WKE

MAY 2025

PROJECT ID: 4824-05-70

WITH: 4824-06-70

COUNTY: WASHINGTON

ORDER OF SHEETS

TOTAL SHEETS = 58

16

N

DESIGN DESIGNATION 4824-05-00

A.A.D.T.	2025	=	860
A.A.D.T.	2045	=	950
D.H.V.		=	95
D.D.		=	50/50
T.		=	0.7%
DESIGN SPEED		=	30 MPH
ESALS		=	15,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V KEWASKUM, WILDLIFE DR

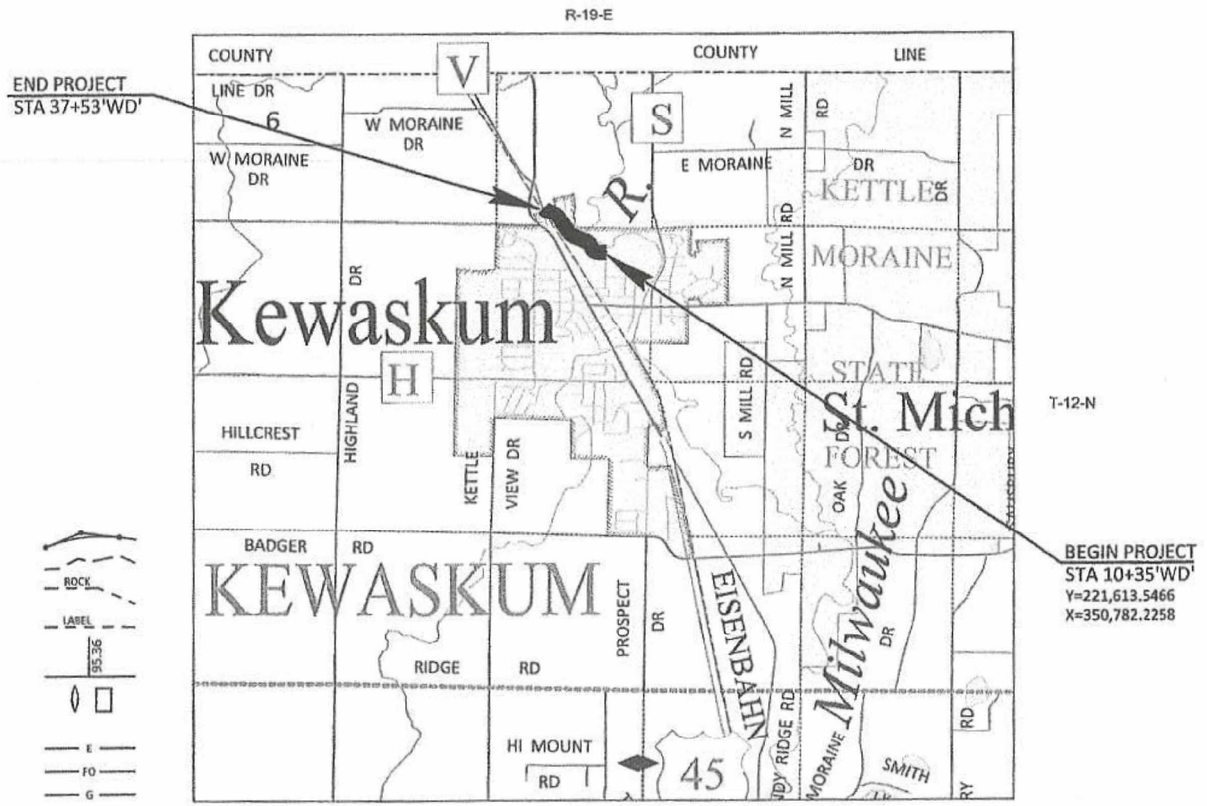
OLD FOND DU LAC RD TO REIGLE DR

LOCAL STREET

WASHINGTON COUNTY

STATE PROJECT NUMBER
4824-05-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4824-05-70	WISC 2025471	1



TOTAL NET LENGTH OF CENTERLINE = 0.515 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

VILLAGE OF KEWASKUM

Date 1-27-25 (Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

SEH Building a Better World for All of Us™

Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
800.472.5881 toll free | www.sehinc.com

WISCONSIN PROFESSIONAL ENGINEER
BRETT L. HOLLISTER
40868
EAU CLAIRE
WI

1/24/2025 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SEH
Designer	SEH
Project Manager	JOSEPH JELACIC
Regional Examiner	
Regional Supervisor	AMY TAETSCH

APPROVED FOR THE DEPARTMENT

DATE: 1/28/2025 Joseph C Jelacic (Signature)

Digitally signed by Joseph C Jelacic
DN: C=US, E=Joseph.Jelacic@dot.wi.gov, O=WisDOT, OU=DTSD LPPM, CN=Joseph C Jelacic
Date: 2025.01.28 07:52:06-06'00'

E

FILE NAME : X:\KO\K\KEWAS\176895\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\4824-05-70\SHEETSPLAN\SEC 01 TITLE\010101-TI (TITLE SHEET 4824-06-00 WILDLIFE DR - KEWASKUM).DWG PLOT DATE : 1/23/2025 1:39 PM PLOT BY : SEH PLOT NAME :

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
COB	CENTER OF BARRIER
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 6.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.8 ACRES

DNR AREA LIAISON:

DNR SERVICE CENTER
141 NW BARSTOW ROOM 180
WAUKESHA, WI 53188
TELEPHONE: 414.750.7495
ATTENTION: RYAN PAPPAS
EMAIL: RYAN.PAPPER@WISCONSIN.GOV

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
SOUTHEAST REGION
141 NW BARSTOW ST
WAUKESHA, WI 53188
TELEPHONE: 262.548.6762
ATTENTION: JOSEPH JELACIC
EMAIL: JOSEPH.JELACIC@DOT.WI.GOV

VILLAGE CONTACT:

DEPARTMENT OF PUBLIC WORKS
204 FIRST STREET
KEWASKUM, WI 53040
TELEPHONE: 262.626.4310
ATTENTION: DENNIS AUPPERLE
EMAIL: DAUPPERLE@VILLAGE.KEWASHKUM.WI.US

DESIGN CONTACT:

SEH INC.
10 N BRIDGE STREET
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6200
ATTENTION: BRETT HOLLISTER
EMAIL: BHOLLISTER@SEHINC.COM

UTILITY CONTACT LIST:

COGENT - COMMUNICATION
849 EARL ST
ST PAUL, MN 55106
ATTENTION: KEVIN PERSON
TELEPHONE: 612.275.4131
EMAIL: KPERSON@COGENTCO.COM

FRONTIER COMMUNICATION - COMMUNICATION
118 DIVISION STRETT
PLYMOUTH, WI 53073
ATTENTION: THOMAS REKOWSKI
TELEPHONE: 608.844.0980
EMAIL: THOMAS.REKOWSKI@FTR.COM

SPECTRUM - COMMUNICATION
165 KNIGHTS WAY, SUITE 100
FOND DU LAC, WI 54935
ATTENTION: THAD HANSEN
TELEPHONE: 920.579.9594
EMAIL: THAD.HANSEN@CHARTER.COM

VILLAGE OF KEWASKUM - WATER
204 FIRST STREET
KEWASKUM, WI 53040
ATTENTION: DENNIS AUPPERLE
TELEPHONE: 262.626.4310
EMAIL: DAUPPERLE@VILLAGE.KEWASKUM.WI.US

VILLAGE OF KEWASKUM - SANITARY
100 FOND DU LAC AVE
KEWASKUM, WI 53040
ATTENTION: BEN PROPSON
TELEPHONE: 262.626.2313
EMAIL: BPROPSON@VILLAGE.KEWASKUM.WI.US

WE ENERGIES - GAS
500 S. 116TH STREET
WEST ALLIS, WI 53214
ATTENTION: JACOB HULBERT
TELEPHONE: 262.968.5718
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

WE ENERGIES - ELECTRIC
W140 N9100 LILLY ROAD
MENOMONEE FALLS, WI 53051
ATTENTION: JOE FELLENZ
TELEPHONE: 262.502.6831
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

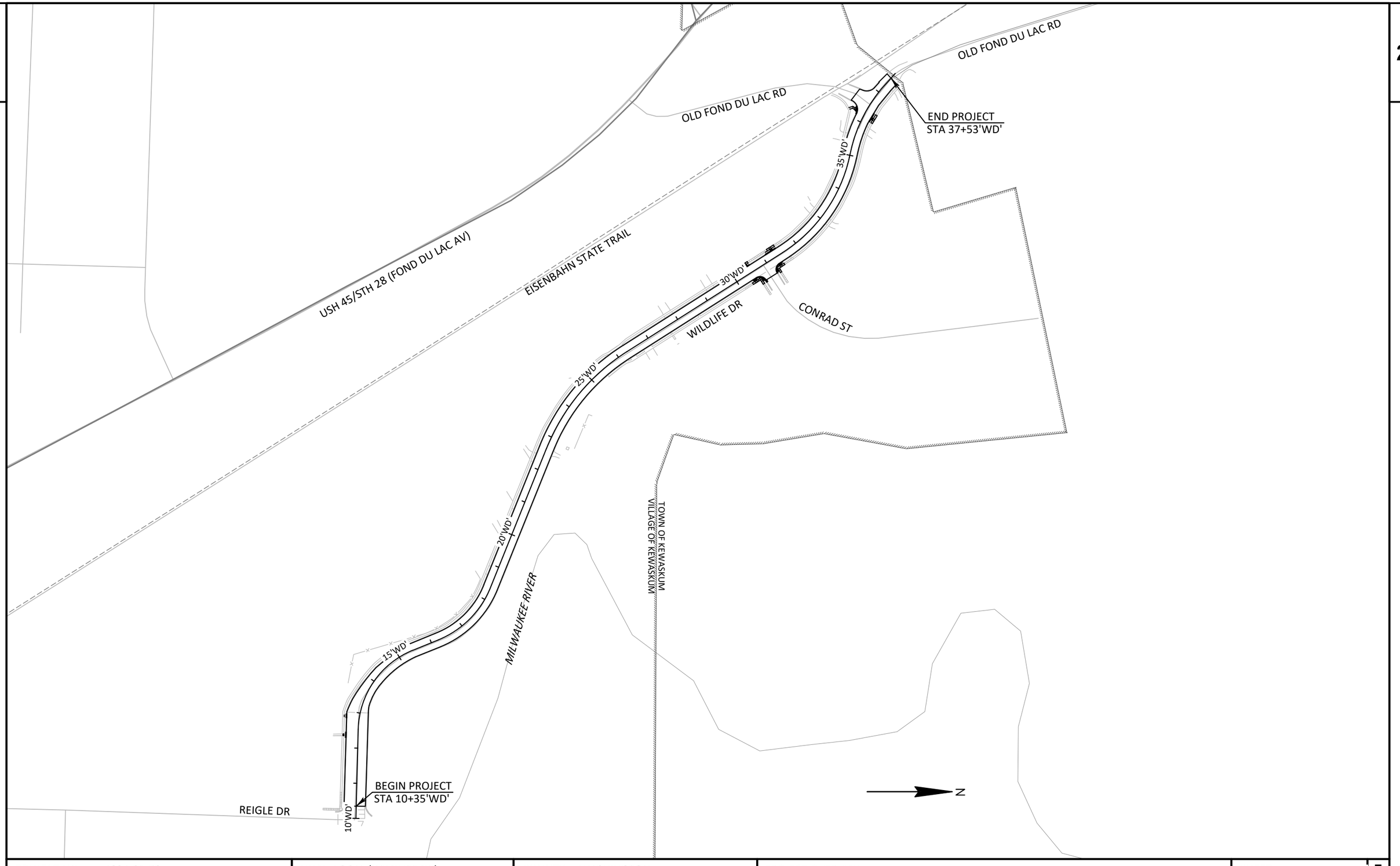
GENERAL NOTES:

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
4. PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLANS WITH THE ENGINEER.
5. WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
6. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
7. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
8. ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
9. DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED AND SEEDED.
10. FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
11. A CONVERSION FACTOR OF 2.0 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE.
12. APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACE.
13. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
14. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

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

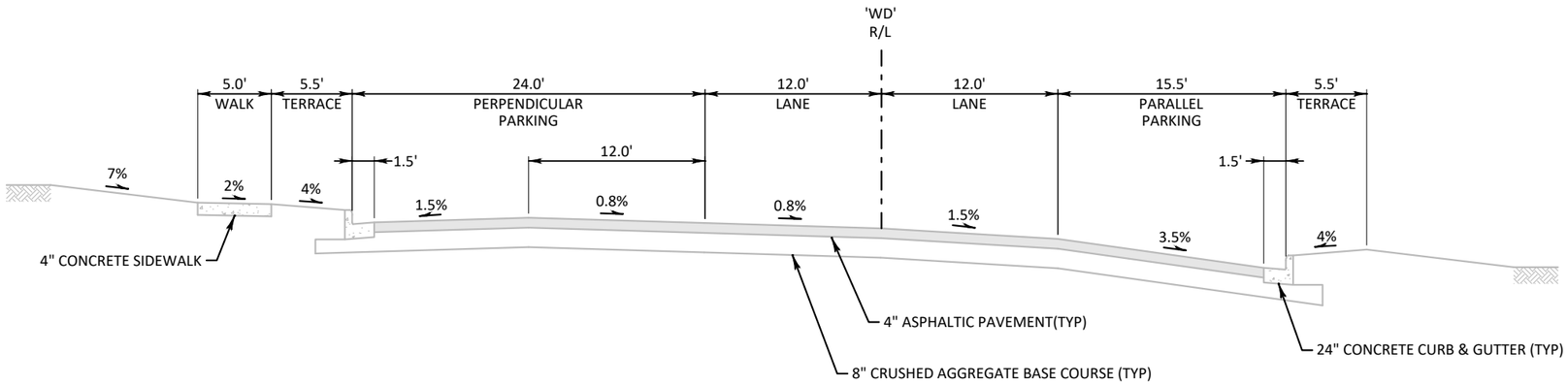
2

2



PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3 E

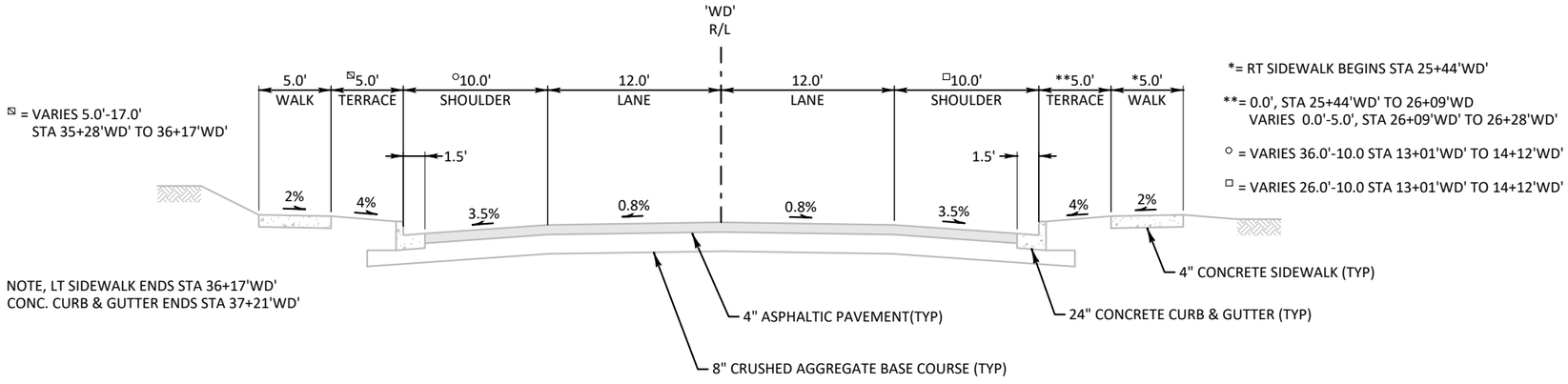
2



TYPICAL EXISTING SECTION

WILDLIFE DR

STA 10+18'WD' TO STA 13+01'WD'



TYPICAL EXISTING SECTION

WILDLIFE DR

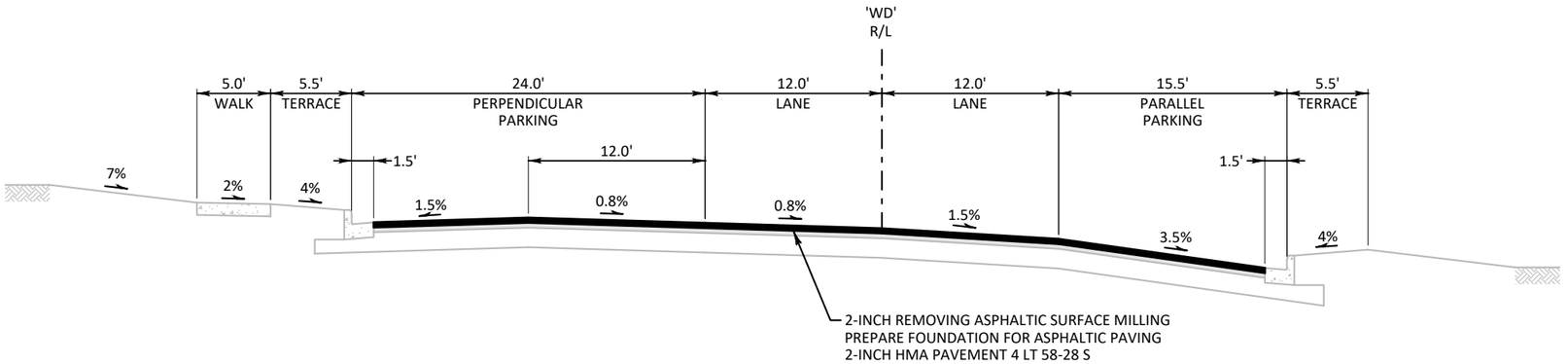
STA 13+01'WD' TO STA 37+53'WD'

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : X:\KO\K\KEWAS\176895\5-final-dsgn\51-drawings\40-TransHwy\4824-05-70\SheetsPlan\SEC 02 Typ Sec & Details\020300_ts (Typical Sections).dwg PLOT DATE : 1/15/2025 11:05 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 10.0 FT

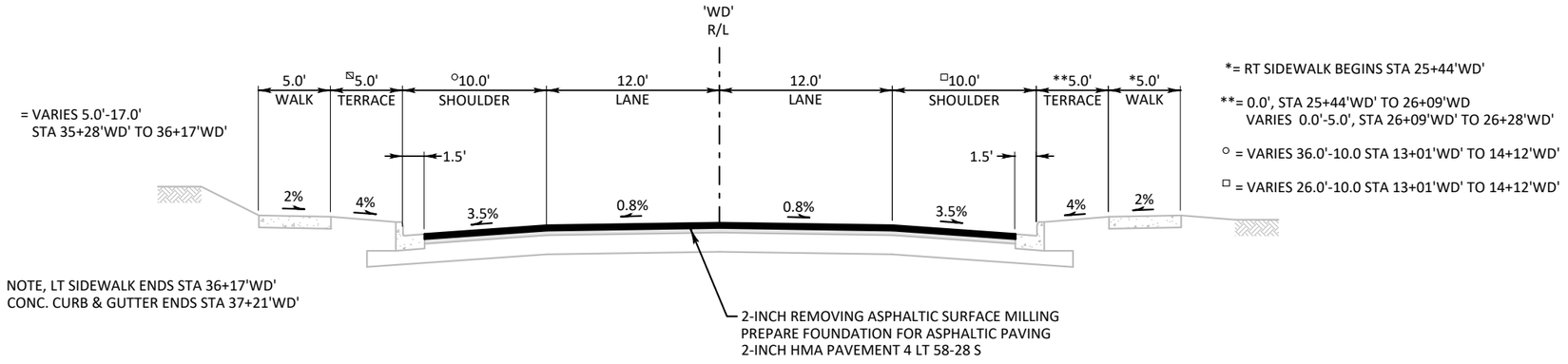
WISDOT/CADDS SHEET 42

2



TYPICAL PROPOSED SECTION

WILDLIFE DR
STA 10+18'WD' TO STA 13+01'WD'



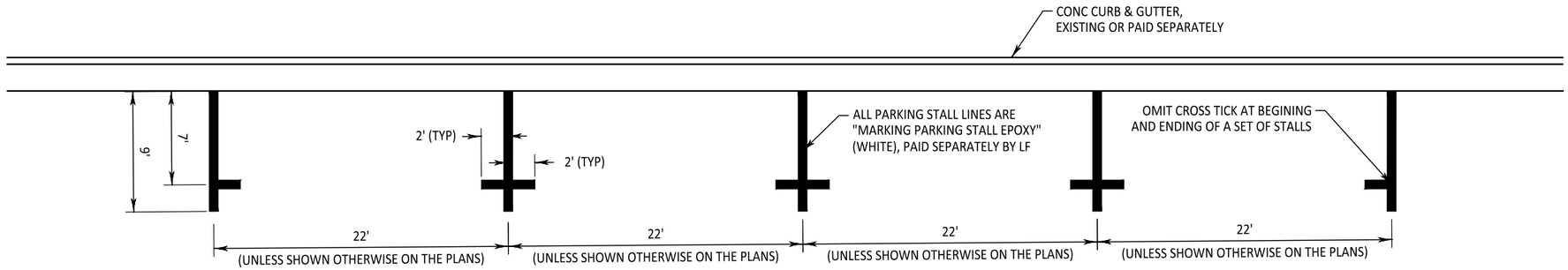
TYPICAL PROPOSED SECTION

WILDLIFE DR
STA 13+01'WD' TO STA 37+53'WD'

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E

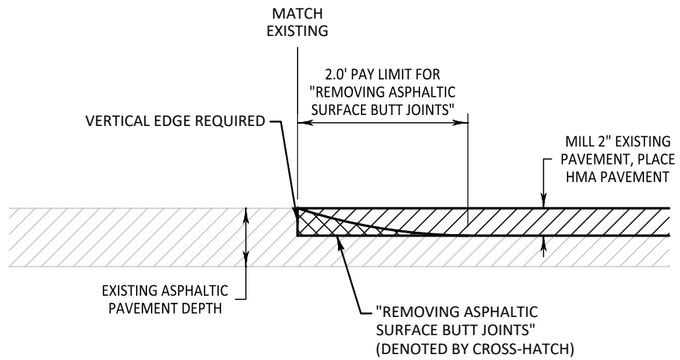
FILE NAME : X:\KO\K\KEWAS\176895\5-final-dsgn\51-drawings\40-TransHwy\4824-05-70\SheetsPlan\SEC 02 Typ Sec & Details\020300_ts (Typical Sections).dwg PLOT DATE : 1/15/2025 11:05 AM PLOT BY : SEH LAYOUT NAME : 02 PLOT SCALE : 1.0 IN = 10.0 FT
WISDOT/CADDS SHEET 42

2



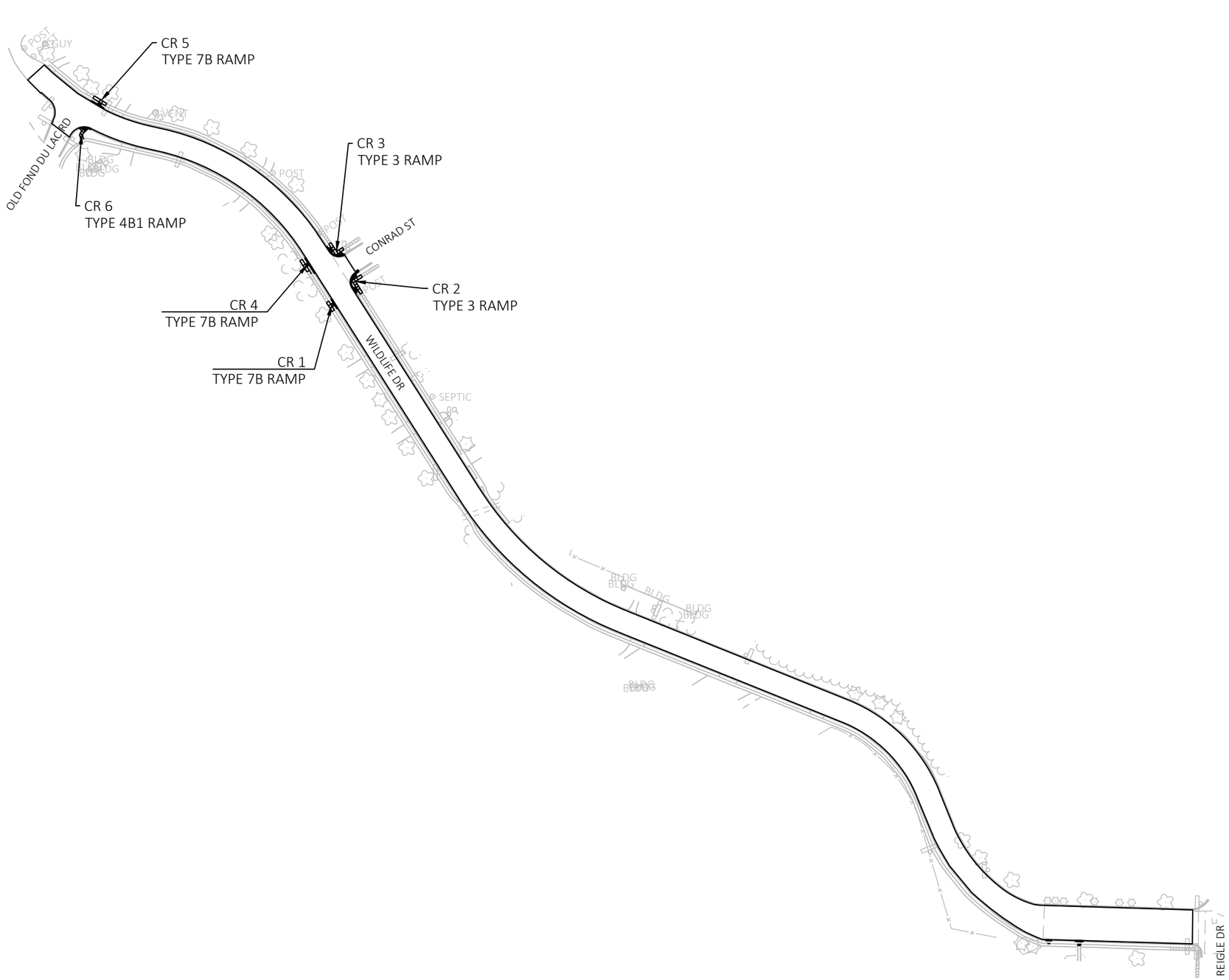
MARKING PARKING STALL EPOXY

(TYPICAL LAYOUT SHOWN, SEE PLANS FOR
SPECIFIC LOCATION LAYOUTS)



BUTT JOINT TO MATCH EXISTING

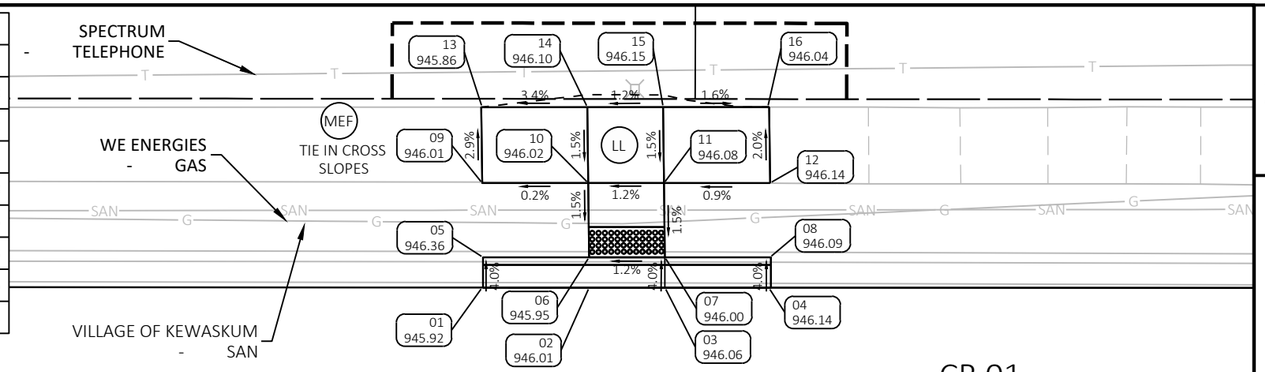
STA 10+35 (BEGIN PROJECT)
STA 37+53 (END PROJECT)
CONRAD STREET
OLD FOND DU LAC ROAD



2

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	CURB RAMP OVERVIEW	SHEET 7	E

CR 01						CR 01					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	30+36.47	20.50' LT	945.92	222717.50	349234.50	09	30+36.47	27.40' LT	946.01	222713.80	349228.68
02	30+43.53	20.49' LT	946.01	222723.46	349230.71	10	30+43.47	27.39' LT	946.02	222719.71	349224.92
03	30+48.53	20.49' LT	946.06	222727.68	349228.03	11	30+48.47	27.39' LT	946.08	222723.93	349222.24
04	30+55.40	20.49' LT	946.14	222733.48	349224.35	12	30+55.48	27.39' LT	946.14	222729.84	349218.48
05	30+36.53	22.50' LT	946.36	222716.48	349232.78	13	30+36.48	32.41' LT	945.86	222711.11	349224.45
06	30+43.53	22.49' LT	945.95	222722.39	349229.03	14	30+43.42	32.40' LT	946.10	222716.97	349220.73
07	30+48.53	22.49' LT	946.00	222726.61	349226.34	15	30+48.42	32.40' LT	946.15	222721.19	349218.05
08	30+55.47	22.49' LT	946.09	222732.47	349222.62	16	30+55.32	32.40' LT	946.04	222727.01	349214.34



CR 01

TYPE 7B RAMP

LEGEND

- PED — CONCRETE PEDESTRIAN CURB
- LL — LEVEL LANDING
- G — GRADED FLARE
- P — PAVED FLARE
- X XXX.XXX — POINT ID/ELEVATION
- DETECTABLE WARNING FIELD (2'x5' TYPICAL)

30+00

NOTES

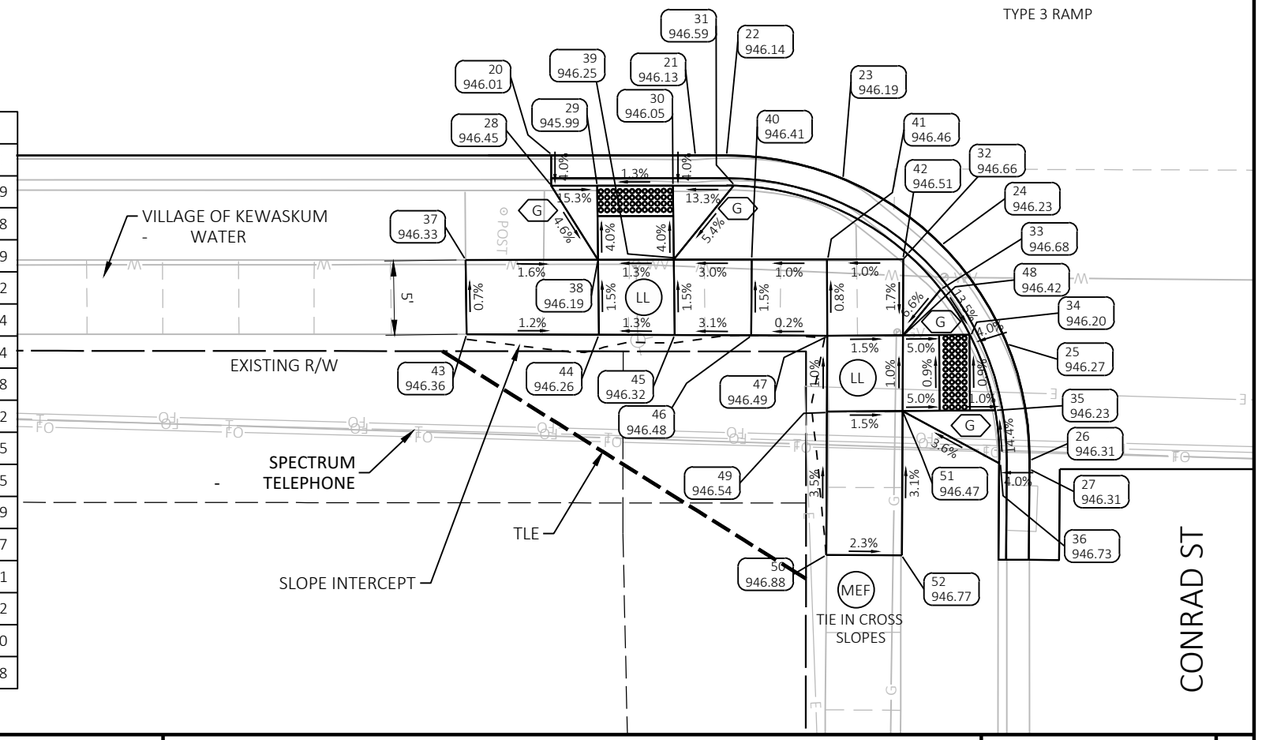
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE WILDLIFE DR ALIGNMENT

WILDLIFE DR

CR 02

TYPE 3 RAMP

CR 02						CR 02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20	30+41.04	20.14' RT	946.01	222743.17	349266.33	37	30+35.37	27.03' RT	946.33	222742.10	349275.19
21	30+50.55	20.14' RT	946.13	222751.20	349261.22	38	30+44.12	27.02' RT	946.19	222749.47	349270.48
22	30+52.60	20.14' RT	946.14	222752.93	349260.12	39	30+49.12	27.01' RT	946.25	222753.68	349267.79
23	30+60.28	21.67' RT	946.19	222760.23	349257.29	40	30+54.26	27.00' RT	946.41	222758.02	349265.02
24	30+66.79	26.04' RT	946.23	222768.07	349257.49	41	30+59.23	26.99' RT	946.46	222762.20	349262.34
25	30+71.11	32.58' RT	946.27	222775.23	349260.67	42	30+64.26	26.98' RT	946.51	222766.44	349259.64
26	30+72.60	40.27' RT	946.31	222780.61	349266.37	43	30+35.45	31.93' RT	946.36	222744.79	349279.28
27	30+72.59	40.82' RT	946.31	222780.90	349266.83	44	30+44.17	31.97' RT	946.26	222752.17	349274.62
28	30+41.04	22.14' RT	946.45	222744.25	349268.02	45	30+49.18	31.99' RT	946.32	222756.40	349271.95
29	30+44.06	22.14' RT	945.99	222746.80	349266.39	46	30+54.23	32.00' RT	946.48	222760.67	349269.25
30	30+49.06	22.14' RT	946.05	222751.02	349263.71	47	30+59.24	32.03' RT	946.49	222764.91	349266.59
31	30+53.06	22.14' RT	946.59	222754.39	349261.57	48	30+64.24	32.00' RT	946.42	222769.11	349263.87
32	30+64.54	26.67' RT	946.66	222766.51	349259.22	49	30+59.23	37.03' RT	946.54	222767.59	349270.81
33	30+66.72	28.98' RT	946.68	222769.59	349260.00	50	30+59.18	46.50' RT	946.88	222772.63	349278.82
34	30+68.64	31.97' RT	946.20	222772.81	349261.49	51	30+64.22	37.00' RT	946.47	222771.78	349268.10
35	30+70.31	36.96' RT	946.23	222776.90	349264.80	52	30+64.14	46.51' RT	946.77	222776.82	349276.18
36	30+70.59	40.46' RT	946.73	222779.02	349267.60						

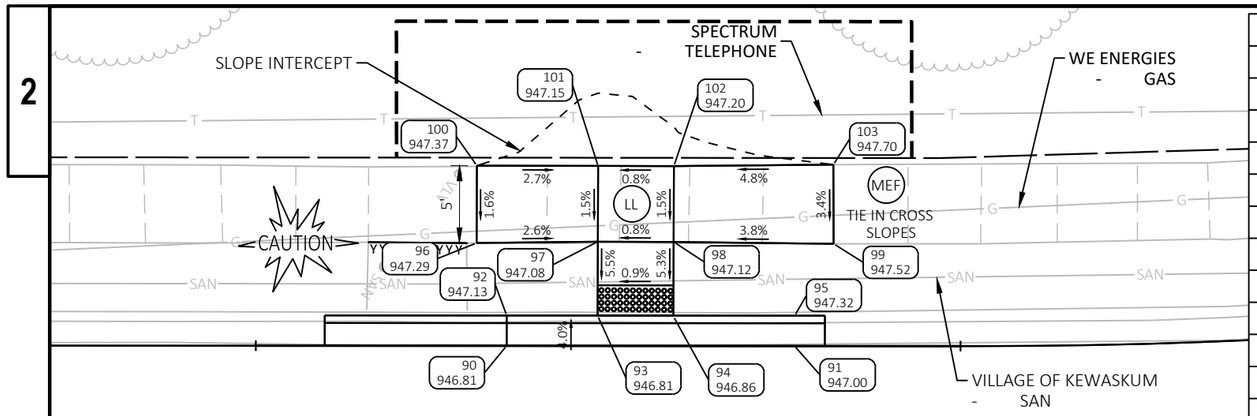


PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	021301 (CURB RAMP DETAILS) CR 01-02	SHEET 8	E

FILE NAME : X:\KO\K\KEWAS\176895\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\4824-05-70\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021302-CR (CURB RAMP DETAILS).DWG
LAYOUT NAME - CR 01-02

PLOT DATE : 1/30/2025 1:42 PM PLOT BY : MATTHEW WINTER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



CR 04

TYPE 7B

CR 04					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
90	31+22.33	20.45' LT	946.81	222789.96	349188.44
91	31+41.32	20.44' LT	947.00	222805.99	349178.25
92	31+22.33	22.45' LT	947.13	222788.88	349186.75
93	31+28.33	22.45' LT	946.81	222793.95	349183.53
94	31+33.32	22.40' LT	946.86	222798.19	349180.89
95	31+41.33	22.44' LT	947.32	222804.92	349176.56
96	31+20.34	27.24' LT	947.29	222784.64	349183.78
97	31+28.34	27.33' LT	947.08	222791.34	349179.41
98	31+33.34	27.31' LT	947.12	222795.57	349176.74
99	31+43.90	27.18' LT	947.52	222804.54	349171.18
100	31+20.36	32.34' LT	947.37	222781.91	349179.47
101	31+28.36	32.29' LT	947.15	222788.69	349175.22
102	31+33.36	32.31' LT	947.20	222792.90	349172.51
103	31+43.88	32.41' LT	947.70	222801.72	349166.78

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE WILDLIFE DR ALIGNMENT

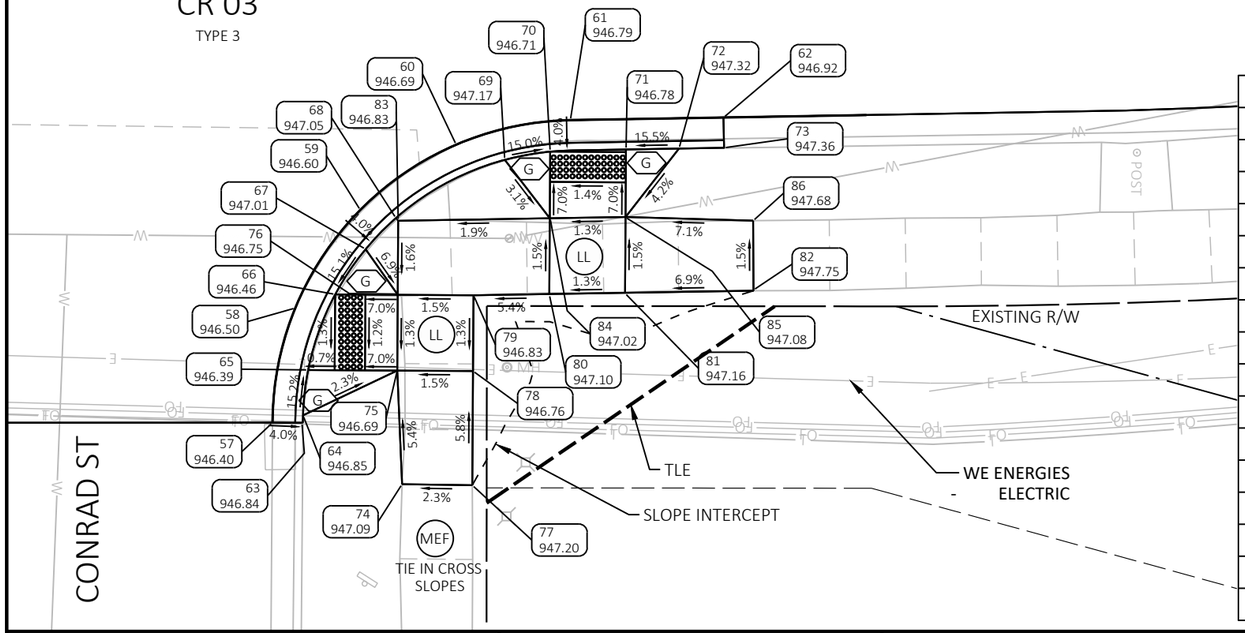
LEGEND

- PED — CONCRETE PEDESTRIAN CURB
- LL — LEVEL LANDING
- G — GRADED FLARE
- P — PAVED FLARE
- X XXX.XXX — POINT ID/ELEVATION
- DETECTABLE WARNING FIELD (2'x5' TYPICAL)

31+00

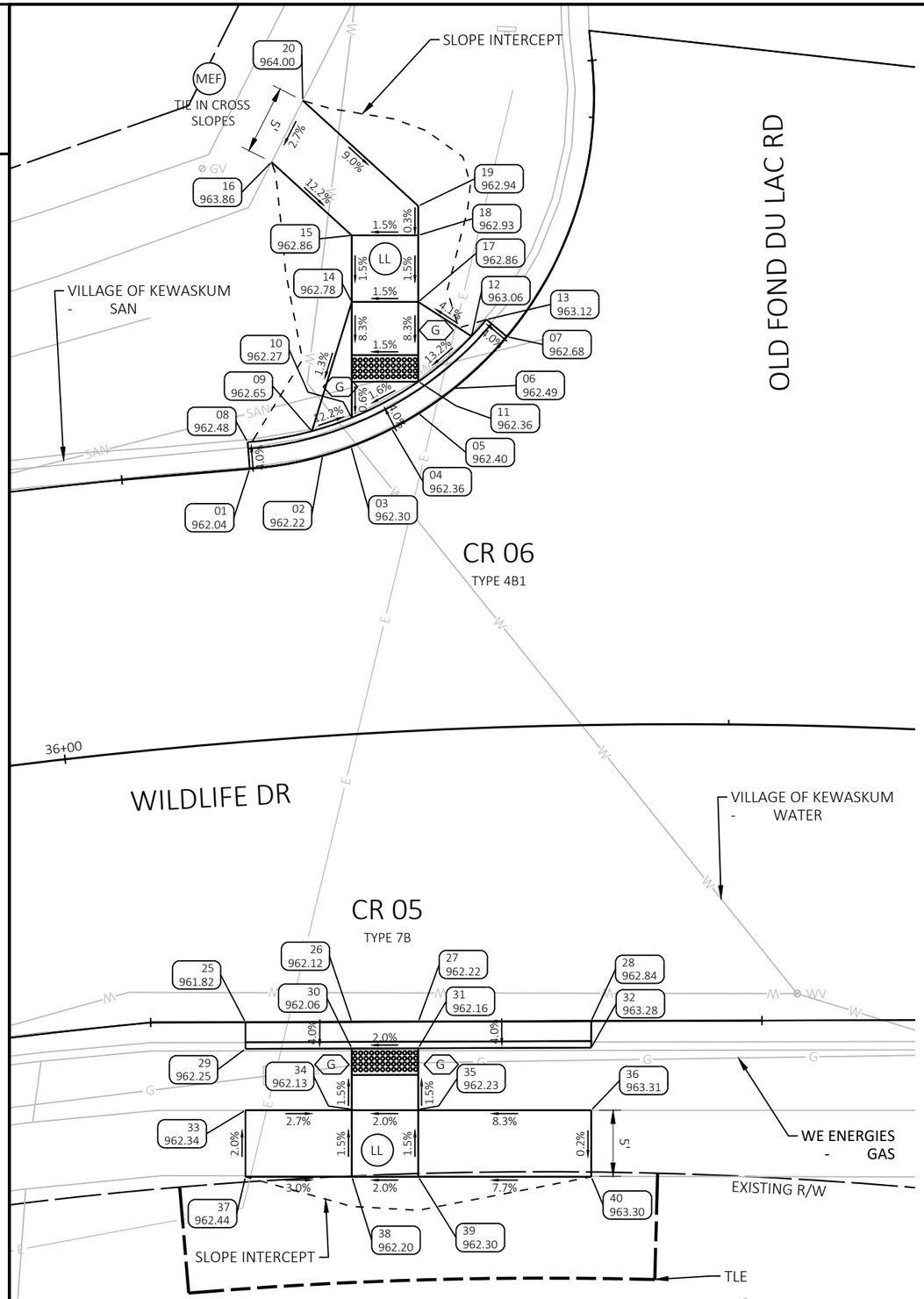
32+00

WILDLIFE DR



CR 03						CR 03					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
57	31+09.71	40.83' RT	946.40	222812.22	349246.91	72	31+36.54	22.75' RT	947.32	222825.14	349217.25
58	31+11.22	33.27' RT	946.50	222809.43	349239.72	73	31+39.50	22.70' RT	947.36	222827.62	349215.62
59	31+15.50	26.80' RT	946.60	222809.57	349231.97	74	31+18.26	44.89' RT	947.09	222821.61	349245.75
60	31+21.83	22.49' RT	946.69	222812.59	349224.93	75	31+17.94	37.40' RT	946.69	222817.32	349239.60
61	31+29.36	20.87' RT	946.79	222818.08	349219.52	76	31+17.97	32.40' RT	946.75	222814.66	349235.36
62	31+39.47	20.70' RT	946.92	222826.51	349213.95	77	31+22.89	44.96' RT	947.20	222825.55	349243.32
63	31+11.71	40.85' RT	946.84	222813.91	349245.85	78	31+22.94	37.43' RT	946.76	222821.55	349236.94
64	31+11.72	40.35' RT	946.85	222813.66	349245.43	79	31+22.97	32.43' RT	946.83	222818.90	349232.70
65	31+12.06	37.36' RT	946.39	222812.33	349242.72	80	31+27.97	32.37' RT	947.10	222823.08	349229.97
66	31+13.84	32.37' RT	946.46	222811.16	349237.55	81	31+32.97	32.30' RT	947.16	222827.26	349227.22
67	31+15.85	29.38' RT	947.01	222811.25	349233.96	82	31+41.45	32.08' RT	947.75	222834.30	349222.49
68	31+17.85	27.33' RT	947.05	222811.84	349231.16	83	31+18.00	27.51' RT	946.83	222812.06	349231.22
69	31+25.03	23.49' RT	947.17	222815.83	349224.06	84	31+28.01	27.35' RT	947.02	222820.41	349225.71
70	31+28.03	22.95' RT	946.71	222818.08	349221.99	85	31+33.01	27.26' RT	947.08	222824.59	349222.96
71	31+33.04	22.81' RT	946.78	222822.22	349219.19	86	31+41.43	27.52' RT	947.68	222831.83	349218.65

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	021301 (CURB RAMP DETAILS) CR 03-04	SHEET 9	E



CR 06						CR 06					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	36+15.49	20.44' LT	962.04	223038.15	348793.35	11	36+27.84	26.20' LT	962.36	223039.08	348779.11
02	36+20.77	21.03' LT	962.22	223040.14	348788.14	12	36+31.72	29.45' LT	963.06	223038.22	348773.92
03	36+22.83	21.61' LT	962.30	223040.63	348785.96	13	36+32.81	30.66' LT	963.12	223037.73	348772.31
04	36+25.79	22.77' LT	962.36	223041.07	348782.65	14	36+23.47	32.44' LT	962.78	223031.36	348780.30
05	36+27.74	23.83' LT	962.40	223041.12	348780.33	15	36+23.72	37.44' LT	962.86	223027.08	348777.72
06	36+30.33	25.59' LT	962.49	223040.88	348777.08	16	36+18.55	43.31' LT	963.86	223019.25	348780.05
07	36+34.19	29.33' LT	962.68	223039.62	348771.66	17	36+28.10	32.19' LT	962.86	223033.94	348776.02
08	36+15.49	22.44' LT	962.48	223036.36	348792.45	18	36+28.30	37.19' LT	962.93	223029.66	348773.44
09	36+20.12	22.93' LT	962.65	223038.14	348787.88	19	36+28.39	39.39' LT	962.94	223027.77	348772.30
10	36+23.02	23.75' LT	962.27	223038.83	348784.77	20	36+20.93	47.77' LT	964.00	223016.50	348775.65

CR 05					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25	36+11.85	21.02' RT	961.82	223073.63	348815.08
26	36+20.26	21.58' RT	962.12	223077.73	348808.22
27	36+25.54	21.85' RT	962.22	223080.30	348803.92
28	36+39.26	22.26' RT	962.84	223086.96	348792.77
29	36+11.67	23.01' RT	962.25	223075.34	348816.11
30	36+20.13	23.58' RT	962.06	223079.45	348809.25
31	36+25.43	23.85' RT	962.16	223082.01	348804.95
32	36+39.23	24.26' RT	963.28	223088.68	348793.80
33	36+11.25	27.61' RT	962.34	223079.30	348818.50
34	36+19.81	28.22' RT	962.13	223083.43	348811.64
35	36+25.17	28.51' RT	962.23	223086.01	348807.36
36	36+39.14	28.96' RT	963.31	223092.71	348796.22
37	36+10.78	32.59' RT	962.44	223083.59	348821.08
38	36+19.46	33.21' RT	962.20	223087.71	348814.22
39	36+24.89	33.50' RT	962.30	223090.29	348809.94
40	36+39.05	33.96' RT	963.30	223097.00	348798.80

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE WILDLIFE DR ALIGNMENT

LEGEND

- PED — CONCRETE PEDESTRIAN CURB
- LL — LEVEL LANDING
- G — GRADED FLARE
- P — PAVED FLARE
- X XXX.XXX — POINT ID/ELEVATION
- DETECTABLE WARNING FIELD (2'x5' TYPICAL)

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	021301 (CURB RAMP DETAILS) CR 05-06	SHEET 10	E

2

2

APPROX PL

N

M4-60R
30"X24"

M4-60L
30"X24"

N32° 28' 31"W

30'WD'

31'WD'

32'WD'

TEMPORARY PEDESTRIAN
CURB RAMP

TEMPORARY PEDESTRIAN
DETECTABLE WARNING FIELD

TEMPORARY MARKING
CROSSWALK REMOVABLE
TAPE 6-INCH

TEMPORARY PEDESTRIAN
CURB RAMP

M4-60L
30"X24"

SLOPE INTERCEPT

M4-60R
30"X24"

TEMPORARY MARKING
CROSSWALK
REMOVABLE
TAPE 6-INCH

TEMPORARY PEDESTRIAN
CURB RAMP

TEMPORARY LIMITED
EASEMENT

M4-60L
30"X24"

M4-60R
30"X24"

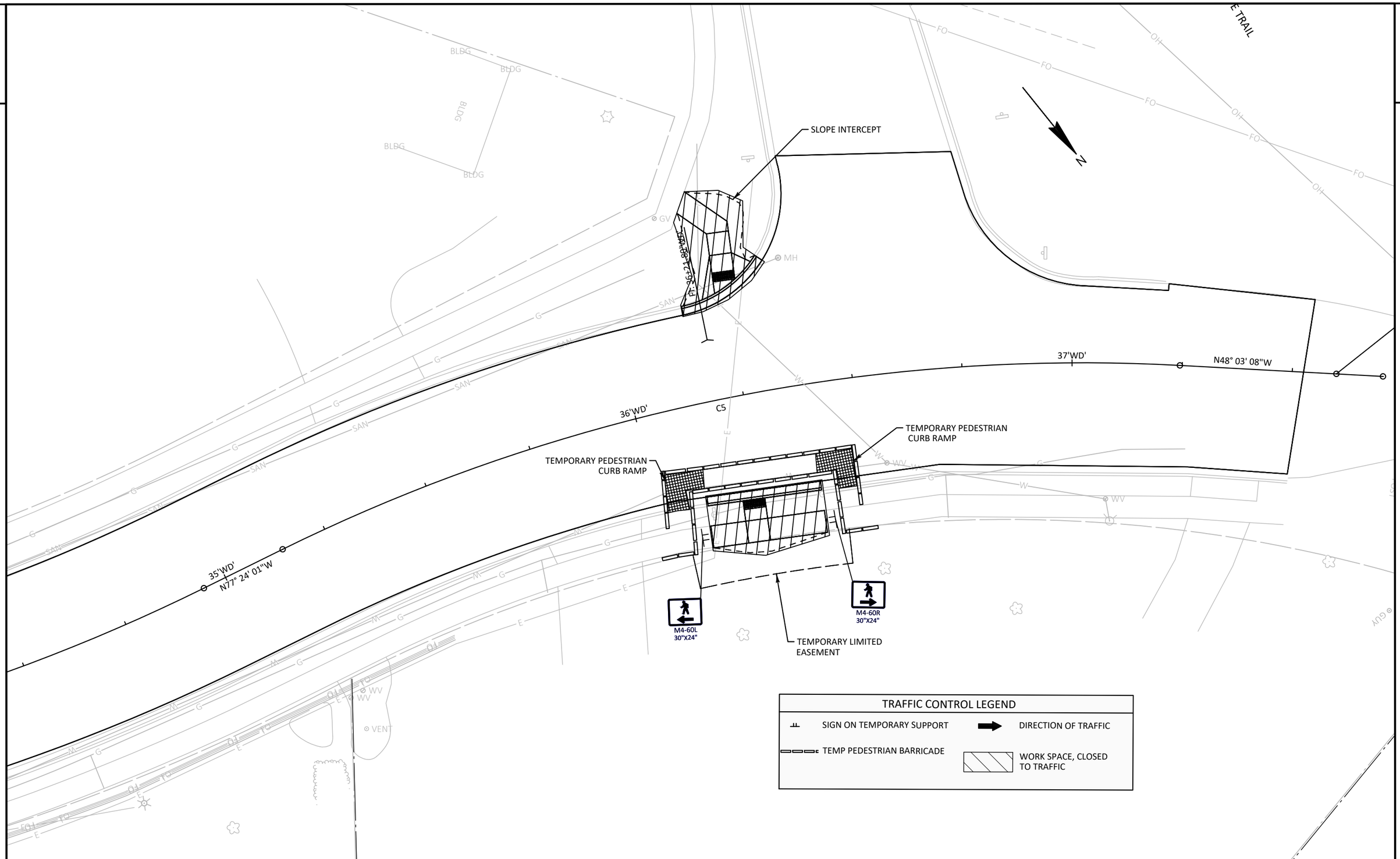
C4

TRAFFIC CONTROL LEGEND

SIGN ON TEMPORARY SUPPORT	DIRECTION OF TRAFFIC
TEMP PEDESTRIAN BARRICADE	WORK SPACE, CLOSED TO TRAFFIC

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL	SHEET 11	E

2



PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL	SHEET 12	E

4824-05-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	45.000	45.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	26.000	26.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	13,224.000	13,224.000
0008	204.0150	Removing Curb & Gutter	LF	210.000	210.000
0010	204.0155	Removing Concrete Sidewalk	SY	94.000	94.000
0012	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 4824-05-70	EACH	1.000	1.000
0016	213.0100	Finishing Roadway (project) 01. 4824-05-70	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	15.000	15.000
0022	455.0605	Tack Coat	GAL	928.000	928.000
0024	460.2000	Incentive Density HMA Pavement	DOL	950.000	950.000
0026	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,484.000	1,484.000
0028	465.0105	Asphaltic Surface	TON	11.000	11.000
0034	602.0410	Concrete Sidewalk 5-Inch	SF	1,031.000	1,031.000
0036	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	80.000	80.000
0040	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0042	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0044	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4824-05-70	EACH	1.000	1.000
0048	619.1000	Mobilization	EACH	0.500	0.500
0050	625.0500	Salvaged Topsoil	SY	150.000	150.000
0052	628.1504	Silt Fence	LF	50.000	50.000
0054	628.1520	Silt Fence Maintenance	LF	50.000	50.000
0056	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0058	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0060	628.2006	Erosion Mat Urban Class I Type A	SY	150.000	150.000
0062	628.7015	Inlet Protection Type C	EACH	15.000	15.000
0064	629.0205	Fertilizer Type A	CWT	1.000	1.000
0066	630.0120	Seeding Mixture No. 20	LB	6.800	6.800
0068	630.0200	Seeding Temporary	LB	4.000	4.000
0070	630.0500	Seed Water	MGAL	3.400	3.400
0076	642.5001	Field Office Type B	EACH	0.500	0.500
0078	643.0900	Traffic Control Signs	DAY	232.000	232.000
0080	643.1050	Traffic Control Signs PCMS	DAY	7.000	7.000
0082	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	90.000	90.000
0084	643.5000	Traffic Control	EACH	0.500	0.500
0086	644.1601	Temporary Pedestrian Curb Ramp	DAY	40.000	40.000
0088	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0090	644.1810	Temporary Pedestrian Barricade	LF	830.000	830.000
0094	646.2020	Marking Line Epoxy 6-Inch	LF	5,100.000	5,100.000
0098	646.8120	Marking Curb Epoxy	LF	140.000	140.000
0100	646.8320	Marking Parking Stall Epoxy	LF	395.000	395.000
0102	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	210.000	210.000
0104	650.8000	Construction Staking Resurfacing Reference	LF	2,717.000	2,717.000
0106	650.9000	Construction Staking Curb Ramps	EACH	8.000	8.000
0108	650.9500	Construction Staking Sidewalk (project) 01. 4824-05-70	EACH	1.000	1.000
0112	650.9911	Construction Staking Supplemental Control (project) 01. 4824-05-70	EACH	1.000	1.000
0116	690.0150	Sawing Asphalt	LF	340.000	340.000
0118	690.0250	Sawing Concrete	LF	97.000	97.000
0120	740.0440	Incentive IRI Ride	DOL	2,060.000	2,060.000
0122	SPV.0060	Special 01. Adjusting Water Valve Box	EACH	4.000	4.000

4824-05-70

Line	Item	Item Description	Unit	Total	Qty
0124	SPV.0060	Special 02. Adjusting Sanitary Manhole Covers	EACH	5.000	5.000
0126	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type D	LF	210.000	210.000

3

REMOVING CURB AND GUTTER

STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
12+30 - 12+45	LT	15	-
12+80 - 12+93	LT	10	-
CONRAD ST S RAMP	LT	19	-
CONRAD ST E RAMP	RT	47	-
CONRAD ST W RAMP	LT	33	-
CONRAD ST N RAMP	RT	39	-
OLD FOND DU LAC RD N RAMP	RT	26	-
OLD FOND DU LAC RD S RAMP	LT	21	-
PROJECT TOTALS		210	

REMOVING SIDEWALK

STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
12+37	LT	3	-
12+86	LT	3	-
CONRAD ST S RAMP	LT	11	-
CONRAD ST E RAMP	RT	25	-
CONRAD ST W RAMP	LT	17	-
CONRAD ST N RAMP	RT	21	-
OLD FOND DU LAC RD N RAMP	RT	14	-
PROJECT TOTALS		94	

PREPARE FOUNDATION

LOCATION	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (4824-05-70) EACH	NOTES
PROJECT	1	-
PROJECT TOTALS	1	

ADJUSTING STORM SEWER STRUCTURES

STATION	LOCATION	611.8115 ADJUSTING INLET COVERS EACH	REMARKS
30+72	RT	1	-
PROJECT TOTALS		1	

REMOVING ASPHALTIC PAVEMENT

STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
10+35 - 37+52	WILDLIFE DRIVE	-	9	13224	-
CONRAD STREET	RT	-	8	-	SIDE ROAD
OLD FOND DU LAC ROAD	LT	-	9	-	SIDE ROAD
12+30 - 12+45	LT	3	-	-	-
12+80 - 12+93	LT	2	-	-	-
CONRAD ST S RAMP	LT	4	-	-	-
CONRAD ST E RAMP	RT	9	-	-	-
CONRAD ST W RAMP	RT	7	-	-	-
CONRAD ST N RAMP	LT	9	-	-	-
OLD FOND DU LAC RD N RAMP	RT	6	-	-	-
OLD FOND DU LAC RD S RAMP	LT	5	-	-	-
SUBTOTAL		45	26	13224	
PROJECT TOTALS		45	26	13224	

ASPHALTIC ITEMS SUMMARY

STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	REMARKS
10+35 - 37+52	WILDLIFE DRIVE	928	1484	-	-
SUBTOTAL		928	1484	0	
12+30 - 12+45	LT	-	-	1	-
12+80 - 12+93	LT	-	-	1	-
CONRAD ST S RAMP	LT	-	-	1	-
CONRAD ST E RAMP	RT	-	-	2	-
CONRAD ST W RAMP	LT	-	-	2	-
CONRAD ST N RAMP	RT	-	-	2	-
OLD FOND DU LAC RD N RAMP	RT	-	-	1	-
OLD FOND DU LAC RD S RAMP	LT	-	-	1	-
RAMPS		0	0	11	
PROJECT TOTAL		**928**	**1484**	**11**	

3

CURB RAMPS

STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
12+30 - 12+45	LT	-	15	5	-	-
12+82 - 12+92	LT	-	10	-	-	-
CONRAD ST S RAMP	LT	2	19	120	10	-
CONRAD ST E RAMP	RT	2	47	267	20	-
CONRAD ST W RAMP	LT	2	33	145	10	-
CONRAD ST N RAMP	RT	2	39	224	20	-
OLD FOND DU LAC RD N RAMP	RT	2	26	153	10	-
OLD FOND DU LAC RD S RAMP	LT	5	21	117	10	-
PROJECT TOTALS		15	210	1031	80	

FINISHING ITEMS

STATION - STATION	625.0500 SALVAGED TOPSOIL SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
ENTIRE PROJECT	120	1.0	5.4	3.2	2.7
UNDISTRIBUTED QTY	30	0.0	1.4	0.8	0.7
PROJECT TOTALS	**150**	**1.0**	**6.8**	**4.0**	**3.4**

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	CATEGORY	618.0100 (4824-05-70) EACH	NOTES
PROJECT	0020	1	-
PROJECT TOTALS		1	

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-06-70
PROJECT TOTALS	0.5	

ADJUSTING UTILITIES

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.01 ADJUSTING WATER VALVE BOX EACH	SPV.0060.02 ADJUSTING SANITARY MANHOLE COVERS EACH	REMARKS
0010	12+68	LT	1	-	-	-
	13+76	LT	1	-	-	-
		0010 TOAL	2	0	0	
0020	13+49	LT	-	-	1	-
	15+84	LT	-	-	1	-
	30+46	RT	-	1	-	-
	30+67	RT	-	1	-	-
	31+14	LT	-	-	1	-
	31+25	RT	-	1	-	-
	32+70	LT	-	-	1	-
	36+37	LT	-	-	1	-
	36+55	RT	-	1	-	-
		0020 TOTAL	0	4	5	
PROJECT TOTALS			2	4	5	

EROSION CONTROL

STATION	LT/RT	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7015 INLET PROTECTION TYPE C EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATONS EMERGENCY EROSION CONTROL EACH	REMARKS
PROJET LENGTH		-	-	120	12	1	1	-
UNDISTRIBUTED		50	50	30	3	-	-	-
PROJECT TOTAL		**50**	**50**	**150**	**15**	**1**	**1**	

MARKING LINE ITEMS

STATION - STATION	LOCATION	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	646.2020 MARKING LINE EPOXY 6-INCH LF	646.8120 MAKRING CURB EPOXY LF	646.8320 MARKING PARKING STALL EPOXY LF	REMARKS
ENTIRE PROJECT	LT&RT	90	5100	140	395	CURB EPOXY AT NE & SE CORNERS OF INTERSECTION WITH CONRAD ST
PROJECT TOTAL		**90**	**5,100**	**140**	**395**	

3

SAWING ASPHALT

STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	REMARKS
37+52	LT&RT	40	-	END OF PROJECT
CONRAD STREET	RT	37	-	SIDEROAD
OLD FOND DU LAC ROAD	LT	40	-	SIDEROAD
12+30 - 12+45	LT	20	9	-
12+80 - 12+93	LT	20	9	-
CONRAD ST S RAMP	LT	23	14	-
CONRAD ST E RAMP	RT	45	19	-
CONRAD ST W RAMP	LT	27	14	-
CONRAD ST N RAMP	RT	33	14	-
OLD FOND DU LAC RD N RAMP	RT	30	14	-
OLD FOND DU LAC RD S RAMP	LT	25	4	-
PROJECT TOTALS		340	97	

TRAFFIC CONTROL

LOCATION	APPROX. SERVICE PERIOD DAYS	643.0900 TRAFFIC CONTROL SIGNS QTY.	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS QTY.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	644.1601 TEMPORARY PEDESTRIAN CURB RAMP QTY.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAYS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	NOTES
PRE-WARNING	7	-	-	1	7	-	-	-	-	PRE-WARN PRIOR TO COSNTRUCTION
CURB RAMPS	5	8	40	-	-	8	40	40	830	-
ENTIRE PROJECT	32	6	192	-	-	-	-	-	-	-
SUBTOTAL			232		7		40	40	830	
PROJECT TOTALS			232		7		40	40	830	

FIELD OFFICE TYPE B

642.5001

LOCATION	EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-06-70
PROJECT TOTALS	0.5	

TRAFFIC CONTROL

643.5000

LOCATION	EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-06-70
PROJECT TOTALS	0.5	

CONSTRUCTION STAKING

STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (4824-05-70) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (4824-05-70) EACH	NOTES
10+35 - 37+52	210	2717	8	1	1	-
PROJECT TOTALS	210	2717	8	1	1	

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

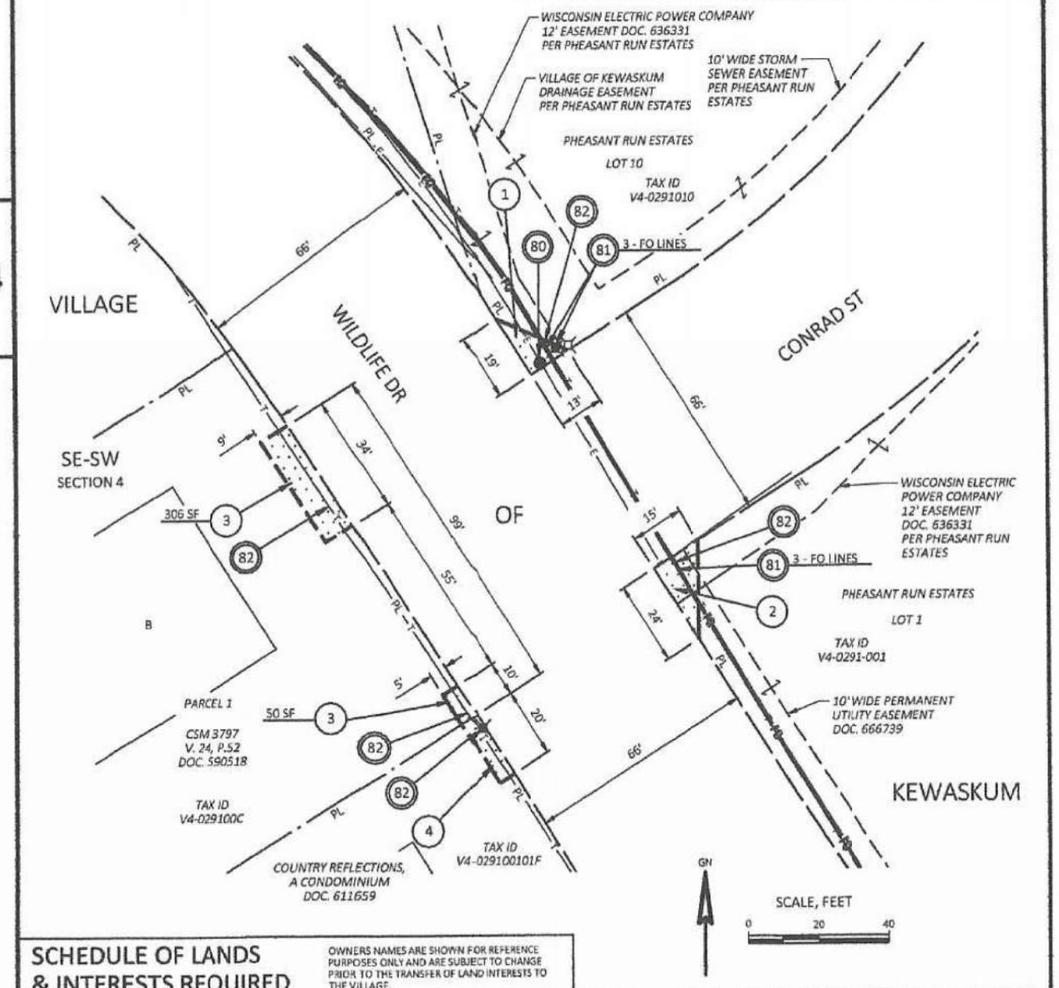
PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 4824-05-00	SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
V KEWASKUM, WILDLIFE DR
OLD FOND DU LAC RD TO REIGLE DR

WILDLIFE DR — WASHINGTON COUNTY

THAT PART OF LOTS 1 & 10 PHEASANT RUN ESTATES, PART OF COUNTRY REFLECTIONS, A CONDOMINIUM AND PART OF PARCEL 1, CSM 3797, V.24, P.52, DOC. 590518, ALL IN THE SE 1/4 OF THE SW 1/4, SECTION 4, T12N, R19E, VILLAGE OF KEWASKUM, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
1	SARAH CAUWELS	TLE	124
2	JOHN D. MAGRAY & VANESSA R. MAGRAY	TLE	180
3	JAAM INVESTMENTS LLC	TLE	356
4	ROBERT M. GONWA & CAROL A. GONWA LIVING TRUST U/A DATED MAY 8,2018	TLE	100

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
80	WE ENERGIES (ELEC)	RELEASE OF RIGHTS
81	FRONTIER COMMUNICATIONS (FO)	RELEASE OF RIGHTS
82	SPECTRUM (TELE)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	1, 2	V. 1317, P. 208, DOC. 636331	WE ENERGIES
	3	V. 1203, P. 26, DOC. 603378	
	4	V. 1203, P. 12, DOC. 603374	
81	1, 2	NO RECORD OF EASEMENT	FRONTIER COMMUNICATIONS (FO)
82	1, 2	NO RECORD OF EASEMENT	SPECTRUM (TELE)

THIS MAP IS APPROVED FOR THE VILLAGE OF KEWASKUM.

SIGNATURE: _____ DATE: 1-22-25

PRINT NAME: JAMES HOVLAND; CHAIRPERSON

FILE NAME : 040101_RP.DWG PLOT DATE : 12/2/2024 1:53 PM R/W PROJECT: 4824-05-00-1

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

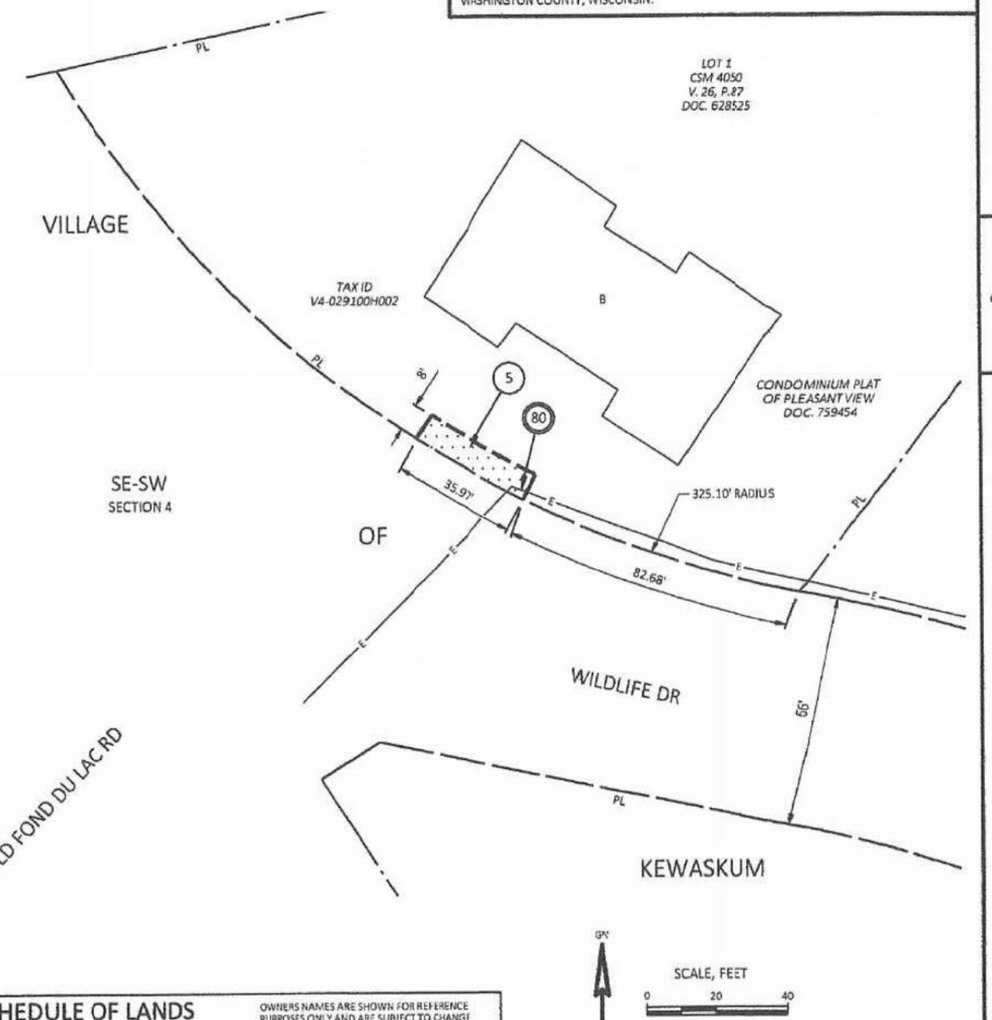
PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 4824-05-00	SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
V KEWASKUM, WILDLIFE DR
OLD FOND DU LAC RD TO REIGLE DR

WILDLIFE DR — WASHINGTON COUNTY

THAT PART OF LOT 1, CONDOMINIUM PLAT OF PLEASANT VIEW, LOCATED IN PART OF THE SE 1/4 OF THE SW 1/4, SECTION 4, T12N, R19E, VILLAGE OF KEWASKUM, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
5	SCOTT A. STAIR & NOREEN A. STAIR	TLE	284

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
80	WE ENERGIES (ELEC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	5	V. 1317, P. 208, DOC. 636331	WE ENERGIES

THIS MAP IS APPROVED FOR THE VILLAGE OF KEWASKUM.

SIGNATURE: _____ DATE: 1-22-25

PRINT NAME: JAMES HOVLAND; CHAIRPERSON

FILE NAME : 040101_RP.DWG PLOT DATE : 12/2/2024 1:53 PM R/W PROJECT: 4824-05-00-2

EROSION CONTROL NOTES:

PLACE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH WITHIN ANY SURFACE SLOPE INTERCEPT AREAS THAT DO NOT USE EROSION MAT.

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS.

WHEN INLET PROTECTION TYPE A OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

PLACE SILT FENCE TWO FEET FROM THE SLOPE INTERCEPT WHERE APPROPRIATE.

CP	EASTING	NORTHING	STATION	OFFSET	ELEVATION	DESCRIPTION
1	350731.646	221459.597	10+64	155.2' LT	955.523'	CHISELED X
2	350833.195	221674.156	-	-	950.912	CHISELED X

REGAL WARE INC
ID: V4 028700D

REGAL WARE INC
ID: V4 028700D

EXISTING RIGHT-OF-WAY

PI: 14+17.31'WD'

N

MATCH LINE 15+00'WD'

VILLAGE OF KEWASKUM
- SANITARY

PC: 12+53.82'WD'

14'WD'

C1

15'

13'WD'

CP 1

FRONTIER
- FIBER OPTIC

SPECTRUM
- FIBER OPTIC

WILDLIFE DR

12'WD'

N88° 30' 36"W

11'WD'

WE ENERGIES - ELEC (TYP)

VILLAGE OF KEWASKUM
- WATER

FRONTIER
- FIBER OPTIC

SPECTRUM
- TELEPHONE

REIGLE DR

STA 10+00.00'WD' POT:
Y=221,613.0912
X=350,799.7340

10'WD'

WE ENERGIES
- ELECTRIC

BEGIN PROJECT
STA 10+34.79'WD'
Y=221,613.5466
X=350,782.2258
SAWCUT REQ'D
MATCH EX PAVEMENT

UTILITY OWNER (TYP)

CP 2

C1

PI STA =	14+17.31'WD'
Y =	221,623.9419
X =	350,382.5676
Δ =	66°22'00"
D =	22°55'06"
T =	163.49'
L =	289.58'
R =	250.00'
PC STA =	12+53.82'WD'
PT STA =	15+43.40'WD'

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

VILLAGE OF KEWASKUM
ID: V4 0290

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PLAN	SHEET 19 E

REGAL WARE INC
ID: V4 028700D

ROADSTER KEWASKUM LLC
ID: V4 028700C

N

MATCH LINE 15+00'WD'

PT: 15+43.40 'WD'

N22° 08' 36"W

16'WD'

PC: 16+21.29 'WD'

C2

PI STA = 17+35.71'WD'
Y = 221,953.5100
X = 350,248.4534
Δ = 45°56'08"
D = 21°13'14"
T = 114.43'
L = 216.47'
R = 270.00'
PC STA = 16+21.29'WD'
PT STA = 18+37.75'WD'

APPROX PL (TYP)

EXISTING RIGHT-OF-WAY

VILLAGE OF KEWASKUM
- SANITARY

PT: 18+37.75 'WD'

WILDLIFE DR

19'WD'

17'WD'

18'WD'

20'WD'

N68° 04' 44"W

21'

MATCH LINE 21+00'WD'

FRONTIER
- FIBER OPTIC

VILLAGE OF KEWASKUM
ID: V4 029000A

WE ENERGIES
- ELECTRIC

VILLAGE OF KEWASKUM
- WATER

SPECTRUM
- TELEPHONE

PI: 17+35.71'WD'

MILWAUKEE RIVER

VILLAGE OF KEWASKUM
ID: V4 0290

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

5

5

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PLAN	SHEET 20 E

FILE NAME : X:\KO\K\KEWAS\176895\5-final-dsgn\51-drawings\40-TransHwy\4824-05-70\SheetsPlan\SEC 05 Plan & Profile\050200_pn (Plan Wildlife Dr).dwg PLOT DATE : 1/27/2025 5:18 PM PLOT BY : SEH LAYOUT NAME : 02 PLOT SCALE : 1.0 IN = 40.0 FT

WISDOT/CADDS SHEET 44

ROADSTER KEWASKUM LLC
ID: V4 028700C

VILLAGE OF KEWASKUM
ID: V4 029000A

N

WE ENERGIES
- ELECTRIC

EXISTING RIGHT-OF-WAY

APPROX PL (TYP)

PI: 24+52.80'WD'

VILLAGE OF KEWASKUM
- SANITARY

PC: 22+64.95'WD'

PT: 26+28.47'WD'

WILDLIFE DR

22'WD'

23'WD'

24'WD'

25'WD'

26'WD'

C3

N68° 04' 44"W

N32° 28' 31"W

SPECTRUM
- TELEPHONE

FRONTIER
- FIBER OPTIC

VILLAGE OF KEWASKUM
- WATER

MATCH LINE 21+00'WD'

MATCH LINE 27+00'WD'

5

5

C3

PI STA =	24+52.80'WD'
Y =	222,225.8440
X =	349,571.7212
Δ =	35°36'13"
D =	9°47'39"
T =	187.84'
L =	363.52'
R =	585.00'
PC STA =	22+64.95'WD'
PT STA =	26+28.47'WD'

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

VILLAGE OF KEWASKUM
ID: V4 029000A

RYAN J SWAN
MARINA L SWAN
ID: V4 029100K

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PLAN	SHEET 21 E

RITA L JOHANN
ID: V4 029100I03H

OAK VIEW APARTMENTS LLC
ID: V4 029100C

LM APARTMENTS LLC
ID: V4 029100G

CP	EASTING	NORTHING	STATION	OFFSET	ELEVATION	DESCRIPTION
3	349307.851	222804.958	30+71	88.3' RT	947.107'	CHISELED X

MATCH LINE 27+00'WD'

WE ENERGIES
- GAS

VILLAGE OF KEWASKUM
- SANITARY

28'WD'

29'WD'

N32° 28' 31"W

WILDLIFE DR

30'WD'

31'WD'

32'WD'

EXISTING RIGHT-OF-WAY

APPROX PL (TYP)

PC: 31+53.44'WD'

C4

PI STA = 33+33.29'WD'
Y = 222,978.9095
X = 349,092.4202
Δ = 44°55'30"
D = 13°10'17"
T = 179.85'
L = 341.08'
R = 435.00'
PC STA = 31+53.44'WD'
PT STA = 34+94.52'WD'

SPECTRUM
- TELEPHONE

FRONTIER
- FIBER OPTIC

VILLAGE OF KEWASKUM
- WATER

SLOPE INTERCEPT

CONRAD ST

CP 3

TEMPORARY LIMITED
EASEMENT

WE ENERGIES
- ELECTRIC

JOHN A BURTARD
JACQUELINE A BURTARD
ID: V4 029100J002

MATCH LINE 33+00'WD'

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

RYAN J SWAN
MARINA L SWAN
ID: V4 029100K

JOHN D MAGRAY
VANESSA R MAGRAY
ID: V4 0291001

SARAH CAUWELS
ID: V4 0291010

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PLAN	SHEET 22 E

FILE NAME : X:\KO\K\KEWAS\176895\5-final-dsgn\51-drawings\40-TransHwy\4824-05-70\SheetsPlan\SEC 05 Plan & Profile\050200_pn (Plan Wildlife Dr).dwg PLOT DATE : 1/27/2025 5:19 PM PLOT BY : SEH LAYOUT NAME : 04 PLOT SCALE : 1.0 IN = 40.0 FT

WISDOT/CADDS SHEET 44

EISENBAHN STATE TRAIL

COGENT
- FIBER OPTIC

LM APARTMENTS LLC
ID: V4 029100G

GREGORY PHILLIP ZANGL
ID: V4 029100F

JOSHUA R FEHRMANN
ID: V4 0808

HBHI PROPERTIES LLC
ID: T8 008700D

OLD FON DU LAC RD

EISENBAHN STATE TRAIL

N

SLOPE INTERCEPT

WE ENERGIES
- GAS

PI: 32+22.80'WD'

PT: 37+24.45'WD'

STA 37+60.00'WD' POT:
Y=223,141.4369
X=348,686.3883

APPROX PL (TYP)

EXISTING RIGHT-OF-WAY

VILLAGE OF KEWASKUM
- SANITARY

PT: 34+94.52'WD'

PC: 35+14.44'WD'

WILDLIFE DR

37'WD'

36'WD'

C5

N48° 03' 08"W

35'WD'

N77° 24' 01"W

OLD FON DU LAC RD

PAUL J OSSWALD FAMILY TR
CAROL E OSSWALD FAMILY TR
ID: T8 008800A

END PROJECT
STA 37+52.56'WD'
SAWCUT REQ'D
MATCH EX PAVEMENT

MATCH LINE 33+00'WD'

34'WD'

C4

TEMPORARY LIMITED
EASEMENT

WE ENERGIES
- GAS

WE ENERGIES
- ELECTRIC

FRONTIER
- FIBER OPTIC

VILLAGE OF KEWASKUM
- WATER

SPECTRUM
- TELEPHONE

PI: 33+33.29'WD'

C4

PI STA = 33+33.29'WD'
Y = 222,978.9095
X = 349,092.4202
Δ = 44°55'30"
D = 13°10'17"
T = 179.85'
L = 341.08'
R = 435.00'
PC STA = 31+53.44'WD'
PT STA = 34+94.52'WD'

C5

PI STA = 36+21.80'WD'
Y = 223,045.9075
X = 348,792.6791
Δ = 29°20'53"
D = 13°58'28"
T = 107.36'
L = 210.01'
R = 410.00'
PC STA = 35+14.44'WD'
PT STA = 37+24.45'WD'

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

JOHN A BURTARD
JACQUELINE A BURTARD
ID: V4 029100J002

SCOTT A STAIR
NOREEN A STAIR
ID: V4 029100H002

CRAIG M EVANS
BRENDA L EVANS
ID: T8 0083

PROJECT NO: 4824-05-70	HWY: LOCAL (WILDLIFE DR)	COUNTY: WASHINGTON	PLAN	SHEET 23	E

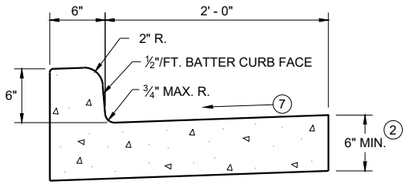
FILE NAME : X:\KO\K\KEWAS\176895\5-final-dsgn\51-drawings\40-TransHwy\4824-05-70\SheetsPlan\SEC 05 Plan & Profile\050200_pn (Plan Wildlife Dr).dwg PLOT DATE : 1/27/2025 5:19 PM PLOT BY : SEH LAYOUT NAME : 05 PLOT SCALE : 1.0 IN = 40.0 FT

WISDOT/CADDS SHEET 44

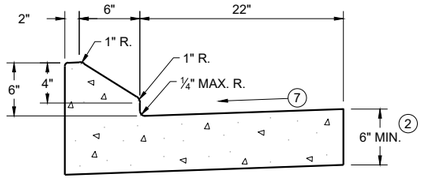
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C36-01	PARKING STALL MARKING
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

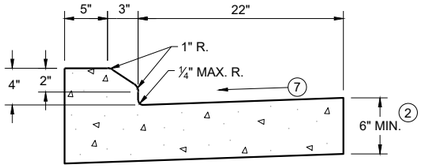
6



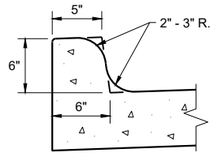
TYPES A (1) & D



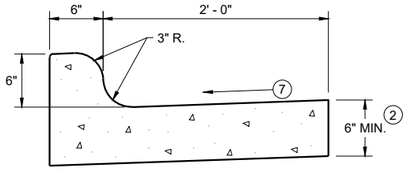
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

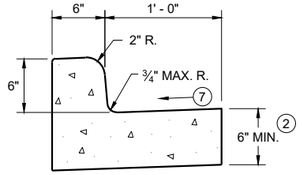


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



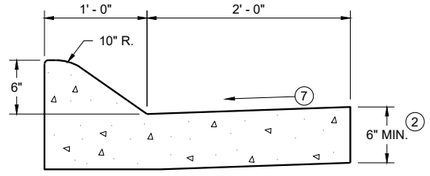
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

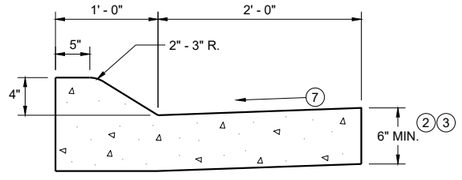


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

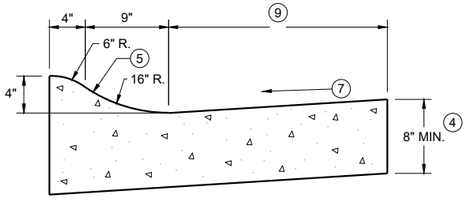


6" SLOPED CURB TYPES A (1) & D



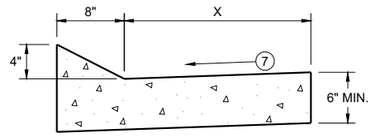
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

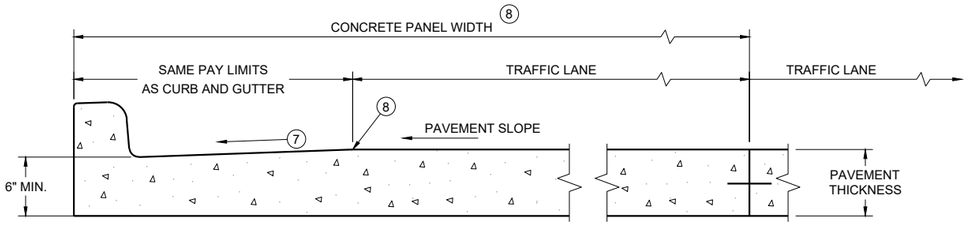


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

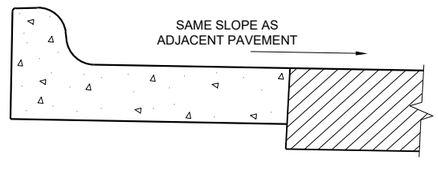
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

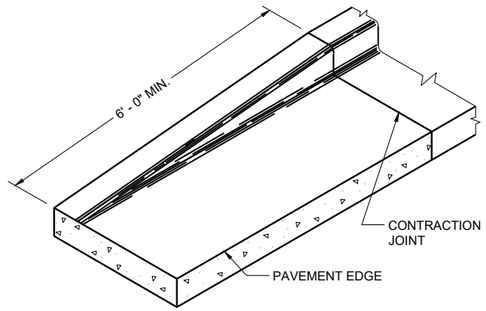
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

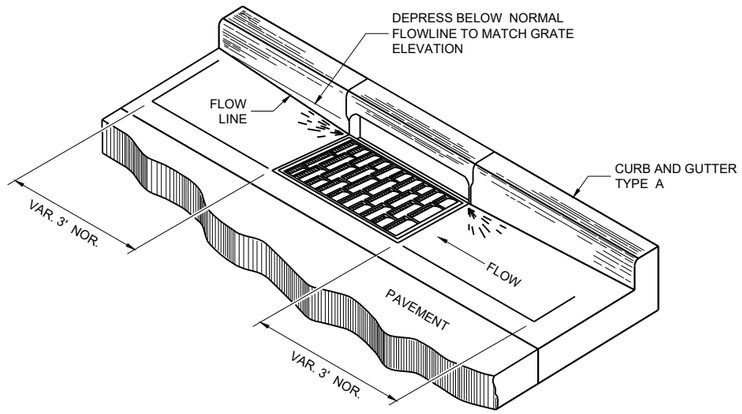
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

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.

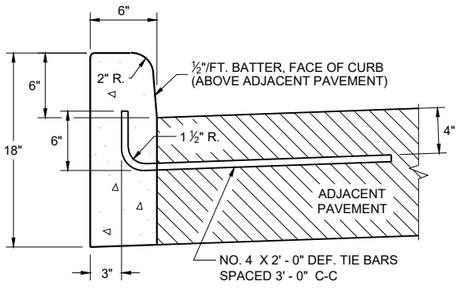
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

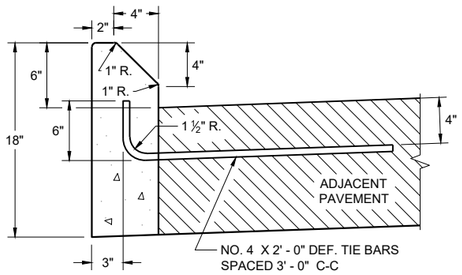
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

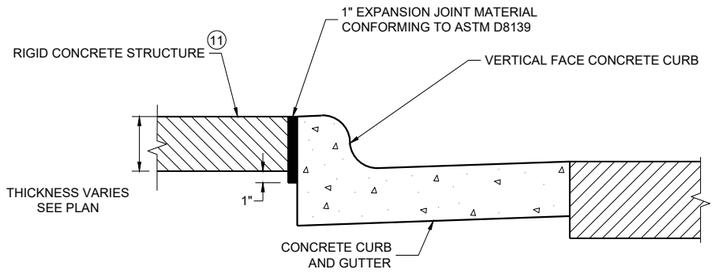


TYPES A (1) & D

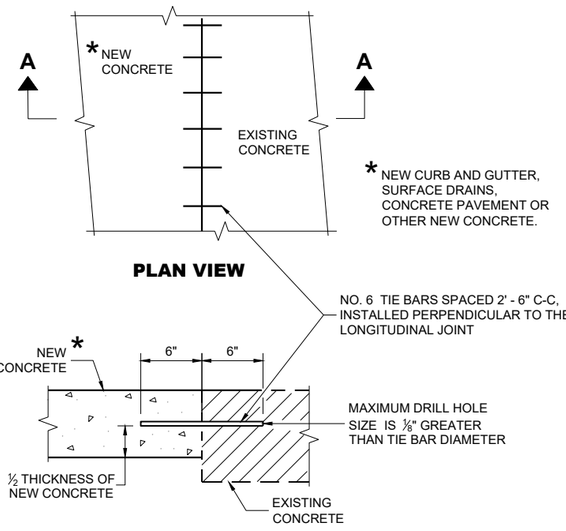


TYPES G (1) & J

CONCRETE CURB



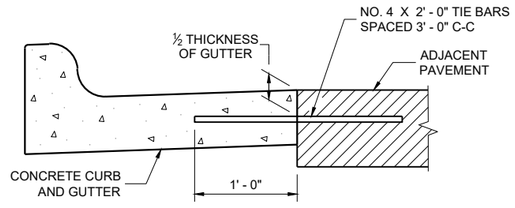
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



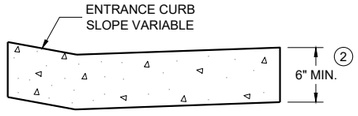
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

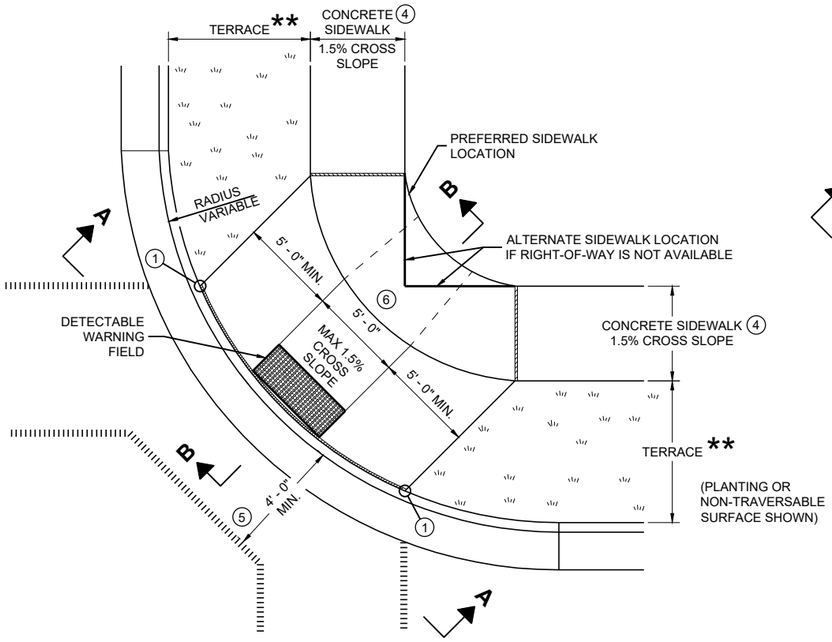
FHWA

6

SDD 08D01-23b

6

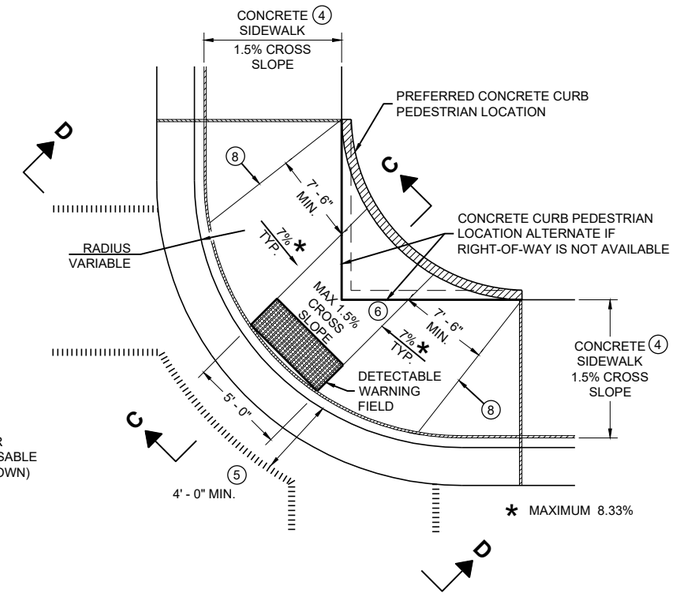
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

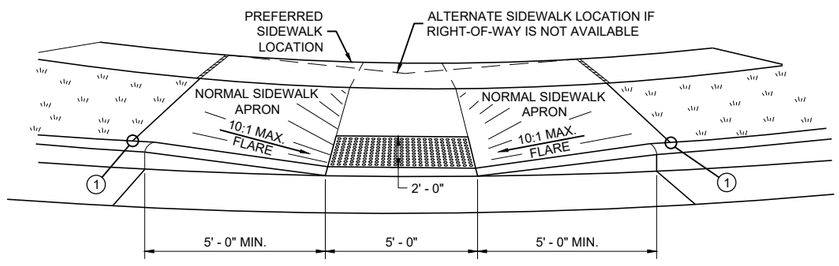
(CENTER OF CORNER RADIUS)



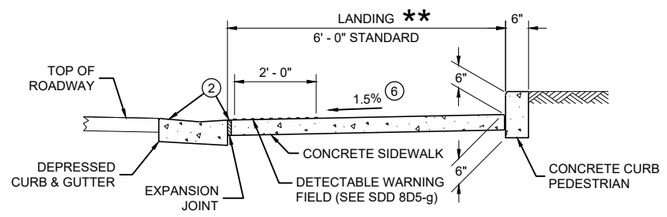
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

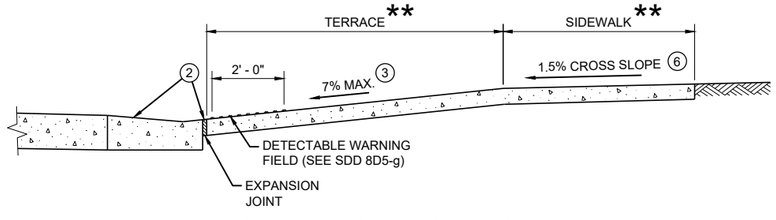


VIEW A - A FOR TYPE 1

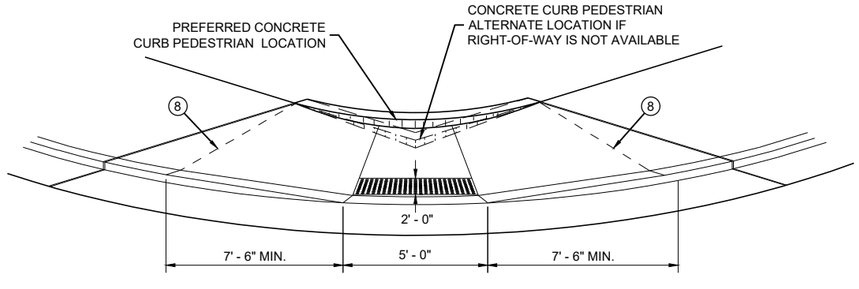


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



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 FILED 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 ½ - 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.

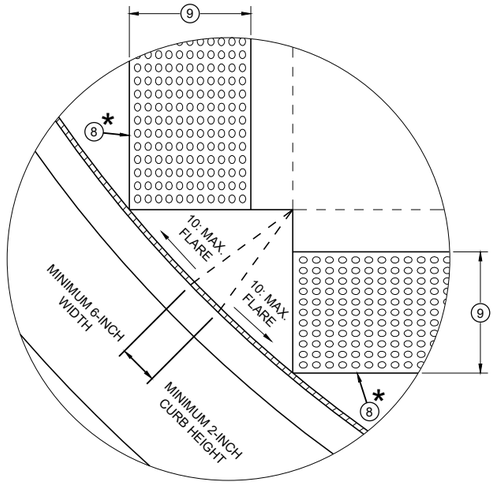
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

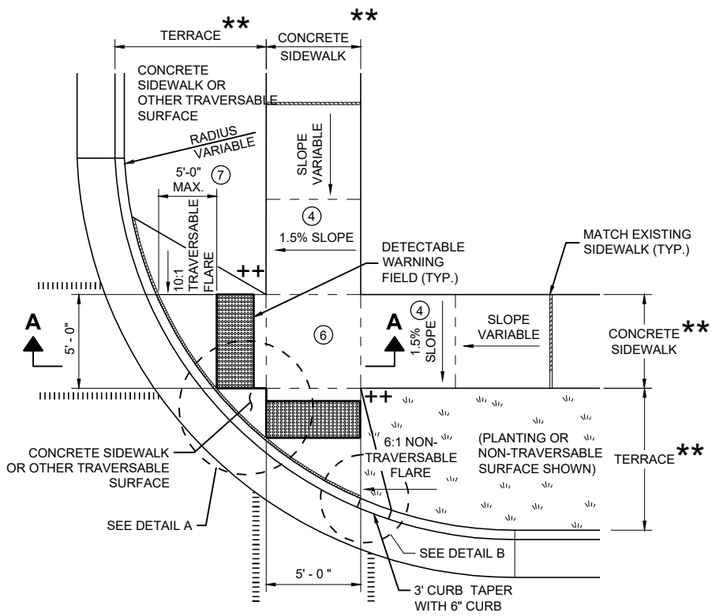
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

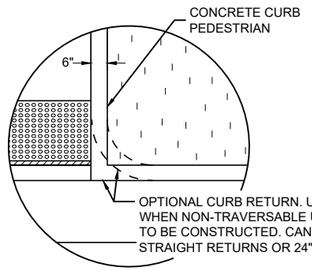
6
SDD 08D05-21a



DETAIL A



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



DETAIL B

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

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 ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

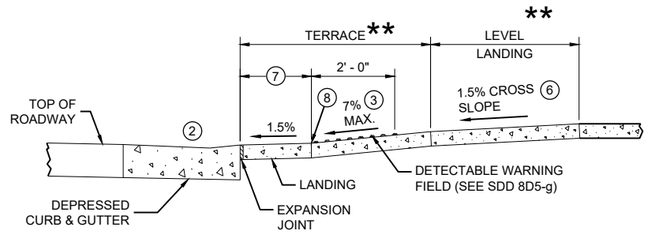
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

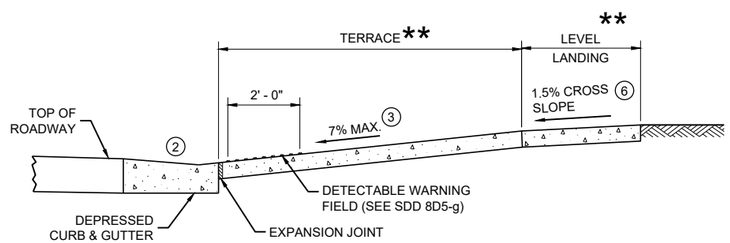


SECTION A - A FOR TYPE 2

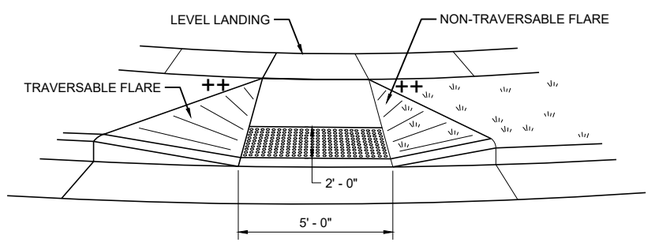
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



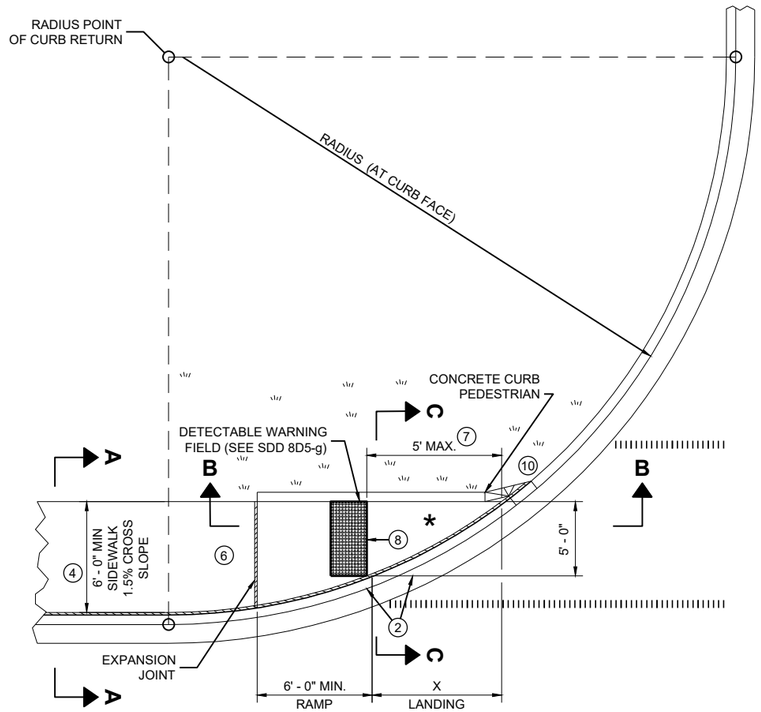
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

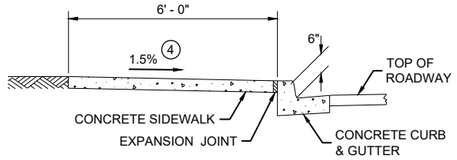


PLAN VIEW

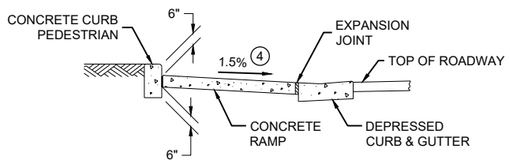
CURB RAMP TYPE 4A

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

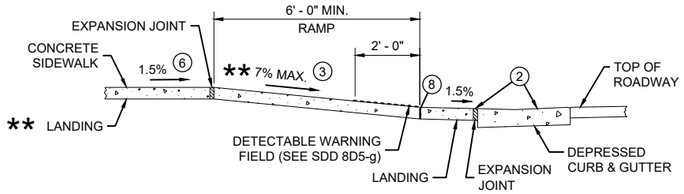
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



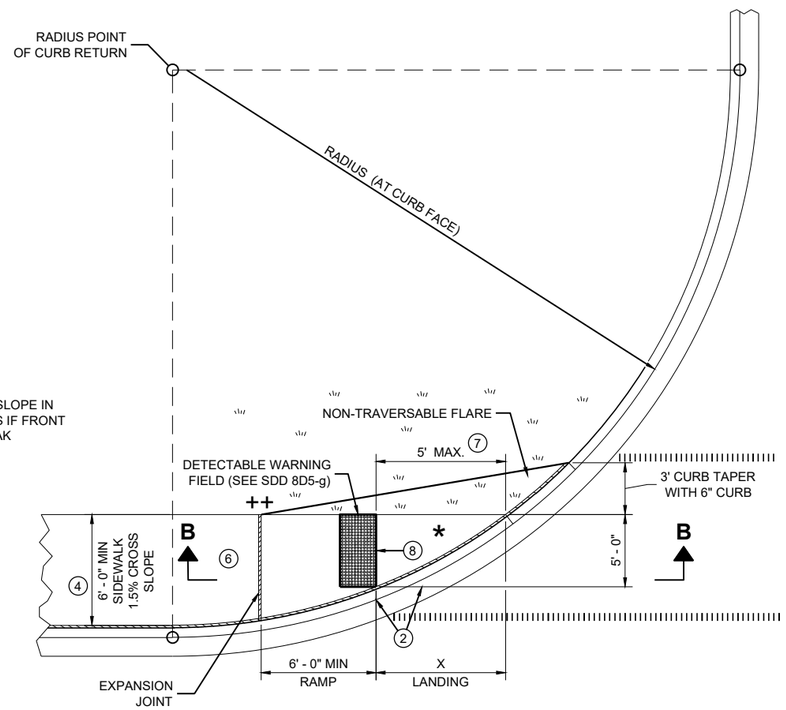
SECTION C - C FOR TYPE 4A



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

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

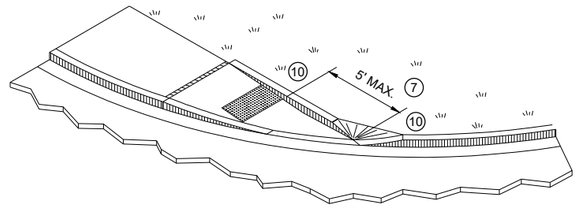
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



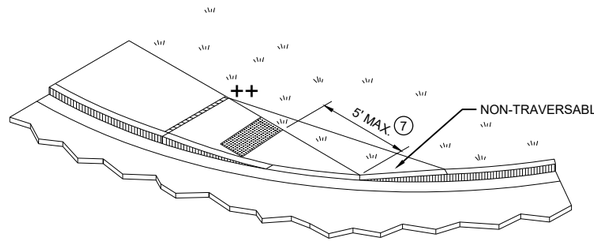
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

½" EXPANSION JOINT SIDEWALK

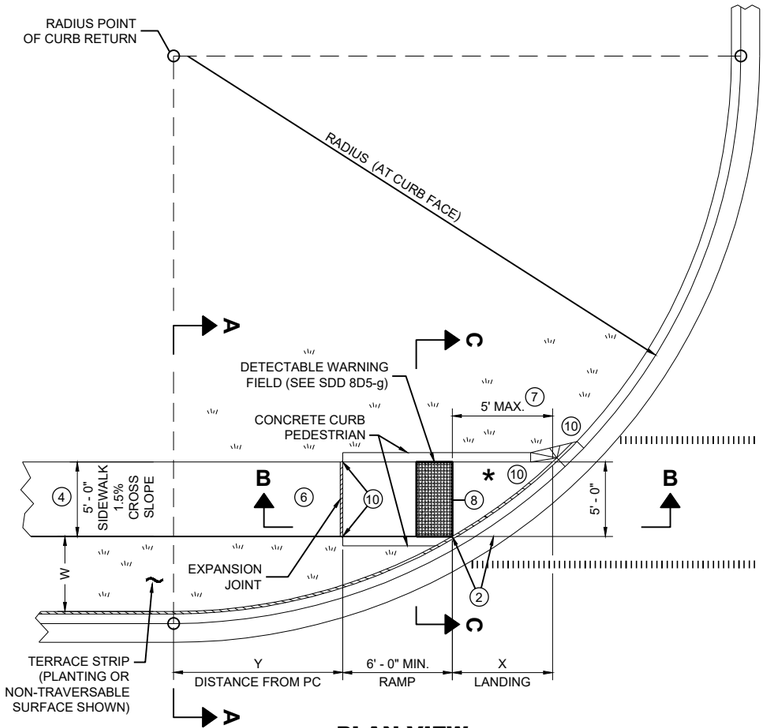
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21c



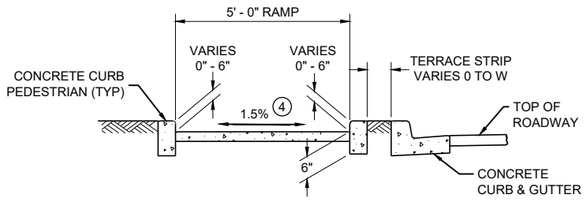
PLAN VIEW
CURB RAMP TYPE 4B

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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

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 ¼ - 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.

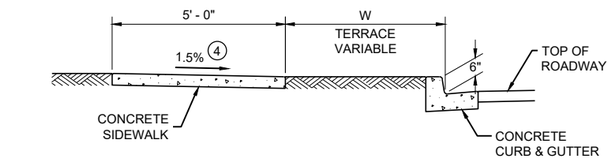
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

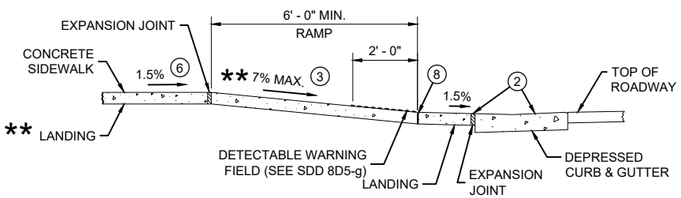
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

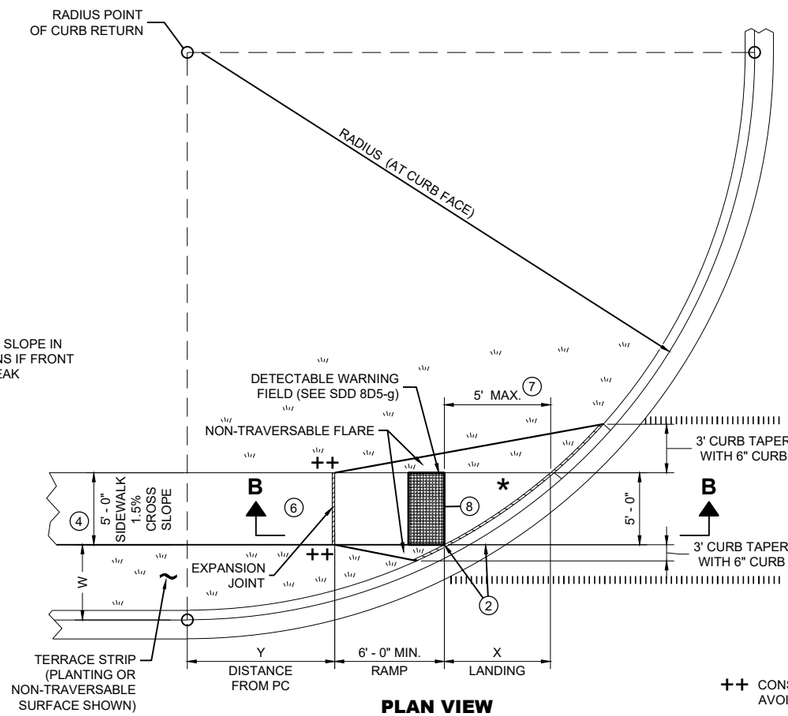


SECTION A - A FOR TYPE 4B



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

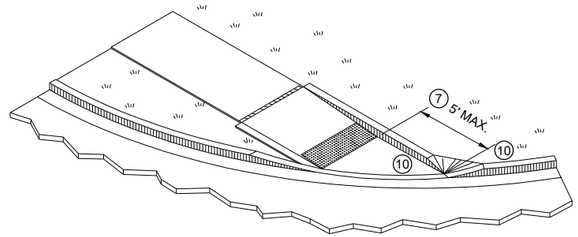
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



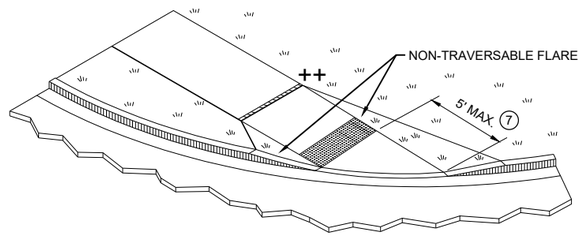
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



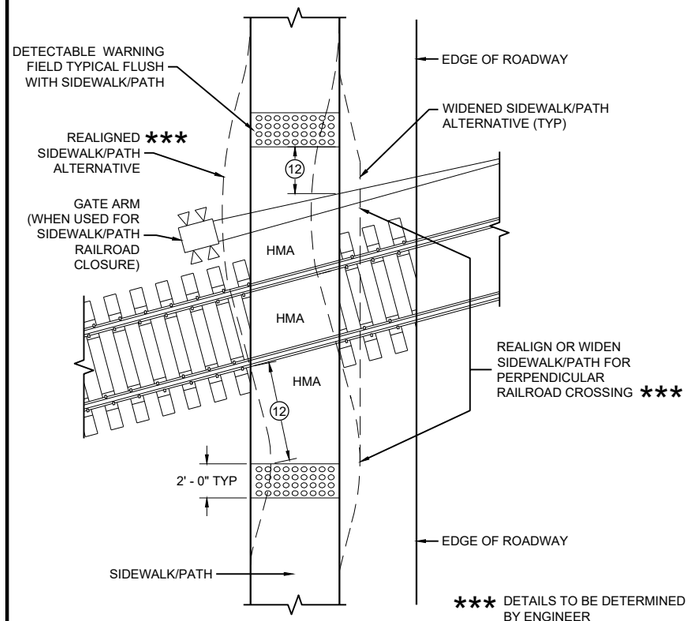
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

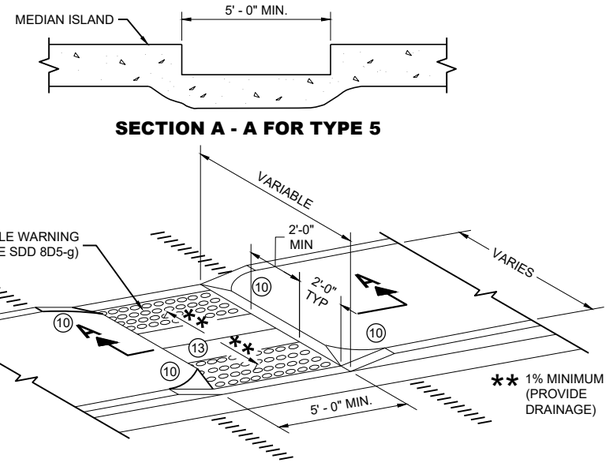
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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 ¼ - 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.

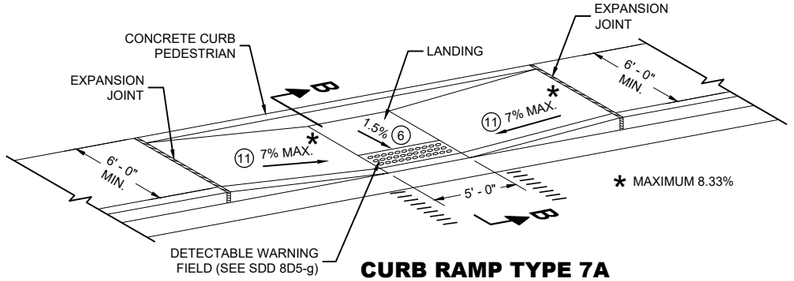
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

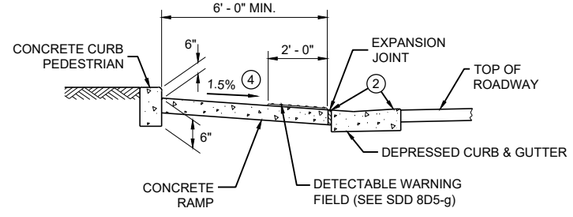
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

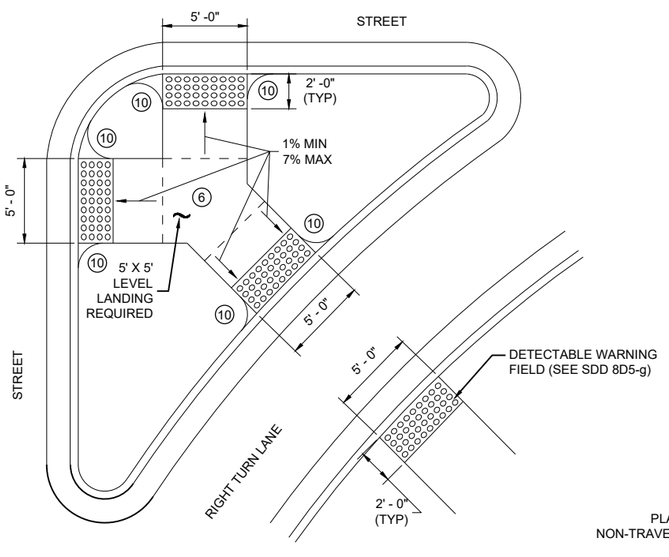


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



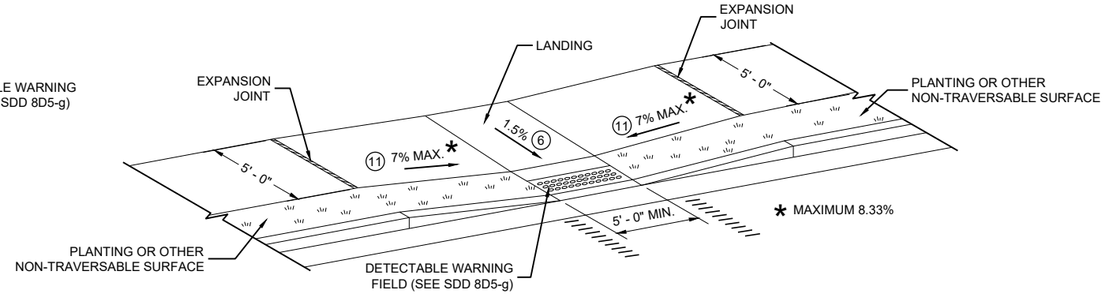
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



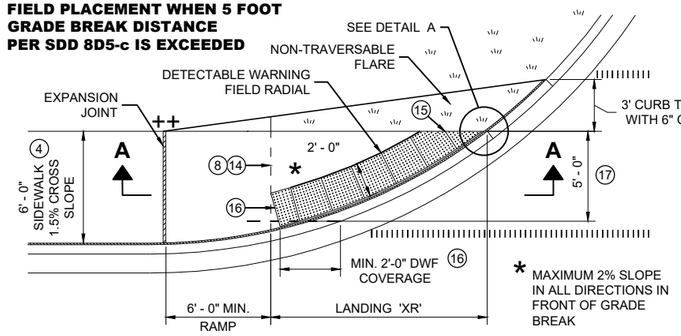
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

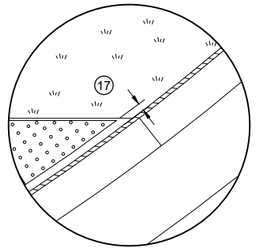
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

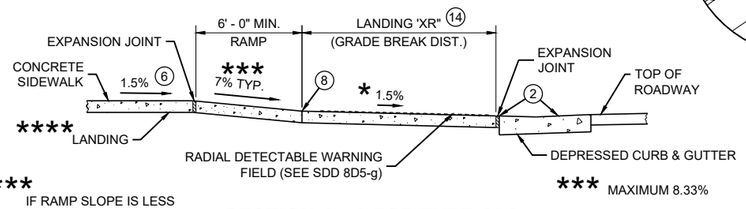


PLAN VIEW

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



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

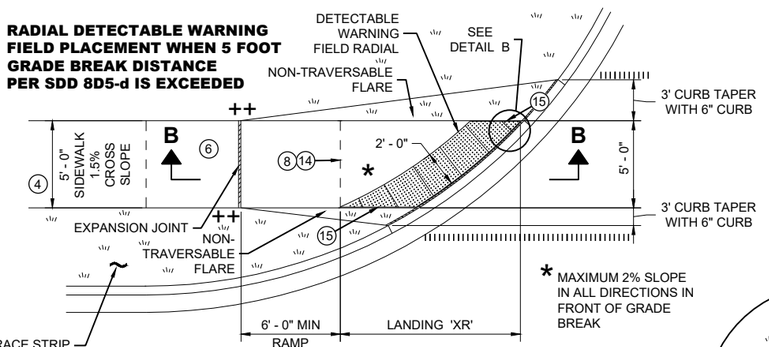
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

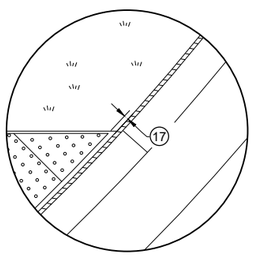
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

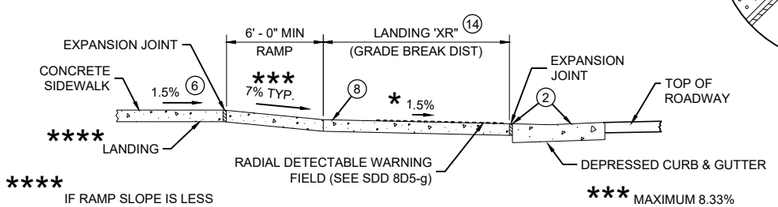


PLAN VIEW

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



DETAIL B

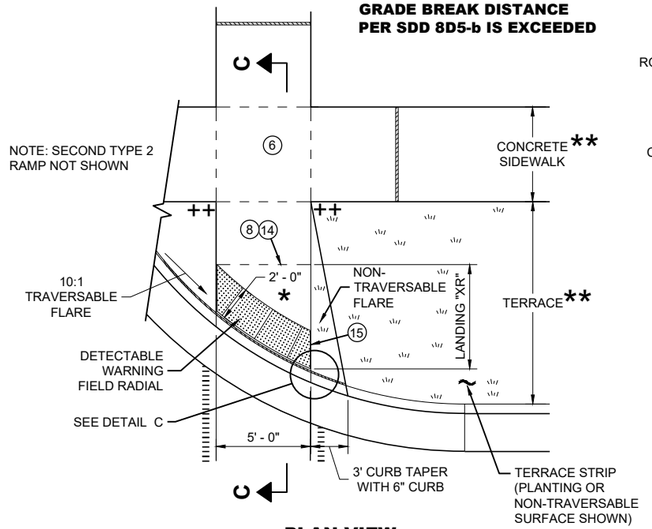


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

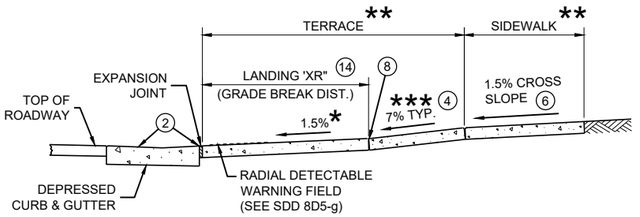
SECTION B - B FOR TYPE 4B1

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

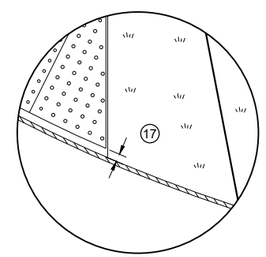


PLAN VIEW

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%

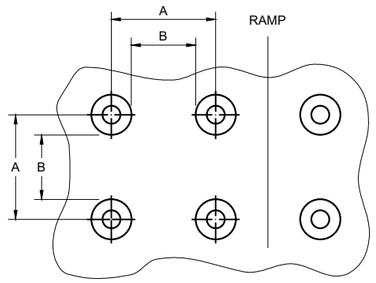
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

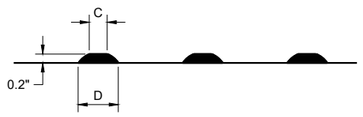
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

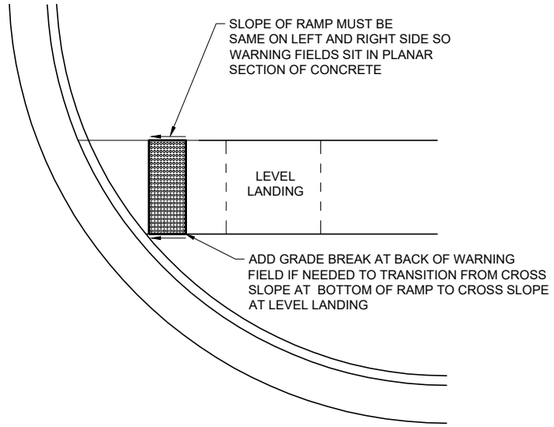
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

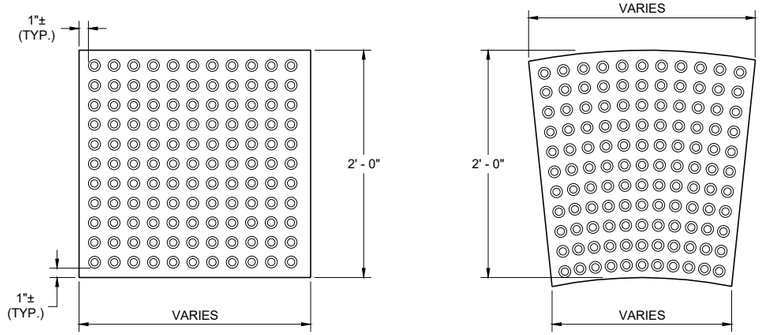
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

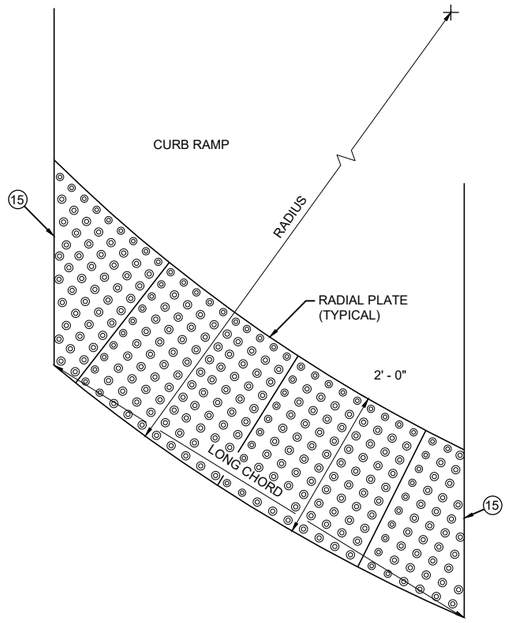
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



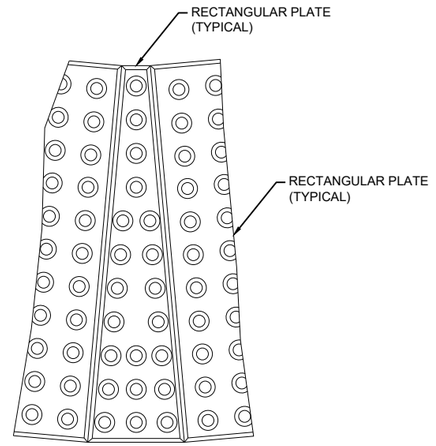
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

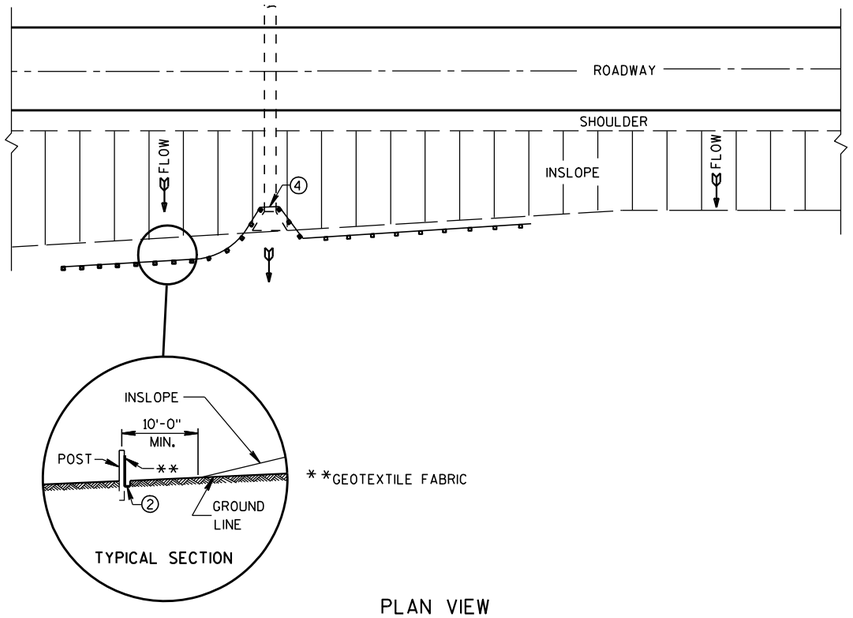
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

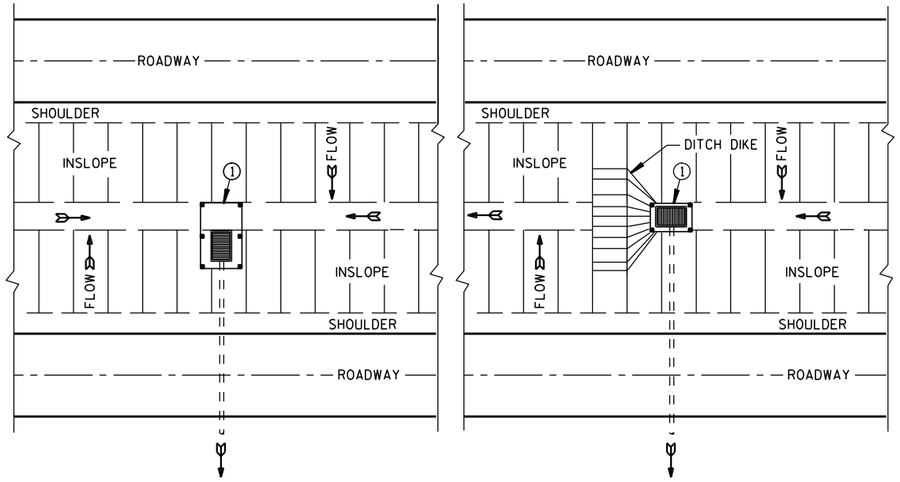
FHWA

6
SDD 08D05-21g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

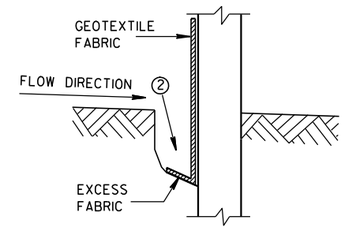
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

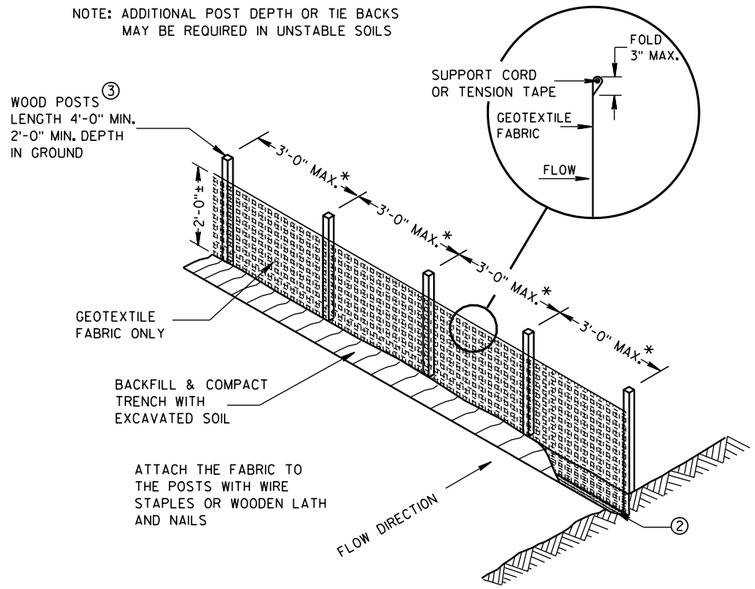
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

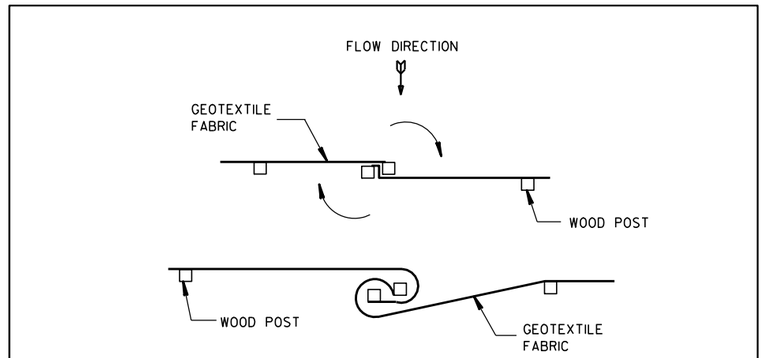
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



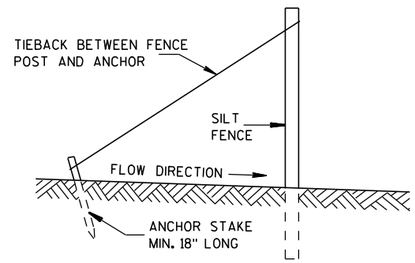
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

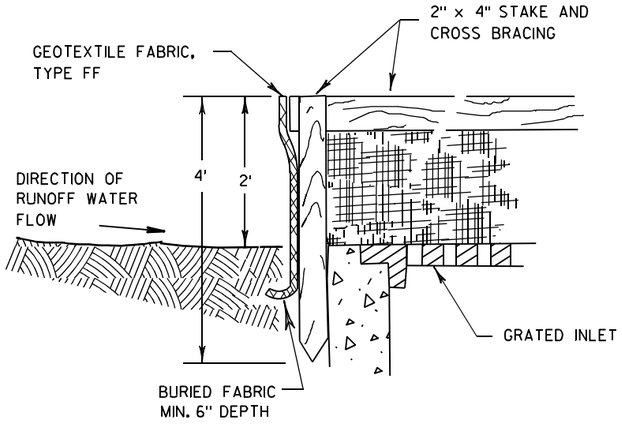
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

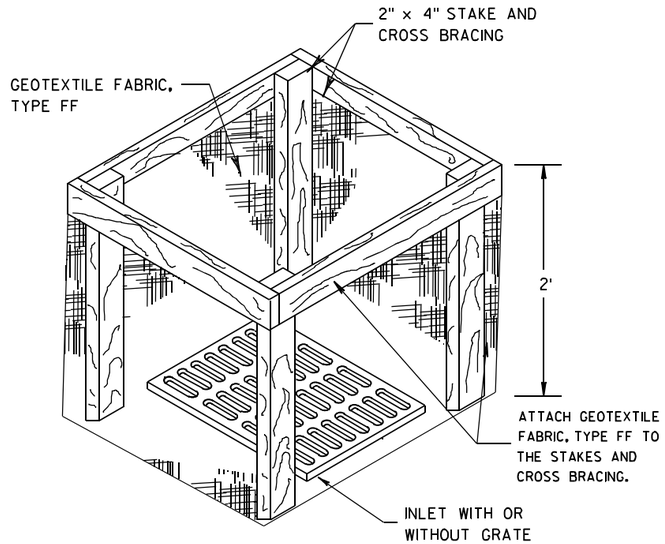
6

S.D.D. 8 E 9-6

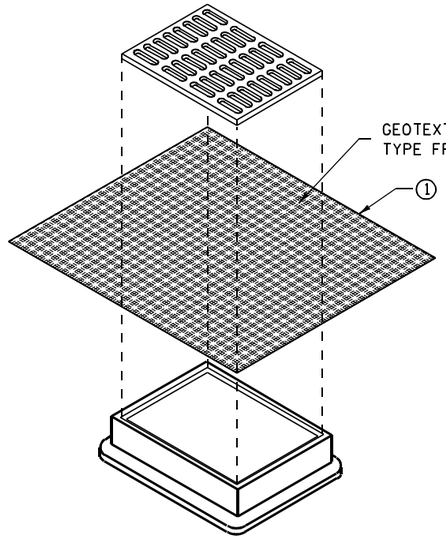
6

S.D.D. 8 E 9-6



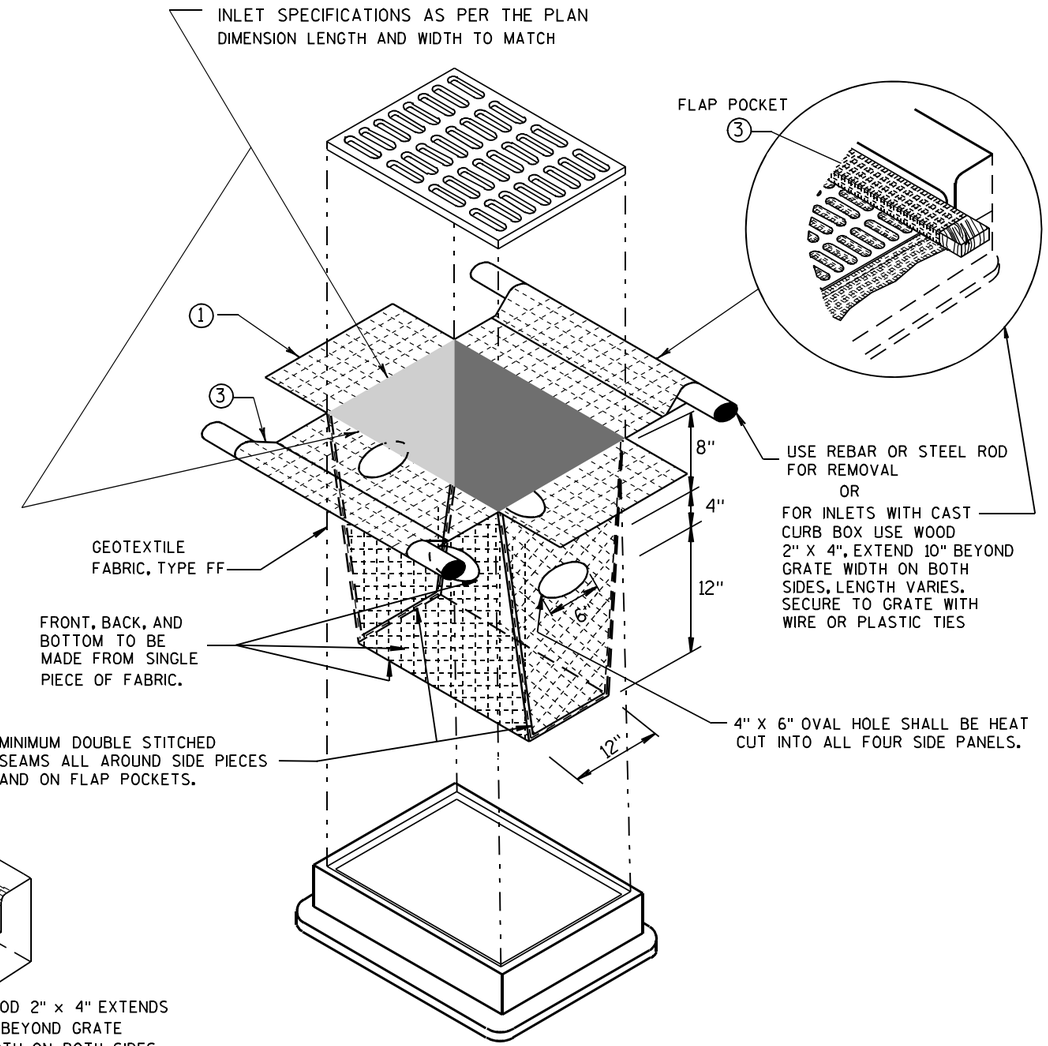


INLET PROTECTION, TYPE A



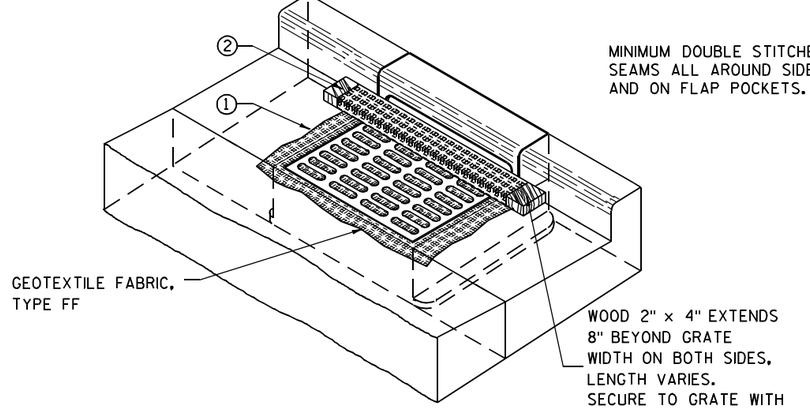
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

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.

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.

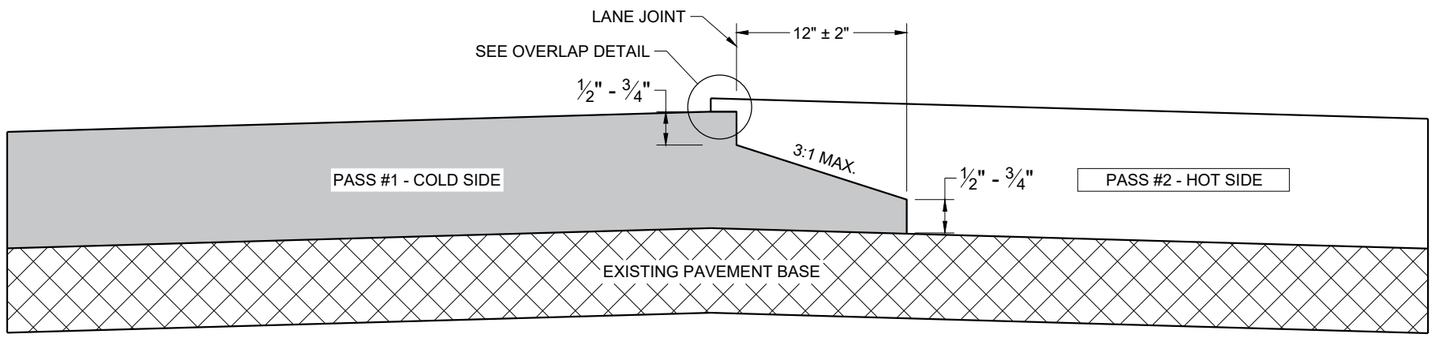
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

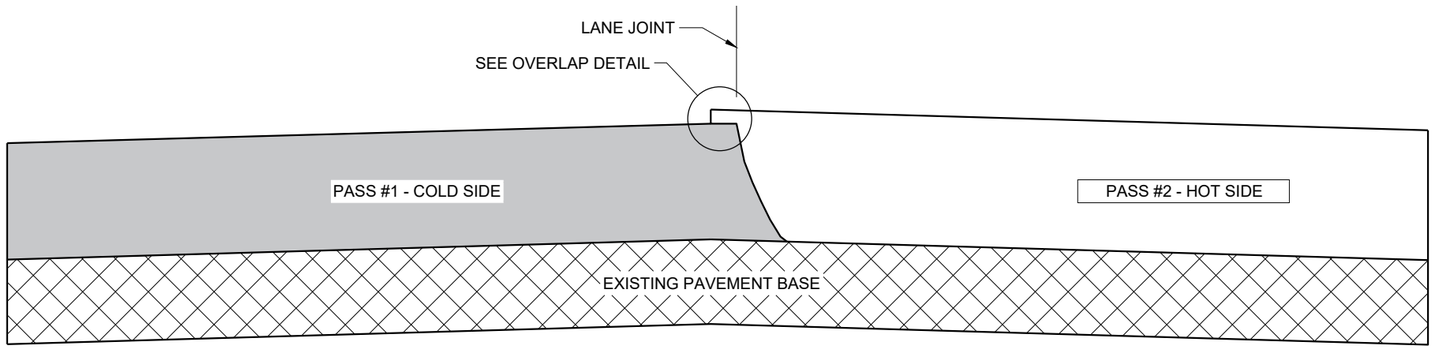
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

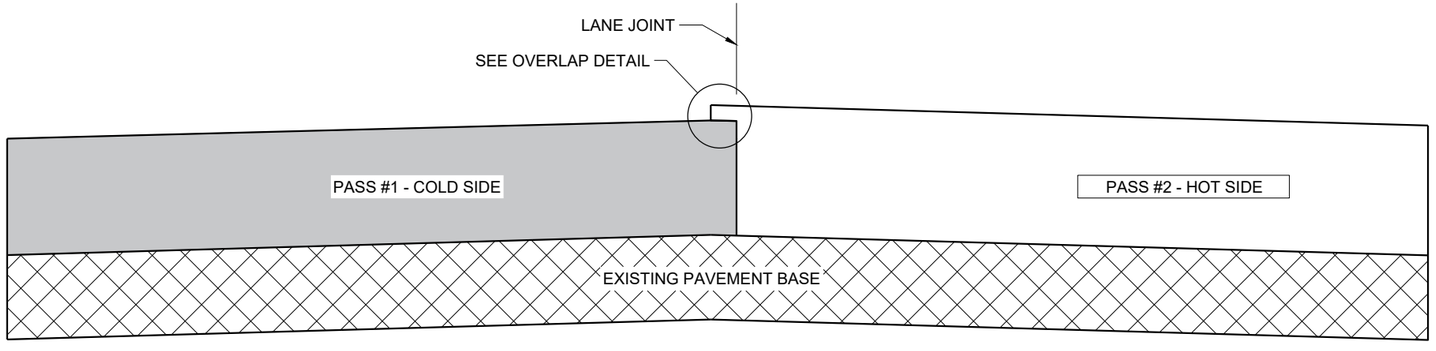
6
S.D.D. 8 E 10-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

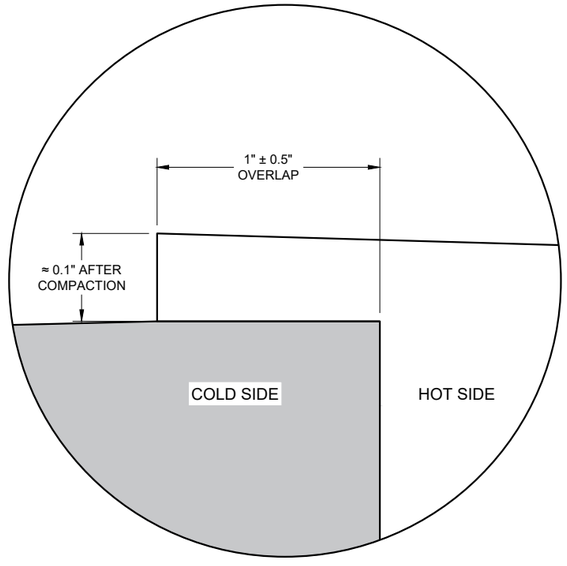
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

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

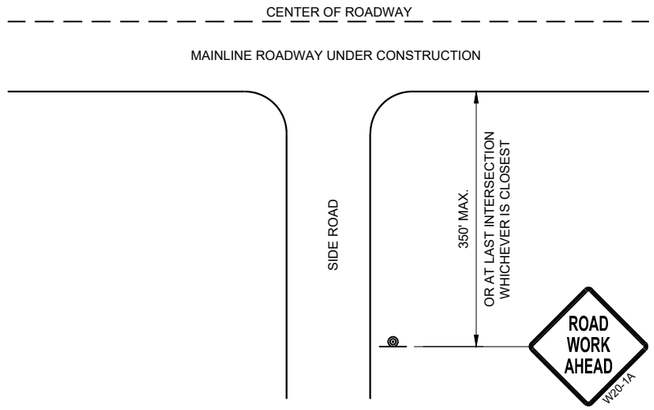
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

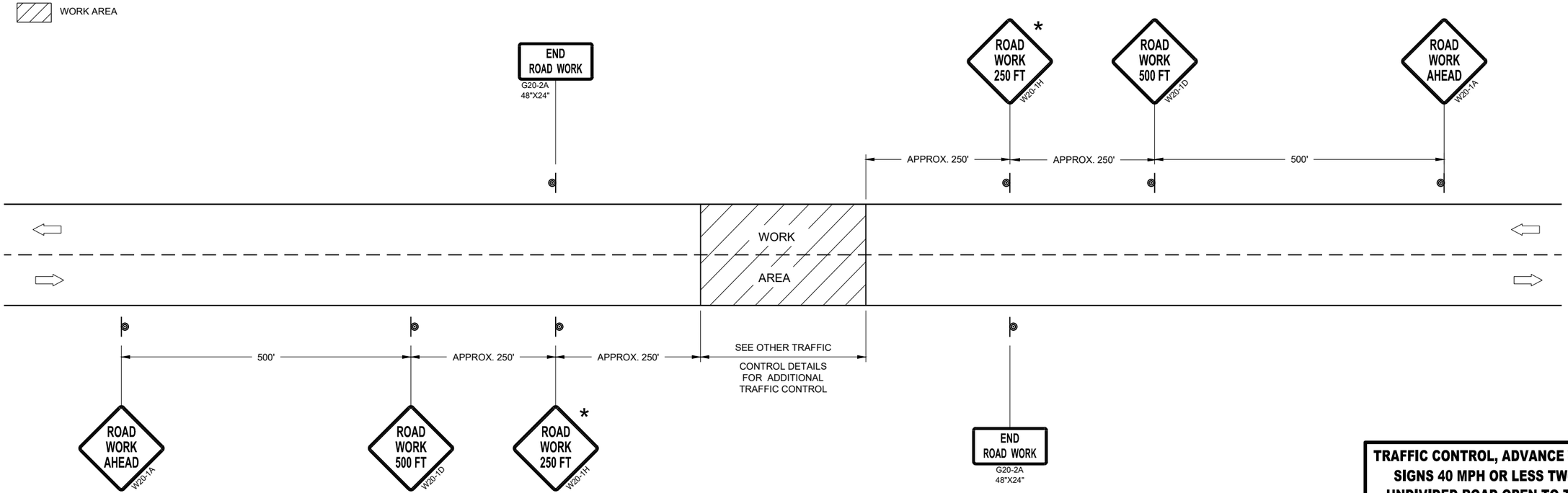
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

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.

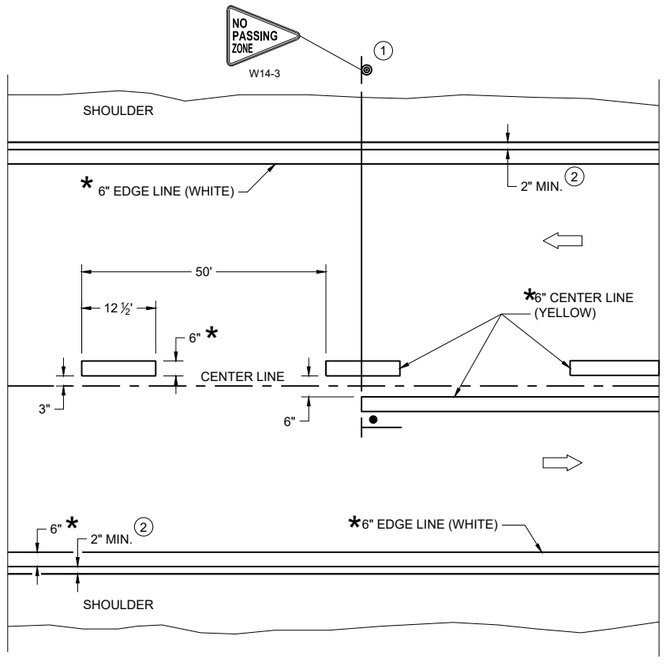
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

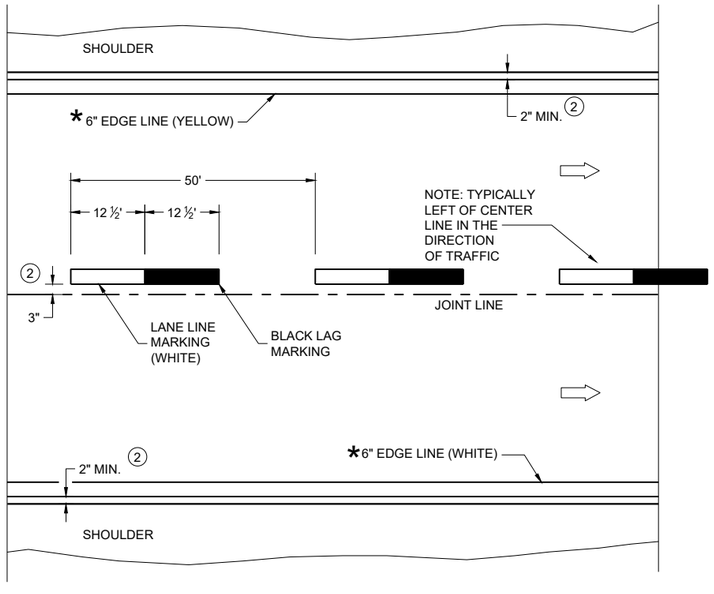
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

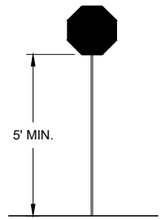
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



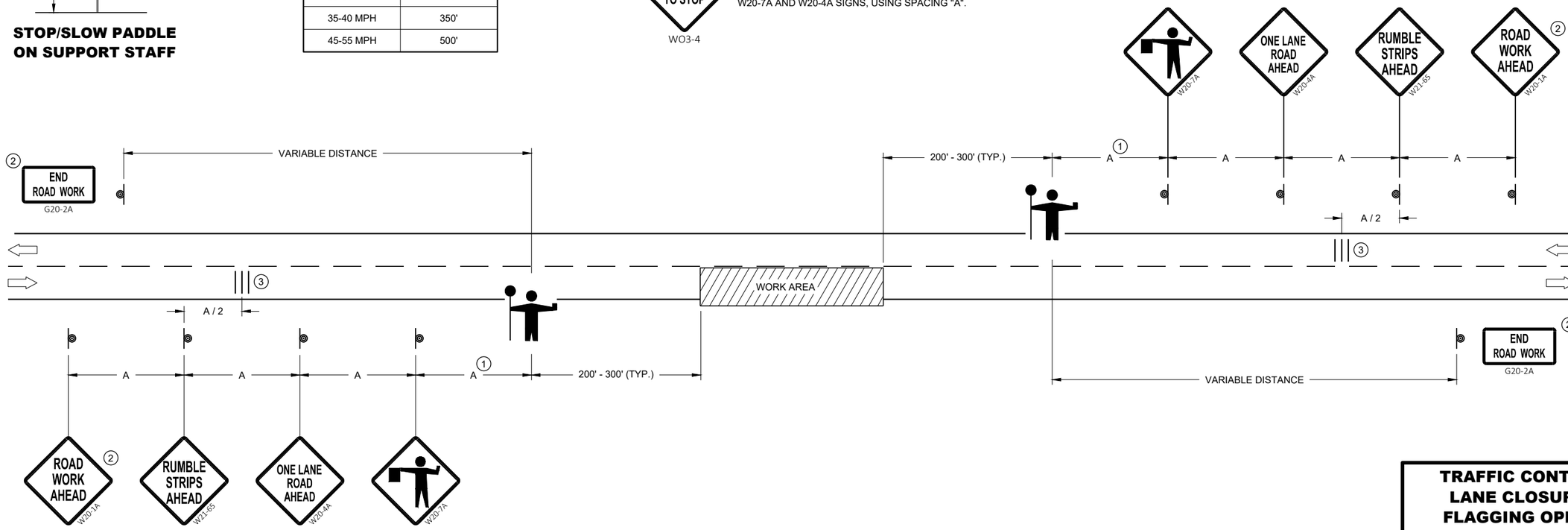
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 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 ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

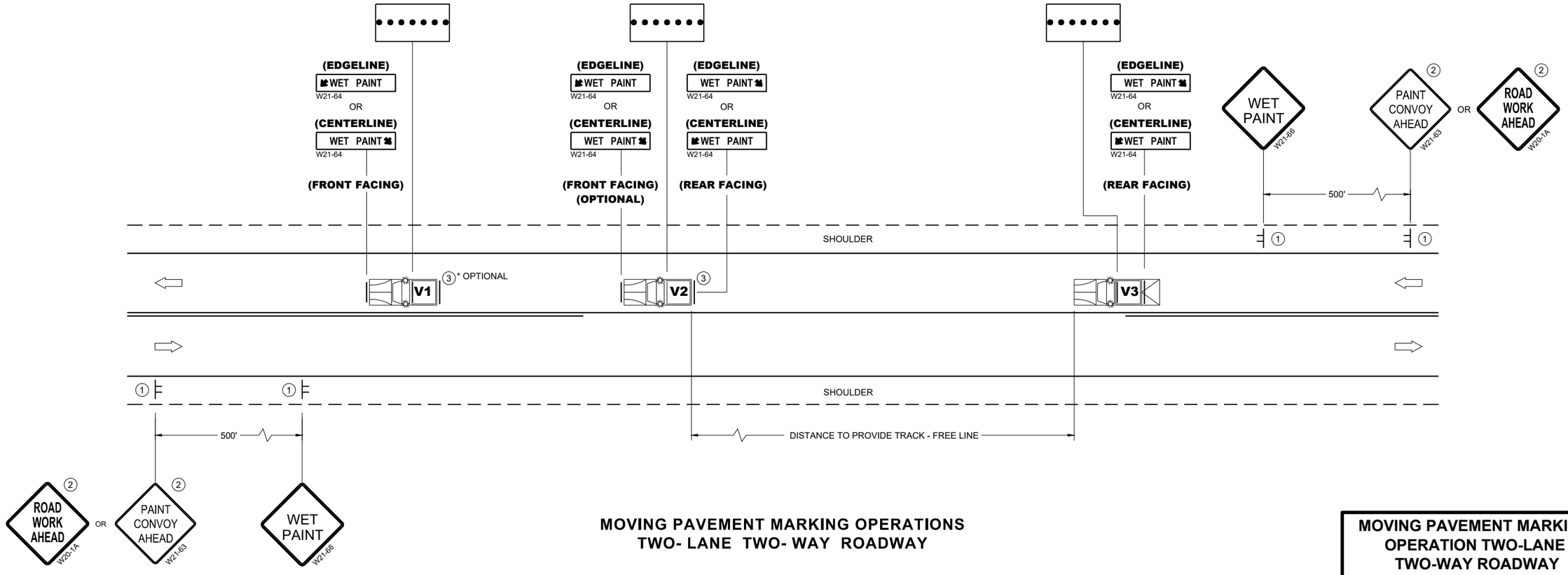
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



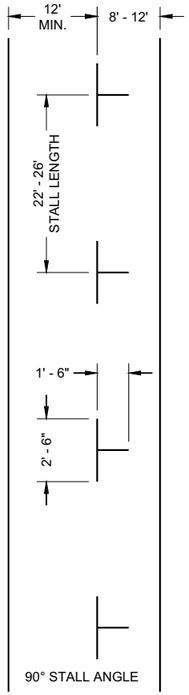
MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

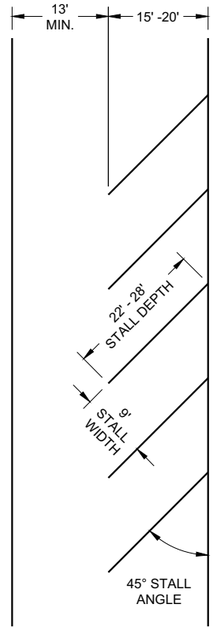
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

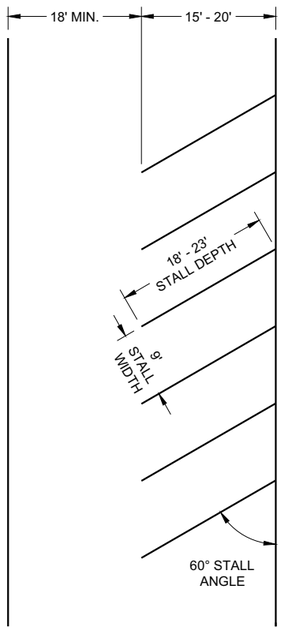
APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15C19-9a



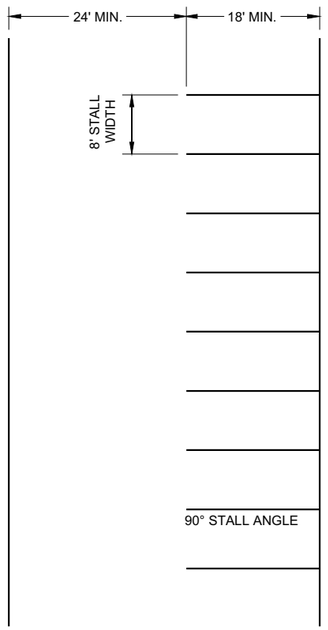
PARALLEL PARKING





ANGLED PARKING

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



PARKING LOTS

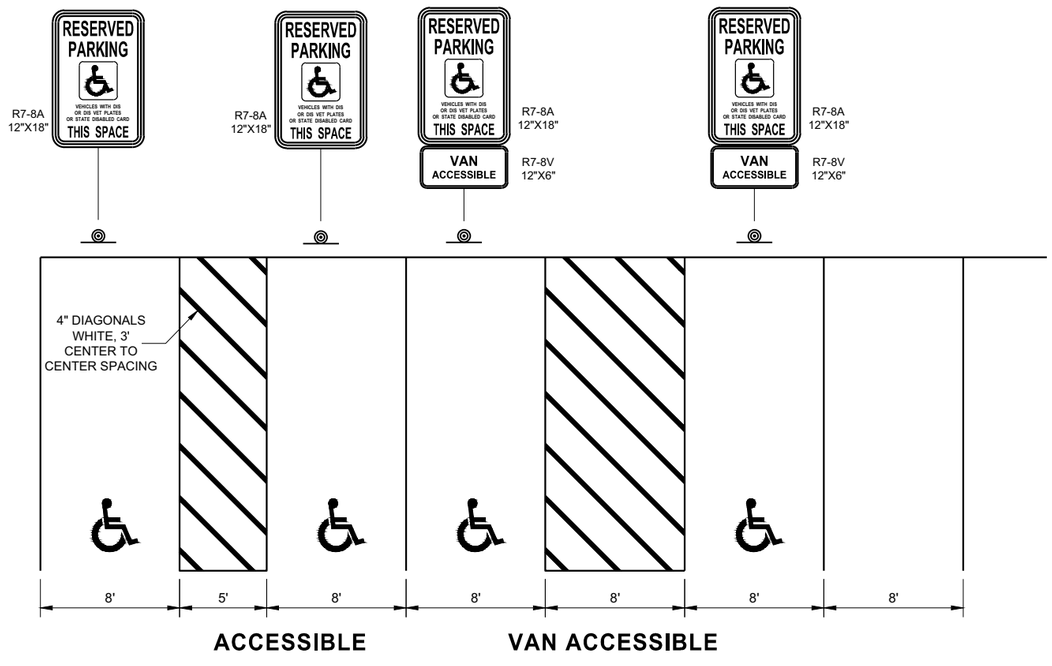
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

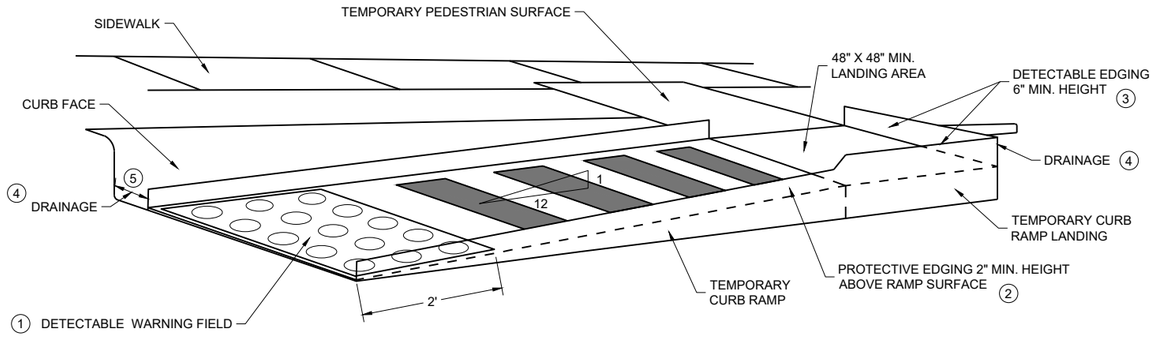
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01



PERSPECTIVE VIEW

GENERAL NOTES

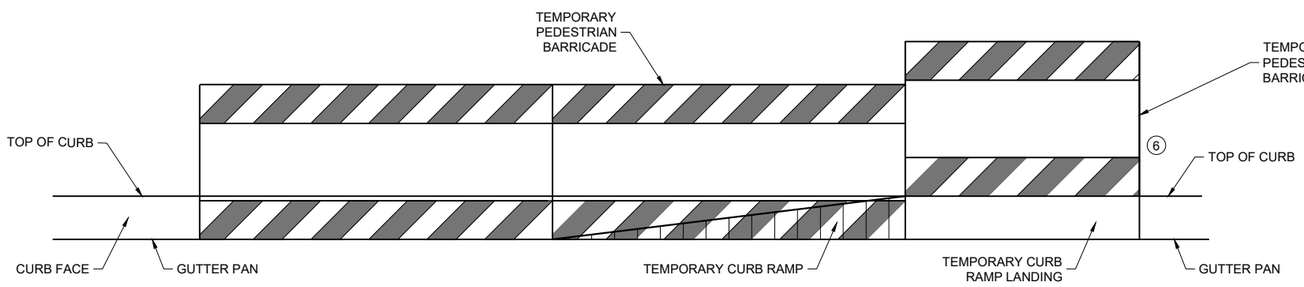
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

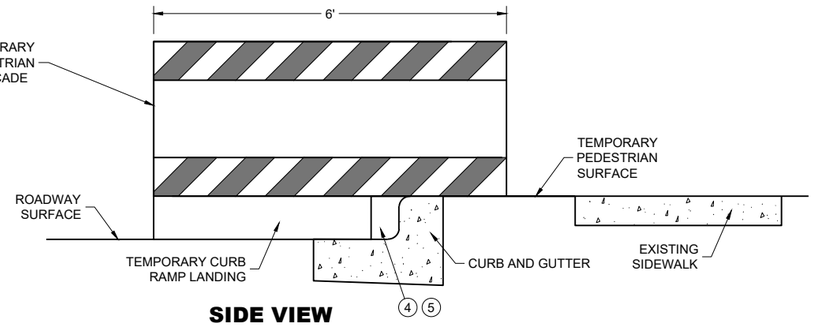
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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. 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.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

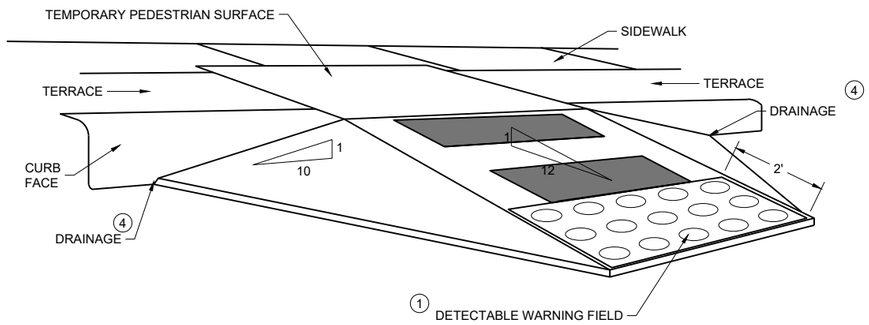
SDD 15D30-10b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

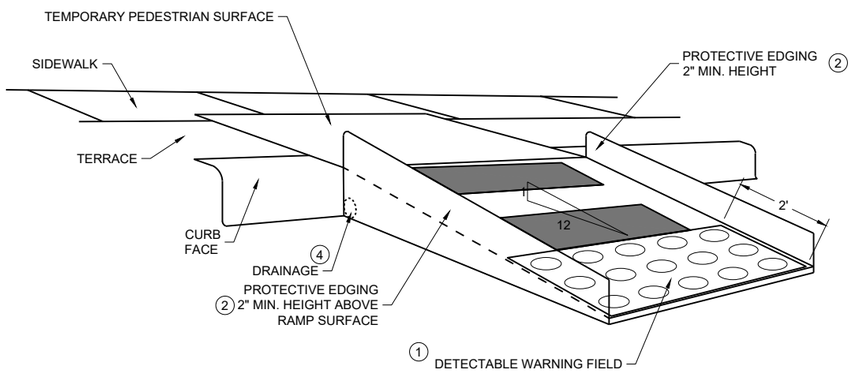
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

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

6

SDD 15D30-10c

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.

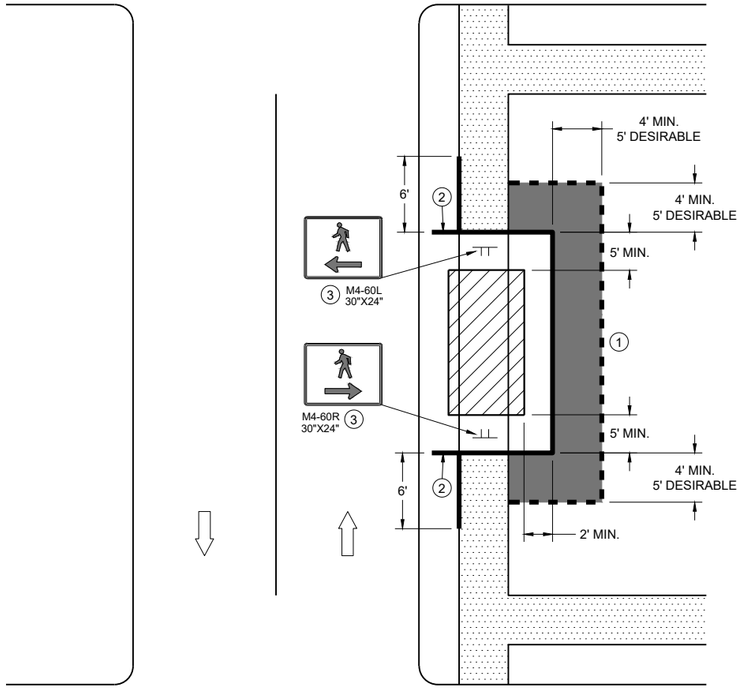
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 BYPASS
SINGLE SIDE

6

SDD 15D30-10g

6

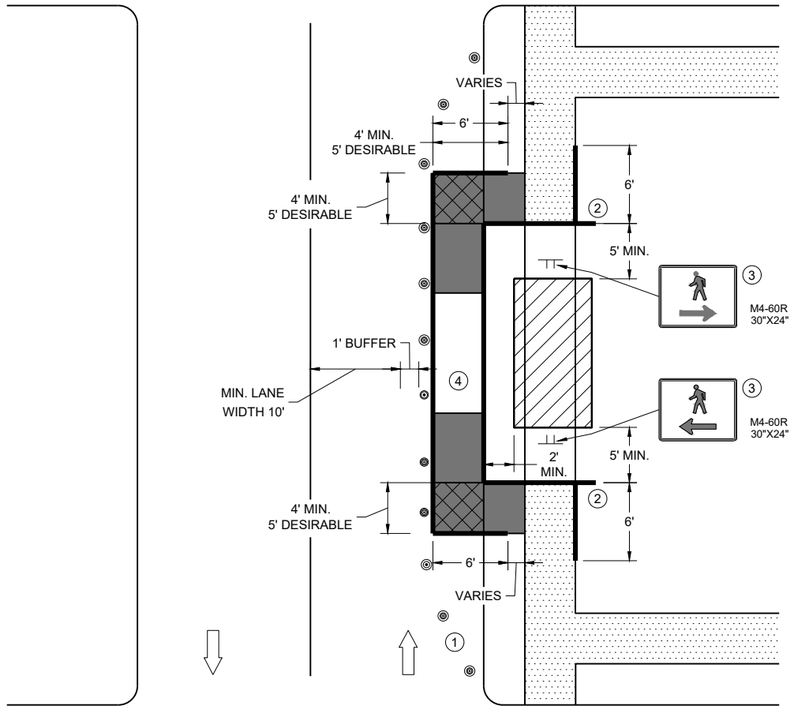
SDD 15D30-10g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

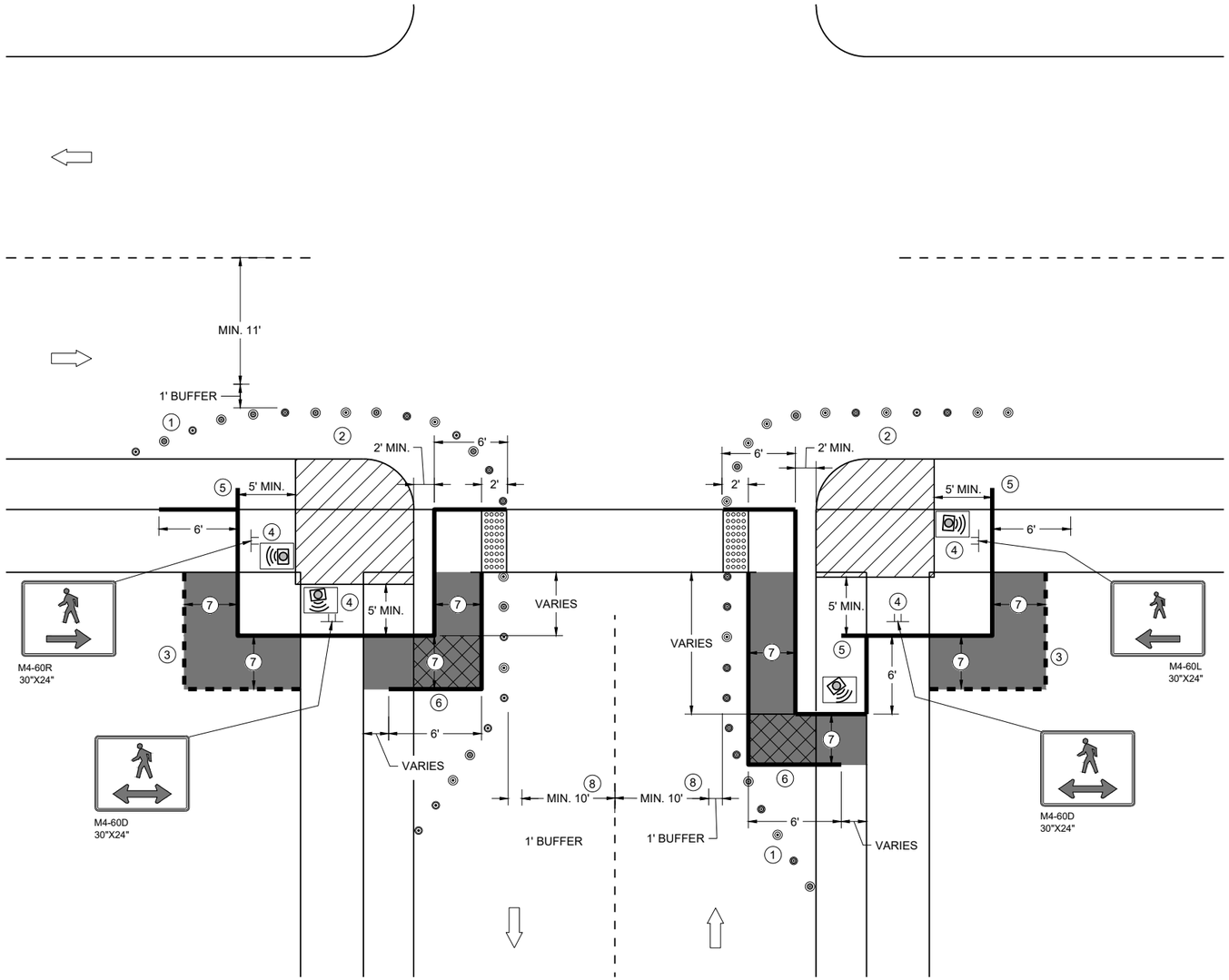
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT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

6

SDD 15D30-10h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10i

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.

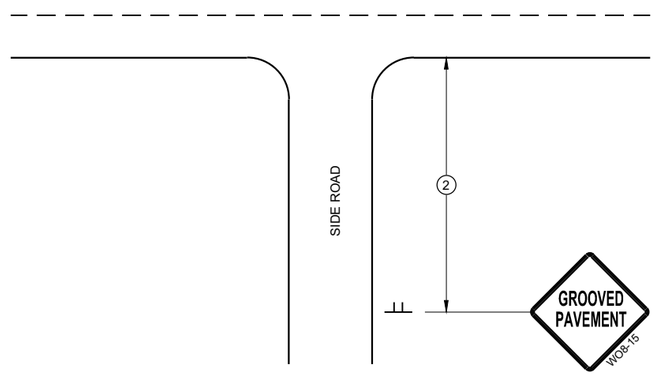
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

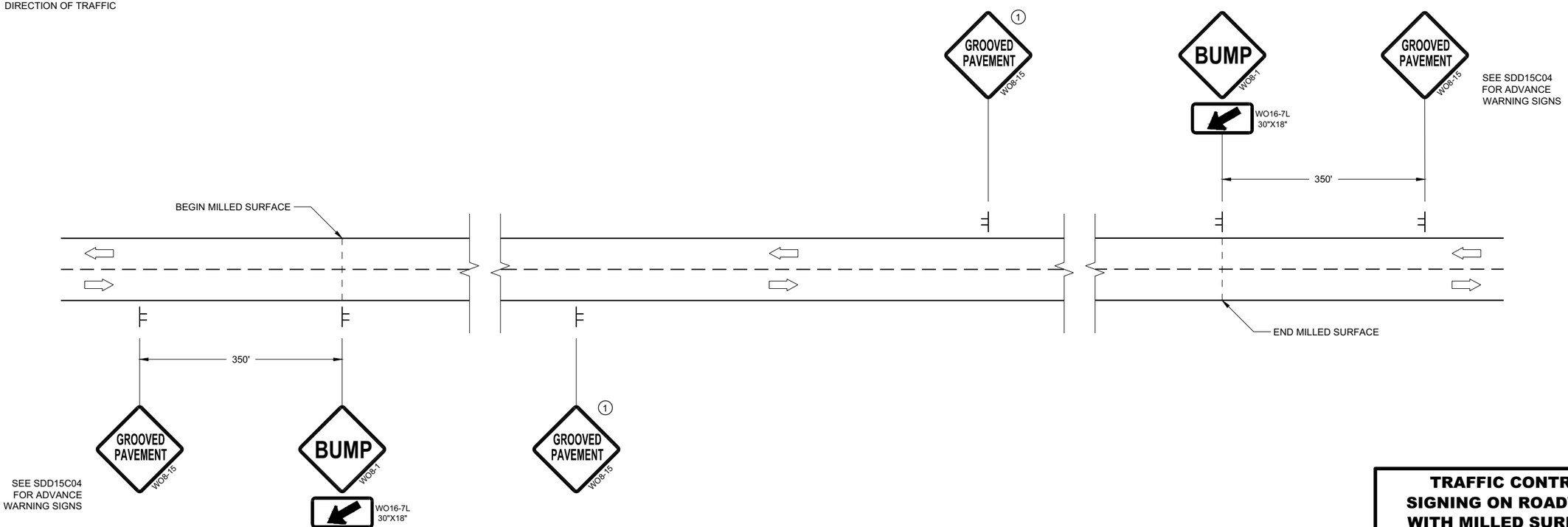
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

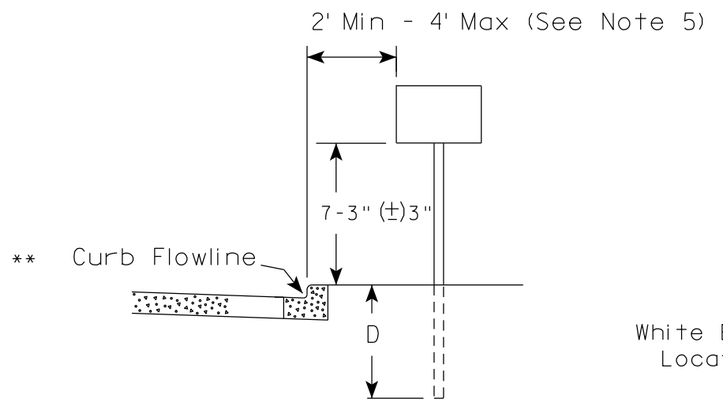
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

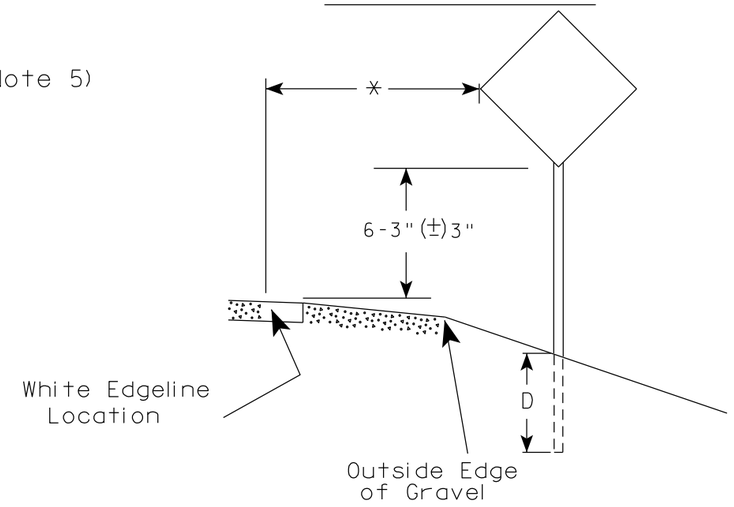
SDD 15D44 - 02

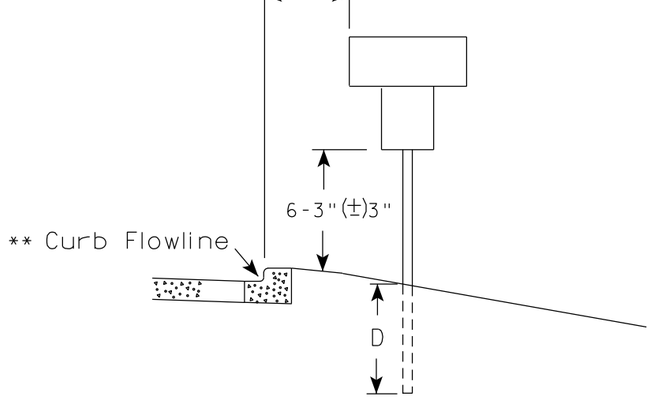
SDD 15D44 - 02

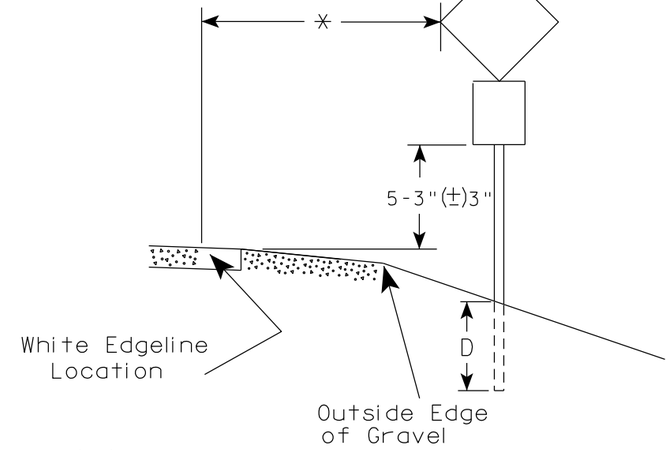
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

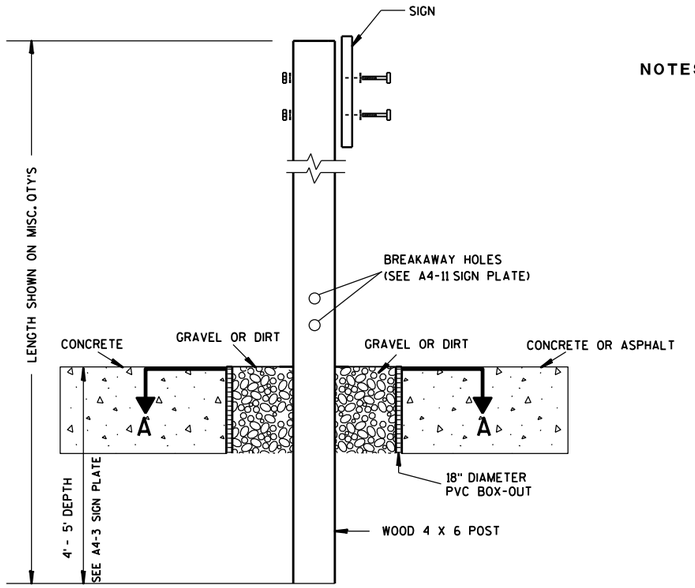
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

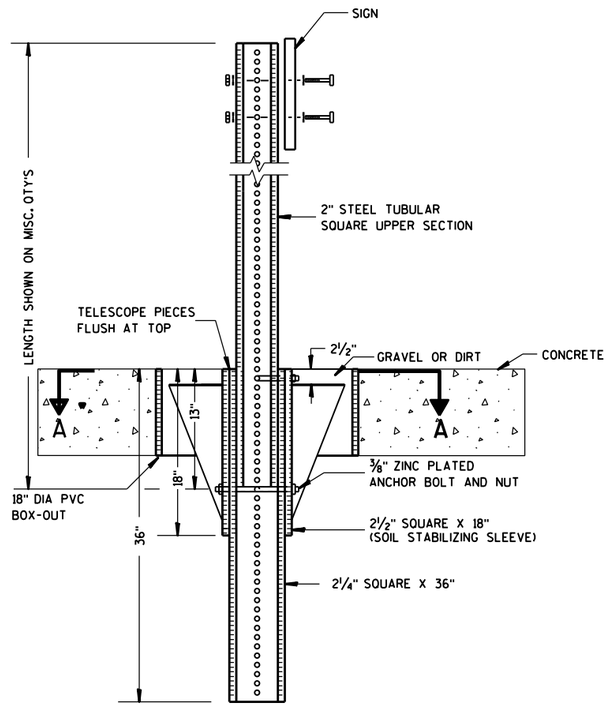
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 48	E



ELEVATION VIEW

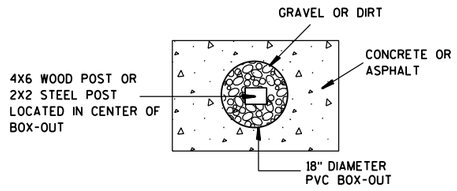
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

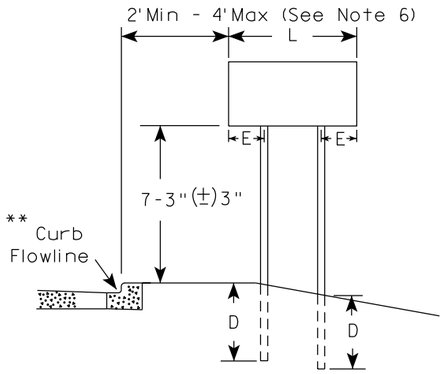
APPROVED Matthew R Rauch
for State Traffic Engineer

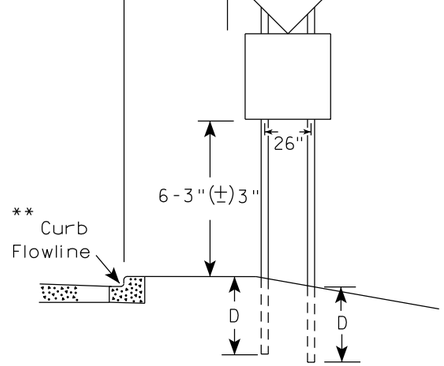
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

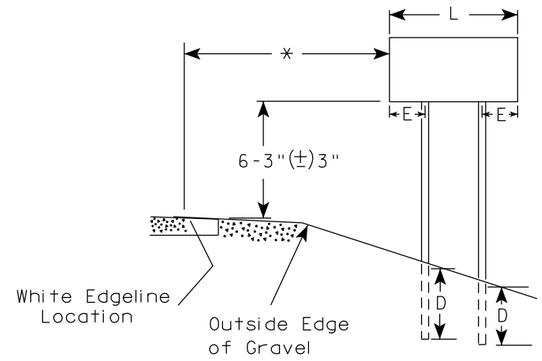
URBAN AREA

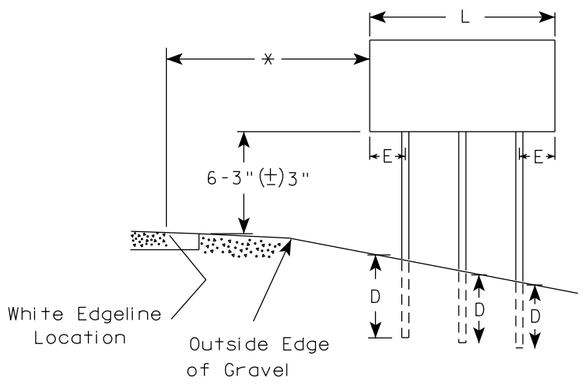


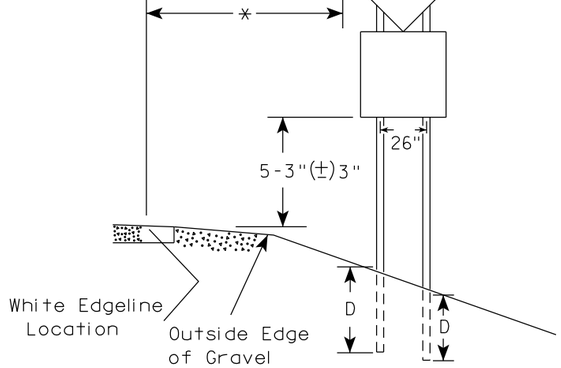


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. 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.

POST EMBEDMENT DEPTH

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

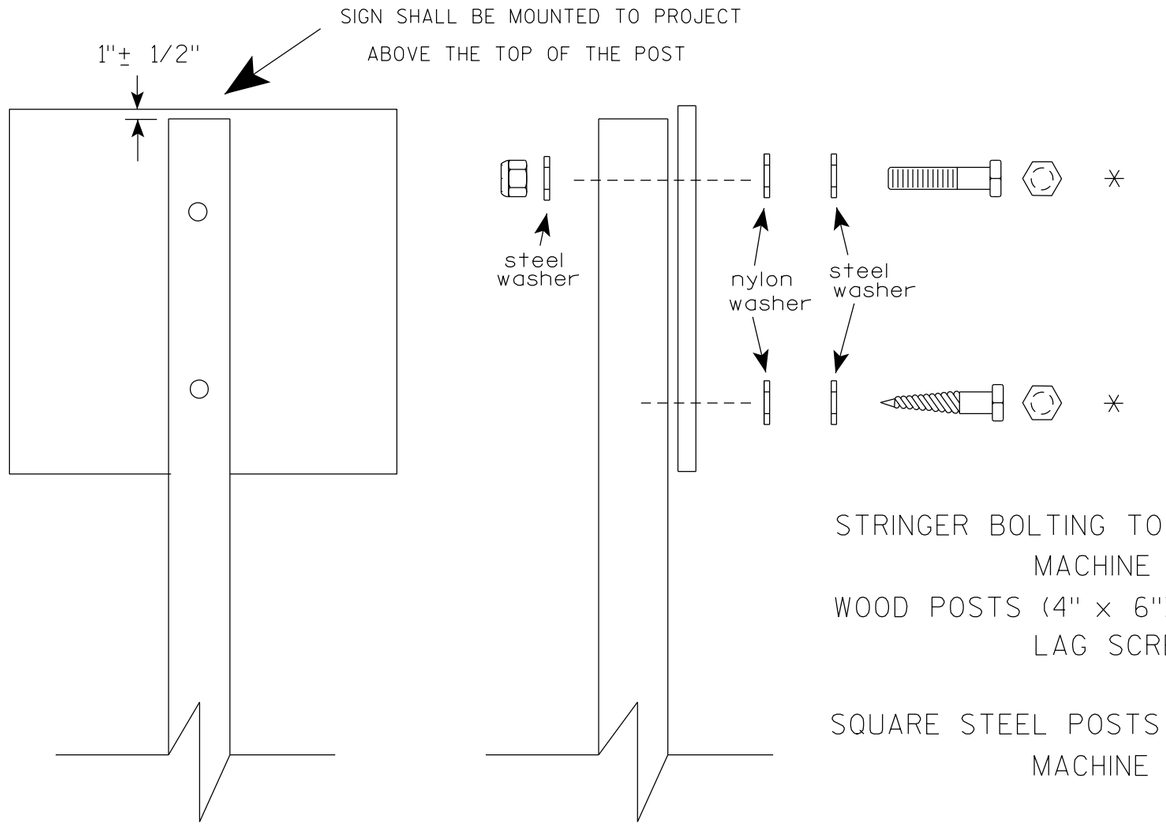
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 50	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 - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 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 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 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

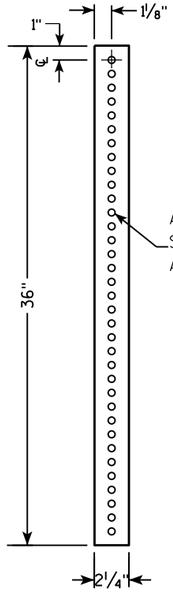
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

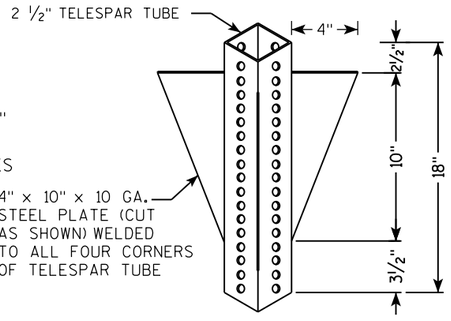
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

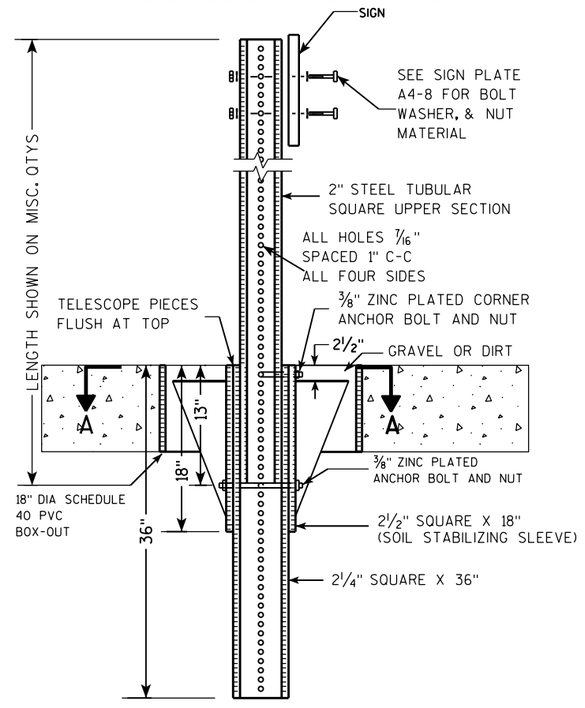
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



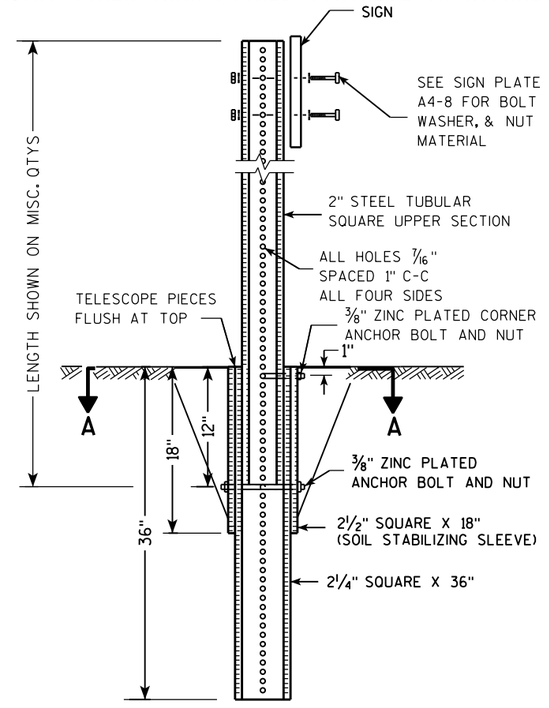
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

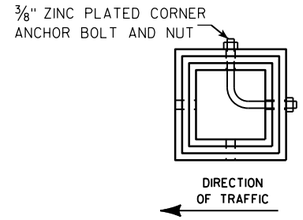


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

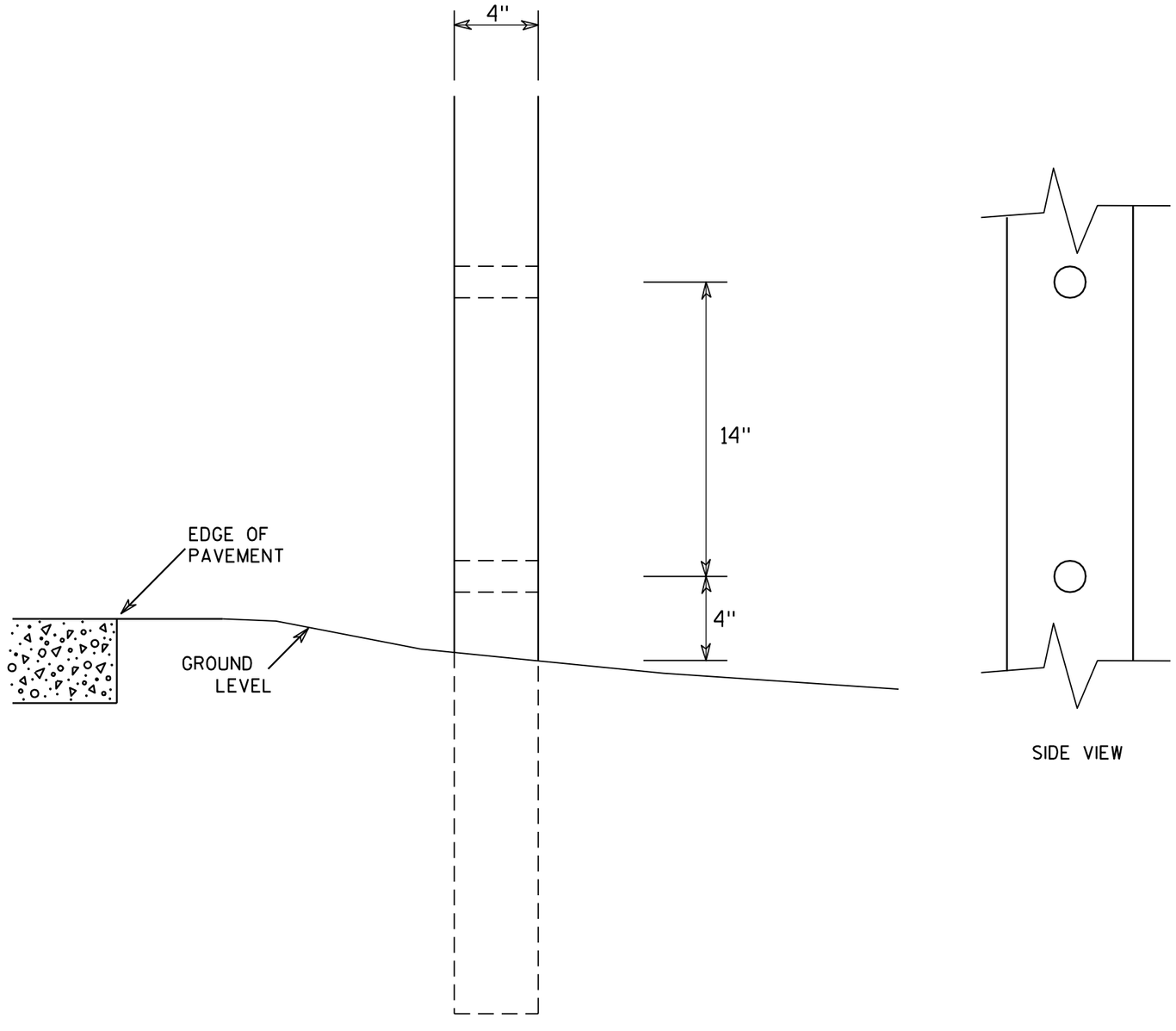
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja 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 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

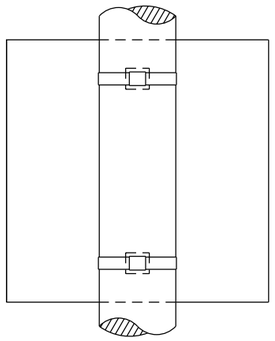
APPROVED Chester J Spang for State Traffic Engineer

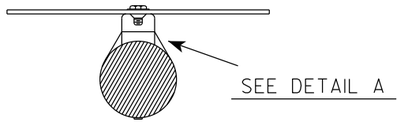
DATE 3/27/97 PLATE NO. A4-11.2

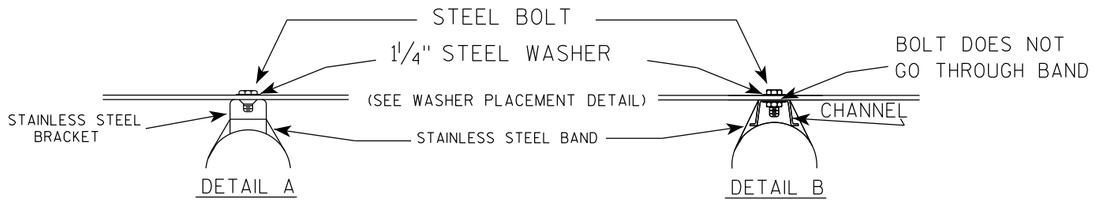
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 53	E

BANDING

SINGLE SIGN



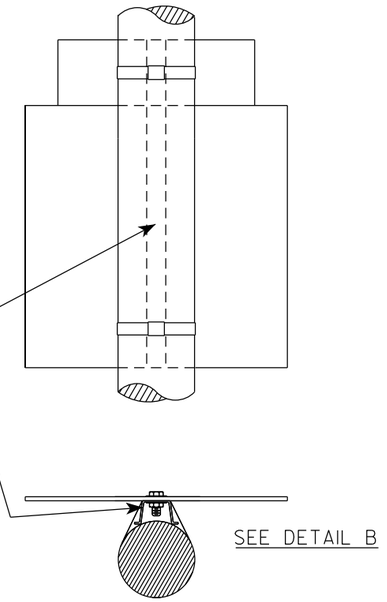




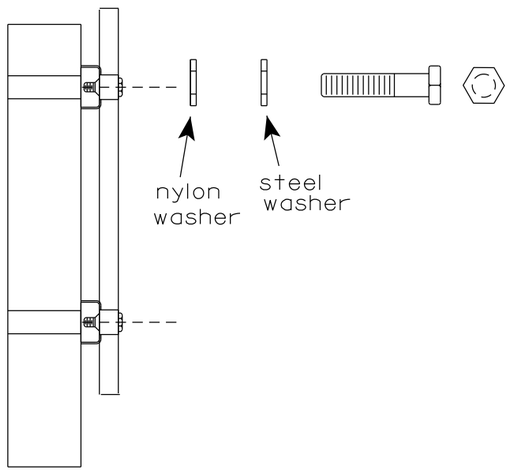
GENERAL NOTES

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 ¾" 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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

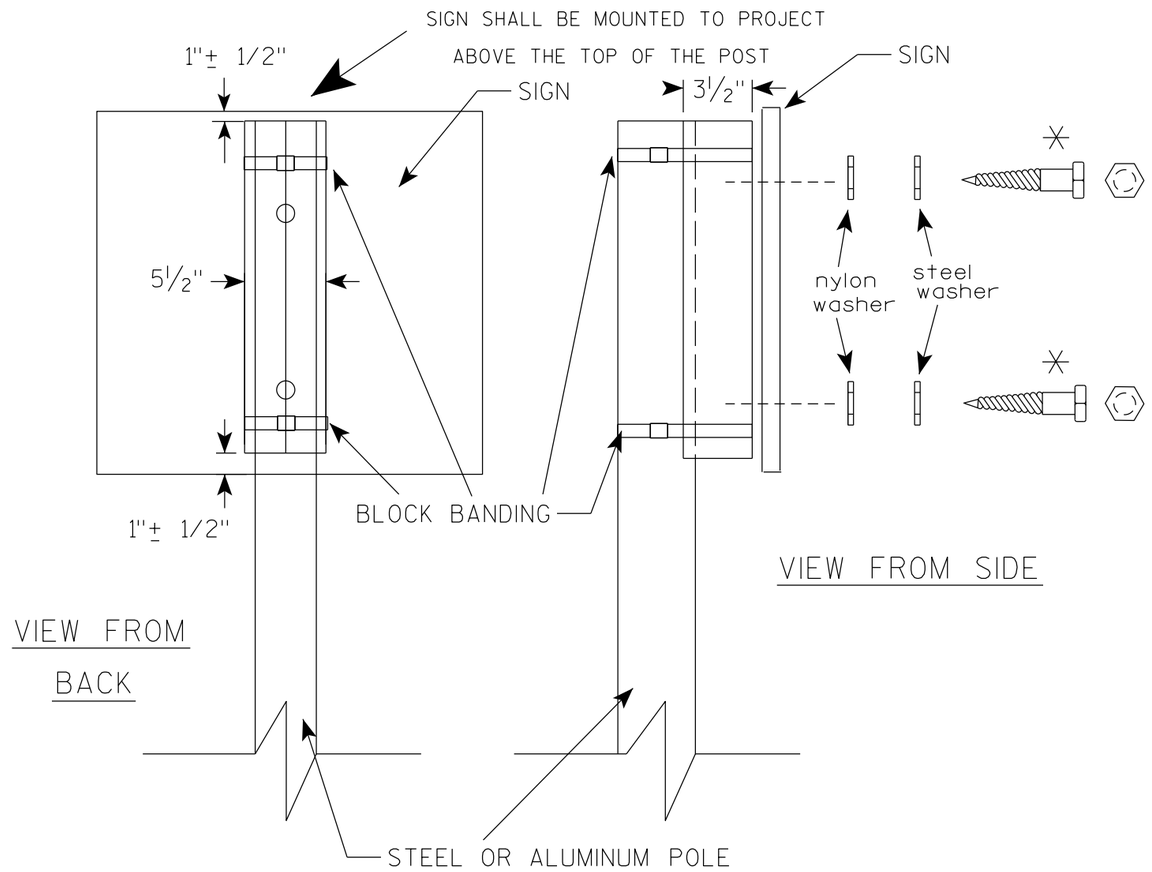
WISCONSIN DEPT OF TRANSPORTATION

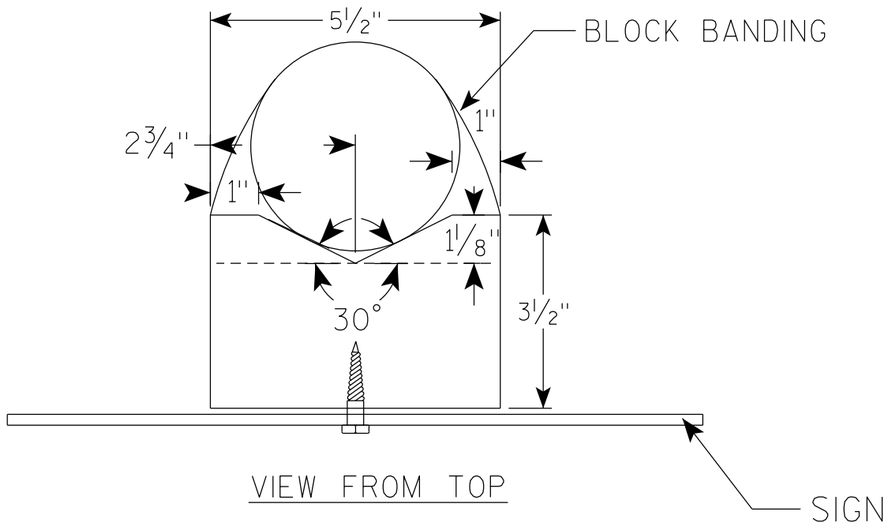
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 54	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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, ¾" 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 NORNALLY 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

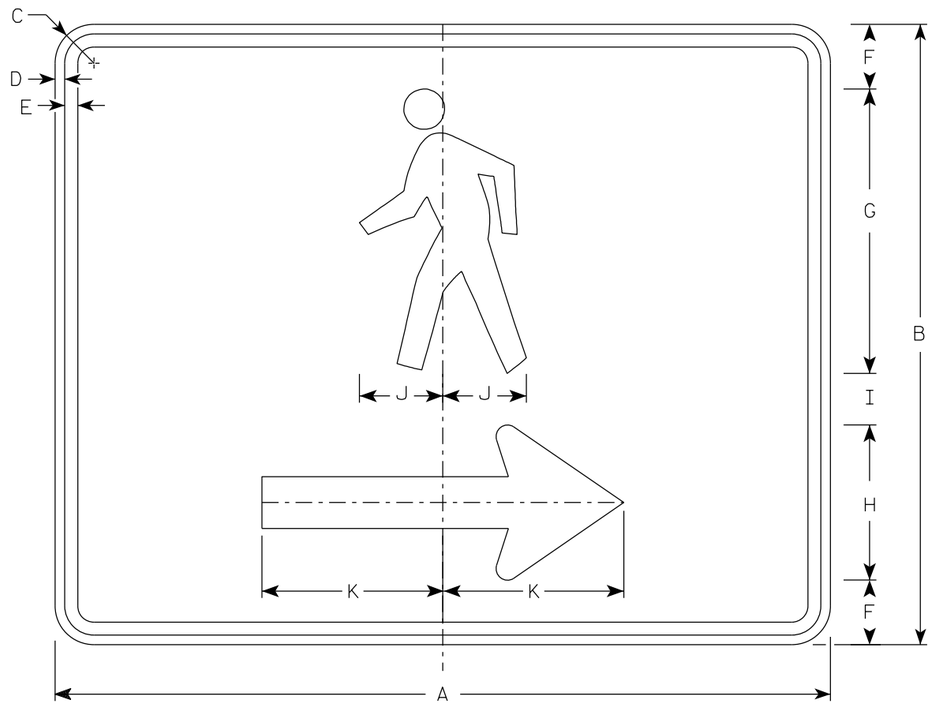
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

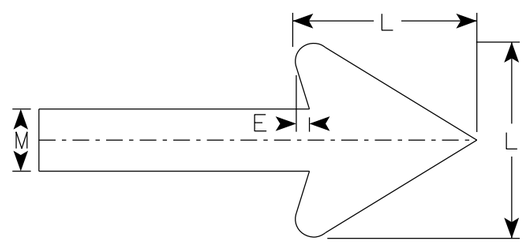
SHEET NO: 55 E

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.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 56 | E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

MAY 2025

PROJECT ID: 4824-06-70

WITH: 4824-05-70

COUNTY: WASHINGTON

ORDER OF SHEETS

TOTAL SHEETS = 56

N

DESIGN DESIGNATION 4824-06-00

A.A.D.T.	2025	=	880
A.A.D.T.	2045	=	970
D.H.V.		=	97
D.D.		=	50/50
T.		=	0.9%
DESIGN SPEED		=	30 MPH
ESALS		=	15,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V KEWASKUM, REIGLE DR

WILDLIFE DR TO THIRD ST

LOCAL STREET

WASHINGTON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4824-06-70	WISC 2025472	1

STATE PROJECT NUMBER
4824-06-70

END PROJECT
STA 19+41'RD'

BEGIN PROJECT
STA 11+57'RD'
Y=220,853.1360
X=350,774.8298

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.148 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR
VILLAGE OF KEWASKUM
Date: 1/27/25
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY

SEH
Building a Better World for All of Us™
Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
800.472.6881 toll free | www.sehinc.com

WISCONSIN
BRETT L. HOLLISTER
40868
EAU CLAIRE
WI
PROFESSIONAL ENGINEER

1/24/2025 (Date)
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SEH
Designer	SEH
Project Manager	JOSEPH JELACIC
Regional Examiner	
Regional Supervisor	AMY TAETSCH

APPROVED FOR THE DEPARTMENT
DATE: 1/28/2025
Joseph C Jelacic
Digitally signed by Joseph C Jelacic
DN: CN=Joseph C Jelacic, E=Joseph.Jelacic@dot.wi.gov, O=WisDOT, OU=DTSD LPPM
Date: 2025.01.28 07:58:05-06'00'
(Signature)

E

FILE NAME : X:\KO\K\KEWAS\176916\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\4824-06-70\SHEETSPLAN\SEC 01 TITLE\010101-TI (TITLE SHEET 4824-06-00 REIGLE DR - KEWASKUM).DWG PLOT DATE : 1/23/2025 1:41 PM PLOT BY : SEH PLOT NAME :

2

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
COB	CENTER OF BARRIER
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

DNR AREA LIAISON:

DNR SERVICE CENTER
141 NW BARSTOW ROOM 180
WAUKESHA, WI 53188
TELEPHONE: 414.750.7495
ATTENTION: RYAN PAPPAS
EMAIL: RYAN.PAPPAS@WISCONSIN.GOV

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
SOUTHEAST REGION
141 NW BARSTOW ST
WAUKESHA, WI 53188
TELEPHONE: 262.548.6762
ATTENTION: JOSEPH JELACIC
EMAIL: JOSEPH.JELACIC@DOT.WI.GOV

VILLAGE CONTACT:

DEPARTMENT OF PUBLIC WORKS
204 FIRST STREET
KEWASKUM, WI 53040
TELEPHONE: 262.626.4310
ATTENTION: DENNIS AUPPERLE
EMAIL: DAUPPERLE@VILLAGE.KEWASHKUM.WI.US

DESIGN CONTACT:

SEH INC.
10 N BRIDGE STREET
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6200
ATTENTION: BRETT HOLLISTER
EMAIL: BHOLLISTER@SEHINC.COM

UTILITY CONTACT LIST:

FRONTIER COMMUNICATION - COMMUNICATION
118 DIVISION STREET
PLYMOUTH, WI 53073
ATTENTION: THOMAS REKOWSKI
TELEPHONE: 608.844.0980
EMAIL: THOMAS.REKOWSKI@FTR.COM

SPECTRUM - COMMUNICATION
165 KNIGHTS WAY, SUITE 100
FOND DU LAC, WI 54935
ATTENTION: THAD HANSEN
TELEPHONE: 920.579.9594
EMAIL: THAD.HANSEN@CHARTER.COM

VILLAGE OF KEWASKUM - WATER
204 FIRST STREET
KEWASKUM, WI 53040
ATTENTION: DENNIS AUPPERLE
TELEPHONE: 262.626.4310
EMAIL: DAUPPERLE@VILLAGE.KEWASKUM.WI.US

VILLAGE OF KEWASKUM - SANITARY
100 FOND DU LAC AVE
KEWASKUM, WI 53040
ATTENTION: BEN PROPSON
TELEPHONE: 262.626.2313
EMAIL: BPROPSON@VILLAGE.KEWASKUM.WI.US

WE ENERGIES - GAS
500 S. 116TH STREET
WEST ALLIS, WI 53214
ATTENTION: JACOB HULBERT
TELEPHONE: 262.968.5718
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

WE ENERGIES - ELECTRIC
W140 N9100 LILY ROAD
MENOMONEE FALLS, WI 53051
ATTENTION: JOE FELLENZ
TELEPHONE: 262.502.6831
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

GENERAL NOTES:

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
4. WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
5. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
6. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
7. ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
8. DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SALVAGED TOPSOILED, FERTILIZED AND SEEDED.
9. A CONVERSION FACTOR OF 2.0 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE.
10. APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACE.
11. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
12. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 0.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.7 ACRES

2

2

N

MILWAUKEE RIVER

WILDLIFE DR

20'RD'

END PROJECT
STA 19+41'RD'

REIGLE DR

15'RD'

4TH ST

THIRD ST

10'RD'

BEGIN PROJECT
STA 11+57'RD'

KNIGHTS AV

USH 45/STH 28 (FOND DU LAC AV)

EISENBAHN STATE TRAIL

BRAATZ AV

EDGEWOOD RD

WESTERN AV

SECOND ST

NORTH AV

RAILROAD ST

SCHOOL ST

BILGO LN

PARKVIEW DR

FIRST ST

FOREST AV

MIDLAND AV

STH 28 (MAIN ST)

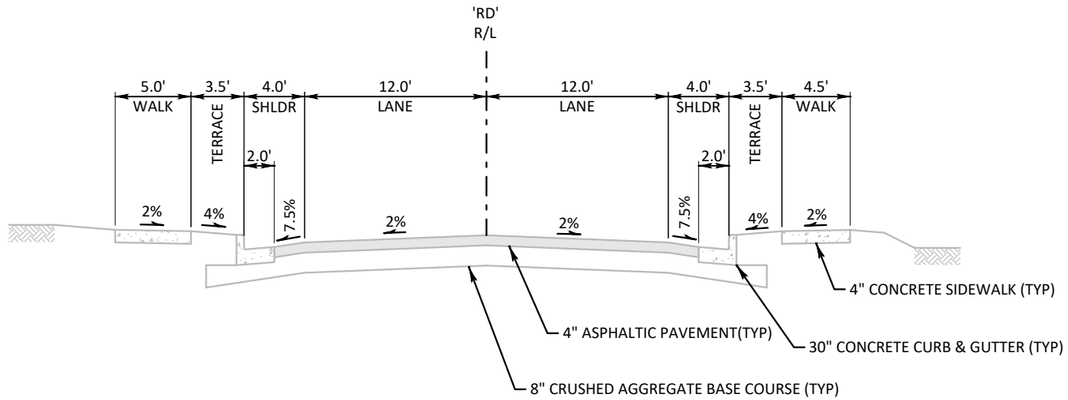
MILWAUKEE RIVER

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3 E

FILE NAME : X:\KO\K\KEWAS\176916\5-final-dsgn\51-drawings\40-TransHwy\4824-06-70\SheetsPlan\SEC 02 Typ Sec & Details\020201-po (Project Overview).dwg PLOT DATE : 1/15/2025 11:19 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 250.0 FT

WISDOT/CADDS SHEET 42

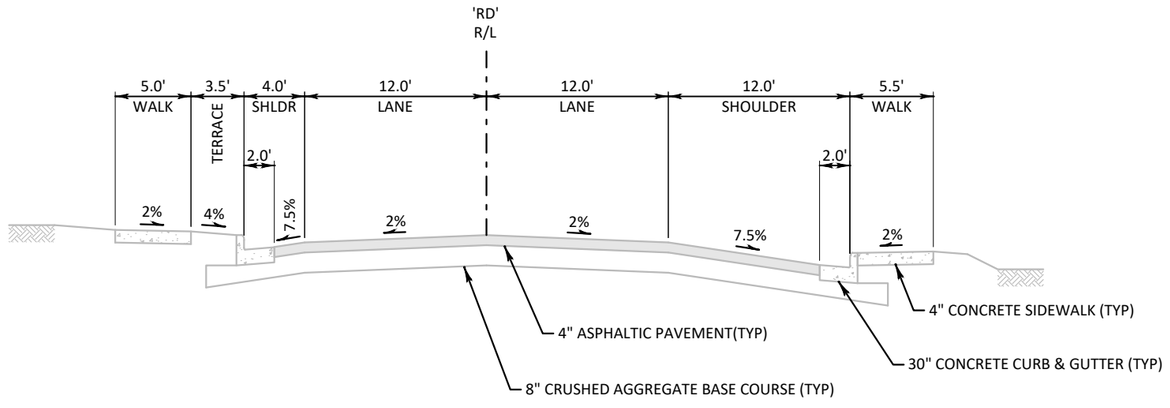
2



TYPICAL EXISTING SECTION

REIGLE DR

STA 11+57'RD' TO STA 12+87'RD'

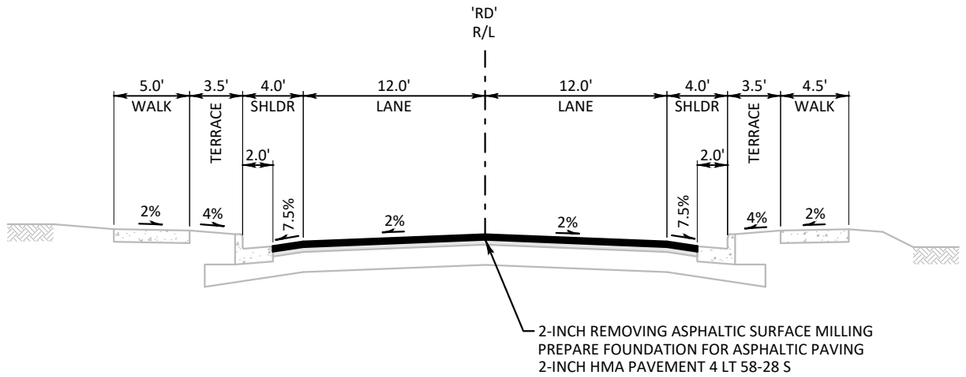


TYPICAL EXISTING SECTION

REIGLE DR

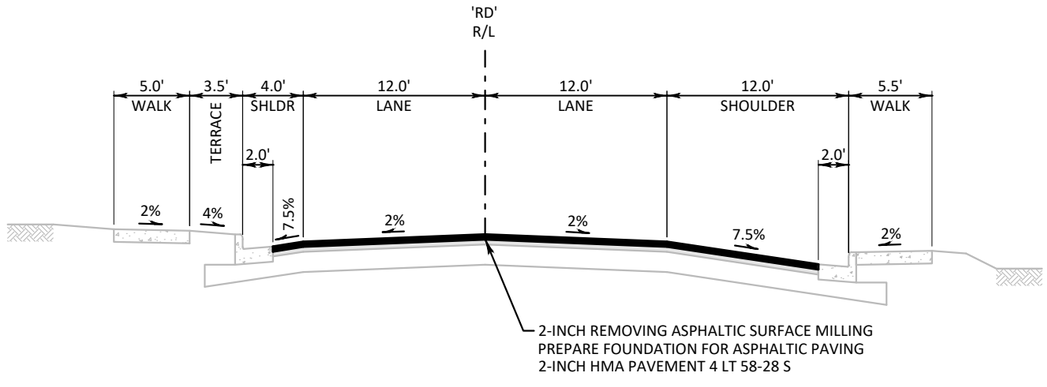
STA 12+87'RD' TO STA 19+41'RD'

2



TYPICAL PROPOSED SECTION

REIGLE DR
STA 11+57'RD' TO STA 12+87'RD'

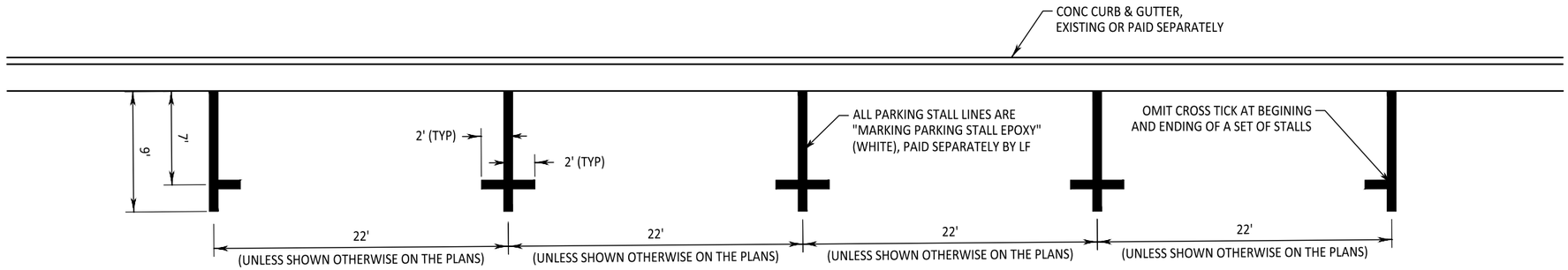


TYPICAL PROPOSED SECTION

REIGLE DR
STA 12+87'RD' TO STA 19+41'RD'

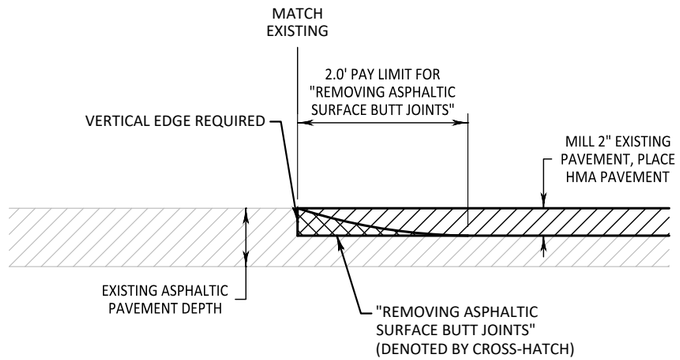
PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5 E

2



MARKING PARKING STALL EPOXY

(TYPICAL LAYOUT SHOWN, SEE PLANS FOR SPECIFIC LOCATION LAYOUTS)

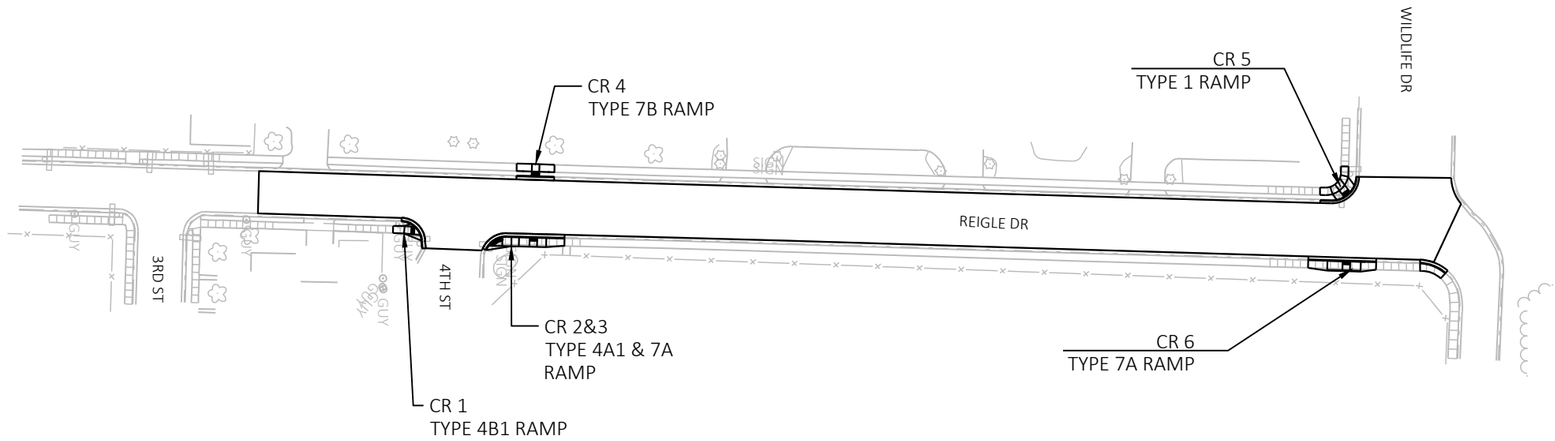


BUTT JOINT TO MATCH EXISTING

STA 11+56 (BEGIN PROJECT)
STA 19+41 (END PROJECT)
4TH STREET
WILDLIFE DRIVE

2

N



PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	CURB RAMP OVERVIEW	SHEET 7	E

FILE NAME : X:\KO\K\KEWAS\176916\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\4824-06-70\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021301-CR (OVERVIEW).DWG
LAYOUT NAME - 01

PLOT DATE : 1/15/2025 11:19 AM PLOT BY : MATTHEW WINTER PLOT NAME : PLOT SCALE : 1 IN:100 FT

CR 01					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	12+51.51	13.94' RT	957.40	220947.58	350791.68
2	12+57.20	14.99' RT	957.34	220953.24	350792.90
3	12+62.15	18.00' RT	957.29	220958.09	350796.07
4	12+65.70	22.58' RT	957.23	220961.50	350800.75
5	12+66.55	24.58' RT	957.21	220962.29	350802.77
6	12+67.39	28.13' RT	957.18	220963.02	350806.34
7	12+67.56	29.57' RT	957.16	220963.14	350807.80
8	12+68.00	33.45' RT	957.12	220963.47	350811.68
9	12+51.51	16.44' RT	957.82	220947.50	350794.18
10	12+60.25	19.67' RT	957.21	220956.14	350797.67
11	12+62.16	21.66' RT	957.18	220957.99	350799.72
12	12+64.04	24.96' RT	957.14	220959.77	350803.07
13	12+64.91	28.47' RT	957.59	220960.53	350806.61
14	12+65.05	29.65' RT	957.58	220960.63	350807.80
15	12+65.39	32.65' RT	957.55	220960.89	350810.80
16	12+65.52	33.73' RT	957.54	220960.98	350811.89
17	12+46.08	19.44' RT	957.78	220941.98	350797.01
18	12+53.67	19.18' RT	957.53	220949.58	350796.98
19	12+46.06	24.05' RT	957.72	220941.82	350801.61
20	12+53.39	24.18' RT	957.45	220949.15	350801.97
21	12+60.03	24.67' RT	957.16	220955.77	350802.66

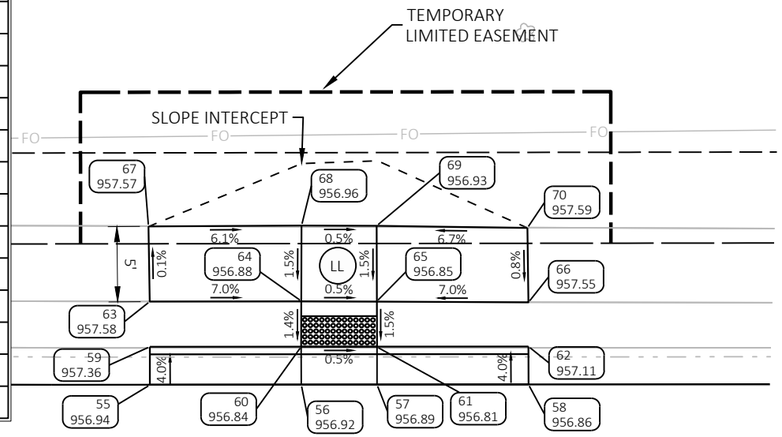
CR 03					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
55	13+26.34	13.86' LT	956.94	221023.29	350766.22
56	13+36.33	13.92' LT	956.92	221033.28	350766.52
57	13+41.33	13.95' LT	956.89	221038.28	350766.67
58	13+51.33	14.00' LT	956.86	221048.27	350766.97
59	13+26.32	16.36' LT	957.36	221023.37	350763.72
60	13+36.31	16.42' LT	956.84	221033.35	350764.02
61	13+41.32	16.45' LT	956.81	221038.35	350764.17
62	13+51.31	16.50' LT	957.11	221048.35	350764.47
63	13+26.31	19.34' LT	957.58	221023.46	350760.74
64	13+36.31	19.40' LT	956.88	221033.45	350761.03
65	13+41.29	19.42' LT	956.85	221038.44	350761.20
66	13+51.30	19.42' LT	957.55	221048.44	350761.55
67	13+26.20	24.30' LT	957.57	221023.52	350755.78
68	13+36.30	24.40' LT	956.96	221033.62	350756.04
69	13+41.26	24.42' LT	956.93	221038.58	350756.20
70	13+51.20	24.32' LT	957.59	221048.52	350756.65

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE REIGLE DR ALIGNMENT

LEGEND

- X — CURB RAMP TYPE
- PED — CONCRETE PEDESTRIAN CURB
- LL — LEVEL LANDING
- G — GRADED FLARE
- P — PAVED FLARE
- X XXX.XXX — POINT ID/ELEVATION
- DETECTABLE WARNING FIELD (2'x5' TYPICAL)



CR 04

TYPE 7B

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
CR 02	29.00 FT	8.83 FT	17.65 SF	10.06 FT

CR 02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28	13+24.51	24.38' RT	957.16	221020.11	350804.37
29	13+18.39	24.72' RT	956.69	221014.10	350804.51
30	13+05.64	32.47' RT	956.68	221001.11	350811.86
31	13+07.57	29.01' RT	956.71	221003.15	350808.46
32	13+09.40	26.84' RT	956.77	221005.05	350806.34
33	13+11.31	25.22' RT	956.80	221007.01	350804.79
34	13+16.00	22.81' RT	956.78	221011.77	350802.53
35	13+21.01	21.92' RT	956.92	221016.69	350801.78
36	13+50.55	21.64' RT	956.60	221046.22	350802.56
37	13+18.41	30.43' RT	956.78	221013.95	350810.21
38	13+07.93	33.47' RT	957.10	221003.38	350812.93
39	13+24.56	30.38' RT	957.25	221019.95	350810.37
40	13+09.59	30.46' RT	956.63	221005.12	350809.97
41	13+36.51	24.27' RT	956.62	221032.10	350804.69
42	13+41.51	24.22' RT	956.57	221037.10	350804.82
43	13+47.51	24.17' RT	957.03	221043.10	350804.98
44	13+59.51	24.06' RT	956.98	221055.09	350805.30
45	13+29.51	24.33' RT	957.15	221025.10	350804.50
46	13+29.56	30.33' RT	957.24	221024.95	350810.50
47	13+36.56	30.27' RT	956.71	221031.94	350810.68
48	13+41.56	30.22' RT	956.66	221036.94	350810.82
49	13+47.56	30.17' RT	956.94	221042.94	350810.98
50	13+59.56	28.93' RT	956.89	221054.97	350810.16

CR 01

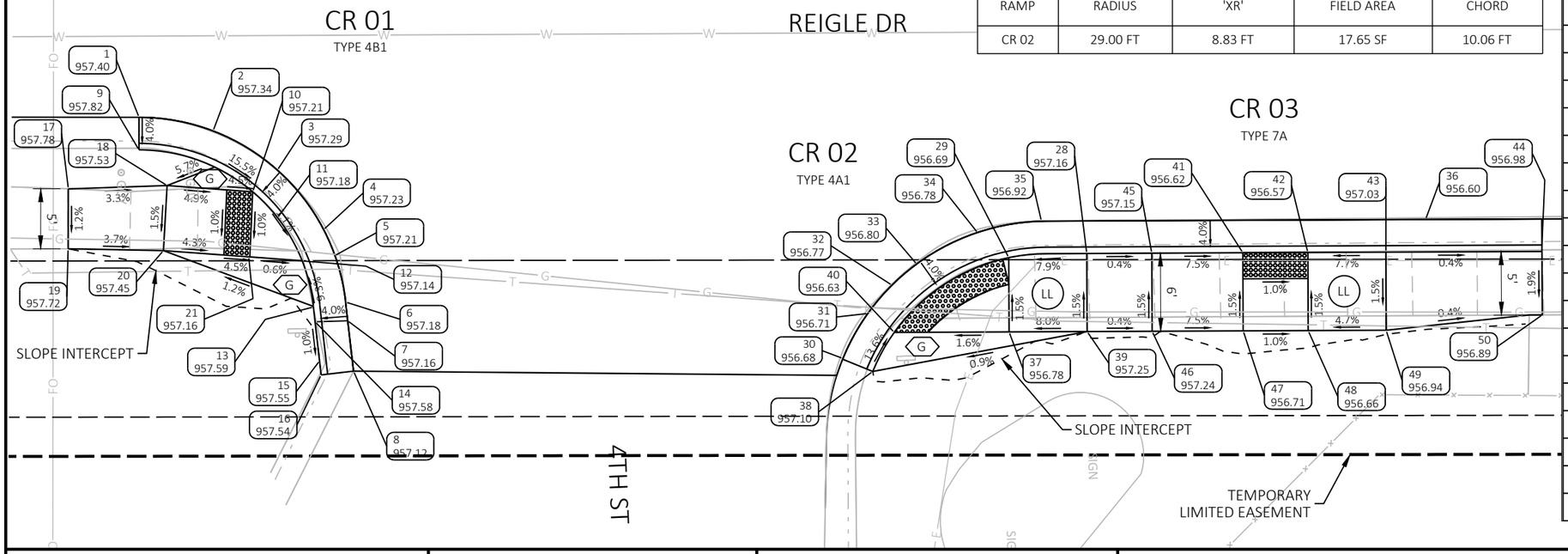
TYPE 4B1

CR 02

TYPE 4A1

CR 03

TYPE 7A



CR 04						CR 04					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	18+82.18	34.16' LT	953.07	221579.37	350764.53	14	18+57.09	18.07' LT	953.59	221553.81	350779.85
2	18+82.18	34.08' LT	953.07	221579.37	350764.61	15	18+75.07	40.72' LT	953.36	221572.46	350757.75
3	18+80.84	27.26' LT	953.09	221577.82	350771.39	16	18+74.89	34.00' LT	953.35	221572.07	350764.46
4	18+76.93	21.36' LT	953.12	221573.73	350777.16	17	18+72.85	28.52' LT	953.31	221569.88	350769.88
5	18+76.61	21.06' LT	953.12	221573.40	350777.45	18	18+69.50	24.70' LT	953.38	221566.41	350773.60
6	18+72.79	18.27' LT	953.15	221569.50	350780.13	19	18+65.08	22.23' LT	953.43	221561.91	350775.93
7	18+71.11	17.47' LT	953.15	221567.80	350780.88	20	18+56.79	21.38' LT	953.55	221553.60	350776.53
8	18+57.10	16.07' LT	953.15	221553.76	350781.85	21	18+70.12	40.72' LT	953.51	221567.52	350757.60
9	18+80.18	34.16' LT	953.51	221577.38	350764.47	22	18+69.96	34.90' LT	953.42	221567.18	350763.42
10	18+79.20	28.56' LT	953.53	221576.22	350770.04	23	18+69.43	32.84' LT	953.39	221566.58	350765.46
11	18+76.52	23.89' LT	953.04	221573.40	350774.62	24	18+66.39	28.62' LT	953.46	221563.42	350769.59
12	18+72.77	20.58' LT	953.10	221569.55	350777.82	25	18+63.41	26.94' LT	953.51	221560.39	350771.17
13	18+68.01	18.54' LT	953.58	221564.73	350779.71	26	18+56.68	26.27' LT	953.68	221553.64	350771.64

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE REIGLE DR ALIGNMENT

LEGEND

- X — CURB RAMP TYPE
- PED — CONCRETE PEDESTRIAN CURB
- LL — LEVEL LANDING
- G — GRADED FLARE
- P — PAVED FLARE
- X XXX.XXX — POINT ID/ELEVATION
- DETECTABLE WARNING FIELD (2'x5' TYPICAL)

N

WILDLIFE DR

CR 05
TYPE 1

CR 06
TYPE 7A

REIGLE DR

TIE IN CROSS SLOPES

SLOPE INTERCEPT

TEMPORARY LIMITED EASEMENT

EXISTING R/W

CR 05					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
27	18+95.22	19.34' RT	951.53	221590.78	350818.40
28	18+77.80	19.35' RT	951.86	221573.37	350817.88
29	18+73.06	19.35' RT	951.93	221568.62	350817.74
30	18+60.05	19.35' RT	952.15	221555.62	350817.35
31	18+95.22	21.84' RT	951.95	221590.70	350820.90
32	18+85.08	21.84' RT	952.16	221580.56	350820.60
33	18+78.08	21.85' RT	951.78	221573.56	350820.39
34	18+73.07	21.85' RT	951.85	221568.56	350820.24
35	18+63.07	21.86' RT	952.50	221558.57	350819.94
36	18+50.35	21.86' RT	952.80	221545.85	350819.55
37	18+95.23	26.84' RT	951.95	221590.56	350825.90
38	18+85.11	28.34' RT	952.08	221580.39	350827.09
39	18+78.11	28.35' RT	952.37	221573.39	350826.88
40	18+73.09	28.35' RT	952.44	221568.38	350826.73
41	18+63.09	28.35' RT	952.59	221558.38	350826.43
42	18+50.35	26.93' RT	952.87	221545.69	350824.62

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	021301 (CURB RAMP DETAILS)	SHEET 9	E

FILE NAME : X:\KO\K\KEWAS\176916\5-FINAL-DSGN\51-DRAWINGS\40-TRANSHWY\4824-06-70\SHEETSPLAN\SEC 02 TYP SEC & DETAILS\021307_CR(CURB RAMP DETAIL).DWG
LAYOUT NAME - CR 4-5
PLOT DATE : 1/15/2025 11:20 AM PLOT BY : MATTHEW WINTER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

TRAFFIC CONTROL LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

TEMP PEDESTRIAN BARRICADE

WORK SPACE, CLOSED TO TRAFFIC

N

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH

12'RD'

N1° 45' 31"E

13'RD'

N2° 02' 23"E

14'RD'

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN CURB RAMP

M4-60L

M4-60R

BLDG

BLDG

TEMPORARY LIMITED EASEMENT (TLE)

SLOPE INTERCEPT

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 10 E

FILE NAME : X:\KO\K\KEWAS\176916\5-final-dsgn\51-drawings\40-TransHwy\4824-06-70\SheetsPlan\SEC 02 Typ Sec & Details\025100_tc (Pedestrian S1).dwg PLOT DATE : 1/15/2025 11:21 AM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 20.0 FT

2

N

3"E

18'RD'

19'RD'

20'RD'

S87° 30' 08"E

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN CURB RAMP

M4-60L

M4-60R

SLOPE INTERCEPT

TEMPORARY LIMITED EASEMENT (TLE)

C1

MH

TEL

WV

SAN

FO

W

T

E

TRAFFIC CONTROL LEGEND

SIGN ON TEMPORARY SUPPORT	DIRECTION OF TRAFFIC
TEMP PEDESTRIAN BARRICADE	WORK SPACE, CLOSED TO TRAFFIC

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL - STAGE 1	SHEET 11 E

FILE NAME : X:\KO\K\KEWAS\176916\5-final-dsgn\51-drawings\40-TransHwy\4824-06-70\SheetsPlan\SEC 02 Typ Sec & Details\025100_tc (Pedestrian S1).dwg PLOT DATE : 1/15/2025 11:21 AM PLOT BY : SEH LAYOUT NAME : 02 PLOT SCALE : 1.0 IN = 20.0 FT

WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMP PEDESTRIAN BARRICADE
- WORK SPACE, CLOSED TO TRAFFIC

N

M4-60R

SLOPE INTERCEPT

M4-60L

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN CURB RAMP

"E

12'RD'

N1° 45' 31"E

13'RD'

N2° 02' 23"E

14'RD'

BLDG

BLDG

TEMPORARY LIMITED EASEMENT (TLE)

2

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 12 E

2

N

M4-60L

M4-60R

TEMPORARY PEDESTRIAN CURB RAMP

SLOPE INTERCEPT

TEMPORARY PEDESTRIAN CURB RAMP

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

3"E

18'RD'

19'RD'

C1

S87° 30' 08"E

20'RD'

TEMPORARY LIMITED EASEMENT (TLE)

TRAFFIC CONTROL LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

TEMP PEDESTRIAN BARRICADE

WORK SPACE, CLOSED TO TRAFFIC

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PEDESTRIAN TRAFFIC CONTROL - STAGE 2	SHEET 13 E

4824-06-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	45.000	45.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	24.000	24.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	3,167.000	3,167.000
0008	204.0150	Removing Curb & Gutter	LF	204.000	204.000
0010	204.0155	Removing Concrete Sidewalk	SY	101.000	101.000
0014	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 4824-06-70	EACH	1.000	1.000
0018	213.0100	Finishing Roadway (project) 02. 4824-06-70	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	10.000	10.000
0022	455.0605	Tack Coat	GAL	223.000	223.000
0024	460.2000	Incentive Density HMA Pavement	DOL	228.000	228.000
0026	460.5224	HMA Pavement 4 LT 58-28 S	TON	357.000	357.000
0028	465.0105	Asphaltic Surface	TON	9.000	9.000
0030	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	171.000	171.000
0032	601.0600	Concrete Curb Pedestrian	LF	22.000	22.000
0034	602.0410	Concrete Sidewalk 5-Inch	SF	1,050.000	1,050.000
0036	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	50.000	50.000
0038	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	18.000	18.000
0046	618.0100	Maintenance and Repair of Haul Roads (project) 02. 4824-06-70	EACH	1.000	1.000
0048	619.1000	Mobilization	EACH	0.500	0.500
0050	625.0500	Salvaged Topsoil	SY	50.000	50.000
0052	628.1504	Silt Fence	LF	45.000	45.000
0054	628.1520	Silt Fence Maintenance	LF	45.000	45.000
0056	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0058	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0060	628.2006	Erosion Mat Urban Class I Type A	SY	50.000	50.000
0062	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0064	629.0205	Fertilizer Type A	CWT	1.000	1.000
0066	630.0120	Seeding Mixture No. 20	LB	2.000	2.000
0068	630.0200	Seeding Temporary	LB	1.300	1.300
0070	630.0500	Seed Water	MGAL	1.100	1.100
0072	638.2102	Moving Signs Type II	EACH	1.000	1.000
0074	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0076	642.5001	Field Office Type B	EACH	0.500	0.500
0078	643.0900	Traffic Control Signs	DAY	308.000	308.000
0080	643.1050	Traffic Control Signs PCMS	DAY	7.000	7.000
0082	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	110.000	110.000
0084	643.5000	Traffic Control	EACH	0.500	0.500
0086	644.1601	Temporary Pedestrian Curb Ramp	DAY	20.000	20.000
0088	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0090	644.1810	Temporary Pedestrian Barricade	LF	770.000	770.000
0092	646.1020	Marking Line Epoxy 4-Inch	LF	10.000	10.000
0096	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	240.000	240.000
0098	646.8120	Marking Curb Epoxy	LF	176.000	176.000
0100	646.8320	Marking Parking Stall Epoxy	LF	248.000	248.000
0102	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	180.000	180.000
0104	650.8000	Construction Staking Resurfacing Reference	LF	785.000	785.000
0106	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0110	650.9500	Construction Staking Sidewalk (project) 02. 4824-06-70	EACH	1.000	1.000
0114	650.9911	Construction Staking Supplemental Control (project) 02. 4824-06-70	EACH	1.000	1.000

4824-06-70

Line	Item	Item Description	Unit	Total	Qty
0116	690.0150	Sawing Asphalt	LF	314.000	314.000
0118	690.0250	Sawing Concrete	LF	75.000	75.000
0122	SPV.0060	Special 01. Adjusting Water Valve Box	EACH	7.000	7.000
0124	SPV.0060	Special 02. Adjusting Sanitary Manhole Covers	EACH	1.000	1.000
0126	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type D	LF	33.000	33.000

3

REMOVING CURB AND GUTTER

STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
4TH ST SE RAMP	RT	26	-
4TH ST NE RAMP	RT	56	-
4TH ST NW RAMP	LT	25	-
WILDLIFE SE RAMP	RT	45	-
WILDLIFE SW RAMP	LT	33	-
WILDLIFE NE RAMP	RT	19	-
PROJECT TOTALS		204	

REMOVING SIDEWALK

STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
4TH ST SE RAMP	RT	8	-
4TH ST NE RAMP	RT	25	-
4TH ST NW RAMP	LT	14	-
WILDLIFE DR SE RAMP	RT	25	-
WILDLIFE DR SW RAMP	LT	19	-
WILDLIFE DR NE RAMP	RT	9	-
PROJECT TOTALS		101	

PREPARE FOUNDATION

LOCATION	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (4824-06-70) EACH	NOTES
PROJECT	1	-
PROJECT TOTALS	1	

REMOVING ASPHALTIC PAVEMENT

STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
11+56 - 19+41	REIGLE DRIVE	-	16	3167	-
3RD STREET	RT	-	8	-	SIDE ROAD
4TH ST SE RAMP	RT	6	-	-	-
4TH ST NE RAMP	RT	12	-	-	-
4TH ST NW RAMP	LT	6	-	-	-
WILDLIFE DR SE RAMP	RT	10	-	-	-
WILDLIFE DR SW RAMP	LT	7	-	-	-
WILDLIFE DR NE RAMP	RT	4	-	-	-
SUBTOTAL		45	24	3167	
PROJECT TOTALS		45	24	3167	

ASPHALTIC ITEMS SUMMARY

STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	REMARKS
11+56 - 19+41	REIGLE DRIVE	223	357	-	-
SUBTOTAL		223	357	0	
4TH ST SE RAMP	RT	-	-	1	-
4TH ST NE RAMP	RT	-	-	2	-
4TH ST NW RAMP	LT	-	-	1	-
WILDLIFE DR SE RAMP	RT	-	-	1	-
WILDLIFE DR SW RAMP	LT	-	-	2	-
WILDLIFE DR NE RAMP	RT	-	-	1	-
RAMPS		0	0	9	
PROJECT TOTAL		223	357	9	

CURB RAMPS

STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	REMARKS
4TH ST SE RAMP	RT	2	-	26	-	82	10	-	-
4TH ST NE RAMP	RT	2	-	56	-	270	10	18	-
4TH ST NW RAMP	LT	2	-	25	-	137	10	-	-
WILDLIFE DR SE RAMP	RT	2	-	45	22	266	10	-	-
WILDLIFE DR SW RAMP	LT	2	33	-	-	220	10	-	-
WILDLIFE DR NE RAMP	RT	-	-	19	-	75	-	-	-
PROJECT TOTALS		**10**	**33**	**171**	**22**	**1050**	**50**	**18**	

EROSION CONTROL

STATION	LT/RT	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7015 INLET PROTECTION TYPE C EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATONS EMERGENCY EROSION CONTROL EACH	REMARKS
PROJET LENGTH		45	45	40	2	1	1	-
UNDISTRIBUTED		-	-	10	1	-	-	-
PROJECT TOTAL		**45**	**45**	**50**	**3**	**1**	**1**	

ADJUSTING UTILITIES

CATEGORY	STATION	LOCATION	SPV.0060.01 ADJUSTING WATER VALVE BOX EACH	SPV.0060.02 ADJUSTING SANITARY MANHOLE COVERS EACH	REMARKS
0020	13+95	LT	-	1	-
	15+51	RT	1	-	-
	17+06	RT	1	-	-
	17+74	LT	1	-	-
	18+29	RT	1	-	-
	18+50	RT	1	-	-
	19+28	LT	1	-	-
	19+38	RT	1	-	-
	PROJECT TOTALS		7	1	

FINISHING ITEMS

STATION - STATION	625.0500 SALVAGED TOPSOIL SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
ENTIRE PROJECT	40	1.0	1.6	1.0	0.9
UNDISTRIBUTED QTY	10	0.0	0.4	0.3	0.2
PROJECT TOTALS	**50**	**1.0**	**2.0**	**1.3**	**1.1**

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	CATEGORY	618.0100 (4824-06-70) EACH	NOTES
PROJECT	0020	1	-
PROJECT TOTALS		1	

MOBILIZATION

619.1000 MOBILIZATION

LOCATION	EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-05-70
PROJECT TOTALS	0.5	

MARKING LINE ITEMS

STATION - STATION	LOCATION	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	646.1020 MARKING LINE EPOXY 4-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8320 MARKING PARKING STALL EPOXY LF	REMARKS
ENTIRE PROJECT	LT&RT	110	10	240	176	248	4-INCH EPOXY IS CENTERLINE MAKRING ON 4TH ST
PROJECT TOTAL		**110**	**10**	**240**	**176**	**248**	

SIGNING

STATION	LOCATION	638.2101 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
18+67	LT	1	1	MOVE SOUTH OUT OF CURB RAMP
PROJECT TOTALS		1	1	

3

TRAFFIC CONTROL

LOCATION	APPROX. SERVICE PERIOD DAYS	643.0900 TRAFFIC CONTROL SIGNS QTY.	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS QTY.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	644.1601 TEMPORARY PEDESTRIAN CURB RAMP QTY.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAYS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	NOTES
PRE-WARNING	7	-	-	1	7	-	-	-	-	PRE-WARN PRIOR TO CONSTRUCTION
CURB RAMPS STAGE 1	3	4	12	-	-	4	12	10	430	-
CURB RAMPS STAGE 2	2	4	8	-	-	4	8	30	340	-
ENTIRE PROJECT	32	9	288	-	-	0	-	-	-	-
SUBTOTAL			308		7		20	40	770	
PROJECT TOTALS			308		7		20	40	770	

SAWING ASPHALT

STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	REMARKS
11+56	LT&RT	28	-	START OF PROJECT
19+41	LT&RT	43	-	END OF PROJECT
4TH STREET	LT	37	-	SIDEROAD
4TH ST SE RAMP	LT	32	10	-
4TH ST NE RAMP	LT	49	10	-
4TH ST NW RAMP	LT	30	15	-
WILDLIFE DR SE RAMP	RT	34	15	-
WILDLIFE DR SW RAMP	LT	37	15	-
WILDLIFE DR NE RAMP	RT	24	10	-
PROJECT TOTALS		314	75	

TRAFFIC CONTROL

643.5000

LOCATION	EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-05-70
PROJECT TOTALS	0.5	

FIELD OFFICE TYPE B

642.5001

LOCATION	EACH	NOTES
PROJECT	0.5	PRORATED BETWEEN 4824-05-70
PROJECT TOTALS	0.5	

CONSTRUCTION STAKING

STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (4824-06-70) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (4824-06-70) EACH	NOTES
11+56 - 19+41	180	785	6	1	1	-
PROJECT TOTALS	180	785	6	1	1	

RECEIVED

FEB 0 5 2025

Washington County Clerk

R/W PROJECT NUMBER: 4824-06-00	SHEET NUMBER: 1

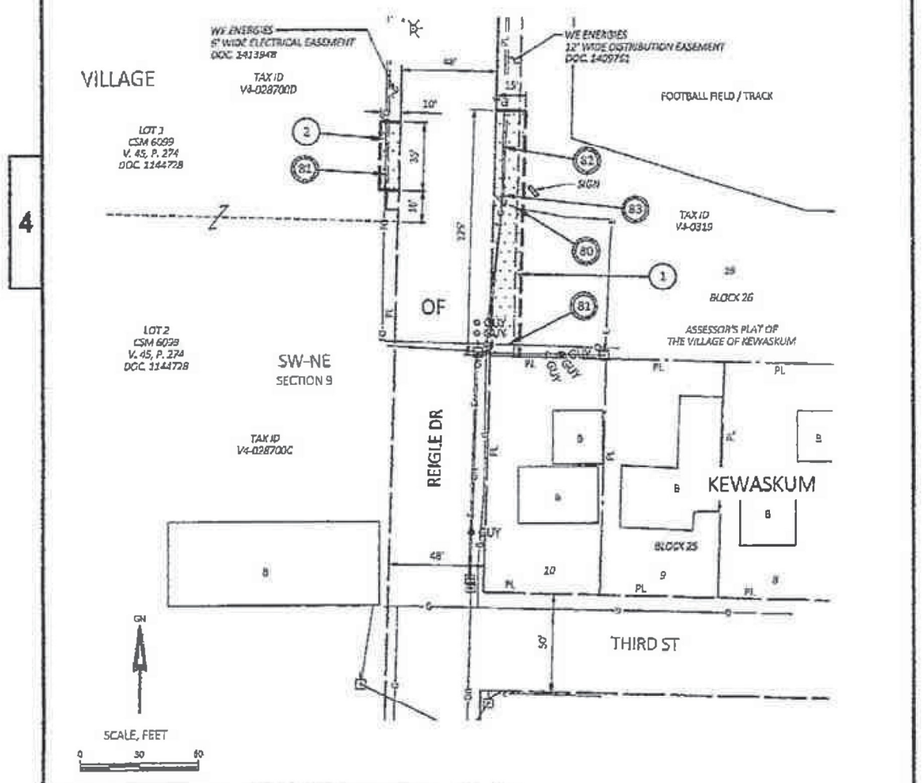
TLE ACQUISITION EXHIBIT
V KEWASKUM, REIGLE DR
WILDLIFE DR TO THIRD ST

REIGLE DR — WASHINGTON COUNTY

THAT PART OF LOT 19, BLOCK 26, ASSESSOR'S PLAT OF THE VILLAGE OF KEWASKUM AND THAT PART OF LOTS 1 & 2, CSM 6099, V. 45, P. 274, DOC. 1144728, LOCATED IN PART OF THE SW 1/4 OF THE NE 1/4, SECTION 9, T12N, R19E, VILLAGE OF KEWASKUM, WASHINGTON COUNTY, WISCONSIN.

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

PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
1	SCHOOL DISTRICT OF KEWASKUM	TLE	1875
2	REGAL WARE, INC.	TLE	350

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
80	WE ENERGIES (ELEC)	RELEASE OF RIGHTS
81	SPECTRUM (FO)	RELEASE OF RIGHTS
82	WE ENERGIES (GAS)	RELEASE OF RIGHTS
83	FRONTIER COMMUNICATIONS (TELE)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	1	V. 570, P. 356, DOC. 2033772	WE ENERGIES (ELEC)
	1	V. 570, P. 358, DOC. 2033847	
	2	DOC. 1213498	
81	1, 2	NO RECORD OF EASEMENT	SPECTRUM (FO)
82	1	DOC. 1409761	WE ENERGIES (GAS)
83	2	NO RECORD OF EASEMENT	FRONTIER COMMUNICATIONS (TELE)

THIS MAP IS APPROVED FOR THE VILLAGE OF KEWASKUM.

SIGNATURE: [signature] DATE: 2-5-25

R/W PROJECT NUMBER: 4824-06-00	SHEET NUMBER: 2

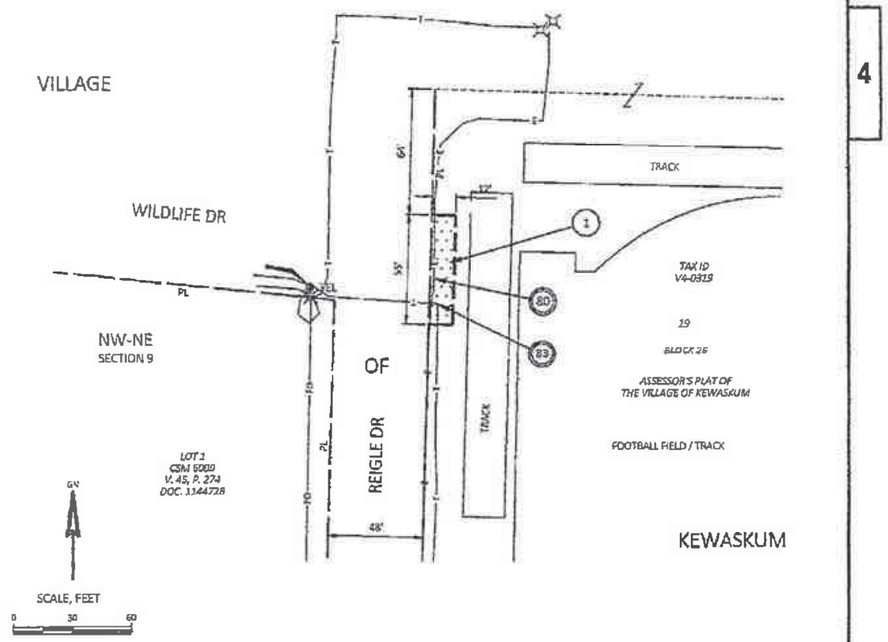
TLE ACQUISITION EXHIBIT
V KEWASKUM, REIGLE DR
WILDLIFE DR TO THIRD ST

REIGLE DR — WASHINGTON COUNTY

THAT PART OF LOT 19, BLOCK 26, ASSESSOR'S PLAT OF THE VILLAGE OF KEWASKUM LOCATED IN PART OF THE NW 1/4 OF THE NE 1/4, SECTION 9, T12N, R19E, VILLAGE OF KEWASKUM, WASHINGTON COUNTY, WISCONSIN.

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

PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE SF
1	SCHOOL DISTRICT OF KEWASKUM	TLE	680

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
80	WE ENERGIES (ELEC)	RELEASE OF RIGHTS
83	FRONTIER COMMUNICATIONS (FO)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	1	V. 570, P. 358, DOC. 2033847	WE ENERGIES (ELEC)
83	1	NO RECORD OF EASEMENT	FRONTIER COMMUNICATIONS (TELE)

THIS MAP IS APPROVED FOR THE VILLAGE OF KEWASKUM.

SIGNATURE: [signature] DATE: 2-5-25

EROSION CONTROL NOTES:

PLACE SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH WITHIN ANY SURFACE SLOPE INTERCEPT AREAS THAT DO NOT USE EROSION MAT.

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN WETLANDS OR WATERWAYS.

WHEN INLET PROTECTION TYPE A OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND USE TYPE D AFTER THE INLET CASTINGS ARE IN PLACE.

PLACE SILT FENCE TWO FEET FROM THE SLOPE INTERCEPT WHERE APPROPRIATE.

CP	EASTING	NORTHING	STATION	OFFSET	ELEVATION	DESCRIPTION
1	350855.881	220769.590	10+75	83.6' RT	957.861'	CHISELED X

N

VILLAGE OF KEWASKUM
ID: V4 028300Z

ROADSTER KEWASKUM LLC
ID: V4 028700C

REGAL WARE INC
ID: V4 028700D

APPROX PL (TYP)

STA 11+00.00'RD' POT:
Y=220,796.5707
X=350,773.0930

SPECTRUM - COM (TYP)

PI STA 13+19.94'RD'
Δ = 0°16'51" RT
Y = 221016.4080
X = 350779.8430

TEMPORARY LIMITED EASEMENT (TLE)

EXISTING RIGHT-OF-WAY

10'RD'

11'RD'

N1° 45' 31"E

VILLAGE OF KEWASKUM - SANITARY (TYP)

12'RD'

N1° 45' 31"E

13'RD'

N2° 02' 23"E

14'RD'

15'

MATCH LINE 15+00'RD'

WE ENERGIES - ELEC (TYP)

REIGLE DR

VILLAGE OF KEWASKUM - WATER (TYP)

SLOPE INTERCEPT

FRONTIER - COM (TYP)

WE ENERGIES - GAS (TYP)

4TH ST

BEGIN PROJECT
STA 11+56.59'RD'
Y=220,853.1360
X=350,774.8298
SAWCUT REQ'D
MATCH EX PAVEMENT

CP 1

3RD ST

WE ENERGIES - GAS (TYP)

GLENN G TAYLOR
LISA J TAYLOR
ID: V4 0301

OGI PROPERTIES LLC
ID: V4 0300

DAVID SCHAUB IRREV TR
KAREN SCHAUB IRREV TR
ID: V4 0299

KEWASKUM JOINT SCHOOL
ID: V4 0346

KEWASKUM COMMUNITY HIGH
SCHOOL DISTRICT NO 2
ID: V4-0319

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

5

5

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PLAN	SHEET 20 E

FILE NAME : X:\KO\K\KEWAS\176916\5-final-dsgn\51-drawings\40-TransHwy\4824-06-70\SheetsPlan\SEC 05 Plan & Profile\050200_pn (Reigle Dr).dwg PLOT DATE : 1/27/2025 5:10 PM PLOT BY : SEH LAYOUT NAME : 01 PLOT SCALE : 1.0 IN = 40.0 FT

WISDOT/CADDS SHEET 44

REGAL WARE INC
ID: V4 028700D

CP	EASTING	NORTHING	STATION	OFFSET	ELEVATION	DESCRIPTION
2	350731.646	221459.597	17+61	63.4' LT	955.523'	CHISELED X
3	350833.195	221674.156	19+81	15.5' LT	950.912'	CHISELED X

N

SPECTRUM - COM (TYP)

EXISTING RIGHT-OF-WAY

CP 2

FRONTIER - COM (TYP)

FRONTIER - COM (TYP)

SPECTRUM - COM (TYP)

MOVING SIGNS TYPE II REQ'D

WILDLIFE DR

PC: 19+19.96 'RD'

FRONTIER - COM (TYP)

END PROJECT
STA 19+40.82'RD'
SAWCUT REQ'D
MATCH EX PAVEMENT

MATCH LINE 15+00'RD'

N2° 02' 23"E

16'RD'

17'RD'

N1° 44' 43"E

18'RD'

19'RD'

VILLAGE OF KEWASKUM - SANITARY (TYP)

VILLAGE OF KEWASKUM - WATER (TYP)

REIGLE DR

PI: 19+65.55'RD'

PI STA 16+52.69'RD'
Δ = 0°17'40" LT
Y = 221348.9510
X = 350791.6860

FRONTIER - COM (TYP)

WE ENERGIES - ELEC (TYP)

SLOPE INTERCEPT

TEMPORARY LIMITED EASEMENT (TLE)

C1

CP 3

PT: 19+91.23 'RD'

S87° 30' 08"E

20'RD'

MILWAUKEE RIVER

APPROX PL (TYP)

STA 20+20.00'RD' POT:
Y=221,658.4214
X=350,875.5054

C1

PI STA =	19+65.55'RD'
Y =	221,661.6622
X =	350,801.2139
Δ =	90°45'09"
D =	127°19'26"
T =	45.59'
L =	71.28'
R =	45.00'
PC STA =	19+19.96'RD'
PT STA =	19+91.23'RD'

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION ©
- SURFACE WATER FLOW

KEWASKUM COMMUNITY HIGH
SCHOOL DISTRICT NO 2
ID: V4-0319

KEWASKUM SCHOOL
ID: V4 0305001

5

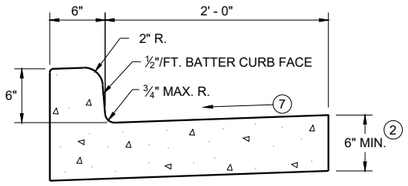
5

PROJECT NO: 4824-06-70	HWY: LOCAL (REIGLE DR)	COUNTY: WASHINGTON	PLAN	SHEET 21 E

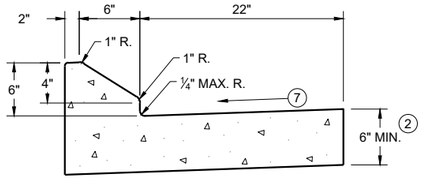
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

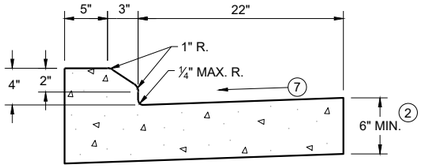
6



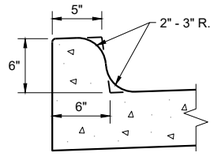
TYPES A (1) & D



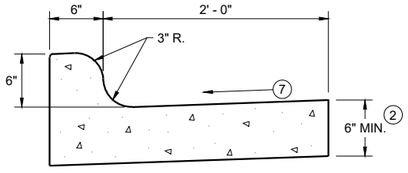
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

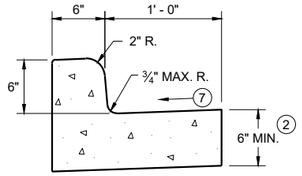


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



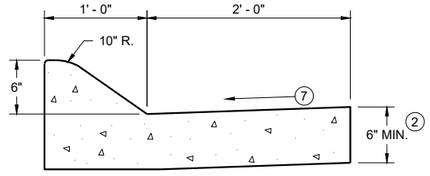
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

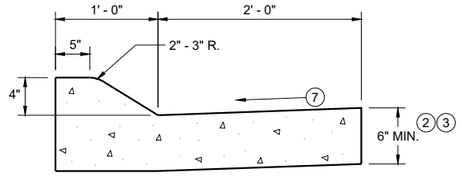


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

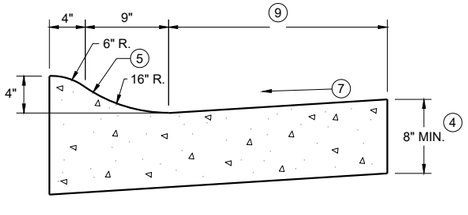


6" SLOPED CURB TYPES A (1) & D



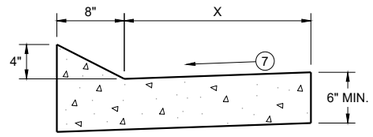
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

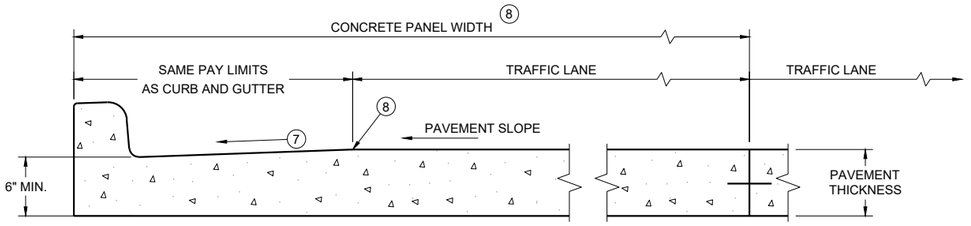


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

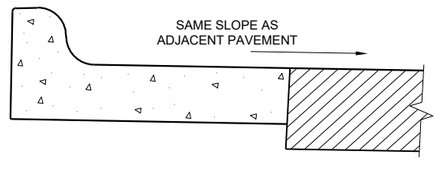
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

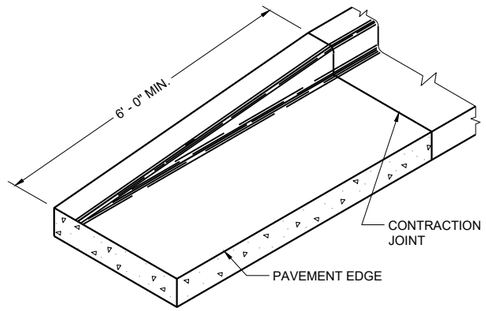
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

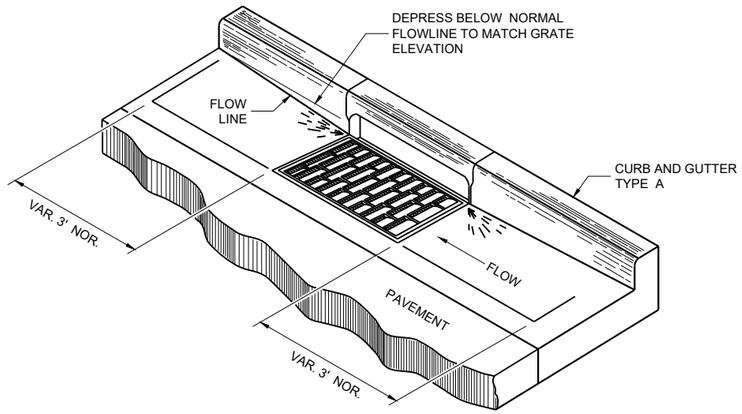
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

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.

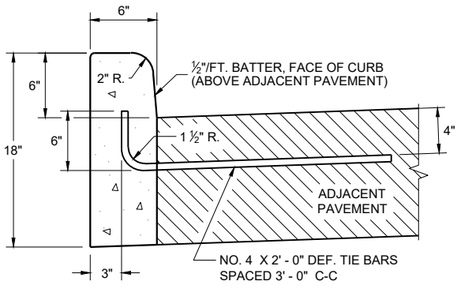
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

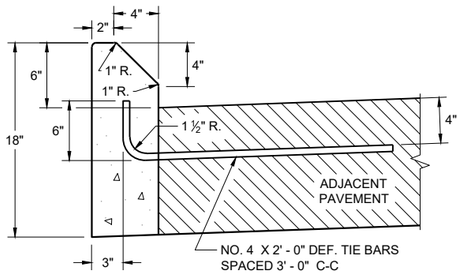
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

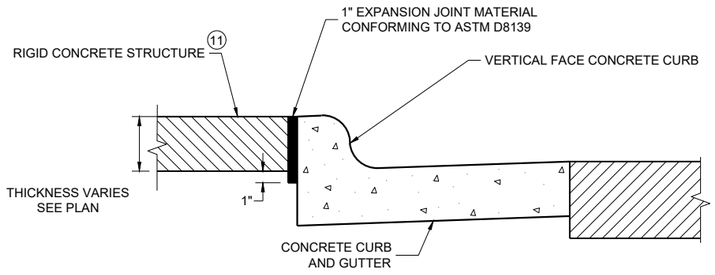


TYPES A (1) & D

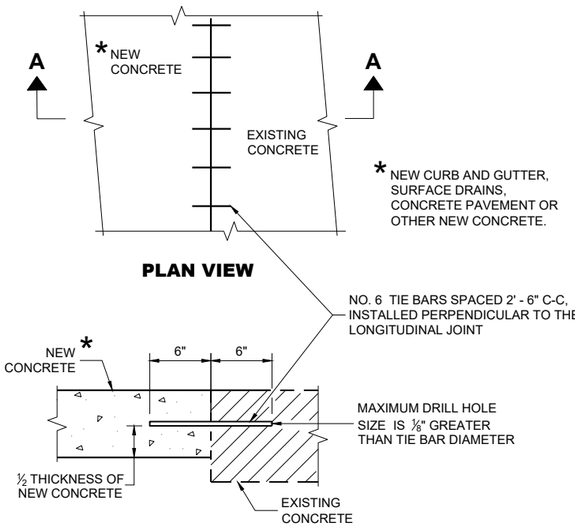


TYPES G (1) & J

CONCRETE CURB



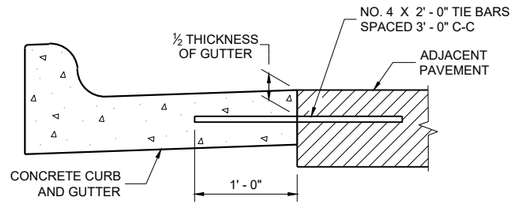
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



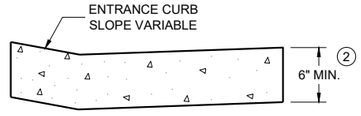
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

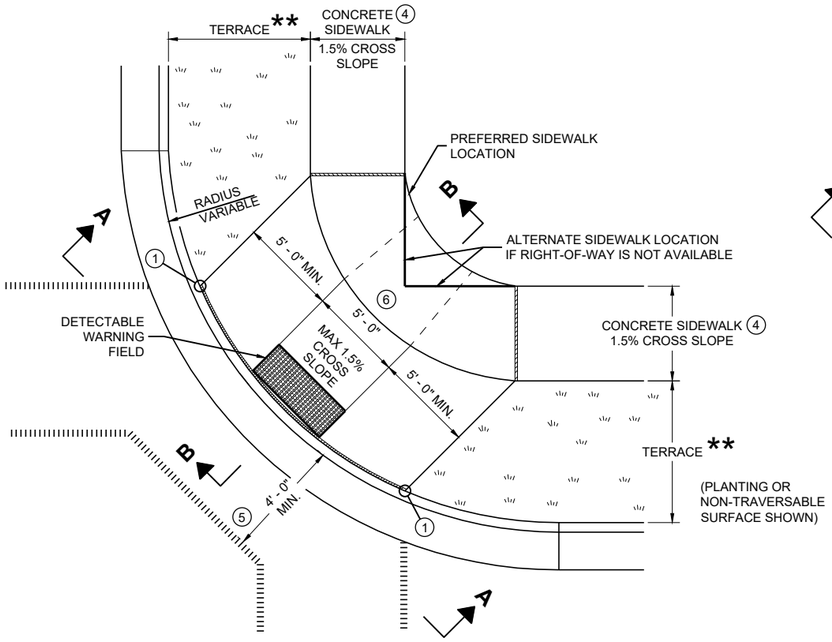
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

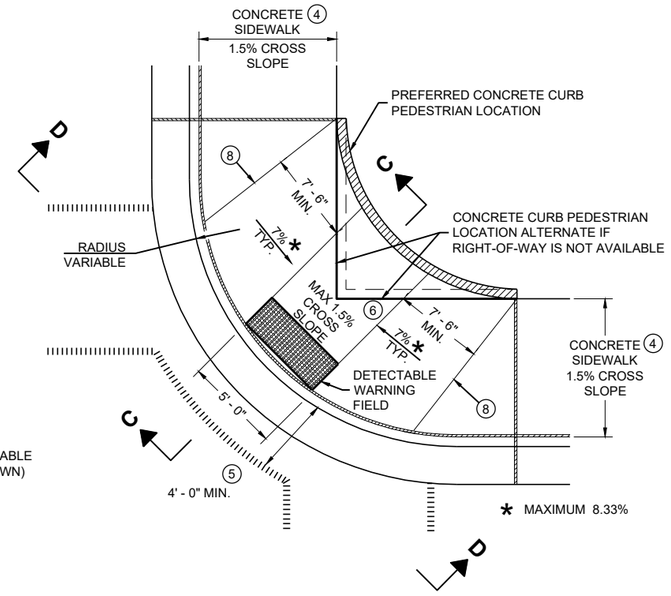
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

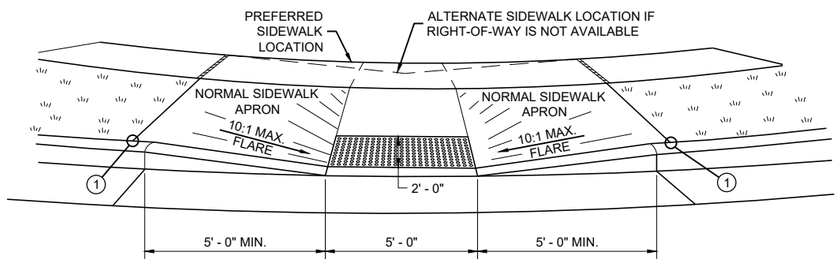
(CENTER OF CORNER RADIUS)



PLAN VIEW

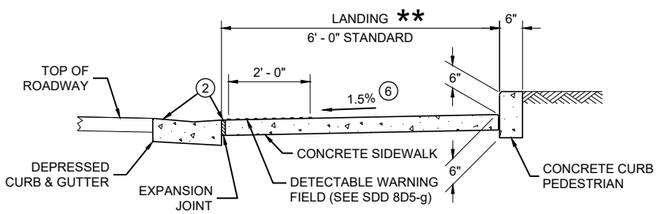
CURB RAMP TYPE 1 - A

(NO TERRACE)

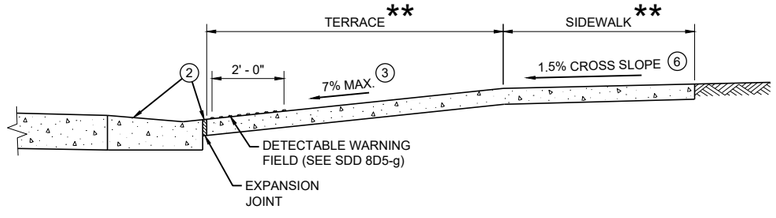


VIEW A - A FOR TYPE 1

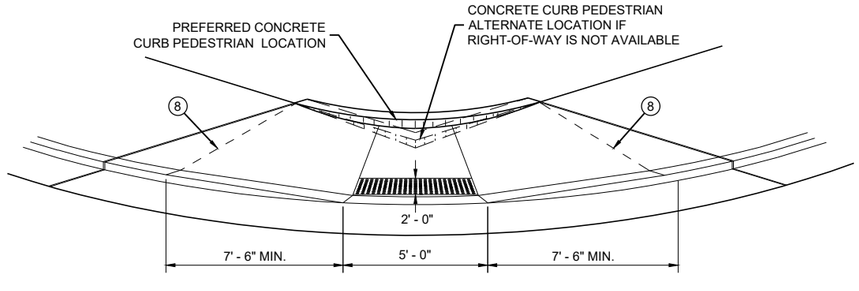
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



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 FILED 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 ¼ - 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.

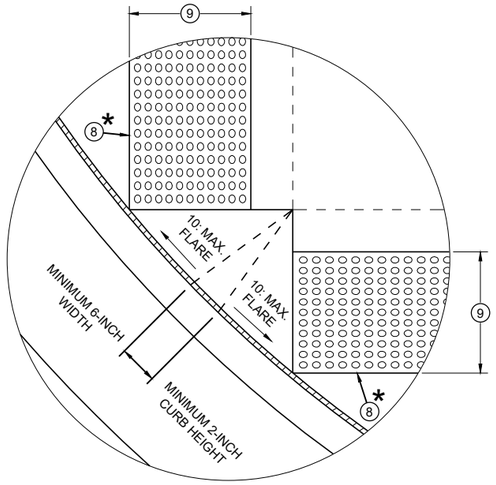
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

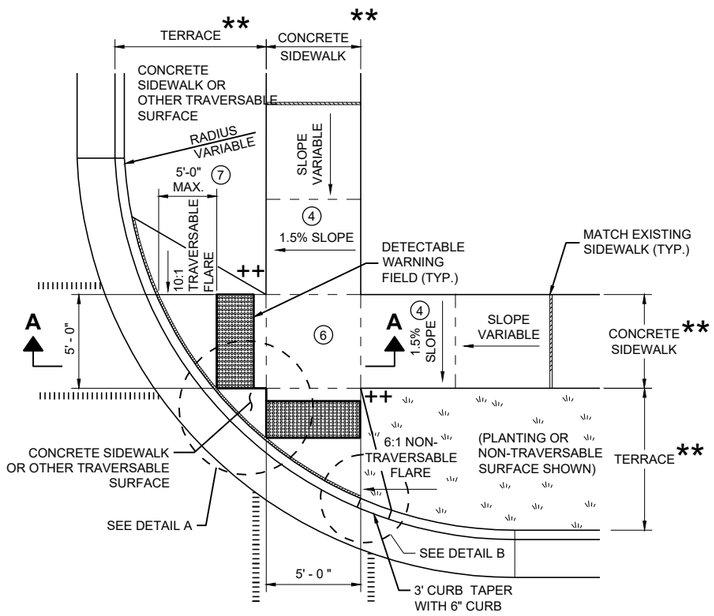
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



DETAIL A



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

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 ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

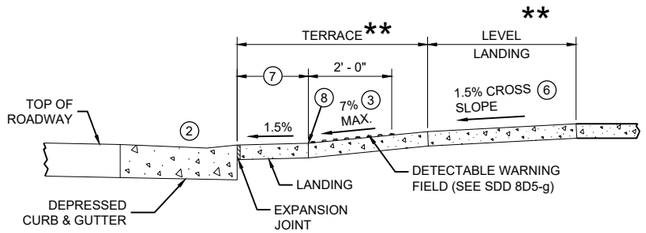
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

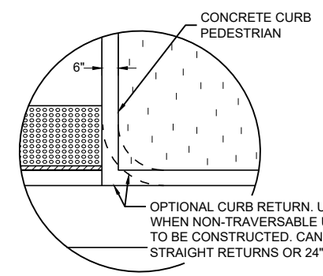


SECTION A - A FOR TYPE 2

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

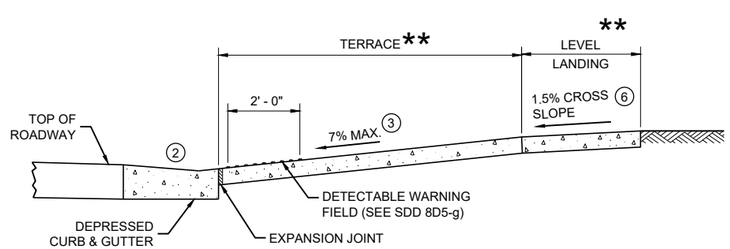
** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

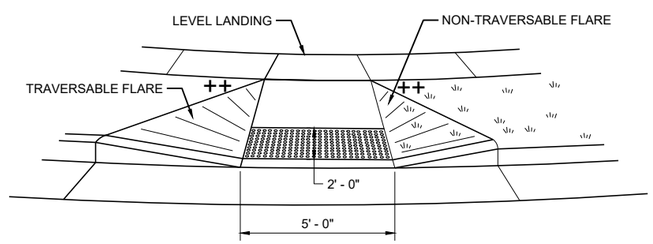


DETAIL B

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



SECTION B - B FOR TYPE 3



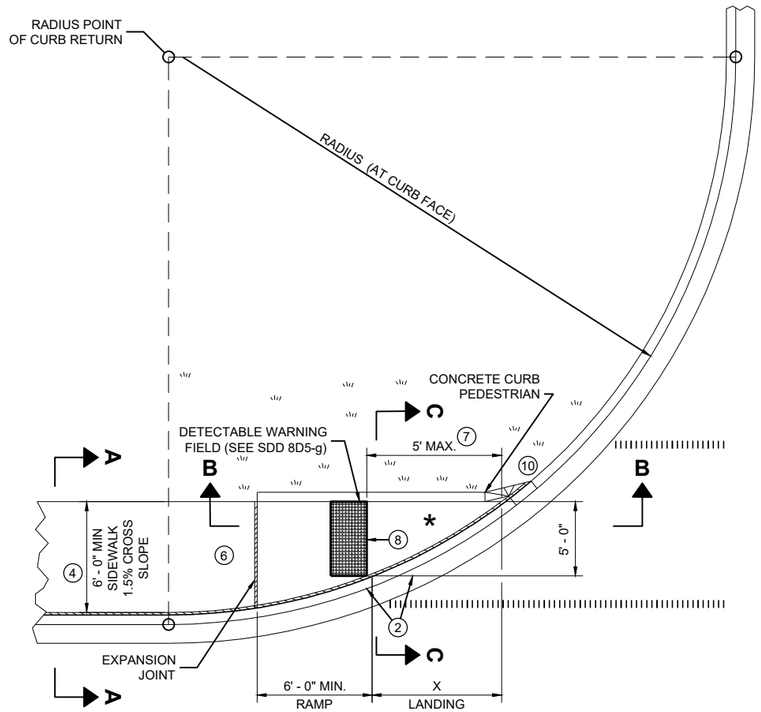
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

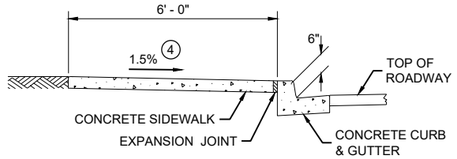


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

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 ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

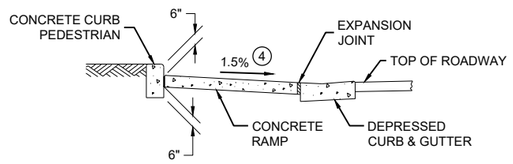
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

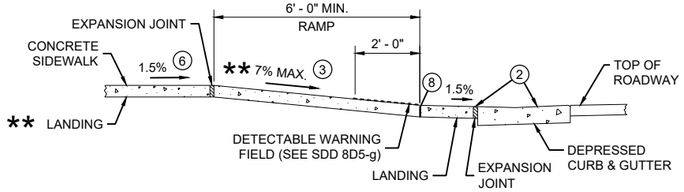
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

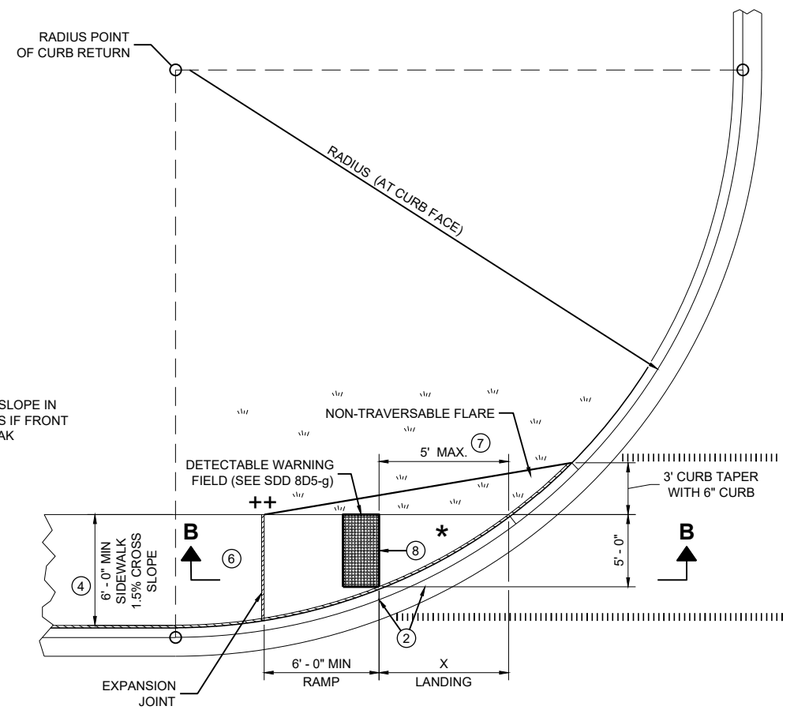


SECTION C - C FOR TYPE 4A



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

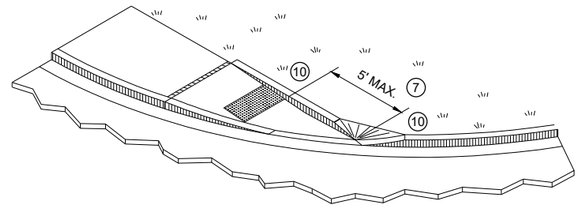
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



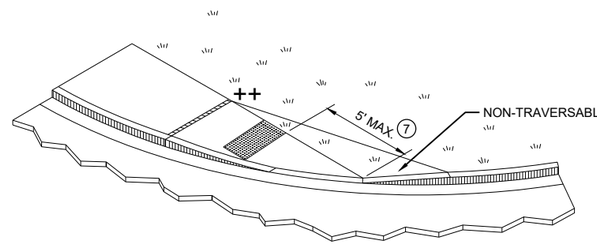
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A

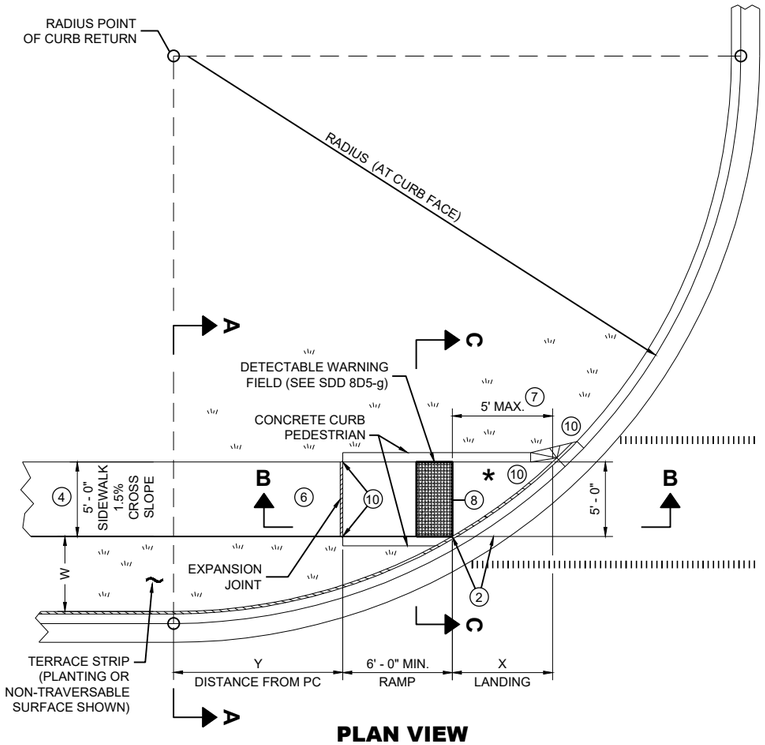


ISOMETRIC VIEW FOR TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



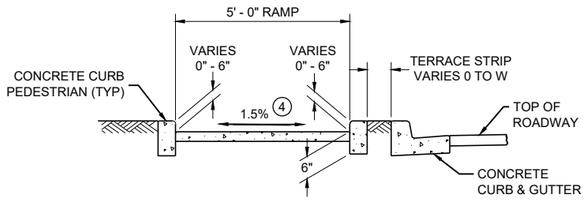
PLAN VIEW
CURB RAMP TYPE 4B

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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

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 ¼ - 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.

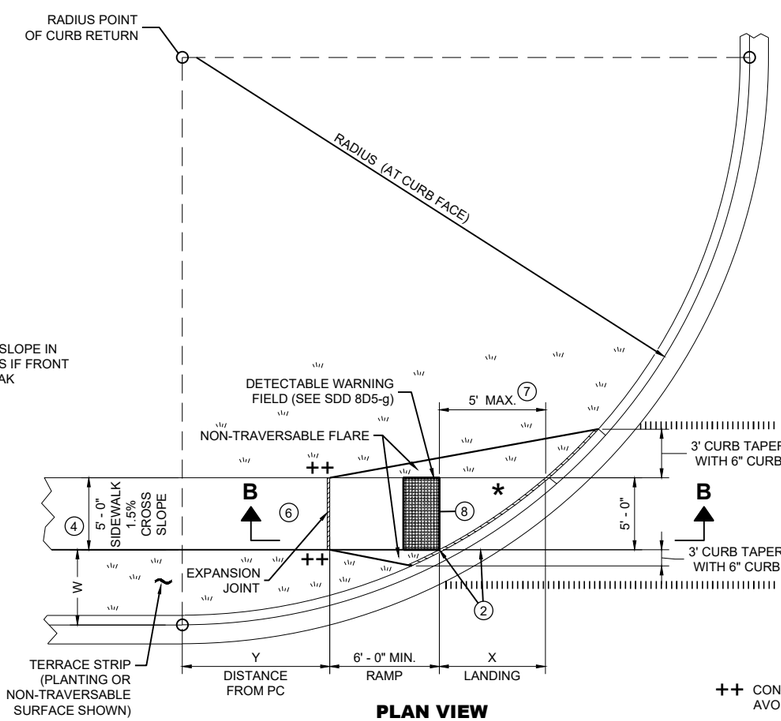
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

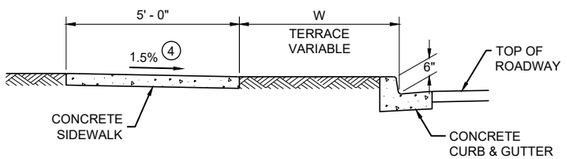
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

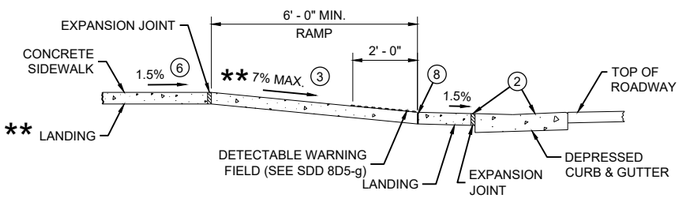
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



PLAN VIEW
CURB RAMP TYPE 4B1



SECTION A - A FOR TYPE 4B

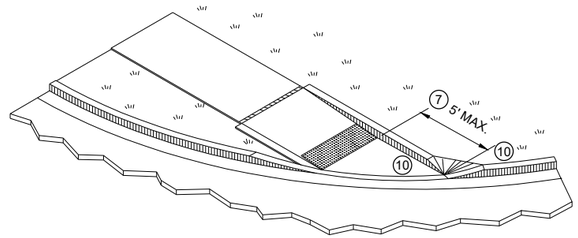


SECTION B - B FOR TYPE 4B AND TYPE 4B1

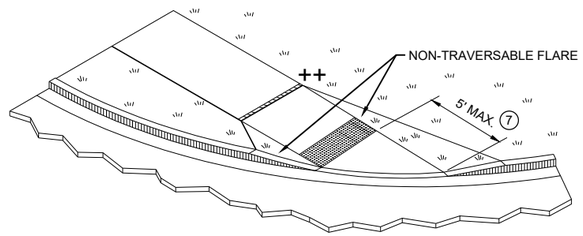
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



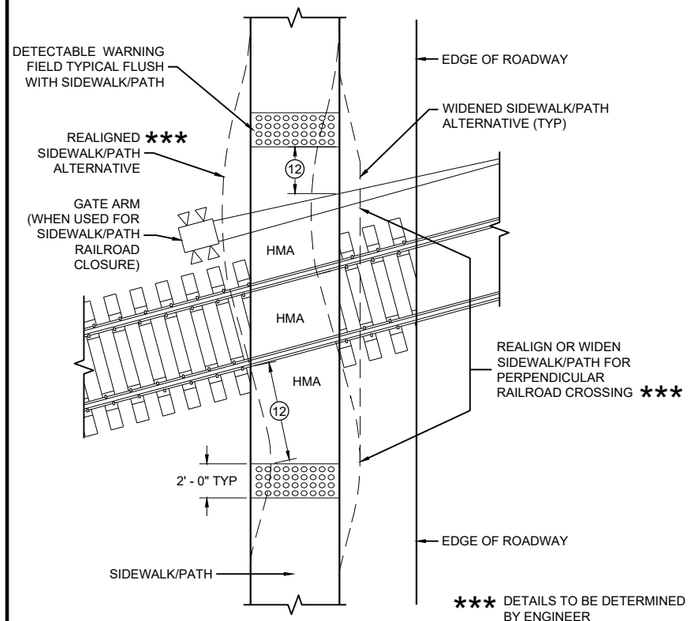
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

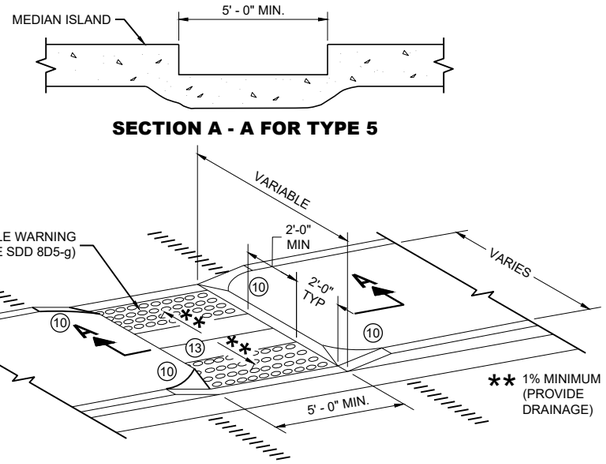
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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 ¼ - 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.

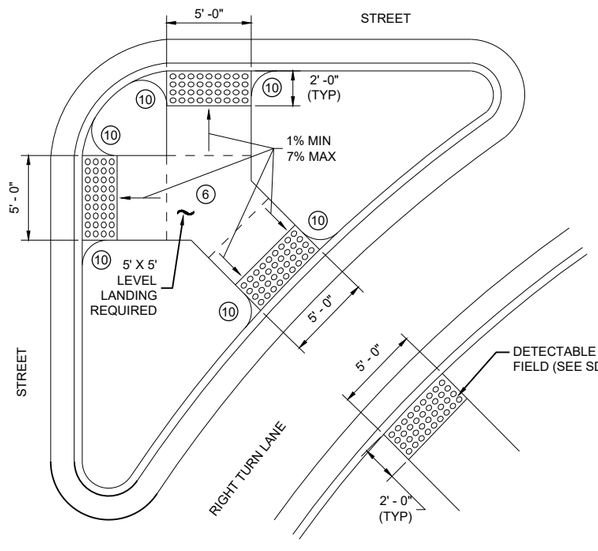
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

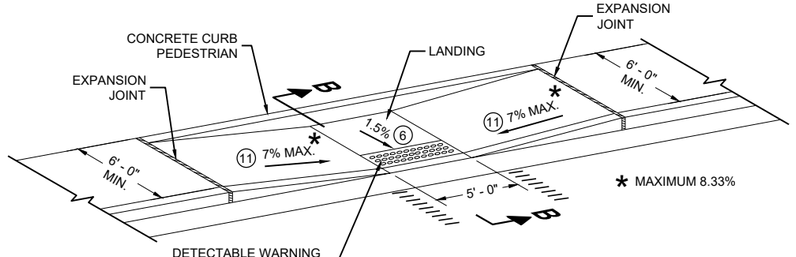
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

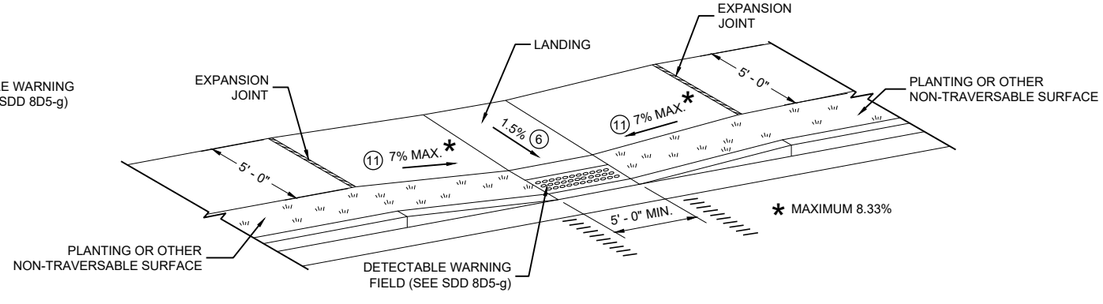
DETECTABLE WARNING AT ISLANDS

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



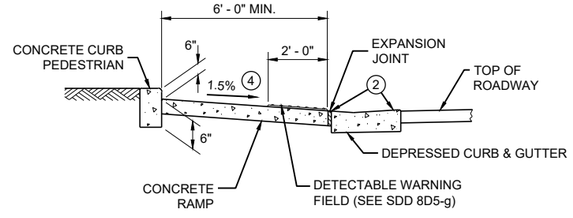
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

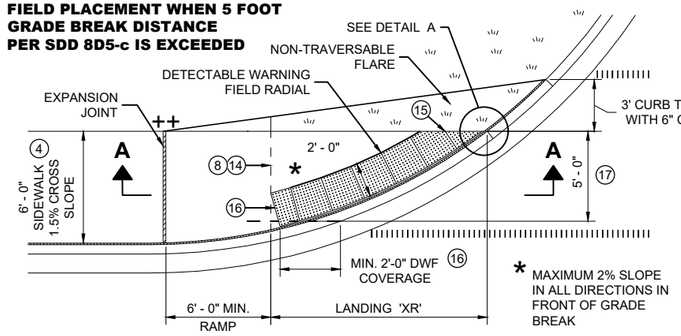


SECTION B - B FOR TYPE 7A

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

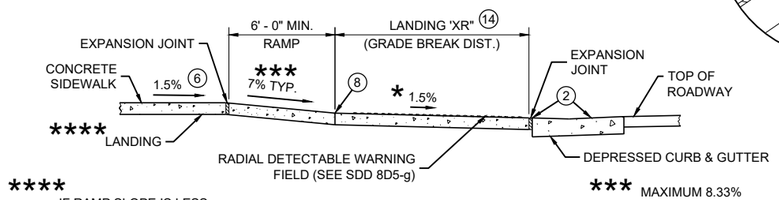
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

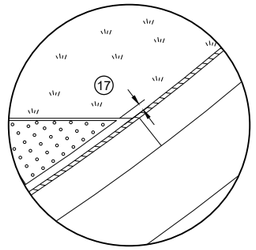


PLAN VIEW

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



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

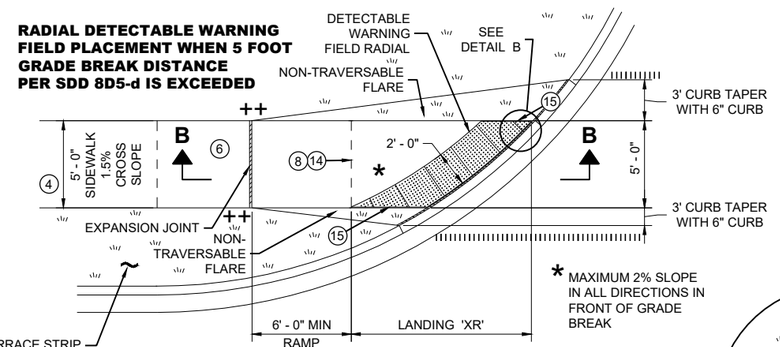
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

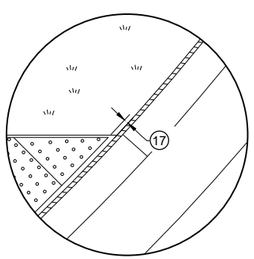
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

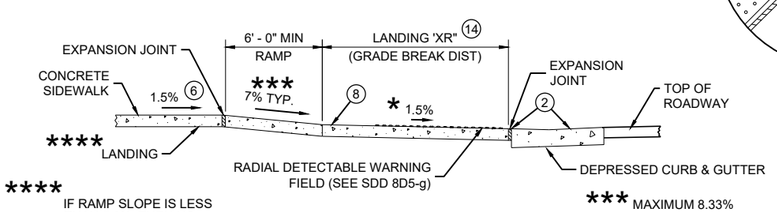


PLAN VIEW

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

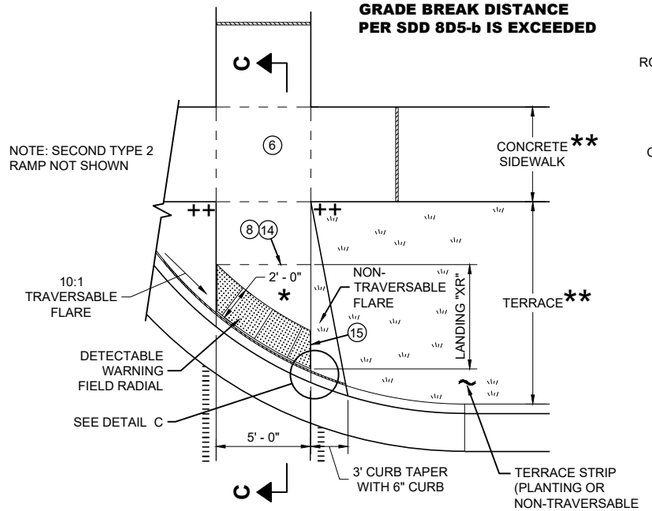


DETAIL B



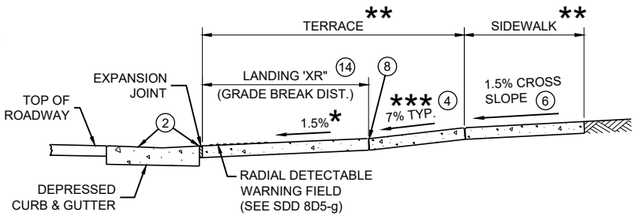
SECTION B - B FOR TYPE 4B1

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

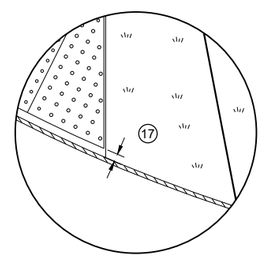


PLAN VIEW

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

6

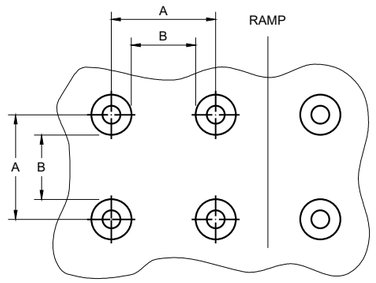
SDD 08D05-21f

6

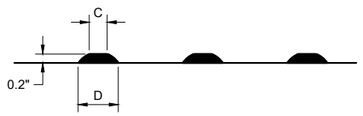
SDD 08D05-21f

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

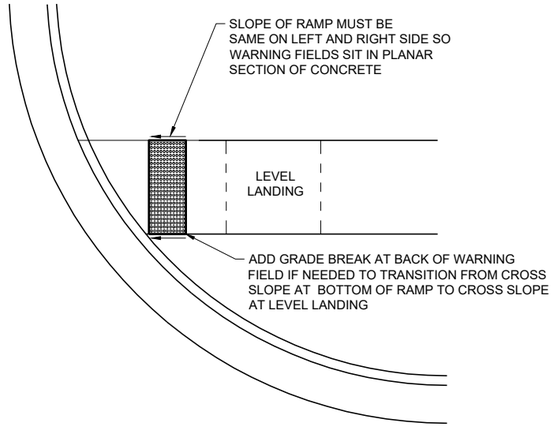
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

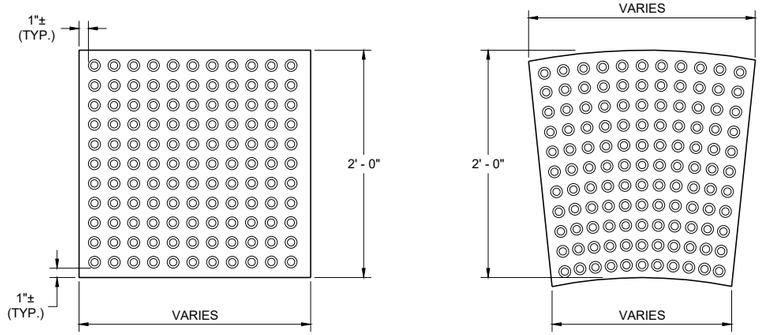
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

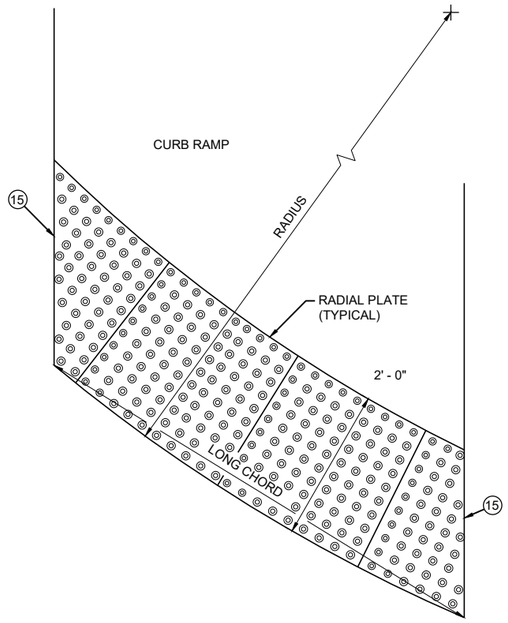
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



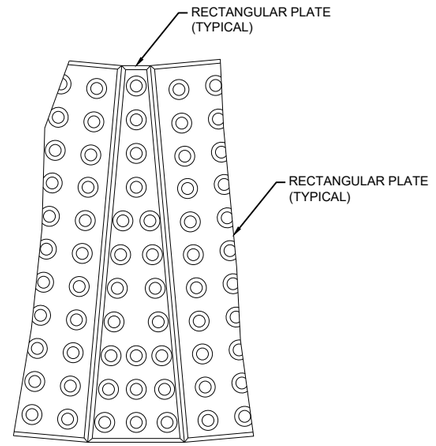
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

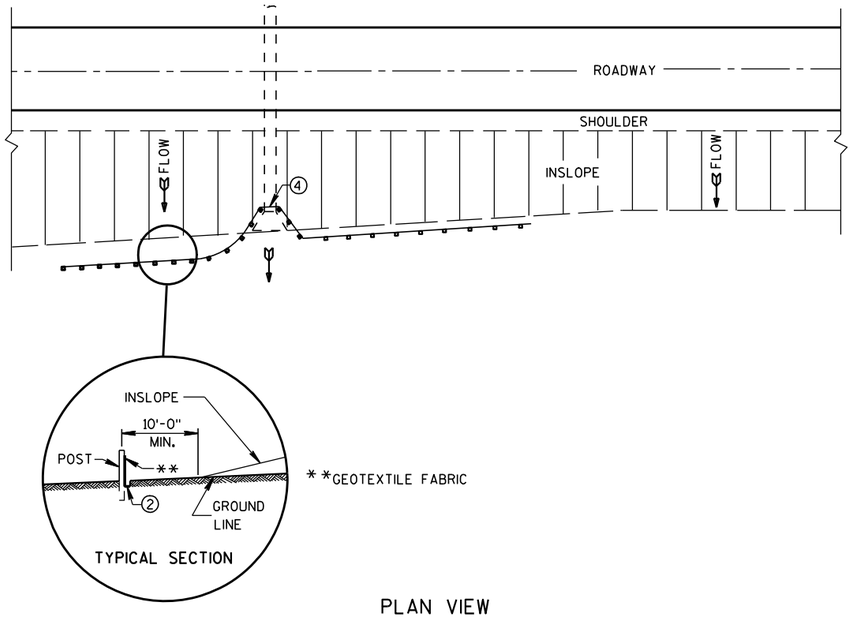
APPROVED

July 2023 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

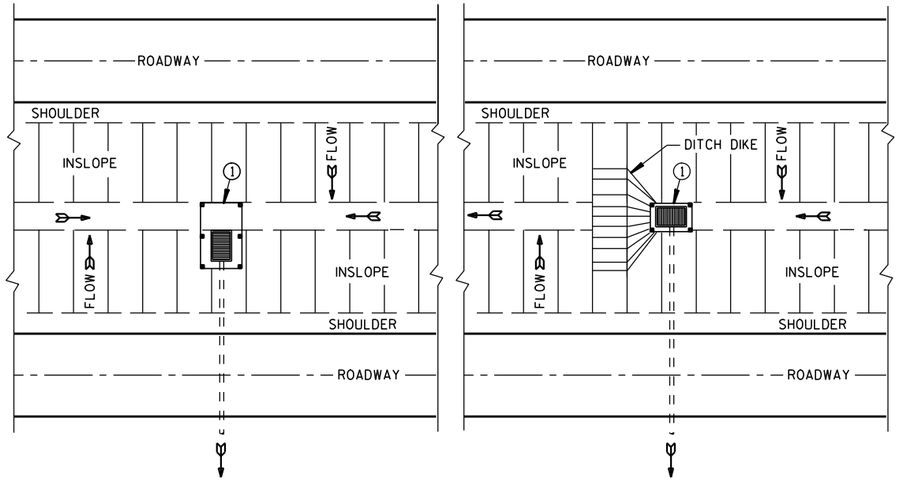
FHWA

6
SDD 08D05-21g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



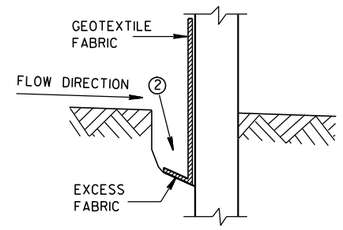
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

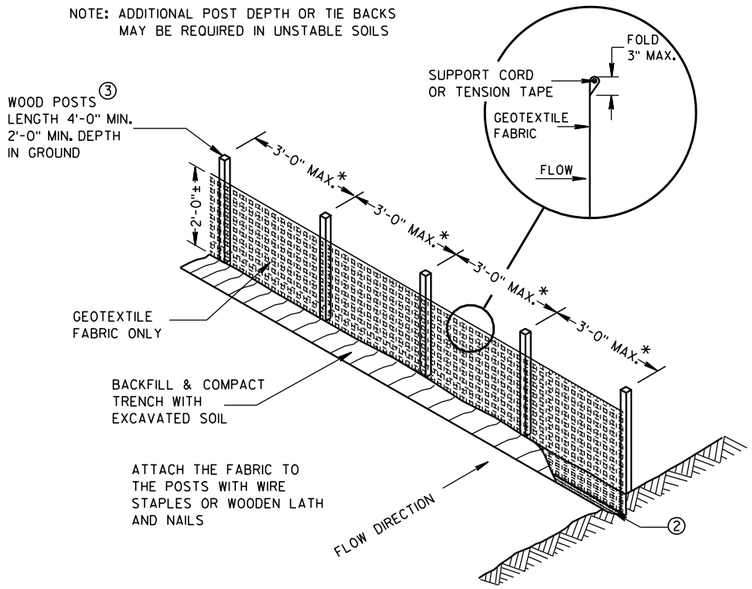
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

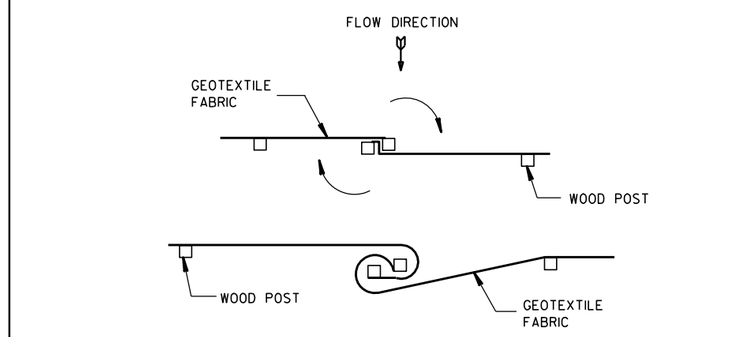


TRENCH DETAIL

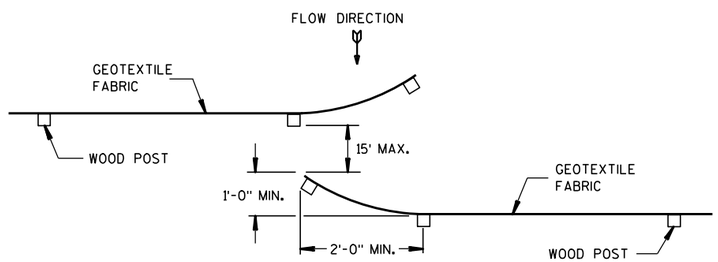


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

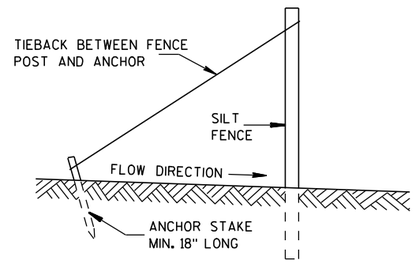


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

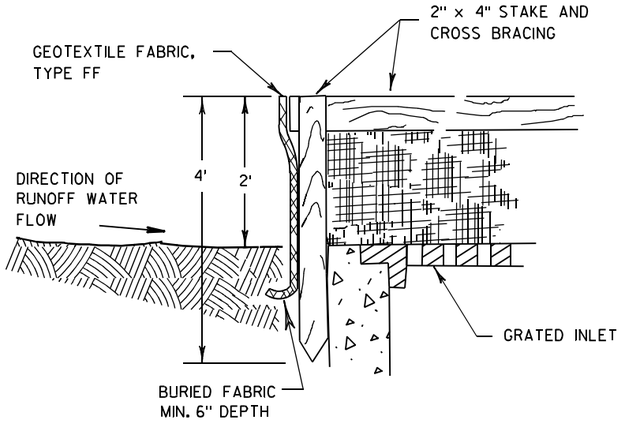
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

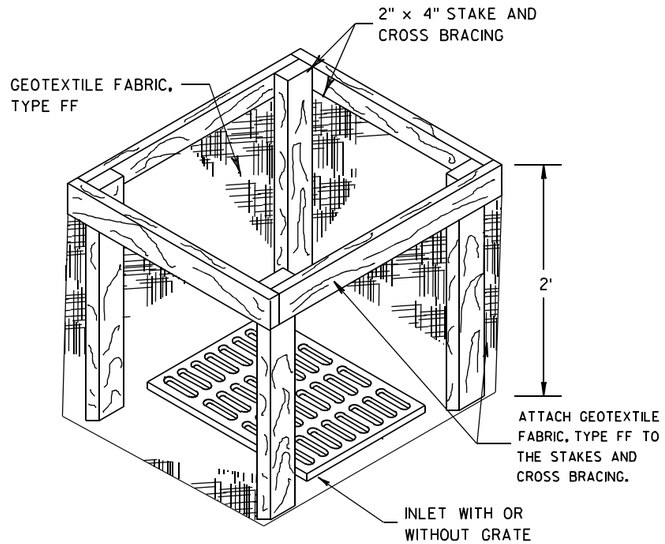
6

S.D.D. 8 E 9-6

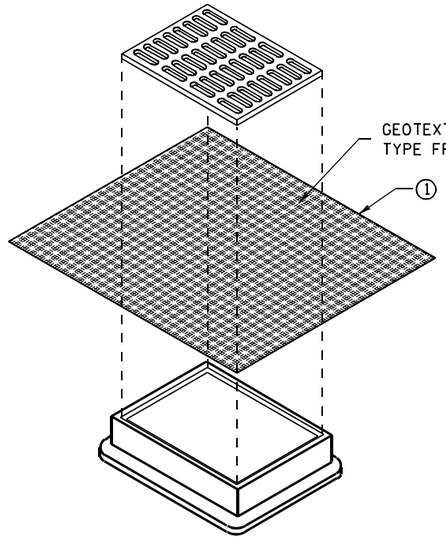
6

S.D.D. 8 E 9-6



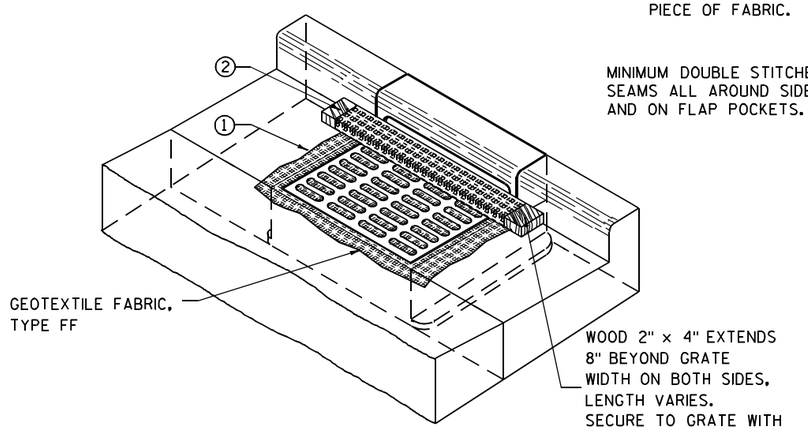


INLET PROTECTION, TYPE A

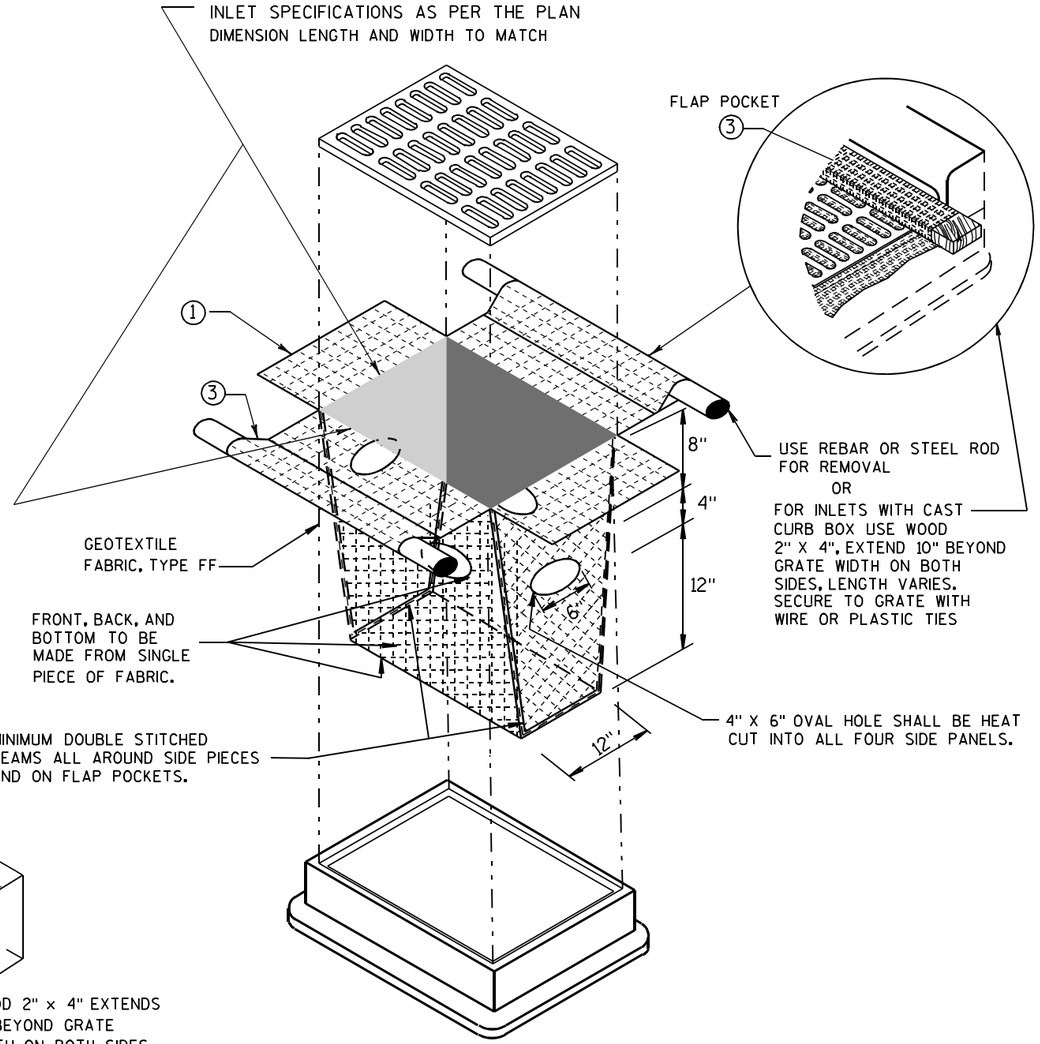


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

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.

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 A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

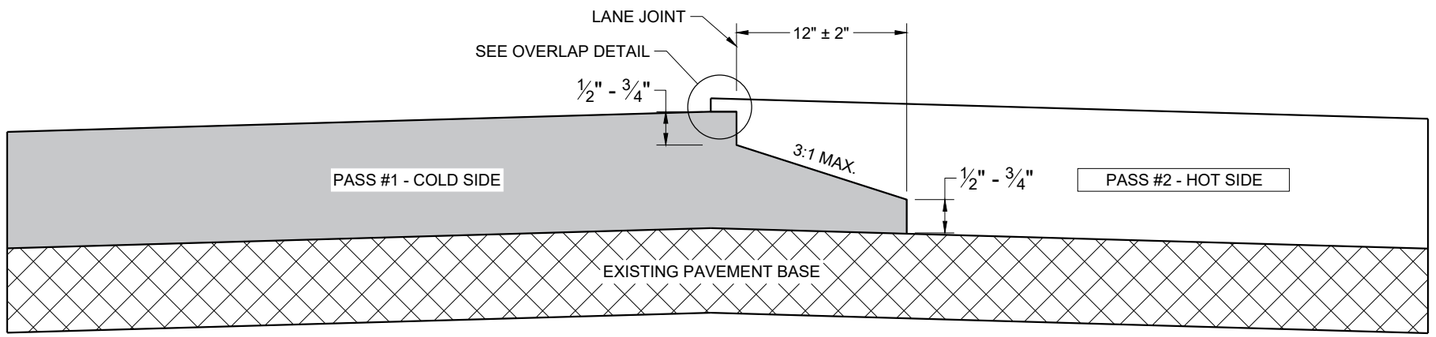
FHWA

6

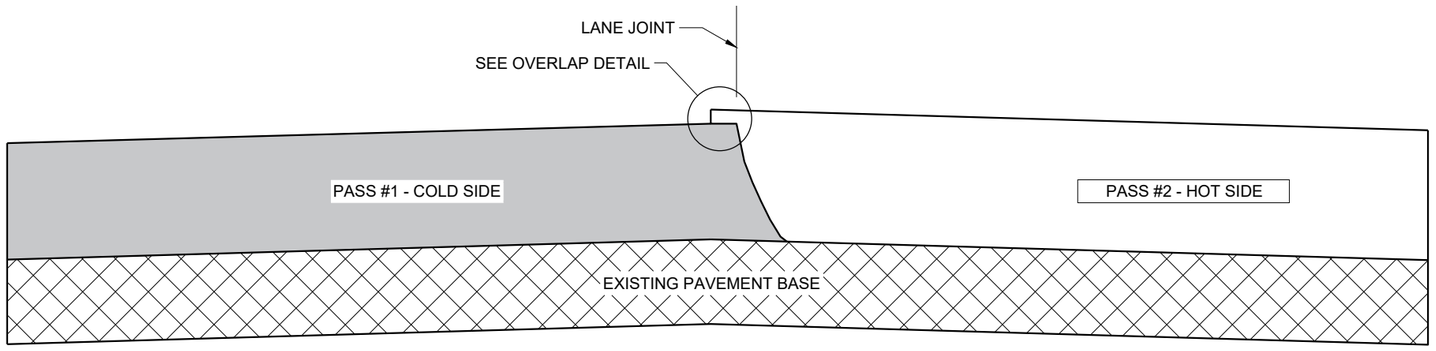
S.D.D. 8 E 10-2

6

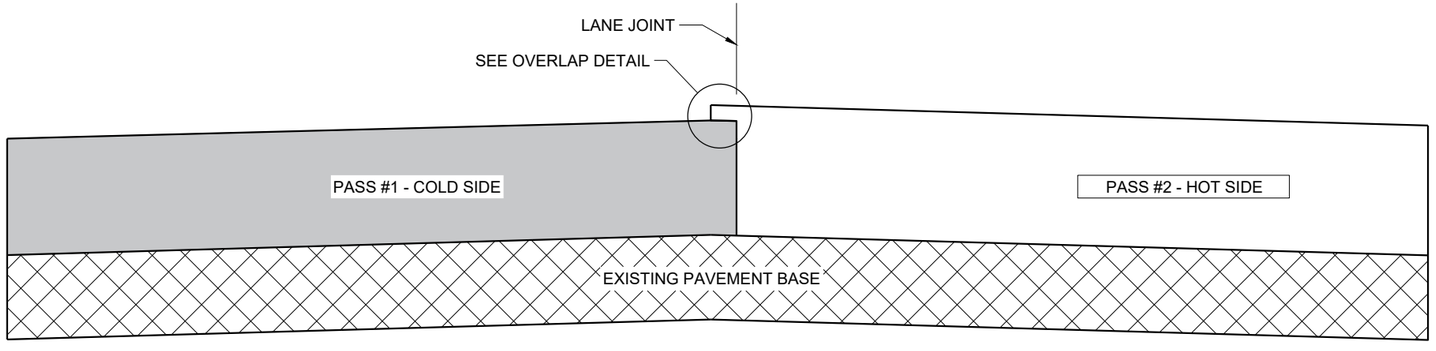
S.D.D. 8 E 10-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

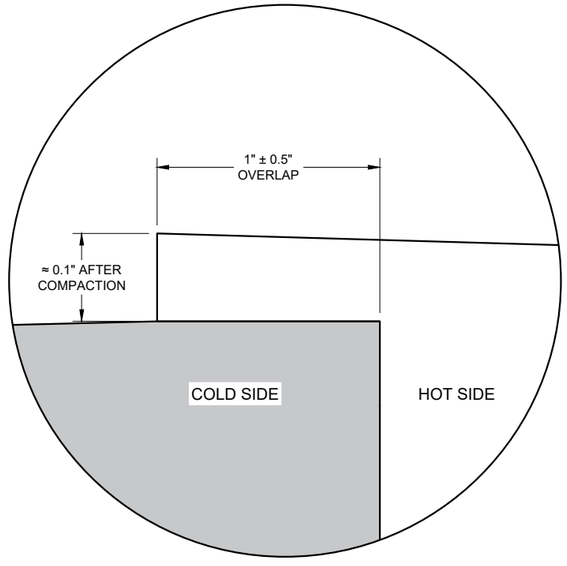
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

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

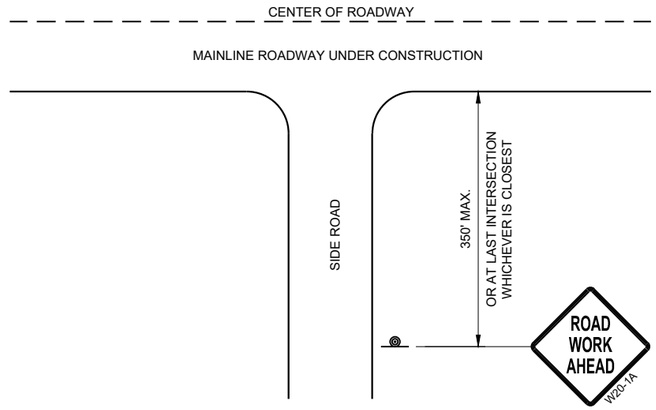
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

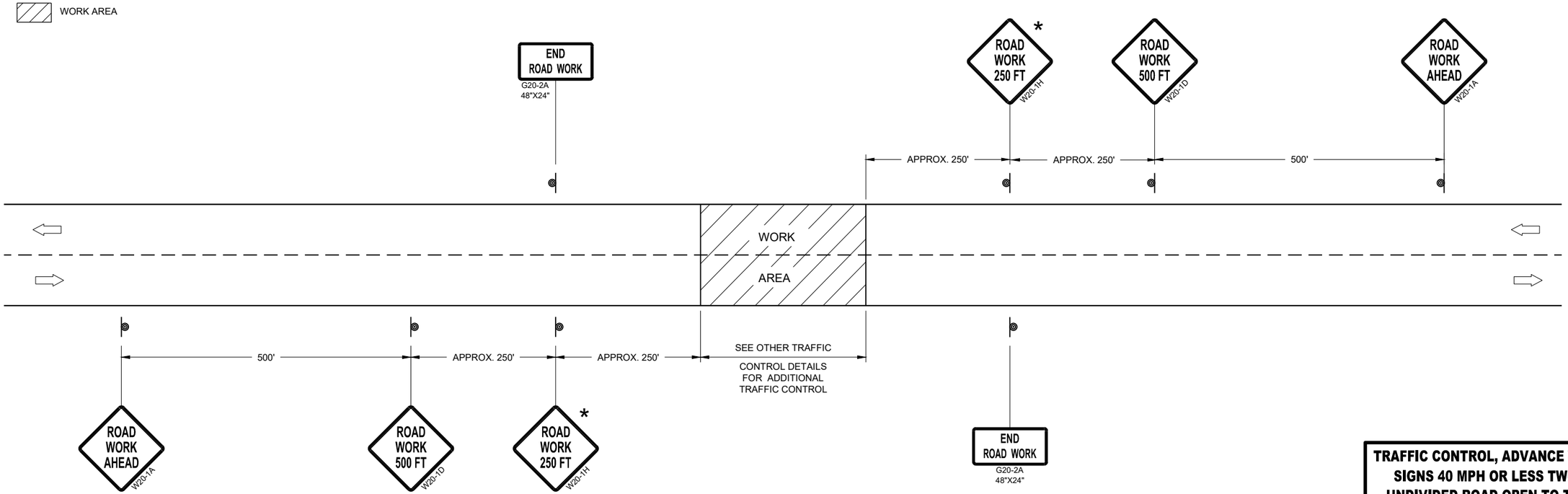
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

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.

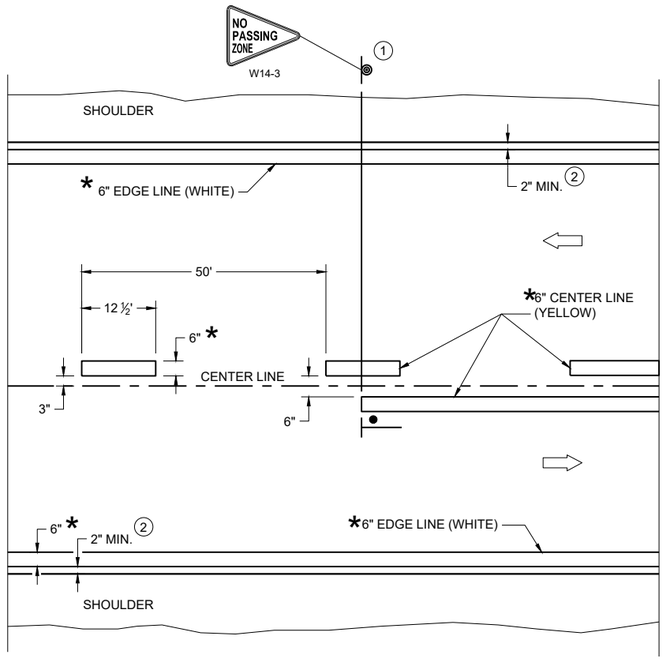
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

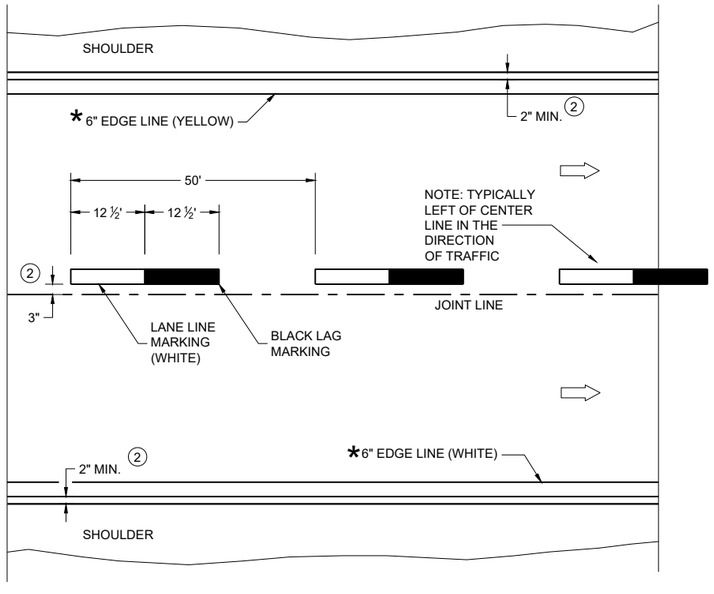
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C08-23a

6

SDD 15C08-23a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

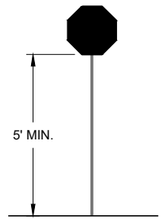
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



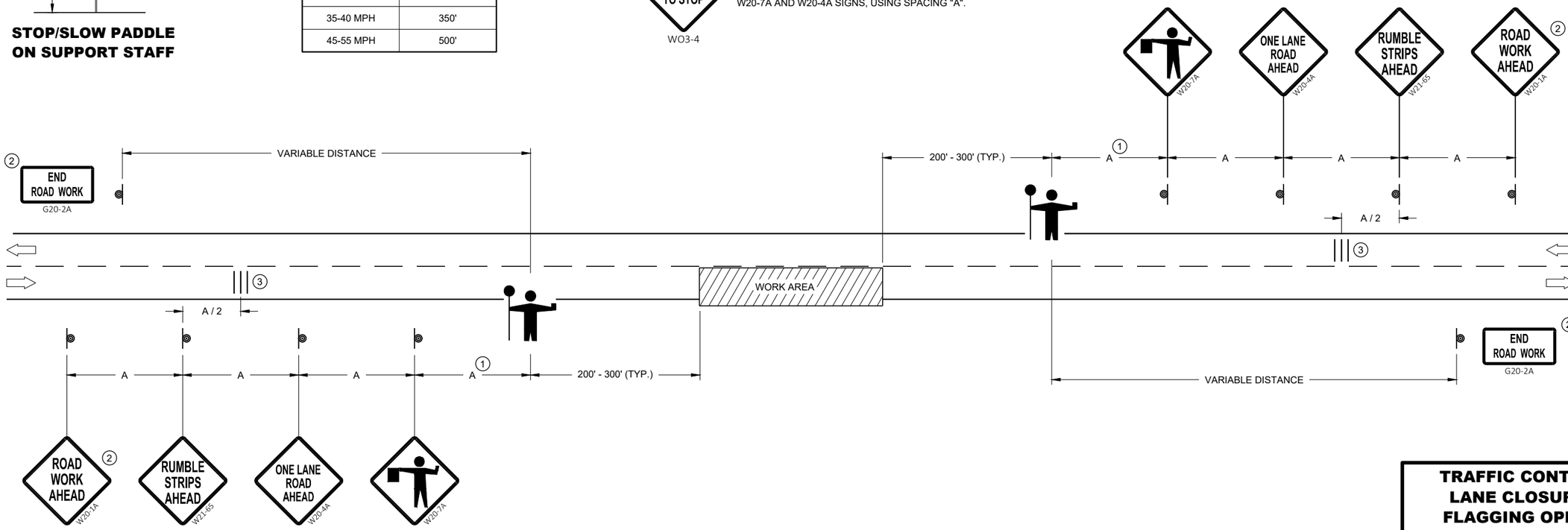
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 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 ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

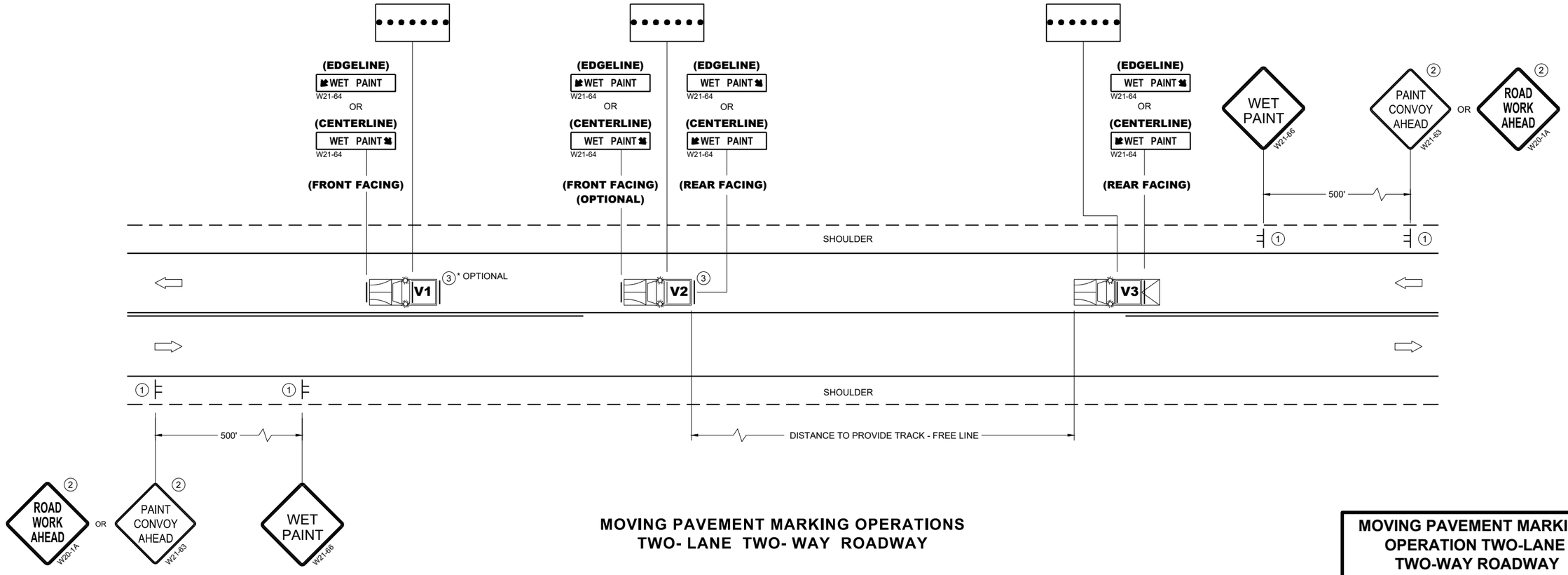
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

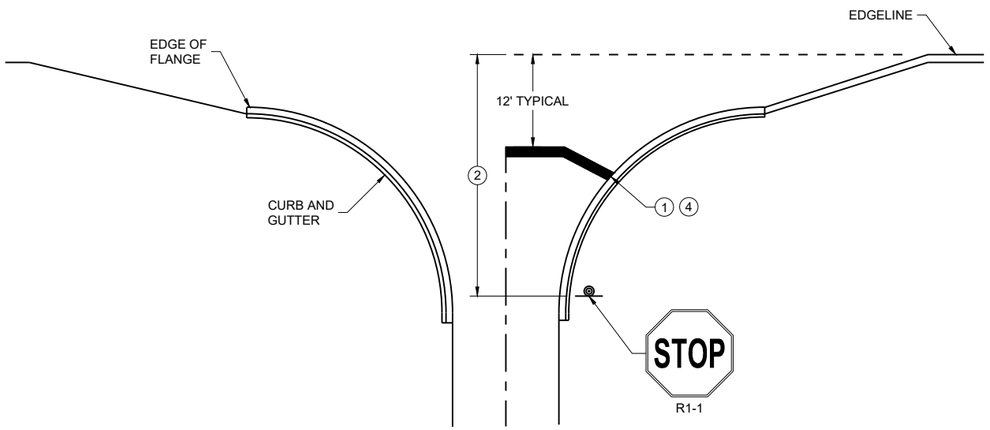
SDD 15C19-9a

SDD 15C19-9a

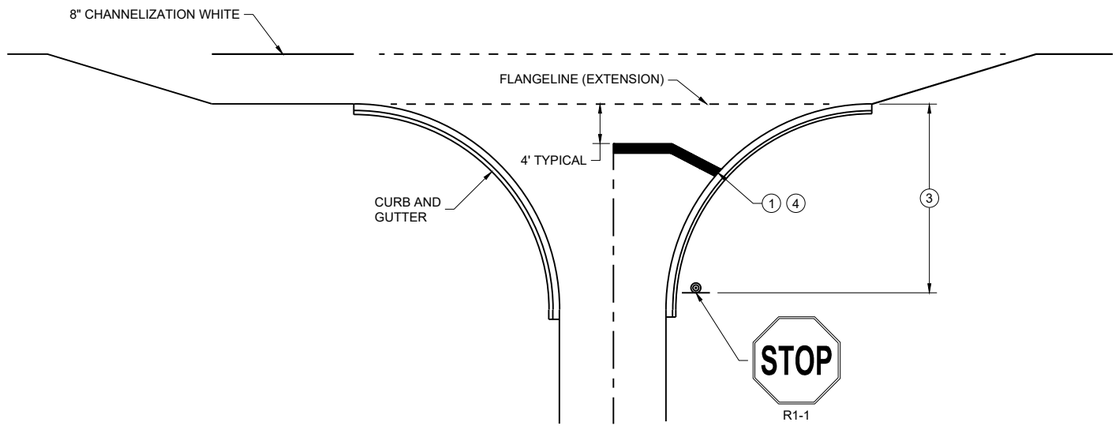
GENERAL NOTES

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

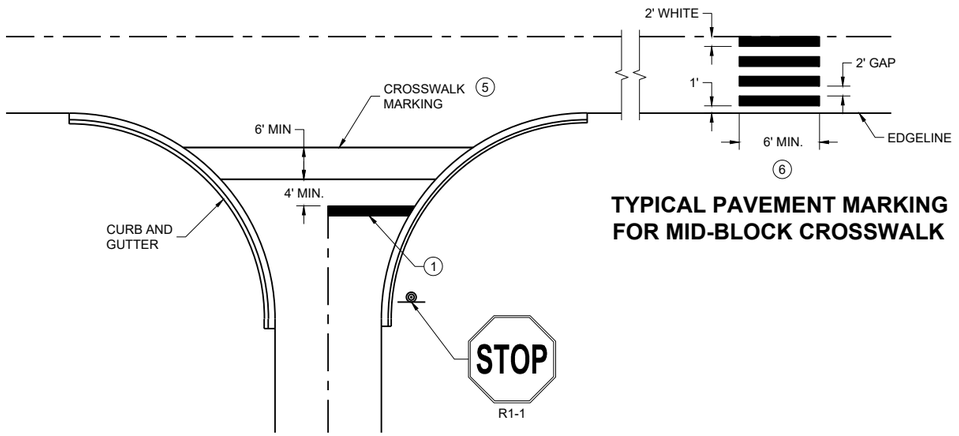
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

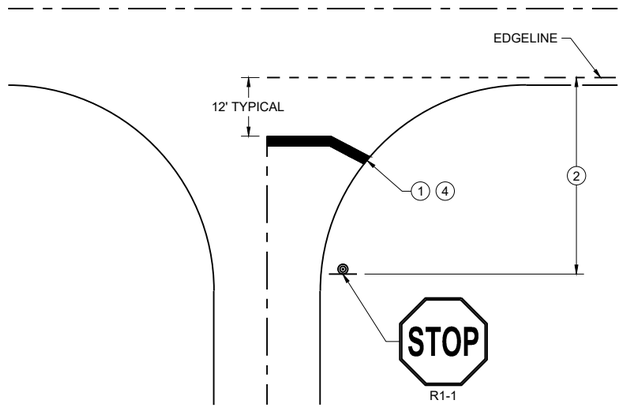


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

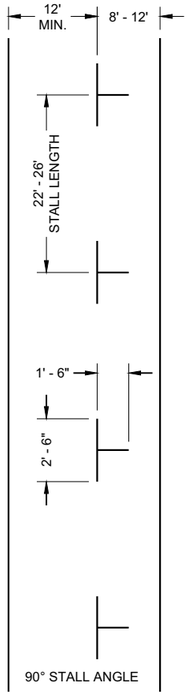
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

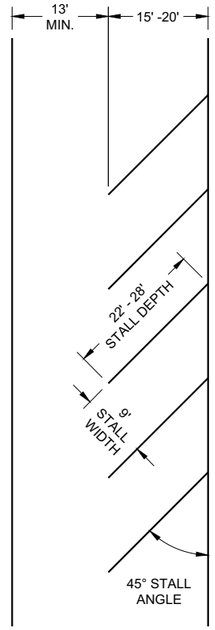
March 2024 — DATE

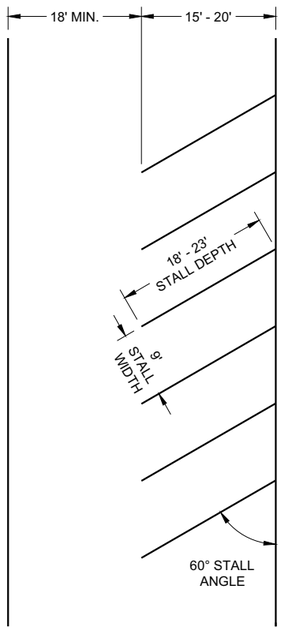
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



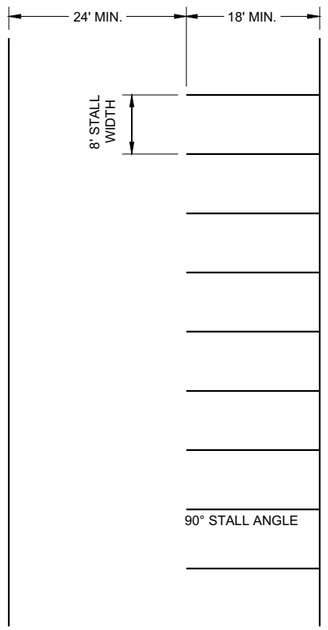
PARALLEL PARKING





ANGLED PARKING

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



PARKING LOTS

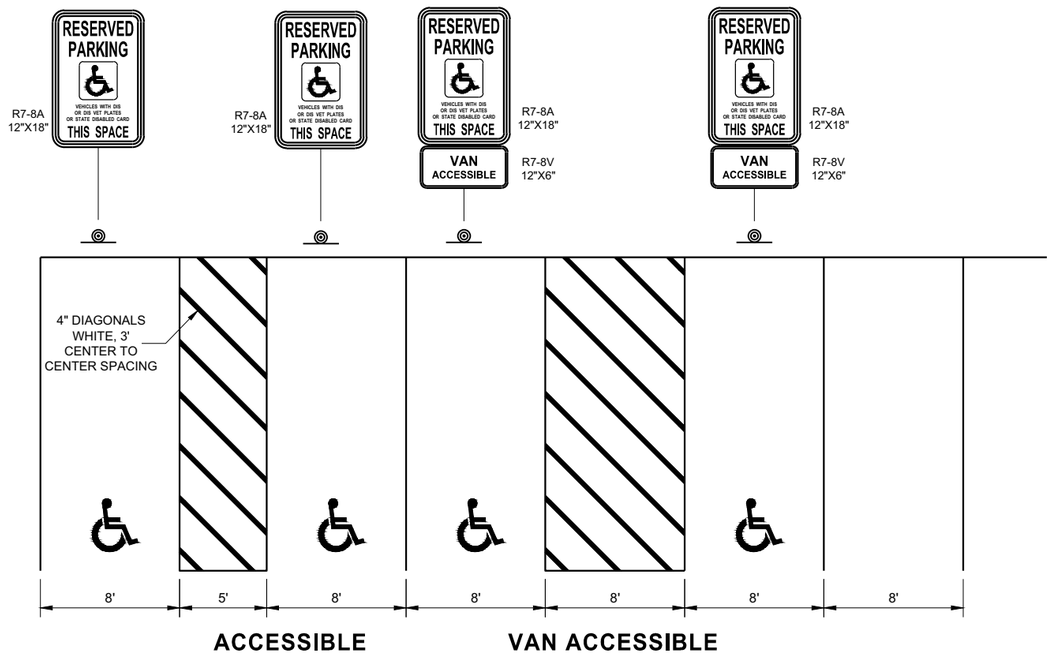
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

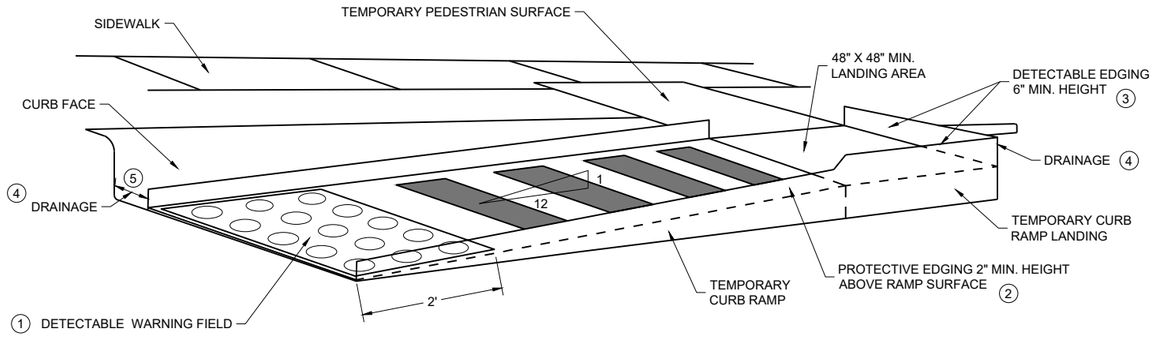
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01



PERSPECTIVE VIEW

GENERAL NOTES

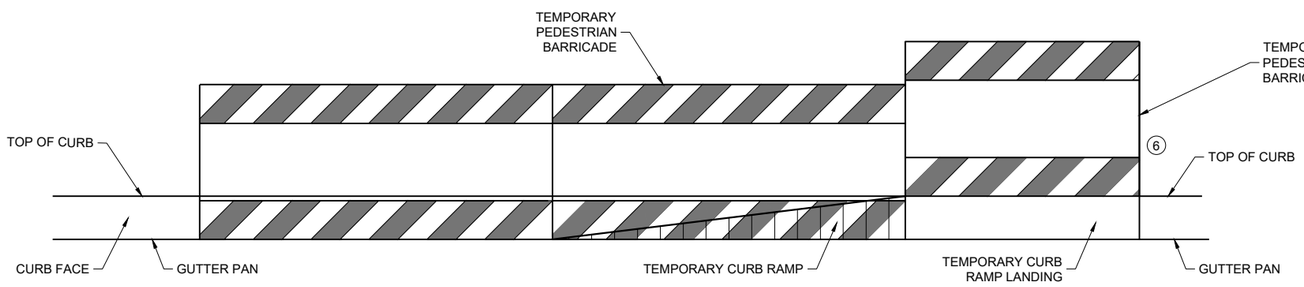
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

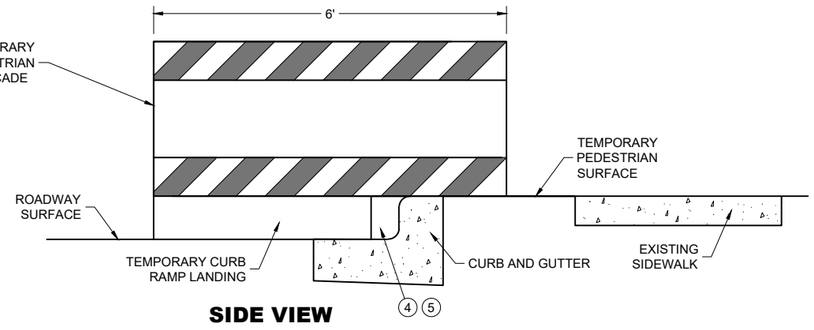
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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. 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.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

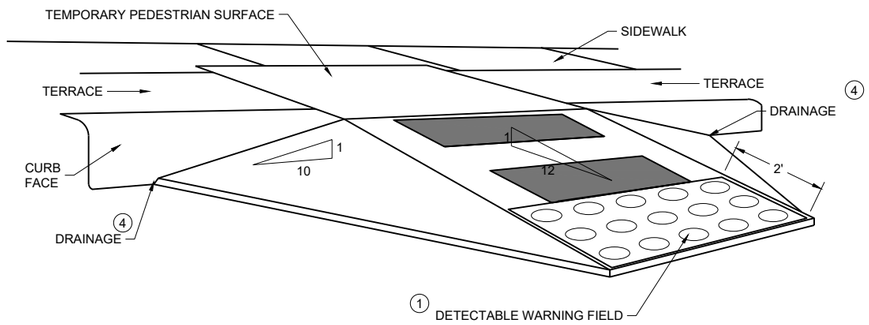
SDD 15D30-10b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

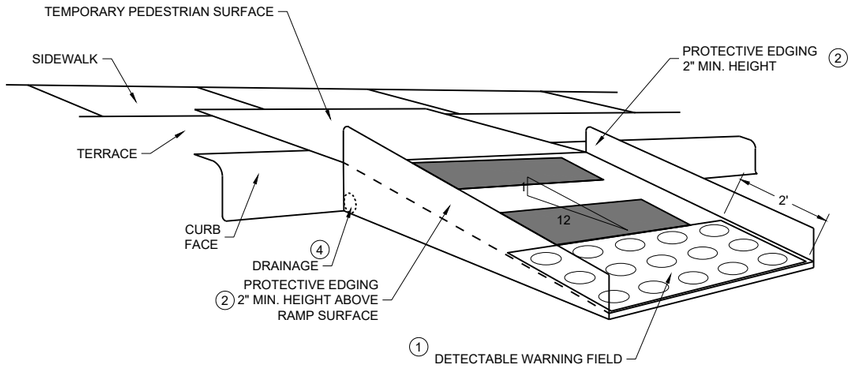
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

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.

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D30-10c

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.

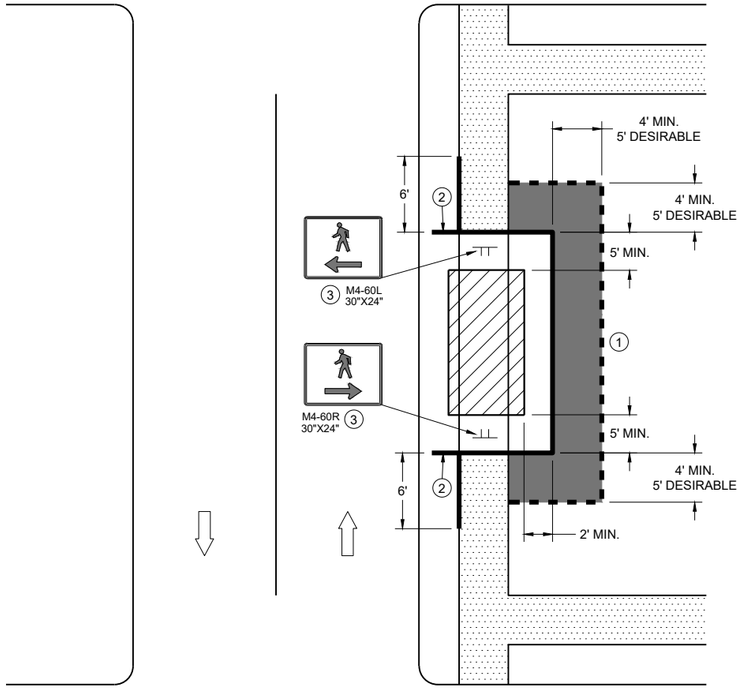
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 BYPASS
SINGLE SIDE

6

SDD 15D30-10g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10g

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.

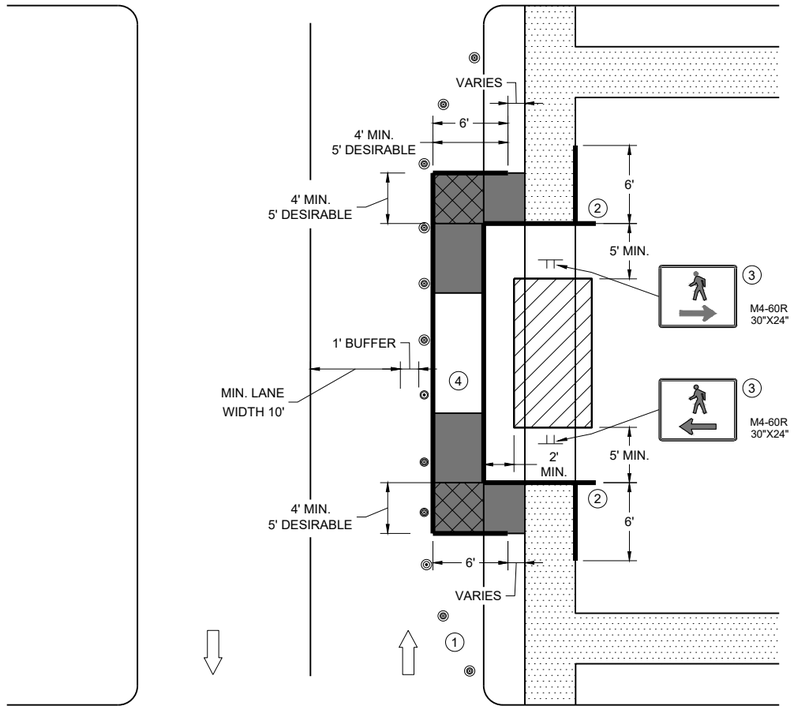
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(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. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

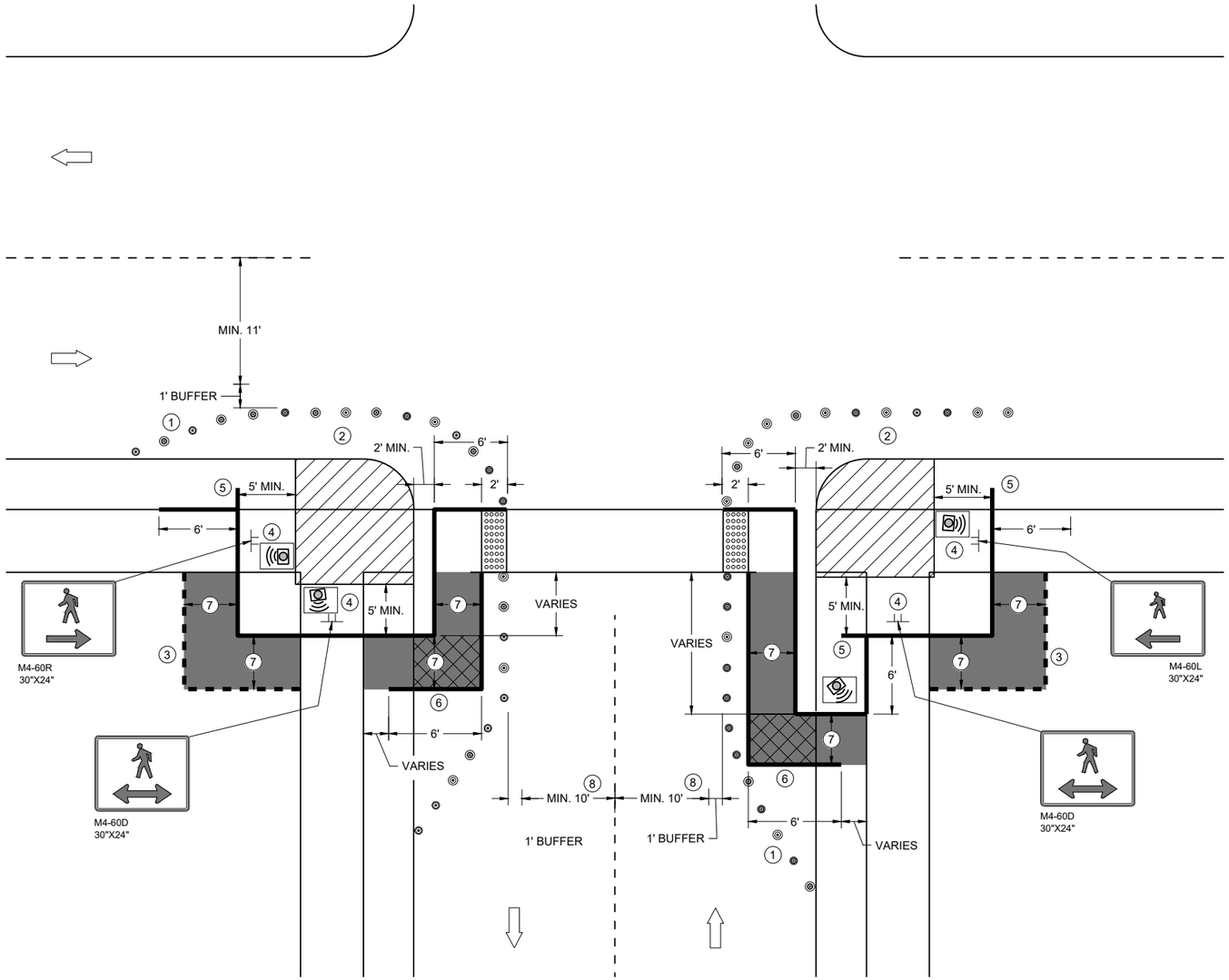


SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10h



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10i

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.

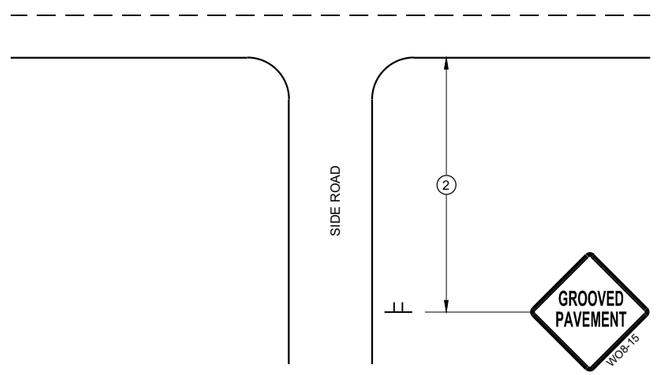
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

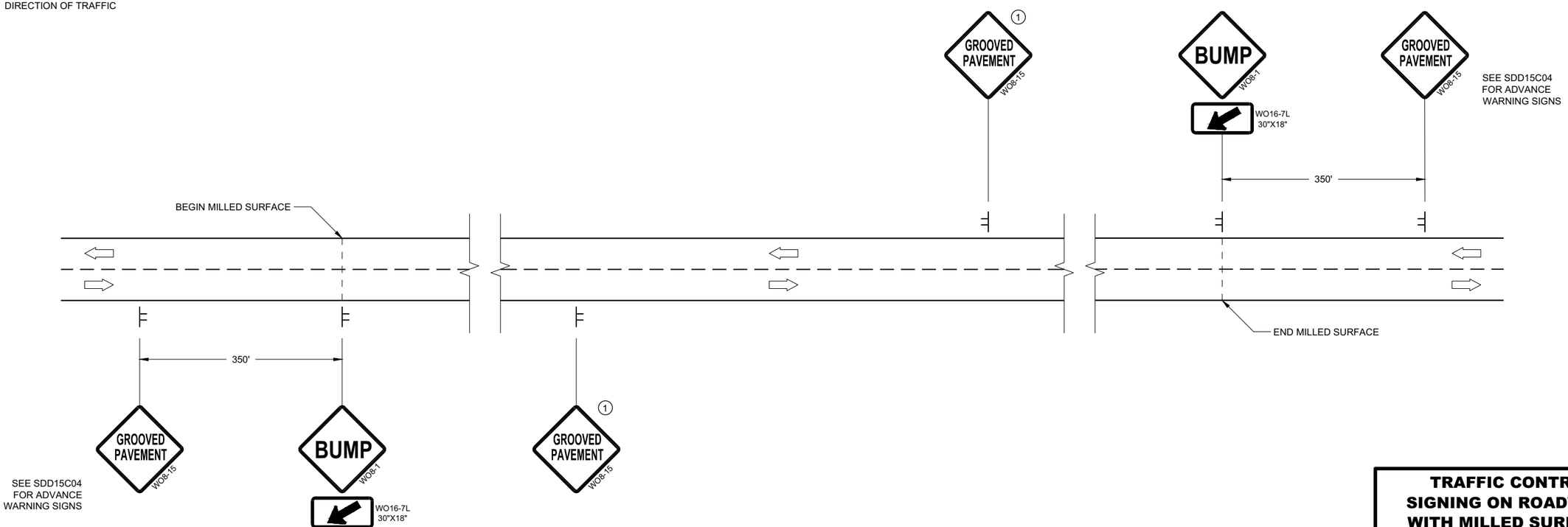
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

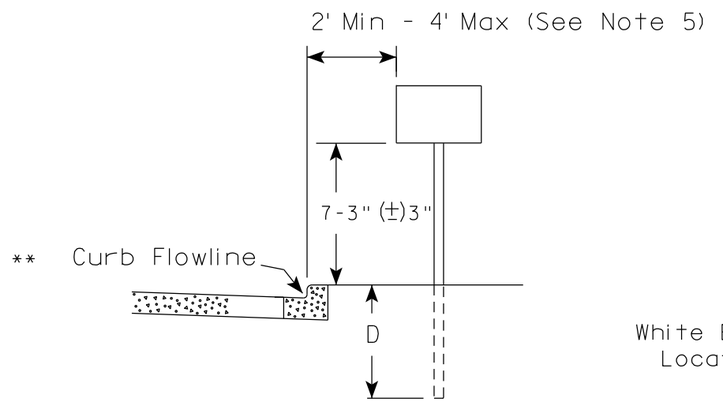
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

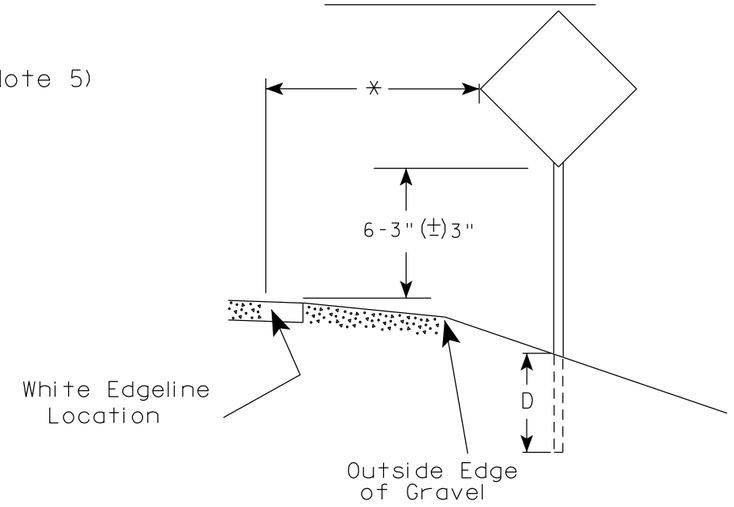
FHWA

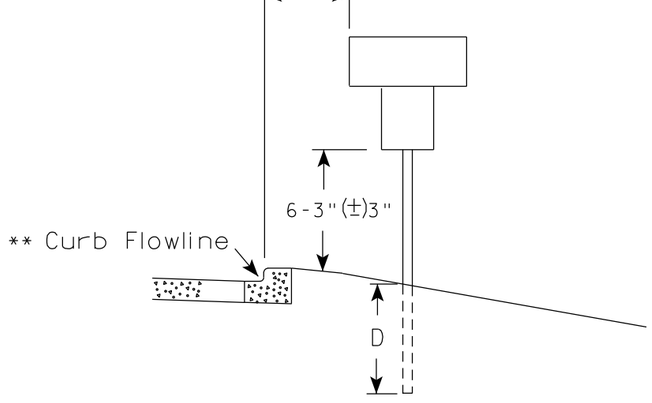
6
SDD 15D44 - 02

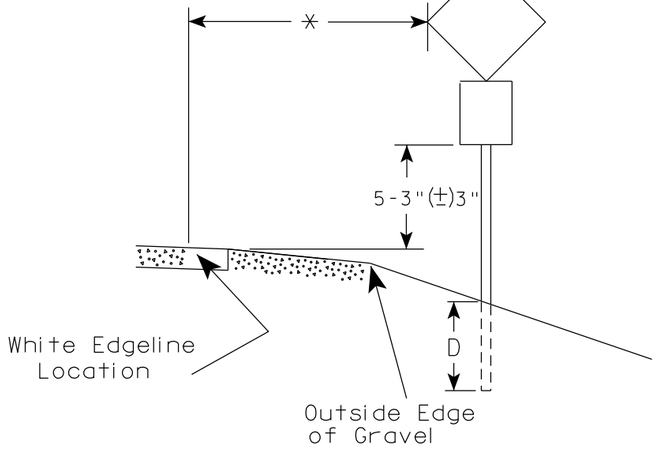
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

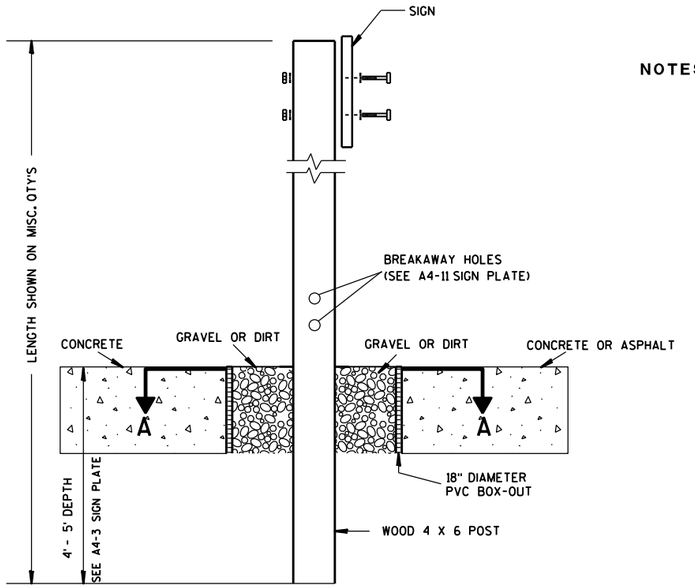
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

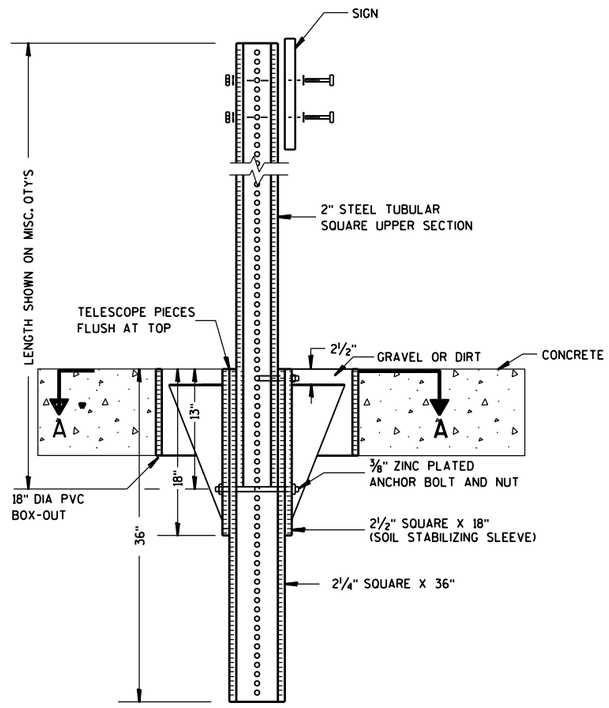
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 47	E



ELEVATION VIEW

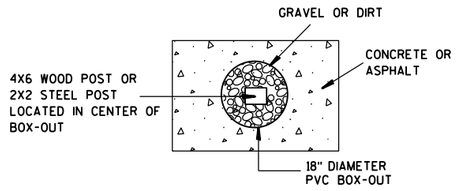
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

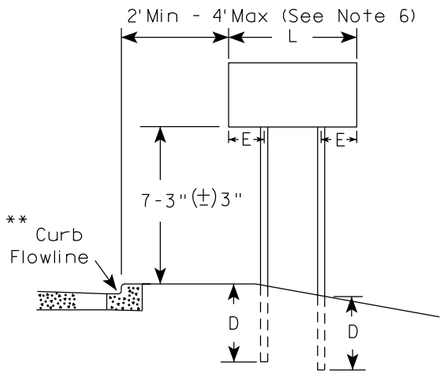
APPROVED Matthew R Rauch
for State Traffic Engineer

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

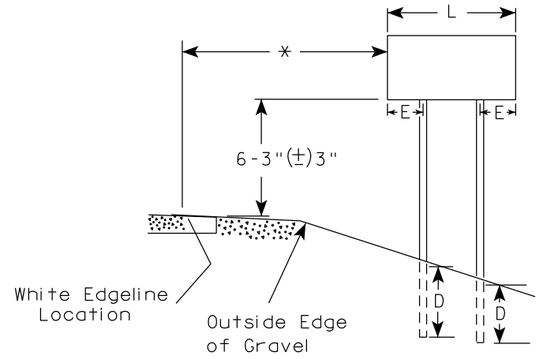
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

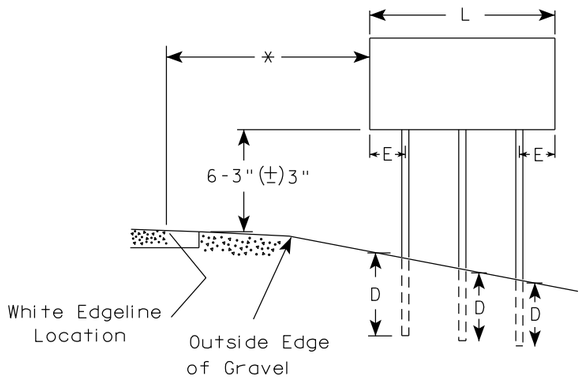
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

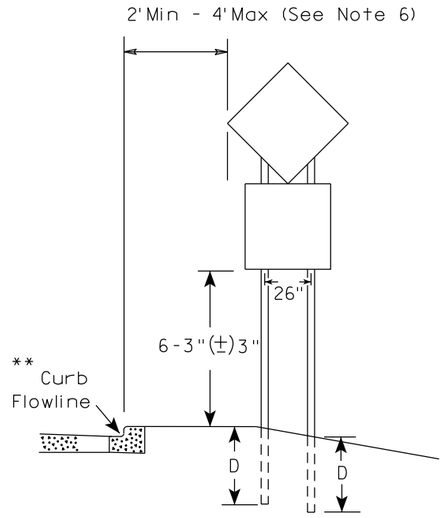
URBAN AREA



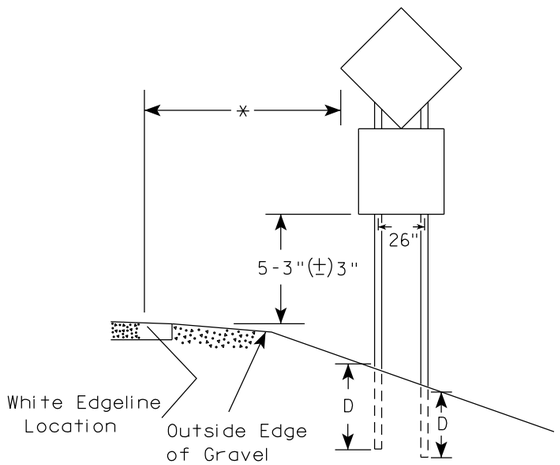
RURAL AREA (See Note 3)







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"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. 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.

POST EMBEDMENT DEPTH

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

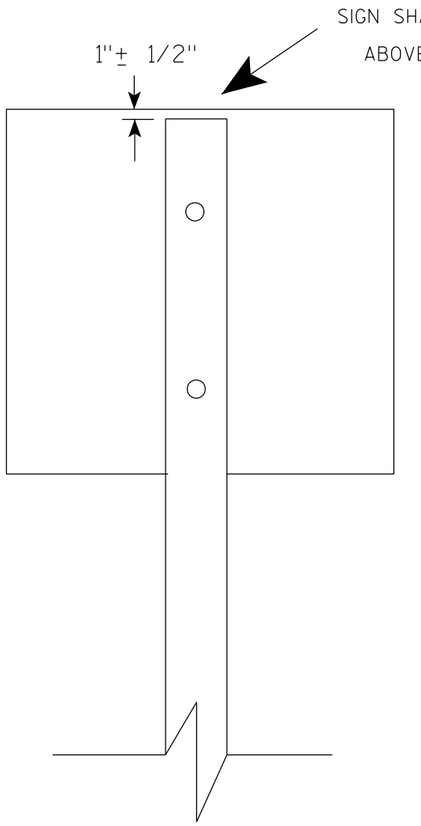
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

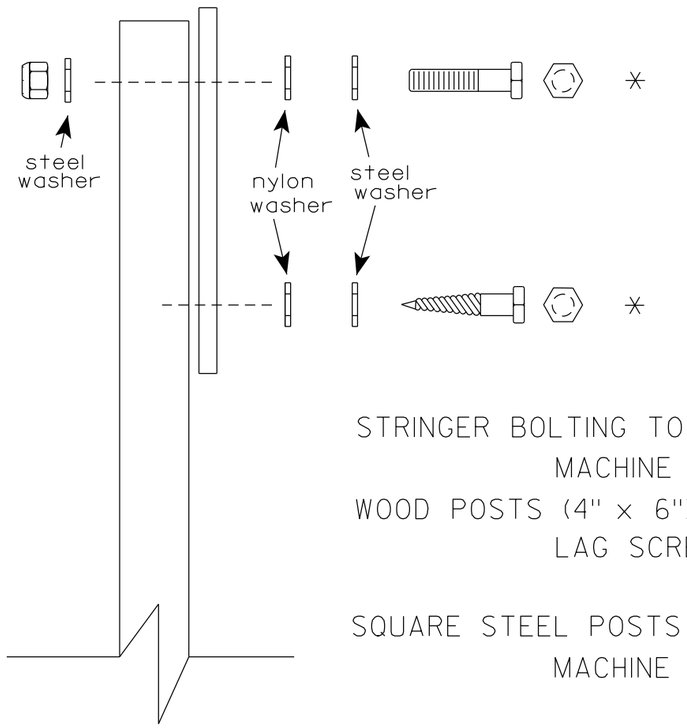
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 49	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 - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 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 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 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

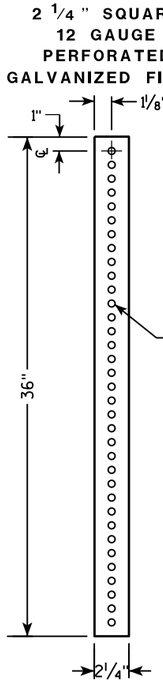
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

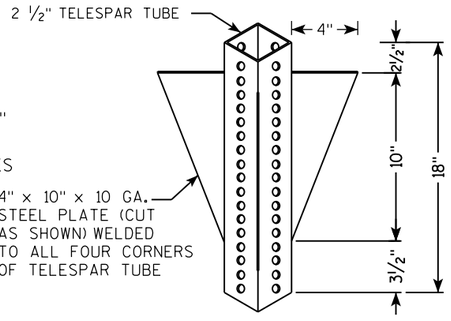
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

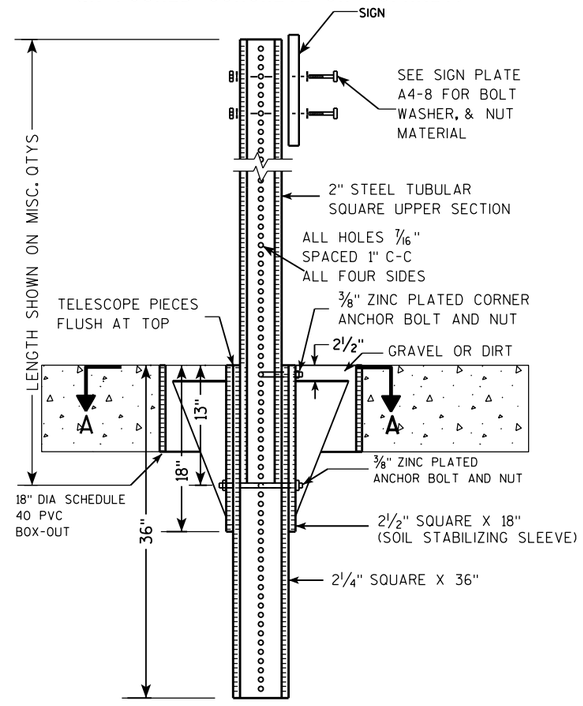
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



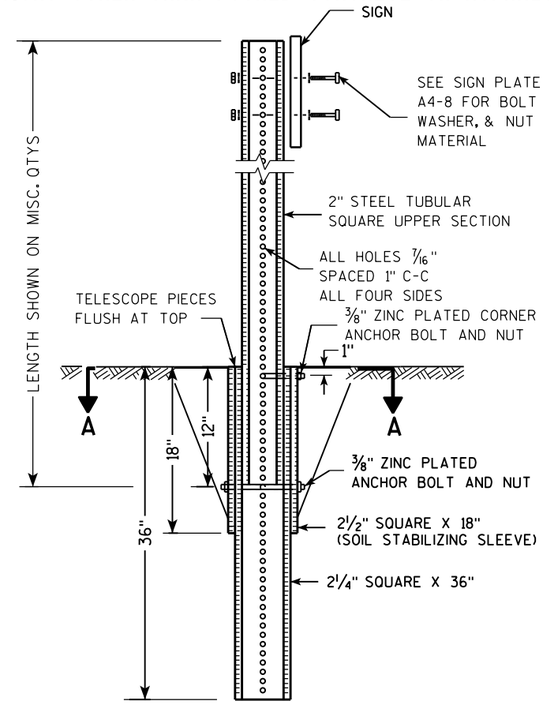
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

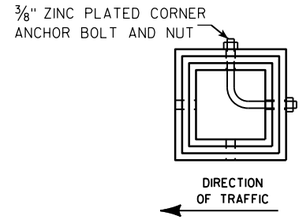


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

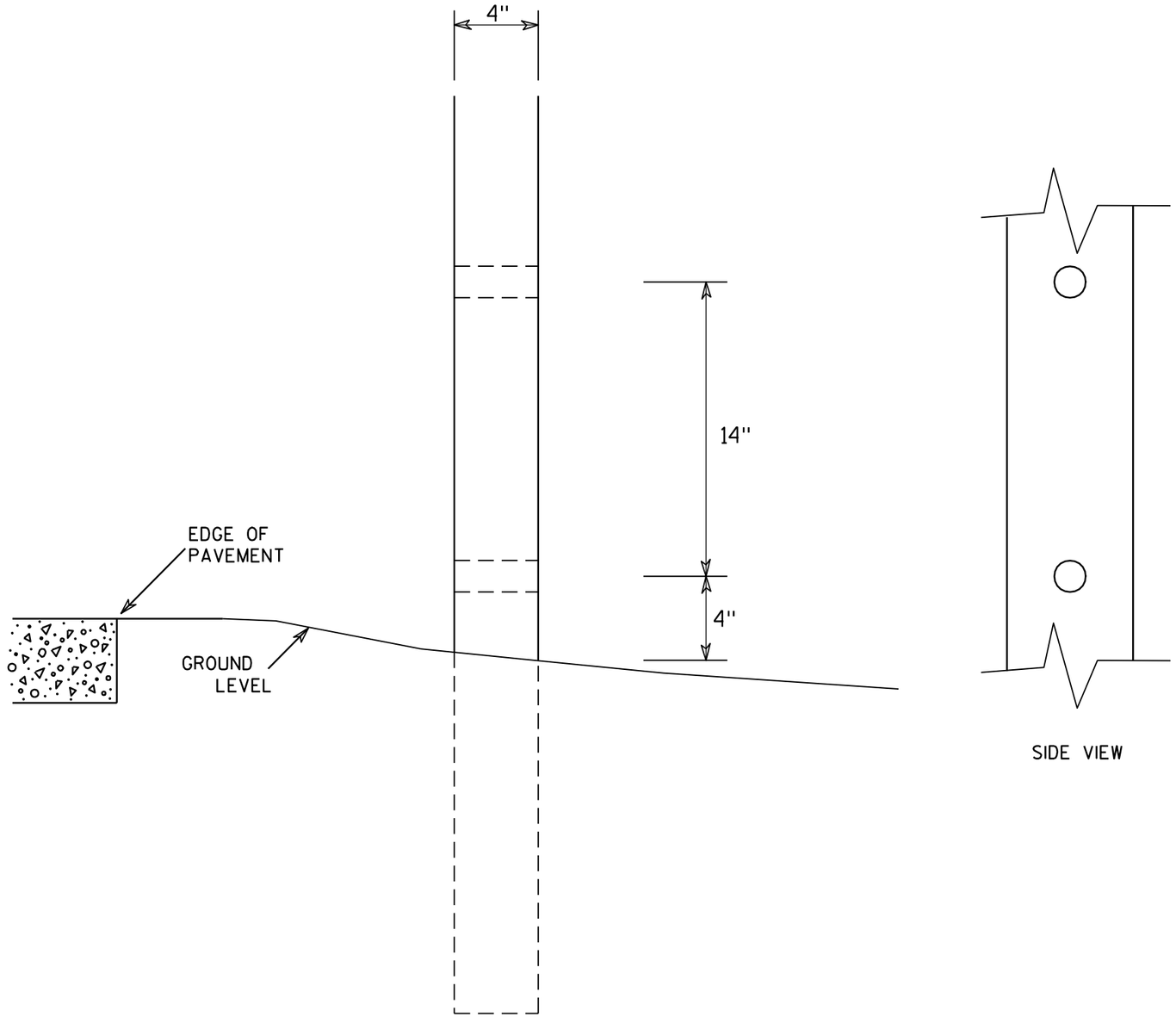
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja 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 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

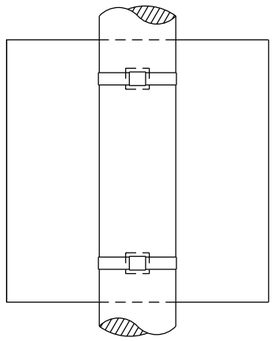
APPROVED Chester J Spang
for State Traffic Engineer

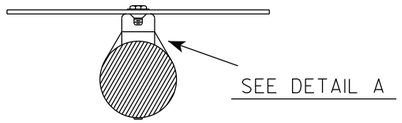
DATE 3/27/97 PLATE NO. A4-11.2

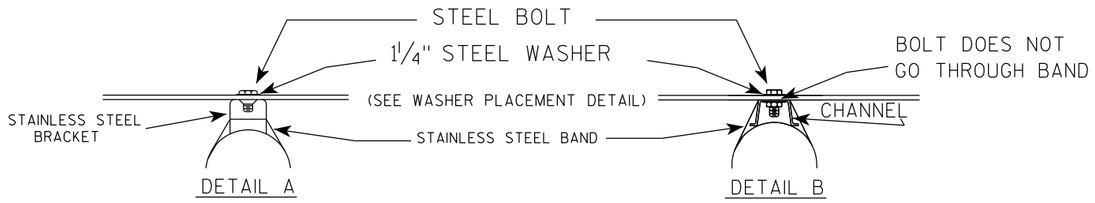
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 52	E

BANDING

SINGLE SIGN



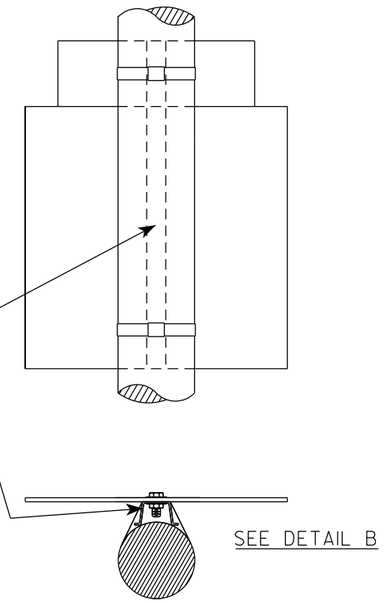




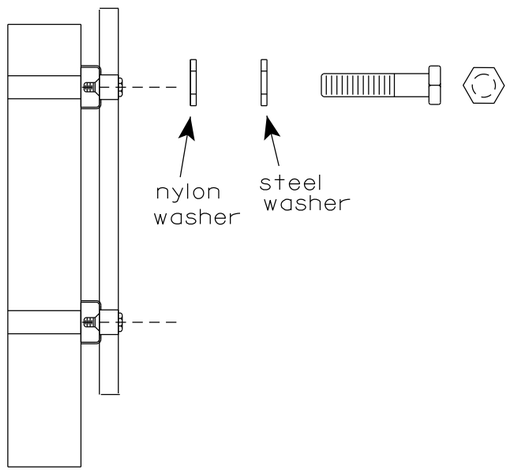
GENERAL NOTES

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 ¾" 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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

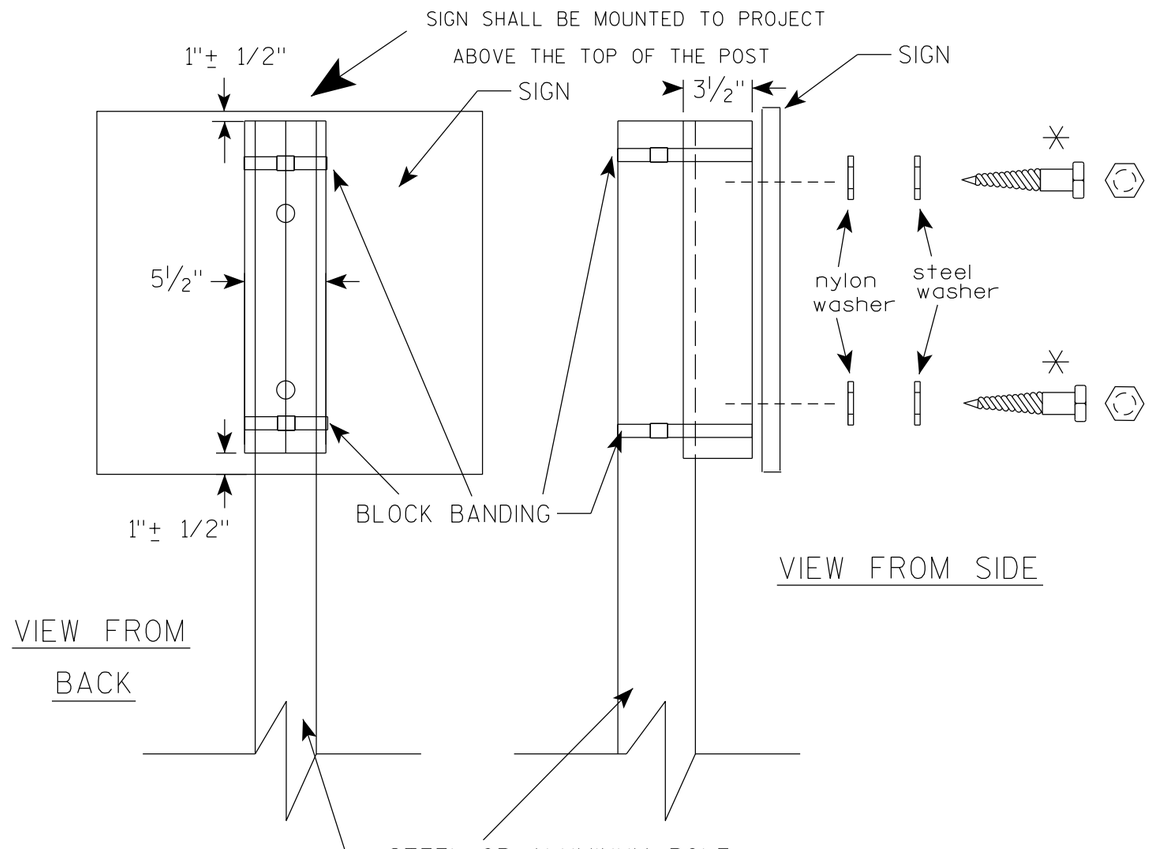
WISCONSIN DEPT OF TRANSPORTATION

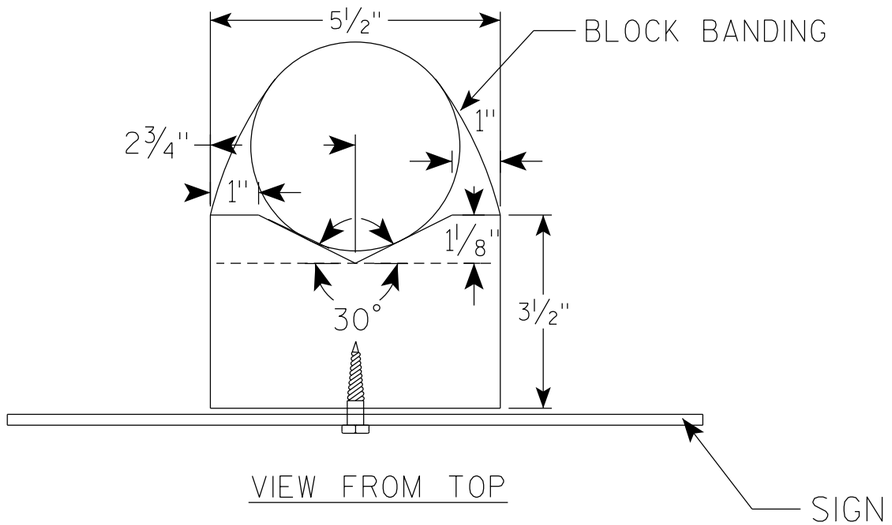
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 53	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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, ¾" 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 NORNALLY 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

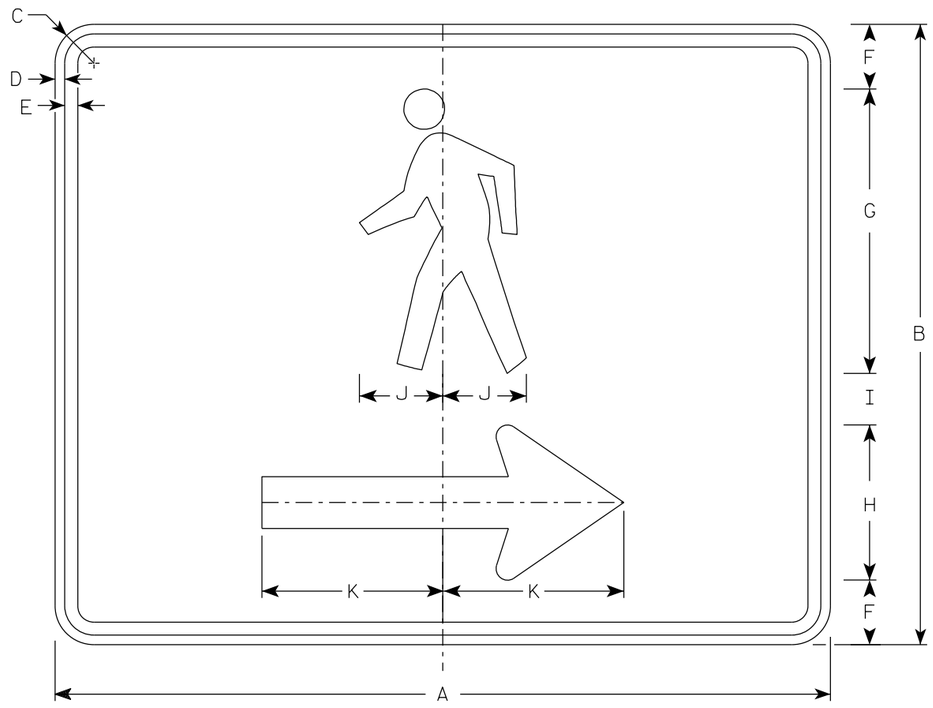
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

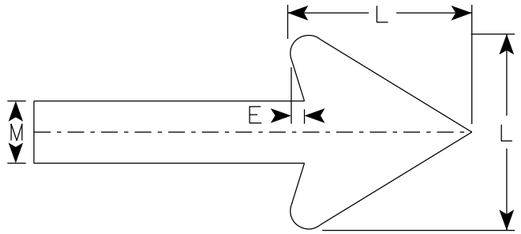
SHEET NO: 54 E

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.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 55 | E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov