SUP | MAY 2026

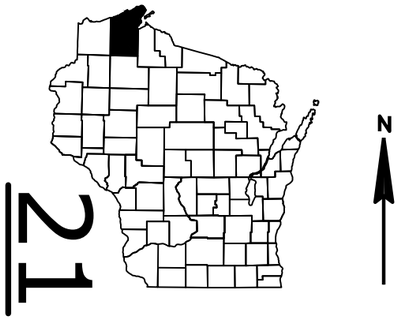
PROJECT ID: 8510-00-76

WITH: N/A

COUNTY: BAYFIELD

ORDER OF SHEETS

TOTAL SHEETS = 78



N

STH 13
DESIGN DESIGNATION

A.A.D.T.	2028	=	630
A.A.D.T.	2048	=	630
D.H.V.		=	173
D.D.		=	61/39
T.		=	183
DESIGN SPEED		=	55 MPH
ESALS		=	220,000

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PORT WING - SUPERIOR

.48 MILES W OF AIRPORT RD

STH 13

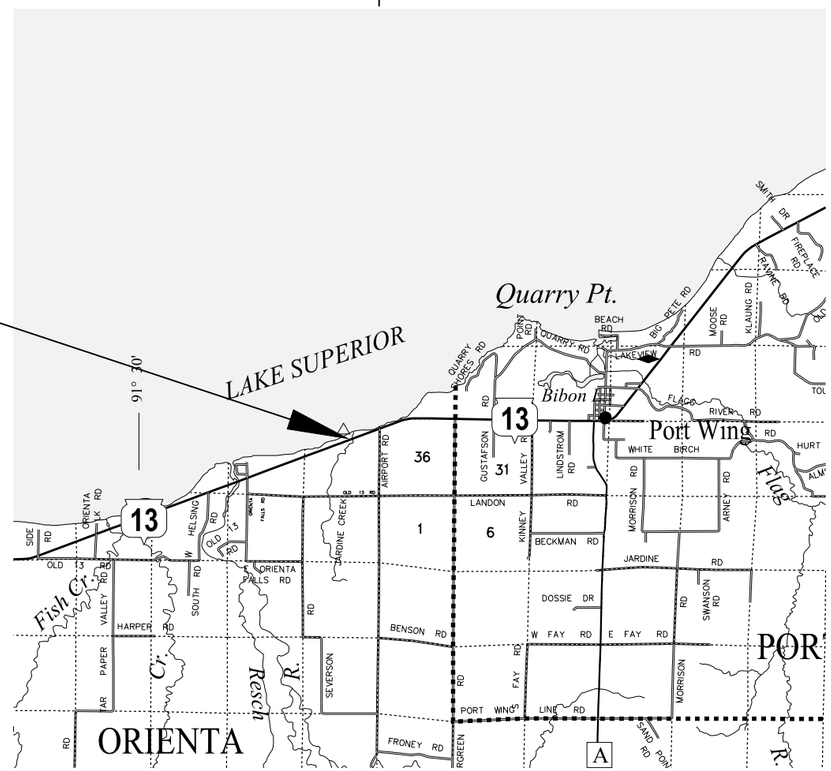
BAYFIELD COUNTY

STATE PROJECT NUMBER
8510-00-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8510-00-76	WISC 2026340	1

PROJECT LOCATION

X = 673,878.398
Y = 524,473.485



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.000

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	ADAM HOGQUIST
Project Manager	BILL BIESMANN, KL ENGINEERING
Regional Examiner	TOU YANG
Regional Supervisor	NICOLE PASSUELLO

APPROVED FOR THE DEPARTMENT

DATE: Nicole Passuello (Signature)

Digitally signed by Nicole Passuello
DN: E=US, E=nicole.passuello@dot.wi.gov, O=WisDOT, OU=PDS Supervisor NW Region, CN=Nicole Passuello
Date: 2026.03.24 10:47:10-05'00'

E

2

GENERAL NOTES

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.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

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

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

PIPE ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

DESIGN PROJECT LEADER

ADAM HOGQUIST, P.E.
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WISCONSIN DNR LIAISON

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DESIGN CONSULTANT

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1230 SOUTH BOULEVARD
BARABOO, WI 53913
PHONE: 608-355-8861
EMAIL: BMAXWELL@MSA-PS.COM

LIST OF CONSULTANT PREPARED SHEETS

TYPICAL SECTIONS: REVETMENT
MISCELLANEOUS QUANTITIES: REVETMENT
PLAN: REVETMENT
EARTHWORK DATA: REVETMENT
CROSS SECTIONS: REVETMENT

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT	LEFT
AC	ACRE	LHF	LEFT HAND FORWARD
AGG	AGGREGATE	L	LENGTH OF CURVE
AH	AHEAD	LF	LINEAR FOOT
∠	ANGLE	LC	LONG CHORD OF CURVE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LS	LUMP SUM
AEW	APRON ENDWALL	MGAL	ONE THOUSAND GALLONS
ASPH	ASPHALTIC	MH	MANHOLE
BK	BACK	ML OR M/L	MATCH LINE
BC	BACK OF CURB	NOM	NOMINAL
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BL OR B/L	BASE LINE	NB	NORTHBOUND
BM	BENCH MARK	NO	NUMBER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CL OR C/L	CENTER LINE	PAVT	PAVEMENT
Δ	CENTRAL ANGLE OR DELTA	PLE	PERMANENT LIMITED EASEMENT
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CSW	CONCRETE SIDEWALK	PT	POINT OF TANGENCY
CONST	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CP	CONTROL POINT	LB	POUND
CO	COUNTY	PSI	POUNDS PER SQUARE INCH
CTH	COUNTY TRUCK HIGHWAY	PE	PRIVATE ENTRANCE
CY	CUBIC YARD	PROJ	PROJECT
CP	CULVERT PIPE	PL	PROPERTY LINE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	PRW	PROPOSED RIGHT OF WAY
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE	R	RADIUS
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	RL OR R/L	REFERENCE LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	REQD	REQUIRED
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	RT	RIGHT
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	RHF	RIGHT HAND FORWARD
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT OF WAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RD	ROAD
CPS	CULVERT PIPE SALVAGED	RDWY	ROADWAY
CPT	CULVERT PIPE TEMPORARY	SHLDR	SHOULDER
C & G	CURB AND GUTTER	SW	SIDEWALK
D	DEGREE OF CURVE	SB	SOUTHBOUND
DHV	DESIGN HOUR VOLUME	SPECS	SPECIFICATIONS
DIA	DIAMETER	SF	SQUARE FEET
DD	DIRECTIONAL DISTRIBUTION	SY	SQUARE YARD
DE	DRAINAGE EASEMENT	SDD	STANDARD DETAIL DRAWINGS
DWY	DRIVEWAY	STH	STATE TRUNK HIGHWAY
EA	EACH	STA	STATION
EB	EASTBOUND	SSPC	STORM SEWER PIPE COMPOSITE
EL OR ELEV	ELEVATION	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
EMB	EMBANKMENT	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
EW	ENDWALL	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
EAT	ENERGY ABSORBING TERMINAL	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ESALS	EQUIVALENT SINGLE AXLE LOADS	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EXC	EXCAVATION	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXIST	EXISTING	SL OR S/L	SURVEY LINE
FERT	FERTILIZER	TEMP	TEMPORARY
FE	FIELD ENTRANCE	TI	TEMPORARY INTEREST
FL OR F/L	FLOW LINE	TLE	TEMPORARY LIMITED EASEMENT
FT	FOOT	TC	TOP OF CURB
FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	TL OR T/L	TRANSIT LINE
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VPC	VERTICAL POINT OF CURVATURE
INTERS	INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
IH	INTERSTATE HIGHWAY	VPT	VERTICAL POINT OF TANGENCY
INV	INVERT	W	WEST
JT	JOINT	WB	WESTBOUND

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 7.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.4 ACRES

UTILITIES CONTACTS

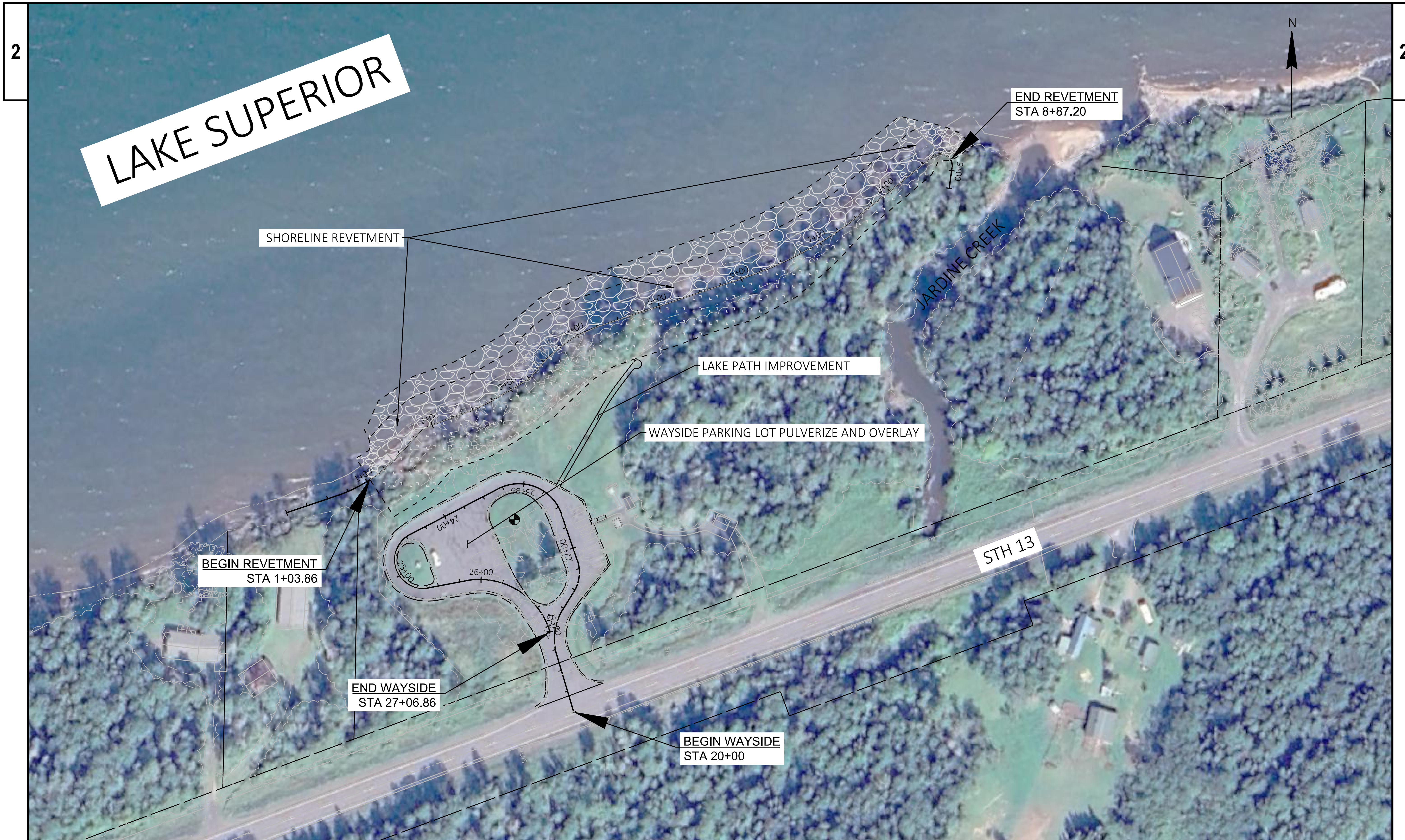
NORVADO
COMMUNICATIONS
WILLIAM KURTZ
43705 US HIGHWAY 53, P.O. BOX 67
CABLE, WI 54801
PHONE: 715-798-7122 OR 715-209-0270
EMAIL: WKURTZ@NORVADO.COM

XCEL ENERGY
ELECTRICITY
JOHN KELSER
1414 W. HAMILTON AVE, P.O. BOX 8
EAU CLAIRE, WI 54702
PHONE: 715-737-6020
EMAIL: JOHN.KELSER@XCELENERGY.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS

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



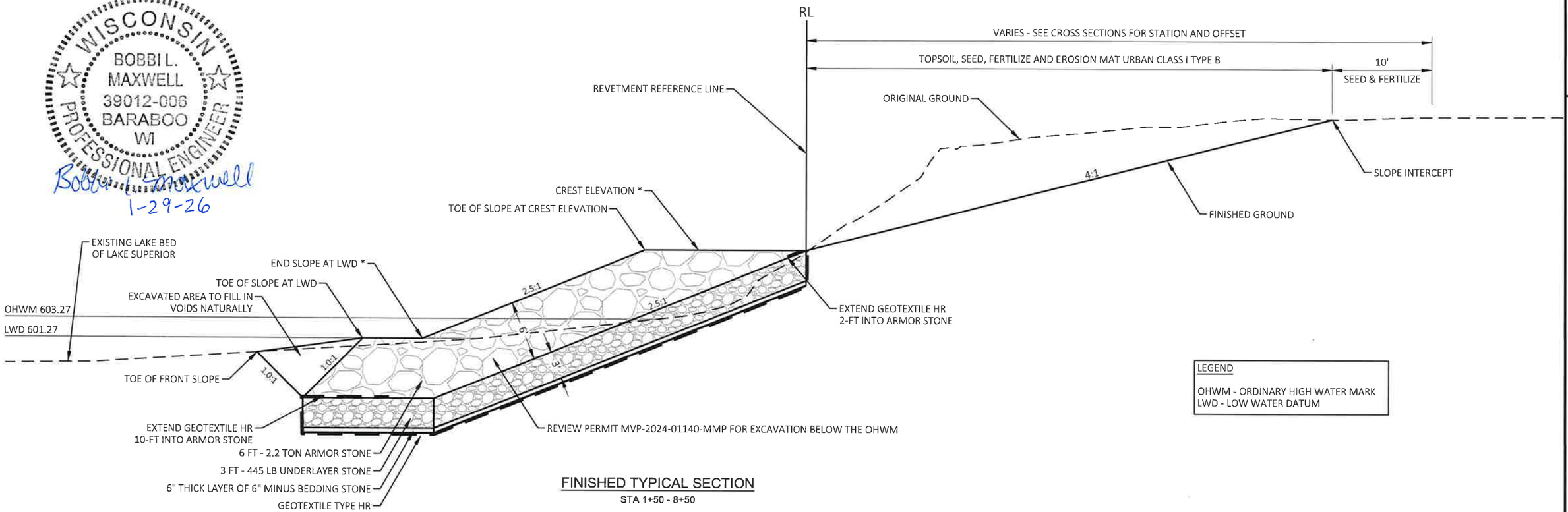
PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\020201-PO.DWG
LAYOUT NAME - Plan 1 IN 100 FT
PLOT DATE : 12/15/2025 10:53 AM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

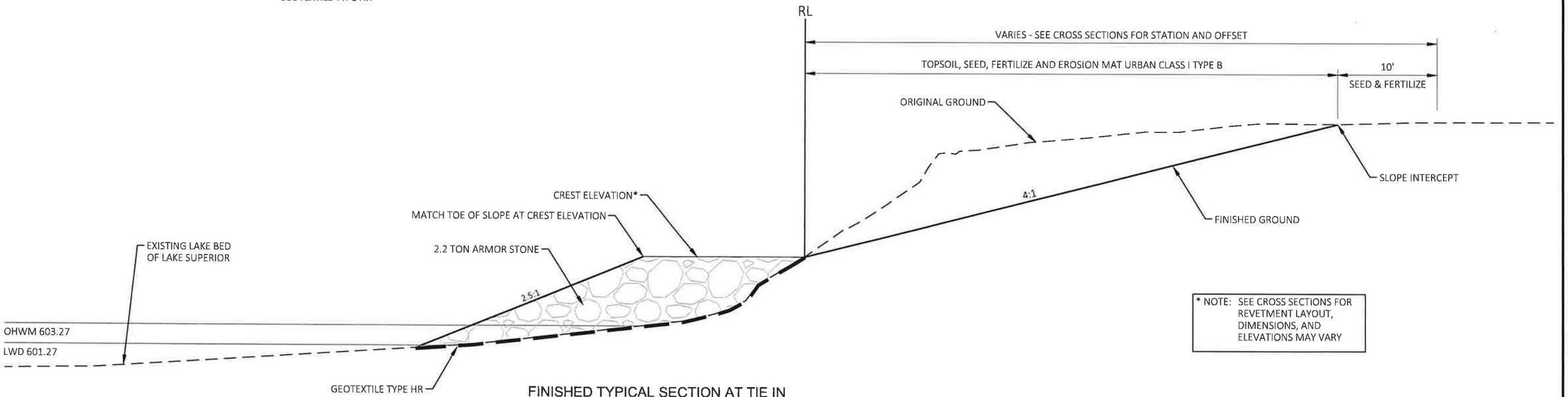
WISCONSIN
BOBBI L. MAXWELL
39012-006
BARABOO
WI
PROFESSIONAL ENGINEER

Bobbi L. Maxwell
1-29-26



FINISHED TYPICAL SECTION

STA 1+50 - 8+50



FINISHED TYPICAL SECTION AT TIE IN

STA 1+04 - 1+50
STA 8+50 - 8+78

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS: REVETMENT	SHEET 4	E

2

NOTE:
TYPICAL APPLIES TO ALL AREAS OF THE PARKING LOT.

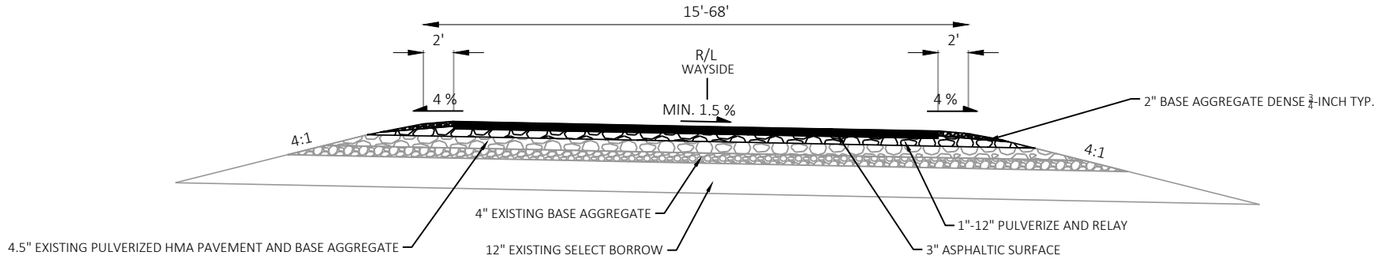
SEE PARKING LOT GRADING DETAILS FOR CROSS SLOPES.

PULVERIZE AND RELAY INCLUDES 3" OF EXISTING HMA PAVEMENT AND 3" OF PULVERIZED HMA PAVEMENT AND BASE AGGREGATE.

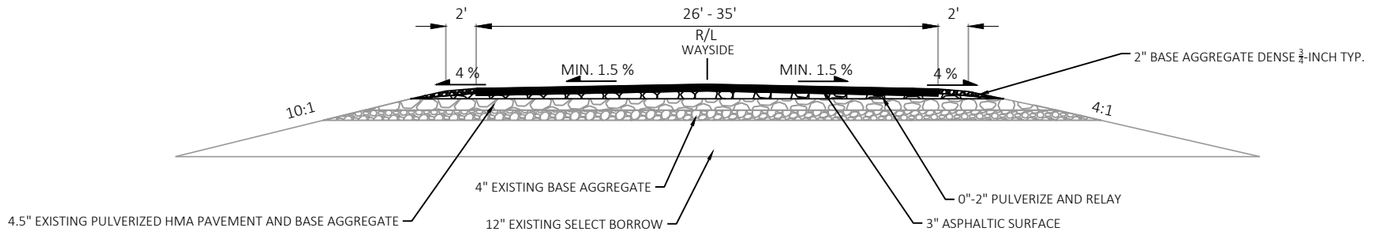
PULVERIZED MATERIAL IS EXPECTED TO BE USE AS BASE. PAID AS PULVERIZE AND RELAY.

PULVERIZED MATERIAL THICKNESS VARIES BASED ON THICKNESS REQUIRED TO ACHIEVE CROSS SLOPES SHOWN IN THE PARKING LOT GRADING DETAILS.

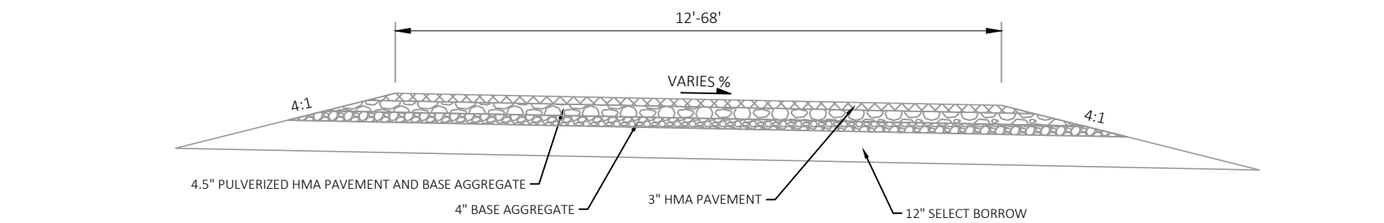
CROWN WHERE NECESSARY TO OBTAIN MINIMUM CROSS SLOPE AS DIRECTED BY ENGINEER IN FIELD. SEE PARKING LOT GRADING DETAILS FOR LOCATIONS.



FINISHED TYPICAL SECTION
STA 20+69 - 27+06.86

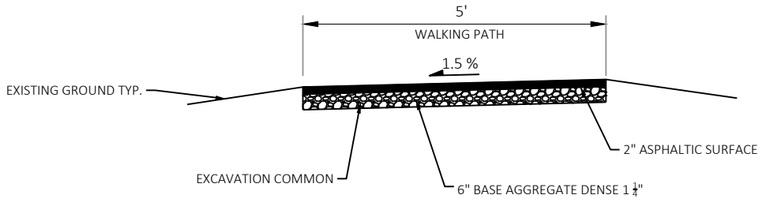


FINISHED TYPICAL SECTION
STA 20+20 - 20+69

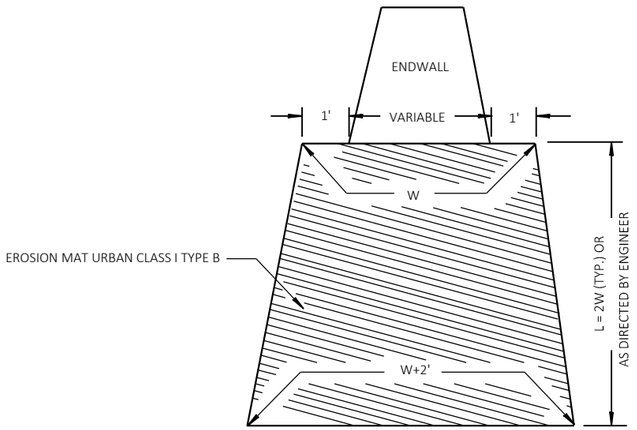


EXISTING TYPICAL SECTION
STA 20+20 - 27+06.86

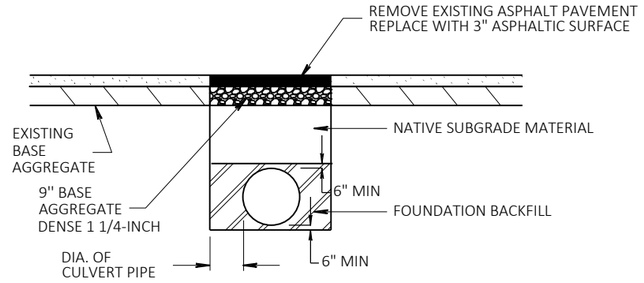
PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS : PARKING LOT	SHEET 5	E



FINISHED LAKE PATH DETAIL
STA 100+00 - 101+74.27

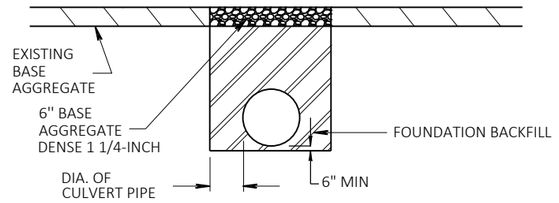


EROSION MAT TREATMENT AT CULVERTS

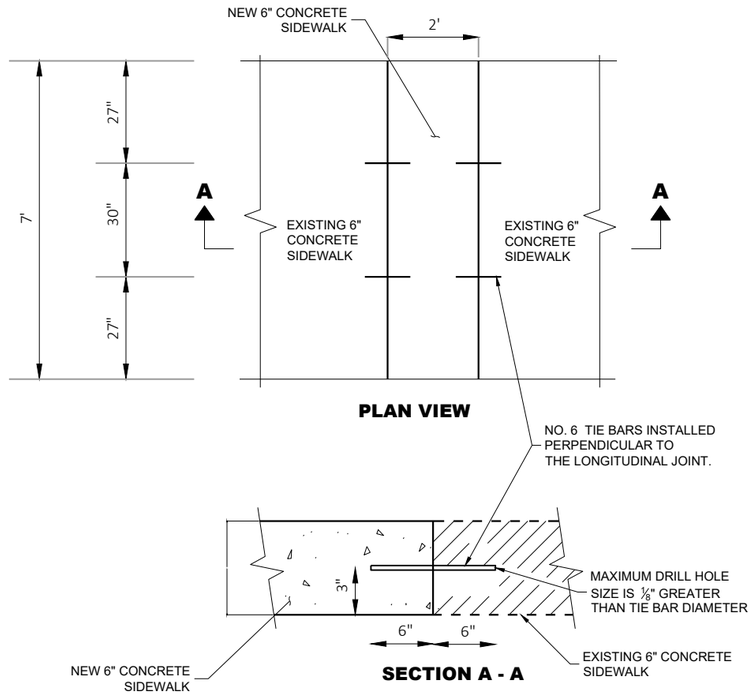


DETAIL FOR CULVERT PIPE INSTALLATION
IN AREAS OF EXISTING PAVEMENT

*INSTALLATION IS PRIOR TO ASPHALT PAVING OF LAKE PATH

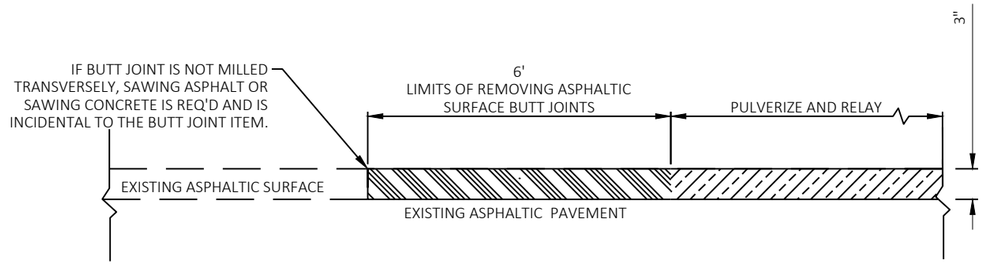


DETAIL FOR CULVERT PIPE INSTALLATION
IN LAKE PATH AREA

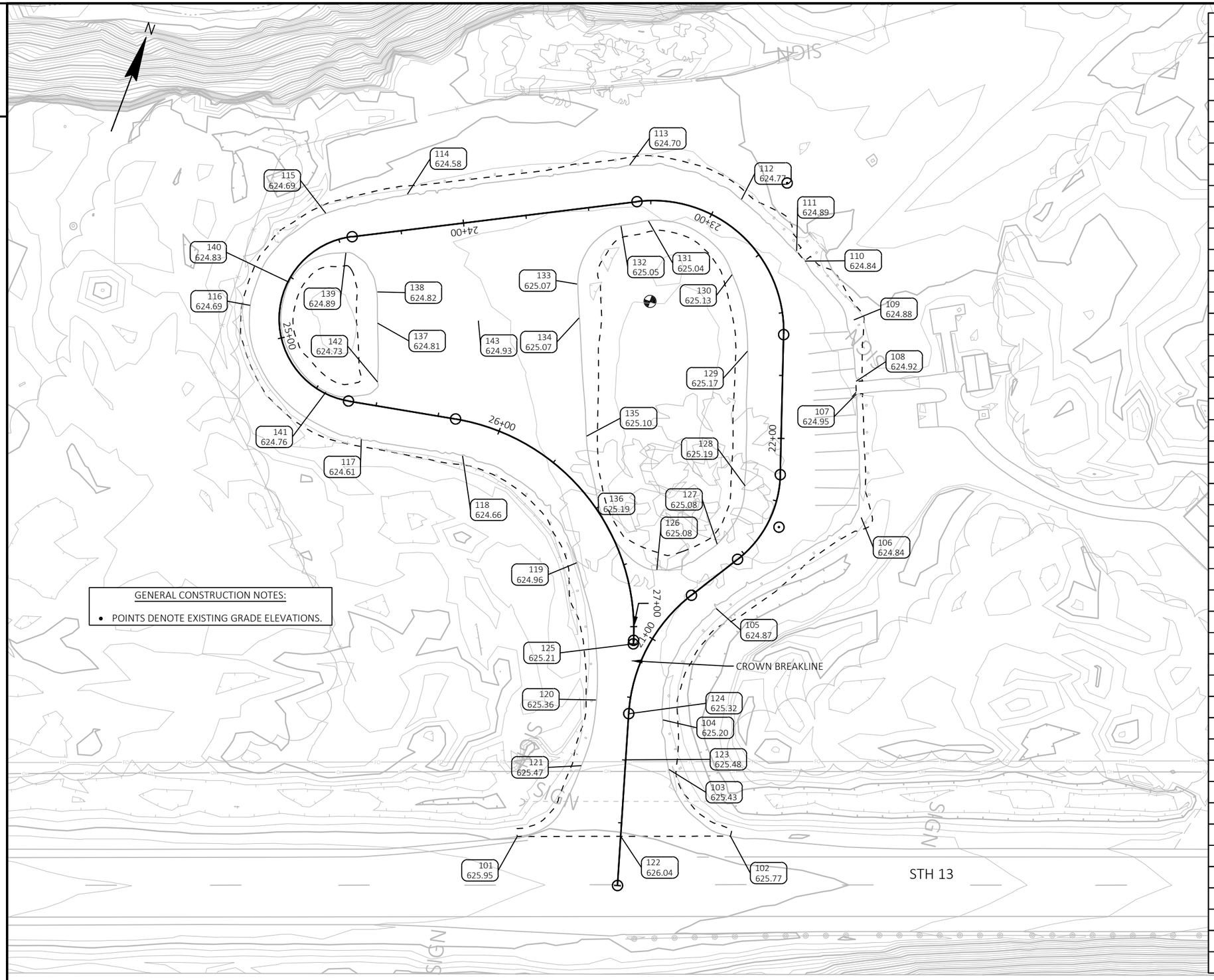


DETAIL FOR CONCRETE SLAB REPAIR

STA 22+28, 77' RT



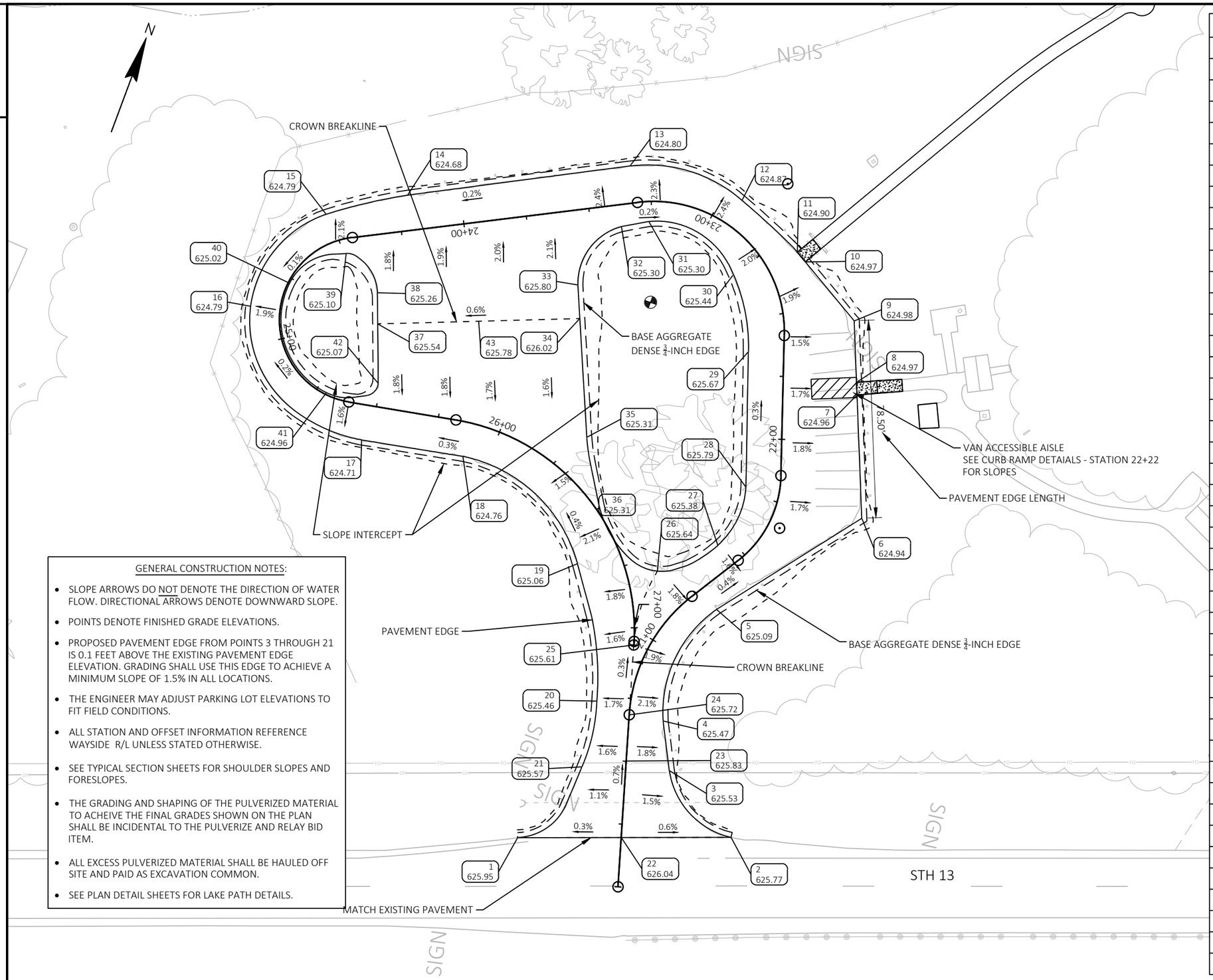
DETAIL FOR DRIVEWAY BUTT JOINT



GENERAL CONSTRUCTION NOTES:

- POINTS DENOTE EXISTING GRADE ELEVATIONS.

Parking Lot Existing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	20+16.92	41.09' LT	625.95	524477.95	673834.18
102	20+22.55	43.53' RT	625.77	524507.54	673913.67
103	20+47.44	17.34' RT	625.43	524523.90	673881.45
104	20+66.94	13.60' RT	625.20	524541.53	673872.30
105	21+27.86	10.11' RT	624.87	524590.41	673876.80
106	21+76.41	34.24' RT	624.84	524644.44	673918.32
107	22+18.36	29.50' RT	624.95	524689.73	673899.52
108	22+23.35	29.18' RT	624.92	524694.35	673897.61
109	22+45.46	27.93' RT	624.88	524716.90	673888.25
110	22+65.07	14.58' RT	624.84	524732.15	673861.91
111	22+68.91	13.49' RT	624.89	524734.65	673857.58
112	22+93.40	11.17' RT	624.77	524746.30	673829.83
113	23+31.66	14.73' RT	624.70	524743.64	673783.36
114	24+20.80	14.03' RT	624.58	524702.05	673704.51
115	24+51.51	11.38' RT	624.69	524683.68	673676.85
116	24+88.45	11.78' RT	624.69	524638.96	673661.36
117	25+46.38	14.03' RT	624.61	524604.53	673721.17
118	25+88.13	13.60' RT	624.66	524612.41	673761.17
119	26+66.92	17.10' RT	624.96	524588.25	673818.65
120	20+72.30	13.36' LT	625.36	524539.73	673844.84
121	20+46.67	17.40' LT	625.47	524513.23	673848.38
122	20+19.65	0.00' RT	626.04	524492.32	673872.78
123	20+50.09	0.00' RT	625.48	524521.49	673864.08
124	20+68.50	0.00' RT	625.32	524539.13	673858.82
125	27+06.86	0.00'	625.21	524565.77	673850.87
126	26+80.32	12.15' LT	625.08	524596.50	673849.49
127	21+43.88	9.64' LT	625.08	524614.42	673868.45
128	21+78.46	13.32' LT	625.19	524640.01	673870.91
129	22+34.43	14.06' LT	625.17	524690.78	673853.10
130	22+74.83	13.08' LT	625.13	524717.14	673836.79
131	23+26.32	7.91' LT	625.04	524725.56	673798.00
132	23+37.98	8.73' LT	625.05	524719.90	673788.52
133	23+58.05	29.66' LT	625.07	524692.09	673780.32
134	23+58.90	42.97' LT	625.07	524679.88	673785.68
135	26+28.14	16.46' LT	625.10	524636.62	673804.67
136	26+49.03	1.89' LT	625.19	524613.16	673818.53
137	25+45.01	32.51' LT	624.81	524649.99	673711.11
138	24+37.46	23.00' LT	624.82	524661.51	673706.73
139	24+48.54	5.78' LT	624.89	524671.86	673689.67
140	24+77.01	0.58' LT	624.83	524652.97	673672.71
141	25+29.07	0.79' LT	624.76	524617.28	673701.50
142	25+49.11	9.31' LT	624.73	524627.97	673719.49
143	23+98.88	39.10' LT	624.93	524664.94	673748.40



GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. DIRECTIONAL ARROWS DENOTE DOWNWARD SLOPE.
- POINTS DENOTE FINISHED GRADE ELEVATIONS.
- PROPOSED PAVEMENT EDGE FROM POINTS 3 THROUGH 21 IS 0.1 FEET ABOVE THE EXISTING PAVEMENT EDGE ELEVATION. GRADING SHALL USE THIS EDGE TO ACHIEVE A MINIMUM SLOPE OF 1.5% IN ALL LOCATIONS.
- THE ENGINEER MAY ADJUST PARKING LOT ELEVATIONS TO FIT FIELD CONDITIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE WAYSIDE R/L UNLESS STATED OTHERWISE.
- SEE TYPICAL SECTION SHEETS FOR SHOULDER SLOPES AND FORESLOPES.
- THE GRADING AND SHAPING OF THE PULVERIZED MATERIAL TO ACHEIVE THE FINAL GRADES SHOWN ON THE PLAN SHALL BE INCIDENTAL TO THE PULVERIZE AND RELAY BID ITEM.
- ALL EXCESS PULVERIZED MATERIAL SHALL BE HAULED OFF SITE AND PAID AS EXCAVATION COMMON.
- SEE PLAN DETAIL SHEETS FOR LAKE PATH DETAILS.

Parking Lot					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	20+16.92	41.09' LT	625.95	524477.95	673834.18
2	20+22.55	43.53' RT	625.77	524507.54	673913.67
3	20+47.44	17.34' RT	625.53	524523.90	673881.45
4	20+66.94	13.60' RT	625.47	524541.53	673872.30
5	21+27.86	10.11' RT	625.09	524590.41	673876.80
6	21+76.41	34.24' RT	624.94	524644.44	673918.32
7	22+18.36	29.50' RT	624.96	524689.73	673899.52
8	22+23.35	29.18' RT	624.97	524694.35	673897.61
9	22+45.46	27.93' RT	624.98	524716.90	673888.25
10	22+65.07	14.58' RT	624.97	524732.15	673861.91
11	22+68.91	13.49' RT	624.90	524734.65	673857.58
12	22+93.40	11.17' RT	624.87	524746.30	673829.83
13	23+31.66	14.73' RT	624.80	524743.64	673783.36
14	24+20.80	14.03' RT	624.68	524702.05	673704.51
15	24+51.51	11.38' RT	624.79	524683.68	673676.85
16	24+88.45	11.78' RT	624.79	524638.96	673661.36
17	25+46.38	14.03' RT	624.71	524604.53	673721.17
18	25+88.13	13.60' RT	624.76	524612.41	673761.17
19	26+66.92	17.10' RT	625.06	524588.25	673818.65
20	20+72.30	13.36' LT	625.46	524539.73	673844.84
21	20+46.67	17.40' LT	625.57	524513.23	673848.38
22	20+19.65	0.00'	626.04	524492.32	673872.78
23	20+50.09	0.00'	625.83	524521.49	673864.08
24	20+68.50	0.00'	625.72	524539.13	673858.82
25	27+06.86	0.00'	625.61	524565.77	673850.87
26	26+80.32	12.15' LT	625.64	524596.50	673849.49
27	21+43.88	9.64' LT	625.38	524614.42	673868.45
28	21+78.46	13.32' LT	625.79	524640.01	673870.91
29	22+34.43	14.06' LT	625.67	524690.78	673853.10
30	22+74.83	13.08' LT	625.44	524717.14	673836.79
31	23+26.32	7.91' LT	625.30	524725.56	673798.00
32	23+37.98	8.73' LT	625.30	524719.90	673788.52
33	23+58.05	29.66' LT	625.80	524692.09	673780.32
34	23+58.90	42.97' LT	626.02	524679.88	673785.68
35	26+28.14	16.46' LT	625.31	524636.62	673804.67
36	26+49.03	1.89' LT	625.31	524613.16	673818.53
37	25+45.01	32.51' LT	625.54	524649.99	673711.11
38	24+37.46	23.00' LT	625.26	524661.51	673706.73
39	24+48.54	5.78' LT	625.10	524671.86	673689.67
40	24+77.01	0.58' LT	625.02	524652.97	673672.71
41	25+29.07	0.79' LT	624.96	524617.28	673701.50
42	25+49.11	9.31' LT	625.07	524627.97	673719.49
43	23+98.88	39.10' LT	625.78	524664.94	673748.40

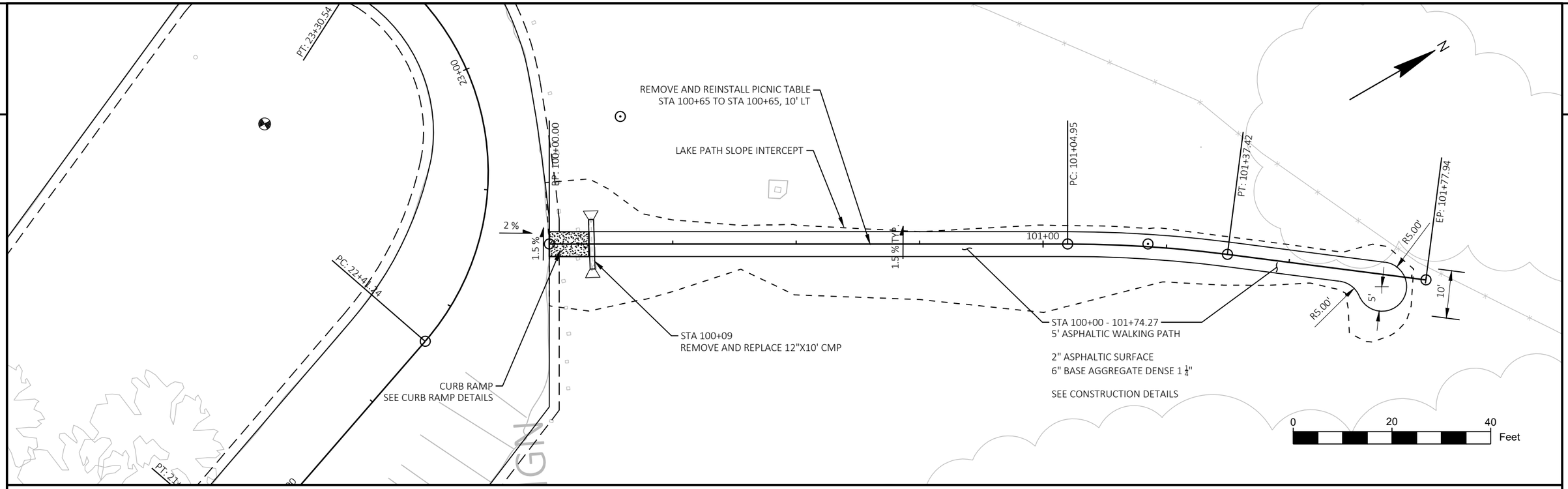
PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN DETAILS : PARKING LOT GRADING	SHEET 9	E

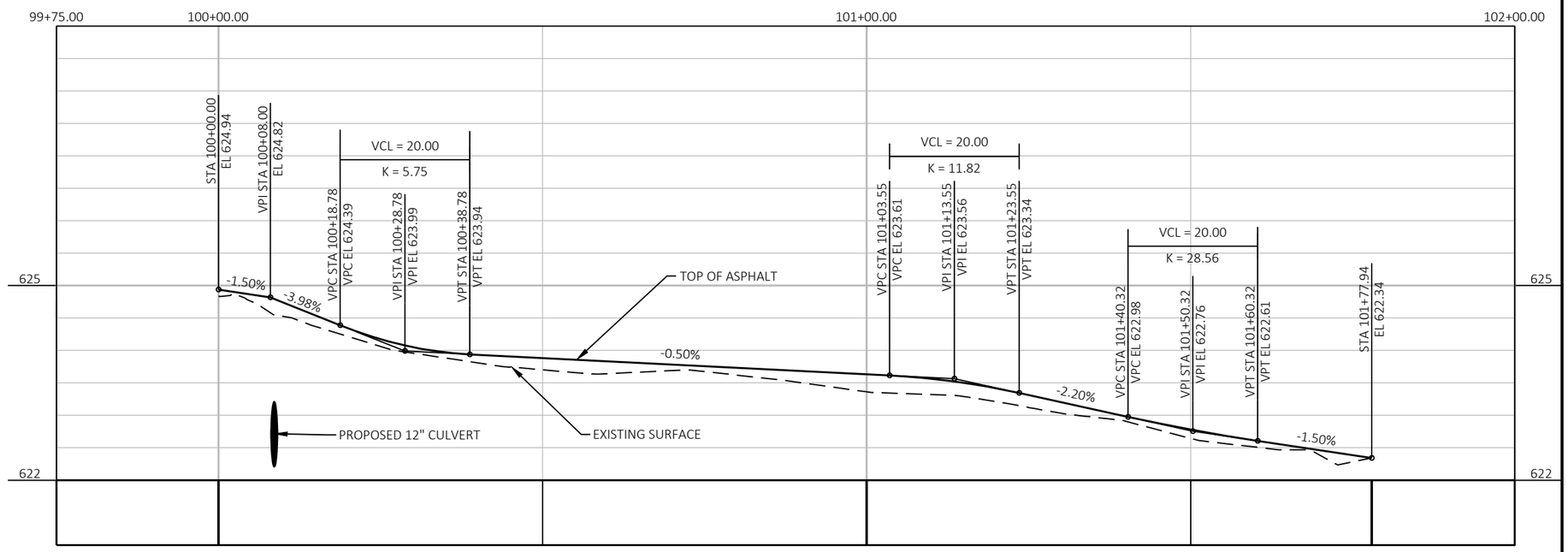
FILE NAME : N:\PDS\C3D\85100006\SHEETS\021200-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 12/11/2025 1:02 PM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

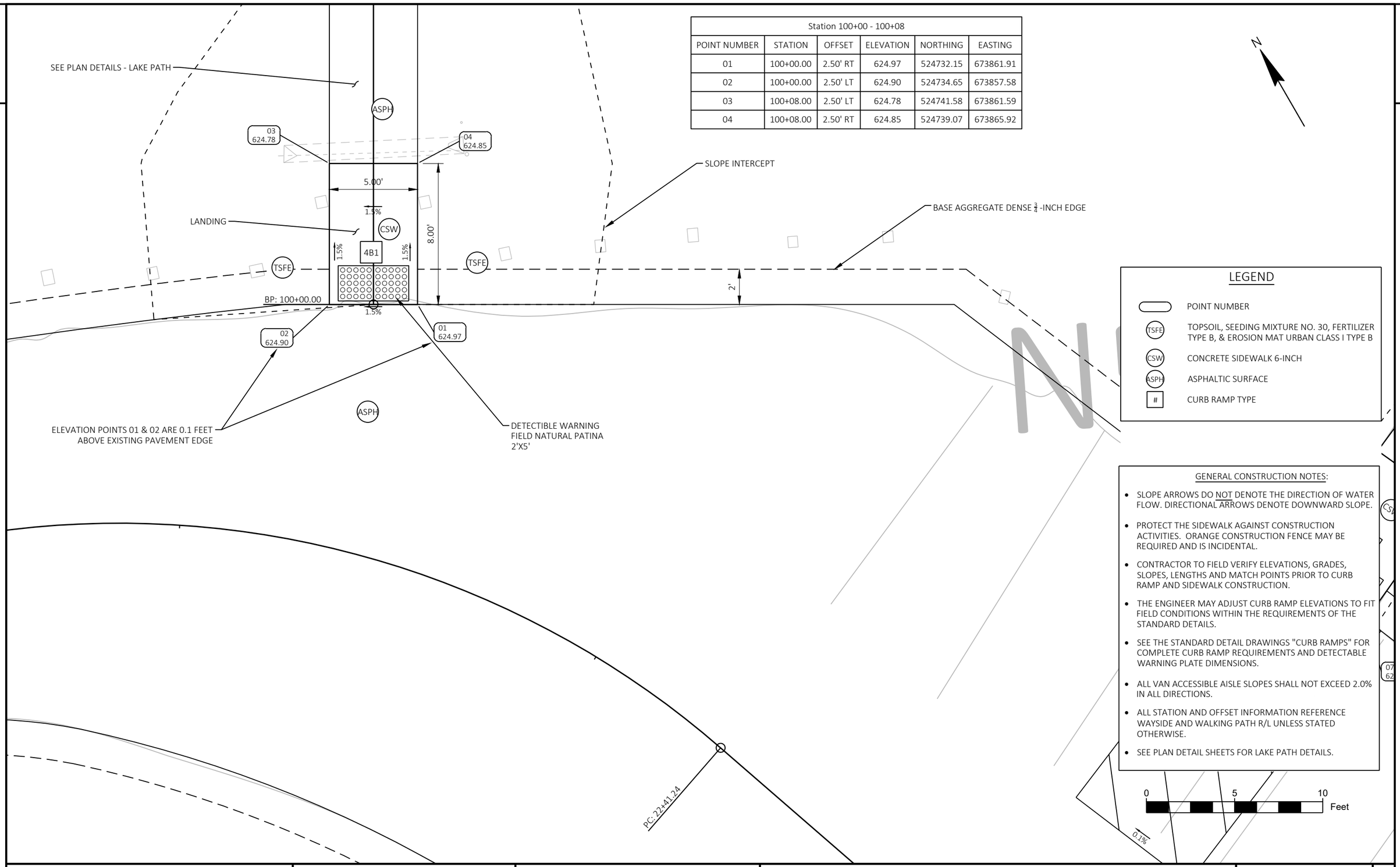
2





PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN DETAILS - LAKE PATH	SHEET 10	E

Station 100+00 - 100+08					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	100+00.00	2.50' RT	624.97	524732.15	673861.91
02	100+00.00	2.50' LT	624.90	524734.65	673857.58
03	100+08.00	2.50' LT	624.78	524741.58	673861.59
04	100+08.00	2.50' RT	624.85	524739.07	673865.92



LEGEND

- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE B
- CSW — CONCRETE SIDEWALK 6-INCH
- ASPH — ASPHALTIC SURFACE
- # — CURB RAMP TYPE

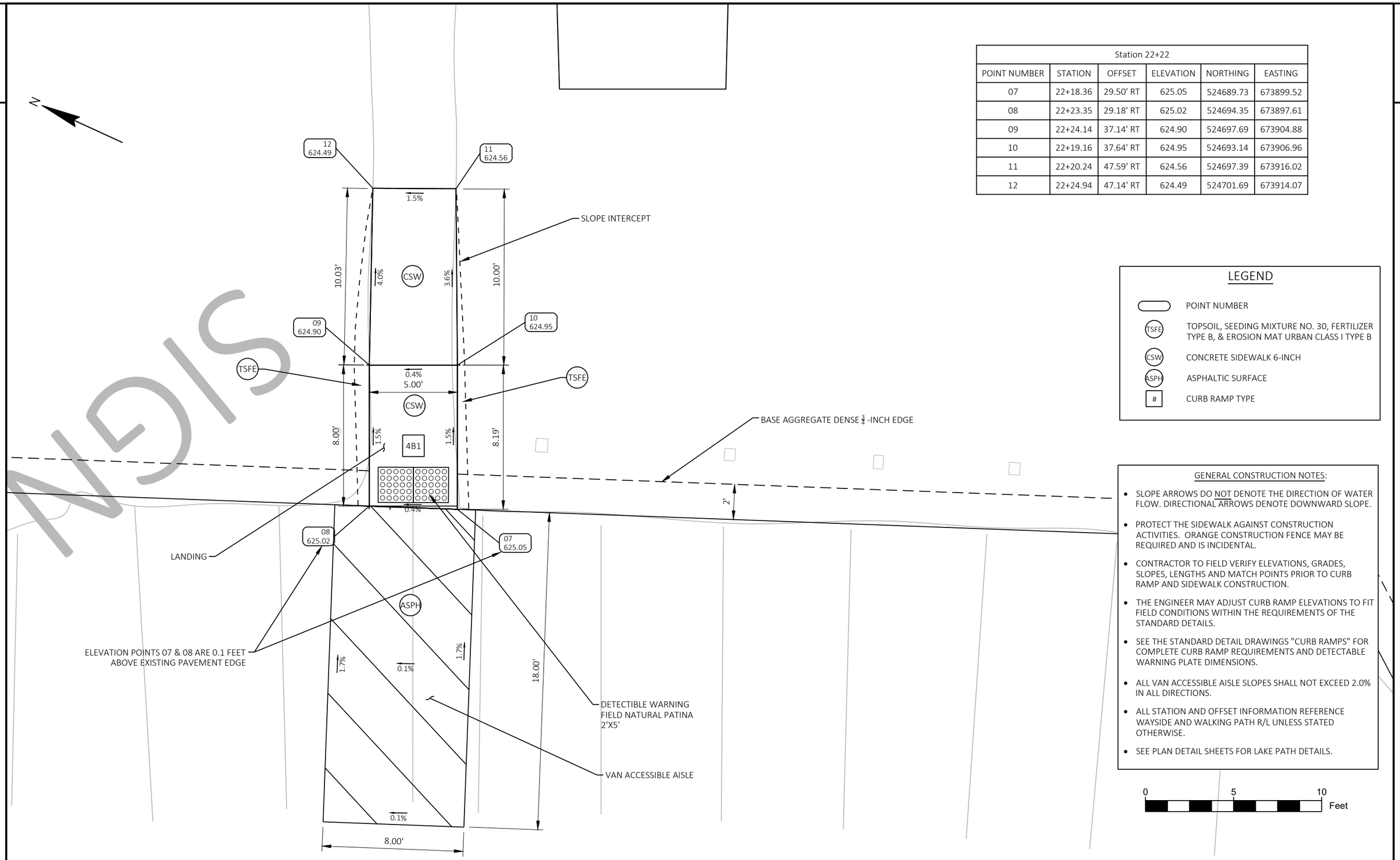
GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. DIRECTIONAL ARROWS DENOTE DOWNWARD SLOPE.
- PROTECT THE SIDEWALK AGAINST CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL VAN ACCESSIBLE AISLE SLOPES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE WAYSIDE AND WALKING PATH R/L UNLESS STATED OTHERWISE.
- SEE PLAN DETAIL SHEETS FOR LAKE PATH DETAILS.

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP DETAILS - LAKE PATH	SHEET 11	E

2

Station 22+22					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
07	22+18.36	29.50' RT	625.05	524689.73	673899.52
08	22+23.35	29.18' RT	625.02	524694.35	673897.61
09	22+24.14	37.14' RT	624.90	524697.69	673904.88
10	22+19.16	37.64' RT	624.95	524693.14	673906.96
11	22+20.24	47.59' RT	624.56	524697.39	673916.02
12	22+24.94	47.14' RT	624.49	524701.69	673914.07



LEGEND

- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE B
- (CSW) CONCRETE SIDEWALK 6-INCH
- (ASPH) ASPHALTIC SURFACE
- [#] CURB RAMP TYPE

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. DIRECTIONAL ARROWS DENOTE DOWNWARD SLOPE.
- PROTECT THE SIDEWALK AGAINST CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL VAN ACCESSIBLE AISLE SLOPES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE WAYSIDE AND WALKING PATH R/L UNLESS STATED OTHERWISE.
- SEE PLAN DETAIL SHEETS FOR LAKE PATH DETAILS.

0 5 10 Feet

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP DETAILS - STATION 22+22	SHEET 12	E

2

2

N

LAKE SUPERIOR OHWM
ELEV 603.27

LAKE SUPERIOR

SLOPE INTERCEPT

SILT FENCE
INSTALL ABOVE ARMOR STONE AFTER PLACEMENT

ARMOR STONE
UNDERLAYER STONE
6" MINUS BEDDING STONE

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

24+00

25+00

23+00

26+00

22+00

21+00

20+00

2.17%

SILT FENCE

EXISTING WETLAND

DM

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

EXISTING WETLAND

WS

BASE AGGREGATE DENSE $\frac{3}{4}$-INCH EDGE

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

EXISTING WETLAND

SM(D)

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

TEMPORARY DITCH CHECKS

EROSION CONTROL LEGEND

- EXISTING WETLAND
- EROSION MAT URBAN CLASS 1 TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 13	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 12/15/2025 10:56 AM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LAKE SUPERIOR

N

SLOPE INTERCEPT

SILT FENCE
INSTALL ABOVE ARMOR STONE AFTER PLACEMENT

LAKE SUPERIOR OHWM
ELEV 603.27

SILT FENCE

JARDINE CREEK OHWM

CLEARING LIMITS

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

EROSION MAT URBAN CLASS I TYPE B
TOPSOIL
FERTILIZER TYPE B
SEEDING MIXTURE NO. 40
SEEDING TEMPORARY
SEED WATER

JARDINE CREEK

S01

S02

S03

WS

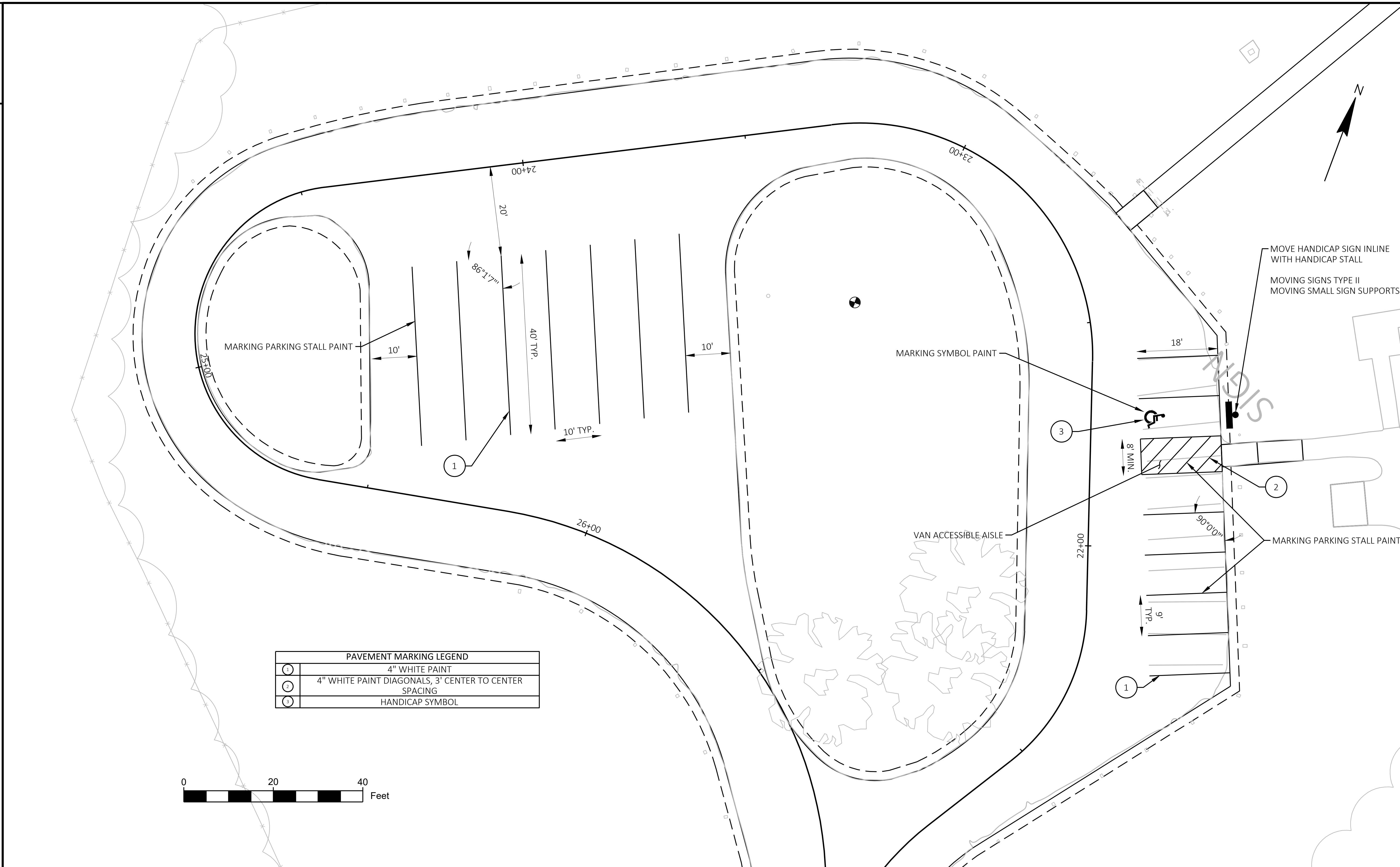
2.17%

EROSION CONTROL LEGEND

- EXISTING WETLAND
- EROSION MAT URBAN CLASS 1 TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 14	E

2



PAVEMENT MARKING LEGEND	
1	4" WHITE PAINT
2	4" WHITE PAINT DIAGONALS, 3' CENTER TO CENTER SPACING
3	HANDICAP SYMBOL

2

2

LEGEND

- WORK ZONE
- EXISTING SIGN SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TC SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN

N

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

SIGN

SIGN

SIGN

STH 13

327+00 328+00 329+00 330+00 331+00 332+00

FLIP EXISTING "CLOSED" SIGN WHEN WAYSIDE CONSTRUCTION BEGINS

TRAFFIC CONTROL BARRICADES TYPE III
TRAFFIC CONTROL WARNING LIGHTS TYPE A

FLIP EXISTING "CLOSED" SIGN WHEN WAYSIDE CONSTRUCTION BEGINS

TRAFFIC CONTROL BARRICADES TYPE III
TRAFFIC CONTROL WARNING LIGHTS TYPE A

0 40 80
Feet

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRAFFIC CONTROL	SHEET 16	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\025001-TC.DWG
LAYOUT NAME - 01

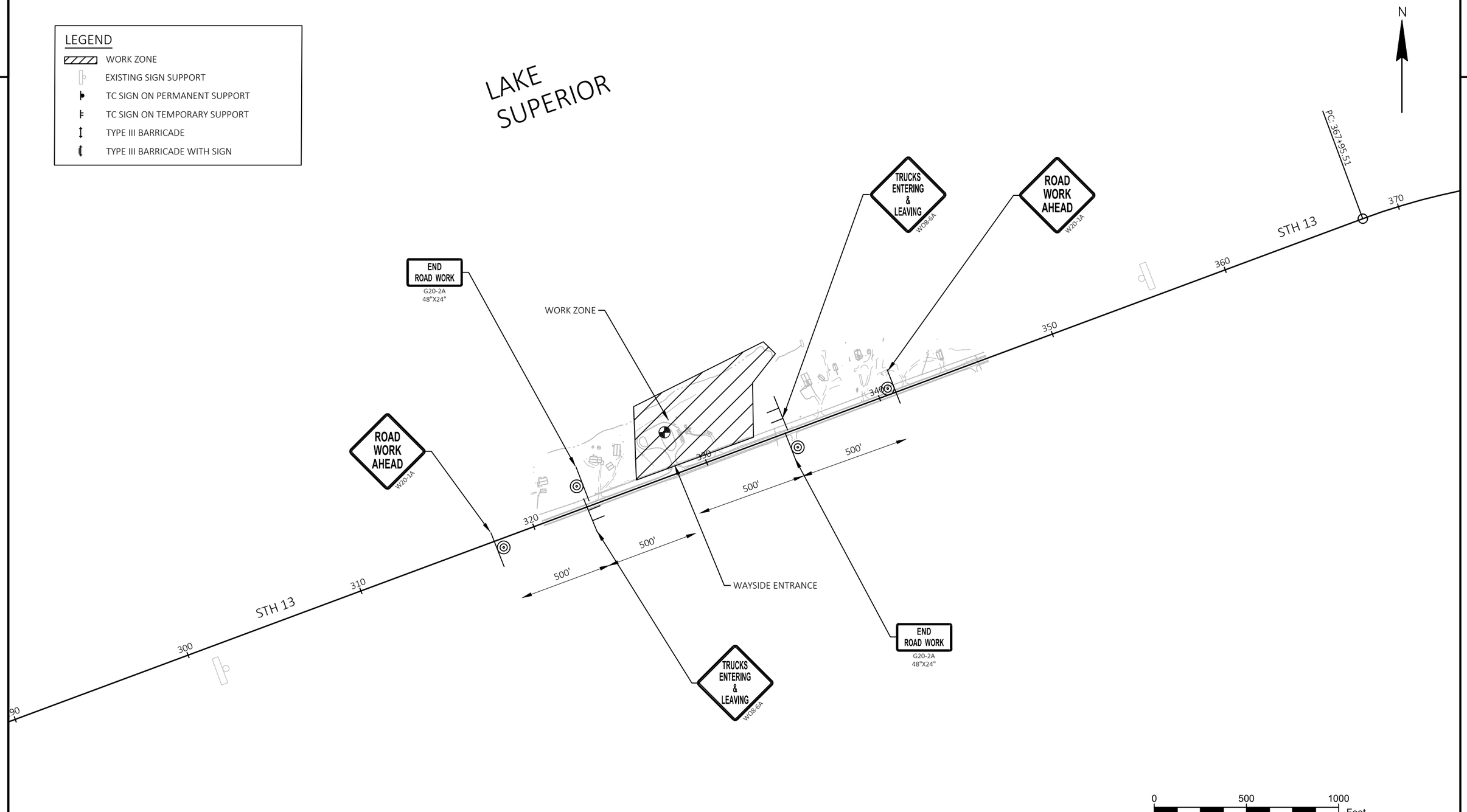
PLOT DATE : 12/11/2025 1:04 PM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WORK ZONE
- EXISTING SIGN SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TC SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN

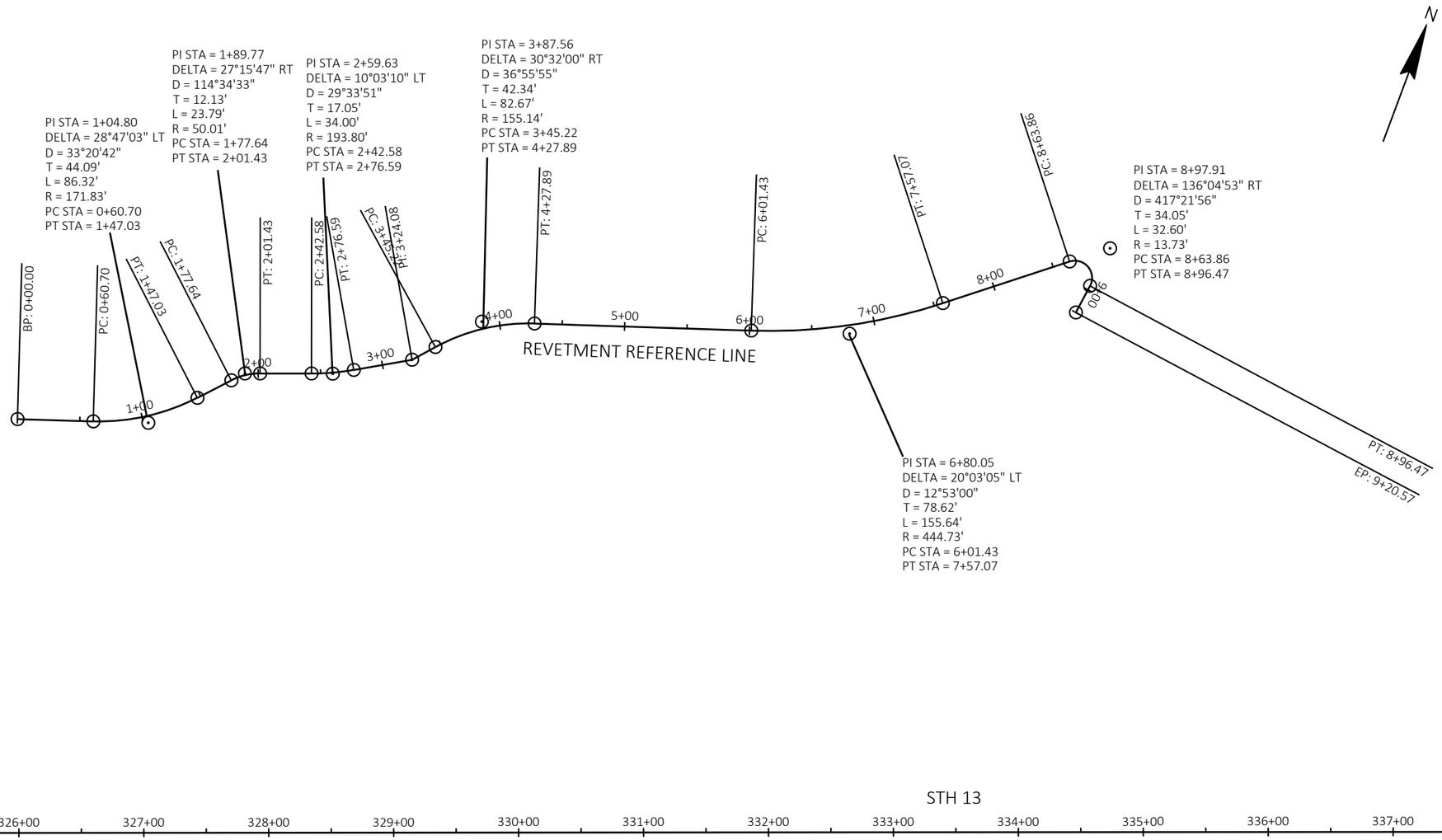


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRAFFIC CONTROL	SHEET 17	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\025002-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 3/24/2026 4:30 PM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:500 FT

2



PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	ALIGNMENT DETAILS - REVETMENT	SHEET 18	E

2

N

WAYSIDE

LAKE PATH

PC: 24+44.67

PT: 23+30.54

BP: 100+00.00

PC: 101+04.95

PT: 101+37.42

EP: 101+77.94

101+00

PI STA = 101+21.21
DELTA = 7°20'27" RT
D = 22°36'09"
T = 16.26'
L = 32.48'
R = 253.49'
PC STA = 101+04.95
PT STA = 101+37.42

PI STA = 26+71.33
DELTA = 163°25'56" LT
D = 173°37'25"
T = 226.65'
L = 94.13'
R = 33.00'
PC STA = 24+44.67
PT STA = 25+38.80

PT: 25+38.80

PC: 25+81.96

PI STA = 23+01.48
DELTA = 98°23'43" LT
D = 110°11'03"
T = 60.24'
L = 89.30'
R = 52.00'
PC STA = 22+41.24
PT STA = 23+30.54

PC: 22+41.24

PT: 21+85.57

PC: 21+46.60

PT: 21+23.39

PI STA = 26+58.75
DELTA = 84°11'16" RT
D = 67°24'24"
T = 76.79'
L = 124.90'
R = 85.00'
PC STA = 25+81.96
PT STA = 27+06.86

PI STA = 21+67.46
DELTA = 50°44'50" LT
D = 130°13'04"
T = 20.87'
L = 38.97'
R = 44.00'
PC STA = 21+46.60
PT STA = 21+85.57

PI STA = 20+97.70
DELTA = 48°23'13" RT
D = 88°08'50"
T = 29.20'
L = 54.89'
R = 65.00'
PC STA = 20+68.50
PT STA = 21+23.39

EP: 27+06.86

PC: 20+68.50

BP: 20+00.00

25+00

24+00

23+00

26+00

27+00

22+00

0 50 100 Feet

STH 13

325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00

STH 13

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	ALIGNMENT DETAILS - WAYSIDE	SHEET 19	E

Estimate Of Quantities

8510-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0110	Clearing	SY	1,520.000	1,520.000
0006	201.0210	Grubbing	SY	1,520.000	1,520.000
0008	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0010	203.0216.S	Abatement of Asbestos Containing Material (project) 01. 8510-00-76	EACH	1.000	1.000
0012	204.0110	Removing Asphaltic Surface	SY	57.000	57.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	45.000	45.000
0016	204.0155	Removing Concrete Sidewalk	SY	14.000	14.000
0018	204.0170	Removing Fence	LF	180.000	180.000
0020	204.9060.S	Removing (item description) 01. Guard Posts Timber	EACH	56.000	56.000
0022	205.0100	Excavation Common	CY	5,677.000	5,677.000
0024	213.0100	Finishing Roadway (project) 01. 8510-00-76	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	30.000	30.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	84.000	84.000
0030	325.0100	Pulverize and Relay	SY	2,520.000	2,520.000
0032	416.0610	Drilled Tie Bars	EACH	4.000	4.000
0034	465.0105	Asphaltic Surface	TON	443.000	443.000
0036	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	2.000	2.000
0038	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	2.000	2.000
0040	520.3312	Culvert Pipe Class III-A 12-Inch	LF	10.000	10.000
0042	520.3318	Culvert Pipe Class III-A 18-Inch	LF	78.000	78.000
0044	602.0415	Concrete Sidewalk 6-Inch	SF	210.000	210.000
0046	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	20.000	20.000
0048	615.0300	Guard Posts Timber	EACH	56.000	56.000
0050	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8510-00-76	EACH	1.000	1.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	624.0100	Water	MGAL	1.200	1.200
0056	625.0100	Topsoil	SY	6,070.000	6,070.000
0058	628.1504	Silt Fence	LF	1,330.000	1,330.000
0060	628.1520	Silt Fence Maintenance	LF	1,330.000	1,330.000
0062	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0064	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0066	628.2008	Erosion Mat Urban Class I Type B	SY	6,070.000	6,070.000
0068	628.7504	Temporary Ditch Checks	LF	20.000	20.000
0070	628.7555	Culvert Pipe Checks	EACH	2.000	2.000
0072	629.0210	Fertilizer Type B	CWT	5.000	5.000
0074	630.0140	Seeding Mixture No. 40	LB	320.000	320.000
0076	630.0200	Seeding Temporary	LB	200.000	200.000
0078	630.0500	Seed Water	MGAL	120.000	120.000
0080	638.2102	Moving Signs Type II	EACH	1.000	1.000
0082	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0084	642.5001	Field Office Type B	EACH	1.000	1.000
0086	643.0420	Traffic Control Barricades Type III	DAY	1,050.000	1,050.000
0088	643.0705	Traffic Control Warning Lights Type A	DAY	2,100.000	2,100.000
0090	643.0900	Traffic Control Signs	DAY	790.000	790.000
0092	643.5000	Traffic Control	EACH	1.000	1.000
0094	645.0120	Geotextile Type HR	SY	6,260.000	6,260.000
0096	646.5205	Marking Symbol Paint	EACH	1.000	1.000
0098	646.8305	Marking Parking Stall Paint	LF	489.000	489.000

8510-00-76

Line	Item	Item Description	Unit	Total	Qty
0100	650.5000	Construction Staking Base	LF	861.000	861.000
0102	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0104	650.9000	Construction Staking Curb Ramps	EACH	2.000	2.000
0106	650.9500	Construction Staking Sidewalk (project) 01. 8510-00-76	EACH	1.000	1.000
0108	650.9911	Construction Staking Supplemental Control (project) 01. 8510-00-76	EACH	1.000	1.000
0110	650.9920	Construction Staking Slope Stakes	LF	783.000	783.000
0112	690.0150	Sawing Asphalt	LF	108.000	108.000
0114	690.0250	Sawing Concrete	LF	14.000	14.000
0116	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0118	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0120	SPV.0035	Special 01. Excavation Common Special	CY	8,063.000	8,063.000
0122	SPV.0060	Special 01. Remove and Reinstall Picnic Table	EACH	1.000	1.000
0124	SPV.0195	Special 01. Armor Stone	TON	12,442.000	12,442.000
0126	SPV.0195	Special 02. Underlayer Stone	TON	7,460.000	7,460.000
0128	SPV.0195	Special 03. 6" Minus Bedding Stone	TON	1,420.000	1,420.000

3

CLEARING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0110 CLEARING SY	201.0210 GRUBBING SY	REMARKS
0010	4+00	-	9+00	RT	--	1,520	1,520	
0010	1+50	-	8+50	LT	5	--	--	DEBRIS ALONG SHORELINE
				TOTAL 0010	5	1,520	1,520	

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
0010	1+00	-	4+91	SAFETY FENCE	180
				TOTAL 0010	180

COMMON EXCAVATION

CATEGORY	STATION	TO	STATION	LOCATION	* 205.0100 EXCAVATION COMMON CUT CY	SPV.0035.01 SPECIAL (01. EXCAVATION COMMON SPECIAL) CUT CY	UNEXPANDED FILL CY	EXPANDED FILL (1) CY	MASS ORDINATE +/- (2) CY	WASTE (3) CY	REMARKS
0010	1+04	-	8+87	LT & RT	5,540	--	21	26	5514	5514	EXCAVATION FOR STONE INCLUDED
0010	1+04	-	8+87	LT & RT	--	8,063	0	0	8063	8063	EXCAVATION FOR STONE INCLUDED
				TOTAL 0010	5,540	8,063					

NOTES:
(1) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(2) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WIT
(3) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

RESTORATION

CATEGORY	STATION	TO	STATION	LOCATION	* 625.0100 TOPSOIL SY	* 628.2008 EROSION MAT URBAN CLASS I TYPE B SY	* 629.0210 FERTILIZER TYPE B CWT	* 630.0140 SEEDING MIXTURE NO. 40 LB	* 630.0200 SEEDING TEMPORARY LB	* 630.0500 SEED WATER MGAL
0010	1+04	-	8+87	RT	4,070	4,070	3	225	140	69
				TOTAL 0010	4,070	4,070	3	225	140	69

REVETMENT

CATEGORY	STATION	TO	STATION	LOCATION	645.0120 GEOTEXTILE TYPE HR SY	SPV.0195.01 SPECIAL (01. ARMOR STONE) TON	SPV.0195.02 SPECIAL (02. UNDERLAYER STONE) TON	SPV.0195.03 SPECIAL (03. 6-INCH MINUS BEDDING STONE) TON
0010	1+04	-	8+87	LT	6,260	12,442	7,460	1,420
				TOTAL 0010	6,260	12,442	7,460	1,420

* QUANTITIES SHOWN ELSEWHERE

ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	* 205.0100 EXCAVATION COMMON CY	325.0100 PULVERIZE AND RELAY SY	465.0105 ASPHALTIC SURFACE TON	REMARKS
0020	20+20	-	27+07			45		2,520	432	PARKING LOT
0020	20+20	-	27+07				119			EXCESS PULVERIZE MATERIAL
0020	20+33	-			51					DRIVEWAY CULVERT
0020	20+21	-		22' RT	6					
0020	100+00	-	101+81				18		11	LAKE PATH
				TOTAL 0020	57	45	137	2,520	443	

PARKING LOT GRADING AND SHAPING IS INCIDENTAL TO THE PULVERIZE AND RELAY BID ITEM. SEE PLAN DETAILS -PARKING LOT GRADING

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0020	100+00	-	101+81	LAKE PATH		35	0.4	
0020	20+33					9	0.1	DRIVEWAY CULVERT
0020						40	0.4	REPAIR QUANTITY
0020	20+20	-	27+07		30		0.3	SHOULDERS
				TOTAL 0020	30	84	1.2	

CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	203.0216.S ABATEMENT OF ASBESTOS CONTAINING MATERIAL (PROJECT) EACH	204.0155 REMOVING CONCRETE SIDEWALK SY	416.0610 DRILLED TIE BARS EACH	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	REMARKS
0020	22+28			77' RT	1	2	4	14		CONCRETE SLAB REPAIR
0020	22+22			30' RT				79	10	STATION 22+22 CURB RAMP
0020	22+29			86' RT		2				CONCRETE FLUME REMOVAL
0020	22+11			58' RT		10		84		CONCRETE SLAB REPLACEMENT
0020	100+00	-	100+06					30	10	LAKE PATH CURB RAMP
				TOTAL 0020	1	14	4	210	20	

CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.3312 CULVERT PIPE CLASS III-A 12-INCH LF	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	REMARKS
0020	20+33	DRIVEWAY CULVERT	1		2		78	MINIMUM WALL THICKNESS 0.064" FOR CORRUGATED STEEL
0020	100+09	LAKE PATH CULVERT	1	2		10		MINIMUM WALL THICKNESS 0.064" FOR CORRUGATED STEEL
		TOTAL 0020	2	2	2	10	78	

SEE EARTHWORK DATA FOR CULVERT CUT AND FILL VOLUMES

3

GUARD POSTS

CATEGORY	STATION	TO	STATION	LOCATION	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. GUARD POSTS TIMBER) EACH	615.0300 GUARD POSTS TIMBER EACH
0020	20+00	-	27+07	PROJECT	56	56
				TOTAL 0020	56	56

MISC

CATEGORY	LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 8510-00-76) EACH	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 8510-00-76) EACH	642.5001 FIELD OFFICE TYPE B EACH
0010	PROJECT	1	1	1
	TOTAL 0010	1	1	1

3

RESTORATION WAYSIDE

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STATION	TO	STATION	LOCATION	* 625.0100 TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	* 628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	* 629.0210 FERTILIZER TYPE B CWT	* 630.0140 SEEDING MIXTURE NO. 40 LB	* 630.0200 SEEDING TEMPORARY LB	* 630.0500 SEED WATER MGAL	REMARKS
1+04			RT		930	930										
20+33			LT & RT		160	160				20	2					
21+86			180' RT	9					9				2	2	1	BEHIND OUTHOUSE
22+28			86' RT	3					3				1	1	1	
22+57	-	24+24	RT	1,980					1,980			2	92	57	49	TOP OF SLOPE
25+04	-	27+04	RT		235	235										SILT FENCE ALONG WETLAND
			PROJECT				12	2								
			TOTAL 0020	2,000	1,330	1,330	12	2	2,000	20	2	2	95	60	51	

MARKING AND SIGNING

CATEGORY	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	646.5205 MARKING SYMBOL PAINT EACH	646.8305 MARKING PARKING STALL PAINT LF	REMARKS
0020	22+29		1	1	1		HANDICAP PARKING
0020		PROJECT				406	PARKING STALL LINES
0020	20+20	RT				83	ACCESS ISLE LINES
		TOTAL 0020	1	1	1	489	

3

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH
0010	PROJECT	1,050	2,100	790	1
	TOTAL 0010	1,050	2,100	790	1

SAWCUTS

CATEGORY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0020	20+33		93		DRIVEWAY CULVERT
0020	22+11	62' RT	10		CONCRETE SLAB REPLACEMENT
0020	22+23	47' RT	5		
0020	22+28	86' RT		14	CONCRETE SLAB REPAIR
		TOTAL 0020	108	14	

3

STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.5000 CONSTRUCTION STAKING BASE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 8510-00-76) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 8510-00-76) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010				PROJECT					1		
0010	1+04	-	8+87							783	
				TOTAL 0010	0	0	0	0	1	783	
0020				PROJECT				1			
0020	20+33					1					
0020	100+09					1					
0020	20+20	-	27+07		687						STAKING PULVERIZED MATERIAL
0020	22+22			RT			1				STATION 22+22 CURB RAMP
0020	100+00	-	101+74		174		1				LAKE PATH
				TOTAL 0020	861	2	2	1	0	0	
				PROJECT TOTAL	861	2	2	1	1	783	

PICNIC TABLE

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. REMOVE AND REINSTALL PICNIC TABLE) EACH
0020	100+65		1
		TOTAL 0020	1

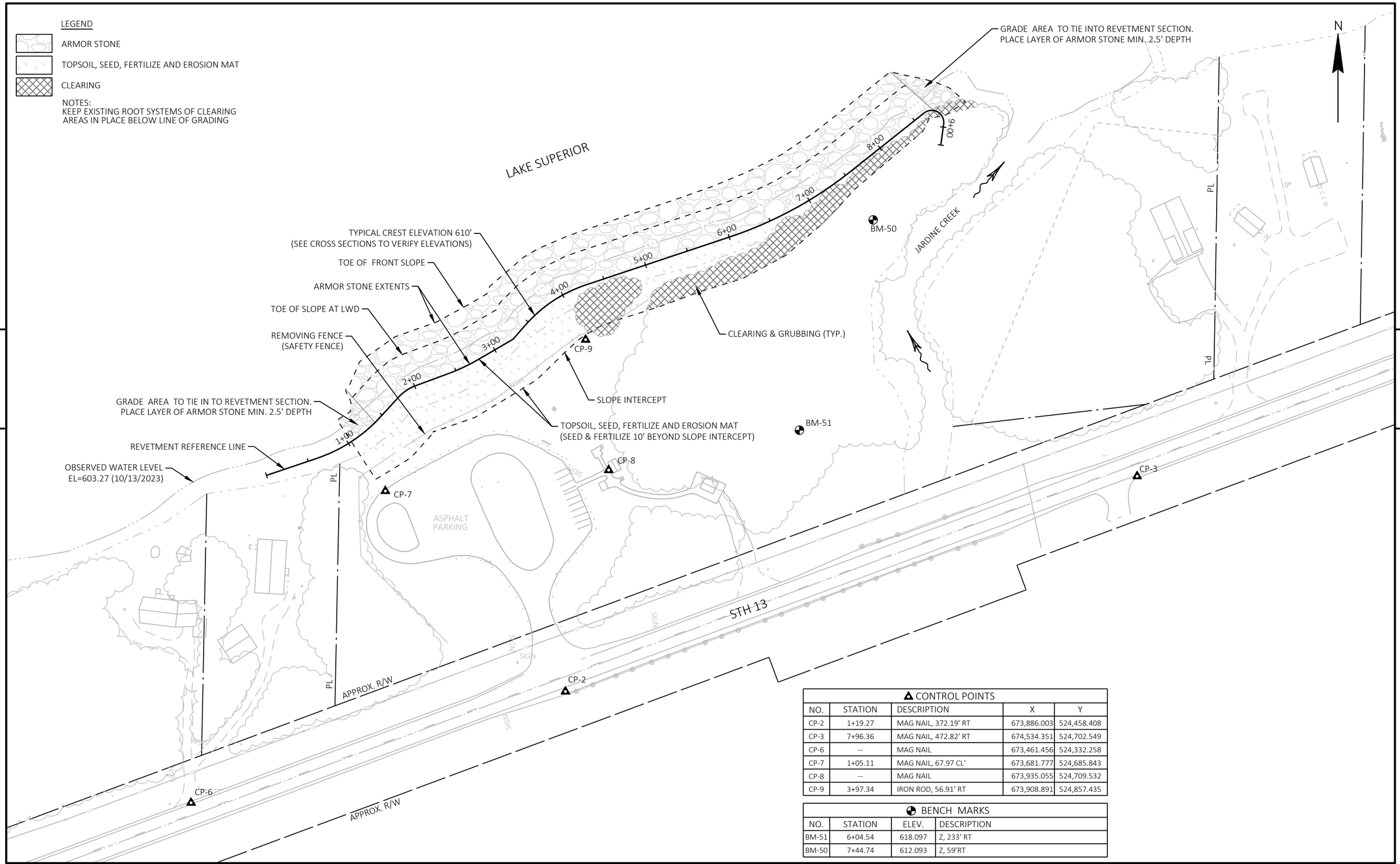
LEGEND

ARMOR STONE

TOPSOIL, SEED, FERTILIZE AND EROSION MAT

CLEARING

NOTES:
KEEP EXISTING ROOT SYSTEMS OF CLEARING AREAS IN PLACE BELOW LINE OF GRADING



CONTROL POINTS				
NO.	STATION	DESCRIPTION	X	Y
CP-2	1+19.27	MAG NAIL, 372.19' RT	673,886.003	524,458.408
CP-3	7+96.36	MAG NAIL, 472.82' RT	674,534.351	524,702.549
CP-6	--	MAG NAIL	673,461.456	524,332.258
CP-7	1+05.11	MAG NAIL, 67.97 CL'	673,681.777	524,685.843
CP-8	--	MAG NAIL	673,935.055	524,709.532
CP-9	3+97.34	IRON ROD, 56.91' RT	673,908.891	524,857.435

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM-51	6+04.54	618.097	Z, 233' RT
BM-50	7+44.74	612.093	Z, 59'RT

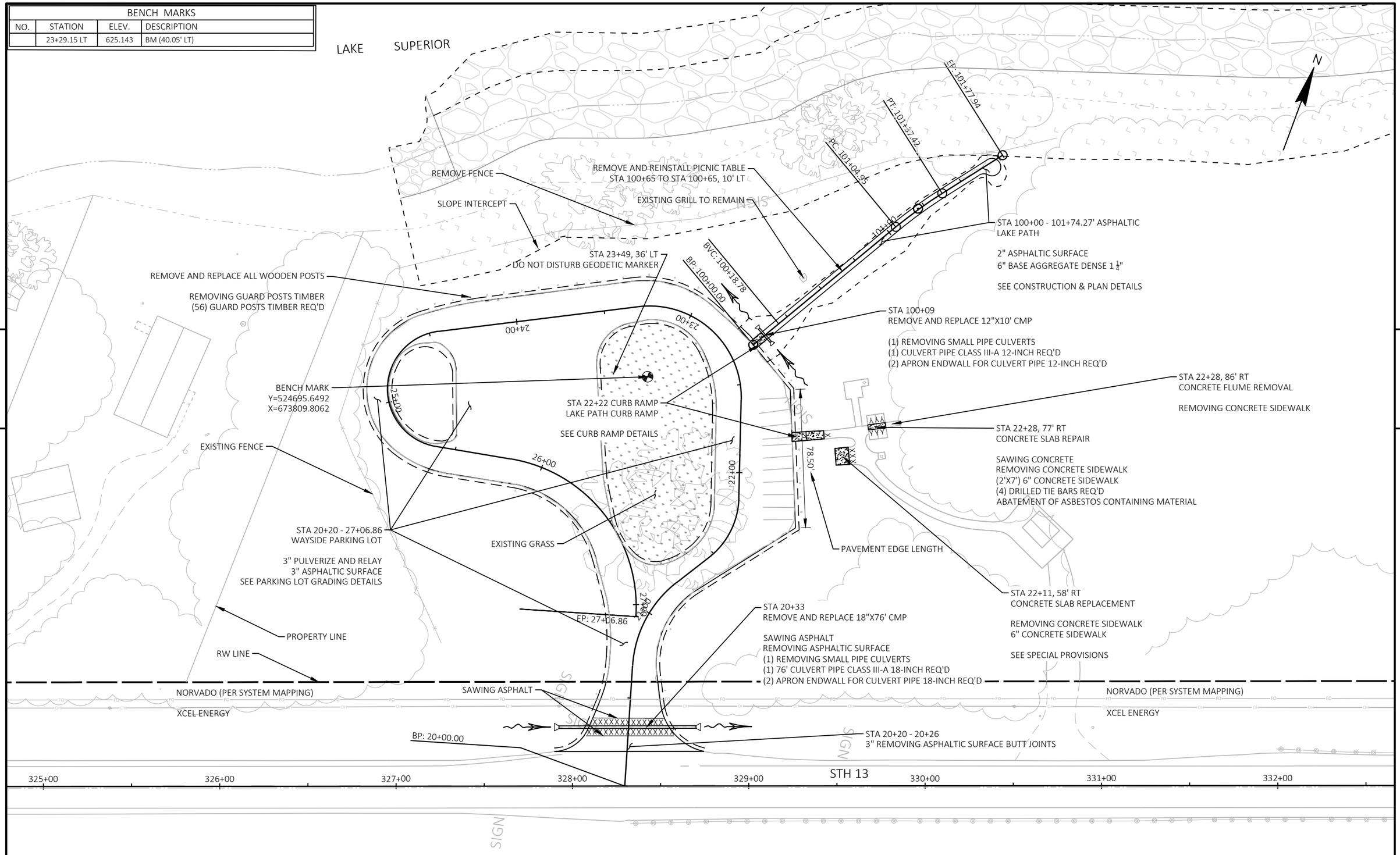
PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN: REVETMENT	SHEET 26 E

FILE NAME : \\MSA-PS.COM\FS\PROJECT\00\00093\00093796\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 10/2/2025 3:36 PM PLOT BY : JARED HANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
	23+29.15 LT	625.143	BM (40.05' LT)



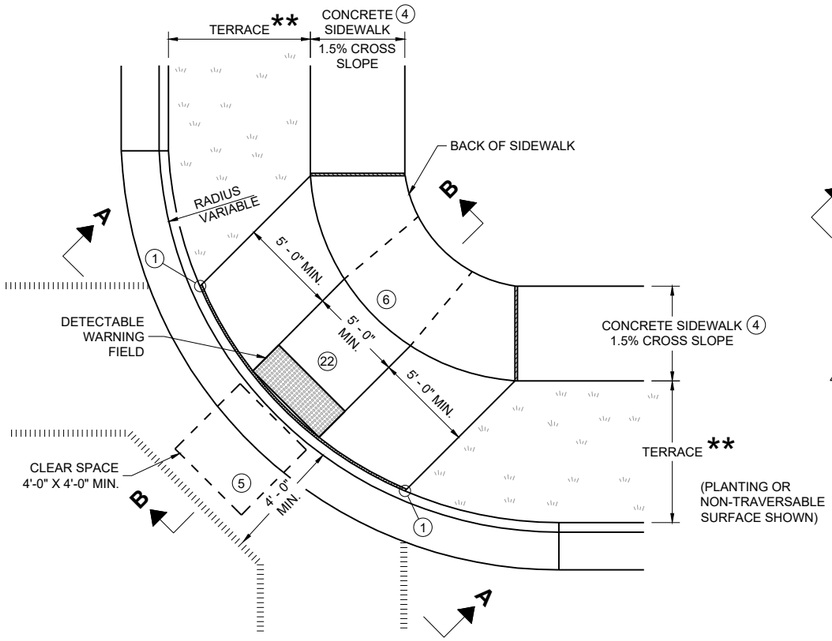
PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN SHEETS	SHEET 27	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\050201-PN.DWG
LAYOUT NAME - 01

PLOT DATE : 12/15/2025 11:00 AM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:50 FT

Standard Detail Drawing List

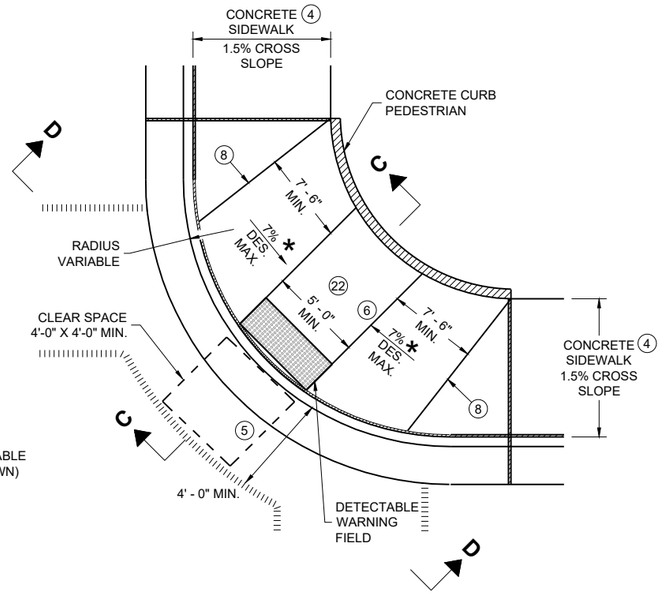
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
14C01-03	TIMBER RAIL GUARD FENCE, CURB AND GUARD POST AND MARKER POST
14C07-04A	PICNIC TABLE, SINGLE PEDESTAL
14C07-04B	PICNIC TABLE, SINGLE PEDESTAL
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C07-16A	PAVEMENT MARKING SYMBOLS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C36-01	PARKING STALL MARKING
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD



PLAN VIEW

CURB RAMP TYPE 1

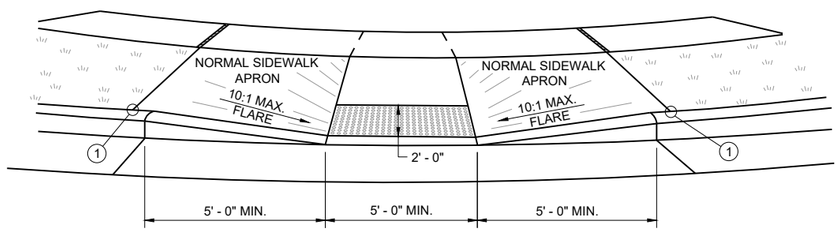
(CENTER OF CORNER RADIUS)



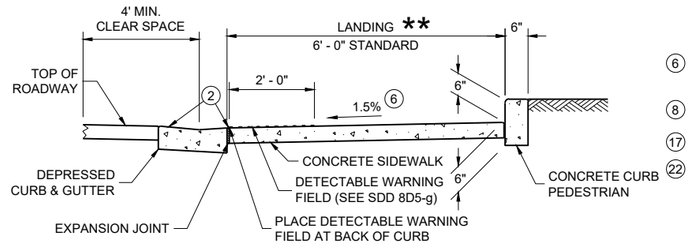
PLAN VIEW

CURB RAMP TYPE 1 - A

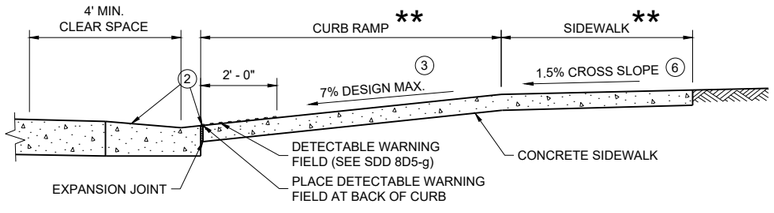
(NO TERRACE)



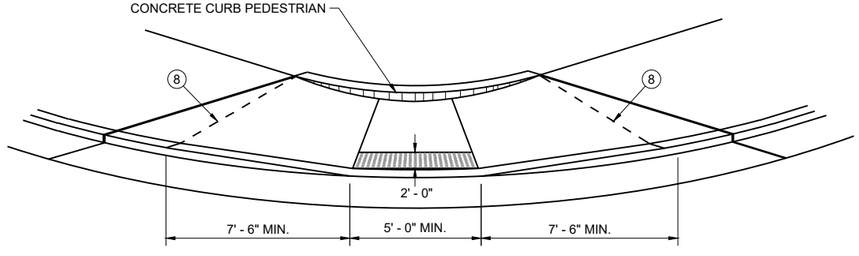
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

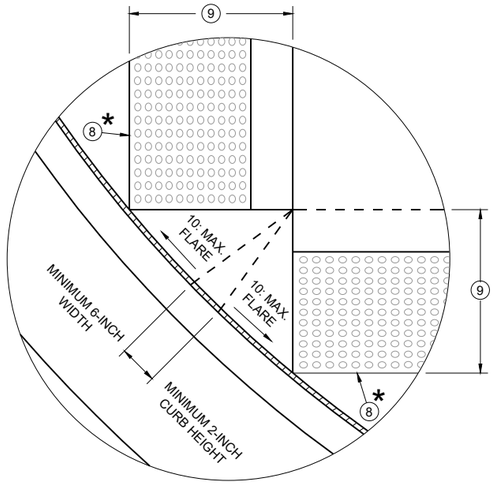
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

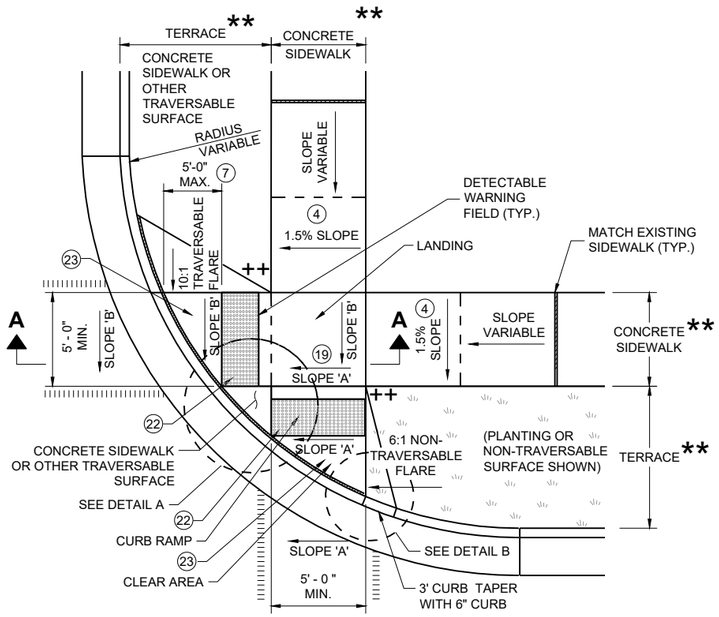
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



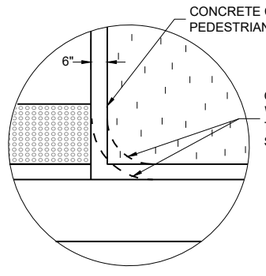
DETAIL A



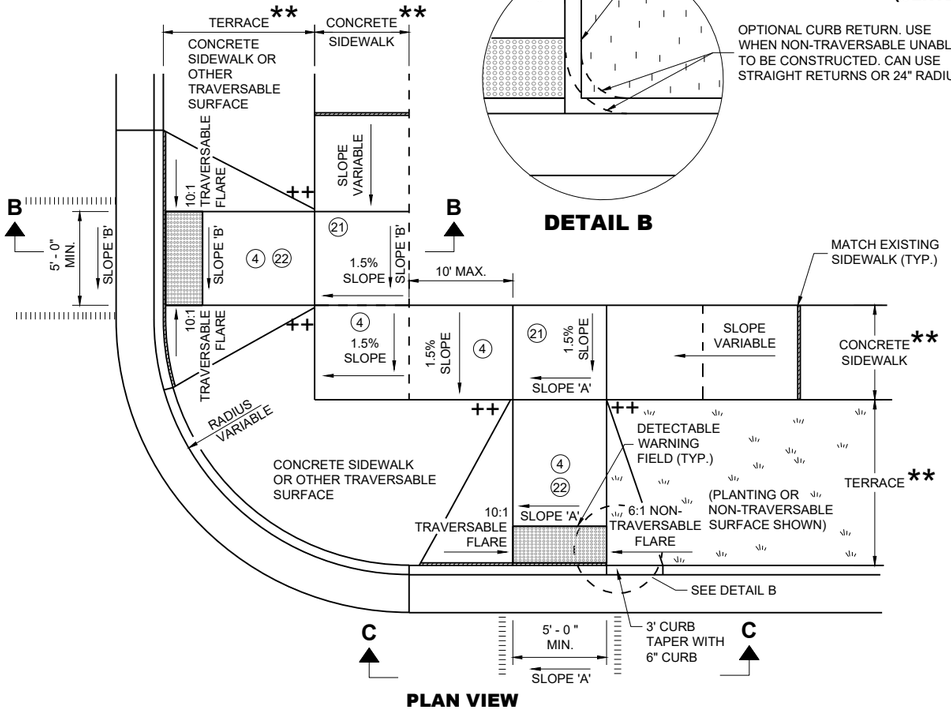
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



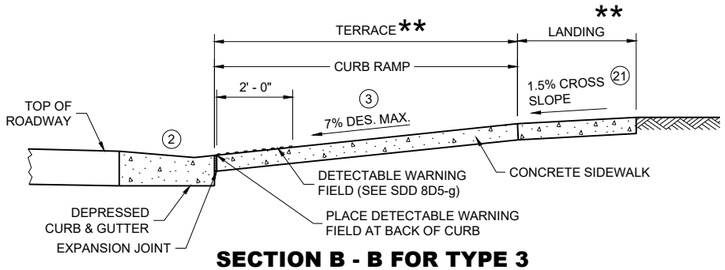
DETAIL B



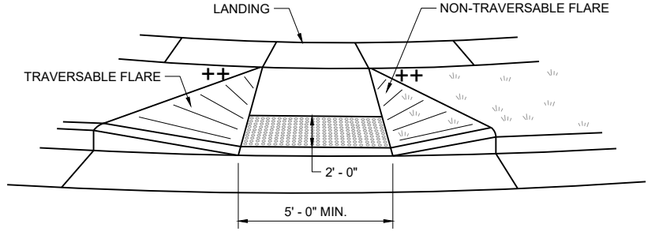
PLAN VIEW

CURB RAMP TYPE 3

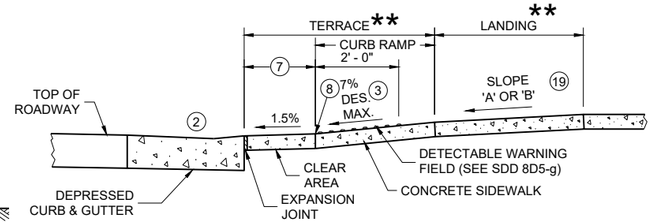
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

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) ±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.

(21) 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.

(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.

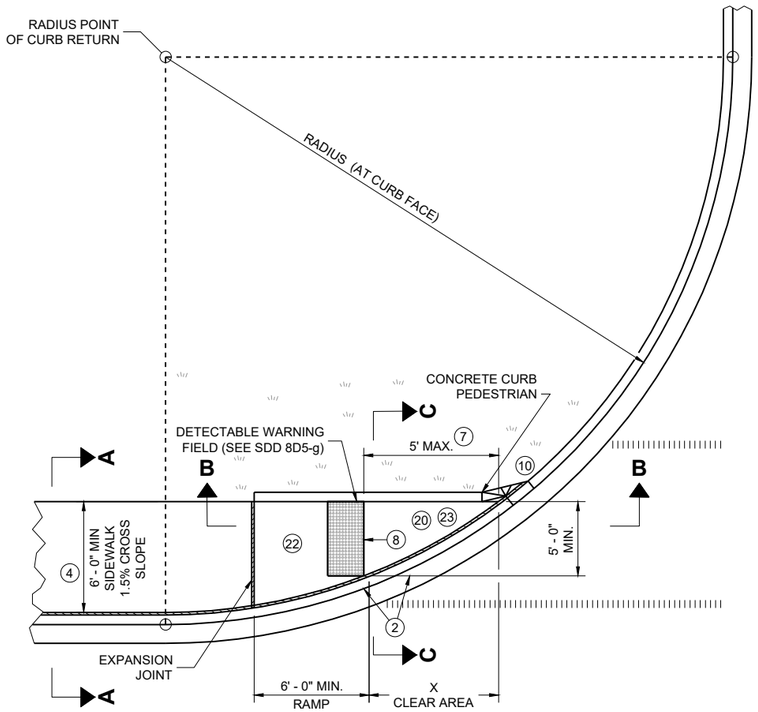
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	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

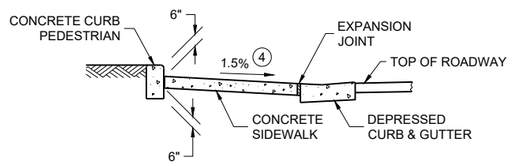
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

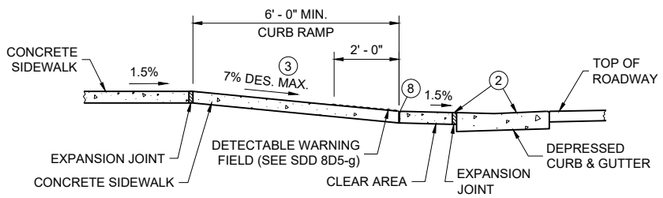


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



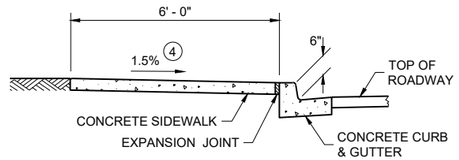
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

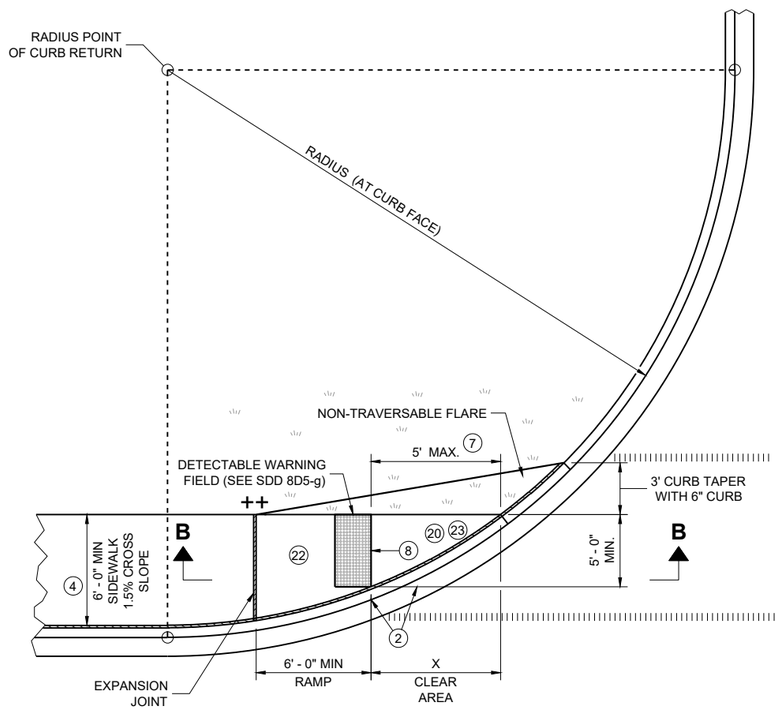
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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.

(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.

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

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

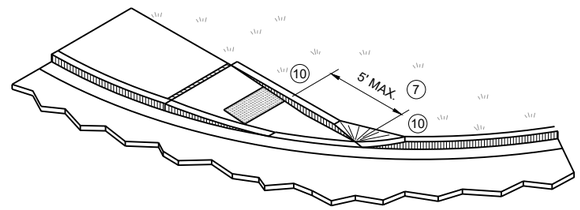
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

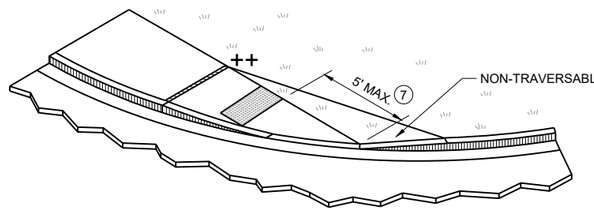
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.



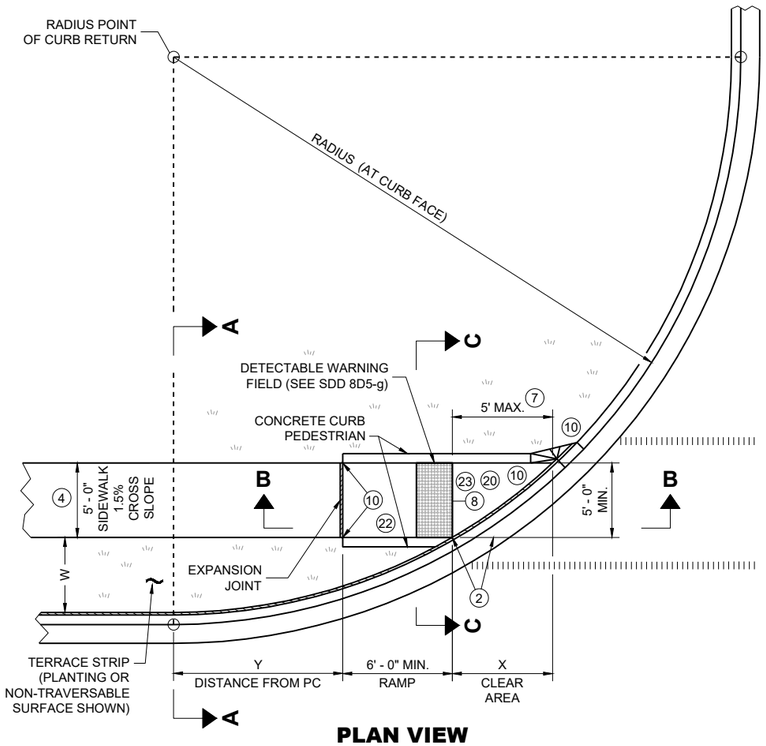
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

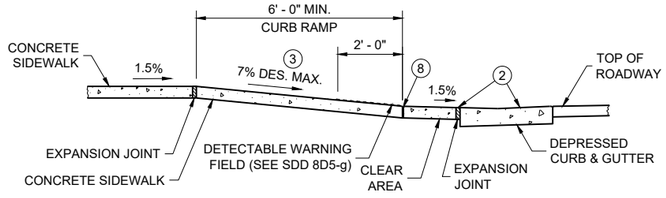
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

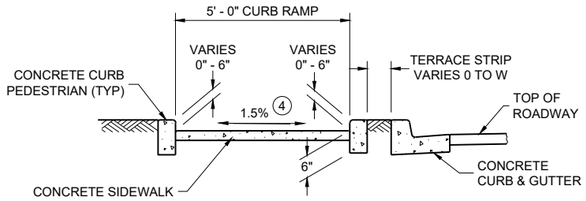
SECTION A - A FOR TYPE 4B



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

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

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" 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.

(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.

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

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

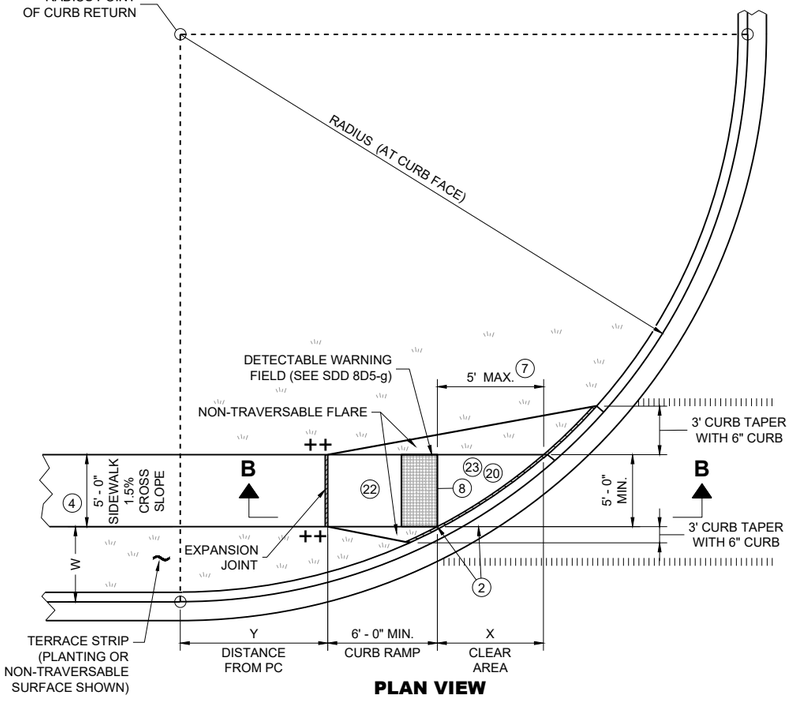
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

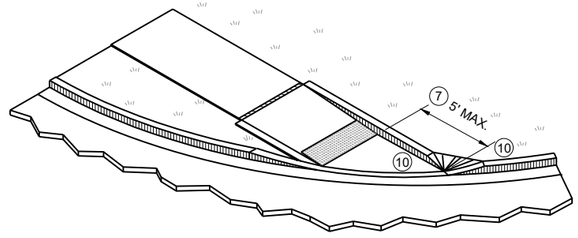
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

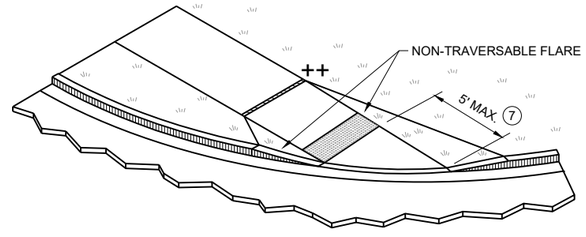
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



PLAN VIEW
CURB RAMP TYPE 4B1



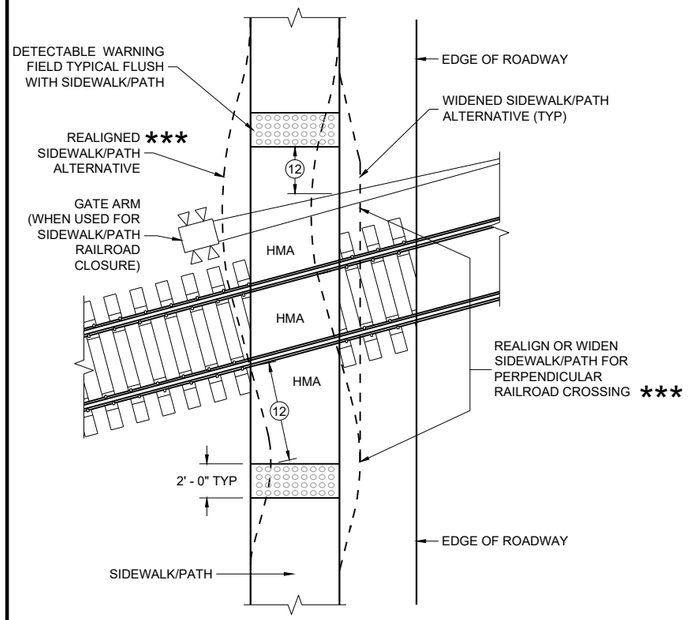
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

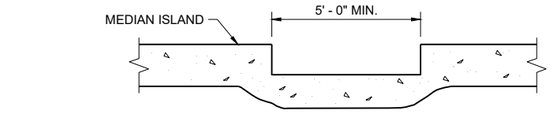
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

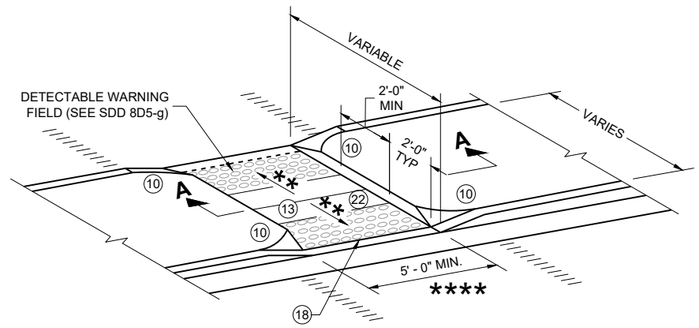


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

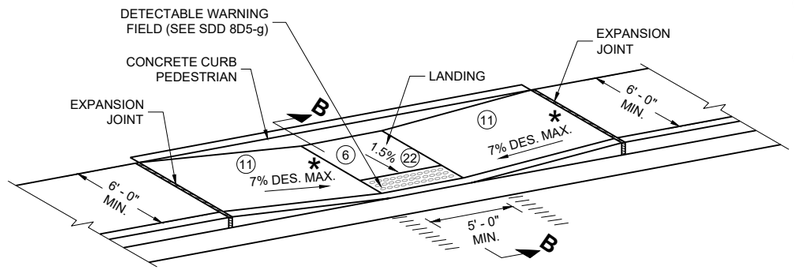
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM 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.

(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.



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

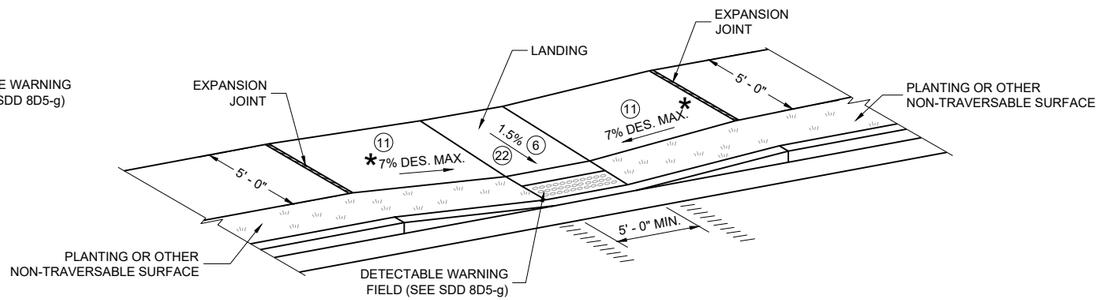
LEGEND

- ½" 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

CURB RAMP TYPE 6

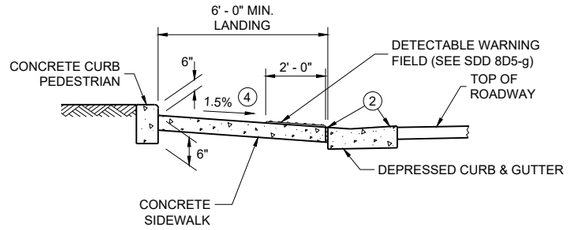
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

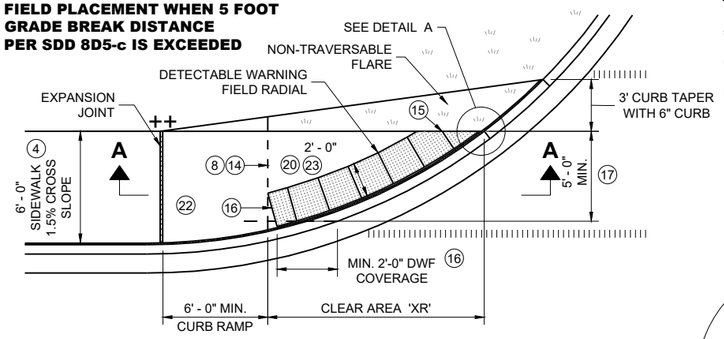


SECTION B - B FOR TYPE 7A

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

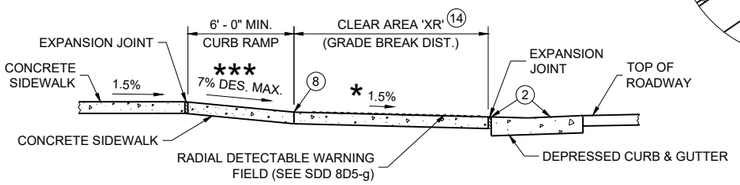
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

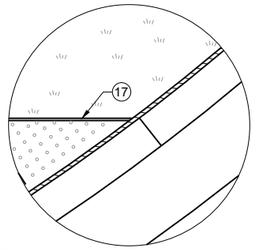
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



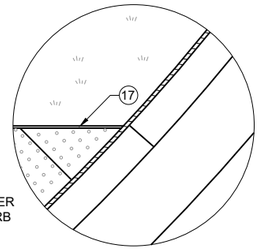
SECTION A - A FOR TYPE 4A1

LEGEND

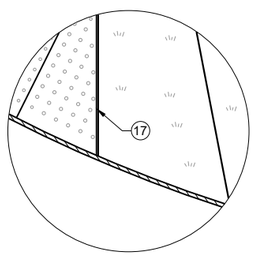
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



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 FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER 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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

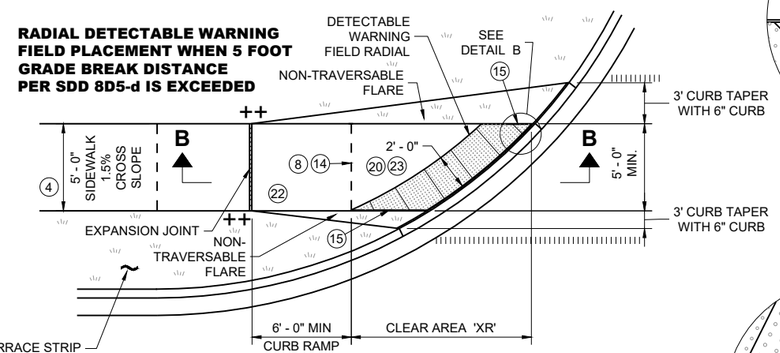
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(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.

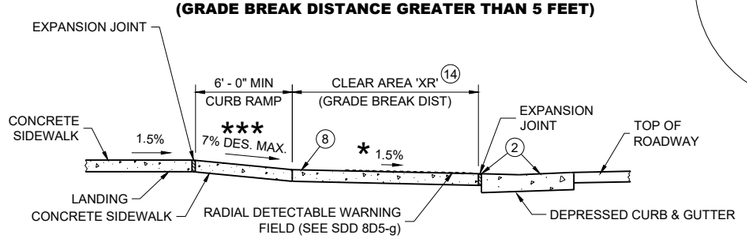
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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



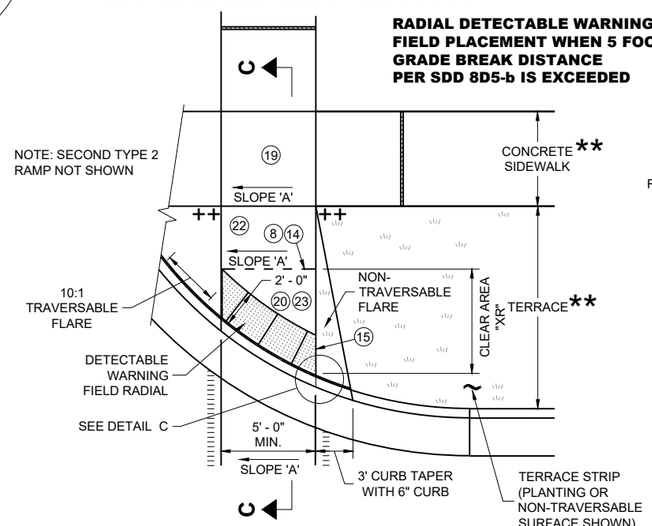
PLAN VIEW

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



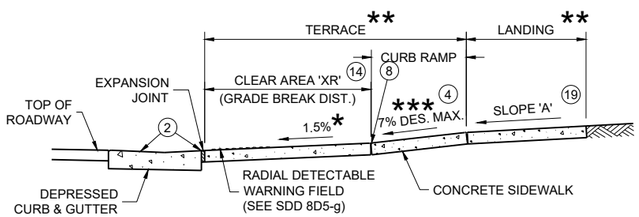
SECTION B - B FOR TYPE 4B1

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



PLAN VIEW

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



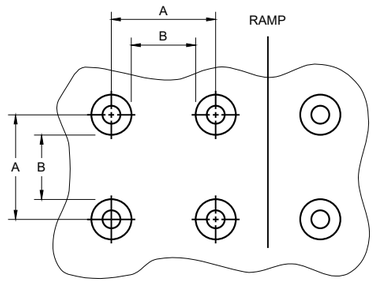
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

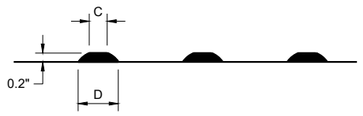
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

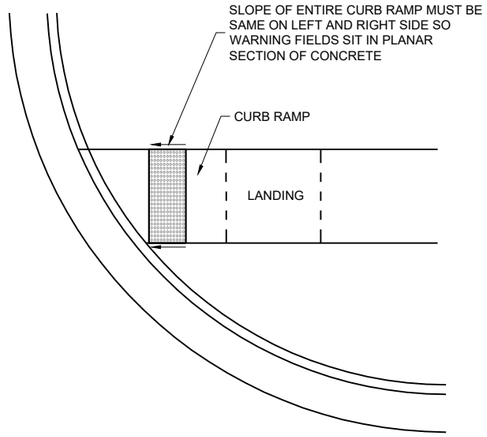
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

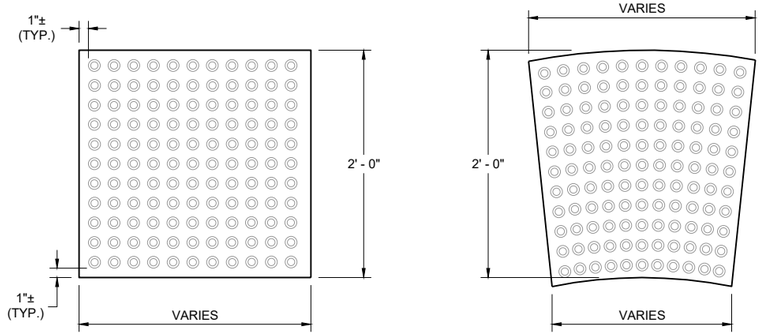
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

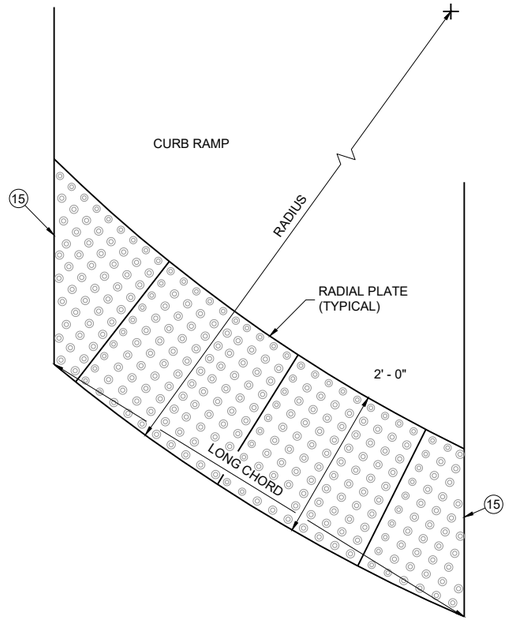
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



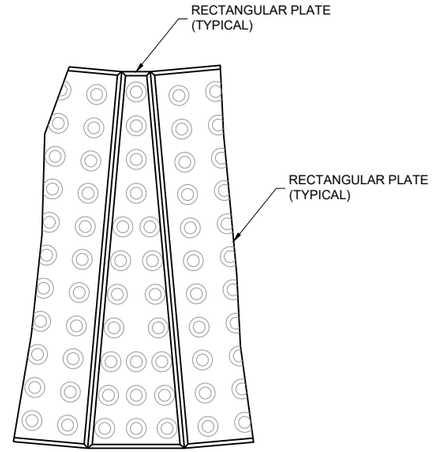
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D05-22g

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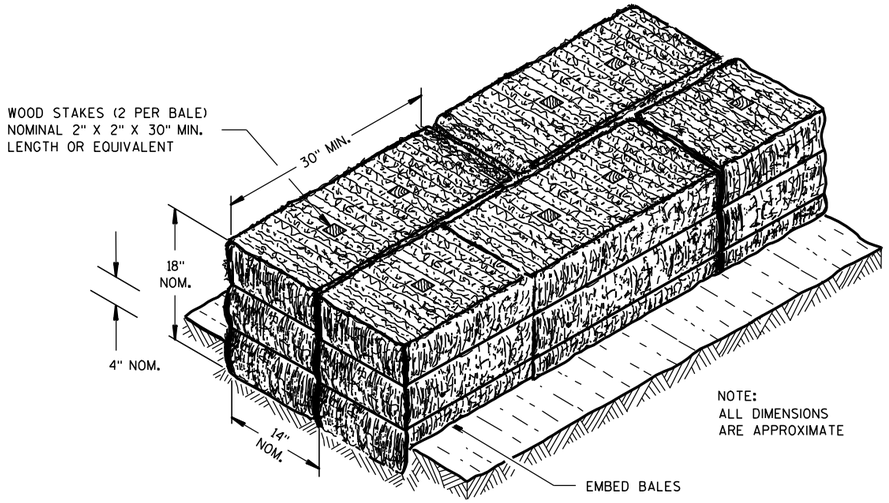
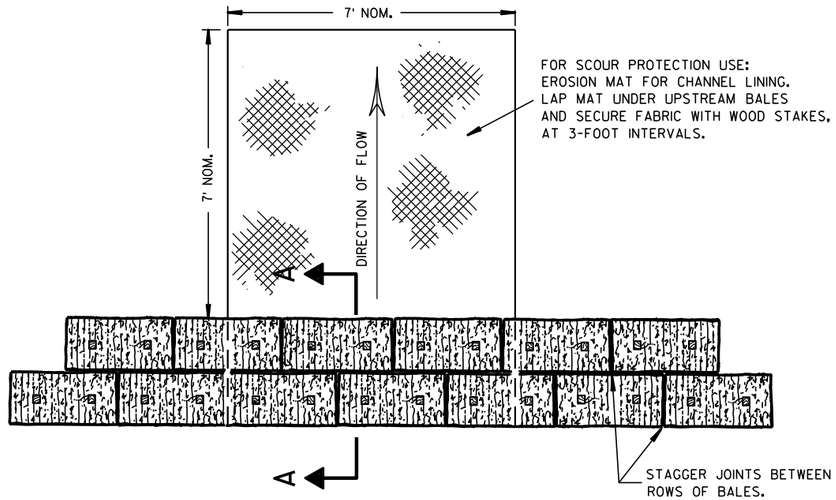
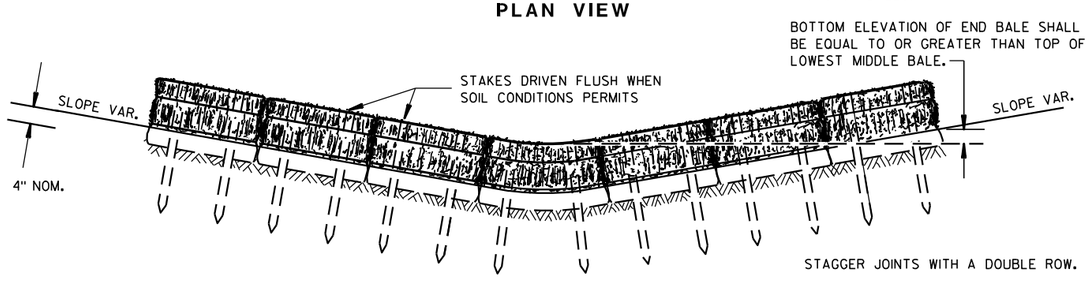
SDD 08D05-22g



SECTION A-A



PLAN VIEW



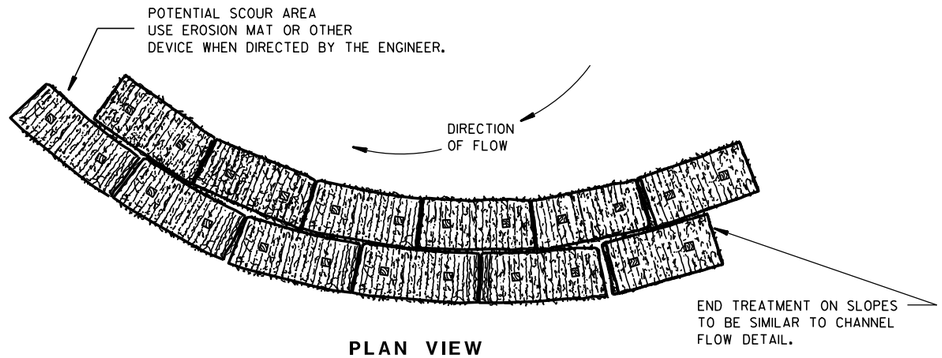
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

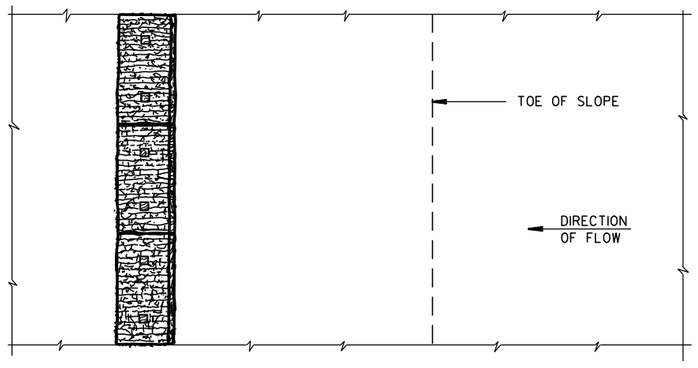
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

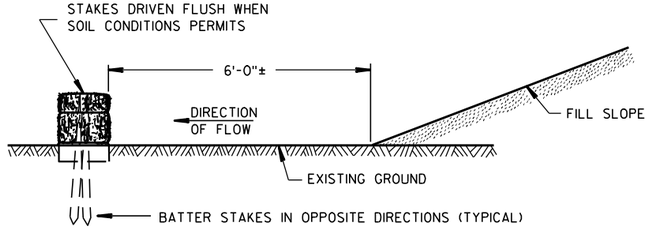


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

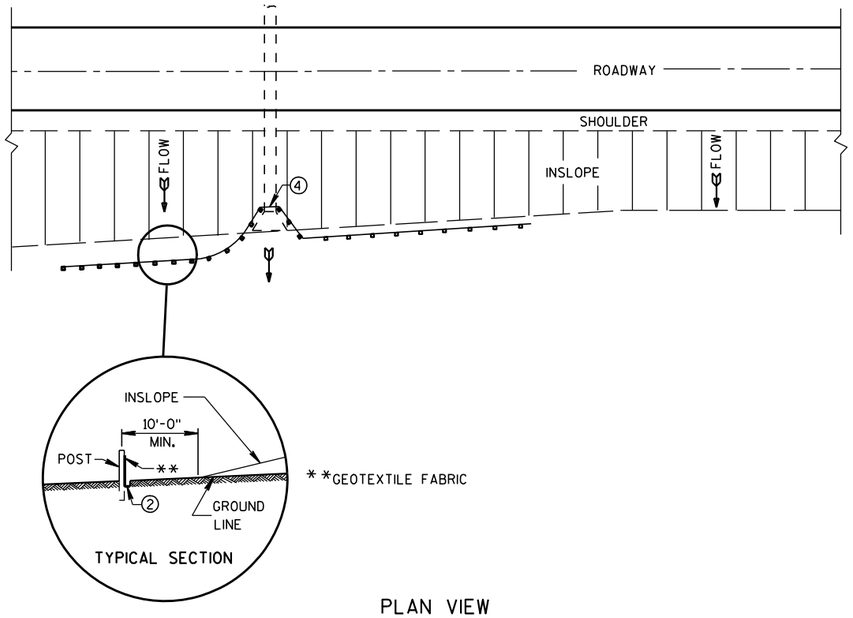
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

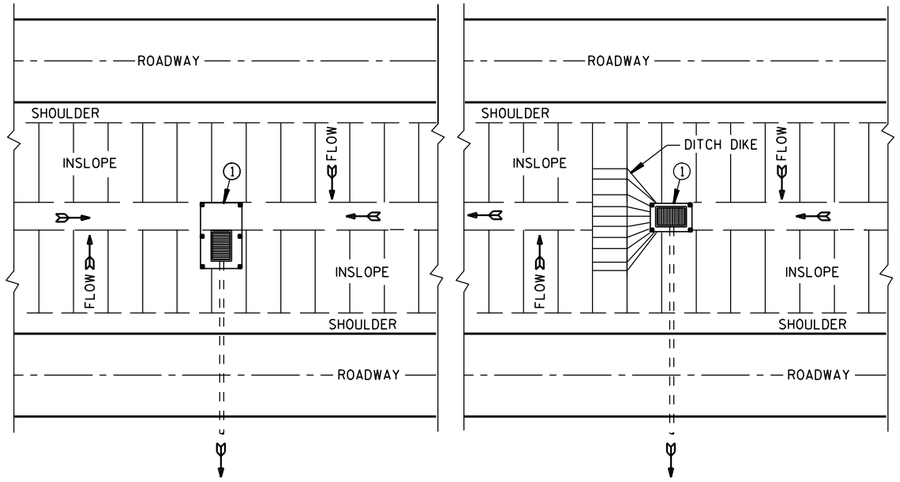
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



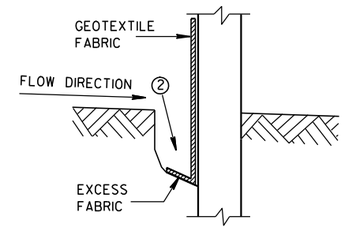
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

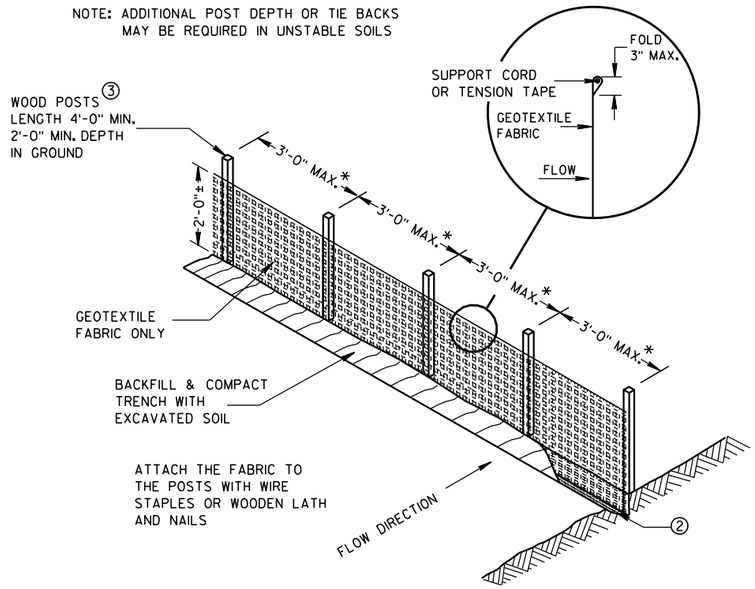
GENERAL NOTES

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

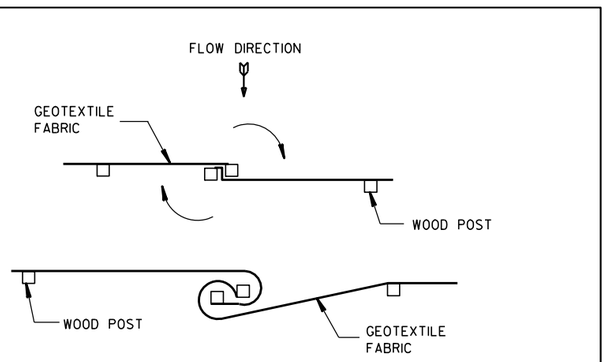
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



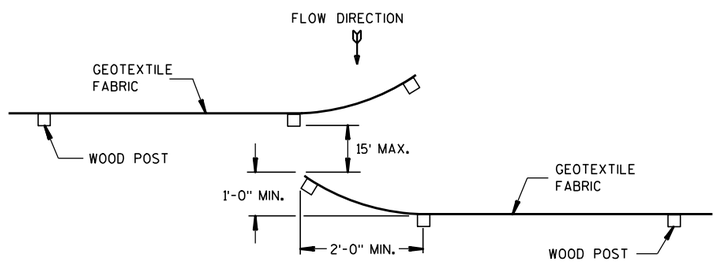
TRENCH DETAIL



SILT FENCE

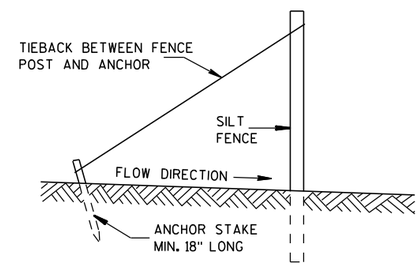


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

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

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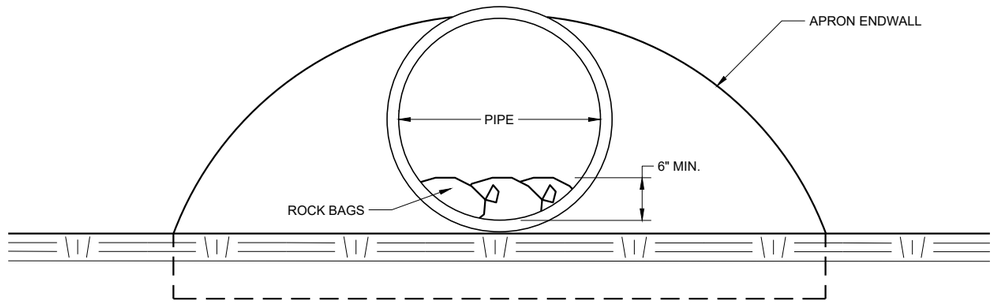
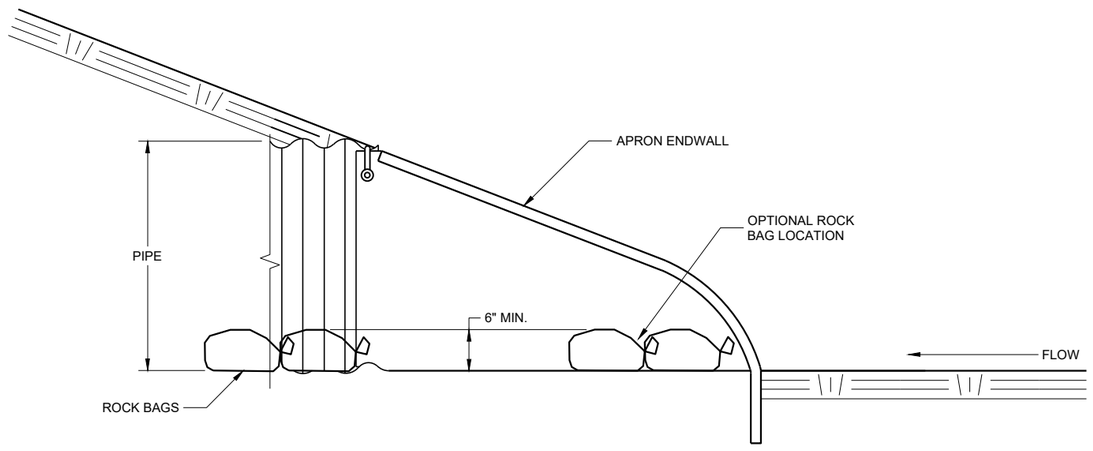
S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

METAL APRON ENDWALLS

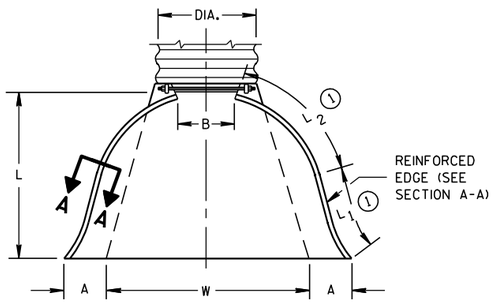
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

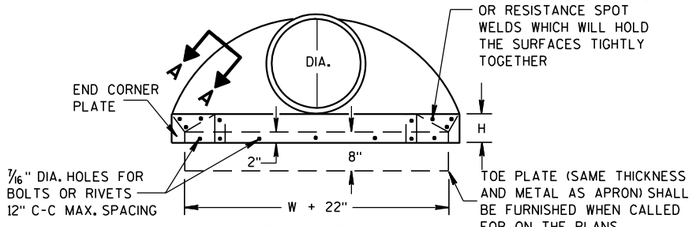
REINFORCED CONCRETE APRON ENDWALLS

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

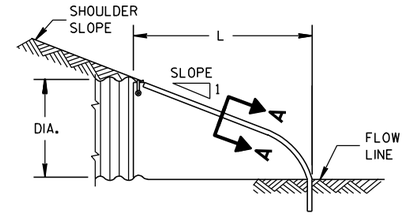
*MINIMUM
**MAXIMUM



PLAN VIEW

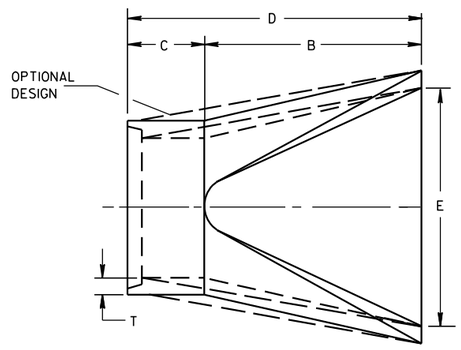


END VIEW

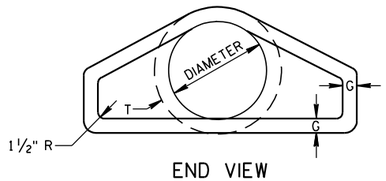


SIDE ELEVATION

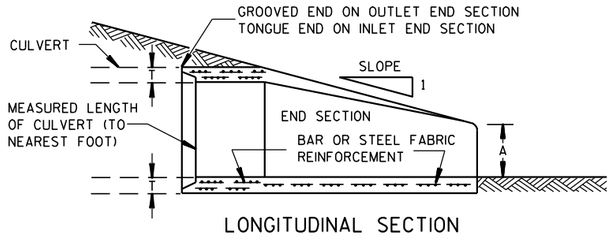
METAL ENDWALLS



PLAN

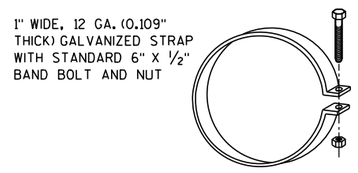


END VIEW



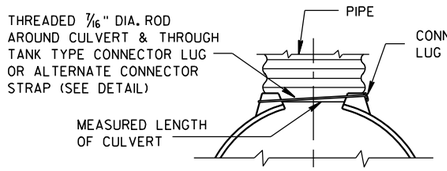
LONGITUDINAL SECTION

CONCRETE ENDWALLS

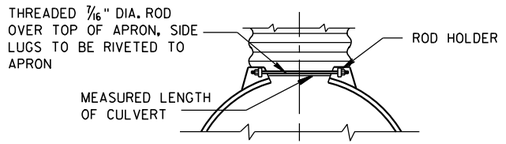


ALTERNATE FOR TYPE 1 CONNECTION

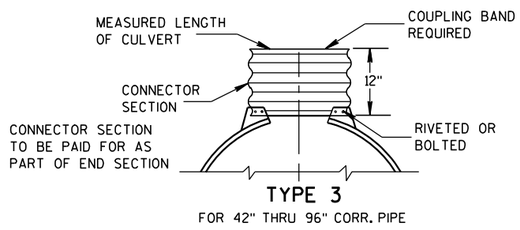
END SECTION CONNECTOR STRAP



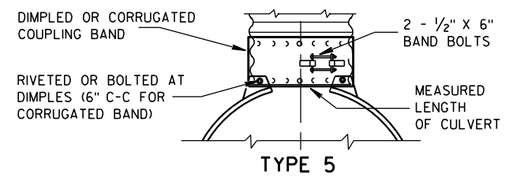
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

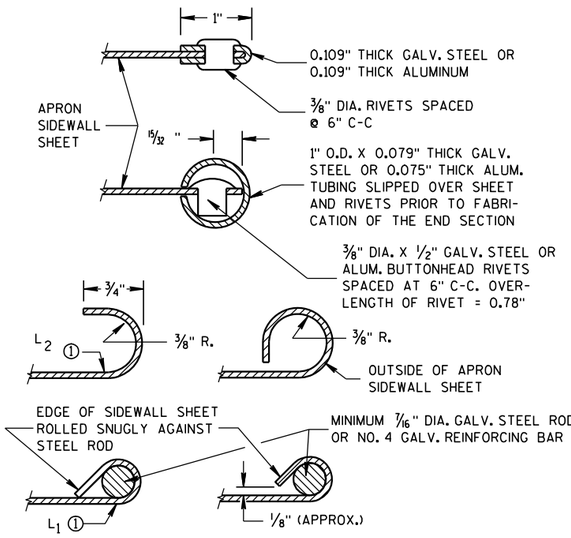
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

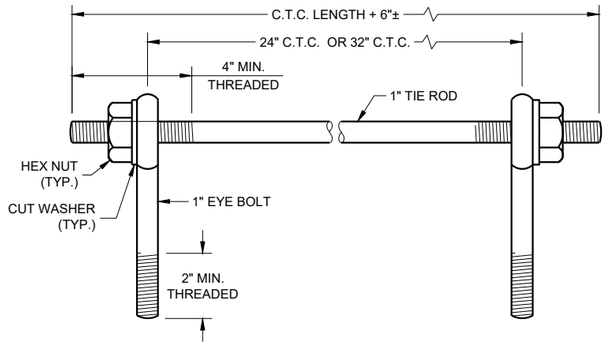
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

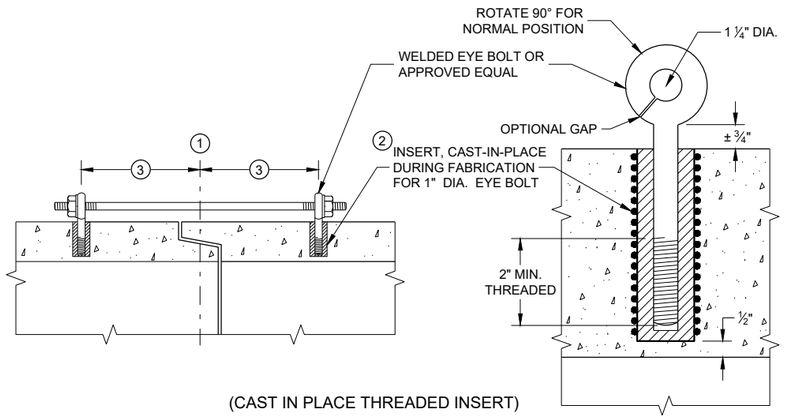
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

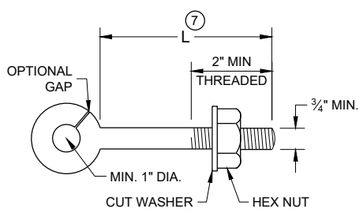
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

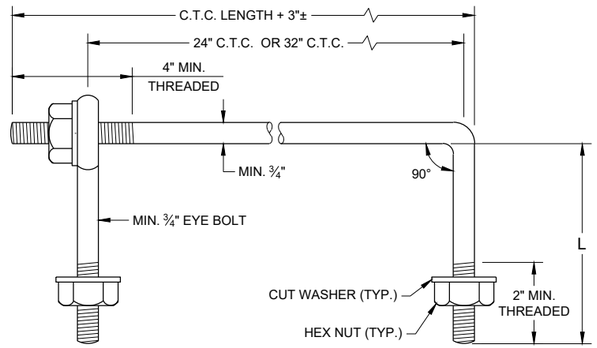
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

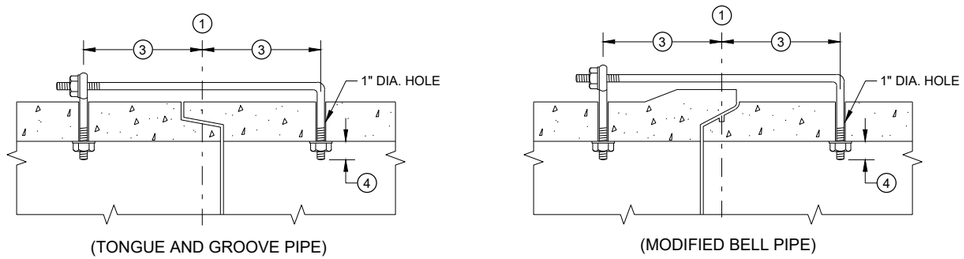


EYE BOLT (7)

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



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)

(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

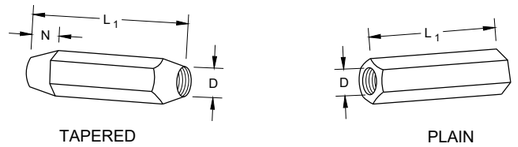
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

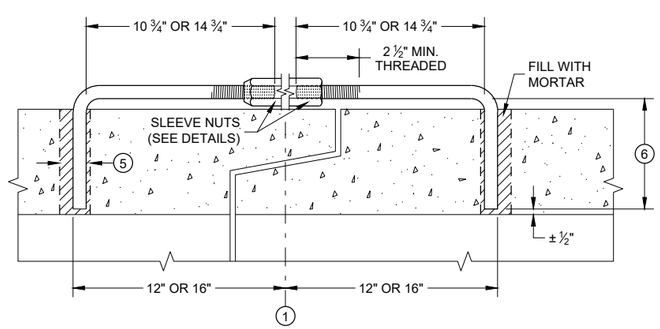
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



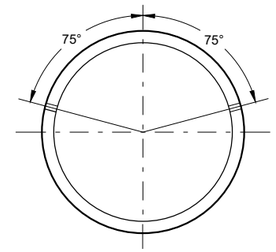
RIGHT AND LEFT THREADS

SLEEVE NUTS



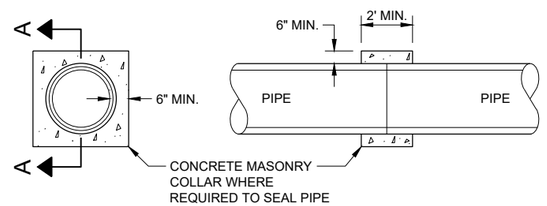
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

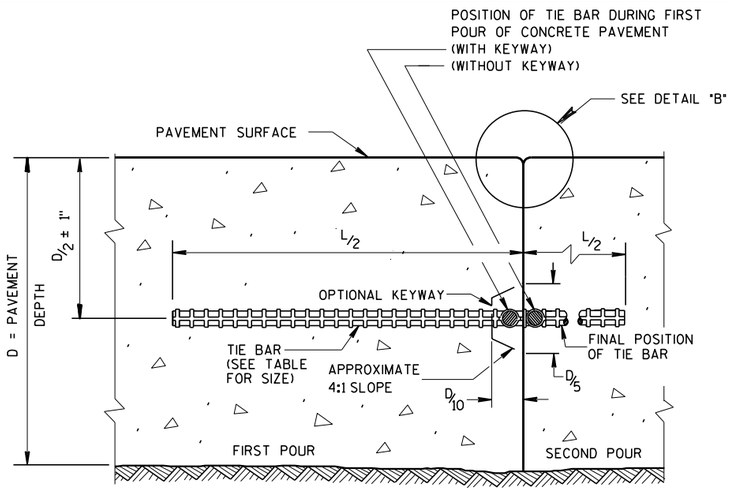
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

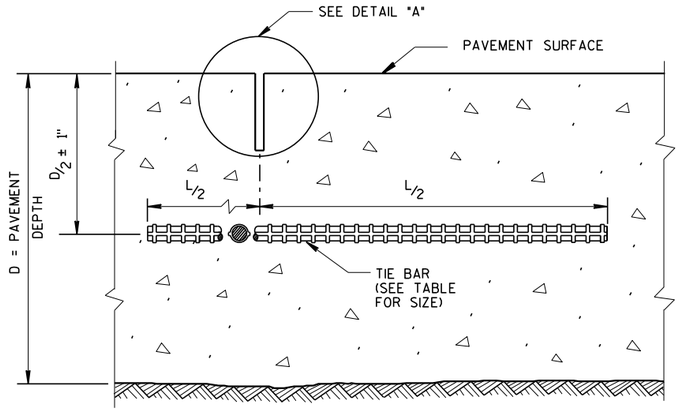
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08



CONSTRUCTION JOINT



SAWED JOINT

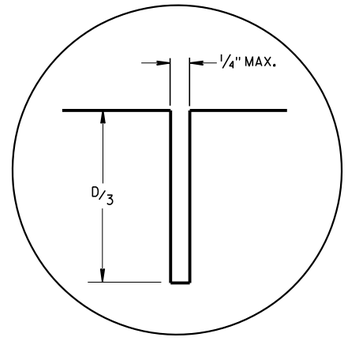
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

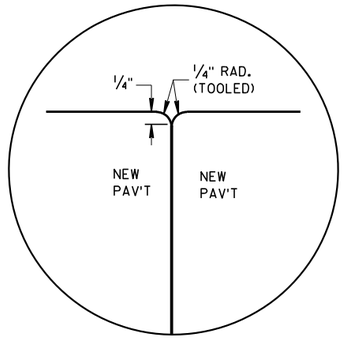
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

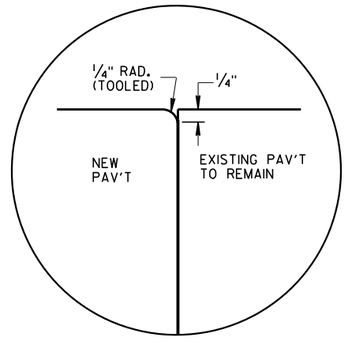
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



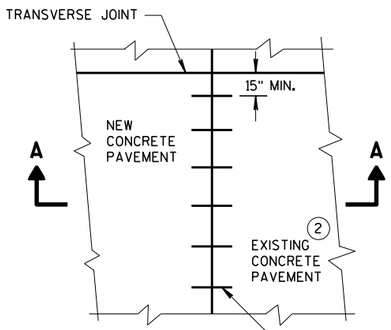
DETAIL "A"



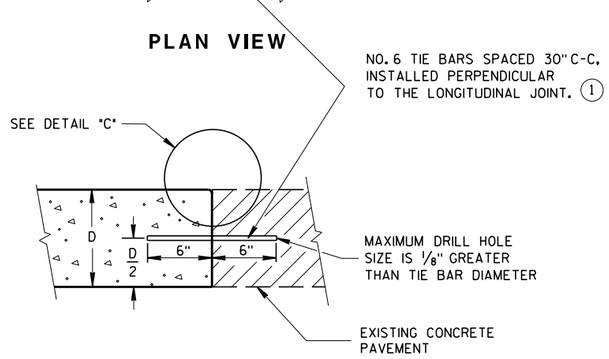
DETAIL "B"



DETAIL "C"



PLAN VIEW



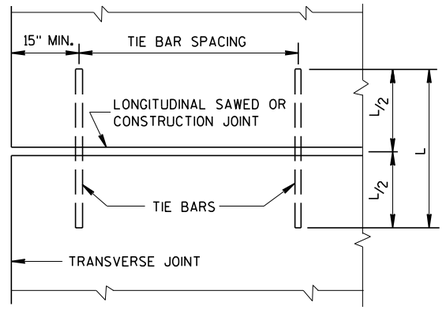
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

6

S.D.D. 13 C 1-19

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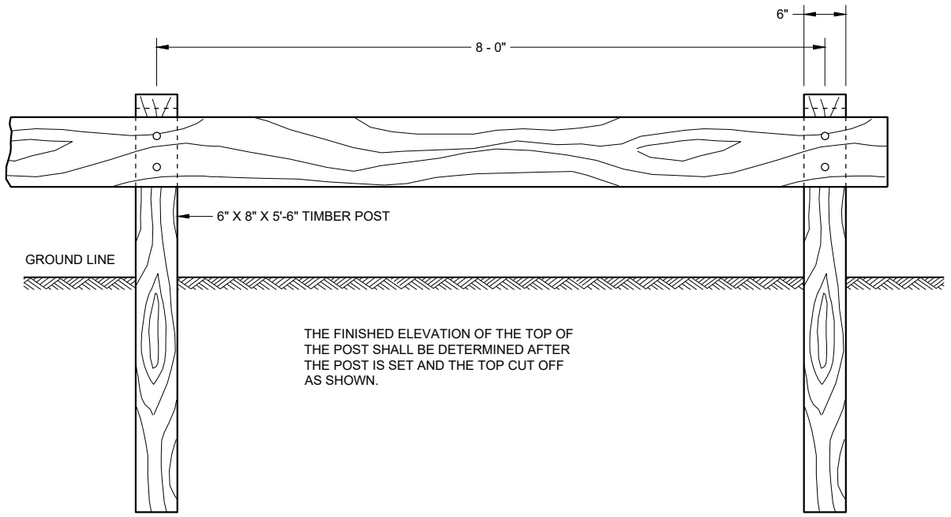
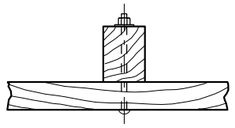
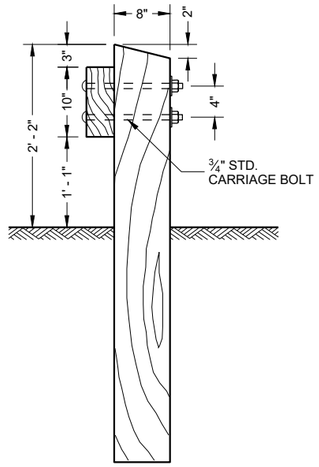
S.D.D. 13 C 1-19



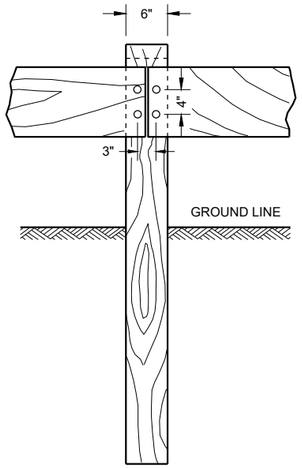
FRONT VIEW



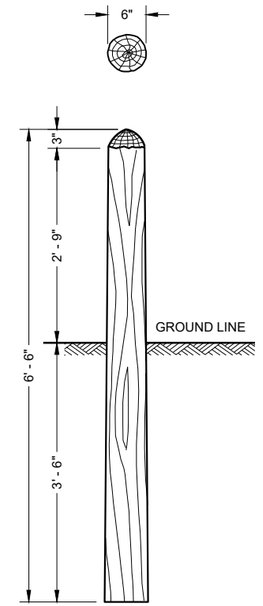
TOP VIEW



SIDE VIEW



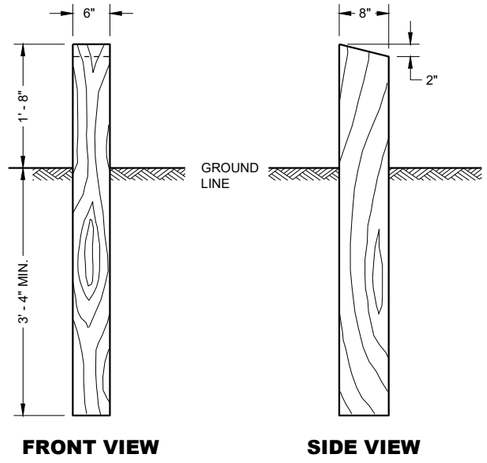
SPLICE POST



RUSTIC MARKER POST

TIMBER RAIL GUARD FENCE

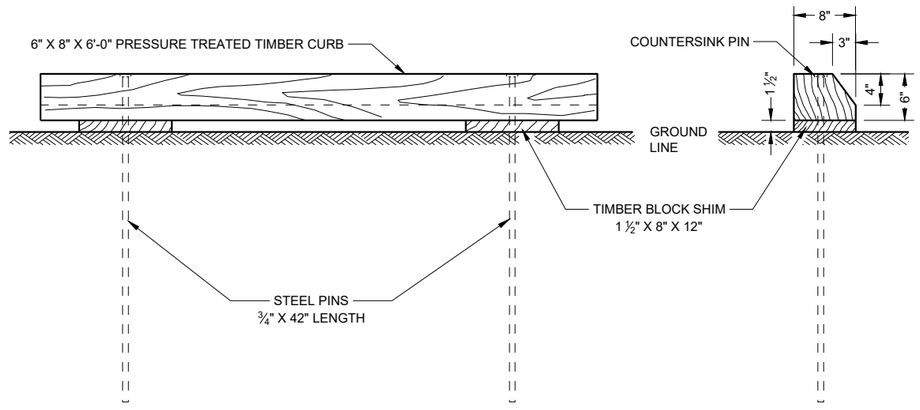
(PARKING LOT PROTECTION)



FRONT VIEW **SIDE VIEW**

TIMBER RAIL GUARD POST

(REQUIREMENTS SHALL BE THE SAME AS POSTS FOR TIMBER RAIL GUARD FENCE)



FRONT VIEW **SIDE VIEW**

TREATED TIMBER CURB

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATION SECTION 615. ALL POST AND RAIL DIMENSIONS ARE NOMINAL DIMENSIONS.

TIMBER RAIL GUARD FENCE, CURB AND GUARD POST AND MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Joseph Coughlin — ROADSIDE FACILITIES ENG

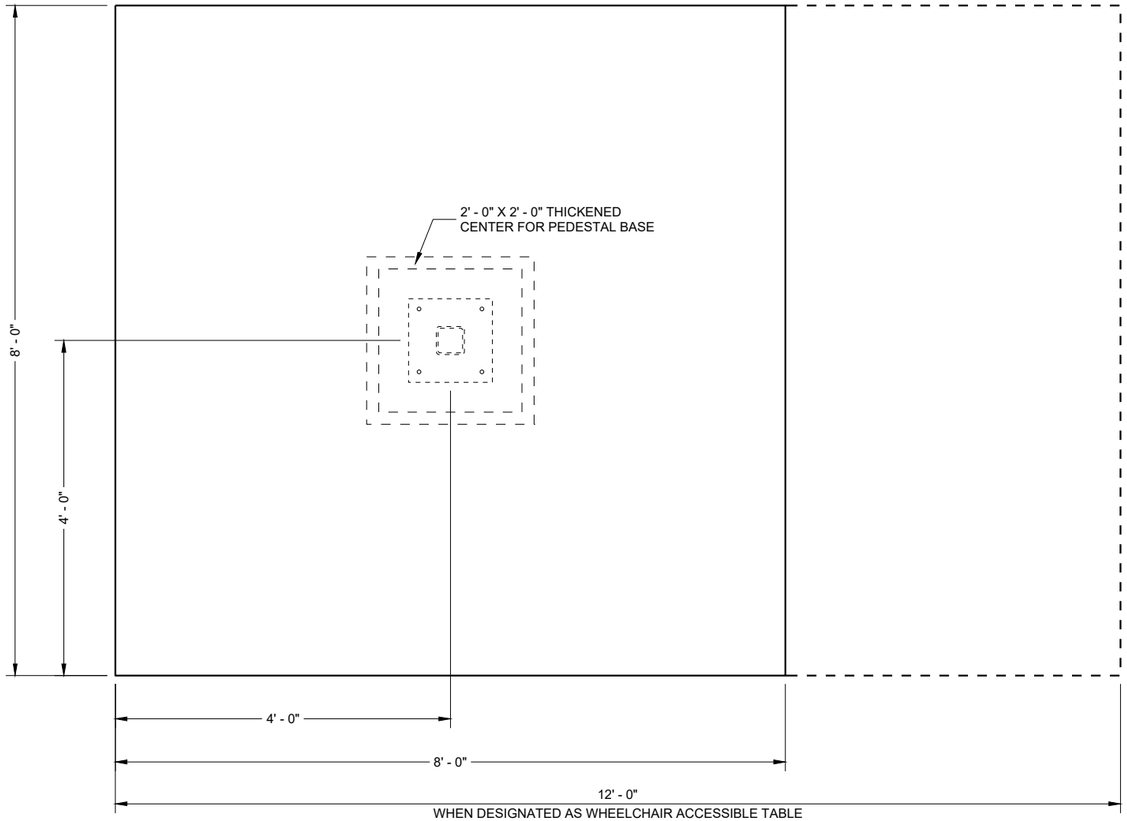
FHWA

6

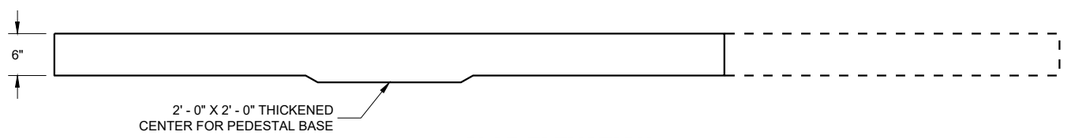
SDD 14C01 - 03

6

SDD 14C01 - 03



TOP VIEW



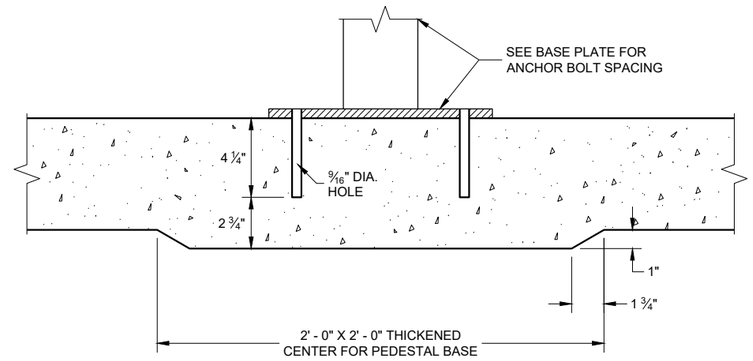
SLAB ELEVATION

GENERAL NOTES

PICNIC TABLE PAD SHALL BE PAID FOR AS CONCRETE SIDEWALK 6-INCH.

PICNIC TABLE PAD SHALL BE LEVEL.

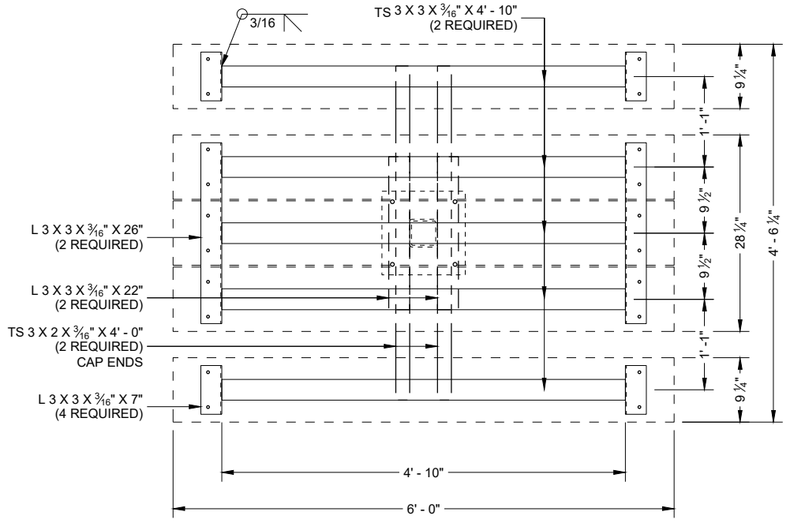
WHEEL CHAIR ACCESSIBLE TABLES MUST HAVE SIDEWALK EXTENSION.



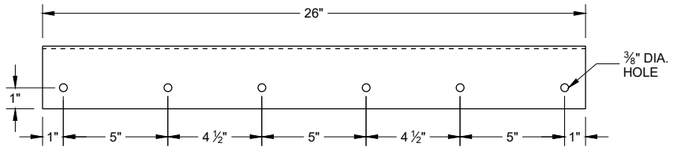
ANCHOR BOLT HOLE DETAIL

CONCRETE PAD FOR PICNIC TABLE

PICNIC TABLE
SINGLE PEDESTAL

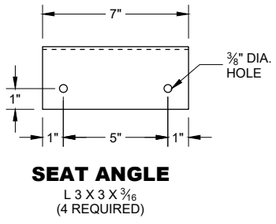


TOP VIEW



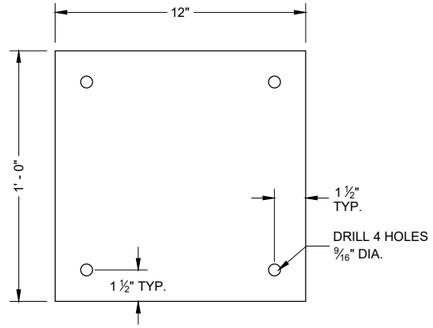
TOP ANGLE

L 3 X 3 X 3/16
(2 REQUIRED)



SEAT ANGLE

L 3 X 3 X 3/16
(4 REQUIRED)



BASE PLATE LAYOUT

GENERAL NOTES

ALL EDGES AND CORNERS OF CUT ANGLES TO BE ROUNDED TO PREVENT SHARP EDGES.

ALL STRUCTURAL TUBES TO BE 46 KSI YIELD, ALL OTHER STEEL TO BE 36 KSI YIELD MIN.

PLANKS TO BE MADE OF RECYCLED PLASTIC.

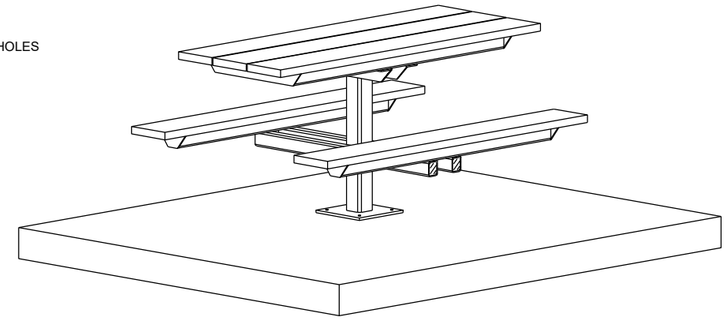
ACTUAL SIZE OF NOMINAL 2X10 PLANKS SHALL BE 1 ½" X 9 ¼".

ALL NUTS, BOLTS AND WASHERS SHALL BE ASTM A36.

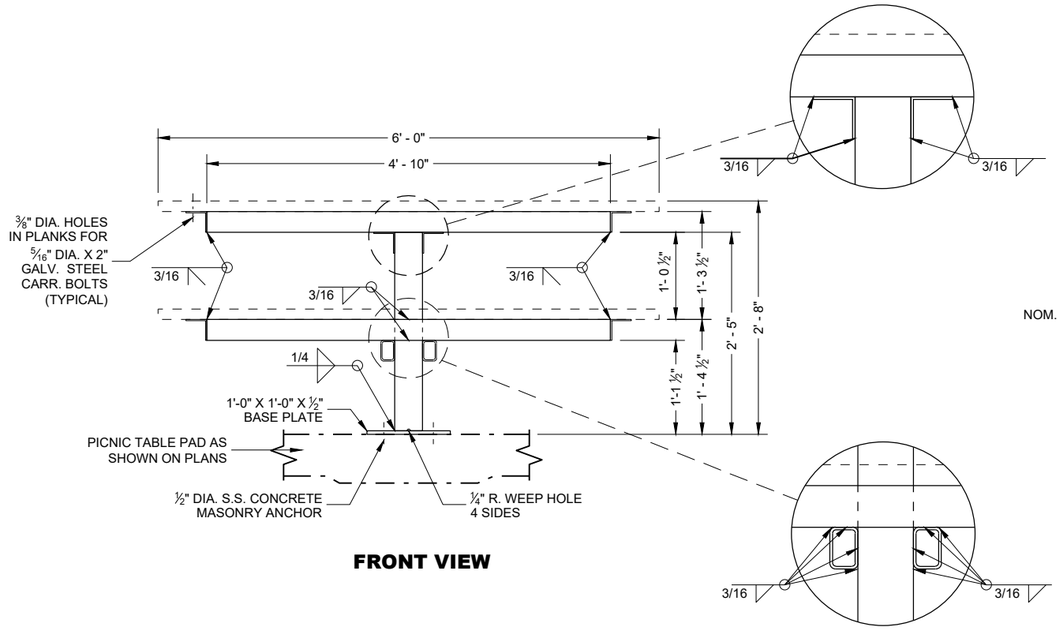
THE ½" DIA. STAINLESS STEEL CONCRETE MASONRY ANCHOR SHALL BE IN ACCORDANCE WITH SECTION 502.2.12 OF THE STANDARD SPECIFICATION.

THE TYPE "S" MASONRY ANCHOR SHALL DEVELOP A MIN. 2400 LBS. TENSION.

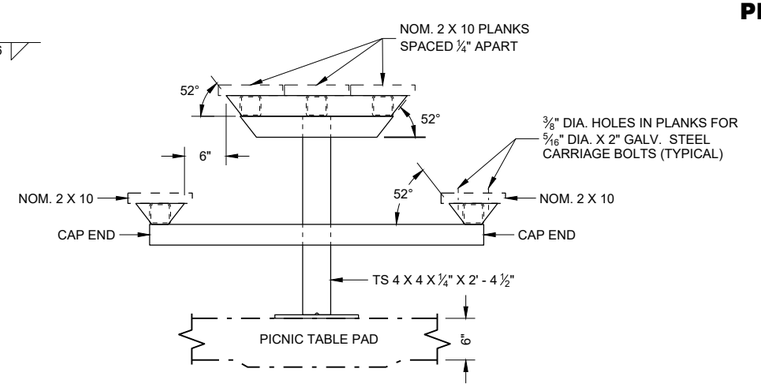
CONCRETE SHALL BE CURED A MINIMUM OF 7 DAYS PRIOR TO SETTING ANCHOR BOLTS.



PERSPECTIVE VIEW



FRONT VIEW



END VIEW

SINGLE PEDESTAL PICNIC TABLE

PICNIC TABLE
SINGLE PEDESTAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

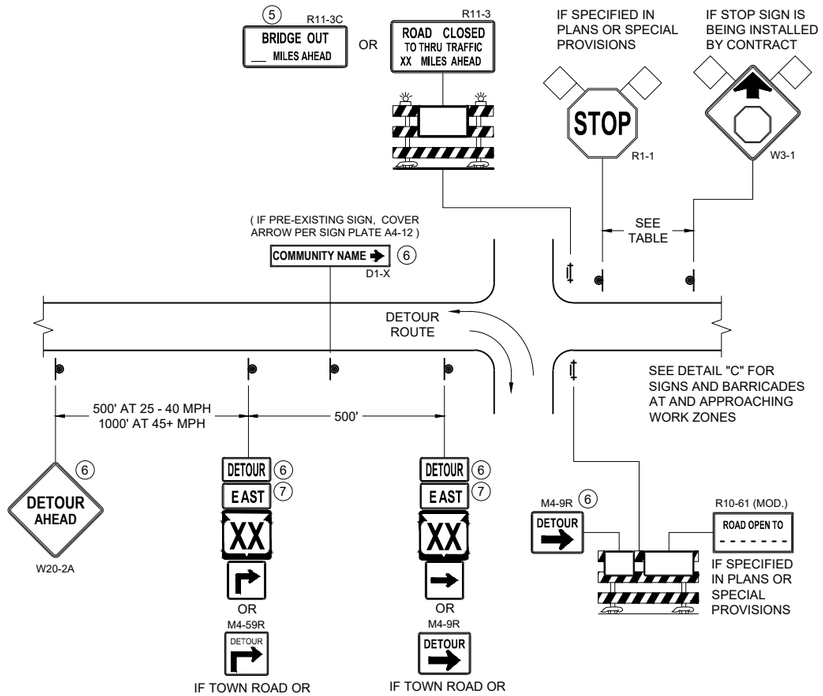
APPROVED
May 2021
DATE

/S/ Joseph Coughlin
ROADSIDE FACILITIES ENG

FHWA

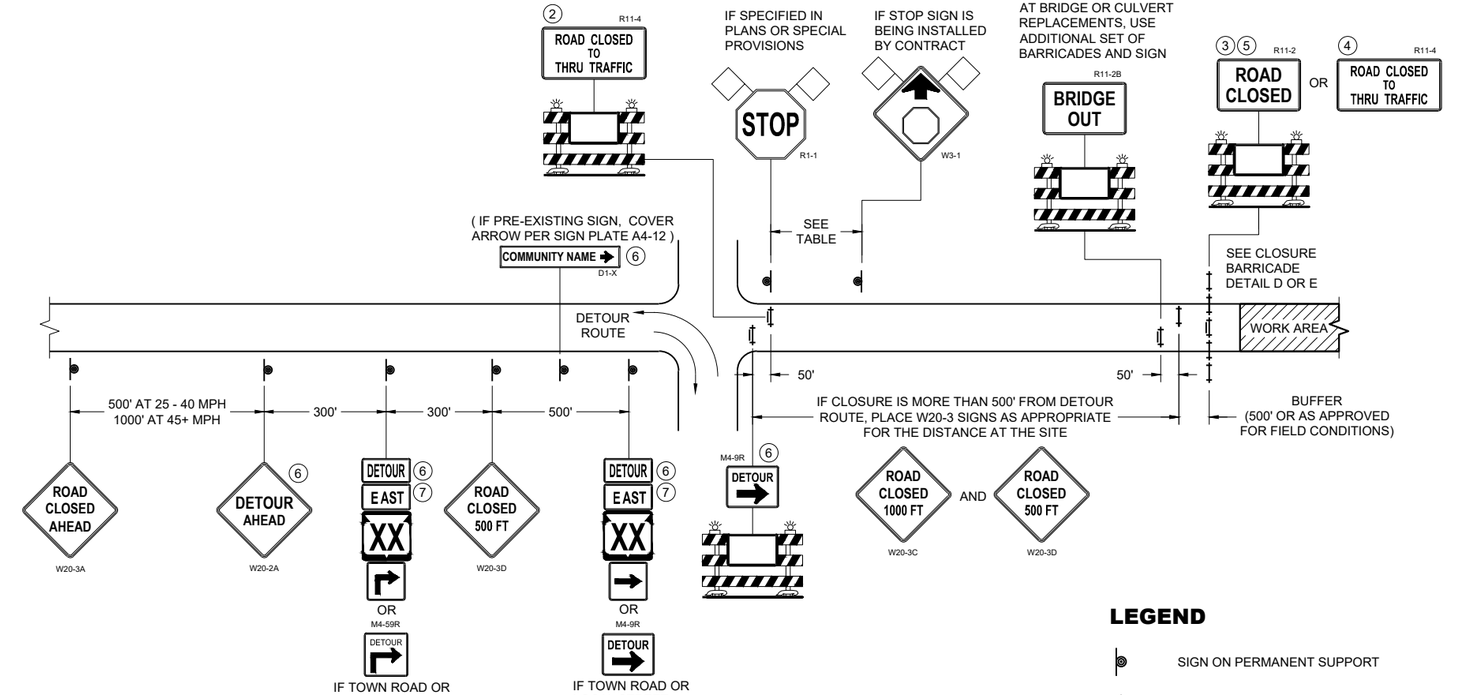
SDD 14C07 - 04b

SDD 14C07 - 04b



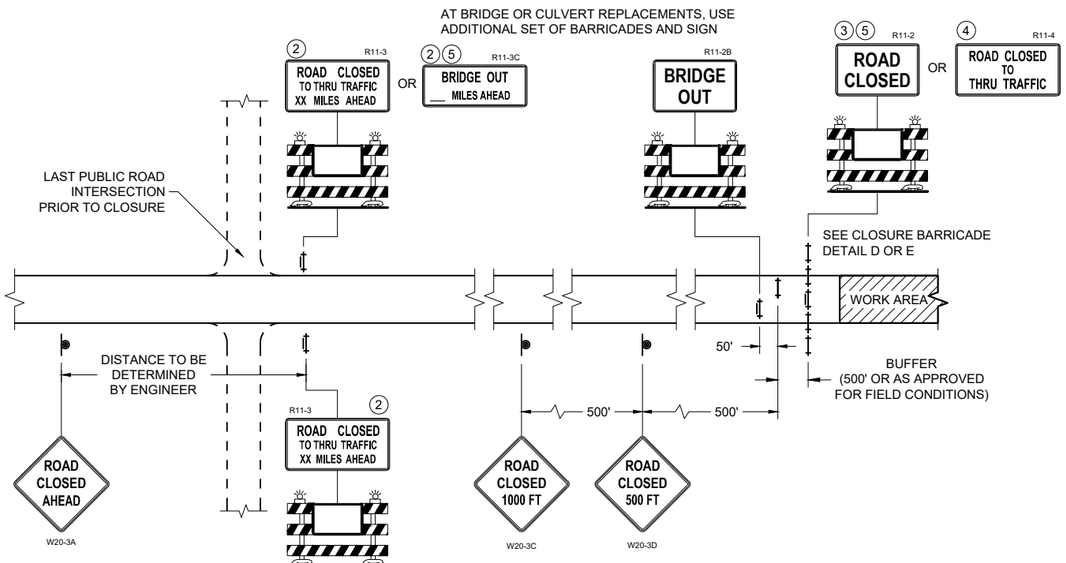
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

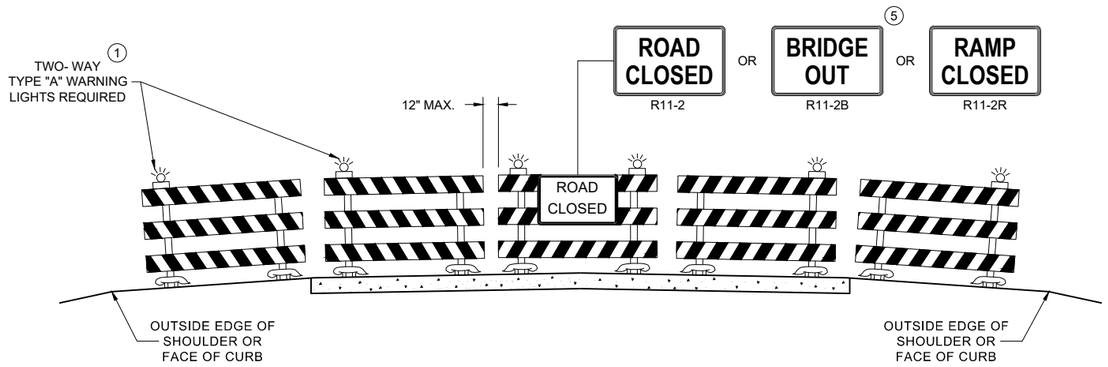
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

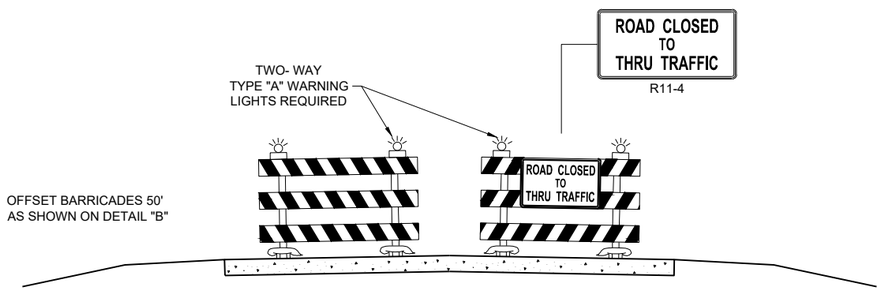
6
SDD 15C02-10a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

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

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

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

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

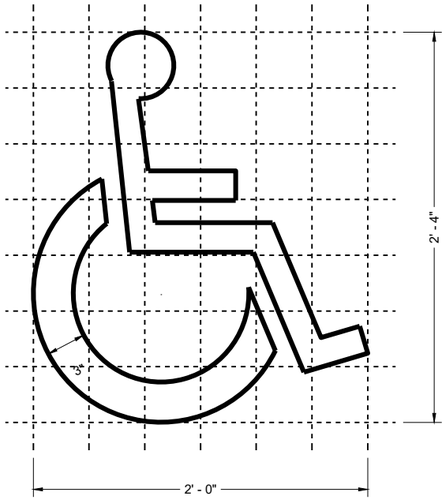
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

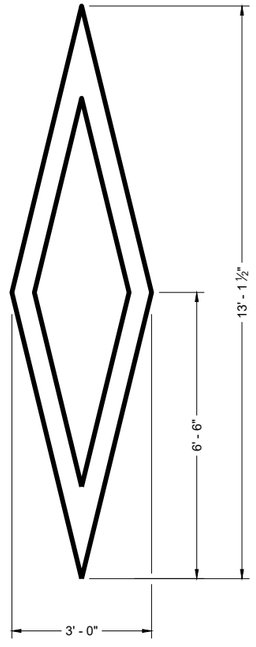
SDD 15C02-10b

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

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SDD 15C07-16a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

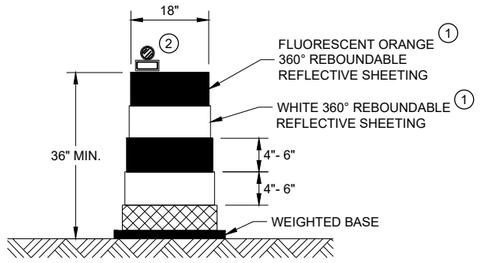
FHWA

6

SDD 15C07-16a

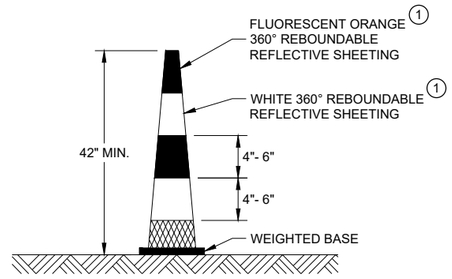
GENERAL NOTES

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



DRUM

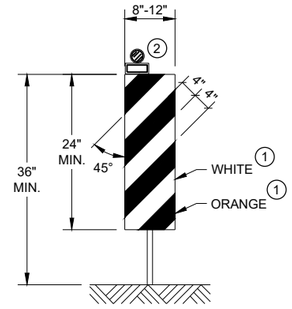
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

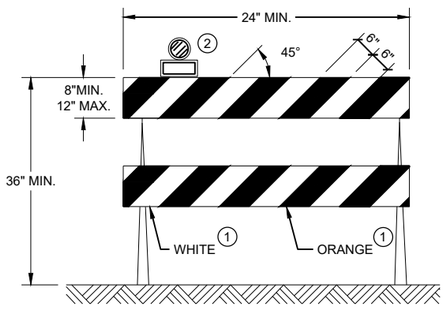
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



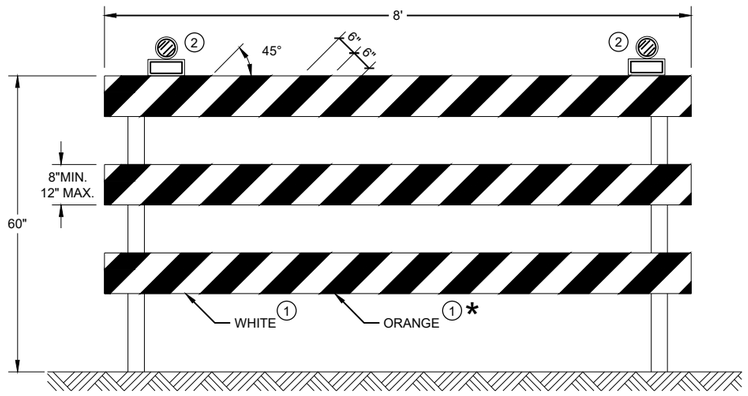
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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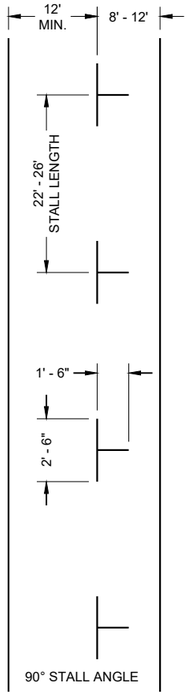
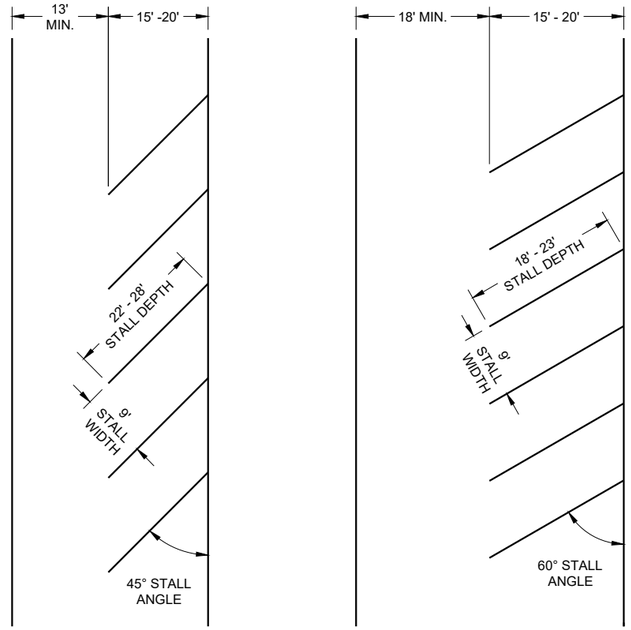
SDD 15C11 - 10b

6

SDD 15C11 - 10b

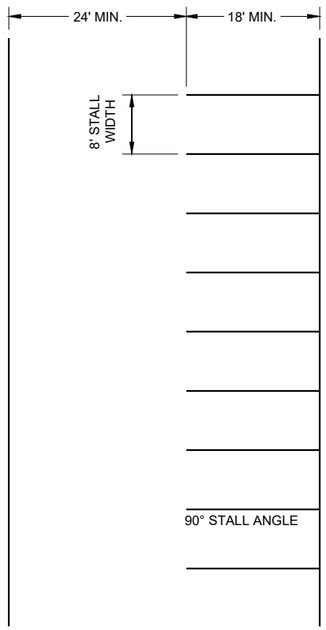


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

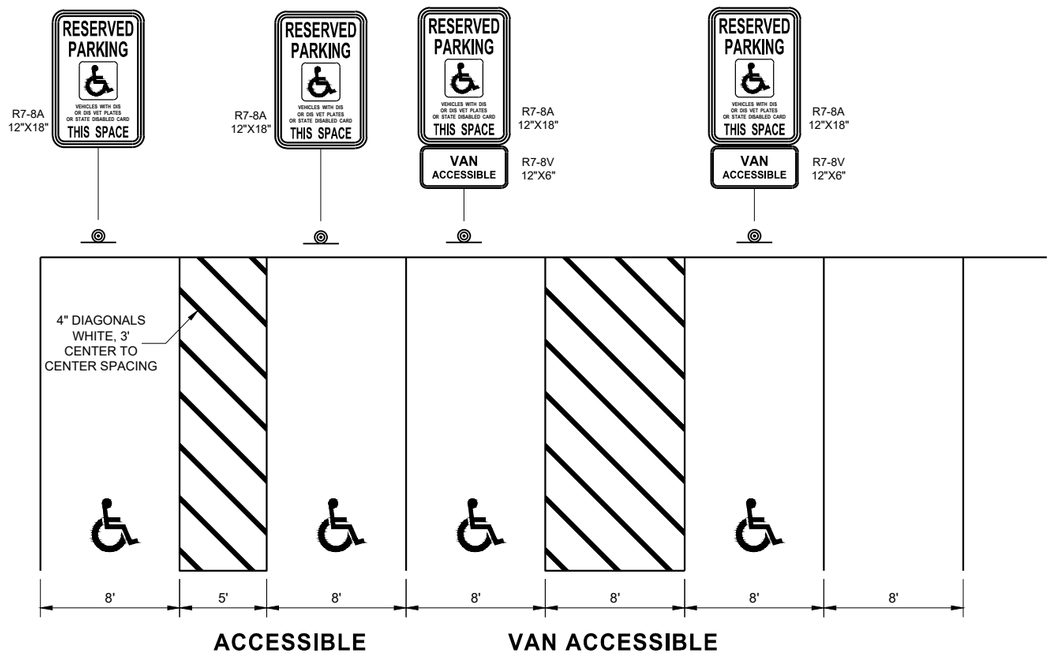
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C36 - 01

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

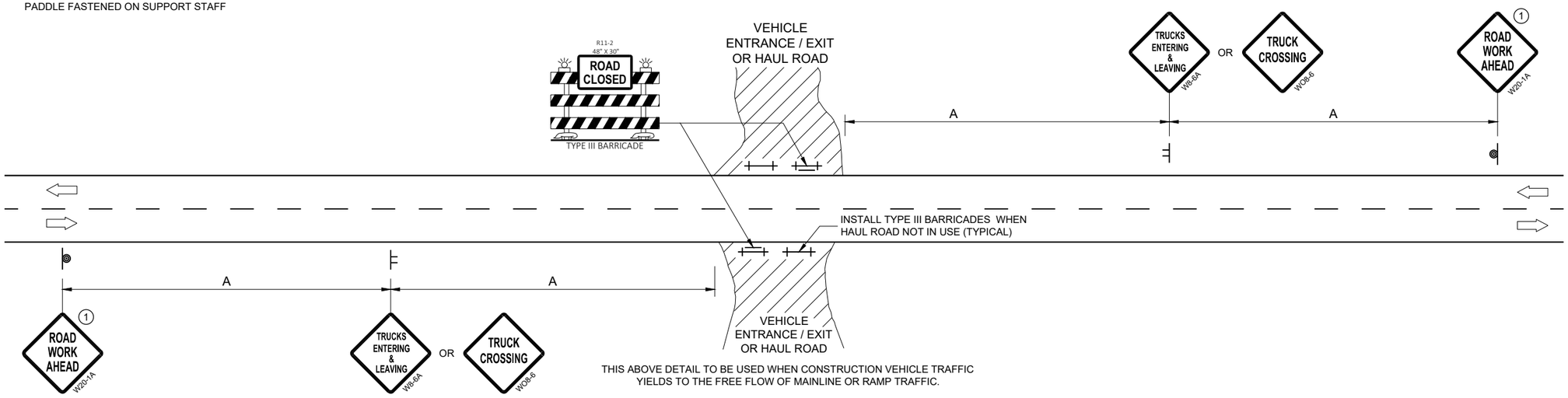
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

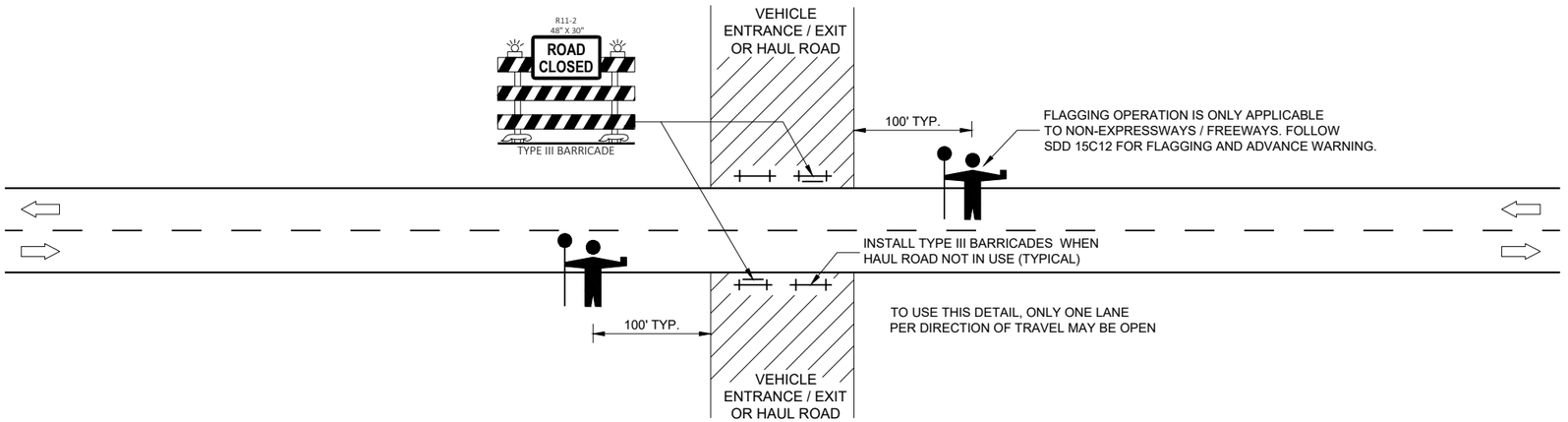
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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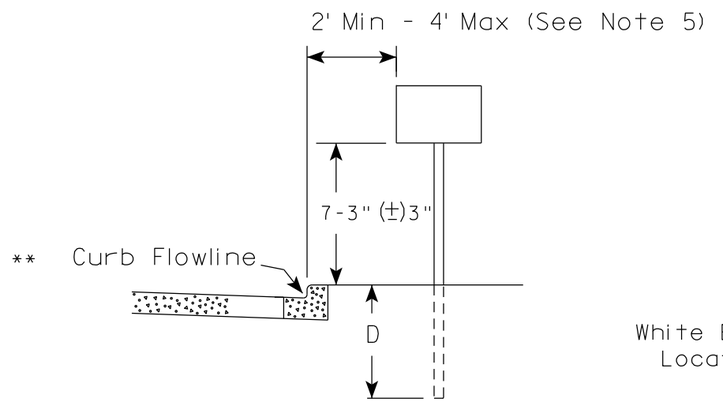
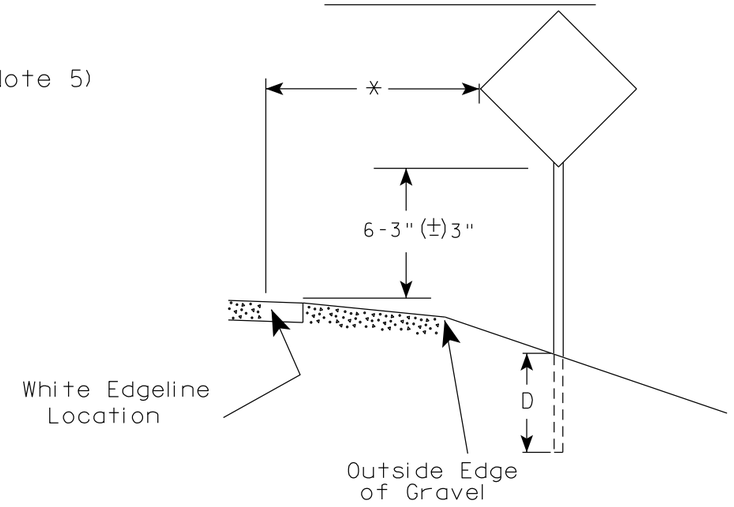
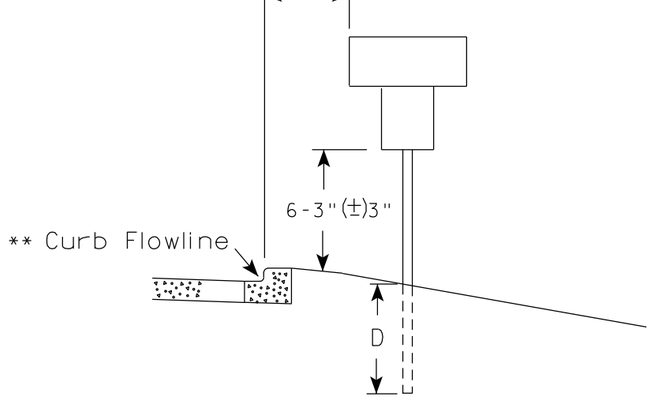
SDD 15D29 - 06

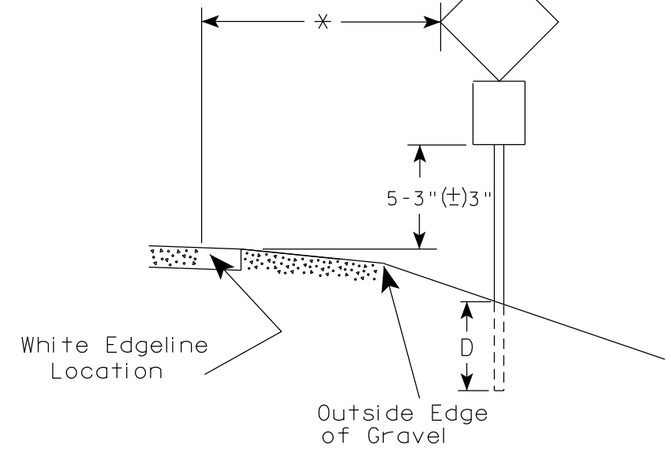
URBAN AREA



RURAL AREA (See Note 2)







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

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

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 directd by the Engineer.

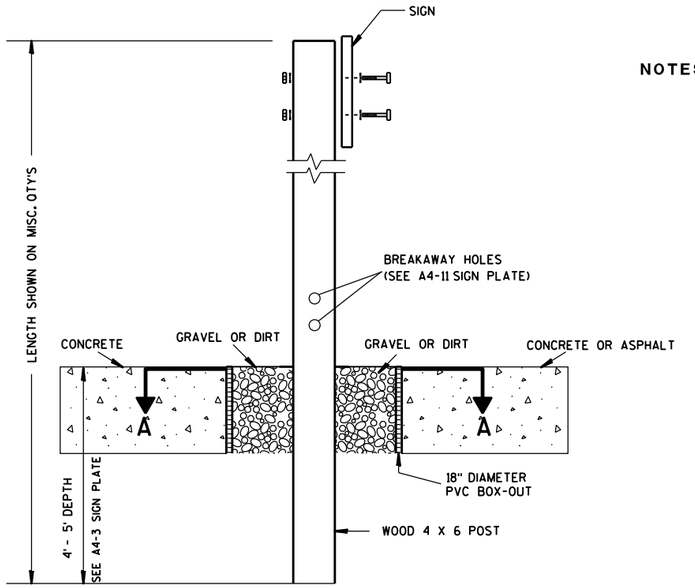
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

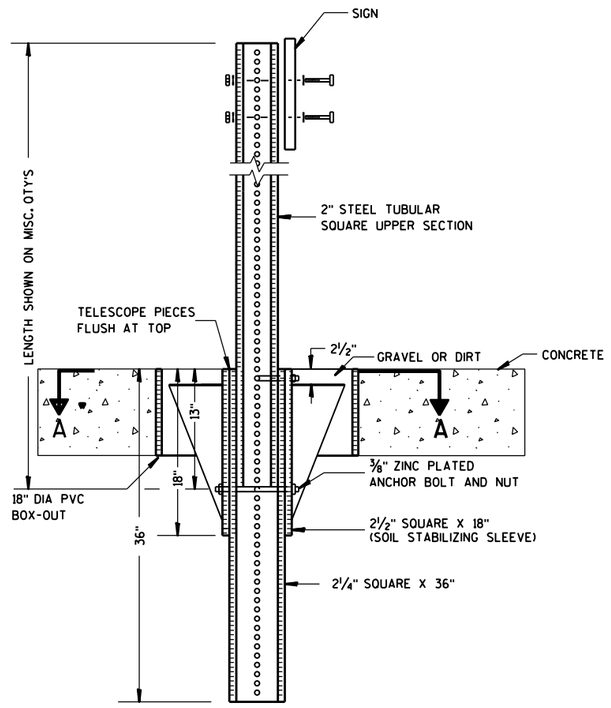
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 51	E



ELEVATION VIEW

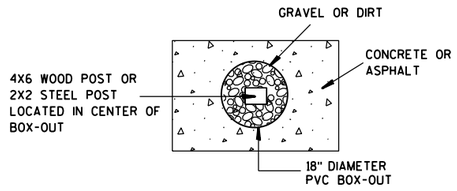
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

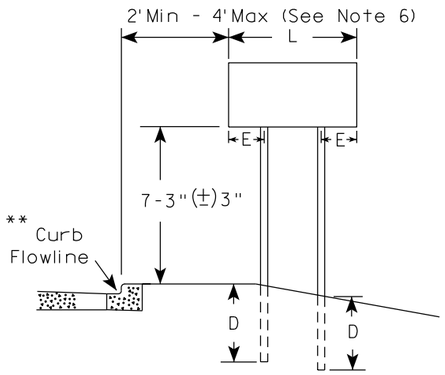
APPROVED Matthew R Rauch
for State Traffic Engineer

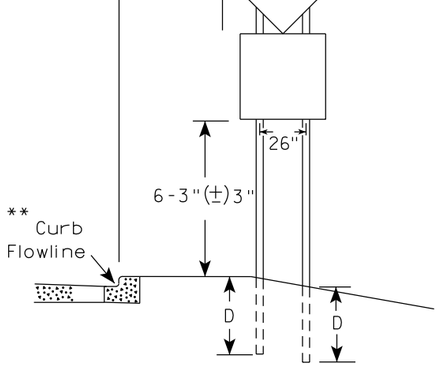
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

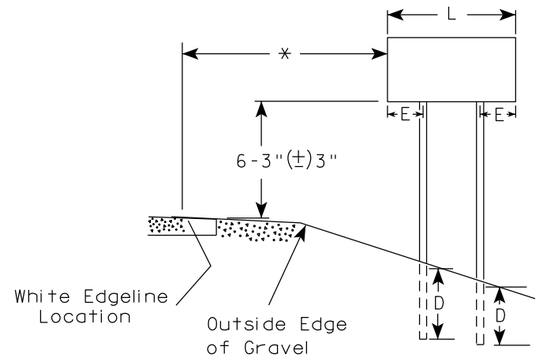
URBAN AREA

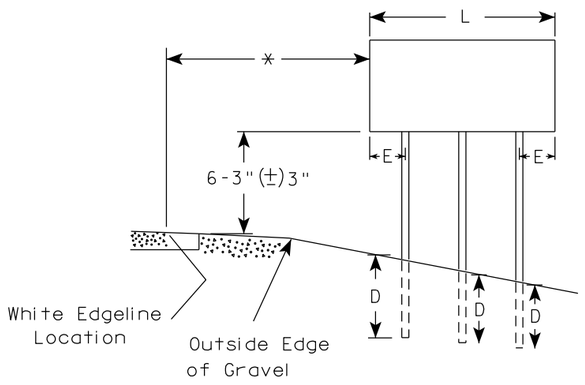


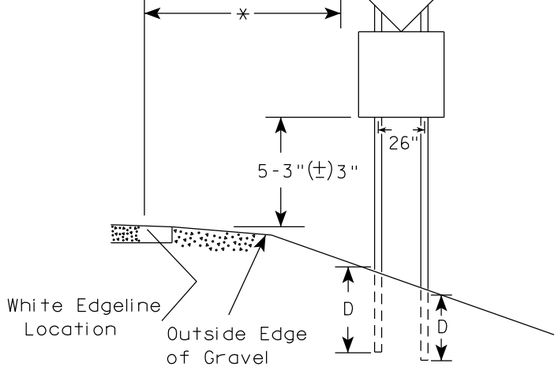


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

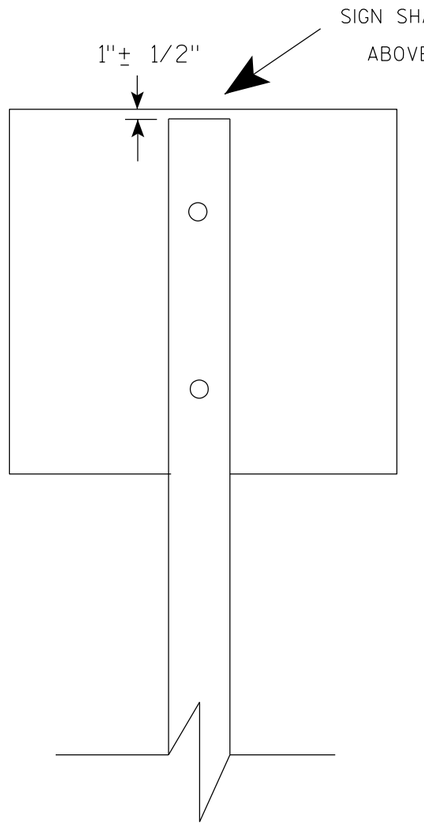
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

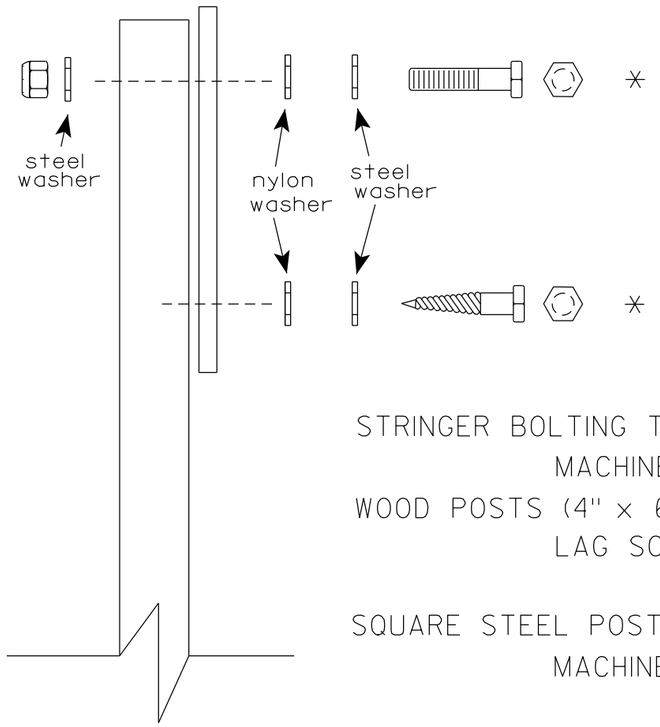
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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





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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

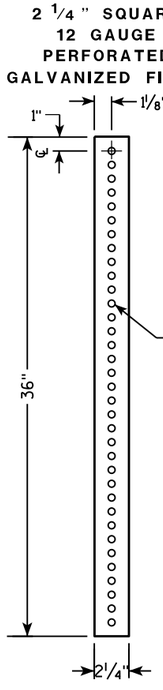
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

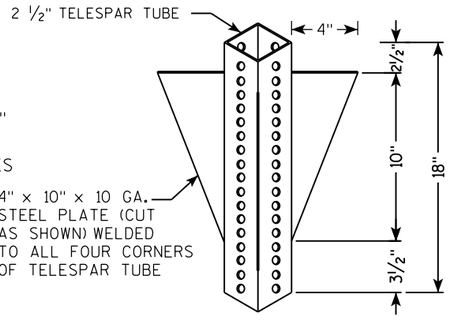
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

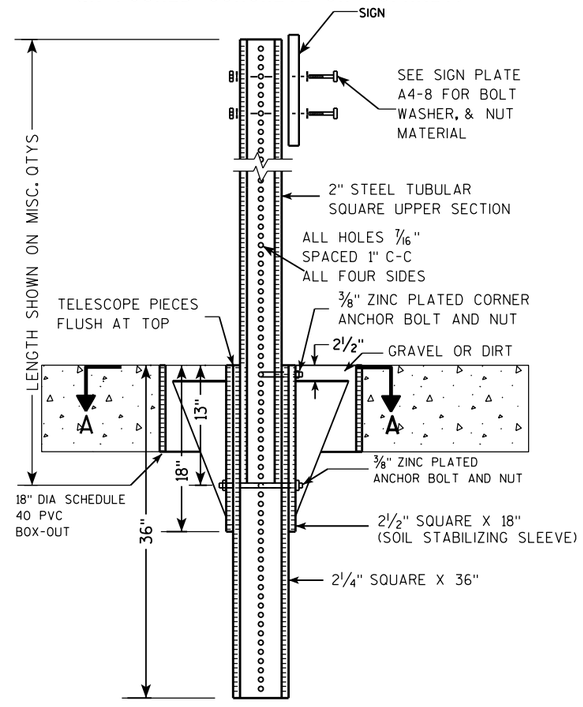
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



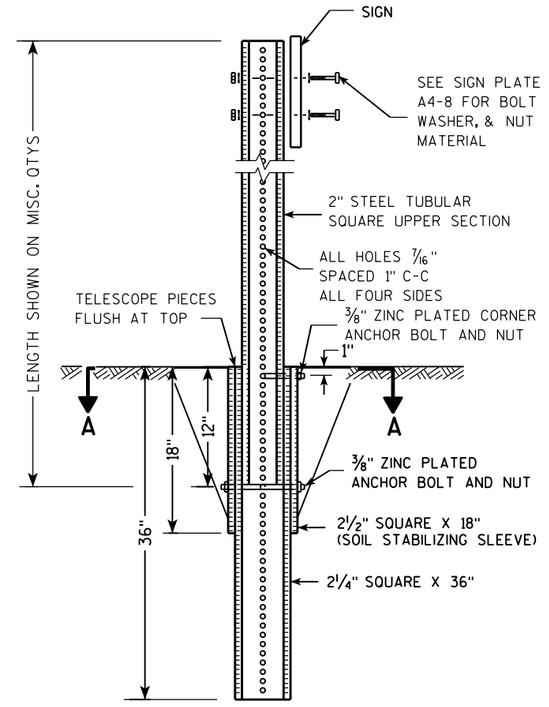
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

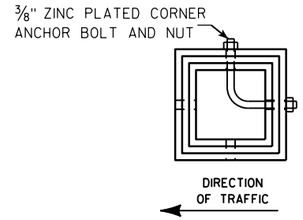


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

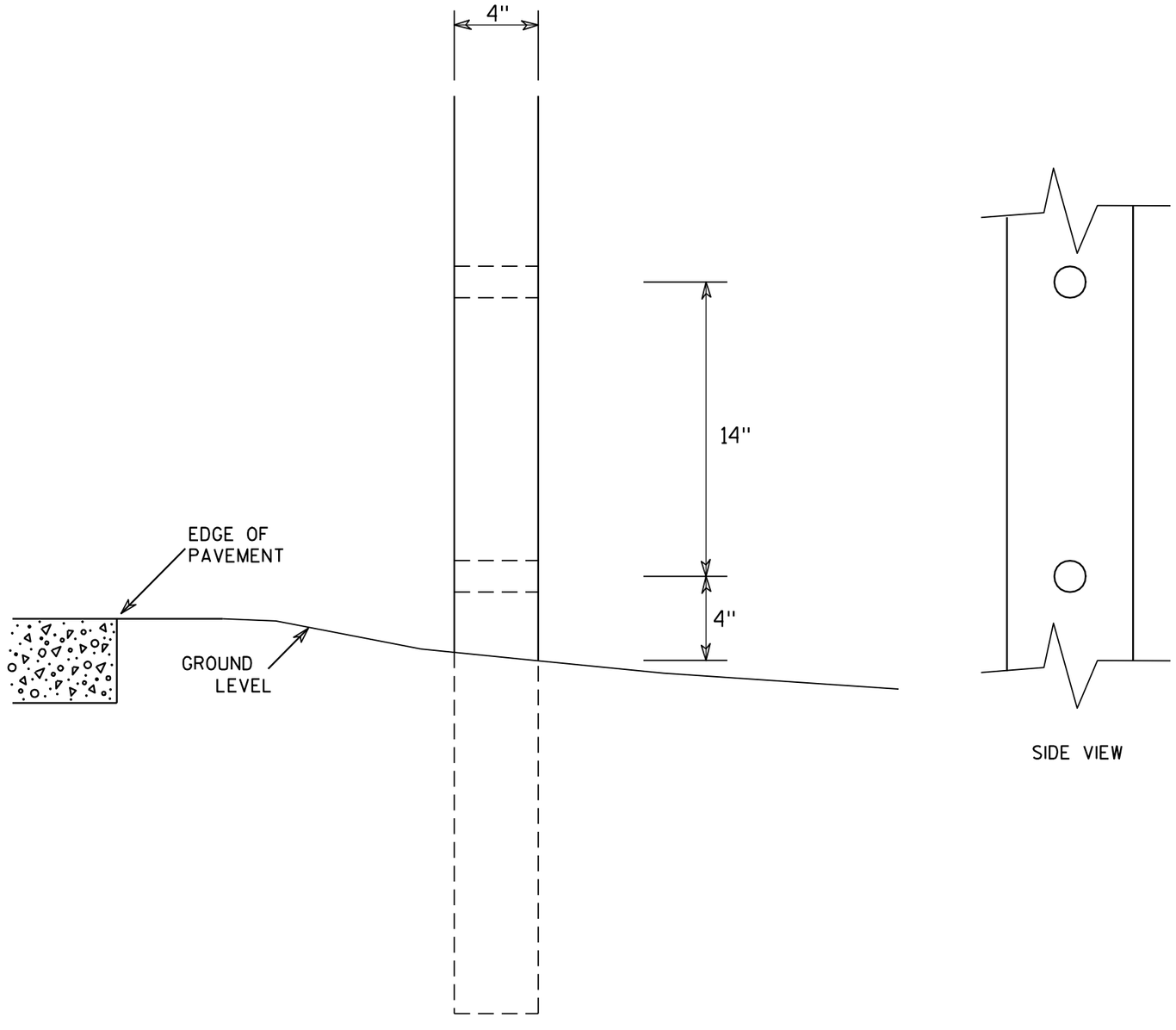
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 55 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

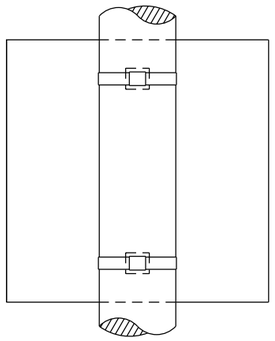
APPROVED Chester J Spang for State Traffic Engineer

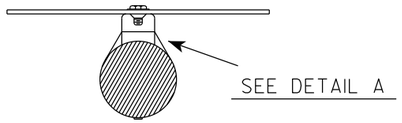
DATE 3/27/97 PLATE NO. A4-11.2

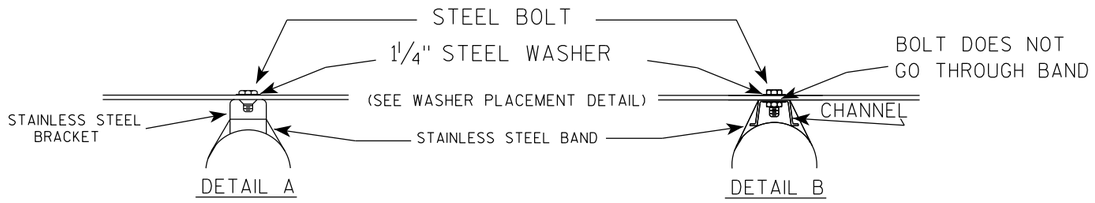
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 56	E

BANDING

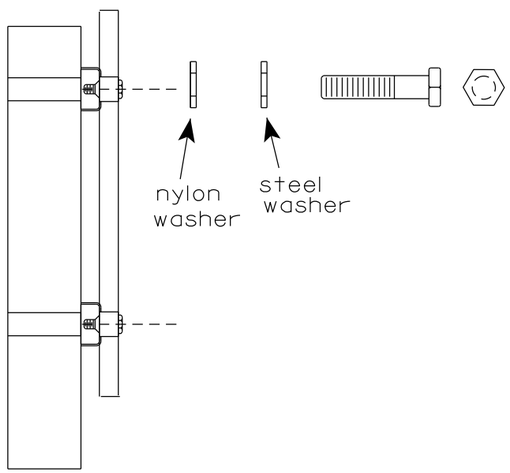
SINGLE SIGN







WASHER PLACEMENT

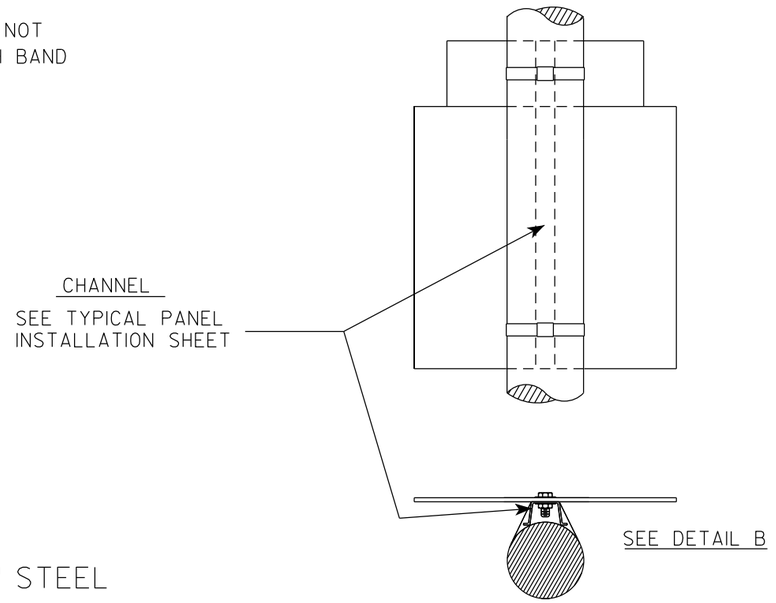


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

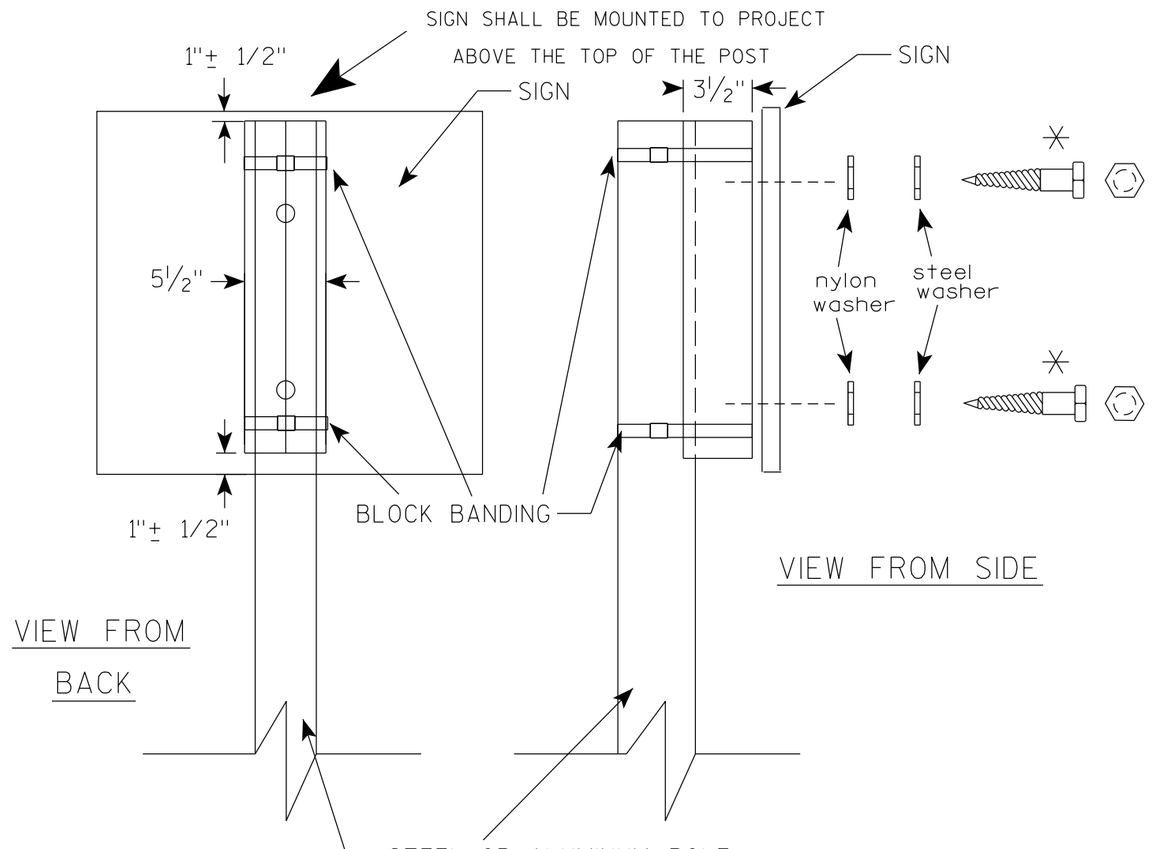
DATE 6/10/19 PLATE NO. A5-9.4

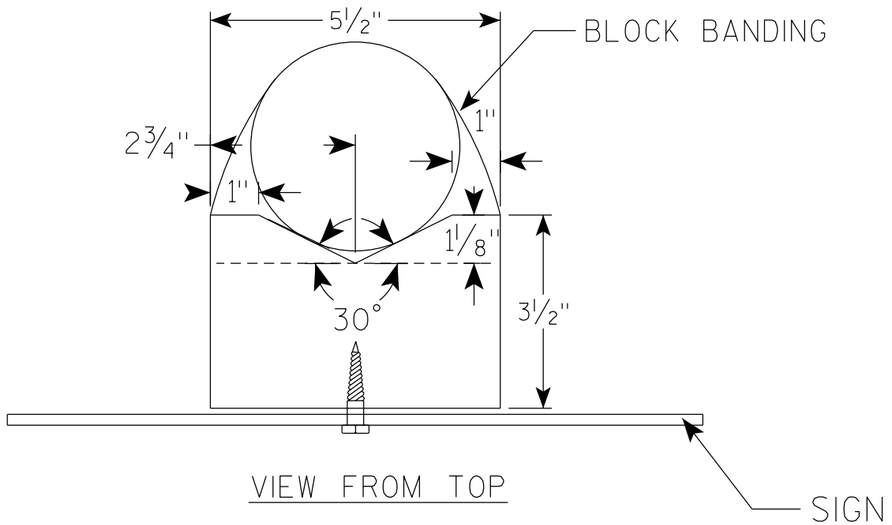
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 57	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

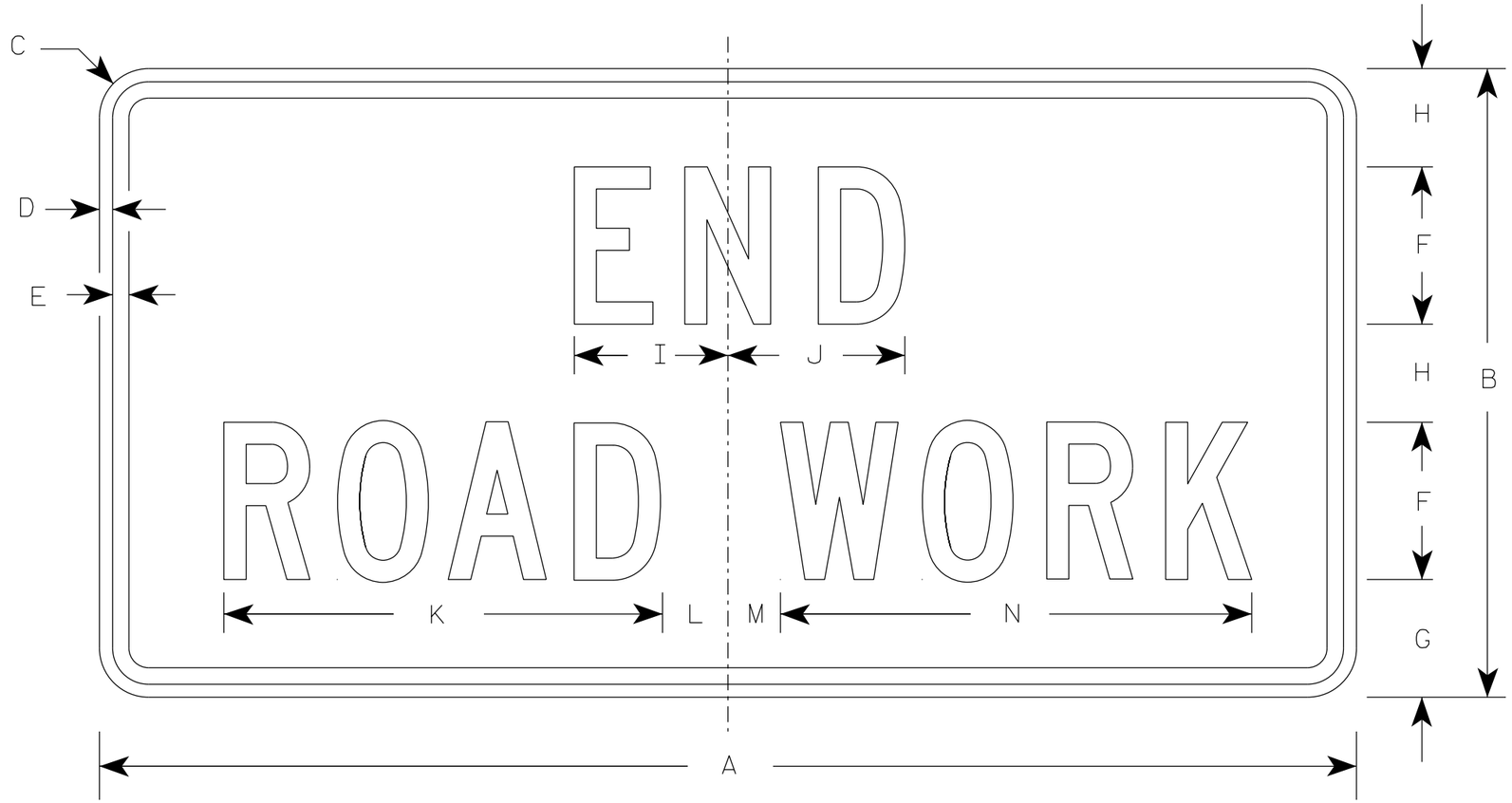
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 58 E



G20-2A

NOTES

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

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

STANDARD SIGN

G20-2A

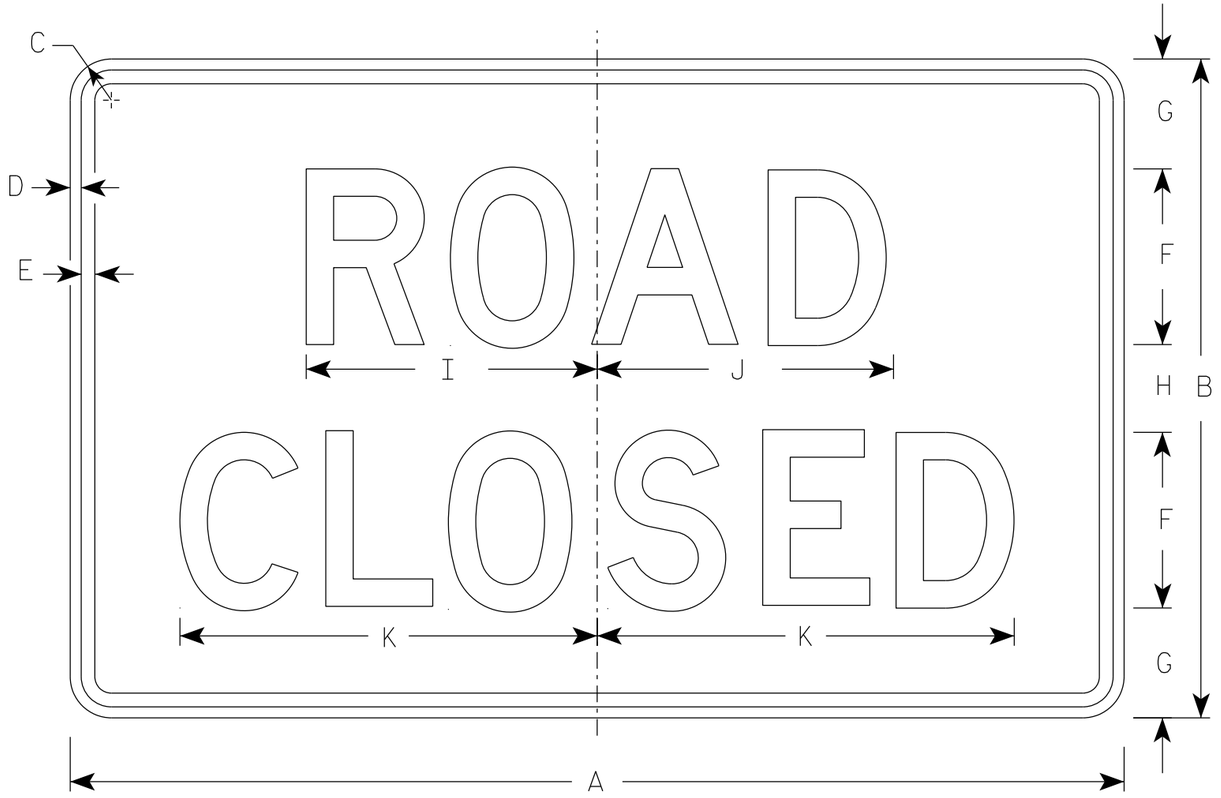
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 59 E

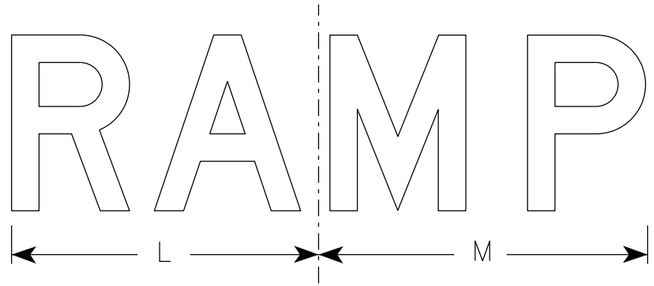
7



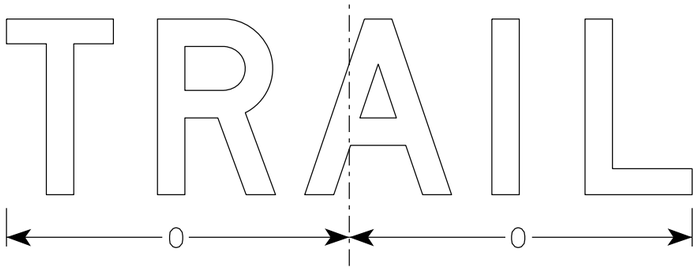
R11-2

NOTES

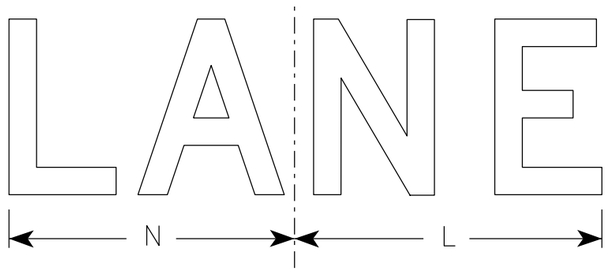
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

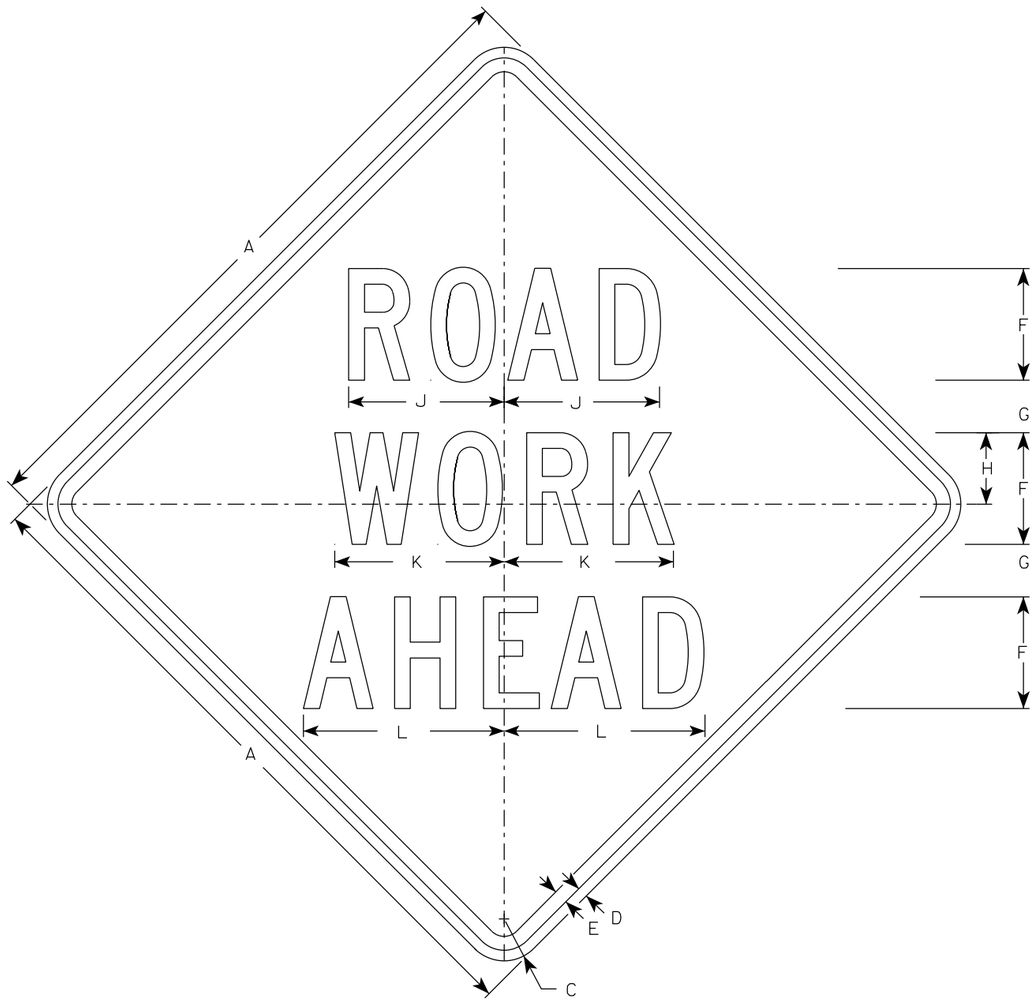
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

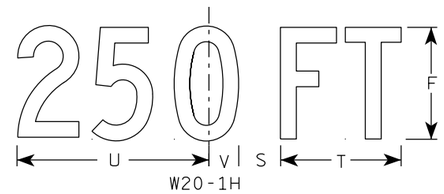
DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

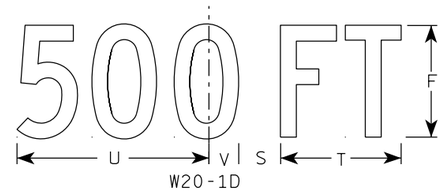
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W20-1A



W20-1H



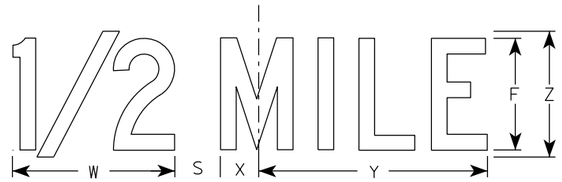
W20-1D

W20-1C

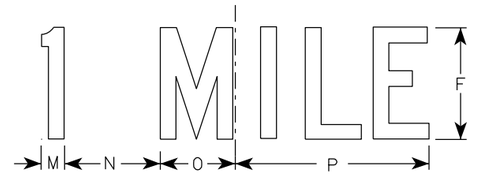
W20-1B

NOTES

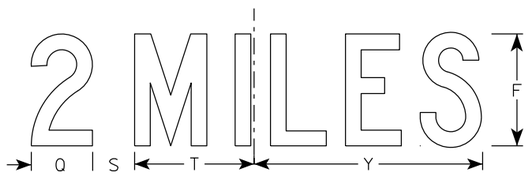
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

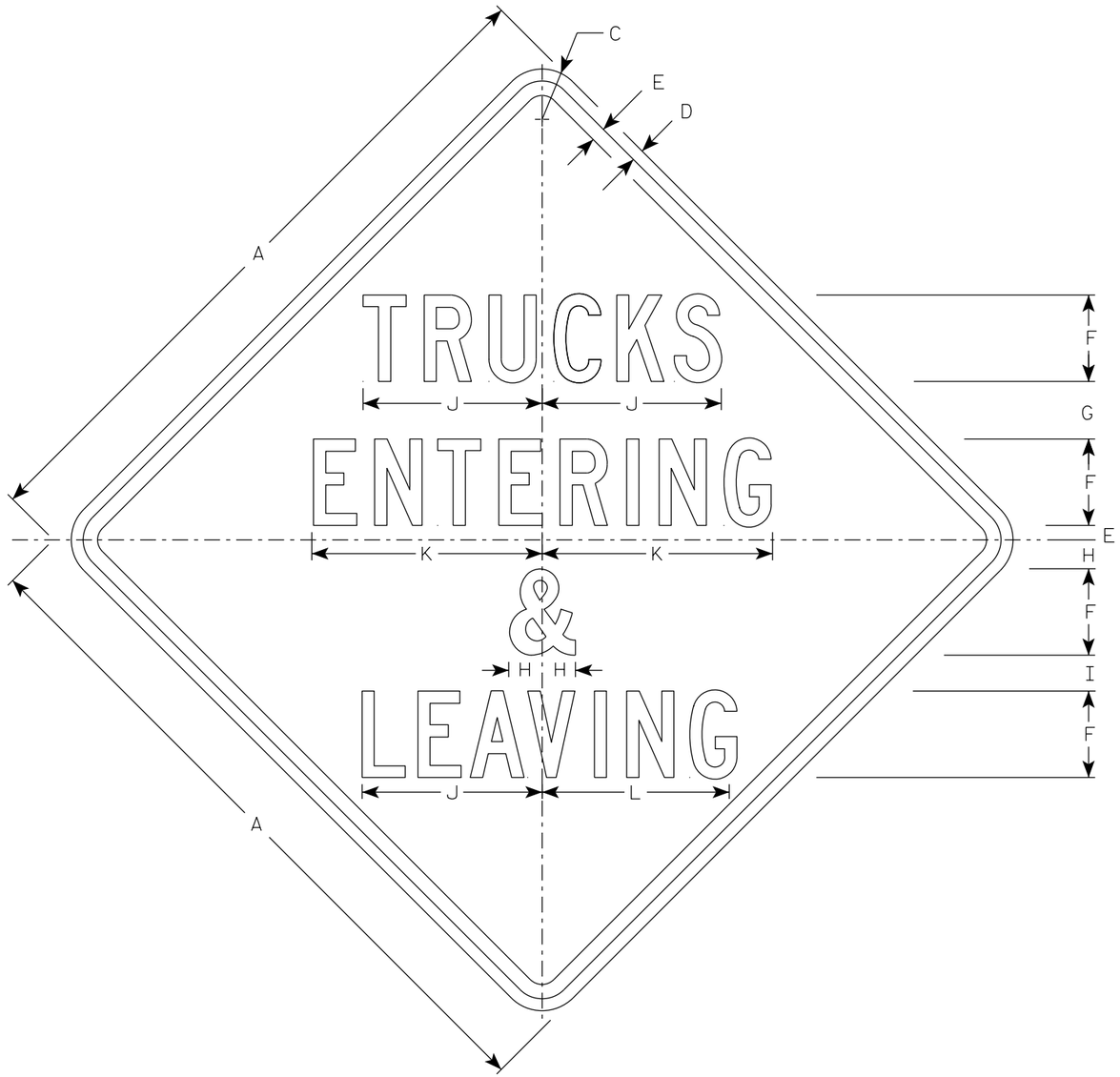
SHEET NO: 61 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



W08-6A

NOTES

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

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

STANDARD SIGN

W08-6A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/2024 PLATE NO. W08-6A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 62 E

EXCAVATION ABOVE OHWM

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.25	
1+04	0.00	0	0	0	0.0	0.0	0.0	0.0
1+25	21.14	188.94	0	74	0.0	74.0	0.0	74.0
1+50	25.00	233.77	0.14	196	1.0	270.0	1.3	268.8
2+00	50.00	319.98	0.2	513	1.0	783.0	2.5	780.5
2+50	50.00	272.94	0.03	549	1.0	1332.0	3.8	1328.3
3+00	50.00	241.41	0	477	1.0	1809.0	5.0	1804.0
3+50	50.00	305.98	0	507	0.0	2316.0	5.0	2311.0
4+00	50.00	273.08	0	537	0.0	2853.0	5.0	2848.0
4+50	50.00	263.73	0.06	498	1.0	3351.0	6.3	3344.8
5+00	50.00	218.54	0	447	1.0	3798.0	7.5	3790.5
5+50	50.00	165.6	0.33	356	1.0	4154.0	8.8	4145.3
6+00	50.00	165.2	1.36	307	2.0	4461.0	11.3	4449.8
6+50	50.00	269.09	0	403	2.0	4864.0	13.8	4850.3
7+00	50.00	80.86	3.1	325	3.0	5189.0	17.5	5171.5
7+50	50.00	69.45	0	140	3.0	5329.0	21.3	5307.8
8+00	50.00	41.95	0.8	104	1.0	5433.0	22.5	5410.5
8+50	50.00	41.33	0.74	78	2.0	5511.0	25.0	5486.0
8+87	37.09	0.01	0	29	1.0	5540.0	26.3	5513.8

EXCAVATION BELOW OHWM

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.25	
1+04	0.00	0	0	0	0.0	0.0	0.0	0.0
1+25	21.14	0	0	0	0.0	0.0	0.0	0.0
1+50	25.00	194.35	0	90	0.0	90.0	0.0	90.0
2+00	50.00	319.53	0	476	0.0	566.0	0.0	566.0
2+50	50.00	275.8	0	552	0.0	1118.0	0.0	1118.0
3+00	50.00	278.05	0	513	0.0	1631.0	0.0	1631.0
3+50	50.00	279.07	0	516	0.0	2147.0	0.0	2147.0
4+00	50.00	276.03	0	514	0.0	2661.0	0.0	2661.0
4+50	50.00	280.53	0	516	0.0	3177.0	0.0	3177.0
5+00	50.00	285.02	0	524	0.0	3701.0	0.0	3701.0
5+50	50.00	289.85	0	533	0.0	4234.0	0.0	4234.0
6+00	50.00	328.22	0	573	0.0	4807.0	0.0	4807.0
6+50	50.00	349.66	0	628	0.0	5435.0	0.0	5435.0
7+00	50.00	326.12	0	626	0.0	6061.0	0.0	6061.0
7+50	50.00	327.17	0	605	0.0	6666.0	0.0	6666.0
8+00	50.00	317.41	0	597	0.0	7263.0	0.0	7263.0
8+50	50.00	325.3	0	596	0.0	7859.0	0.0	7859.0
8+87	37.09	0	0	224	0.0	8083.0	0.0	8083.0

REVETMENT STONE CALCULATIONS															
		AREA			VOLUME			UNADJUSTED (TON)			ADJUSTED 20% VOID RATIO				
STATION	DISTANCE (FT)	UNDERLAYER STONE (SF)	ARMOR STONE (SF)	6-INCH MINUS BEDDING STONE (SF)	UNDERLAYER STONE (CF)	ARMOR STONE (CF)	BEDDING STONE (CF)	2 TON/CY UNDERLAYER STONE (TON)	2 TON/CY ARMOR STONE (TON)	2 TON/CY 6-INCH MINUS BEDDING STONE (TON)	UNDERLAYER STONE (TON)	ARMOR STONE (TON)	Fabric Length (FT)	Fabric Area (SY)	
1+03.87	0.00	0	29.32	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.2	0.00	
1+25.00	21.14	0	73.69	0	0.00	1088.56	0.00	0.00	80.63	0.00	0.00	64.51	26.1	50.84	
1+50.00	25.00	122.25	186.53	20.38	1528.13	3252.75	254.75	113.19	240.94	18.87	90.56	192.76	62.6	123.19	
2+00.00	50.00	151.22	249.72	25.2	6836.75	10906.25	1139.50	506.43	807.87	84.41	405.14	646.30	72.28	374.67	
2+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.27	401.53	
3+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.53	
3+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
4+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
4+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
5+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
5+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
6+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
6+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
7+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
7+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
8+00.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
8+50.00	50.00	151.22	249.72	25.2	7561.00	12486.00	1260.00	560.07	924.89	93.33	448.06	739.91	72.28	401.56	
8+87.00	37.00	0	18.86	0	2797.57	4968.73	466.20	207.23	368.05	34.53	165.78	294.44	21.3	192.36	
							SUB TOTAL:	8,107.81	13,521.06	1,351.14	6,486.25	10,816.85		5,961.23	
							UNDISTRIBUTED:	--	--	68.00	972.94	1,625.00		298.00	
							TOTAL:	--	--	1,420.00	7,460.00	12,442.00		6,260.00	

DIVISION - CULVERT-12IN

REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
				NOTE 1	NOTE 3	NOTE 1		NOTE 8
0.00	0.00	3.51	0.00	0.0	0.0	0	0	0
2.00	2.00	4.56	0.00	0.3	0.0	0	0	0
4.00	2.00	5.48	2.48	0.4	0.1	1	0	1
6.00	2.00	5.51	2.47	0.4	0.2	1	0	1
8.00	2.00	5.53	2.49	0.4	0.2	1	1	1
10.00	2.00	5.57	2.56	0.4	0.2	2	1	1
12.00	2.00	4.40	0.00	0.4	0.1	2	1	1
13.48	1.48	3.68	0.00	0.2	0.0	2	1	2

*CUT IS INCIDENTAL TO THE REMOVING SMALL PIPE CULVERTS BID ITEM

*FILL IS INCIDENTAL TO THE CULVERT PIPE CLASS III-A 12-INCH & CULVERT PIPE CLASS III-A 18-INCH BID ITEMS

DIVISION - CULVERT-18IN

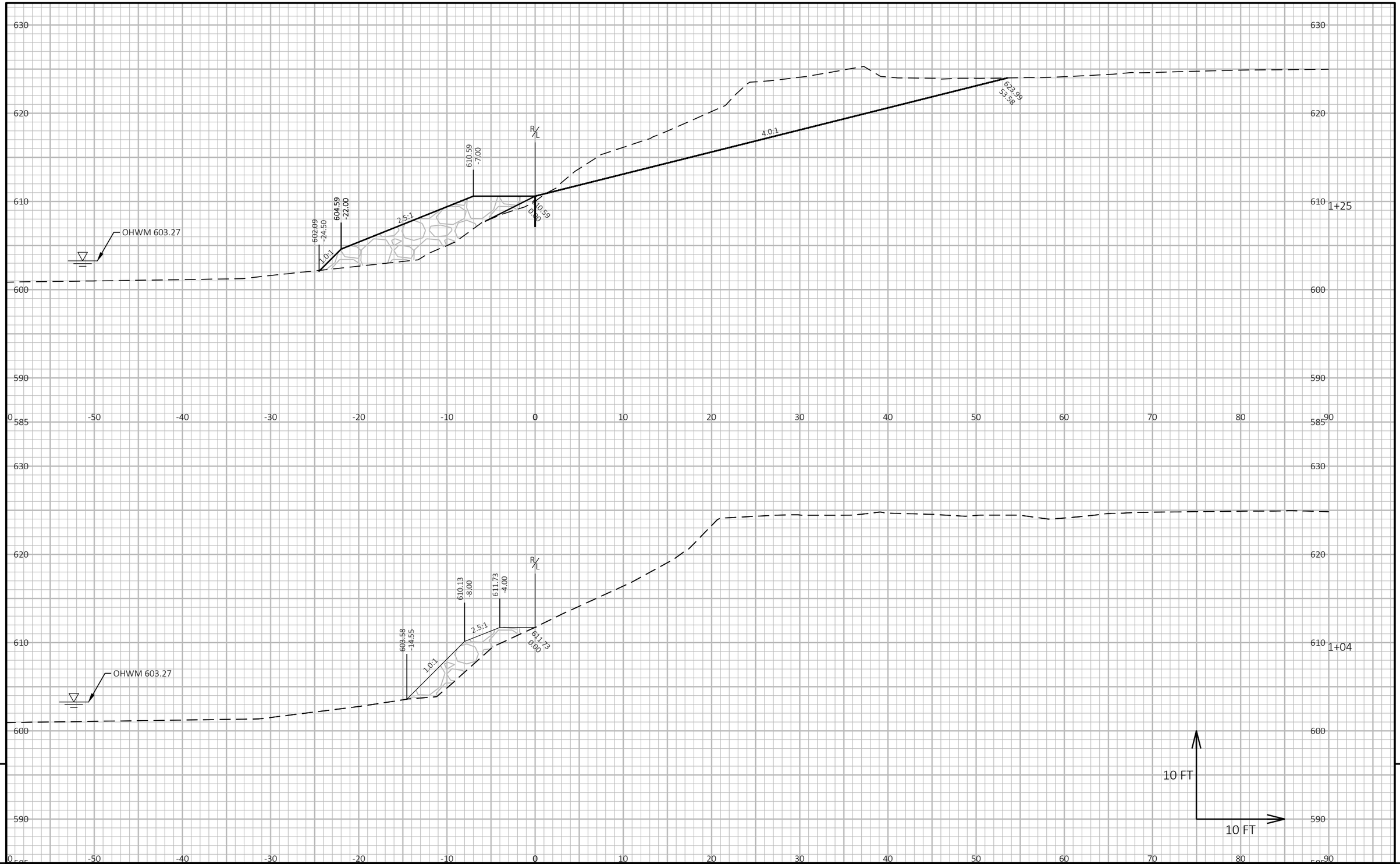
REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
10.00	10	4.74	0.00	0.00	1	0	0	1	0	1
20.00	10	8.73	0.00	0.00	2	0	0	3	0	3
30.00	10	9.90	1.13	6.52	3	0	1	6	1	5
40.00	10	10.04	1.13	6.65	4	0	2	10	4	6
50.00	10	10.07	1.13	6.68	4	0	2	14	6	8
60.00	10	10.00	1.13	6.62	4	0	2	18	9	9
70.00	10	9.58	1.13	6.17	4	0	2	22	11	11
80.00	10	6.68	0.00	0.00	3	0	1	25	13	13
90.00	10	0.00	0.00	0.00	1	0	0	26	13	14
92.89	2.89	0.00	0.00	0.00	0	0	0	26	13	14

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 FILL (BACKFILL GRANULAR)	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT SALVAGED PAVT (FILL * FILL FACTOR)]

9

9

PROJECT NO: 8510-00-76 | HWY: STH 13 | COUNTY: BAYFIELD | EARTHWORK DATA | SHEET 65 | E

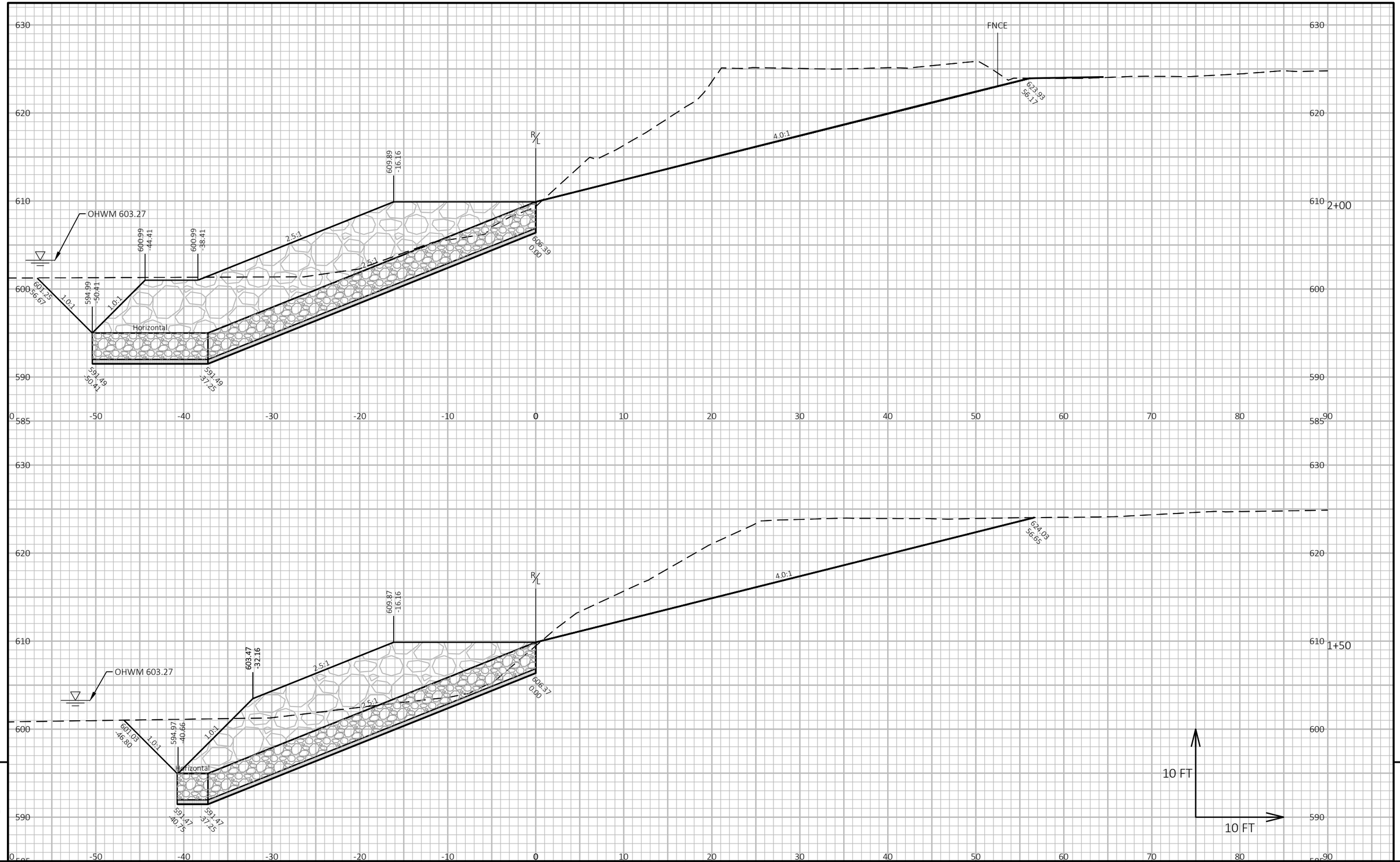


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 66	E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 01

PLOT DATE : 9/24/2025 4:52 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

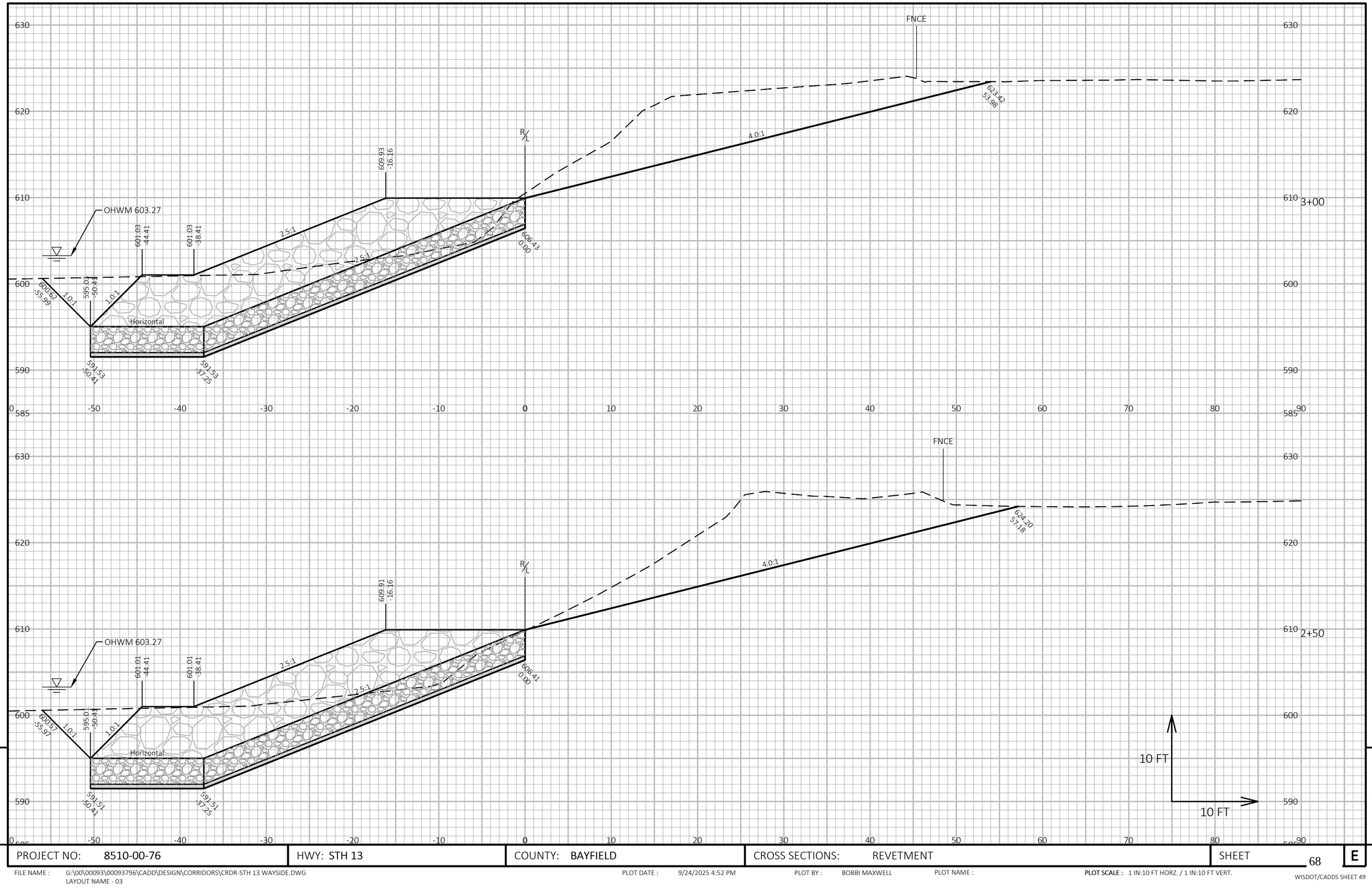


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 67	E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 02

PLOT DATE : 9/24/2025 4:52 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 68	E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 03

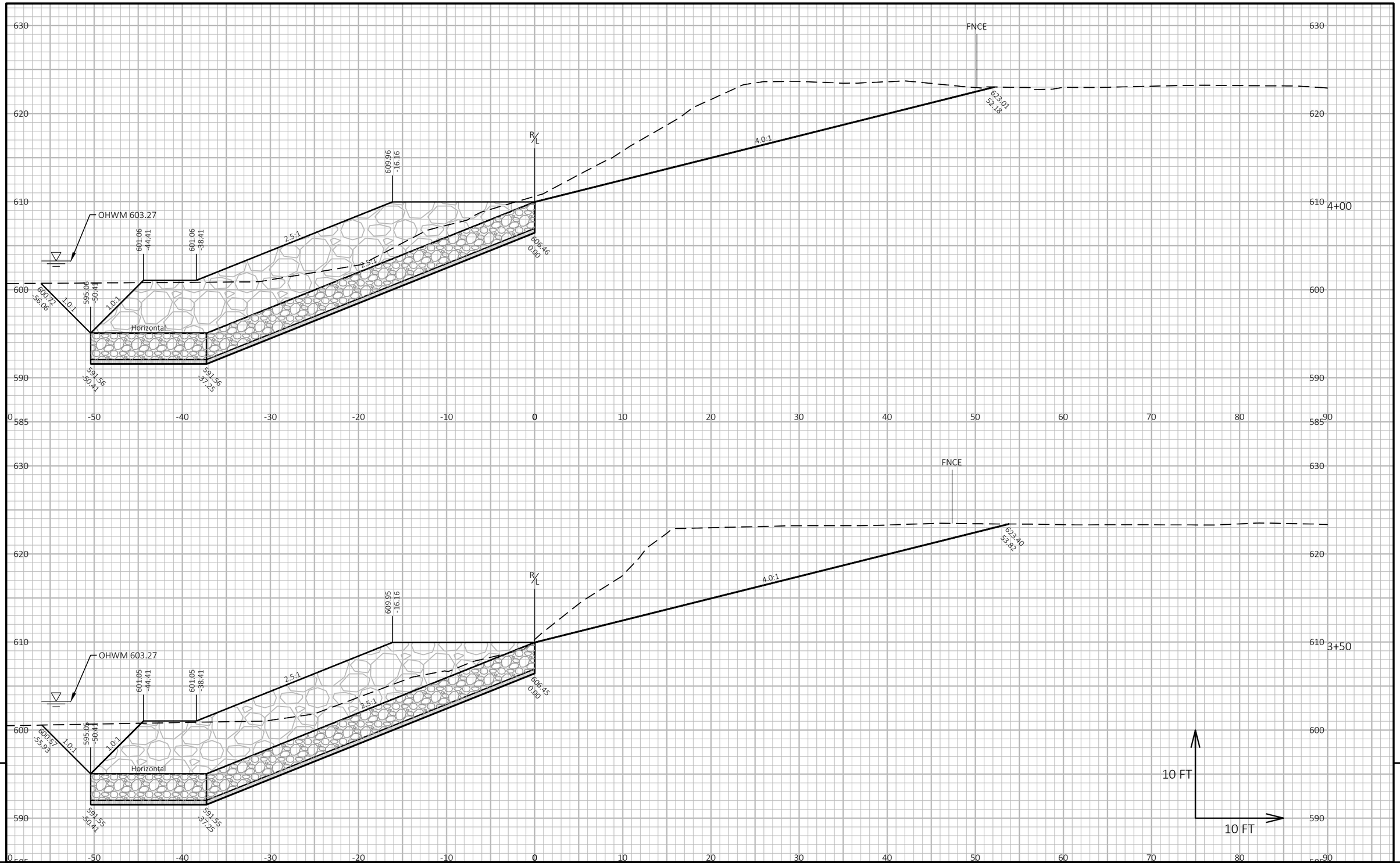
PLOT DATE : 9/24/2025 4:52 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 69 E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 04

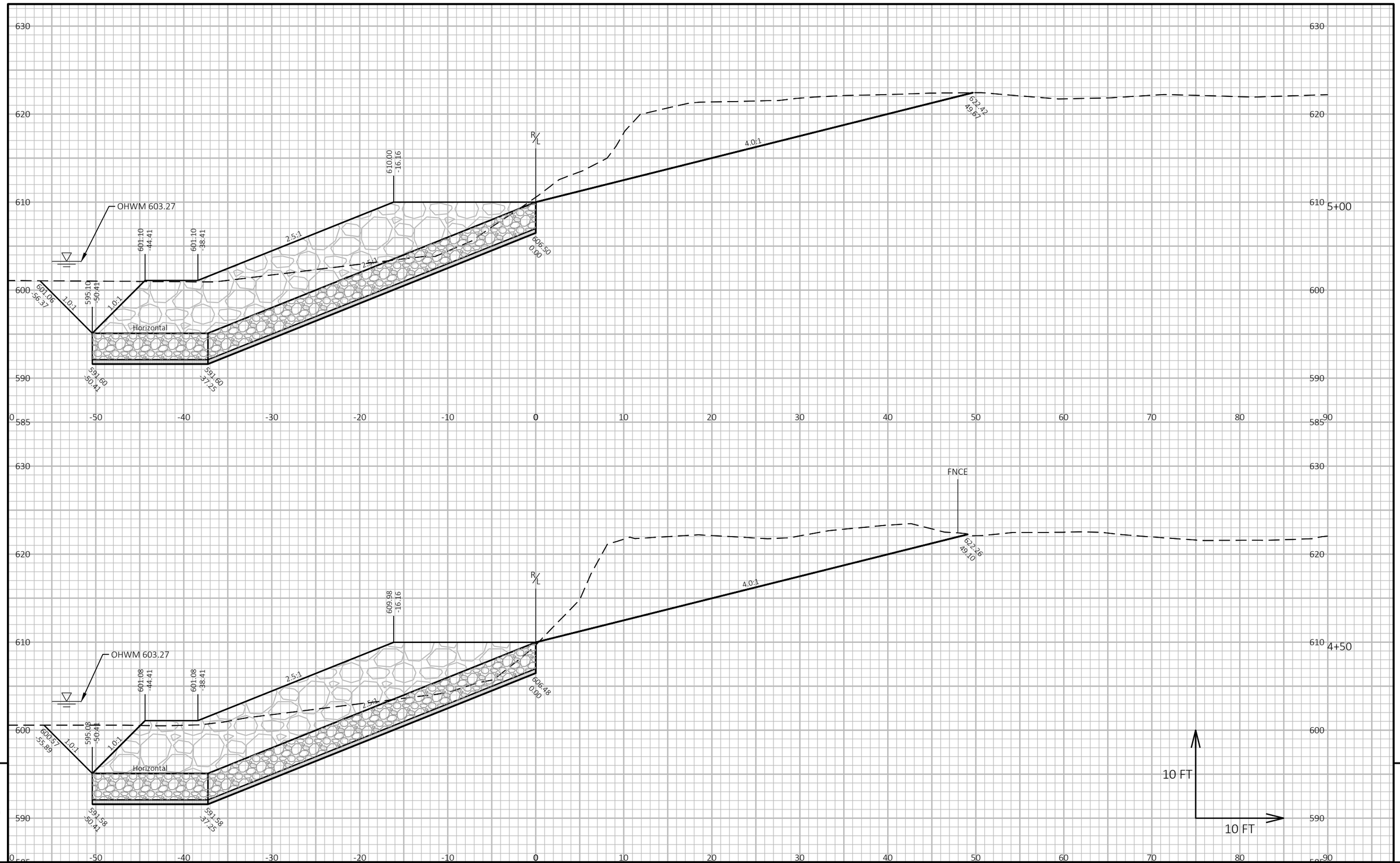
PLOT DATE : 9/24/2025 4:52 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

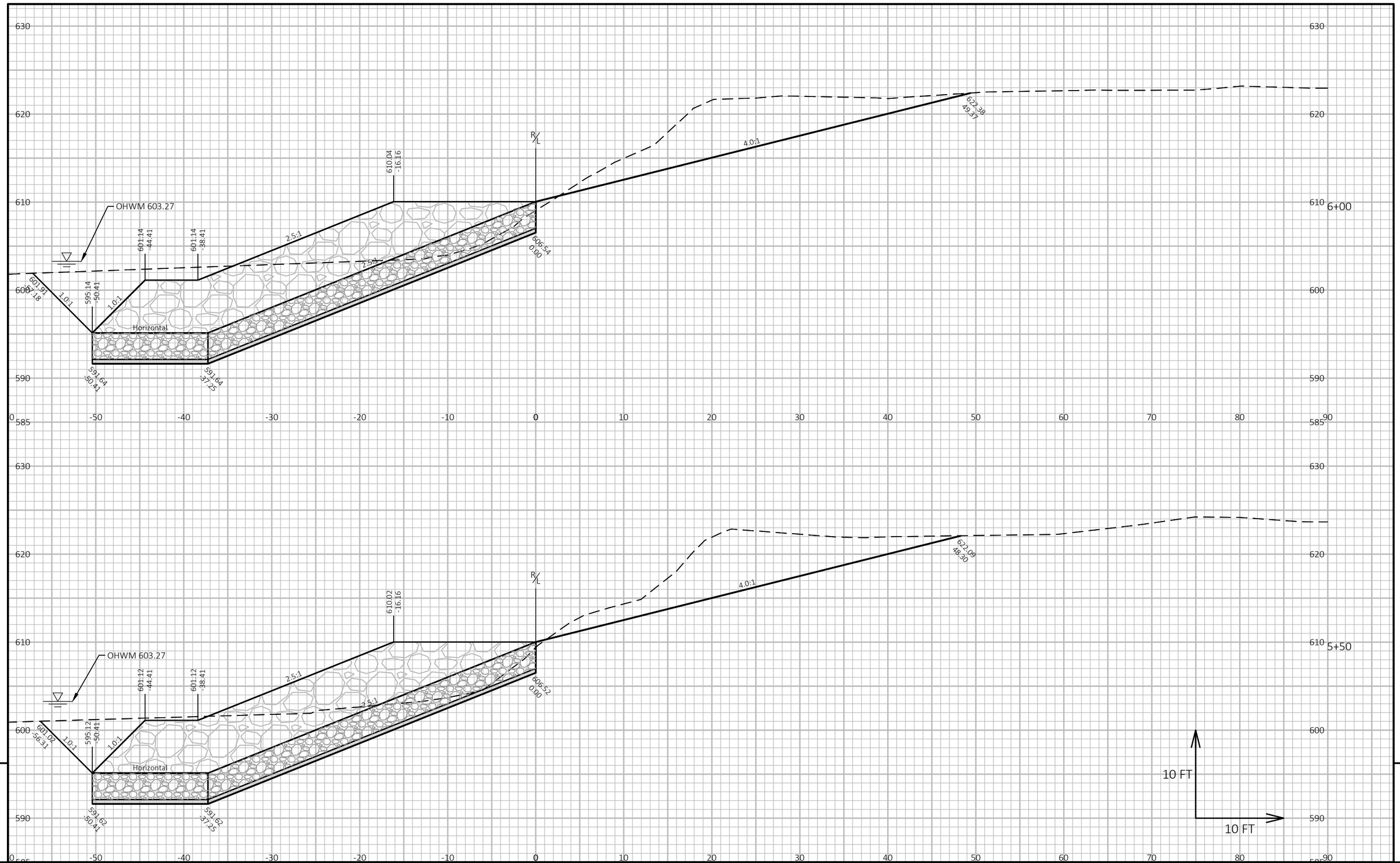


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 70 E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 05

PLOT DATE : 9/24/2025 4:52 PM PLOT BY : BOBBI MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 71	E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 06

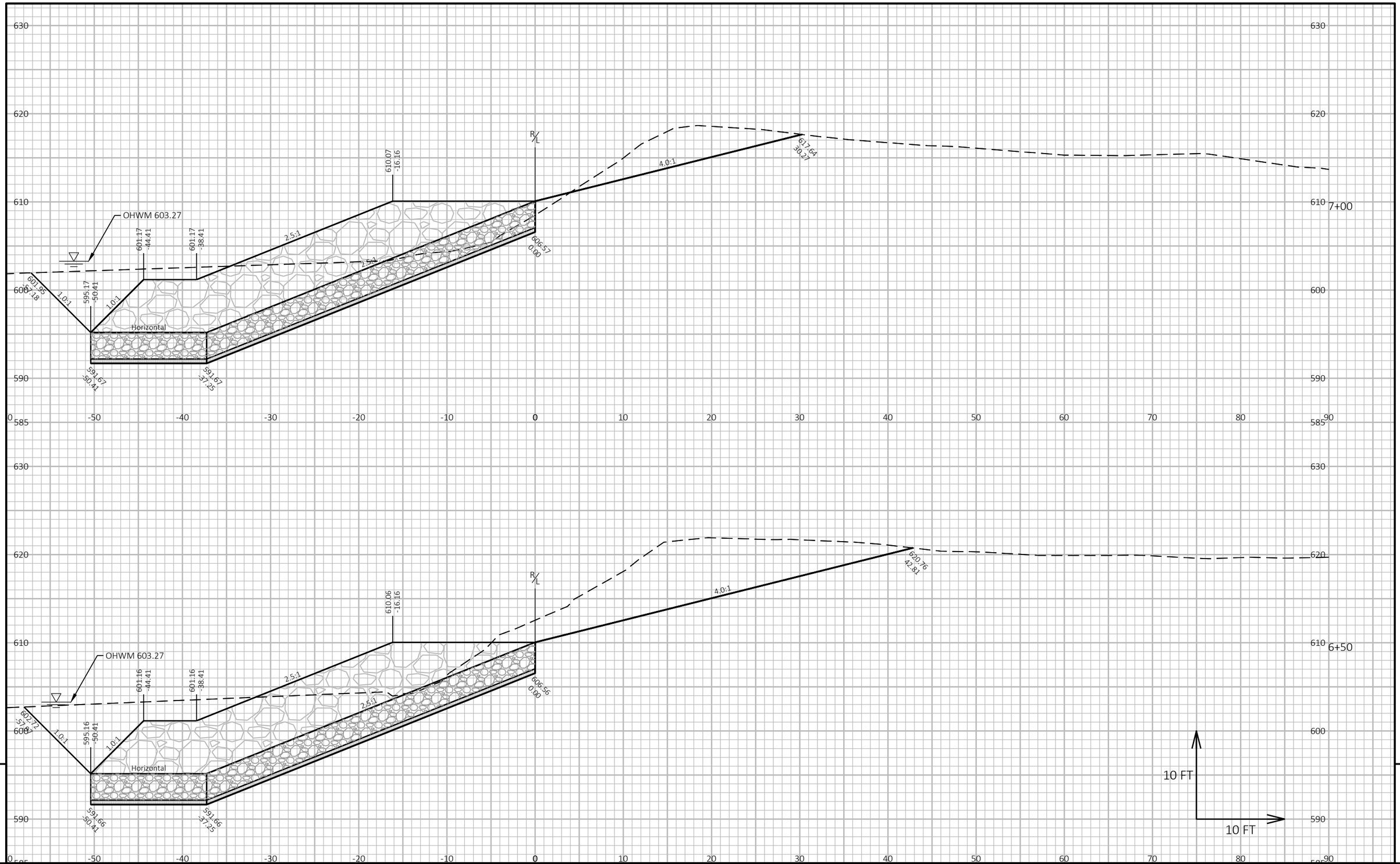
PLOT DATE : 9/24/2025 4:52 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

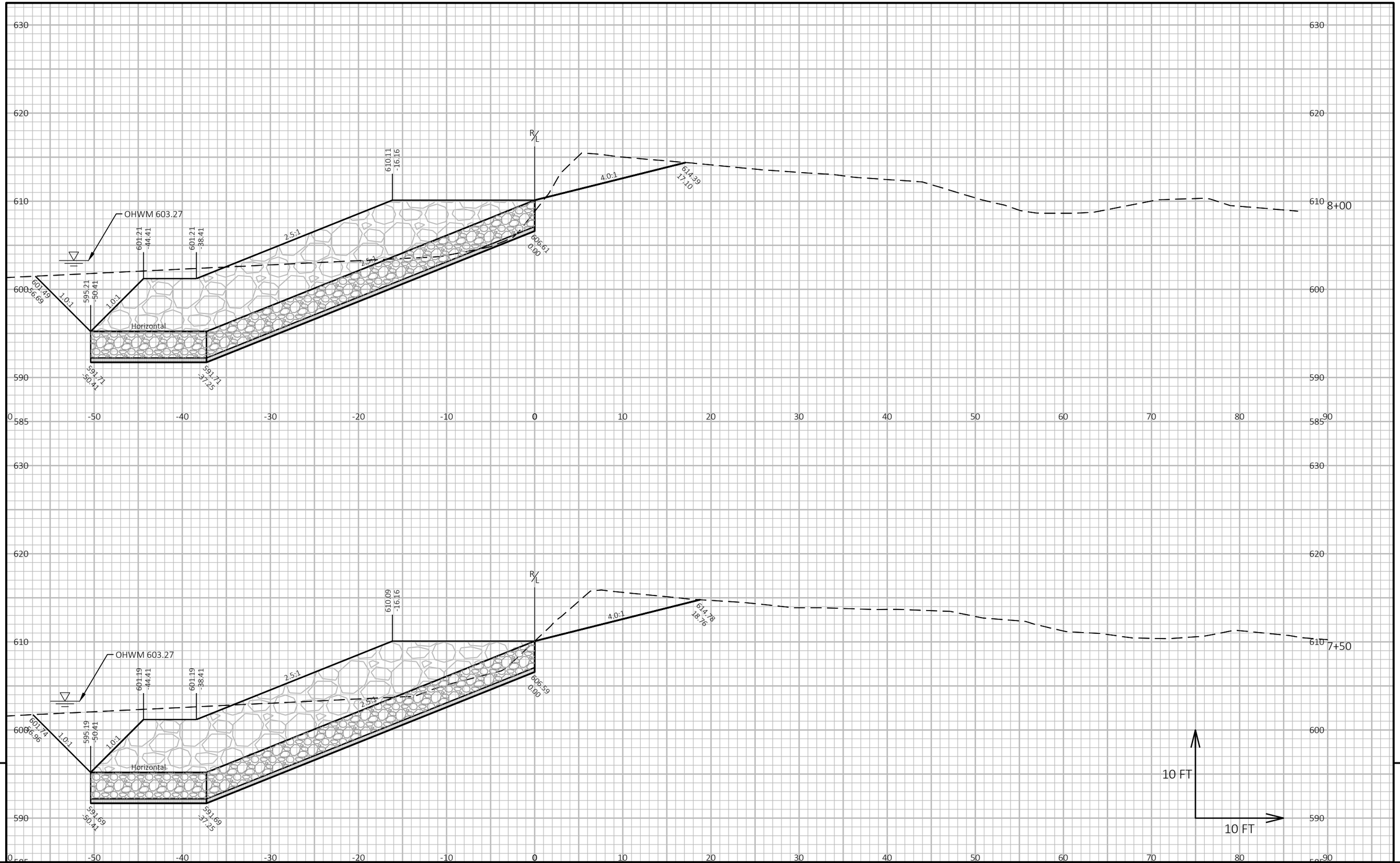


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 72 E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 07

PLOT DATE : 9/24/2025 4:52 PM PLOT BY : BOBBI MAXWELL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

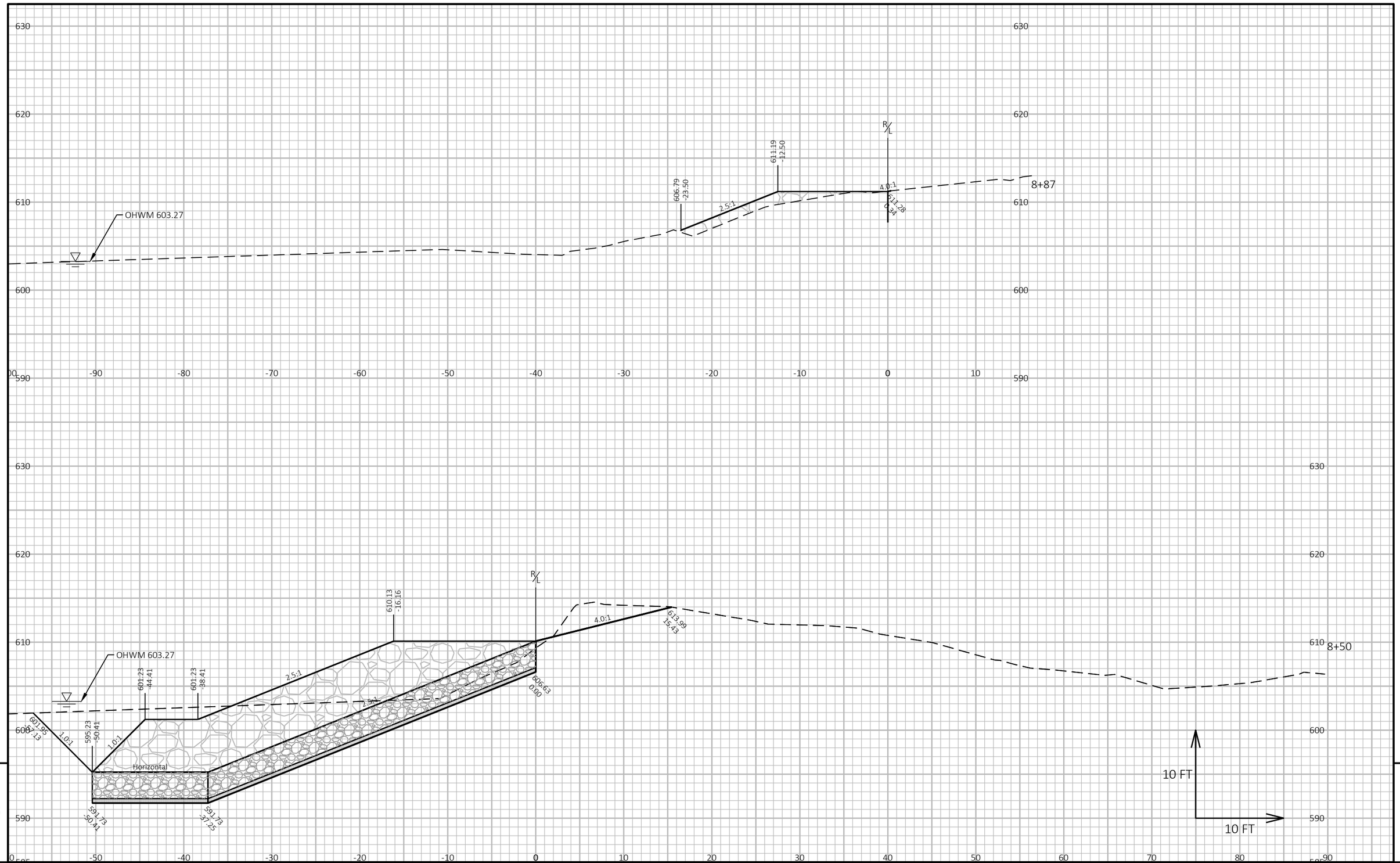


PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 73 E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 08

PLOT DATE : 9/24/2025 4:52 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: REVETMENT	SHEET 74	E

FILE NAME : G:\00\00093\00093796\CADD\DESIGN\CORRIDORS\CRDR-STH 13 WAYSIDE.DWG
LAYOUT NAME - 09

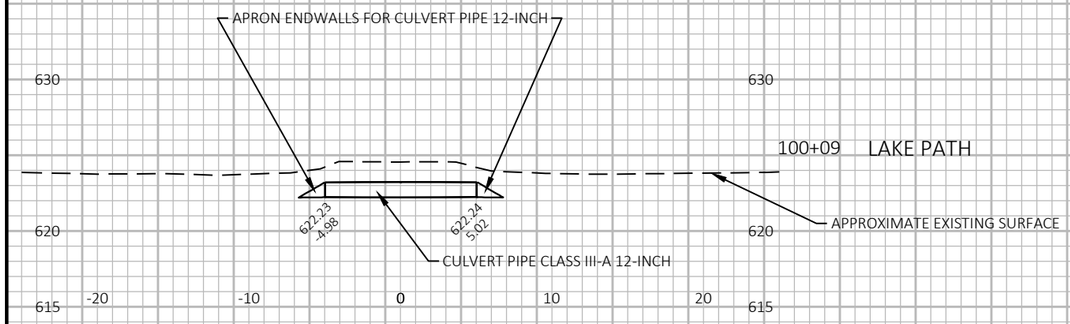
PLOT DATE : 9/24/2025 4:52 PM

PLOT BY : BOBBI MAXWELL

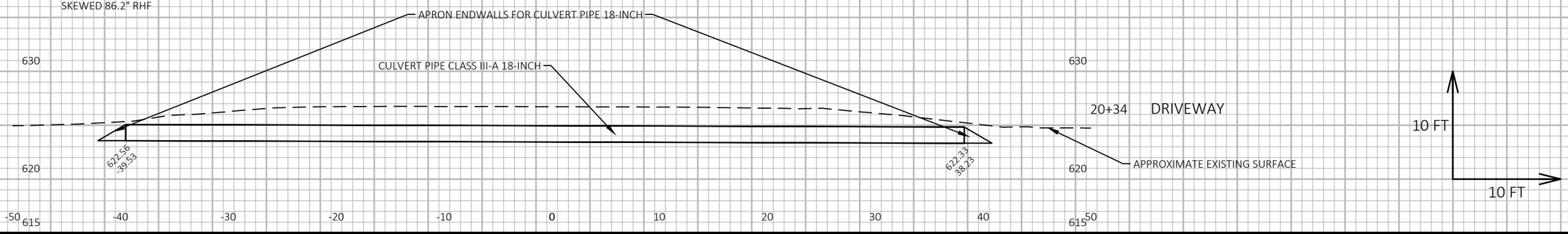
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



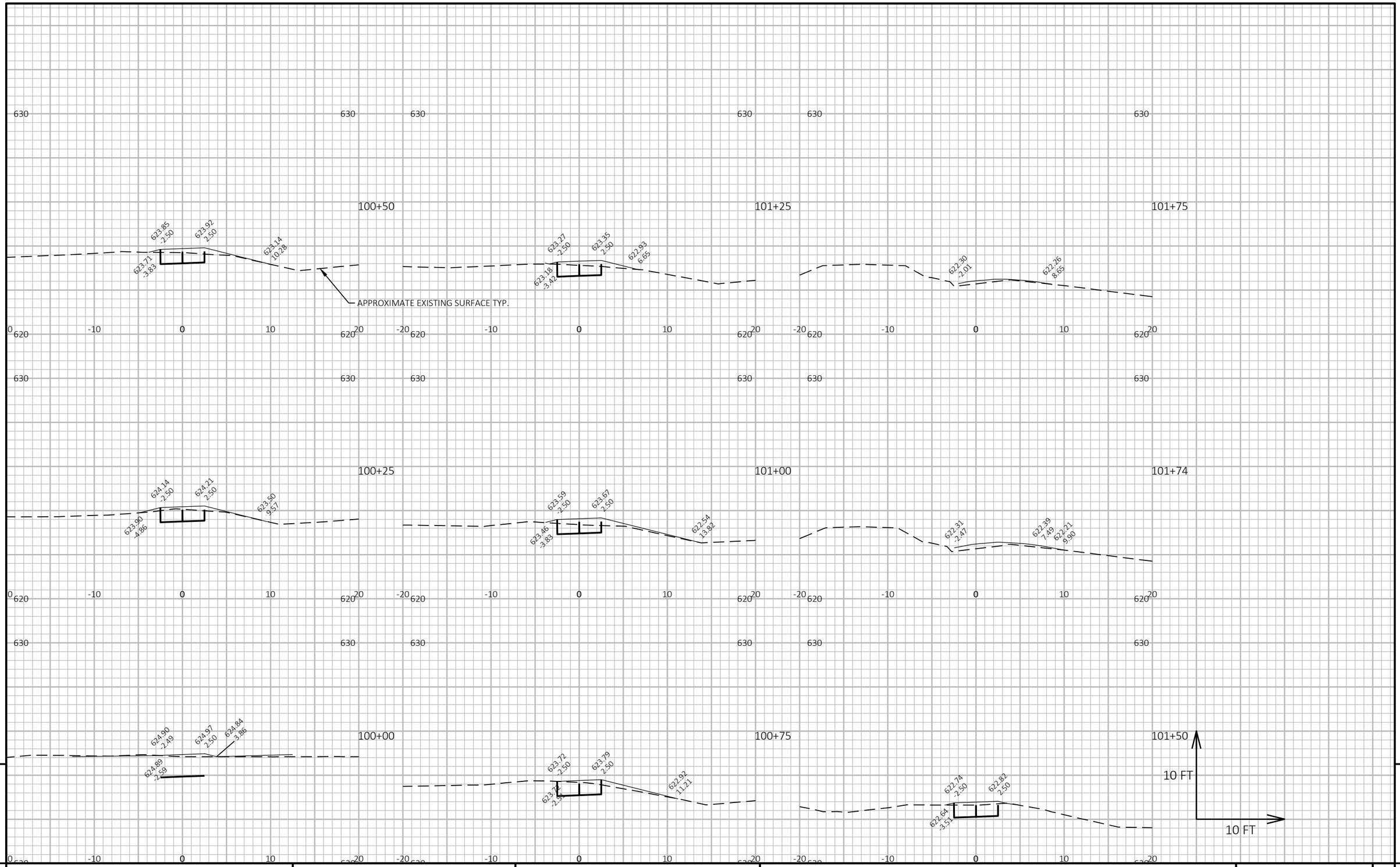
CROSS SECTION IS NOT PERPENDICULAR TO ALIGNMENT
SKEWED 86.2° RHF



9

9

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: CROSS SECTIONS - CULVERTS	SHEET 75	E



9

9

PROJECT NO: 8510-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: CROSS SECTIONS : LAKE PATH	SHEET 76	E

FILE NAME : N:\PDS\C3D\85100006\SHEETS\090101-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/11/2025 1:07 PM PLOT BY : HOGQUIST, ADAM LEE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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