EAU

PROJECT ID: 8610-08-73

WITH: N/A

COUNTY: CHIPPEWA

SEPTEMBER 2025

ORDER OF SHEETS

TOTAL SHEETS = 222

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8610-08-73	WISC 2025628	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CHIPPEWA FALLS - BLOOMER

ELM STREET TO CTH S

STH 124
CHIPPEWA COUNTY

STATE PROJECT NUMBER
8610-08-73

N

DESIGN DESIGNATION 8610-08-73

A.A.D.T.	(2025)	=	5,620
A.A.D.T.	(2045)	=	5,620
D.H.V.	(2045)	=	620
D.D.		=	59/41
T.		=	11.7%
DESIGN SPEED		=	25,30, 45
ESALS		=	6,700,000

CONVENTIONAL SYMBOLS

PLAN

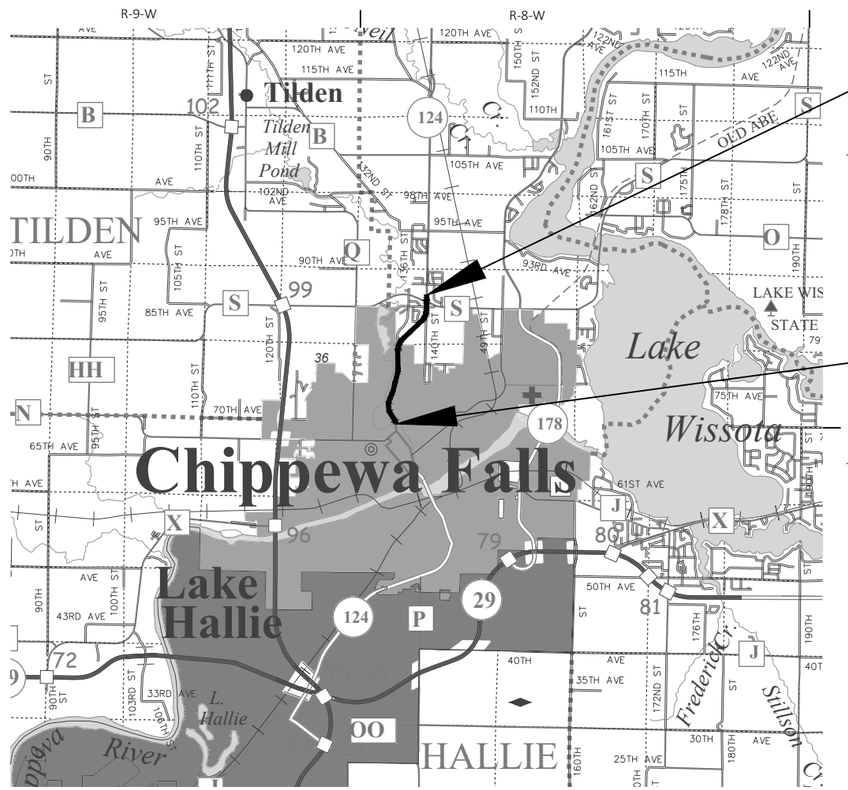
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SLOPE INTERCEPT
REFERENCE LINE (300'EB')
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
COMBUSTIBLE FLUIDS (CAUTION)
MARSH AREA
WOODED OR SHRUB AREA

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



LAYOUT

SCALE 0 — 2.0 MI

TOTAL NET LENGTH OF CENTERLINE = 1.864 MI

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

ORIGINAL PLANS PREPARED BY

AECOM

WISCONSIN ZACHARY R. LARSON E-43030 MADISON WI PROFESSIONAL ENGINEER

5/1/25 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	JOSHUA LANG, P.E.
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	ANDREW FULCER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 5/1/2025 Joshua J. Lang P.E. (Signature)

E

2

GENERAL NOTES

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENVIRONMENTALLY SENSITIVE AREAS.

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

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

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.

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.

THE BASE AGGREGATE DENSE (BAD) CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 2.1 TONS/CY FOR 3/4-INCH BAD AND 2.0 TONS/CY FOR 1 1/4-INCH BAD.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LBS/SY/IN OF DEPTH.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT DIAGRAM

CONVENTIONAL ABBREVIATIONS

AHEAD	AH
BACK	BK
CENTERLINE	CL or C/L
CONCRETE	CONC
COORDINATES	COORDS
CULVERT	CULV
CULVERT PIPE CORRUGATED ALUMINUM	CPCA
CULVERT PIPE REINFORCED CONCRETE	CPRC
COUNTY TRUNK HIGHWAY	CTH
DEGREE OF CURVATURE	D
EAST	E
EASTING	X
ELEVATION	ELEV
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HOT MIX ASPHALT	HMA
HYDRANT	HYD
LENGTH OF CURVE	L
LEFT	LT
NORTH	N
NORTHBOUND	NB
NORTHING	Y
POINT OF TANGENCY	PT
PROPERTY LINE	PL
REFERENCE LINE	RL or R/L
PIPE ARCH CORRUGATE STEEL ALUMINUM COATED	PACSAC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
RADIUS	R
REQUIRED	REQ'D
RIGHT	RT
RIGHT OF WAY	R/W
SHOULDER	SHLD
SOUTH	S
SOUTHBOUND	SB
SUPERELEVATION	SE
SEPTIC VENT	SEPV
SQUARE FEET	SF
STATE TRUNK HIGHWAY	STH
STATION	STA
TANGENT	T
TELEPHONE PEDESTAL	TP
TYPICAL	TYP.
VOLUME	V
VARIES	VAR.
WEST	W

COMMUNICATIONS

AT&T WISCONSIN
RICK PODOLAK
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XCEL ENERGY - ELECTRICITY - TRANSMISSION
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EAU CLAIRE, WI 54701
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GAS/PETROLEUM

XCEL ENERGY - GAS/PETROLEUM
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EAU CLAIRE, WI 54702-0008
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PHONE: (715) 577-9183 (CELL)
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CHIPPEWA FALLS, WI 54729
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PHONE: (715) 726-2741 (WATER DEPT.)
EMAIL: btcesafsky@chippewafalls-wi.gov

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WisDOT DESIGN PROJECT MANAGER
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WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(NORTHERN REGION)
LEAH NICOL
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EMAIL: leah.nicol@wisconsin.gov

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AECOM
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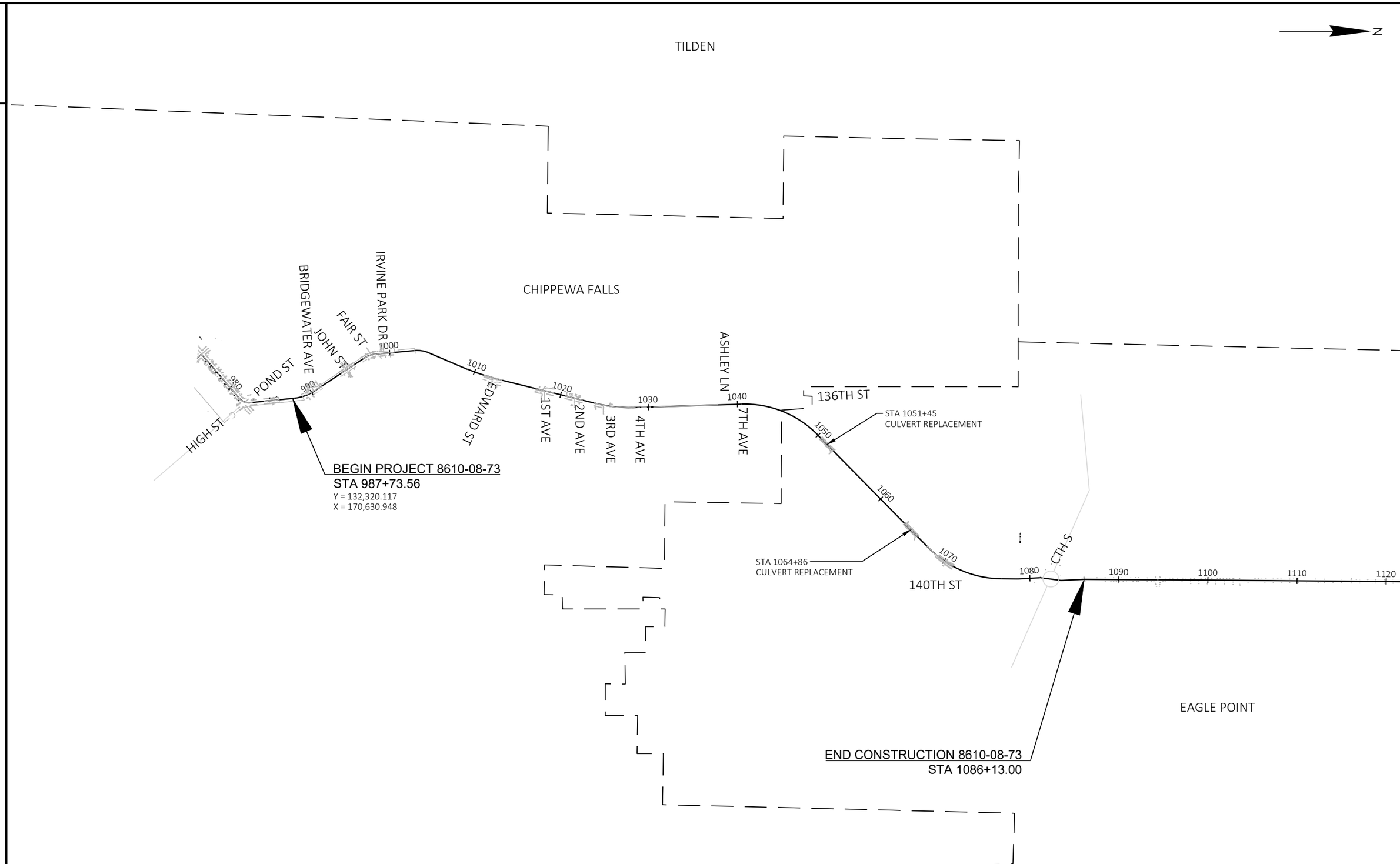
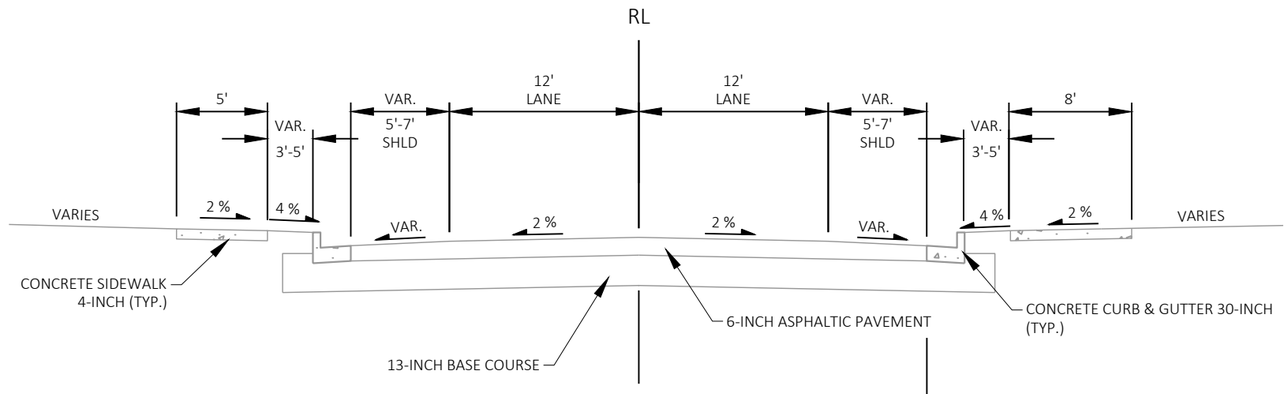
EMAIL: zachary.larson@aecom.com

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



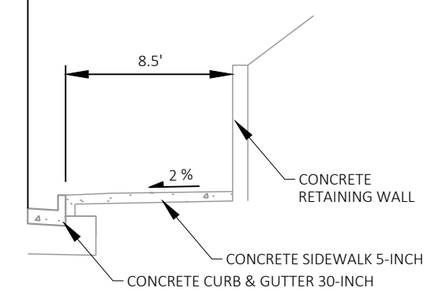
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 7/16/2025 11:14 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

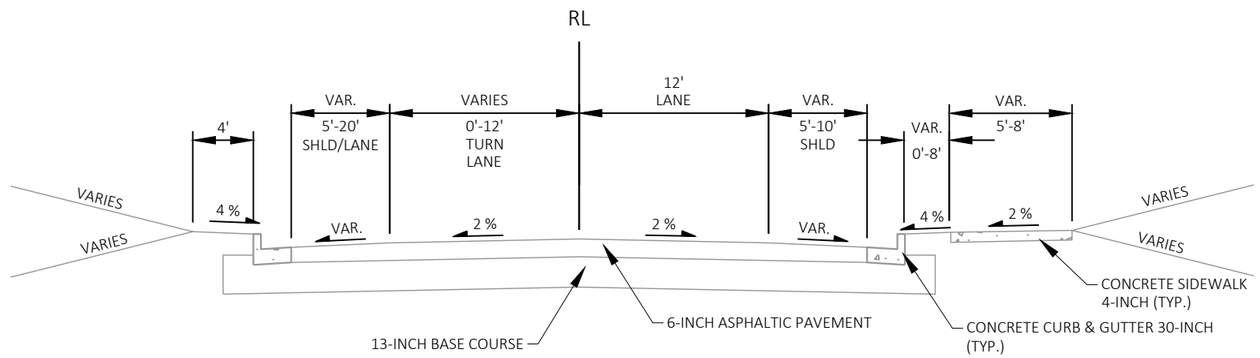


EXISTING STH 124 TYPICAL SECTION

STA 987+73 - 999+22

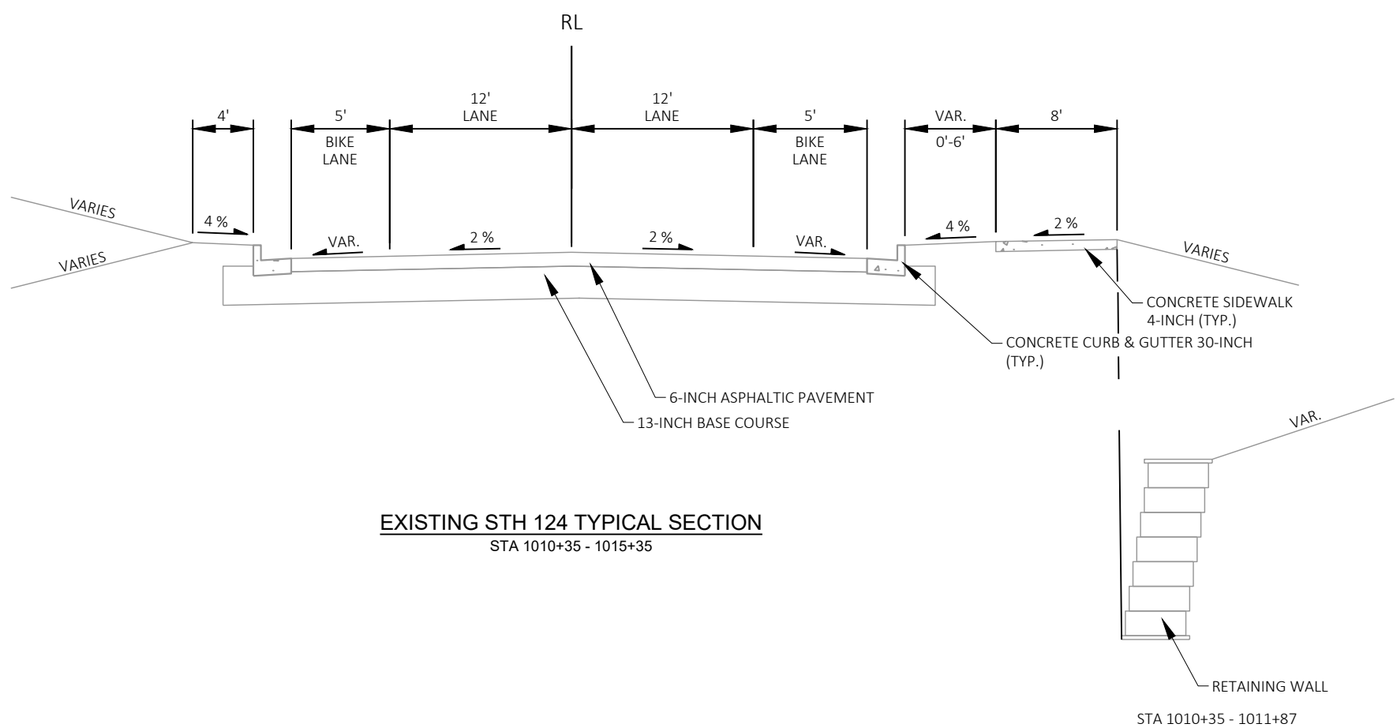


STA 992+98 - 994+33



EXISTING STH 124 TYPICAL SECTION

STA 999+22 - 1010+35
STA 1015+35 - 1024+80

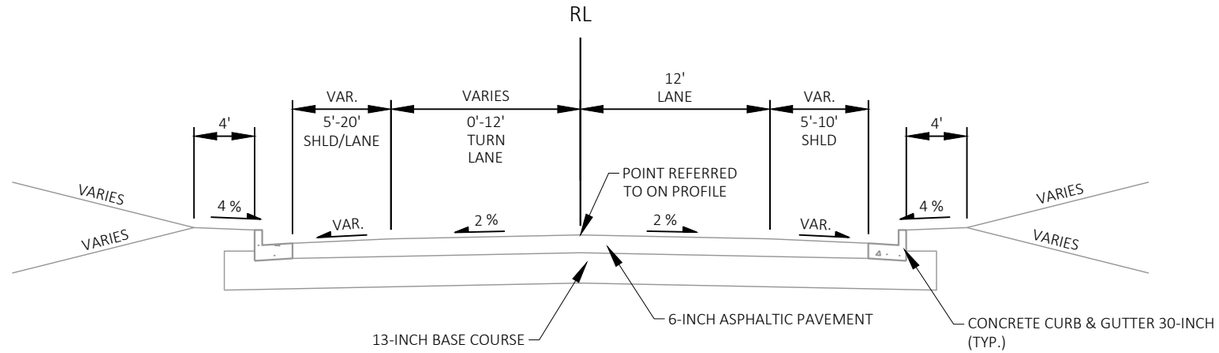


EXISTING STH 124 TYPICAL SECTION

STA 1010+35 - 1015+35

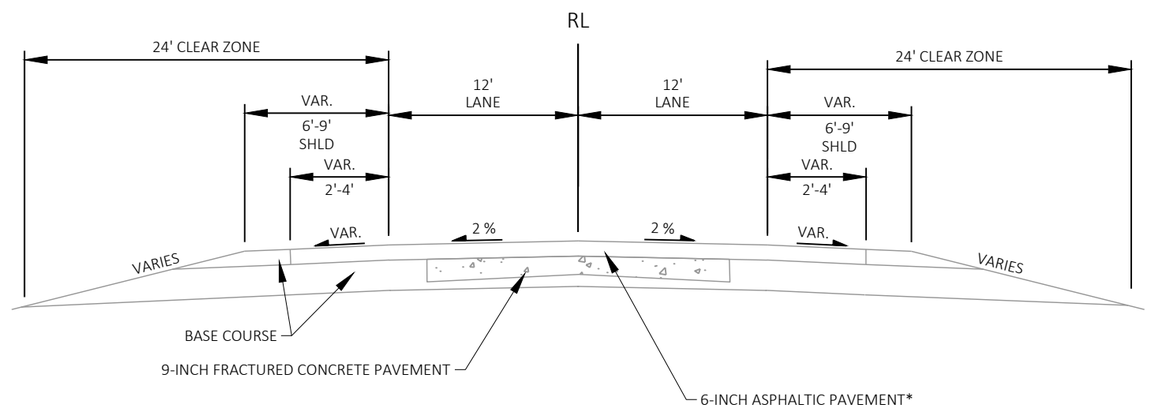
STA 1010+35 - 1011+87

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING STH 124 TYPICAL SECTION

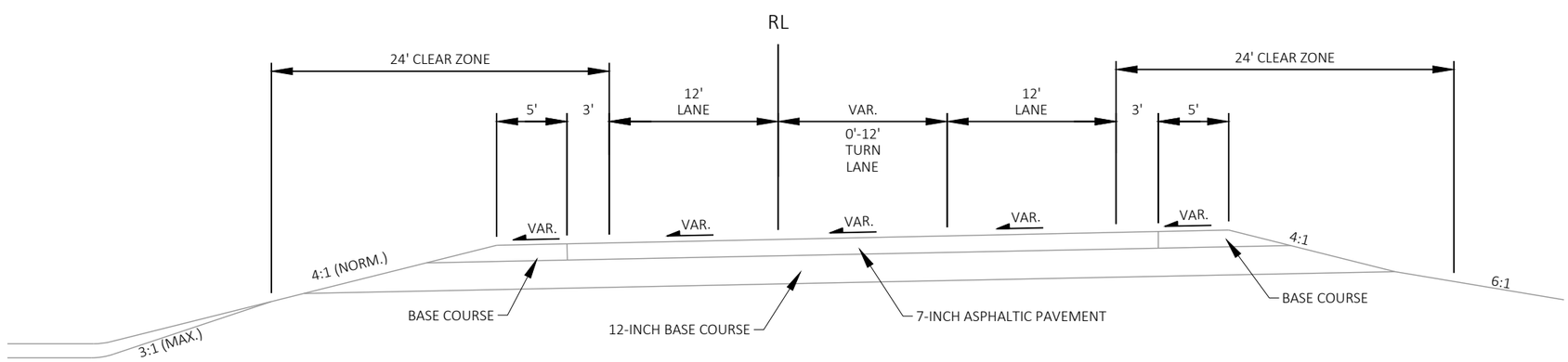
STA 1024+80 - 1028+21



* ASPHALTIC PAVEMENT DEPTH VARIES 6-INCHES TO 9-INCHES

EXISTING STH 124 TYPICAL SECTION

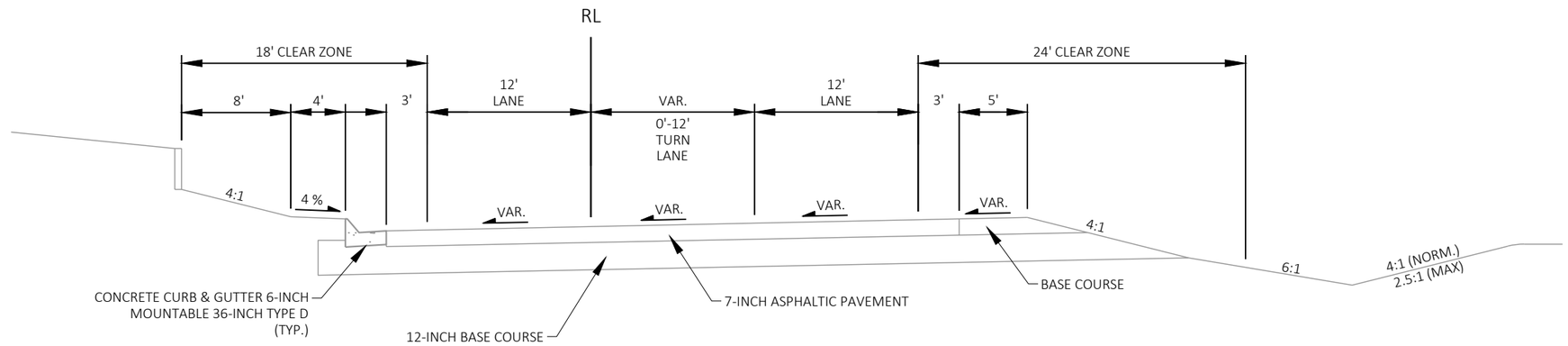
STA 1028+21 - 1068+60



EXISTING STH 124 TYPICAL SECTION

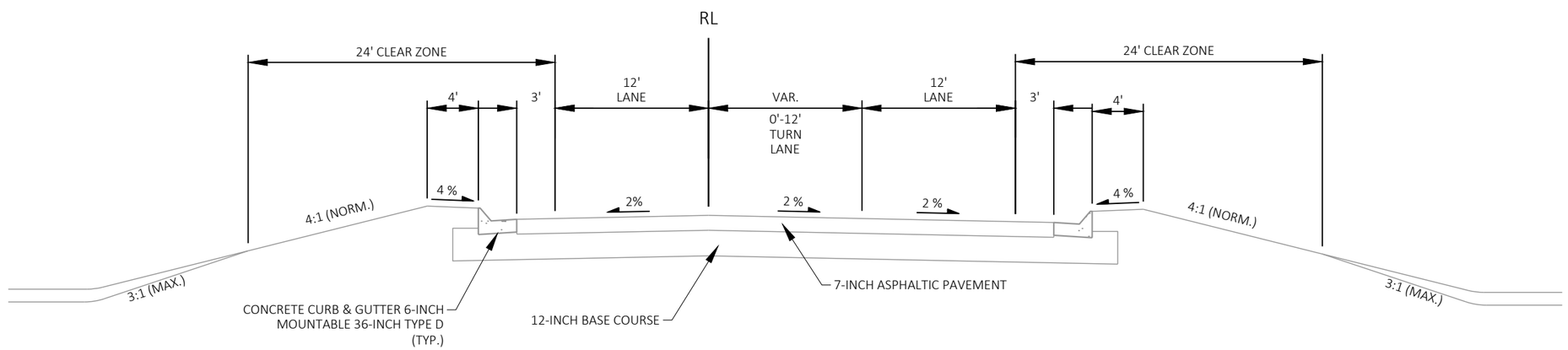
STA 1068+60 - 1072+88

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EXISTING TYPICAL SECTIONS	SHEET 6	E



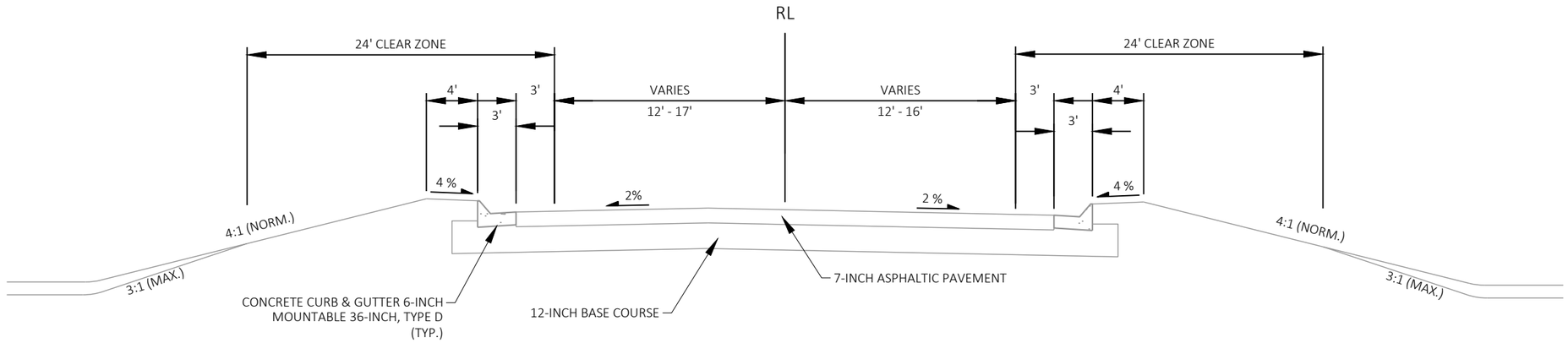
EXISTING STH 124 TYPICAL SECTION

STA 1072+88 - 1078+62



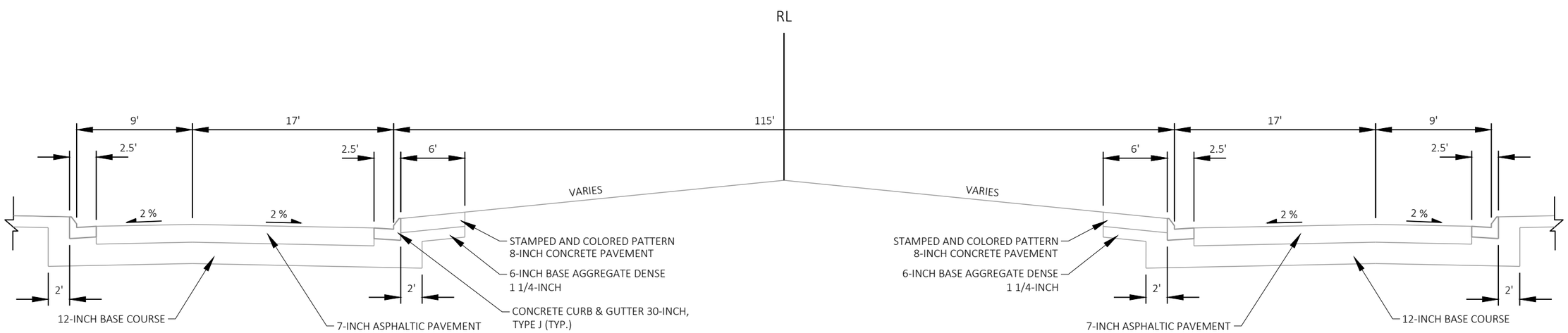
EXISTING STH 124 TYPICAL SECTION

STA 1078+62 - 1080+00



EXISTING STH 124 TYPICAL SECTION

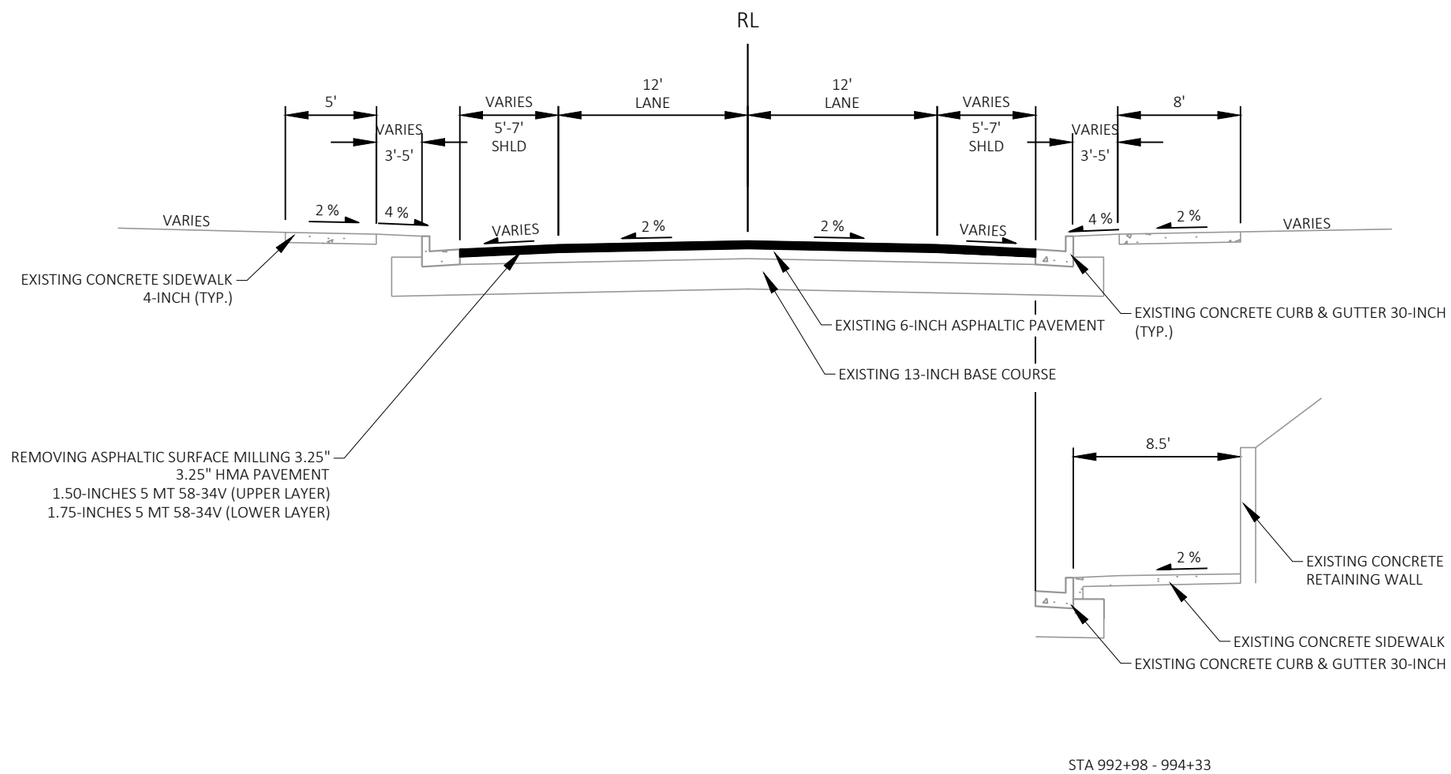
STA 1080+00 - 1081+55
STA 1083+21 - 1086+13



EXISTING STH 124 TYPICAL SECTION

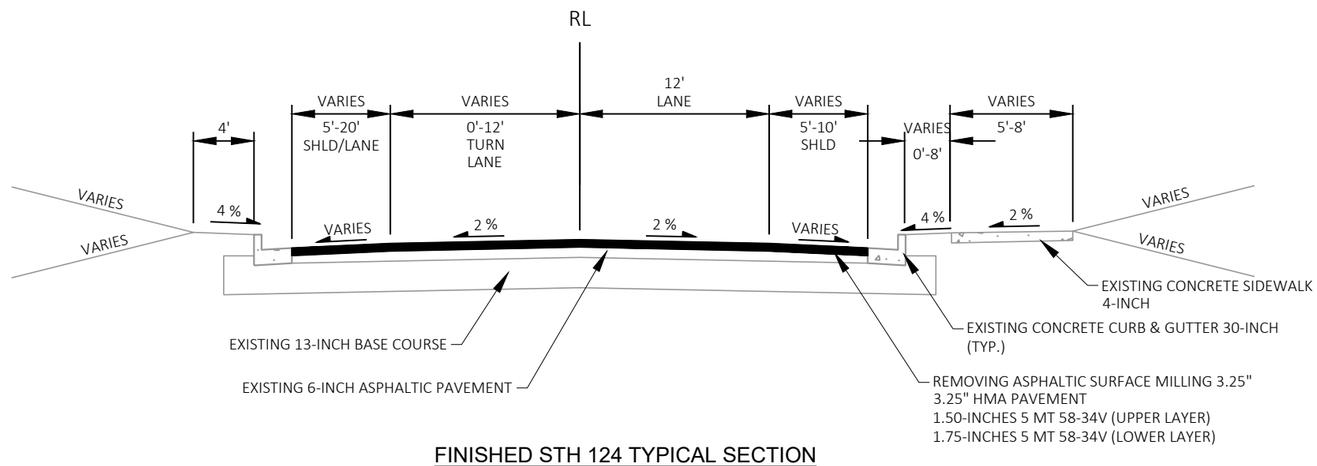
STA 1081+55 - 1083+21

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EXISTING TYPICAL SECTIONS	SHEET 8	E



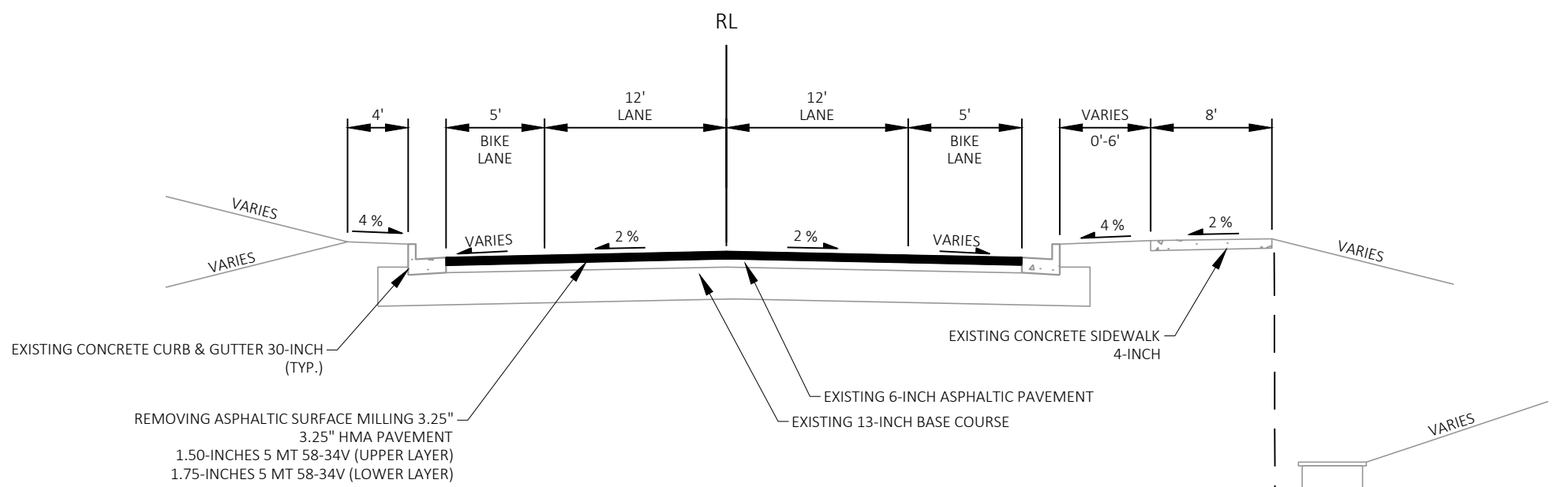
FINISHED STH 124 TYPICAL SECTION

STA 987+73 - 999+22



FINISHED STH 124 TYPICAL SECTION

STA 999+22 - 1010+35
STA 1015+35 - 1024+80

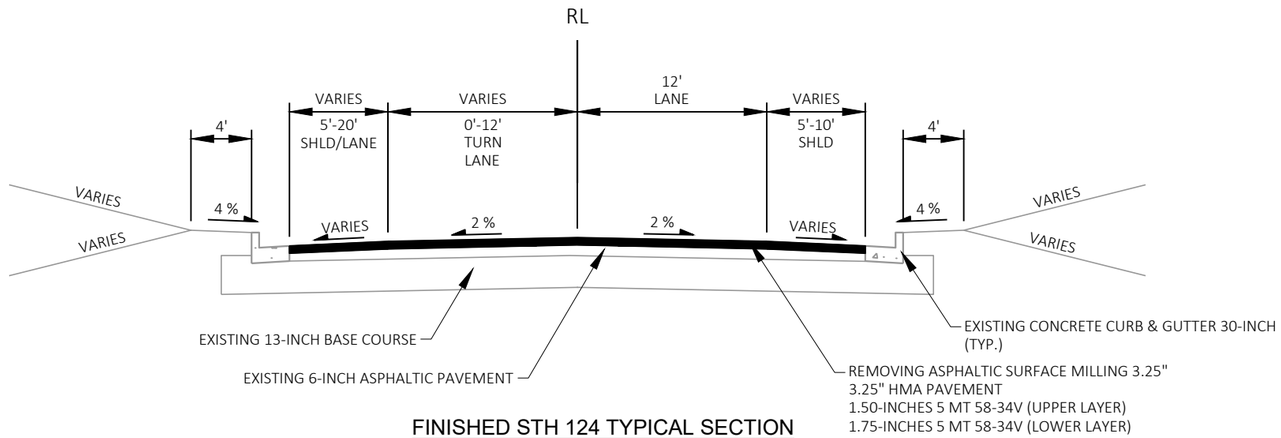


FINISHED STH 124 TYPICAL SECTION

STA 1010+35 - 1015+35

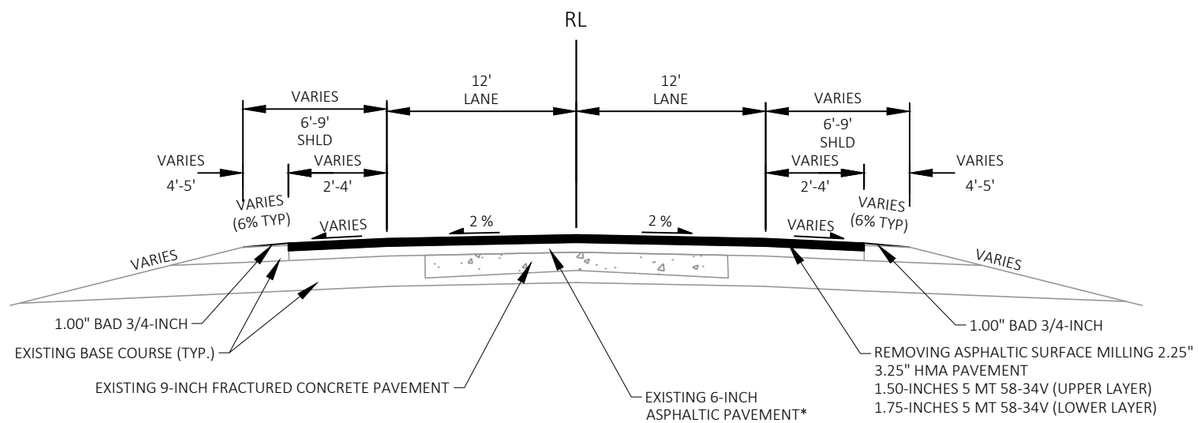
STA 1010+35 - 1011+87

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	FINISHED TYPICAL SECTIONS	SHEET 10	E



FINISHED STH 124 TYPICAL SECTION

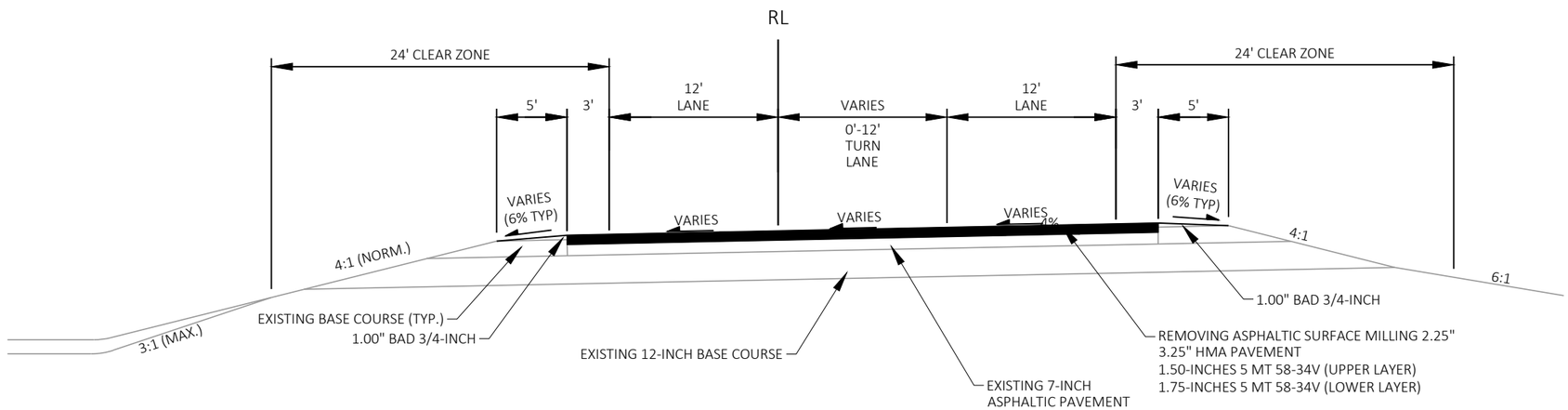
STA 1024+80 - 1028+21



FINISHED STH 124 TYPICAL SECTION

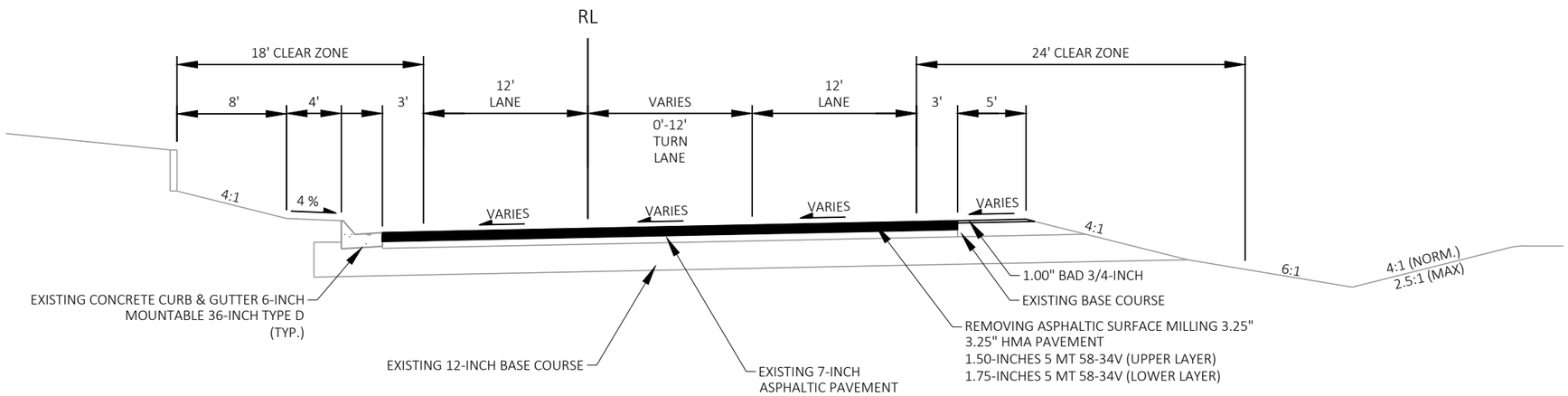
STA 1028+21 - 1068+60

* EXISTING ASPHALTIC PAVEMENT DEPTH VARIES 5.5-INCHES TO 6.5-INCHES



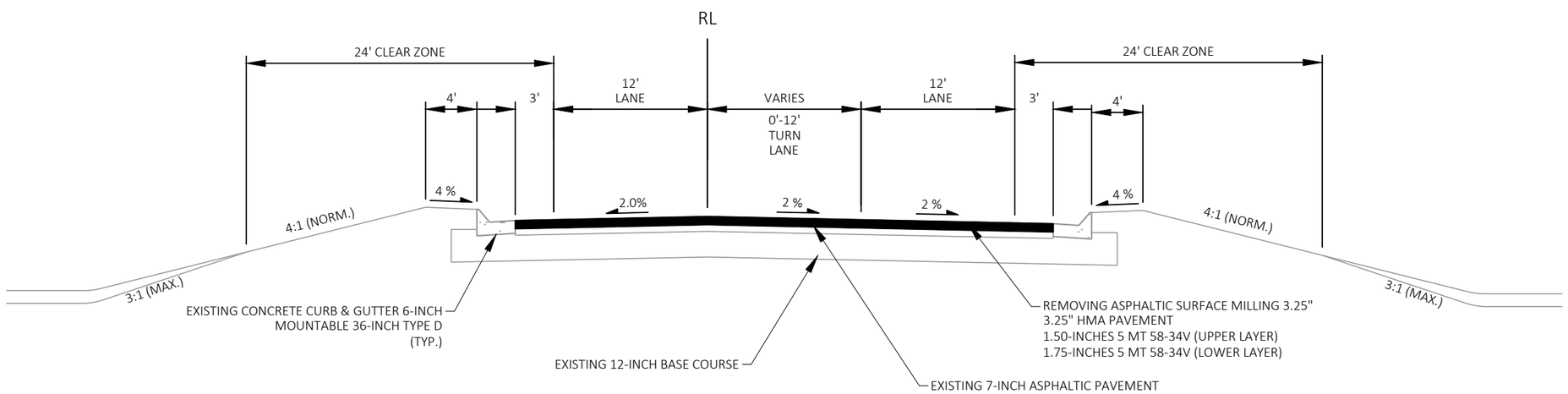
FINISHED STH 124 TYPICAL SECTION

STA 1068+60 - 1072+88



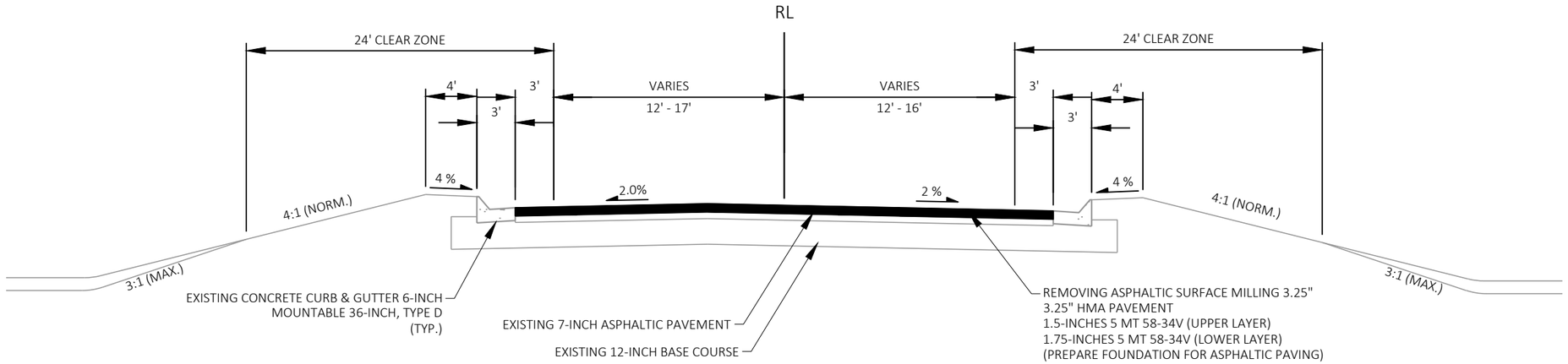
FINISHED STH 124 TYPICAL SECTION

STA 1072+88 - 1078+62



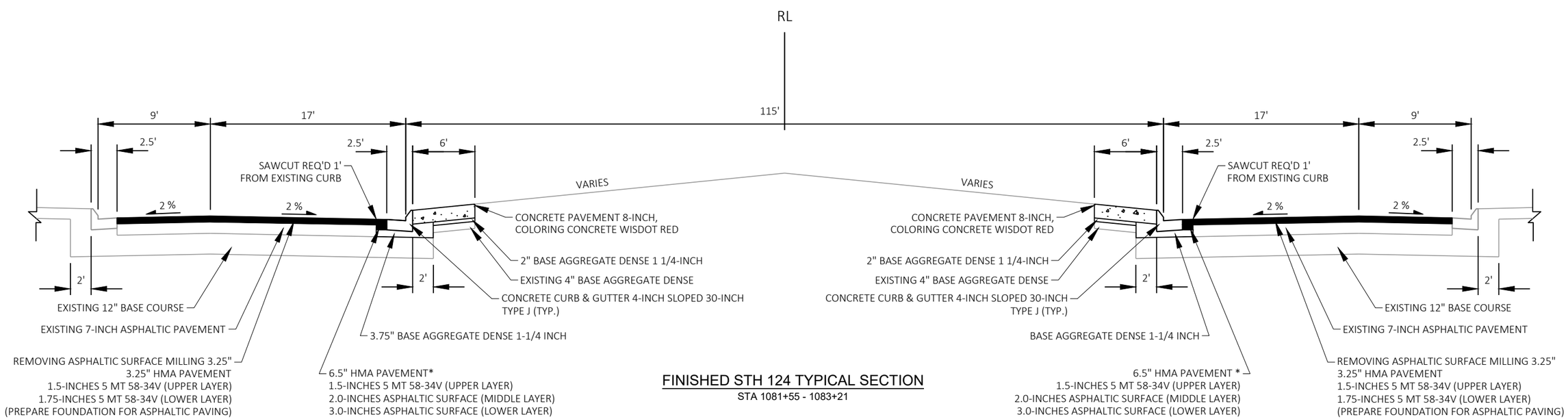
FINISHED STH 124 TYPICAL SECTION

STA 1078+62 - 1080+00



FINISHED STH 124 TYPICAL SECTION

STA 1080+00 - 1081+55
STA 1083+21 - 1086+13



FINISHED STH 124 TYPICAL SECTION

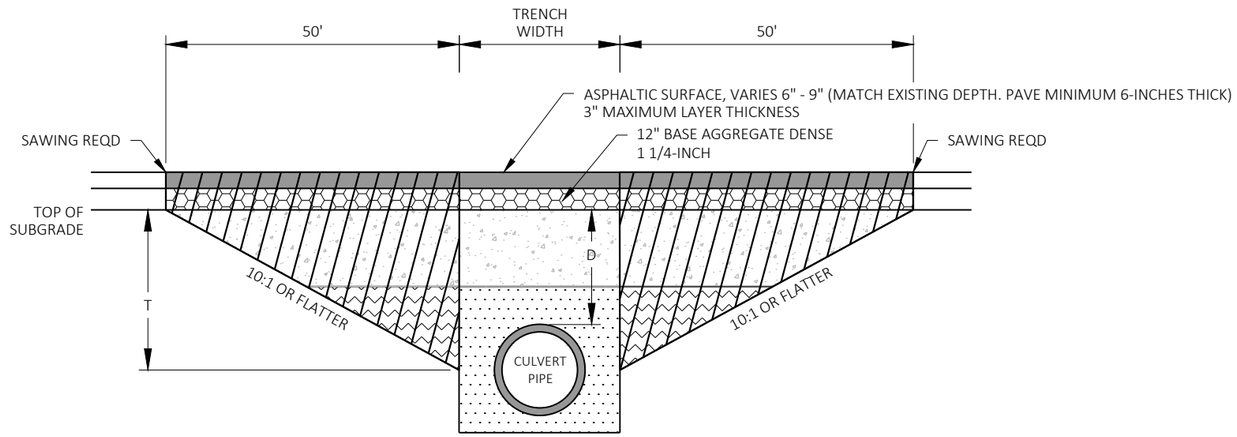
STA 1081+55 - 1083+21

* PAVE 1.5-INCH UPPER LAYER AT THE SAME TIME AS THE ADJACENT 1.5-INCH ROUNDABOUT LAYER

RUNOFF COEFFICIENT TABLE

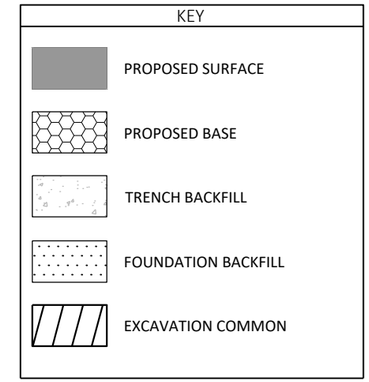
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 20.446 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.570 ACRES



DEPTH D < 6 FT

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



NOTES

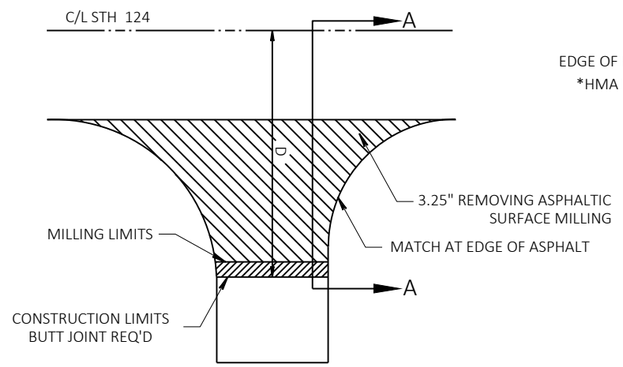
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
PLACE 2 LAYERS OF (3-INCH MAX LAYER THICKNESS) ASPHALTIC SURFACE AFTER CULVERT PIPE INSTALLATION AND BEFORE MILLING AND PAVING OVERLAY.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)
STH 124	1051+45	2.0	19X30
STH 124	1064+86	1.7	19X30
STH 124	1064+86	1.8	19X30

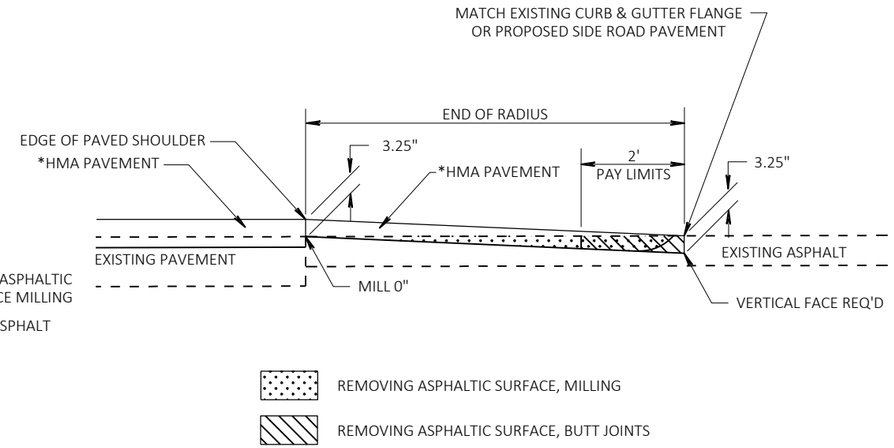
2

* SEE TYPICAL SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS



D = FARTHEST RADIUS FROM STH 124 OR AS DIRECTED BY ENGINEER

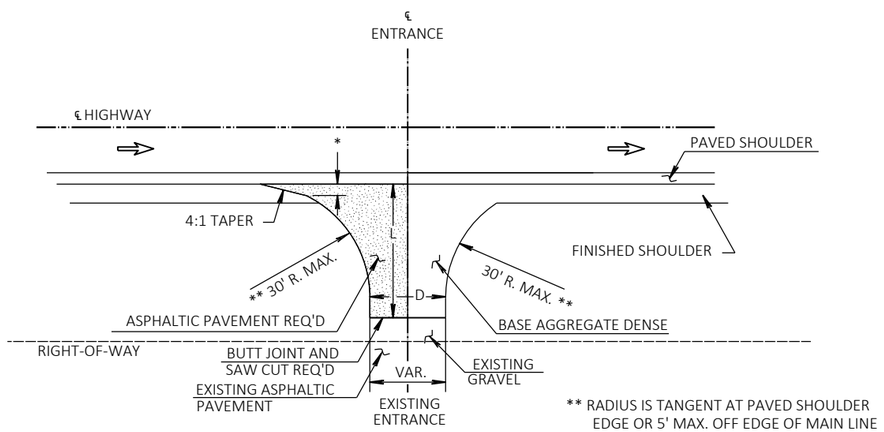
PLAN VIEW
INTERSECTION WITHOUT CURB & GUTTER



SECTION A - A
PROFILE CHANGE

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

SIDEROAD



L= 6-FT TYPICAL, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH (MATCH EXISTING)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

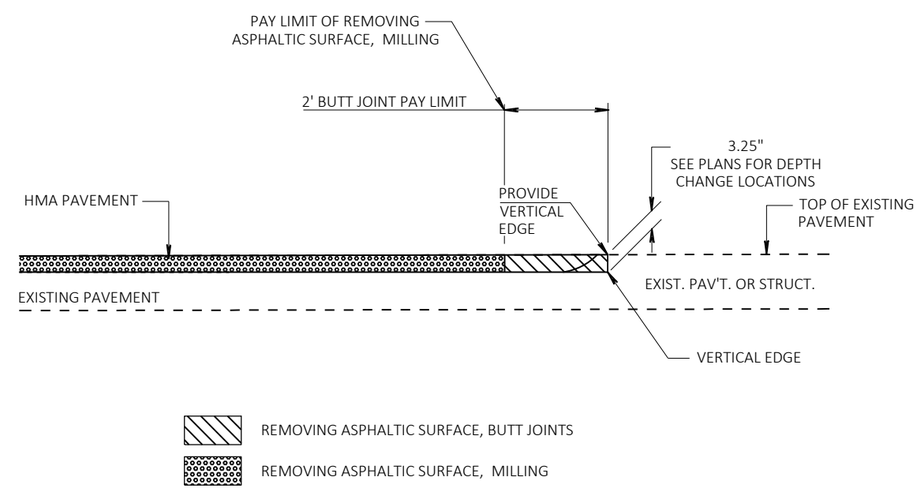
* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL

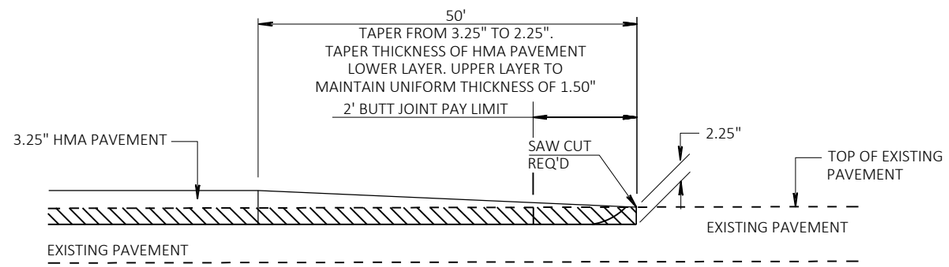
(PE's, FE's & CE'S)

1029+90 RT	1040+35 LT	1057+30 LT
1031+30 RT	1041+35 LT	1058+46 LT
1034+70 RT	1043+10 LT	1063+85 LT
1035+50 RT	1044+50 RT	1065+90 RT
1038+00 RT	1052+50 RT	



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

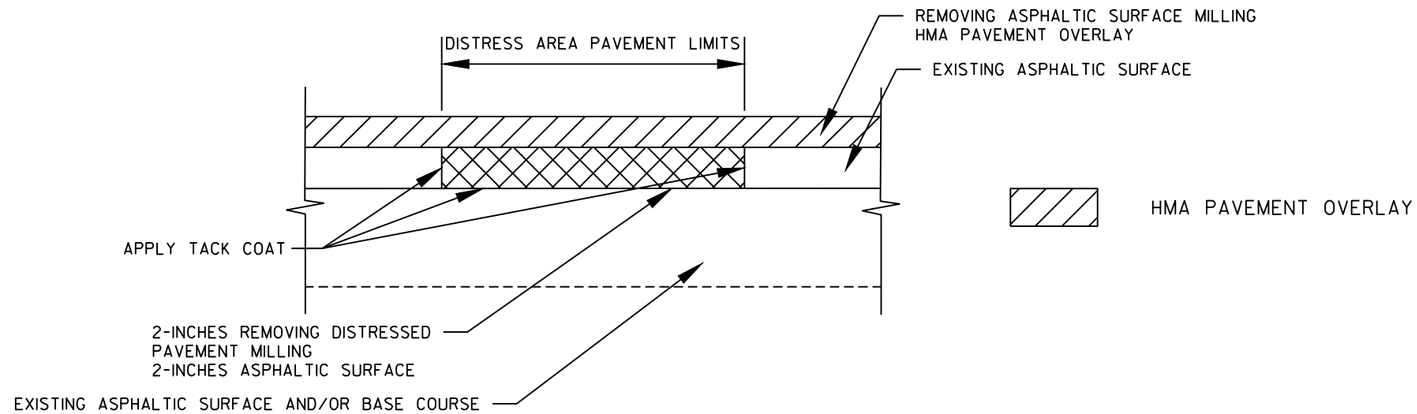
NO PROFILE CHANGE



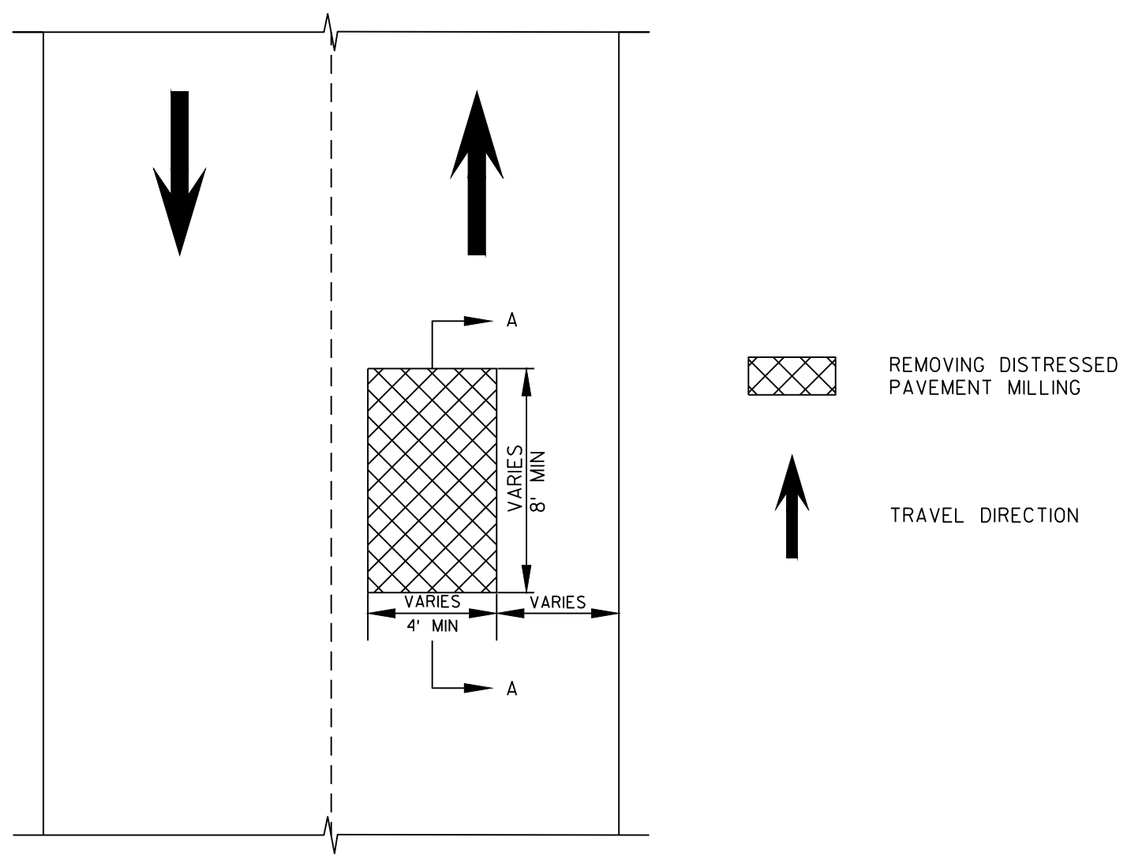
REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

PROFILE CHANGE
STA 1028+80 - 1029+30
STA 1072+38 - 1072+88

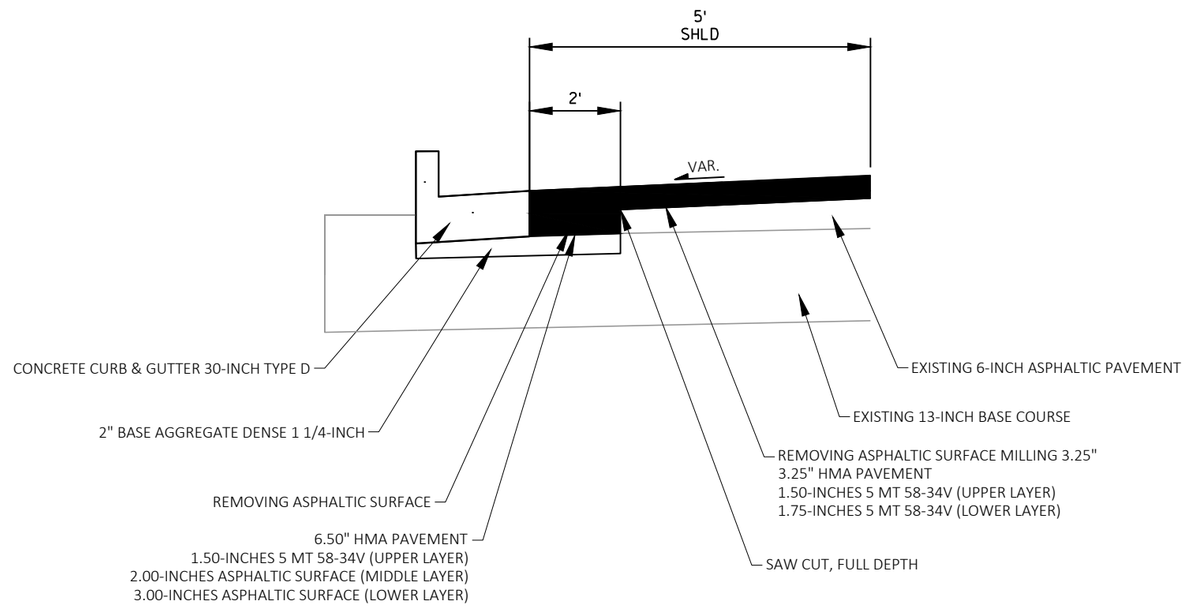


REMOVING DISTRESSED PAVEMENT MILLING
SECTION A-A



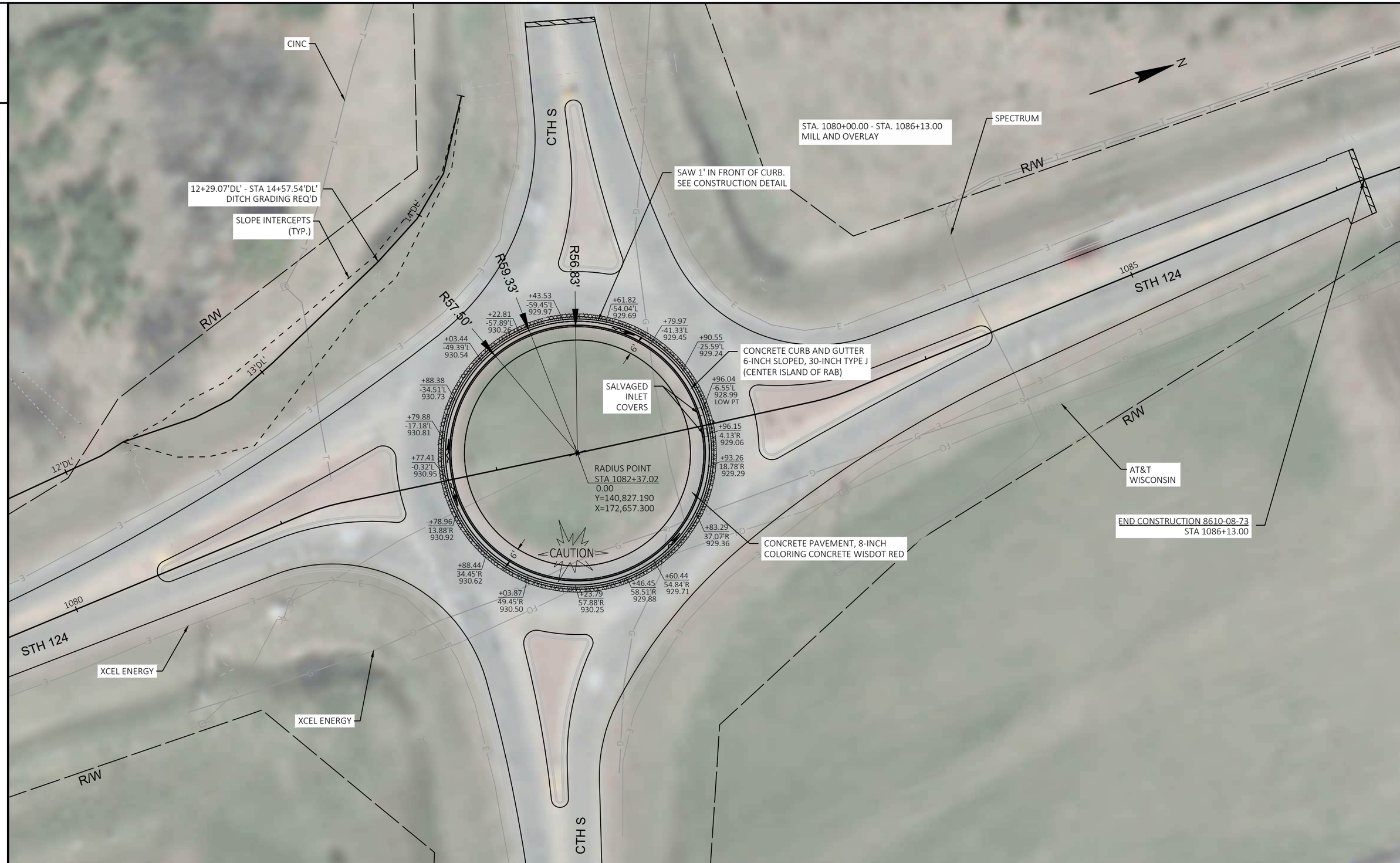
PLAN VIEW

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



FULL DEPTH SHOULDER DETAIL

ALL CURB AND GUTTER REMOVAL ADJACENT TO ASPHALT



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	INTERSECTION DETAILS - STH 124 & CTH S INTERSECTION	SHEET 21	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\021202-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/24/2025 2:38 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT

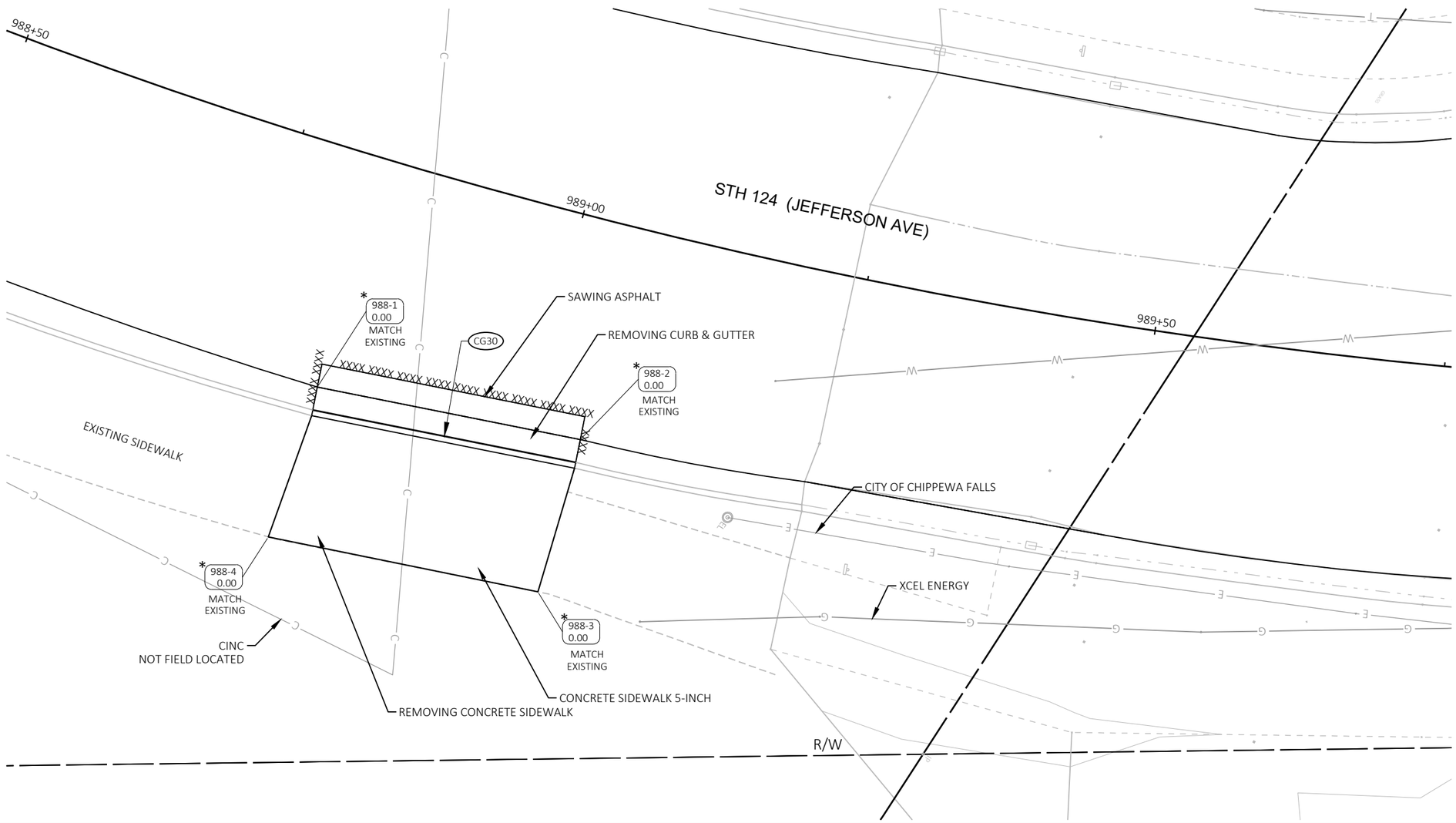
LEGEND

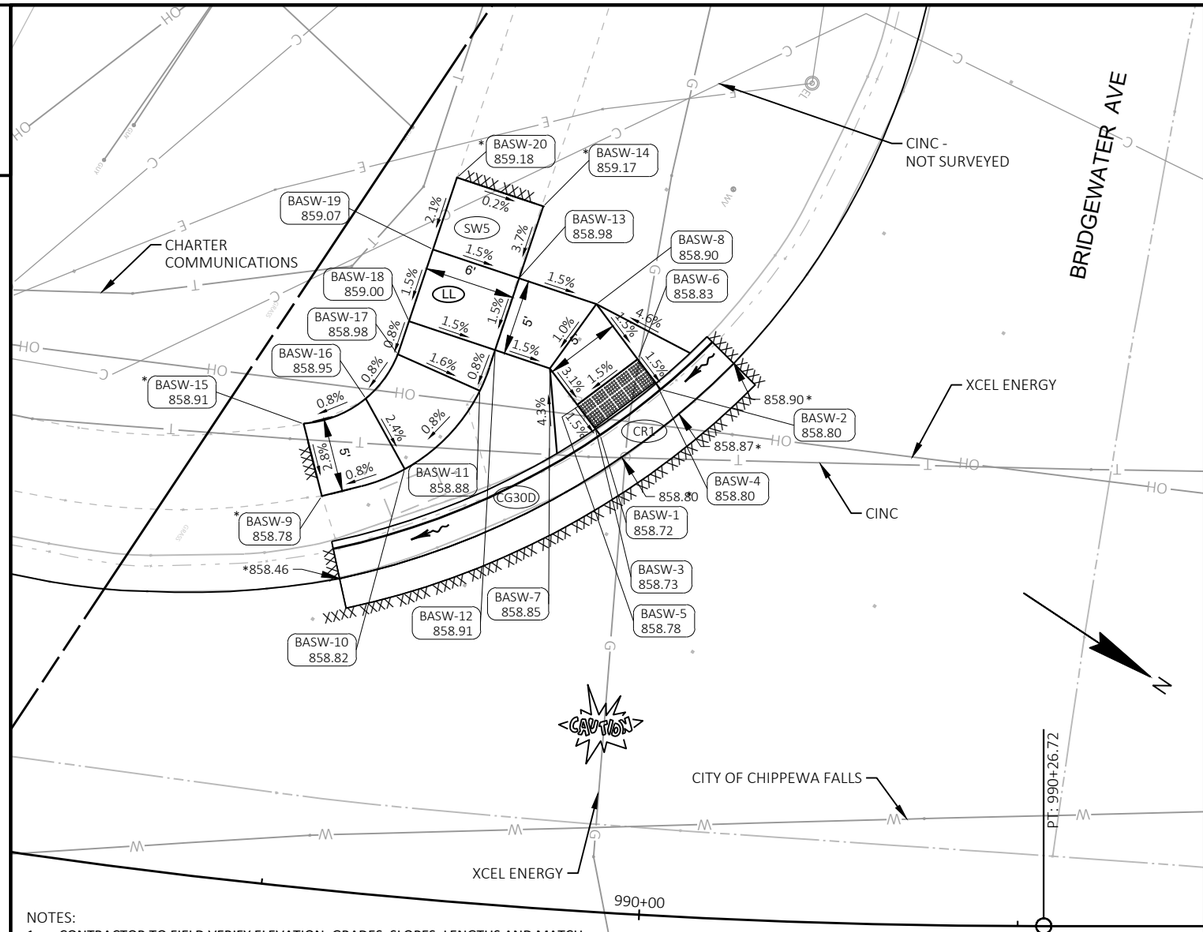
- (CG30A) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CG30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- XXX / XXX.XX — POINT NUMBER & ELEVATION
- XXXX — SAWCUT

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
5. MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

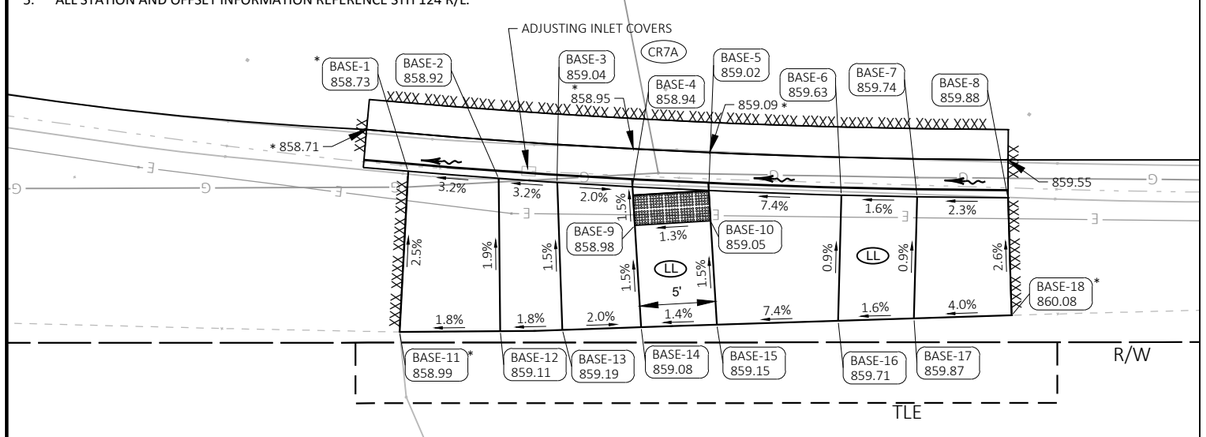
* NO SURFACE INFORMATION AVAILABLE. MATCH EXISTING CONDITIONS IN FIELD.

988					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
988-1	988+82.40	20.39' RT	*0.00	132432.82	170631.93
988-2	989+04.41	18.78' RT	*0.00	132454.20	170623.52
988-3	989+04.06	32.31' RT	*0.00	132458.20	170636.45
988-4	988+82.08	33.90' RT	*0.00	132436.25	170645.00





NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

Bridgewater Ave SW Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BASW-1	989+95.36	31.43' LT	858.72	132515.40	170541.18
BASW-2	989+99.44	34.68' LT	858.80	132517.08	170536.46
BASW-3	989+95.01	31.81' LT	858.73	132514.93	170541.01
BASW-4	989+99.09	35.06' LT	858.80	132516.61	170536.30
BASW-5	989+93.60	33.33' LT	858.78	132513.05	170540.34
BASW-6	989+97.69	36.59' LT	858.83	132514.72	170535.62
BASW-7	989+91.48	35.59' LT	858.85	132510.22	170539.33
BASW-8	989+94.47	40.04' LT	858.90	132510.44	170534.10
BASW-9	989+76.25	25.85' LT	858.78	132502.29	170554.66
BASW-10	989+81.83	28.18' LT	858.82	132505.87	170550.15
BASW-11	989+86.62	33.76' LT	858.88	132507.16	170543.11
BASW-12	989+87.47	36.52' LT	858.91	132506.53	170540.31
BASW-13	989+88.78	41.37' LT	858.98	132505.24	170535.48
BASW-14	989+90.11	46.22' LT	859.17	132503.96	170530.65
BASW-15	989+74.45	30.47' LT	858.91	132498.67	170551.33
BASW-16	989+78.63	32.55' LT	858.95	132501.18	170547.69
BASW-17	989+80.58	35.66' LT	858.98	132501.33	170544.09
BASW-18	989+81.14	37.91' LT	859.00	132500.74	170541.86
BASW-19	989+82.38	42.78' LT	859.07	132499.45	170537.03
BASW-20	989+83.65	47.64' LT	859.18	132498.16	170532.20

Bridgewater Ave SE Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BASE-1	989+86.69	20.30' RT	858.73	132533.13	170590.52
BASE-2	989+92.45	20.30' RT	858.92	132538.38	170587.62
BASE-3	989+96.13	20.30' RT	859.04	132541.73	170585.72
BASE-4	990+00.93	20.30' RT	858.94	132546.05	170583.21
BASE-5	990+05.76	20.30' RT	859.02	132550.38	170580.65
BASE-6	990+14.16	20.30' RT	859.63	132557.86	170576.08
BASE-7	990+18.95	20.30' RT	859.74	132562.09	170573.42
BASE-8	990+24.71	20.30' RT	859.88	132567.13	170570.16
BASE-9	990+01.21	22.83' RT	858.98	132547.58	170585.25
BASE-10	990+05.96	22.29' RT	859.05	132551.58	170582.25
BASE-11	989+87.00	30.91' RT	858.99	132538.51	170599.68
BASE-12	989+93.21	30.34' RT	859.11	132544.01	170595.97
BASE-13	989+97.05	29.99' RT	859.19	132547.38	170593.65
BASE-14	990+01.93	29.51' RT	859.08	132551.62	170590.63
BASE-15	990+06.63	29.12' RT	859.15	132555.71	170587.74
BASE-16	990+14.16	28.59' RT	859.71	132562.24	170583.12
BASE-17	990+18.88	28.32' RT	859.87	132566.33	170580.23
BASE-18	990+24.97	28.06' RT	860.08	132571.61	170576.50

2

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

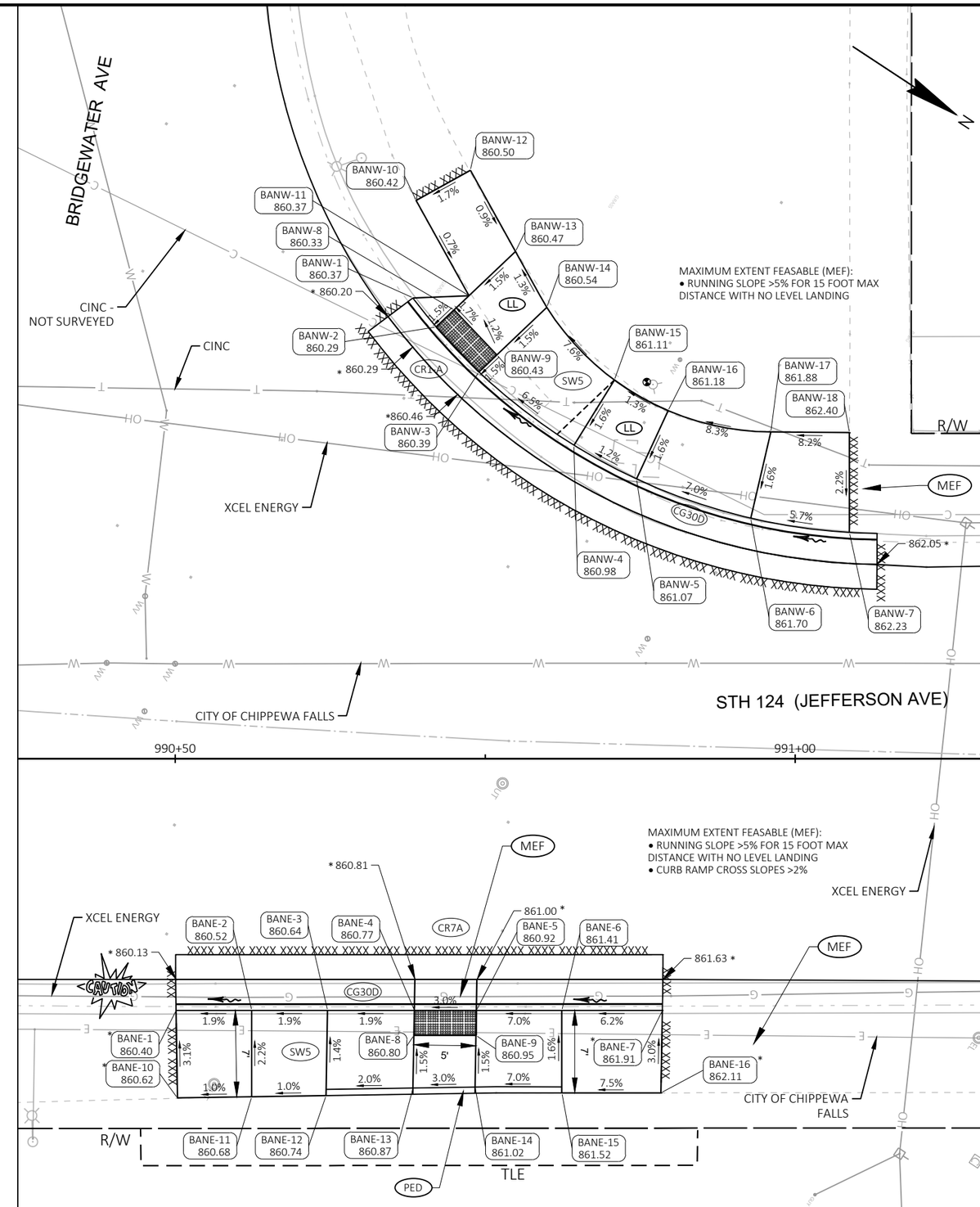
Birdgewater Ave NW Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BANW-1	990+69.16	37.15' LT	860.37	132572.63	170497.68
BANW-2	990+71.04	34.81' LT	860.29	132575.48	170498.60
BANW-3	990+74.48	31.19' LT	860.39	132580.36	170499.73
BANW-4	990+82.16	25.27' LT	860.98	132590.02	170500.43
BANW-5	990+87.20	22.56' LT	861.07	132595.72	170499.92
BANW-6	990+96.41	19.39' LT	861.70	132605.15	170497.48
BANW-7	991+04.37	18.24' LT	862.23	132612.43	170494.06
BANW-8	990+72.49	36.19' LT	860.33	132575.94	170496.65
BANW-9	990+75.93	32.56' LT	860.43	132580.81	170497.78
BANW-10	990+69.43	45.02' LT	860.42	132568.51	170490.97
BANW-11	990+73.69	37.33' LT	860.37	132576.31	170495.03
BANW-12	990+73.80	47.45' LT	860.50	132570.82	170486.54
BANW-13	990+77.44	40.89' LT	860.47	132577.48	170490.00
BANW-14	990+79.97	36.40' LT	860.54	132582.06	170492.36
BANW-15	990+85.42	30.54' LT	861.11	132589.84	170494.25
BANW-16	990+89.75	28.06' LT	861.18	132594.82	170493.92
BANW-17	990+98.03	26.35' LT	861.88	132602.67	170490.79
BANW-18	991+04.37	26.30' LT	862.40	132607.99	170487.33

Bridgewater Ave NE Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BANE-1	990+50.06	20.30' RT	860.40	132588.35	170556.15
BANE-2	990+56.17	20.30' RT	860.52	132593.45	170552.78
BANE-3	990+62.28	20.30' RT	860.64	132598.55	170549.41
BANE-4	990+69.28	20.30' RT	860.77	132604.39	170545.55
BANE-5	990+74.28	20.30' RT	860.92	132608.56	170542.80
BANE-6	990+81.18	20.30' RT	861.41	132614.32	170539.00
BANE-7	990+89.29	20.30' RT	861.91	132621.08	170534.53
BANE-8	990+69.25	22.30' RT	860.80	132605.46	170547.24
BANE-9	990+74.25	22.30' RT	860.95	132609.64	170544.49
BANE-10	990+50.17	27.35' RT	860.62	132592.33	170561.97
BANE-11	990+56.17	27.26' RT	860.68	132597.28	170558.59
BANE-12	990+62.16	27.16' RT	860.74	132602.23	170555.21
BANE-13	990+69.17	26.55' RT	860.87	132607.75	170550.83
BANE-14	990+74.18	26.48' RT	861.02	132611.88	170548.01
BANE-15	990+81.18	26.95' RT	861.52	132617.98	170544.55
BANE-16	990+89.17	26.94' RT	862.11	132624.64	170540.13

LEGEND

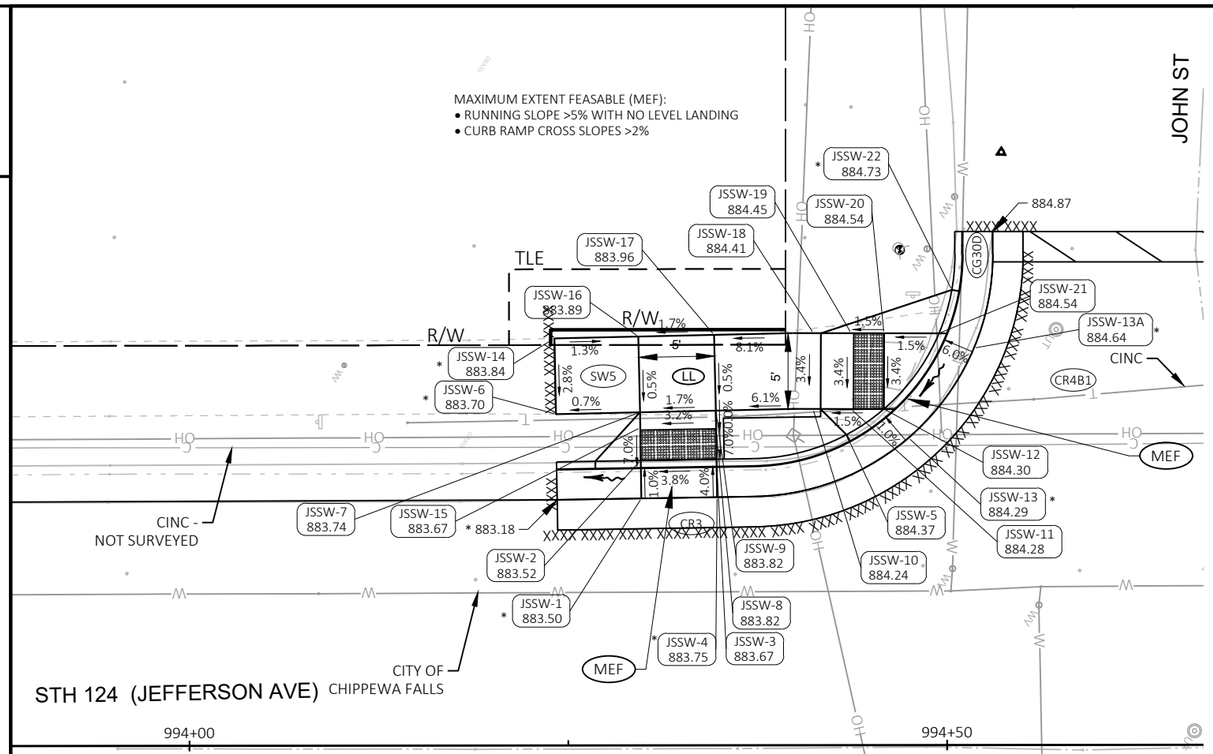
CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

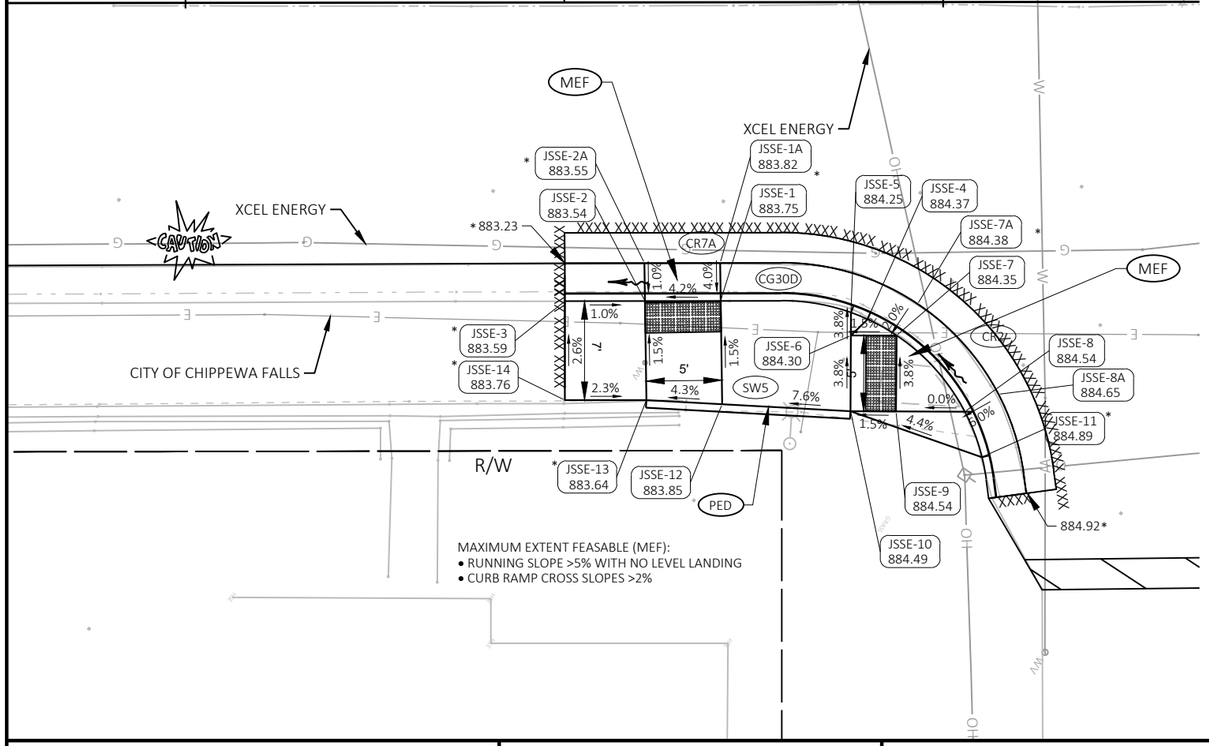
* MATCH EXISTING



2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CURB RAMP DETAILS	SHEET 24	E





John St SW Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JSSW-1	994+29.83	16.29' LT	883.50	132885.08	170316.31
JSSW-2	994+29.80	18.79' LT	883.52	132883.67	170314.25
JSSW-3	994+34.80	18.87' LT	883.67	132887.80	170311.43
JSSW-4	994+34.83	16.37' LT	883.75	132889.20	170313.49
JSSW-5	994+43.37	20.48' LT	884.37	132894.07	170305.36
JSSW-6	994+24.21	21.86' LT	883.70	132877.32	170314.77
JSSW-7	994+29.76	21.98' LT	883.74	132881.88	170311.61
JSSW-8	994+34.77	21.04' LT	883.82	132886.58	170309.64
JSSW-9	994+34.76	22.08' LT	883.82	132886.00	170308.77
JSSW-10	994+41.18	22.18' LT	884.24	132891.30	170305.15
JSSW-11	994+43.68	22.18' LT	884.28	132893.39	170303.77
JSSW-12	994+45.85	22.17' LT	884.30	132895.20	170302.58
JSSW-13	994+47.48	20.28' LT	884.29	132897.61	170303.27
JSSW-13A	994+51.79	26.19' LT	884.64	132897.94	170295.96
JSSW-14	994+24.11	26.86' LT	883.84	132874.48	170310.65
JSSW-15	994+29.77	20.96' LT	883.67	132882.45	170312.46
JSSW-16	994+29.65	26.97' LT	883.89	132879.04	170307.50
JSSW-17	994+34.65	27.08' LT	883.96	132883.16	170304.66
JSSW-18	994+41.19	27.18' LT	884.41	132888.55	170300.97
JSSW-19	994+43.69	27.18' LT	884.45	132890.64	170299.59
JSSW-20	994+45.86	27.17' LT	884.54	132892.46	170298.40
JSSW-21	994+49.49	27.16' LT	884.54	132895.49	170296.41
JSSW-22	994+50.34	30.03' LT	884.73	132894.61	170293.55

John St SE Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JSSE-1	994+35.30	19.70' RT	883.75	132909.48	170343.34
JSSE-1A	994+35.27	17.20' RT	883.82	132908.07	170341.27
JSSE-2	994+30.30	19.70' RT	883.54	132905.30	170346.09
JSSE-2A	994+30.27	17.20' RT	883.55	132903.90	170344.02
JSSE-3	994+25.01	19.70' RT	883.59	132900.89	170349.01
JSSE-4	994+44.97	20.93' RT	884.37	132918.22	170339.03
JSSE-5	994+43.90	20.49' RT	884.25	132917.09	170339.26
JSSE-6	994+43.89	21.98' RT	884.30	132917.90	170340.51
JSSE-7	994+46.89	22.00' RT	884.35	132920.41	170338.87
JSSE-7A	994+48.28	19.92' RT	884.38	132920.43	170336.37
JSSE-8	994+51.39	27.03' RT	884.54	132926.94	170340.58
JSSE-8A	994+53.60	25.87' RT	884.65	132928.15	170338.40
JSSE-9	994+46.86	27.00' RT	884.54	132923.15	170343.06
JSSE-10	994+43.86	26.98' RT	884.49	132920.63	170344.70
JSSE-11	994+52.51	30.03' RT	884.89	132929.53	170342.47
JSSE-12	994+35.39	26.51' RT	883.85	132913.30	170348.97
JSSE-13	994+30.38	26.23' RT	883.64	132908.97	170351.50
JSSE-14	994+25.01	26.23' RT	883.76	132904.49	170354.46

* MATCH EXISTING

LEGEND

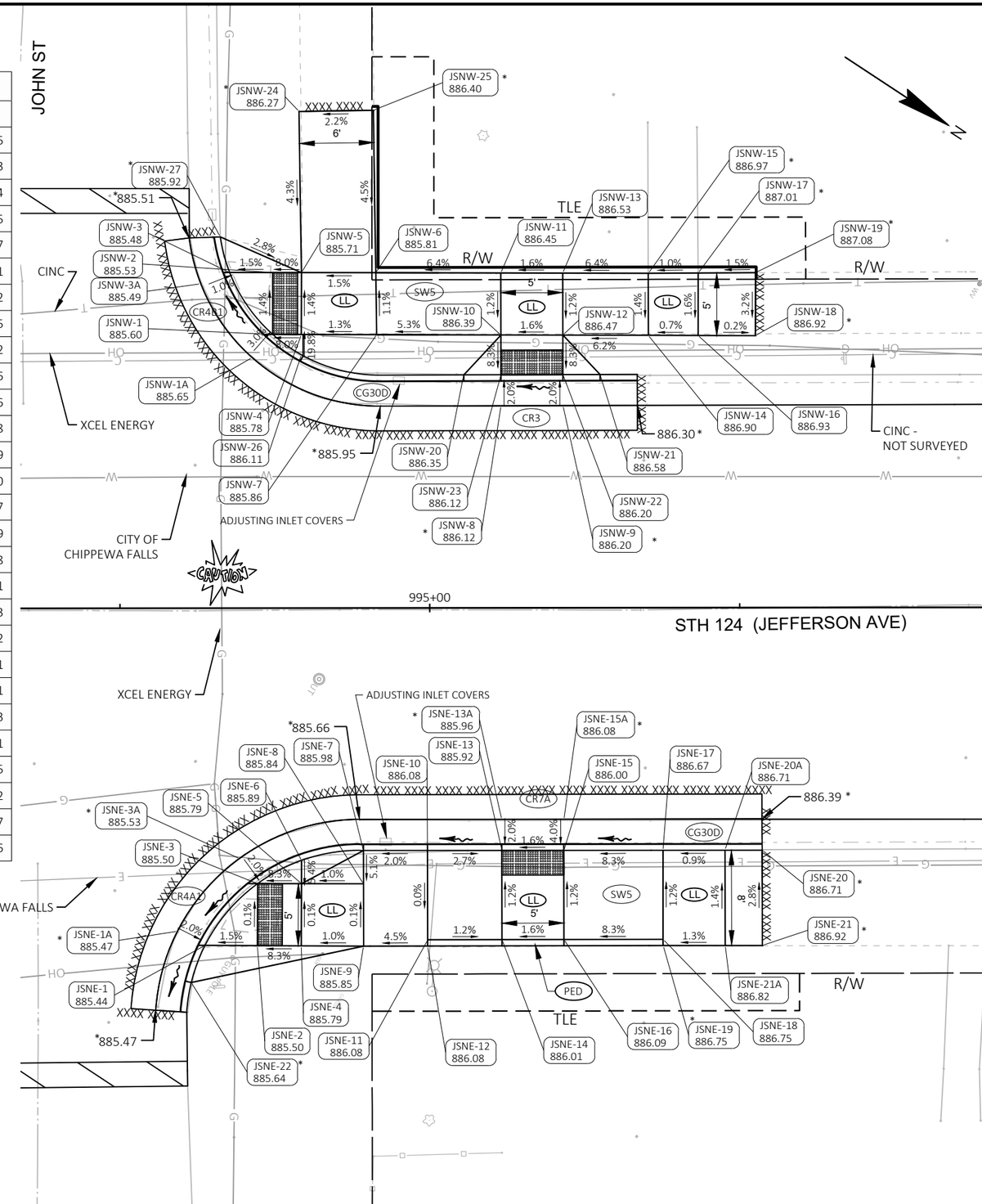
CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

2

John St NW Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JSNW-1	994+87.35	22.06' LT	885.60	132929.89	170279.80
JSNW-1A	994+85.69	20.20' LT	885.65	132929.53	170282.28
JSNW-2	994+87.36	27.06' LT	885.53	132927.15	170275.62
JSNW-3	994+83.87	27.07' LT	885.48	132924.23	170277.54
JSNW-3A	994+81.54	26.17' LT	885.49	132922.78	170279.58
JSNW-4	994+89.66	22.06' LT	885.78	132931.82	170278.53
JSNW-5	994+89.67	27.06' LT	885.71	132929.08	170274.35
JSNW-6	994+95.67	27.04' LT	885.81	132934.09	170271.06
JSNW-7	994+95.74	22.04' LT	885.86	132936.91	170275.19
JSNW-8	995+05.77	16.29' LT	886.12	132948.44	170274.47
JSNW-9	995+10.77	16.30' LT	886.20	132952.61	170271.70
JSNW-10	995+05.76	22.01' LT	886.39	132945.29	170269.70
JSNW-11	995+05.76	27.01' LT	886.45	132942.53	170265.53
JSNW-12	995+10.76	21.99' LT	886.47	132949.47	170266.96
JSNW-13	995+10.76	26.99' LT	886.53	132946.71	170262.79
JSNW-14	995+17.66	21.97' LT	886.90	132955.24	170263.18
JSNW-15	995+17.66	26.97' LT	886.97	132952.48	170259.01
JSNW-16	995+21.68	21.95' LT	886.93	132958.60	170260.98
JSNW-17	995+21.70	26.99' LT	887.01	132955.83	170256.76
JSNW-18	995+26.29	21.93' LT	886.92	132962.46	170258.45
JSNW-19	995+26.31	27.01' LT	887.08	132959.68	170254.20
JSNW-20	995+02.76	18.79' LT	886.35	132944.56	170274.04
JSNW-21	995+13.76	18.81' LT	886.58	132953.73	170267.96
JSNW-22	995+10.76	18.80' LT	886.20	132951.23	170269.62
JSNW-23	995+05.76	18.80' LT	886.12	132947.06	170272.38
JSNW-24	994+89.49	40.06' LT	886.27	132921.76	170263.61
JSNW-25	994+95.49	40.14' LT	886.40	132926.72	170260.23
JSNW-26	994+89.65	20.42' LT	886.11	132932.72	170279.90
JSNW-27	994+83.13	29.95' LT	885.92	132922.03	170275.55

John St NE Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JSNE-1	994+81.83	27.20' RT	885.44	132952.44	170323.95
JSNE-1A	994+79.61	26.06' RT	885.47	132949.95	170324.23
JSNE-2	994+86.06	27.22' RT	885.50	132955.98	170321.64
JSNE-3	994+86.09	22.22' RT	885.50	132953.25	170317.45
JSNE-3A	994+84.62	20.20' RT	885.53	132950.91	170316.57
JSNE-4	994+89.60	27.24' RT	885.79	132958.94	170319.71
JSNE-5	994+89.63	22.24' RT	885.79	132956.21	170315.52
JSNE-6	994+89.63	20.36' RT	885.89	132955.17	170313.95
JSNE-7	994+94.63	19.56' RT	885.98	132958.90	170310.52
JSNE-8	994+94.63	22.25' RT	885.84	132960.38	170312.76
JSNE-9	994+94.62	27.27' RT	885.85	132963.15	170316.96
JSNE-10	994+99.79	19.56' RT	886.08	132963.22	170307.68
JSNE-11	994+99.80	26.77' RT	886.08	132967.19	170313.69
JSNE-12	994+99.80	27.27' RT	886.08	132967.47	170314.10
JSNE-13	995+05.79	19.56' RT	885.92	132968.22	170304.37
JSNE-13A	995+05.79	17.06' RT	885.96	132966.85	170302.29
JSNE-14	995+05.80	26.77' RT	886.01	132972.20	170310.38
JSNE-15	995+10.80	19.57' RT	886.00	132972.41	170301.61
JSNE-15A	995+10.80	17.07' RT	886.08	132971.03	170299.53
JSNE-16	995+10.80	26.77' RT	886.09	132976.37	170307.62
JSNE-17	995+18.79	19.57' RT	886.67	132979.08	170297.21
JSNE-18	995+18.80	26.76' RT	886.75	132983.04	170303.21
JSNE-19	995+18.80	27.26' RT	886.75	132983.32	170303.63
JSNE-20	995+26.80	19.58' RT	886.71	132985.75	170292.81
JSNE-20A	995+23.79	19.57' RT	886.71	132983.25	170294.45
JSNE-21	995+26.80	27.26' RT	886.92	132989.99	170299.22
JSNE-21A	995+23.80	27.26' RT	886.82	132987.49	170300.87
JSNE-22	994+80.72	30.19' RT	885.64	132953.16	170327.06

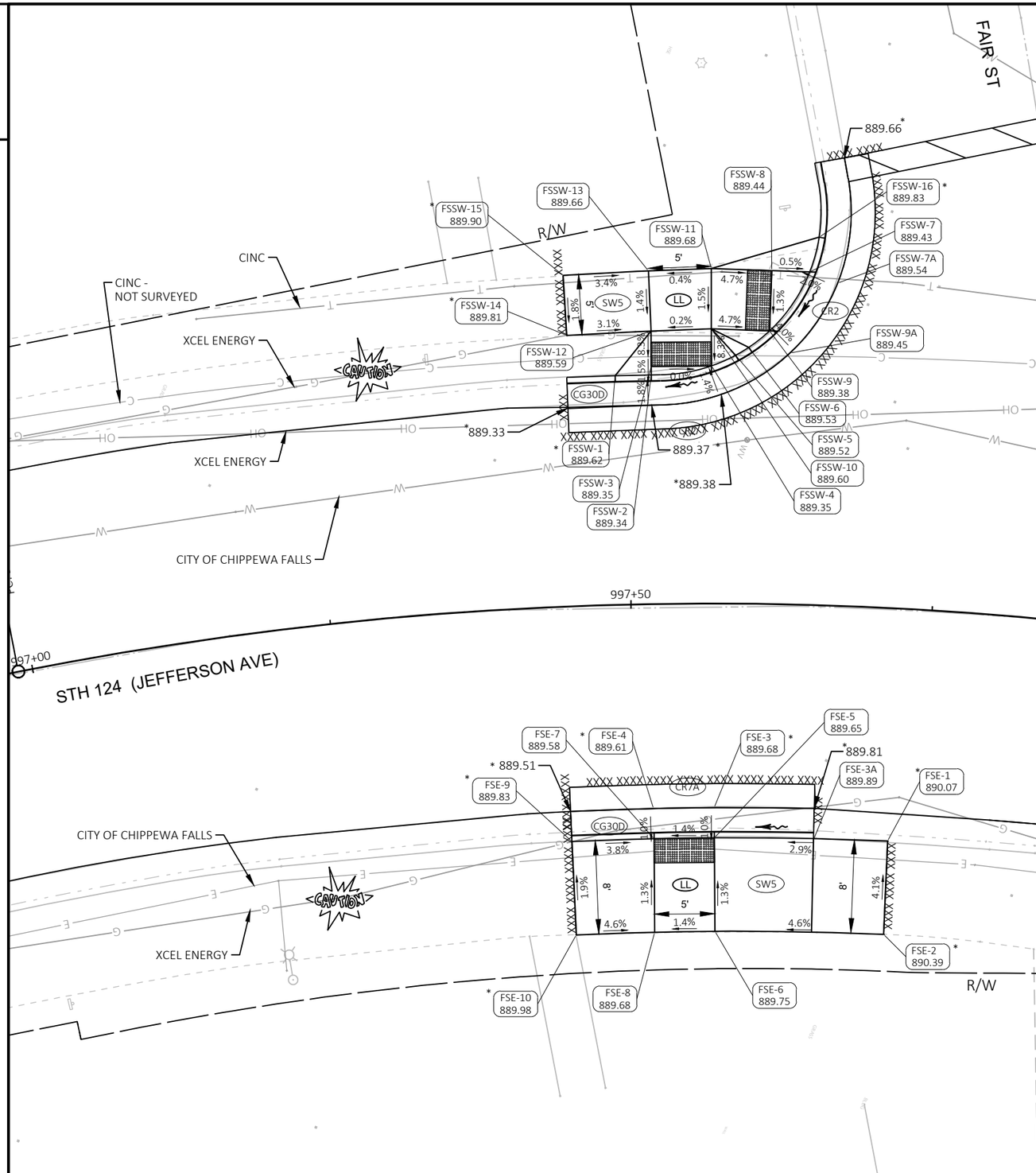


LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

NOTES:
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Fair St SW Ramps

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FSSW-1	997+49.17	19.00' LT	889.62	133155.05	170140.23
FSSW-2	997+51.99	19.00' LT	889.34	133157.80	170139.04
FSSW-3	997+51.99	19.72' LT	889.35	133157.53	170138.37
FSSW-4	997+56.68	19.71' LT	889.35	133162.14	170136.45
FSSW-5	997+58.56	20.60' LT	889.52	133163.67	170134.87
FSSW-6	997+59.57	21.27' LT	889.53	133164.43	170133.86
FSSW-7	997+64.13	27.61' LT	889.43	133166.74	170126.16
FSSW-7A	997+66.28	26.76' LT	889.54	133169.24	170126.13
FSSW-8	997+61.25	27.66' LT	889.44	133163.78	170127.25
FSSW-9	997+61.16	22.66' LT	889.38	133165.51	170131.94
FSSW-9A	997+62.78	20.86' LT	889.45	133167.78	170132.98
FSSW-10	997+56.66	22.79' LT	889.60	133160.96	170133.61
FSSW-11	997+56.67	27.79' LT	889.68	133159.08	170128.97
FSSW-12	997+52.02	22.65' LT	889.59	133156.40	170135.67
FSSW-13	997+51.89	27.64' LT	889.66	133154.32	170131.13
FSSW-14	997+45.52	22.47' LT	889.81	133150.07	170138.65
FSSW-15	997+45.42	27.47' LT	889.90	133147.90	170134.14
FSSW-16	997+64.77	30.52' LT	889.83	133166.37	170123.19

Fair St East Ramp

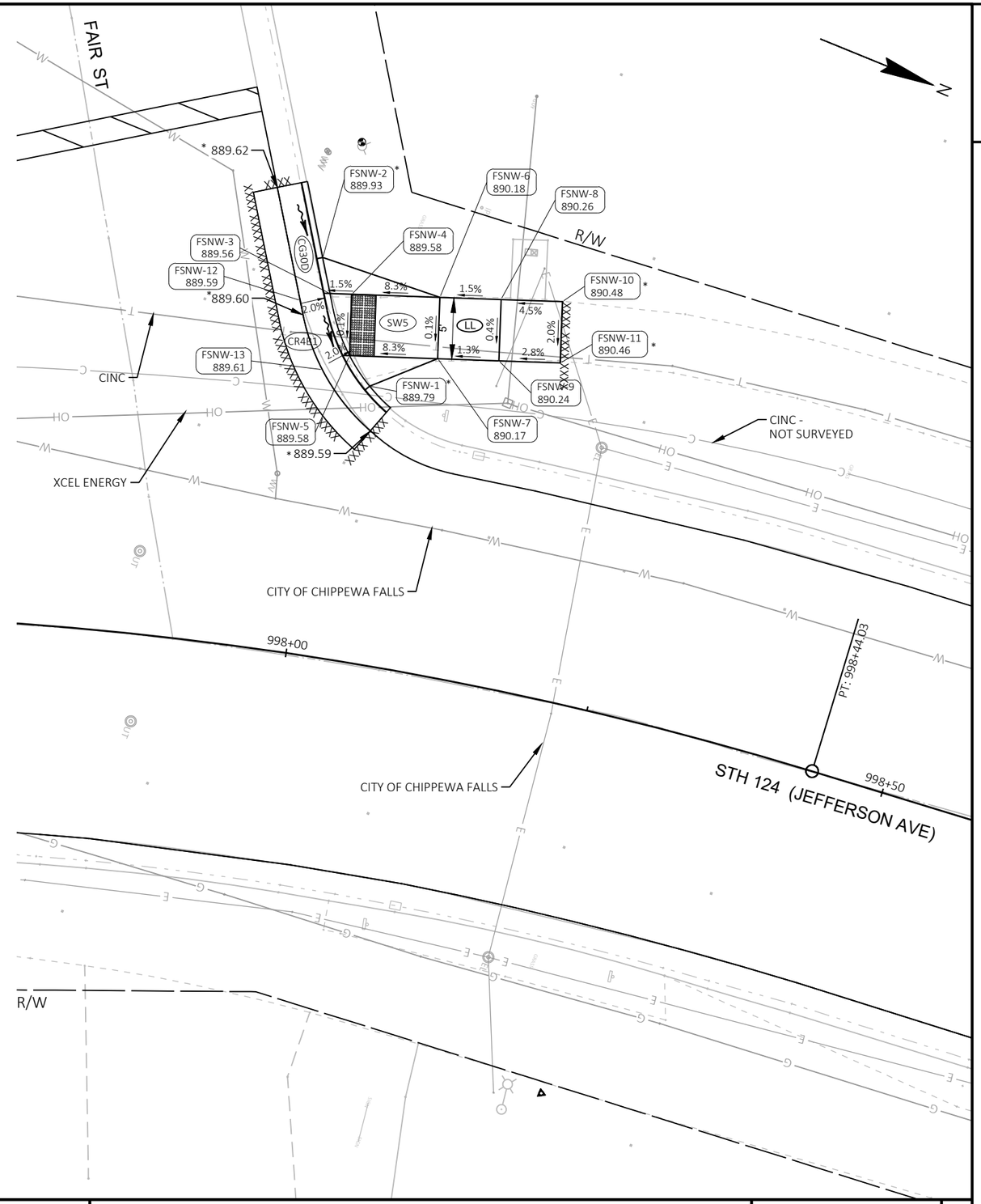
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FSE-1	997+72.32	19.31' RT	890.07	133190.57	170167.42
FSE-2	997+72.41	27.06' RT	890.39	133193.19	170174.71
FSE-3	997+56.92	16.94' RT	889.68	133176.21	170170.30
FSE-3A	997+65.74	19.46' RT	889.89	133184.84	170169.64
FSE-4	997+51.57	16.97' RT	889.61	133171.57	170172.27
FSE-5	997+56.94	19.44' RT	889.65	133177.17	170172.61
FSE-6	997+57.00	27.19' RT	889.75	133180.14	170179.76
FSE-7	997+51.58	19.47' RT	889.58	133172.57	170174.57
FSE-8	997+51.49	27.22' RT	889.68	133175.54	170181.72
FSE-9	997+44.28	19.51' RT	889.83	133166.34	170177.36
FSE-10	997+44.32	27.26' RT	889.98	133169.60	170184.39

Fair St NW Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FSNW-1	998+03.32	22.53' LT	889.79	133208.85	170118.61
FSNW-2	997+98.42	32.35' LT	889.93	133201.34	170110.33
FSNW-3	997+99.33	29.52' LT	889.56	133203.00	170112.83
FSNW-4	998+00.93	29.72' LT	889.58	133204.66	170112.22
FSNW-5	998+01.46	24.75' LT	889.58	133206.39	170116.91
FSNW-6	998+07.41	30.62' LT	890.18	133211.42	170109.74
FSNW-7	998+08.04	25.67' LT	890.17	133213.14	170114.43
FSNW-8	998+11.89	31.34' LT	890.26	133216.11	170108.01
FSNW-9	998+12.58	26.40' LT	890.24	133217.83	170112.70
FSNW-10	998+16.35	32.13' LT	890.48	133220.80	170106.29
FSNW-11	998+17.11	27.20' LT	890.46	133222.53	170110.98
FSNW-12	997+97.22	28.62' LT	889.59	133200.97	170114.27
FSNW-13	997+99.58	23.28' LT	889.61	133204.76	170118.82

LEGEND

- (CRxx) CURB RAMP TYPE
- (SOD) SOD LAWN
- (SW5) CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- (PED) CONCRETE CURB PEDESTRIAN
- (CG30A) CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- (CG30D) CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- (XXX / XXX.XX) POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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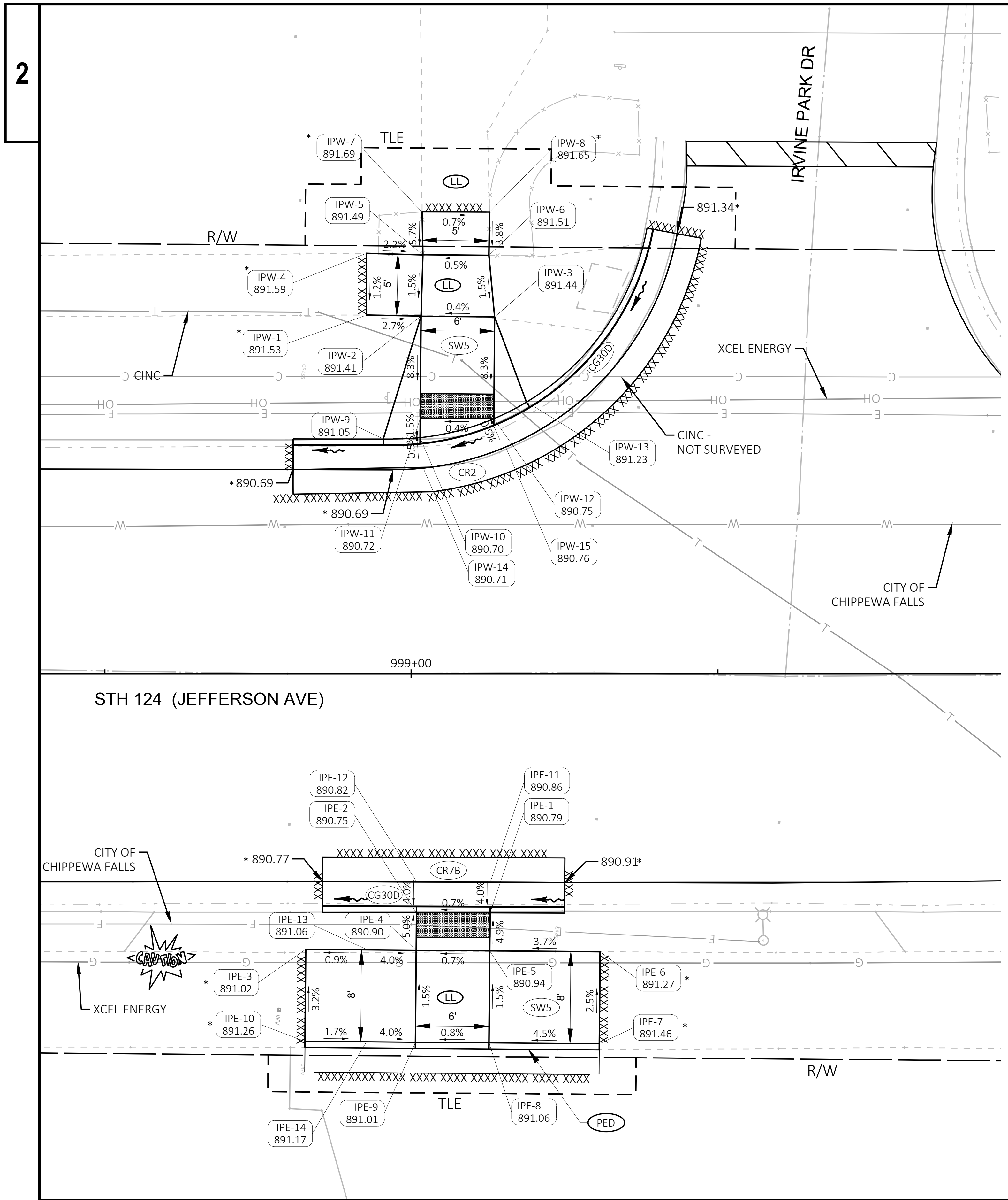
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

NOTES:
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Irvine Park West Ramp

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
IPW-1	998+96.36	29.22' LT	891.53	133303.57	170100.14
IPW-2	999+00.80	29.13' LT	891.41	133308.00	170099.83
IPW-3	999+06.80	29.08' LT	891.44	133313.98	170099.32
IPW-4	998+96.34	34.25' LT	891.59	133303.09	170095.13
IPW-5	999+00.95	34.13' LT	891.49	133307.69	170094.83
IPW-6	999+06.34	34.10' LT	891.51	133313.06	170094.37
IPW-7	999+00.88	37.64' LT	891.69	133307.30	170091.34
IPW-8	999+06.38	37.62' LT	891.65	133312.78	170090.86
IPW-9	998+97.73	19.13' LT	891.05	133305.86	170110.07
IPW-10	999+00.72	19.23' LT	890.70	133308.83	170109.69
IPW-11	999+00.74	20.82' LT	890.72	133308.70	170108.11
IPW-12	999+06.74	20.77' LT	890.75	133314.68	170107.60
IPW-13	999+09.41	22.14' LT	891.23	133317.21	170106.00
IPW-14	999+00.98	16.74' LT	890.71	133309.32	170112.14
IPW-15	999+07.71	18.48' LT	890.76	133315.86	170109.80

Irvine Park East Ramp

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
IPE-1	999+06.43	19.50' RT	890.79	133318.06	170147.73
IPE-2	999+00.43	19.48' RT	890.75	133312.09	170148.26
IPE-3	998+91.40	22.47' RT	891.02	133303.37	170152.06
IPE-4	999+00.40	22.55' RT	890.90	133312.34	170151.32
IPE-5	999+06.40	22.60' RT	890.94	133318.32	170150.82
IPE-6	999+15.40	22.67' RT	891.27	133327.29	170150.07
IPE-7	999+15.35	30.17' RT	891.46	133327.92	170157.54
IPE-8	999+06.35	30.10' RT	891.06	133318.95	170158.29
IPE-9	999+00.35	30.05' RT	891.01	133312.97	170158.79
IPE-10	998+91.35	29.97' RT	891.26	133304.01	170159.54
IPE-11	999+06.45	17.00' RT	890.86	133317.85	170145.24
IPE-12	999+00.45	16.97' RT	890.82	133311.87	170145.77
IPE-13	998+96.41	22.51' RT	891.06	133308.36	170151.64
IPE-14	998+96.35	30.01' RT	891.17	133308.99	170159.13

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CURB RAMP DETAILS	SHEET 29	E

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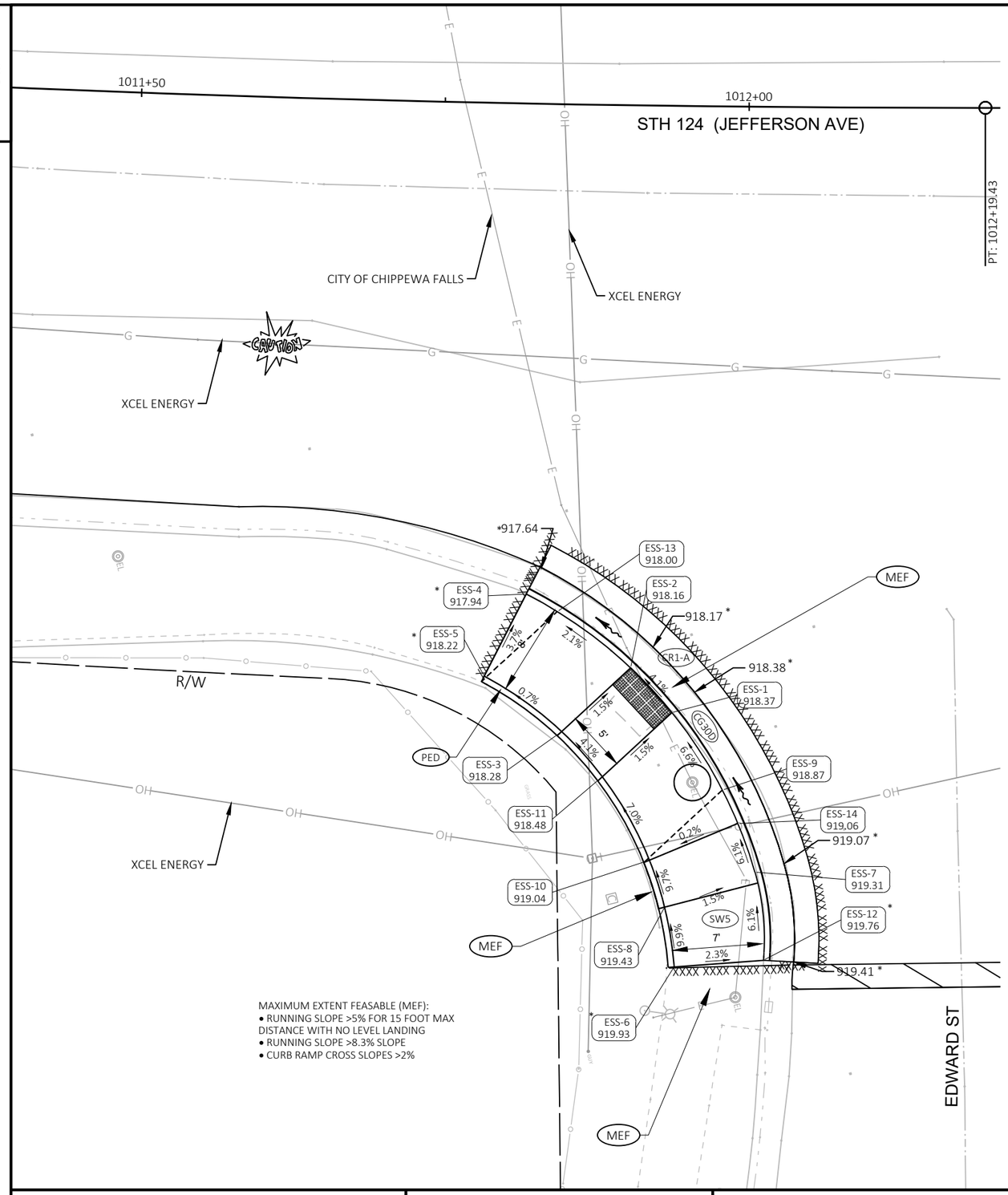
LAYOUT NAME - 021316
PLOT DATE : 7/22/2025 6:14 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



MAXIMUM EXTENT FEASABLE (MEF):
- RUNNING SLOPE >5% FOR 15 FOOT MAX DISTANCE WITH NO LEVEL LANDING
- RUNNING SLOPE >8.3% SLOPE
- CURB RAMP CROSS SLOPES >2%

Edward St South Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESS-1	1011+94.30	49.90' RT	918.37	134533.15	170443.03
ESS-2	1011+90.94	46.27' RT	918.16	134530.74	170438.64
ESS-3	1011+85.49	51.60' RT	918.28	134523.97	170442.36
ESS-4	1011+82.44	40.35' RT	917.94	134523.87	170430.68
ESS-5	1011+79.19	47.17' RT	918.22	134518.89	170436.40
ESS-6	1011+94.74	70.83' RT	919.93	134528.27	170463.39
ESS-7	1012+01.07	62.95' RT	919.31	134536.61	170457.42
ESS-8	1011+93.92	65.92' RT	919.43	134528.71	170458.42
ESS-9	1011+98.41	56.22' RT	918.87	134535.64	170450.22
ESS-10	1011+92.66	62.06' RT	919.04	134528.43	170454.37
ESS-11	1011+88.80	55.26' RT	918.48	134526.32	170446.77
ESS-12	1012+01.82	70.20' RT	919.76	134535.54	170464.63
ESS-13	1011+84.96	41.74' RT	918.00	134526.00	170432.69
ESS-14	1011+99.68	58.96' RT	919.06	134536.22	170453.19

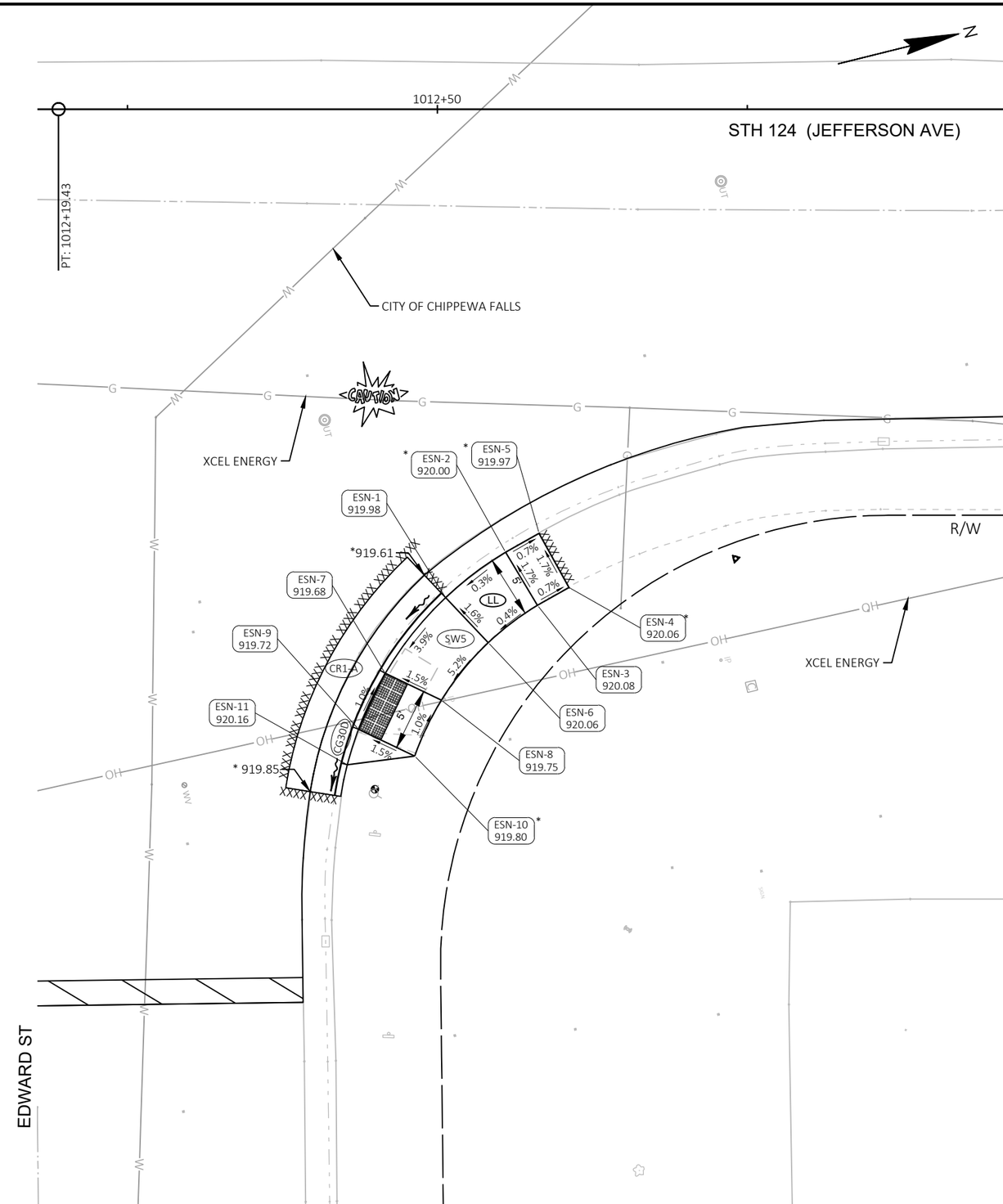
LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

Edward St North Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESN-1	1012+50.66	39.39' RT	919.98	134590.98	170446.75
ESN-2	1012+55.49	35.71' RT	920.00	134596.55	170444.36
ESN-3	1012+58.07	40.00' RT	920.08	134598.02	170449.14
ESN-4	1012+60.62	38.57' RT	920.06	134600.84	170448.37
ESN-5	1012+58.20	34.20' RT	919.97	134599.55	170443.54
ESN-6	1012+54.09	43.02' RT	920.06	134593.44	170451.11
ESN-7	1012+45.79	45.49' RT	919.68	134584.78	170451.50
ESN-8	1012+50.32	47.66' RT	919.75	134588.65	170454.70
ESN-9	1012+43.63	50.00' RT	919.72	134581.59	170455.36
ESN-10	1012+48.16	52.17' RT	919.80	134585.47	170458.55
ESN-11	1012+42.73	52.87' RT	920.16	134580.03	170457.92

* MATCH EXISTING



LEGEND

- CRxx — CURB RAMP TYPE
- SOD — SOD LAWN
- SW5 — CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX XXX.XX — POINT NUMBER & ELEVATION
- XXXX — SAWING ASPHALT/SAWING CONCRETE

NOTES:
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First Avenue South Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FAS-1	1017+95.74	34.44' RT	920.41	135121.14	170573.51
FAS-2	1017+93.03	32.04' RT	920.01	135119.09	170570.53
FAS-3	1017+81.36	26.23' RT	920.00	135109.17	170562.07
FAS-4	1017+81.35	26.99' RT	919.93	135108.98	170562.81
FAS-5	1017+81.32	31.96' RT	920.01	135107.75	170567.63
FAS-6	1017+75.37	25.25' RT	920.23	135103.59	170559.67
FAS-7	1017+75.32	31.92' RT	920.30	135101.93	170566.14
FAS-8	1017+70.32	25.17' RT	920.20	135098.71	170558.39
FAS-9	1017+70.32	31.94' RT	920.30	135097.08	170564.95
FAS-10	1017+65.32	25.18' RT	920.15	135093.85	170557.18
FAS-11	1017+65.32	31.95' RT	920.47	135092.22	170563.75
FAS-12	1017+83.85	26.99' RT	919.93	135111.40	170563.42
FAS-13	1017+84.69	24.63' RT	919.93	135112.78	170561.33
FAS-14	1017+95.10	30.50' RT	920.13	135121.47	170569.53

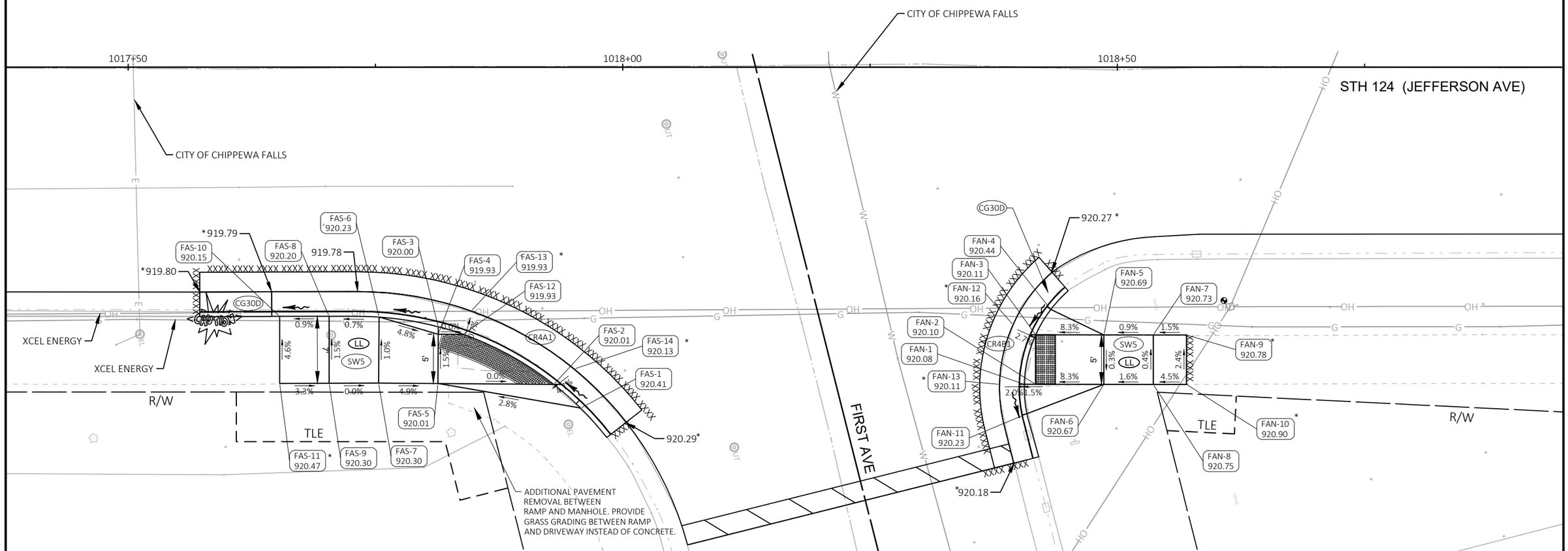
First Avenue North Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FAN-1	1018+40.60	32.04' RT	920.08	135165.25	170582.01
FAN-2	1018+41.74	32.05' RT	920.10	135166.35	170582.29
FAN-3	1018+41.74	27.05' RT	920.11	135167.56	170577.44
FAN-4	1018+43.27	24.48' RT	920.44	135169.67	170575.32
FAN-5	1018+48.64	27.05' RT	920.69	135174.26	170579.11
FAN-6	1018+48.64	32.05' RT	920.67	135173.05	170583.96
FAN-7	1018+53.64	27.06' RT	920.73	135179.11	170580.32
FAN-8	1018+53.64	32.06' RT	920.75	135177.90	170585.17
FAN-9	1018+57.00	27.06' RT	920.78	135182.37	170581.14
FAN-10	1018+57.00	32.06' RT	920.90	135181.16	170585.99
FAN-11	1018+40.86	35.03' RT	920.23	135164.79	170584.97
FAN-12	1018+39.46	26.02' RT	920.16	135165.60	170575.89
FAN-13	1018+38.10	32.04' RT	920.11	135162.82	170581.41

* MATCH EXISTING

LEGEND

- CRxx — CURB RAMP TYPE
- SOD — SOD LAWN
- SW5 — CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX XXX.XX — POINT NUMBER & ELEVATION
- XXXX — SAWING ASPHALT/SAWING CONCRETE

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CURB RAMP DETAILS	SHEET 32	E

2

Second Avenue South Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SAS-1	1021+40.38	31.95' RT	926.99	135456.19	170654.28
SAS-2	1021+38.96	31.95' RT	926.99	135454.82	170653.93
SAS-3	1021+38.98	26.95' RT	926.92	135456.04	170649.09
SAS-4	1021+34.35	26.94' RT	927.12	135451.55	170647.95
SAS-5	1021+34.33	31.94' RT	927.20	135450.32	170652.80
SAS-6	1021+29.35	26.92' RT	927.16	135446.70	170646.73
SAS-7	1021+29.33	31.92' RT	927.27	135445.48	170651.58
SAS-8	1021+37.58	24.30' RT	927.18	135455.32	170646.18
SAS-9	1021+41.16	34.85' RT	927.49	135456.25	170657.28
SAS-10	1021+42.83	31.44' RT	927.09	135458.70	170654.37
SAS-11	1021+41.39	26.27' RT	926.93	135458.54	170649.01

LEGEND

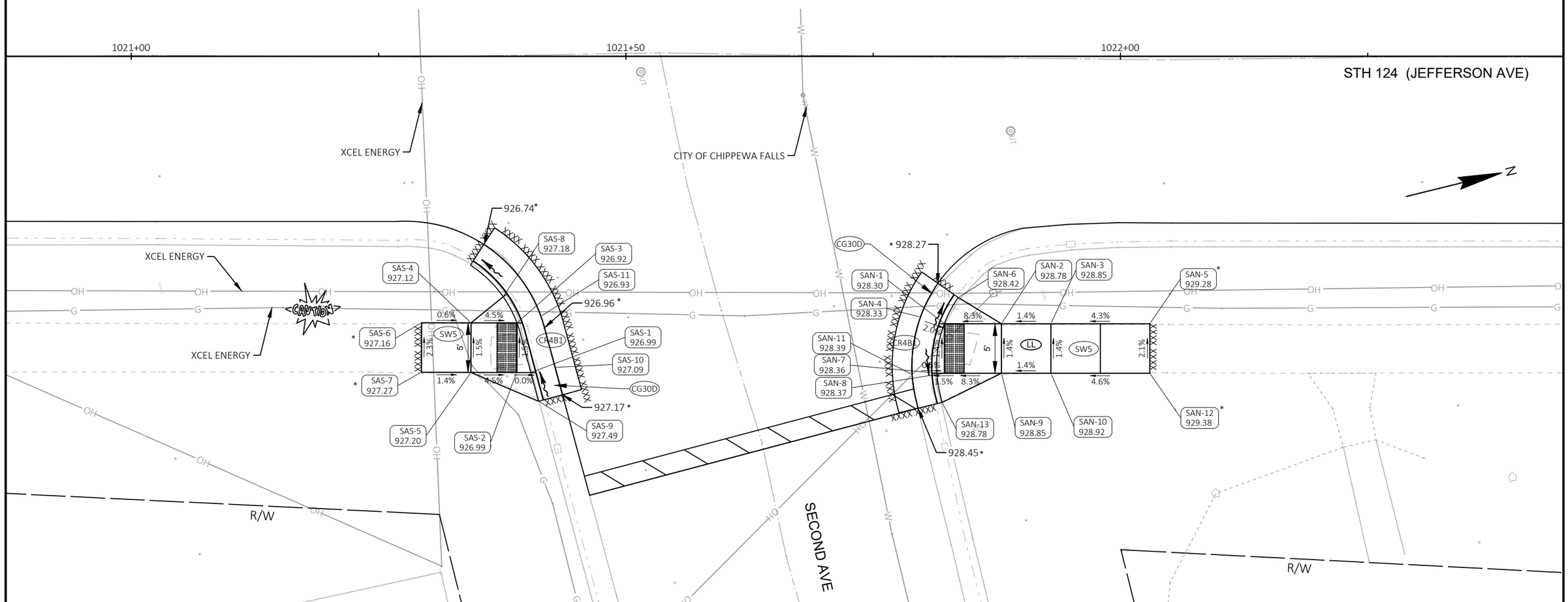
- CRxx — CURB RAMP TYPE
- SOD — SOD LAWN
- SW5 — CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED — CONCRETE CURB PEDESTRIAN
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX / XXX.XX — POINT NUMBER & ELEVATION
- XXXX — SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

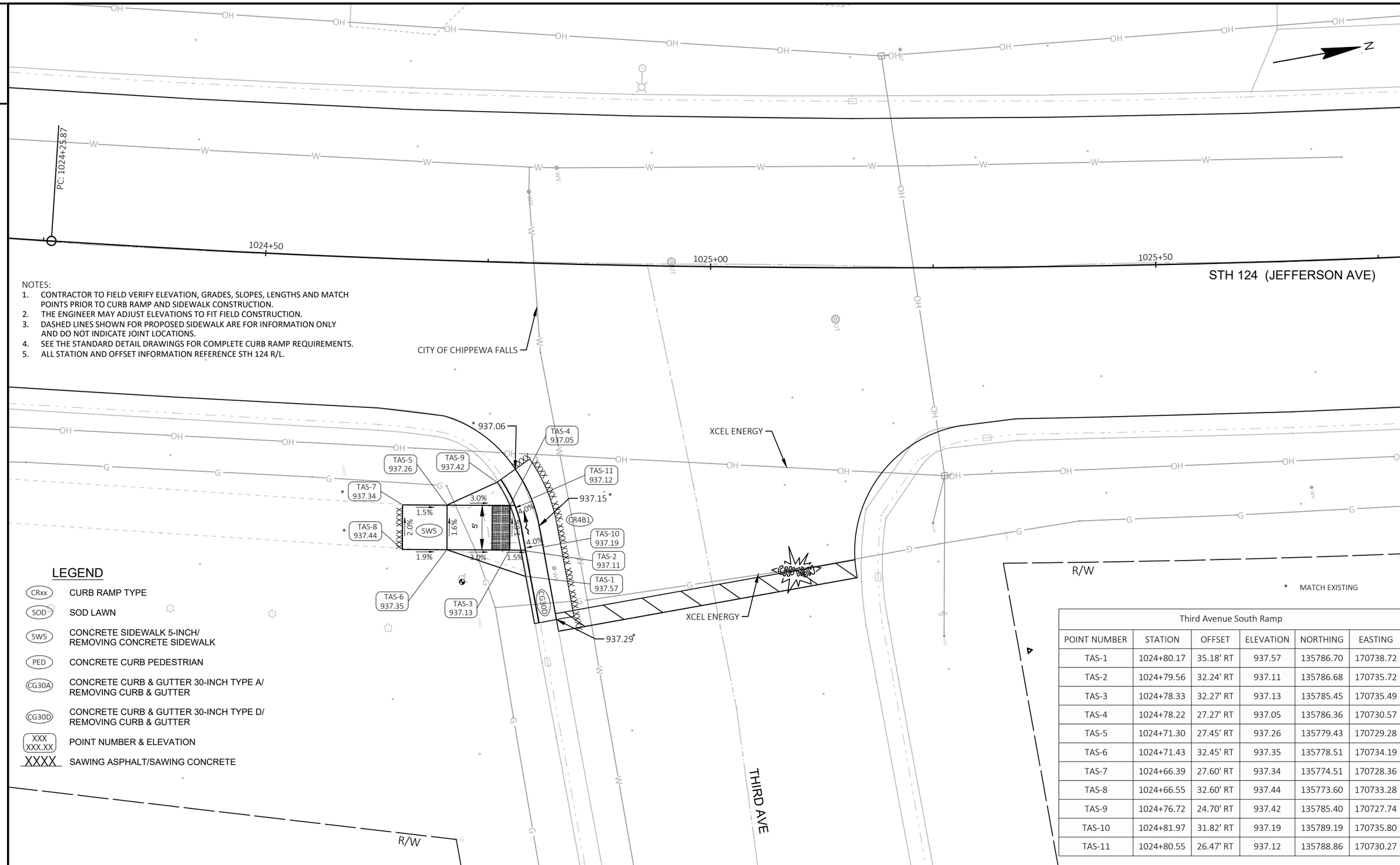
Second Avenue North Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SAN-1	1021+82.19	27.02' RT	928.30	135497.96	170659.59
SAN-2	1021+87.97	27.03' RT	928.78	135503.56	170660.98
SAN-3	1021+92.97	27.03' RT	928.85	135508.41	170662.19
SAN-4	1021+79.78	26.34' RT	928.33	135495.78	170658.34
SAN-5	1022+02.96	27.03' RT	929.28	135518.11	170664.60
SAN-6	1021+83.59	24.38' RT	928.42	135499.96	170657.36
SAN-7	1021+81.44	32.02' RT	928.36	135496.02	170664.26
SAN-8	1021+82.19	32.02' RT	928.37	135496.75	170664.44
SAN-9	1021+87.97	32.03' RT	928.85	135502.35	170665.84
SAN-10	1021+92.97	32.03' RT	928.92	135507.20	170667.04
SAN-11	1021+78.94	32.14' RT	928.39	135493.57	170663.77
SAN-12	1022+02.96	32.03' RT	929.38	135516.90	170669.46
SAN-13	1021+81.96	34.97' RT	928.78	135495.82	170667.25

2



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CURB RAMP DETAILS	SHEET 33	E

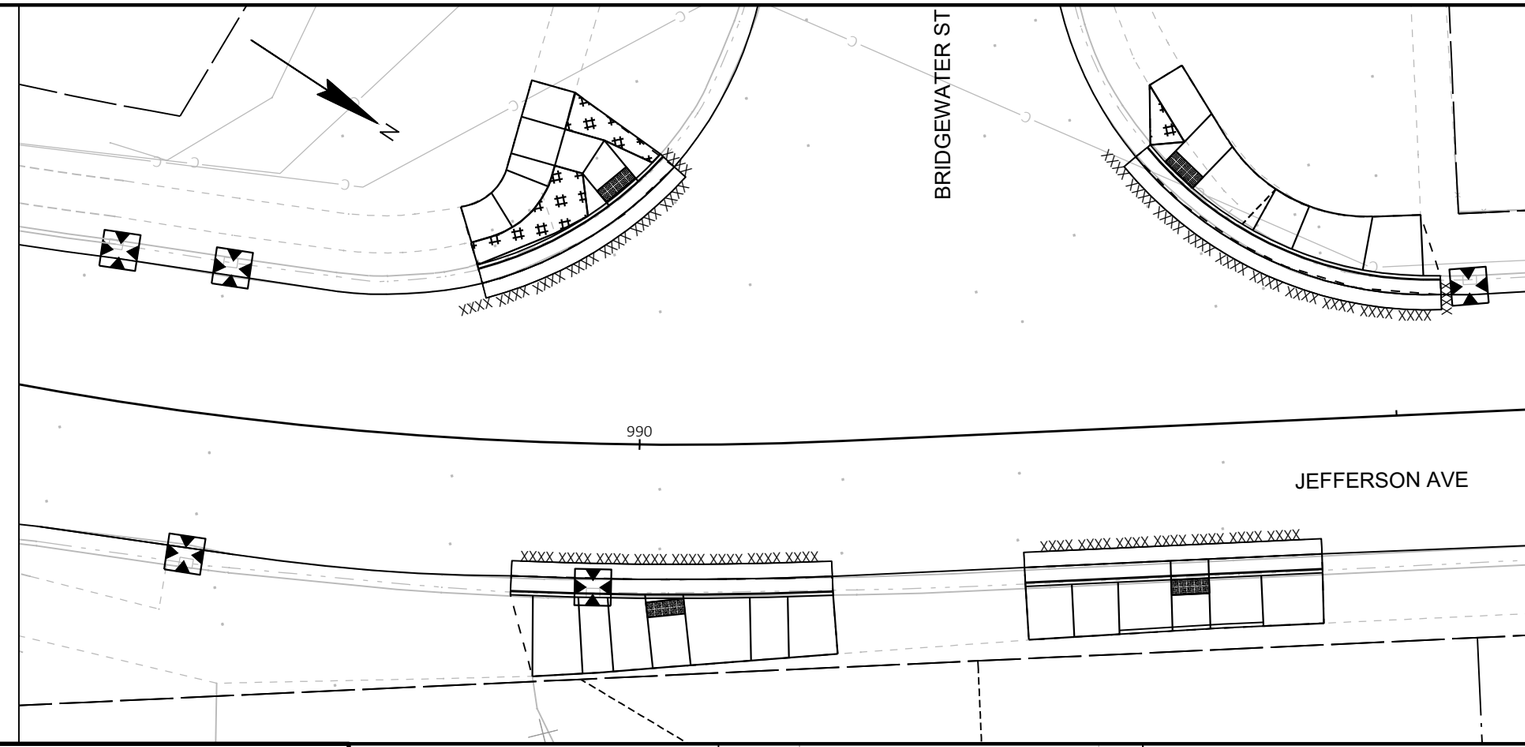
FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\021302-CR.DWG
LAYOUT NAME - 021319
PLOT DATE : 4/29/2025 10:17 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



Third Avenue South Ramp					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
TAS-1	1024+80.17	35.18' RT	937.57	135786.70	170738.72
TAS-2	1024+79.56	32.24' RT	937.11	135786.68	170735.72
TAS-3	1024+78.33	32.27' RT	937.13	135785.45	170735.49
TAS-4	1024+78.22	27.27' RT	937.05	135786.36	170730.57
TAS-5	1024+71.30	27.45' RT	937.26	135779.43	170729.28
TAS-6	1024+71.43	32.45' RT	937.35	135778.51	170734.19
TAS-7	1024+66.39	27.60' RT	937.34	135774.51	170728.36
TAS-8	1024+66.55	32.60' RT	937.44	135773.60	170733.28
TAS-9	1024+76.72	24.70' RT	937.42	135785.40	170727.74
TAS-10	1024+81.97	31.82' RT	937.19	135789.19	170735.80
TAS-11	1024+80.55	26.47' RT	937.12	135788.86	170730.27

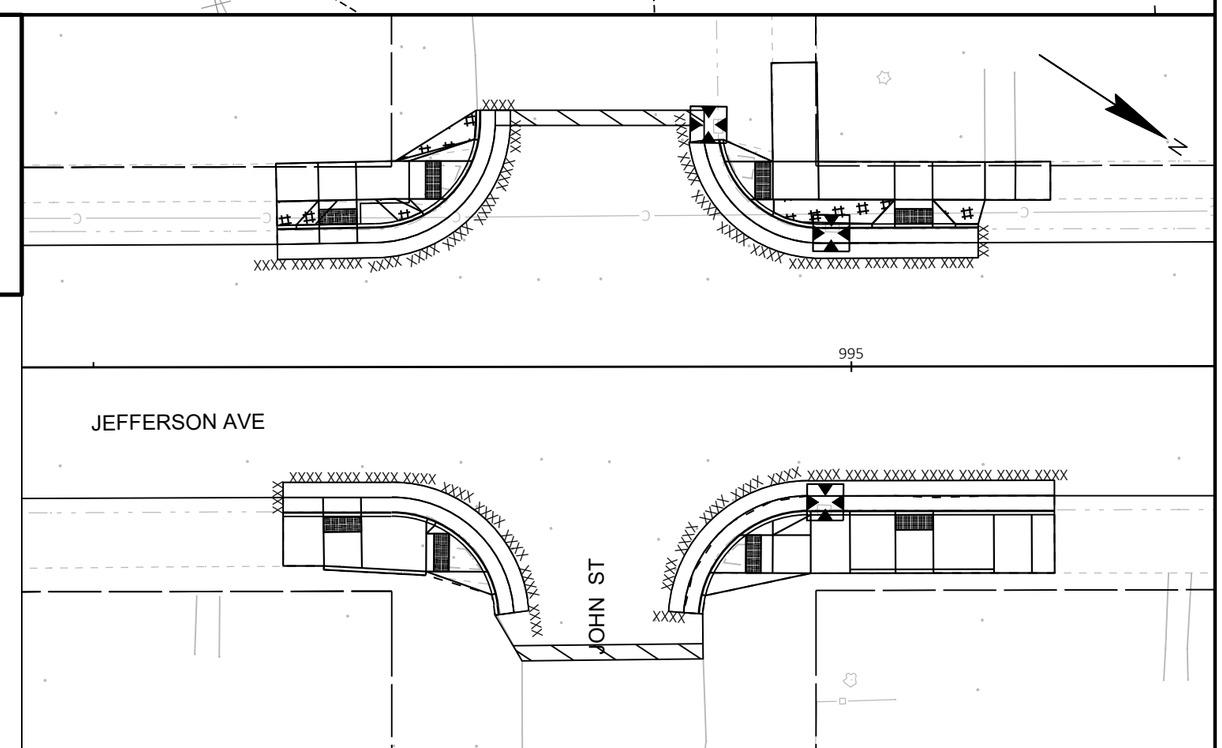
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CURB RAMP DETAILS	SHEET 34	E

2



LEGEND

- SOD LAWN
- EROSION MAT CLASS II, TYPE B
- RIP RAP
- INLET PROTECTION
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE



2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET 35	E

2

FAIR ST

JEFFERSON AVE

IRVINE PARK DR

1000

JEFFERSON AVE

JEFFERSON AVE

JEFFERSON AVE

EDWARD ST

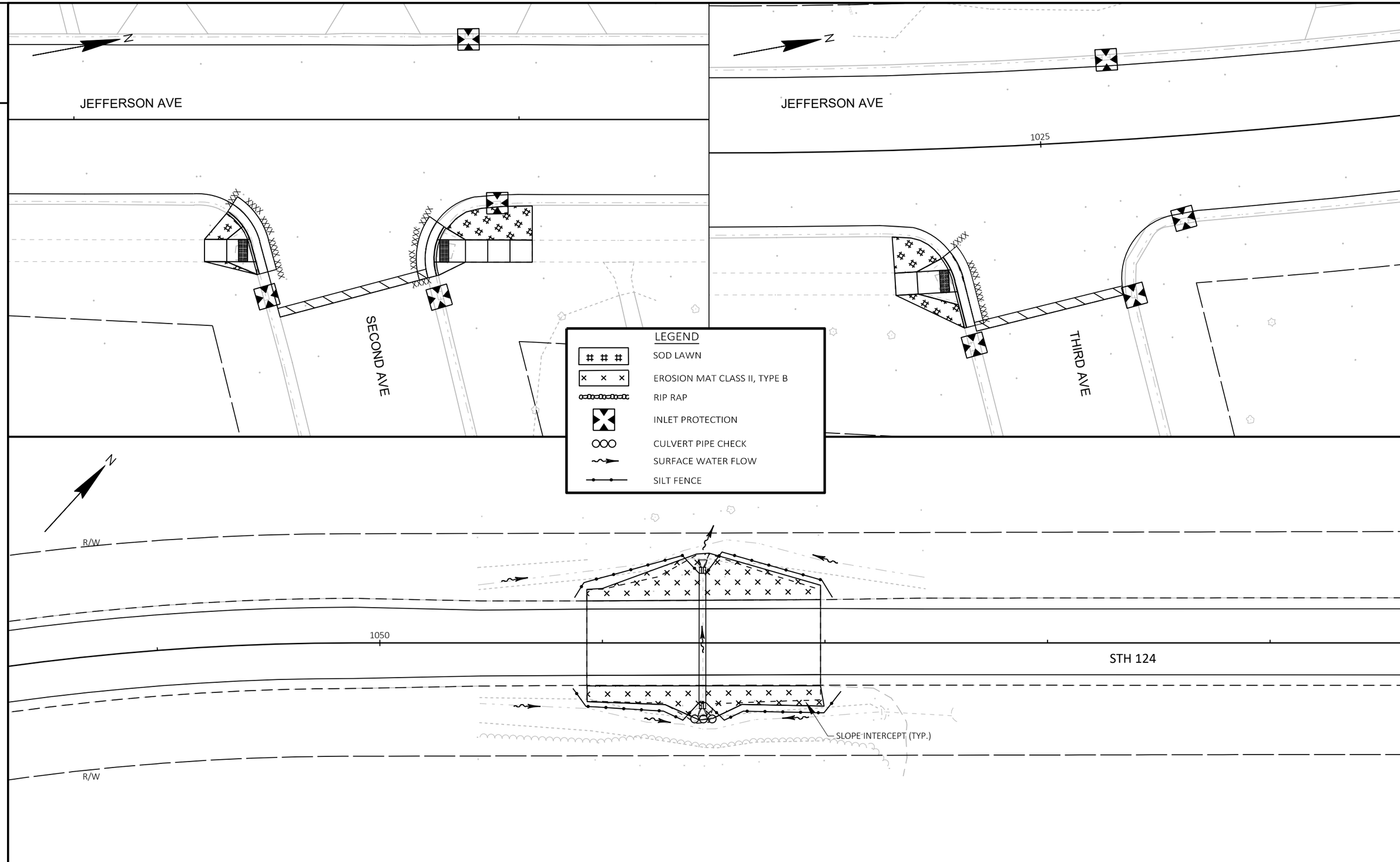
FIRST AVE

LEGEND

- SOD LAWN
- EROSION MAT CLASS II, TYPE B
- RIP RAP
- INLET PROTECTION
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SILT FENCE

2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET 36	E

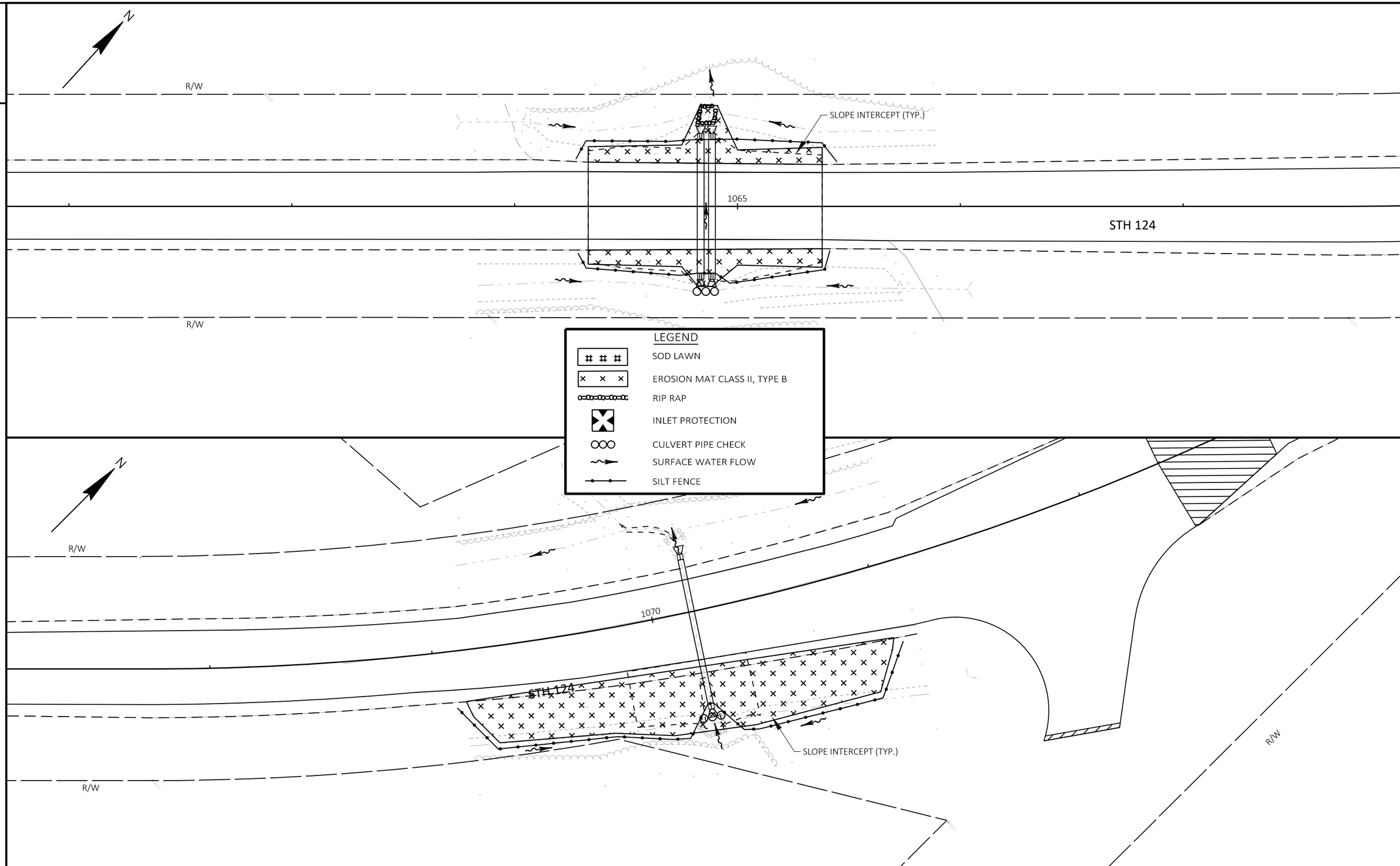


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET 37	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\022001-EC.DWG
LAYOUT NAME - 06
PLOT DATE : 7/16/2025 1:09 PM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE :

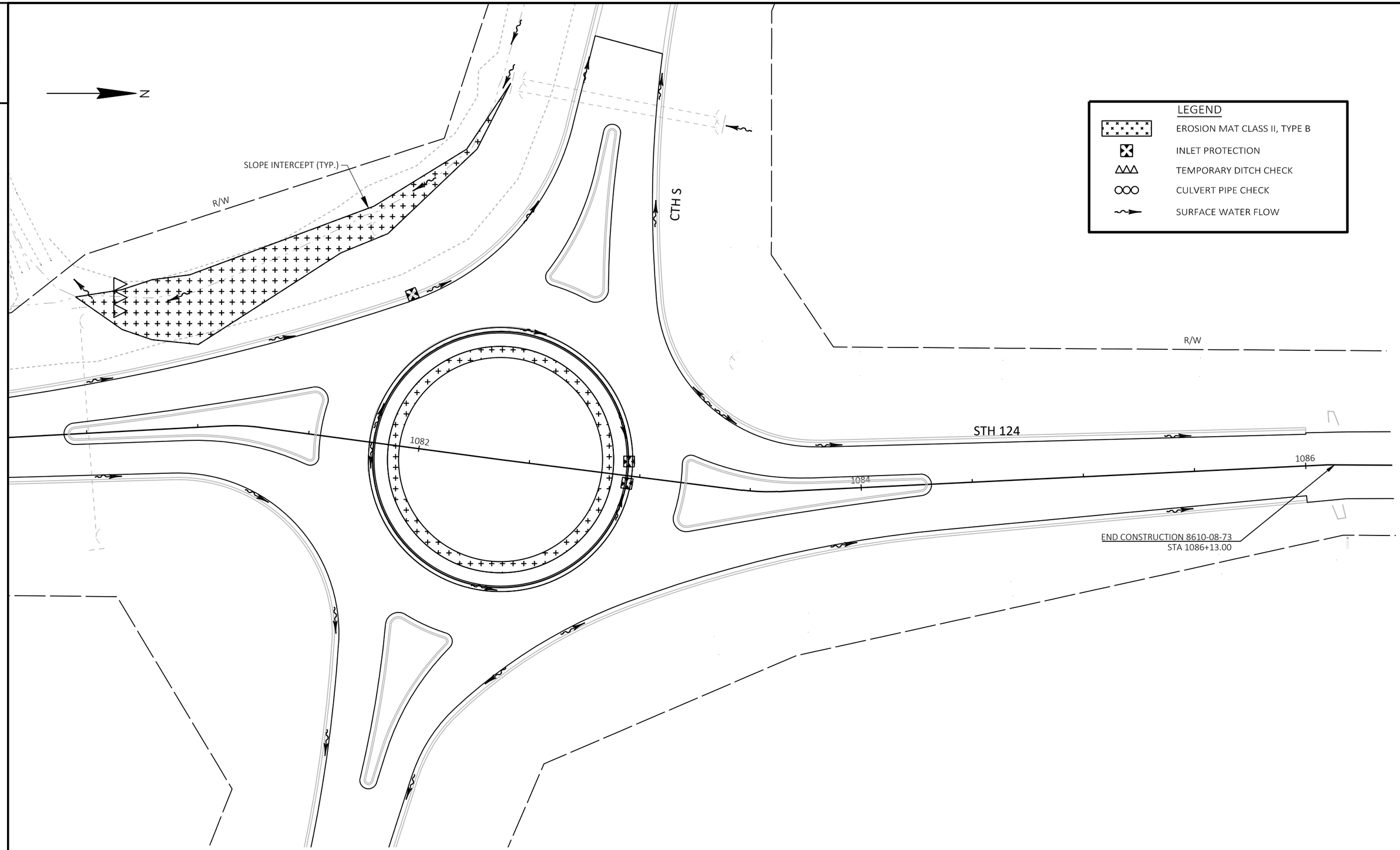
2

2



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET 38	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\022001-EC.DWG
LAYOUT NAME - 07
PLOT DATE : 7/16/2025 1:10 PM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN: 40 FT



2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	EROSION CONTROL	SHEET 39	E

2

BEGIN PROJECT 8610-08-73
STA 987+73.56

MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING STOP LINE EPOXY 18-INCH
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING PARKING STALL EPOXY (WHITE)(TYP.)
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING CHEVRON EPOXY 12-INCH (YELLOW) (TYP.)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING ARROW EPOXY
MARKING ARROW EPOXY
MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING SYMBOLS EPOXY
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

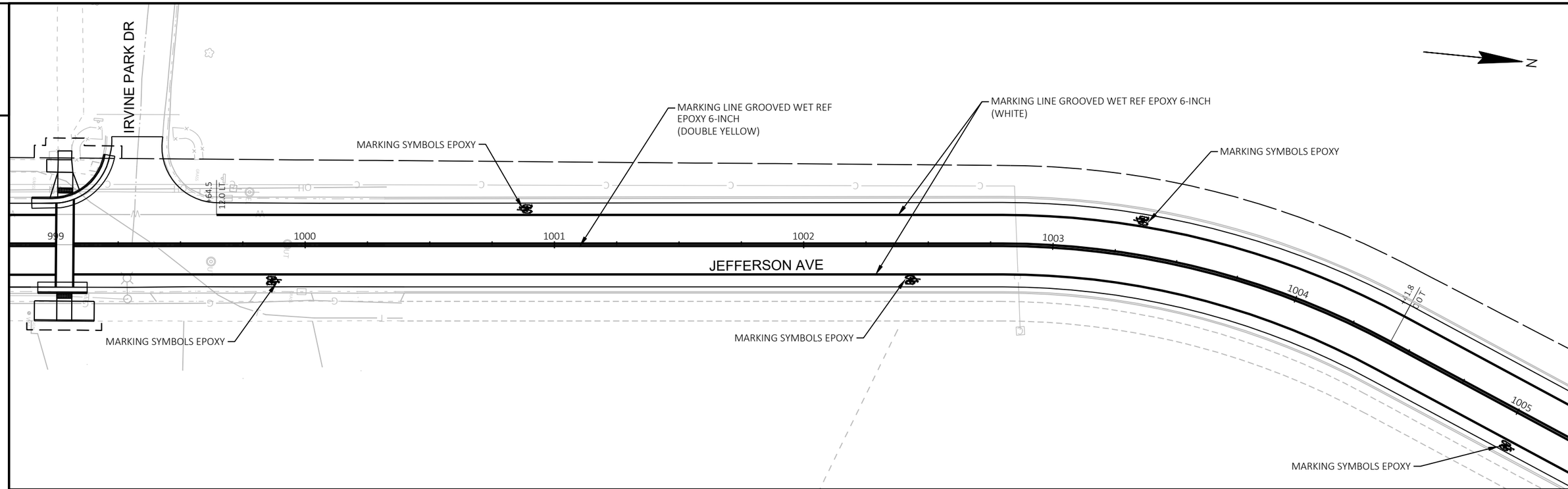
BRIDGEWATER AVE
JEFFERSON AVE
C-C
25'
22' TYP.
+40.4 78.6 LT
+51.0
+20.6 15.1 LT
+85.6 0.0 LT
+85.6 12.0 LT
+10.6 2.2 LT
+10.6 5.8 RT
+10.6 18.5 RT
+85.6 12.5 RT
+96.7 6.8 RT
987
988
989
990
991
992
993

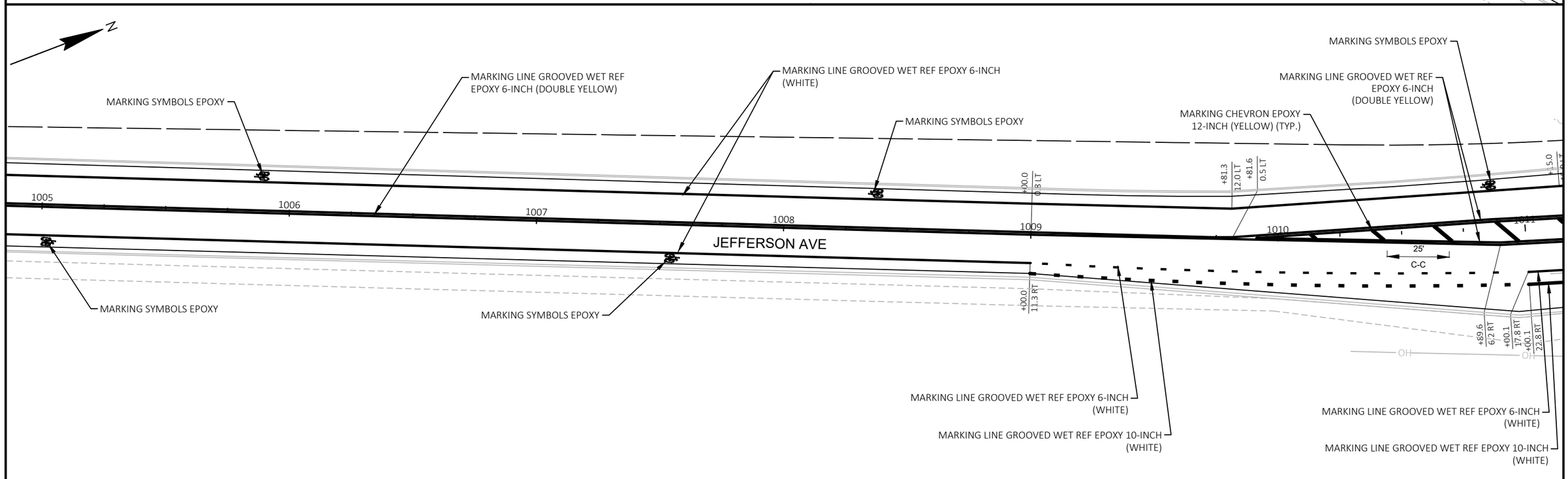
MARKING STOP LINE EPOXY 18-INCH
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING SYMBOLS EPOXY
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING STOP LINE EPOXY 18-INCH
MARKING SYMBOLS EPOXY
MARKING CROSSWALK EPOXY LADDER STYLE 24-INCH
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING STOP LINE EPOXY 18-INCH
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING SYMBOLS EPOXY
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
MARKING SYMBOLS EPOXY
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)

JOHN ST
FAIR ST
JEFFERSON AVE
+96.0 12.0 LT
+96.0 0.0 LT
+96.0 12.0 RT
+120 12.0 LT
+120 0.5 LT
993
994
995
996
997
998
999

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 40	E

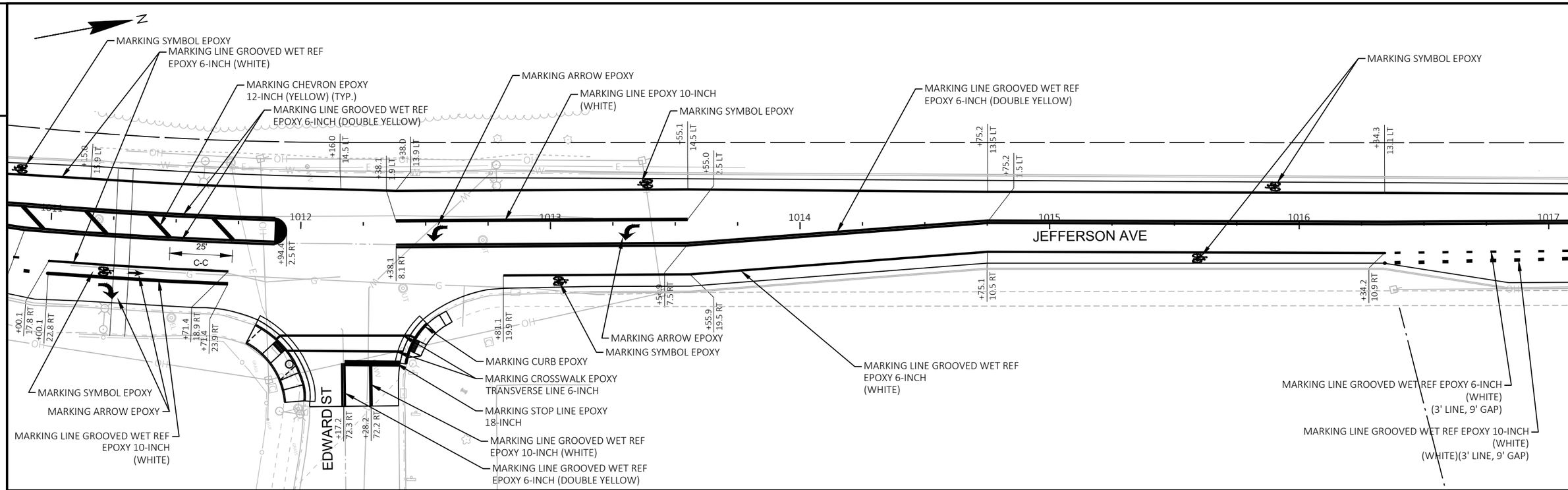
2

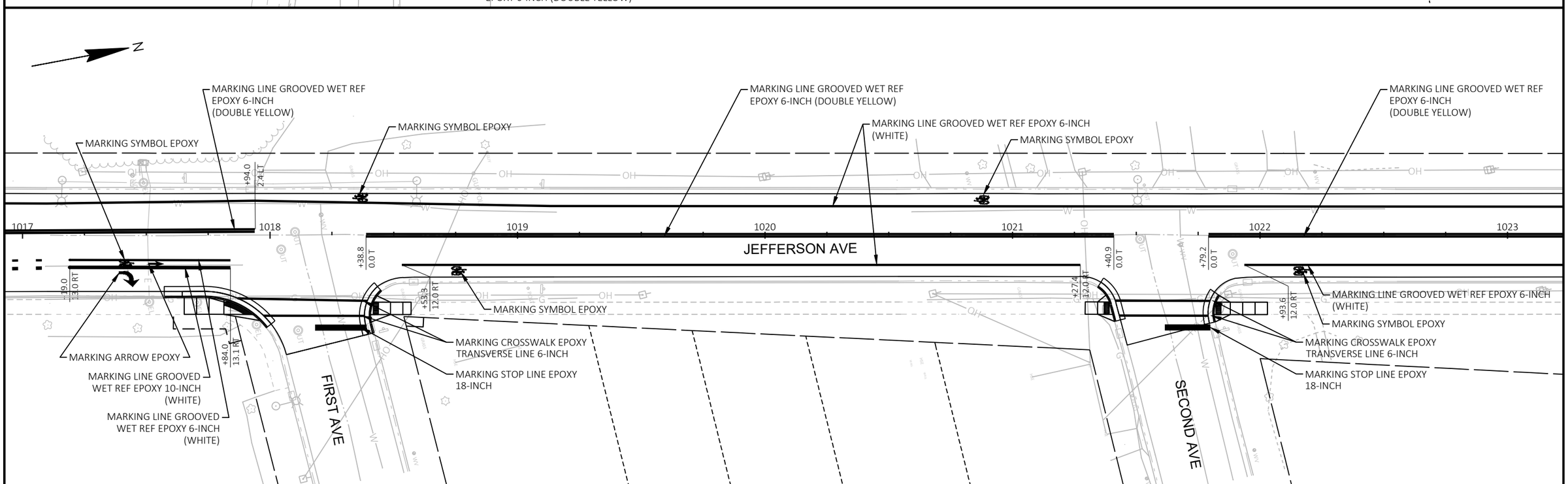




PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 41	E

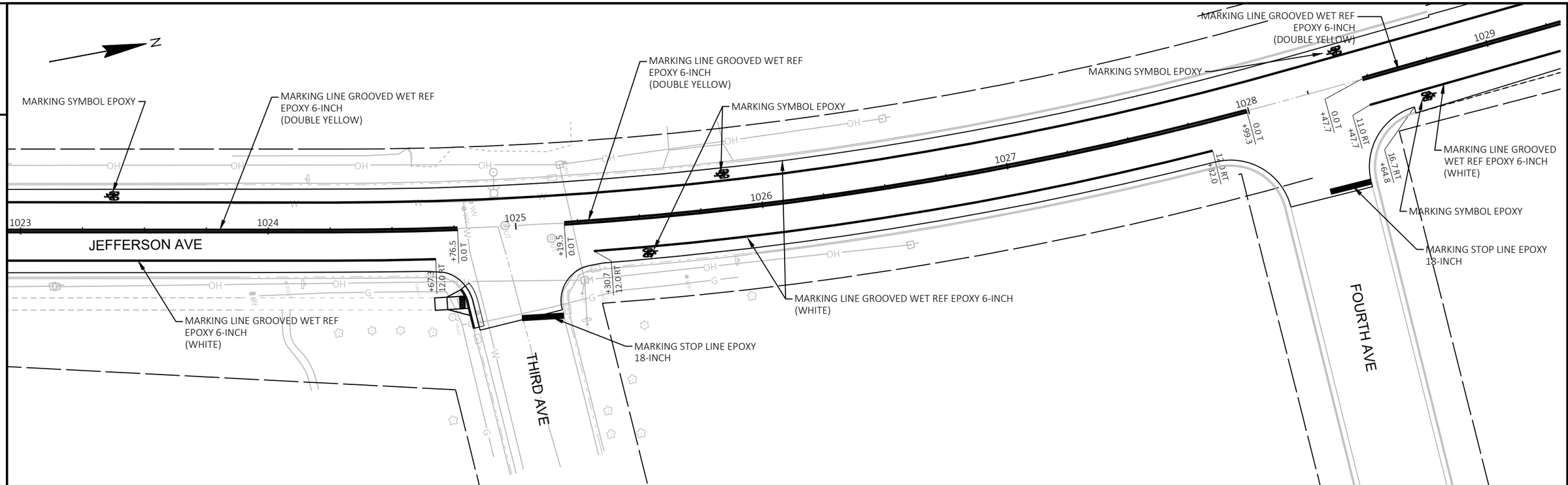
2

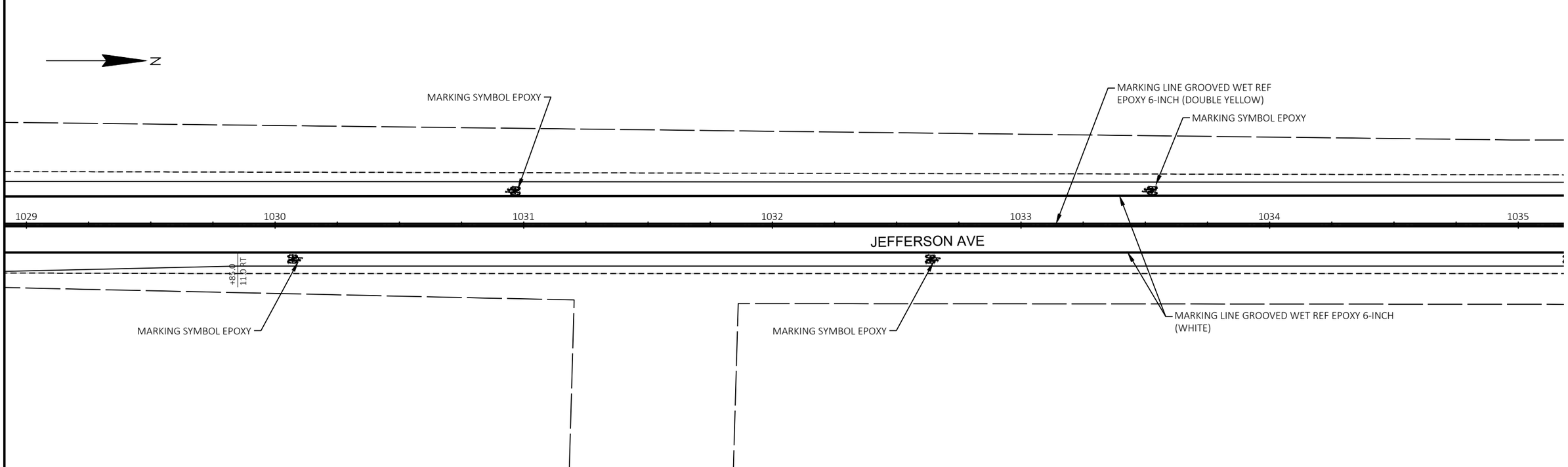




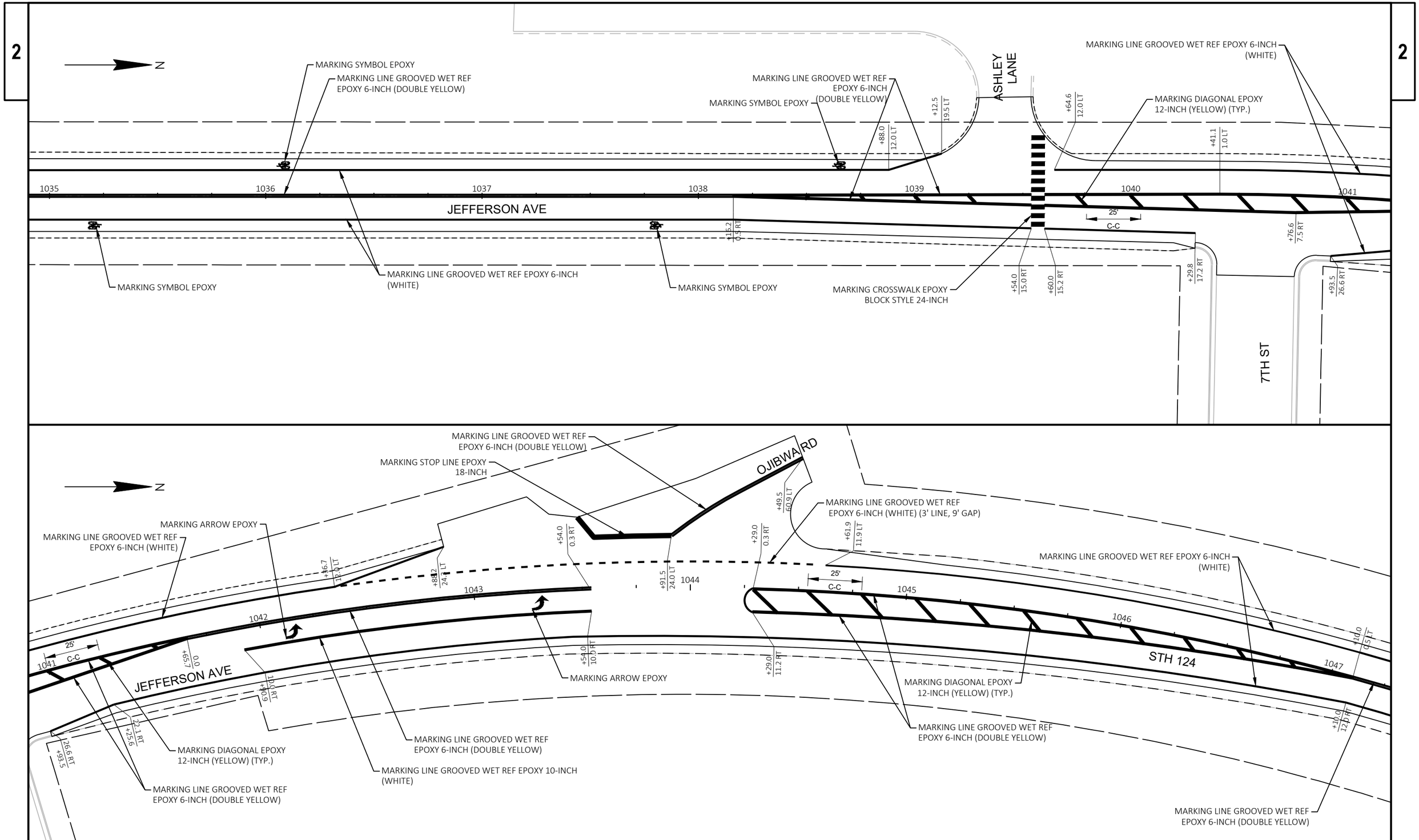
PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 42	E

2





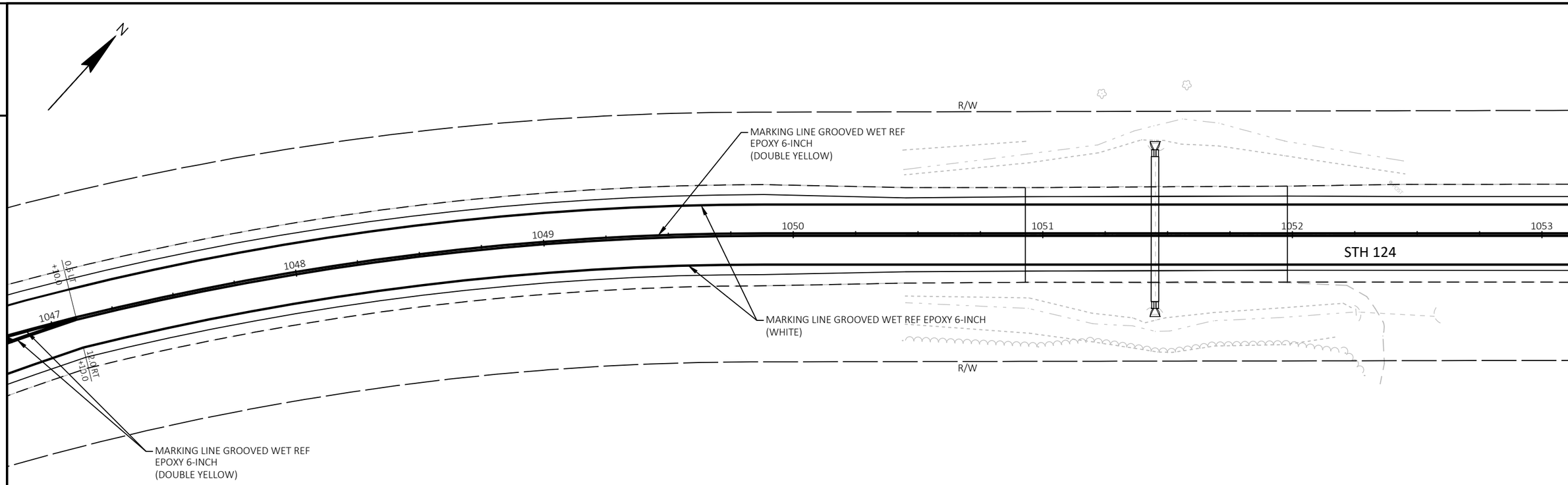
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 43	E

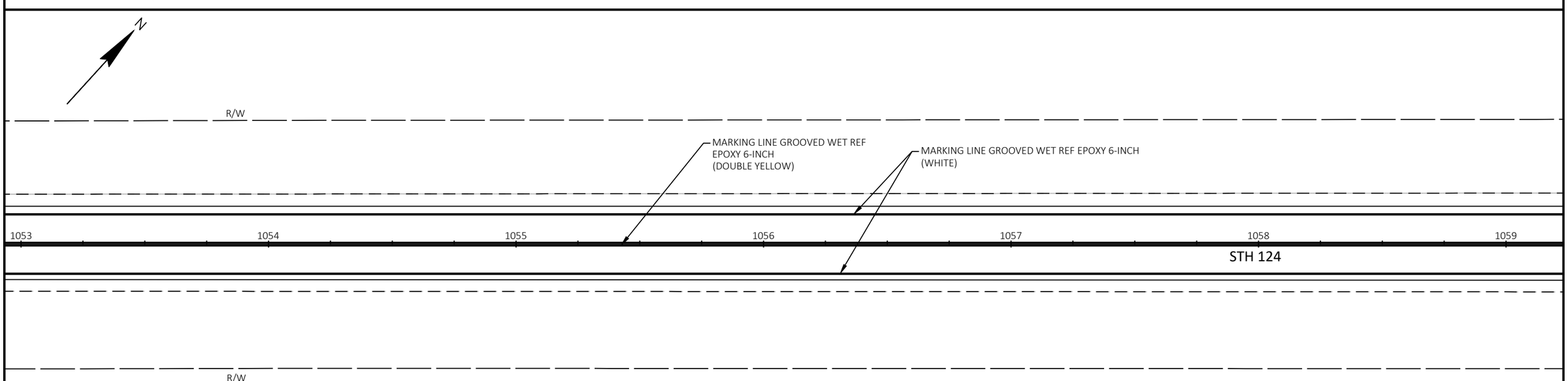


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 44	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\024501-PM.DWG
LAYOUT NAME - 10
PLOT DATE : 7/16/2025 12:34 PM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN: 20 FT
WISDOT/CADDS SHEET 44

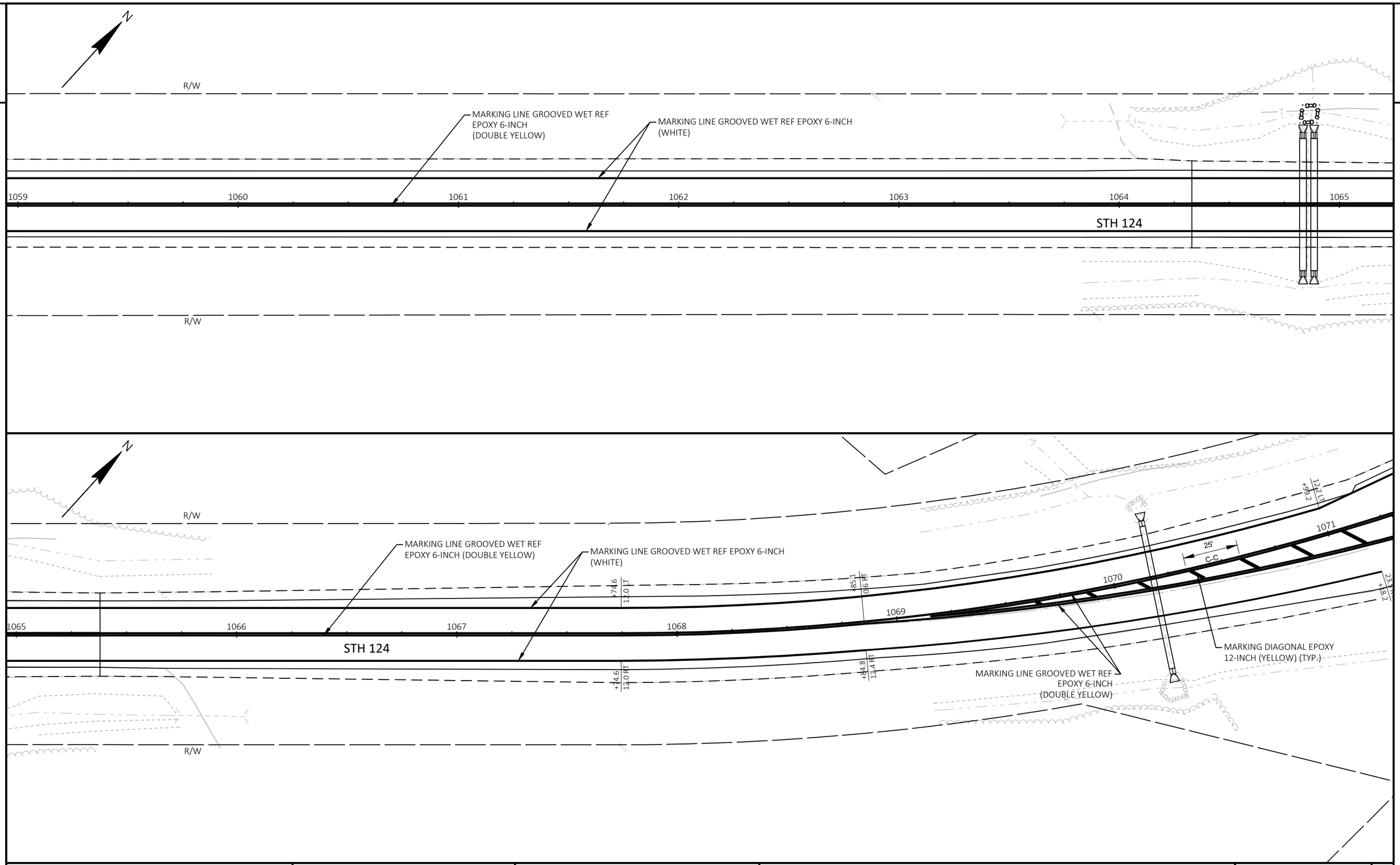
2





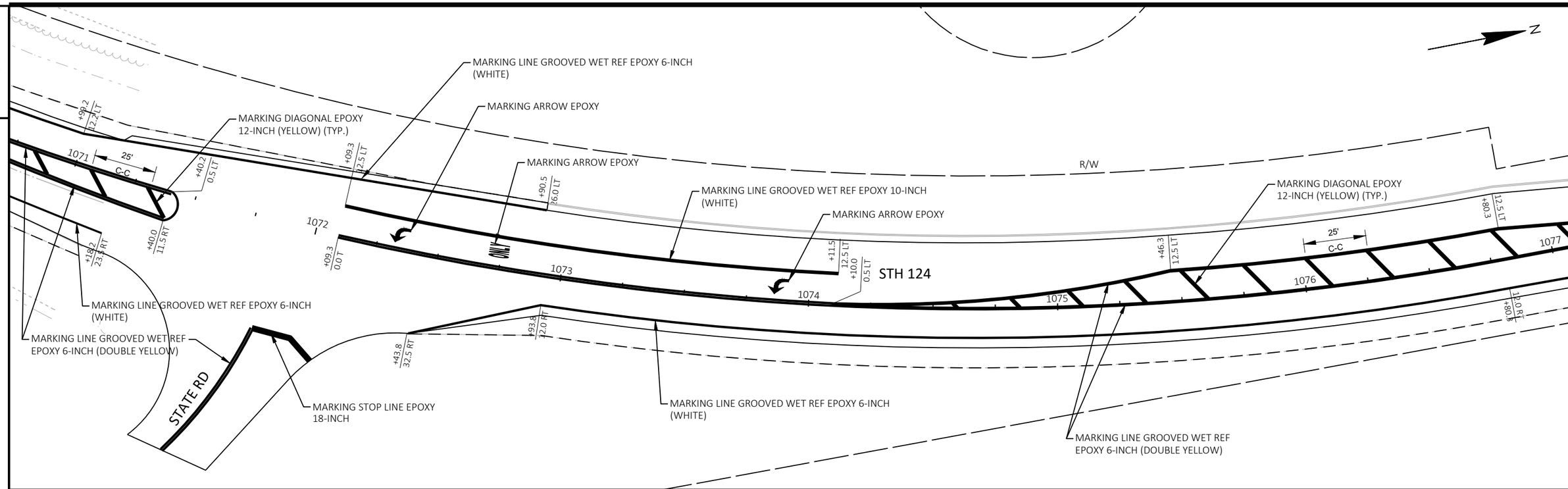
2

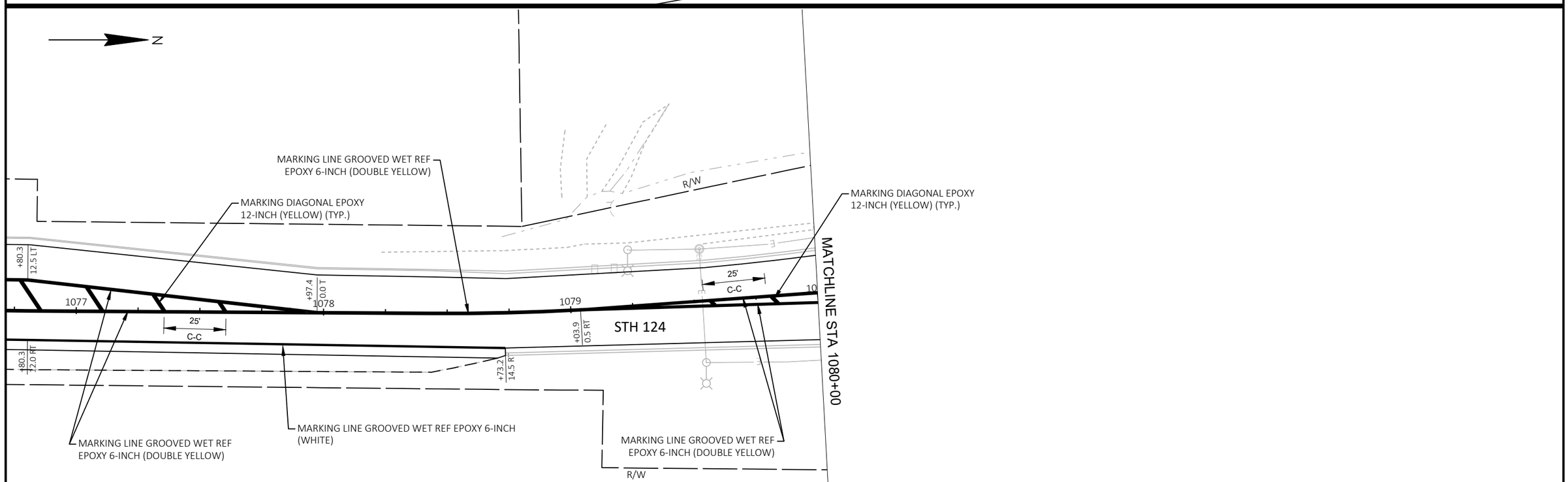
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 45	E



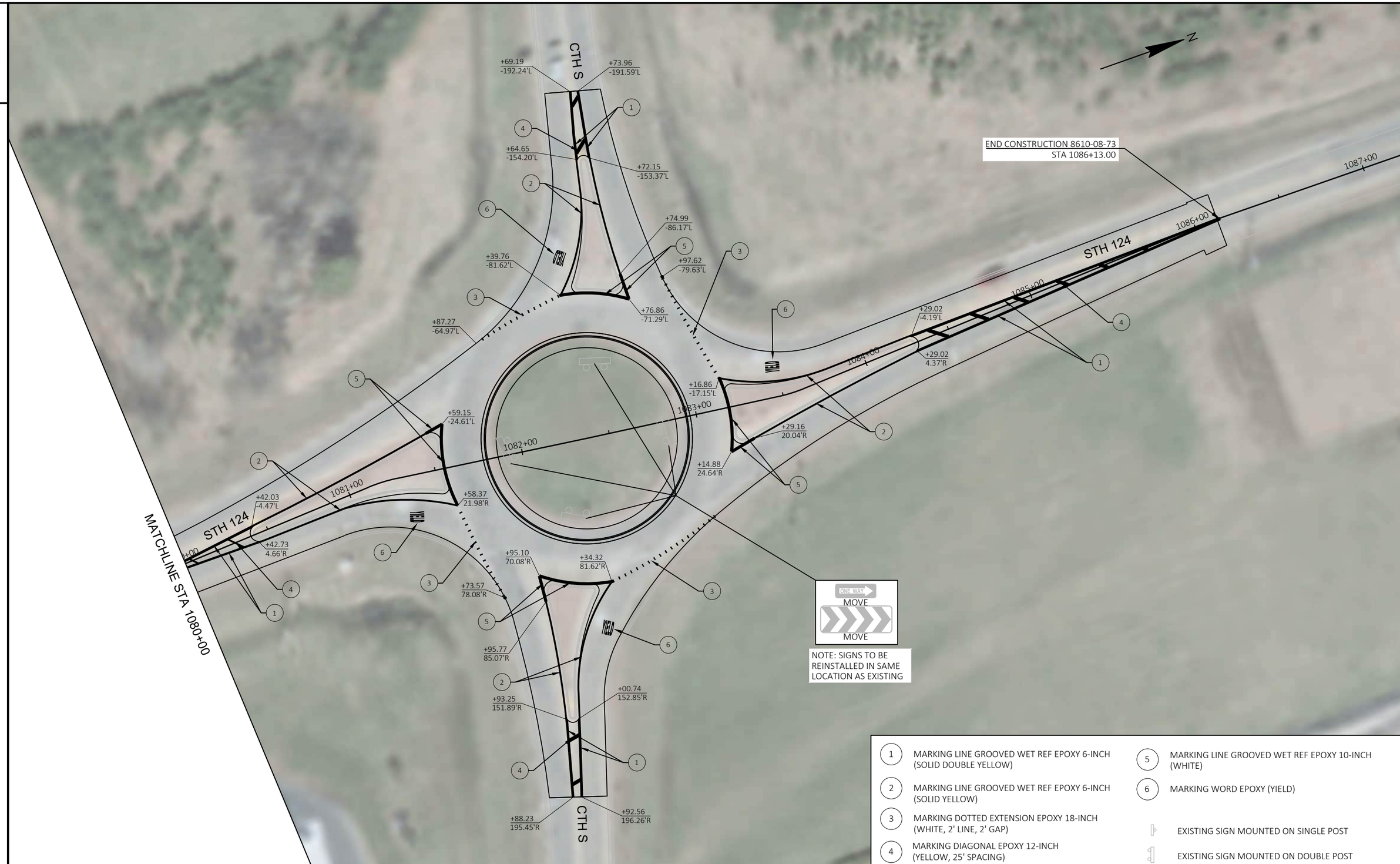
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 46	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\024501-PM.DWG
LAYOUT NAME - 12
PLOT DATE : 7/16/2025 12:35 PM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN: 40 FT





PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 47	E



1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (SOLID DOUBLE YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (SOLID YELLOW)
3. MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE, 2' LINE, 2' GAP)
4. MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING WORD EPOXY (YIELD)

EXISTING SIGN MOUNTED ON SINGLE POST

EXISTING SIGN MOUNTED ON DOUBLE POST

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET 48	E

2

SDDs IN USE FOR TRAFFIC CONTOL:
TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
TRAFFIC CONTROL, DROP-OFF SIGNING
TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
DETOUR SIGNING FOR MAINLINE CLOSURES

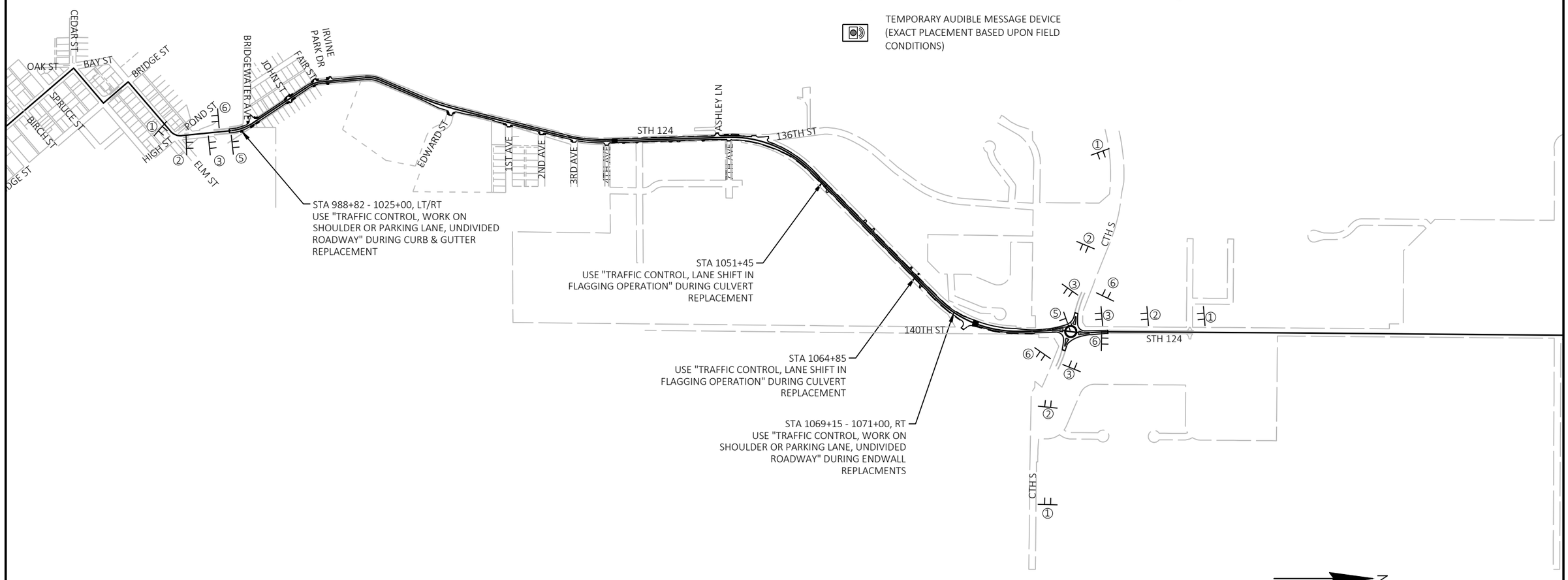
LEGEND

- PEDESTRIAN ROUTE
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK ZONE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

① ROAD WORK AHEAD W20-1A
② ROAD WORK 1000 FT W20-1C
③ ROAD WORK 500 FT W20-1D
④ ROAD WORK 250 FT W20-1H
⑤ ROAD WORK NEXT 1.9 MILES G20-1 60"X24"
⑥ END ROAD WORK G20-2A 48"X24"

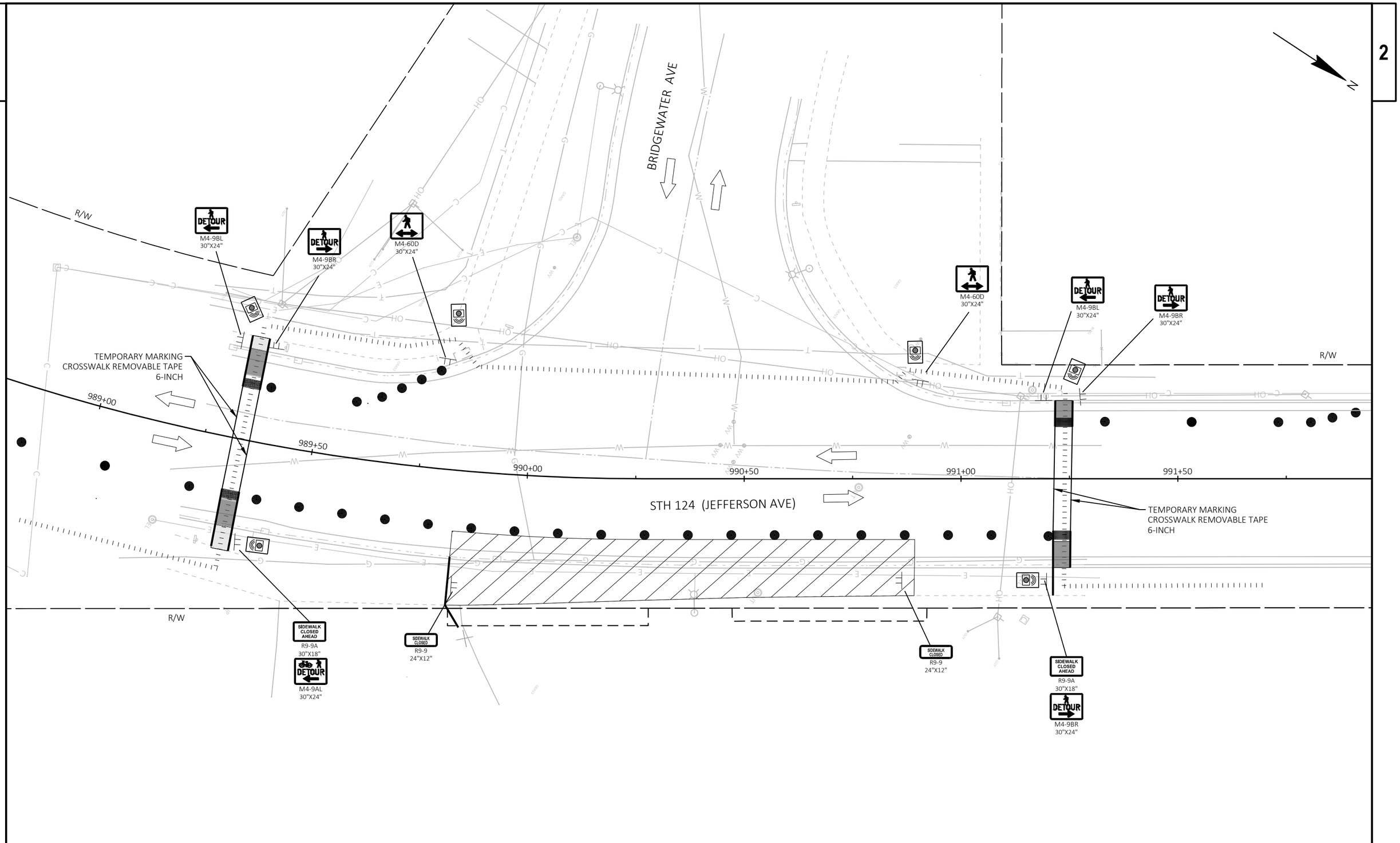
SIDEROADS

BRIDGE ST NW
POND ST NW
HIGH ST SE
ELM ST NE
BRIDGEWATER AVE W
JOHN ST SW
JOHN ST NE
FAIR ST SW
IRVINE PARK DR W
EDWARD ST E
1ST AVE E
2ND AVE E
3RD AVE E
4TH AVE E
ASHLEY LN W
7TH AVE E
136TH ST N
140TH ST SE



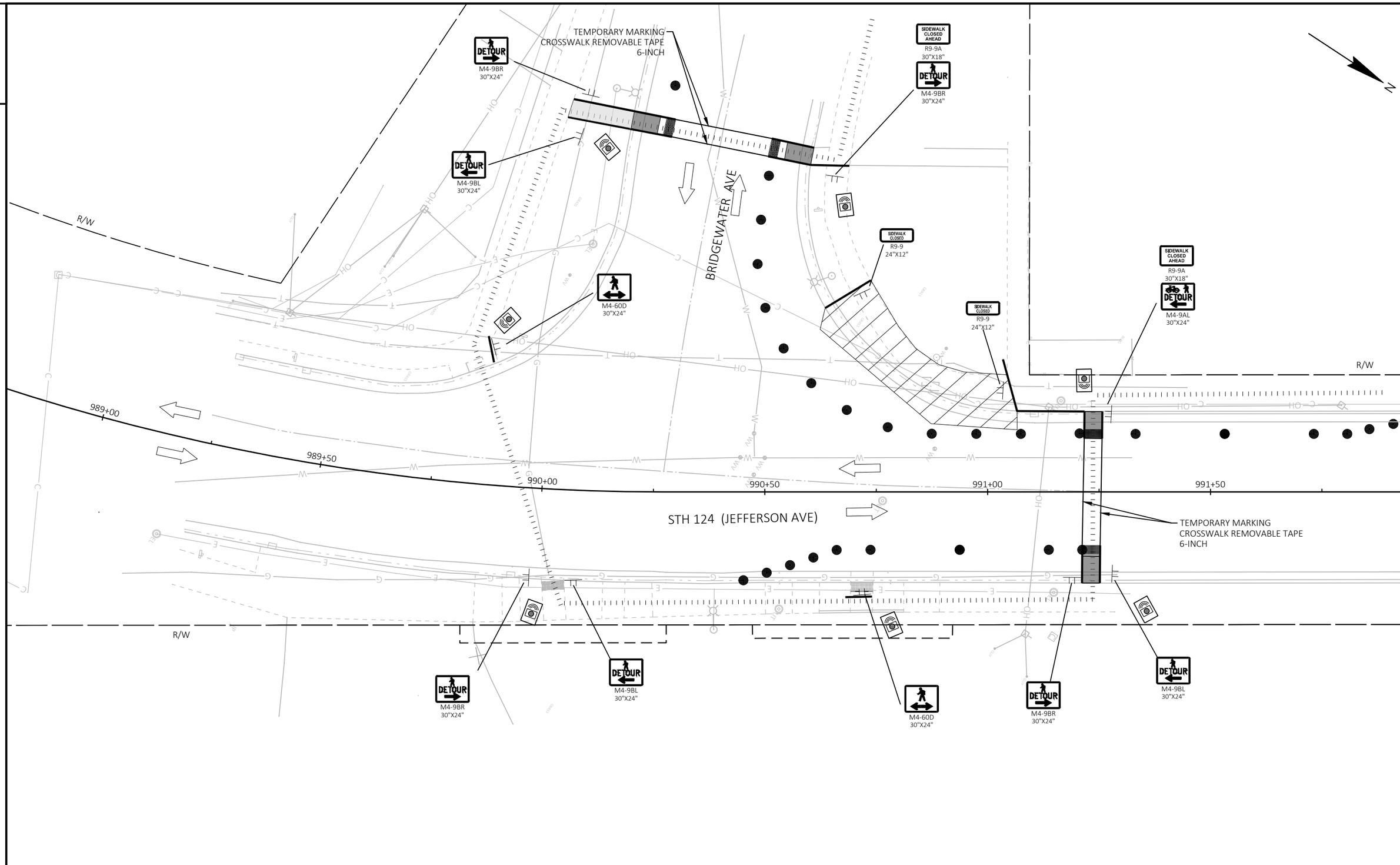
2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL OVERVIEW	SHEET 49	E



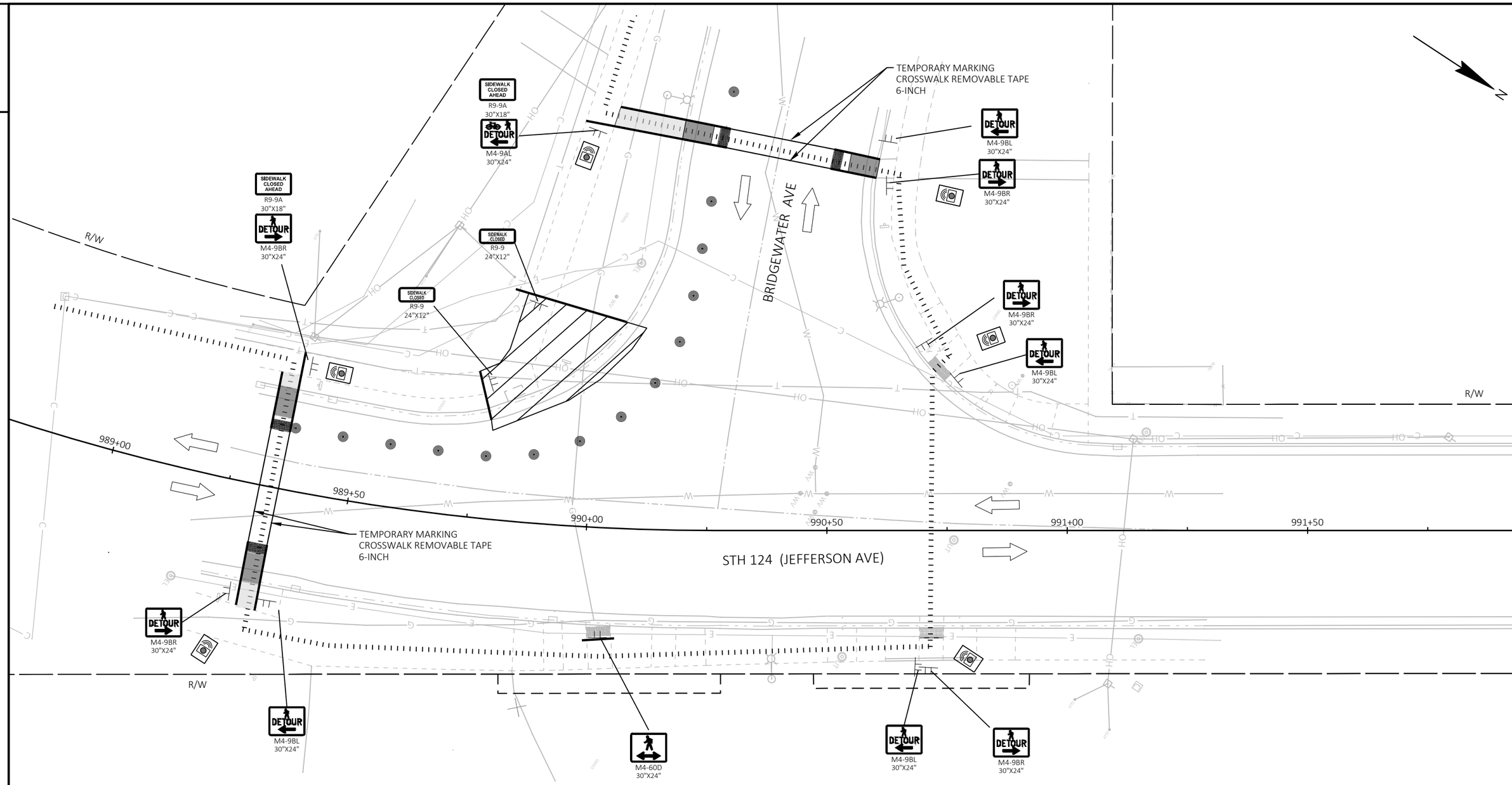
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - BRIDGEWATER AVE EAST	SHEET 50	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 01-s1
PLOT DATE : 4/28/2025 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 2 - BRIDGEWATER AVE NW	SHEET 51	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 01-s2
PLOT DATE : 4/28/2025 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

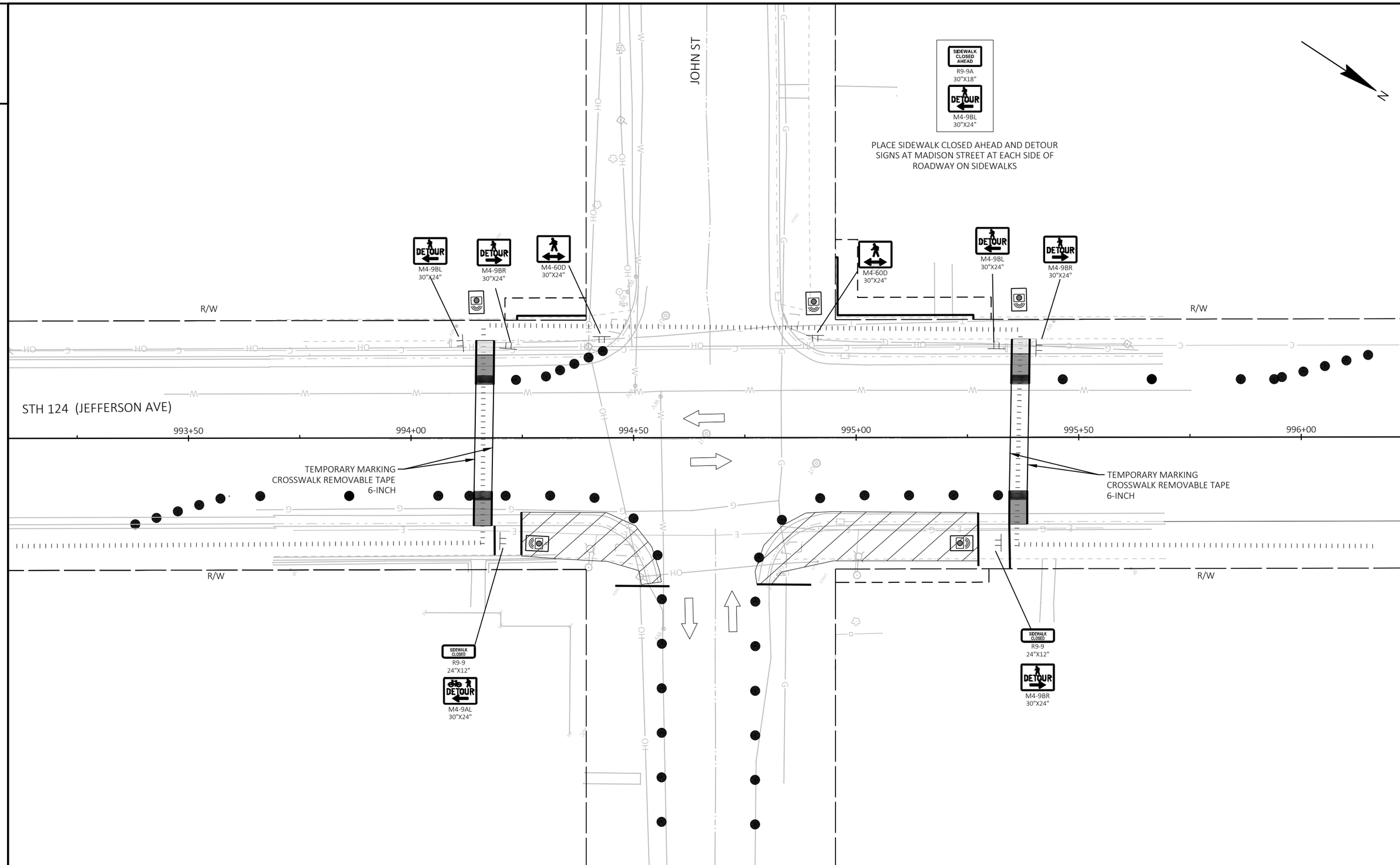


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 3 - BRIDGEWATER AVE SW	SHEET 52	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 01-s3
PLOT DATE : 4/28/2025 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

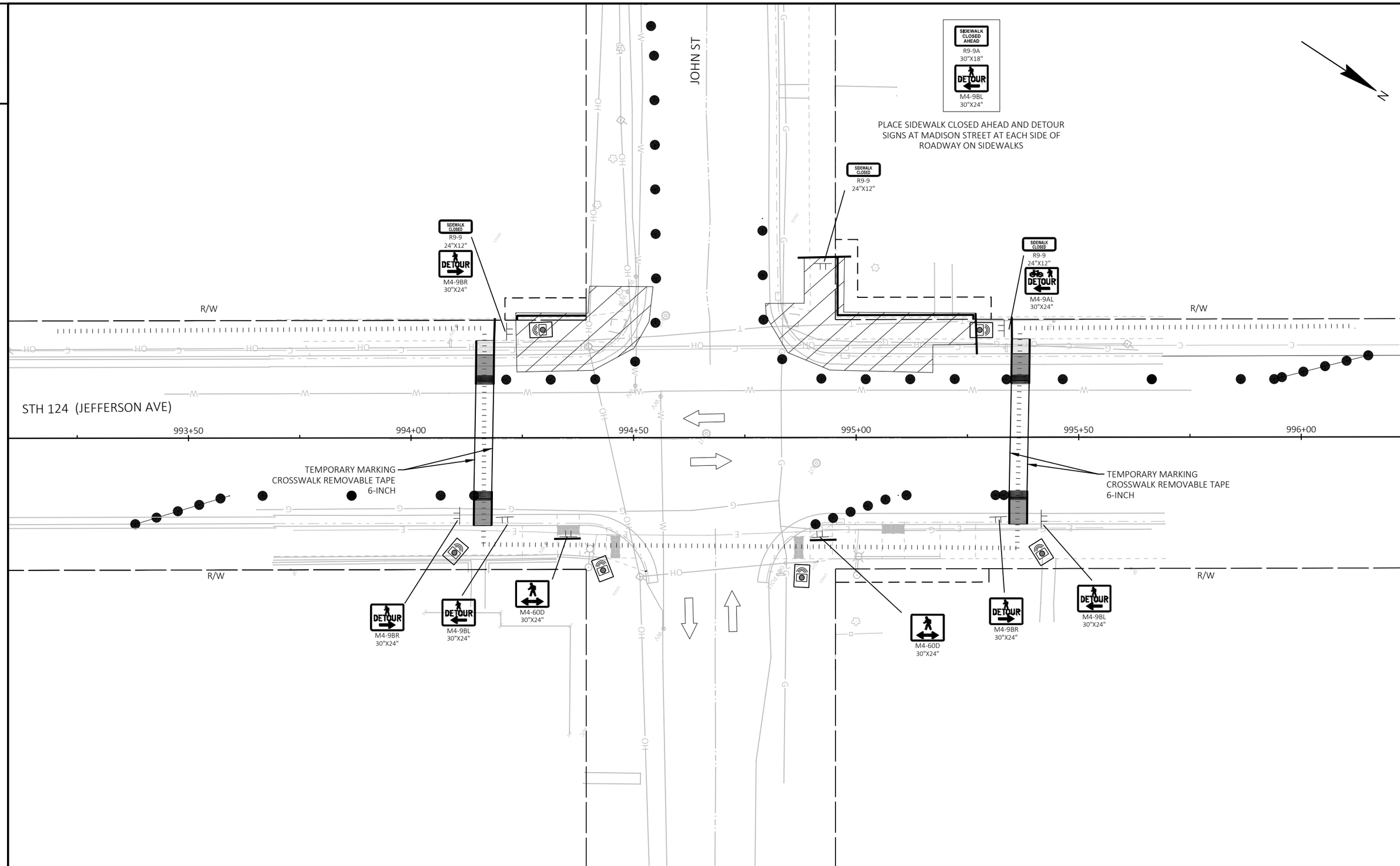


2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - JOHN ST EAST	SHEET 53	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 02-s1
PLOT DATE : 4/28/2025 10:57 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

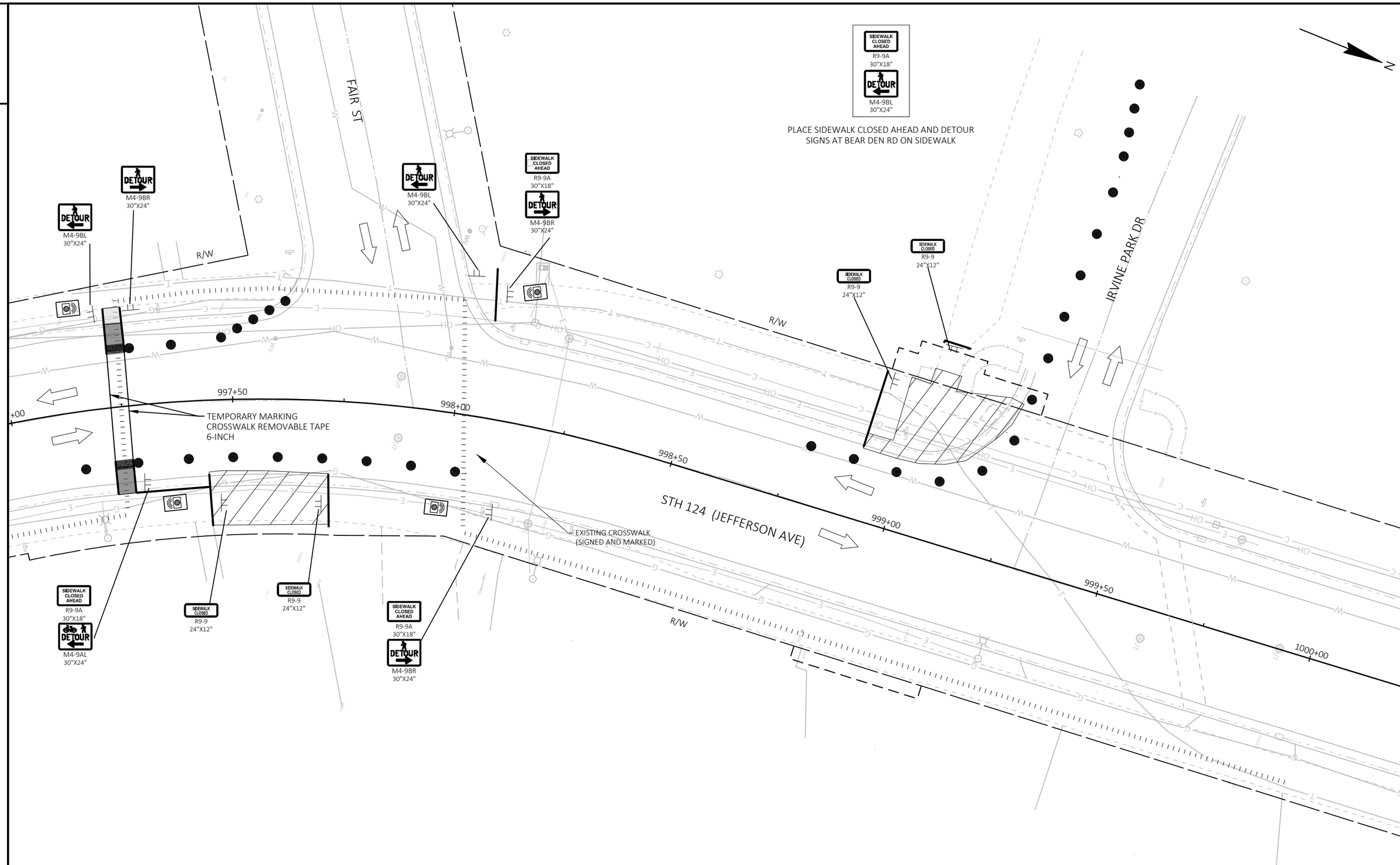
2



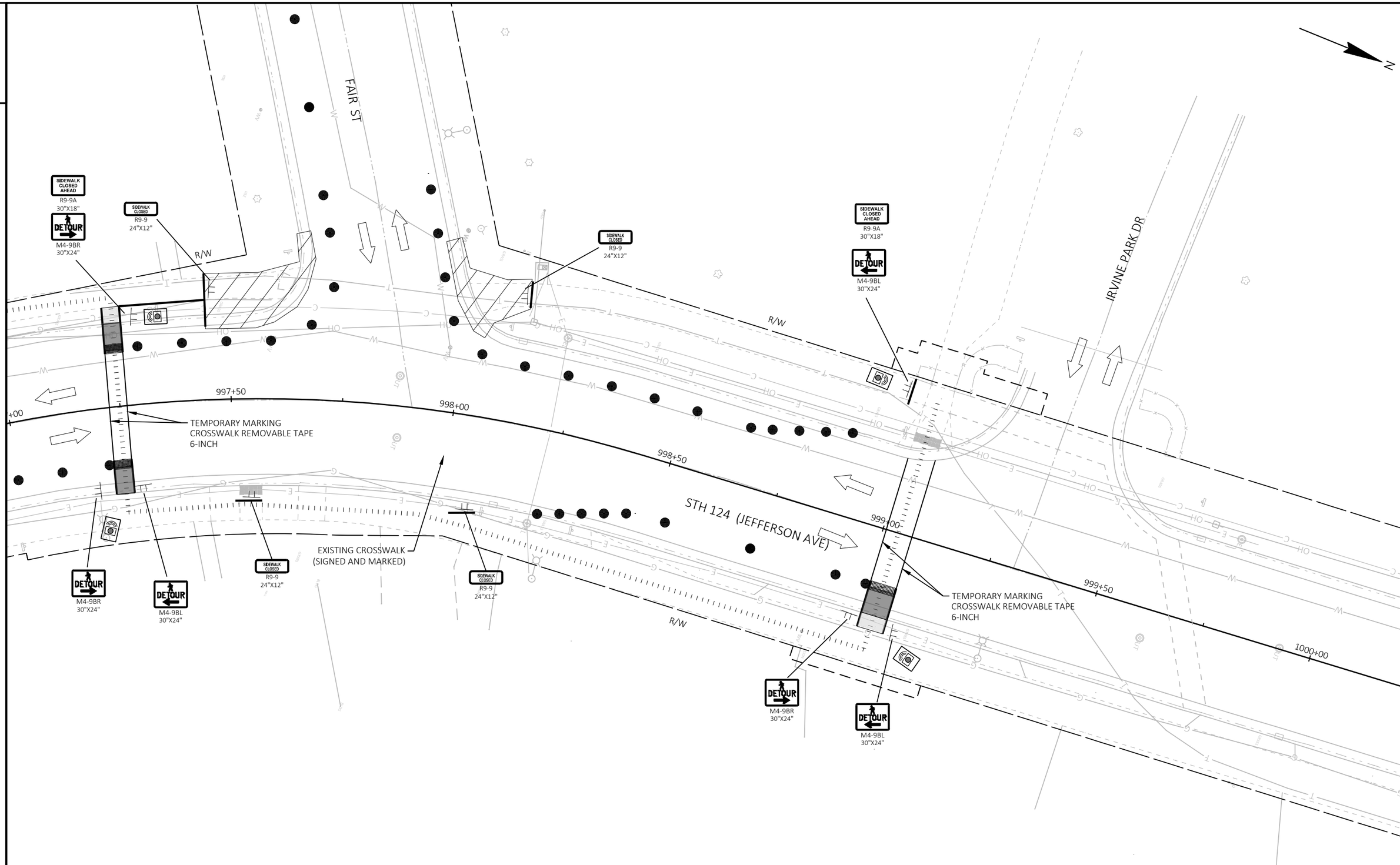
2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 2 - JOHN ST WEST	SHEET 54	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 02-s2
PLOT DATE : 4/28/2025 10:57 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

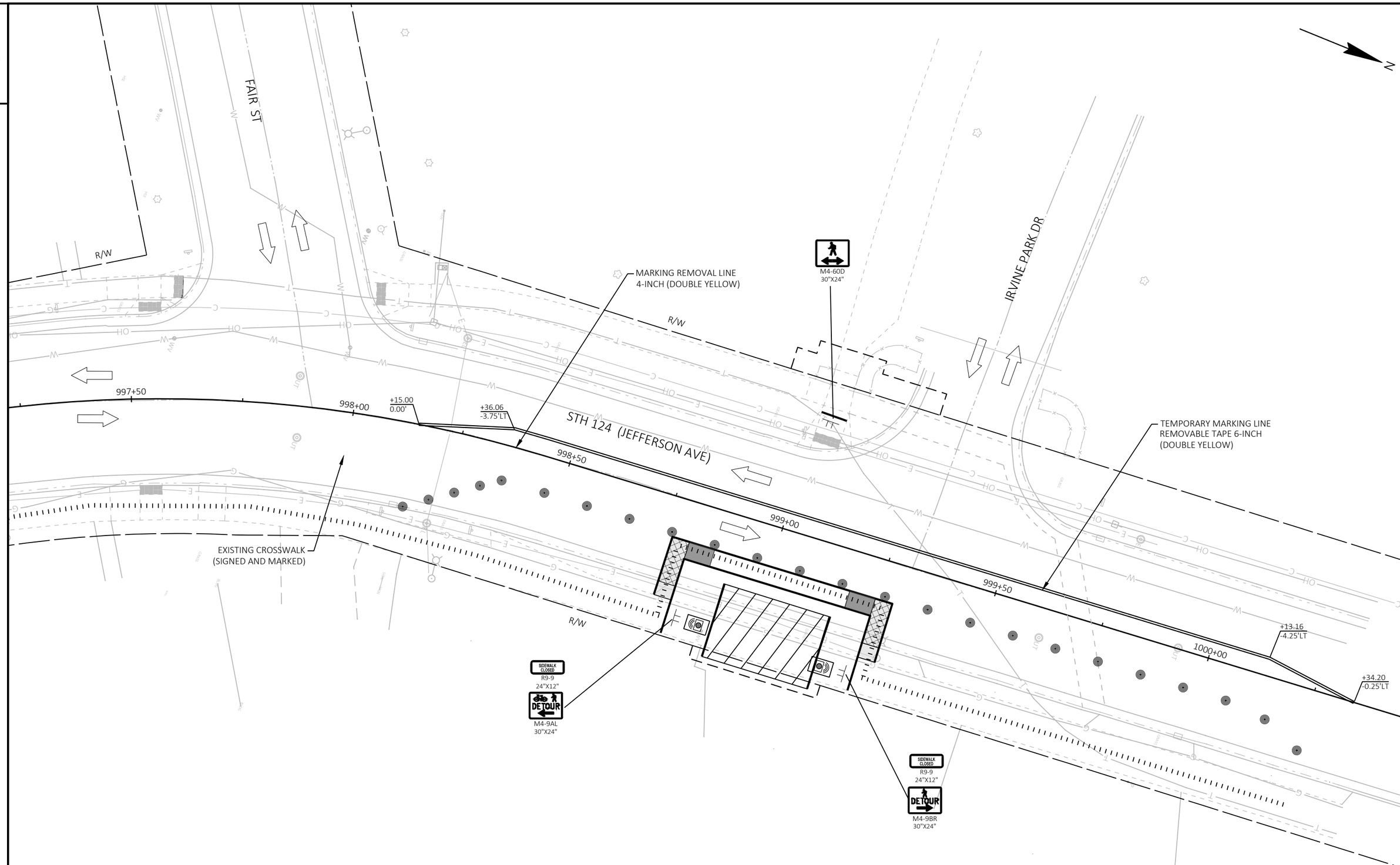


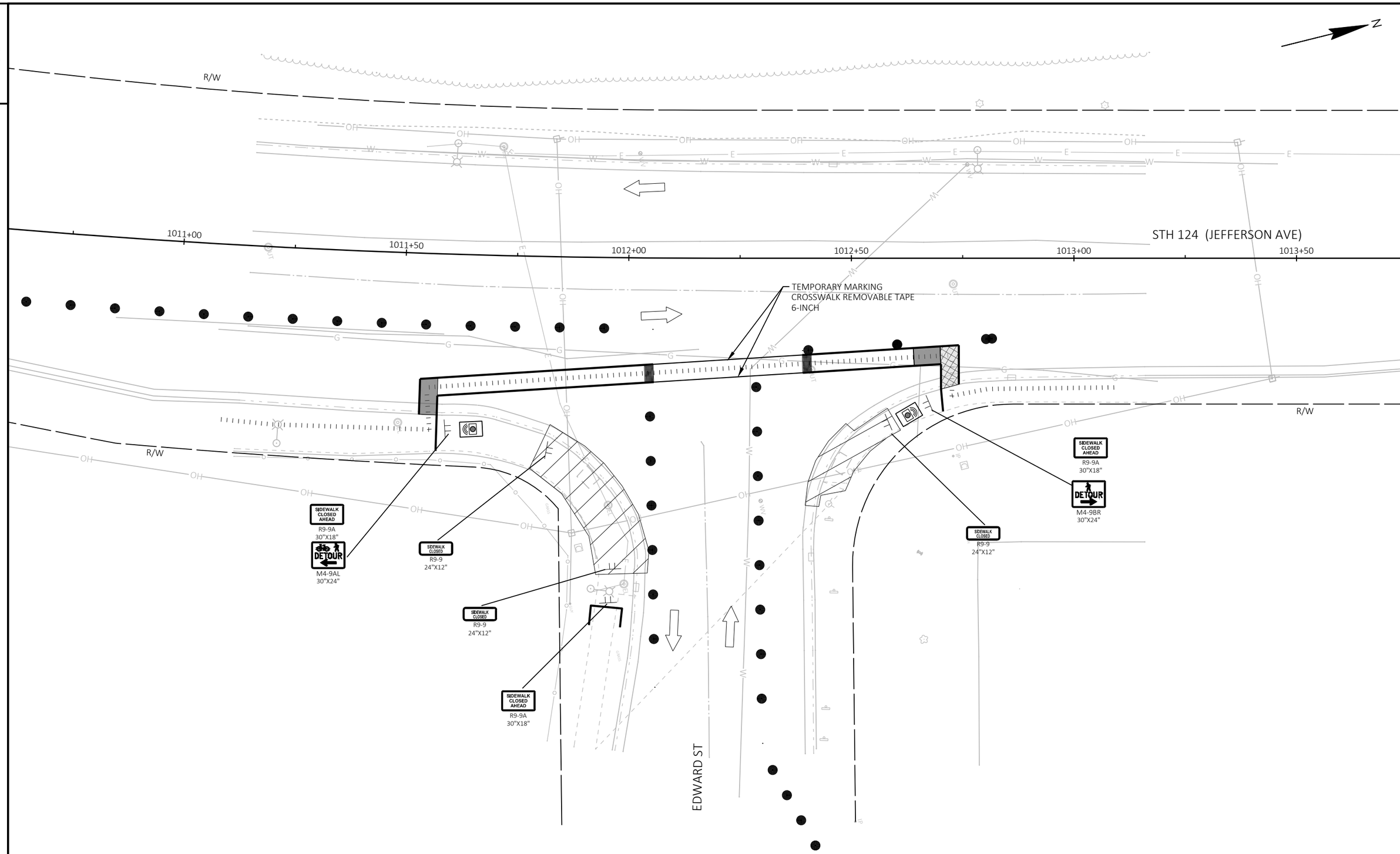
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - IRVINE PARK DR WEST	SHEET 55	E



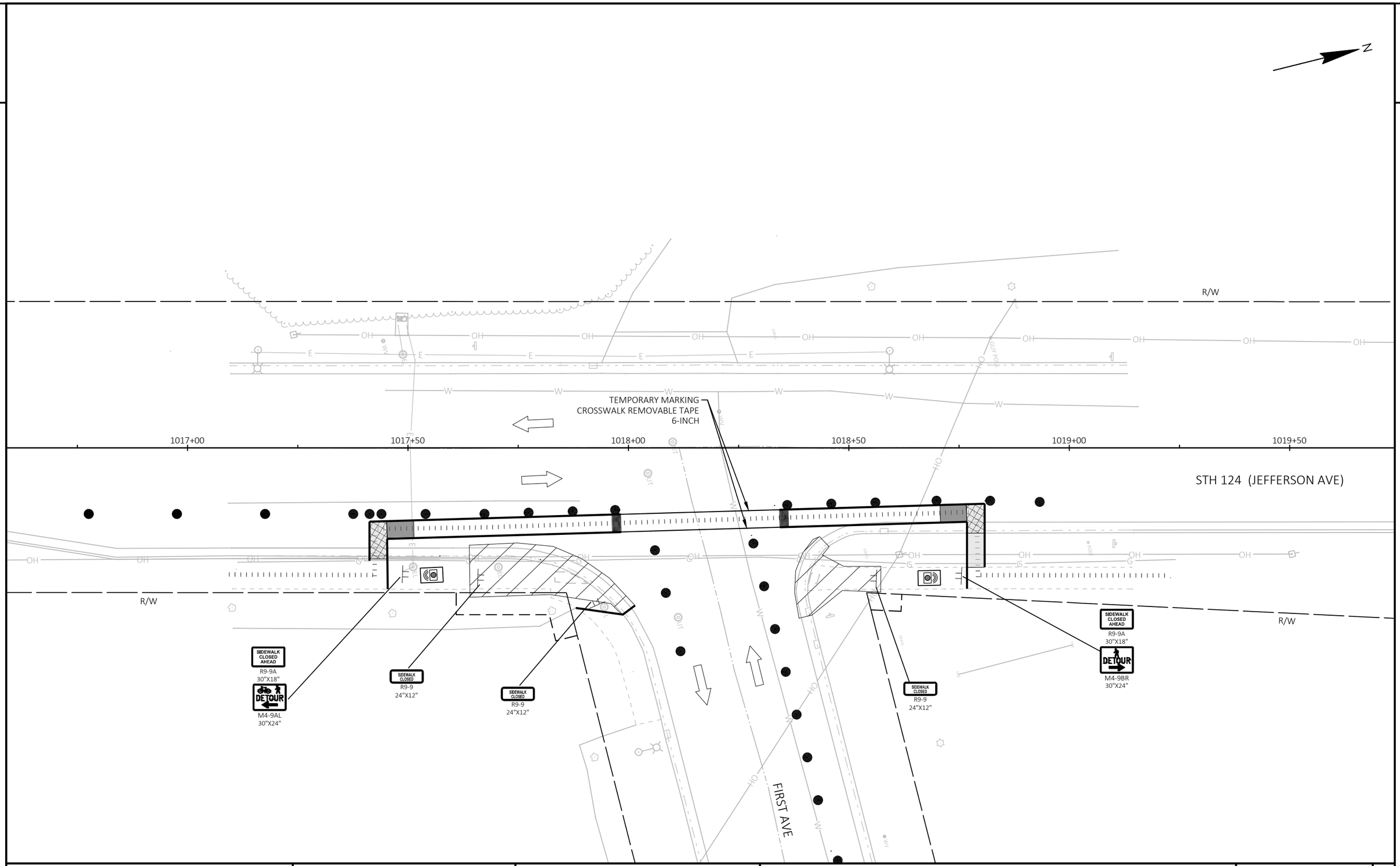
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 2 - FAIR ST WEST	SHEET 56	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 03-s2
PLOT DATE : 4/28/2025 10:57 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT


N
FAIR ST
R/W
MARKING REMOVAL LINE
4-INCH (DOUBLE YELLOW)
M4-60D
30"X24"
IRVINE PARK DR
R/W
997+50
998+00
+15.00
0.00'
+36.06
-3.75'LT
STH 124 (JEFFERSON AVE)
998+50
999+00
999+50
1000+00
TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)
EXISTING CROSSWALK
(SIGNED AND MARKED)
R/W
+13.16
-4.25'LT
+34.20
-0.25'LT
SIDEWALK CLOSED
R9-9
24"X12"
DETOUR
M4-9AL
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"
DETOUR
M4-9BR
30"X24"


N
R/W
STH 124 (JEFFERSON AVE)
1011+00
1011+50
1012+00
1012+50
1013+00
1013+50
TEMPORARY MARKING
CROSSWALK REMOVABLE TAPE
6-INCH
SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9AL
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"
SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
SIDEWALK CLOSED
R9-9
24"X12"
SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BR
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"
EDWARD ST

2

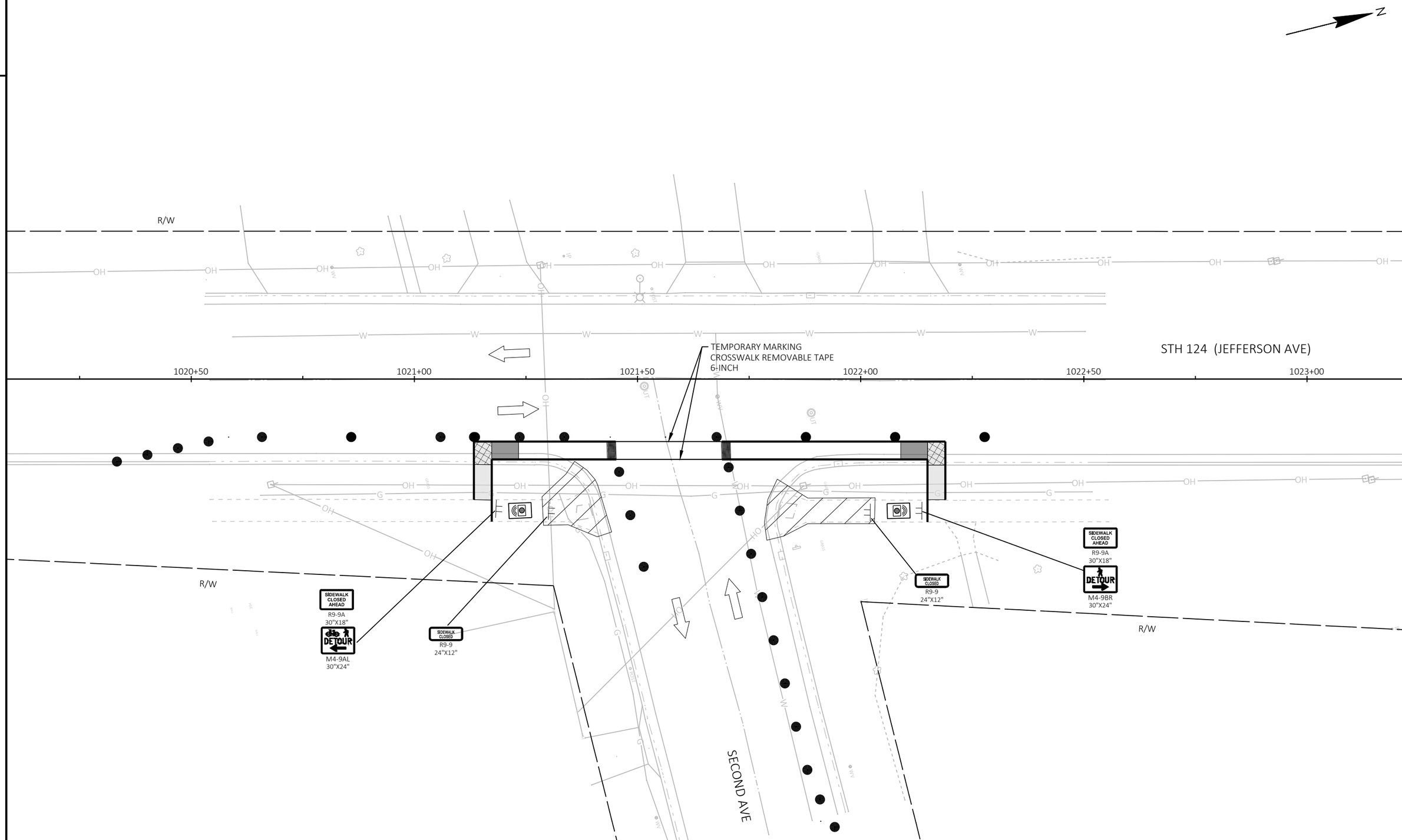


2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - FIRST AVE	SHEET 59	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 05-s1
PLOT DATE : 7/16/2025 1:12 PM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

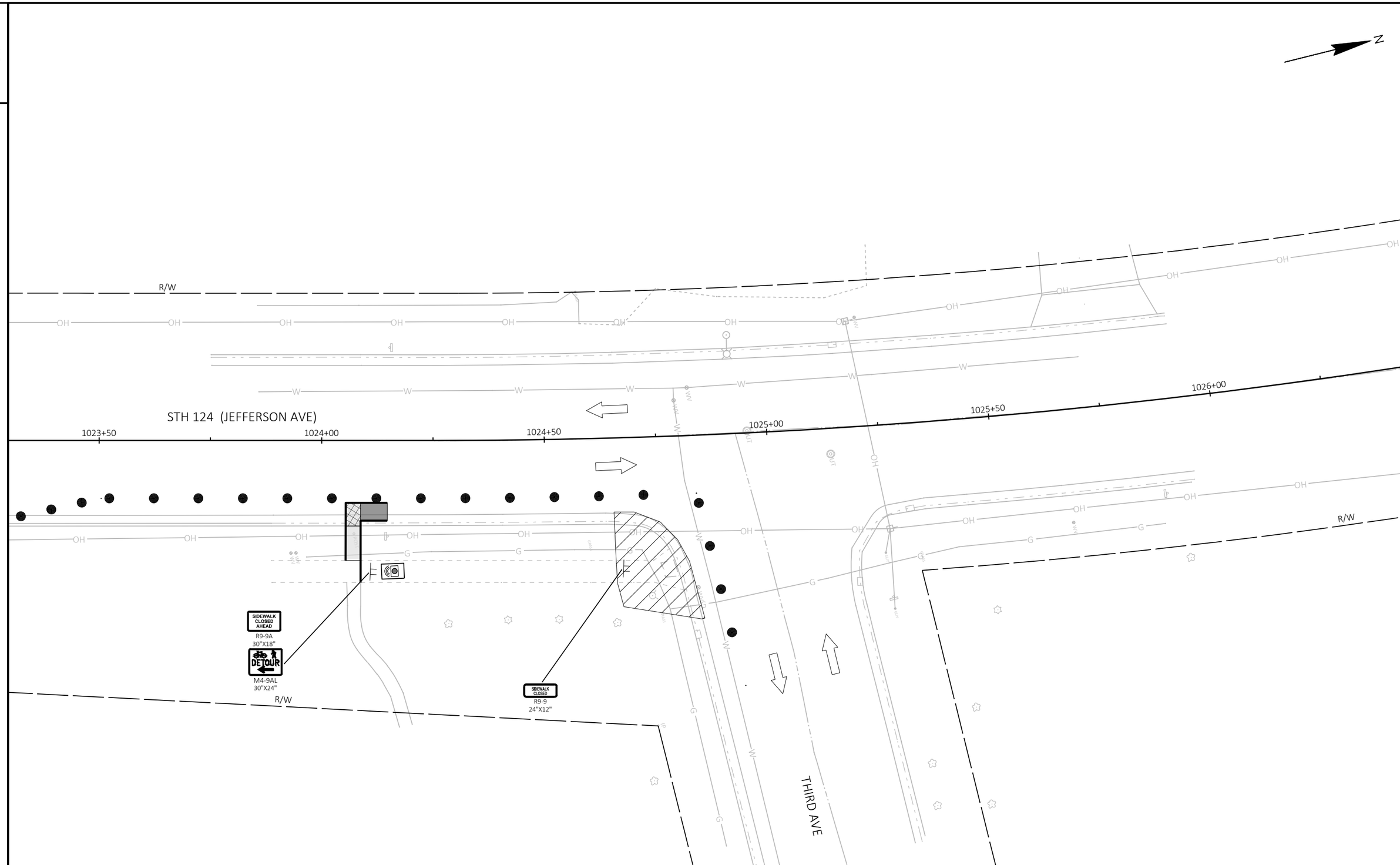


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - SECOND AVE	SHEET 60	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 06-s1
PLOT DATE : 4/28/2025 10:58 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

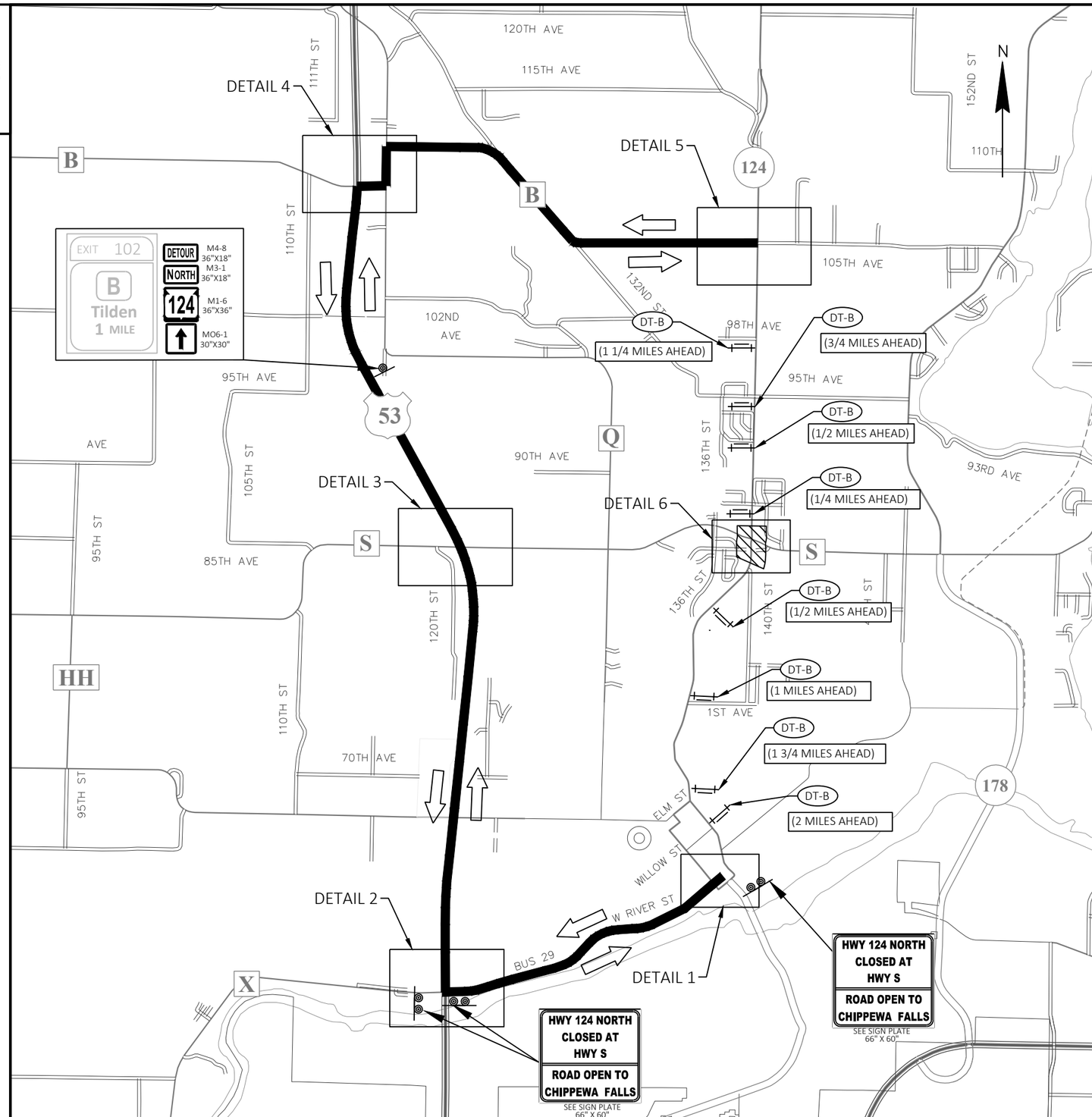


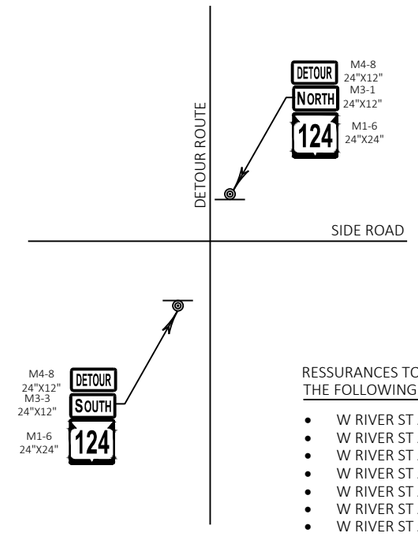
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1 - THIRD AVE	SHEET 61	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\025102-TC.DWG
LAYOUT NAME - 07-s1
PLOT DATE : 4/28/2025 10:58 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



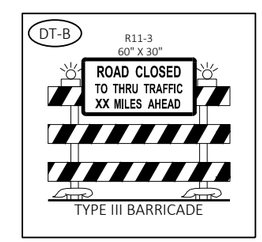


RESSURANCES TO BE PLACED AT
THE FOLLOWING INTERSECTIONS:

- W RIVER ST AND BAY ST
- W RIVER ST AND ISLAND ST
- W RIVER ST AND MAIN ST
- W RIVER ST AND TAYLOR ST
- W RIVER ST AND SUPERIOR ST
- W RIVER ST AND WAGNER ST
- W RIVER ST AND FLEET ST
- W RIVER ST AND REGENT ST
- W RIVER ST AND SUNSHINE CIR
- USH 53 AND CTH S

LEGEND

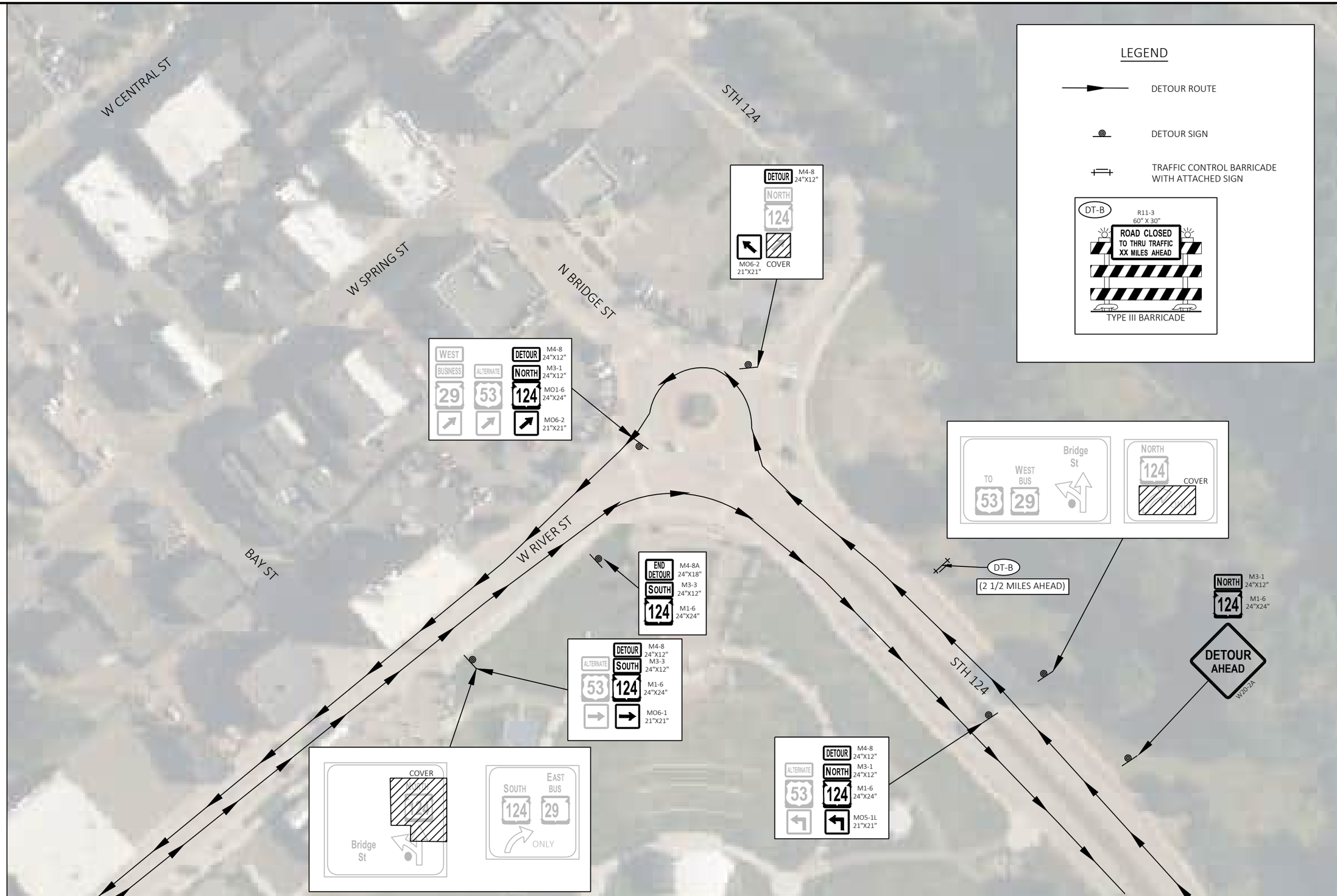
- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- WORK ZONE
- DETOUR SIGN
- TRAFFIC CONTROL BARRICADE WITH ATTACHED SIGN



2

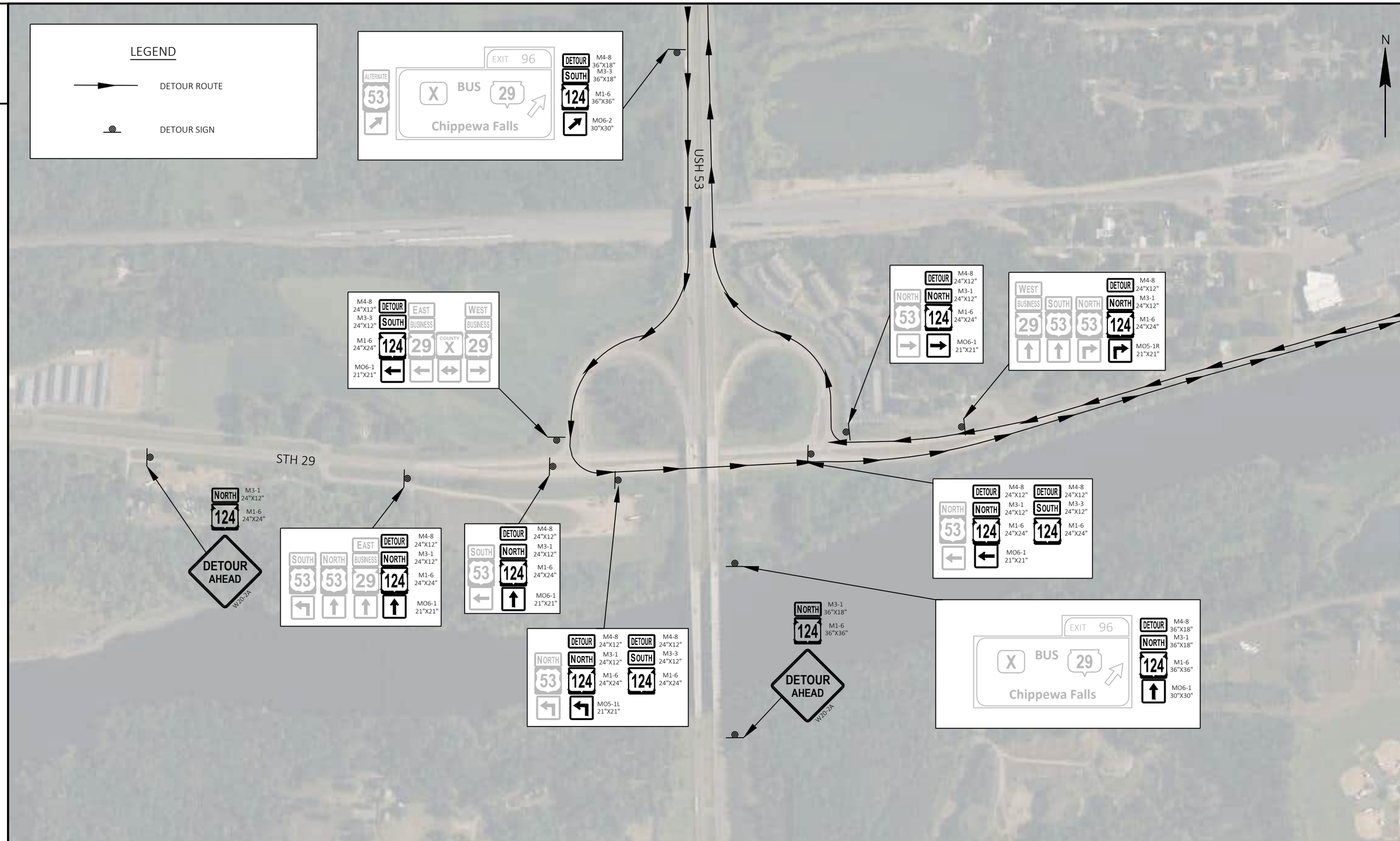
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - OVERVIEW - CTH S CLOSURE	SHEET 62	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Overview
PLOT DATE : 7/21/2025 6:29 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:0.75 MI



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 1	SHEET 63	E

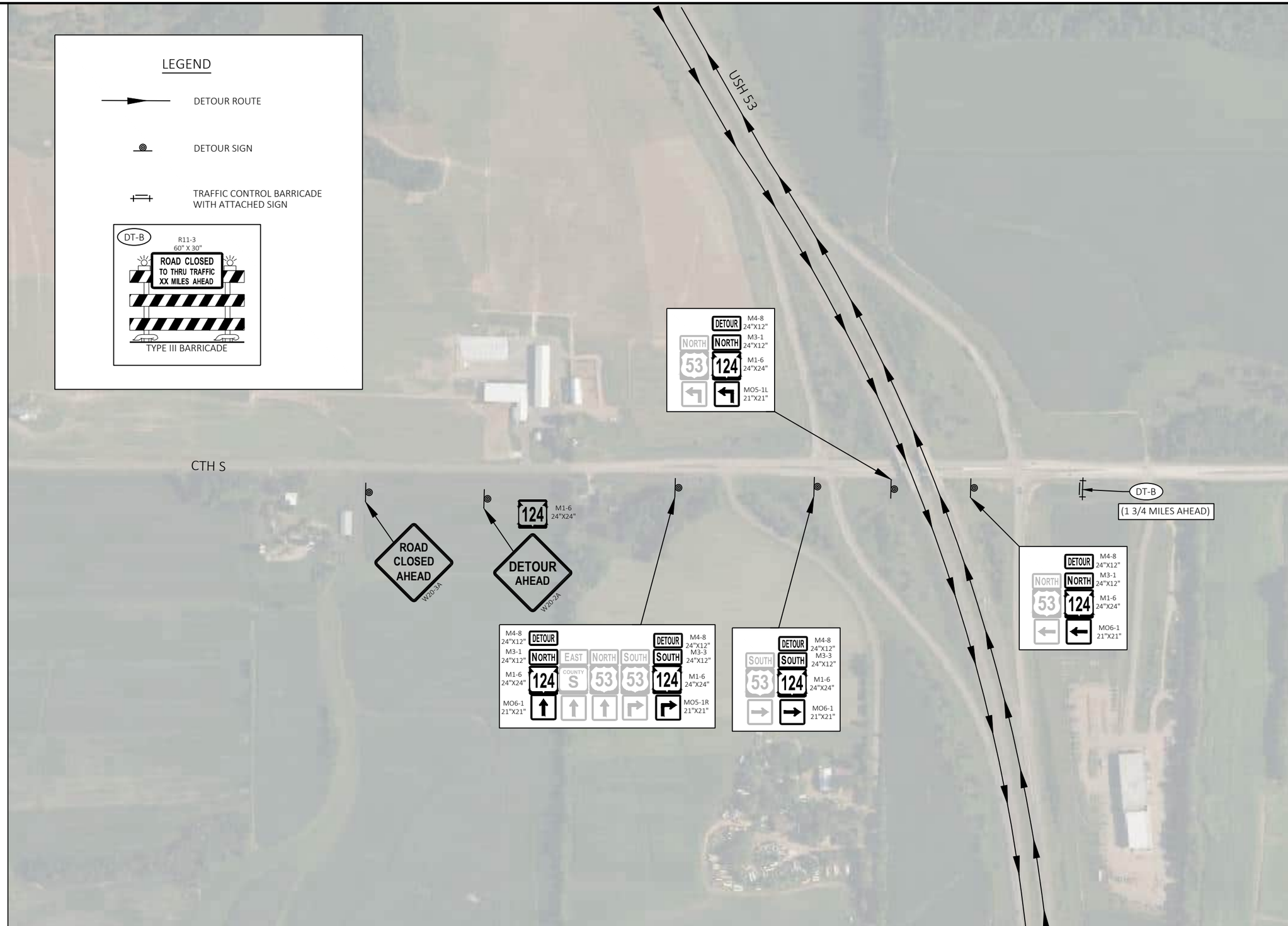
FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Detail 1
PLOT DATE : 7/21/2025 6:29 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 2	SHEET 64	E

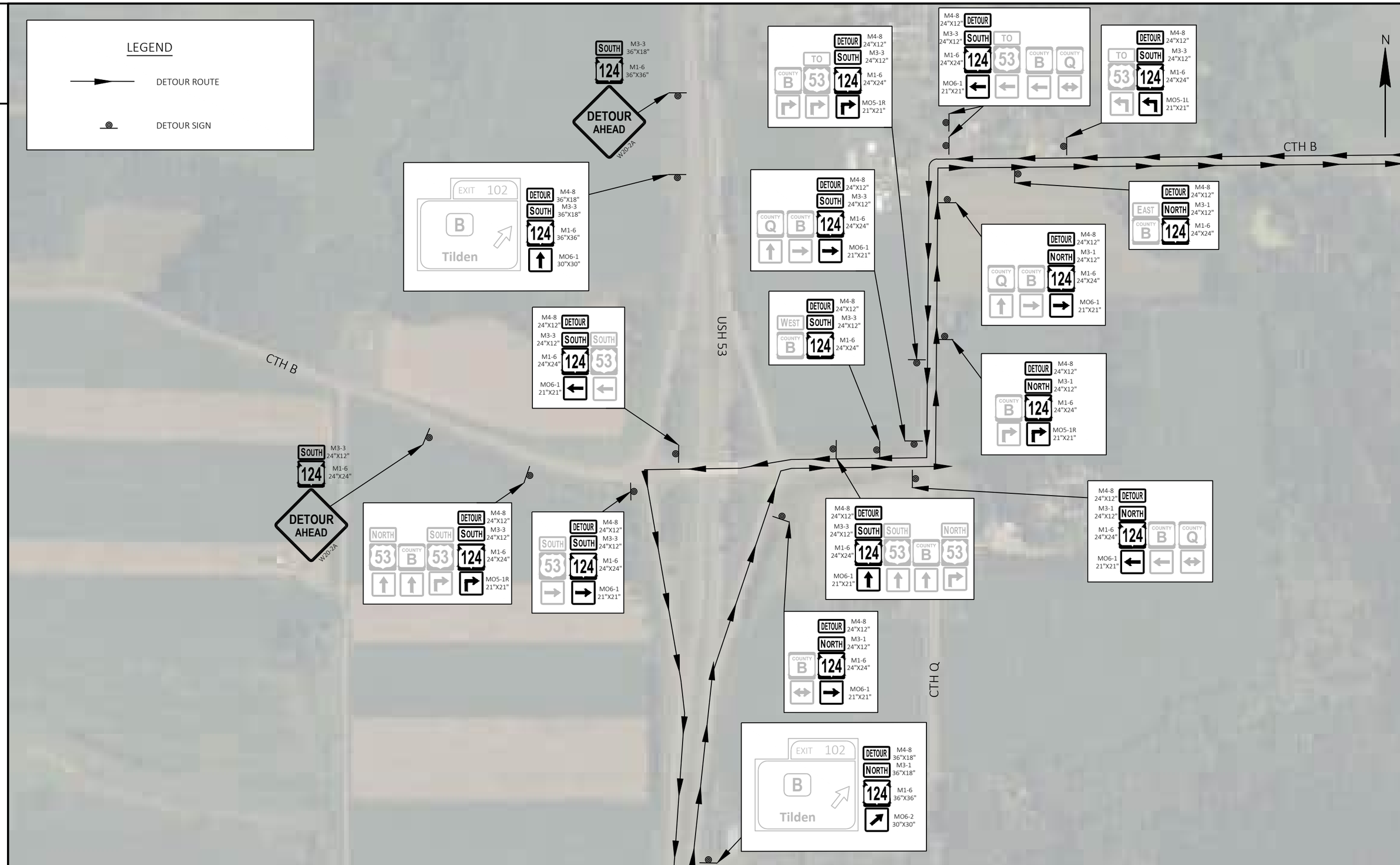
FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Detail 2
PLOT DATE : 7/21/2025 6:29 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42



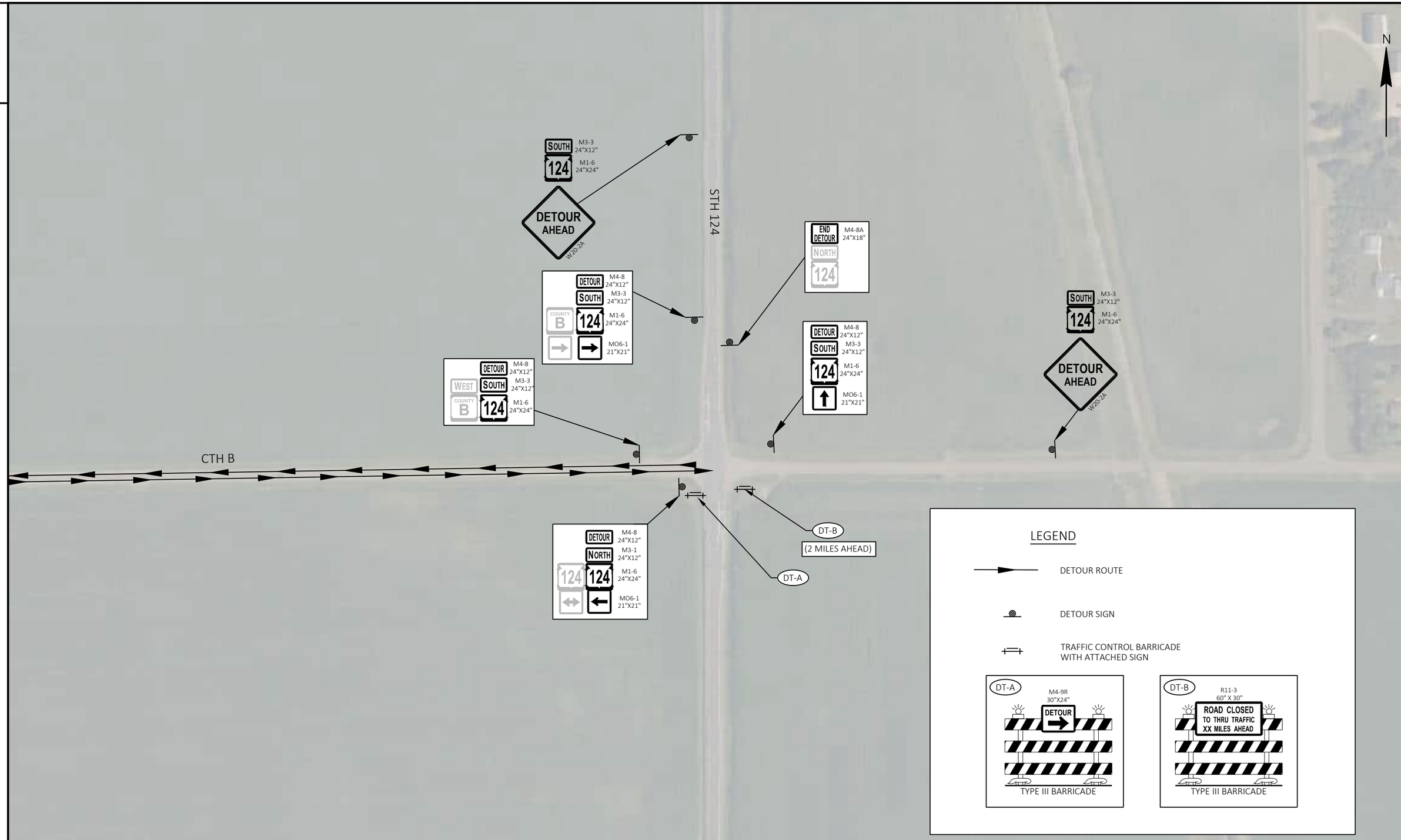
N

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 3	SHEET 65	E



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 4	SHEET 66	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Detail 4
PLOT DATE : 7/21/2025 6:29 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42



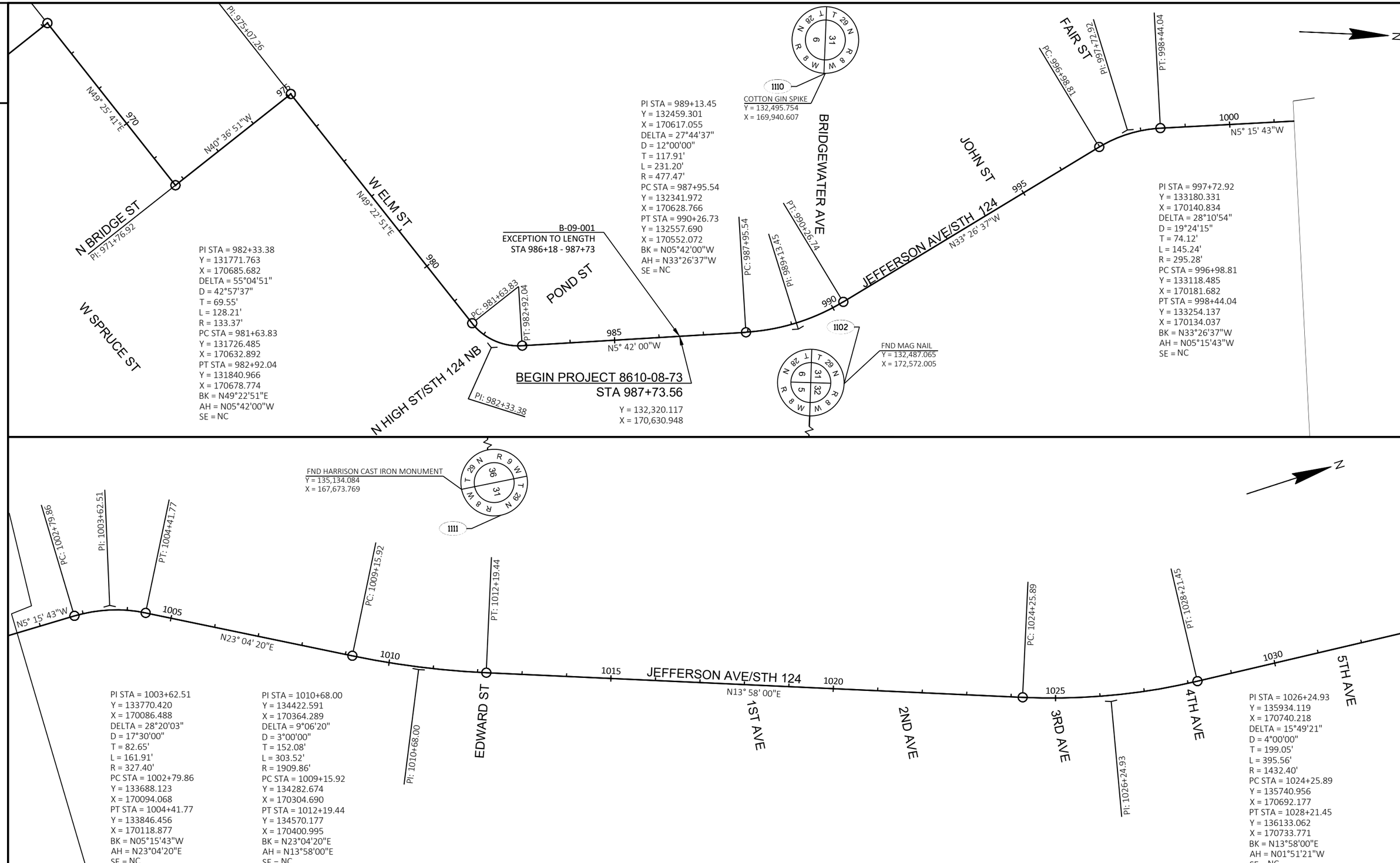
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 5	SHEET 67	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Detail 5
PLOT DATE : 7/21/2025 6:29 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

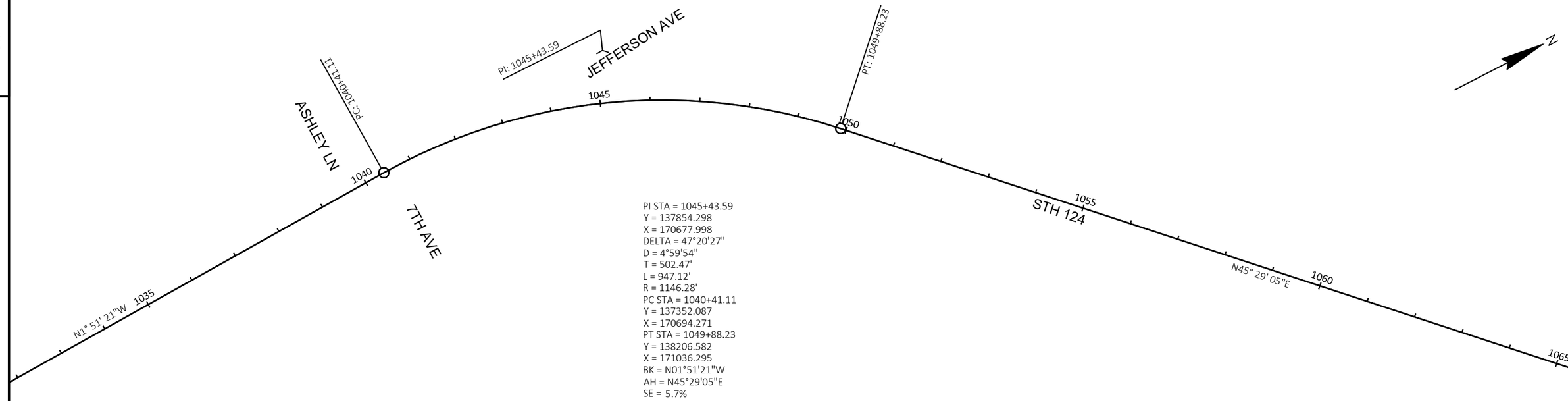
2

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	DETOUR - DETAIL 6	SHEET 68	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\027001-DT.DWG
LAYOUT NAME - Detail 6
PLOT DATE : 7/21/2025 6:29 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

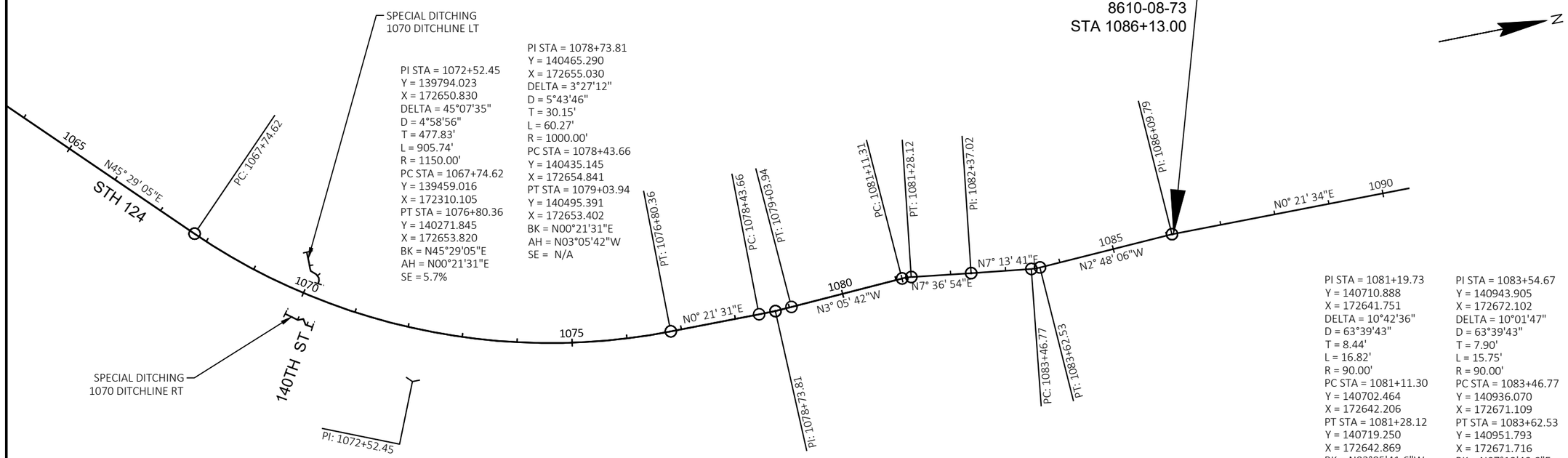


PROJECT NO: 8610-02-74 & 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	ALIGNMENT DIAGRAM	SHEET 69	E



PI STA = 1045+43.59
Y = 137854.298
X = 170677.998
DELTA = 47°20'27"
D = 4°59'54"
T = 502.47'
L = 947.12'
R = 1146.28'
PC STA = 1040+41.11
Y = 137352.087
X = 170694.271
PT STA = 1049+88.23
Y = 138206.582
X = 171036.295
BK = N01°51'21"W
AH = N45°29'05"E
SE = 5.7%

END CONSTRUCTION
8610-08-73
STA 1086+13.00



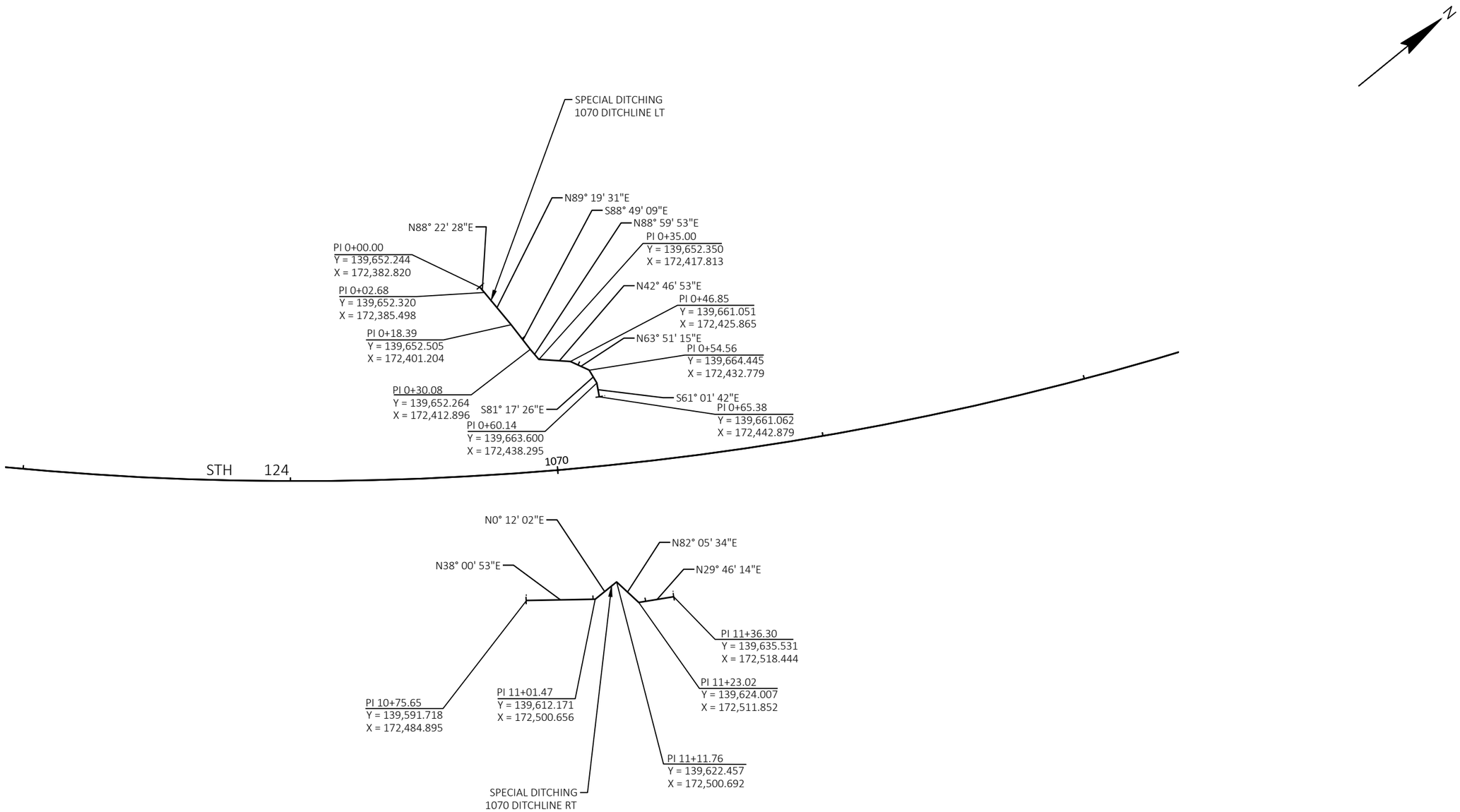
PI STA = 1072+52.45
Y = 139794.023
X = 172650.830
DELTA = 45°07'35"
D = 4°58'56"
T = 477.83'
L = 905.74'
R = 1150.00'
PC STA = 1067+74.62
Y = 139459.016
X = 172310.105
PT STA = 1076+80.36
Y = 140271.845
X = 172653.820
BK = N45°29'05"E
AH = N00°21'31"E
SE = 5.7%

PI STA = 1078+73.81
Y = 140465.290
X = 172655.030
DELTA = 3°27'12"
D = 5°43'46"
T = 30.15'
L = 60.27'
R = 1000.00'
PC STA = 1078+43.66
Y = 140435.145
X = 172654.841
PT STA = 1079+03.94
Y = 140495.391
X = 172653.402
BK = N00°21'31"E
AH = N03°05'42"W
SE = N/A

PI STA = 1081+19.73
Y = 140710.888
X = 172641.751
DELTA = 10°42'36"
D = 63°39'43"
T = 8.44'
L = 16.82'
R = 90.00'
PC STA = 1081+11.30
Y = 140702.464
X = 172642.206
PT STA = 1081+28.12
Y = 140719.250
X = 172642.869
BK = N03°05'41.6"W
AH = N07°36'54.1"E

PI STA = 1083+54.67
Y = 140943.905
X = 172672.102
DELTA = 10°01'47"
D = 63°39'43"
T = 7.90'
L = 15.75'
R = 90.00'
PC STA = 1083+46.77
Y = 140936.070
X = 172671.109
PT STA = 1083+62.53
Y = 140951.793
X = 172671.716
BK = N07°13'40.6"E
AH = N02°48'06.4"W

PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	ALIGNMENT DIAGRAM	SHEET 70	E


N
SPECIAL DITCHING
1070 DITCHLINE LT
N89° 19' 31"E
S88° 49' 09"E
N88° 59' 53"E
N88° 22' 28"E
PI 0+00.00
Y = 139,652.244
X = 172,382.820
PI 0+35.00
Y = 139,652.350
X = 172,417.813
PI 0+02.68
Y = 139,652.320
X = 172,385.498
N42° 46' 53"E
PI 0+46.85
Y = 139,661.051
X = 172,425.865
PI 0+18.39
Y = 139,652.505
X = 172,401.204
N63° 51' 15"E
PI 0+54.56
Y = 139,664.445
X = 172,432.779
PI 0+30.08
Y = 139,652.264
X = 172,412.896
S61° 01' 42"E
S81° 17' 26"E
PI 0+65.38
Y = 139,661.062
X = 172,442.879
PI 0+60.14
Y = 139,663.600
X = 172,438.295
STH 124
1070
N0° 12' 02"E
N82° 05' 34"E
N38° 00' 53"E
N29° 46' 14"E
PI 11+36.30
Y = 139,635.531
X = 172,518.444
PI 11+23.02
Y = 139,624.007
X = 172,511.852
PI 10+75.65
Y = 139,591.718
X = 172,484.895
PI 11+01.47
Y = 139,612.171
X = 172,500.656
PI 11+11.76
Y = 139,622.457
X = 172,500.692
SPECIAL DITCHING
1070 DITCHLINE RT

Estimate Of Quantities

8610-08-73

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	2.000	2.000
0004	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0006	204.0100	Removing Concrete Pavement	SY	230.000	230.000
0008	204.0110	Removing Asphaltic Surface	SY	599.000	599.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,217.000	1,217.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	41,801.000	41,801.000
0014	204.0150	Removing Curb & Gutter	LF	1,063.000	1,063.000
0016	204.0155	Removing Concrete Sidewalk	SY	434.000	434.000
0018	205.0100	Excavation Common	CY	1,097.000	1,097.000
0020	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	2.000	2.000
0022	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8610-08-73	EACH	1.000	1.000
0024	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	94.000	94.000
0026	213.0100	Finishing Roadway (project) 01. 8610-08-73	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	595.000	595.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,659.000	1,659.000
0032	405.0100	Coloring Concrete WisDOT Red	CY	51.000	51.000
0034	415.0080	Concrete Pavement 8-Inch	SY	226.000	226.000
0036	455.0605	Tack Coat	GAL	5,102.000	5,102.000
0038	460.2000	Incentive Density HMA Pavement	DOL	5,750.000	5,750.000
0040	460.6645	HMA Pavement 5 MT 58-34 V	TON	8,459.000	8,459.000
0042	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0044	465.0105	Asphaltic Surface	TON	332.000	332.000
0046	465.0110	Asphaltic Surface Patching	TON	187.000	187.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	40.000	40.000
0050	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0052	522.2319	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	178.000	178.000
0054	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	6.000	6.000
0056	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	703.000	703.000
0058	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	360.000	360.000
0060	601.0600	Concrete Curb Pedestrian	LF	109.000	109.000
0062	602.0410	Concrete Sidewalk 5-Inch	SF	4,037.000	4,037.000
0064	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	256.000	256.000
0066	606.0200	Riprap Medium	CY	8.000	8.000
0068	611.8110	Adjusting Manhole Covers	EACH	23.000	23.000
0070	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0072	611.8120.S	Cover Plates Temporary	EACH	23.000	23.000
0074	611.9710	Salvaged Inlet Covers	EACH	6.000	6.000
0076	619.1000	Mobilization	EACH	1.000	1.000
0078	621.0100	Landmark Reference Monuments	EACH	1.000	1.000
0080	624.0100	Water	MGAL	30.000	30.000
0082	625.0100	Topsoil	SY	104.000	104.000
0084	625.0500	Salvaged Topsoil	SY	1,420.000	1,420.000
0086	628.1504	Silt Fence	LF	884.000	884.000
0088	628.1520	Silt Fence Maintenance	LF	884.000	884.000
0090	628.1905	Mobilizations Erosion Control	EACH	25.000	25.000
0092	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0094	628.2023	Erosion Mat Class II Type B	SY	1,938.000	1,938.000
0096	628.7015	Inlet Protection Type C	EACH	36.000	36.000
0098	628.7504	Temporary Ditch Checks	LF	24.000	24.000

Estimate Of Quantities

8610-08-73

Line	Item	Item Description	Unit	Total	Qty
0100	628.7555	Culvert Pipe Checks	EACH	28.000	28.000
0102	629.0205	Fertilizer Type A	CWT	1.400	1.400
0104	630.0120	Seeding Mixture No. 20	LB	63.000	63.000
0106	630.0200	Seeding Temporary	LB	36.800	36.800
0108	630.0500	Seed Water	MGAL	31.100	31.100
0110	631.0300	Sod Water	MGAL	2.500	2.500
0112	631.1000	Sod Lawn	SY	104.000	104.000
0114	633.5200	Markers Culvert End	EACH	8.000	8.000
0116	638.2102	Moving Signs Type II	EACH	8.000	8.000
0118	638.4000	Moving Small Sign Supports	EACH	8.000	8.000
0120	642.5001	Field Office Type B	EACH	1.000	1.000
0122	643.0300	Traffic Control Drums	DAY	4,346.000	4,346.000
0124	643.0420	Traffic Control Barricades Type III	DAY	576.000	576.000
0126	643.0705	Traffic Control Warning Lights Type A	DAY	1,152.000	1,152.000
0128	643.0900	Traffic Control Signs	DAY	14,939.000	14,939.000
0130	643.0910	Traffic Control Covering Signs Type I	EACH	2.000	2.000
0132	643.1000	Traffic Control Signs Fixed Message	SF	83.000	83.000
0134	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0136	643.3165	Temporary Marking Line Paint 6-Inch	LF	63,797.000	63,797.000
0138	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	440.000	440.000
0140	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	913.000	913.000
0142	643.5000	Traffic Control	EACH	1.000	1.000
0144	644.1430	Temporary Pedestrian Surface Plate	SF	242.000	242.000
0146	644.1440	Temporary Pedestrian Surface Matting	SF	413.000	413.000
0148	644.1601	Temporary Pedestrian Curb Ramp	DAY	670.000	670.000
0150	644.1605	Temporary Pedestrian Detectable Warning Field	SF	480.000	480.000
0152	644.1810	Temporary Pedestrian Barricade	LF	1,838.000	1,838.000
0154	644.1900.S	Temporary Audible Message Devices	DAY	310.000	310.000
0156	645.0120	Geotextile Type HR	SY	17.000	17.000
0158	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	37,716.000	37,716.000
0160	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	827.000	827.000
0162	646.5020	Marking Arrow Epoxy	EACH	10.000	10.000
0164	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0166	646.5220	Marking Symbol Epoxy	EACH	27.000	27.000
0168	646.6120	Marking Stop Line Epoxy 18-Inch	LF	242.000	242.000
0170	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	125.000	125.000
0172	646.7120	Marking Diagonal Epoxy 12-Inch	LF	555.000	555.000
0174	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,033.000	1,033.000
0176	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	66.000	66.000
0178	646.8120	Marking Curb Epoxy	LF	19.000	19.000
0180	646.8320	Marking Parking Stall Epoxy	LF	12.000	12.000
0182	646.9000	Marking Removal Line 4-Inch	LF	440.000	440.000
0184	650.4500	Construction Staking Subgrade	LF	210.000	210.000
0186	650.5000	Construction Staking Base	LF	210.000	210.000
0188	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,088.000	1,088.000
0190	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0192	650.7000	Construction Staking Concrete Pavement	LF	360.000	360.000
0194	650.8000	Construction Staking Resurfacing Reference	LF	9,840.000	9,840.000
0196	650.9000	Construction Staking Curb Ramps	EACH	25.000	25.000

Estimate Of Quantities

8610-08-73

Line	Item	Item Description	Unit	Total	Qty
0198	650.9500	Construction Staking Sidewalk (project) 01. 8610-08-73	EACH	1.000	1.000
0200	650.9911	Construction Staking Supplemental Control (project) 01. 8610-08-73	EACH	1.000	1.000
0202	650.9920	Construction Staking Slope Stakes	LF	210.000	210.000
0204	690.0150	Sawing Asphalt	LF	1,588.000	1,588.000
0206	690.0250	Sawing Concrete	LF	302.000	302.000
0208	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0210	740.0440	Incentive IRI Ride	DOL	7,460.000	7,460.000
0212	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	200.000	200.000
0214	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
0216	SPV.0090	Special 01. Ditch Cleaning	LF	314.000	314.000
0218	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	300.000	300.000
0220	SPV.0180	Special 02. Prepare Topsoil For Lawn Type Turf	SY	104.000	104.000

3

GRUBBING

CATEGORY	STATION	-	STATION	LOCATION	201.0205 GRUBBING (STA)
0010	1069+00	-	1071+00	RT	2
			PROJECT 8610-08-73 TOTALS		2

REMOVING SMALL CULVERT PIPES

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)	NOTES
0010	1051+45	LT/RT	1	64 LF - 24" CMCP
0010	1064+85	LT/RT	1	67 LF - 24" CMCP
		PROJECT 8610-08-73 TOTALS	2	

REMOVING CONCRETE SURFACE; REMOVING ASPHALTIC SURFACE

CATEGORY	CROSSROAD	STATION	- STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)	NOTES
0010		987+73	- 991+00	LT/RT	--	--	209	1,380	--	3.25" DEPTH
0010		991+00	- 999+22	LT/RT	--	--	--	3,110	--	3.25" DEPTH
0010		999+22	- 1010+35	LT/RT	--	--	--	4,200	--	3.25" DEPTH
0010		1010+35	- 1015+35	LT/RT	--	--	--	2,150	--	3.25" DEPTH
0010		1015+35	- 1024+80	LT/RT	--	--	--	3,690	--	3.25" DEPTH
0010		1024+80	- 1028+21	LT/RT	--	--	--	1,290	--	3.25" DEPTH
0010		1028+21	- 1050+93	LT/RT	--	433	--	8,580	--	2.25" DEPTH
0010		1050+93	- 1051+98	LT/RT	--	--	--	--	--	
0010		1051+98	- 1064+33	LT/RT	--	--	--	4,390	--	2.25" DEPTH
0010		1064+33	- 1065+38	LT/RT	--	--	--	--	--	
0010		1065+38	- 1068+60	LT/RT	--	--	--	1,140	--	2.25" DEPTH
0010		1068+60	- 1073+61	LT/RT	--	--	--	2,260	--	2.25" DEPTH
0010		1073+61	- 1078+62	LT/RT	--	--	--	2,350	--	3.25" DEPTH
0010		1078+62	- 1080+00	LT/RT	--	--	178	1,270	--	3.25" DEPTH
0010		1080+00	- 1086+15	LT/RT	--	--	--	2,958	--	3.25" DEPTH
0010		1081+00	- 1082+94	LT/RT	230	--	--	--	--	CONCRETE TRUCK APRON ON RAB
0010	Bridgewater				--	37	8	376	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	John				--	42	12	200	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	Fair				--	18	7	100	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	Irvine Park				--	15	5	100	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	Edward				--	15	8	872	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	1st				--	14	8	87	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	2nd				--	6	8	87	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	3rd				--	5	8	87	--	3.25" DEPTH, 5" DEPTH AT C&G
0010	4th				--	--	8	121	--	3.25" DEPTH
0010	7th				--	--	8	56	--	3.25" DEPTH
0010	136th				--	--	6	518	--	3.25" DEPTH
0010	State/140th				--	--	8	429	--	3.25" DEPTH
0010	CTH S			SOUTH LEG	--	--	196	--	--	
0010	CTH S			WEST LEG	--	--	183	--	--	
0010	CTH S			EAST LEG	--	--	190	--	--	
0010	CTH S			NORTH LEG	--	--	167	--	--	
0010				UNDISTRIBUTED	--	--	--	--	300	
			SHEET SUBTOTALS	CATEGORY 0010	230	585	1,217	41,801	300	

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REMOVING CONCRETE SURFACE; REMOVING ASPHALTIC SURFACE CONTINUED

CATEGORY	CROSSROAD	STATION	- STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)	NOTES
0020		987+73	- 991+00	LT/RT	--	6	--	--	--	5" DEPTH AT C&G
0020		991+00	- 999+22	LT/RT	--	--	--	--	--	
0020		999+22	- 1010+35	LT/RT	--	--	--	--	--	
0020		1010+35	- 1015+35	LT/RT	--	8	--	--	--	5" DEPTH AT C&G
0020		1015+35	- 1024+80	LT/RT	--	--	--	--	--	
0020		1024+80	- 1028+21	LT/RT	--	--	--	--	--	
0020		1028+21	- 1050+93	LT/RT	--	--	--	--	--	
0020		1050+93	- 1051+98	LT/RT	--	--	--	--	--	
0020		1051+98	- 1064+33	LT/RT	--	--	--	--	--	
0020		1064+33	- 1065+38	LT/RT	--	--	--	--	--	
0020		1065+38	- 1068+60	LT/RT	--	--	--	--	--	
0020		1068+60	- 1073+61	LT/RT	--	--	--	--	--	
0020		1073+61	- 1078+62	LT/RT	--	--	--	--	--	
0020		1078+62	- 1080+00	LT/RT	--	--	--	--	--	
0020		1080+00	- 1086+15	LT/RT	--	--	--	--	--	
0020		1081+00	- 1082+94	LT/RT	--	--	--	--	--	
		SHEET SUBTOTALS		CATEGORY 0010	0	0	0	0	0	
				CATEGORY 0020	0	14	0	0	0	
		CATEGORY 0010		TOTALS	230	585	1,217	41,801	300	
		CATEGORY 0020		TOTALS	0	14	0	0	0	
		PROJECT 8610-08-73 TOTALS		TOTALS	230	599	1,217	41,801	300	

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REMOVING CURB & GUTTER; REMOVING SIDEWALK

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)
0010		1081+78	-	1082+96	RAB	360	--
0010	Bridgewater					166	122
0010	John					187	109
0010	Fair					81	47
0010	Irvine Park					65	38
0010	Edward					65	46
0010	1st					65	38
0010	2nd					30	21
0010	3rd					19	9
0010	4th					--	--
0010	7th					--	--
0010	136th					--	--
0010	State/140th					--	--
0020		987+73	-	991+00	LT/RT	25	4
0020		991+00	-	999+22	LT/RT	--	--
0020		999+22	-	1010+35	LT/RT	--	--
0020		1010+35	-	1015+35	LT/RT	--	--
0020		1015+35	-	1024+80	LT/RT	--	--
0020		1024+80	-	1028+21	LT/RT	--	--
0020		1028+21	-	1050+93	LT/RT	--	--
0020		1050+93	-	1051+98	LT/RT	--	--
0020		1051+98	-	1064+33	LT/RT	--	--
0020		1064+33	-	1065+38	LT/RT	--	--
0020		1065+38	-	1068+60	LT/RT	--	--
0020		1068+60	-	1073+61	LT/RT	--	--
0020		1073+61	-	1078+62	LT/RT	--	--
0020		1078+62	-	1081+55	LT/RT	--	--
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	1,038	430
					CATEGORY 0020	25	4
		PROJECT 8610-08-73 TOTALS			TOTALS	1,063	434

3

EARTHWORK SUMMARY (PROJECT 8610-08-73)

Division	From/To Station	Location	205.0100 Excavation Common (1) CY		Salvaged/ Unusable Pavement Material (3)	Available Material (4)	Unexpanded Fill	Expanded Fill (5)	Mass Ordinate +/- (6)
			Cut (2)	Transition Cut				Factor 1.3	
1	987+73 - 991+00	STH 124							
	991+00 - 999+22	STH 124							
	999+22 - 1010+35	STH 124							
	1010+35 - 1015+35	STH 124							
	1015+35 - 1024+80	STH 124							
	1024+80 - 1028+21	STH 124							
	1028+21 - 1050+93	STH 124							
	1050+93 - 1051+98	STH 124	36	350		386			386
	1051+98 - 1064+33	STH 124							
	1064+33 - 1065+38	STH 124	54	327		381			381
	1065+38 - 1068+60	STH 124							
	1068+60 - 1073+61	STH 124							
	1073+61 - 1078+62	STH 124							
	1078+62 - 1080+00	STH 124							
		Bridgewater	40		6	34		0	34
		John	80		12	68		0	68
		Fair	60		9	51		0	51
		Irvine Park	60		9	51		0	51
		Edward	40		6	34		0	34
		1st	20		3	17		0	17
		2nd	20		3	17		0	17
		3rd	10		2	8		0	8
		4th							
		7th							
		136th							
		State/140th							
Division 1 Subtotal			420	677	50	1,047	0	0	1,047
Grand Total			420	677	50	1,047	0	0	1,047
		Project 8610-08-73 Total Common Exc		1,097					

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100.
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) Salvaged/Unusable Pavement Material.
4) Available Material = Cut - Salvaged/Unusuable Pavement Material.
5) Expanded Fill = Unexpanded Fill * Fill Factor
6) Mass Ordinate + or - Quantity Calculated for the Division. Plus Quantity indicates an excess of material. Minus indicates a shortage of material.

CULVERT PIPE TRANSITION (FOR INFORMATION ONLY)

STATION	-	STATION	LENGTH (FT)	D DEPTH (FT)	PIPE DIAMETER (IN)	T DEPTH (FT)	TRENCH WIDTH (FT)	SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT AT PIPE (FT)	PAVEMENT AND BASE REMOVAL (CF)	LENGTH OF CUT (FT)	TRANSITION CUT VOLUME W/O PAVEMENT (CF)	205.0100 EXCAVATION COMMON (CY)
1050+93	-	1051+98	105	2.0	19X30	3.0	5	38.6	1785	100	7672	386
1064+33	-	1065+38	105	1.8	19X30	2.7	8	39.5	1995	97	6814	381

3

TEMPORARY LANE SHIFT DURING CULVERT WORK

CATEGORY	STATION	208.1500.S TEMPORARY LANE SHIFT DURING CUVERT WORK (EACH)
0010	1051+45	1
0010	1064+85	1
	PROJECT 8610-08-73 TOTALS	2

PREPARE FOUNDATION FOR ASPHALTIC PAVING

			211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING (01. 8610-08-73)
0010	PROJECT 8610-08-73 TOTALS		1
	PROJECT 8610-08-73 TOTALS	TOTALS	1

3

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION - STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOUDLERS (STA)
0010	1028+80 - 1072+90	LT	44
0010	1028+65 - 1078+73	RT	50
	PROJECT 8610-08-73 TOTALS	TOTALS	94

BASE AGGREGATE & HMA PAVEMENT

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1-1/4-INCH (TON)	460.6645 HMA PAVEMENT 5 MT 58-34 V (TON)	465.0105 ASPHALTIC SURFACE (TON)	465.0110 ASPHALTIC SURFACE PATCHING (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	455.0605 TACK COAT (GAL)	624.0100 WATER (MGAL)	NOTES
0010		987+73	-	991+00	LT/RT	--	--	273	--	13	--	179	--	
0010		991+00	-	999+22	LT/RT	--	--	620	--	14	--	389	--	
0010		999+22	-	1010+35	LT/RT	--	--	840	--	13	--	525	--	
0010		1010+35	-	1015+35	LT/RT	--	--	431	--	13	--	273	--	
0010		1015+35	-	1024+80	LT/RT	--	--	894	--	14	--	462	--	
0010		1024+80	-	1028+21	LT/RT	--	--	252	--	13	--	158	--	
0010		1028+21	-	1050+93	LT/RT	326	116	1,722	--	13	40	1,082	5.0	
0010		1050+93	-	1051+98	LT/RT	63	578	137	133	14	--	42	10.1	CULVERT REPLACEMENT
0010		1051+98	-	1064+33	LT/RT	76	272	882	--	13	--	557	1.2	
0010		1064+33	-	1065+38	LT/RT	63	578	137	135	13	--	42	10.1	CULVERT REPLACEMENT
0010		1065+38	-	1068+60	LT/RT	19	--	231	--	14	--	147	0.3	
0010		1068+60	-	1073+61	LT/RT	21	--	452	--	13	--	284	0.4	
0010		1073+61	-	1078+62	LT/RT	11	--	473	--	13	--	294	0.2	
0010		1078+62	-	1080+00	LT/RT	16	--	116	--	14	--	158	--	
0010		1080+00	-	1086+13	LT/RT	--	30	750	10	--	--	285	--	
0010	Bridgewater					--	23	10	11	--	--	16	0.4	
0010	John					--	21	30	12	--	--	32	0.4	
0010	Fair					--	10	15	6	--	--	16	0.2	
0010	Irvine Park					--	8	14	7	--	--	16	0.2	
0010	Edward					--	8	16	5	--	--	16	0.2	
0010	1st					--	5	17	4	--	--	16	0.1	
0010	2nd					--	4	19	2	--	--	16	0.1	
0010	3rd					--	2	19	2	--	--	16	0.1	
0010	4th					--	--	21	--	--	--	16	--	
0010	7th					--	--	21	--	--	--	16	--	
0010	136th					--	--	42	--	--	--	32	--	
0010	State/140th					--	--	21	--	--	--	16	--	
0020		987+73	-	991+00	LT/RT	--	2	1	2	--	--	0.5	0.5	
0020		991+00	-	999+22	LT/RT	--	--	--	--	--	--	--	--	
0020		999+22	-	1010+35	LT/RT	--	--	--	--	--	--	--	--	
0020		1010+35	-	1015+35	LT/RT	--	--	--	3	--	--	--	--	
0020		1015+35	-	1024+80	LT/RT	--	2	3	--	--	--	0.5	0.5	
0020		1024+80	-	1028+21	LT/RT	--	--	--	--	--	--	--	--	
0020		1028+21	-	1050+93	LT/RT	--	--	--	--	--	--	--	--	
0020		1050+93	-	1051+98	LT/RT	--	--	--	--	--	--	--	--	
0020		1051+98	-	1064+33	LT/RT	--	--	--	--	--	--	--	--	
0020		1064+33	-	1065+38	LT/RT	--	--	--	--	--	--	--	--	
0020		1065+38	-	1068+60	LT/RT	--	--	--	--	--	--	--	--	
0020		1068+60	-	1073+61	LT/RT	--	--	--	--	--	--	--	--	
0020		1073+61	-	1078+62	LT/RT	--	--	--	--	--	--	--	--	
0020		1078+62	-	1080+00	LT/RT	--	--	--	--	--	--	--	--	
0020		1080+00	-	1086+13	LT/RT	--	--	--	--	--	--	--	--	
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	595	1,655	8,455	327	187	40	5,101	29	
					CATEGORY 0020	0	4	4	5	0	0	1	1	
		PROJECT 8610-08-73 TOTALS				595	1,659	8,459	332	187	40	5,102	30	

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HMA PAVEMENT SPECIALS

CATEGORY	STATION - STATION	460.9000.S MATERIAL TRANSFER VEHICLE (EACH)
0010	PROJECT LIMITS	1
	PROJECT 8610-08-73 TOTALS CATEGORY 0010	1

DRAINAGE ITEMS

CATEGORY	STATION	SIDE	520.8700 CLEANING CULVERT PIPES (EACH)	522.2319 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH (LF)	522.2619 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH (EACH)
0010	1051+45	LT/RT	--	58	2
0010	1064+86	LT/RT	--	120	4
0010	1070+18	LT/RT	1	--	--
	PROJECT 8610-08-73 TOTALS		1	178	6

NOTE: SEE PLAN SHEETS FOR PIPE INVERTS

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8610-08-73 MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS
12 FOOT DRIVING LANE	987+73 - 1080+00	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	2,067	1.5"
12 FOOT DRIVING LANE	987+73 - 1080+00	LOWER LAYER	EXISTING MILLED SURFACE	5 MT 58-34V	2,516	1.75"
CULVERT REPLACEMENT	1050+93 - 1051+98, 1064+33 - 1065+38	UPPER LAYER	ASPHALTIC SURFACE	ASPHALTIC SURFACE	127	3"
CULVERT REPLACEMENT	1050+93 - 1051+98, 1064+33 - 1065+38	LOWER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE	127	3"
SHOULDERS	987+73 - 1080+00	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	1,226	1.5"
SHOULDERS	987+73 - 1080+00	LOWER LAYER	EXISTING MILLED SURFACE / BASE AGGREGATE	5 MT 58-34V	1,437	1.75"
DRIVEWAYS	987+73 - 1080+00	UPPER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	40	3.25"
SIDE ROADS / INTERSECTIONS	987+73 - 1080+00	UPPER LAYER	EXISTING MILLED SURFACE	5 MT 58-34V	286	3.25"
UNDISTRIBUTED	987+73 - 1080+00	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	179	VARIES
UNDISTRIBUTED	987+73 - 1080+00	LOWER LAYER	EXISTING MILLED SURFACE	5 MT 58-34V	198	VARIES
WEDGING / LOWER LAYER PAVEMENT REPAIR, POT HOLES	987+73 - 1080+00	LOWER LAYER	EXISTING MILLED SURFACE / EXISTING SURFACE	ASPHALTI C SURFACE / ASPHALTIC SURFACE PATCHING	200	VARIES
CTH S ROUNDABOUT	1080+00 - 1086+13	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	350	1.5"
CTH S ROUNDABOUT	1080+00 - 1086+13	LOWER LAYER	EXISTING MILLED SURFACE	5 MT 58-34V	400	1.75
CTH S ROUNDABOUT	1080+00 - 1086+13	LOWER LAYER	BASE AGGREGATE	ASPHALTI C SURFACE / CURB FILL	10	7"

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CONCRETE ITEMS

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	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)	650.9000 CONSTRUCTION STAKING CURB RAMPS (EACH)	650.9500.01 CONSTRUCTION STAKING SIDEWALK 8610-08-73 (EACH)
0010	Bridgewater					166	20	1,178	40	4	--
0010	John					187	32	1,058	80	8	--
0010	Fair					81	--	470	30	4	--
0010	Irvine Park					65	26	367	24	2	--
0010	Edward					65	31	386	20	2	--
0010	1st					65	--	256	32	2	--
0010	2nd					30	--	202	20	2	--
0010	3rd					19	--	90	10	1	--
0010	4th					--	--	--	--	--	--
0010	7th					--	--	--	--	--	--
0010	136th					--	--	--	--	--	--
0010	State/140th					--	--	--	--	--	--
0020		987+73	-	991+00	LT/RT	25	--	30	--	--	--
0020		991+00	-	999+22	LT/RT	--	--	--	--	--	--
0020		999+22	-	1010+35	LT/RT	--	--	--	--	--	--
0020		1010+35	-	1015+35	LT/RT	--	--	--	--	--	--
0020		1015+35	-	1024+80	LT/RT	--	--	--	--	--	--
0020		1024+80	-	1028+21	LT/RT	--	--	--	--	--	--
0020		1028+21	-	1050+93	LT/RT	--	--	--	--	--	--
0020		1050+93	-	1051+98	LT/RT	--	--	--	--	--	--
0020		1051+98	-	1064+33	LT/RT	--	--	--	--	--	--
0020		1064+33	-	1065+38	LT/RT	--	--	--	--	--	--
0020		1065+38	-	1068+60	LT/RT	--	--	--	--	--	--
0020		1068+60	-	1073+61	LT/RT	--	--	--	--	--	--
0020		1073+61	-	1078+62	LT/RT	--	--	--	--	--	--
0020		1078+62	-	1080+00	LT/RT	--	--	--	--	--	--
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	678	109	4,007	256	25	--
					CATEGORY 0020	25	0	30	0	0	--
		PROJECT 8610-08-73 TOTALS			TOTALS	703	109	4,037	256	25	1

CONCRETE ITEMS CONTINUED

CATEGORY	STATION	-	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF
0010	1081+78	-	1082+96	RAB	--	--	360	--
0010	1081+80	-	1082+94	RAB	51	226	--	360
	PROJECT 8610-08-73 TOTALS			CATEGORY 0010	51	226	360	360
				CATEGORY 0020	--	--	--	--
	PROJECT 8610-08-73 TOTALS			TOTALS	51	226	360	360
	PROJECT 8610-08-73 TOTALS			TOTALS	51	226	360	360

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RIPRAP AND GEOTEXTILE FABRIC

CATEGORY	STATION	SIDE	606.0200 RIPRAP MEDIUM (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
0010	1064+86	LT	8	17
		PROJECT 8610-08-73 TOTALS	8	17

STORM SEWER ITEMS

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS (EACH)	611.8115 ADJUSTING INLET COVERS (EACH)	611.8120.S COVER PLATES TEMPORARY (EACH)	611.9710 SALVAGED INLET COVERS (EACH)
0010		987+73	-	991+00	LT/RT	--	--	--	--
0010		991+00	-	999+22	LT/RT	--	--	--	--
0010		999+22	-	1010+35	LT/RT	3	--	3	--
0010		1010+35	-	1015+35	LT/RT	--	--	--	--
0010		1015+35	-	1024+80	LT/RT	1	--	1	--
0010		1024+80	-	1028+21	LT/RT	1	--	1	--
0010		1028+21	-	1050+93	LT/RT	--	--	--	--
0010		1050+93	-	1051+98	LT/RT	--	--	--	--
0010		1051+98	-	1064+33	LT/RT	--	--	--	--
0010		1064+33	-	1065+38	LT/RT	--	--	--	--
0010		1065+38	-	1068+60	LT/RT	--	--	--	--
0010		1068+60	-	1073+61	LT/RT	--	--	--	--
0010		1073+61	-	1078+62	LT/RT	--	--	--	--
0010		1078+62	-	1080+00	LT/RT	--	--	--	--
0010		1082+90	-	1083+00	LT/RT	--	2	--	2
0010	Bridgewater					1	--	1	--
0010	John					3	3	3	3
0010	Fair					2	--	2	--
0010	Irvine Park					2	--	2	--
0010	Edward					1	--	1	--
0010	1st					3	1	3	1
0010	2nd					2	--	2	--
0010	3rd					2	--	2	--
0010	4th					1	--	1	--
0010	7th					1	--	1	--
0010	136th					--	--	--	--
0010	State/140th					--	--	--	--
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	23	6	23	6
					CATEGORY 0020	0	0	0	0
		PROJECT 8610-08-73 TOTALS			TOTALS	23	6	23	6

LANDMARK REFERENCE MONUMENTS

CATEGORY	ROADWAY	STATION	OFFSET	621.0100 LANDMARK REFERENCE MONUMENTS (EACH)	NOTES
0010	STH 124	1078+81.50	0.475 LT	1	COMMON QUARTER CORNER TO SECTIONS 29, 30, T-27-N, R-13-W
		PROJECT 8610-08-73 TOTALS		1	

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SALVAGED TOPSOIL, FERTILIZER, SEEDING, & TEMPORARY SEEDING

CATEGORY	CROSSROAD	STATION - STATION	LOCATION	625.0100 TOPSOIL (SY)	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)	631.0300 SOD WATER (MGAL)	631.1000 SOD LAWN (SY)	SPV.0180.02 PREPARE TOPSOIL FOR LAWN TYPE TURF (SY)
0010		987+73 - 991+00	LT/RT	--	--	--	--	--	--	--	--	--
0010		991+00 - 999+22	LT/RT	--	--	--	--	--	--	--	--	--
0010		999+22 - 1010+35	LT/RT	--	--	--	--	--	--	--	--	--
0010		1010+35 - 1015+35	LT/RT	--	--	--	--	--	--	--	--	--
0010		1015+35 - 1024+80	LT/RT	--	--	--	--	--	--	--	--	--
0010		1024+80 - 1028+21	LT/RT	--	--	--	--	--	--	--	--	--
0010		1028+21 - 1050+93	LT/RT	--	--	--	--	--	--	--	--	--
0010		1050+93 - 1051+98	LT/RT	--	270	0.2	12.0	7.0	6	--	--	--
0010		1051+98 - 1064+33	LT/RT	--	--	--	--	--	--	--	--	--
0010		1064+33 - 1065+38	LT/RT	--	220	0.1	10.0	6.0	5	--	--	--
0010		1065+38 - 1068+60	LT/RT	--	--	--	--	--	--	--	--	--
0010		1068+60 - 1073+61	LT/RT	--	520	0.3	24.0	14.0	12	--	--	--
0010		1073+61 - 1078+62	LT/RT	--	--	--	--	--	--	--	--	--
0010		1078+62 - 1080+00	LT/RT	--	--	--	--	--	--	--	--	--
0010		1080+00 - 1086+13	LT/RT	--	180	0.1	8.0	5.0	4	--	--	--
0010	Bridgewater			20	--	0.1	--	--	--	0.4	20	20
0010	John			10	--	0.1	--	--	--	0.4	10	10
0010	Fair			10	--	0.0	--	--	--	0.4	10	10
0010	Irvine Park			20	--	0.1	--	--	--	0.4	20	20
0010	Edward			--	--	--	--	--	--	--	--	--
0010	1st			--	--	--	--	--	--	--	--	--
0010	2nd			20	--	0.1	--	--	--	0.4	20	20
0010	3rd			10	--	0.1	--	--	--	0.4	10	10
0010	4th			--	--	--	--	--	--	--	--	--
0010	7th			--	--	--	--	--	--	--	--	--
0010	136th			--	--	--	--	--	--	--	--	--
0010	State/140th			--	--	--	--	--	--	--	--	--
0010			UNDISTRIBUTED	14	230	0.2	9.0	4.8	4.1	0.3	14	14
		PROJECT 8610-08-73 TOTALS	CATEGORY 0010	104	1,420	1.4	63.0	36.8	31.1	2.5	104	104
			CATEGORY 0020	0	0	0.0	0.0	0.0	0.0	0.0	0	0
		PROJECT 8610-08-73 TOTALS	TOTALS	104	1,420	1.4	63.0	36.8	31.1	2.5	104	104

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MARKERS CULVERT ENDS

CATEGORY	STATION	633.5200 MARKERS CULVERT END (EACH)
0010	1051+45	2
0010	1064+88	4
0010	1070+18	2
	PROJECT 8610-08-73 TOTALS	8

MOVING SIGNS

SIGN MESSAGE	LOCATION IN ROUNDABOUT	638.2102 MOVING SIGNS TYPE II (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
ROUNDABOUT DIRECTIONAL	WEST LEG	1	2	4 CHEVRONS
ONE WAY (IN ARROW)	WEST LEG	1	-	RIGHT
ROUNDABOUT DIRECTIONAL	NORTH LEG	1	2	4 CHEVRONS
ONE WAY (IN ARROW)	NORTH LEG	1	-	RIGHT
ROUNDABOUT DIRECTIONAL	EAST LEG	1	2	4 CHEVRONS
ONE WAY (IN ARROW)	EAST LEG	1	-	RIGHT
ROUNDABOUT DIRECTIONAL	SOUTH LEG	1	2	4 CHEVRONS
ONE WAY (IN ARROW)	SOUTH LEG	1	-	RIGHT
PROJECT 8610-08-73 TOTALS	CATEGORY 0010	8	8	

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EROSION CONTROL ITEMS

CATEGORY	CROSSROAD	STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2023 EROSION MAT CLASS II TYPE B (SY)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
0010		987+73 - 991+00	LT/RT	--	--	--	--	--	--	--	--
0010		991+00 - 999+22	LT/RT	--	--	--	--	--	--	--	--
0010		999+22 - 1010+35	LT/RT	--	--	--	--	--	--	--	--
0010		1010+35 - 1015+35	LT/RT	--	--	--	--	--	--	--	--
0010		1015+35 - 1024+80	LT/RT	--	--	--	--	--	--	--	--
0010		1024+80 - 1028+21	LT/RT	--	--	--	--	--	--	--	--
0010		1028+21 - 1050+93	LT/RT	--	--	--	--	--	--	--	--
0010		1050+93 - 1051+98	LT/RT	274	274	269	--	--	5	3	--
0010		1051+98 - 1064+33	LT/RT	-	-	--	--	--	--	--	--
0010		1064+33 - 1065+38	LT/RT	253	253	220	--	--	10	3	--
0010		1065+38 - 1068+60	LT/RT	-	-	--	--	--	--	--	--
0010		1068+60 - 1073+61	LT/RT	242	242	649	--	--	5	3	--
0010		1073+61 - 1078+62	LT/RT	--	--	--	--	--	--	--	--
0010		1078+62 - 1080+00	LT/RT	--	--	--	--	--	--	--	--
0010		1080+00 - 1086+13	LT/RT	--	--	547	3	20	4	--	--
0010	Bridgewater			--	--	--	5	--	--	5	--
0010	John			--	--	--	3	--	--	2	--
0010	Fair			--	--	--	2	--	--	2	--
0010	Irvine Park			--	--	--	2	--	--	1	--
0010	Edward			--	--	--	3	--	--	1	--
0010	1st			--	--	--	5	--	--	1	--
0010	2nd			--	--	--	4	--	--	1	--
0010	3rd			--	--	--	4	--	--	1	--
0010	4th			--	--	--	--	--	--	--	--
0010	7th			--	--	--	--	--	--	--	--
0010	136th			--	--	--	--	--	--	--	--
0010	State/140th			--	--	--	--	--	--	--	--
			UNDISTRIBUTED	115	115	253	5	4	4	2	4
		PROJECT 8610-08-73 TOTALS	CATEGORY 0010	884	884	1,938	36	24	28	25	4
			CATEGORY 0020	0	0	0	0	0	0	0	0
		PROJECT 8610-08-73 TOTALS	TOTALS	884	884	1,938	36	24	28	25	4

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TRAFFIC CONTROL - DRUMS, BARRICADES, WARNING LIGHTS, AND SIGNS

ROADWAY	DAYS IN SERVICE	* 643.0300 TRAFFIC CONTROL DRUMS NO.	(DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	(DAYS)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	(DAYS)	* 643.0900 TRAFFIC CONTROL SIGNS NO.	(DAYS)	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I (EACH)	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE (SF)	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	(DAYS)	COMMENTS
STH 124	89	--	--	--	--	--	--	86	7,654	--	--	2	14	ADVANCE WARNING MAINLINE & SIDE ROADS PCMS MESSAGE: ROAD WORK BEGINS XXDAY X/X/XX
CULVERT REPLACEMENTS	4	50	200	--	--	--	--	8	32	--	--	--	--	
DETOUR	18	--	--	32	576	64	1,152	261	4698	2	83	4	28	SEE SIGN PLATE 66"X60"
PROJECT 8610-08-73 TOTALS		CATEGORY 0010	200		576		1,152		12,384	2	83		42	

* BID ITEMS ELSEWHERE

TEMPORARY PEDESTRIAN ACCOMODATIONS

CATEGORY	CROSSROAD	STAGE DAYS	* 643.0300 TRAFFIC CONTROL DRUMS (NO.)	(DAYS)	* 643.0900 TRAFFIC CONTROL SIGNS (NO.)	(DAYS)	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (LF)	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE (SF)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING (SF)	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (NO.)	(DAYS)	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD (SF)	644.1810 TEMPORARY PEDESTRIAN BARRICADE (LF)	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES (NO.)	(DAYS)	NOTES
0010	Bridgewater	20	98	653	41	820	280	--	184	12	240	192	429	19	127	3 STAGES
0010	John	20	73	730	21	420	192	--	53	8	160	128	247	11	74	2 STAGES
0010	Fair	25	63	788	13	325	98	--	30	4	100	48	189	8	67	2 STAGES
0010	Irvine Park	25	50	625	30	750	155	84	26	4	100	16	235	2	17	2 STAGES
0010	Edward	10	52	520	8	80	68	38	--	2	20	32	223	2	7	1 STAGE
0010	1st	10	31	310	7	70	72	61	31	2	20	32	263	2	7	1 STAGE
0010	2nd	10	31	310	6	60	48	42	63	2	20	32	210	2	7	1 STAGE
0010	3rd	10	21	210	3	30	--	17	26	1	10	--	42	1	4	1 STAGE
	8610-08-73	CATEGORY 0010		4,146		2,555	913	242	413		670	480	1,838		310	
		CATEGORY 0020		0		0	0	0	0		0	0	0		0	
	8610-08-73	TOTALS		4,146		2,555	913	242	413		670	480	1,838		310	

* BID ITEMS ELSEWHERE

PAVEMENT MARKING

CATEGORY	CROSSROAD	STATION	-	STATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW (LF)	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE (LF)	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH WHITE (LF)	646.5020 MARKING ARROW EPOXY (EACH)	646.5120 MARKING WORD EPOXY (EACH)	646.5220 MARKING SYMBOL EPOXY (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE (LF)	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE (LF)
0010		987+73	-	991+00	545	--	104	2	--	--	--	--
0010		991+00	-	999+22	1,500	1,360	--	--	--	--	--	--
0010		999+22	-	1010+35	2,236	2,194	--	--	--	4	--	--
0010		1010+35	-	1015+35	905	966	200	3	--	2	--	--
0010		1015+35	-	1024+80	1,716	1,606	65	1	--	6	--	--
0010		1024+80	-	1028+21	560	578	--	--	--	2	--	--
0010		1028+21	-	1050+93	5,025	4,333	162	2	--	13	--	--
0010		1050+93	-	1051+98	210	210	--	--	--	--	--	--
0010		1051+98	-	1064+33	2,470	2,470	--	--	--	--	--	--
0010		1064+33	-	1065+38	210	210	--	--	--	--	--	--
0010		1065+38	-	1068+60	644	644	--	--	--	--	--	--
0010		1068+60	-	1073+61	1,281	758	--	1	1	--	--	--
0010		1073+61	-	1078+62	1,783	513	49	1	--	--	--	--
0010		1078+62	-	1080+00	433	--	--	--	--	--	--	--
0010		1080+00	-	1086+13	1,977	--	230	--	4	--	--	125
0010	Bridgewater				80	--	--	--	--	--	30	--
0010	John				--	--	--	--	--	--	26	--
0010	Fair				--	--	--	--	--	--	15	--
0010	Irvine Park				--	--	--	--	--	--	--	--
0010	Edward				34	--	17	--	--	--	22	--
0010	1st				--	--	--	--	--	--	21	--
0010	2nd				--	--	--	--	--	--	18	--
0010	3rd				--	--	--	--	--	--	17	--
0010	4th				--	--	--	--	--	--	17	--
0010	7th				--	--	--	--	--	--	--	--
0010	136th				142	--	--	--	--	--	48	--
0010	State/140th				123	--	--	--	--	--	28	--
				SUBTOTAL	21,874	15,842						
		PROJECT 8610-08-73 TOTALS		CATEGORY 0010	37,716		827	10	5	27	242	125
				CATEGORY 0020	0		0	0	0	0	0	0
		PROJECT 8610-08-73 TOTALS		TOTALS	37,716		827	10	5	27	242	125

3

PAVEMENT MARKING

CATEGORY	CROSSROAD	STATION	-	STATION	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE (LF)	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (LF)	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (LF)	646.8120 MARKING CURB EPOXY (LF)	646.8320 MARKING PARKING STALL EPOXY (LF)	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW (LF)	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW (LF)	646.9000 MARKING REMOVAL LINE 4-INCH (LF)
0010		987+73	-	991+00	10	185	--	--	--	1,853	--	--
0010		991+00	-	999+22	24	252	--	--	--	4,788	--	--
0010		999+22	-	1010+35	--	--	--	--	--	7,528	440	440
0010		1010+35	-	1015+35	--	--	--	--	--	2,905	--	--
0010		1015+35	-	1024+80	--	--	--	--	--	5,496	--	--
0010		1024+80	-	1028+21	--	--	--	--	--	1,924	--	--
0010		1028+21	-	1050+93	206	--	66	--	--	16,753	--	--
0010		1050+93	-	1051+98	--	--	--	--	--	840	--	--
0010		1051+98	-	1064+33	--	--	--	--	--	7,410	--	--
0010		1064+33	-	1065+38	--	--	--	--	--	840	--	--
0010		1065+38	-	1068+60	--	--	--	--	--	1,932	--	--
0010		1068+60	-	1073+61	70	--	--	--	--	4,325	--	--
0010		1073+61	-	1078+62	146	--	--	--	--	5,327	--	--
0010		1078+62	-	1080+00	8	--	--	--	--	985	--	--
0010		1080+00	-	1086+13	91	--	--	--	--	--	--	--
0010	Bridgewater				--	134	--	--	--	240	--	--
0010	John				--	121	--	--	--	--	--	--
0010	Fair				--	71	--	--	--	--	--	--
0010	Irvine Park				--	--	--	--	--	--	--	--
0010	Edward				--	103	--	19	--	102	--	--
0010	1st				--	93	--	--	--	--	--	--
0010	2nd				--	74	--	--	--	--	--	--
0010	3rd				--	--	--	--	--	--	--	--
0010	4th				--	--	--	--	--	--	--	--
0010	7th				--	--	--	--	--	--	--	--
0010	136th				--	--	--	--	--	426	--	--
0010	State/140th				--	--	--	--	--	123	--	--
0020	Bridgewater				--	--	--	--	12	--	--	--
0020	John				--	--	--	--	--	--	--	--
0020	Fair				--	--	--	--	--	--	--	--
0020	Irvine Park				--	--	--	--	--	--	--	--
0020	Edward				--	--	--	--	--	--	--	--
0020	1st				--	--	--	--	--	--	--	--
0020	2nd				--	--	--	--	--	--	--	--
0020	3rd				--	--	--	--	--	--	--	--
0020	4th				--	--	--	--	--	--	--	--
0020	7th				--	--	--	--	--	--	--	--
0020	136th				--	--	--	--	--	--	--	--
0020	State/140th				--	--	--	--	--	--	--	--
		PROJECT 8610-08-73 TOTALS		CATEGORY 0010	555	1,033	66	19	0	63,797	440	440
				CATEGORY 0020	0	0	0	0	12	0	0	0
		PROJECT 8610-08-73 TOTALS		TOTALS	555	1,033	66	19	12	63,797	440	440

3

3

CONSTRUCTION STAKING

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	650.6000 CONSTRUCTION STAKING PIPE CULVERTS (EACH)	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (01. 8610-08-73) (EACH)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
0010		987+73	-	991+00	LT/RT	--	--	--	--	327	--	--
0010		991+00	-	999+22	LT/RT	--	--	--	--	822	--	--
0010		999+22	-	1010+35	LT/RT	--	--	--	--	1,113	--	--
0010		1010+35	-	1015+35	LT/RT	--	--	--	--	500	--	--
0010		1015+35	-	1024+80	LT/RT	--	--	--	--	945	--	--
0010		1024+80	-	1028+21	LT/RT	--	--	--	--	341	--	--
0010		1028+21	-	1050+93	LT/RT	--	--	--	--	2,272	--	--
0010		1050+93	-	1051+98	LT/RT	105	105	--	1	105	--	105
0010		1051+98	-	1064+33	LT/RT	--	--	--	--	1,235	--	--
0010		1064+33	-	1065+38	LT/RT	105	105	--	2	105	--	105
0010		1065+38	-	1068+60	LT/RT	--	--	--	--	322	--	--
0010		1068+60	-	1073+61	LT/RT	--	--	--	--	501	--	--
0010		1073+61	-	1078+62	LT/RT	--	--	--	--	501	--	--
0010		1078+62	-	1080+00	LT/RT	--	--	--	--	138	--	--
0010		1080+00	-	1086+13	LT/RT	--	--	360	--	613	--	--
0010	Bridgewater					--	--	166	--	--	--	--
0010	John					--	--	187	--	--	--	--
0010	Fair					--	--	81	--	--	--	--
0010	Irvine Park					--	--	65	--	--	--	--
0010	Edward					--	--	65	--	--	--	--
0010	1st					--	--	60	--	--	--	--
0010	2nd					--	--	26	--	--	--	--
0010	3rd					--	--	19	--	--	--	--
0010	4th					--	--	--	--	--	--	--
0010	7th					--	--	--	--	--	--	--
0010	136th					--	--	--	--	--	--	--
0010	State/140th					--	--	--	--	--	--	--
0020		987+73	-	991+00	LT/RT	--	--	25	--	--	--	--
0020		991+00	-	999+22	LT/RT	--	--	--	--	--	--	--
0020		999+22	-	1010+35	LT/RT	--	--	--	--	--	--	--
0020		1010+35	-	1015+35	LT/RT	--	--	--	--	--	--	--
0020		1015+35	-	1024+80	LT/RT	--	--	34	--	--	--	--
0020		1024+80	-	1028+21	LT/RT	--	--	--	--	--	--	--
0020		1028+21	-	1050+93	LT/RT	--	--	--	--	--	--	--
0020		1050+93	-	1051+98	LT/RT	--	--	--	--	--	--	--
0020		1051+98	-	1064+33	LT/RT	--	--	--	--	--	--	--
0020		1064+33	-	1065+38	LT/RT	--	--	--	--	--	--	--
0020		1065+38	-	1068+60	LT/RT	--	--	--	--	--	--	--
0020		1068+60	-	1073+61	LT/RT	--	--	--	--	--	--	--
0020		1073+61	-	1078+62	LT/RT	--	--	--	--	--	--	--
0020		1078+62	-	1080+00	LT/RT	--	--	--	--	--	--	--
0020		1080+00	-	1086+13	LT/RT	--	--	--	--	--	--	--
0010					UNDISTRIBUTED	--	--	--	--	--	1	--
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	210	210	1,029	3	9,840	1	210
					CATEGORY 0020	0	0	59	0	0	0	0
		PROJECT 8610-08-73 TOTALS			TOTALS	210	210	1,088	3	9,840	1	210

3

SAWING ITEMS

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	NOTES
0010		1081+78	-	1082+96	LT/RT	361	--	
0010		1086+13	-	1086+13	LT/RT	32	--	
0010	Bridgewater					174	77	
0010	John					194	43	
0010	Fair					94	41	
0010	Irvine Park					97	37	
0010	Edward					69	32	
0010	1st					76	22	
0010	2nd					39	20	
0010	3rd					22	10	
0010	4th					--	--	
0010	7th					--	--	
0010	136th					--	--	
0010	State/140th					--	--	
0020		982+75	-	986+18	LT/RT	50	5	
0020		987+73	-	991+00	LT/RT	--	--	
0020		991+00	-	999+22	LT/RT	--	--	
0020		999+22	-	1010+35	LT/RT	--	--	
0020		1010+35	-	1015+35	LT/RT	--	--	
0020		1015+35	-	1024+80	LT/RT	--	--	
0020		1024+80	-	1028+21	LT/RT	--	--	
0020		1028+21	-	1050+93	LT/RT	--	--	
0020		1050+93	-	1051+98	LT/RT	--	--	
0020		1051+98	-	1064+33	LT/RT	--	--	
0020		1064+33	-	1065+38	LT/RT	60	--	
0020		1065+38	-	1068+60	LT/RT	--	--	
0020		1068+60	-	1073+61	LT/RT	60	--	
0020		1073+61	-	1078+62	LT/RT	--	--	
0020		1078+62	-	1080+00	LT/RT	--	--	
0020		1080+00	-	1086+13	LT/RT	--	--	
0010					UNDISTRIBUTED	184	--	DRIVEWAYS NORTH OF 4TH AVE
0010					UNDISTRIBUTED	76	15	
		PROJECT 8610-08-73 TOTALS			CATEGORY 0010	1,418	297	
					CATEGORY 0020	170	5	
		PROJECT 8610-08-73 TOTALS			TOTALS	1,588	302	

3

DITCH CLEANING

STATION	-	STATION	LOCATION	* SPV.0090.01 DITCH CLEANING LF	NOTES
1069+85	-	1070+38	RT	53	SPECIAL DITCHING 1070 RT
1069+85	-	1070+38	LT	32	SPECIAL DITCHING 1070 LT
12+29'DL'	-	14+58'DL'	LT/RT	229	CTH S RAB, SW QUADRANT
		PROJECT 8610-08-73 TOTALS	CATEGORY 0010	314	

DITCH CLEANING, ITEM SPV.0090.01

STATION	-	STATION	LOCATION	EXCAVATION COMMON CY	SALVAGED TOPSOIL SY	FERTILIZER TYPE A CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	SEED WATER MGAL	CONSTRUCTION STAKNG SLOPE STAKES LF
1069+85	-	1070+38	RT	2	121	0.1	5	3	3	53
1069+85	-	1070+38	LT	0	6	0.0	0.3	0.2	0.1	32
12+29'DL'	-	14+58'DL'	LT/RT	99	547	0.3	15	15	12	229

* ITEMS AND QUANTITIES IN THIS TABLE LISTED FOR BID INFORMATION ONLY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
8610-08-23
CHIPPEWA FALLS - BLOOMER
ELM STREET - CTH S
STH 124
CHIPPEWA COUNTY

4

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

R/W POINT NUMBER
TLE/PLE POINT NUMBER

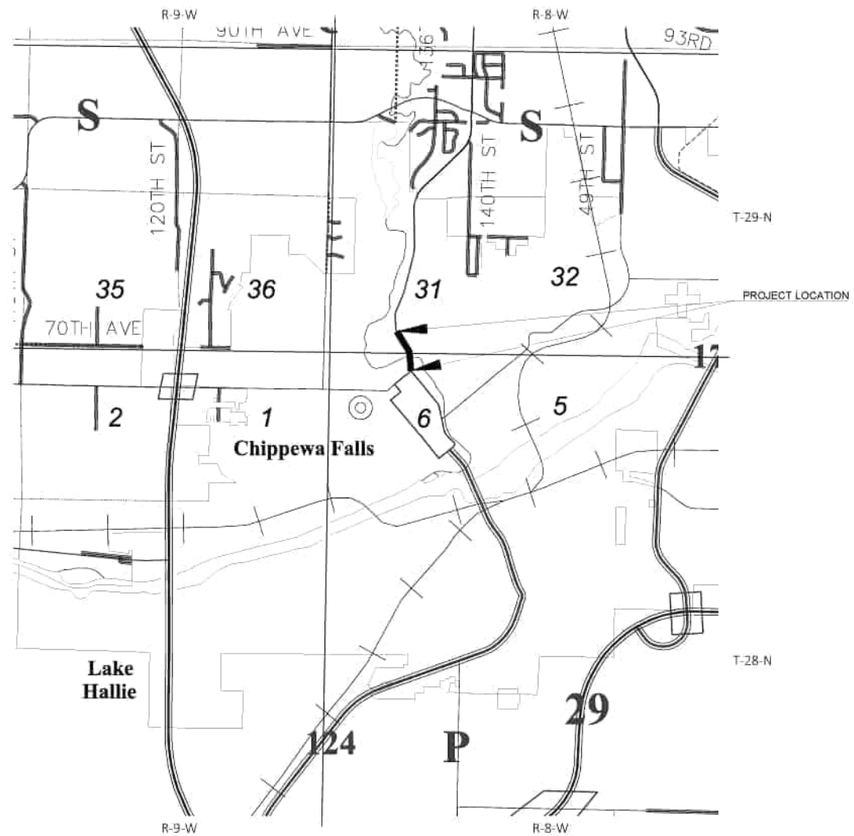
CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	AH
DIRECTION BACK	BK

GN



CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT
SCALE 0 0.5 MI

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 8610-08-23

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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

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

4

PROJECT NUMBER 8610-08-23 - 4. 01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : 86100823-4.00.DWG
LAYOUT NAME: 01
PLOT DATE : 1/4/2022 9:59 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME :

8610-08-23-4 01

TRANSPORTATION PROJECT PLAT NO: 8610-08-23 - 4.01

LOCATED IN PART OF LOTS 1 AND 2 OF BLOCK 6 NORTHERN ADDITION TO THE CITY OF CHIPPEWA FALLS AND PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T29N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 CHIPPEWA FALLS - BLOOMER (ELM STREET - CTH S) CHIPPEWA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF CHIPPEWA FALLS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
1	MILLERCOORS USA LLC	TLE	-----	-----	-----	318	-----

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
594	989+84.00	31.89'
595	990+28.00	29.82'
596	989+84.33	35.87'
597	990+28.00	33.82'
598	990+47.00	29.81'
599	990+47.00	32.81'
600	990+92.00	32.78'
601	990+92.00	29.78'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1213 - 631	N 89°47'48" W	42.65'
631 - 610	N 89°48'39" W	44.06'
610 - 284	N 26°27'44" W	132.29'
284 - 632	N 56°33'18" E	26.23'
632 - 611	N 56°33'18" E	29.77'
611 - 1213	S 33°28'38" E	179.35'
1110 - 1102	S 89°48'39" E	2631.41'
1102 - 1213	N 89°48'39" W	1941.72'
1110 - 1213	S 89°48'39" E	689.69'

929907
RECORDED ON
03/16/2022 03:44 PM
MELANIE K. MCMANUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 2

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PROJECT NUMBER 8610-08-23-4.01
SHEET 1 OF 2

RIGHT OF WAY STATION AND OFFSET TABLE

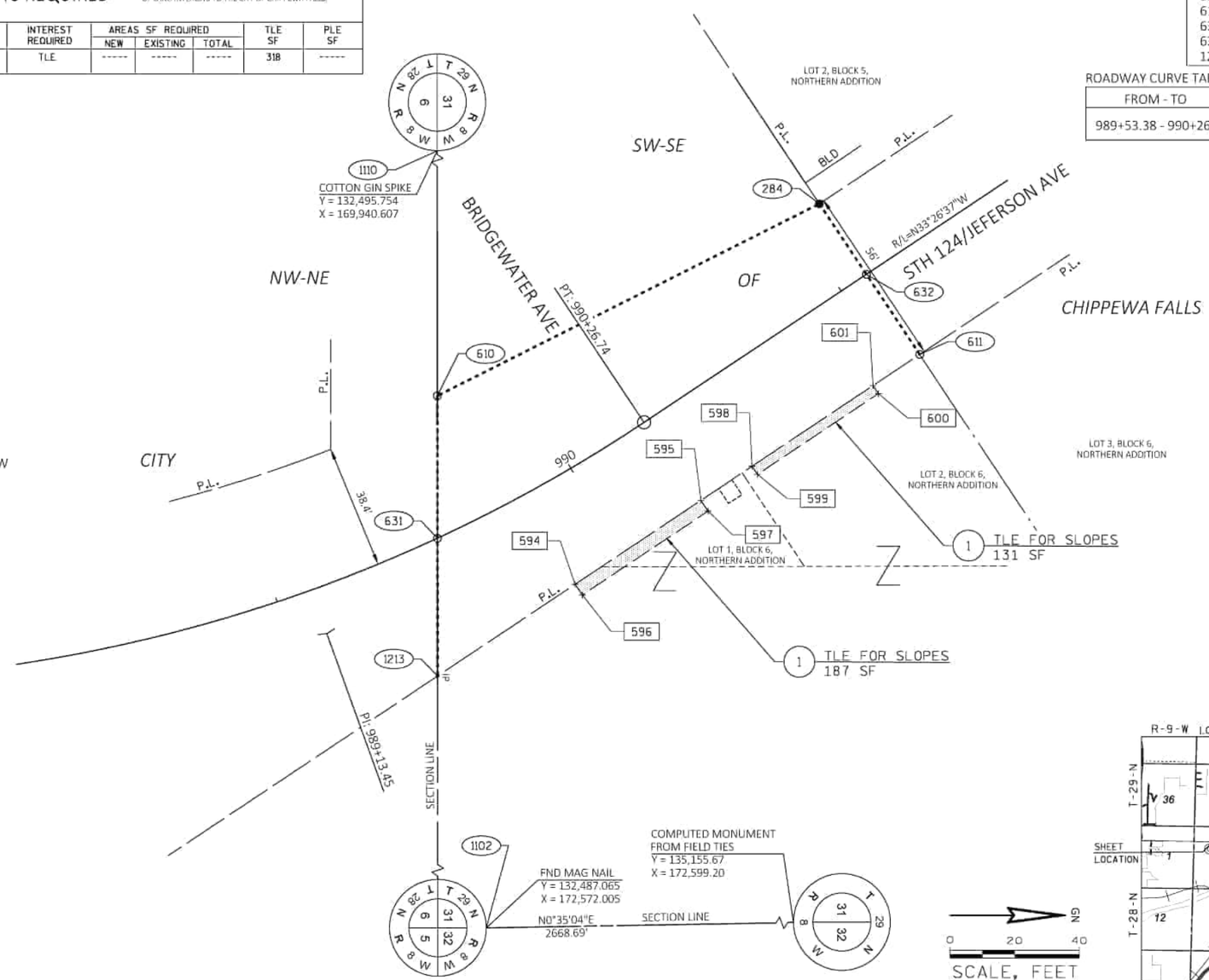
POINT	STATION	OFFSET
284	991+09.38	26.23'
610	989+73.56	39.59'
611	991+09.38	29.77'
631	989+53.38	0.00'
632	991+09.38	0.00'
1213	989+36.81	39.01'

ROADWAY CURVE TABLE

FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
989+53.38 - 990+26.74	477.47'	73.36'	73.29'	N 29°02'31" W

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1213	398128.358	532980.056	1" PIPE



PI STA = 989+13.45
Y = 132459.301
X = 170617.055
DELTA = 27°44'37" LT
D = 12°00'00"
CHORD BEARING= N19° 34' 19"W
CHORD = 228.95'
T = 117.91'
L = 231.20'
R = 477.47'
PC STA = 987+95.54
Y = 132341.972
X = 170628.766
PT STA = 990+26.74
Y = 132557.690
X = 170552.072
BK = N05°42'00"W
AH = N33°26'37"W

NOTES:

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

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: R/W PLAT U-08-4(18), TPP 8610-07-21, PLAT OF THE NORTHERN ADDITION.

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

AECOM

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

WISCONSIN DONALD J. BUZA S-2338 CUSTER, WI LAND SURVEYOR

SIGNATURE: Donald J. Buza DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS.

SIGNATURE: Richard J Rubenzer DATE 3/07/2022
PRINT NAME: RICHARD J. RUBENZER

FILE NAME: 86100823-4.01.DWG
APPRAISAL PLAT DATE: 11/08/2021
PLOT DATE: 1/4/2022 10:03 AM
PLOT BY: ARBUCKLE, ADRIAN
PLOT NAME:
PLOT SCALE: 1 IN:40 FT

8610-08-23-4.01

TRANSPORTATION PROJECT PLAT NO: 8610-08-23 - 4.02

PART OF LOT 1, BLOCK 1 AND LOT 1, BLOCK 2 NORTHERN ADDITION TO THE CITY OF CHIPPEWA FALLS, LOCATED AND BEING IN PART OF THE SW 1/4 OF THE SE 1/4 OF SECTION 31, T29N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 CHIPPEWA FALLS - BLOOMER (ELM STREET - CTH S) CHIPPEWA COUNTY

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

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

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	EASEMENT
100	WISCONSIN DEPARTMENT OF TRANSPORTATION	RELEASE OF RIGHTS	V 850, P 549, DOC 557848 - PARCEL 2

930407
RECORDED ON
03/31/2022 03:29 PM
MELANIE K. MCMANUS
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FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 1
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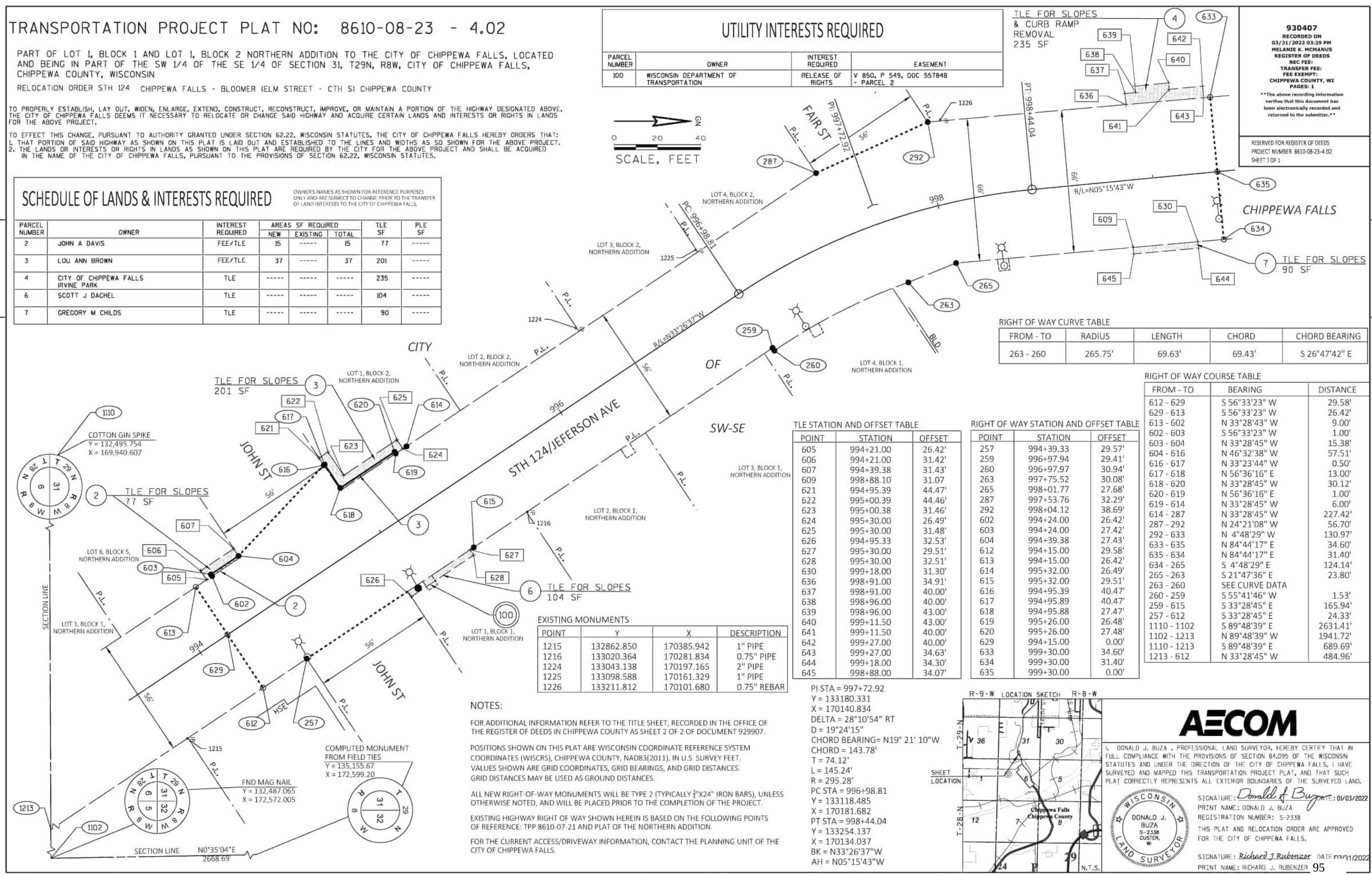
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-08-23-4.02
SHEET 1 OF 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
2	JOHN A DAVIS	FEE/TLE	15	-----	15	77	-----
3	LOU ANN BROWN	FEE/TLE	37	-----	37	201	-----
4	CITY OF CHIPPEWA FALLS IRVINE PARK	TLE	-----	-----	-----	235	-----
6	SCOTT J DACHEL	TLE	-----	-----	-----	104	-----
7	GREGORY M CHILDS	TLE	-----	-----	-----	90	-----



RIGHT OF WAY CURVE TABLE

FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
263 - 260	265.75'	69.63'	69.43'	S 26°47'42" E

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
612 - 629	S 56°33'23" W	29.58'
629 - 613	S 56°33'23" W	26.42'
613 - 602	N 33°28'43" W	9.00'
602 - 603	S 56°33'23" W	1.00'
603 - 604	N 33°28'45" W	15.38'
604 - 616	N 46°32'38" W	57.51'
616 - 617	N 33°23'44" W	0.50'
617 - 618	N 56°36'16" E	13.00'
618 - 620	N 33°28'45" W	30.12'
620 - 619	N 56°36'16" E	1.00'
619 - 614	N 33°28'45" W	6.00'
614 - 287	N 33°28'45" W	227.42'
287 - 292	N 24°21'08" W	56.70'
292 - 633	N 4°48'29" W	130.97'
633 - 635	N 84°44'17" E	34.60'
635 - 634	N 84°44'17" E	31.40'
634 - 265	S 4°48'29" E	124.14'
265 - 263	S 21°47'36" E	23.80'
263 - 260	SEE CURVE DATA	
260 - 259	S 55°41'46" W	1.53'
259 - 615	S 33°28'45" E	165.94'
257 - 612	S 33°28'45" E	24.33'
1110 - 1102	S 89°48'39" E	2631.41'
1102 - 1213	N 89°48'39" W	1941.72'
1110 - 1213	S 89°48'39" E	689.69'
1213 - 612	N 33°28'45" W	484.96'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
605	994+21.00	26.42'
606	994+21.00	31.42'
607	994+39.38	31.43'
609	998+88.10	31.07
621	994+95.39	44.47'
622	995+00.39	44.46'
623	995+00.38	31.46'
624	995+30.00	26.49'
625	995+30.00	31.48'
626	994+95.33	32.53'
627	995+30.00	29.51'
628	995+30.00	32.51'
630	999+18.00	31.30'
636	998+91.00	34.91'
637	998+91.00	40.00'
638	998+96.00	40.00'
639	998+96.00	43.00'
640	999+11.50	43.00'
641	999+11.50	40.00'
642	999+27.00	40.00'
643	999+27.00	34.63'
644	999+18.00	34.30'
645	998+88.00	34.07'

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
257	994+39.33	29.57'
259	996+97.94	29.41'
260	996+97.97	30.94'
263	997+75.52	30.08'
265	998+01.77	27.68'
287	997+53.76	32.29'
292	998+04.12	38.69'
602	994+24.00	26.42'
603	994+24.00	27.42'
604	994+39.38	27.43'
612	994+15.00	29.58'
613	994+15.00	26.42'
614	995+32.00	26.49'
615	995+32.00	29.51'
616	994+95.39	40.47'
617	994+95.89	40.47'
618	994+95.88	27.47'
619	995+26.00	26.48'
620	995+26.00	27.48'
629	994+15.00	0.00'
633	999+30.00	34.60'
634	999+30.00	31.40'
635	999+30.00	0.00'

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1215	132862.850	170385.942	1" PIPE
1216	133020.364	170281.834	0.75" PIPE
1224	133043.138	170197.165	2" PIPE
1225	133098.588	170161.329	1" PIPE
1226	133211.812	170101.680	0.75" REBAR

PI STA = 997+72.92
Y = 133180.331
X = 170140.834
DELTA = 28°10'54" RT
D = 19°24'15"
CHORD BEARING= N19° 21' 10"W
CHORD = 143.78'
T = 74.12'
L = 145.24'
R = 295.28'
PC STA = 996+98.81
Y = 133118.485
X = 170181.682
PT STA = 998+44.04
Y = 133254.137
X = 170134.037
BK = N33°26'37"W
AH = N05°15'43"W

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929907.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: TPP 8610-07-21 AND PLAT OF THE NORTHERN ADDITION.

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

AECOM

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

WISCONSIN DONALD J. BUZA S-2338 CUSTER, WI LAND SURVEYOR

SIGNATURE: Donald J. Buza DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS.

SIGNATURE: Richard J Rubenzer DATE 03/31/2022
PRINT NAME: RICHARD J. RUBENZER

FILE NAME : 86100823-4.01.DWG
APPRAISAL PLAT DATE : 11/08/2021
PLOT DATE : 1/4/2022 10:03 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
8610-08-23-4.02

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
8	RICHARD H LOWATER II	TLE	-----	-----	-----	158	-----
9	RANDY L & MARSHA J FLIEHR	TLE	-----	-----	-----	30	-----

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929907.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PLAT OF FAIR TERRACE ADDITION AND PLAT OF NORTH CHIPPEWA.

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

TRANSPORTATION PROJECT PLAT NO: 8610-08-23 - 4.03

PART OF LOT 8, BLOCK 1, FAIR TERRACE ADDITION, IN THE NW 1/4 OF THE SE 1/4 AND PART OF LOT 11, BLOCK 7, NORTH CHIPPEWA ADDITION TO THE CITY OF CHIPPEWA FALLS, IN THE SW 1/4 OF THE NE 1/4 OF SECTION 31, T29N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 CHIPPEWA FALLS - BLOOMER (ELM STREET - CTH S) CHIPPEWA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF CHIPPEWA FALLS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

930408
RECORDED ON
03/31/2022 03:34 PM
MELANIE K. MCMANUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 1

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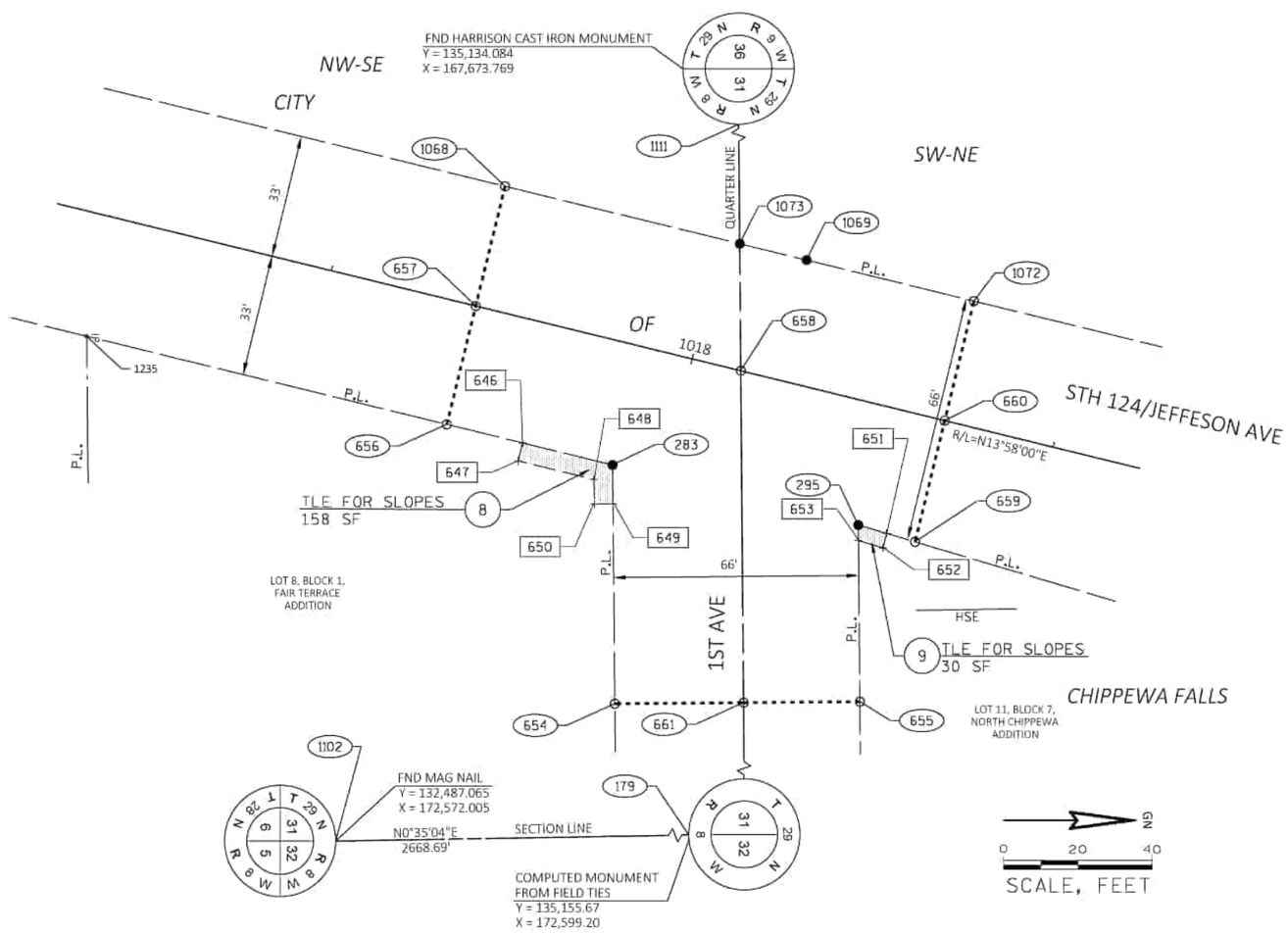
PROJECT NUMBER 8610-08-23-4.03
SHEET 1 OF 1

4



TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
646	1017+61.00	32.83'
647	1017+61.00	37.83'
648	1017+82.00	37.83'
649	1017+88.54	43.00'
650	1017+83.69	44.23'
651	1018+62.00	33.23'
652	1018+62.00	37.23'
653	1018+55.09	36.90'

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
283	1017+85.95	32.83'
295	1018+54.06	32.84'
654	1018+01.80	95.16'
655	1018+65.78	78.95'
656	1017+40.00	32.82'
657	1017+40.00	0.00'
658	1018+13.49	0.00'
659	1018+70.00	33.62'
660	1018+70.00	0.00'
661	1018+35.44	86.63'
1068	1018+40.00	33.18'
1069	1018.+23.60	33.16'
1072	1018+70.00	33.15'
1073	1018+05.09	33.16'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
661 - 654	S 0°15'04" E	34.70'
654 - 283	S 89°42'01" W	64.31'
283 - 656	S 13°58'36" W	45.95'
656 - 657	N 76°02'00" W	32.82'
657 - 1068	N 76°02'00" W	33.18'
1068 - 1073	N 13°58'36" E	65.09'
1073 - 1069	N 13°58'36" E	18.51'
1069 - 1072	N 13°58'36" E	46.40'
1072 - 660	S 76°02'00" E	33.15'
660 - 659	S 76°02'00" E	33.62'
659 - 295	S 16°44'39" W	15.96'
295 - 655	N 89°42'01" E	47.57'
655 - 661	S 0°15'04" E	31.30'
179 - 661	S 89°44'56" W	1965.48'
661 - 658	S 89°44'56" W	89.37'
658 - 1073	S 89°44'56" W	34.21'
1111 - 1073	N 89°44'56" E	2836.42'
1111 - 179	N 89°44'56" E	4925.48'
1102 - 179	N 0°35'02" E	2668.74'

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1235	134970.417	170534.342	2" PIPE

AECOM

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

WISCONSIN DONALD J. BUZA S-2338 CUSTER, WI LAND SURVEYOR

SIGNATURE: Donald J. Buza DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

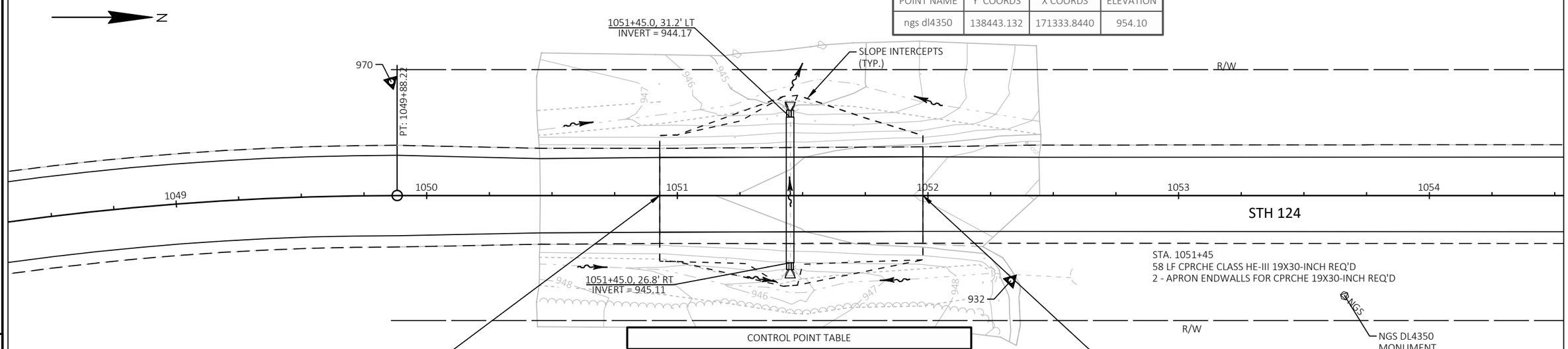
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS.

SIGNATURE: Richard J Rubenzer DATE 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

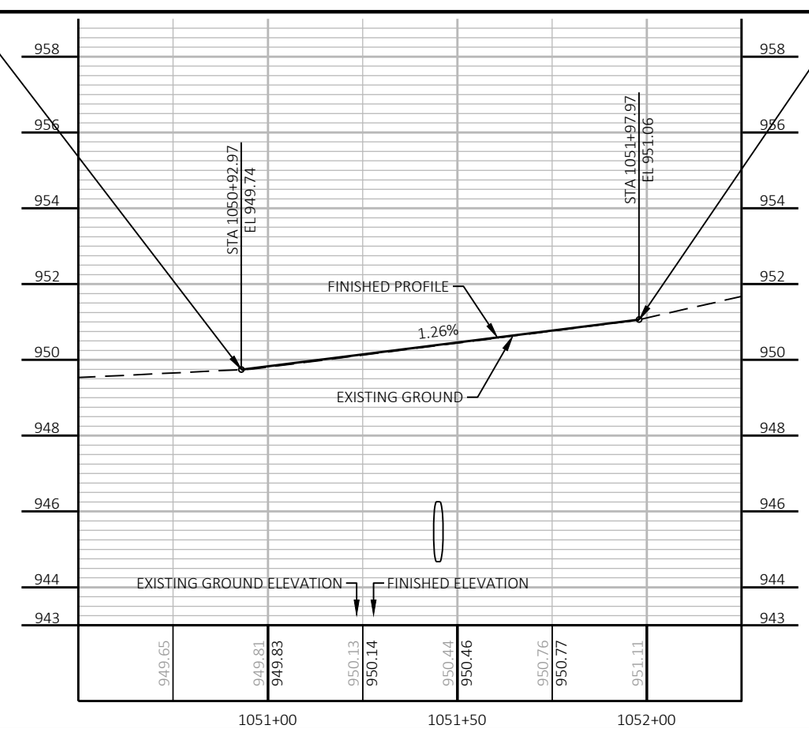
FILE NAME : 86100823-4.01.DWG
APPRAISAL PLAT DATE : 11/08/2021
PLOT DATE : 1/4/2022 10:03 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

8610-08-23-4.03

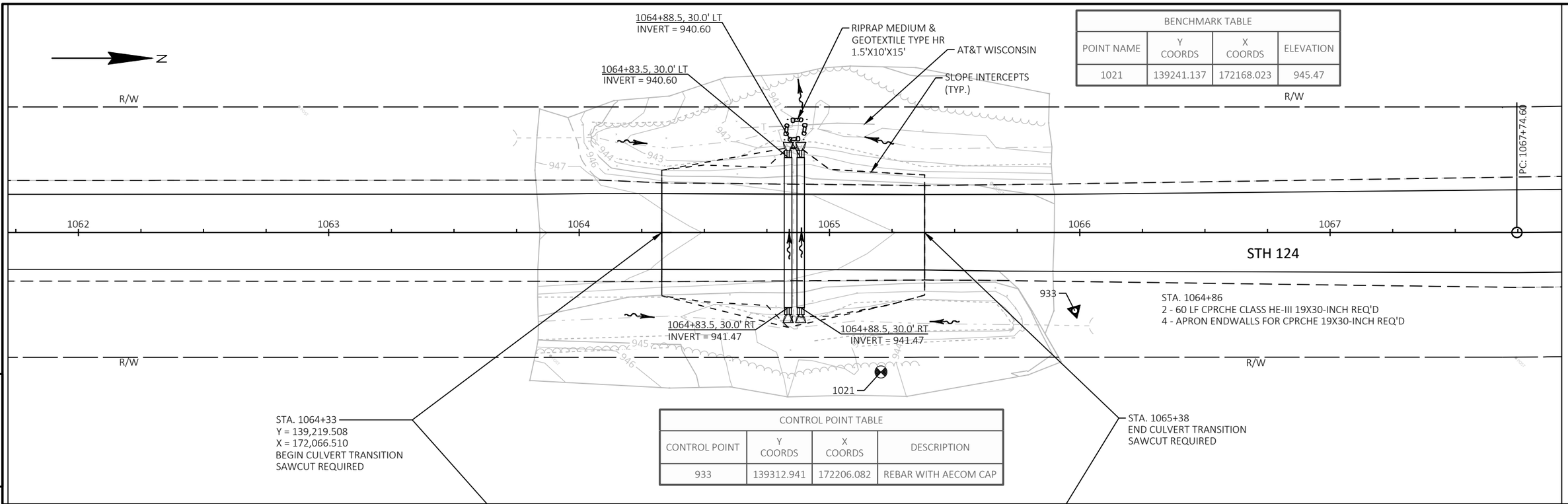
BENCHMARK TABLE			
POINT NAME	Y COORDS	X COORDS	ELEVATION
ngs dl4350	138443.132	171333.8440	954.10



CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
932	138354.095	171234.696	REBAR WITH AECOM CAP
970	138237.201	171002.875	CP



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN AND PROFILE: STH 124	SHEET 97	E



BENCHMARK TABLE			
POINT NAME	Y COORDS	X COORDS	ELEVATION
1021	139241.137	172168.023	945.47

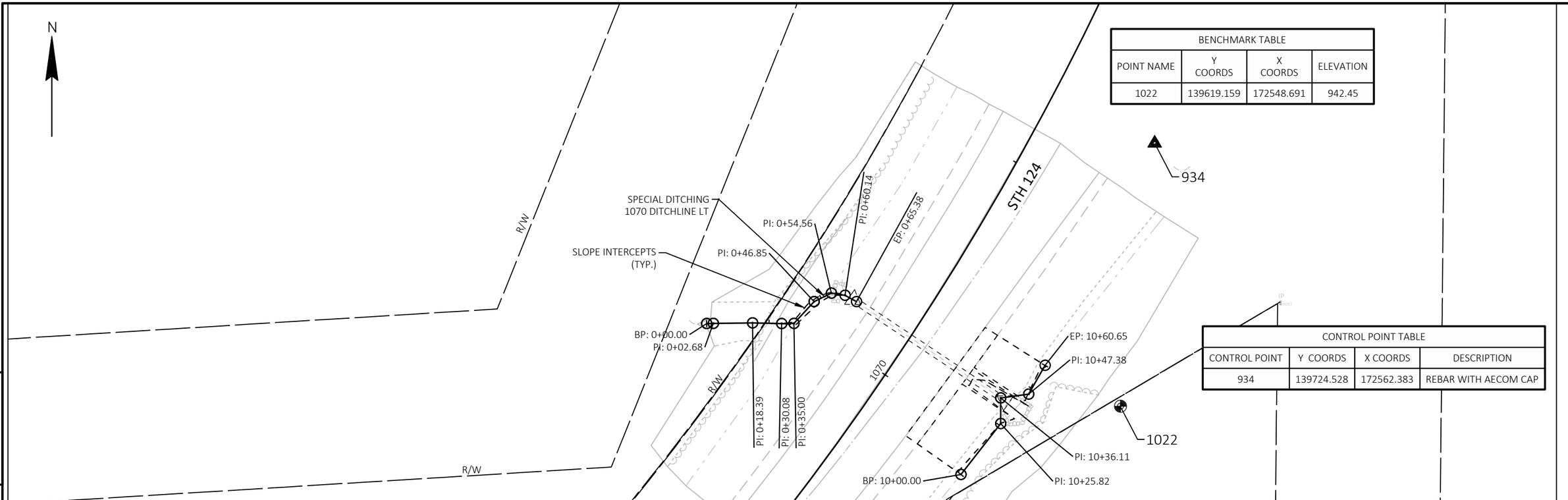
CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
933	139312.941	172206.082	REBAR WITH AECOM CAP

5

5

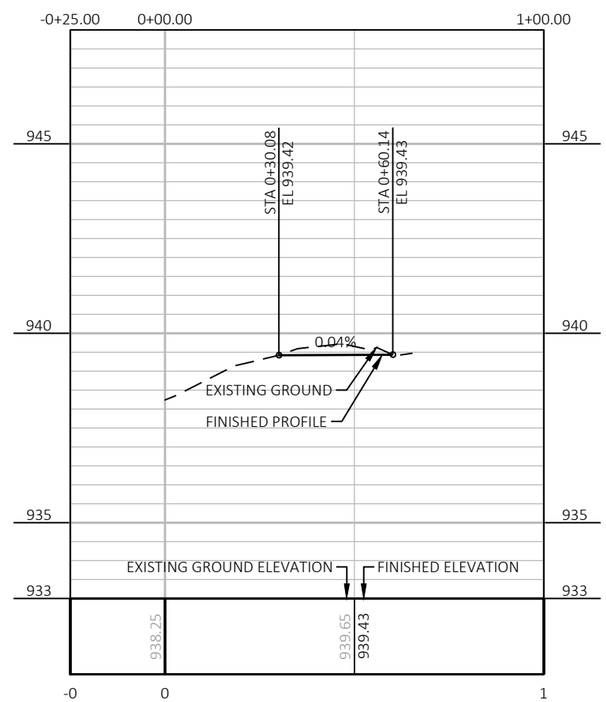
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN AND PROFILE: STH 124	SHEET 98	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\050101-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 4/28/2025 3:35 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT

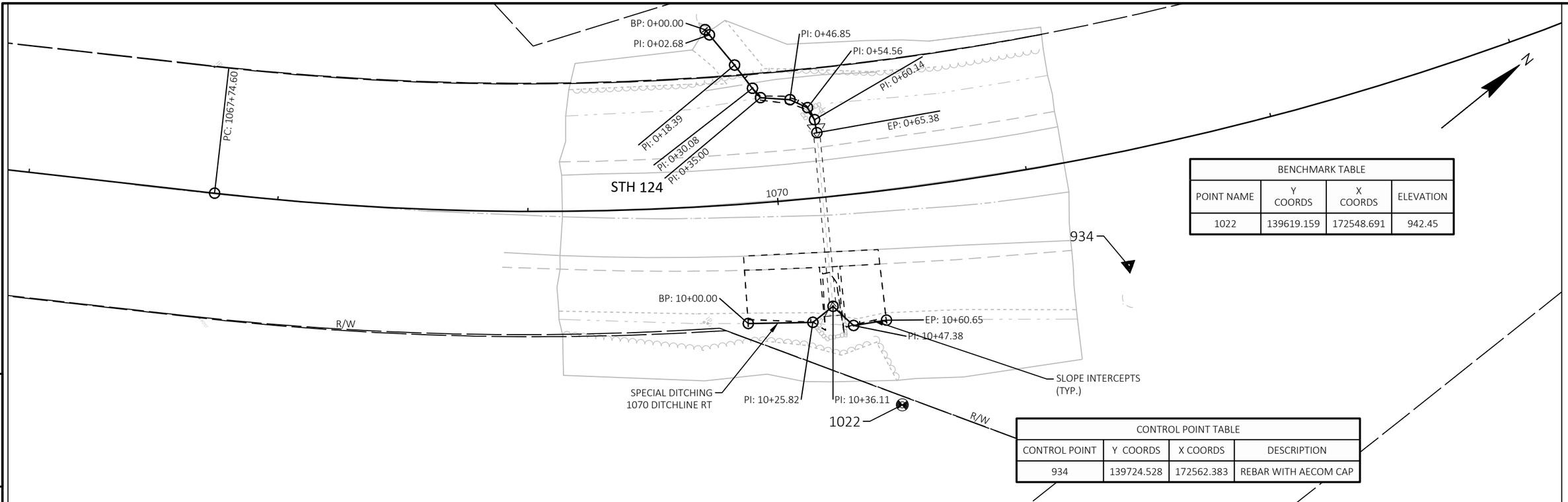


BENCHMARK TABLE			
POINT NAME	Y COORDS	X COORDS	ELEVATION
1022	139619.159	172548.691	942.45

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
934	139724.528	172562.383	REBAR WITH AECOM CAP



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN AND PROFILE: SPECIAL DITCHING 1070 DITCHLINE LT	SHEET 99	E



BENCHMARK TABLE			
POINT NAME	Y COORDS	X COORDS	ELEVATION
1022	139619.159	172548.691	942.45

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
934	139724.528	172562.383	REBAR WITH AECOM CAP

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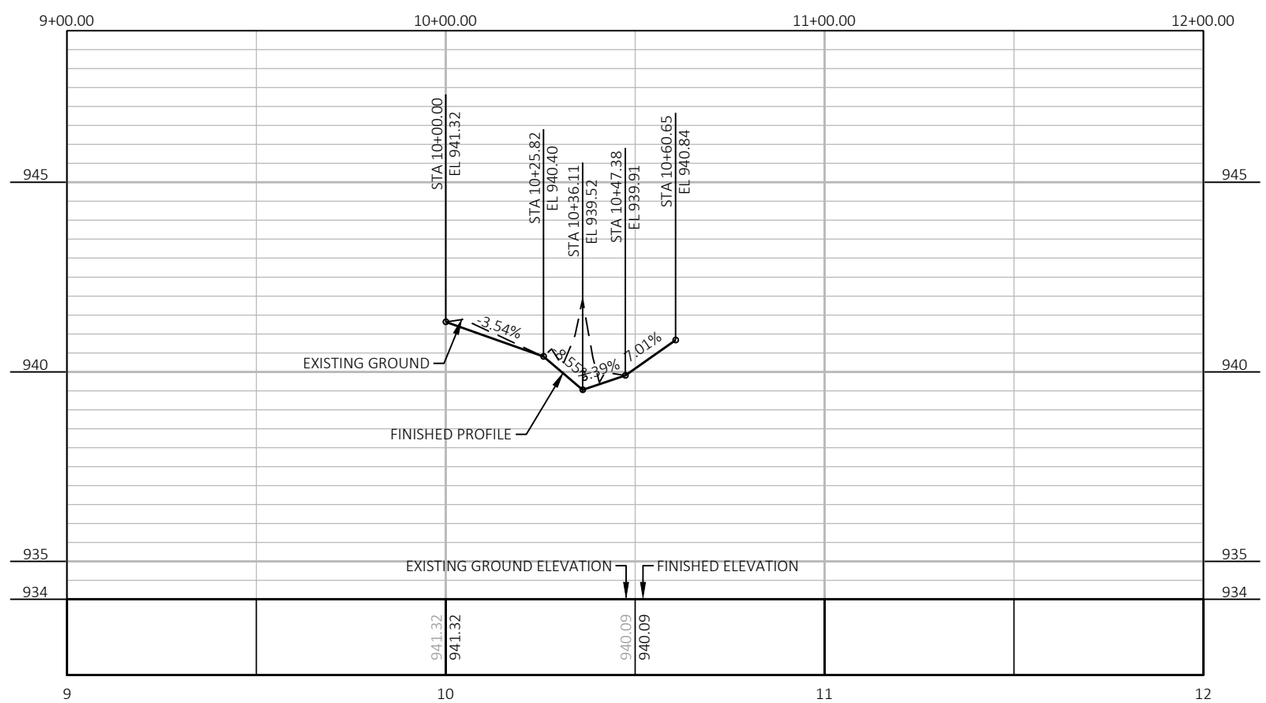
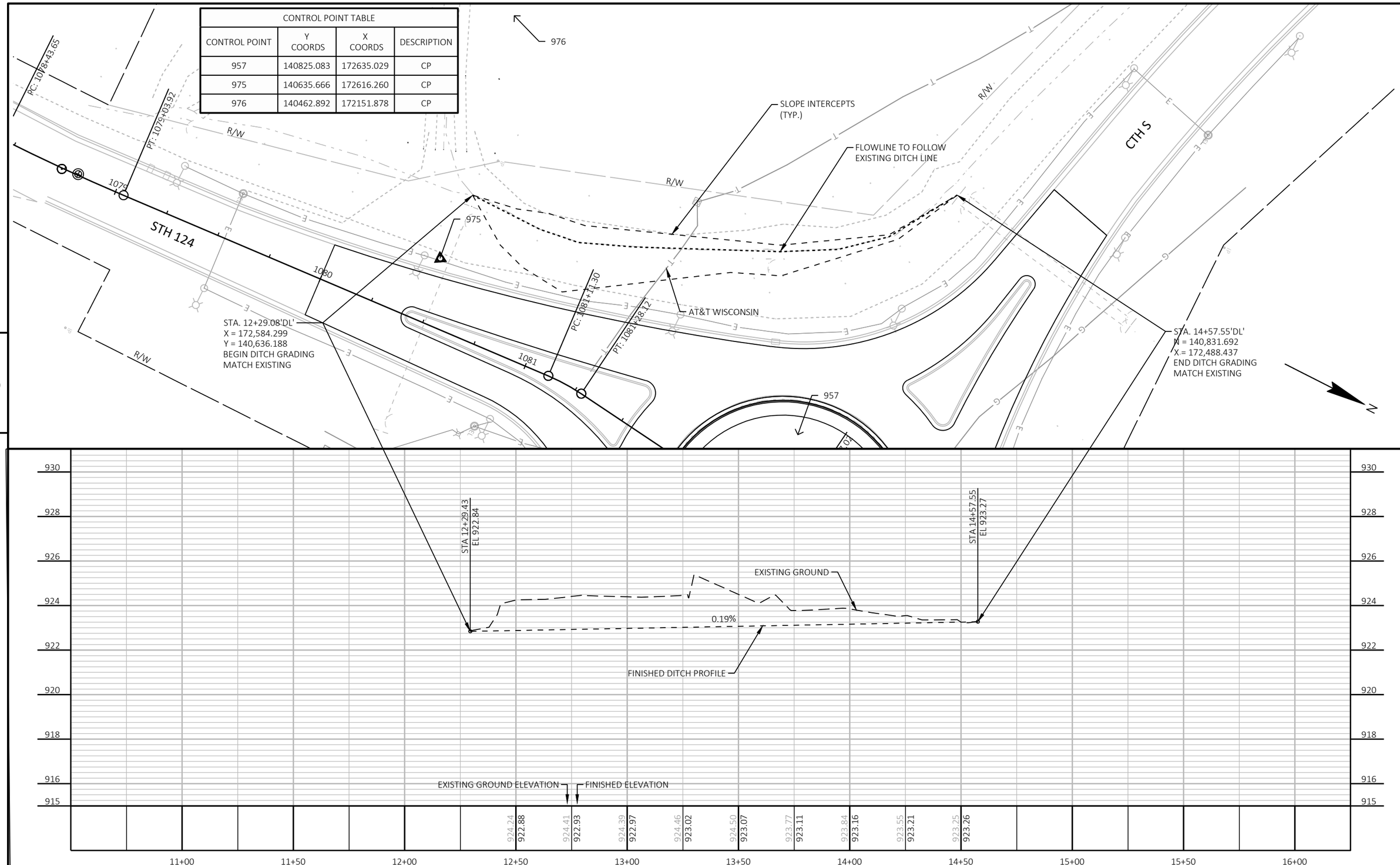


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN AND PROFILE: SPECIAL DITCHING 1070 DITCHLINE RT	SHEET 100	E

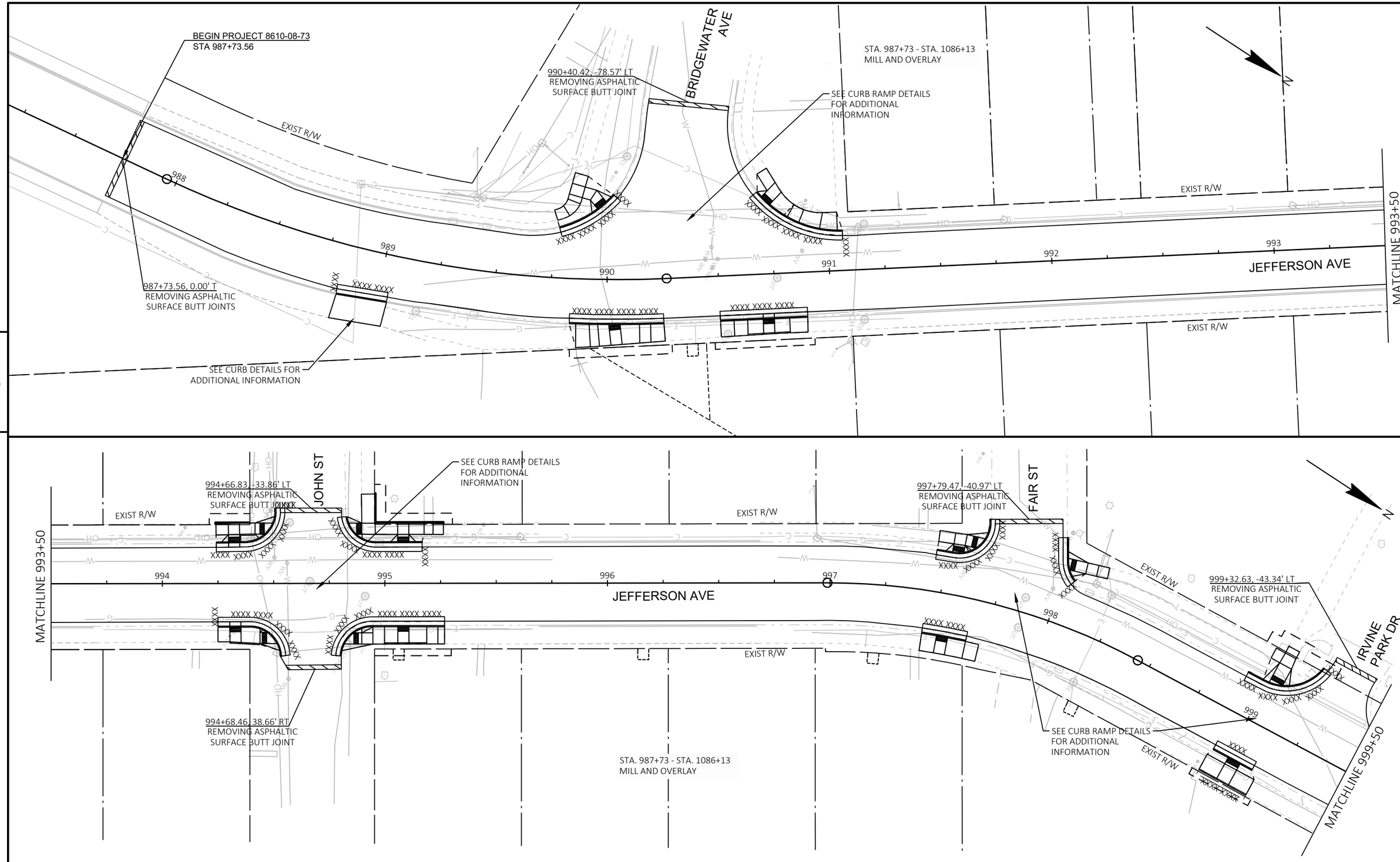
FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050102-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 4/29/2025 9:21 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
957	140825.083	172635.029	CP
975	140635.666	172616.260	CP
976	140462.892	172151.878	CP

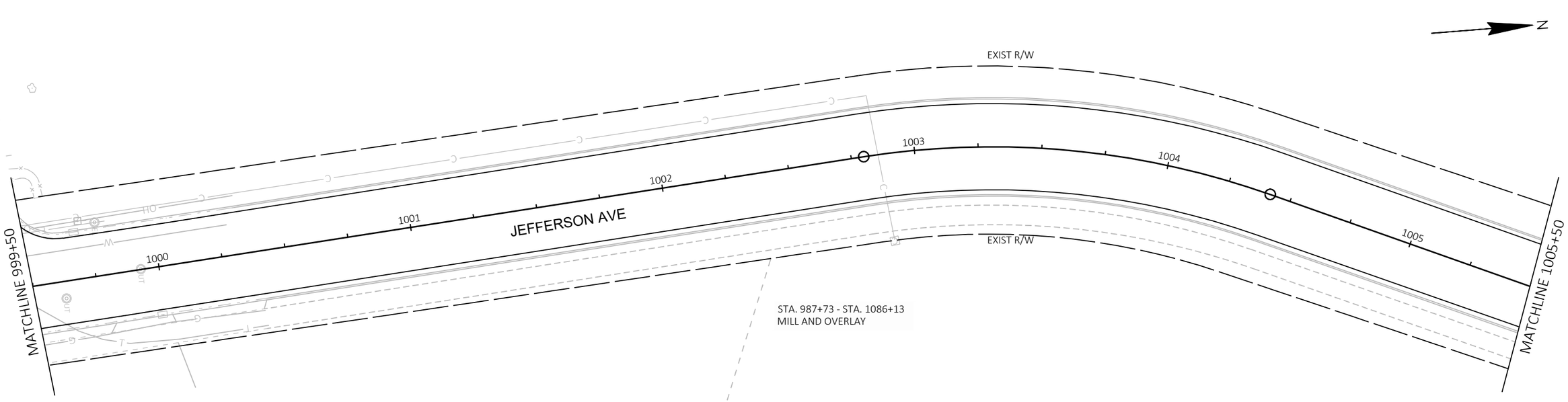


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN AND PROFILE: 'DL' ALIGNEMENT	SHEET 101	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050103-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 4/29/2025 9:06 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 102	E



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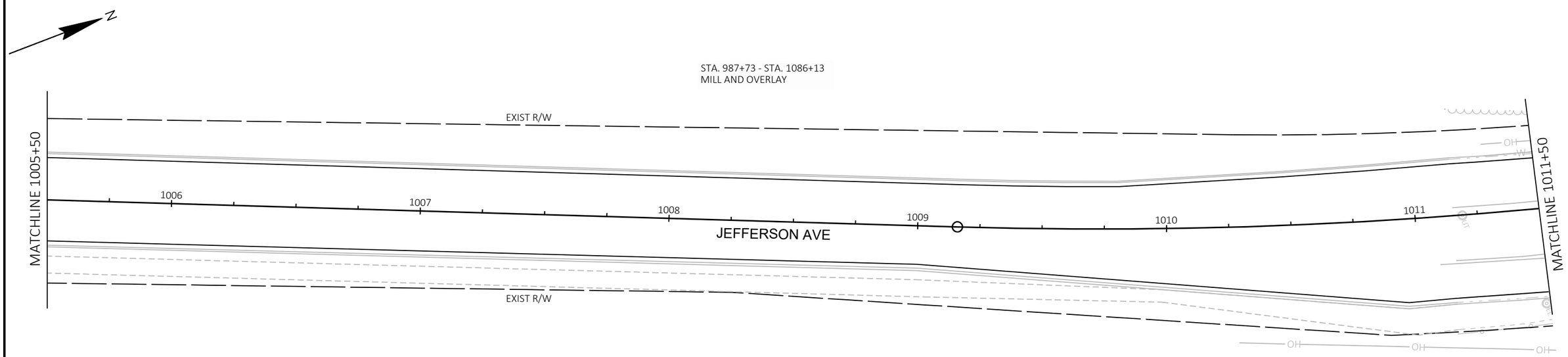
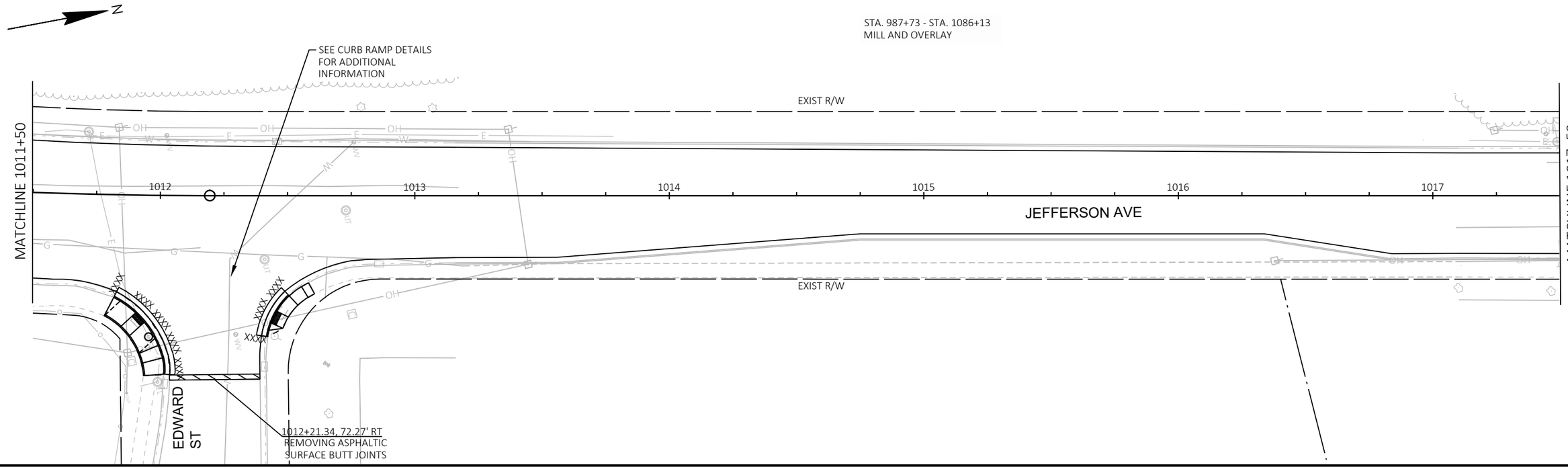


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 103	E



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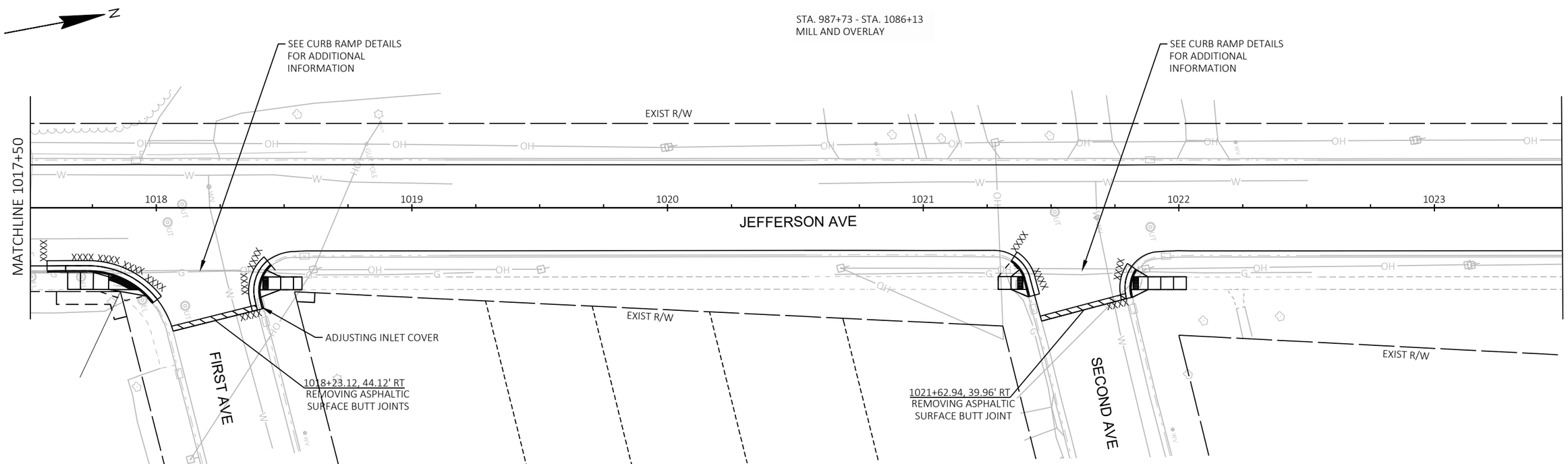

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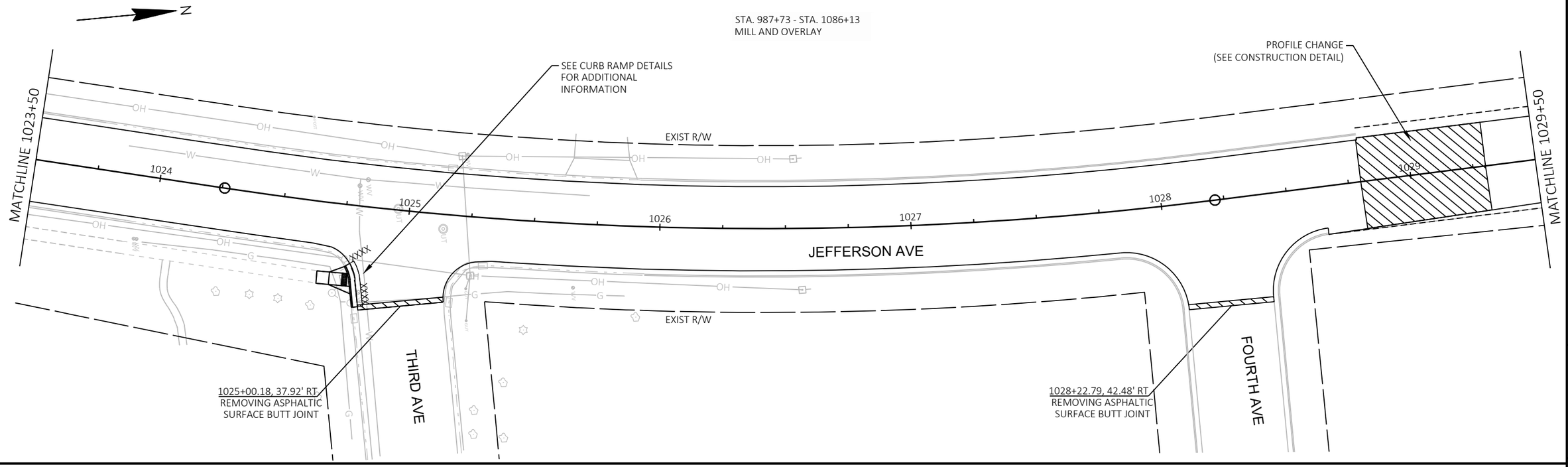

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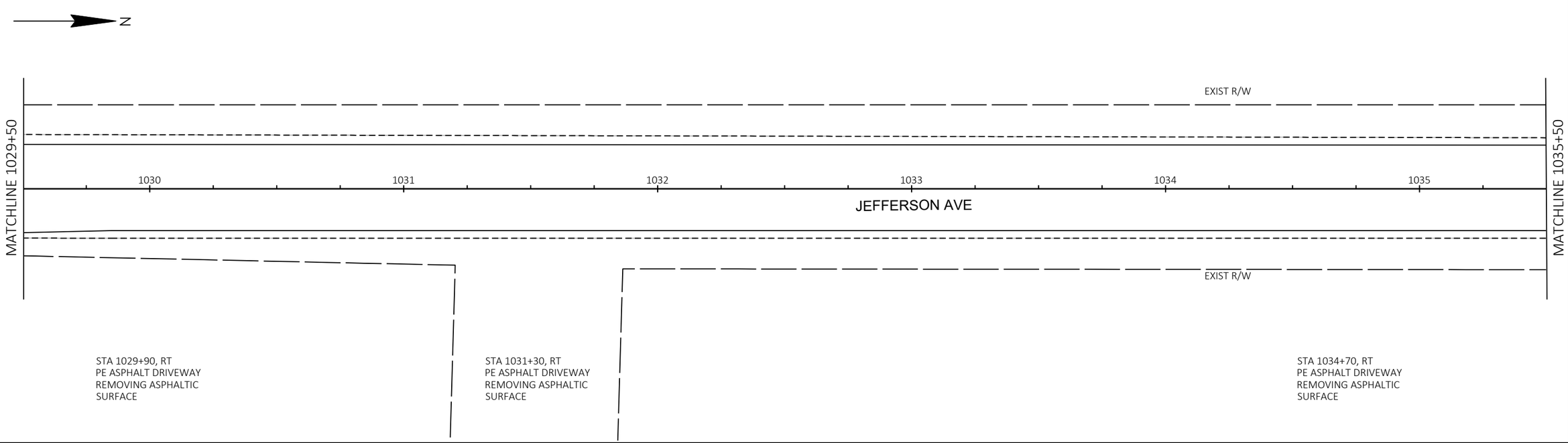

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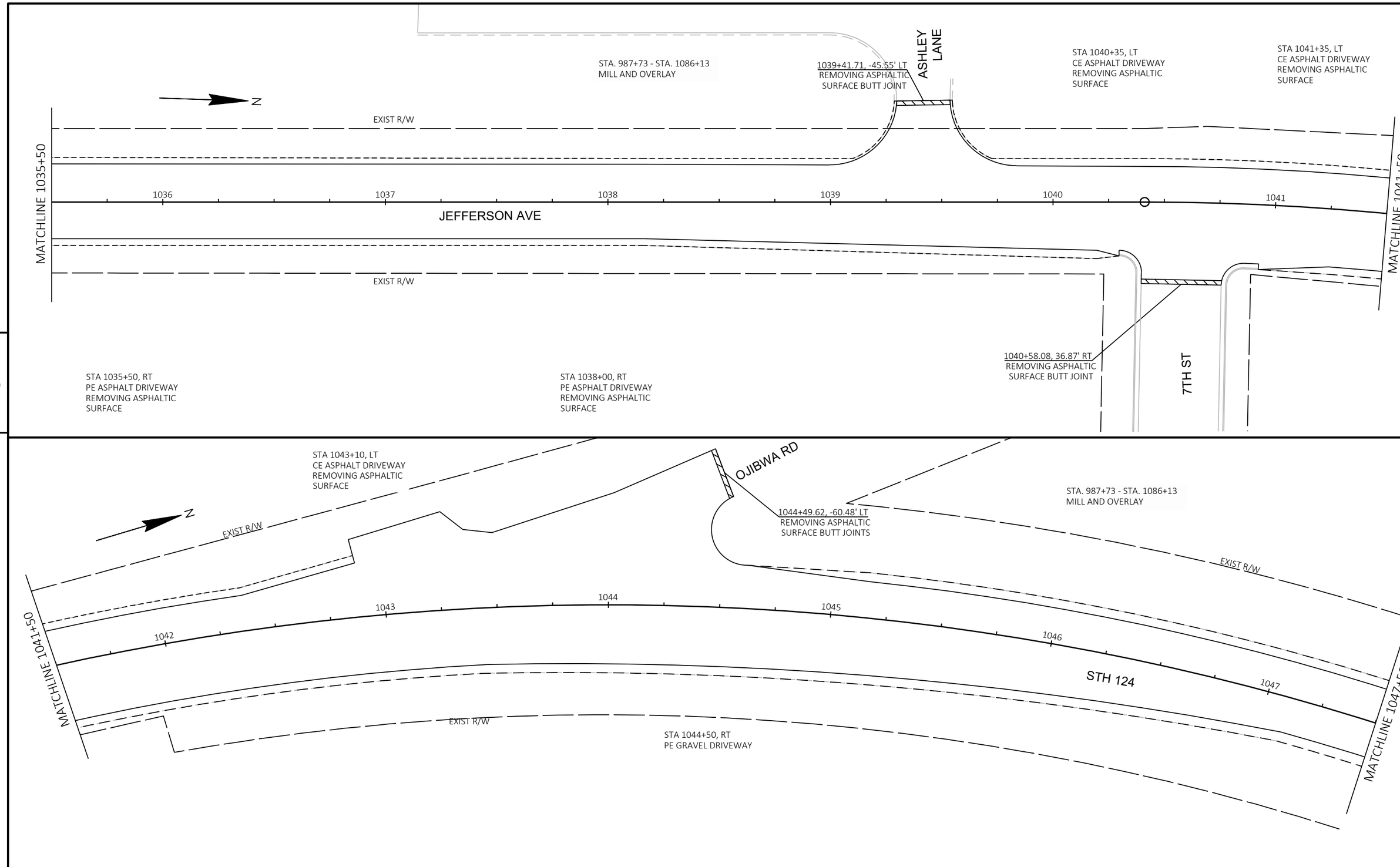
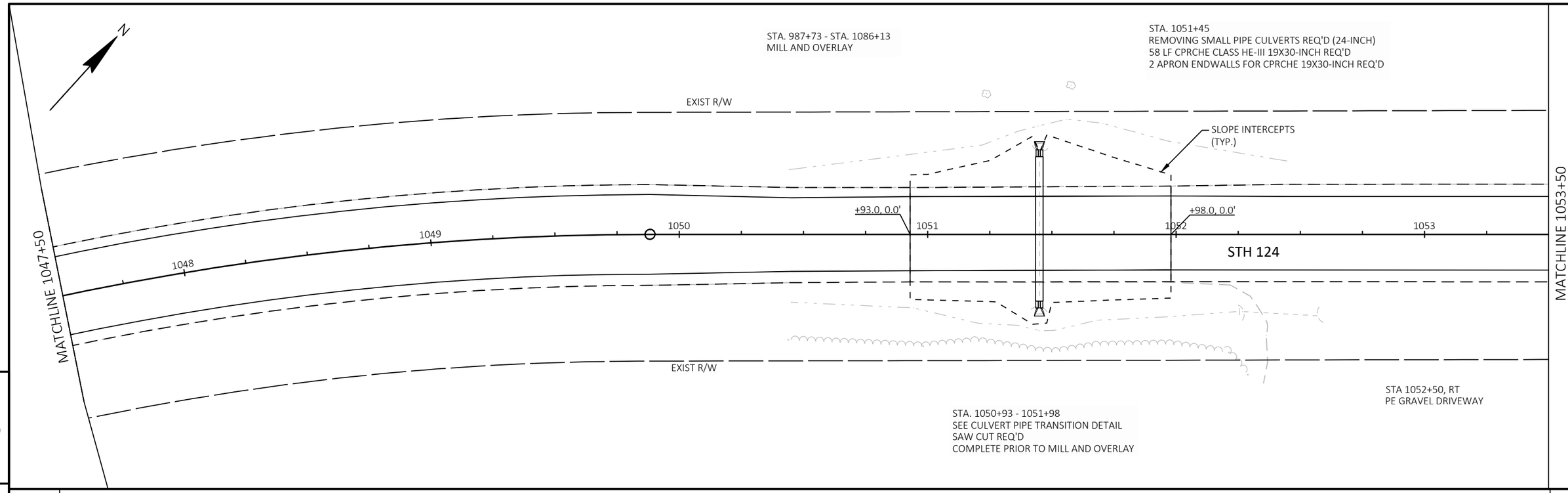


PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 106	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050201-PN.DWG
LAYOUT NAME - 05
PLOT DATE : 7/16/2025 11:43 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN: 20 FT

WISDOT/CADDS SHEET 44



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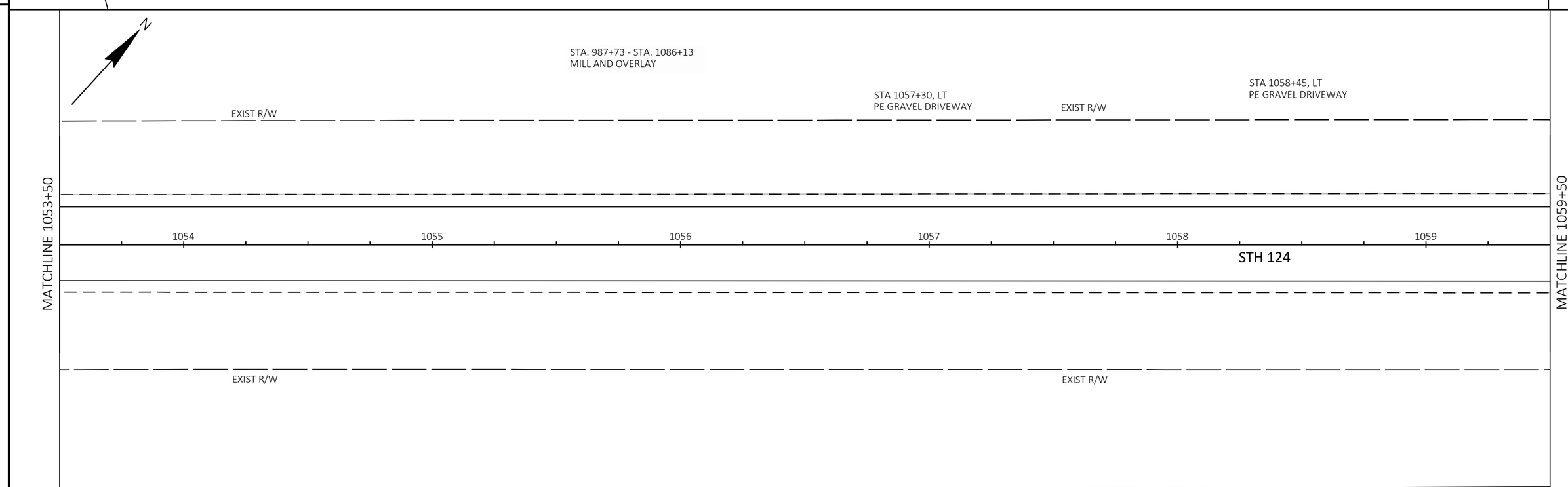
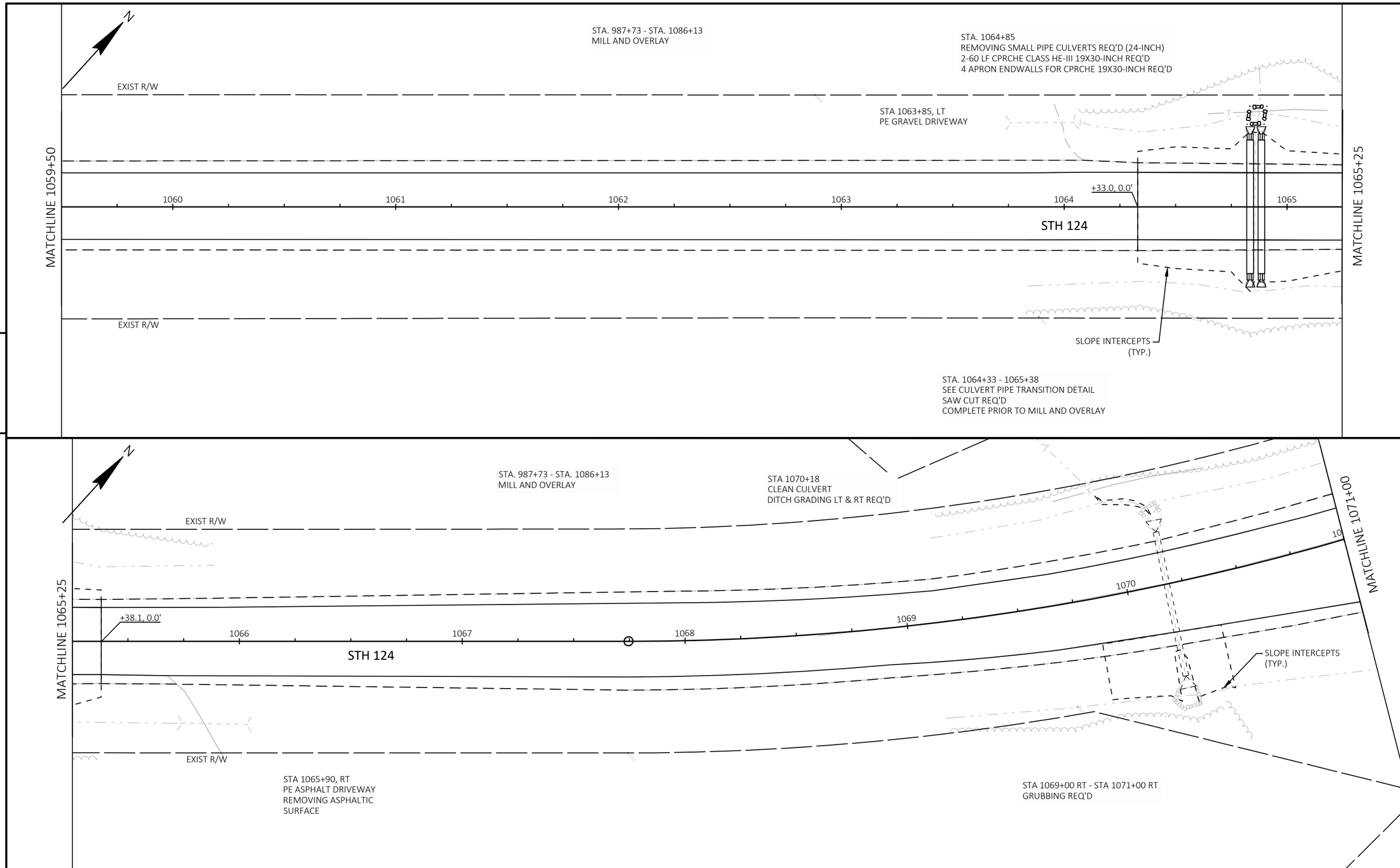


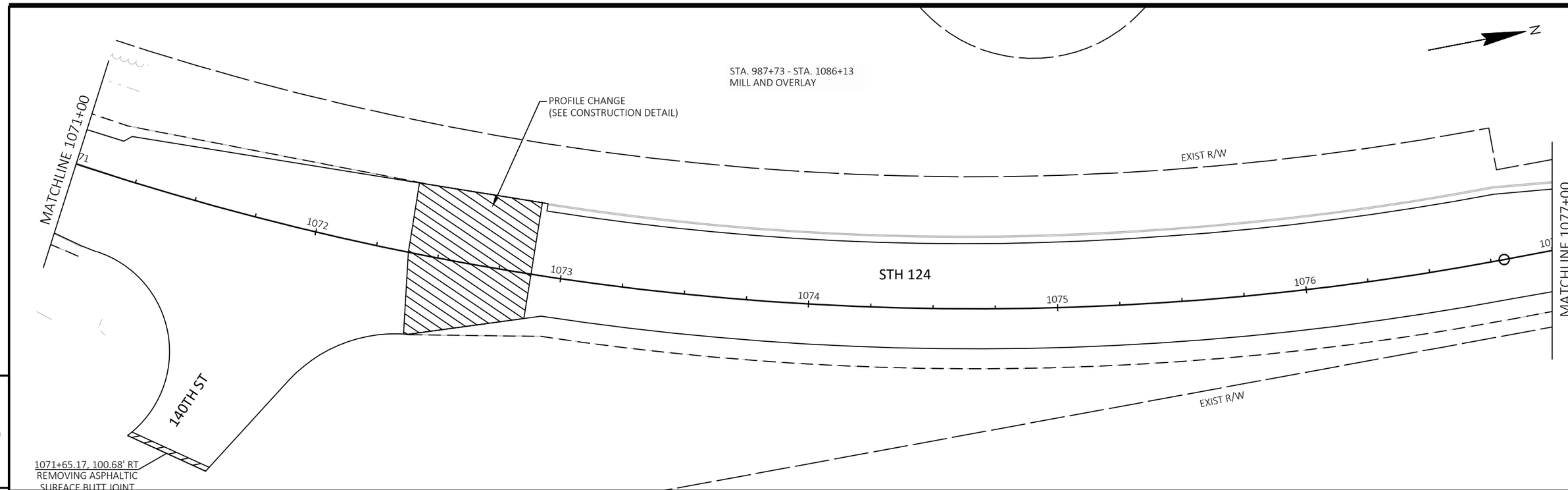
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 107	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 7/16/2025 11:44 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : ##N#R#F#
WISDOT/CADDS SHEET 44



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 108	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050201-PN.DWG
LAYOUT NAME - 07
PLOT DATE : 7/16/2025 11:45 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : ##################
WISDOT/CADDS SHEET 44



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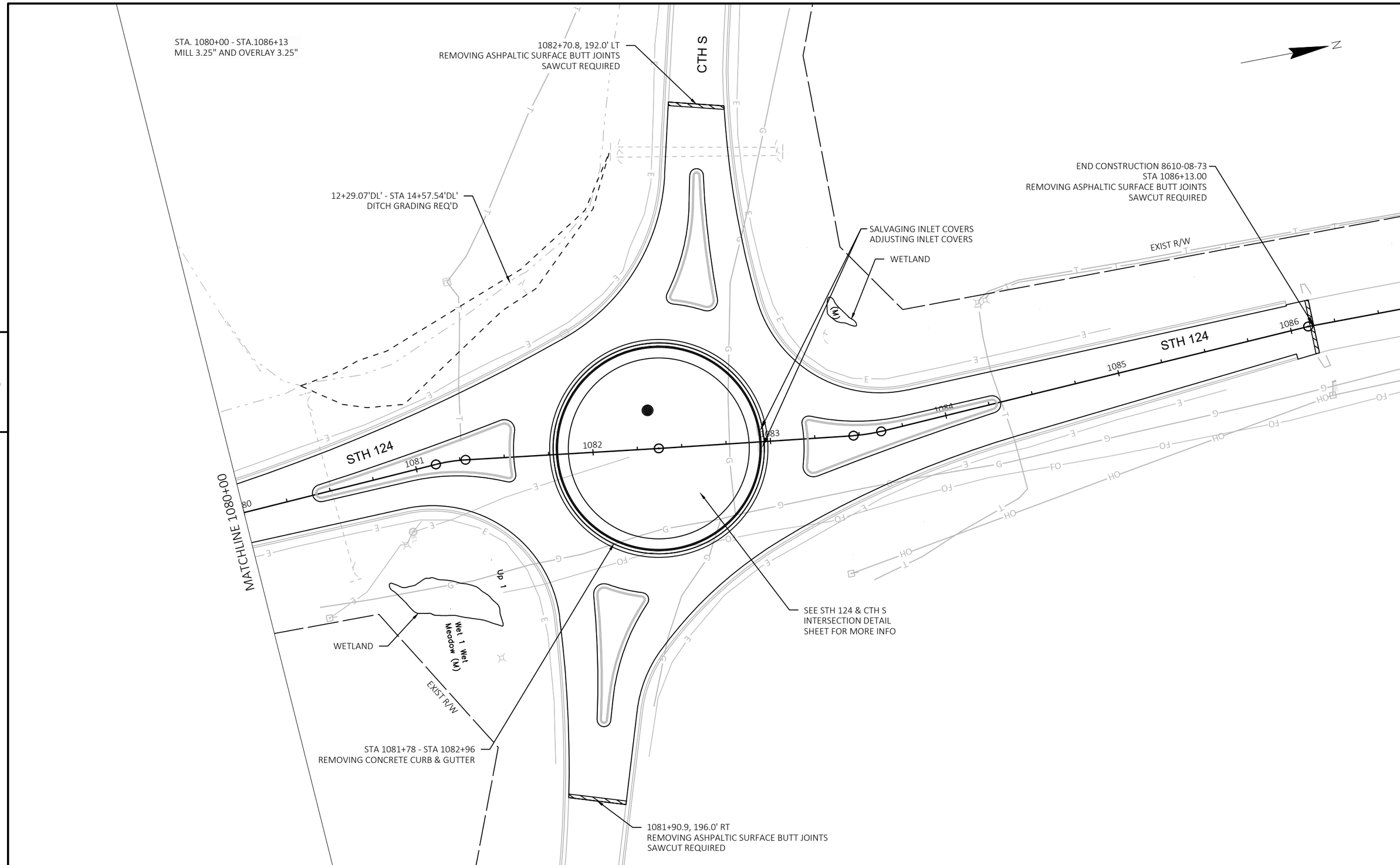
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 109	E



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PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET 110	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\050202-PN.DWG
LAYOUT NAME - 1
PLOT DATE : 7/21/2025 6:58 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN: 40 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND MARKINGS
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C20-02	YIELD MARKING
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL

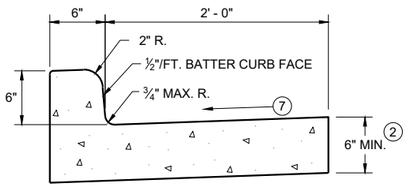
6

Standard Detail Drawing List

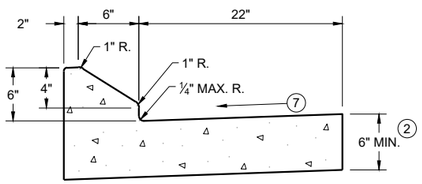
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

6

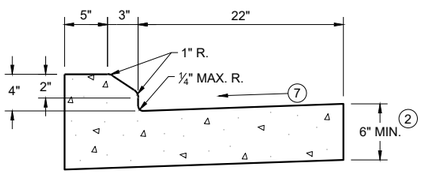
6



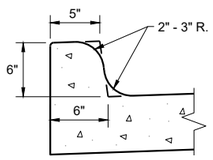
TYPES A (1) & D



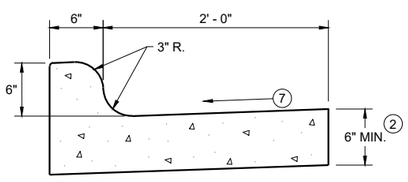
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

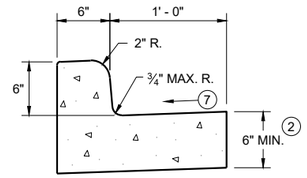


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



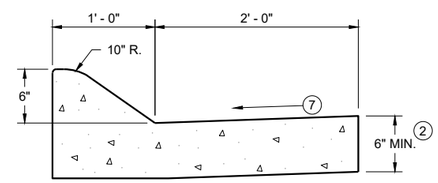
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

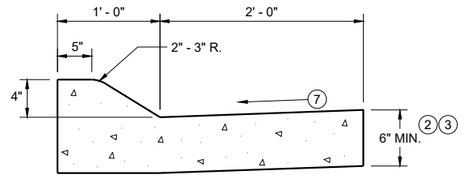


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

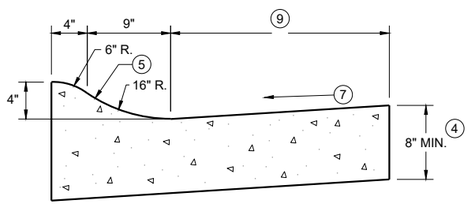


6" SLOPED CURB TYPES A (1) & D



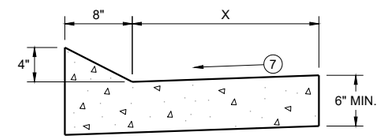
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

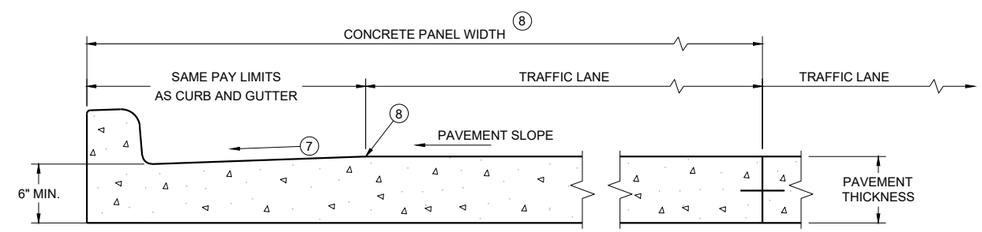


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

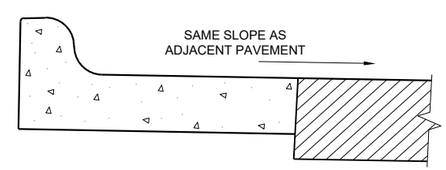
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

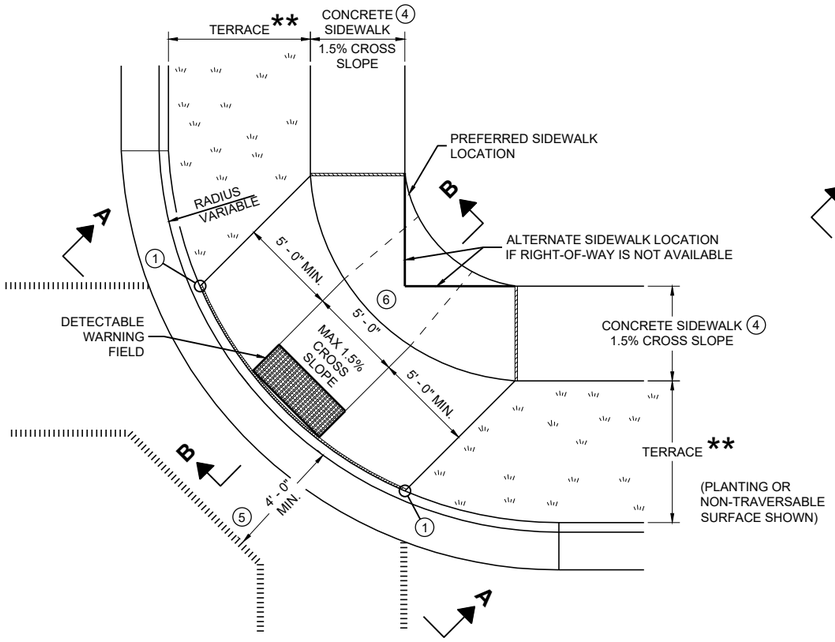
(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(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

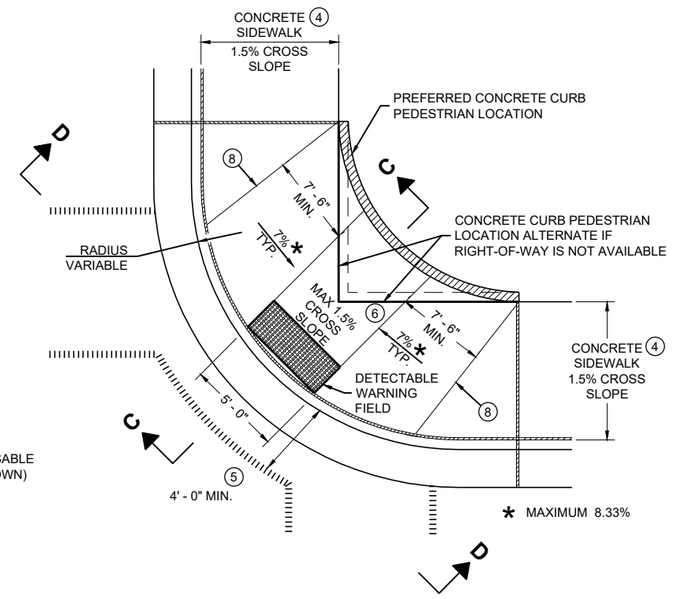
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

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.

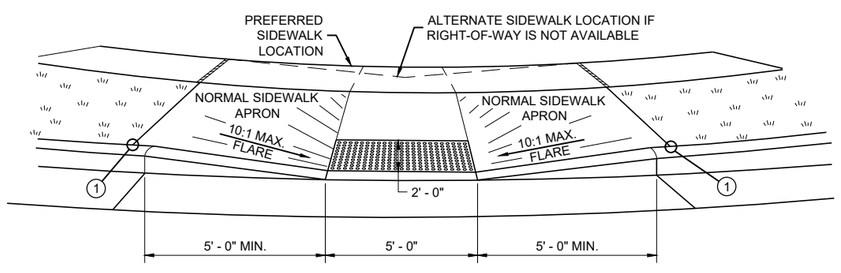
DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE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

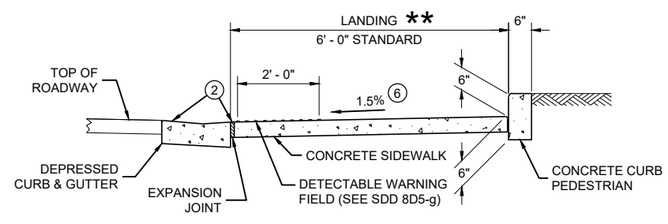
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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.



VIEW A - A FOR TYPE 1

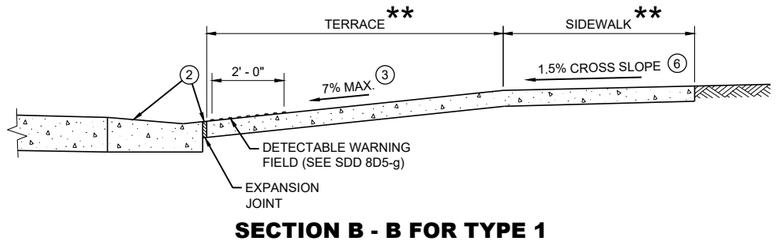


SECTION C - C FOR TYPE 1 - A

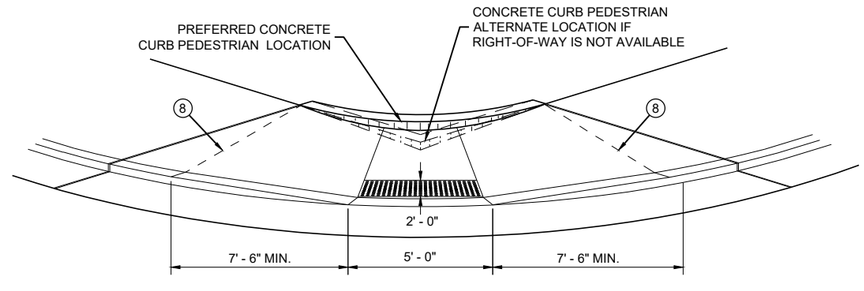
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



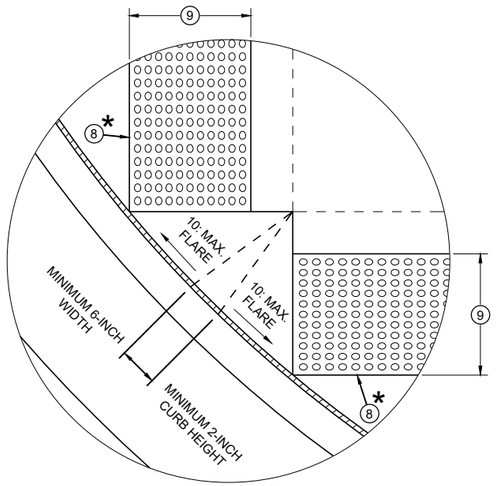
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

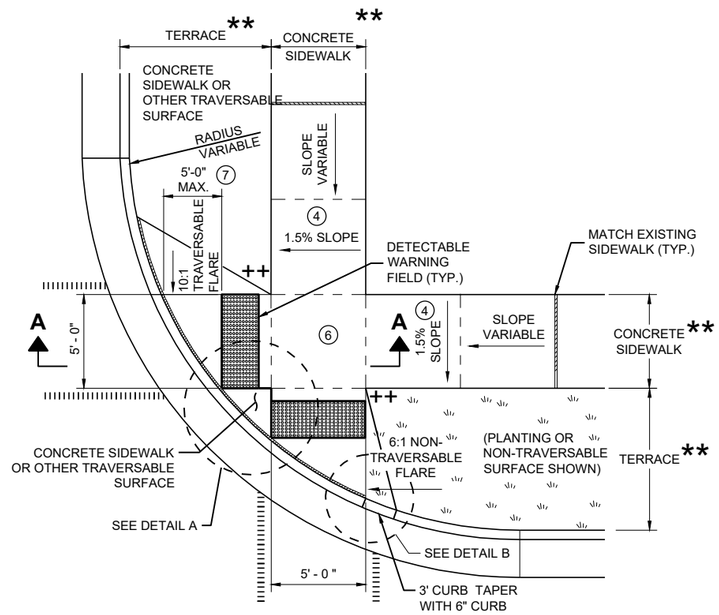
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05-21a



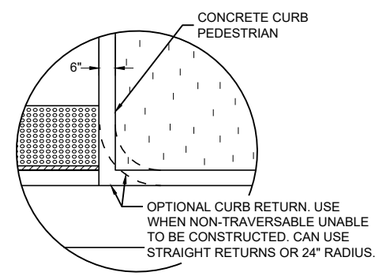
DETAIL A



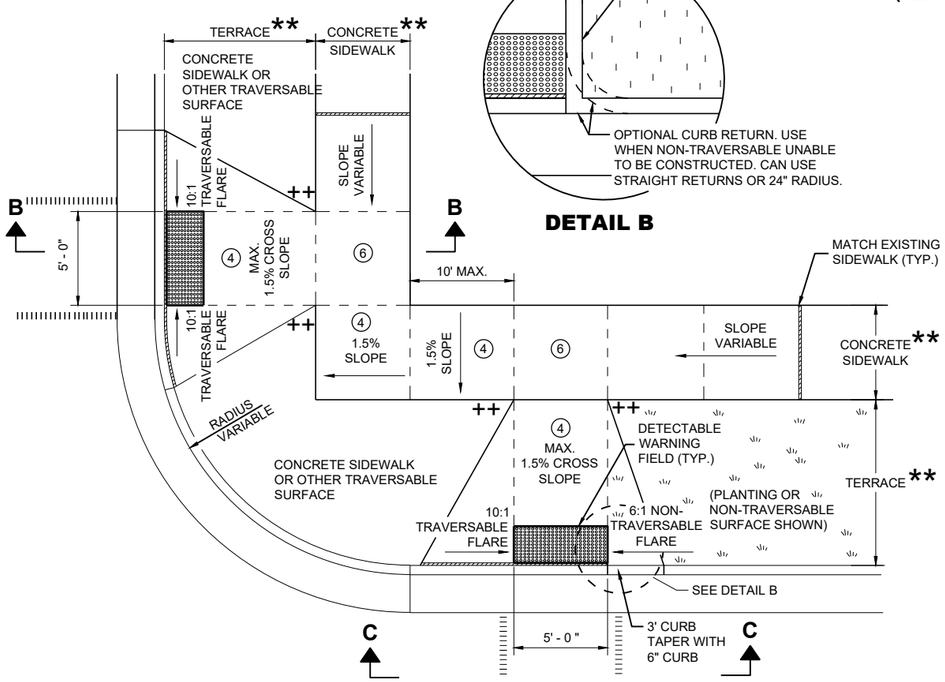
PLAN VIEW

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.

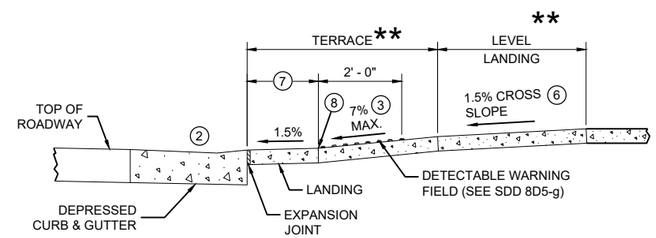
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

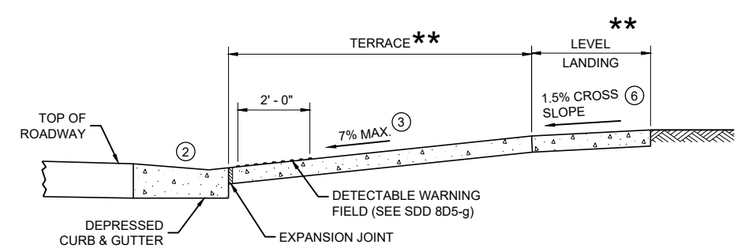


SECTION A - A FOR TYPE 2

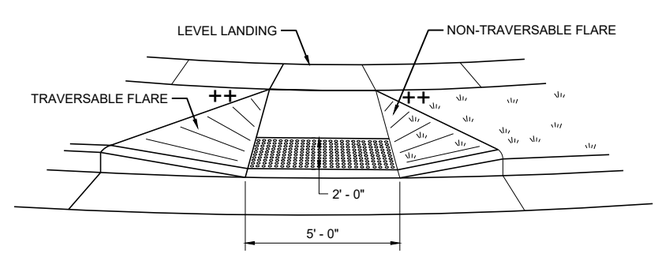
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** 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

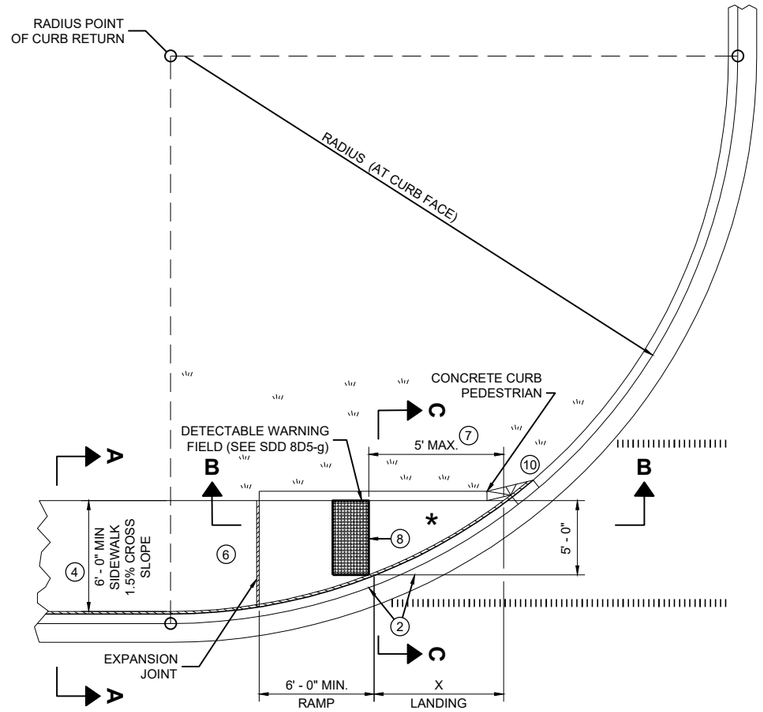
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-21b

SDD 08D05-21b

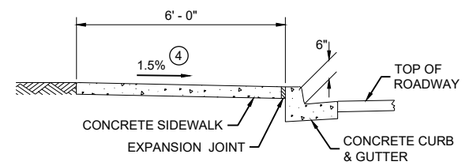


PLAN VIEW

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.

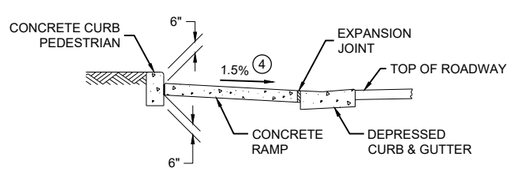
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

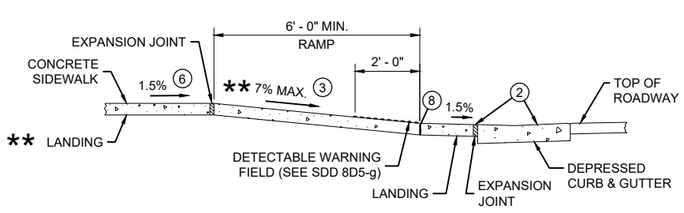
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



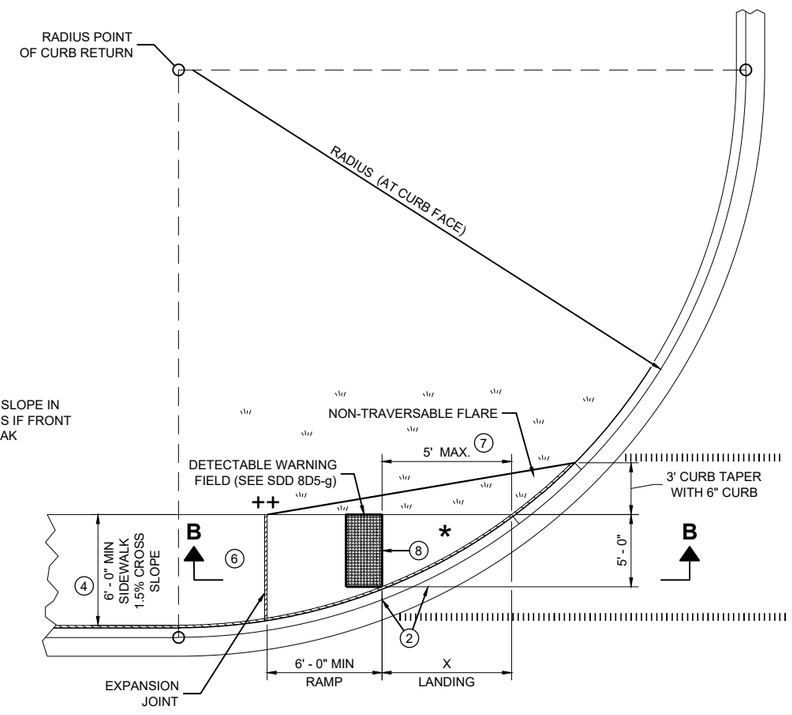
SECTION C - C FOR TYPE 4A



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

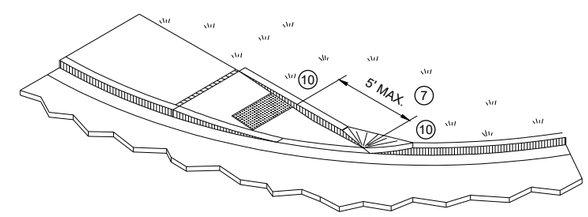
SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

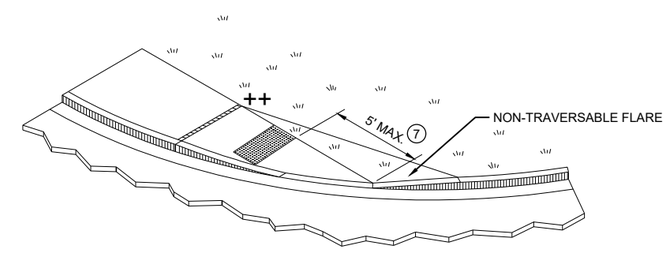


PLAN VIEW

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

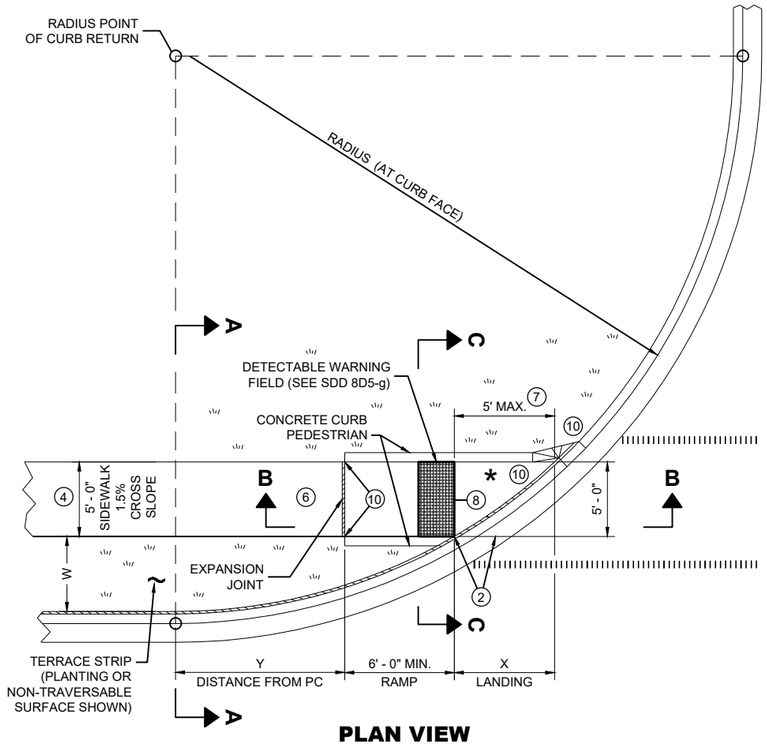
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-21c

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 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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)

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.

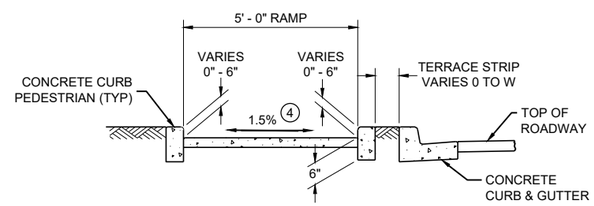
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

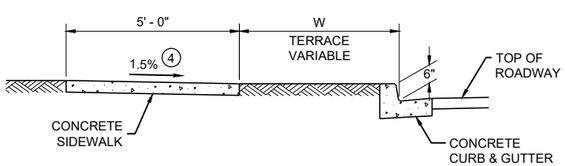
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

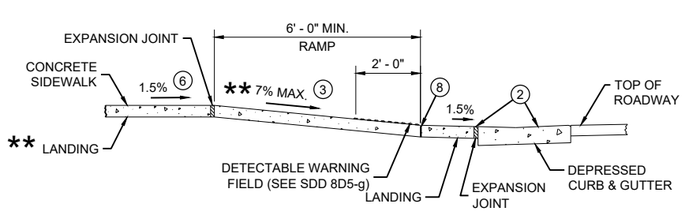
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



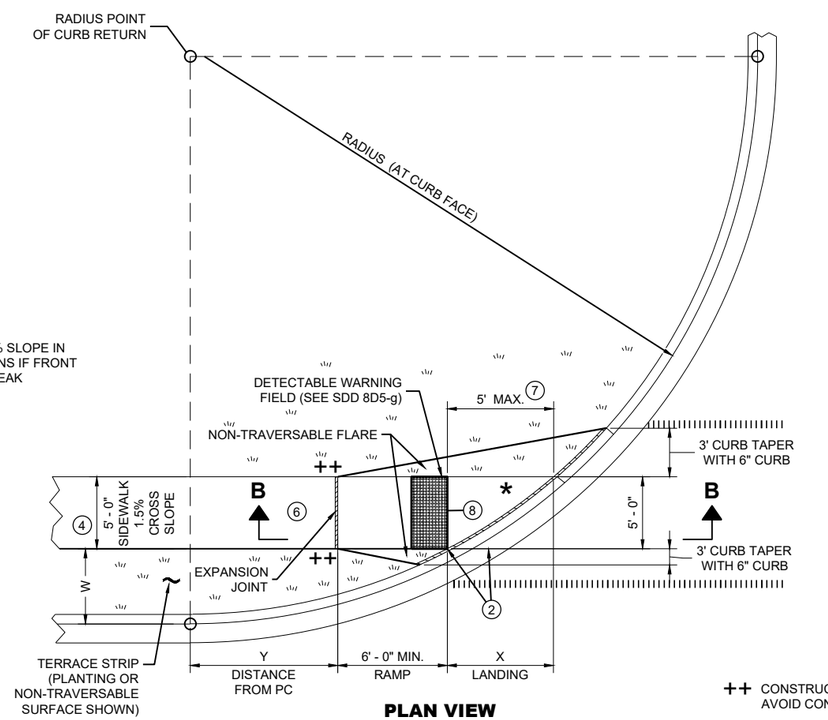
SECTION A - A FOR TYPE 4B



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

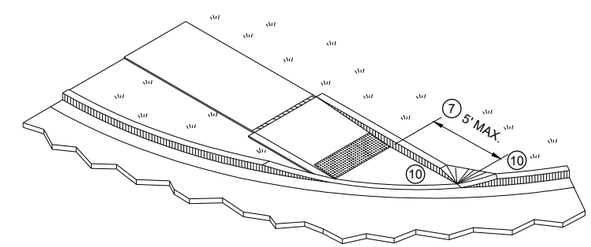
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

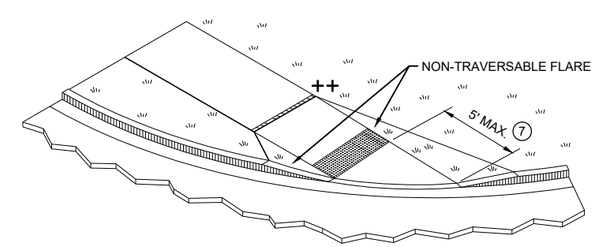


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



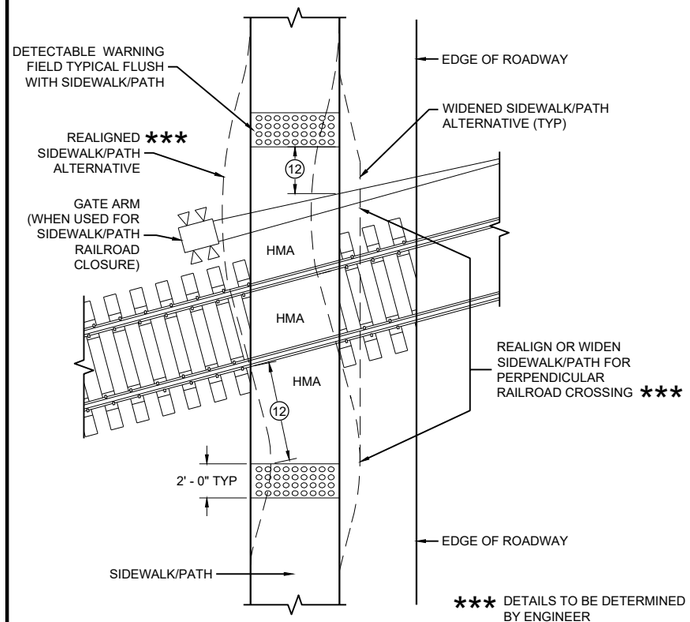
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

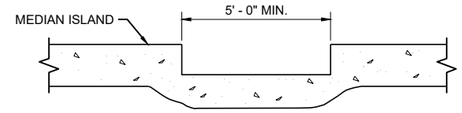
6

SDD 08D05-21d

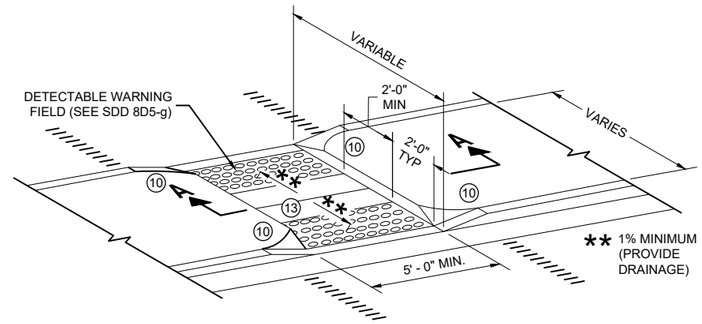


CURB RAMP TYPE 8

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.

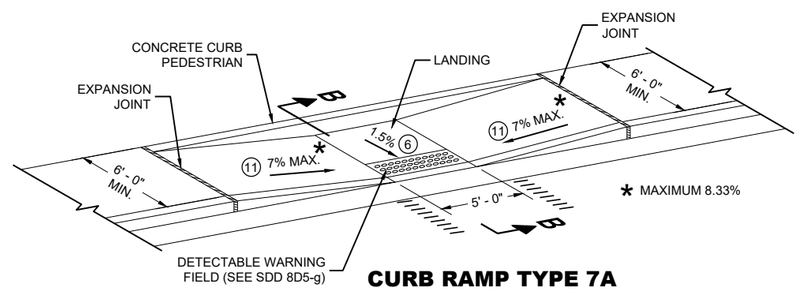
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

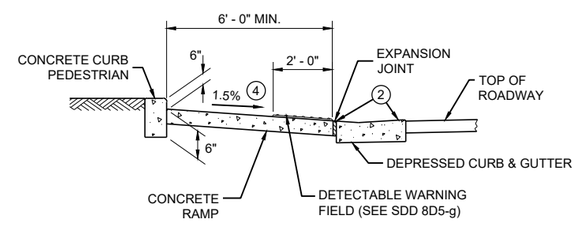
LEGEND

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

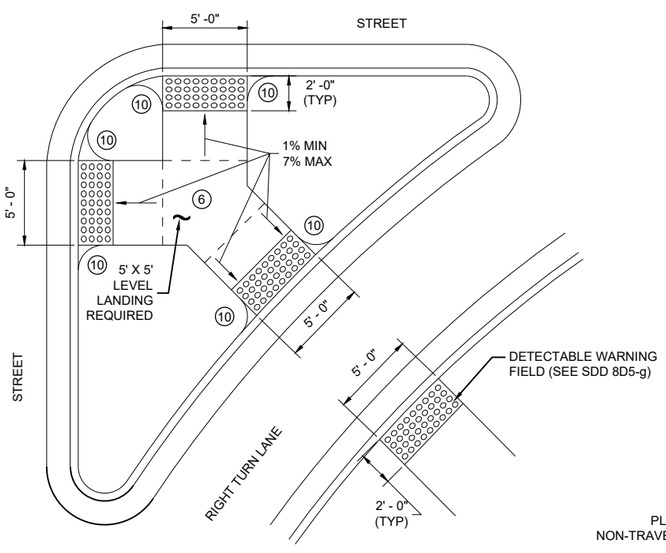


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



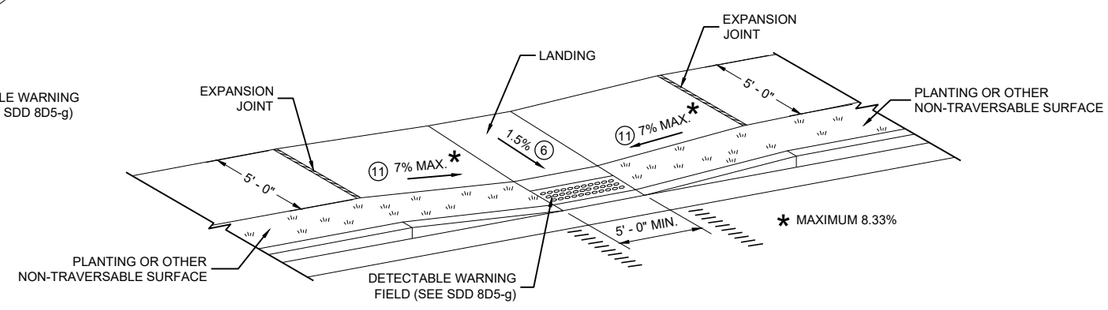
SECTION B - B FOR TYPE 7A



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

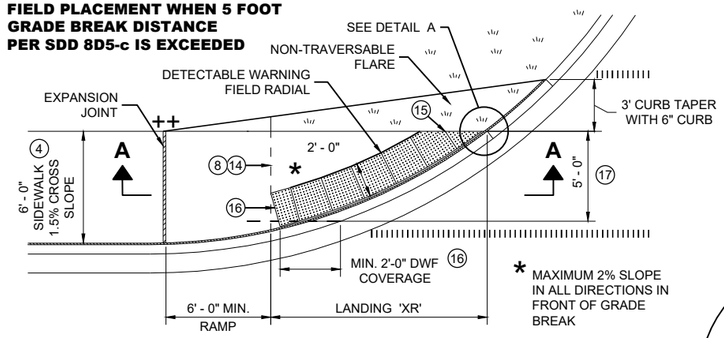
6

6

SDD 08D05-21e

SDD 08D05-21e

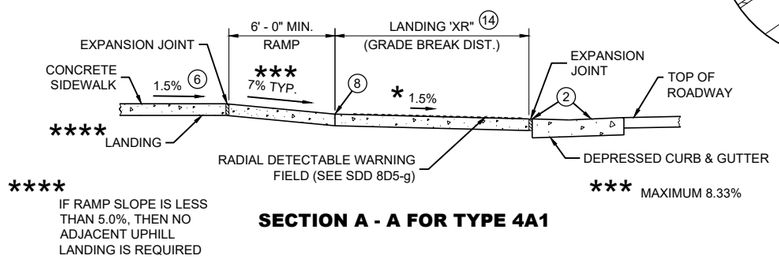
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



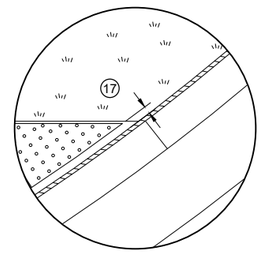
PLAN VIEW

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.

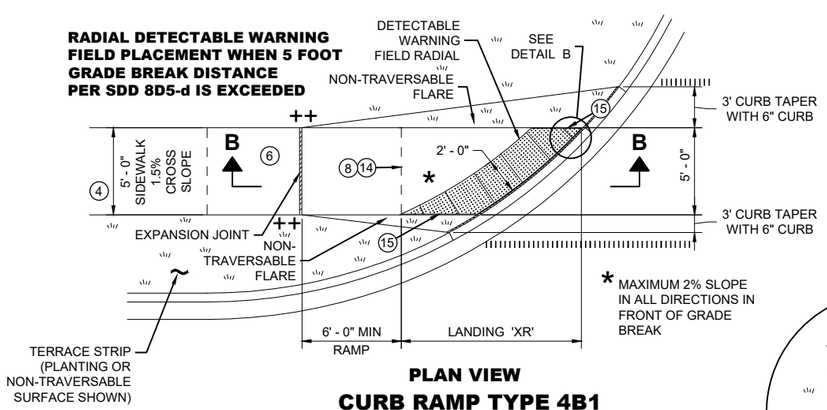
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

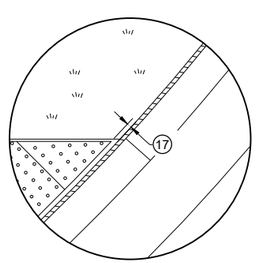
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



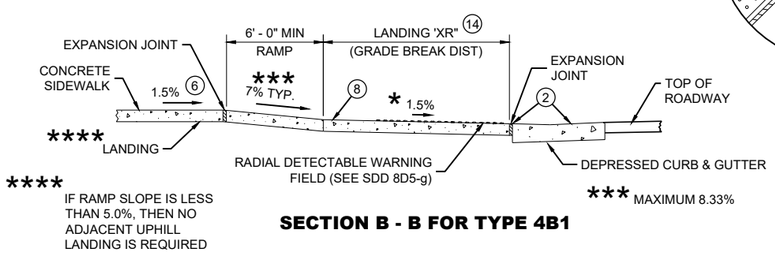
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

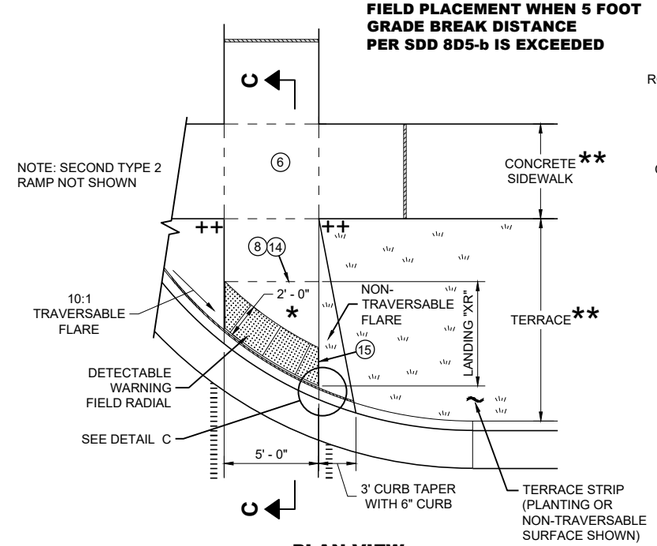


DETAIL B



SECTION B - B FOR TYPE 4B1

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

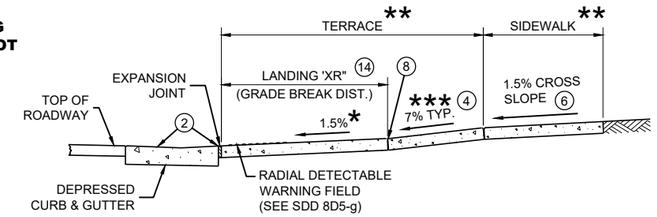


PLAN VIEW

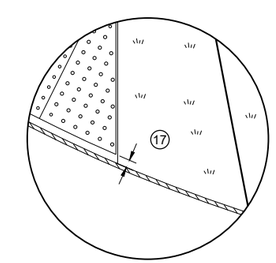
CURB RAMP TYPE 2

(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

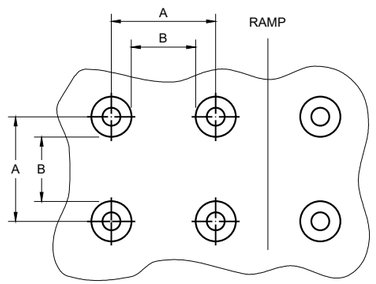
6

SDD 08D05-21f

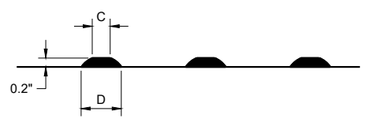
SDD 08D05-21f

	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.

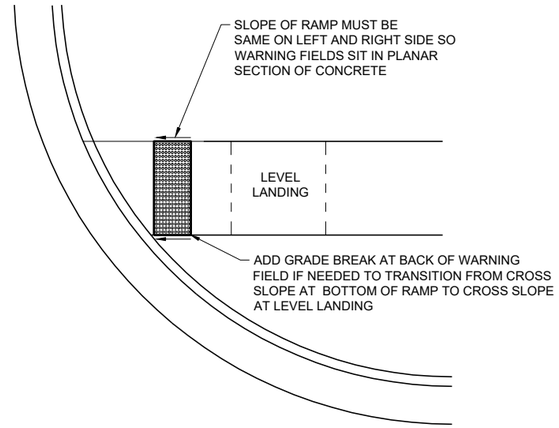


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



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.

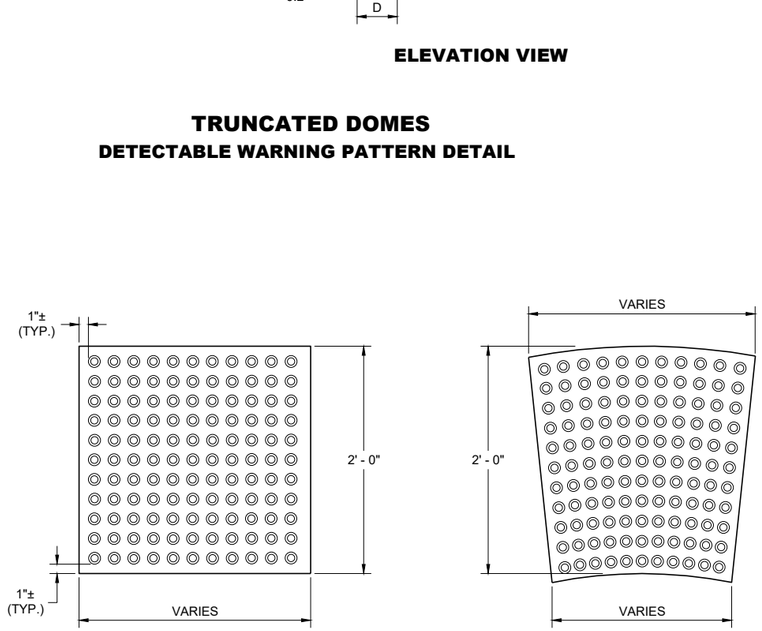
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

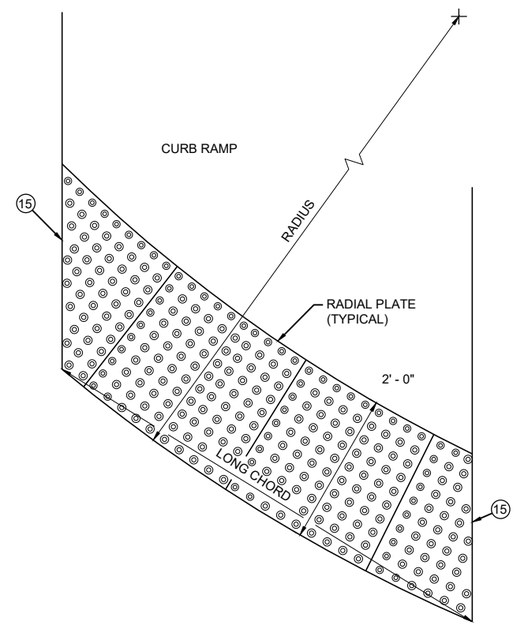
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(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.

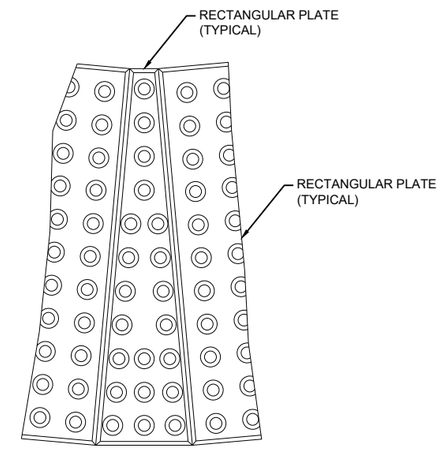


RECTANGULAR PLATES **RADIAL PLATES**

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

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SDD 08D05-21g

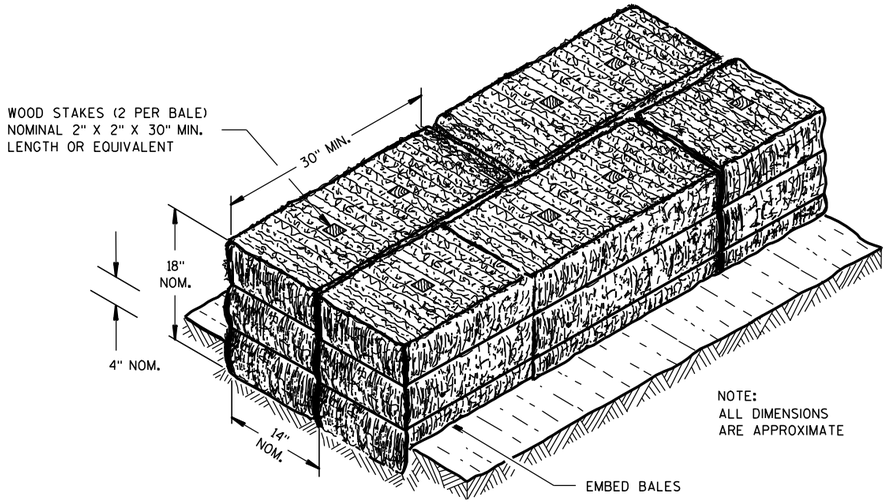
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

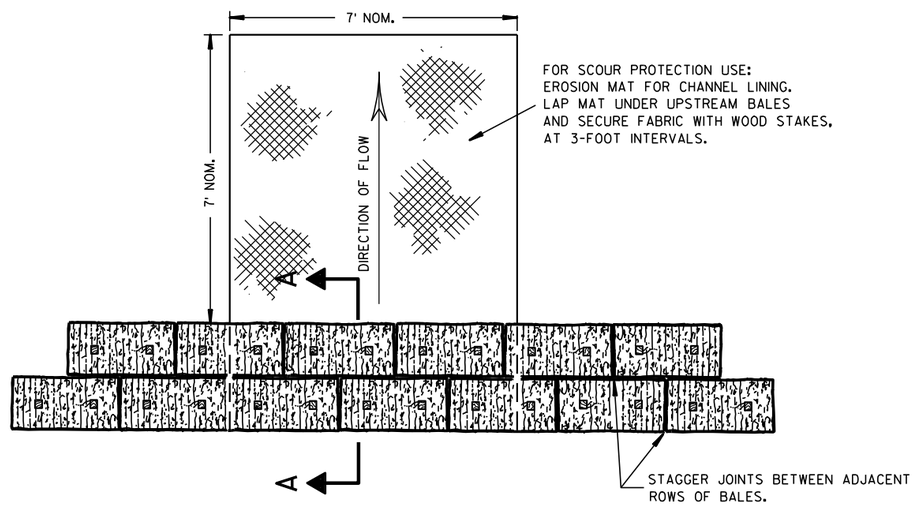
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6

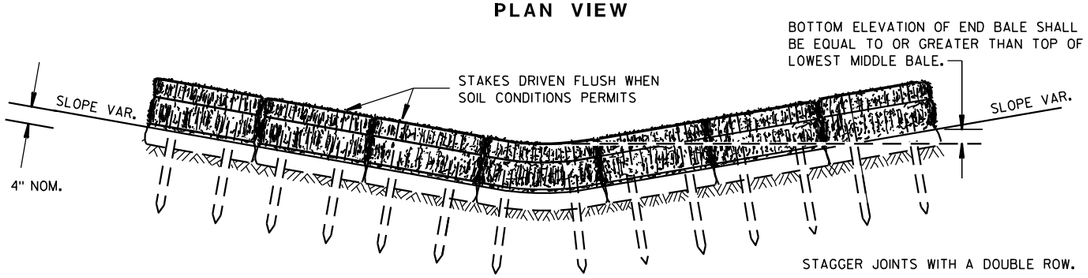
SDD 08D05-21g



SECTION A-A



PLAN VIEW



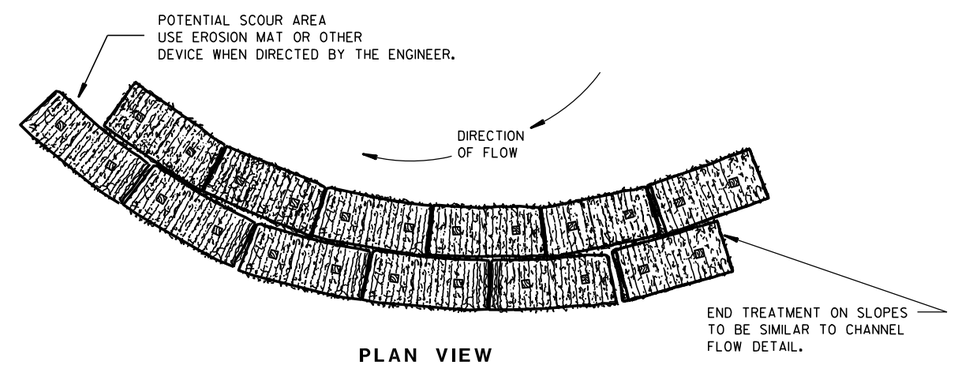
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

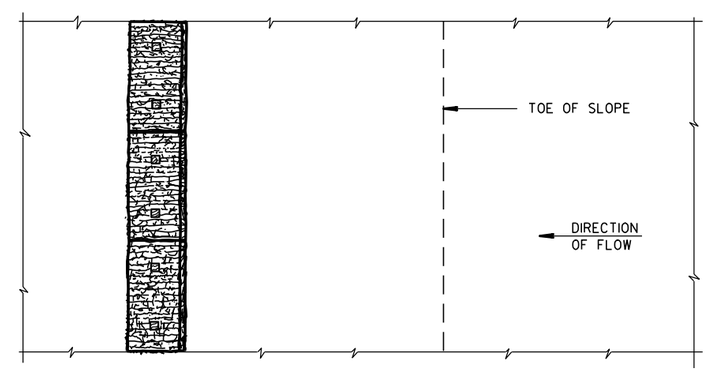
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

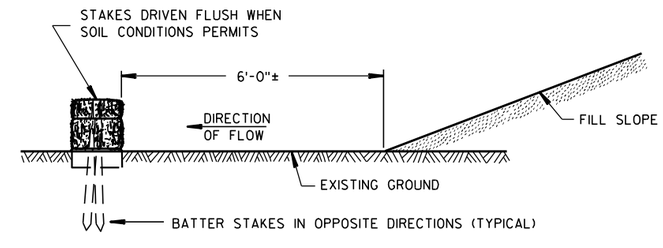


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

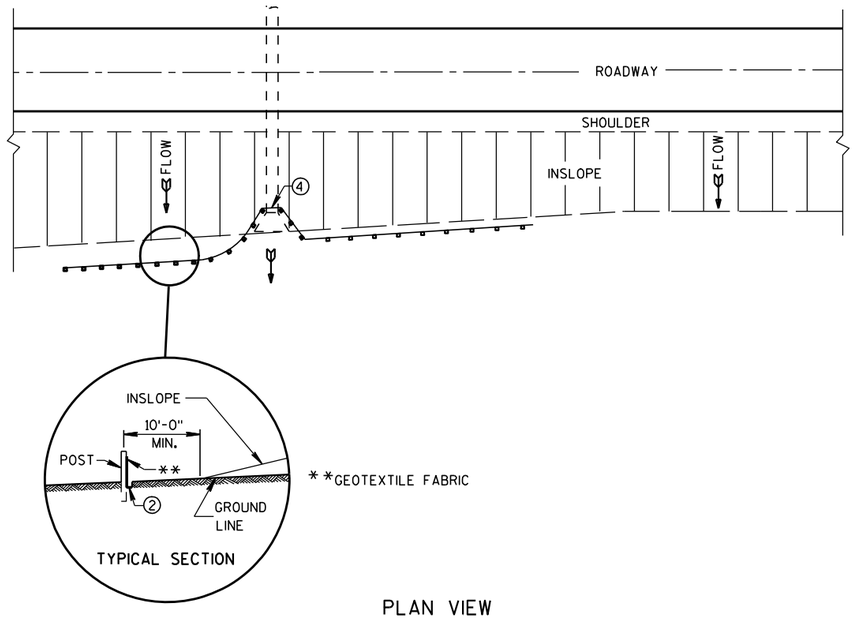
APPROVED
6/04/02 — DATE
/S/ Beth Cann... — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

6

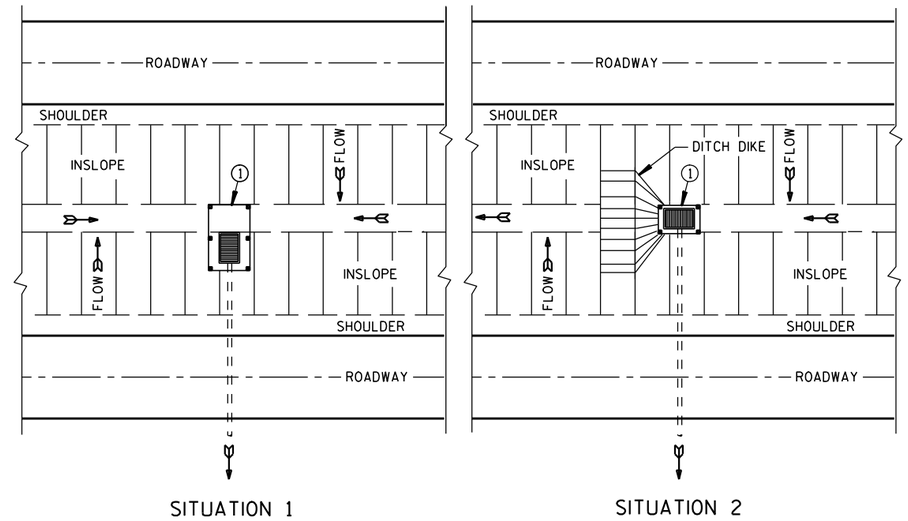
S.D.D. 8 E 8-3

S.D.D. 8 E 8-3



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.

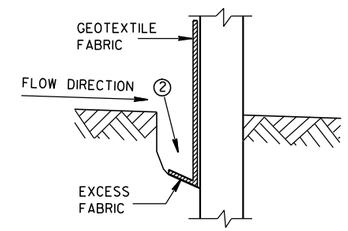
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

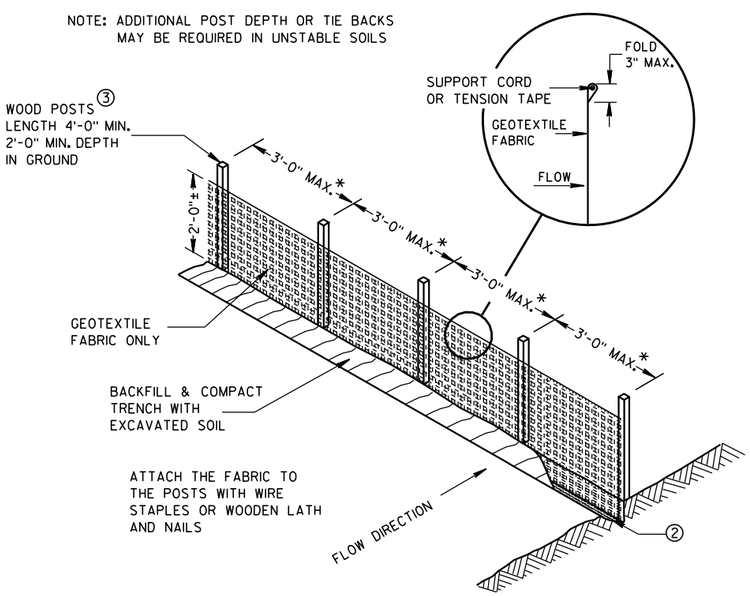
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

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.



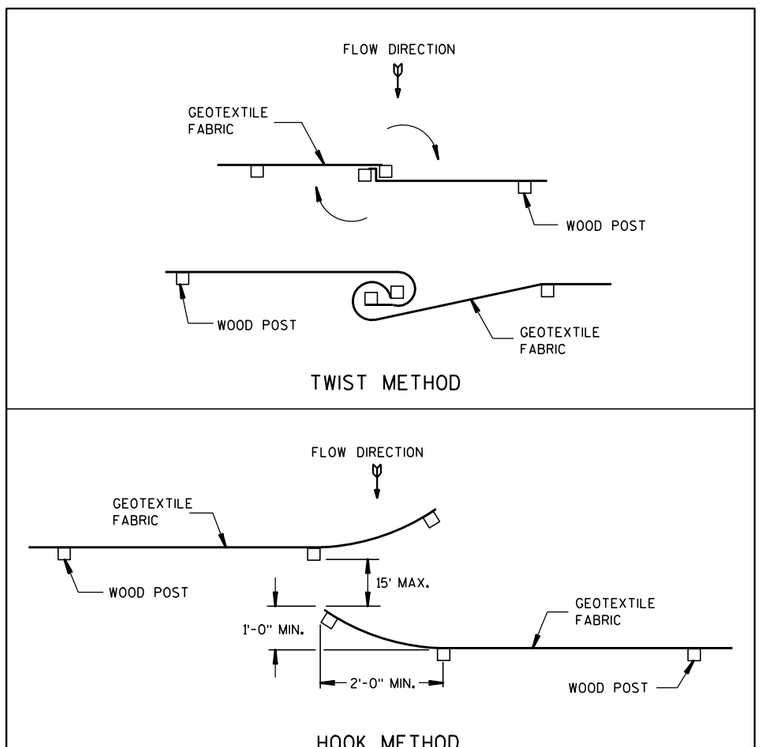
TRENCH DETAIL

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

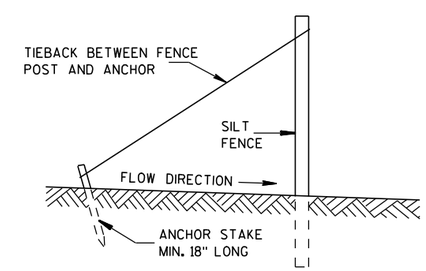


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

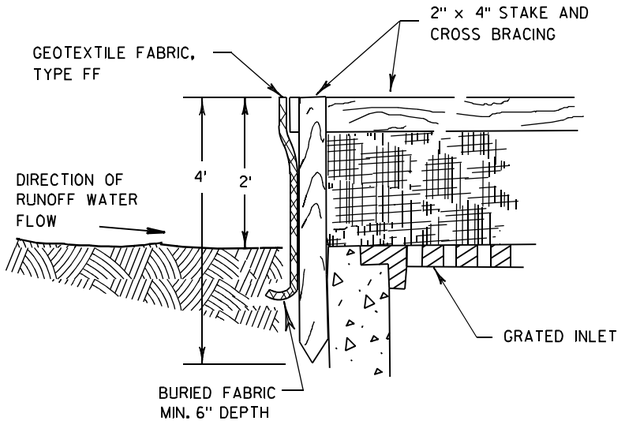
SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Cann-- CHIEF ROADWAY DEVELOP ENGINEER
FHWA	

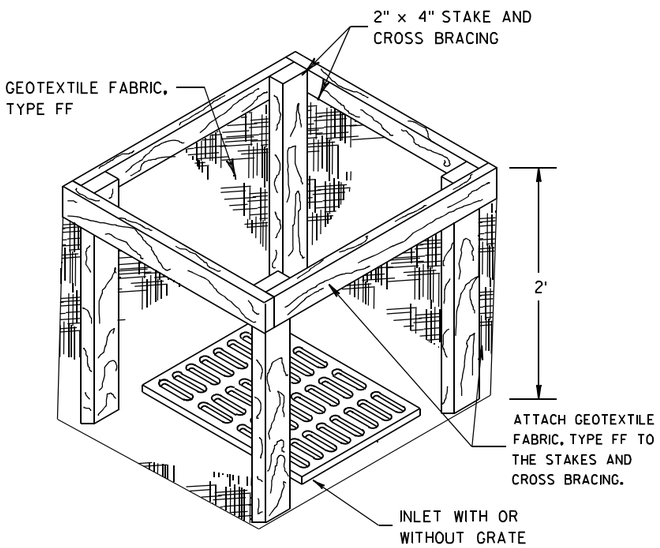
6

6

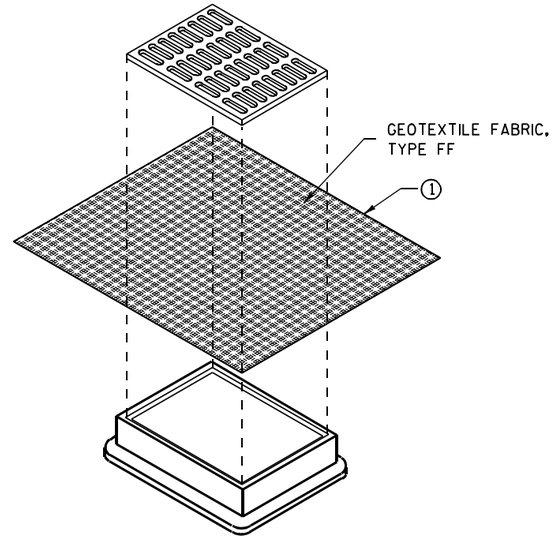
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



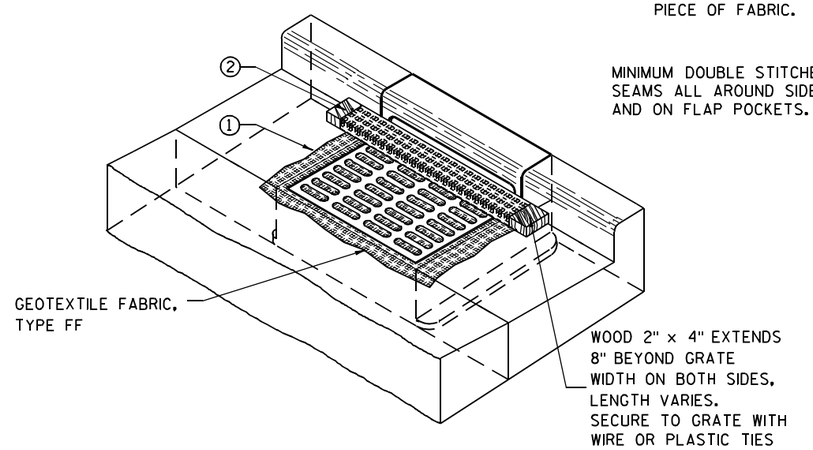


INLET PROTECTION, TYPE A

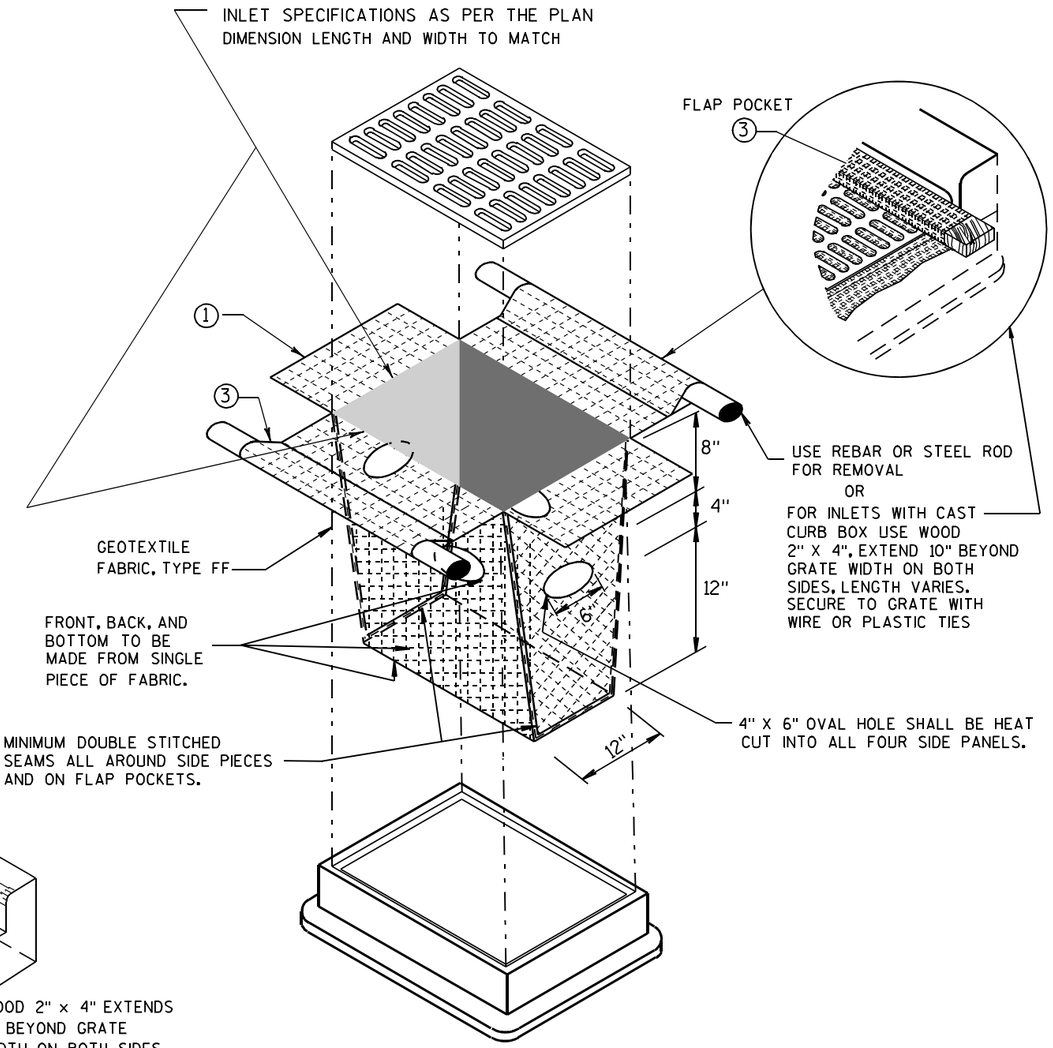


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

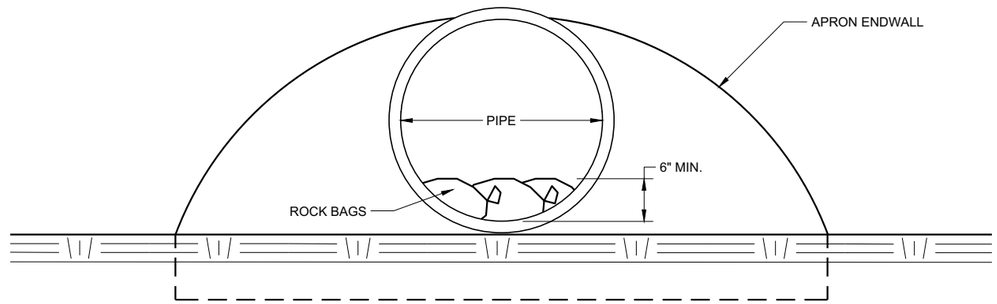
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

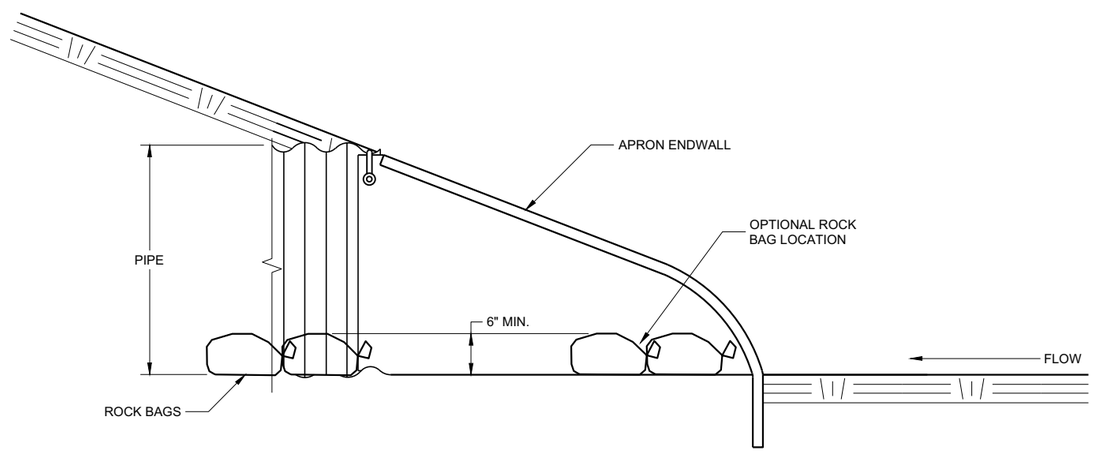
APPROVED
10/16/02 — DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

6

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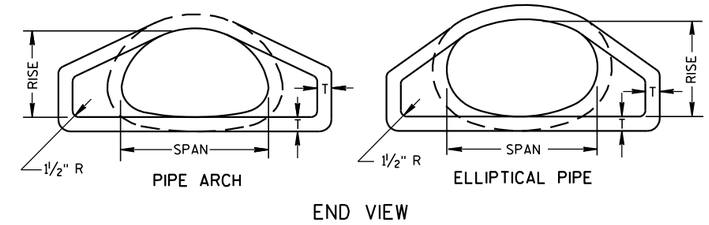
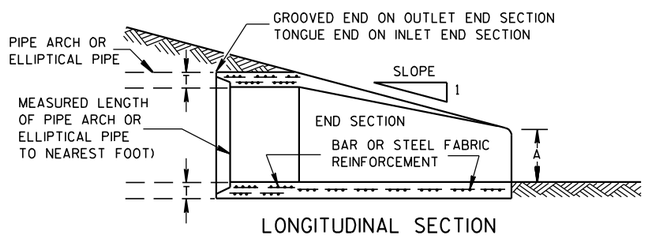
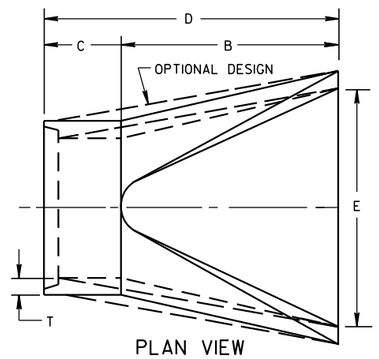
SDD 08E15 - 01

SDD 08E15 - 01







CONCRETE ENDWALLS

2- ⅔" X ½" CORRUGATIONS														
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS														
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH									
EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE									
EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE

GENERAL NOTES

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

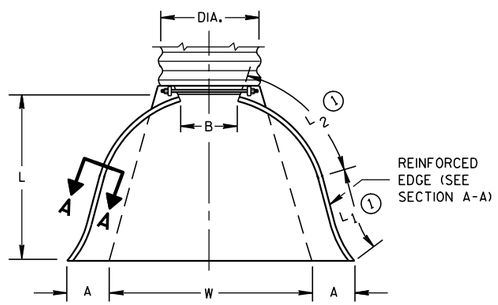
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

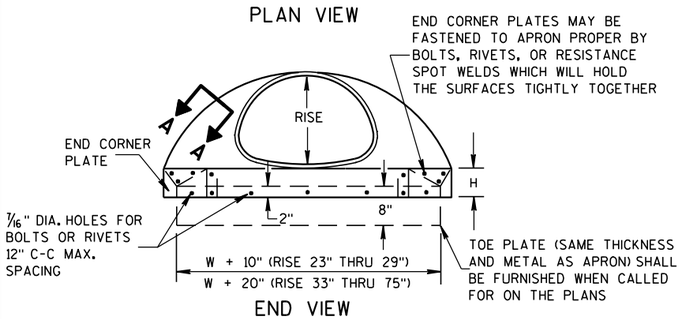
ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

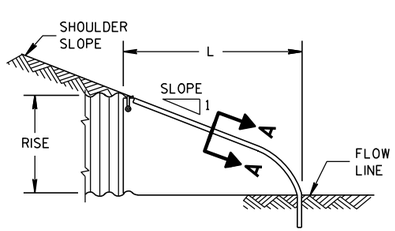
LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

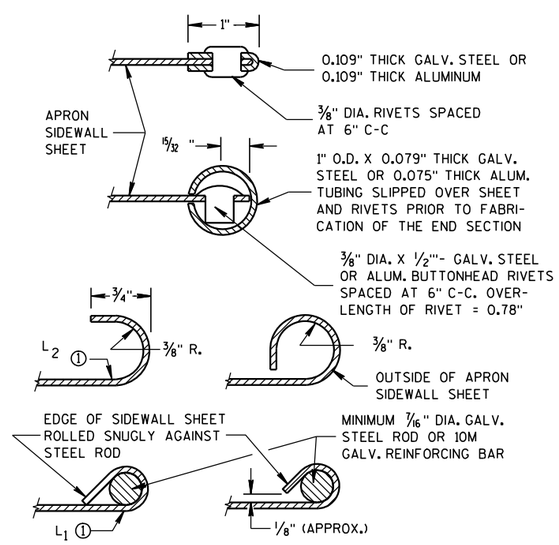




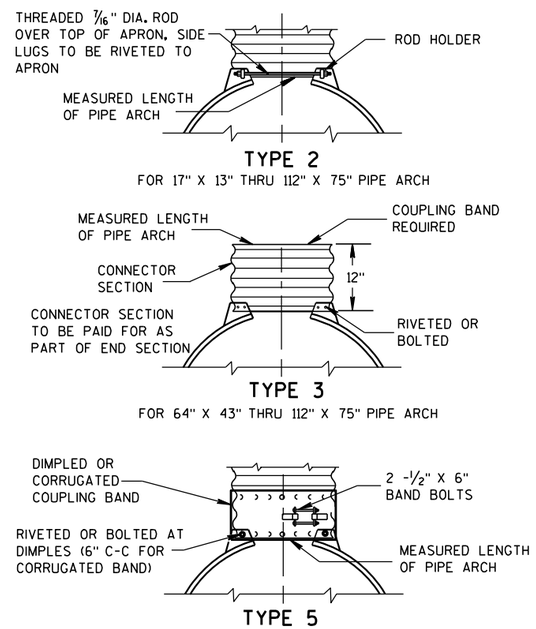


SIDE ELEVATION

METAL ENDWALLS



SECTION A-A



NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

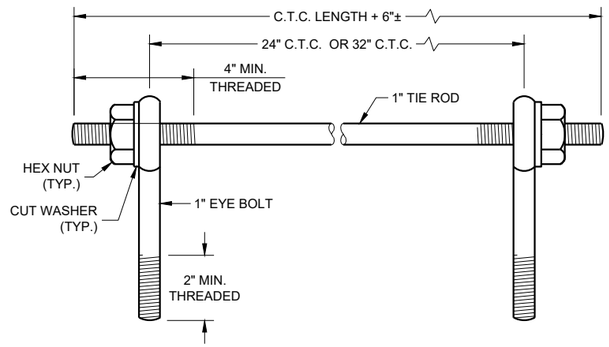
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

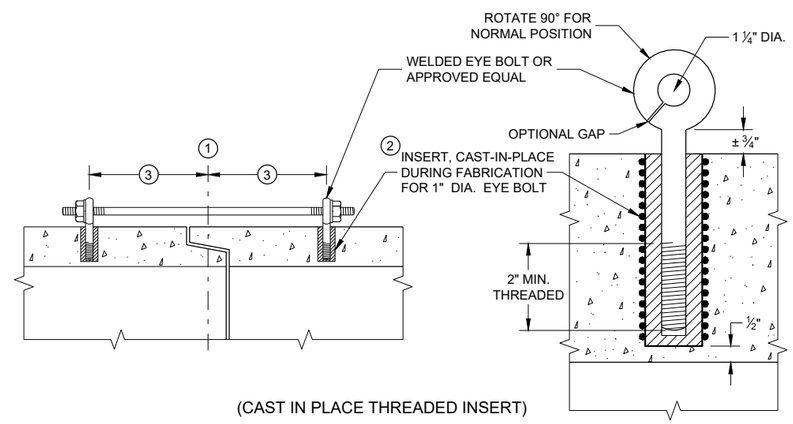
FHWA

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

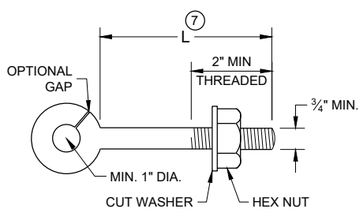
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

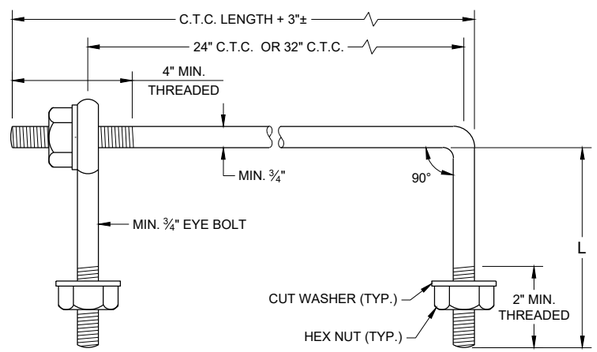
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

1. CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
2. THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
3. HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
4. BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
5. OPENING TO BE ROD DIAMETER PLUS 1 INCH.
6. LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.
7. EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

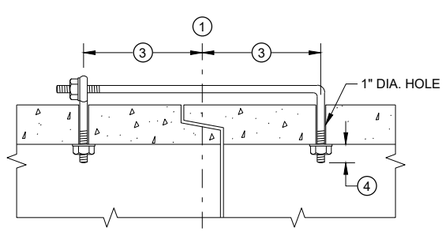


EYE BOLT 7

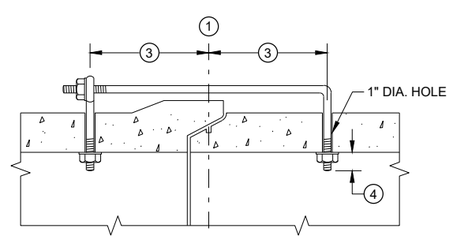
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

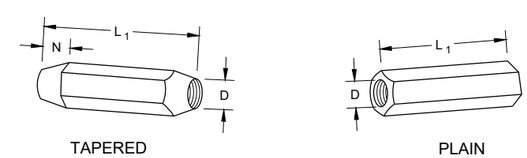
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

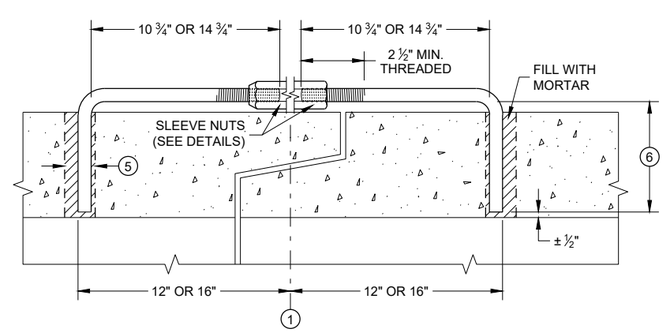
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



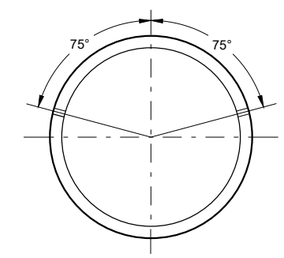
RIGHT AND LEFT THREADS

SLEEVE NUTS



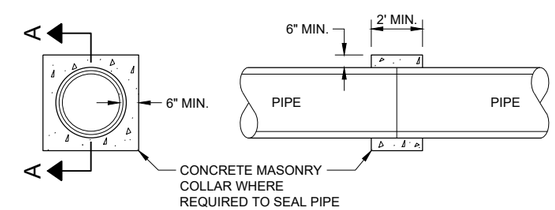
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

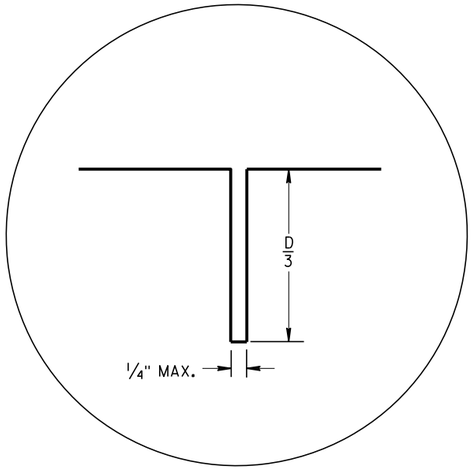
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

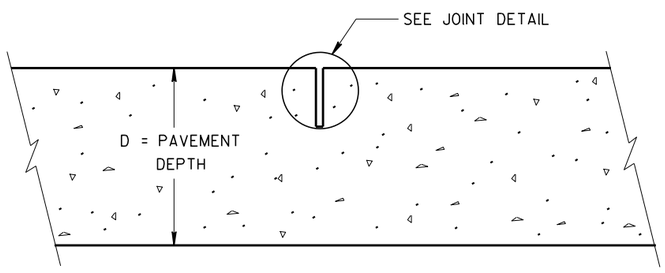
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 08F04 - 08



JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

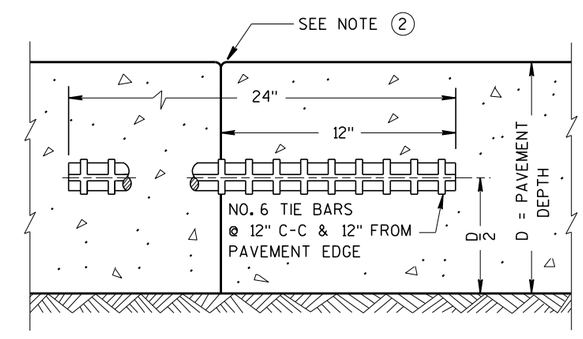
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

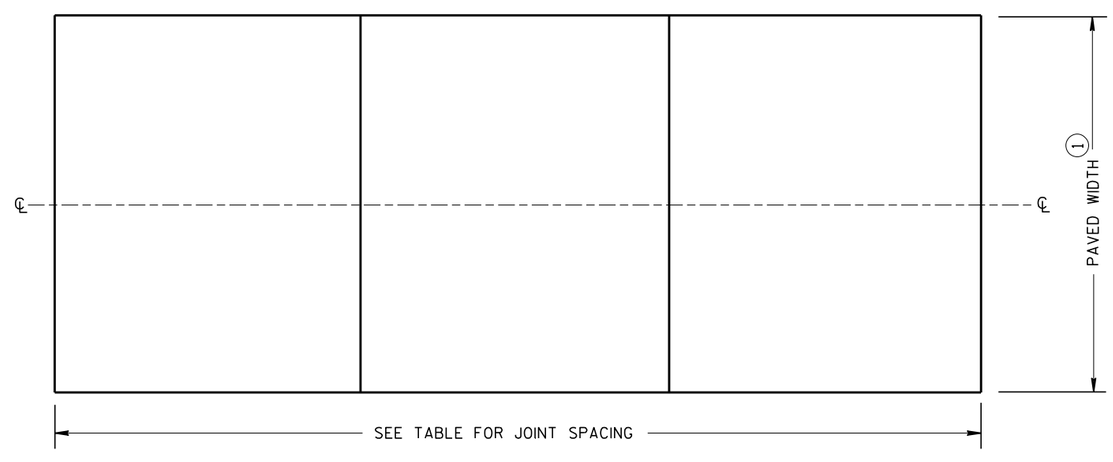
THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

URBAN NON-DOWELED CONCRETE PAVEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2018 DATE	/S/ Peter Kemp PAVEMENT SUPI
FHWA	

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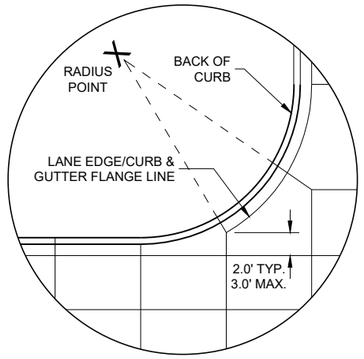
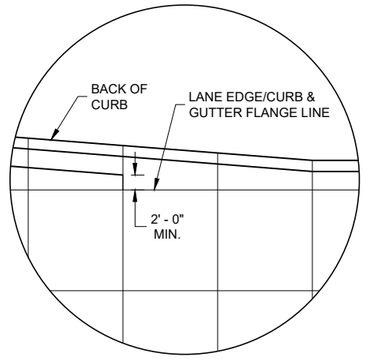
S.D.D. 13 C 4-17

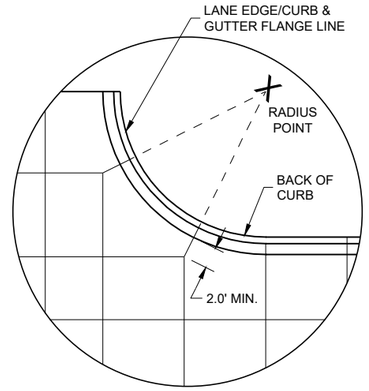
S.D.D. 13 C 4-17



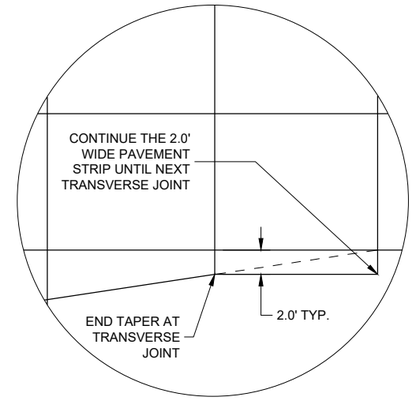
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

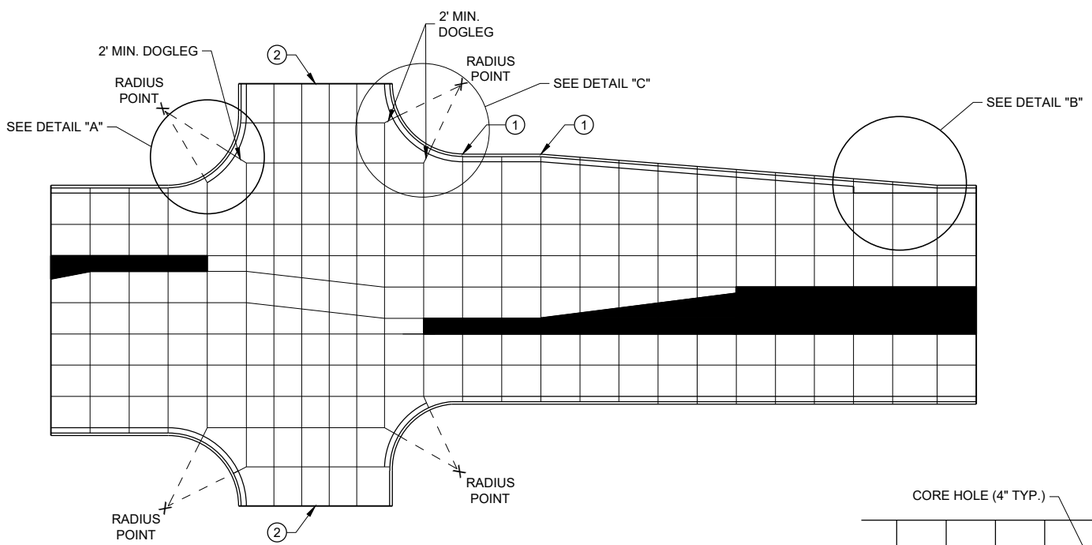
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

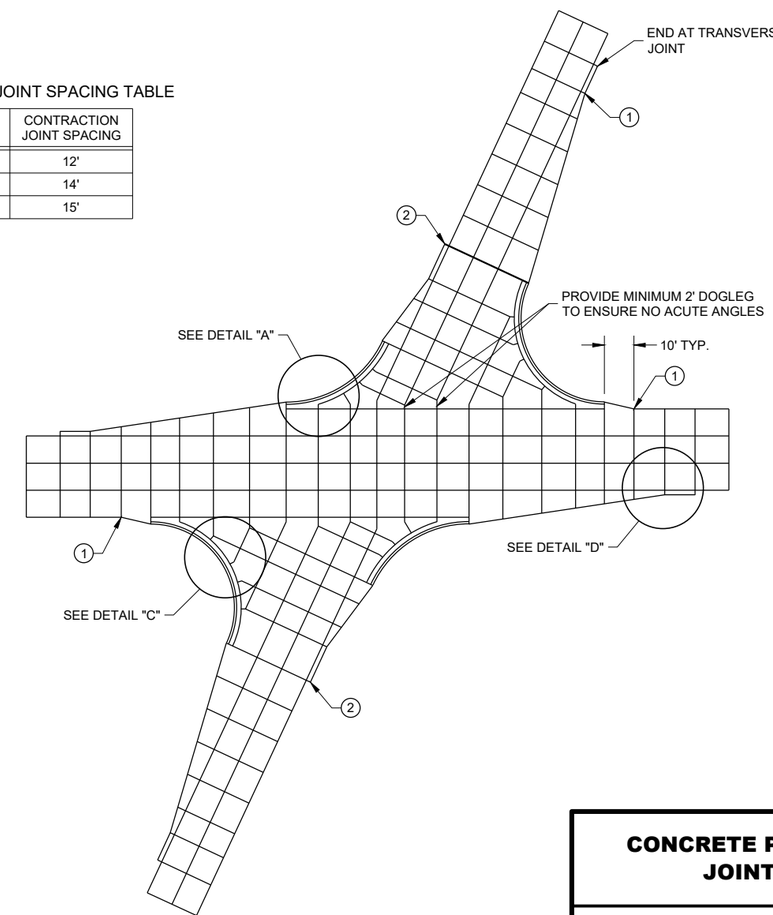
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



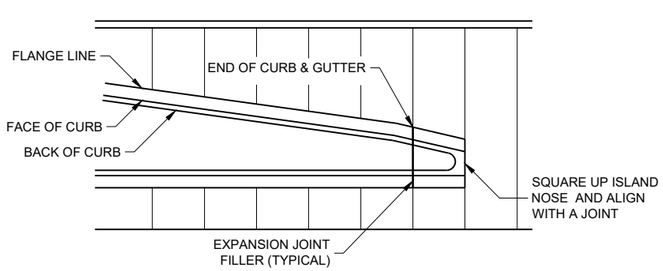
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

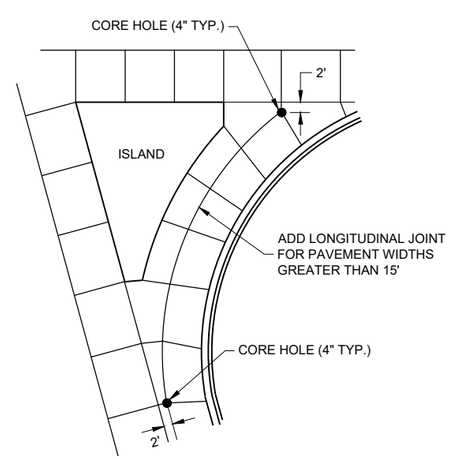
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08a

LEGEND

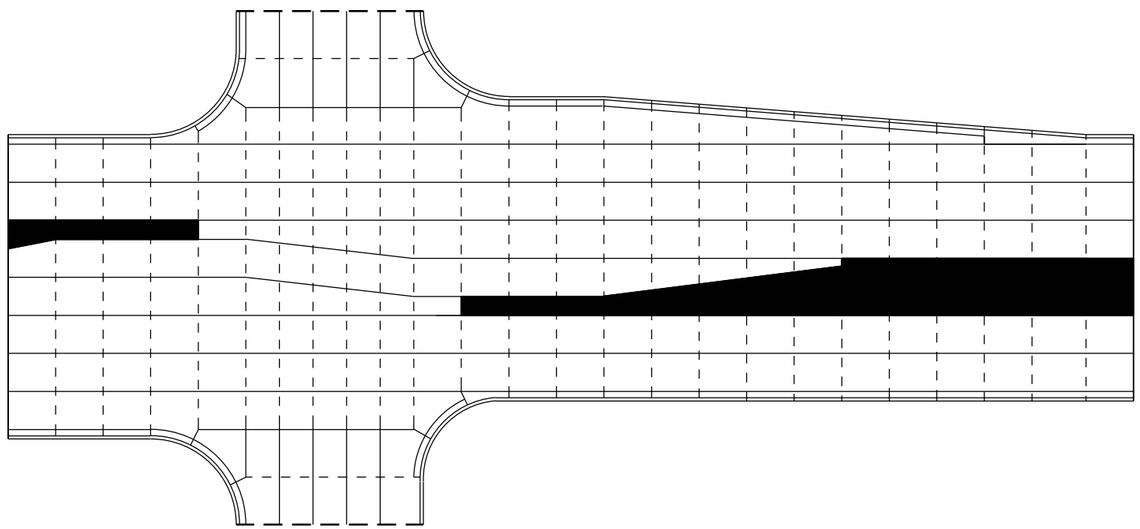
POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

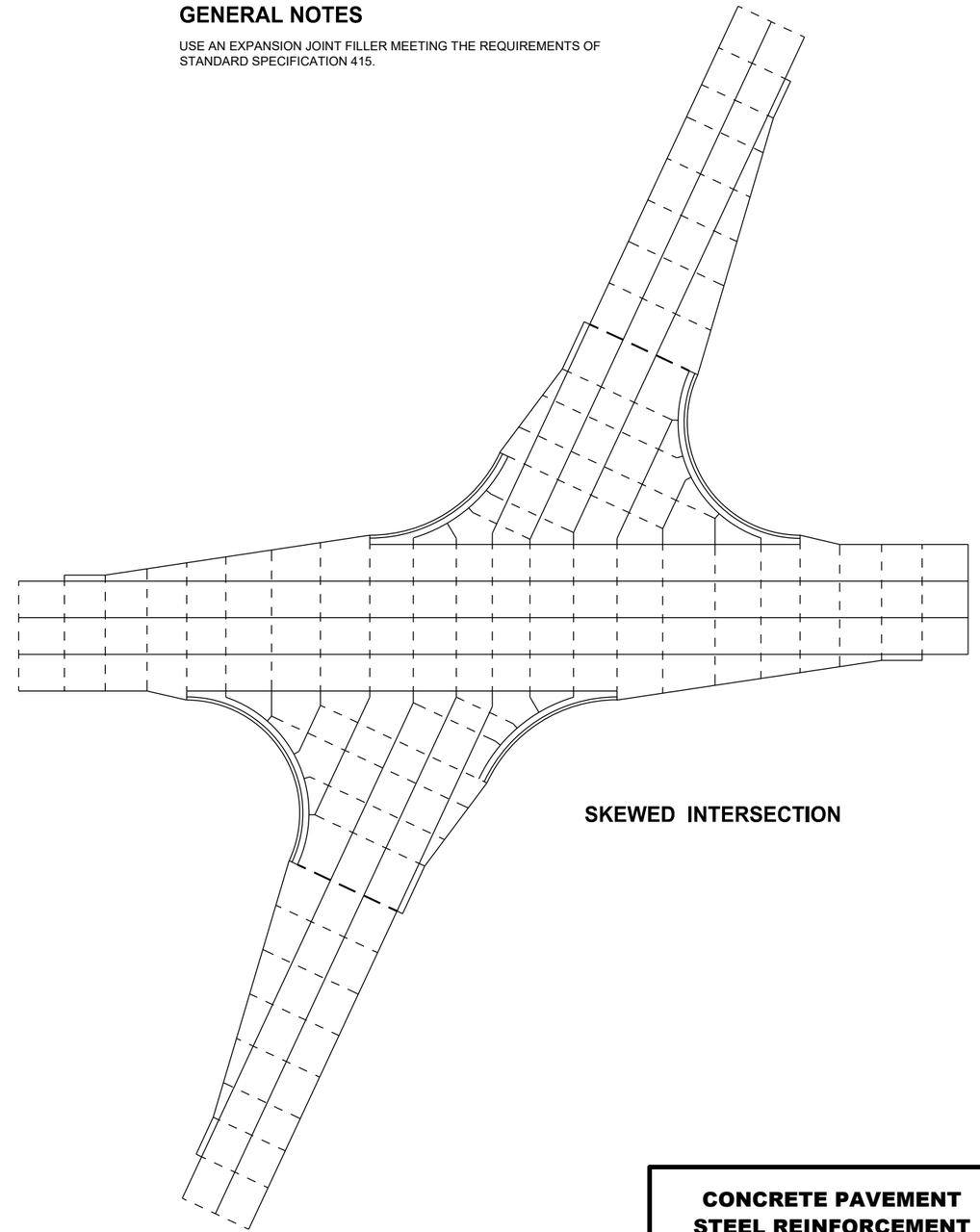
TIED JOINT

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



STANDARD INTERSECTION



SKEWED INTERSECTION

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b

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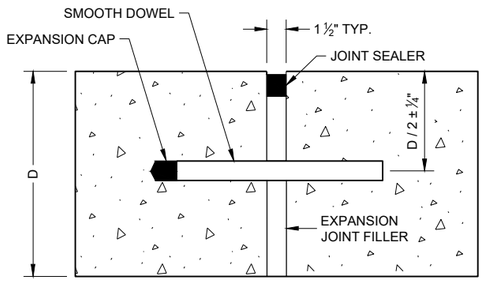
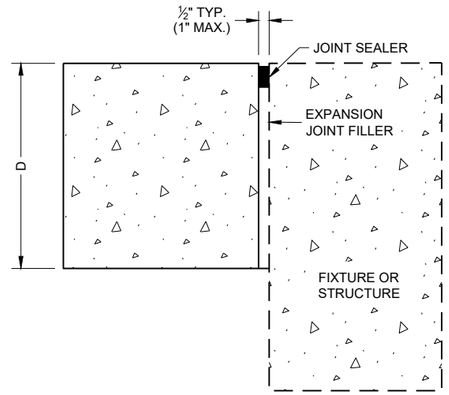
SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

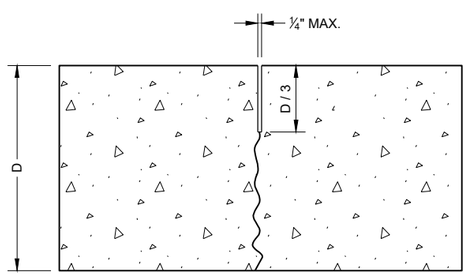
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

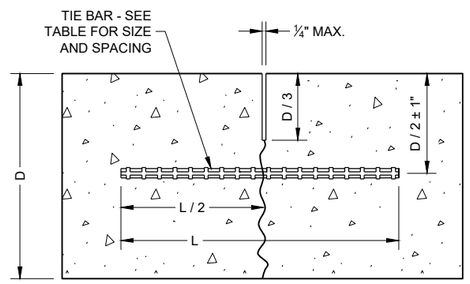
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

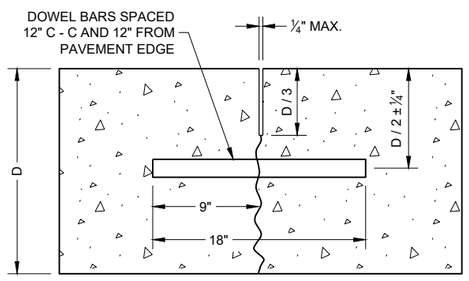
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

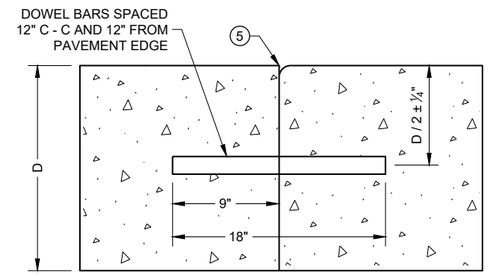


TIED LONGITUDINAL

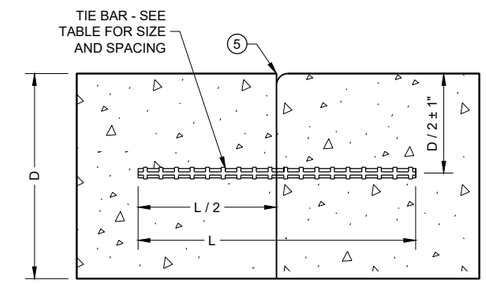


DOWELED TRANSVERSE

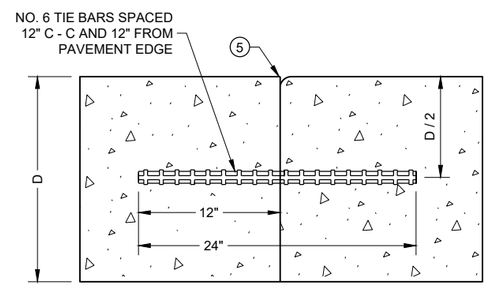
CONTRACTION JOINTS (2)



DOWELED TRANSVERSE (3)

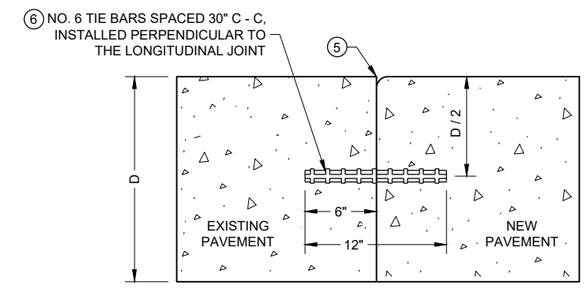


TIED LONGITUDINAL



TIED TRANSVERSE (3)

(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



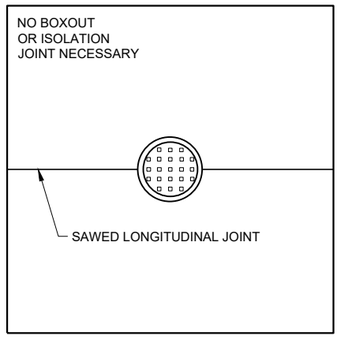
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

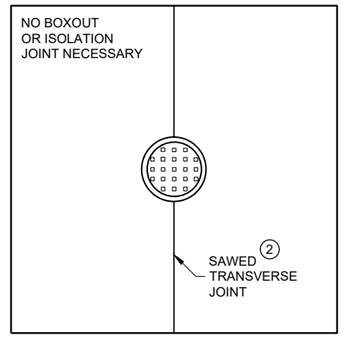
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

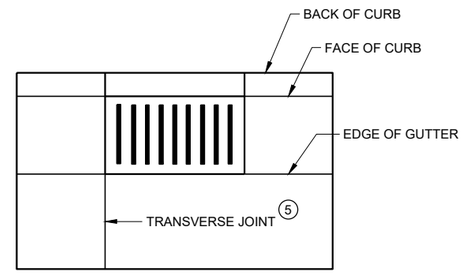
6
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



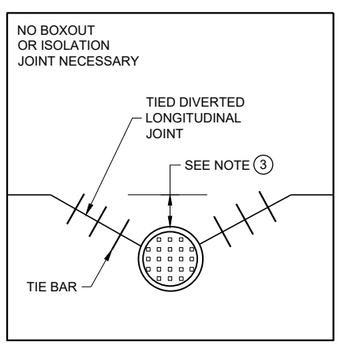
MANHOLE WITH TRANSVERSE JOINT



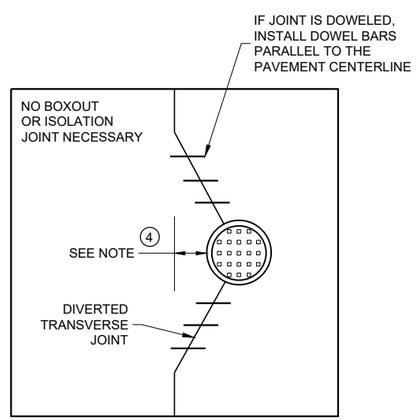
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

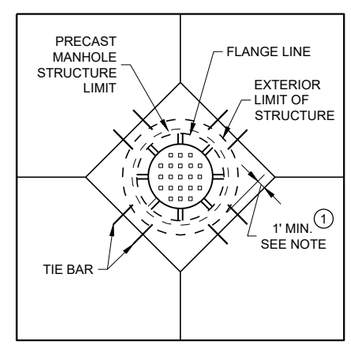
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISO
FHWA

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SDD 13C18 - 08d

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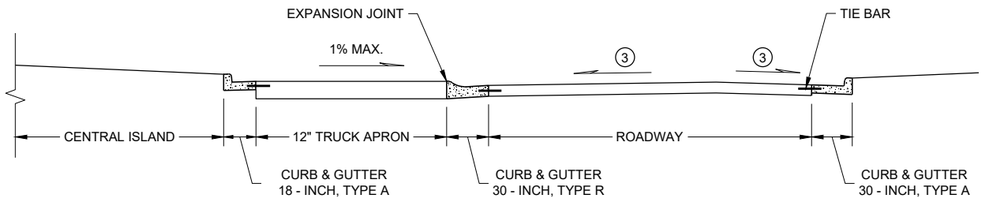
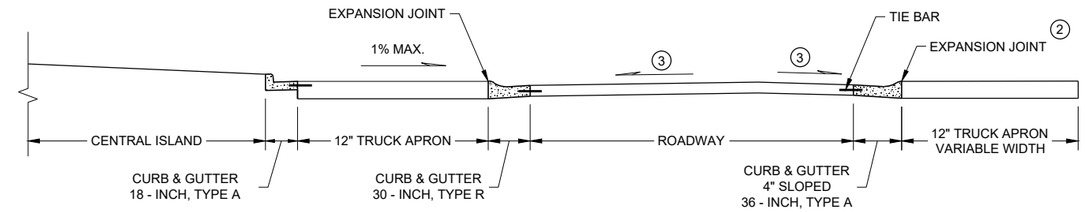
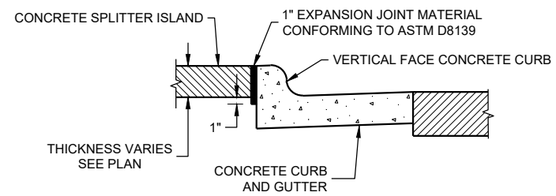


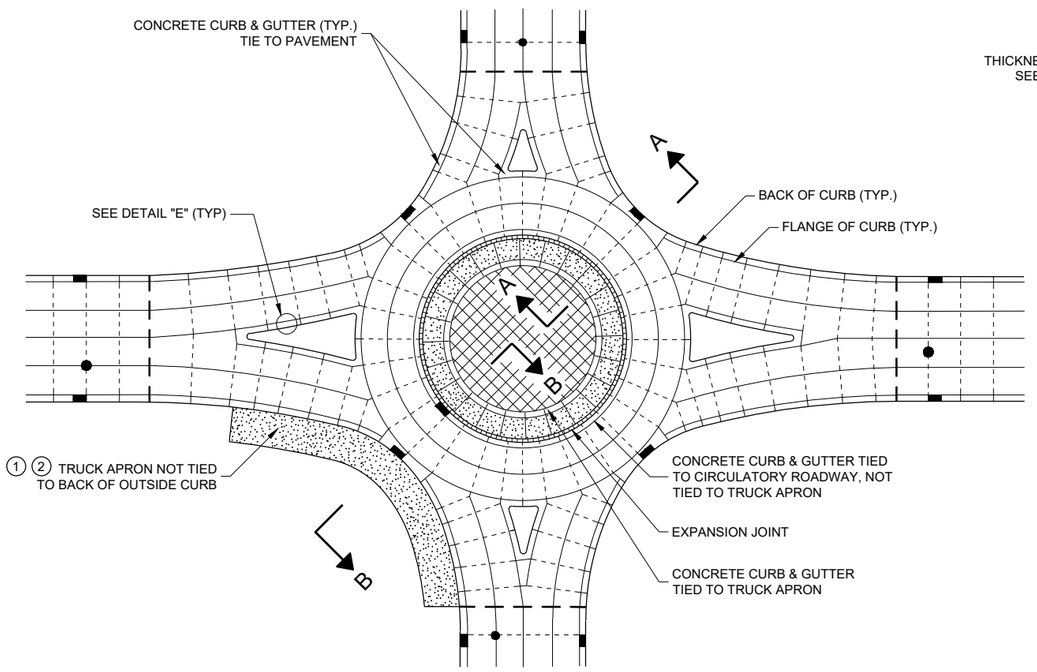
SECTION A - A



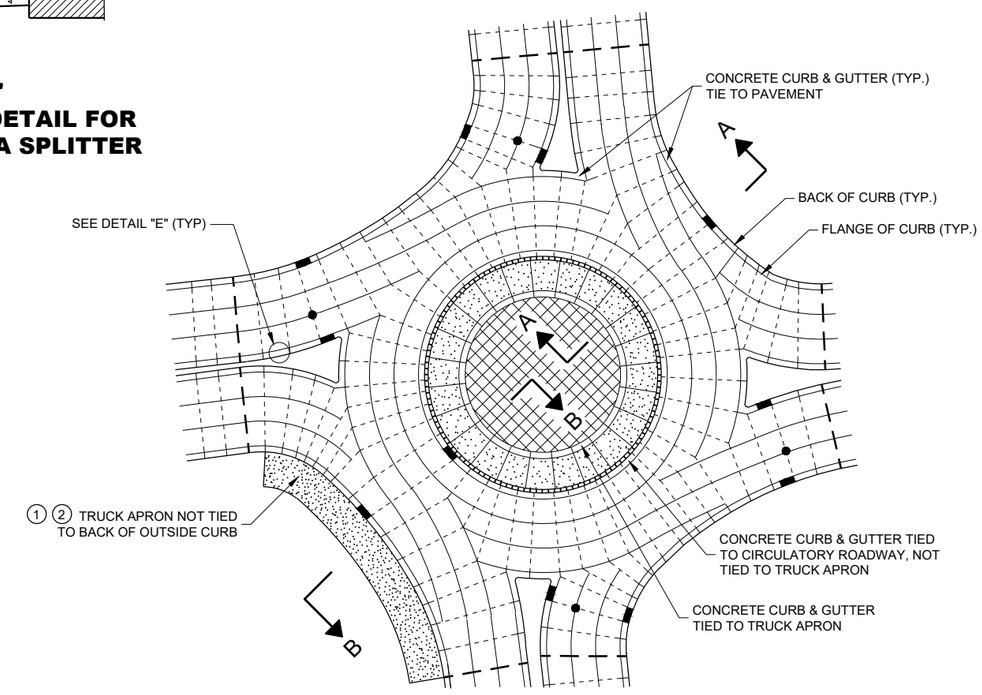
SECTION B - B



DETAIL 'E'
EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

1. DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.
2. TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.
3. CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVISI
FHWA

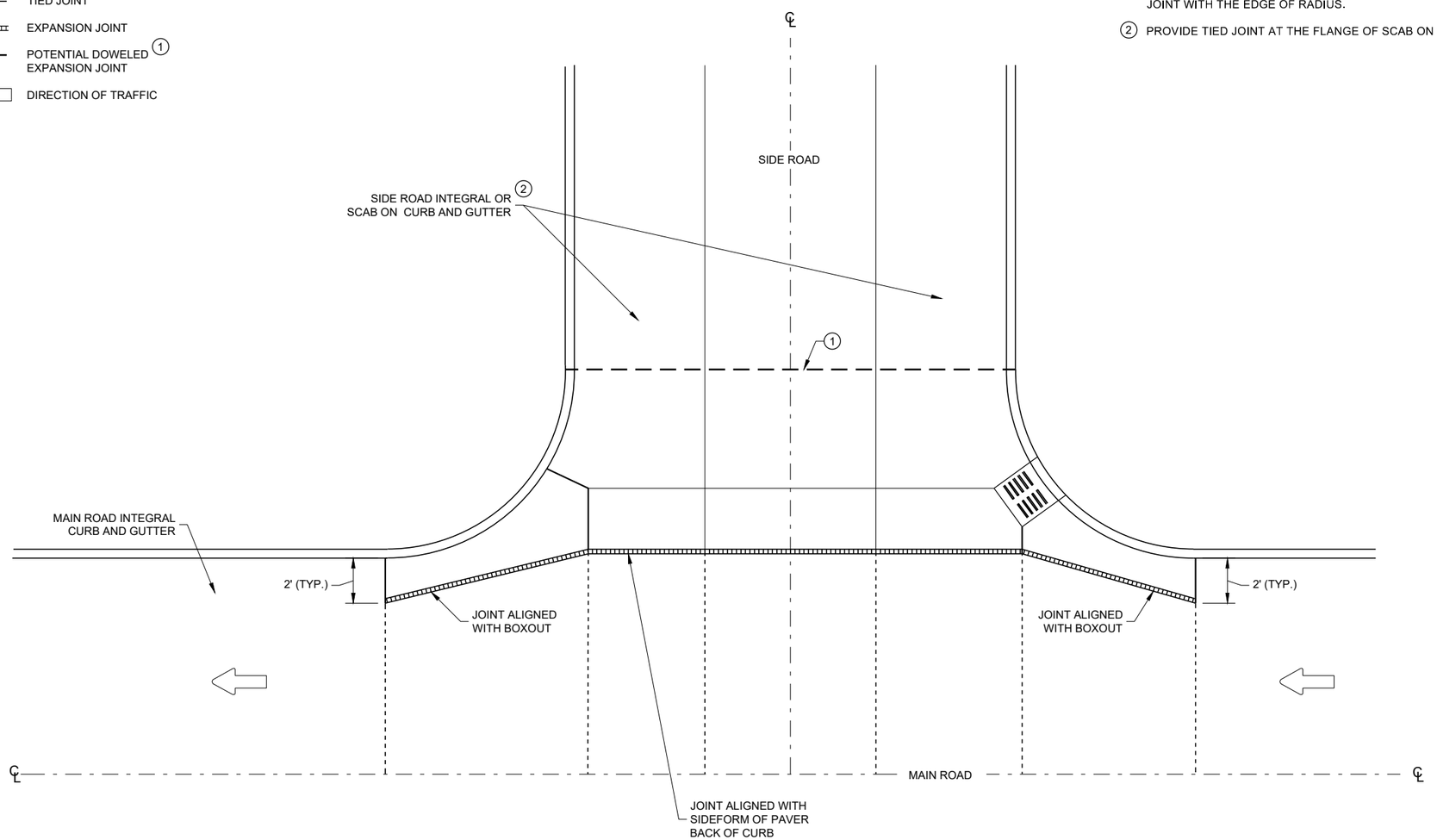
LEGEND

- - - - - - DOWELED JOINT
——— TIED JOINT
EXPANSION JOINT
— — POTENTIAL DOWELED EXPANSION JOINT (1)
DIRECTION OF TRAFFIC

GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.



INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

6

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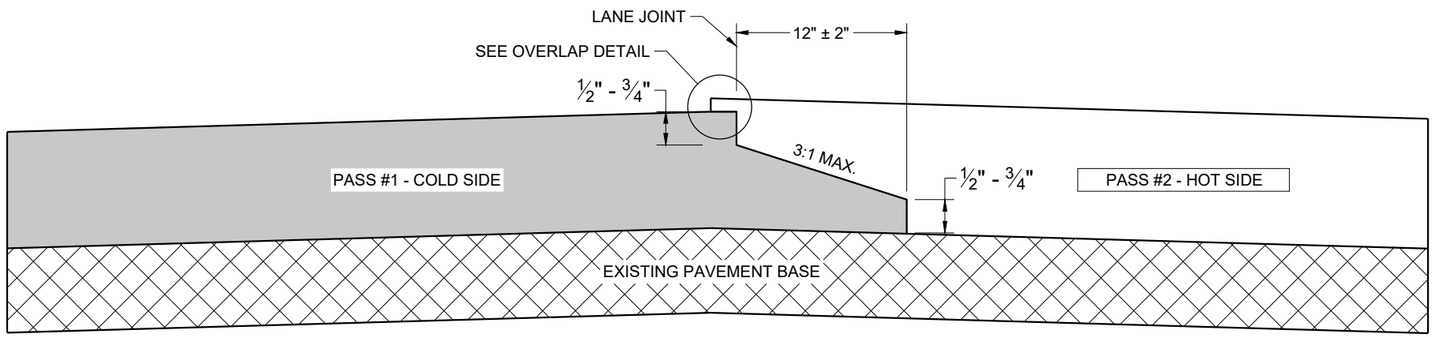
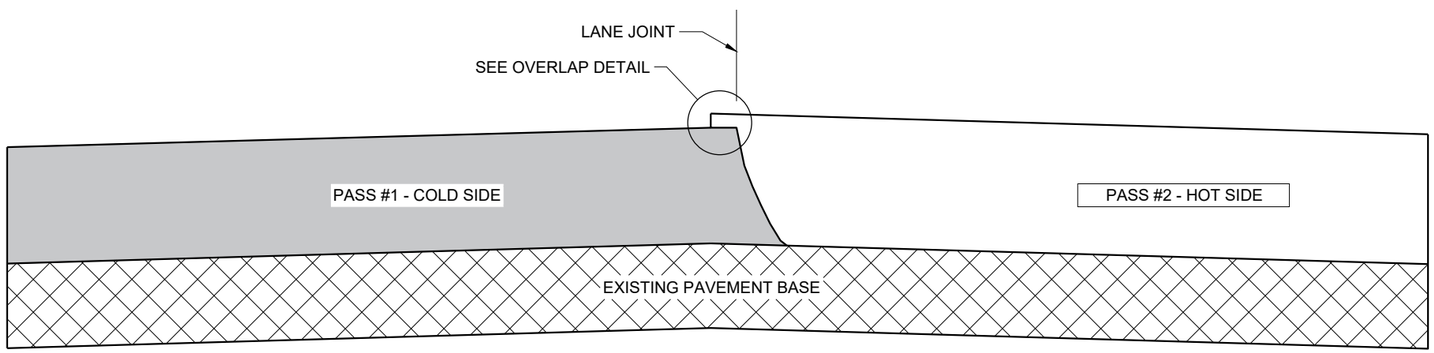
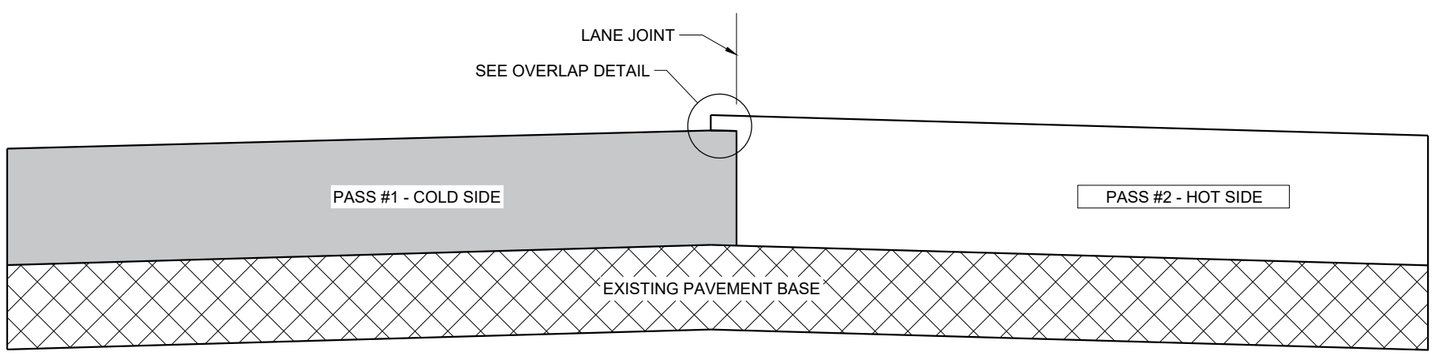


TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

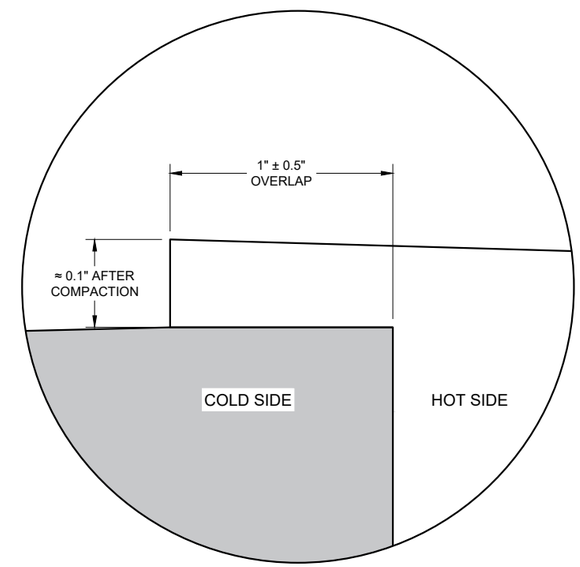
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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SDD 13C19 - 03

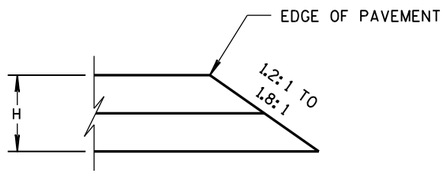
SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

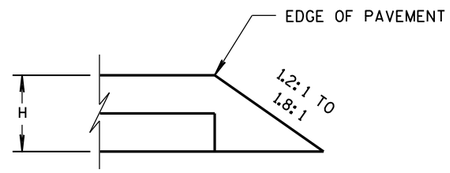
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN

FHWA



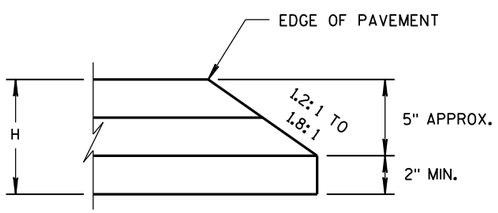
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



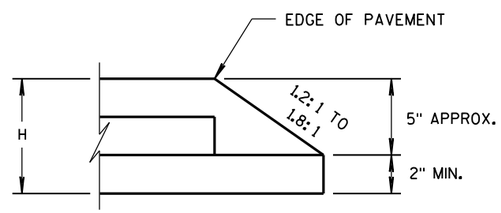
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

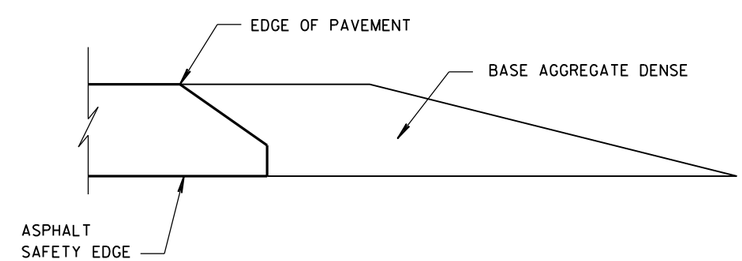
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

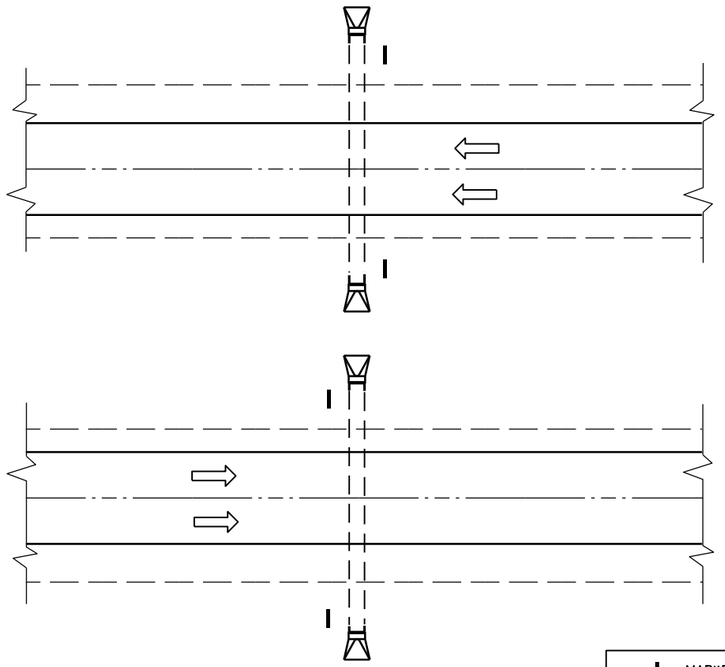
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

S.D.D. 14 B 29-1

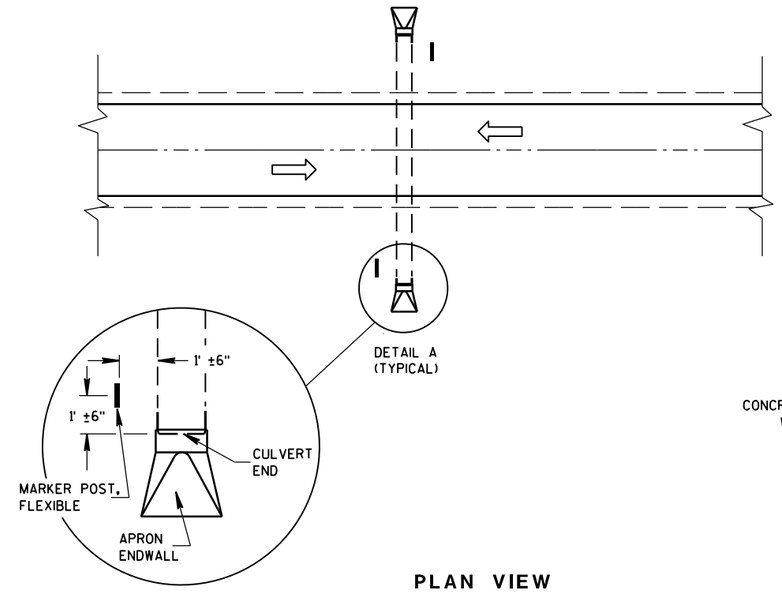
GENERAL NOTES

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



PLAN VIEW

DIVIDED HIGHWAY



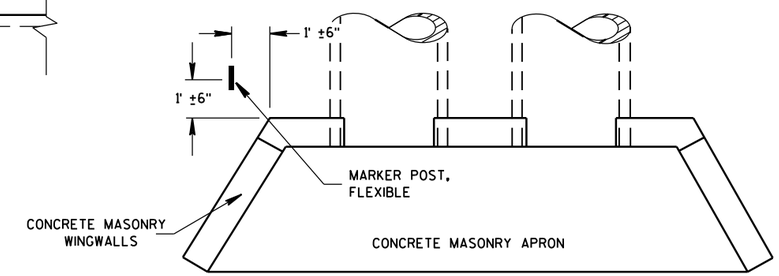
DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

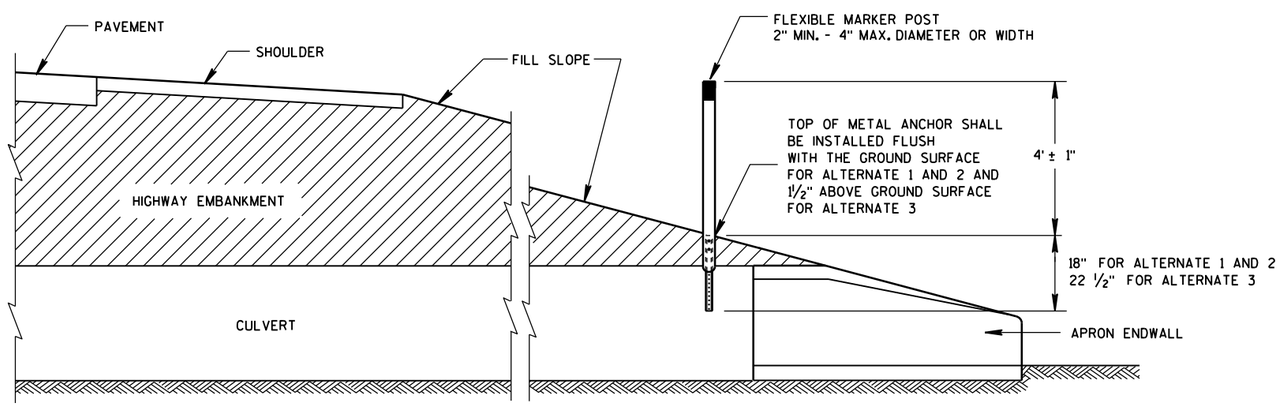
DIRECTION OF TRAFFIC FLOW



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

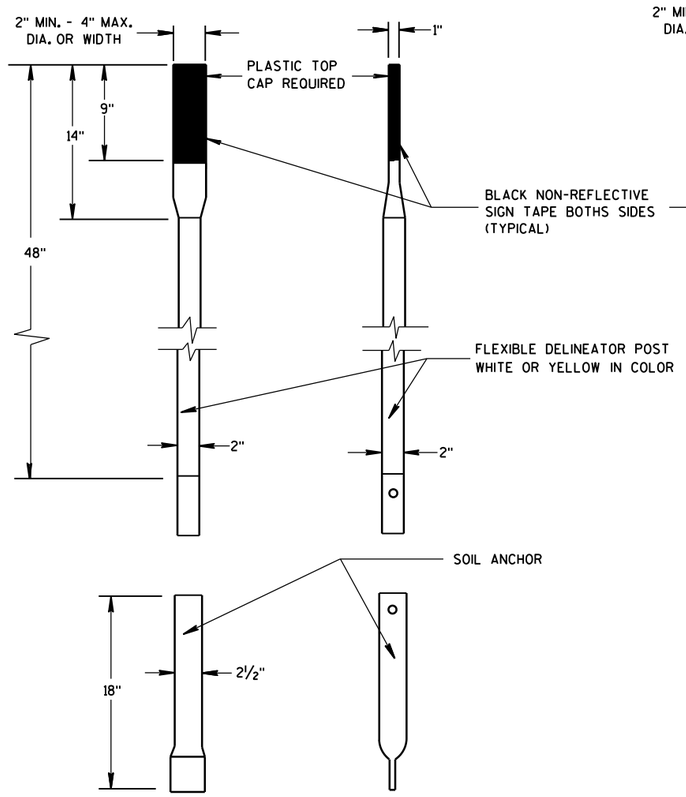
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

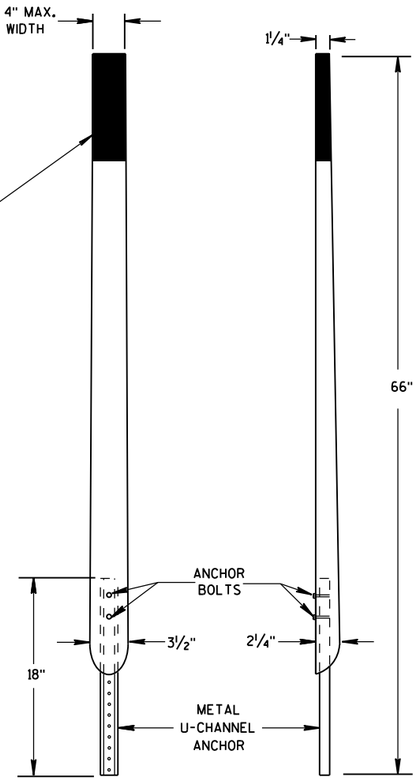
6

S.D.D. 15 A 3-2a



FRONT VIEW SIDE VIEW

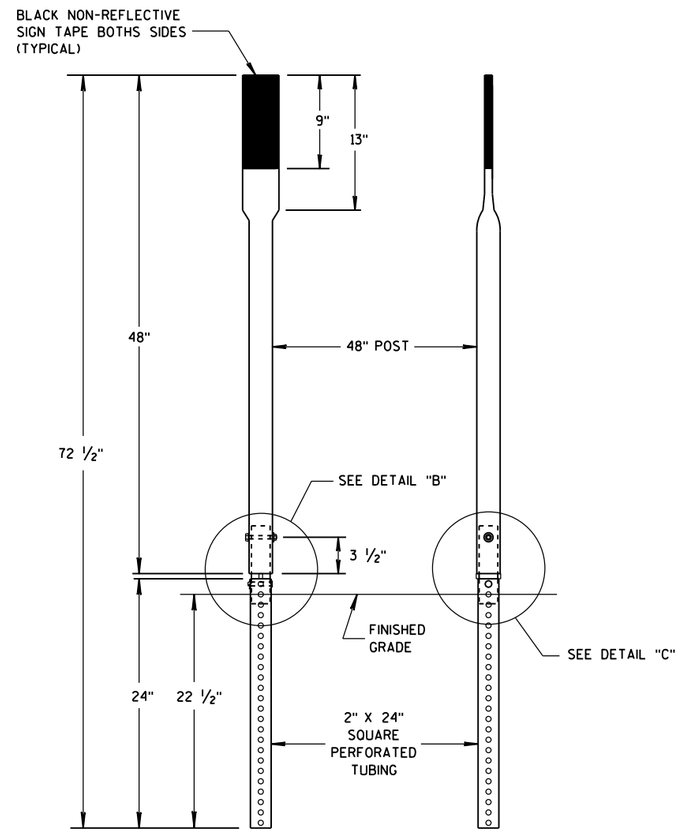
ALTERNATE 1



FRONT VIEW SIDE VIEW

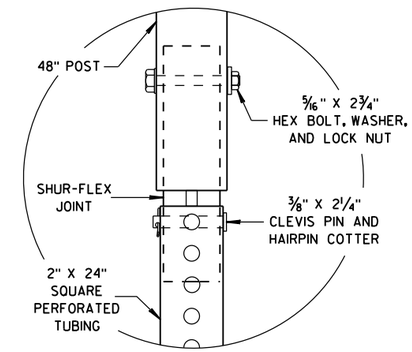
ALTERNATE 2

FLEXIBLE MARKER POSTS

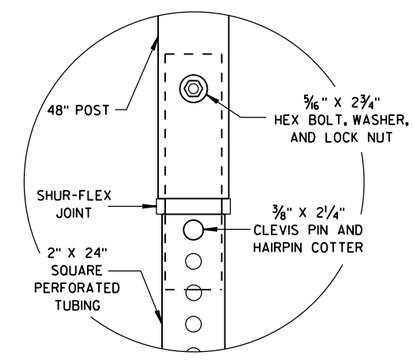


FRONT VIEW SIDE VIEW

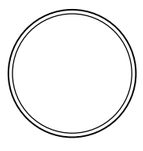
ALTERNATE 3



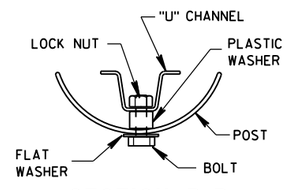
DETAIL B



DETAIL C



SECTION A-A



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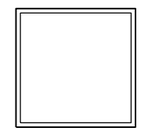
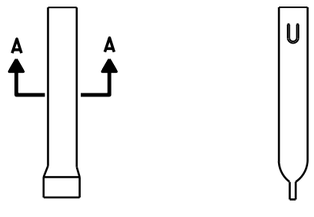
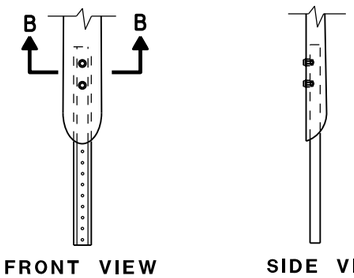


SECTION C-C



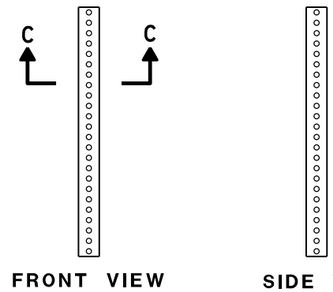
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER
FHWA

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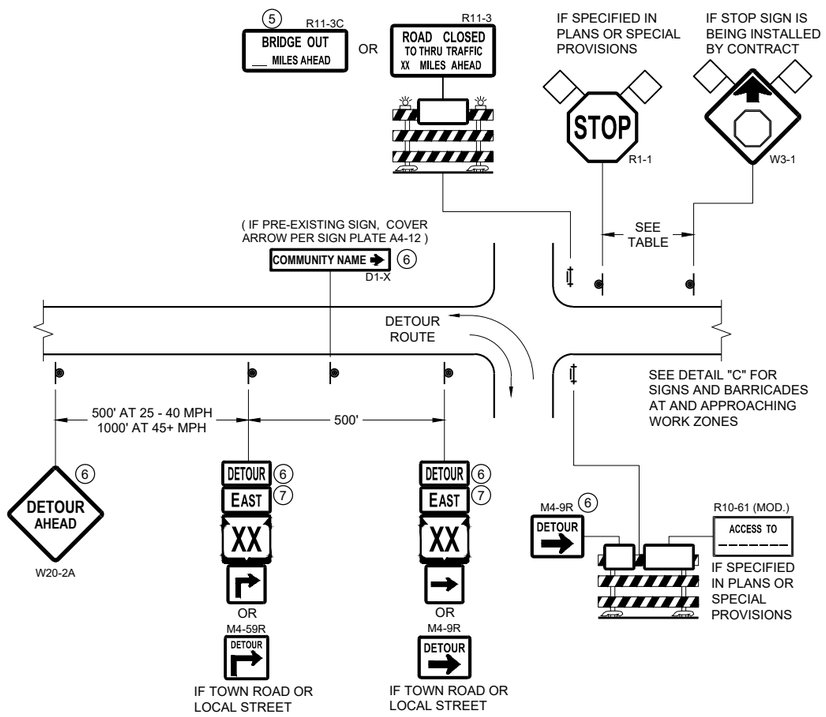
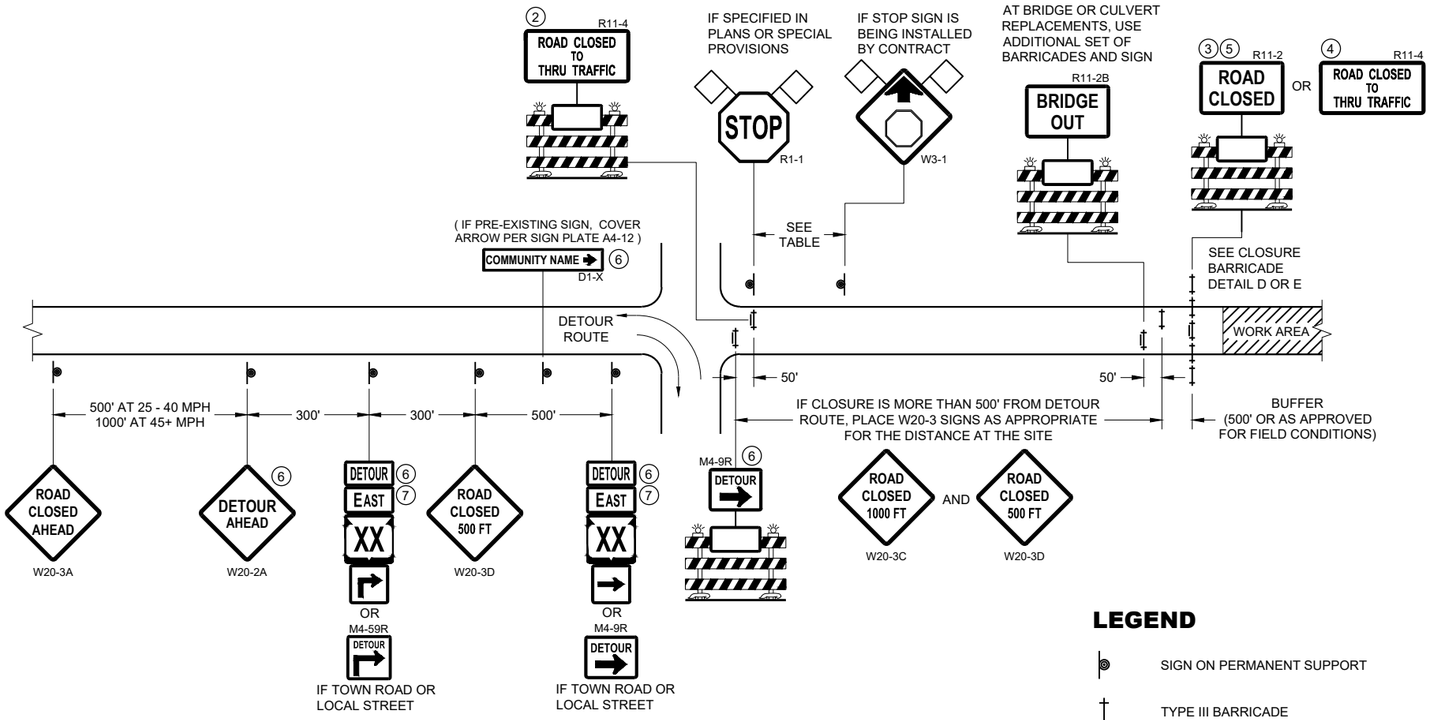
S.D.D. 15 A 3-2b

S.D.D. 15 A 3-2b



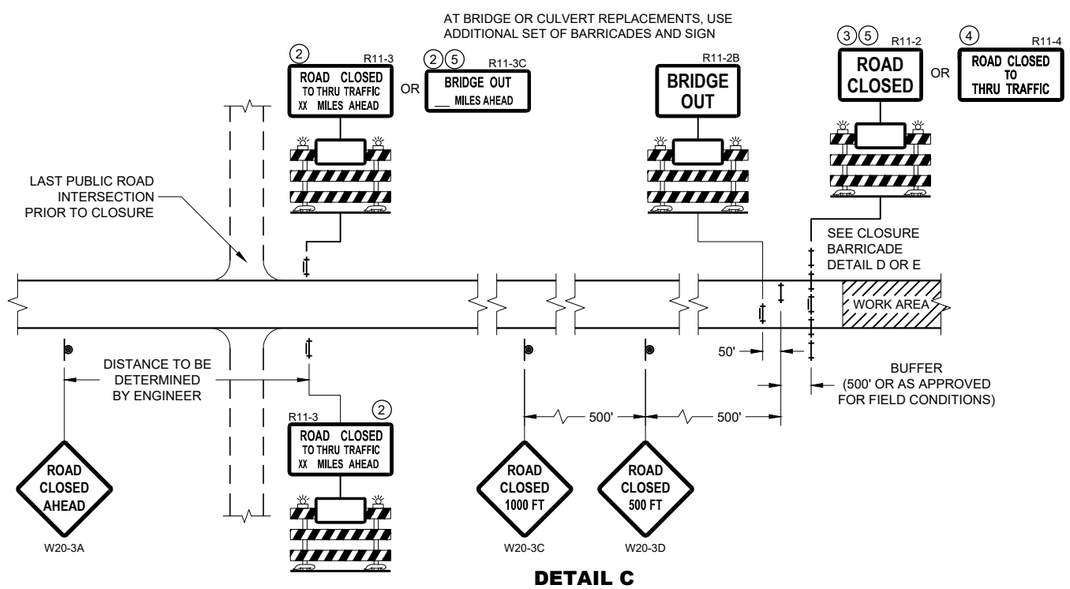
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX (M1 - 4) OR XX (M1 - 6) OR COUNTY X (M1 - 5A)
- (M05 - 1) OR (M06 - 1)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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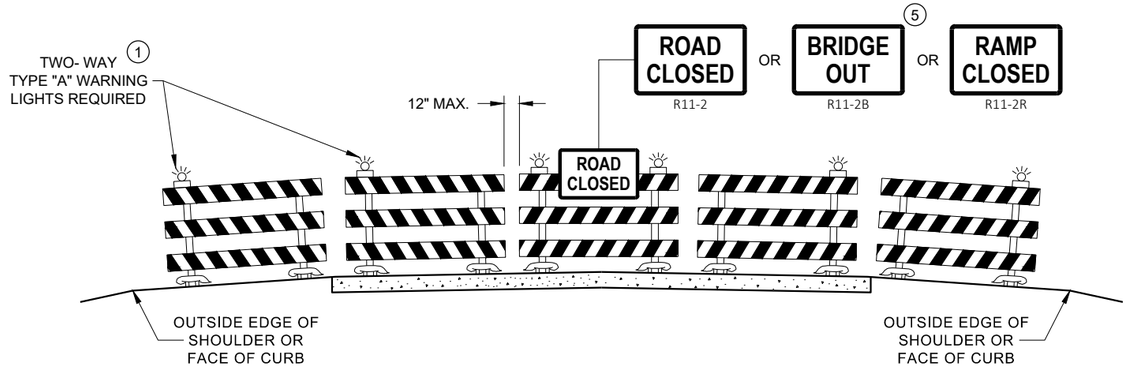
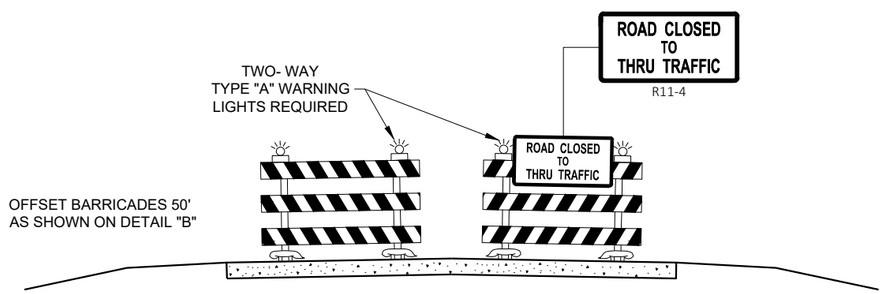
SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

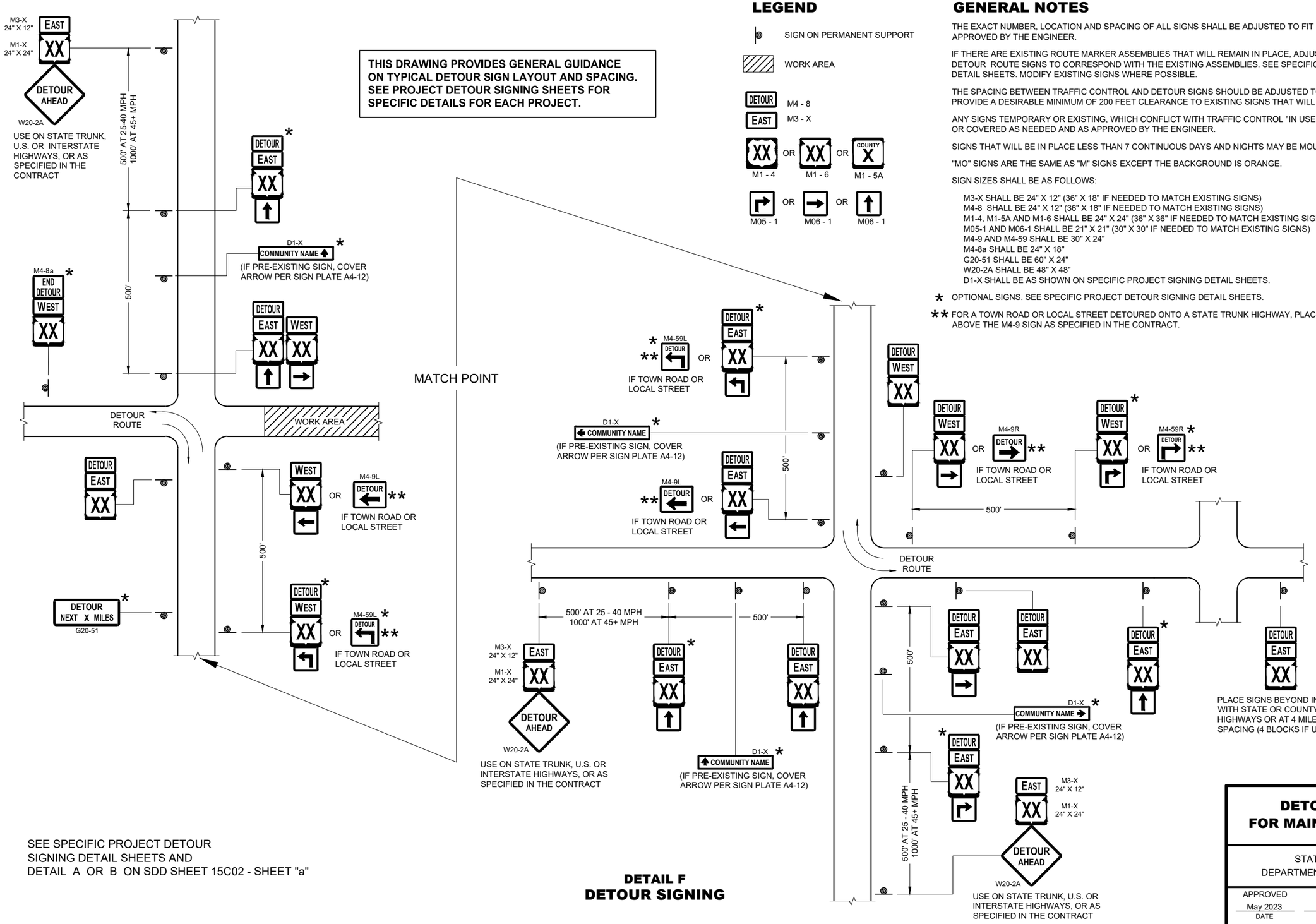
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

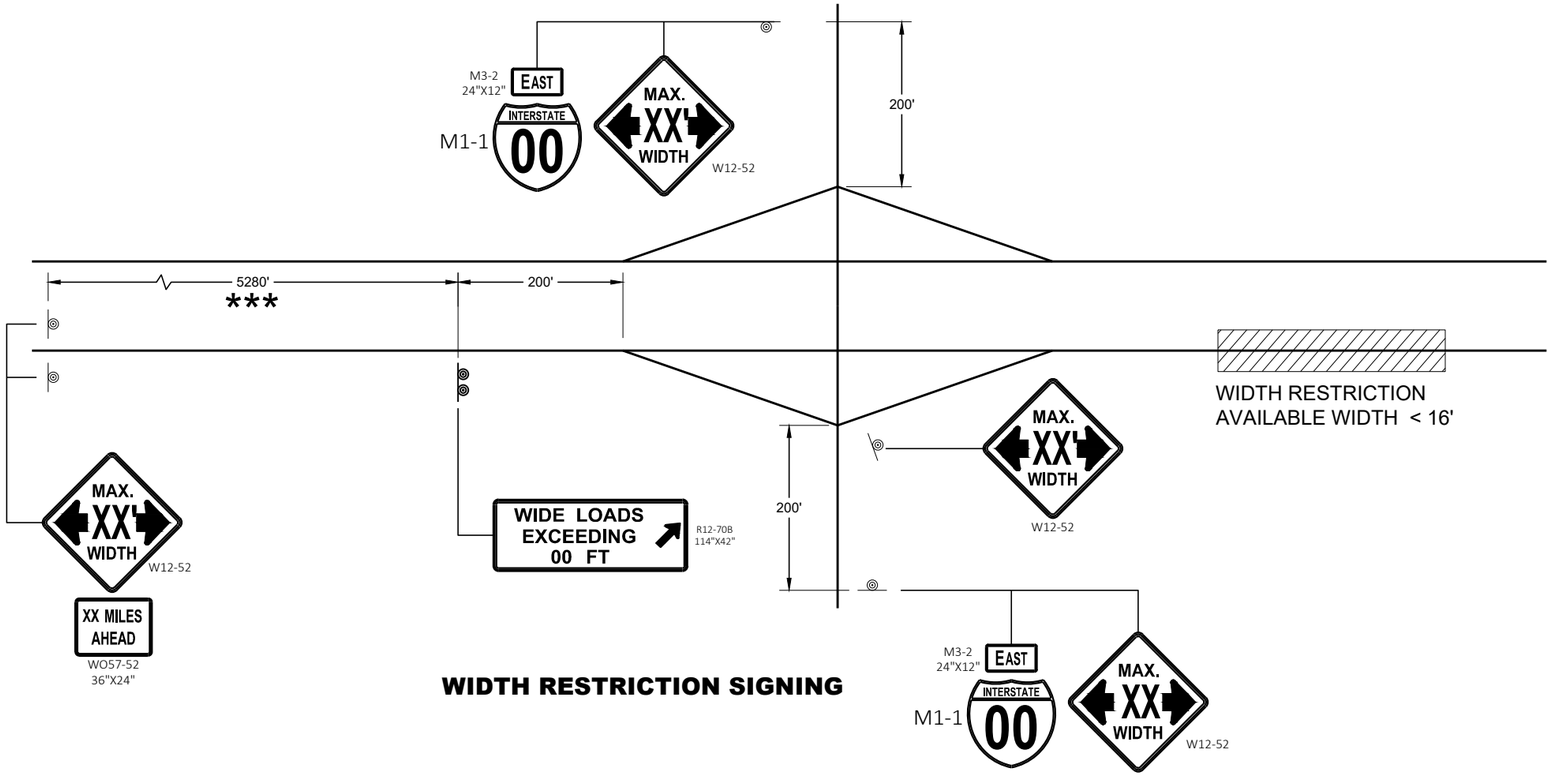
DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C02 - 09c
6



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

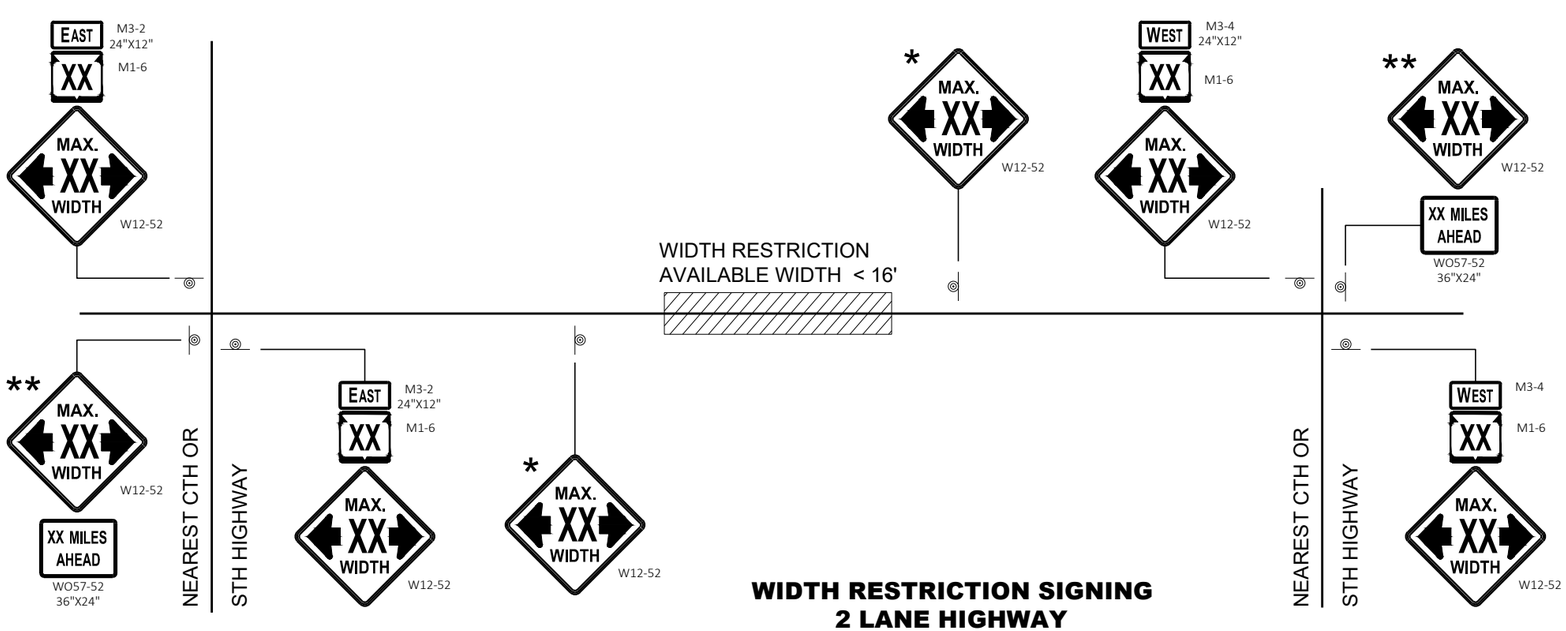
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

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

6

6

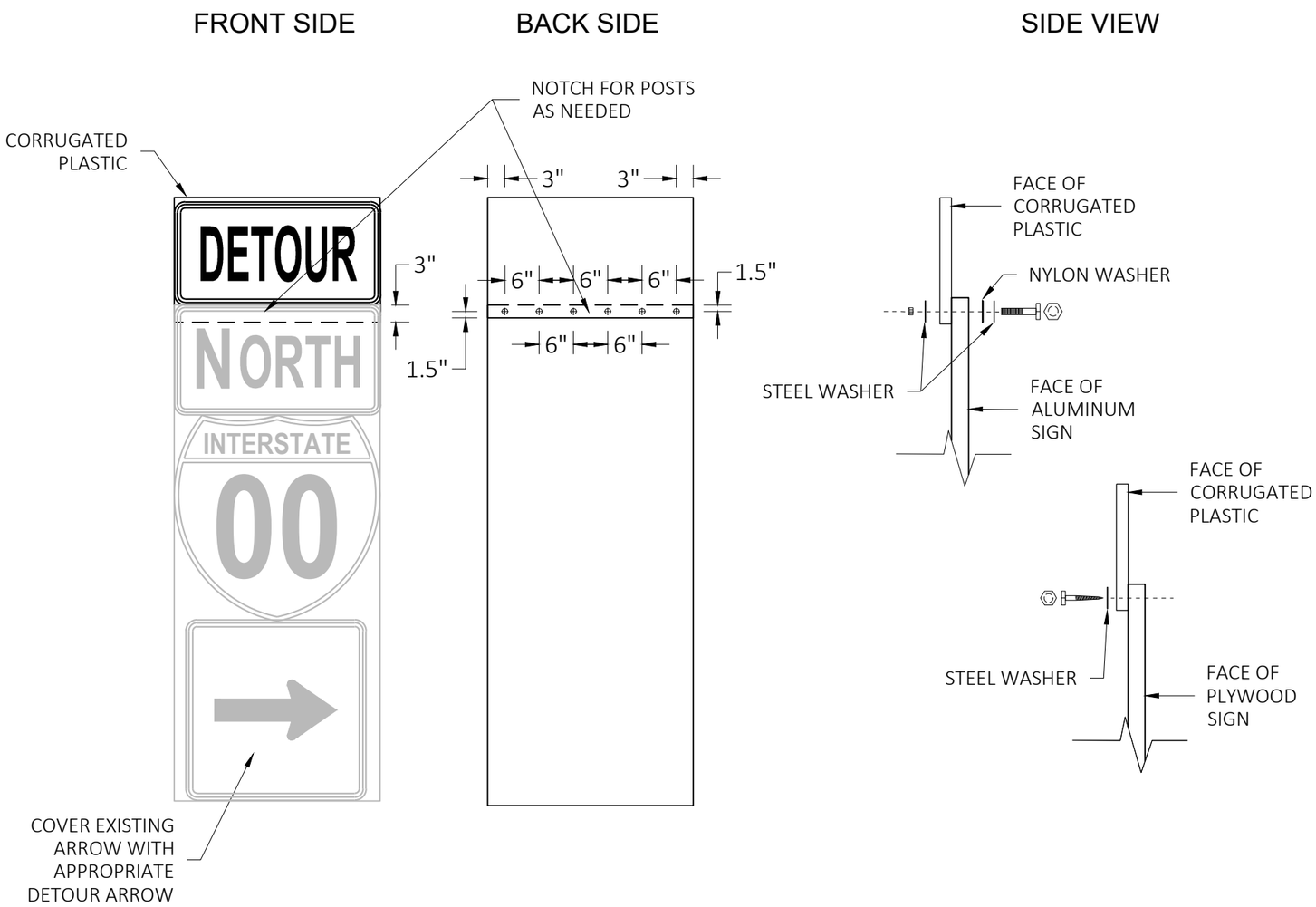
SDD 15C02 - 09f

SDD 15C02 - 09f

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

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.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

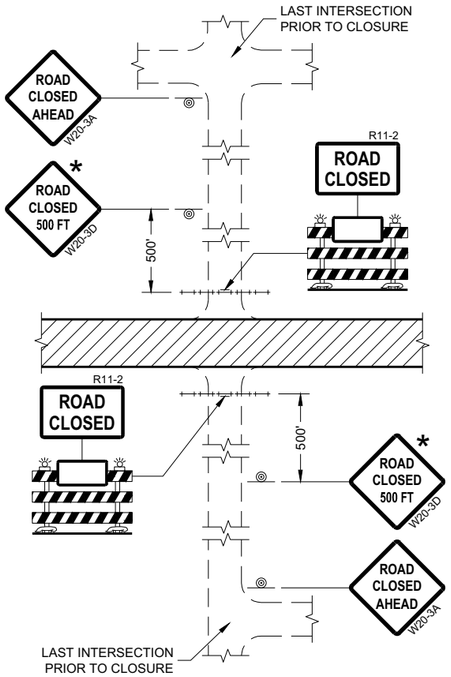
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

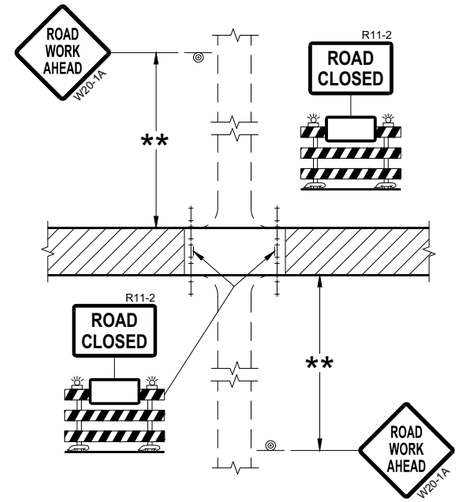
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

6
SDD 15C02-09h



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

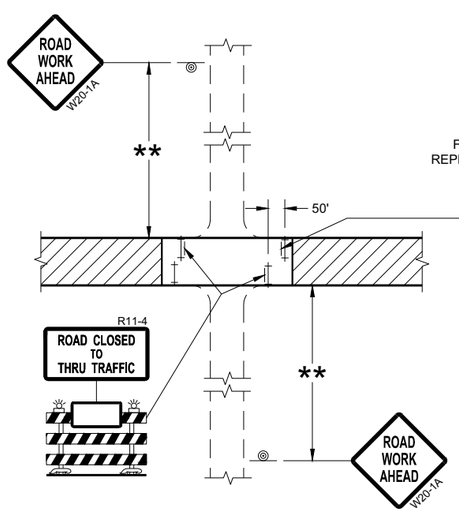
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

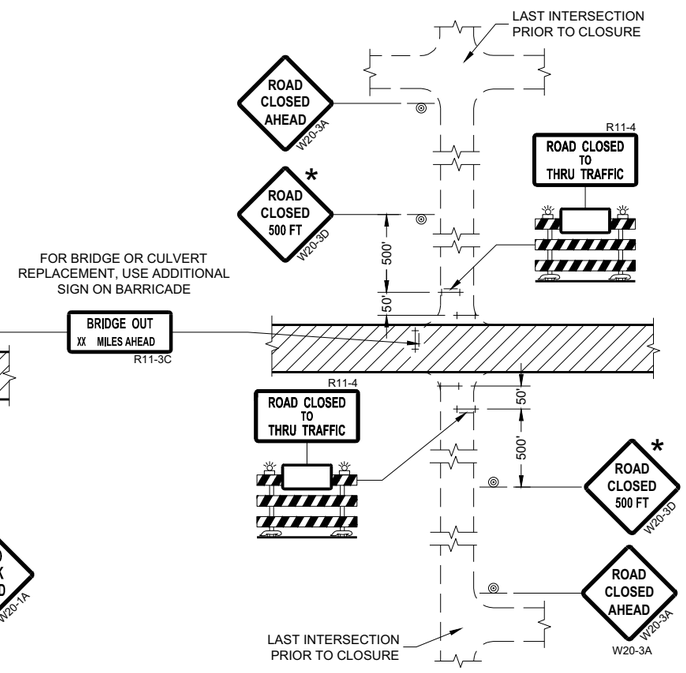
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

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

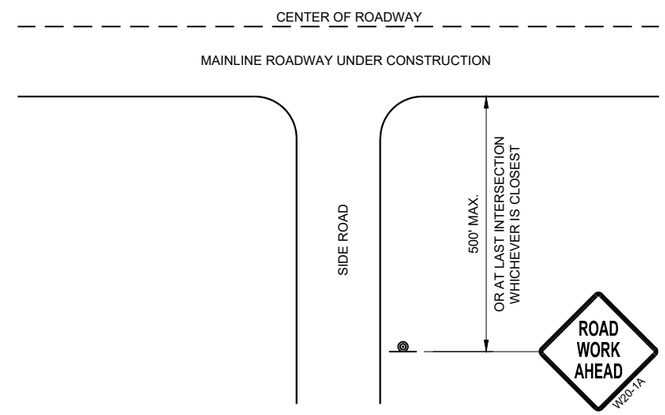
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

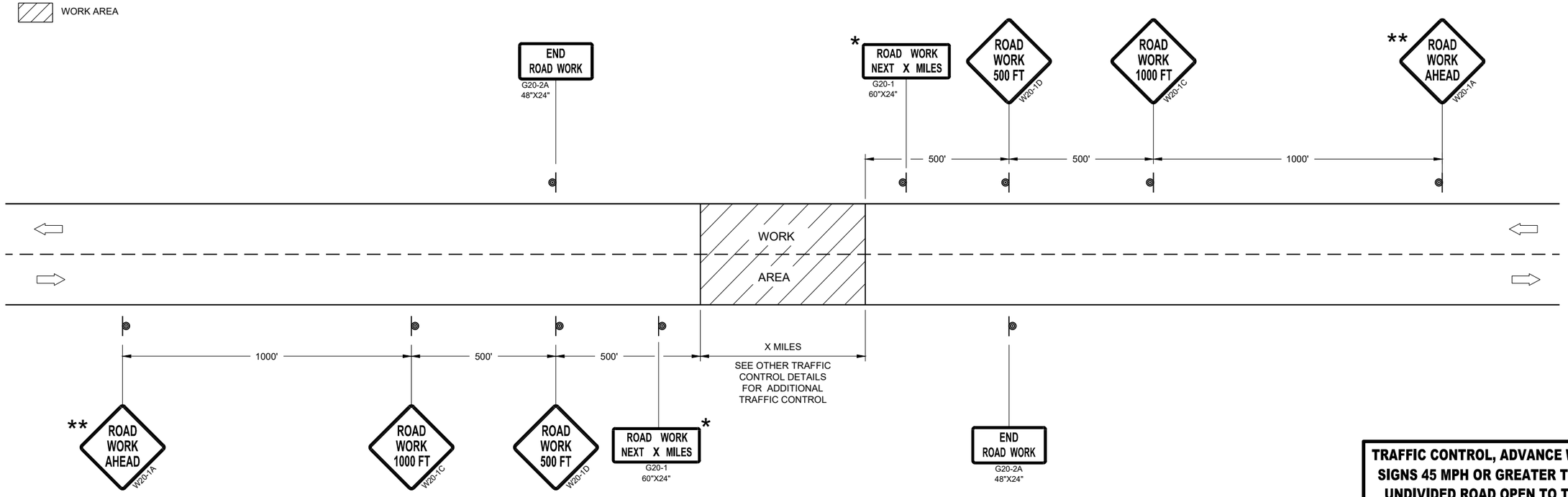
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15C04 - 05

GENERAL NOTES

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

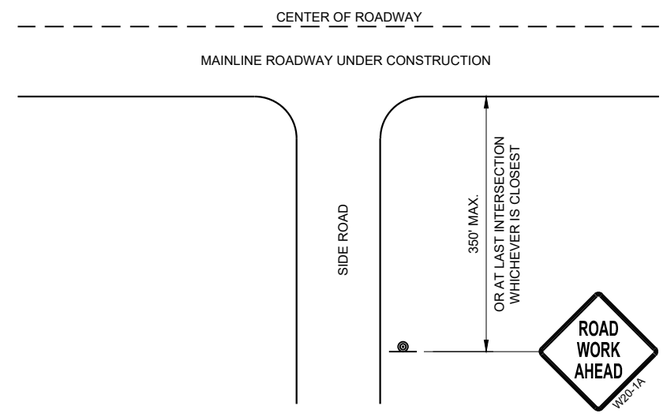
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

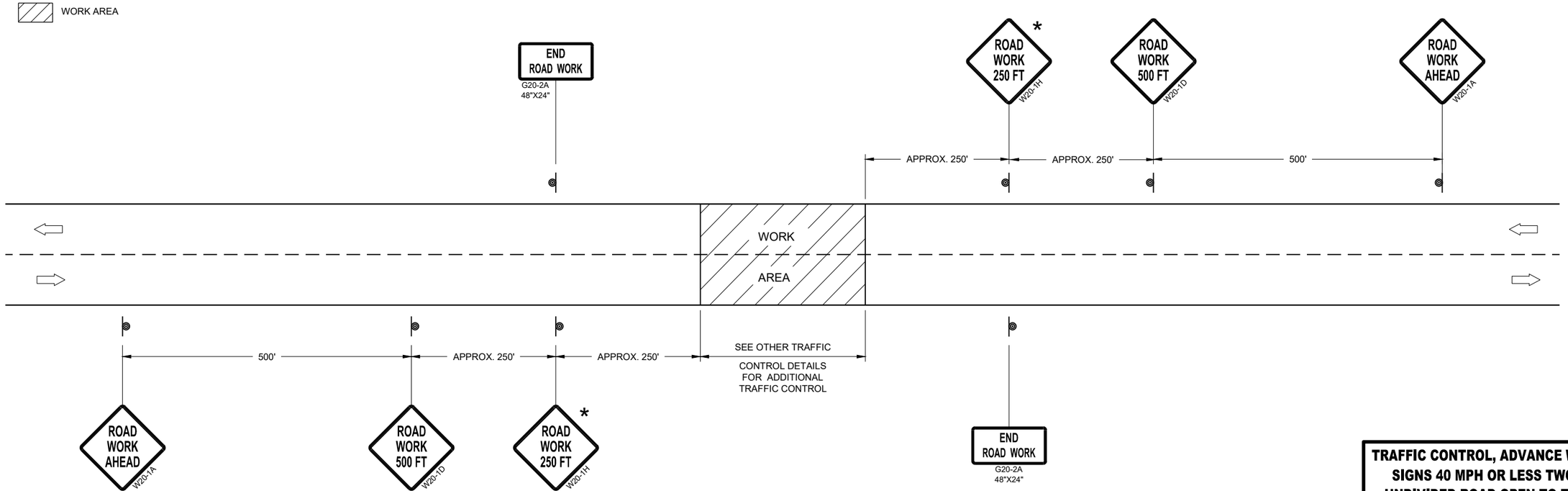
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

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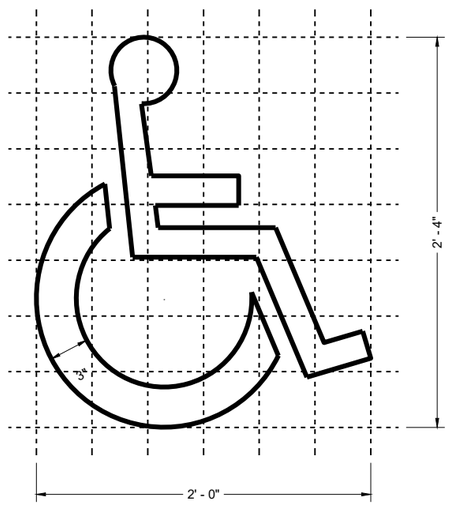
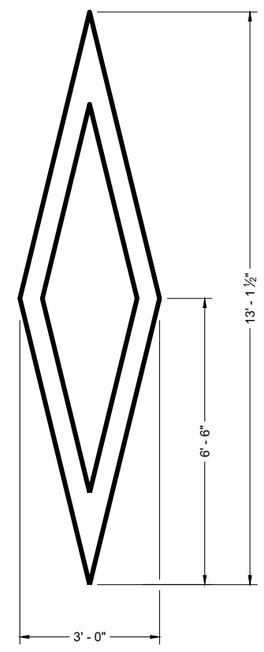
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

SDD 15C07-16a

PAVEMENT MARKING SYMBOLS

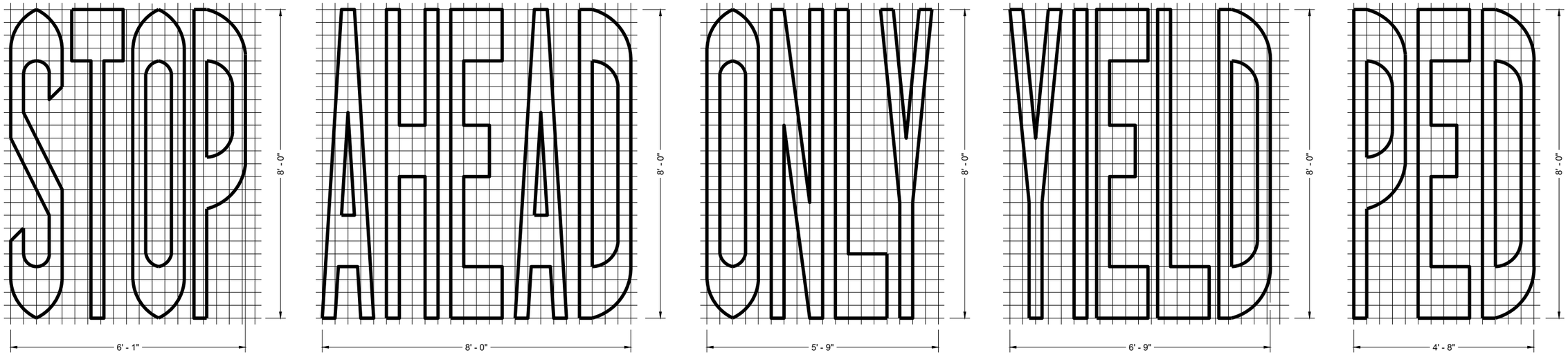
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

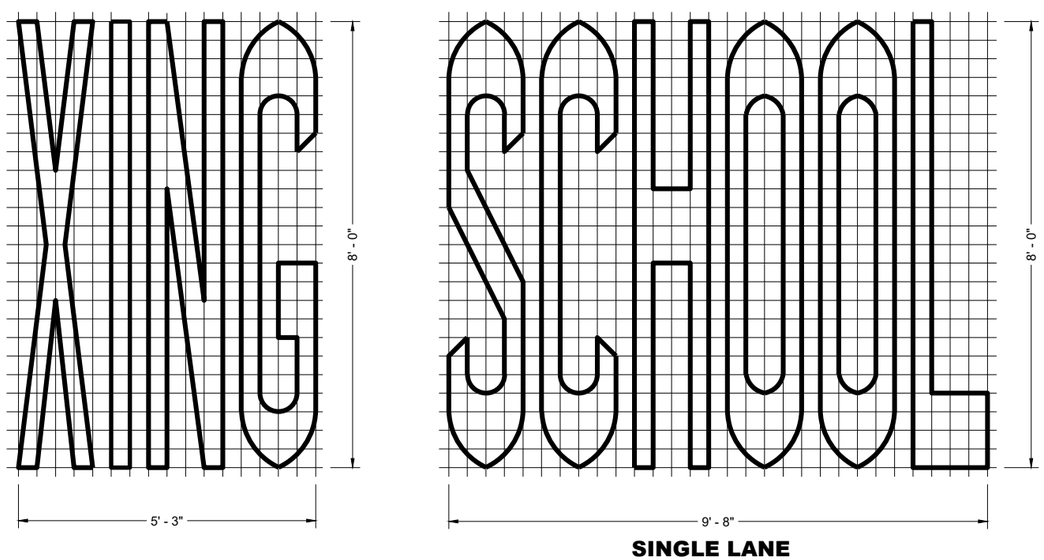
APPROVED
November 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

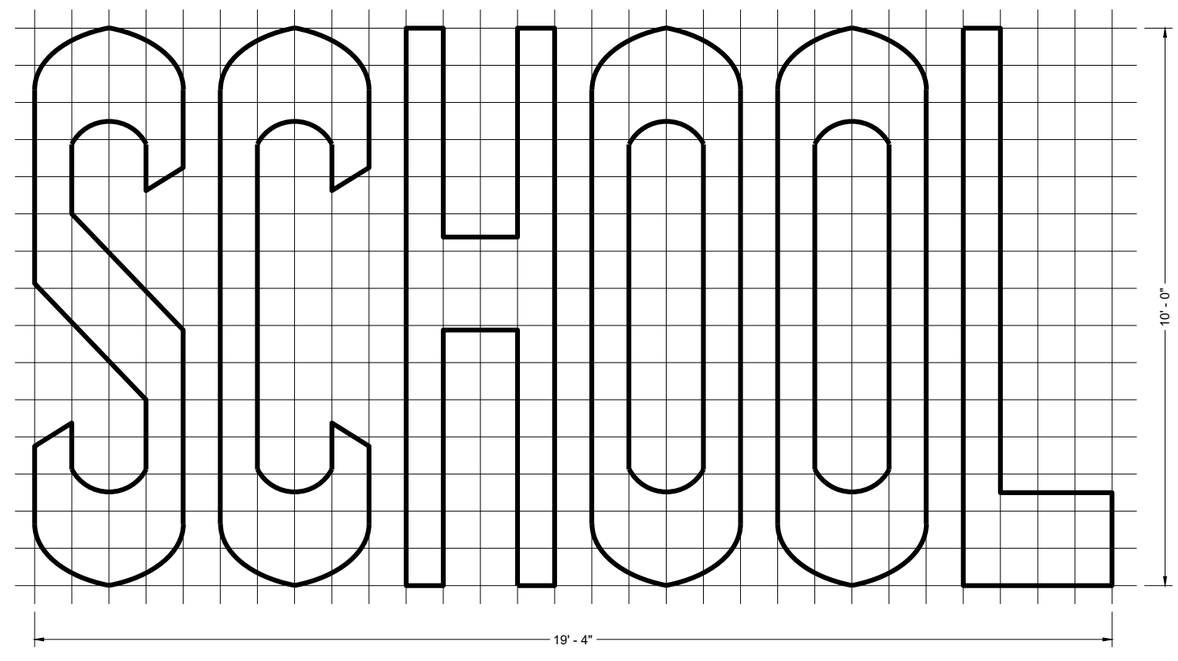
6

SDD 15C07-16a





SINGLE LANE



TWO - LANE

6

6

SDD 15C07-16b

SDD 15C07-16b

GENERAL NOTES

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

PAVEMENT MARKING WORDS

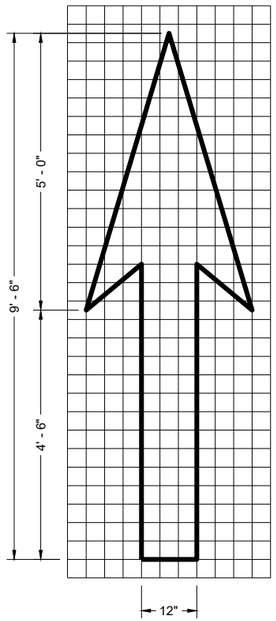
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

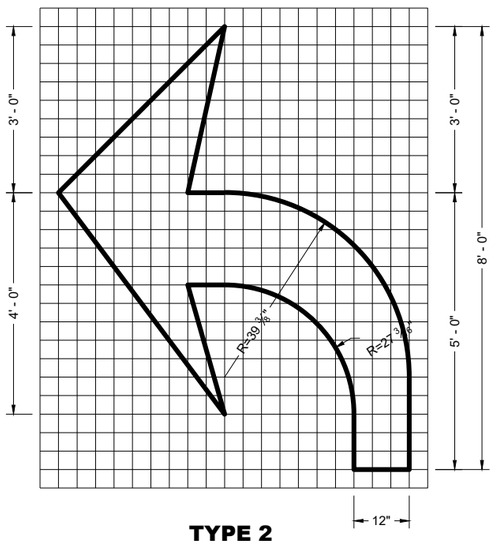
FHWA

GENERAL NOTES

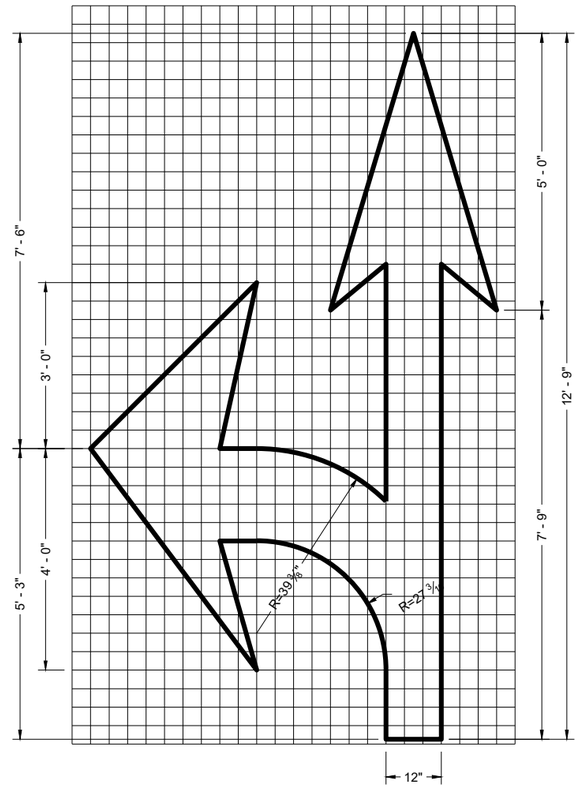
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



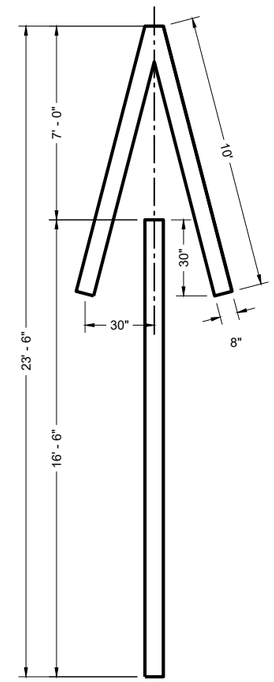
TYPE 1



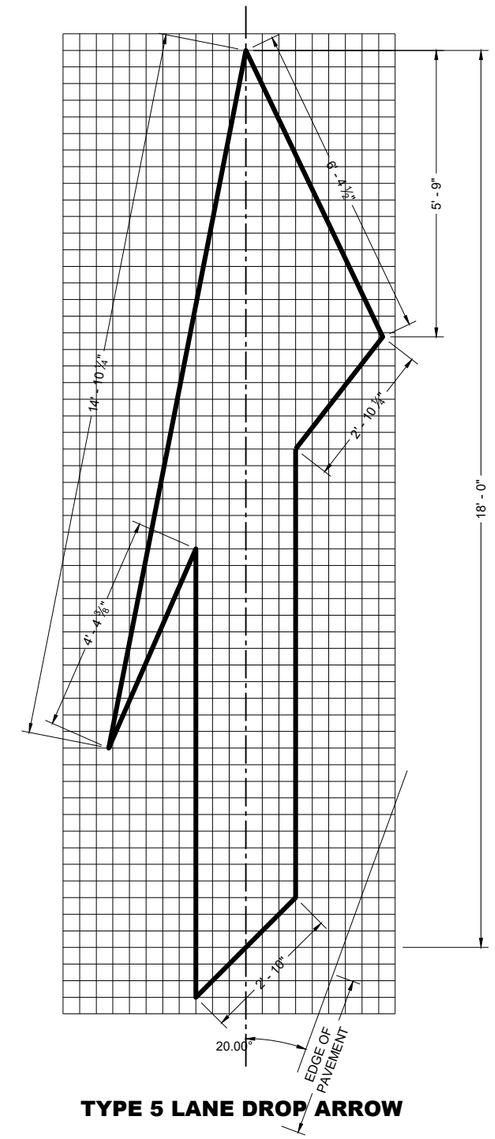
TYPE 2



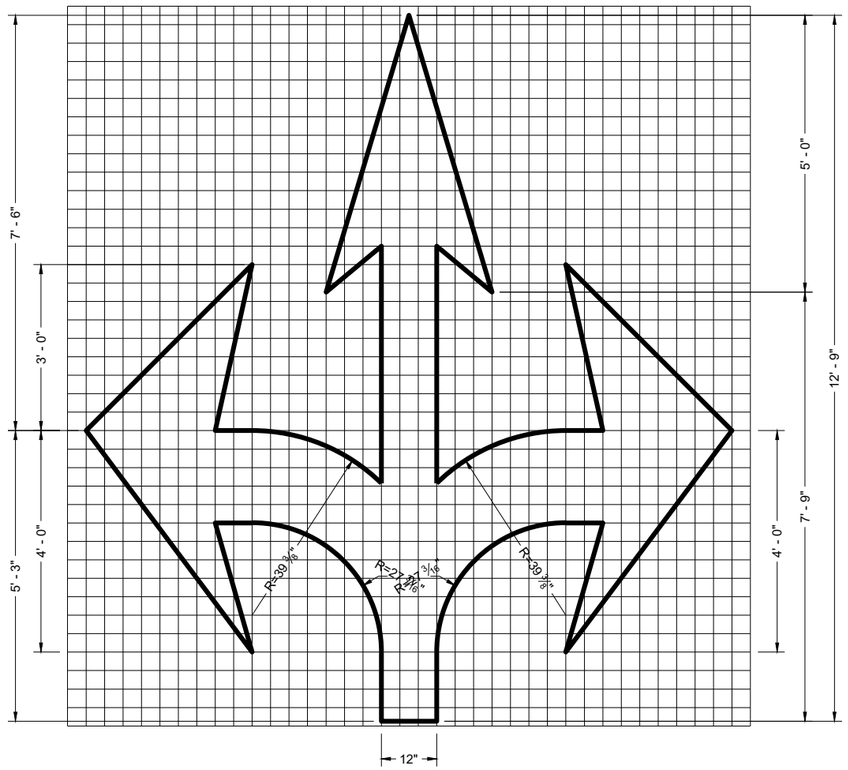
TYPE 3



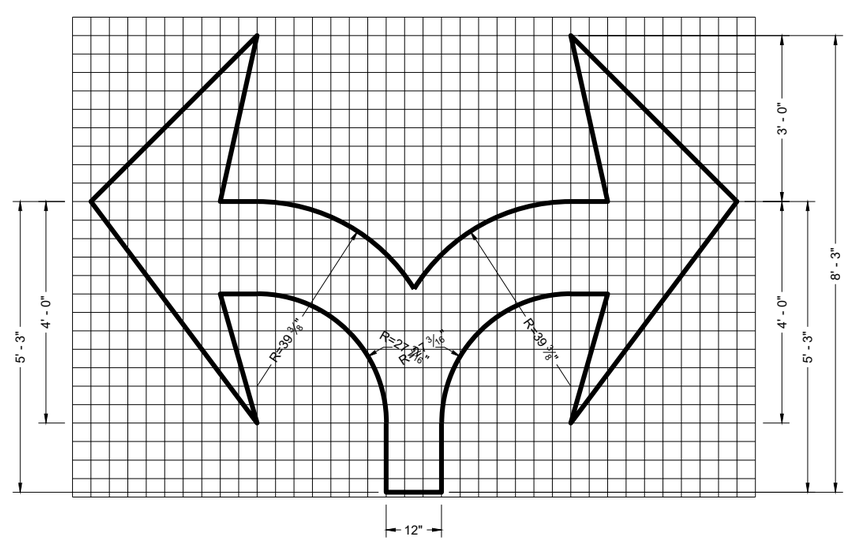
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

SDD 15C07-16c

PAVEMENT MARKING ARROWS

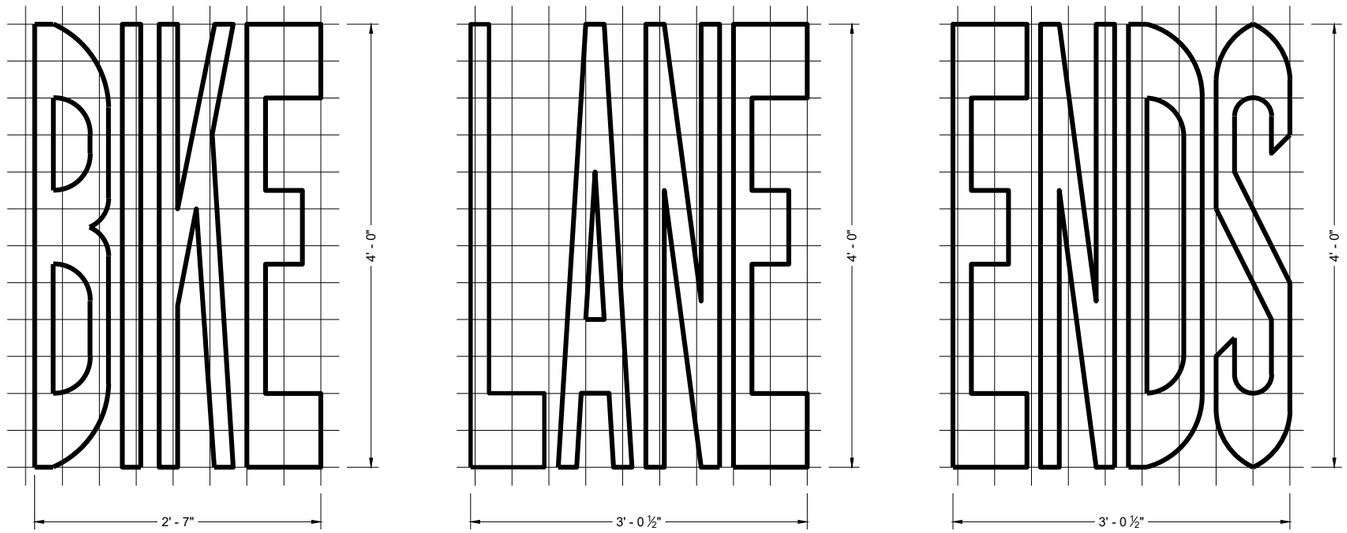
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

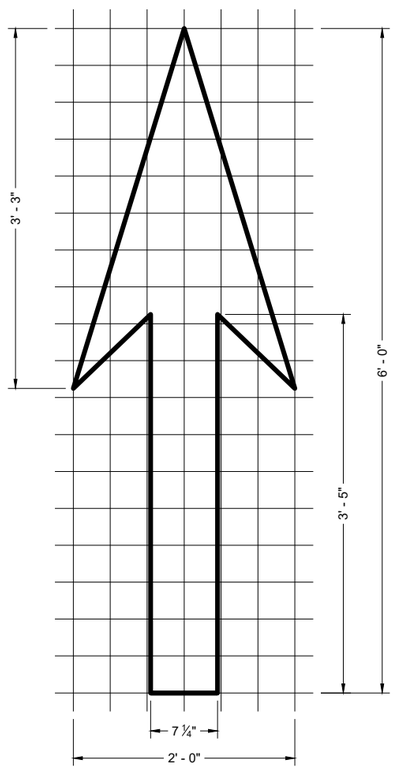
SDD 15C07-16c



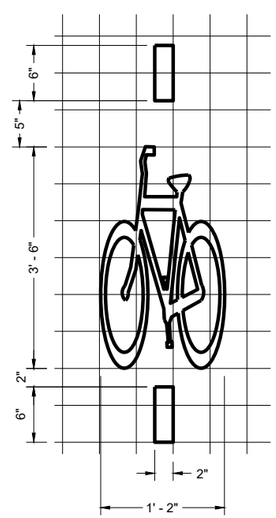
BIKE LANE WORDS

GENERAL NOTES

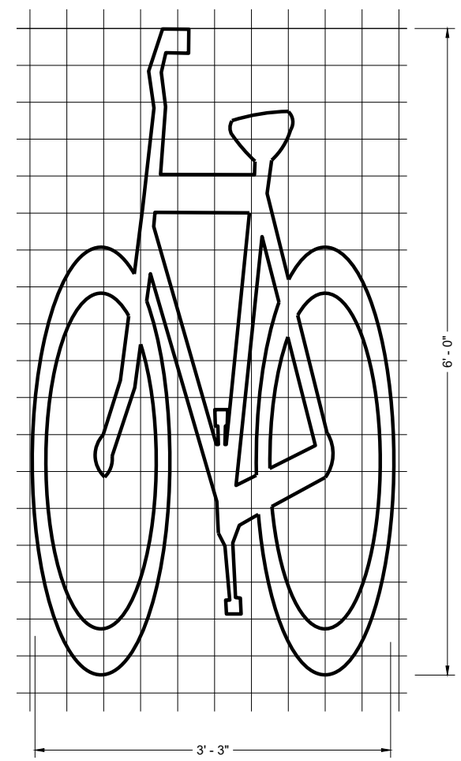
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



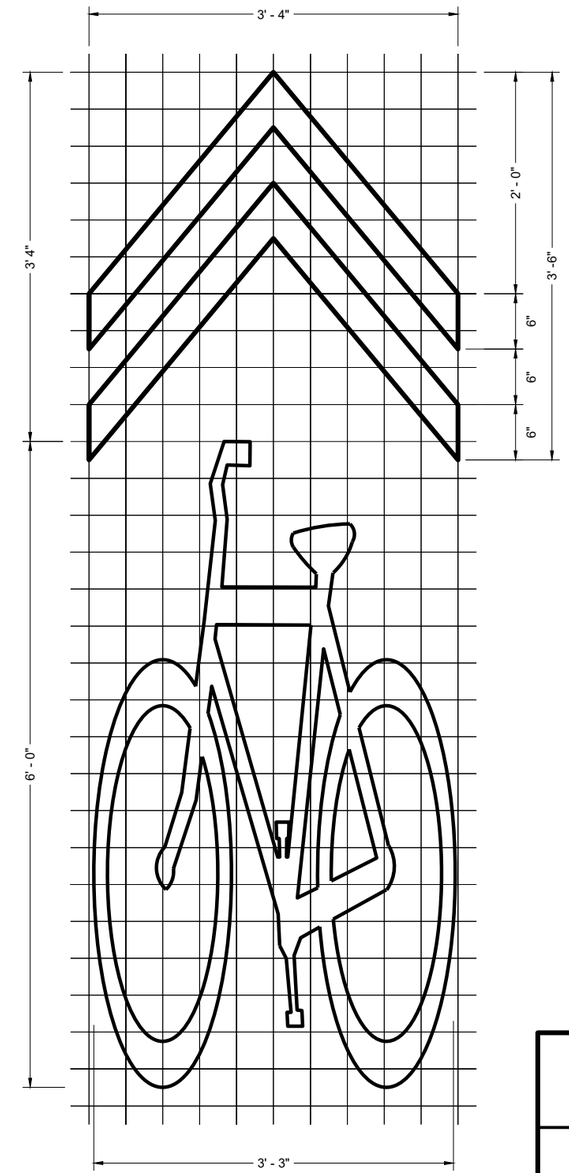
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL



BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07-16e

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

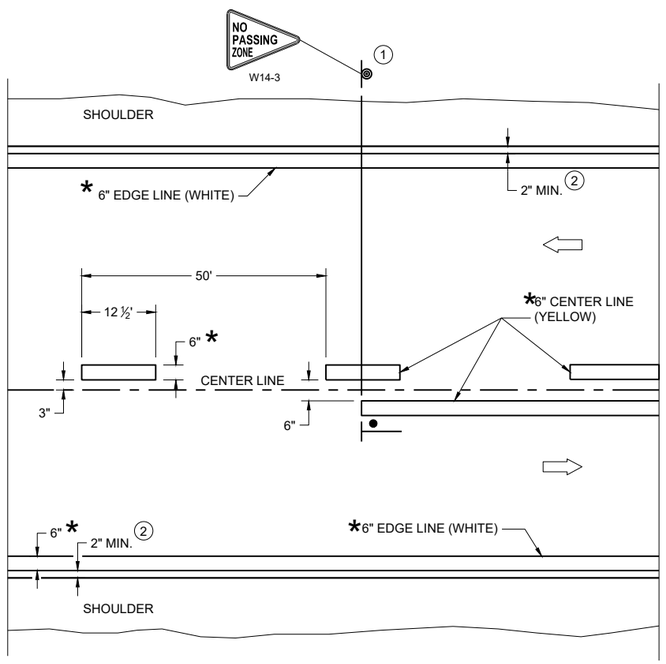
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

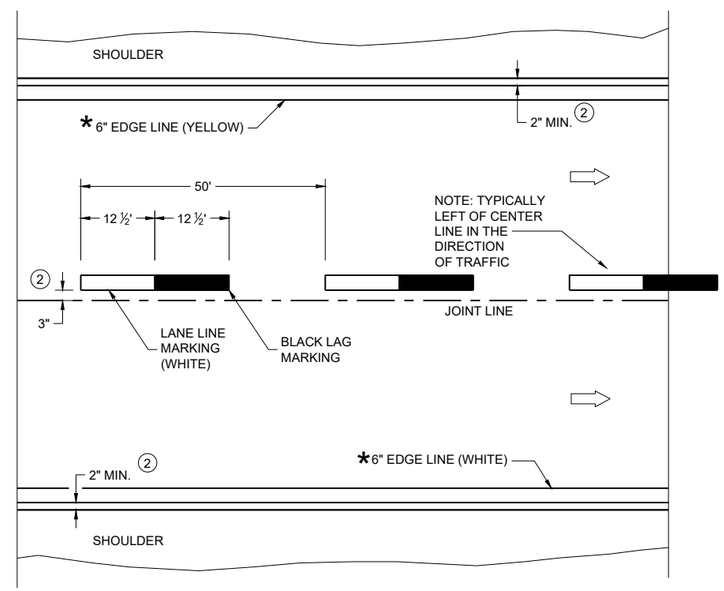
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

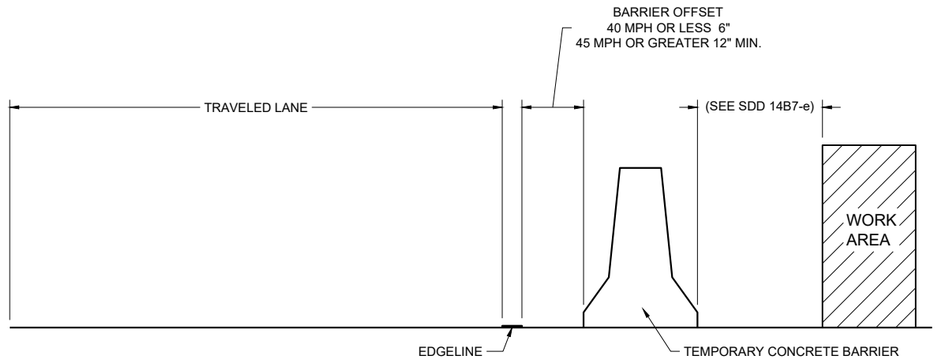
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

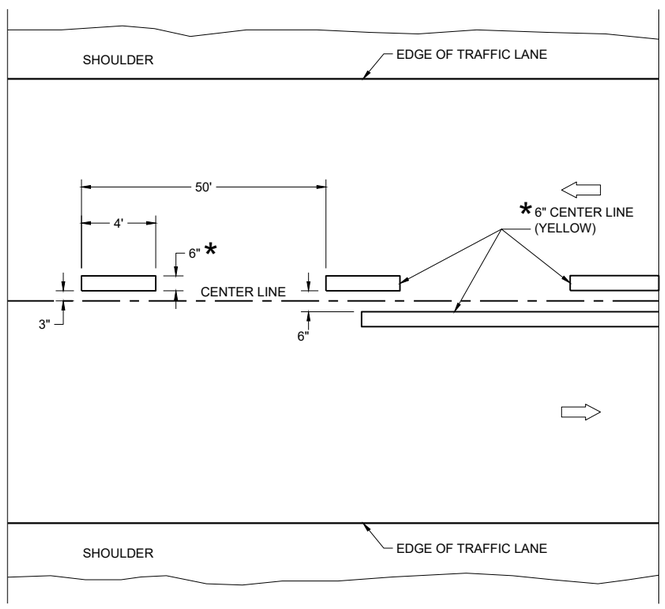
GENERAL NOTES

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

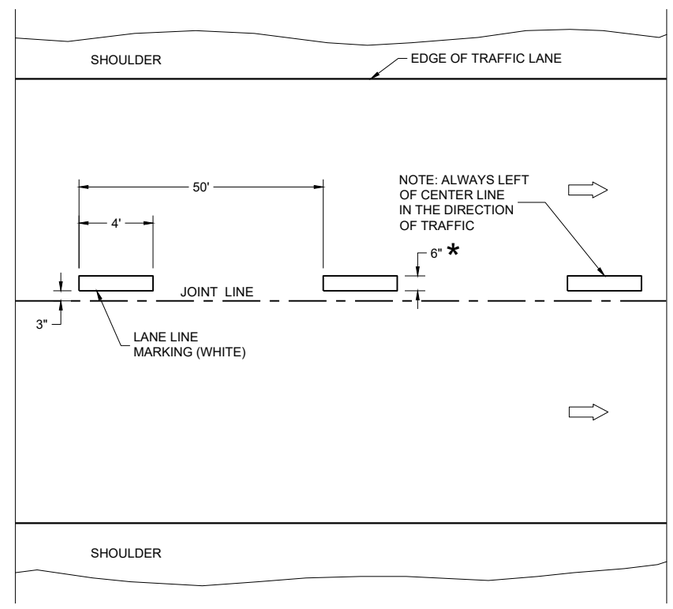
LEGEND

⇨ DIRECTION OF TRAFFIC

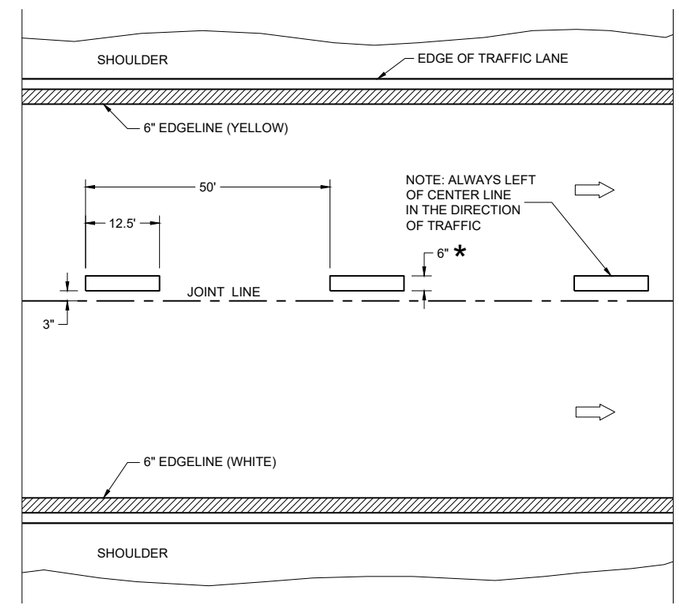
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

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

6

SDD 15C08-23b

6

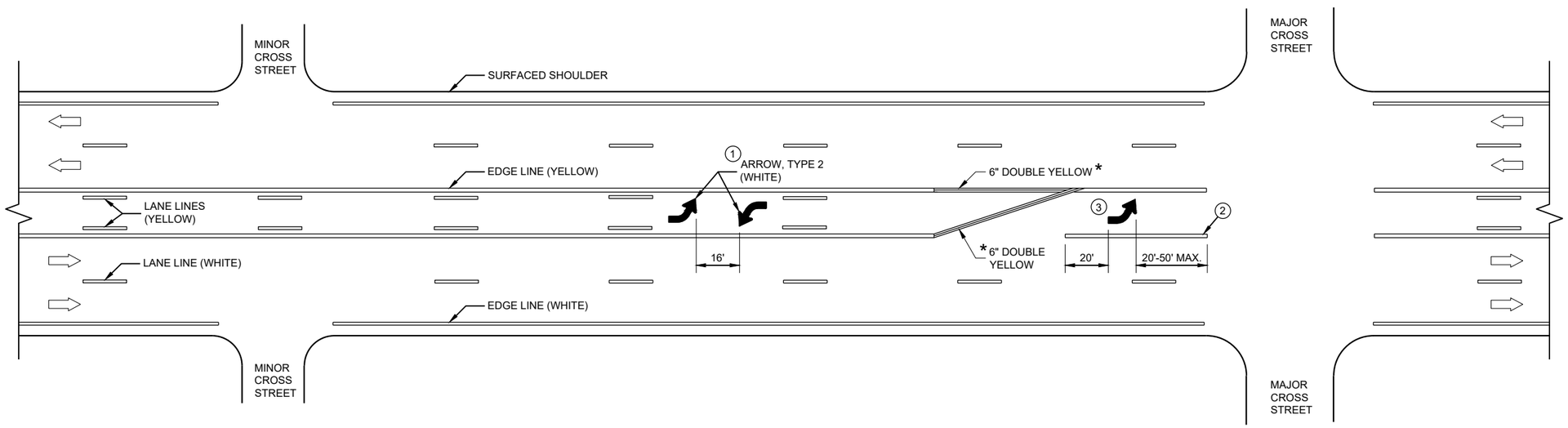
SDD 15C08-23b

GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

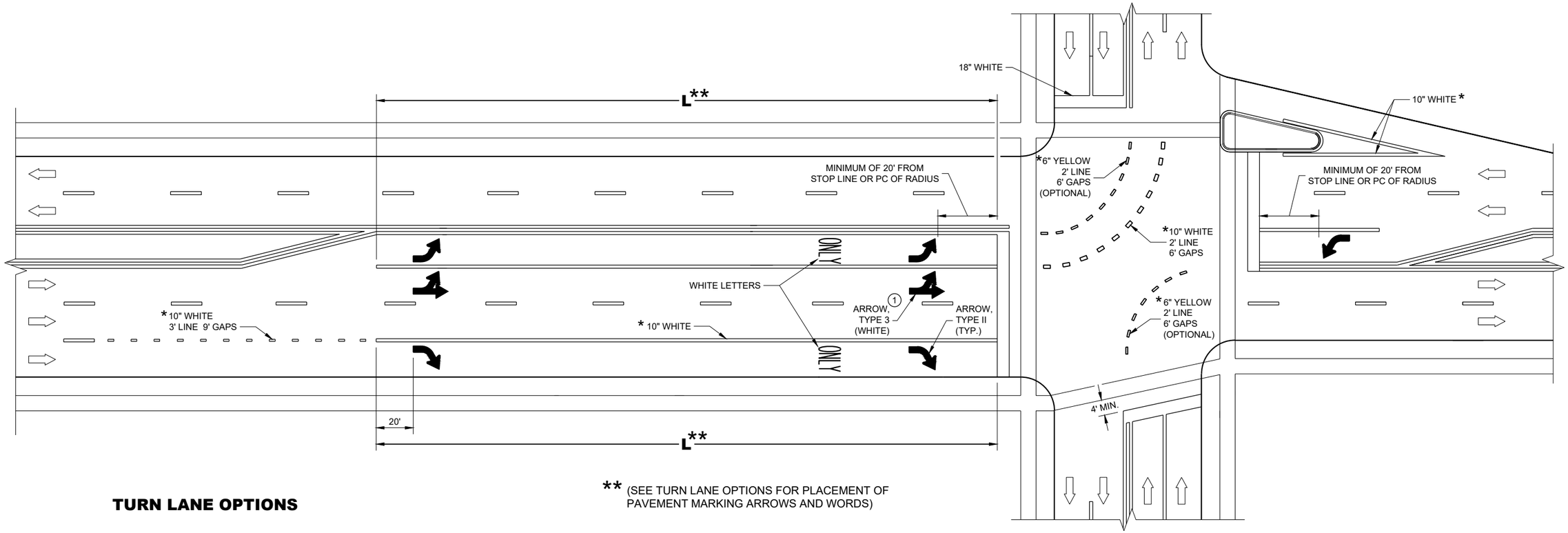
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

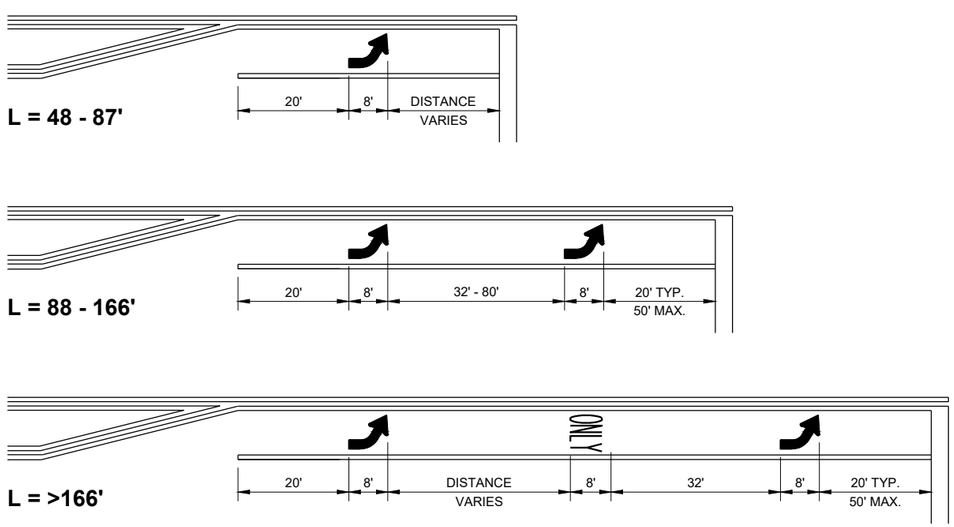
SDD 15C08-23c



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

TURN LANE OPTIONS

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



GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

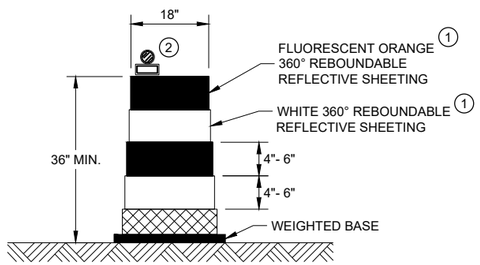
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

SDD 15C08-23d

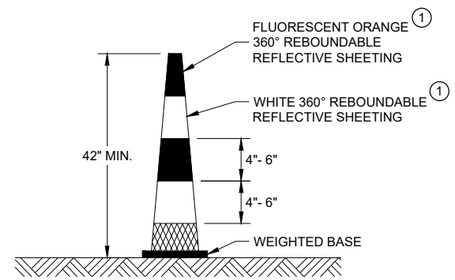
GENERAL NOTES

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



DRUM

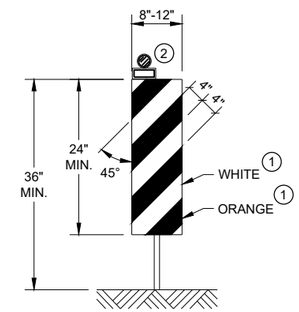
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

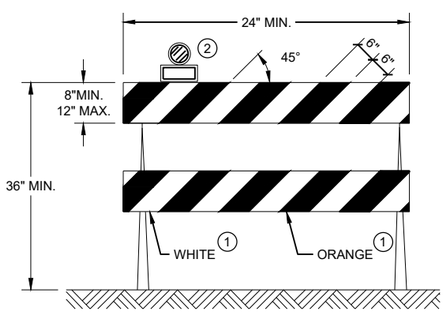
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



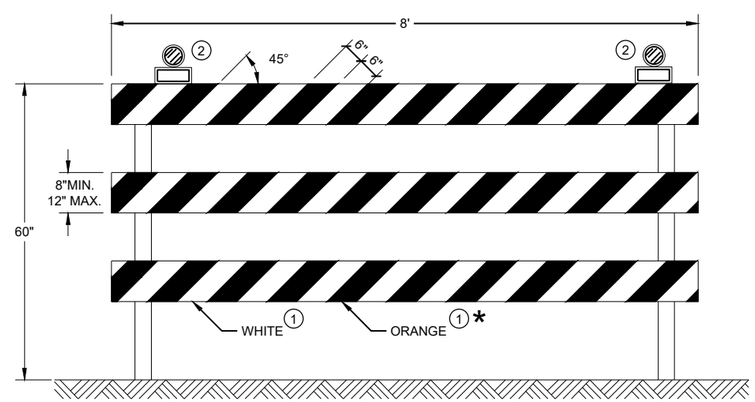
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — /S/ Andrew Heidtke
DATE — WORK ZONE ENGINEE
FHWA

6

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SDD 15C11 - 10b

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

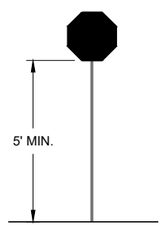
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

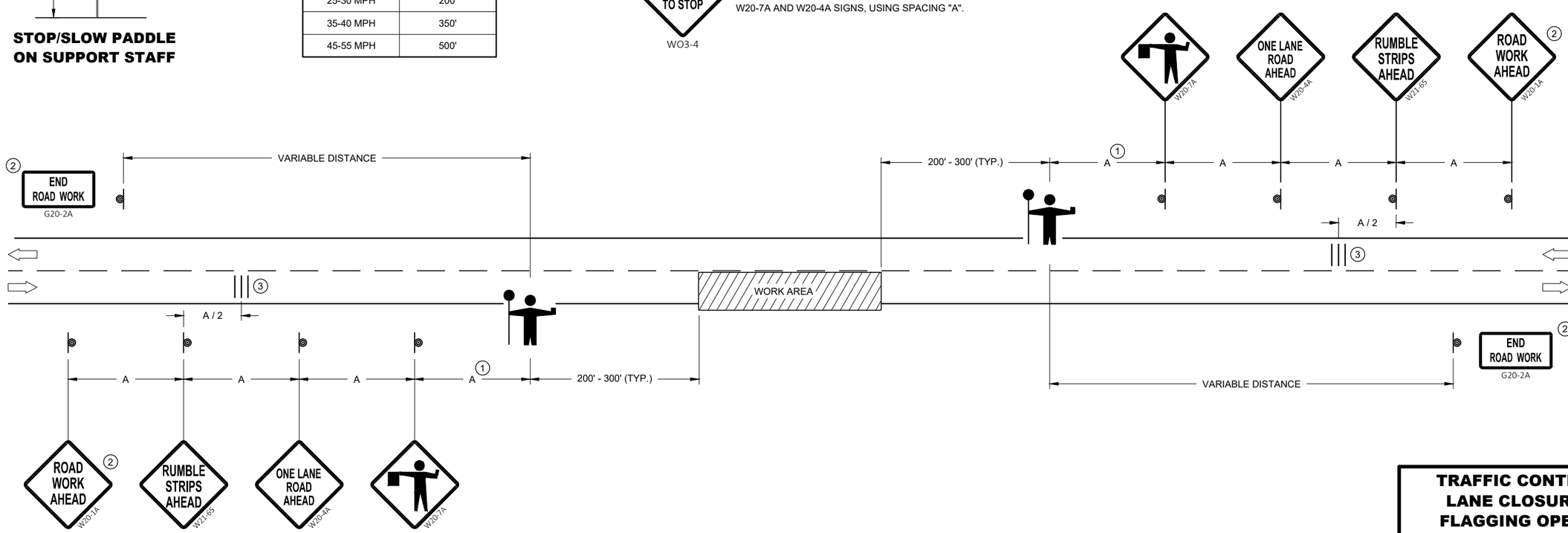


STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

USE OF 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

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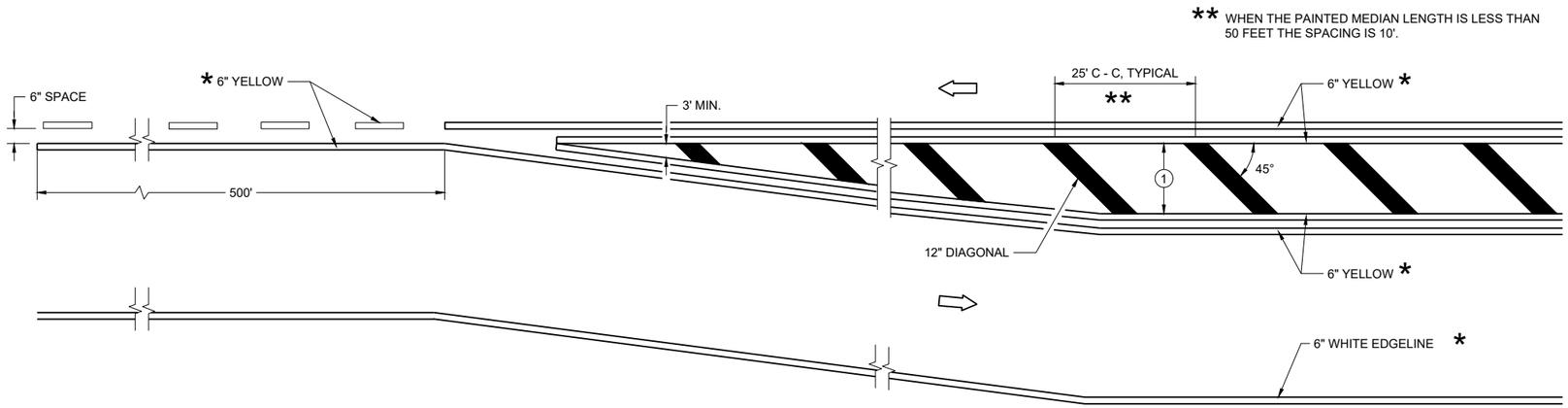
SDD 15C12 - 09a



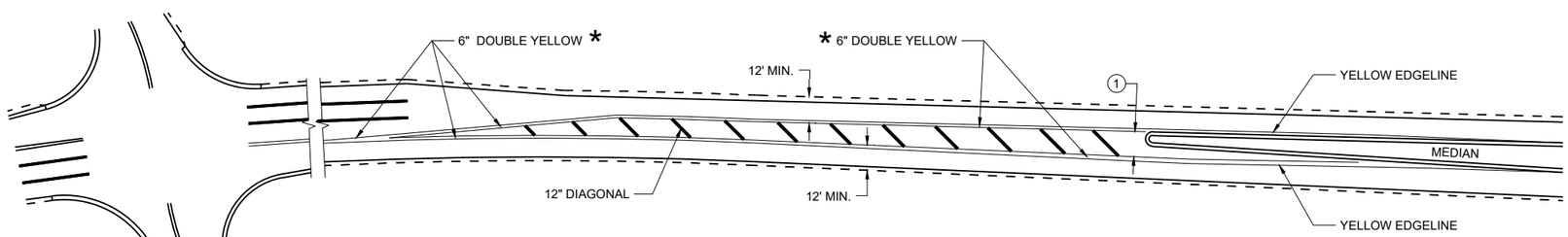
MEDIAN ISLAND DETAIL

GENERAL NOTES

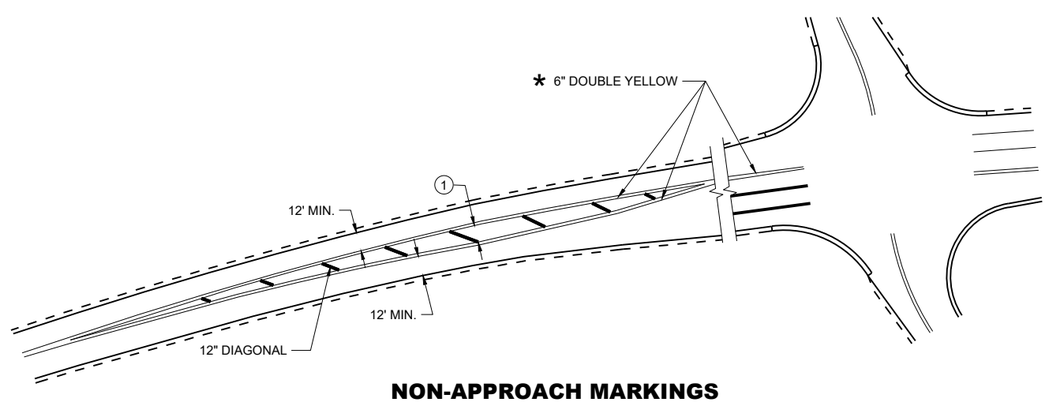
1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C18-09a

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.

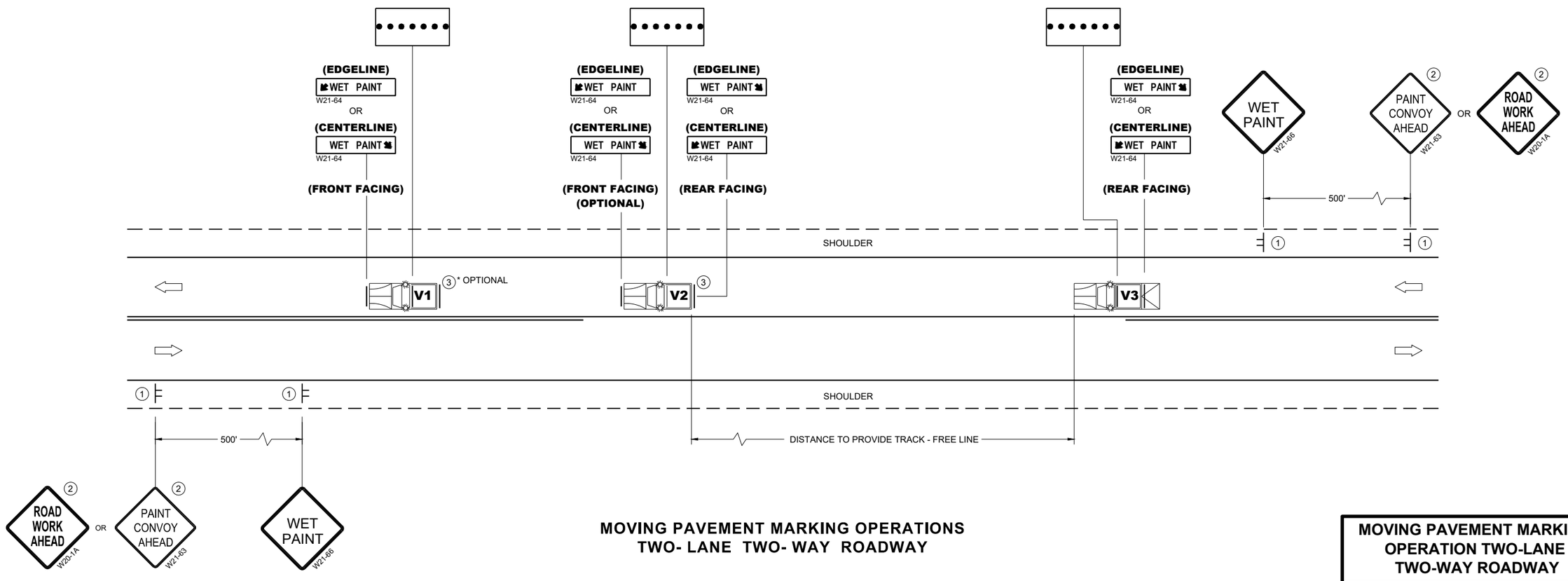
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

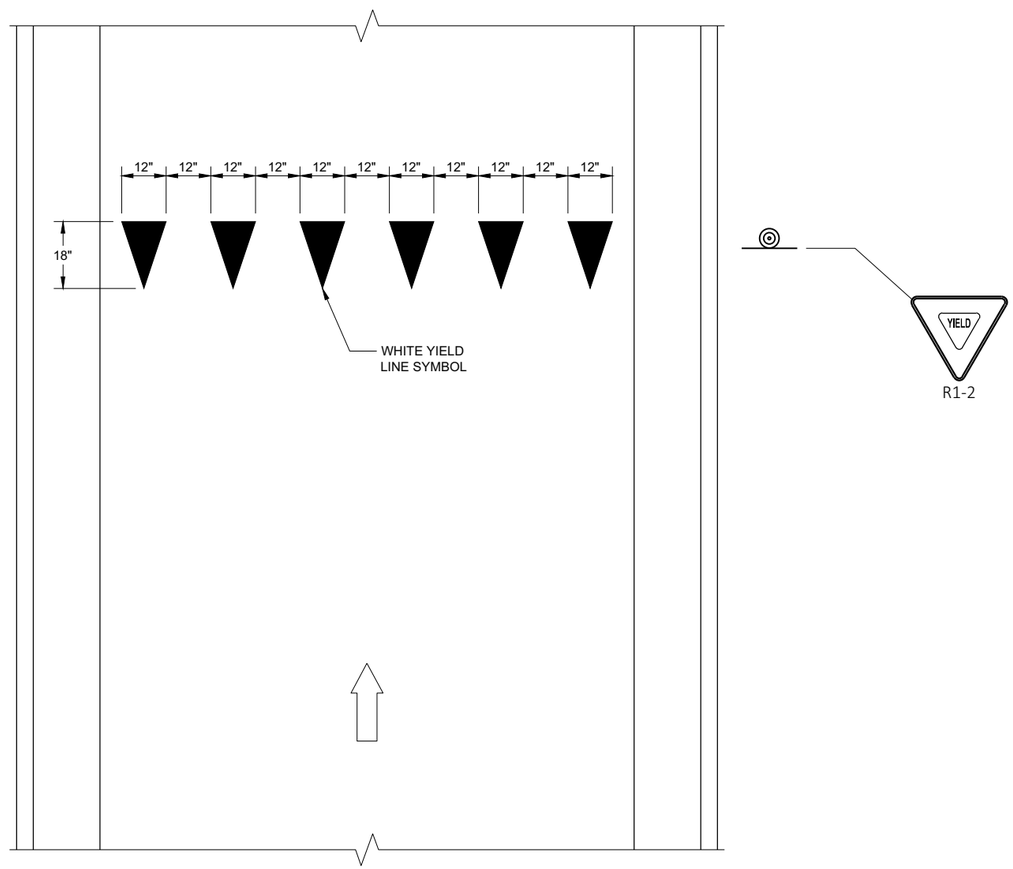
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C19-9a



YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

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SDD 15C20 - 02

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-81-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR
ENGINEER

FHWA

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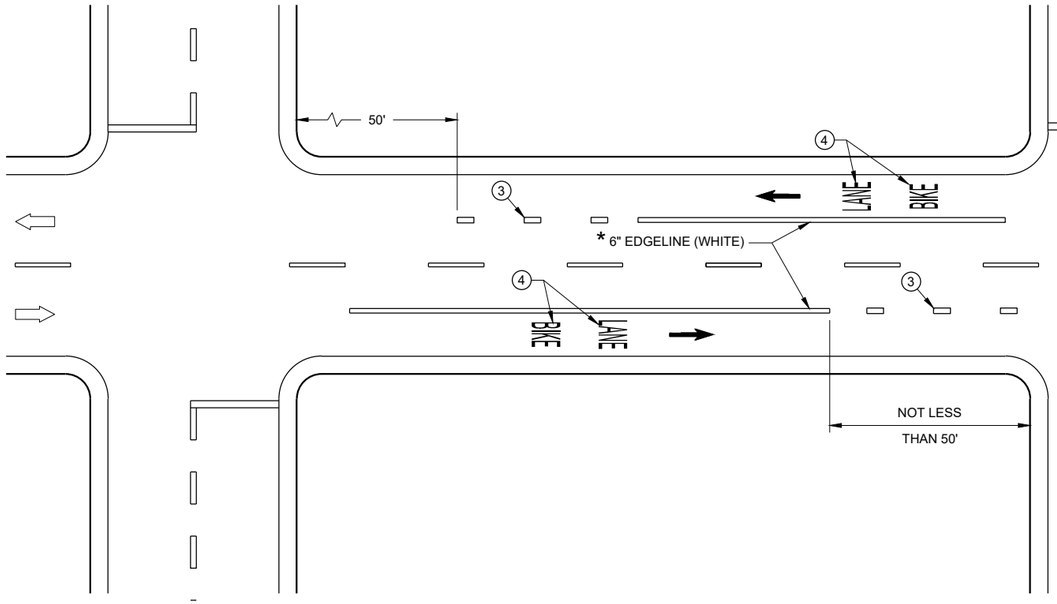
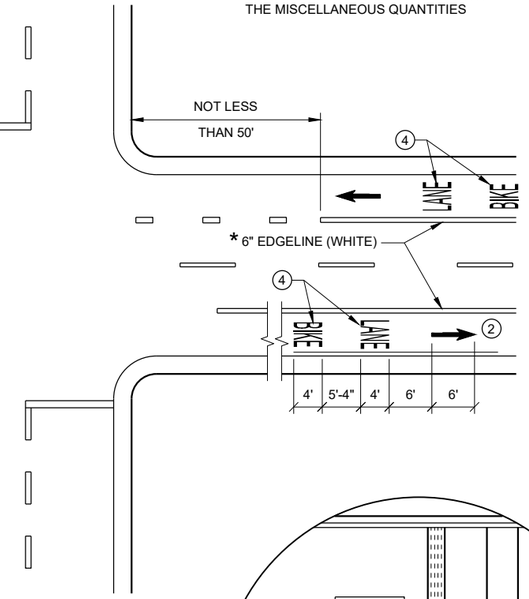
SDD 15C20 - 02





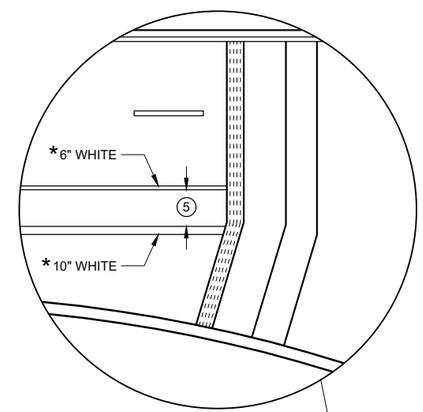
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

DIRECTION OF TRAVEL

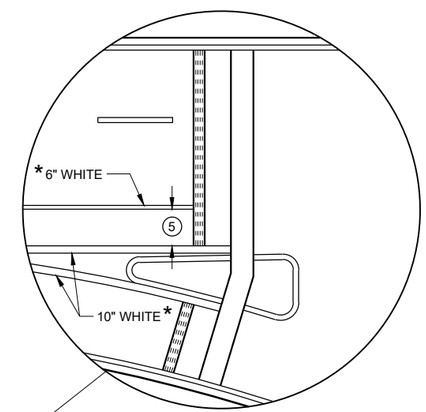
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

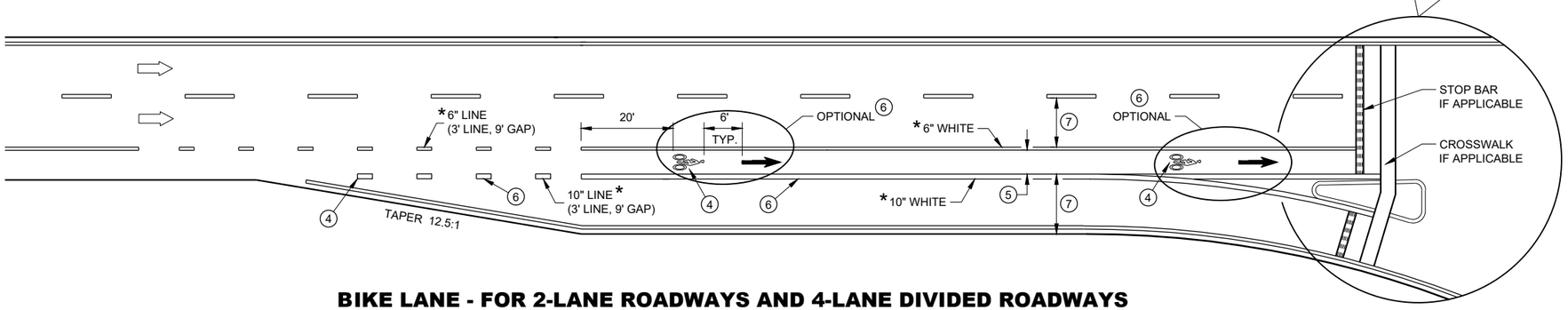
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS (4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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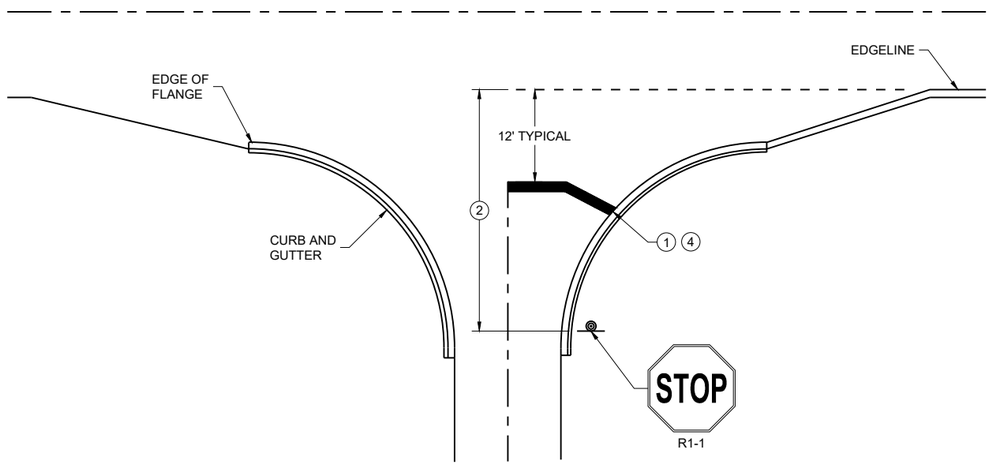
SDD 15C29-08a

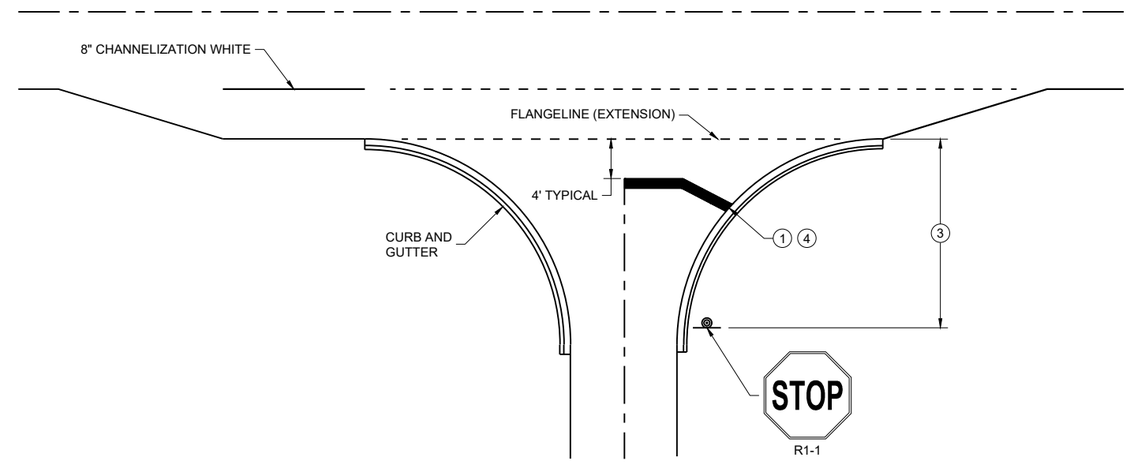
GENERAL NOTES

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

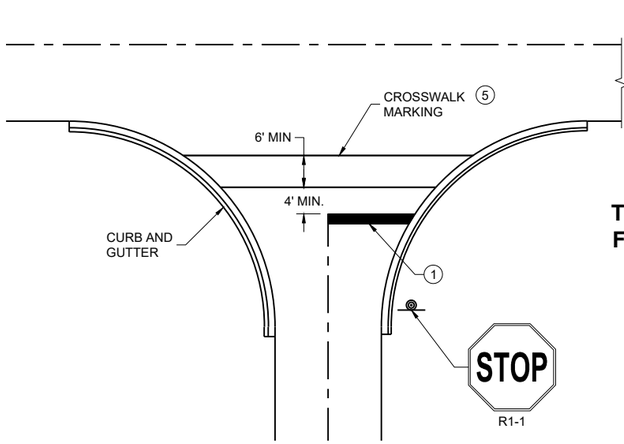
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



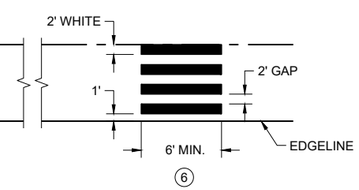
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



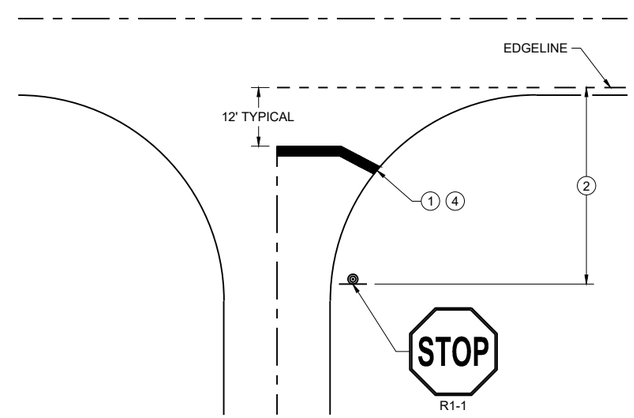
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

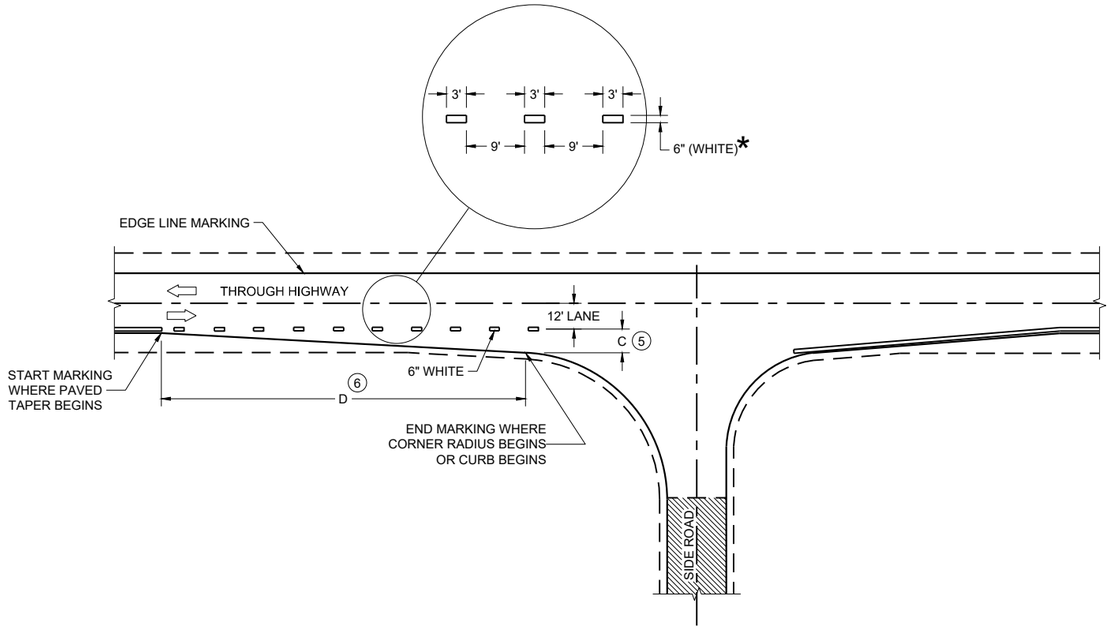
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 15C33-05



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

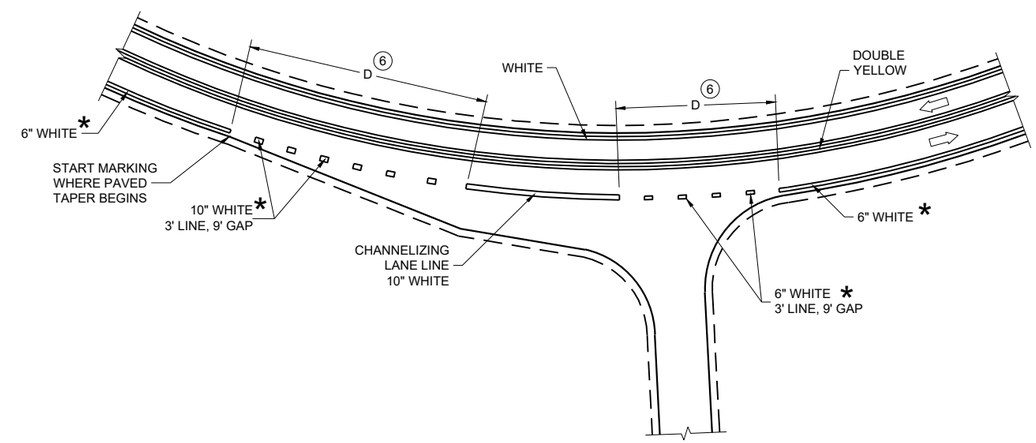
GENERAL NOTES

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

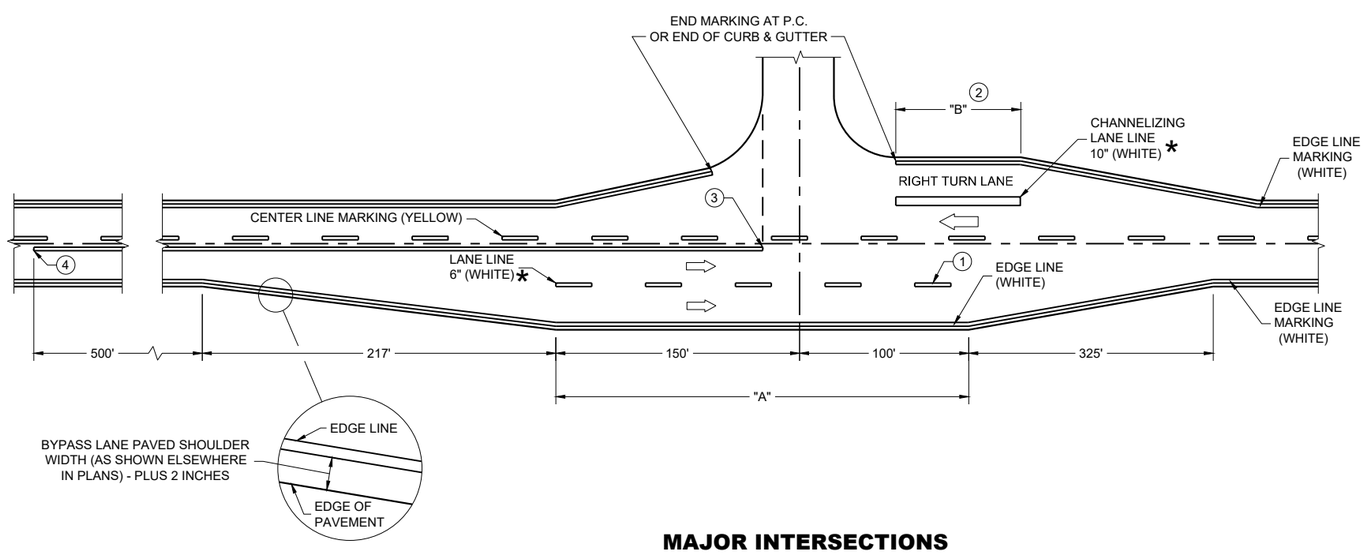
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

⇨ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

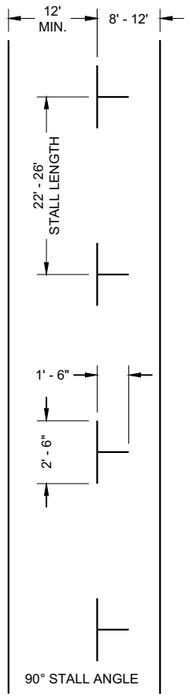


MAJOR INTERSECTIONS

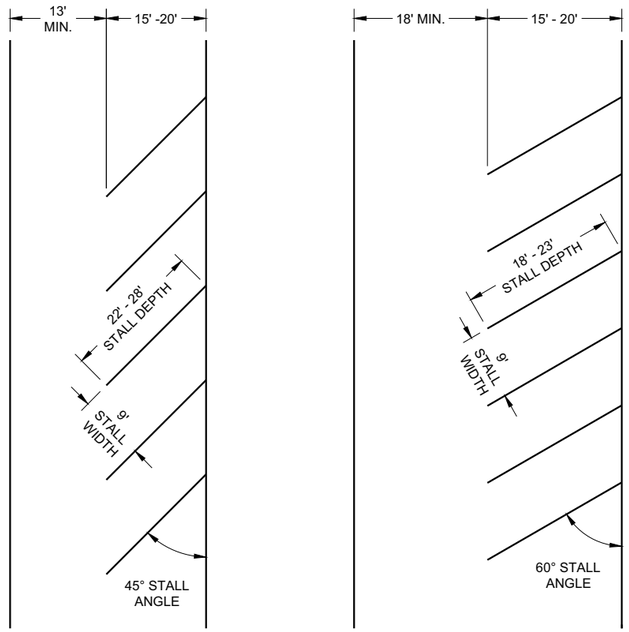
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

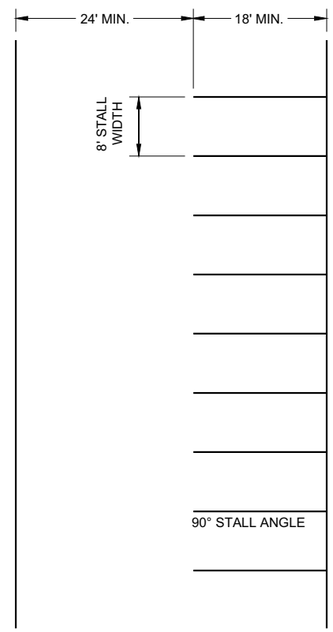


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

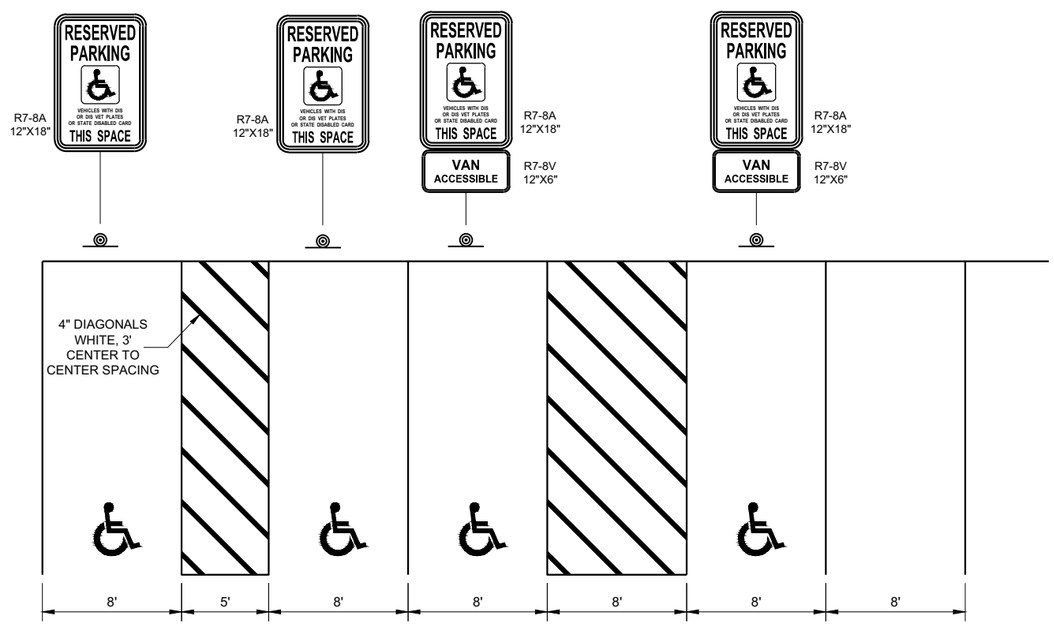
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE **VAN ACCESSIBLE**

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SDD 15C36 - 01

SDD 15C36 - 01

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

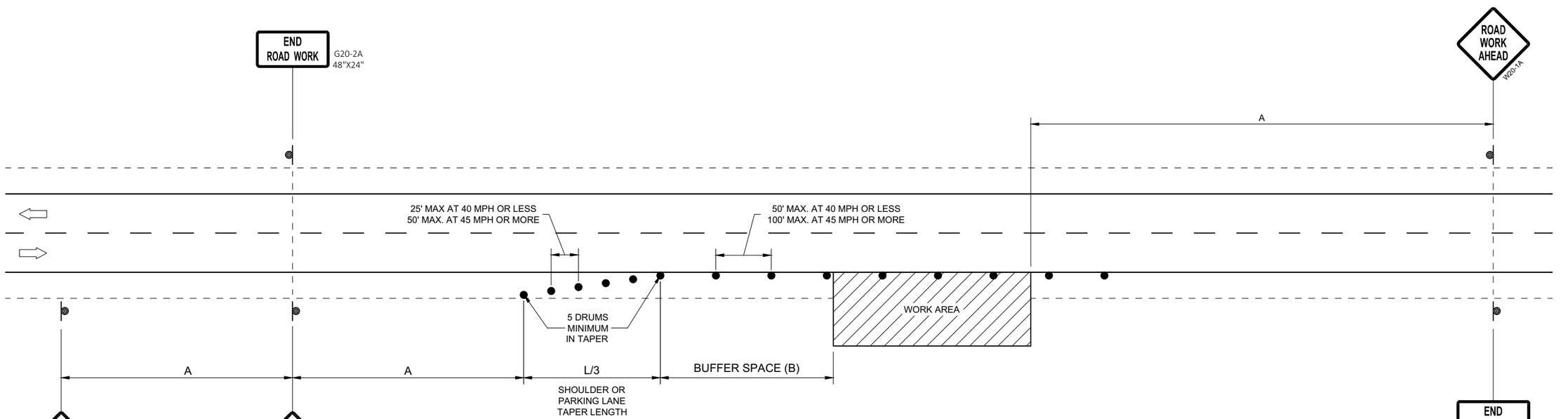
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



OR
IF TRAFFIC CONTROL DEVICES
ENCROACH ONTO TRAVELED WAY, USE

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04

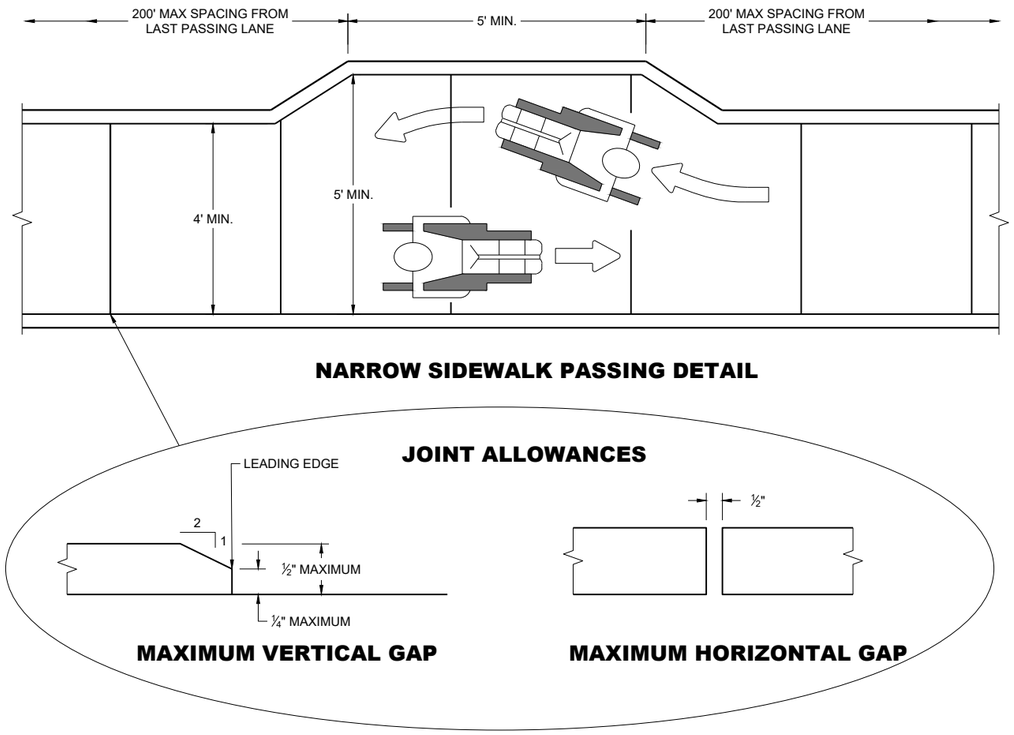
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

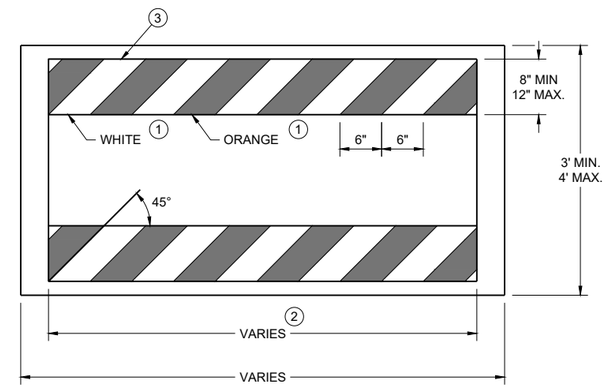
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



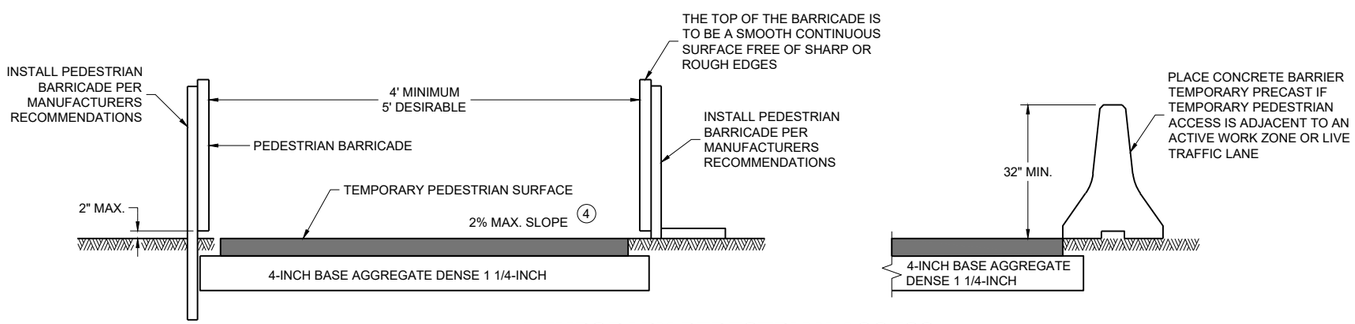
NARROW SIDEWALK PASSING DETAIL

MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS

6

SDD 15D30-10a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

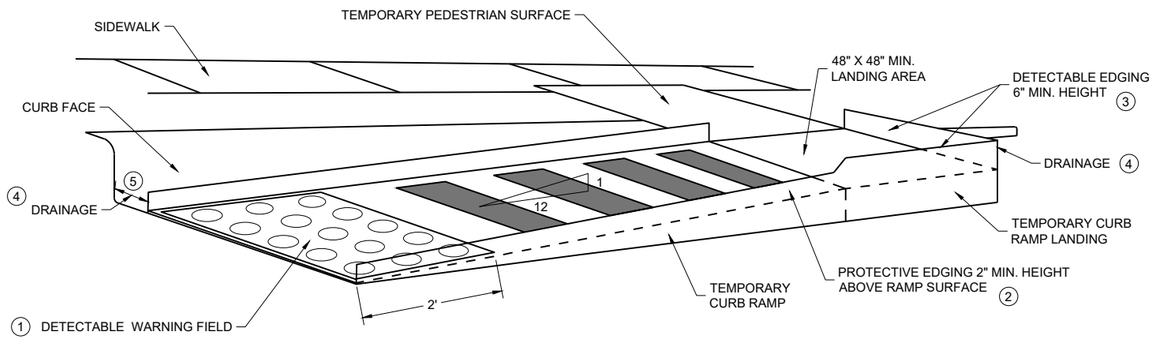
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

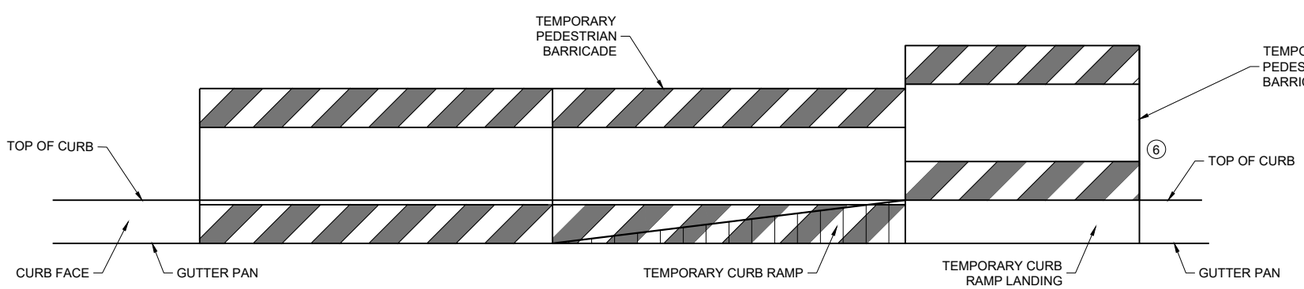
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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".

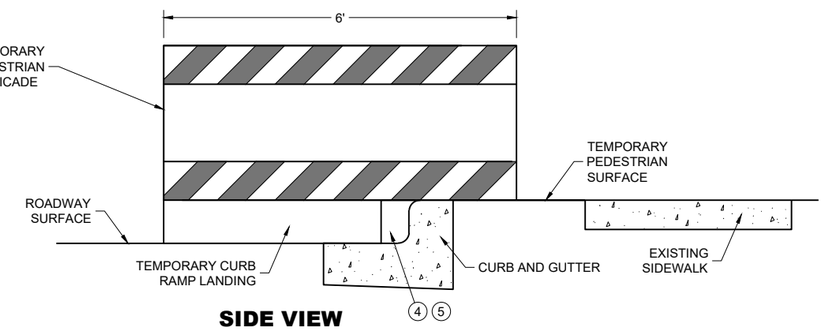
1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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



PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

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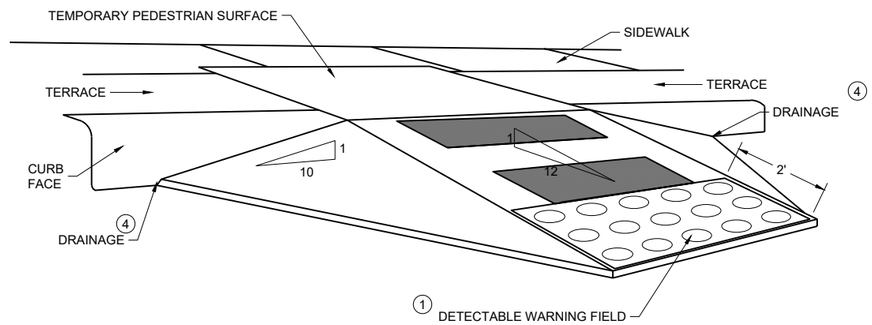
SDD 15D30-10b

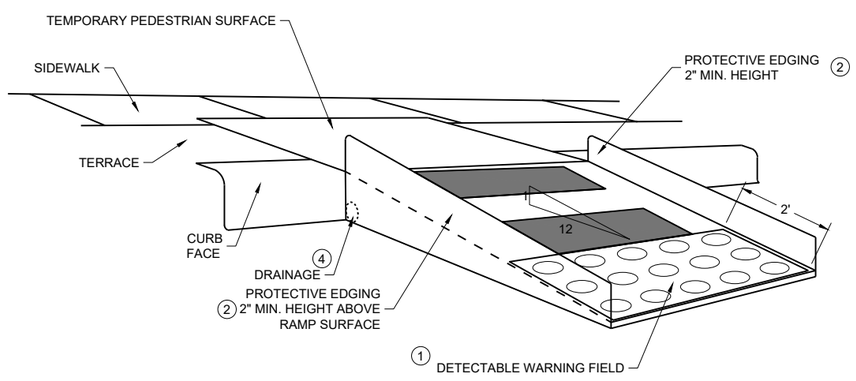
SDD 15D30-10b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

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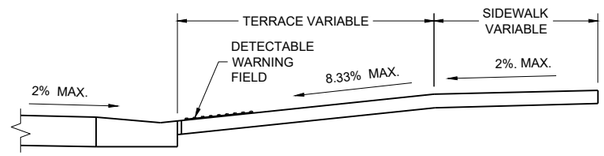
SDD 15D30-10c

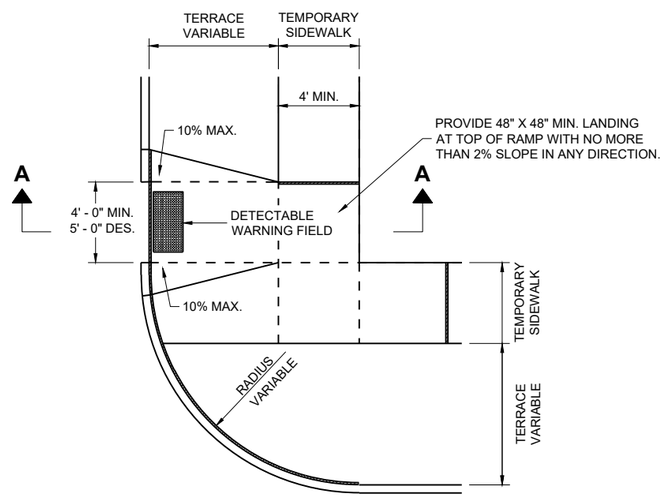
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES



SECTION A - A



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

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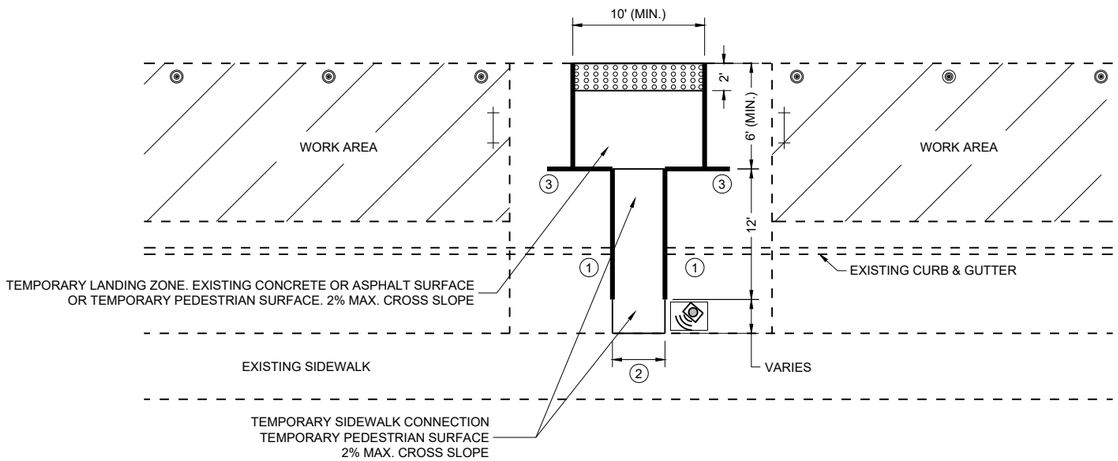
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

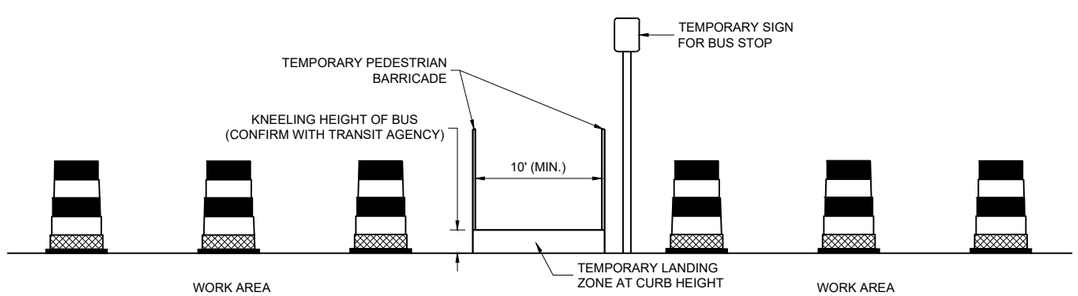
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — <position>
FHWA

SDD 15D30-10d



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

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

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

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

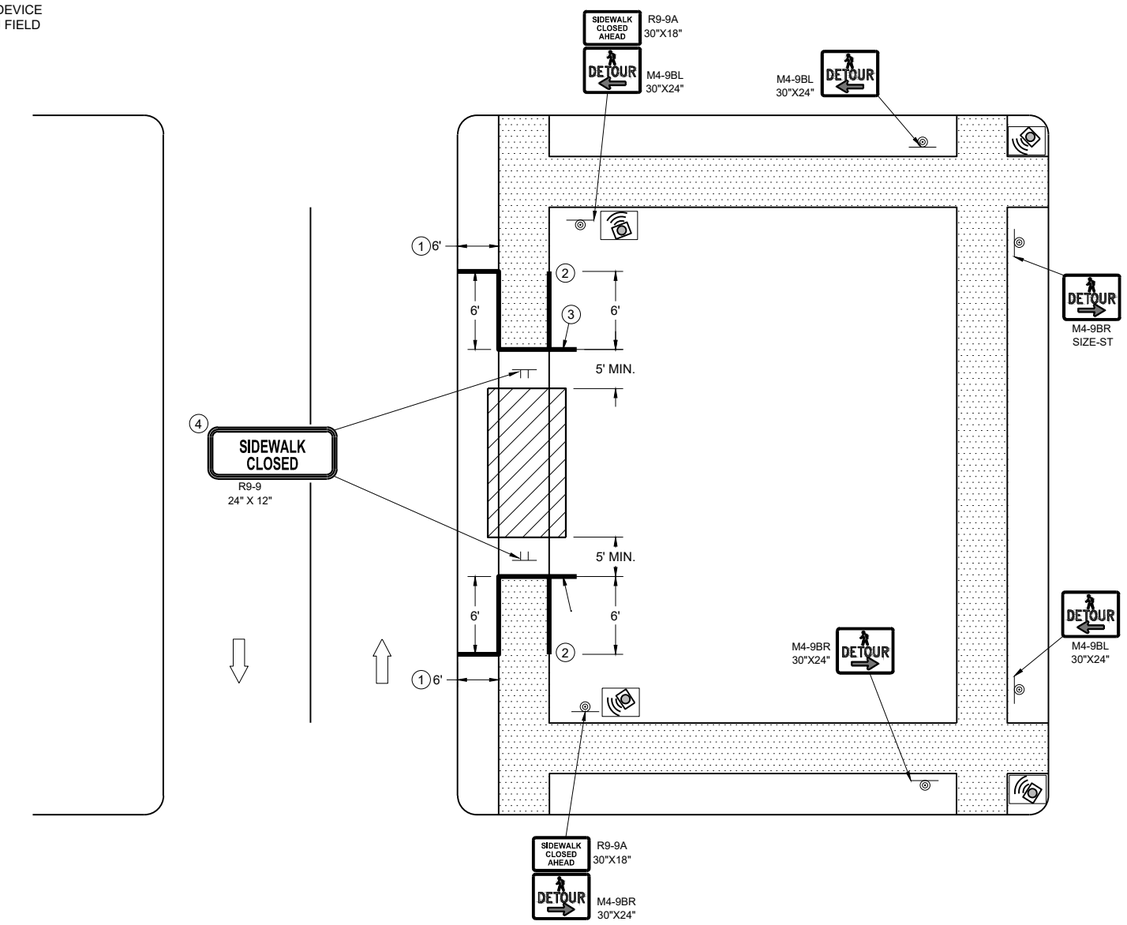
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

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

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

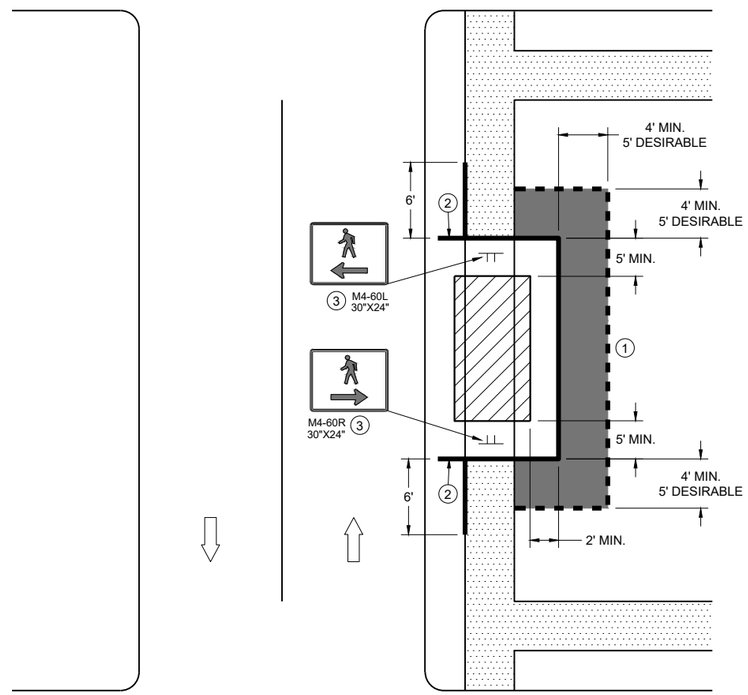
GENERAL NOTES

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10g

LEGEND

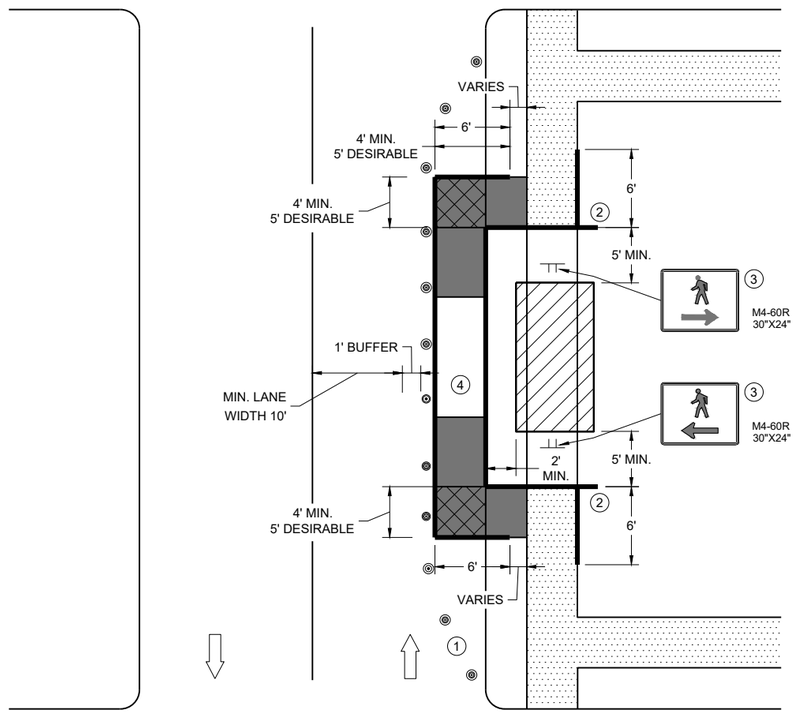
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

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

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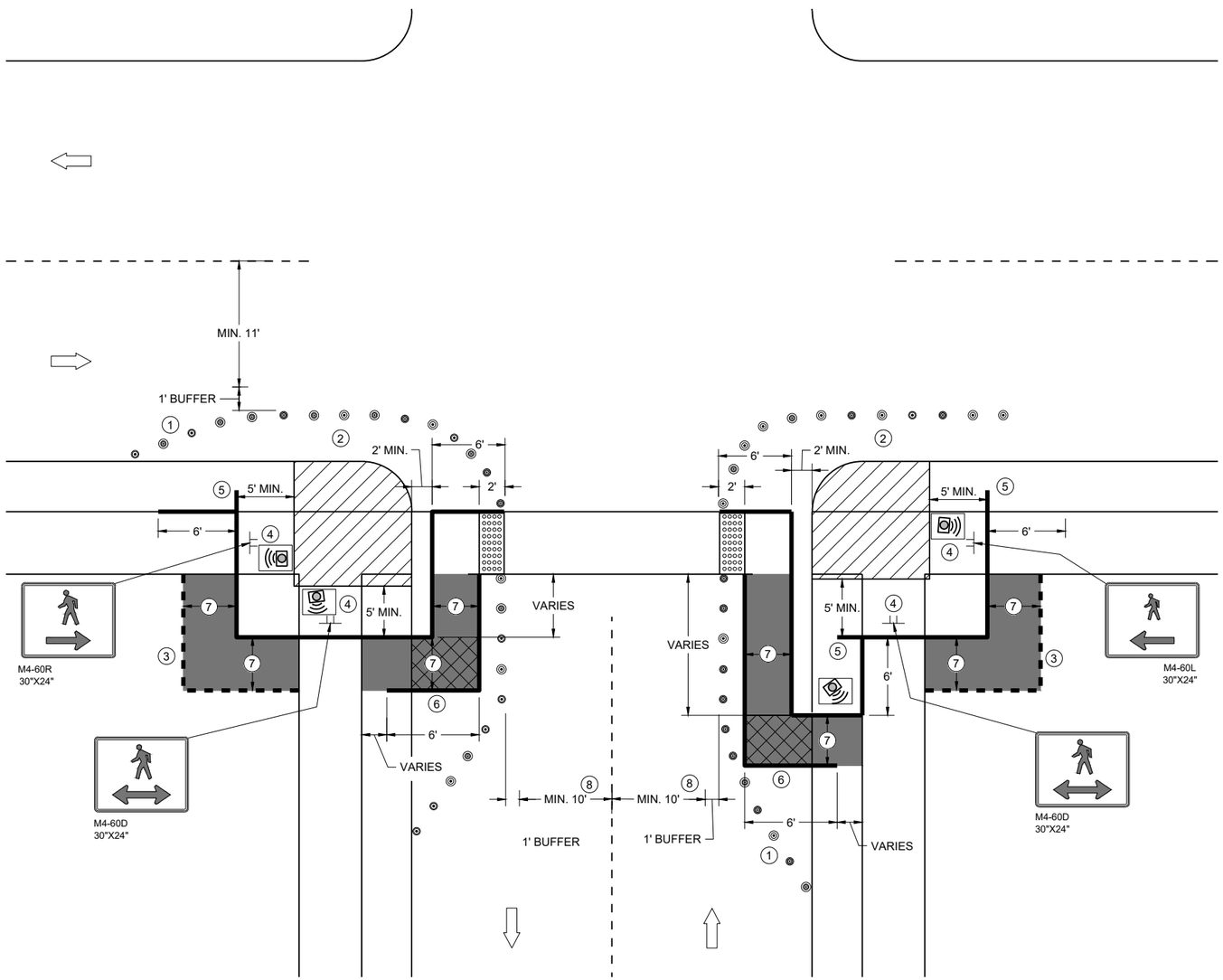
SDD 15D30-10h



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

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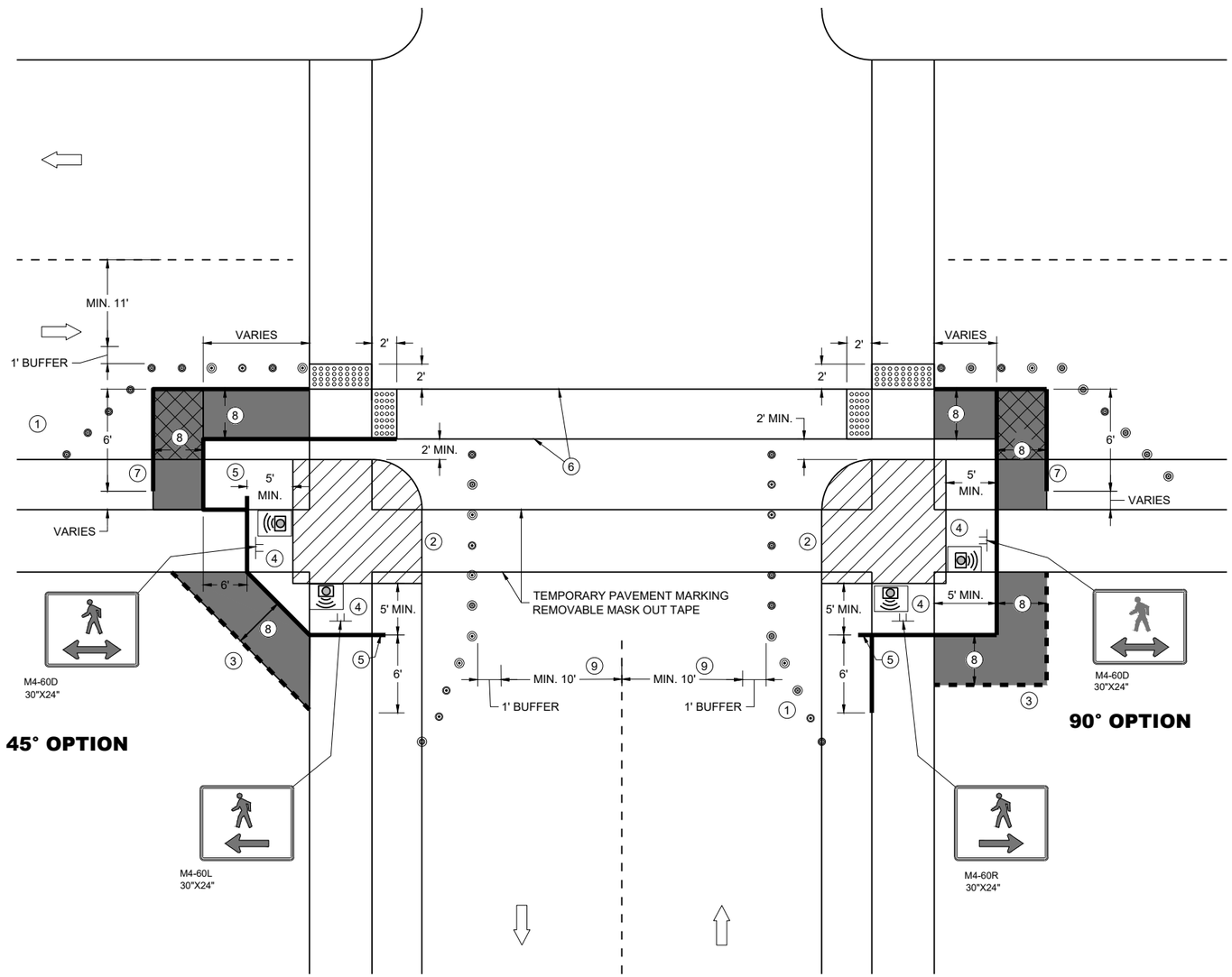
SDD 15D30-10i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

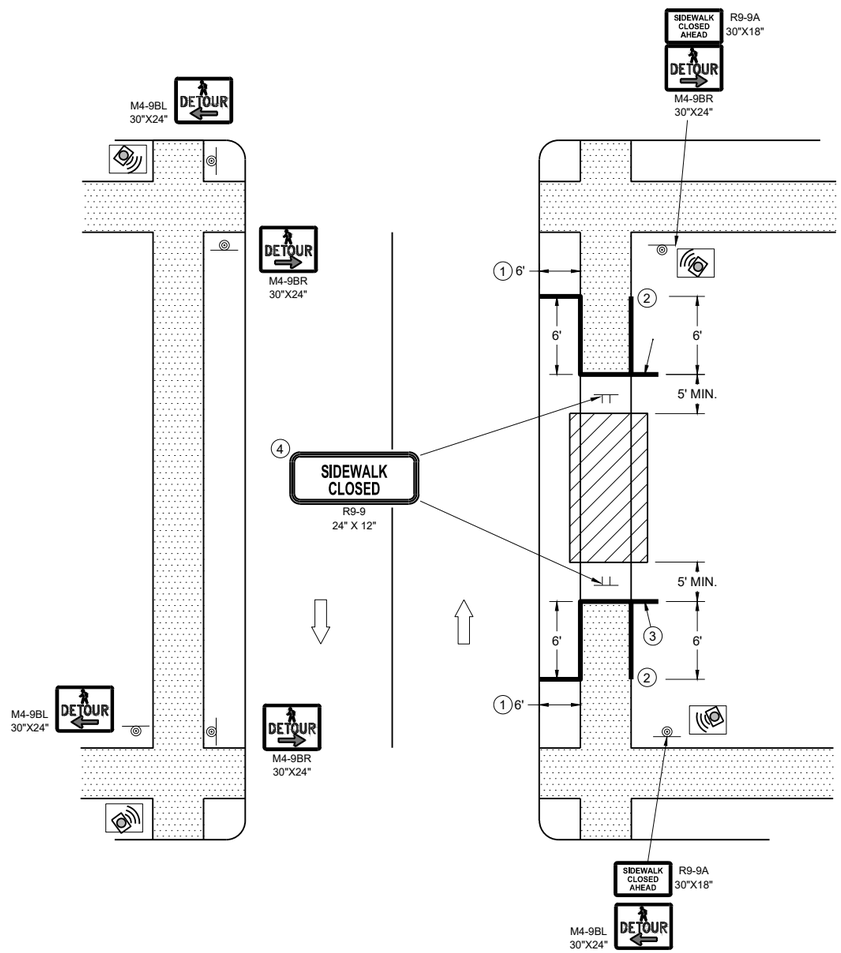
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

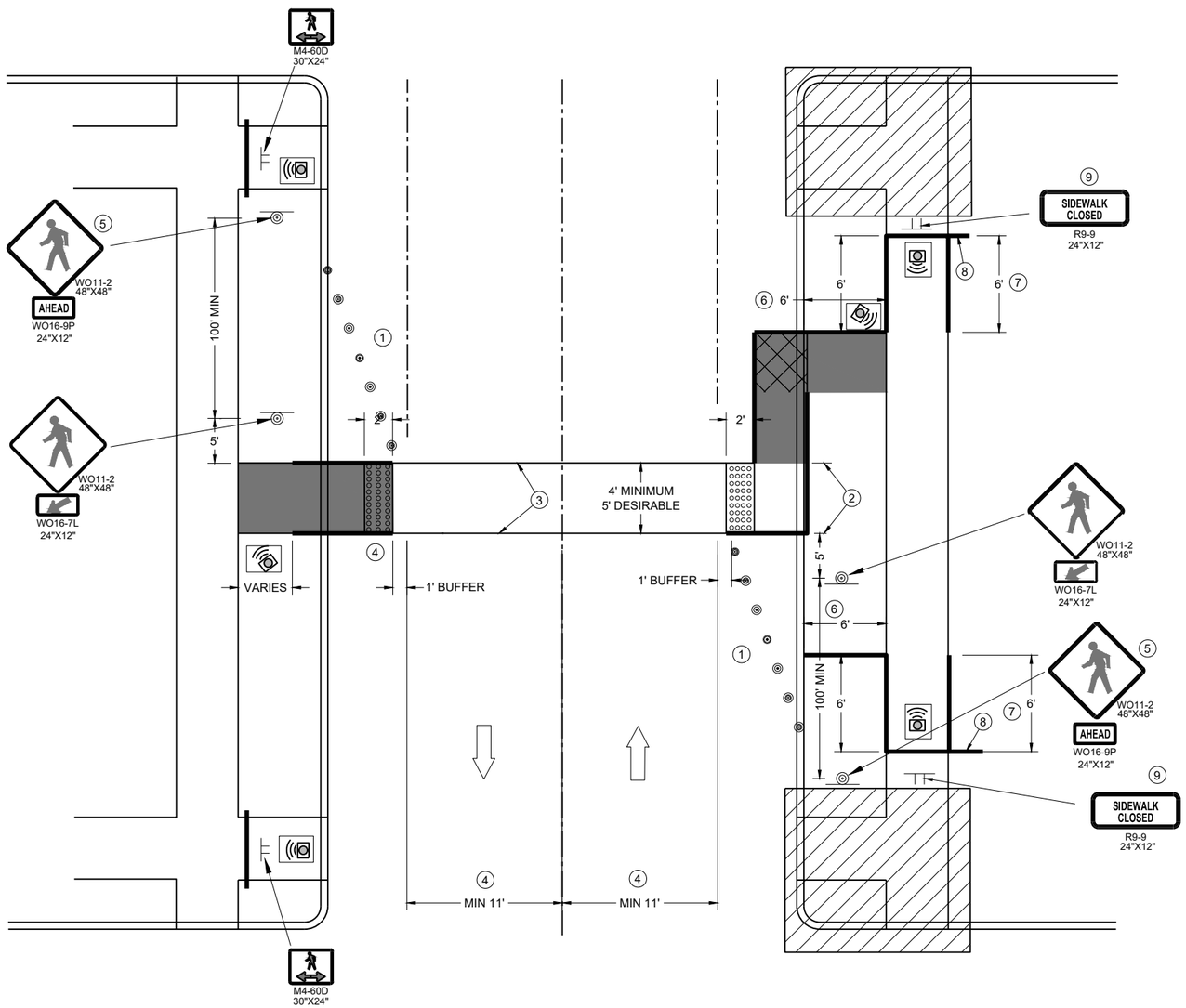
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

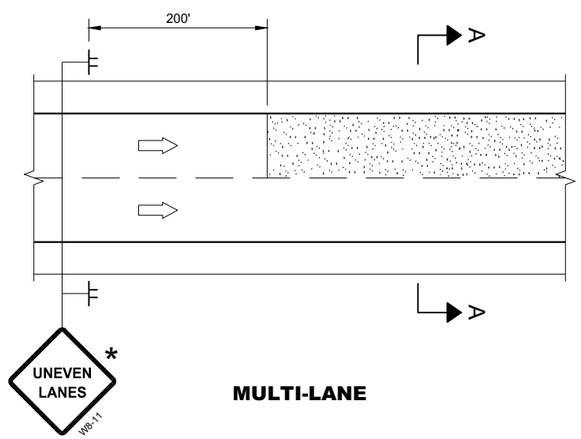
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING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

LEGEND

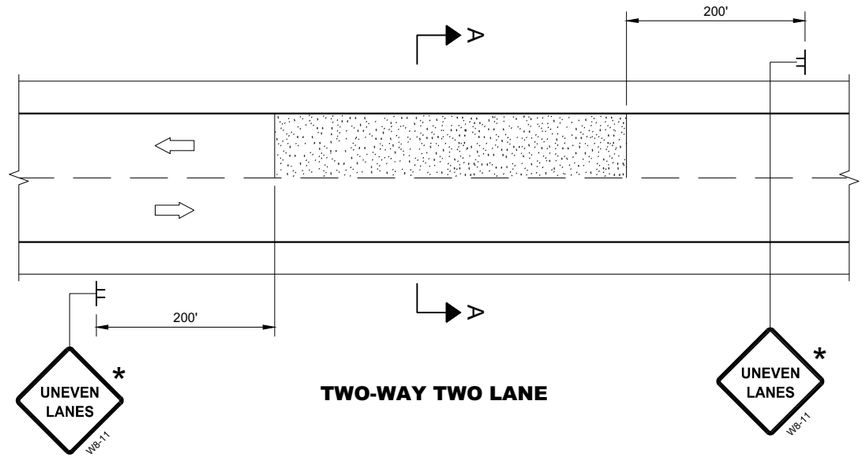
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

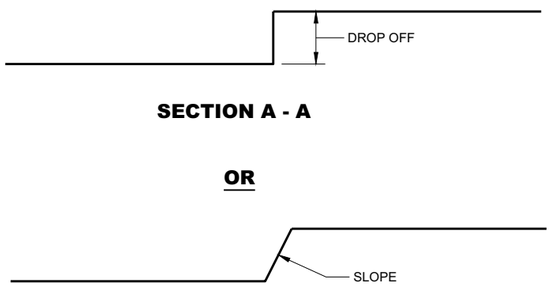
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE

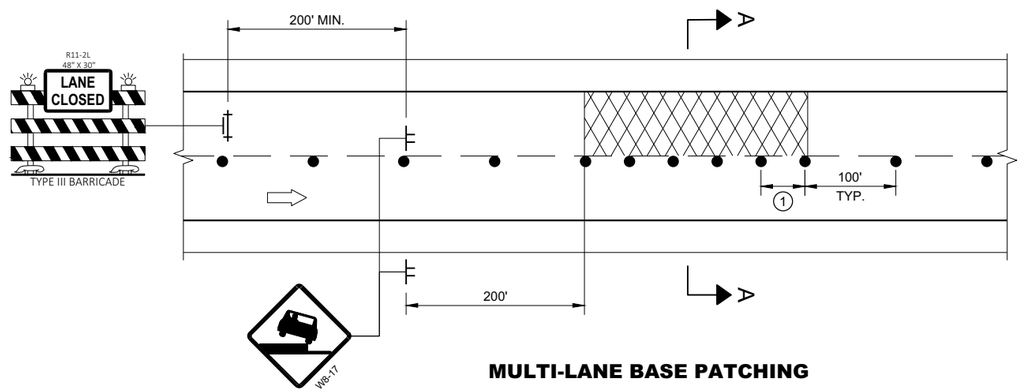


TWO-WAY TWO LANE



SECTION A - A

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

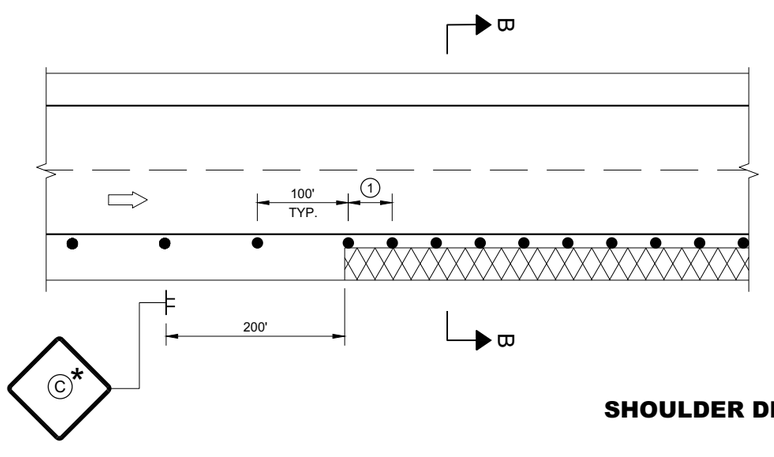
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

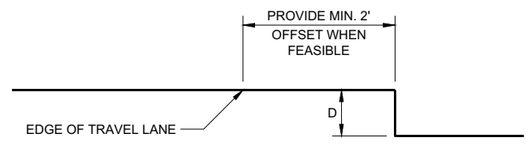
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

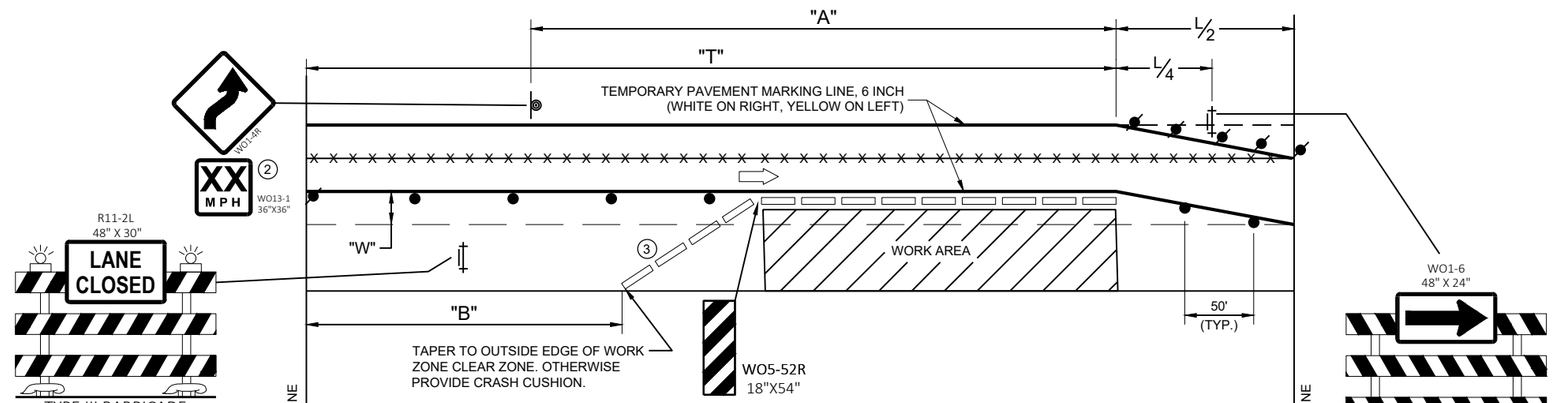
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

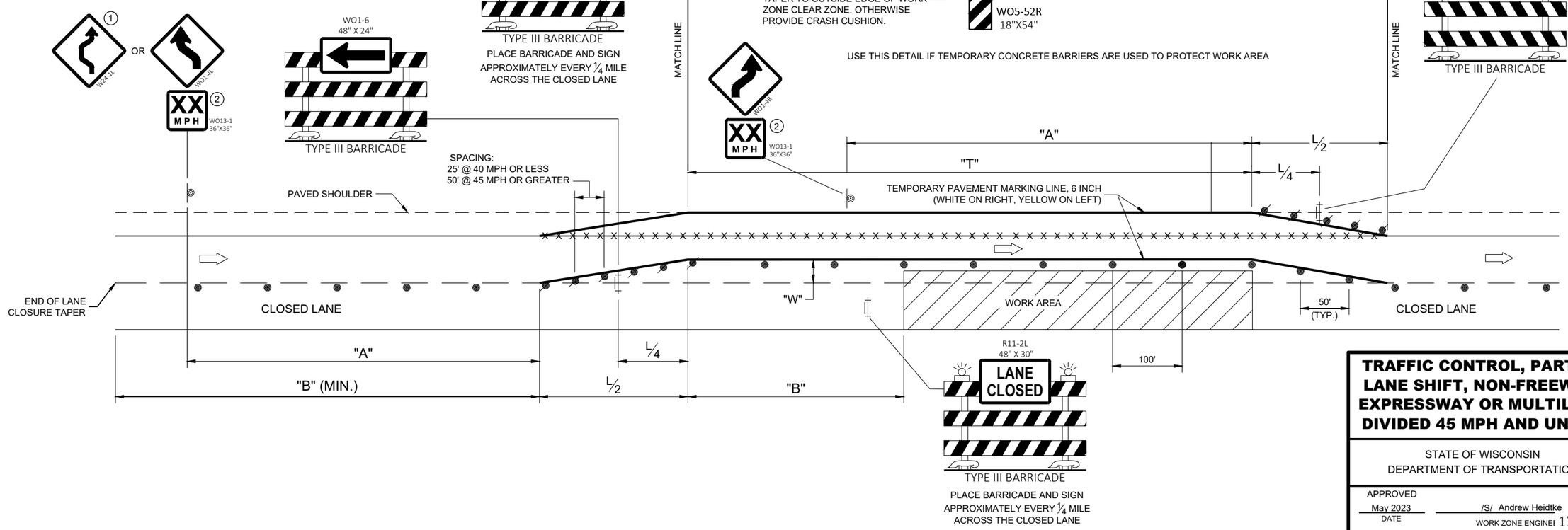
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
   8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220





TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15D40-05c

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.

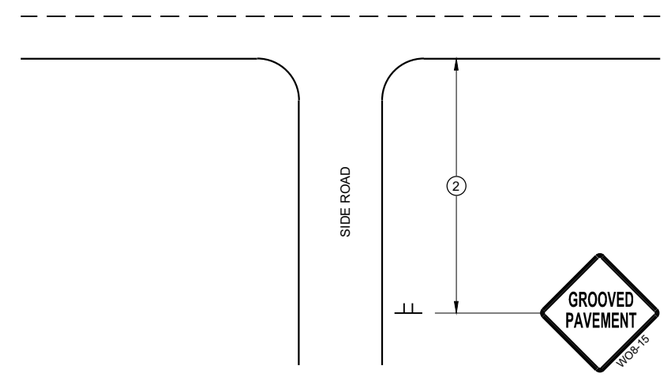
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

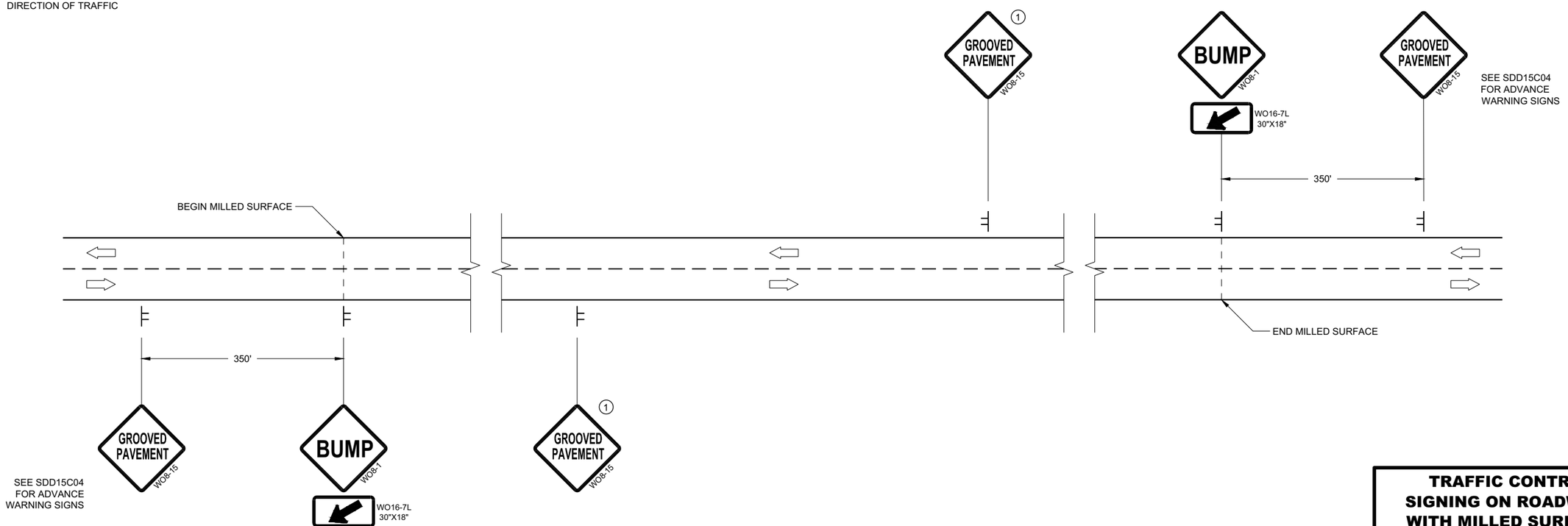
LEGEND

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

6

SDD 15D44 - 02

6

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

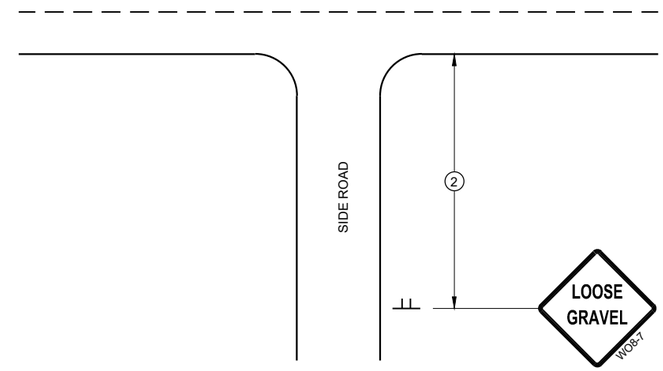
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

1. PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
2. PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
3. ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

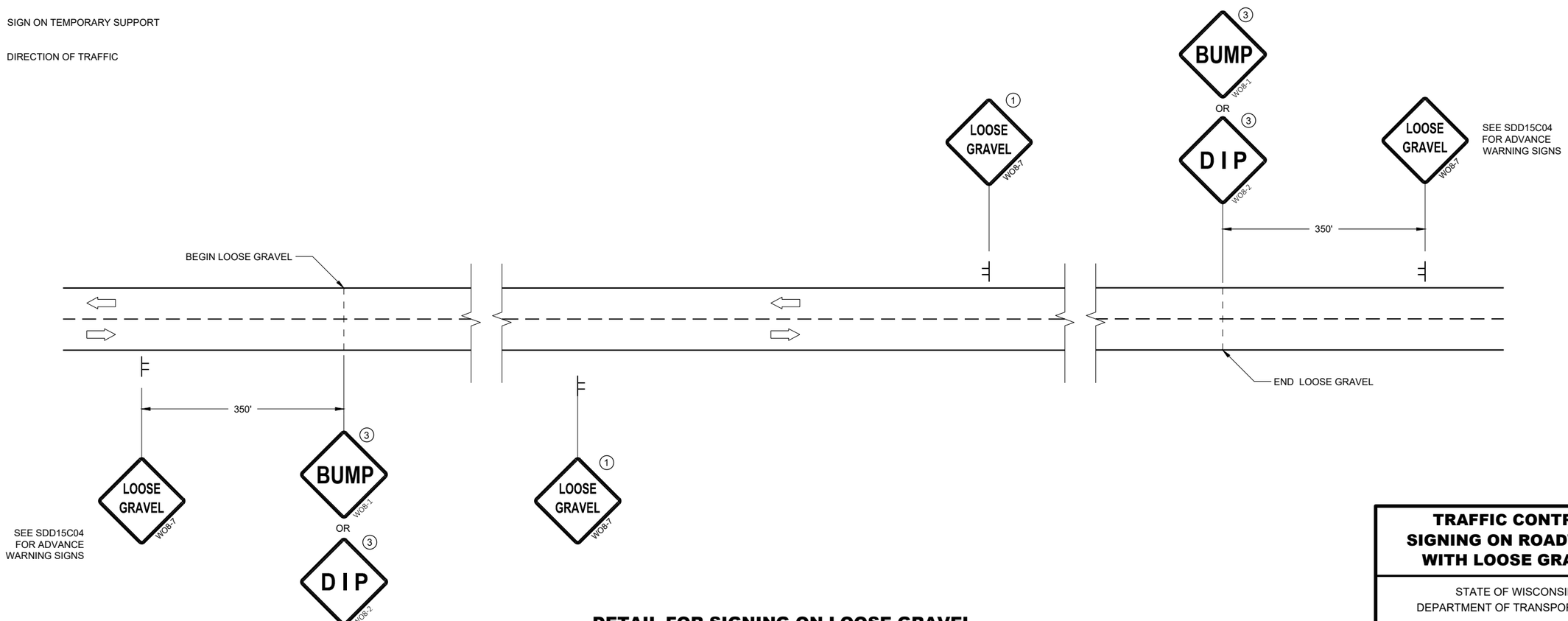
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

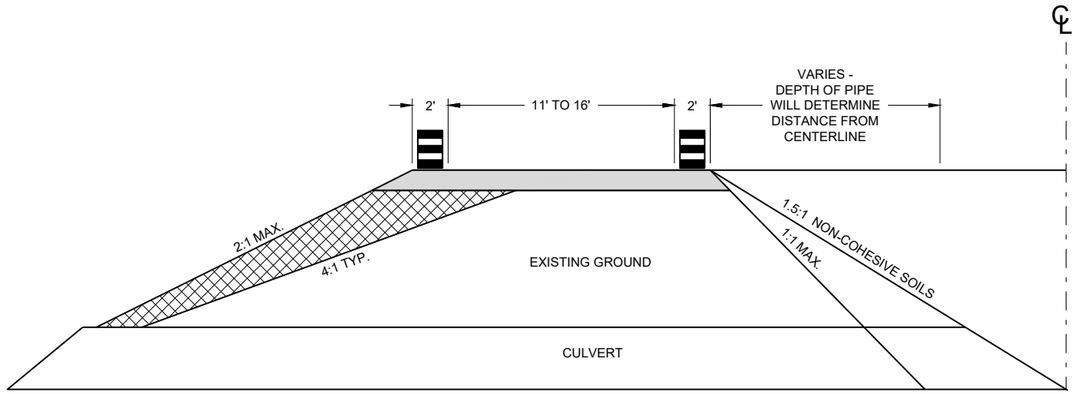
TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEE
FHWA

6

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

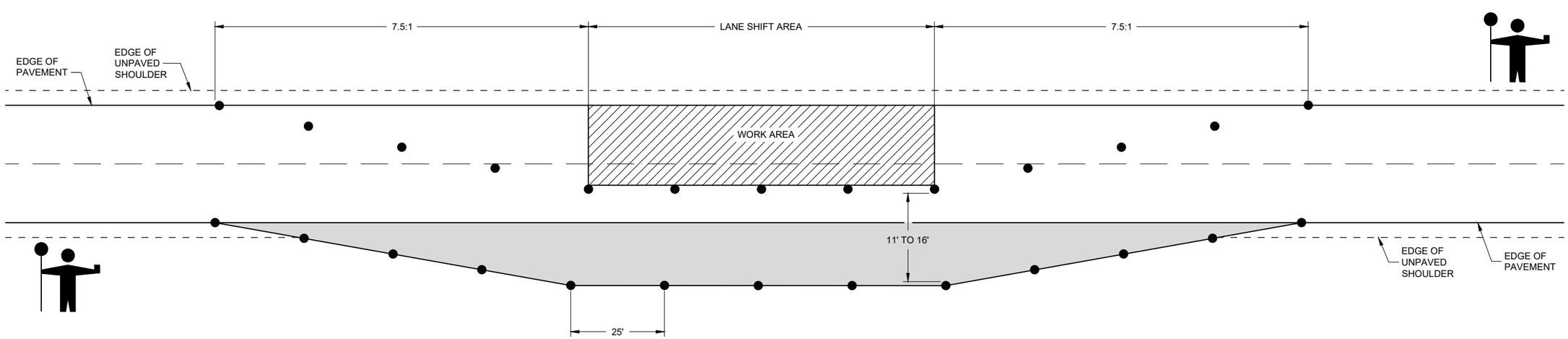
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



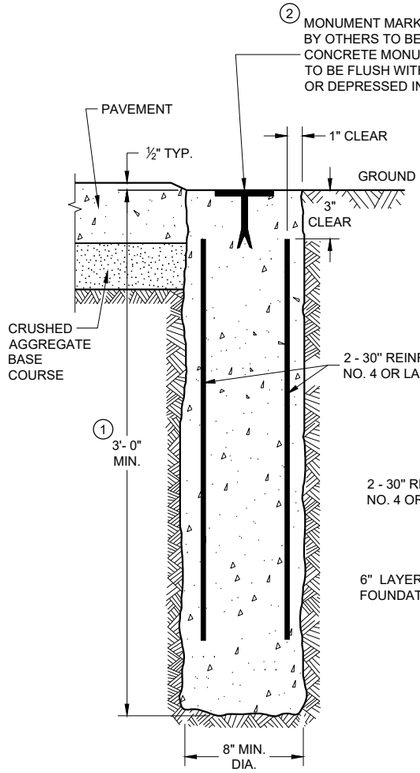
LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

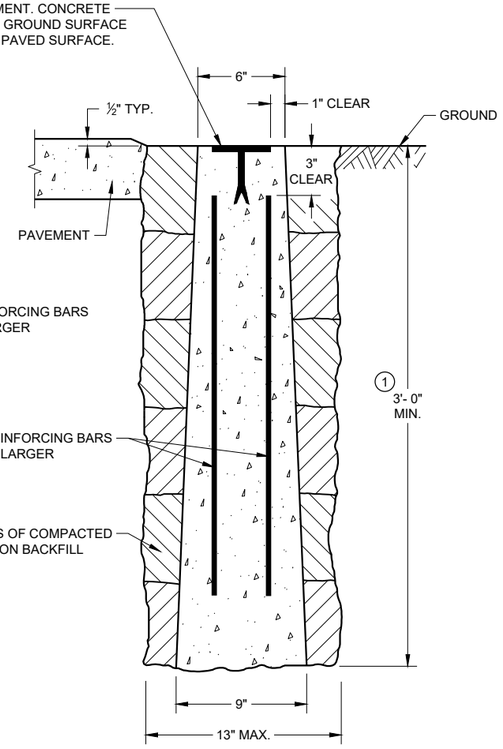
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6
SDD 15D48 - 01

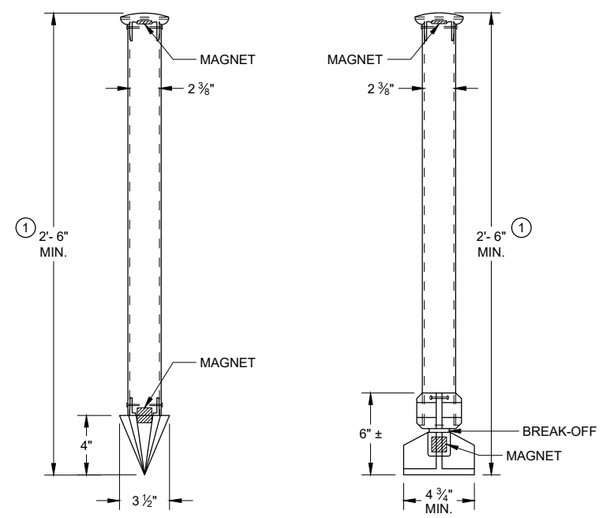


CAST-IN-PLACE



PRECAST

CONCRETE MONUMENTS
TYPE A



TYPE C DRIVEN MONUMENT

TYPE D NON-DRIVEN BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

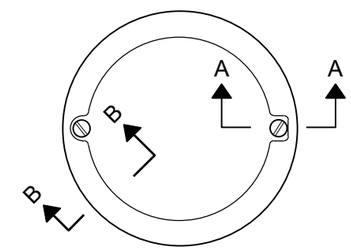
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

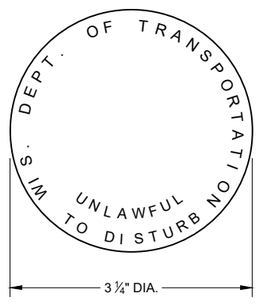
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.

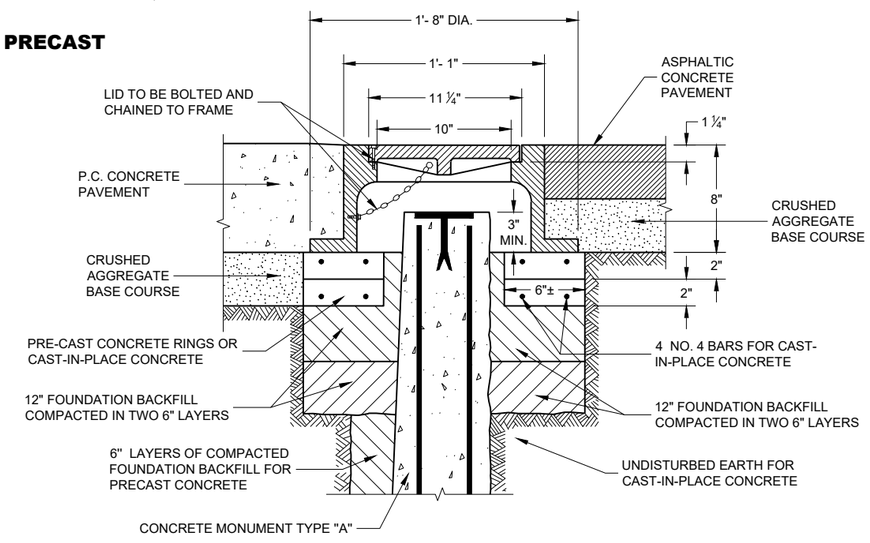


TOP VIEW

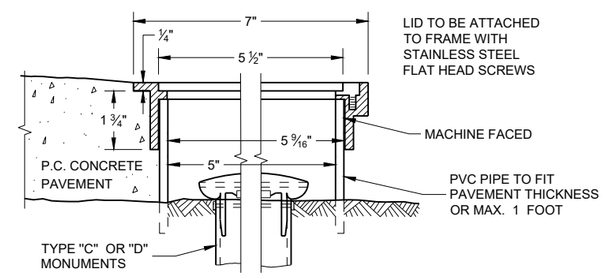


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

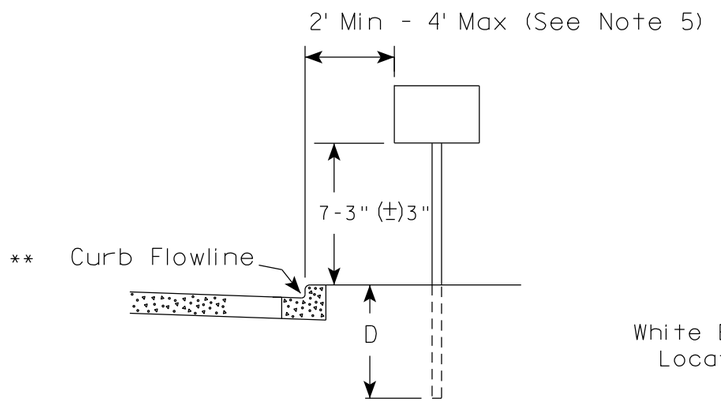
APPROVED
March 2018 — DATE
/S/ Raymond A. Kumapavii — CHIEF SURVEYING AND MA ENGINEER

FHWA

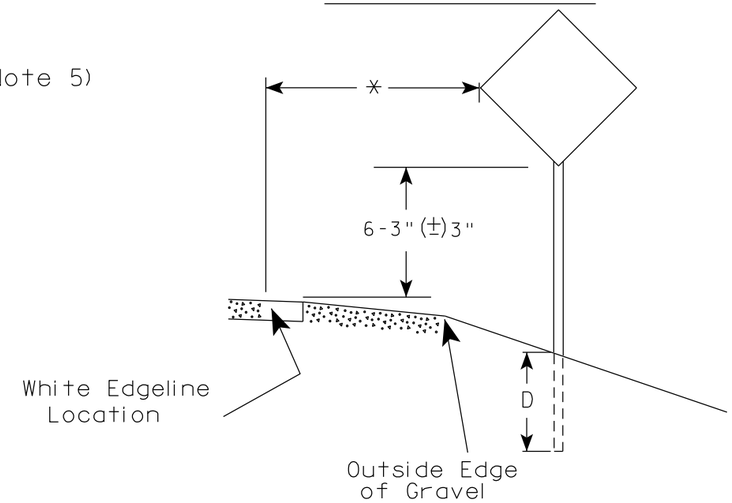
6

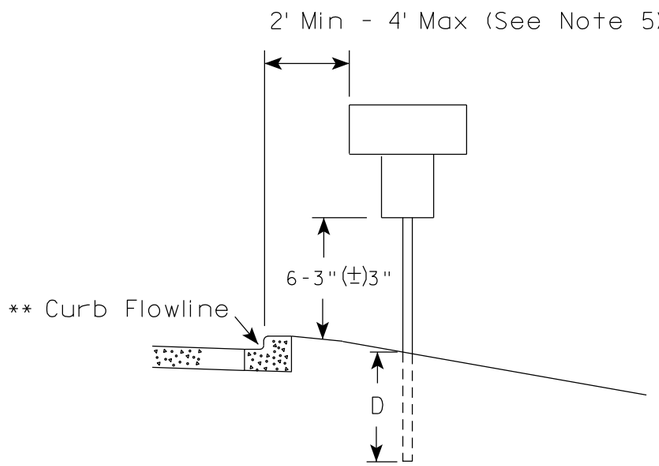
SDD 16A01 - 07

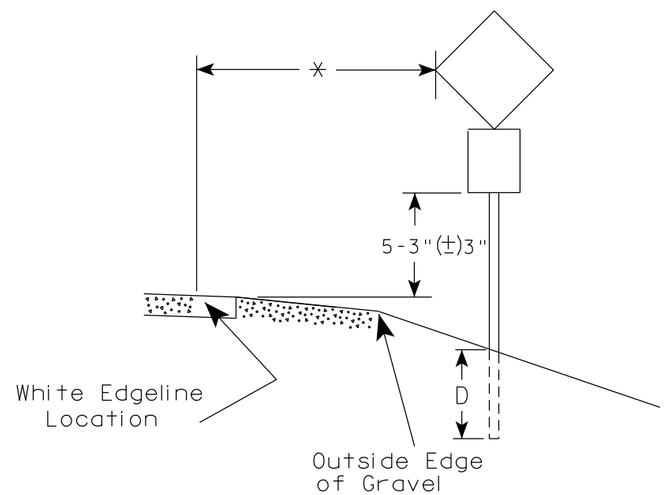
URBAN AREA



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

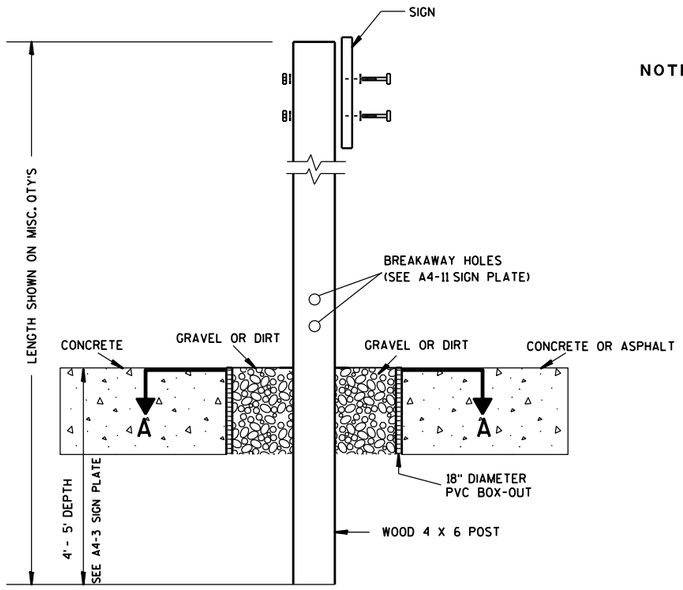
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

7 7

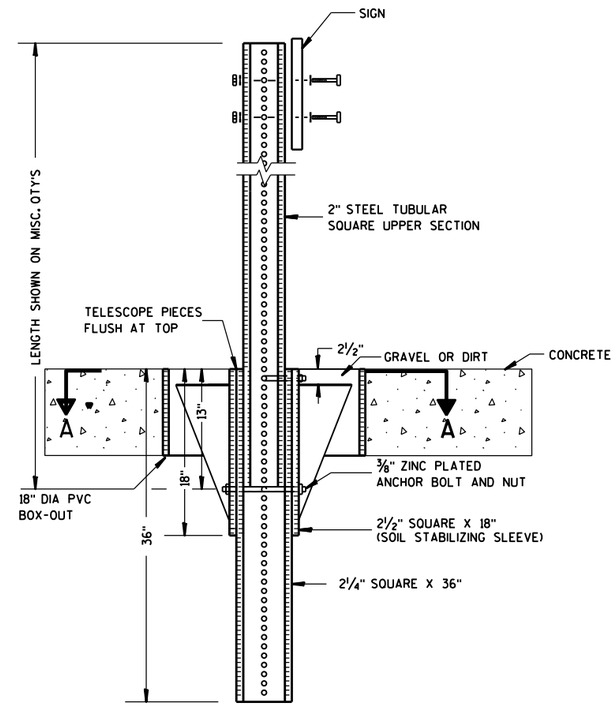
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



ELEVATION VIEW

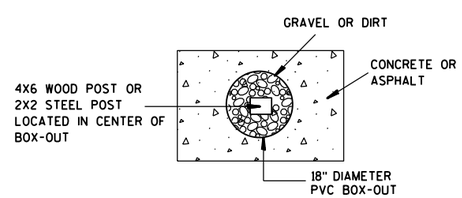
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

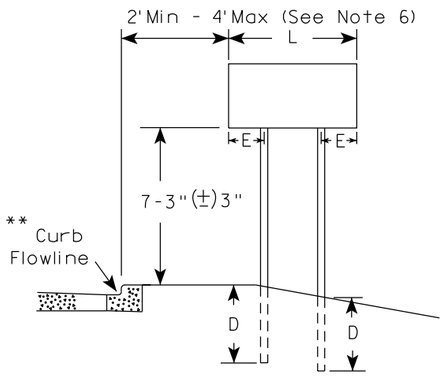
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

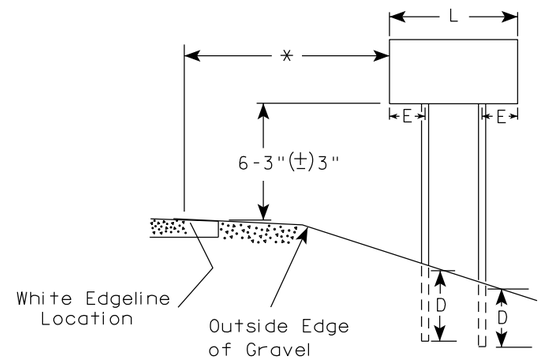
DATE 1/27/14 PLATE NO. A4-3B.1

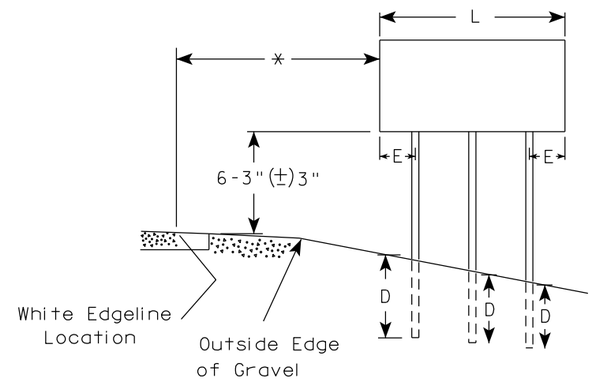
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

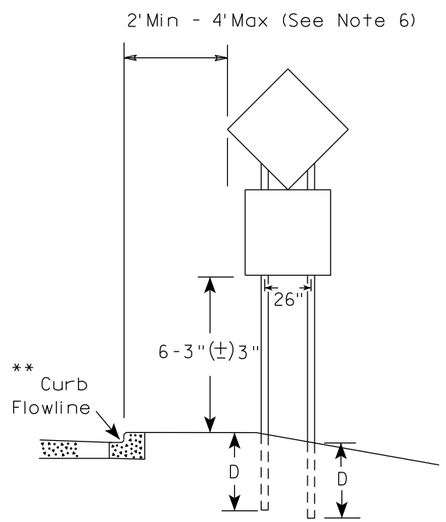
URBAN AREA



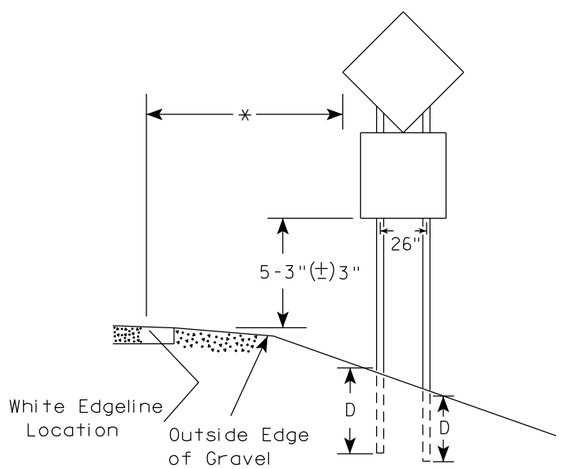
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

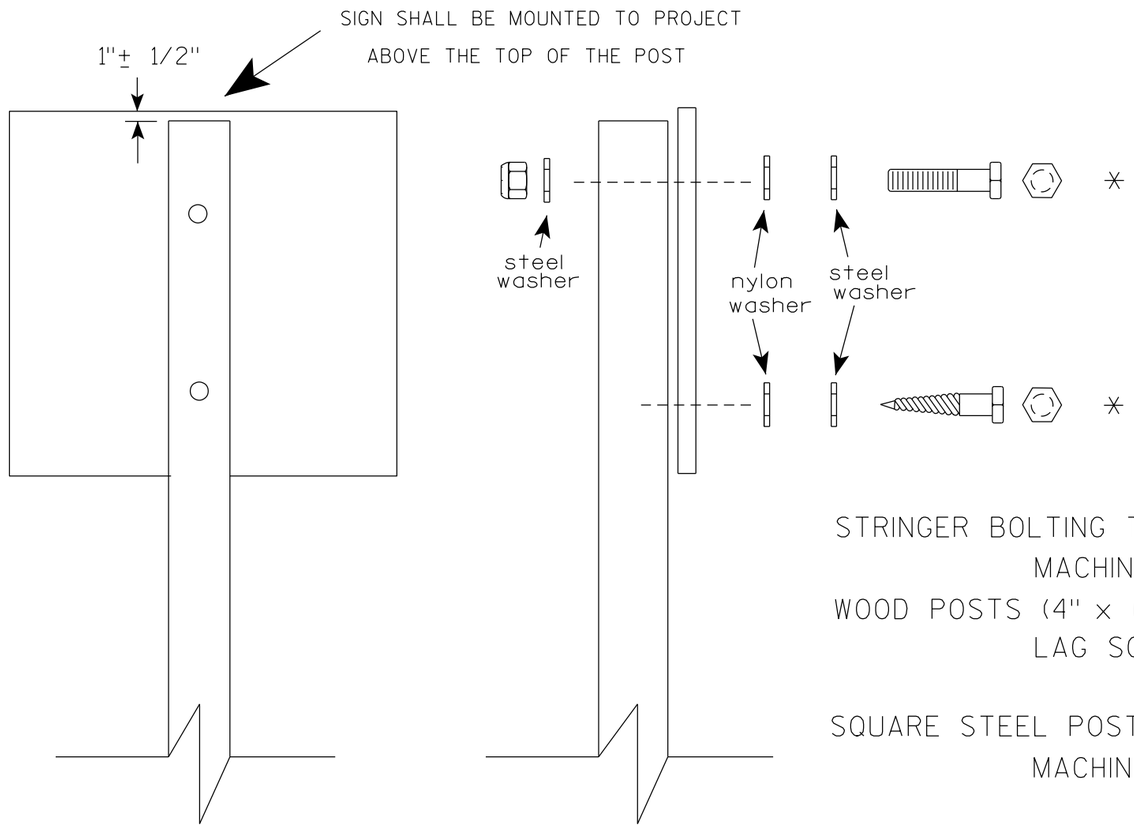
APPROVED Matthew R Rauch
for State Traffic Engineer

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

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	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

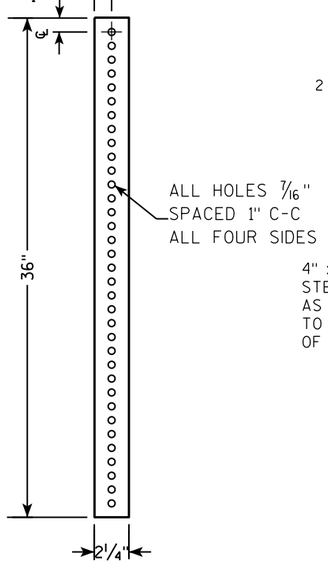
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

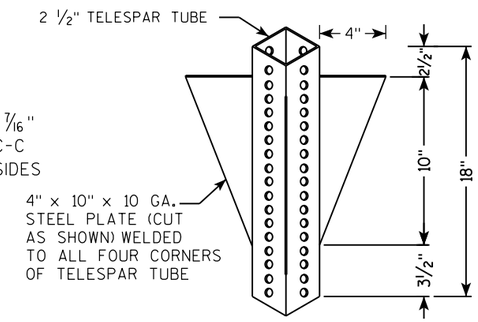
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

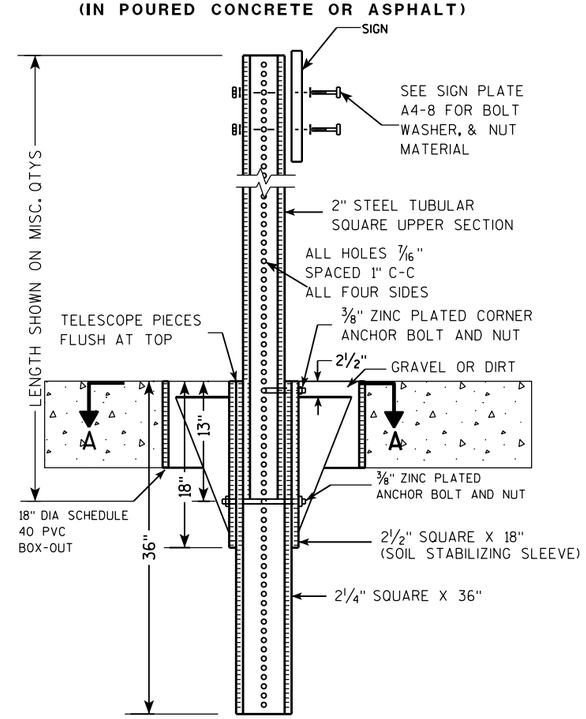
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



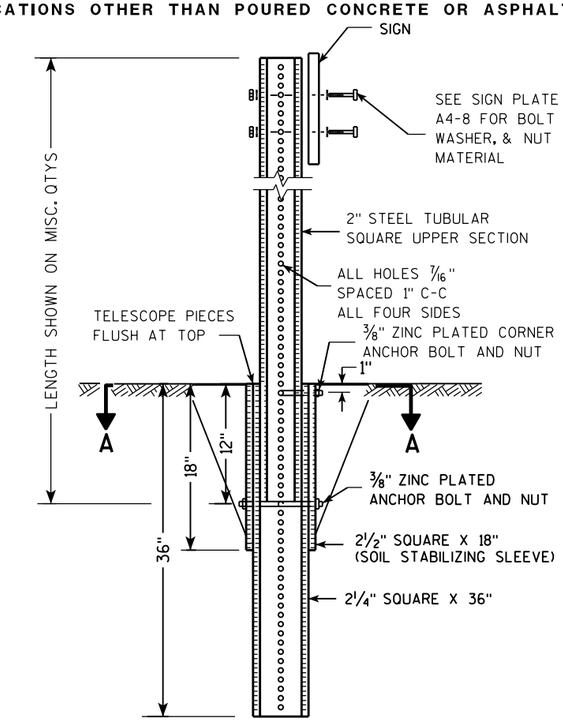
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

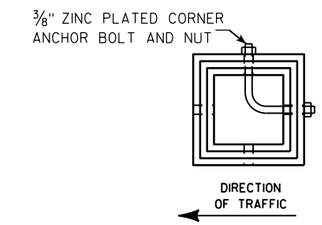


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

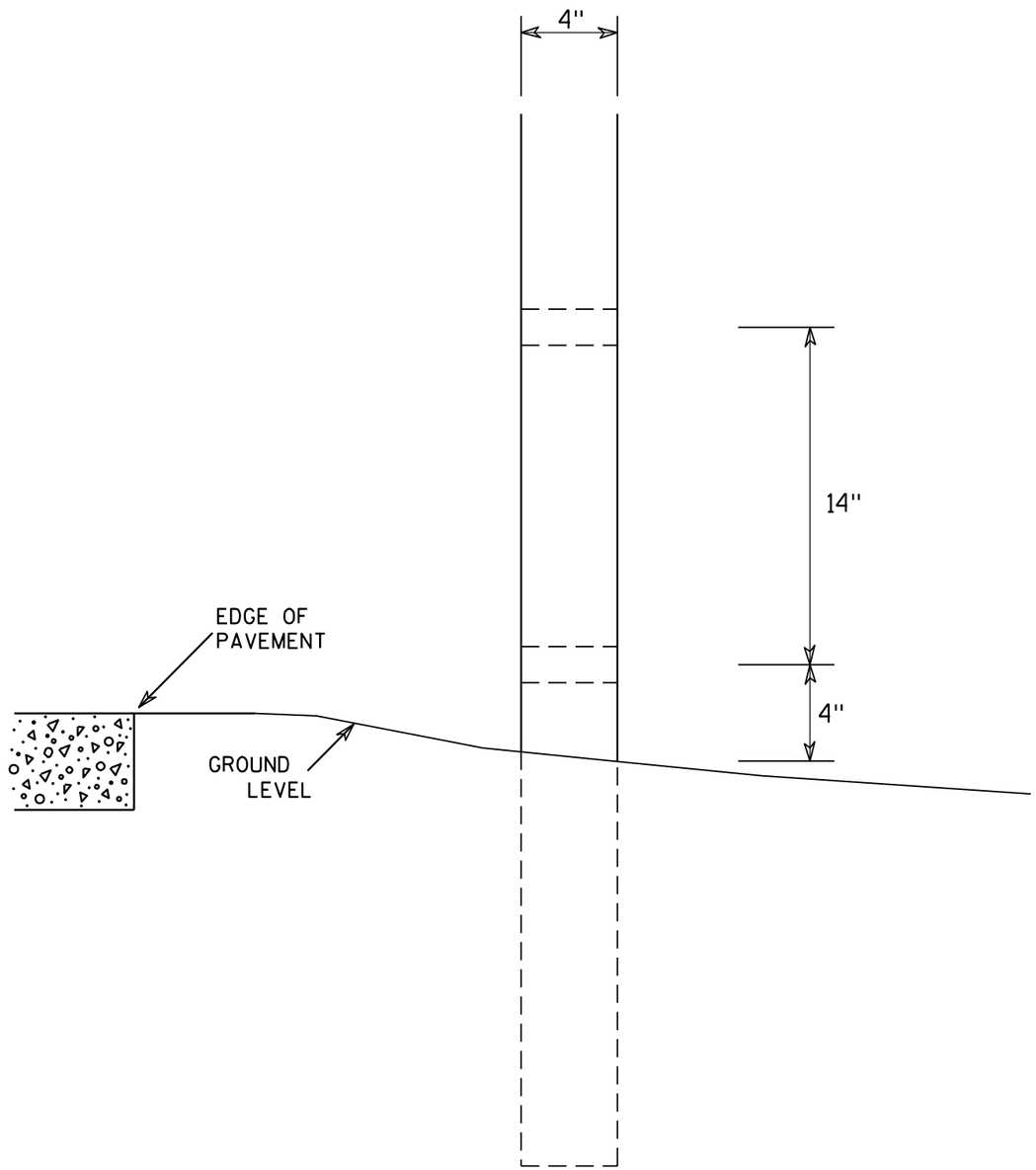
TUBULAR STEEL
SIGN POST
A4-9

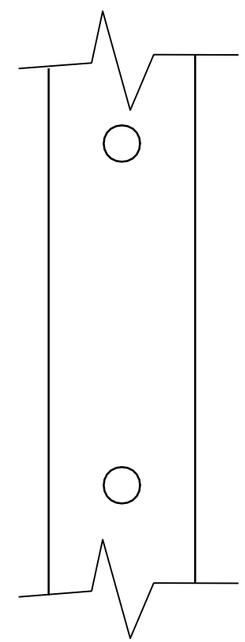
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





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.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

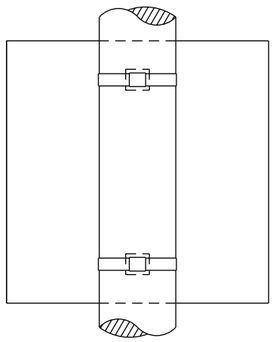
APPROVED Chester J Spang for State Traffic Engineer

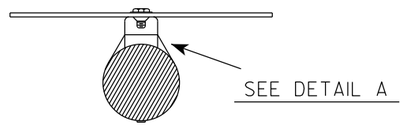
DATE 3/27/97 PLATE NO. A4-11.2

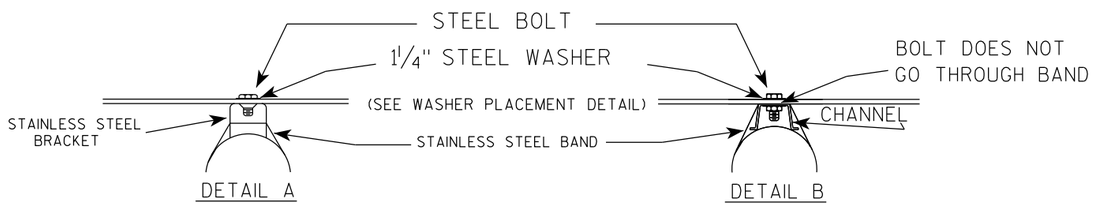
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 187	E

BANDING

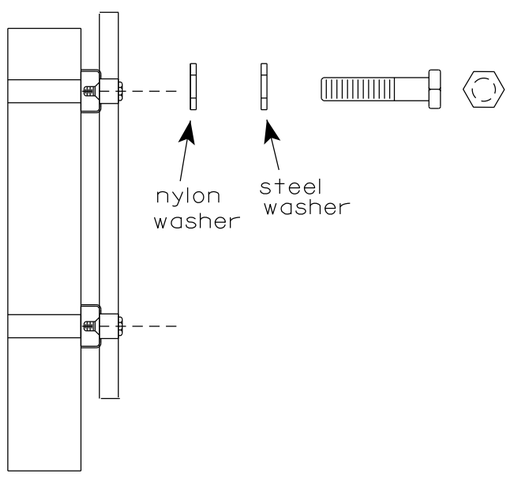
SINGLE SIGN







WASHER PLACEMENT

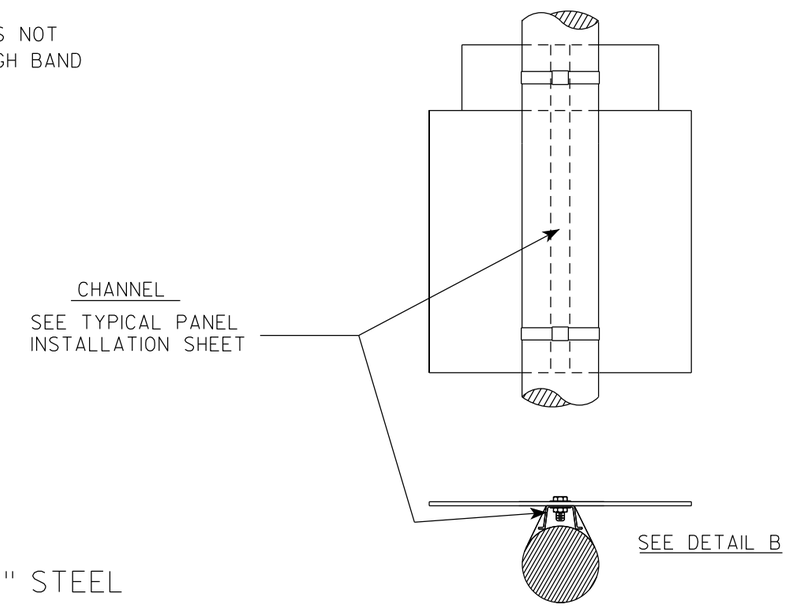


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 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



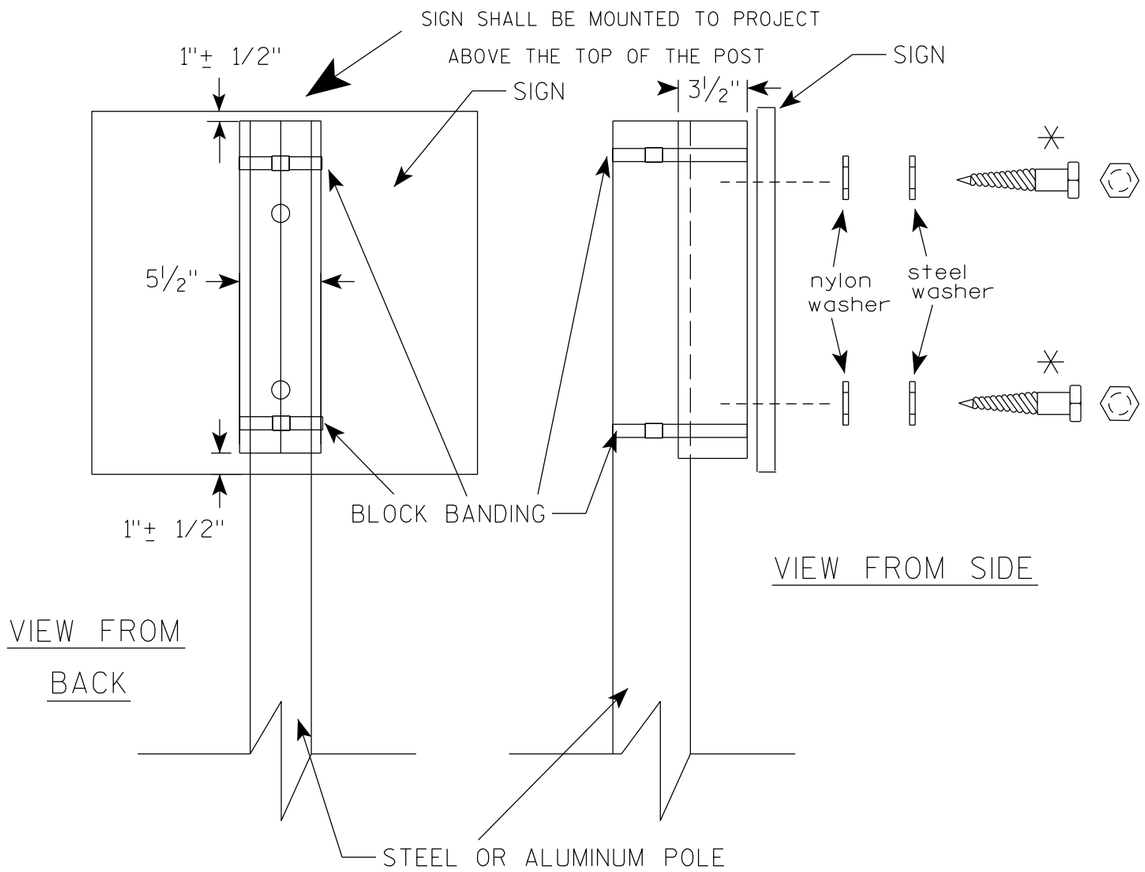
STANDARD SIGN
SIGN BANDING DETAILS

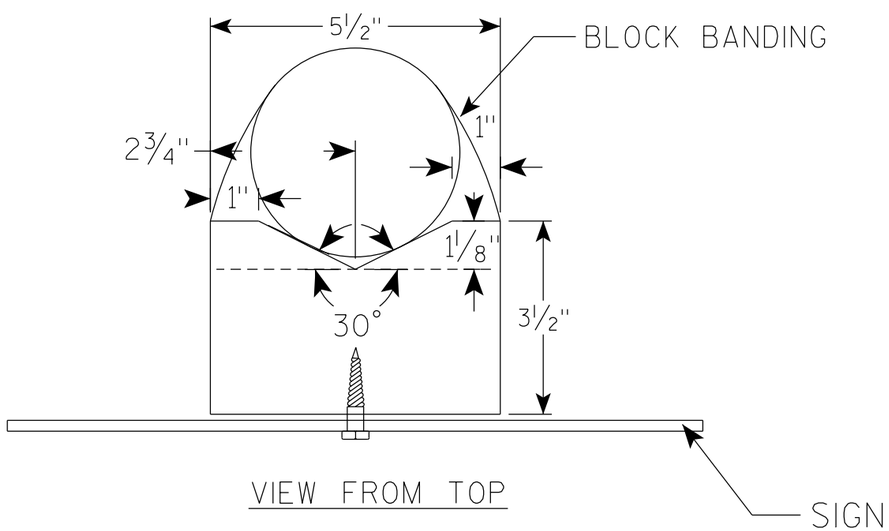
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E





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, 3/4" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT 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 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE 3/8" X 2 1/2"

7

7

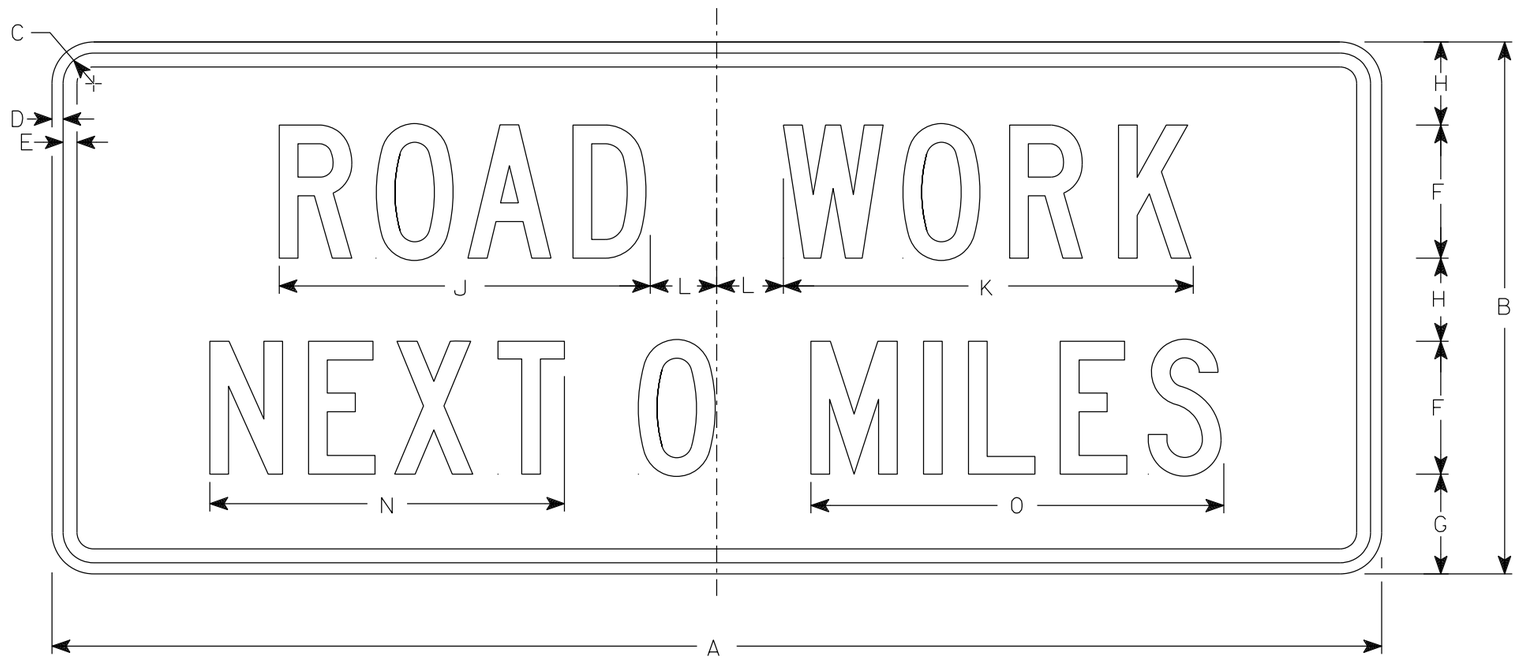
BLOCK BANDING DETAIL
(V-BLOCK OPTION)

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: 189	E



G20-1

NOTES

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

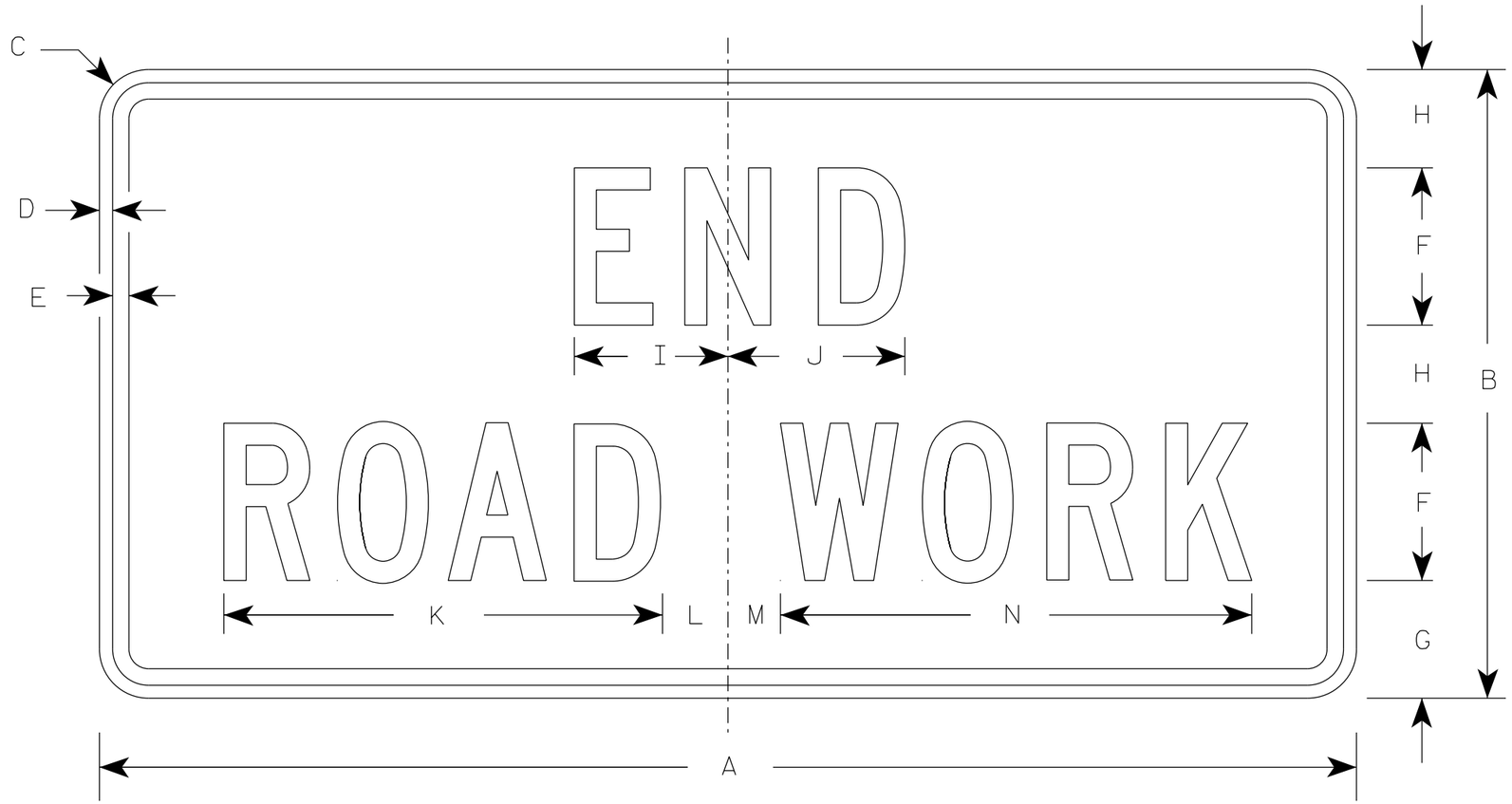
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16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

STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E



G20-2A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

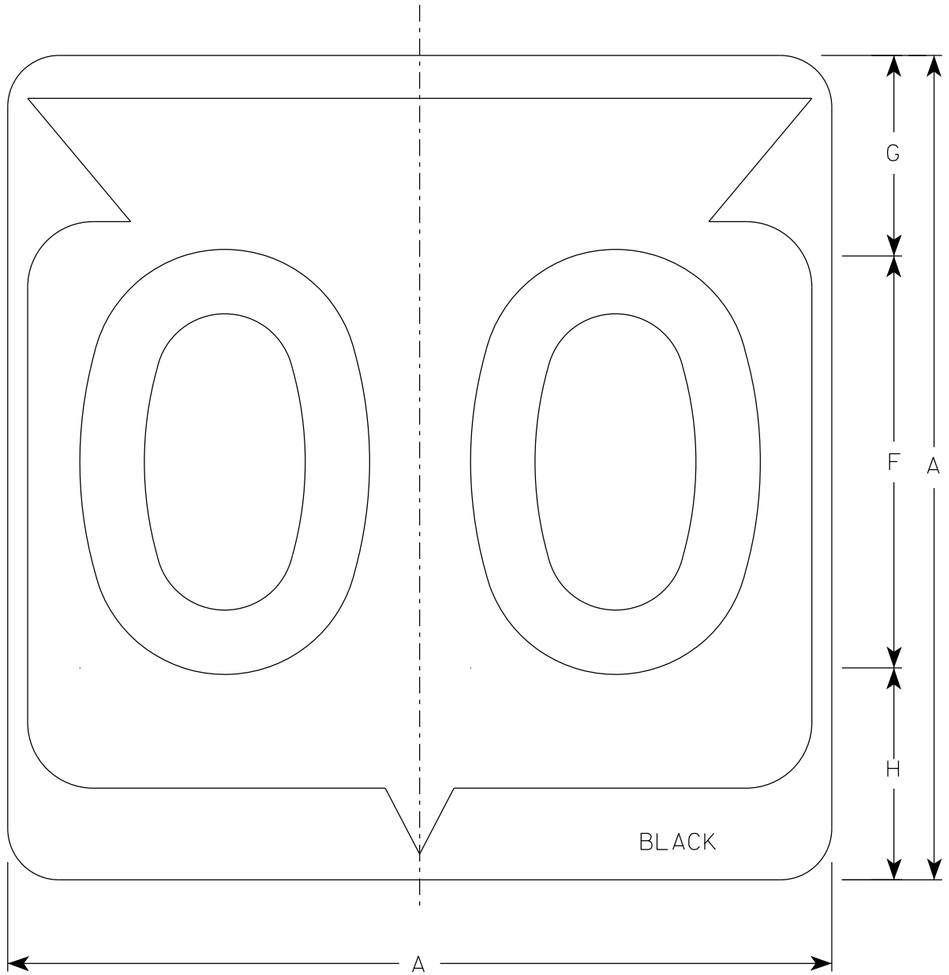
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

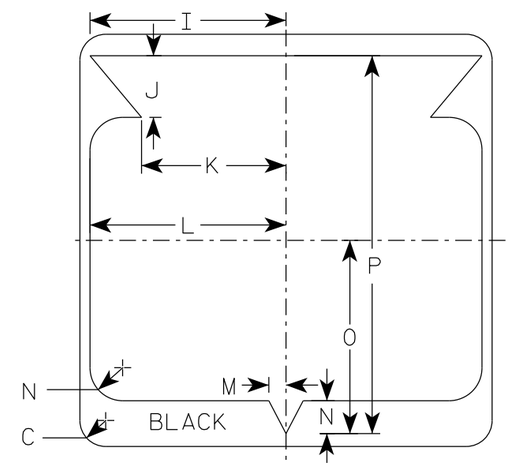
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E



M1-6

NOTES

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



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

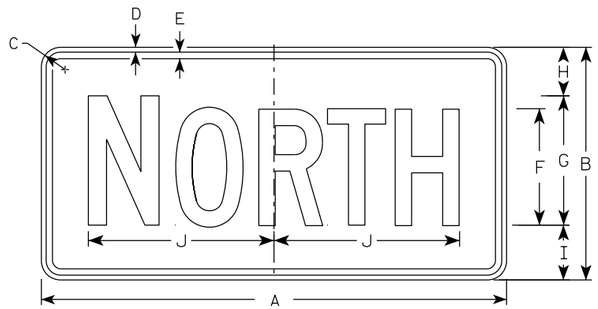
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

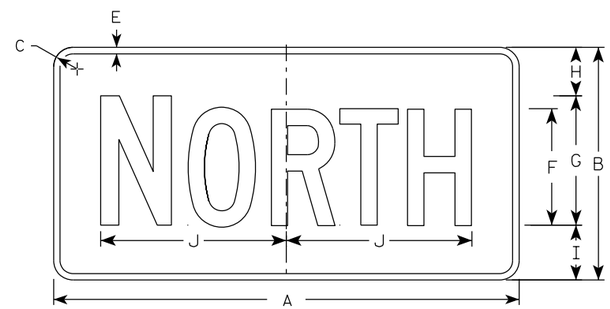
APPROVED Matthew R Rauch
for State Traffic Engineer

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

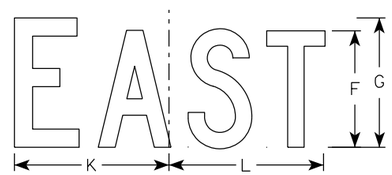
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 192	E



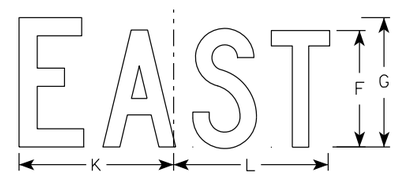
M3-1
MM3-1
MP3-1



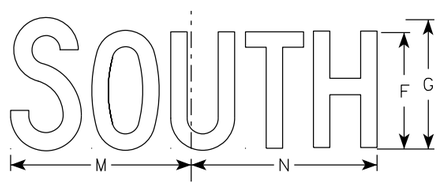
MB3-1
MK3-1
MN3-1



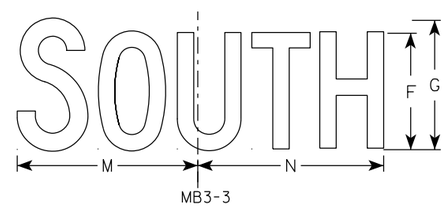
M3-2
MM3-2
MP3-2



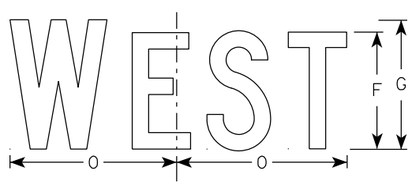
MB3-2
MK3-2
MN3-2



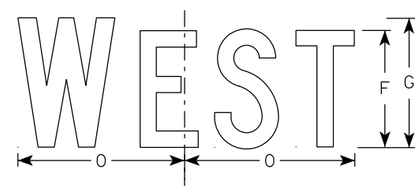
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

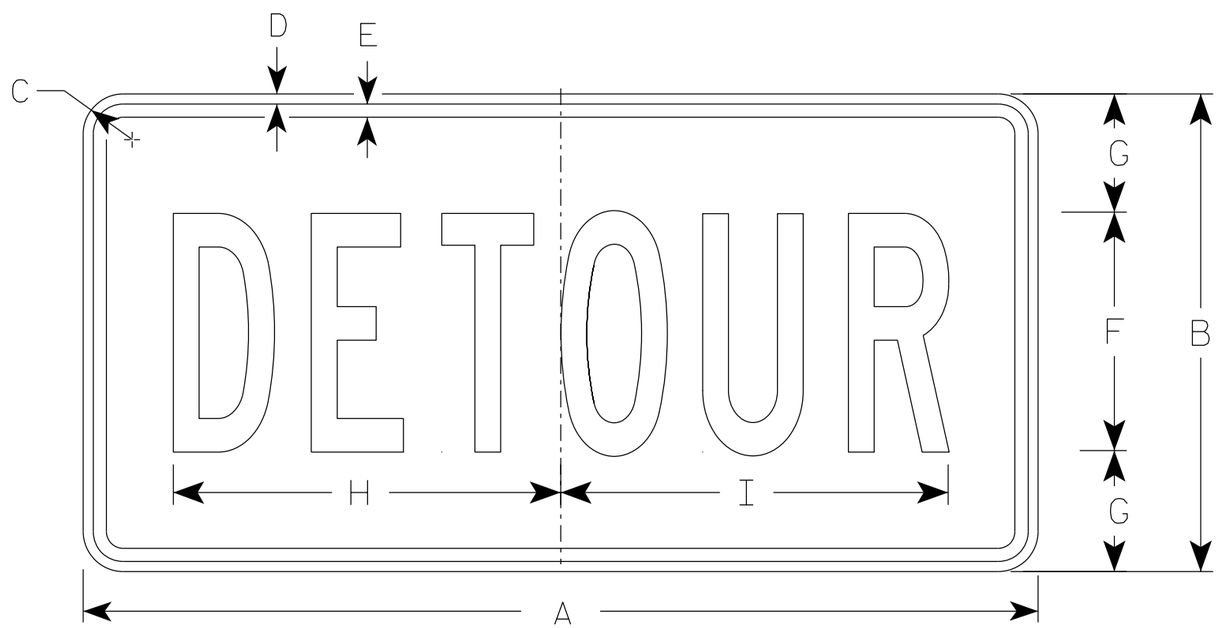
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E

NOTES

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



M4-8

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

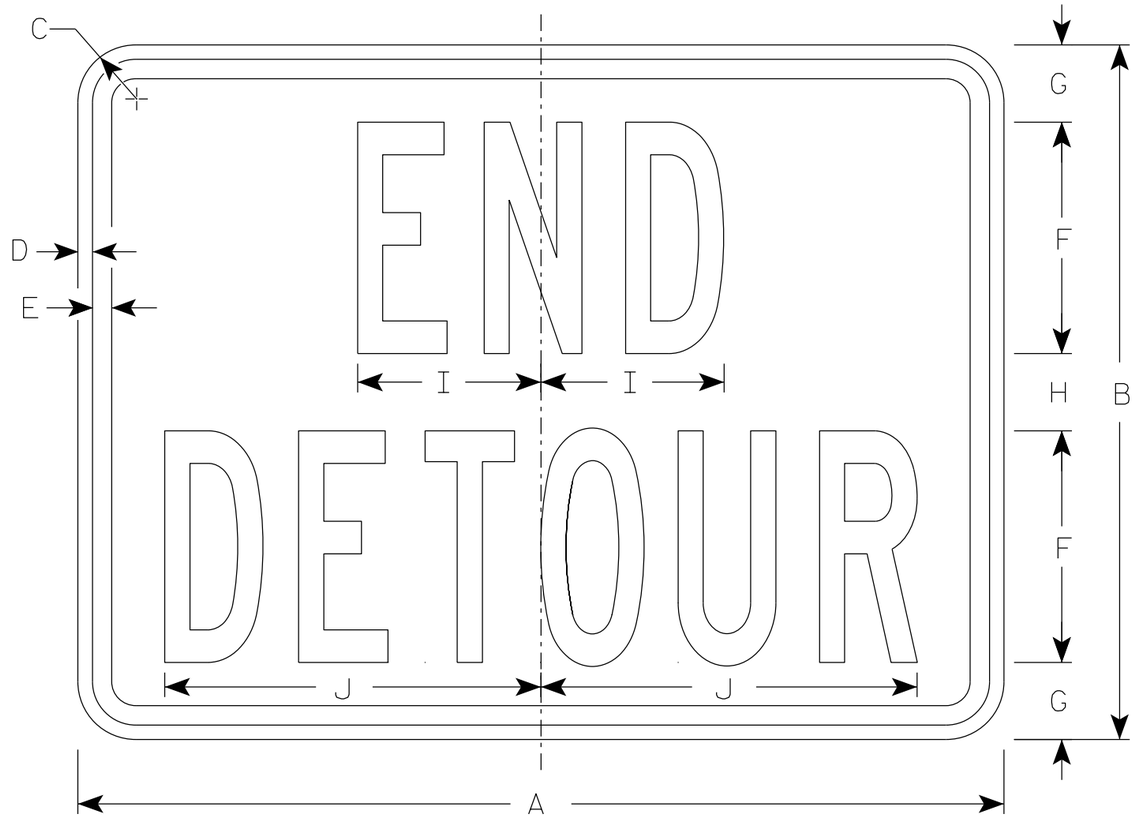
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

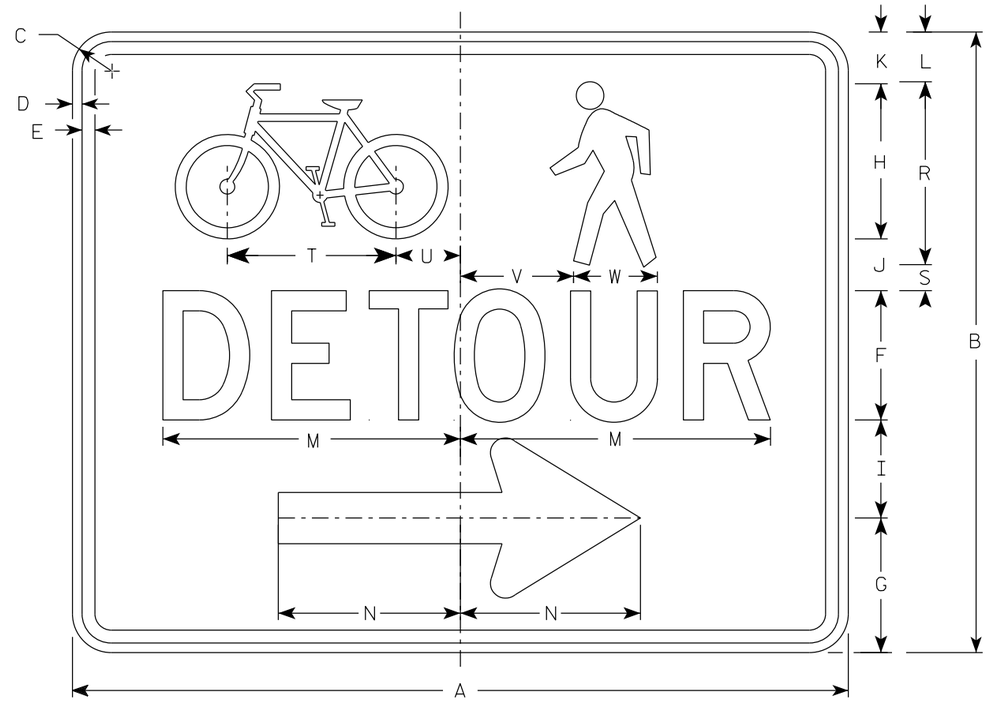
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

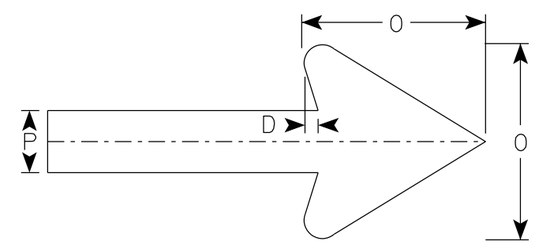
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



M4-9AR

NOTES

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



Arrow Detail

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

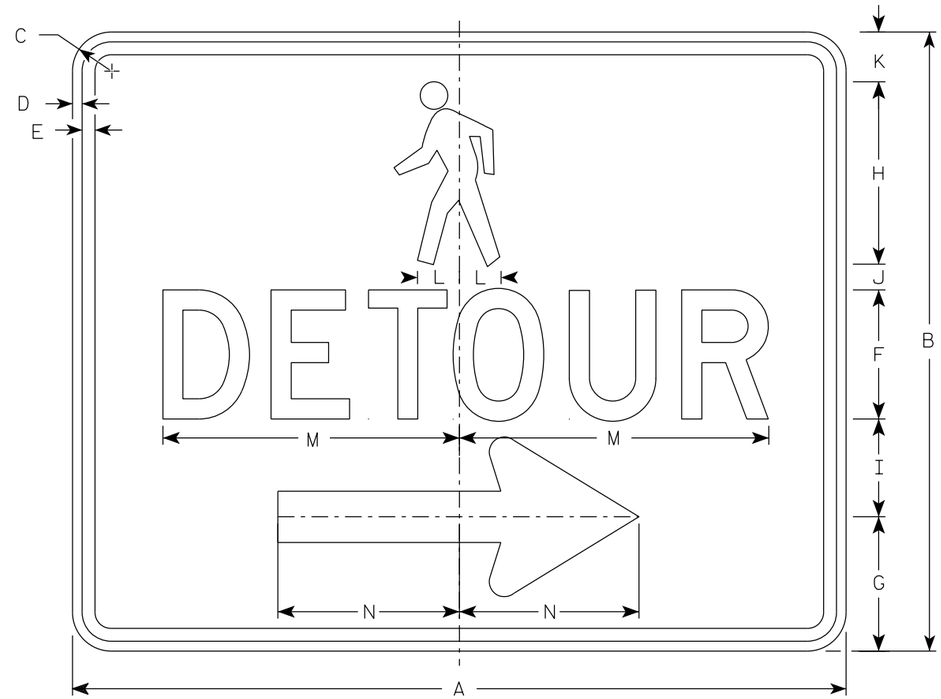
STANDARD SIGN
M4-9A L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9A.3

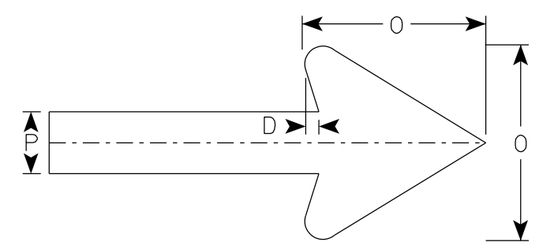
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E



M4-9BR

NOTES

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



Arrow Detail

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

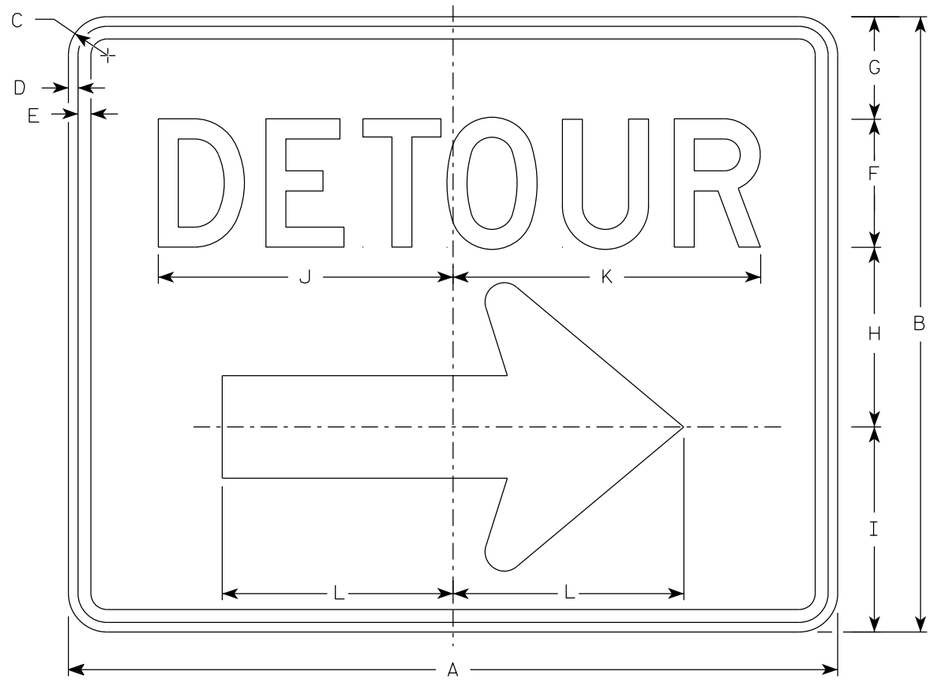
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

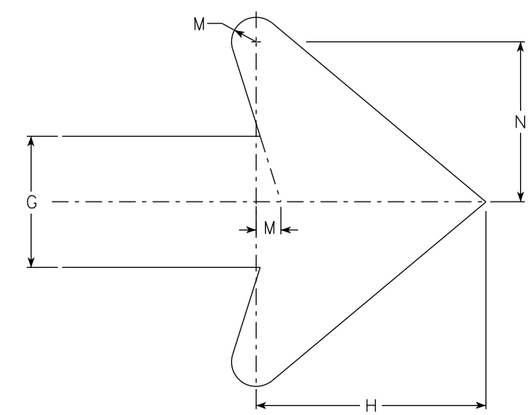
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E



M4-9R

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

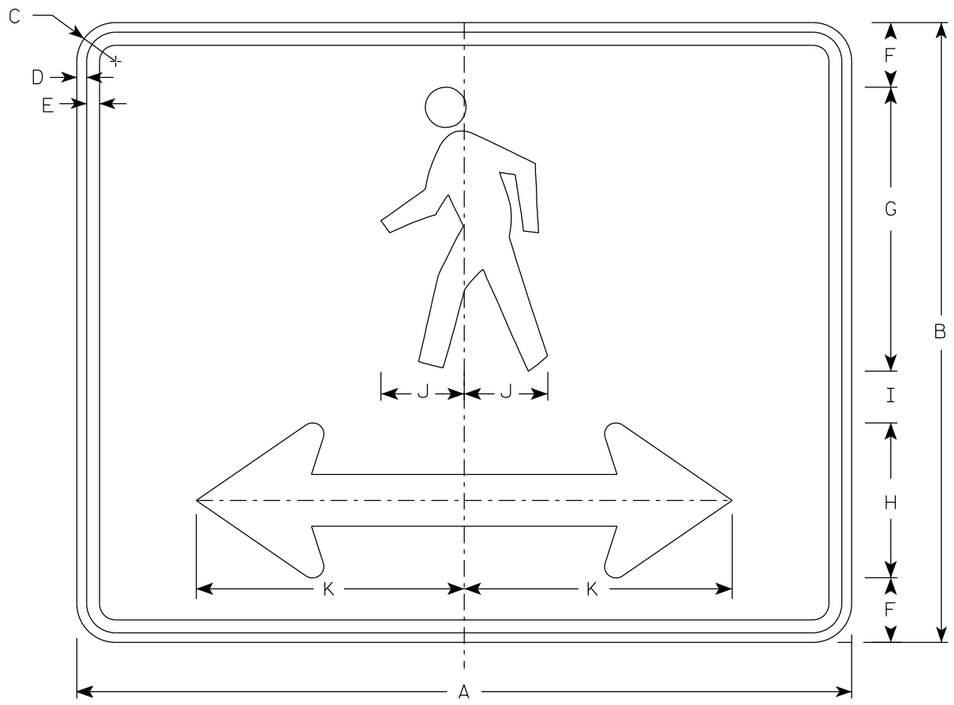
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

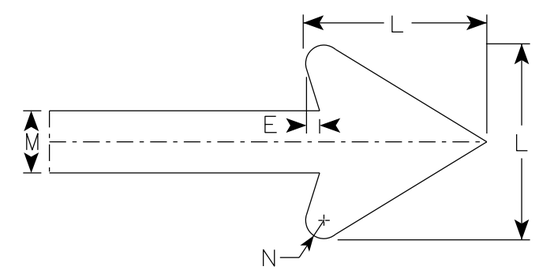
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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.



M4-60D



Arrow Detail

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

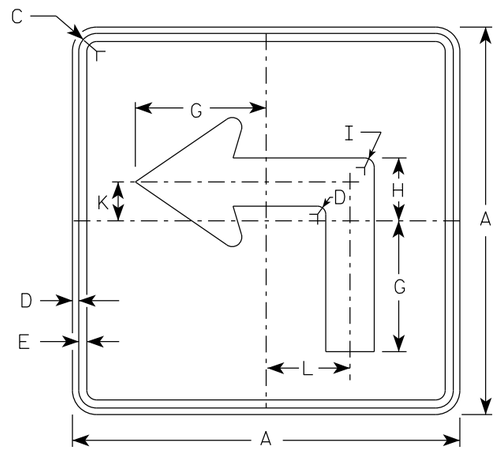
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

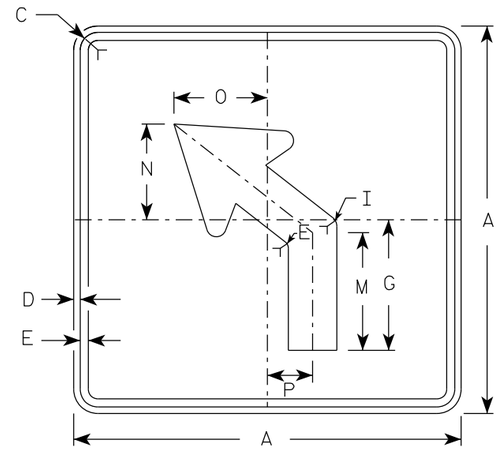
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

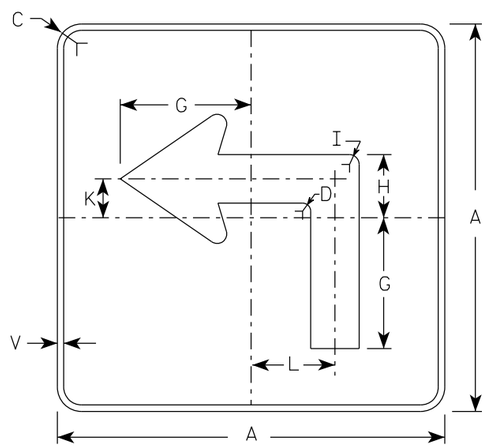
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E



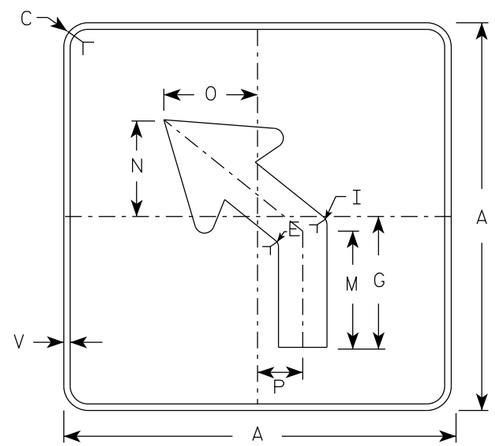
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



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

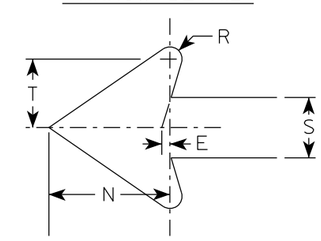


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
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. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



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

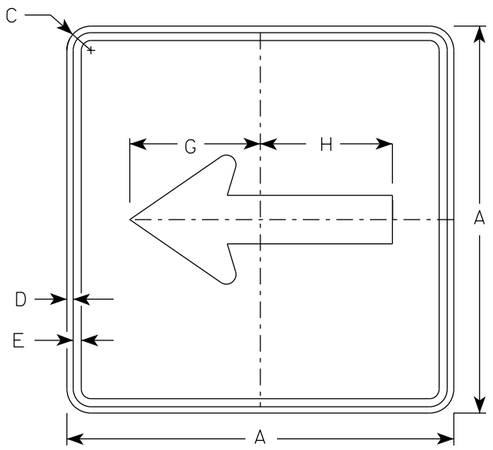
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

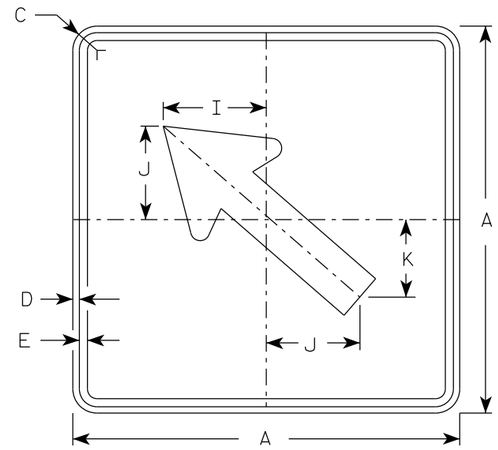
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

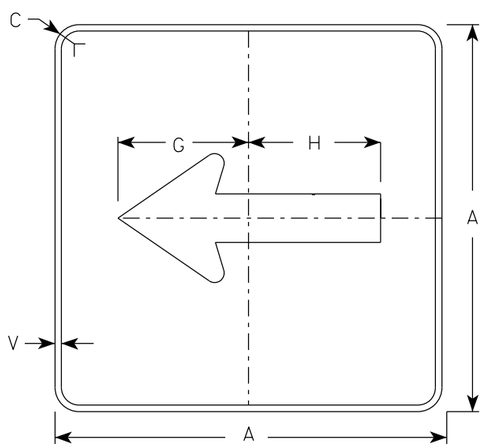
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E



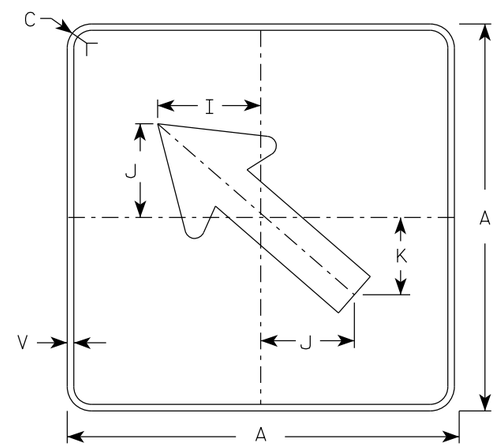
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

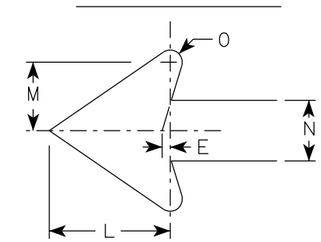


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
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. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



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

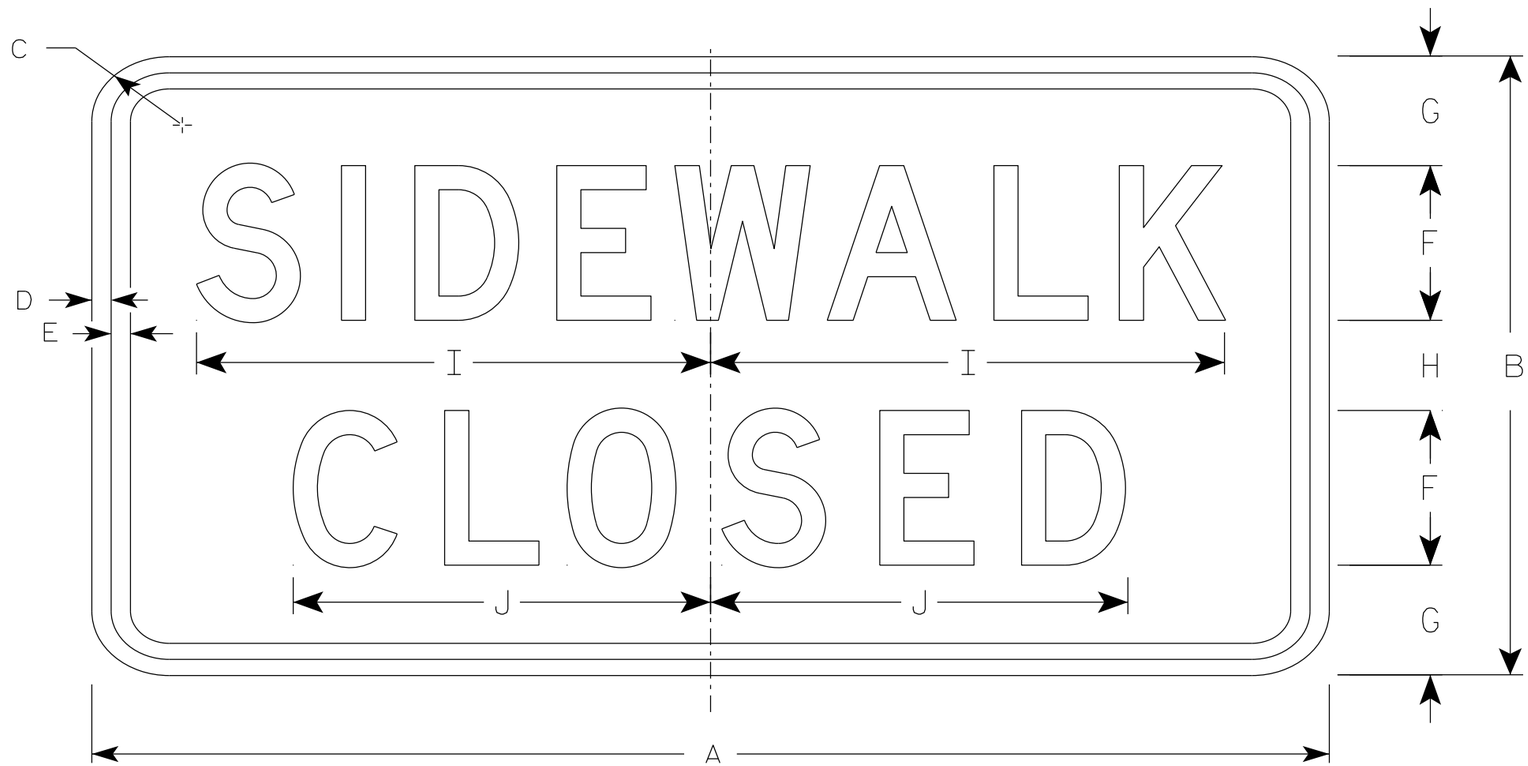
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E



R9-9

NOTES

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

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

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

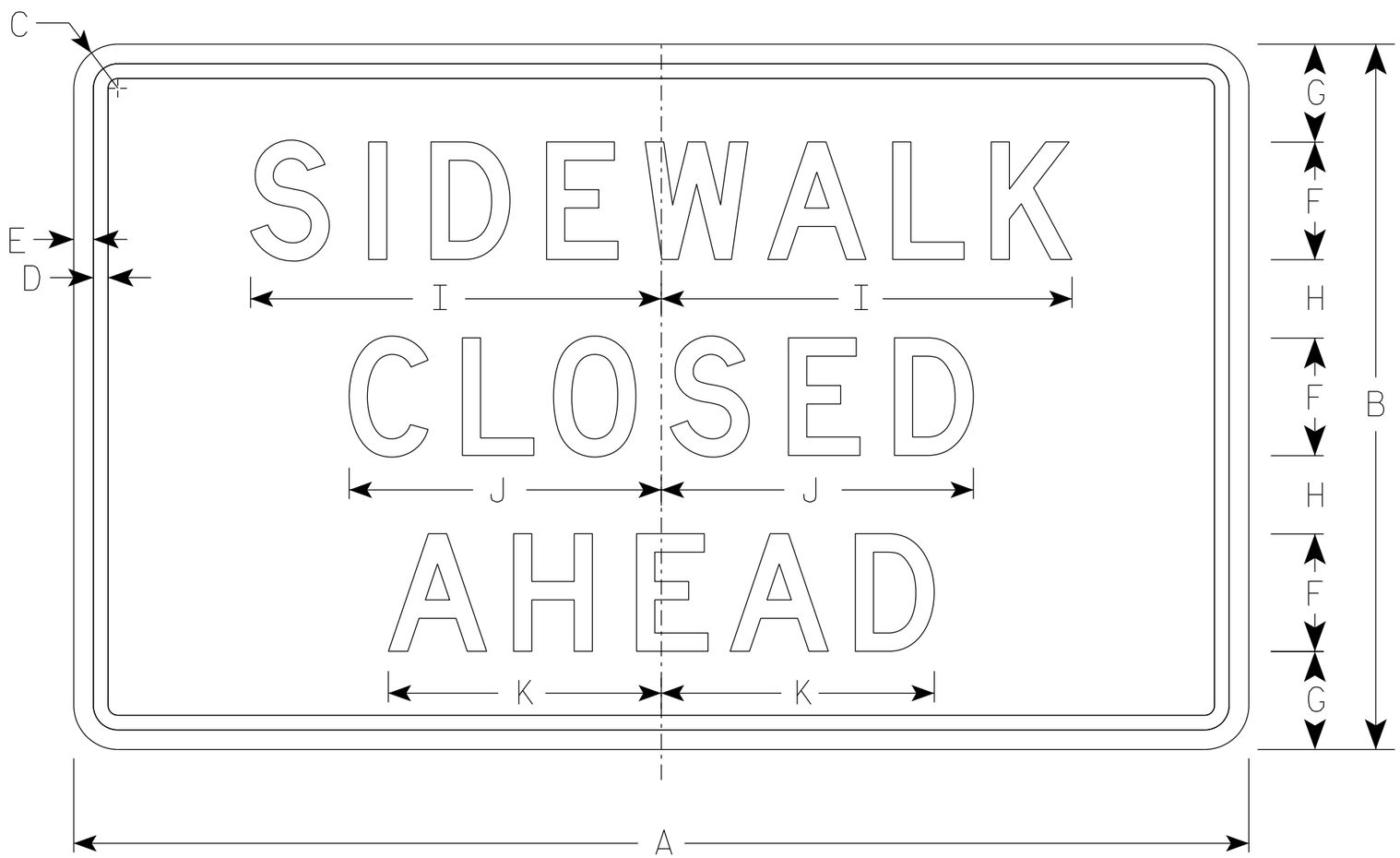
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E

NOTES

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



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

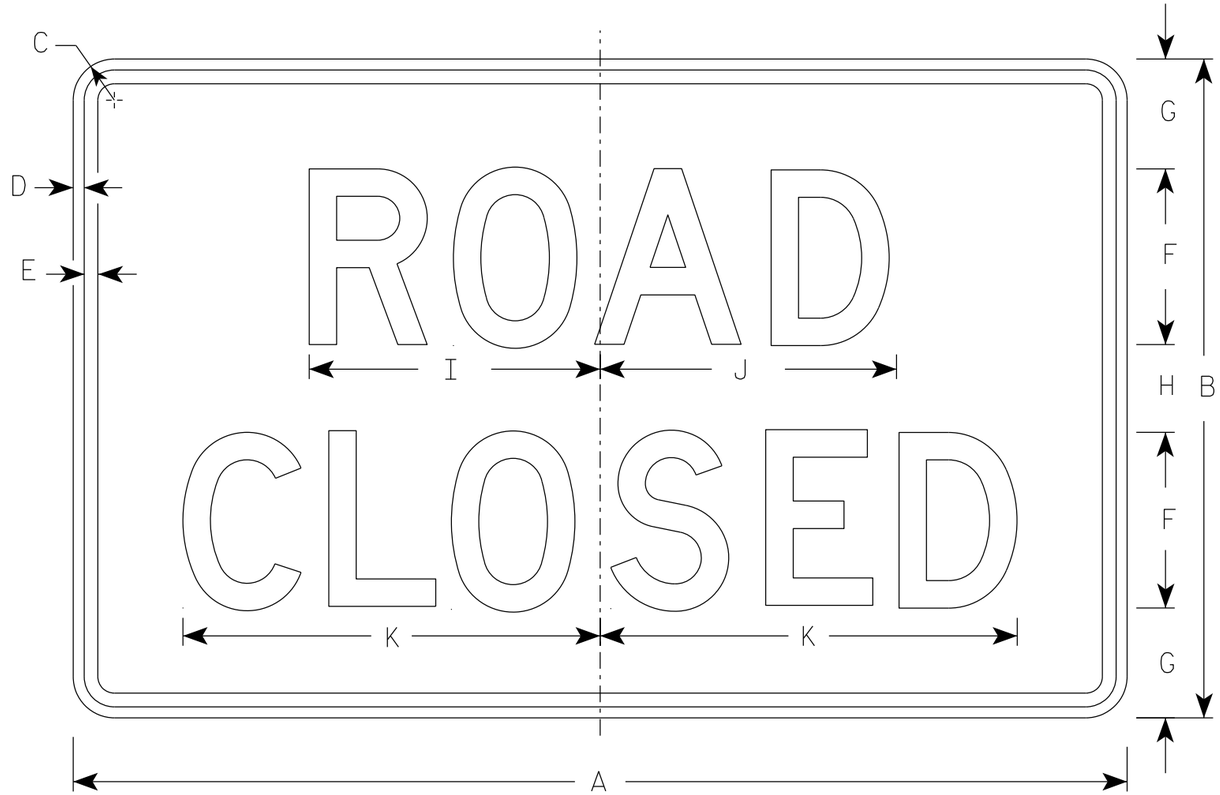
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

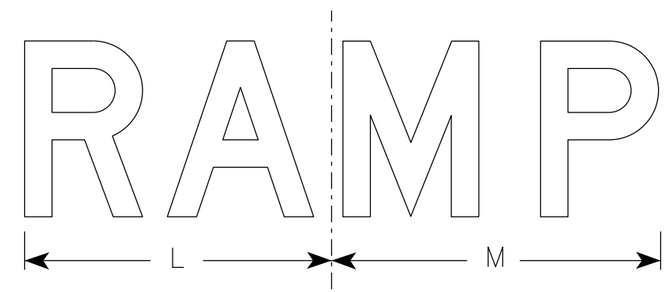
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



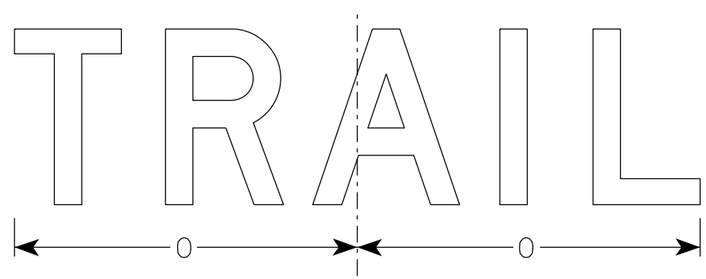
R11-2

NOTES

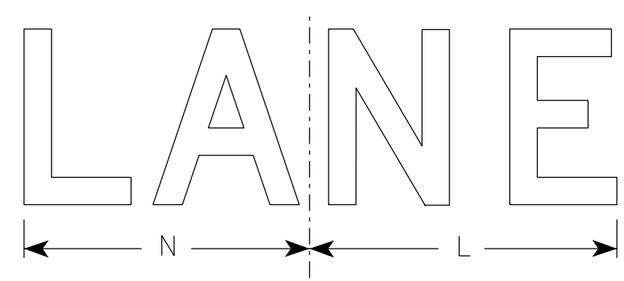
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

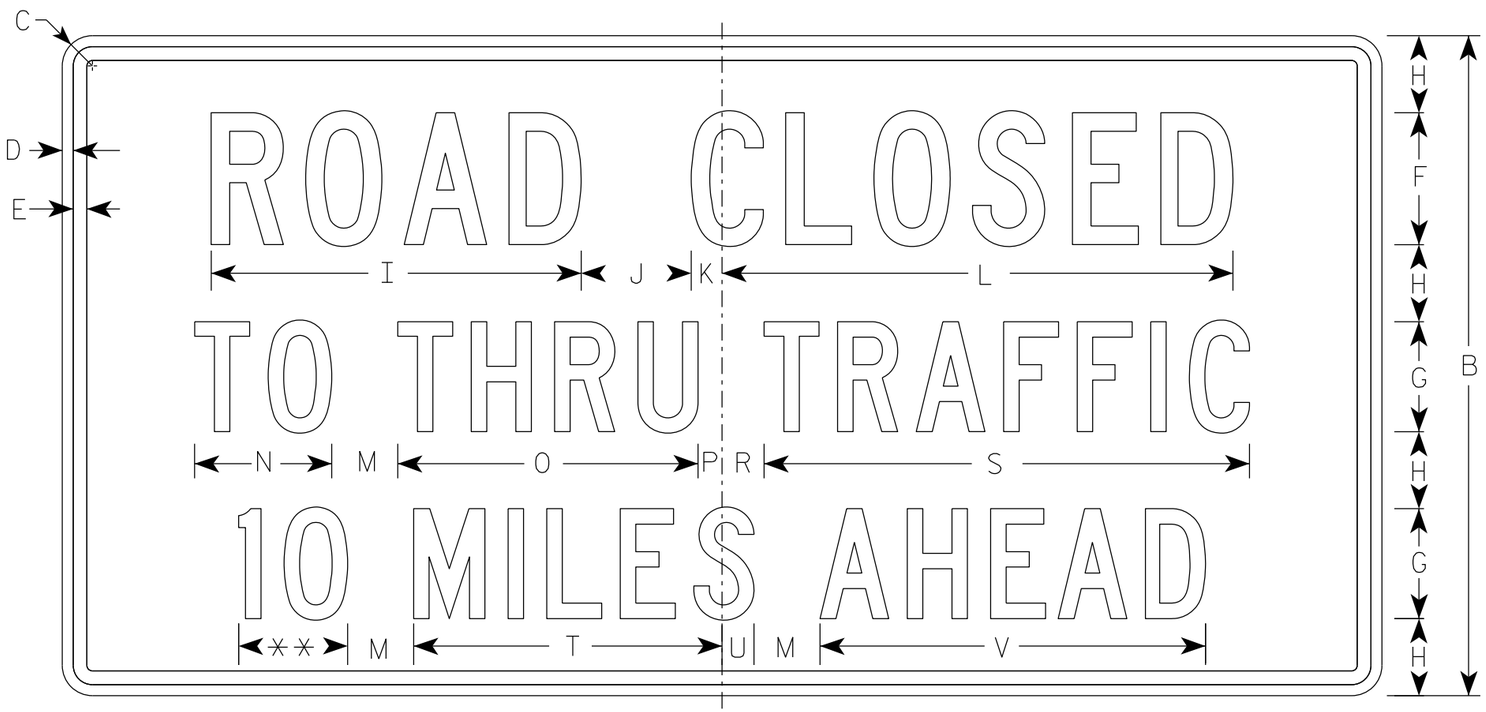
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

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

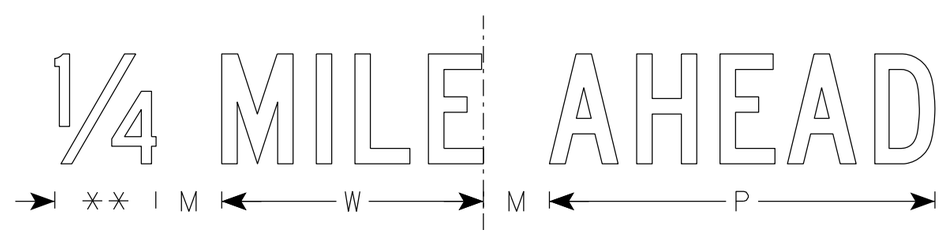
NOTES

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



R11-3

** See Note 5



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

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

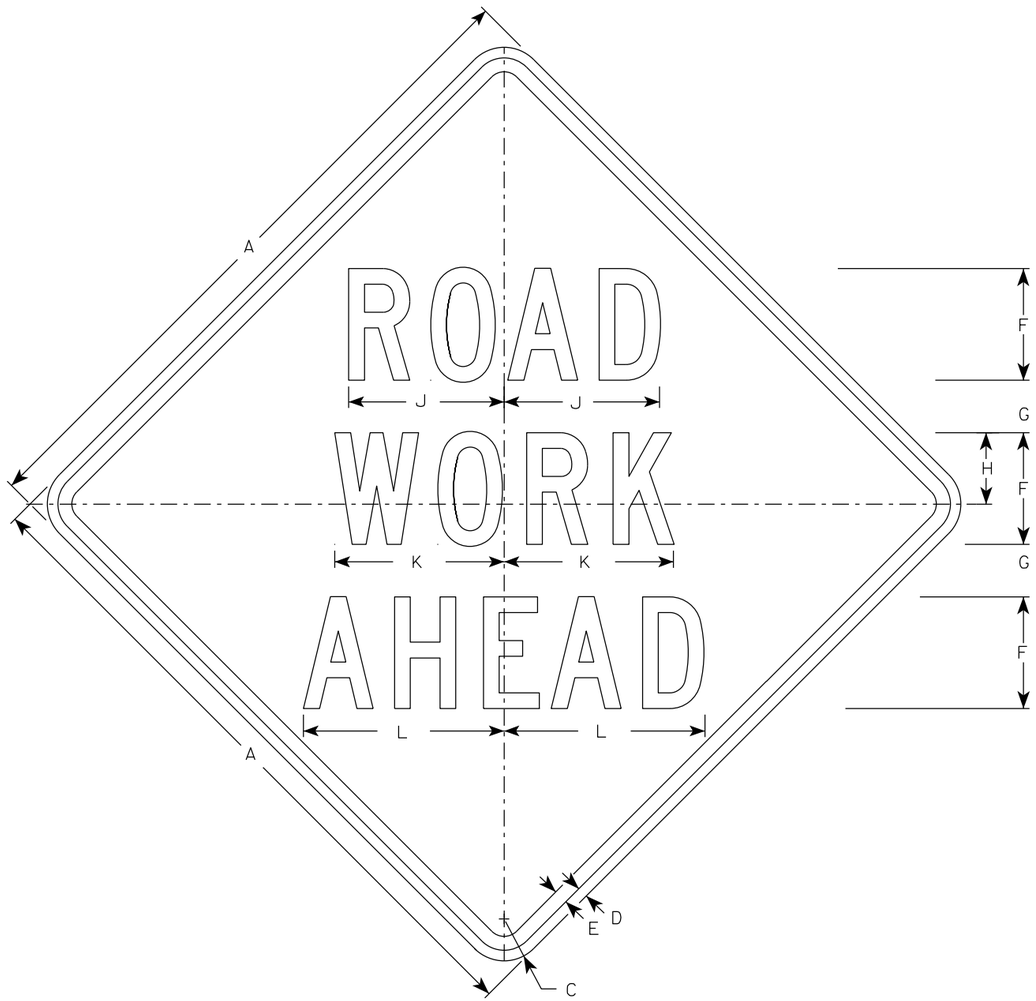
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

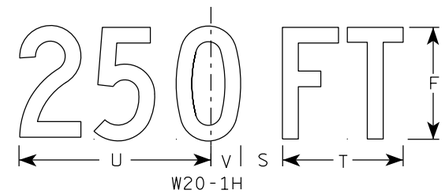
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

NOTES

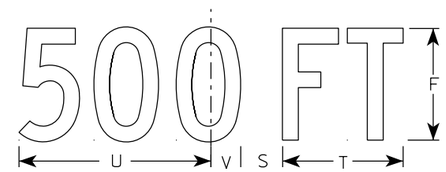
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



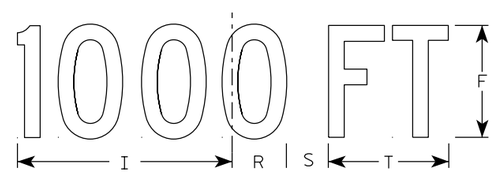
W20-1A



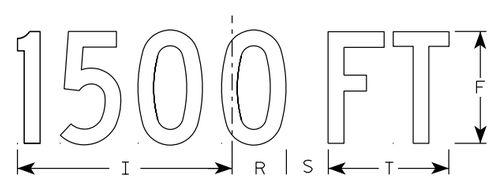
W20-1H



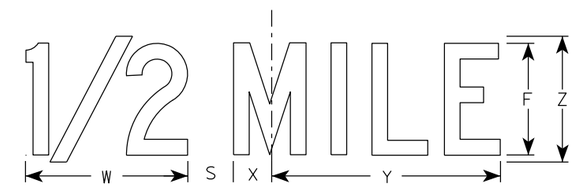
W20-1D



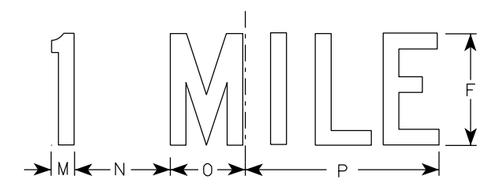
W20-1C



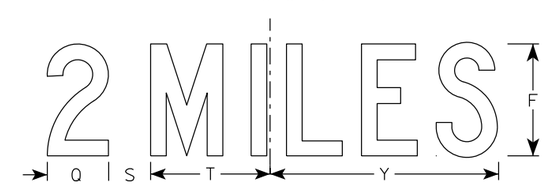
W20-1B



W20-1G



W20-1F



W20-1E

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

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

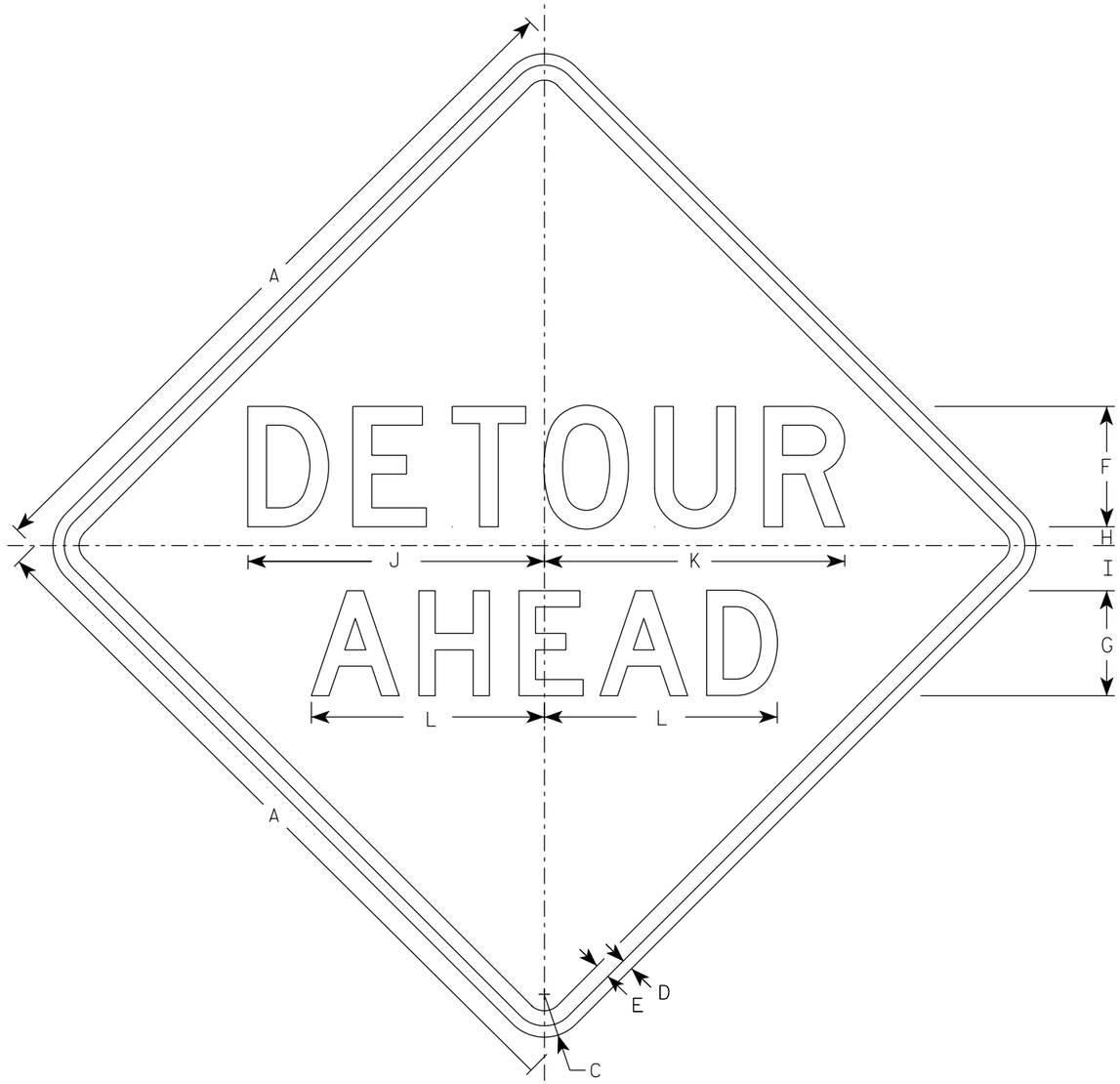
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

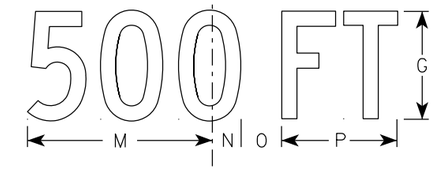
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

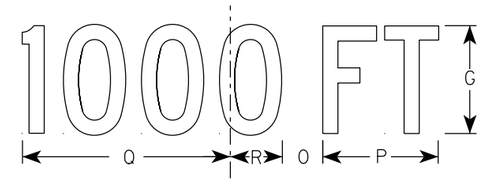
SHEET NO: 206 E



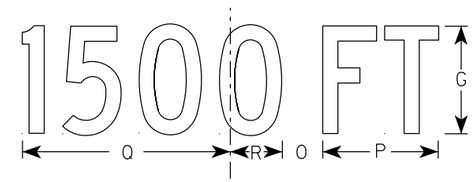
W20-2A



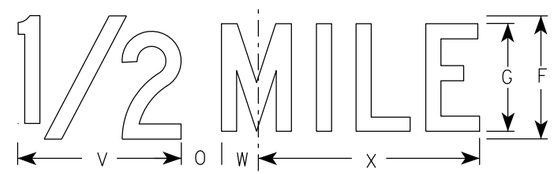
W20-2D



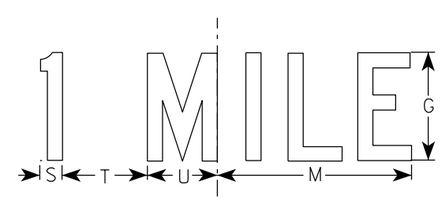
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

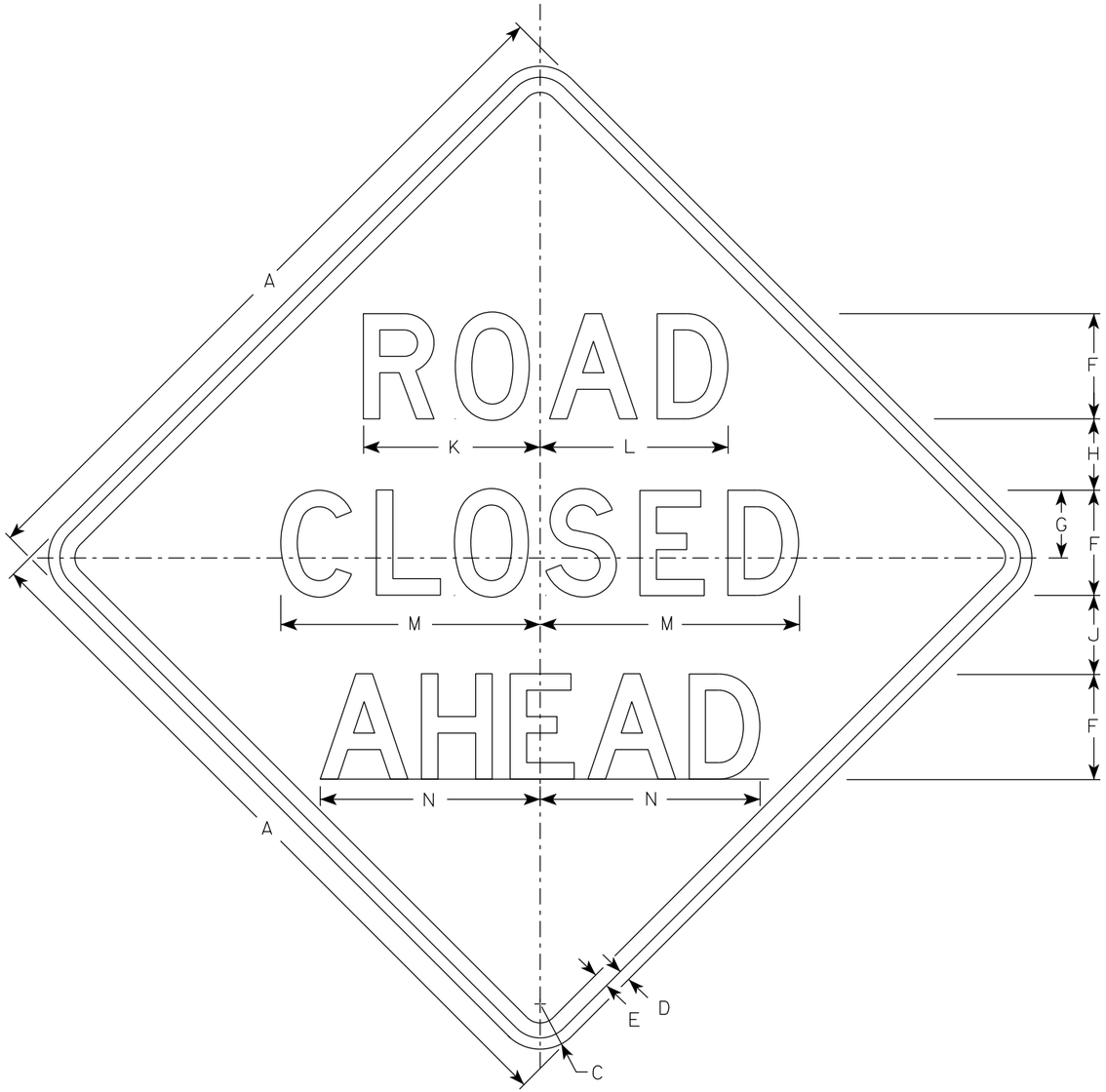
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

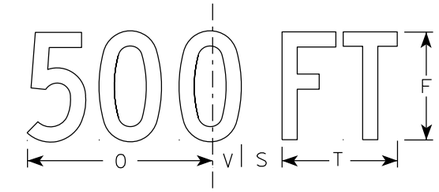
APPROVED Matthew R Rauch
For State Traffic Engineer

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

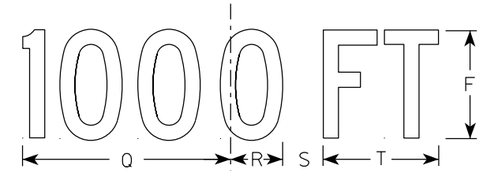
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



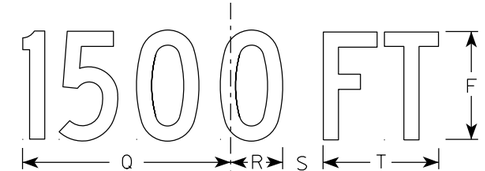
W20-3A



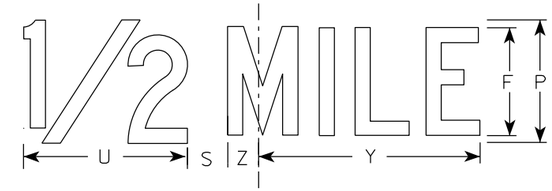
W20-3D



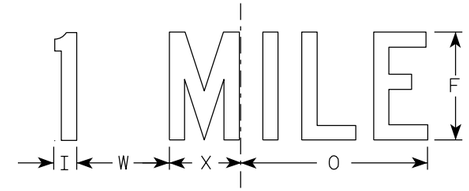
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

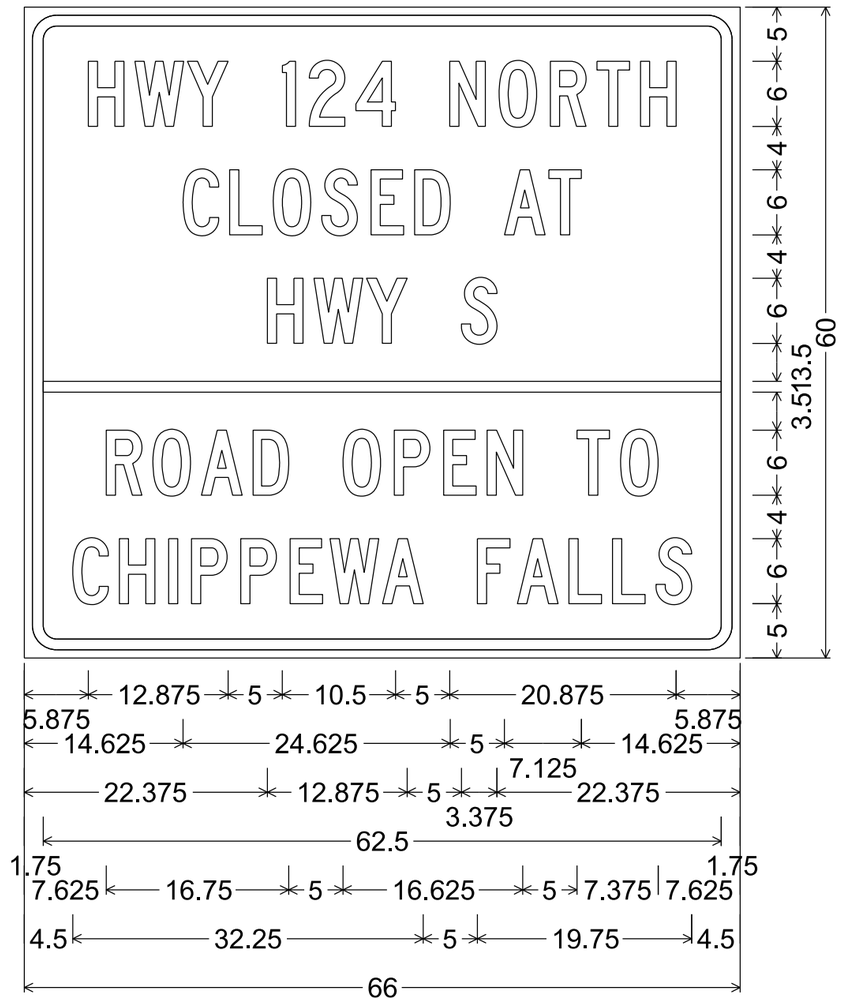
DATE 1/10/2024 PLATE NO. W20-3.8

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

7

NOTES

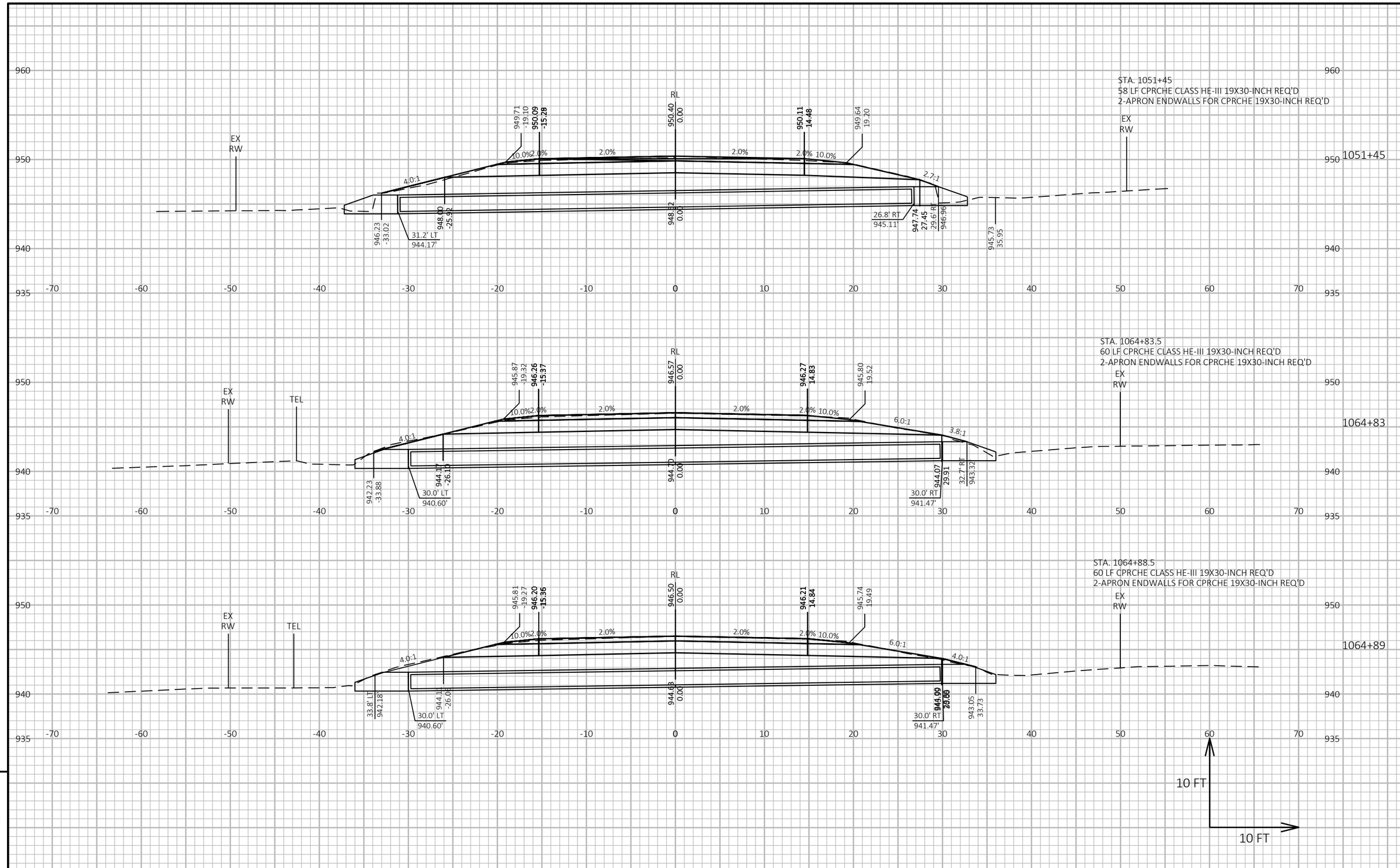
1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



3.000" Radius, 1.000" Border, 0.750" Indent

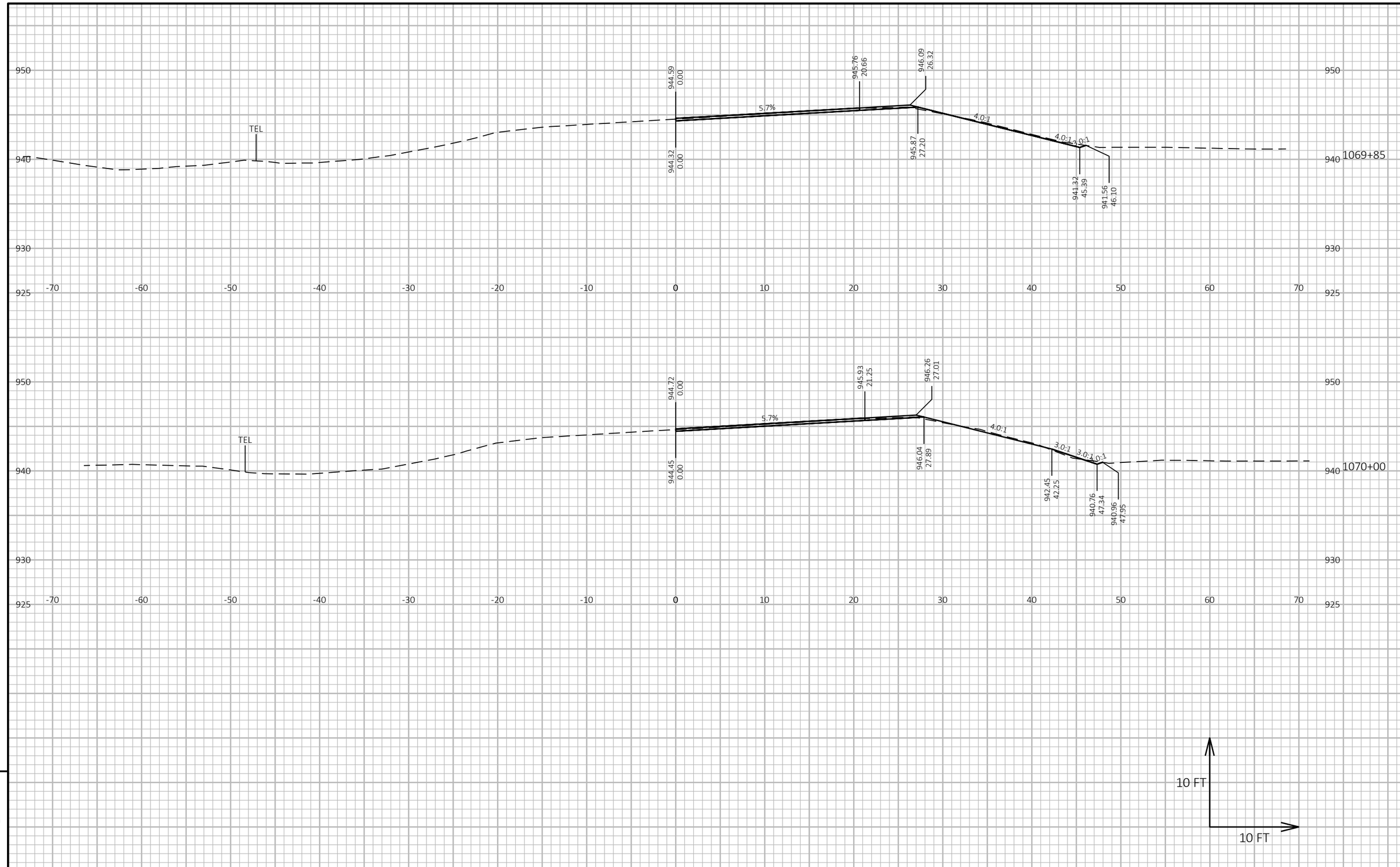
7

7



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: CULVERT PIPE LOCATIONS	SHEET 210	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\090201-XS.DWG
LAYOUT NAME - -73
PLOT DATE : 4/28/2025 1:13 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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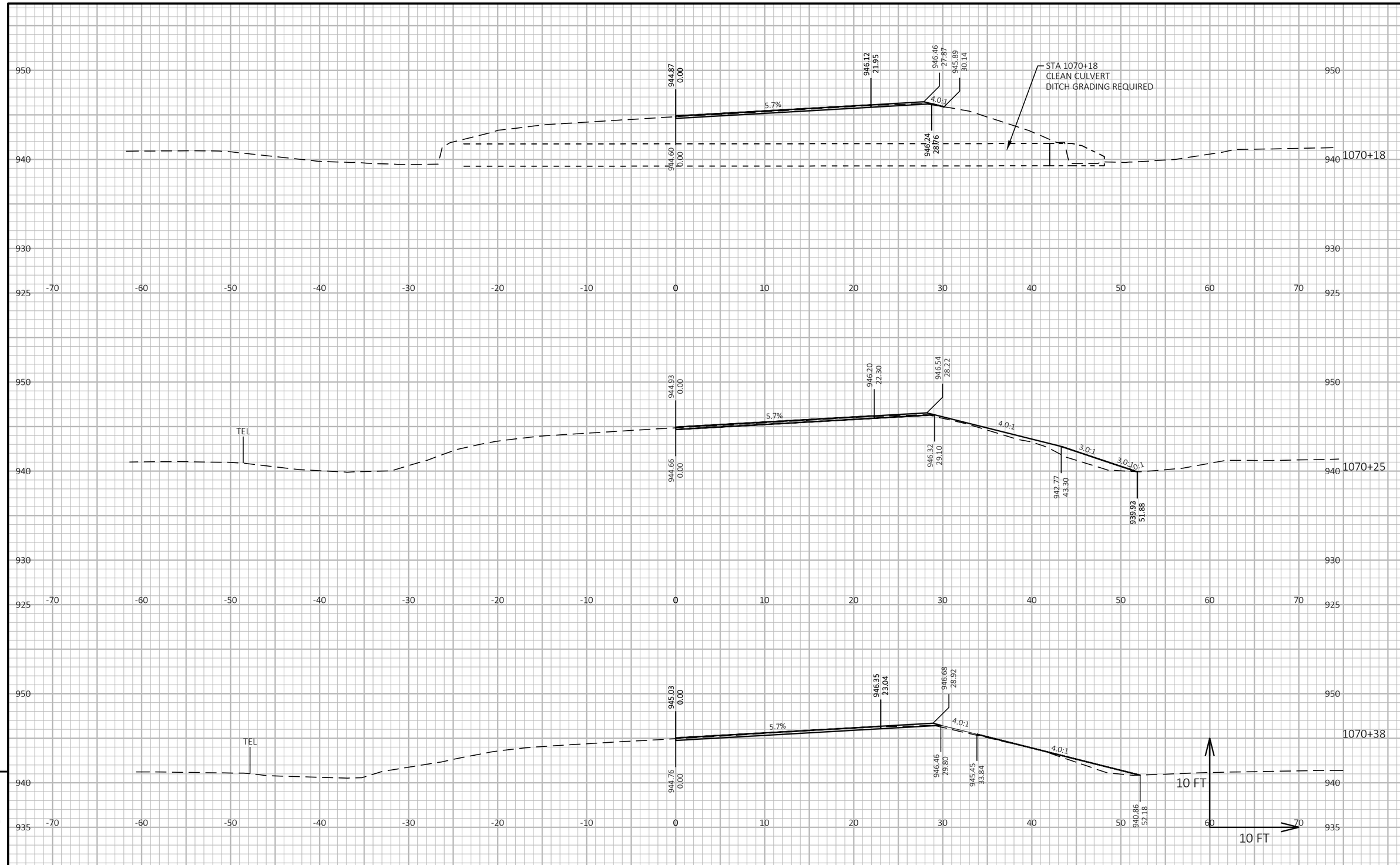
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION	SHEET 211	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 01

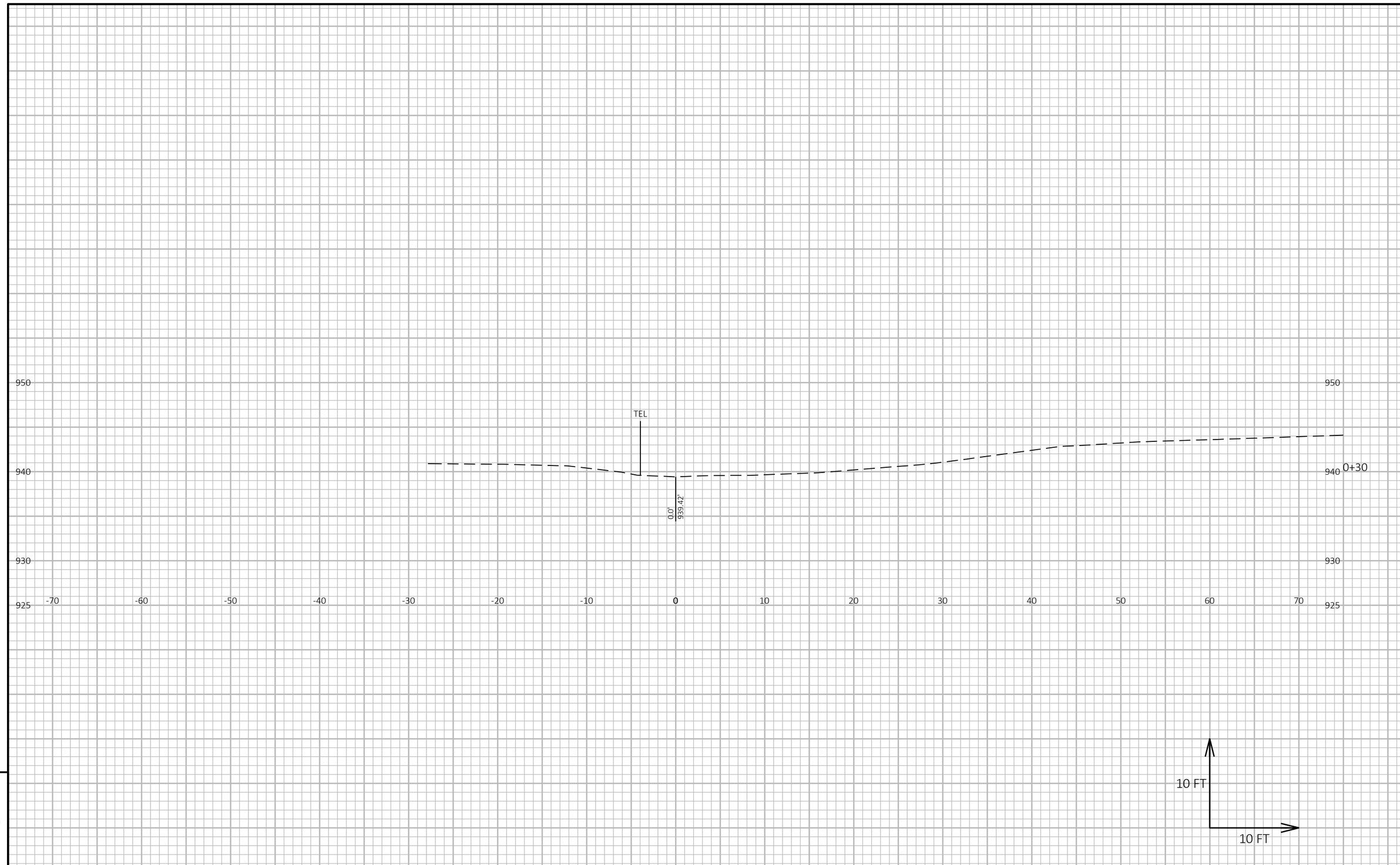
PLOT DATE : 7/23/2025 6:59 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION	SHEET 212	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/23/2025 7:00 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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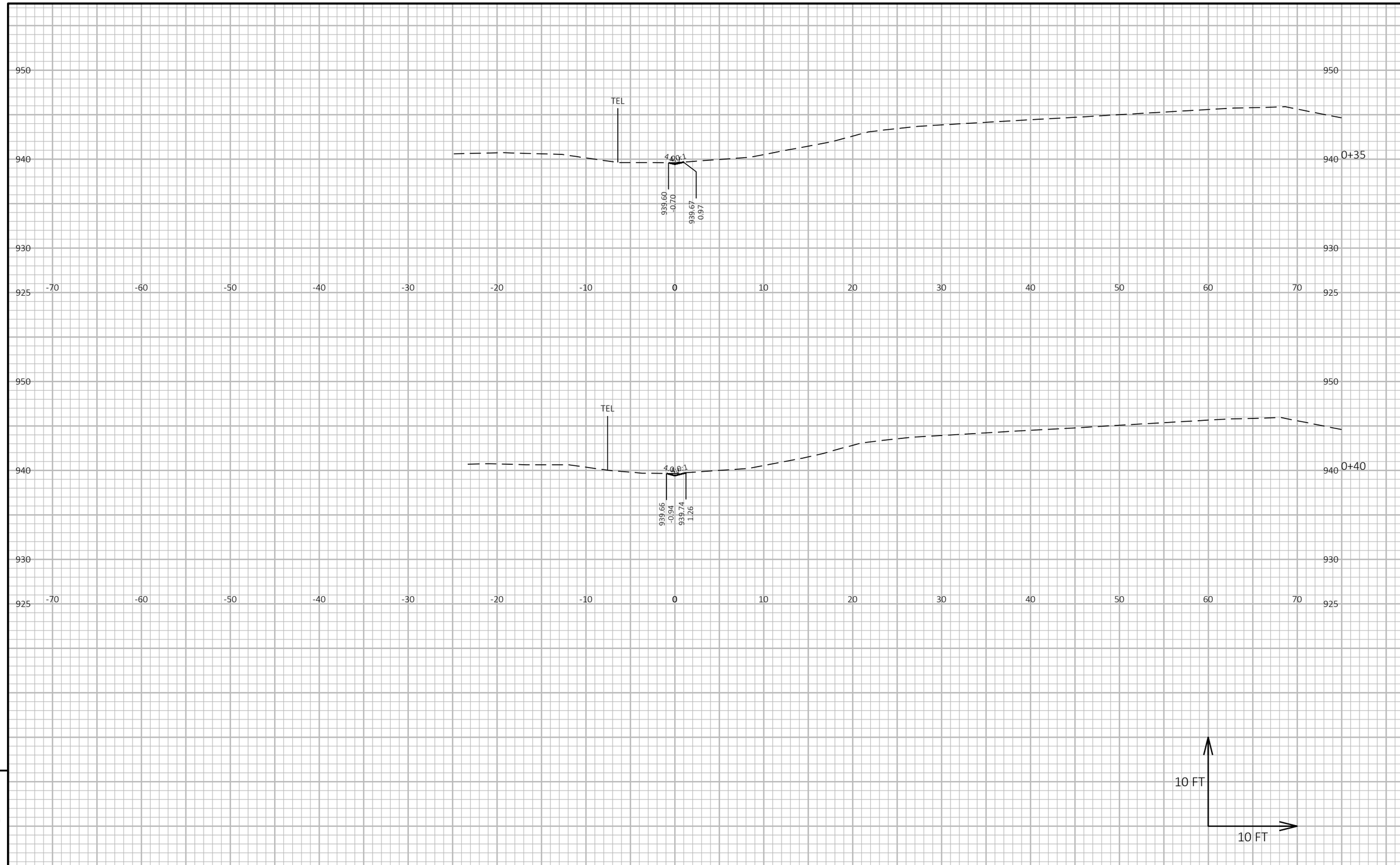
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION - DITCHLINE LT	SHEET 213	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 03
PLOT DATE : 7/23/2025 7:00 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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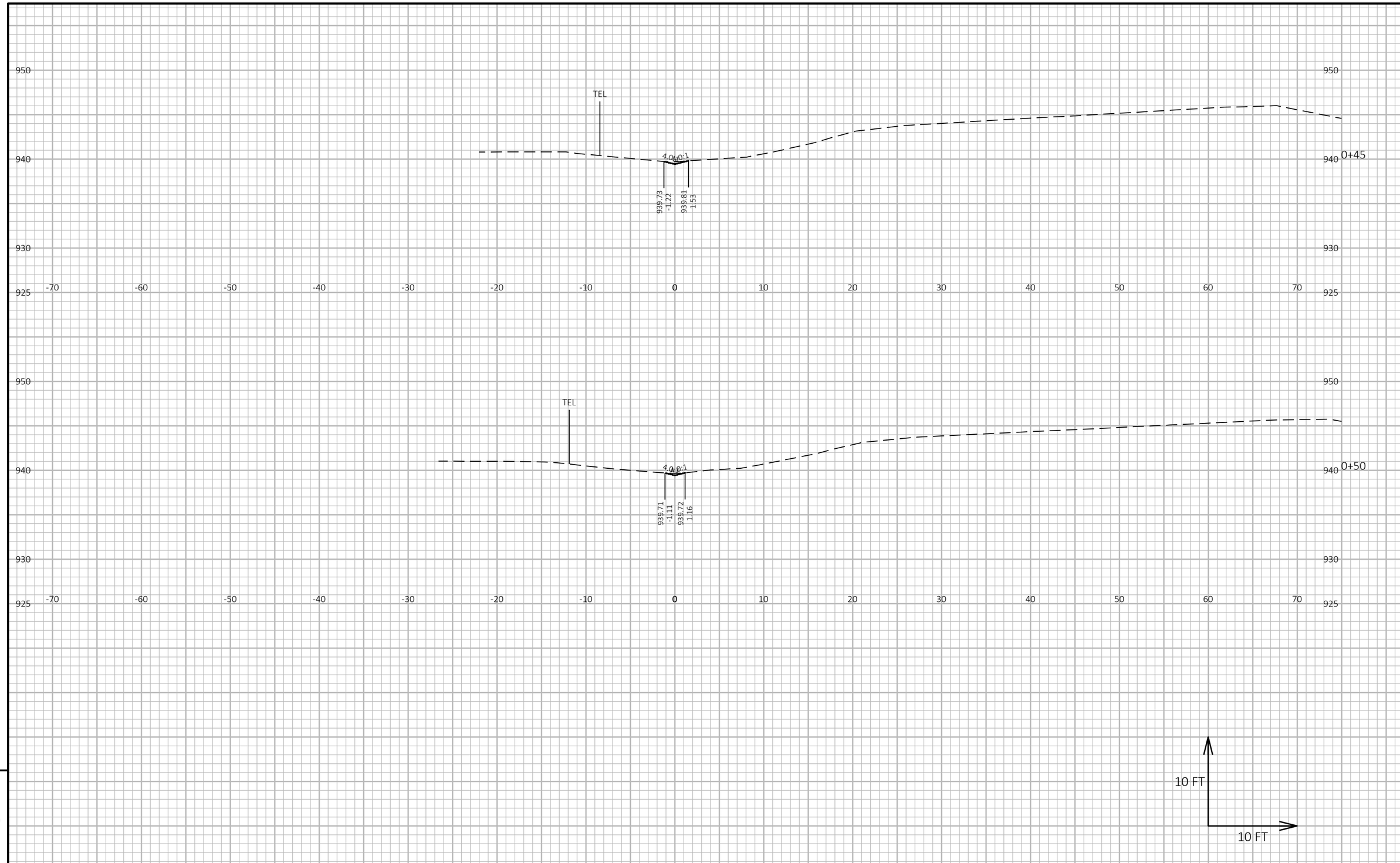
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION - DITCHLINE LT	SHEET 214	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 04
PLOT DATE : 7/23/2025 7:01 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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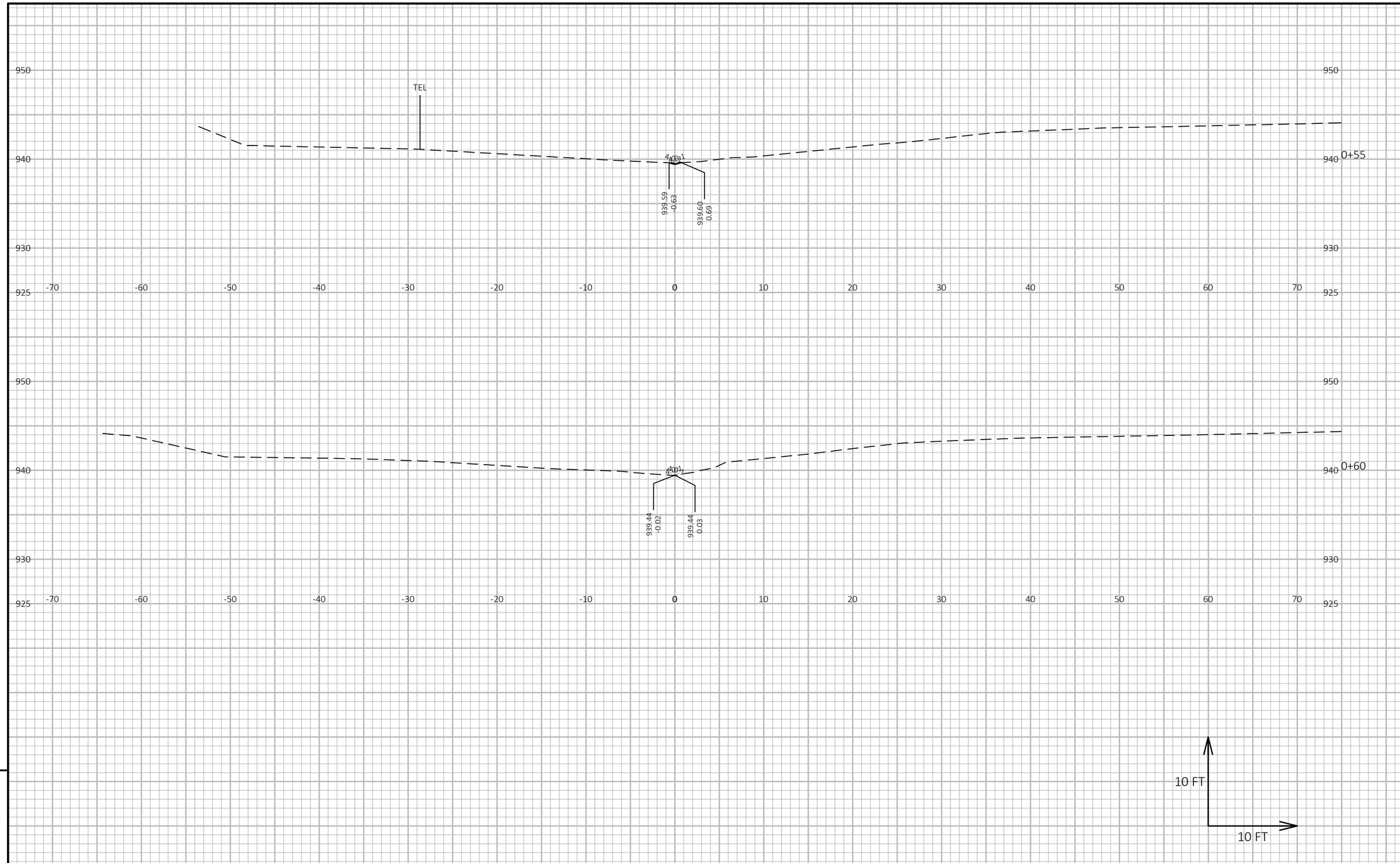
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION - DITCHLINE LT	SHEET 215	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 05
PLOT DATE : 7/23/2025 7:01 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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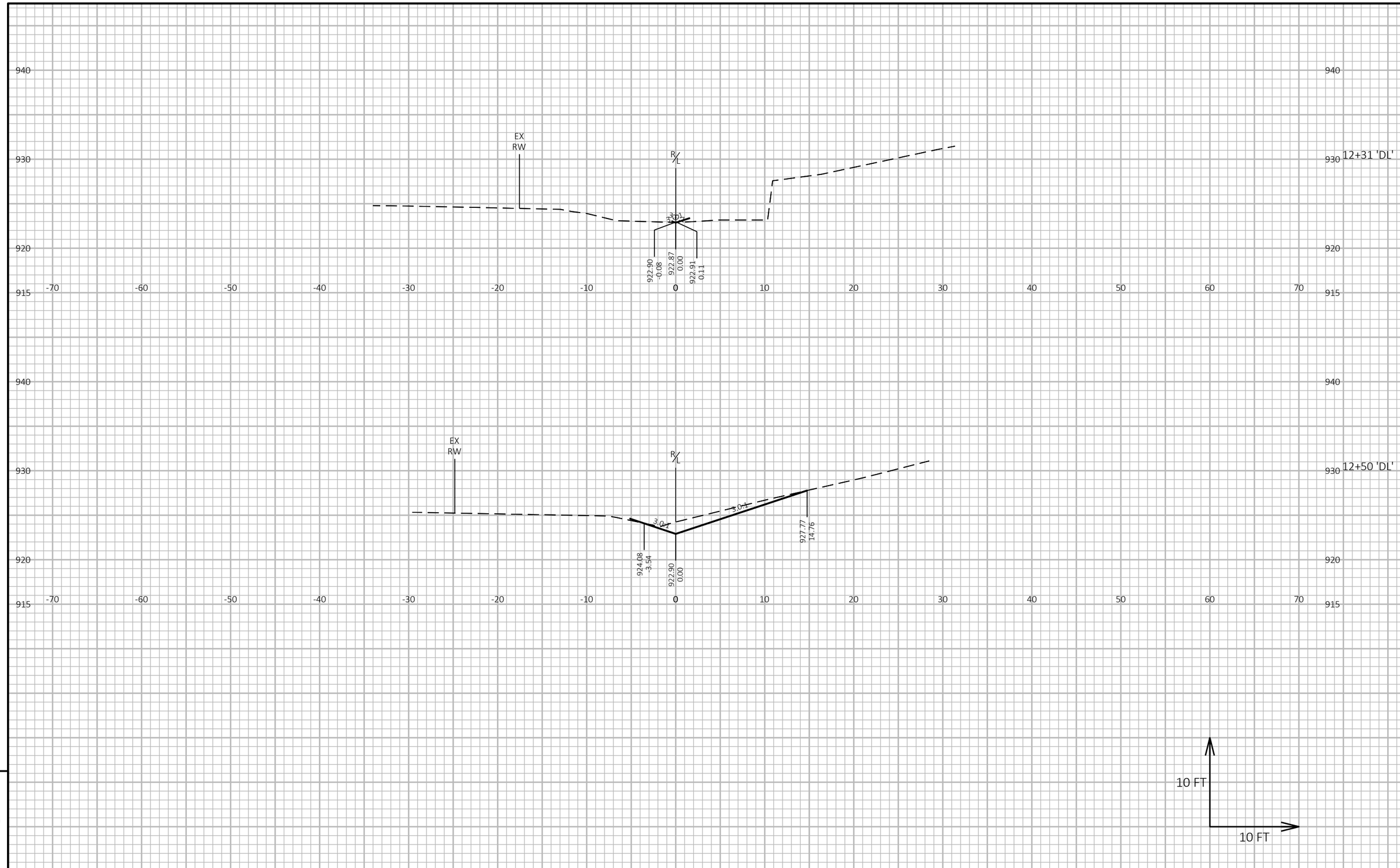
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: STA 1070 CULVERT LOCATION - DITCHLINE LT	SHEET 216	E

FILE NAME : C:\ONEDRIVE\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 73\090202-XS.DWG
LAYOUT NAME - 06
PLOT DATE : 7/23/2025 7:02 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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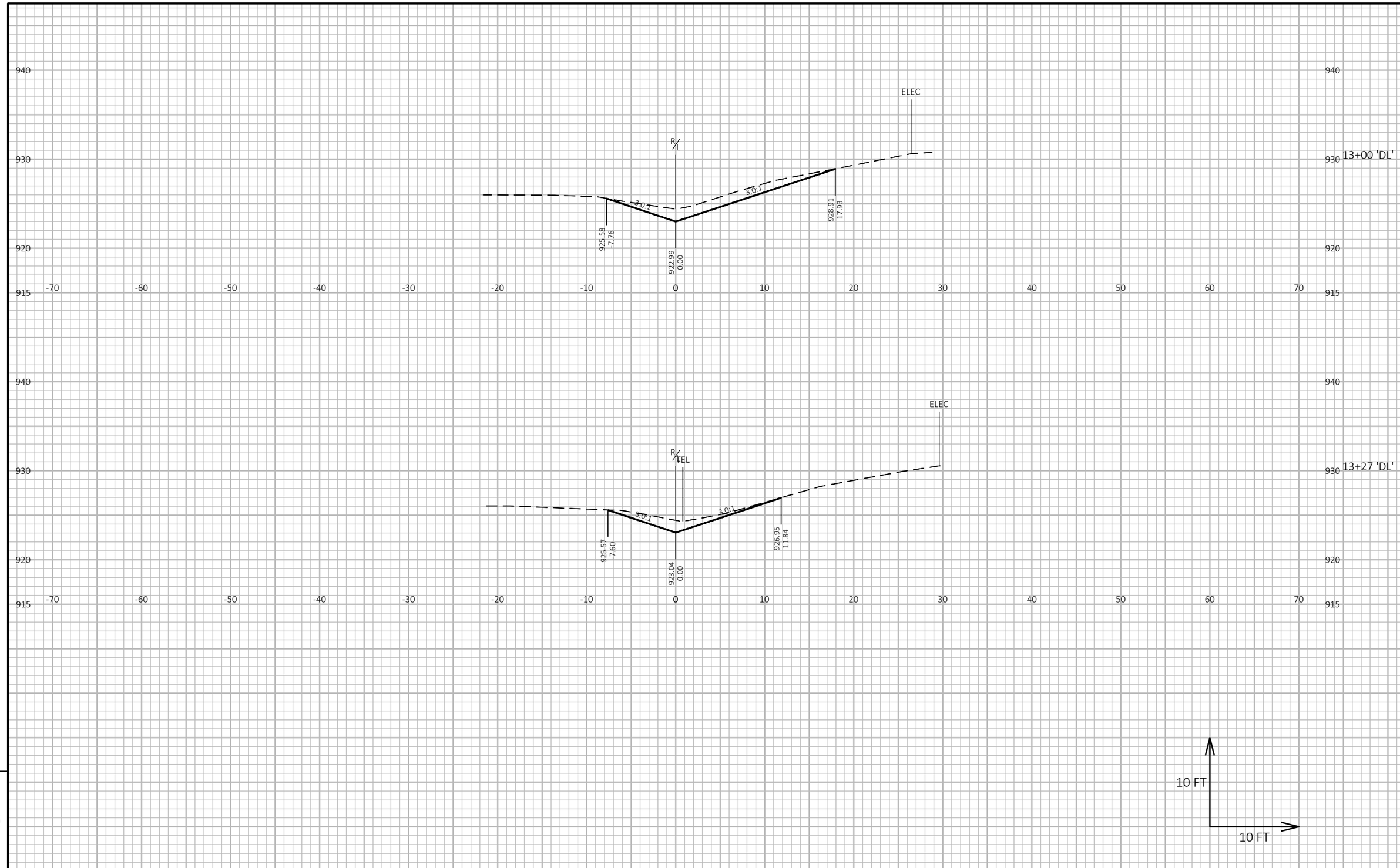
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: RAB DITCH SW QUAD	SHEET 217	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 4/30/2025 10:05 AM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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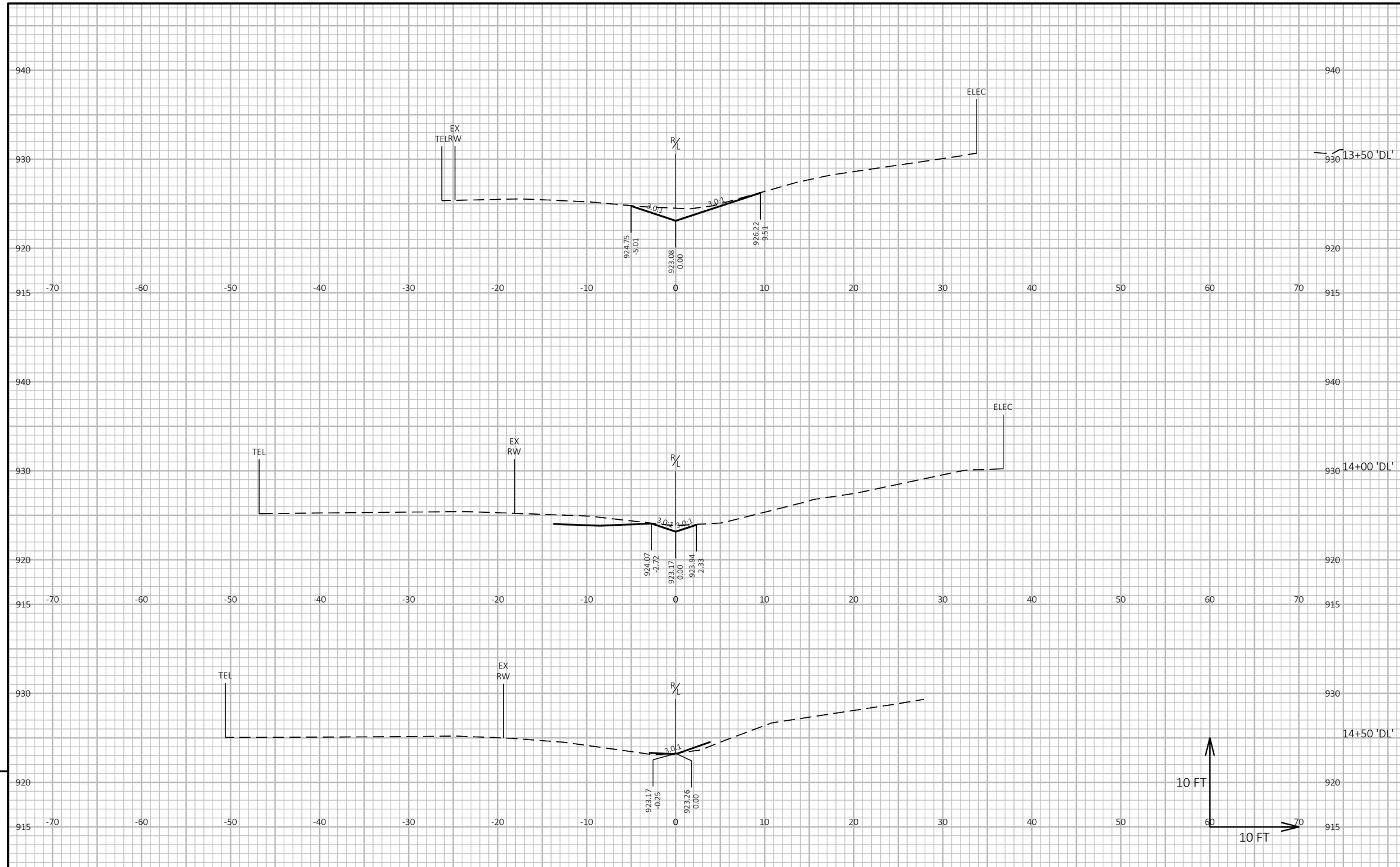
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: RAB DITCH SW QUAD	SHEET 218	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/30/2025 10:05 AM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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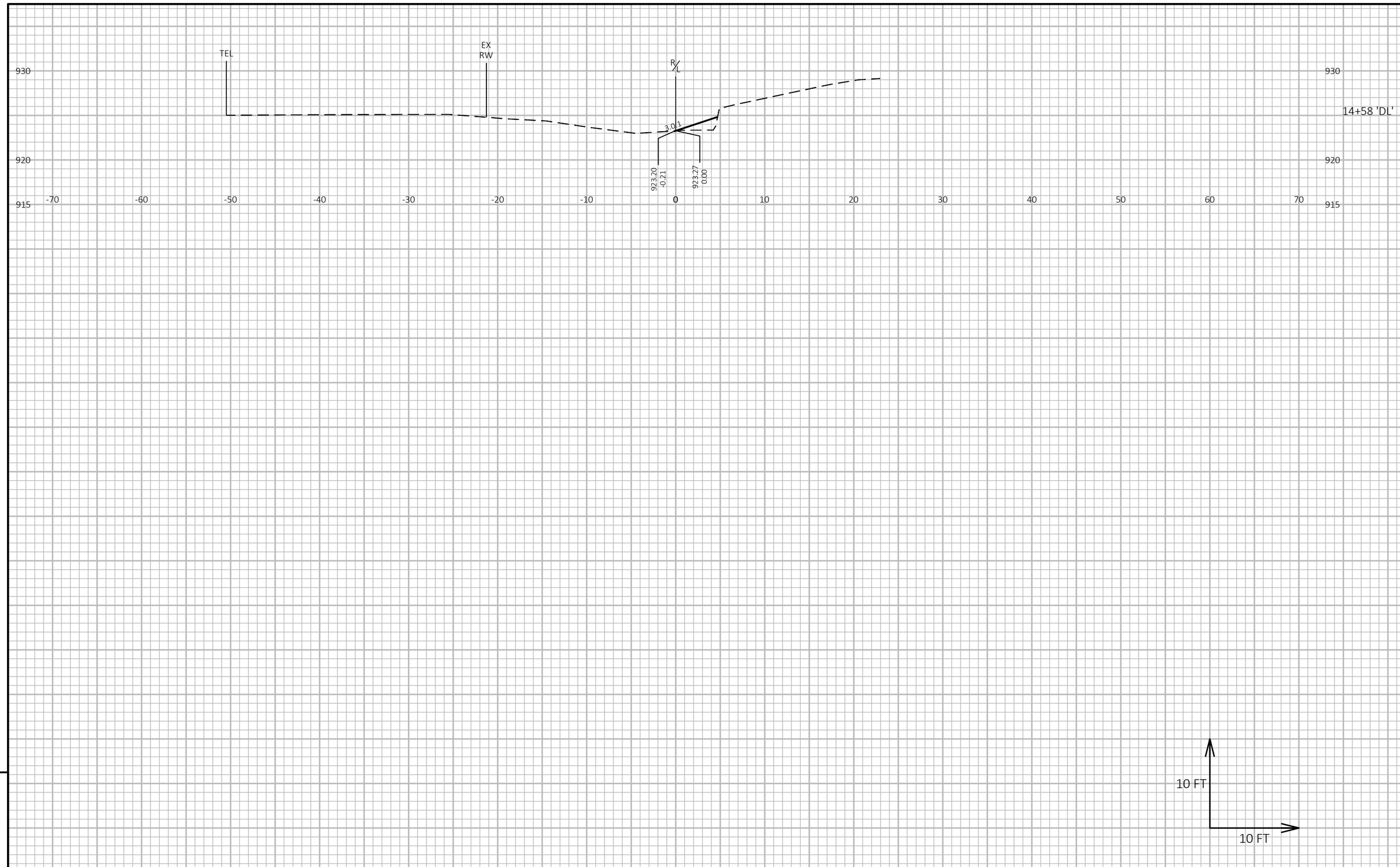
PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: RAB DITCH SW QUAD	SHEET 219	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\090203-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/30/2025 10:05 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8610-08-73	HWY: STH 124	COUNTY: CHIPPEWA	CROSS SECTIONS: RAB DITCH SW QUAD	SHEET 220	E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73\090203-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/30/2025 10:05 AM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov