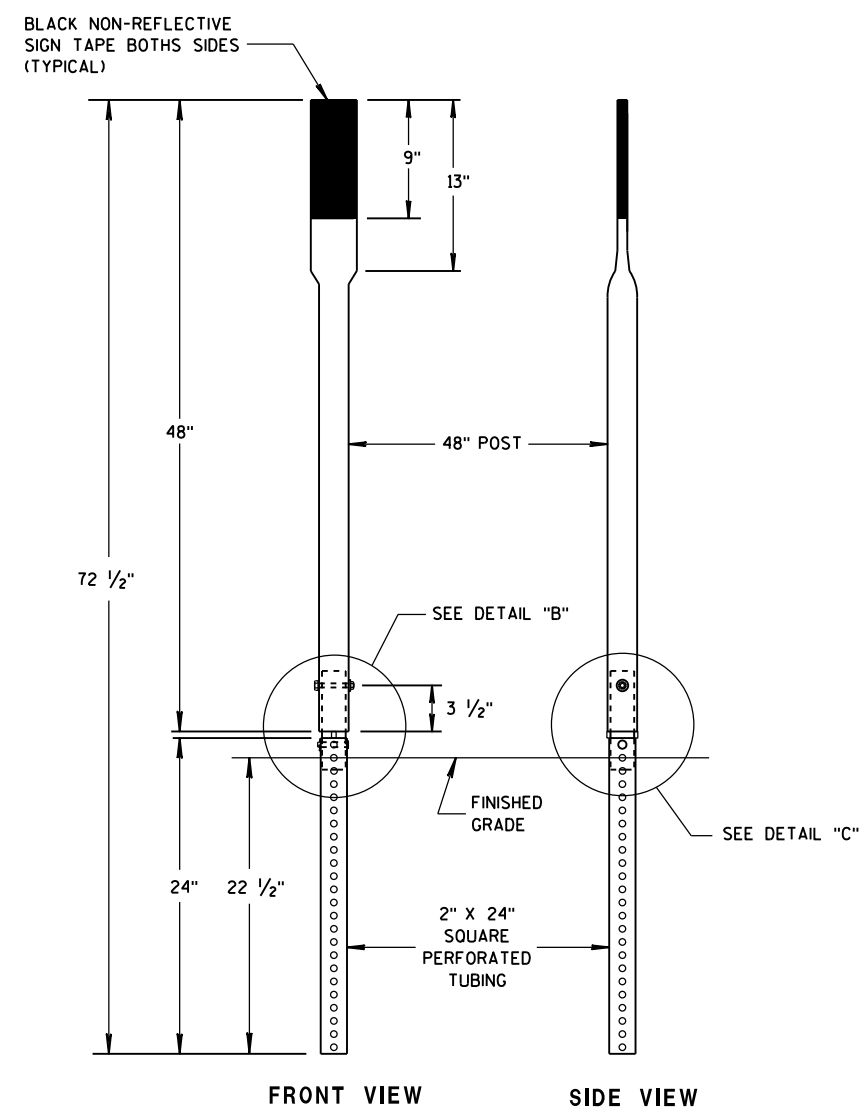
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST
FOR CULVERT END

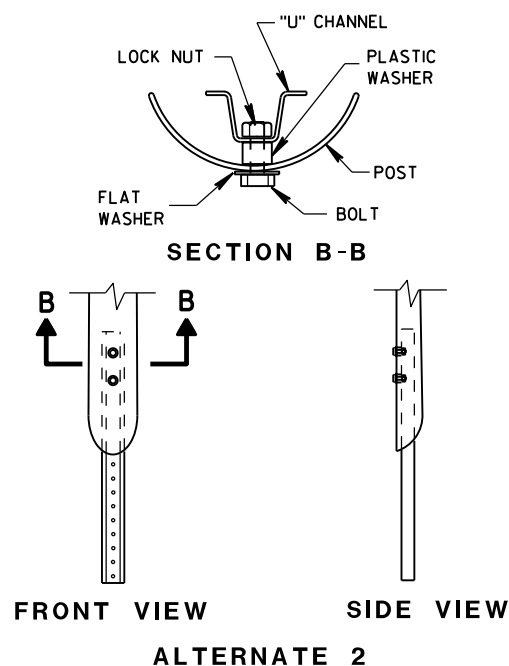
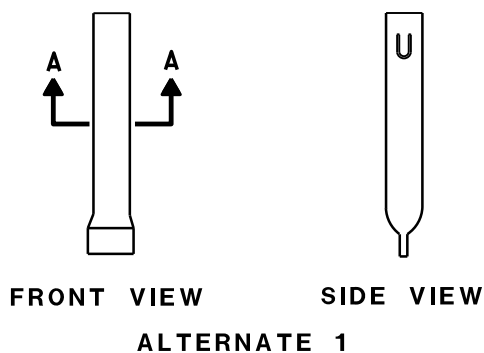
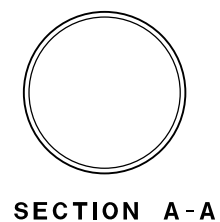
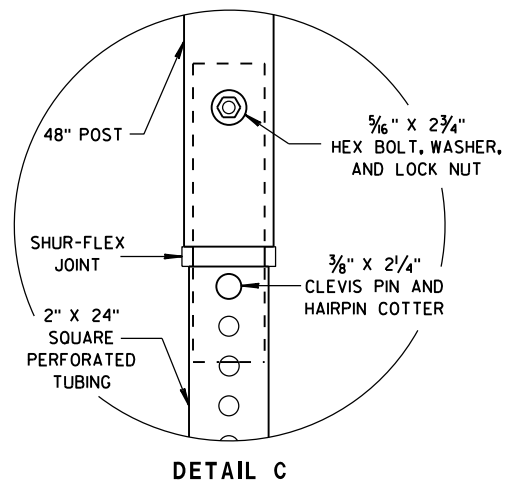
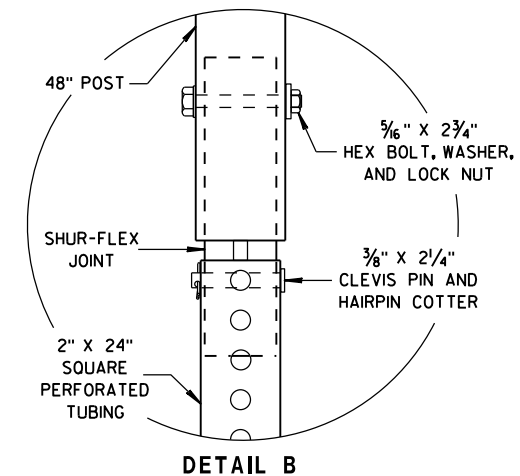
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



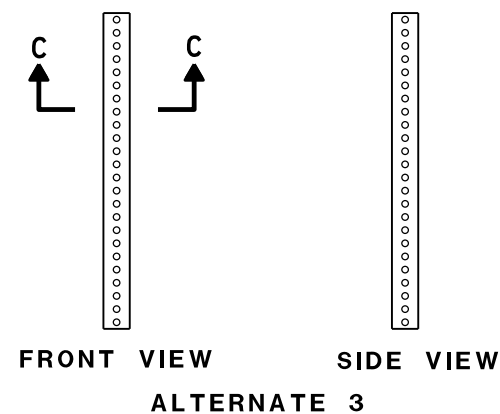
FLEXIBLE MARKER POSTS



SECTION C-C



FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT ENDSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/2012
DATE

FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER 85

IGN



SEE SDD 15C2 - SHEET "a" FOR LEGEND

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

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

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

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

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

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

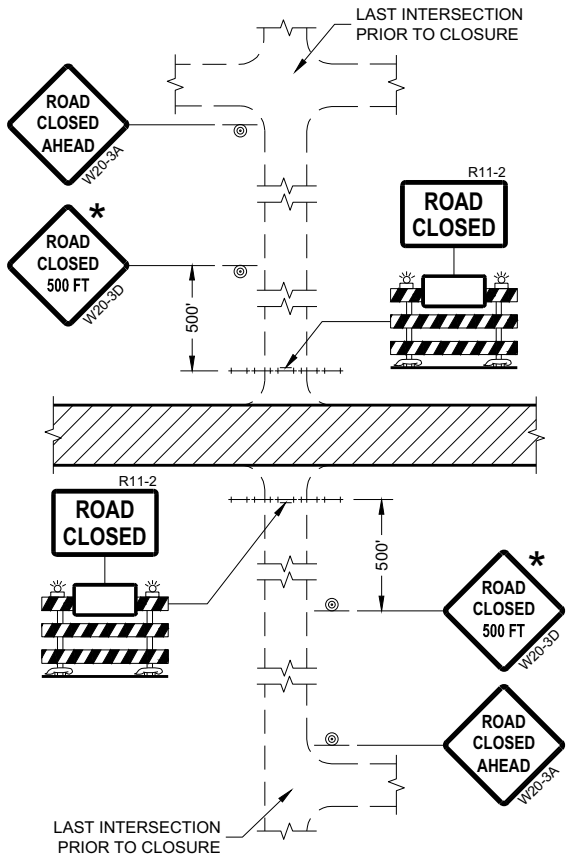
THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

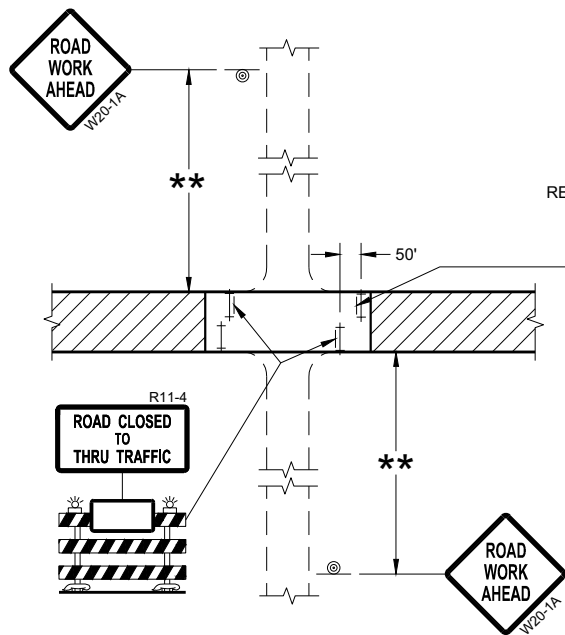
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

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

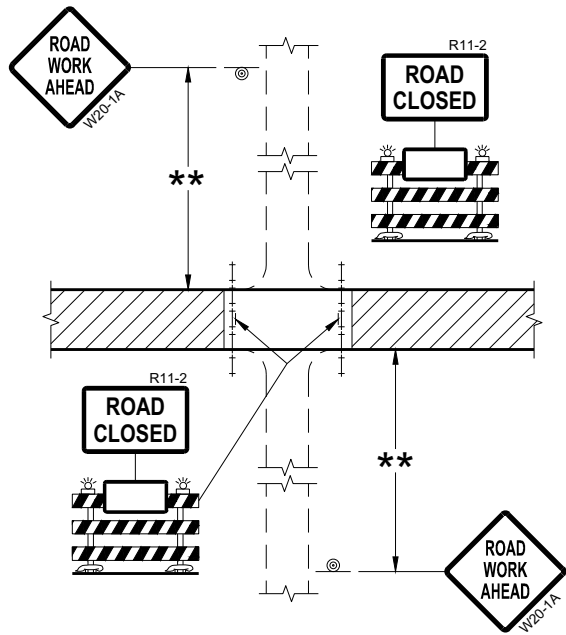
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS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



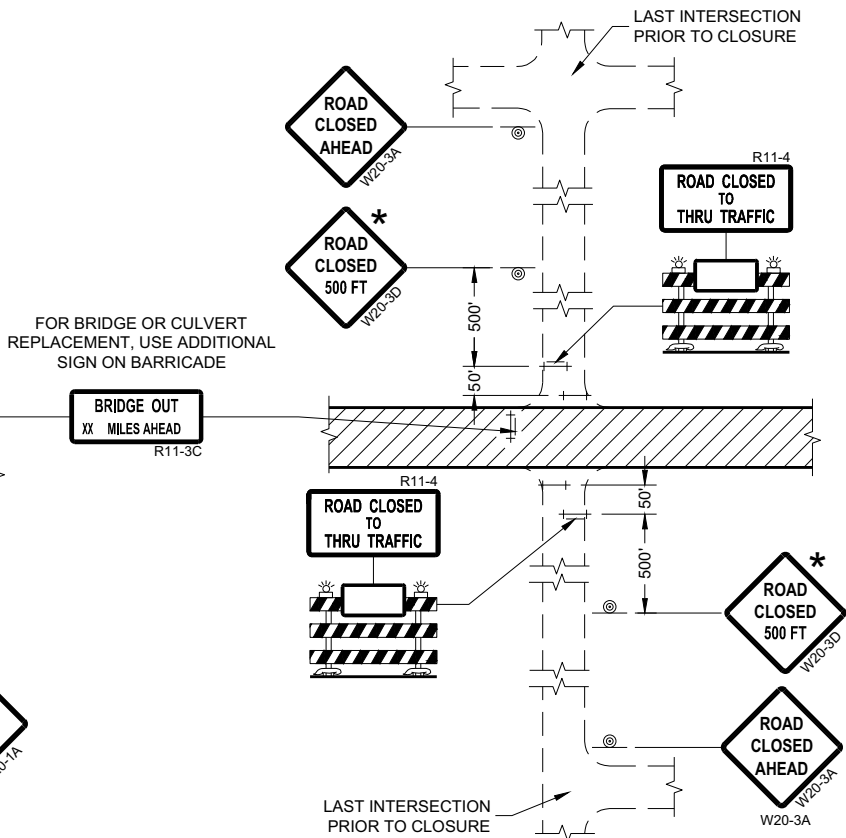
DETAIL 1
(NO ACCESS TO PROJECT)



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 87

FHWA

GENERAL NOTES

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

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

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

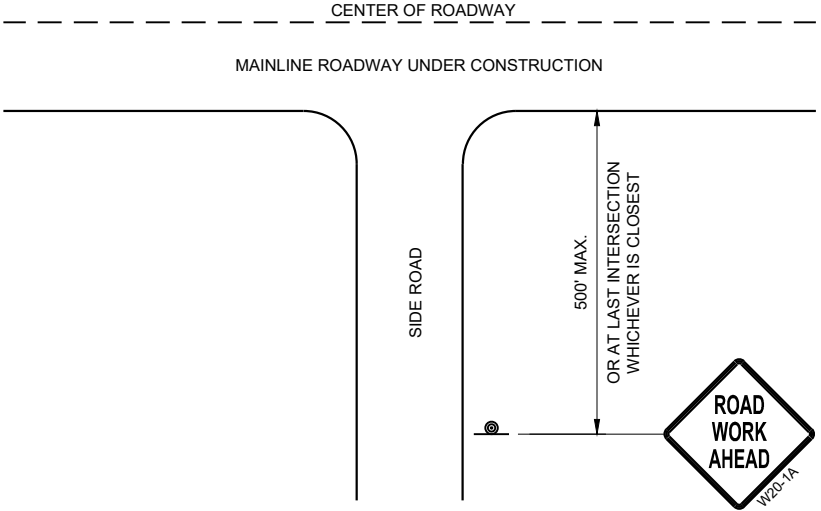
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

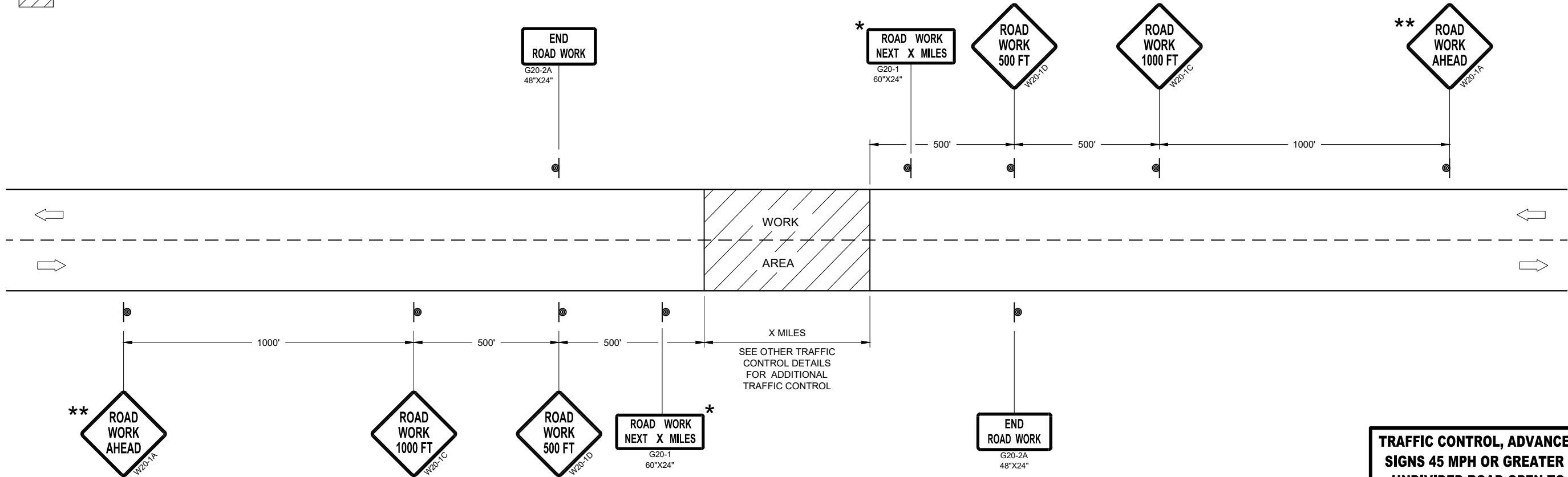
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



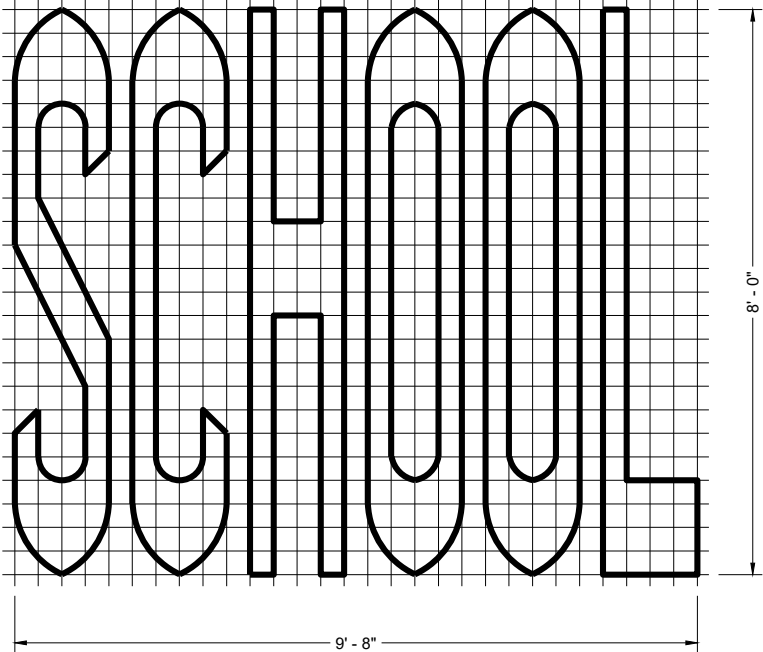
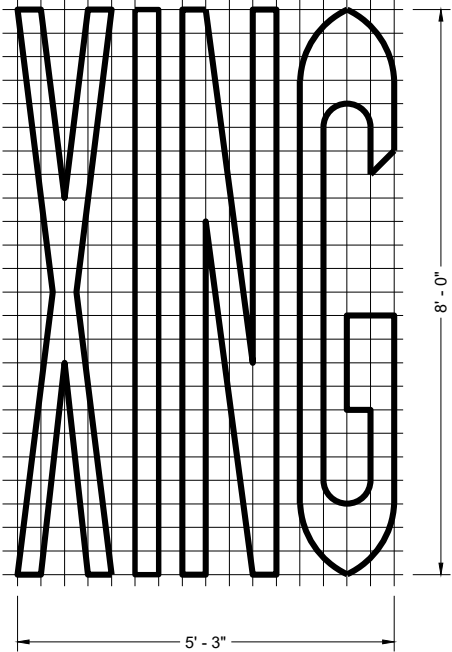
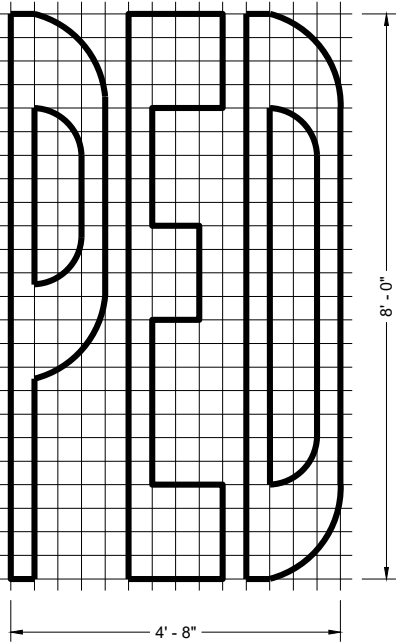
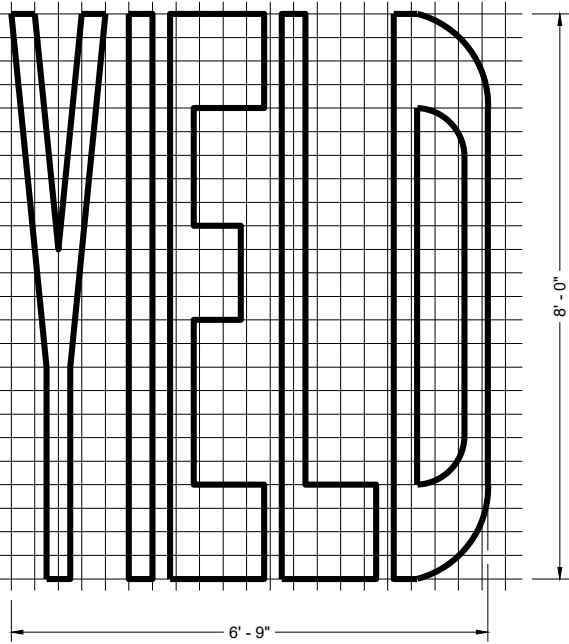
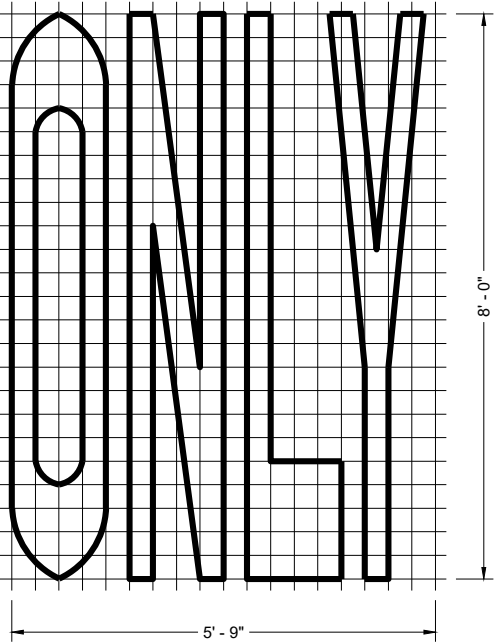
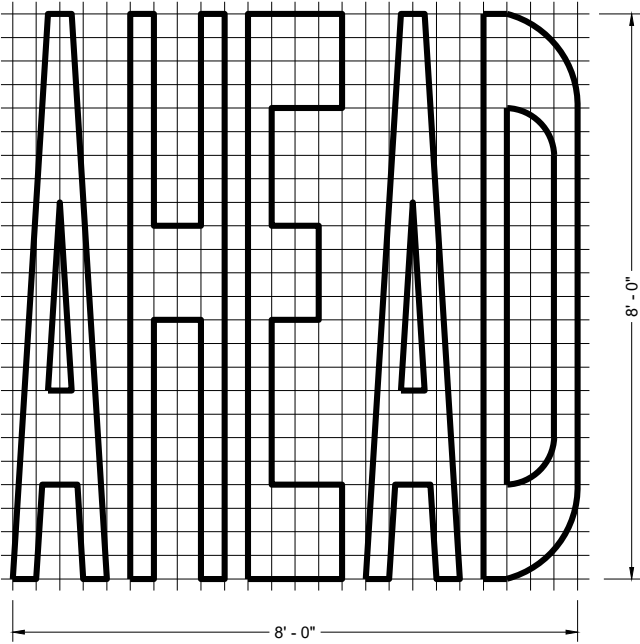
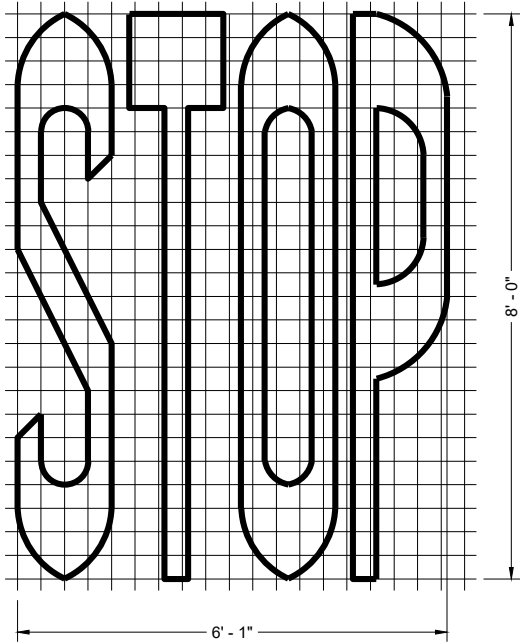
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

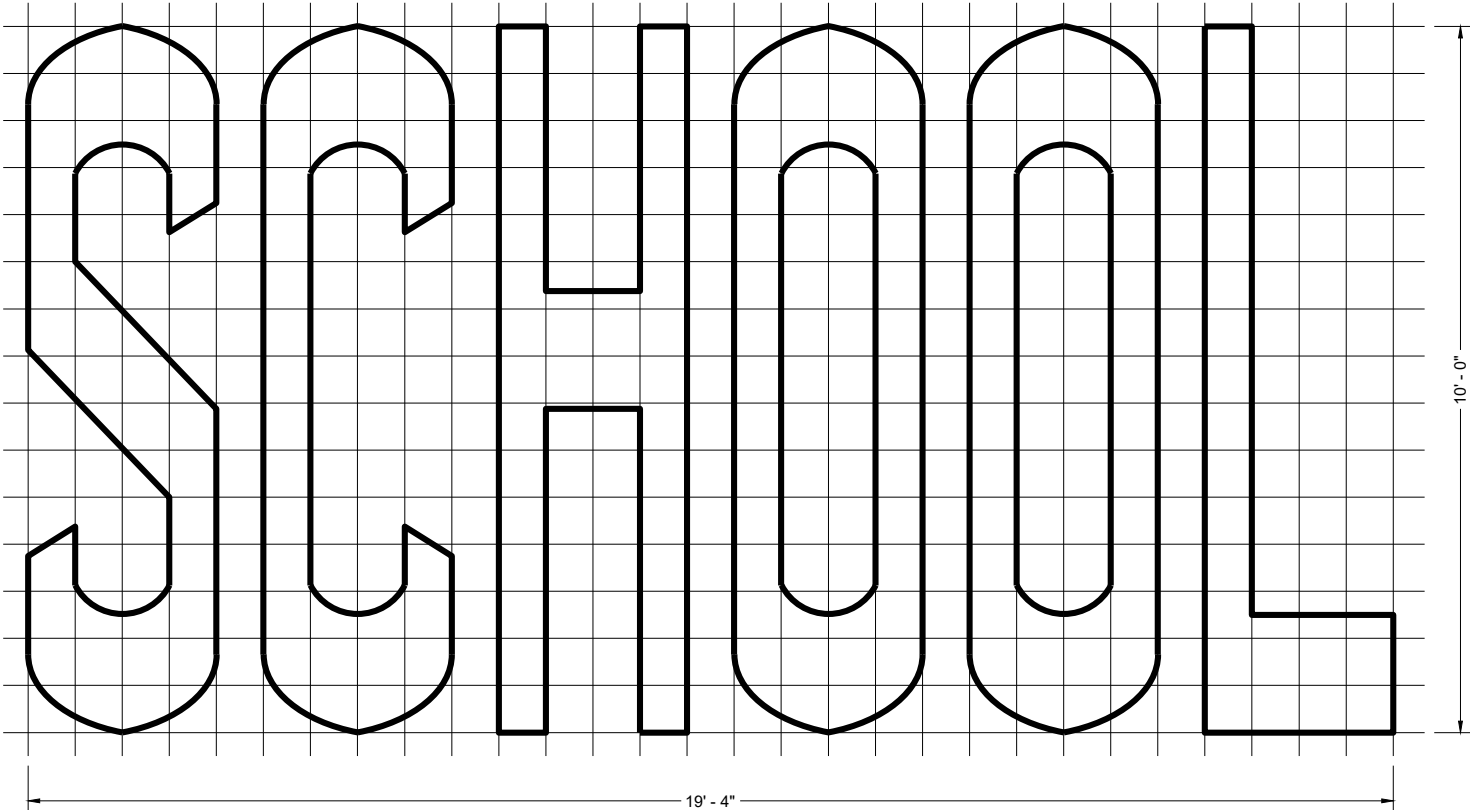
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



SINGLE LANE

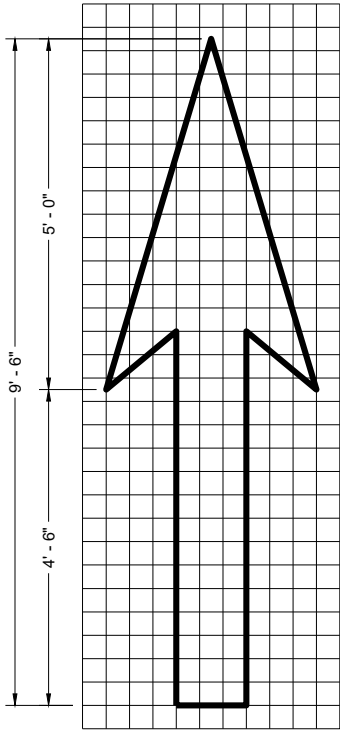


TWO - LANE

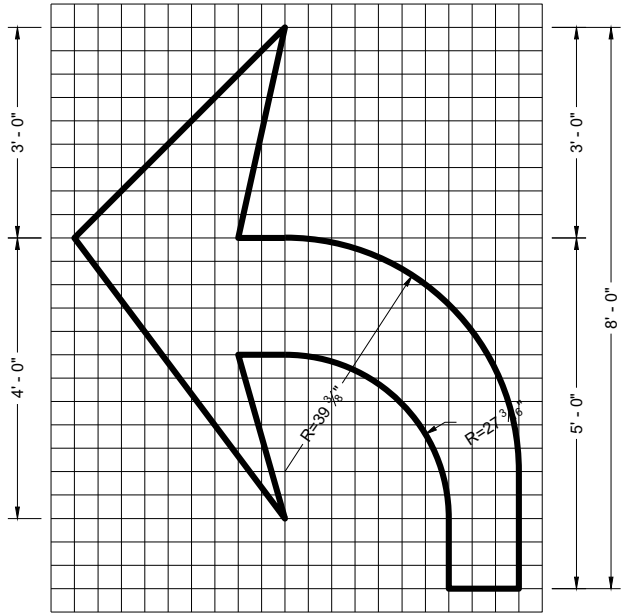
GENERAL NOTES

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

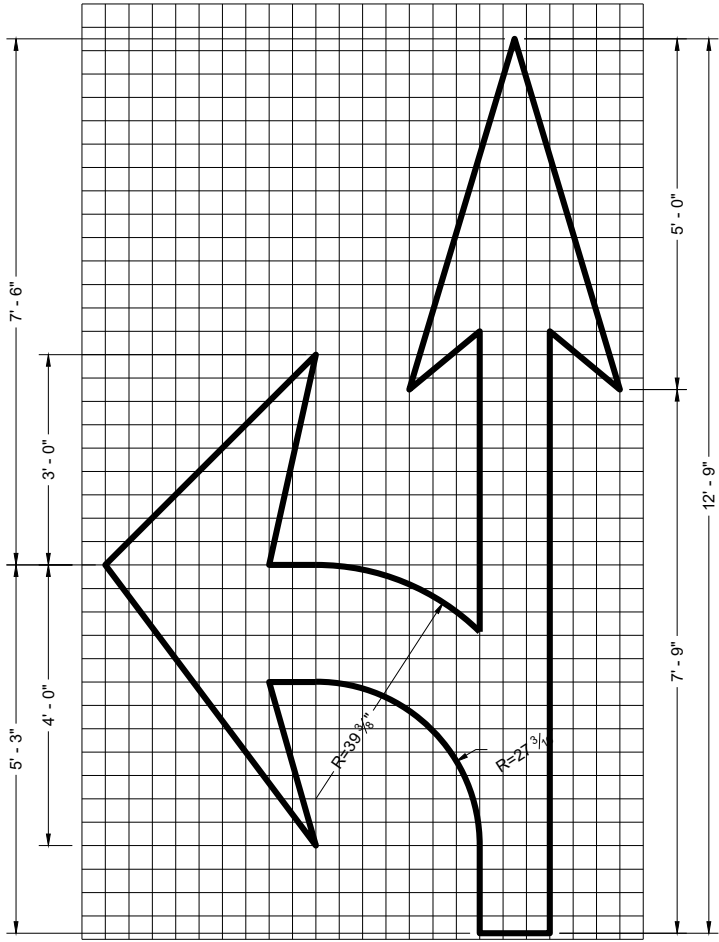
PAVEMENT MARKING WORDS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	89



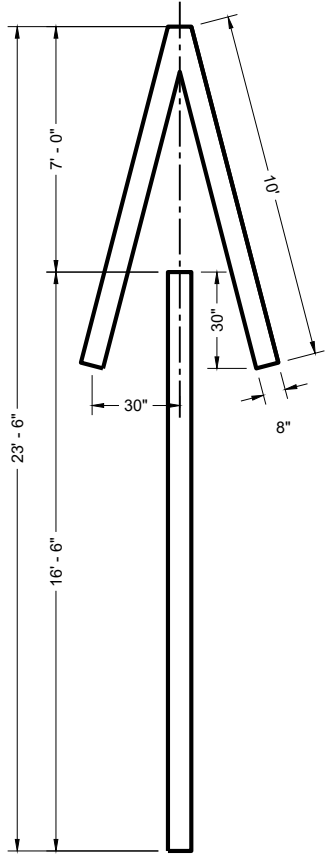
TYPE 1



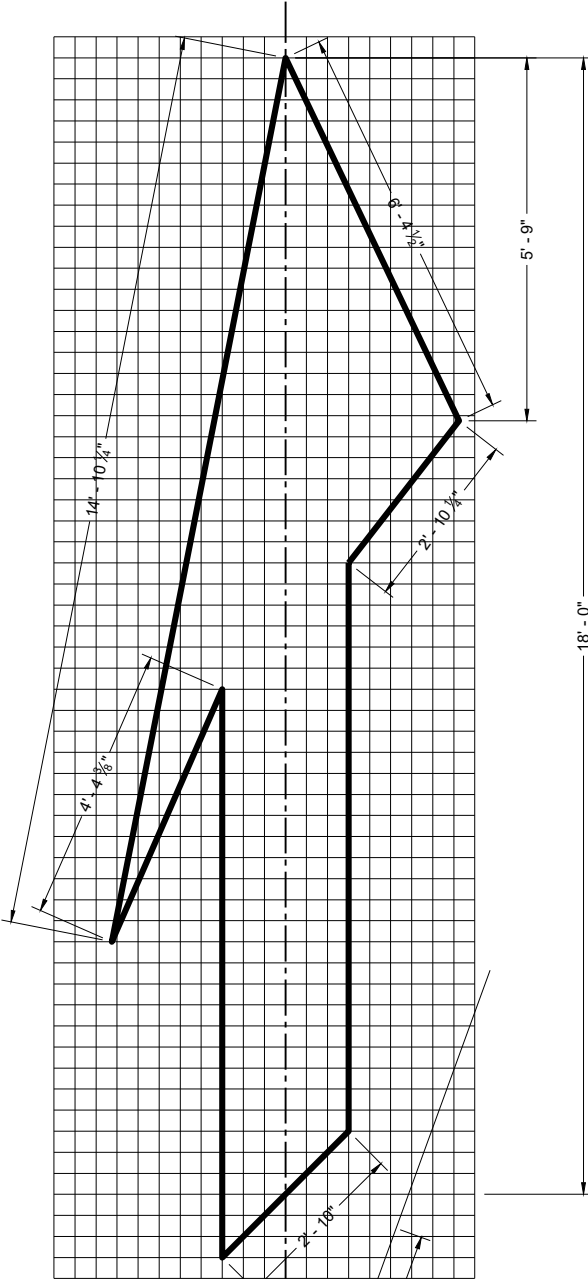
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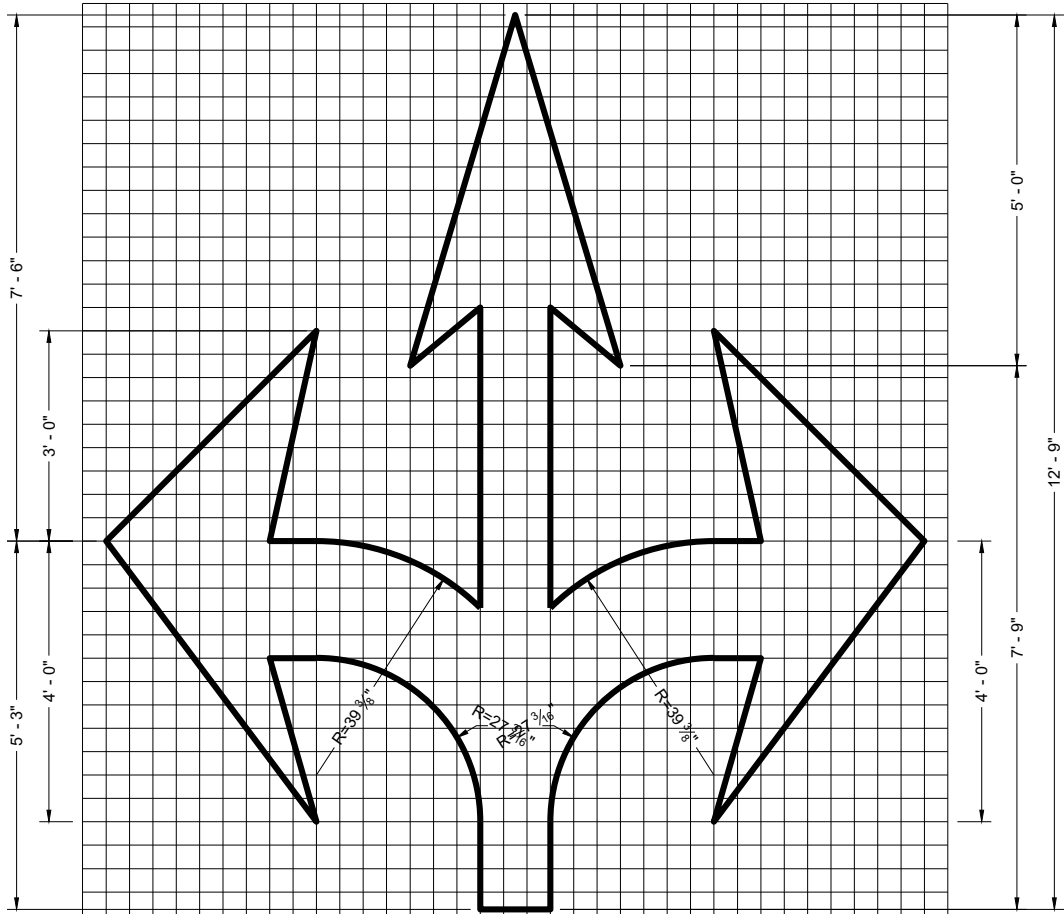
TYPE 3



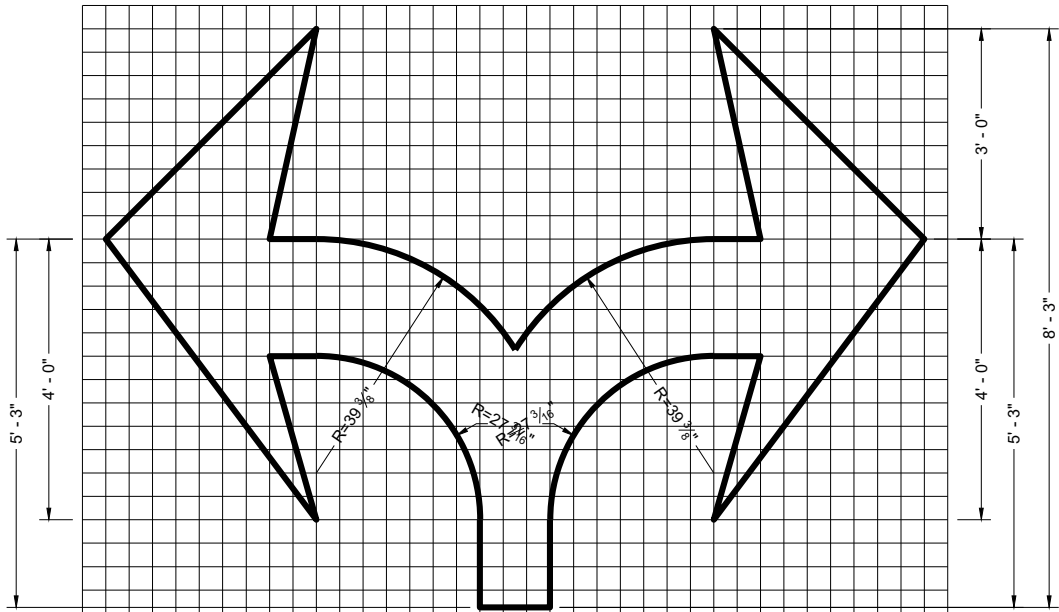
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

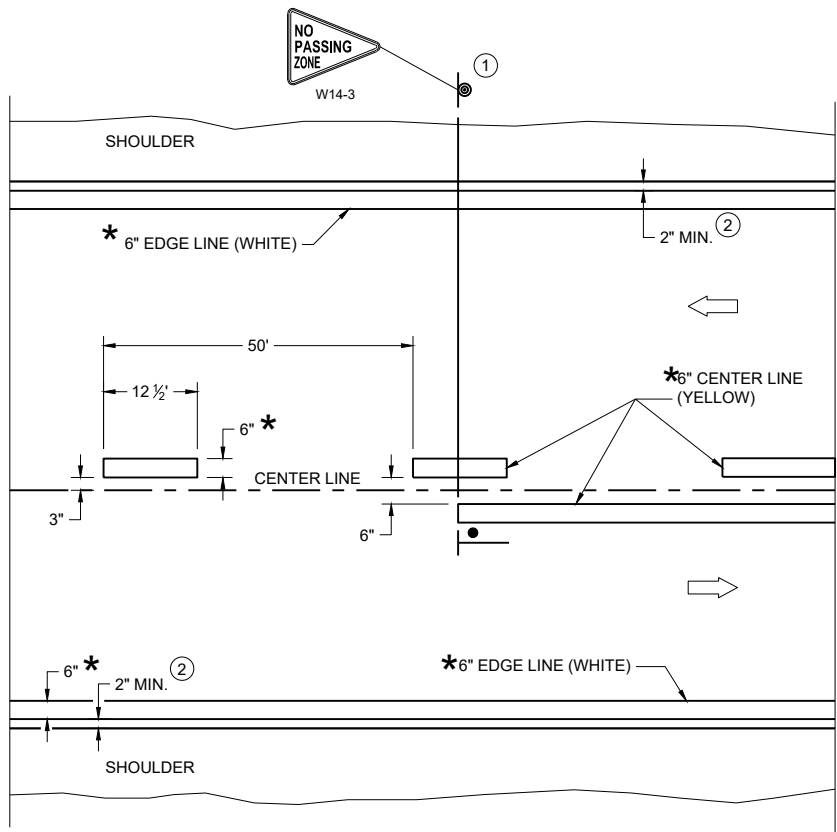
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

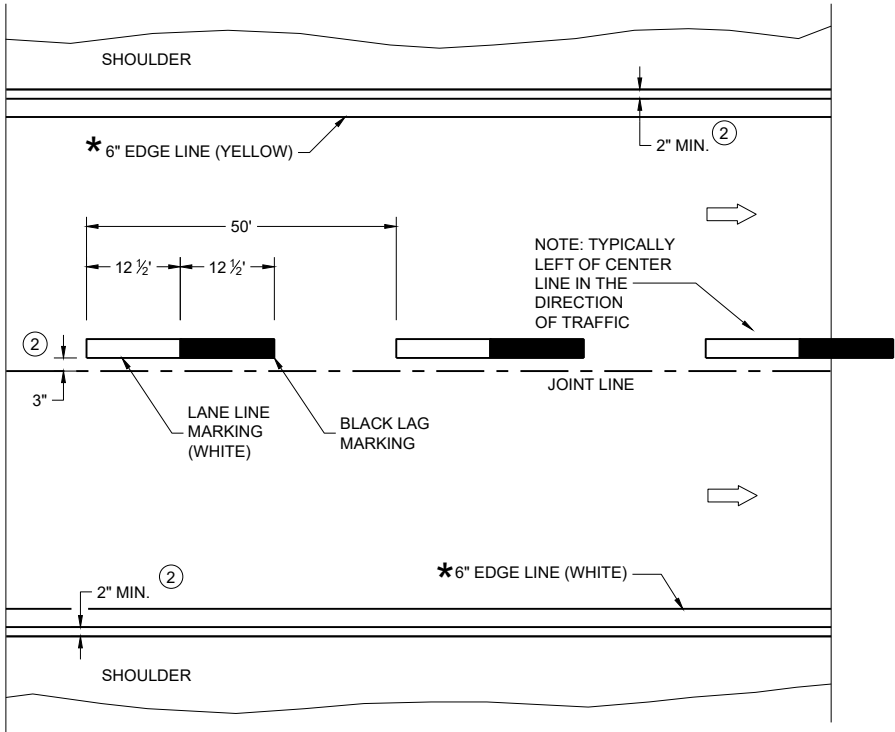
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

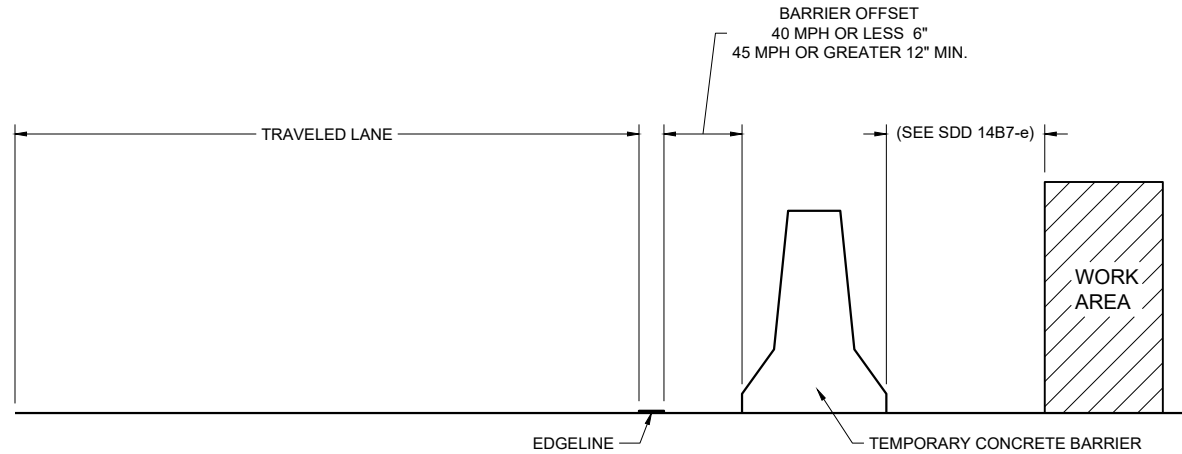
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

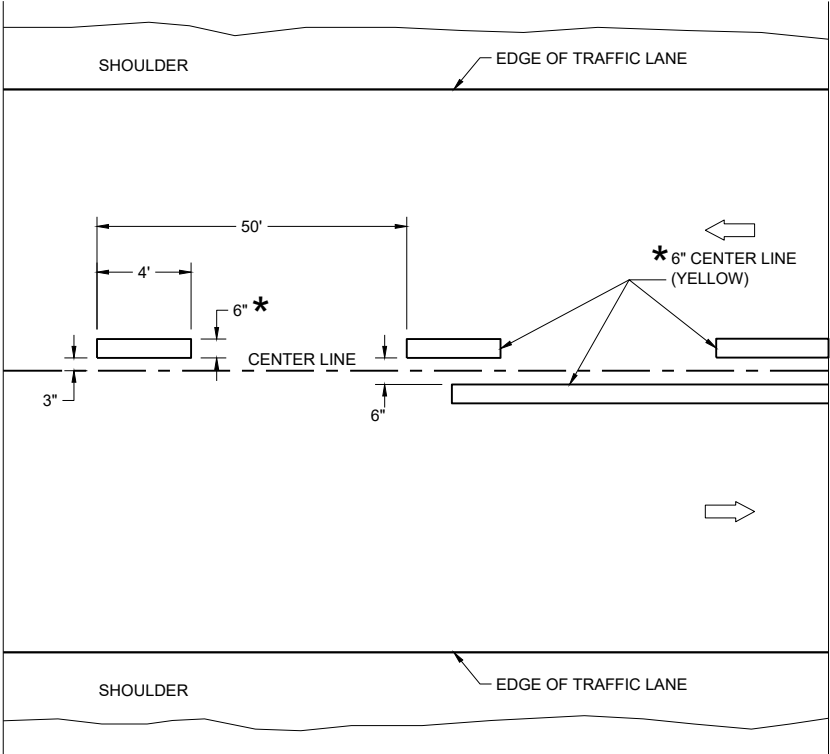
GENERAL NOTES

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

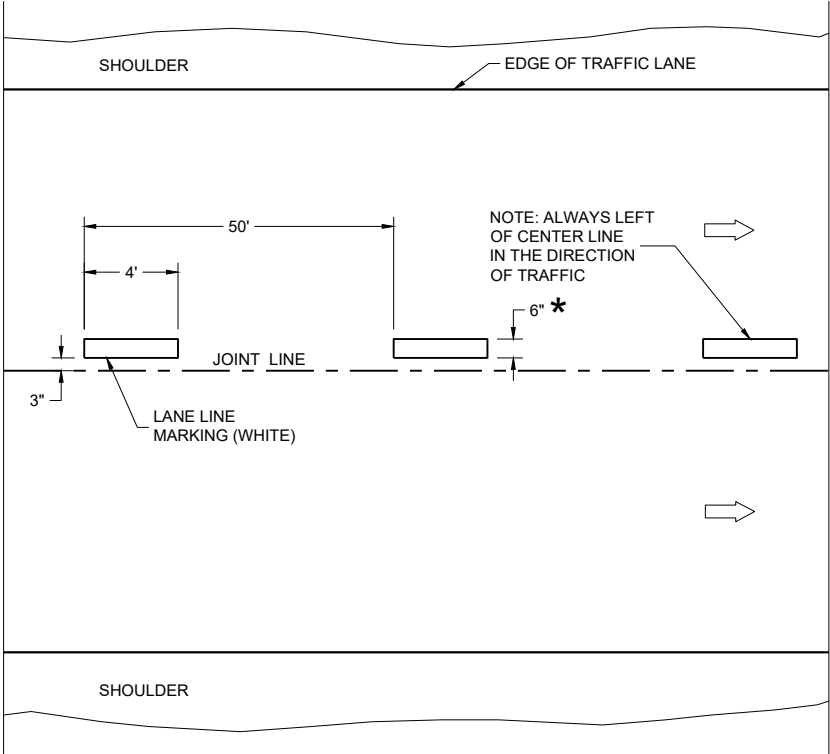
LEGEND

DIRECTION OF TRAFFIC

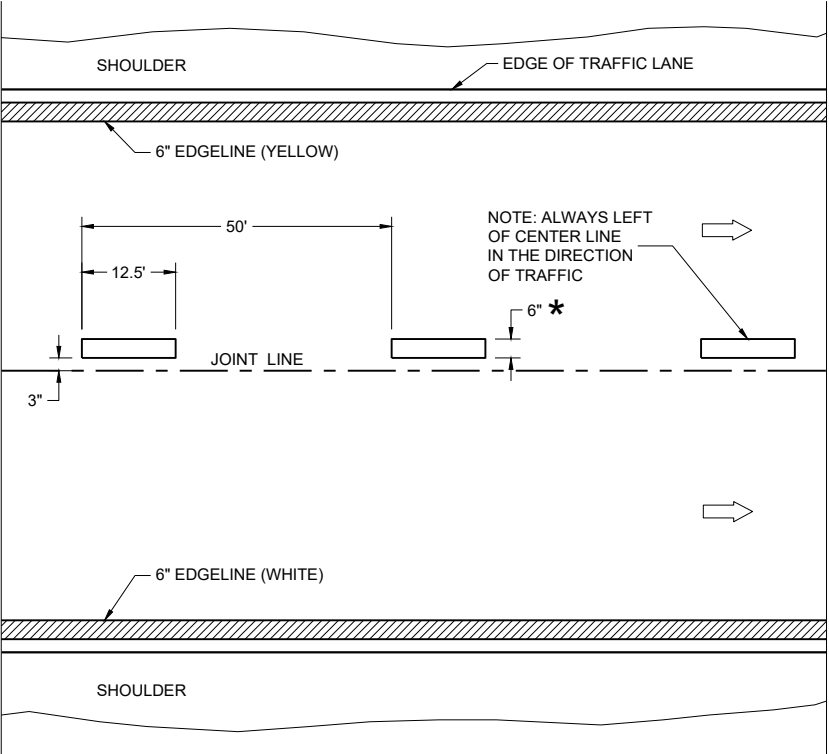
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



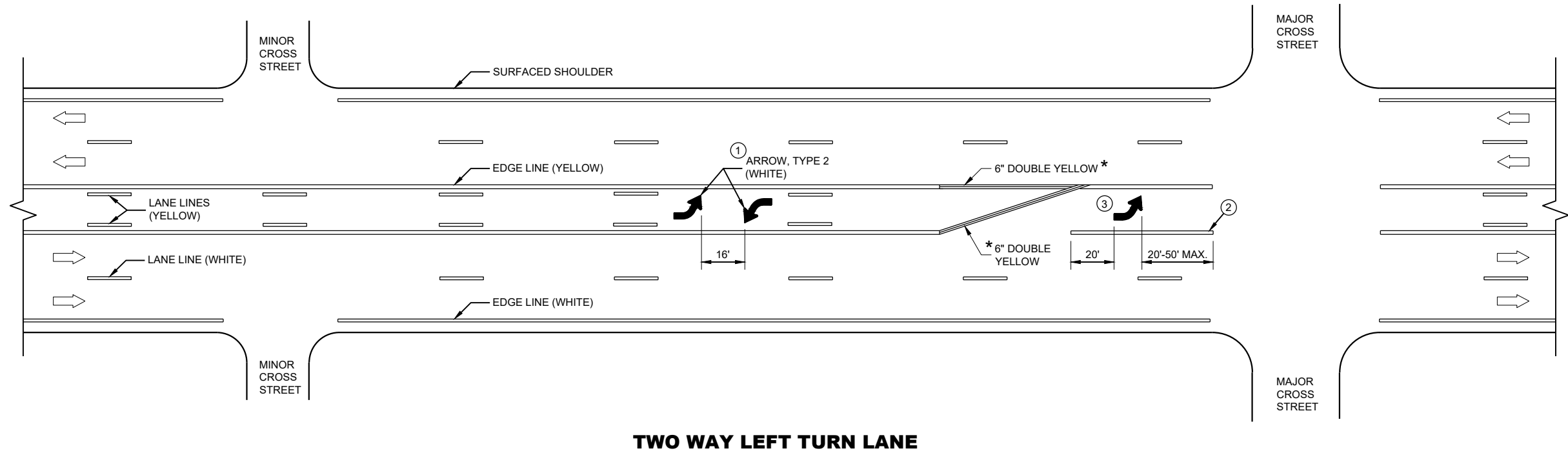
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	92

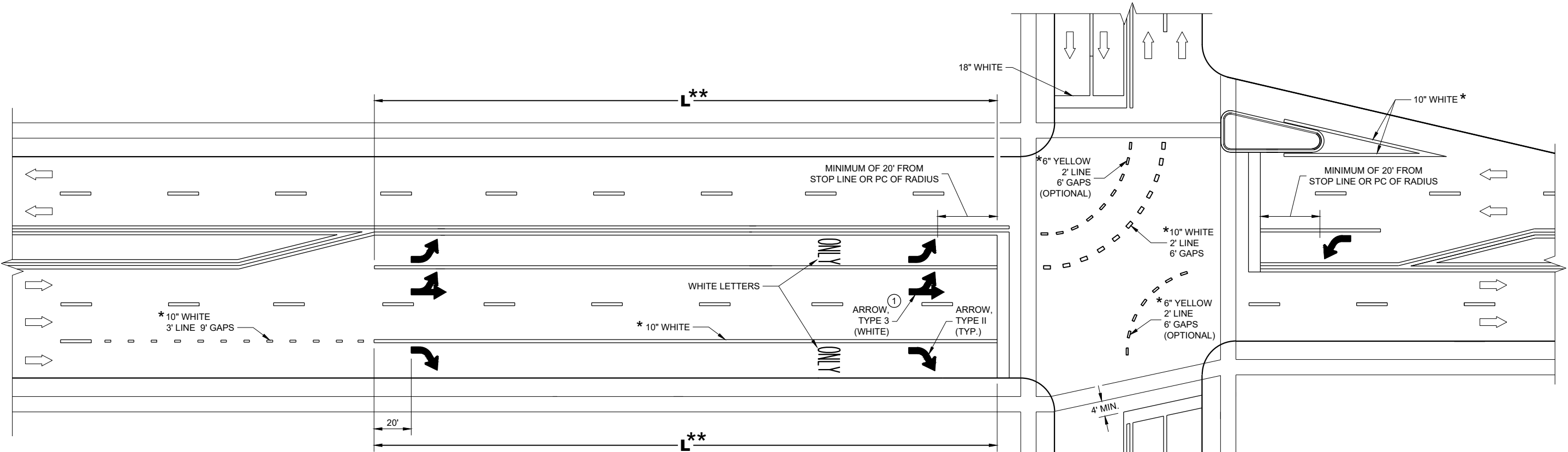


GENERAL NOTES

- 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

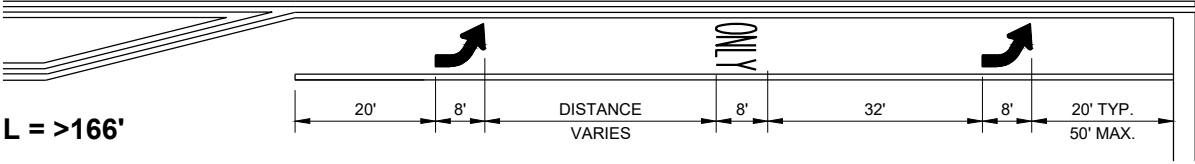
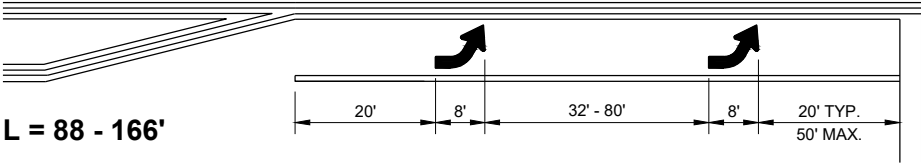
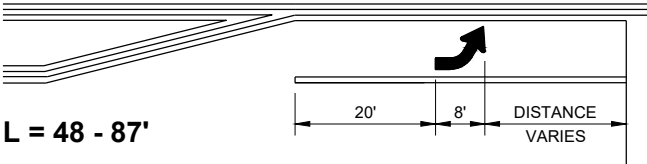
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

TURN LANE OPTIONS

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



GENERAL NOTES

① 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.

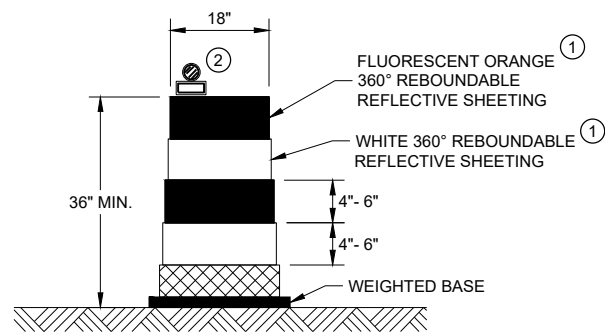
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

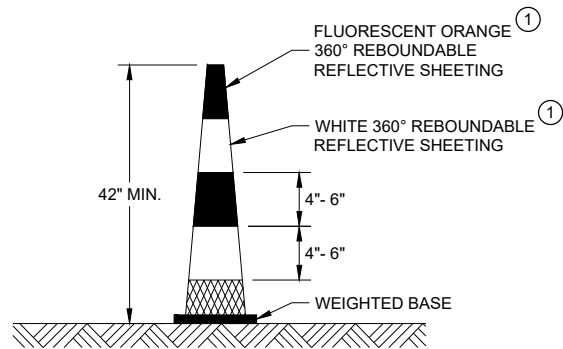
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 194



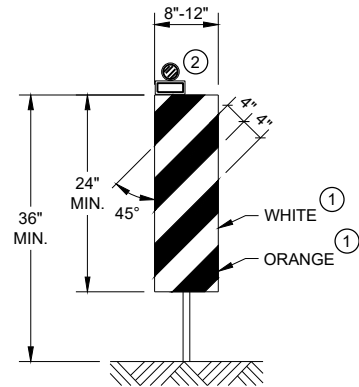
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



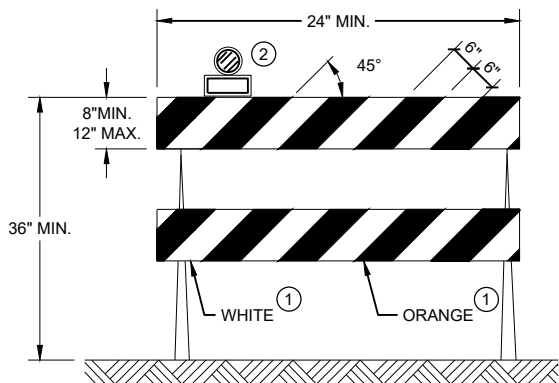
42" CONE

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



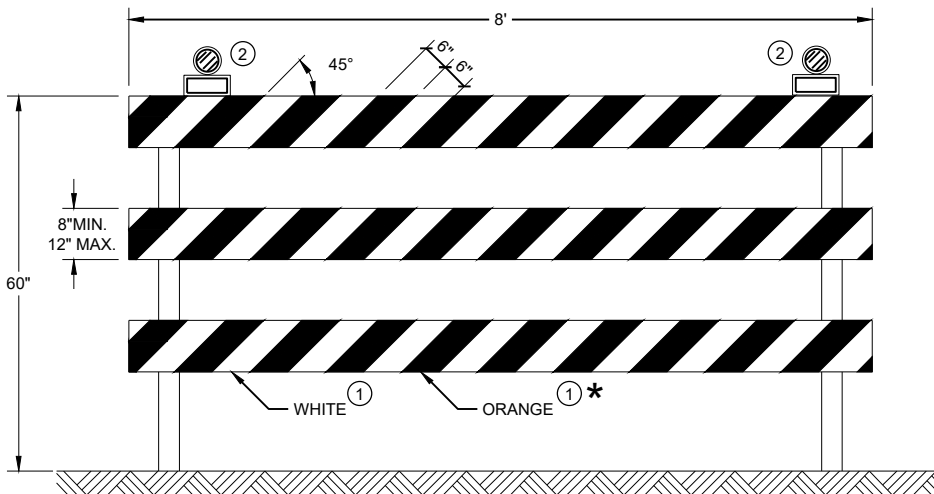
VERTICAL PANEL

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 95
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

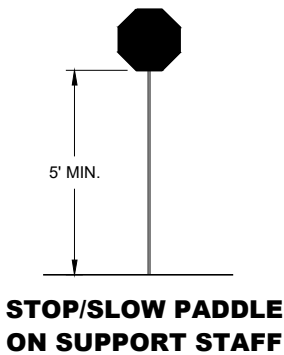
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

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

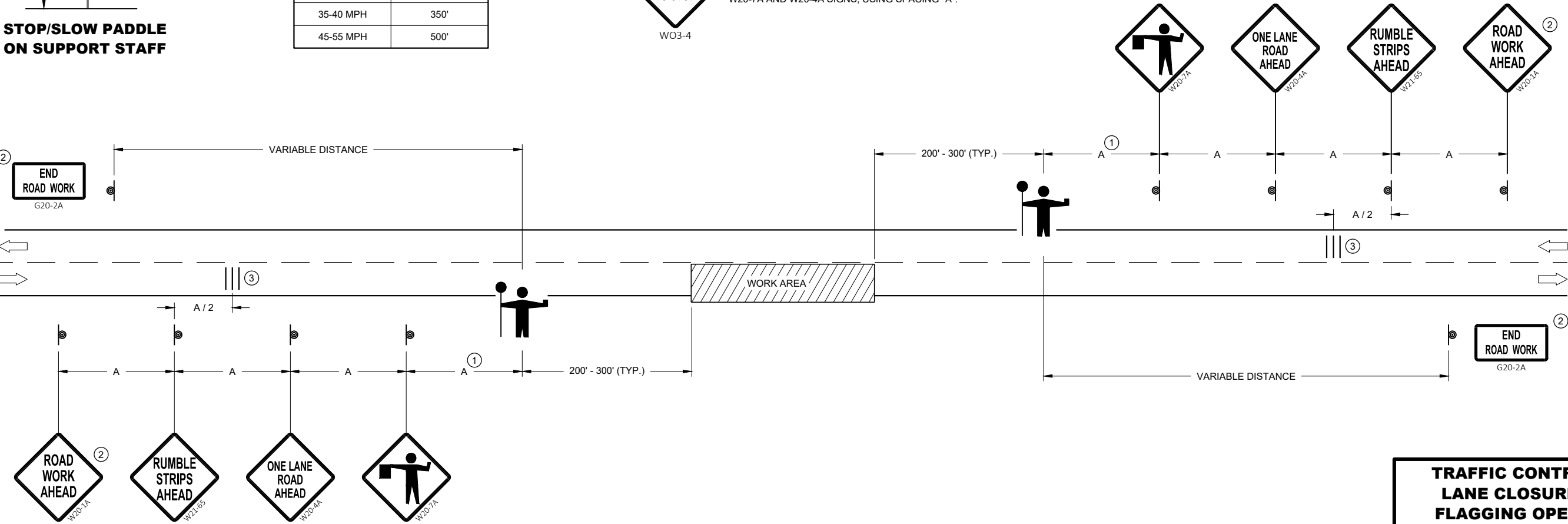


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

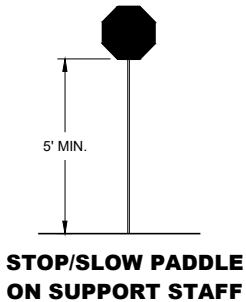


USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 96
FHWA	

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



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

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

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

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

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

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

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.
- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

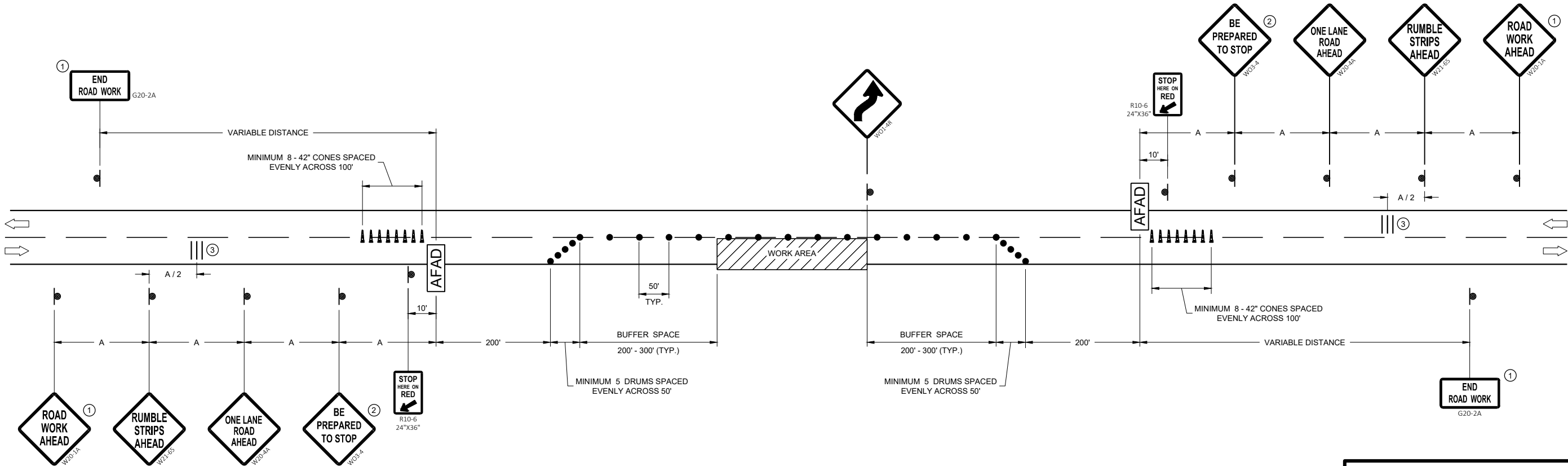
② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.
- TEMPORARY PORTABLE RUMBLE STRIPS**
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

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

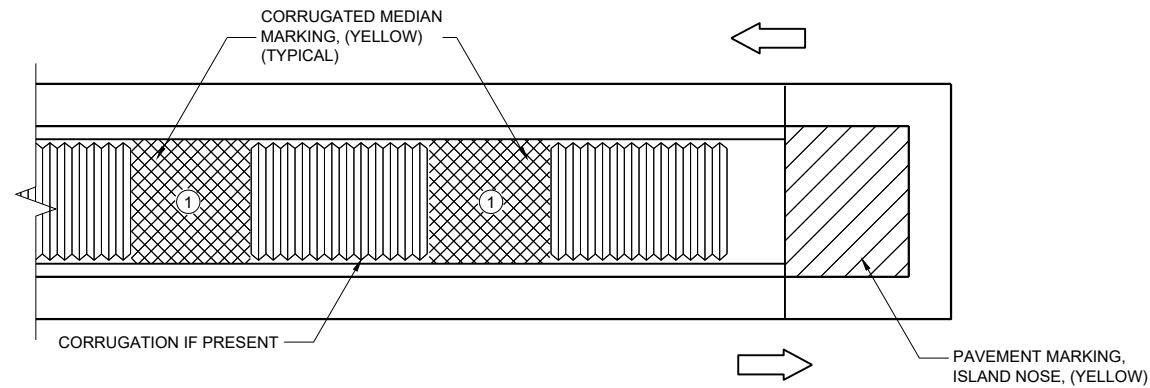


**TRAFFIC CONTROL, LANE
CLOSURE WITH AUTOMATED
FLAGGER ASSISTANCE DEVICE**

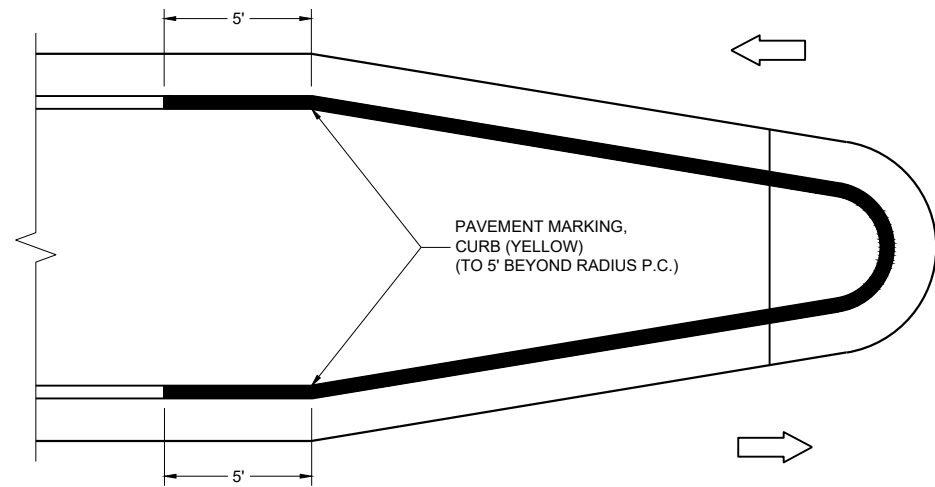
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 97

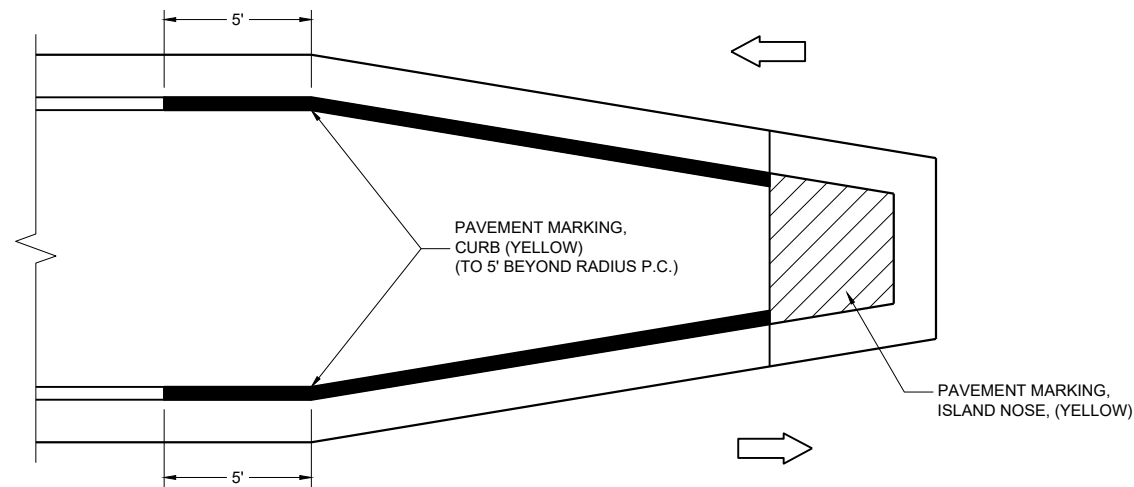
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

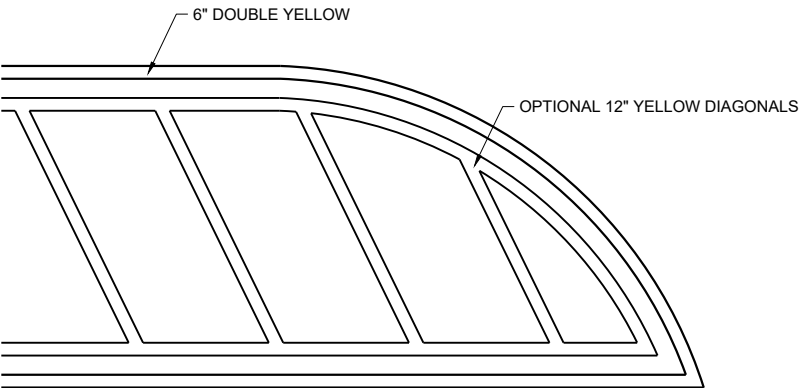
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	98

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

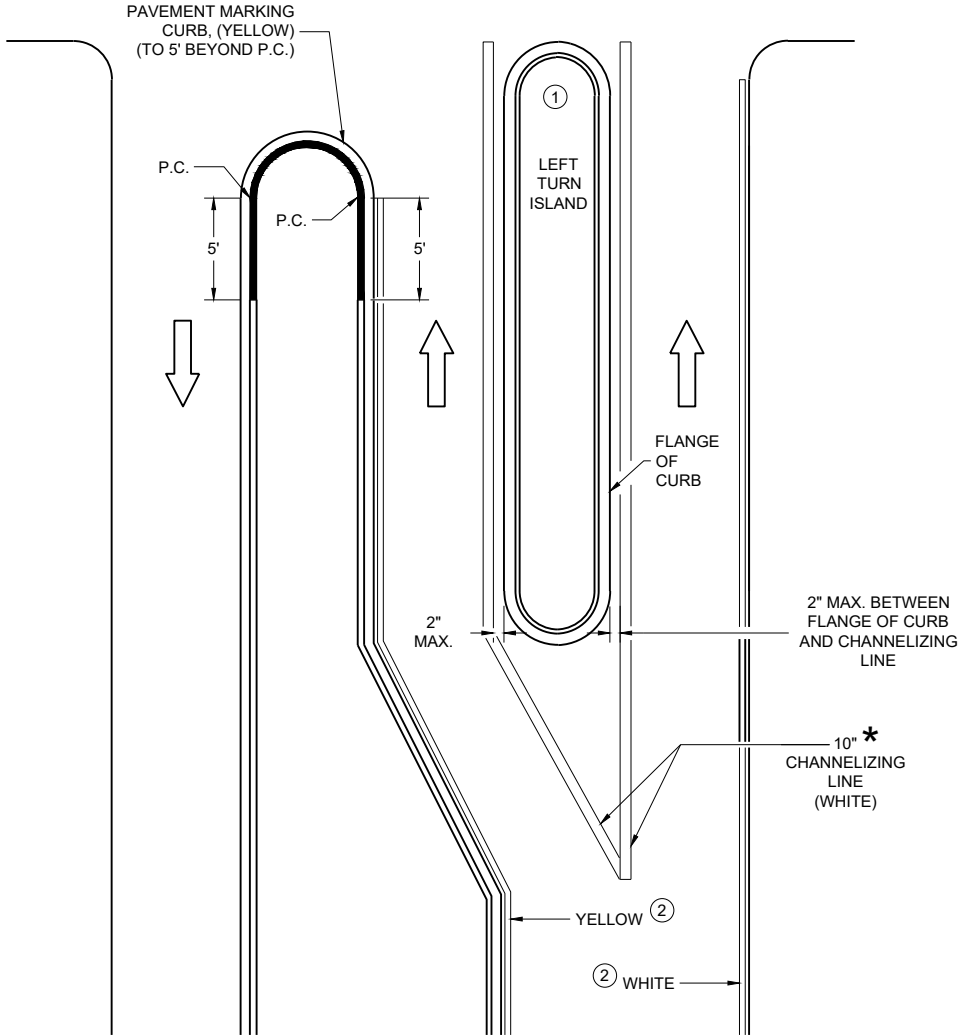
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

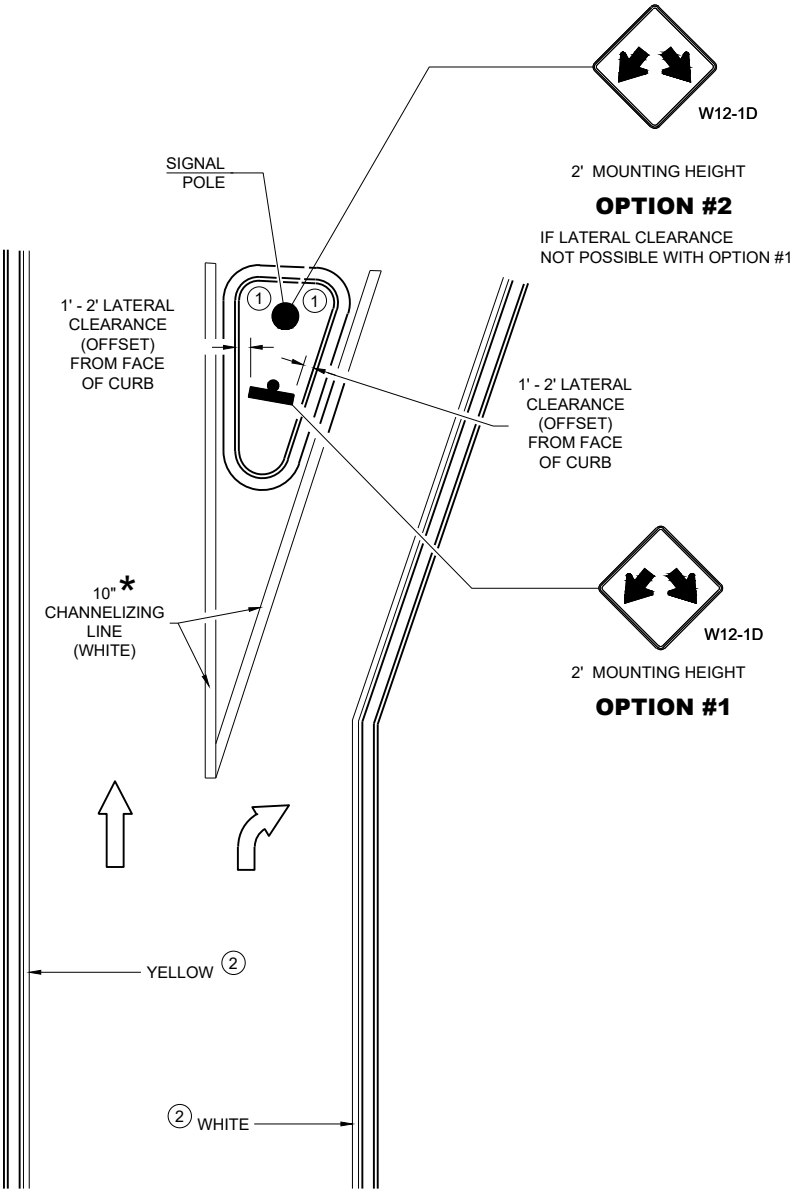
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.
- ③ CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

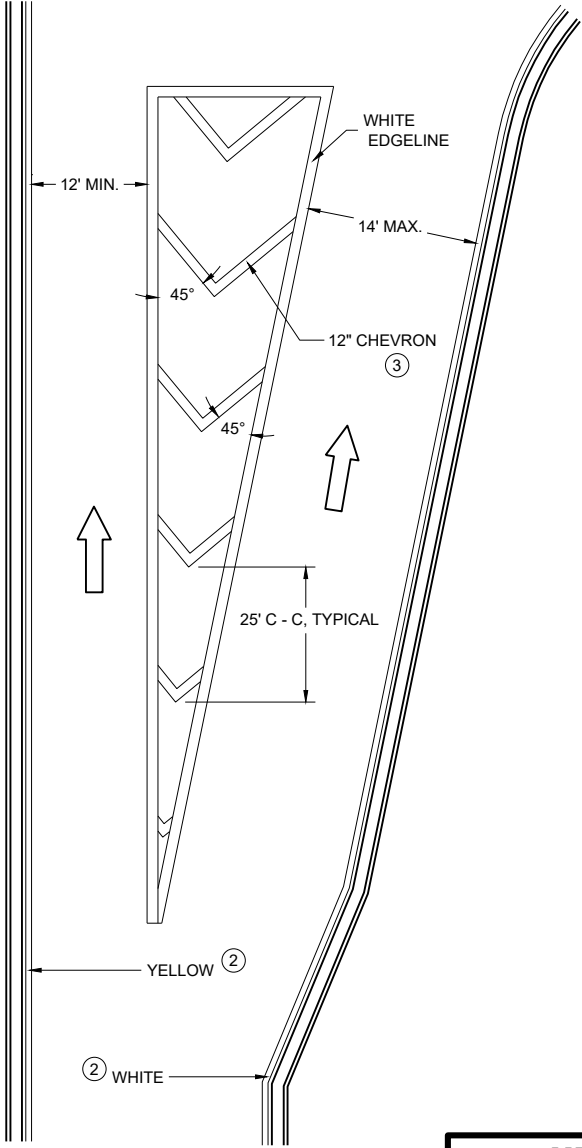
 DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

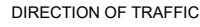
MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

FHWA 99

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



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

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

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

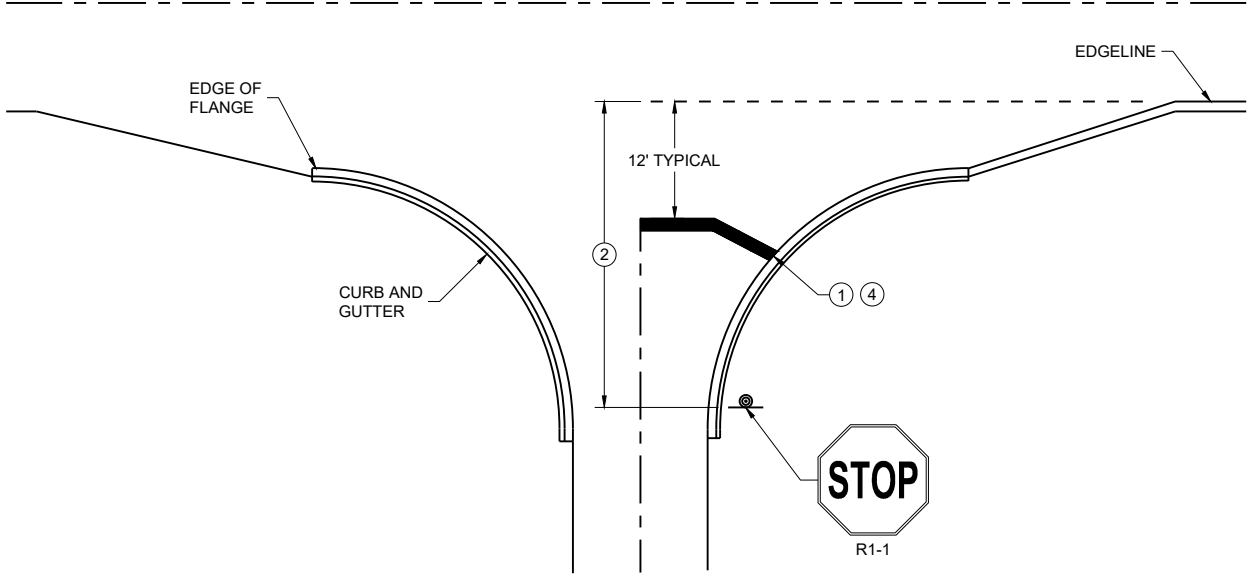
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

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

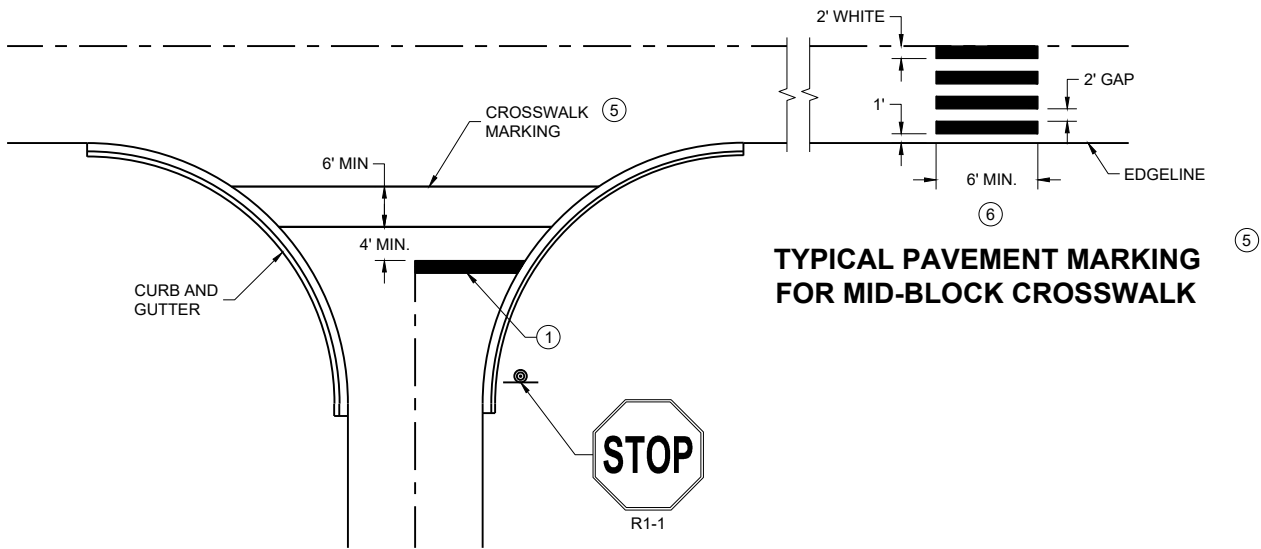
CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

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

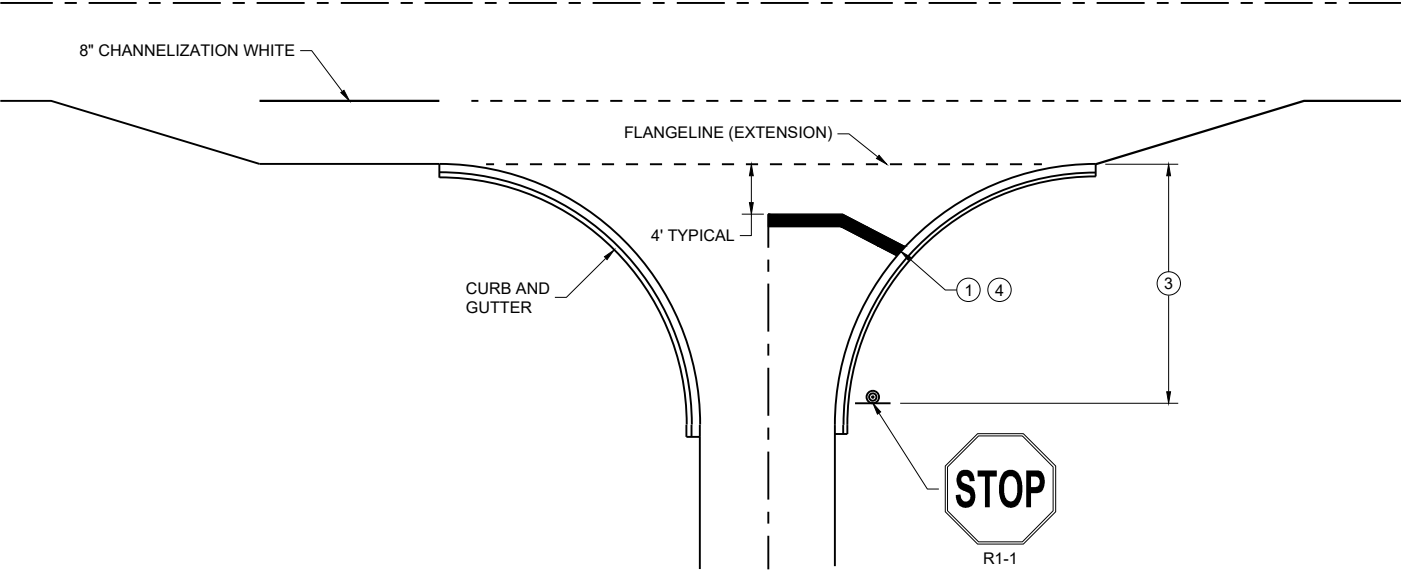




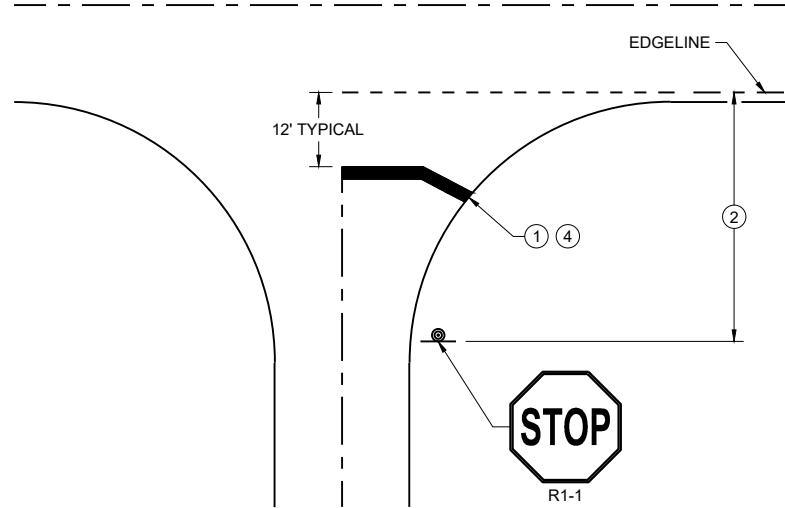
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



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



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

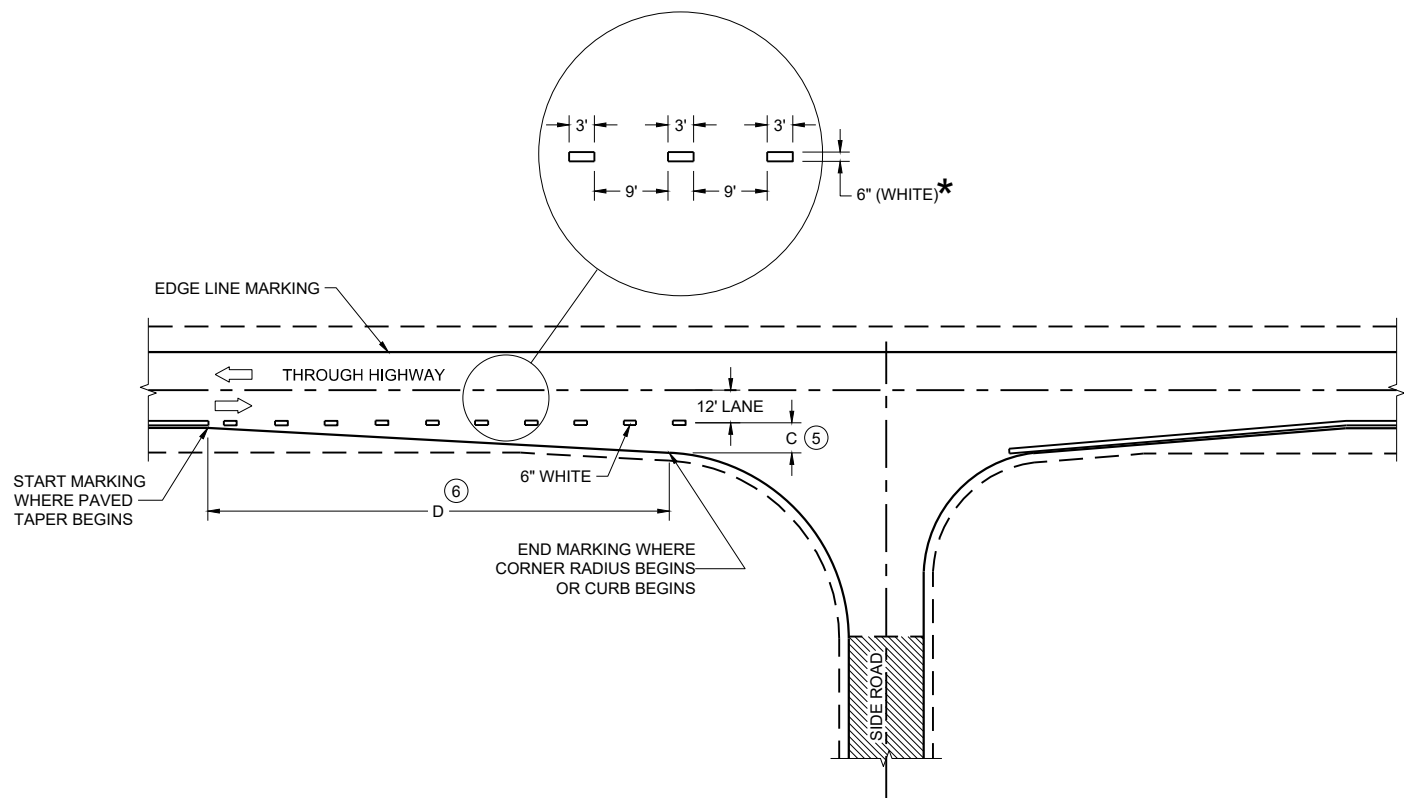
GENERAL NOTES

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

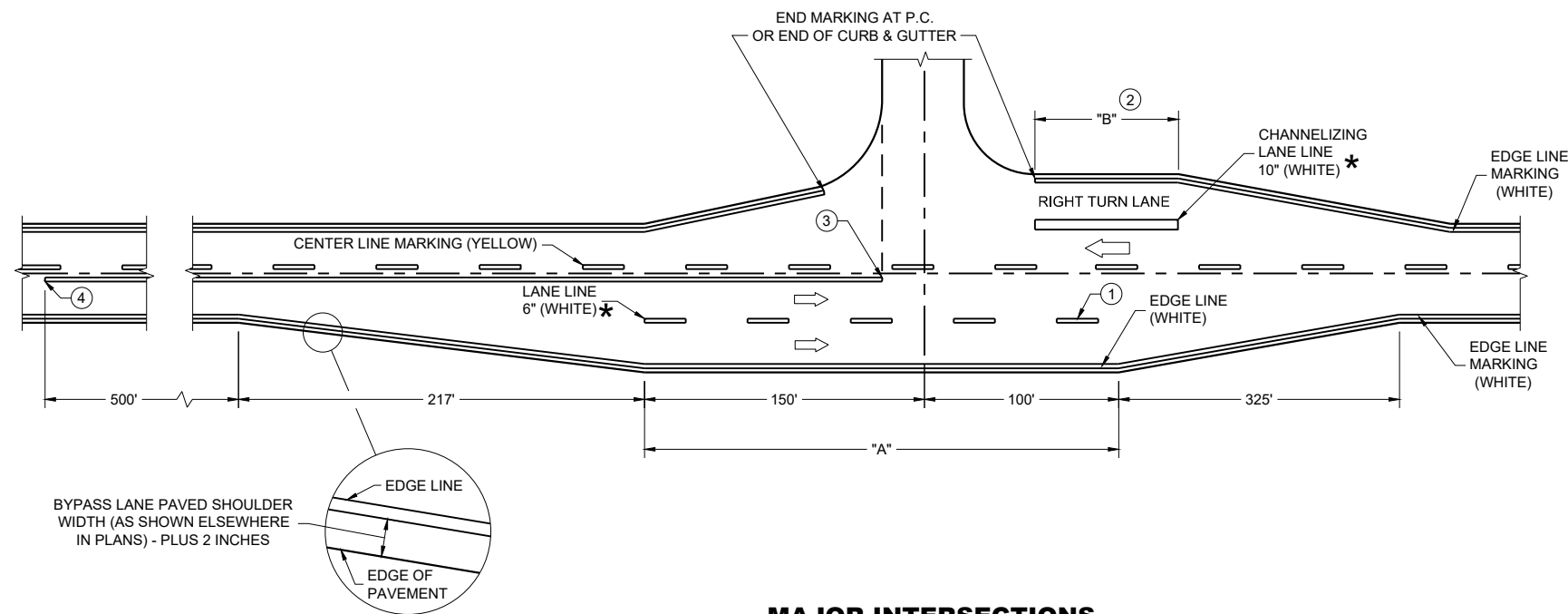
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

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

FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

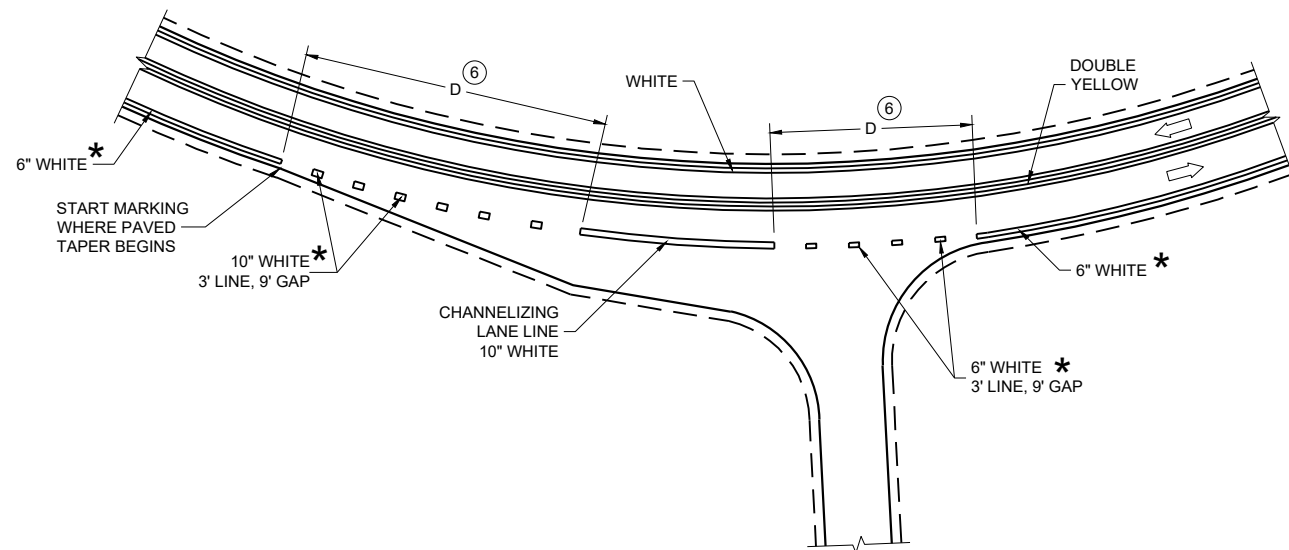
GENERAL NOTES

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

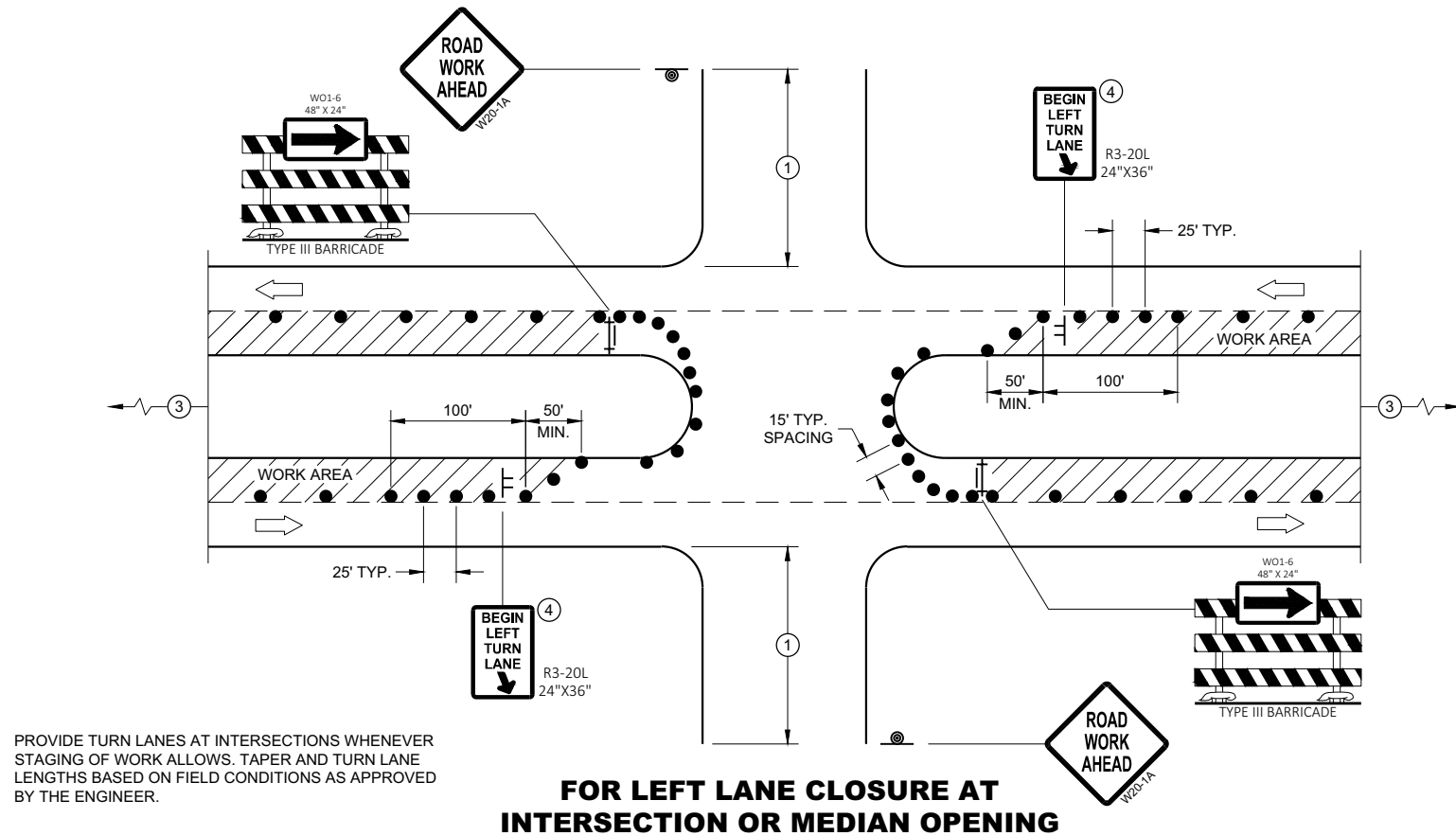
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

LEGEND

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

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

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 103
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

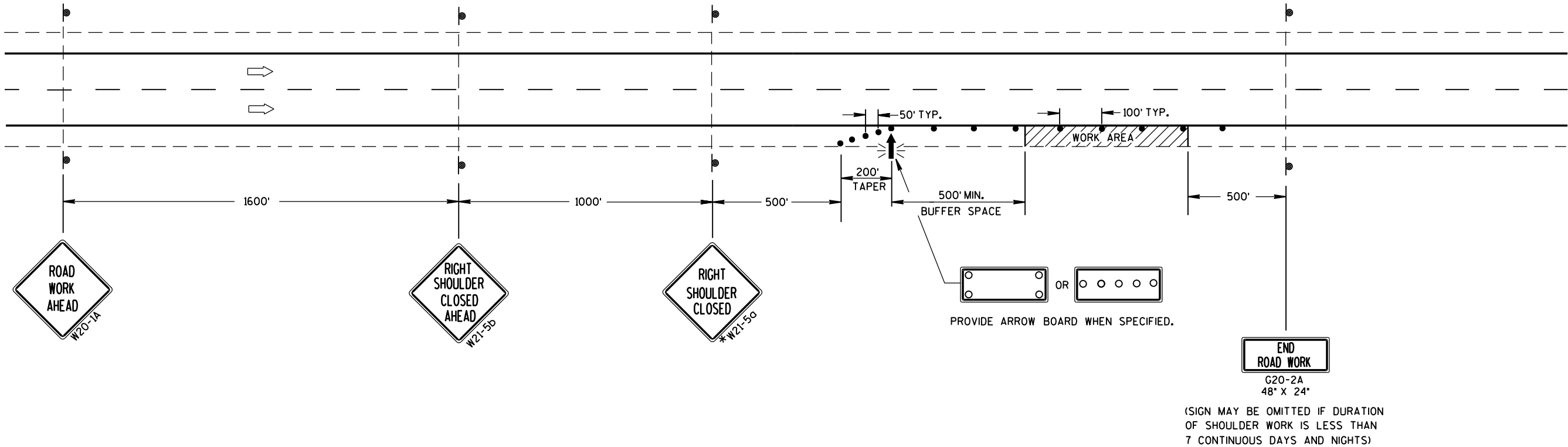
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED		
June 2016	/S/ Peter Amakobe Atepe	
DATE	STATEWIDE WORK ZONE	104
FHWA	SAFETY ENGINEER	IC

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.

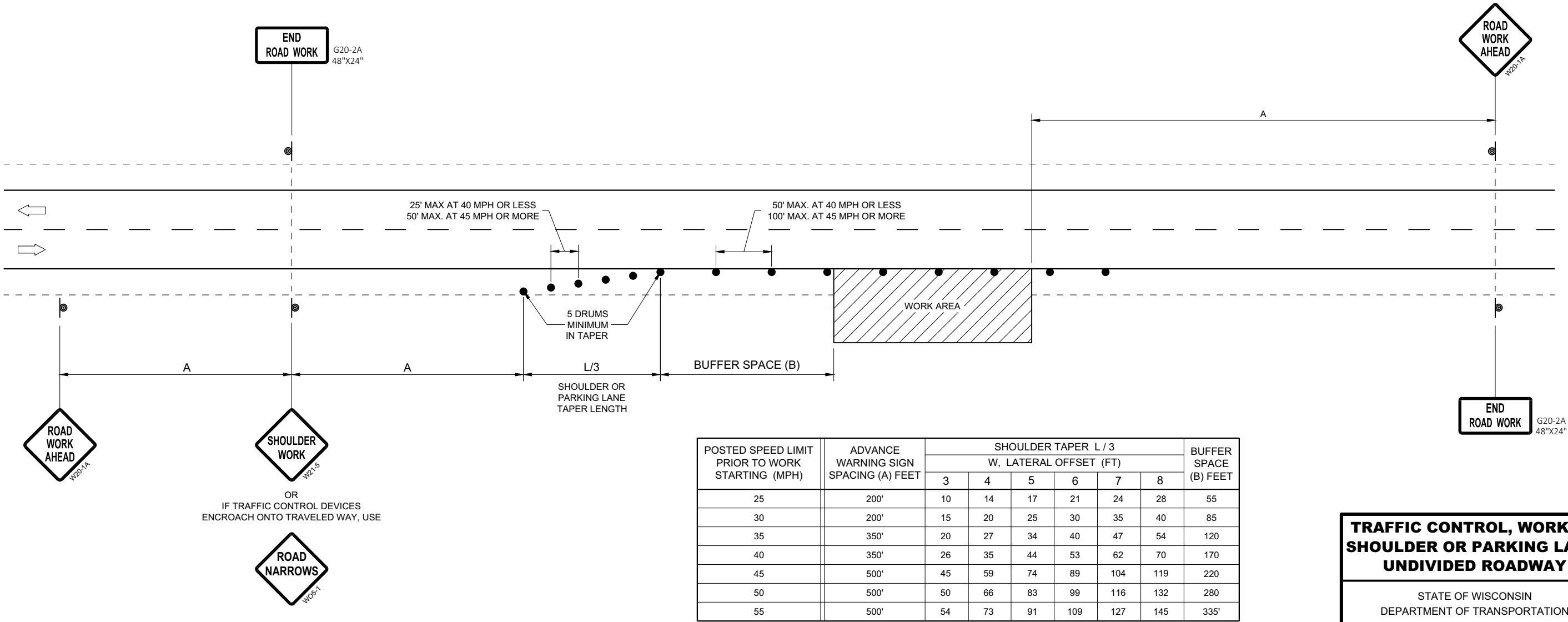
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

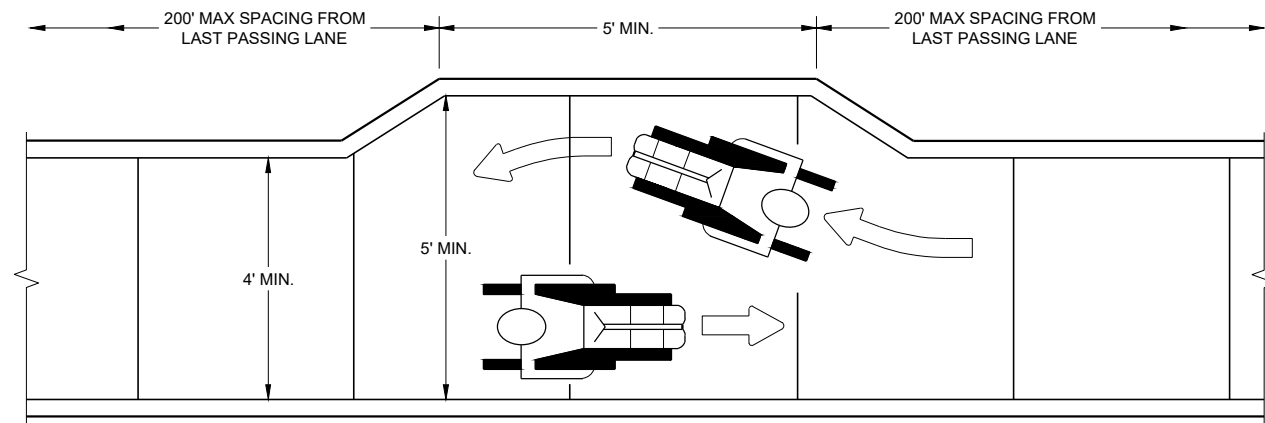


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45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

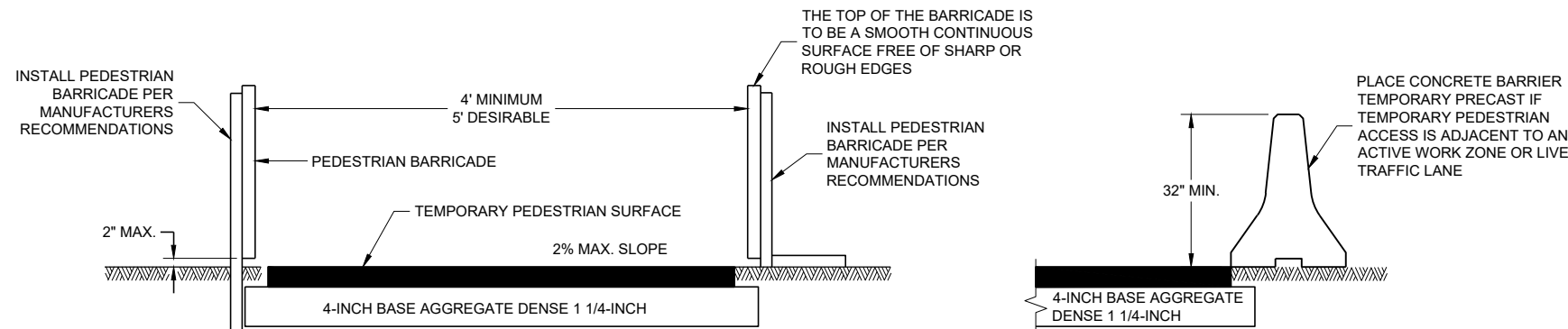
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER 105
FHWA



NARROW SIDEWALK PASSING DETAIL



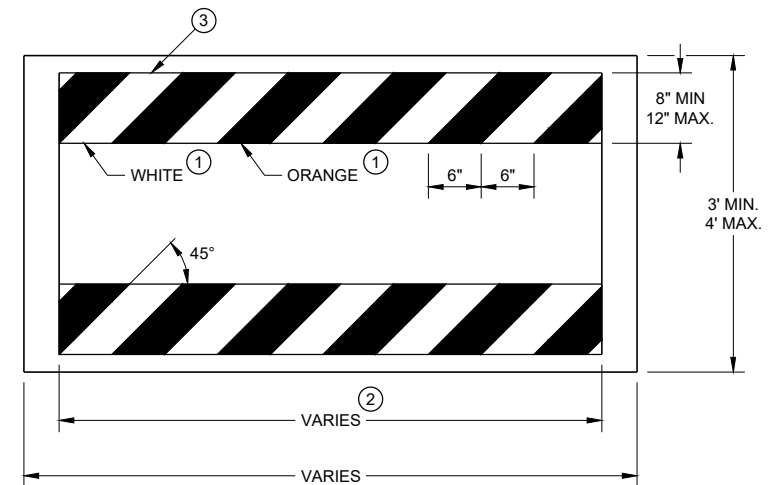
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

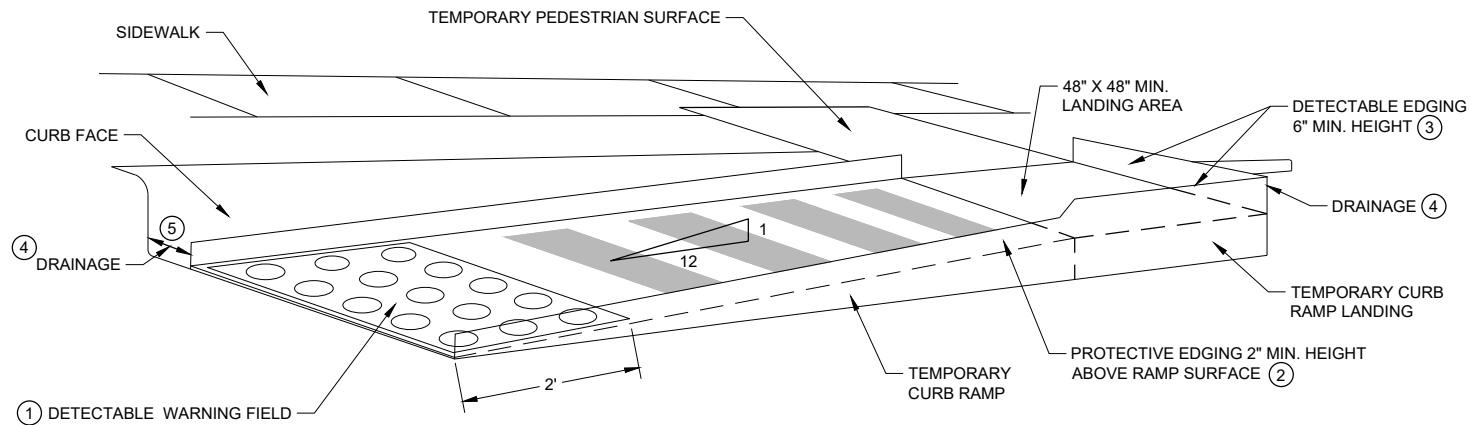
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- 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.

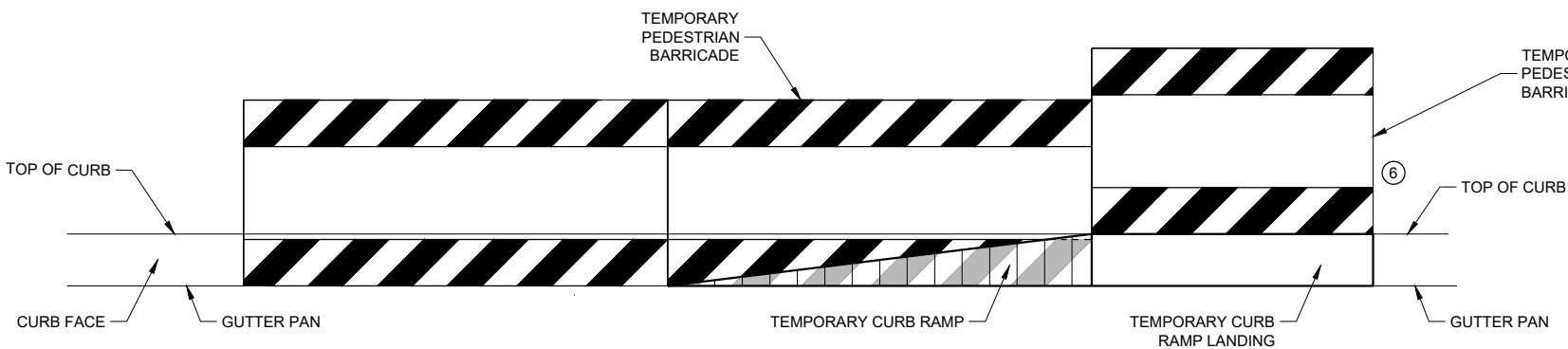
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



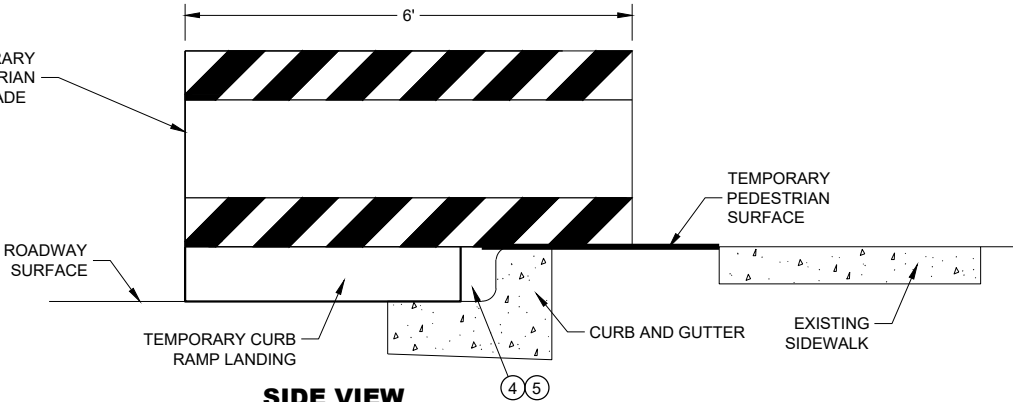
TEMPORARY PEDESTRIAN BARRICADE*



PERSPECTIVE VIEW



FRONT VIEW



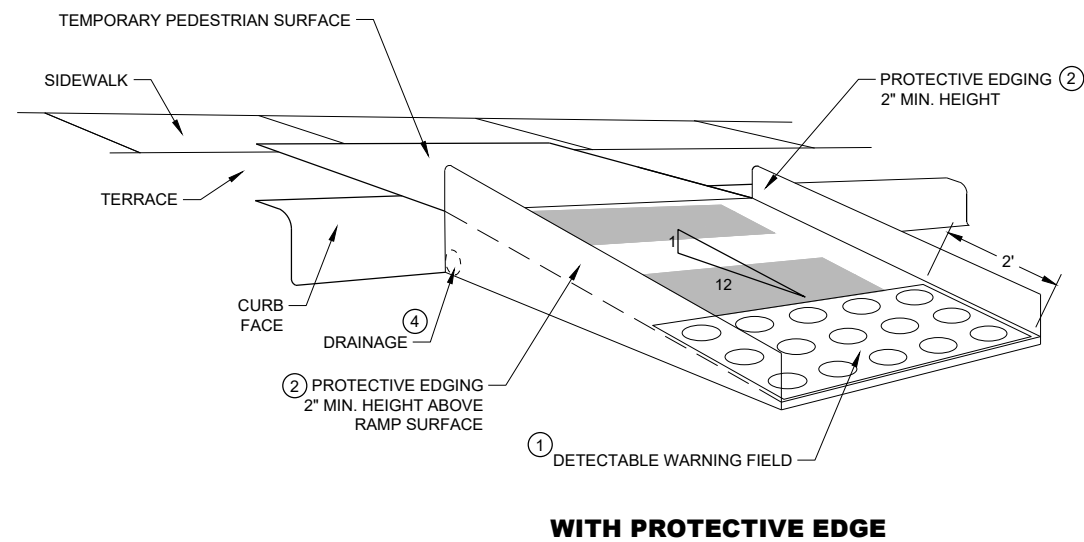
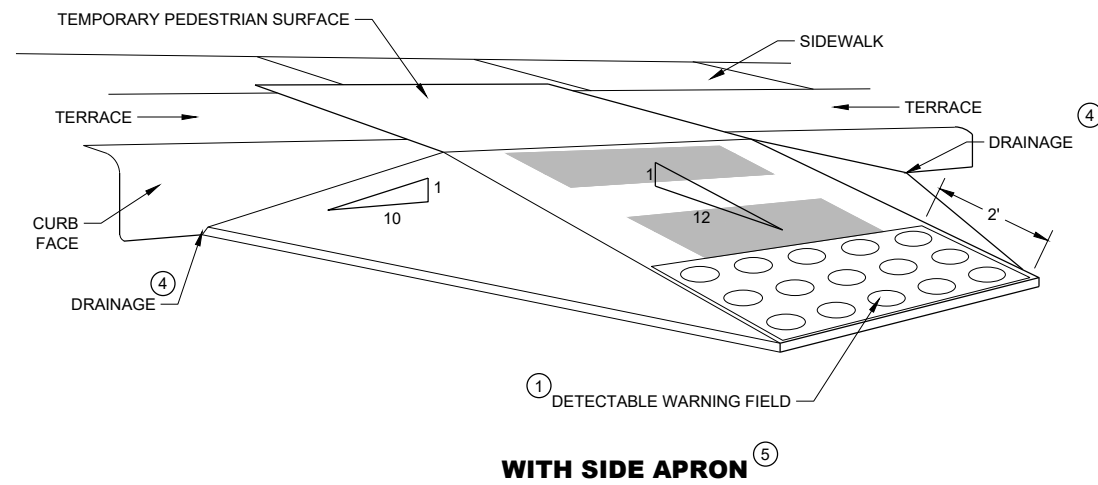
SIDE VIEW

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.

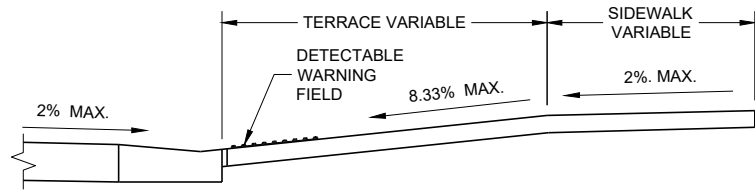
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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".

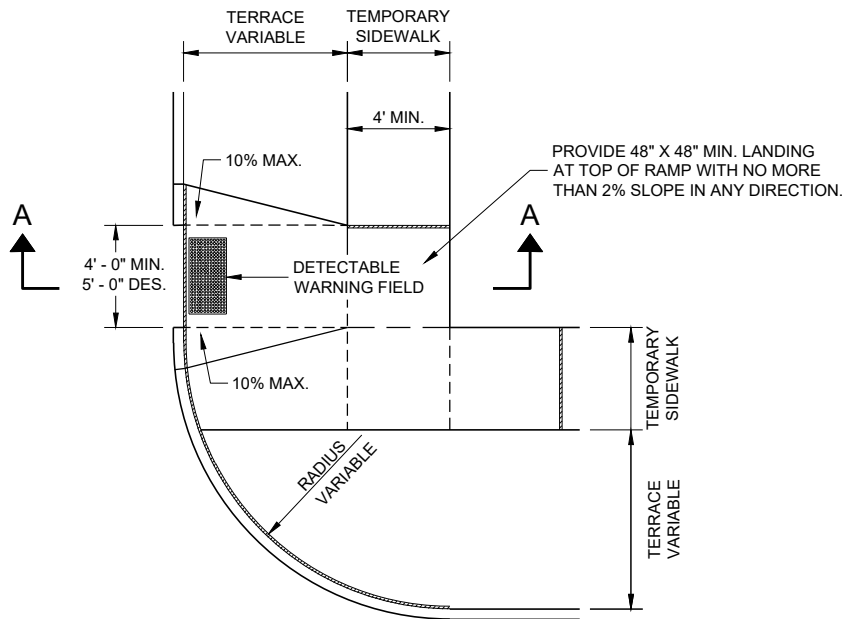
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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 108



SECTION A - A



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

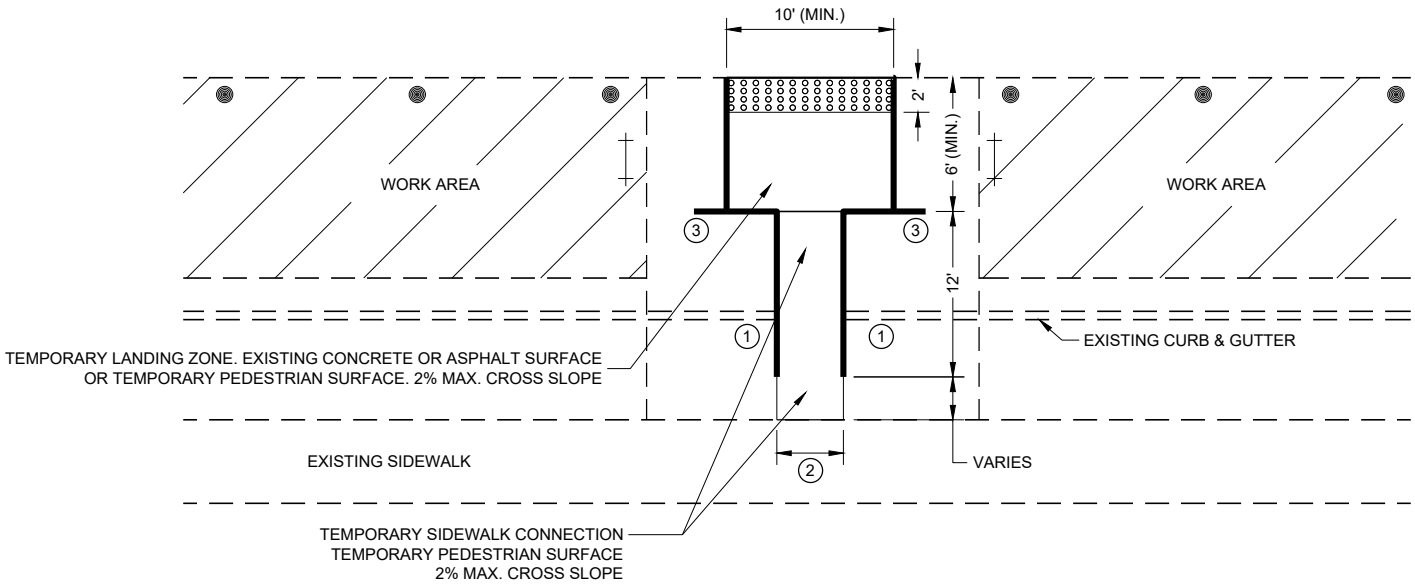
GENERAL NOTES

- 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.

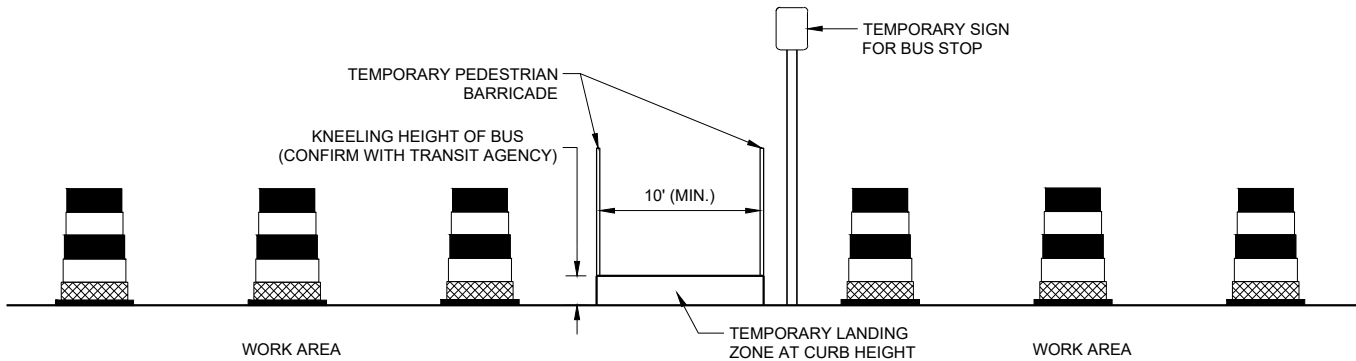
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 109
FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

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

LEGEND

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

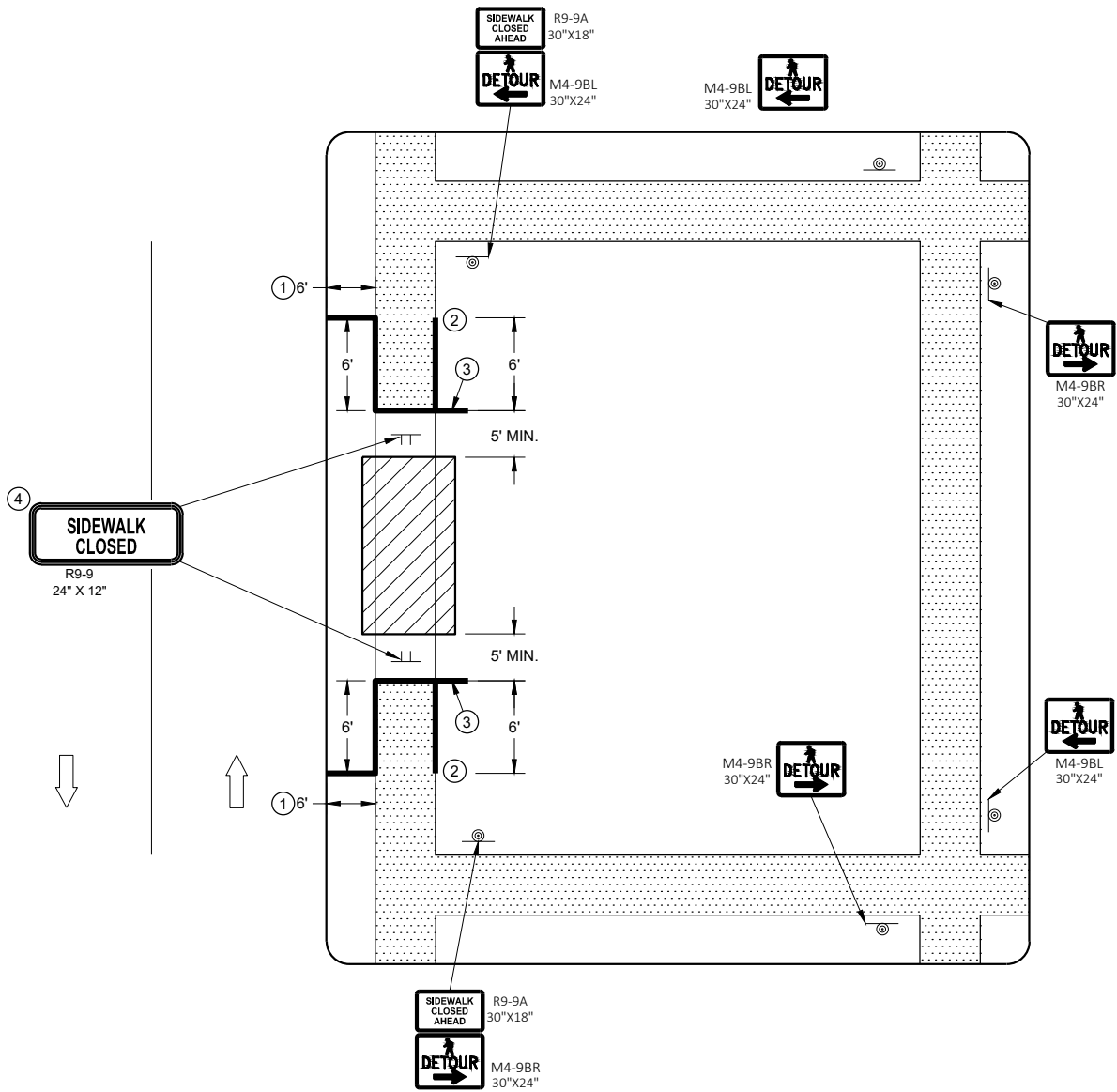
LEGEND

-  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

LEGEND

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

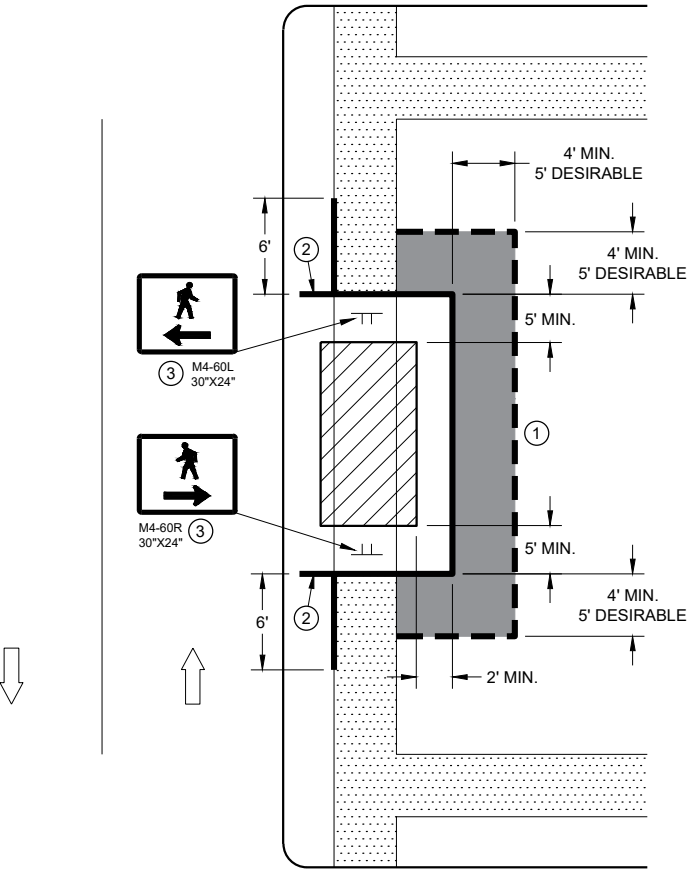
GENERAL NOTES

- 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 |

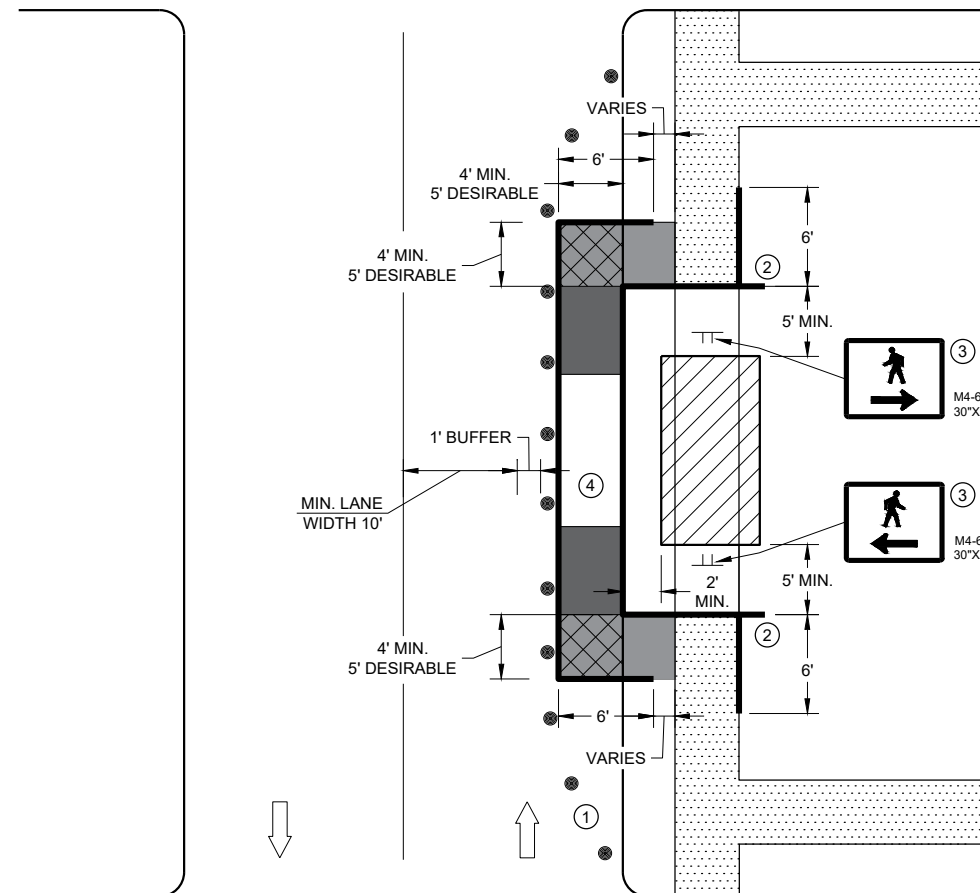
GENERAL NOTES

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.

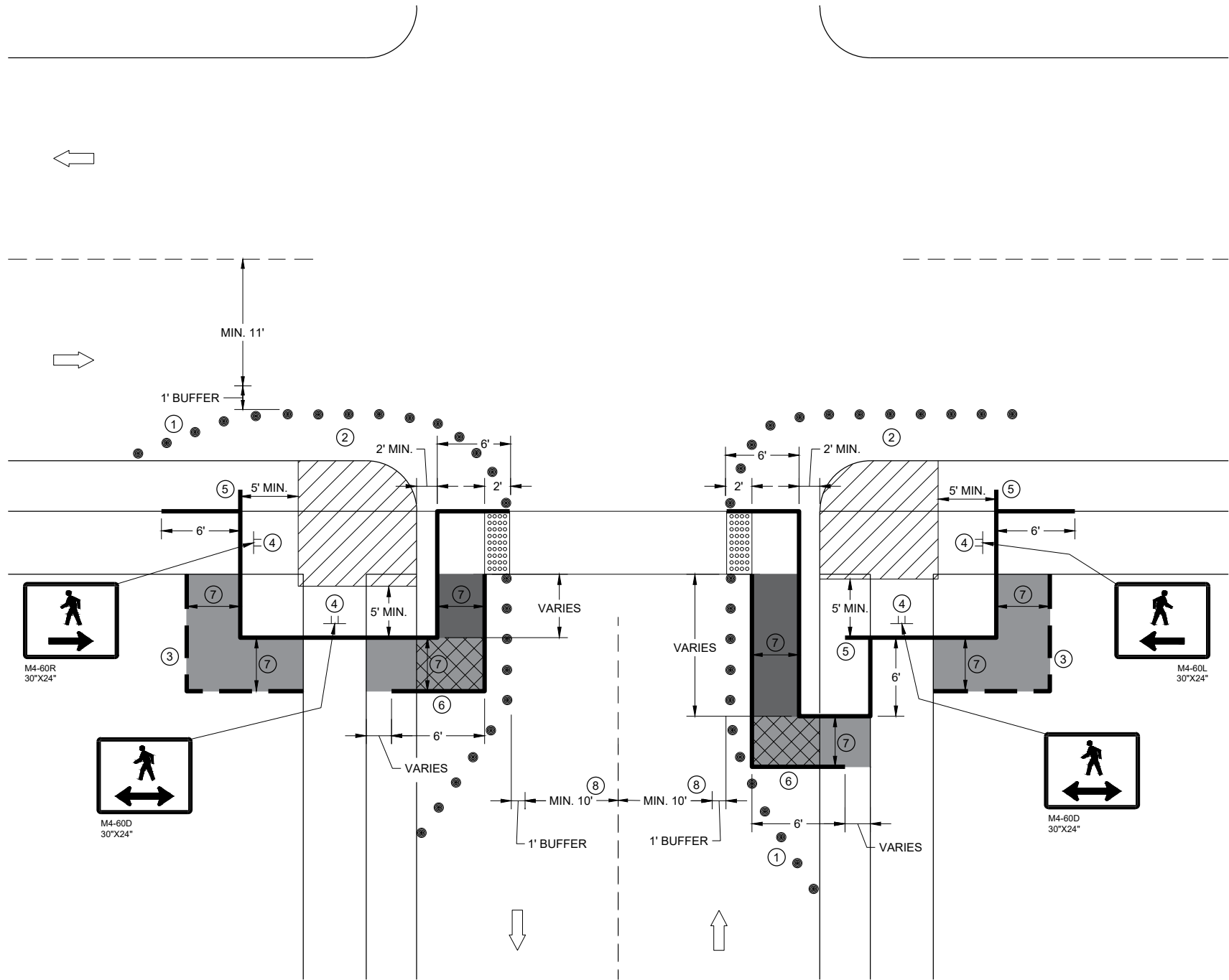
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 113



**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.

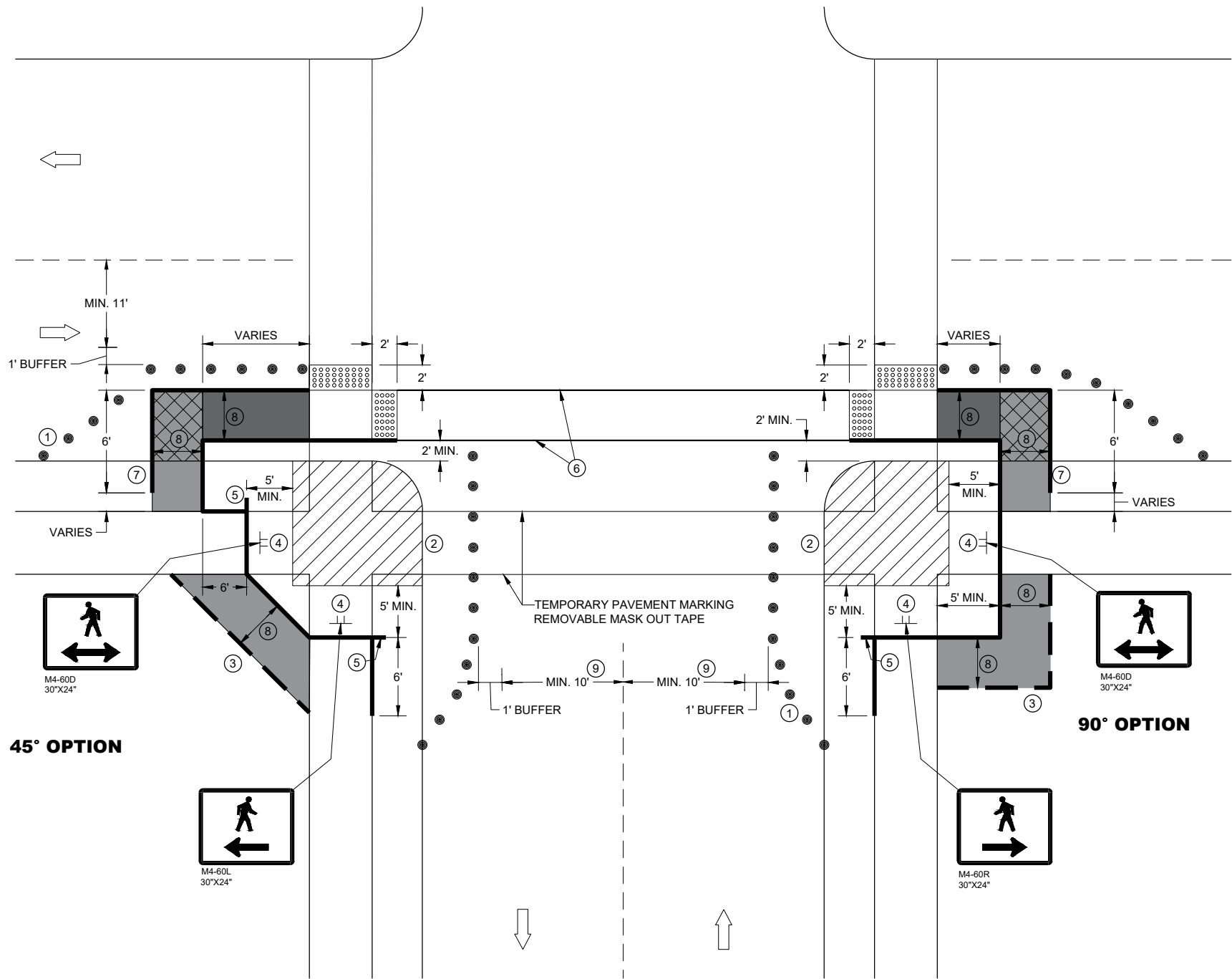
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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 114



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.

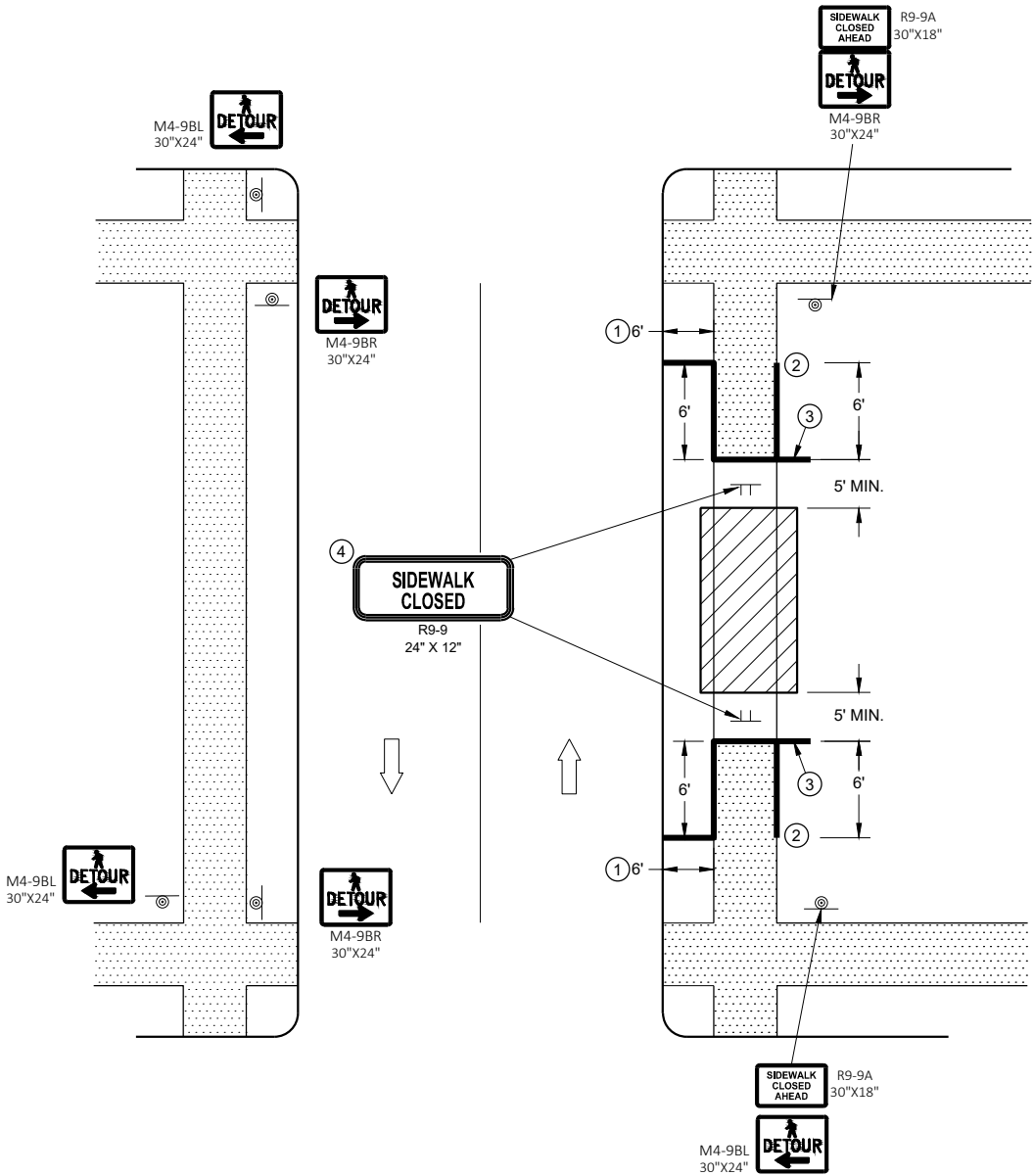
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

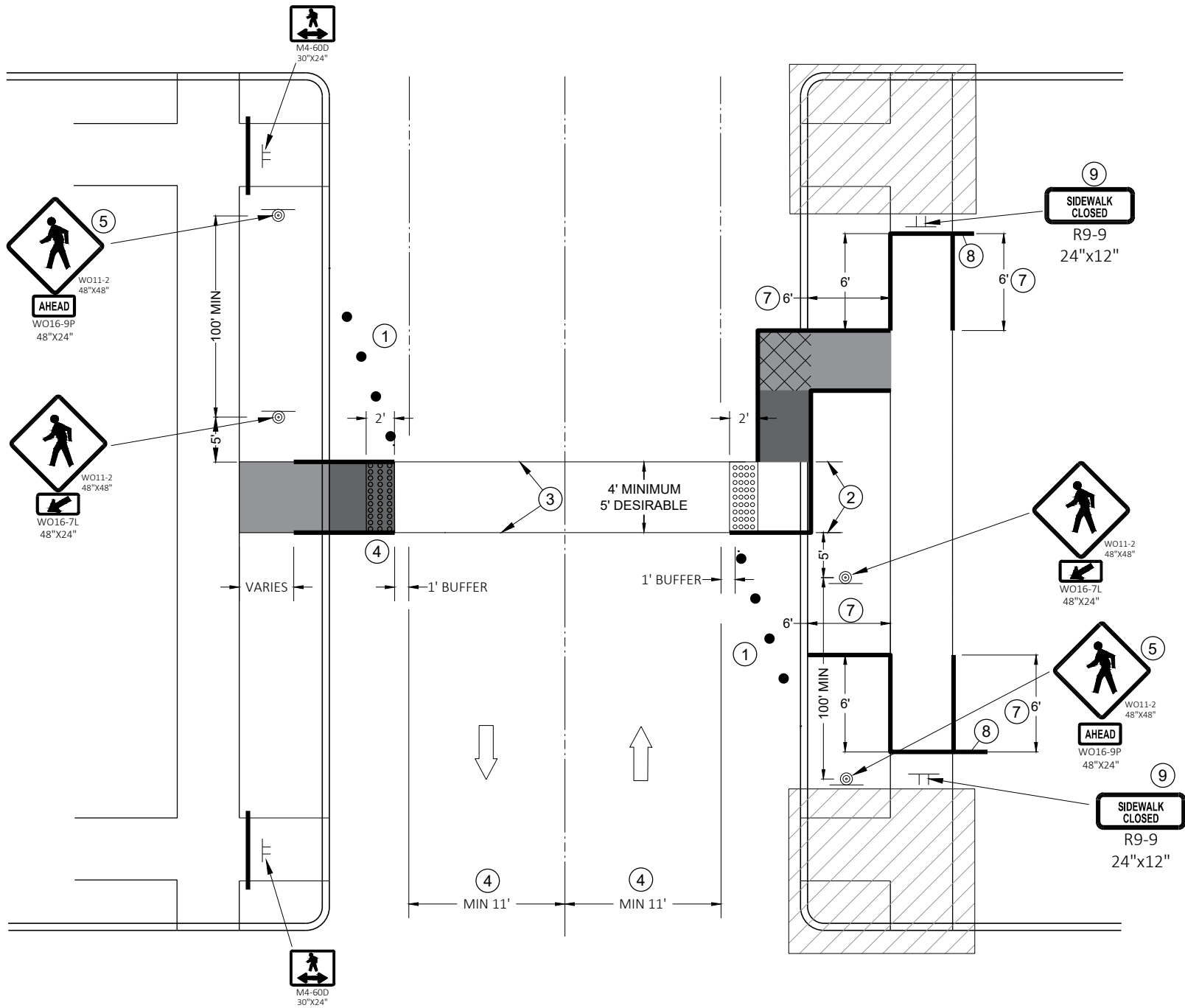
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

GENERAL NOTES

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

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

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

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

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

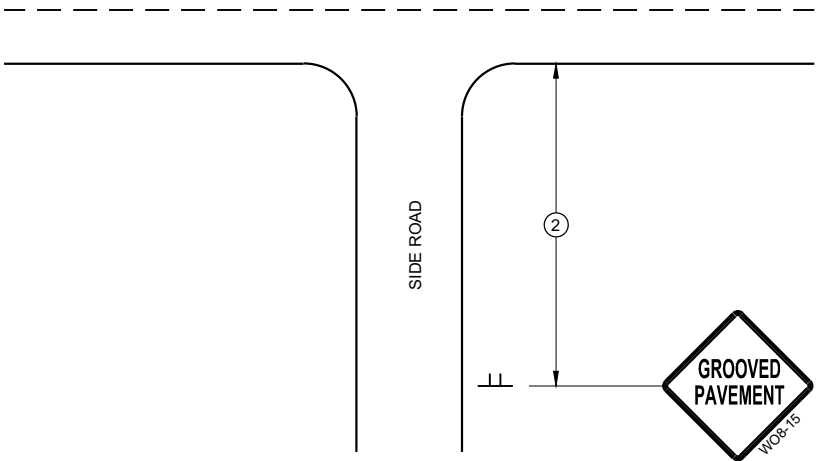
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

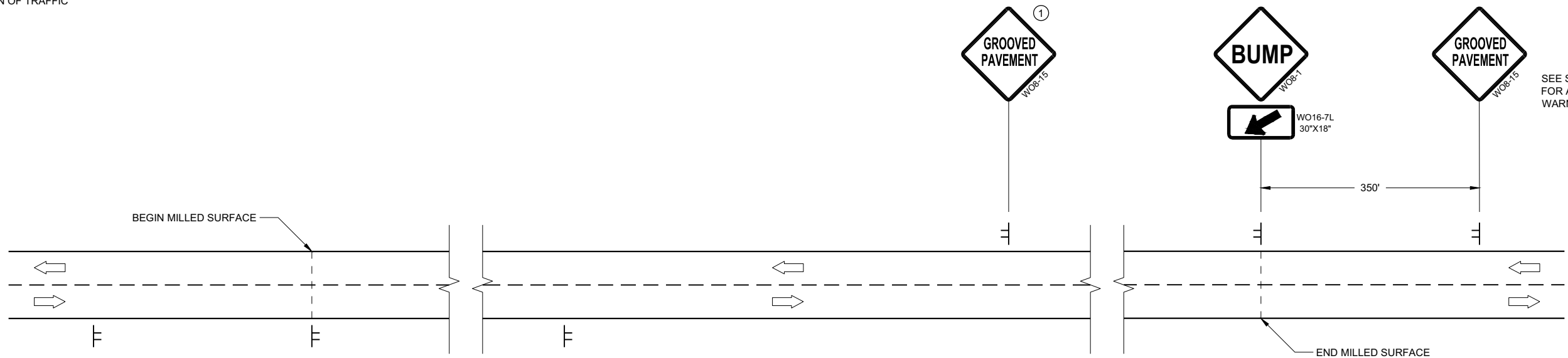
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 118

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

- 1

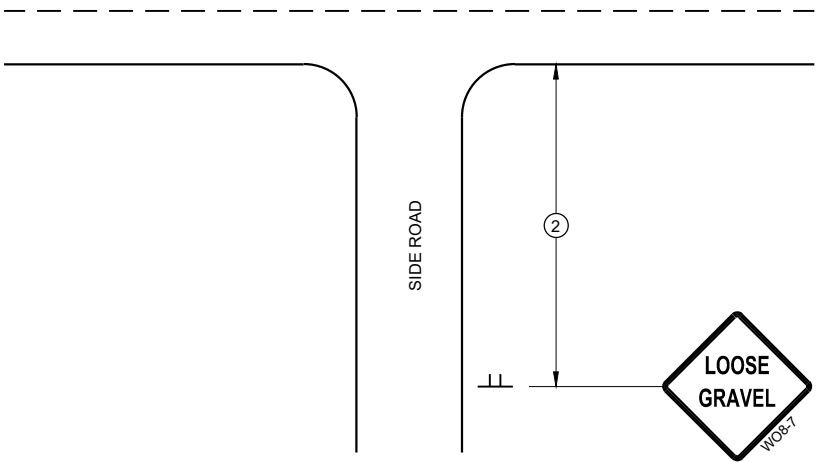
PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2

PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3

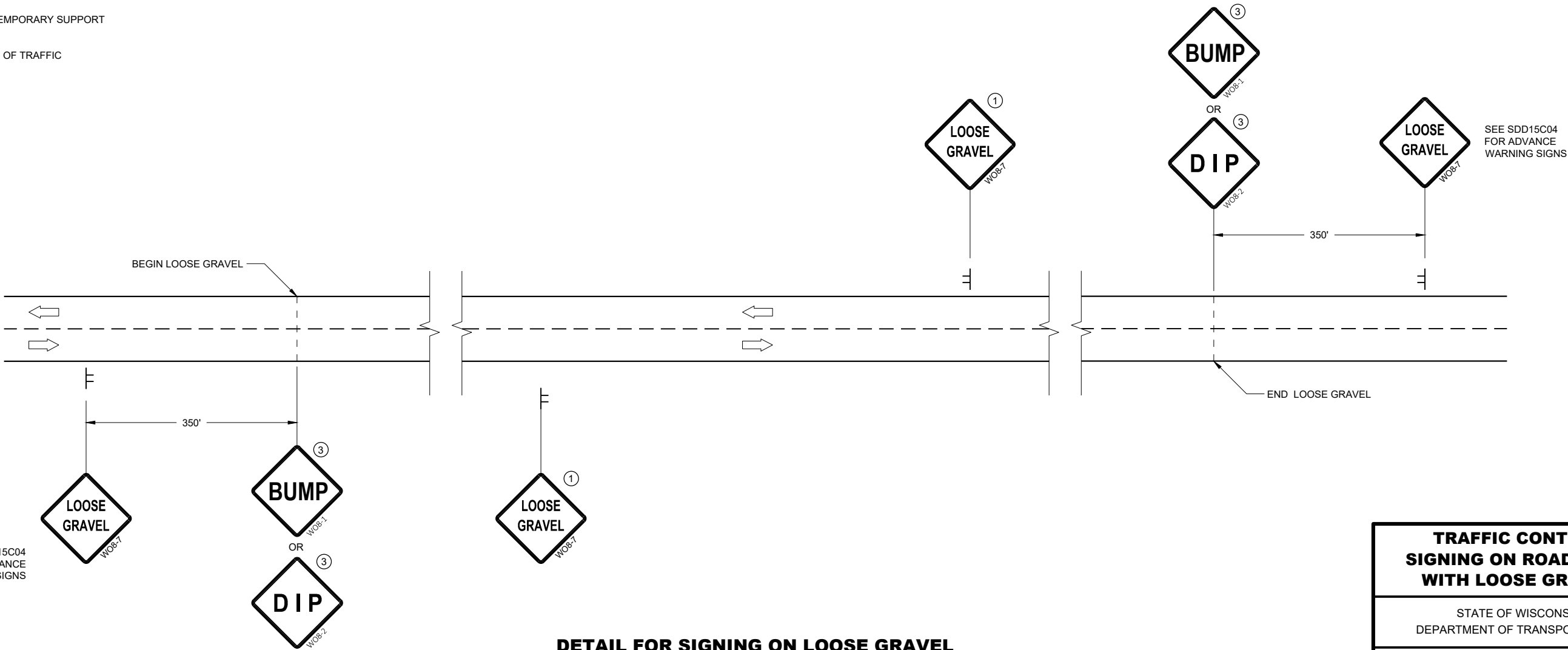
ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 119
FHWA

LEGEND

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

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

GENERAL NOTES

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

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

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

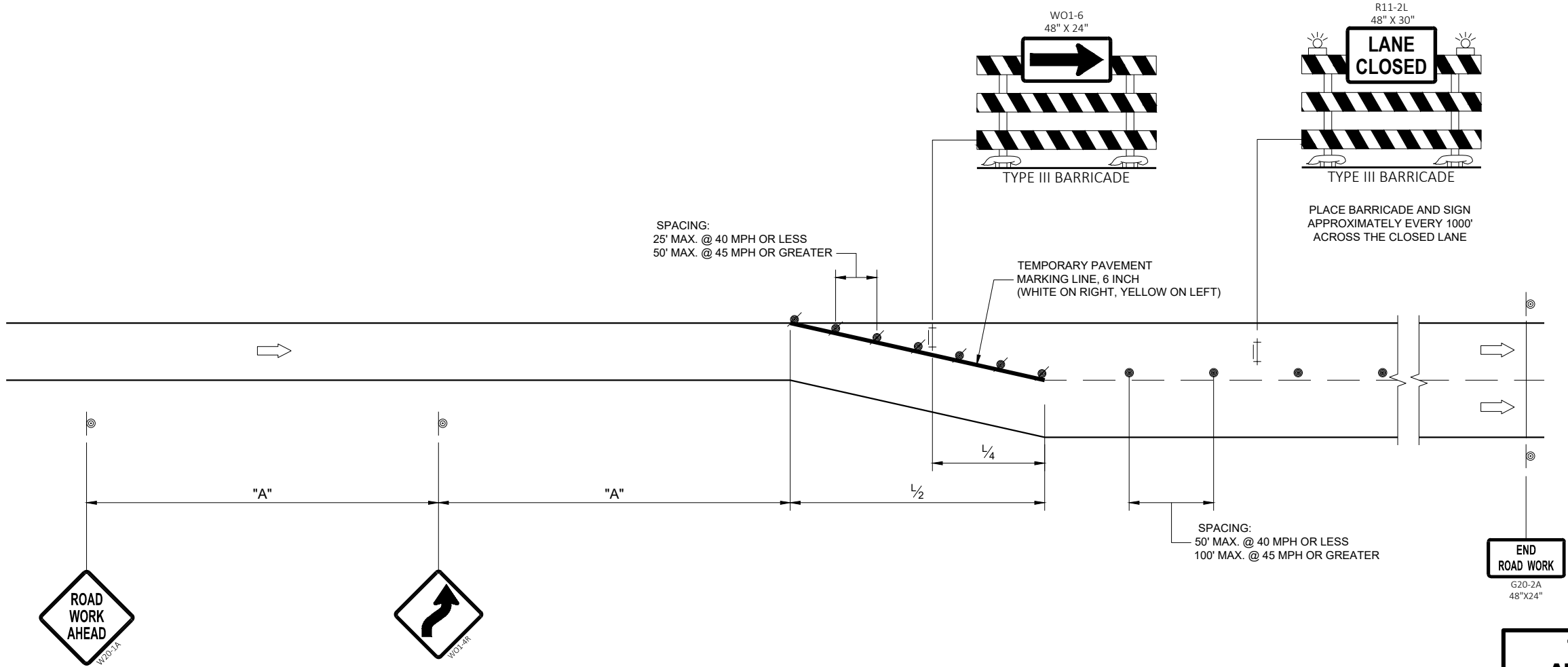
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

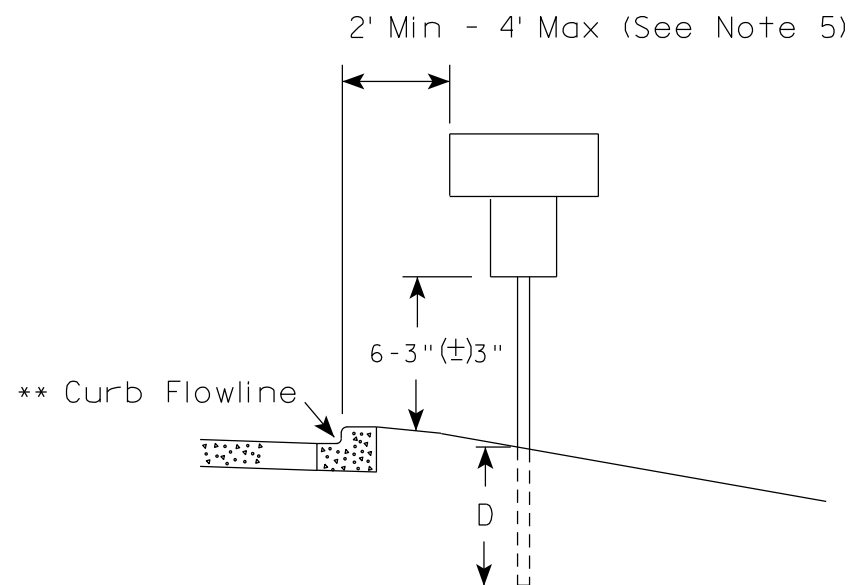
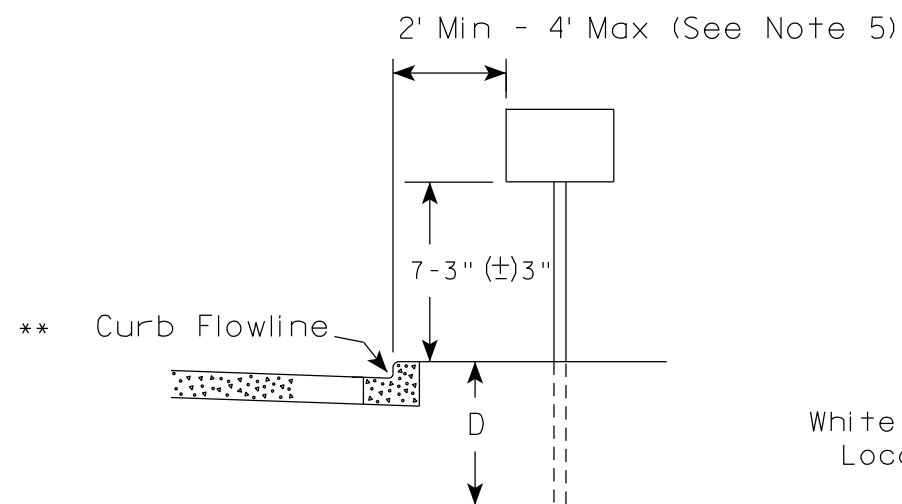
W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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



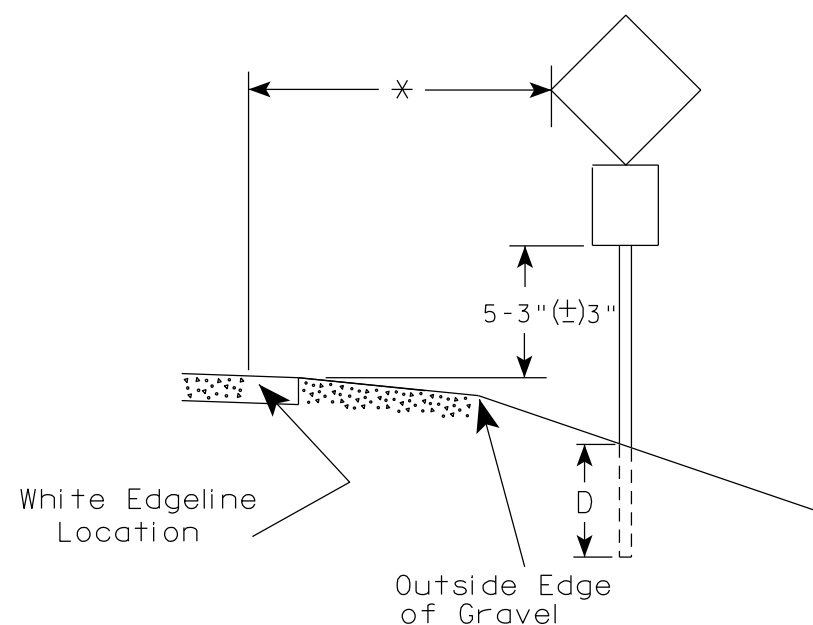
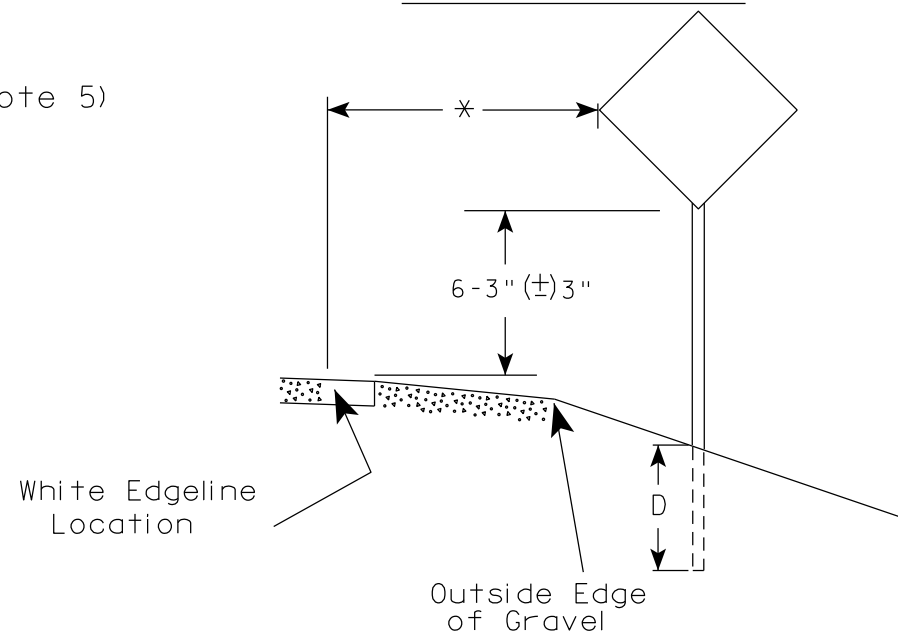
TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 120
FHWA	

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

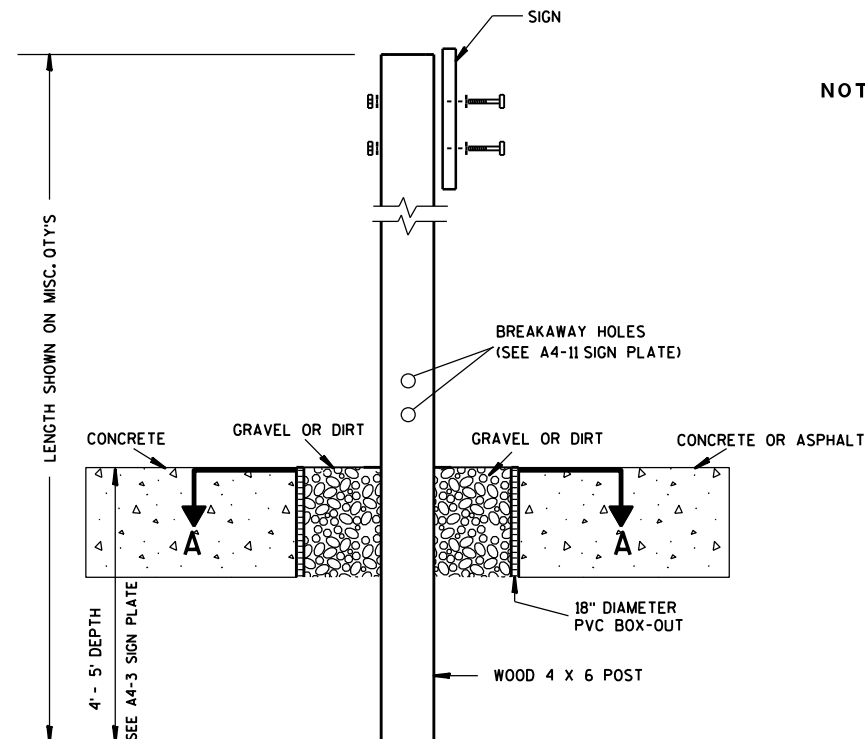
- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

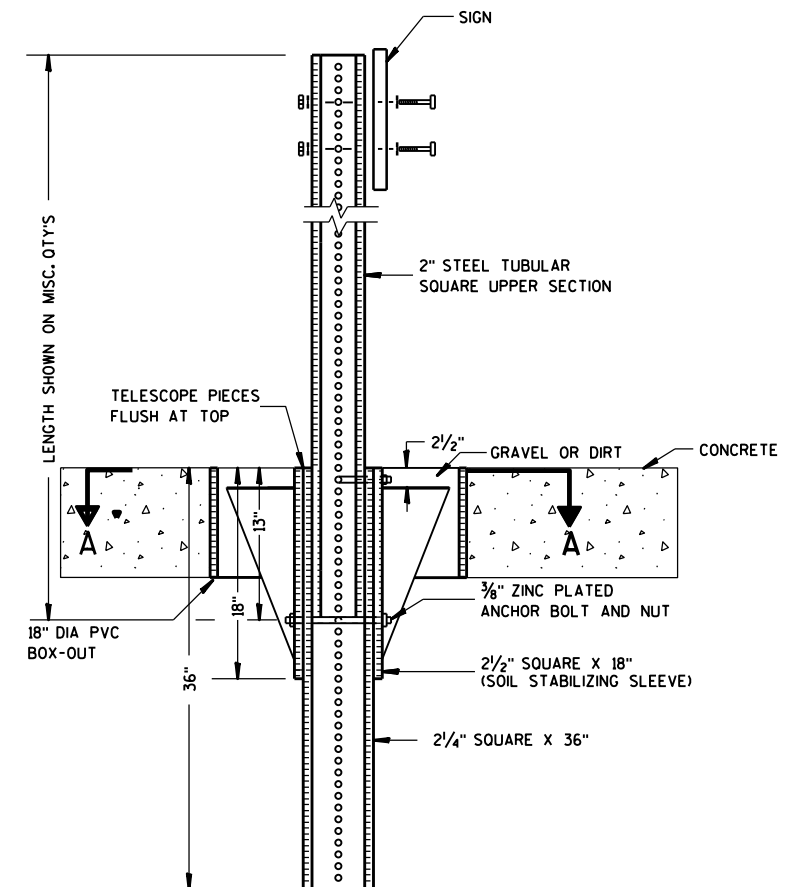
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

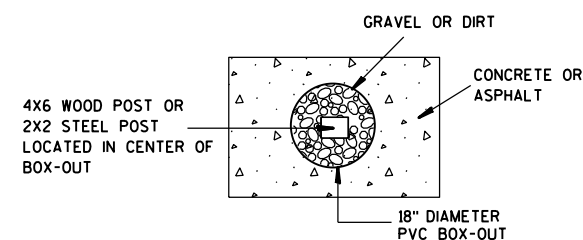
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 122 A4-3B.1

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

GENERAL NOTES

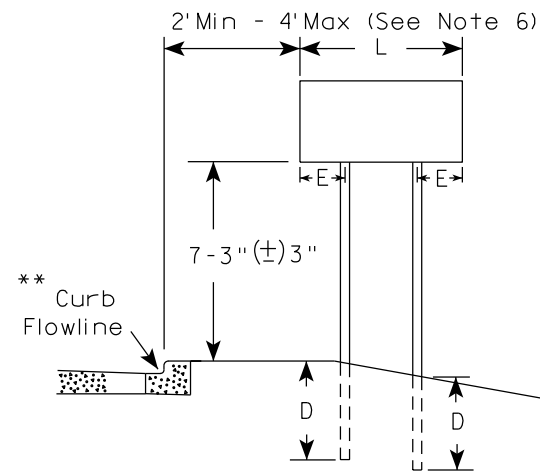
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.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

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

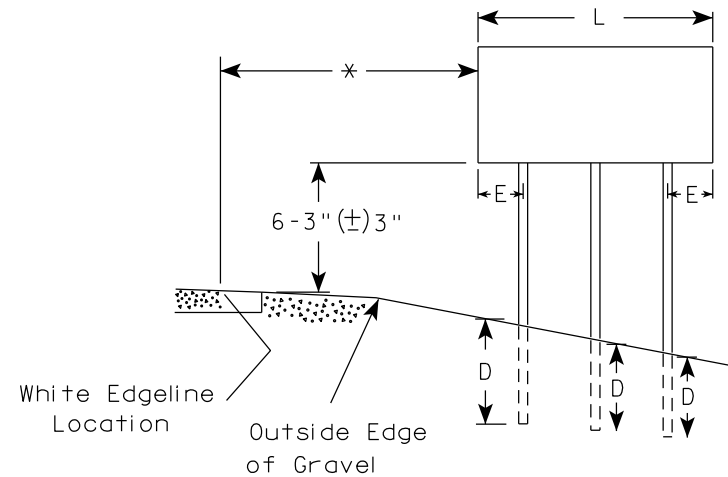
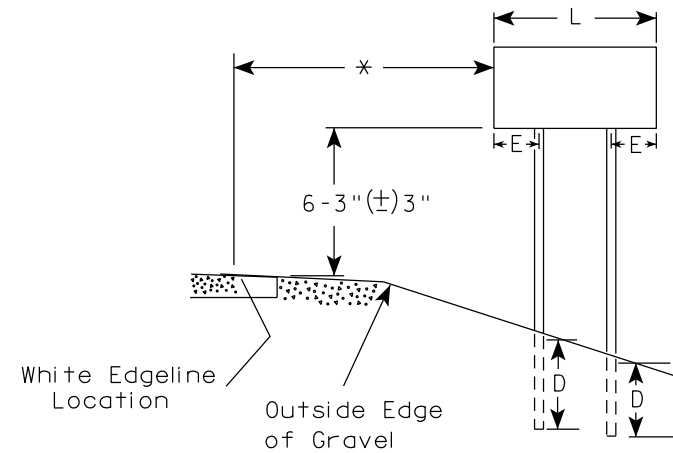
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

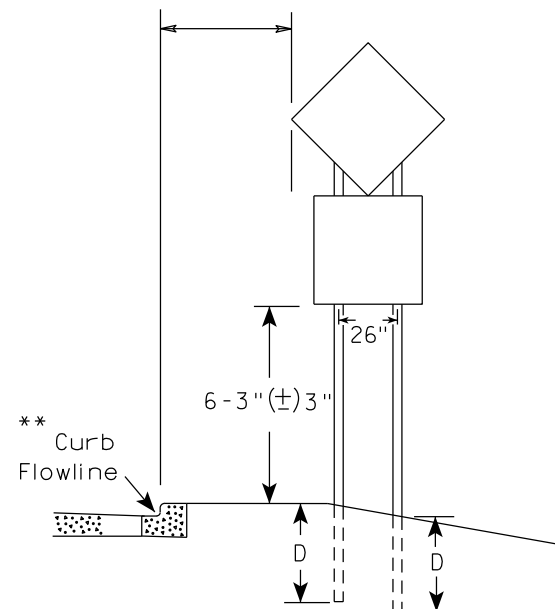
URBAN AREA



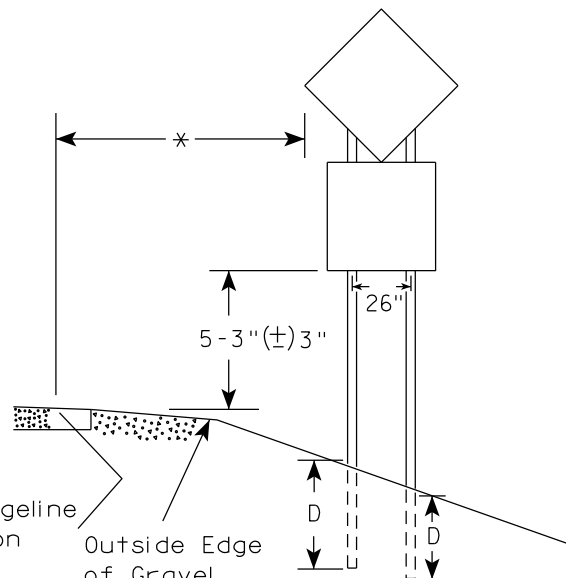
RURAL AREA (See Note 3)



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

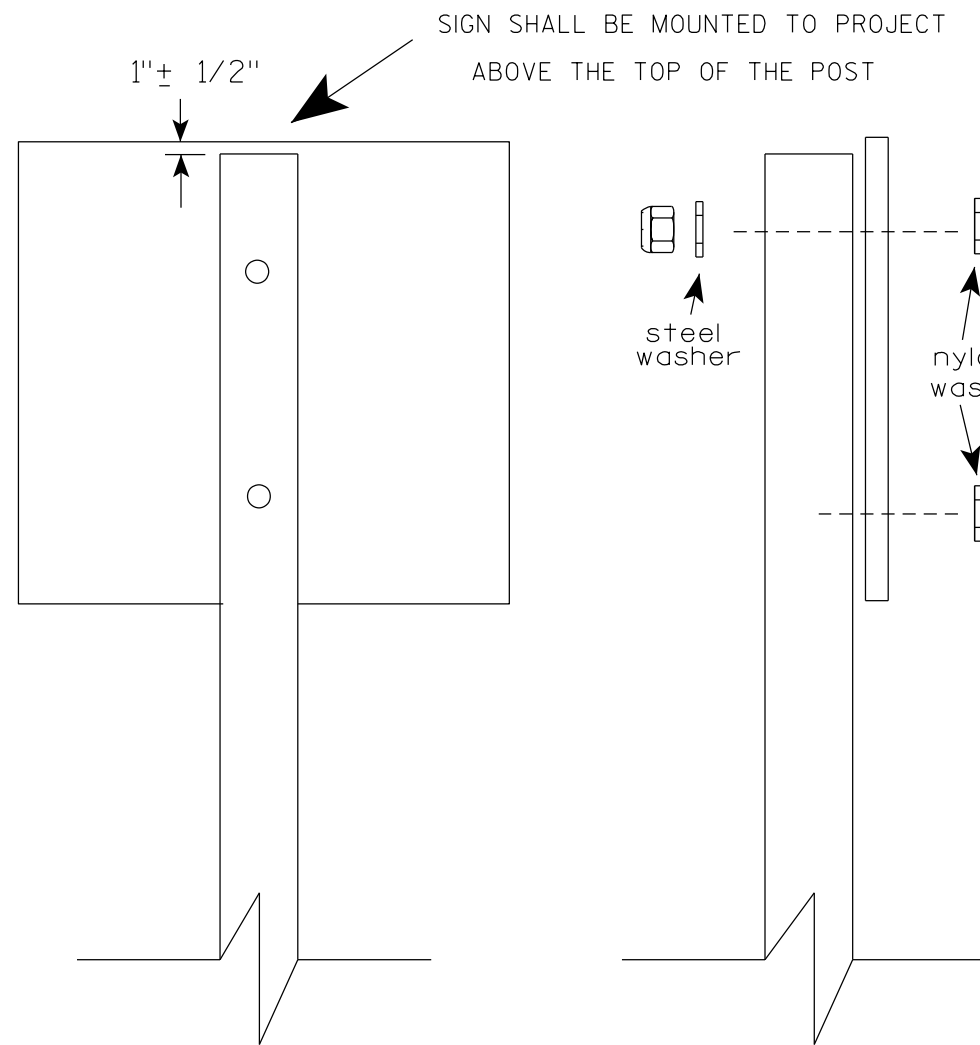
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 123

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.

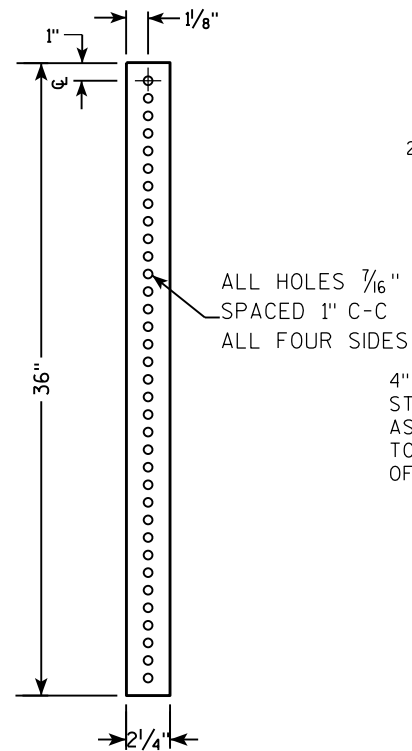
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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**



LENGTH SHOWN ON MISC. QTY'S

36"

18" DIA SCHEDULE 40 PVC BOX-OUT

TELESCOPE PIECES FLUSH AT TOP

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

LENGTH SHOWN ON MISC. QTY'S
 81"
 81"
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 2" STEEL TUBULAR SQUARE UPPER SECTION
 ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C
 ALL FOUR SIDES
 $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
 1"
 TELESCOPE PIECES FLUSH AT TOP
 A
 18"
 12"
 36"
 $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 2 1/4" SQUARE X 36"

DIRECTION
OF TRAFFIC

SECTION A-A

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 125 14-9.9

SHEET NO: E

PROJECT NO:	HWY:	COUNTY:	SHEET NO:
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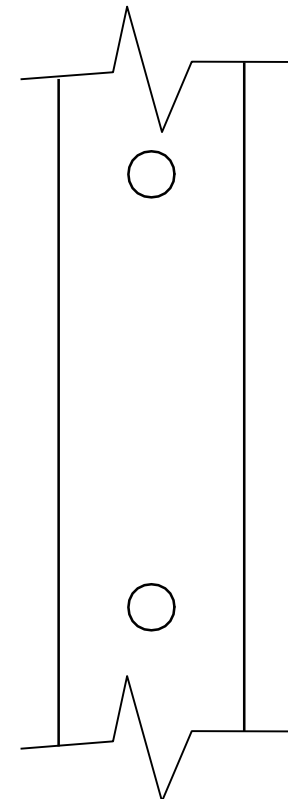
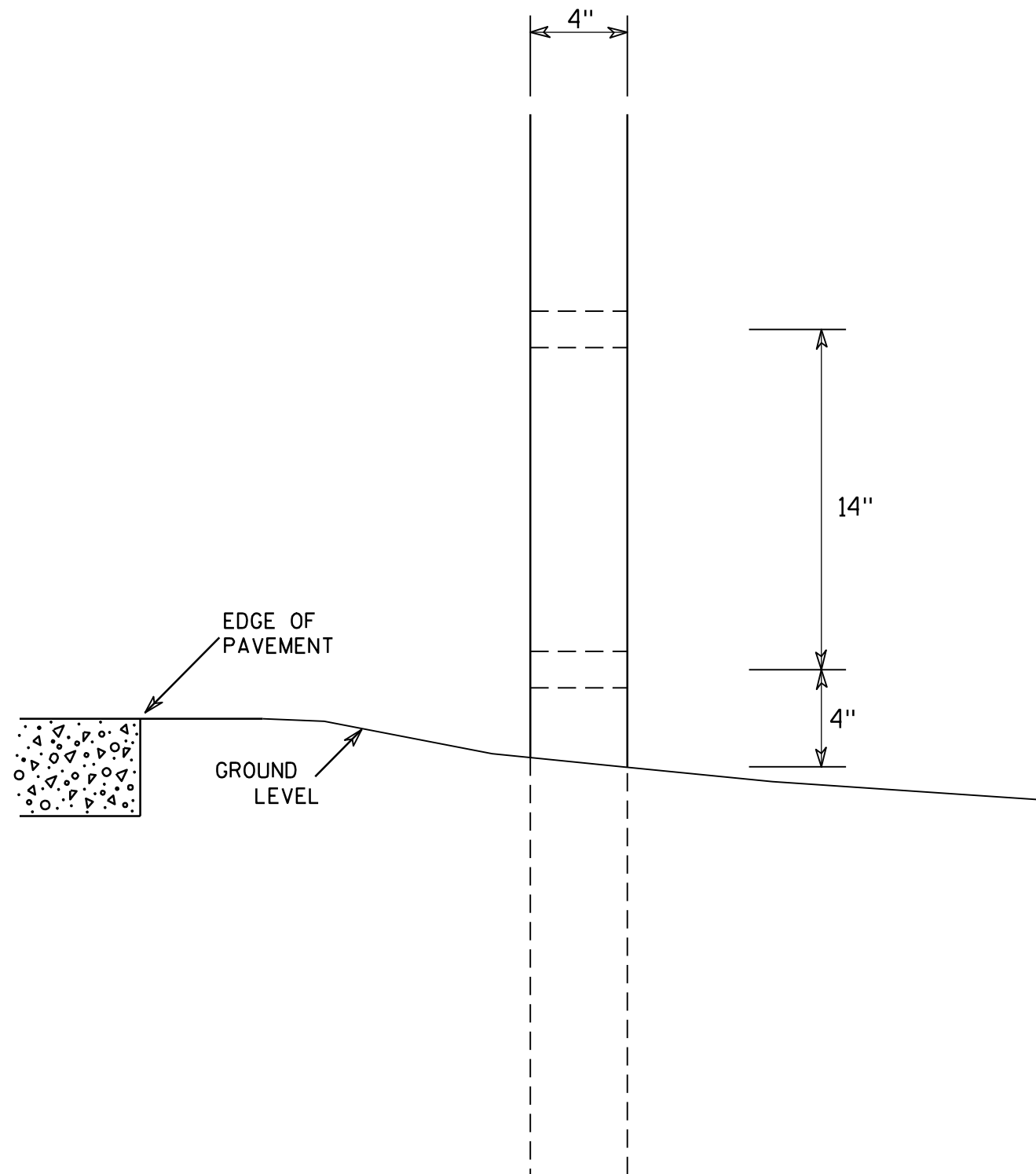
PLOT DATE : 05-FEB-2015 17:09

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:

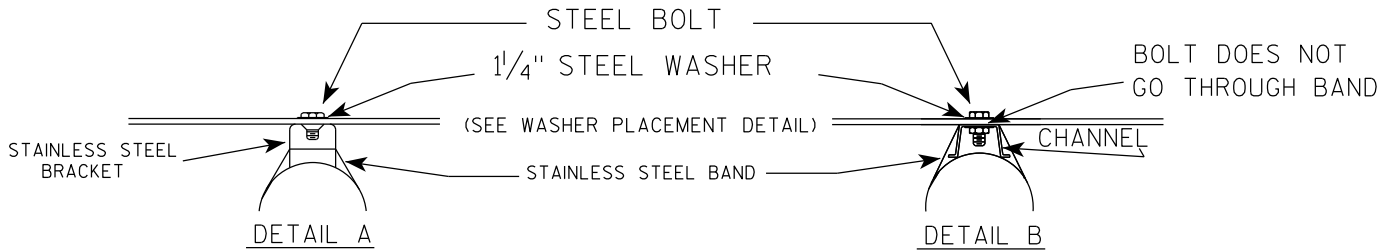
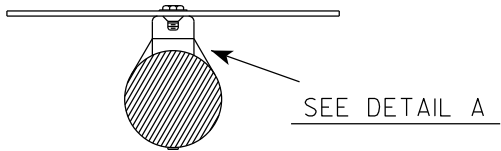
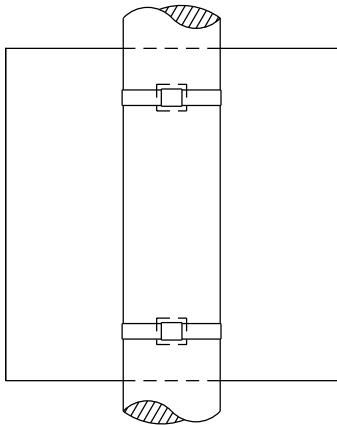
COUNTY:

SHEET NO: 126

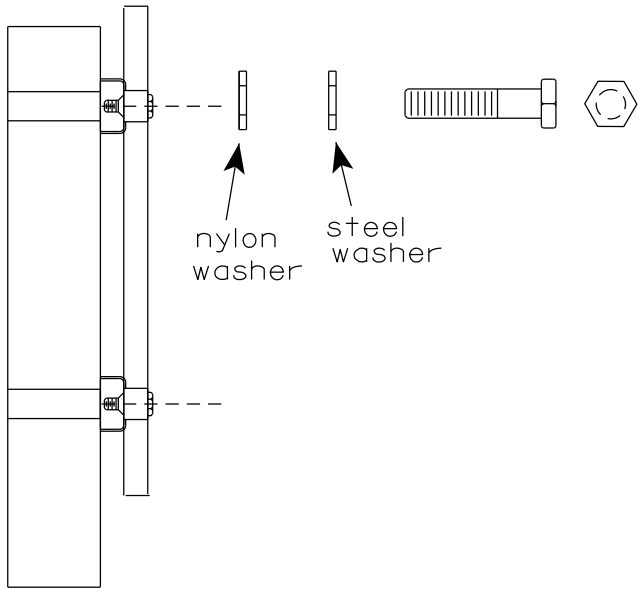
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

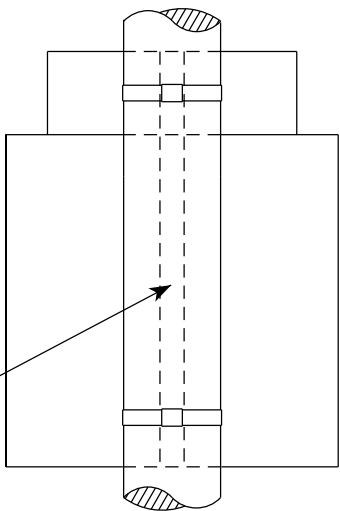


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

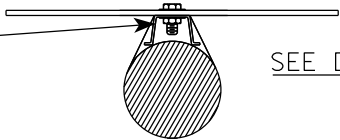
GENERAL NOTES

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

"J" ASSEMBLY



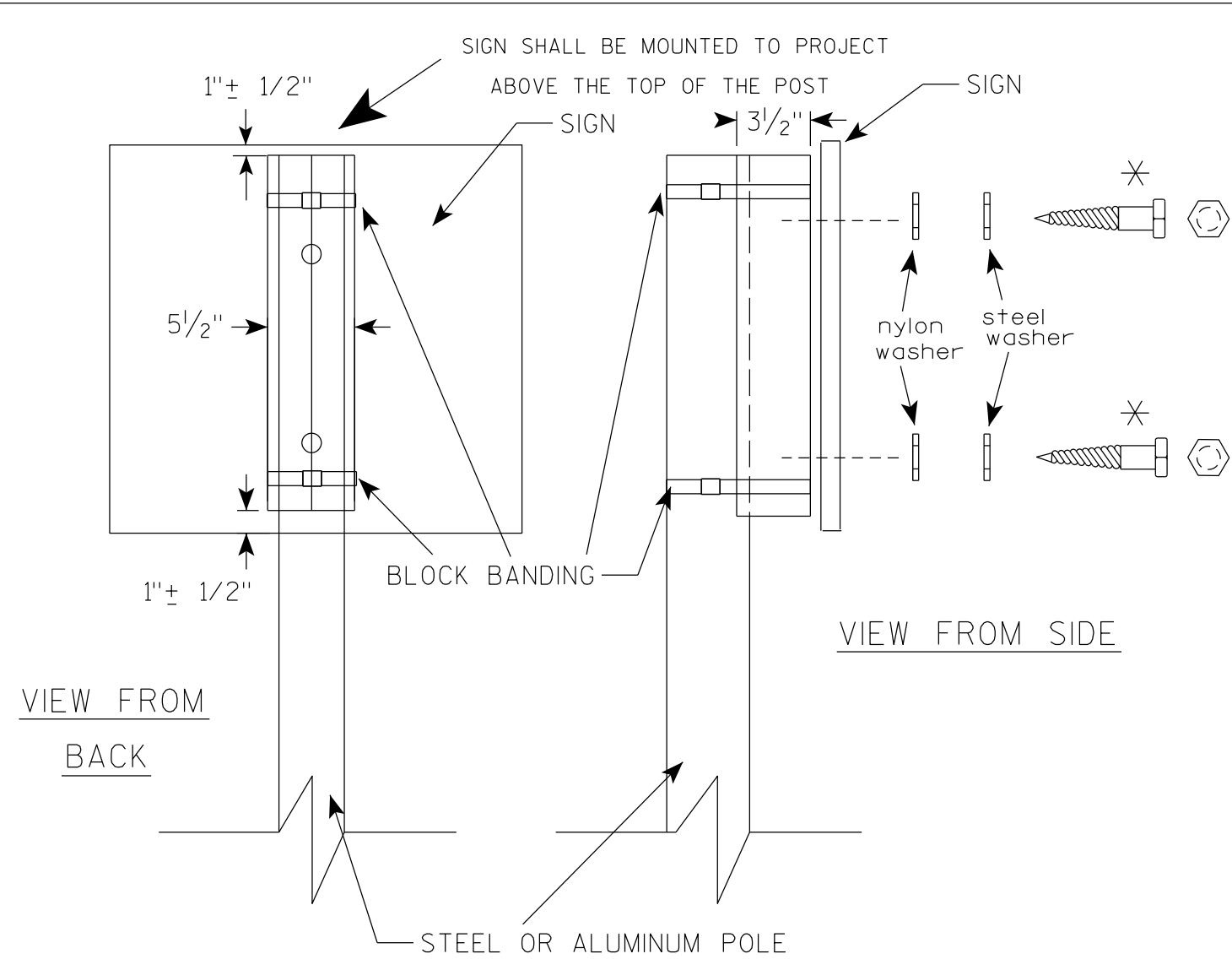
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

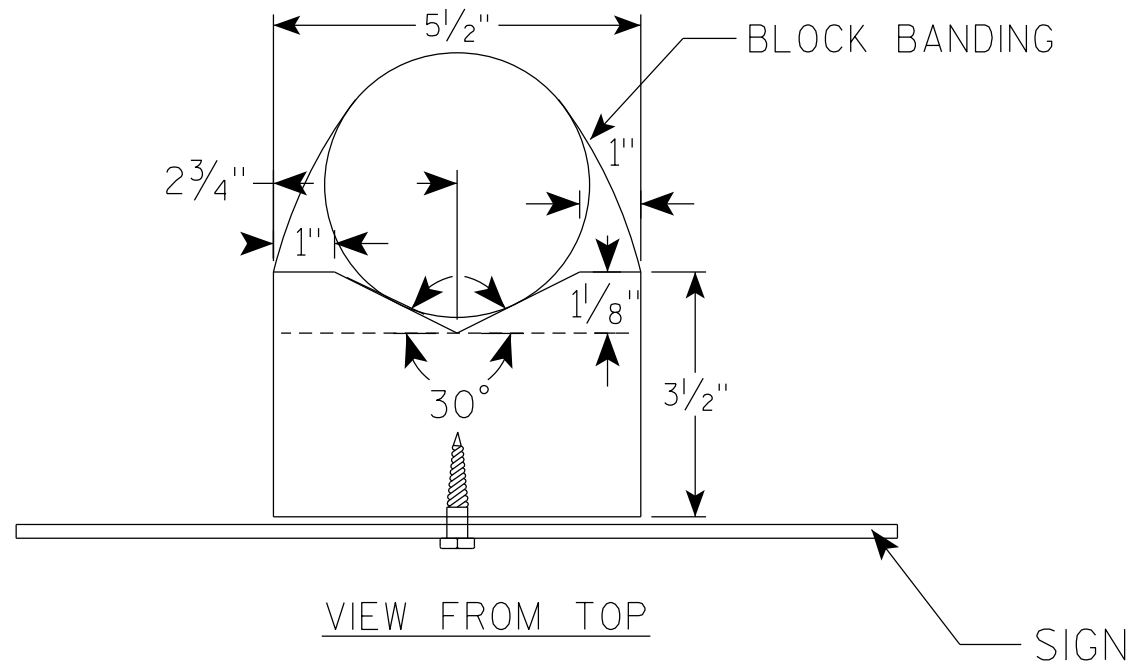
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 128

E

NOTES

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



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

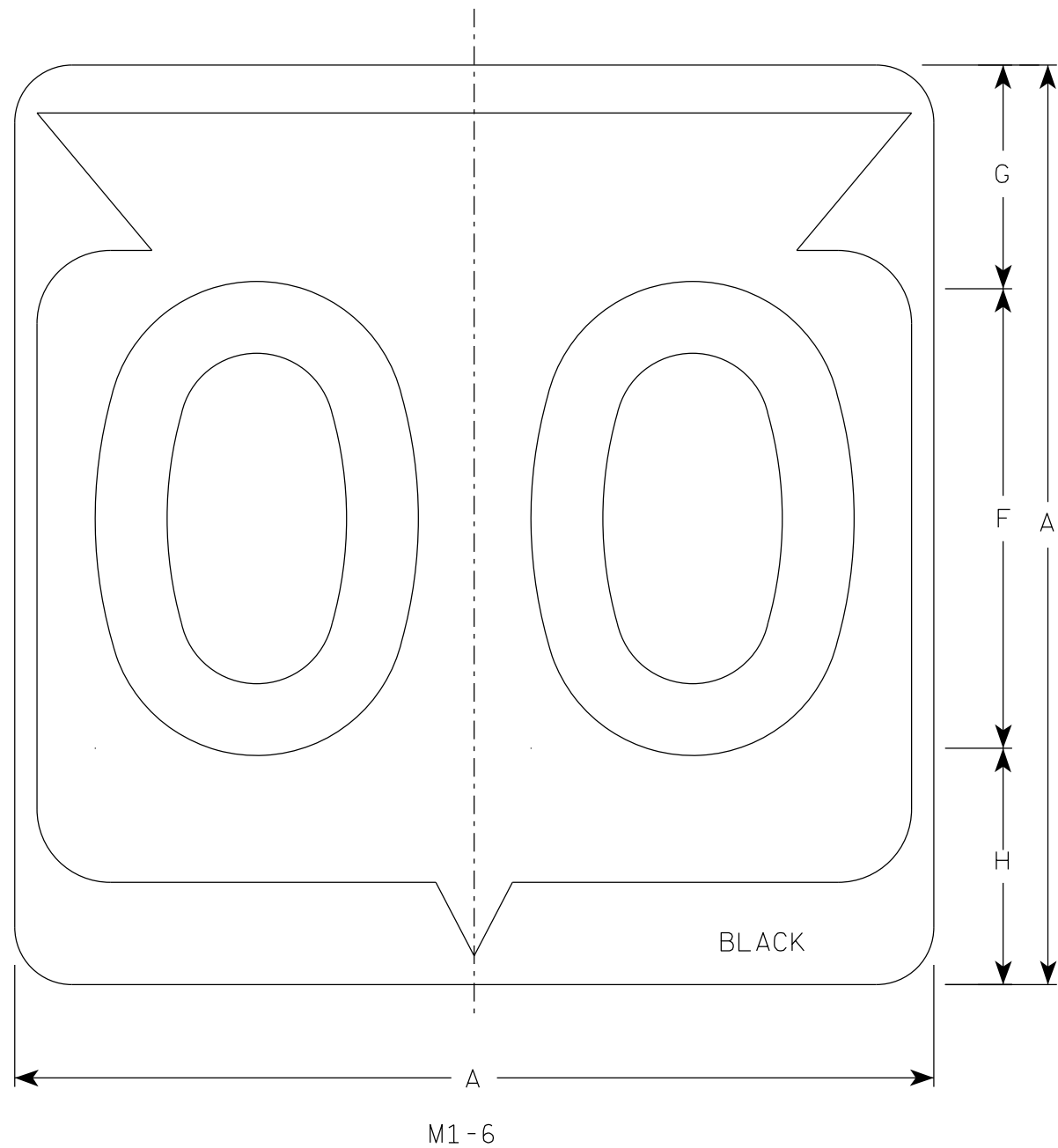
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

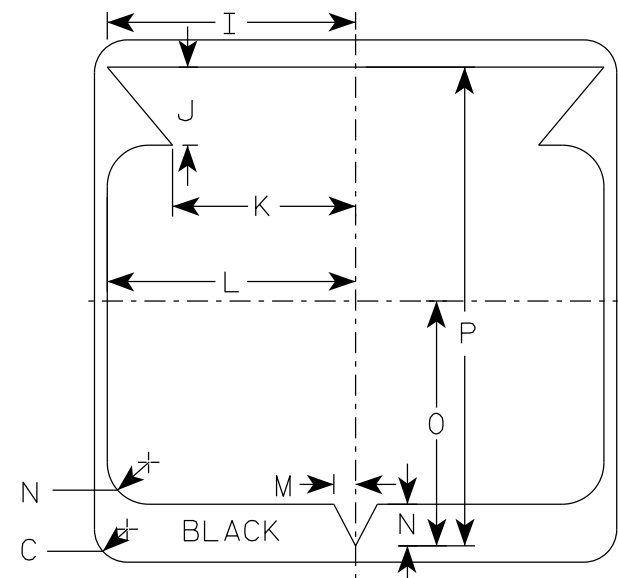
DATE 1/22/19 PLATE NO. G20-57.3

7



NOTES

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



7

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

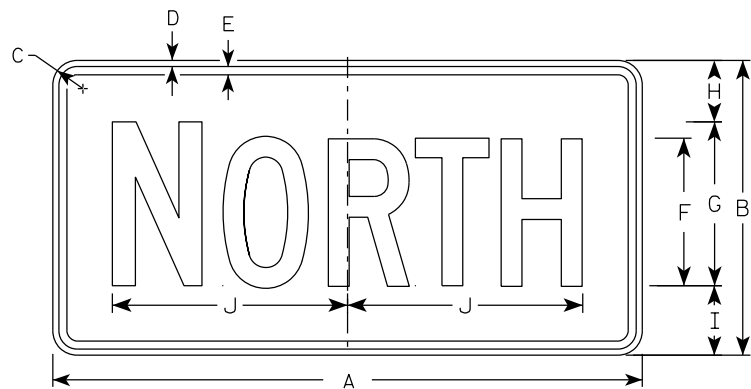
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

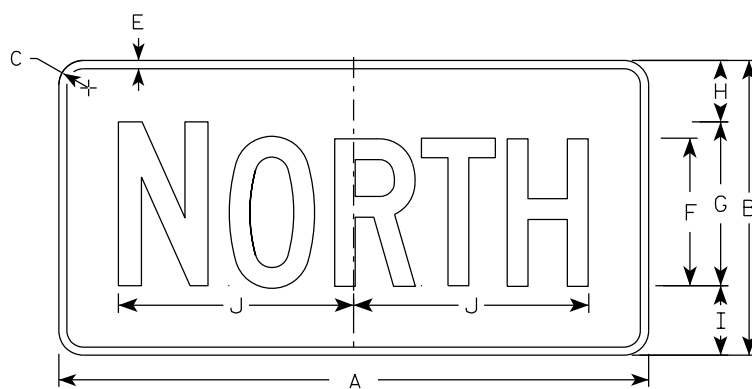
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

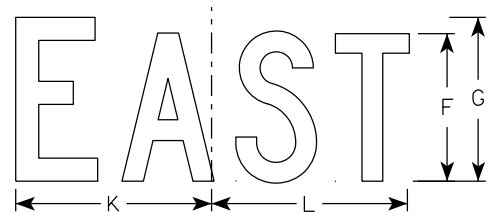
PROJECT NO: HWY: COUNTY: SHEET NO: 130 E



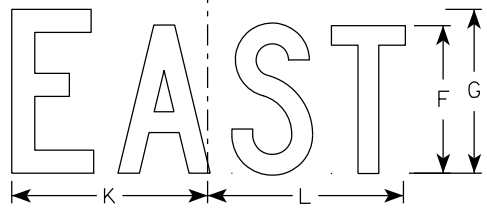
M3-1
MM3-1
MP3-1



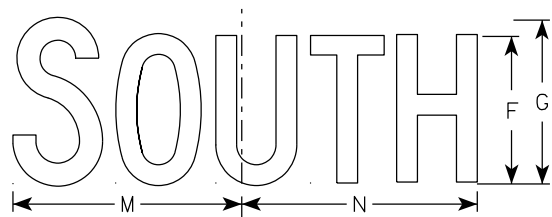
MB3-1
MK3-1
MN3-1



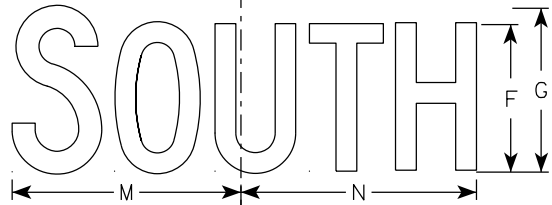
M3-2
MM3-2
MP3-2



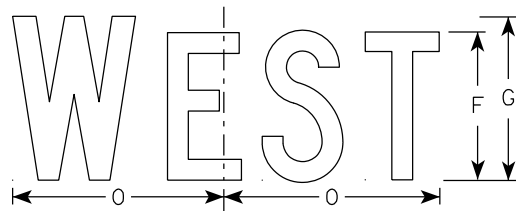
MB3-2
MK3-2
MN3-2



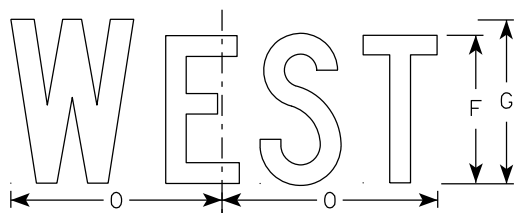
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

- 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.

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

STANDARD SIGNS M3-1 THRU M3-4 SERIES

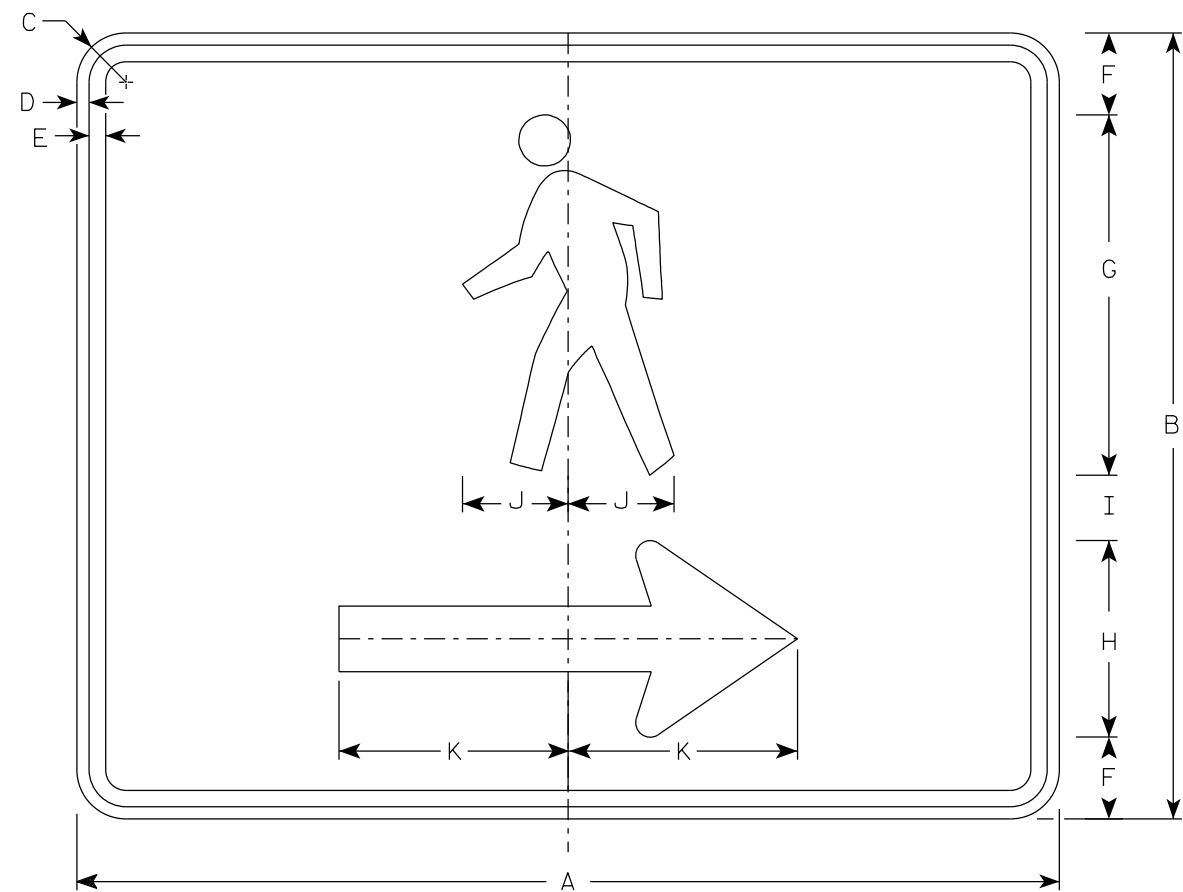
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: HWY: COUNTY: SHEET NO: 131 E

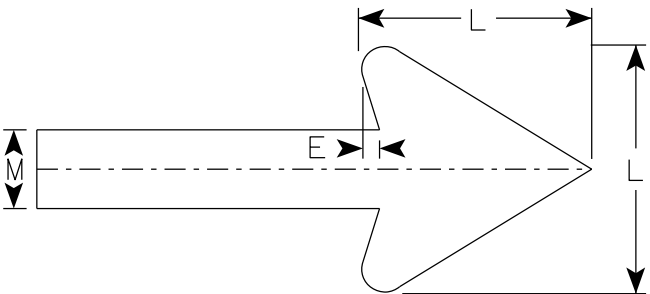
FILE NAME : C:\CAEfiles\Projects\tr_stdplate-M31.dgn PLOT DATE : 8-FEB 2023 11:00 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$WISDOT/CADDS SHEET 42



M4-60R

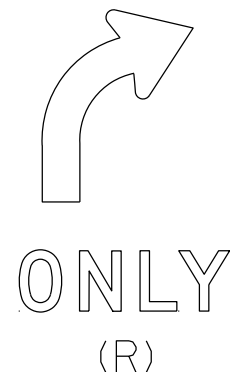
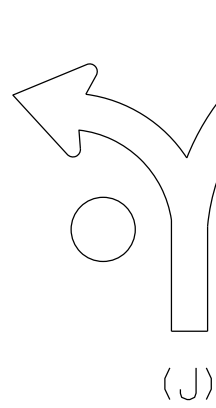
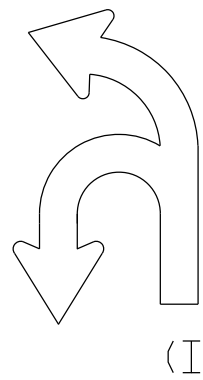
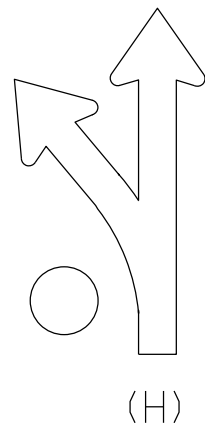
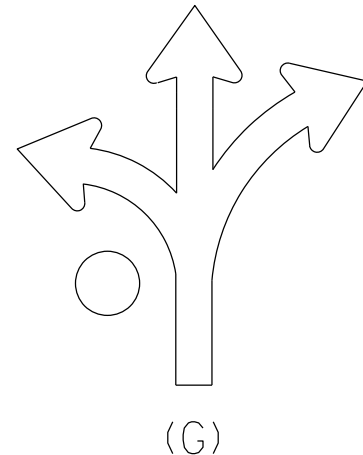
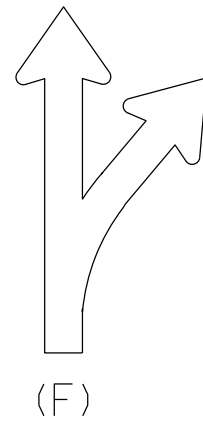
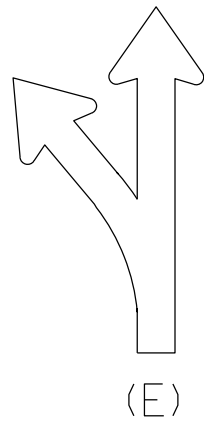
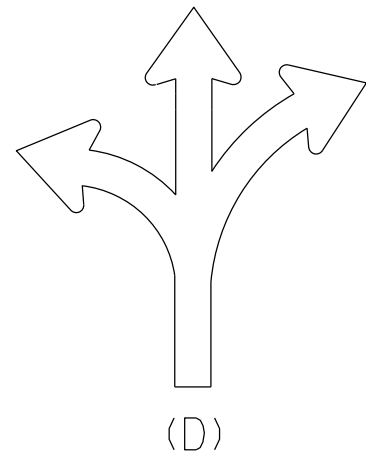
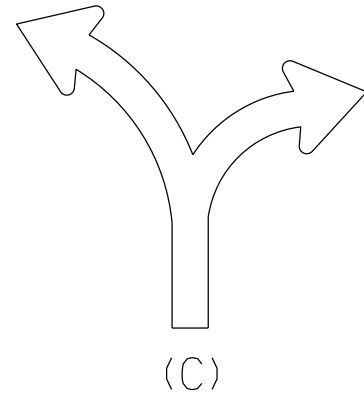
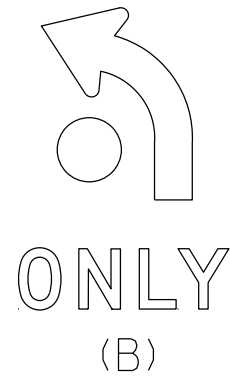
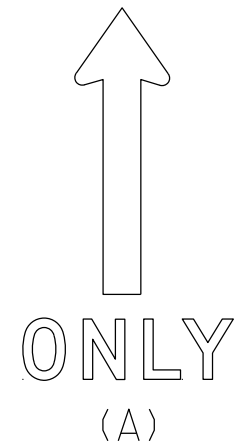
NOTES

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



Arrow Detail

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



NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter = 3.75 sq ft for Size 2

6.0 sq ft for Size 3

10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2

12.0 sq ft for Size 3

20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2

18.0 sq ft for Size 3

30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2

24.0 sq ft for Size 3

40.0 sq ft for Size 4 or 5

5 Letters = 18.75 sq ft for Size 2

30.0 sq ft for Size 3

50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2

36.0 sq ft for Size 3

60.0 sq ft for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.

Add the amounts when these letters are used:

1.25 sq ft for Size 2

1.5 sq ft for Size 3

2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn

PLOT DATE : 14-FEB 2023 3:01

PLOT BY : mscj9h

PLOT NAME :

SHEET NO: 133

E

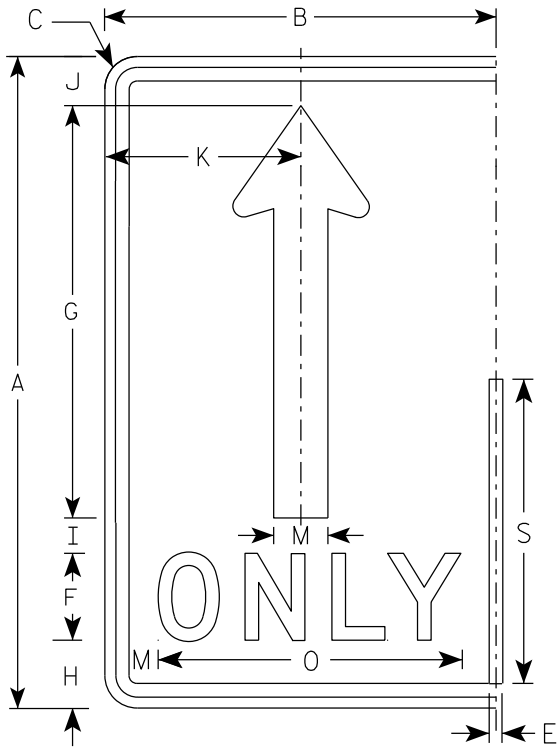
WISDOT/CADDs SHEET 42

NOTES

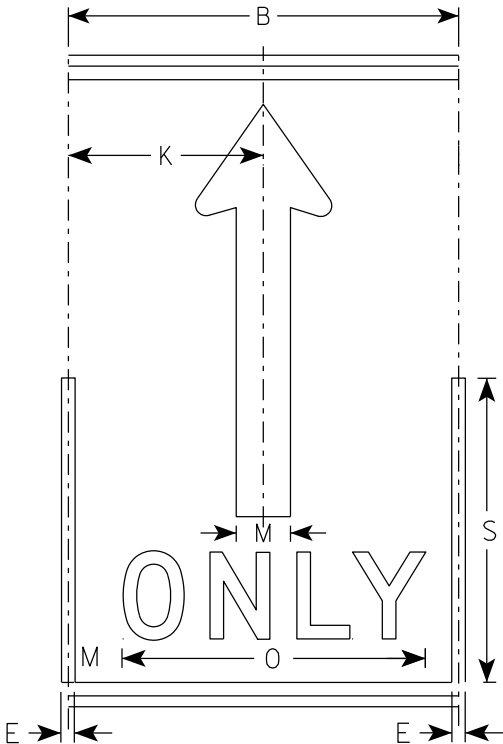
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

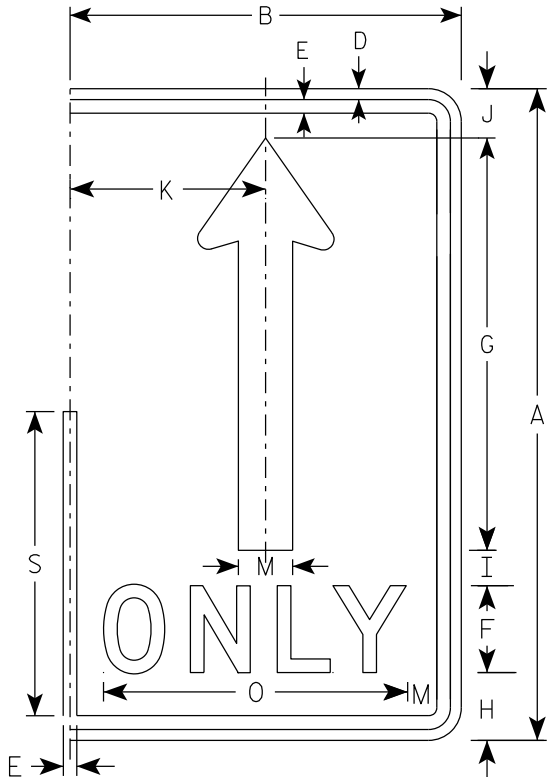
Message - Black
3. Message Series - D



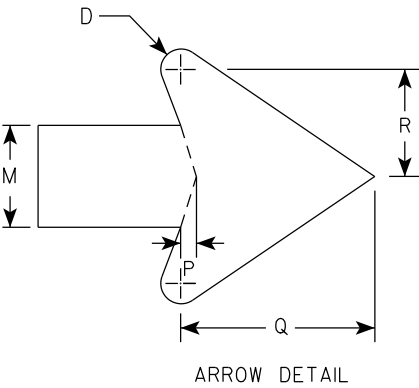
(A)



(A)



(A)



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	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

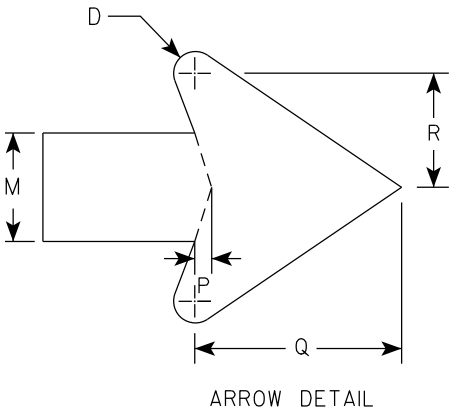
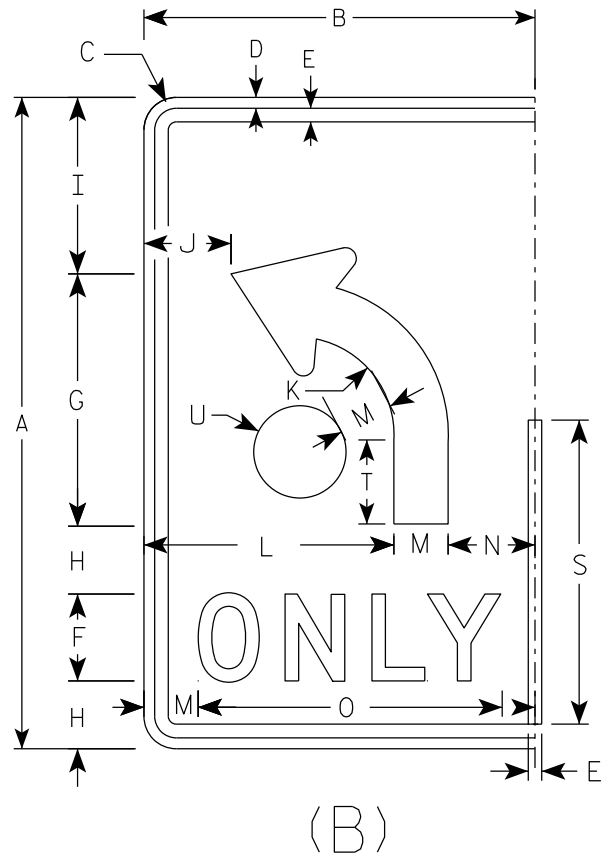
NOTES

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

Background - White

Message - Black

Message Series - D



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	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

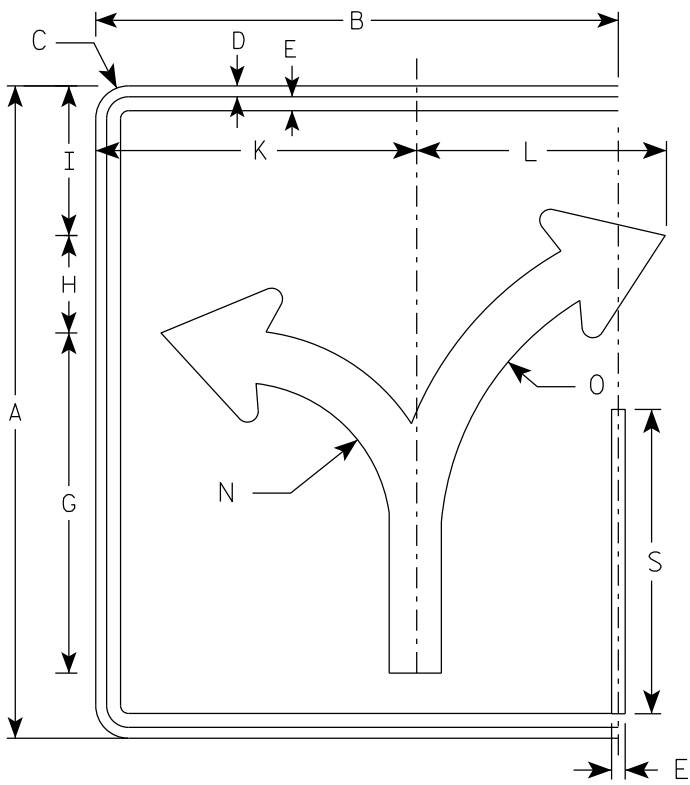
DATE 2/14/23

PLATE NO. R3-8.2

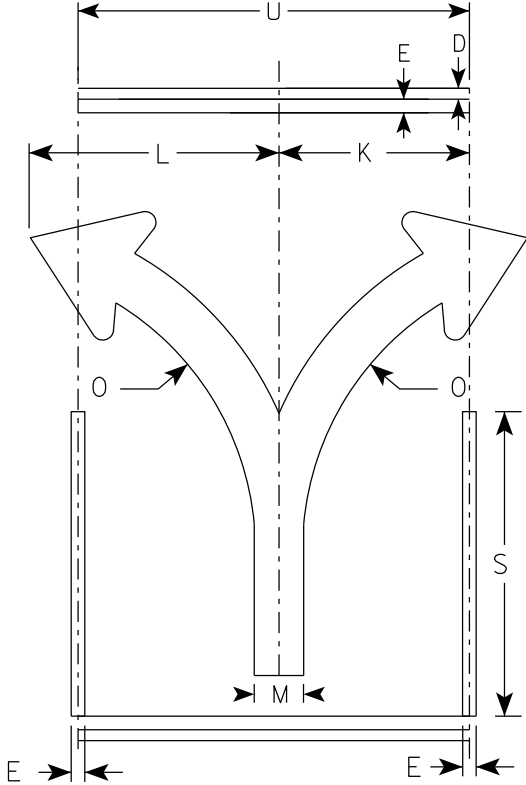
7

NOTES

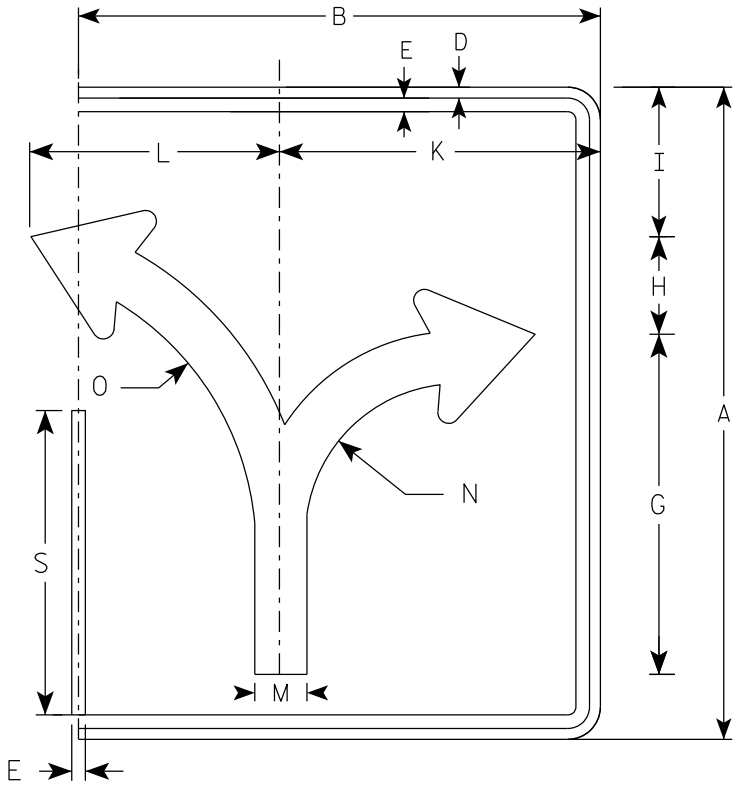
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



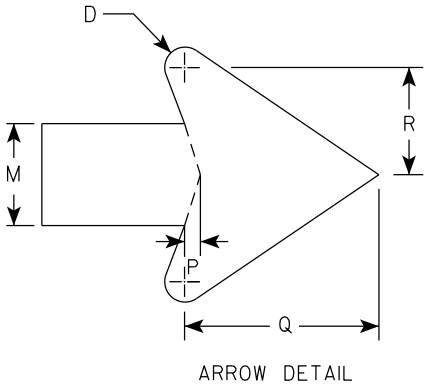
(C)



(C)



(C)



																											ENDS	MIDDLE
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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

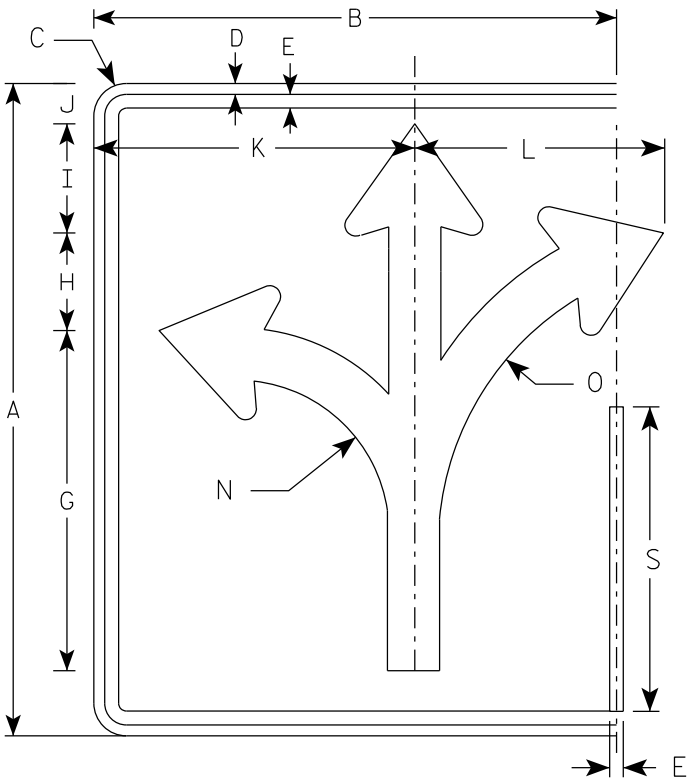
SHEET NO: 136

E

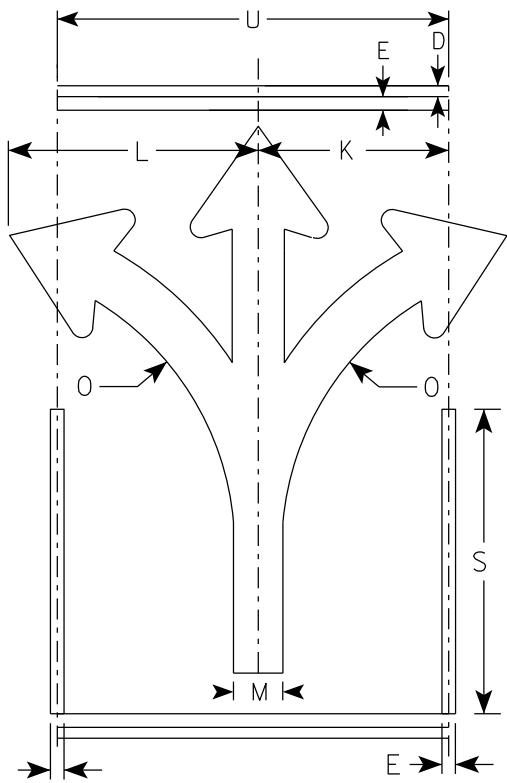
7

NOTES

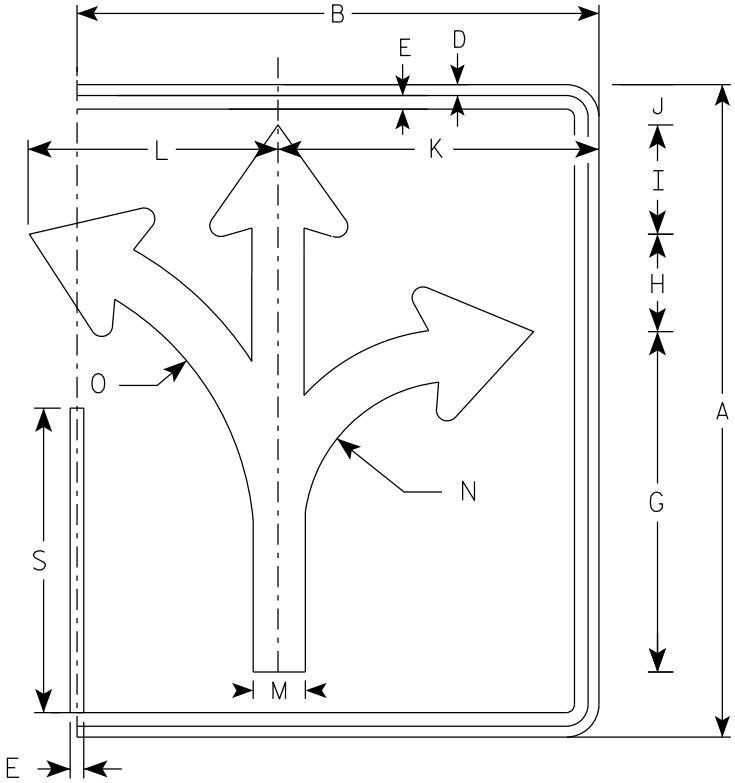
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



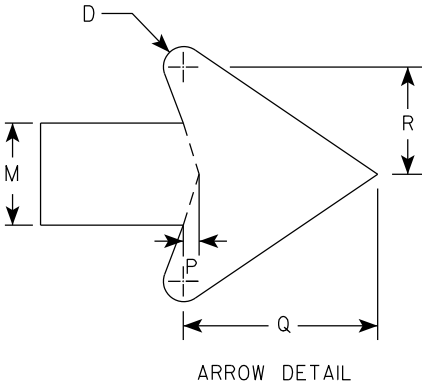
(D)



(D)



(D)



																												ENDS	MIDDLE
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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0	
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 137

E

STANDARD SIGN
R3-8 (D) Arrow

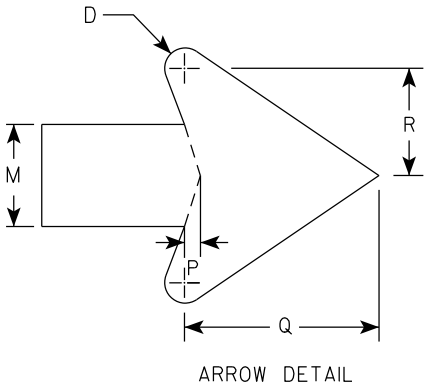
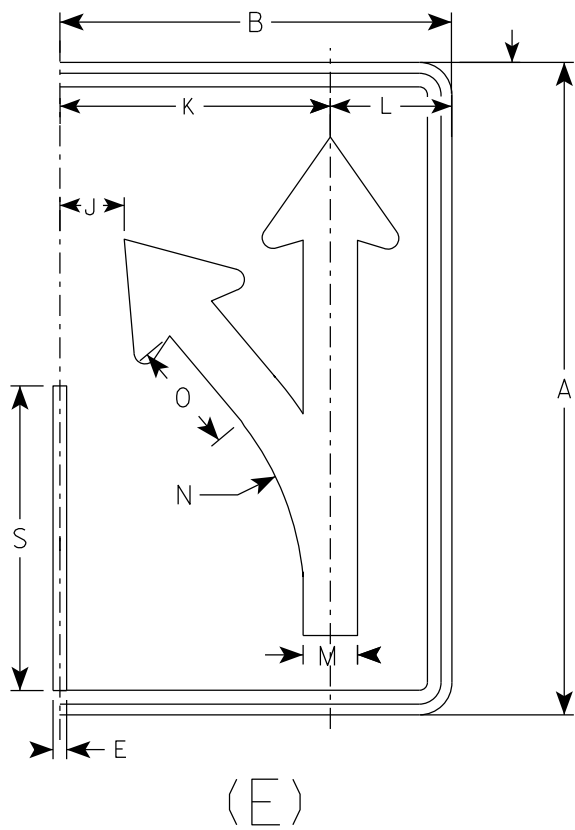
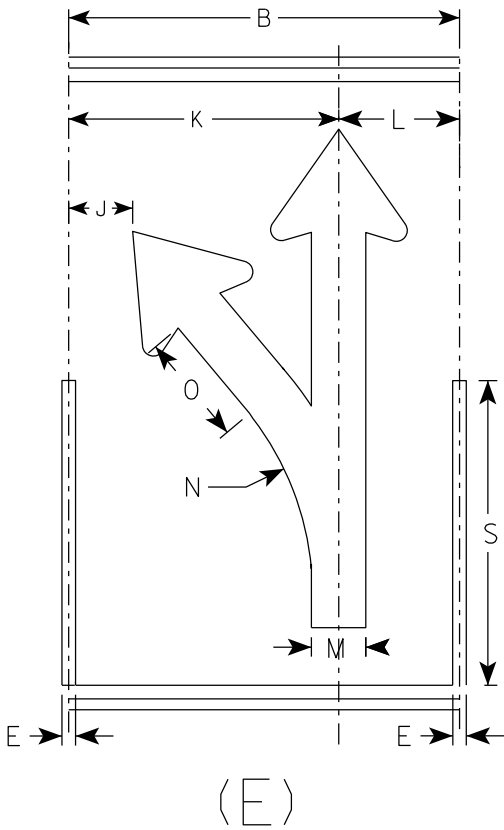
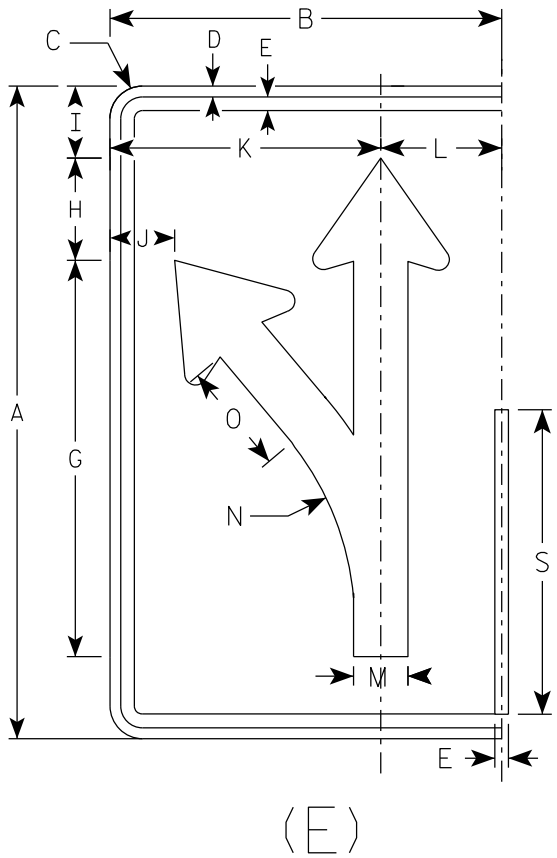
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 138

E

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

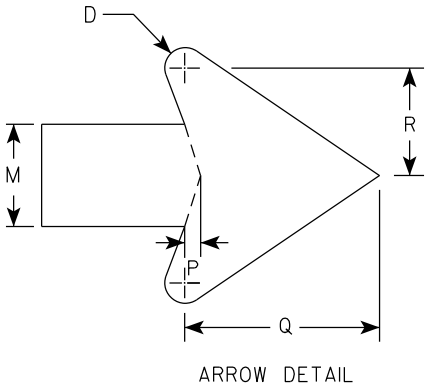
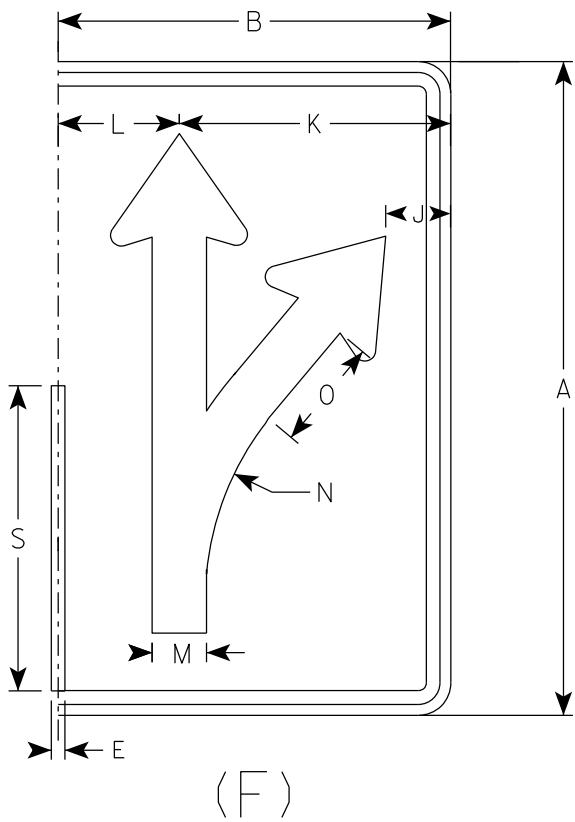
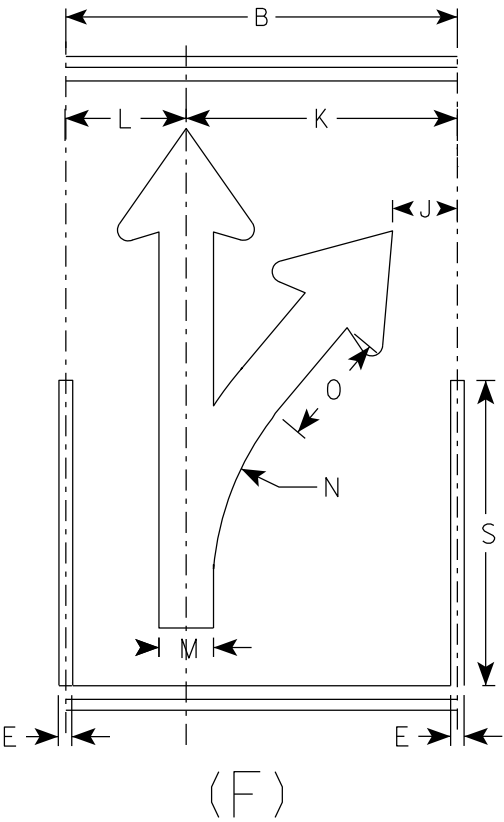
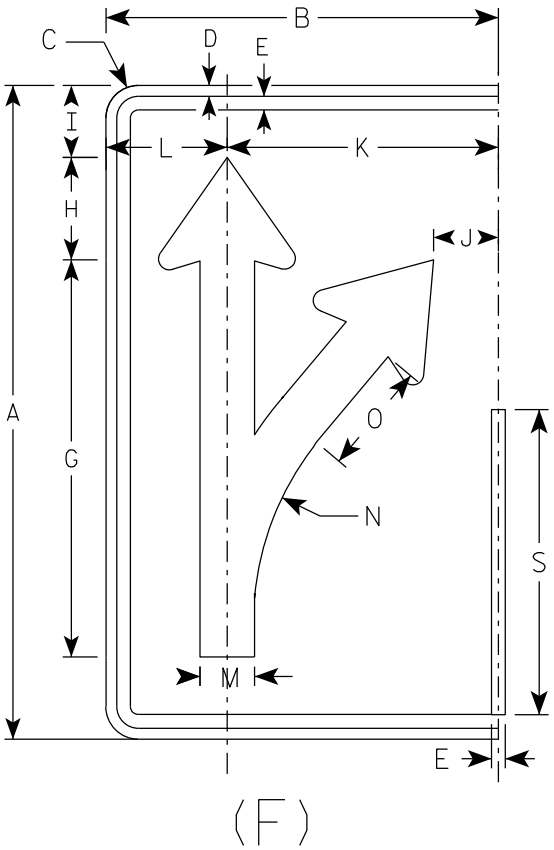
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

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

Background - White

Message - Black
3. Message Series - None



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	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 139

E

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

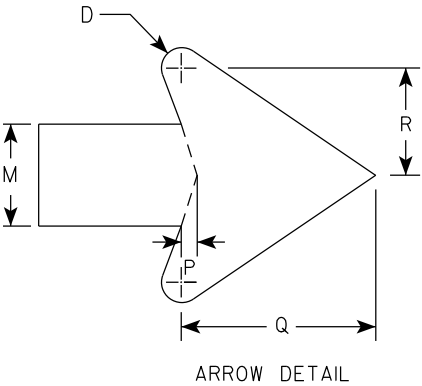
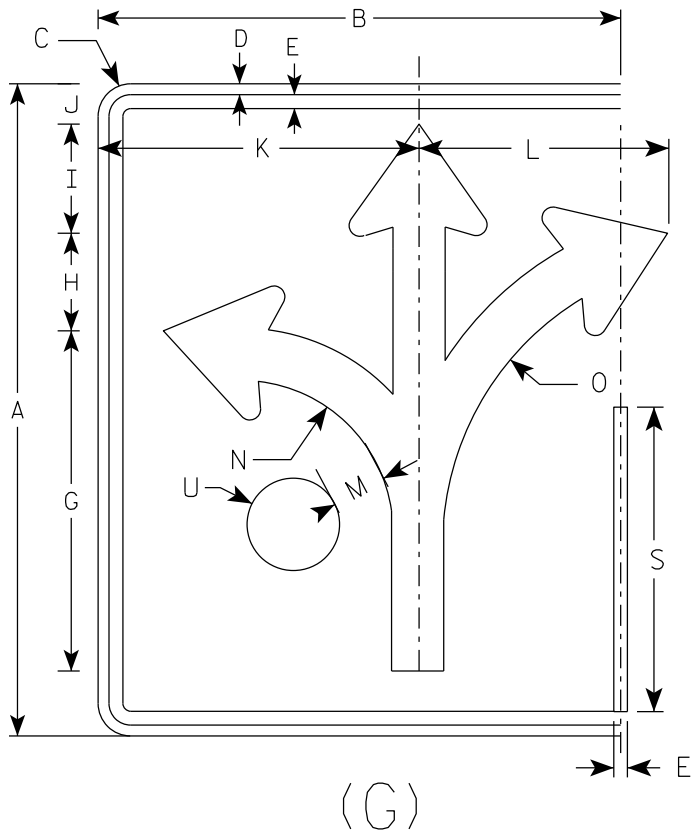
7

NOTES

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

Background - White

Message - Black
3. Message Series - None



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	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 140

E

STANDARD SIGN

R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

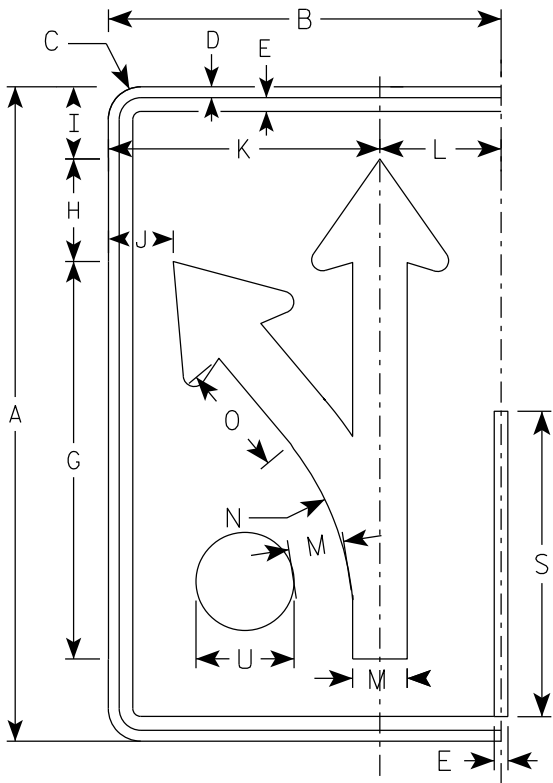
7

NOTES

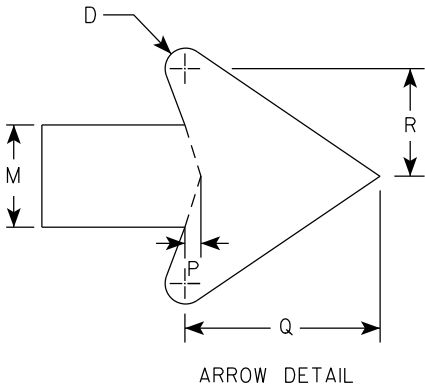
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(H)



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	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN

R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

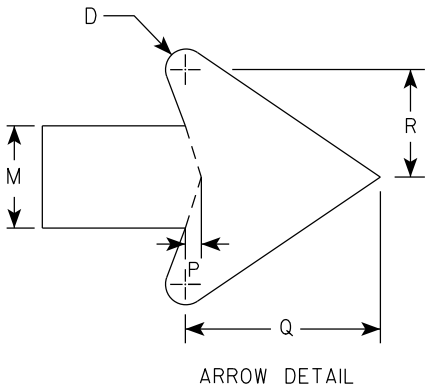
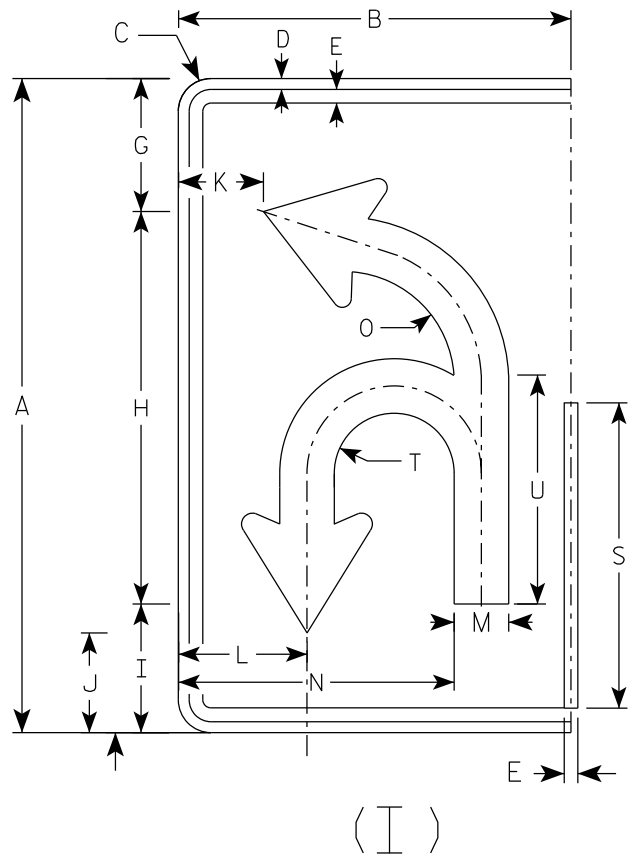
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

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

Background - White

Message - Black
3. Message Series - None



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	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 142

E

STANDARD SIGN

R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

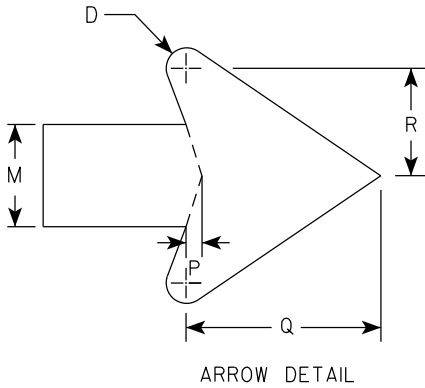
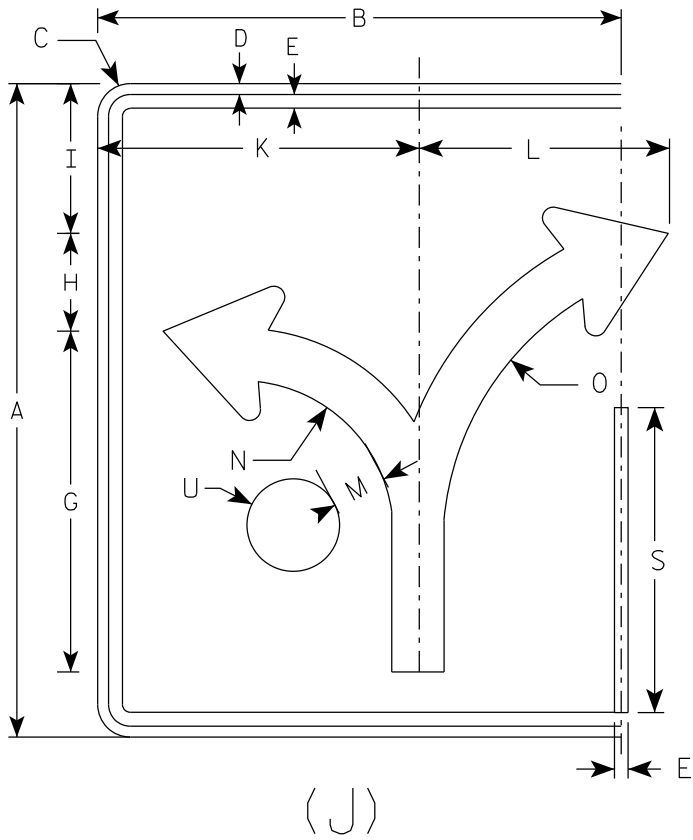
7

NOTES

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

Background - White

Message - Black
3. Message Series - None



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	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 143

E

STANDARD SIGN

R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

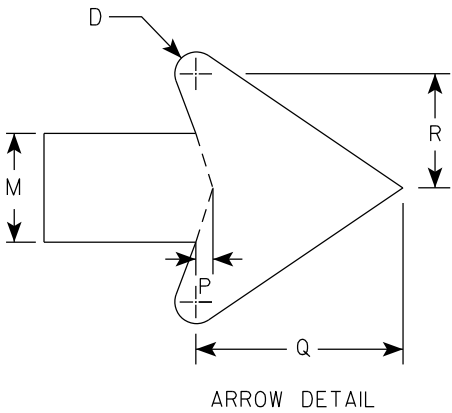
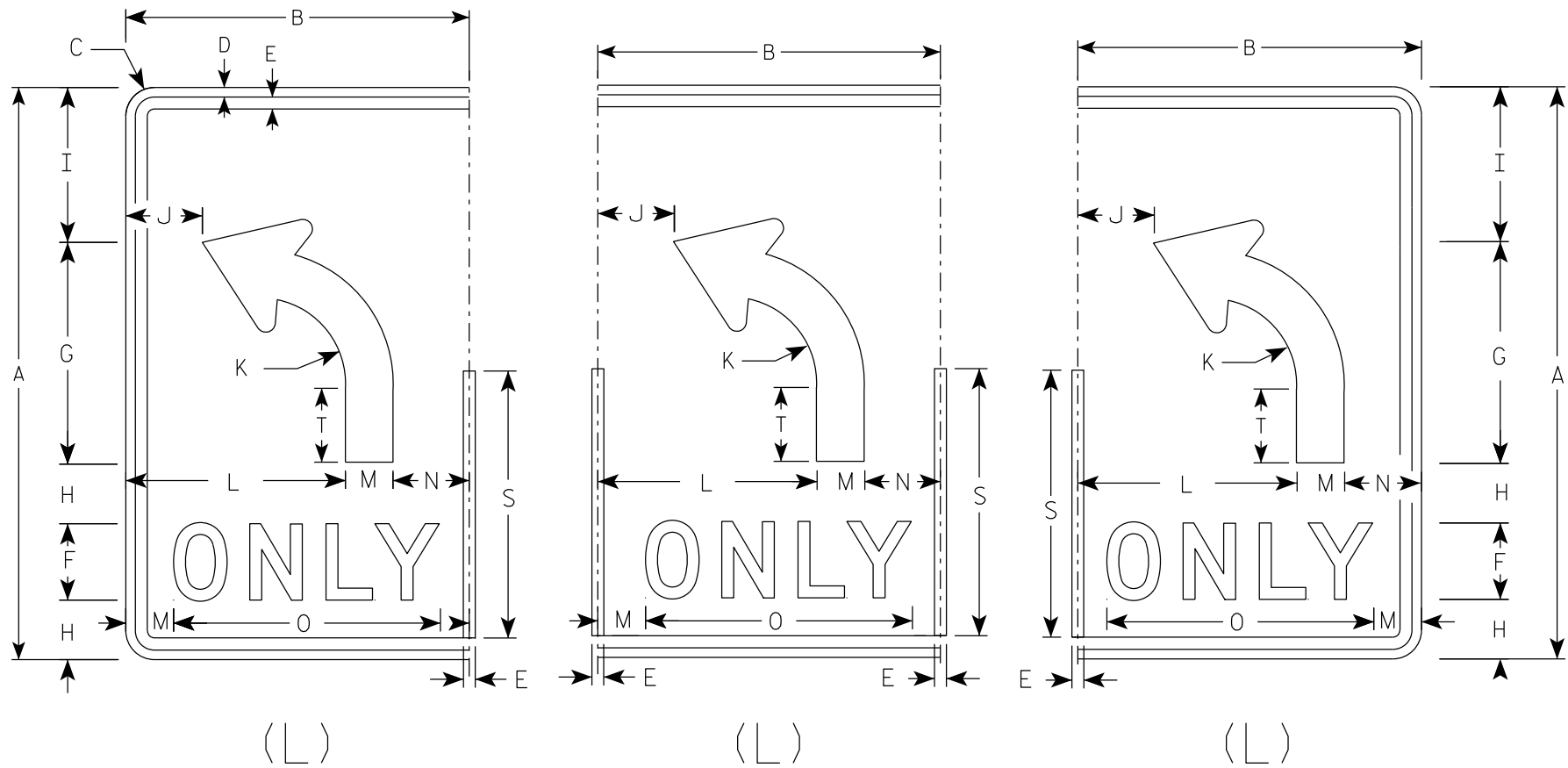
for State Traffic Engineer

DATE 2/14/23

PLATE NO. R3-8.2

NOTES

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



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	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

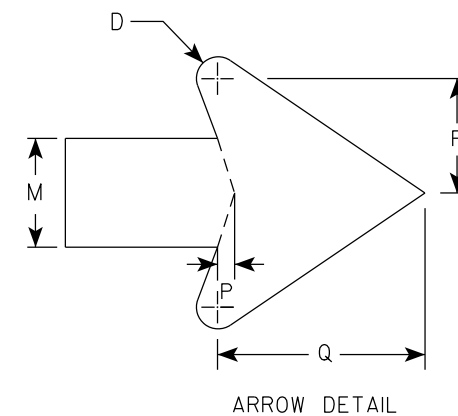
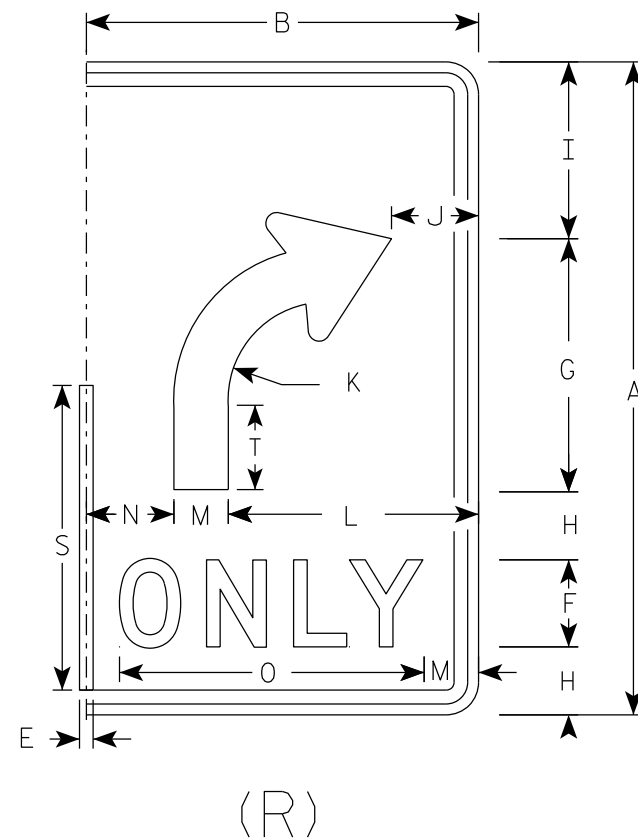
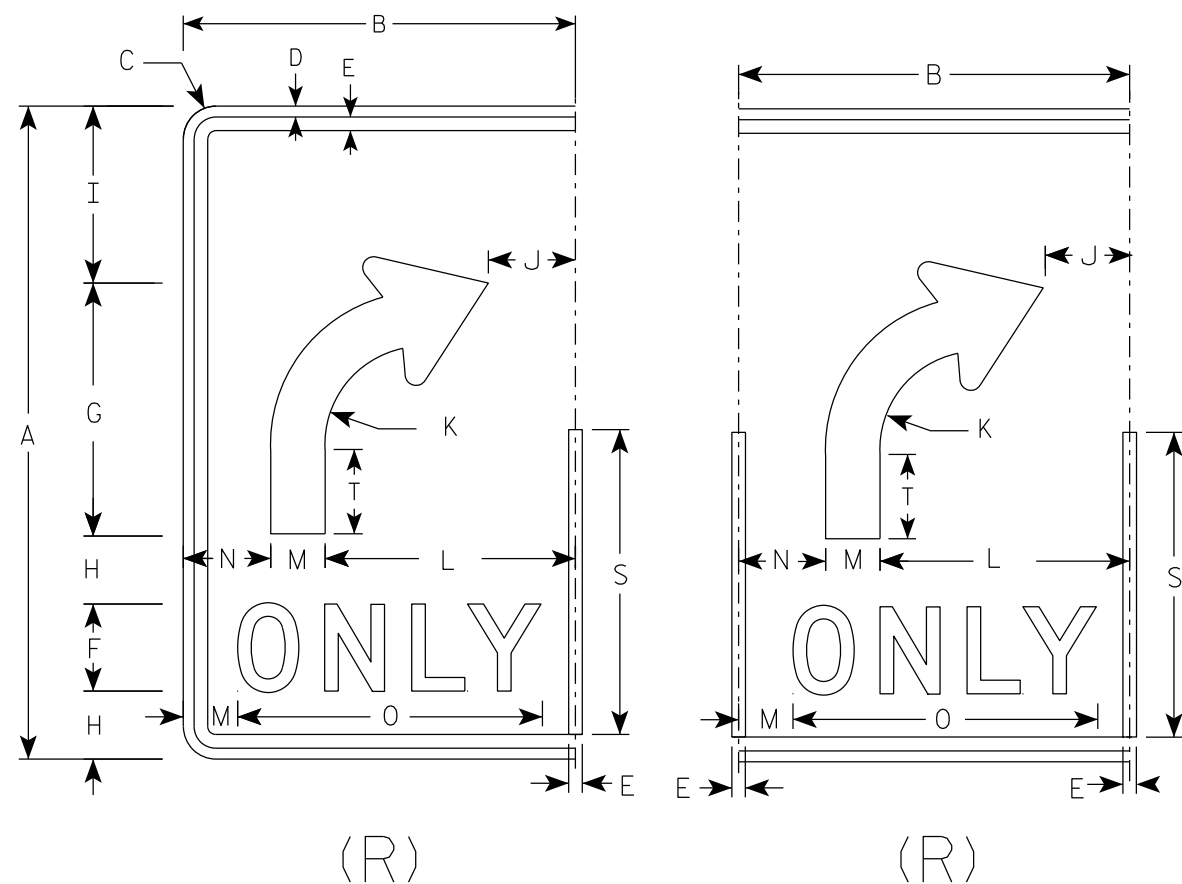
DATE 2/14/23

PLATE NO. R3-8.2

7

NOTES

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



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	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

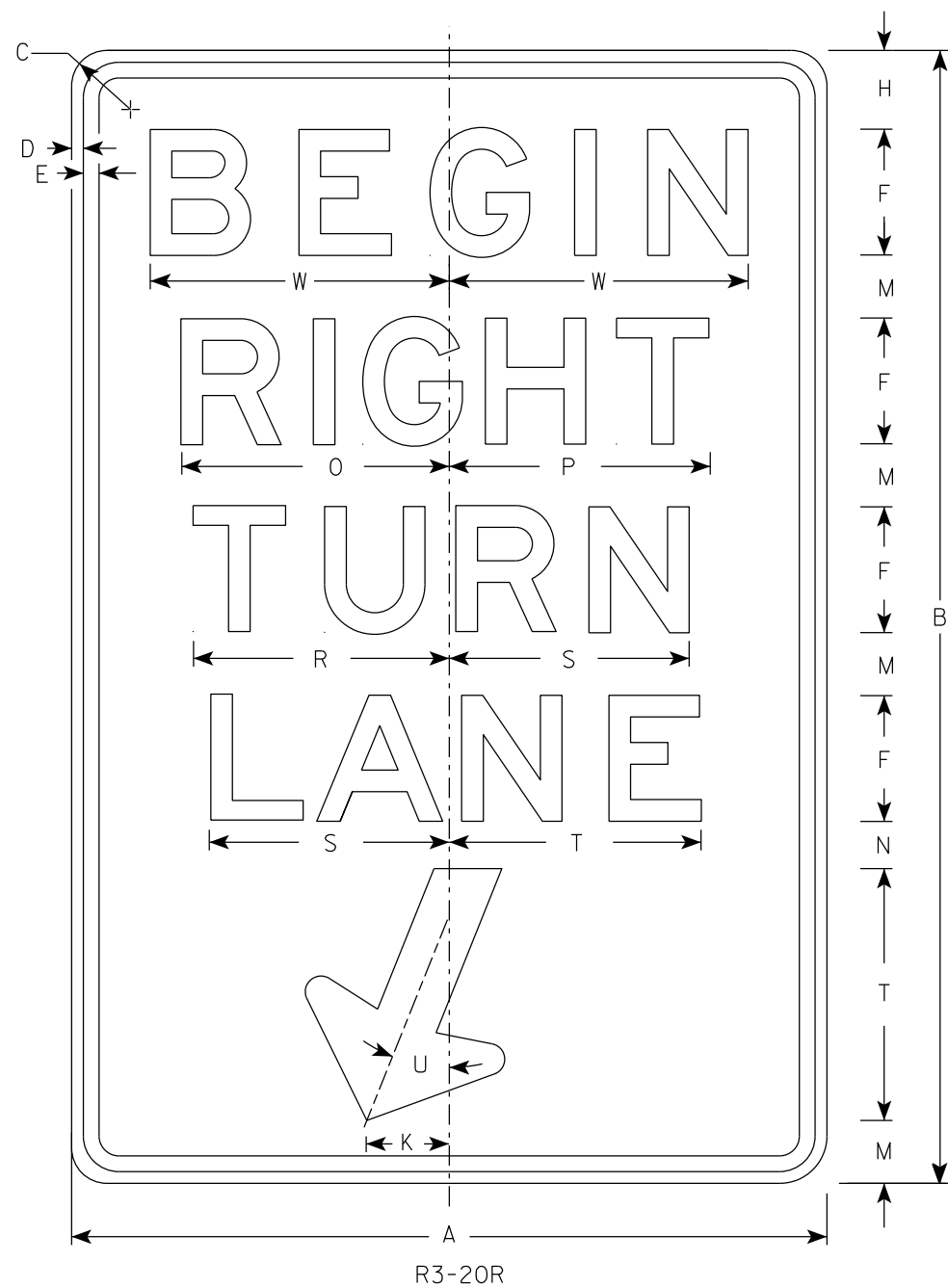
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/14/23

PLATE NO. R3-8.2

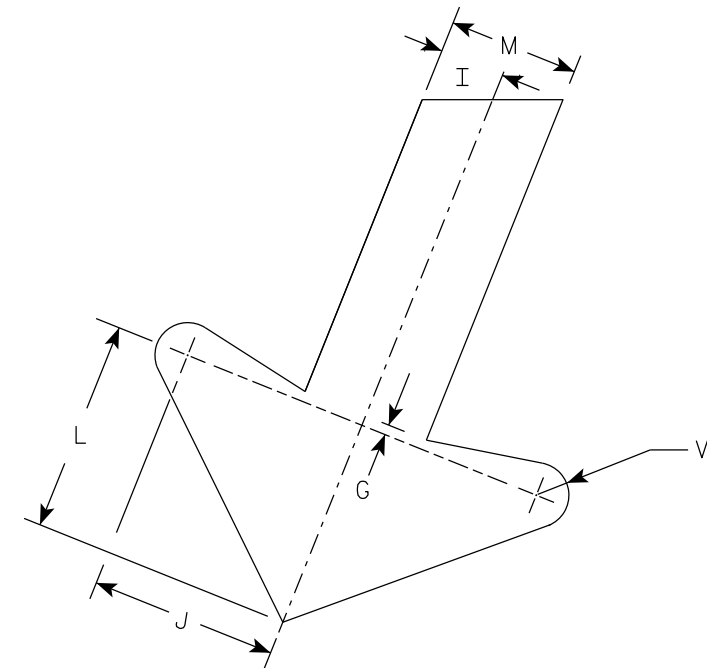
7



R3-20R

NOTES

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

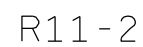


ARROW DETAIL

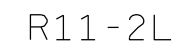
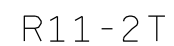
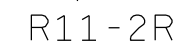
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 146	E
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7

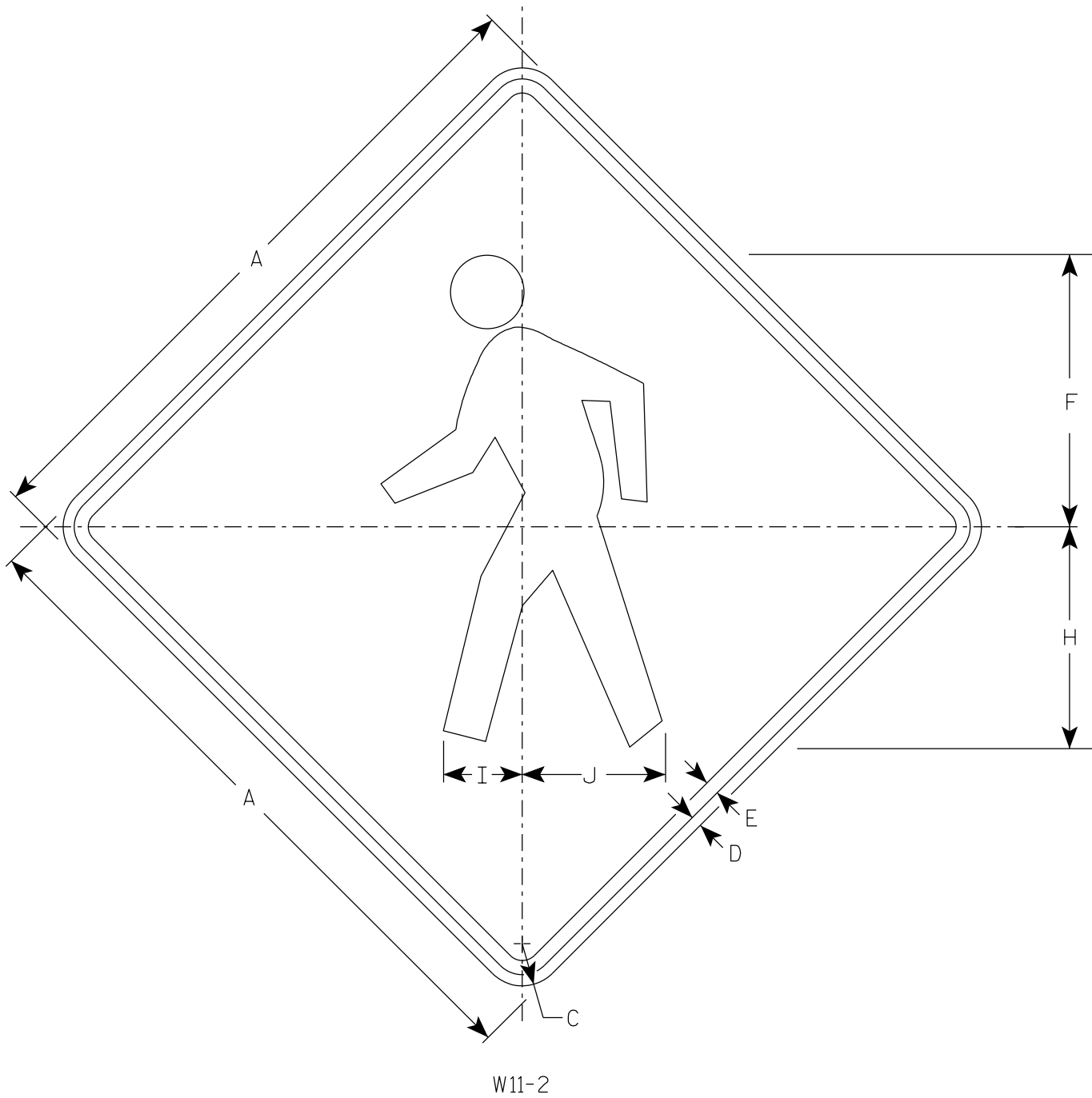


1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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>R11-212</u>

7



NOTES

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

7

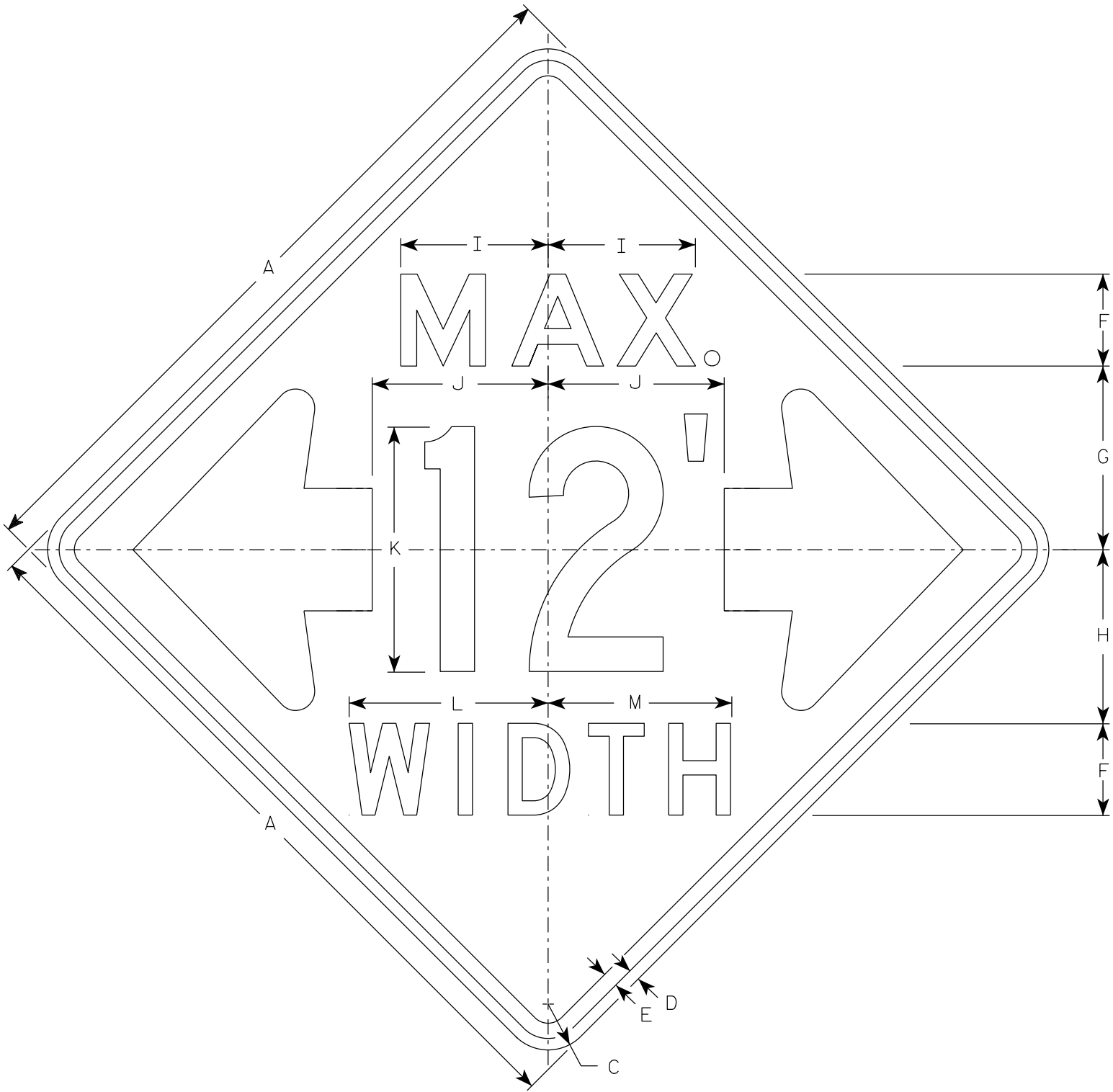
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

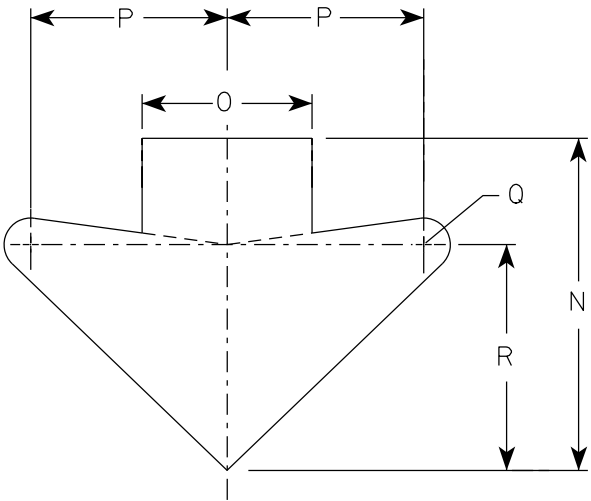
DATE 6/15/2023 PLATE NO. W11-2.9



W12-52

NOTES

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



ARROW DETAIL

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

STANDARD SIGN

W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

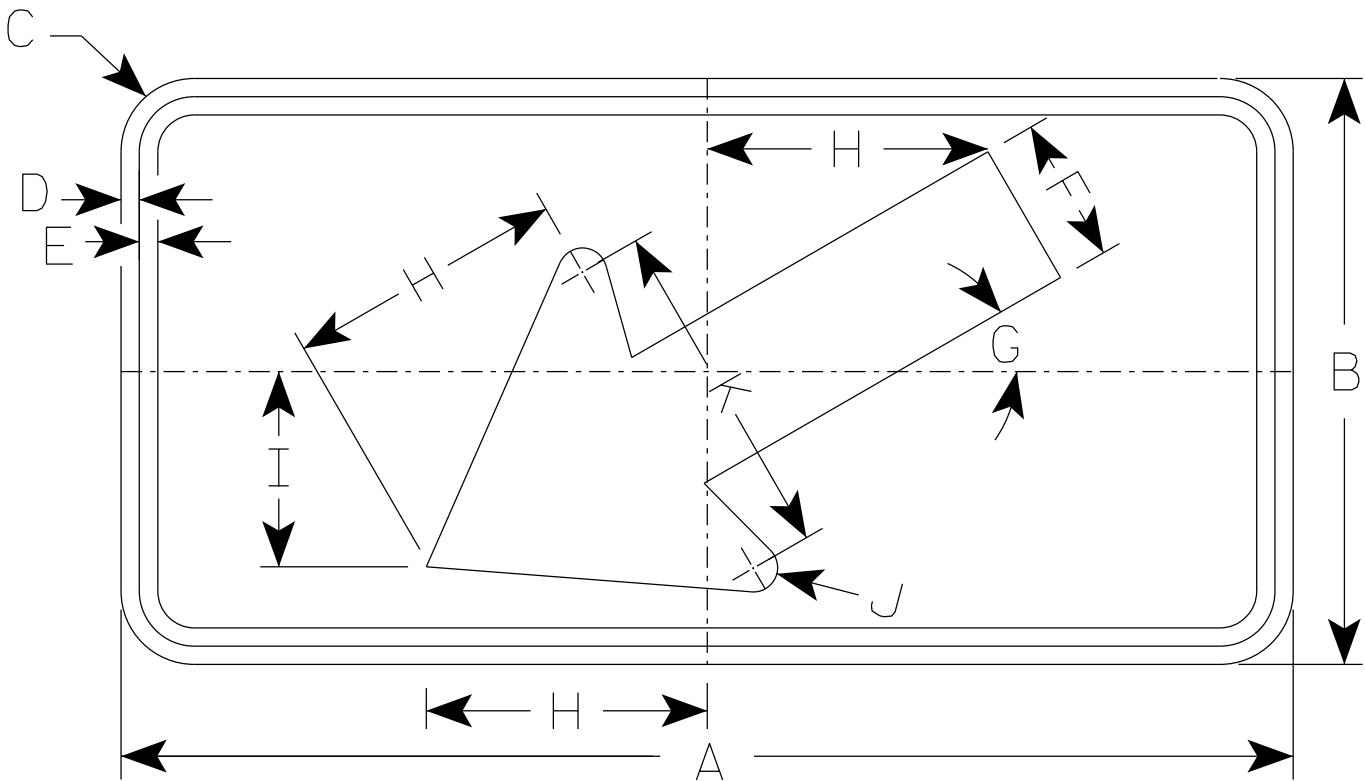
DATE 3/10/2024 PLATE NO. W12-52.8

7

7

NOTES

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



W16-7L

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

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

STANDARD SIGN

W16-7

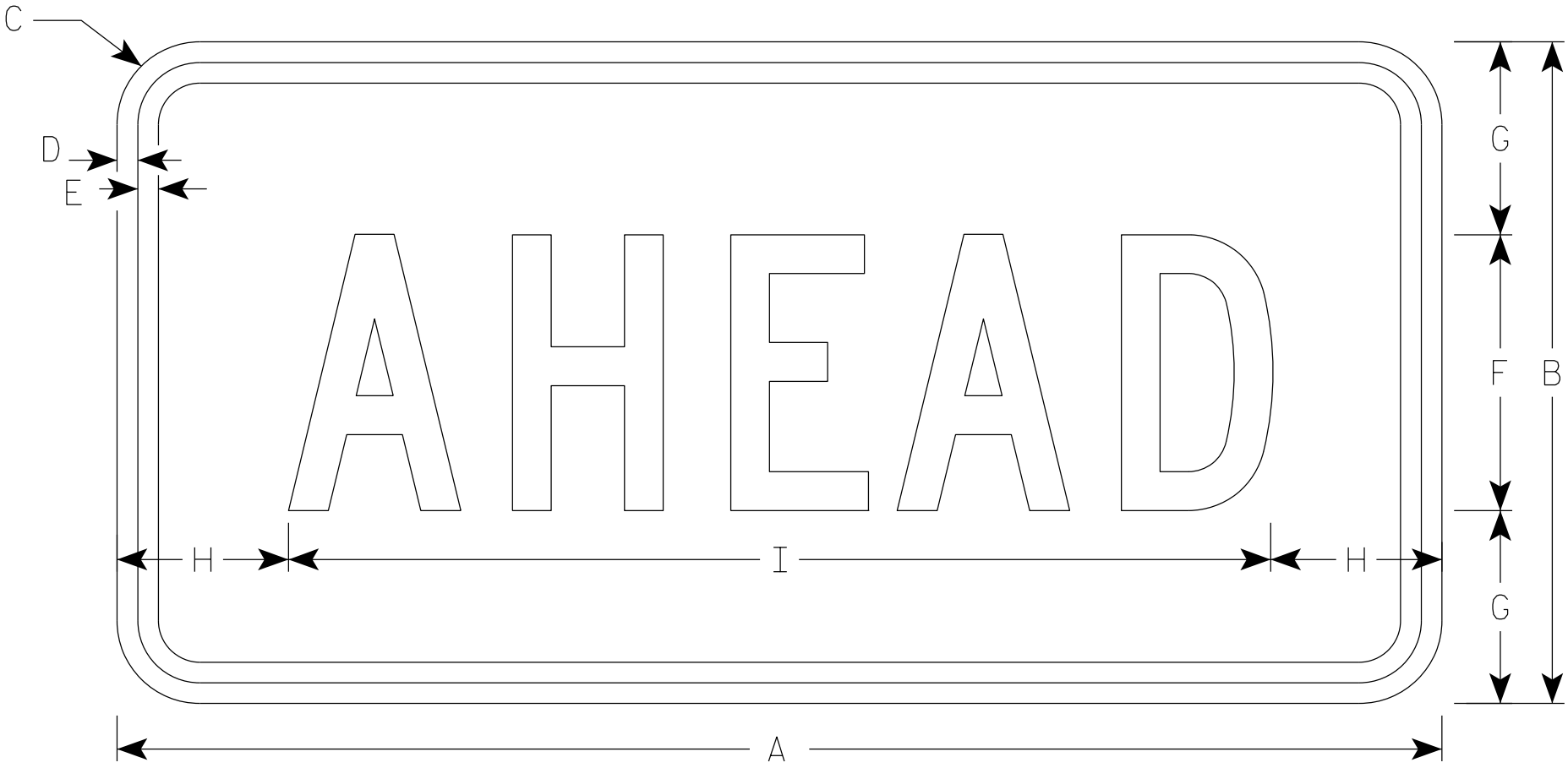
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



W16-9P

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

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

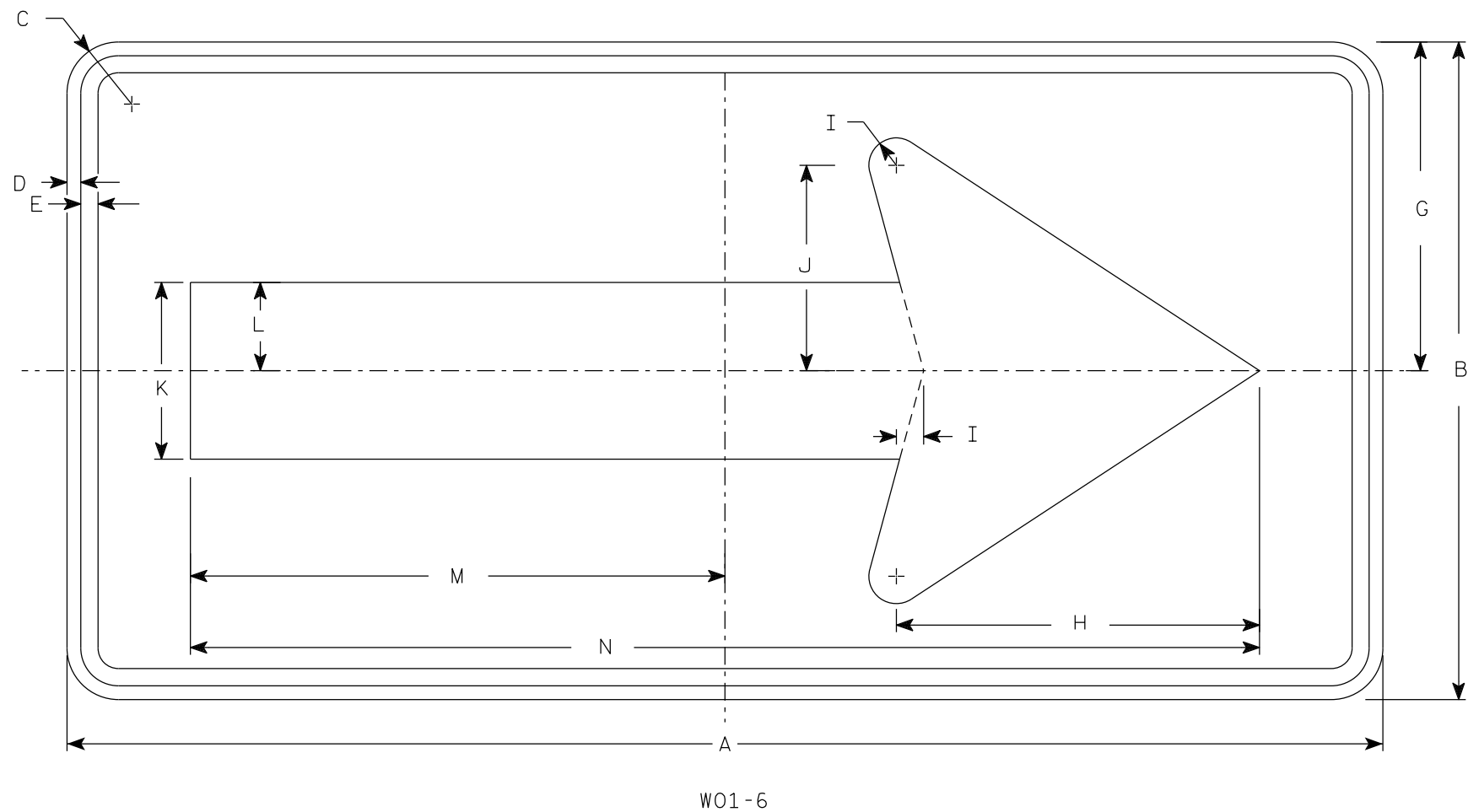
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

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

STANDARD SIGN

W01-6

WISCONSIN DEPT OF TRANSPORTATION

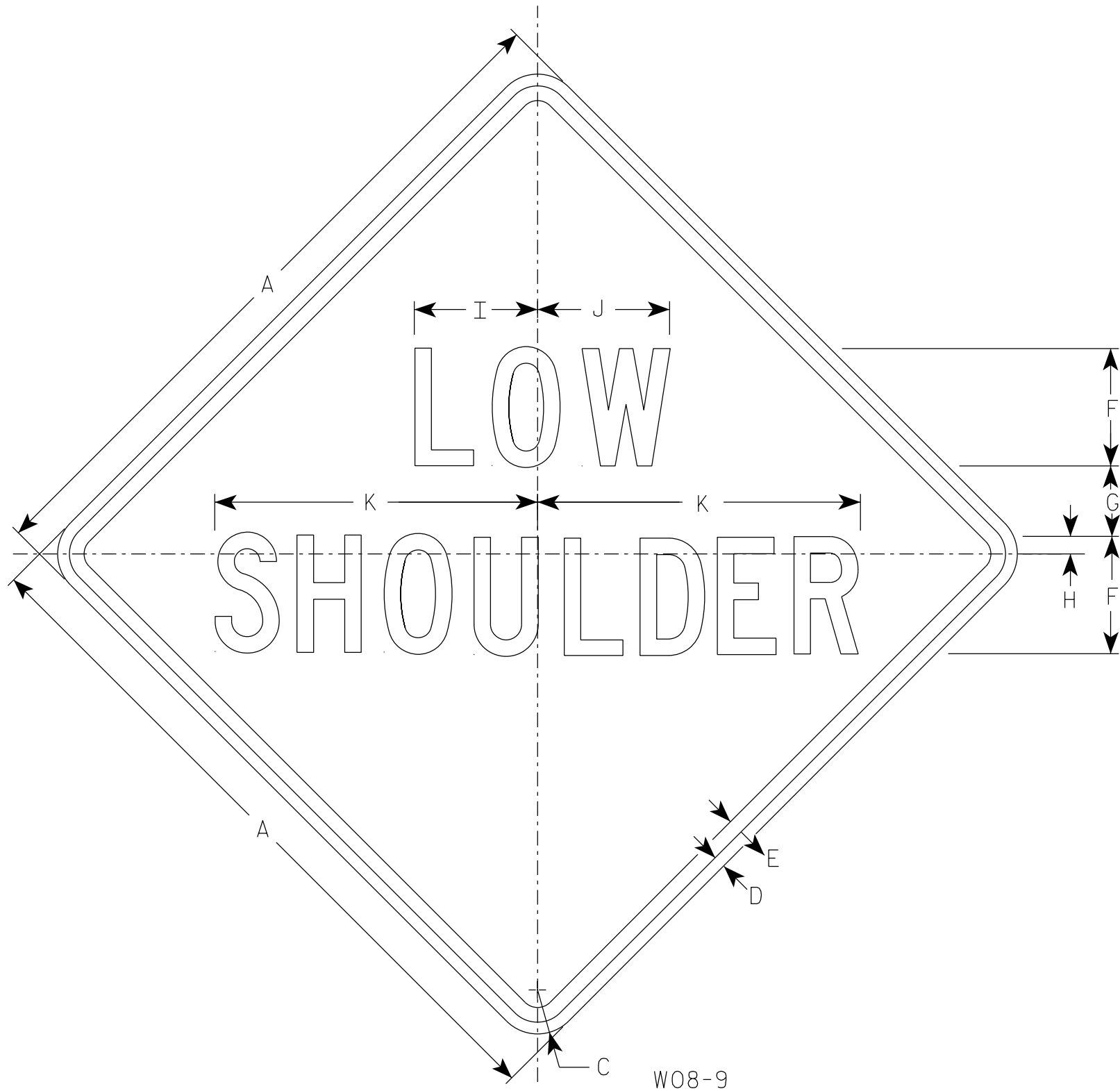
APPROVED

Matthew R. Rauch

for State Traffic Engineer

DATE 1/24/2024

PLATE NO. W01-6.2



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.

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	1	6 1/4	6 3/4	16 1/2																9.0
2S	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
2M	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
3	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
4	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0
5	48		3	3/4	1	8	5	1 1/4	8 1/4	9	21 7/8																16.0

PROJECT NO:

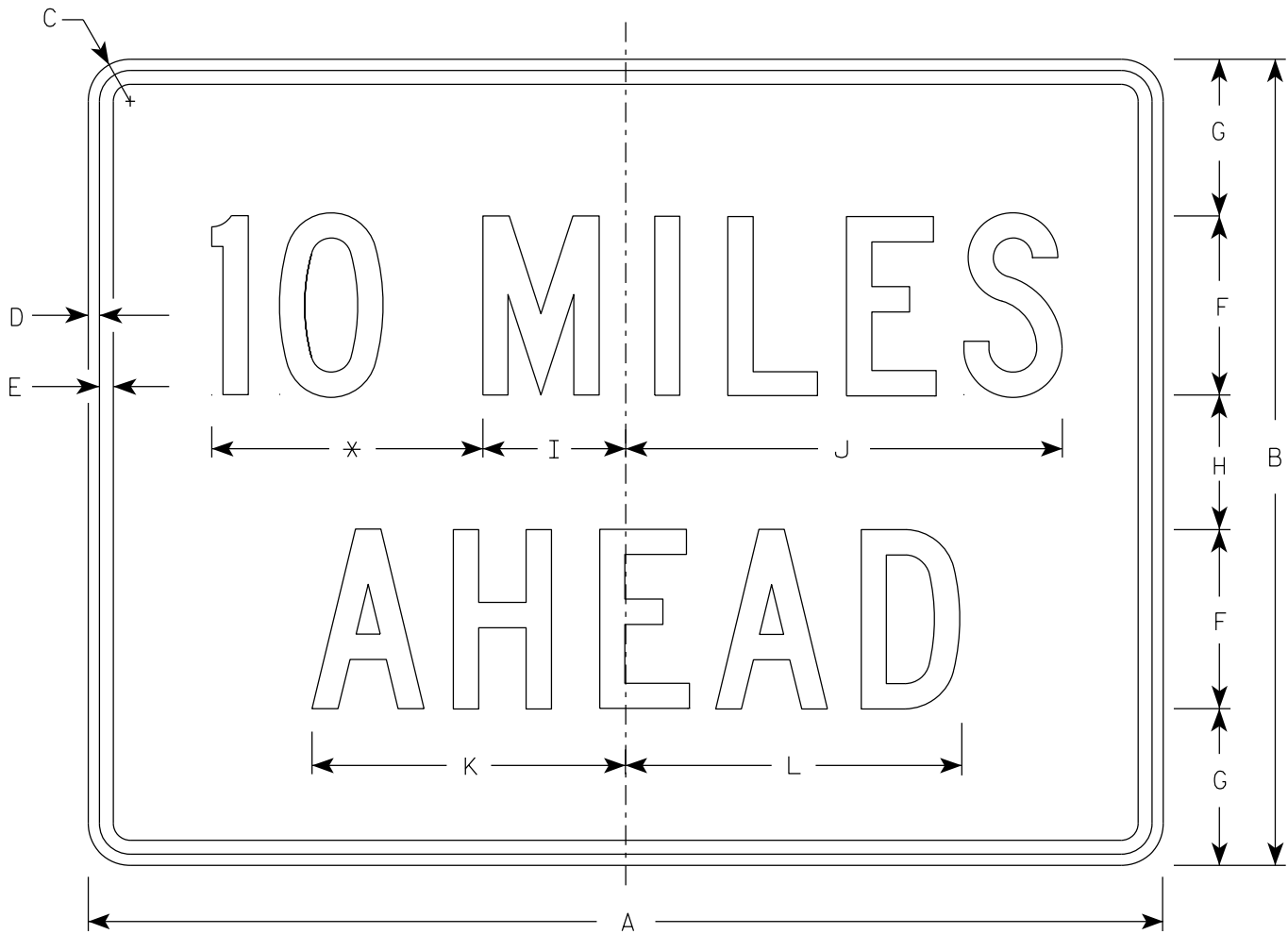
HWY:

COUNTY:

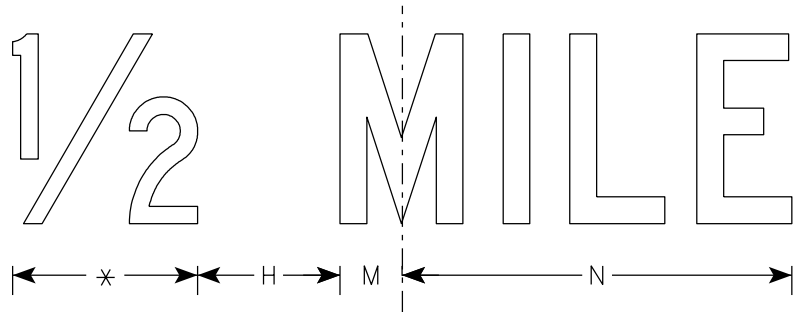
SHEET NO: 153

E

7



W057-52



* See note 5

NOTES

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

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

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

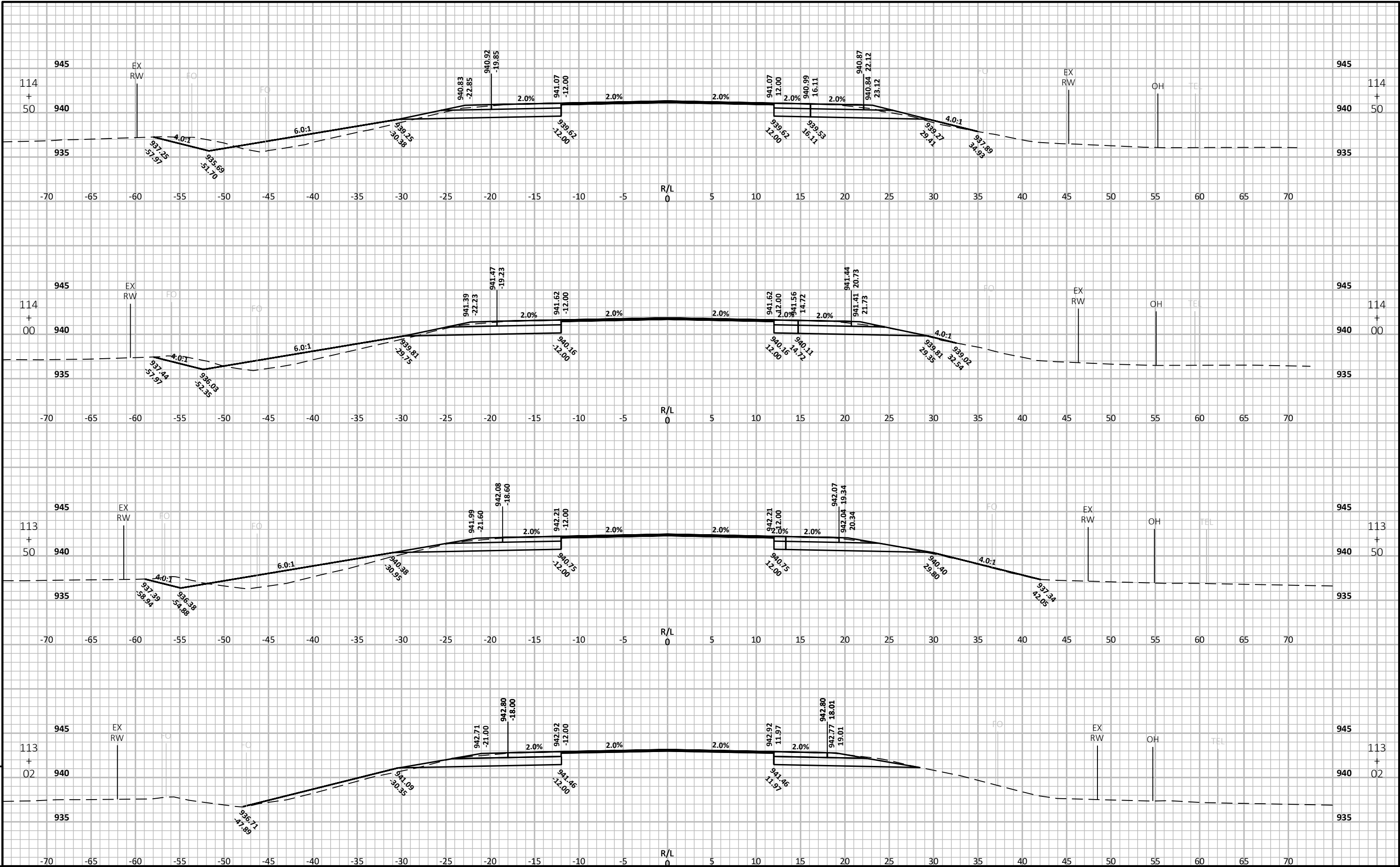
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

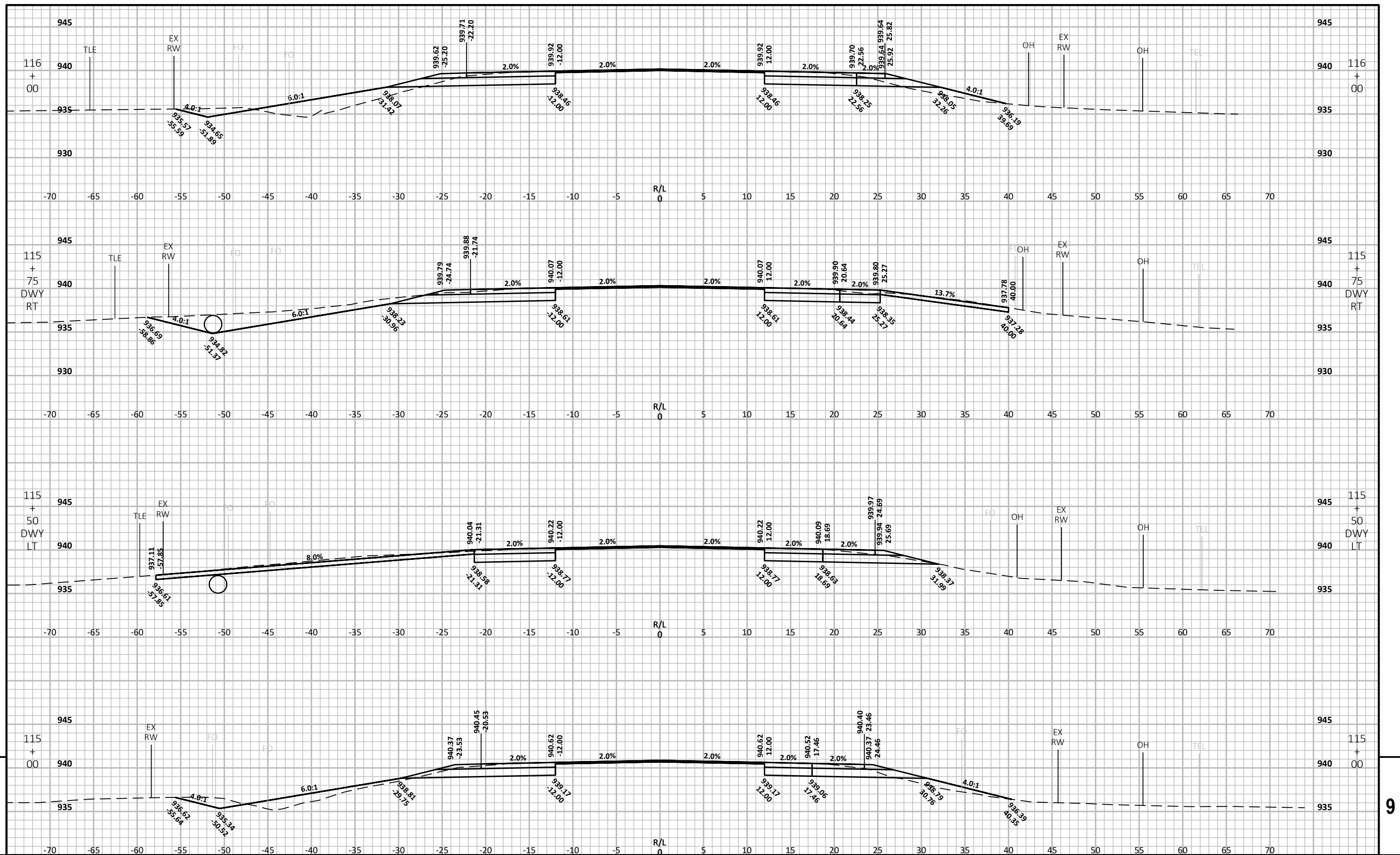
DATE 2/1/2024 PLATE NO. W057-52.3

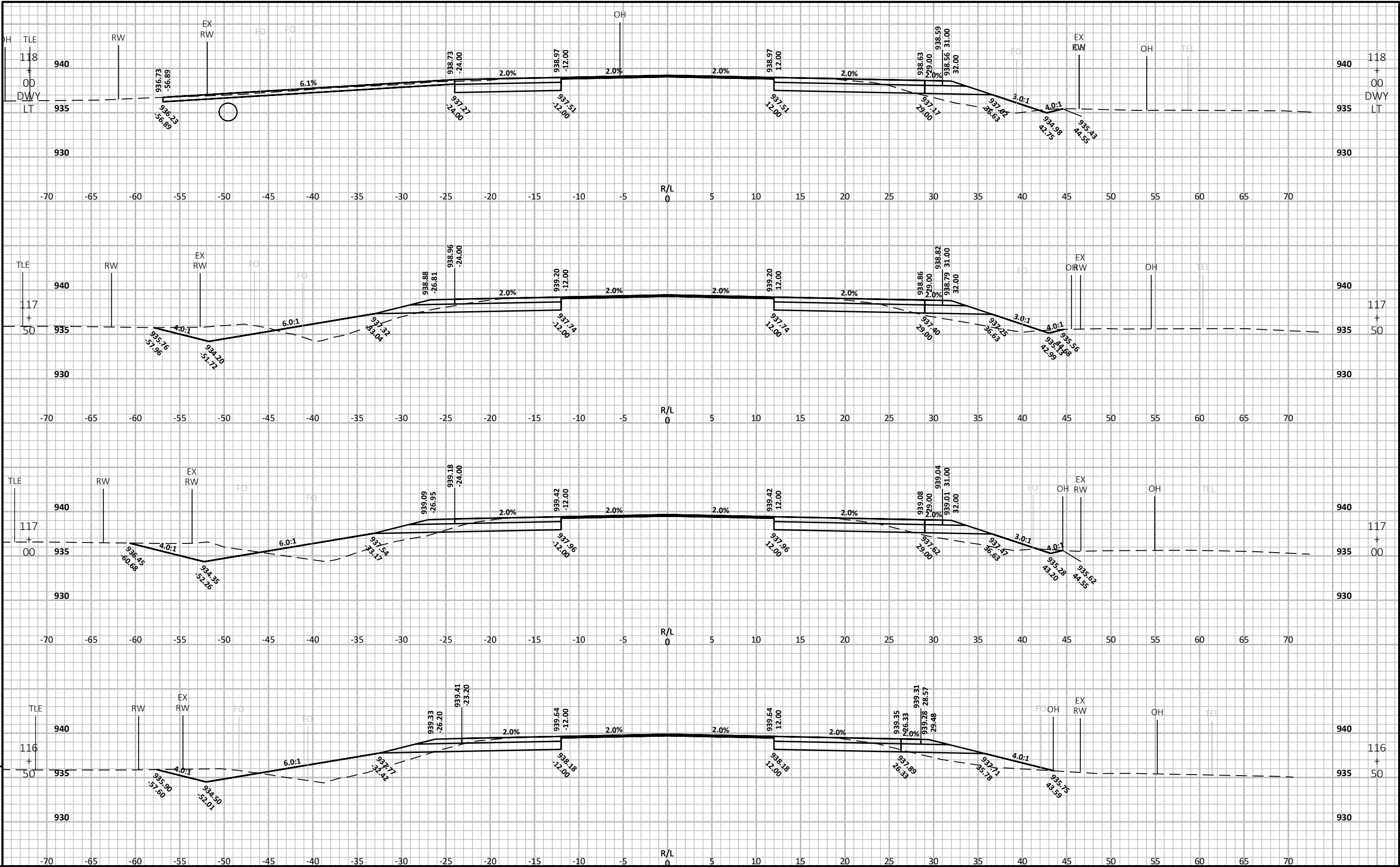
EARTHWORK - STH 54									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
				NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
113+02.167	59.98	4.00	0.00	0	0	0	0	0	0
113+50	60.80	4.00	22.44	107	7	20	107	25	75
114+00	61.86	4.00	16.20	114	7	36	221	70	137
114+50	62.90	4.00	16.32	116	7	30	337	108	209
115+00	60.16	4.00	18.01	114	7	32	451	148	276
115+50	79.61	4.00	0.00	129	7	17	580	169	376
116+00	59.11	4.00	27.79	128	7	26	708	201	465
116+50	61.68	4.00	39.37	112	7	62	820	279	492
117+00	68.76	4.00	36.25	121	7	70	941	366	519
117+50	68.53	4.00	30.57	127	7	62	1,068	444	561
118+00	70.43	4.00	13.20	129	7	41	1,197	495	632
118+50	64.87	4.00	28.68	125	7	39	1,322	544	701
119+00	62.00	4.00	26.22	117	7	51	1,439	608	748
119+50	62.87	4.00	23.91	116	7	46	1,555	665	799
120+00	64.49	4.00	21.09	118	7	42	1,673	718	858
120+50	66.38	4.00	40.42	121	7	57	1,794	789	900
121+00	116.07	35.08	0.00	169	36	37	1,963	835	987
121+50	117.74	37.84	0.00	216	68	0	2,179	835	1,135
122+00	74.37	4.00	68.01	178	39	63	2,357	914	1,195
122+50	80.76	4.00	62.06	144	7	120	2,501	1,064	1,182
123+00	90.03	4.00	61.26	158	7	114	2,659	1,206	1,191
123+50	101.19	4.00	65.94	177	7	118	2,836	1,354	1,213
124+00	113.71	4.00	74.84	199	7	130	3,035	1,516	1,243
124+50	117.36	4.00	82.18	214	7	145	3,249	1,698	1,269
125+00	125.70	4.00	89.26	225	7	159	3,474	1,896	1,288
125+50	145.50	4.00	94.06	251	7	170	3,725	2,109	1,319
126+00	174.50	4.00	89.04	296	7	170	4,021	2,321	1,396
126+50	98.97	4.00	56.59	253	7	135	4,274	2,490	1,473
127+00	93.61	4.00	49.10	178	7	98	4,452	2,613	1,522
127+50	96.14	4.00	44.59	176	7	87	4,628	2,721	1,582
128+00	95.40	4.00	42.24	177	7	80	4,805	2,821	1,652
128+50	68.08	4.00	22.89	151	7	60	4,956	2,896	1,721
129+00	55.67	4.00	2.99	115	7	24	5,071	2,926	1,799
129+50	54.44	4.00	2.48	102	7	5	5,173	2,933	1,888
130+00	54.94	4.00	0.00	101	7	2	5,274	2,935	1,979
130+50	55.36	4.00	2.68	102	7	2	5,376	2,938	2,072
131+00	55.57	4.00	0.00	103	7	2	5,479	2,940	2,165
131+09.555	55.60	4.00	0.03	20	1	0	5,499	2,940	2,184

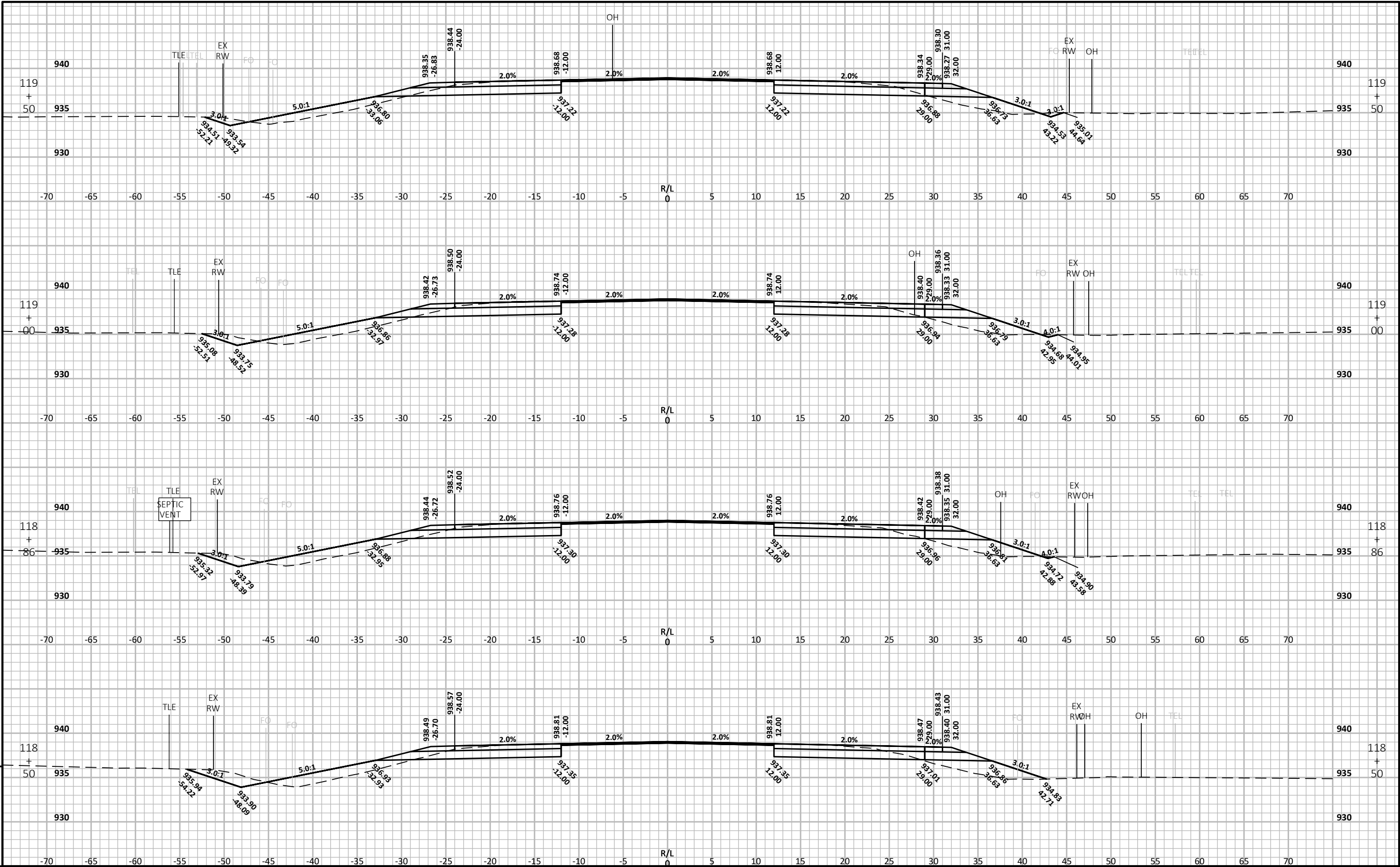
EARTHWORK - CTH Q									
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
				NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
11+00	65.54	10.00	0.00	0	0	0	0	0	0
11+50	110.57	30.41	77.75	163	37	72	163	90	36
12+50	119.24	26.22	88.89	0	0	0	163	90	36
13+00	60.90	10.00	0.00	167	34	82	330	193	67

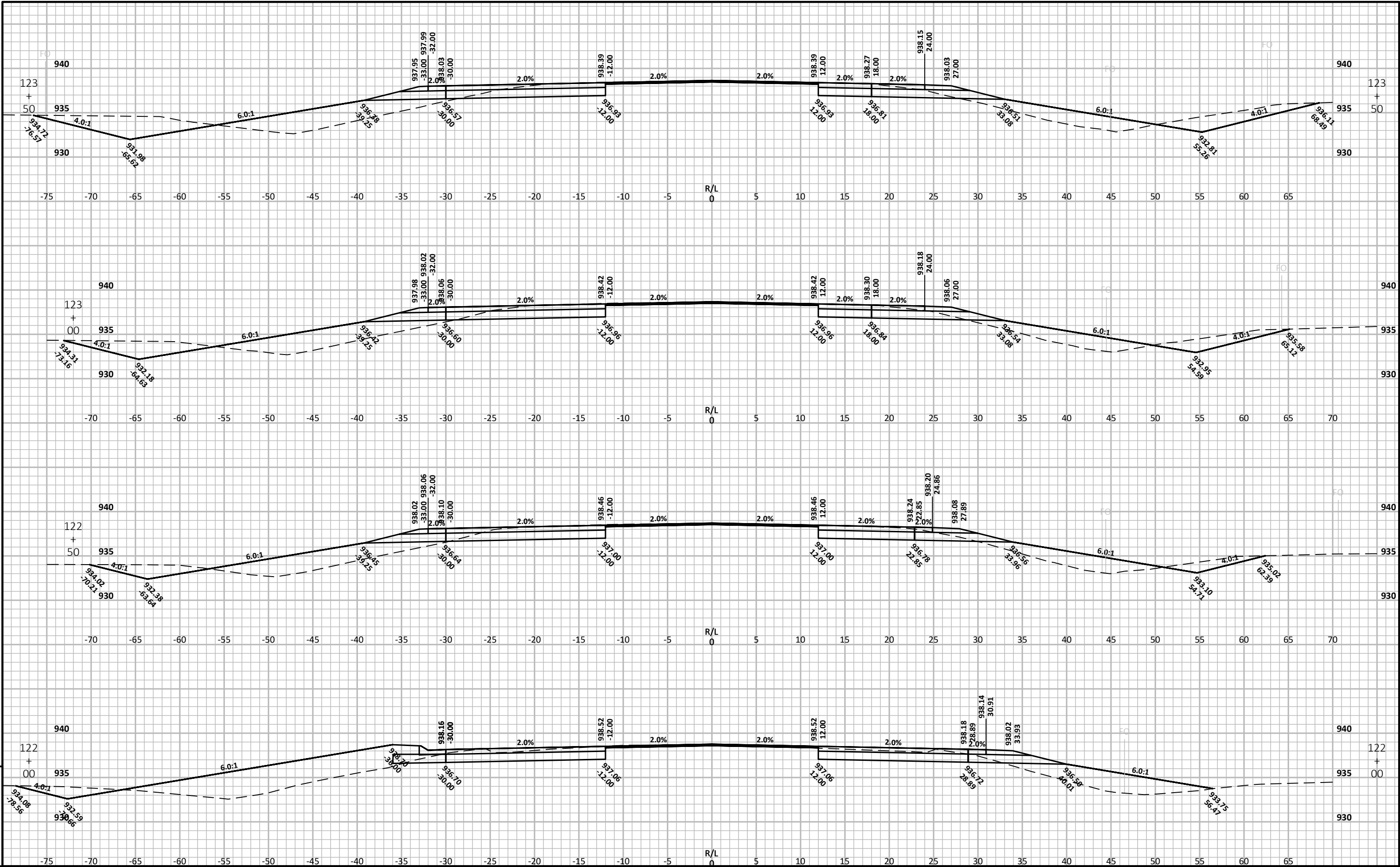
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL THIS DOES NOT SHOW UP IN CROSS SECTIONS DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME CUT - SALVAGED PAVT - (FILL * FILL FACTOR)
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	
3 - FILL	
8 - MASS ORDINATE	

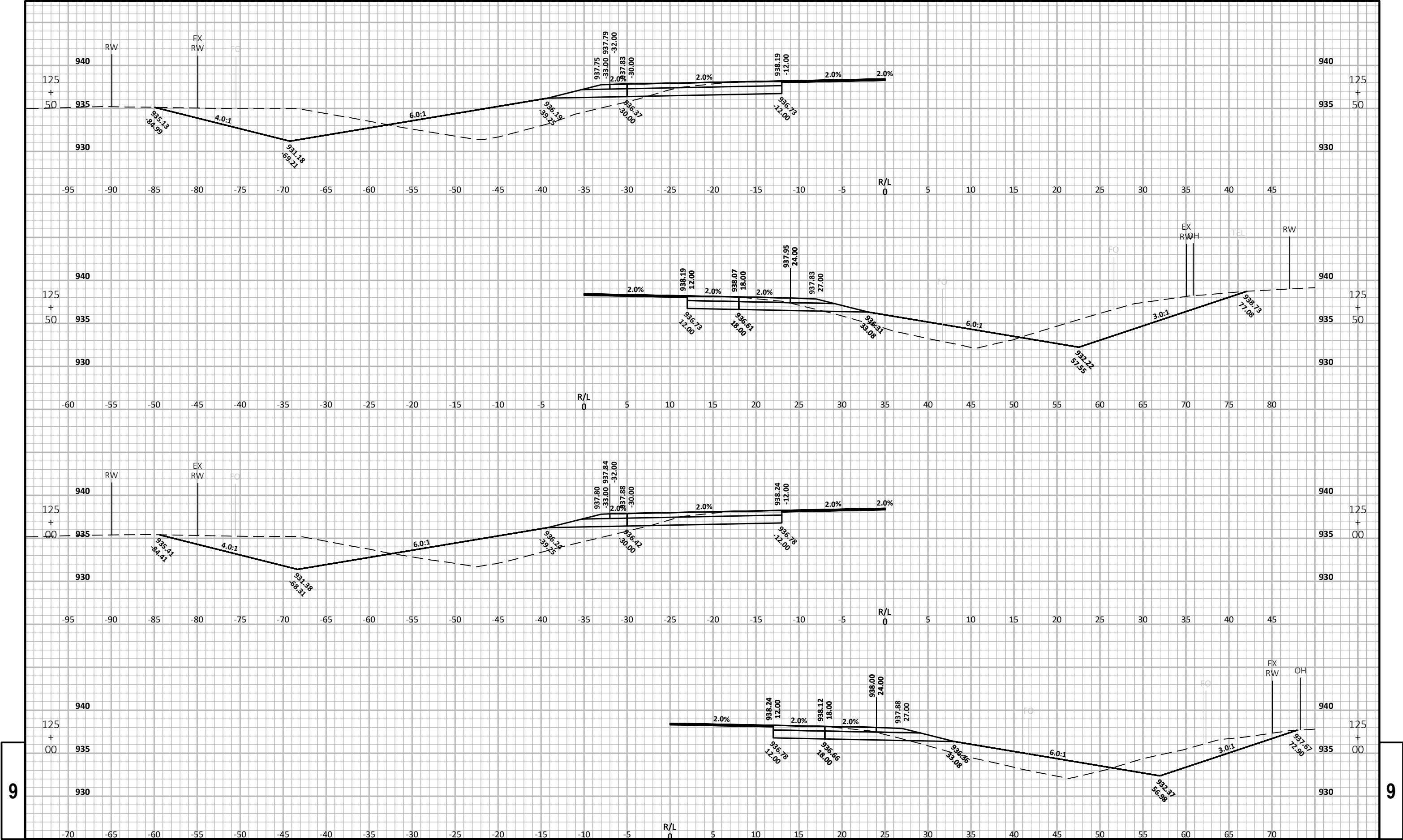






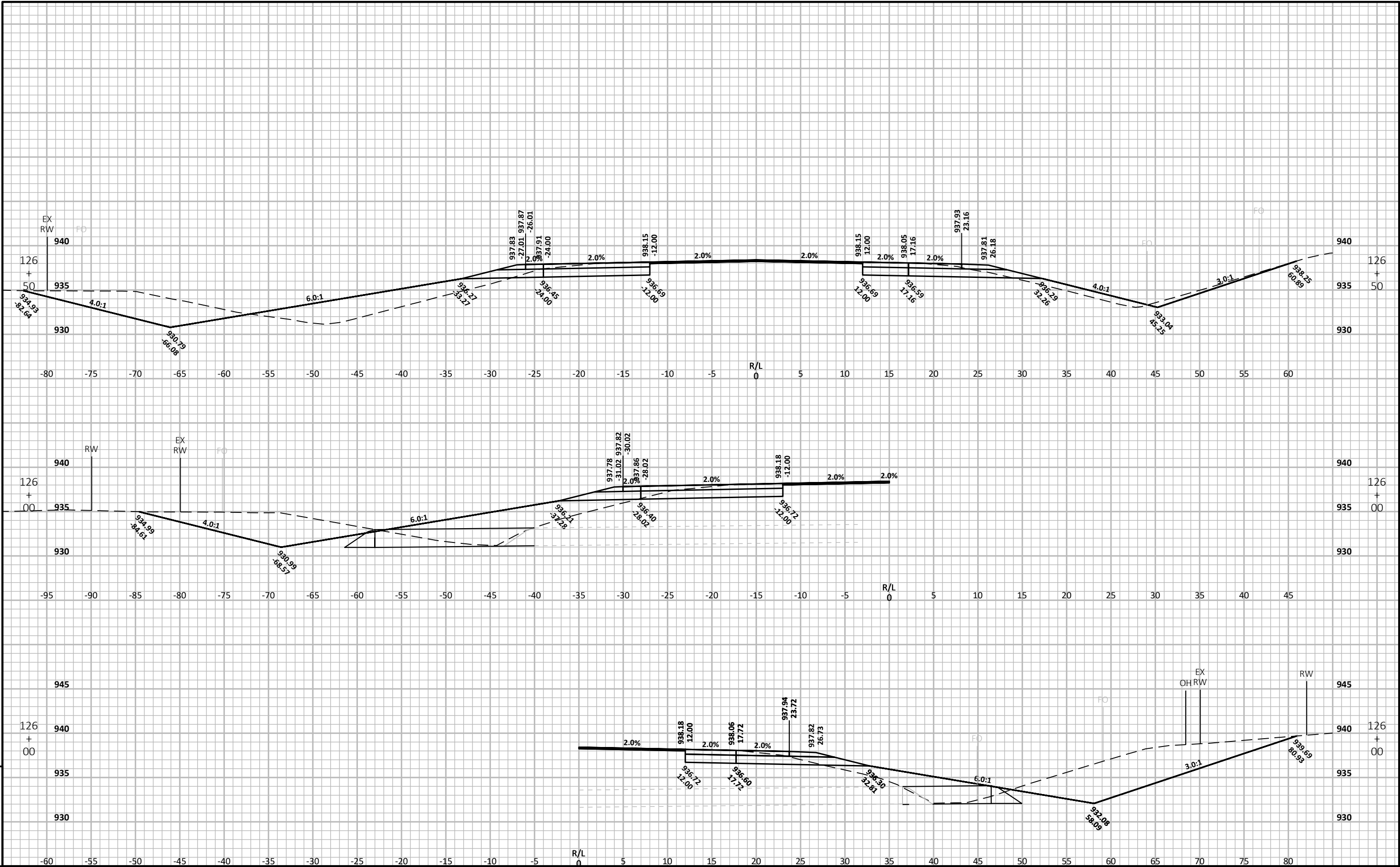


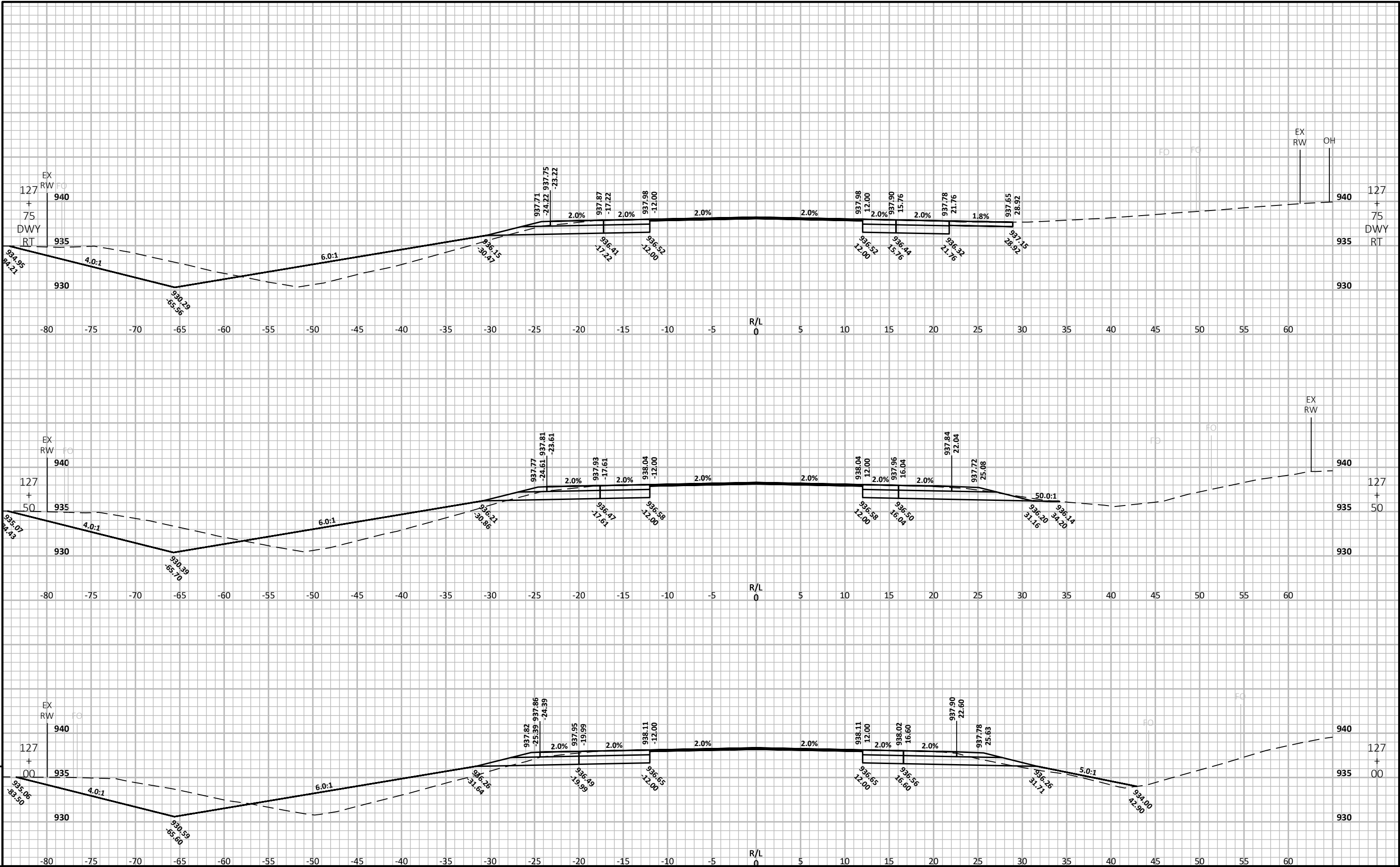


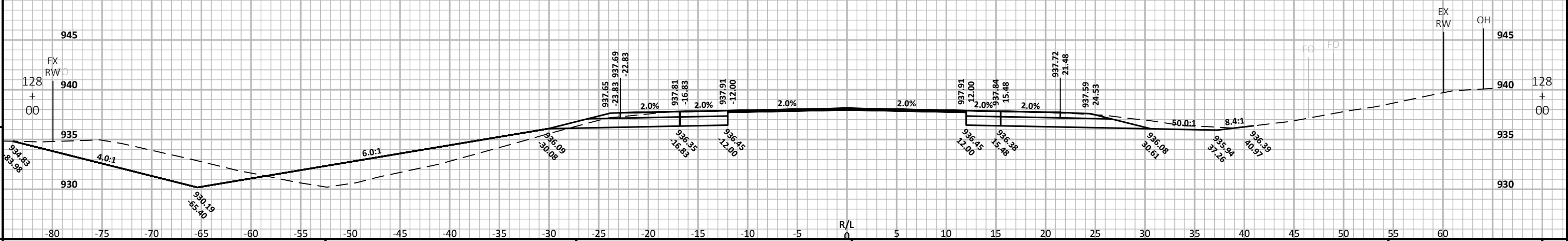
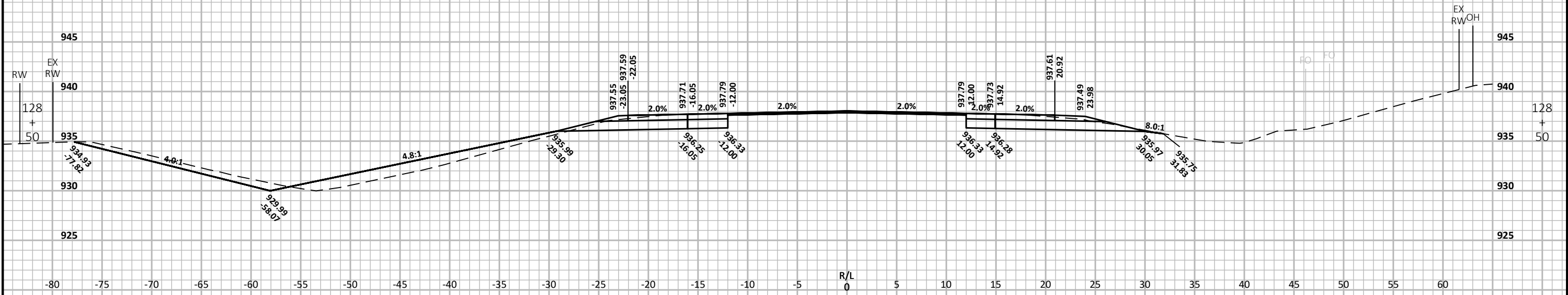
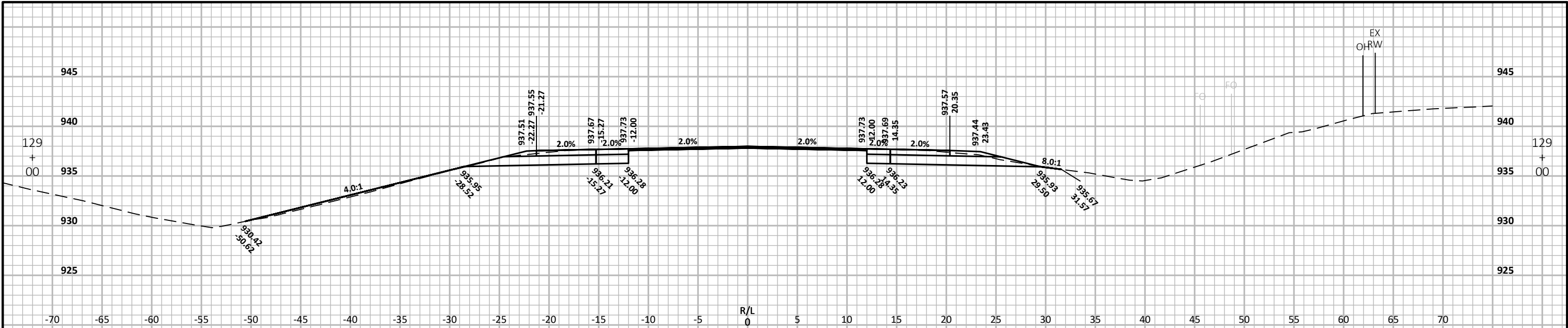


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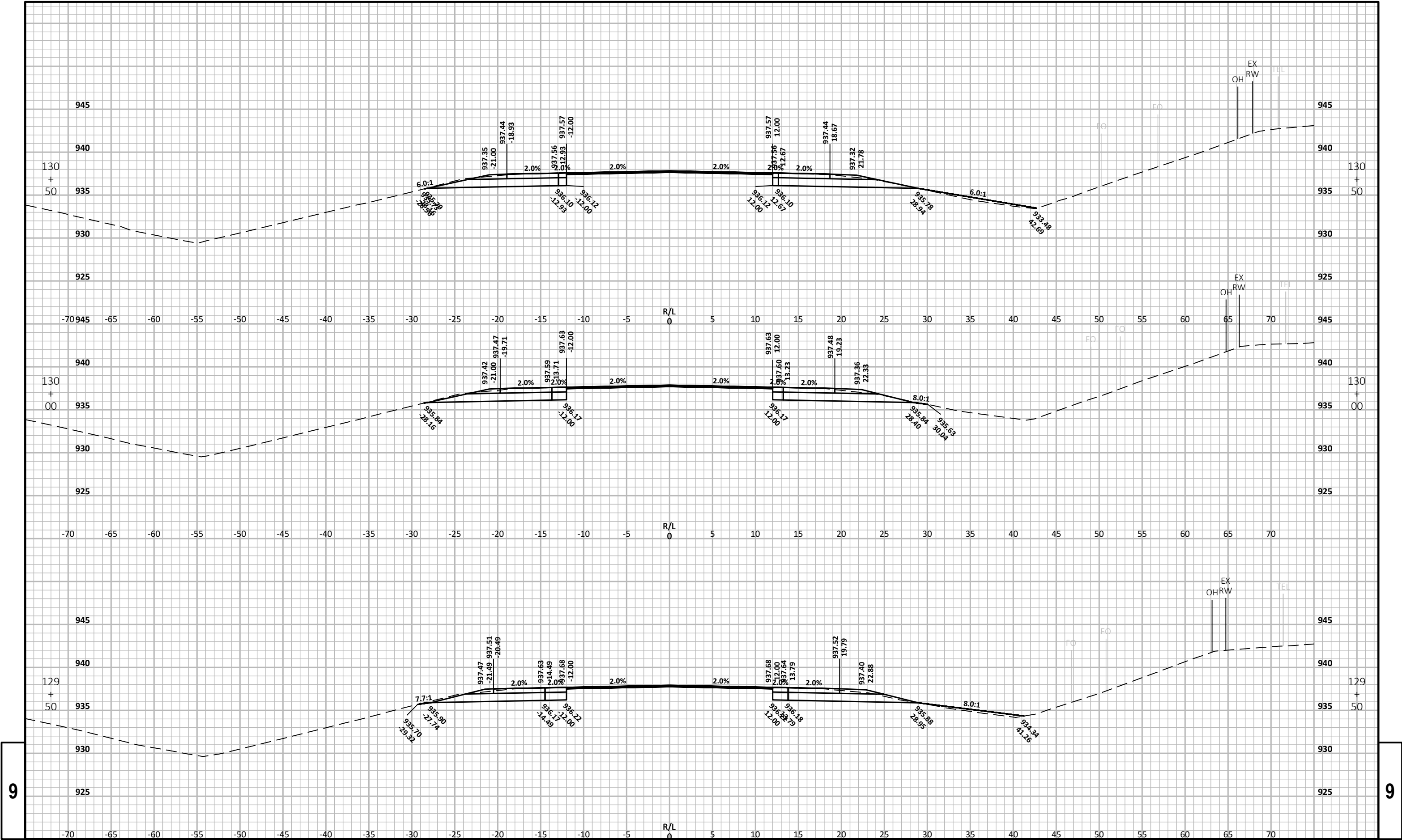
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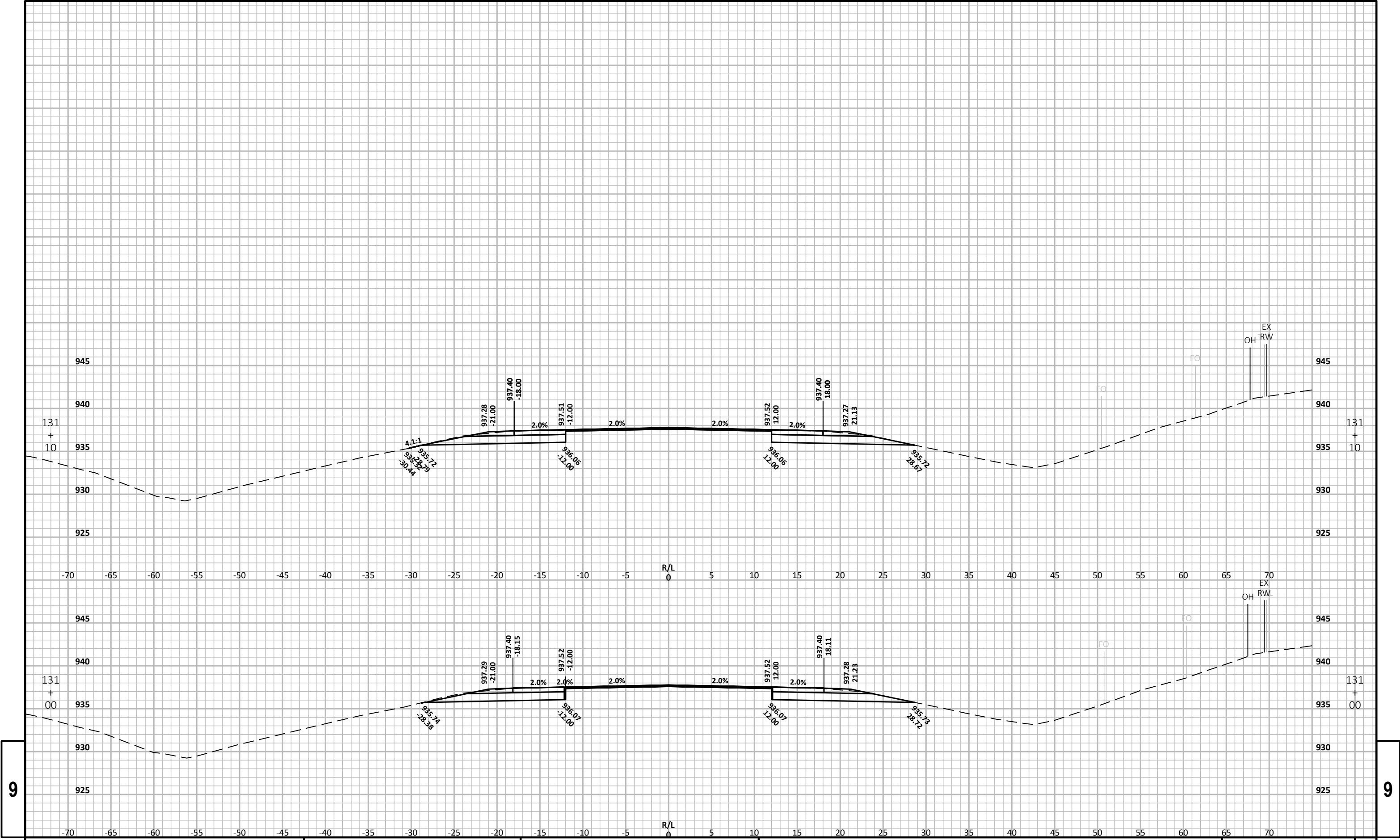


PROJECT NO: 6991-00-74	HWY: STH 54	COUNTY: WAUPACA	CROSS SECTIONS: STH 54	SHEET 166
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9

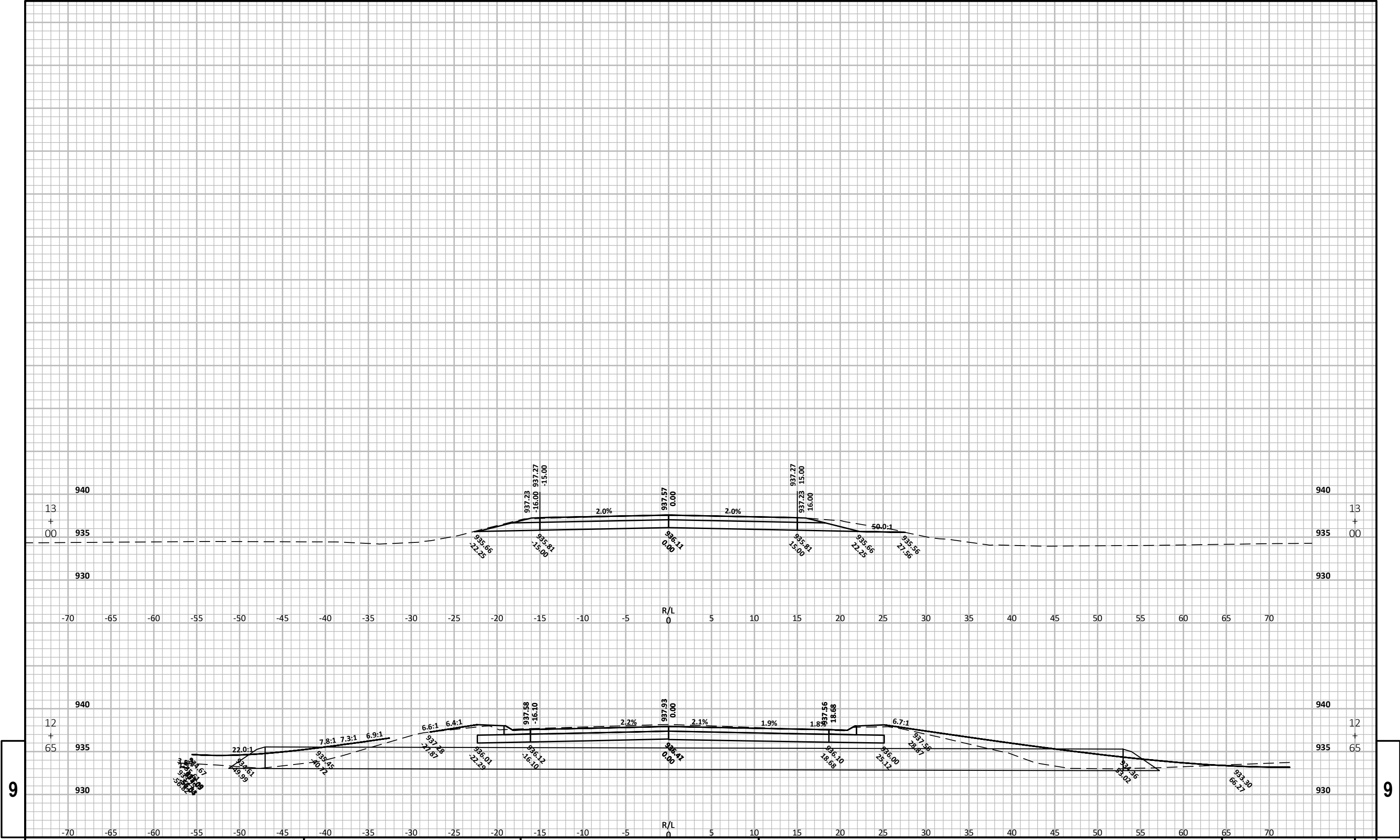
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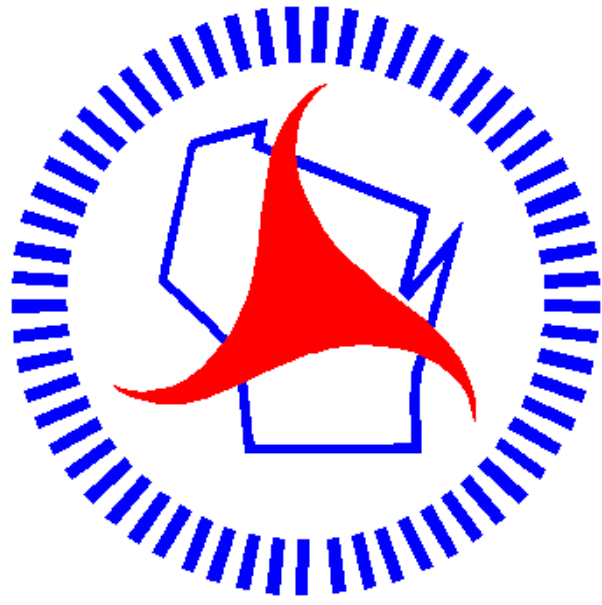


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E

Notes



Wisconsin Department of Transportation

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