

SUP

PROJECT ID:

1550-04-77

COUNTY:

BARRON

NOVEMBER 2025
ORDER OF SHEETS

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

TOTAL SHEETS = 106



DESIGN DESIGNATION 1550-04-07

A.A.D.T.	2026	=	2680
A.A.D.T.	2046	=	2680
D.H.V.		=	358
D.D.		=	50/50
T.		=	13.80%
DESIGN SPEED		=	55 MPH
ESALS		=	2,300,000

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

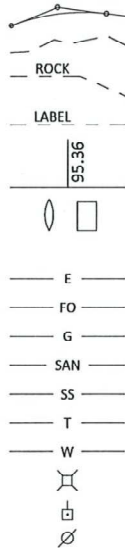
GRADE LINE
ORIGINAL GROUND
MARSH OR ROCK PROFILE
(To be noted as such)
SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC
FIBER OPTIC
GAS
SANITARY SEWER
STORM SEWER
TELEPHONE
WATER
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CUMBERLAND - SPOONER

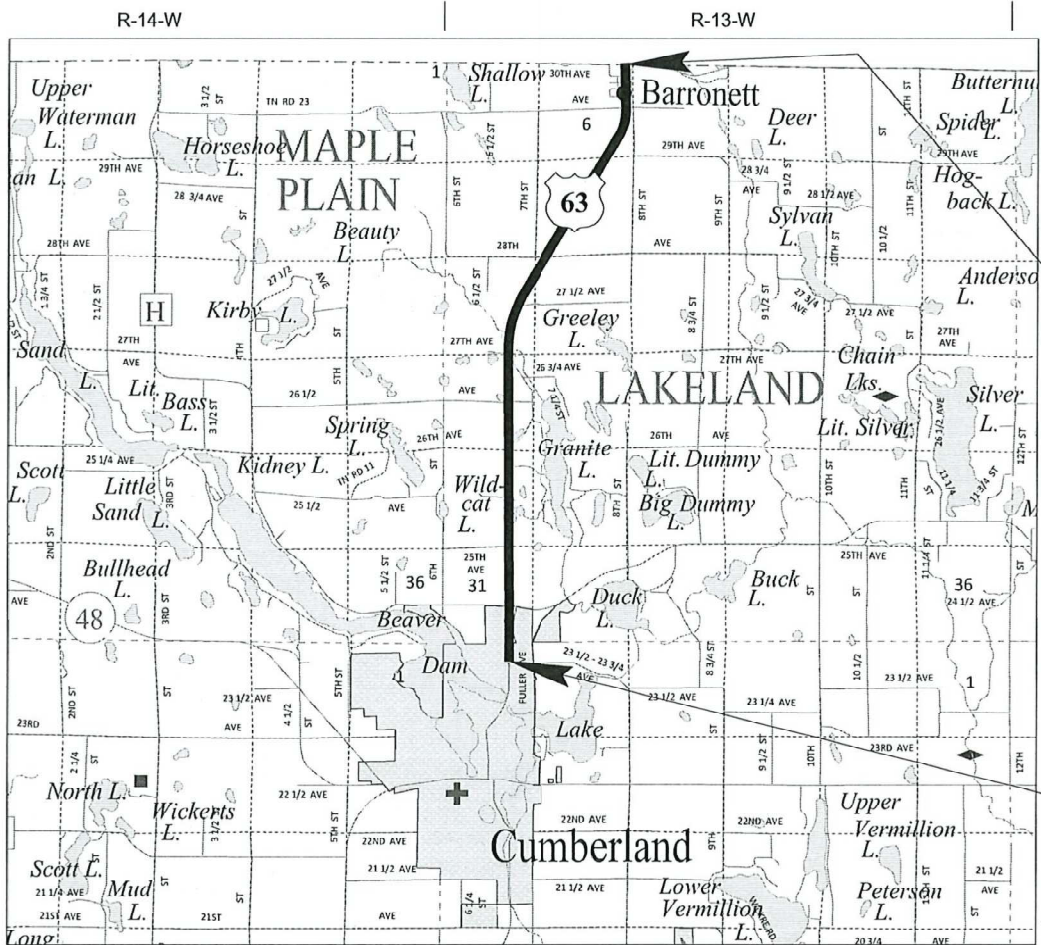
CHARRIE LN TO BARRON/WASHBURN CO LN

USH 63

BARRON COUNTY

STATE PROJECT NUMBER

1550-04-77



LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 6.525 MI

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

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

STATE PROJECT

1550-04-77

FEDERAL PROJECT

PROJECT

WISC 2026044

CONTRACT

1

ORIGINAL PLANS PREPARED BY



Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
Building a Better World for All of Us™ 800.472.5881 toll free | www.sehinc.com



7/17/2025 (Date)
B. Hollister (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	SEH
Project Manager	JEFFREY OLSON
Regional Examiner	WISDOT NW REGION
Regional Supervisor	JEFFREY OLSON

APPROVED FOR THE DEPARTMENT Jeffrey G. Olson
DATE: 7/17/2025
(Signature)

E

STANDARD ABBREVIATIONS

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

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 136.2 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 40.4 ACRES

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
NORTHWEST REGION
1701 N 4TH ST SUPERIOR, WI 54880
TELEPHONE: 715.395.3032
ATTENTION: JEFFREY OLSON
EMAIL: JEFFREY.OLSON@DOT.WI.GOV

DNR AREA LIAISON:

DNR NORTHERN REGION HEADQUARTERS
810 W. MAPLE STREET
SPOONER, WI 54801
TELEPHONE: 715.520.3976
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

UTILITY CONTACT LIST:

JEFF NELSON
BARRON ELECTRIC COOPERATIVE - ELECTRICITY
1434 5TH 25 N
BARRON, WI 54812
(715) 537-3171 (OFFICE)
(715) 418-1167 (MOBILE)
JNELSON@BARRONELECTRIC.COM

BRIAN HUHN
BRIGHTSPEED OF WESTERN WISCONSIN LLC -
COMMUNICATION LINE
425 ELLINGSON AVE
HAWKINS, WI 54530
(980) 376-1559 (MOBILE)
BRIAN.HUHN@BRIGHTSPEED.COM

JORDAN PEICHEL
CUMBERLAND MUNICIPAL UTILITY - ELECTRICITY
1265 2ND AVE
CUMBERLAND, WI 54829
(715) 822-2595 (OFFICE)
(715) 671-8111 (MOBILE)
JORDAN@CMUTILITY.COM

JORDAN PEICHEL
CUMBERLAND MUNICIPAL UTILITY - WATER
1265 2ND AVE
CUMBERLAND, WI 54829
(715) 822-2595 (OFFICE)
(715) 671-8111 (MOBILE)
JORDAN@CMUTILITY.COM

DESIGN CONTACT:

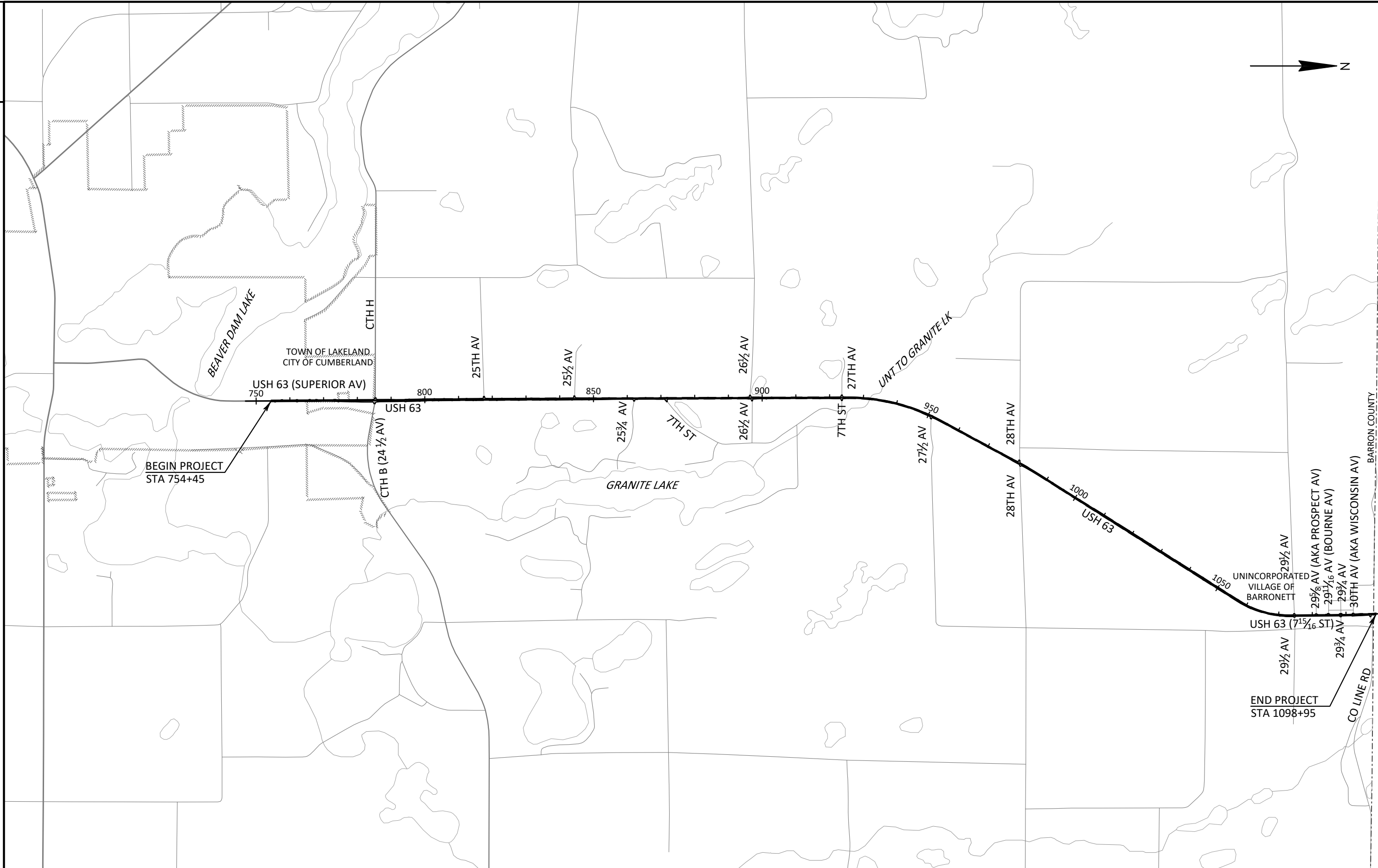
SHORT ELLIOTT HENDRICKSON INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729-2550
TELEPHONE: 715.720.6253
ATTENTION: BRETT HOLLISTER
EMAIL: BHOLLISTER@SEHINC.COM

GENERAL NOTES:

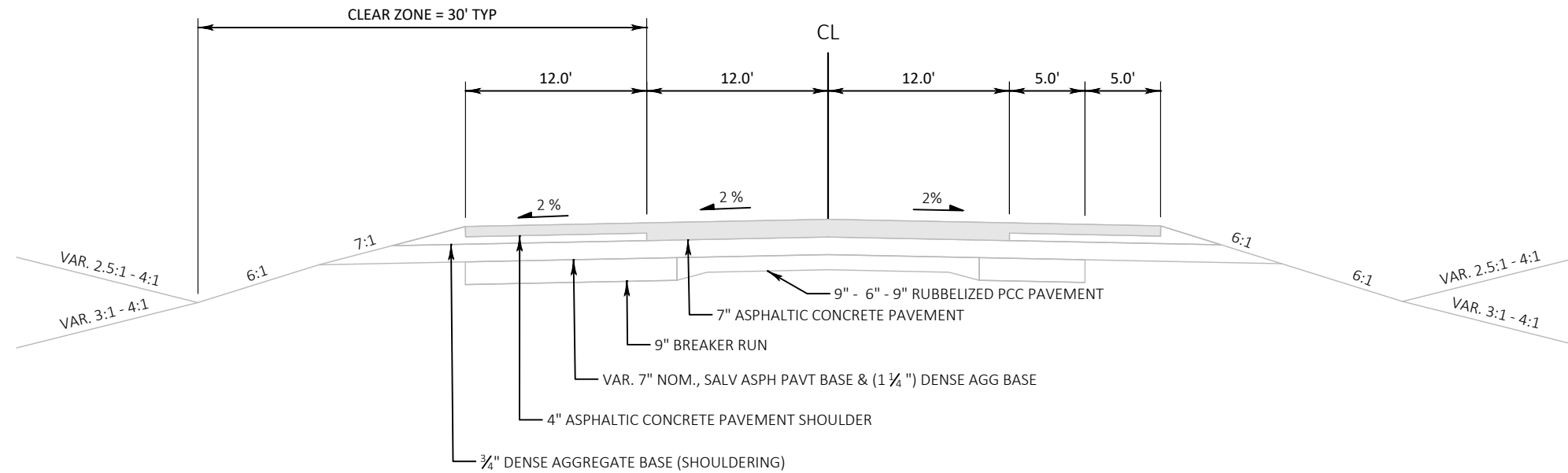
- NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- 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.
- TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ASPHALTIC AND CONCRETE ITEM REMOVALS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED AND SEEDED.
- FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.



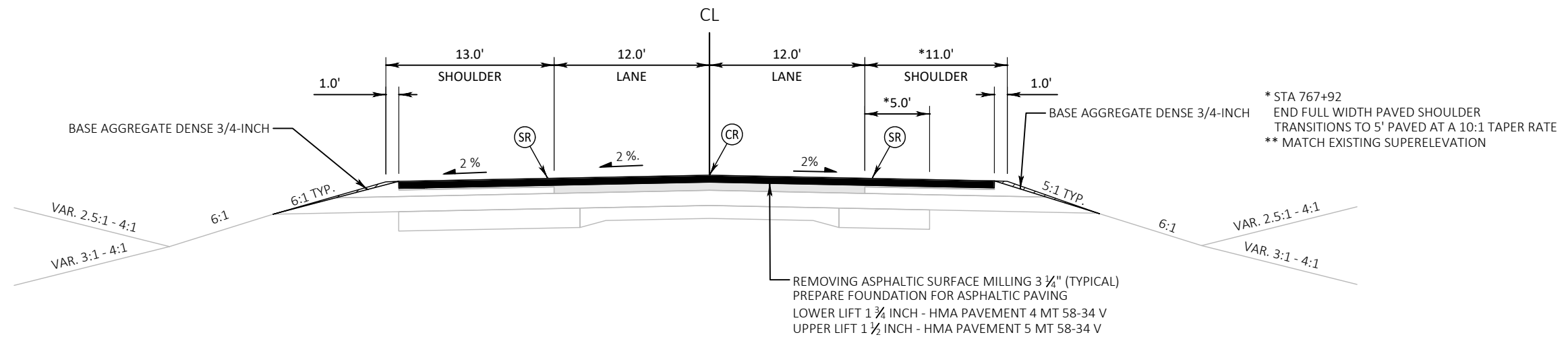
Dial 811 or (800)242-8511
www.DiggersHotline.com



PROJECT NO: 1550-04-77	HWY: USH 63	COUNTY: BARRON	PROJECT OVERVIEW	SHEET	E
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**EXISTING TYPICAL SECTION**

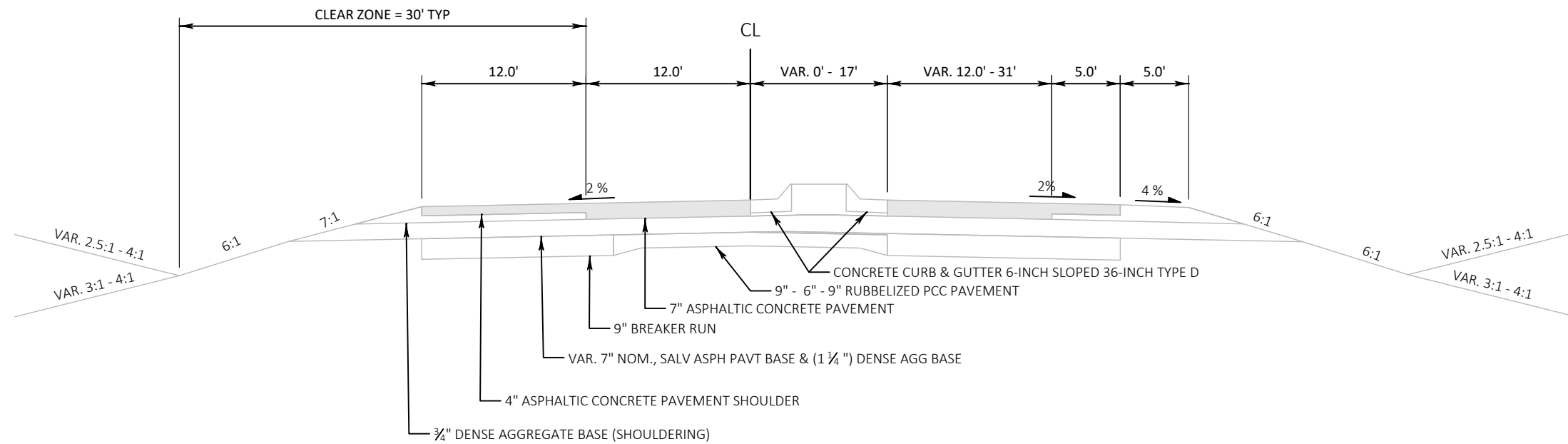
STA 754+45 - 767+92

**FINISHED TYPICAL SECTION**

STA 754+45 - 767+92

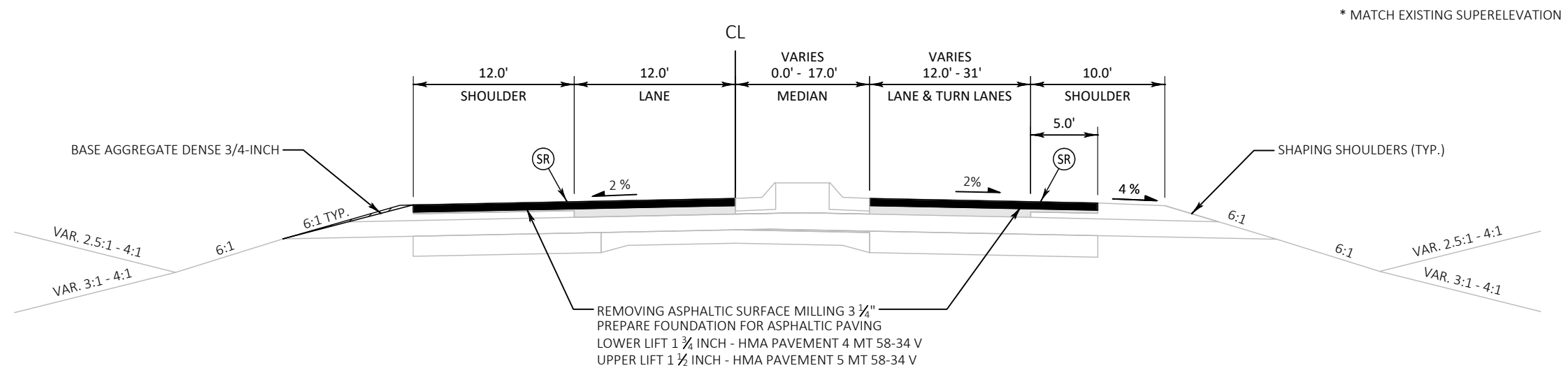
KEYNOTE LEGEND

(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER



EXISTING TYPICAL SECTION

STA 767+92 - 772+88
STA 772+88 - 778+38
STA 778+38 - 784+23



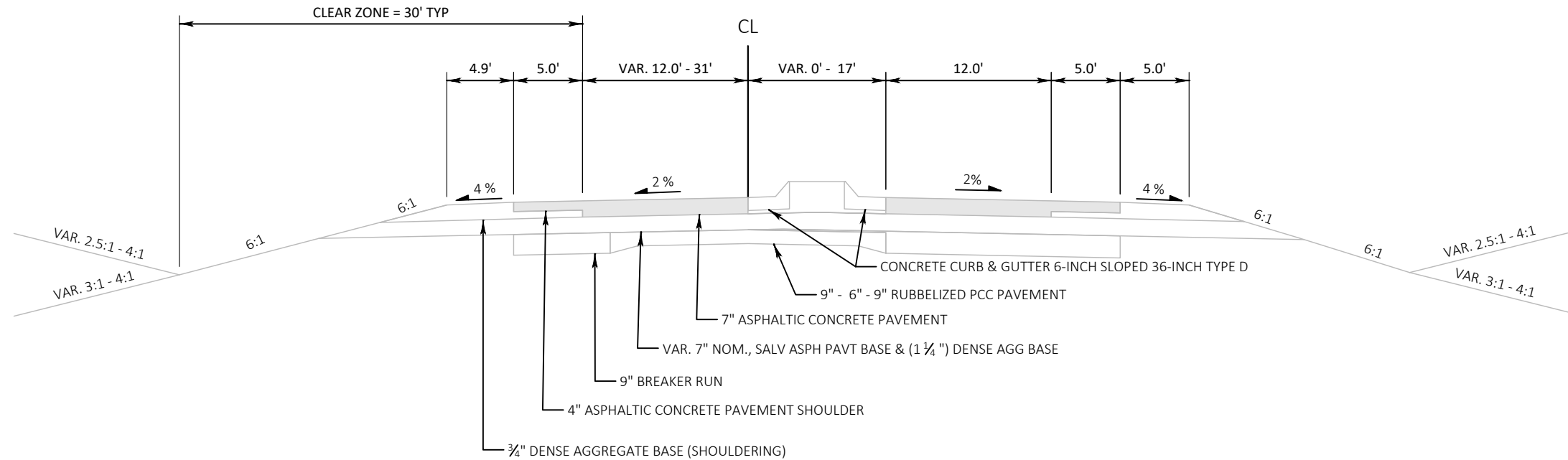
* MATCH EXISTING SUPERELEVATION

FINISHED TYPICAL SECTION

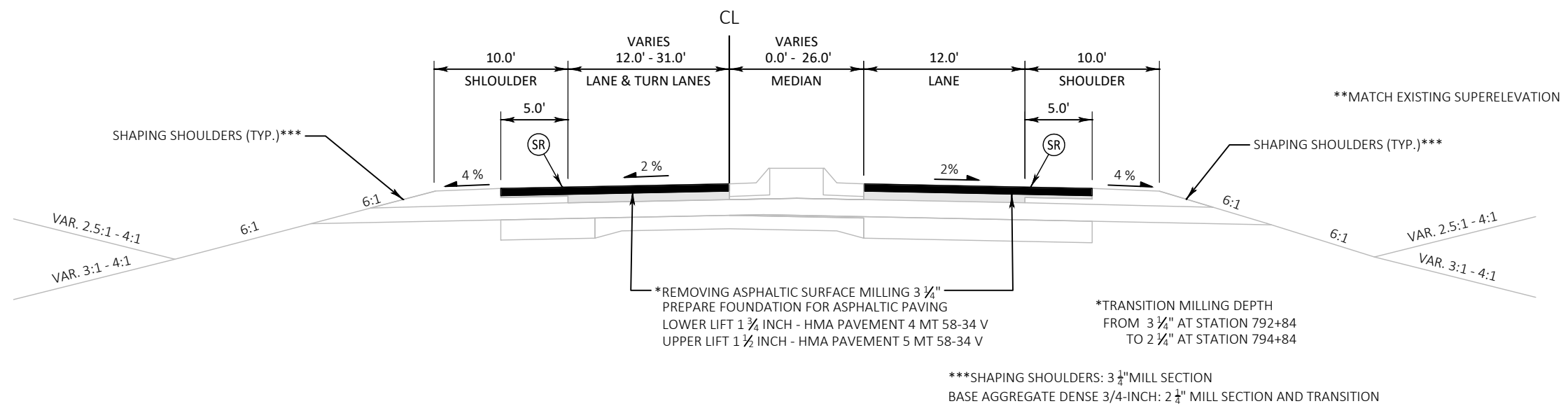
STA 767+92 - 772+88
STA 772+88 - 778+38
STA 778+38 - 784+23

KEYNOTE LEGEND

(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER

**EXISTING TYPICAL SECTION**

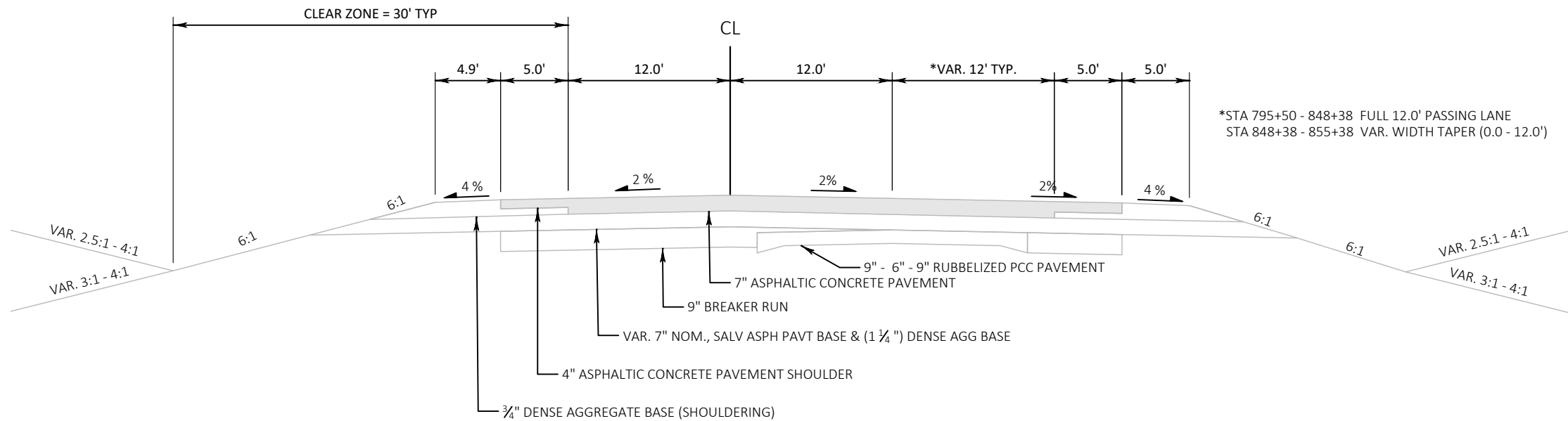
STA 784+23 - 803+59

**FINISHED TYPICAL SECTION**

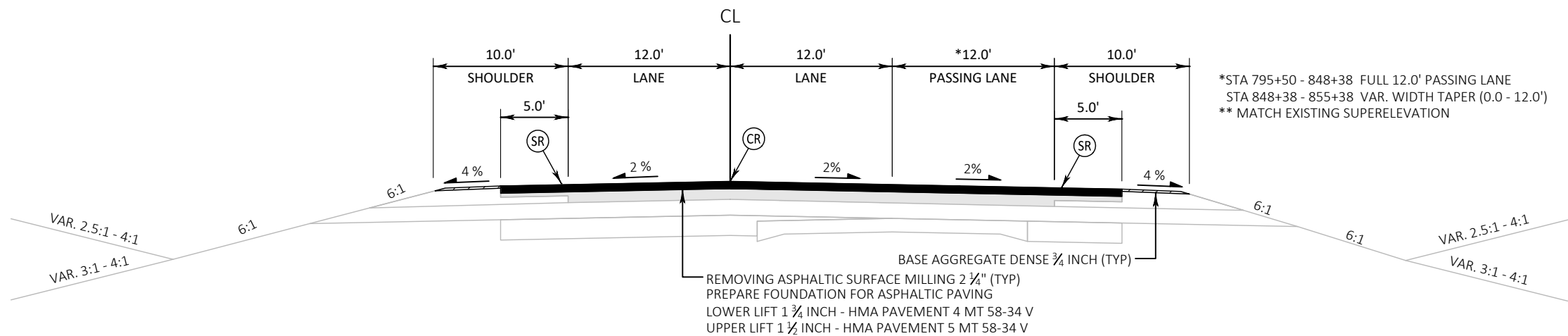
STA 784+23 - 803+59

KEYNOTE LEGEND

(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER

**EXISTING TYPICAL SECTION**

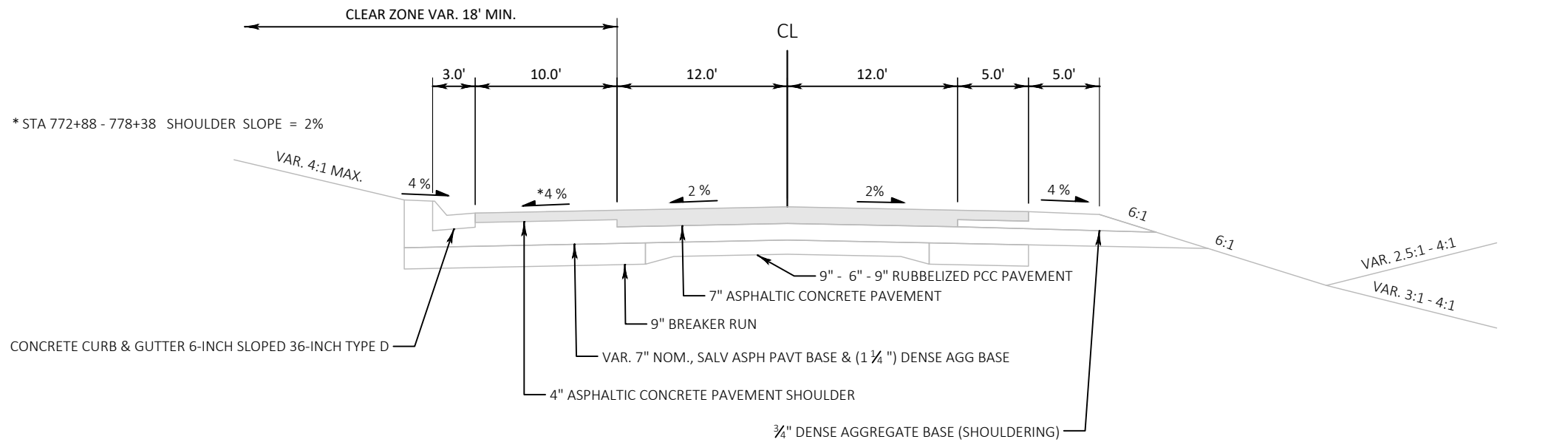
STA 803+59 - 825+88
STA 825+88 - 830+38 RT
STA 830+38 - 855+38

**FINISHED TYPICAL SECTION**

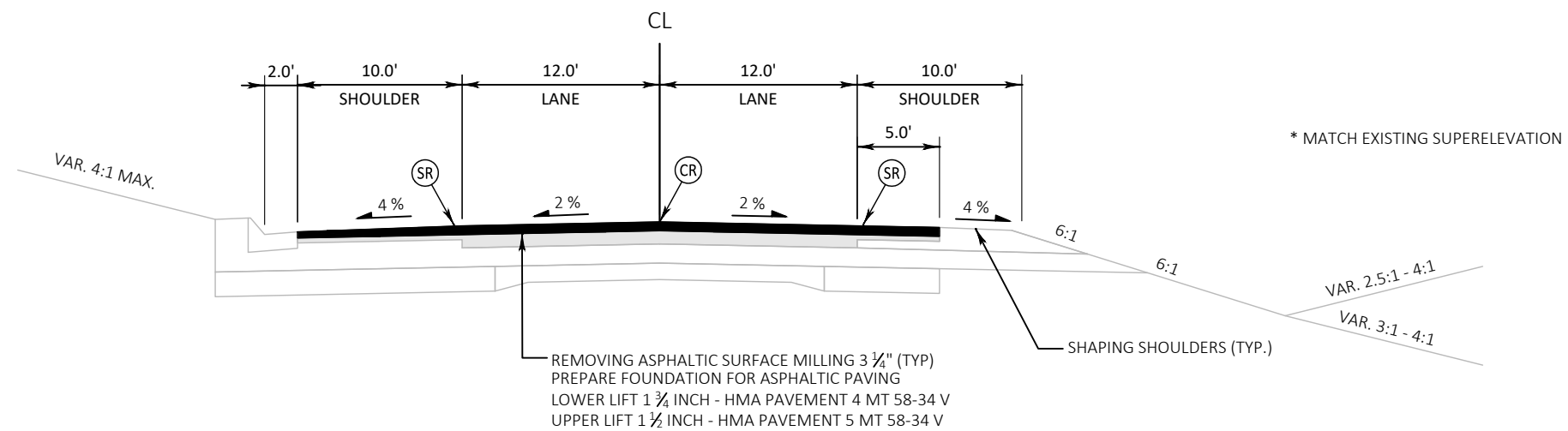
STA 803+59 - 825+88
STA 825+88 - 830+38 RT
STA 830+38 - 855+38

KEYNOTE LEGEND

CR	ASPHALTIC RUMBLE STRIPS, CENTERLINE
SR	ASPHALTIC RUMBLE STRIPS, SHOULDER

**EXISTING TYPICAL SECTION**

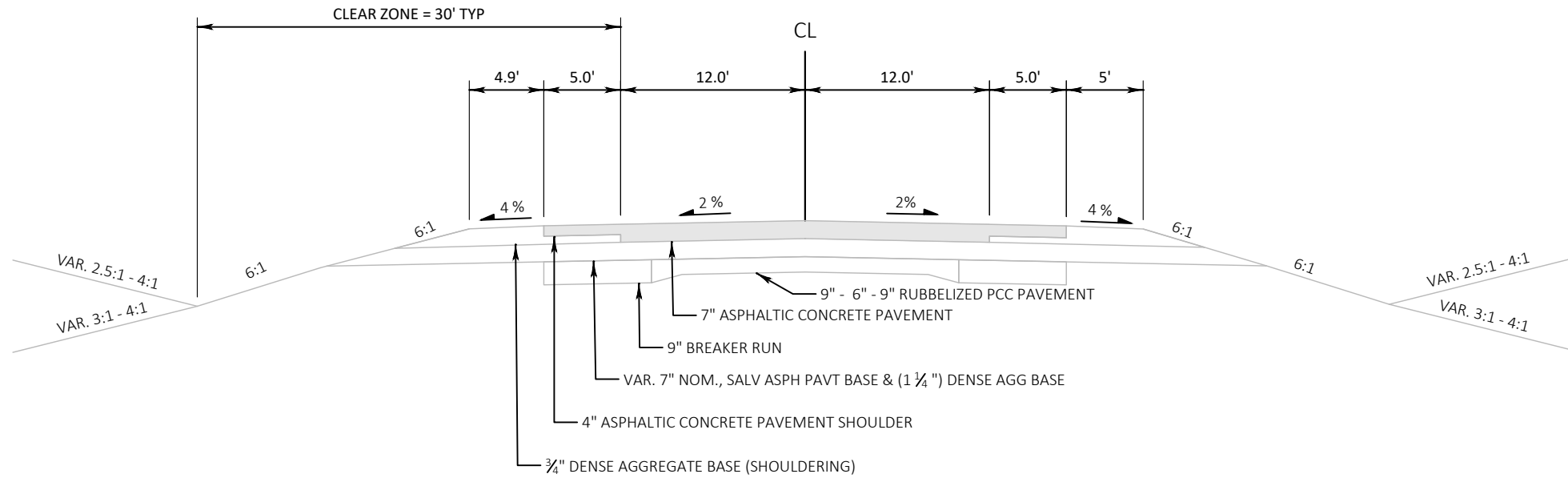
STA 772+88 - 778+38 LT
STA 825+88 - 830+38 LT

**KEYNOTE LEGEND**

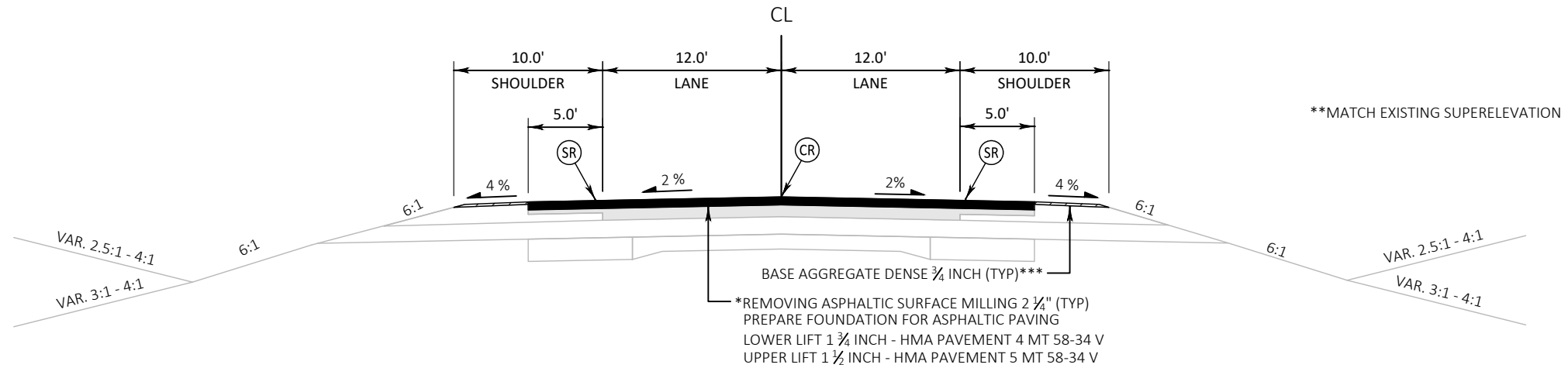
CR	ASPHALTIC RUMBLE STRIPS, CENTERLINE
SR	ASPHALTIC RUMBLE STRIPS, SHOULDER

FINISHED TYPICAL SECTION

STA 772+88 - 778+38 LT
STA 825+88 - 830+38 LT

**EXISTING TYPICAL SECTION**

STA 855+38 - 911+38
STA 915+38 - 999+88
STA 1062+88 - 1073+38
STA 1090+70 - 1095+43



*TRANSITION MILLING DEPTH
FROM 2 1/4" AT STATION 1071+10
TO 3 1/4" AT STATION 1073+10

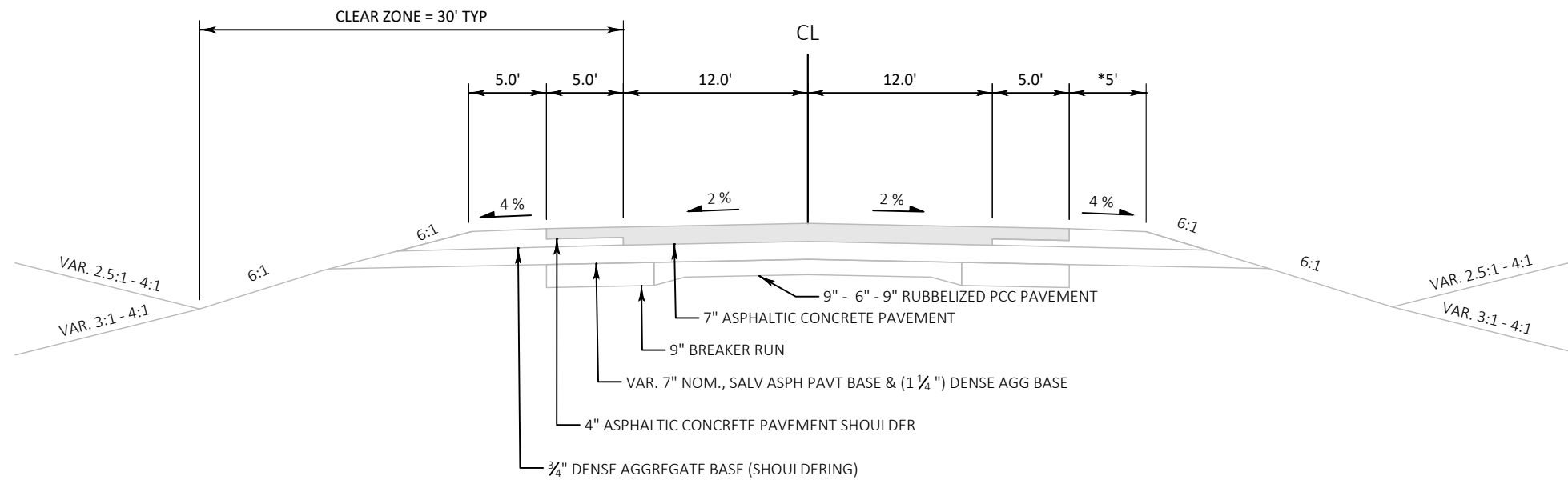
***SHAPING SHOULDERS: 3 1/4" MILL SECTION
1-INCH BASE AGGREGATE DENSE 3/4-INCH: 2 1/4" MILL SECTION AND TRANSITION

KEYNOTE LEGEND

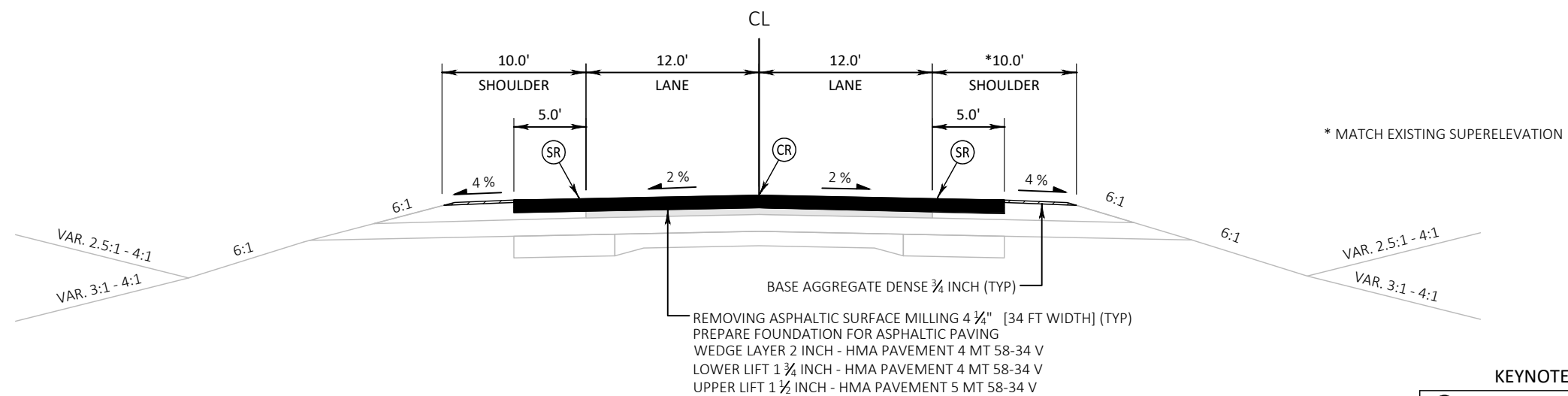
(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER

FINISHED TYPICAL SECTION

STA 855+38 - 911+38
STA 915+38 - 999+88
STA 1062+88 - 1073+38
STA 1090+70 - 1095+43



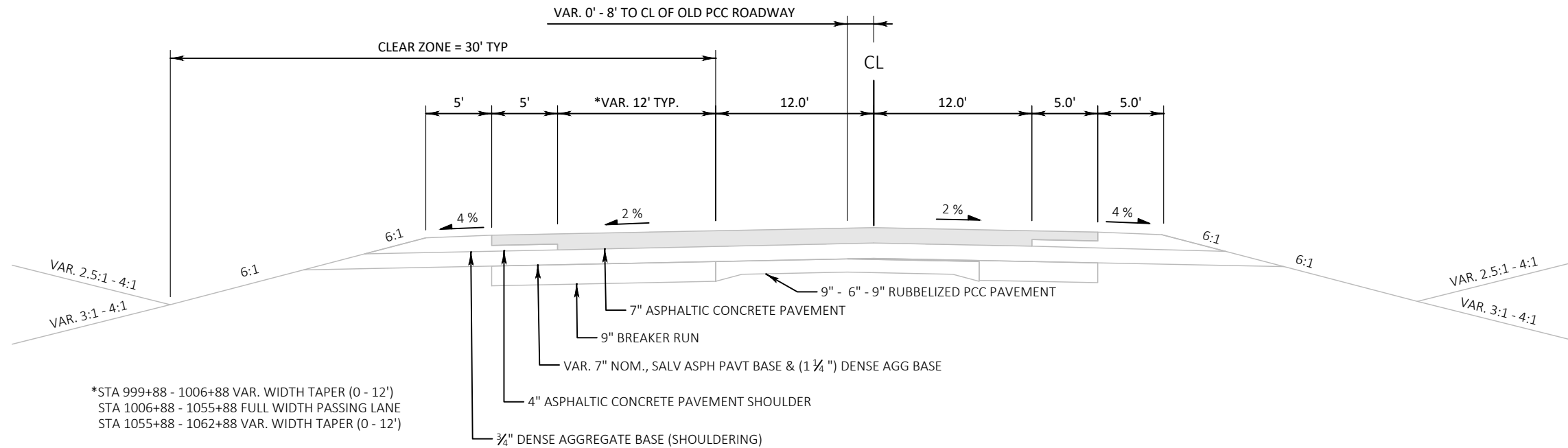
EXISTING TYPICAL SECTION
STA 911+38 - 915+38



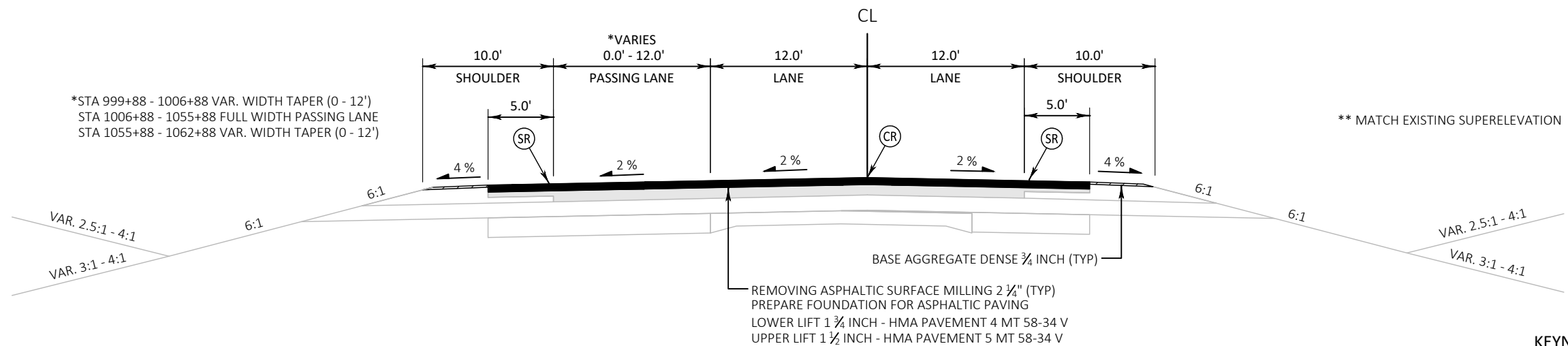
FINISHED TYPICAL SECTION
STA 911+38 - 915+38
STA 936+00 - 939+00

KEYNOTE LEGEND

(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER

**EXISTING TYPICAL SECTION**

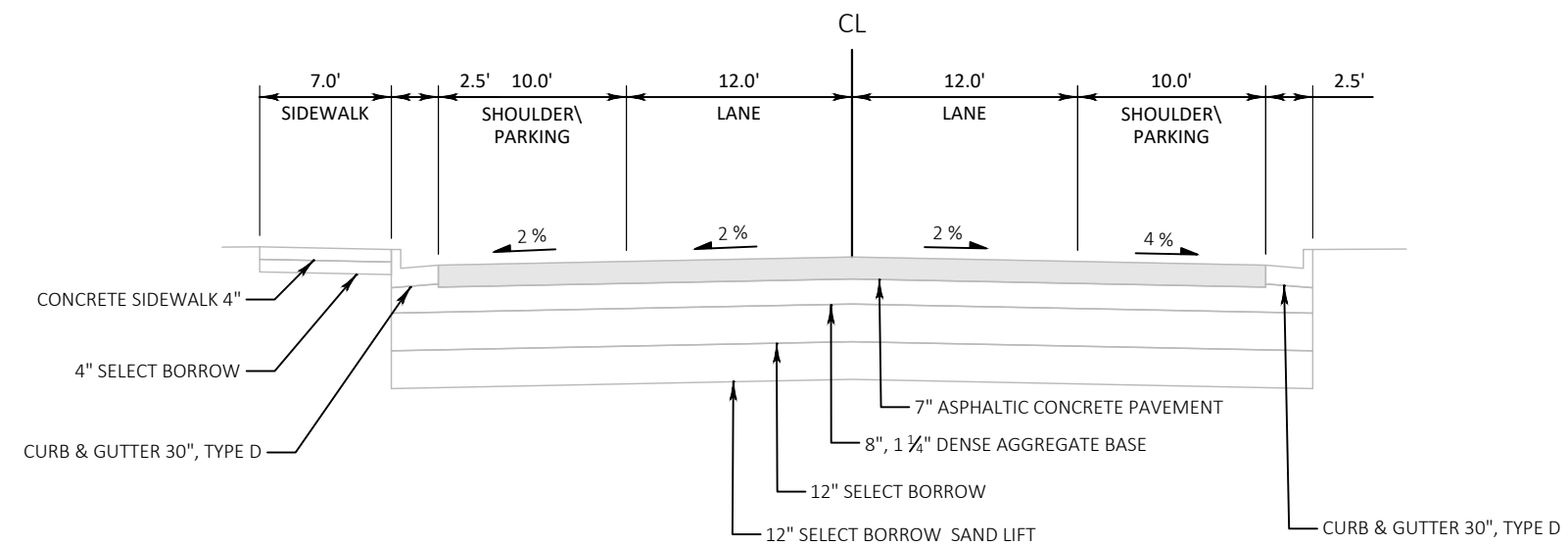
STA 999+88 - 1062+88

**FINISHED TYPICAL SECTION**

STA 999+88 - 1062+88

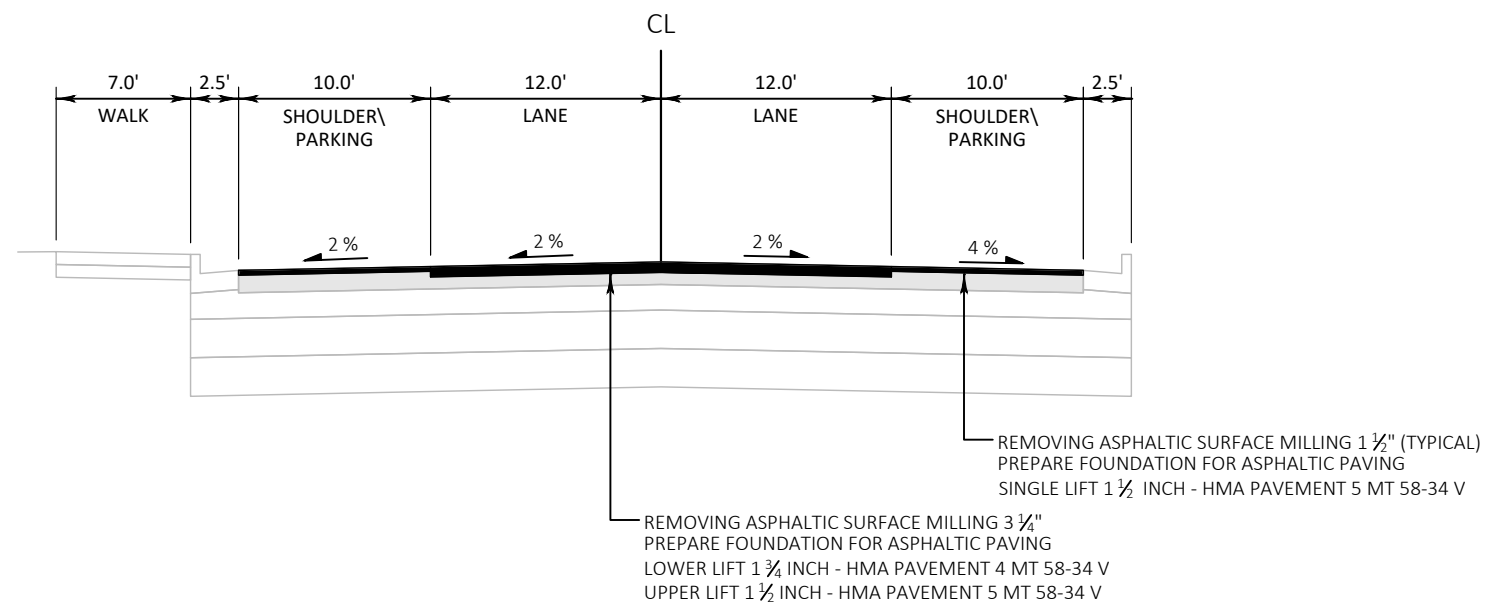
KEYNOTE LEGEND

(CR)	ASPHALTIC RUMBLE STRIPS, CENTERLINE
(SR)	ASPHALTIC RUMBLE STRIPS, SHOULDER



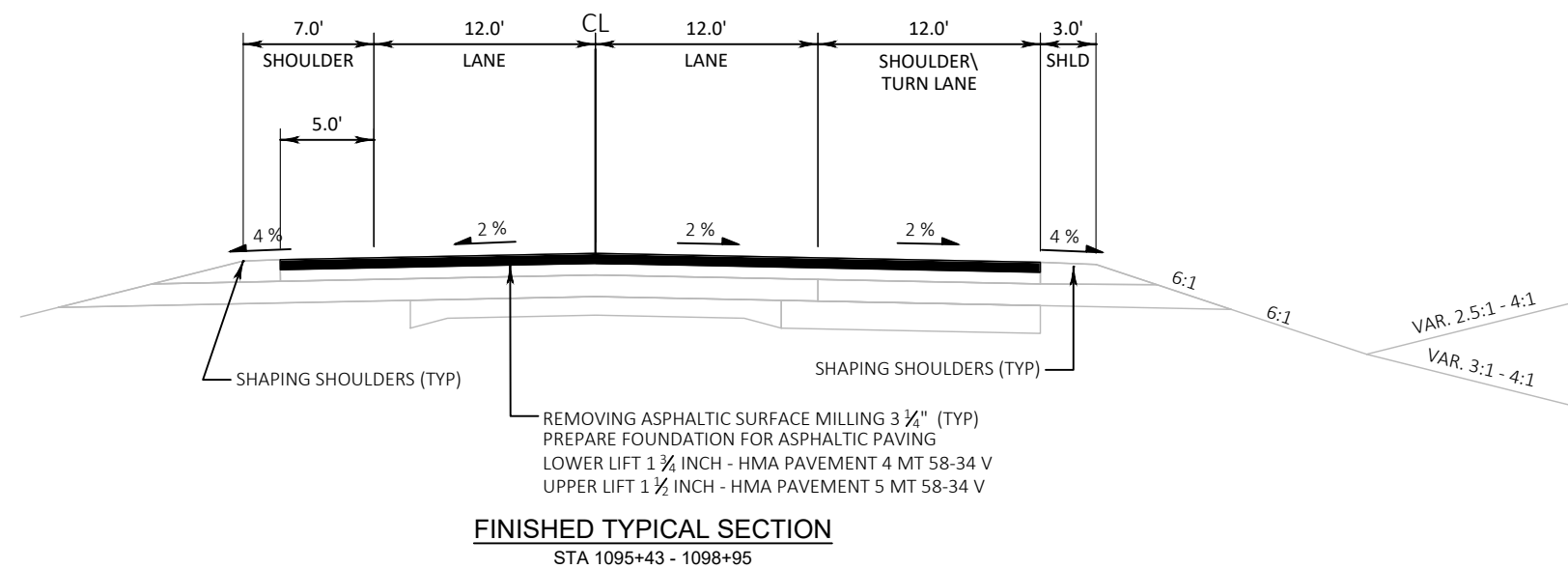
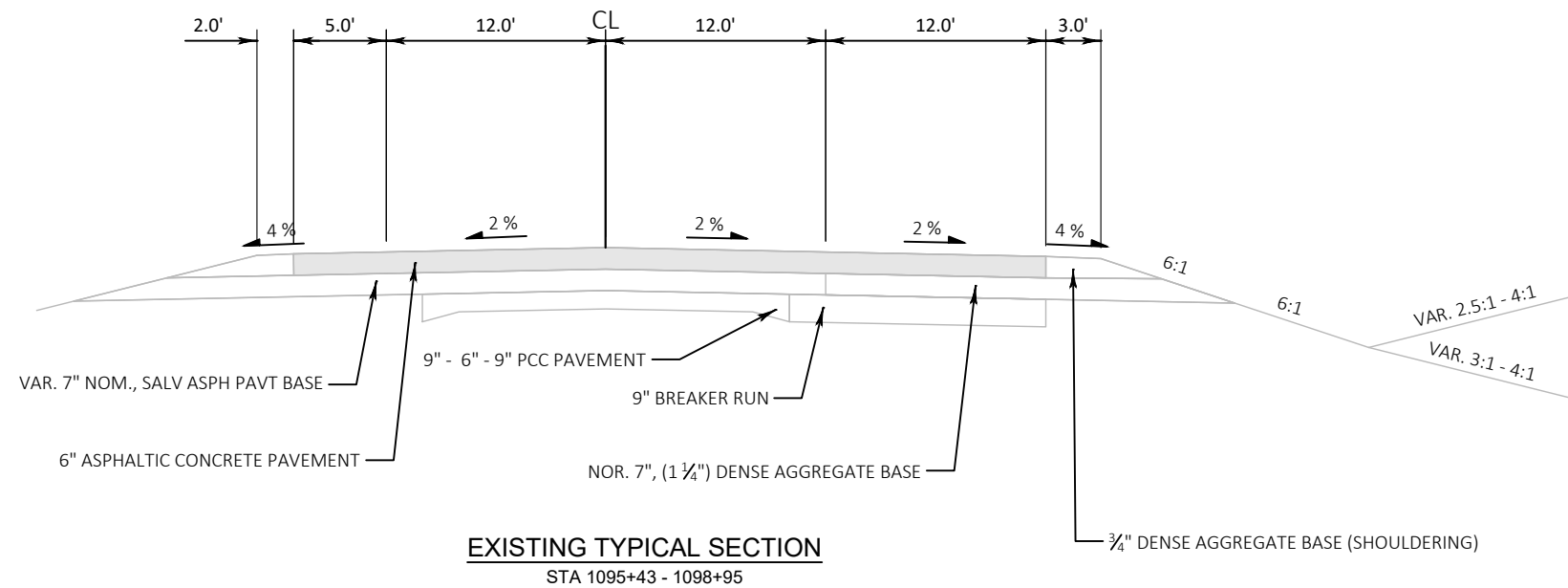
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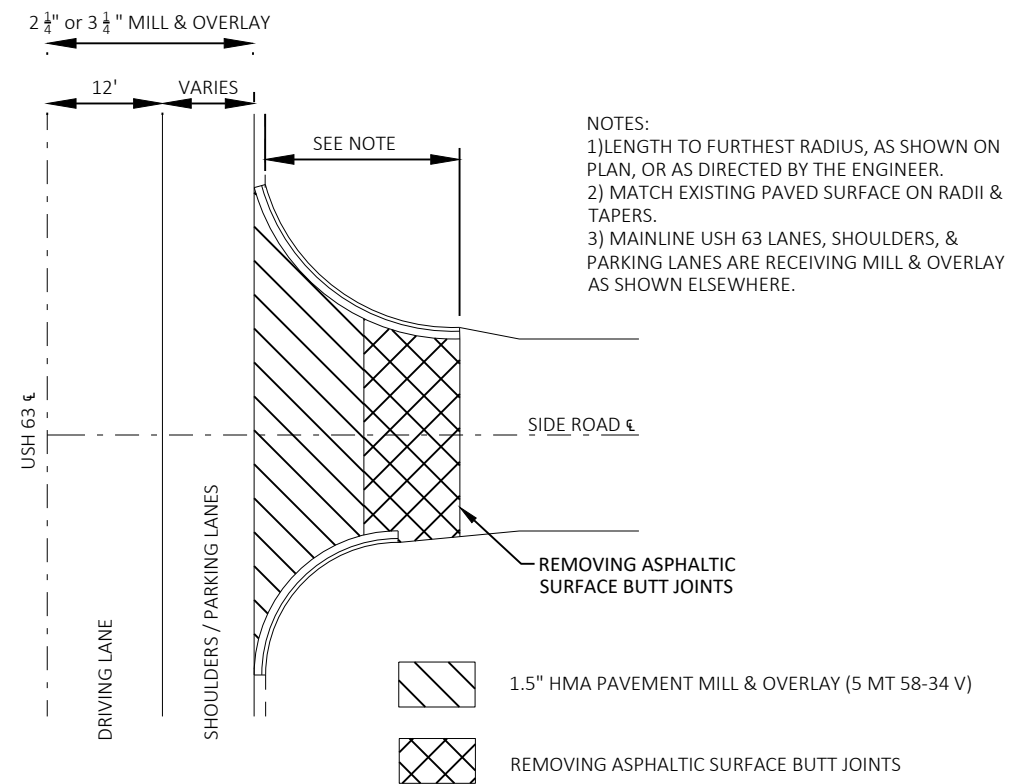
STA 1073+38 - 1090+70



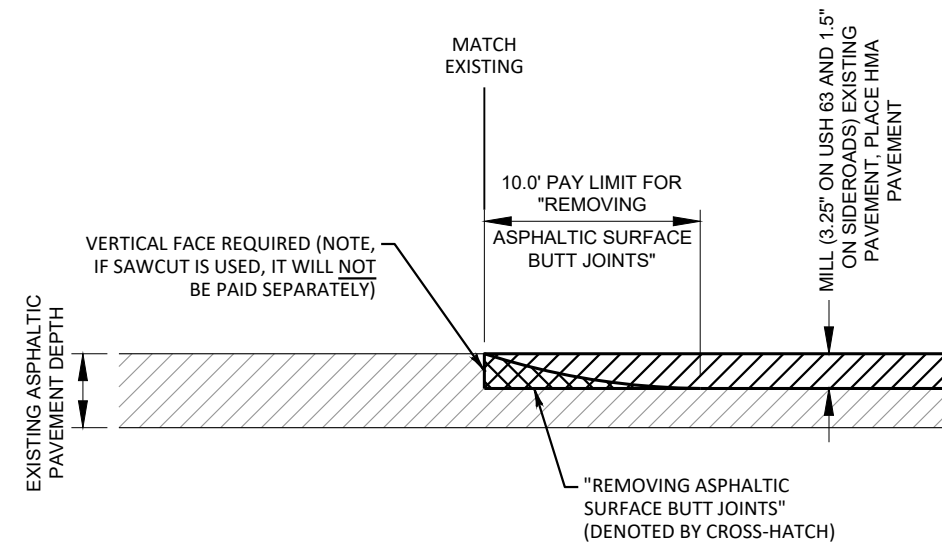
FINISHED TYPICAL SECTION

STA 1073+38 - 1090+70



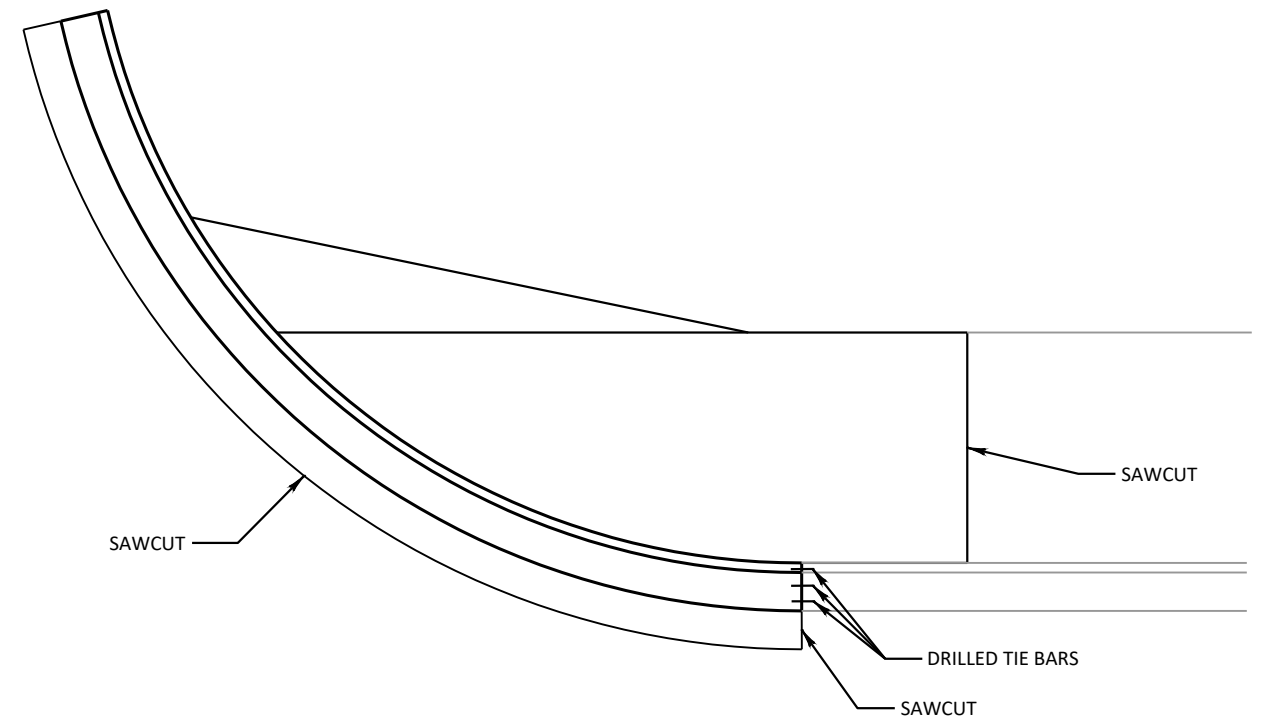
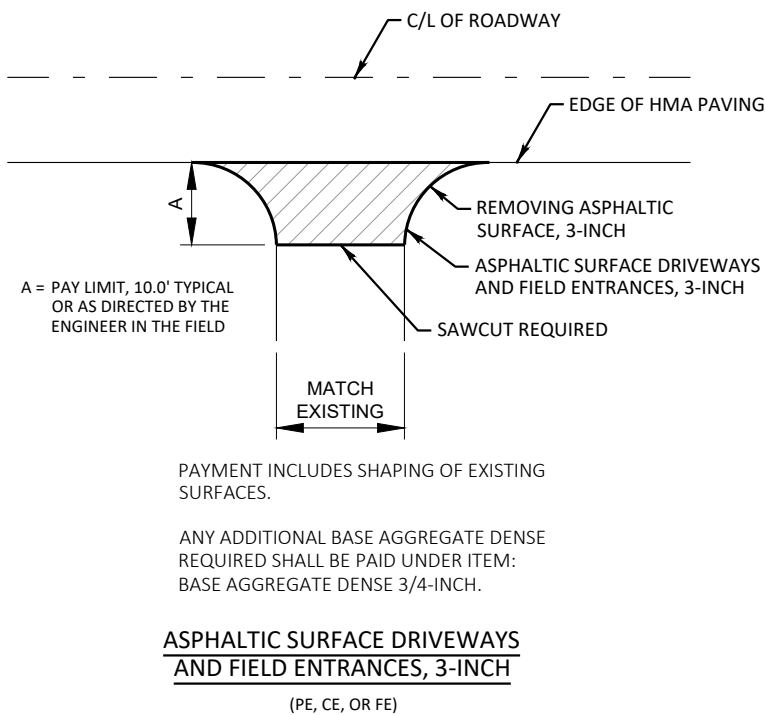
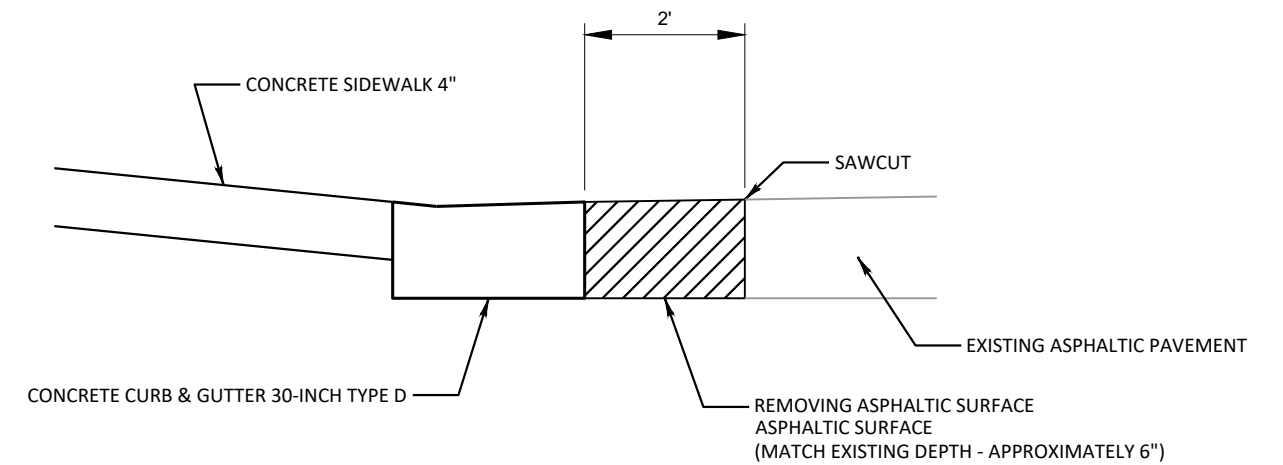
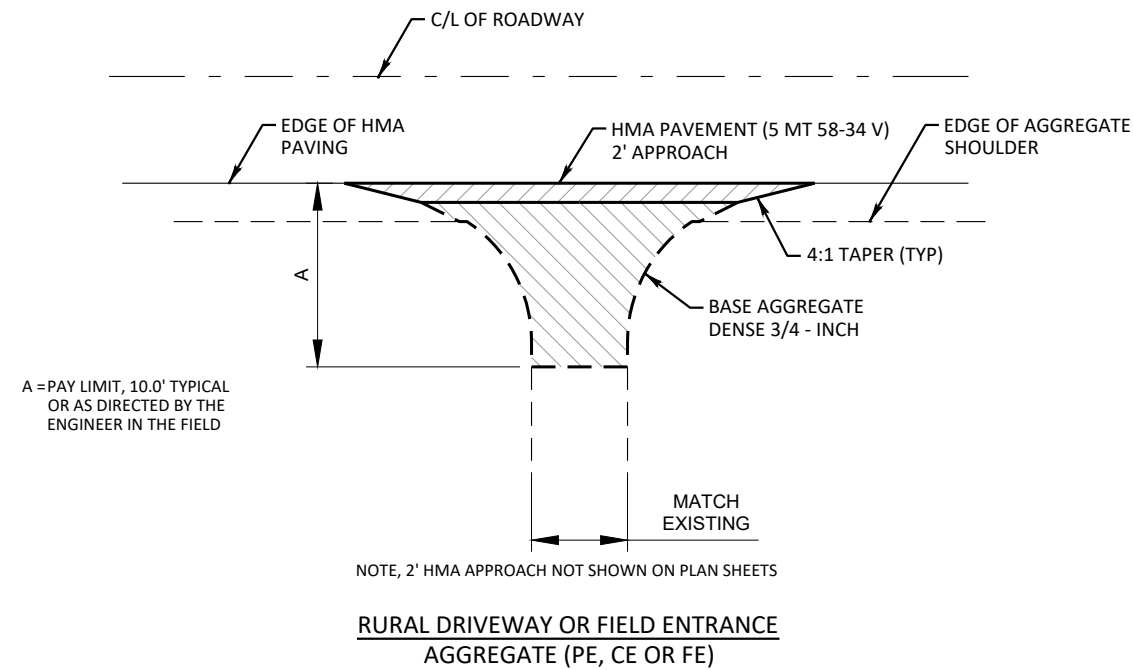


SIDE ROAD PAVING DETAIL

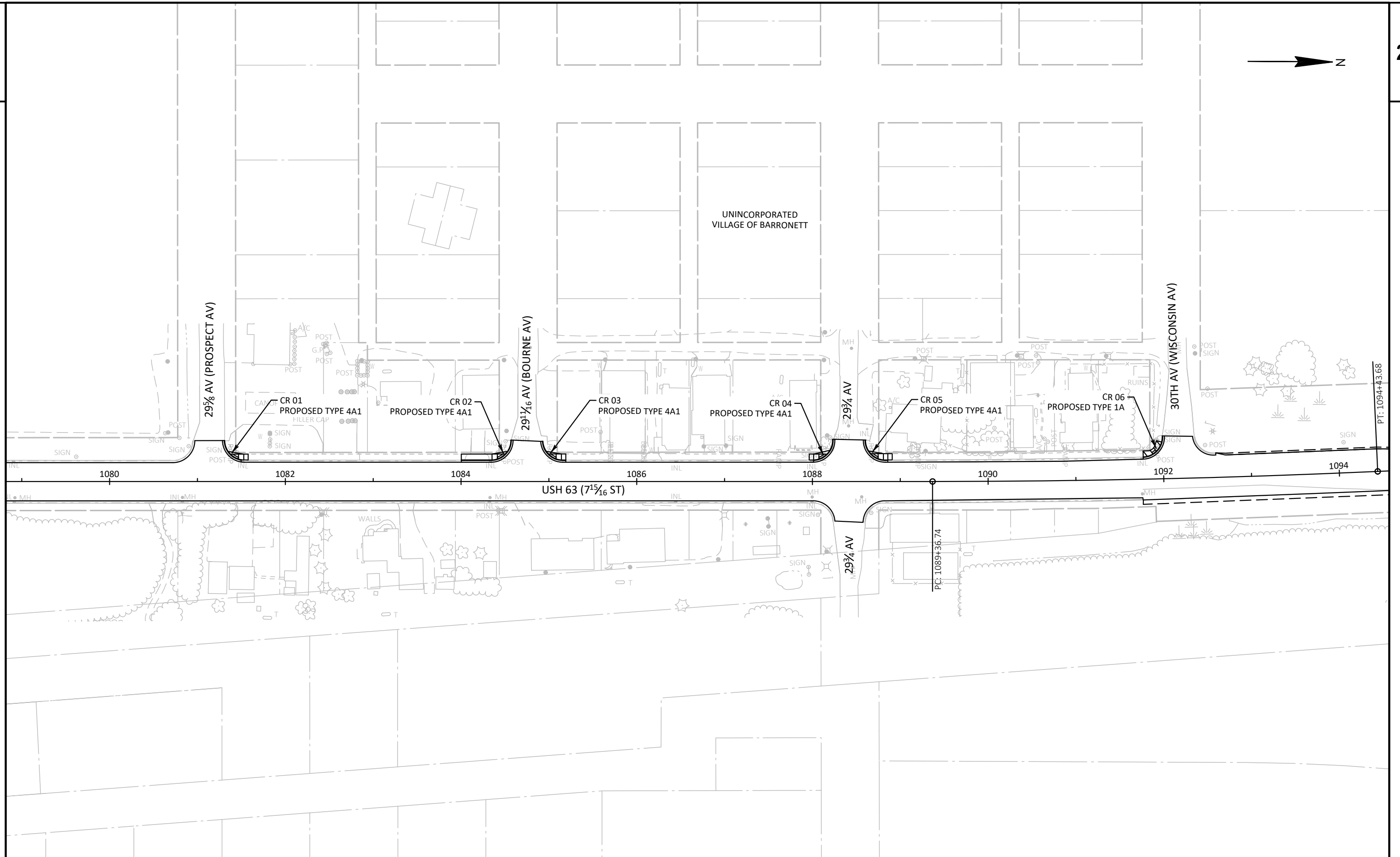


REMOVING ASPHALTIC SURFACE BUTT JOINTS

(NOTE, PROFILE VIEW AT BEGINNING AND ENDING CONSTRUCTION LIMITS AND AT SIDE ROAD CENTERLINES)



CURB AND GUTTER REPLACEMENT AT CURB RAMPS



PROJECT NO: 1550-04-77	HWY: USH 63	COUNTY: BARRON	CURB RAMP OVERVIEW	SHEET	E
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RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
CR 1	22.5 FT	9.25FT	17.25 SF	9.9 FT

PROSPECT AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	1081+49.52	22.32' LT	1377.40	182996.76	269118.54
2	1081+43.99	23.87' LT	1377.53	182991.23	269117.03
3	1081+35.92	29.19' LT	1377.75	182983.12	269111.77
4	1081+30.48	37.18' LT	1377.91	182977.61	269103.83
5	1081+28.48	46.63' LT	1378.19	182975.52	269094.39
6	1081+57.71	24.50' LT	1377.64	183004.94	269116.28
7	1081+52.70	24.52' LT	1377.64	182999.93	269116.30
8	1081+49.91	24.78' LT	1377.81	182997.14	269116.07
9	1081+46.68	25.55' LT	1377.49	182993.90	269115.33
10	1081+37.52	31.14' LT	1377.68	182984.69	269109.82
11	1081+34.98	34.18' LT	1378.23	182982.13	269106.79
12	1081+32.83	38.05' LT	1378.33	182979.95	269102.94
13	1081+30.97	46.67' LT	1378.61	182978.02	269094.34
14	1081+57.73	31.18' LT	1377.87	183004.90	269109.61
15	1081+52.73	31.17' LT	1377.91	182999.90	269109.66
16	1081+46.73	31.15' LT	1377.72	182993.90	269109.72

OH OH OH

29% AV (PROSPECT AV)

LEGEND	
MEF	MAXIMUM EXTENT FEASIBLE
PED	CONCRETE PEDESTRIAN CURB
LL	LEVEL LANDING
G	GRADED FLARE
P	PAVED FLARE
**	SAWING CONCRETE REQ'D
x xxx.xxx	POINT ID/ELEVATION

NOTES

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

USH 63 (7¹⁵/₁₆ ST)

CR 01

TYPE 4A1

1081

PROJECT NO: 1550-04-77

HWY: USH 63

COUNTY: BARRON

CURB RAMP DETAILS CR 01

SHEET

E

BOURNE AV NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25	1085+19.28	22.00' LT	1377.72	183366.51	269115.78
26	1085+15.65	22.00' LT	1377.76	183362.89	269115.81
27	1085+06.39	23.78' LT	1377.94	183353.61	269114.10
28	1084+98.44	28.87' LT	1378.04	183345.62	269109.08
29	1084+92.94	36.55' LT	1378.24	183340.06	269101.45
30	1084+90.92	43.45' LT	1378.39	183337.98	269094.56
31	1084+90.69	45.71' LT	1378.44	183337.73	269092.30
32	1085+19.28	24.50' LT	1378.12	183366.49	269113.28
33	1085+14.28	24.54' LT	1378.20	183361.49	269113.28
34	1085+08.27	25.75' LT	1377.90	183355.47	269112.12
35	1084+99.44	31.40' LT	1377.97	183346.60	269106.54
36	1084+97.01	34.40' LT	1378.58	183344.15	269103.56
37	1084+95.22	37.59' LT	1378.66	183342.32	269100.38
38	1084+93.38	43.81' LT	1378.81	183340.44	269094.19
40	1085+19.29	31.36' LT	1378.36	183366.45	269106.42
40	1084+93.18	45.84' LT	1378.86	183340.22	269092.15
41	1085+14.29	31.37' LT	1378.31	183361.45	269106.45
42	1085+08.31	31.38' LT	1377.98	183355.47	269106.49

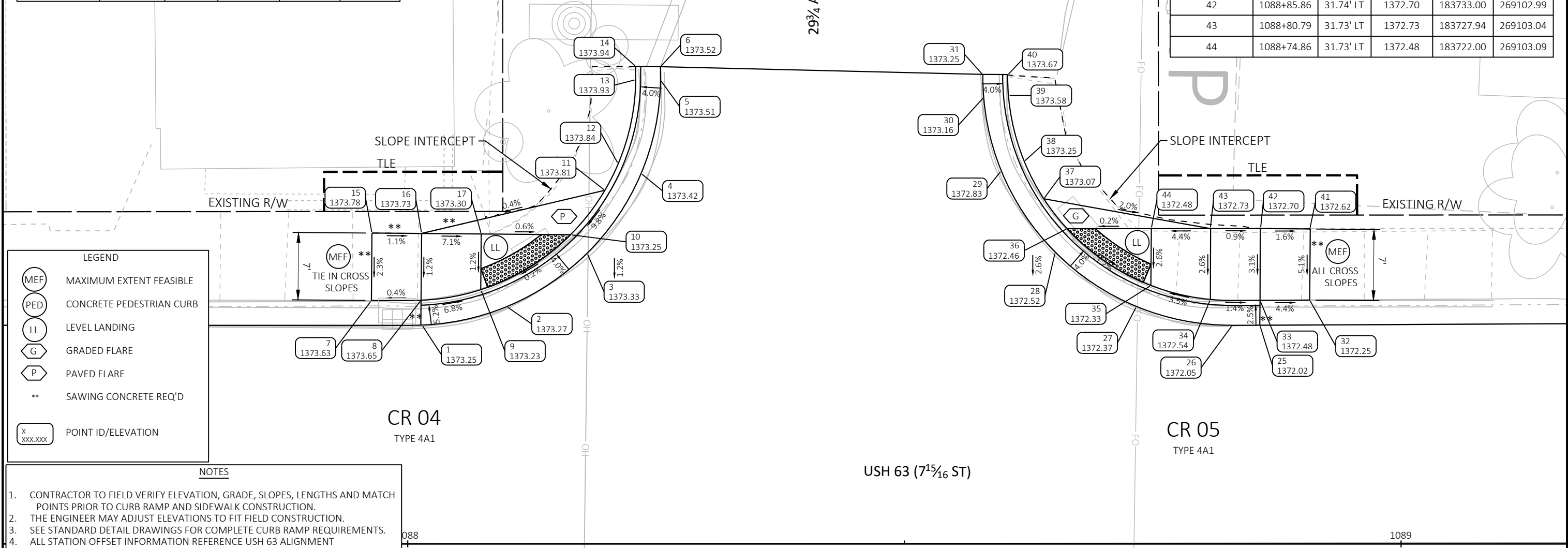
NOTES	
1.	CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.	THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.	SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.	ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



29.75 AV SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	1088+01.44	22.02' LT	1373.25	183648.67	269113.41
2	1088+09.97	23.88' LT	1373.27	183657.18	269111.48
3	1088+18.05	29.25' LT	1373.33	183665.22	269106.04
4	1088+23.48	37.29' LT	1373.42	183670.58	269097.96
5	1088+25.44	46.69' LT	1373.51	183672.46	269088.54
6	1088+25.46	48.03' LT	1373.52	183672.47	269087.20
7	1087+96.34	24.50' LT	1373.63	183643.55	269110.97
8	1088+01.34	24.52' LT	1373.65	183648.54	269110.91
9	1088+07.35	25.58' LT	1373.23	183654.55	269109.80
10	1088+16.38	31.12' LT	1373.25	183663.53	269104.19
11	1088+19.84	35.59' LT	1373.81	183666.95	269099.69
12	1088+21.18	38.26' LT	1373.84	183668.27	269097.01
13	1088+22.95	46.72' LT	1373.93	183669.97	269088.53
14	1088+22.96	48.05' LT	1373.94	183669.97	269087.20
15	1087+96.40	31.28' LT	1373.78	183643.55	269104.19
16	1088+01.40	31.24' LT	1373.73	183648.55	269104.19
17	1088+07.40	31.19' LT	1373.30	183654.55	269104.19

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
CURB RAMP	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
CR 4	22.5 FT	8.9 FT	17.00 SF	9.8 FT
CR 5	22.5 FT	8.5 FT	16.15 SF	9.4 FT

29.75 AV NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25	1088+85.78	22.01' LT	1372.02	183733.00	269112.71
26	1088+83.01	22.00' LT	1372.05	183730.24	269112.75
27	1088+73.36	23.89' LT	1372.37	183720.57	269110.94
28	1088+65.18	29.35' LT	1372.52	183712.35	269105.55
29	1088+59.75	37.55' LT	1372.83	183706.84	269097.40
30	1088+57.99	44.93' LT	1373.16	183705.02	269090.03
31	1088+57.89	47.21' LT	1373.25	183704.91	269087.75
32	1088+90.80	24.54' LT	1372.25	183738.00	269110.15
33	1088+85.80	24.51' LT	1372.48	183733.00	269110.21
34	1088+80.80	24.60' LT	1372.54	183728.00	269110.17
35	1088+74.81	26.00' LT	1372.33	183722.00	269108.82
36	1088+66.37	31.72' LT	1372.46	183713.52	269103.17
37	1088+64.02	34.74' LT	1373.07	183711.14	269100.17
38	1088+62.06	38.49' LT	1373.25	183709.15	269096.43
39	1088+60.47	45.14' LT	1373.58	183707.50	269089.80
40	1088+60.39	47.19' LT	1373.67	183707.41	269087.75
41	1088+90.82	31.70' LT	1372.62	183737.96	269102.99
42	1088+85.86	31.74' LT	1372.70	183733.00	269102.99
43	1088+80.79	31.73' LT	1372.73	183727.94	269103.04
44	1088+74.86	31.73' LT	1372.48	183722.00	269103.09



WISCONSIN AV					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	1091+77.13	22.89' LT	1367.68	184023.81	269106.85
2	1091+78.14	22.93' LT	1367.68	184024.81	269106.78
3	1091+82.42	23.54' LT	1367.70	184029.07	269106.04
4	1091+86.23	24.75' LT	1367.72	184032.83	269104.71
5	1091+94.23	29.98' LT	1367.77	184040.65	269099.24
6	1091+99.70	37.81' LT	1367.79	184045.84	269091.24
7	1092+01.82	47.11' LT	1367.74	184047.66	269081.88
8	1092+01.87	48.73' LT	1367.73	184047.66	269080.26
9	1091+77.09	25.38' LT	1368.10	184023.69	269104.35
10	1091+78.00	25.42' LT	1368.10	184024.60	269104.29
11	1091+81.84	25.97' LT	1368.12	184028.42	269103.63
12	1091+85.29	27.06' LT	1367.89	184031.81	269102.43
13	1091+88.30	28.56' LT	1367.66	184034.78	269100.83
14	1091+92.30	31.59' LT	1367.69	184038.67	269097.69
15	1091+96.96	37.88' LT	1368.21	184043.11	269091.26
16	1091+97.40	38.82' LT	1368.21	184043.52	269090.30
17	1091+98.51	41.90' LT	1368.20	184044.53	269087.19
18	1091+99.30	47.38' LT	1367.68	184045.15	269081.68
19	1091+99.36	48.81' LT	1368.15	184045.16	269080.26
20	1091+77.08	32.22' LT	1368.14	184023.48	269097.52
21	1091+85.10	32.77' LT	1367.74	184031.45	269096.73
22	1091+89.22	35.63' LT	1367.76	184035.48	269093.75
23	1091+92.67	43.51' LT	1368.29	184038.66	269085.76

MOVING SIGNS
TYPE II REQ'D

SLOPE INTERCEPT

TLE

EXISTING R/W

30TH AV (WISCONSIN AV)

USH 63 (7¹⁵/₁₆ ST)

CR 06
TYPE 1A

LEGEND

MEF

MAXIMUM EXTENT FEASIBLE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

**

SAWING CONCRETE REQ'D

X
xxx.xxx

POINT ID/ELEVATION

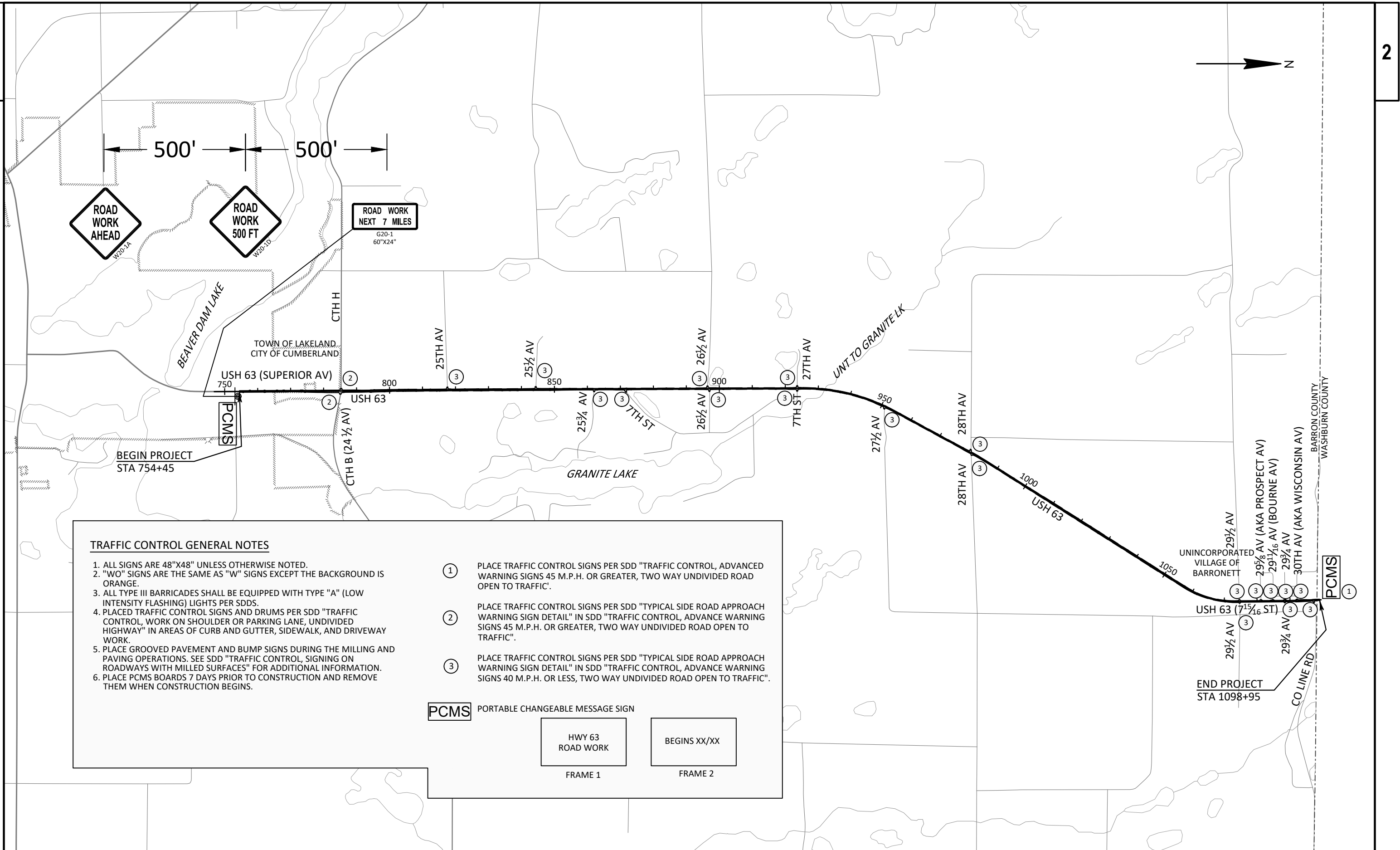
- NOTES
1.

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

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

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

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

**TRAFFIC CONTROL GENERAL NOTES**

1. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS PER SDDS.
4. PLACED TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY" IN AREAS OF CURB AND GUTTER, SIDEWALK, AND DRIVEWAY WORK.
5. PLACE GROOVED PAVEMENT AND BUMP SIGNS DURING THE MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
6. PLACE PCMS BOARDS 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE THEM WHEN CONSTRUCTION BEGINS.

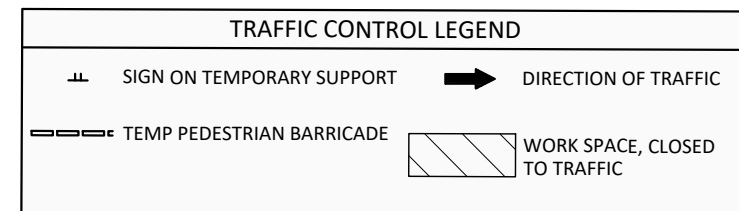
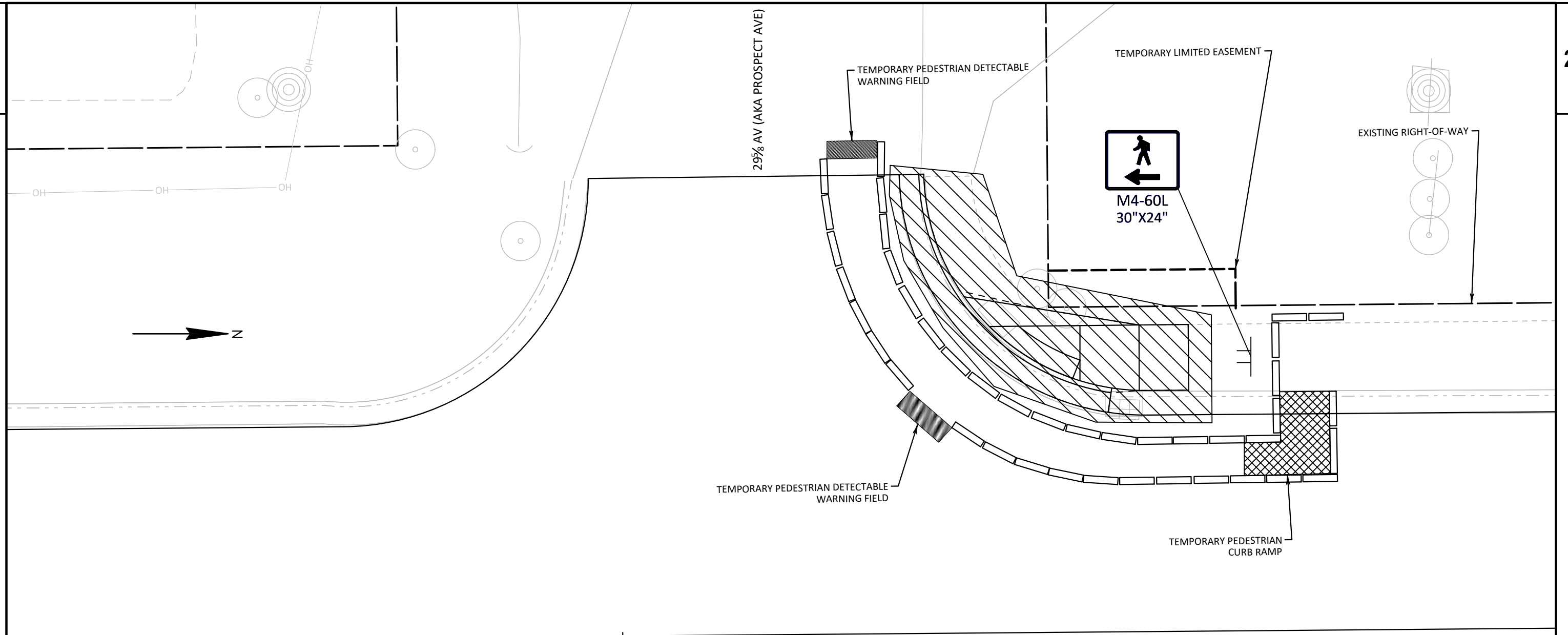
- ① PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- ② PLACE TRAFFIC CONTROL SIGNS PER SDD "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- ③ PLACE TRAFFIC CONTROL SIGNS PER SDD "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

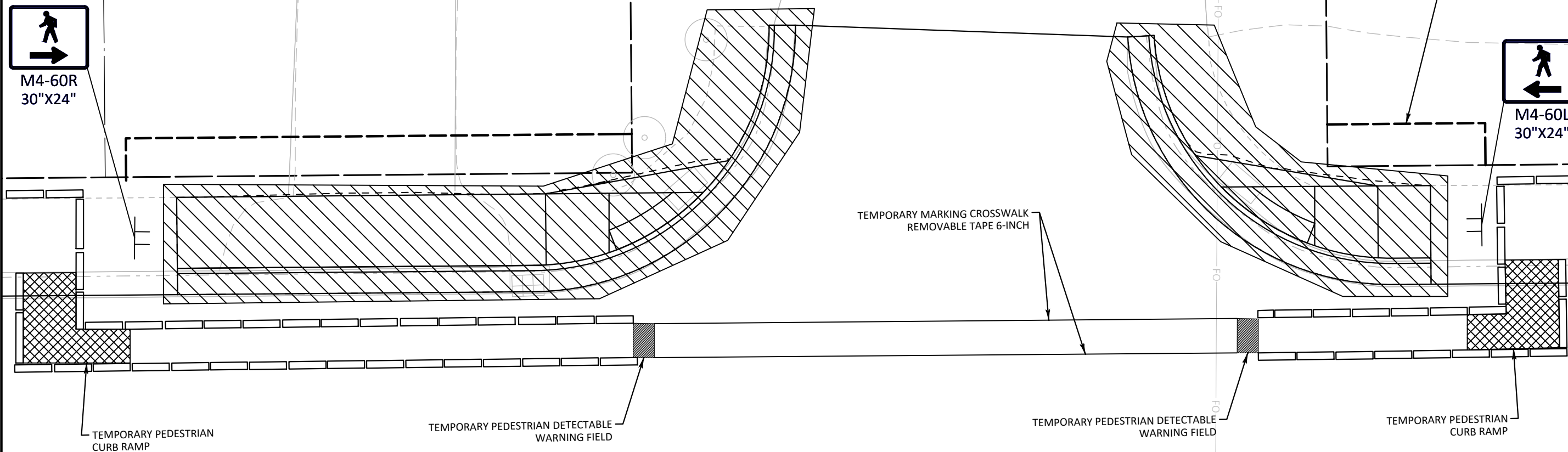
PCMS PORTABLE CHANGEABLE MESSAGE SIGNHWY 63
ROAD WORK

FRAME 1

BEGINS XX/XX

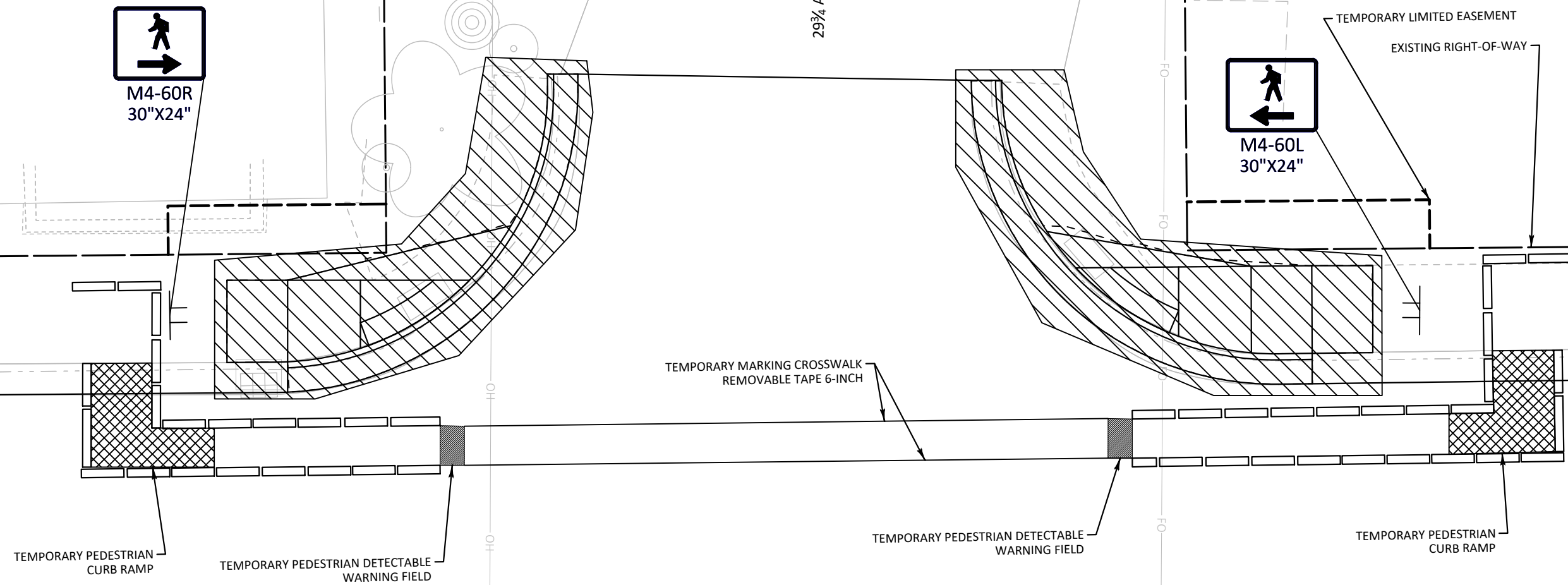
FRAME 2





TRAFFIC CONTROL LEGEND

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



TEMPORARY LIMITED EASEMENT

EXISTING RIGHT-OF-WAY

M4-60R
30"X24"TEMPORARY PEDESTRIAN DETECTABLE
WARNING FIELD

30TH AV (AKA WISCONSIN AVE)

N

TEMPORARY PEDESTRIAN
CURB RAMPTEMPORARY PEDESTRIAN DETECTABLE
WARNING FIELD

1092

USH 63 ($7\frac{15}{16}$ ST)

PI: 1091+90.25

TRAFFIC CONTROL LEGEND



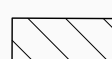
SIGN ON TEMPORARY SUPPORT



DIRECTION OF TRAFFIC



TEMP PEDESTRIAN BARRICADE

WORK SPACE, CLOSED
TO TRAFFIC

Estimate Of Quantities

1550-04-77

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	753.000	753.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	836.000	836.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	163,338.000	163,338.000
0008	204.0150	Removing Curb & Gutter	LF	253.000	253.000
0010	204.0155	Removing Concrete Sidewalk	SY	154.000	154.000
0012	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1550-04-77	EACH	1.000	1.000
0014	213.0100	Finishing Roadway (project) 01. 1550-04-77	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,062.000	2,062.000
0018	305.0500	Shaping Shoulders	STA	47.000	47.000
0020	416.0610	Drilled Tie Bars	EACH	18.000	18.000
0022	455.0605	Tack Coat	GAL	19,279.000	19,279.000
0024	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0026	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0028	460.2000	Incentive Density HMA Pavement	DOL	6,500.000	6,500.000
0030	460.2005	Incentive Density PWL HMA Pavement	DOL	19,190.000	19,190.000
0032	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	17,860.000	17,860.000
0034	460.2010	Incentive Air Voids HMA Pavement	DOL	29,340.000	29,340.000
0036	460.6644	HMA Pavement 4 MT 58-34 V	TON	15,550.000	15,550.000
0038	460.6645	HMA Pavement 5 MT 58-34 V	TON	13,791.000	13,791.000
0040	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0042	465.0105	Asphaltic Surface	TON	22.000	22.000
0044	465.0110	Asphaltic Surface Patching	TON	300.000	300.000
0046	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	117.000	117.000
0048	465.0520	Asphaltic Rumble Strips, Shoulder	LF	48,121.000	48,121.000
0050	465.0560	Asphaltic Rumble Strips, Centerline	LF	24,551.000	24,551.000
0052	520.8700	Cleaning Culvert Pipes	EACH	31.000	31.000
0054	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	253.000	253.000
0056	602.0405	Concrete Sidewalk 4-Inch	SF	928.000	928.000
0058	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10.000	10.000
0060	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	84.000	84.000
0062	611.8110	Adjusting Manhole Covers	EACH	9.000	9.000
0064	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0066	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1550-04-77	EACH	1.000	1.000
0068	619.1000	Mobilization	EACH	1.000	1.000
0070	624.0100	Water	MGAL	17.000	17.000
0072	625.0100	Topsoil	SY	69.000	69.000
0074	628.1504	Silt Fence	LF	1,075.000	1,075.000
0076	628.1520	Silt Fence Maintenance	LF	1,075.000	1,075.000
0078	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0082	628.2008	Erosion Mat Urban Class I Type B	SY	69.000	69.000
0084	628.7015	Inlet Protection Type C	EACH	16.000	16.000
0086	629.0210	Fertilizer Type B	CWT	0.200	0.200
0088	630.0140	Seeding Mixture No. 40	LB	3.100	3.100
0090	630.0200	Seeding Temporary	LB	1.900	1.900
0092	630.0500	Seed Water	MGAL	1.500	1.500
0094	638.2102	Moving Signs Type II	EACH	1.000	1.000
0096	642.5001	Field Office Type B	EACH	1.000	1.000
0098	643.0900	Traffic Control Signs	DAY	2,895.000	2,895.000

Estimate Of Quantities

1550-04-77

Line	Item	Item Description	Unit	Total	Qty
0100	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0102	643.3165	Temporary Marking Line Paint 6-Inch	LF	176,979.000	176,979.000
0104	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	216.000	216.000
0106	643.5000	Traffic Control	EACH	1.000	1.000
0108	644.1601	Temporary Pedestrian Curb Ramp	DAY	24.000	24.000
0110	644.1605	Temporary Pedestrian Detectable Warning Field	SF	80.000	80.000
0112	644.1810	Temporary Pedestrian Barricade	LF	692.000	692.000
0114	646.2020	Marking Line Epoxy 6-Inch	LF	119.000	119.000
0116	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	123,247.000	123,247.000
0118	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	3,157.000	3,157.000
0120	646.5020	Marking Arrow Epoxy	EACH	26.000	26.000
0122	646.5120	Marking Word Epoxy	EACH	13.000	13.000
0124	646.6120	Marking Stop Line Epoxy 18-Inch	LF	48.000	48.000
0126	646.7120	Marking Diagonal Epoxy 12-Inch	LF	297.000	297.000
0128	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	198.000	198.000
0130	646.8020	Marking Corrugated Median Epoxy	SF	590.000	590.000
0132	646.8120	Marking Curb Epoxy	LF	660.000	660.000
0134	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0136	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	253.000	253.000
0138	650.8000	Construction Staking Resurfacing Reference	LF	34,450.000	34,450.000
0140	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0142	650.9500	Construction Staking Sidewalk (project) 01. 1550-04-77	EACH	1.000	1.000
0144	650.9911	Construction Staking Supplemental Control (project) 01. 1550-04-77	EACH	1.000	1.000
0146	690.0150	Sawing Asphalt	LF	754.000	754.000
0148	690.0250	Sawing Concrete	LF	71.000	71.000
0150	740.0440	Incentive IRI Ride	DOL	23,990.000	23,990.000
0152	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,500.000	1,500.000
0154	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	990.000	990.000

REMOVING ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110*	204.0115	204.0120	REMARKS
					REMOVING ASPHALTIC SURFACE SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE MILLING SY	
0010	754+45	-	785+00	USH 63	-	51	16,656	-
0010	785+00	-	844+00	USH 63	-	-	31,796	-
0010	844+00	-	897+00	USH 63	-	-	22,038	-
0010	897+00	-	951+00	USH 63	-	-	21,396	-
0010	951+00	-	1000+00	USH 63	-	-	19,300	-
0010	1000+00	-	1050+00	USH 63	-	-	24,961	-
0010	1050+00	-	1075+00	USH 63	-	-	11,053	-
0010	1075+00	-	1098+95	USH 63	56	37	8,209	-
0010		CTH H		LT	-	49	286	-
0010		CTH B		RT	-	48	286	-
0010		25TH AVE		LT	-	33	285	-
0010		25 1/2 AVE		LT	-	33	288	-
0010		25 3/4 AVE		RT	-	36	300	-
0010		7TH ST		RT	-	28	412	-
0010		26 1/2 AVE		LT	-	33	295	-
0010		26 1/2 AVE		RT	-	11	284	-
0010		27TH AVE		LT	-	32	296	-
0010		7TH ST		RT	-	32	296	-
0010		27 1/2 AVE		RT	-	39	263	-
0010		28TH AVE		LT	-	35	305	-
0010		28TH AVE		RT	-	40	164	-
0010		29 1/2 AVE		LT	-	35	140	-
0010		29 1/2 AVE		RT	-	40	78	-
0010		29 5/8 AVE		LT	-	38	80	-
0010		29 11/16 AVE		LT	-	38	78	-
0010		29 3/4 AVE		LT	-	38	85	-
0010		29 3/4 AVE		RT	-	39	77	-
0010		30TH AVE		LT	-	38	76	-
0010	COUNTY LINE	RD		RT	-	35	249	-
TOTAL 0010					56	836	160,033	
0020	1075+00	-	1091+77	USH 63	-	-	3,305	PARKING LANE
TOTAL 0020					0	0	3,305	
PROJECT TOTAL					56	836	163,338	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE IN PLAN

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	1081+28	-	1081+51	LT	32	-
0010	1084+00	-	1084+59	LT	70	-
0010	1084+91	-	1085+19	LT	39	-
0010	1088+01	-	1088+25	LT	36	-
0010	1088+58	-	1088+86	LT	39	-
0010	1091+77	-	1092+02	LT	37	-
TOTAL 0010					253	
PROJECT TOTAL					253	

REMOVING SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	1081+28	-	1081+58	LT	21	-
0010	1084+00	-	1084+59	LT	45	-
0010	1084+91	-	1085+19	LT	21	-
0010	1087+96	-	1088+25	LT	23	-
0010	1088+58	-	1088+91	LT	25	-
0010	1091+77	-	1092+02	LT	19	-
TOTAL 0010					154	
PROJECT TOTAL					154	

3

BASES AGGREGATE ITEMS

					305.0110*	305.0500	624.0100	
					BASE			
					AGGREGATE	SHAPING		
					DENSE 3/4-INCH	SHOULDERS	WATER	
CATEGORY	STATION	TO	STATION	LOCATION	TON	STA	MGAL	REMARKS
0010	754+45	-	785+00	USH 63	74	17	-	
0010	785+00	-	844+00	USH 63	282	16	3	-
0010	844+00	-	897+00	USH 63	317	-	3	-
0010	897+00	-	951+00	USH 63	330	-	3	-
0010	951+00	-	1000+00	USH 63	296	-	3	-
0010	1000+00	-	1050+00	USH 63	313	-	3	-
0010	1050+00	-	1075+00	USH 63	149	-	1	-
0010	1075+00	-	1098+95	USH 63	-	14	-	-
TOTAL 0010					1,760	47	17	
PROJECT TOTAL					1,760	47	17	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE IN PLAN

HMA PERCENT WITHIN LIMITS (PWL)

CATEGORY	LOCATION	460.0105.S	460.0110.S	REMARKS
		HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	
0010	PROJECT	2	2	-
	TOTAL 0010	2	2	
	PROJECT TOTAL	2	2	

PWL MIXTURE USE TABLE

LOCATION	STATION - STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
24-FOOT DRIVING LANE	754+45 - 1098+95	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	9003	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
24-FOOT DRIVING LANE	754+45 - 1098+95	UPPER LAYER	4 MT 58-34 V	5 MT 58-34 V	7717	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
24-FOOT DRIVING LANE	911+38 - 915+38 936+00 - 939+00	DEEP MILL AREAS	MILLED SURFACE	4 MT 58-34 V	210	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
12-FOOT PASSING LANE	795+50 - 848+38 1006+88 - 1055+88	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	1331	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
12-FOOT PASSING LANE	795+50 - 848+38 1006+88 - 1055+88	UPPER LAYER	4 MT 58-34 V	5 MT 58-34 V	1141	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
INTERSECTIONS	754+45 - 1098+95	UPPER LAYER	MILLED SURFACE	5 MT 58-34 V	453	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
PAVED SHOULDER / TURN LANES	754+45 - 1098+95	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	4926	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
PAVED SHOULDER / TURN LANES	754+45 - 1075+00 1091+77 - 1098+95	UPPER LAYER	4 MT 58-34 V	5 MT 58-34 V	4202	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
PAVED SHOULDER / TURN LANES	1075+00 - 1091+77	UPPER LAYER	MILLED SURFACE	5 MT 58-34 V	278	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
PAVED SHOULDER	911+38 - 915+38 936+00 - 939+00	DEEP MILL AREAS	MILLED SURFACE	4 MT 58-34 V	80	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

PROJECT NO: 1550-04-77

HWY: USH 63

COUNTY: BARRON

MISCELLANEOUS QUANTITIES

SHEET

3

ASPHALT & HMA ITEMS											
CATEGORY	STATION	TO	STATION	LOCATION	455.0605	460.6644	460.6645	460.9000.S	465.0105	465.0110	REMARKS
					TACK COAT	HMA PAVEMENT	HMA PAVEMENT	MATERIAL	ASPHALTIC	ASPHALTIC	
					GAL	4 MT 58-34 V	5 MT 58-34 V	TRANSFER	SURFACE	SURFACE	
						TON	TON	VEHICLE	TON	TON	
0010	754+45	-	785+00	USH 63	2,000	1,640	1,400	1	-	40	-
0010	785+00	-	844+00	USH 63	3,820	3,120	2,670	-	-	40	-
0010	844+00	-	897+00	USH 63	2,630	2,150	1,840	-	-	40	-
0010	897+00	-	951+00	USH 63	2,570	2,390	1,800	-	-	40	DEEP MILL 911+38 - 915+38, 936+00 - 939+00
0010	951+00	-	1000+00	USH 63	2,320	1,890	1,620	-	-	40	-
0010	1000+00	-	1050+00	USH 63	3,000	2,450	2,100	-	-	40	-
0010	1050+00	-	1075+00	USH 63	1,340	1,100	940	-	-	30	-
0010	1075+00	-	1098+95	USH 63	990	810	690	-	22	30	ASPHALTIC SURFACE IN FRONT OF CURB RAMPS
0010		CTH H		LT	23	-	28	-	-	-	-
0010		CTH B		RT	23	-	28	-	-	-	-
0010		25TH AVE		LT	22	-	27	-	-	-	-
0010		25 1/2 AVE		LT	22	-	27	-	-	-	-
0010		25 3/4 AVE		RT	23	-	28	-	-	-	-
0010		7TH ST		RT	31	-	37	-	-	-	-
0010		26 1/2 AVE		LT	23	-	28	-	-	-	-
0010		26 1/2 AVE		RT	22	-	27	-	-	-	-
0010		27TH AVE		LT	23	-	27	-	-	-	-
0010		7TH ST		RT	23	-	28	-	-	-	-
0010		27 1/2 AVE		RT	21	-	25	-	-	-	-
0010		28TH AVE		LT	24	-	29	-	-	-	-
0010		28TH AVE		RT	14	-	17	-	-	-	-
0010		29 1/2 AVE		LT	12	-	15	-	-	-	-
0010		29 1/2 AVE		RT	8	-	10	-	-	-	-
0010		29 5/8 AVE		LT	8	-	10	-	-	-	-
0010		29 11/16 AVE		LT	8	-	10	-	-	-	-
0010		29 3/4 AVE		LT	9	-	10	-	-	-	-
0010		29 3/4 AVE		RT	8	-	10	-	-	-	-
0010		30TH AVE		LT	8	-	10	-	-	-	-
0010	COUNTY LINE RD			RT	20	-	24	-	-	-	-
TOTAL 0010					19,048	15,550	13,513	1	22	300	
0020	1075+00	-	1091+77	USH 63	231	-	278	-	-	-	PARKING LANE
TOTAL 0020					231	0	278	0	0	0	
PROJECT TOTAL					19,279	15,550	13,791	1	22	300	

RUMBLE STRIP ITEMS							
					465.0520	465.0560	
					ASPHALTIC	ASPHALTIC	
					STRIPS,	RUMBLE STRIPS,	
					SHOULDER	CENTERLINE	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS
0010	795+90	-	1073+15	LT	23,822	-	-
0010	1093+10	-	1098+95	LT	585	-	-
0010	795+90	-	1073+15	RT	23,437	-	-
0010	1093+10	-	1098+95	RT	277	-	-
0010	795+90	-	1072+62	CL	-	24,072	-
0010	1094+16	-	1098+95	CL	-	479	-
TOTAL 0010					48,121	24,551	
PROJECT TOTAL					48,121	24,551	

CULVERT PIPES

520.8700 CLEANING CULVERT PIPES				
CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	757+91	RT	1	-
0010	764+01	LT&RT	1	-
0010	769+45	LT&RT	1	-
0010	782+39	LT&RT	1	-
0010	791+50	LT&RT	1	-
0010	809+86	LT&RT	1	-
0010	818+23	LT&RT	1	-
0010	824+88	LT&RT	1	-
0010	833+35	LT&RT	1	-
0010	852+38	LT&RT	1	-
0010	860+42	LT&RT	1	-
0010	864+44	LT&RT	1	-
0010	867+24	LT&RT	1	-
0010	873+85	LT&RT	1	-
0010	888+55	LT&RT	1	-
0010	899+10	LT&RT	1	-
0010	916+28	LT&RT	1	-
0010	933+02	LT&RT	1	-
0010	962+45	LT&RT	1	-
0010	988+87	LT&RT	1	-
0010	988+94	LT&RT	1	-
0010	992+60	LT&RT	1	-
0010	1003+10	LT&RT	1	-
0010	1011+09	LT&RT	1	-
0010	1019+59	LT&RT	1	-
0010	1023+82	LT&RT	1	-
0010	1023+88	LT&RT	1	-
0010	1037+59	LT&RT	1	-
0010	1057+60	LT&RT	1	-
0010	1072+13	LT&RT	1	-
0010	1080+83	LT&RT	1	-
TOTAL 0010			31	
PROJECT TOTAL			31	

ADJUSTING STRUCTURE COVER ITEMS

			611.8110 ADJUSTING MANHOLE COVERS EACH	611.8110 ADJUSTING INLET COVERS EACH	REMARKS
CATEGORY	STATION	LOCATION			
0010	1076+73	RT	1	-	-
0010	1078+92	RT	1	-	-
0010	1080+83	RT	1	-	-
0010	1080+83	LT	1	-	-
0010	1084+33	RT	1	-	-
0010	1084+33	LT	-	1	-
0010	1086+45	RT	1	-	-
0010	1087+99	RT	1	-	-
0010	1088+56	RT	1	-	-
0010	1091+75	RT	1	-	-
TOTAL 0010			9	1	
PROJECT TOTAL			9	1	

CURB RAMP ITEMS

		416.0610	601.0411	602.0405	602.0505	602.0605		
		DRILLED TIE BARS EACH	CONCRETE CURB & GUTTER 30- INCH TYPE D LF	CONCRETE SIDEWALK 4-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF		
CATEGORY	STATION TO STATION	LOCATION					REMARKS	
0010	1081+28 - 1081+58	LT	3	32	102	-	17	-
0010	1084+00 - 1084+59	LT	3	70	304	-	17	-
0010	1084+91 - 1085+19	LT	3	39	102	-	17	-
0010	1087+96 - 1088+25	LT	3	36	136	-	17	-
0010	1088+58 - 1088+91	LT	3	39	140	-	16	-
0010	1091+77 - 1092+02	LT	3	37	144	10	-	-
TOTAL 0010			18	253	928	10	84	
PROJECT TOTAL			18	253	928	10	84	

HAUL ROADS			
618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (01. 1550-04-77)			
CATEGORY	LOCATION	EACH	REMARKS
0010	PROJECT	1	-
PROJECT TOTAL		1	

MOBILIZATION			
619.1000 MOBILIZATION			
CATEGORY	LOCATION	EACH	REMARKS
0010	PROJECT	1	-
PROJECT TOTAL		1	

FIELD OFFICE			
642.5001 FIELD OFFICE TYPE B			
CATEGORY	LOCATION	EACH	REMARKS
0010	PROJECT	1	-
PROJECT TOTAL		1	

FINISHING ITEMS										
					625.0100	629.0210	630.0140	630.0200	630.0500	
					TOPSOIL	FERTILIZER	SEEDING MIXTURE	SEEDING	SEED WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	TYPE B CWT	NO. 40 LB	TEMPORARY LB	MGAL	REMARKS
0010	1081+28	-	1092+02	LT	55	0.1	2.5	1.5	1.2	-
0010	UNDISTRIBUTED (25%)			LT&RT	14	0.1	0.6	0.4	0.3	-
TOTAL 0010					69	0.2	3.1	1.9	1.5	
PROJECT TOTAL					69	0.2	3.1	1.9	1.5	

TRAFFIC CONTROL							
643.0900 643.1050							
APPROX. TRAFFIC CONTROL TRAFFIC CONTROL							
SERVICE SIGNS* SIGNS PCMS							
CATEGORY	LOCATION	DAYS	QTY.	DAY	QTY.	DAY	REMARKS
0010	PRE-WARN	7	-	-	2	14	PRE-WARN PRIOR TO CONSTRUCTION
0010	ENTIRE PROJECT	99	29	2,871	-	-	-
TOTAL 0010				2,871		14	
PROJECT TOTAL				2,871		14	
*ADDITIONAL QUANTITY SHOWN ELSEWHERE IN PLAN							

<u>EROSION CONTROL</u>											
					628.1504	628.1520	628.2008	628.7015	628.1905	628.1910	
					SILT FENCE	SILT FENCE	EROSION MAT	INLET	MOBILIZATIONS	MOBILIZATIONS	
CATEGORY	STATION	TO	STATION	LOCATION	LF	MAINTENANCE	URBAN CLASS I	PROTECTION	EROSION	EROSION CONTROL	REMARKS
						LF	TYPE B	TYPE C	CONTROL	EACH	
0010	754+45	-	1075+00	LT&RT	860	860	-	-	-	-	-
0010	1075+00	-	1092+02	LT	-	-	55	13	2	1	-
0010	UNDISTRIBUTED (25%)			LT&RT	215	215	14	3	-	-	-
TOTAL 0010					1075	1075	69	16	2	1	
PROJECT TOTAL					1075	1075	69	16	2	1	

MOVING SIGNS				
638.2102 MOVING SIGNS TYPE II				
CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	1091+92	LT	1	STOP SIGN
TOTAL 0010			1	
PROJECT TOTAL			1	

PEDESTRIAN TRAFFIC CONTROL

					643.0900*		643.3350		644.1601		644.1605		644.1810	
							TEMPORARY MARKING				TEMPORARY PEDESTRIAN			
					TRAFFIC CONTROL SIGNS		CROSSWALK REMOVABLE TAPE 6-INCH		TEMPORARY PEDESTRIAN CURB RAMP		DETECTABLE WARNING FIELD		TEMPORARY PEDESTRIAN BARRICADE	
CATEGORY	STATION	TO	STATION	LOCATION	QTY	DAY	LF		QTY	DAY	SF		LF	REMARKS
0010	1081+28	-	1081+58	LT	1	4	-		1	4	20		152	-
0010	1084+00	-	1084+59	LT	1	4	55		1	4	10		140	-
0010	1084+91	-	1085+19	LT	1	4	55		1	4	10		80	-
0010	1087+96	-	1088+25	LT	1	4	53		1	4	10		80	-
0010	1088+58	-	1088+91	LT	1	4	53		1	4	10		92	-
0010	1091+77	-	1092+02	LT	1	4	-		1	4	20		148	-
TOTAL 0010					24		216		24		80		692	

SAWING

					690.0150	690.0250		
					SAWING	SAWING		
					ASPHALT	CONCRETE		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS	
0010	754+45	-	785+00	USH 63	138	-	DRIVEWAYS	
0010	785+00	-	844+00	USH 63	236	-	DRIVEWAYS	
0010	844+00	-	897+00	USH 63	23	-	DRIVEWAYS	
0010	897+00	-	951+00	USH 63	-	-	DRIVEWAYS	
0010	951+00	-	1000+00	USH 63	19	-	DRIVEWAYS	
0010	1000+00	-	1050+00	USH 63	38	-	DRIVEWAYS	
0010	1050+00	-	1075+00	USH 63	23	-	DRIVEWAYS	
0010	1075+00	-	1098+95	USH 63	277	71	CURB RAMPS	
TOTAL 0010					754	71		
PROJECT TOTAL					754	71		

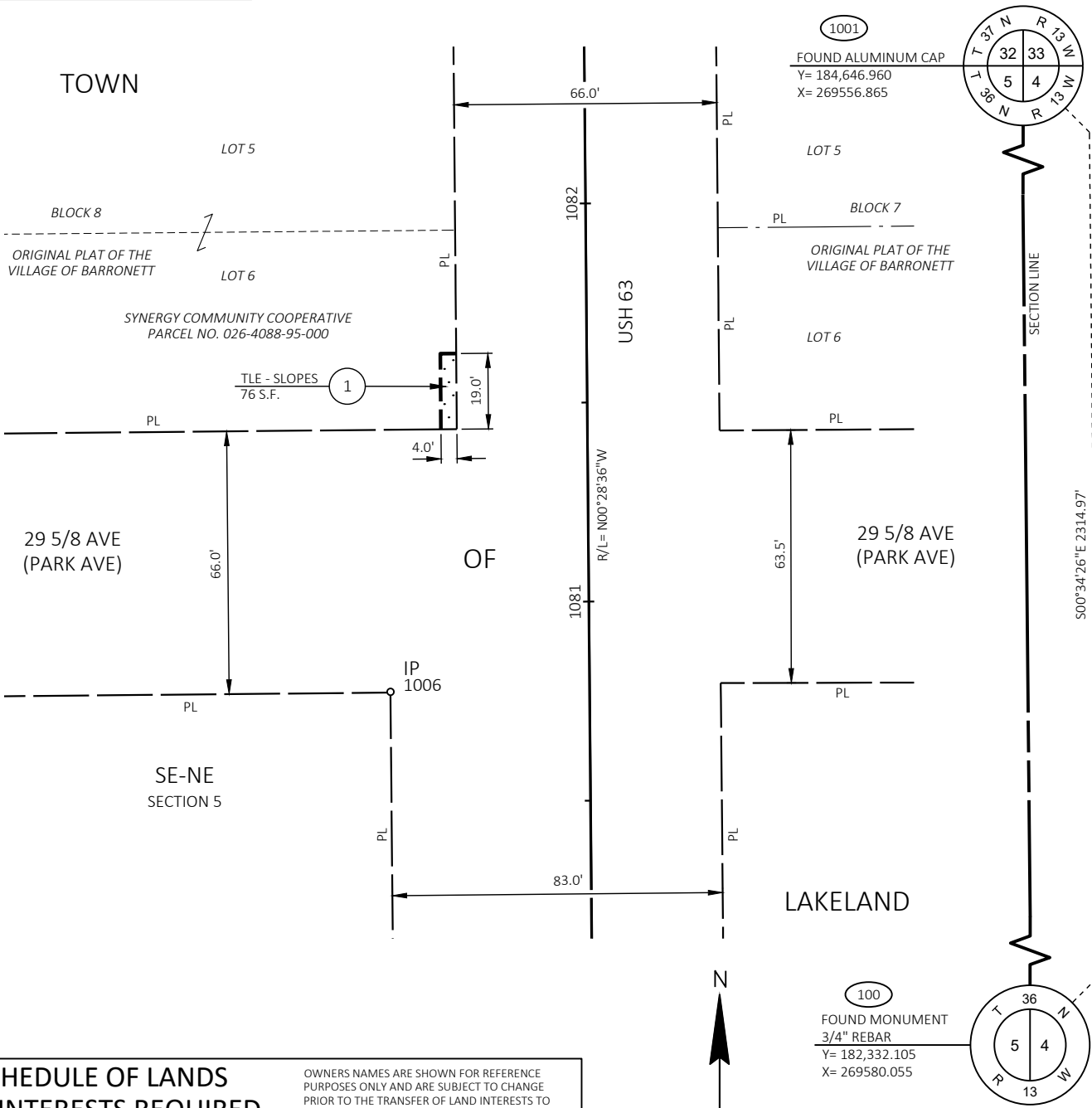
CONSTRUCTION STAKING

					650.5500	650.8000	650.9000	650.9500.01	650.9911.01		
					CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION STAKING		
					STAKING CURB	STAKING	STAKING CURB	STAKING	SUPPLEMENTAL CONTROL		
					GUTTER AND	RESURFACING	RAMPS	SIDEWALK (01.	(01. 1550-04-77)		
					CURB & GUTTER	REFERENCE	EACH	1550-04-77)	(01. 1550-04-77)		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	EACH	REMARKS	
0010	754+45	-	1098+95	USH 63	253	34,450	6	1	1	-	
PROJECT TOTAL					253	34,450	6	1	1		

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

PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
1006	182,924.762	269,091.450	3/4" REBAR



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	SYNERGY COMMUNITY COOPERATIVE	TLE	76

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION - BARRONETT, WI.

SIGNATURE: _____ DATE: _____

PRINT NAME: AARON GUSTAFSON

R/W PROJECT NUMBER: 1550-04-27

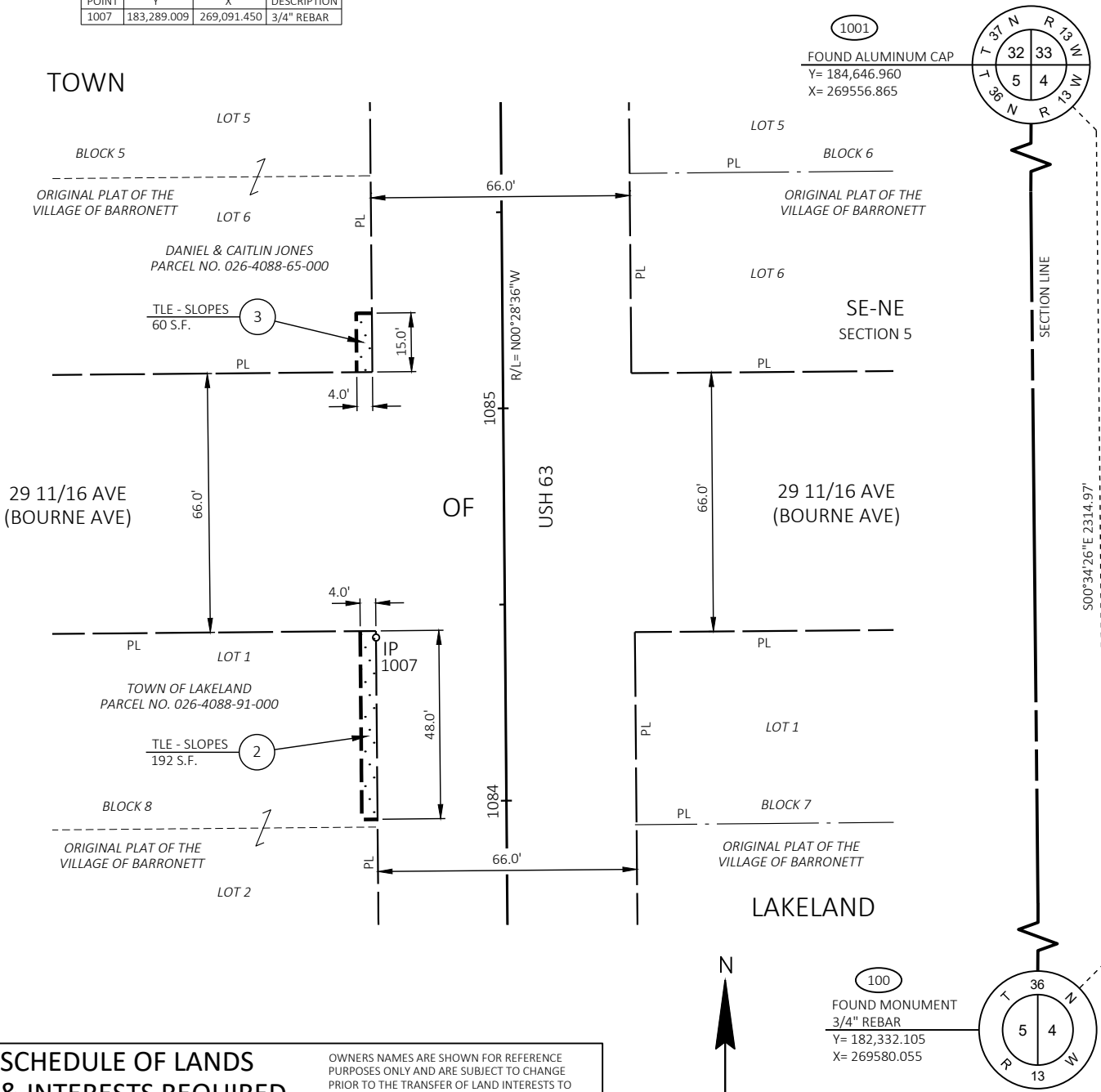
MAP NUMBER: 1

TLE ACQUISITION EXHIBIT
CUMBERLAND - SPOONER
CHARRIE LANE TO BARRON / WASHBURN COUNTY LINE
BARRON COUNTY
THAT PART OF LOT 6, BLOCK 8, ORIGINAL PLAT OF BARRONETT LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, SECTION 5, T36N, R13W, TOWN OF LAKELAND, BARRON COUNTY, WISCONSIN.

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

PURPOSE OF TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
1007	183,289.009	269,091.450	3/4" REBAR



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	TOWN OF LAKELAND	TLE	192
3	DANIEL & CAITLIN JONES	TLE	60

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION - BARRONETT, WI.

SIGNATURE: _____ DATE: _____

PRINT NAME: AARON GUSTAFSON

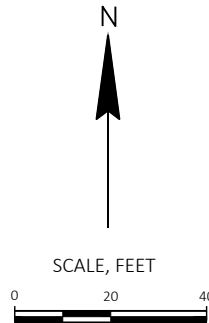
R/W PROJECT NUMBER: 1550-04-27

MAP NUMBER: 2

TLE ACQUISITION EXHIBIT
CUMBERLAND - SPOONER
CHARRIE LANE TO BARRON / WASHBURN COUNTY LINE
BARRON COUNTY
THAT PART OF LOT 1, BLOCK 8, AND THAT PART OF LOT 6, BLOCK 5, ALL IN THE ORIGINAL PLAT OF BARRONETT, LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, SECTION 5, T36N, R13W, TOWN OF LAKELAND, BARRON COUNTY, WISCONSIN.

R/W PROJECT NUMBER: 1550-04-27		MAP NUMBER: 3
TLE ACQUISITION EXHIBIT CUMBERLAND - SPOONER CHARRIE LANE TO BARRON / WASHBURN COUNTY LINE		
USH 63		BARRON COUNTY
THAT PART OF LOT 1, CSM 6997, V. 46, P. 67, DOC. 893029, AND THAT PART OF LOT 6, BLOCK 2, THE ORIGINAL PLAT OF BARRONETT, LOCATED IN PART OF THE NE 1/4 OF THE NE 1/4, SECTION 5, T36N, R13W, TOWN OF LAKELAND, BARRON COUNTY, WISCONSIN.		

4



RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
1015	183,721.839	269,101.597	3/4" REBAR
1020	183,722.792	269,166.844	PK NAIL
1008	183,289.009	269,091.450	3/4" REBAR

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	BEAR LAKE COFFEE COMPANY, LLC	TLE	72
6	RYAN & SUSAN LEHMANN	TLE	80

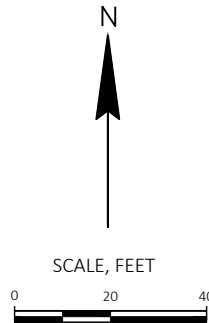
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

SIGNATURE: _____ DATE: _____

PRINT NAME: AARON GUSTAFSON

R/W PROJECT NUMBER: 1550-04-27		MAP NUMBER: 4
TLE ACQUISITION EXHIBIT CUMBERLAND - SPOONER CHARRIE LANE TO BARRON / WASHBURN COUNTY LINE USH 63 BARRON COUNTY		
THAT PART OF LOT 1, BLOCK 2, THE ORIGINAL PLAT OF BARRONETT, LOCATED IN PART OF THE NE 1/4 OF THE NE 1/4, SECTION 5, T36N, R13W, TOWN OF LAKELAND, BARRON COUNTY, WISCONSIN.		

4



RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
1021	184,023.294	269,164.313	1" IRON PIPE

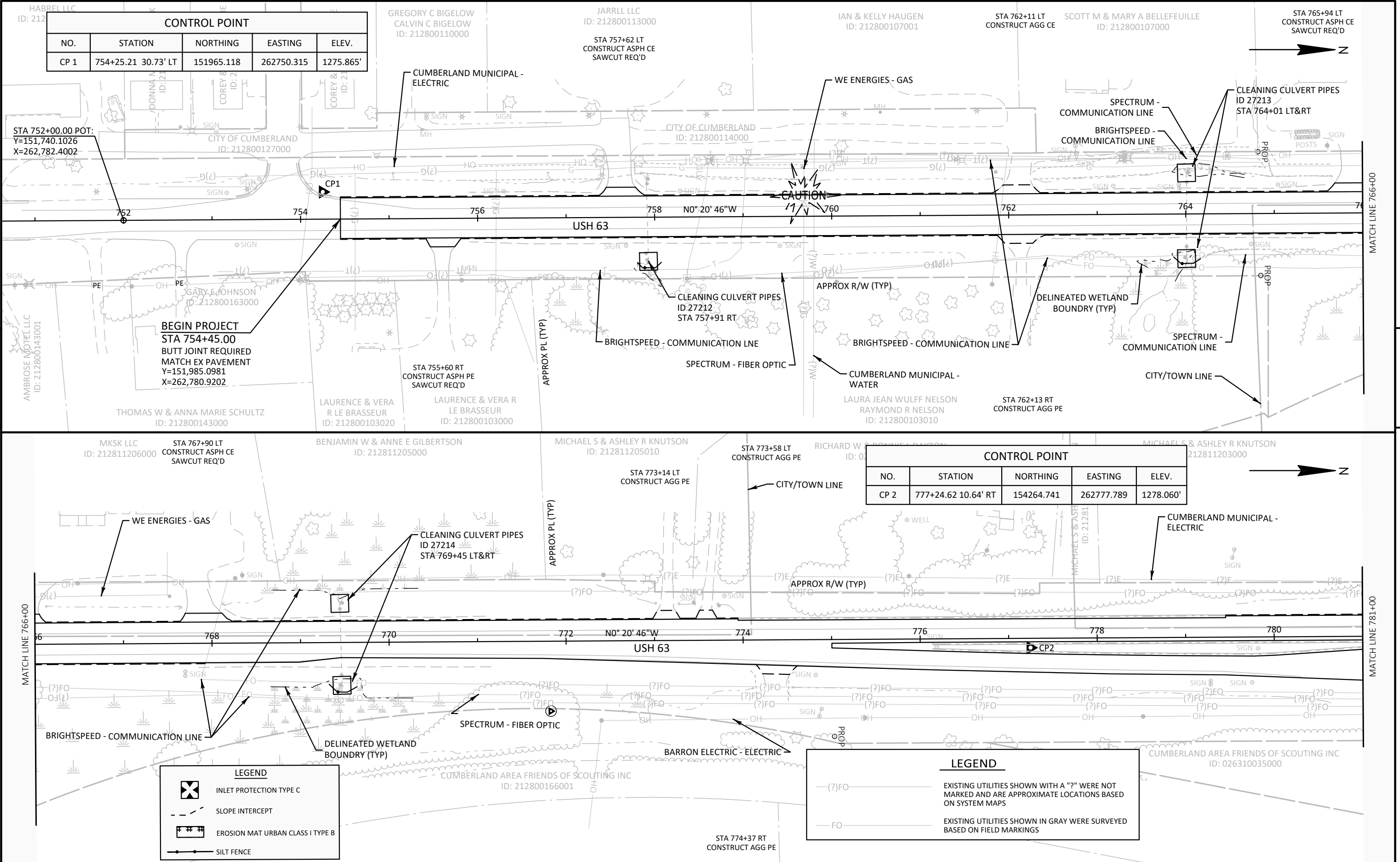
OWNERS NAMES ARE SHOWN FOR REFERENCE
PURPOSES ONLY AND ARE SUBJECT TO CHANGE
PRIOR TO THE TRANSFER OF LAND INTERESTS TO
THE DEPARTMENT.

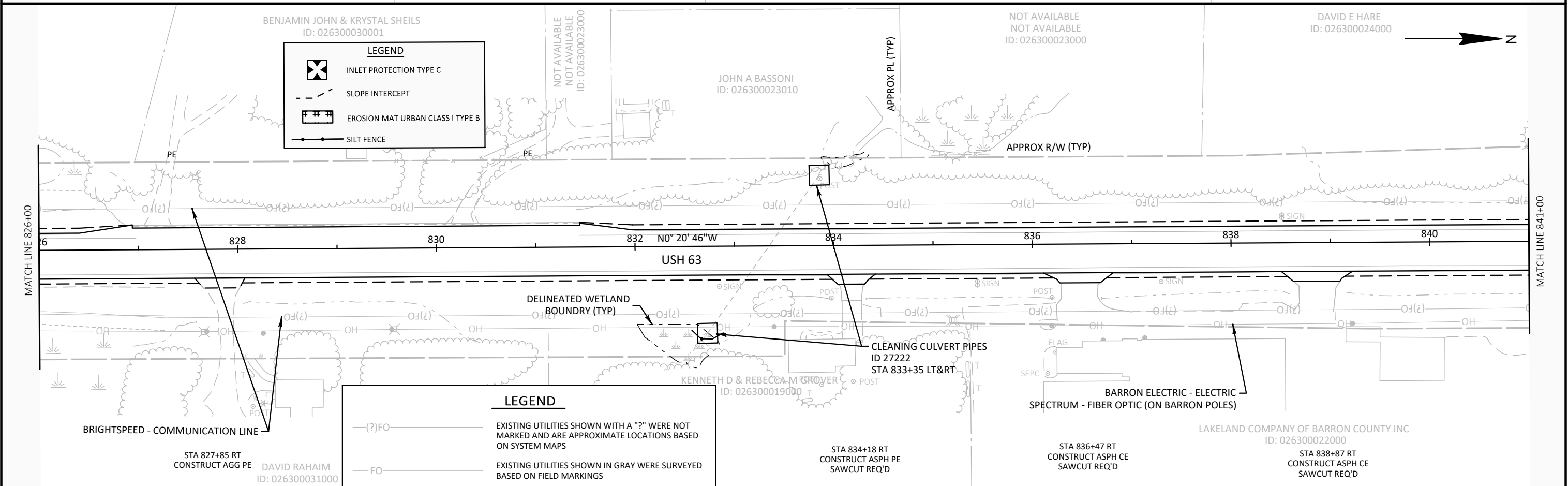
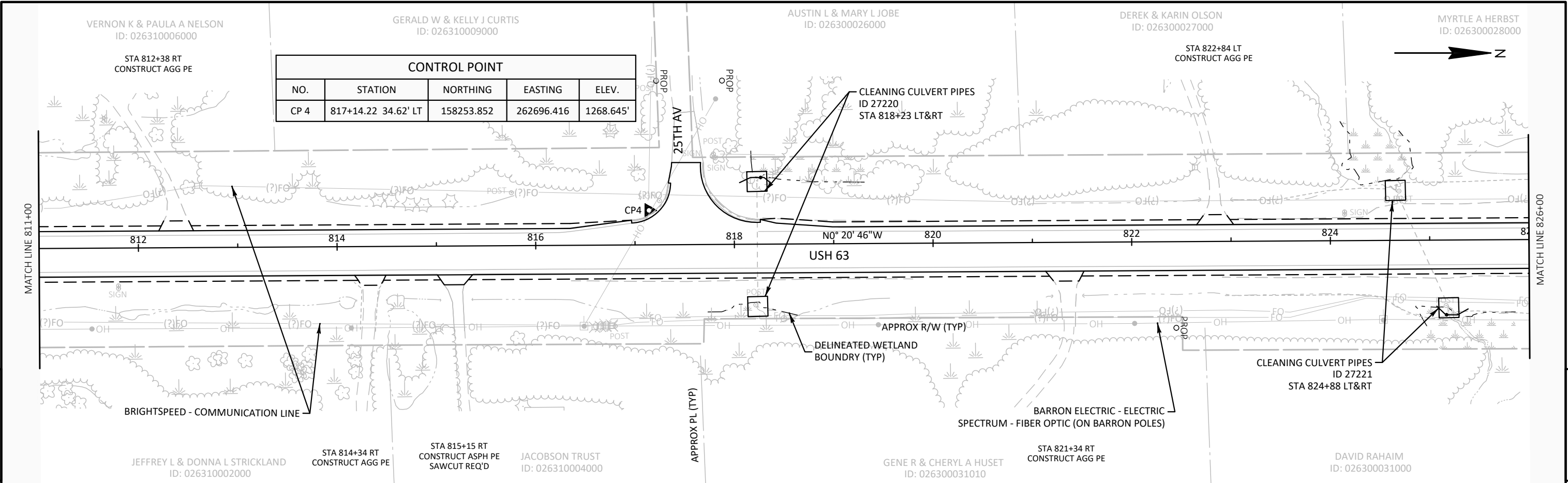
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	THOMAS A. & AMANDA A. SCHAFER	TLE	52

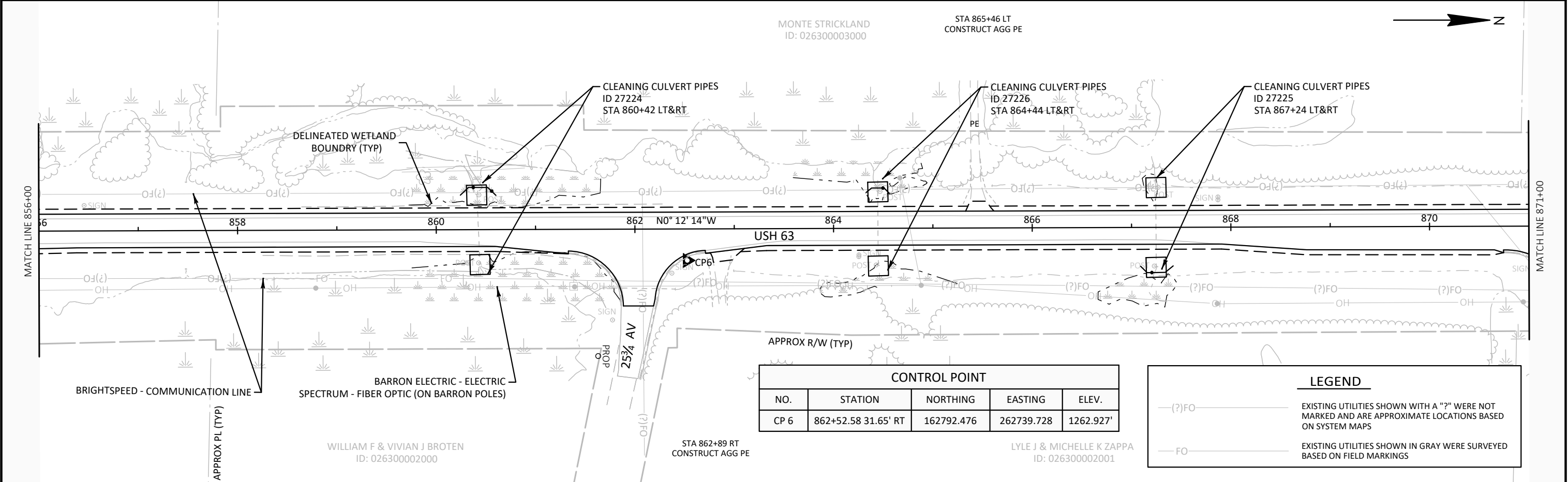
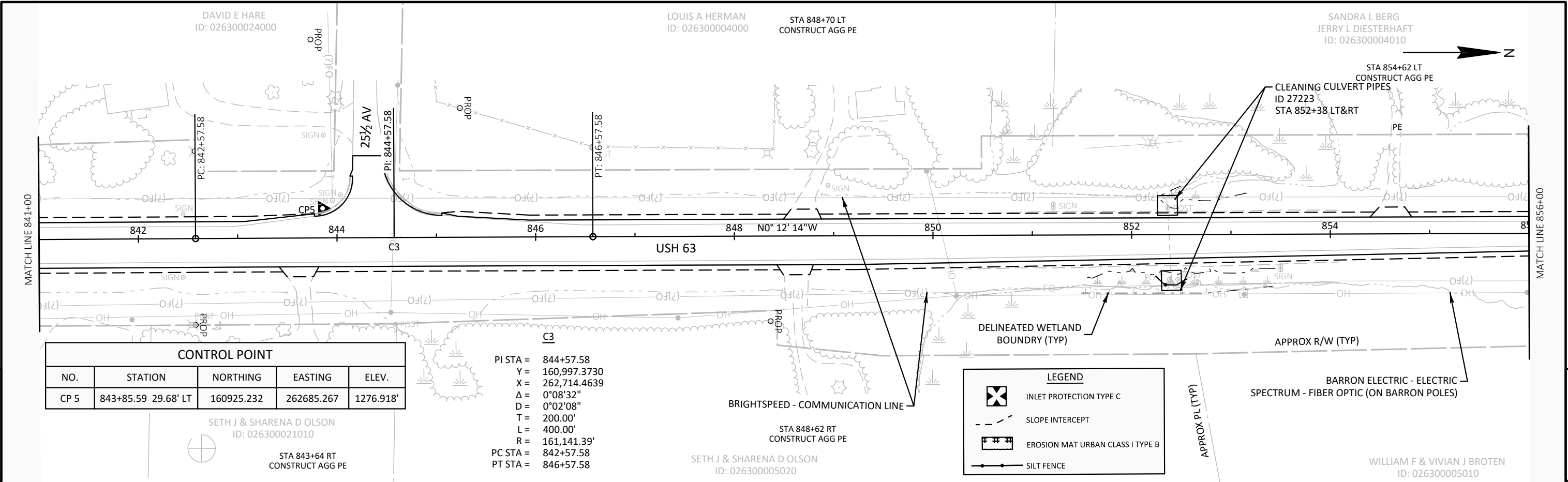
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N/A	N/A	N/A

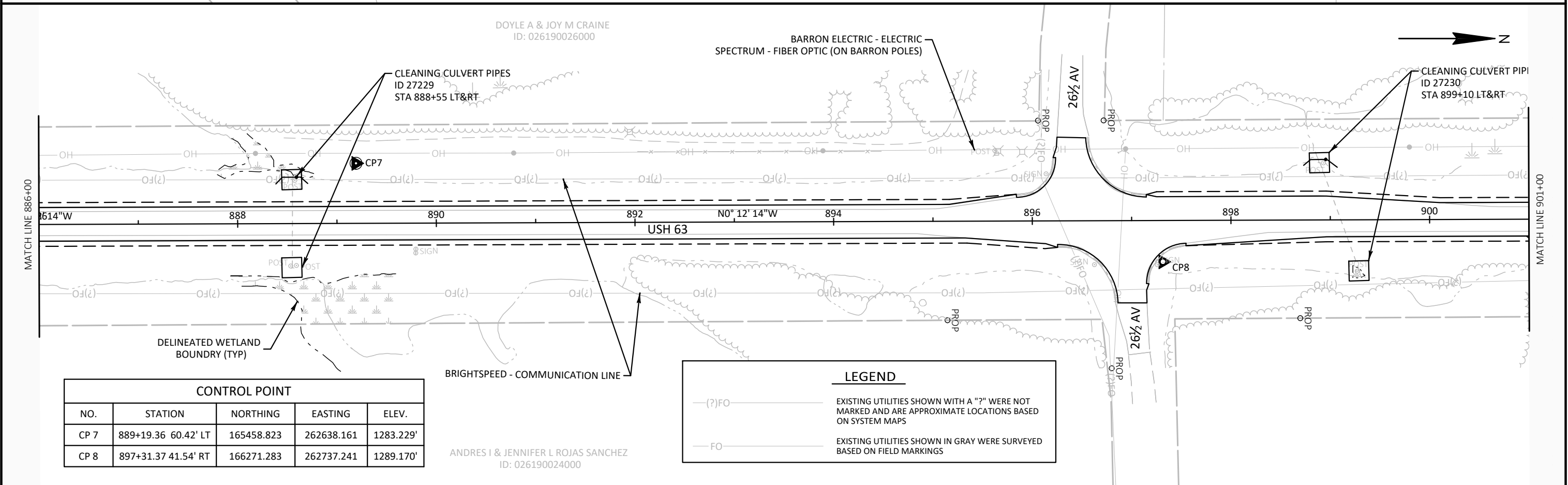
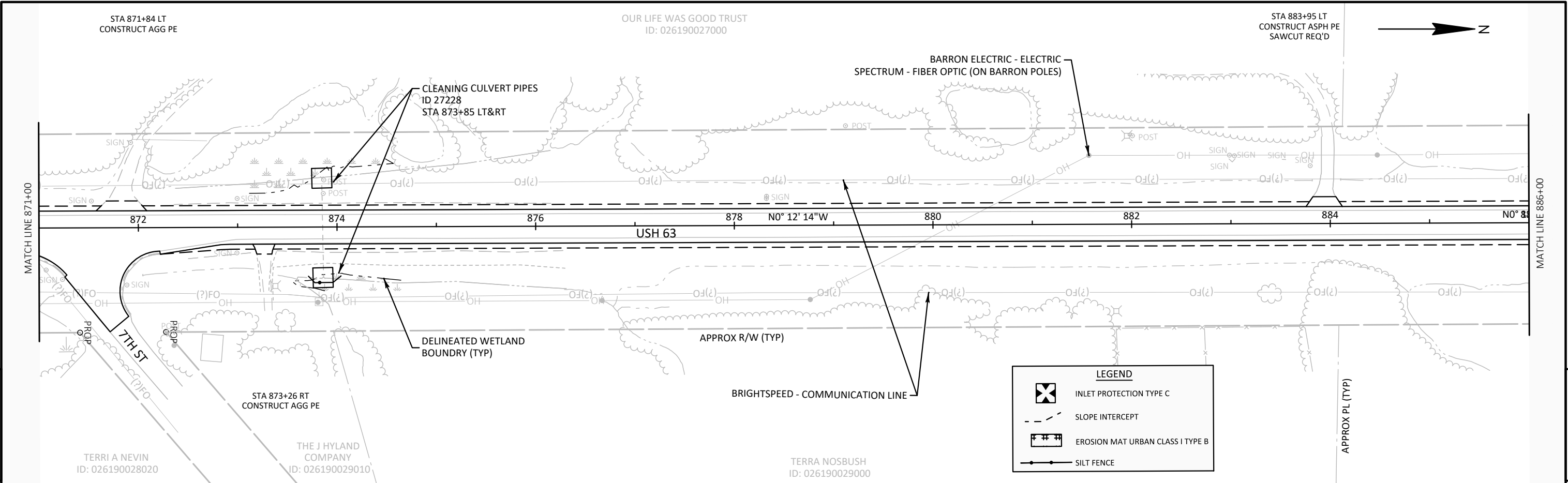
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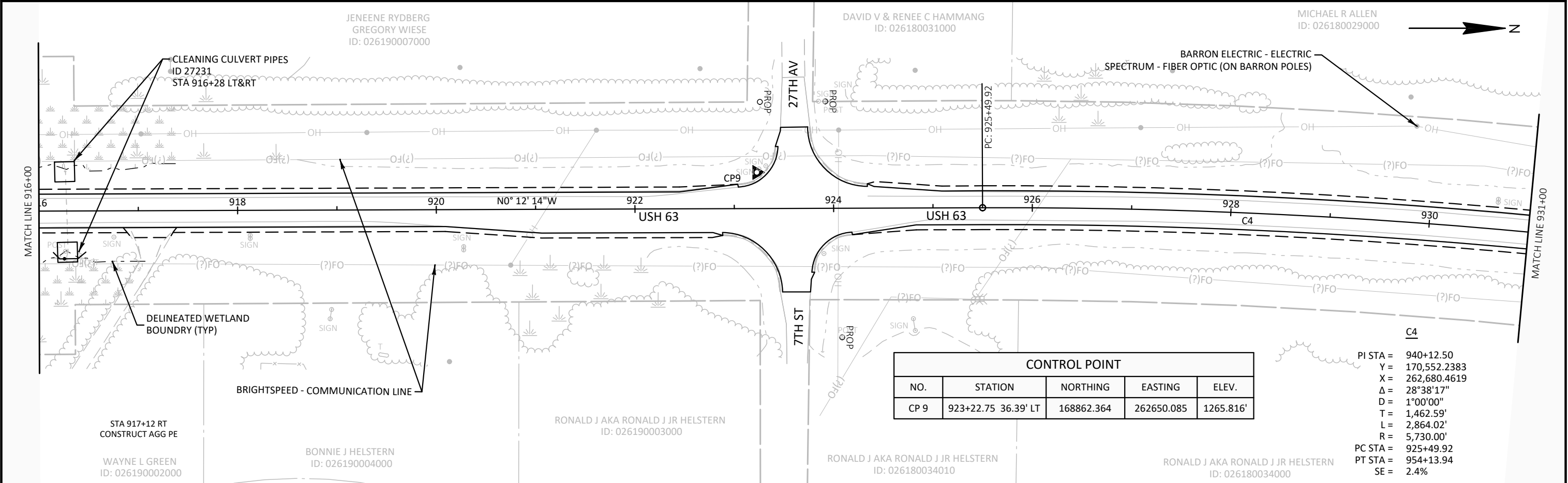
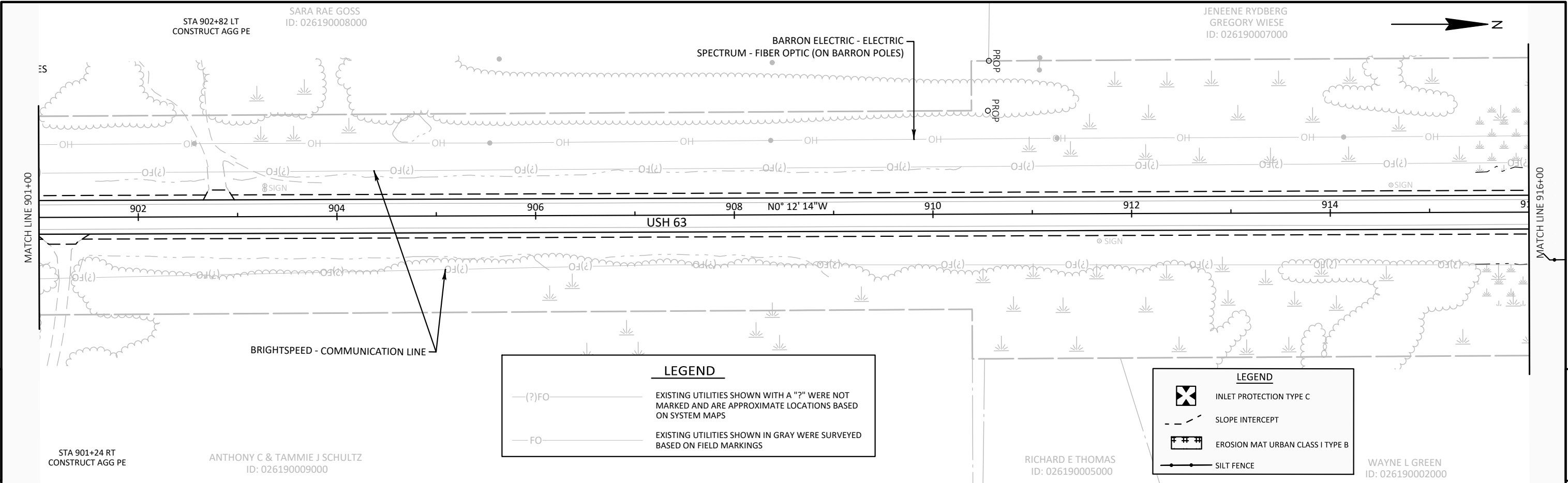
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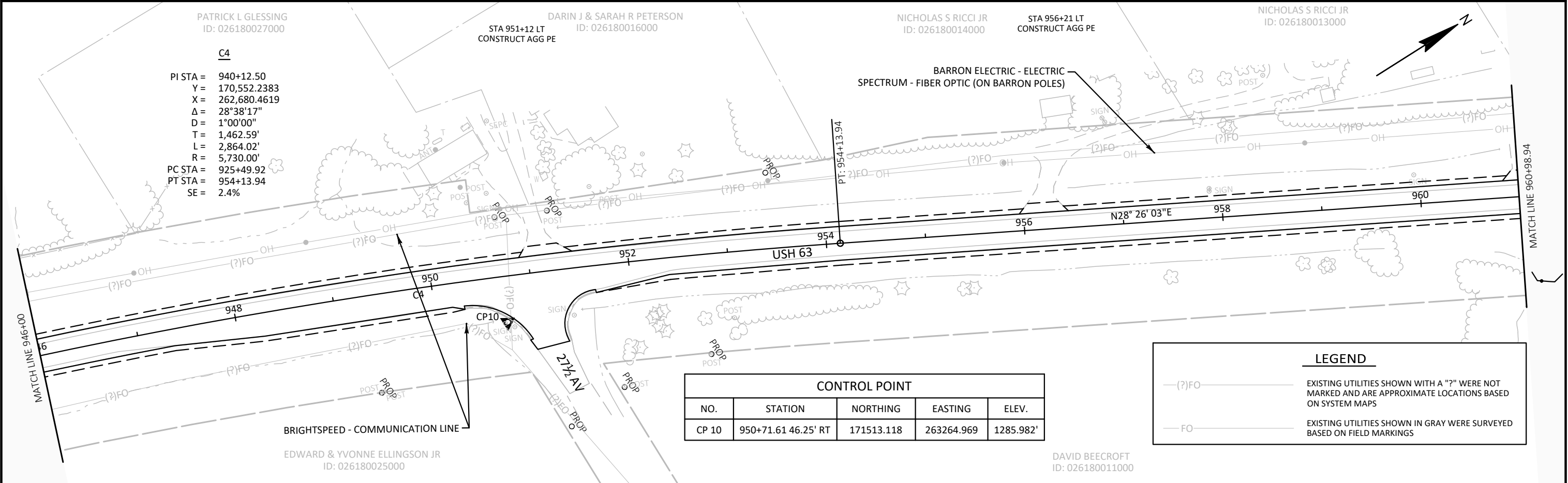
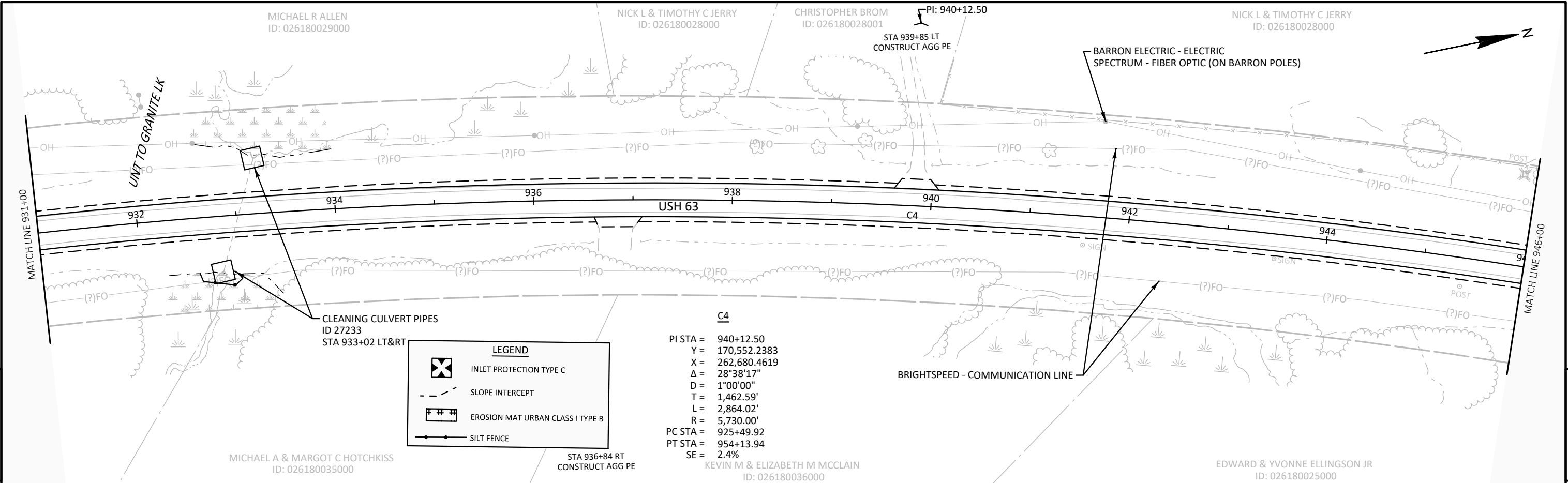


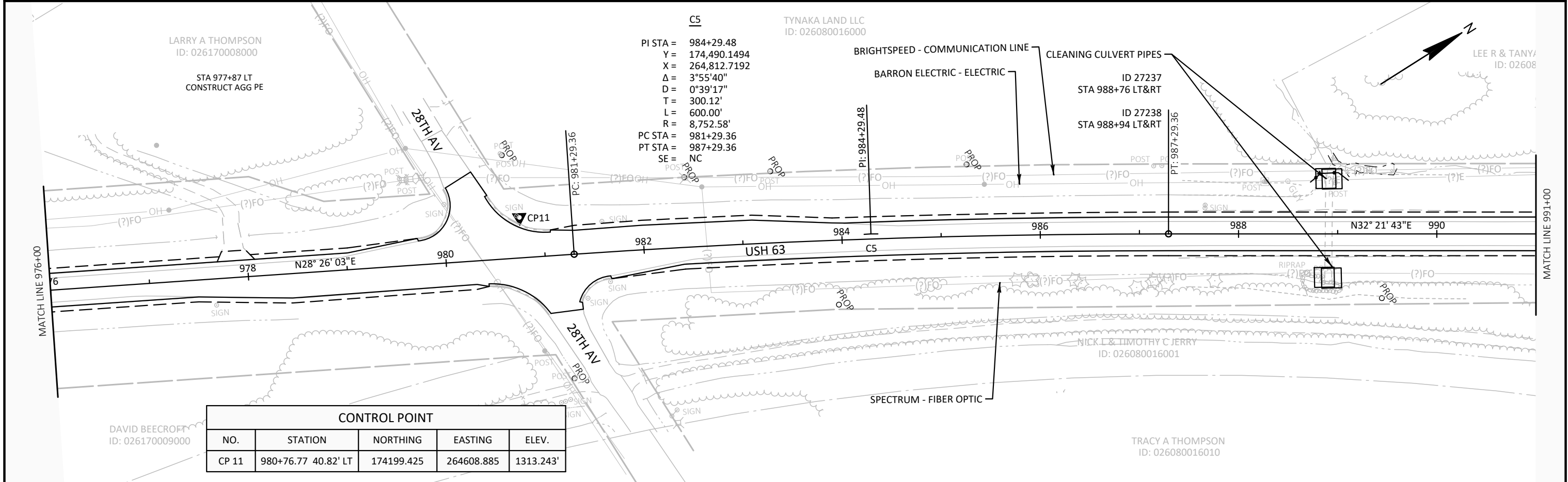
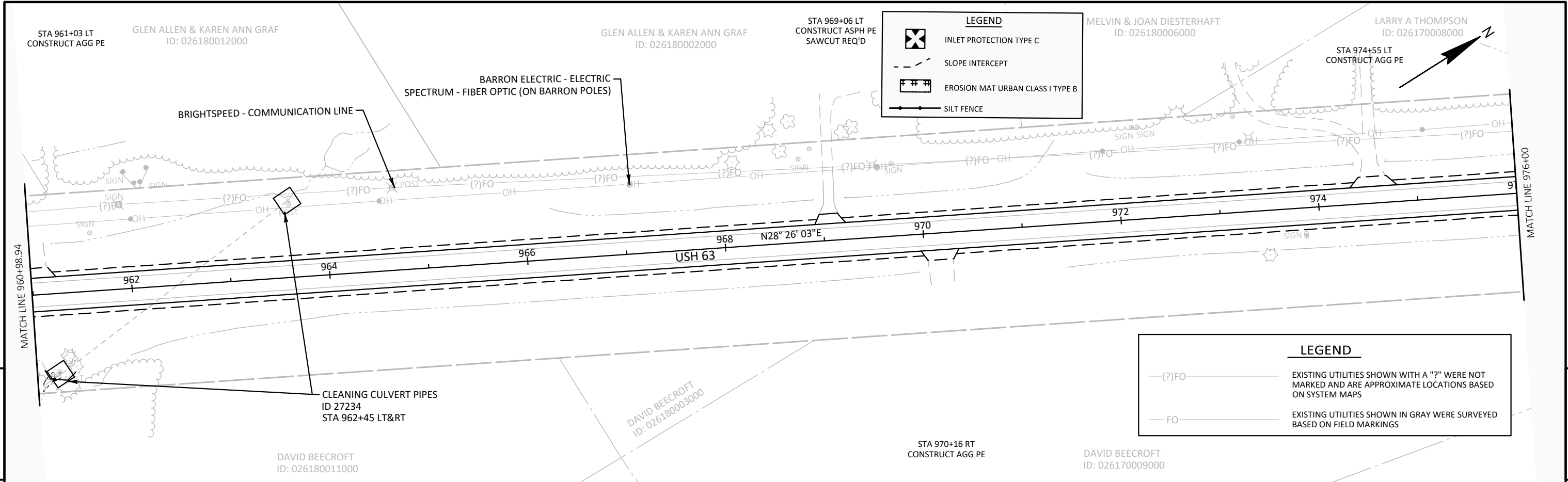


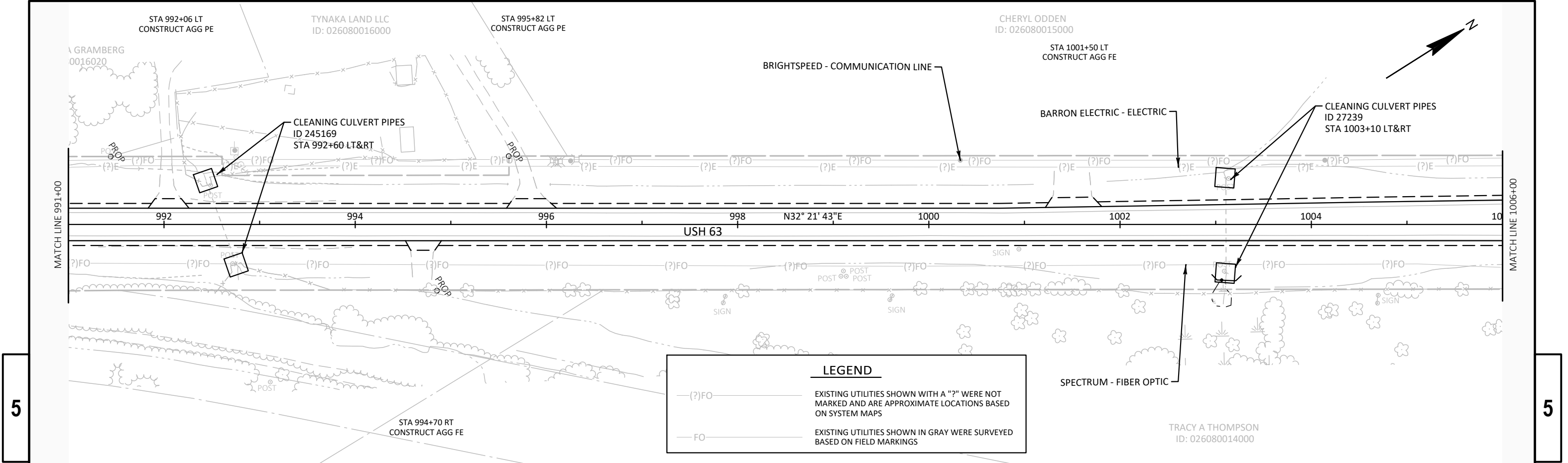












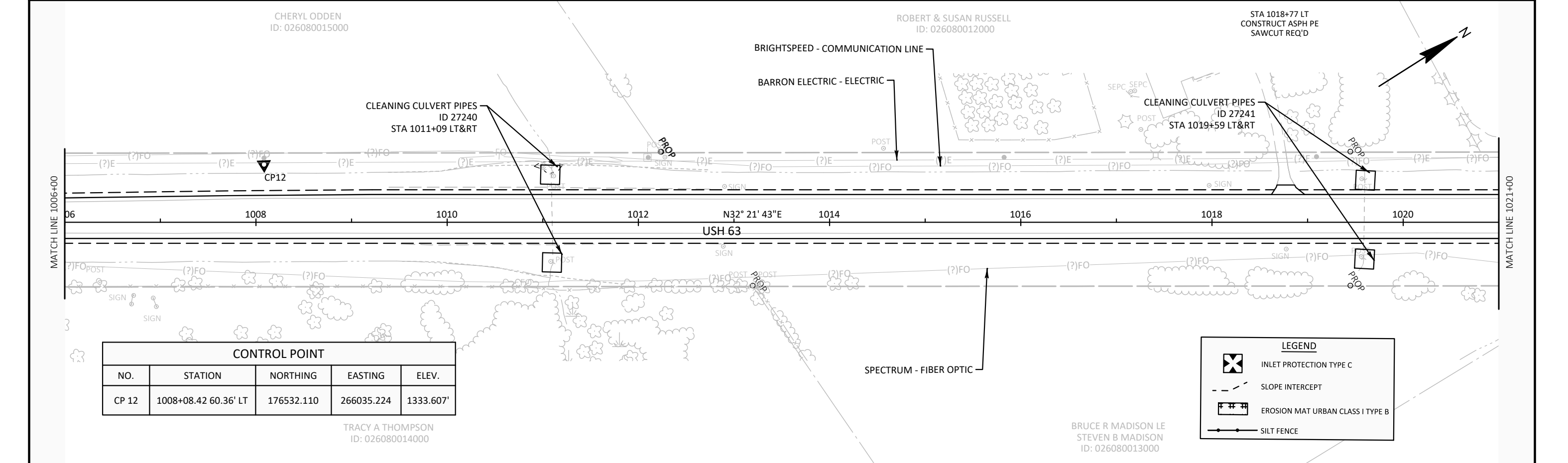
LEGEND

(?)FO

EXISTING UTILITIES SHOWN WITH A "?" WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS

FO

EXISTING UTILITIES SHOWN IN GRAY WERE SURVEYED BASED ON FIELD MARKINGS



CONTROL POINT				
NO.	STATION	NORTHING	EASTING	ELEV.
CP 12	1008+08.42 60.36' LT	176532.110	266035.224	1333.607'

LEGEND

X

INLET PROTECTION TYPE C

- - -

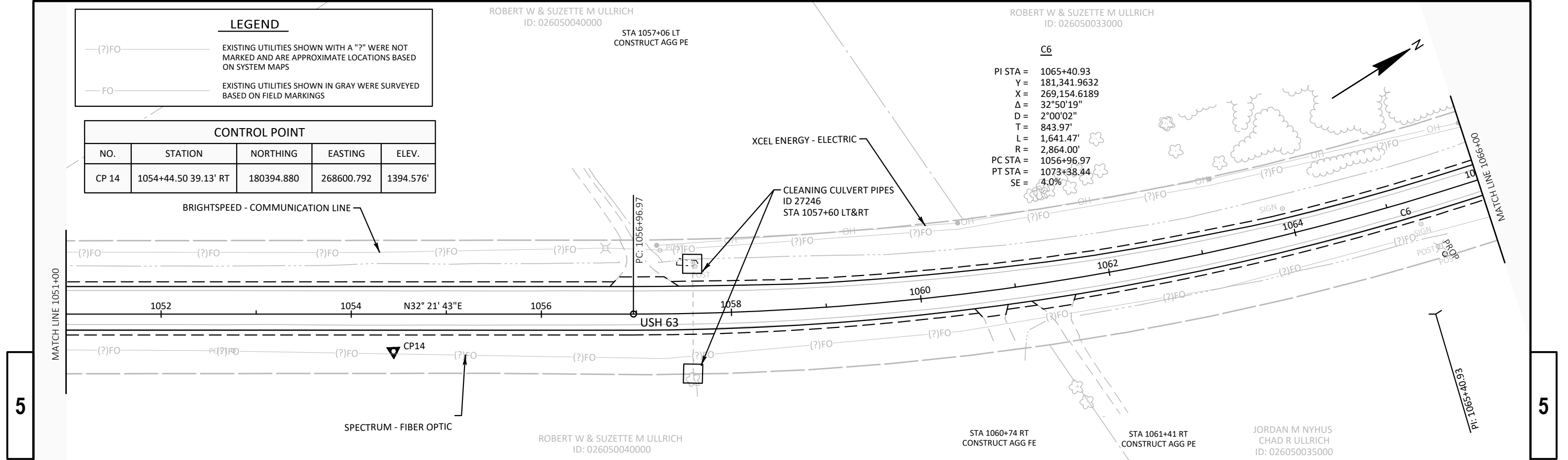
SLOPE INTERCEPT

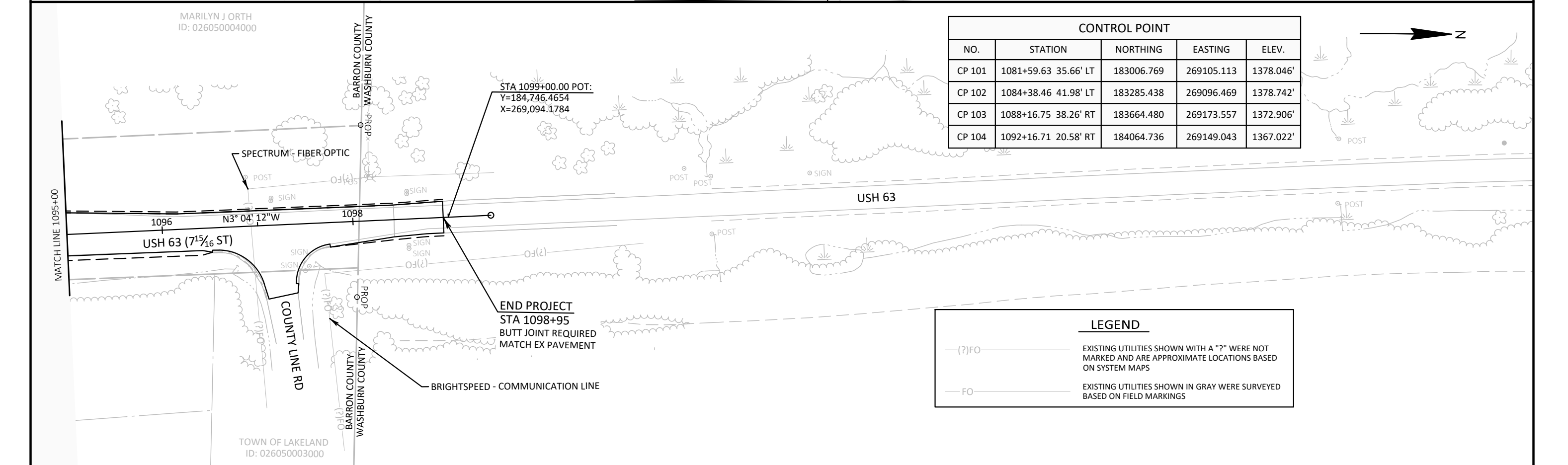
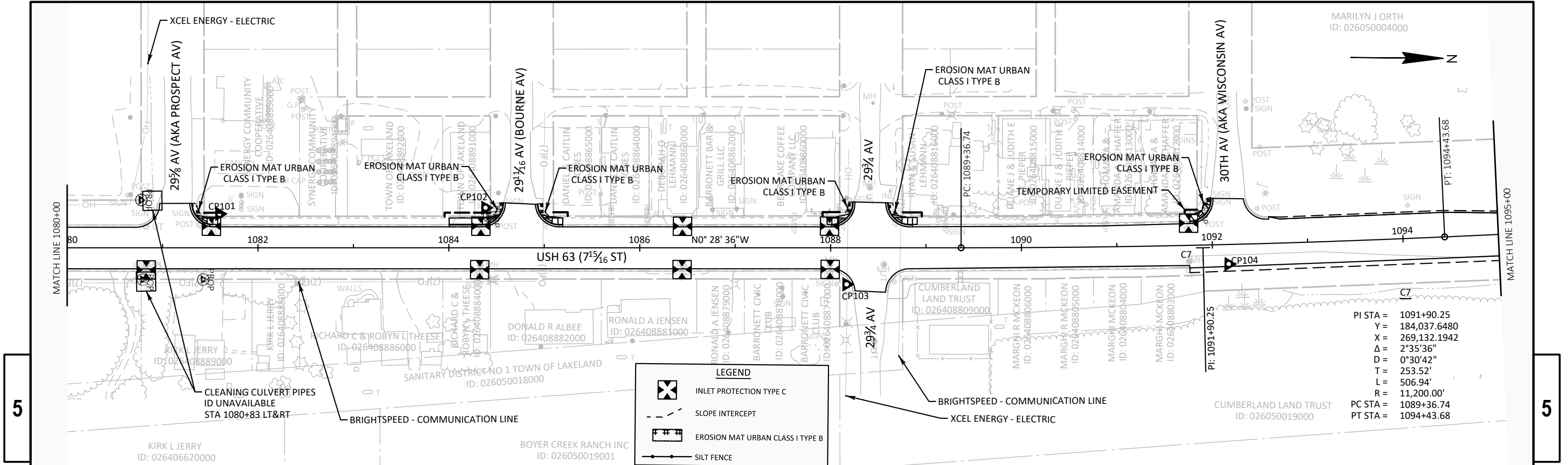
+

EROSION MAT URBAN CLASS I TYPE B

—●—

SILT FENCE





PROJECT NO: 1550-04-77

HWY: USH 63

COUNTY: BARRON

PLAN

SHEET

E

FILE NAME : X:\UZ\W\WITNW\174250\5-final-dsgn\51-drawings\40-TransHwy\1550-04-07\sheets\SEC 05 Plan & Profile\050200-pn (Plan-OvrUndr).dwg

PLOT DATE : 7/29/2025 3:26 PM

PLOT BY : SEH

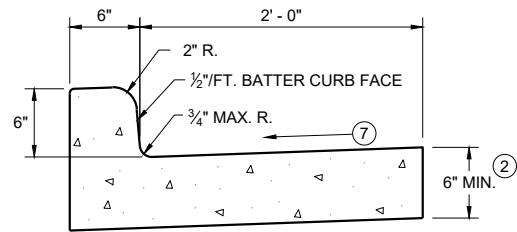
LAYOUT NAME : 12

PLOT SCALE : 1.0 IN = 100.0 FT

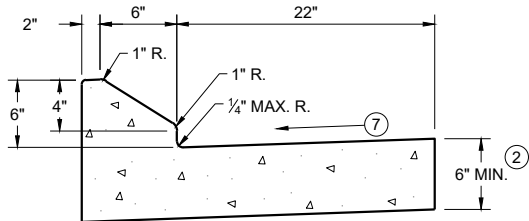
WISDOT/CADDs SHEET 44

Standard Detail Drawing List

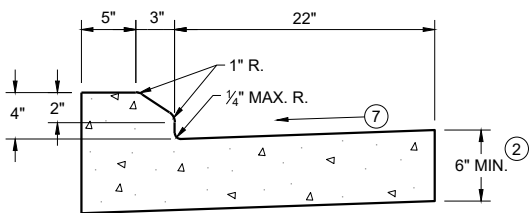
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
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
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-10C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



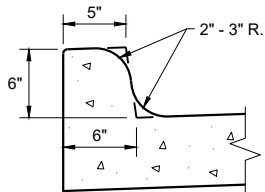
TYPES A^① & D



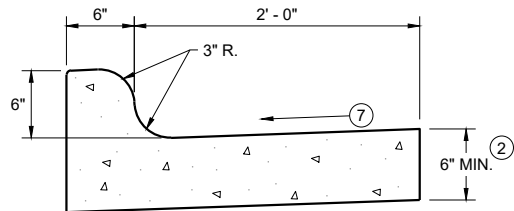
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

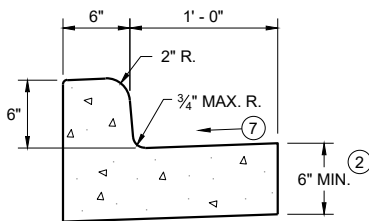


TYPES K^① & L
(OPTIONAL CURB SHAPE)



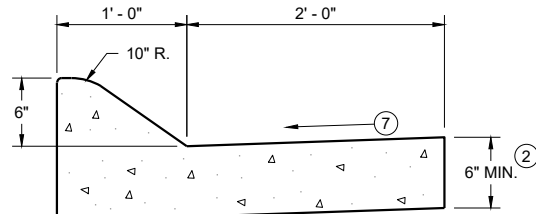
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

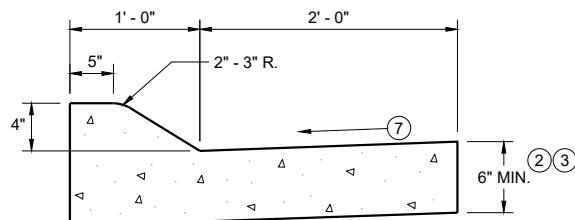


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

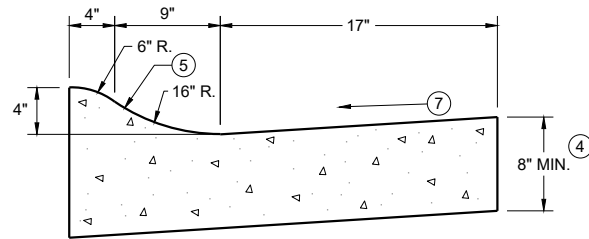


6" SLOPED CURB TYPES A^① & D



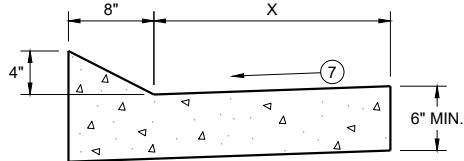
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

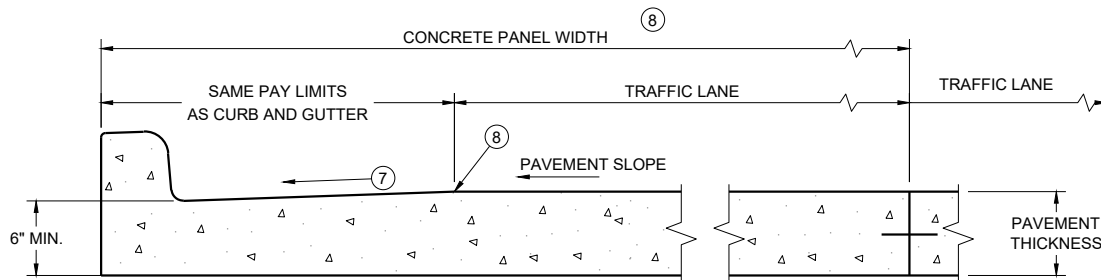


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

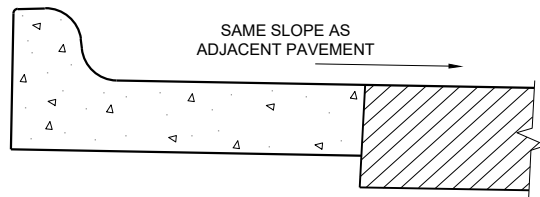
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

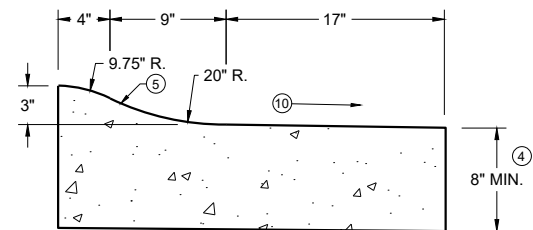


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

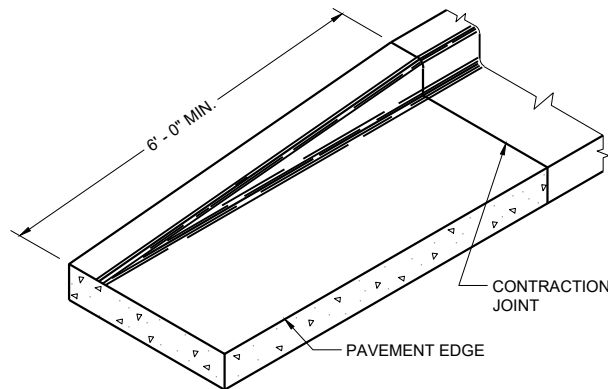
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

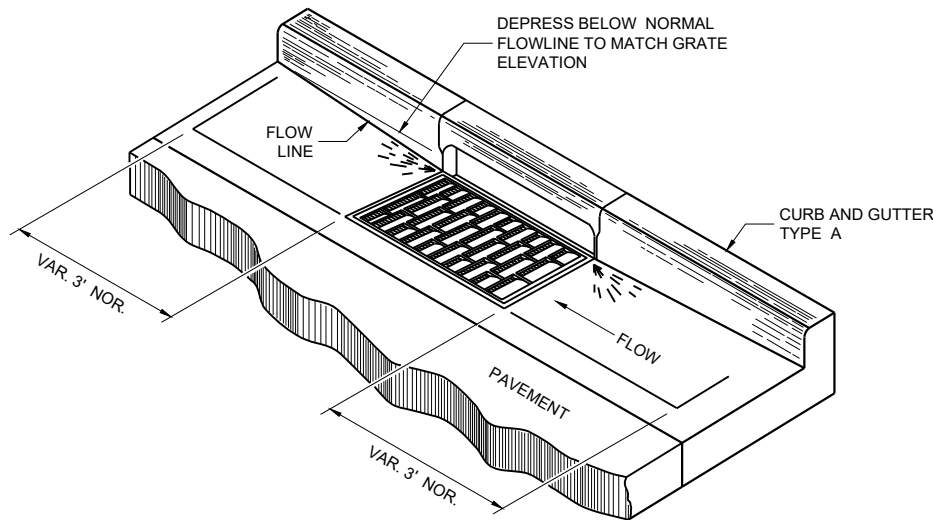
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

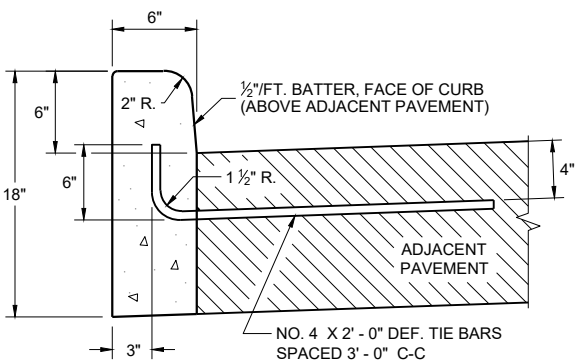


END SECTION CURB AND GUTTER

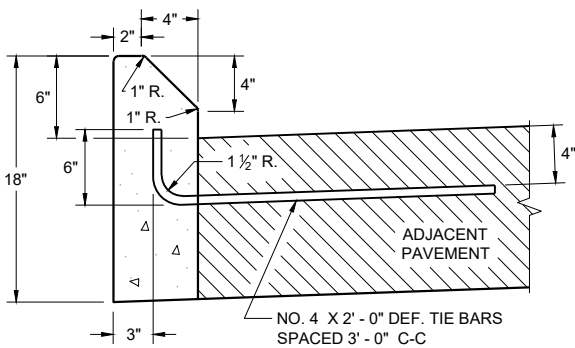


DETAIL OF CURB AND GUTTER AT INLETS

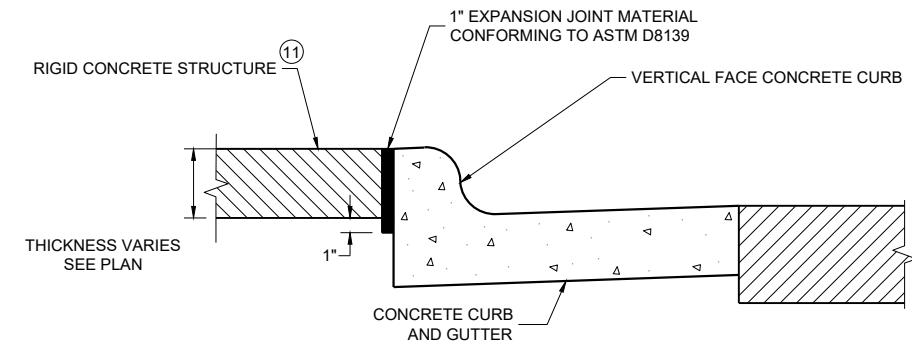
(TYPICAL H INLET COVER SHOWN)



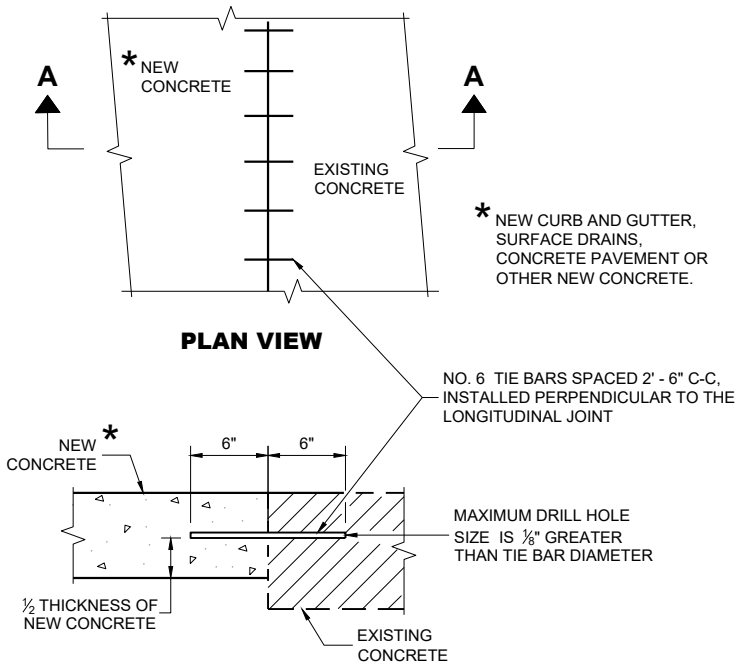
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

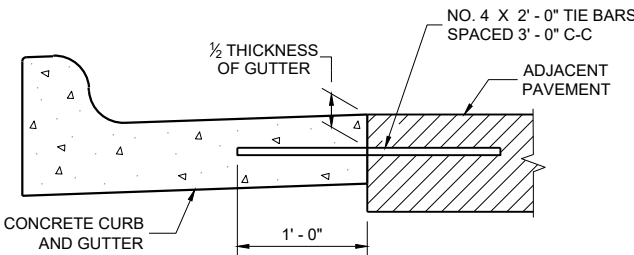
GENERAL NOTES

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

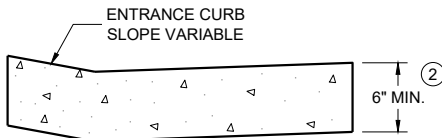
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



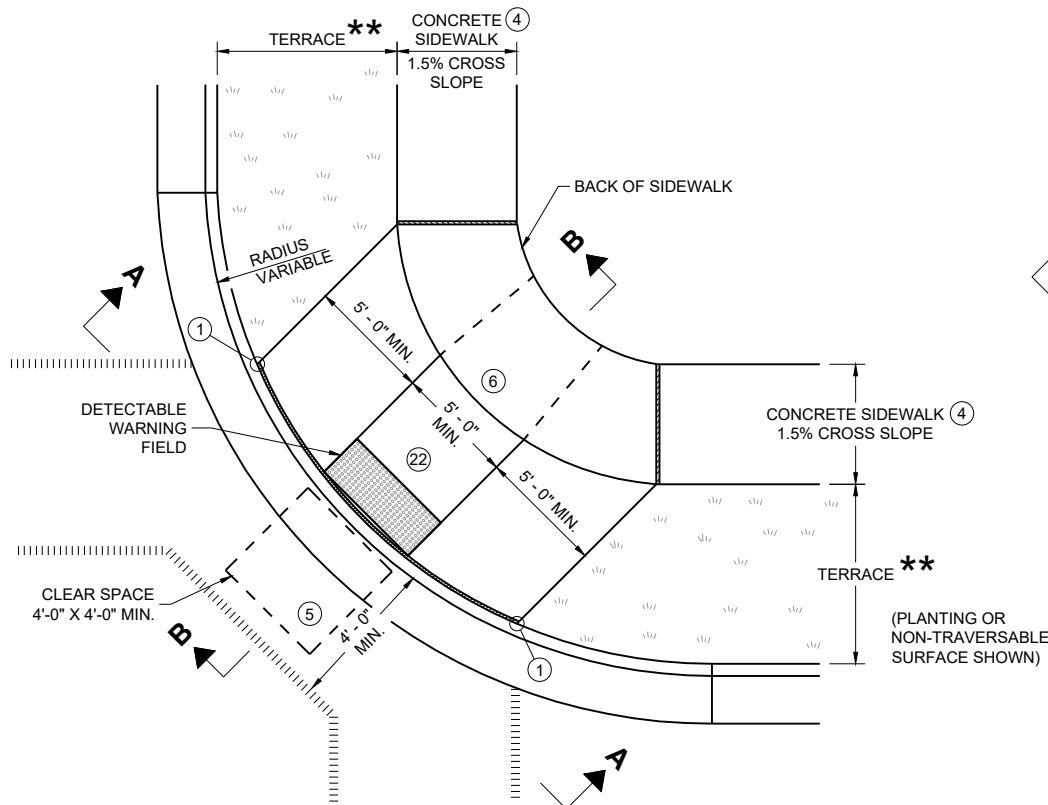
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

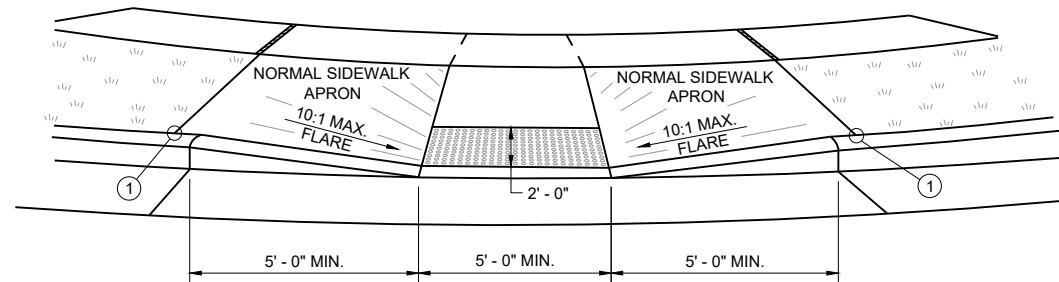
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

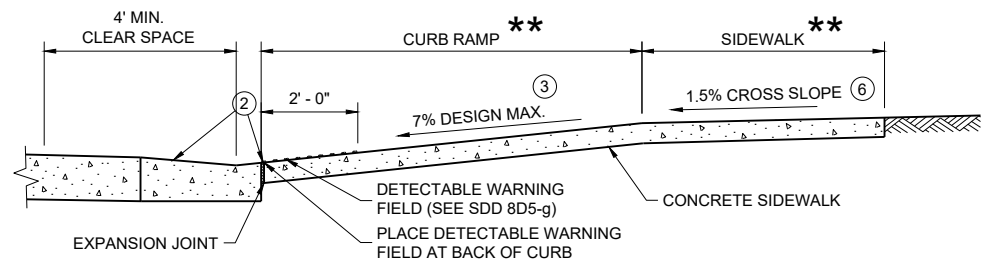
FHWA



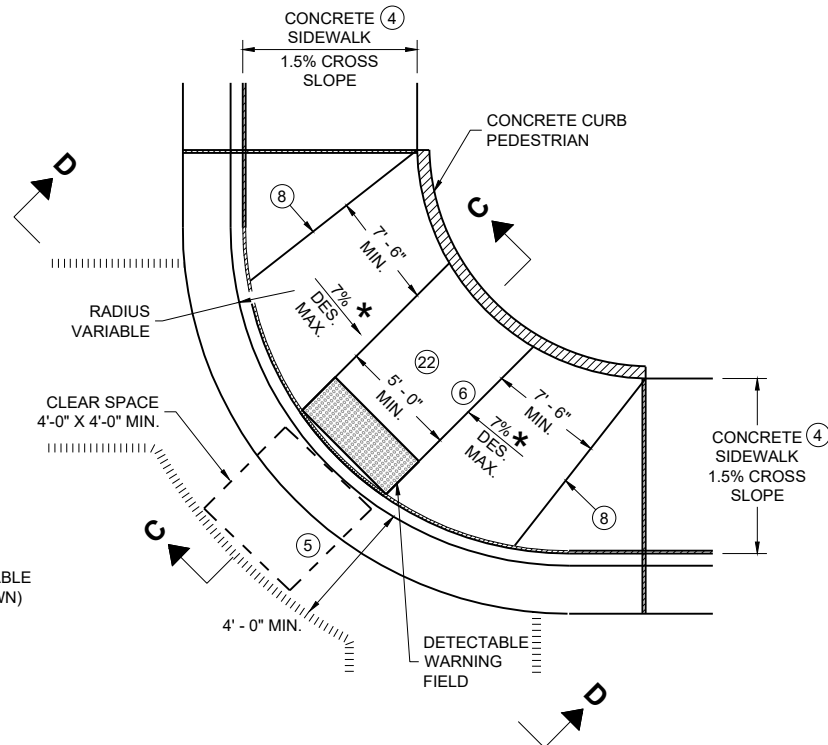
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



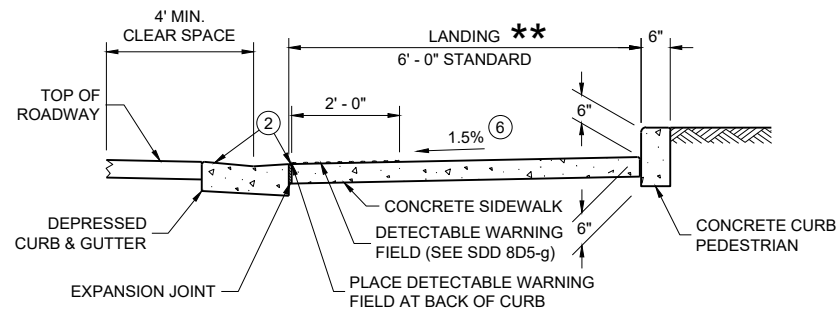
VIEW A - A FOR TYPE 1



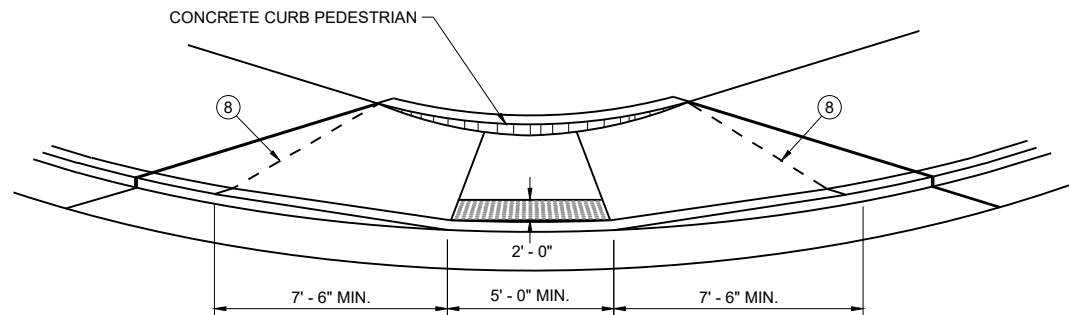
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

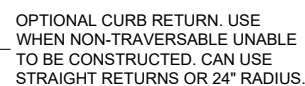
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND







- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LEGEND

	1/2" EXPANSION JOINT SIDEWALK
	CONTRACTION JOINT SIDEWALK
	PAVEMENT MARKING CROSSWALK (WHITE)
	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
	WIDTH SHOWN ELSEWHERE IN THE PLANS
	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

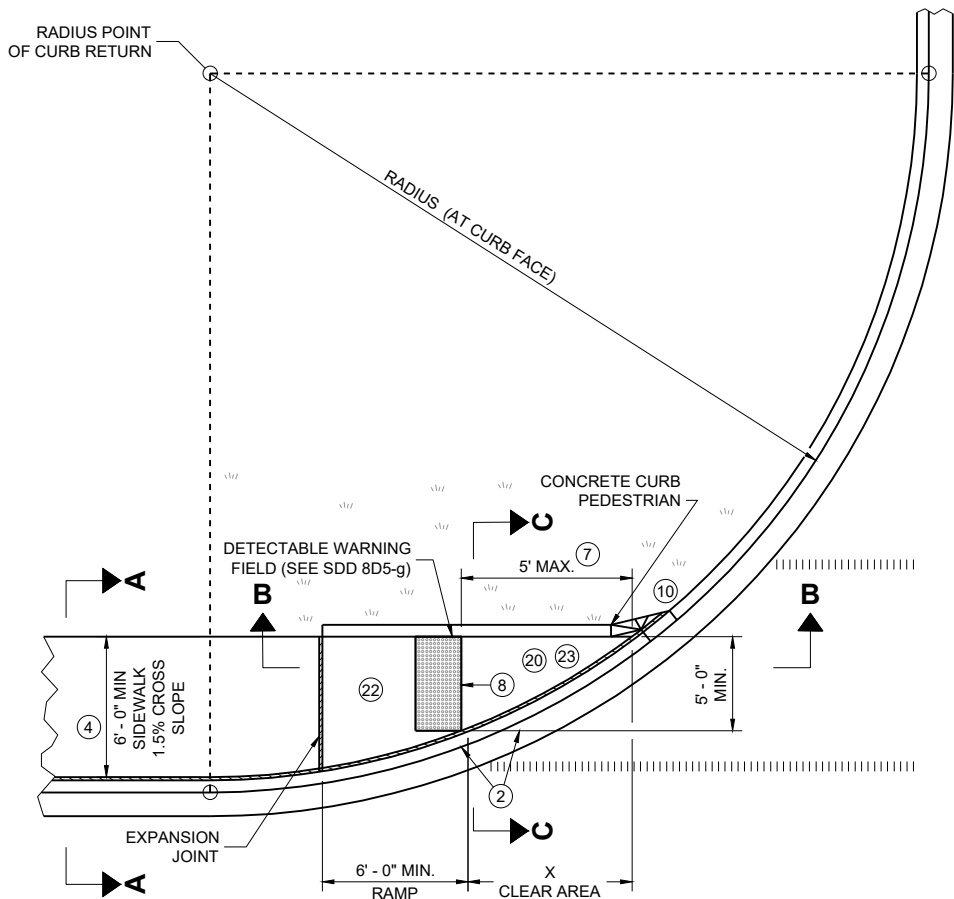
GENERAL NOTES

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

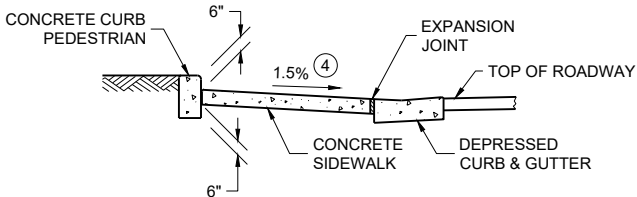
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

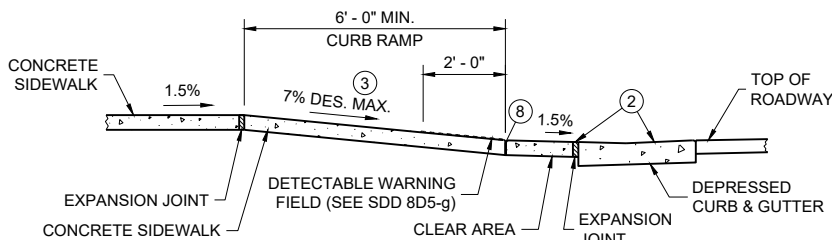
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ㉔ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉕ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



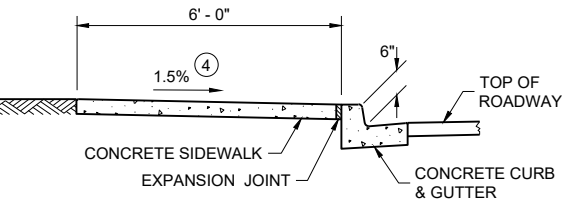
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

LEGEND

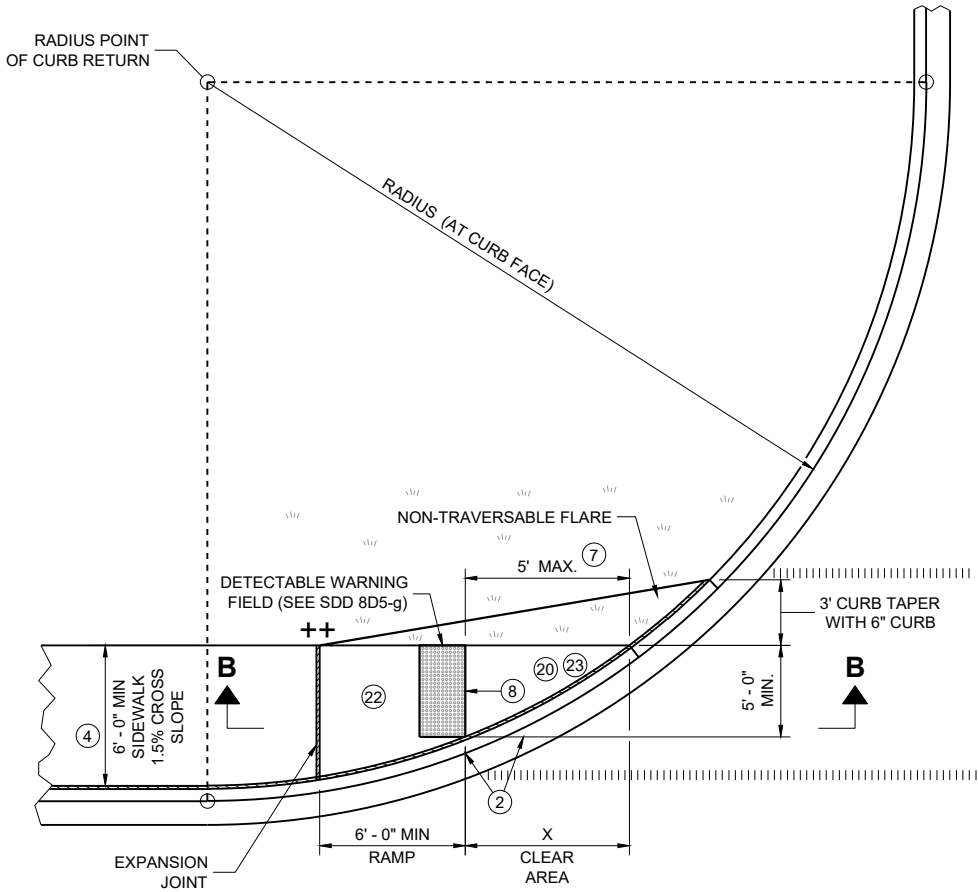
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



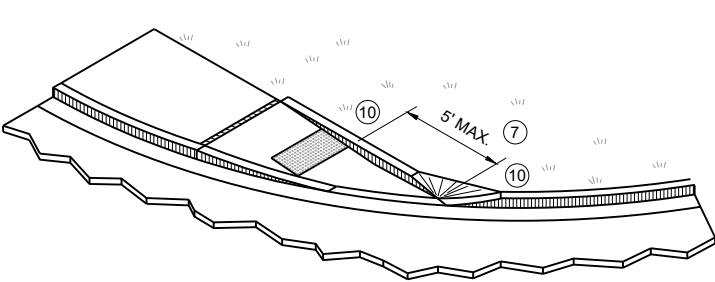
SECTION A - A FOR TYPE 4A



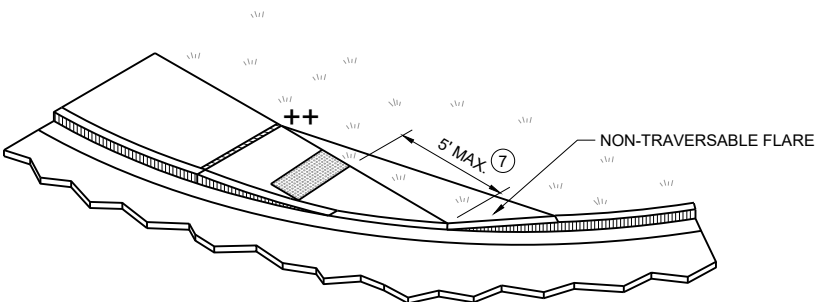
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



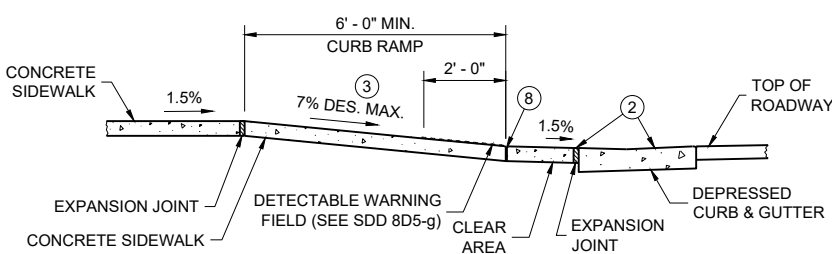
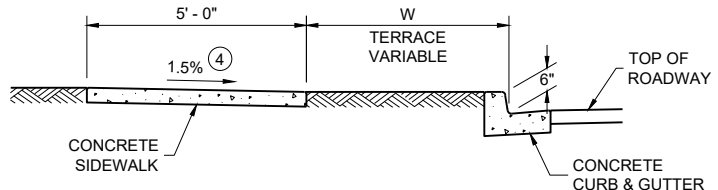
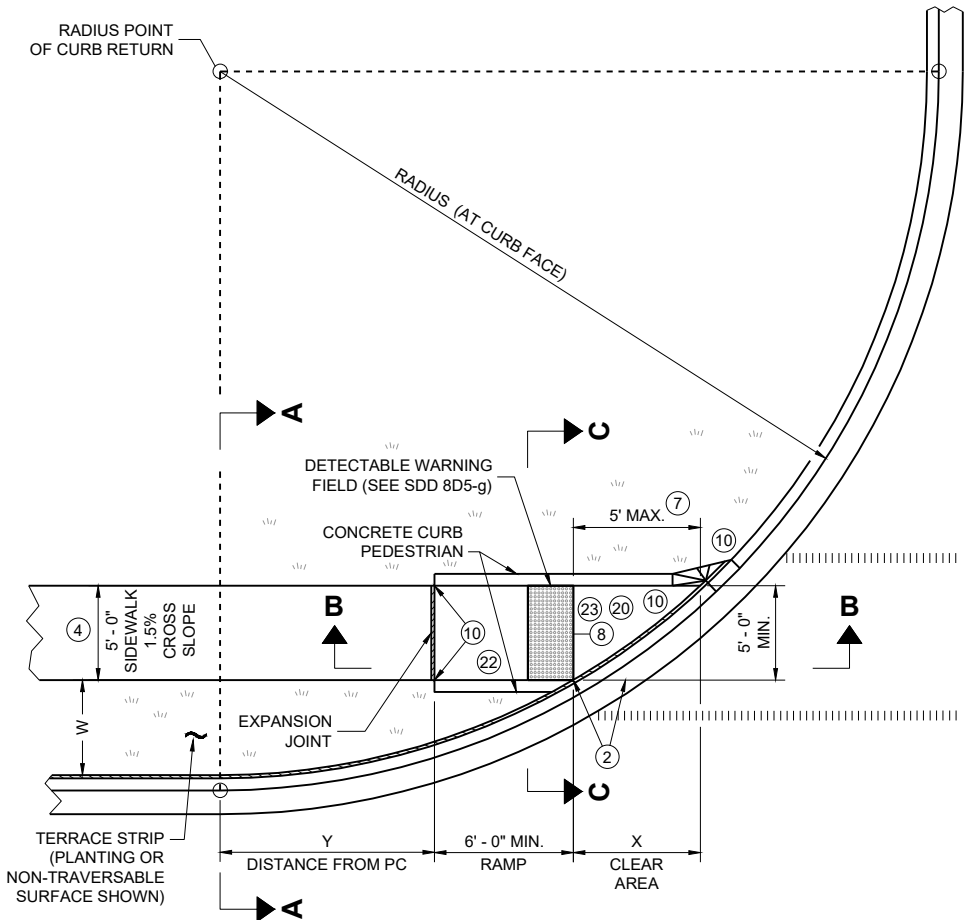
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

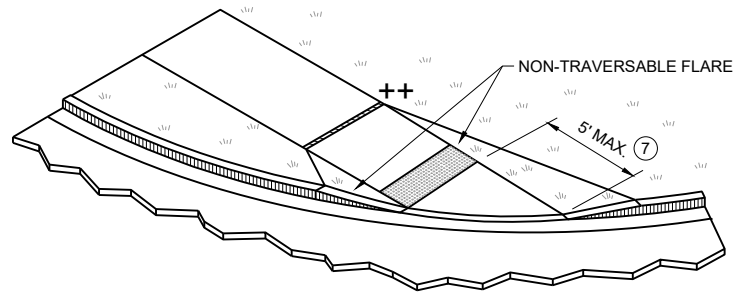
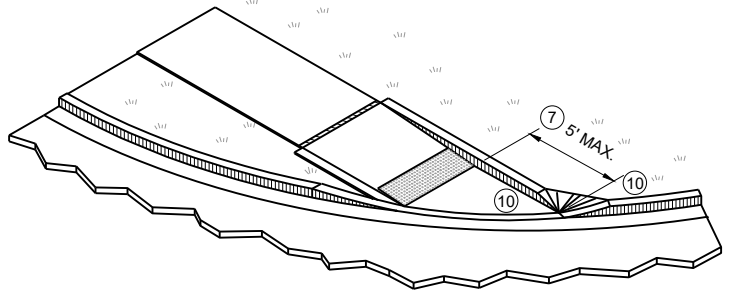
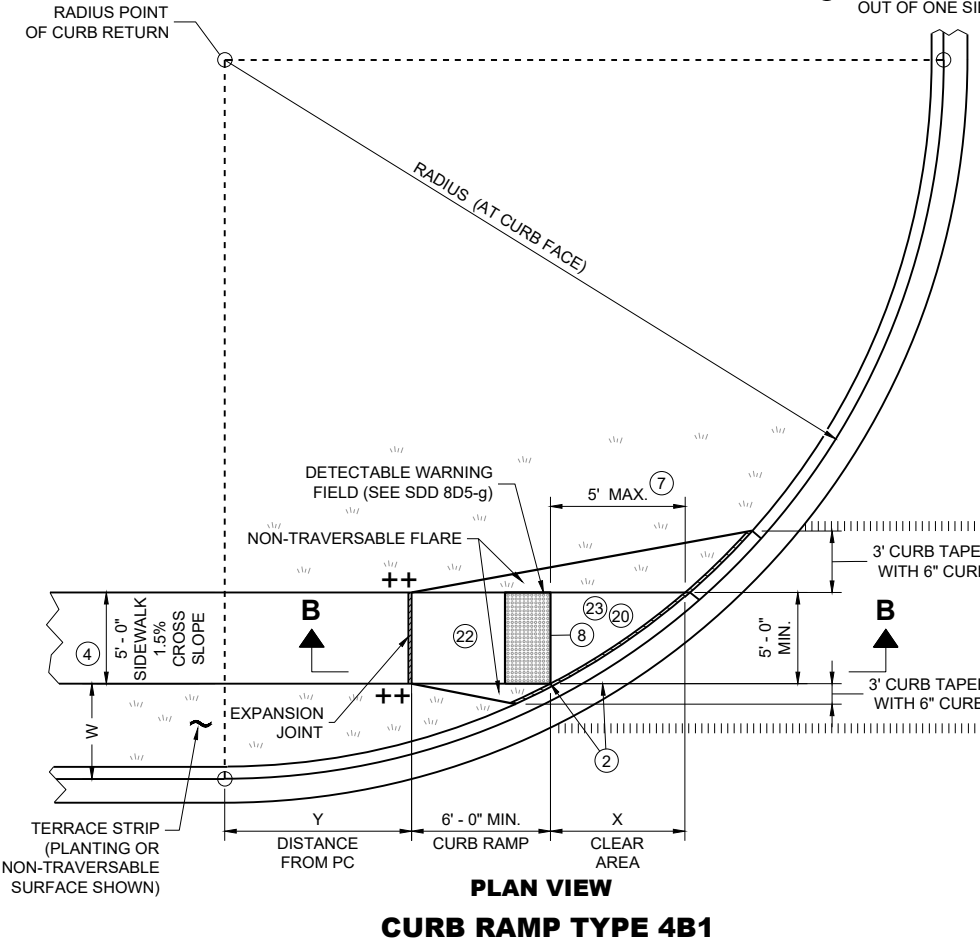
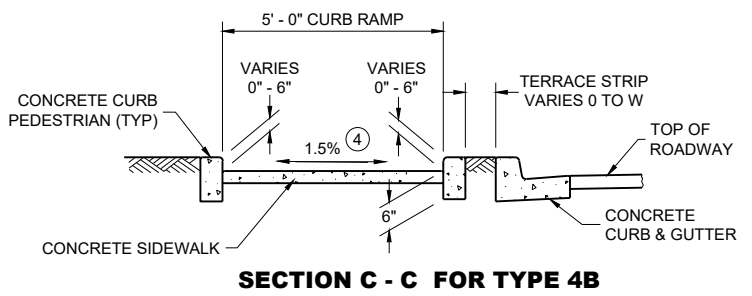
**CURB RAMPS
TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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



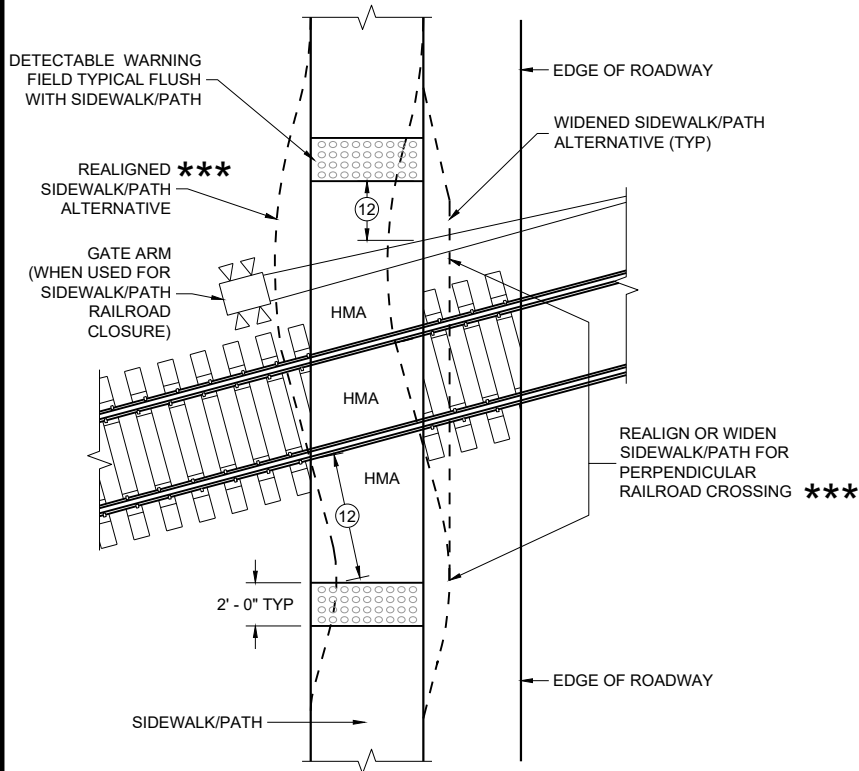
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

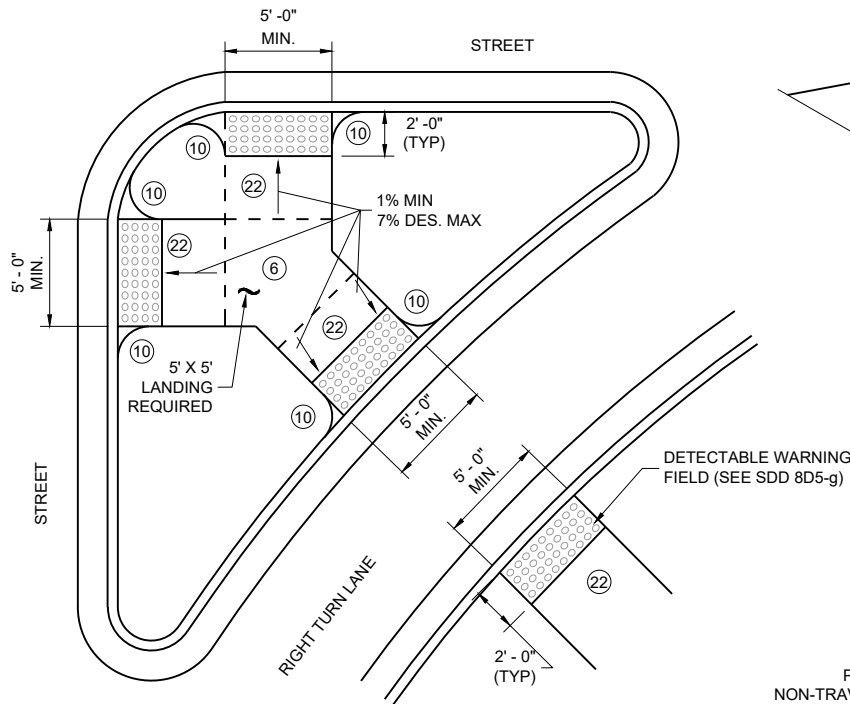
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

**CURB RAMPS
TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

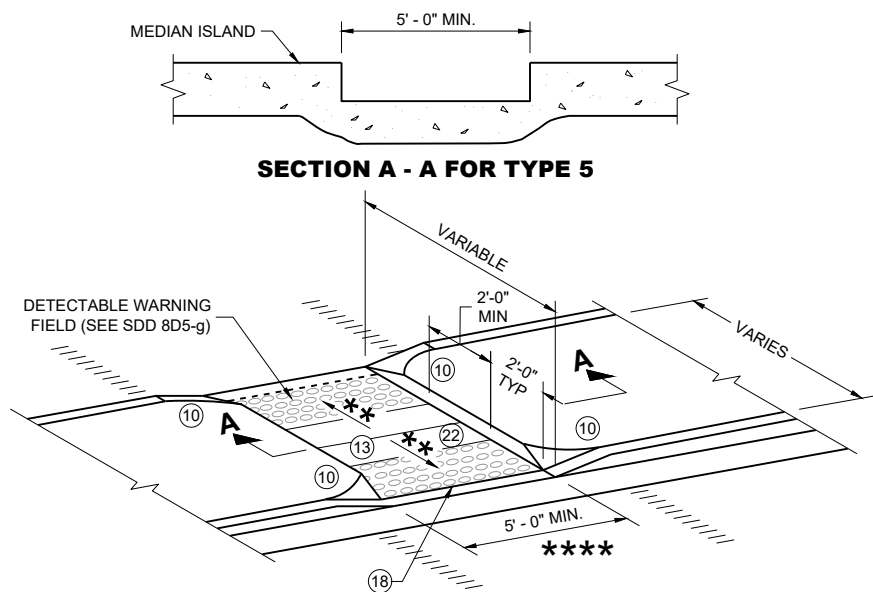


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

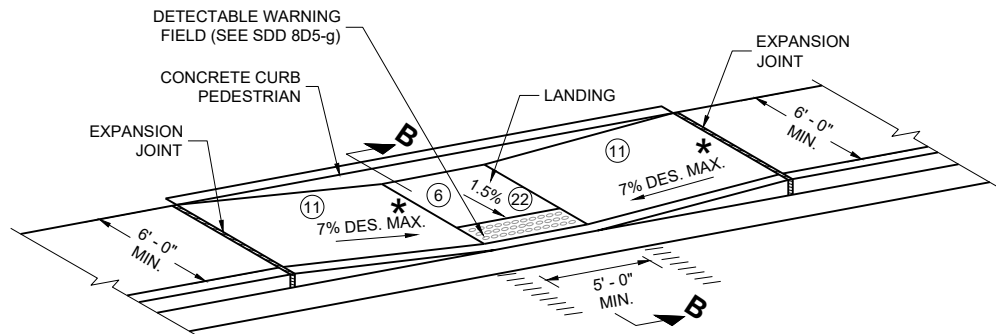


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

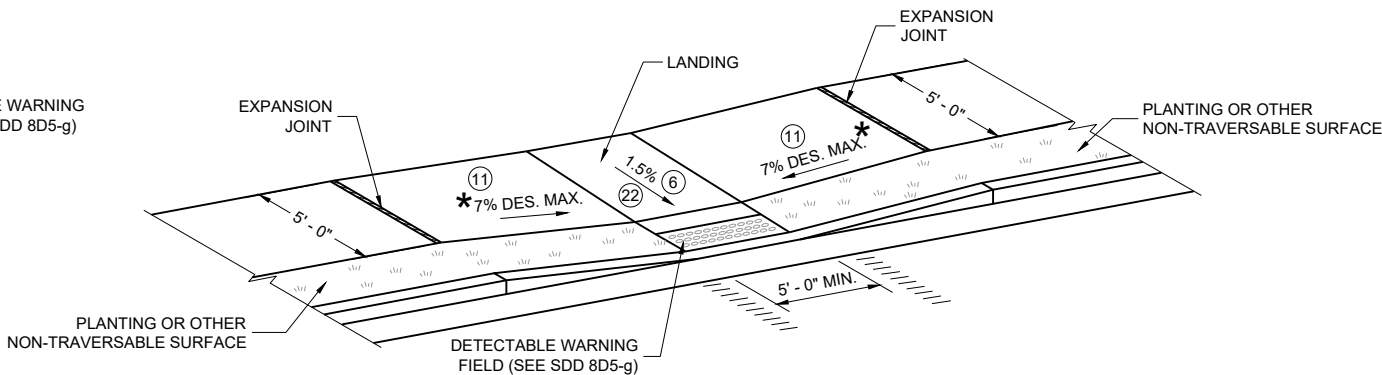
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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.

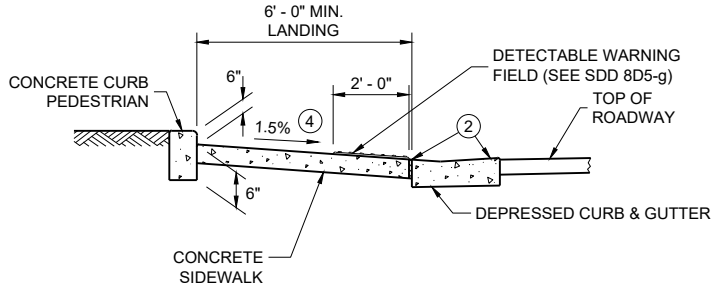
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 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.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

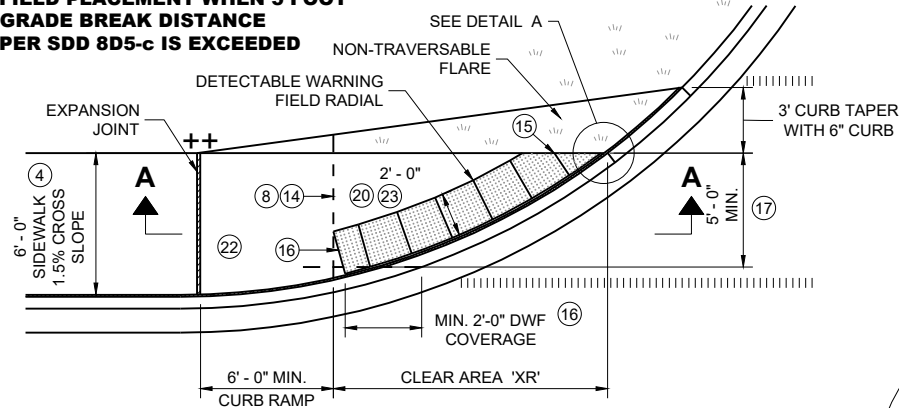


SECTION B - B FOR TYPE 7A

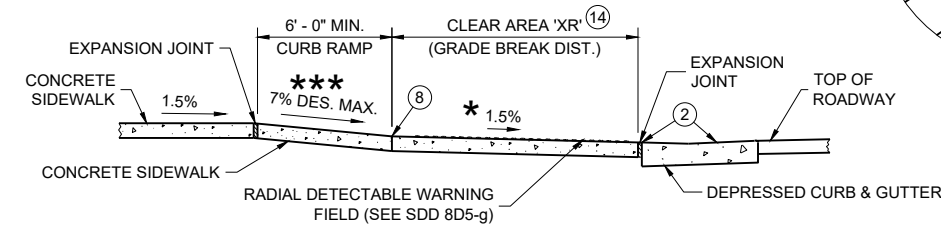
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

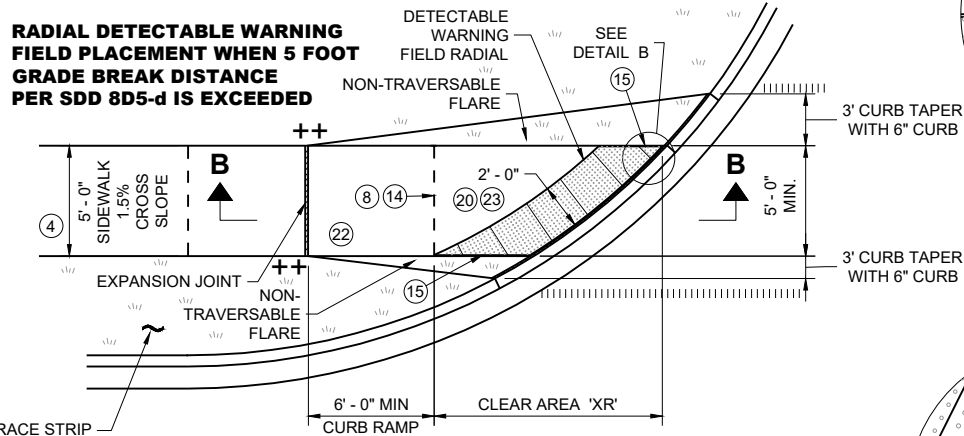


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

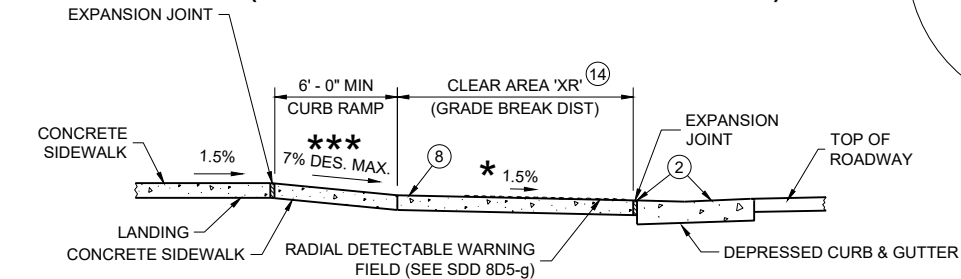


SECTION A - A FOR TYPE 4A1

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



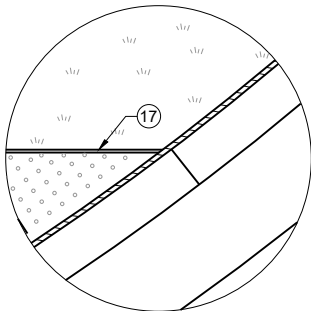
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



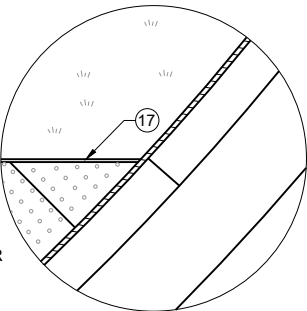
SECTION B - B FOR TYPE 4B1

LEGEND

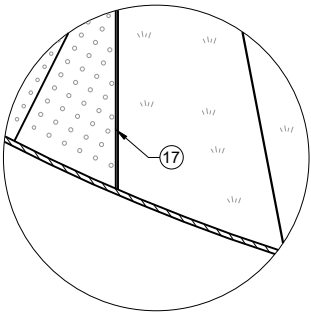
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

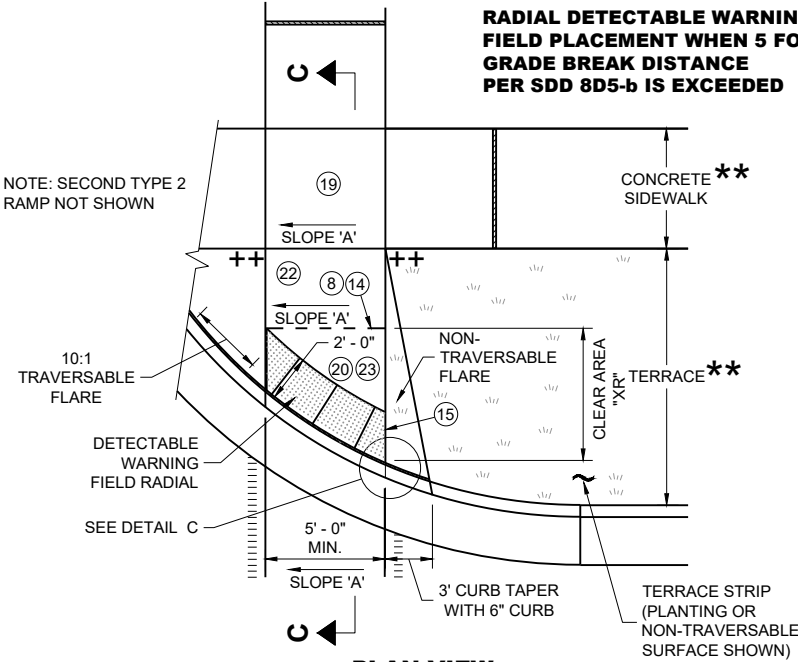
APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

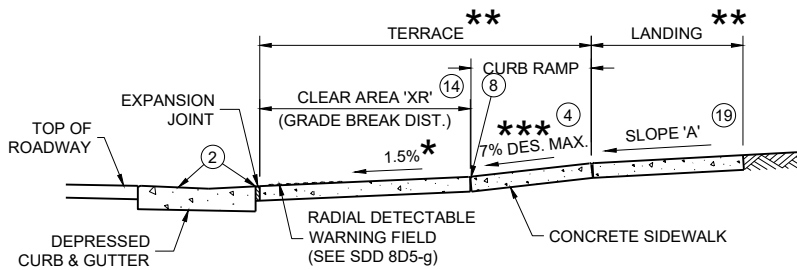
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" 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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 19 WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- 20 MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- 23 THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



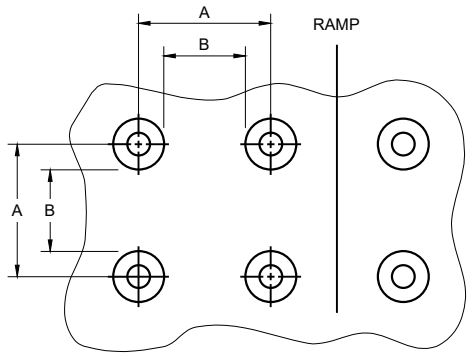
**PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)**



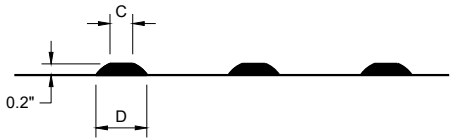
SECTION C - C FOR TYPE 2

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

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

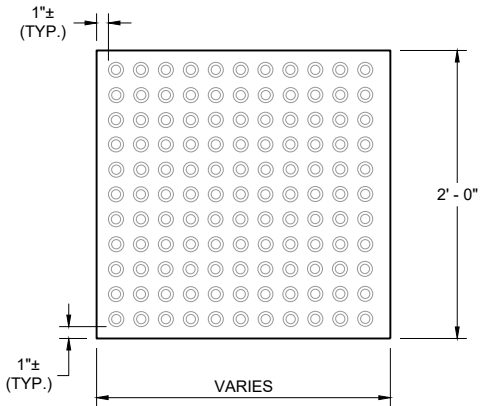


PLAN VIEW

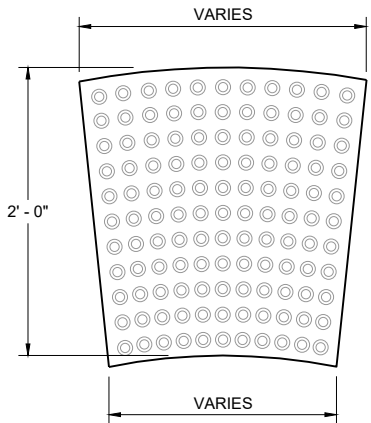


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

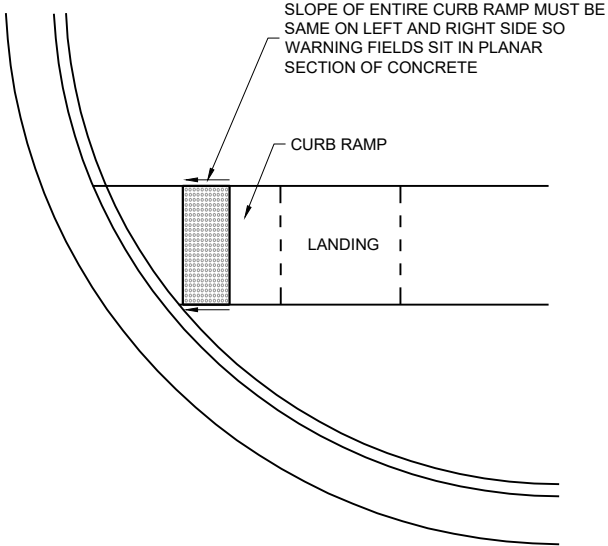


RECTANGULAR
PLATES

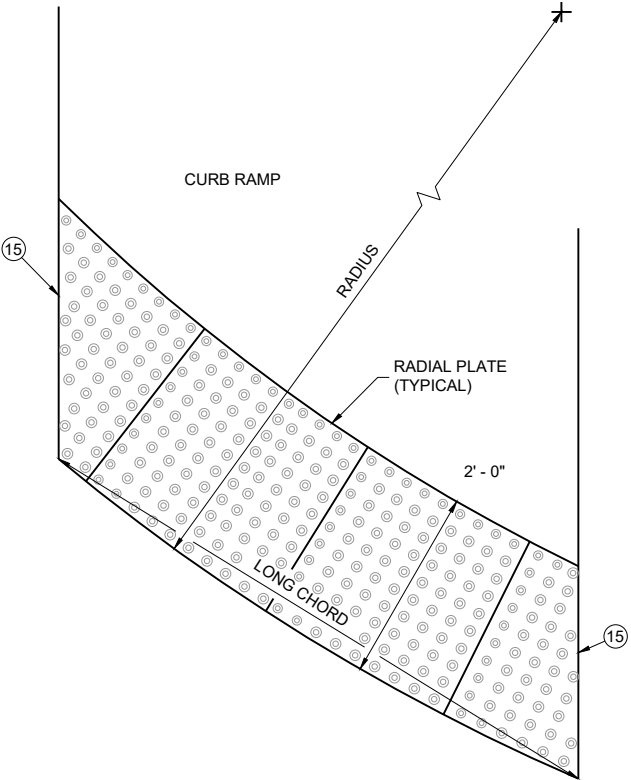


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

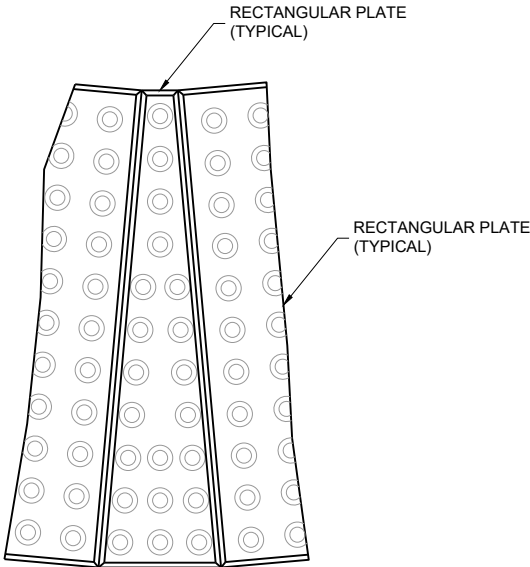
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



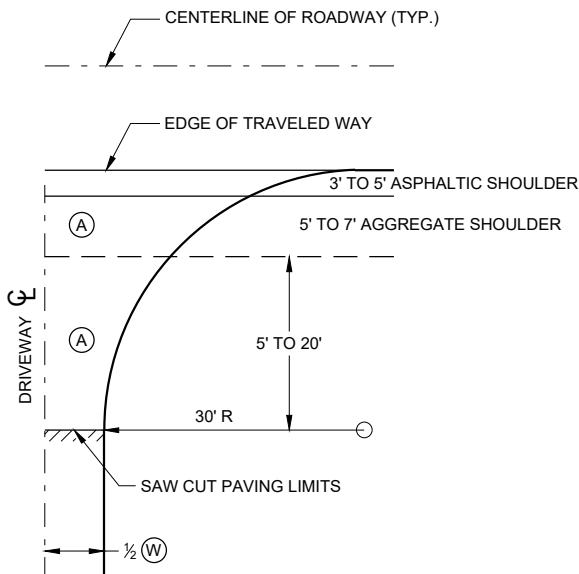
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

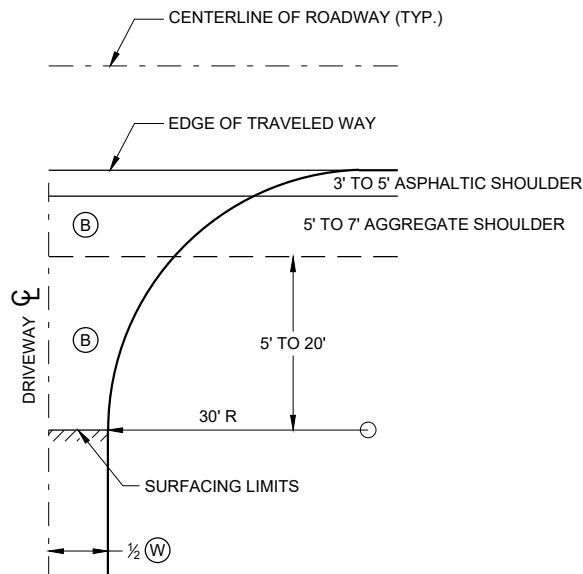
APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

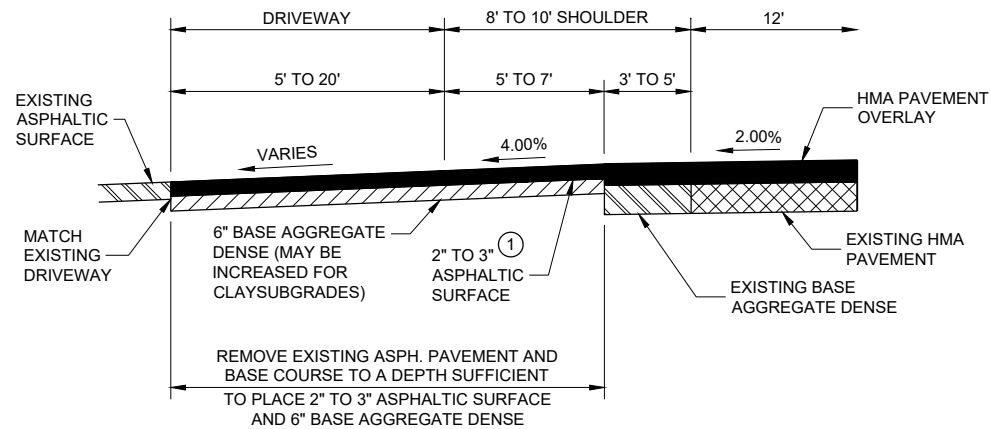


**PLAN VIEW
HALF SECTION**

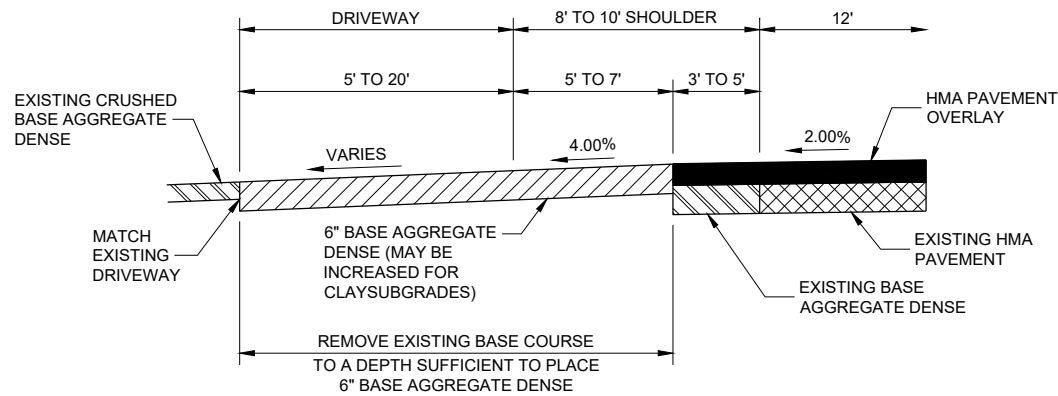
- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



**PLAN VIEW
HALF SECTION**



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



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

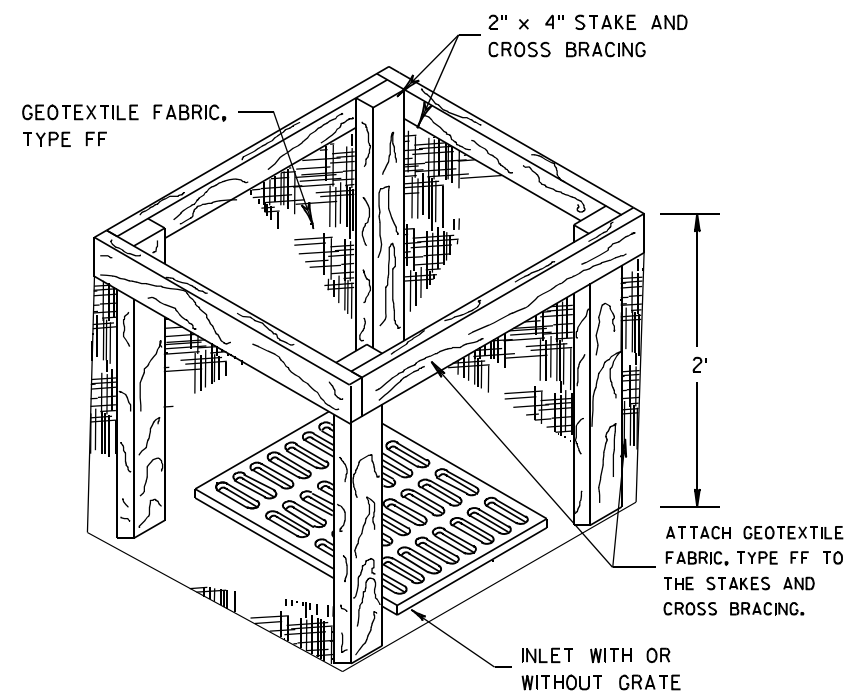
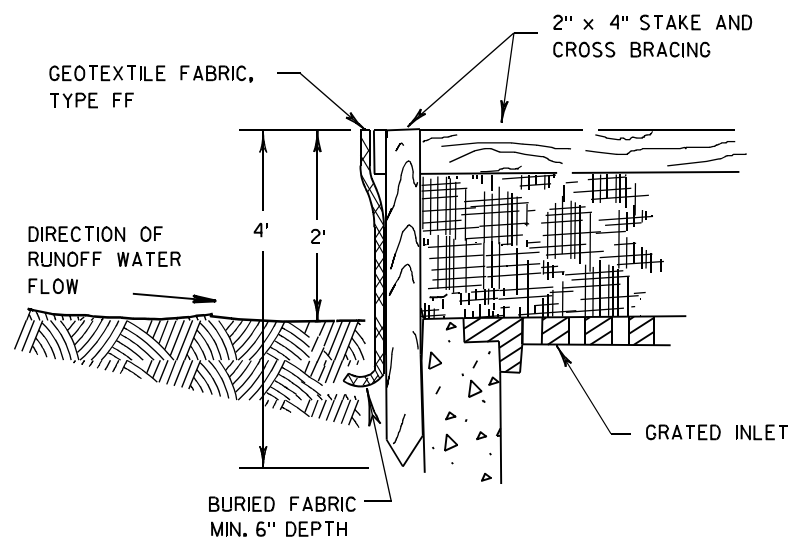
GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

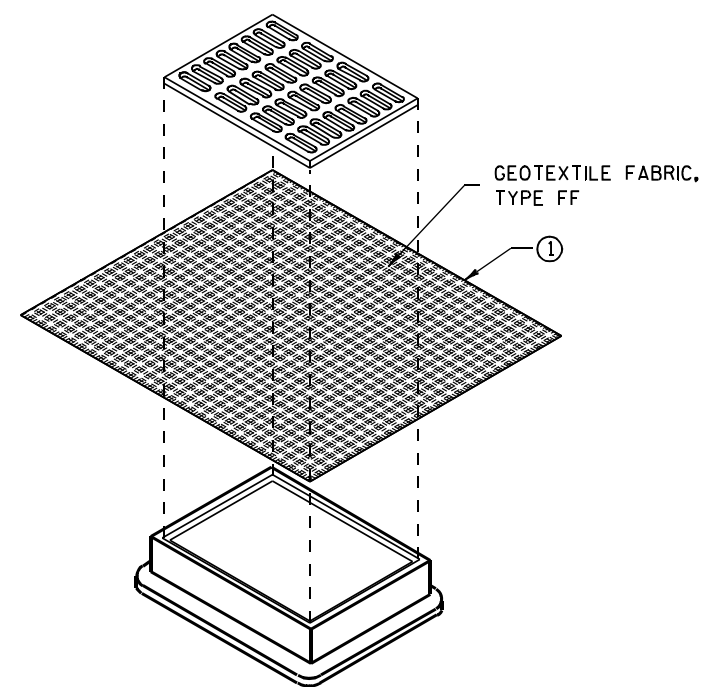
GENERAL NOTES

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

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

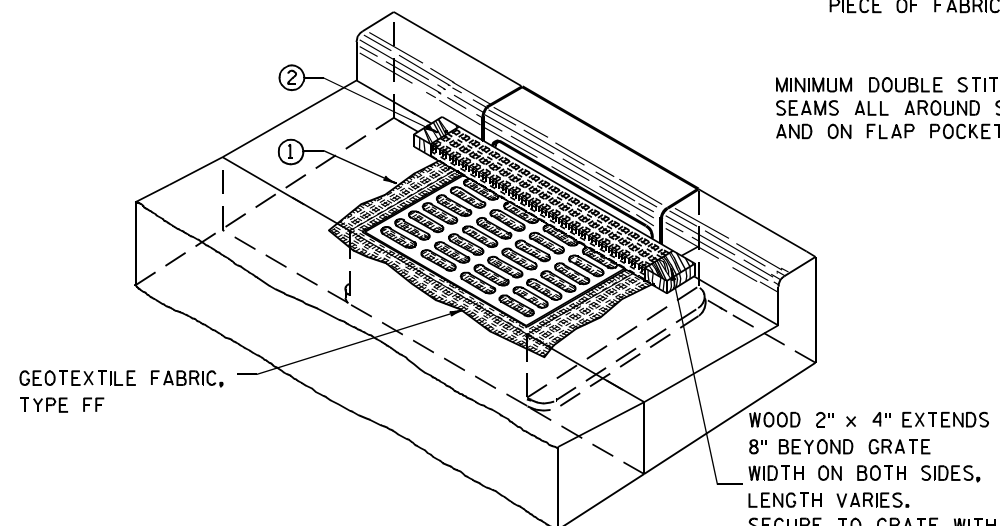
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

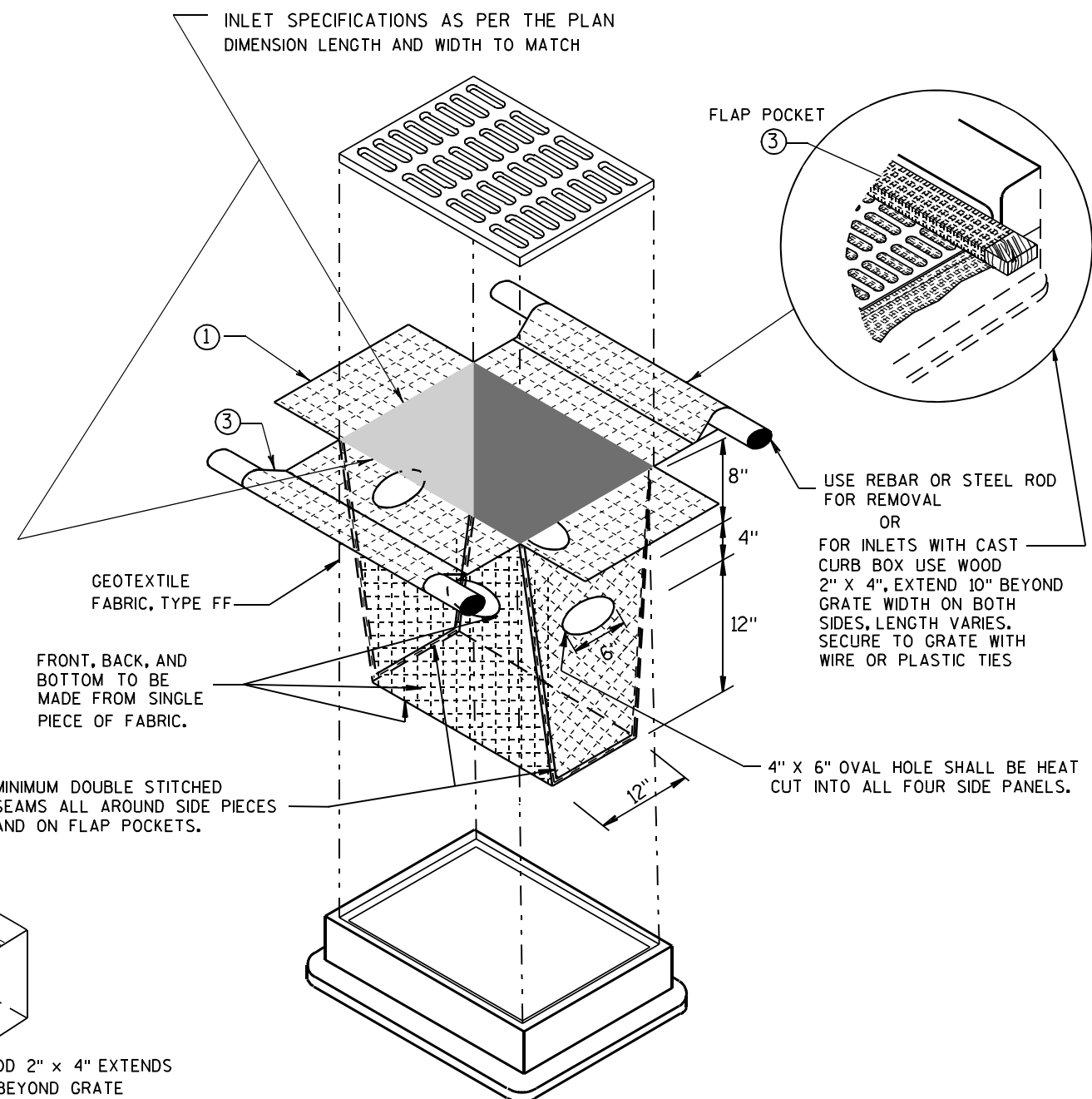
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



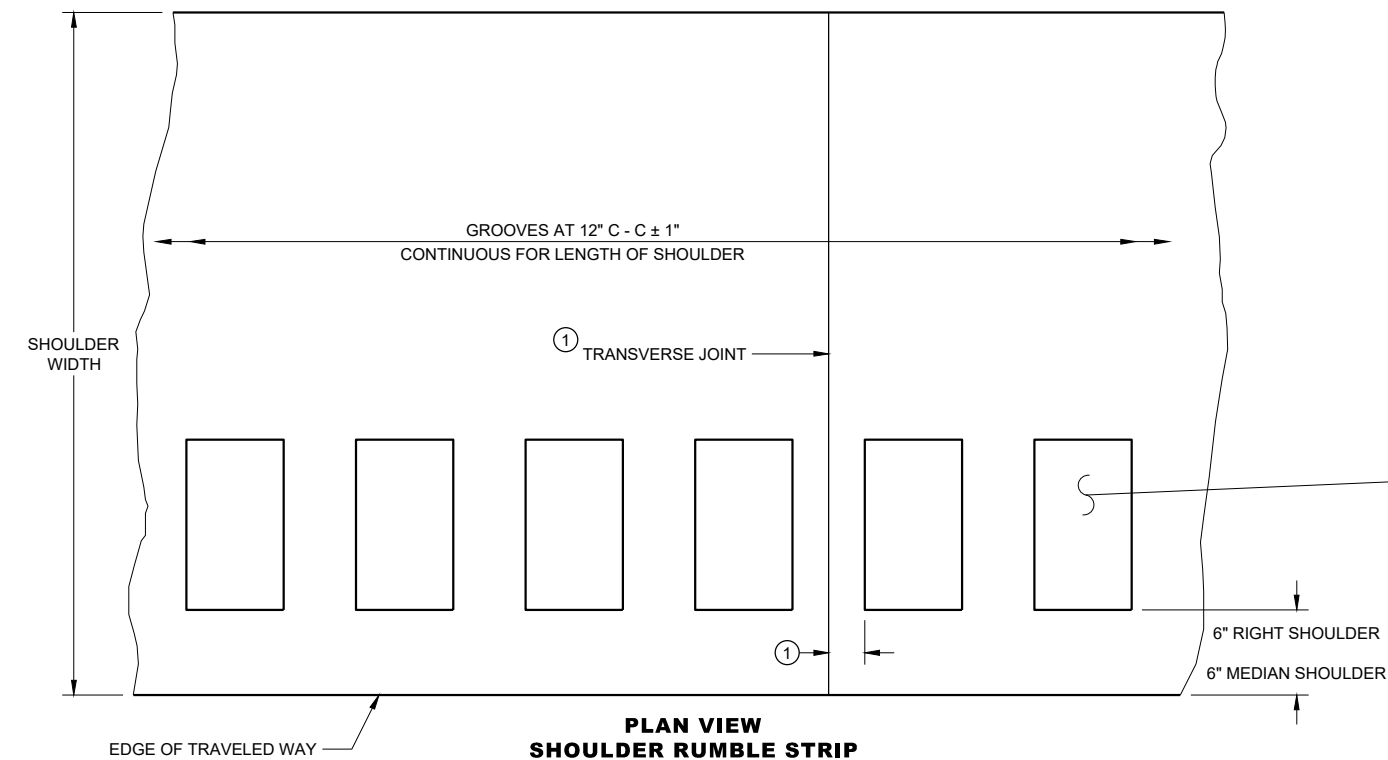
INLET PROTECTION, TYPE D

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

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

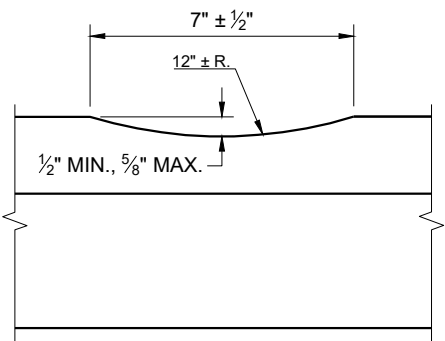
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

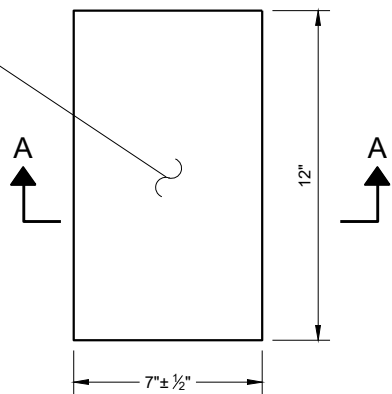


6

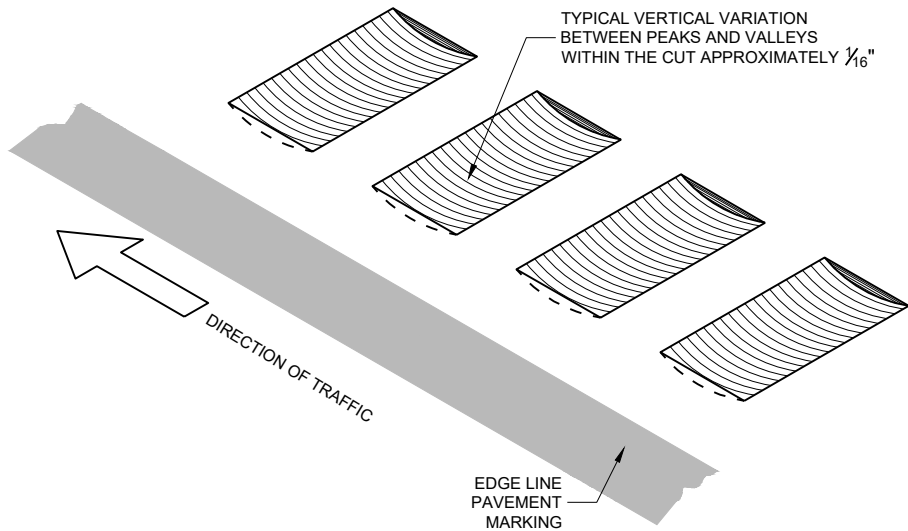
PLACEMENT DETAIL FOR RUMBLE STRIP



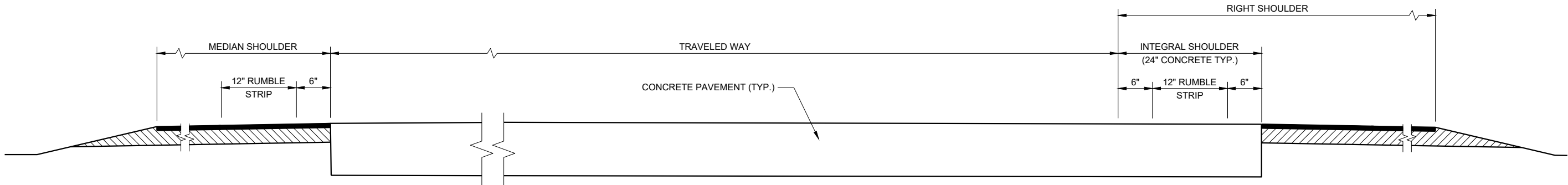
SECTION A - A



PLAN VIEW
(SINGLE GROOVE)



ISOMETRIC



SECTION VIEW

TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

GENERAL NOTES

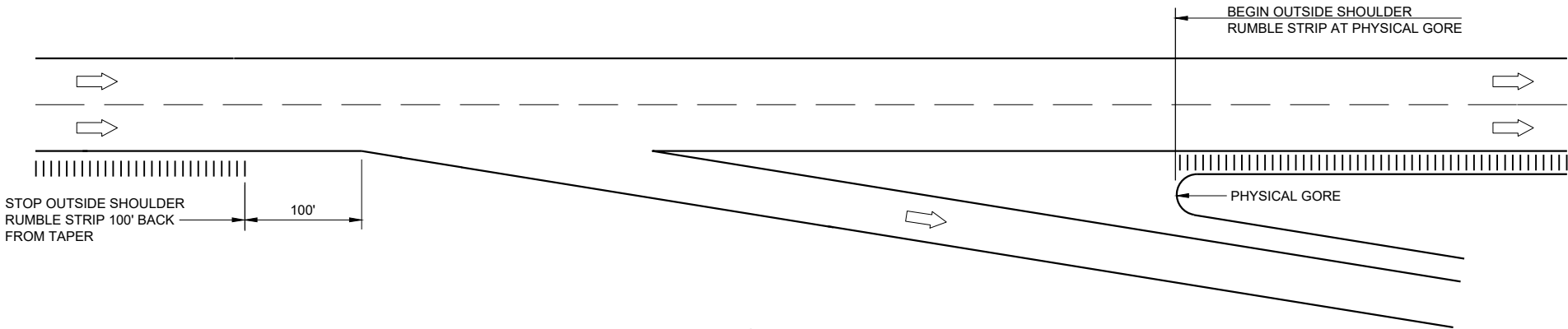
SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

- ① CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.

SHOULDER RUMBLE STRIPS,
DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TYPICAL EXIT RAMP

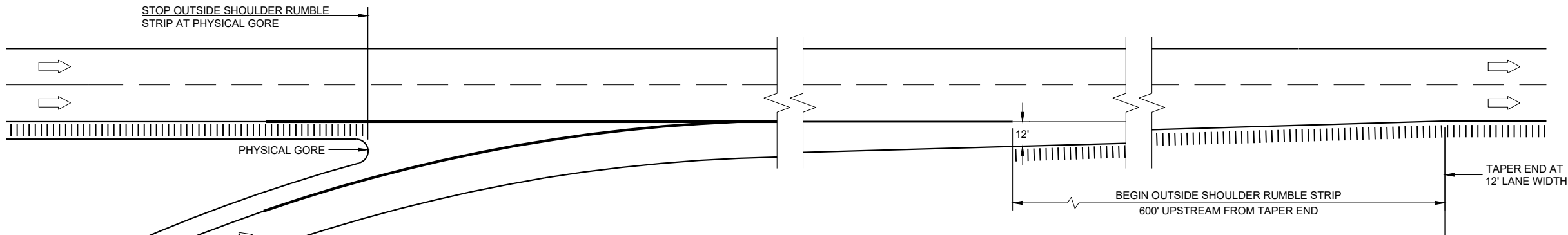
GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMP, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

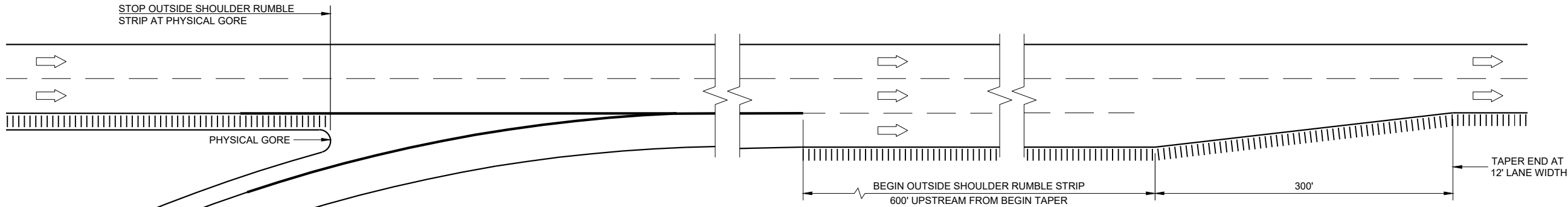
RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

LEGEND

➡ DIRECTION OF TRAFFIC



TYPICAL TAPERED ENTRANCE RAMP
RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

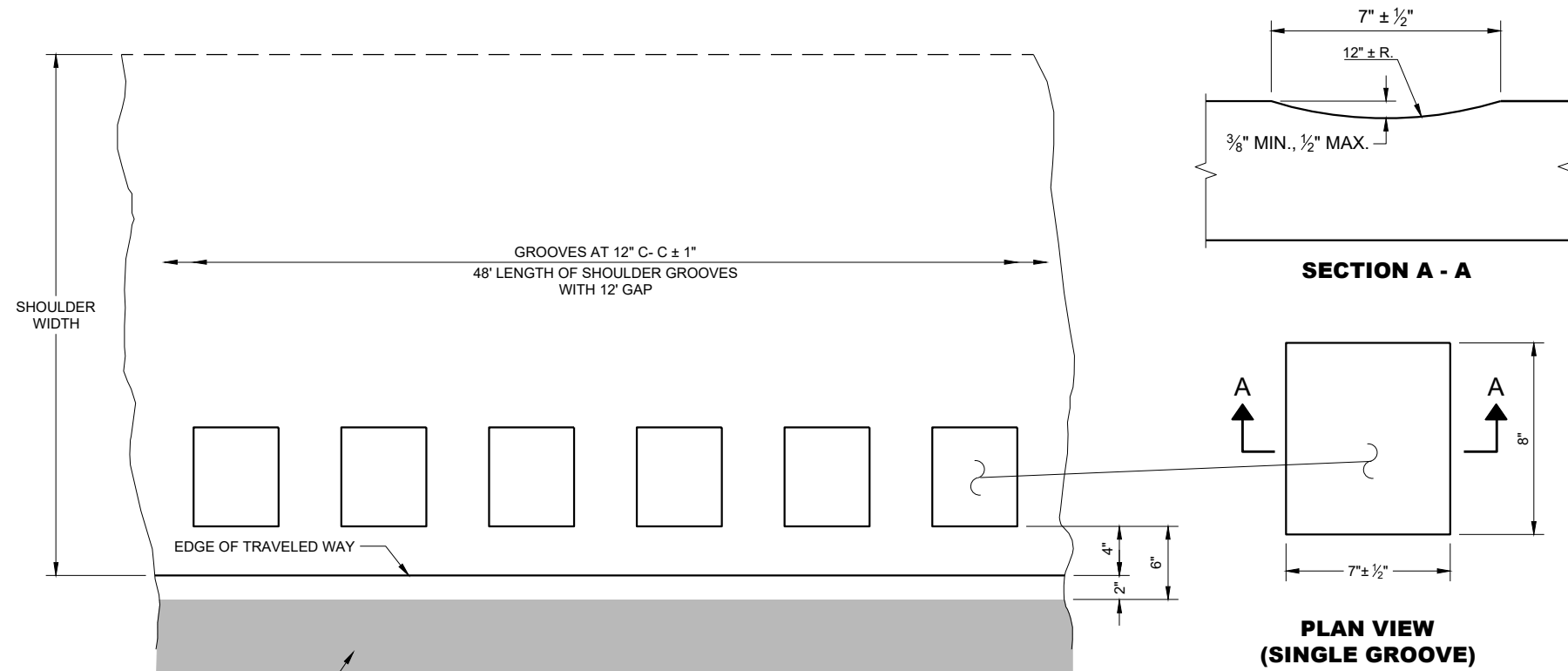


TYPICAL PARALLEL ENTRANCE RAMP
RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIPS,
DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

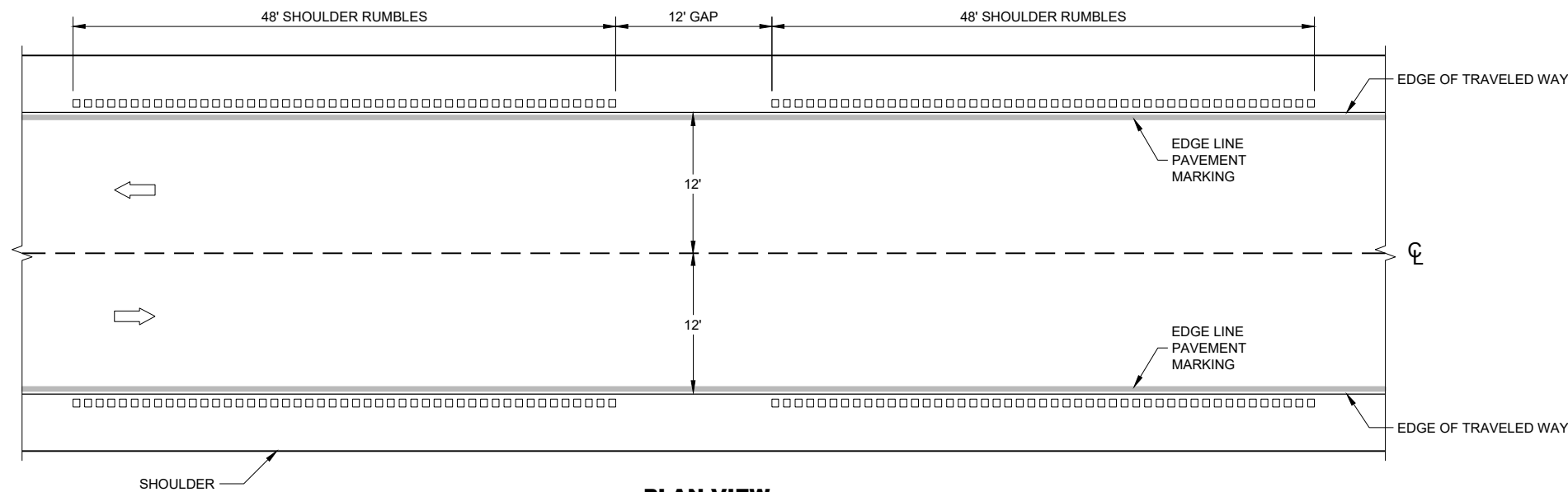
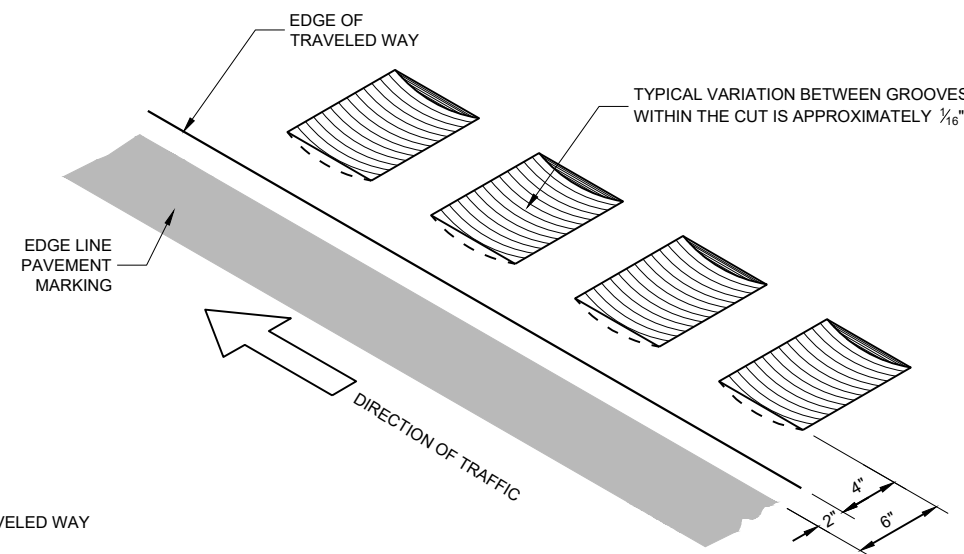


GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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

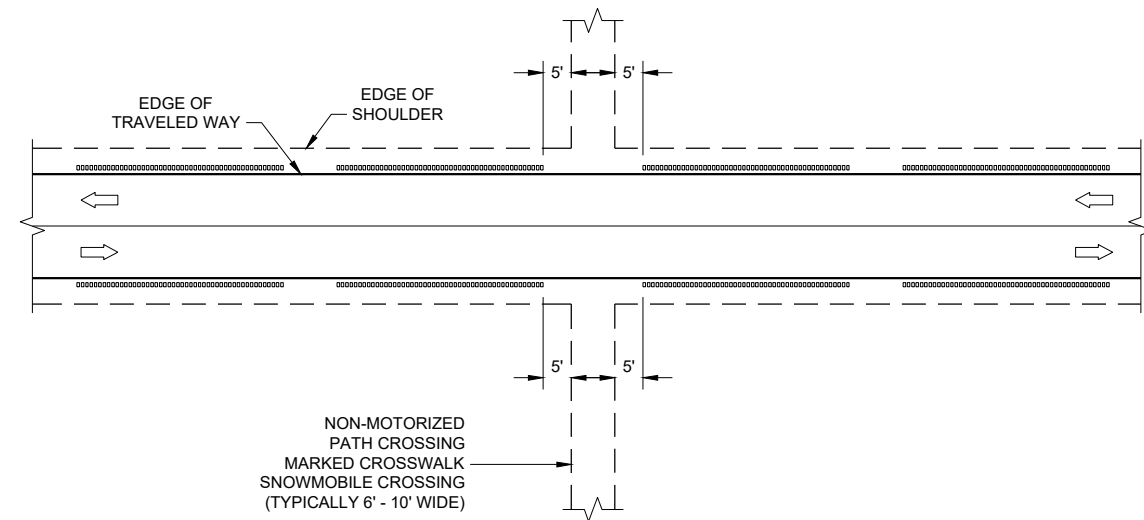
**PLAN DETAIL VIEW
SHOULDER WITH GROOVES**



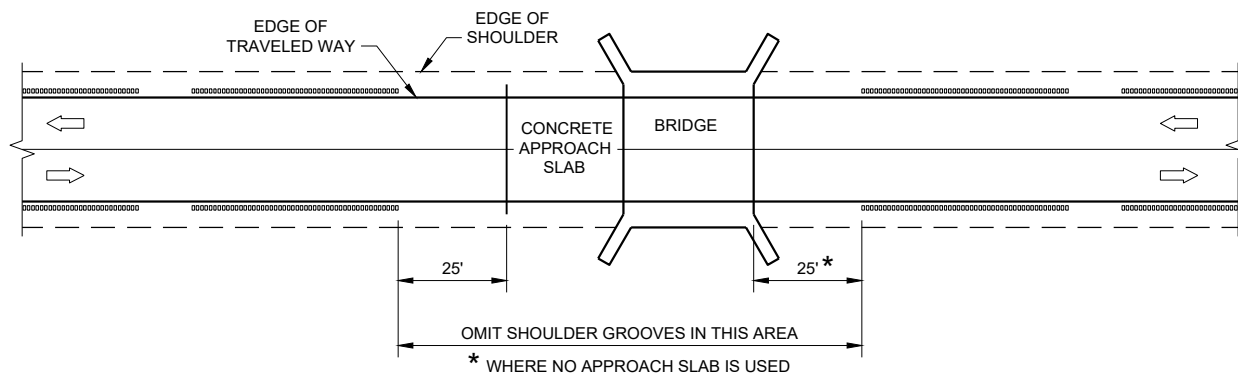
SHOULDER RUMBLE STRIPS - ASPHALT

**SHOULDER RUMBLE
STRIPS ASPHALT**

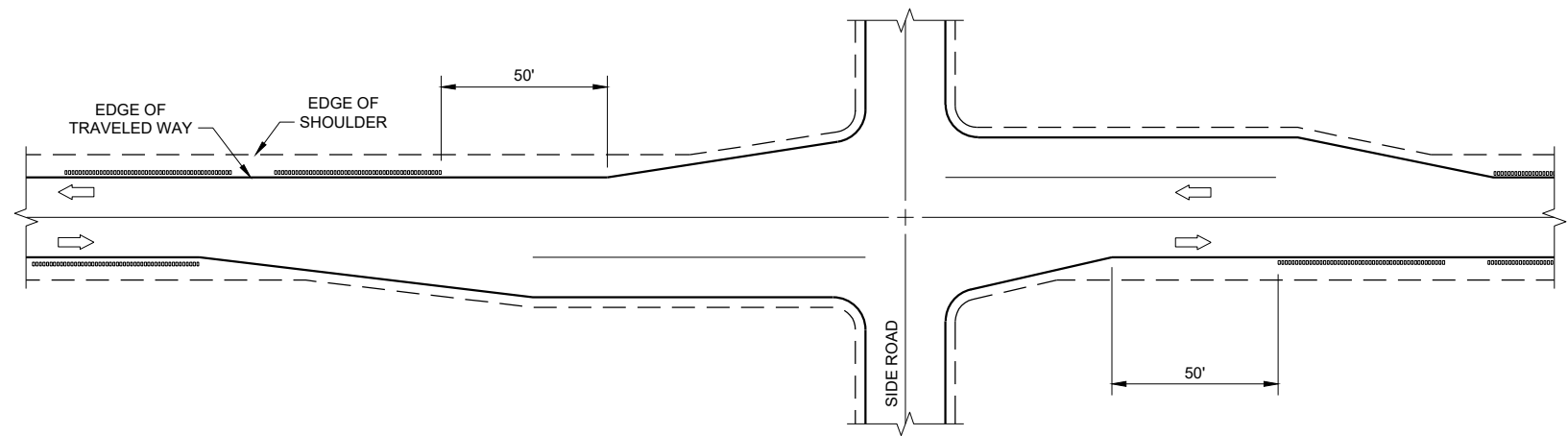
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



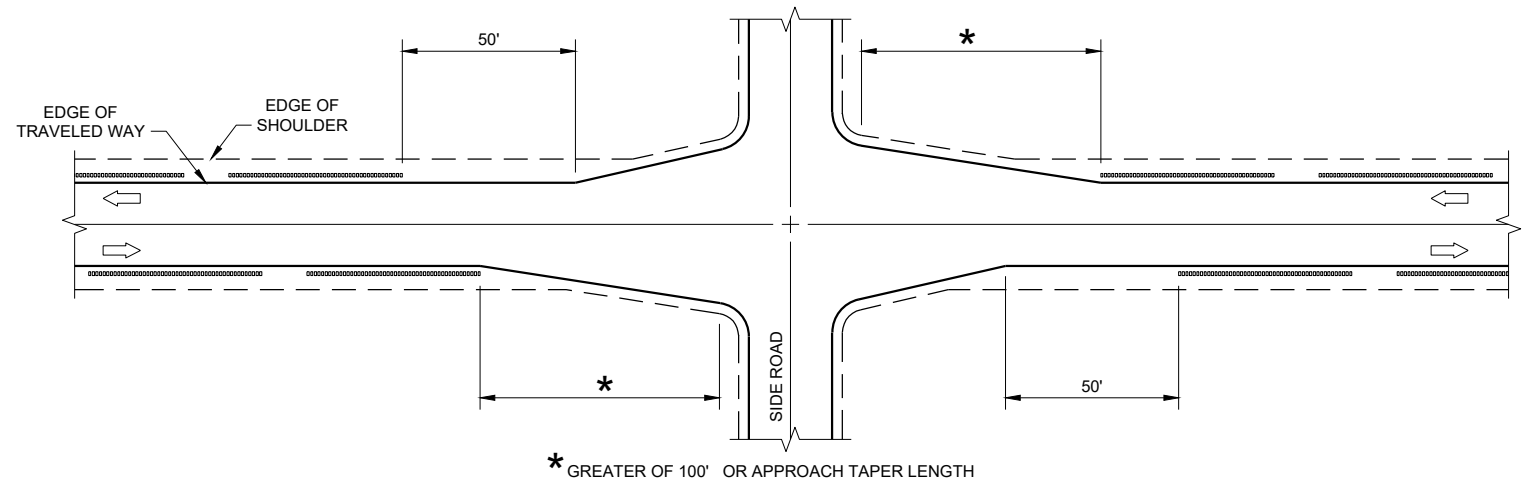
GROOVES AT MISCELLANEOUS CROSSINGS



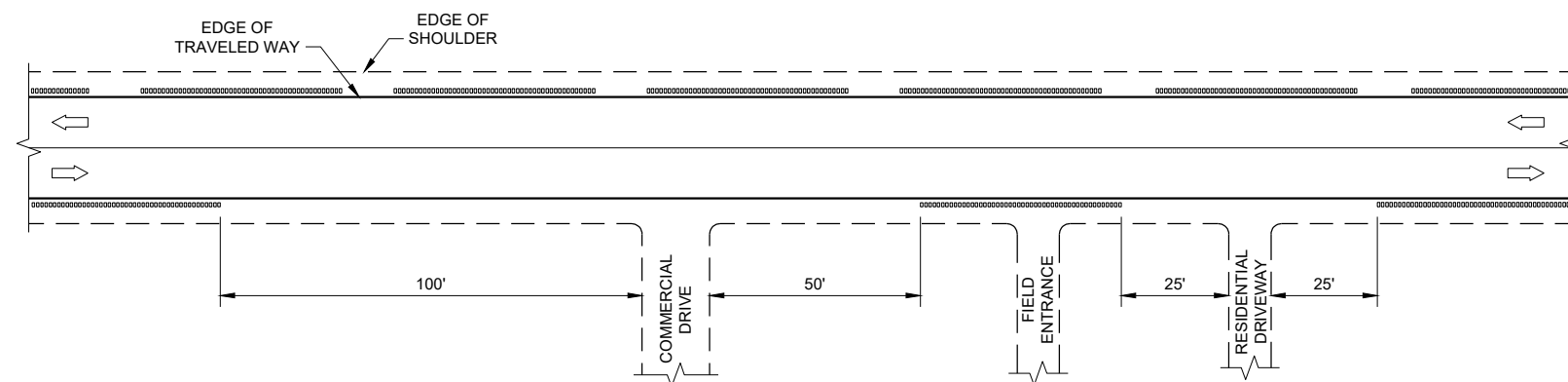
GROOVES AT BRIDGES



GROOVES AT RIGHT TURN LANE



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



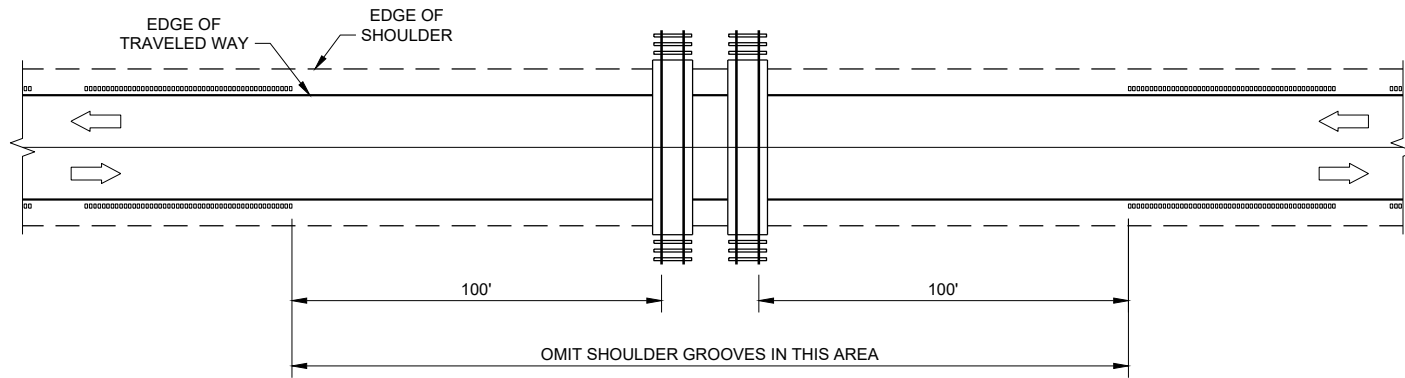
GROOVES AT DRIVEWAYS

GENERAL NOTES

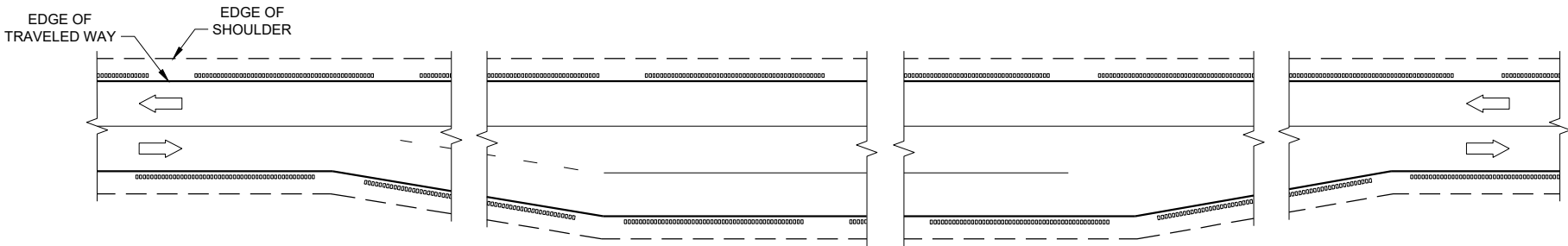
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

**SHOULDER AND EDGE LINE
RUMBLE STRIPS
CROSSINGS, INTERSECTIONS,
BRIDGES, DRIVEWAYS**

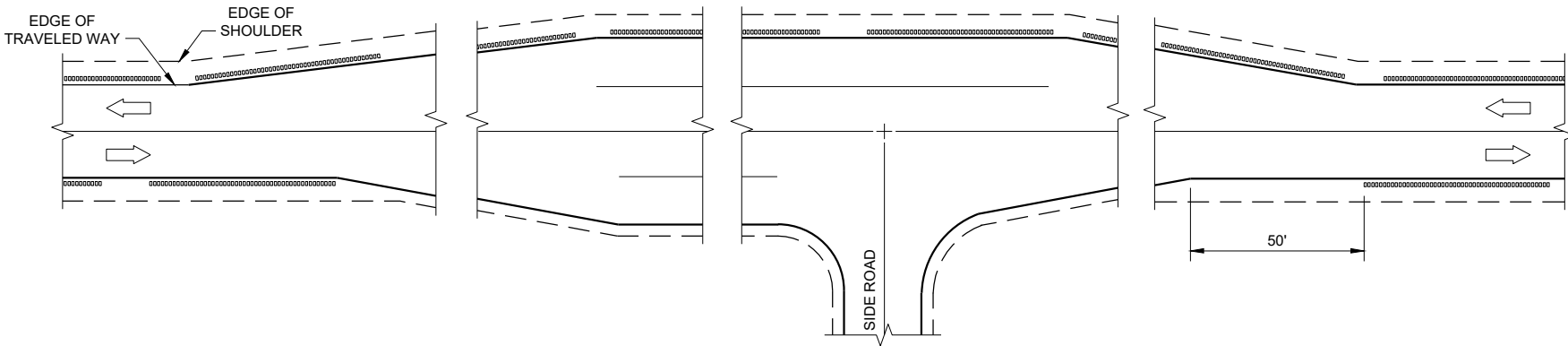
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES

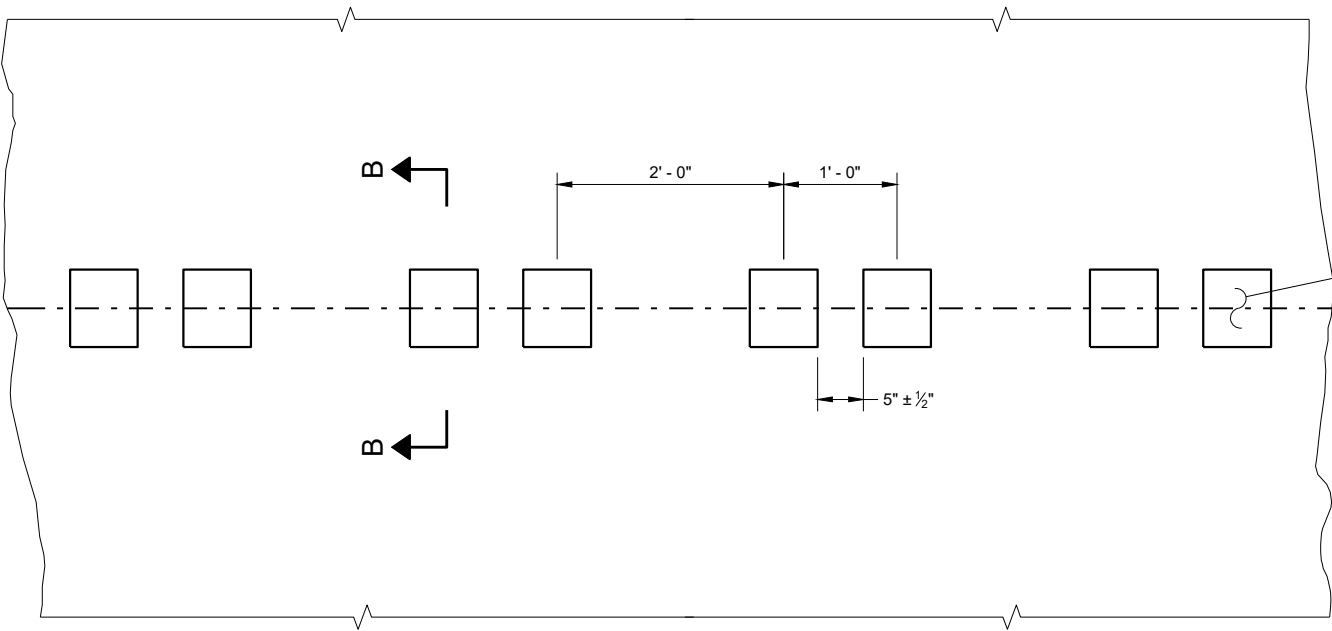


GROOVES AT BYPASS LANES

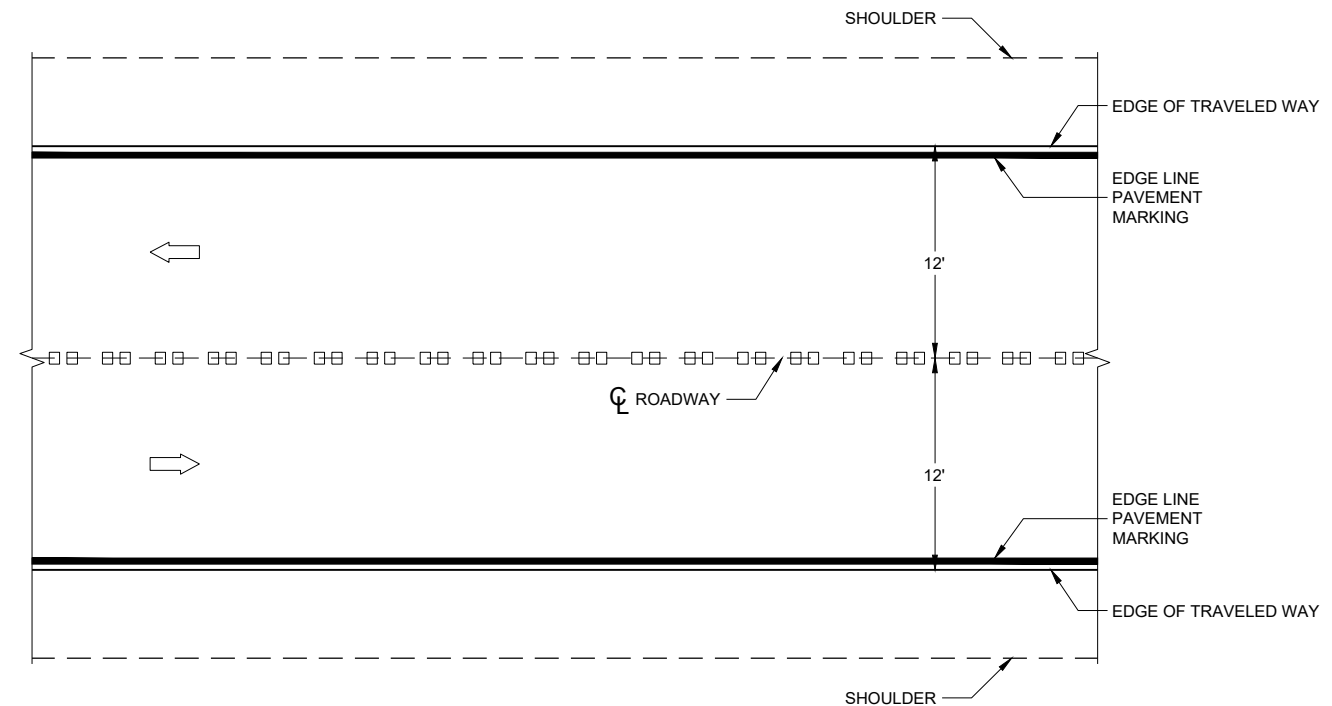
**SHOULDER AND EDGE LINE
RUMBLE STRIPS -
RAILROAD, PASSING,
CLIMBING AND BYPASS LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ John Jenkins
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

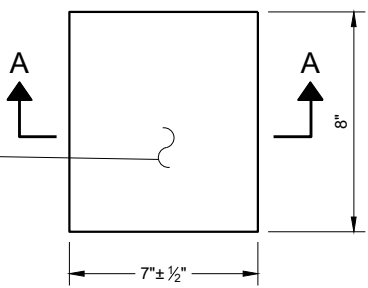


PLAN DETAIL VIEW

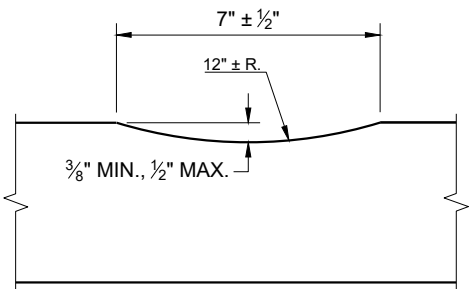


PLAN VIEW

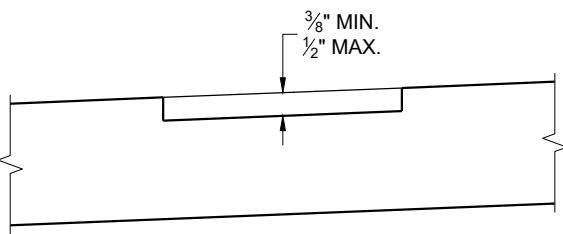
CENTERLINE RUMBLE STRIPS - ASPHALT



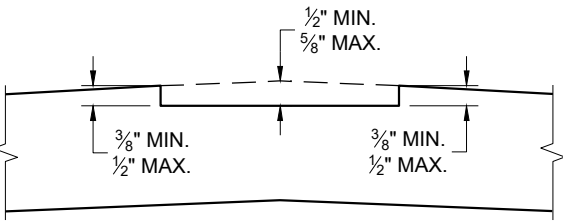
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

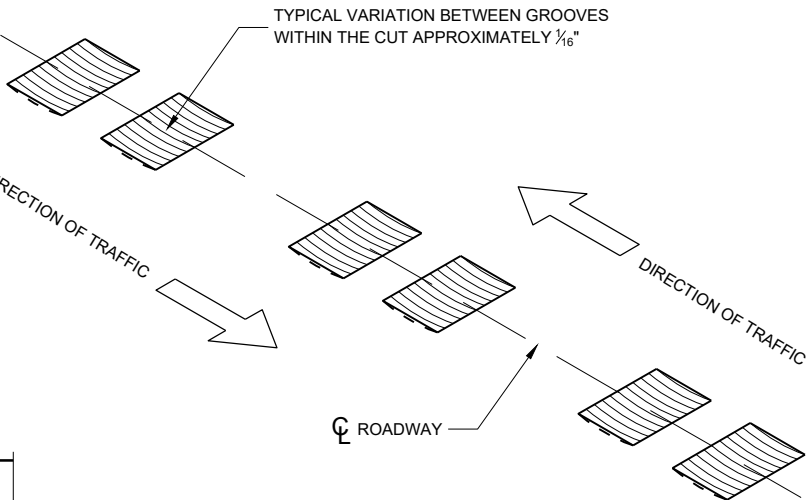


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

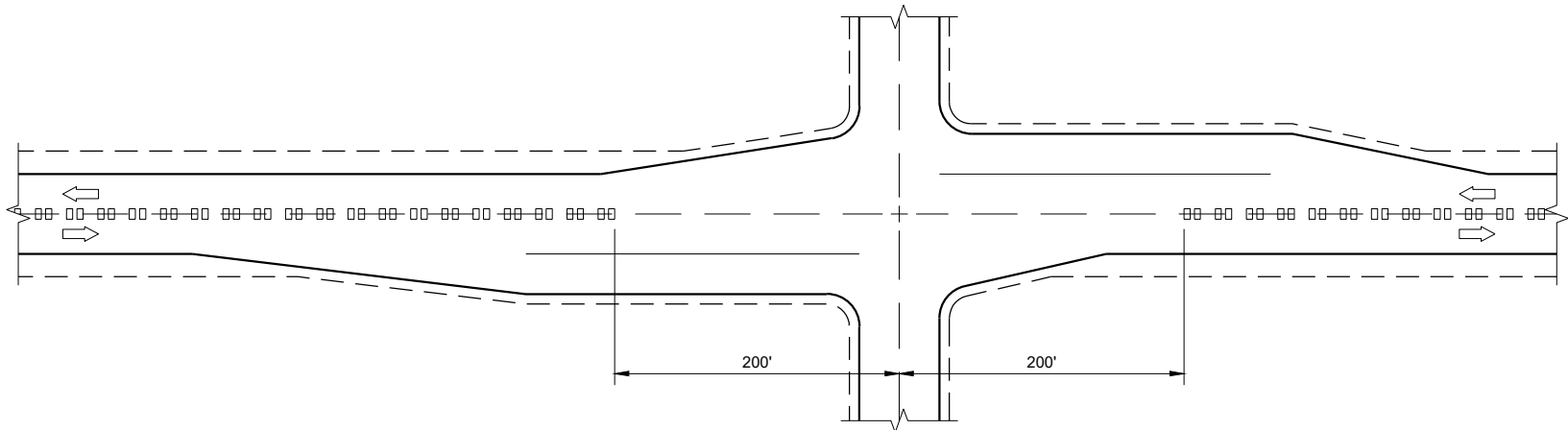
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

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

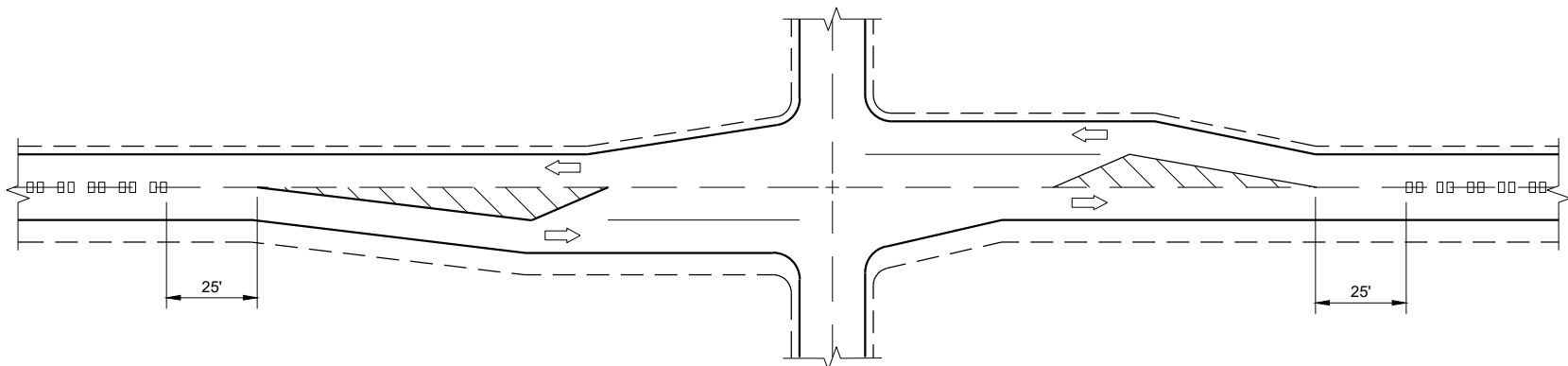


CENTERLINE RUMBLE
STRIPS - ASPHALT

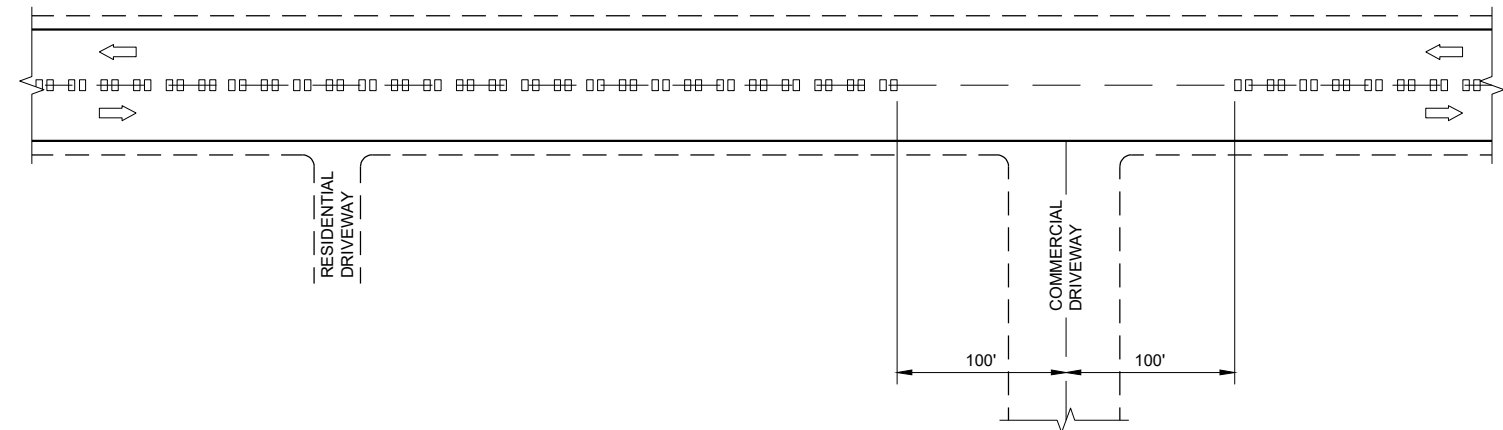
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



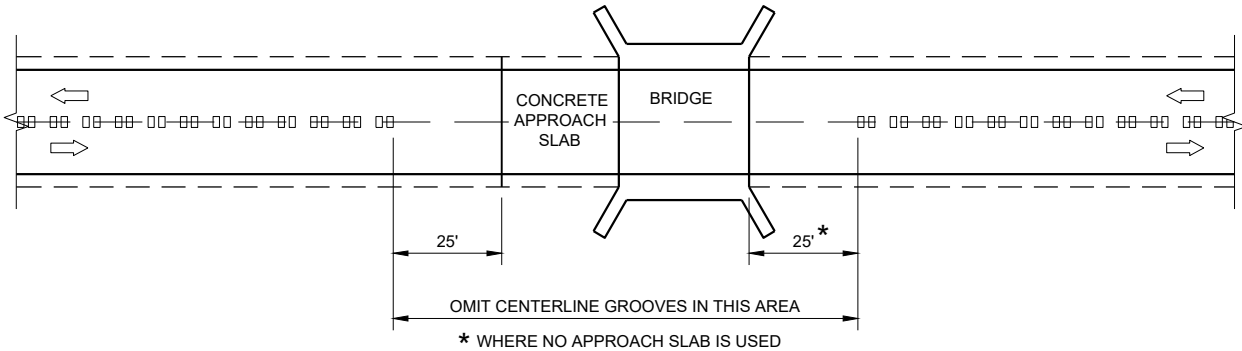
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



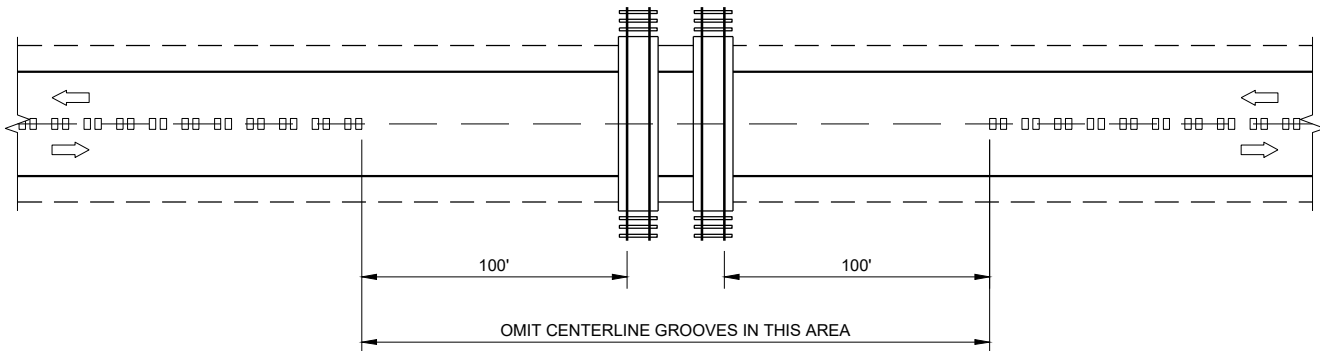
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES

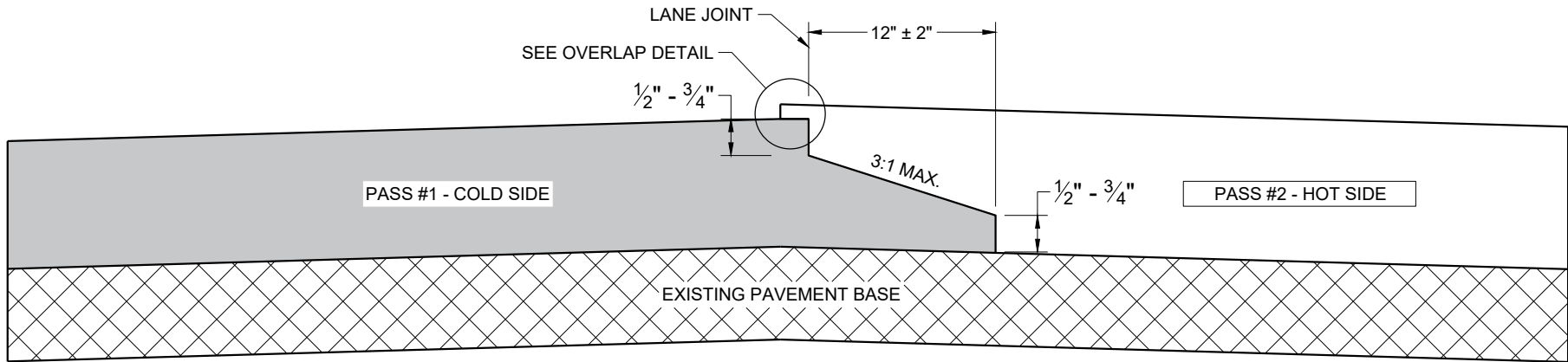


CENTERLINE GROOVES AT RAILROADS

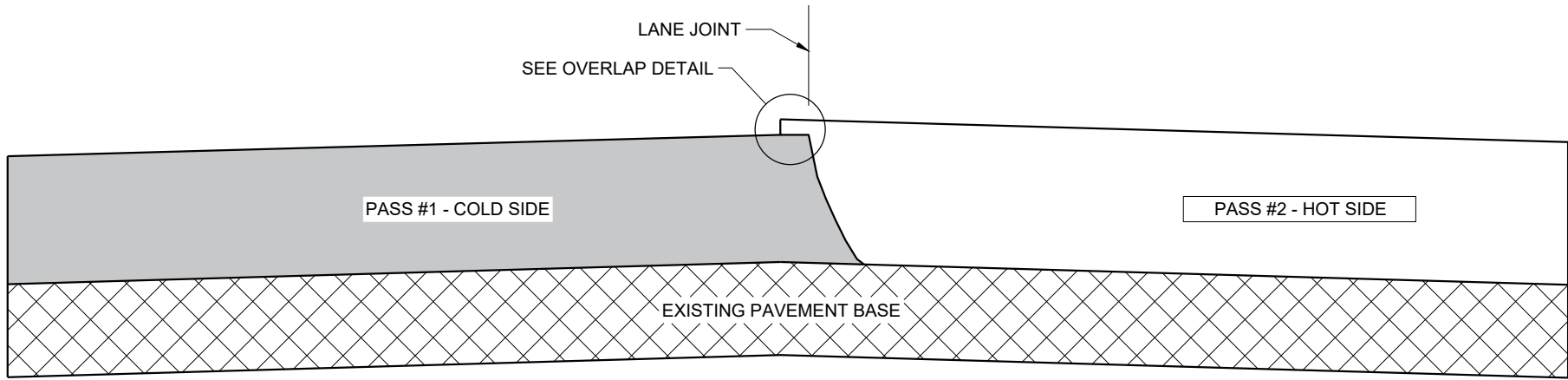
CENTER LINE
RUMBLE STRIPS -
INTERSECTIONS, DRIVEWAYS,
BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

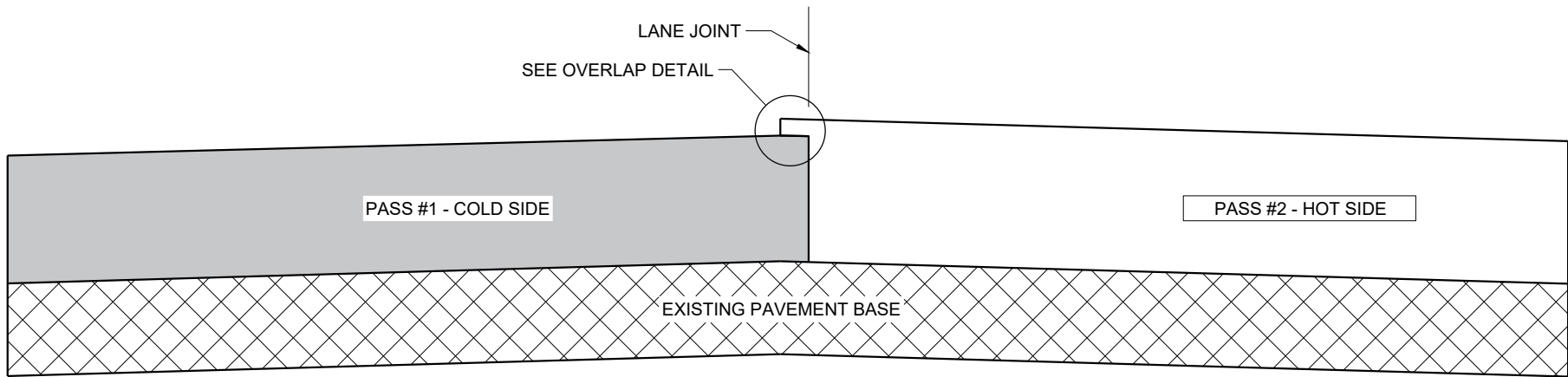
APPROVED
May 2023
DATE
/S/ John Jenkins
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

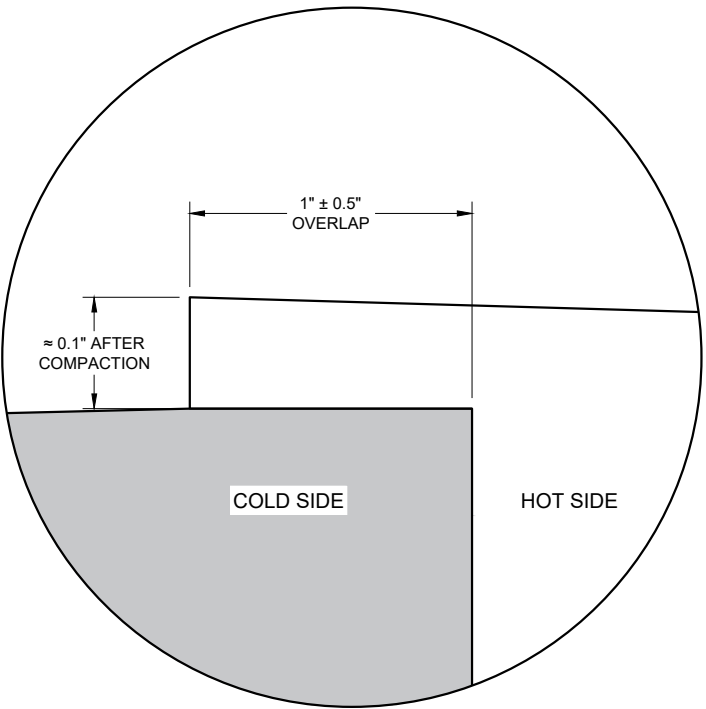
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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




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

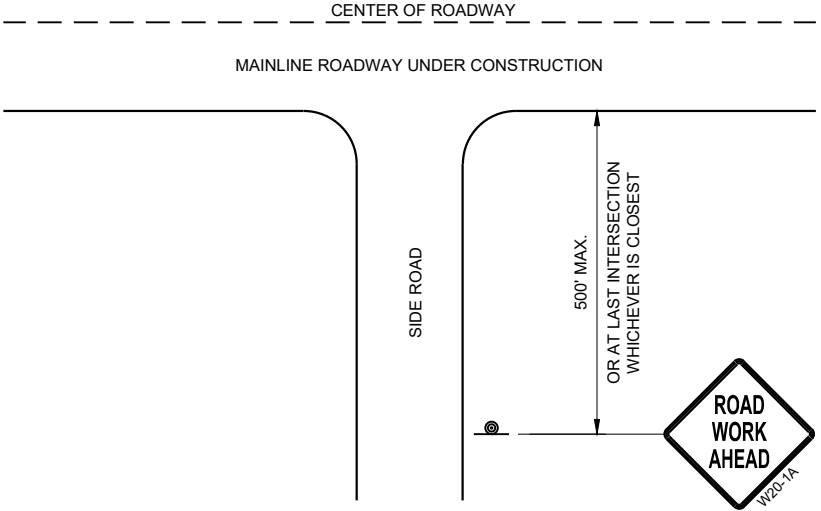
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

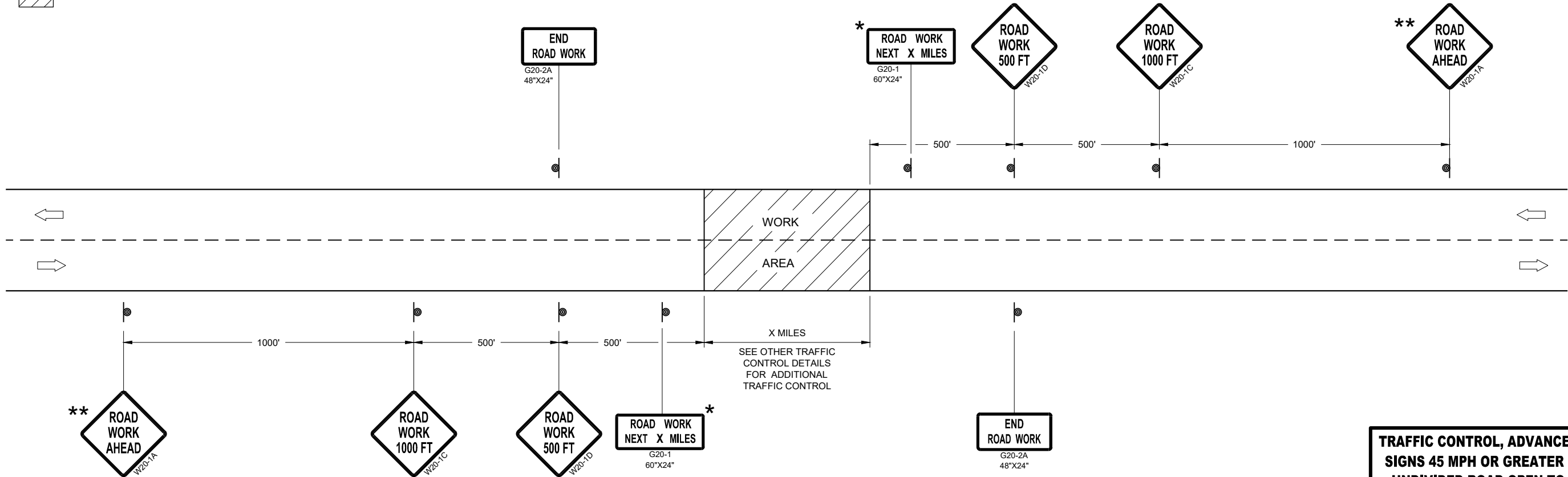
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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




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

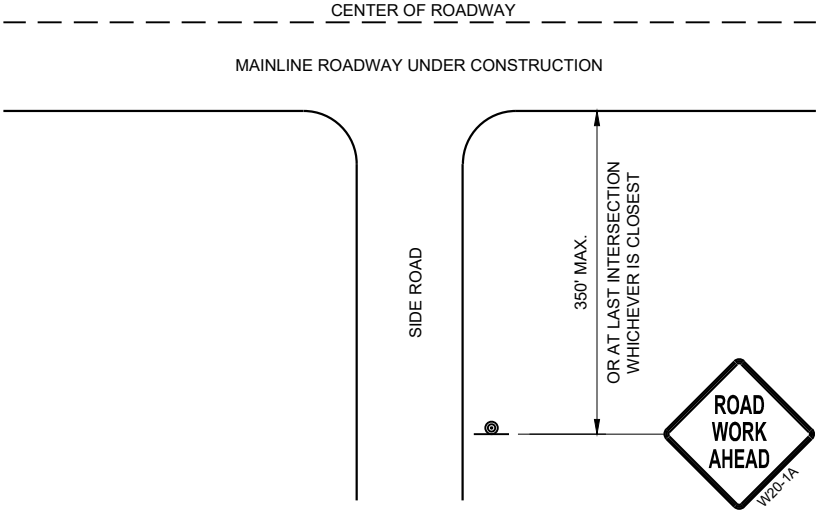
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

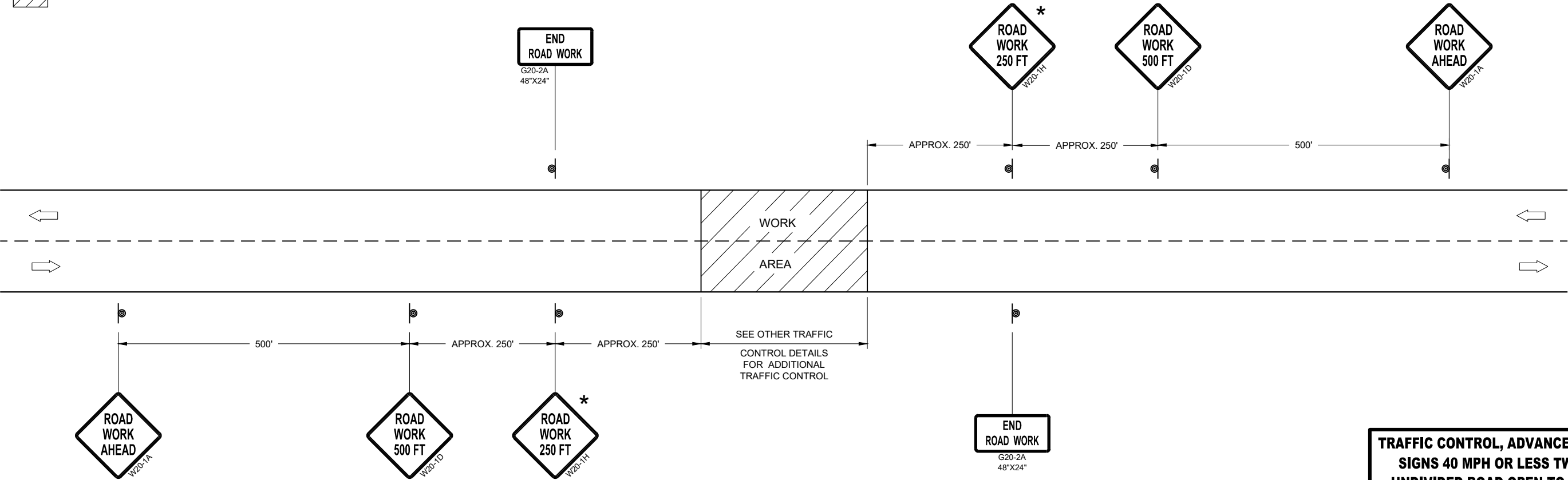
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

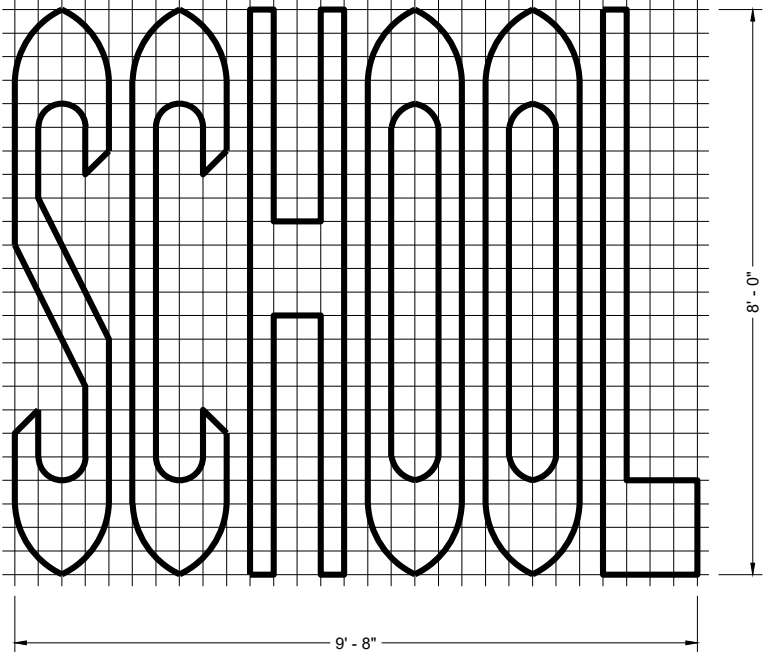
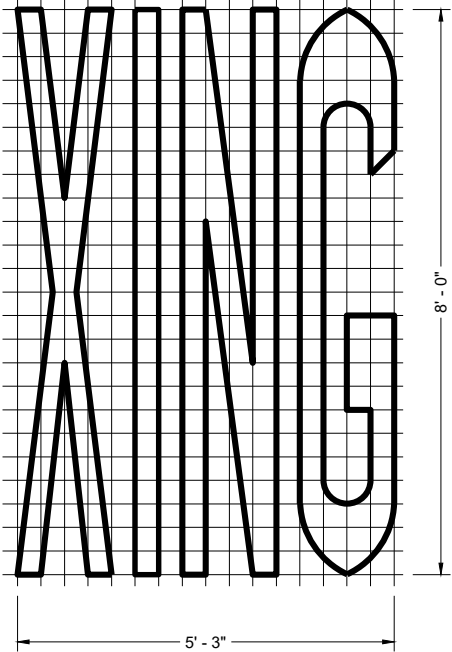
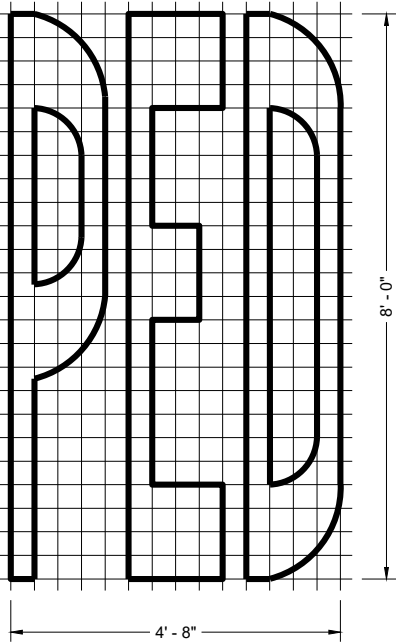
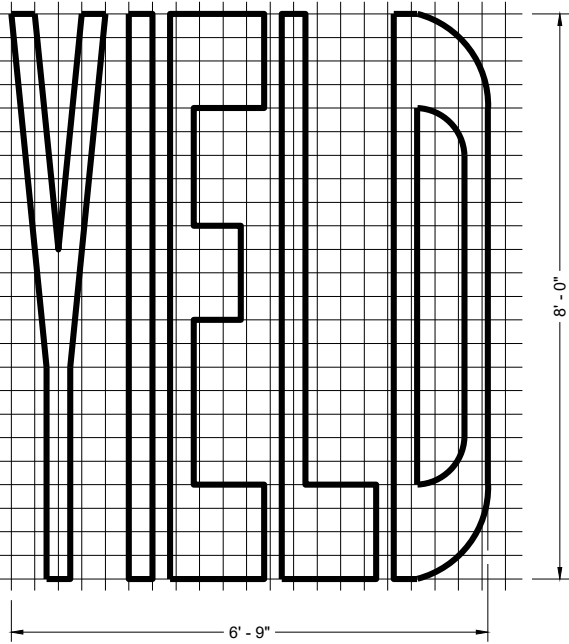
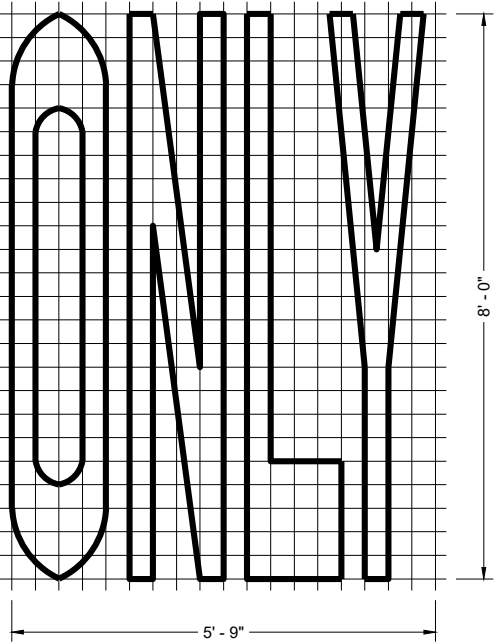
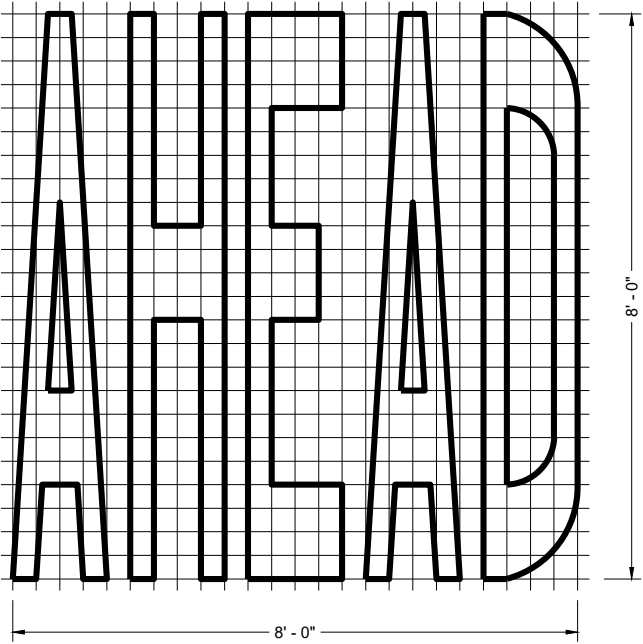
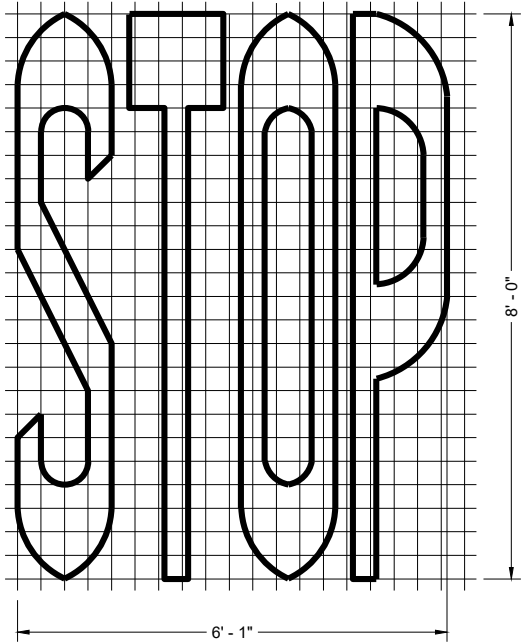


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

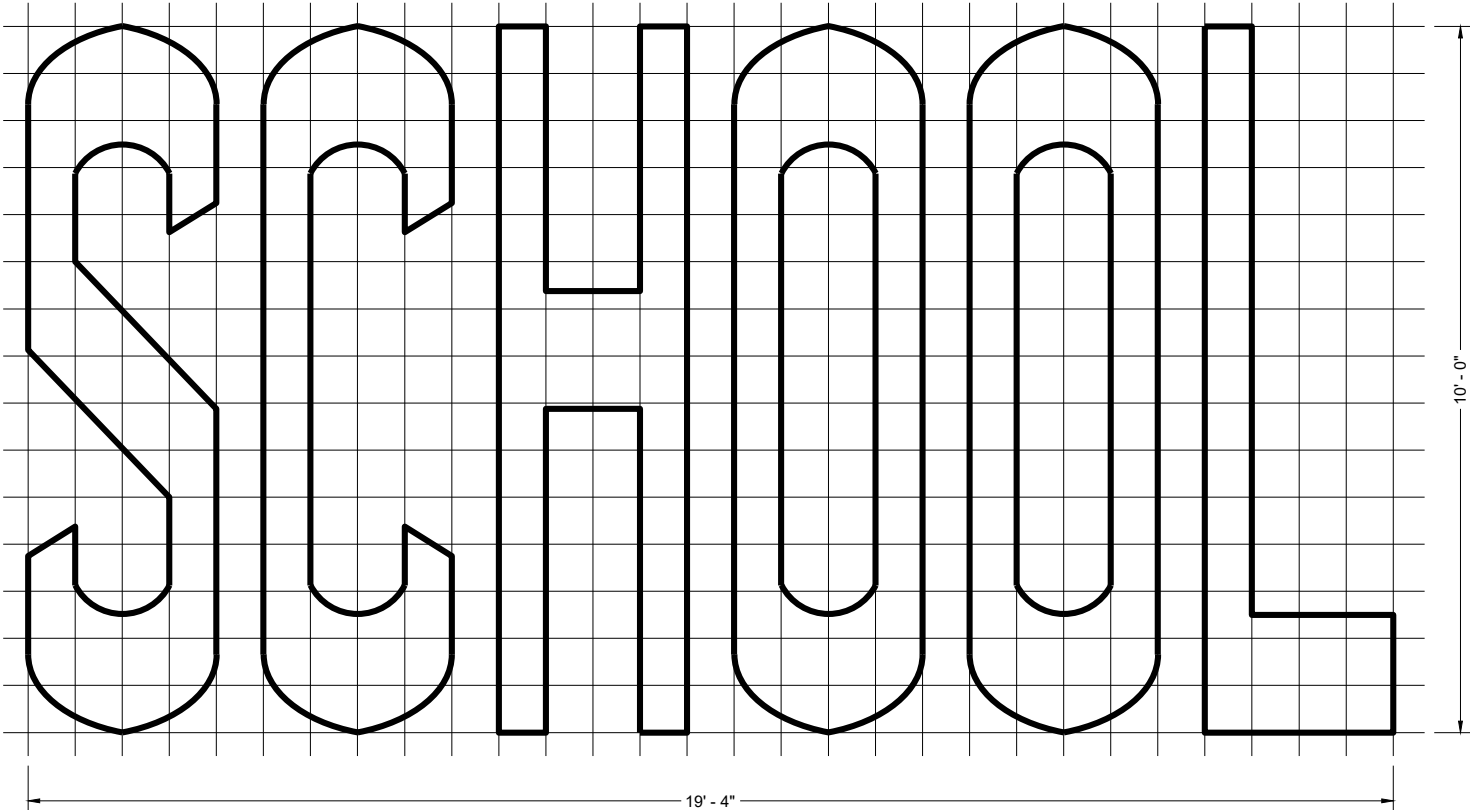
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



SINGLE LANE

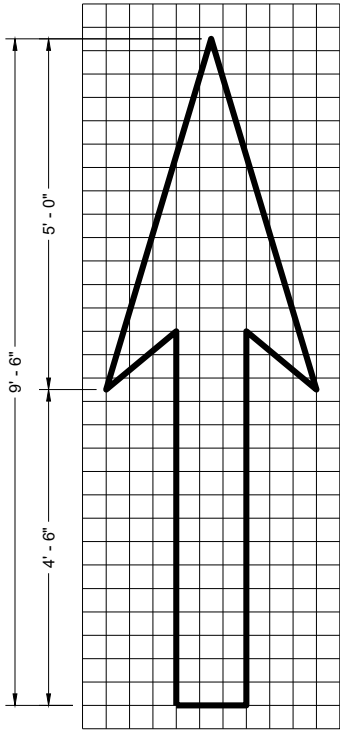


TWO - LANE

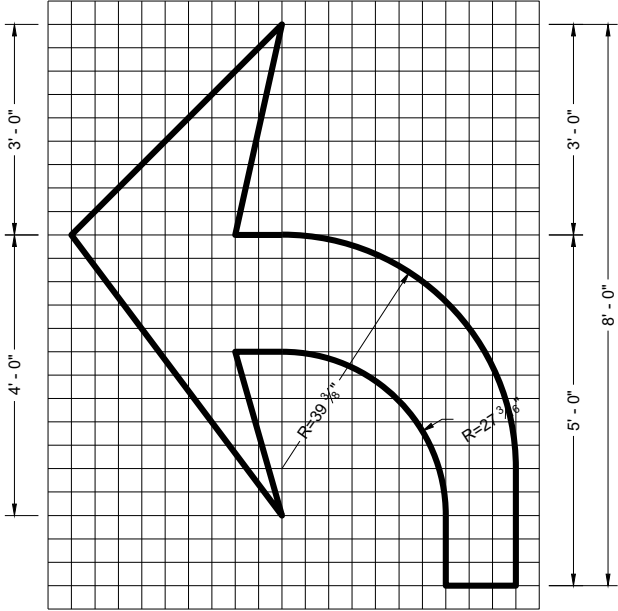
GENERAL NOTES

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

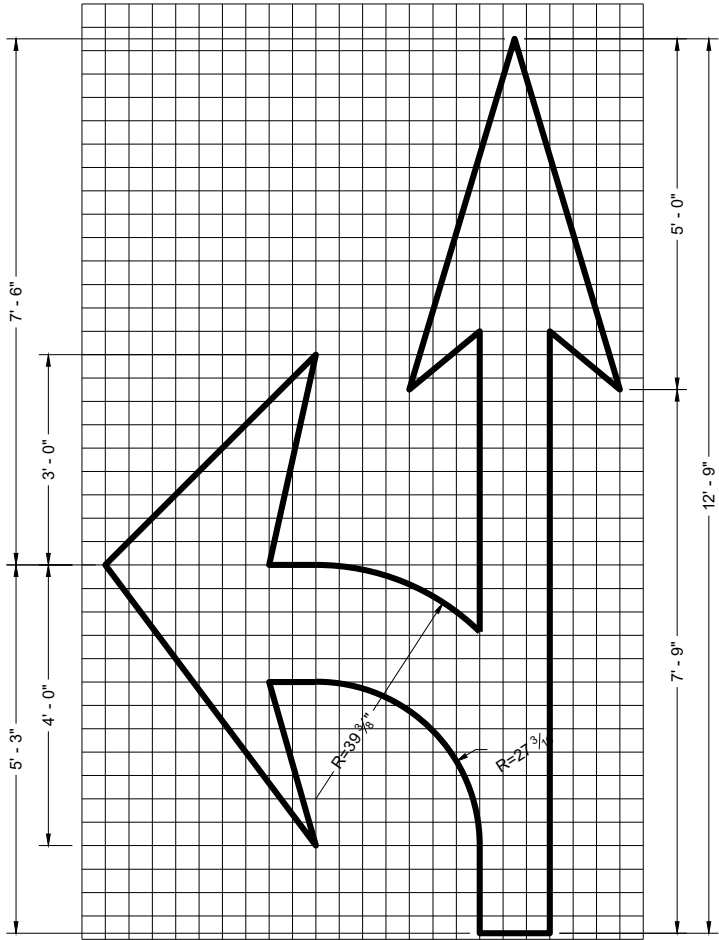
PAVEMENT MARKING WORDS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



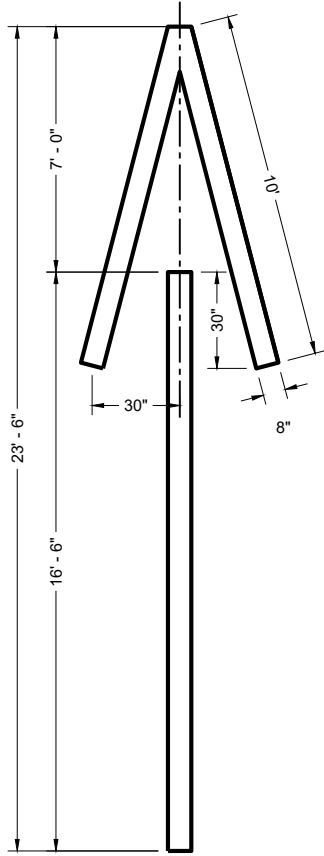
TYPE 1



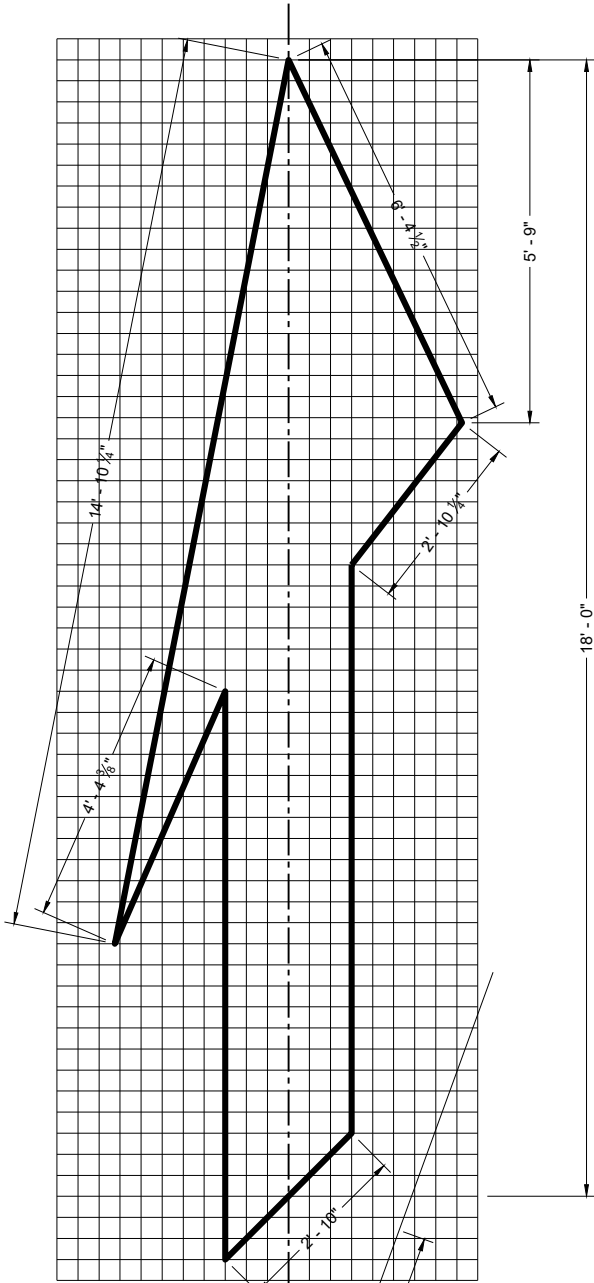
TYPE 2



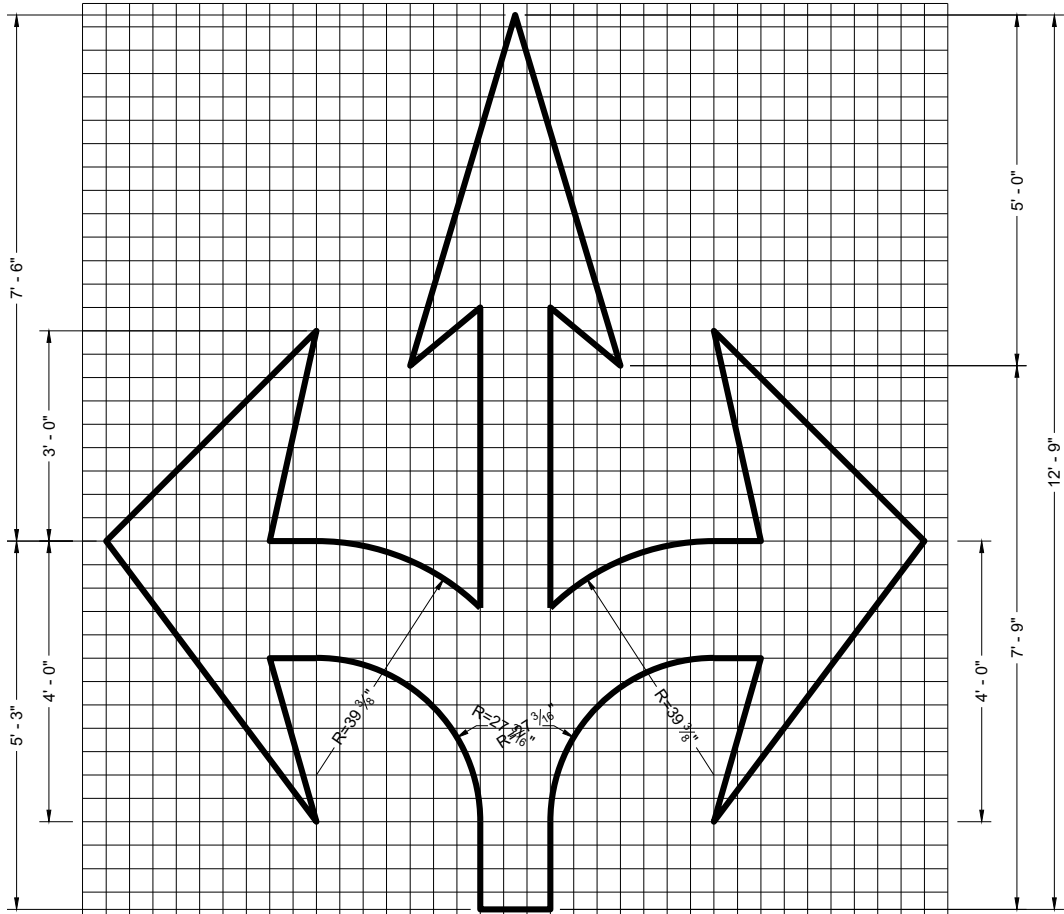
TYPE 3



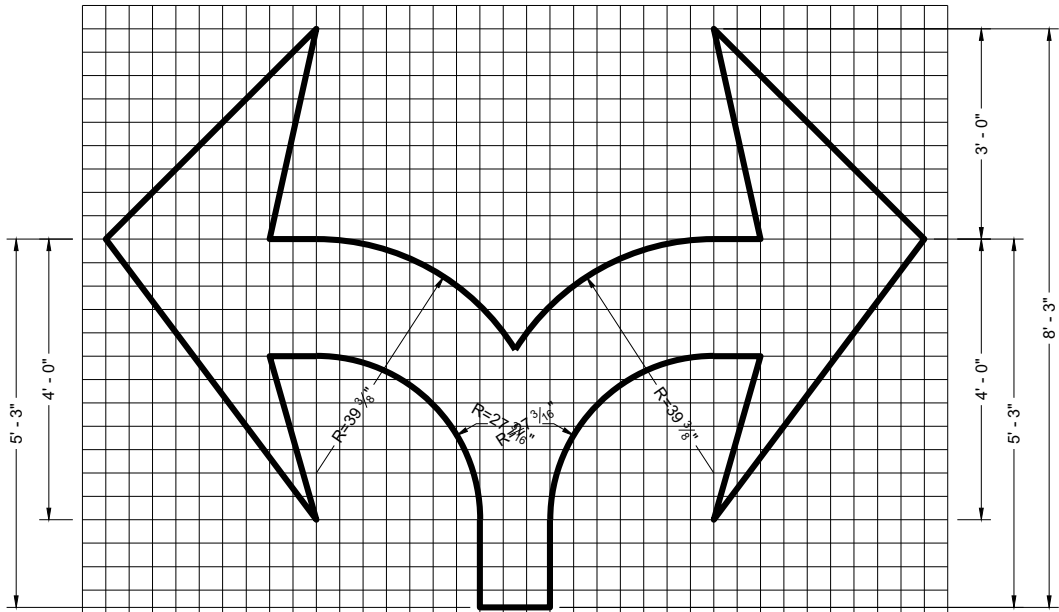
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

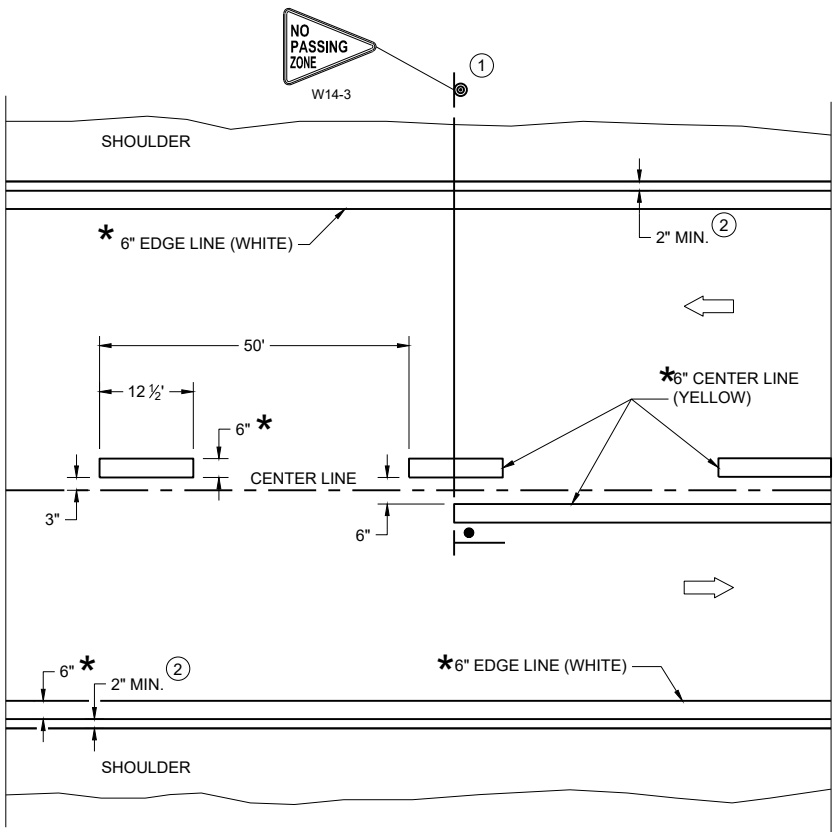
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

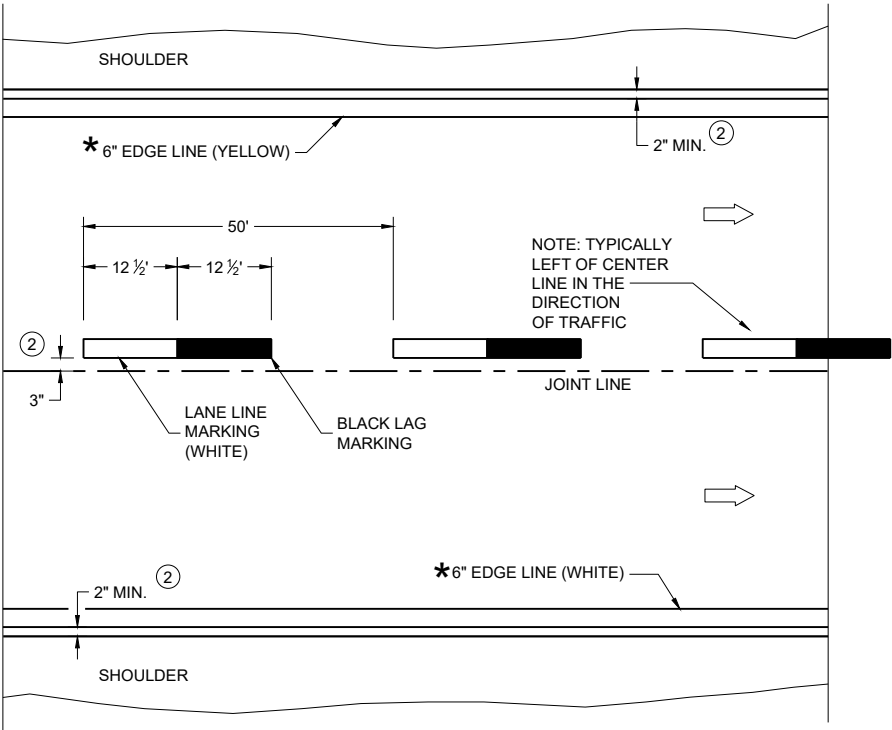
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

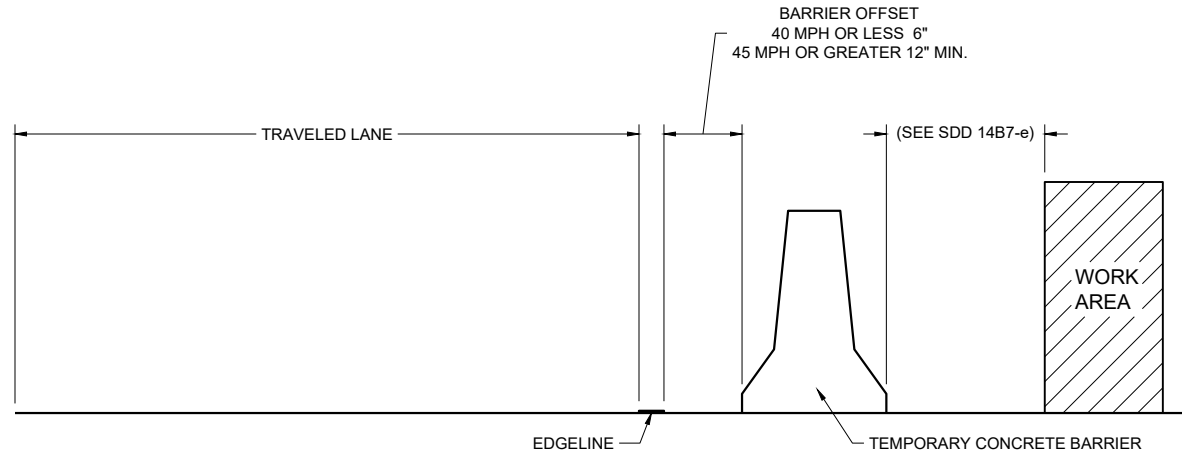
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

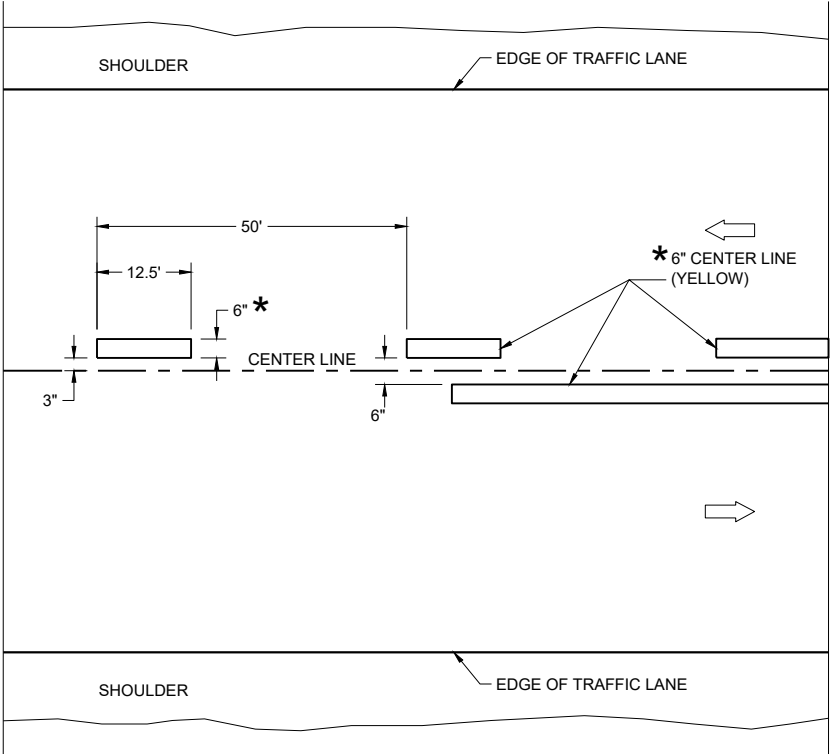
GENERAL NOTES

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

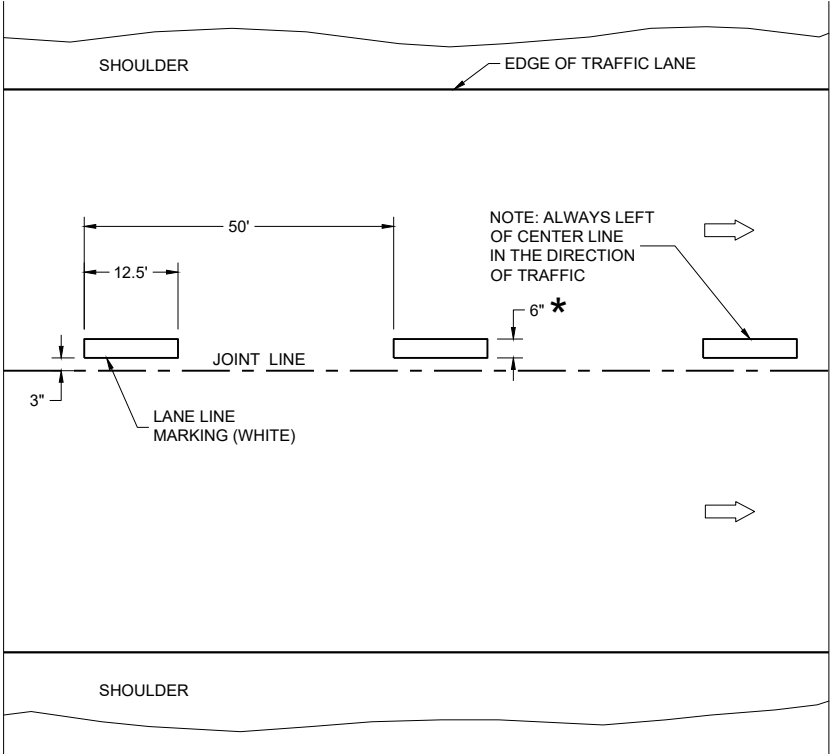
LEGEND

DIRECTION OF TRAFFIC

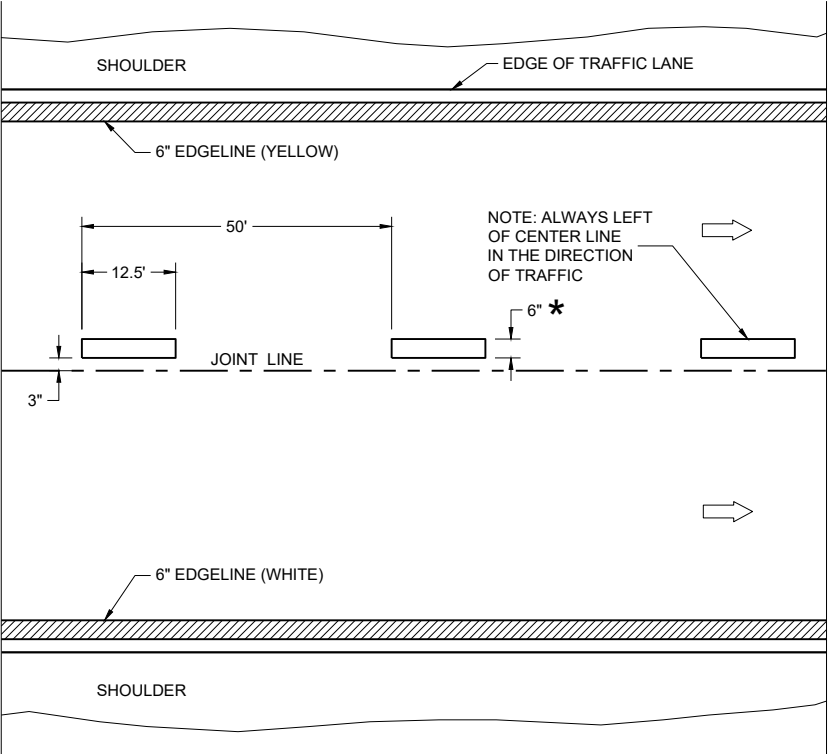
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



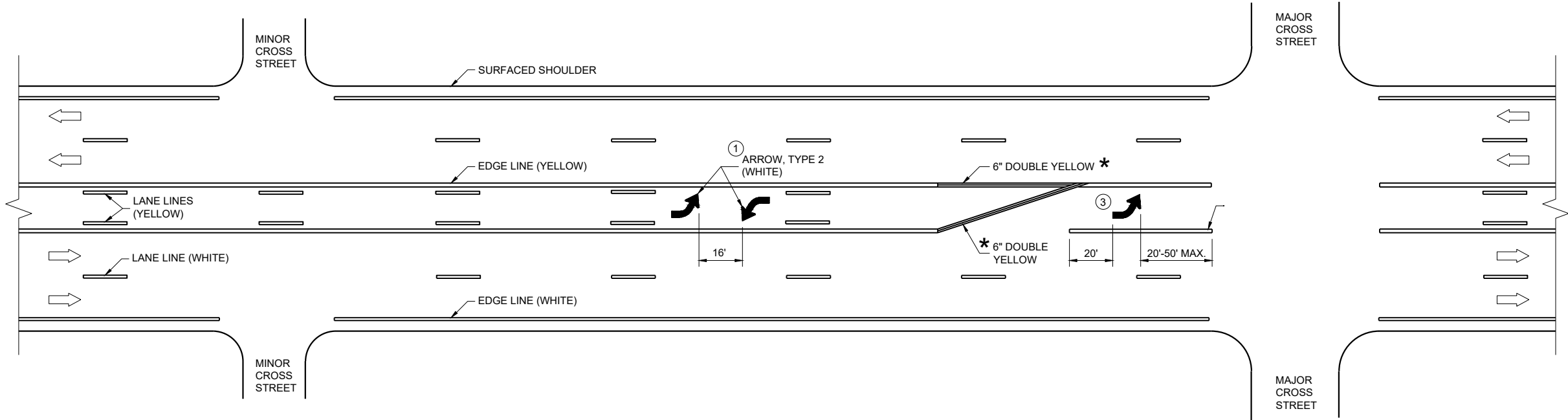
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



TWO WAY LEFT TURN LANE

GENERAL NOTES

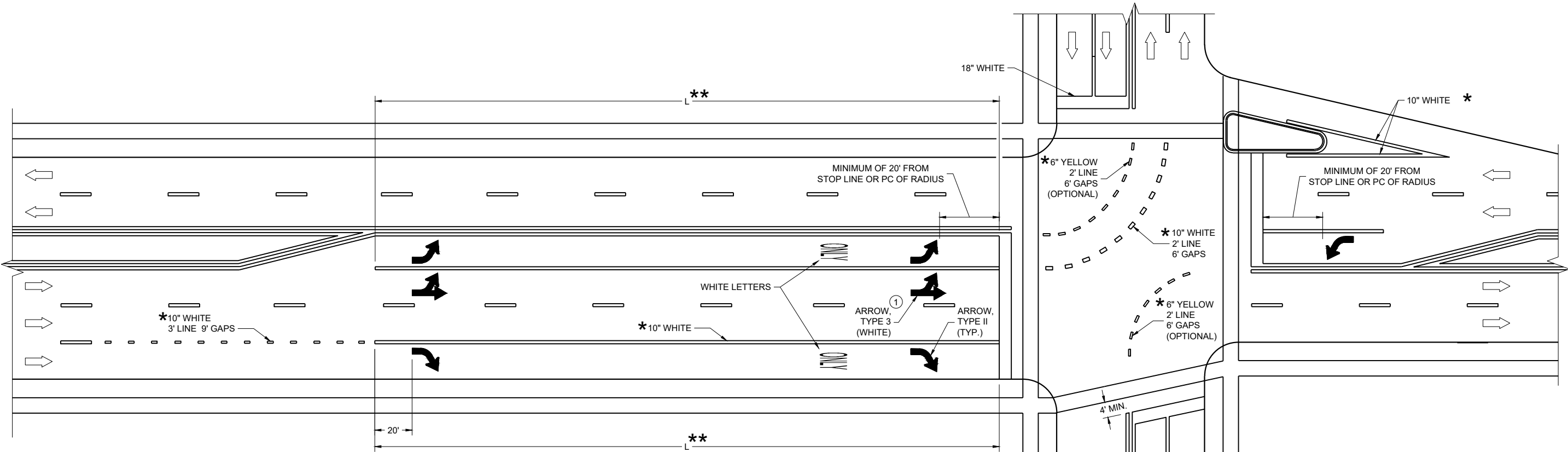
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

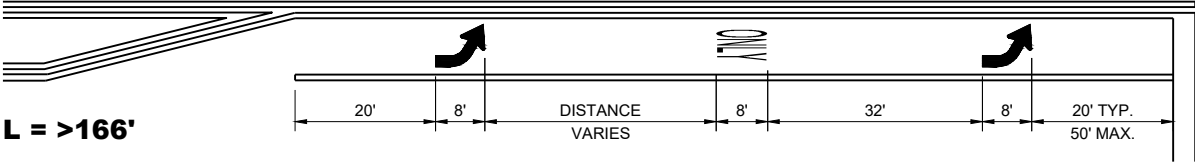
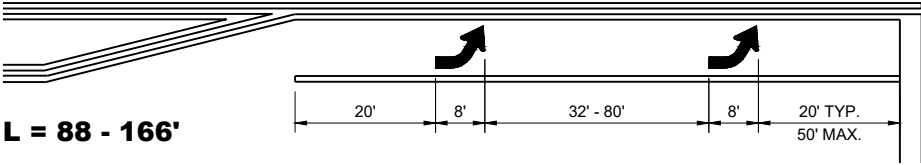
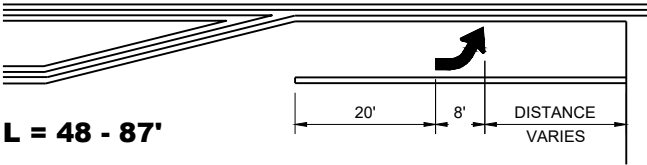
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TURN LANE OPTIONS

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



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

GENERAL NOTES

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

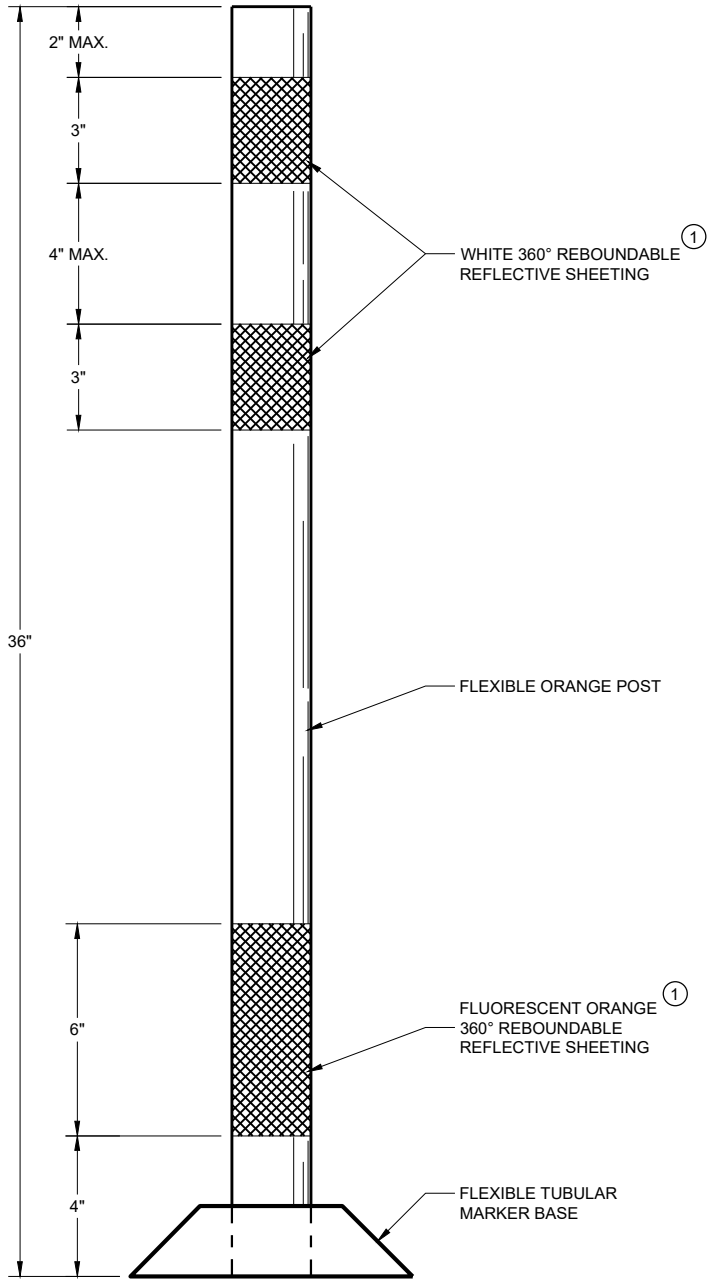
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

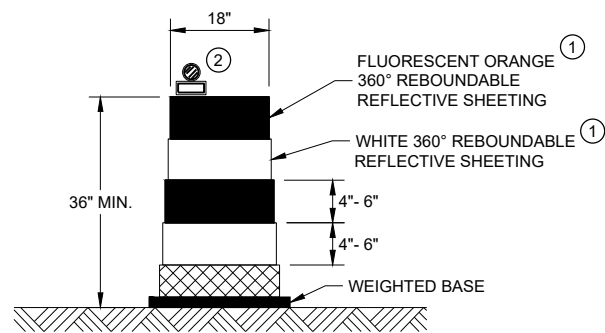
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

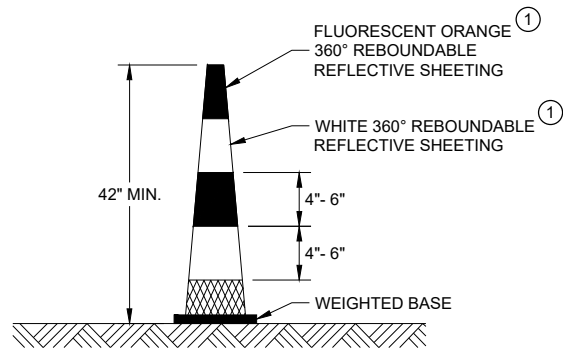
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



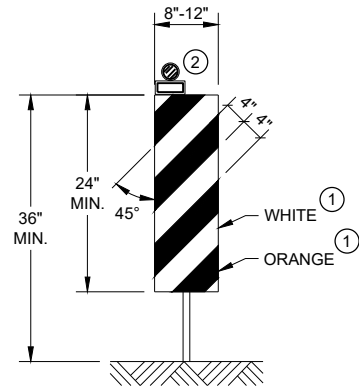
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



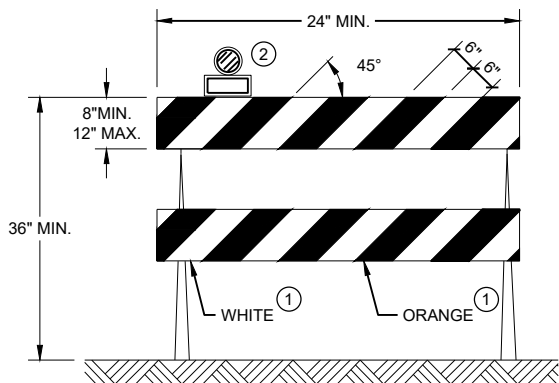
42" CONE

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



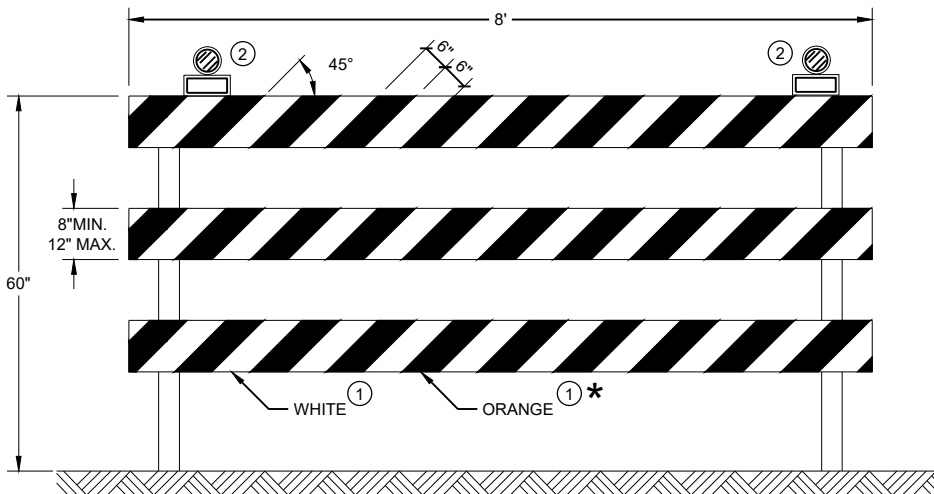
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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






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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

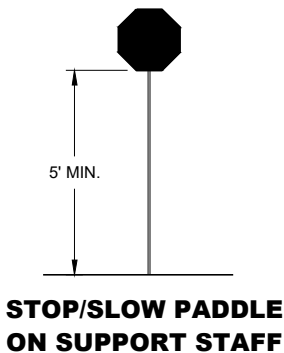
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

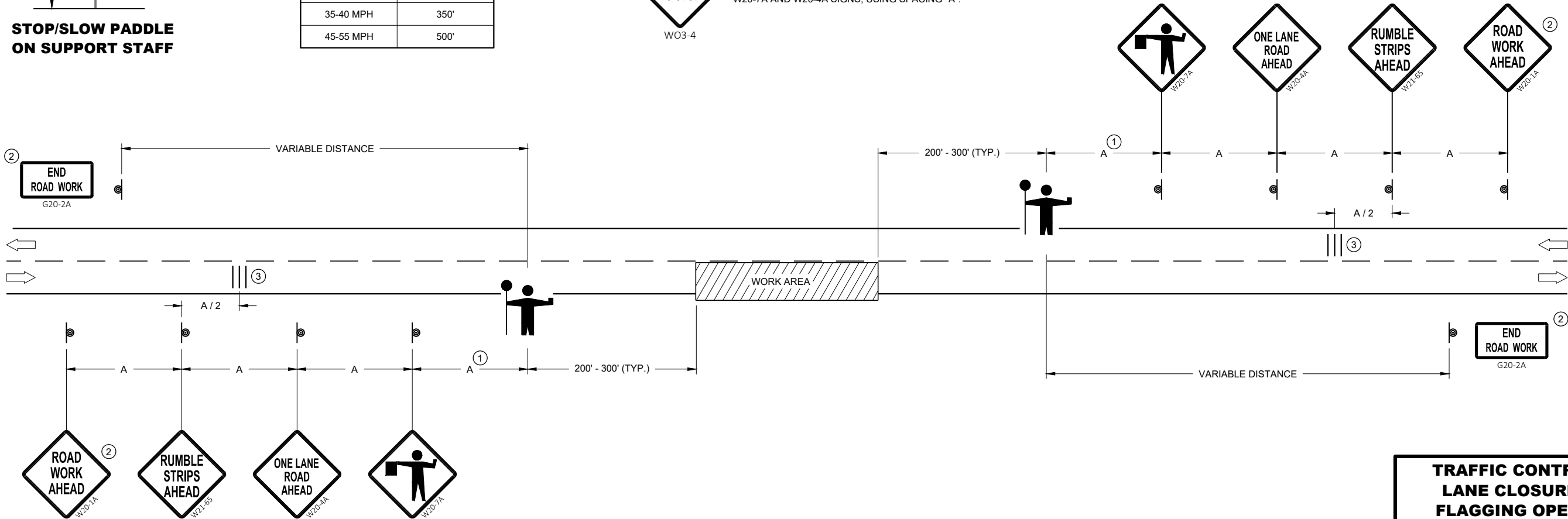


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



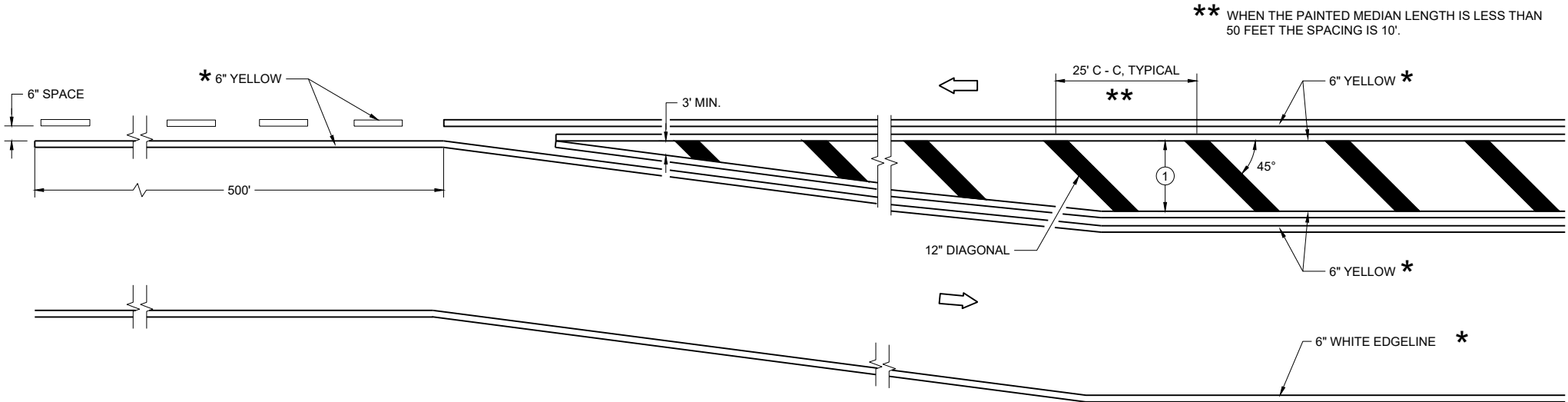
**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

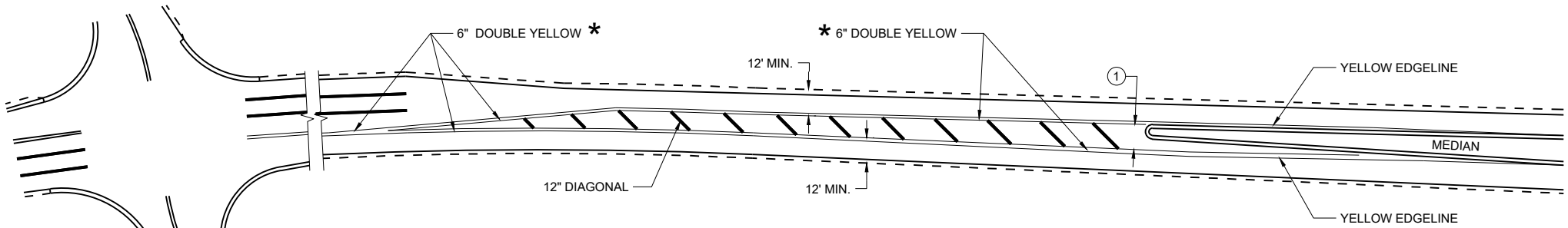
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

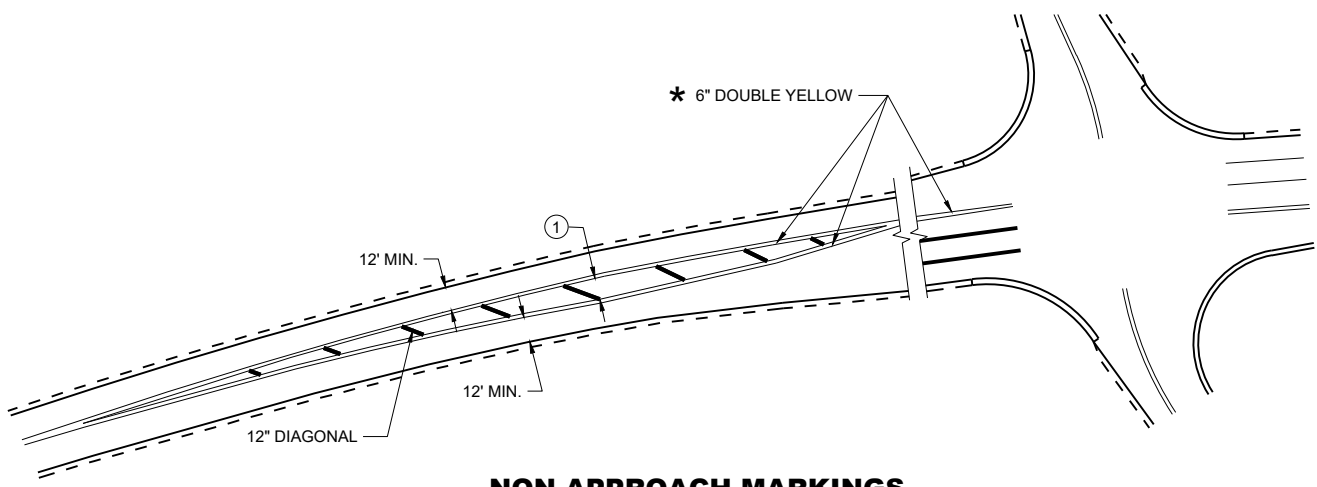
FHWA



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

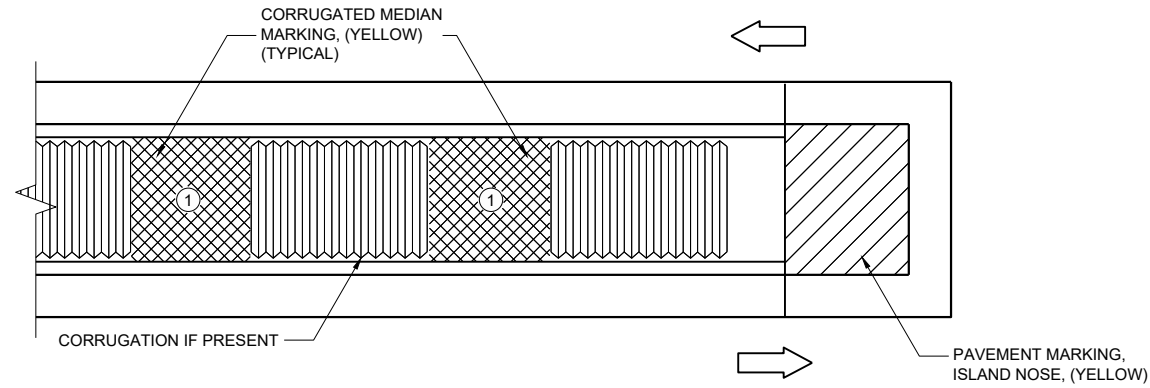
GENERAL NOTES

- 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.

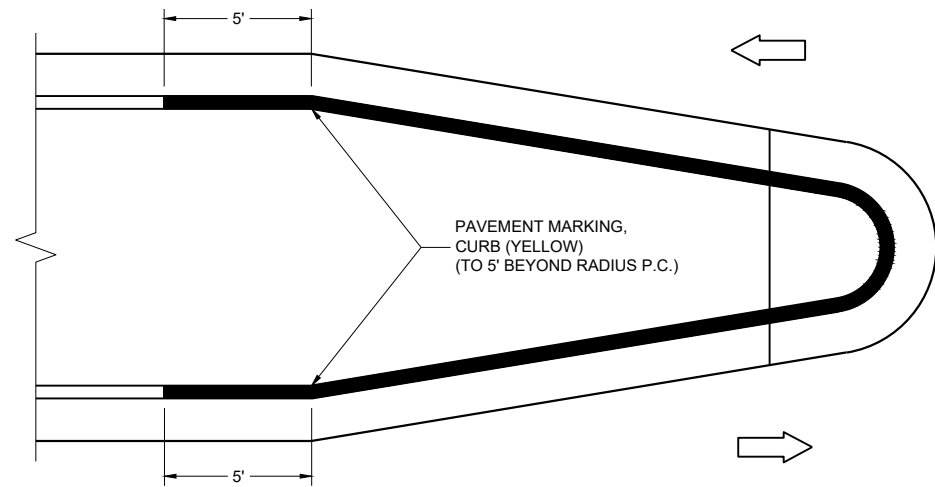
➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

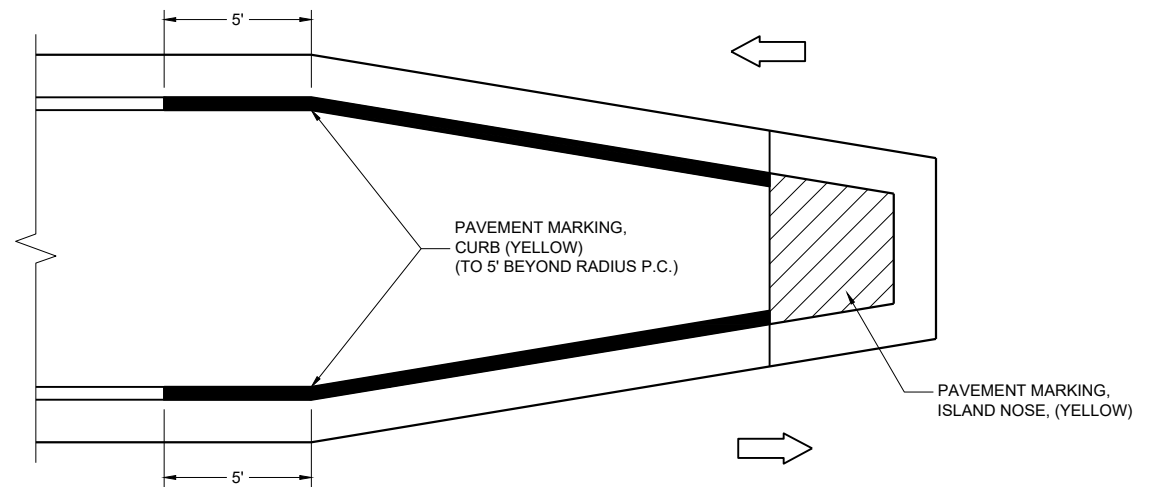
MEDIAN ISLAND PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

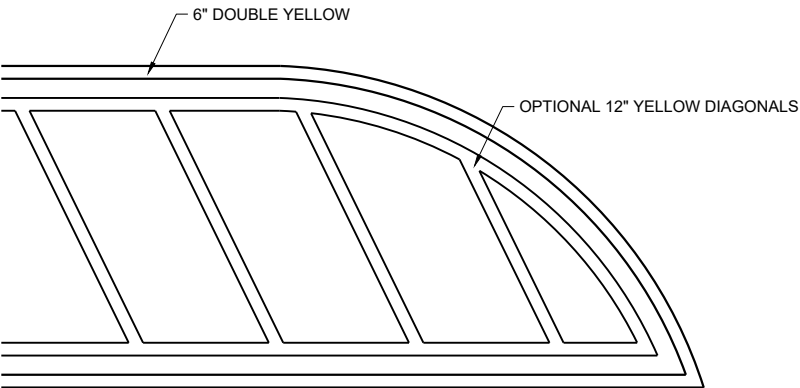
TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

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



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


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


LEGEND


- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

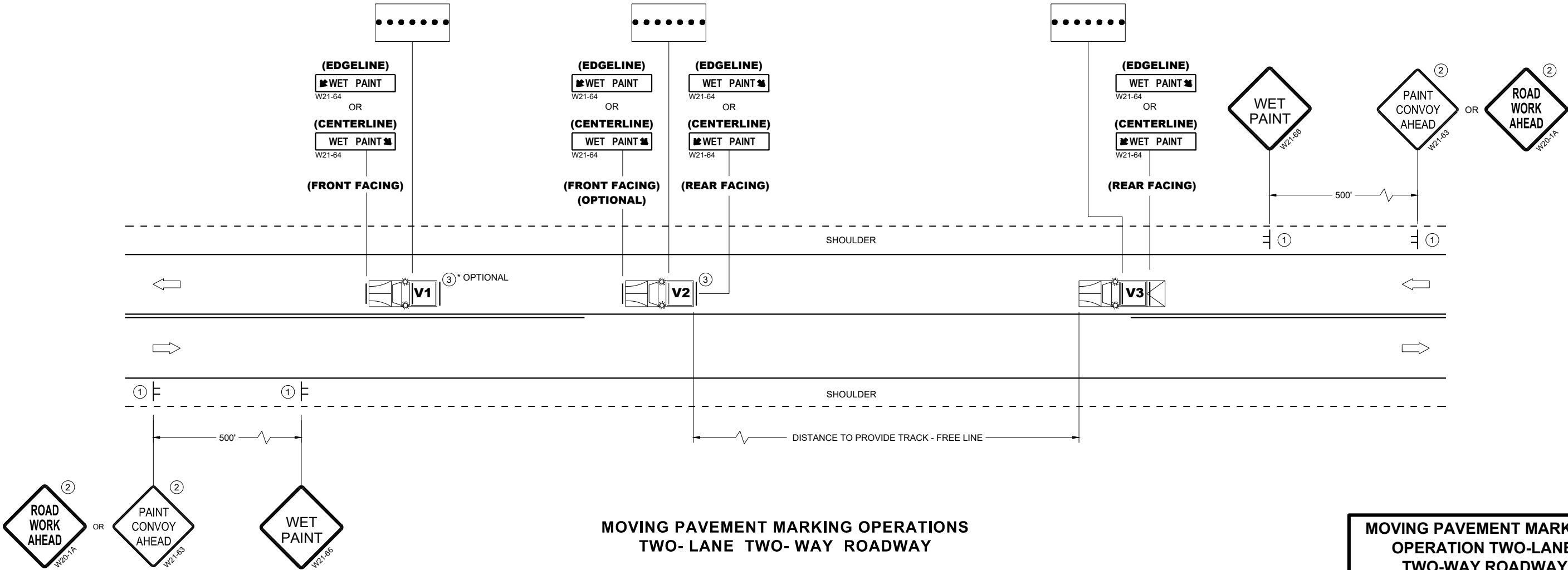
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

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

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

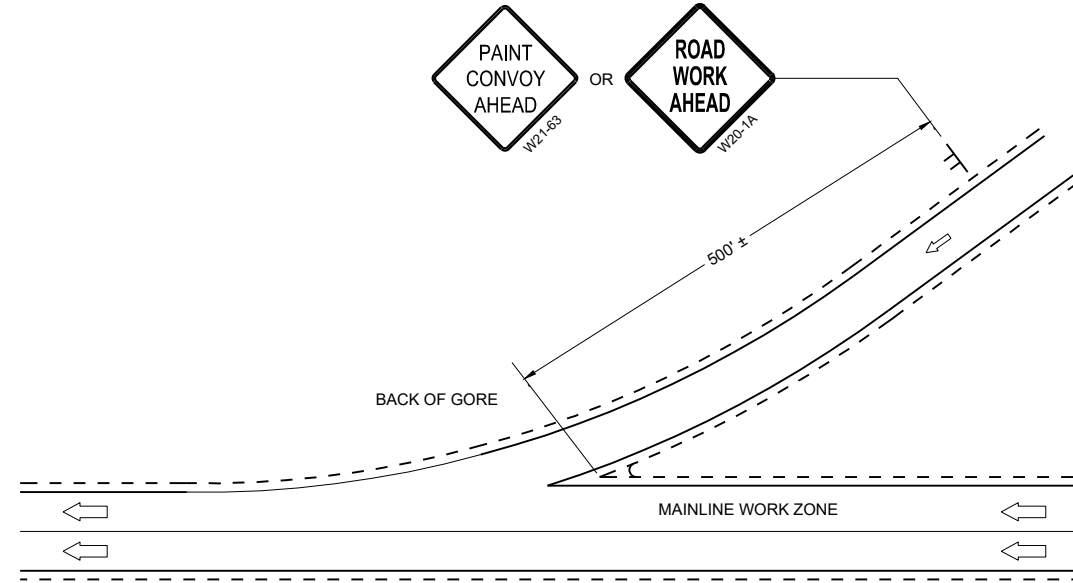


MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEBRUARY 2025 /S/ Andrew Heidtke
DATE STATE ELECTRICAL ENGINEER
FHWA

V1	MARKING VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE



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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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 SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

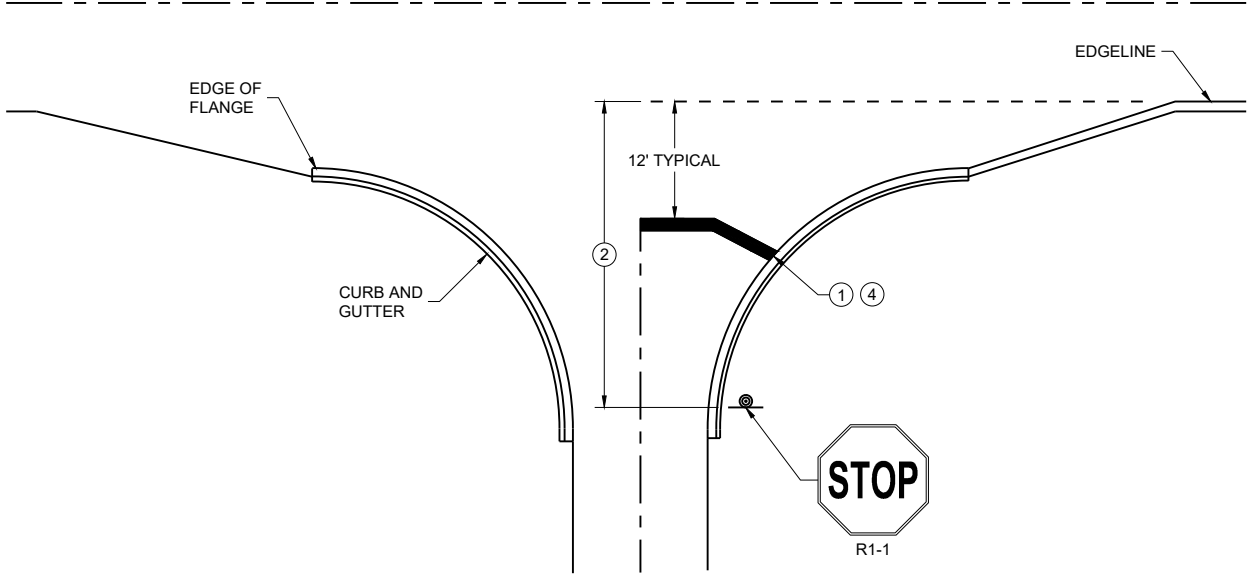
- ## MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

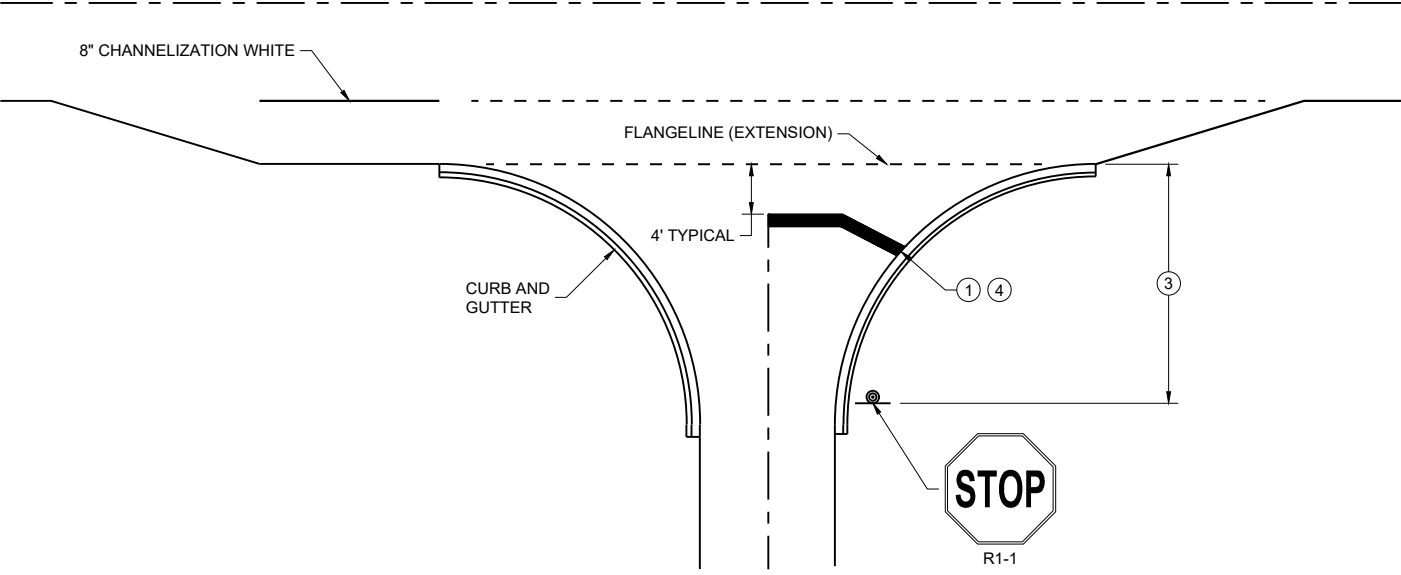
APPROVED
FEBRUARY 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

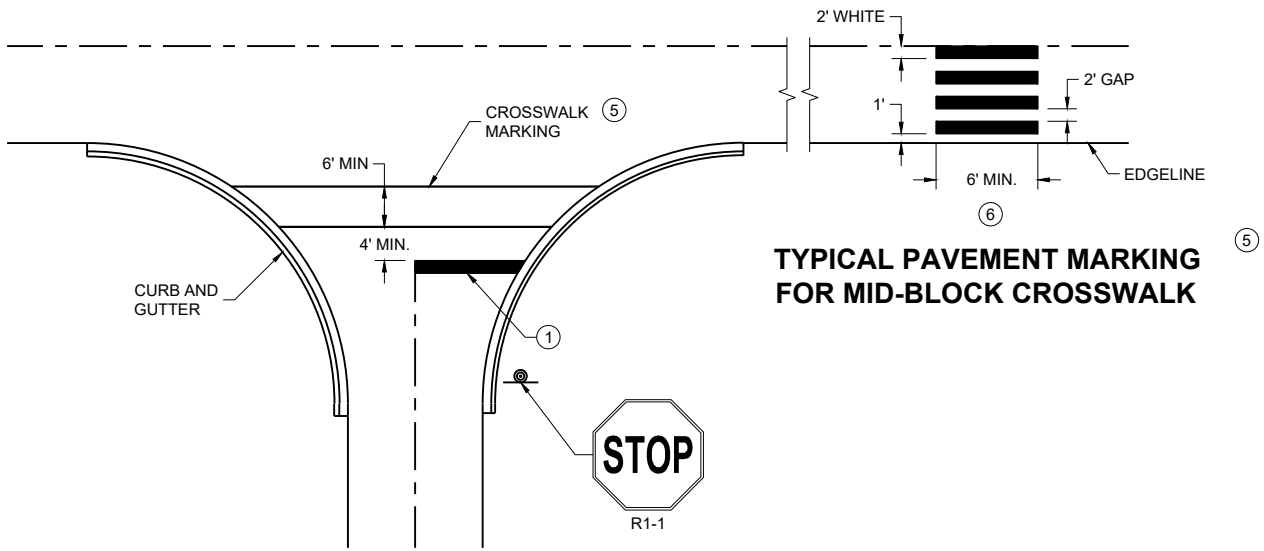
PHWA



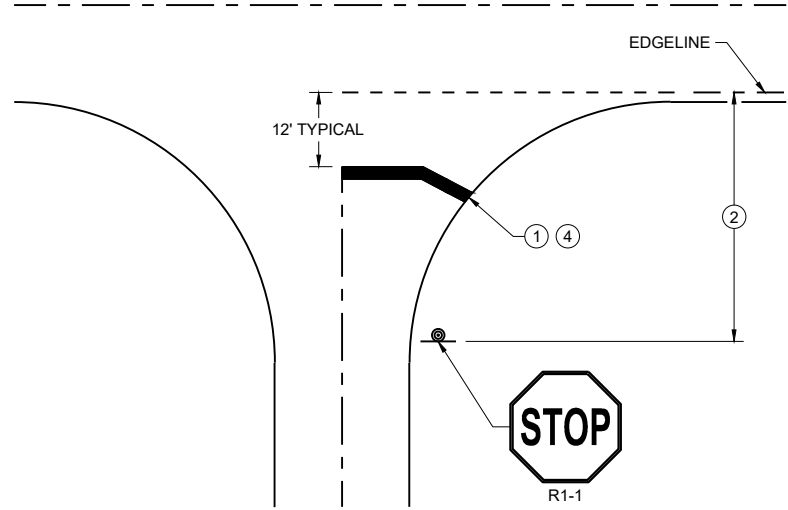
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

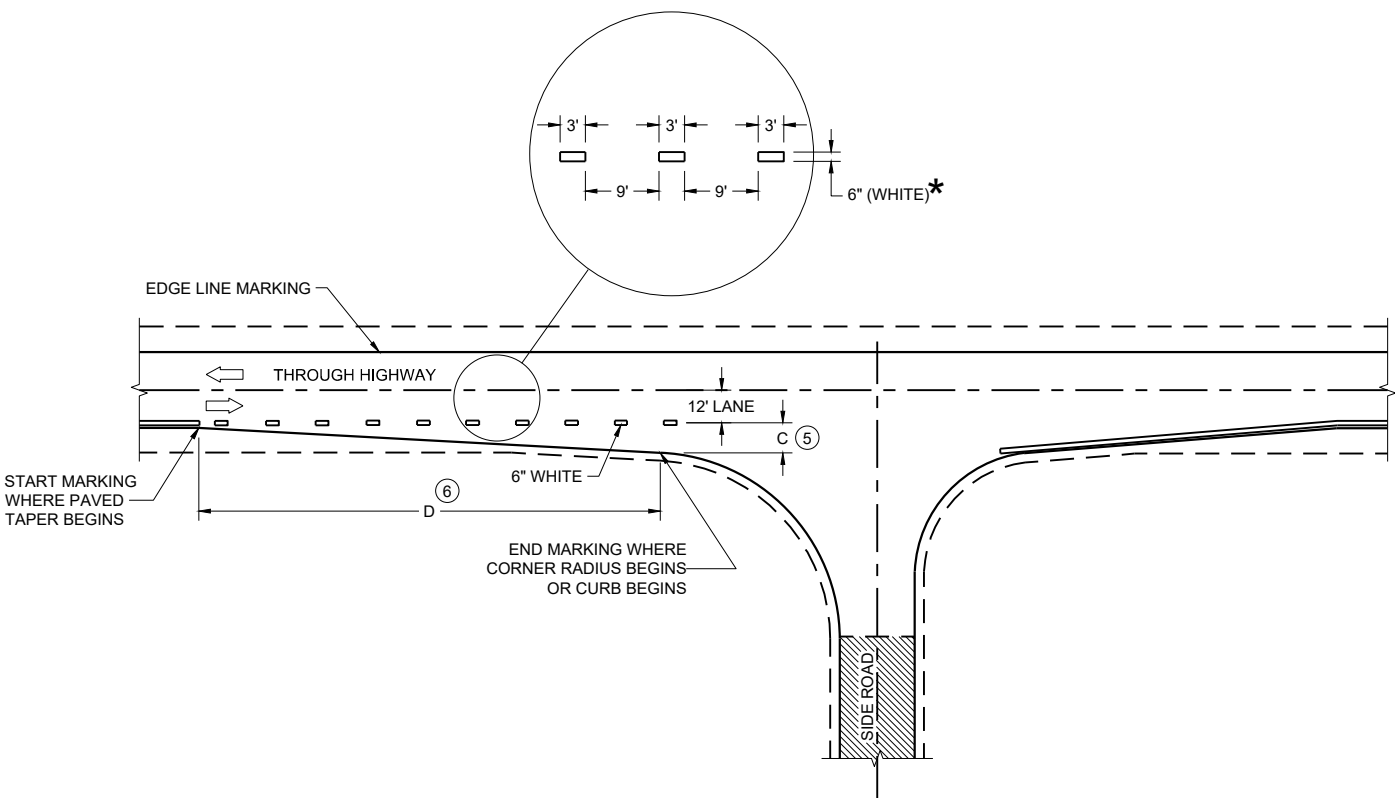
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

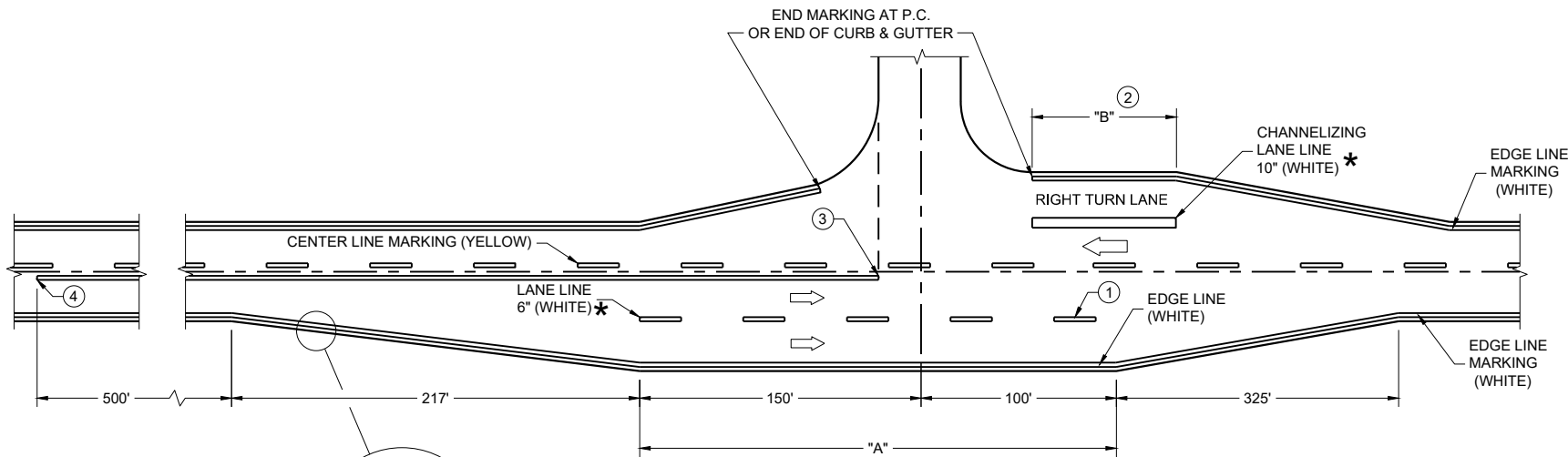
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

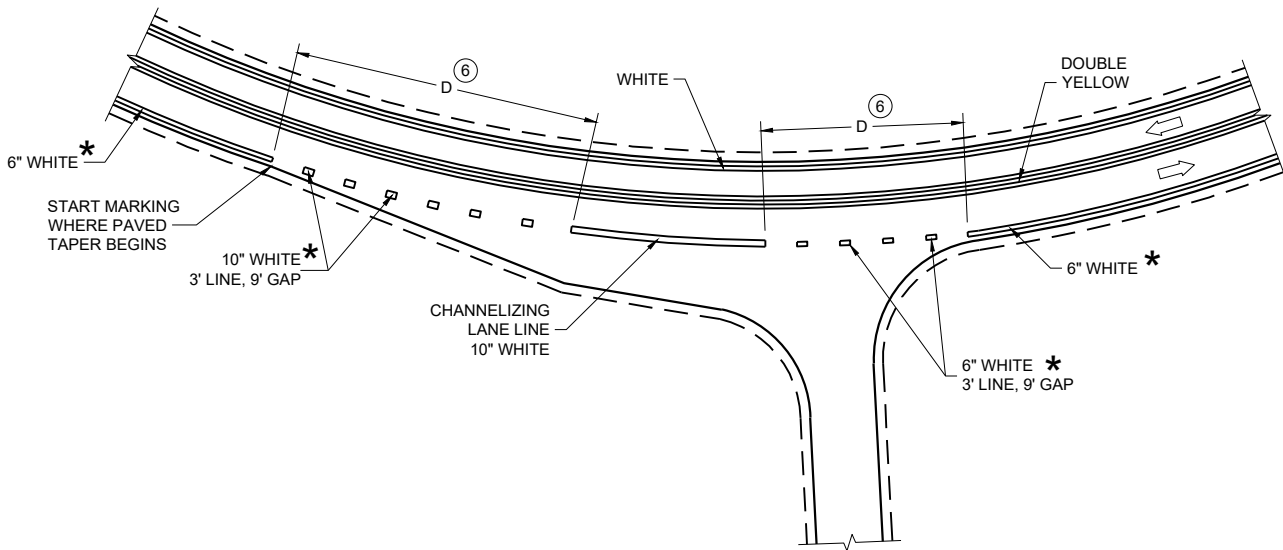
GENERAL NOTES

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

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

LEGEND

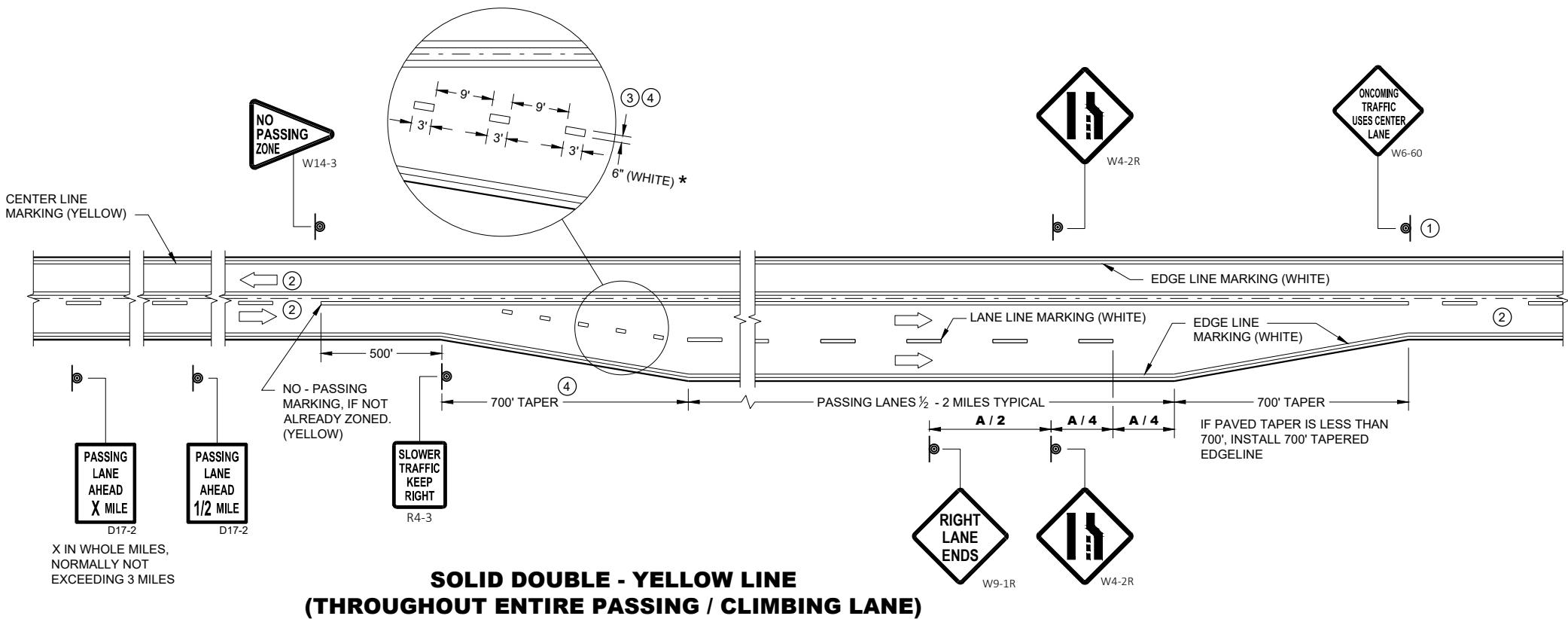
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

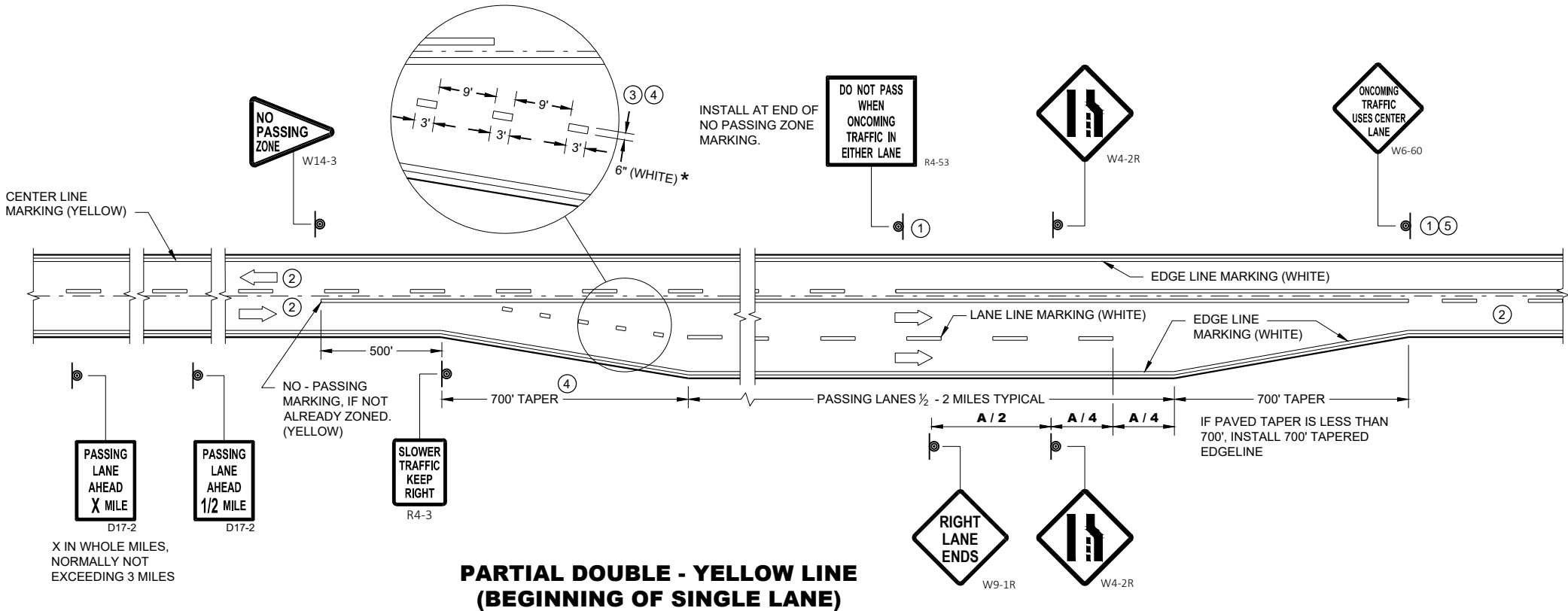
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4 WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- 5 REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

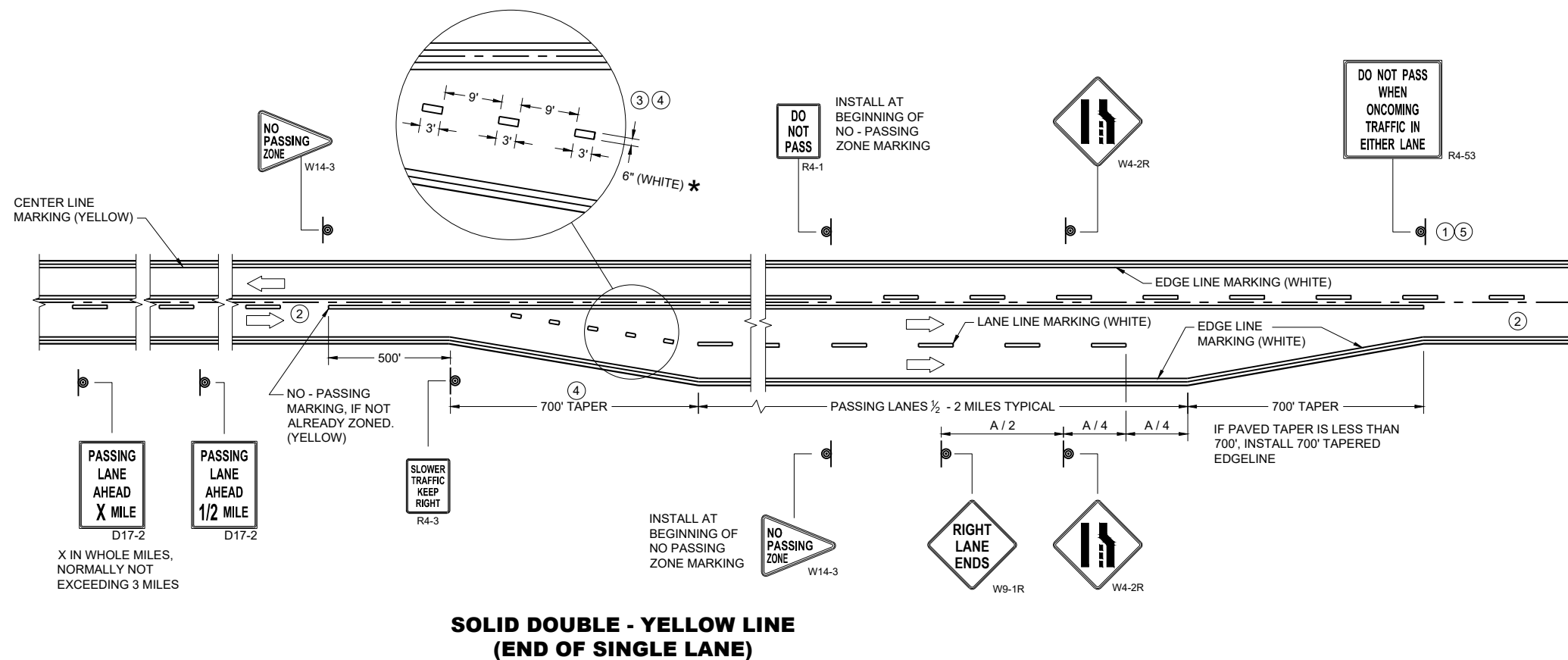
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



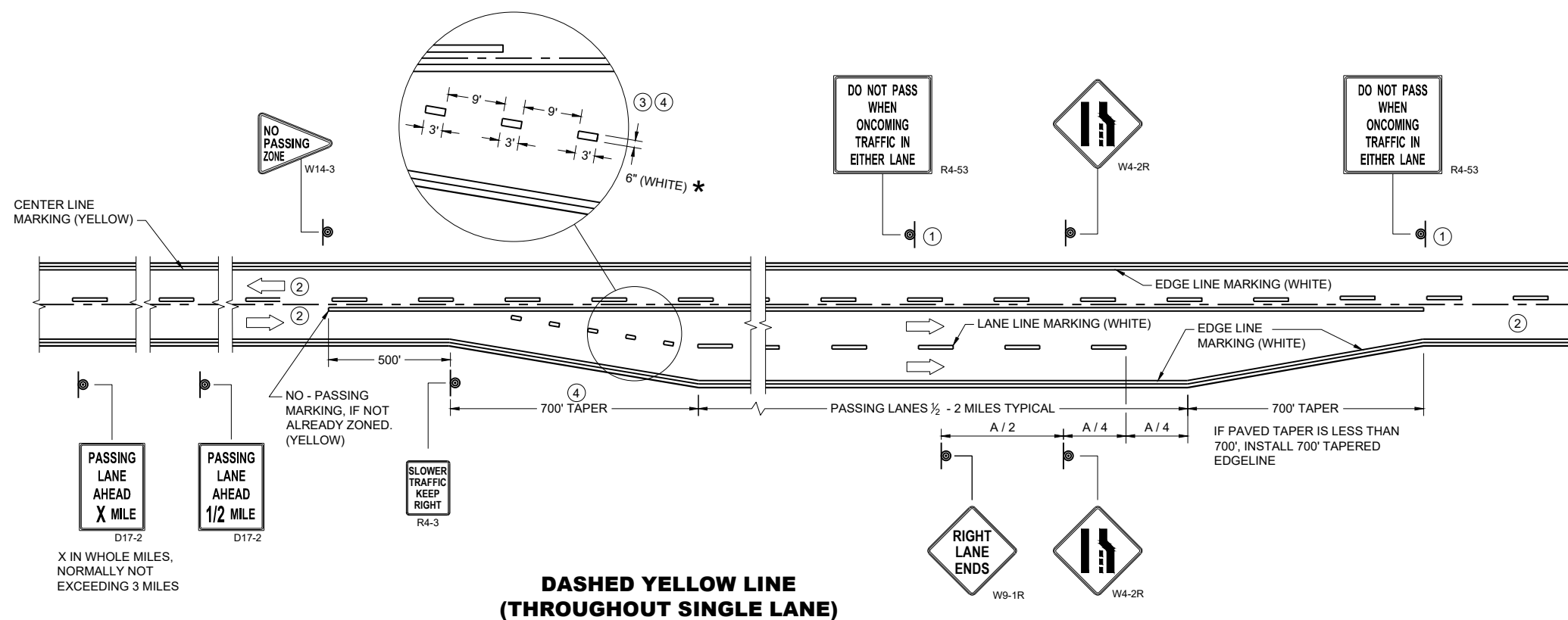
GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP. EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- ⑤ REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES







PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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.

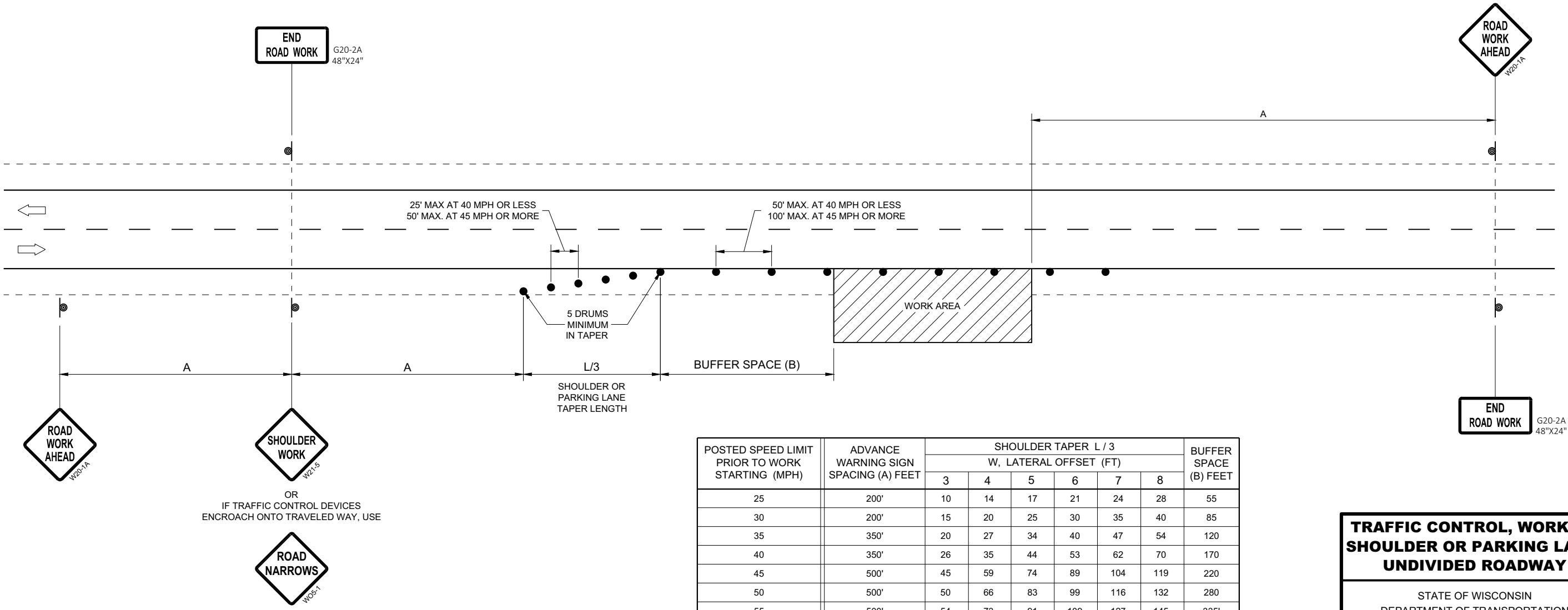
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

6

6



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

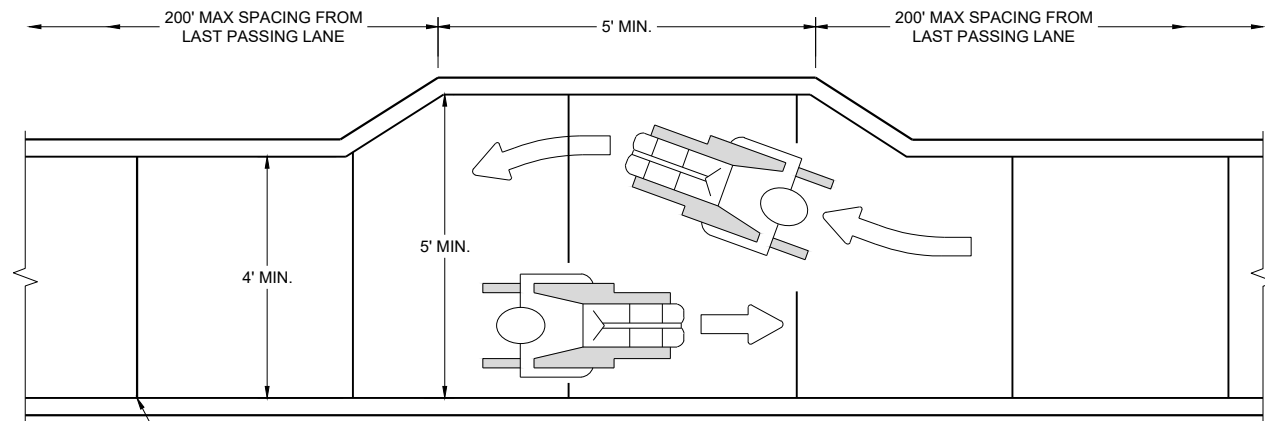
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

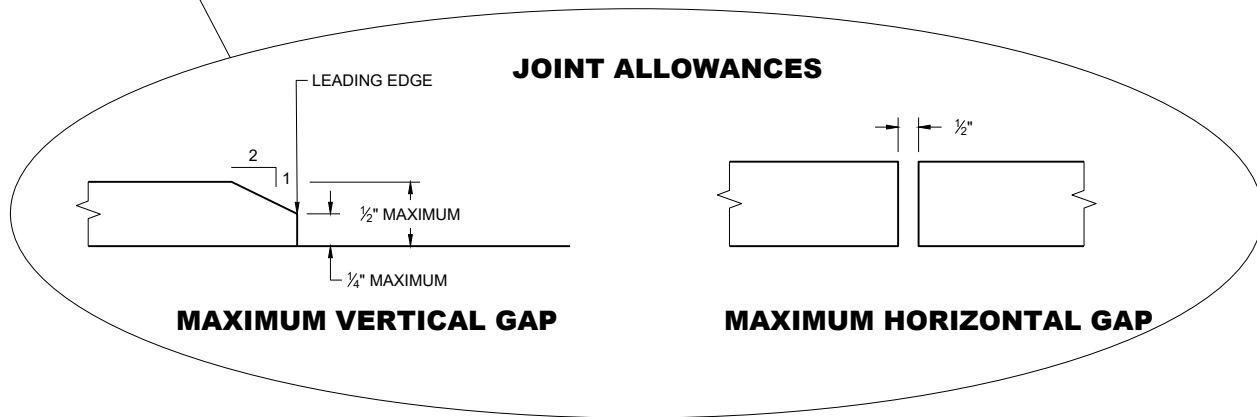
FHWA

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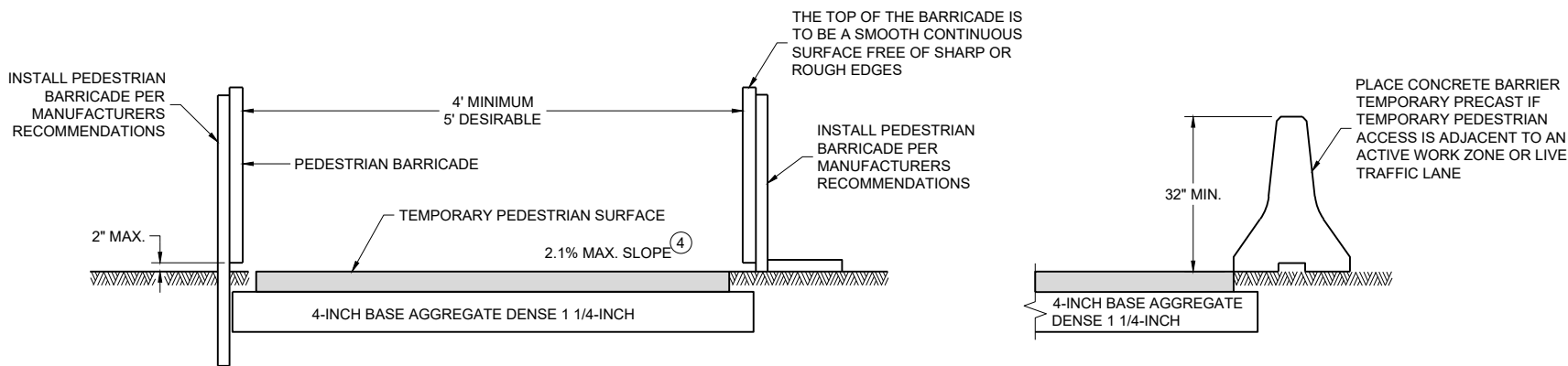


NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

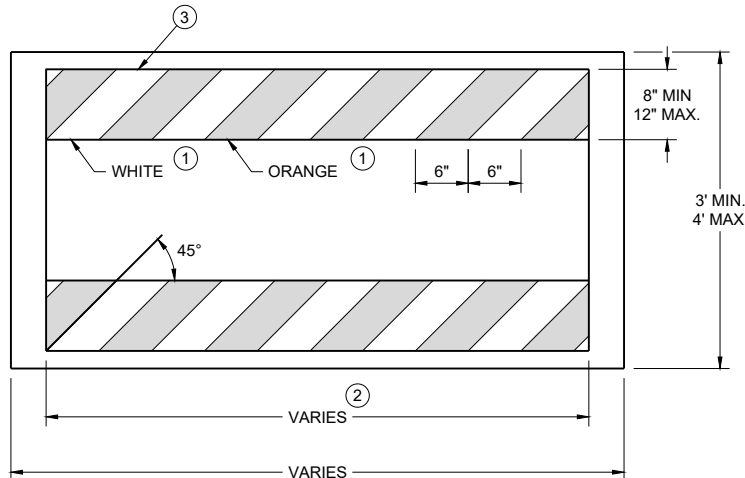


TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

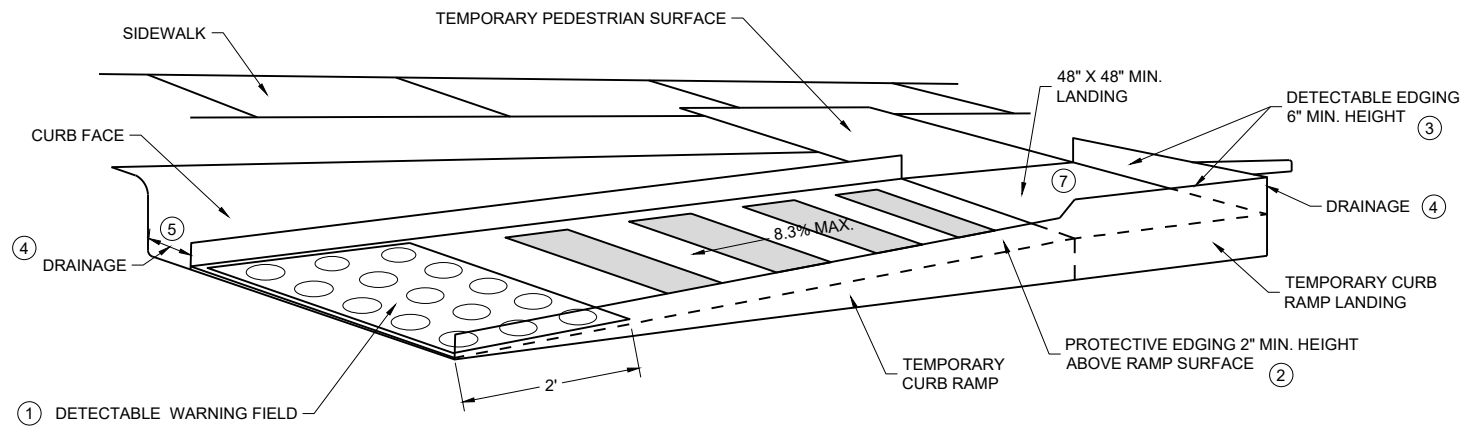
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



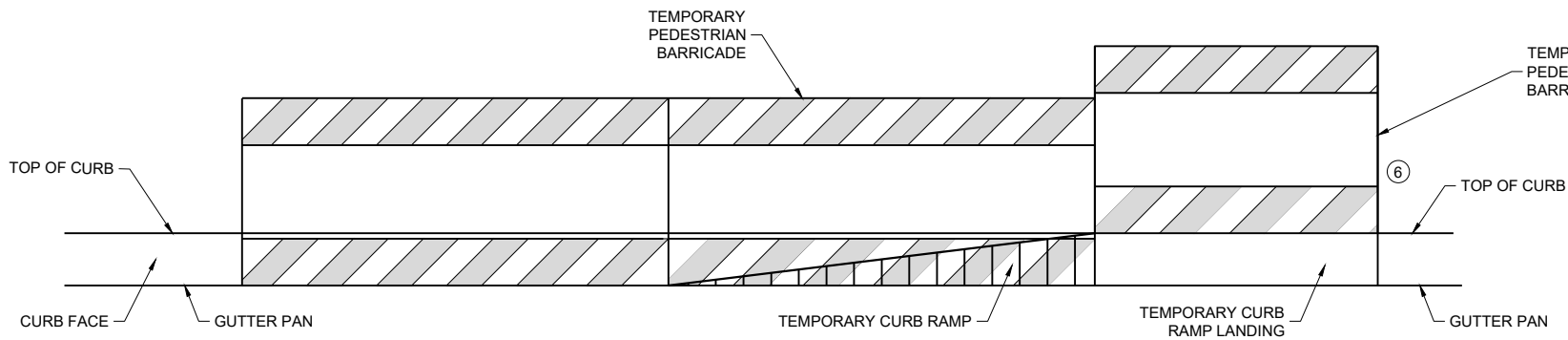
TEMPORARY PEDESTRIAN BARRICADE *

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

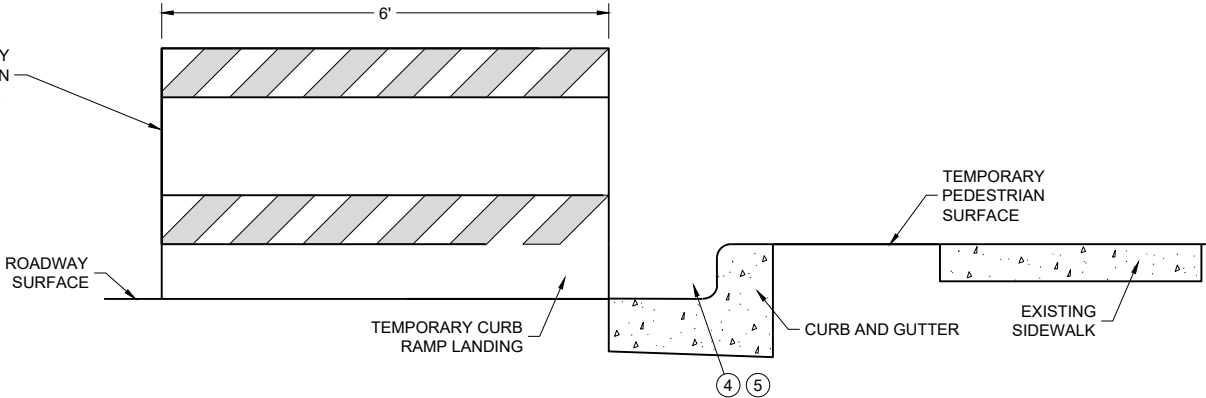


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
- ⑦ LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

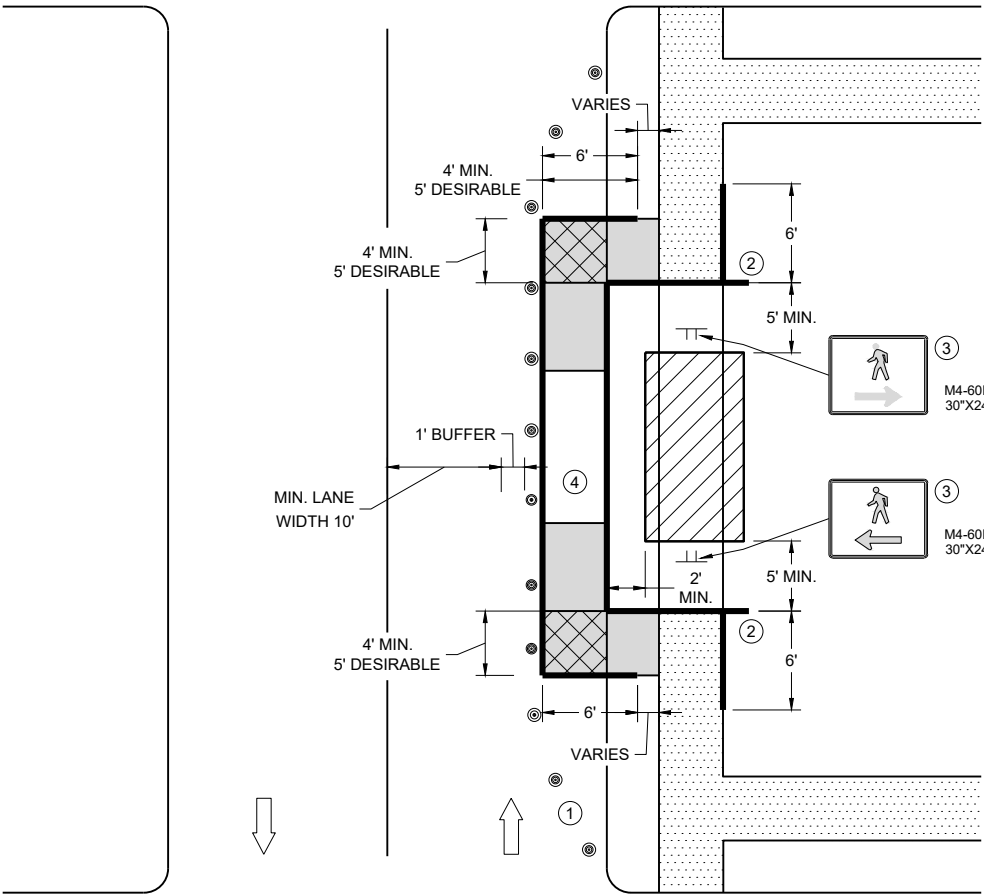
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

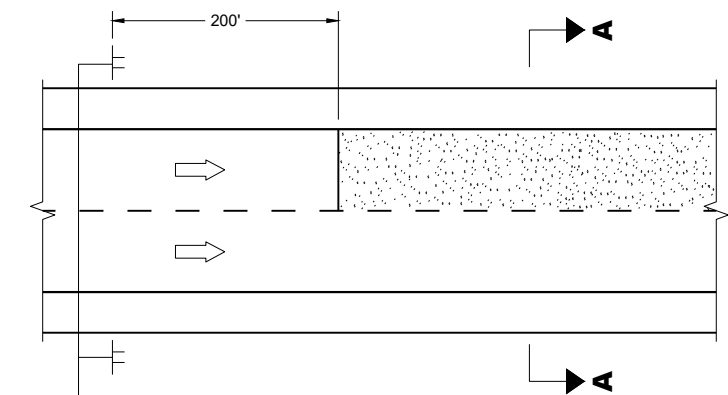
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

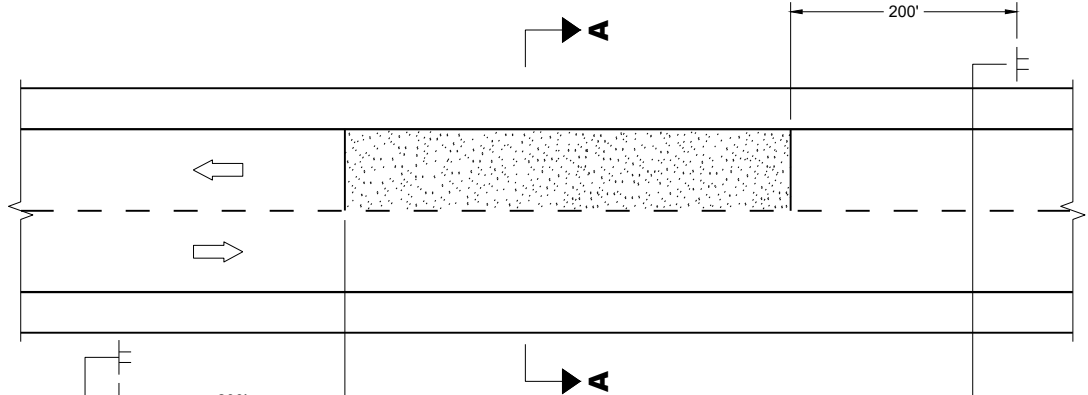
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - 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



MULTI-LANE

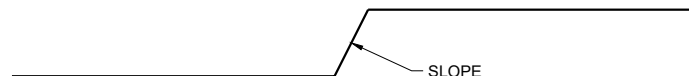


TWO-WAY TWO LANE

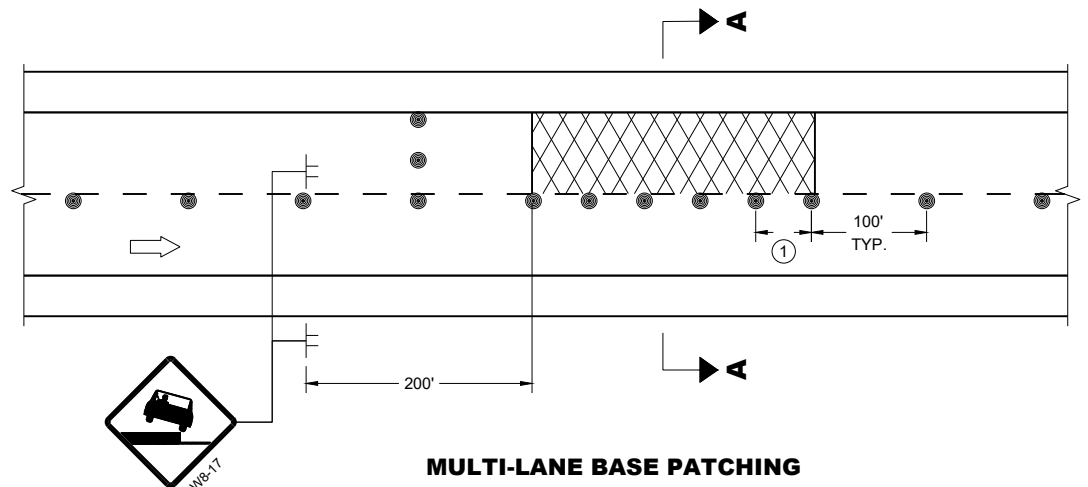


SECTION A - A

OR



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.

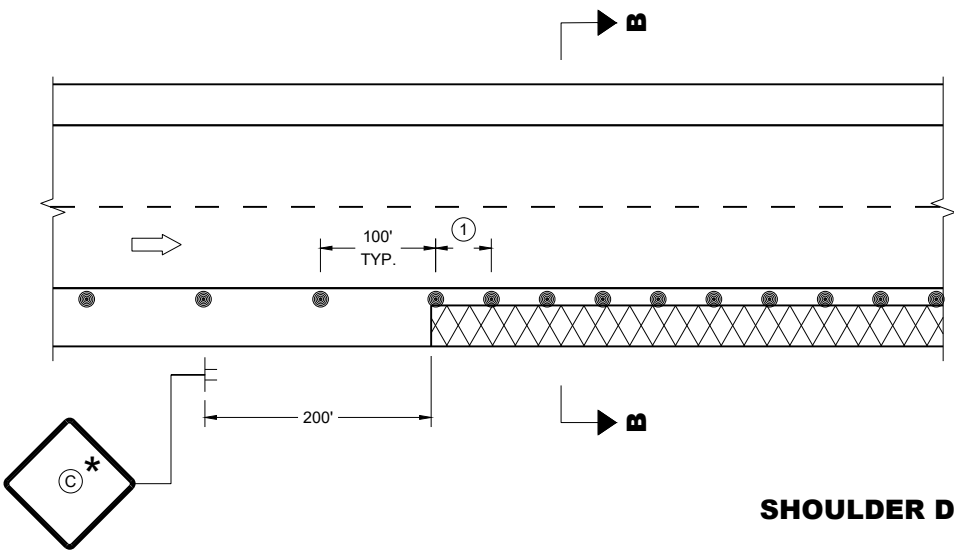
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

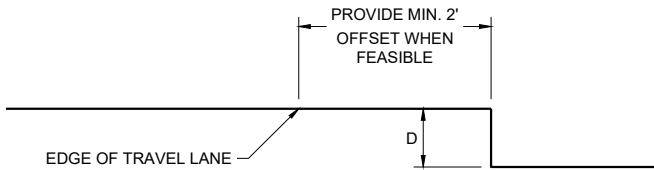
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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 ③
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF WB-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 February 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

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

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

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

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



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

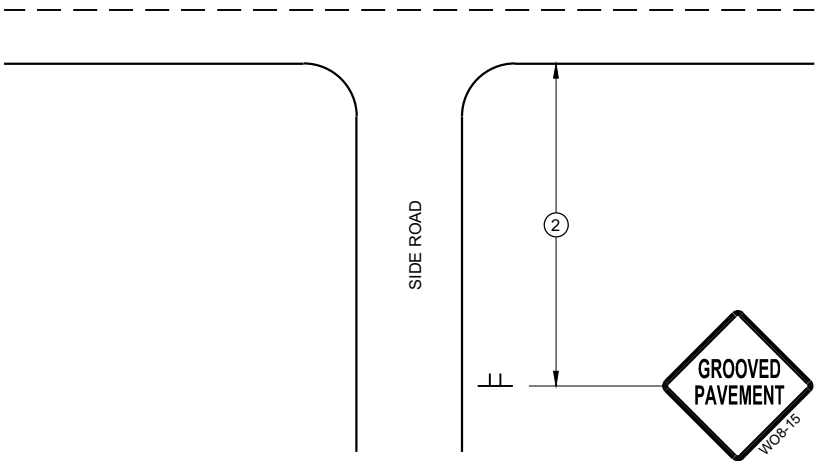
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

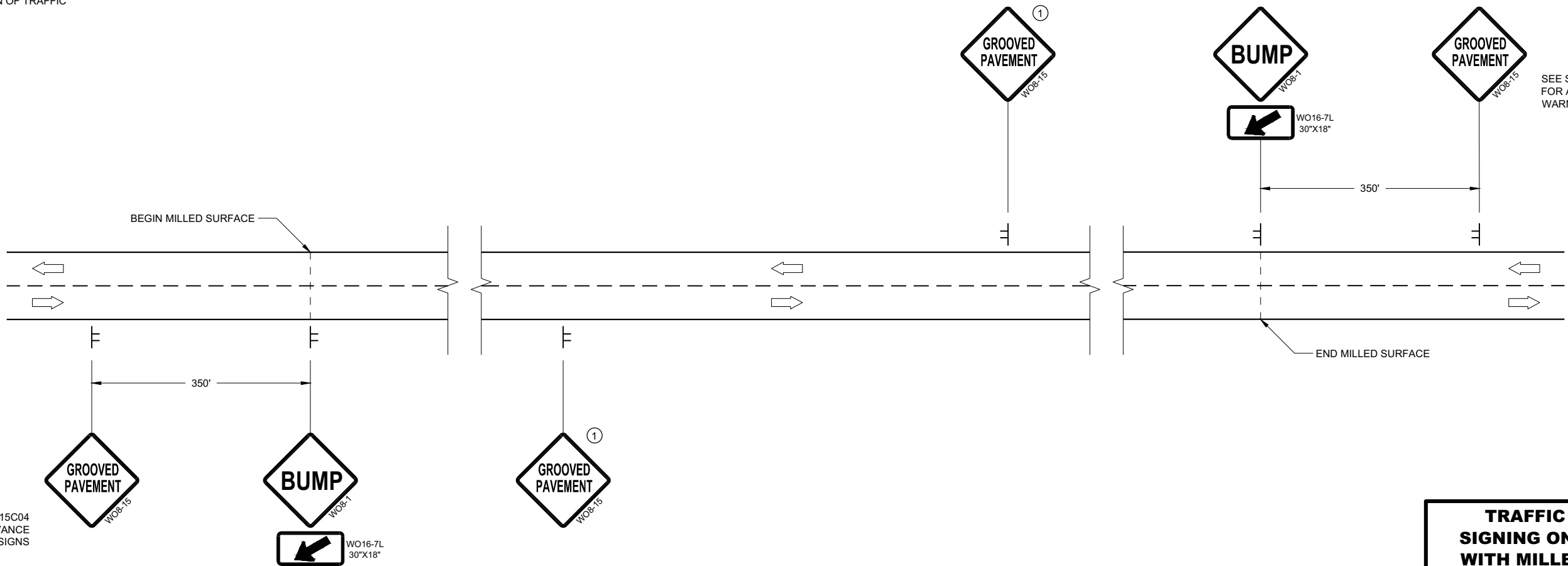
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

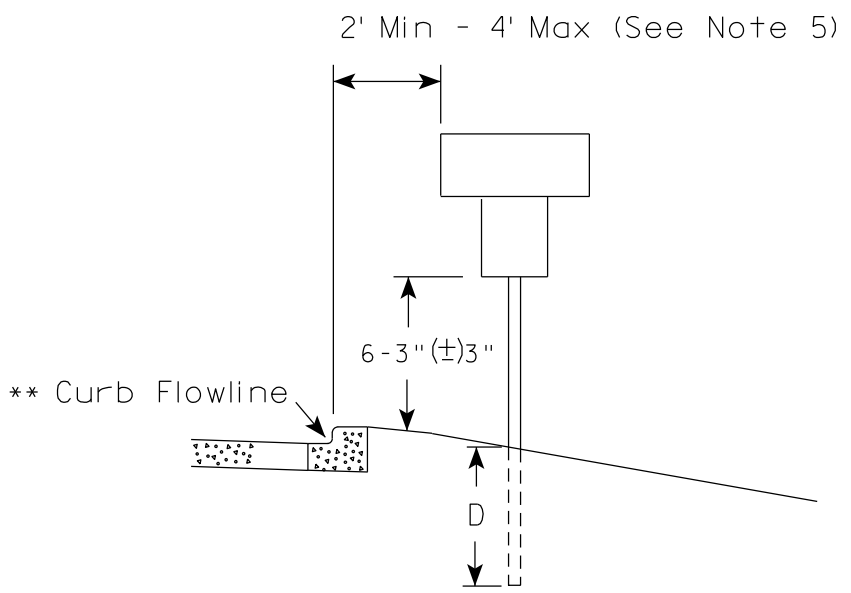
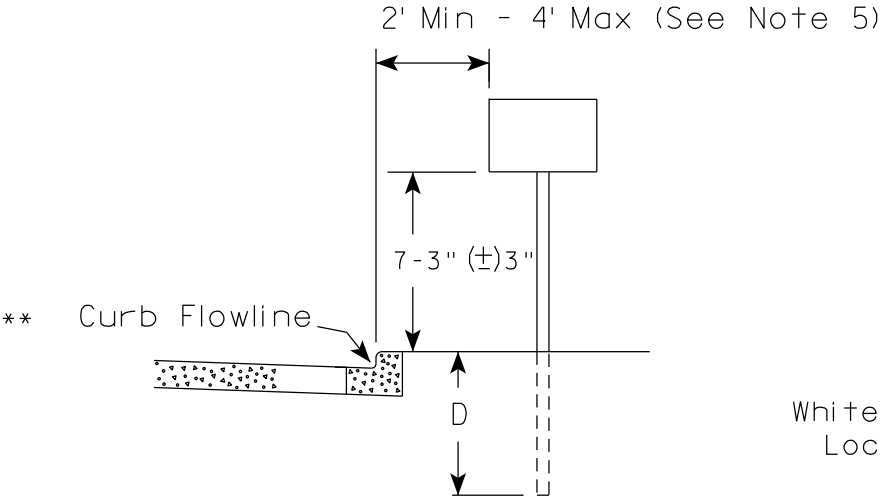
TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

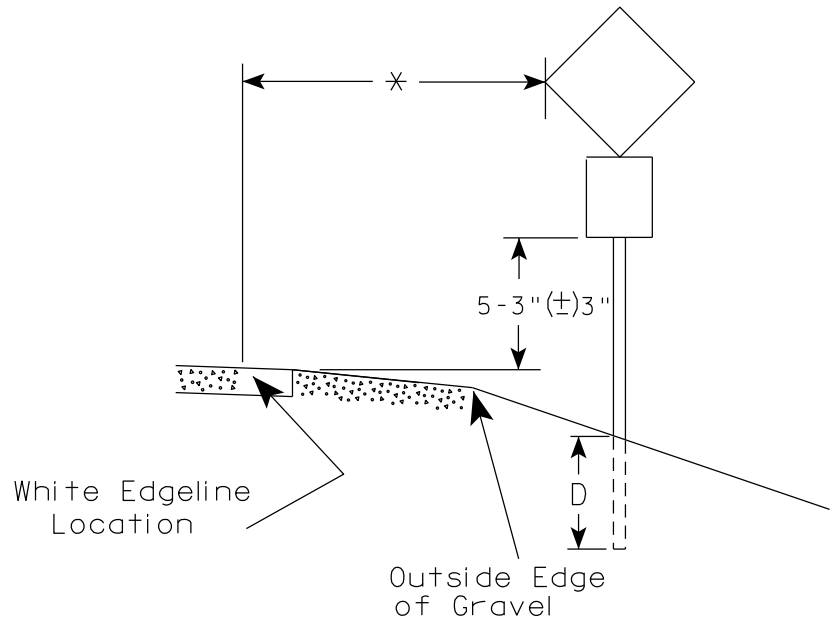
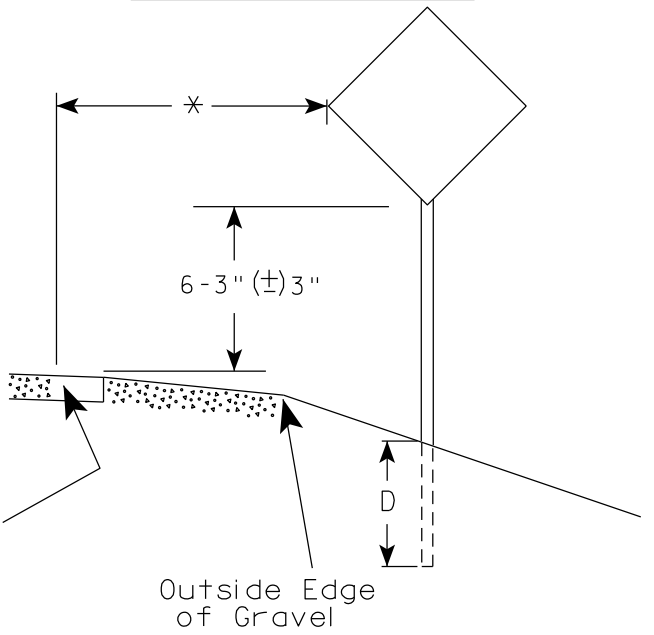
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

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

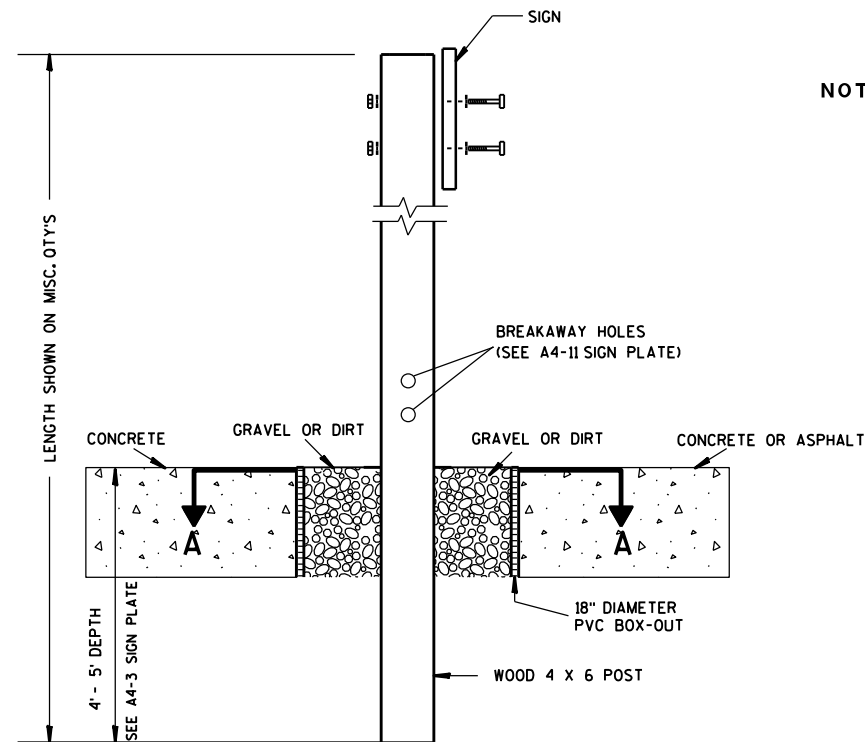
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

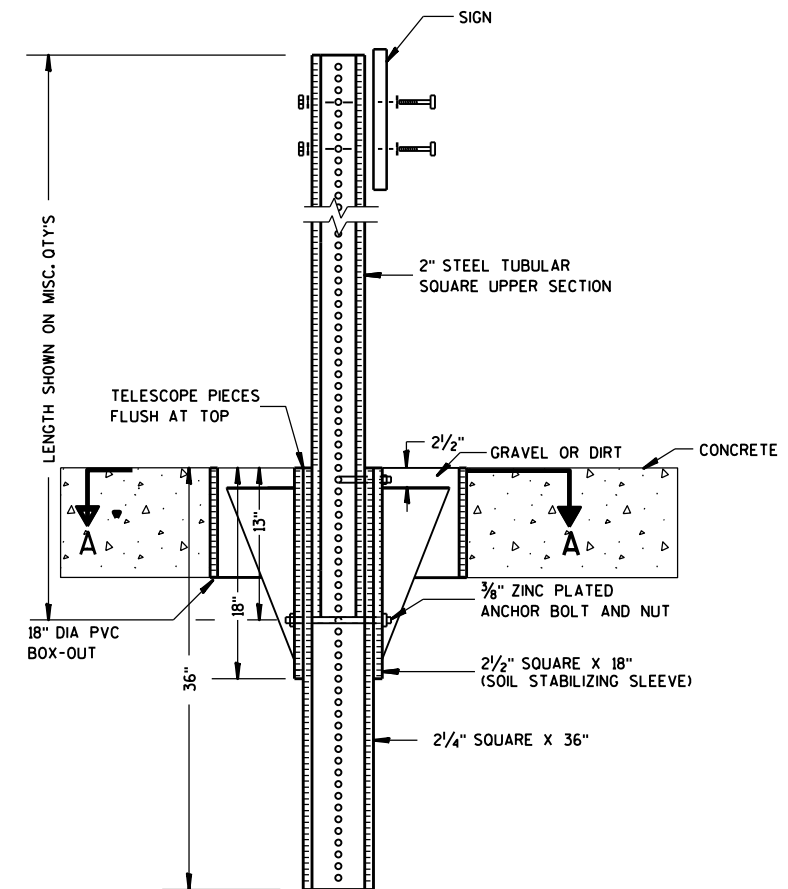
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

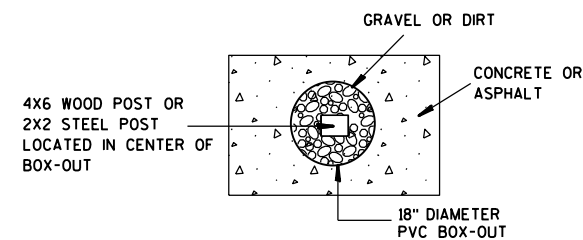
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

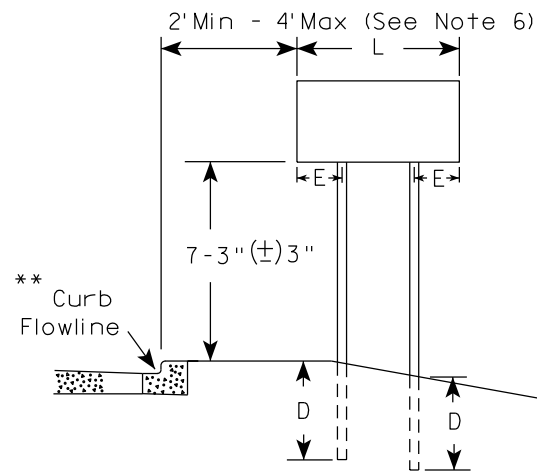
HWY:

COUNTY:

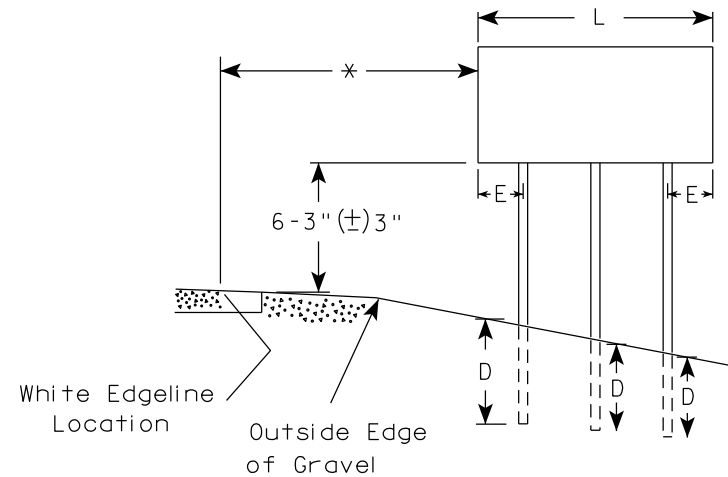
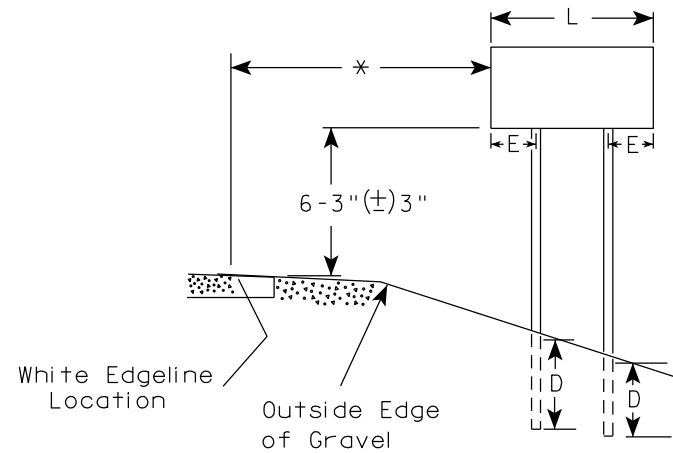
SHEET NO:

E

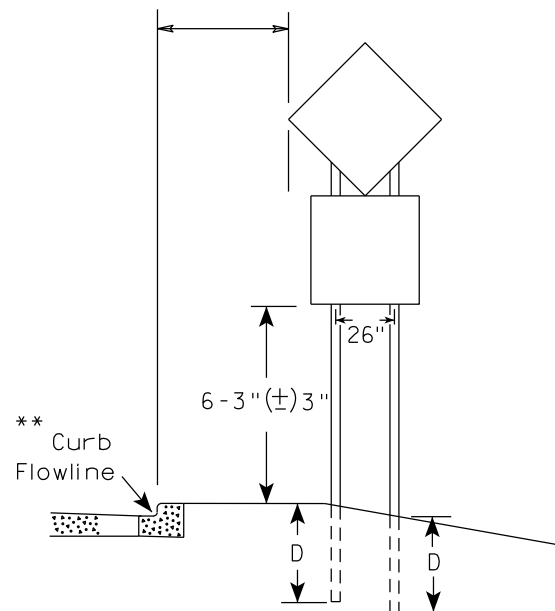
URBAN AREA



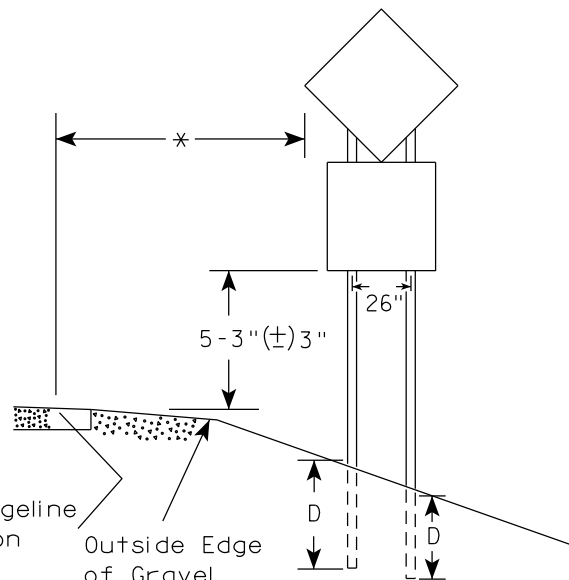
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

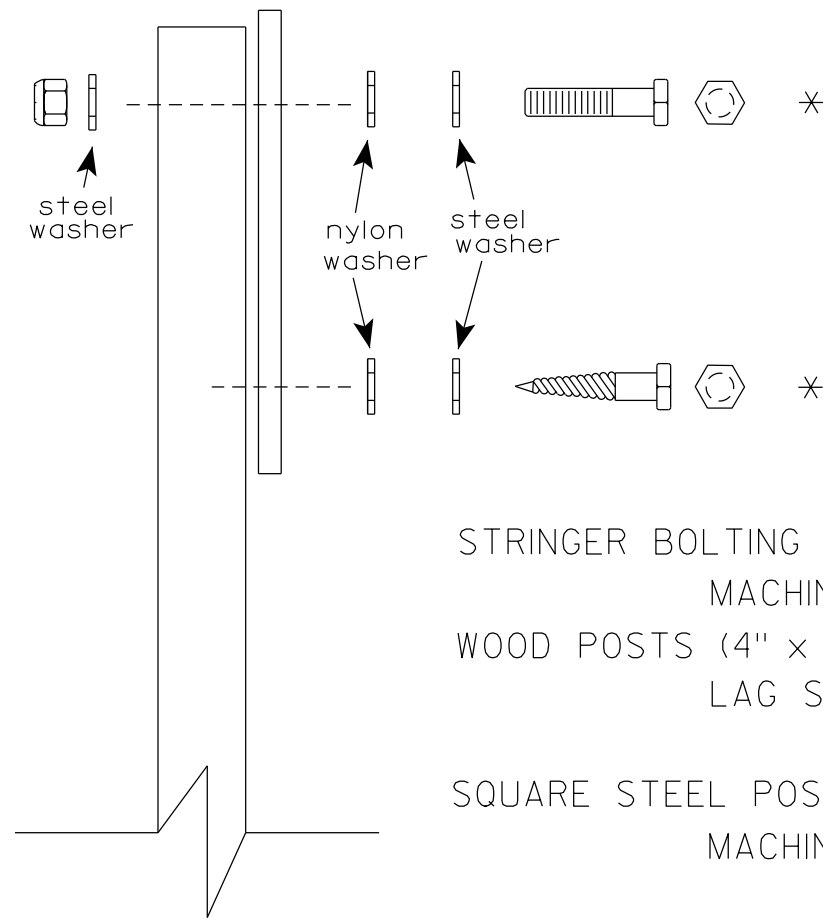
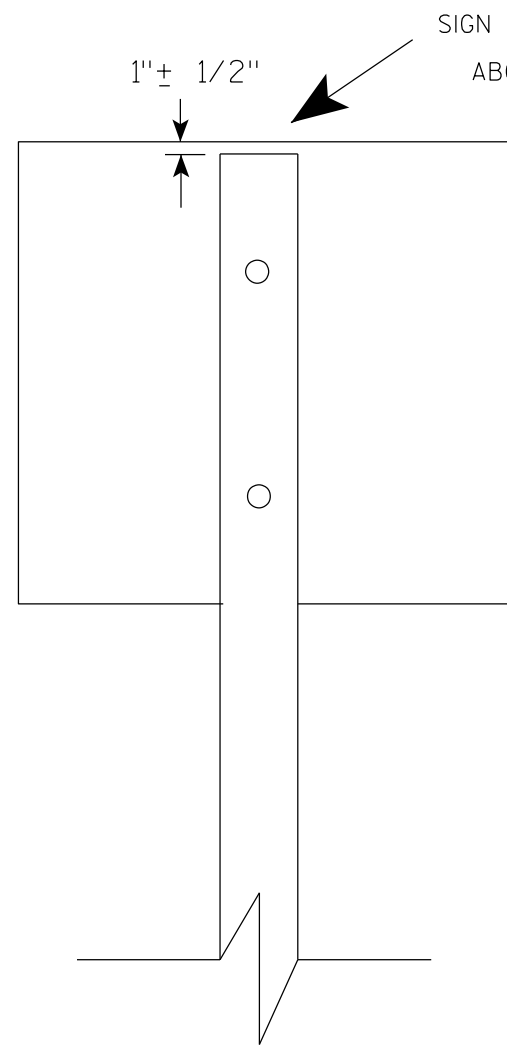
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

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

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

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

4" x 10" x 10 GA. ———→
STEEL PLATE (CUT
AS SHOWN) WELDED
TO ALL FOUR CORNERS
OF TELESPAR TUBE

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

2 1/2" TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

16"

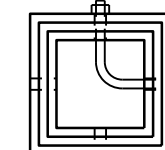
4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELES PAR TUBE

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

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

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

SECTION A-A

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

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 Ranch

for State Traffic Engineer

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

PROJECT NO:

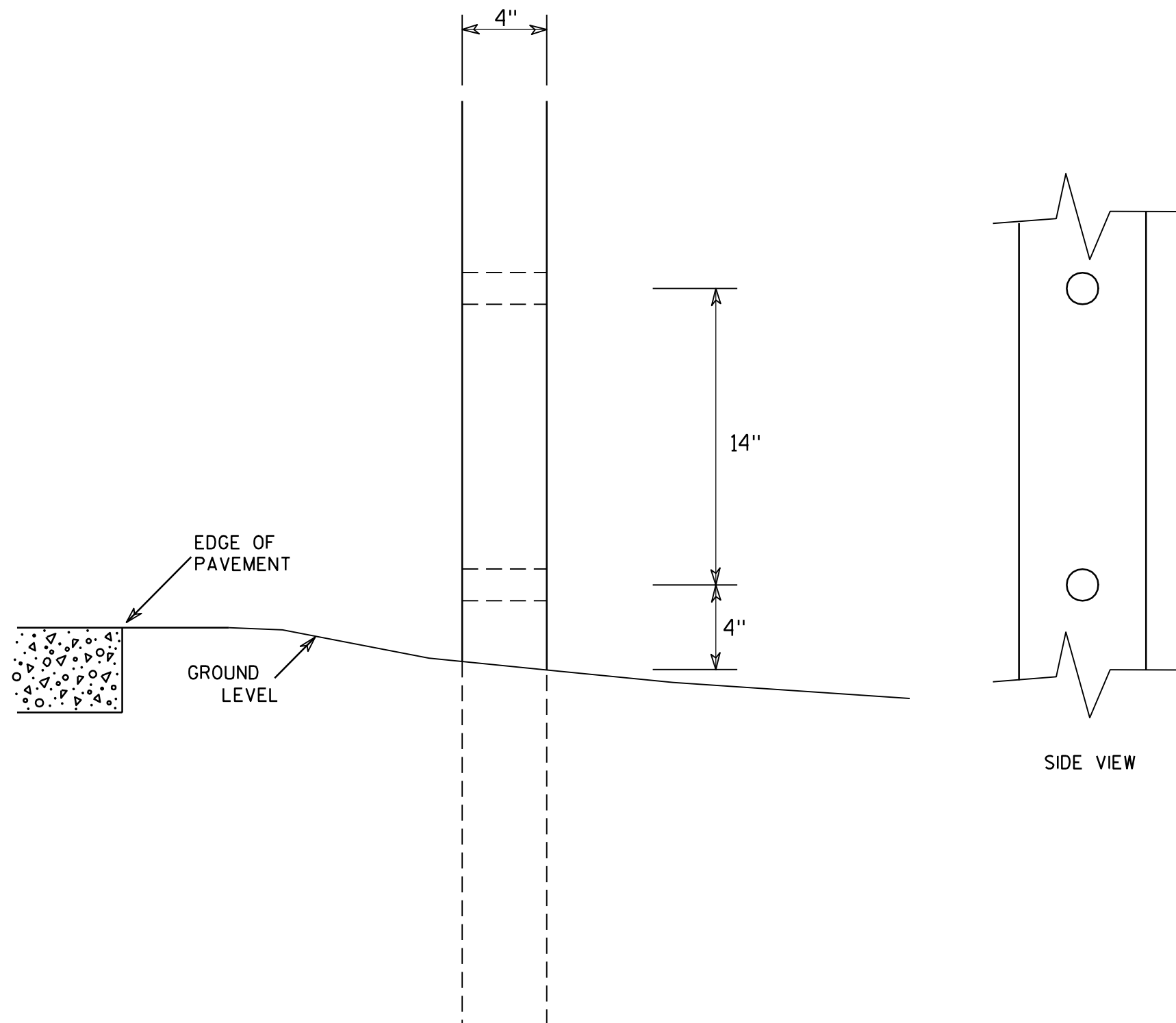
HWY:

COUNTY:

SHEET NO:

1

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

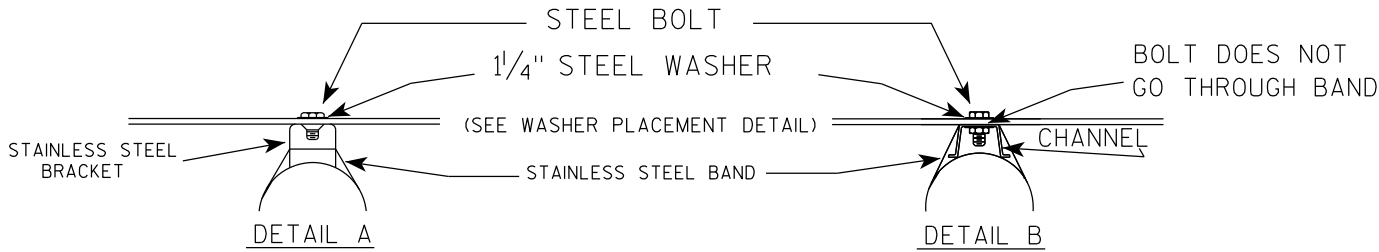
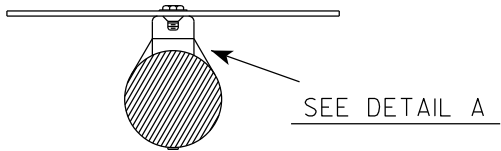
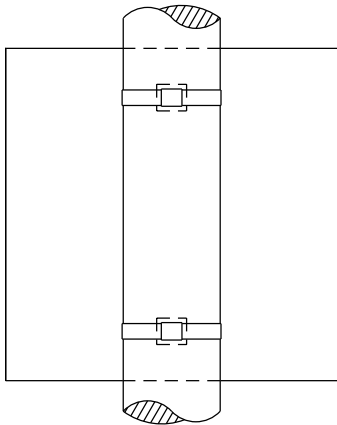
COUNTY:

SHEET NO:

E

BANDING

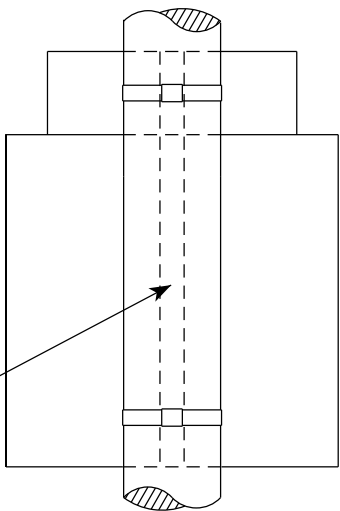
SINGLE SIGN



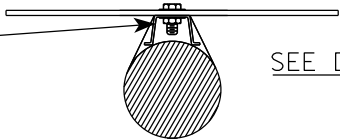
GENERAL NOTES

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 $\frac{3}{4}$ " in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

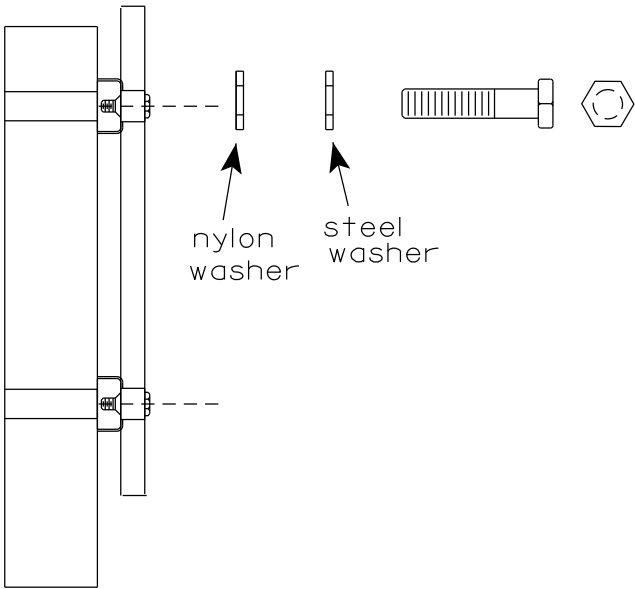
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



WASHER PLACEMENT

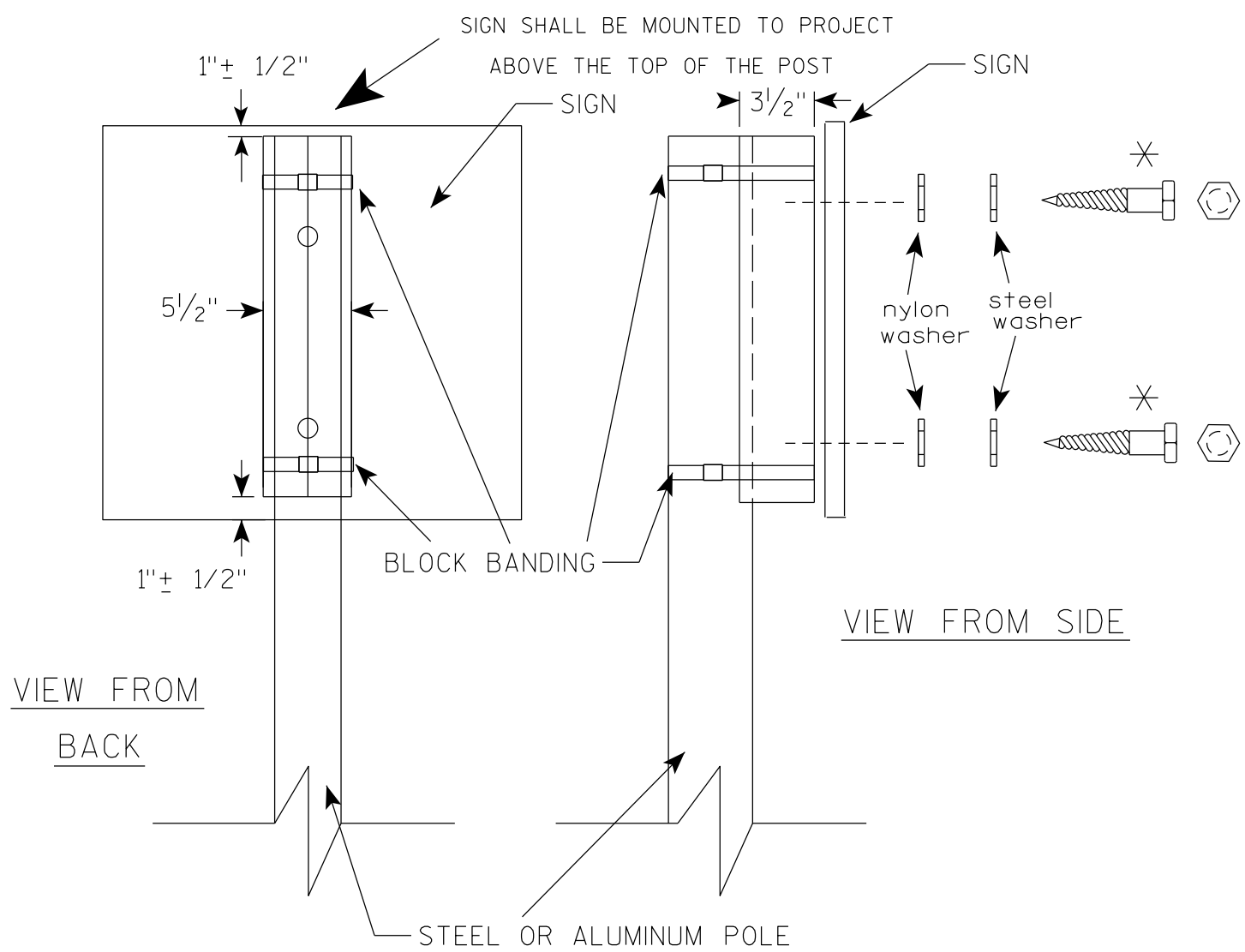


WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

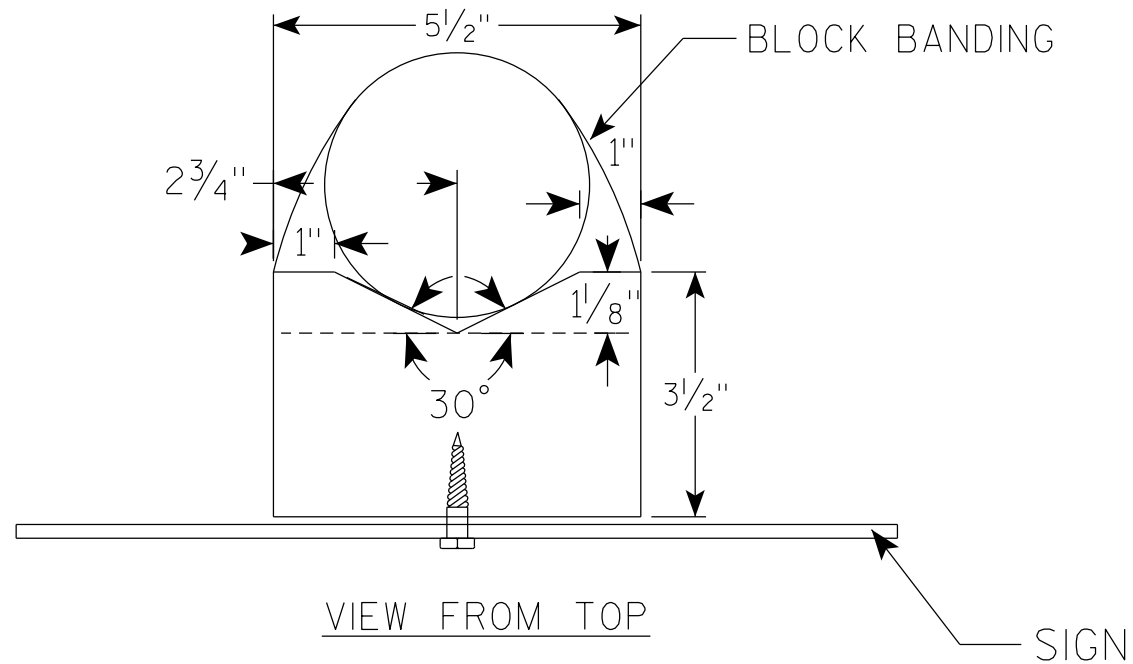
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

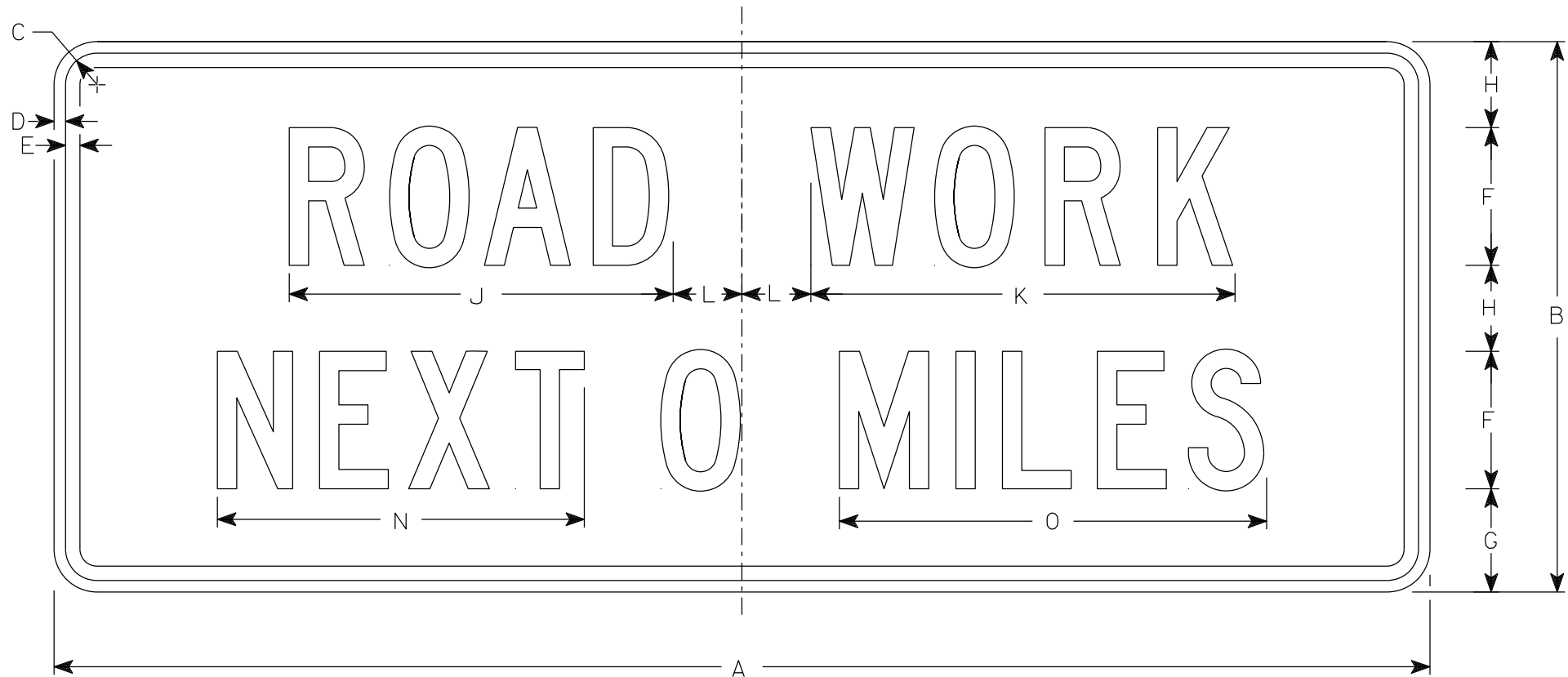
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO:

E

7



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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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

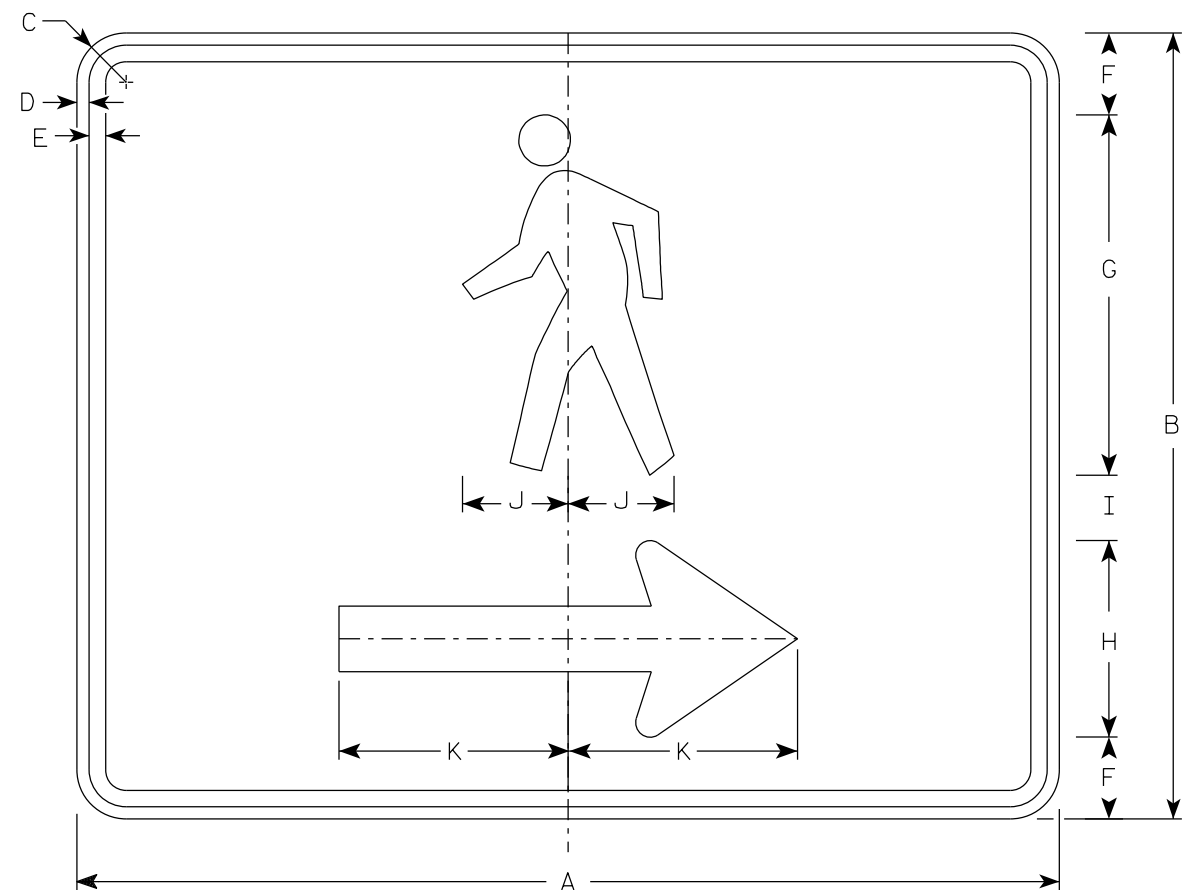
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

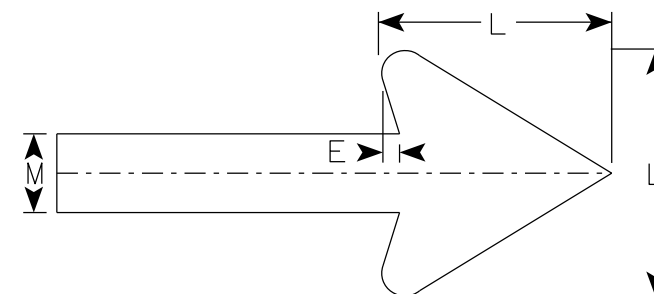
7



M4-60R

NOTES

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

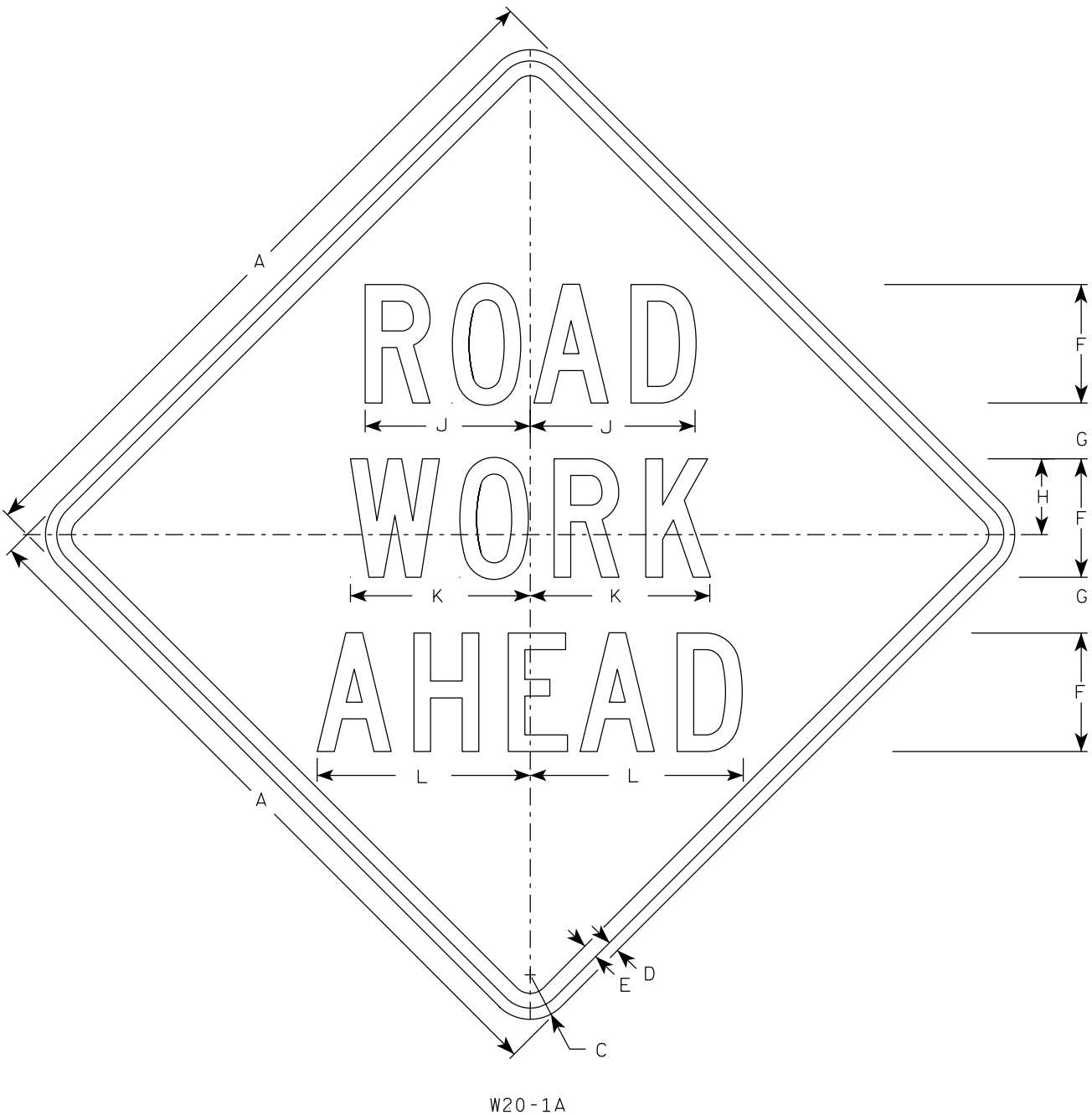


Arrow Detail

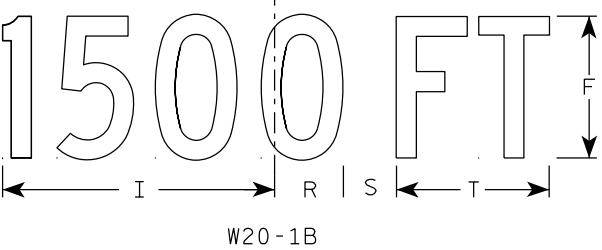
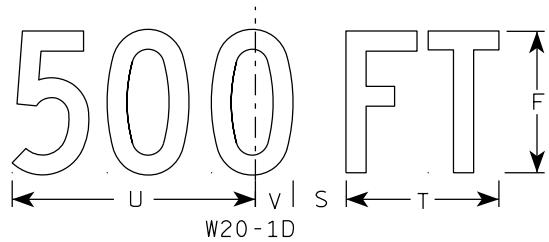
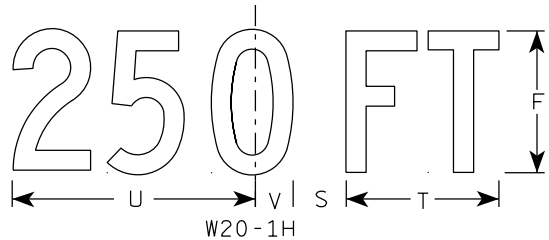
7

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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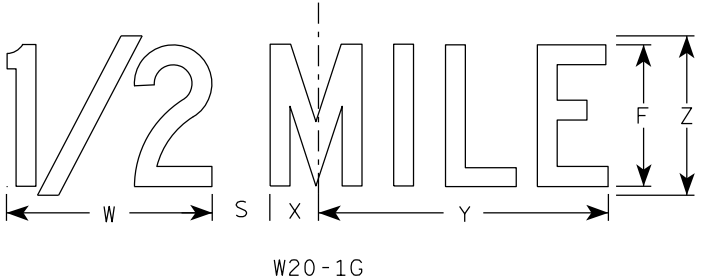


W20-1A

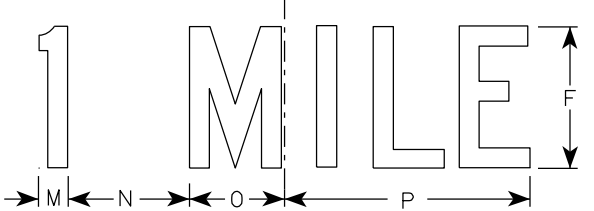


W20-1B

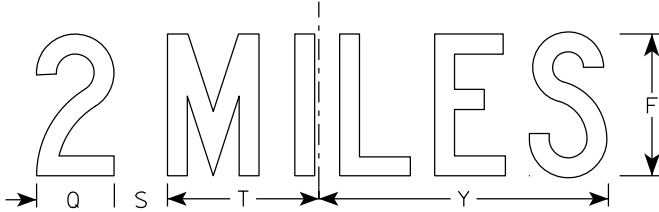
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



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



Wisconsin Department of Transportation

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