MAD | JANUARY 2025

PROJECT ID: 3996-00-31

WITH: N/A

COUNTY: DANE

ORDER OF SHEETS

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

TOTAL SHEETS = 234



N

010101

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF SUN PRAIRIE, N THOMPSON RD

CTH C TO WEST MAIN STREET

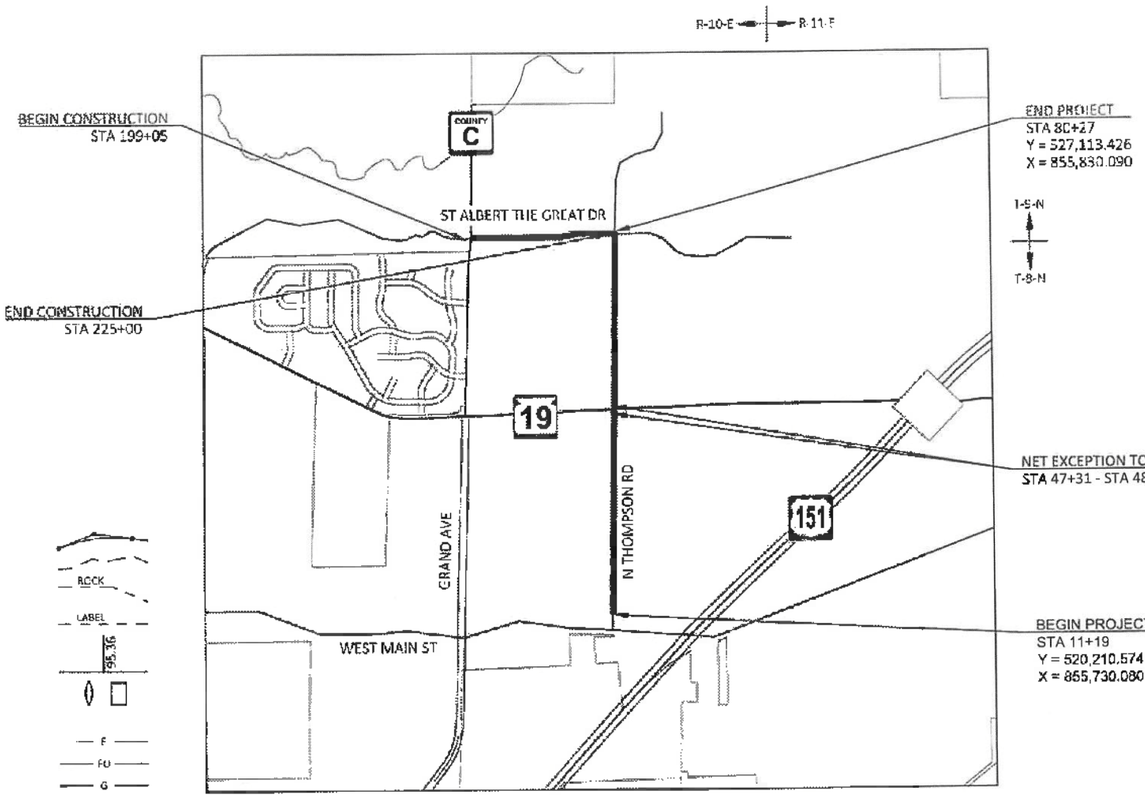
LOC STR

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3996-00-31	WISC 2025150	1

STATE PROJECT NUMBER

3996-00-31



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.799 MILES

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

DESIGN DESIGNATION

A.A.D.T.	2025	=	6,500
A.A.D.T.	2045	=	7,000
D.H.V.		=	854
D.D.		=	59/41
T.		=	1.1%
DESIGN SPEED		=	30 MPH
ESALS		=	150,000

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'R)
- 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 (956.36)
- 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

ACCEPTED FOR

CITY OF SUN PRAIRIE

Date 8/26/24 TIM WITH, P.E., CITY ENGINEER

ORIGINAL PLANS PREPARED BY

MSA

1702 Pankratz St Madison, WI 53704

608-242-7779 1-800-446-0679 fax: 608-242-5664

WISCONSIN NATHAN R. COOK 47131-6 MADISON, WI PROFESSIONAL ENGINEER

DATE: 8/23/24 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF SUN PRAIRIE
Designer	MSA PROFESSIONAL SERVICES, INC
Project Manager	DELLA KOENIG, PE
Regional Examiner	SW REGION
Regional Supervisor	KYLE HEMP, PE

APPROVED FOR THE DEPARTMENT

DATE: 8/28/2024 Digitally signed by Della Koenig P.E. Date: 2024.08.28 11:18:49-05'00' (Signature)

E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\010101-TI.DWG

PLOT DATE : 8/13/2024 8:50 PM

PLOT BY : NATHAN COOK

PLOT NAME :

UTILITY CONTACTS:

DOUG VOSBERG – ATC
TRANSMISSION
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

TODD ANDERSON - CITY OF SUN PRAIRIE
SANITARY
PHONE: (608) 235-6802
EMAIL: TANDERSON@CITYOFSUNPRAIRIE.COM

CHRISTOPHER POLLACK – FRONTIER
COMMUNICATION
PHONE: (715) 847-1240
EMAIL: CHRISTOPHER.POLLACK@FTR.COM

BRAD WAGNER – SPECTRUM
COMMUNICATION
PHONE: (608) 640-9407
EMAIL: BRAD.WAGNER@CHARTER.COM

ANDREW HIRVELA – SUN PRAIRIE UTILITIES (SPU)
ELECTRIC
PHONE: (608) 445-7035
EMAIL: AHIRVELA@MYSPU.ORG

ANDREW HIRVELA – SUN PRAIRIE UTILITIES (SPU)
WATER
PHONE: (608) 445-7035
EMAIL: AHIRVELA@MYSPU.ORG

MICHAEL SCHNEIDER – TDS
COMMUNICATION
PHONE: (608) 828-9451
EMAIL: MICHAEL.SCHNEIDER@TDSTELECOM.COM

ALEXIS GONZALEZ – WE ENERGIES
GAS
PHONE: (262) 365-6417
EMAIL: ALEXIS.GONZALEZ@WE-ENERGIES.COM

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

DESIGN CONTACTS:

MSA PROFESSIONAL SERVICES, INC.
ATTN: NATHAN COOK, PE
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: (608) 216-2058
E-MAIL: NCOOK@MSA-PS.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: DELLA KOENIG, PE
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 246-7963
E-MAIL: DELLA.KOENIG@DOT.WI.GOV

DNR LIAISON:

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 2228-7927
E-MAIL: ERIC.HEGGELUND@WISCONSIN.GOV

CITY OF SUN PRAIRIE CONTACT:

CITY OF SUN PRAIRIE
ATTN: TOM VEITH, PE
300 E MAIN STREET
SUN PRAIRIE, WI 53590
PHONE: (608) 825-1170
E-MAIL: TVEITH@CITYOFSUNPRAIRIE.COM

ORDER OF SECTION 2 SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
WATERMAIN
PERMANENT SIGNING & MARKING
TRAFFIC CONTROL
PEDESTRIAN DETOUR
ALIGNMENT DETAILS

STANDARD ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
AVE	AVENUE
BAD	BASE AGGREGATE DENSE
BK	BACK
BLK	BLOCK
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BM	BENCHMARK
CABC	CRUSHED AGGREGATE BASE COURSE
CL or ℄	CENTERLINE
Δ	CENTRAL ANGLE or DELTA
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CONTROL POINT
CPCS	CULVERT PIPE CORRUGATED STEEL
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
D	DEGREE OF CURVATURE
DES	DESIRABLE
E	EAST
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EOP	EDGE OF PAVEMENT
ET AL	AND OTHERS
EW	ENDWALL
EXIST	EXISTING
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
GV	GAS VALVE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HYD	HYDRANT
IN	INCH
INL	INLET
INV	INVERT
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LC	LONG CHORD
LCP	LONG CHORD BEARING
LF	LINEAR FEET
LT	LEFT
MH	MANHOLE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
N.C.	NORMAL CROWN
NO	NUMBER
PB	PULLBOX
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
POB	POINT OF BEGINNING
PT	POINT OF TANGENCY
R	RADIUS
R	RANGE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
REQ'D	REQUIRED
RL or R/L	REFERENCE LINE
RP	RADIUS POINT
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH
SAN	SANITARY SEWER
SB	SOUTHBOUND
S.E.	SUPERELEVATION
SEC	SECTION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
SQ	SQUARE
ST	STREET
STA	STATION
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STM	STORM SEWER
STR	STRUCTURE
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T or TN	TOWN
TYP.	TYPICAL
WM	WATERMIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

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.

THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS ARE APPROXIMATE AND WILL BE VERIFIED IN THE FIELD BY THE ENGINEER.

CURB & GUTTER RADII AND ELEVATIONS ARE MEASURED FROM FACE OF CURB AND CURB FLANGE, RESPECTIVELY.

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

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS-SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION.

CONTRACTOR PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS, AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING LANE OR BIKE LANE.

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

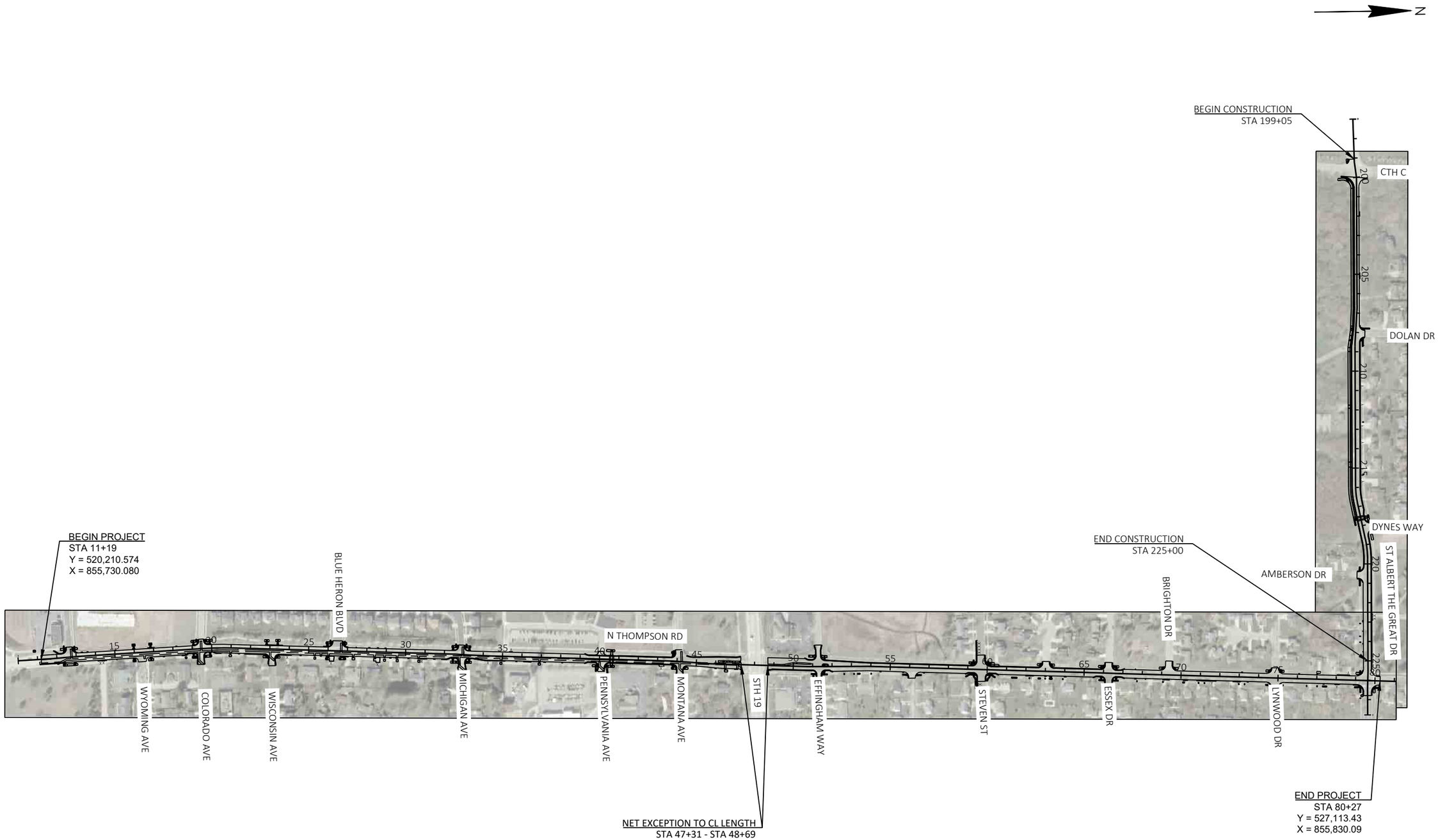
APPLY TACK COAT AT A MINIMUM RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA AND TO VERTICAL FACES.

RUNOFF COEFFICIENT TABLE

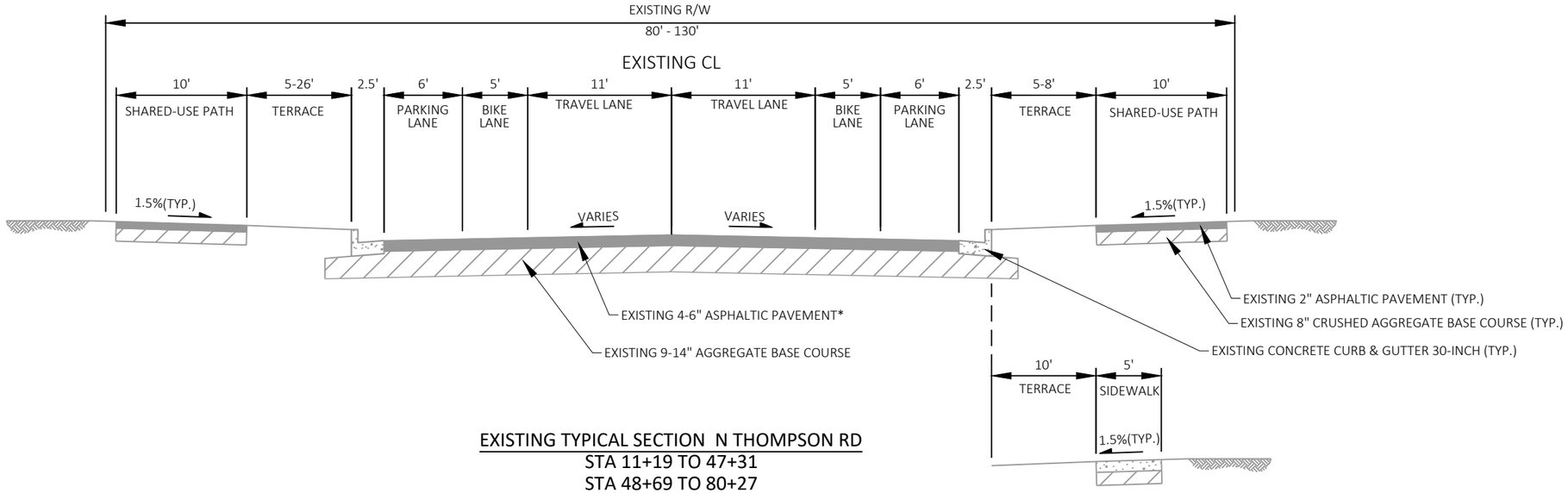
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 20.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.6 ACRES

2

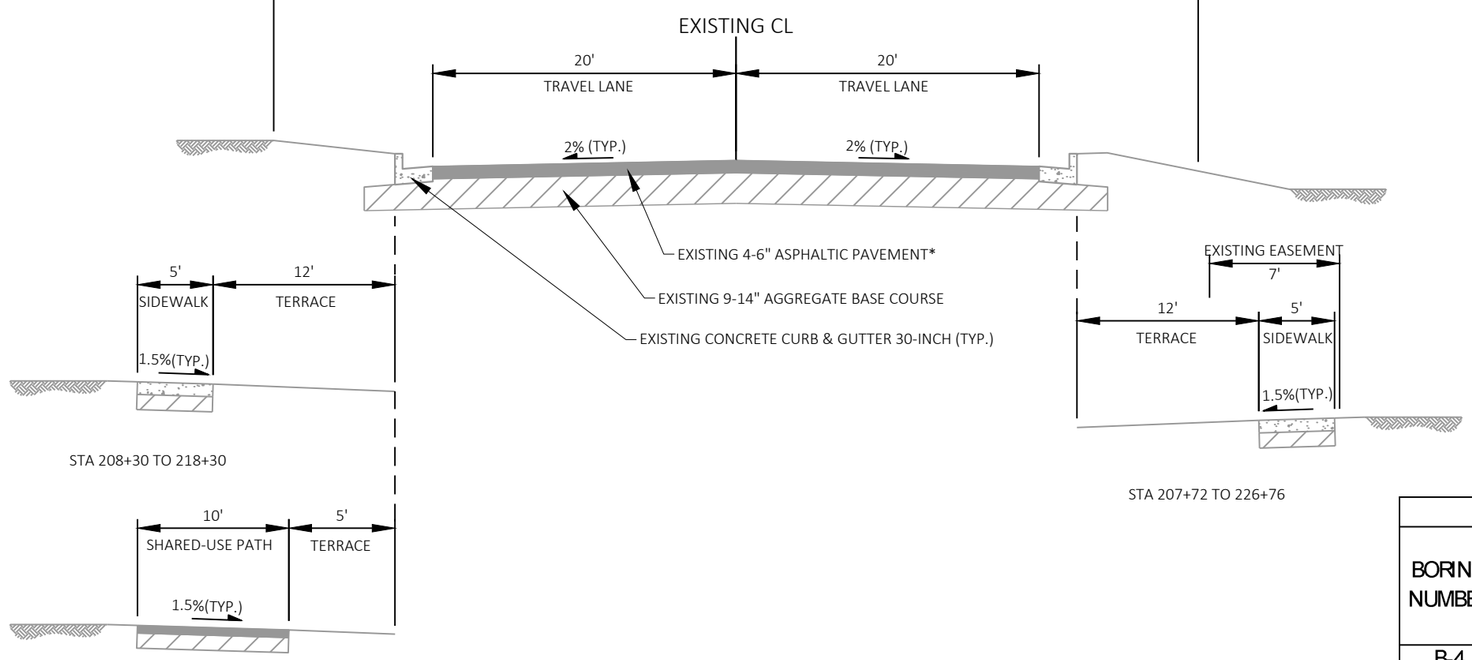


PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION N THOMPSON RD
STA 11+19 TO 47+31
STA 48+69 TO 80+27

STA 50+13 TO 80+02



STA 208+30 TO 218+30

STA 218+30 TO 226+76

EXISTING TYPICAL SECTION ST ALBERT THE GREAT DR
STA 199+05 TO 225+00

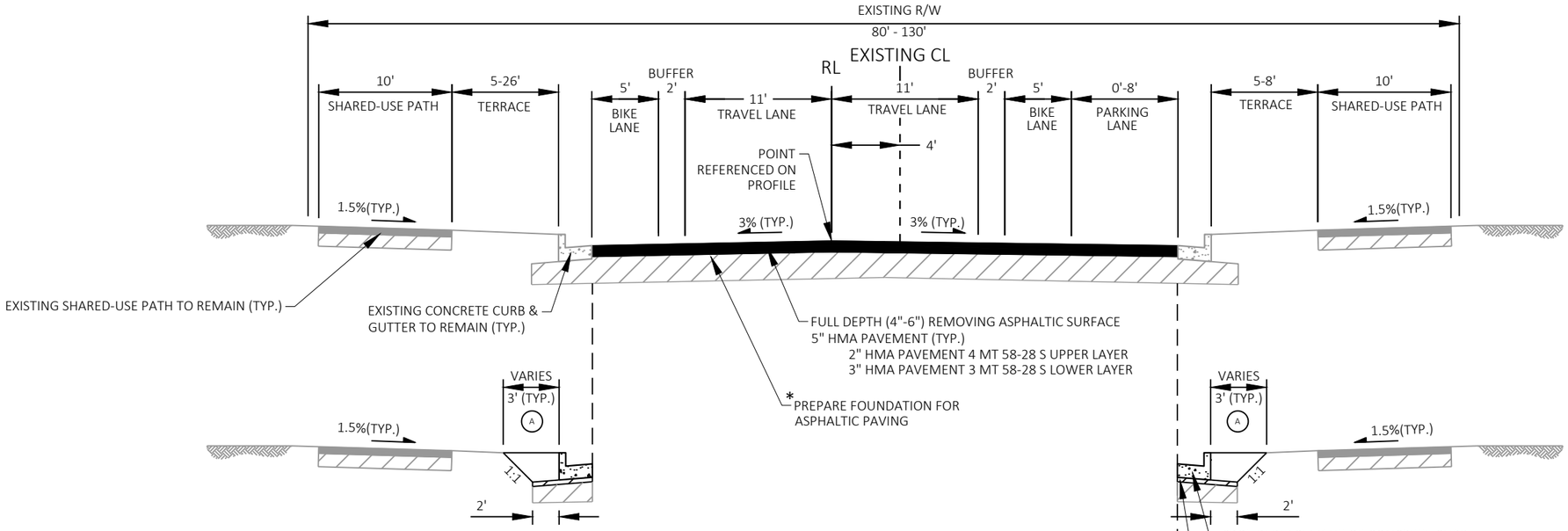
STA 207+72 TO 226+76

*SEE BORING SUMMARY TABLE FOR EXISTING PAVEMENT DEPTH

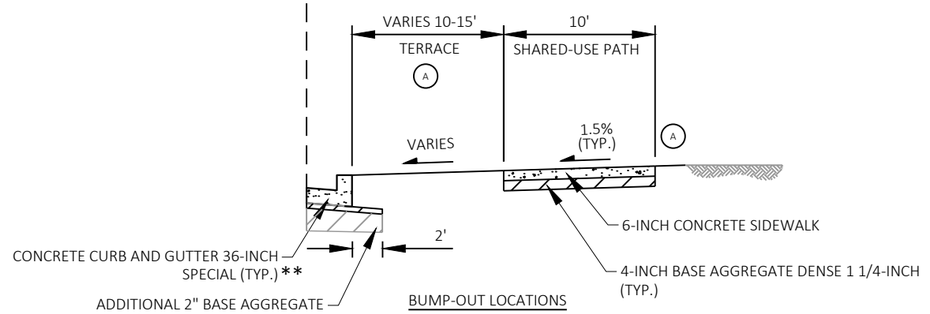
BORING SUMMARY TABLE

BORING NUMBER	STA	OFFSET	EXISTING ASPHALT DEPTH	BASE AGGREGATE DEPTH
B-4	57+00	6' LT	5±	9±
B-5	30+00	6' LT	4±	9±
B-6	72+00	6' RT	4±	10±
B-7	205+00	6' LT	6±	7±

2



FINISHED TYPICAL SECTION N THOMPSON RD
STA 11+19 TO 34+16



BUMP-OUT LOCATIONS

STA 18+44 - STA 19+28
STA 19+56 - STA 20+50
STA 31+84 - STA 32+78
STA 33+06 - STA 34+16

NOTE

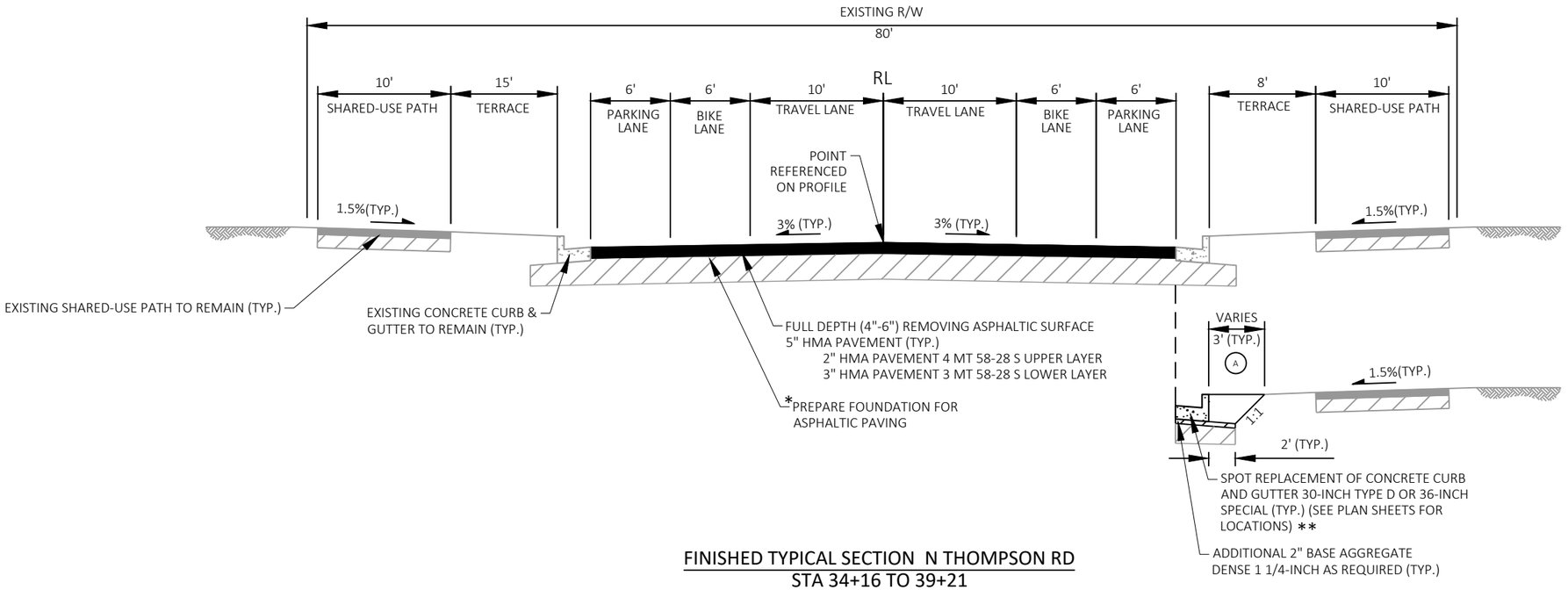
* REMOVAL OF EXCESS MATERIAL AND/OR GRADING OF MATERIAL TO THE FINISHED R/L LOCATION AND PROFILE SHOWN IN THE PLANS ARE INCLUDED IN THE ITEM "PREPARE FOUNDATION FOR ASPHALTIC PAVING". AN UNDISTRIBUTED QUANITITY OF BASE AGGREGATE 1 1/4-INCH IS INCLUDED FOR LOCATIONS WHERE THE EXISTING ASPHALTIC PAVEMENT IS DEEPER THAN 5".

** FOUNDATION EXCAVATION, PREPARATION AND BACKFILL ARE INCLUDED IN THE ITEMS "CONCRETE CURB AND GUTTER 30-INCH TYPE D AND CONCRETE CURB AND GUTTER 36-INCH SPECIAL"

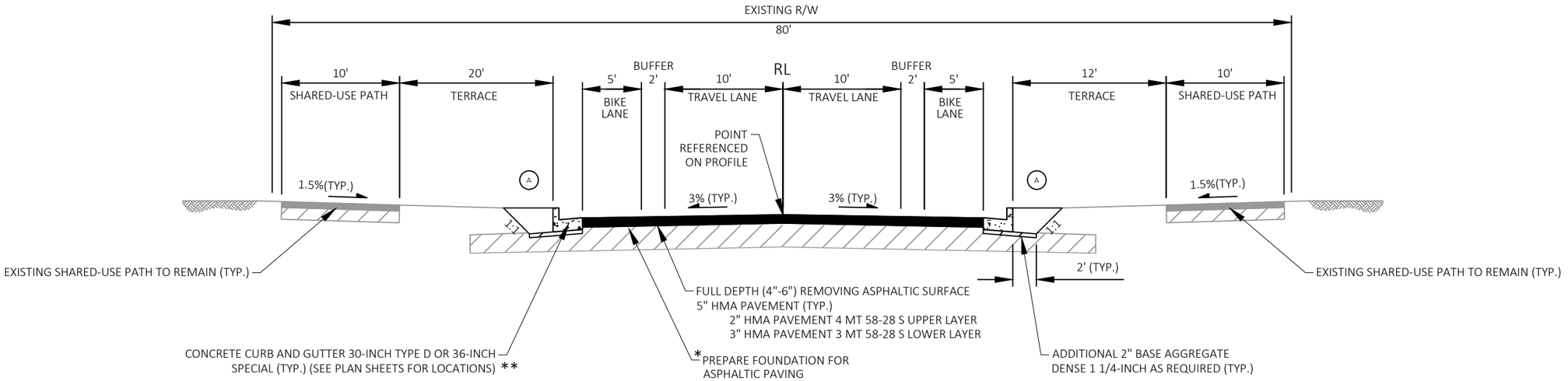
LEGEND

(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 5	E



FINISHED TYPICAL SECTION N THOMPSON RD
STA 34+16 TO 39+21



FINISHED TYPICAL SECTION N THOMPSON RD
STA 39+21 TO 47+31

LEGEND

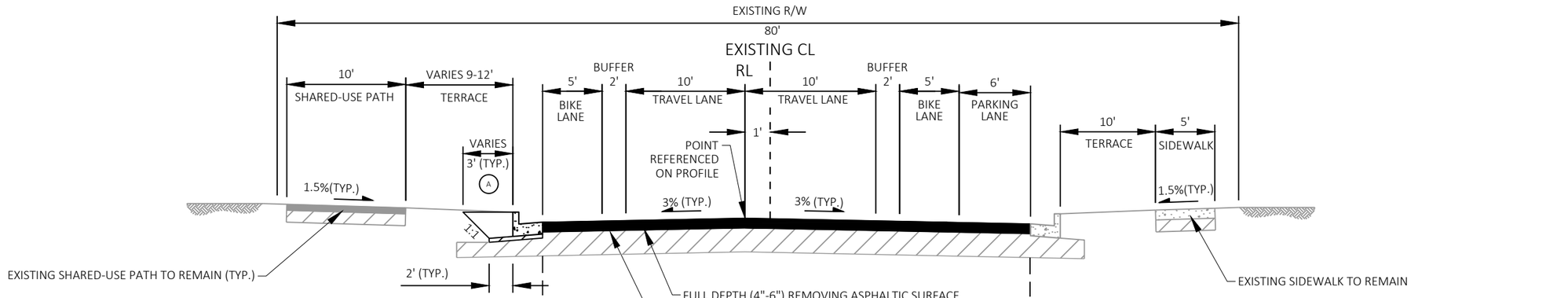
(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

NOTE

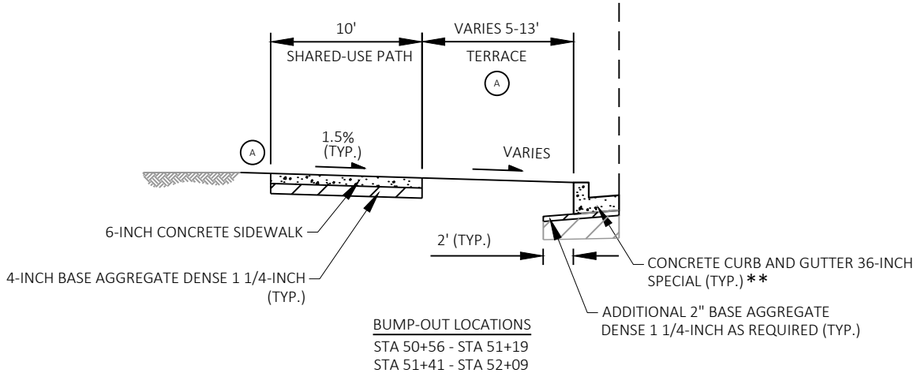
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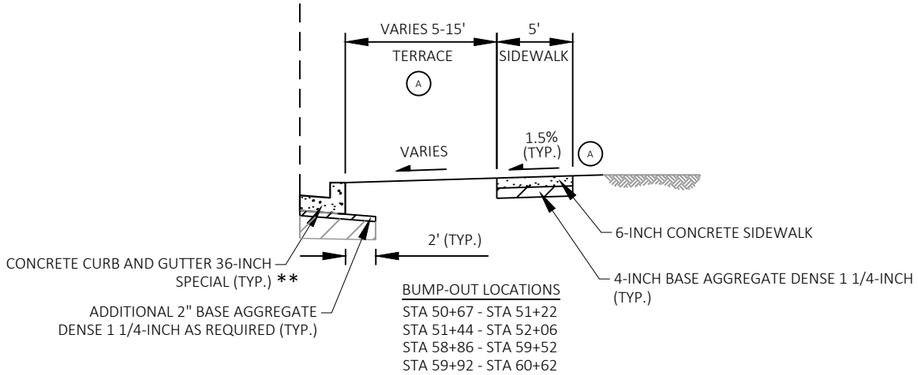
2



FINISHED TYPICAL SECTION N THOMPSON RD
STA 48+69 TO 66+00



BUMP-OUT LOCATIONS
STA 50+56 - STA 51+19
STA 51+41 - STA 52+09



BUMP-OUT LOCATIONS
STA 50+67 - STA 51+22
STA 51+44 - STA 52+06
STA 58+86 - STA 59+52
STA 59+92 - STA 60+62
STA 65+45 - STA 66+00

NOTE

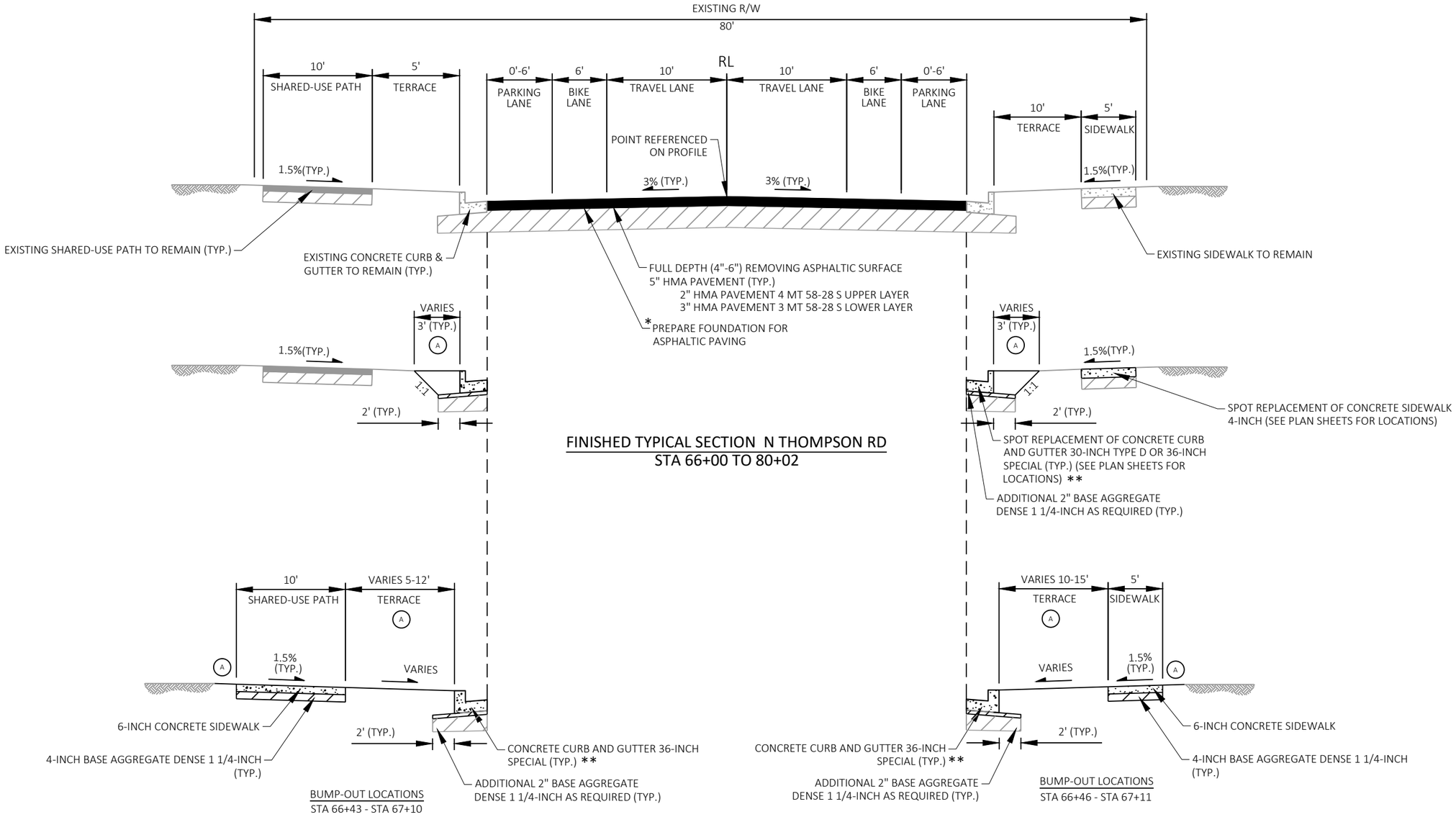
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**FOUNDATION EXCAVATION, PREPARATION AND BACKFILL ARE INCLUDED IN THE ITEMS "CONCRETE CURB AND GUTTER 30-INCH TYPE D AND CONCRETE CURB AND GUTTER 36-INCH SPECIAL"

LEGEND

(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION N THOMPSON RD
STA 66+00 TO 80+02

BUMP-OUT LOCATIONS
STA 66+43 - STA 67+10

BUMP-OUT LOCATIONS
STA 66+46 - STA 67+11

NOTE

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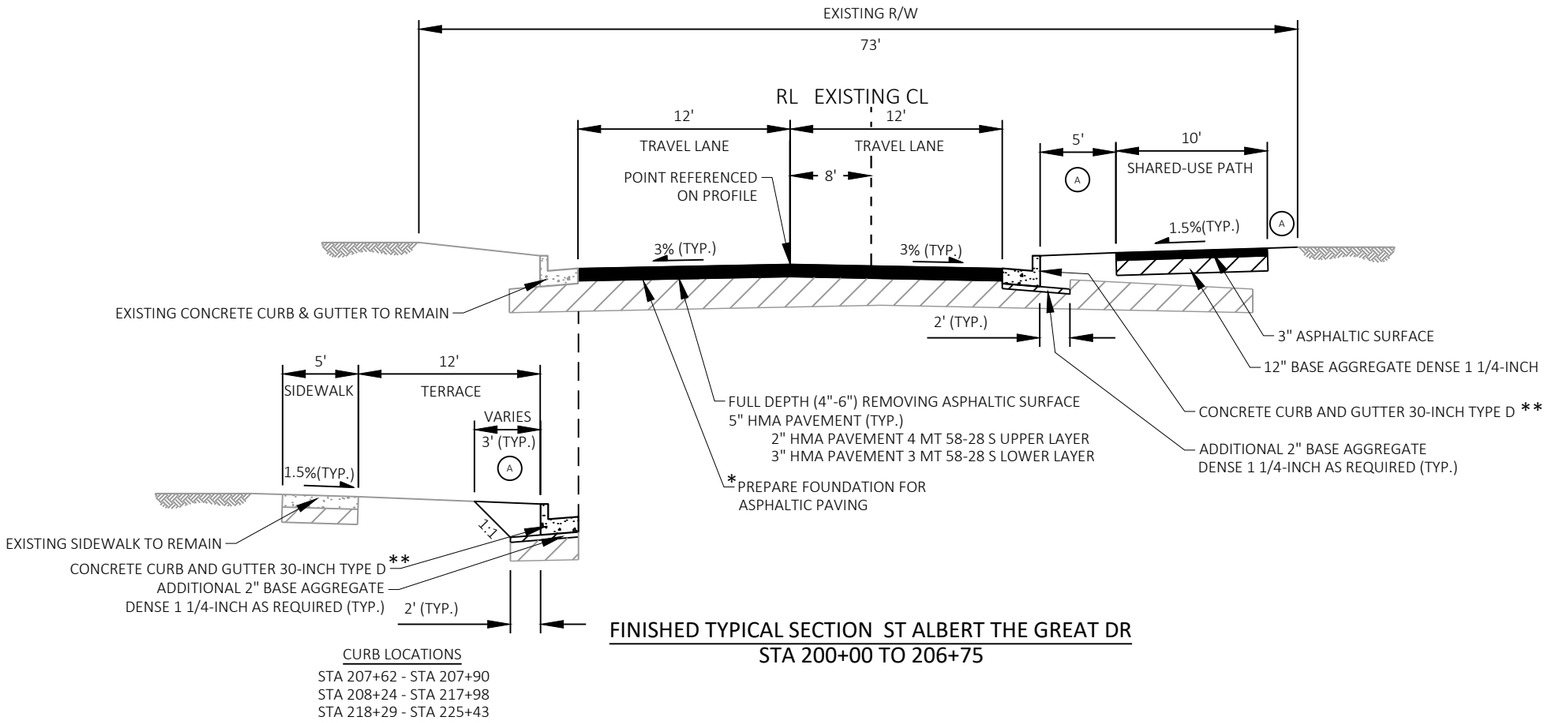
** FOUNDATION EXCAVATION, PREPARATION AND BACKFILL ARE INCLUDED IN THE ITEMS "CONCRETE CURB AND GUTTER 30-INCH TYPE D AND CONCRETE CURB AND GUTTER 36-INCH SPECIAL"

LEGEND

(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

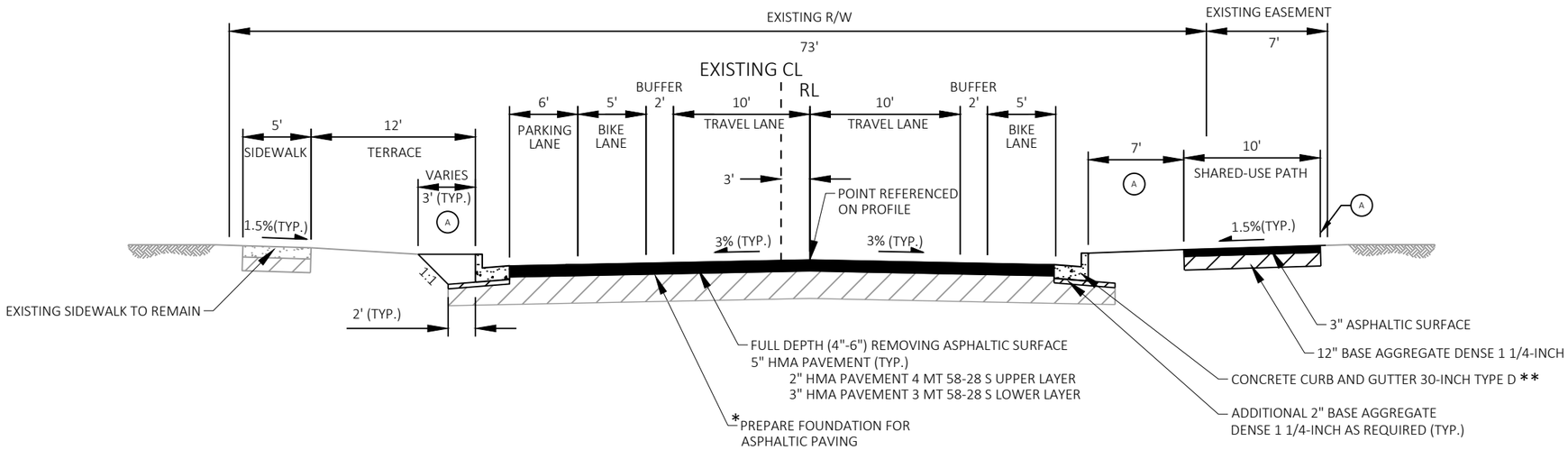
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 8	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\020301-TS.DWG
LAYOUT NAME - 020305-ts
PLOT DATE : 11/20/2024 7:23 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION ST ALBERT THE GREAT DR
STA 200+00 TO 206+75

CURB LOCATIONS
STA 207+62 - STA 207+90
STA 208+24 - STA 217+98
STA 218+29 - STA 225+43
STA 226+28 - STA 226+76



FINISHED TYPICAL SECTION ST ALBERT THE GREAT DR
STA 206+75 TO 218+00

NOTE

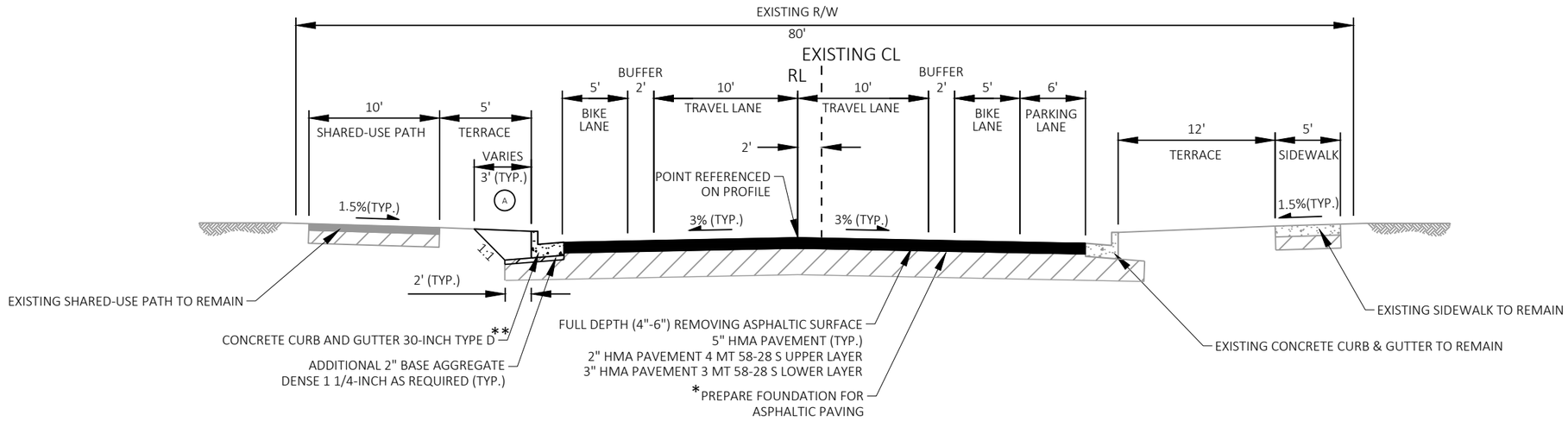
* REMOVAL OF EXCESS MATERIAL AND/OR GRADING OF MATERIAL TO THE FINISHED R/L LOCATION AND PROFILE SHOWN IN THE PLANS ARE INCLUDED IN THE ITEM "PREPARE FOUNDATION FOR ASPHALTIC PAVING". AN UNDISTRIBUTED QUANITITY OF BASE AGGREGATE 1 1/4-INCH IS INCLUDED FOR LOCATIONS WHERE THE EXISTING ASPHALTIC PAVEMENT IS DEEPER THAN 5".

** FOUNDATION EXCAVATION, PREPARATION AND BACKFILL ARE INCLUDED IN THE ITEMS "CONCRETE CURB AND GUTTER 30-INCH TYPE D AND CONCRETE CURB AND GUTTER 36-INCH SPECIAL"

LEGEND

(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 9	E



FINISHED TYPICAL SECTION ST ALBERT THE GREAT DR
STA 218+00 TO 225+00

NOTE

* REMOVAL OF EXCESS MATERIAL AND/OR GRADING OF MATERIAL TO THE FINISHED R/L LOCATION AND PROFILE SHOWN IN THE PLANS ARE INCLUDED IN THE ITEM "PREPARE FOUNDATION FOR ASPHALTIC PAVING". AN UNDISTRIBUTED QUANITITY OF BASE AGGREGATE 1 1/4-INCH IS INCLUDED FOR LOCATIONS WHERE THE EXISTING ASPHALTIC PAVEMENT IS DEEPER THAN 5".

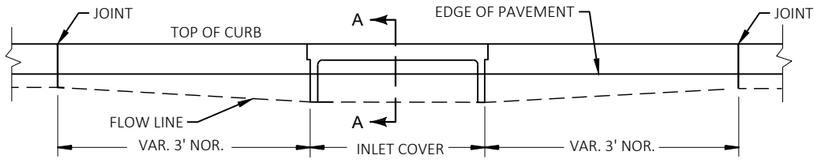
** FOUNDATION EXCAVATION, PREPARATION AND BACKFILL ARE INCLUDED IN THE ITEMS "CONCRETE CURB AND GUTTER 30-INCH TYPE D AND CONCRETE CURB AND GUTTER 36-INCH SPECIAL"

LEGEND

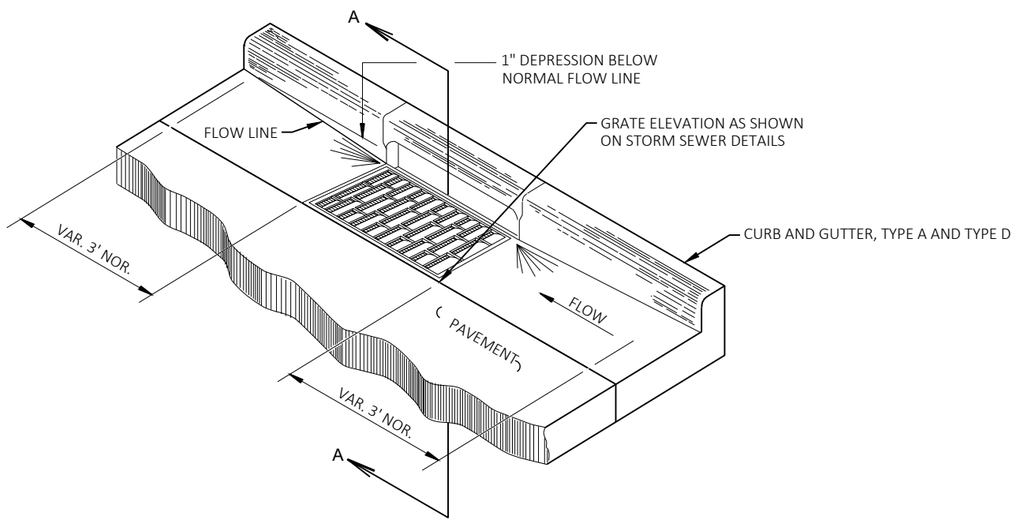
(A) 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A.

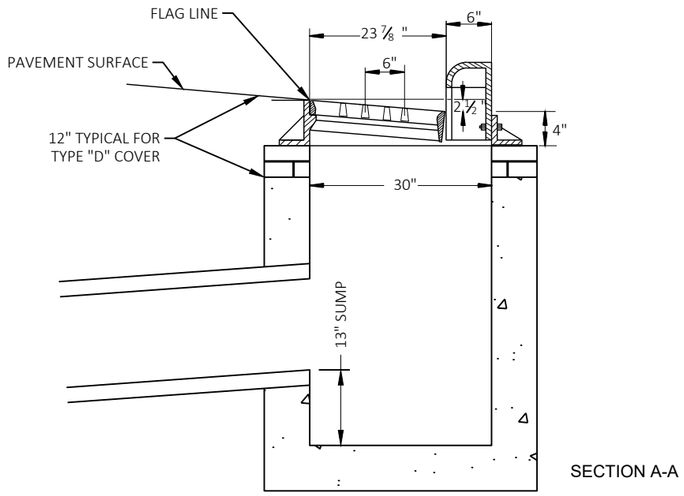
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 10	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\020301-TS.DWG
LAYOUT NAME - 020307-ts
PLOT DATE : 11/20/2024 7:23 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



ELEVATION

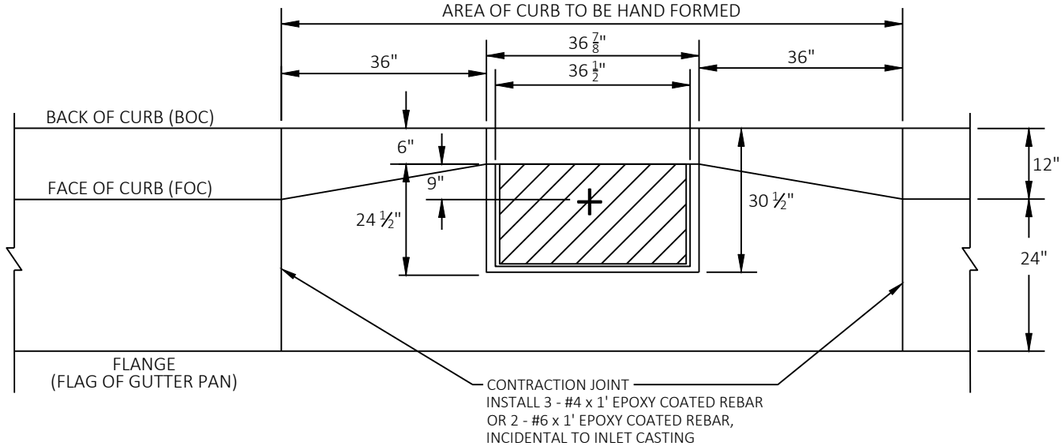




SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 2.5X3 FT-D INLET SHOWN)



PLAN VIEW

\+ = CENTER OF STRUCTURE (STATION AND OFFSET AS INDICATED ON THE STORM SEWER PLANS)

CONCRETE CURB AND GUTTER 36-INCH SPECIAL AT INLET DETAIL

SCALE: NONE

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 11	E

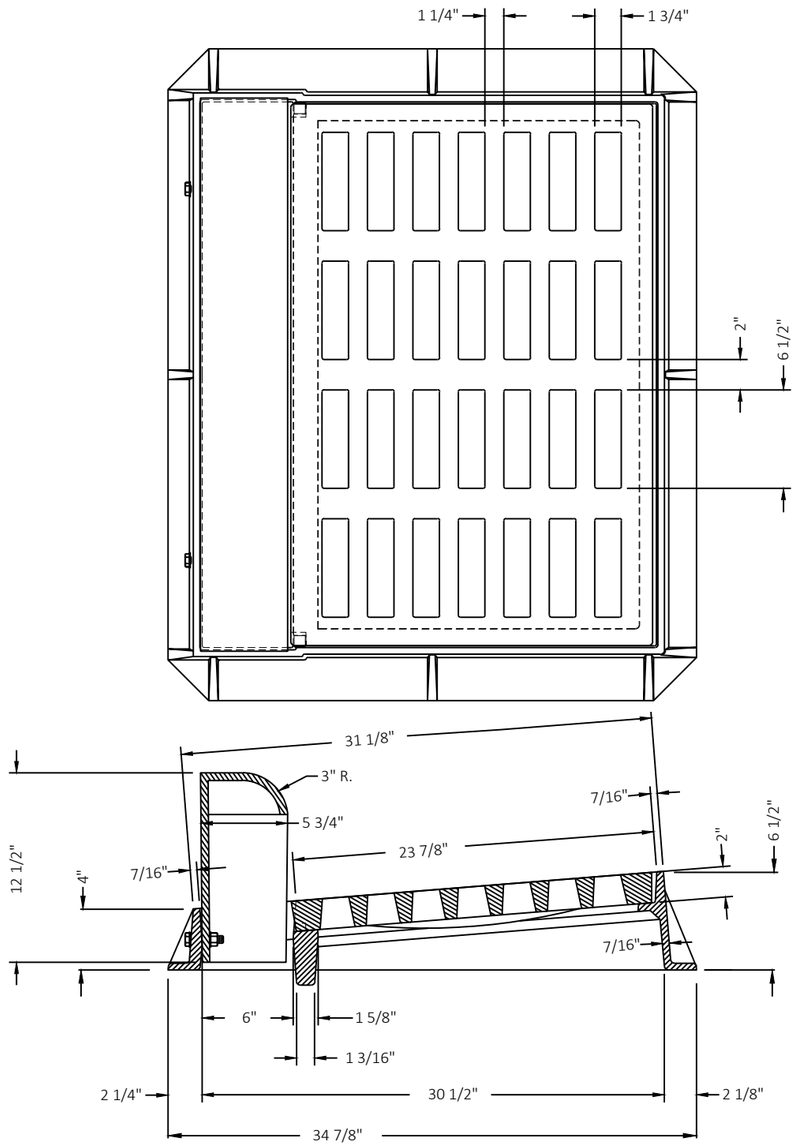
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LAYOUT NAME - 021001-cd

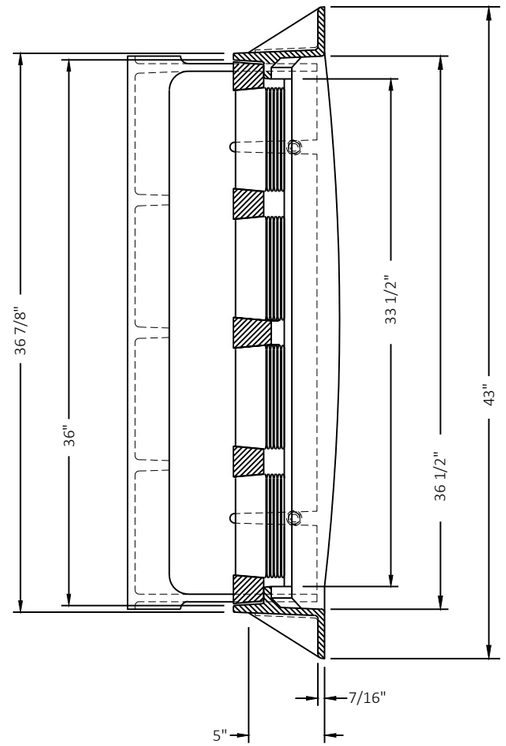
PLOT DATE : 11/19/2024 11:51 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

INLET COVERS TYPE D





NOTE:

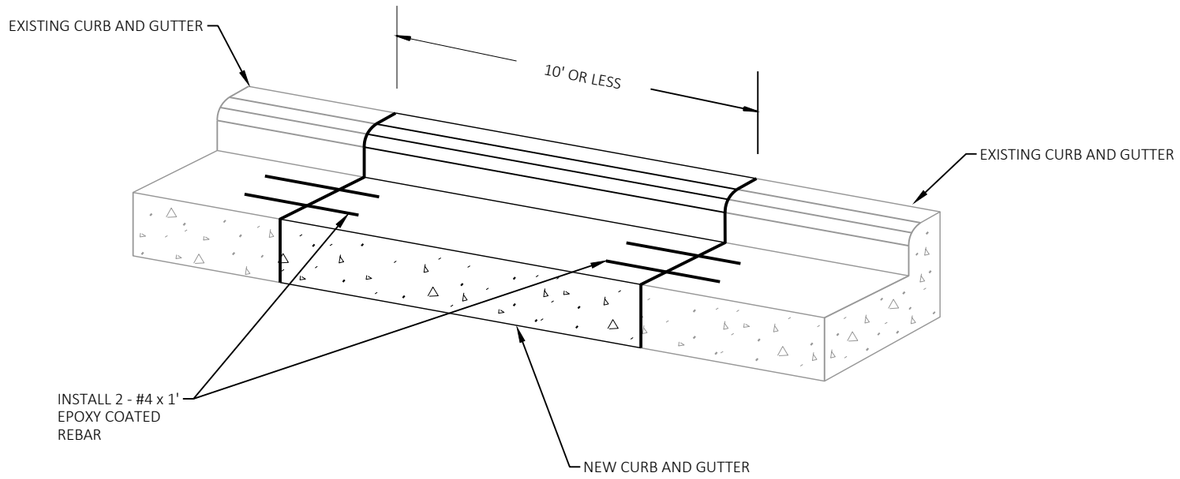
TYPE R-DIAGONAL REVERSIBLE GRATE

SHALL HAVE THE WORDS " DUMP NO WASTE - DRAINS TO FRESH WATER"

MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B

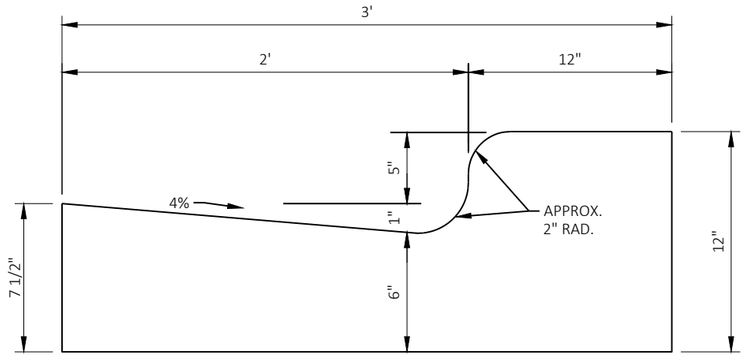
FINISH: NO PAINT

WEIGHT: FRAME 200#, GRATE 255#, CURB BOX 140#

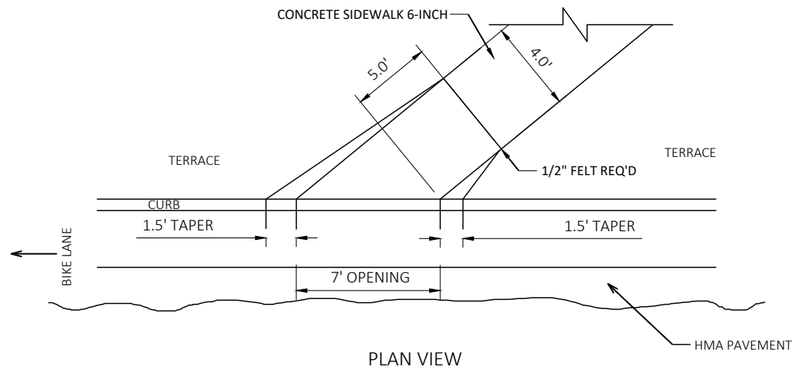


DRILLED TIE BAR DETAIL

REINFORCEMENT IS REQUIRED IN CURB AND GUTTER REPAIRS 10 FEET OR LESS BY DRILLING TWO #4 EPOXY COATED REBAR (1' IN LENGTH) INTO EACH SIDE OF EXISTING CURB AND GUTTER

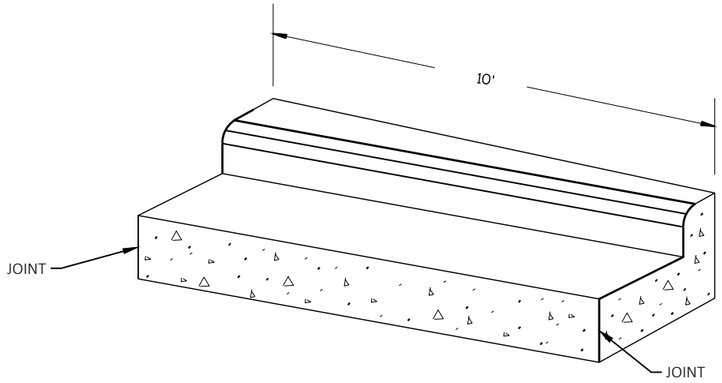


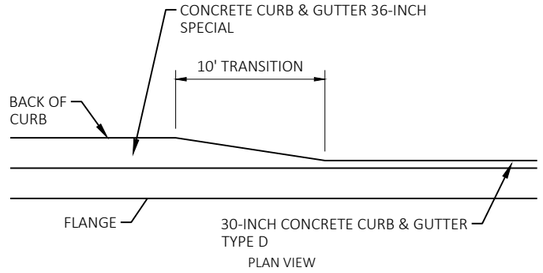
CONCRETE CURB & GUTTER 36-INCH SPECIAL



PLAN VIEW

SHARED-USE PATH CONNECTION



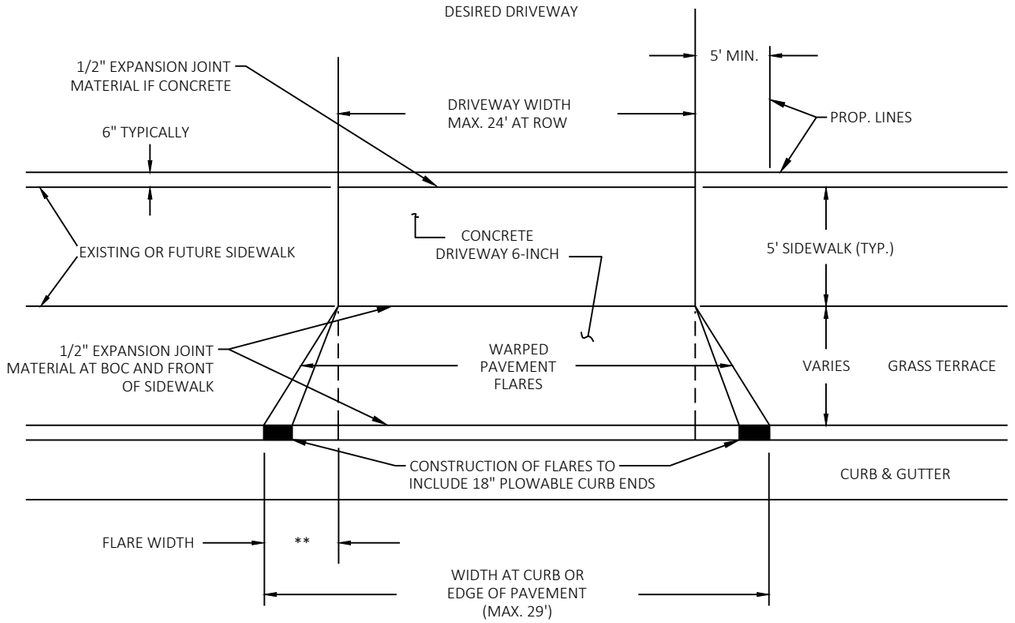


PLAN VIEW

CONCRETE CURB & GUTTER CURB HEAD WIDTH TRANSITION DETAIL

CONCRETE CURB & GUTTER 36-INCH SPECIAL, TO CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER, 36-INCH SPECIAL). REFER TO PLAN DETAILS FOR CURB TRANSITION LOCATIONS.

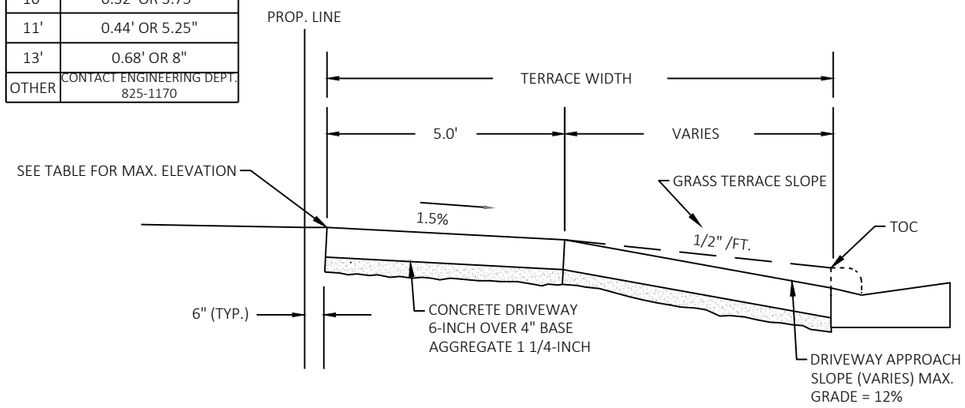
2



** PERMISSIBLE FLARE IS FROM 0.5 TO 1.0 TIMES THE GRASS TERRACE WITH, NOT TO EXCEED 2.5 FT. ON EITHER SIDE OF DRIVEWAY.

PLAN VIEW
SCALE: NONE

TERR. WIDTH	MAX. ELEV. 6" FROM PROP. LINE. (ABOVE TOC)
10'	0.32' OR 3.75"
11'	0.44' OR 5.25"
13'	0.68' OR 8"
OTHER	CONTACT ENGINEERING DEPT. 825-1170



CROSS SECTION
SCALE: NONE

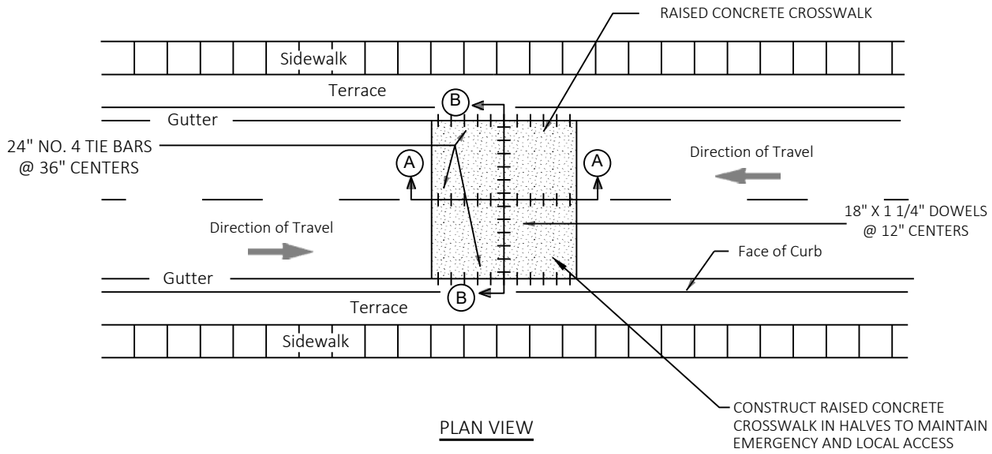
DRIVEWAY DETAIL

CITY OF SUN PRAIRIE STANDARD

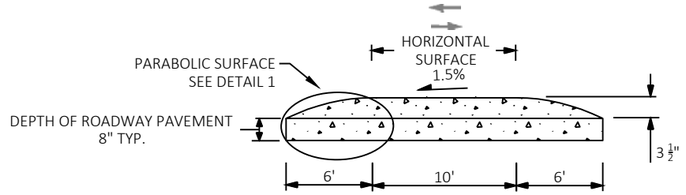
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 14	E

2

RAISED CONCRETE CROSSWALK

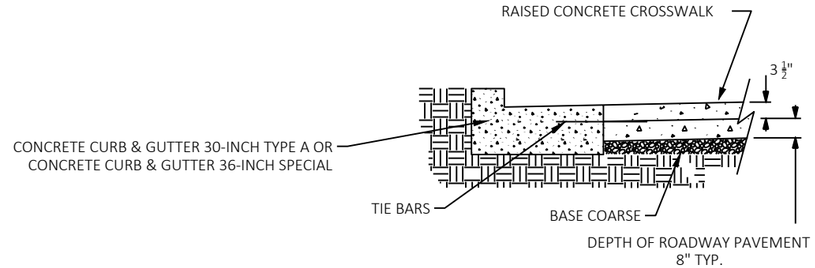


PLAN VIEW



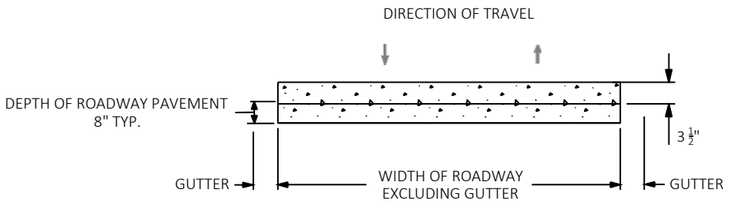
SECTION AA

SCALE: NOT TO SCALE
(VERTICAL SCALE IS EXAGGERATED)



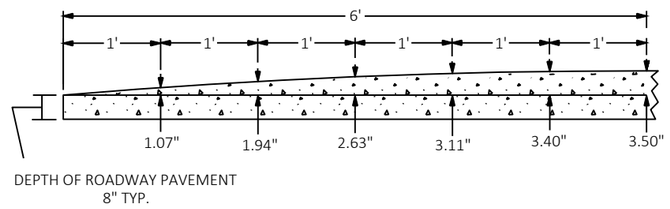
CURB DETAIL

CROSS SECTION)



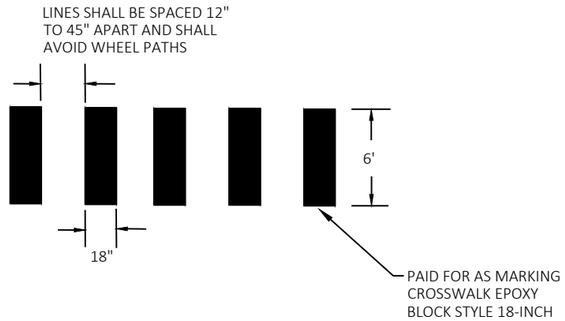
SECTION BB

SCALE: NOT TO SCALE



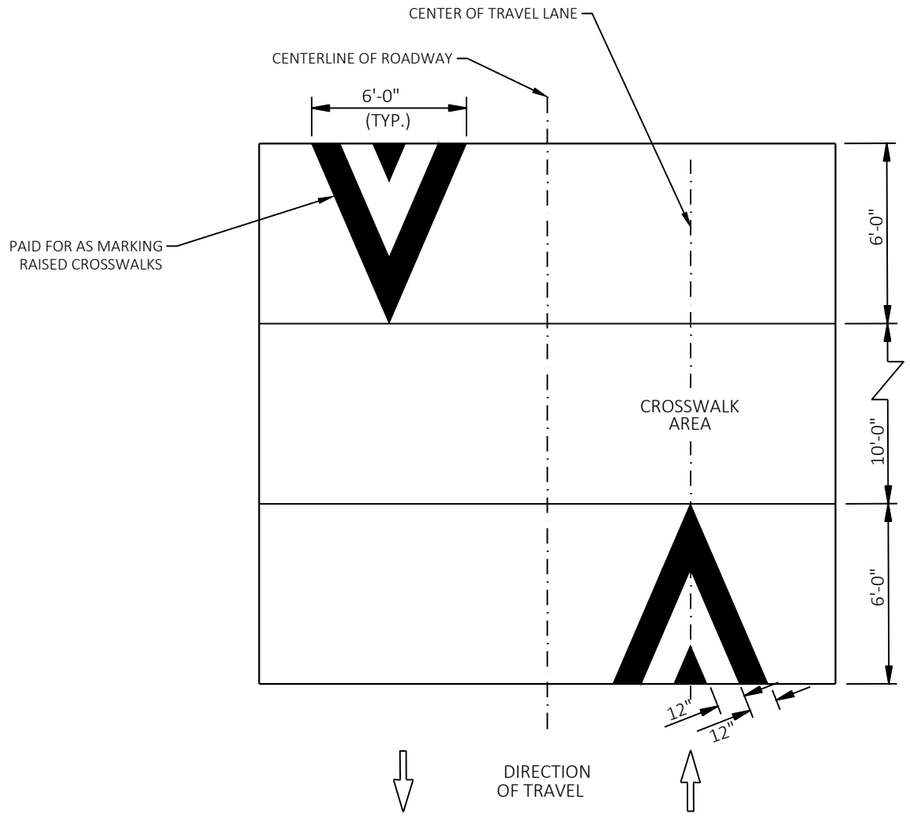
DETAIL 1

PARABOLIC SURFACE
(VERTICAL SCALE IS EXAGGERATED)



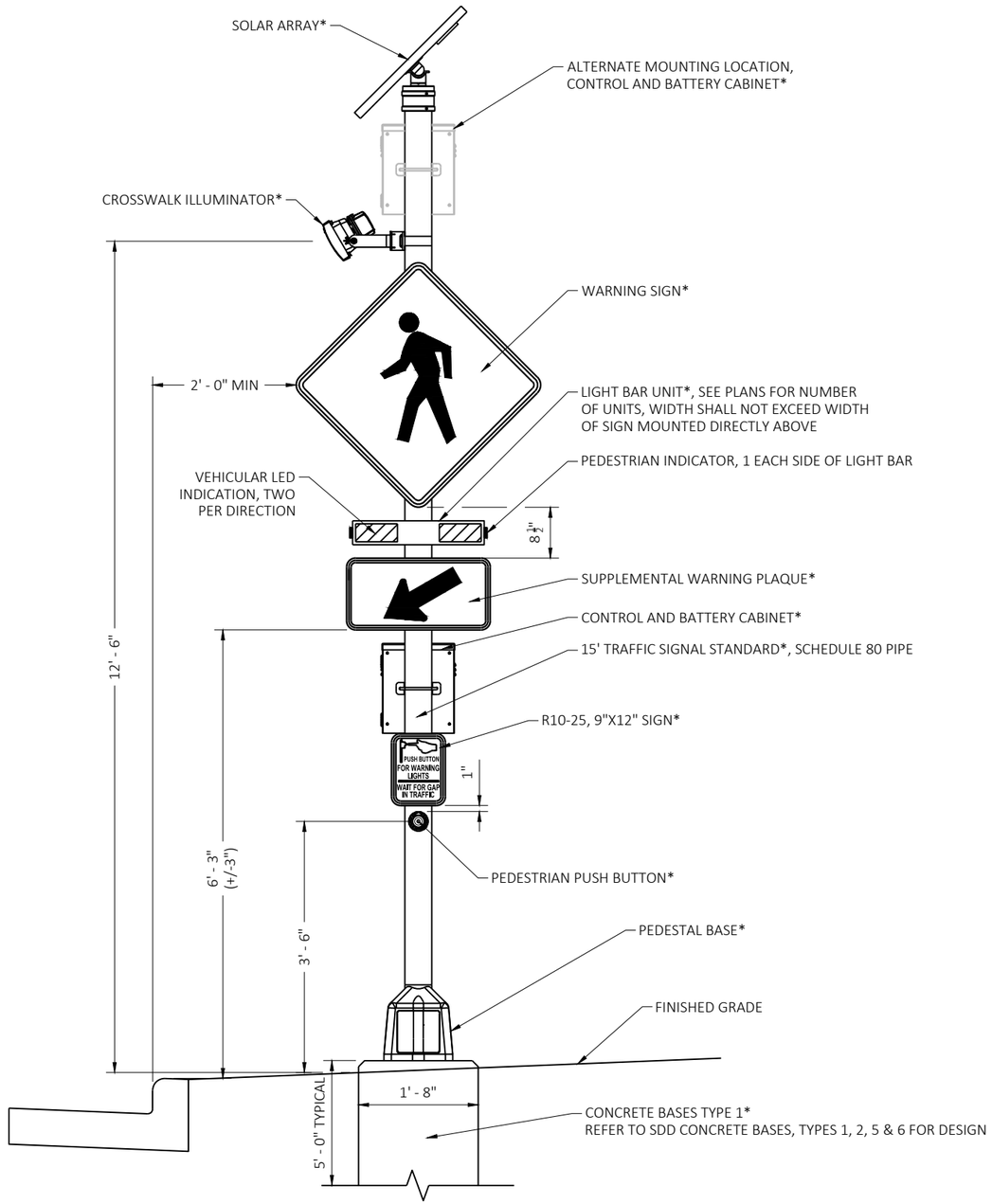
TYPICAL CONTINENTAL CROSSWALK

CITY OF SUN PRAIRIE STANDARD



MARKING RAISED CROSSWALKS

2

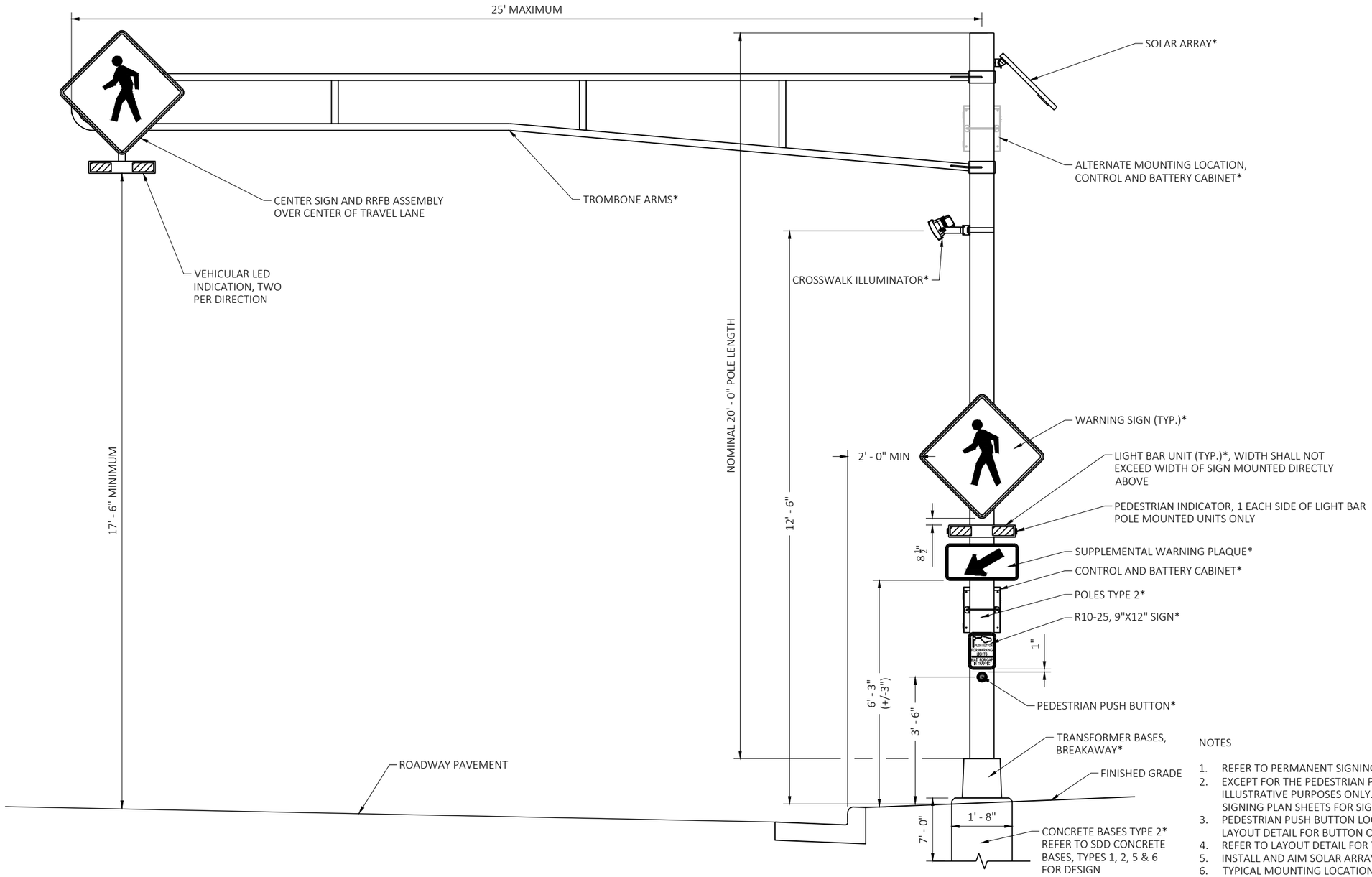


NOTES

1. REFER TO PERMANENT SIGNING PLAN SHEETS FOR RRFB INSTALLATION LOCATIONS.
2. EXCEPT FOR THE PEDESTRIAN PUSH BUTTON SIGN (R10-25), ALL SIGNS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL SIGNS MAY VARY. REFER TO PERMANENT SIGNING PLAN SHEETS FOR SIGN CODE, SIZE, QUANTITY, AND MOUNTING LOCATION.
3. PEDESTRIAN PUSH BUTTON LOCATION IS FOR MOUNTING HEIGHT ONLY. REFER TO LAYOUT DETAIL FOR BUTTON ORIENTATION.
4. INSTALL AND AIM SOLAR ARRAY PER MANUFACTURER'S INSTRUCTIONS.
5. TYPICAL MOUNTING LOCATION OF CONTROL CABINET IS SHOWN. LOCATION MAY BE ADJUSTED AS DIRECTED BY THE FIELD ENGINEER. CABINETS LOCATED BELOW THE SUPPLEMENTAL WARNING SIGN(S) SHALL BE MOUNTED ON THE OPPOSITE SIDE OF THE POLE AS THE FACE OF THE PEDESTRIAN PUSH BUTTON.
6. BASE TO BE FIELD LOCATED. SUBSEQUENT REACH DISTANCE FOR PEDESTRIAN PUSH BUTTON FROM AN ACCESSIBLE AREA SHALL NOT EXCEED 1.5-FEET.
7. DRAWING NOT TO SCALE.

* ITEM PAID FOR UNDER RECTANGULAR RAPID FLASHING BEACON (RRFB) BID ITEM.

RECTANGULAR RAPID FLASHING BEACON (RRFB)



NOTES

1. REFER TO PERMANENT SIGNING PLAN SHEETS FOR RRFB INSTALLATION LOCATIONS.
2. EXCEPT FOR THE PEDESTRIAN PUSH BUTTON SIGN (R10-25), ALL SIGNS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL SIGNS MAY VARY. REFER TO PERMANENT SIGNING PLAN SHEETS FOR SIGN CODE, SIZE, QUANTITY, AND MOUNTING LOCATION.
3. PEDESTRIAN PUSH BUTTON LOCATION IS FOR MOUNTING HEIGHT ONLY. REFER TO LAYOUT DETAIL FOR BUTTON ORIENTATION.
4. REFER TO LAYOUT DETAIL FOR TROMBONE ARM LENGTH.
5. INSTALL AND AIM SOLAR ARRAY PER MANUFACTURER'S INSTRUCTIONS.
6. TYPICAL MOUNTING LOCATION OF CONTROL CABINET IS SHOWN. LOCATION MAY BE ADJUSTED AS DIRECTED BY THE FIELD ENGINEER. CABINETS LOCATED BELOW THE SUPPLEMENTAL WARNING SIGN(S) SHALL BE MOUNTED ON THE OPPOSITE SIDE OF THE POLE AS THE FACE OF THE PEDESTRIAN PUSH BUTTON.
7. BASE TO BE FIELD LOCATED. SUBSEQUENT REACH DISTANCE FOR PEDESTRIAN PUSH BUTTON FROM AN ACCESSIBLE AREA SHALL NOT EXCEED 1.5-FEET.
8. DRAWING NOT TO SCALE.

* ITEM PAID FOR UNDER RECTANGULAR RAPID FLASHING BEACON (RRFB) BID ITEM.

RECTANGULAR RAPID FLASHING BEACON (RRFB)

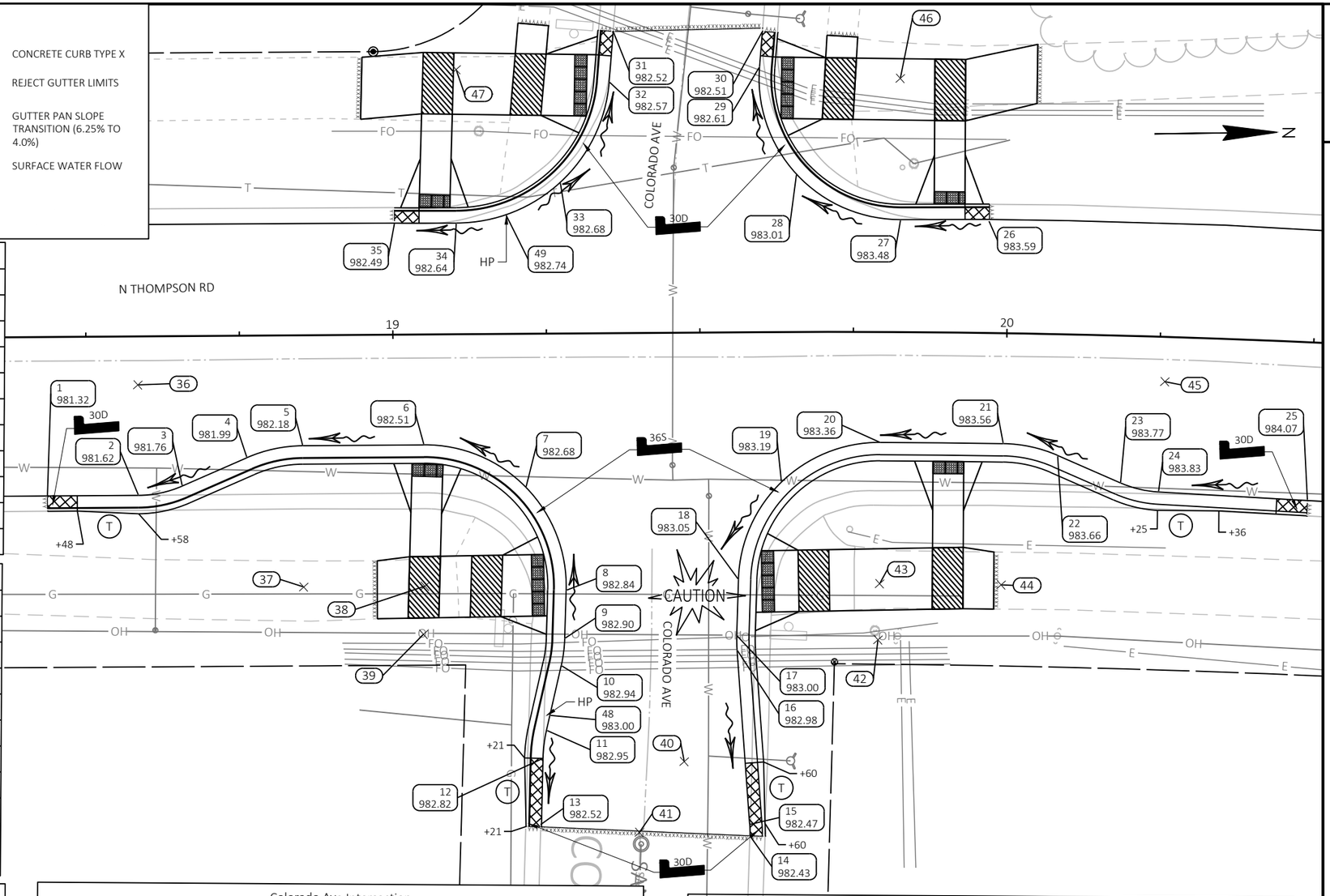
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	RECTANGULAR RAPID FLASHING BEACON DETAIL	SHEET 18	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021002-CD.DWG
LAYOUT NAME - 021011-cd
PLOT DATE : 11/19/2024 11:52 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:3 FT
WISDOT/CADDS SHEET 42

INTERSECTION DETAILS LEGEND

LP	LOW POINT	■	PROPOSED INLET	X	CONCRETE CURB TYPE X
HP	HIGH POINT	●	PROPOSED MANHOLE		REJECT GUTTER LIMITS
XXXXX	SAWCUT ASPHALT	(T)	10' CURB TRANSITION		GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
YYYYY	SAWCUT CONCRETE	XXY	CONCRETE CURB & GUTTER TYPE Y, XX-INCH		SURFACE WATER FLOW
	DETECTABLE WARNING FIELD				

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.



Colorado Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PT	18+43.56	25.89' RT	981.32	520934.98	855706.23	--
2	PC	18+58.40	25.90' RT	981.62	520949.79	855705.28	--
3	PT	18+65.53	24.43' RT	981.76	520956.81	855703.36	--
4	PC	18+76.10	19.88' RT	981.99	520967.07	855698.14	--
5	PT	18+85.20	18.00' RT	982.18	520976.03	855695.68	--
6	PC	19+04.93	18.00' RT	982.51	520995.72	855694.42	--
7	MID PT	19+21.49	25.04' RT	982.68	521012.70	855700.38	--
8	PT	19+27.92	41.85' RT	982.84	521020.19	855716.74	--
9	PC	19+27.63	49.68' RT	982.90	521020.40	855724.58	--
10	PT	19+27.04	54.08' RT	982.94	521020.09	855729.01	--

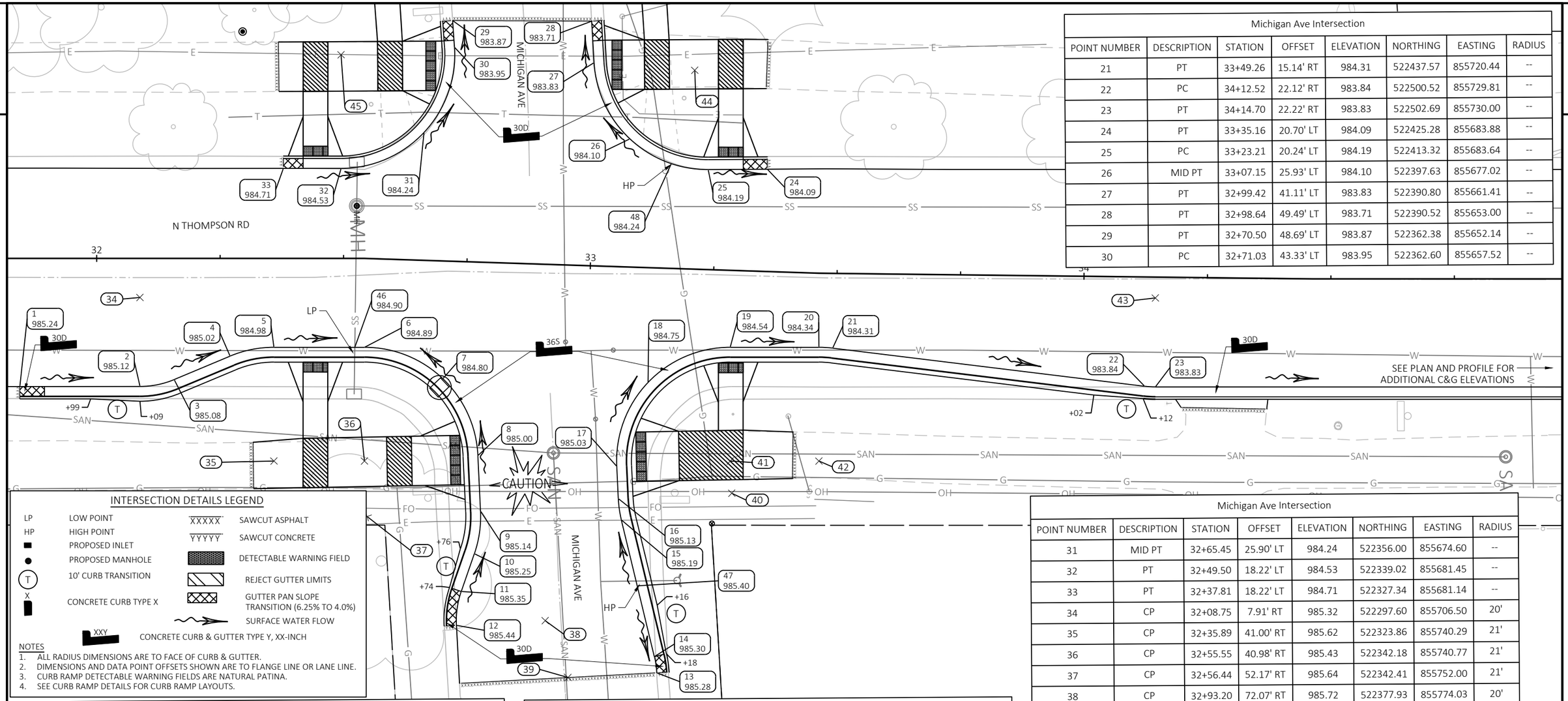
Colorado Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
11	PC	19+24.57	64.61' RT	982.95	521018.31	855739.68	--
12	PT	19+23.98	69.19' RT	982.82	521018.01	855744.28	--
13	PT	19+23.40	80.06' RT	982.52	521018.13	855755.16	--
14	PC	19+57.57	82.03' RT	982.43	521052.36	855754.94	--
15	PT	19+57.55	80.18' RT	982.47	521052.21	855753.09	--
16	PC	19+55.69	51.73' RT	982.98	521048.54	855724.82	--
17	PT	19+55.66	49.39' RT	983.00	521048.35	855722.49	--
18	PC	19+56.00	40.26' RT	983.05	521048.10	855713.35	--
19	MID PT	19+63.15	24.45' RT	983.19	521054.19	855697.13	--
20	PT	19+79.43	18.00' RT	983.36	521069.87	855689.75	--

Colorado Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
21	PC	19+99.68	18.00' RT	983.56	521089.89	855688.80	--
22	PT	20+08.66	19.76' RT	983.66	521098.83	855690.21	--
23	PC	20+19.15	23.99' RT	983.77	521109.33	855694.10	--
24	PT	20+25.45	25.29' RT	983.83	521115.58	855695.21	--
25	PT	20+50.11	25.77' RT	984.07	521139.88	855695.21	--
26	PT	19+96.77	18.32' LT	983.59	521085.43	855652.64	--
27	PC	19+82.57	18.32' LT	983.48	521071.10	855653.32	--
28	MID PT	19+65.82	25.70' LT	983.01	521053.76	855646.90	--
29	PT	19+60.00	43.22' LT	982.61	521046.74	855629.79	--
30	PT	19+60.51	49.00' LT	982.51	521046.89	855623.99	--

Colorado Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
31	PT	19+36.21	49.14' LT	982.52	521022.62	855625.41	--
32	PC	19+35.50	40.94' LT	982.57	521022.44	855633.64	--
33	MID PT	19+27.43	24.63' LT	982.68	521015.43	855650.44	--
34	PT	19+10.44	18.11' LT	982.64	520998.89	855658.03	--
35	PT	19+00.39	18.17' LT	982.49	520988.86	855658.62	--
36	CP	18+58.41	7.90' RT	981.92	520948.64	855687.32	20'
37	CP	18+85.20	41.00' RT	0.00	520977.50	855718.64	21'
38	CP	19+04.93	41.00' RT	982.64	520997.19	855717.37	21'
39	CP	19+04.65	48.84' RT	0.00	520997.41	855725.21	21'
40	CP	19+46.97	69.86' RT	982.80	521040.99	855743.48	25'

Colorado Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
41	CP	19+39.59	81.35' RT	0.00	521034.36	855755.41	
42	CP	19+79.19	50.14' RT	983.53	521071.35	855721.86	20'
43	CP	19+79.43	41.00' RT	983.39	521071.09	855712.72	21'
44	CP	19+99.68	41.00' RT	983.84	521090.85	855711.78	21'
45	CP	20+25.93	7.30' RT	984.11	521115.57	855677.21	21'
46	CP	19+82.39	41.32' LT	983.62	521069.74	855630.36	20'
47	CP	19+10.59	43.11' LT	982.97	520997.44	855633.07	21'
48	HP	19+25.14	62.18' RT	983.00	521018.72	855737.21	23'
49	HP	19+18.53	19.40' LT	982.74	521006.89	855656.22	--

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	INTERSECTION DETAILS - COLORADO AVE	SHEET 19	E



INTERSECTION DETAILS LEGEND

LP	LOW POINT	XXXXX	SAWCUT ASPHALT
HP	HIGH POINT	YYYYY	SAWCUT CONCRETE
■	PROPOSED INLET		DETECTABLE WARNING FIELD
●	PROPOSED MANHOLE		REJECT GUTTER LIMITS
T	10' CURB TRANSITION		GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
X	CONCRETE CURB TYPE X		SURFACE WATER FLOW
XXY	CONCRETE CURB & GUTTER TYPE Y, XX-INCH		

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

Michigan Ave Intersection

POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PT	31+84.43	25.93' RT	985.24	522272.81	855723.87	--
2	PC	32+08.77	25.91' RT	985.12	522297.14	855724.49	--
3	PT	32+15.69	24.52' RT	985.08	522304.10	855723.28	--
4	PC	32+27.02	19.78' RT	985.02	522315.55	855718.84	--
5	PT	32+35.89	18.00' RT	984.98	522324.46	855717.30	--
6	PC	32+54.80	17.99' RT	984.89	522342.78	855717.78	--
7	MID PT	32+70.88	23.83' RT	984.80	522358.48	855724.55	--
8	PT	32+78.48	39.15' RT	985.00	522365.17	855740.29	--
9	PC	32+79.37	50.34' RT	985.14	522365.40	855751.52	--
10	PT	32+78.41	58.99' RT	985.25	522363.93	855760.10	--

Michigan Ave Intersection

POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
11	PC	32+76.01	66.73' RT	985.35	522361.08	855767.68	--
12	PT	32+75.26	73.61' RT	985.44	522359.93	855774.51	--
13	PC	33+16.11	81.89' RT	985.28	522400.22	855785.17	--
14	PT	33+15.52	78.63' RT	985.30	522399.83	855781.88	--
15	PC	33+07.94	51.19' RT	985.19	522393.88	855754.05	--
16	PT	33+07.19	46.90' RT	985.13	522393.37	855749.72	--
17	PC	33+06.67	40.40' RT	985.03	522393.24	855743.20	--
18	MID PT	33+12.44	23.24' RT	984.75	522400.01	855726.41	--
19	PT	33+28.84	15.58' RT	984.54	522416.84	855719.73	--
20	PC	33+46.48	15.00' RT	984.34	522434.79	855720.20	--

Michigan Ave Intersection

POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
21	PT	33+49.26	15.14' RT	984.31	522437.57	855720.44	--
22	PC	34+12.52	22.12' RT	983.84	522500.52	855729.81	--
23	PT	34+14.70	22.22' RT	983.83	522502.69	855730.00	--
24	PT	33+35.16	20.70' LT	984.09	522425.28	855683.88	--
25	PC	33+23.21	20.24' LT	984.19	522413.32	855683.64	--
26	MID PT	33+07.15	25.93' LT	984.10	522397.63	855677.02	--
27	PT	32+99.42	41.11' LT	983.83	522390.80	855661.41	--
28	PT	32+98.64	49.49' LT	983.71	522390.52	855653.00	--
29	PT	32+70.50	48.69' LT	983.87	522362.38	855652.14	--
30	PC	32+71.03	43.33' LT	983.95	522362.60	855657.52	--

Michigan Ave Intersection

POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
31	MID PT	32+65.45	25.90' LT	984.24	522356.00	855674.60	--
32	PT	32+49.50	18.22' LT	984.53	522339.02	855681.45	--
33	PT	32+37.81	18.22' LT	984.71	522327.34	855681.14	--
34	CP	32+08.75	7.91' RT	985.32	522297.60	855706.50	20'
35	CP	32+35.89	41.00' RT	985.62	522323.86	855740.29	21'
36	CP	32+55.55	40.98' RT	985.43	522342.18	855740.77	21'
37	CP	32+56.44	52.17' RT	985.64	522342.41	855752.00	21'
38	CP	32+93.20	72.07' RT	985.72	522377.93	855774.03	20'
39	CP	32+98.17	83.42' RT	0.00	522382.23	855785.65	20'
40	CP	33+30.11	45.07' RT	985.32	522416.37	855749.24	21'

Michigan Ave Intersection

POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
41	CP	33+29.59	38.56' RT	985.23	522416.23	855742.72	21'
42	CP	33+46.74	38.00' RT	984.80	522434.19	855743.19	21'
43	CP	34+14.50	4.23' RT	0.00	522503.17	855712.00	20'
44	CP	33+19.85	40.23' LT	984.37	522411.14	855663.49	21'
45	CP	32+49.49	41.22' LT	984.91	522339.61	855658.45	21'
46	LP	32+52.27	18.00' RT	984.90	522340.83	855717.73	--
47	HP	33+11.60	64.43' RT	985.40	522396.75	855767.48	--
48	HP	33+15.71	21.19' LT	984.24	522405.89	855682.25	--

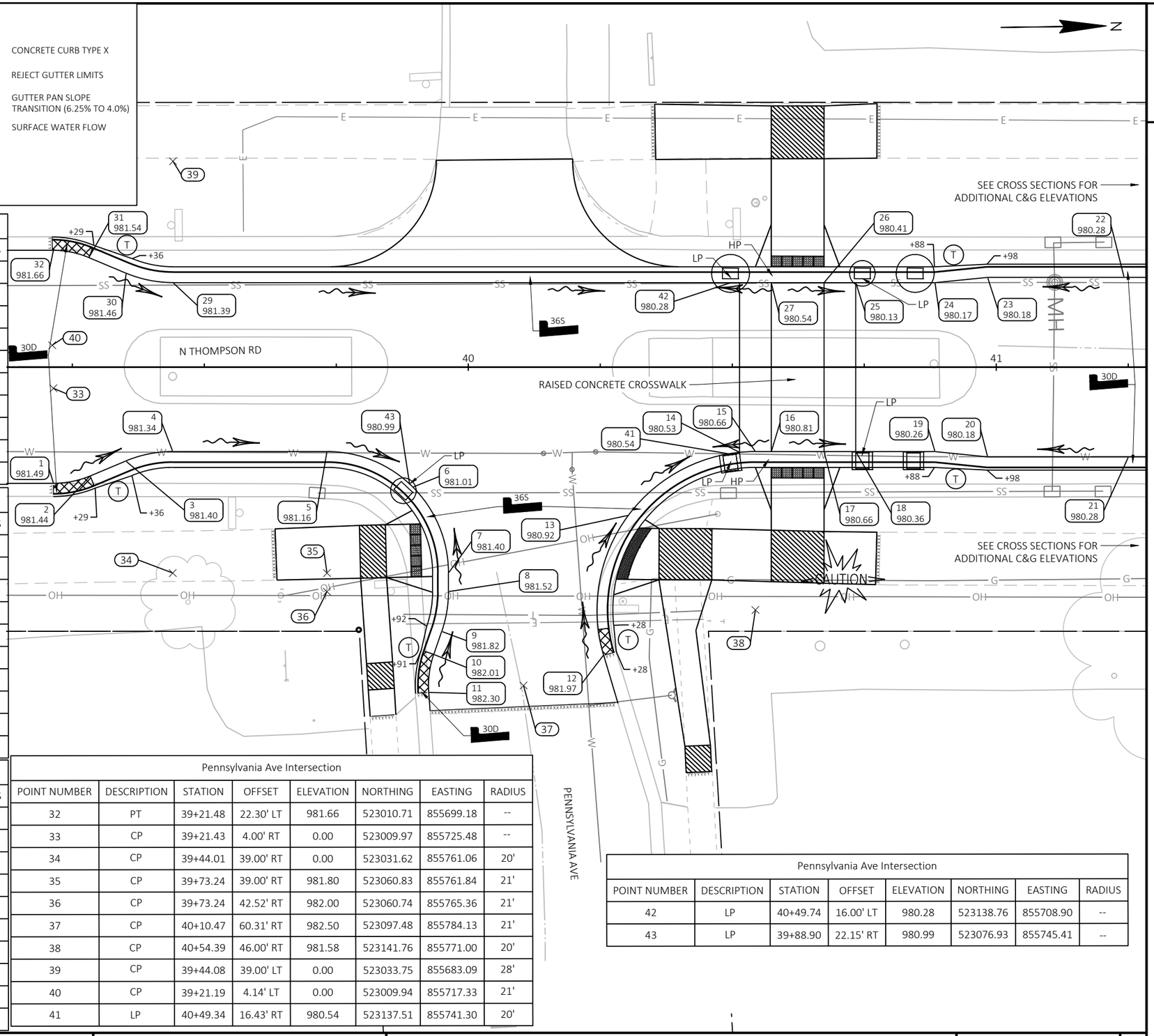
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	INTERSECTION DETAILS - MICHIGAN AVE	SHEET 20	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021101-ID.DWG
LAYOUT NAME - 021102-id
PLOT DATE : 8/29/2024 7:34 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

INTERSECTION DETAILS LEGEND

LP	LOW POINT	■	PROPOSED INLET	X	CONCRETE CURB TYPE X
HP	HIGH POINT	●	PROPOSED MANHOLE	▨	REJECT GUTTER LIMITS
XXXXX	SAWCUT ASPHALT	(T)	10' CURB TRANSITION	▨	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
YYYYY	SAWCUT CONCRETE	XXY	CONCRETE CURB & GUTTER TYPE Y, XX-INCH	~→	SURFACE WATER FLOW
▩	DETECTABLE WARNING FIELD				

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.



Pennsylvania Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PC	39+21.43	22.00' RT	981.49	523009.50	855743.47	--
2	PT	39+28.37	20.61' RT	981.44	523016.47	855742.26	--
3	PC	39+35.14	17.78' RT	981.40	523023.31	855739.61	--
4	PT	39+44.02	16.00' RT	981.34	523032.23	855738.07	--
5	PC	39+73.24	16.00' RT	981.16	523061.44	855738.85	--
6	MID PT	39+89.51	22.74' RT	981.01	523077.52	855746.01	--
7	PT	39+96.24	39.00' RT	981.40	523083.82	855762.45	--
8	PC	39+96.24	42.52' RT	981.52	523083.73	855765.97	--
9	PT	39+94.98	50.05' RT	981.82	523082.26	855773.46	--
10	PC	39+93.46	54.42' RT	982.01	523080.63	855777.79	--

Pennsylvania Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
11	PT	39+92.52	61.61' RT	982.30	523079.49	855784.95	--
12	PC	40+25.75	54.38' RT	981.97	523112.91	855778.61	--
13	MID PT	40+30.32	28.08' RT	980.92	523118.18	855752.45	--
14		40+51.39	16.15' RT	980.53	523139.56	855741.08	--
15	PT	40+54.39	16.00' RT	980.66	523142.56	855741.01	--
16		40+57.39	16.00' RT	980.81	523145.56	855741.09	--
17		40+67.39	16.00' RT	980.66	523155.55	855741.35	--
18		40+73.39	16.00' RT	980.36	523161.55	855741.51	--
19	PT	40+88.40	16.00' RT	980.26	523176.56	855741.91	--
20	PT	40+98.35	17.00' RT	980.18	523186.48	855743.18	--

Pennsylvania Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
21	PT	41+25.03	17.00' RT	980.28	523213.15	855743.89	--
22	PT	41+24.21	17.00' LT	980.28	523213.23	855709.88	--
23	PT	40+98.35	17.00' LT	980.18	523187.39	855709.19	--
24	PT	40+88.40	16.00' LT	980.17	523177.41	855709.93	--
25		40+73.39	16.00' LT	980.13	523162.40	855709.53	--
26		40+67.39	16.00' LT	980.41	523156.41	855709.37	--
27		40+57.39	16.00' LT	980.54	523146.41	855709.10	--
29	PC	39+44.08	16.00' LT	981.39	523033.14	855706.08	--
30	PRT	39+35.20	17.79' LT	981.46	523024.31	855704.06	--
31		39+28.15	20.74' LT	981.54	523017.33	855700.92	--

Pennsylvania Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
32	PT	39+21.48	22.30' LT	981.66	523010.71	855699.18	--
33	CP	39+21.43	4.00' RT	0.00	523009.97	855725.48	--
34	CP	39+44.01	39.00' RT	0.00	523031.62	855761.06	20'
35	CP	39+73.24	39.00' RT	981.80	523060.83	855761.84	21'
36	CP	39+73.24	42.52' RT	982.00	523060.74	855765.36	21'
37	CP	40+10.47	60.31' RT	982.50	523097.48	855784.13	21'
38	CP	40+54.39	46.00' RT	981.58	523141.76	855771.00	20'
39	CP	39+44.08	39.00' LT	0.00	523033.75	855683.09	28'
40	CP	39+21.19	4.14' LT	0.00	523009.94	855717.33	21'
41	LP	40+49.34	16.43' RT	980.54	523137.51	855741.30	20'

Pennsylvania Ave Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
42	LP	40+49.74	16.00' LT	980.28	523138.76	855708.90	--
43	LP	39+88.90	22.15' RT	980.99	523076.93	855745.41	--

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	INTERSECTION DETAILS - PENNSYLVANIA AVE	SHEET 21	E

INTERSECTION DETAILS LEGEND

LP	LOW POINT	■	PROPOSED INLET	X	CONCRETE CURB TYPE X
HP	HIGH POINT	●	PROPOSED MANHOLE		REJECT GUTTER LIMITS
XXXXX	SAWCUT ASPHALT	(T)	10' CURB TRANSITION		GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
YYYYY	SAWCUT CONCRETE	XXY	CONCRETE CURB & GUTTER TYPE Y, XX-INCH		SURFACE WATER FLOW
	DETECTABLE WARNING FIELD				

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

N

NOTE: SEE NEXT PAGE FOR POINT INFORMATION

SEE PLAN AND PROFILE FOR ADDITIONAL C&G ELEVATIONS

SEE PLAN AND PROFILE FOR ADDITIONAL C&G ELEVATIONS

N THOMPSON RD

EFFINGHAM WAY

CONCRETE SIDEWALK 4-INCH

CAUTION

PED CURB

LP

30 976.64 +09
31 976.69
32 976.88
33 976.93
34 977.19
35 977.34
36 977.43
37 977.51
38 977.55
39 977.58
40 977.63
29 976.58 +47
28 976.64
27 976.88 +43
26 976.94
25 977.27
24 977.47
23 977.66
22 977.95
1 977.44
2 977.39
3 977.29
4 977.37
5 977.52 +18
6 977.60 +16
7 977.64
8 977.73
9 977.81
10 977.81
11 977.79
12 977.72
13 977.68
14 977.62
15 977.51
16 977.41
17 977.55
18 977.65
19 977.72
20 977.76
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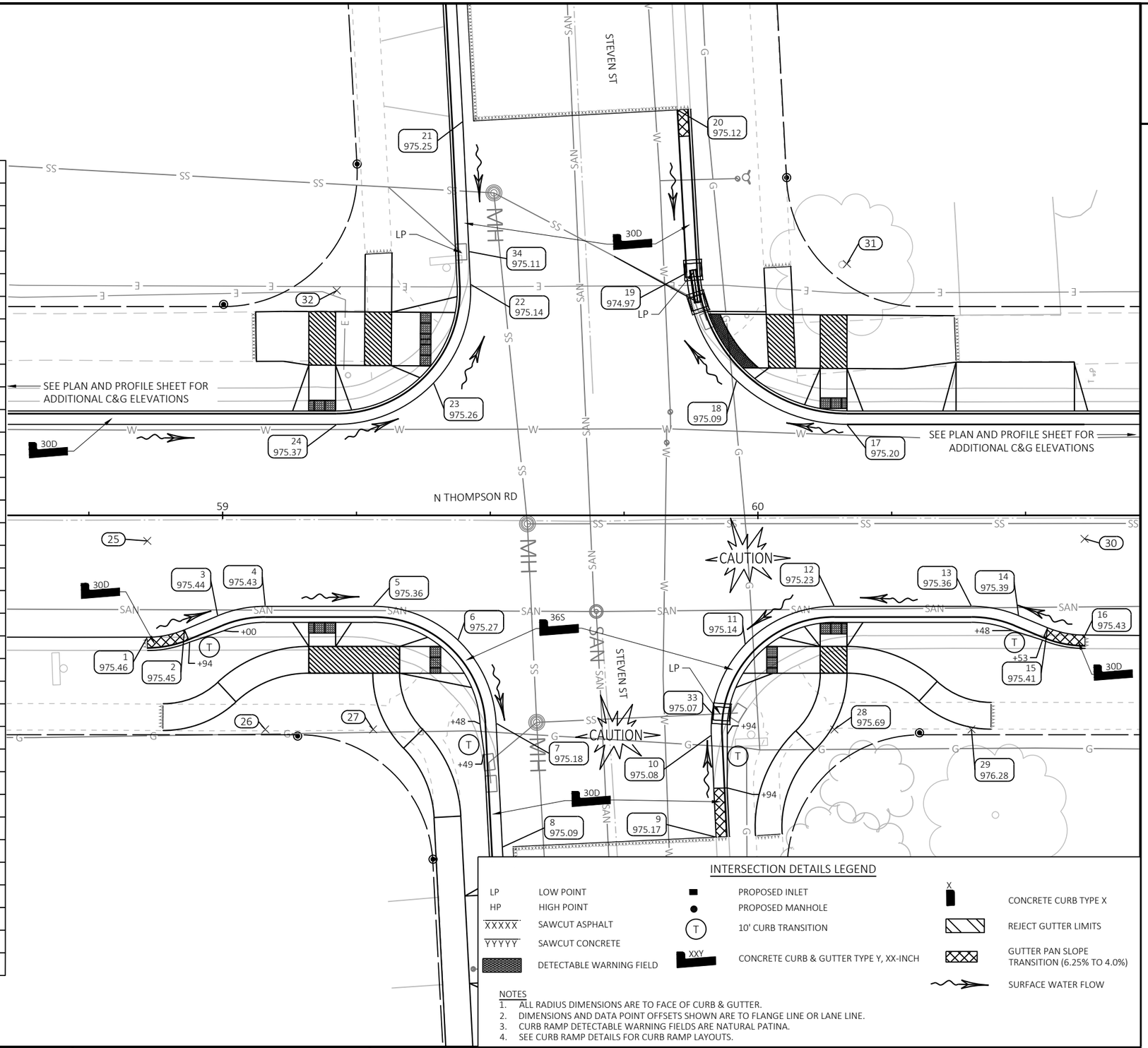
Effingham Way Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PT	50+88.44	18.00' RT	977.44	524176.36	855778.92	--
2	PC	50+98.61	18.00' RT	977.39	524186.53	855778.86	--
3	MID PT	51+14.71	24.58' RT	977.29	524202.66	855785.36	--
4	PT	51+21.61	40.54' RT	977.37	524209.64	855801.29	--
5	PC	51+21.91	55.54' RT	977.52	524210.02	855816.28	--
6	PT	51+20.44	63.46' RT	977.60	524208.59	855824.21	--
7	PC	51+18.79	67.53' RT	977.64	524206.96	855828.29	--
8	PT	51+17.34	75.85' RT	977.73	524205.55	855836.62	--
9	PT	51+17.65	83.91' RT	977.81	524205.91	855844.67	--
10	PT	51+51.70	82.54' RT	977.81	524239.95	855843.13	--
11	PC	51+51.56	79.54' RT	977.79	524239.79	855840.14	--
12	PT	51+49.21	70.94' RT	977.72	524237.40	855831.54	--
13	PC	51+46.30	65.50' RT	977.68	524234.46	855826.12	--
14	PT	51+43.93	56.46' RT	977.62	524232.04	855817.09	--
15	PC	51+43.63	41.46' RT	977.51	524231.67	855802.09	--
16	MID PT	51+50.20	24.90' RT	977.41	524238.15	855785.50	--
17	PT	51+66.63	18.00' RT	977.55	524254.54	855778.52	--
18	PC	51+81.63	18.00' RT	977.65	524269.54	855778.44	--
19	PT	51+90.70	20.18' RT	977.72	524278.63	855780.57	--
20	PC	51+96.23	22.99' RT	977.76	524284.17	855783.35	--

Effingham Way Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
21	PT	52+05.62	25.16' RT	977.83	524293.57	855785.48	--
22	PT	52+11.52	27.72' LT	977.95	524299.20	855732.57	--
23	PC	51+62.12	30.72' LT	977.66	524249.79	855729.82	--
24	MID PT	51+47.04	37.64' LT	977.47	524234.67	855722.98	--
25	PT	51+40.53	52.90' LT	977.27	524228.09	855707.75	--
26	PC	51+39.57	81.54' LT	976.94	524226.98	855679.12	--
27	PT	51+39.97	86.24' LT	976.88	524227.35	855674.41	--
28	PC	51+44.11	106.35' LT	976.64	524231.39	855654.29	--
29	PT	51+44.51	111.15' LT	976.58	524231.76	855649.48	--
30	PC	51+10.57	110.56' LT	976.64	524197.84	855650.25	--
31	PT	51+11.38	105.44' LT	976.69	524198.67	855655.36	--
32	PC	51+16.73	87.22' LT	976.88	524204.11	855673.55	--
33	PT	51+17.53	82.26' LT	976.93	524204.94	855678.51	--
34	PC	51+18.40	56.50' LT	977.19	524205.93	855704.26	--
35	MID PT	51+11.71	39.50' LT	977.34	524199.33	855721.30	--
36	PT	50+94.73	32.74' LT	977.43	524182.39	855728.14	--
37	PC	50+79.73	33.19' LT	977.51	524167.39	855727.78	--
38	PT	50+69.60	35.35' LT	977.55	524158.39	855725.38	--
39	PC	50+64.27	38.04' LT	977.58	524153.13	855722.55	--
40	PT	50+55.25	40.18' LT	977.63	524144.17	855720.16	--

Effingham Way Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
41	CP	50+98.61	41.00' RT	978.01	524186.65	855801.86	21'
42	CP	51+01.91	55.94' RT	978.33	524190.02	855816.78	18'
43	CP	51+37.32	75.06' RT	977.90	524225.53	855835.72	22'
44	CP	51+31.58	80.38' RT	977.96	524219.82	855841.08	22'
45	CP	51+63.93	56.06' RT	978.18	524252.04	855816.59	18'
46	CP	51+66.63	41.00' RT	977.90	524254.66	855801.52	21'
47	CP	51+81.63	38.00' RT	978.18	524269.64	855798.44	18'
48	CP	52+05.30	5.16' RT	978.22	524293.15	855765.48	22'
49	CP	51+63.52	53.68' LT	977.73	524251.07	855706.86	21'
50	CP	51+59.56	82.21' LT	0.00	524246.96	855678.35	18'
51	CP	51+30.57	111.07' LT	0.00	524217.83	855649.63	22'
52	CP	51+24.52	110.38' LT	976.92	524211.78	855650.35	22'
53	CP	50+97.54	81.58' LT	977.43	524184.95	855679.29	18'
54	CP	50+95.41	55.73' LT	977.68	524182.95	855705.15	21'
55	CP	50+80.33	53.18' LT	978.00	524167.88	855707.78	18'
56	CP	50+55.26	20.18' LT	978.05	524143.64	855740.15	22'
57	PT	51+56.82	12.99' LT	978.06	524244.58	855747.58	--
58	PC	51+74.54	11.85' LT	978.18	524262.31	855748.62	--
59	MID PT	51+80.24	6.16' LT	978.13	524268.03	855754.29	--
60	PT	51+74.24	0.00'	978.07	524262.07	855760.48	--

Effingham Way Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
61	PC	51+56.46	0.00'	977.91	524244.28	855760.57	--
62	MID PT	51+49.96	6.42' LT	978.00	524237.75	855754.18	--
63	CP	51+56.46	6.50' LT	978.03	524244.25	855754.07	5.5'
64	CP	51+74.24	6.00' LT	978.62	524262.04	855754.48	5'
65	LP	51+18.33	29.15' RT	977.26	524206.30	855789.92	--
66	LP	51+48.71	26.57' RT	977.40	524236.67	855787.18	--

Steven St Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PC	58+85.94	22.77' RT	975.46	524972.99	855795.32	--
2	PT	58+92.87	21.38' RT	975.45	524979.95	855794.11	--
3	PC	58+99.08	18.78' RT	975.44	524986.23	855791.67	--
4	PT	59+07.96	17.00' RT	975.43	524995.15	855790.13	--
5	PC	59+28.11	17.00' RT	975.36	525015.29	855790.66	--
6	MID PT	59+43.95	23.33' RT	975.27	525030.97	855797.40	--
7	PT	59+51.08	38.84' RT	975.18	525037.68	855813.09	--
8	PT	59+52.25	62.01' RT	975.09	525038.24	855836.29	--
9	PT	59+92.19	60.13' RT	975.17	525078.21	855835.46	--
10	PC	59+91.29	41.08' RT	975.08	525077.82	855816.40	--
11	MID PT	59+97.63	24.12' RT	975.14	525084.60	855799.62	--
12	PT	60+14.27	17.00' RT	975.23	525101.42	855792.93	--
13	PC	60+39.89	17.00' RT	975.36	525127.04	855793.61	--
14	PT	60+48.71	18.76' RT	975.39	525135.80	855795.60	--
15	PC	60+54.12	21.00' RT	975.41	525141.15	855797.99	--
16	PT	60+61.09	22.38' RT	975.43	525148.08	855799.55	--
17	PC	60+16.62	17.00' LT	975.20	525104.67	855759.01	--
18	MID PT	59+96.02	25.19' LT	975.09	525084.29	855750.27	--
19	PT	59+86.67	45.30' LT	974.97	525075.48	855729.92	--
20	PT	59+84.94	75.76' LT	975.12	525074.56	855699.43	--
21	PT	59+44.87	73.59' LT	975.25	525034.44	855700.54	--
22	PC	59+46.30	43.17' LT	975.14	525035.07	855730.99	--
23	MID PT	59+39.41	24.74' LT	975.26	525027.70	855749.23	--
24	PT	59+21.33	17.00' LT	975.37	525009.41	855756.49	--
25	CP	58+85.92	4.77' RT	975.85	524973.44	855777.32	20'
26	CP	59+07.96	40.00' RT	976.12	524994.54	855813.12	21'
27	CP	59+28.11	40.00' RT	975.71	525014.68	855813.65	21'
28	CP	60+14.27	40.00' RT	975.69	525100.82	855815.93	21'
29	CP	60+39.89	40.00' RT	976.28	525126.43	855816.60	21'
30	CP	60+61.02	4.38' RT	0.00	525148.49	855781.55	20'
31	CP	60+16.62	47.00' LT	0.00	525105.46	855729.02	28'
32	CP	59+21.33	42.00' LT	0.00	525010.07	855731.50	23'
33	LP	59+91.46	37.03' RT	975.07	525078.10	855812.35	--
34	LP	59+46.01	49.30' LT	975.11	525034.94	855724.85	--



INTERSECTION DETAILS LEGEND

LP	LOW POINT		PROPOSED INLET
HP	HIGH POINT		PROPOSED MANHOLE
XXXXX	SAWCUT ASPHALT	T	10' CURB TRANSITION
YYYYY	SAWCUT CONCRETE	XXY	CONCRETE CURB & GUTTER TYPE Y, XX-INCH
	DETECTABLE WARNING FIELD	X	CONCRETE CURB TYPE X
			REJECT GUTTER LIMITS
			GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
			SURFACE WATER FLOW

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	INTERSECTION DETAILS - STEVEN ST	SHEET 24	E

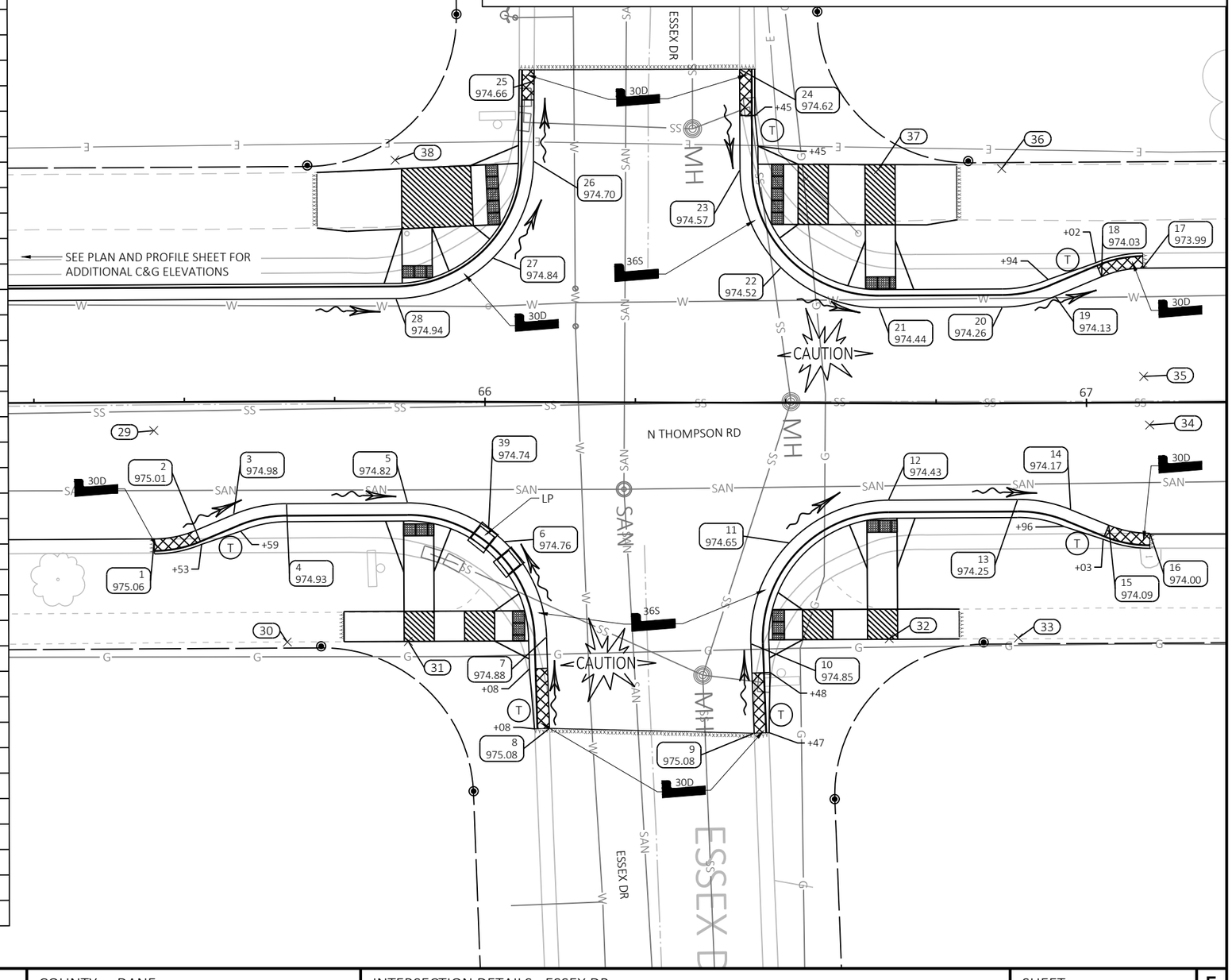
N

Essex Dr Intersection							
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING	RADIUS
1	PC	65+44.90	22.73' RT	975.06	525631.71	855812.68	--
2	PT	65+51.79	21.36' RT	975.01	525638.64	855811.49	--
3	PC	65+58.09	18.75' RT	974.98	525645.01	855809.05	--
4	PT	65+66.89	17.00' RT	974.93	525653.85	855807.53	--
5	PC	65+87.17	16.87' RT	974.82	525673.97	855808.06	--
6	MID PT	66+03.28	23.24' RT	974.76	525689.83	855815.01	--
7	PT	66+10.38	39.04' RT	974.88	525696.36	855831.05	--
8	PT	66+10.92	54.23' RT	975.08	525696.36	855846.25	--
9	PT	66+44.96	54.91' RT	975.08	525730.35	855848.15	--
10	PC	66+44.35	40.04' RT	974.85	525730.28	855833.28	--
11	MID PT	66+50.67	23.25' RT	974.65	525737.19	855816.73	--
12	PT	66+67.12	16.11' RT	974.43	525753.88	855810.17	--
13	PC	66+88.46	16.00' RT	974.25	525775.37	855810.74	--
14	PT	66+97.26	17.75' RT	974.17	525784.13	855812.73	--
15	PC	67+03.58	20.37' RT	974.09	525790.37	855815.51	--
16	PT	67+10.40	21.74' RT	974.00	525797.16	855817.06	--
17	PC	67+09.50	22.32' LT	973.99	525797.41	855772.99	--
18	PT	67+02.65	20.95' LT	974.03	525790.53	855774.18	--
19	PC	66+94.91	17.75' LT	974.13	525782.71	855777.17	--
20	PT	66+86.11	16.00' LT	974.26	525773.87	855778.69	--
21	PC	66+65.46	15.88' LT	974.44	525753.38	855778.15	--
22	MID PT	66+49.12	22.48' LT	974.52	525737.28	855770.97	--
23	PT	66+42.25	38.71' LT	974.57	525731.00	855754.50	--
24	PT	66+42.13	55.43' LT	974.62	525731.48	855737.79	--
25	PT	66+07.94	53.35' LT	974.66	525697.24	855738.64	--
26	PC	66+07.89	40.01' LT	974.70	525696.71	855751.96	--
27	MID PT	66+01.19	23.89' LT	974.84	525689.44	855767.84	--
28	PT	65+85.11	17.11' LT	974.94	525673.12	855774.03	--
29	CP	65+44.90	4.73' RT	0.00	525632.19	855794.69	20'
30	CP	65+66.89	40.00' RT	0.00	525653.25	855830.52	21'
31	CP	65+87.39	39.87' RT	975.26	525673.36	855831.05	21'
32	CP	66+67.34	39.10' RT	974.99	525753.28	855833.17	21'
33	CP	66+88.46	39.00' RT	0.00	525774.77	855833.73	21'
34	CP	67+10.47	3.74' RT	0.00	525797.70	855799.07	20'
35	CP	67+09.53	4.32' LT	0.00	525796.98	855790.98	20'
36	CP	66+86.11	39.00' LT	0.00	525774.48	855755.70	20'
37	CP	66+65.25	38.88' LT	974.82	525753.99	855755.16	21'
38	CP	65+84.89	40.11' LT	0.00	525673.73	855751.04	21'
39	LP	66+00.67	21.09' RT	974.74	525687.30	855812.76	--

INTERSECTION DETAILS LEGEND

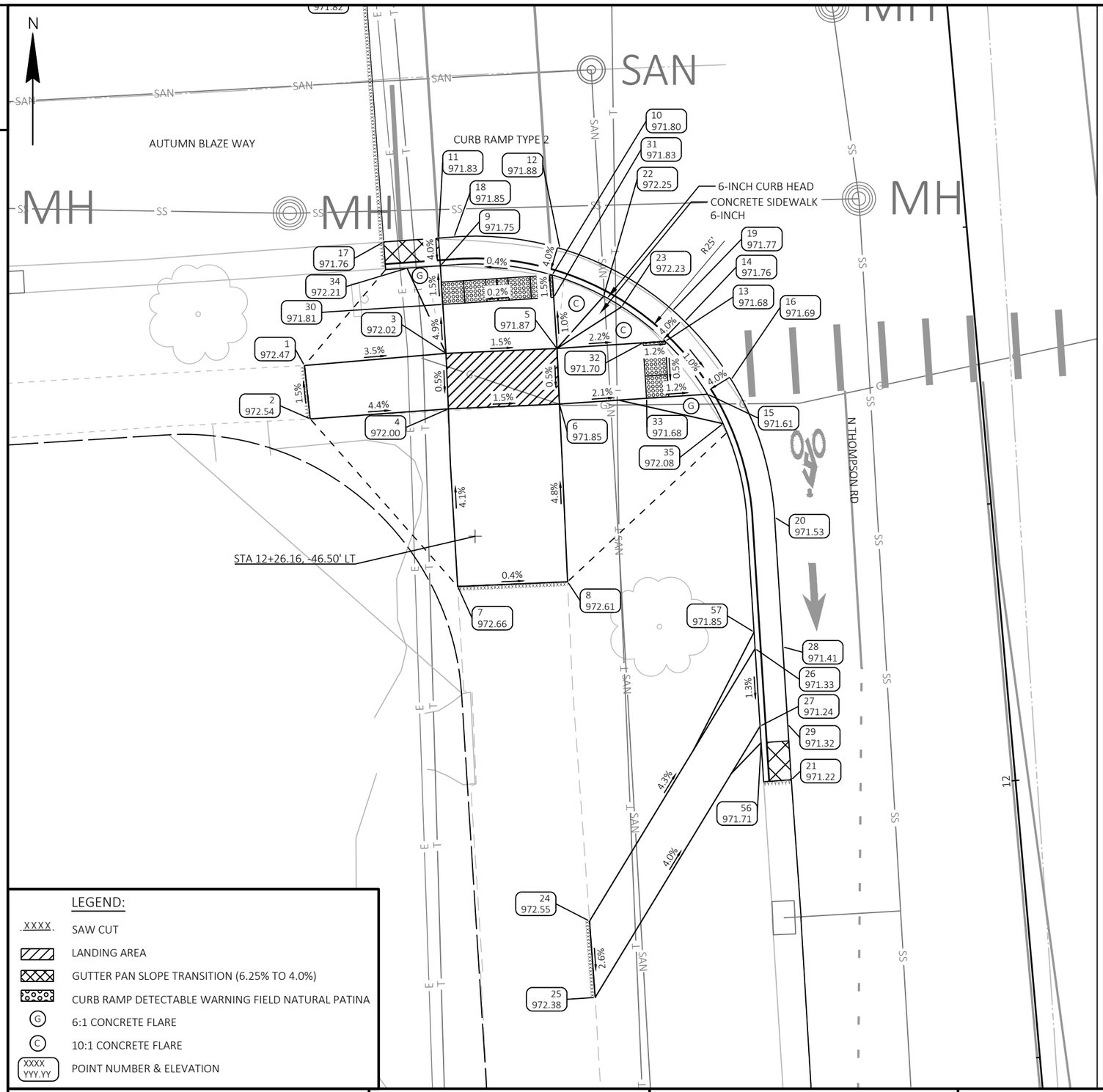
- LP — LOW POINT
- HP — HIGH POINT
- XXXXX — SAWCUT ASPHALT
- YYYYY — SAWCUT CONCRETE
- DETECTABLE WARNING FIELD
- PROPOSED INLET
- PROPOSED MANHOLE
- 10' CURB TRANSITION
- XXY — CONCRETE CURB & GUTTER TYPE Y, XX-INCH
- X — CONCRETE CURB TYPE X
- REJECT GUTTER LIMITS
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- SURFACE WATER FLOW

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA.
4. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	INTERSECTION DETAILS - ESSEX DR	SHEET 25	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021101-ID.DWG
LAYOUT NAME - 021107-id
PLOT DATE : 8/29/2024 7:35 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



Autumn Blaze SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	12+42.82	60.45' LT	972.47	520328.62	855660.23
2	12+37.98	60.35' LT	972.54	520323.80	855660.75
3	12+42.79	47.67' LT	972.02	520329.71	855672.96
4	12+37.80	47.90' LT	972.00	520324.71	855673.18
5	12+42.34	37.68' LT	971.87	520330.14	855682.95
6	12+37.35	37.91' LT	971.85	520325.15	855683.17
7	12+21.80	48.46' LT	972.66	520308.73	855674.02
8	12+21.36	38.58' LT	972.61	520309.16	855683.90
9	12+50.68	47.48' LT	971.75	520337.59	855672.46
10	12+48.96	37.53' LT	971.80	520336.75	855682.52
11	12+53.18	47.44' LT	971.83	520340.08	855672.28
12	12+51.29	36.62' LT	971.88	520339.14	855683.22
13	12+42.13	27.92' LT	971.68	520330.79	855692.69
14	12+43.76	26.03' LT	971.76	520332.58	855694.43
15	12+37.06	24.56' LT	971.61	520326.03	855696.49
16	12+38.17	22.32' LT	971.69	520327.33	855698.62
17	12+53.27	52.37' LT	971.76	520339.73	855667.36
18	12+53.16	46.03' LT	971.85	520340.18	855673.68
19	12+44.85	27.02' LT	971.77	520333.58	855693.35
20	12+25.50	19.51' LT	971.53	520314.96	855702.53
21	12+01.84	20.09' LT	971.22	520291.34	855704.04
22	12+46.66	33.09' LT	972.25	520334.85	855687.15
23	12+45.57	31.55' LT	972.23	520333.90	855688.77
24	11+90.77	39.29' LT	972.55	520278.63	855685.88
25	11+83.89	39.39' LT	972.38	520271.76	855686.39
26	12+13.88	22.29' LT	971.33	520303.14	855700.78
27	12+06.90	22.46' LT	971.24	520296.17	855701.22
28	12+13.82	19.80' LT	971.41	520303.30	855703.28
29	12+06.84	19.96' LT	971.32	520296.33	855703.72
30	12+47.20	47.56' LT	971.81	520334.12	855672.68
31	12+46.96	37.58' LT	971.83	520334.75	855682.65
32	12+42.18	29.92' LT	971.70	520330.66	855690.69
33	12+37.18	30.04' LT	971.68	520325.67	855691.01
34	12+50.73	50.48' LT	972.21	520337.37	855669.46
35	12+34.29	23.39' LT	972.08	520323.38	855697.89
56	12+05.40	22.50' LT	971.71	520294.67	855701.32
57	12+15.38	22.26' LT	971.85	520304.63	855700.68

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 26	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 8/29/2024 12:40 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

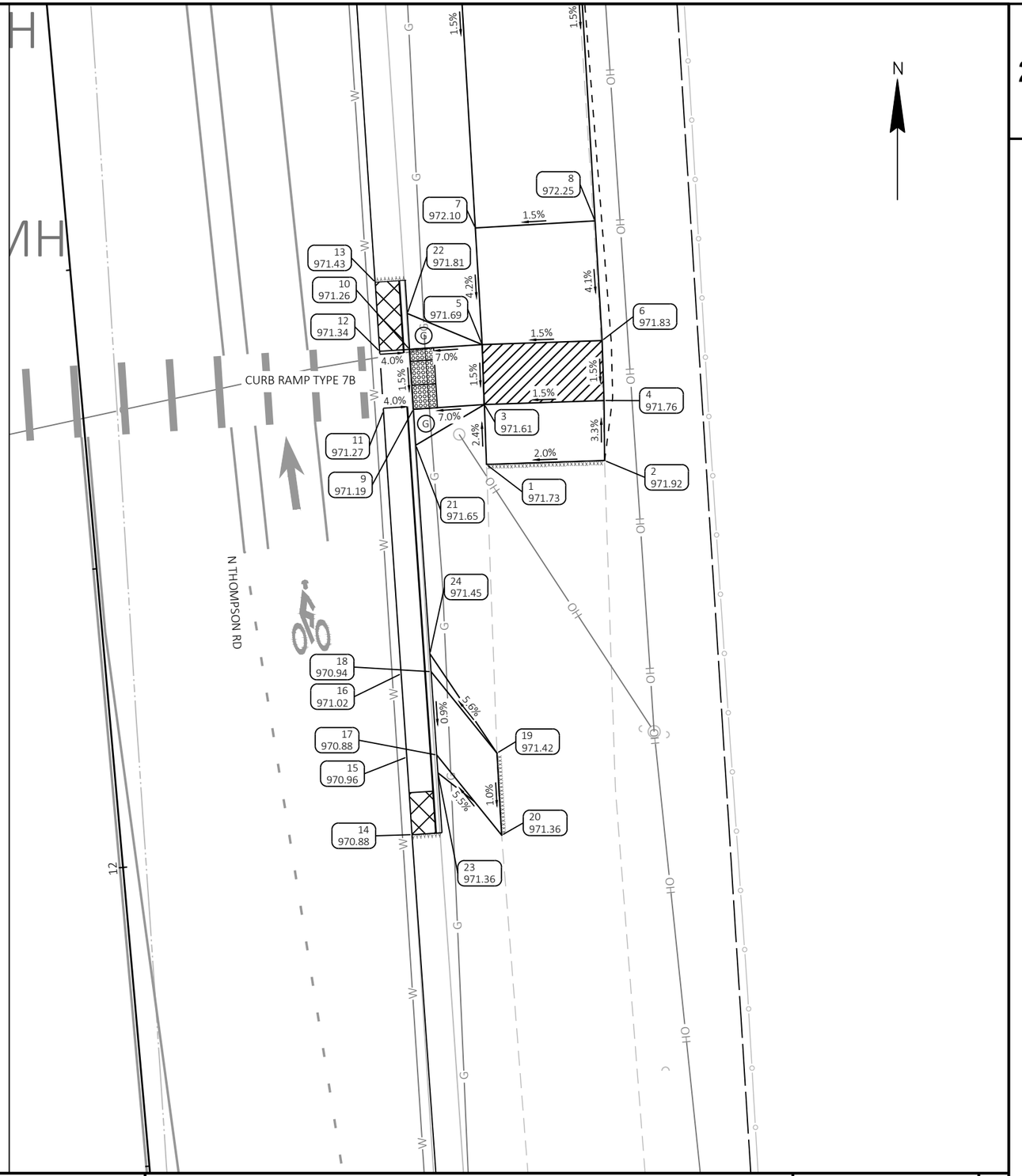
Autumn Blaze Way SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	12+30.80	33.14' RT	971.73	520324.87	855754.51
2	12+30.26	42.97' RT	971.92	520325.20	855764.35
3	12+35.80	33.40' RT	971.61	520329.87	855754.33
4	12+35.25	43.36' RT	971.76	520330.20	855764.31
5	12+40.79	33.66' RT	971.69	520334.87	855754.15
6	12+40.24	43.64' RT	971.83	520335.20	855764.14
7	12+50.53	33.94' RT	972.10	520344.60	855753.57
8	12+50.24	43.93' RT	972.25	520345.18	855763.55
9	12+35.93	27.47' RT	971.19	520329.48	855748.42
10	12+40.93	27.59' RT	971.26	520334.47	855748.10
11	12+35.99	24.97' RT	971.27	520329.32	855745.92
12	12+40.98	25.09' RT	971.34	520334.30	855745.60
13	12+46.75	25.23' RT	971.43	520340.07	855745.23
14	12+00.60	24.24' RT	970.88	520294.00	855748.30
15	12+07.09	24.38' RT	970.96	520300.48	855747.87
16	12+14.05	24.52' RT	971.02	520307.42	855747.39
17	12+07.04	26.88' RT	970.88	520300.65	855750.36
18	12+14.00	27.02' RT	970.94	520307.59	855749.89
19	12+06.75	31.89' RT	971.42	520300.80	855755.38
20	11+99.90	31.68' RT	971.36	520293.96	855755.77
21	12+32.92	27.40' RT	971.65	520326.48	855748.61
22	12+43.92	27.67' RT	971.81	520337.46	855747.91
23	12+05.54	26.85' RT	971.36	520299.15	855750.46
24	12+15.50	27.05' RT	971.45	520309.09	855749.79

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 27	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021302X-cr

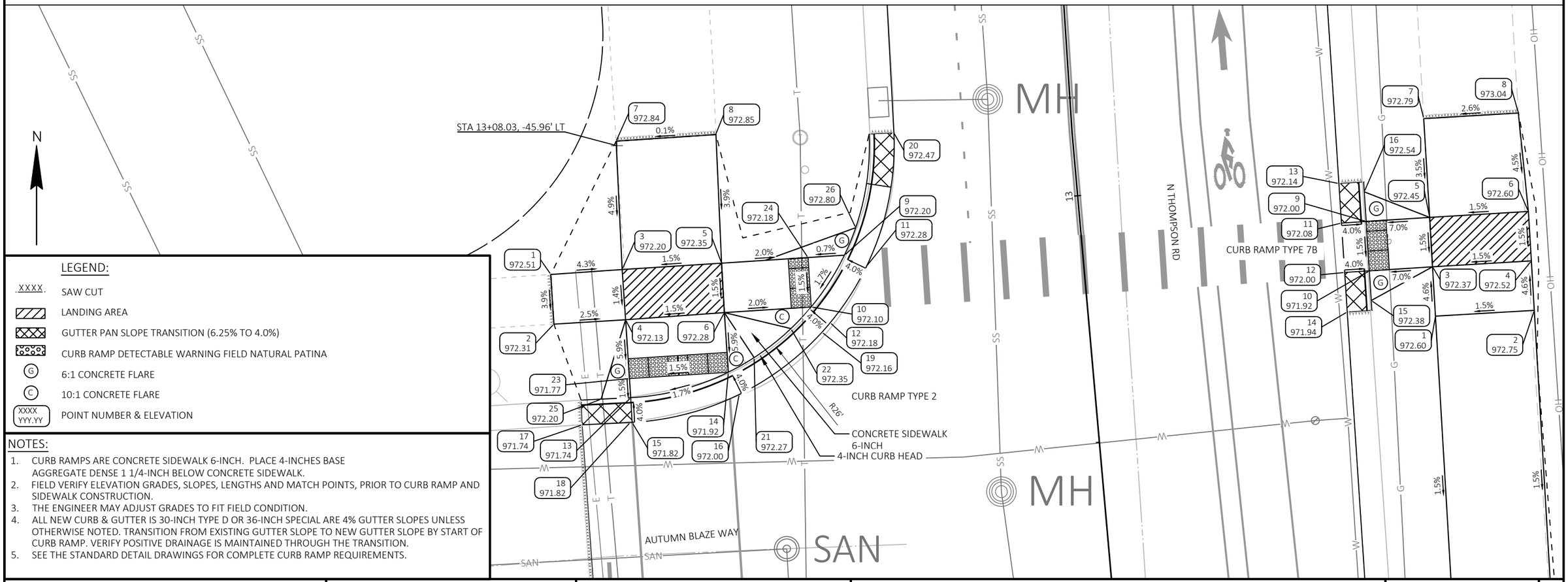
PLOT DATE : 8/29/2024 12:40 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

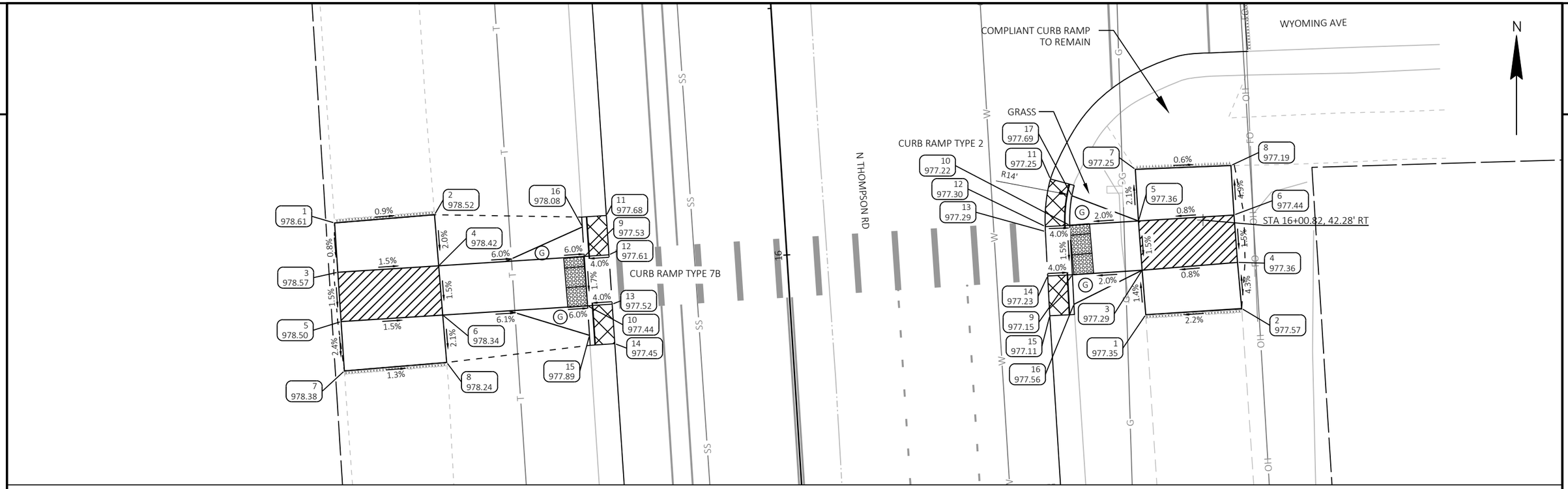
Autumn Blaze Way NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	12+96.76	53.70' LT	972.51	520382.94	855662.21
2	12+91.73	53.84' LT	972.31	520377.92	855662.52
3	12+96.62	46.48' LT	972.20	520383.44	855669.41
4	12+91.54	46.58' LT	972.13	520378.36	855669.76
5	12+96.38	36.42' LT	972.35	520384.08	855679.45
6	12+91.38	36.58' LT	972.28	520379.09	855679.74
7	13+08.49	46.02' LT	972.84	520396.40	855668.80
8	13+08.45	35.97' LT	972.85	520397.00	855678.83
9	12+96.09	23.99' LT	972.20	520384.88	855691.86
10	12+91.18	27.79' LT	972.10	520379.65	855688.51
11	12+94.81	21.84' LT	972.28	520383.80	855694.12
12	12+89.42	26.02' LT	972.18	520378.06	855690.43
13	12+83.64	46.75' LT	971.74	520370.48	855670.28

Autumn Blaze Way NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14	12+85.34	36.71' LT	971.92	520373.06	855680.13
15	12+81.14	46.84' LT	971.82	520367.99	855670.42
16	12+83.01	35.81' LT	972.00	520370.82	855681.24
17	12+81.35	51.88' LT	971.74	520367.75	855665.38
18	12+81.15	47.04' LT	971.82	520367.98	855670.22
19	12+88.53	26.94' LT	972.16	520377.09	855689.59
20	13+07.53	17.96' LT	972.47	520397.24	855696.86
21	12+86.59	33.98' LT	972.27	520374.54	855682.74
22	12+89.17	30.03' LT	972.35	520377.46	855686.46
23	12+85.58	46.71' LT	971.77	520372.42	855670.15
24	12+96.18	27.68' LT	972.18	520384.64	855688.18
25	12+83.76	49.75' LT	972.20	520370.34	855667.28
26	12+98.75	22.61' LT	972.80	520387.66	855693.00

Autumn Blaze Way NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	12+84.70	34.94' RT	972.60	520378.72	855751.56
2	12+84.41	44.93' RT	972.75	520379.31	855761.54
3	12+89.70	35.08' RT	972.37	520383.71	855751.27
4	12+89.42	45.08' RT	972.52	520384.31	855761.25
5	12+94.70	35.22' RT	972.45	520388.70	855750.97
6	12+94.41	45.22' RT	972.60	520389.30	855760.95
7	13+04.69	35.51' RT	972.79	520398.68	855750.38
8	13+04.41	45.08' RT	973.04	520399.25	855759.93
9	12+94.85	28.80' RT	972.00	520388.29	855744.56
10	12+89.85	28.69' RT	971.92	520383.30	855744.89
11	12+94.91	26.31' RT	972.08	520388.13	855742.07
12	12+89.91	26.19' RT	972.00	520383.14	855742.39
13	12+98.91	26.40' RT	972.14	520392.12	855741.81
14	12+85.91	26.09' RT	971.94	520379.15	855742.65
15	12+86.85	28.62' RT	972.38	520380.31	855745.08
16	12+97.85	28.87' RT	972.54	520391.28	855744.37



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 28	E



Wyoming Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	16+06.17	45.49' LT	978.61	520693.49	855650.22
2	16+06.35	35.34' LT	978.52	520694.32	855660.34
3	16+01.17	45.48' LT	978.57	520688.50	855650.55
4	16+01.16	35.25' LT	978.42	520689.16	855660.77
5	15+96.17	45.47' LT	978.50	520683.51	855650.88
6	15+96.16	35.16' LT	978.34	520684.17	855661.18
7	15+91.17	45.46' LT	978.38	520678.52	855651.21
8	15+91.35	35.07' LT	978.24	520679.38	855661.57
9	16+01.16	20.48' LT	977.53	520690.10	855675.51
10	15+96.16	20.47' LT	977.44	520685.11	855675.84

Wyoming Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	16+05.16	17.99' LT	977.68	520694.25	855677.74
12	16+01.16	17.98' LT	977.61	520690.27	855678.00
13	15+96.16	17.97' LT	977.52	520685.28	855678.33
14	15+92.16	17.96' LT	977.45	520681.28	855678.60
15	15+93.16	20.46' LT	977.89	520682.12	855676.04
16	16+04.16	20.47' LT	978.08	520693.10	855675.33

Wyoming Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	15+91.63	35.88' RT	977.35	520684.21	855732.36
2	15+91.63	45.62' RT	977.57	520684.83	855742.08
3	15+96.15	35.80' RT	977.29	520688.71	855731.99
4	15+96.32	45.49' RT	977.36	520689.50	855741.65
5	16+01.15	35.75' RT	977.36	520693.70	855731.63
6	16+01.13	45.45' RT	977.44	520694.30	855741.30
7	16+06.38	35.77' RT	977.25	520698.92	855731.31
8	16+06.14	45.46' RT	977.19	520699.30	855740.99
9	15+96.15	28.72' RT	977.15	520688.26	855724.93
10	16+01.15	28.78' RT	977.22	520693.25	855724.67

Wyoming Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	16+05.96	27.13' RT	977.25	520697.94	855722.71
12	16+01.21	26.29' RT	977.30	520693.15	855722.17
13	16+00.69	26.28' RT	977.29	520692.63	855722.20
14	15+96.18	26.23' RT	977.23	520688.13	855722.44
15	15+92.15	26.18' RT	977.11	520684.10	855722.64
16	15+93.15	28.69' RT	977.56	520685.26	855725.09
17	16+04.12	29.19' RT	977.69	520696.24	855724.89

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 29	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021303X-cr
PLOT DATE : 8/29/2024 12:40 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

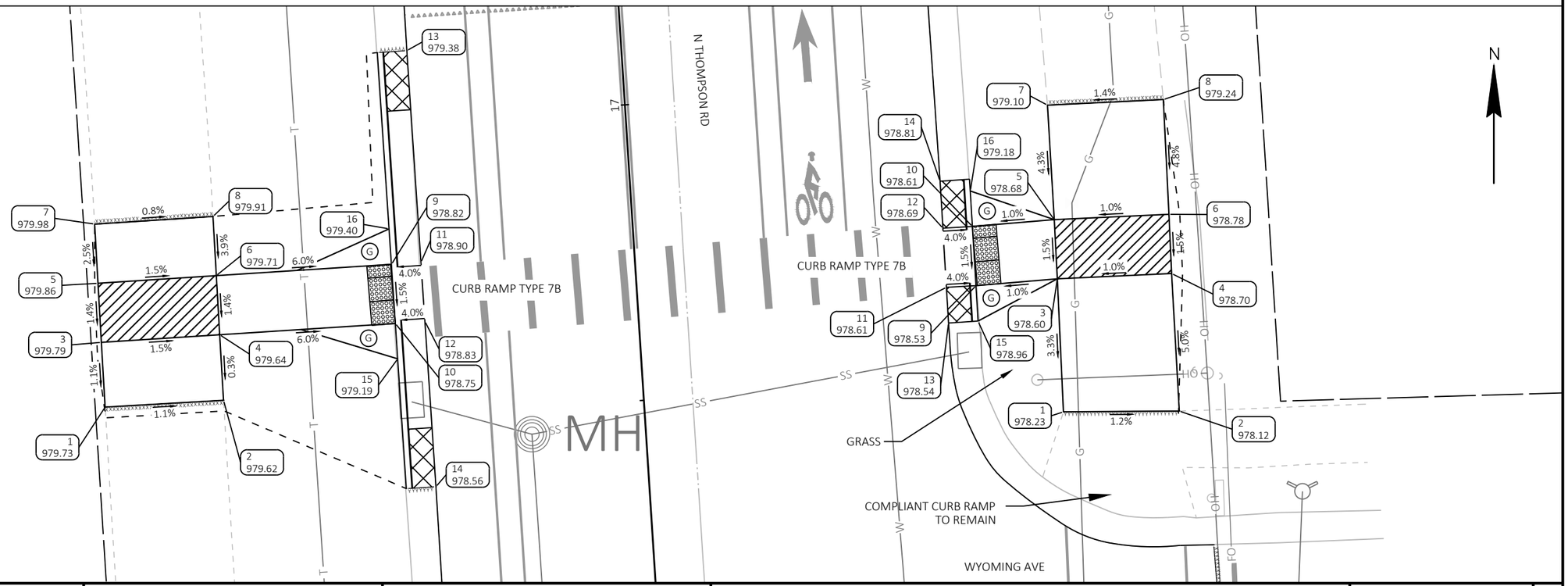
2

Wyoming Ave NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	16+77.34	45.47' LT	979.73	520764.53	855645.68
2	16+77.28	35.45' LT	979.62	520765.11	855655.68
3	16+82.82	45.44' LT	979.79	520770.00	855645.36
4	16+82.82	35.42' LT	979.64	520770.64	855655.36
5	16+87.82	45.41' LT	979.86	520774.99	855645.07
6	16+87.82	35.38' LT	979.71	520775.63	855655.07
7	16+92.82	45.37' LT	979.98	520779.98	855644.79
8	16+92.82	35.35' LT	979.91	520780.62	855654.79
9	16+87.82	20.55' LT	978.82	520776.58	855669.87
10	16+82.82	20.54' LT	978.75	520771.59	855670.21

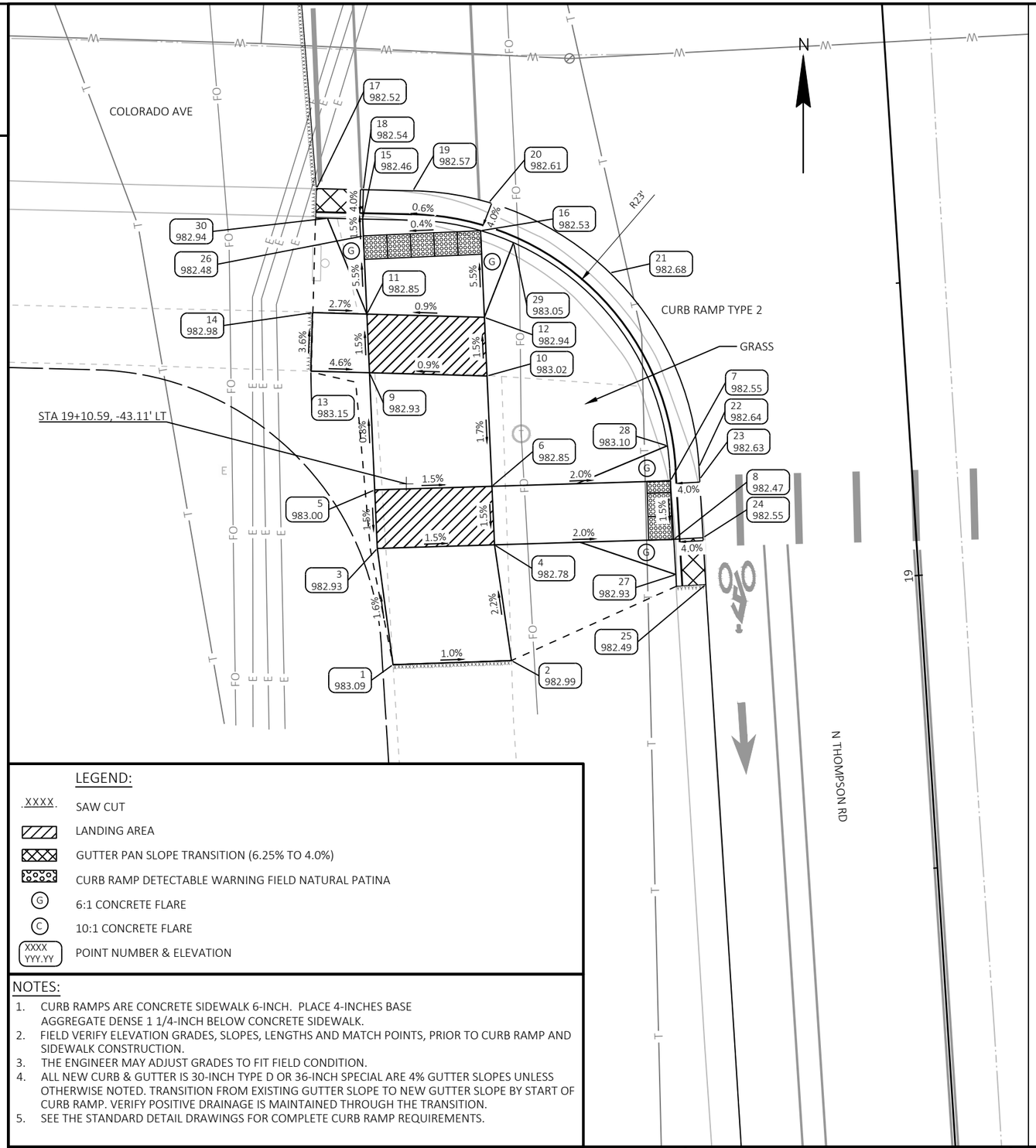
Wyoming Ave NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	16+87.83	18.05' LT	978.90	520776.75	855672.37
12	16+82.84	18.04' LT	978.83	520771.77	855672.70
13	17+05.75	18.10' LT	979.38	520794.63	855671.18
14	16+68.85	18.01' LT	978.56	520757.81	855673.63
15	16+79.82	20.53' LT	979.19	520768.60	855670.41
16	16+90.82	20.56' LT	979.40	520779.58	855669.67

Wyoming Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	16+71.75	35.32' RT	978.23	520764.13	855726.66
2	16+71.19	45.10' RT	978.12	520764.19	855736.45
3	16+83.00	35.53' RT	978.60	520775.36	855726.15
4	16+82.82	45.20' RT	978.70	520775.81	855735.81
5	16+88.00	35.59' RT	978.68	520780.36	855725.89
6	16+87.83	45.29' RT	978.78	520780.81	855735.58
7	16+97.68	35.64' RT	979.10	520790.03	855725.32
8	16+97.52	45.43' RT	979.24	520790.50	855735.10
9	16+82.86	28.63' RT	978.53	520774.79	855719.27
10	16+87.87	28.65' RT	978.61	520779.78	855718.97

Wyoming Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	16+82.88	26.13' RT	978.61	520774.64	855716.77
12	16+87.88	26.15' RT	978.69	520779.63	855716.48
13	16+79.86	26.11' RT	978.54	520771.63	855716.95
14	16+91.86	26.17' RT	978.81	520783.60	855716.24
15	16+79.87	28.61' RT	978.96	520771.79	855719.45
16	16+90.87	28.66' RT	979.18	520782.78	855718.79



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 30	E



Colorado Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	18+95.28	45.22' LT	983.09	520982.03	855631.95
2	18+94.98	35.12' LT	982.99	520982.38	855642.04
3	19+05.25	45.93' LT	982.93	520991.93	855630.60
4	19+04.92	35.93' LT	982.78	520992.24	855640.60
5	19+10.25	45.83' LT	983.00	520996.93	855630.38
6	19+09.92	35.83' LT	982.85	520997.24	855640.38
7	19+09.41	20.61' LT	982.55	520997.70	855655.60
8	19+04.40	20.64' LT	982.47	520992.71	855655.89
9	19+20.25	45.63' LT	982.93	521006.92	855629.93
10	19+19.33	35.65' LT	983.02	521006.64	855639.96
11	19+25.26	45.53' LT	982.85	521011.93	855629.71
12	19+24.34	35.55' LT	982.94	521011.65	855639.74
13	19+20.71	50.61' LT	983.15	521007.06	855624.94
14	19+25.68	50.12' LT	982.98	521012.06	855625.11
15	19+33.37	45.37' LT	982.46	521020.03	855629.35
16	19+31.73	35.40' LT	982.53	521019.04	855639.40
17	19+36.21	49.14' LT	982.52	521022.62	855625.41
18	19+35.86	45.16' LT	982.54	521022.53	855629.41
19	19+35.50	40.94' LT	982.57	521022.44	855633.64
20	19+34.08	34.55' LT	982.61	521021.43	855640.11
21	19+27.43	24.63' LT	982.68	521015.43	855650.44
22	19+10.44	18.11' LT	982.64	520998.89	855658.03
23	19+09.39	18.11' LT	982.63	520997.85	855658.09
24	19+04.39	18.14' LT	982.55	520992.85	855658.38
25	19+00.39	18.17' LT	982.49	520988.86	855658.62
26	19+31.93	45.40' LT	982.48	521018.60	855629.41
27	19+01.40	20.66' LT	982.93	520989.71	855656.06
28	19+12.40	20.68' LT	983.10	521000.69	855655.34
29	19+30.52	32.66' LT	983.05	521018.00	855642.22
30	19+33.63	48.36' LT	982.94	521020.10	855626.35

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX / YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

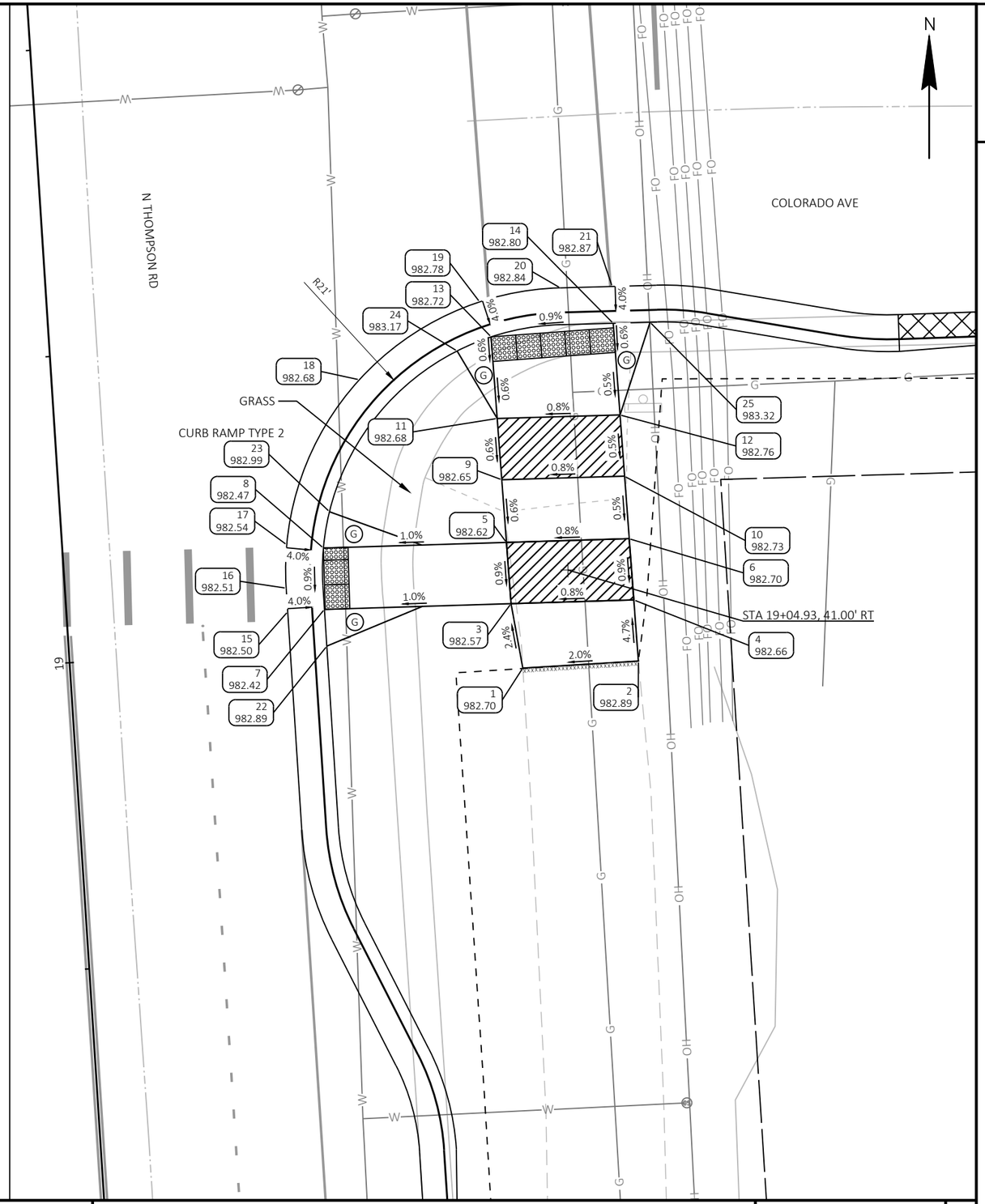
Colorado Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	18+97.20	36.82' RT	982.70	520989.20	855713.70
2	18+97.16	46.25' RT	982.89	520989.77	855723.11
3	19+02.50	36.20' RT	982.57	520994.45	855712.73
4	19+02.16	46.20' RT	982.66	520994.76	855722.74
5	19+07.50	36.15' RT	982.62	520999.44	855712.36
6	19+07.16	46.14' RT	982.70	520999.75	855722.35
7	19+03.01	21.00' RT	982.42	520993.99	855697.54
8	19+08.00	21.24' RT	982.47	520998.99	855697.45
9	19+12.62	36.09' RT	982.65	521004.55	855711.98
10	19+12.27	46.07' RT	982.73	521004.84	855721.96
11	19+17.63	36.04' RT	982.68	521009.54	855711.61
12	19+17.28	46.03' RT	982.76	521009.84	855721.60
13	19+24.29	35.98' RT	982.72	521016.19	855711.11
14	19+24.77	45.97' RT	982.80	521017.30	855721.06
15	19+03.01	18.00' RT	982.50	520993.79	855694.54
16	19+04.93	18.00' RT	982.51	520995.72	855694.42
17	19+08.46	18.27' RT	982.54	520999.26	855694.46
18	19+21.49	25.04' RT	982.68	521012.70	855700.38
19	19+27.20	35.22' RT	982.78	521019.04	855710.18
20	19+27.92	41.85' RT	982.84	521020.19	855716.74
21	19+27.76	46.08' RT	982.87	521020.30	855720.98
22	19+00.01	21.00' RT	982.89	520990.99	855697.73
23	19+10.92	21.92' RT	982.99	521001.95	855697.94
24	19+23.32	33.14' RT	983.17	521015.04	855708.34
25	19+24.65	48.97' RT	983.32	521017.39	855724.06

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

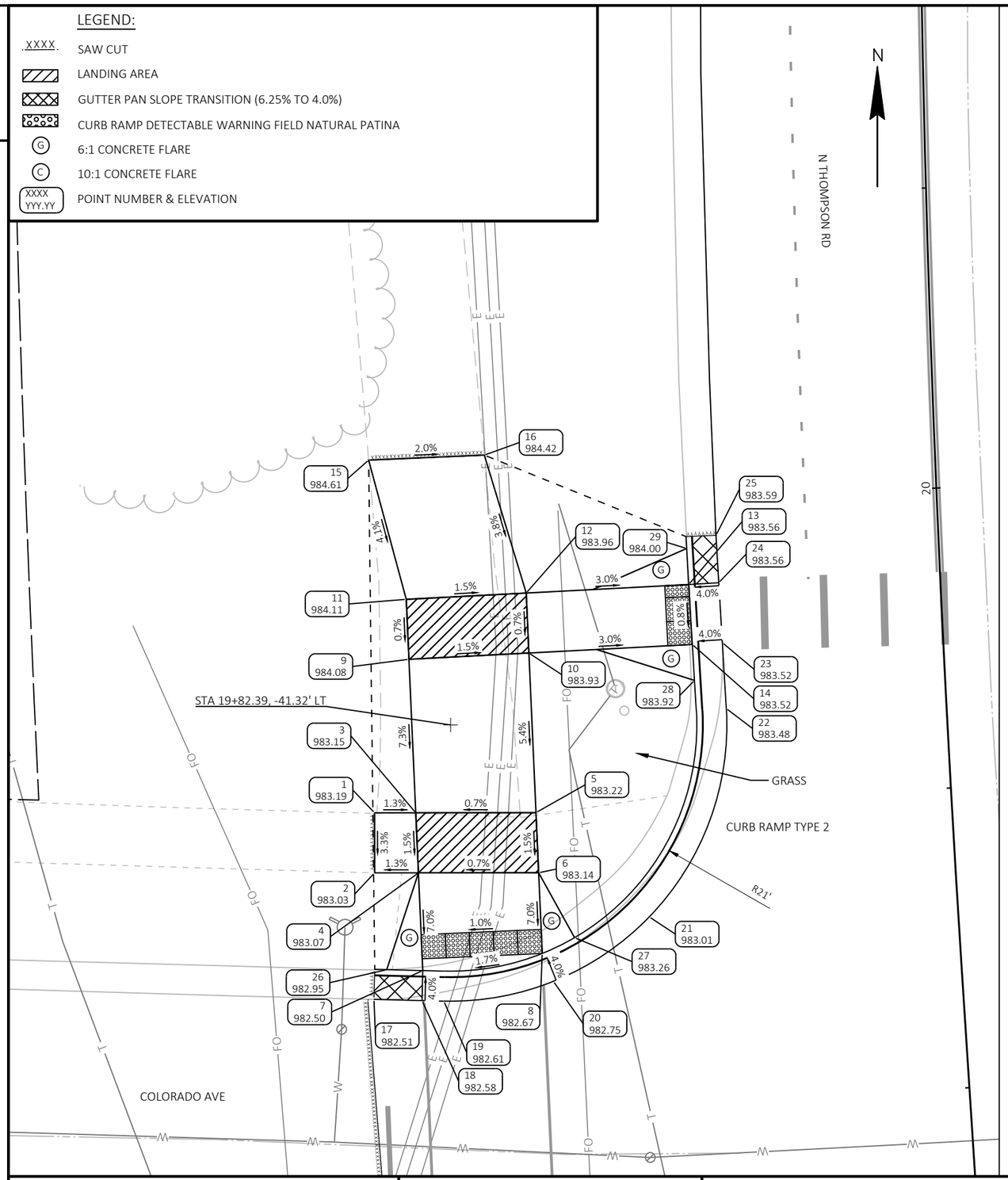


PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 32	E

2

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION



NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

Colorado Ave NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	19+75.59	48.03' LT	983.19	521062.42	855624.03
2	19+70.74	48.31' LT	983.03	521057.42	855624.04
3	19+75.41	44.60' LT	983.15	521062.42	855627.46
4	19+70.53	44.67' LT	983.07	521057.42	855627.69
5	19+74.87	34.61' LT	983.22	521062.43	855637.47
6	19+69.97	34.67' LT	983.14	521057.43	855637.70
7	19+62.59	44.80' LT	982.50	521049.29	855628.05
8	19+63.37	34.78' LT	982.67	521050.71	855637.99
9	19+87.89	44.51' LT	984.08	521075.20	855626.89
10	19+87.92	34.51' LT	983.93	521075.72	855636.88
11	19+92.76	44.50' LT	984.11	521080.20	855626.67
12	19+92.83	34.50' LT	983.96	521080.72	855636.66
13	19+92.92	20.94' LT	983.56	521081.43	855650.20
14	19+87.98	20.87' LT	983.52	521076.44	855650.50
15	20+04.17	47.13' LT	984.61	521091.78	855623.54
16	20+04.21	37.49' LT	984.42	521092.20	855633.17
17	19+60.51	49.00' LT	982.51	521046.89	855623.99
18	19+60.16	45.02' LT	982.58	521046.79	855627.99
19	19+60.00	43.22' LT	982.61	521046.74	855629.79
20	19+61.04	34.00' LT	982.75	521048.39	855638.93
21	19+65.82	25.70' LT	983.01	521053.76	855646.90
22	19+82.57	18.32' LT	983.48	521071.10	855653.32
23	19+88.00	18.37' LT	983.52	521076.59	855652.99
24	19+92.95	18.44' LT	983.56	521081.58	855652.69
25	19+96.86	18.50' LT	983.59	521085.53	855652.46
26	19+62.85	47.79' LT	982.95	521049.36	855625.05
27	19+64.50	32.01' LT	983.26	521052.03	855640.69
28	19+85.01	20.84' LT	983.92	521073.44	855650.67
29	19+95.88	20.98' LT	984.00	521084.42	855650.02

2

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 33	E

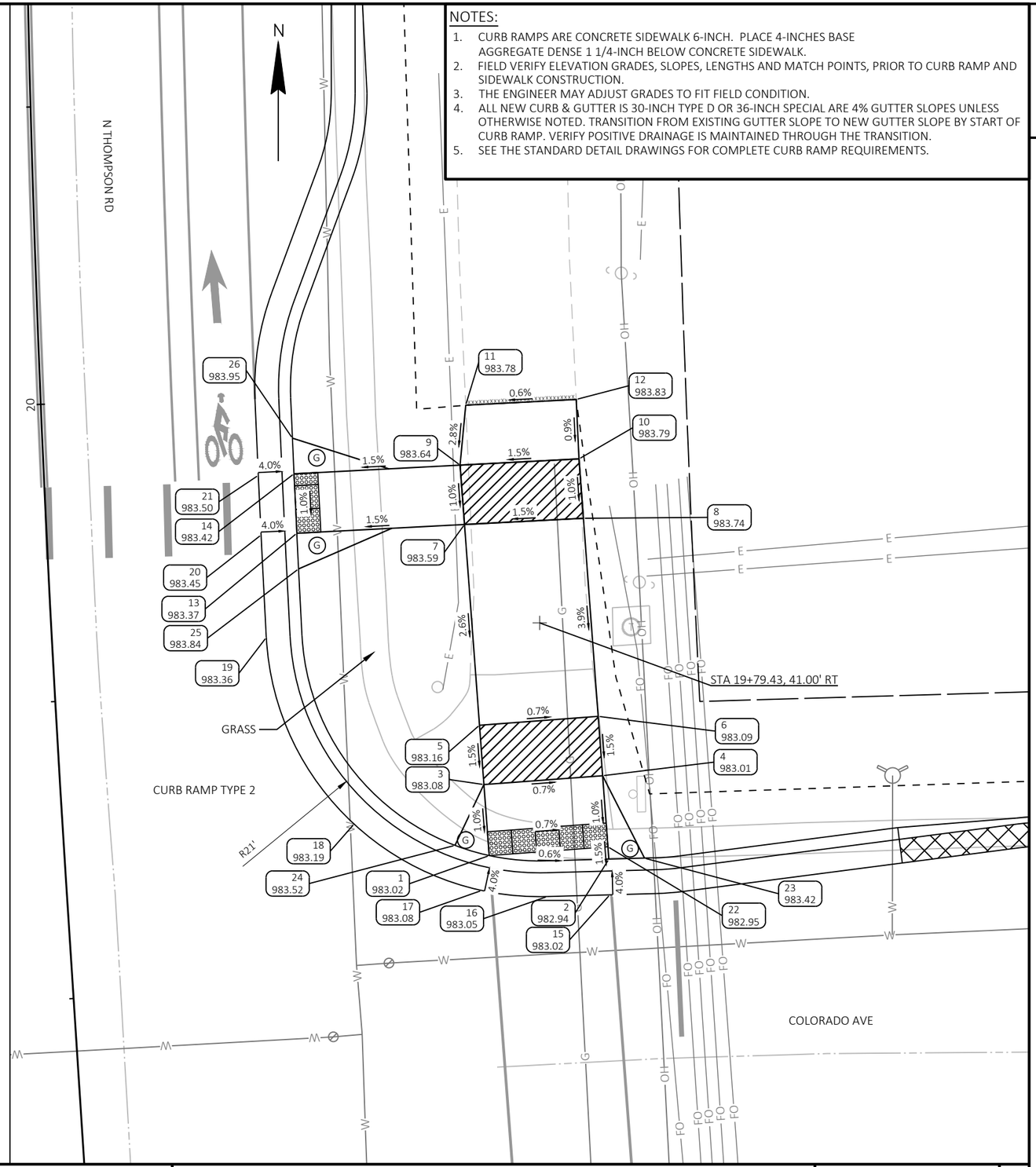
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LAYOUT NAME - 021305-cr
PLOT DATE : 8/29/2024 12:42 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) — 6:1 CONCRETE FLARE
- (C) — 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

Colorado Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	19+59.75	35.62' RT	983.02	521051.55	855708.48
2	19+58.80	45.63' RT	982.94	521051.25	855718.53
3	19+65.84	35.55' RT	983.08	521057.51	855708.04
4	19+65.98	45.55' RT	983.01	521058.26	855718.01
5	19+70.94	35.47' RT	983.16	521062.50	855707.66
6	19+71.11	45.47' RT	983.09	521063.24	855717.64
7	19+88.20	35.11' RT	983.59	521079.37	855706.41
8	19+88.24	45.12' RT	983.74	521079.89	855716.40
9	19+93.30	34.98' RT	983.64	521084.35	855706.04
10	19+93.37	44.98' RT	983.79	521084.88	855716.03
11	19+98.41	35.66' RT	983.78	521089.38	855706.50
12	19+98.51	44.96' RT	983.83	521089.87	855715.79
13	19+88.14	21.00' RT	983.37	521078.63	855692.31
14	19+93.20	21.00' RT	983.42	521083.62	855692.08
15	19+55.80	45.52' RT	983.02	521048.25	855718.61
16	19+56.00	40.26' RT	983.05	521048.10	855713.35
17	19+56.86	34.79' RT	983.08	521048.62	855707.84
18	19+63.15	24.45' RT	983.19	521054.19	855697.13
19	19+79.43	18.00' RT	983.36	521069.87	855689.75
20	19+88.14	18.00' RT	983.45	521078.48	855689.32
21	19+93.20	18.00' RT	983.50	521083.49	855689.08
22	19+59.84	45.61' RT	982.95	521052.29	855718.45
23	19+58.69	48.62' RT	983.42	521051.33	855721.53
24	19+60.79	32.80' RT	983.52	521052.40	855705.60
25	19+85.11	21.00' RT	983.84	521075.63	855692.46
26	19+96.24	21.00' RT	983.95	521086.62	855691.95

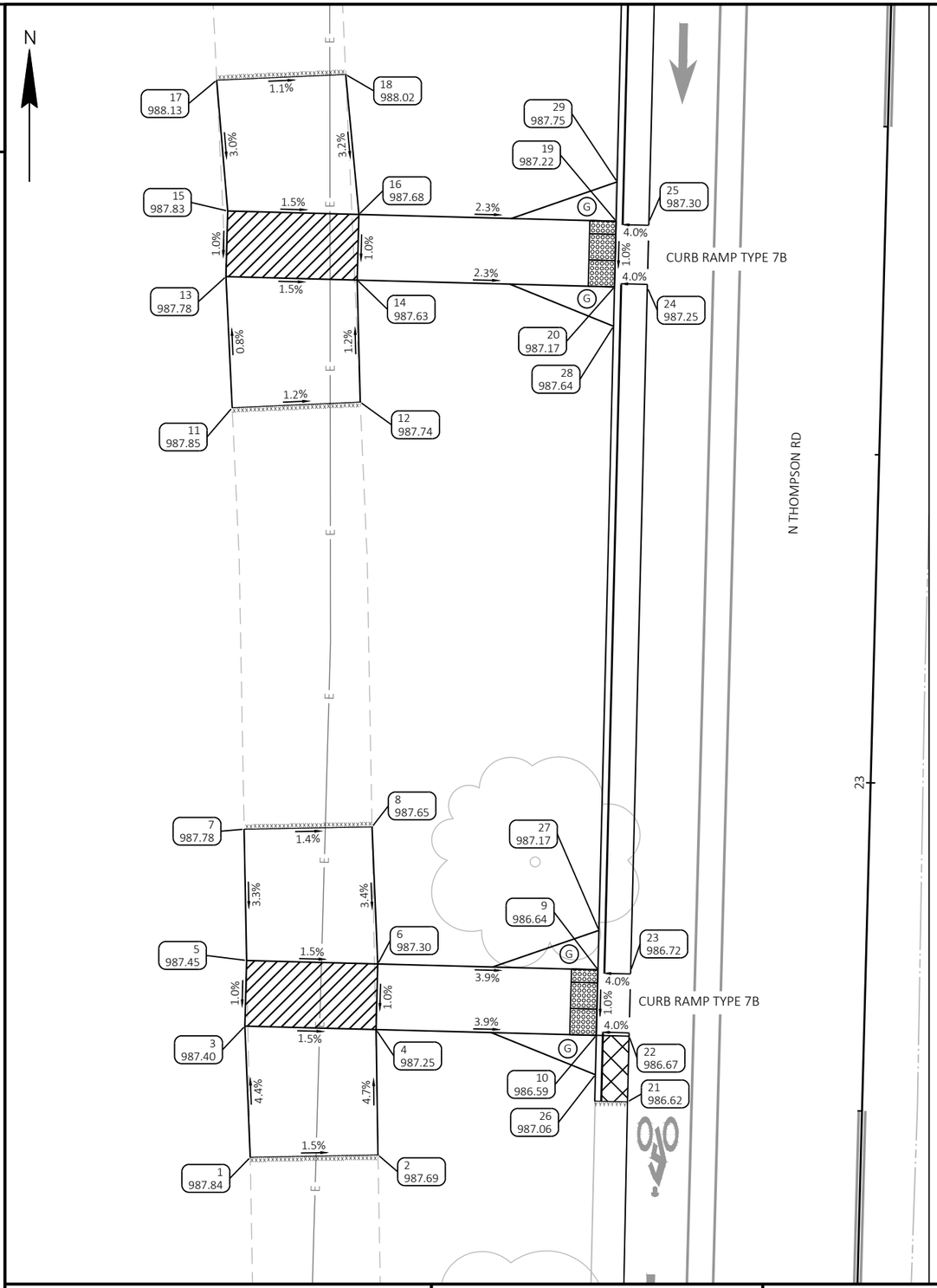


NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

2

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 34	E



Wisconsin Ave W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	22+70.25	46.51' LT	987.84	521360.85	855627.40
2	22+70.68	36.78' LT	987.69	521361.03	855637.13
3	22+80.22	47.18' LT	987.40	521370.84	855626.99
4	22+80.22	37.18' LT	987.25	521370.58	855636.99
5	22+85.22	47.18' LT	987.45	521375.84	855627.12
6	22+85.22	37.18' LT	987.30	521375.58	855637.12
7	22+95.21	47.63' LT	987.78	521385.84	855626.94
8	22+95.65	37.89' LT	987.65	521386.02	855636.68
9	22+85.22	20.40' LT	986.64	521375.14	855653.89
10	22+80.22	20.39' LT	986.59	521370.14	855653.77
11	23+27.29	49.39' LT	987.85	521417.95	855626.02
12	23+27.97	39.64' LT	987.74	521418.38	855635.78
13	23+37.26	50.12' LT	987.78	521427.93	855625.55
14	23+37.26	40.12' LT	987.63	521427.67	855635.55
15	23+42.26	50.12' LT	987.83	521432.93	855625.68

Wisconsin Ave W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16	23+42.26	40.12' LT	987.68	521432.67	855635.68
17	23+52.20	51.22' LT	988.13	521442.90	855624.85
18	23+52.89	41.41' LT	988.02	521443.33	855634.68
19	23+42.26	20.51' LT	987.22	521432.15	855655.28
20	23+37.26	20.50' LT	987.17	521427.15	855655.16
21	22+75.22	17.88' LT	986.62	521365.07	855656.15
22	22+80.23	17.89' LT	986.67	521370.08	855656.27
23	22+85.23	17.90' LT	986.72	521375.08	855656.39
24	23+37.26	18.00' LT	987.25	521427.09	855657.66
25	23+42.26	18.01' LT	987.30	521432.09	855657.78
26	22+77.22	20.38' LT	987.06	521367.14	855653.70
27	22+88.22	20.41' LT	987.17	521378.14	855653.97
28	23+34.26	20.50' LT	987.64	521424.16	855655.09
29	23+45.26	20.52' LT	987.75	521435.15	855655.35

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 35	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021306-cr
PLOT DATE : 8/29/2024 12:42 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Wisconsin Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	23+33.49	35.41' RT	987.93	521421.91	855710.95
2	23+28.55	45.45' RT	988.08	521416.72	855720.86
3	23+37.26	35.38' RT	987.96	521425.68	855711.02
4	23+37.26	45.38' RT	988.14	521425.42	855721.02
5	23+42.26	35.34' RT	988.04	521430.68	855711.11
6	23+42.26	45.34' RT	988.22	521430.42	855721.11
7	23+37.26	32.13' RT	987.89	521425.77	855707.77
8	23+42.26	29.67' RT	987.93	521430.83	855705.44
9	23+53.48	35.47' RT	988.31	521441.89	855711.54
10	23+53.71	45.18' RT	988.44	521441.87	855721.25
11	23+26.10	45.00' RT	988.04	521414.27	855720.34
12	23+31.63	33.73' RT	987.89	521420.10	855709.23

Wisconsin Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13	23+32.03	33.30' RT	987.88	521420.51	855708.80
14	23+35.86	30.05' RT	987.85	521424.43	855705.66
15	23+41.47	27.29' RT	987.90	521430.11	855703.05
16	23+35.66	33.32' RT	988.06	521424.14	855708.93
17	23+34.89	33.99' RT	988.07	521423.36	855709.57
18	23+42.26	32.13' RT	987.97	521430.77	855707.90
19	23+33.56	45.41' RT	988.11	521421.73	855720.95
20	23+28.23	48.43' RT	988.50	521416.32	855723.83
21	23+45.17	28.93' RT	988.34	521433.76	855704.78
22	23+25.94	53.78' RT	988.04	521413.88	855729.12
23	23+26.18	56.11' RT	988.02	521414.07	855731.46
24	23+30.71	85.05' RT	987.78	521417.84	855760.50

Wisconsin Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	22+65.22	36.05' RT	987.45	521353.66	855709.79
2	22+65.16	45.81' RT	987.52	521353.33	855719.55
3	22+80.22	35.90' RT	987.29	521368.66	855710.04
4	22+80.53	45.92' RT	987.44	521368.70	855720.07
5	22+85.22	35.74' RT	987.34	521373.66	855710.02
6	22+85.53	45.77' RT	987.49	521373.70	855720.05
7	22+80.22	29.32' RT	987.11	521368.83	855703.47
8	22+85.22	31.50' RT	987.20	521373.77	855705.78
9	22+90.21	35.74' RT	987.39	521378.65	855710.15
10	22+94.84	45.71' RT	987.58	521383.01	855720.23
11	22+80.91	26.92' RT	987.19	521369.58	855701.08
12	22+86.52	29.36' RT	987.28	521375.12	855703.67
13	22+90.36	32.28' RT	987.41	521378.88	855706.69

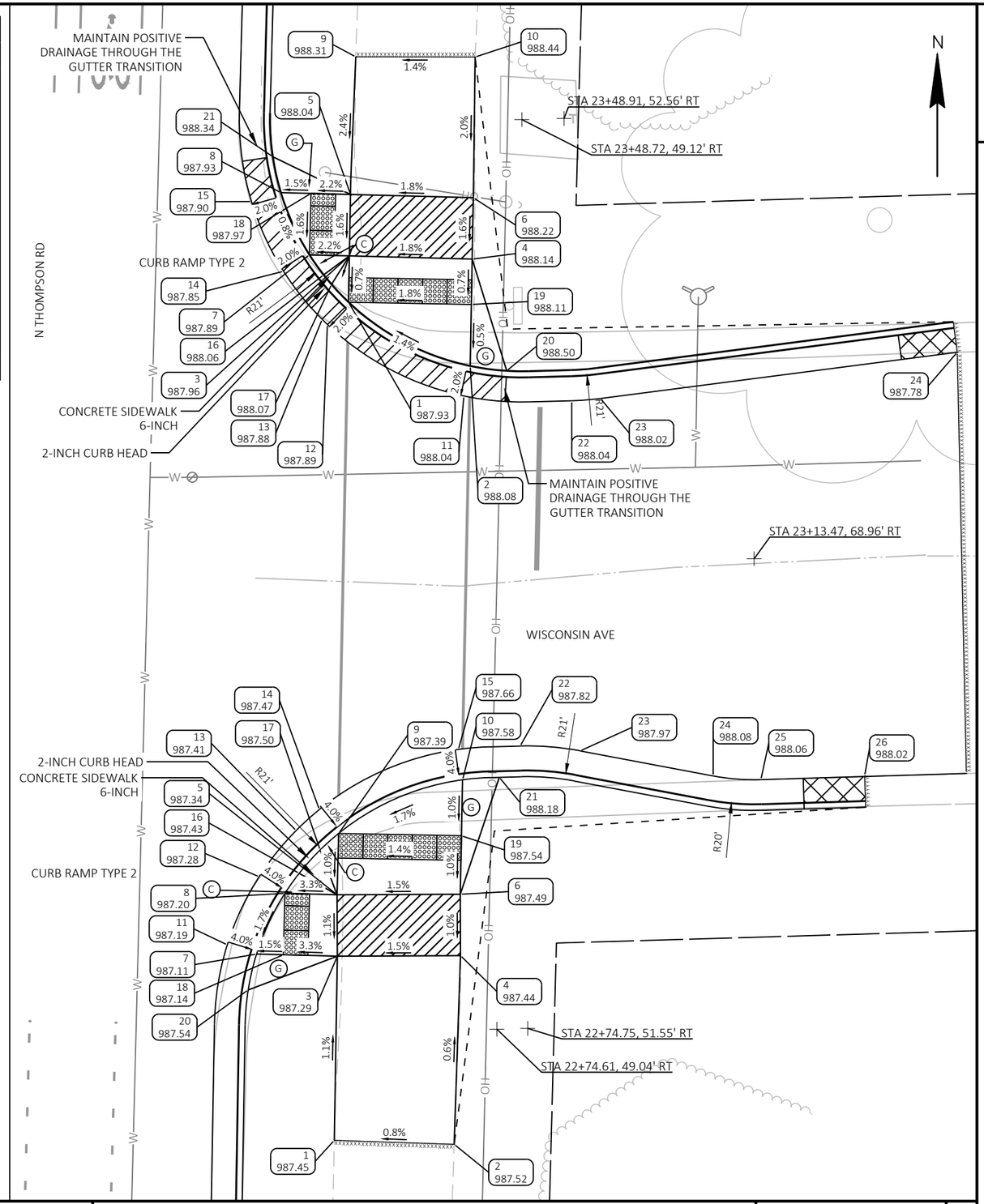
Wisconsin Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14	22+92.12	34.12' RT	987.47	521380.59	855708.58
15	22+97.31	45.30' RT	987.66	521385.49	855719.89
16	22+86.88	32.62' RT	987.43	521375.40	855706.94
17	22+88.83	34.27' RT	987.50	521377.30	855708.64
18	22+80.22	31.50' RT	987.14	521368.77	855705.65
19	22+90.29	45.74' RT	987.54	521378.46	855720.14
20	22+77.29	28.72' RT	987.54	521365.91	855702.78
21	22+95.12	48.70' RT	988.18	521383.21	855723.23
22	22+97.71	50.32' RT	987.82	521385.76	855724.92
23	22+97.45	55.21' RT	987.97	521385.37	855729.80
24	22+95.70	66.10' RT	988.08	521383.33	855740.64
25	22+95.50	69.99' RT	988.06	521383.03	855744.52
26	22+96.04	78.42' RT	988.02	521383.35	855752.97

LEGEND:

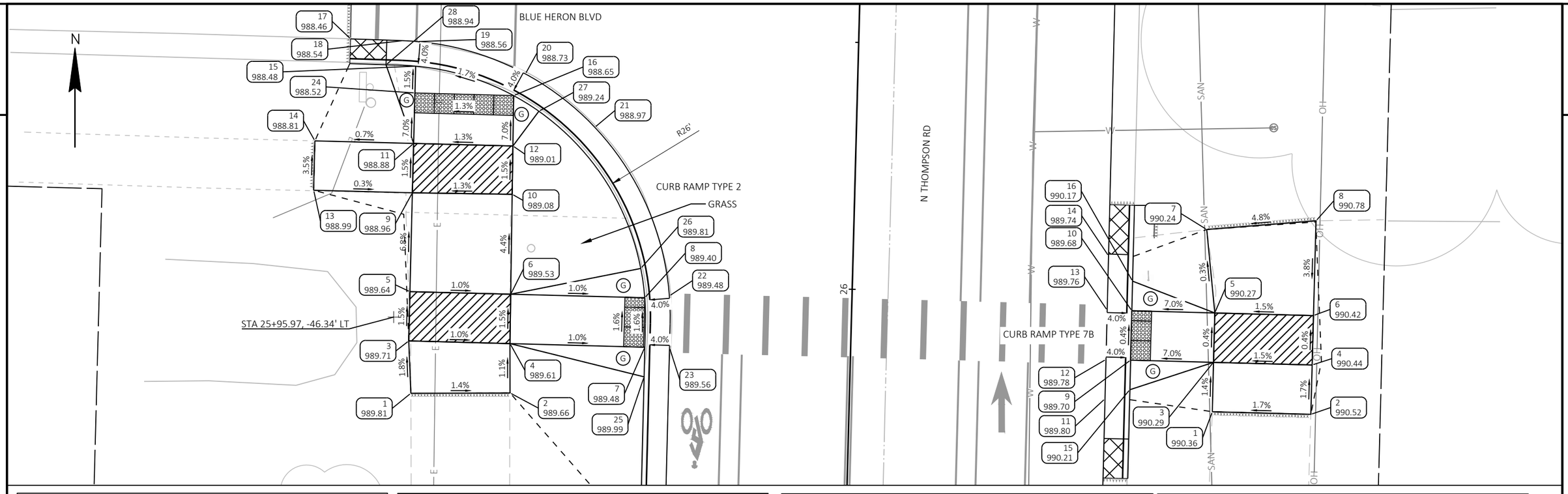
- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 36	E



Blue Heron Blvd SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	25+88.30	44.40' LT	989.81	521678.74	855637.88
2	25+88.59	34.36' LT	989.66	521678.77	855647.92
3	25+93.60	44.75' LT	989.71	521684.04	855637.66
4	25+93.59	34.50' LT	989.61	521683.77	855647.92
5	25+98.58	44.76' LT	989.64	521689.03	855637.79
6	25+98.59	34.55' LT	989.53	521688.77	855647.99
7	25+93.59	20.84' LT	989.48	521683.41	855661.57
8	25+98.59	20.98' LT	989.40	521688.41	855661.56
9	26+08.60	44.78' LT	988.96	521699.04	855638.03
10	26+08.71	34.67' LT	989.08	521698.89	855648.14
11	26+13.60	44.78' LT	988.88	521704.04	855638.16
12	26+13.60	34.73' LT	989.01	521703.77	855648.21
13	26+08.59	54.78' LT	988.99	521699.30	855628.03
14	26+13.59	54.78' LT	988.81	521704.29	855628.16

Blue Heron Blvd SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	26+21.42	44.79' LT	988.48	521711.86	855638.36
16	26+18.70	34.78' LT	988.65	521708.87	855648.29
17	26+24.00	51.44' LT	988.46	521714.61	855631.78
18	26+23.97	46.15' LT	988.54	521714.44	855637.07
19	26+23.91	44.63' LT	988.56	521714.35	855638.58
20	26+20.93	33.65' LT	988.73	521711.07	855649.48
21	26+15.71	26.49' LT	988.97	521705.67	855656.51
22	25+98.85	18.49' LT	989.48	521688.60	855664.06
23	25+93.59	18.34' LT	989.56	521683.34	855664.07
24	26+18.70	44.78' LT	988.52	521709.14	855638.29
25	25+90.59	20.83' LT	989.99	521680.41	855661.50
26	26+01.55	21.46' LT	989.81	521691.38	855661.16
27	26+17.18	32.20' LT	989.24	521707.29	855650.84
28	26+21.48	47.78' LT	988.94	521711.99	855635.37

Blue Heron Blvd SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	25+88.57	36.78' RT	990.36	521676.87	855719.03
2	25+88.57	46.76' RT	990.52	521676.61	855729.01
3	25+93.57	36.76' RT	990.29	521681.87	855719.15
4	25+93.57	46.76' RT	990.44	521681.61	855729.14
5	25+98.57	36.76' RT	990.27	521686.87	855719.28
6	25+98.57	46.76' RT	990.42	521686.61	855729.28
7	26+06.99	35.73' RT	990.24	521695.32	855718.47
8	26+08.17	46.76' RT	990.78	521696.20	855729.53
9	25+93.57	28.36' RT	989.70	521682.10	855710.75
10	25+98.58	28.36' RT	989.68	521687.10	855710.88

Blue Heron Blvd SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	25+89.57	25.86' RT	989.80	521678.16	855708.15
12	25+93.57	25.86' RT	989.78	521682.16	855708.25
13	25+98.57	25.85' RT	989.76	521687.16	855708.38
14	26+04.07	25.85' RT	989.74	521692.66	855708.52
15	25+90.57	28.36' RT	990.21	521679.10	855710.67
16	26+01.57	28.35' RT	990.17	521690.09	855710.95

NOTES:

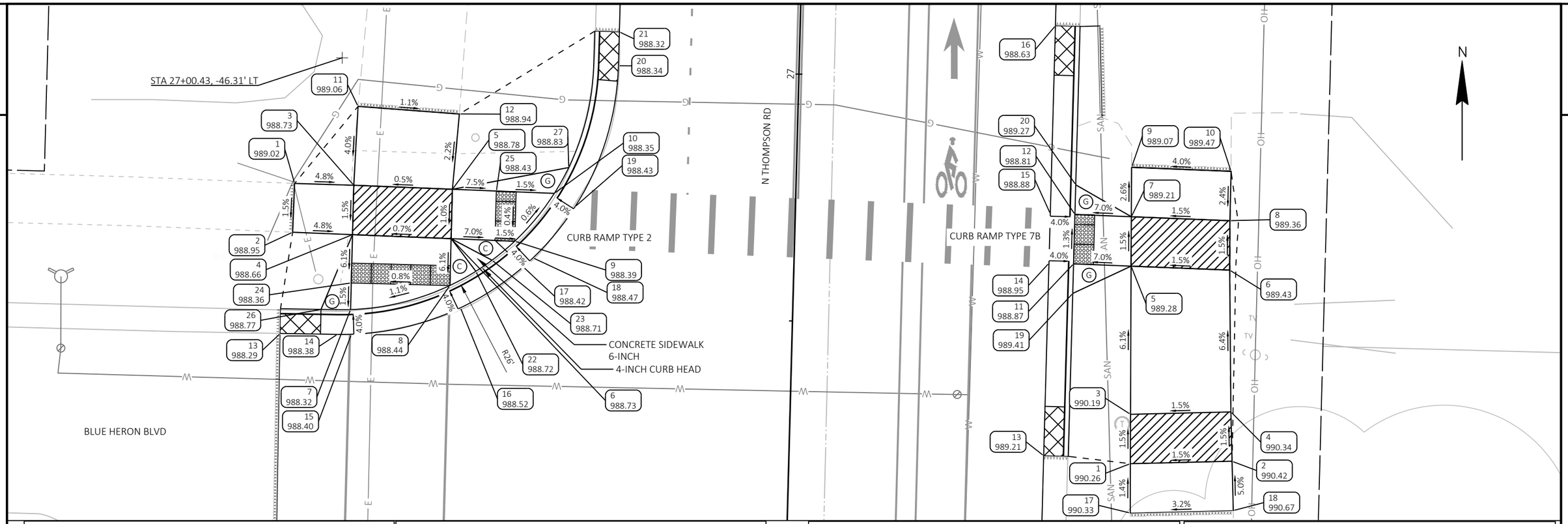
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- G — 6:1 CONCRETE FLARE
- C — 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 37	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021307-cr
PLOT DATE : 8/29/2024 12:43 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



Blue Heron Blvd NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	26+87.59	50.80' LT	989.02	521778.17	855634.09
2	26+82.65	50.87' LT	988.95	521773.22	855633.89
3	26+87.56	44.80' LT	988.73	521777.98	855640.09
4	26+82.56	44.80' LT	988.66	521772.98	855639.96
5	26+87.42	34.80' LT	988.78	521777.57	855650.08
6	26+82.42	34.80' LT	988.73	521772.57	855649.95
7	26+74.97	44.80' LT	988.32	521765.39	855639.76
8	26+77.67	34.80' LT	988.44	521767.83	855649.83
9	26+82.33	28.35' LT	988.39	521772.31	855656.40
10	26+87.28	24.47' LT	988.35	521777.16	855660.41
11	26+95.56	44.58' LT	989.06	521785.96	855640.52
12	26+95.06	34.30' LT	988.94	521785.19	855650.79
13	26+72.38	51.85' LT	988.29	521762.98	855632.64
14	26+72.43	46.06' LT	988.38	521762.88	855638.43

Blue Heron Blvd NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	26+72.48	44.65' LT	988.40	521762.89	855639.84
16	26+75.44	33.67' LT	988.52	521765.57	855650.90
17	26+82.36	30.35' LT	988.42	521772.40	855654.40
18	26+80.69	26.45' LT	988.47	521770.63	855658.26
19	26+85.99	22.32' LT	988.43	521775.81	855662.52
20	27+00.37	18.31' LT	988.34	521790.08	855666.90
21	27+03.79	18.31' LT	988.32	521793.51	855667.00
22	26+79.18	32.21' LT	988.72	521769.27	855652.46
23	26+80.35	30.60' LT	988.71	521770.39	855654.10
24	26+77.67	44.80' LT	988.36	521768.09	855639.83
25	26+87.33	30.34' LT	988.43	521777.37	855654.54
26	26+74.91	47.80' LT	988.77	521765.41	855636.76
27	26+89.93	23.07' LT	988.83	521779.78	855661.87

Blue Heron Blvd NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	26+61.46	34.61' RT	990.26	521749.79	855718.79
2	26+61.97	44.91' RT	990.42	521750.04	855729.09
3	26+66.46	34.49' RT	990.19	521754.79	855718.80
4	26+66.97	44.66' RT	990.34	521755.04	855728.97
5	26+81.45	34.16' RT	989.28	521769.79	855718.86
6	26+81.31	44.16' RT	989.43	521769.39	855728.85
7	26+86.45	34.05' RT	989.21	521774.79	855718.89
8	26+86.31	44.05' RT	989.36	521774.39	855728.88
9	26+91.46	33.95' RT	989.07	521779.80	855718.91
10	26+91.31	44.03' RT	989.47	521779.39	855728.99

Blue Heron Blvd NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	26+81.53	28.33' RT	988.87	521770.03	855713.04
12	26+86.53	28.33' RT	988.81	521775.02	855713.17
13	26+62.03	25.81' RT	989.21	521750.60	855710.00
14	26+81.54	25.84' RT	988.95	521770.10	855710.54
15	26+86.54	25.84' RT	988.88	521775.09	855710.68
16	27+05.57	25.85' RT	988.63	521794.12	855711.19
17	26+56.46	34.73' RT	990.33	521744.79	855718.77
18	26+56.98	45.16' RT	990.67	521745.04	855729.21
19	26+78.53	28.33' RT	989.41	521767.03	855712.95
20	26+89.53	28.34' RT	989.27	521778.02	855713.25

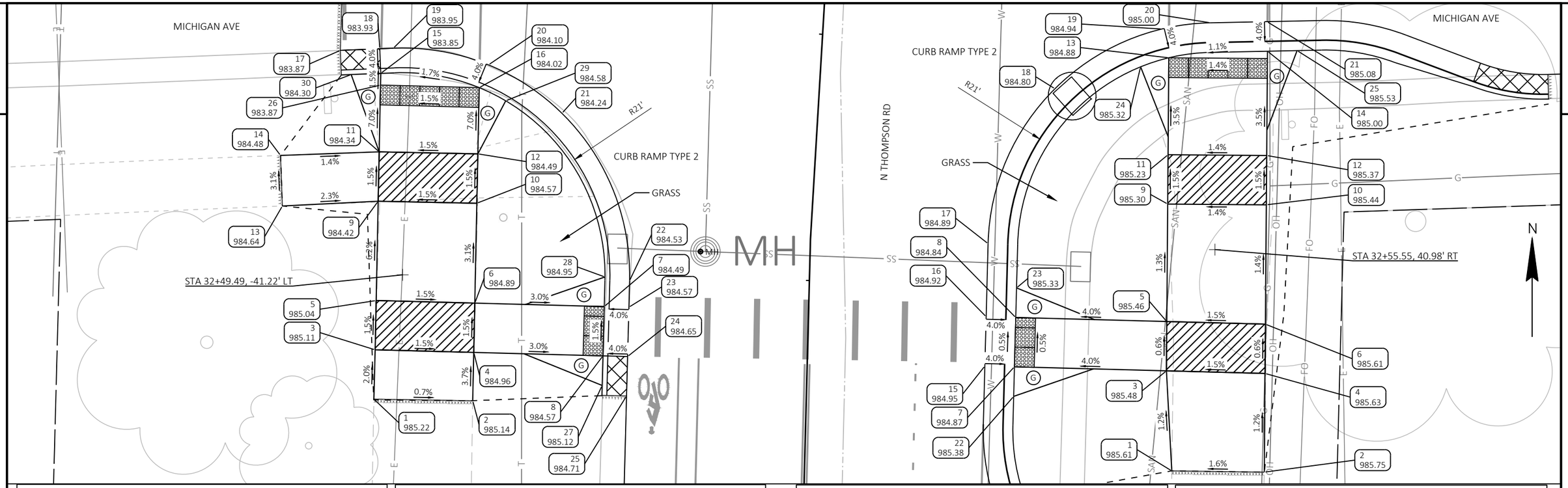
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 38	E



Michigan Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	32+36.82	43.81' LT	985.22	522327.01	855655.54
2	32+36.92	33.79' LT	985.14	522326.85	855665.55
3	32+41.82	43.81' LT	985.11	522332.01	855655.67
4	32+41.81	33.81' LT	984.96	522331.75	855665.66
5	32+46.82	43.84' LT	985.04	522337.01	855655.77
6	32+46.81	33.84' LT	984.89	522336.75	855665.76
7	32+46.81	20.72' LT	984.49	522336.40	855678.88
8	32+41.81	20.72' LT	984.57	522331.40	855678.75
9	32+55.45	43.96' LT	984.42	522347.08	855655.97
10	32+55.84	33.97' LT	984.57	522346.87	855665.97
11	32+60.46	44.16' LT	984.34	522352.08	855656.08
12	32+60.84	34.16' LT	984.49	522351.88	855666.07
13	32+54.40	53.63' LT	984.64	522346.60	855646.26
14	32+59.51	54.11' LT	984.48	522351.72	855646.08
15	32+68.41	44.46' LT	983.85	522360.04	855656.24

Michigan Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16	32+67.55	34.42' LT	984.02	522358.59	855666.21
17	32+70.50	48.69' LT	983.87	522362.38	855652.14
18	32+70.90	44.71' LT	983.93	522362.54	855656.14
19	32+71.03	43.33' LT	983.95	522362.60	855657.52
20	32+69.91	33.61' LT	984.10	522360.91	855667.15
21	32+65.45	25.90' LT	984.24	522356.00	855674.60
22	32+49.50	18.22' LT	984.53	522339.02	855681.45
23	32+46.81	18.22' LT	984.57	522336.33	855681.38
24	32+41.81	18.22' LT	984.65	522331.33	855681.25
25	32+37.81	18.22' LT	984.71	522327.34	855681.14
26	32+67.22	44.42' LT	983.87	522358.85	855656.21
27	32+38.81	20.72' LT	985.12	522328.40	855678.67
28	32+49.81	20.72' LT	984.95	522339.40	855678.95
29	32+66.37	31.66' LT	984.58	522357.26	855668.90
30	32+68.11	47.45' LT	984.30	522359.92	855653.24

Michigan Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	32+31.67	37.22' RT	985.61	522319.74	855736.40
2	32+31.79	46.60' RT	985.75	522319.61	855745.78
3	32+41.79	36.41' RT	985.48	522329.88	855735.85
4	32+41.79	46.41' RT	985.63	522329.61	855745.85
5	32+46.79	36.31' RT	985.46	522334.88	855735.89
6	32+46.79	46.31' RT	985.61	522334.61	855745.89
7	32+41.80	21.00' RT	984.87	522330.29	855720.45
8	32+46.80	21.00' RT	984.84	522335.29	855720.59
9	32+59.88	35.92' RT	985.30	522346.79	855735.98
10	32+60.39	45.91' RT	985.44	522346.72	855745.98
11	32+64.87	35.67' RT	985.23	522351.79	855736.02
12	32+65.38	45.65' RT	985.37	522351.72	855746.02
13	32+74.69	35.16' RT	984.88	522361.62	855736.10
14	32+75.94	45.11' RT	985.00	522362.29	855746.10

Michigan Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	32+41.80	18.00' RT	984.95	522330.37	855717.45
16	32+46.80	18.00' RT	984.92	522335.37	855717.59
17	32+54.80	17.99' RT	984.89	522342.78	855717.78
18	32+70.88	23.83' RT	984.80	522358.48	855724.55
19	32+77.56	34.29' RT	984.94	522364.54	855735.39
20	32+78.48	39.15' RT	985.00	522365.17	855740.29
21	32+78.94	44.87' RT	985.08	522365.29	855746.04
22	32+38.80	21.00' RT	985.38	522327.29	855720.37
23	32+49.80	21.00' RT	985.33	522338.29	855720.66
24	32+73.60	32.37' RT	985.32	522360.70	855733.24
25	32+76.18	48.10' RT	985.53	522362.35	855749.10

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 39	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021309-cr
PLOT DATE : 8/29/2024 12:43 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

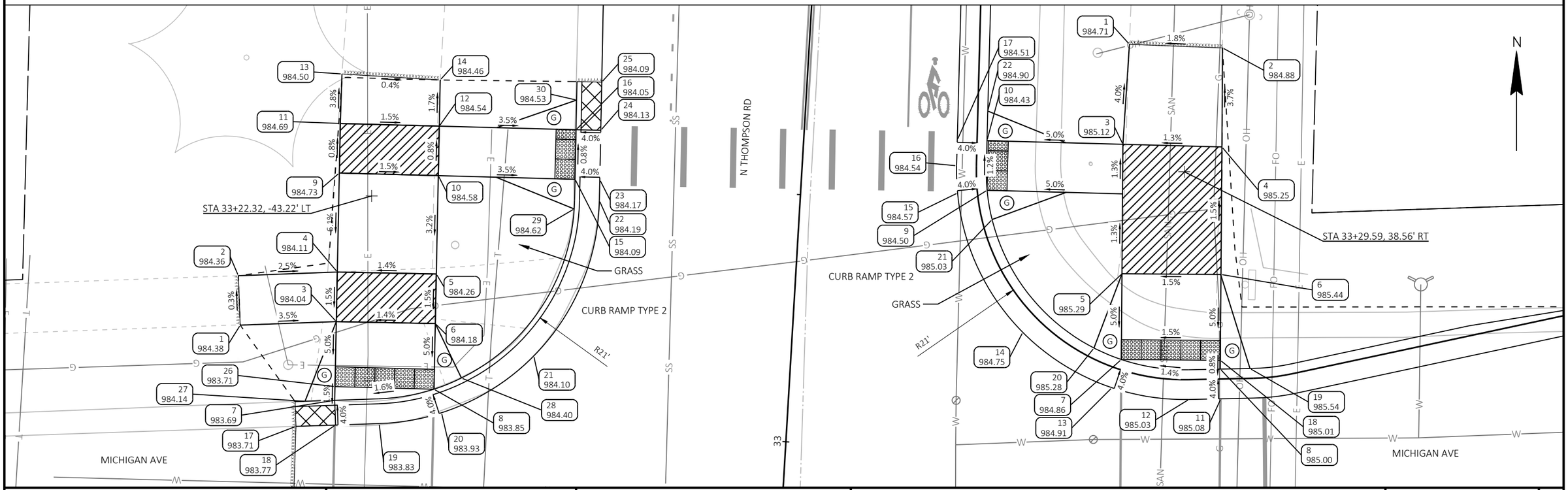
2

Michigan Ave NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	33+08.51	55.71' LT	984.38	522400.74	855647.37
2	33+13.49	56.19' LT	984.36	522405.73	855647.18
3	33+09.45	46.04' LT	984.04	522401.10	855657.07
4	33+14.45	46.24' LT	984.11	522406.11	855657.18
5	33+14.84	36.24' LT	984.26	522405.90	855667.17
6	33+09.83	36.05' LT	984.18	522400.90	855667.07
7	33+01.50	45.74' LT	983.69	522393.15	855656.91
8	33+03.21	35.80' LT	983.85	522394.27	855666.94
9	33+24.44	46.62' LT	984.73	522416.11	855657.38
10	33+24.77	36.63' LT	984.58	522415.84	855667.38
11	33+29.44	46.82' LT	984.69	522421.11	855657.48
12	33+29.76	36.82' LT	984.54	522420.84	855667.48
13	33+34.44	46.95' LT	984.50	522426.10	855657.64
14	33+34.42	37.00' LT	984.46	522425.50	855667.57
15	33+25.21	22.82' LT	984.09	522415.47	855681.19

Michigan Ave NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16	33+30.21	23.01' LT	984.05	522420.47	855681.29
17	32+98.64	49.49' LT	983.71	522390.52	855653.00
18	32+99.01	45.51' LT	983.77	522390.65	855656.99
19	32+99.42	41.11' LT	983.83	522390.80	855661.41
20	33+00.88	34.89' LT	983.93	522391.89	855667.70
21	33+07.15	25.93' LT	984.10	522397.63	855677.02
22	33+23.21	20.24' LT	984.19	522413.32	855683.64
23	33+25.31	20.32' LT	984.17	522415.42	855683.69
24	33+30.31	20.51' LT	984.13	522420.42	855683.79
25	33+35.16	20.70' LT	984.09	522425.28	855683.88
26	33+02.89	45.79' LT	983.71	522394.54	855656.94
27	33+01.23	48.73' LT	984.14	522393.05	855653.91
28	33+04.50	33.09' LT	984.40	522395.40	855669.72
29	33+22.21	22.72' LT	984.62	522412.47	855681.11
30	33+33.21	23.13' LT	984.53	522423.47	855681.35

Michigan Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	33+42.11	32.28' RT	984.71	522429.10	855737.19
2	33+42.30	41.69' RT	984.88	522428.74	855746.59
3	33+31.99	32.22' RT	985.12	522419.00	855736.53
4	33+32.32	42.22' RT	985.25	522418.74	855746.53
5	33+18.94	32.89' RT	985.29	522405.93	855736.43
6	33+19.46	42.88' RT	985.44	522405.86	855746.43
7	33+10.29	33.34' RT	984.86	522397.27	855736.37
8	33+09.91	43.37' RT	985.00	522396.30	855746.36
9	33+26.56	18.80' RT	984.50	522414.36	855722.81
10	33+31.55	18.49' RT	984.43	522419.37	855722.80
11	33+06.92	43.61' RT	985.08	522393.30	855746.42
12	33+06.67	40.40' RT	985.03	522393.24	855743.20
13	33+07.39	32.55' RT	984.91	522394.42	855735.41

Michigan Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14	33+12.44	23.24' RT	984.75	522400.01	855726.41
15	33+26.10	15.83' RT	984.57	522414.08	855719.82
16	33+28.84	15.58' RT	984.54	522416.84	855719.73
17	33+31.45	15.49' RT	984.51	522419.45	855719.80
18	33+10.80	43.32' RT	985.01	522397.19	855746.36
19	33+10.15	46.36' RT	985.54	522396.37	855749.36
20	33+11.29	30.51' RT	985.28	522398.43	855733.60
21	33+23.63	19.47' RT	985.03	522411.41	855723.31
22	33+34.55	18.39' RT	984.90	522422.37	855722.88



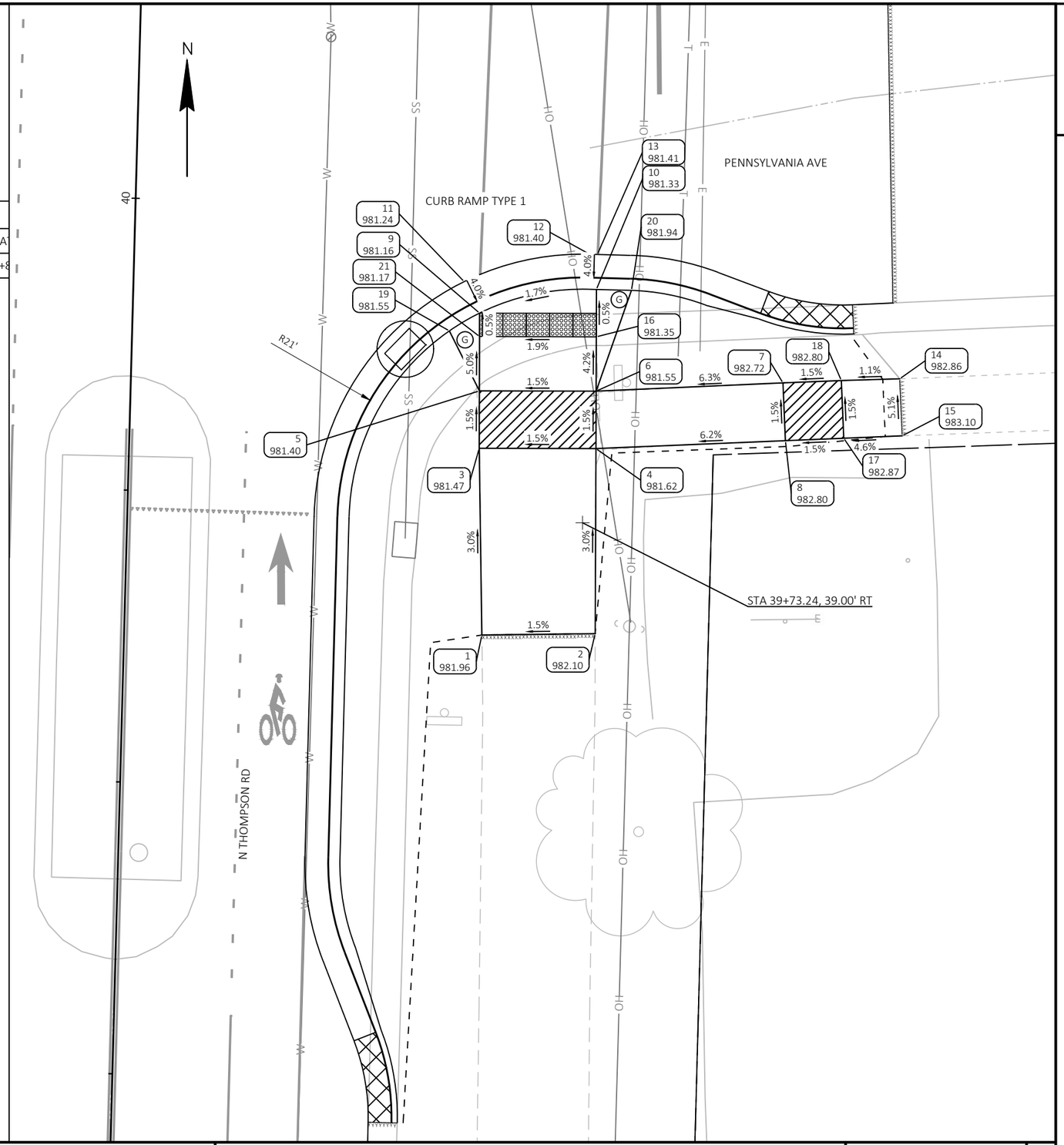
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 40	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021310-cr

PLOT DATE : 8/29/2024 12:43 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

Pennsylvania Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	39+63.40	30.64' RT	981.96	523051.22	855753.22
2	39+63.78	40.34' RT	982.10	523051.33	855762.92
3	39+79.38	29.98' RT	981.47	523067.21	855752.99
4	39+79.62	39.98' RT	981.62	523067.18	855762.99
5	39+84.30	29.87' RT	981.40	523072.12	855753.00
6	39+84.54	39.86' RT	981.55	523072.10	855763.00
7	39+85.67	55.84' RT	982.72	523072.81	855779.00
8	39+80.73	56.18' RT	982.80	523067.86	855779.21
9	39+90.95	29.71' RT	981.16	523078.78	855753.02
10	39+93.24	39.66' RT	981.33	523080.80	855763.03
11	39+93.61	28.32' RT	981.24	523081.47	855751.70
12	39+96.24	39.00' RT	981.40	523083.82	855762.45
13	39+96.24	39.66' RT	981.41	523083.80	855763.11
14	39+86.29	65.82' RT	982.86	523073.15	855789.00
15	39+81.42	66.17' RT	983.10	523068.28	855789.21
16	39+89.19	39.75' RT	981.35	523076.75	855763.02
17	39+81.07	61.17' RT	982.87	523068.07	855784.21
18	39+86.01	60.83' RT	982.80	523073.01	855784.00
19	39+89.36	27.16' RT	981.55	523077.26	855750.44
20	39+93.24	42.66' RT	981.94	523080.72	855766.03

POINT NUMBER	STA
21	39+8



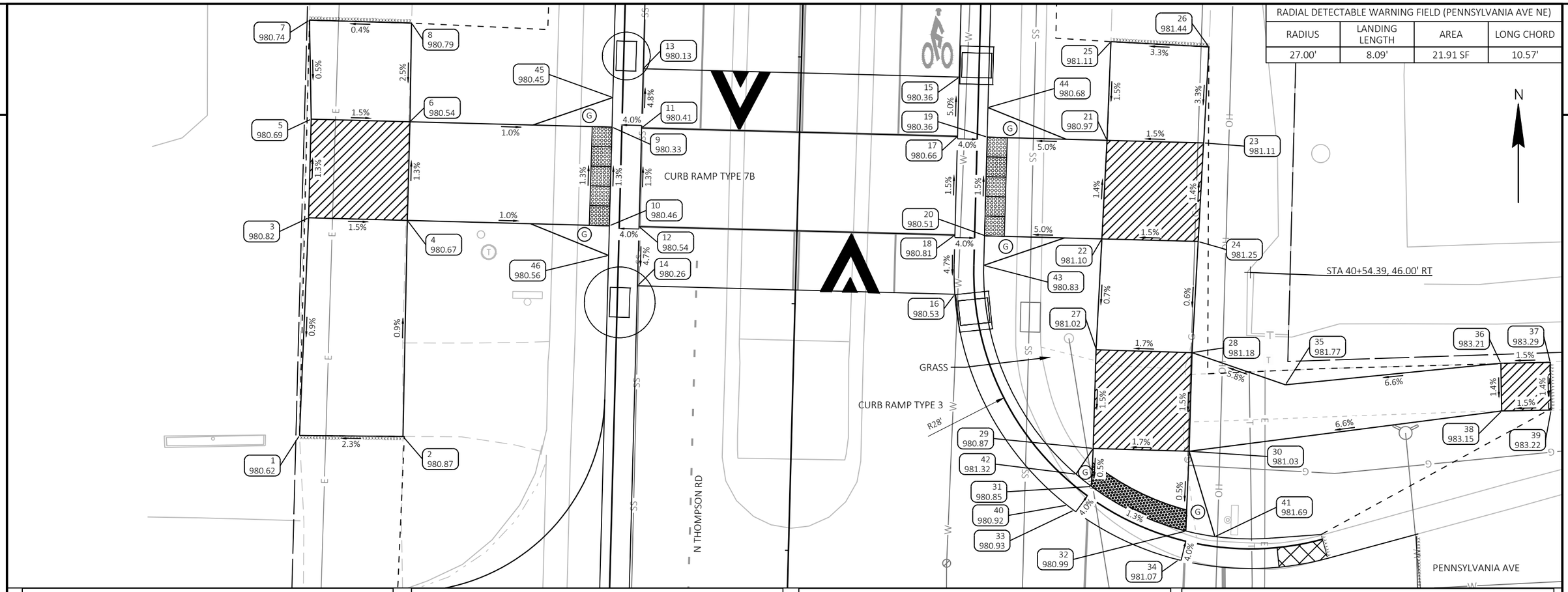
LEGEND:

- XXXX. — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 41	E



Pennsylvania Ave N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	40+35.32	49.80' LT	980.62	523125.25	855674.72
2	40+35.50	39.32' LT	980.87	523125.15	855685.20
3	40+57.39	49.47' LT	980.82	523147.30	855675.64
4	40+57.39	39.47' LT	980.67	523147.03	855685.64
5	40+67.39	49.47' LT	980.69	523157.30	855675.91
6	40+67.39	39.47' LT	980.54	523157.03	855685.91
7	40+77.41	49.91' LT	980.74	523167.33	855675.73
8	40+77.39	39.57' LT	980.79	523167.03	855686.07
9	40+67.39	19.00' LT	980.33	523156.49	855706.37
10	40+57.39	19.00' LT	980.46	523146.49	855706.10
11	40+67.39	16.00' LT	980.41	523156.41	855709.37

Pennsylvania Ave N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12	40+57.39	16.00' LT	980.54	523146.41	855709.10
13	40+73.39	16.00' LT	980.13	523162.40	855709.53
14	40+51.39	16.00' LT	980.26	523140.41	855708.94
15	40+73.39	16.00' RT	980.36	523161.55	855741.51
16	40+51.39	16.15' RT	980.53	523139.56	855741.08
17	40+67.39	16.00' RT	980.66	523155.55	855741.35
18	40+57.39	16.00' RT	980.81	523145.56	855741.09
19	40+67.39	19.00' RT	980.36	523155.47	855744.35
20	40+57.39	19.10' RT	980.51	523145.47	855744.19
21	40+67.39	31.14' RT	980.97	523155.15	855756.49
22	40+57.39	30.88' RT	981.10	523145.16	855755.97

Pennsylvania Ave N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23	40+67.39	40.94' RT	981.11	523154.89	855766.28
24	40+57.39	40.64' RT	981.25	523144.90	855765.72
25	40+77.39	31.27' RT	981.11	523165.14	855756.89
26	40+77.12	41.20' RT	981.44	523164.62	855766.80
27	40+46.15	30.63' RT	981.02	523133.93	855755.41
28	40+46.12	40.32' RT	981.18	523133.64	855765.10
29	40+36.15	30.57' RT	980.87	523123.93	855755.08
30	40+36.12	40.29' RT	981.03	523123.65	855764.81
31	40+32.28	30.49' RT	980.85	523120.08	855754.91
32	40+28.02	40.17' RT	980.99	523115.56	855764.47
33	40+29.83	28.77' RT	980.93	523117.67	855753.12

Pennsylvania Ave N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34	40+25.10	39.52' RT	981.07	523112.65	855763.74
35	40+43.11	49.86' RT	981.77	523130.38	855774.56
36	40+45.87	71.60' RT	983.21	523132.56	855796.36
37	40+46.10	76.60' RT	983.29	523132.65	855801.36
38	40+41.04	71.82' RT	983.15	523127.73	855796.45
39	40+41.27	76.82' RT	983.22	523127.82	855801.45
40	40+30.32	28.08' RT	980.92	523118.18	855752.45
41	40+27.54	43.13' RT	981.69	523115.00	855767.41
42	40+33.49	28.90' RT	981.32	523121.33	855753.35
43	40+54.39	19.00' RT	980.83	523142.48	855744.01
44	40+70.39	19.00' RT	980.68	523158.47	855744.43

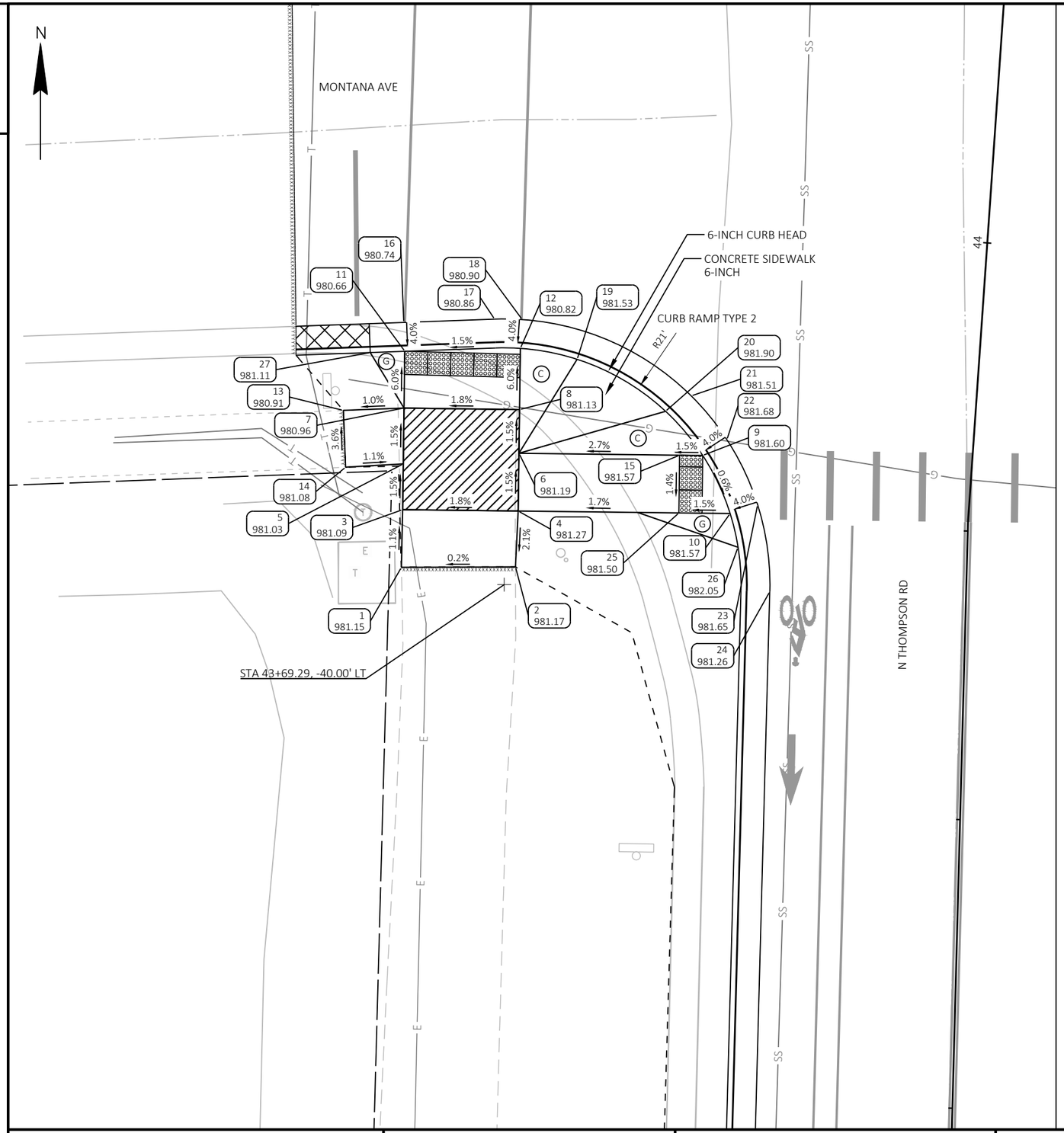
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 42	E



Montana Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	43+70.55	48.94' LT	981.15	523460.34	855684.52
2	43+70.85	39.07' LT	981.17	523460.38	855694.39
3	43+75.55	48.96' LT	981.09	523465.33	855684.62
4	43+75.69	38.97' LT	981.27	523465.21	855694.62
5	43+77.44	49.13' LT	981.03	523469.30	855684.68
6	43+79.04	39.20' LT	981.19	523470.21	855694.69
7	43+82.27	49.40' LT	980.96	523474.13	855684.74
8	43+82.82	39.41' LT	981.13	523474.00	855694.74
9	43+79.95	23.32' LT	981.60	523470.02	855710.60
10	43+75.76	20.62' LT	981.57	523464.99	855712.97
11	43+87.18	49.67' LT	980.66	523479.04	855684.81
12	43+88.11	39.70' LT	980.82	523479.29	855694.82
13	43+81.70	54.62' LT	980.91	523473.93	855679.49
14	43+76.81	54.09' LT	981.08	523469.01	855679.69
15	43+79.83	25.32' LT	981.57	523470.05	855708.60
16	43+89.66	49.93' LT	980.74	523481.54	855684.72
17	43+90.49	42.10' LT	980.86	523481.83	855692.59
18	43+90.61	39.70' LT	980.90	523481.79	855694.99
19	43+87.51	34.74' LT	981.53	523478.35	855699.73
20	43+83.54	26.79' LT	981.90	523473.85	855707.38
21	43+85.03	24.67' LT	981.51	523475.18	855709.60
22	43+81.45	21.32' LT	981.68	523471.39	855712.70
23	43+76.01	18.28' LT	981.65	523465.75	855715.36
24	43+69.29	17.00' LT	981.26	523458.23	855716.41
25	43+75.76	25.05' LT	981.50	523465.05	855708.54
26	43+73.06	19.85' LT	982.05	523462.07	855713.66
27	43+86.86	52.65' LT	981.11	523478.94	855681.81

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 43	E

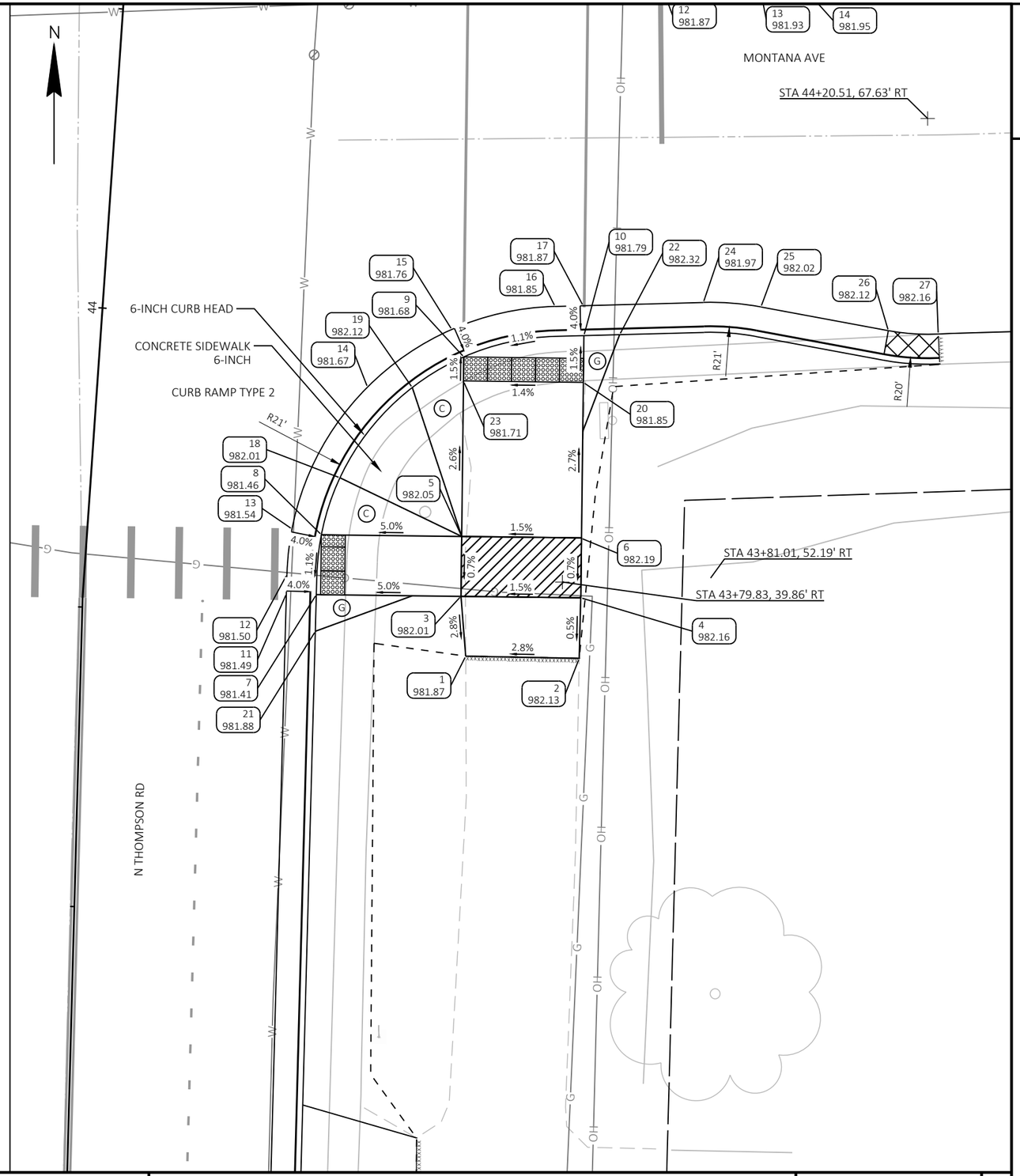
Montana Ave SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	43+71.76	32.10' RT	981.87	523459.39	855765.56
2	43+71.82	41.58' RT	982.13	523459.20	855775.03
3	43+78.06	31.50' RT	982.01	523464.37	855765.16
4	43+78.62	41.48' RT	982.16	523464.25	855775.16
5	43+83.05	31.22' RT	982.05	523469.37	855765.22
6	43+83.59	41.18' RT	982.19	523469.22	855775.19
7	43+77.37	19.45' RT	981.41	523464.51	855753.09
8	43+82.38	19.52' RT	981.46	523469.51	855753.51
9	43+98.00	30.37' RT	981.68	523484.34	855765.40
10	44+00.46	40.24' RT	981.79	523486.12	855775.42
11	43+77.27	16.95' RT	981.49	523464.58	855750.59
12	43+78.86	16.88' RT	981.50	523466.18	855750.63
13	43+82.69	17.04' RT	981.54	523469.99	855751.06
14	43+94.94	22.52' RT	981.67	523481.83	855757.36
15	44+00.21	29.21' RT	981.76	523486.63	855764.39
16	44+02.73	37.67' RT	981.85	523488.56	855773.01
17	44+02.95	40.00' RT	981.87	523488.62	855775.35
18	43+87.23	20.75' RT	982.01	523474.26	855755.06
19	43+95.16	26.25' RT	982.12	523481.79	855761.10
20	43+96.57	40.46' RT	981.85	523482.22	855775.37
21	43+73.49	19.50' RT	981.88	523461.46	855753.01
22	44+00.75	43.22' RT	982.32	523486.20	855778.41
23	43+95.97	30.48' RT	981.71	523482.31	855765.37
24	44+03.91	50.00' RT	981.97	523488.89	855785.39
25	44+03.86	54.82' RT	982.02	523488.51	855790.20
26	44+02.62	65.57' RT	982.12	523486.54	855800.84
27	44+02.63	69.74' RT	982.16	523486.26	855805.00

LEGEND:

- XXXX. — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) — 6:1 CONCRETE FLARE
- (C) — 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

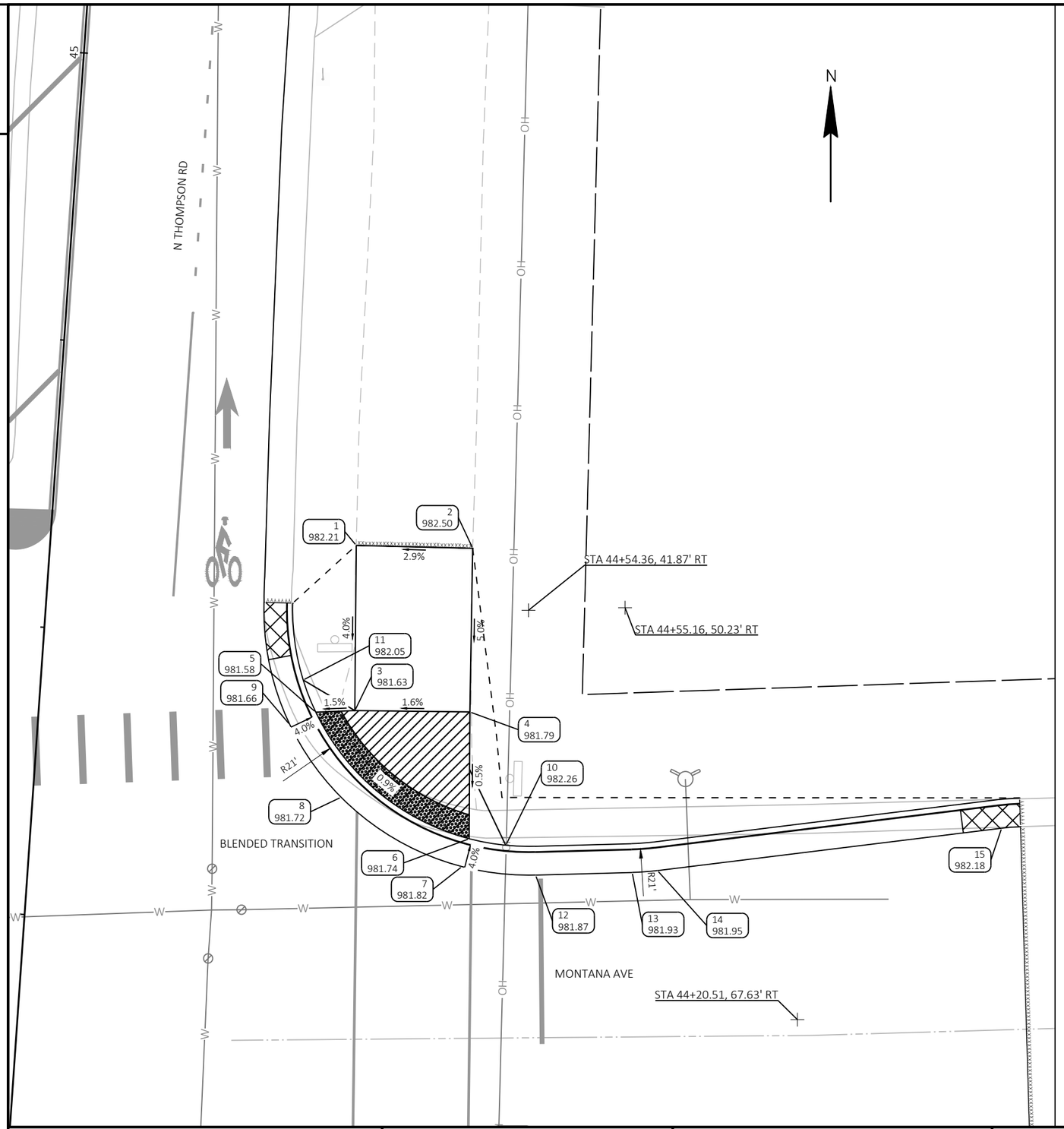
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 44	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021301-CR-RAB-WINDSOR.DWG
LAYOUT NAME - 021313-cr-Detailed E

PLOT DATE : 8/29/2024 12:44 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT



LEGEND:

.XXXX.	SAW CUT
	LANDING AREA
	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
G	6:1 CONCRETE FLARE
C	10:1 CONCRETE FLARE
XXXX YYY.YY	POINT NUMBER & ELEVATION

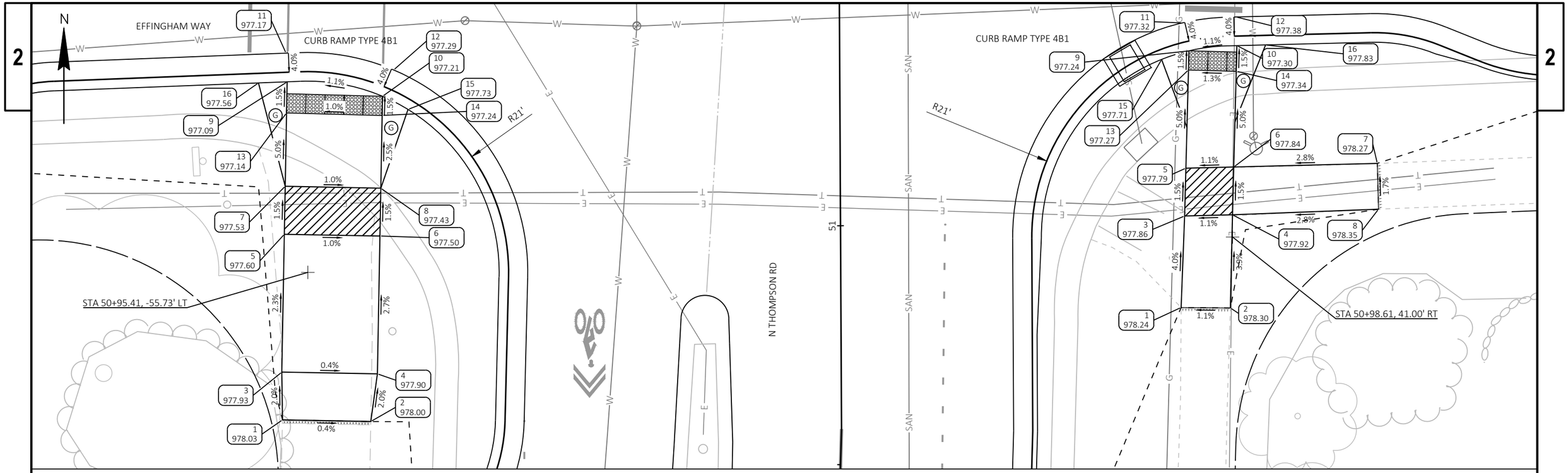
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

Montana Ave NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	44+58.96	26.55' RT	982.21	523545.42	855765.78
2	44+59.41	36.66' RT	982.50	523545.17	855775.90
3	44+44.64	27.42' RT	981.63	523531.08	855765.66
4	44+45.21	37.40' RT	981.79	523530.96	855775.66
5	44+44.27	24.03' RT	981.58	523530.94	855762.26
6	44+34.22	38.09' RT	981.74	523519.94	855775.59
7	44+31.76	37.63' RT	981.82	523517.52	855774.96
8	44+37.05	26.74' RT	981.72	523523.55	855764.46
9	44+43.04	21.86' RT	981.66	523529.86	855760.00
10	44+33.87	41.31' RT	982.26	523519.38	855778.78
11	44+46.98	22.75' RT	982.05	523533.73	855761.17
12	44+31.47	44.07' RT	981.87	523516.79	855781.37
13	44+32.27	52.42' RT	981.93	523517.02	855789.76
14	44+32.58	54.61' RT	981.95	523517.18	855791.96
15	44+38.31	84.19' RT	982.18	523520.86	855821.86

RADIAL DETECTABLE WARNING FIELD (MONTANA AVE NE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
21.00'	11.01'	32.56 SF	17.28'

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 45	E



Effingham Way SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	50+79.99	58.46' LT	978.03	524167.52	855702.50
2	50+79.77	49.23' LT	978.00	524167.35	855711.73
3	50+84.99	58.51' LT	977.93	524172.52	855702.43
4	50+84.75	48.51' LT	977.90	524172.33	855712.43
5	50+99.40	58.17' LT	977.60	524186.93	855702.69
6	50+99.17	48.17' LT	977.50	524186.75	855712.69
7	51+04.43	58.05' LT	977.53	524191.96	855702.79
8	51+04.17	48.05' LT	977.43	524191.75	855712.78
9	51+15.35	57.79' LT	977.09	524202.88	855702.99
10	51+13.78	47.83' LT	977.21	524201.36	855712.96

Effingham Way SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	51+18.35	57.89' LT	977.17	524205.88	855702.87
12	51+16.54	46.64' LT	977.29	524204.12	855714.13
13	51+12.10	57.87' LT	977.14	524199.63	855702.93
14	51+11.78	47.87' LT	977.24	524199.36	855712.92
15	51+12.39	45.17' LT	977.73	524199.99	855715.63
16	51+15.25	60.79' LT	977.56	524202.77	855699.99

Effingham Way SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	50+91.27	35.58' RT	978.24	524179.28	855796.48
2	50+91.19	40.73' RT	978.30	524179.23	855801.63
3	51+00.84	36.00' RT	977.86	524188.85	855796.85
4	51+00.94	41.00' RT	977.92	524188.97	855801.85
5	51+05.84	36.15' RT	977.79	524193.85	855796.98
6	51+05.94	41.16' RT	977.84	524193.98	855801.98
7	51+06.24	56.17' RT	978.27	524194.35	855817.00
8	51+01.44	56.27' RT	978.35	524189.55	855817.12
9	51+18.11	36.54' RT	977.24	524206.12	855797.30
10	51+18.63	41.56' RT	977.30	524206.66	855802.32

Effingham Way SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	51+21.03	35.87' RT	977.32	524209.04	855796.62
12	51+21.63	41.50' RT	977.38	524209.66	855802.24
13	51+16.11	36.47' RT	977.27	524204.12	855797.25
14	51+15.95	41.47' RT	977.34	524203.99	855802.25
15	51+17.22	33.67' RT	977.71	524205.22	855794.44
16	51+18.69	44.55' RT	977.83	524206.74	855805.32

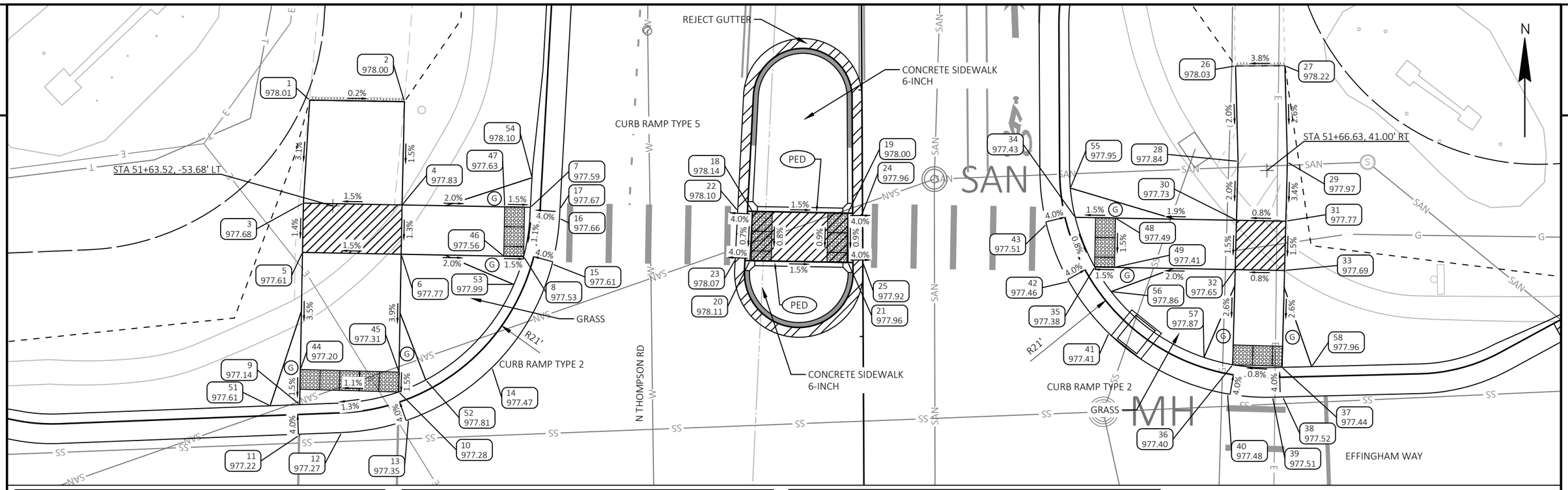
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 46	E



Effingham Way N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	51+74.25	55.97' LT	978.01	524261.79	855704.51
2	51+74.05	46.37' LT	978.00	524261.63	855714.11
3	51+63.81	56.66' LT	977.68	524251.35	855703.88
4	51+63.58	46.66' LT	977.83	524251.17	855713.88
5	51+58.82	56.77' LT	977.61	524246.35	855703.79
6	51+58.58	46.78' LT	977.77	524246.17	855713.78
7	51+63.27	33.66' LT	977.59	524250.93	855726.88
8	51+58.29	34.37' LT	977.53	524245.94	855726.19
9	51+43.39	57.13' LT	977.14	524230.92	855703.50
10	51+44.63	47.10' LT	977.28	524232.21	855713.53
11	51+40.39	57.03' LT	977.22	524227.93	855703.62
12	51+40.53	52.90' LT	977.27	524228.09	855707.75
13	51+41.80	46.12' LT	977.35	524229.39	855714.53
14	51+47.04	37.64' LT	977.47	524234.67	855722.98
15	51+57.51	31.48' LT	977.61	524245.17	855729.09
16	51+62.12	30.72' LT	977.66	524249.79	855729.82
17	51+63.09	30.66' LT	977.67	524250.76	855729.87

Effingham Way N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
18	51+62.75	11.15' LT	978.14	524250.51	855749.38
19	51+62.52	1.50' LT	978.00	524250.34	855759.04
20	51+57.75	11.44' LT	978.11	524245.52	855749.13
21	51+57.52	1.50' LT	977.96	524245.33	855759.06
22	51+62.83	12.65' LT	978.10	524250.59	855747.89
23	51+57.84	12.93' LT	978.07	524245.59	855747.63
24	51+62.52	0.00'	977.96	524250.34	855760.54
25	51+57.52	0.00'	977.92	524245.34	855760.56
26	51+77.24	37.88' RT	978.03	524265.26	855798.35
27	51+77.24	42.88' RT	978.22	524265.28	855803.35
28	51+67.57	38.09' RT	977.84	524255.59	855798.60
29	51+67.45	43.08' RT	977.97	524255.50	855803.60
30	51+61.59	37.90' RT	977.73	524249.61	855798.44
31	51+61.48	42.90' RT	977.77	524249.52	855803.44
32	51+56.60	37.74' RT	977.65	524244.61	855798.31
33	51+56.48	42.74' RT	977.69	524244.52	855803.31
34	51+61.98	21.55' RT	977.43	524249.91	855782.09

Effingham Way N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35	51+56.93	23.51' RT	977.38	524244.88	855784.07
36	51+46.95	37.44' RT	977.40	524234.96	855798.06
37	51+46.65	42.43' RT	977.44	524234.69	855803.05
38	51+43.65	42.49' RT	977.52	524231.69	855803.13
39	51+43.63	41.46' RT	977.51	524231.67	855802.09
40	51+43.99	36.91' RT	977.48	524232.01	855797.54
41	51+50.20	24.90' RT	977.41	524238.15	855785.50
42	51+55.48	20.88' RT	977.46	524243.41	855781.46
43	51+61.28	18.63' RT	977.51	524249.20	855779.17
44	51+46.95	57.05' LT	977.20	524234.48	855703.57
45	51+46.63	47.06' LT	977.31	524234.21	855713.56
46	51+58.34	36.37' LT	977.56	524245.98	855724.19
47	51+63.34	36.26' LT	977.63	524250.97	855724.28
48	51+61.88	25.62' RT	977.49	524249.84	855786.17
49	51+56.88	25.51' RT	977.41	524244.84	855786.07
51	51+43.29	60.13' LT	977.61	524230.81	855700.50
52	51+45.83	44.35' LT	977.81	524233.42	855716.27

Effingham Way N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
53	51+55.46	35.37' LT	977.99	524243.10	855725.20
54	51+66.27	33.47' LT	978.10	524253.92	855727.05
55	51+64.94	21.07' RT	977.95	524252.87	855781.60
56	51+54.42	25.15' RT	977.86	524242.38	855785.73
57	51+47.70	34.54' RT	977.87	524235.70	855795.15
58	51+46.71	45.43' RT	977.96	524234.77	855806.05

NOTES:

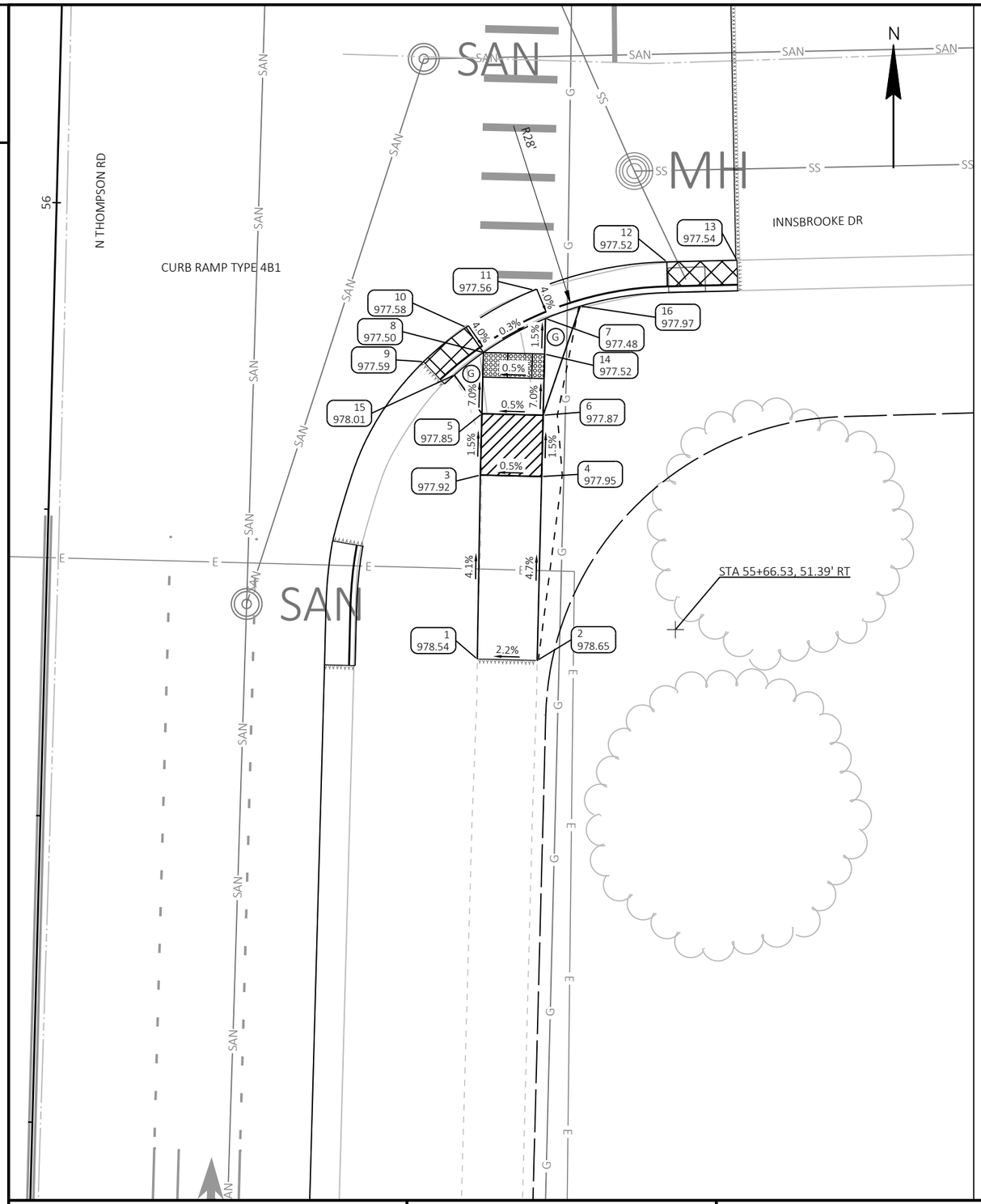
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 47	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021316-cr
PLOT DATE : 8/29/2024 12:45 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



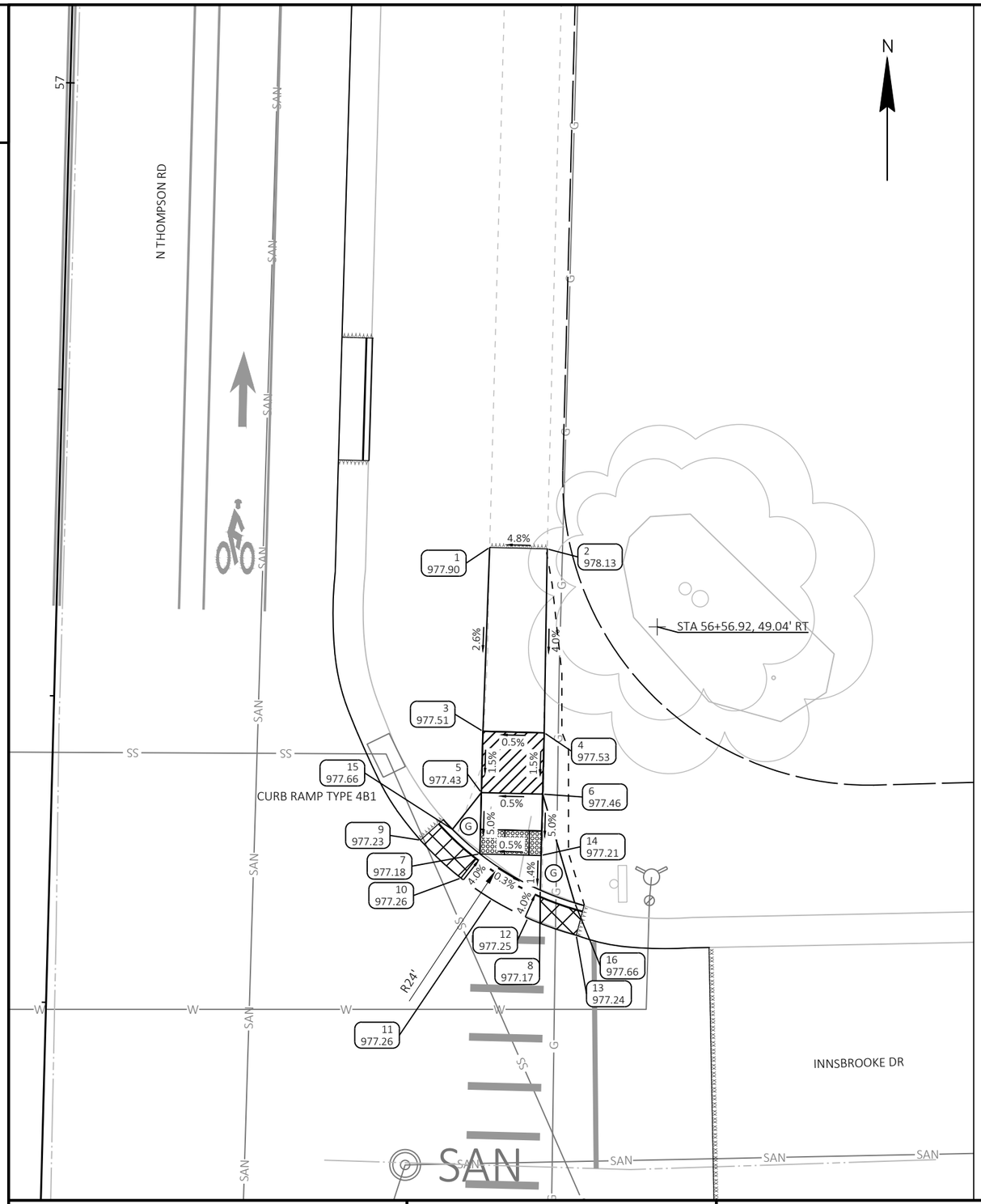
LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

INNSBROOKE DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	55+63.71	35.29' RT	978.54	524650.54	855799.32
2	55+63.72	40.18' RT	978.65	524650.42	855804.21
3	55+78.71	35.15' RT	977.92	524665.54	855799.57
4	55+78.72	40.15' RT	977.95	524665.42	855804.57
5	55+83.71	35.14' RT	977.85	524670.54	855799.70
6	55+83.72	40.14' RT	977.87	524670.41	855804.69
7	55+91.62	40.13' RT	977.48	524678.31	855804.89
8	55+88.71	35.13' RT	977.50	524675.54	855799.82
9	55+87.84	30.27' RT	977.59	524674.79	855794.93
10	55+90.73	33.66' RT	977.58	524677.59	855798.40
11	55+93.90	39.11' RT	977.56	524680.62	855803.93
12	55+96.50	49.90' RT	977.52	524682.93	855814.79
13	55+96.78	55.61' RT	977.54	524683.06	855820.51
14	55+88.71	40.13' RT	977.52	524675.41	855804.82
15	55+86.81	32.81' RT	978.01	524673.70	855797.45
16	55+92.70	42.93' RT	977.97	524679.32	855807.72



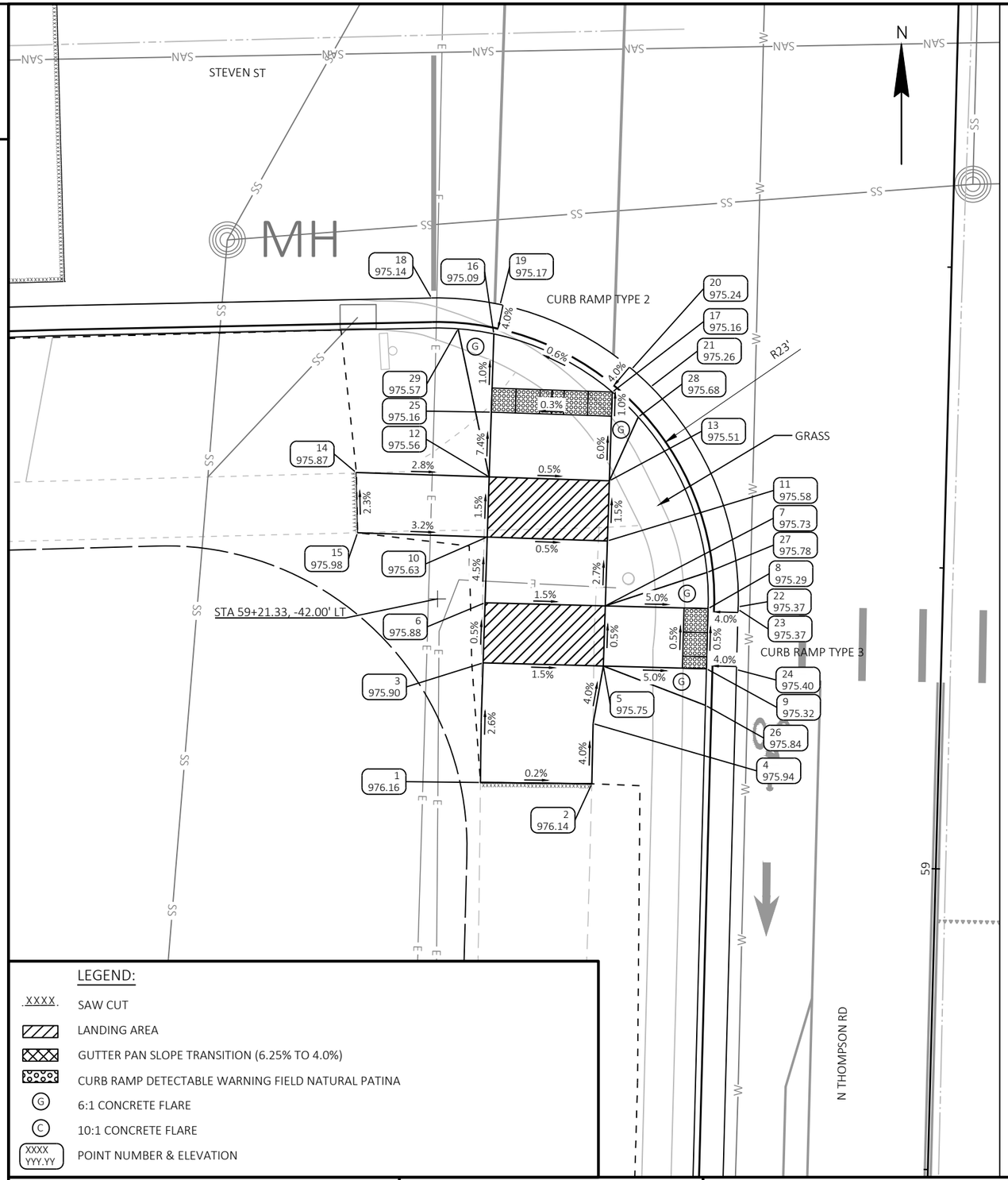
LEGEND:

.XXXX.	SAW CUT
	LANDING AREA
	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
G	6:1 CONCRETE FLARE
C	10:1 CONCRETE FLARE
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

INNSBROOKE DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	56+63.03	35.20' RT	977.90	524749.83	855801.85
2	56+63.04	39.90' RT	978.13	524749.71	855806.55
3	56+48.03	35.05' RT	977.51	524734.84	855801.31
4	56+48.04	40.05' RT	977.53	524734.71	855806.30
5	56+43.03	35.06' RT	977.43	524729.84	855801.18
6	56+43.04	40.06' RT	977.46	524729.71	855806.18
7	56+38.03	35.06' RT	977.18	524724.84	855801.06
8	56+35.20	40.07' RT	977.17	524721.88	855805.98
9	56+39.02	30.19' RT	977.23	524725.96	855796.21
10	56+36.02	33.58' RT	977.26	524722.87	855799.52
11	56+34.37	36.10' RT	977.26	524721.15	855802.00
12	56+32.89	39.11' RT	977.25	524719.60	855804.97
13	56+31.61	43.10' RT	977.24	524718.21	855808.92
14	56+38.03	40.06' RT	977.21	524724.71	855806.05
15	56+39.97	32.77' RT	977.66	524726.84	855798.81
16	56+34.24	42.91' RT	977.66	524720.84	855808.80



Steven St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	59+06.17	38.03' LT	976.16	524994.81	855735.07
2	59+06.31	28.77' LT	976.14	524994.71	855744.32
3	59+16.11	38.08' LT	975.90	525004.75	855735.29
4	59+11.31	28.80' LT	975.94	524999.71	855744.43
5	59+16.11	28.08' LT	975.75	525004.49	855745.28
6	59+21.11	38.04' LT	975.88	525009.75	855735.45
7	59+21.11	28.04' LT	975.73	525009.49	855745.45
8	59+21.11	19.50' LT	975.29	525009.26	855753.99
9	59+16.11	19.50' LT	975.32	525004.26	855753.85
10	59+26.57	38.01' LT	975.63	525015.21	855735.63
11	59+26.51	28.01' LT	975.58	525014.88	855745.62
12	59+31.57	37.98' LT	975.56	525020.21	855735.79
13	59+31.51	27.98' LT	975.51	525019.88	855745.79
14	59+31.64	49.05' LT	975.87	525020.57	855724.72
15	59+26.64	48.79' LT	975.98	525015.56	855724.85
16	59+43.45	37.90' LT	975.09	525032.08	855736.18
17	59+38.89	27.93' LT	975.16	525027.25	855746.03
18	59+46.30	43.17' LT	975.14	525035.07	855730.99
19	59+45.91	37.45' LT	975.17	525034.52	855736.70
20	59+40.84	26.37' LT	975.24	525029.16	855747.64
21	59+39.41	24.74' LT	975.26	525027.70	855749.23
22	59+21.33	17.00' LT	975.37	525009.41	855756.49
23	59+21.11	17.00' LT	975.37	525009.19	855756.49
24	59+16.11	17.00' LT	975.40	525004.20	855756.35
25	59+36.95	37.94' LT	975.16	525025.58	855735.97
26	59+13.07	19.50' LT	975.84	525001.22	855753.77
27	59+24.11	19.67' LT	975.78	525012.26	855753.89
28	59+36.86	25.72' LT	975.68	525025.17	855748.18
29	59+43.80	40.88' LT	975.57	525032.51	855733.21

LEGEND:

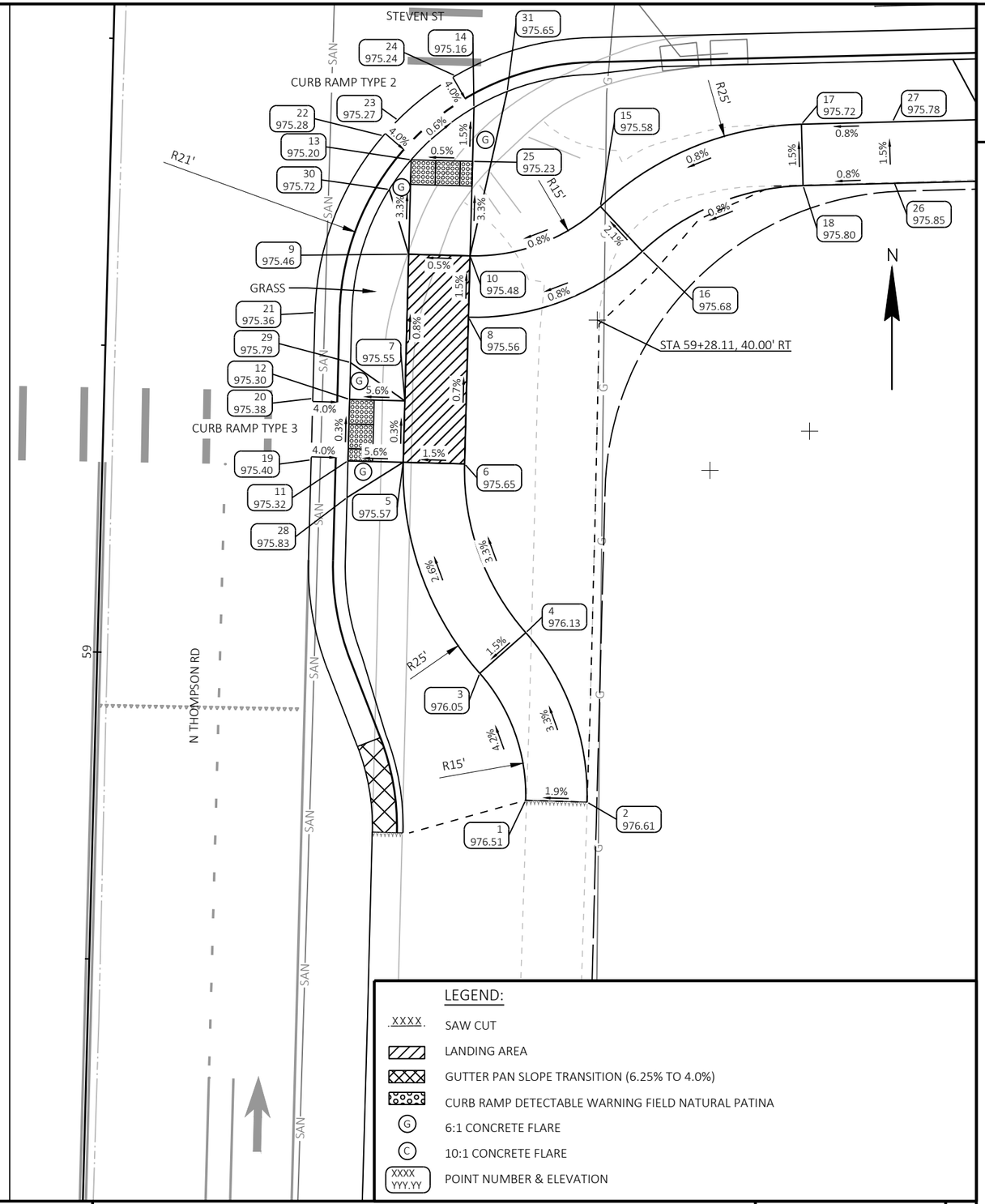
- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 50	E

Steven St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	58+88.85	35.20' RT	976.51	524975.57	855807.81
2	58+88.84	40.20' RT	976.61	524975.43	855812.81
3	58+99.09	31.19' RT	976.05	524985.91	855804.07
4	59+02.50	34.85' RT	976.13	524989.22	855807.83
5	59+16.11	24.50' RT	975.57	525003.10	855797.84
6	59+16.11	29.50' RT	975.65	525002.97	855802.84
7	59+21.11	24.50' RT	975.55	525008.10	855797.97
8	59+28.06	29.50' RT	975.56	525014.91	855803.15
9	59+33.06	24.50' RT	975.46	525020.04	855798.29
10	59+33.06	29.50' RT	975.48	525019.91	855803.29
11	59+16.11	20.00' RT	975.32	525003.22	855793.34
12	59+21.11	20.00' RT	975.30	525008.22	855793.48
13	59+40.75	24.50' RT	975.20	525027.73	855798.49
14	59+45.13	29.50' RT	975.16	525031.98	855803.60
15	59+37.36	40.01' RT	975.58	525023.93	855813.91
16	59+33.79	43.51' RT	975.68	525020.27	855817.31
17	59+44.48	56.20' RT	975.72	525030.63	855830.28
18	59+39.49	56.47' RT	975.80	525025.63	855830.41
19	59+16.11	17.00' RT	975.40	525003.30	855790.34
20	59+21.11	17.00' RT	975.38	525008.30	855790.47
21	59+28.11	17.00' RT	975.36	525015.29	855790.66
22	59+42.64	22.17' RT	975.28	525029.69	855796.22
23	59+43.95	23.33' RT	975.27	525030.97	855797.40
24	59+47.68	27.92' RT	975.24	525034.57	855802.10
25	59+40.75	29.50' RT	975.23	525027.60	855803.49
26	59+39.96	63.88' RT	975.85	525025.90	855837.84
27	59+44.88	63.62' RT	975.78	525030.82	855837.70
28	59+13.11	20.00' RT	975.83	525000.22	855793.26
29	59+24.11	20.00' RT	975.79	525011.22	855793.55
30	59+38.29	22.78' RT	975.72	525025.32	855796.71
31	59+46.51	32.16' RT	975.65	525033.29	855806.30



NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
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LEGEND:

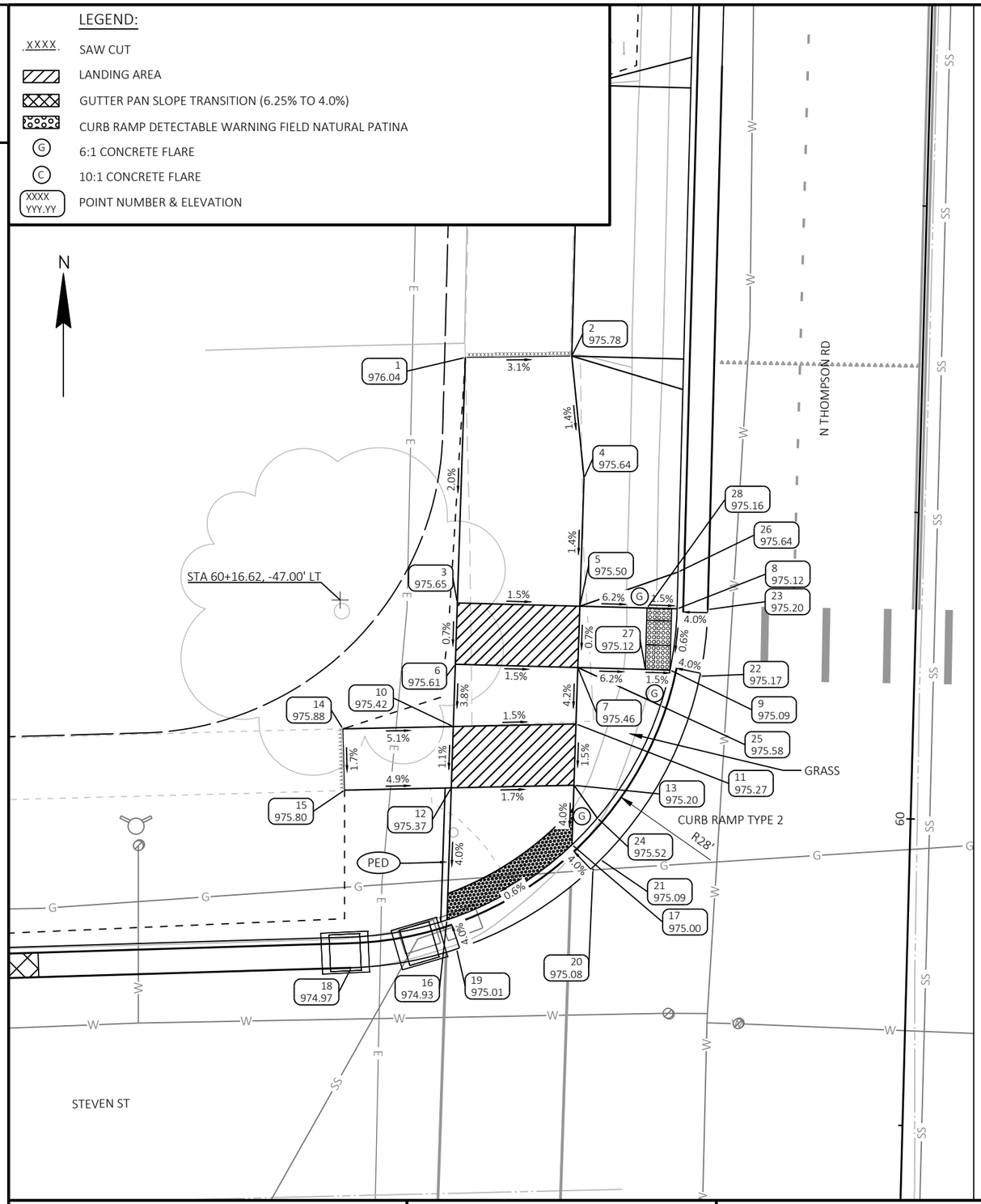
- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 51	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021318-cr
PLOT DATE : 8/29/2024 12:46 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION



Steven St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	60+36.67	37.31' LT	976.04	525125.25	855739.23
2	60+37.01	28.63' LT	975.78	525125.36	855747.92
3	60+16.63	37.44' LT	975.65	525105.22	855738.58
4	60+27.09	27.37' LT	975.64	525115.41	855748.92
5	60+16.63	27.44' LT	975.50	525104.96	855748.57
6	60+11.63	37.47' LT	975.61	525100.23	855738.41
7	60+11.63	27.47' LT	975.46	525099.96	855748.41
8	60+16.62	19.50' LT	975.12	525104.74	855756.51
9	60+11.63	19.96' LT	975.09	525099.76	855755.92
10	60+06.55	37.50' LT	975.42	525095.15	855738.25
11	60+07.03	27.50' LT	975.27	525095.36	855748.26
12	60+01.55	37.53' LT	975.37	525090.15	855738.08
13	60+02.02	27.53' LT	975.20	525090.36	855748.10
14	60+06.13	46.50' LT	975.88	525094.96	855729.24
15	60+01.13	46.23' LT	975.80	525089.96	855729.38
16	59+90.78	37.60' LT	974.93	525079.38	855737.73
17	59+97.17	27.56' LT	975.00	525085.50	855747.94
18	59+86.67	45.30' LT	974.97	525075.48	855729.92
19	59+88.43	36.75' LT	975.01	525077.01	855738.52
20	59+95.40	25.79' LT	975.08	525083.69	855749.66
21	59+96.02	25.19' LT	975.09	525084.29	855750.27
22	60+11.18	17.50' LT	975.17	525099.24	855758.37
23	60+16.63	17.00' LT	975.20	525104.68	855759.01
24	59+99.40	25.56' LT	975.52	525087.68	855750.00
25	60+08.72	20.66' LT	975.58	525096.87	855755.14
26	60+19.63	19.50' LT	975.64	525107.75	855756.59
27	60+11.63	21.96' LT	975.12	525099.82	855753.92
28	60+16.63	21.95' LT	975.16	525104.81	855754.06

RADIAL DETECTABLE WARNING FIELD (STEVEN ST NW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
27.50'	10.77'	24.60 SF	11.90'

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

2

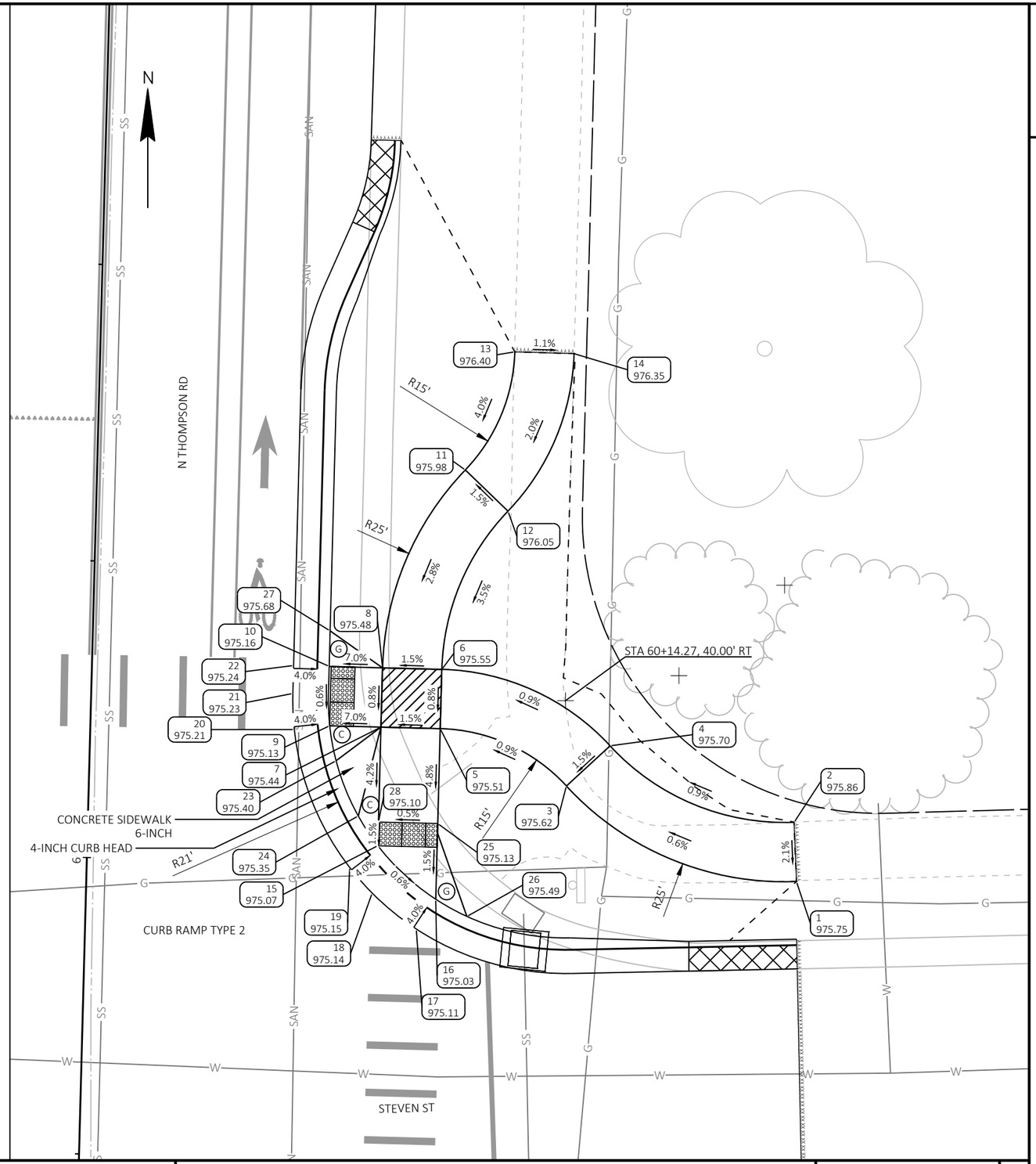
LEGEND:

.XXXX.	SAW CUT
	LANDING AREA
	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
G	6:1 CONCRETE FLARE
C	10:1 CONCRETE FLARE
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
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5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

Steven St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	59+99.55	59.87' RT	975.75	525085.57	855835.40
2	60+04.53	59.54' RT	975.86	525090.57	855835.20
3	60+07.08	40.26' RT	975.62	525093.62	855816.00
4	60+10.56	43.85' RT	975.70	525097.01	855819.68
5	60+11.63	29.50' RT	975.51	525098.46	855805.36
6	60+16.63	29.50' RT	975.55	525103.46	855805.49
7	60+11.63	24.50' RT	975.44	525098.59	855800.36
8	60+16.63	24.50' RT	975.48	525103.59	855800.49
9	60+11.63	20.17' RT	975.13	525098.70	855796.04
10	60+16.63	20.00' RT	975.16	525103.71	855796.00
11	60+33.49	31.04' RT	975.98	525120.27	855807.48
12	60+30.11	34.72' RT	976.05	525116.79	855811.07
13	60+43.55	34.95' RT	976.40	525130.22	855811.65
14	60+43.53	39.95' RT	976.35	525130.07	855816.65
15	60+01.63	24.50' RT	975.07	525088.59	855800.10
16	59+97.25	29.50' RT	975.03	525084.08	855804.98
17	59+94.69	27.92' RT	975.11	525081.57	855803.34
18	59+97.63	24.12' RT	975.14	525084.60	855799.62
19	59+99.73	22.17' RT	975.15	525086.76	855797.72
20	60+11.24	17.20' RT	975.21	525098.39	855793.06
21	60+14.27	17.00' RT	975.23	525101.42	855792.93
22	60+16.63	17.00' RT	975.24	525103.79	855793.00
23	60+08.70	20.79' RT	975.40	525095.75	855796.58
24	60+04.09	22.78' RT	975.35	525091.10	855798.45
25	60+03.63	29.50' RT	975.13	525090.46	855805.15
26	59+95.87	32.16' RT	975.49	525082.63	855807.61
27	60+19.63	20.00' RT	975.68	525106.70	855796.08
28	60+03.63	24.50' RT	975.10	525090.59	855800.15



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 53	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021319-cr

PLOT DATE : 8/29/2024 12:46 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

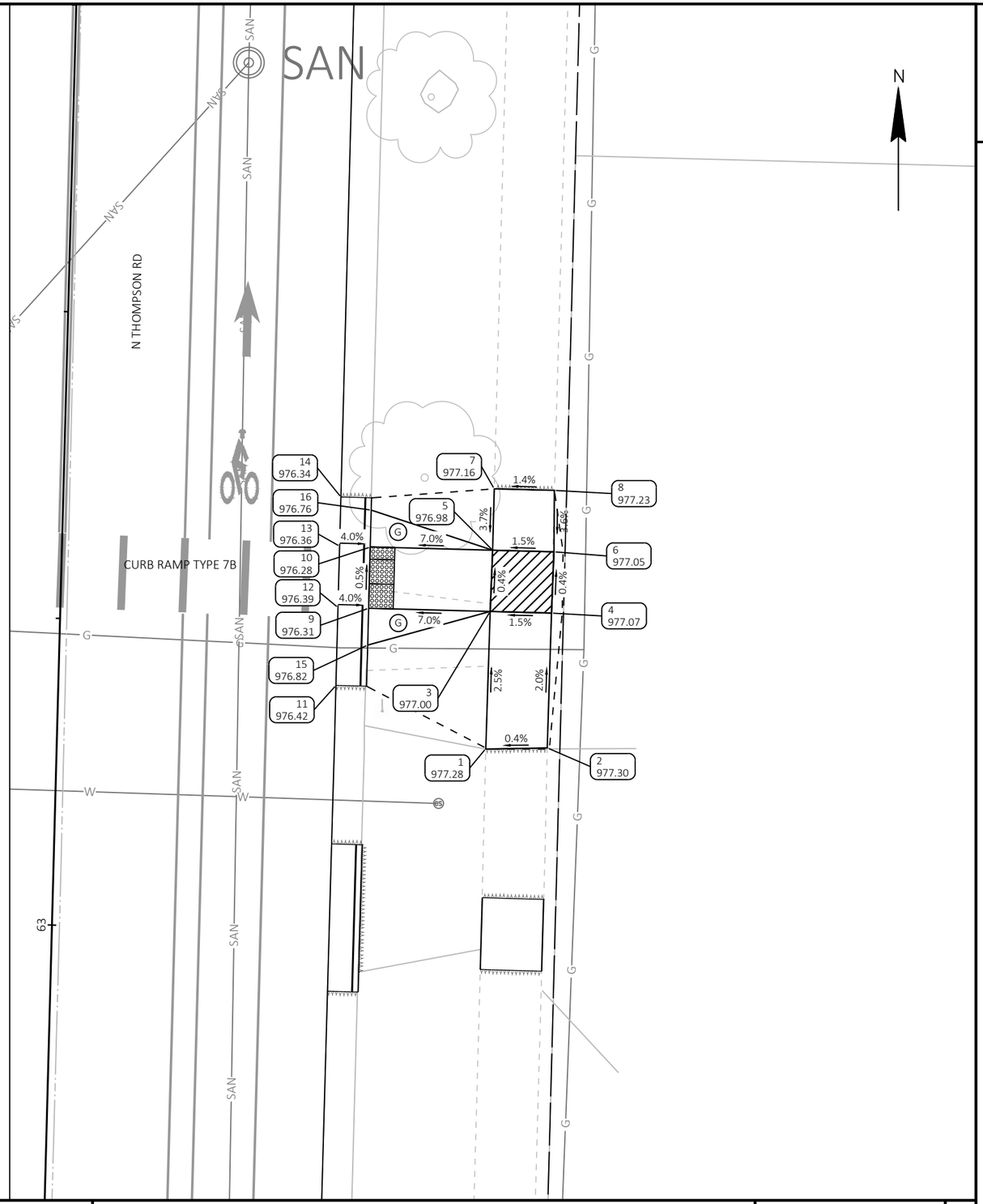
LEGEND:

.XXXX.	SAW CUT
	LANDING AREA
	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
G	6:1 CONCRETE FLARE
C	10:1 CONCRETE FLARE
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

Richmond Ct E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	63+15.30	34.96' RT	977.28	525401.87	855818.84
2	63+15.50	39.97' RT	977.30	525401.94	855823.85
3	63+26.49	35.03' RT	977.00	525413.06	855819.20
4	63+26.49	40.03' RT	977.07	525412.92	855824.20
5	63+31.49	35.09' RT	976.98	525418.05	855819.40
6	63+31.49	40.10' RT	977.05	525417.92	855824.40
7	63+36.49	35.09' RT	977.16	525423.05	855819.53
8	63+36.49	40.00' RT	977.23	525422.92	855824.43
9	63+26.49	25.12' RT	976.31	525413.32	855809.30
10	63+31.48	25.13' RT	976.28	525418.31	855809.44
11	63+20.13	22.62' RT	976.42	525407.03	855806.63
12	63+26.49	22.62' RT	976.39	525413.38	855806.80
13	63+31.49	22.62' RT	976.36	525418.38	855806.93
14	63+35.49	22.62' RT	976.34	525422.38	855807.04
15	63+23.49	25.12' RT	976.82	525410.32	855809.22
16	63+34.49	25.12' RT	976.76	525421.31	855809.51

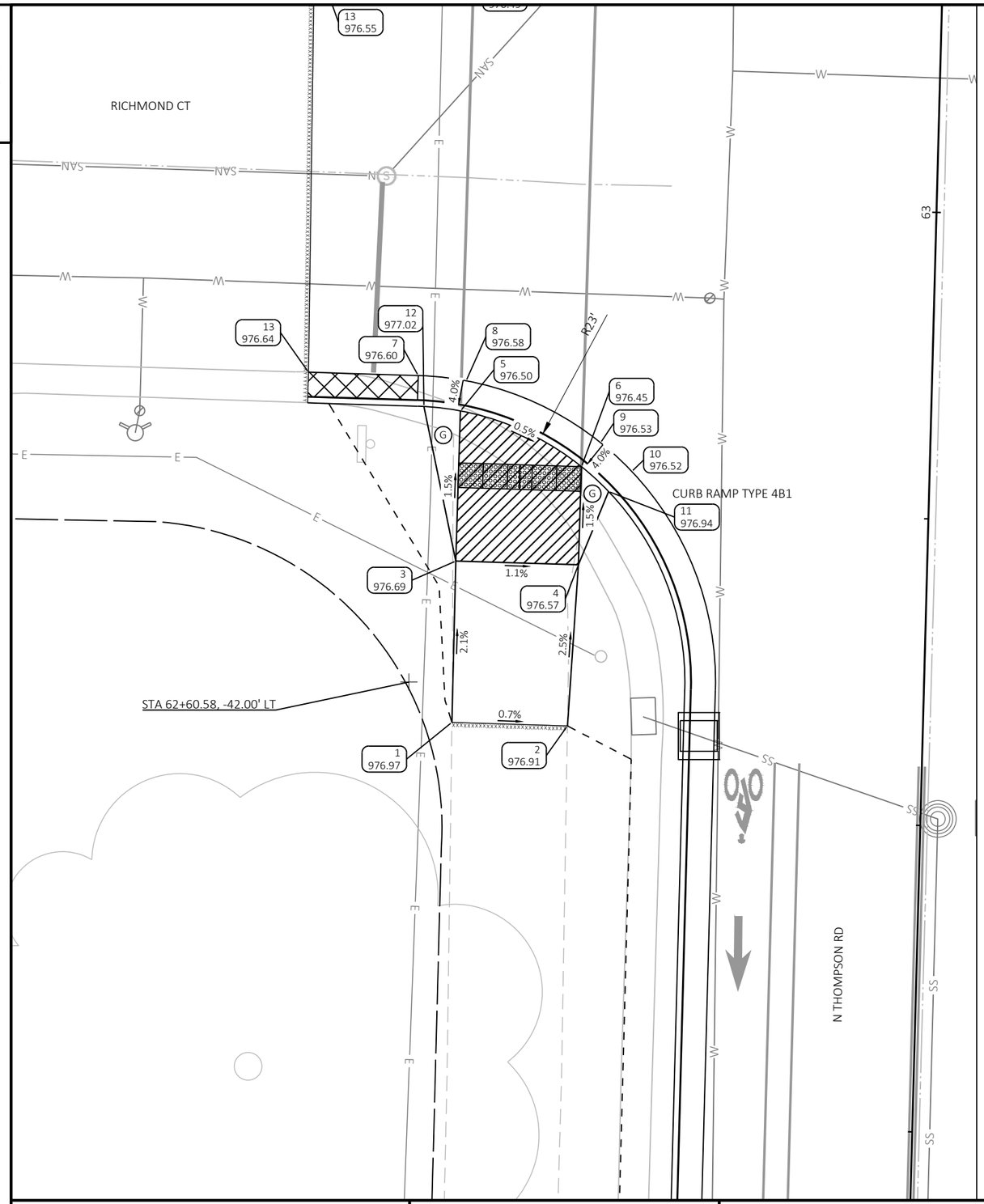


PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 54	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021320-cr

PLOT DATE : 8/29/2024 12:47 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



Richmond Ct SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	62+57.39	38.40' LT	976.97	525345.92	855743.97
2	62+57.35	28.98' LT	976.91	525345.63	855753.39
3	62+70.55	38.43' LT	976.69	525359.08	855744.29
4	62+70.51	28.43' LT	976.57	525358.77	855754.29
5	62+82.79	38.38' LT	976.50	525371.31	855744.66
6	62+78.51	28.40' LT	976.45	525366.77	855754.53
7	62+85.58	41.90' LT	976.60	525374.20	855741.23
8	62+85.26	37.98' LT	976.58	525373.77	855745.13
9	62+80.50	26.89' LT	976.53	525368.72	855756.09
10	62+78.22	24.28' LT	976.52	525366.38	855758.64
11	62+76.54	26.14' LT	976.94	525364.74	855756.74
12	62+83.07	41.37' LT	977.02	525371.67	855741.69
13	62+85.62	50.85' LT	976.64	525374.47	855732.28

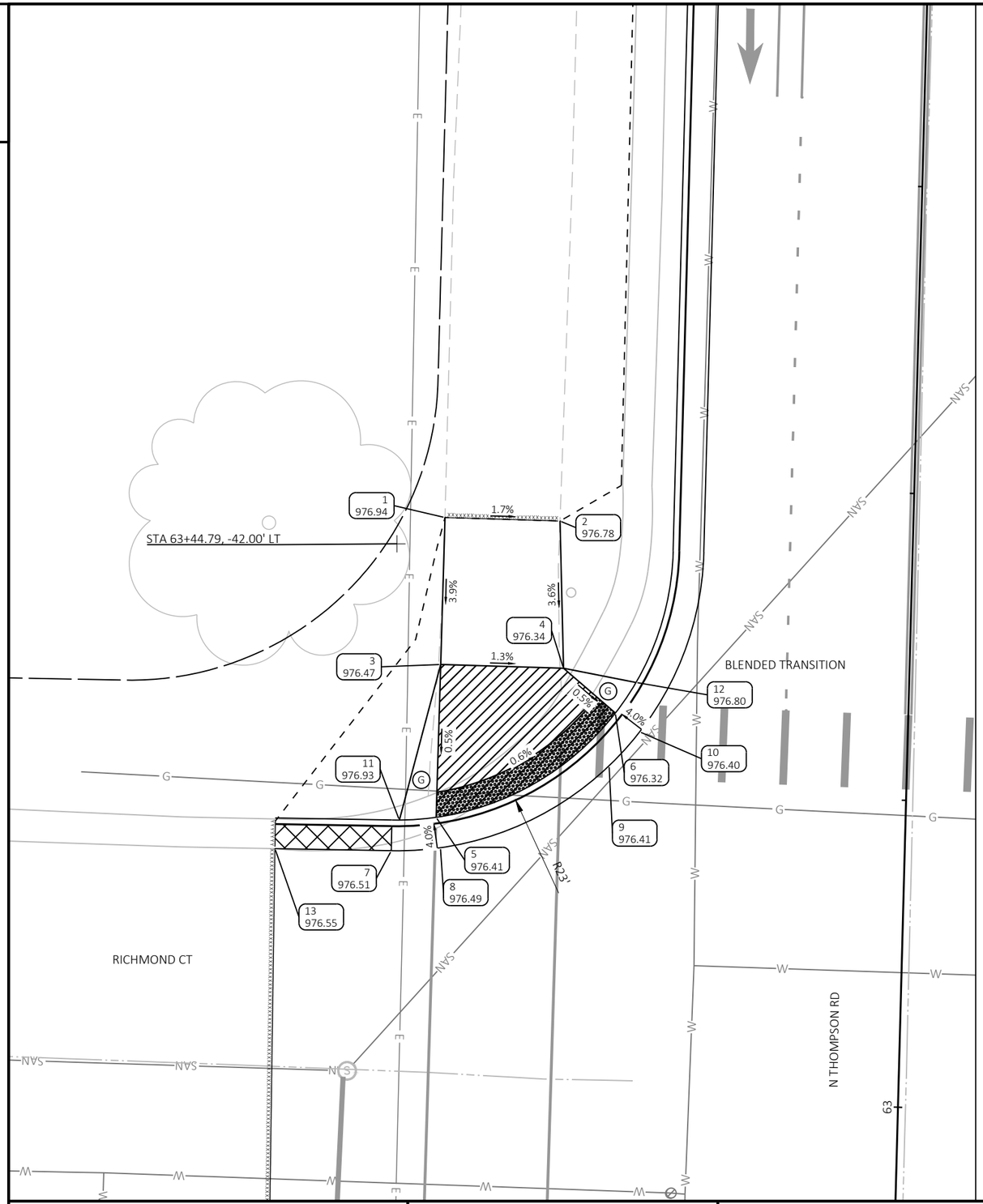
LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 55	E



Richmond Ct NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	63+47.03	38.14' LT	976.94	525435.53	855746.61
2	63+46.99	28.77' LT	976.78	525435.24	855755.97
3	63+35.06	38.17' LT	976.47	525423.56	855746.26
4	63+35.02	28.17' LT	976.34	525423.25	855756.26
5	63+22.61	38.22' LT	976.41	525411.12	855745.88
6	63+31.49	23.85' LT	976.32	525419.61	855760.47
7	63+19.79	41.79' LT	976.51	525408.39	855742.24
8	63+20.15	37.80' LT	976.49	525408.64	855746.23
9	63+27.19	24.25' LT	976.41	525415.32	855759.97
10	63+30.01	21.84' LT	976.40	525418.08	855762.45
11	63+22.31	41.20' LT	976.93	525410.89	855742.89
12	63+34.02	22.24' LT	976.80	525422.10	855762.15
13	63+19.71	51.27' LT	976.55	525408.57	855732.76

RADIAL DETECTABLE WARNING FIELD (RICHMOND CT NE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
22.50'	12.45'	32.84 SF	16.88'

LEGEND:

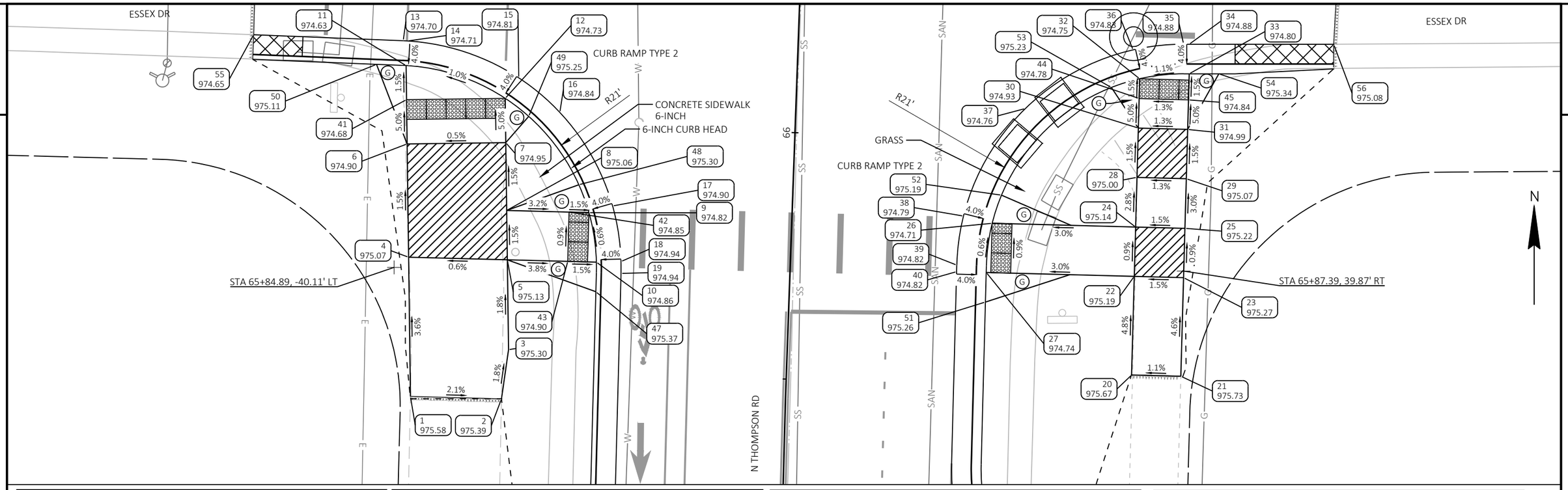
- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 56	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021320XX-cr
PLOT DATE : 8/29/2024 12:47 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



Essex Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	65+72.24	38.00' LT	975.58	525660.65	855752.69
2	65+72.24	28.77' LT	975.39	525660.41	855761.92
3	65+76.97	28.23' LT	975.30	525665.39	855762.63
4	65+85.98	38.68' LT	975.07	525674.77	855752.51
5	65+86.07	28.67' LT	975.13	525674.50	855762.51
6	65+97.45	39.24' LT	974.90	525686.25	855752.36
7	65+97.94	29.26' LT	974.95	525686.38	855762.36
8	65+91.07	28.92' LT	975.06	525679.50	855762.45
9	65+91.15	20.59' LT	974.82	525679.28	855770.77
10	65+86.16	19.65' LT	974.86	525674.26	855771.53
11	66+05.38	39.63' LT	974.63	525694.19	855752.25
12	66+02.41	29.48' LT	974.73	525690.86	855762.30
13	66+07.89	40.01' LT	974.70	525696.71	855751.96
14	66+07.88	39.58' LT	974.71	525696.69	855752.40

Essex Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	66+04.55	28.18' LT	974.81	525692.95	855763.67
16	66+01.19	23.89' LT	974.84	525689.44	855767.84
17	65+91.91	18.21' LT	974.90	525679.96	855773.18
18	65+86.31	17.15' LT	974.94	525674.33	855774.03
19	65+85.11	17.11' LT	974.94	525673.12	855774.03
20	65+76.68	34.98' RT	975.67	525662.83	855825.79
21	65+76.72	39.96' RT	975.73	525662.69	855830.77
22	65+86.68	34.88' RT	975.19	525672.82	855826.05
23	65+86.72	39.88' RT	975.27	525672.69	855831.04
24	65+91.68	34.84' RT	975.14	525677.82	855826.18
25	65+91.72	39.84' RT	975.22	525677.69	855831.18
26	65+91.54	20.30' RT	974.71	525678.20	855811.65
27	65+86.53	19.87' RT	974.74	525673.22	855811.04
28	65+96.72	34.80' RT	975.00	525682.86	855826.32

Essex Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29	65+96.76	39.80' RT	975.07	525682.72	855831.32
30	66+01.72	34.75' RT	974.93	525687.86	855826.46
31	66+01.76	39.75' RT	974.99	525687.72	855831.46
32	66+06.72	34.71' RT	974.75	525692.86	855826.60
33	66+07.40	39.71' RT	974.80	525693.36	855831.61
34	66+10.40	39.60' RT	974.88	525696.36	855831.61
35	66+10.38	39.04' RT	974.88	525696.36	855831.05
36	66+09.61	33.94' RT	974.83	525695.78	855825.93
37	66+03.28	23.24' RT	974.76	525689.83	855815.01
38	65+92.16	17.37' RT	974.79	525678.93	855808.74
39	65+87.17	16.87' RT	974.82	525673.97	855808.06
40	65+86.51	16.87' RT	974.82	525673.30	855808.04
41	66+01.93	39.47' LT	974.68	525690.74	855752.30
42	65+91.13	22.59' LT	974.85	525679.34	855768.77

Essex Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
43	65+86.15	22.55' LT	974.90	525674.36	855768.64
44	66+04.72	34.73' RT	974.78	525690.86	855826.54
45	66+04.76	39.73' RT	974.84	525690.72	855831.54
47	65+83.16	19.59' LT	975.37	525671.26	855771.48
48	65+93.93	21.71' LT	975.30	525682.11	855769.75
49	66+00.68	27.03' LT	975.25	525689.04	855764.68
50	66+05.40	42.63' LT	975.11	525694.32	855749.25
51	65+83.53	19.90' RT	975.26	525670.22	855810.96
52	65+94.42	21.14' RT	975.19	525681.05	855812.59
53	66+05.73	31.88' RT	975.23	525691.97	855823.73
54	66+07.51	42.70' RT	975.34	525693.36	855834.61
55	66+07.96	55.18' LT	974.65	525697.33	855736.81
56	66+10.92	54.23' RT	975.08	525696.36	855846.25

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 57	E

2

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

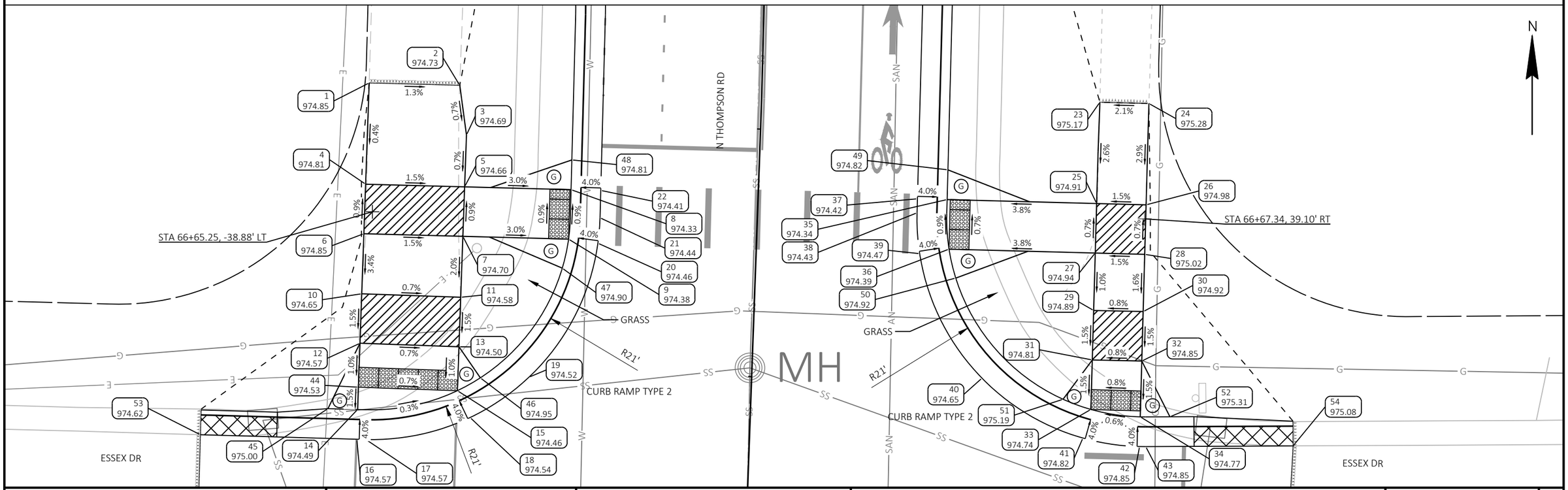
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Essex Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	66+78.62	39.66' LT	974.85	525767.00	855754.84
2	66+78.62	30.52' LT	974.73	525766.76	855763.98
3	66+73.33	29.67' LT	974.69	525761.74	855764.66
4	66+68.01	39.66' LT	974.81	525756.78	855754.47
5	66+68.10	29.66' LT	974.66	525756.51	855764.47
6	66+63.01	39.66' LT	974.85	525751.78	855754.30
7	66+63.10	29.66' LT	974.70	525751.52	855764.29
8	66+68.20	18.91' LT	974.33	525756.23	855775.22
9	66+63.20	18.98' LT	974.38	525751.23	855774.97
10	66+56.93	39.66' LT	974.65	525745.71	855754.08
11	66+56.94	29.66' LT	974.58	525745.36	855764.07
12	66+51.93	39.66' LT	974.57	525740.72	855753.90
13	66+51.94	29.66' LT	974.50	525740.36	855763.90
14	66+45.24	39.65' LT	974.49	525734.02	855753.67

Essex Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	66+47.50	29.65' LT	974.46	525735.92	855763.74
16	66+42.24	39.63' LT	974.57	525731.03	855753.58
17	66+42.25	38.71' LT	974.57	525731.00	855754.50
18	66+44.84	28.27' LT	974.54	525733.22	855765.03
19	66+49.12	22.48' LT	974.52	525737.28	855770.97
20	66+62.90	16.00' LT	974.46	525750.82	855777.94
21	66+65.46	15.88' LT	974.44	525753.38	855778.15
22	66+68.23	15.91' LT	974.41	525756.15	855778.22
23	66+78.62	34.16' RT	975.17	525765.05	855828.64
24	66+78.62	39.11' RT	975.28	525764.92	855833.59
25	66+68.71	34.19' RT	974.91	525754.83	855828.31
26	66+68.76	39.19' RT	974.98	525754.69	855833.31
27	66+63.71	34.24' RT	974.94	525749.83	855828.17
28	66+63.76	39.24' RT	975.02	525749.70	855833.17

Essex Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29	66+57.90	34.28' RT	974.89	525744.02	855828.01
30	66+57.97	39.28' RT	974.92	525743.91	855833.01
31	66+52.90	34.33' RT	974.81	525739.03	855827.87
32	66+52.97	39.33' RT	974.85	525738.92	855832.87
33	66+47.90	34.37' RT	974.74	525734.03	855827.73
34	66+47.34	39.37' RT	974.77	525733.28	855832.72
35	66+68.56	19.09' RT	974.34	525755.22	855813.21
36	66+63.57	19.46' RT	974.39	525750.22	855813.40
37	66+68.54	16.09' RT	974.42	525755.30	855810.21
38	66+67.12	16.11' RT	974.43	525753.88	855810.17
39	66+63.00	16.52' RT	974.47	525749.76	855810.44
40	66+50.67	23.25' RT	974.65	525737.19	855816.73
41	66+44.99	33.66' RT	974.82	525731.14	855826.92
42	66+44.34	39.41' RT	974.85	525730.28	855832.65

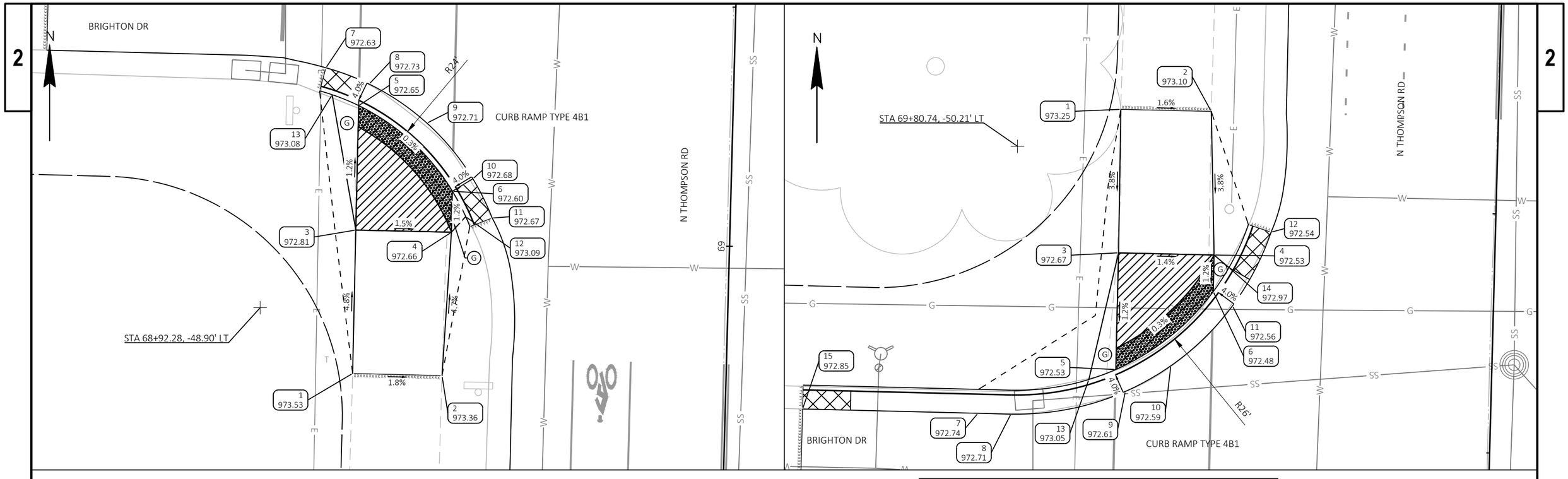
Essex Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
43	66+44.35	40.04' RT	974.85	525730.28	855833.28
44	66+47.50	39.65' LT	974.53	525736.28	855753.75
45	66+45.22	42.65' LT	975.00	525734.11	855750.67
46	66+48.88	27.38' LT	974.95	525737.22	855766.06
47	66+60.25	19.51' LT	974.90	525748.30	855774.33
48	66+71.20	18.94' LT	974.81	525759.23	855775.30
49	66+71.56	19.06' RT	974.82	525758.22	855813.29
50	66+60.67	20.25' RT	974.92	525747.30	855814.08
51	66+48.83	31.51' RT	975.19	525735.06	855824.92
52	66+47.45	42.37' RT	975.31	525733.29	855835.72
53	66+42.12	55.43' LT	974.62	525731.48	855737.79
54	66+44.96	54.91' RT	975.08	525730.35	855848.15



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 58	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021322-cr

PLOT DATE : 8/29/2024 12:48 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT



Brighton Dr SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	68+85.66	39.05' LT	973.53	525973.96	855760.92
2	68+85.69	29.70' LT	973.36	525973.75	855770.27
3	69+00.66	39.11' LT	972.81	525988.96	855761.25
4	69+00.70	29.11' LT	972.66	525988.73	855771.25
5	69+13.67	39.16' LT	972.65	526001.96	855761.55
6	69+04.98	29.13' LT	972.60	525993.01	855771.35
7	69+17.53	42.68' LT	972.63	526005.91	855758.13
8	69+15.94	38.12' LT	972.73	526004.21	855762.65
9	69+12.03	31.98' LT	972.71	526000.13	855768.68
10	69+06.34	27.02' LT	972.68	525994.31	855773.49
11	69+02.29	24.90' LT	972.67	525990.21	855775.50
12	69+02.36	27.67' LT	973.09	525990.35	855772.74
13	69+14.73	41.96' LT	973.08	526003.10	855758.77

RADIAL DETECTABLE WARNING FIELD (BRIGHTON DR SW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
23.50'	13.00'	28.26 SF	13.27'

RADIAL DETECTABLE WARNING FIELD (BRIGHTON DR NW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
25.50'	12.20'	27.44 SF	13.05'

Brighton Dr NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	69+84.89	39.49' LT	973.25	526073.17	855763.10
2	69+84.92	30.04' LT	973.10	526072.95	855772.55
3	69+69.89	39.35' LT	972.67	526058.17	855762.85
4	69+69.92	29.35' LT	972.53	526057.94	855772.85
5	69+57.69	39.31' LT	972.53	526045.97	855762.56
6	69+66.10	29.33' LT	972.48	526054.11	855772.76
7	69+52.74	53.60' LT	972.74	526041.40	855748.15
8	69+52.74	50.15' LT	972.71	526041.31	855751.60
9	69+55.43	38.25' LT	972.61	526043.68	855763.56
10	69+58.22	33.57' LT	972.59	526046.35	855768.32
11	69+64.66	27.29' LT	972.56	526052.62	855774.77
12	69+72.46	23.46' LT	972.54	526060.32	855778.80
13	69+56.57	42.10' LT	973.05	526044.92	855759.75
14	69+68.65	27.76' LT	972.97	526056.62	855774.40
15	69+52.70	71.94' LT	972.85	526041.84	855729.81

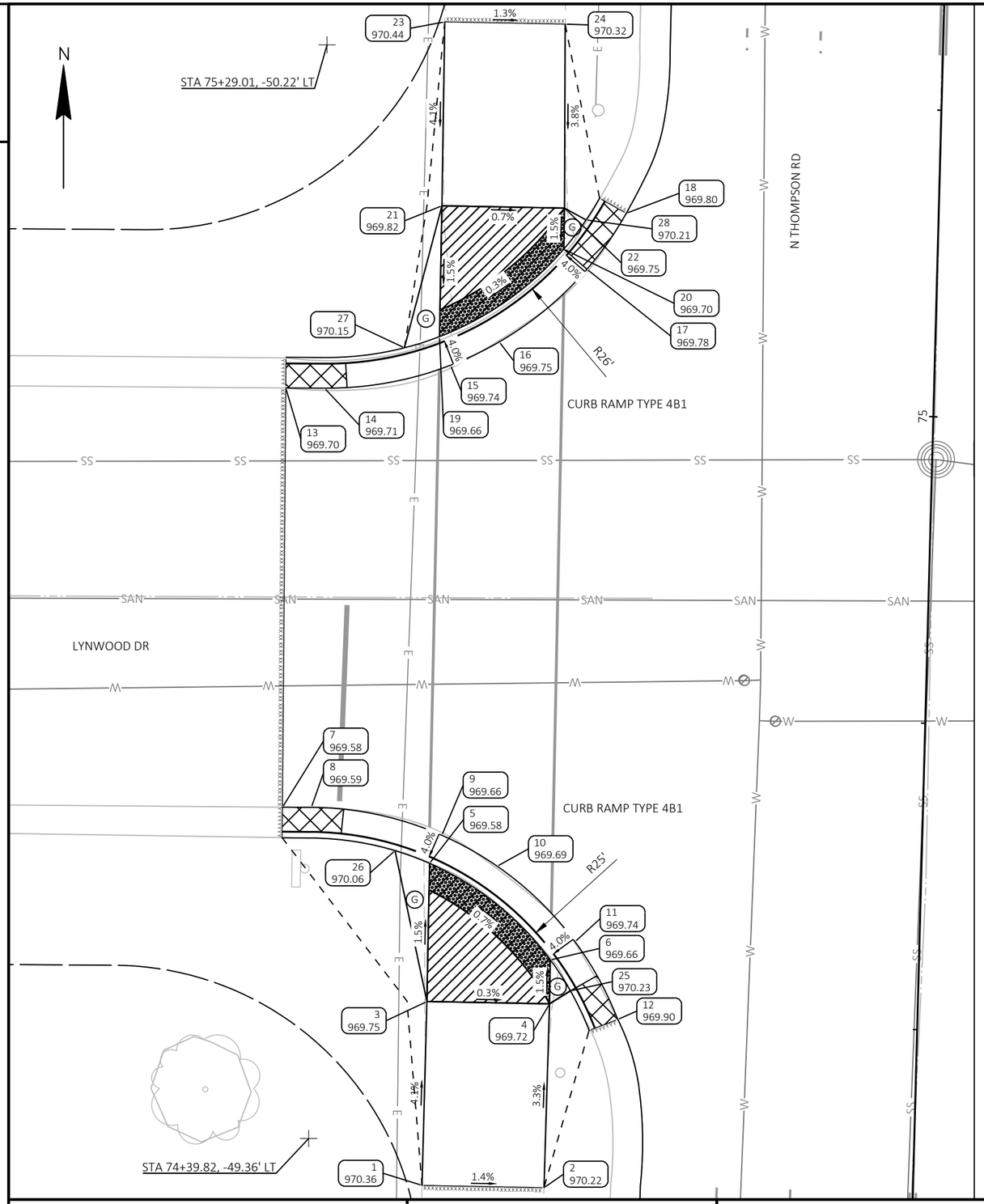
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 59	E



NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

Lynwood Dr W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	74+36.24	40.02' LT	970.36	526524.37	855774.49
2	74+36.32	30.08' LT	970.22	526524.18	855784.43
3	74+51.24	40.02' LT	969.75	526539.37	855774.89
4	74+51.32	30.02' LT	969.72	526539.18	855784.89
5	74+62.50	40.10' LT	969.58	526550.63	855775.10
6	74+54.89	30.05' LT	969.66	526542.76	855784.95
7	74+66.77	52.21' LT	969.58	526555.21	855763.11
8	74+66.81	49.86' LT	969.59	526555.20	855765.46
9	74+64.82	39.16' LT	969.66	526552.92	855776.11
10	74+62.42	34.59' LT	969.69	526550.40	855780.62
11	74+56.43	28.08' LT	969.74	526544.24	855786.97
12	74+50.19	24.43' LT	969.90	526537.90	855790.44
13	75+00.95	52.84' LT	969.70	526589.40	855763.38
14	75+01.01	49.69' LT	969.71	526589.38	855766.53
15	75+03.15	39.47' LT	969.74	526591.25	855776.81
16	75+05.16	35.55' LT	969.75	526593.15	855780.78
17	75+11.28	28.55' LT	969.78	526599.08	855787.94
18	75+15.92	25.47' LT	969.80	526603.64	855791.14
19	75+05.46	40.43' LT	969.66	526593.58	855775.91
20	75+12.86	30.48' LT	969.70	526600.72	855786.05
21	75+16.14	40.51' LT	969.82	526604.26	855776.11
22	75+16.21	30.51' LT	969.75	526604.07	855786.11
23	75+31.14	40.68' LT	970.44	526619.25	855776.34
24	75+31.21	30.86' LT	970.32	526619.07	855786.16
25	74+52.42	28.35' LT	970.23	526540.24	855786.59
26	74+63.46	42.95' LT	970.06	526551.66	855772.29
27	75+04.48	43.26' LT	970.15	526592.67	855773.05
28	75+15.29	28.72' LT	970.21	526603.10	855787.87

RADIAL DETECTABLE WARNING FIELD (LYNWOOD DR SW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
24.50'	11.26'	26.38 SF	12.61'

RADIAL DETECTABLE WARNING FIELD (LYNWOOD DR NW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
25.50'	10.68'	25.76 SF	12.39'

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 60	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021324-cr
PLOT DATE : 8/29/2024 12:48 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

NOTES:

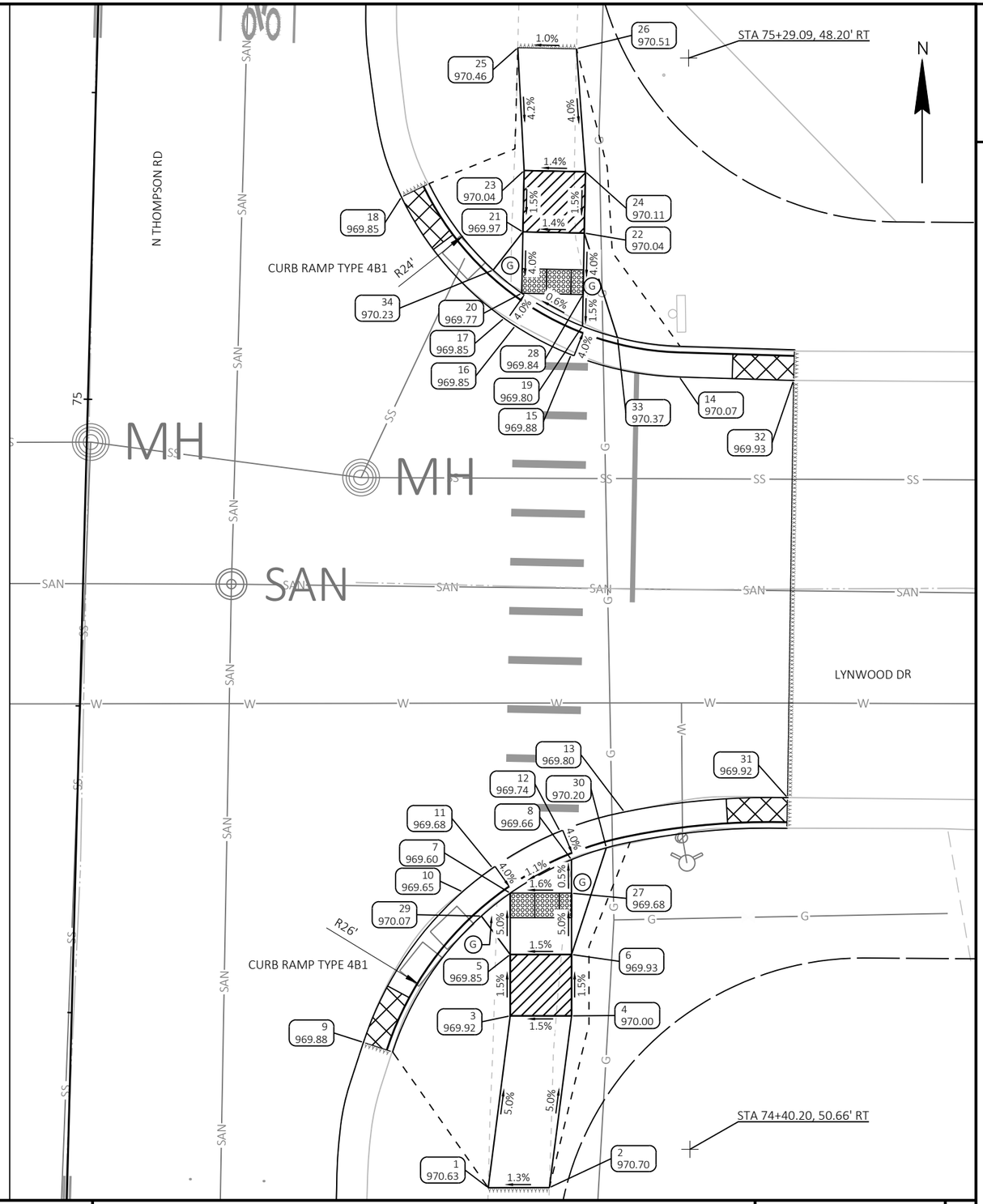
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX / YYY.YY — POINT NUMBER & ELEVATION

Lynwood Dr E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	74+36.64	34.31' RT	970.63	526522.80	855848.80
2	74+36.77	39.29' RT	970.70	526522.81	855853.78
3	74+50.68	35.73' RT	969.92	526536.81	855850.60
4	74+50.81	40.73' RT	970.00	526536.81	855855.60
5	74+55.68	35.60' RT	969.85	526541.81	855850.59
6	74+55.81	40.59' RT	969.93	526541.81	855855.59
7	74+60.68	35.46' RT	969.60	526546.81	855850.59
8	74+63.54	40.39' RT	969.66	526549.54	855855.59
9	74+48.21	23.83' RT	969.88	526534.65	855838.63
10	74+60.69	31.58' RT	969.65	526546.92	855846.71
11	74+62.68	33.97' RT	969.68	526548.85	855849.16
12	74+65.83	39.38' RT	969.74	526551.85	855854.64
13	74+67.53	44.59' RT	969.80	526553.42	855859.89
14	75+03.11	48.12' RT	970.07	526588.89	855864.37
15	75+04.67	39.27' RT	969.88	526590.68	855855.56
16	75+06.90	34.64' RT	969.85	526593.04	855851.00
17	75+07.49	33.72' RT	969.85	526593.65	855850.09

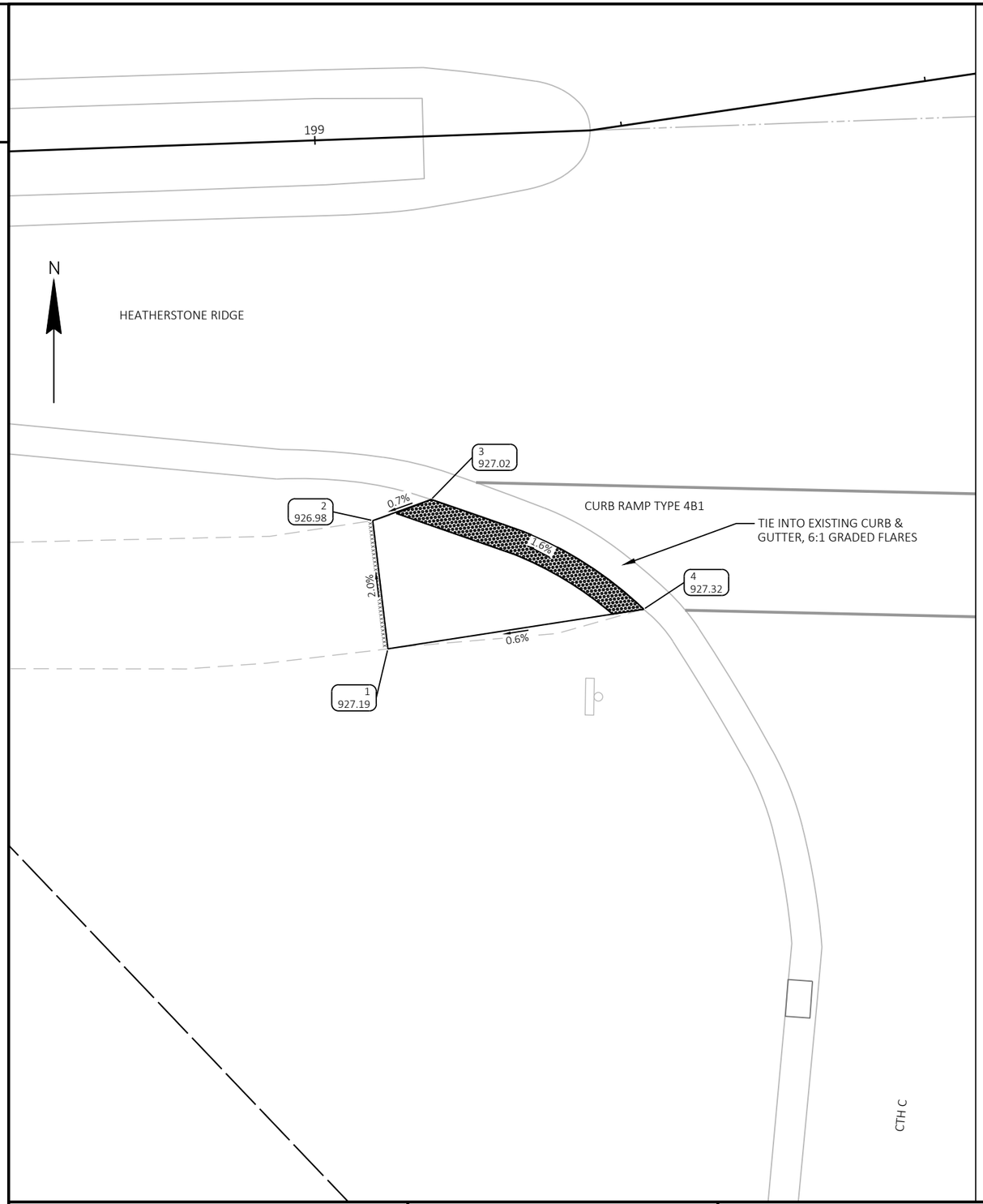
Lynwood Dr E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
18	75+17.15	25.10' RT	969.85	526603.54	855841.73
19	75+07.02	40.13' RT	969.80	526593.01	855856.48
20	75+09.57	35.11' RT	969.77	526595.69	855851.53
21	75+14.57	35.08' RT	969.97	526600.69	855851.63
22	75+14.61	40.08' RT	970.04	526600.60	855856.63
23	75+19.57	35.04' RT	970.04	526605.69	855851.73
24	75+19.61	40.04' RT	970.11	526605.59	855856.73
25	75+29.56	34.26' RT	970.46	526615.70	855851.21
26	75+29.60	39.05' RT	970.51	526615.61	855856.00
27	74+60.81	40.46' RT	969.68	526546.81	855855.59
28	75+09.60	40.11' RT	969.84	526595.59	855856.53
29	74+58.75	33.16' RT	970.07	526544.94	855848.24
30	74+64.58	43.20' RT	970.20	526550.51	855858.43
31	74+69.05	57.85' RT	969.92	526554.59	855873.19
32	75+03.06	57.44' RT	969.93	526588.59	855873.69
33	75+06.17	43.01' RT	970.37	526592.08	855859.34
34	75+11.40	32.73' RT	970.23	526597.58	855849.20



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 61	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021302-CR-WINDSOR-STALB.DWG
LAYOUT NAME - 021324X-cr

PLOT DATE : 8/29/2024 12:48 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT



Heatherstone Ridge SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	199+04.45	41.57' RT	927.19	526934.21	853140.04
2	199+03.60	31.09' RT	926.98	526944.65	853138.81
3	199+08.41	29.55' RT	927.02	526946.37	853143.56
4	199+22.42	39.21' RT	927.32	526937.43	853160.86

RADIAL DETECTABLE WARNING FIELD (HEATHERSTONE RIDGE SW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
19.96'	19.58'	39.26 SF	19.47'

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

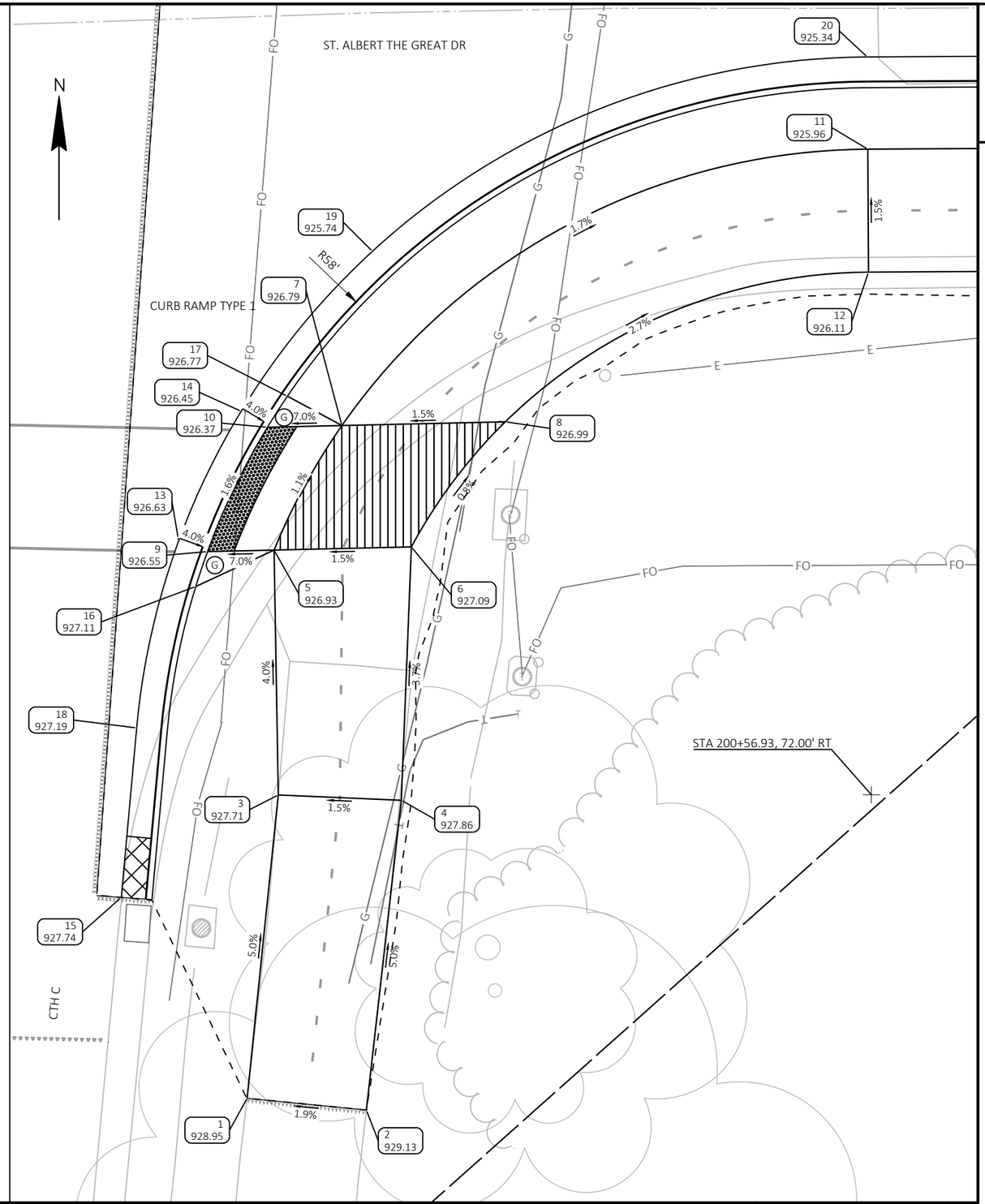
NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 62	E

Heatherstone Ridge SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	199+92.44	96.30' RT	928.95	526891.33	853239.80
2	200+15.71	97.41' RT	929.13	526890.37	853249.50
3	200+08.69	71.76' RT	927.71	526915.99	853242.33
4	200+18.70	72.24' RT	927.86	526915.57	853252.34
5	200+08.46	51.84' RT	926.93	526935.91	853241.99
6	200+19.62	51.64' RT	927.09	526936.17	853253.15
7	200+14.03	41.74' RT	926.79	526946.04	853247.51
8	200+27.33	41.51' RT	926.99	526946.35	853260.80
9	199+95.73	51.84' RT	926.55	526935.79	853236.58
10	200+07.97	41.84' RT	926.37	526945.90	853241.45
11	200+56.93	19.50' RT	925.96	526968.52	853290.28
12	200+56.93	29.50' RT	926.11	526958.52	853290.34
13	199+93.54	50.65' RT	926.63	526936.65	853234.23
14	200+05.84	40.53' RT	926.45	526947.20	853239.31
15	199+84.70	78.65' RT	927.74	526907.66	853229.57
16	199+94.37	54.52' RT	927.11	526932.95	853235.62
17	200+09.61	39.33' RT	926.77	526948.42	853243.08
18	199+87.94	65.19' RT	927.19	526921.45	853230.82
19	200+16.59	27.58' RT	925.74	526960.21	853249.99
20	200+56.93	12.00' RT	925.34	526976.02	853290.24

RADIAL DETECTABLE WARNING FIELD (ST ALBERT THE GREAT DR SE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
57.50'	5.41'	22.60 SF	11.23'



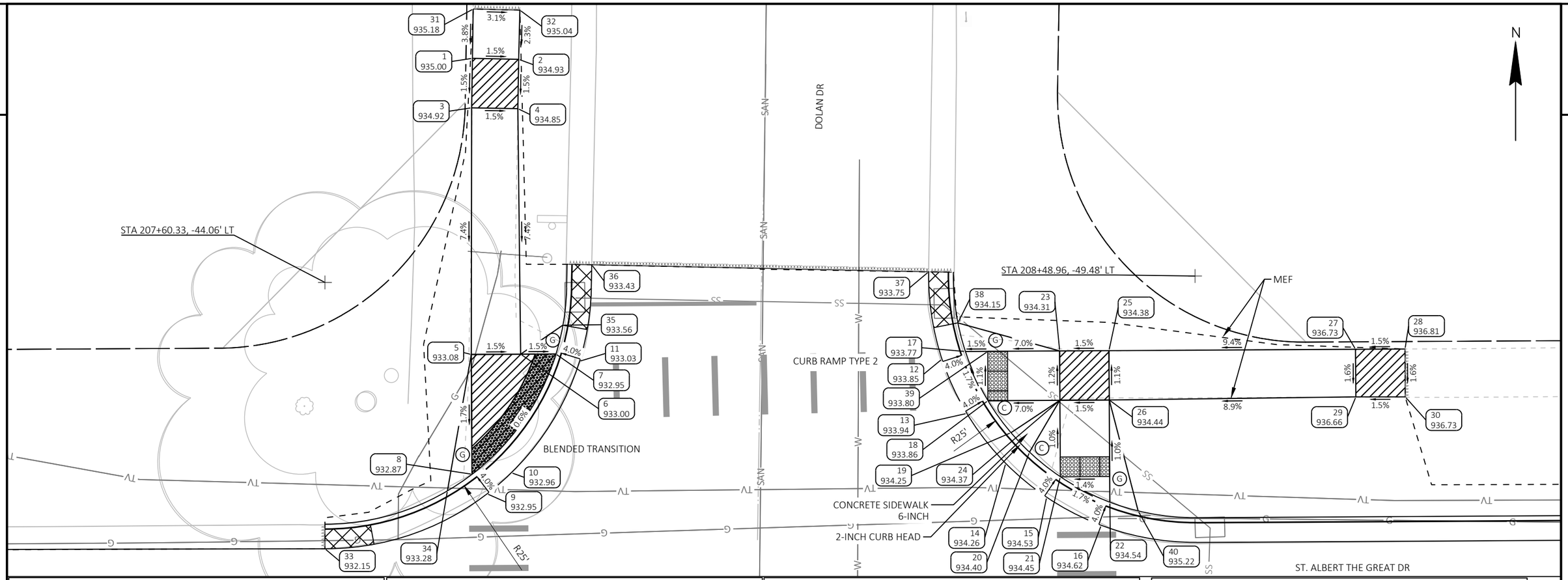
LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 63	E



Dolan Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	207+74.02	67.56' LT	935.00	527053.47	854010.81
2	207+78.70	67.71' LT	934.93	527053.37	854015.49
3	207+74.21	62.54' LT	934.92	527048.46	854010.72
4	207+78.89	62.72' LT	934.85	527048.38	854015.40
5	207+75.54	37.58' LT	933.08	527023.46	854010.69
6	207+80.53	37.88' LT	933.00	527023.49	854015.69
7	207+84.09	38.10' LT	932.95	527023.51	854019.25
8	207+76.27	25.46' LT	932.87	527011.32	854010.76
9	207+77.90	23.56' LT	932.95	527009.33	854012.28
10	207+80.24	25.83' LT	932.96	527011.47	854014.74
11	207+86.51	37.49' LT	933.03	527022.77	854021.64

Dolan Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12	208+23.19	39.70' LT	933.85	527022.97	854058.38
13	208+26.00	34.35' LT	933.94	527017.48	854060.90
14	208+30.22	29.50' LT	934.26	527012.41	854064.84
15	208+34.55	26.31' LT	934.53	527008.98	854068.99
16	208+40.22	23.77' LT	934.62	527006.13	854074.52
17	208+25.52	40.61' LT	933.77	527023.75	854060.76
18	208+28.07	35.76' LT	933.86	527018.77	854063.04
19	208+30.58	32.64' LT	934.25	527015.52	854065.38
20	208+32.56	30.78' LT	934.40	527013.55	854067.25
21	208+35.82	28.46' LT	934.45	527011.06	854070.38
22	208+40.97	26.15' LT	934.54	527008.47	854075.40

Dolan Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23	208+35.05	41.19' LT	934.31	527023.81	854070.31
24	208+35.36	36.20' LT	934.37	527018.81	854070.34
25	208+40.04	41.49' LT	934.38	527023.84	854075.31
26	208+40.35	36.50' LT	934.44	527018.84	854075.34
27	208+67.06	42.46' LT	936.73	527023.98	854100.29
28	208+72.54	42.48' LT	936.81	527024.01	854105.31
29	208+67.13	37.63' LT	936.66	527019.15	854100.33
30	208+72.54	37.63' LT	936.73	527019.15	854105.33
31	207+73.83	72.55' LT	935.18	527058.47	854010.89
32	207+78.55	72.69' LT	935.04	527058.35	854015.61
33	207+61.80	17.10' LT	932.15	527003.76	853995.85

Dolan Dr N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34	207+73.88	23.65' LT	933.28	527009.64	854008.27
35	207+84.64	41.04' LT	933.56	527026.42	854019.97
36	207+87.23	47.32' LT	933.43	527032.54	854022.90
37	208+21.36	48.47' LT	933.75	527031.83	854057.03
38	208+24.60	43.47' LT	934.15	527026.66	854059.99
39	208+27.79	40.75' LT	933.80	527023.77	854063.04
40	208+43.95	25.43' LT	935.22	527007.59	854078.27

RADIAL DETECTABLE WARNING FIELD (DOLAN DR NW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
24.50'	12.14	26.78 SF	14.86'

NOTES:

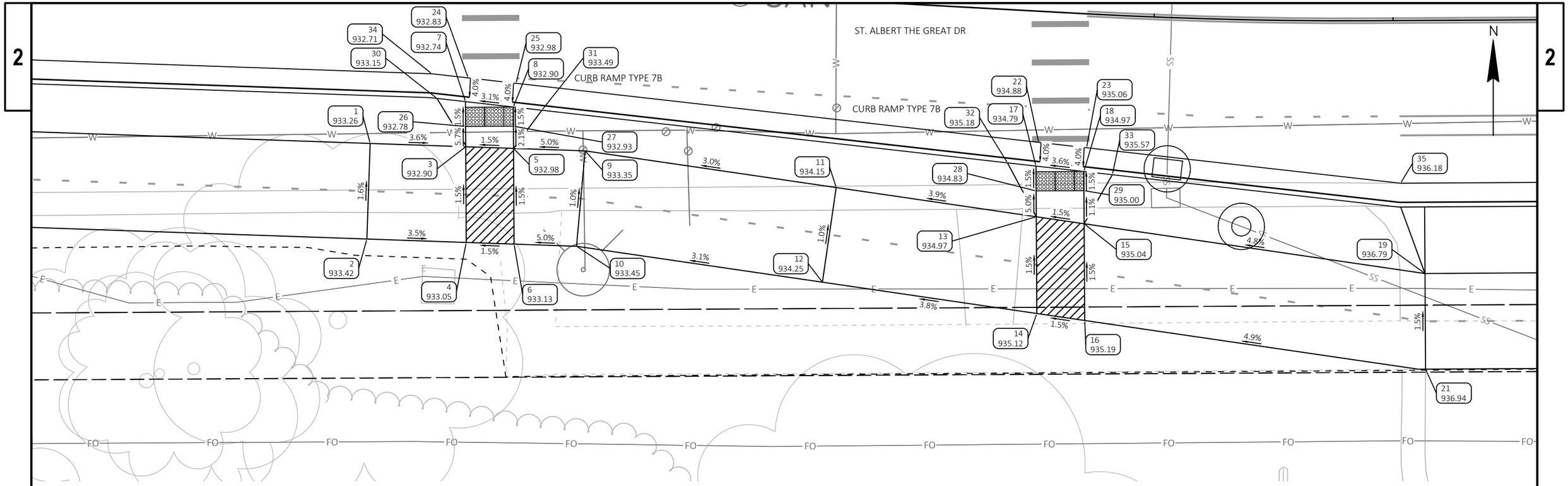
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX / YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 64	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021328-cr
PLOT DATE : 8/29/2024 12:49 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



Dolan Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	207+68.86	17.62' RT	933.26	526968.70	854001.00
2	207+69.06	27.62' RT	933.42	526958.71	854000.66
3	207+78.86	17.42' RT	932.90	526968.36	854011.00
4	207+79.46	27.41' RT	933.05	526958.35	854011.05
5	207+83.86	17.32' RT	932.98	526968.18	854016.00
6	207+84.46	27.31' RT	933.13	526958.18	854016.05
7	207+78.57	12.72' RT	932.74	526973.07	854010.97
8	207+83.60	13.01' RT	932.90	526972.51	854015.97
9	207+91.35	17.17' RT	933.35	526967.93	854023.48
10	207+91.00	27.18' RT	933.45	526957.95	854022.58
11	208+17.78	19.56' RT	934.15	526964.09	854049.74
12	208+16.88	29.52' RT	934.25	526954.20	854048.30

Dolan Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13	208+38.84	21.47' RT	934.97	526961.04	854070.67
14	208+39.45	31.57' RT	935.12	526950.92	854070.73
15	208+43.83	21.93' RT	935.04	526960.31	854075.67
16	208+44.38	32.03' RT	935.19	526950.19	854075.73
17	208+38.52	16.18' RT	934.79	526966.33	854070.64
18	208+43.52	16.48' RT	934.97	526965.77	854075.64
19	208+78.19	26.45' RT	936.79	526955.10	854111.32
21	208+78.19	36.45' RT	936.94	526945.10	854111.38
22	208+38.66	13.69' RT	934.88	526968.82	854070.92
23	208+43.66	13.98' RT	935.06	526968.25	854075.92
24	207+78.72	10.22' RT	932.83	526975.56	854011.25
25	207+83.74	10.51' RT	932.98	526974.99	854016.25

Dolan Dr S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26	207+78.73	15.31' RT	932.78	526970.48	854010.98
27	207+83.72	15.00' RT	932.93	526970.51	854015.98
28	208+38.68	18.78' RT	934.83	526963.74	854070.65
29	208+43.63	18.47' RT	935.00	526963.77	854075.65
30	207+75.58	12.54' RT	933.15	526973.41	854007.99
31	207+86.60	13.18' RT	933.49	526972.17	854018.95
32	208+35.53	16.01' RT	935.18	526966.67	854067.66
33	208+46.42	16.66' RT	935.57	526965.43	854078.62
34	207+74.90	10.00' RT	932.71	526975.98	854007.45
35	208+75.69	17.00' RT	936.18	526964.54	854108.76

NOTES:

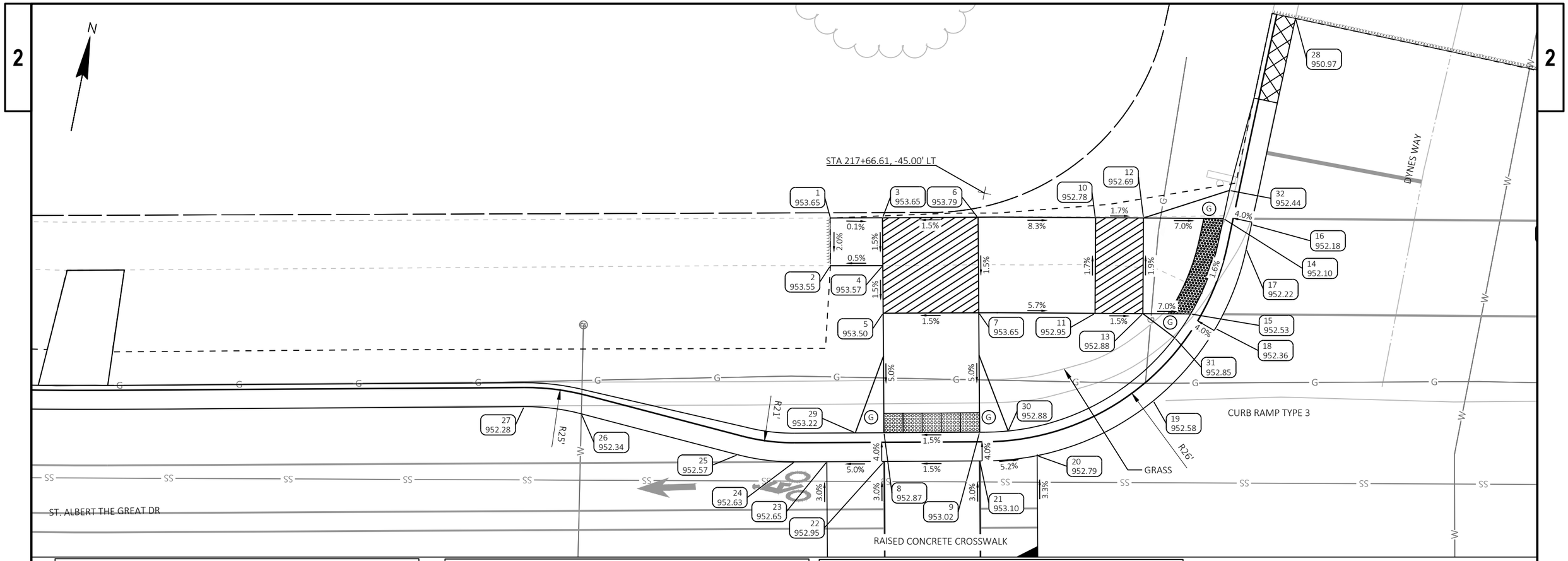
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 65	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021329-cr
PLOT DATE : 8/29/2024 12:49 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



Dynes Way NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	217+50.51	42.44' LT	953.65	527052.04	854972.07
2	217+50.47	37.49' LT	953.55	527047.20	854973.09
3	217+55.94	42.47' LT	953.65	527053.23	854977.37
4	217+55.95	37.47' LT	953.57	527048.35	854978.45
5	217+55.96	32.50' LT	953.50	527043.49	854979.52
6	217+65.91	42.44' LT	953.79	527055.33	854987.12
7	217+65.96	32.49' LT	953.65	527045.61	854989.29
8	217+55.98	20.00' LT	952.87	527031.29	854982.20
9	217+65.98	20.00' LT	953.02	527033.42	854991.97
10	217+78.20	42.33' LT	952.78	527057.84	854999.15
11	217+78.12	32.37' LT	952.95	527048.09	855001.19

Dynes Way NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12	217+83.24	42.31' LT	952.69	527058.89	855004.07
13	217+83.12	32.31' LT	952.88	527049.09	855006.09
14	217+91.60	42.21' LT	952.10	527060.57	855012.26
15	217+88.12	32.25' LT	952.53	527050.10	855010.99
16	217+94.53	41.57' LT	952.18	527060.57	855015.26
17	217+93.96	39.00' LT	952.22	527057.94	855015.26
18	217+90.70	30.72' LT	952.36	527049.16	855013.83
19	217+84.17	23.18' LT	952.58	527040.40	855009.06
20	217+71.99	17.52' LT	952.79	527032.27	854998.36
21	217+65.99	17.02' LT	953.10	527030.50	854992.61
22	217+55.99	17.00' LT	952.95	527028.36	854982.84

Dynes Way NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23	217+49.99	16.99' LT	952.65	527027.07	854976.98
24	217+46.61	17.00' LT	952.63	527026.36	854973.68
25	217+40.68	17.78' LT	952.57	527025.86	854967.72
26	217+24.34	22.15' LT	952.34	527026.64	854950.82
27	217+18.36	22.93' LT	952.28	527026.13	854944.82
28	217+99.25	63.09' LT	950.97	527082.60	855015.29
29	217+52.98	20.00' LT	953.22	527030.65	854979.27
30	217+68.98	20.11' LT	952.88	527034.16	854994.87
31	217+86.44	29.77' LT	952.85	527047.32	855009.87
32	217+92.24	45.14' LT	952.44	527063.57	855012.27

RADIAL DETECTABLE WARNING FIELD (DYNES WAY NW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
25.00'	8.36'	21.19 SF	10.55'

NOTES:

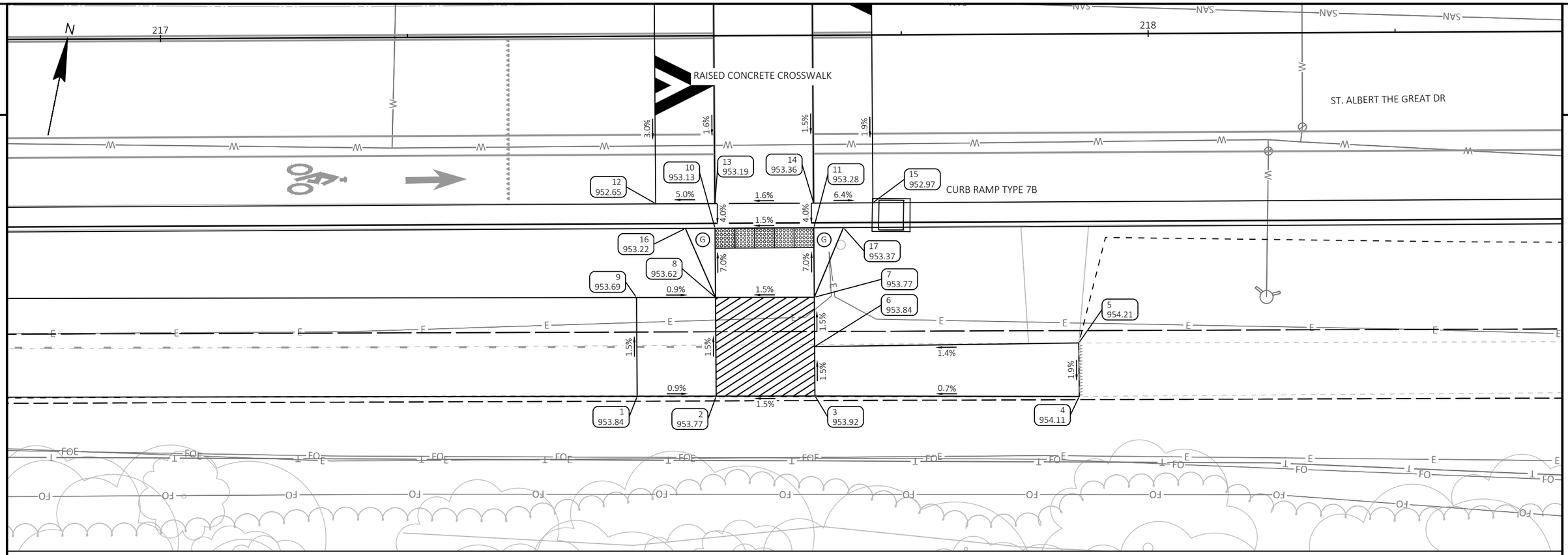
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 66	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021330-cr
PLOT DATE : 8/29/2024 12:49 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT



2

Dynes Way SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	217+48.07	36.47' RT	953.84	526974.42	854986.50
2	217+56.07	36.50' RT	953.77	526976.10	854994.32
3	217+66.07	36.54' RT	953.92	526978.19	855004.10
4	217+92.83	36.73' RT	954.11	526983.71	855030.28
5	217+92.82	31.31' RT	954.21	526989.00	855029.12
6	217+66.07	31.54' RT	953.84	526983.08	855003.03
7	217+66.06	26.54' RT	953.77	526987.96	855001.96
8	217+56.06	26.50' RT	953.62	526985.86	854992.18
9	217+48.06	26.47' RT	953.69	526984.19	854984.35
10	217+56.05	19.50' RT	953.13	526992.71	854990.67

Dynes Way SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	217+66.05	19.50' RT	953.28	526994.84	855000.44
12	217+50.04	16.97' RT	952.65	526993.90	854984.27
13	217+56.04	16.99' RT	953.19	526995.16	854990.13
14	217+66.04	16.98' RT	953.36	526997.29	854999.90
15	217+72.04	17.00' RT	952.97	526998.56	855005.77
16	217+53.05	19.50' RT	953.22	526992.07	854987.74
17	217+69.05	19.50' RT	953.37	526995.47	855003.38

NOTES:

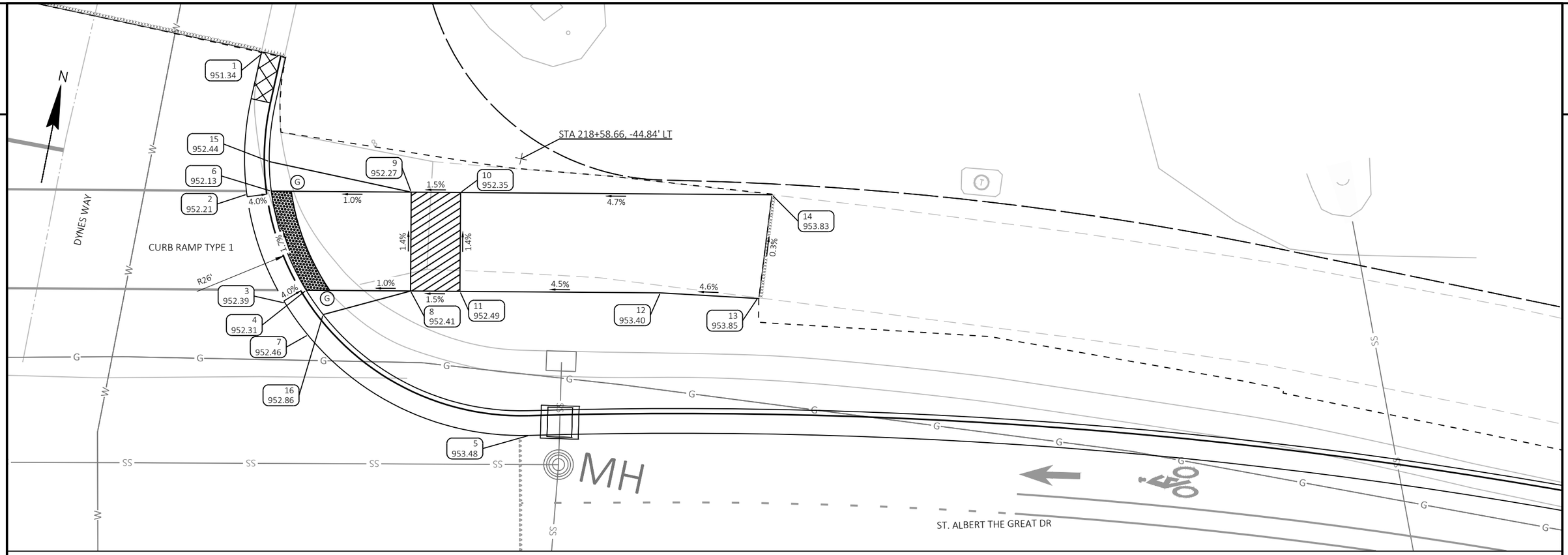
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2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX / YYY.YY POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 67	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021330X-cr
PLOT DATE : 8/29/2024 12:50 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



Dynes Way NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	218+32.55	55.67' LT	951.34	527082.44	855049.41
2	218+30.88	41.39' LT	952.21	527068.14	855050.82
3	218+34.70	30.36' LT	952.39	527058.18	855056.90
4	218+36.84	31.65' LT	952.31	527059.89	855058.72
5	218+59.33	16.85' LT	953.48	527050.22	855083.84
6	218+33.36	41.70' LT	952.13	527068.97	855053.17
7	218+36.98	27.12' LT	952.46	527055.50	855059.82
8	218+47.40	31.52' LT	952.41	527062.02	855069.06
9	218+47.53	41.52' LT	952.27	527071.81	855067.06
10	218+52.53	41.46' LT	952.35	527072.82	855071.95

Dynes Way NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	218+52.40	31.46' LT	952.49	527063.02	855073.96
12	218+72.63	31.21' LT	953.40	527067.09	855093.84
13	218+81.95	30.76' LT	953.85	527068.66	855103.62
14	218+83.10	41.20' LT	953.83	527079.14	855102.83
15	218+33.16	44.69' LT	952.44	527071.85	855052.35
16	218+38.54	29.18' LT	952.86	527057.84	855060.90

RADIAL DETECTABLE WARNING FIELD (DYNES WAY NE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
26'	14.17'	21.56 SF	10.71'

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 68	E

2

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

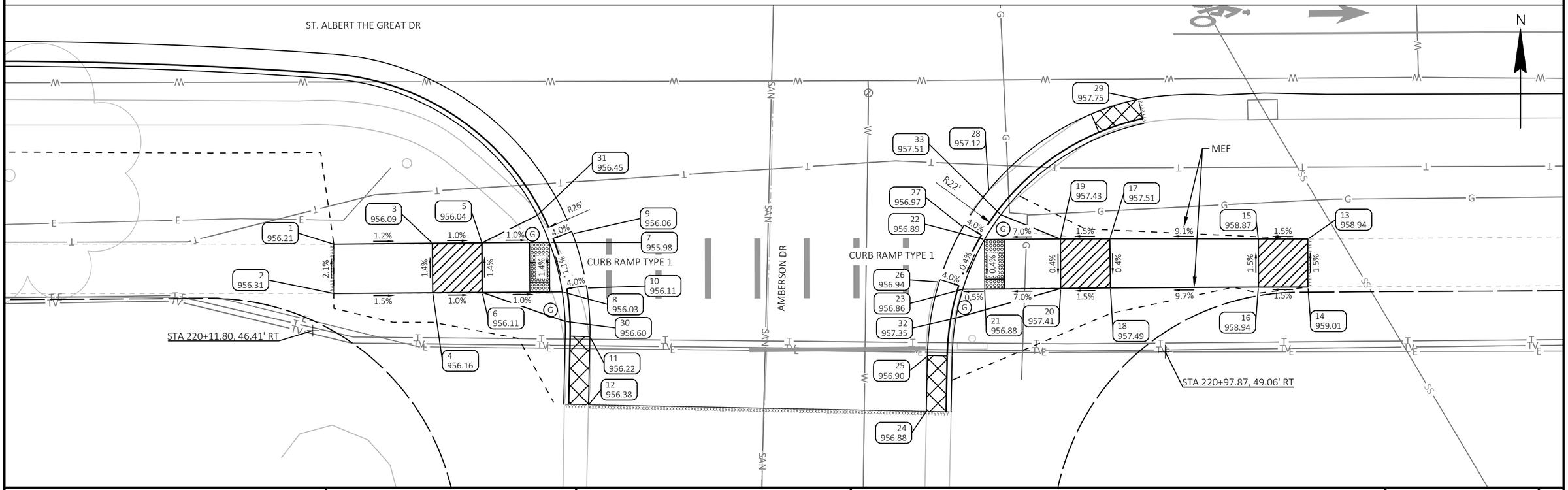
- .XXXX. SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY POINT NUMBER & ELEVATION

2

Amberson St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	220+13.97	37.70' RT	956.21	527010.38	855241.19
2	220+13.93	42.68' RT	956.31	527005.41	855241.19
3	220+23.93	37.67' RT	956.09	527010.48	855251.16
4	220+23.93	42.67' RT	956.16	527005.48	855251.19
5	220+28.93	37.66' RT	956.04	527010.51	855256.16
6	220+28.93	42.66' RT	956.11	527005.51	855256.19
7	220+35.75	37.66' RT	955.98	527010.56	855262.97
8	220+37.02	42.66' RT	956.03	527005.57	855264.28
9	220+38.10	36.80' RT	956.06	527011.43	855265.32
10	220+39.49	42.29' RT	956.11	527005.95	855266.75
11	220+39.79	47.20' RT	956.22	527001.04	855267.07
12	220+39.59	54.07' RT	956.38	526994.16	855266.92
13	221+12.35	37.78' RT	958.94	527010.90	855339.58
14	221+12.33	42.62' RT	959.01	527006.06	855339.59

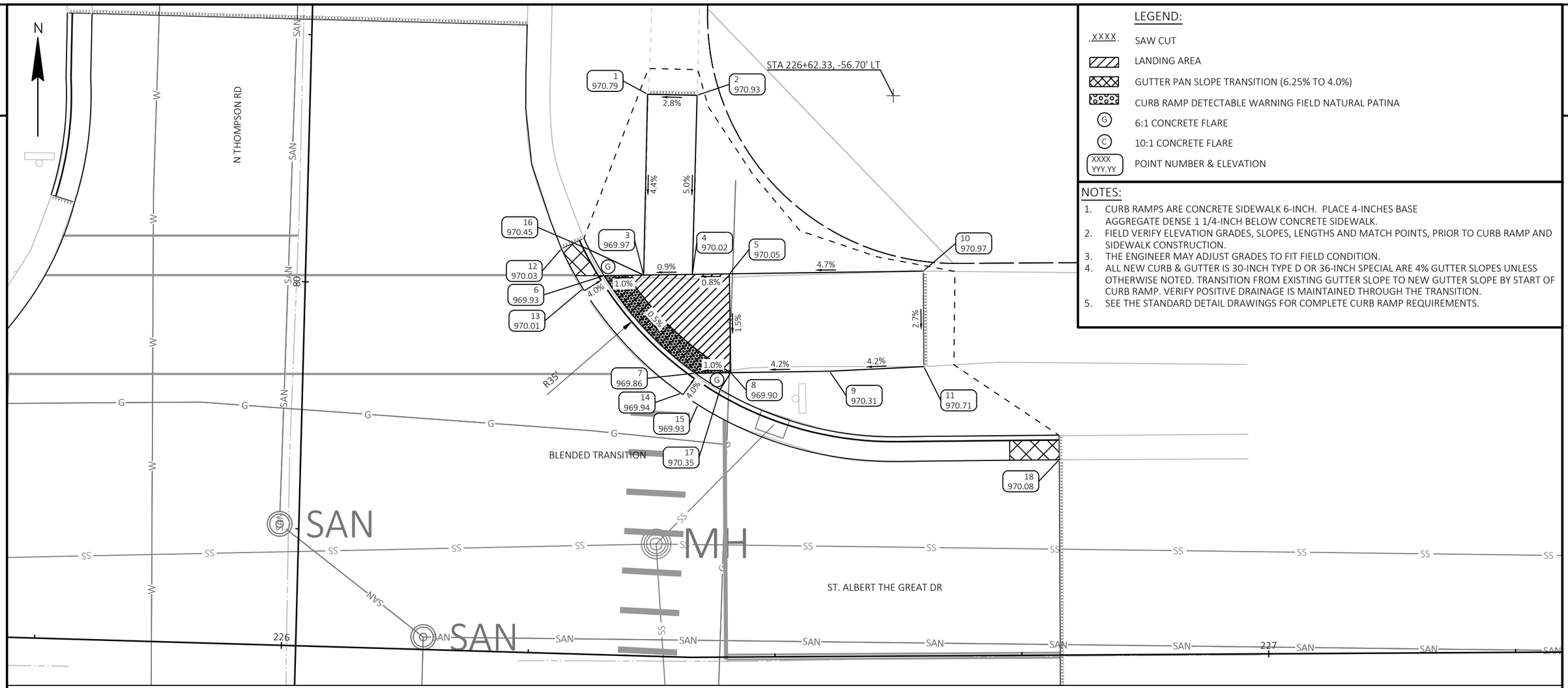
Amberson St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15	221+07.35	37.73' RT	958.87	527010.92	855334.58
16	221+07.33	42.60' RT	958.94	527006.05	855334.59
17	220+92.35	37.63' RT	957.51	527010.93	855319.58
18	220+92.39	42.59' RT	957.49	527005.97	855319.64
19	220+87.35	37.62' RT	957.43	527010.90	855314.58
20	220+87.36	42.62' RT	957.41	527005.90	855314.61
21	220+79.67	42.60' RT	956.88	527005.88	855306.92
22	220+79.70	37.63' RT	956.89	527010.85	855306.92
23	220+77.48	42.63' RT	956.86	527005.84	855304.73
24	220+73.72	54.94' RT	956.88	526993.51	855301.04
25	220+73.94	49.31' RT	956.90	526999.14	855301.23
26	220+75.10	41.88' RT	956.94	527006.57	855302.35
27	220+77.54	36.37' RT	956.97	527012.10	855304.75
28	220+80.16	32.76' RT	957.12	527015.73	855307.35

Amberson St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29	220+95.33	23.56' RT	957.75	527025.02	855322.47
30	220+37.29	45.65' RT	956.60	527002.58	855264.56
31	220+34.55	34.91' RT	956.45	527013.30	855261.76
32	220+76.76	45.54' RT	957.35	527002.92	855304.03
33	220+81.36	35.14' RT	957.51	527013.36	855308.57



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 69	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021332-cr
PLOT DATE : 8/29/2024 12:50 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEGEND:

.XXXX.	SAW CUT
	LANDING AREA
	GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
G	6:1 CONCRETE FLARE
C	10:1 CONCRETE FLARE
XXXX YYY.YY	POINT NUMBER & ELEVATION

NOTES:

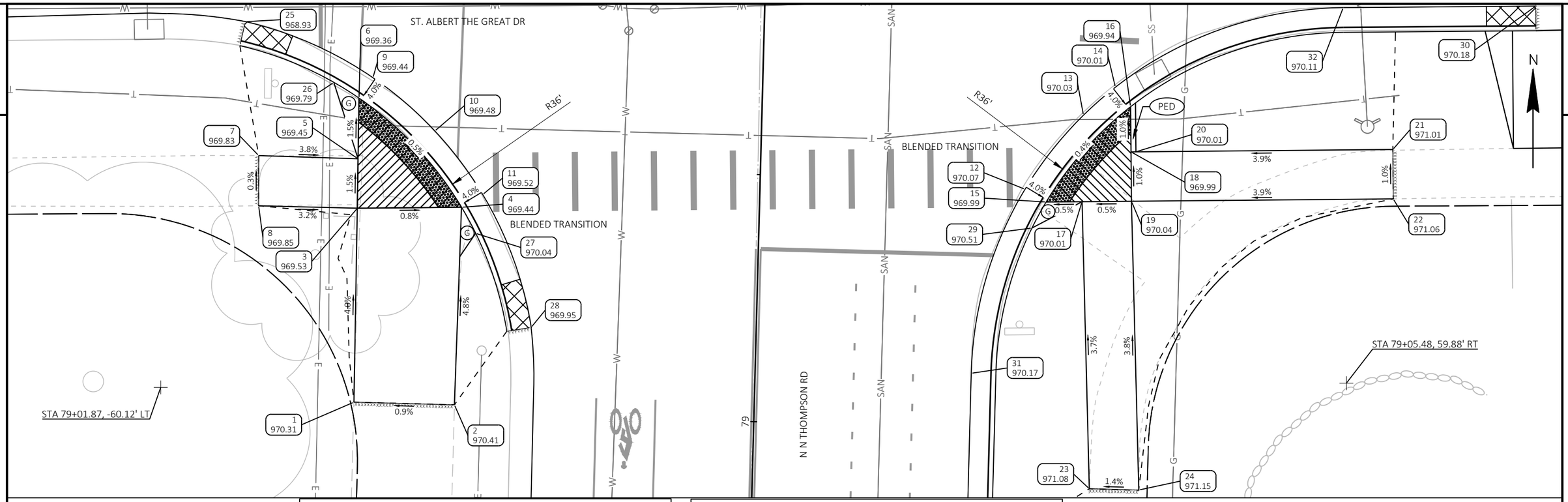
1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

St Albert NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	226+35.42	56.82' LT	970.79	527105.85	855864.05
2	226+42.44	56.86' LT	970.93	527105.74	855869.05
3	226+35.57	38.53' LT	969.97	527087.56	855863.66
4	226+40.49	38.74' LT	970.02	527087.63	855868.58
5	226+45.61	38.78' LT	970.05	527087.68	855872.33
6	226+31.55	38.35' LT	969.93	527087.50	855859.63
7	226+42.10	28.75' LT	969.86	527077.63	855868.88
8	226+45.70	28.78' LT	969.90	527077.68	855872.47
9	226+55.70	28.86' LT	970.31	527077.82	855882.47
10	226+65.24	38.94' LT	970.97	527087.96	855891.96

St Albert NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11	226+65.25	29.27' LT	970.71	527078.29	855892.02
12	226+27.17	40.94' LT	970.03	527090.22	855855.33
13	226+29.47	36.97' LT	970.01	527086.18	855857.51
14	226+39.69	26.68' LT	969.94	527075.60	855867.43
15	226+42.35	25.56' LT	969.93	527074.44	855869.15
16	226+30.00	40.92' LT	970.45	527090.11	855858.16
17	226+44.61	27.10' LT	970.35	527075.99	855871.40
18	226+78.90	19.77' LT	970.08	527068.87	855905.73

RADIAL DETECTABLE WARNING FIELD (N THOMPSON RD NE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
34.50'	12.70'	28.06 SF	13.53'

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 70	E



St. Albert the Great St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	79+00.90	40.53' LT	970.31	526988.89	855786.26
2	79+00.91	30.34' LT	970.41	526988.62	855796.44
3	79+20.53	40.70' LT	969.53	527008.51	855786.61
4	79+20.90	30.16' LT	969.44	527008.61	855797.15
5	79+25.53	40.76' LT	969.45	527013.51	855786.68
6	79+31.67	40.83' LT	969.36	527019.65	855786.77
7	79+25.59	50.82' LT	969.83	527013.84	855776.62
8	79+20.51	50.70' LT	969.85	527008.76	855776.61
9	79+33.77	39.47' LT	969.44	527021.71	855788.18
10	79+28.55	33.06' LT	969.48	527016.33	855794.45
11	79+22.24	28.05' LT	969.52	527009.89	855799.30
12	79+24.23	26.83' RT	970.07	527010.43	855854.21
13	79+31.88	32.55' RT	970.03	527017.92	855860.13
14	79+34.80	35.71' RT	970.01	527020.76	855863.37
15	79+23.00	29.01' RT	969.99	527009.14	855856.35

St. Albert the Great St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16	79+32.87	37.30' RT	969.94	527018.79	855864.90
17	79+23.13	32.64' RT	970.01	527009.17	855859.99
18	79+28.30	37.46' RT	969.99	527014.22	855864.95
19	79+23.31	37.64' RT	970.04	527009.22	855864.99
20	79+28.32	37.96' RT	970.01	527014.22	855865.45
21	79+29.24	63.96' RT	971.01	527014.46	855891.46
22	79+24.25	64.14' RT	971.06	527009.46	855891.50
23	78+94.12	34.15' RT	971.08	526980.13	855860.73
24	78+94.11	39.15' RT	971.15	526979.99	855865.73
25	79+39.10	52.52' LT	968.93	527027.39	855775.27
26	79+33.19	43.41' LT	969.79	527021.24	855784.23
27	79+18.31	28.66' LT	970.04	527005.97	855798.58
28	79+08.94	22.79' LT	969.95	526996.45	855804.20
29	79+20.33	27.64' RT	970.51	527006.51	855854.91
30	79+44.13	78.04' RT	970.18	527028.97	855905.93

St. Albert the Great St S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
31	79+05.48	21.88' RT	970.17	526991.81	855848.77
32	79+43.46	58.56' RT	970.11	527028.81	855886.44

RADIAL DETECTABLE WARNING FIELD (ST ALBERT THE GREAT DR SW)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
35.50'	11.14'	27.17 SF	15.16'

RADIAL DETECTABLE WARNING FIELD (ST ALBERT THE GREAT DR SE)			
RADIUS	LANDING LENGTH	AREA	LONG CHORD
35.50'	9.57'	22.41 SF	12.89'

NOTES:

1. CURB RAMPS ARE CONCRETE SIDEWALK 6-INCH. PLACE 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D OR 36-INCH SPECIAL ARE 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP. VERIFY POSITIVE DRAINAGE IS MAINTAINED THROUGH THE TRANSITION.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

LEGEND:

- XXXX — SAW CUT
- LANDING AREA
- GUTTER PAN SLOPE TRANSITION (6.25% TO 4.0%)
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- (G) 6:1 CONCRETE FLARE
- (C) 10:1 CONCRETE FLARE
- XXXX YYY.YY — POINT NUMBER & ELEVATION

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CURB RAMP DETAILS	SHEET 71	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\021303-CR-STALB.DWG
LAYOUT NAME - 021334-cr
PLOT DATE : 8/29/2024 12:50 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

AUTUMN BLAZE WAY

SI (TYP.)

EXISTING R/W (TYP.)

N

11 12 13 14 15 16

N THOMPSON RD

MATCHLINE STA. 16+75

WYOMING AVE

LEGEND

6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

SLOPE INTERCEPT

INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

COLORADO AVE

SI (TYP.)

N

17 18 19 20 21 22

N THOMPSON RD

MATCHLINE STA. 16+75

COLORADO AVE

EXISTING R/W (TYP.)

MATCHLINE STA. 22+75

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 72	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 8/29/2024 12:11 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

BLUE HERON BLVD

SI (TYP.)

N

MATCHLINE STA. 22+75

MATCHLINE STA. 28+75

23 24 25 26 27 28

N THOMPSON RD

WISCONSIN AVE

EXISTING R/W (TYP.)

LEGEND

6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

SLOPE INTERCEPT

INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

MICHIGAN AVE

N

MH

SS SS SS SS SS

N THOMPSON RD

MATCHLINE STA. 28+75

MATCHLINE STA. 34+75

29 30 31 32 33 34

SI (TYP.)

EXISTING R/W (TYP.)

MICHIGAN AVE

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 73	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022002-ec
PLOT DATE : 8/29/2024 12:11 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

N

SI (TYP.)

MATCHLINE STA. 34+75

35 36 37 38 39 40

N THOMPSON RD

PENNSYLVANIA AVE

MATCHLINE STA. 40+75

EXISTING R/W (TYP.)

2

N

EXISTING R/W (TYP.)

MONTANA AVE

MATCHLINE STA. 40+75

41 42 43 44 45 46

N THOMPSON RD

SI (TYP.)

MONTANA AVE

MATCHLINE STA. 46+75

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 74	E

2

MATCHLINE STA. 46+75

STH 19

EFFINGHAM WAY

SI (TYP.)

N

SS

47 48 49 50 51 52

N THOMPSON RD

EXISTING R/W (TYP.)

MATCHLINE STA. 52+75

2

LEGEND

6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

SLOPE INTERCEPT

INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

MATCHLINE STA. 52+75

53 54 55 56 57 58

N THOMPSON RD

EXISTING R/W (TYP.)

SI (TYP.)

INNSBROOKE DR

MATCHLINE STA. 58+75

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 75	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 8/29/2024 12:12 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

STEVEN ST

EXISTING R/W (TYP.)

RICHMOND CT

N

MATCHLINE STA. 58+75

59 60 61 62 63 64

MATCHLINE STA. 64+75

N THOMPSON RD

SI (TYP.)

STEVEN ST

LEGEND

6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

SLOPE INTERCEPT

INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

ESSEX DR

BRIGHTON DR

N

MATCHLINE STA. 64+75

65 66 67 68 69 70

N THOMPSON RD

SI (TYP.)

EXISTING R/W (TYP.)

MATCHLINE STA. 70+75

ESSEX DR

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 76	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 8/29/2024 12:12 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

N

EXISTING R/W (TYP.)

LYNWOOD DR

N THOMPSON RD

71 72 73 74 75 76

MATCHLINE STA. 70+75

MATCHLINE STA. 76+75

SI (TYP.)

LYNWOOD DR

2

N

ST ALBERT THE GREAT DR

EXISTING R/W (TYP.)

N THOMPSON RD

77 78 79 80 81

MATCHLINE STA. 76+75

N THOMPSON RD

SI (TYP.)

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 77	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022006-ec

PLOT DATE : 8/29/2024 12:12 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : ##########

LEGEND

- 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

2

CTH C

EXISTING R/W (TYP.)

198 199 200 201 ST ALBERT THE GREAT DR 202 203

SS SS SS

EXISTING R/W (TYP.)

EXISTING EASEMENT

SI (TYP.)

CTH C

N

MATCHLINE STA. 204+00

2

MATCHLINE STA. 204+00

EXISTING R/W (TYP.)

DOLAN DR

SI (TYP.)

N

204 205 206 207 ST ALBERT THE GREAT DR 208 209

SS SS SS SS SS SS SS SS SS SS SS

EXISTING R/W (TYP.)

EXISTING EASEMENT

MATCHLINE STA. 210+00

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 78	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 8/29/2024 12:12 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- 6" TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- INLET PROTECTION (TYPES C UNLESS OTHERWISE NOTED)

N

EXISTING R/W (TYP.)

SI (TYP.)

MATCHLINE STA. 210+00

MATCHLINE STA. 216+00

SS

0 211 212 213 214 215 21

ST ALBERT THE GREAT DR

EXISTING R/W (TYP.)

EXISTING EASEMENT

2

DYNES WAY

N

EXISTING R/W (TYP.)

SI (TYP.)

MATCHLINE STA. 216+00

MATCHLINE STA. 222+00

SS

219 220 221

218

217

6

ST ALBERT THE GREAT DR

EXISTING R/W (TYP.)

EXISTING EASEMENT

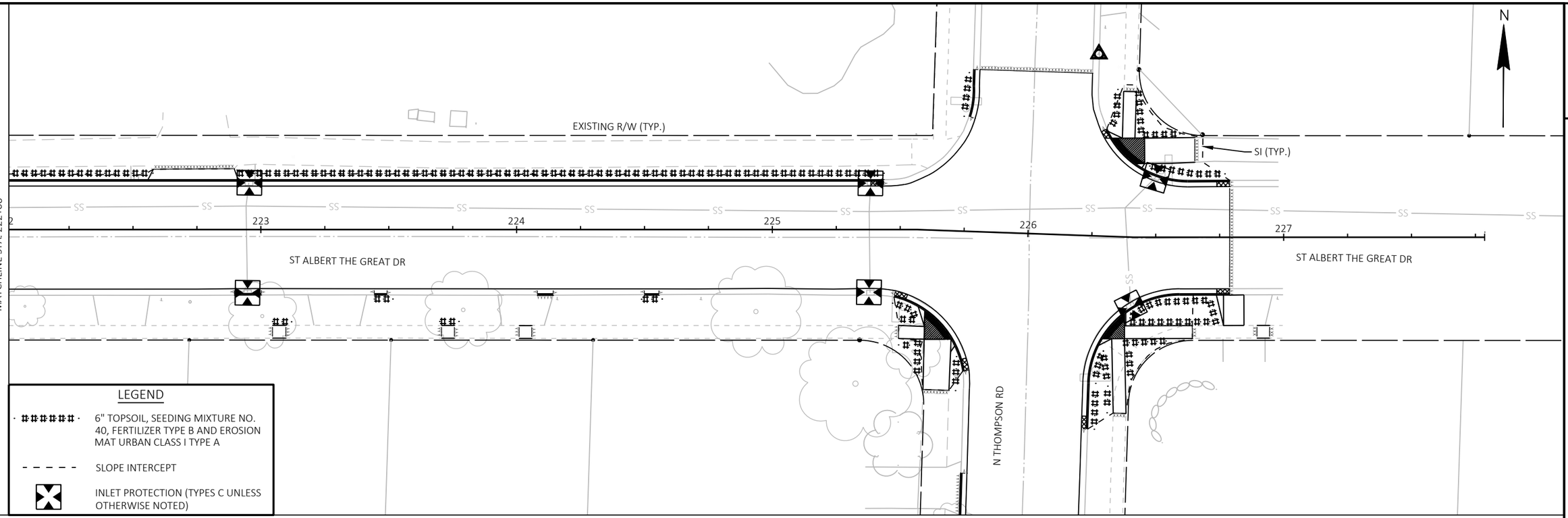
AMBERSON DR

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 79	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022008-ec

PLOT DATE : 8/29/2024 12:12 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

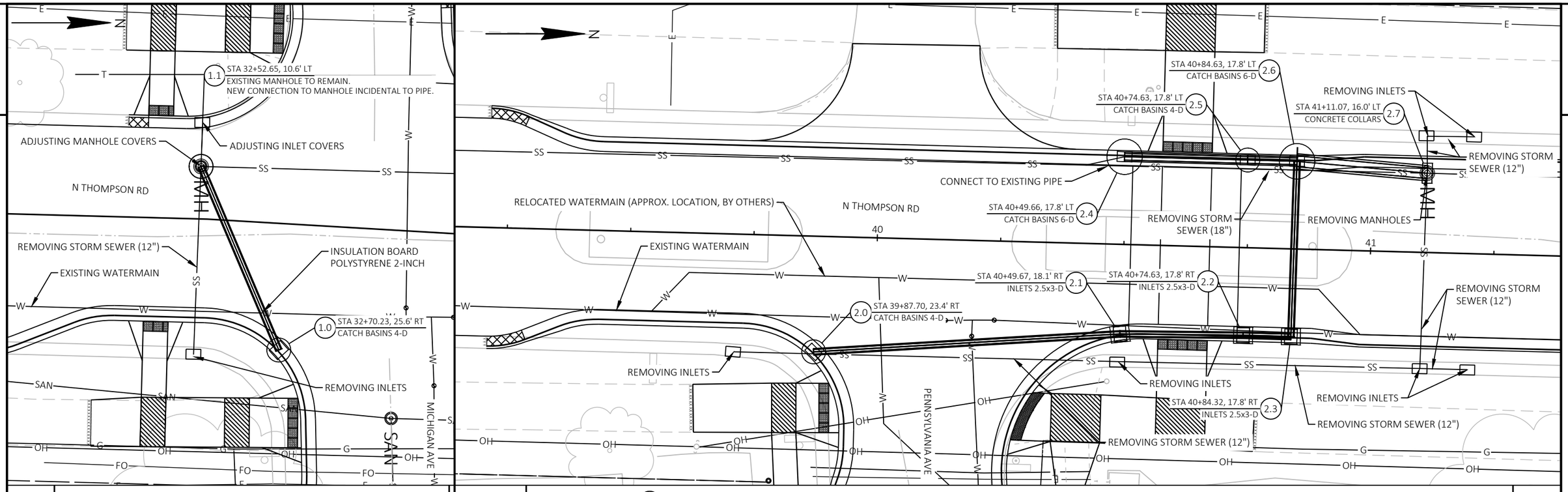
WISDOT/CADDS SHEET 42

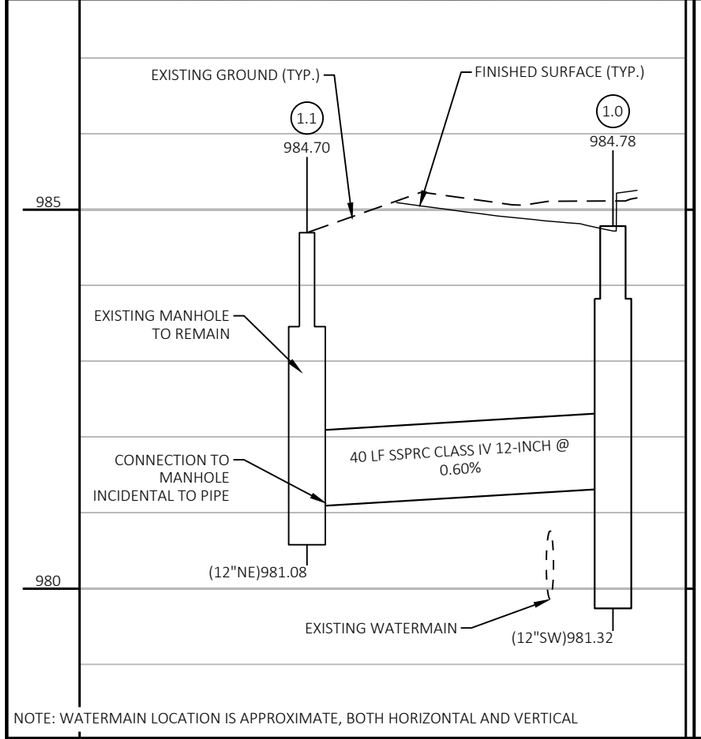


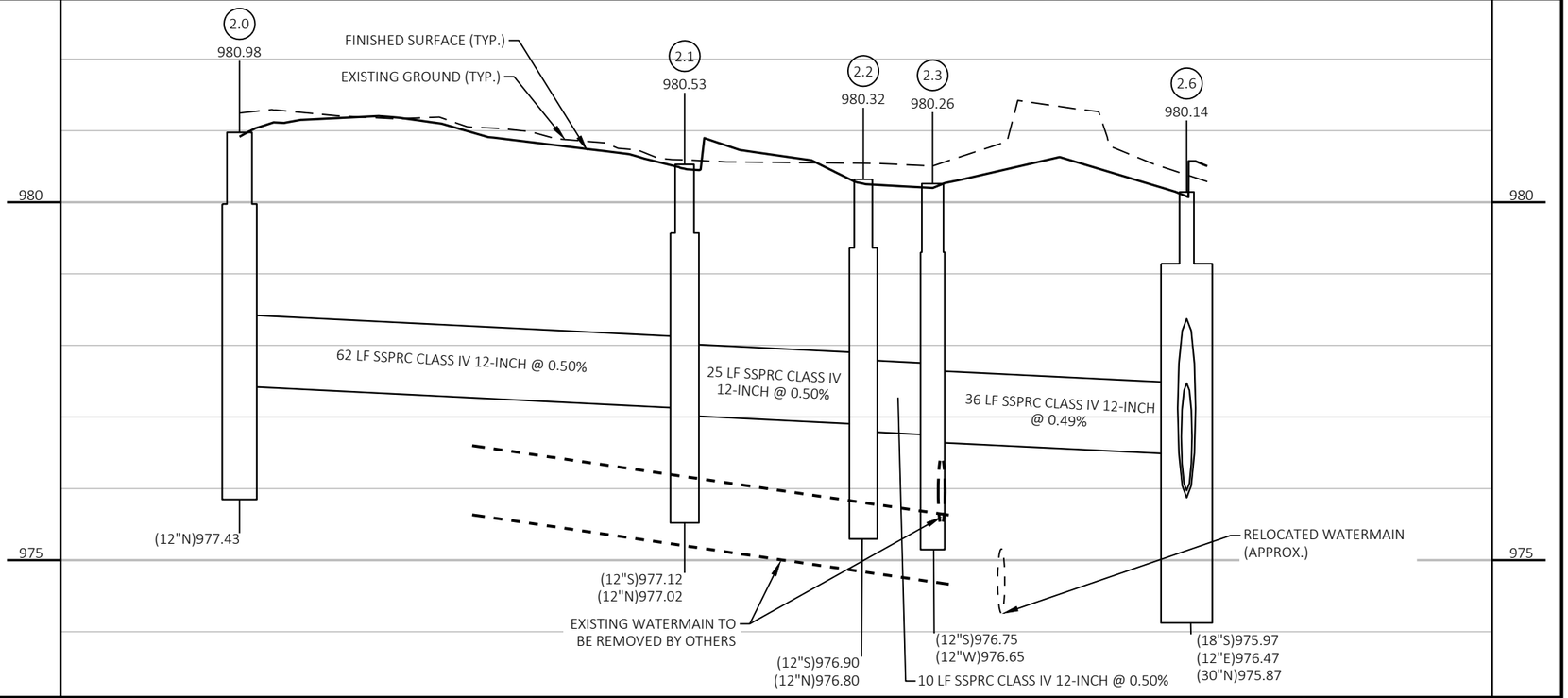
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PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	EROSION CONTROL	SHEET 80	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022001-EC.DWG
LAYOUT NAME - 022009-ec
PLOT DATE : 8/29/2024 12:12 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42







NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

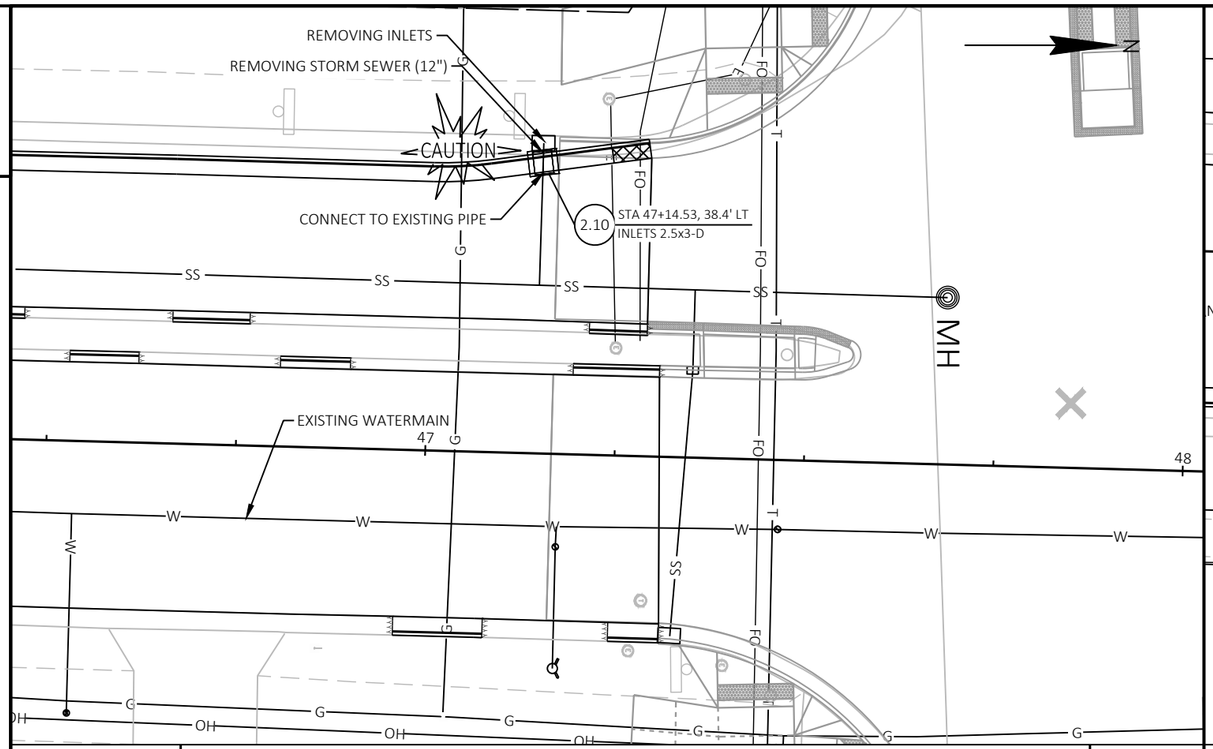
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 81	E

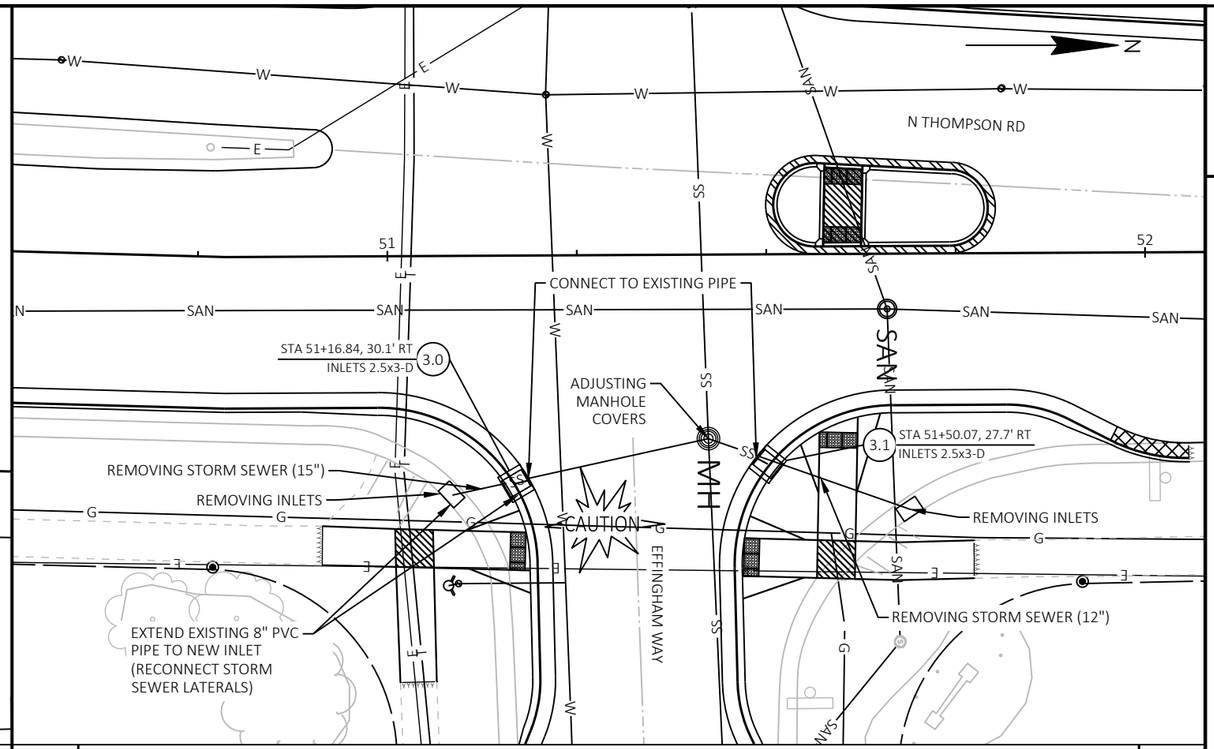
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LAYOUT NAME - 022501-ss
PLOT DATE : 8/28/2024 8:55 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

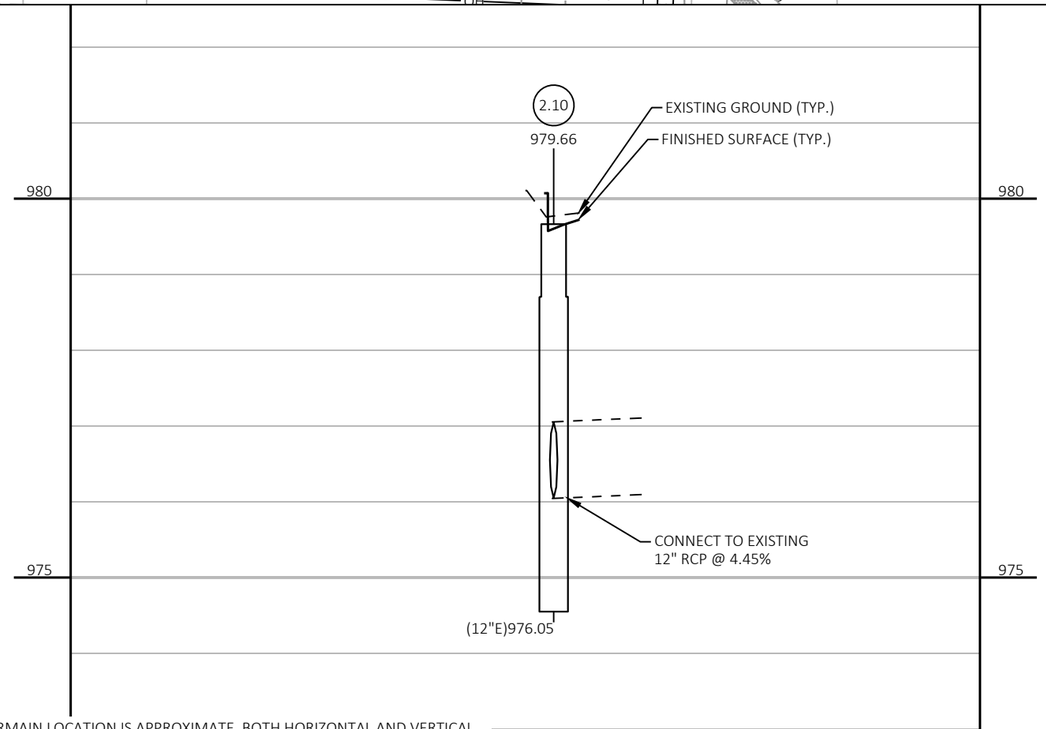
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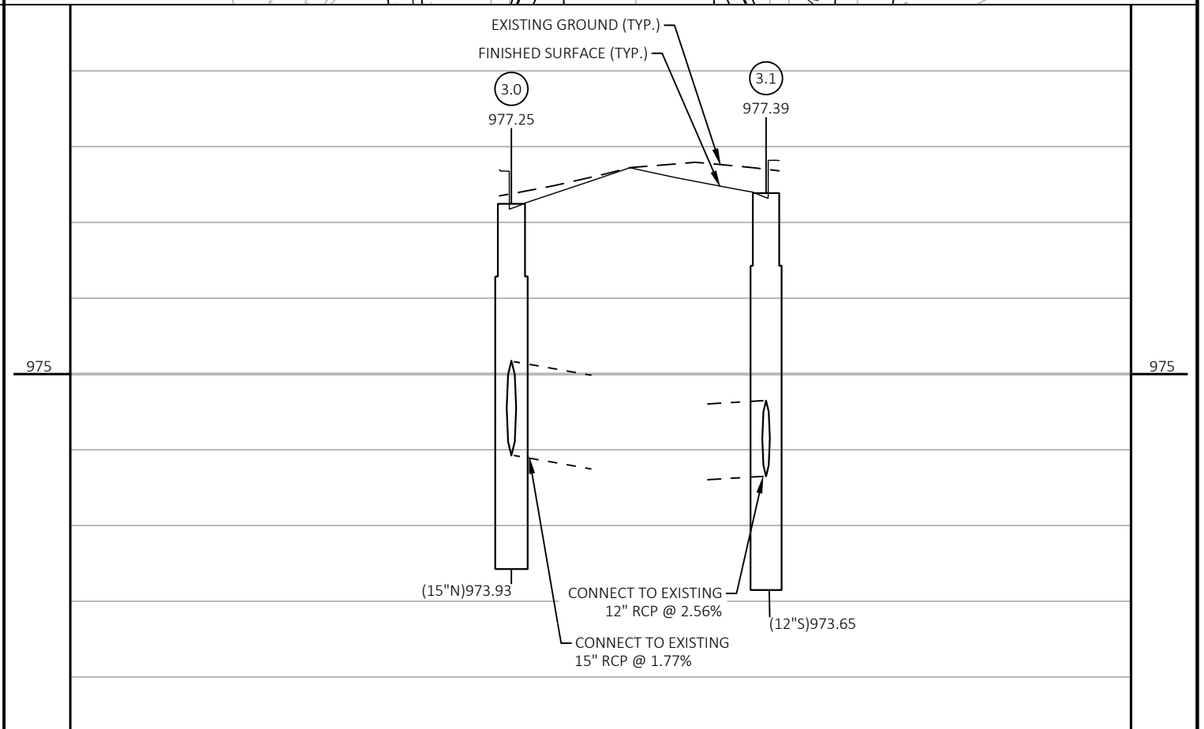
N

E E E



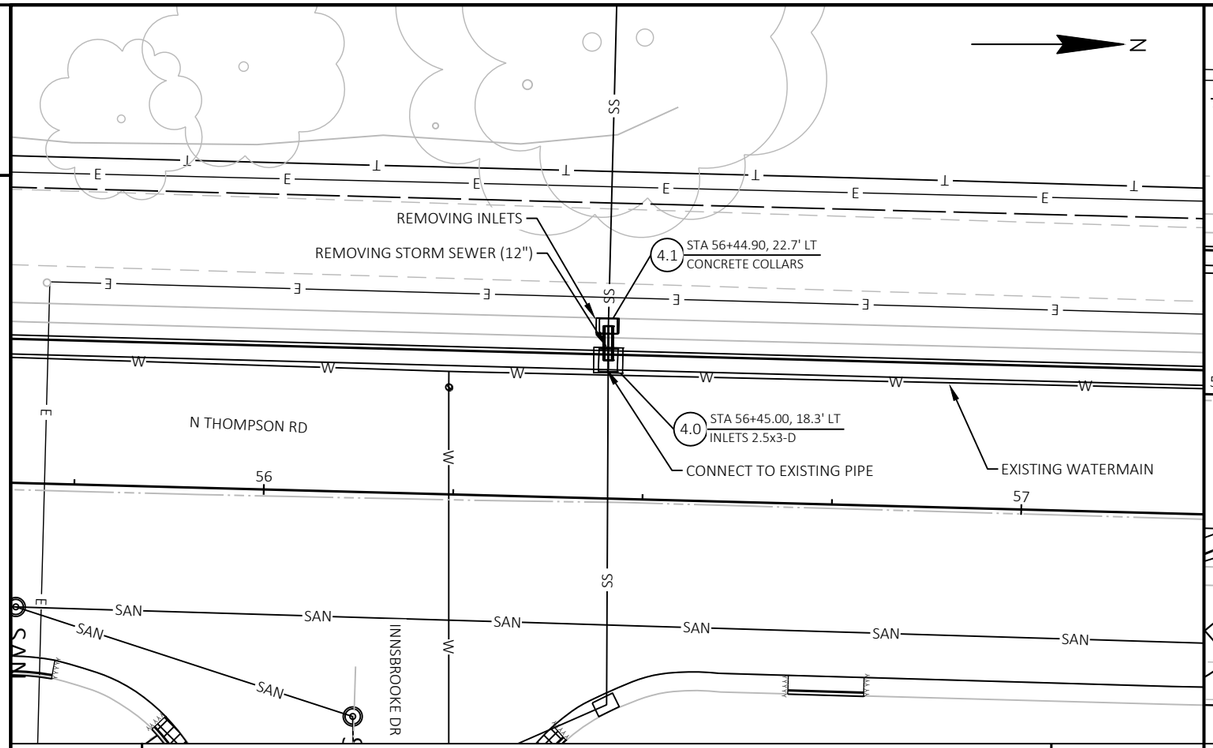


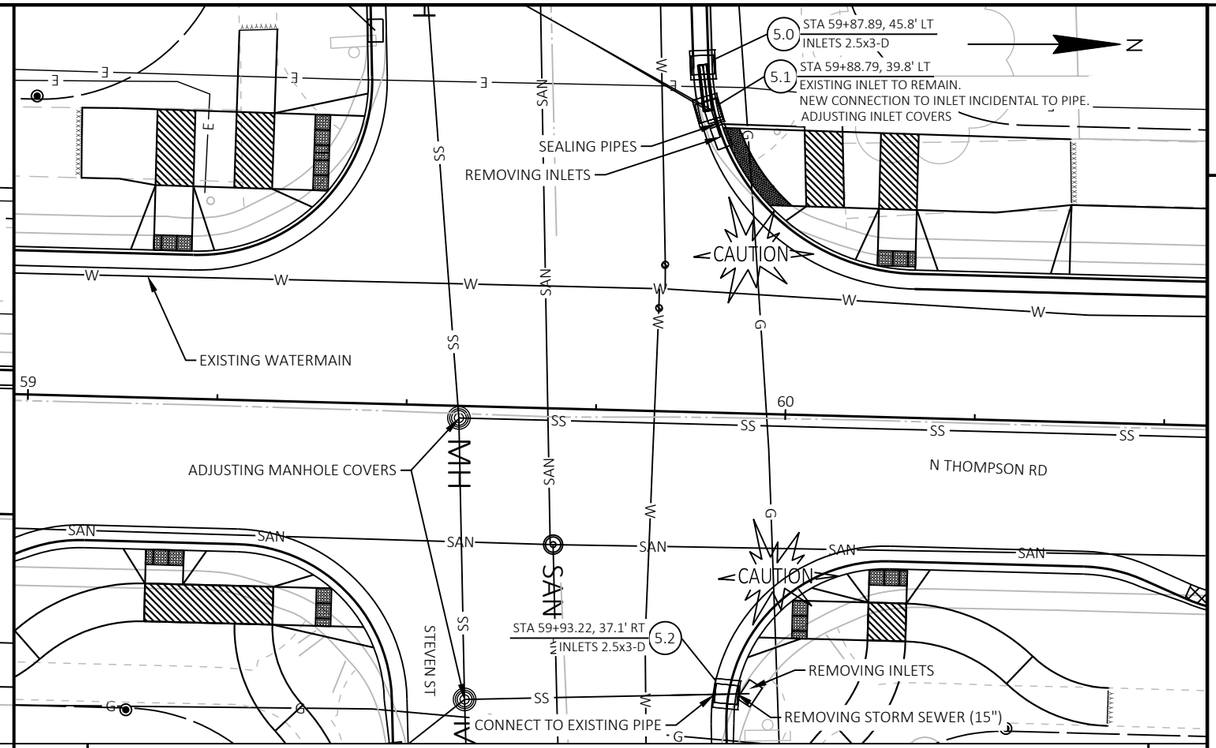


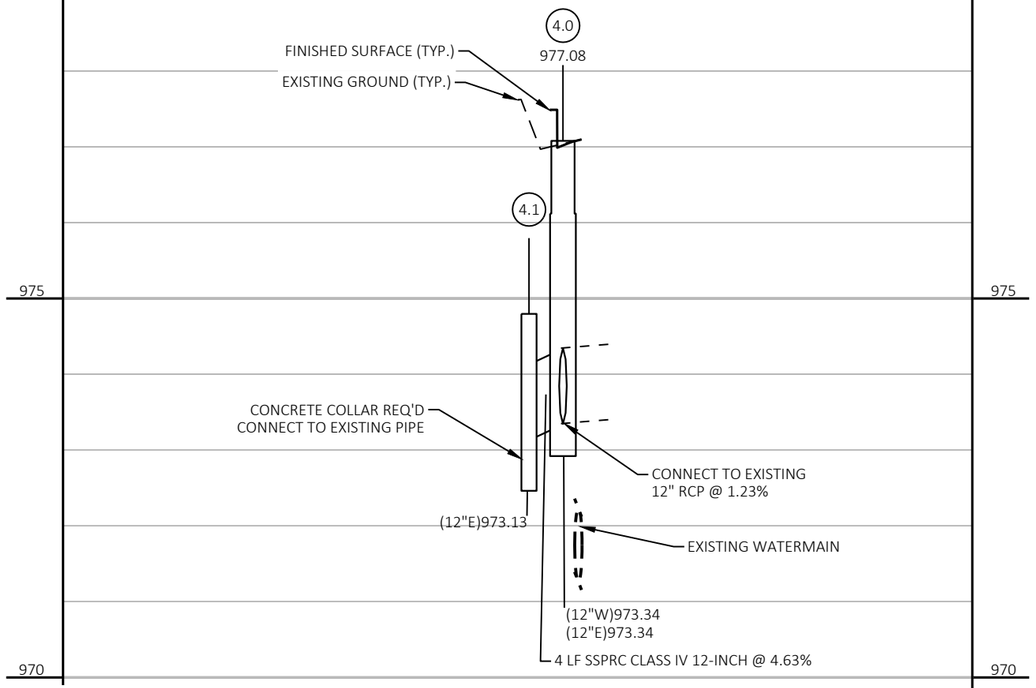


NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

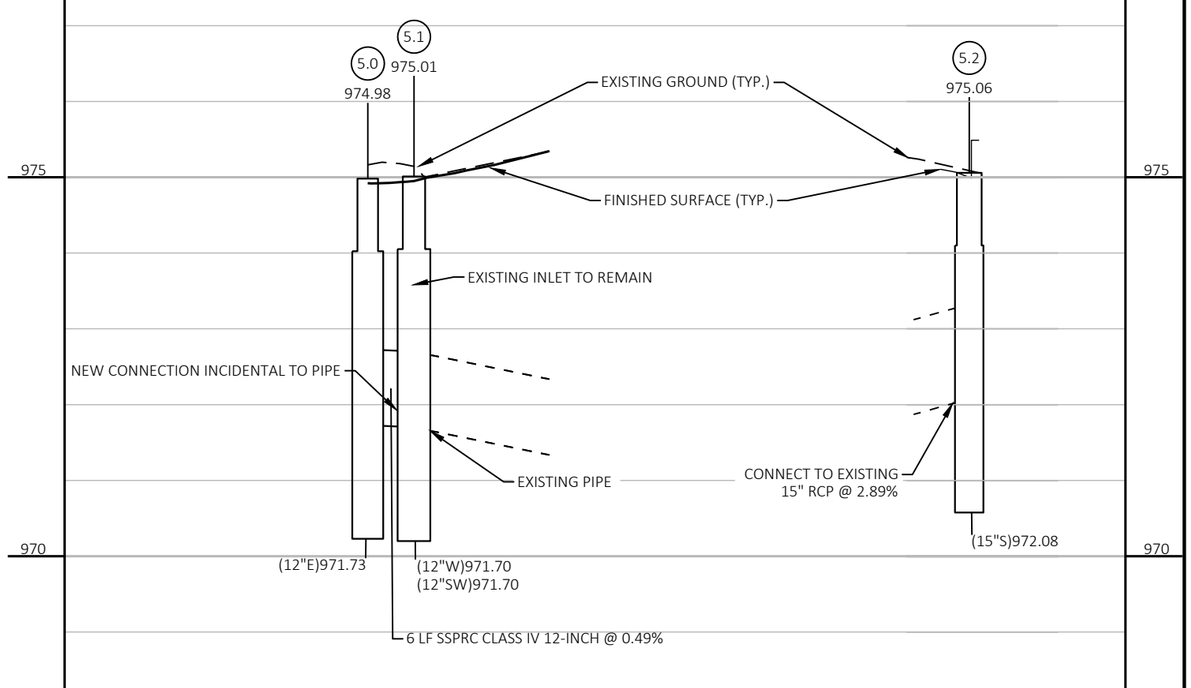
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 83 E





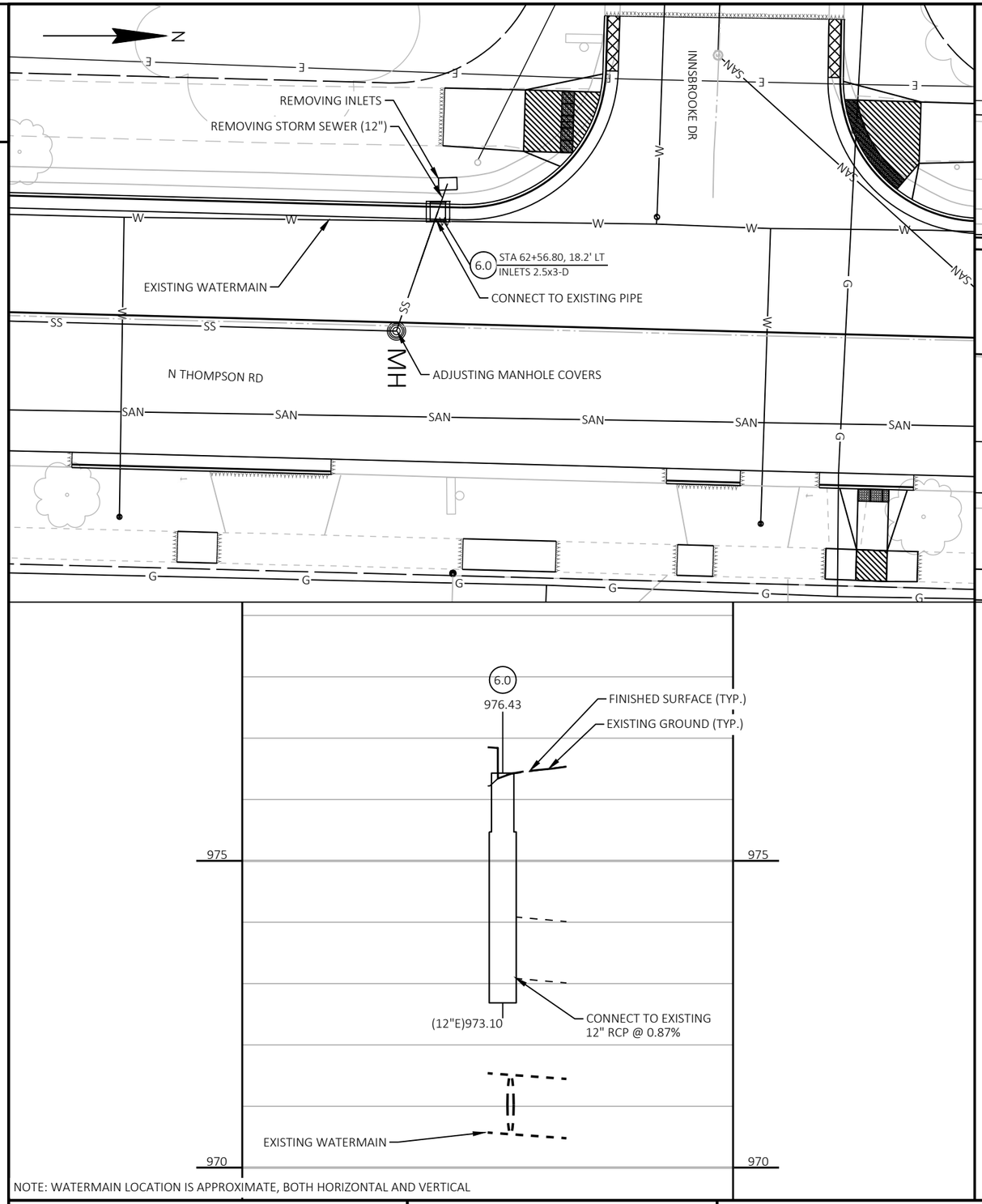


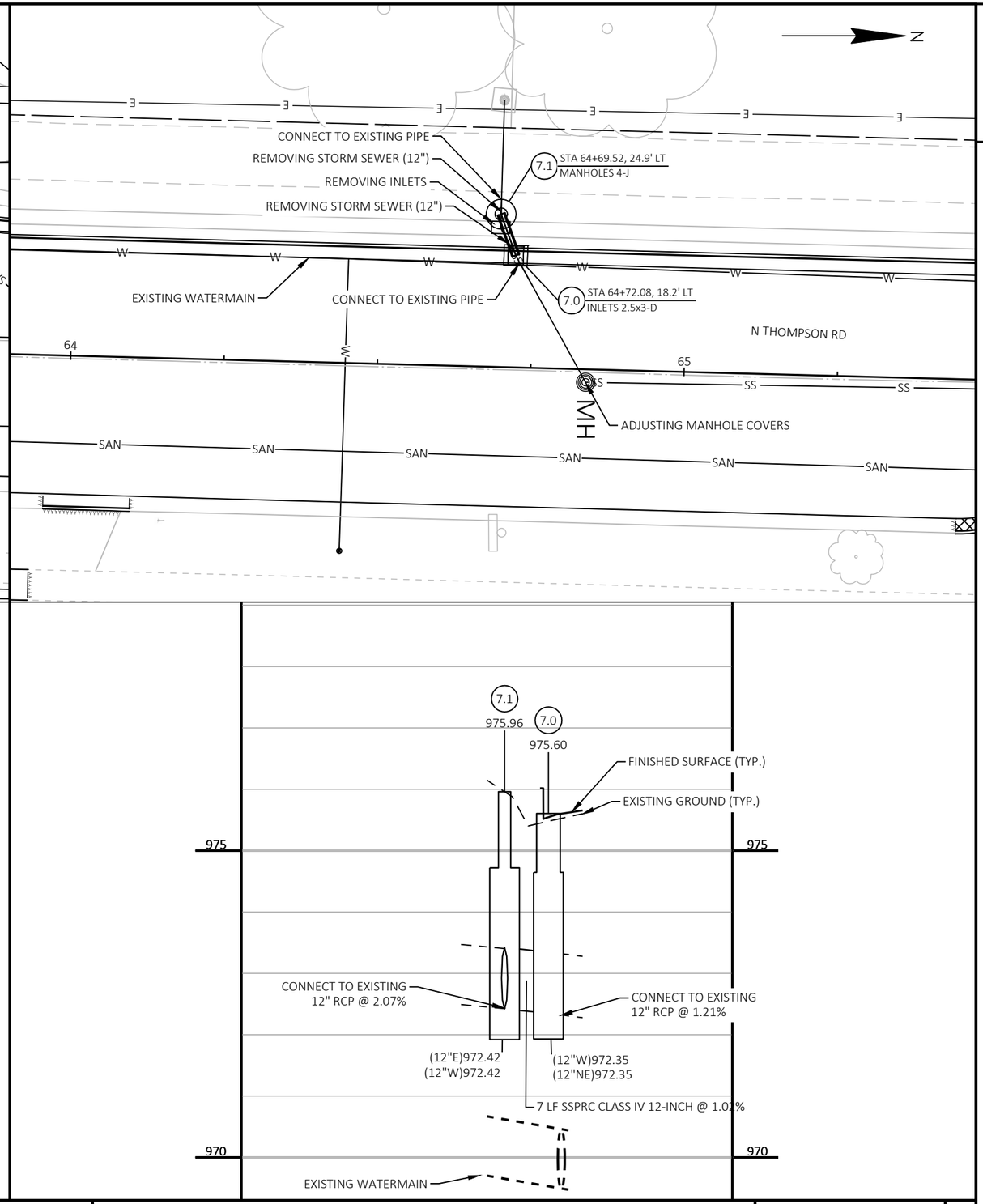
NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 84	E

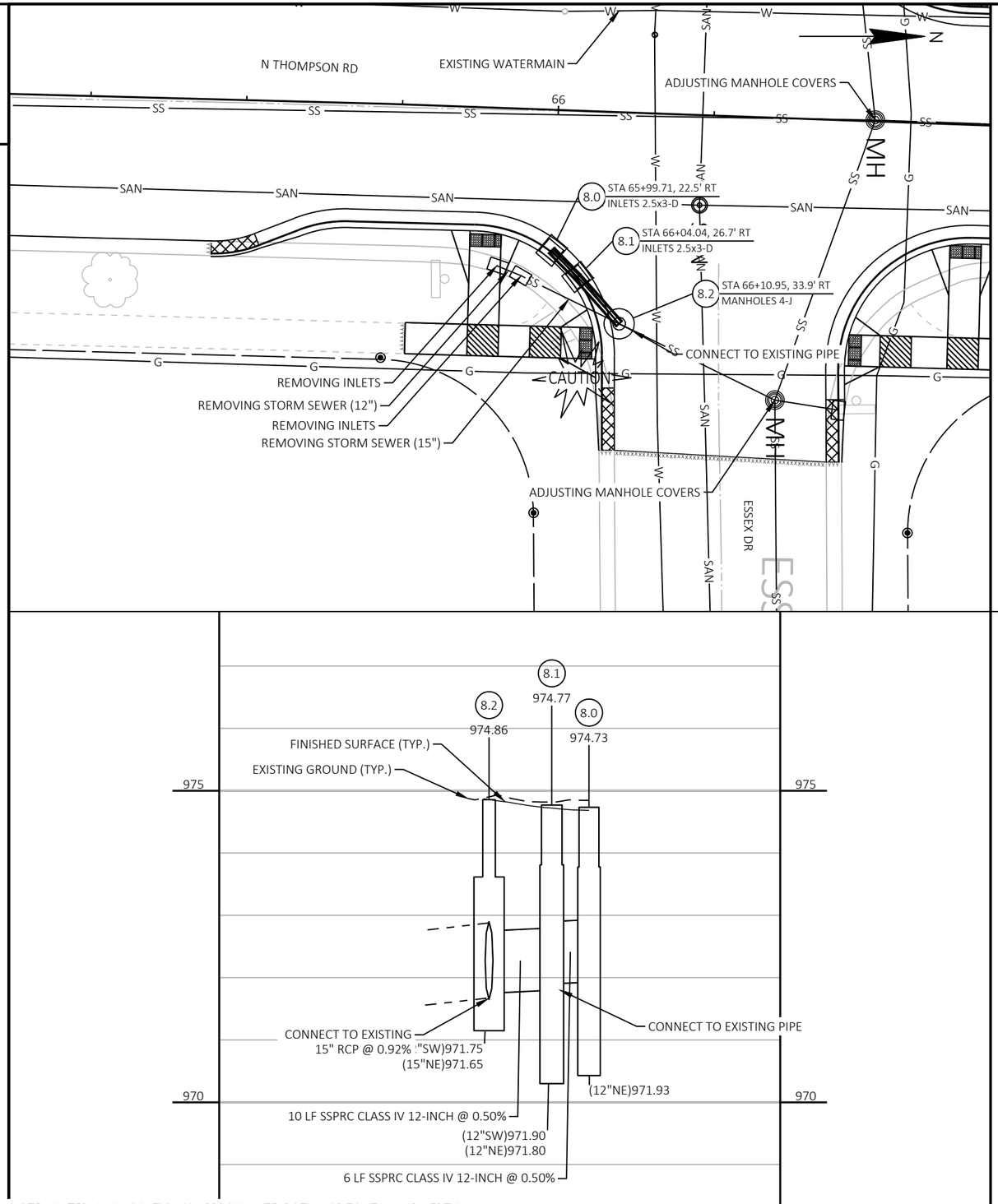
FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022501-SS.DWG
LAYOUT NAME - 022504-ss
PLOT DATE : 8/28/2024 8:56 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41





NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 85	E



NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 86	E

2

N

ST ALBERT THE GREAT DR

CONNECT TO EXISTING PIPE

ADJUSTING MANHOLE COVERS

202'SAG'

STA 201+66.23'SAG', 13.3' RT
INLETS 2.5x3-D
9.0

9.2 STA 202+00.73'SAG', 13.3' RT
CATCH BASINS 4-D

REMOVING STORM SEWER (12")

REMOVING STORM SEWER (15")

REMOVING INLETS

9.1 STA 201+74.23'SAG', 13.3' RT
INLETS 2.5x3-D

SS E FO

ADJUSTING MANHOLE COVERS

ADJUSTING INLET COVERS

ST ALBERT THE GREAT DR

CONNECT TO EXISTING PIPE

EXISTING WATERMAIN

REMOVING STORM SEWER (12")

REMOVING INLETS

10.0 STA 205+00.25'SAG', 13.3' RT
INLETS 2.5x3-D

SS W G TV E FO

9.0 924.81 (12"E)921.29

9.1 924.80 (12"W)921.25 (12"N)921.25 (15"E)921.15

9.2 924.83 (15"W)920.55 (15"NE)920.45

EXISTING GROUND (TYP.)

FINISHED SURFACE (TYP.)

925

920

CONNECT TO EXISTING
12" RCP @ 0.65%

27 LF SSPRC CLASS IV
15-INCH @ 2.26%

CONNECT TO EXISTING
15" RCP @ 0.49%

8 LF SSPRC CLASS IV 12-INCH @ 0.50%

10.0 927.89

930

925

CONNECT TO EXISTING
12" RCP @ 0.12%

(12"N)924.79

NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 87	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022501-SS.DWG
LAYOUT NAME - 022507-ss

PLOT DATE : 8/28/2024 8:57 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

DOLAN DR

ADJUSTING INLET COVERS

CAUTION

ADJUSTING MANHOLE COVERS

MH

ST ALBERT THE GREAT DR

CONNECT TO EXISTING PIPE

SAN

208'SAG'

209'SAG

EXISTING WATERMAIN

REMOVING STORM SEWER (12")

11.0 STA 208+51.94'SAG', 15.8' RT
CATCH BASINS 4-D

CONNECT TO EXISTING PIPE

REMOVING INLETS

REMOVING STORM SEWER (12")

11.1 STA 208+59.57'SAG', 21.6' RT
MANHOLES 4-J

DYNES WAY

REMOVING INLETS

REMOVING STORM SEWER (12")

12.3 STA 218+62.44'SAG', 18.2' LT
INLETS 2.5x3-D

219'SAG'

218'SAG

953.378

12.1 STA 218+59.55'SAG', 18.2' RT
EXISTING INLET TO REMAIN.
NEW CONNECTION TO INLET INCIDENTAL TO PIPE.
ADJUSTING INLET COVERS

INSULATION BOARD
POLYSTYRENE 2-INCH

12.0 STA 217+73.88'SAG', 18.3' RT
INLETS 2.5x3-D

2

11.1
935.83

11.0
935.36

FINISHED SURFACE (TYP.)

EXISTING GROUND (TYP.)

935

CONNECT TO EXISTING
12" RCP @ 3.0%

(12"NW)931.54
(12"E)931.54

930

10 LF SSPRC CLASS IV 12-INCH @ 3.96%

CONNECT TO EXISTING
12" RCP @ 5.5%

(12"SE)931.15
(12"N)930.60

955

12.0
953.00

EXISTING GROUND (TYP.)

FINISHED SURFACE (TYP.)

12.1
953.70

EXISTING INLET TO REMAIN

950

NEW CONNECTION INCIDENTAL TO PIPE

(12"E)950.50

86 LF SSPRC CLASS IV 12-INCH @ 0.50%

(12"W)950.07

12.3
953.68

EXISTING GROUND (TYP.)

FINISHED SURFACE (TYP.)

CONNECT TO EXISTING
12" RCP @ 7.0%

(12"S)949.93

EXISTING WATERMAIN

NOTE: WATERMAIN LOCATION IS APPROXIMATE, BOTH HORIZONTAL AND VERTICAL

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STORM SEWER	SHEET 88	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\022501-SS.DWG
LAYOUT NAME - 022508-ss

PLOT DATE : 8/28/2024 8:57 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

LEGEND

PAVEMENT MARKINGS

DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
Y4	MARKING LINE 4-INCH, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W8	MARKING LINE 8-INCH, WHITE
DY12	MARKING DIAGONAL 12-INCH, YELLOW
W4-3	MARKING LINE 4-INCH, WHITE, 3' SEG., 9' GAP
CW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
CW18	MARKING CROSSWALK BLOCK
RX	RAISED CROSSWALK MARKING
MS	MARKING SYMBOL, BIKE SYMBOL, WHITE
SMS	MARKING SYMBOL, SHARED BIKE LANE SYMBOL, WHITE
SL18	MARKING STOP LINE 18-INCH, WHITE
BLA	MARKING ARROW, BIKE LANE, WHITE
ARW2	MARKING ARROW, TYPE 2, WHITE
MINE	MARKING ISLAND NOSE EPOXY, YELLOW
CBY	MARKING CURB, YELLOW
YLD	MARKING YIELD LINE, WHITE

NOTE:

SEE SDDs & CONSTRUCTION DETAILS FOR APPLICABLE PAVEMENT MARKINGS AT THE END
PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
PAVEMENT MARKING, MAINLINE AND TURN LANES
LONGITUDINAL MARKING (MAINLINE)
PAVEMENT MARKING INTERSECTIONS

LEGEND

RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH PEDESTRIAN ACTIVATION

B — PUSH BUTTON

(XX) — TROMBONE ARM, TYPE 2 POLE, TRANSFORMER BASE, TYPE 2 CONCRETE BASE

TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 CONCRETE BASE

XXX — DENOTES NEW SIGN NUMBER

XXX — DENOTES REMOVING SIGNS NUMBER

XXX — DENOTES MOVING SIGNS NUMBER

ETR — EXISTING SIGNS TO REMAIN

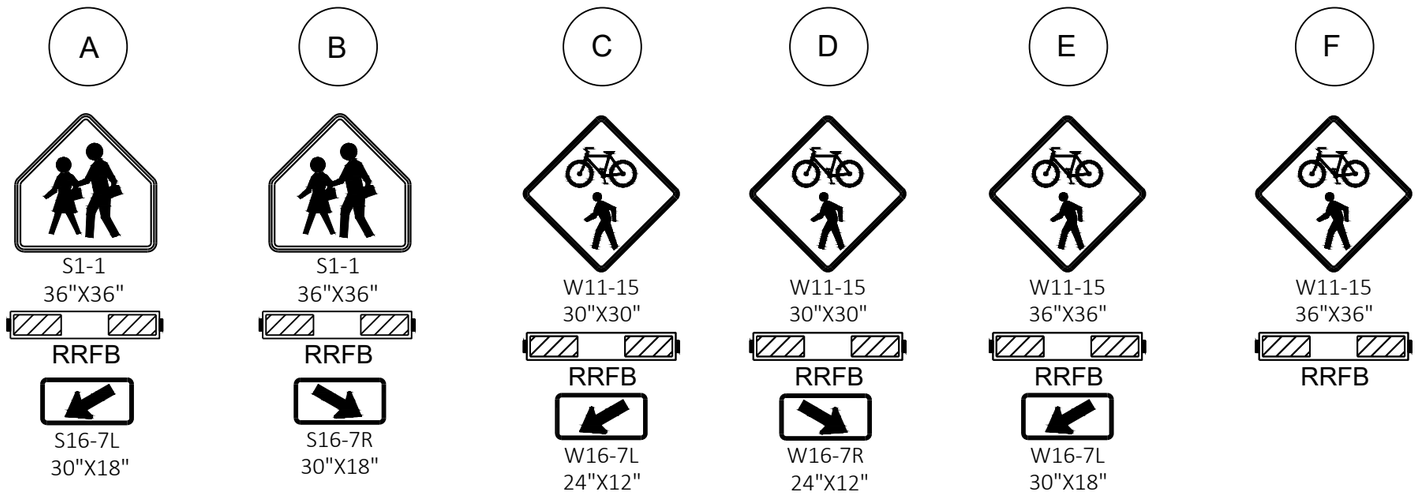
EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

NOTES:

1. EXISTING SIGNS NOT LABELED ON THE PLANS ARE TO REMAIN IN PLACE.

RRFB SIGNING



2

N

101

STOP

AUTUMN BLAZE WAY

BLA E

MS E

SL18 E

CW6 E

W4-3 E

R3-17 30"X24"

BIKE LANE ENDS

R3-17BP 30"X12"

104

105

BLA E

MS E

W4 E

106

NO PARKING ANY TIME

R7-1D 18"X24"

D

C

MS E

BLA E

YLD E

20'

+96 +11 +56 +70 +20 +36 +42 +90 +43 +02 +82 +88

6' 12' 11' 5' 2' 9'

11 12 13 14 15 17 18

CW18 E

N THOMPSON RD

Y4 E

100

NO PARKING ANY TIME

R7-1L 18"X24"

TIE INTO EXISTING PAVEMENT MARKINGS

W4-3 E

Y4 E

BLA E

MS E

102

NO PARKING ANY TIME

R7-1R 18"X24"

CW18 E

BIKE LANE

R3-17 30"X24"

103

DY4 E

W4 E

YLD E

CW6 E

WYOMING AVE

SL18 E

MATCHLINE STA 18+25

MATCHLINE STA 18+25

109

COLORADO AVE

N THOMPSON RD

STOP

SL18 E

CW6 E

W4 E

107

NO PARKING ANY TIME

R7-1D 18"X24"

MS E

BLA E

W4-3 E

111

NO PARKING ANY TIME

R7-1D 18"X24"

114

NO PARKING ANY TIME

R7-1D 18"X24"

115

NO PARKING ANY TIME

R7-1D 18"X24"

10' 6' +93 +04 +43 +53 +03 +24 +74 +50

19 20 21 22 23 24 25

N THOMPSON RD

N THOMPSON RD

W4-3 E

BLA E

MS E

CW18 E

W4 E

DY4 E

110

COLORADO AVE

N THOMPSON RD

STOP

108

112

NO PARKING HERE TO CORNER

R7-1L MOD 18"X24"

113

WISCONSIN AVE

N THOMPSON RD

STOP

WISCONSIN AVE

MATCHLINE STA 25+75

N

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	SIGNING AND PAVEMENT MARKING	SHEET 90	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\024501-PM.DWG
LAYOUT NAME - 024502-pm

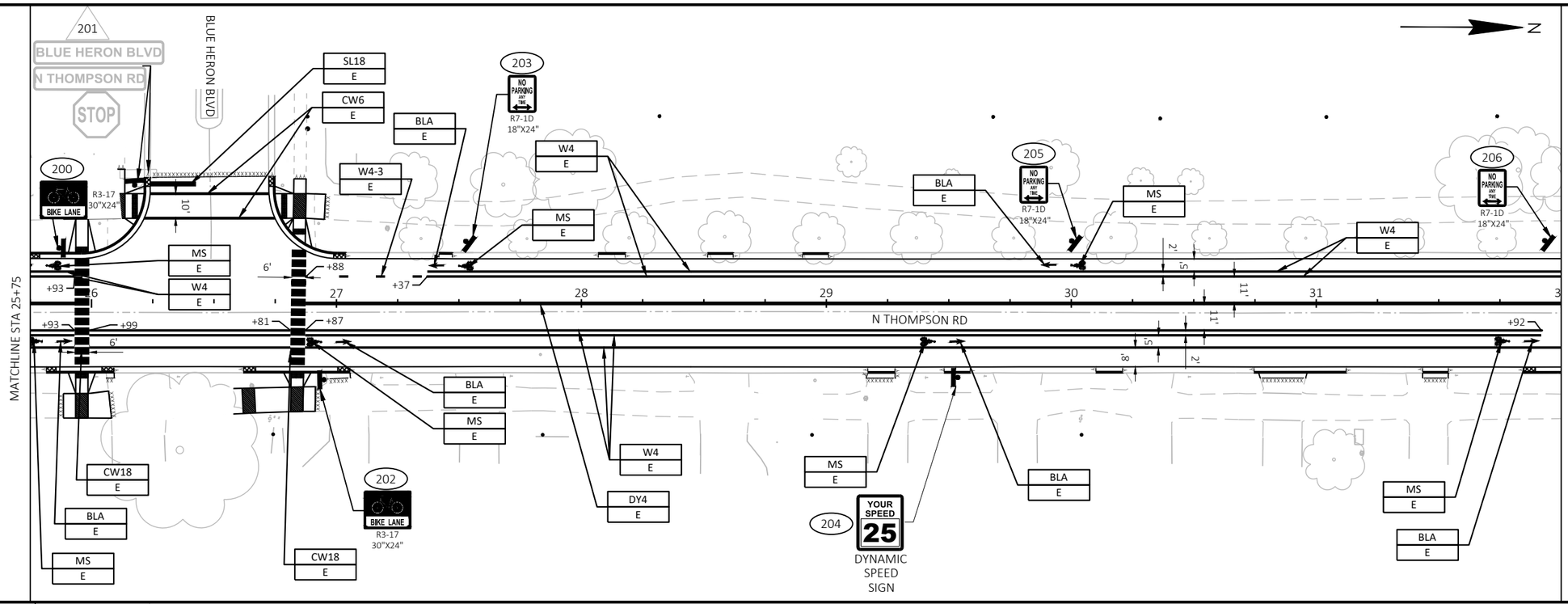
PLOT DATE : 8/29/2024 1:13 PM

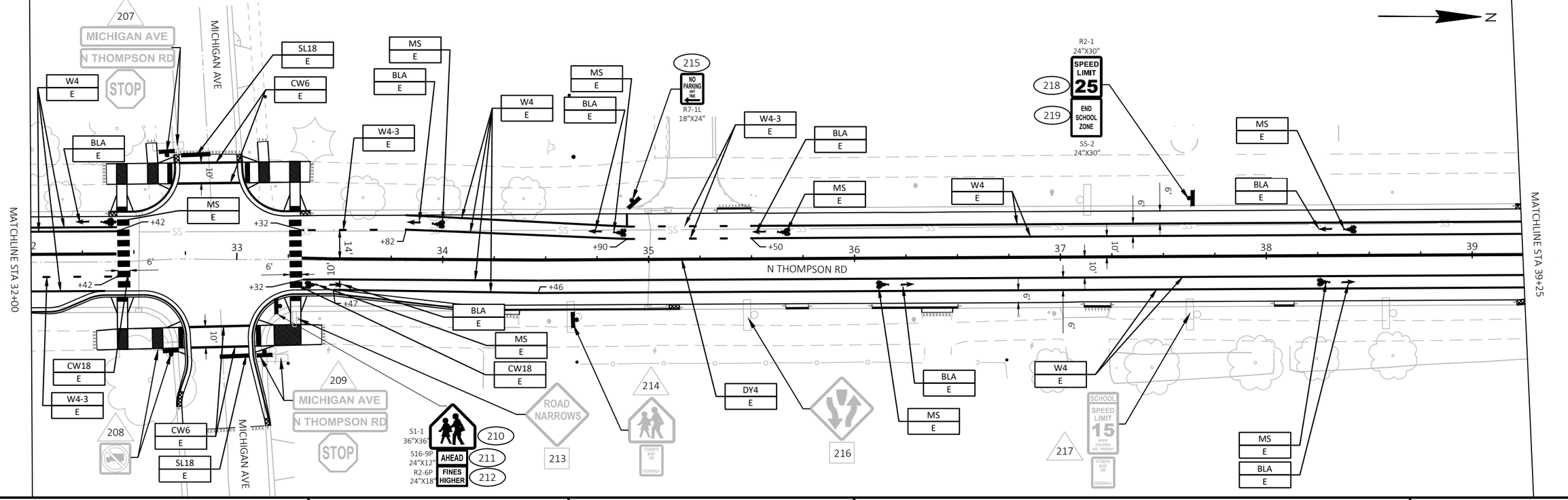
PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

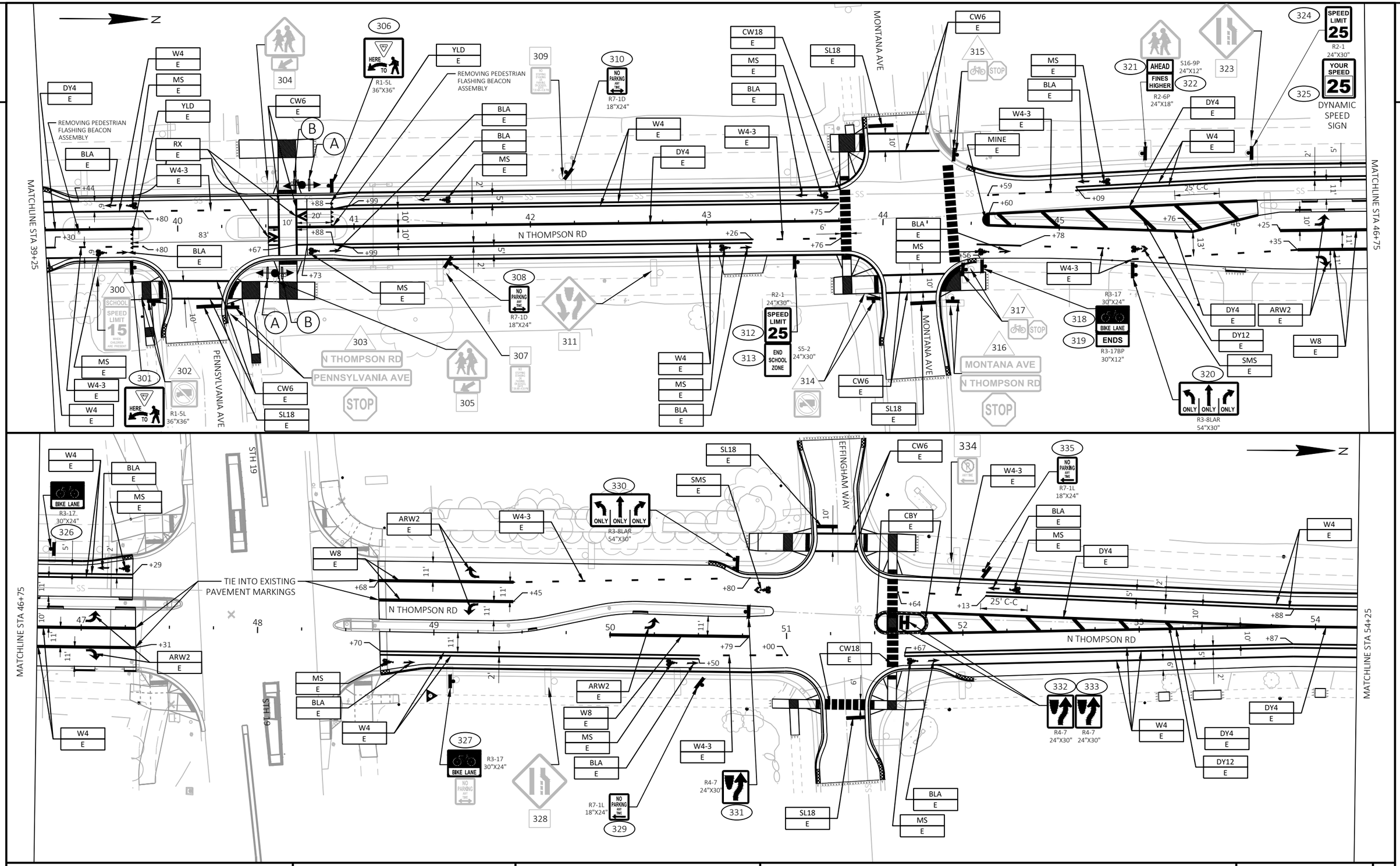
WISDOT/CADDS SHEET 44

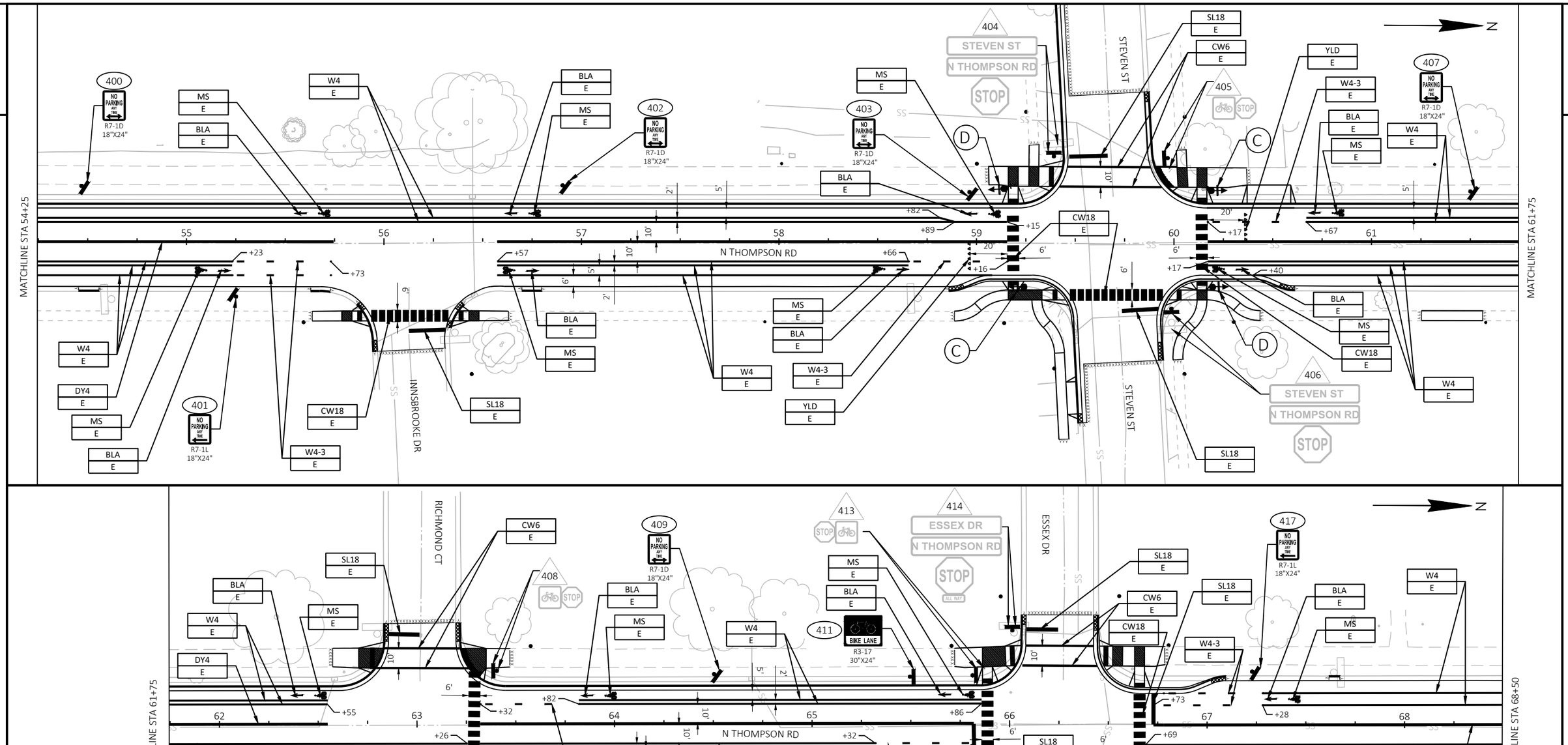


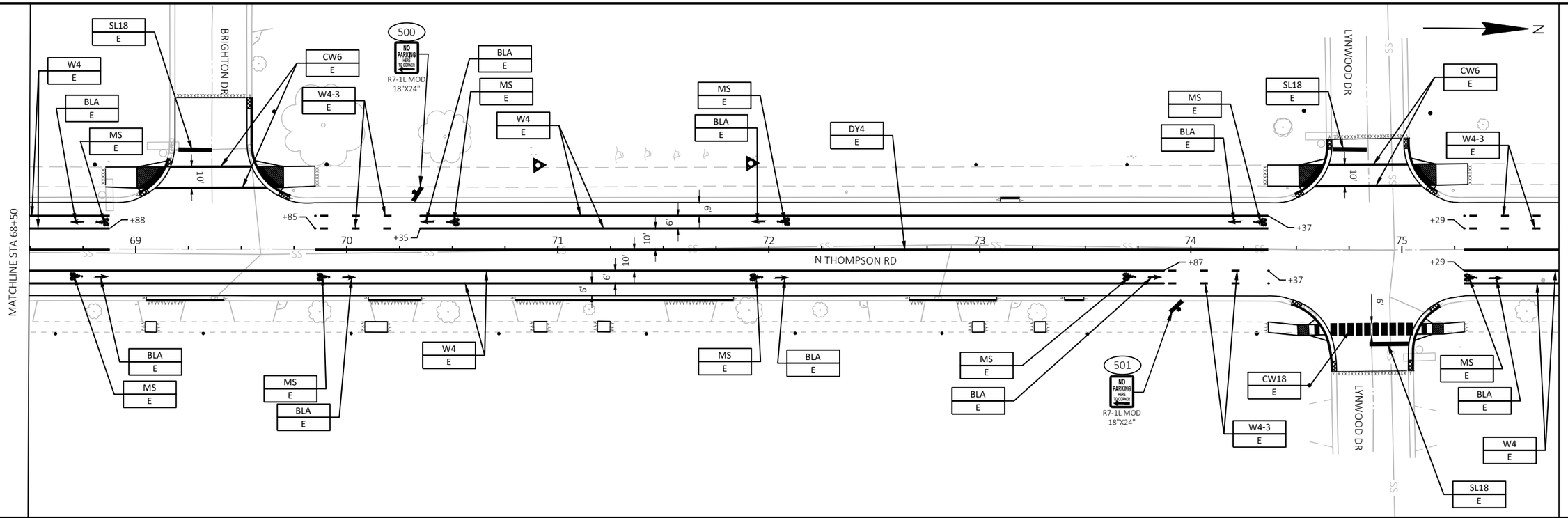


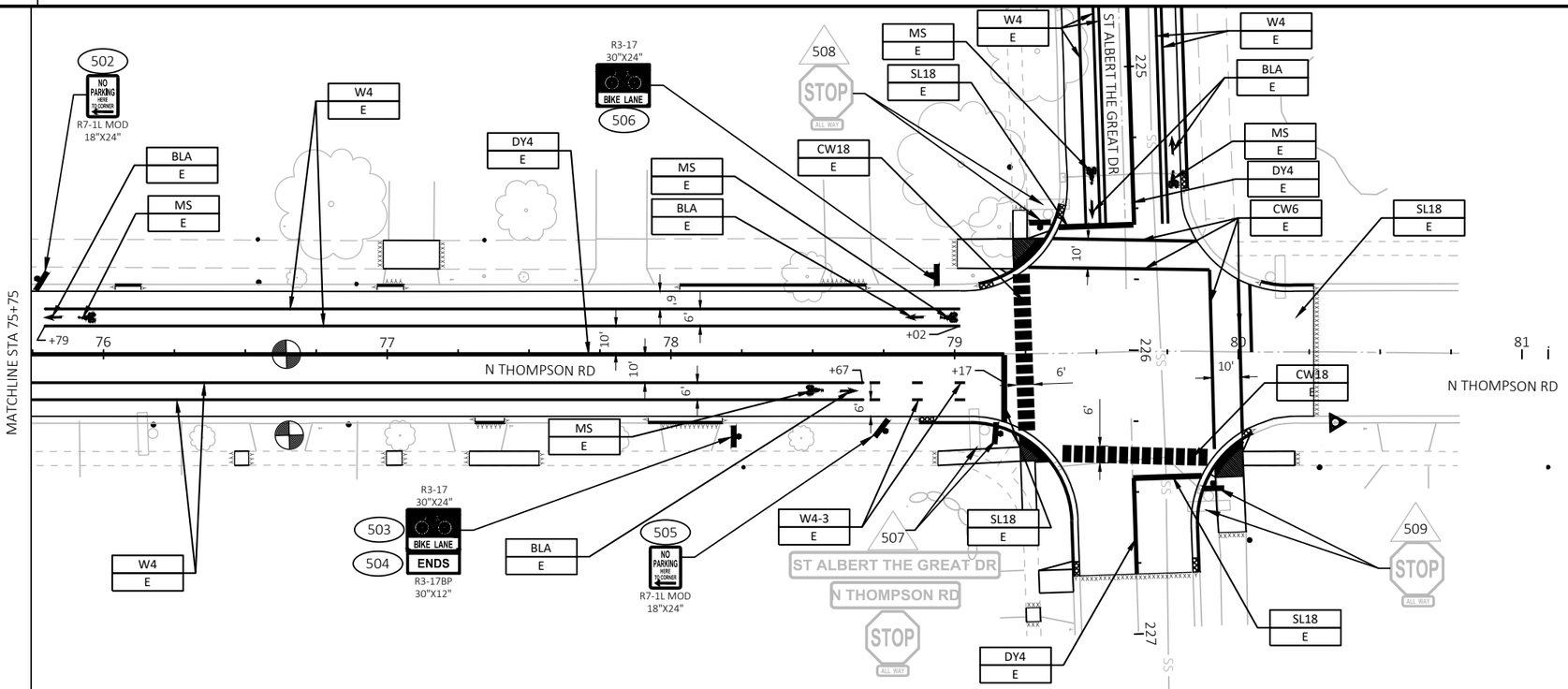
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	SIGNING AND PAVEMENT MARKING	SHEET 91 E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\024501-PM.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 8/29/2024 1:13 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44


N
MATCHLINE STA 39+25
MATCHLINE STA 46+75
MATCHLINE STA 54+25
N THOMPSON RD
PENNSYLVANIA AVE
MONTANA AVE
EFFINGHAM WAY
STH 19
STOP
300 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
301 R1-5L 36"X36"
302
303 N THOMPSON RD PENNSYLVANIA AVE
304
305
306 R1-5L 36"X36"
307
308 R7-1D 18"X24"
309
310 R7-1D 18"X24"
311
312 R2-1 24"X30" SPEED LIMIT 25
313 S5-2 24"X30" END SCHOOL ZONE
314
315 STOP
316 MONTANA AVE N THOMPSON RD STOP
317 STOP
318 R3-17 30"X24" BIKE LANE
319 R3-17BP 30"X12" ENDS
320 R3-8LAR 54"X30" ONLY ONLY ONLY
321 S16-9P 24"X12" AHEAD FINES HIGHER
322 R2-6P 24"X18"
323
324 R2-1 24"X30" SPEED LIMIT 25
325 YOUR SPEED 25 DYNAMIC SPEED SIGN
326 R3-17 30"X24" BIKE LANE
327 R3-17 30"X24" BIKE LANE NO PARKING ANY TIME
328
329 R7-1L 18"X24" NO PARKING ANY TIME
330 R3-8LAR 54"X30" ONLY ONLY ONLY
331 R4-7 24"X30"
332 R4-7 24"X30"
333 R4-7 24"X30"
334
335 R7-1L 18"X24" NO PARKING ANY TIME
REMOVING PEDESTRIAN FLASHING BEACON ASSEMBLY
TIE INTO EXISTING PAVEMENT MARKINGS
25' C-C
83'
W4 E
MS E
YLD E
DY4 E
RX E
W4-3 E
BLA E
CW6 E
SL18 E
CW18 E
ARW2 E
W8 E
SMS E
DY12 E
SBY E
CBY E
MINE E


MATCHLINE STA 54+25
MATCHLINE STA 61+75
MATCHLINE STA 61+75
MATCHLINE STA 68+50
N THOMPSON RD
STEVEN ST
INNSBROOKE DR
RICHMOND CT
ESSEX DR
STOP
STEVEN ST N THOMPSON RD
ESSEX DR N THOMPSON RD
BIKE LANE
NO PARKING ANY TIME
NO PARKING HERE TO CORNER
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
R7-1D 18"X24"
R7-1L 18"X24"
R7-1L MOD 18"X24"
R3-17 30"X24"
W4 E
MS E
BLA E
DY4 E
W4-3 E
CW18 E
SL18 E
CW6 E
YLD E

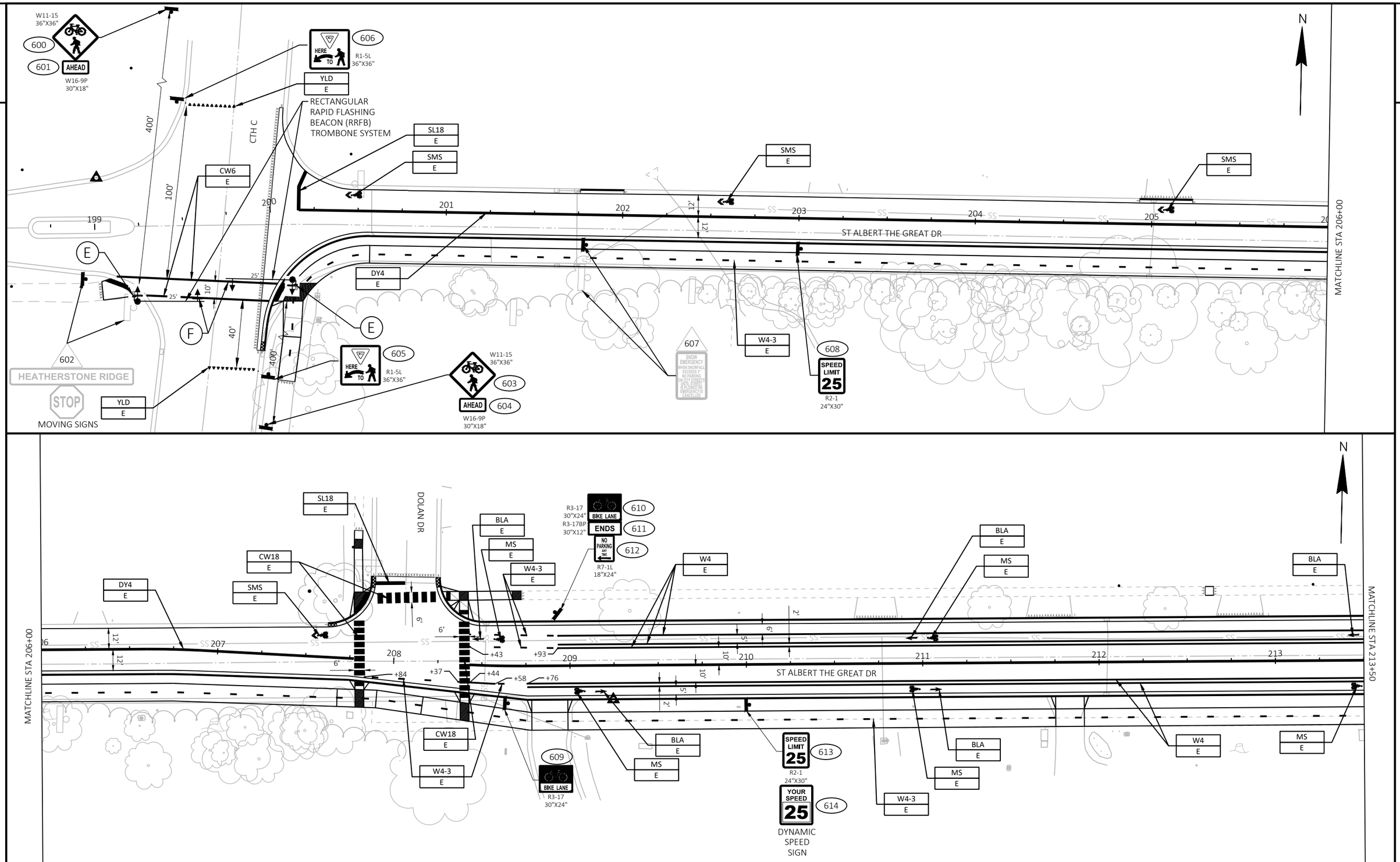




PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	SIGNING AND PAVEMENT MARKING	SHEET 94	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\024501-PM.DWG
LAYOUT NAME - 024506-pm

PLOT DATE : 8/29/2024 1:14 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:50 FT

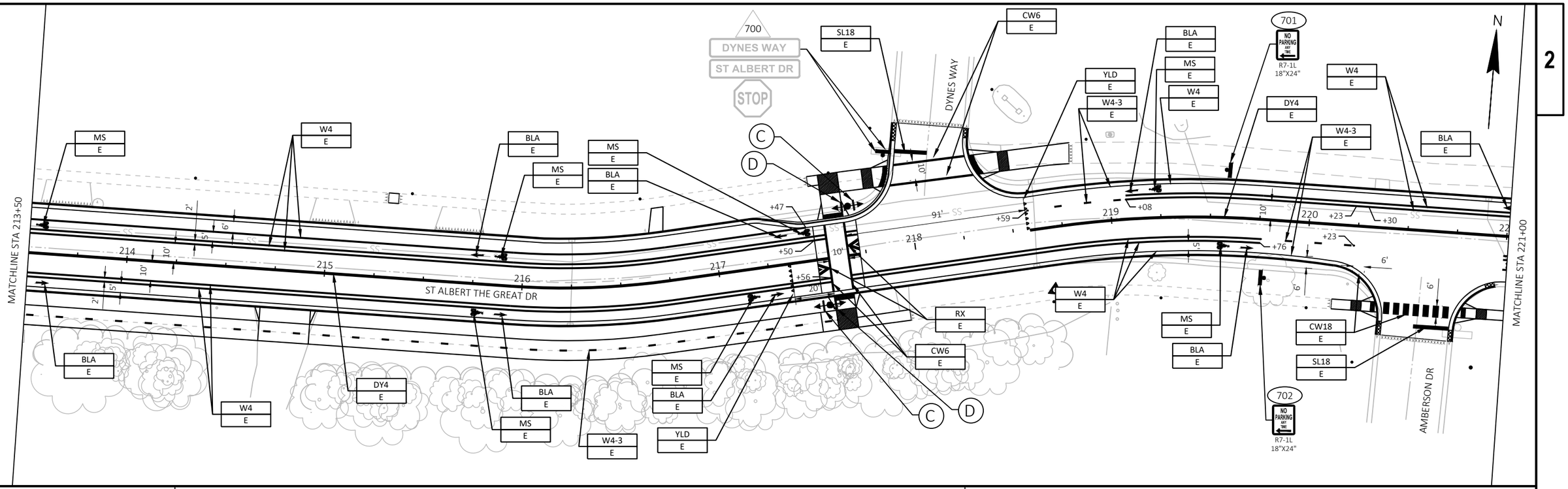


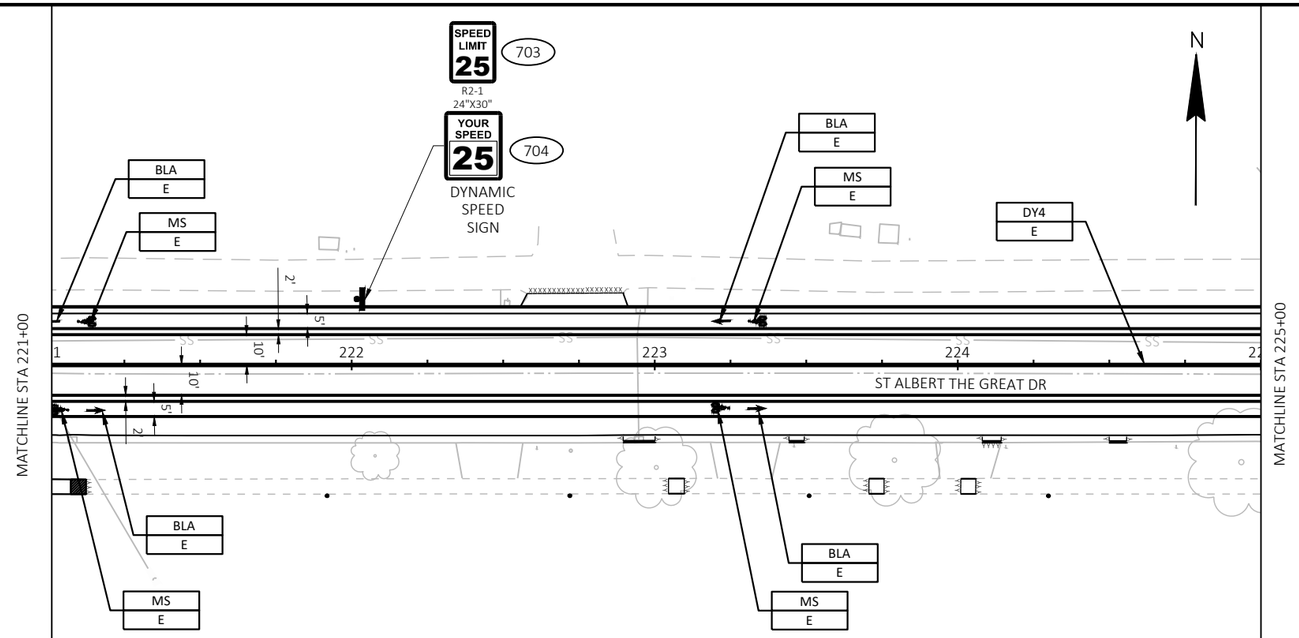
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	SIGNING AND PAVEMENT MARKING	SHEET 95	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\024501-PM.DWG
LAYOUT NAME - 024507-pm

PLOT DATE : 8/29/2024 1:14 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44


700
DYNES WAY
ST ALBERT DR
STOP
SL18
E
CW6
E
DYNES WAY
701
NO PARKING ANY TIME
R7-1L
18"X24"
BLA
E
MS
E
W4
E
YLD
E
W4-3
E
DY4
E
MATCHLINE STA 213+50
MATCHLINE STA 221+00
ST ALBERT THE GREAT DR
214
215
216
217
218
219
220
+47
+50
+56
+59
+08
+23
+30
+76
91'
10'
20'
2'
5'
6'
RX
E
CW18
E
AMBERSON DR
702
C
D


SPEED LIMIT 25
703
R2-1
24"X30"
YOUR SPEED 25
704
DYNAMIC SPEED SIGN
BLA
E
MS
E
DY4
E
MATCHLINE STA 221+00
MATCHLINE STA 225+00
ST ALBERT THE GREAT DR
222
223
224
2'
5'
10'

2

LEGEND:

STAGE 1 WORK ZONE

STAGE 2 WORK ZONE

MB PORTABLE CHANGEABLE MESSAGE BOARD

1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.
3) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
4) ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.
5) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
6) BARRICADE STRIPES SHALL BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
7) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50 FEET, UNLESS OTHERWISE NOTED.
9) PERMANENT SIGNING AND PAVEMENT MARKING PLACED IN EARLIER STAGES SHALL NOT CONFLICT WITH TRAFFIC CONTROL FOR SUBSEQUENT STAGES.
8) FOR SIGNS MOUNTED ON PORTABLE OR TEMPORARY SIGN SUPPORTS, PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.
9) ELIMINATE DROP-OFFS OF 2 INCHES OR MORE WITHIN 10 FEET OR LESS FROM THE EDGE OF THE N THOMPSON RD TRAVELED WAY BEFORE THE END OF OPERATIONS ON THAT DAY. COMPACTED MATERIAL PLACED TO A TEMPORARY 3:1 OR FLATTER SLOPE FROM THE SURFACE OF THE PAVEMENT EDGE IS ACCEPTABLE.
10) MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END ROADS AT ALL TIMES.
11) SEE SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"

PCMS MESSAGES			
7 DAYS PRIOR TO CONSTRUCTION/STAGE			
STAGE 1		STAGE 2	
FRAME A (2 SEC)	FRAME B (2 SEC)	FRAME A (2 SEC)	FRAME B (2 SEC)
ROAD CLOSED BEGINS	D.O.W. MM-DD	ROAD CLOSED BEGINS	D.O.W. MM-DD

ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR MAINLINE, DETAIL C

UTILIZE SINGLE LANE CLOSURE WHEN COMPLETING WORK ADJACENT TO CTH C PER SDD TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

N

R3-1 24"X24"

R3-2 24"X24"

500'

COUNTY C

MB

ROAD CLOSED AHEAD W20-3A

ST ALBERT THE GREAT DR

DOLAN DR

ST ALBERT THE GREAT DR

SIDE ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL D

SIDE ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4

DYNES WAY

19

ROAD CLOSED AHEAD W20-3A

N THOMPSON RD

WEST MAIN ST

AUTUMN BLAZE WAY

BLUE HERON BLVD

MICHIGAN AVE

MONTANA AVE

EFFINGHAM WAY

AMBERSON DR

BRIGHTON DR

N THOMPSON RD

MB

SIDE ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4

WYOMING AVE

COLORADO AVE

WISCONSIN AVE

PENNSYLVANIA AVE

ROAD CLOSED AHEAD W20-3A

N THOMPSON RD

19

INNSBROOKE DR

STEVEN ST

ESSEX DR

LYNWOOD DR

ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR MAINLINE, DETAIL C

ROAD CLOSURE PER SDD BARRICADES AND SIGNS FOR MAINLINE, DETAIL C

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	TRAFFIC CONTROL - OVERVIEW	SHEET 97	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\025100-TC.DWG
LAYOUT NAME - 025100-tc

PLOT DATE : 8/29/2024 8:59 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

N THOMPSON RD

INTERSECTION IMPROVEMENTS AT STH 19 AND N THOMPSON RD
TO BE COMPLETE PRIOR TO PROJECT BY OTHERS

R3-2
24"X24"

R3-1
24"X24"

25' (TYP.)

25' (TYP.)

STH 19

STH 19

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

25' (TYP.)

N THOMPSON RD

SEE OVERVIEW STAGING SHEET FOR ADVANCE WARNING SIGNAGE

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- COVERING SIGNS TYPE II
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SIGN
- TRAFFIC CONTROL ARROW BOARD
- FLAGS, 16" X 16" MIN. (ORANGE)

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STAGE 1 - INTERSECTION DETAILS	SHEET 98	E

2

2

N

N THOMPSON RD

R11-4
60" X 30"
ROAD CLOSED
TO
THRU TRAFFIC
TYPE III BARRICADE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 12-INCH

TEMPORARY MARKING REMOVABLE
MASK OUT TAPE 12-INCH

W MAIN ST

100'

R3-2
24"X24"

R3-1
24"X24"

100'

W MAIN ST

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 12-INCH

S THOMPSON RD

SEE OVERVIEW STAGING
SHEET FOR ADVANCE
WARNING SIGNAGE

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- COVERING SIGNS TYPE II
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SIGN
- TRAFFIC CONTROL ARROW BOARD
- FLAGS, 16" X 16" MIN. (ORANGE)

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STAGE 2 - INTERSECTION DETAILS	SHEET 99	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\025100-S2.DWG
LAYOUT NAME - 025100-tc (2)

PLOT DATE : 8/29/2024 9:00 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

N THOMPSON RD

SEE OVERVIEW STAGING SHEET FOR ADVANCE WARNING SIGNAGE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

25' (TYP.)

25' (TYP.)

STH 19

STH 19

R3-1
24"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R3-2
24"X24"

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N THOMPSON RD

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- COVERING SIGNS TYPE II
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SIGN
- TRAFFIC CONTROL ARROW BOARD
- FLAGS, 16" X 16" MIN. (ORANGE)

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	STAGE 2 - INTERSECTION DETAILS	SHEET 100	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\025100-S2.DWG
LAYOUT NAME - 025100-tc (3)

PLOT DATE : 8/29/2024 9:00 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

COUNTY C

SIDEWALK CLOSED
R9-9
24"X12"

DOLAN DR

DYNES WAY

ST ALBERT THE GREAT DR

AMBERSON DR

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

ALTERNATE CURB RAMP CONSTRUCTION TO MAINTAIN DETOUR ROUTE ALONG ST ALBERT THE GREAT DR.

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

LYNWOOD DR

BRIGHTON DR

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

ESSEX DR

DETOUR
M4-9BR
30"X24"

STEVEN ST

SIDEWALK CLOSED
R9-9
24"X12"

INNSBROOKE DR

EDDINGTON DR

COUNTY C

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

ST ALBERT THE GREAT DR

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

N THOMPSON RD

DETOUR
M4-9BR
30"X24"

EFFINGHAM WAY

19

19

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

LEGEND

- WORK ZONE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC DIRECTION
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SIGN

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PEDESTRIAN ACCESS - STAGE 1	SHEET 101	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\027001-PED DT S1.DWG
LAYOUT NAME - 027001-ped dt s1a

PLOT DATE : 11/19/2024 12:23 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

COUNTY C

19

19

MONTANA AVE

PENNSYLVANIA AVE

MICHIGAN AVE

WISCONSIN AVE

COLORADO AVE

WYOMING AVE

GRAND AVE

N THOMPSON RD

WALMAR DR

MORLAND PL

N MALLARD DR

BLUE HERON BLVD

N WILDWOOD ST

WEST MAIN ST

AUTUMN BLAZE WAY

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

ALTERNATE CURB RAMP CONSTRUCTION TO MAINTAIN DETOUR ROUTE ALONG WYOMING AVE

LEGEND

- WORK ZONE
- TRAFFIC DIRECTION
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT TYPE C
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SIGN
- PEDESTRIAN DETOUR ROUTE

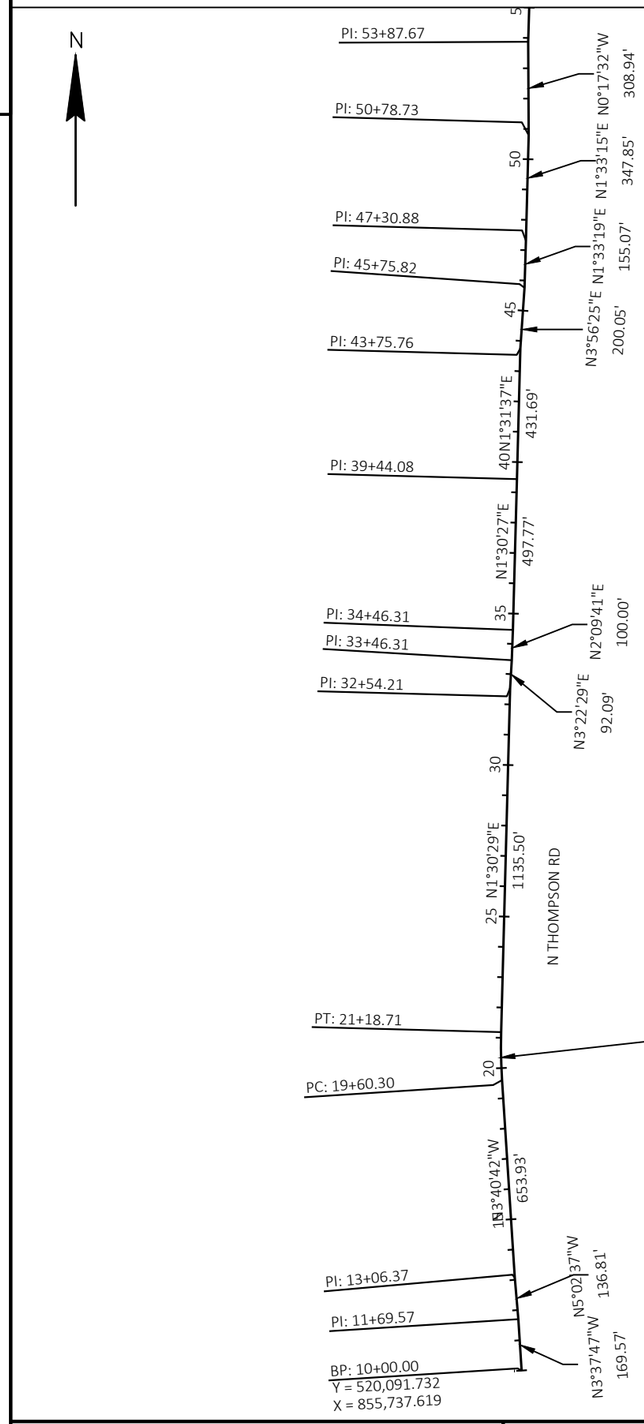
PROJECT NO: 3996-00-31	HWY:	COUNTY: DANE	PEDESTRIAN ACCESS - STAGE 2	SHEET 102	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\027001-PED DT S2.DWG
LAYOUT NAME - 027001-ped dt s2a

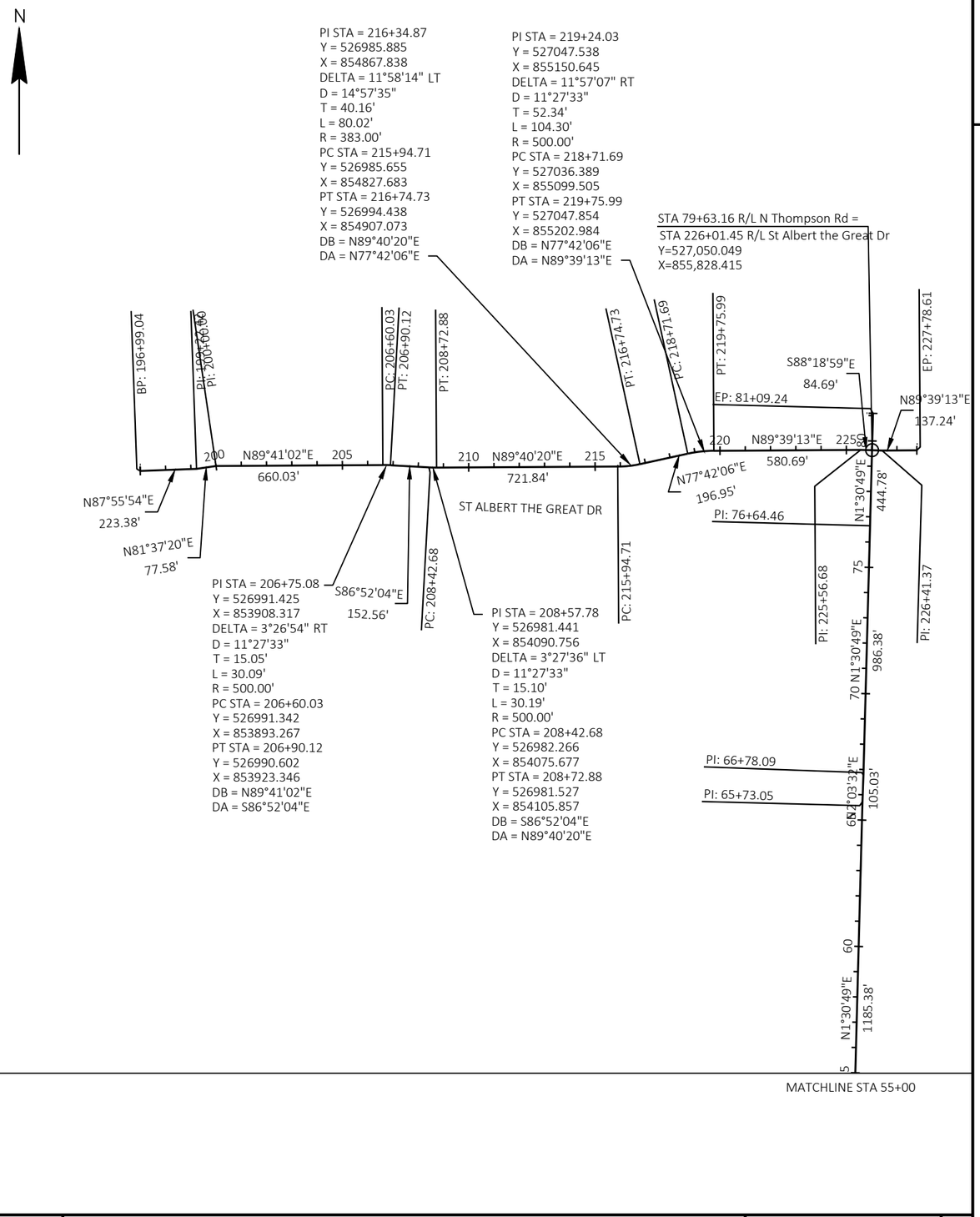
PLOT DATE : 11/19/2024 12:23 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

MATCHLINE STA 55+00



PI STA = 20+39.56
Y = 521128.915
X = 855667.818
DELTA = 5°11'11" RT
D = 3°16'27"
T = 79.26'
L = 158.41'
R = 1750.00'
PC STA = 19+60.30
Y = 521049.819
X = 855672.903
PT STA = 21+18.71
Y = 521208.148
X = 855669.904
DB = N03°40'42"W
DA = N01°30'29"E



MATCHLINE STA 55+00

2

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 103	E

Estimate Of Quantities

3996-00-31

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	168.000	168.000
0004	204.0110	Removing Asphaltic Surface	SY	51,650.000	51,650.000
0006	204.0140	Removing Gutter	LF	300.000	300.000
0008	204.0150	Removing Curb & Gutter	LF	10,990.000	10,990.000
0010	204.0155	Removing Concrete Sidewalk	SY	1,595.000	1,595.000
0012	204.0210	Removing Manholes	EACH	1.000	1.000
0014	204.0220	Removing Inlets	EACH	22.000	22.000
0016	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	455.000	455.000
0018	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	67.000	67.000
0020	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	72.000	72.000
0022	204.0280	Sealing Pipes	EACH	1.000	1.000
0024	205.0100	Excavation Common	CY	640.000	640.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 3996-00-31	EACH	1.000	1.000
0028	213.0100	Finishing Roadway (project) 01. 3996-00-31	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,700.000	3,700.000
0032	312.0110	Select Crushed Material	TON	1,130.000	1,130.000
0034	416.0610	Drilled Tie Bars	EACH	228.000	228.000
0036	455.0605	Tack Coat	GAL	2,354.000	2,354.000
0038	460.2000	Incentive Density HMA Pavement	DOL	8,450.000	8,450.000
0040	460.6223	HMA Pavement 3 MT 58-28 S	TON	7,910.000	7,910.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,280.000	5,280.000
0044	465.0105	Asphaltic Surface	TON	300.000	300.000
0046	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0048	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	70.000	70.000
0050	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	32.000	32.000
0052	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	9,445.000	9,445.000
0054	601.0600	Concrete Curb Pedestrian	LF	38.000	38.000
0056	602.0405	Concrete Sidewalk 4-Inch	SF	1,040.000	1,040.000
0058	602.0415	Concrete Sidewalk 6-Inch	SF	25,635.000	25,635.000
0060	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	1,090.000	1,090.000
0062	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	432.390	432.390
0064	602.0810	Concrete Driveway 6-Inch	SY	259.000	259.000
0066	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	310.000	310.000
0068	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	26.000	26.000
0070	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	35.000	35.000
0072	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	26.000	26.000
0074	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0076	611.1004	Catch Basins 4-FT Diameter	EACH	5.000	5.000
0078	611.1006	Catch Basins 6-FT Diameter	EACH	2.000	2.000
0080	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0082	611.3253	Inlets 2.5x3-FT	EACH	19.000	19.000
0084	611.8110	Adjusting Manhole Covers	EACH	54.000	54.000
0086	611.8115	Adjusting Inlet Covers	EACH	35.000	35.000
0088	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	8.000	8.000
0090	619.1000	Mobilization	EACH	1.000	1.000
0092	624.0100	Water	MGAL	40.000	40.000
0094	625.0100	Topsoil	SY	6,420.000	6,420.000
0096	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000

Estimate Of Quantities

3996-00-31

Line	Item	Item Description	Unit	Total	Qty
0100	628.2002	Erosion Mat Class I Type A	SY	5,840.000	5,840.000
0102	628.7015	Inlet Protection Type C	EACH	100.000	100.000
0104	629.0210	Fertilizer Type B	CWT	4.000	4.000
0106	630.0140	Seeding Mixture No. 40	LB	107.000	107.000
0108	630.0500	Seed Water	MGAL	34.000	34.000
0110	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	56.000	56.000
0112	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	4.000	4.000
0114	637.2210	Signs Type II Reflective H	SF	284.500	284.500
0116	637.2230	Signs Type II Reflective F	SF	27.250	27.250
0118	638.2102	Moving Signs Type II	EACH	77.000	77.000
0120	638.2602	Removing Signs Type II	EACH	12.000	12.000
0122	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
0124	638.4000	Moving Small Sign Supports	EACH	32.000	32.000
0126	642.5201	Field Office Type C	EACH	1.000	1.000
0128	643.0300	Traffic Control Drums	DAY	4,815.000	4,815.000
0130	643.0420	Traffic Control Barricades Type III	DAY	7,853.000	7,853.000
0132	643.0705	Traffic Control Warning Lights Type A	DAY	13,849.000	13,849.000
0134	643.0800	Traffic Control Arrow Boards	DAY	5.000	5.000
0136	643.0900	Traffic Control Signs	DAY	13,607.000	13,607.000
0138	643.0920	Traffic Control Covering Signs Type II	EACH	6.000	6.000
0140	643.1000	Traffic Control Signs Fixed Message	SF	26.500	26.500
0142	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0144	643.3990	Temporary Marking Removable Mask Out Tape 12-Inch	LF	300.000	300.000
0146	643.5000	Traffic Control	EACH	1.000	1.000
0148	646.1020	Marking Line Epoxy 4-Inch	LF	45,310.000	45,310.000
0150	646.3020	Marking Line Epoxy 8-Inch	LF	435.000	435.000
0152	646.5020	Marking Arrow Epoxy	EACH	96.000	96.000
0154	646.5220	Marking Symbol Epoxy	EACH	95.000	95.000
0156	646.6120	Marking Stop Line Epoxy 18-Inch	LF	735.000	735.000
0158	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	71.000	71.000
0160	646.7120	Marking Diagonal Epoxy 12-Inch	LF	150.000	150.000
0162	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,845.000	1,845.000
0164	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0166	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0168	650.4000	Construction Staking Storm Sewer	EACH	30.000	30.000
0170	650.5000	Construction Staking Base	LF	9,270.000	9,270.000
0172	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	11,385.000	11,385.000
0174	650.8000	Construction Staking Resurfacing Reference	LF	9,270.000	9,270.000
0176	650.9000	Construction Staking Curb Ramps	EACH	98.000	98.000
0178	650.9500	Construction Staking Sidewalk (project) 01. 3996-00-31	EACH	1.000	1.000
0180	650.9911	Construction Staking Supplemental Control (project) 01. 3996-00-31	EACH	1.000	1.000
0182	690.0150	Sawing Asphalt	LF	2,405.000	2,405.000
0184	690.0250	Sawing Concrete	LF	1,445.000	1,445.000
0186	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,000.000	1,000.000
0188	740.0440	Incentive IRI Ride	DOL	7,000.000	7,000.000
0190	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0192	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0194	SPV.0060	Special 01. Reconnect Storm Sewer Laterals	EACH	1.000	1.000
0196	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	30.000	30.000

Estimate Of Quantities

3996-00-31

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0060	Special 03. Inlet Covers Type D	EACH	26.000	26.000
0200	SPV.0060	Special 04. Dynamic Speed Display Sign Assembly Solar Powered	EACH	4.000	4.000
0202	SPV.0060	Special 05. Rectangular Rapid Flashing Beacon (RRFB) Single Light Bar System	EACH	8.000	8.000
0204	SPV.0060	Special 06. Rectangular Rapid Flashing Beacon (RRFB) Double Light Bar System	EACH	4.000	4.000
0206	SPV.0060	Special 07. Rectangular Rapid Flashing Beacon (RRFB) Trombone System	EACH	2.000	2.000
0208	SPV.0060	Special 08. Marked Raised Crosswalk Epoxy	EACH	4.000	4.000
0210	SPV.0090	Special 01. Concrete Curb & Gutter 36-Inch Special	LF	1,800.000	1,800.000
0212	SPV.0090	Special 02. Marking Crosswalk Epoxy Block Style 18-Inch	LF	1,495.000	1,495.000
0214	SPV.0180	Special 01. Raised Concrete Crosswalk	SY	161.000	161.000

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
STAGE 1 (N. THOMPSON ROAD)						
0010	60+36	-	60+60	LT	13	DRIVEWAY
0010	76+99	-	77+18	LT	22	DRIVEWAY
	STAGE 1 (N. THOMPSON ROAD) TOTAL				35	
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	211+70	-	211+93	RT	25	DRIVEWAY
0010	214+66	-	214+98	RT	38	DRIVEWAY
0010	226+73	-	226+85	RT	12	DRIVEWAY
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL				75	
	STAGE 1 TOTAL				110	
STAGE 2						
0010	39+79	-	40+34	LT	58	DRIVEWAY
	STAGE 2 TOTAL				58	
				TOTAL 0010	168	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY
STAGE 1 (N. THOMPSON ROAD)					
0010	48+69	-	80+27	LT & RT	18,925
	STAGE 1 (N. THOMPSON ROAD) TOTALS				18,925
STAGE 1 (ST. ALBERT THE GREAT DRIVE)					
0010	200+00	-	225+00	LT & RT	11,835
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				11,835
	STAGE 1 TOTALS				30,760
STAGE 2					
0010	11+19	-	47+31	LT & RT	20,890
	STAGE 2 TOTALS				20,890
				TOTAL 0010	51,650

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0140 REMOVING GUTTER LF	204.0150 REMOVING CURB & GUTTER LF
STAGE 1 (N. THOMPSON ROAD)						
0010	48+69	-	51+09	LT	-	111
0010	48+69	-	50+93	LT (MEDIAN)	-	13
0010	48+69	-	51+16	RT	-	295
0010	51+47	-	59+43	LT	-	970
0010	51+54	-	55+95	RT	-	144
0010	56+32	-	59+50	RT	-	114
0010	59+87	-	62+84	LT	-	354
0010	59+94	-	66+09	RT	-	258
0010	63+22	-	66+06	LT	-	322
0010	66+44	-	69+18	LT	-	113
0010	66+47	-	74+67	RT	-	358
0010	69+55	-	74+65	LT	-	78
0010	75+03	-	79+37	LT	-	158
0010	75+05	-	79+42	RT	-	165
0010	79+80	-	80+01	LT	-	63
0010	79+86	-	80+27	RT	-	57
	STAGE 1 (N. THOMPSON ROAD) TOTALS				0	3,573
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	199+87	-	220+38	RT	-	2,085
0010	200+08	-	207+85	LT	-	96
0010	208+23	-	217+97	LT	-	1,005
0010	218+34	-	225+00	LT	-	691
0010	220+74	-	225+00	RT	-	70
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				0	3,947
	STAGE 1 TOTALS				0	7,520
STAGE 2						
0010	11+19	-	12+51	LT	-	70
0010	11+19	-	16+17	RT	-	122
0010	12+83	-	19+34	LT	-	187
0010	16+60	-	19+22	RT	-	148
0010	19+60	-	22+94	RT	-	312
0010	19+62	-	26+22	LT	-	212
0010	23+33	-	32+73	RT	-	419
0010	26+74	-	32+69	LT	-	139
0010	33+01	-	43+87	LT	-	557
0010	33+18	-	39+91	RT	-	424
0010	40+28	-	44+01	RT	-	430
0010	44+40	-	47+31	RT	-	104
0010	44+25	-	47+28	LT	-	281
0010	44+63	-	46+13	LT	300	-
0010	46+13	-	47+31	LT (MEDIAN)	-	65
	STAGE 2 TOTALS				300	3,470
				TOTAL 0010	300	10,990

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\030201-MQ BORDER.DWG
LAYOUT NAME - 030201-mq
PLOT DATE : 6/23/2024 6:48 PM PLOT BY : JASON DOLENS PLOT NAME :
WISDOT/CADDS SHEET 42

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
STAGE 1 (N. THOMPSON ROAD)					
0010	48+70	-	51+13	RT	32
0010	51+54	-	59+40	LT	21
0010	51+59	-	55+92	RT	43
0010	56+35	-	59+44	RT	64
0010	59+94	-	62+81	LT	17
0010	59+99	-	66+06	RT	109
0010	66+49	-	74+64	RT	58
0010	75+06	-	79+31	LT	6
0010	75+07	-	79+28	RT	67
0010	79+91	-	80+27	RT	13
	STAGE 1 (N. THOMPSON ROAD) TOTAL				430
STAGE 1 (ST. ALBERT THE GREAT DRIVE)					
0010	200+08	-	220+36	RT	662
0010	207+74	-	207+85	LT	24
0010	208+25	-	217+92	LT	65
0010	218+34	-	225+00	LT	22
0010	220+77	-	225+00	RT	29
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL				802
	STAGE 1 TOTAL				1,232
STAGE 2					
0010	10+81	-	12+51	LT	35
0010	12+84	-	19+34	LT	47
0010	11+10	-	16+15	RT	16
0010	16+62	-	19+22	RT	46
0010	19+61	-	22+92	RT	18
0010	19+63	-	26+22	LT	56
0010	26+75	-	32+68	LT	60
0010	33+01	-	43+86	LT	32
0010	33+16	-	39+88	RT	13
0010	40+27	-	43+97	RT	40
	STAGE 2 TOTAL				363
				TOTAL 0010	1,595

REMOVING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
STAGE 1 (N. THOMPSON ROAD)				
0010	51+08	31.5' RT	-	1
0010	51+69	33.7' RT	-	1
0010	56+45	22.7' LT	-	1
0010	59+90	36.4' LT	-	1
0010	59+96	36.9' RT	-	1
0010	62+58	22.8' LT	-	1
0010	64+70	22.7' LT	-	1
0010	65+91	25.3' RT	-	1
0010	65+95	26.8 'RT	-	1
	STAGE 1 (N. THOMPSON RD) TOTALS		0	9
STAGE 1 (ST. ALBERT THE GREAT DRIVE)				
0010	201+63	29.3' RT	-	1
0010	201+74	29.3' RT	-	1
0010	204+99	29.7' RT	-	1
0010	208+52	18.8' RT	-	1
0010	218+61	24.2' LT	-	1
	STAGE 1 (ST. ALBERT THE GREAT) TOTALS		0	5
	STAGE 1 TOTALS		0	14
STAGE 2				
0010	32+52	27.5' RT	-	1
0010	39+71	23.9' RT	-	1
0010	40+49	23.8' RT	-	1
0010	41+11	16.8' LT	1	1
0010	41+11	23.5' RT	-	1
0010	41+11	23.5' LT	-	1
0010	41+20	23.5' RT	-	1
0010	41+21	23.5' LT	-	1
0010	47+15	41.0' LT	-	1
	STAGE 2 TOTALS		1	9
		TOTAL 0010	1	23

SEALING PIPES

CATEGORY	STATION	TO	STATION	LOCATION	204.0280 SEALING PIPES EACH	REMARKS
STAGE 1 (N. THOMPSON ROAD)						
0010	59+89	-	59+90	LT	1	4 LF - 12-INCH PIPE
	STAGE 1 (N. THOMPSON ROAD) TOTAL				1	
	STAGE 1 TOTAL				1	
				TOTAL 0010	1	

REMOVING STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 18-INCH) LF
STAGE 1 (N. THOMPSON ROAD)							
0010	51+08	-	51+17	RT	-	9	-
0010	51+50	-	51+69	RT	20	-	-
0010	56+45	-	56+45	LT	4	-	-
0010	59+93	-	59+96	RT	-	3	-
0010	62+57	-	62+58	LT	5	-	-
0010	64+69	-	64+69	LT	2	-	-
0010	64+69	-	64+72	LT	5	-	-
0010	65+91	-	66+07	RT	-	24	-
	STAGE 1 (N. THOMPSON ROAD) TOTALS				36	36	0
STAGE 1 (ST. ALBERT THE GREAT DRIVE)							
0010	201+63	-	201+74	RT	11	-	-
0010	201+74	-	201+74	RT	16	-	-
0010	201+74	-	202+01	RT	-	31	-
0010	204+99	-	205+00	RT	16	-	-
0010	208+52	-	208+52	RT	3	-	-
0010	208+52	-	208+60	RT	8	-	-
0010	218+61	-	218+61	lt	7	-	-
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				61	31	0
	STAGE 1 TOTALS				97	67	0
STAGE 2							
0010	32+52	-	32+52	RT	38	-	-
0010	39+71	-	40+49	RT	78	-	-
0010	40+46	-	40+53	LT	-	-	7
0010	40+49	-	41+11	LT/RT	206	-	65
0010	41+11	-	41+20	RT	10	-	-
0010	41+11	-	41+11	RT	5	-	-
0010	41+11	-	41+11	LT	8	-	-
0010	41+11	-	41+21	LT	10	-	-
0010	47+15	-	47+15	LT	3	-	-
	STAGE 2 TOTALS				358	0	72
				TOTAL 0010	455	67	72

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STAGE 1 (N. THOMPSON ROAD)							
0010	48+69	-	80+27	LT & RT	208	3	SIDEWALK
0010	48+69	-	80+27	LT & RT	185	3	CURB & GUTTER
0010	48+69	-	80+27	LT & RT	10	1	DRIVEWAYS
	STAGE 1 (N. THOMPSON ROAD) TOTALS				403	7	
STAGE 1 (ST. ALBERT THE GREAT DRIVE)							
0010	200+00	-	225+00	LT & RT	117	2	SIDEWALK
0010	200+00	-	225+00	LT & RT	202	4	CURB & GUTTER
0010	200+57	-	217+48	RT	1,045	15	PATH
0010	200+00	-	225+00	LT & RT	28	1	DRIVEWAYS
	UNDISTRIBUTED				375		GRADING
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				1,767	22	
	STAGE 1 TOTALS				2,170	29	
STAGE 2							
0010	11+19	-	47+31	LT & RT	292	4	SIDEWALK
0010	11+19	-	47+31	LT & RT	195	3	CURB & GUTTER
0010	11+19	-	47+31	LT & RT	200	3	PATH
0010	11+19	-	47+31	LT & RT	16	1	DRIVEWAYS
	UNDISTRIBUTED				237		GRADING
	STAGE 2 TOTALS				940	11	
				TOTAL 0010	3,110	40	

*QUANTITIES LISTED ELSEWHERE

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\030201-MQ BORDER.DWG
LAYOUT NAME - 030201-mq
PLOT DATE : 6/23/2024 6:48 PM PLOT BY : JASON DOLENS PLOT NAME :
WISDOT/CADDS SHEET 42

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ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	REMARKS
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	200+57	-	207+69	RT	133	PATH
0010	208+99	-	217+48	RT	153	PATH
0010	222+56	-	222+91	LT	3	DRIVEWAY
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL				289	
	STAGE 1 TOTAL				289	
STAGE 2						
0010	14+11	-	14+54	RT	2	DRIVEWAY
0010	23+29	-	32+76	RT	3	DRIVEWAY
0010	33+10	-	39+93	RT	1	DRIVEWAY
0010	40+28	-	44+00	RT	5	DRIVEWAY
	STAGE 2 TOTAL				11	
				TOTAL 0010	300	

RAISED CONCRETE CROSSWALK

CATEGORY	STATION	TO	STATION	LOCATION	715.0720 INCENTIVE COMPRESSIVE STRENGTH CONCRETE PAVEMENT DOL	SPV.0180.01 SPECIAL (01. RAISED CONCRETE CROSSWALK) SY
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	217+50	-	217+72	LT & RT	500	83
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL				500	83
	STAGE 1 TOTAL				500	83
STAGE 2						
0010	40+51	-	40+73	LT & RT	500	78
	STAGE 2 TOTAL				500	78
				TOTAL 0010	1,000	161

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
STAGE 1 (N. THOMPSON ROAD)							
0010	48+69	-	80+27	LT & RT	888	2,981	1,988
	STAGE 1 (N. THOMPSON ROAD) TOTALS				888	2,981	1,988
STAGE 1 (ST. ALBERT THE GREAT DRIVE)							
0010	200+00	-	225+00	LT & RT	512	1,721	1,150
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				512	1,721	1,150
	STAGE 1 TOTALS				1,400	4,702	3,138
STAGE 2							
0010	11+19	-	47+31	LT & RT	954	3,208	2,142
	STAGE 2 TOTALS				954	3,208	2,142
				TOTAL 0010	2,354	7,910	5,280

					CONCRETE CURB & GUTTER							
					416.0610	601.0407	601.0409	601.0411	601.0600	650.5500	SPV.0090.01	SPV.0090.02
CATEGORY	STATION	TO	STATION	LOCATION	DRILLED TIE BARS EACH	CONCRETE CURB & GUTTER 18-INCH TYPE D LF	CONCRETE CURB & GUTTER 30-INCH TYPE A LF	CONCRETE CURB & GUTTER 30-INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPECIAL (01. CONCRETE CURB & GUTTER 36-INCH SPECIAL) LF	SPECIAL (02. GRADING SHAPING AND FINISHING CONCRETE CURB & GUTTER) LF
STAGE 1 (N. THOMPSON ROAD)												
0010	48+69	-	51+09	LT	-	-	-	16	-	129	113	129
0010	48+69	-	50+93	LT (MEDIAN)	-	-	-	13	-	13	-	13
0010	48+69	-	51+16	RT	-	-	-	236	-	306	70	306
0010	51+47	-	59+43	LT	-	-	-	888	-	988	100	988
0010	51+51	-	51+79	LT (MEDIAN)	-	70	-	-	22	92	-	92
0010	51+54	-	55+95	RT	-	-	-	70	-	163	93	163
0010	56+32	-	59+50	RT	-	-	-	50	-	123	73	123
0010	59+87	-	62+84	LT	-	-	-	362	11	373	-	373
0010	59+94	-	66+09	RT	-	-	-	109	-	276	167	276
0010	63+22	-	66+06	LT	-	-	-	334	-	334	-	334
0010	66+44	-	69+18	LT	-	-	-	44	-	124	80	124
0010	66+47	-	74+67	RT	-	-	-	282	-	367	85	367
0010	69+55	-	74+65	LT	-	-	-	78	-	78	-	78
0010	75+03	-	79+37	LT	-	-	-	158	-	158	-	158
0010	75+05	-	79+42	RT	-	-	-	151	5	156	-	156
0010	79+80	-	80+01	LT	-	-	-	44	-	44	-	44
0010	79+86	-	80+27	RT	-	-	-	75	-	75	-	75
UNDISTRIBUTED					40	-	-	-	-	-	-	-
STAGE 1 (N. THOMPSON ROAD) TOTALS					40	70	0	2,910	38	3,799	781	3,799
STAGE 1 (ST. ALBERT THE GREAT DRIVE)												
0010	200+00	-	220+38	RT	-	-	22	2,081	-	2,103	-	2103
0010	200+08	-	207+85	LT	-	-	-	95	-	95	-	95
0010	208+23	-	217+97	LT	-	-	-	918	-	1,012	94	1012
0010	218+34	-	225+00	LT	-	-	-	691	-	691	-	691
0010	220+74	-	225+00	RT	-	-	-	50	-	50	-	50
UNDISTRIBUTED					48	-	-	-	-	-	-	-
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS					48	0	22	3,835	0	3,951	94	3,951
STAGE 1 TOTALS					88	70	22	6,745	38	7,750	875	7,750
STAGE 2												
0010	11+19	-	12+51	LT	-	-	-	70	-	70	-	70
0010	11+09	-	16+17	RT	-	-	10	121	-	131	-	131
0010	12+83	-	19+34	LT	-	-	-	188	-	188	-	188
0010	16+60	-	19+22 T'	RT	-	-	-	23	-	159	136	159
0010	19+60	-	22+94	RT	-	-	-	193	-	324	131	324
0010	19+62	-	26+22	LT	-	-	-	215	-	215	-	215
0010	23+33	-	32+73	RT	-	-	-	311	-	435	124	435
0010	26+74	-	32+69	LT	-	-	-	139	-	139	-	139
0010	33+01	-	43+87	LT	-	-	-	396	-	569	173	569
0010	33+18	-	39+91	RT	-	-	-	178	-	448	270	448
0010	40+28	-	44+01	RT	-	-	-	349	-	440	91	440
0010	44+40	-	47+31	RT	-	-	-	106	-	106	-	106
0010	44+25	-	47+28	LT	-	-	-	281	-	281	-	281
0010	46+13	-	47+31	LT (MEDIAN)	-	-	-	65	-	65	-	65
UNDISTRIBUTED					140	-	-	65	-	65	-	65
STAGE 2 TOTALS					140	0	10	2,700	0	3,635	925	3,635
				TOTAL 0010	228	70	32	9,445	38	11,385	1,800	11,385

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CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY
STAGE 1 (N. THOMPSON ROAD)					
0010	60+35	-	60+62	LT	25
0010	76+99	-	77+18	LT	22
	STAGE 1 (N. THOMPSON ROAD) TOTAL				47
STAGE 1 (ST. ALBERT THE GREAT DRIVE)					
0010	208+76	-	209+01	RT	40
0010	211+73	-	211+94	RT	32
0010	214+66	-	214+97	RT	50
0010	226+73	-	226+85	RT	12
	STAGE 1 (ST. ALBERT THE GREAT DR) TOTAL				134
	STAGE 1 TOTAL				181
STAGE 2					
0010	39+74	-	40+40	LT	78
	STAGE 2 TOTAL				78
				TOTAL 0010	259

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 3996-00-31) EACH	SPV.0060.09 SPECIAL (09. GRADING SHAPING AND FINISHING CURB RAMPS) EACH	SPV.0090.03 SPECIAL (03. GRADING SHAPING AND FINISHING CONCRETE SIDEWALK AND ASPHALTIC PATH) LF
STAGE 1 (N. THOMPSON ROAD)												
0010	48+70	-	51+19	RT	-	235	10	-	1	-	1	-
0010	48+70	-	51+15	LT	-	380	20	-	1	-	1	-
0010	51+43	-	59+44	LT	-	915	60	-	4	-	4	-
0010	51+47	-	55+93	RT	170	430	30	-	3	-	3	34
0010	56+34	-	59+47	RT	-	715	30	-	3	-	3	-
0010	59+91	-	62+83	LT	-	800	30	24.46	3	-	3	-
0010	59+96	-	66+08	RT	320	875	50	-	5	-	5	64
0010	63+22	-	66+05	LT	-	680	30	32.84	3	-	3	-
0010	66+45	-	69+15	LT	-	680	30	28.26	3	-	3	-
0010	66+47	-	74+65	RT	225	420	30	-	3	-	3	45
0010	69+57	-	74+63	LT	-	505	-	53.82	2	-	2	-
0010	75+04	-	79+33	LT	-	580	-	52.93	2	-	2	-
0010	75+06	-	79+33	RT	175	455	10	22.41	2	-	2	35
0010	79+90	-	80+27	RT	25	380	-	28.06	1	-	1	-
0010			PROJECT 3996-00-31		-	-	-	-	-	1	-	
	STAGE 1 (N. THOMPSON ROAD) TOTALS				915	8,050	330	242.78	36	1	36	178
STAGE 1 (ST. ALBERT THE GREAT DRIVE)												
0010	199+05	-	199+22	RT	-	145	-	39.26	1	-	1	-
0010	199+94	-	220+37	RT	-	2,850	60	22.60	6	-	6	245
0010	207+74	-	207+85	LT	-	230	-	26.78	1	-	1	10
0010	208+25	-	217+92	LT	50	850	40	21.33	4	-	4	15
0010	218+35	-	225+00	LT	-	725	10	25.16	2	-	2	-
0010	220+77	-	225+00	RT	75	190	10	-	1	-	1	-
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				125	4,990	120	135.13	15	0	15	270
	STAGE 1 TOTALS				1,040	13,040	450	377.91	51	1	51	448
STAGE 2												
0010	10+81	-	12+51	LT	-	675	30	-	2	-	2	-
0010	11+19	-	16+16	RT	-	1,075	30	-	3	-	3	-
0010	12+84	-	19+33	LT	-	1,415	80	-	6	-	6	-
0010	16+62	-	19+25	RT	-	705	40	-	3	-	3	8
0010	19+59	-	22+95	RT	-	830	60	-	4	-	4	13
0010	19+63	-	26+21	LT	-	1,780	80	-	6	-	6	-
0010	23+28	-	32+76	RT	-	1,435	80	-	6	-	6	110
0010	26+75	-	32+69	LT	-	795	60	-	4	-	4	-
0010	33+02	-	43+88	LT	-	1,515	80	-	5	-	5	-
0010	33+10	-	39+93	RT	-	875	50	-	3	-	3	22
0010	40+28	-	44+00	RT	-	1,240	50	21.91	4	-	4	-
0010	44+34	-	47+31	RT	-	255	-	32.57	1	-	1	18
	STAGE 2 TOTALS				0	12,595	640	54.48	47	0	47	171
				TOTAL 0010	1,040	25,635	1,090	432.39	98	1	98	619

STORM SEWER PIPE

CATEGORY	FROM STRUCTURE NO.	TO STRUCTURE NO.	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF
STAGE 1 (N. THOMPSON ROAD)						
0010	4.0	4.1	4	-	-	-
0010	5.0	5.1	6	-	-	-
0010	7.0	7.1	7	-	-	-
0010	8.0	8.1	6	-	-	-
0010	8.1	8.2	10	-	-	-
STAGE 1 (N. THOMPSON ROAD) TOTALS			33	0	0	0
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	9.0	9.1	8	-	-	-
0010	9.1	9.2	-	26	-	-
0010	11.0	11.1	10	-	-	-
0010	12.0	12.1	86	-	-	-
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS			104	26	0	0
STAGE 1 TOTALS			137	26	0	0
STAGE 2						
0010	1.0	1.1	41	-	-	-
0010	2.0	2.1	62	-	-	-
0010	2.1	2.2	25	-	-	-
0010	2.2	2.3	10	-	-	-
0010	2.3	2.6	35	-	-	-
0010	2.4	2.5	-	-	25	-
0010	2.5	2.6	-	-	10	-
0010	2.6	2.7	-	-	-	26
STAGE 2 TOTALS			173	0	35	26
		TOTAL 0010	310	26	35	26

RECONNECT STORM SEWER LATERALS

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. RECONNECT STORM SEWER LATERALS) EACH
STAGE 1 (N. THOMPSON ROAD)			
0010	51+17	30.0' RT	1
STAGE 1 (N. THOMPSON ROAD) TOTAL			1
STAGE 1 TOTAL			1
		TOTAL 0010	1

3

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE NO.	STATION	* LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3253 INLETS 2.5X3-FT EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.03 SPECIAL (03. INLET COVERS TYPE D) EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
STAGE 1 (N. THOMPSON ROAD)														
0010	3.0	51+16.84	30.1' RT	-	-	-	-	-	1	1	1	977.25	973.93	3.36
0010	3.1	51+50.07	27.7' RT	-	-	-	-	-	1	1	1	977.39	973.65	3.78
0010	4.0	56+45.00	18.3' LT	-	-	-	-	-	1	1	1	977.08	973.34	2.70
0010	4.1	56+44.90	22.7' LT	1	-	-	-	-	-	1	-		973.13	
0010	5.0	59+87.89	45.8' LT	-	-	-	-	-	1	1	1	974.98	971.73	3.29
0010	5.2	59+93.22	37.1' RT	-	-	-	-	-	1	1	1	975.06	972.08	3.02
0010	6.0	62+56.80	18.2' LT	-	-	-	-	-	1	1	1	976.43	973.10	2.29
0010	7.0	64+72.08	18.2' LT	-	-	-	-	-	1	1	1	975.60	972.35	2.21
0010	7.1	64+69.52	24.9' LT	-	1	-	-	1	-	1	-	975.96	972.42	2.50
0010	8.0	65+99.71	22.5' RT	-	-	-	-	-	1	1	1	974.73	971.93	2.84
0010	8.1	66+04.04	26.7' RT	-	-	-	-	-	1	1	1	974.77	971.80	3.01
0010	8.2	66+10.95	33.9' RT	-	1	-	-	1	1	1	1	974.86	971.65	2.17
	STAGE 1 (N. THOMPSON ROAD) TOTALS			1	2	0	0	2	10	12	10			
STAGE 1 (ST. ALBERT THE GREAT DRIVE)														
0010	9.0	201+66.23	13.3' RT	-	-	-	-	-	1	1	1	924.81	921.29	3.56
0010	9.1	201+74.23	13.3' RT	-	-	-	-	-	1	1	1	924.80	921.15	3.69
0010	9.2	202+00.73	13.3' RT	-	-	1	-	-	-	1	1	924.83	920.45	4.42
0010	10.0	205+00.25	13.3' RT	-	-	-	-	-	1	1	1	927.89	924.79	3.14
0010	11.0	208+51.94	15.8' RT	-	-	1	-	-	-	1	1	935.36	930.60	4.80
0010	11.1	208+59.57	21.6' RT	-	1	-	-	1	-	1	-	935.83	931.54	3.25
0010	12.0	217+73.88	18.3' RT	-	-	-	-	-	1	1	1	953.00	950.50	2.54
0010	12.3	218+62.44	18.2' LT	-	-	-	-	-	1	1	1	953.68	949.93	3.79
	STAGE 1 (ST. ALBERT THE GREAT) TOTALS			0	1	2	0	1	5	8	7			
	STAGE 1 TOTALS			1	3	2	0	3	15	20	17			
STAGE 2														
0010	1.0	32+70.23	25.6' RT	-	-	1	-	-	-	1	1	984.78	981.32	3.50
0010	2.0	39+87.70	23.4' RT	-	-	1	-	-	-	1	1	980.98	977.43	3.59
0010	2.1	40+49.67	18.1' RT	-	-	-	-	-	1	1	1	980.53	977.02	3.55
0010	2.2	40+74.63	17.8' RT	-	-	-	-	-	1	1	1	980.32	976.80	3.56
0010	2.3	40+84.32	17.8' RT	-	-	-	-	-	1	1	1	980.26	976.65	3.65
0010	2.4	40+49.68	17.8' LT	-	-	-	1	-	-	1	1	980.27	976.25	4.06
0010	2.5	40+74.63	17.8' RT	-	-	1	-	-	-	1	1	980.10	976.02	4.12
0010	2.6	40+84.63	17.8' RT	-	-	-	1	-	-	1	1	980.14	975.87	4.31
0010	2.7	41+11.07	16.0' LT	1	-	-	-	-	-	1	-		975.82	
0010	2.10	47+14.53	38.4' LT	-	-	-	-	-	1	1	1	979.66	976.05	3.65
	STAGE 2 TOTALS			1	0	3	2	0	4	10	9			
			TOTAL 0010	2	3	5	2	3	19	30	26			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE.
**** DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 6 INCH ADJUSTMENT RING HEIGHT + SUMP (IF APPLICABLE)

ADJUSTING STORM SEWER COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
STAGE 1 (N. THOMPSON ROAD)				
0010	51+42	24' RT	1	-
0010	55+95	51 'RT	-	1
0010	56+04	47' RT	1	-
0010	59+45	49' LT	-	1
0010	59+50	46' RT	-	1
0010	59+50	50' RT	-	1
0010	59+51	60' LT	1	-
0010	59+57	2' RT	1	-
0010	59+59	39' RT	1	-
0010	59+89	40' LT	-	1
0010	62+51	1' RT	1	-
0010	64+84	2' RT	1	-
0010	66+06	46' LT	-	1
0010	66+06	51' LT	-	1
0010	66+34	45' LT	1	-
0010	66+36	45' RT	1	-
0010	66+44	49' LT	-	1
0010	66+47	46' RT	-	1
0010	66+51	ON LINE	1	-
0010	69+37	23' RT	-	1
0010	69+54	48' LT	-	1
0010	69+59	2' RT	1	-
0010	72+80	23' RT	-	1
0010	72+87	2' LT	1	-
0010	74+54	29' RT	-	1
0010	74+58	31' RT	-	1
0010	74+94	22' RT	1	-
0010	74+97	ON LINE	1	-
0010	75+12	30' RT	-	1
0010	79+36	40' RT	-	1
0010	79+70	64' LT	1	-
0010	79+74	36' RT	1	-
0010	79+81	64' LT	-	1
0010	79+87	48 'RT	-	1
STAGE 1 (N. THOMPSON ROAD) TOTALS			16	18
STAGE 1 (ST. ALBERT THE GREAT DRIVE)				
0010	202+32	5' LT	1	-
0010	205+01	13' LT	-	1
0010	205+01	2' LT	1	-
0010	207+86	44' LT	-	1
0010	208+23	45' LT	-	1
0010	208+52	14' LT	1	-
0010	208+52	24' LT	-	1
0010	210+77	15' LT	1	-
0010	212+04	18' RT	-	1
0010	212+05	13' LT	1	-

(CONTINUED)

ADJUSTING STORM SEWER COVERS (CONTINUED)

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	212+05	24' LT	-	1
0010	216+24	18' RT	-	1
0010	216+26	13' LT	1	-
0010	216+26	24' LT	-	1
0010	218+59	18' RT	-	1
0010	218+62	14' LT	1	-
0010	218+63	24' LT	-	1
0010	219+49	8' LT	1	-
0010	220+90	8' LT	1	-
0010	220+90	18' LT	-	1
0010	222+94	9' LT	1	-
0010	222+95	24' RT	-	1
0010	222+95	18' LT	-	1
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS			10	13
STAGE 1 TOTALS			26	31
STAGE 2				
0010	12+53	9' LT	1	-
0010	12+71	10' LT	1	-
0010	13+10	8' LT	1	-
0010	16+73	10' LT	1	-
0010	16+76	20' LT	-	1
0010	32+53	20' LT	-	1
0010	32+53	11' LT	1	-
0010	35+00	23' RT	-	1
0010	35+01	14' LT	1	-
0010	35+10	23' RT	-	1
STAGE 2 TOTALS			6	4
		TOTAL 0010	32	35

MOBILIZATIONS EROSION CONTROL

CATEGORY	DESCRIPTION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 3996-00-31	6	3
	TOTAL 0010	6	3

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INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
STAGE 1 (N. THOMPSON ROAD)				
0010	51+09	RT	1	EXISTING
0010	51+17	RT	1	PROPOSED
0010	51+50	RT	1	PROPOSED
0010	51+69	RT	1	EXISTING
0010	55+95	RT	1	EXISTING
0010	56+45	LT	1	EXISTING
0010	56+45	LT	1	PROPOSED
0010	56+46	RT	1	EXISTING
0010	59+45	LT	1	EXISTING
0010	59+50	RT	1	EXISTING
0010	59+50	RT	1	EXISTING
0010	59+88	LT	1	PROPOSED
0010	59+89	LT	1	EXISTING
0010	59+90	LT	1	EXISTING
0010	59+93	RT	1	PROPOSED
0010	59+96	RT	1	EXISTING
0010	62+57	LT	1	PROPOSED
0010	62+58	LT	1	EXISTING
0010	64+69	LT	1	EXISTING
0010	64+72	LT	1	PROPOSED
0010	65+91	RT	1	EXISTING
0010	65+93	RT	1	PROPOSED
0010	65+95	RT	1	EXISTING
0010	66+00	RT	1	PROPOSED
0010	66+07	LT	1	EXISTING
0010	66+07	LT	1	EXISTING
0010	66+44	LT	1	EXISTING
0010	66+47	RT	1	EXISTING
0010	69+17	LT	1	EXISTING
0010	69+17	LT	1	EXISTING
0010	69+37	RT	1	EXISTING
0010	69+54	LT	1	EXISTING
0010	72+80	RT	1	EXISTING
0010	74+55	RT	1	EXISTING
0010	74+58	RT	1	EXISTING
0010	75+12	RT	1	EXISTING
0010	79+36	RT	1	EXISTING
0010	79+38	LT	1	EXISTING
0010	79+81 'T	LT	1	EXISTING
0010	79+87	RT	1	EXISTING
STAGE 1 (N. THOMPSON ROAD) TOTAL			40	

INLET PROTECTION (CONTINUED)

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
STAGE 1 (ST. ALBERT THE GREAT DRIVE)				
0010	199+29	RT	1	EXISTING
0010	199+86	RT	1	EXISTING
0010	201+63	LT	1	EXISTING
0010	201+63	RT	1	EXISTING
0010	201+66	RT	1	PROPOSED
0010	201+74	LT	1	EXISTING
0010	201+74	RT	1	EXISTING
0010	201+74	RT	1	PROPOSED
0010	202+01	RT	1	PROPOSED
0010	204+99	RT	1	EXISTING
0010	205+00	RT	1	PROPOSED
0010	205+01	LT	1	EXISTING
0010	207+86	LT	1	EXISTING
0010	208+23	LT	1	EXISTING
0010	208+52	RT	1	EXISTING
0010	208+52	RT	1	PROPOSED
0010	208+52	LT	1	EXISTING
0010	212+04	RT	1	EXISTING
0010	212+05	LT	1	EXISTING
0010	216+24	RT	1	EXISTING
0010	216+26	LT	1	EXISTING
0010	217+74	RT	1	PROPOSED
0010	218+60	RT	1	EXISTING
0010	218+60	RT	1	PROPOSED
0010	218+63	LT	1	PROPOSED
0010	218+63	LT	1	EXISTING
0010	220+90	LT	1	EXISTING
0010	221+08	RT	1	EXISTING
0010	222+95	LT	1	EXISTING
0010	222+95	RT	1	EXISTING
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL			30	
STAGE 1 TOTAL			70	

(CONTINUED)

INLET PROTECTION (CONTINUED)

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
STAGE 2				
0010	11+90	LT	1	EXISTING
0010	12+53	LT	1	EXISTING
0010	12+83	LT	1	EXISTING
0010	13+11	LT	1	EXISTING
0010	16+76	LT	1	EXISTING
0010	16+77	RT	1	EXISTING
0010	32+52	RT	1	EXISTING
0010	32+70	RT	1	PROPOSED
0010	32+53	LT	1	EXISTING
0010	35+00	LT	1	EXISTING
0010	35+00	RT	1	EXISTING
0010	35+10	LT	1	EXISTING
0010	35+10	RT	1	EXISTING
0010	39+72	RT	1	EXISTING
0010	39+88	RT	1	PROPOSED
0010	40+50	RT	1	EXISTING
0010	40+50	RT	1	PROPOSED
0010	40+59	LT	1	PROPOSED
0010	41+11	LT	1	EXISTING
0010	41+11	RT	1	EXISTING
0010	40+75	LT	1	PROPOSED
0010	40+75	RT	1	PROPOSED
0010	41+21	LT	1	EXISTING
0010	41+21	RT	1	EXISTING
0010	40+85	LT	1	PROPOSED
0010	40+85	RT	1	PROPOSED
0010	47+14	LT	1	EXISTING
0010	47+14	LT	1	PROPOSED
0010	47+33	RT	1	EXISTING
0010	47+35	LT	1	EXISTING
STAGE 2 TOTAL			30	
TOTAL 0010			100	

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PERMANENT SIGNING

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN SIZE	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.04 SPECIAL (04. DYNAMIC SPEED DISPLAY SIGN ASSEMBLY SOLAR POWERED) EACH	REMARKS
STAGE 1 (N. THOMPSON ROAD)															
0010	327	49+13	RT	R3-17	30"X24"	1	-	5.00	-	1	-	1	-	-	MOVE EXISTING NO PARKING SIGN TO NEW POST
0010	328	49+69	RT	-	-	-	-	-	-	-	1	1	-	-	RIGHT LANE ENDS
0010	329	50+53	RT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	330	50+70	LT	R3-8LAR	54"X30"	2	-	11.25	-	-	-	-	-	-	
0010	331	50+77	LT	R4-7	24"X30"	1	-	5.00	-	-	-	-	-	-	
0010	332	51+67	LT	R4-7	24"X30"	1	-	5.00	-	-	-	-	-	-	MOUNT ON POST WITH SIGN 333 (FACE SB)
0010	333	51+67	LT	R4-7	24"X30"	-	-	5.00	-	-	-	-	-	-	MOUNT ON POST WITH SIGN 332 (FACE NB)
0010	334	51+94	LT	-	-	-	-	-	-	-	1	1	-	-	NO PARKING ANY TIME
0010	335	52+14	LT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	400	54+47	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	401	55+25	RT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	402	56+90	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	403	58+95	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	404	59+39	LT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	405	59+97	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	406	59+99	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	407	61+50	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	408	63+40	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	409	64+50	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	410	65+20	RT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	411	65+50	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	412	65+82	RT	-	-	-	-	-	-	2	-	-	1	-	STOP AND ALL WAY
0010	413	65+80	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	414	66+01	LT	-	-	-	-	-	-	4	-	-	1	-	STOP, ALL WAY AND STREET NAME
0010	415	66+52	RT	-	-	-	-	-	-	4	-	-	1	-	STOP, ALL WAY AND STREET NAME
0010	416	66+80	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	417	67+23	LT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	500	70+30	LT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	501	73+95	RT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	502	75+75	LT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	503	78+25	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	504	78+25	RT	R3-17BP	30"X12"	-	-	2.50	-	-	-	-	-	-	ON POST WITH SIGN 503
0010	505	78+75	RT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	506	78+90	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	507	79+16	RT	-	-	-	-	-	-	4	-	-	1	-	STOP, ALL WAY AND STREET NAME
0010	508	79+30	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND ALL WAY
0010	509	79+90	RT	-	-	-	-	-	-	2	-	-	1	-	STOP AND ALL WAY
				STAGE 1 (N. THOMPSON ROAD) TOTALS		23	0	95.75	0.00	31	2	3	11	0	
STAGE 1 (ST. ALBERT THE GREAT DRIVE)															
0010	600	199+25	LT	W11-15	30"X30"	1	-	-	6.25	-	-	-	-	-	
0010	601	199+25	LT	W16-9P	24"X12"	-	-	-	2.00	-	-	-	-	-	ON POST WITH SIGN 600
0010	602	198+95	RT	-	-	-	-	-	-	2	-	-	1	-	STOP AND STREET NAME
0010	603	200+00	RT	W11-15	30"X30"	1	-	-	6.25	-	-	-	-	-	
0010	604	200+00	RT	W16-9P	24"X12"	-	-	-	2.00	-	-	-	-	-	ON POST WITH SIGN 603
0010	605	200+00	RT	R1-5L	36"X36"	1	-	9.00	-	-	-	-	-	-	
0010	606	200+00	RT	R1-5L	36"X36"	1	-	9.00	-	-	-	-	-	-	
0010	607	201+80	RT	-	-	-	-	-	-	1	-	-	1	-	SNOW EMERGENCY
0010	608	203+00	RT	R2-1	24"X30"	1	-	5.00	-	-	-	-	-	-	25 MPH
0010	609	208+63	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	610	208+93	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	611	208+93	LT	R3-17BP	30"X12"	-	-	2.50	-	-	-	-	-	-	ON POST WITH SIGN 610
0010	612	208+93	LT	R7-1L	18"X24"										ON POST WITH SIGN 610
0010	613	210+00	RT	R2-1	24"X30"	-	-	5.00	-	-	-	-	-	-	25 MPH, ON POST WITH SIGN 614
0010	614	210+00	RT	-	-	-	-	-	-	-	-	-	-	1	
0010	700	217+90	LT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	701	219+59	LT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	702	219+77	RT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	703	222+00	LT	R2-1	24"X30"	-	-	5.00	-	-	-	-	-	-	25 MPH, ON POST WITH SIGN 704
0010	704	222+00	LT	-	-	-	-	-	-	-	-	-	-	1	
				STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS		9	0	51.50	16.50	6	0	0	3	2	
				STAGE 1 TOTALS		32	0	147.25	16.50	37	2	3	14	2	

(CONTINUED ON NEXT SHEET)

PERMANENT SIGNING (CONTINUED)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN SIZE	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SPV.0060.04 SPECIAL (04. DYNAMIC SPEED DISPLAY SIGN ASSEMBLY SOLAR POWERED) EACH	REMARKS
STAGE 2															
0010	100	11+36	RT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	101	12+44	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	102	12+84	RT	R7-1R	30"X24"	1		3.00							
0010	103	13+10	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	104	13+55	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	105	13+55	LT	R3-17BP	30"X12"	-	-	2.50	-	-	-	-	-	-	ON POST WITH SIGN 104
0010	106	15+57	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	107	18+45	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	108	19+19	RT	-	-	-	-	-	-	1	-	-	1	-	NO TRUCKS
0010	109	19+30	LT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	110	19+62	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	111	21+07	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	112	22+27	RT	R7-1L MOD	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	113	23+32	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	114	23+50	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	115	25+43	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	200	25+87	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	201	26+18	LT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	202	26+95	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	203	27+53	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	204	29+55	RT	-	-	-	-	-	-	-	-	-	-	1	
0010	205	30+00	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	206	31+93	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	207	32+65	LT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	208	32+70	RT	-	-	-	-	-	-	1	-	-	1	-	NO TRUCKS
0010	209	33+15	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	210	33+22	RT	S1-1	36"X36"	-	1	-	6.75	-	-	-	-	-	
0010	211	33+22	RT	S16-9P	24"X12"	-	-	-	2.00	-	-	-	-	-	ON POST WITH SIGN 210
0010	212	33+22	RT	R2-6P	24"X18"	-	-	3.00	-	-	-	-	-	-	ON POST WITH SIGN 210
0010	213	33+31	RT	-	-	-	-	-	-	-	1	1	-	-	ROAD NARROWS
0010	214	34+65	RT	-	-	-	-	-	-	2	-	-	1	-	SCHOOL ZONE AND STUDENT MUST USE CROSSWALK
0010	215	34+92	LT	R7-1L	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	216	35+51	RT	-	-	-	-	-	-	-	1	1	-	-	DIVIDED HIGHWAY
0010	217	37+66	RT	-	-	-	-	-	-	2	-	-	1	-	SCHOOL ZONE SPEED LIMIT AND STUDENT MUST USE CROSSWALK
0010	218	37+63	LT	R2-1	24"X30"	-	1	5.00	-	-	-	-	-	-	25 MPH
0010	219	37+63	LT	S5-2	24"X30"	-	-	5.00	-	-	-	-	-	-	ON POST WITH SIGN 218
0010	300	39+57	RT	-	-	-	-	-	-	1	-	-	1	-	SCHOOL ZONE SPEED LIMIT
0010	301	39+75	RT	R1-5L	36"X36"	1	-	9.00	-	-	-	-	-	-	
0010	302	39+86	RT	-	-	-	-	-	-	1	-	-	1	-	NO TRUCKS
0010	303	40+31	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	304	40+49	LT	-	-	-	-	-	-	-	2	1	-	-	SCHOOL ZONE AND LEFT DOWN ARROW
0010	305	40+57	RT	-	-	-	-	-	-	-	2	1	-	-	SCHOOL ZONE AND LEFT DOWN ARROW
0010	306	40+87	LT	R1-5L	36"X36"	1	-	9.00	-	-	-	-	-	-	
0010	307	41+52	RT	-	-	-	-	-	-	-	1	1	-	-	NO STOPPING OR STANDING
0010	308	41+55	RT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	309	42+18	LT	-	-	-	-	-	-	-	1	1	-	-	NO STOPPING OR STANDING
0010	310	42+20	LT	R7-1D	18"X24"	1	-	3.00	-	-	-	-	-	-	
0010	311	42+73	RT	-	-	-	-	-	-	-	1	1	-	-	DIVIDED HIGHWAY
0010	312	43+50	RT	R2-1	24"X30"	-	1	5.00	-	-	-	-	-	-	25 MPH
0010	313	43+50	RT	S5-2	24"X30"	-	-	5.00	-	-	-	-	-	-	ON POST WITH SIGN 312
0010	314	43+96	RT	-	-	-	-	-	-	1	-	-	1	-	NO TRUCKS
0010	315	44+41	LT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	316	44+41	RT	-	-	-	-	-	-	3	-	-	1	-	STOP AND STREET NAME
0010	317	44+48	RT	-	-	-	-	-	-	2	-	-	1	-	STOP AND BIKE SYMBOL
0010	318	44+57	RT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
0010	319	44+57	RT	R3-17BP	30"X12"	-	-	2.50	-	-	-	-	-	-	ON POST WITH SIGN 318
0010	320	45+42	RT	R3-8LAR	54"X30"	2	-	11.25	-	-	-	-	-	-	
0010	321	45+45	LT	S16-9P	24"X12"	-	1	-	2.00	1	-	1	-	-	MOVE EXISTING NO PARKING SIGN TO NEW POST
0010	322	45+45	LT	R2-6P	24"X18"	-	-	3.00	-	-	-	-	-	-	ON POST WITH SIGN 321
0010	323	46+08	LT	-	-	-	-	-	-	-	1	1	-	-	RIGHT LANE ENDS
0010	324	46+08	LT	R2-1	24"X30"	-	-	5.00	-	-	-	-	-	-	25 MPH, ON POST WITH SIGN 325
0010	325	46+08	LT	-	-	-	-	-	-	-	-	-	-	1	
0010	326	46+82	LT	R3-17	30"X24"	1	-	5.00	-	-	-	-	-	-	
				STAGE 2 TOTALS		24	4	137.25	10.75	40	10	9	18	2	
				TOTAL 0010		56	4	284.50	27.25	77	12	12	32	4	

3

RECTANGULAR RAPID FLASHING BEACON (RRFB)

CATEGORY	STATION	LOCATION	SPV.0060.05 SPECIAL (05. RECTANGULAR RAPID FLASHING BEACON (RRFB) SINGLE LIGHT BAR SYSTEM) EACH	SPV.0060.06 SPECIAL (06. RECTANGULAR RAPID FLASHING BEACON (RRFB) DOUBLE LIGHT BAR SYSTEM) EACH	SPV.0060.07 SPECIAL (07. RECTANGULAR RAPID FLASHING BEACON (RRFB) TROMBONE SYSTEM) EACH
STAGE 1 (N. THOMPSON ROAD)					
0010	59+14	LT	1	-	-
0010	59+24	RT	1	-	-
0010	60+19	LT	1	-	-
0010	60+20	RT	1	-	-
STAGE 1 (N. THOMPSON ROAD) TOTALS			4	0	0
STAGE 1 (ST. ALBERT THE GREAT DRIVE)					
0010	199+25	RT	-	-	1
0010	200+13 SAG'	RT	-	-	1
0010	217+53	RT	-	1	-
0010	217+69	LT	-	1	-
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS			0	2	2
STAGE 1 TOTALS			4	2	2
STAGE 2					
0010	15+93	LT	1	-	-
0010	16+04	RT	1	-	-
0010	16+80	LT	1	-	-
0010	16+91	RT	1	-	-
0010	40+55	RT	-	1	-
0010	40+71	LT	-	1	-
STAGE 2 TOTALS			4	2	0
		TOTAL 0010	8	4	2

TRAFFIC CONTROL

CATEGORY	DESCRIPTION	DRUMS NO. DEVICES	643.0300 TRAFFIC CONTROL DRUMS DAY	BARRICADES NO. DEVICES	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	WARNING LIGHTS TYPE A NO. DEVICES	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	ARROW BOARDS NO. DEVICES	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	SIGNS NO. DEVICES	* 643.0900 TRAFFIC CONTROL SIGNS DAY	NUMBER OF SIGNS	NUMBER OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	* 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.3990 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 12-INCH LF	643.5000 TRAFFIC CONTROL EACH	DURATION	REMARKS
STAGE 1																				
0010	STAGE 1	35	2,660	63	4,788	108	8,208	-	-	59	4,484	1	1	1	16	14	-	1	76 DAYS	
0010	CTH C LANE CLOSURE	23	115	1	5	13	65	1	5	3	15	-	-	-	-	-	-	-	5 DAYS	SHORT DURATION CLOSURE, PAVEMENT MARKING MODIFICATIONS NOT REQUIRED
	STAGE 1 TOTALS		2,775		4,793		8,273		5		4,499			1	16	14	0	1		
STAGE 2																				
0010	STAGE 2	30	2,040	45	3,060	82	5,576	-	-	54	3,672	5	1	5	8	28	300	-	68 DAYS	
	STAGE 2 TOTALS		2,040		3,060		5,576		0		3,672			5	8	28	300	0		
	TOTAL 0010		4,815		7,853		13,849		5		8,171			6	24	42	300	1		

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

PEDESTRIAN ACCESS

CATEGORY	DESCRIPTION	SIGN NO. DEVICES	* 643.0900 TRAFFIC CONTROL SIGNS DAY	SIGNS FIXED MESSAGE NO. DEVICES	* 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	DURATION
STAGE 1						
0010	STAGE 1	25	1,900	1	2.5	76 DAYS
	STAGE 1 TOTALS		1,900		2.5	
STAGE 2						
0010	STAGE 2	52	3,536	-	-	68 DAYS
	STAGE 2 TOTALS		3,536		0.0	
	TOTAL 0010		5,436		2.5	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) (BIKE LANE) EACH	646.5020 MARKING ARROW EPOXY (WHITE) (TYPE 2) EACH	646.5220 MARKING SYMBOL EPOXY (WHITE) (BIKE) EACH	646.5220 MARKING SYMBOL EPOXY (WHITE) (SHARED BIKE LANE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH (WHITE) EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0060.08 SPECIAL (08. MARKING RAISED CROSSWALK EPOXY) (WHITE) EACH	SPV.0090.02 SPECIAL (02. MARKING CROSSWALK EPOXY BLOCK STYLE 18-INCH) (WHITE) LF
STAGE 1 (N. THOMPSON ROAD)																					
0010	48+68	-	80+02	LT & RT	4,980	10,175	235	34	-	34	1	310	16	60	715	-	40	-	-	700
	STAGE 1 (N. THOMPSON ROAD) TOTALS				15,155		235	34		35		310	16	60	715	0	40	0	0	700
STAGE 1 (ST. ALBERT THE GREAT DRIVE)																					
0010	199+12	-	225+00	LT & RT	4,650	7,640	-	16	3	16	4	260	19	-	315	-	-	-	2	75
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				12,290		0	19		20		260	19	0	315	0	0	0	2	75
	STAGE 1 TOTALS				27,445		235	53		55		570	35	60	1,030	0	40	0	2	775
STAGE 2																					
0010	11+19	-	47+31	LT & RT	5,935	11,930	200	39	4	39	1	165	35	90	815	3	-	3	2	720
	STAGE 2 TOTALS				17,865		200	43		40		165	35	90	815	3	0	3	2	720
				TOTAL 0010	45,310		435	96		95		735	70	150	1,845	3	40	3	4	1,495

3

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1 (N. THOMPSON ROAD)							
0010	48+69	-	80+27	LT & RT	900	720	
	STAGE 1 (N. THOMPSON ROAD) TOTALS				900	720	
STAGE 1 (ST. ALBERT THE GREAT DRIVE)							
0010	199+05	-	225+00	LT & RT	320	330	
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				320	330	
	STAGE 1 TOTALS				1,220	1,050	
STAGE 2							
0010	11+19	-	47+31	LT & RT	1,185	395	
	STAGE 2 TOTALS				1,185	395	
				TOTAL 0010	2,405	1,445	

EBS (UNDISTRIBUTED)

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
STAGE 1 (N. THOMPSON ROAD)								
0010	48+69	-	80+27	LT & RT	240	220	420	EBS VOLUME ASSUMED TO BE 2% OF PAVEMENT AREA
	STAGE 1 (N. THOMPSON ROAD) TOTALS				240	220	420	
STAGE 1 (N. THOMPSON ROAD)								
0010	200+00	-	225+00	LT & RT	140	130	250	EBS VOLUME ASSUMED TO BE 2% OF PAVEMENT AREA
	STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTALS				140	130	250	
STAGE 2								
0010	48+69	-	80+27	LT & RT	260	240	460	EBS VOLUME ASSUMED TO BE 2% OF PAVEMENT AREA
	STAGE 2 TOTALS				260	240	460	
				TOTAL 0010	640	590	1,130	

*QUANTITIES LISTED ELSEWHERE

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
STAGE 1 (N. THOMPSON ROAD)						
0010	48+69	-	80+27	LT & RT	3,158	3,158
	STAGE 1 (N. THOMPSON ROAD) TOTALS				3,158	3,158
STAGE 1 (ST. ALBERT THE GREAT DRIVE)						
0010	200+00	-	225+00	LT & RT	2,500	2,500
	AGE 1 (ST. ALBERT THE GREAT DRIVE) TOTA				2,500	2,500
	STAGE 1 TOTALS				5,658	5,658
STAGE 2						
0010	11+19	-	47+31	LT & RT	3,612	3,612
	STAGE 2 TOTALS				3,612	3,612
				TOTAL 0010	9,270	9,270

FINISHING ITEMS

CATEGORY	STATION	LOCATION	625.0100 TOPSOIL SY	628.2002 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	PROJECT 3996-00-31	STAGE 1	3,450	2,960	2.0	55.1	17.1
0010	PROJECT 3996-00-31	STAGE 2	1,900	1,900	1.3	33.7	10.6
0010	UNDISTRIBUTED		1,070	980	0.7	18.2	6.3
		TOTAL 0010	6,420	5,840	4.0	107.0	34.0

ADJUSTING SANITARY SEWER COVERS

CATEGORY	STATION	LOCATION	* 611.8110 ADJUSTING MANHOLE COVERS EACH
STAGE 1 (N. THOMPSON ROAD)			
0020	51+27	106'LT	1
0020	51+66	7'RT	1
0020	55+68	16'RT	1
0020	56+13	30'RT	1
0020	59+70	18'RT	1
0020	63+02	45'LT	1
0020	63+71	14'RT	1
0020	66+23	14'RT	1
0020	67+64	13'RT	1
0020	69+36	15'RT	1
0020	71+66	15'RT	1
0020	74+85	12'RT	1
0020	79+64	13'RT	1
0020	79+75	2'LT	1
STAGE 1 (N. THOMPSON ROAD) TOTAL			14
STAGE 1 (ST. ALBERT THE GREAT DRIVE)			
0020	208+07	ON LINE	1
0020	212+00	2'LT	1
0020	215+99	2'LT	1
0020	219+07	ON LINE	1
0020	220+59	2'RT	1
0020	224+58	3'RT	1
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL			6
STAGE 1 TOTAL			20
STAGE 2			
0020	12+67	32'LT	1
0020	32+94	38'RT	1
STAGE 2 TOTAL			2
		TOTAL 0020	22

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

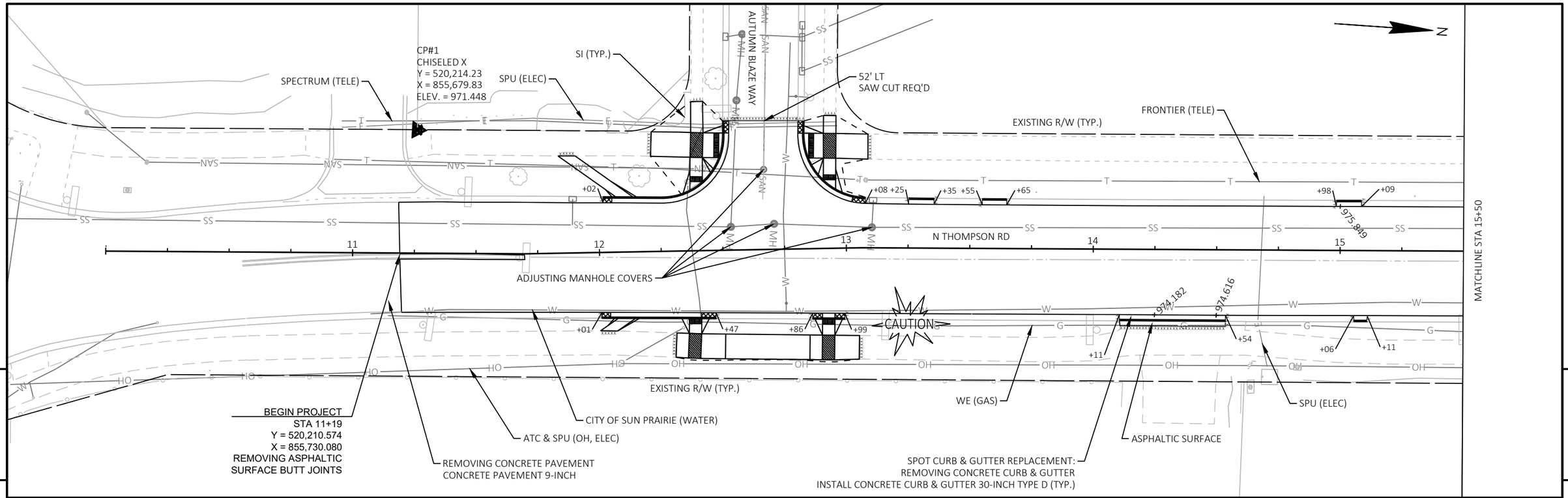
ADJUSTING WATER VALVE BOXES

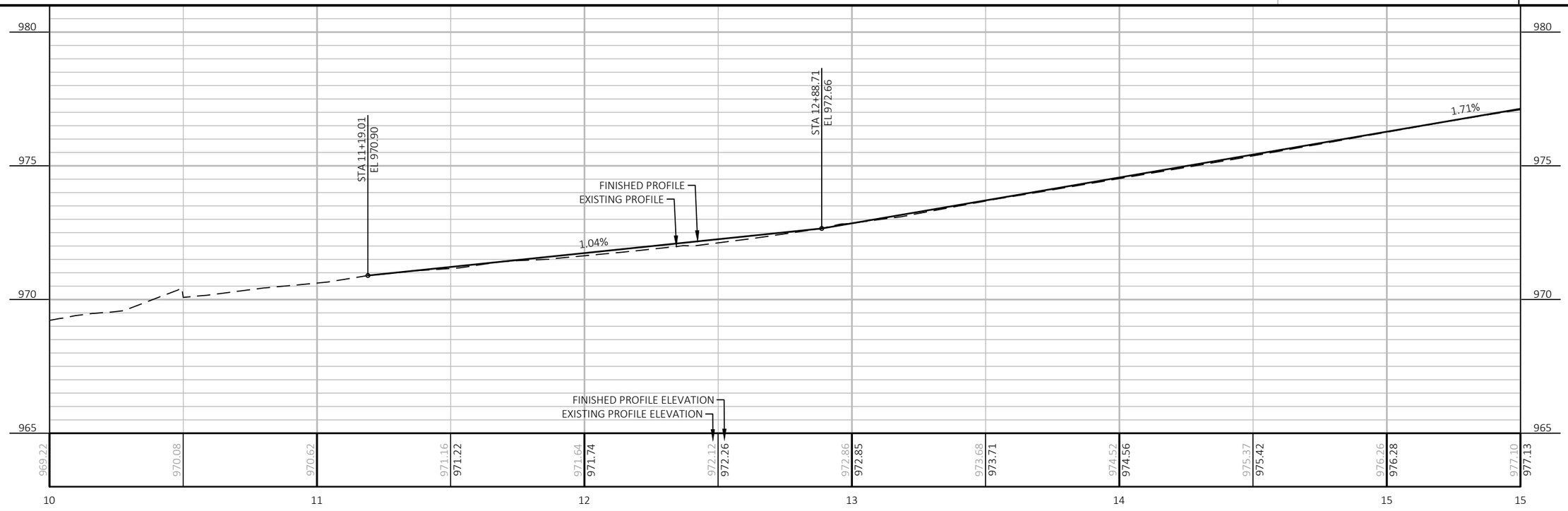
CATEGORY	STATION	LOCATION	SPV.0060.02 SPECIAL (02. ADJUSTING WATER VALVE BOXES) EACH
STAGE 1 (N. THOMPSON ROAD)			
0020	50+56	25'LT	1
0020	51+21	21'LT	1
0020	51+22	39'LT	1
0020	51+81	22'LT	1
0020	56+24	14'LT	1
0020	59+83	14'LT	1
0020	59+84	19'LT	1
0020	62+93	18'LT	1
0020	66+00	16'LT	1
0020	66+15	13'LT	1
0020	66+15	19'LT	1
0020	69+46	19'LT	1
0020	74+75	12'LT	1
0020	74+78	15'LT	1
0020	79+39	14'LT	1
0020	79+41	11'LT	1
0020	79+42	16'LT	1
0020	79+44	14'LT	1
STAGE 1 (N. THOMPSON ROAD) TOTAL			18
STAGE 1 (ST. ALBERT THE GREAT DRIVE)			
0020	204+10	24'RT	1
0020	207+91	17'RT	1
0020	208+00	15'RT	1
0020	208+02	17'RT	1
0020	208+05	14'RT	1
0020	208+17	11'RT	1
0020	212+52	12'RT	1
0020	218+12	12'RT	1
0020	218+16	10'RT	1
0020	220+68	23'RT	1
0020	222+15	22'RT	1
0020	222+42	20'RT	1
STAGE 1 (ST. ALBERT THE GREAT DRIVE) TOTAL			12
STAGE 1 TOTAL			30
		TOTAL 0020	30

INSULATION BOARD POLYSTYRENE 2-INCH

CATEGORY	STATION	LOCATION	612.0902.S.01 INSULATION BOARD POLYSTYRENE (INCH) (01. 2-INCH) SY
0010	32+66	36.5'RT	4
0010	218+15	19'RT	4
		TOTAL 0010	8

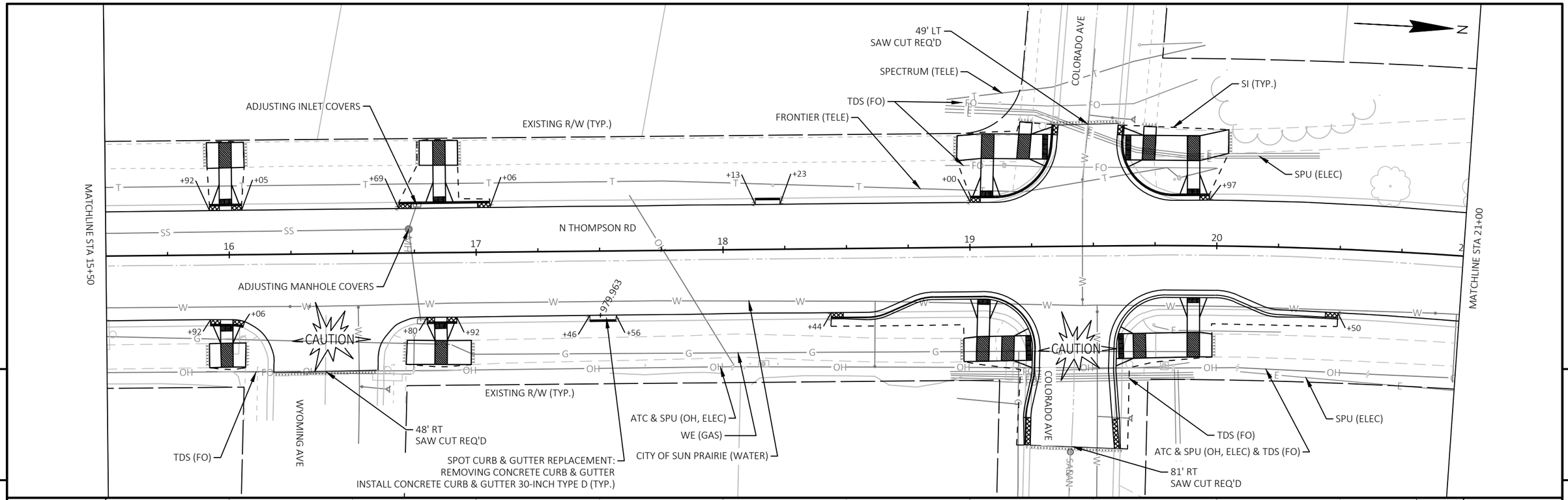
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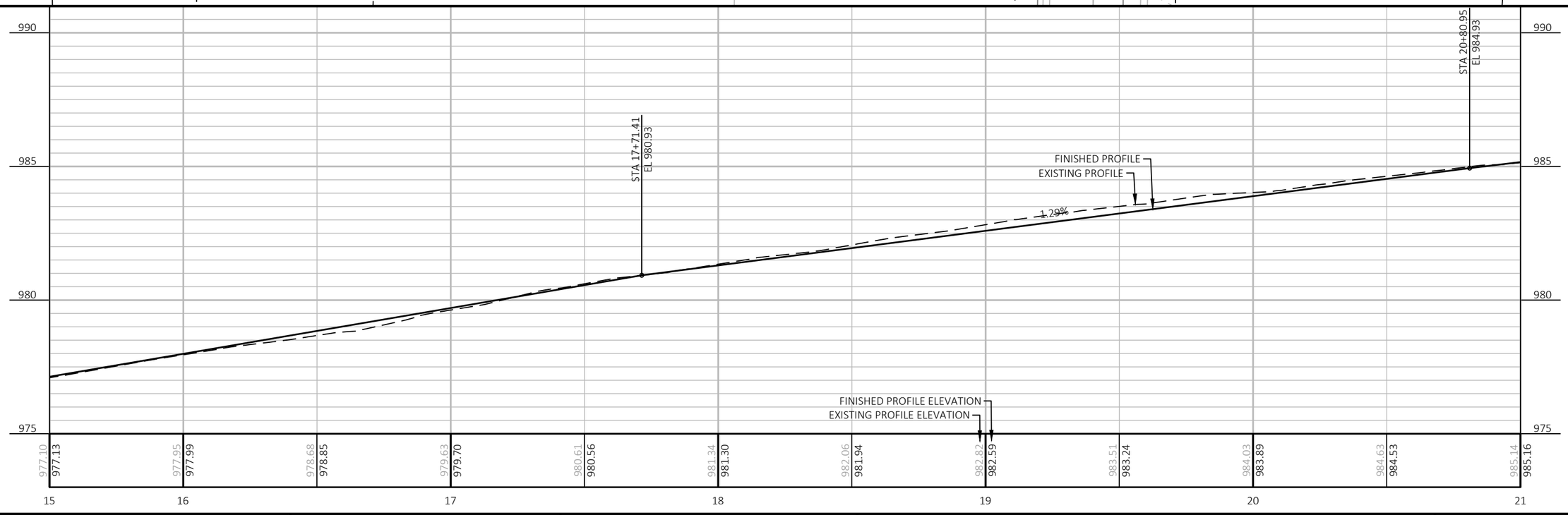




PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 124	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501029-pp
PLOT DATE : 11/19/2024 9:20 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

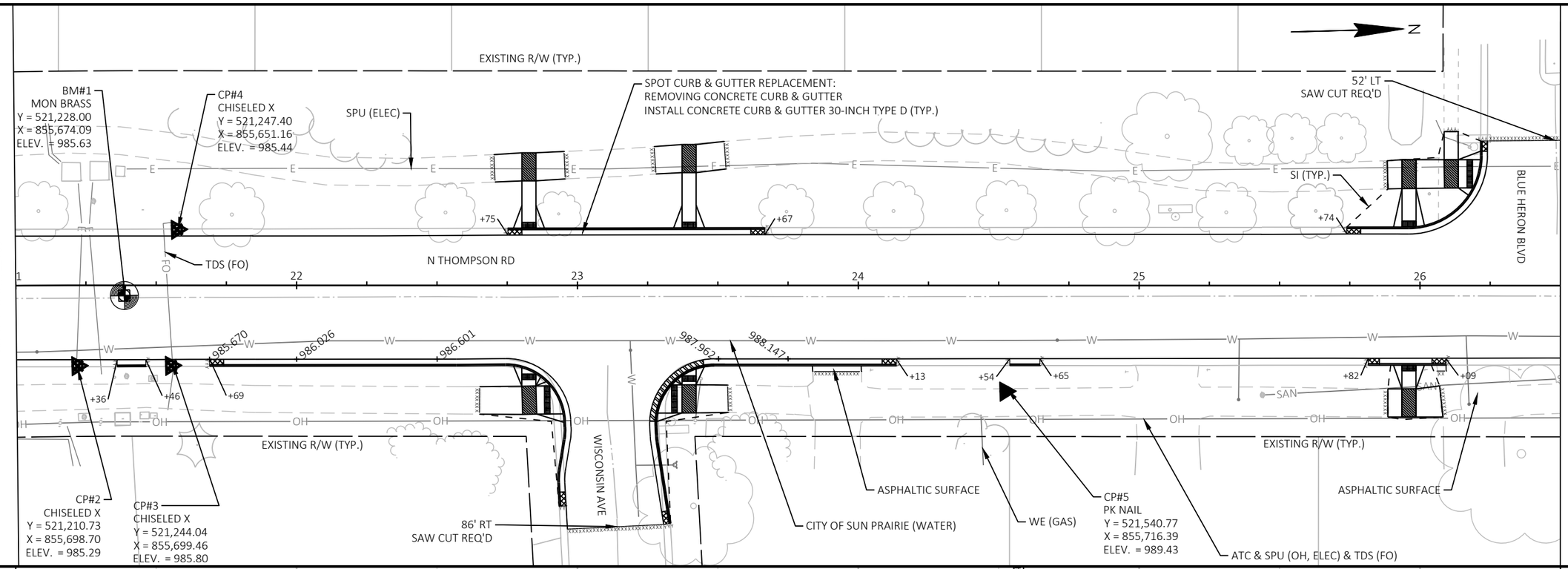




PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 125	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501030-pp

PLOT DATE : 11/19/2024 9:20 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

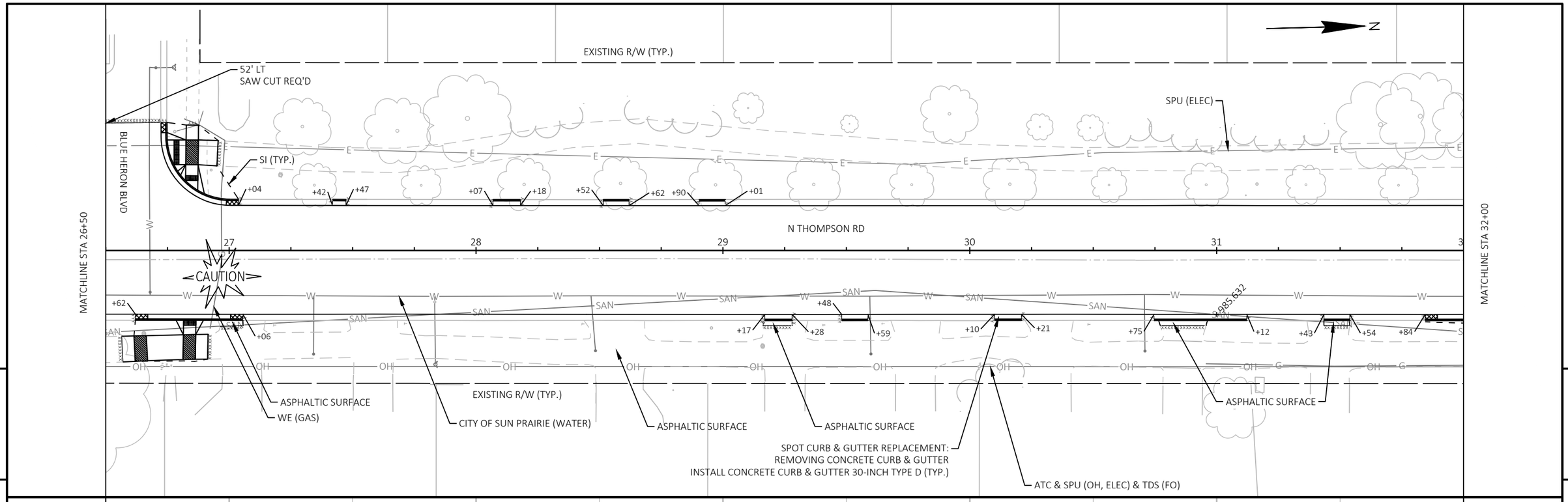


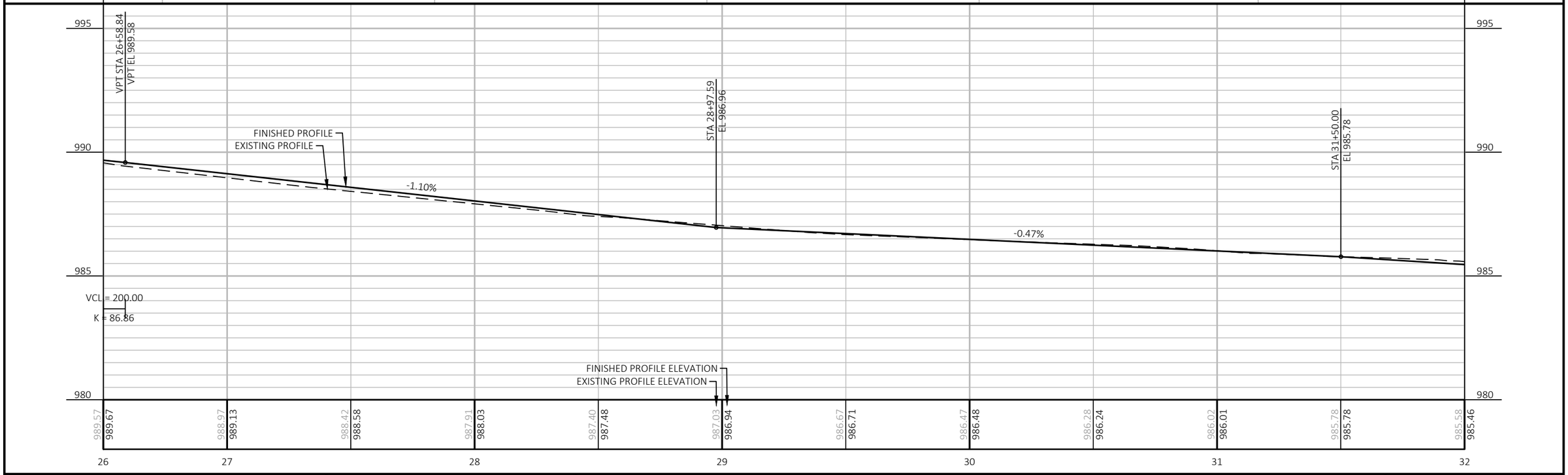
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 126	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501031-pp

PLOT DATE : 11/19/2024 9:20 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 127	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501032-pp
PLOT DATE : 11/19/2024 9:20 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

MATCHLINE STA 32+00

MATCHLINE STA 37+50

5

5

SPECTRUM (TELE)

49' LT
SAW CUT REQ'D

SI (TYP.)

SPU (ELEC, TYP.)

FRONTIER (TELE)

MICHIGAN AVE

EXISTING R/W (TYP.)

ADJUSTING
MANHOLE
COVERS

ADJUSTING
INLET COVERS

CAUTION

N THOMPSON RD

ADJUSTING MANHOLE COVERS

ADJUSTING INLET COVERS

983.454

983.517

+33

+50

+15

+66

+78

+08

+50

+11

+24

CAUTION

ADJUSTING MANHOLE COVERS

EXISTING R/W (TYP.)

WE (GAS)

CITY OF SUN PRAIRIE (WATER)

ASPHALTIC SURFACE

SPOT CURB & GUTTER REPLACEMENT:
REMOVING CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP.)

ASPHALTIC SURFACE

ATC & SPU (OH, ELEC) & TDS (FO)

TDS (FO)

MICHIGAN AVE

84' RT
SAW CUT REQ'D

VCL = 100.00

K = 86.15

LP STA 34+86.89
LP EL 983.81

VPC STA 35+51.06
VPC EL 984.03

VPI STA 36+76.06
VPI EL 984.68

FINISHED PROFILE

EXISTING PROFILE

-0.64%

0.52%

HP STA 36+34.37
HP EL 984.25

VPC STA 34+32.09
VPC EL 983.98

VPI STA 34+82.09
VPI EL 983.67

VPT STA 35+32.09
VPT EL 983.93

VCL = 250.00

K = 158.76

FINISHED PROFILE ELEVATION

EXISTING PROFILE ELEVATION

985.58	985.46	985.14	985.14	984.90	984.82	984.64	984.51	984.34	984.19	984.10	983.89	983.92	983.82
983.97	984.02	984.08	984.21	984.17	984.24	984.02	984.11	983.75	983.83				

990 985 980 975

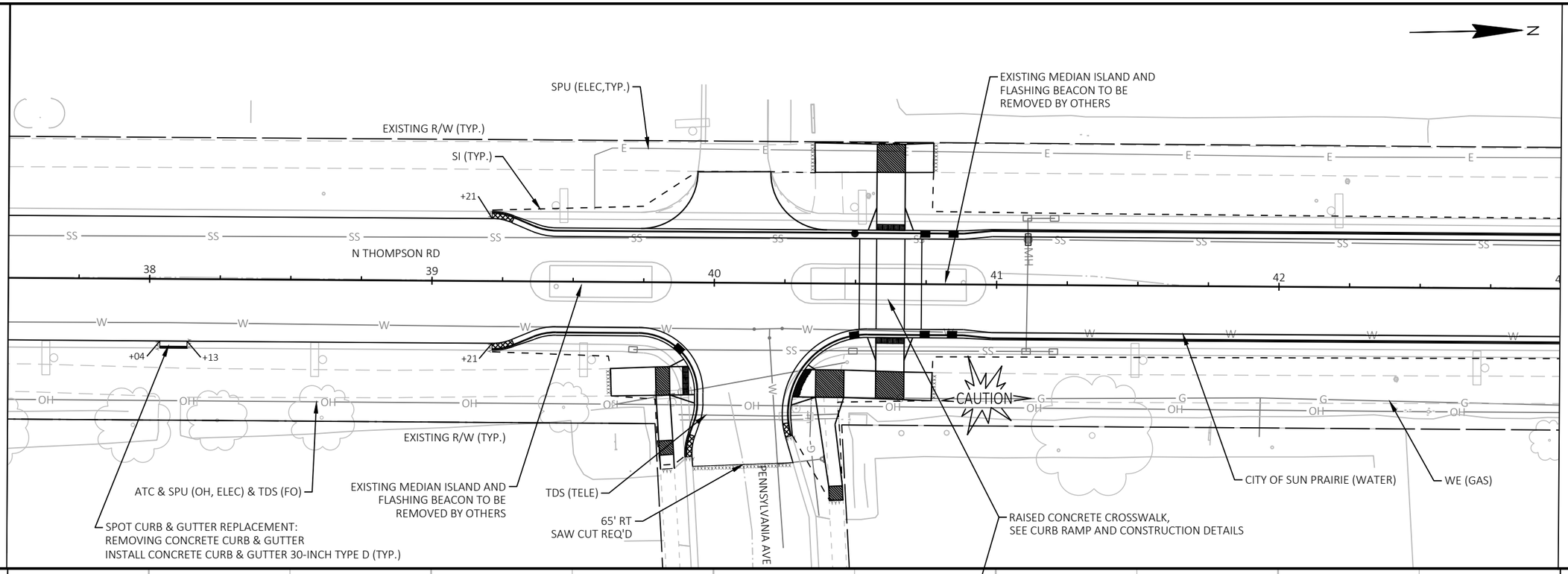
32 33 34 35 36 37 37

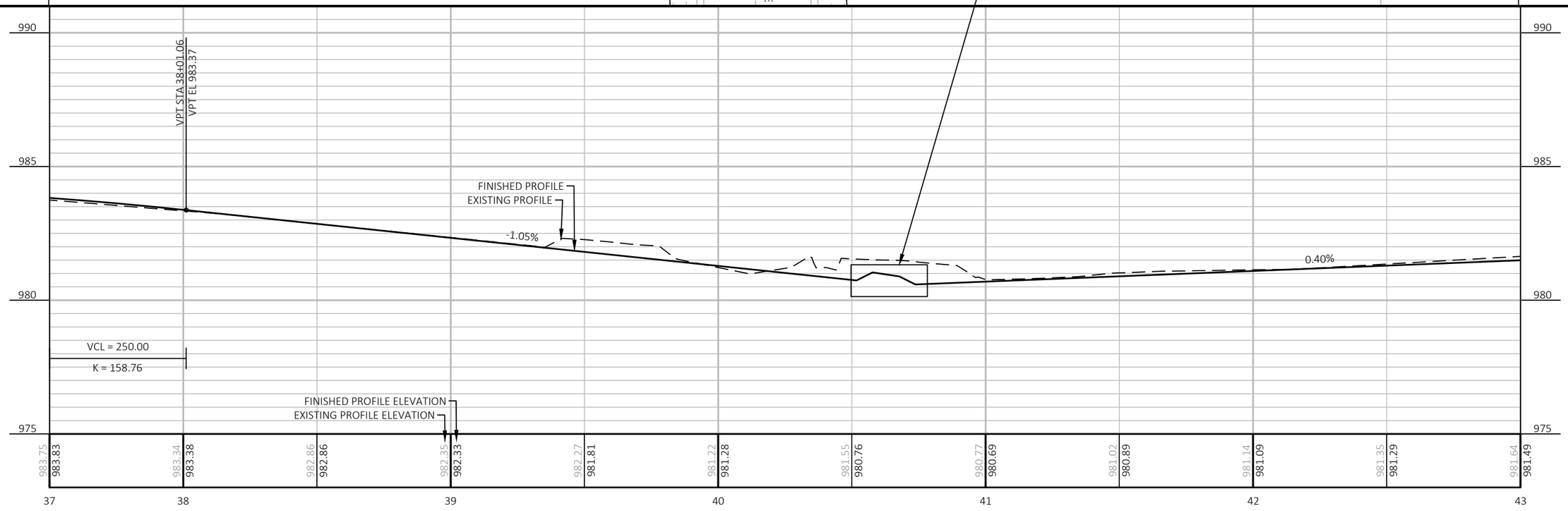
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 128 E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501033-pp

PLOT DATE : 11/19/2024 9:20 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

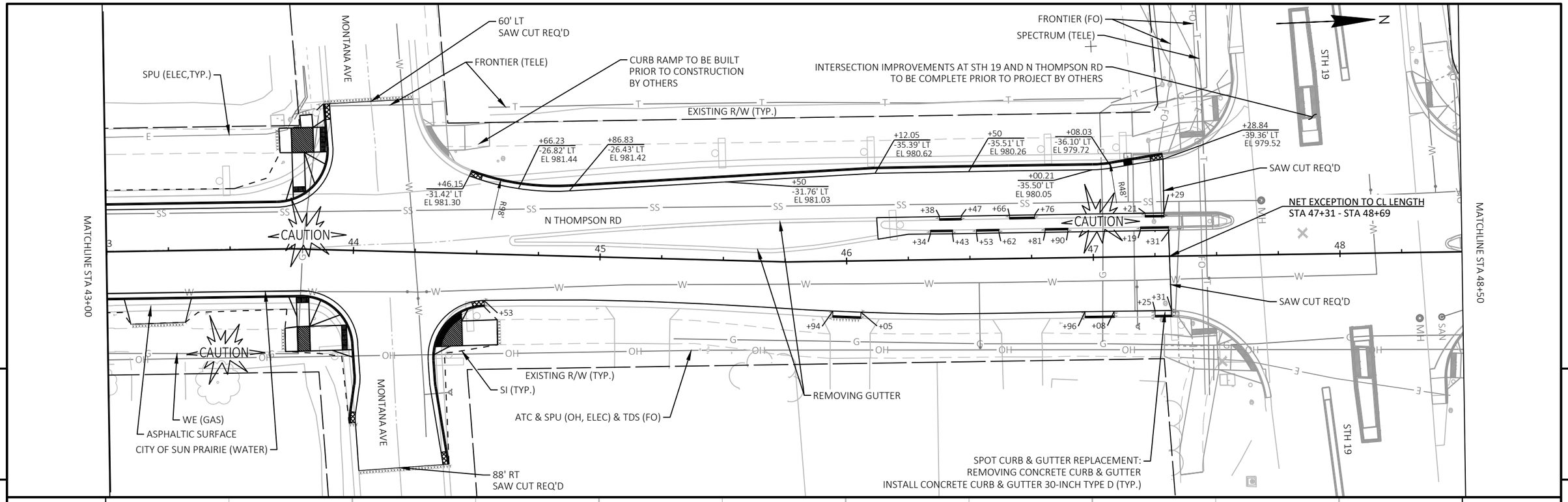




PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 129	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501034-pp

PLOT DATE : 11/19/2024 9:20 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

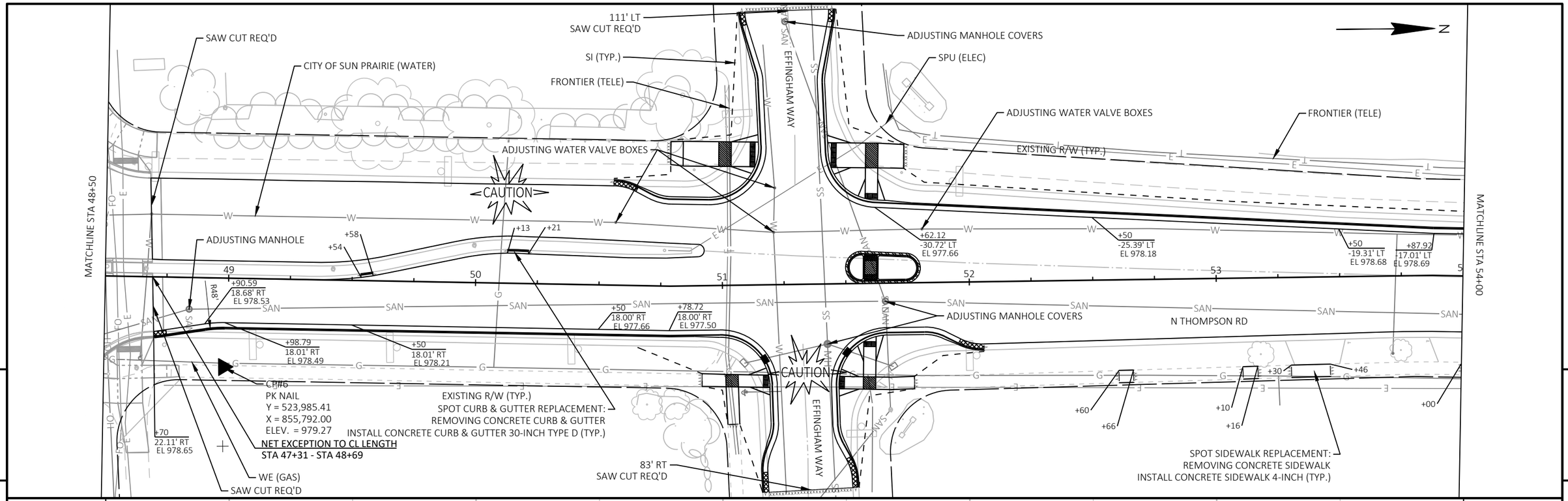


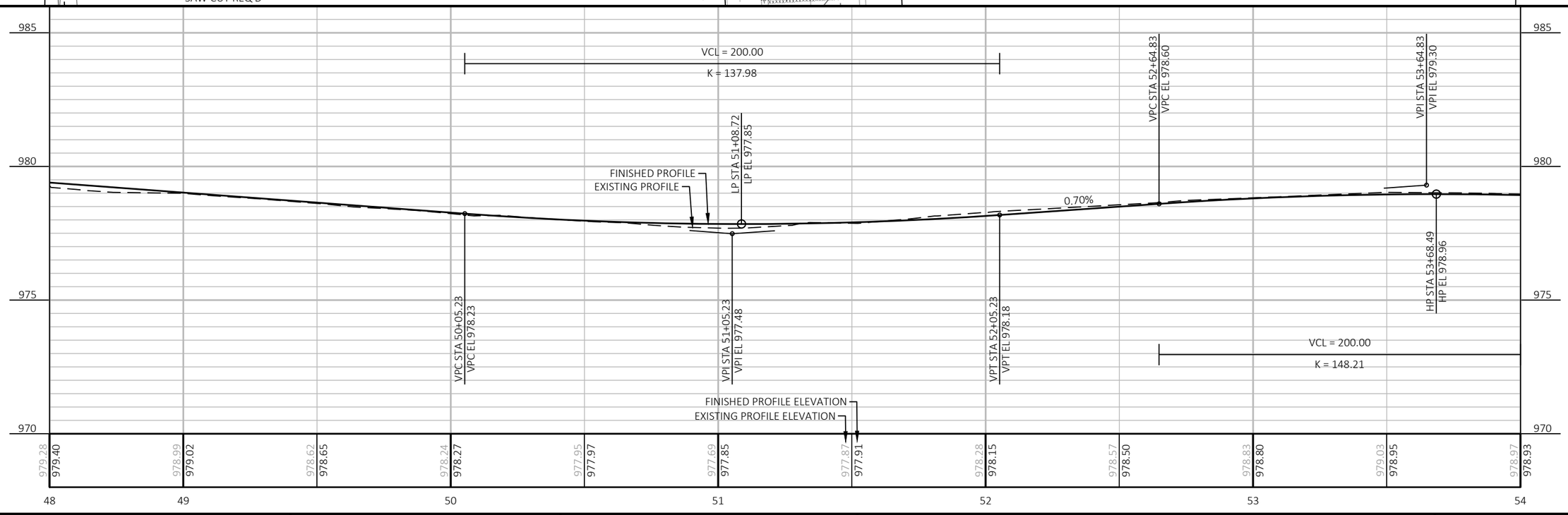
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 130	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501035-pp

PLOT DATE : 11/19/2024 9:20 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



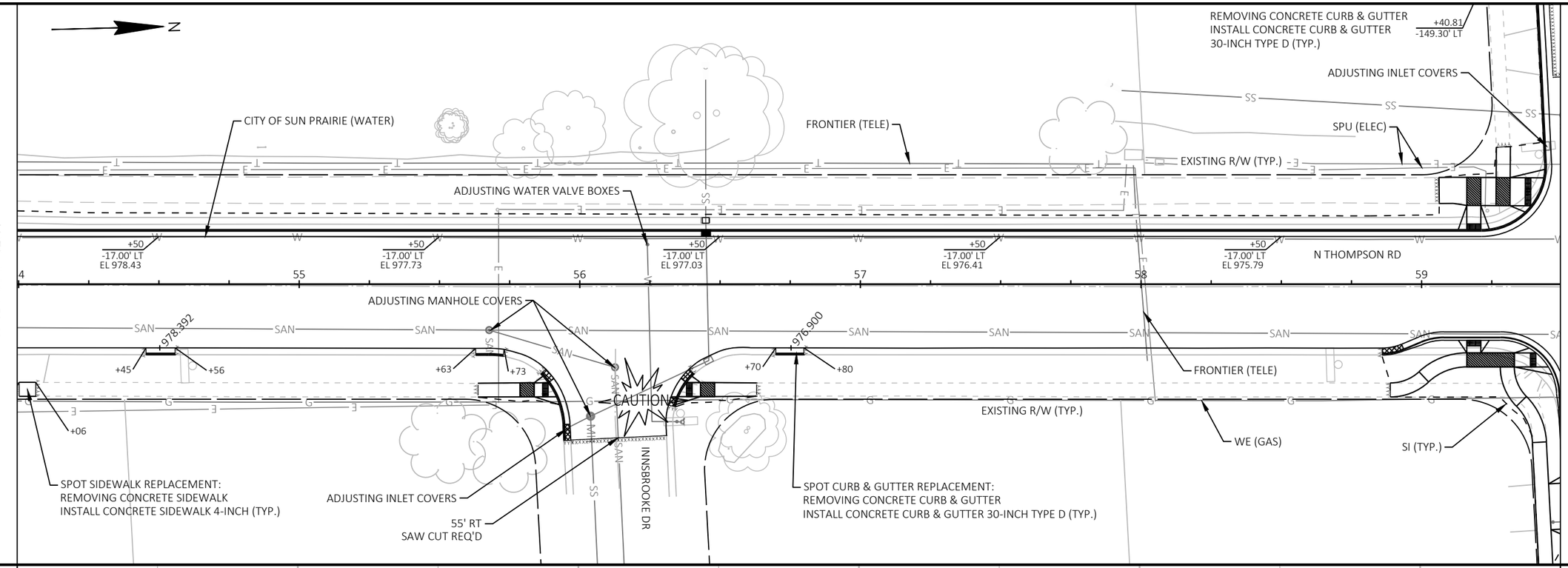


PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 131 E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501036-pp

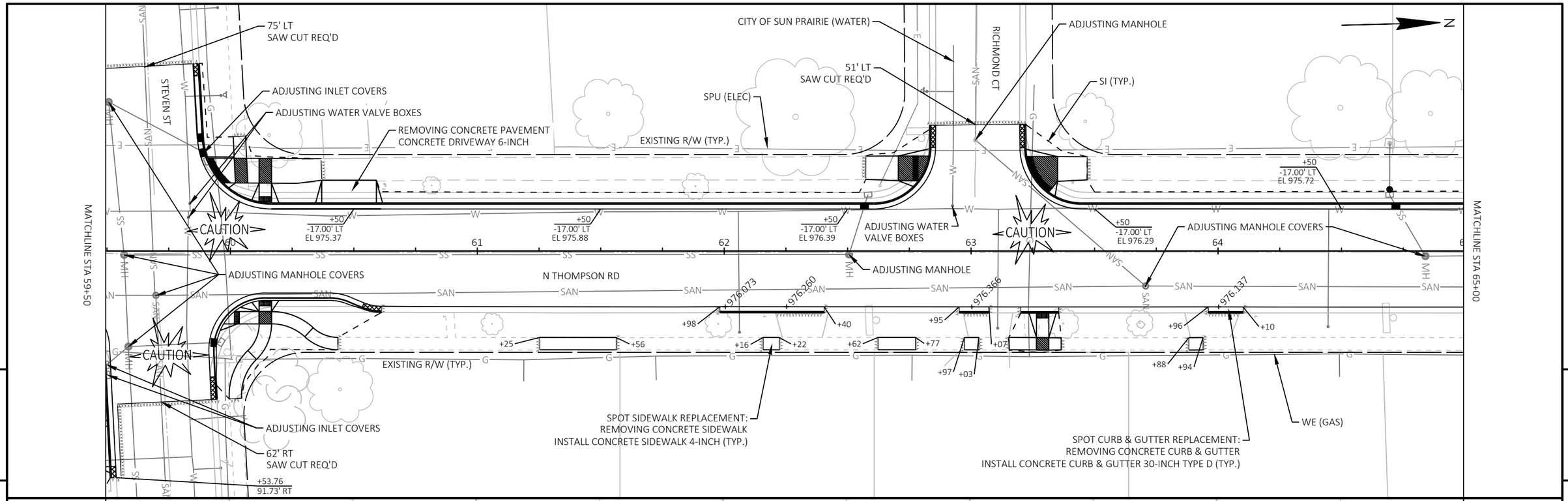
PLOT DATE : 11/19/2024 9:21 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

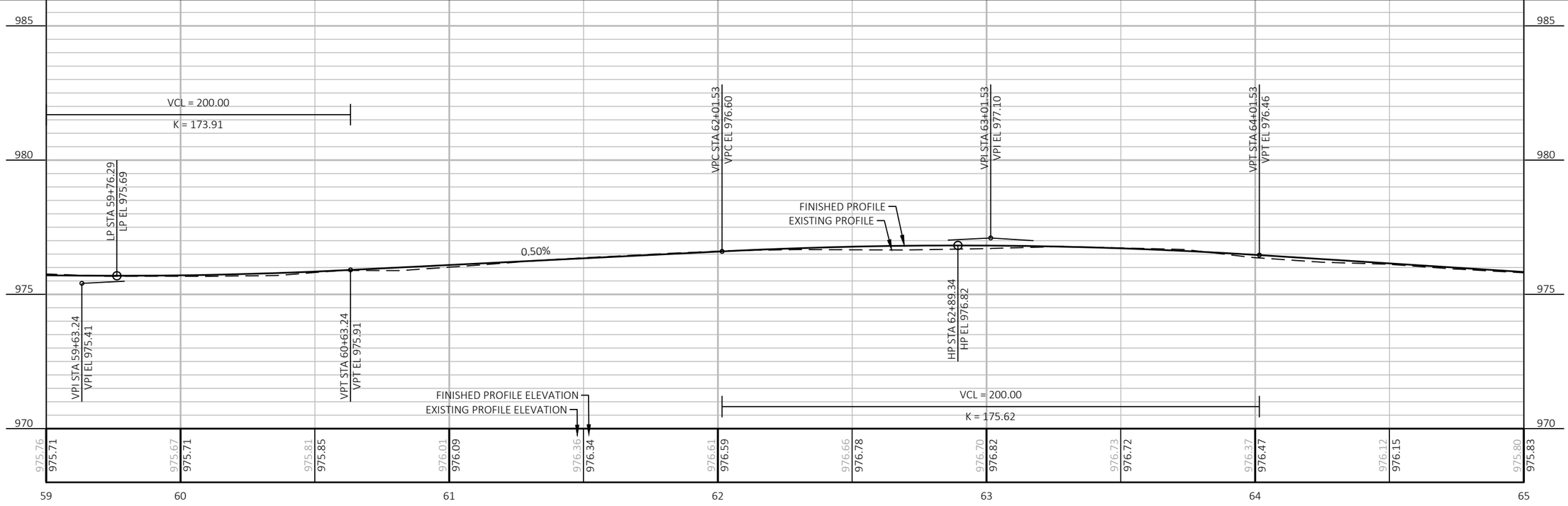
WISDOT/CADDS SHEET 44



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 132	E

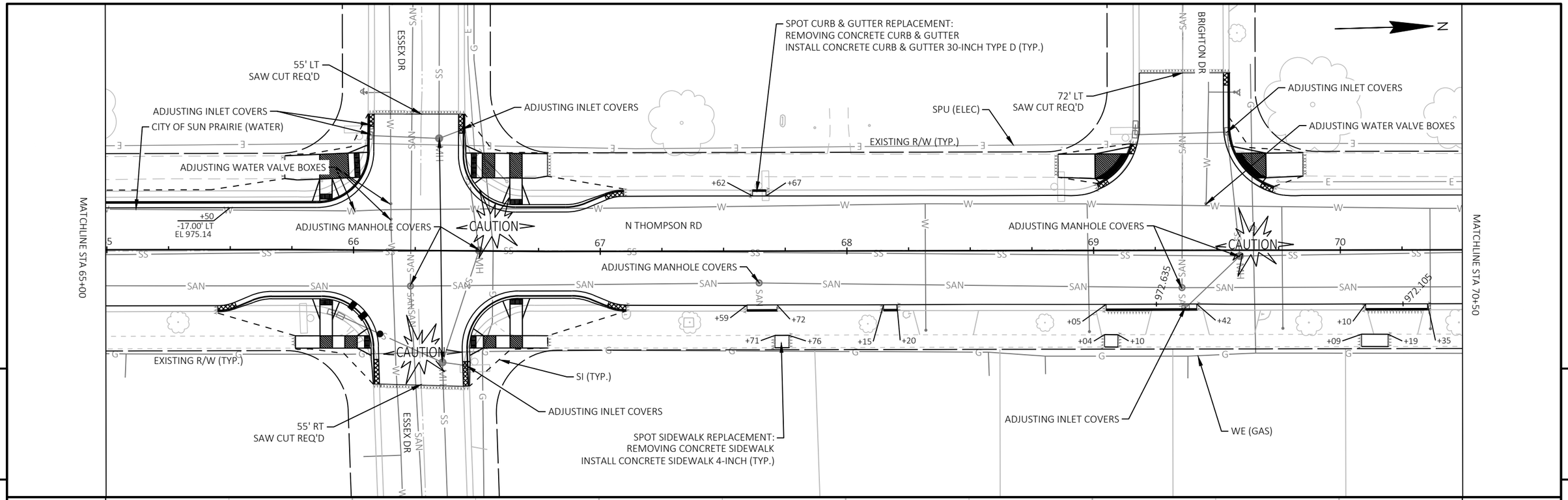
FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501037-pp
PLOT DATE : 11/19/2024 9:21 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

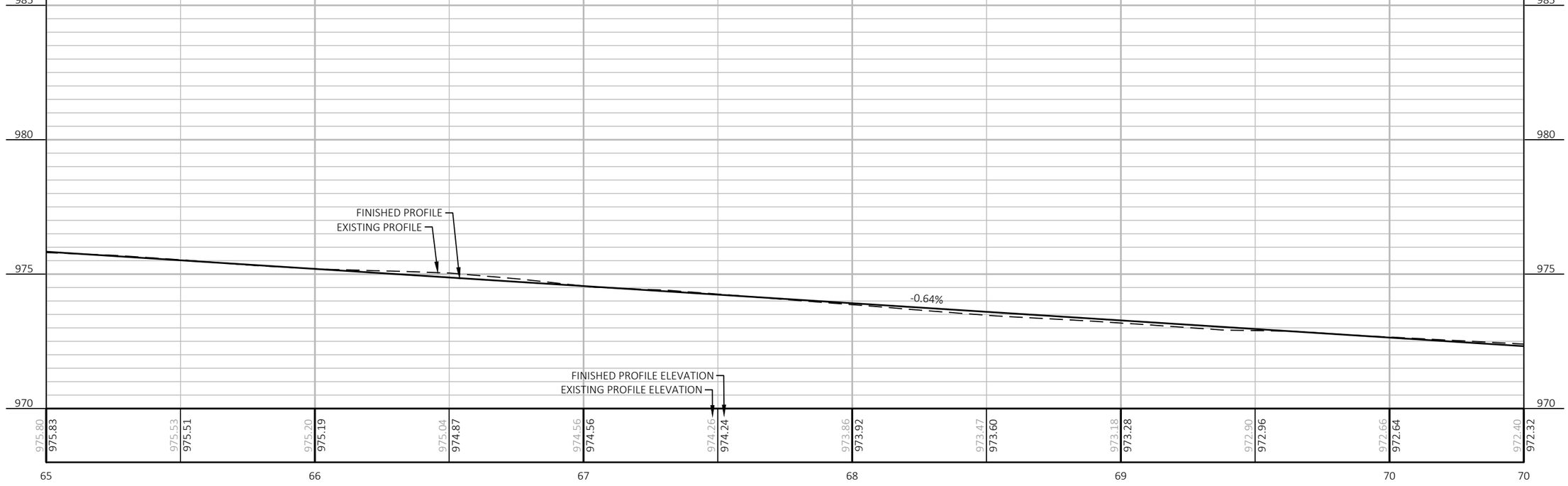




PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 133	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501038-pp
PLOT DATE : 11/19/2024 9:21 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 134	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501039-pp

PLOT DATE : 11/19/2024 9:21 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA 70+50

MATCHLINE STA 76+00

5

5

N

CITY OF SUN PRAIRIE (WATER)

SPU (ELEC)

EXISTING R/W (TYP.)

52' LT
SAW CUT REQ'D

LYNWOOD DR

N THOMPSON RD

ADJUSTING MANHOLE COVERS

ADJUSTING MANHOLE COVERS

ADJUSTING WATER VALVE BOXES

ADJUSTING INLET COVERS

ADJUSTING MANHOLE COVERS

971.704
971.530
971.401
971.285
970.887
970.650

+80
+89
+95
+19
+25
+83
+67
+08
+96
+02
+26
+31
+40
+49
+10
+19

EXISTING R/W (TYP.)

ADJUSTING INLET COVERS

SPOT SIDEWALK REPLACEMENT:
REMOVING CONCRETE SIDEWALK
INSTALL CONCRETE SIDEWALK 4-INCH (TYP.)

SPOT CURB & GUTTER REPLACEMENT:
REMOVING CONCRETE CURB & GUTTER
INSTALL CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP.)

WE (GAS)

CAUTION

ADJUSTING INLET COVERS
SI (TYP.)

58' RT
SAW CUT REQ'D

LYNWOOD DR

980

975

970

965

VCL = 300.00

K = 319.55

FINISHED PROFILE
EXISTING PROFILE

LP STA 74+57.66
LP EL 970.37

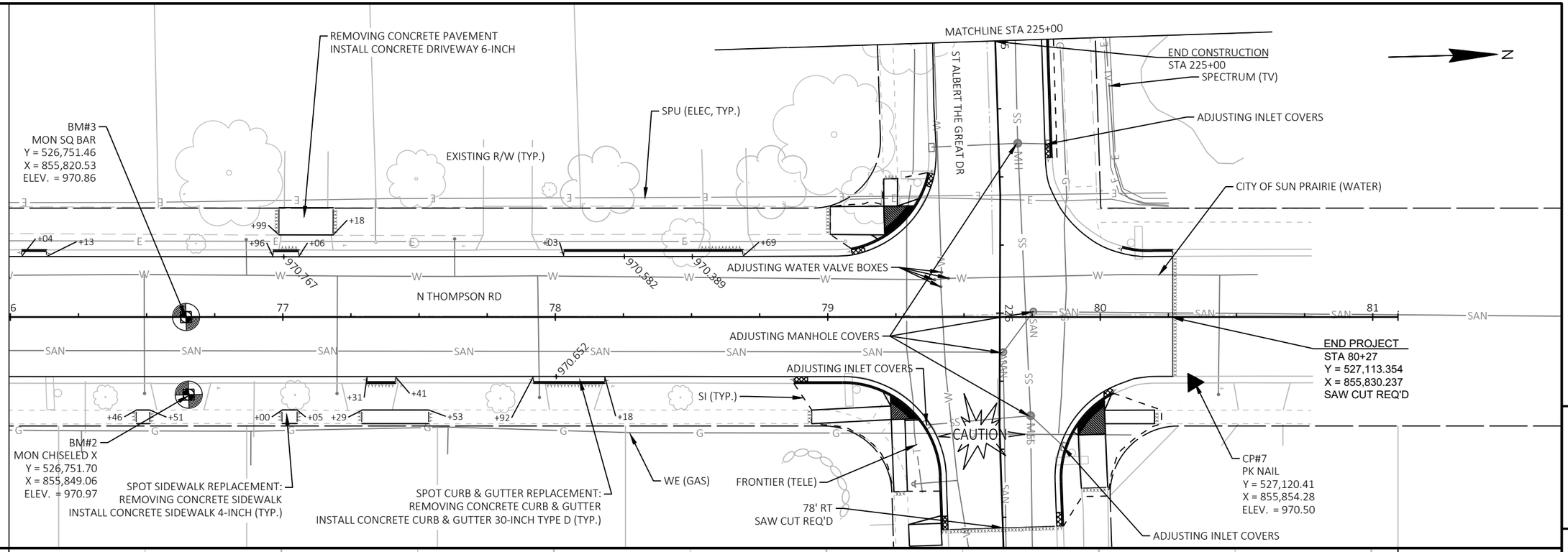
VPC STA 72+53.53
VPC EL 971.02

VPI STA 74+03.53
VPI EL 970.06

VPT STA 75+53.53
VPT EL 970.51

FINISHED PROFILE ELEVATION
EXISTING PROFILE ELEVATION

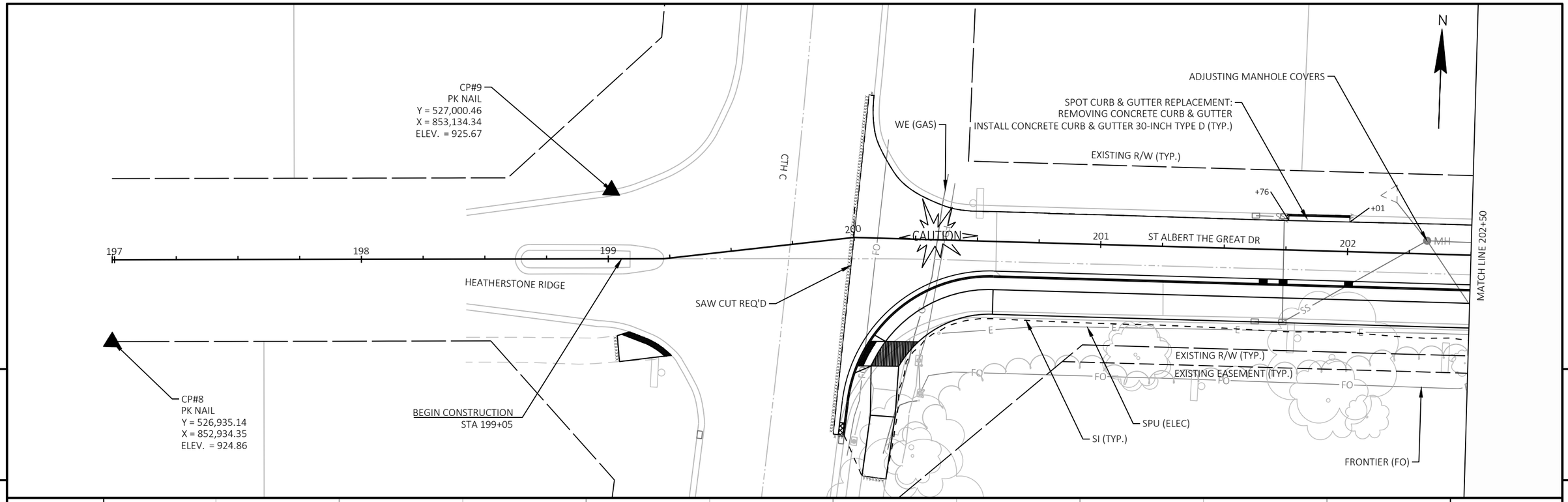
| | | |



PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: N THOMPSON RD	SHEET 136	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501041-pp

PLOT DATE : 11/19/2024 9:21 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

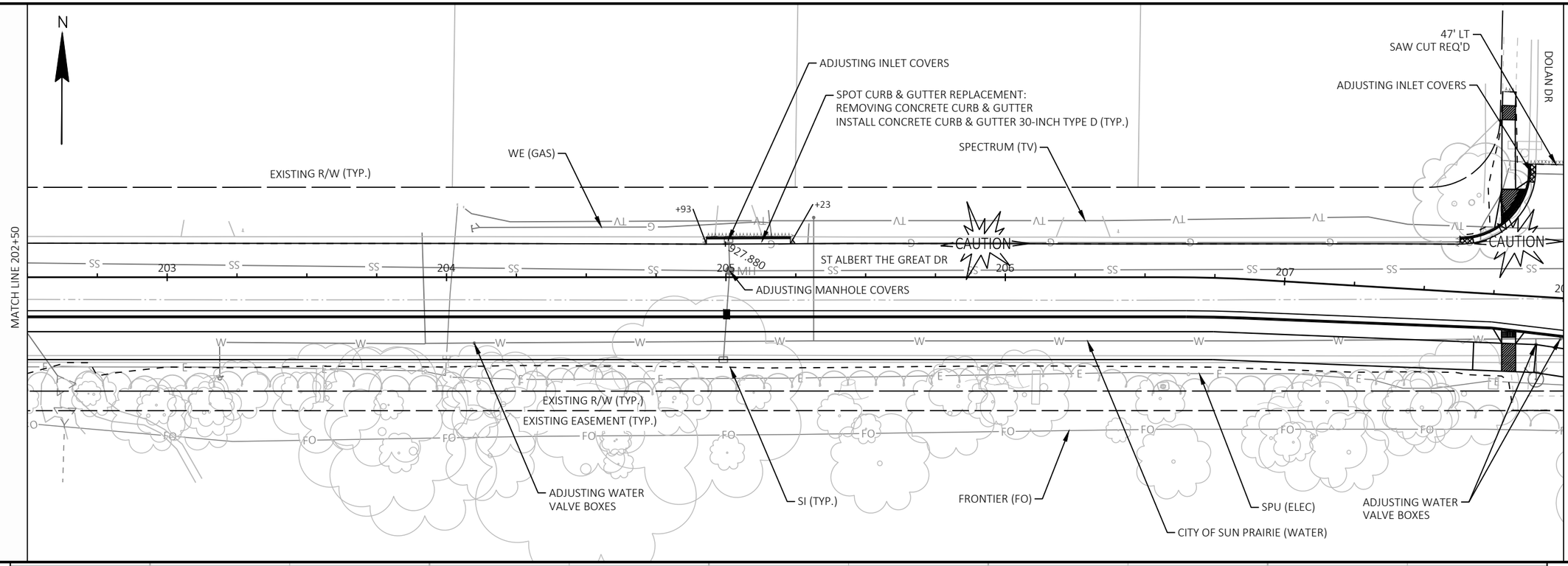


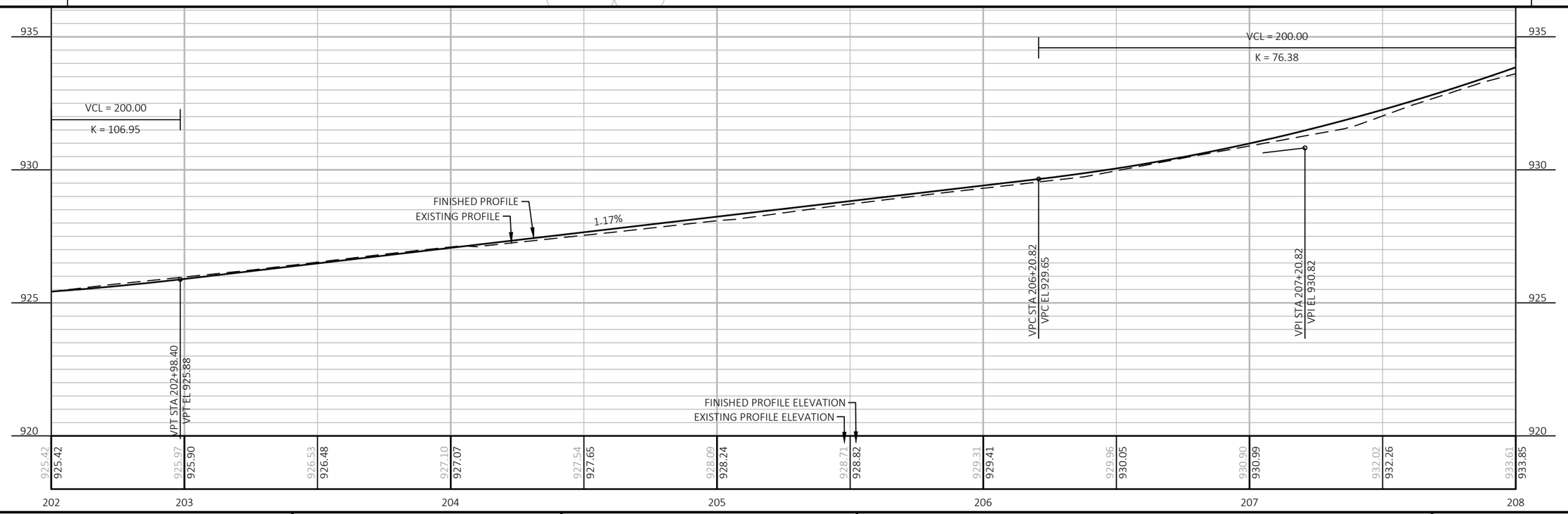
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 137	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 050108-pp

PLOT DATE : 11/19/2024 9:22 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



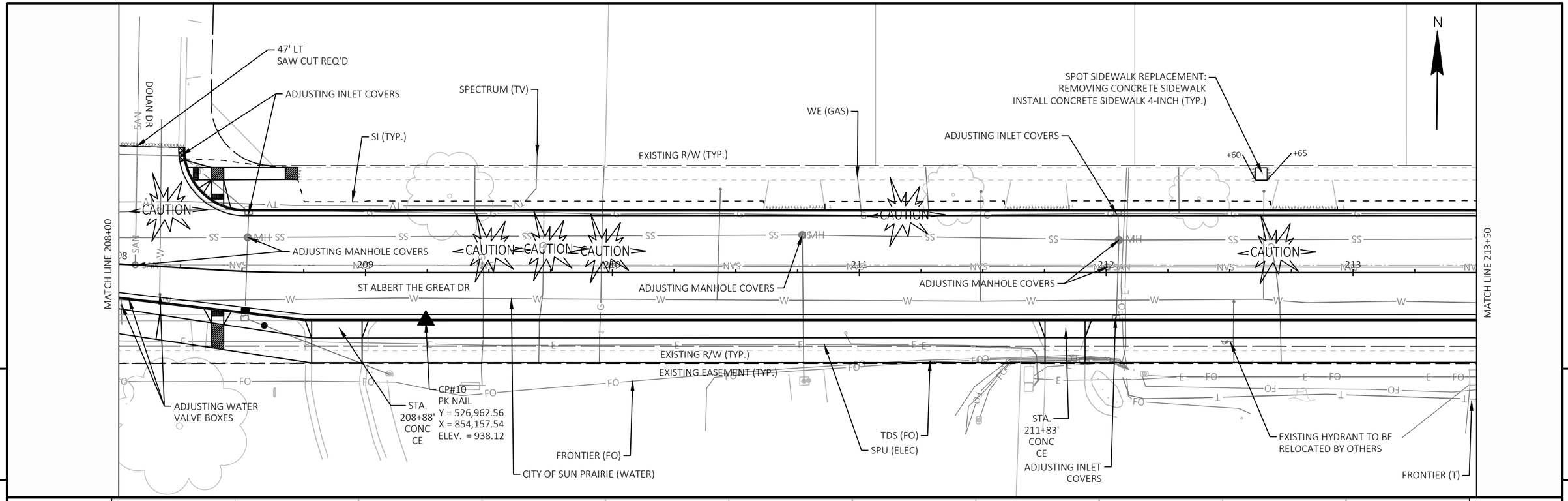


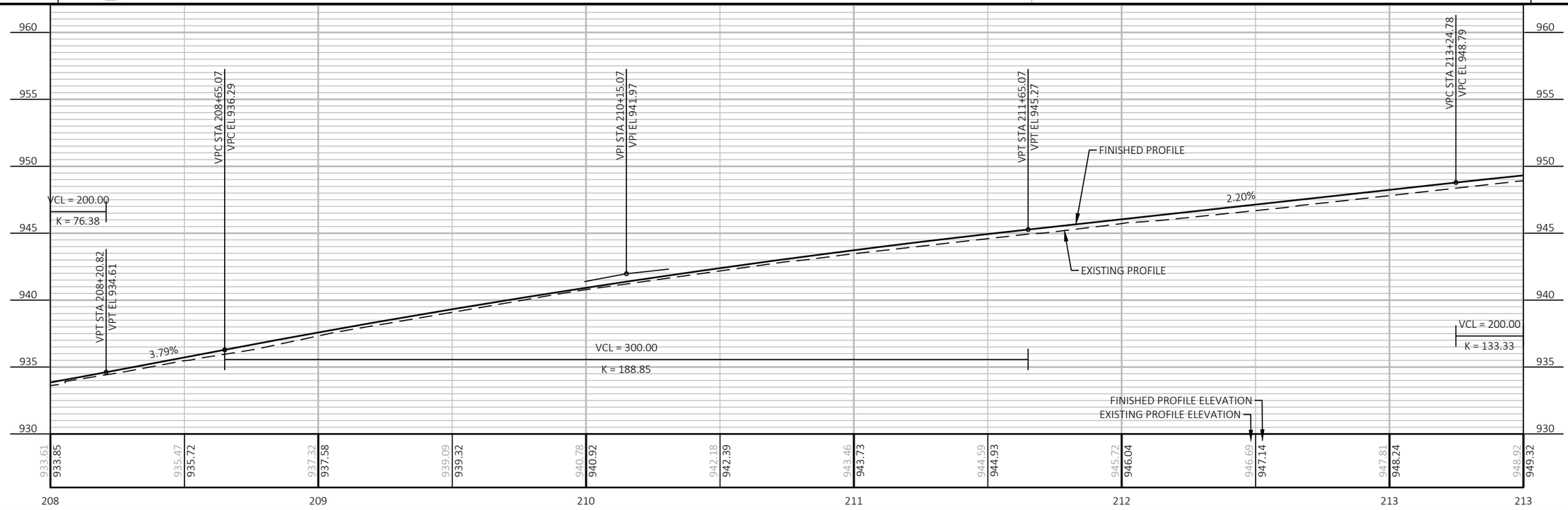
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 138 E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 050109-pp

PLOT DATE : 11/19/2024 9:22 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

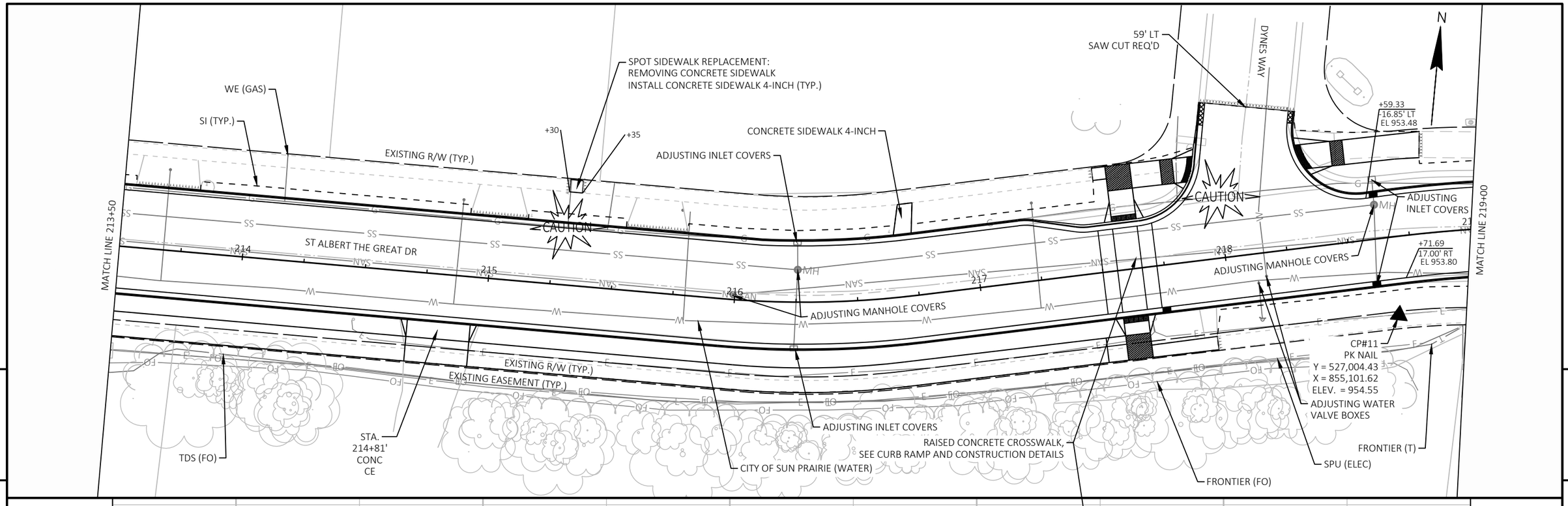
WISDOT/CADDS SHEET 44





PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 139	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501010-pp
PLOT DATE : 11/19/2024 9:22 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

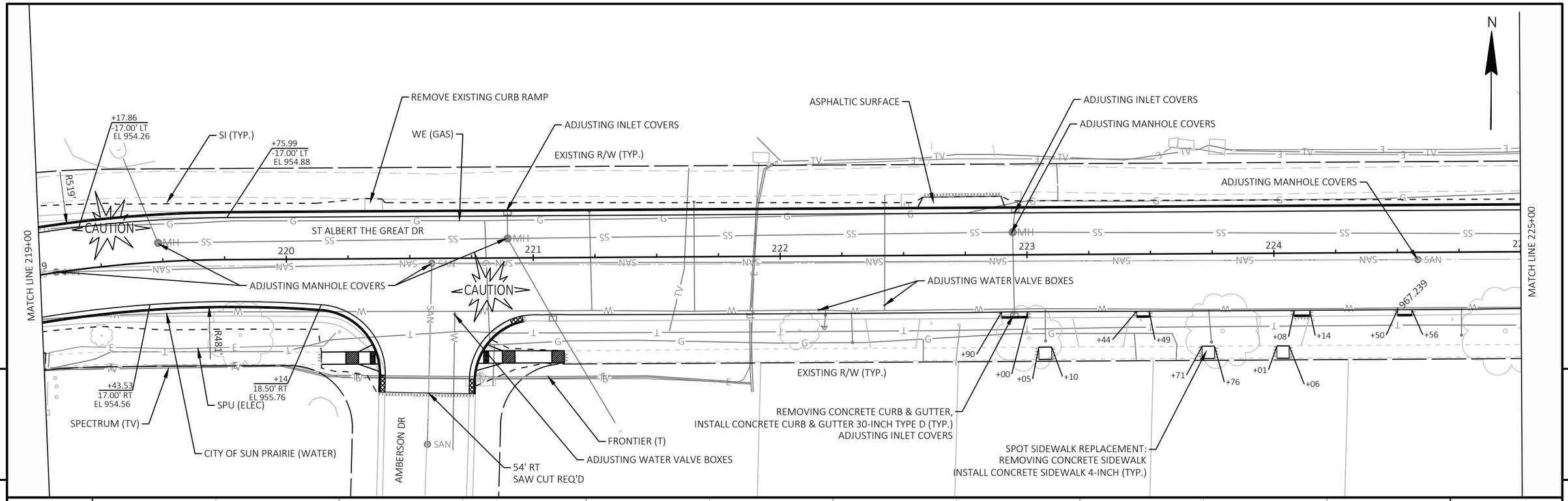


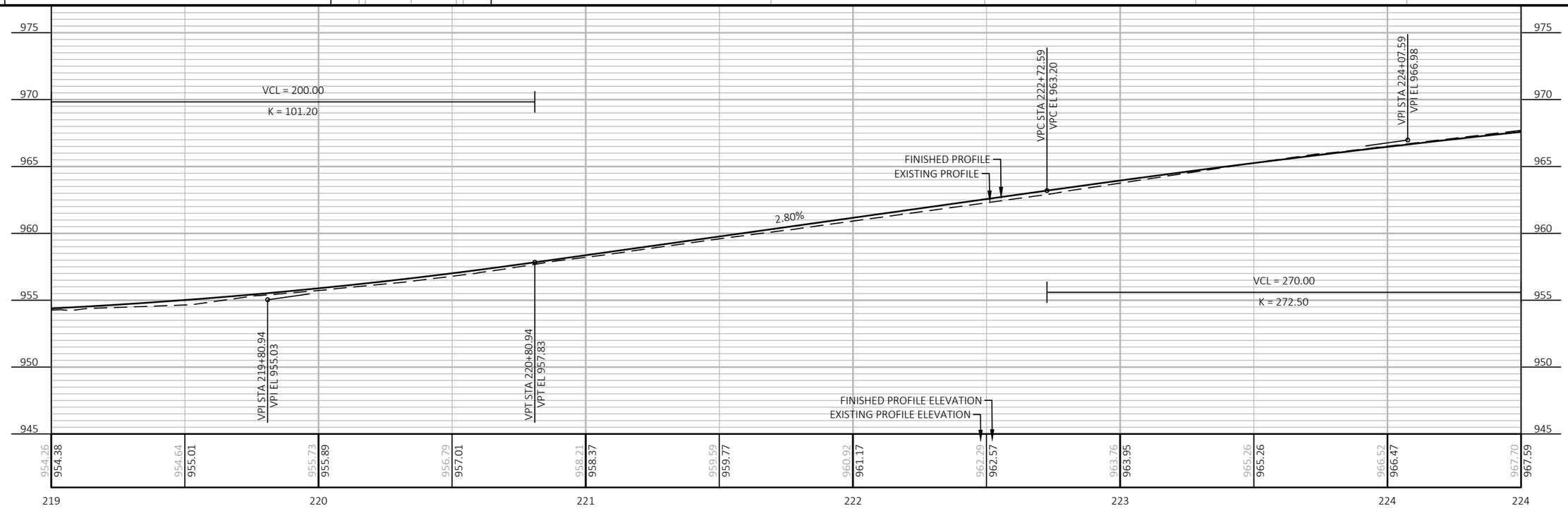
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 140	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501011-pp

PLOT DATE : 11/19/2024 9:22 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



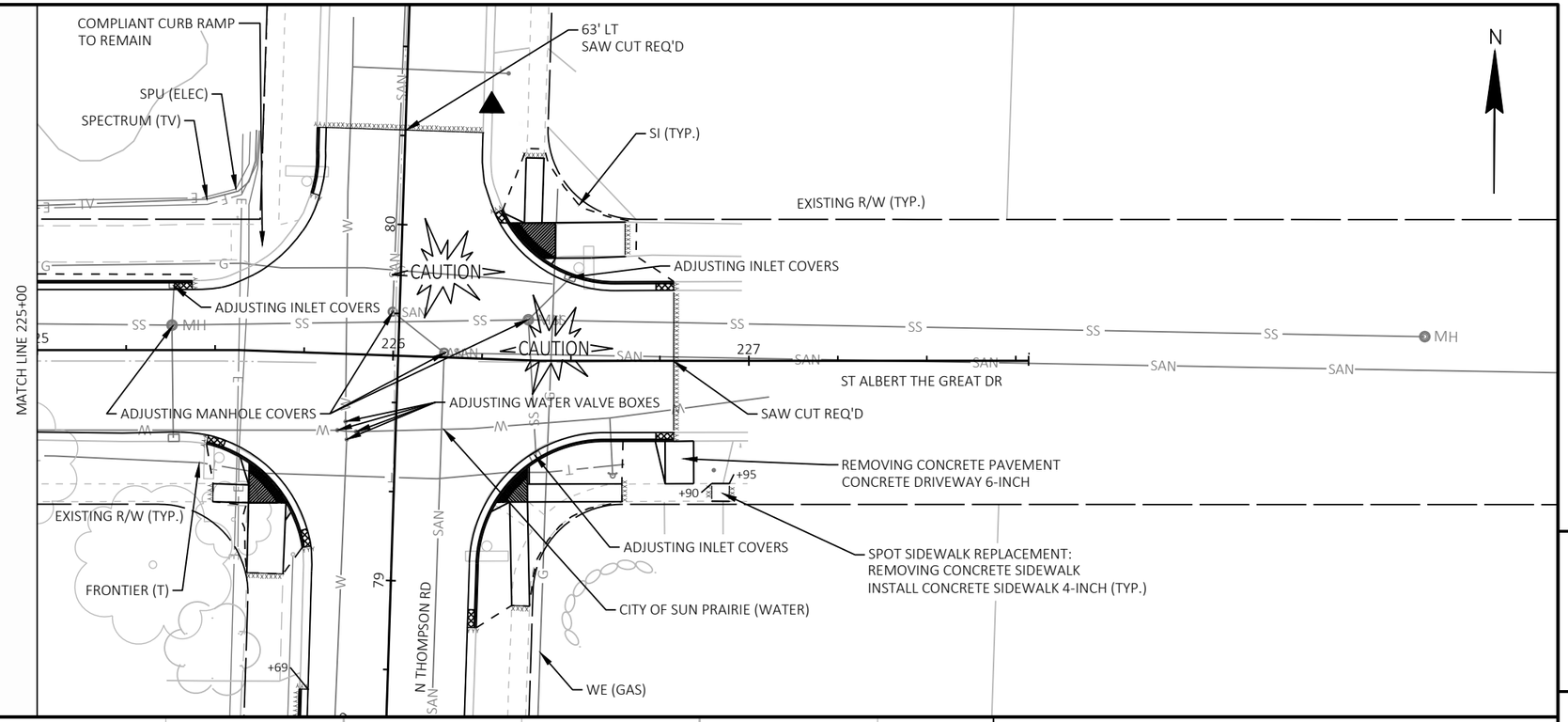


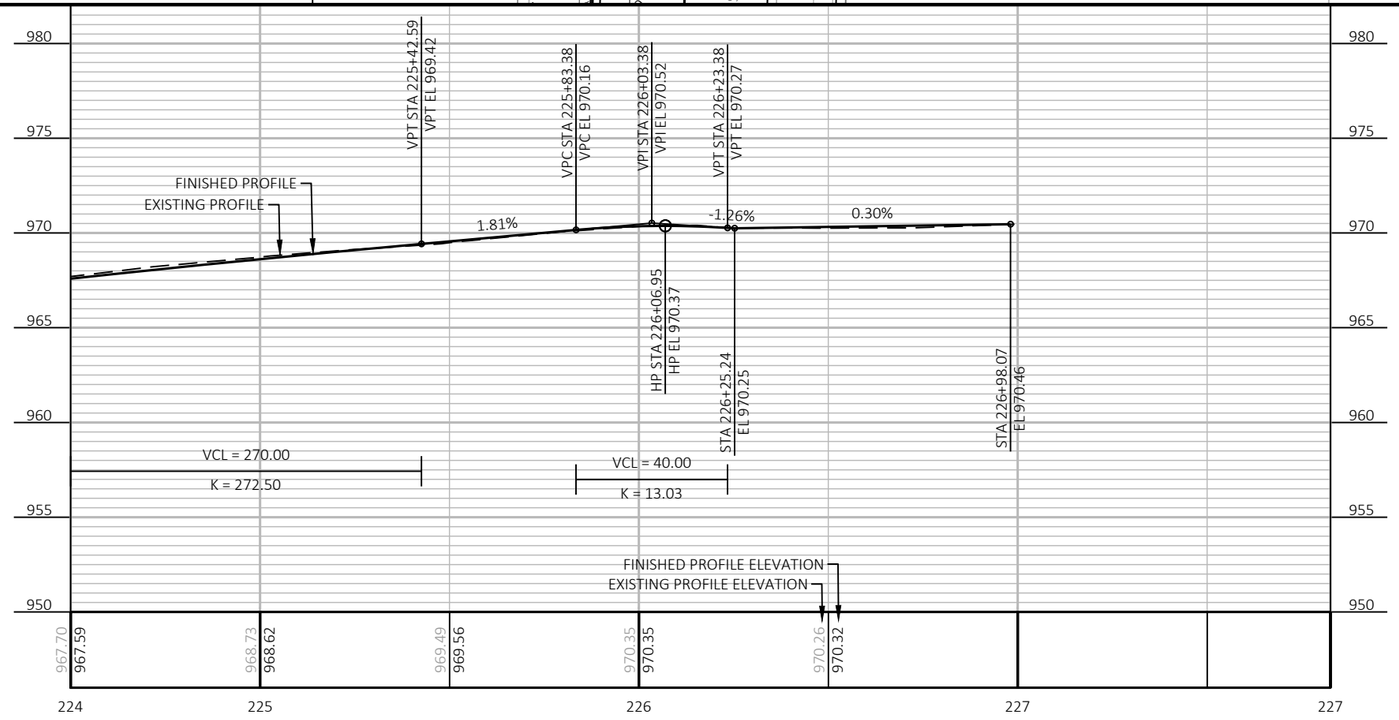
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 141 E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501012-pp

PLOT DATE : 11/19/2024 9:22 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	PLAN AND PROFILE: ST ALBERT THE GREAT DR	SHEET 142	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\050101-PP.DWG
LAYOUT NAME - 0501013-pp

PLOT DATE : 11/19/2024 9:22 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C20-02	YIELD MARKING
15C29-08A	BICYCLE LANE MARKING
15C29-08B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

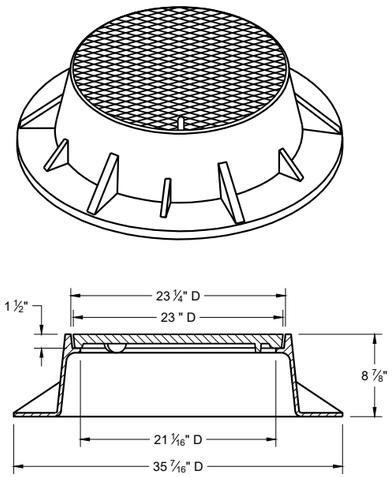
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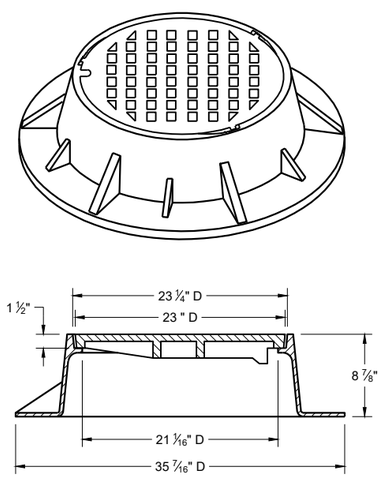
GENERAL NOTES

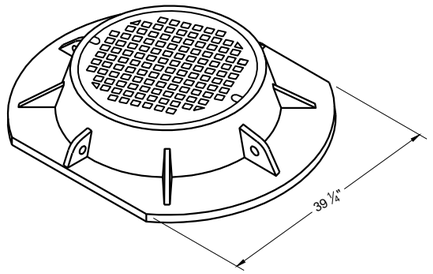
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

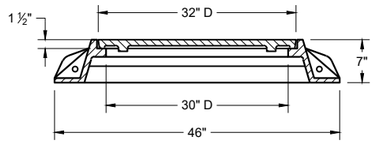
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

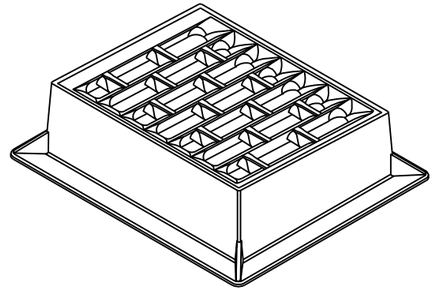


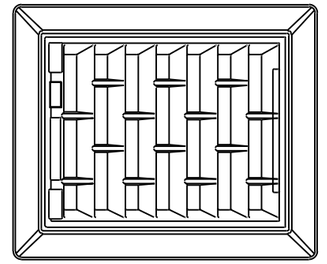


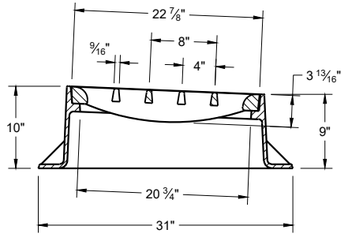


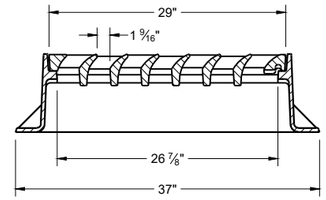


TYPE "K"

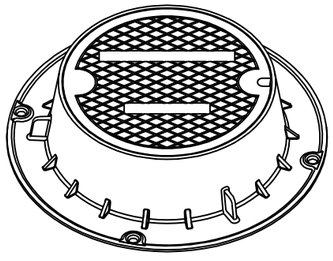


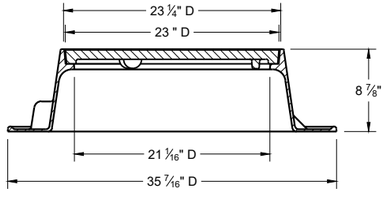






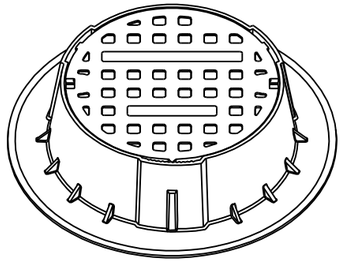
INLET COVER TYPE "BW"

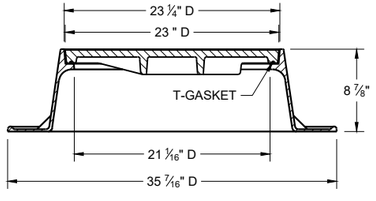




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

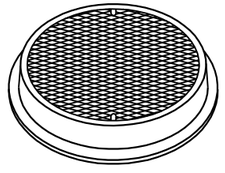


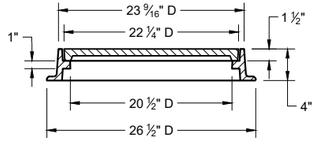


TYPE "J" SPECIAL

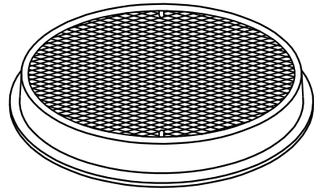
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

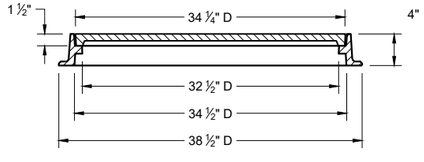
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

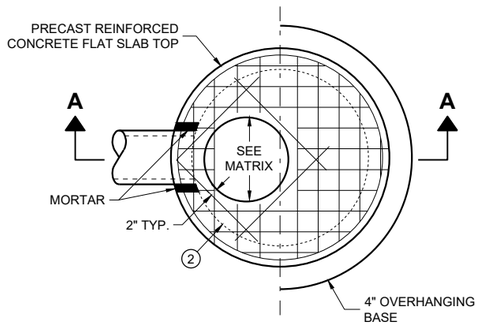
FHWA

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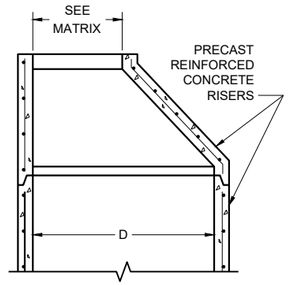
SDD 08A05-21e

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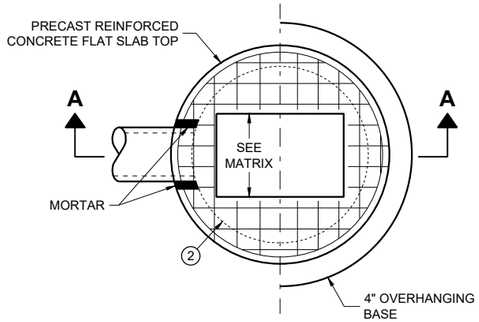
SDD 08A05-21e



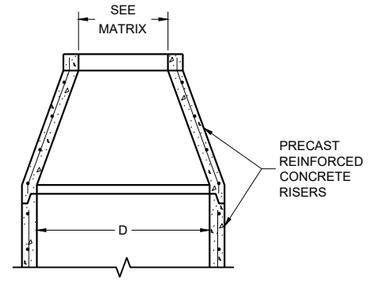
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

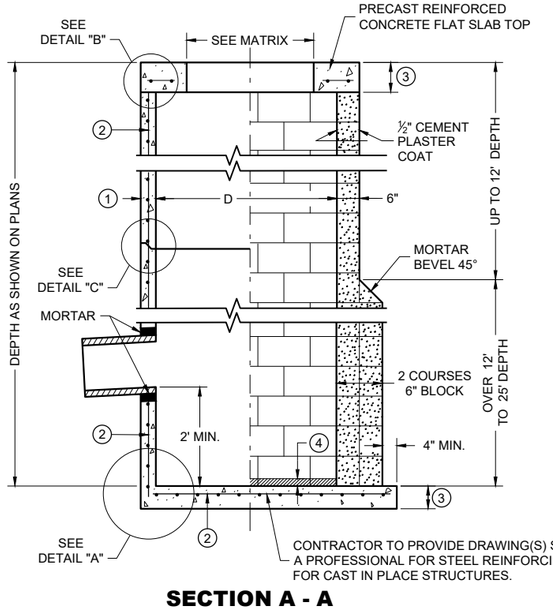
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

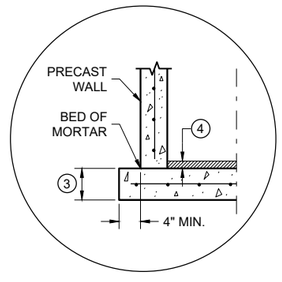
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



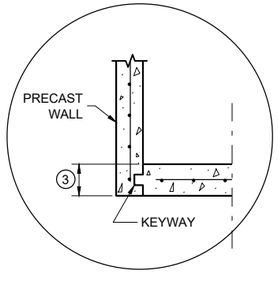
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

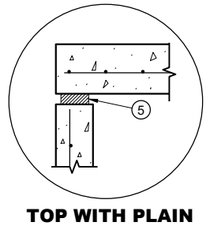


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

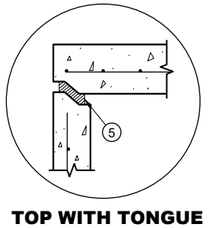


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

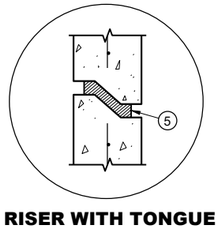
DETAIL "A"



TOP WITH PLAIN END JOINT

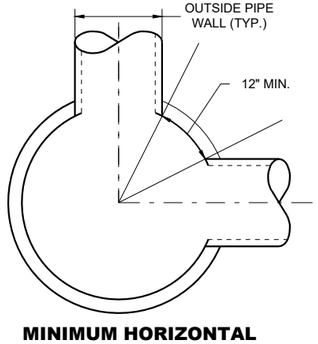


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

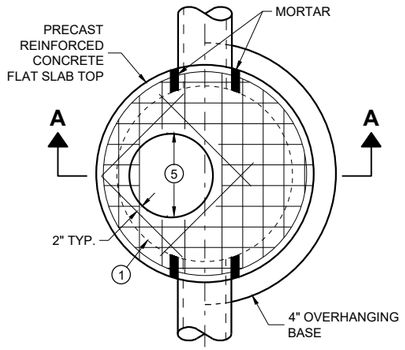
DETAIL "D"

CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

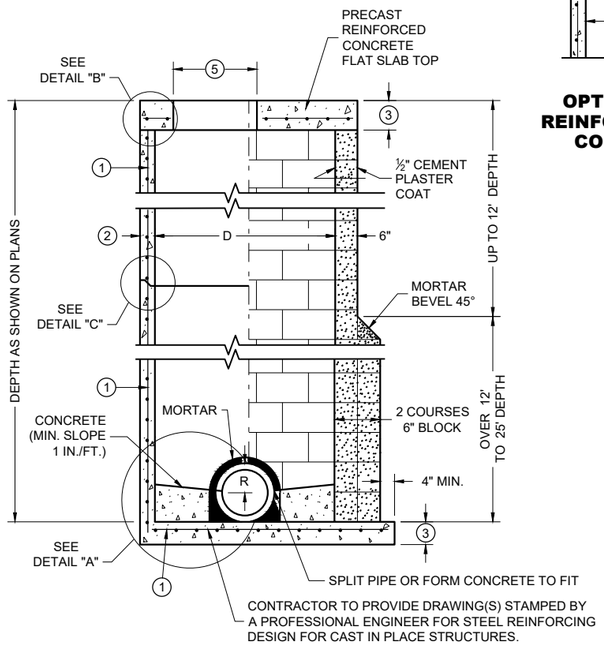
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



PLAN VIEW

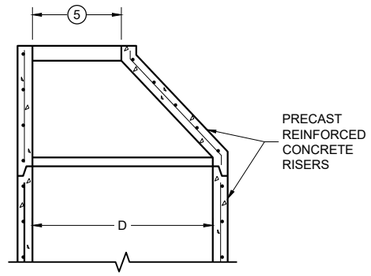
CIRCULAR OPENING



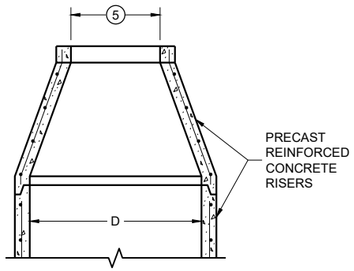
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

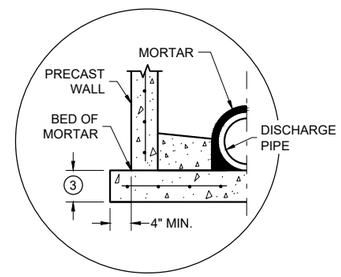
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

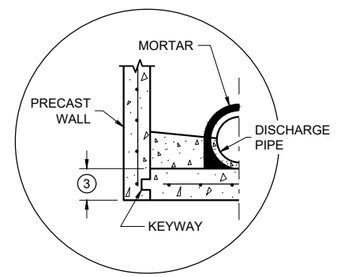
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

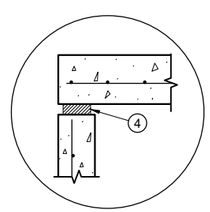


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

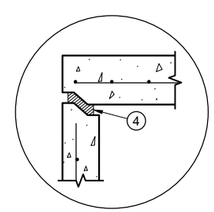


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

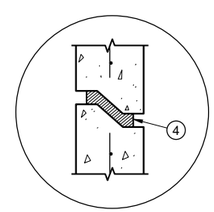


TOP WITH PLAIN END JOINT



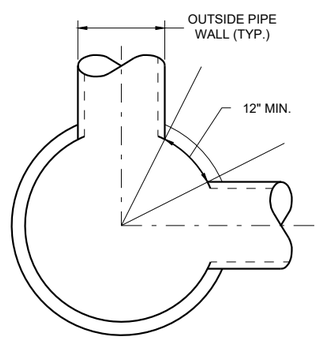
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

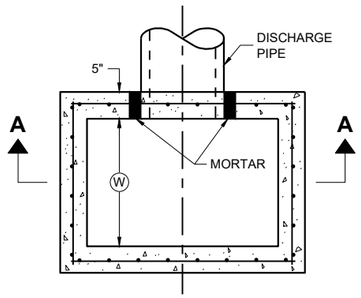
(5) SEE MANHOLE COVER OPENING MATRIX.

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

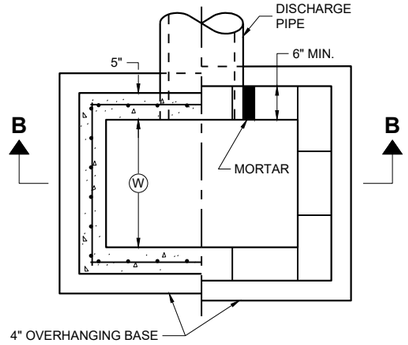
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

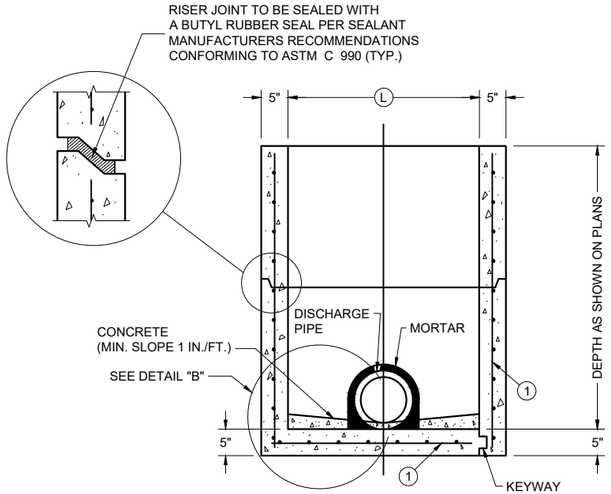
FHWA



PLAN VIEW



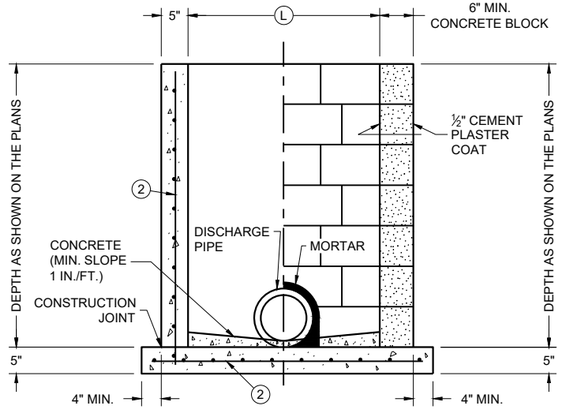
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

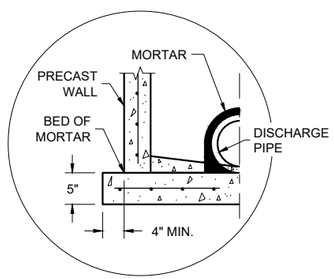
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

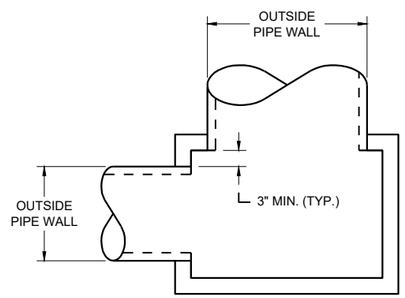
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

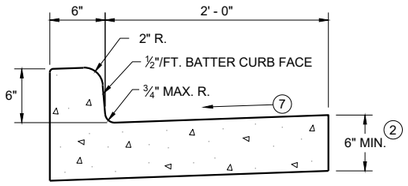
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

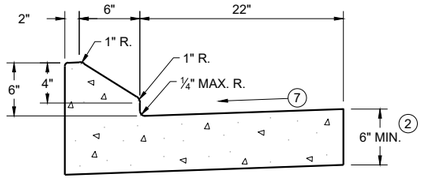
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

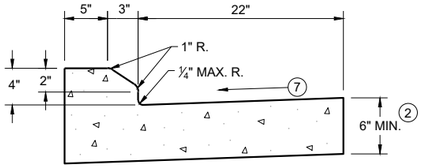
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SDD 08C07-03



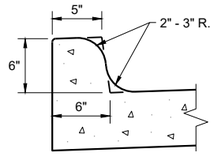
TYPES A (1) & D



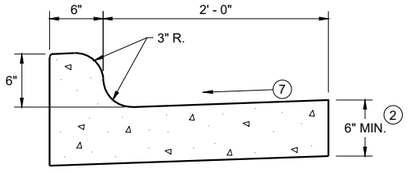
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

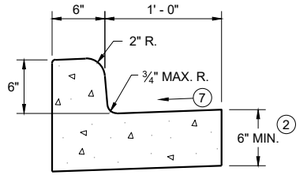


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



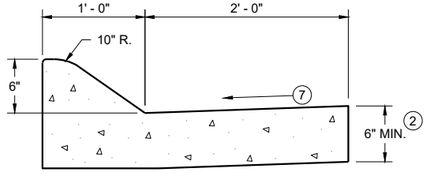
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

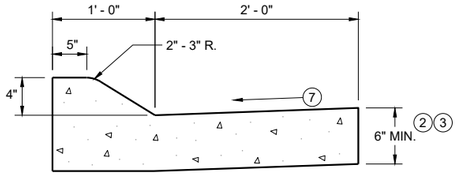


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

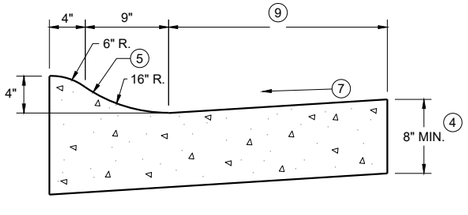


6" SLOPED CURB TYPES A (1) & D



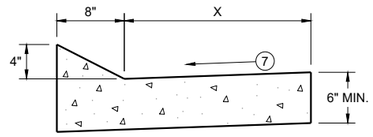
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

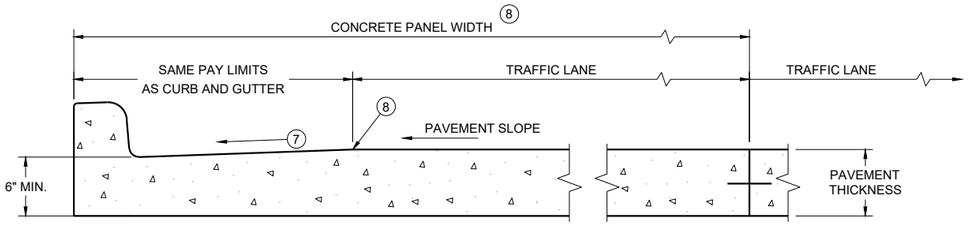


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

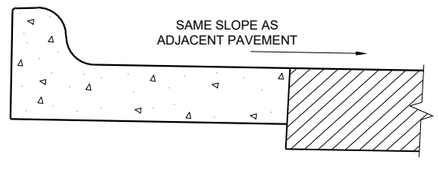
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

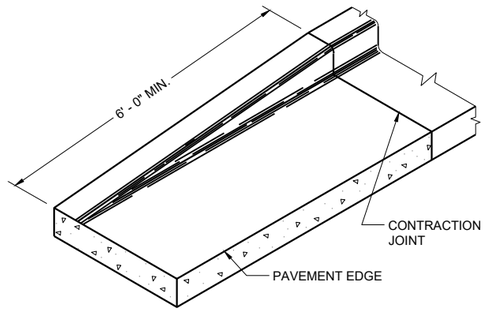
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

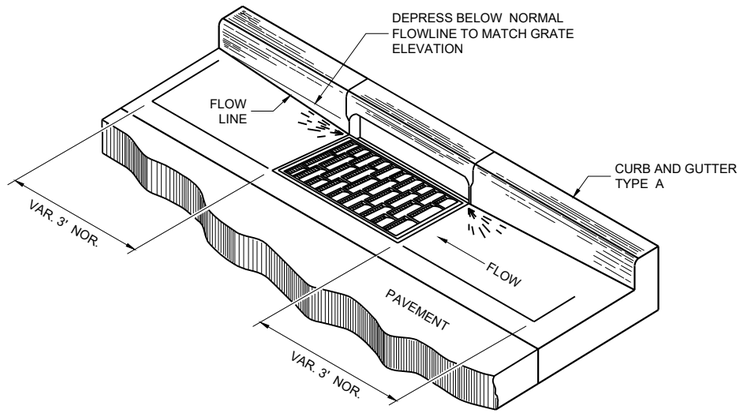
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

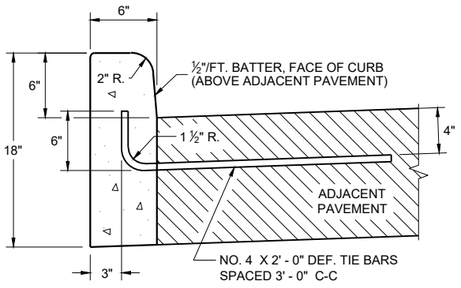
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

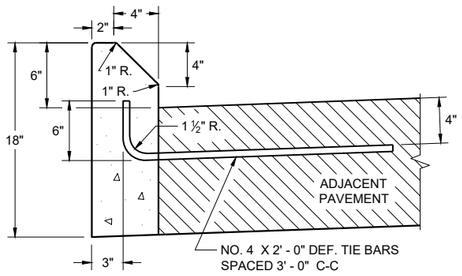
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

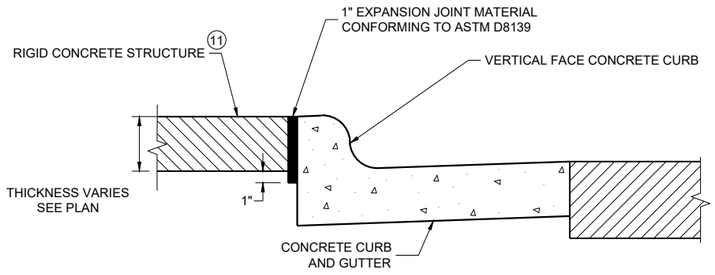


TYPES A (1) & D

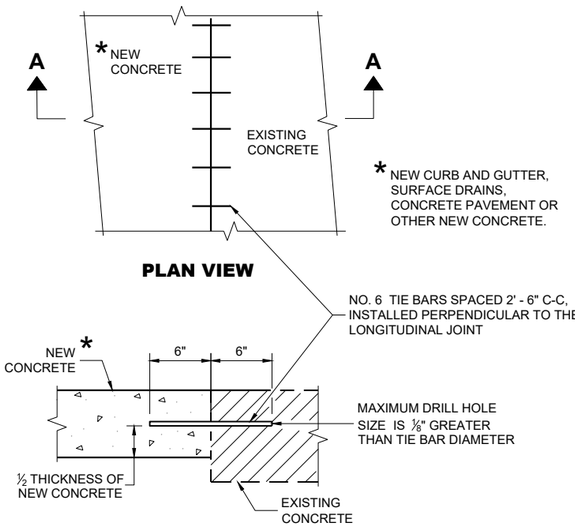


TYPES G (1) & J

CONCRETE CURB



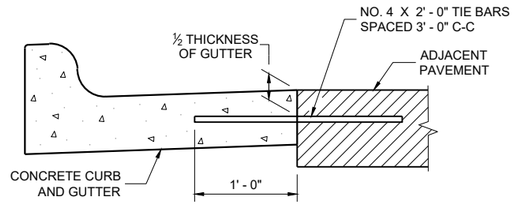
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



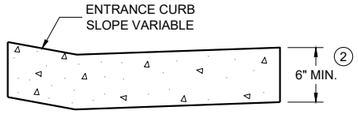
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

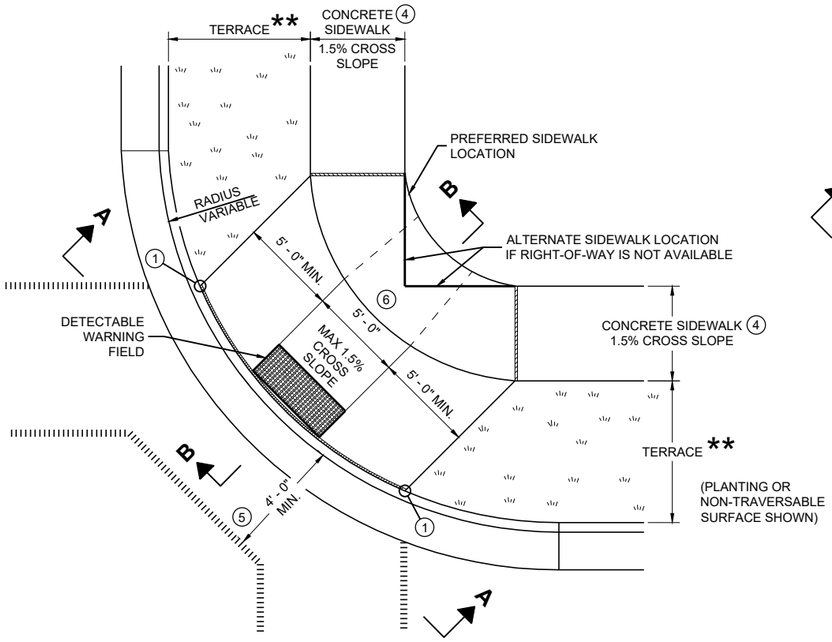
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

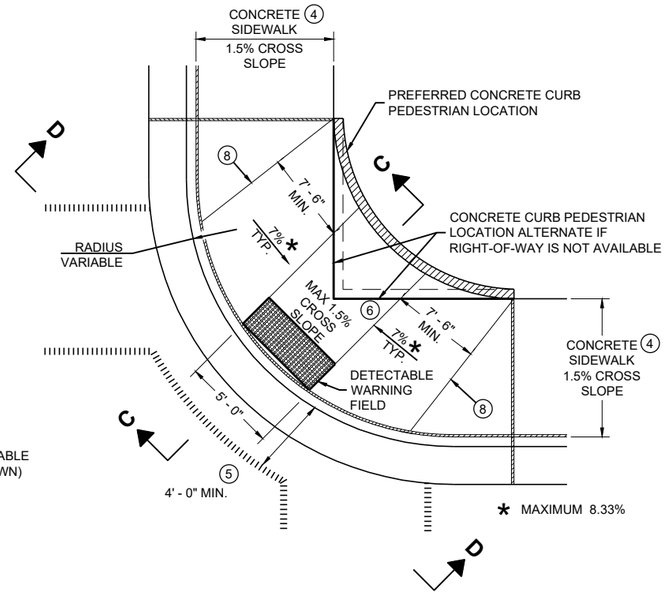
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

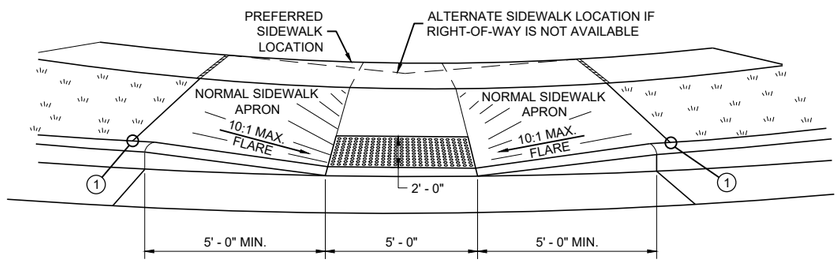
(CENTER OF CORNER RADIUS)



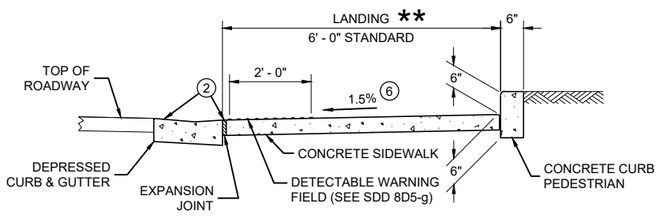
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

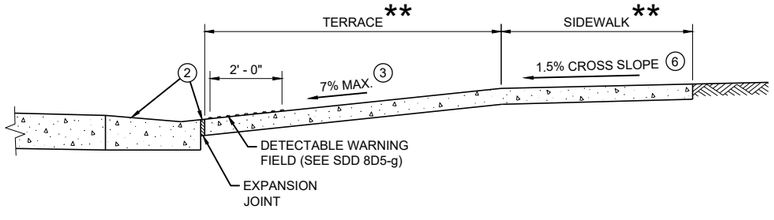


VIEW A - A FOR TYPE 1

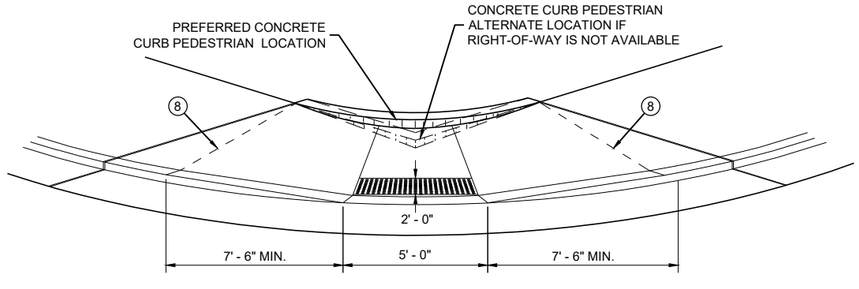


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

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

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

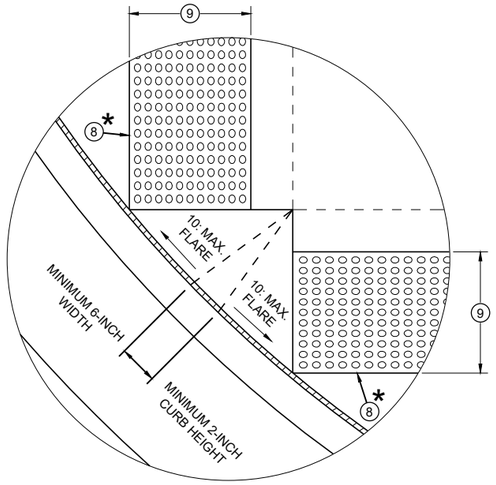
LEGEND

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

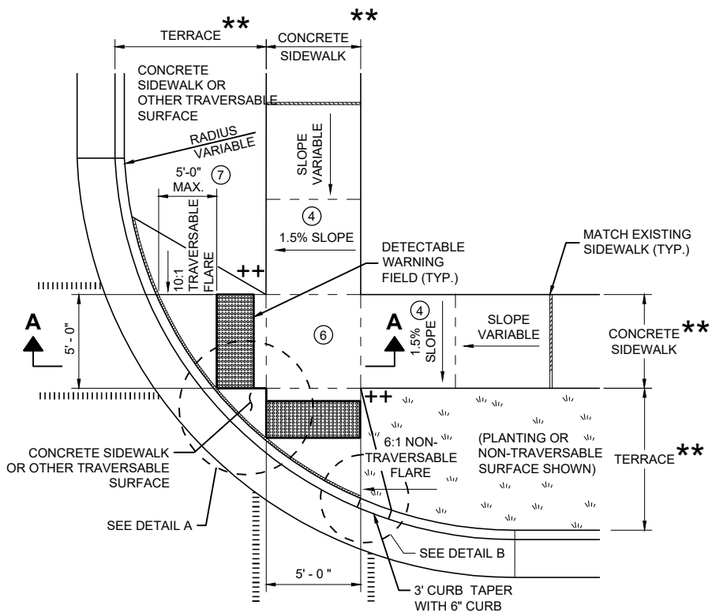
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a

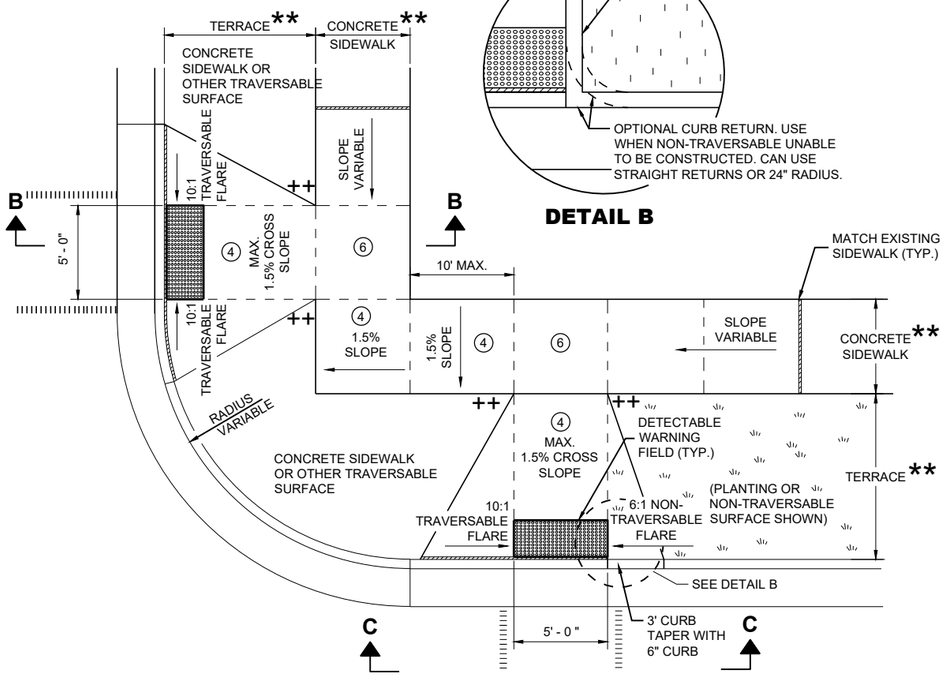


DETAIL A



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

DETAIL B



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

GENERAL NOTES

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

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

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

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

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

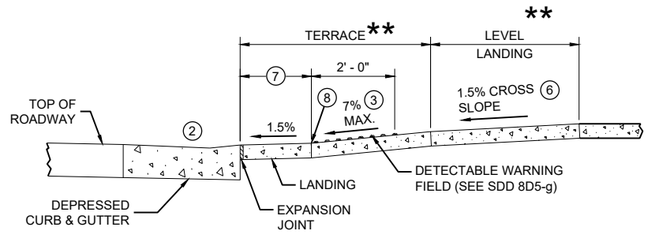
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

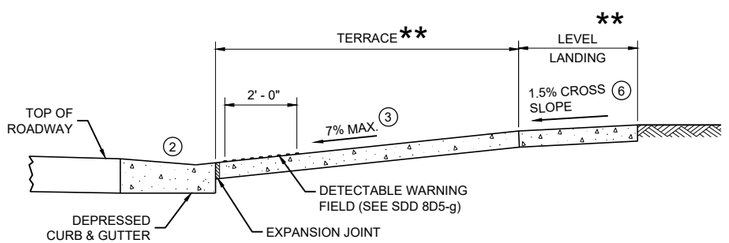


SECTION A - A FOR TYPE 2

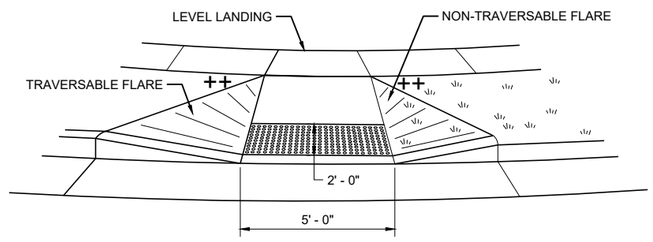
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



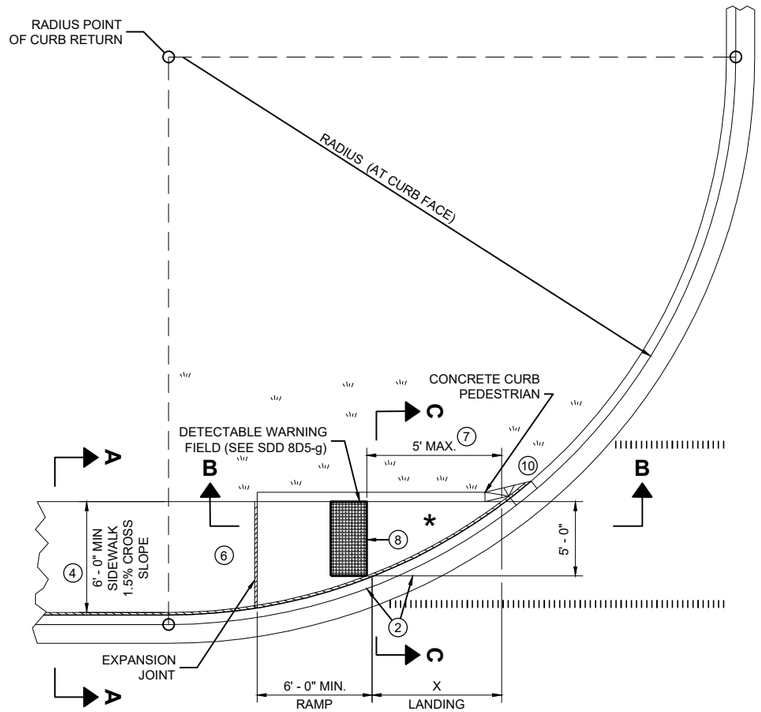
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

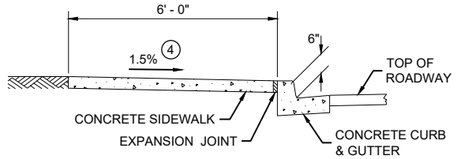


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

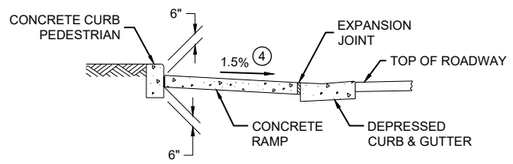
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

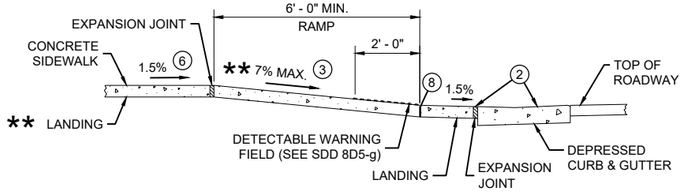
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

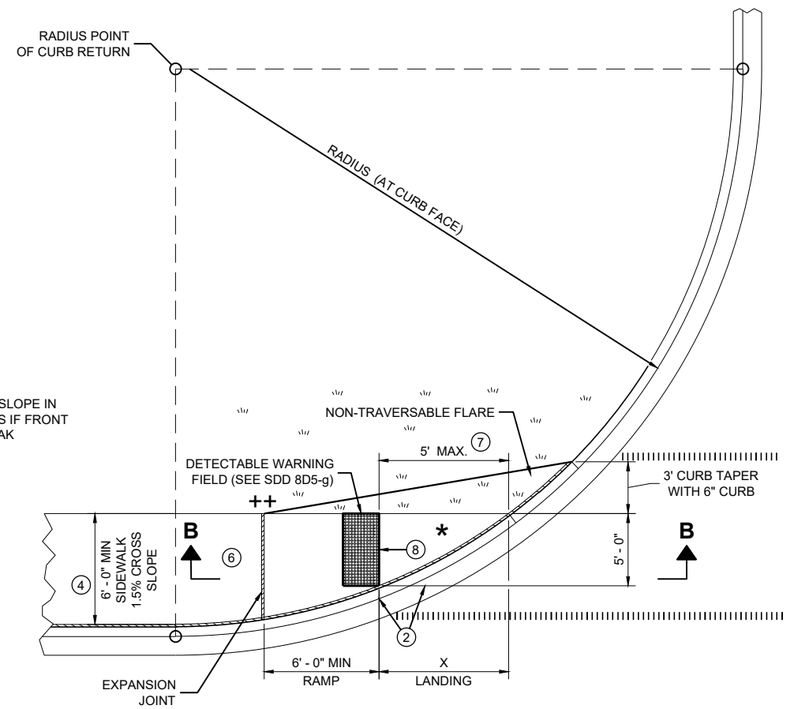


SECTION C - C FOR TYPE 4A



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

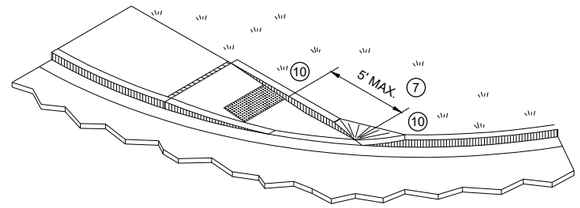
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



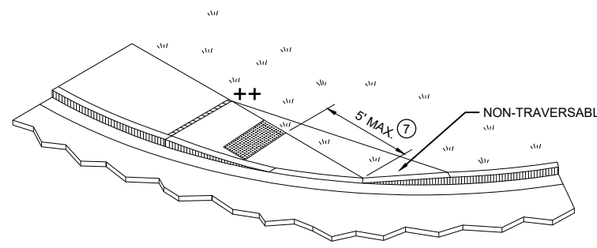
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



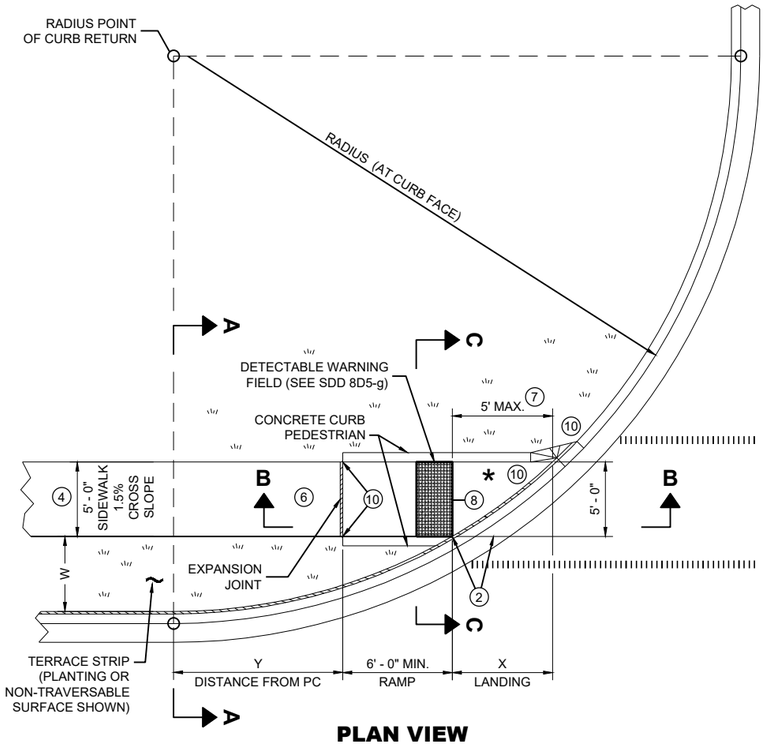
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



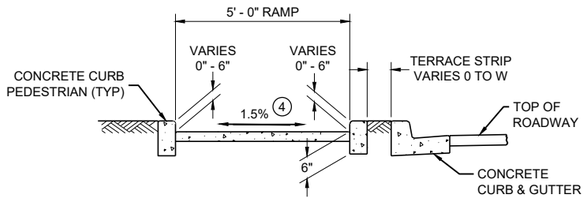
PLAN VIEW
CURB RAMP TYPE 4B

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

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

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

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

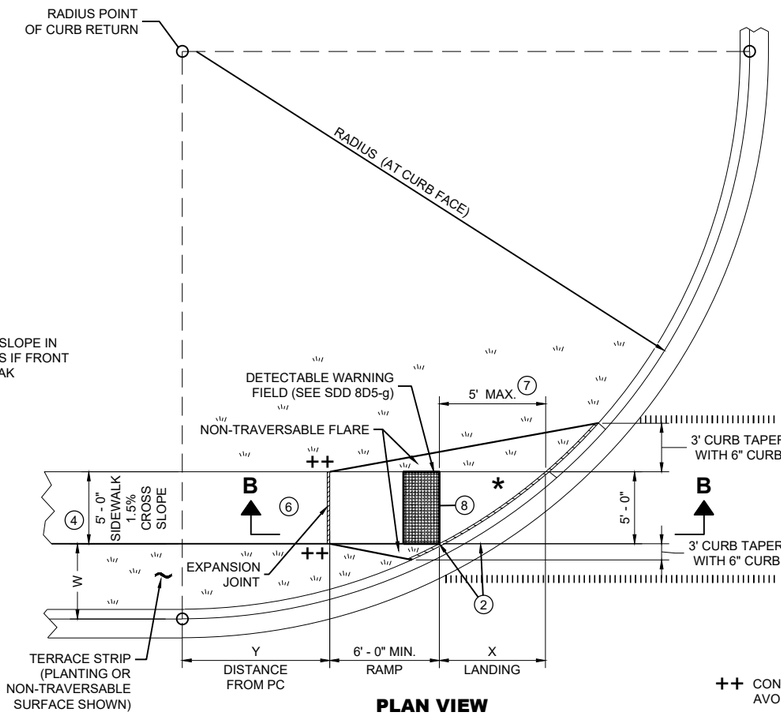
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

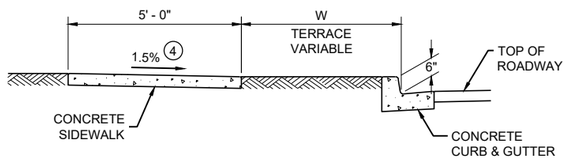
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

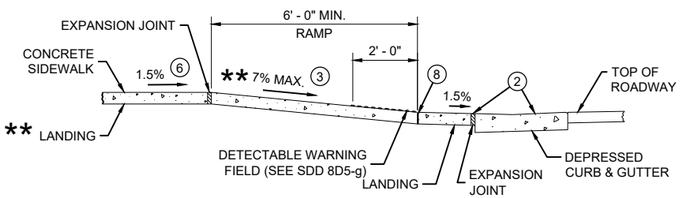
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



PLAN VIEW
CURB RAMP TYPE 4B1



SECTION A - A FOR TYPE 4B

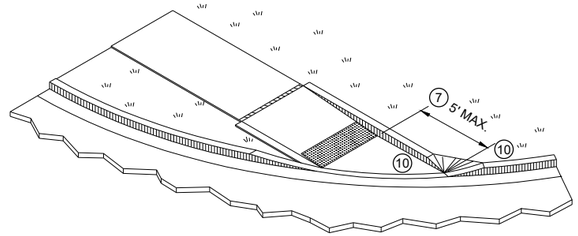


SECTION B - B FOR TYPE 4B AND TYPE 4B1

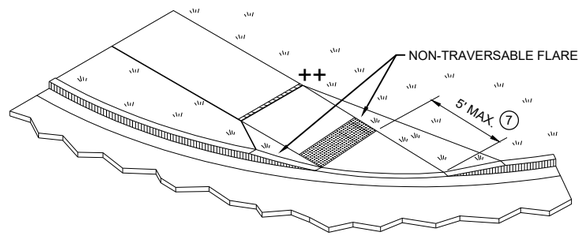
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



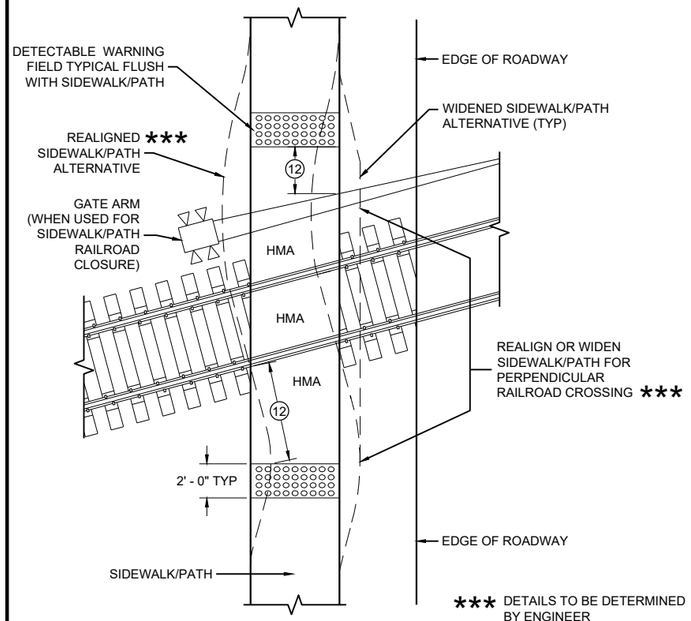
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

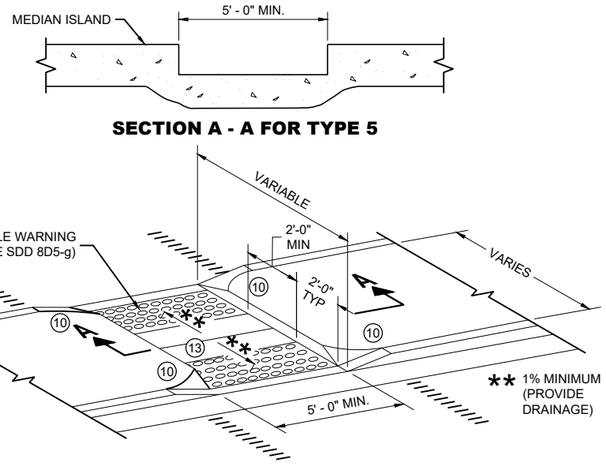
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SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

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

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

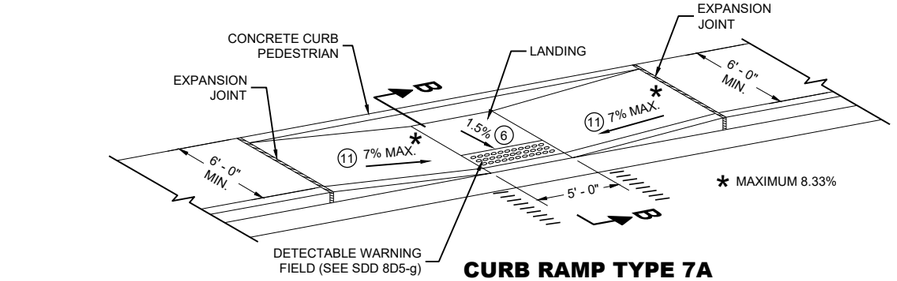
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

½" EXPANSION JOINT SIDEWALK

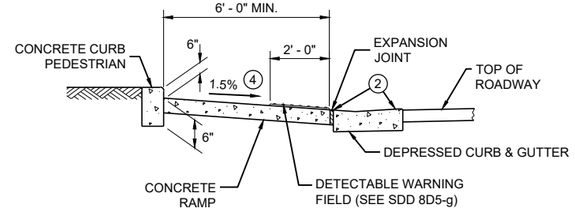
CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

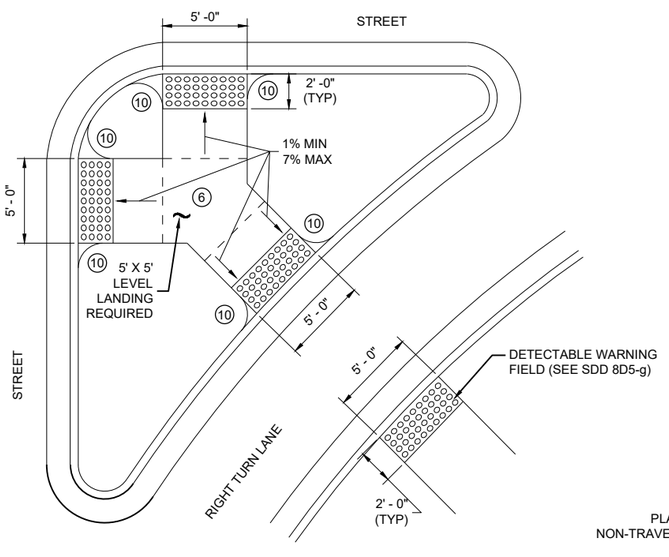


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



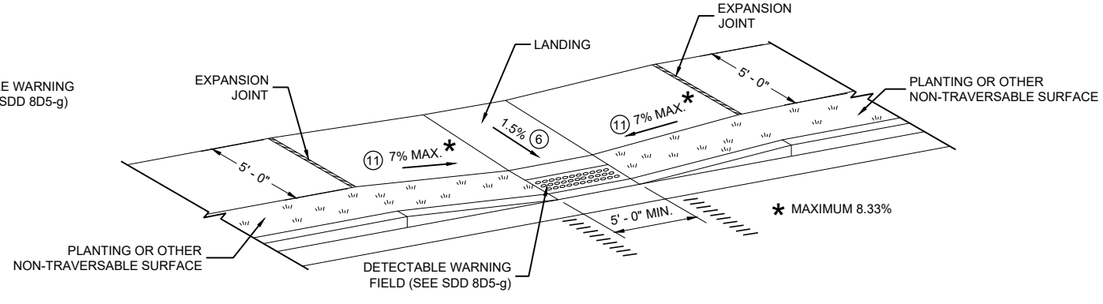
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

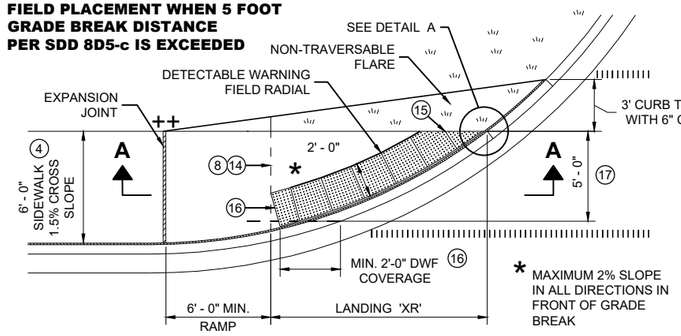
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

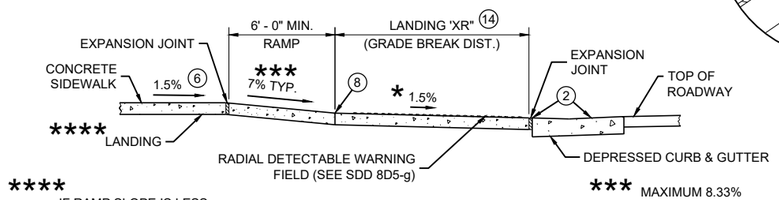
SDD 08D05-21e

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

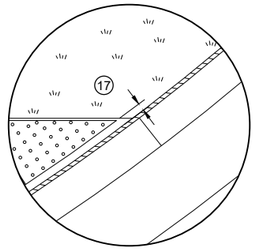


PLAN VIEW

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



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

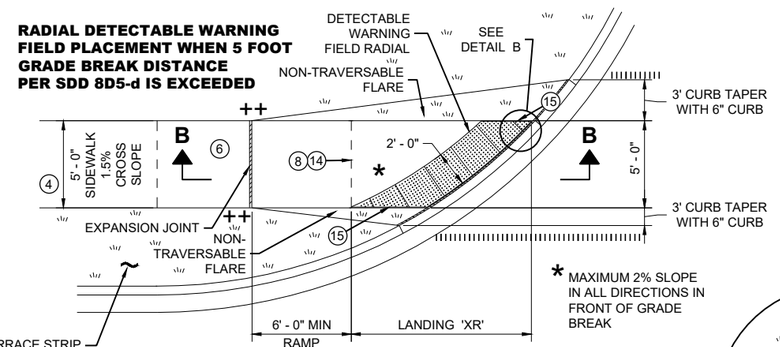
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

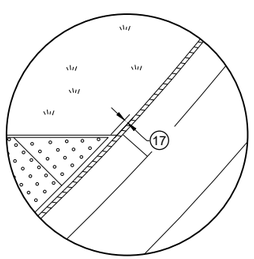
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

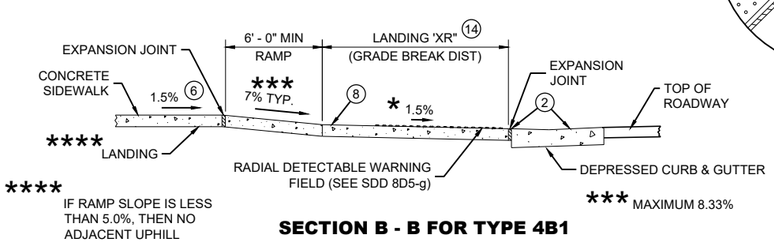


PLAN VIEW

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

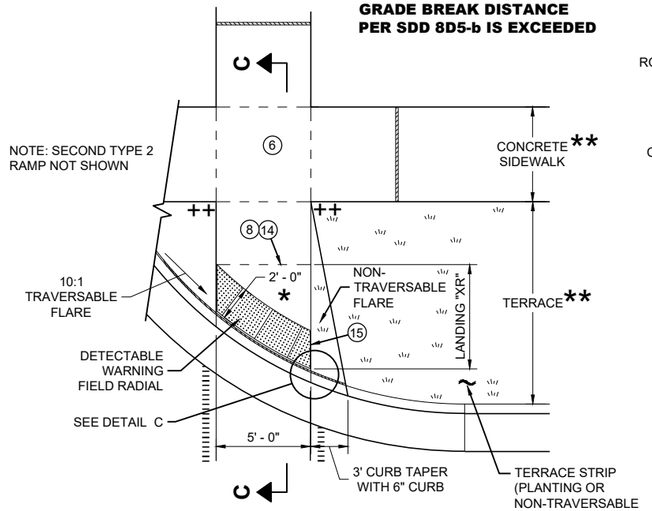


DETAIL B



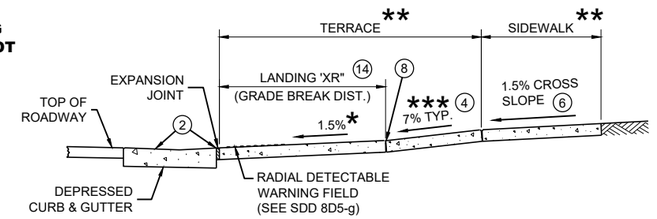
SECTION B - B FOR TYPE 4B1

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

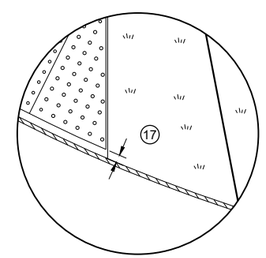


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

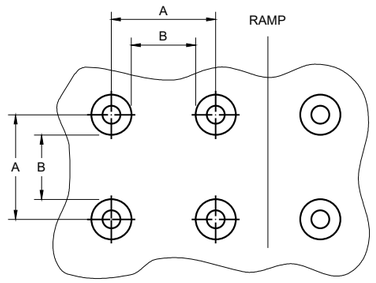
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

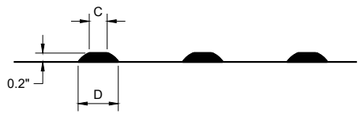
SDD 08D05-21f

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

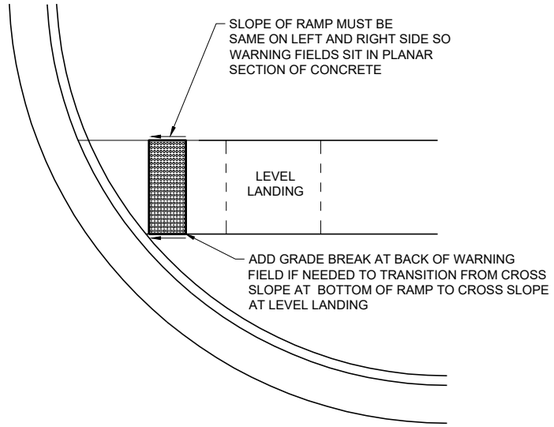
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

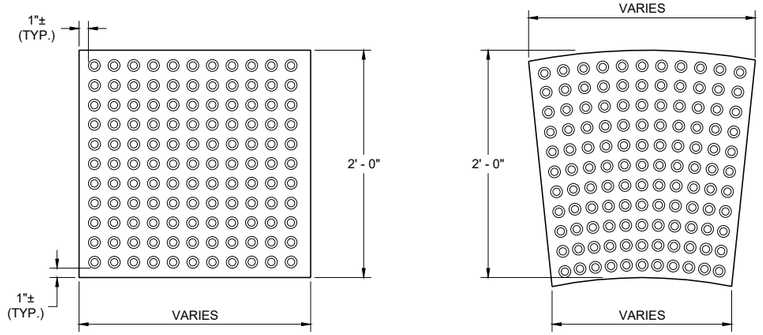
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

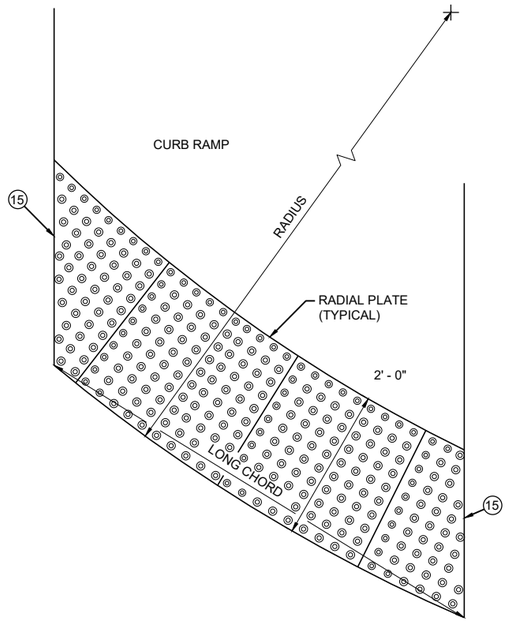
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



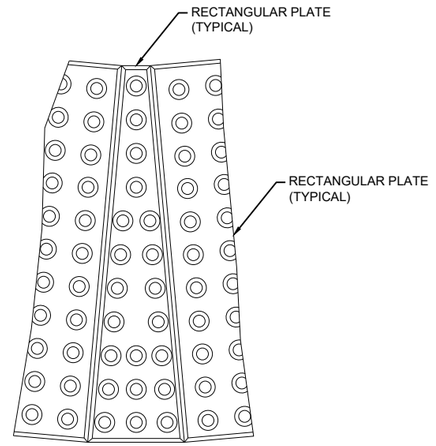
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

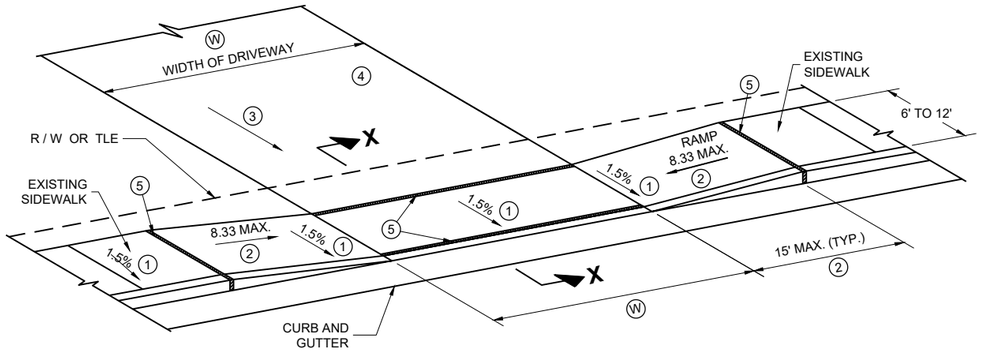
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

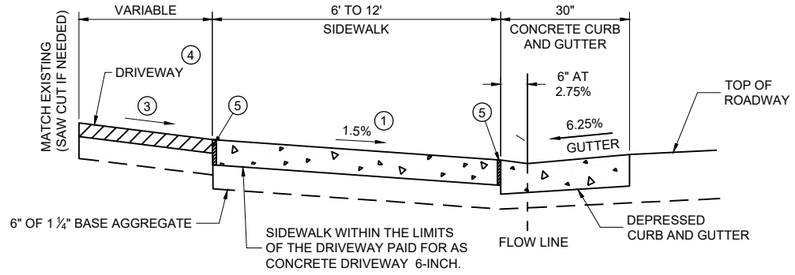
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

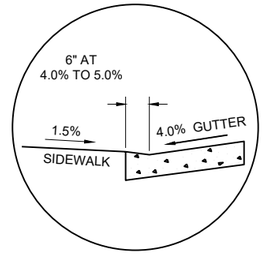
6
SDD 08D05-21g



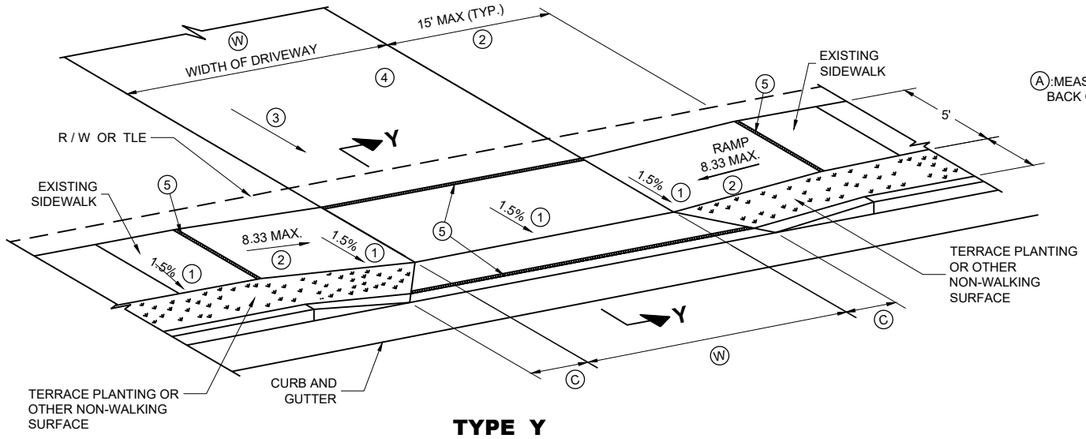
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



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

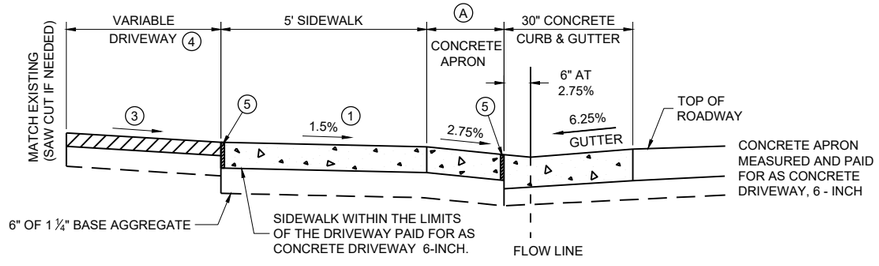
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

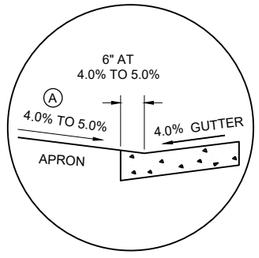
Ⓐ:MEASURE FROM BACK OF CURB

TABLE Y

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



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

⑤ ½" EXPANSION JOINT FILLER

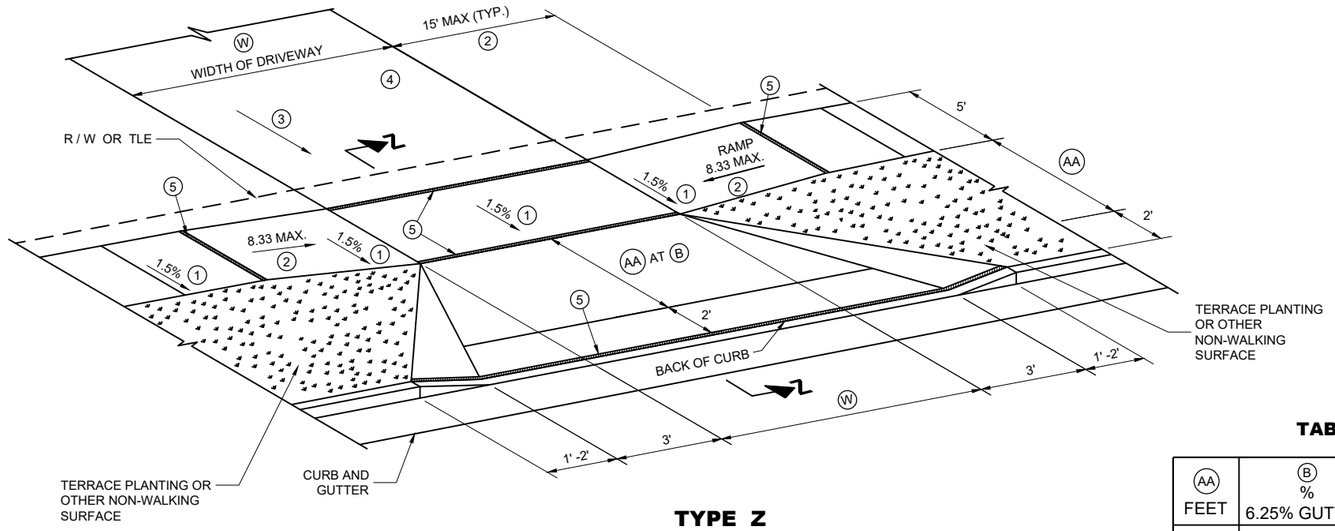
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D18-04



TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

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

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

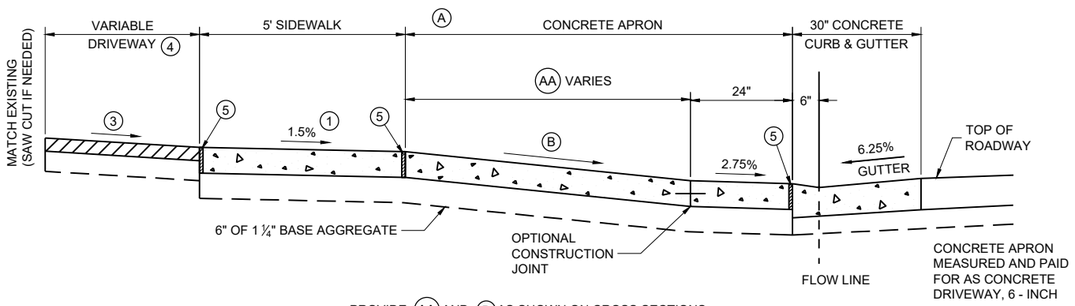
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

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

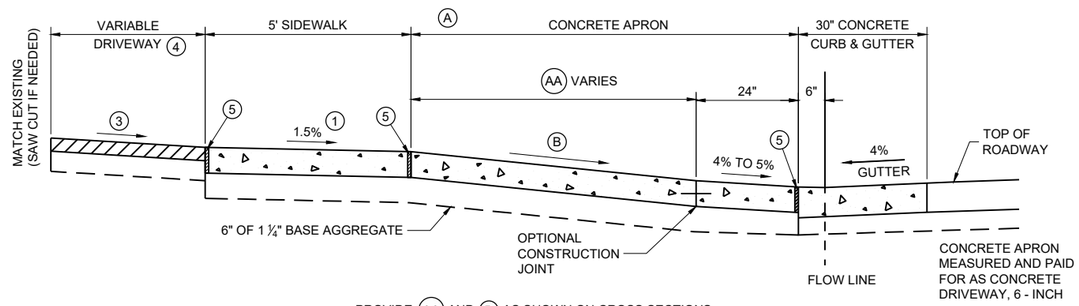
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

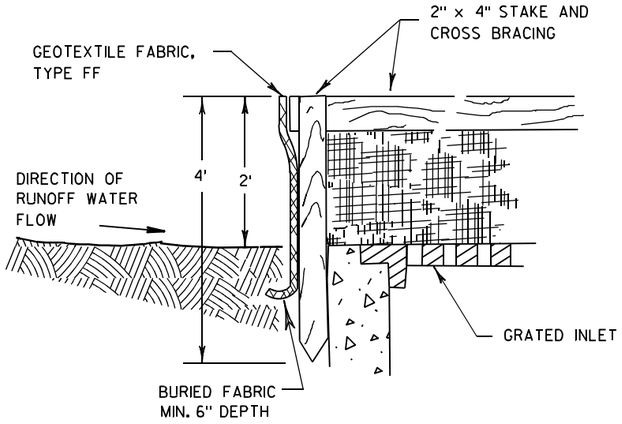
SECTION Z - Z
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

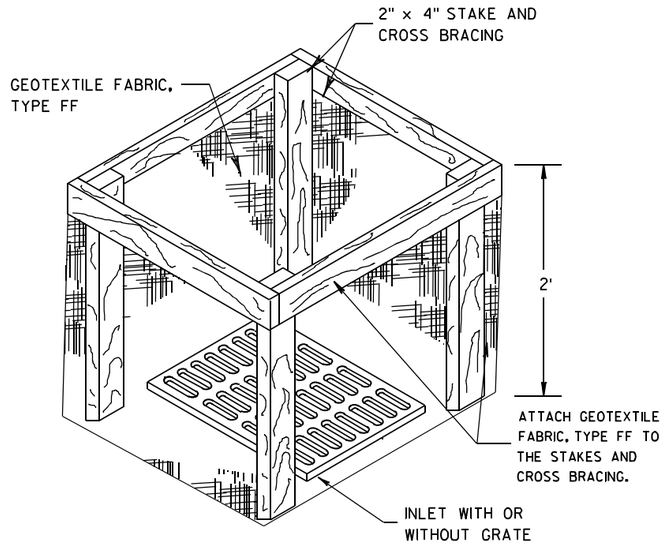
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

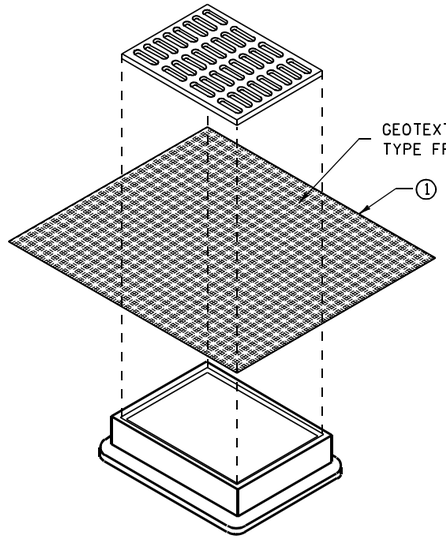
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



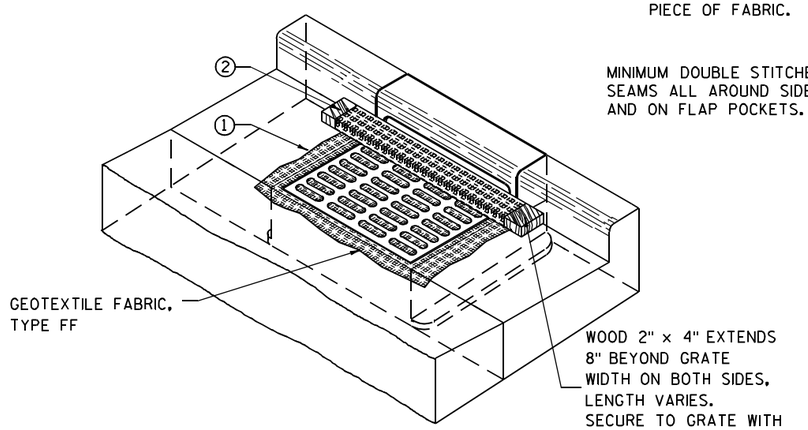


INLET PROTECTION, TYPE A

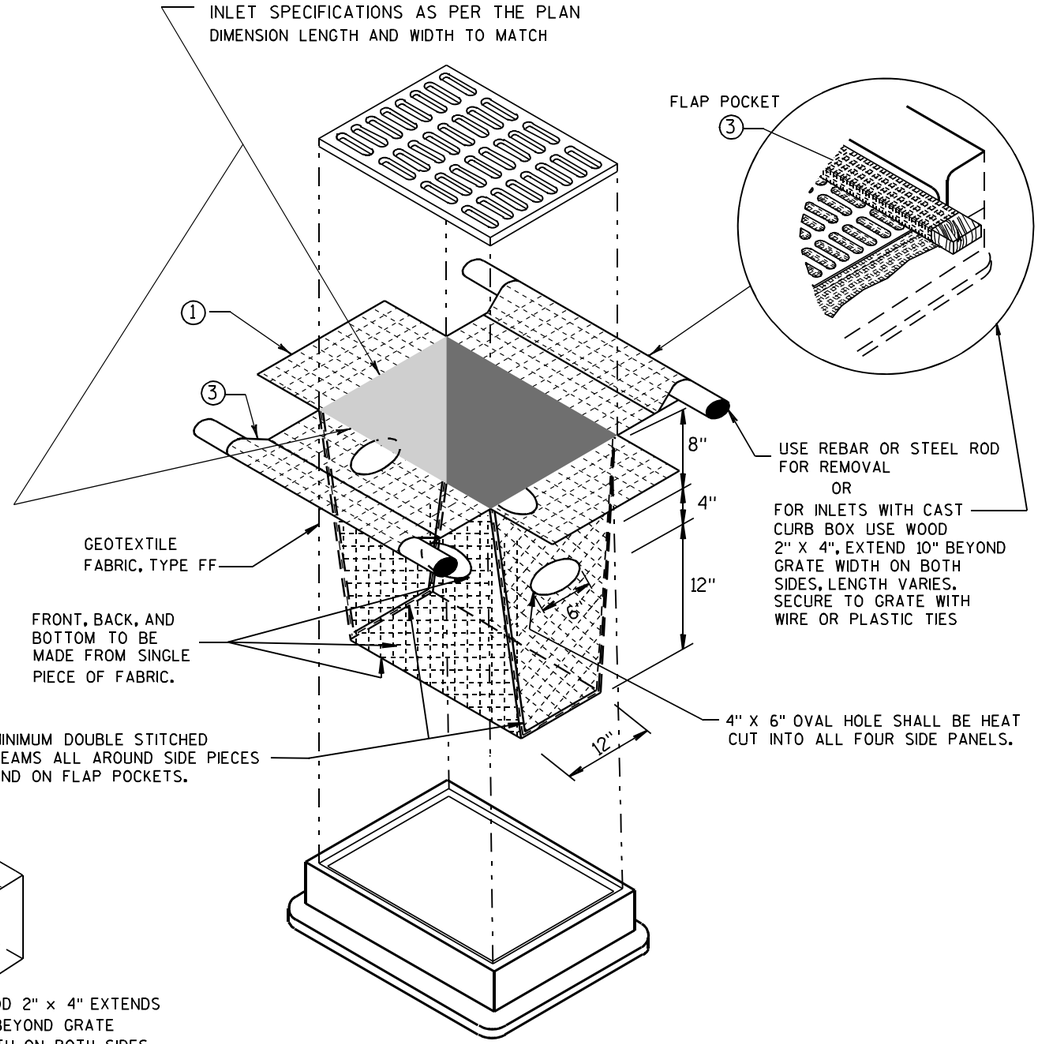


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

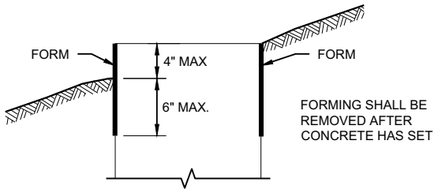
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

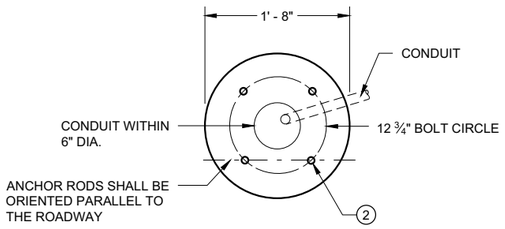
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

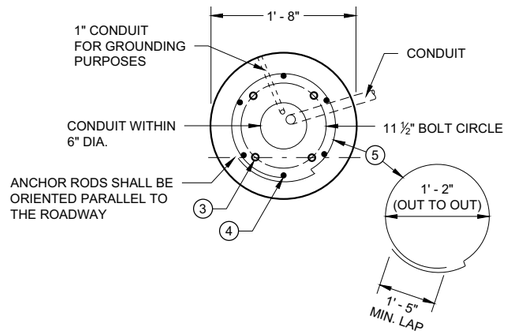
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

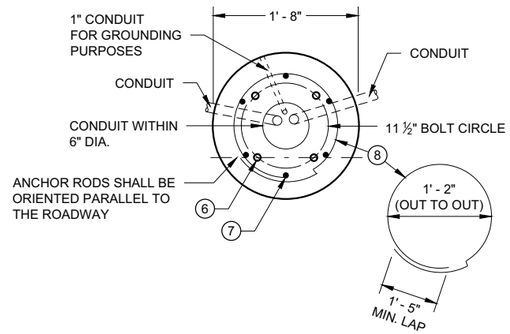
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

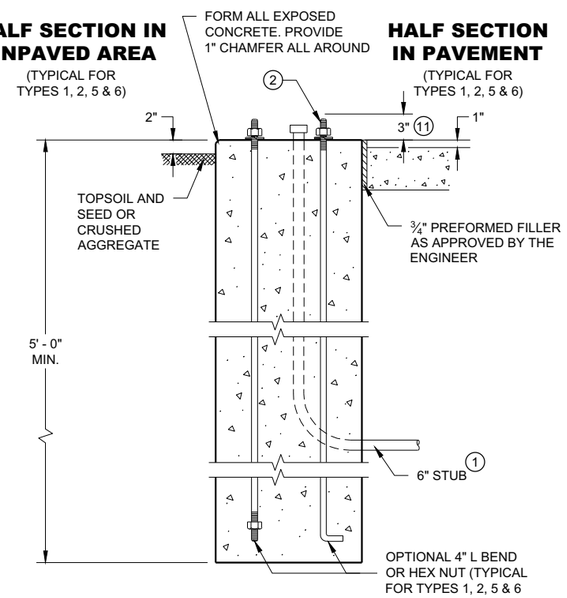
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

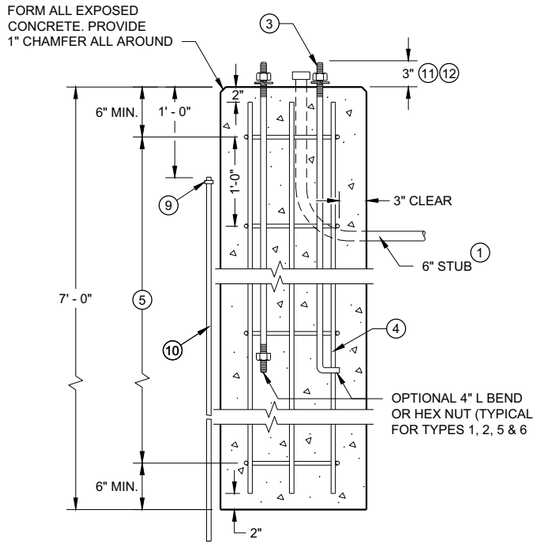
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

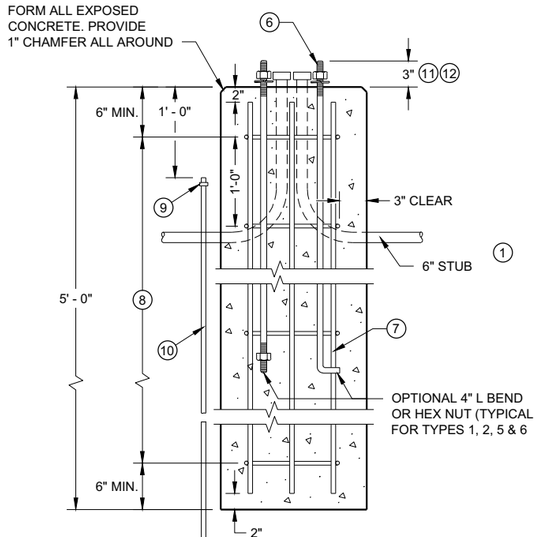
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

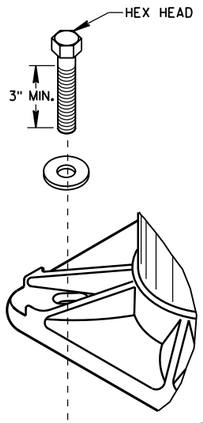
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

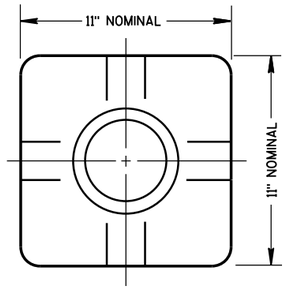
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

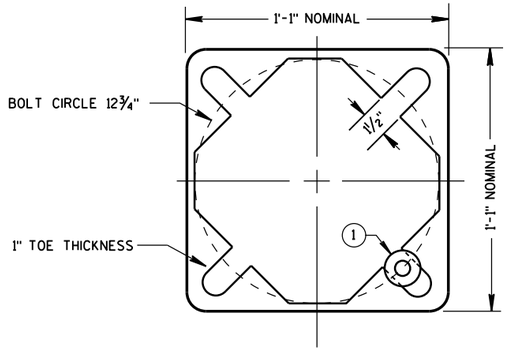
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

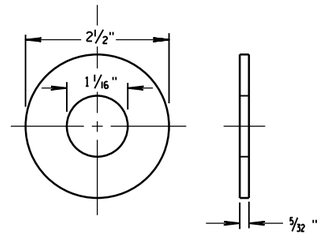




TOP VIEW
(PEDESTAL BASE)

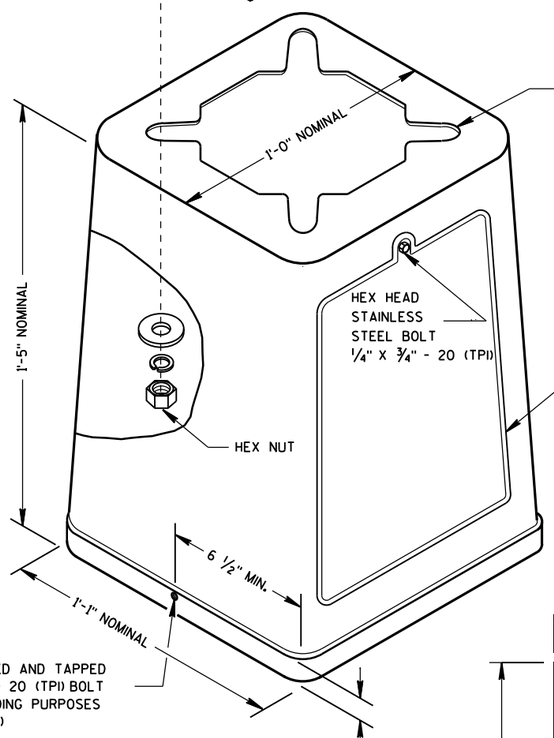


BOTTOM VIEW
(PEDESTAL BASE)

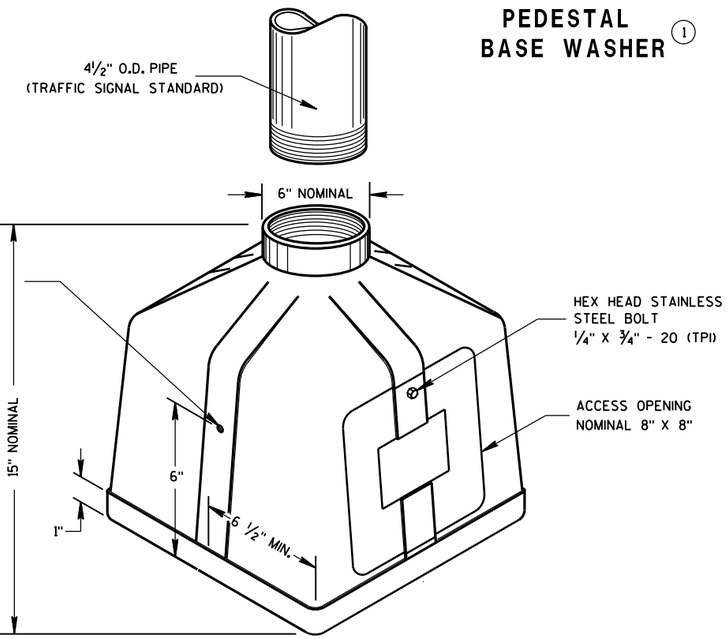


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

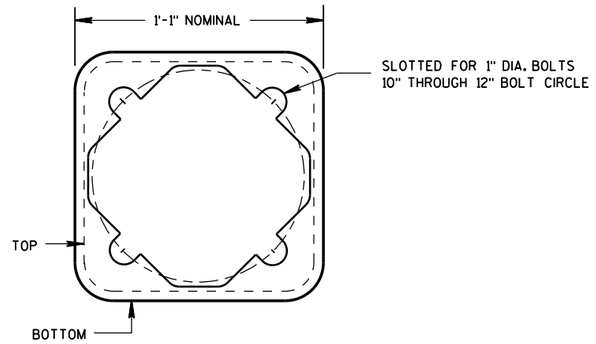


ISOMETRIC VIEW

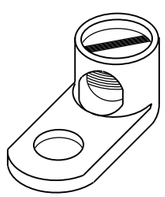


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

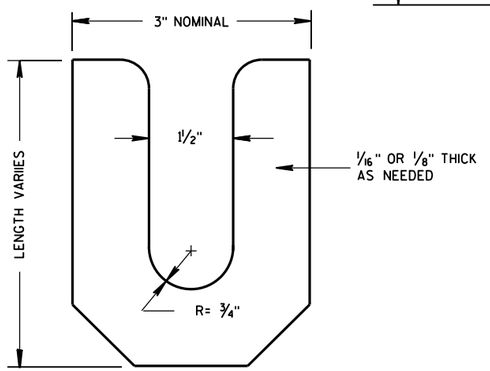


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

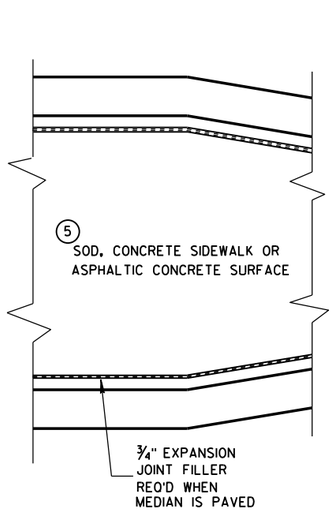
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

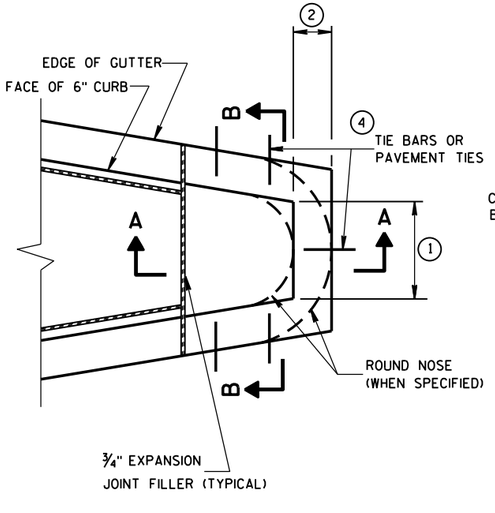
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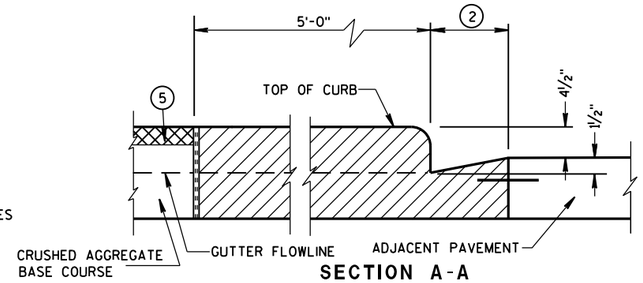
S.D.D. 9 C 3-4

6

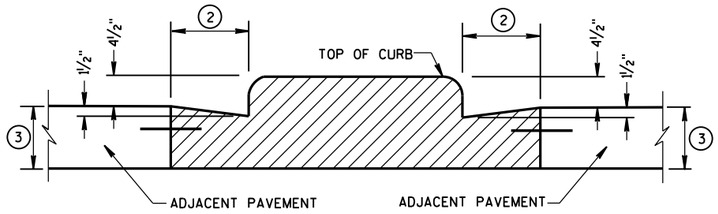
S.D.D. 9 C 3-4







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

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) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

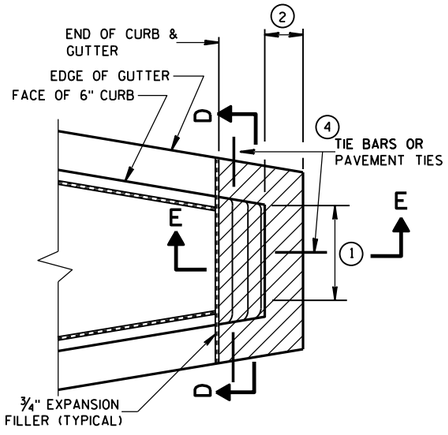
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

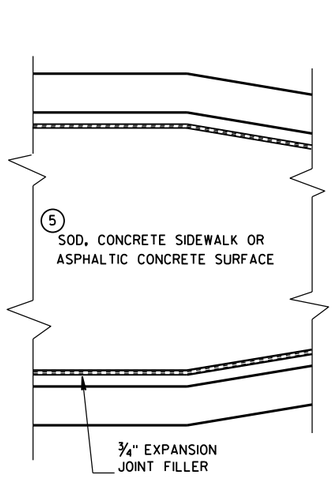
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

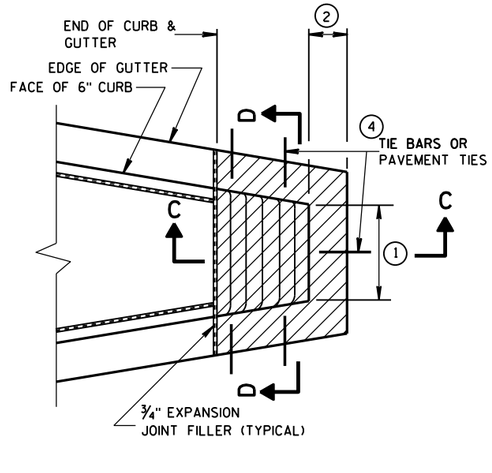
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

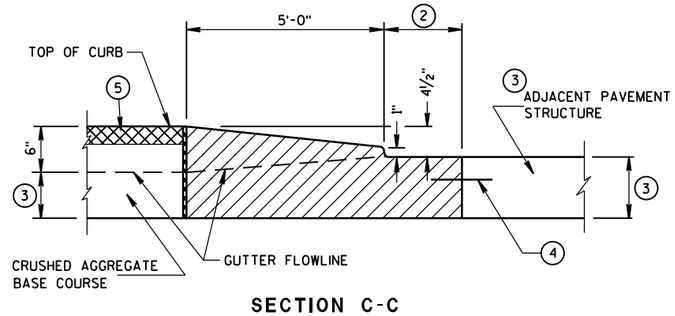
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



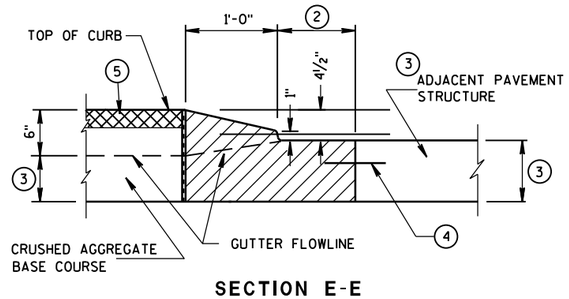




CONCRETE MEDIAN SLOPED NOSE TYPE 1

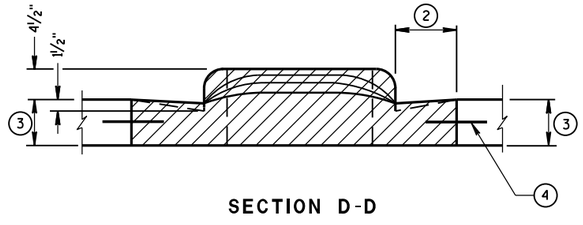


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

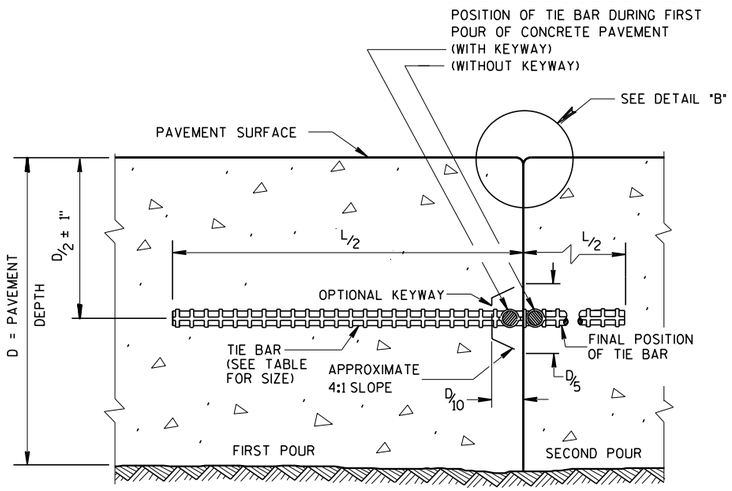
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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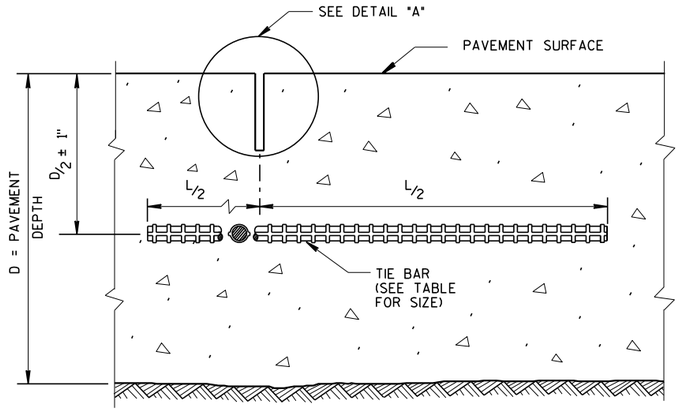
S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

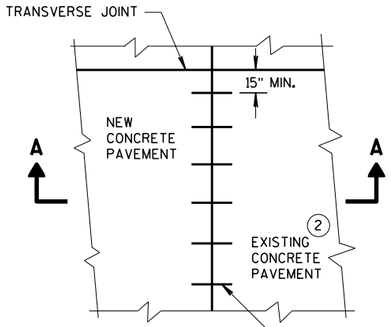
GENERAL NOTES

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

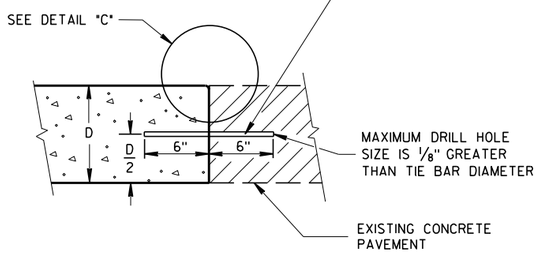
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

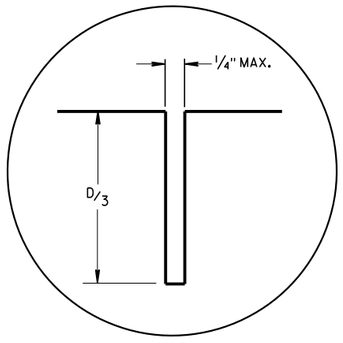


PLAN VIEW

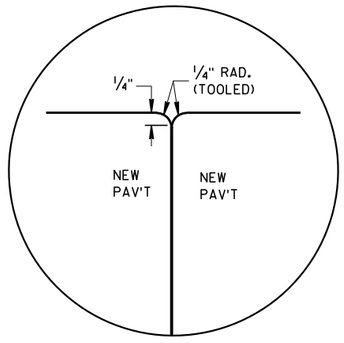


SECTION A-A

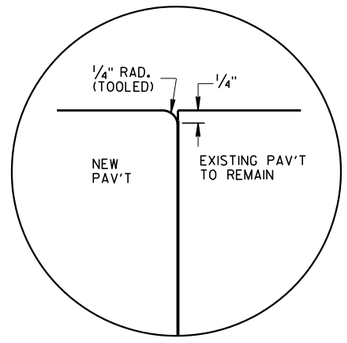
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



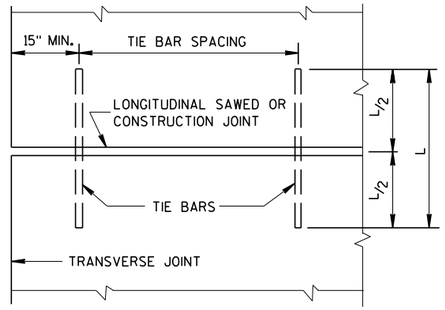
DETAIL "C"

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

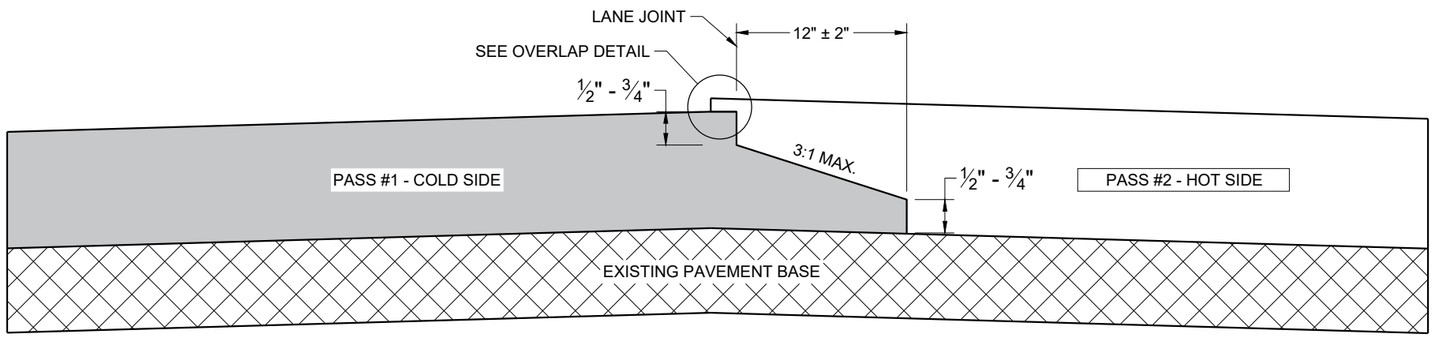
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

6

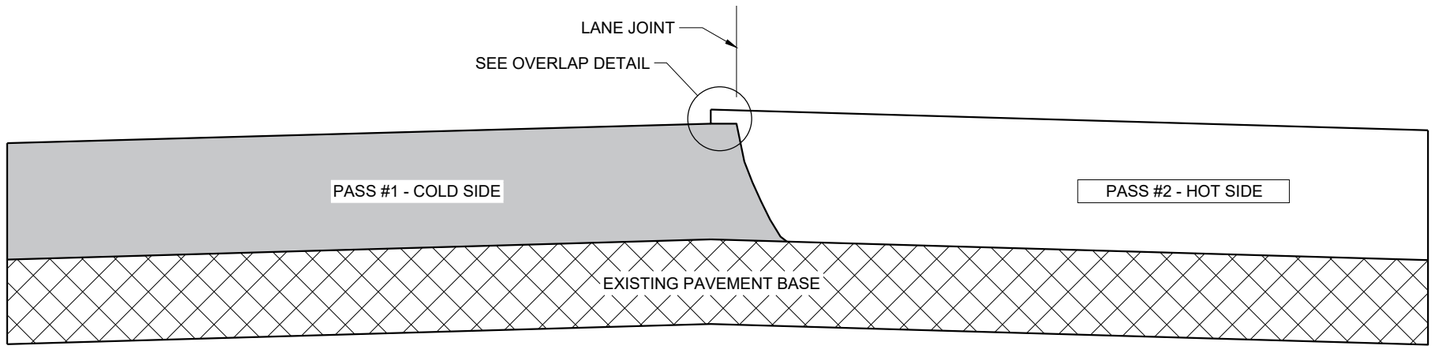
S.D.D. 13 C 1-19

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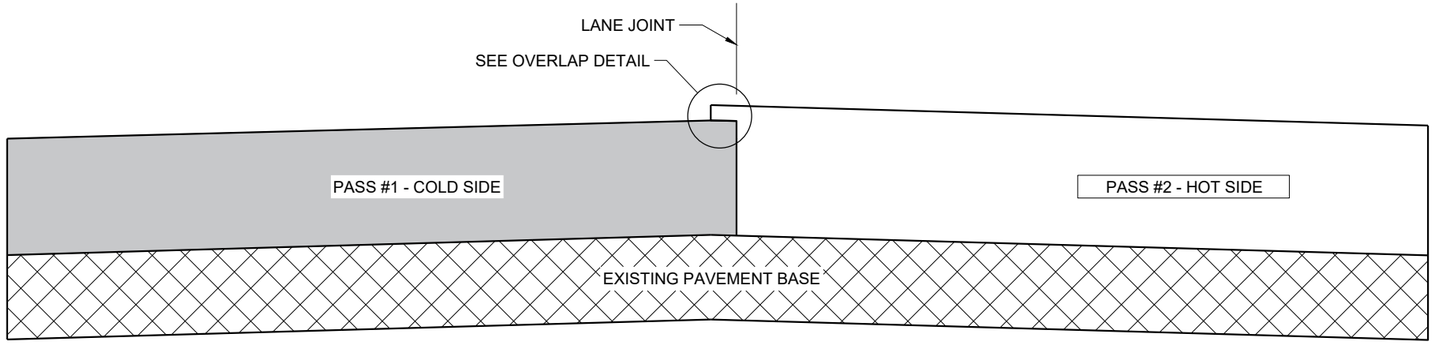
S.D.D. 13 C 1-19



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

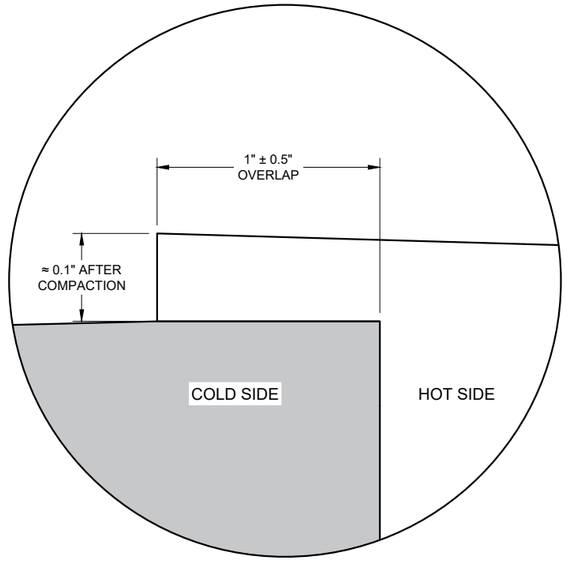
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

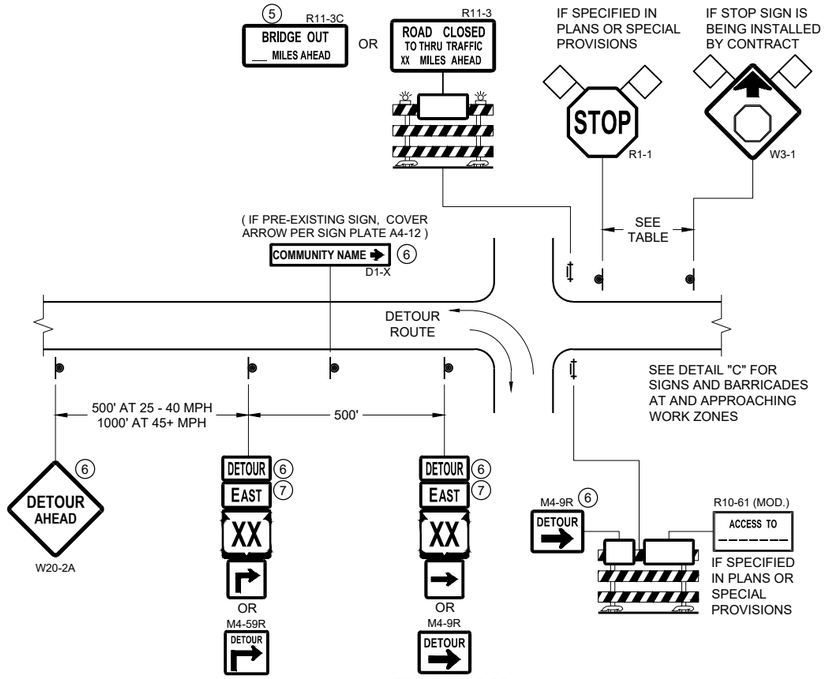
HMA LONGITUDINAL JOINTS

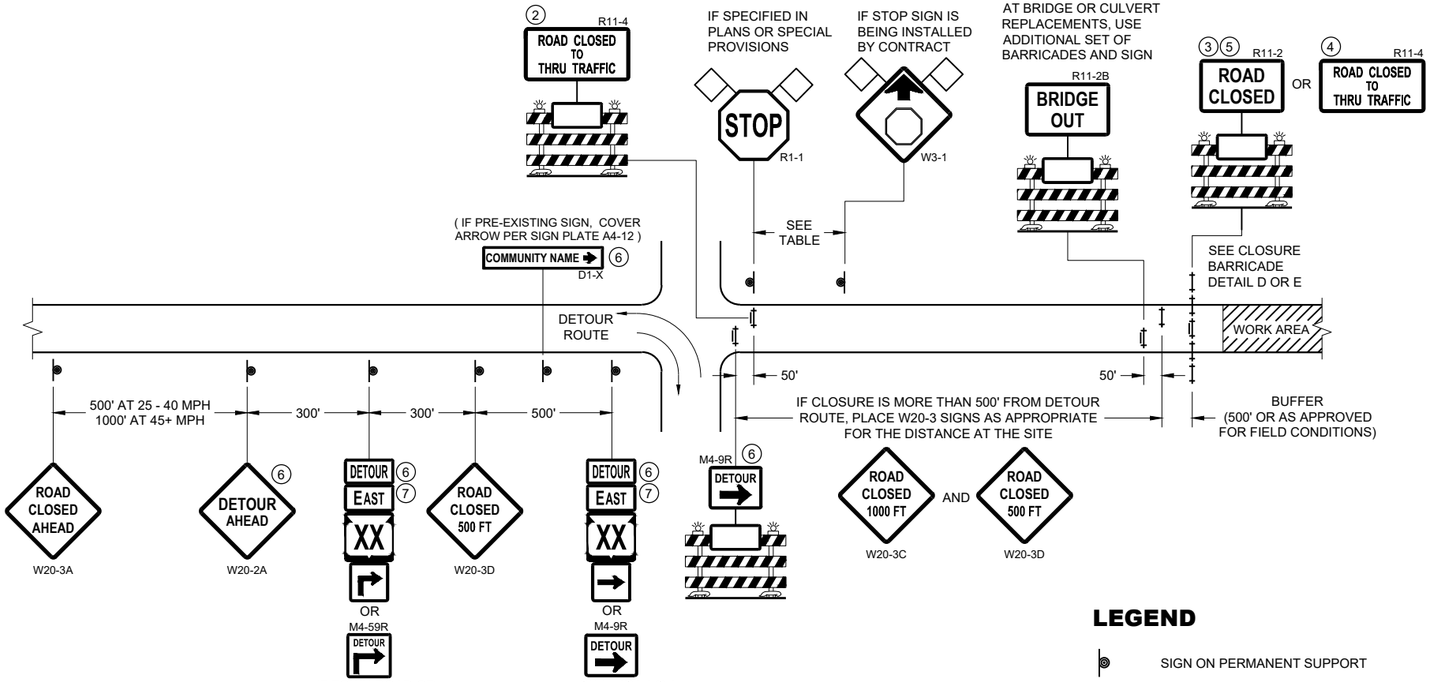
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA





DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

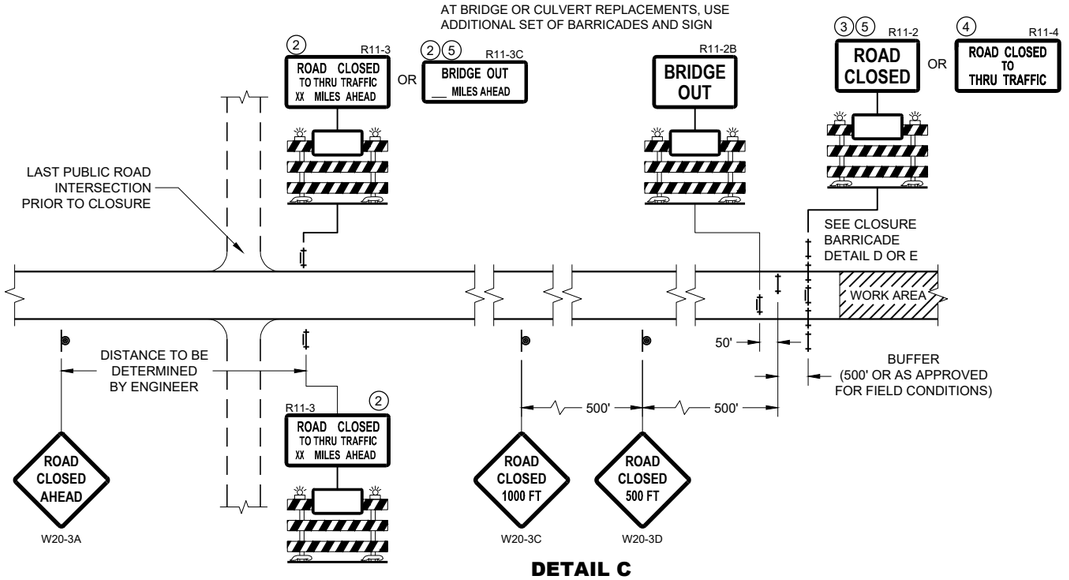
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

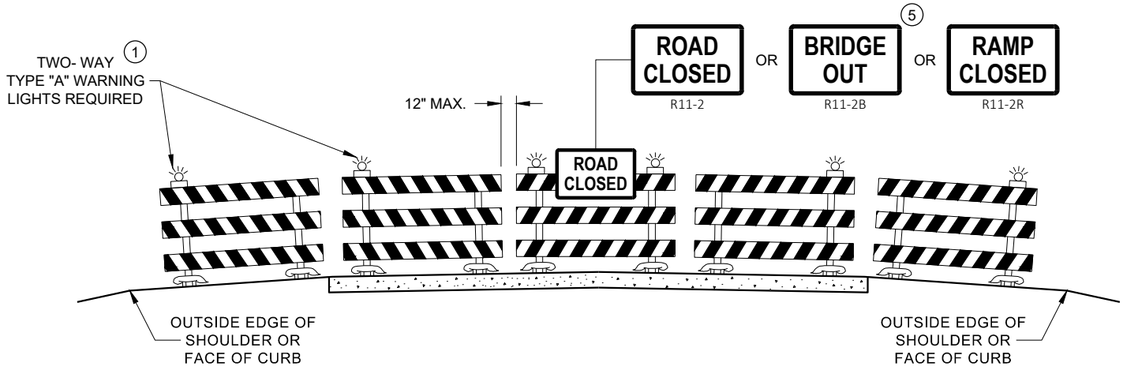
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

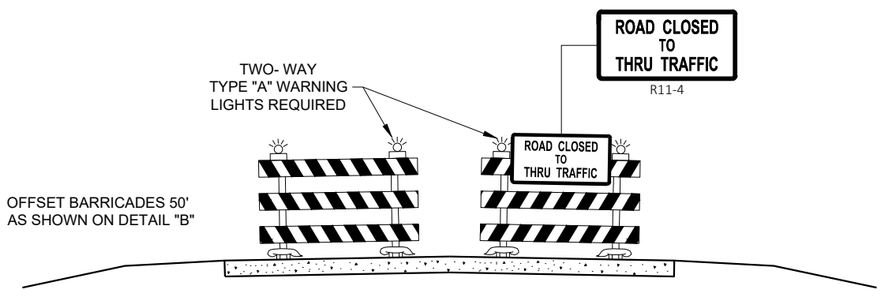
FHWA

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SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

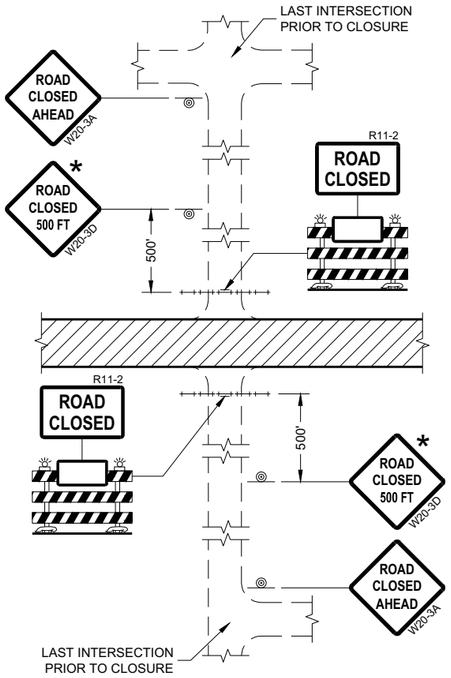
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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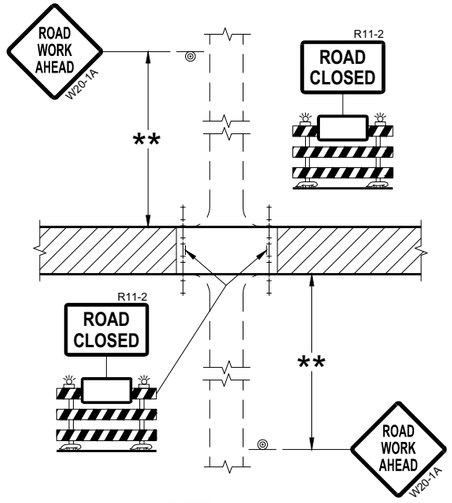
SDD 15C02 - 09b

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SDD 15C02 - 09b



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

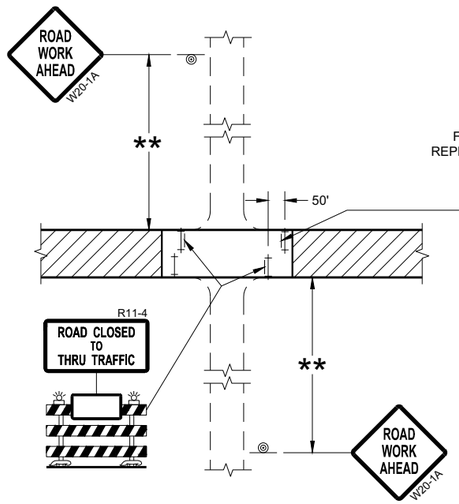
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

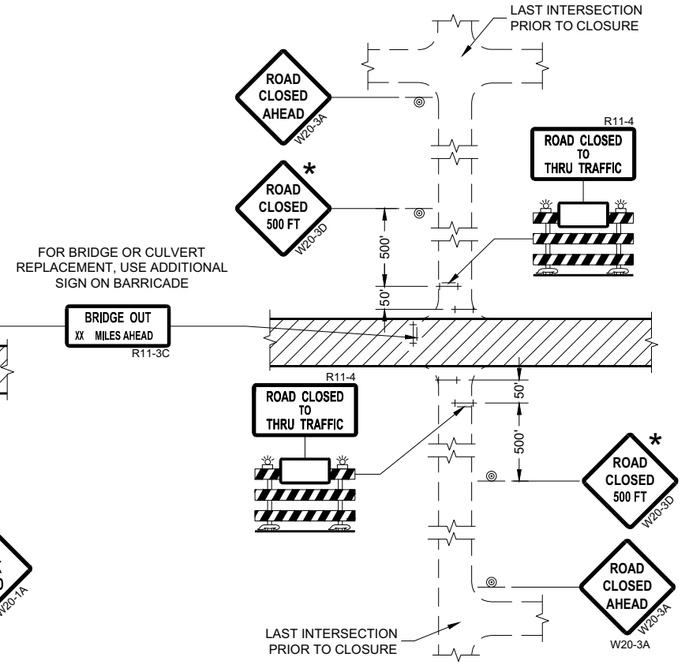
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

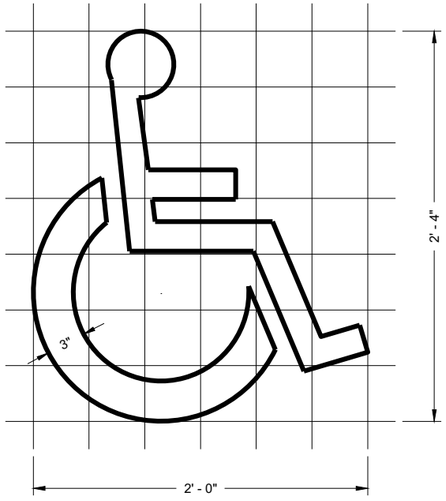
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SDD 15C03 - 05

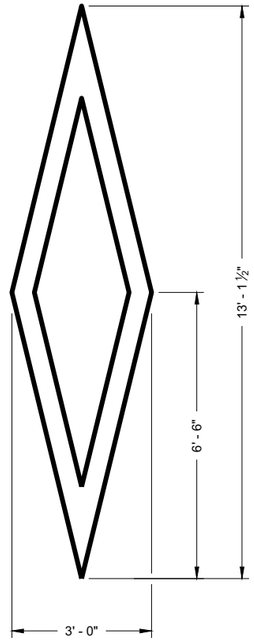
SDD 15C03 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

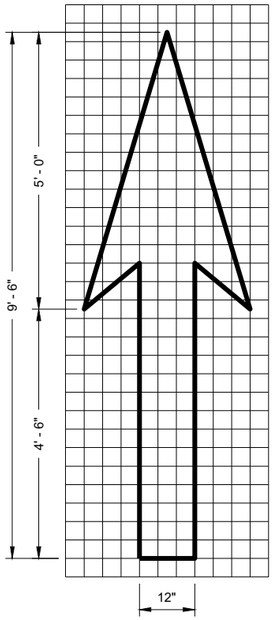
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

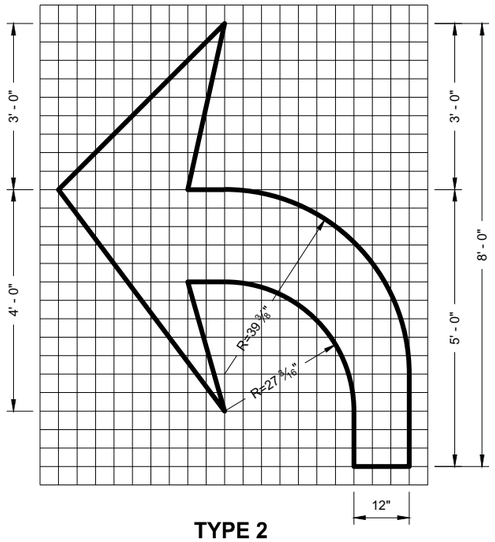
FHWA

GENERAL NOTES

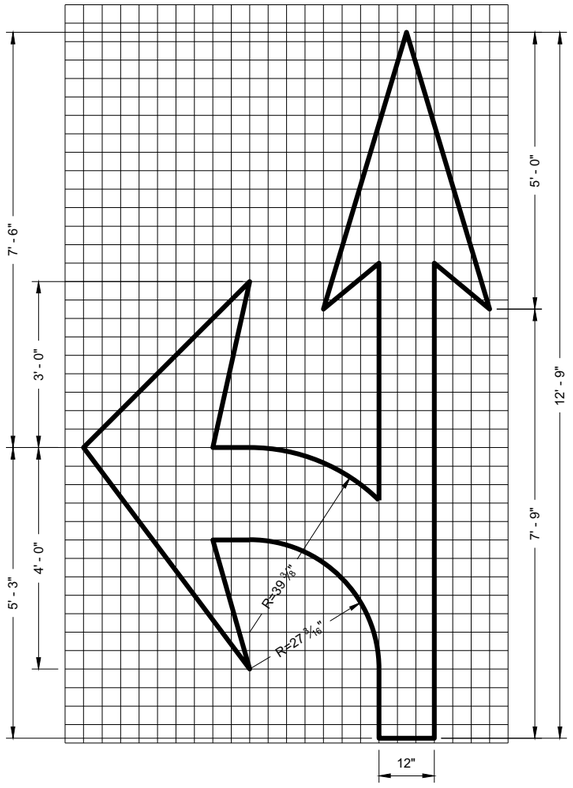
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



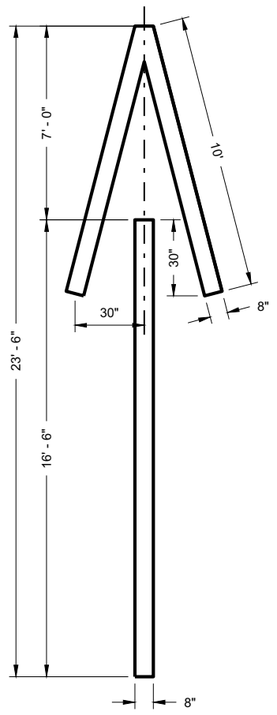
TYPE 1



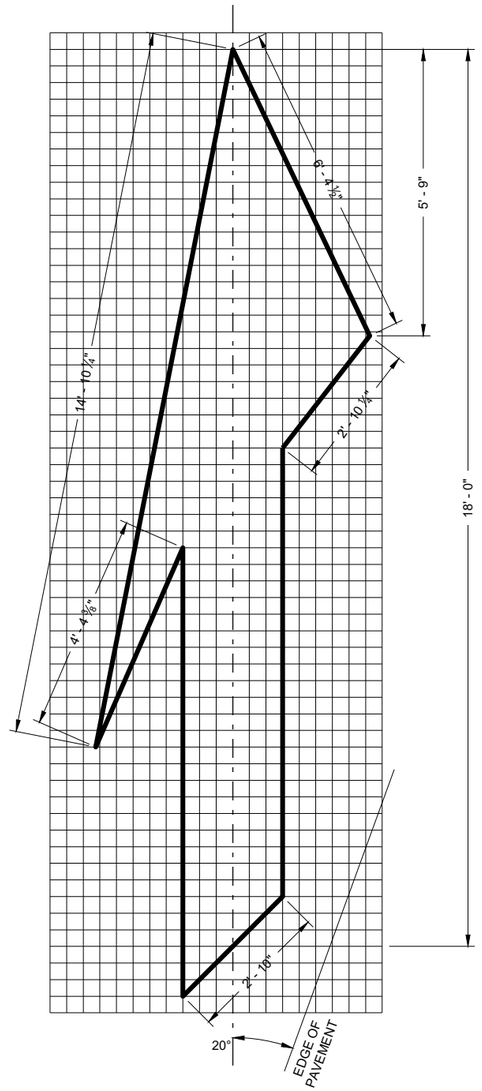
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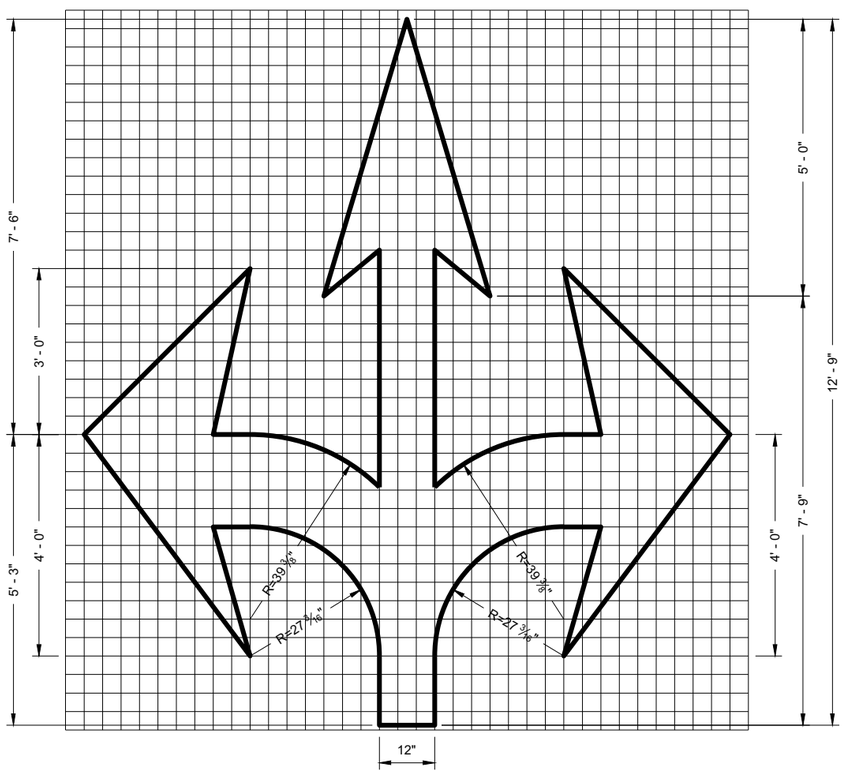
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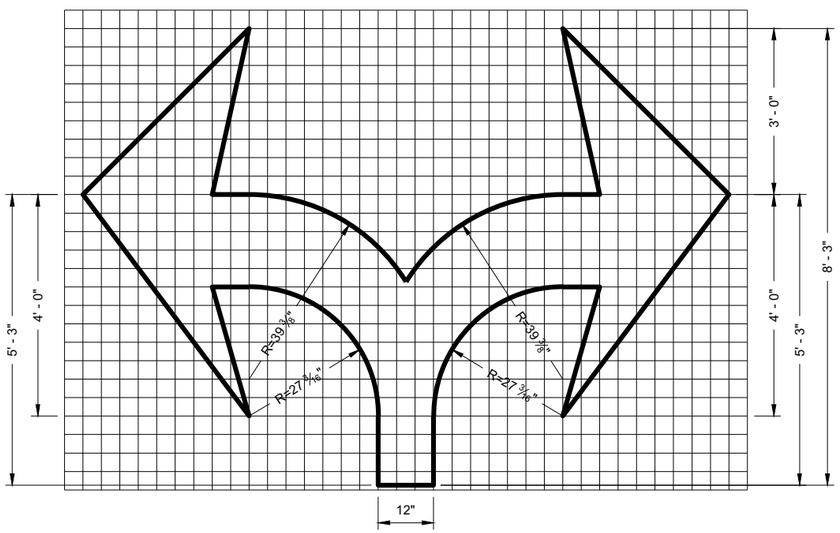
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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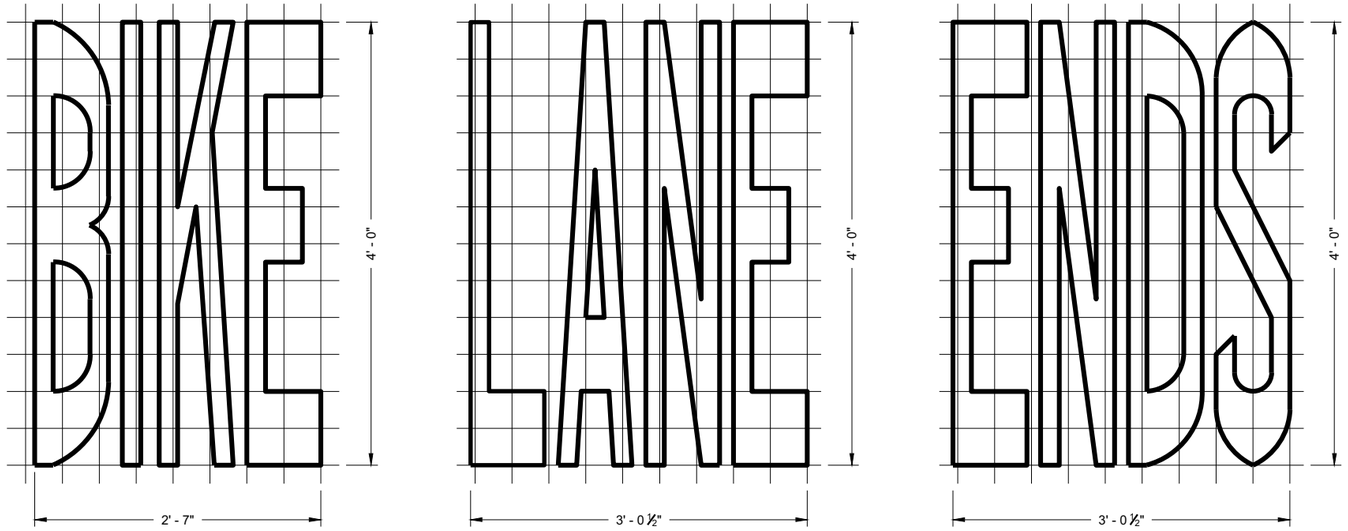
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SDD 15C07 - 15c

6

SDD 15C07 - 15c

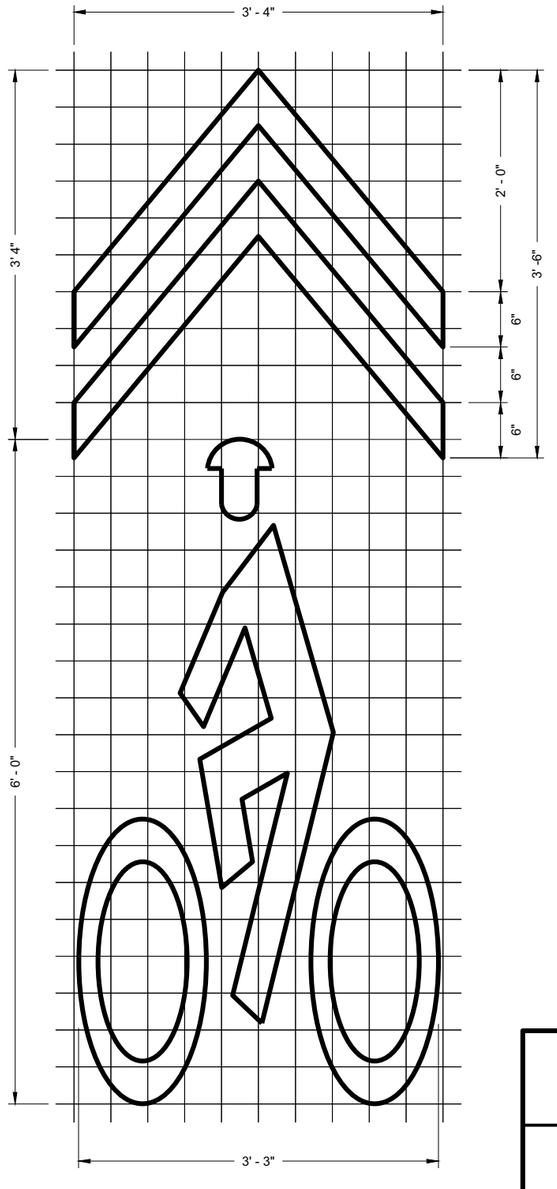
SDD 15C7-e Pavement Marking For Bike Lanes

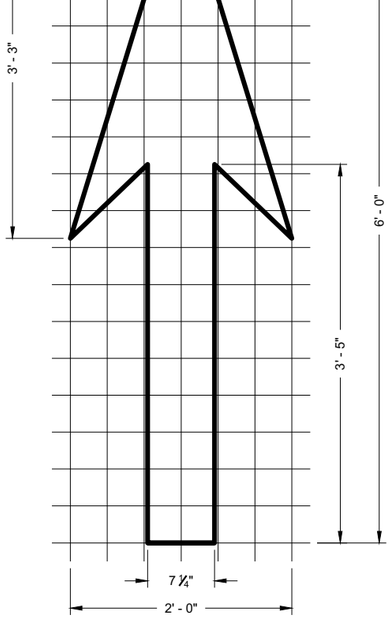


BIKE LANE WORDS

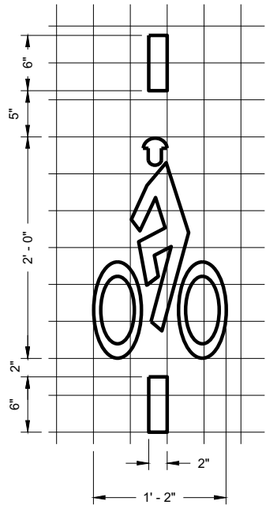
GENERAL NOTES

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

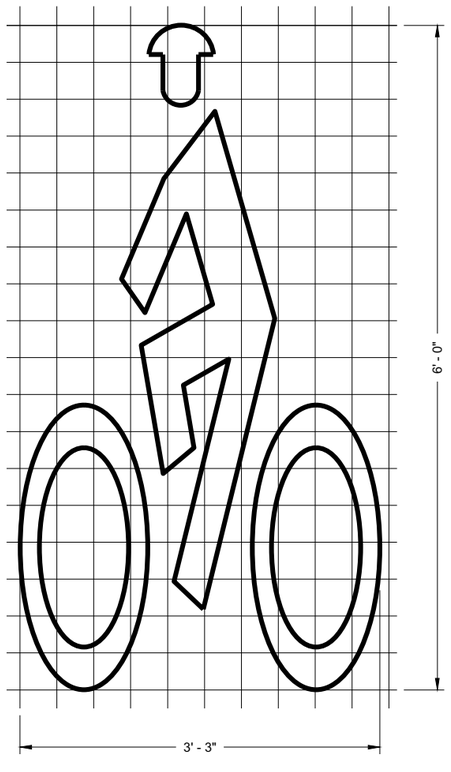




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD15C07 - 15e

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

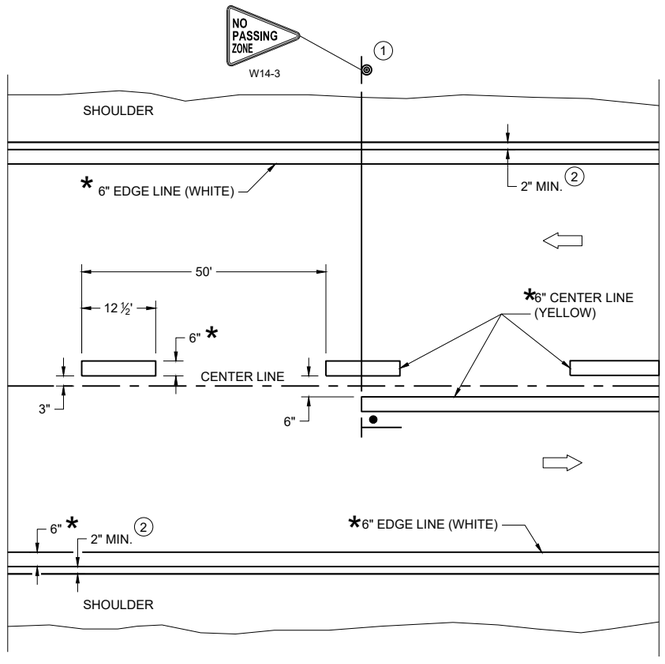
LEGEND

"T" MARKING

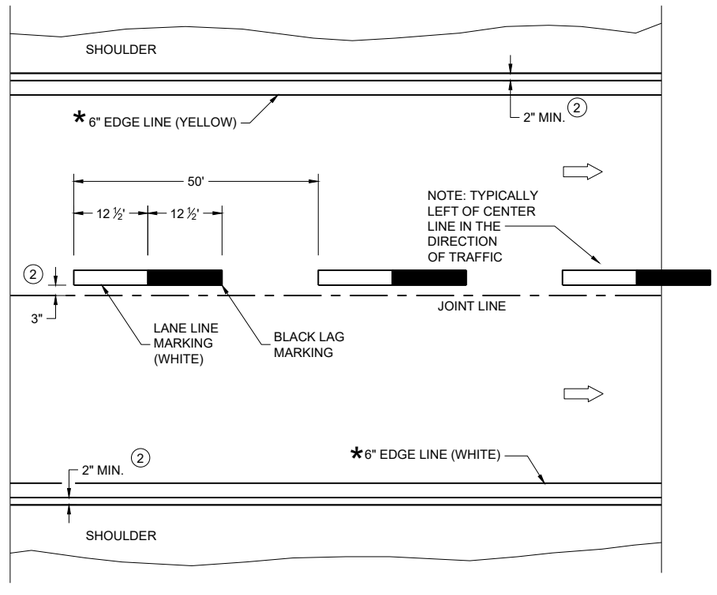
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

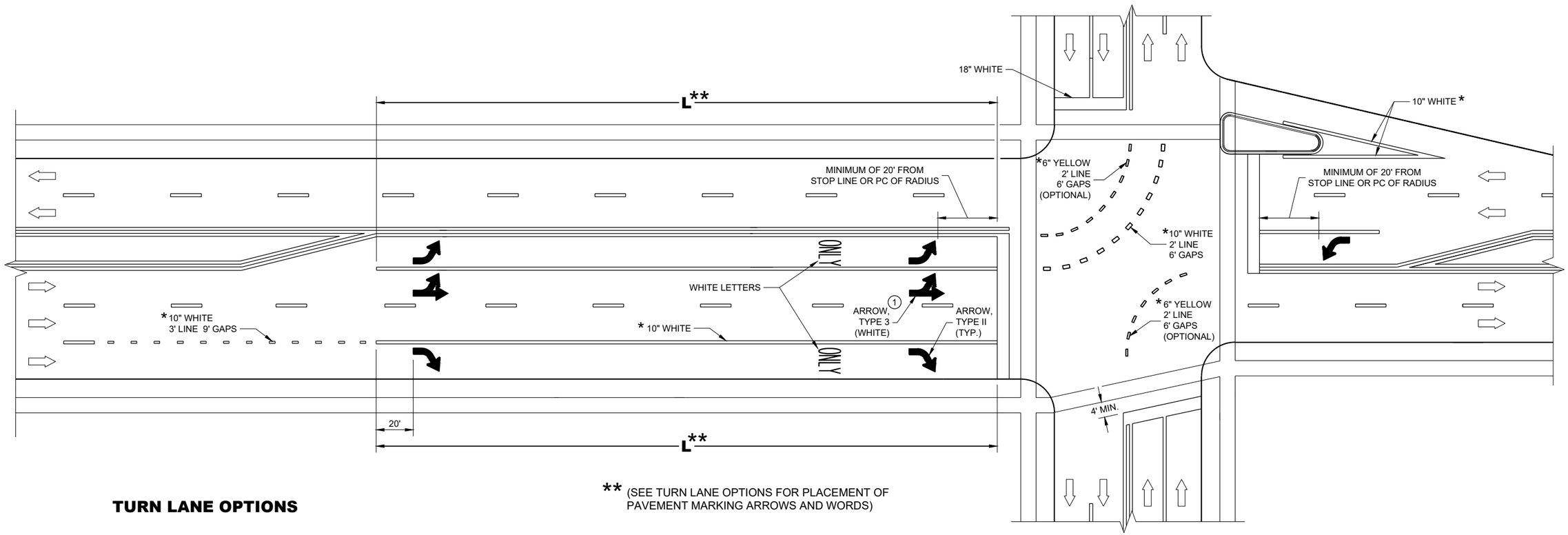
APPROVED
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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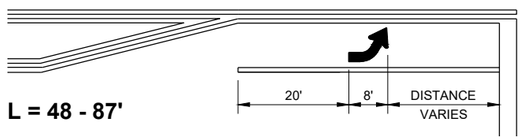
SDD 15C08-23a



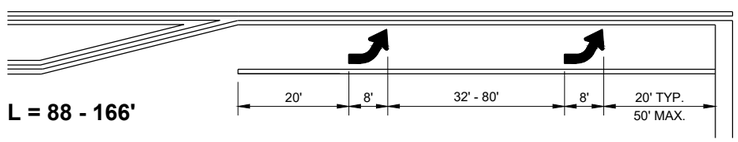
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

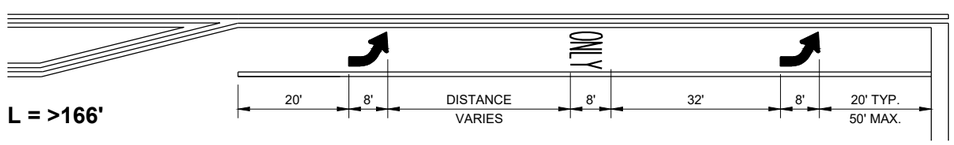
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

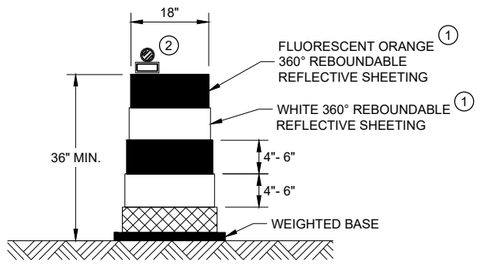
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SDD 15C08-23d

SDD 15C08-23d

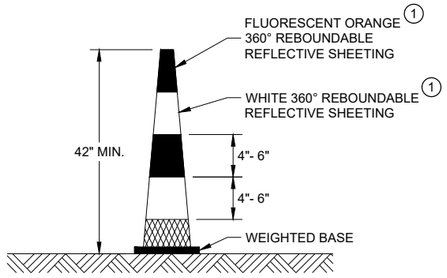
GENERAL NOTES

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



DRUM

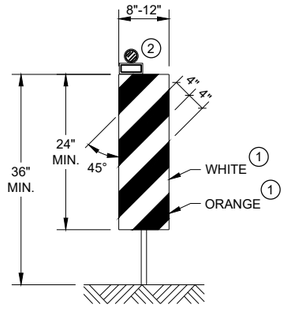
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

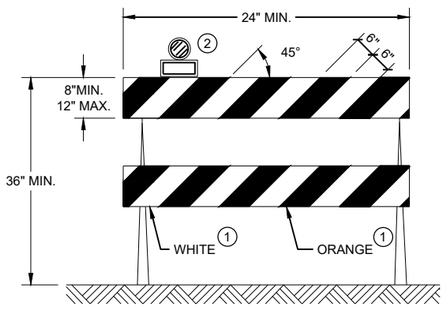
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



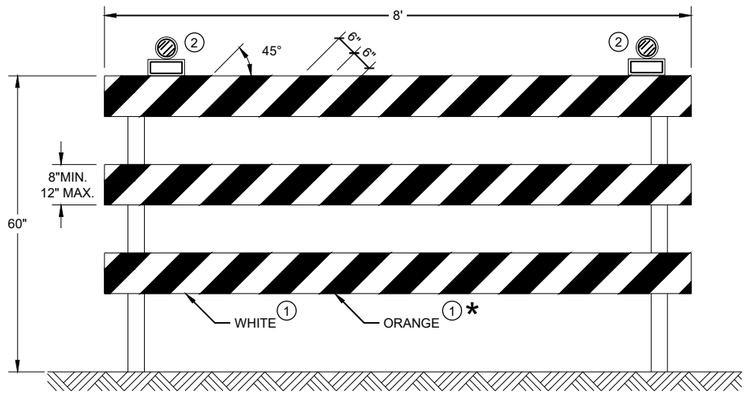
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

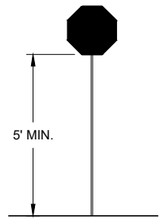
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

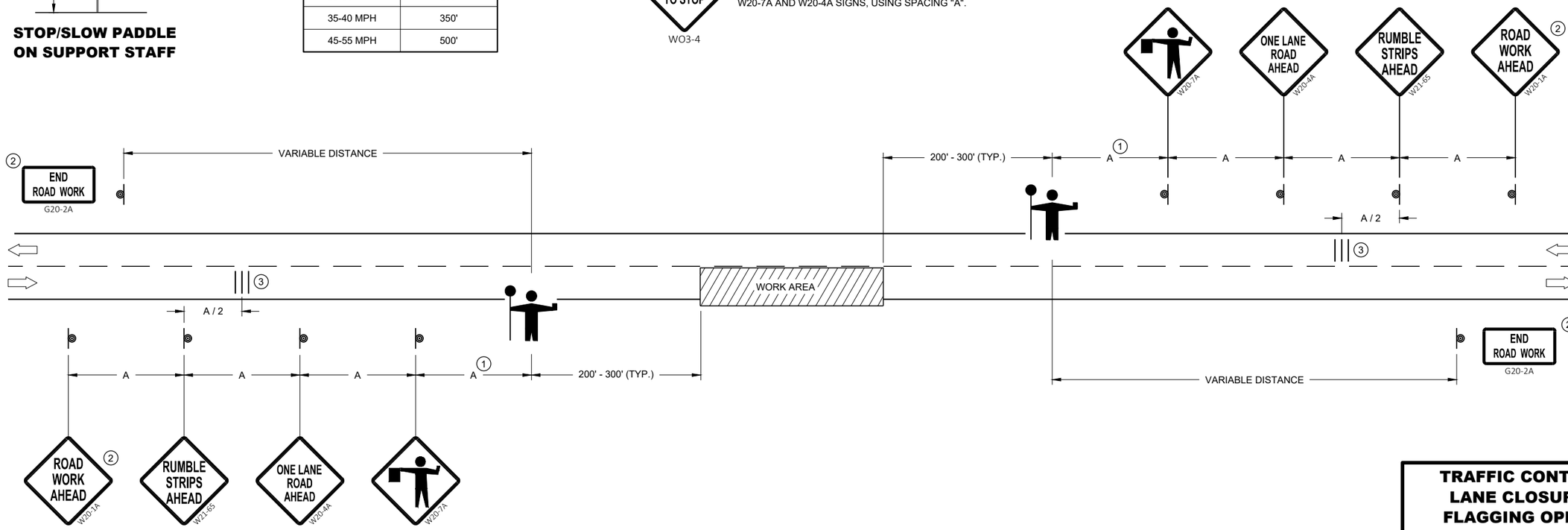
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

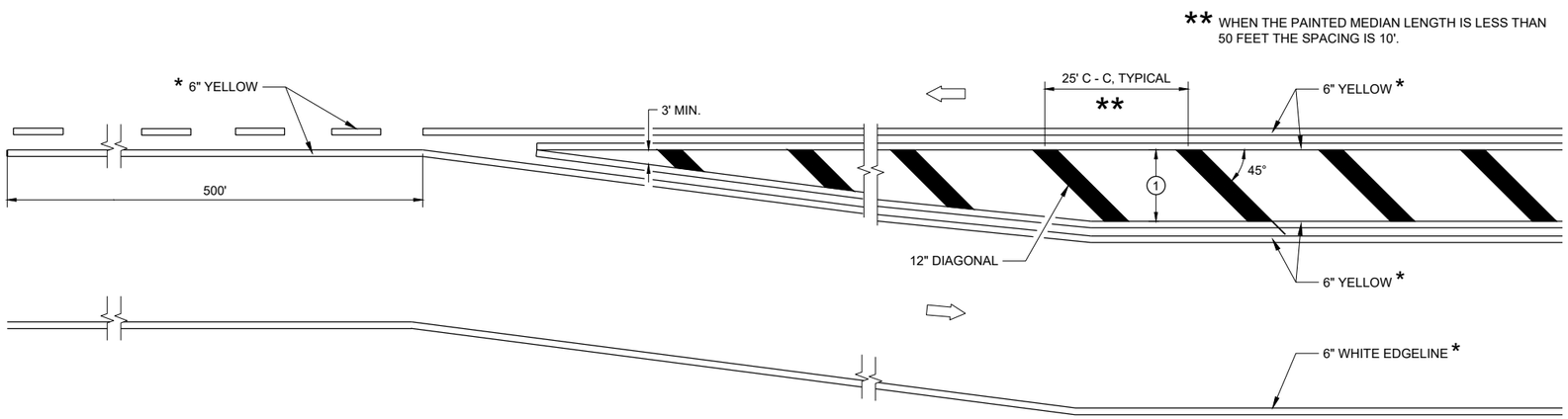
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a



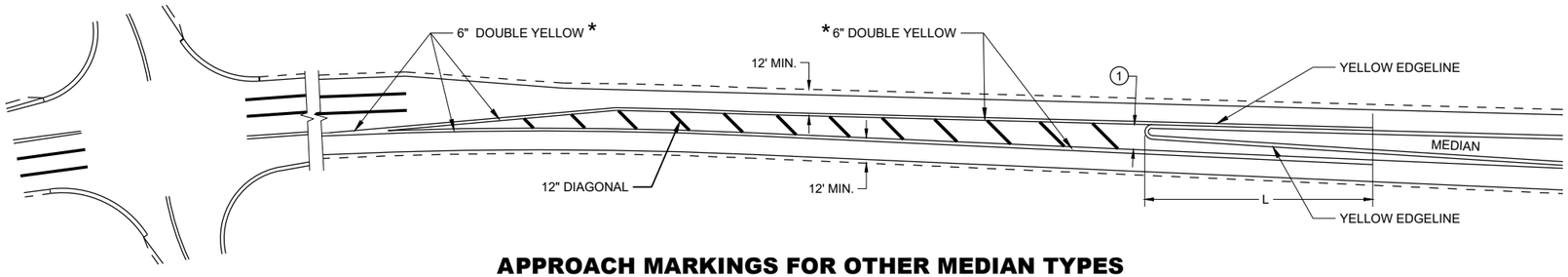
MEDIAN ISLAND DETAIL

GENERAL NOTES

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

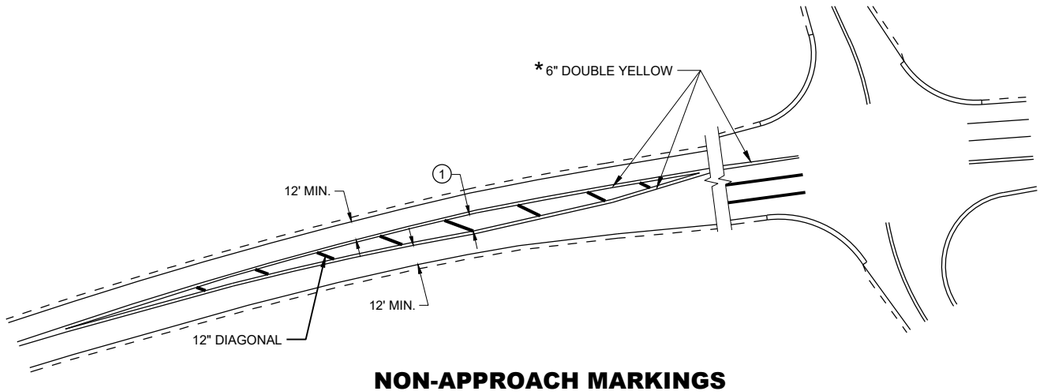
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

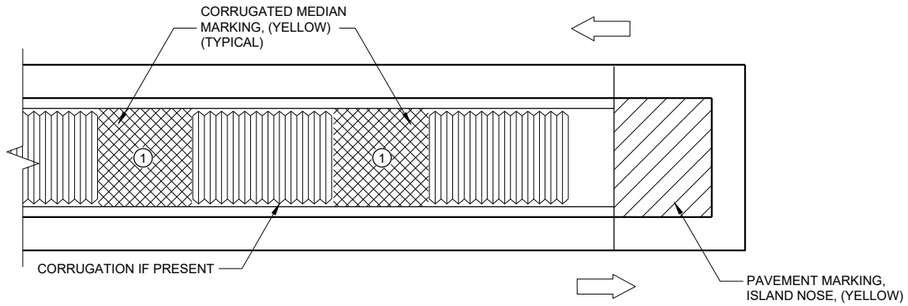
MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

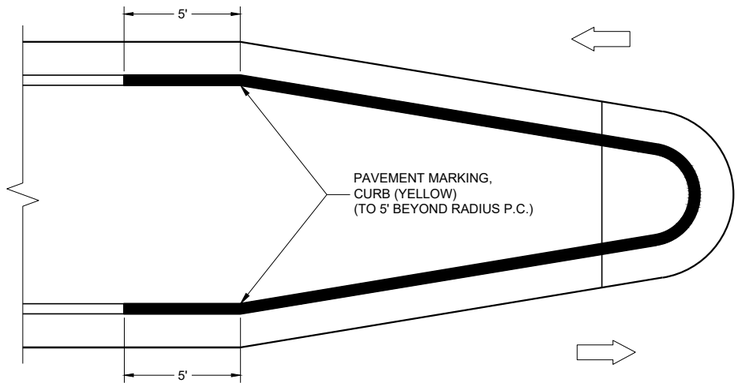
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

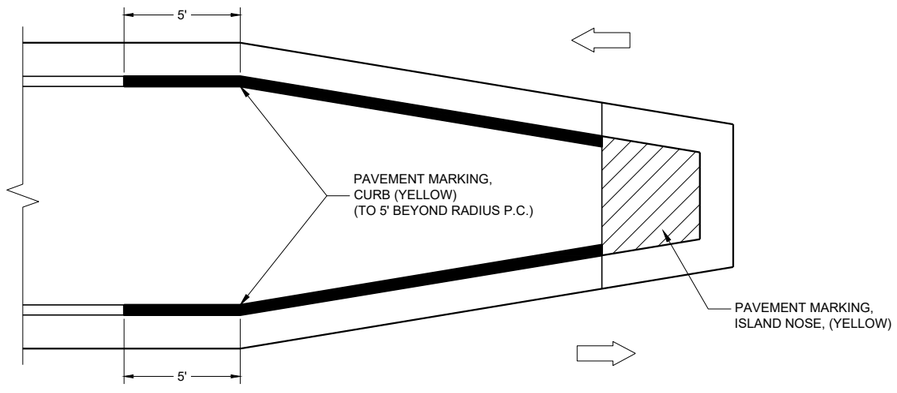
6
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

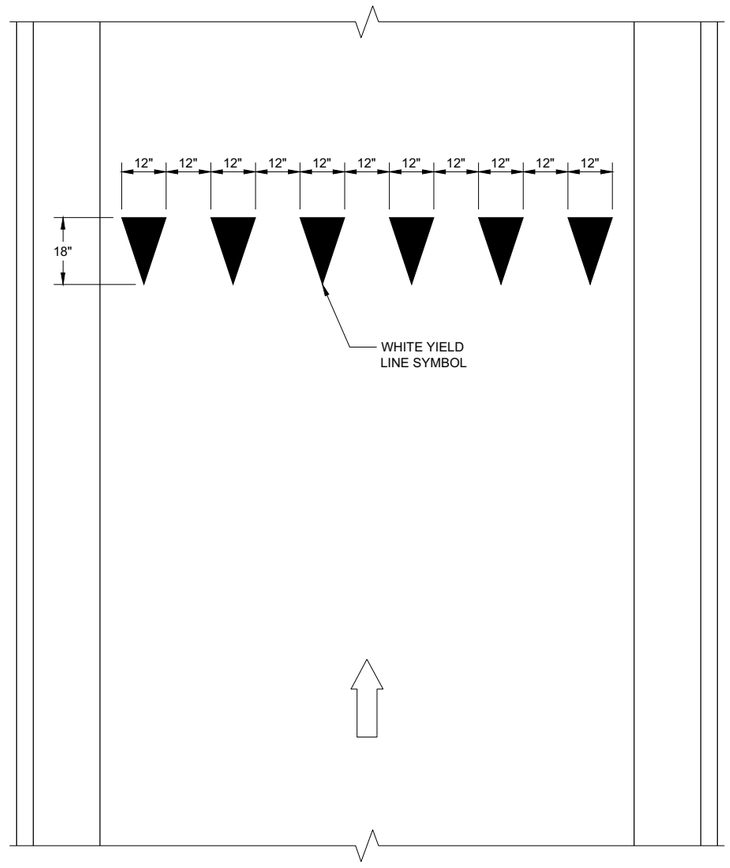
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15C18-08b

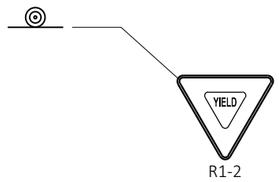


YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

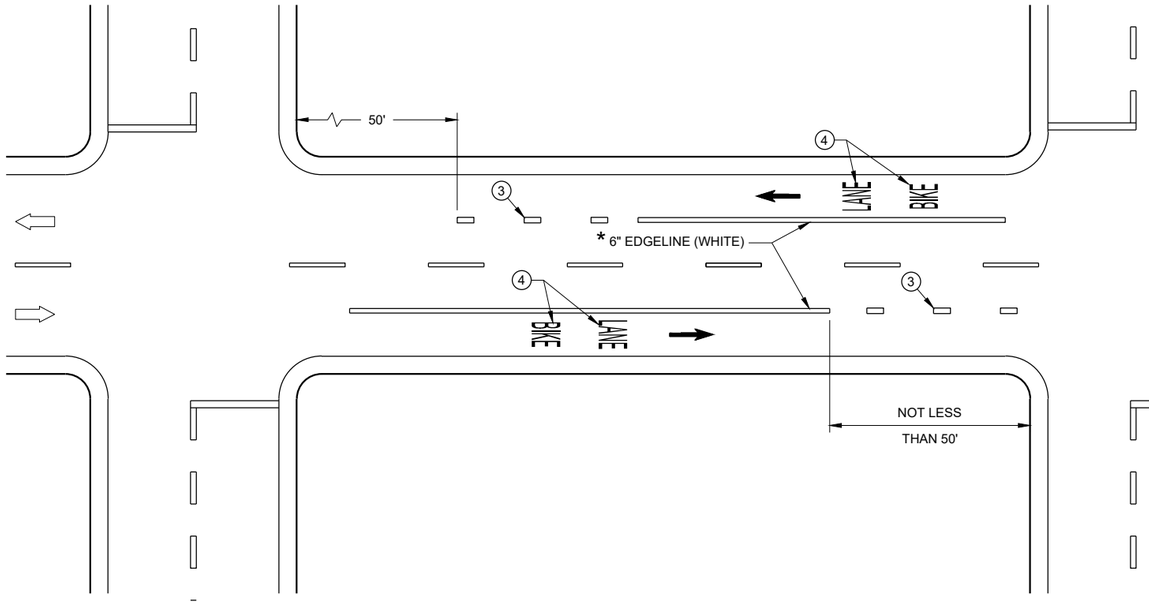
/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

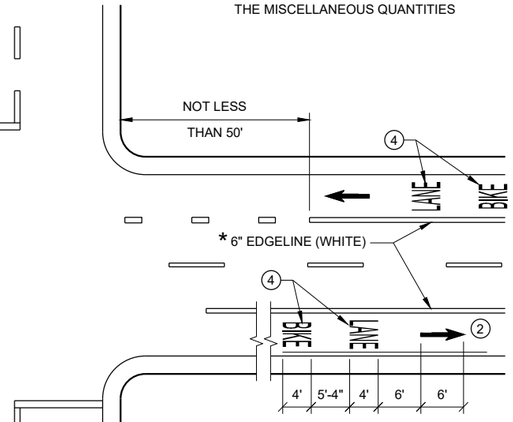
FHWA

6

SDD 15C20 - 02

SDD 15C20 - 02





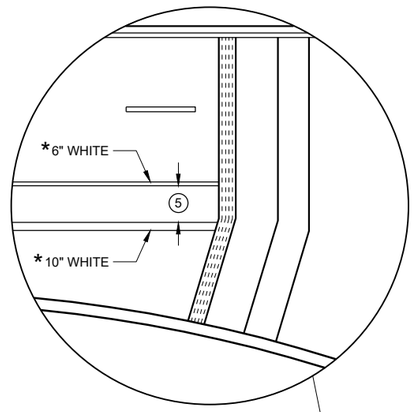
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

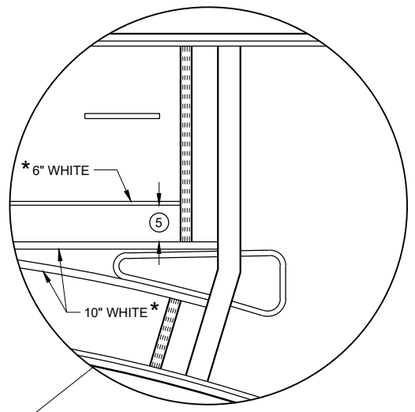
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY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

DIRECTION OF TRAVEL

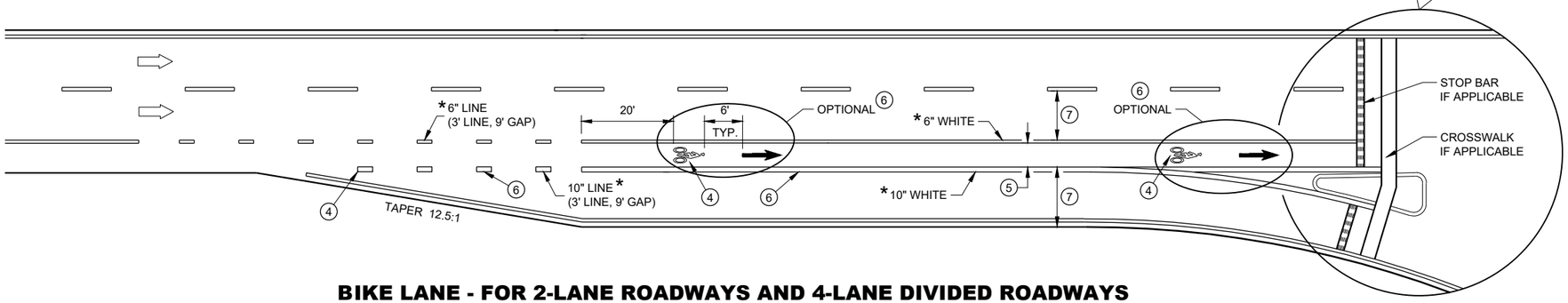
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



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

BIKE LANE MARKING

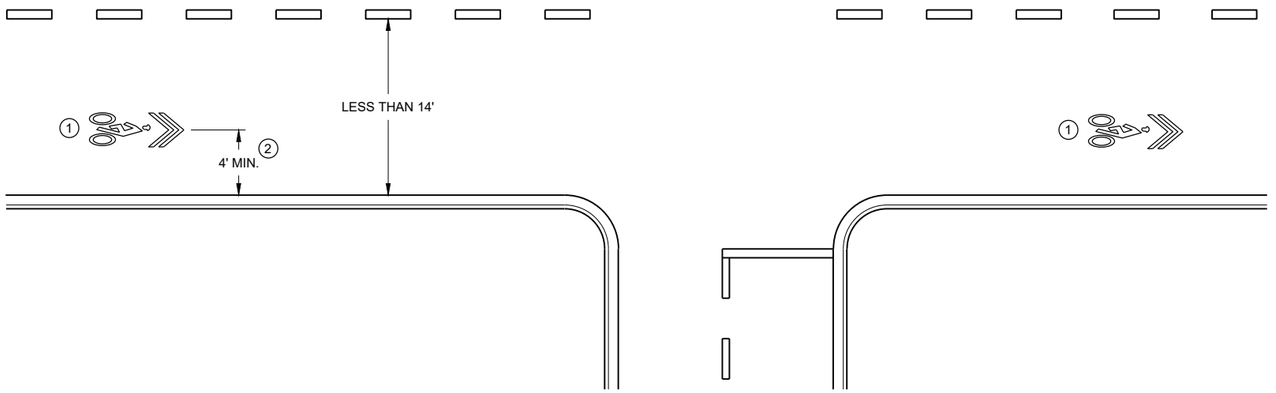
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

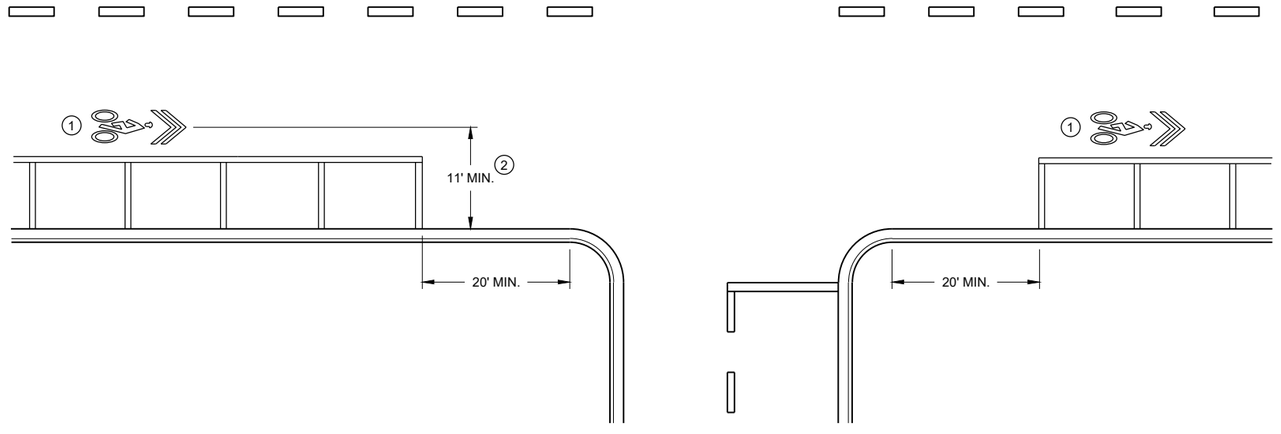
6
SDD 15C29-08a

GENERAL NOTES

1. MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.
2. OR TO EDGE OF PAVEMENT WITHOUT CURB.



WITHOUT PARKING



WITH PARKING

PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C29-08b

6

SDD 15C29-08b

GENERAL NOTES

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

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

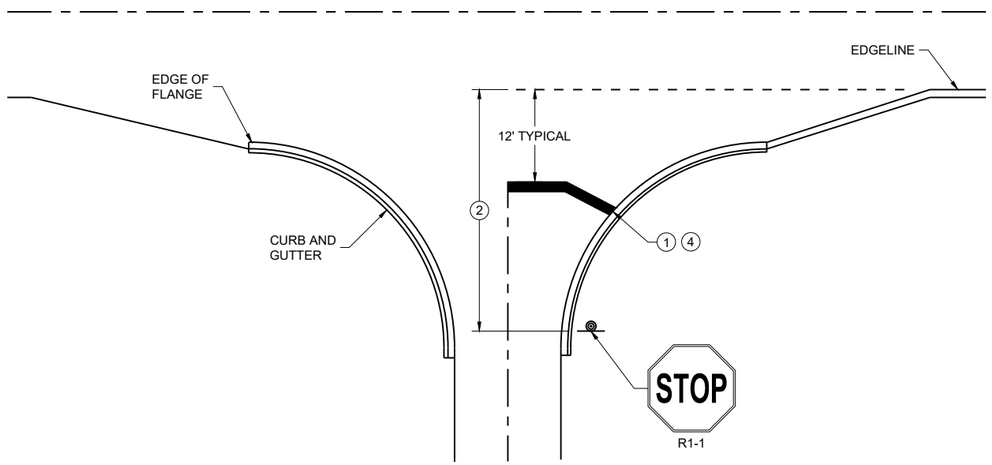
(2) NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.

(3) NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.

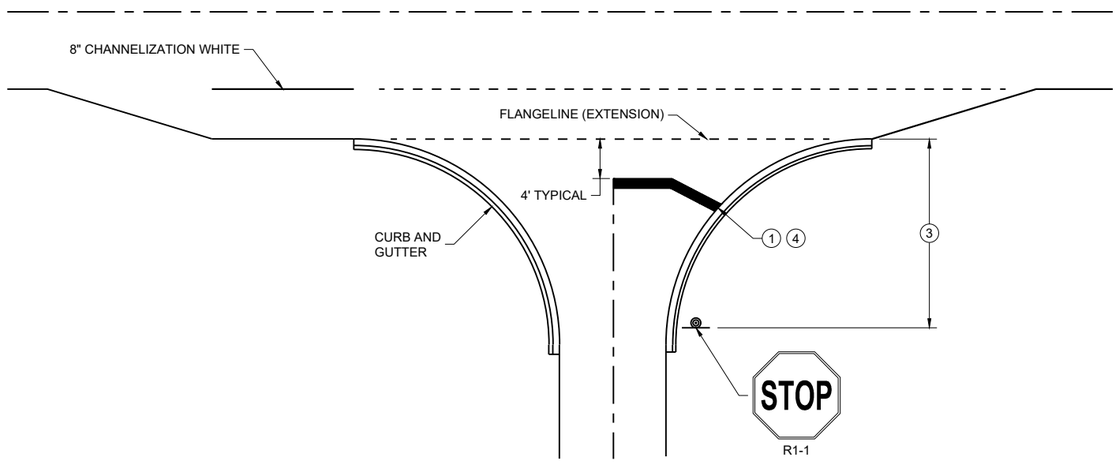
(4) MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).

(5) LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.

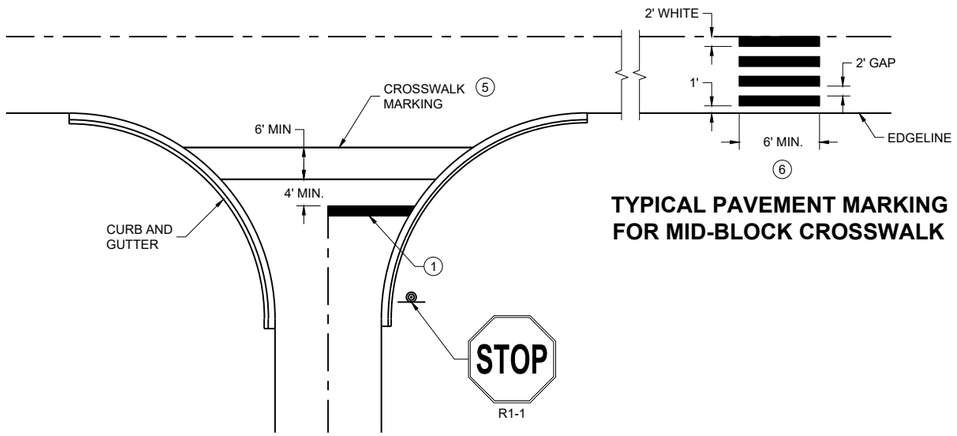
(6) POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

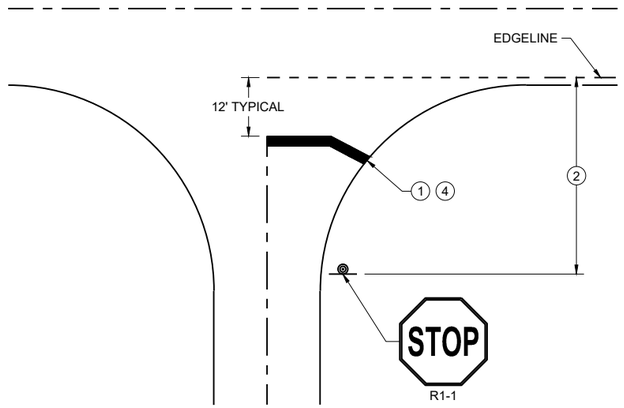


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

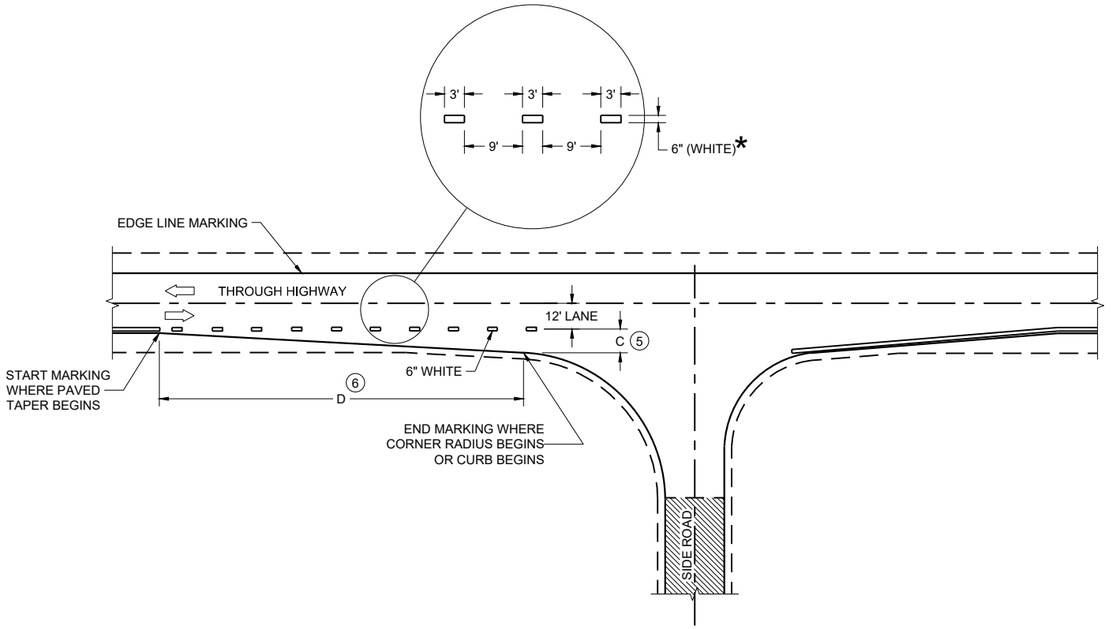
FHWA

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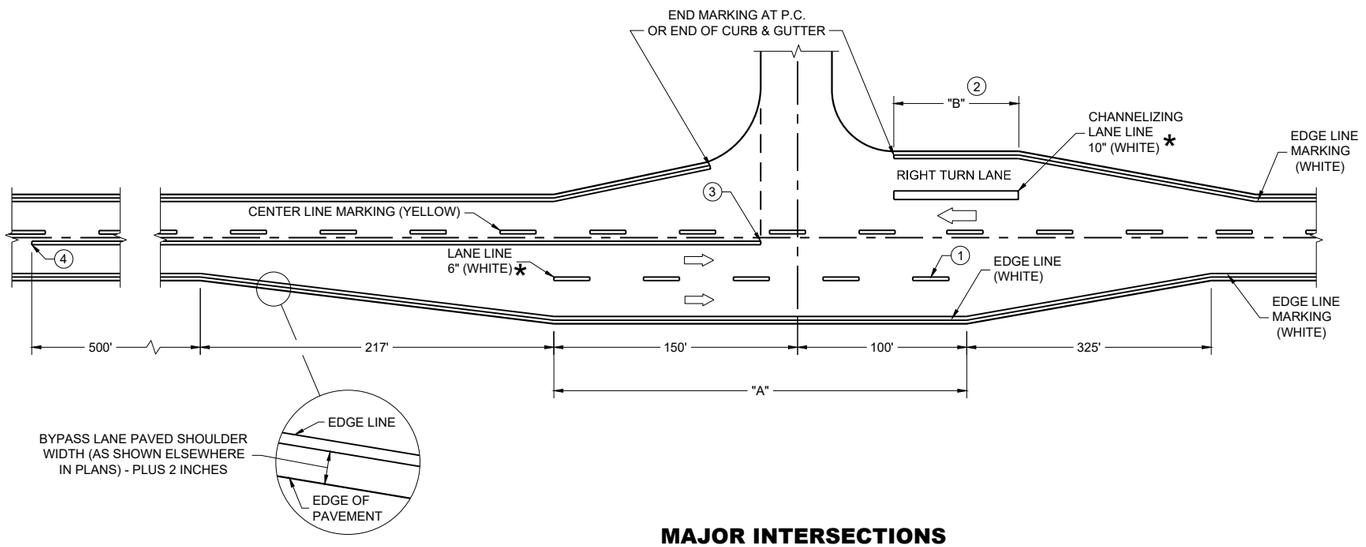
SDD 15C33-05

6

SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

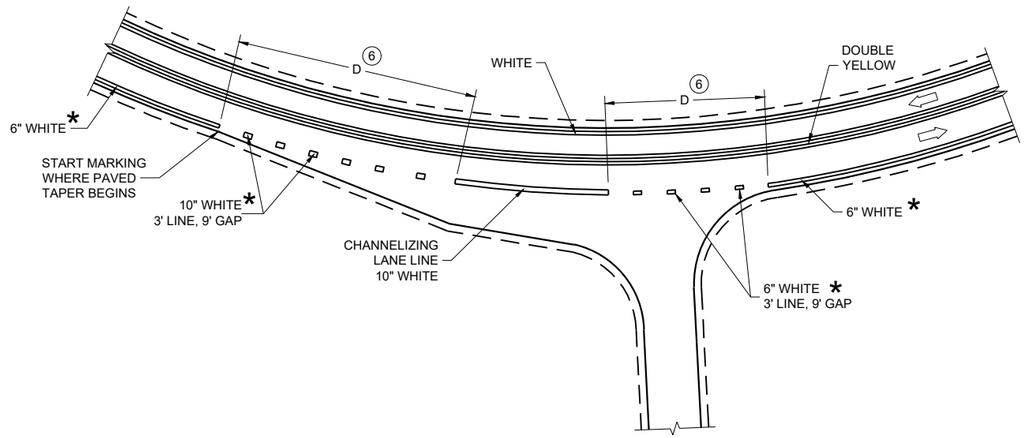
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

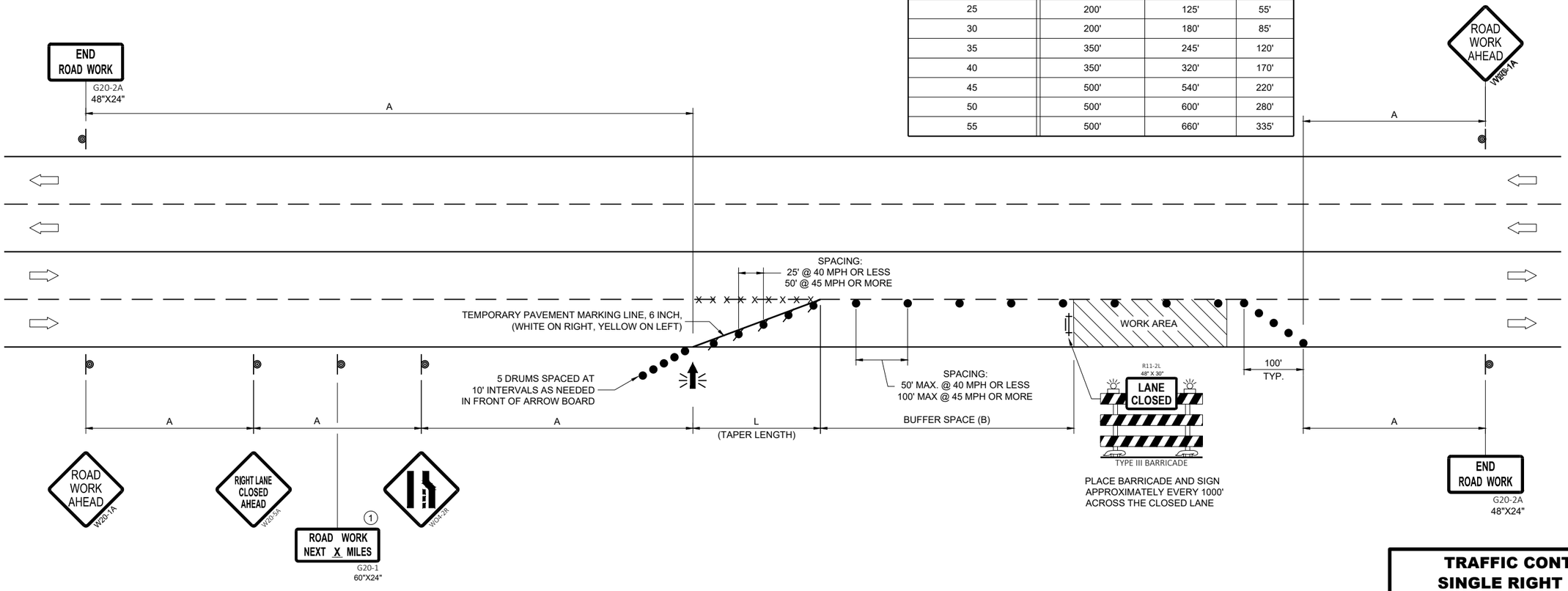
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

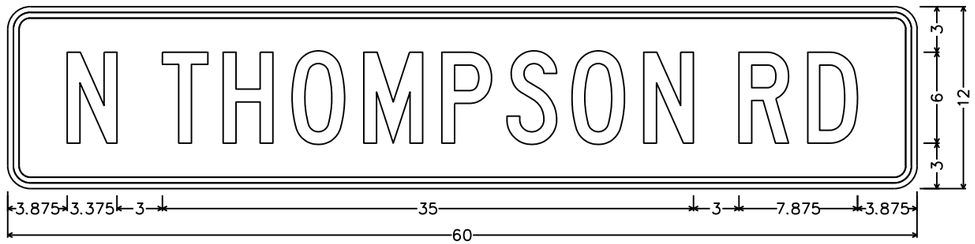
FHWA

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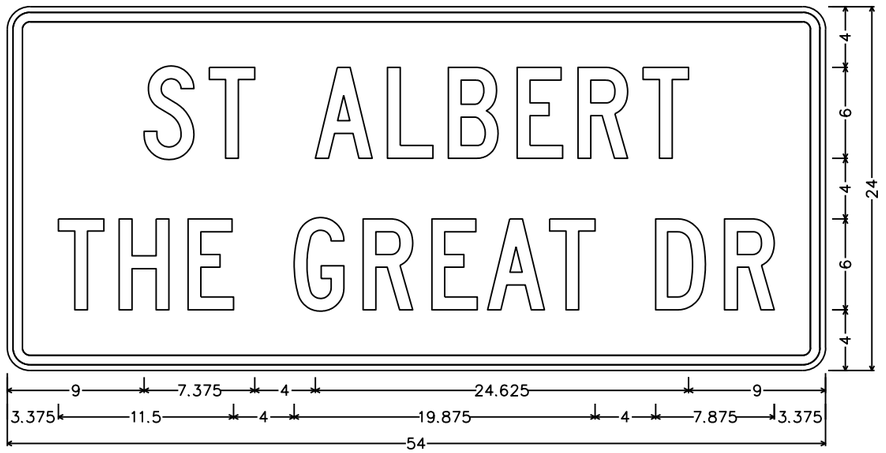
SDD 15D20-08b

NOTES:

1. SIGN IS TYPE II - TYPE F REFLECTIVE - REFERENCE "WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" LATEST EDITION.
2. COLOR - AS SPECIFIED WITH SIGN PLATE DETAIL
3. MESSAGE SERIES - C



1.500" Radius, 0.375" Border, 0.375" Indent, Black on, Orange;
"N", C; "THOMPSON", C; "RD", C;



1.500" Radius, 0.625" Border, 0.375" Indent, Black on, Orange;
"ST", C; "ALBERT", C; "THE", C; "GREAT", C; "DR", C;

7

7

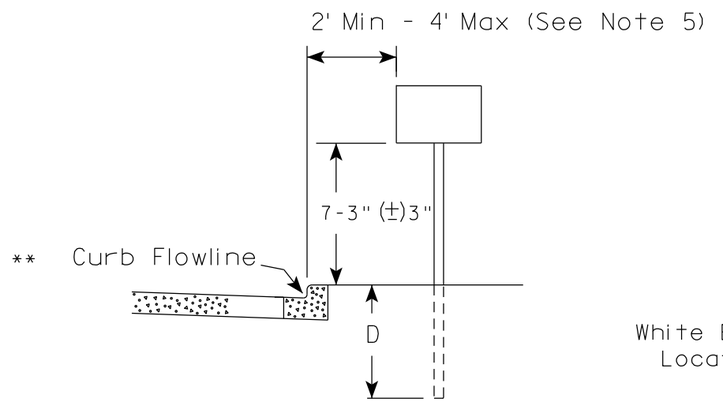
PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	SPECIAL SIGN PLATES	SHEET 183	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\070101_SD.DWG
LAYOUT NAME - 070101_sd

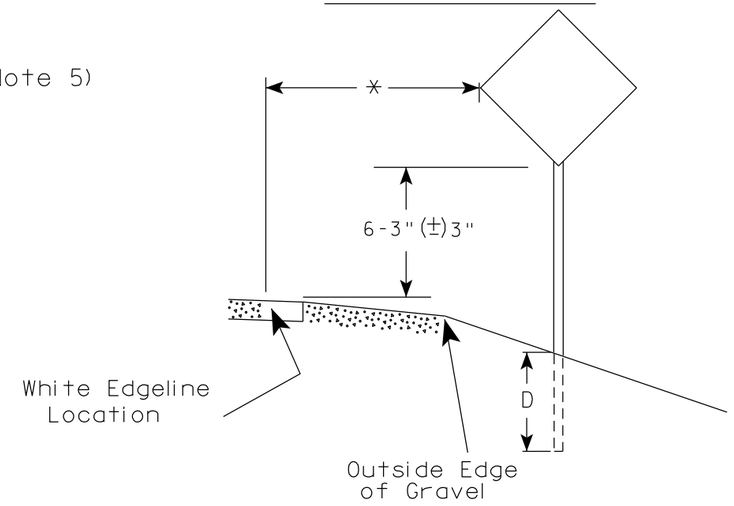
PLOT DATE : 8/14/2024 11:35 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT

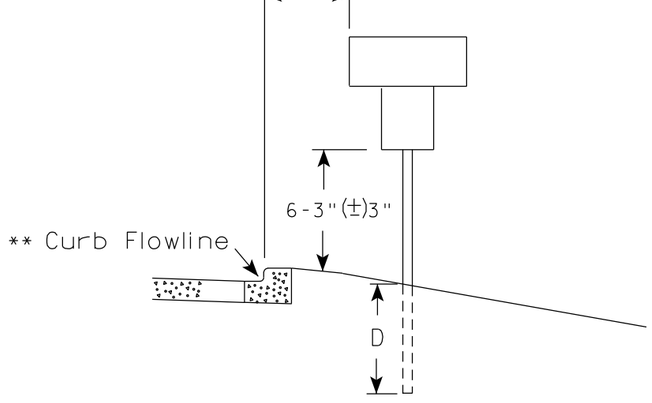
WISDOT/CADDS SHEET

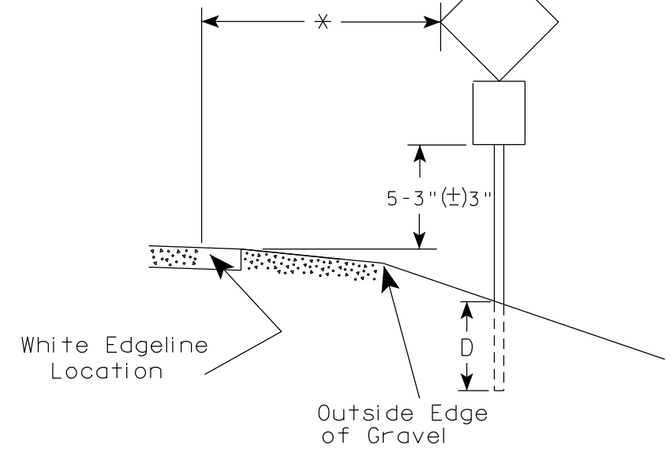
URBAN AREA



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.

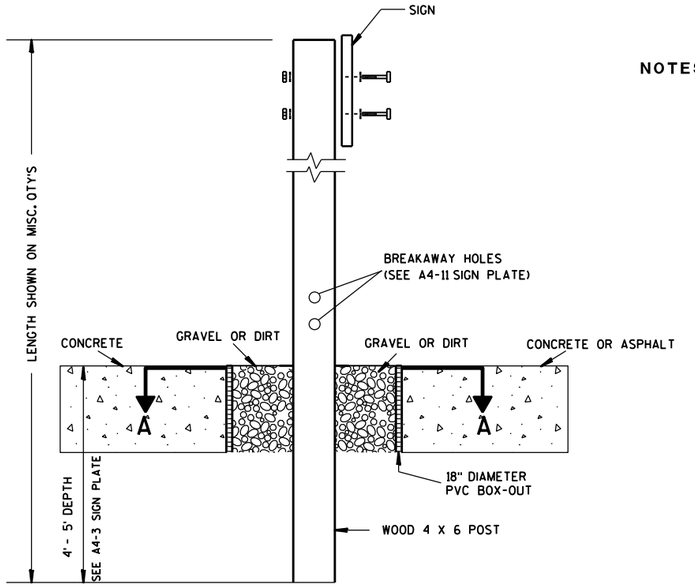
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

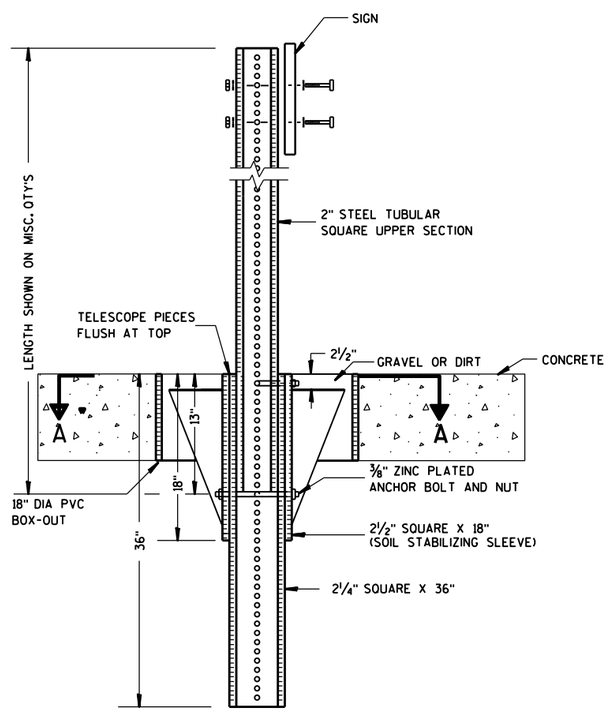
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



ELEVATION VIEW

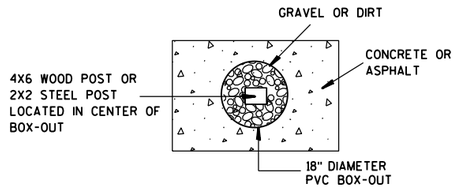
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

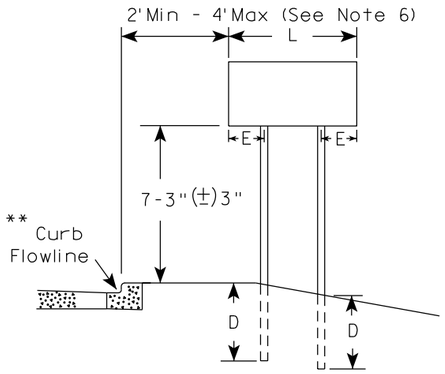
APPROVED Matthew R Rauch
for State Traffic Engineer

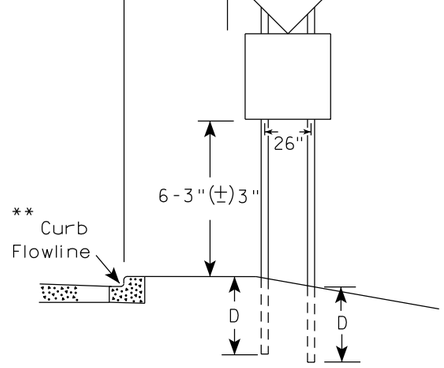
DATE 1/27/14 PLATE NO. A4-3B.1

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

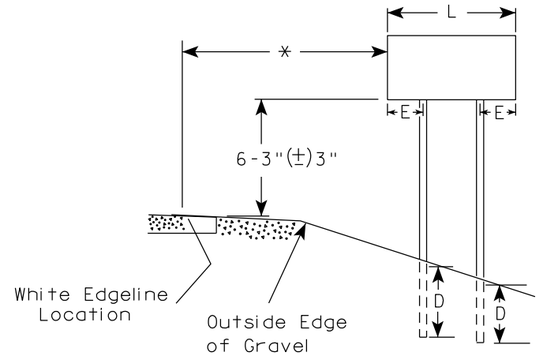
URBAN AREA

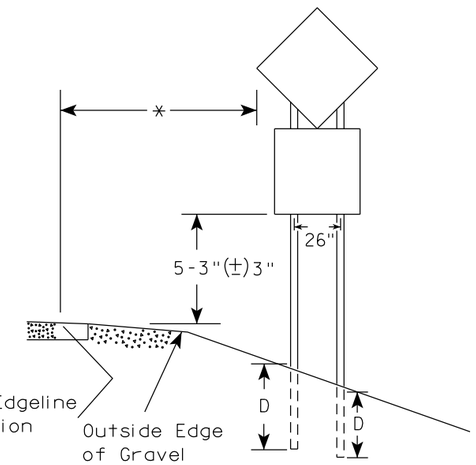




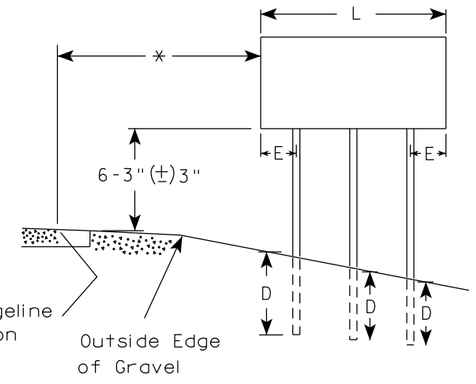
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

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

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

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

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

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

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

POST EMBEDMENT DEPTH

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

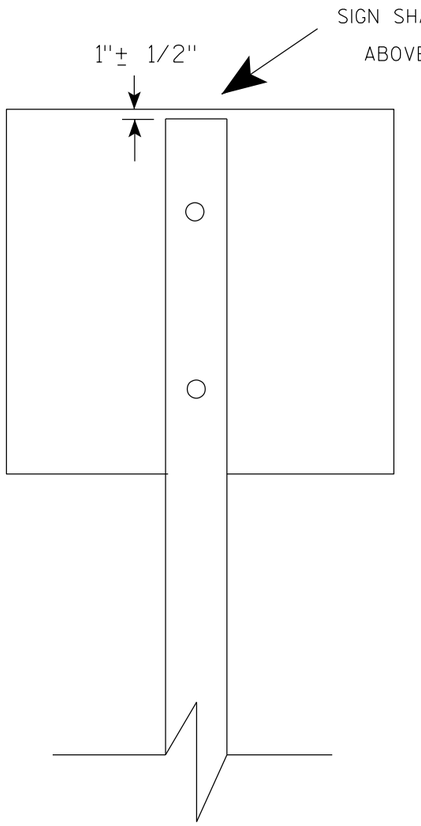
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

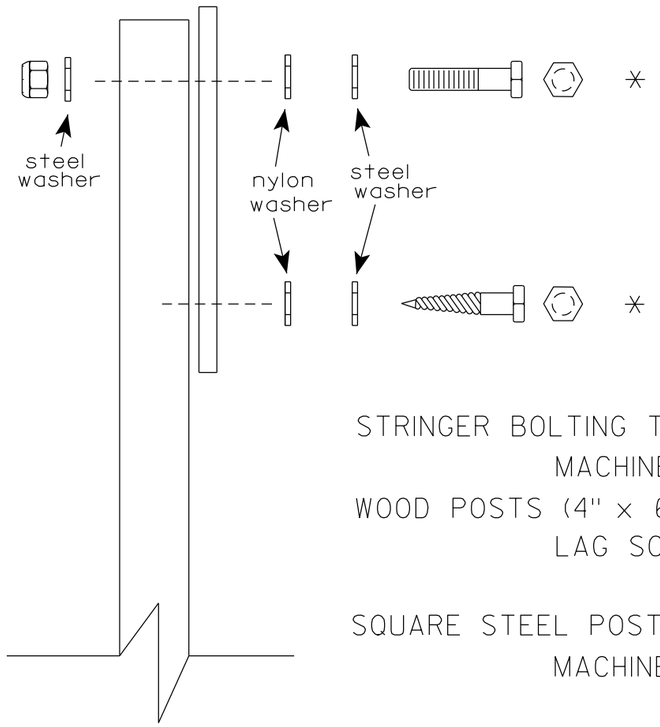
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E





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

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

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

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

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

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

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

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

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

ATTACHMENT OF SIGNS TO POSTS

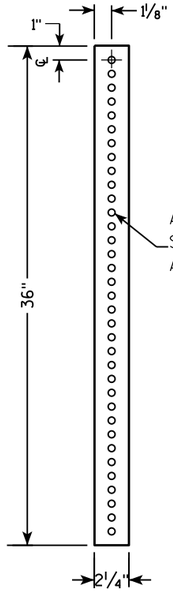
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

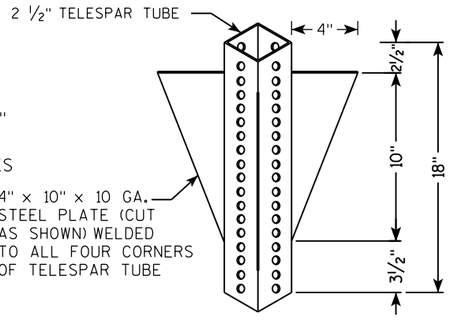
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

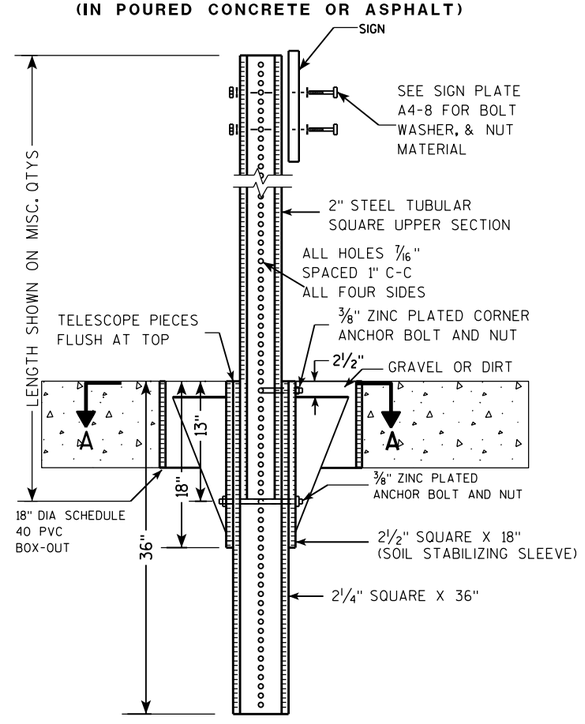
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



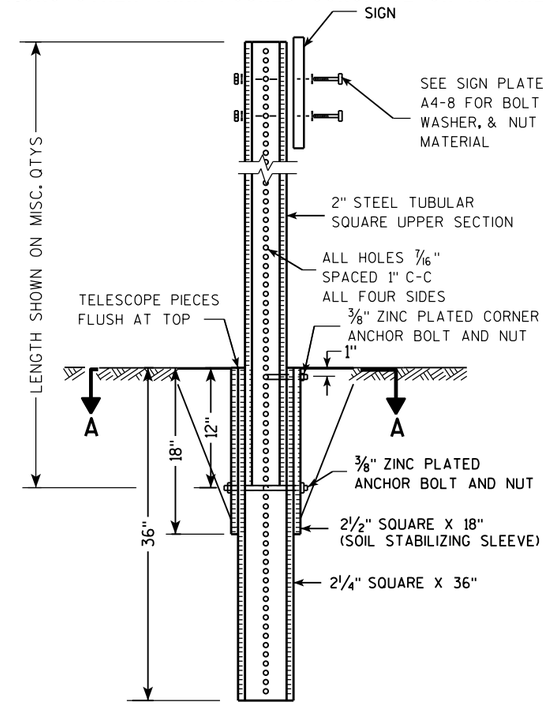
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

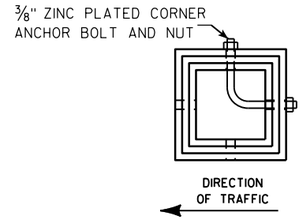


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

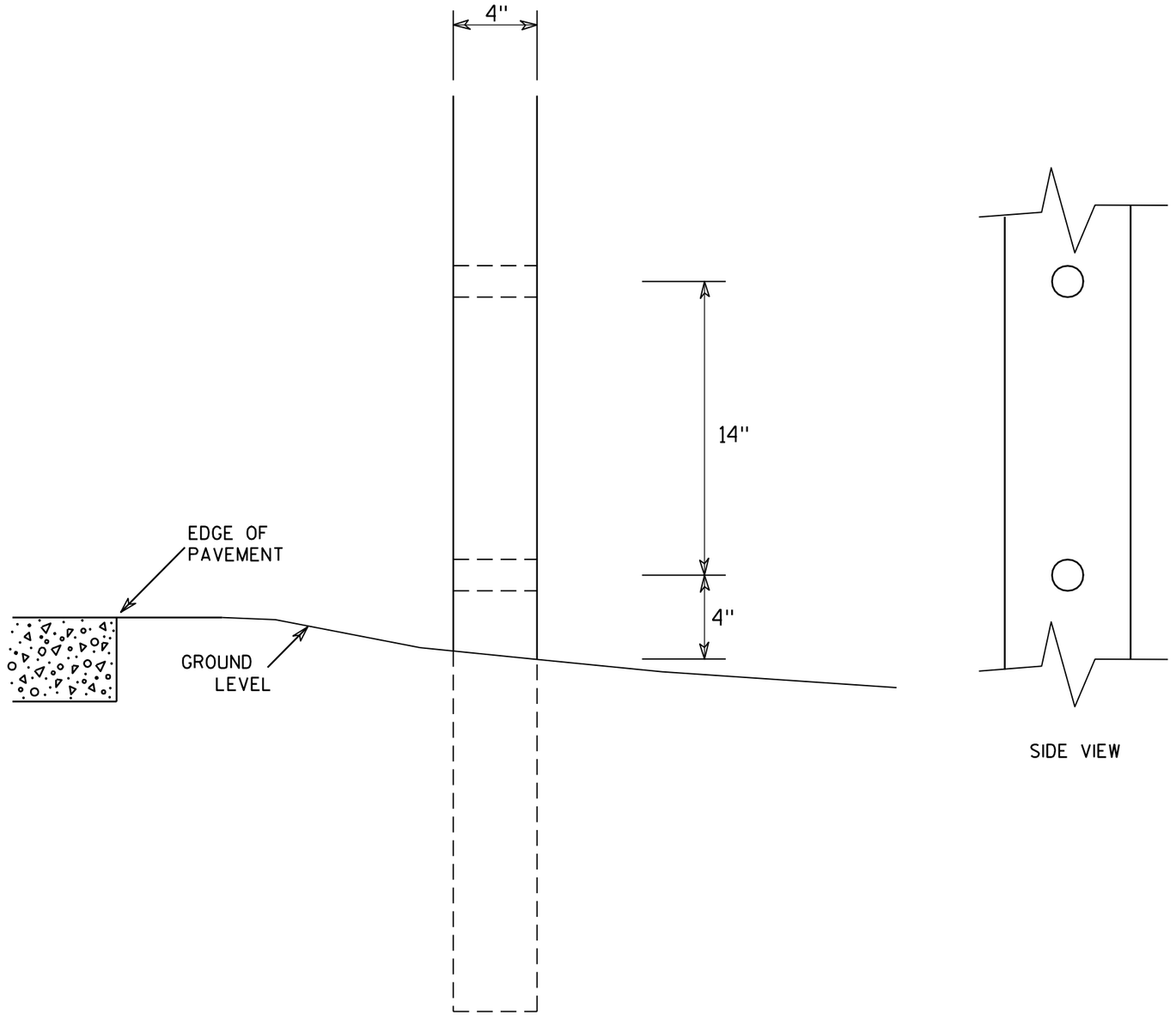
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

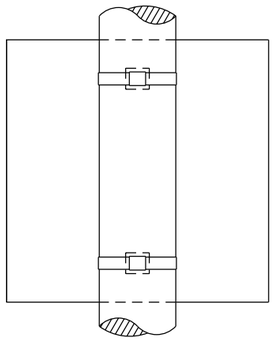
APPROVED Chester J Spang
for State Traffic Engineer

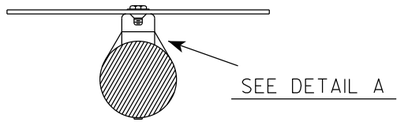
DATE 3/27/97 PLATE NO. A4-11.2

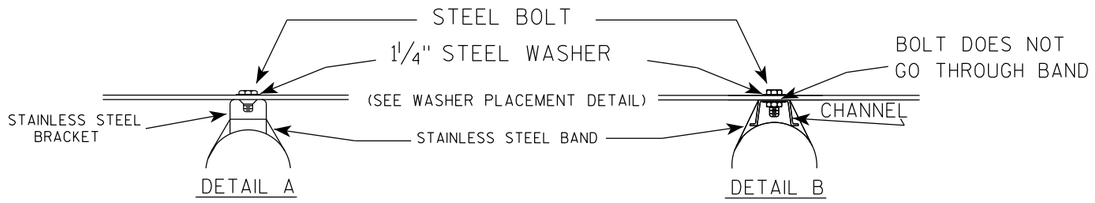
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E

BANDING

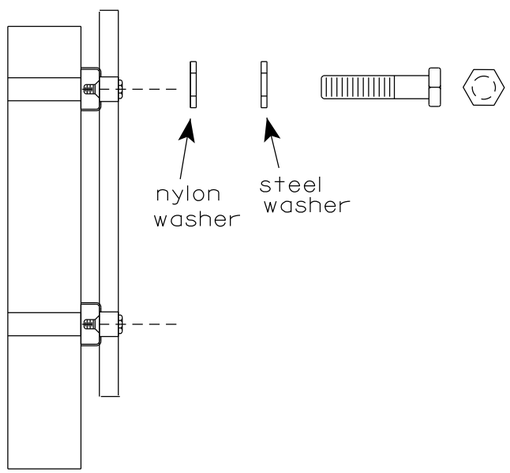
SINGLE SIGN







WASHER PLACEMENT

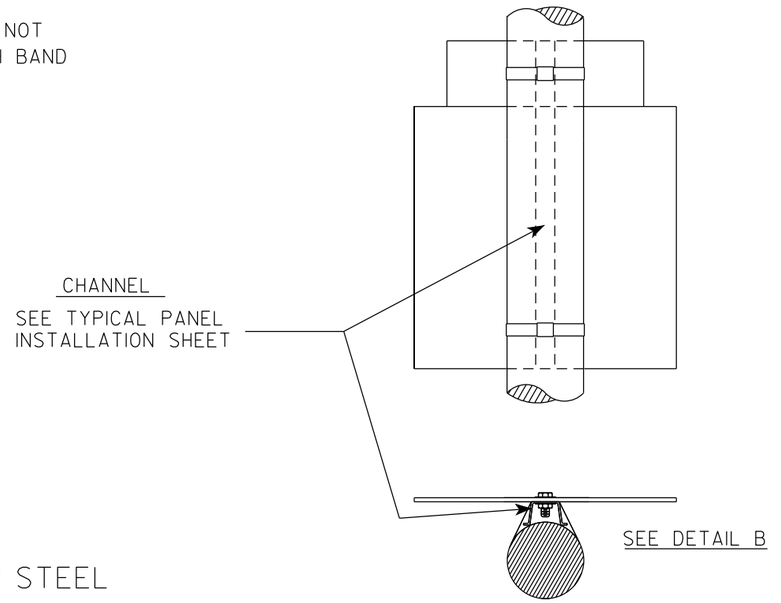


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

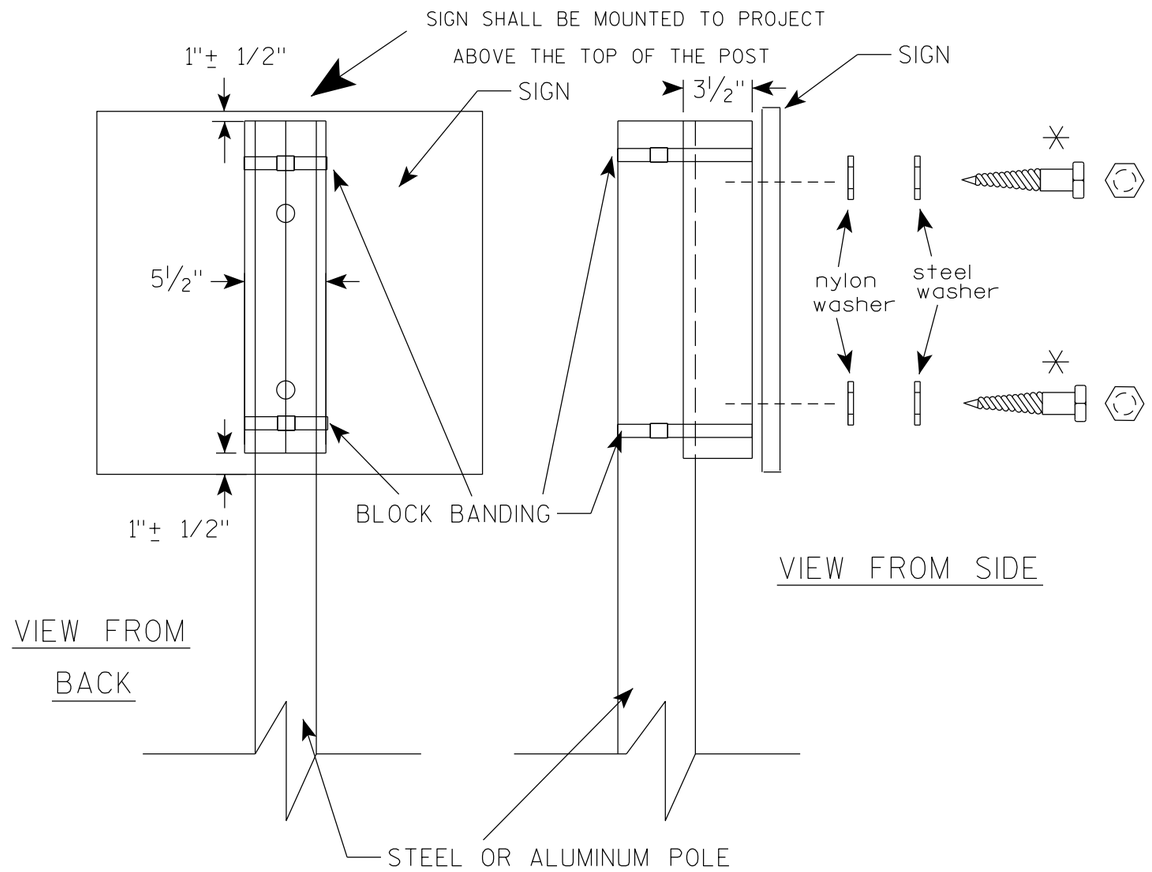
DATE 6/10/19 PLATE NO. A5-9.4

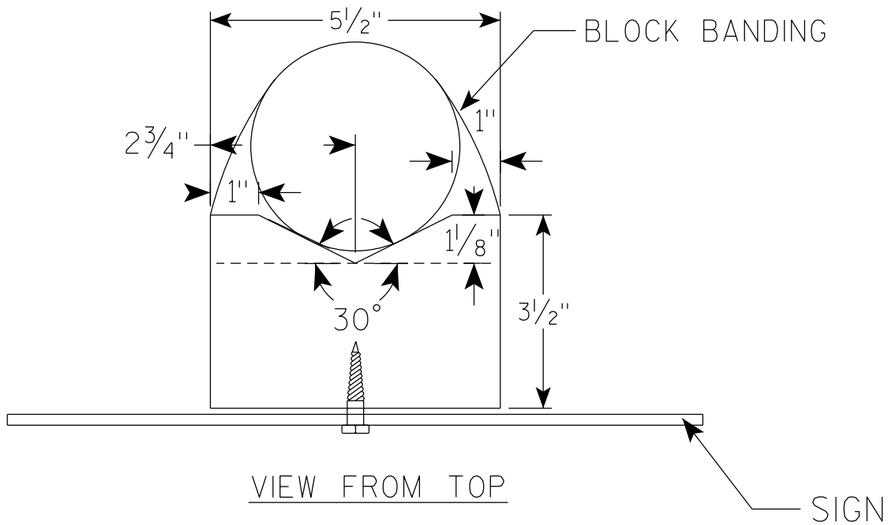
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E

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)

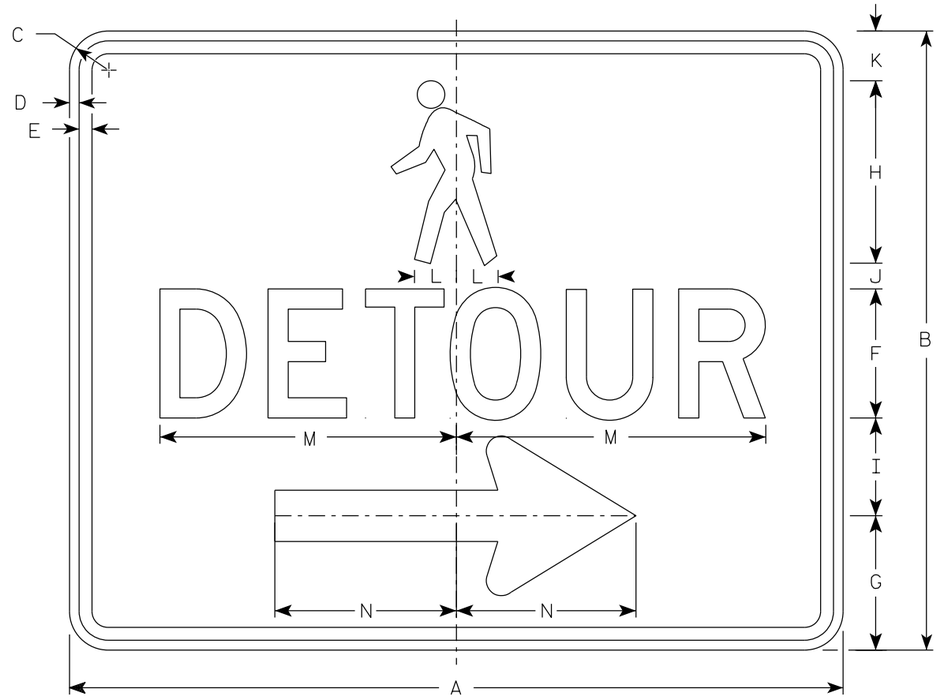
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

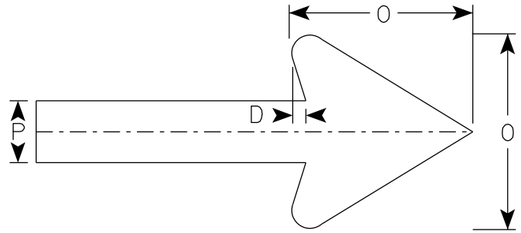
SHEET NO: 191 E



M4-9BR

NOTES

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



Arrow Detail

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

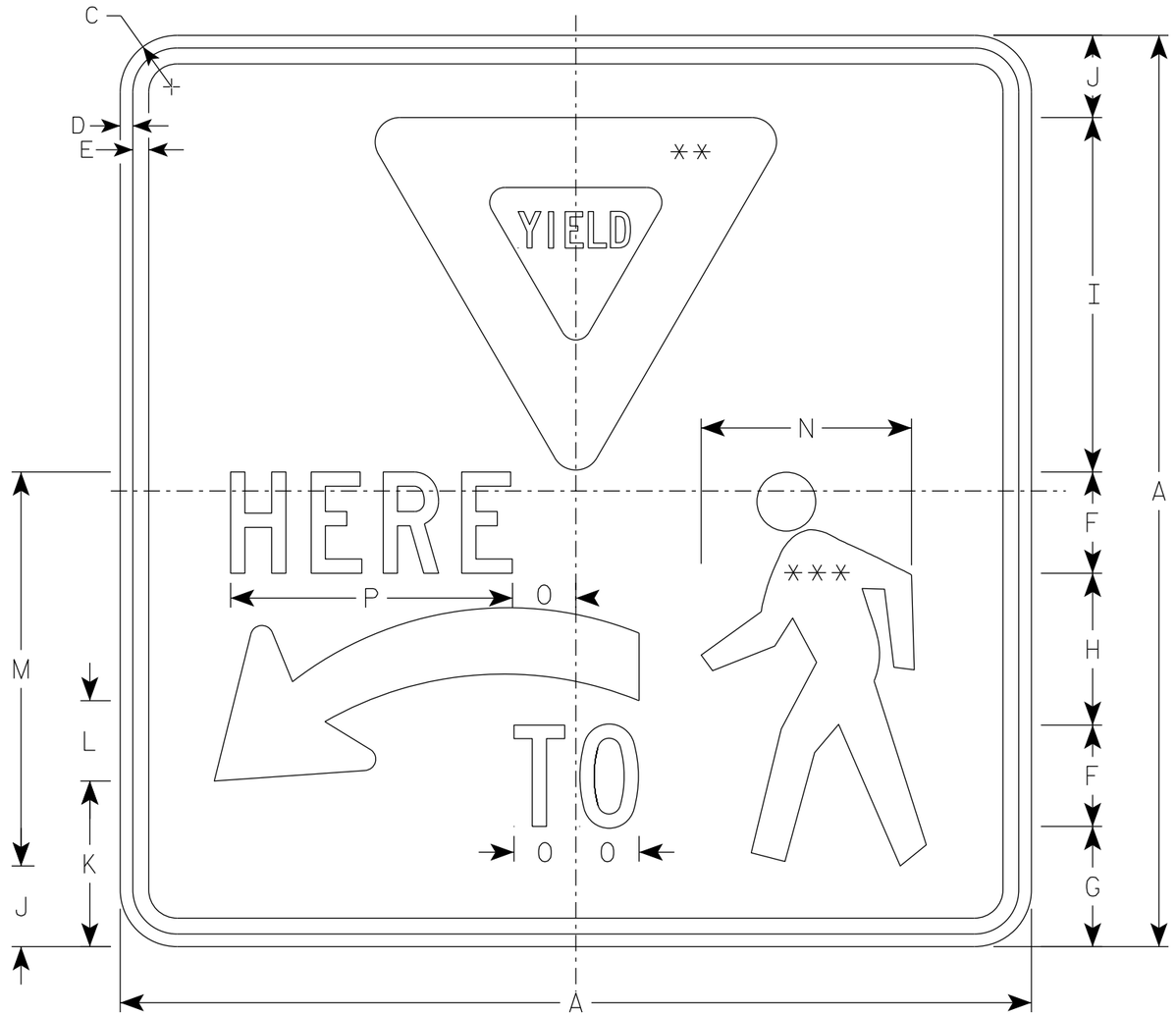
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

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



R1-5L

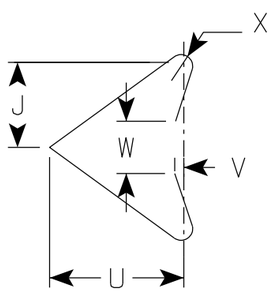
NOTES

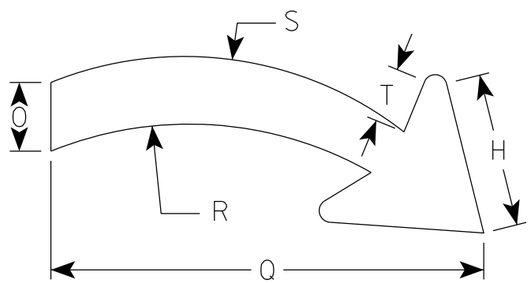
1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

Arrow Detail





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		2 1/4	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

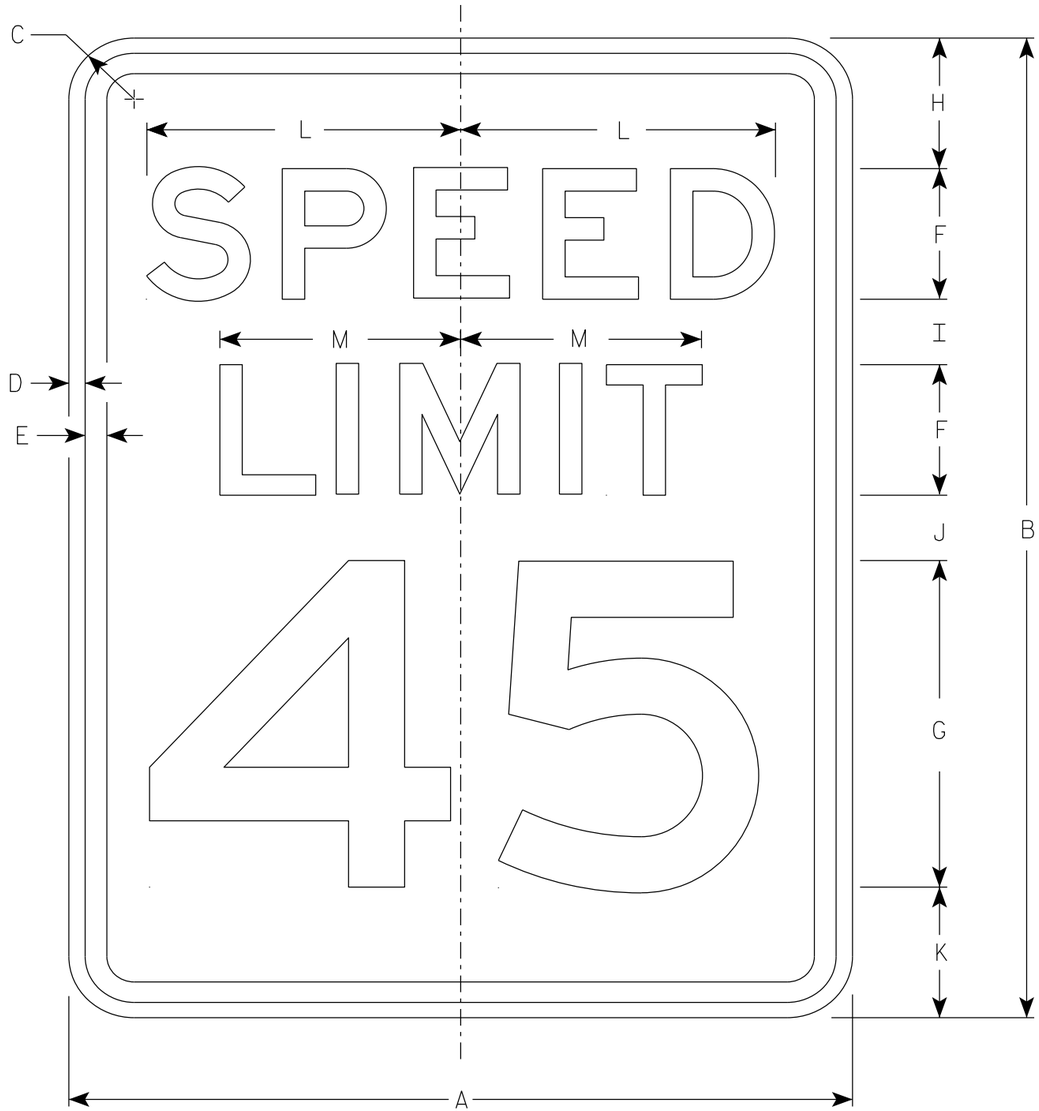
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/23 PLATE NO. R1-5L.6

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



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

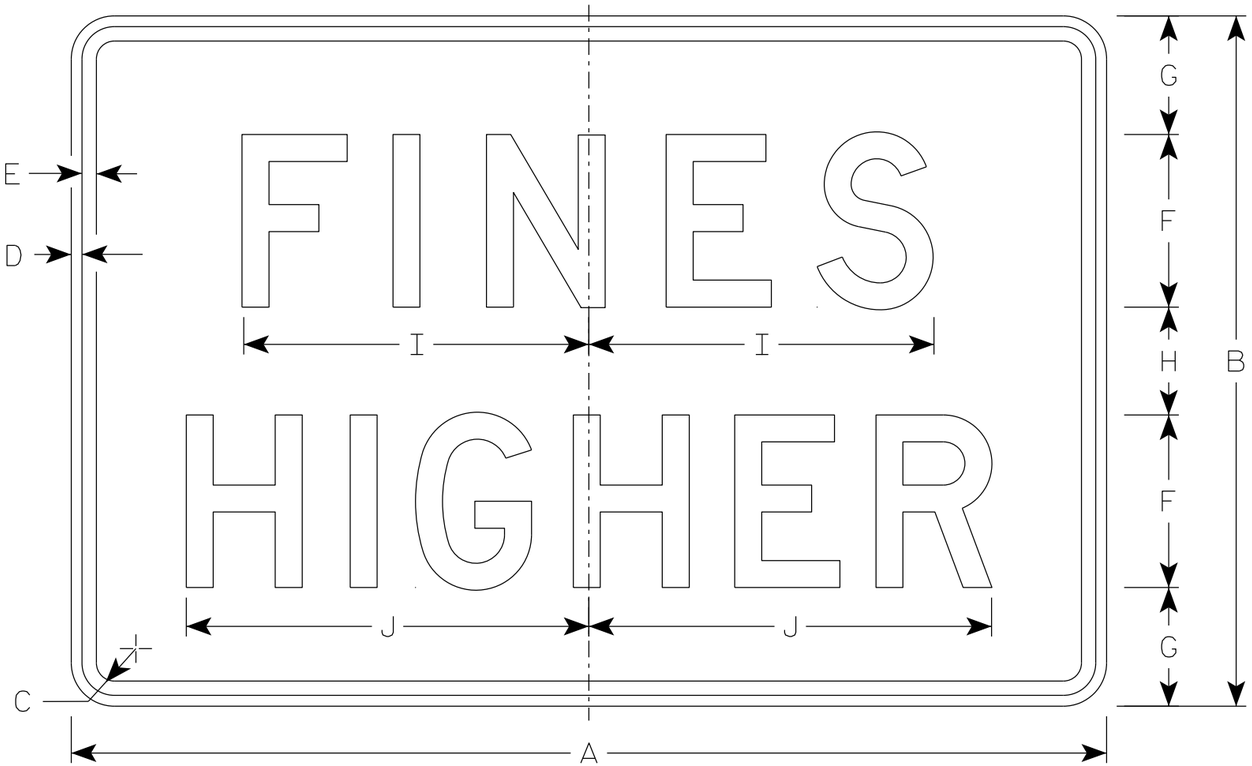
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E

NOTES

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



R2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 7/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

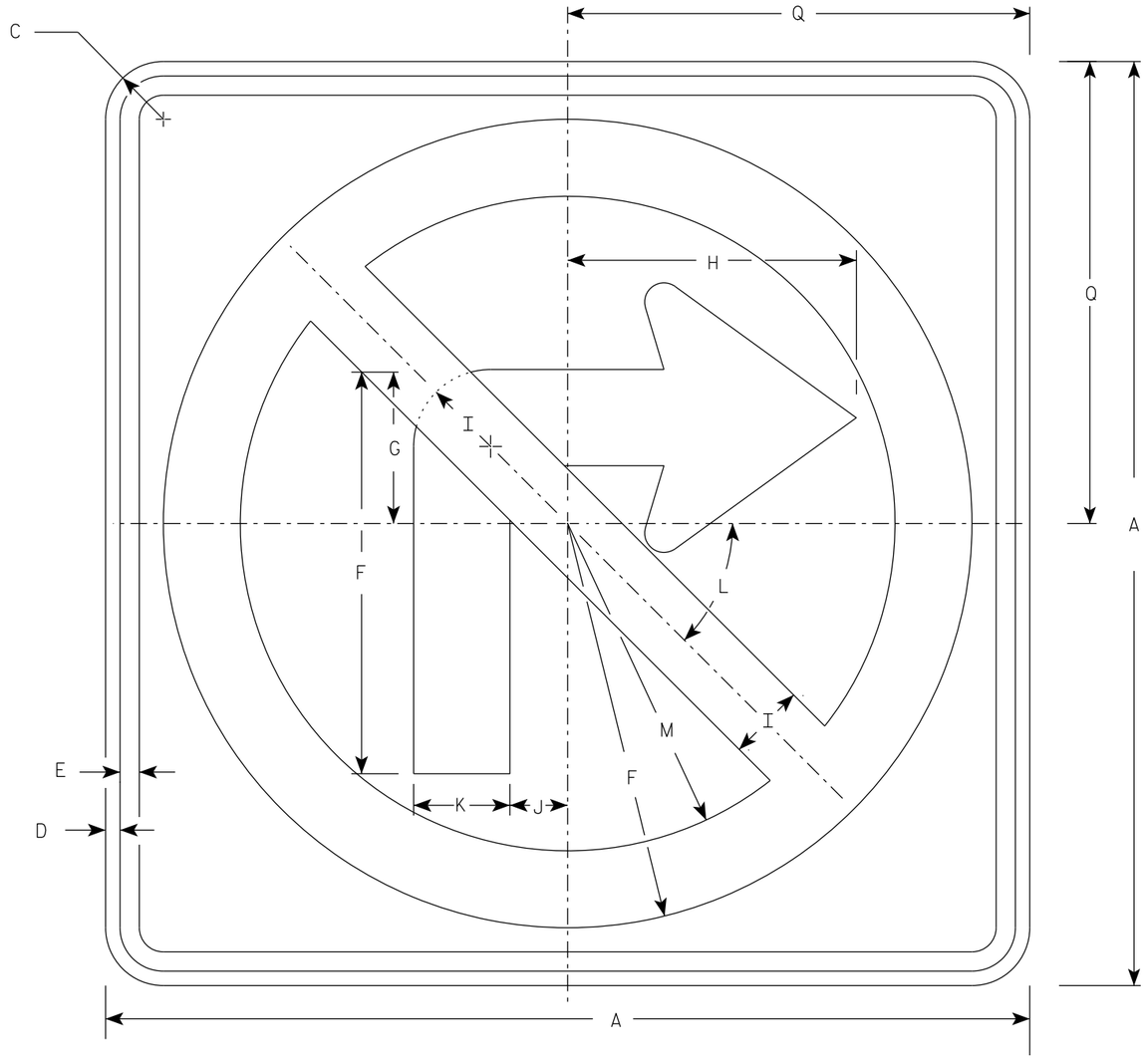
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-6P.3

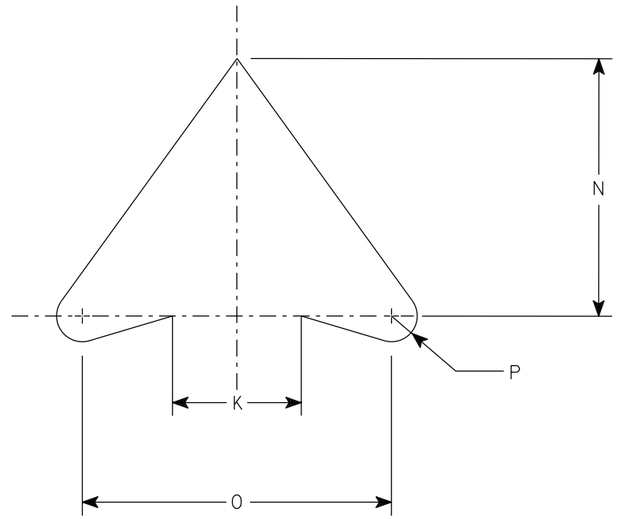
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 195	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

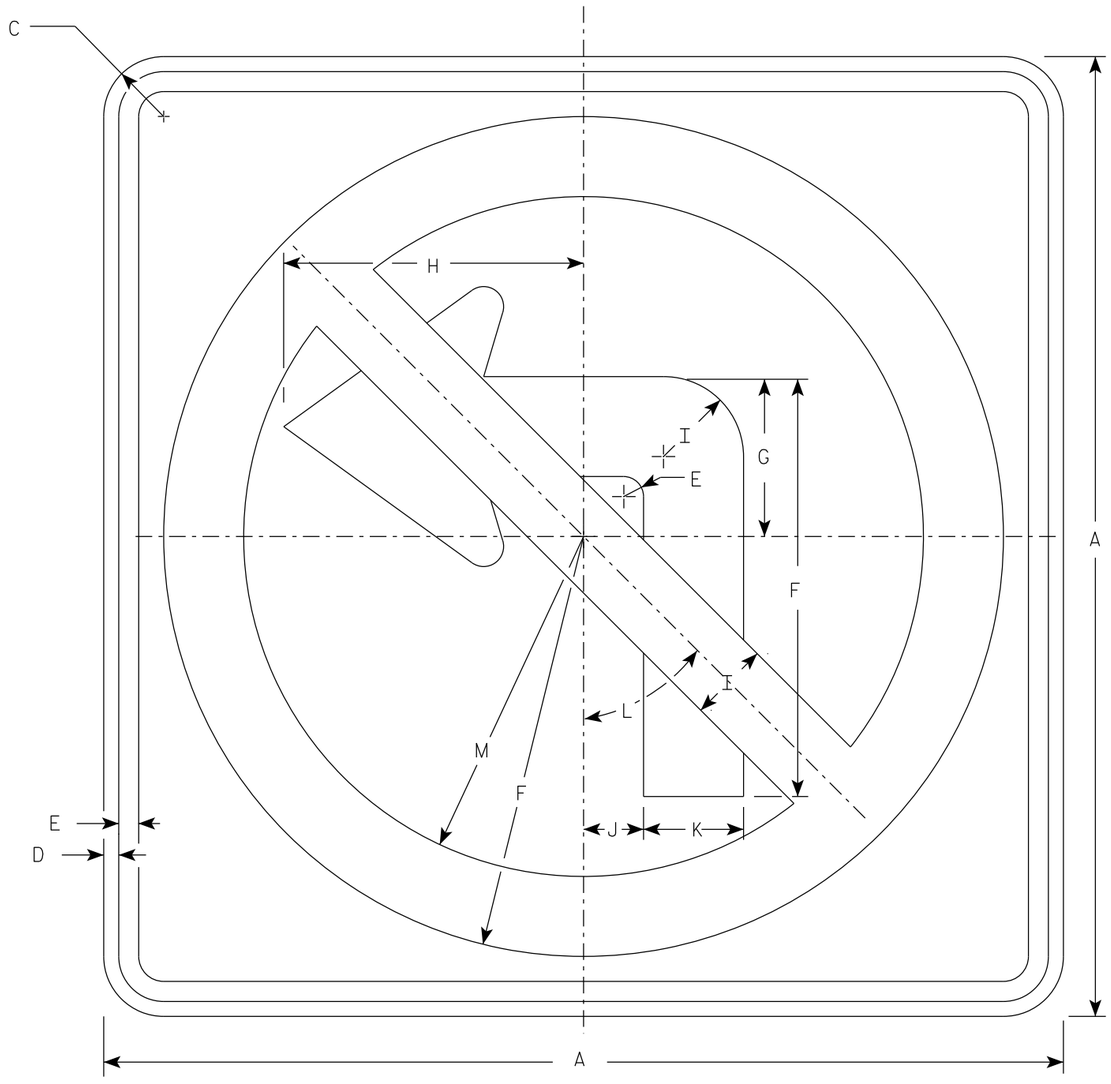
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

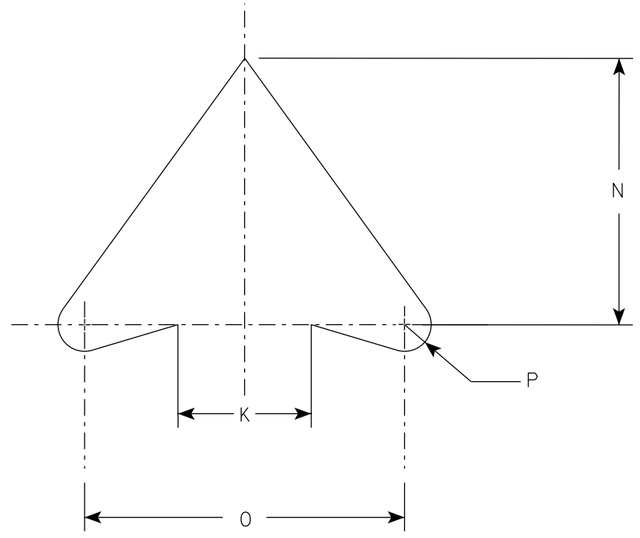
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



R3-2



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

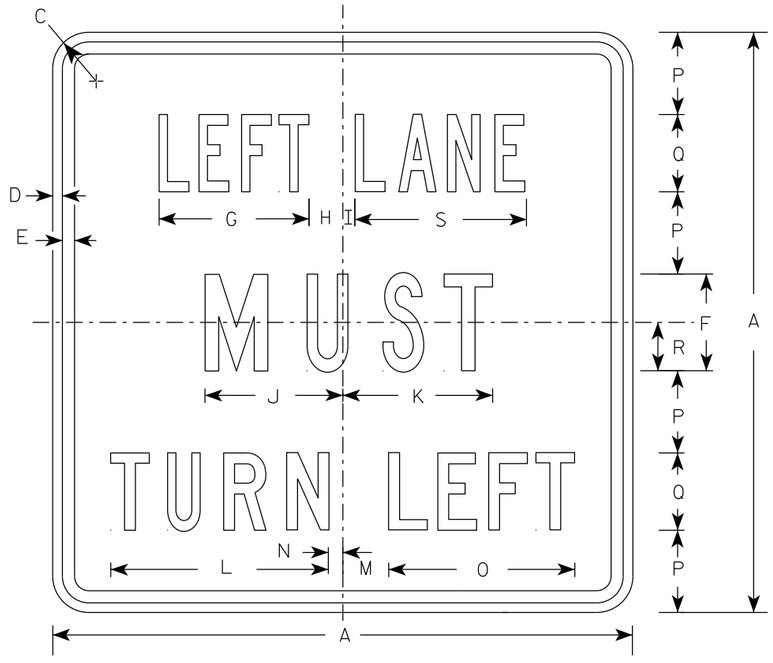
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

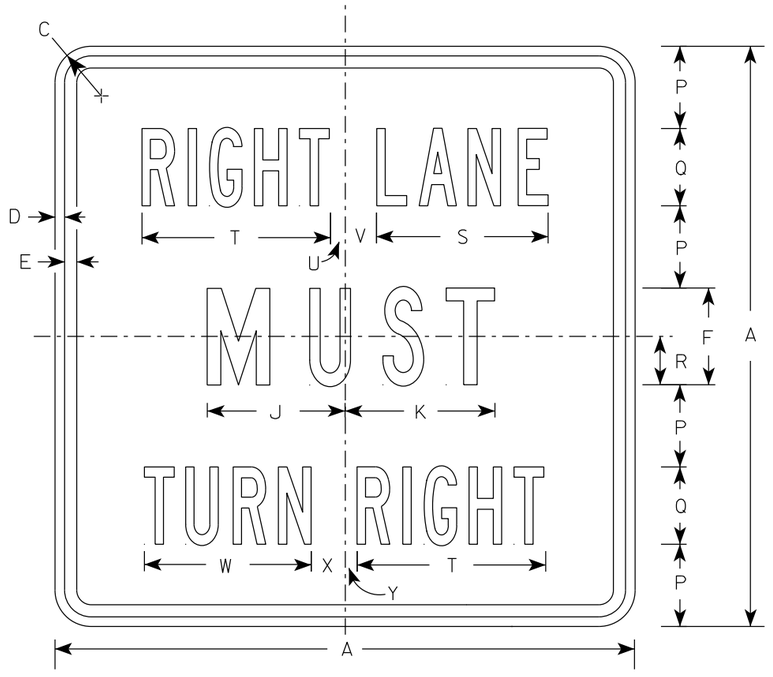
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

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	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

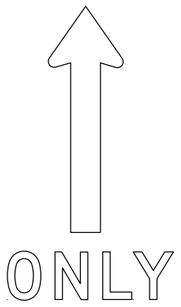
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-7.4

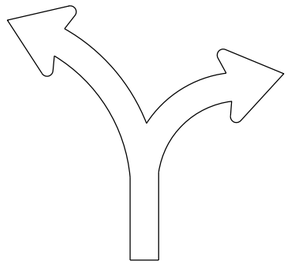
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 | E

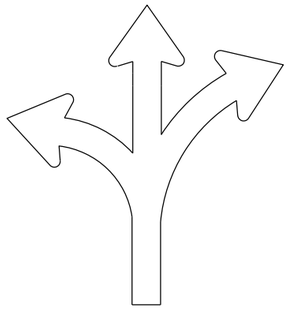


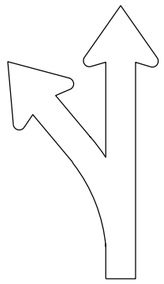
(A)

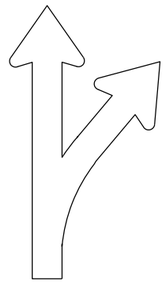


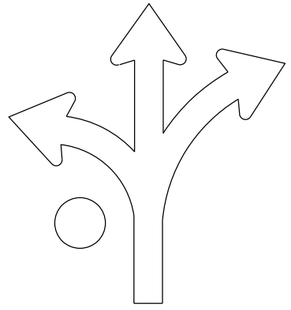
(B)

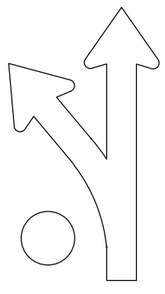

(C)

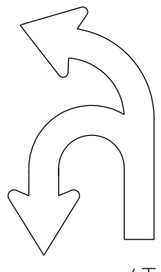

(D)

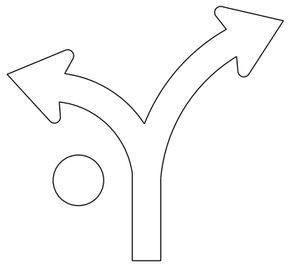

(E)

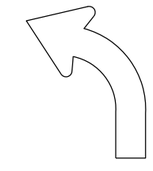

(F)


(G)

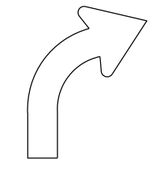

(H)


(I)


(J)



(L)



(R)

NOTES

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

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 199 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

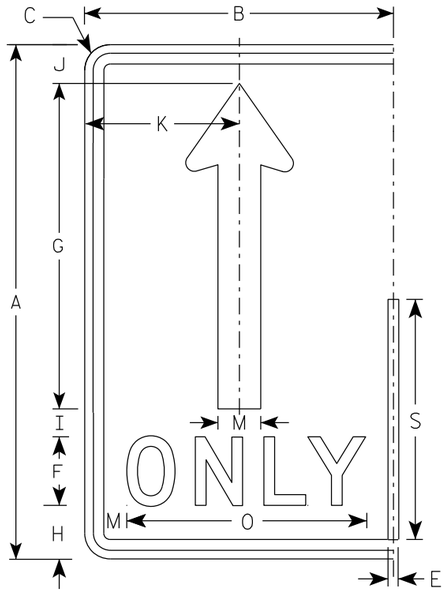
WISDOT/CADDS SHEET 42

7

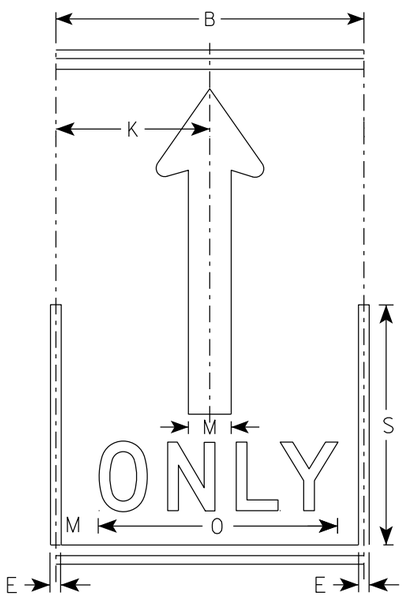
7

NOTES

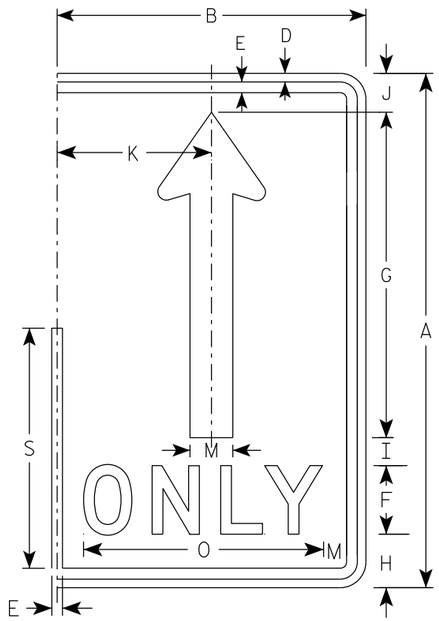
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



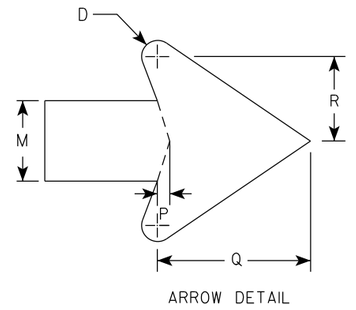
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

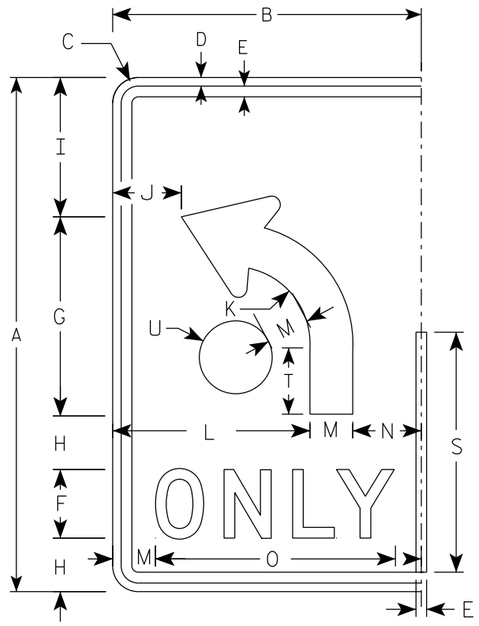
APPROVED Matthew R Rauch
for State Traffic Engineer

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

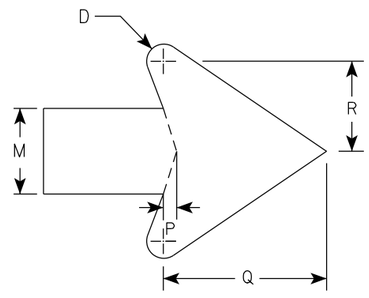
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E

NOTES

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



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

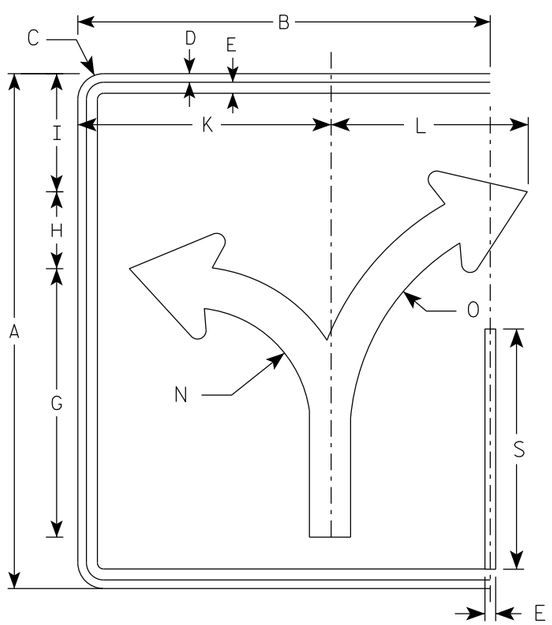
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

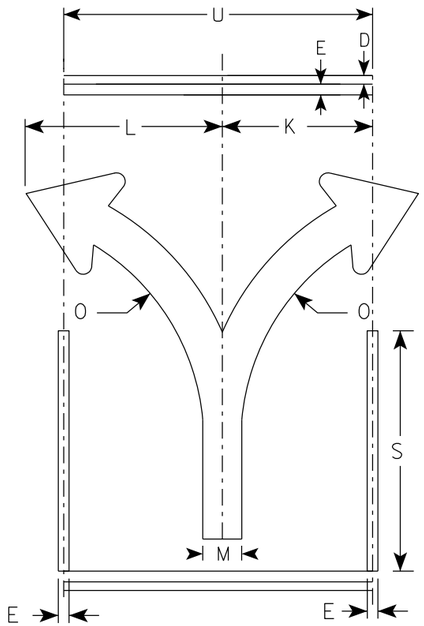
SHEET NO: 201 E

NOTES

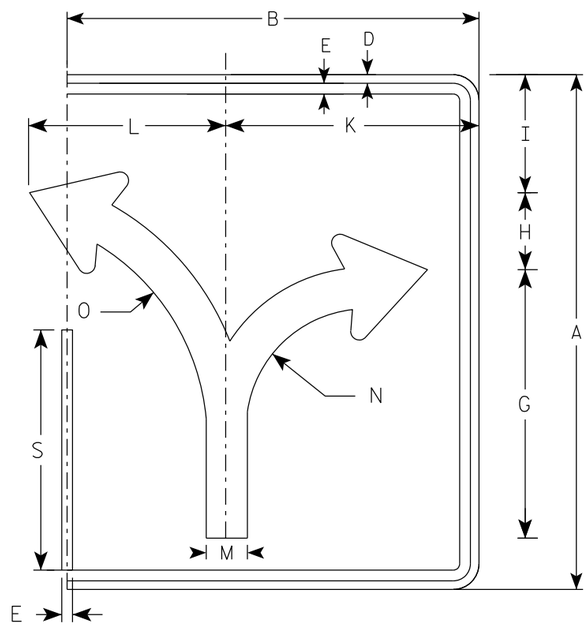
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



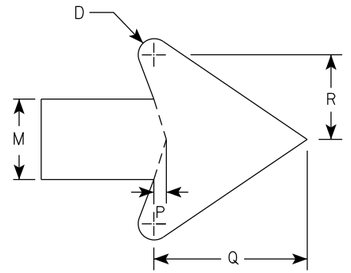
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

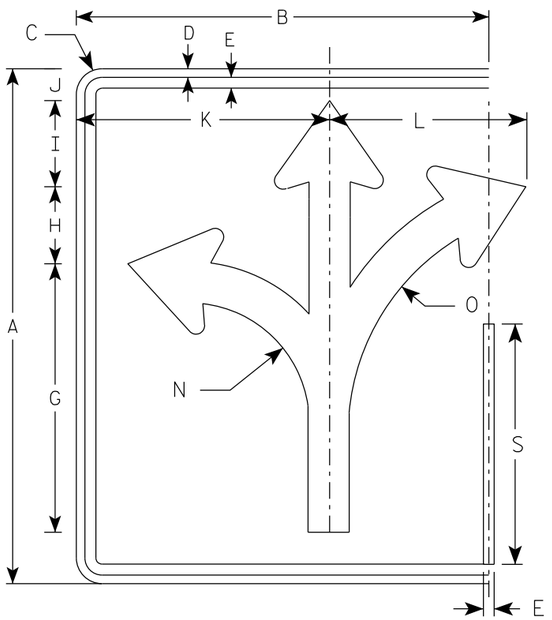
APPROVED Matthew R Rauch
for State Traffic Engineer

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

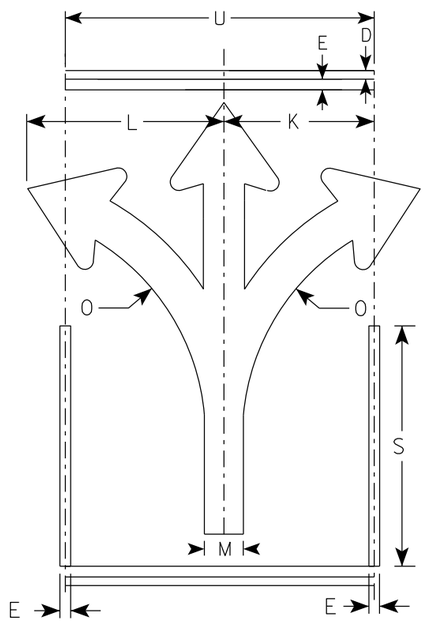
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 E

NOTES

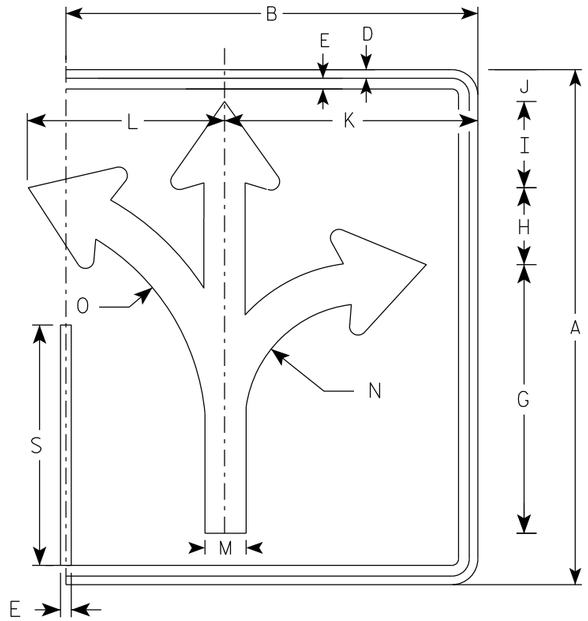
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



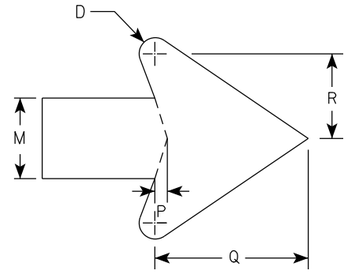
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

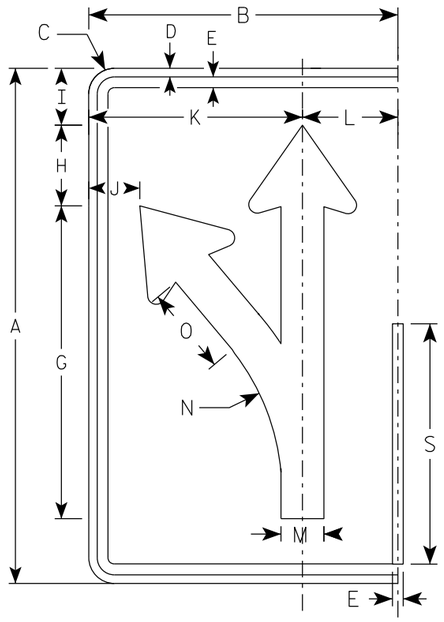
APPROVED Matthew R Rauch
for State Traffic Engineer

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

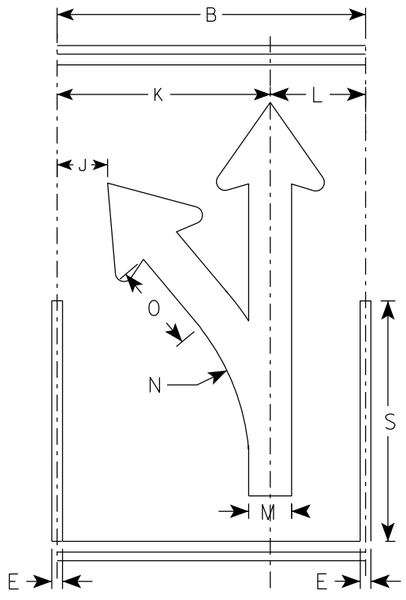
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

NOTES

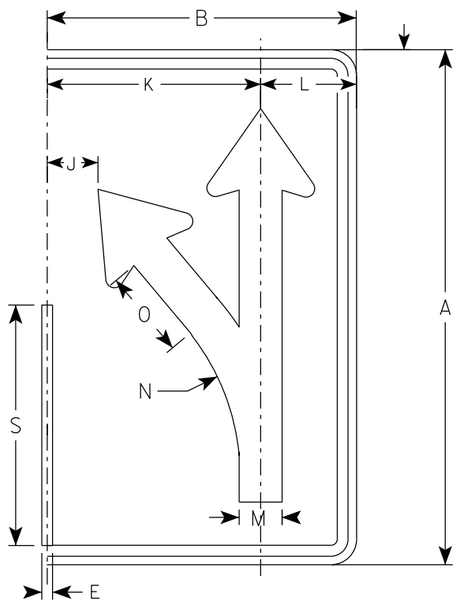
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



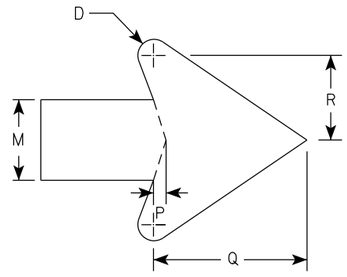
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

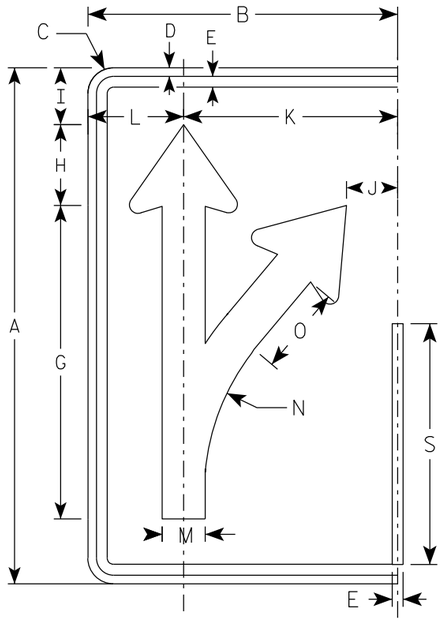
APPROVED Matthew R Rauch
for State Traffic Engineer

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

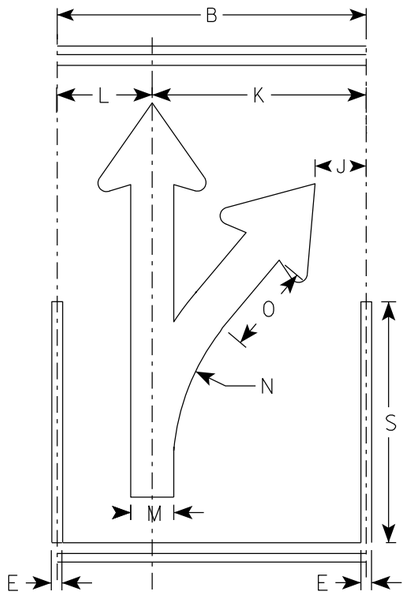
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E

NOTES

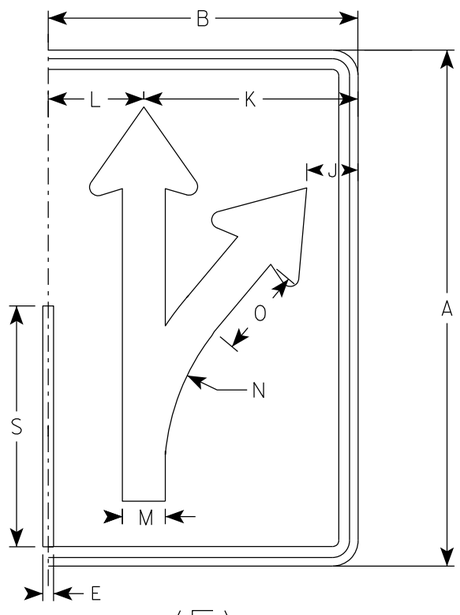
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



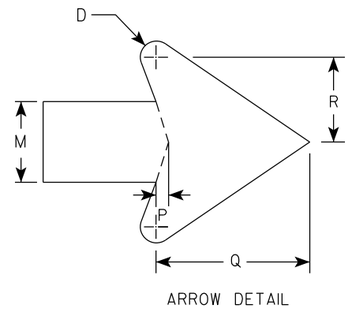
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

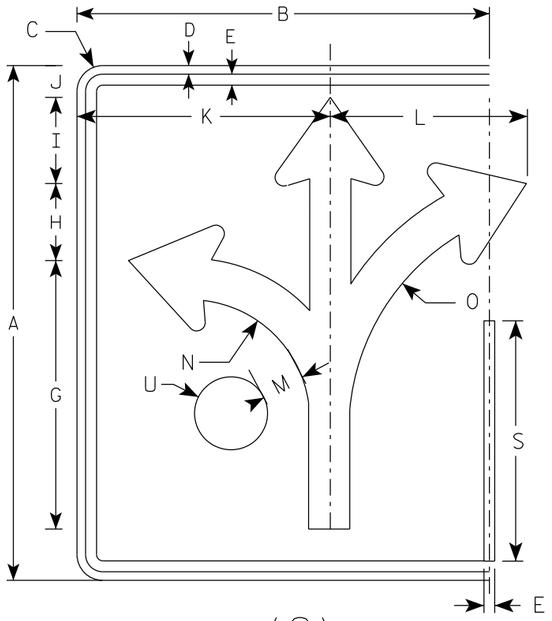
APPROVED Matthew R Rauch
For State Traffic Engineer

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

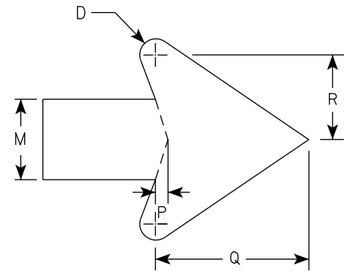
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

NOTES

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



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

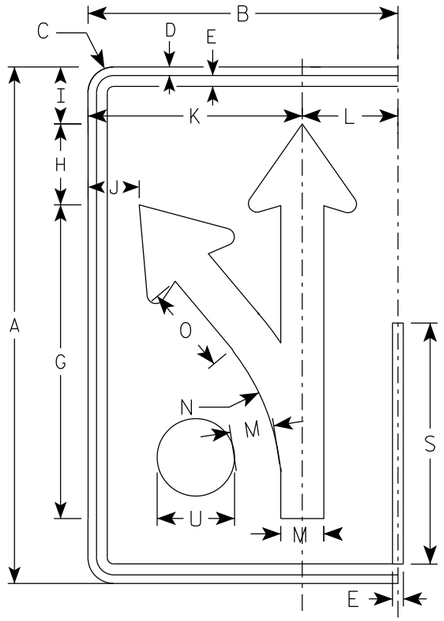
APPROVED Matthew R Rauch
for State Traffic Engineer

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

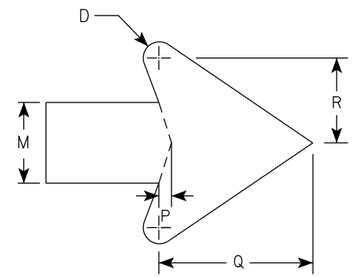
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E

NOTES

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



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

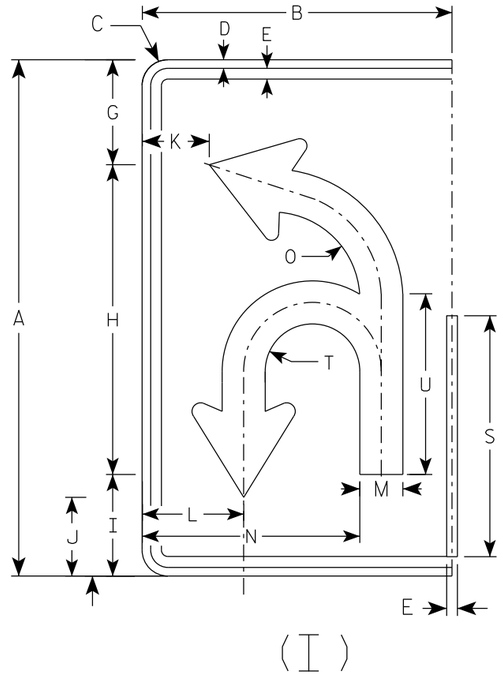
APPROVED Matthew R Rauch
for State Traffic Engineer

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

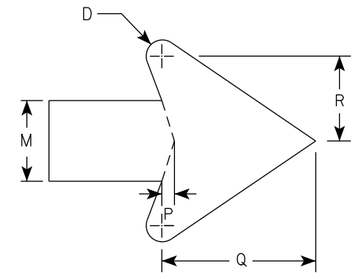
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E

NOTES

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



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

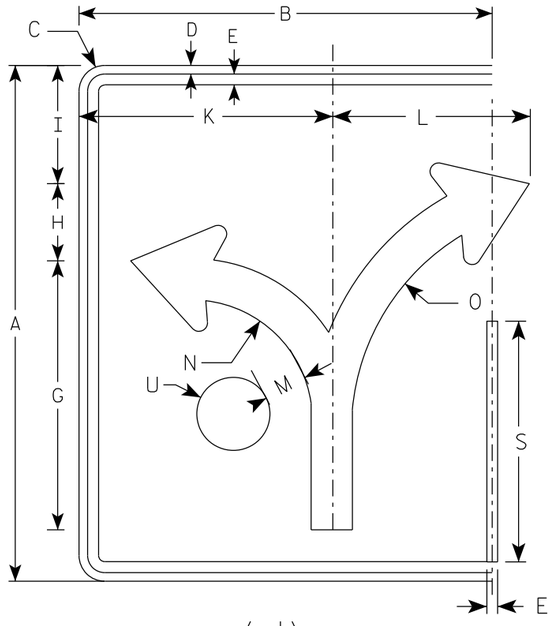
APPROVED Matthew R Rauch
for State Traffic Engineer

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

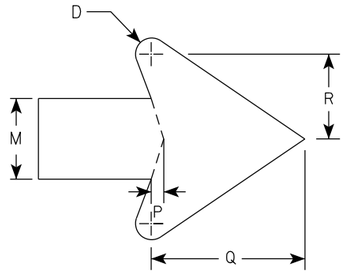
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

NOTES

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



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

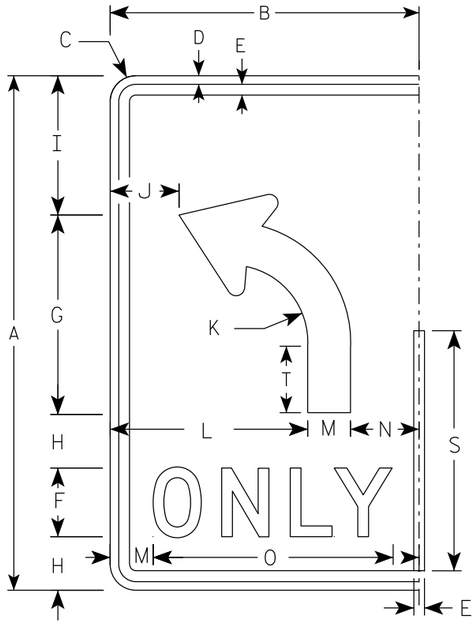
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E

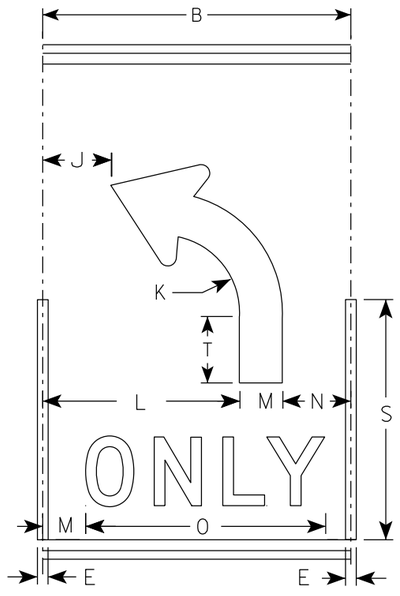
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

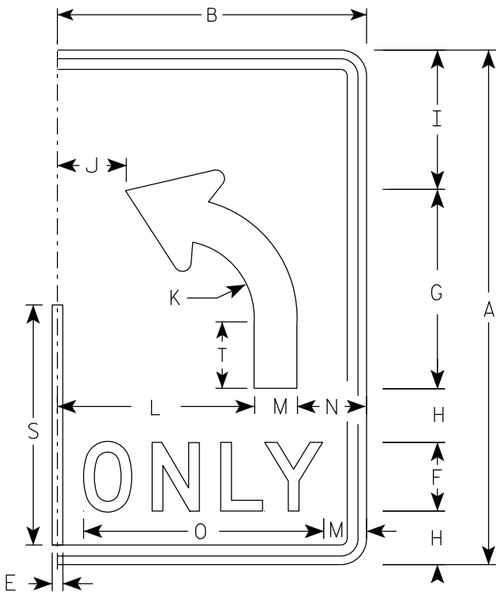
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



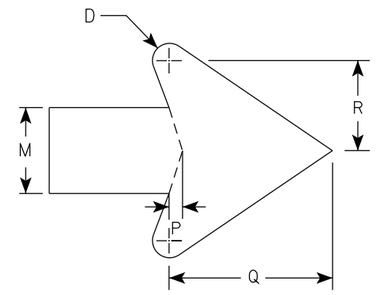
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

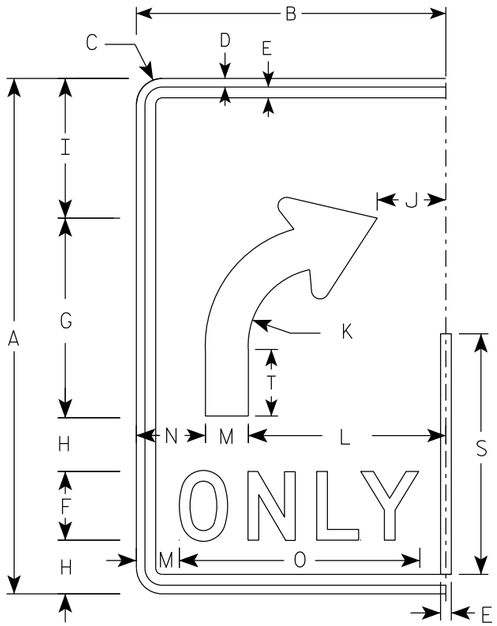
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

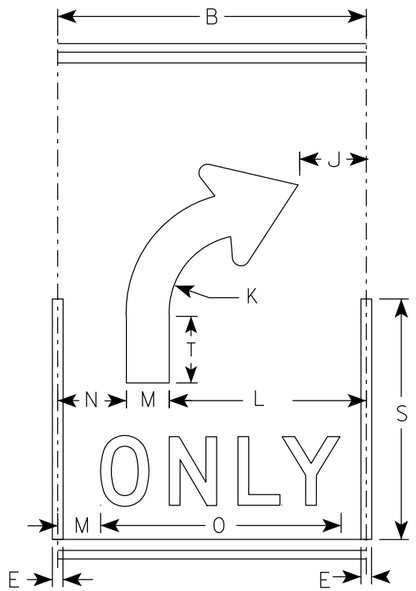
SHEET NO: 210 E

NOTES

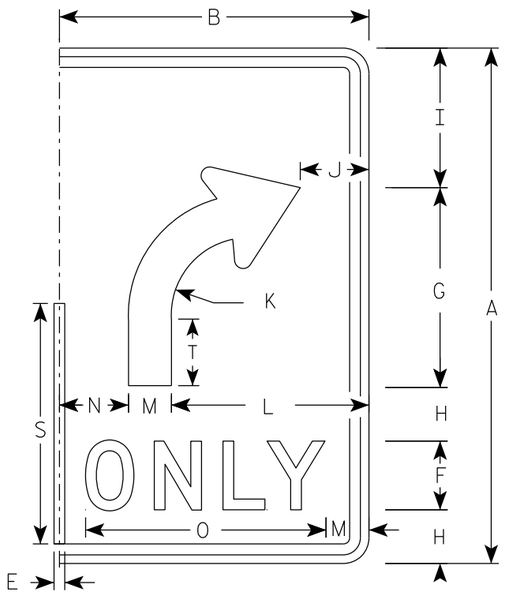
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



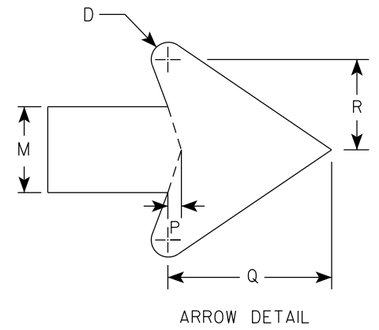
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

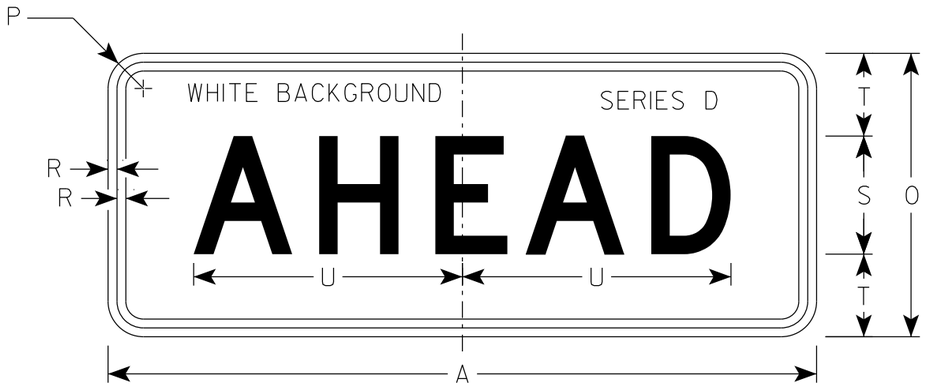
SHEET NO: 211 E



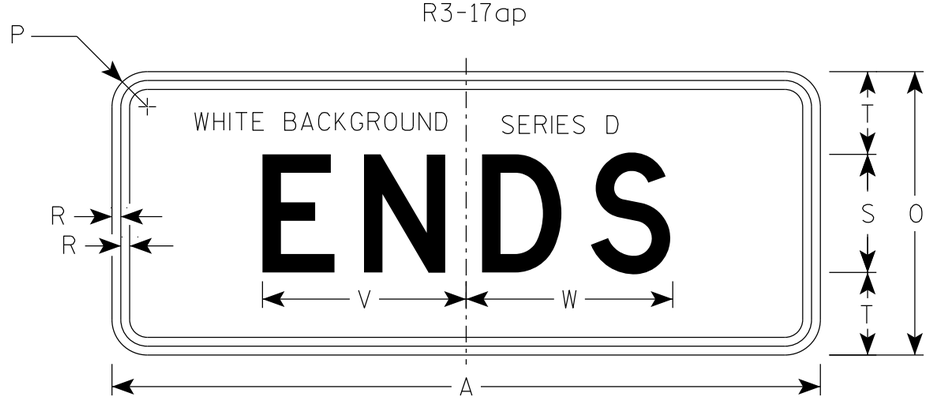
R3-17

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

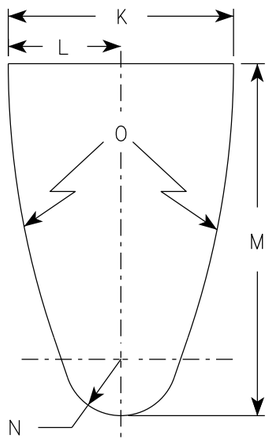
PROJECT NO:

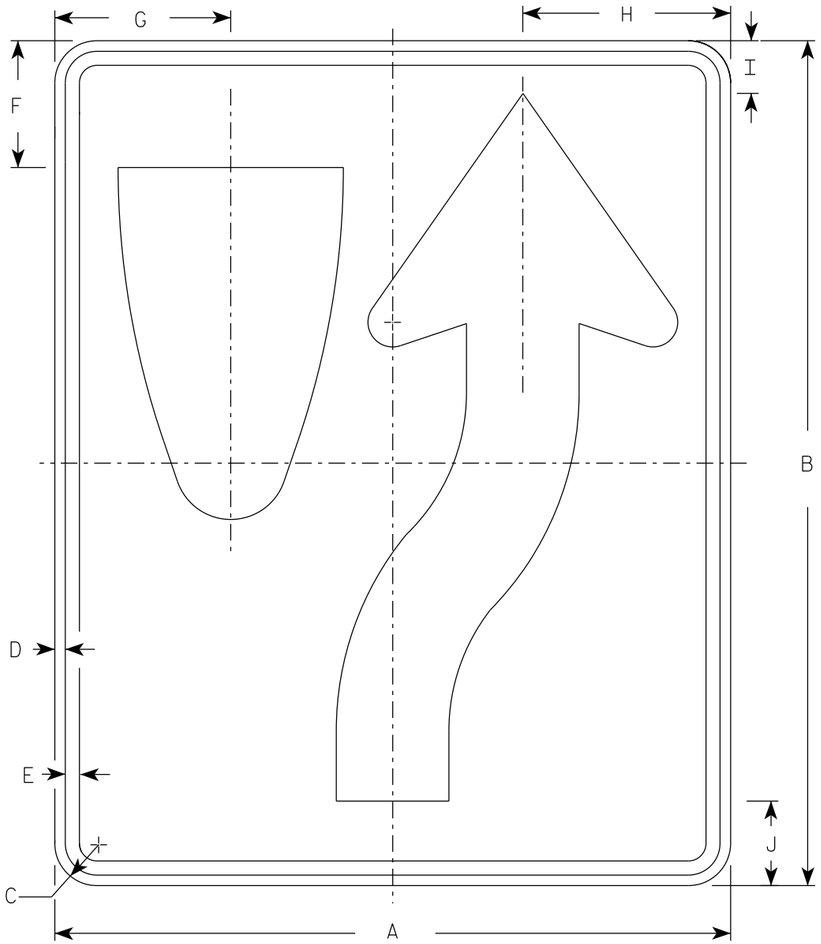
SHEET NO: 212 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

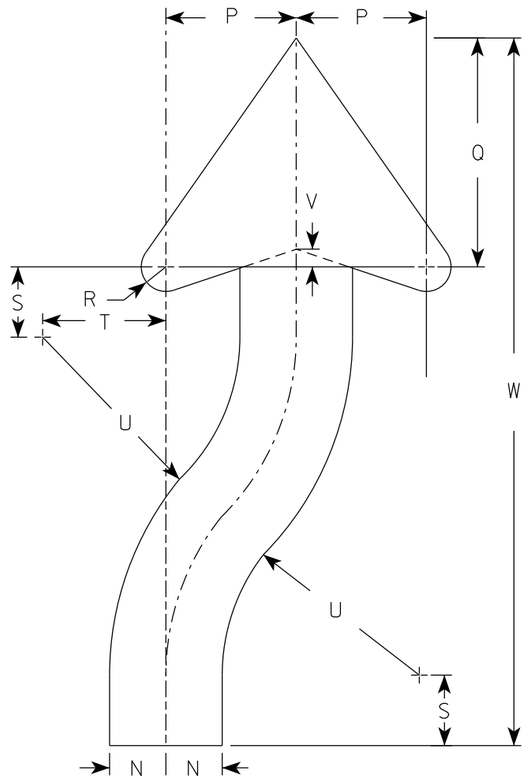
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

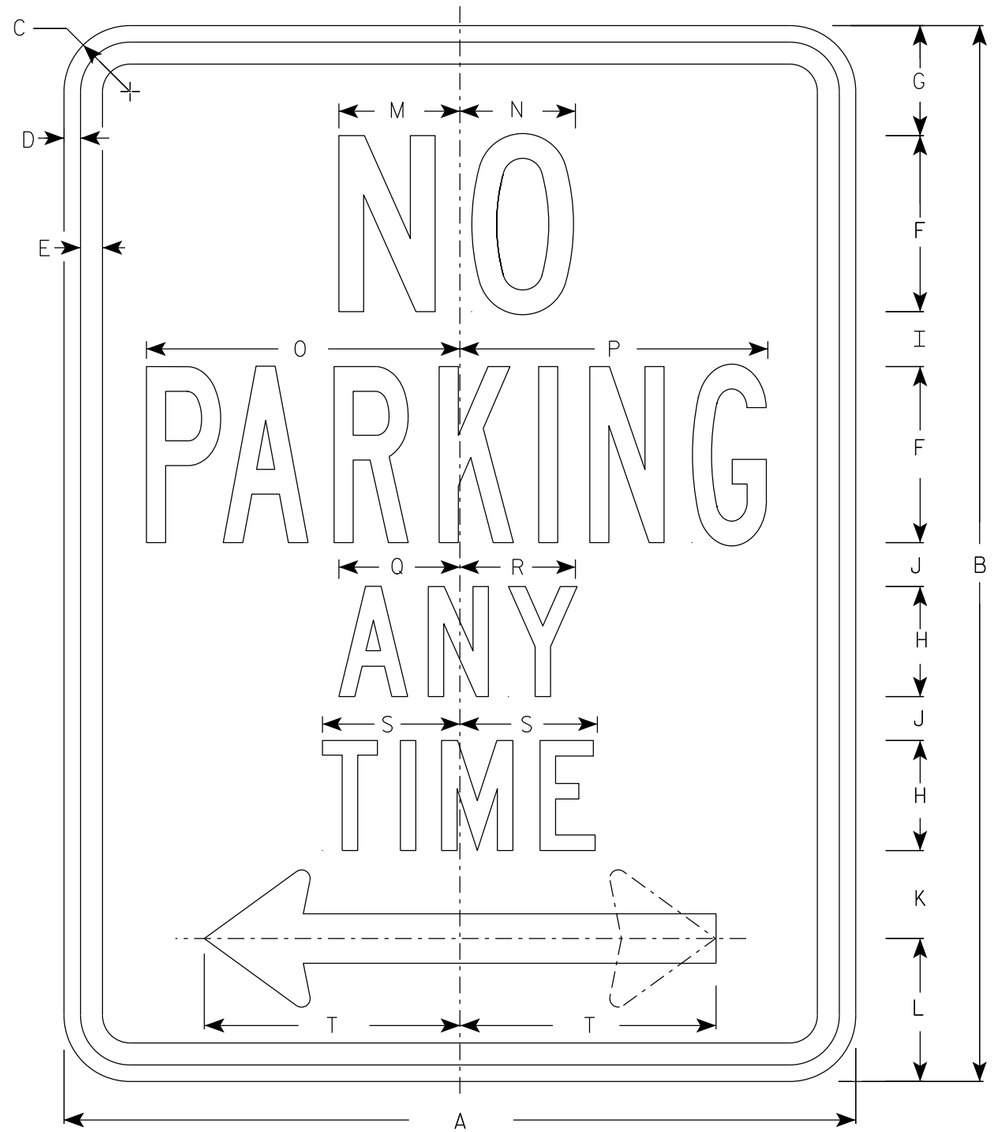
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	E

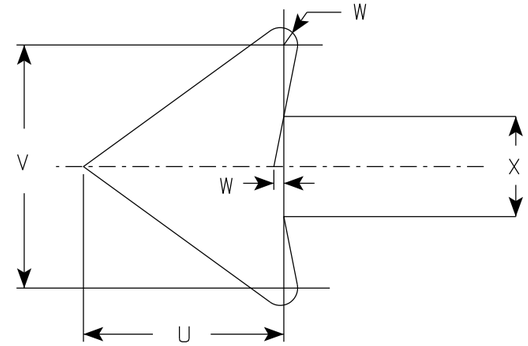


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

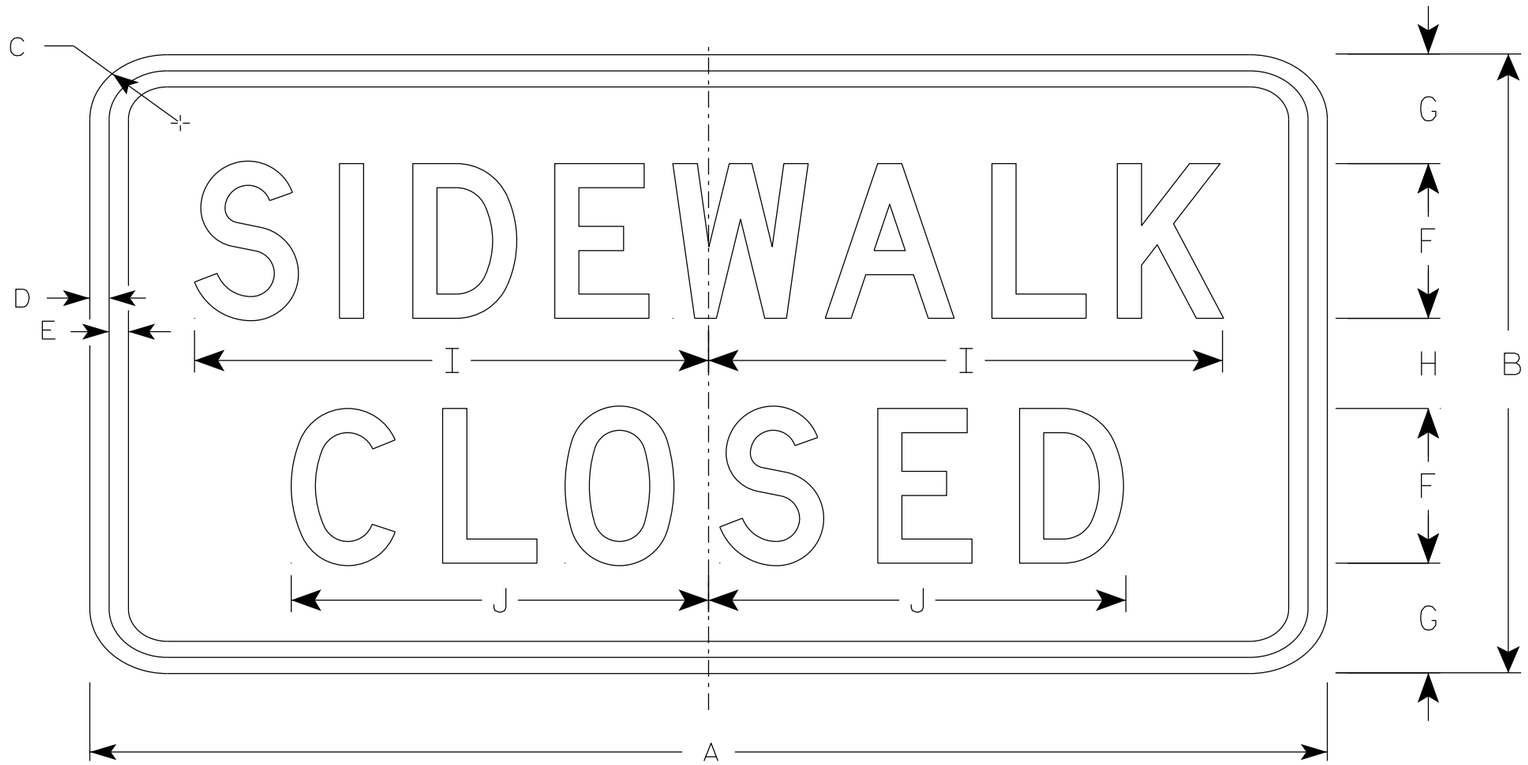
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

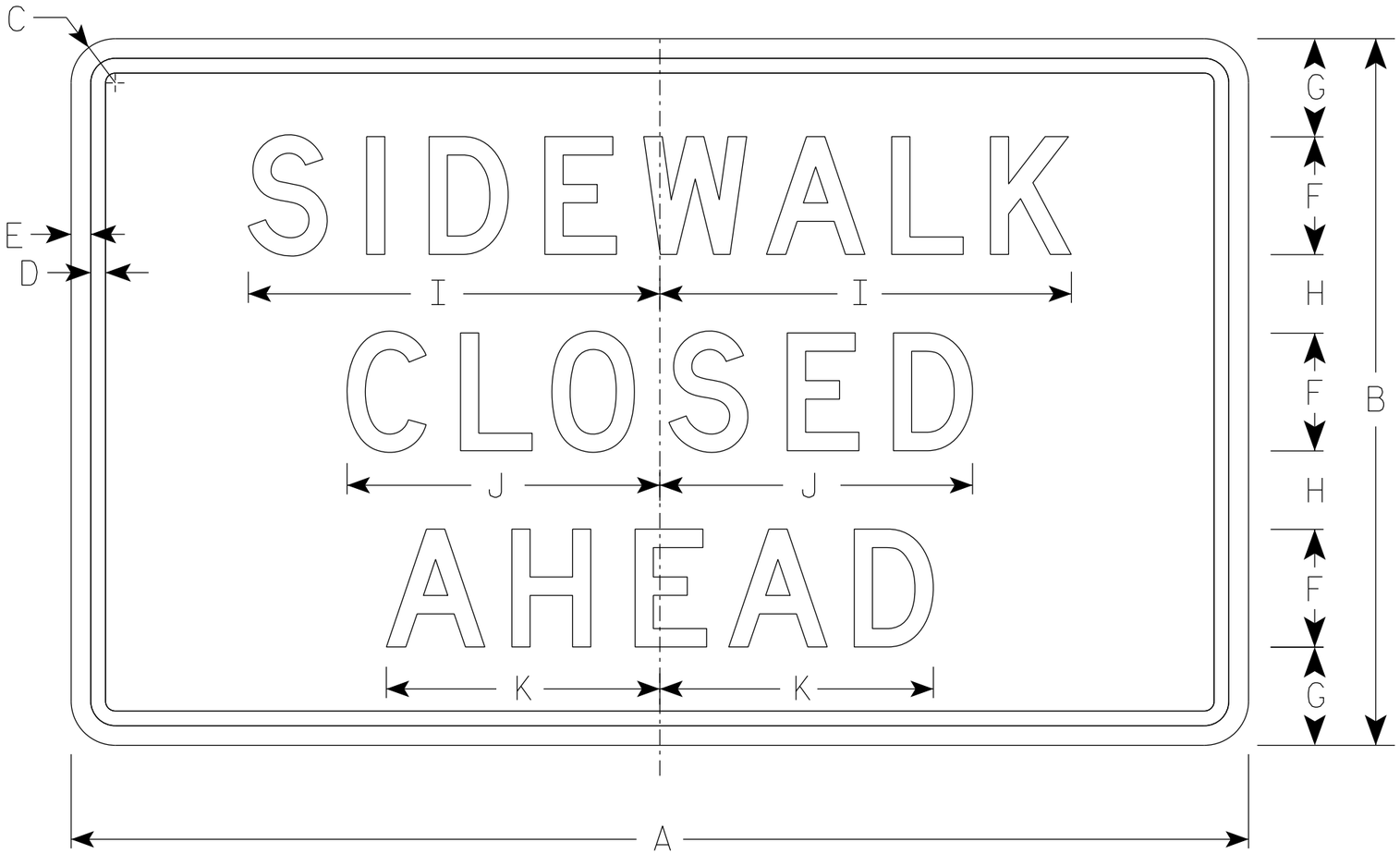
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

NOTES

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



R9-9A

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

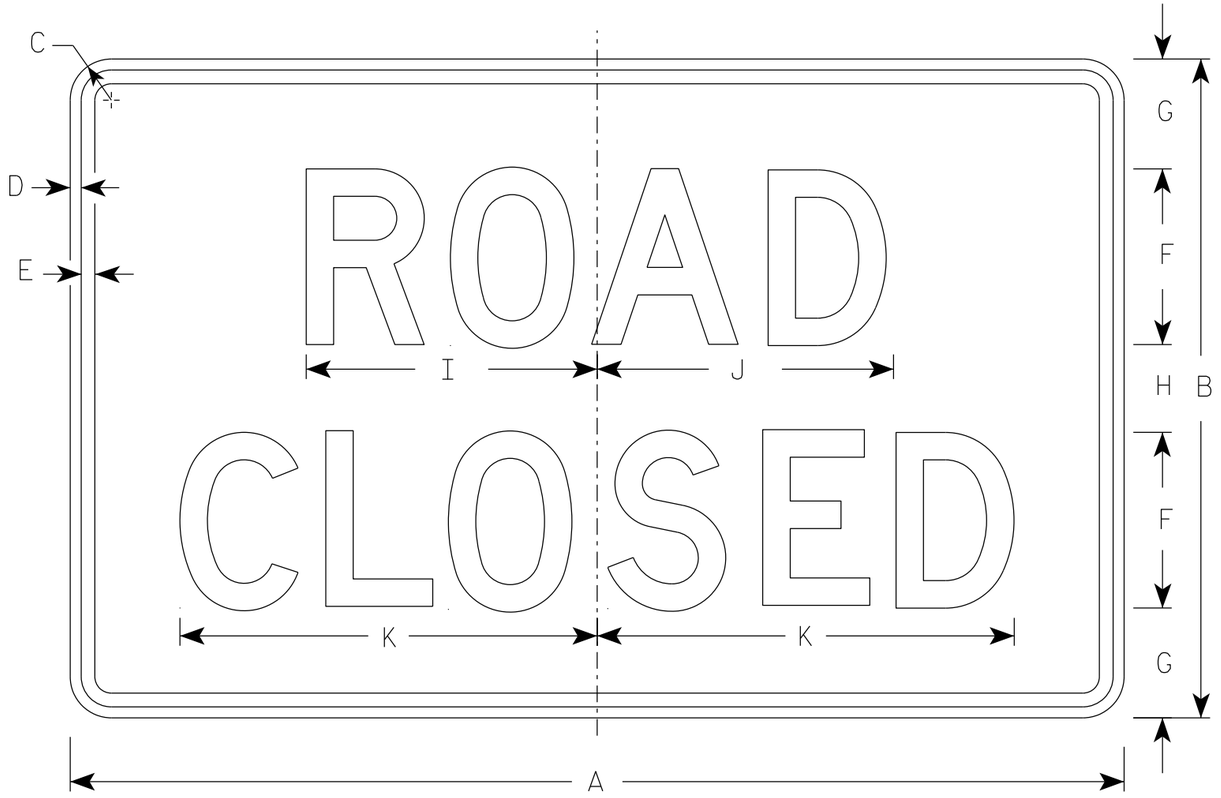
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

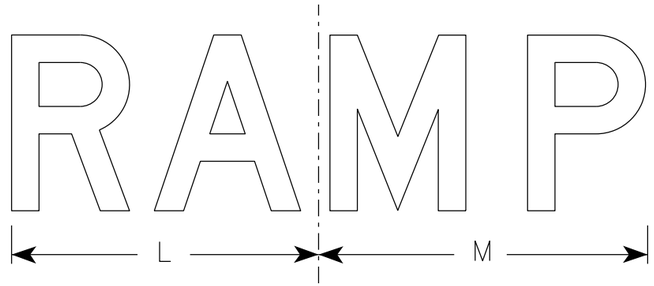
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



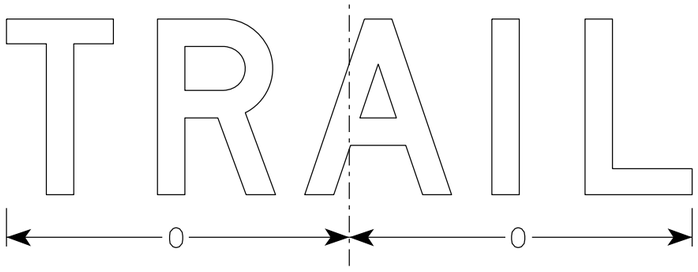
R11-2

NOTES

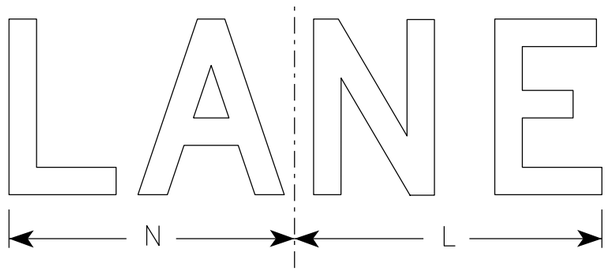
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

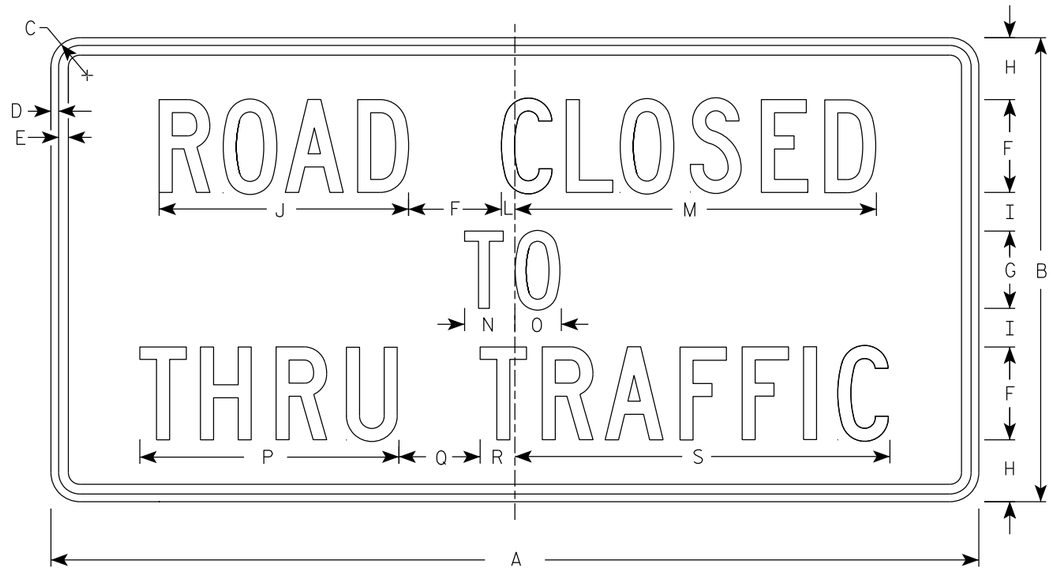
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

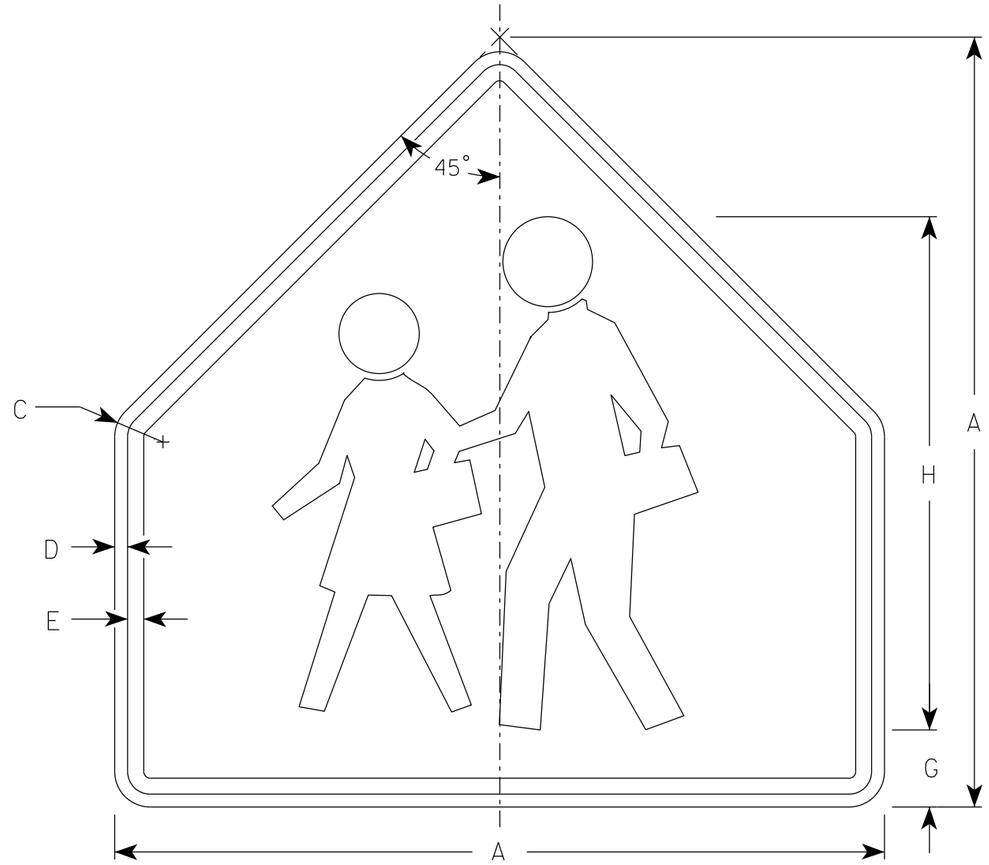
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

NOTES

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



S1-1

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	30		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

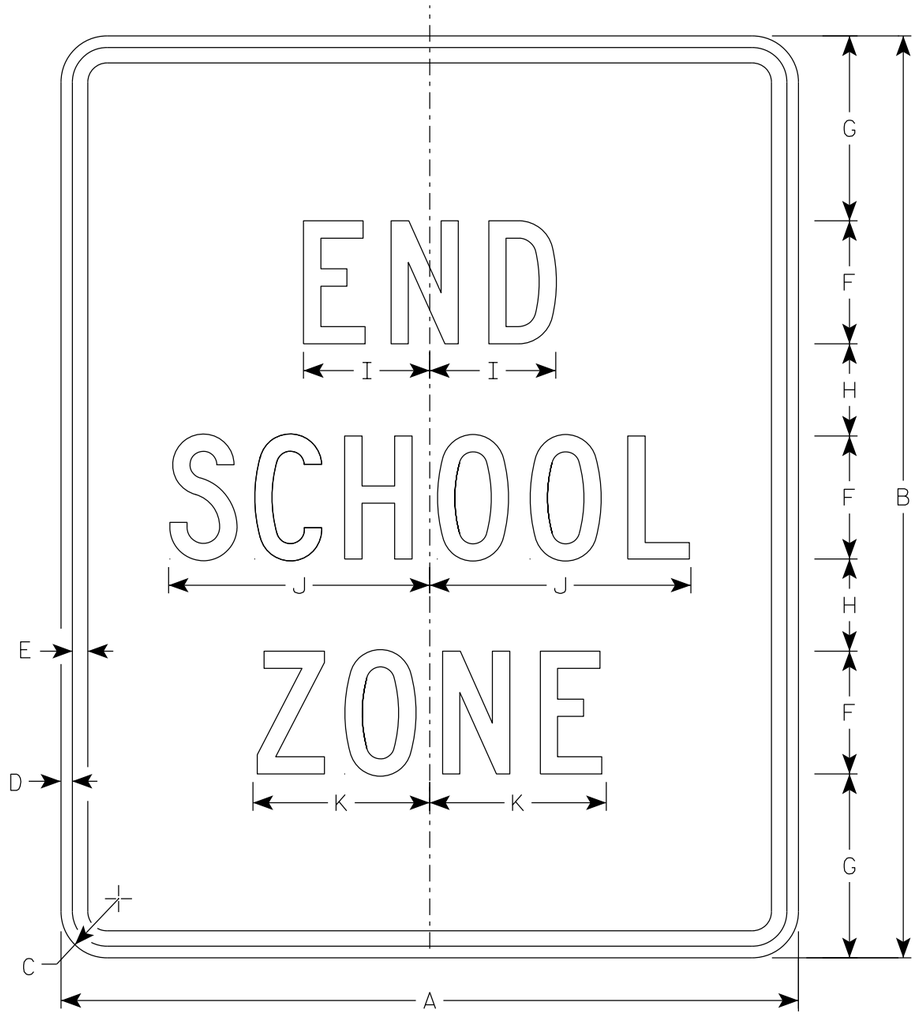
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 E



S5-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
2M	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 7/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

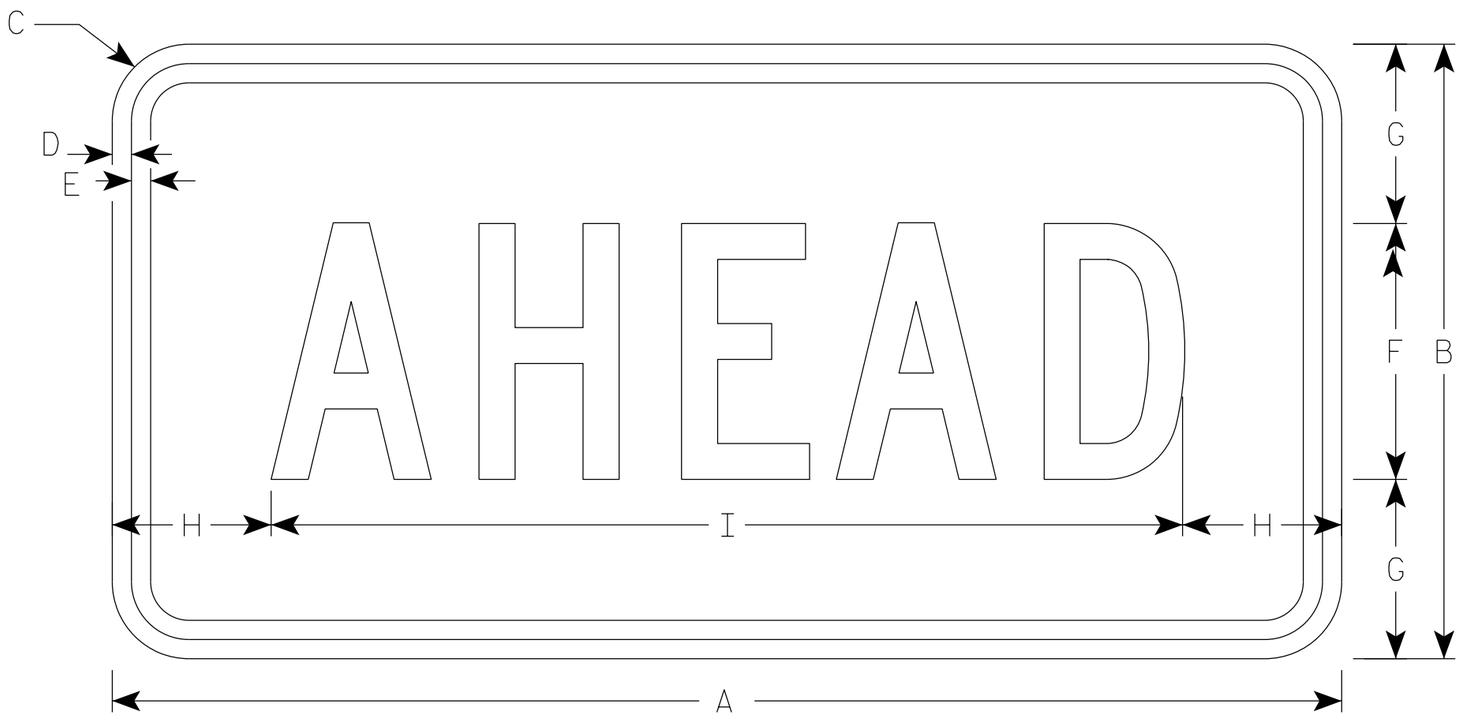
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S5-2.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

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



S16-9P

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

STANDARD SIGN
S16-9P

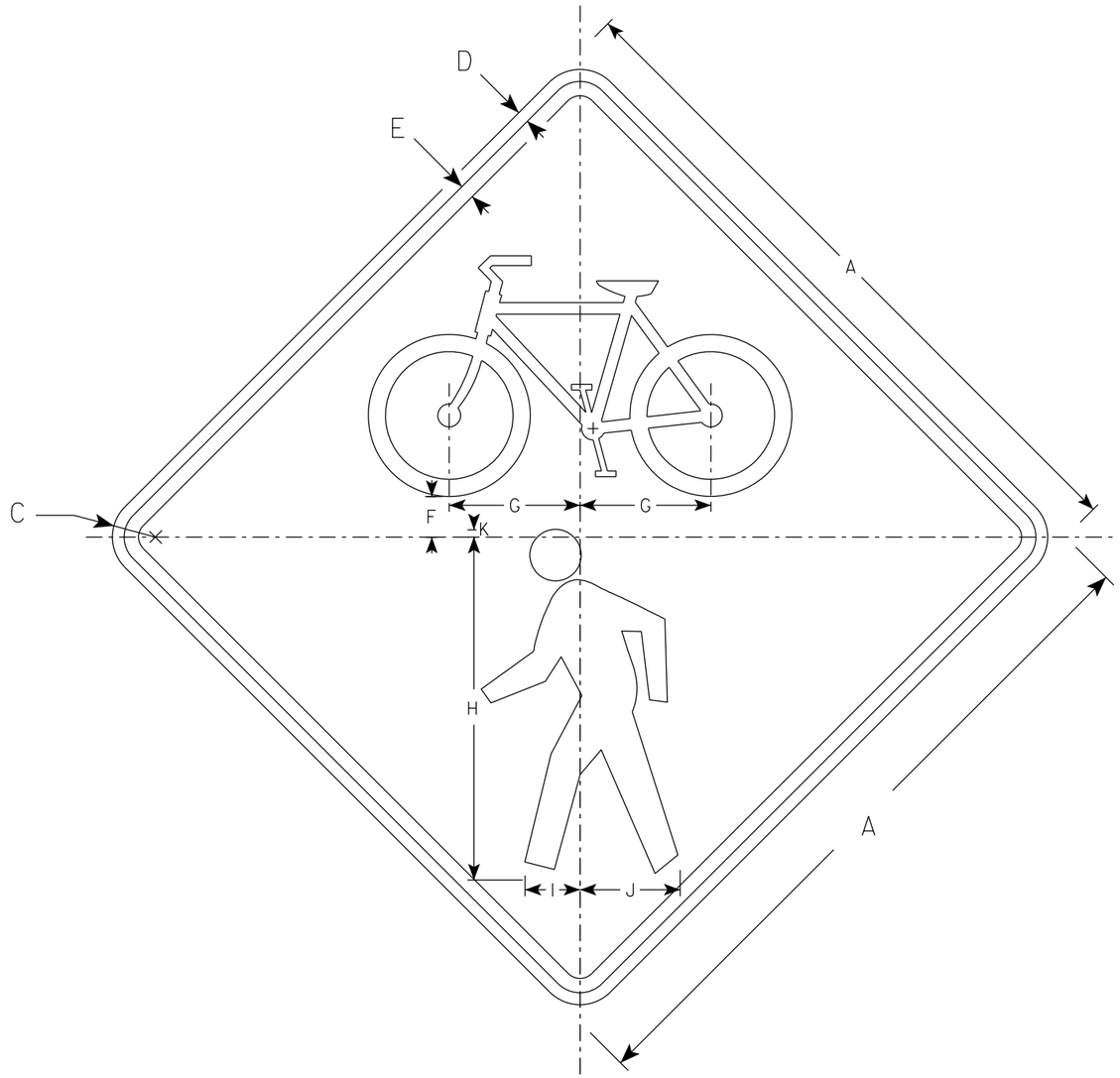
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-9P.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\S169P.dgn PLOT DATE : 23-FEB 2023 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W11-15

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 7/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
4	48		3	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-15.5

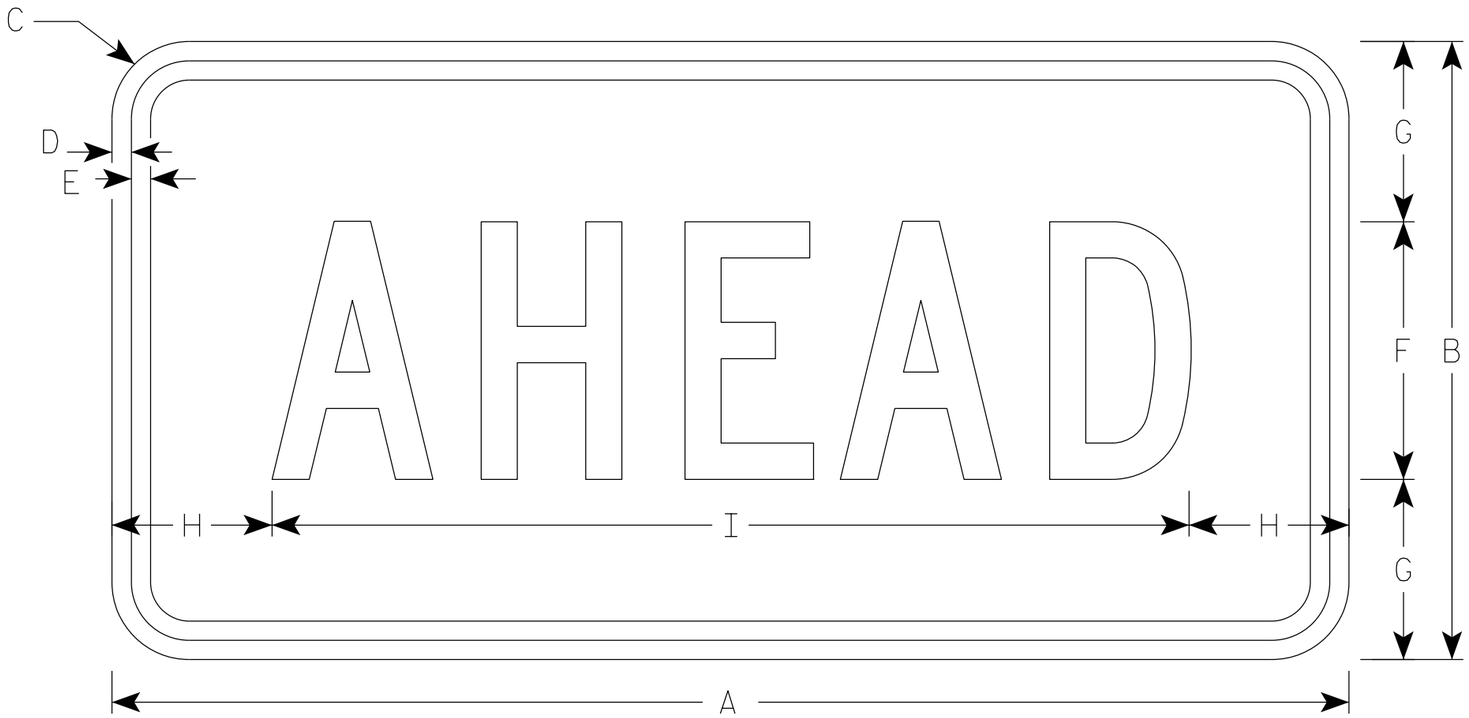
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | E

7

7

NOTES

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



W16-9P

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

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

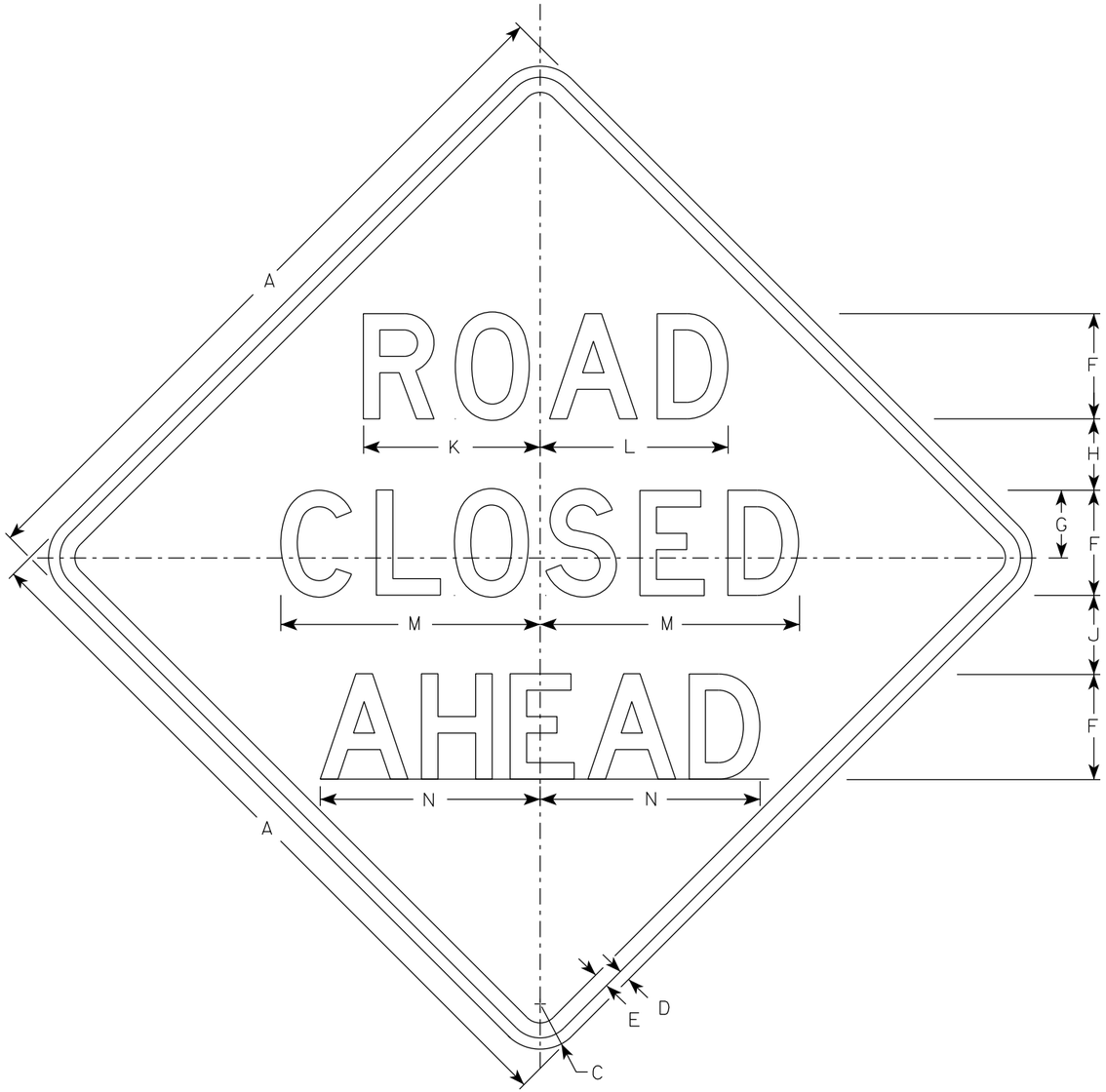
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

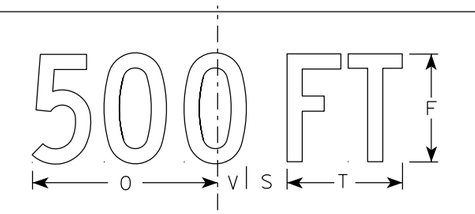
APPROVED Matthew R Rauch
for State Traffic Engineer

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

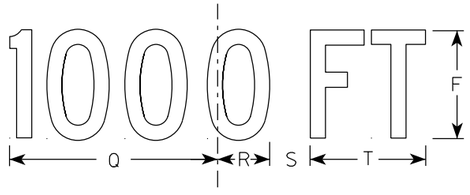
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E



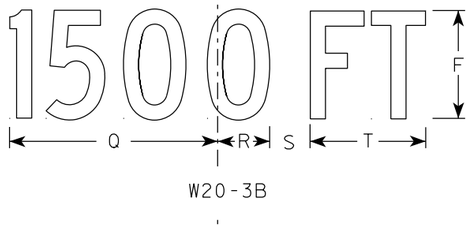
W20-3A



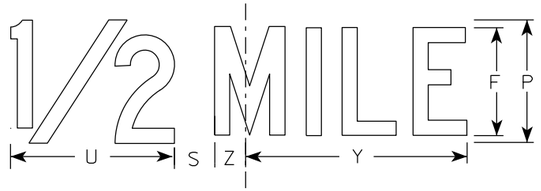
W20-3D



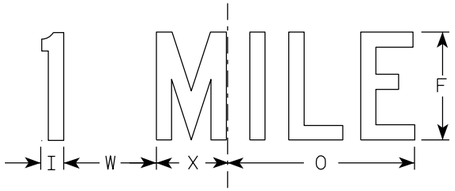
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

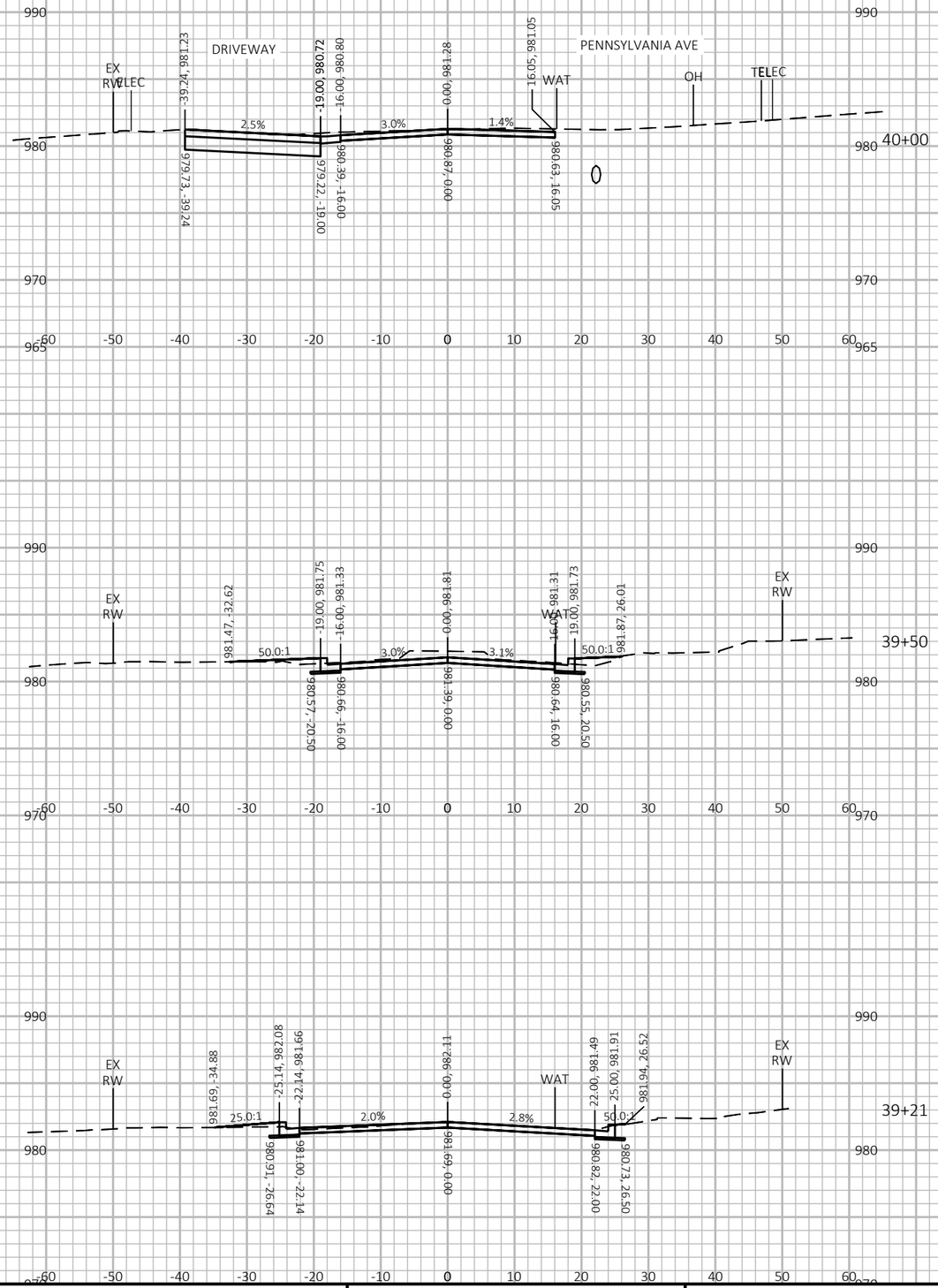
APPROVED Matthew R Rauch
for State Traffic Engineer

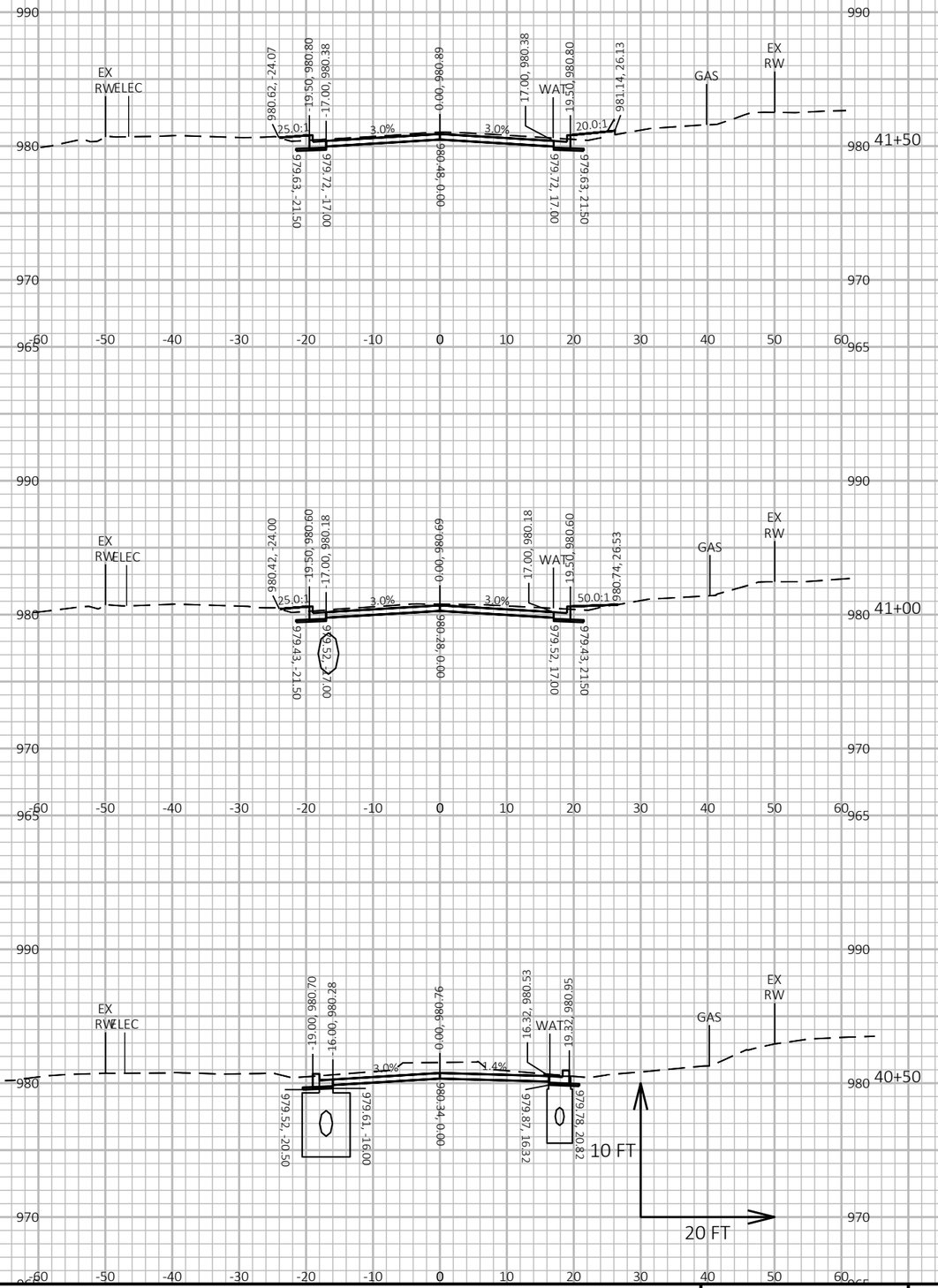
DATE 1/10/2024 PLATE NO. W20-3.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7





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PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: N THOMPSON RD	SHEET 225	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090208-xs

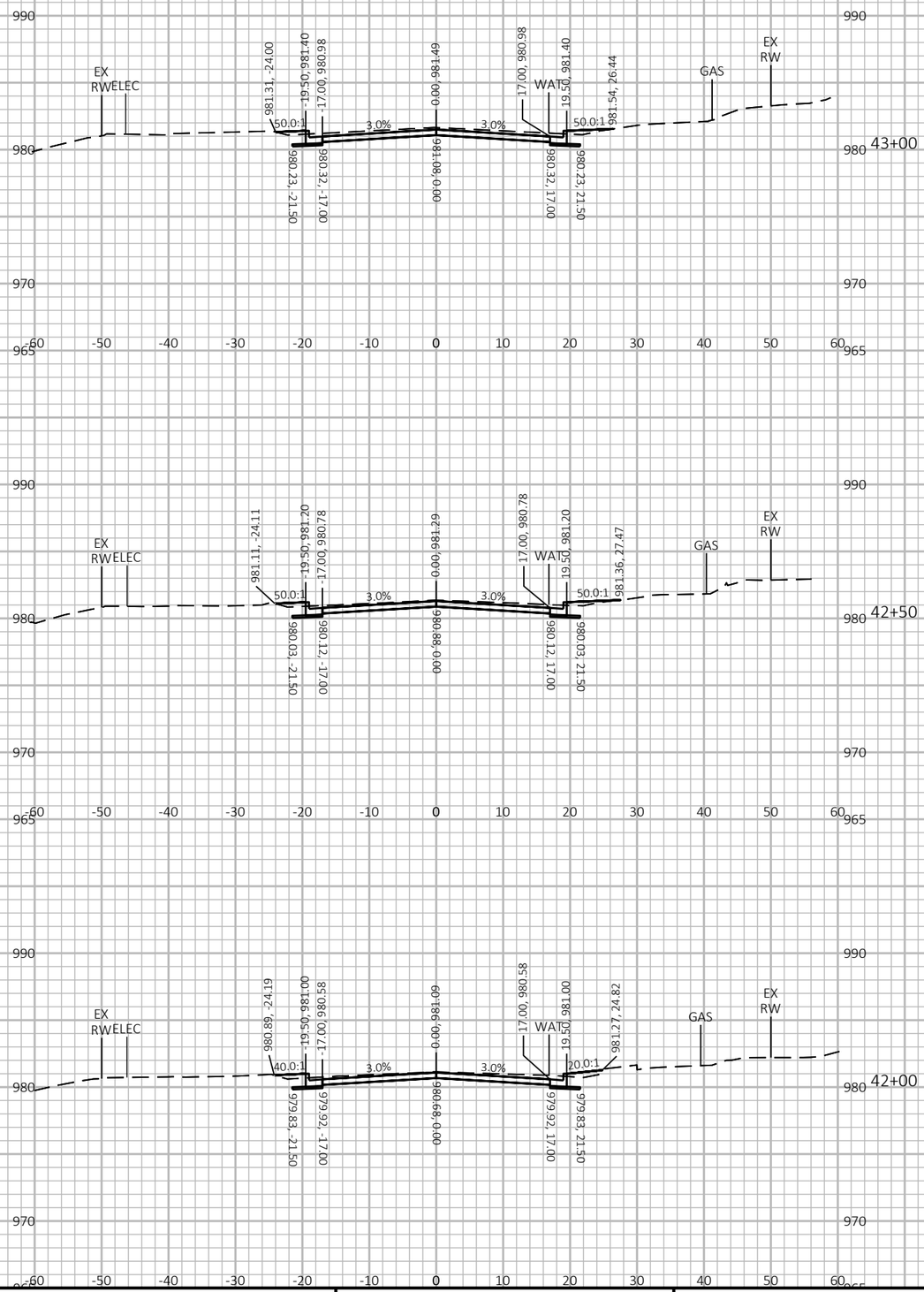
PLOT DATE : 8/28/2024 9:41 AM

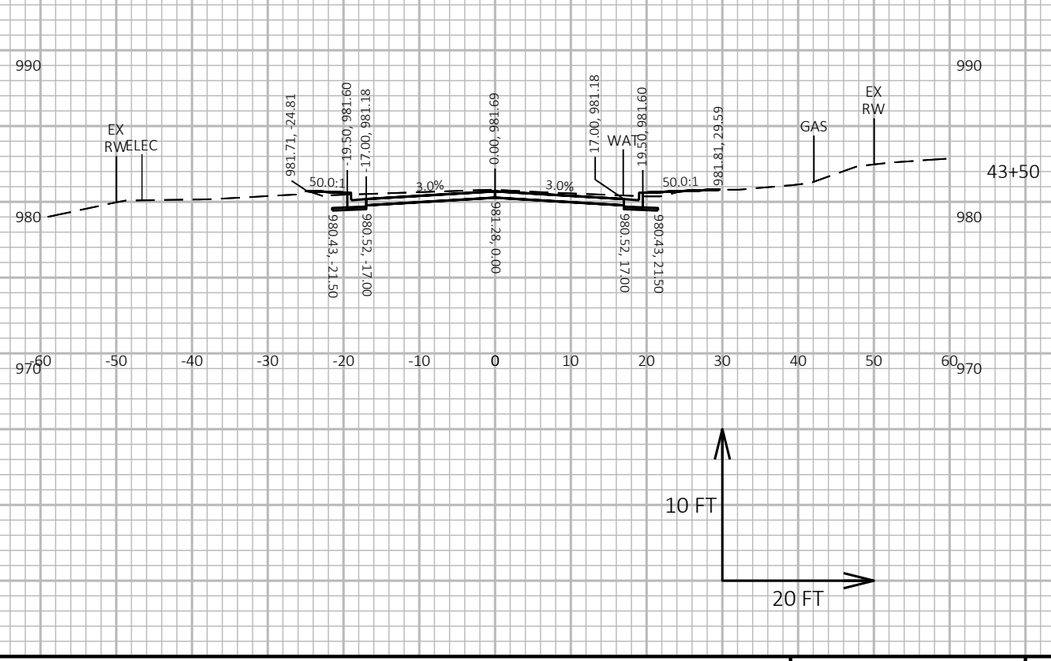
PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: N THOMPSON RD	SHEET 226	E

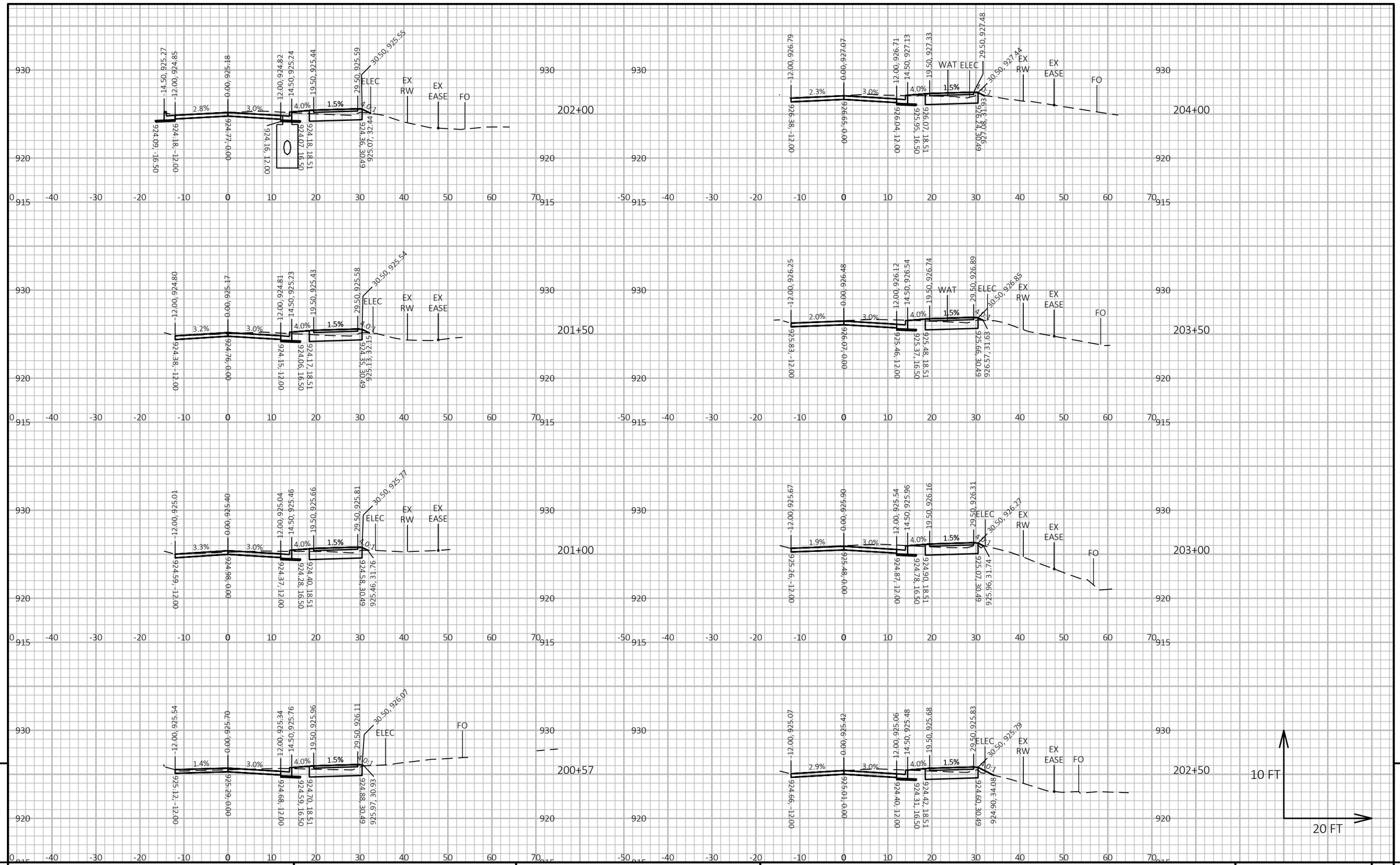
FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 8/28/2024 9:41 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 227	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090201-xs

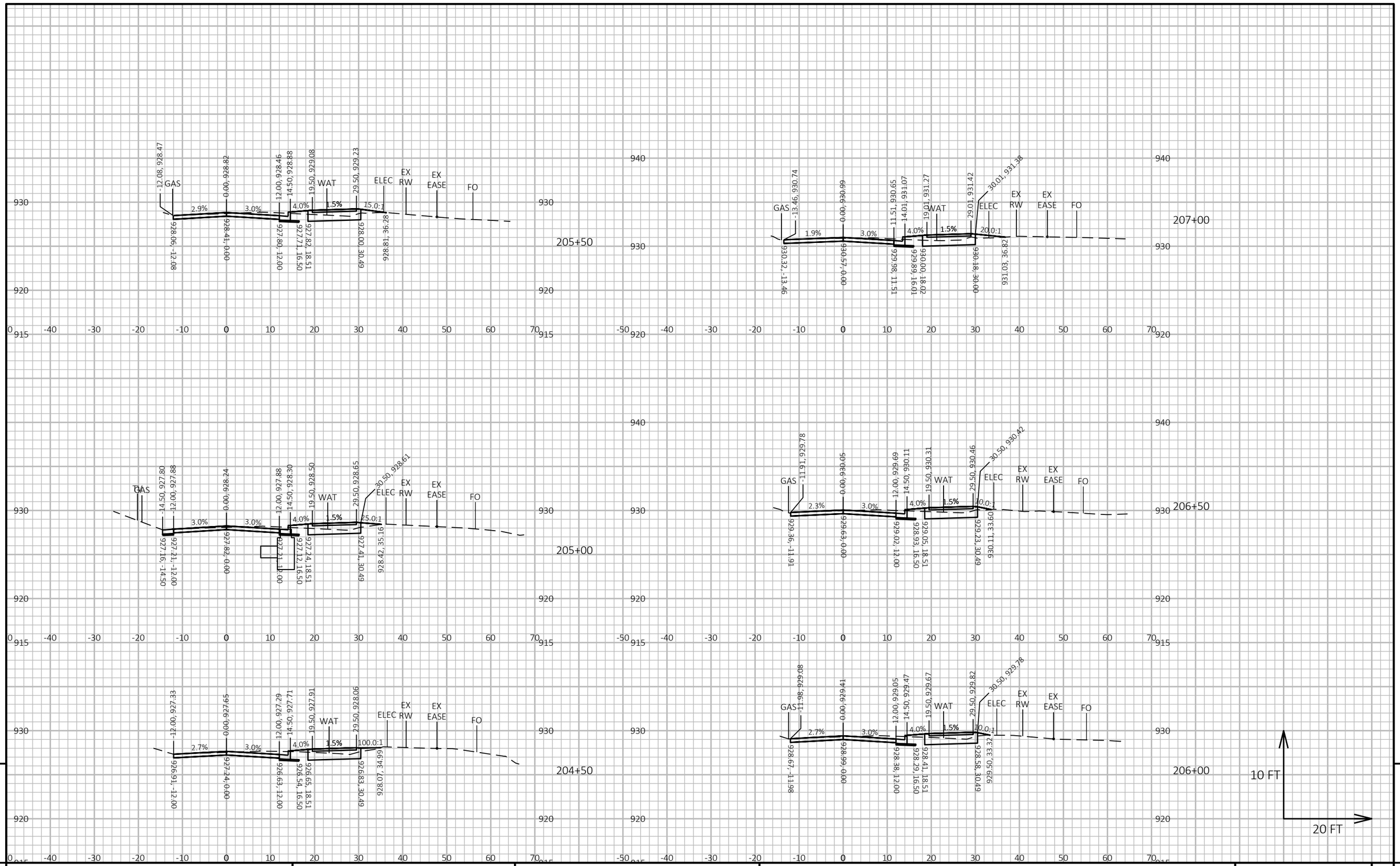
PLOT DATE : 8/28/2024 9:41 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 228	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090202-xs

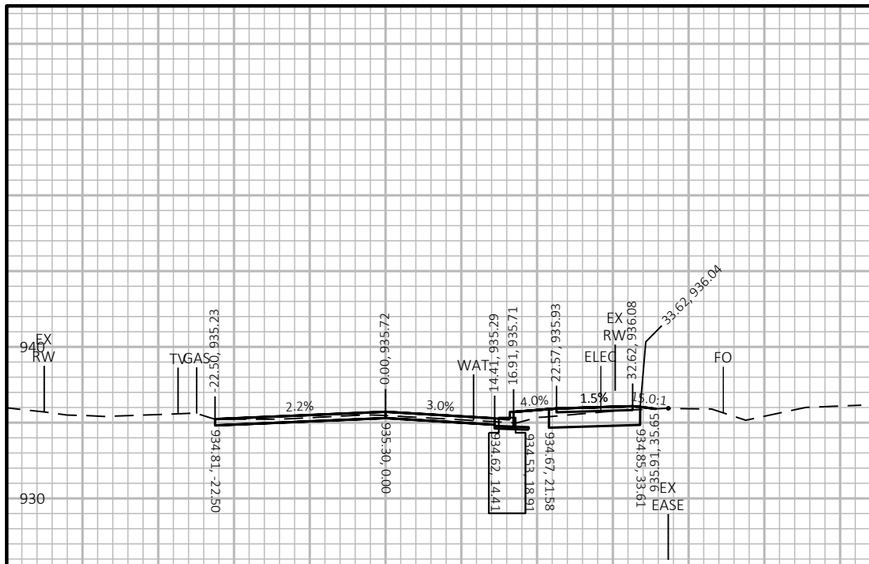
PLOT DATE : 8/28/2024 9:41 AM

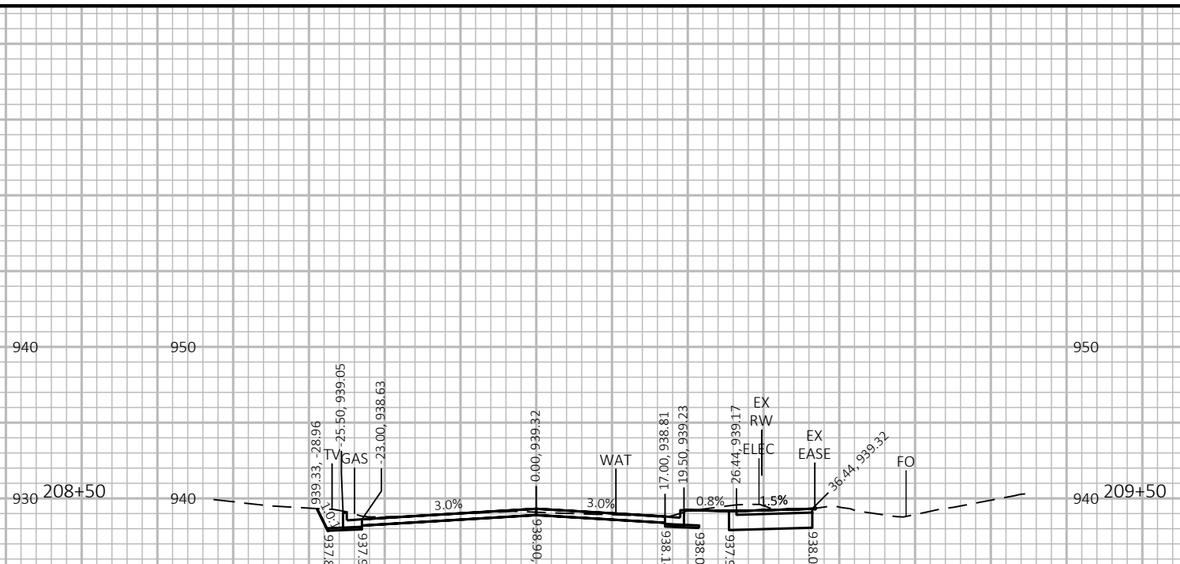
PLOT BY : NATHAN COOK

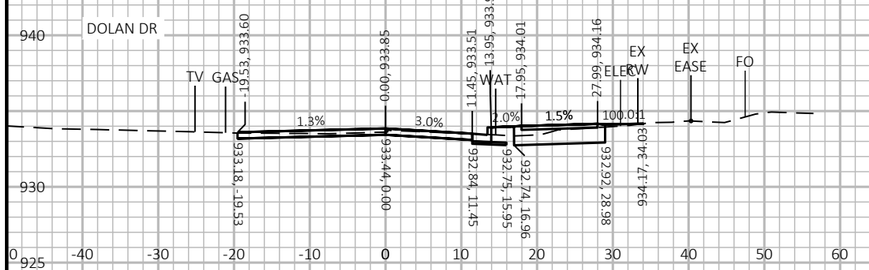
PLOT NAME :

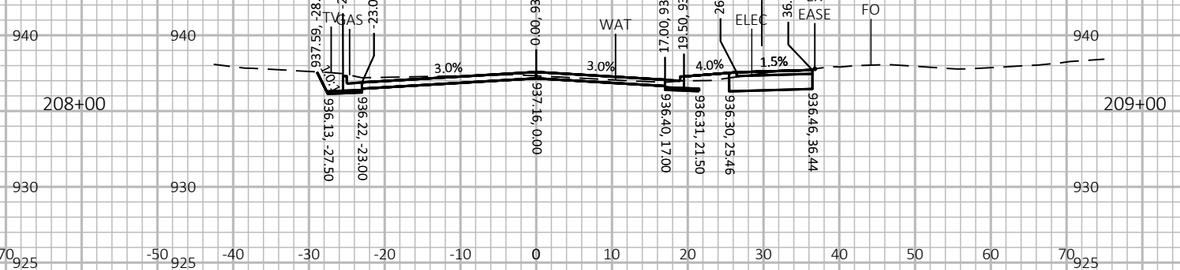
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

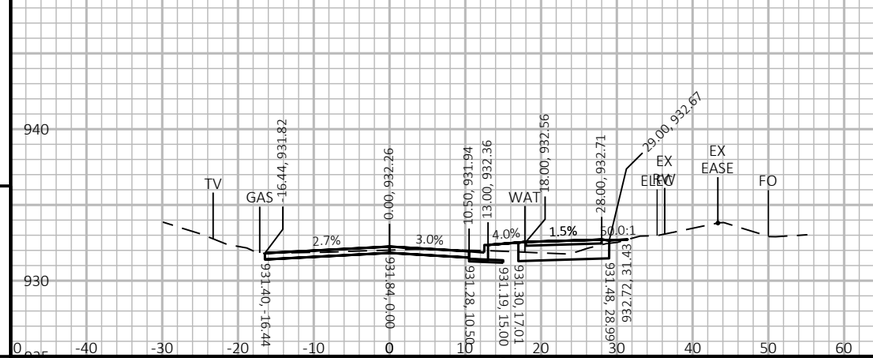
WISDOT/CADDS SHEET 49

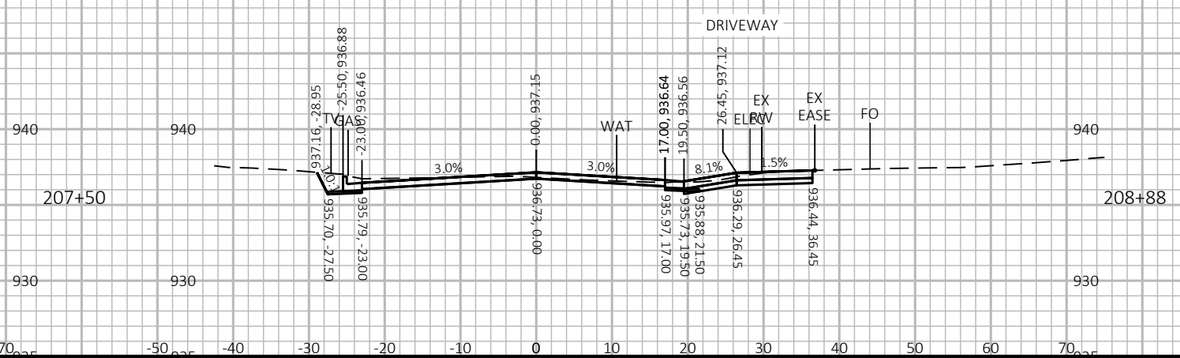


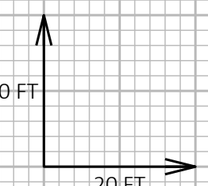












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9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 229	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090203-xs

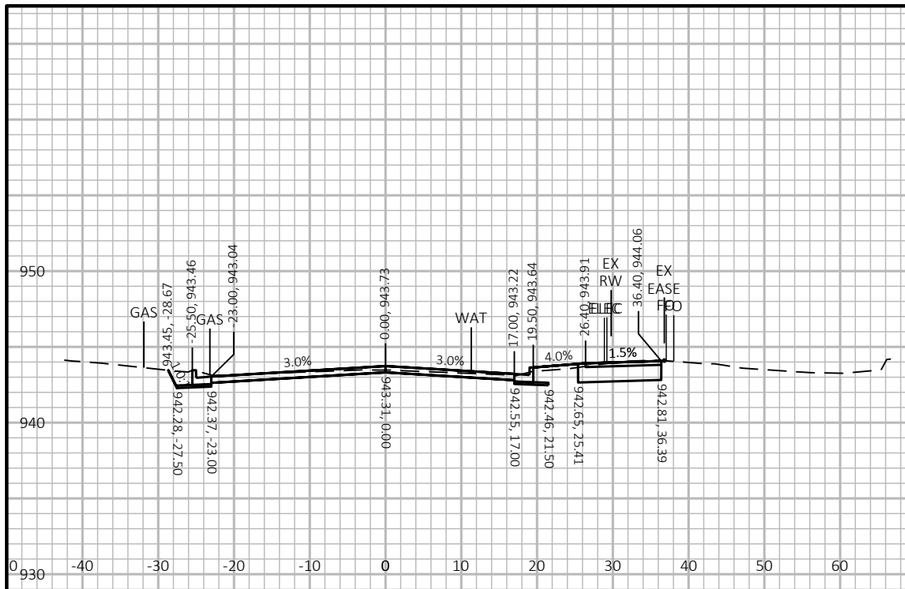
PLOT DATE : 8/28/2024 9:41 AM

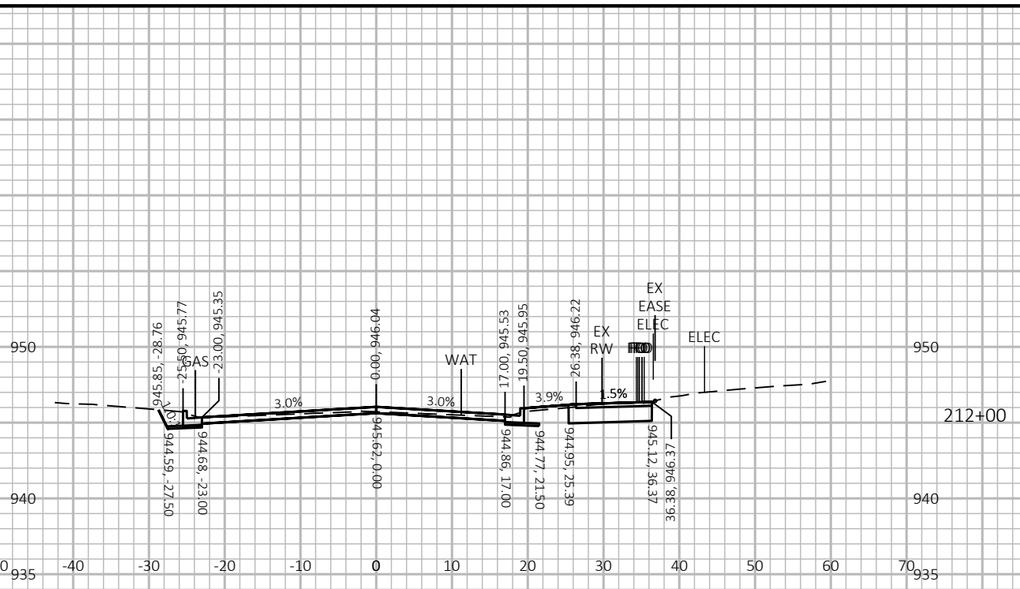
PLOT BY : NATHAN COOK

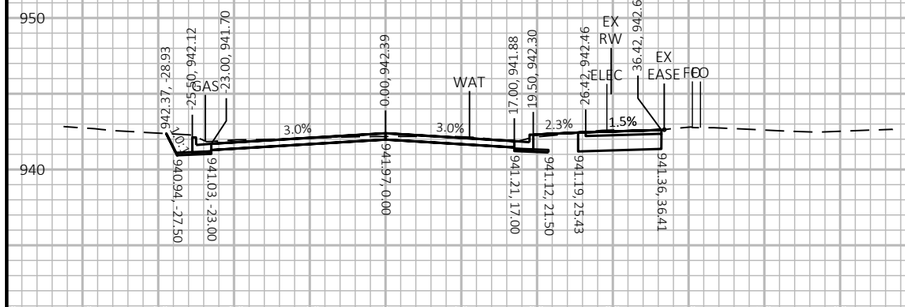
PLOT NAME :

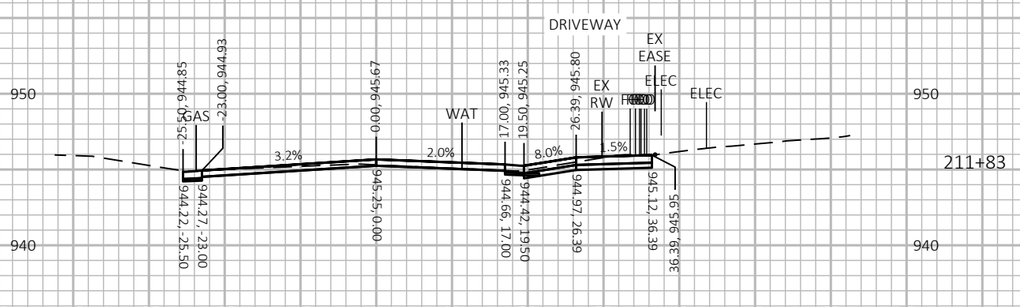
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

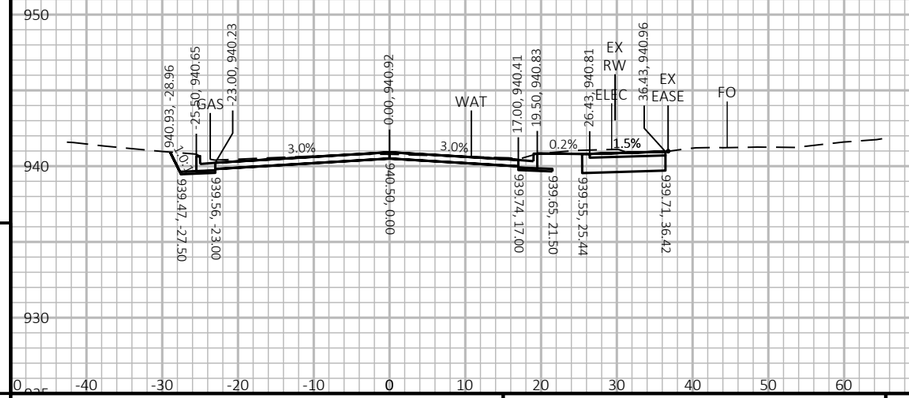
WISDOT/CADDS SHEET 49

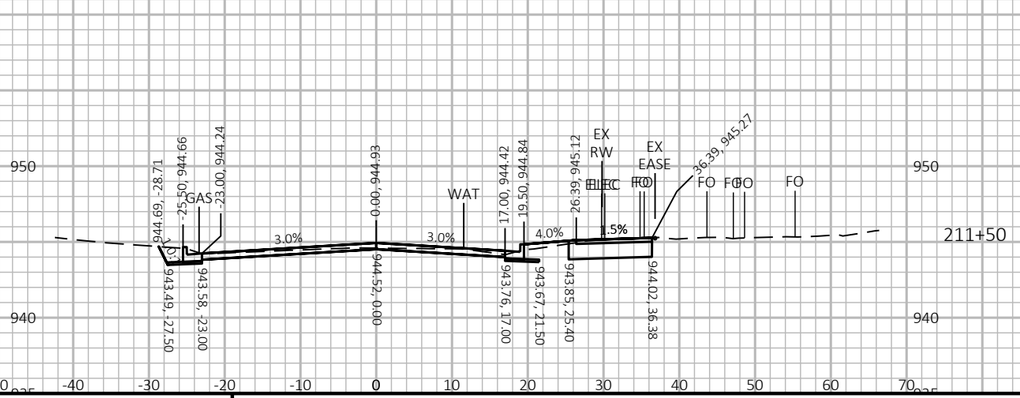














9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 230	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090204-xs

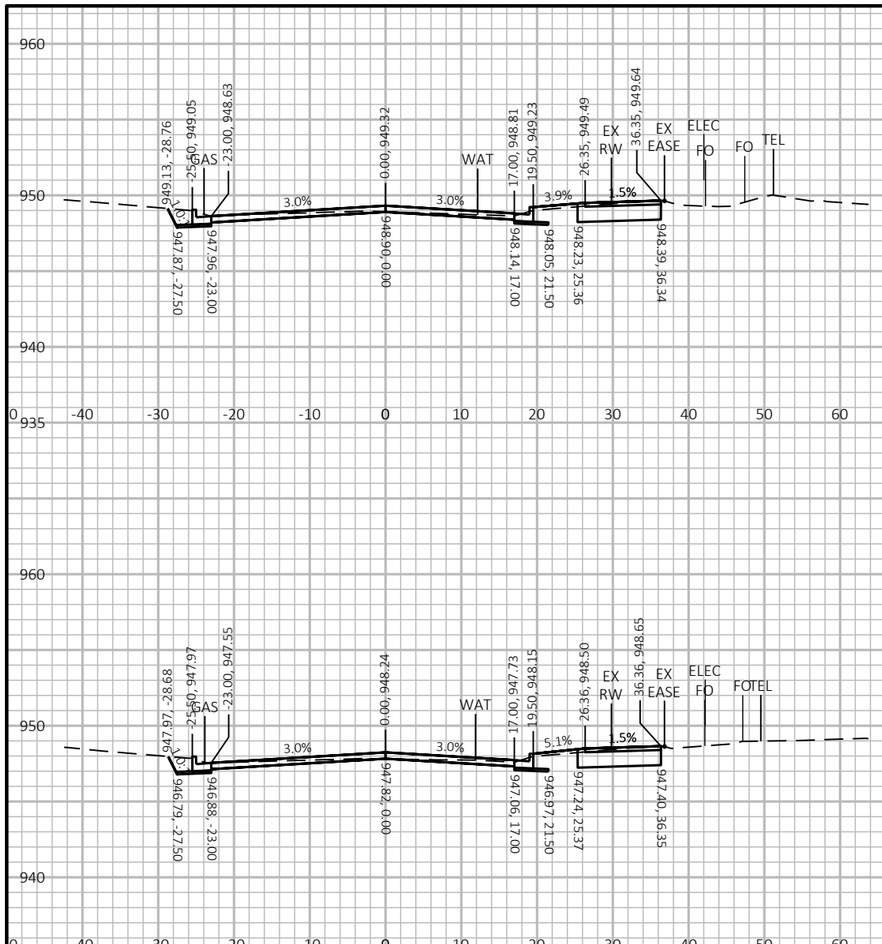
PLOT DATE : 8/28/2024 9:41 AM

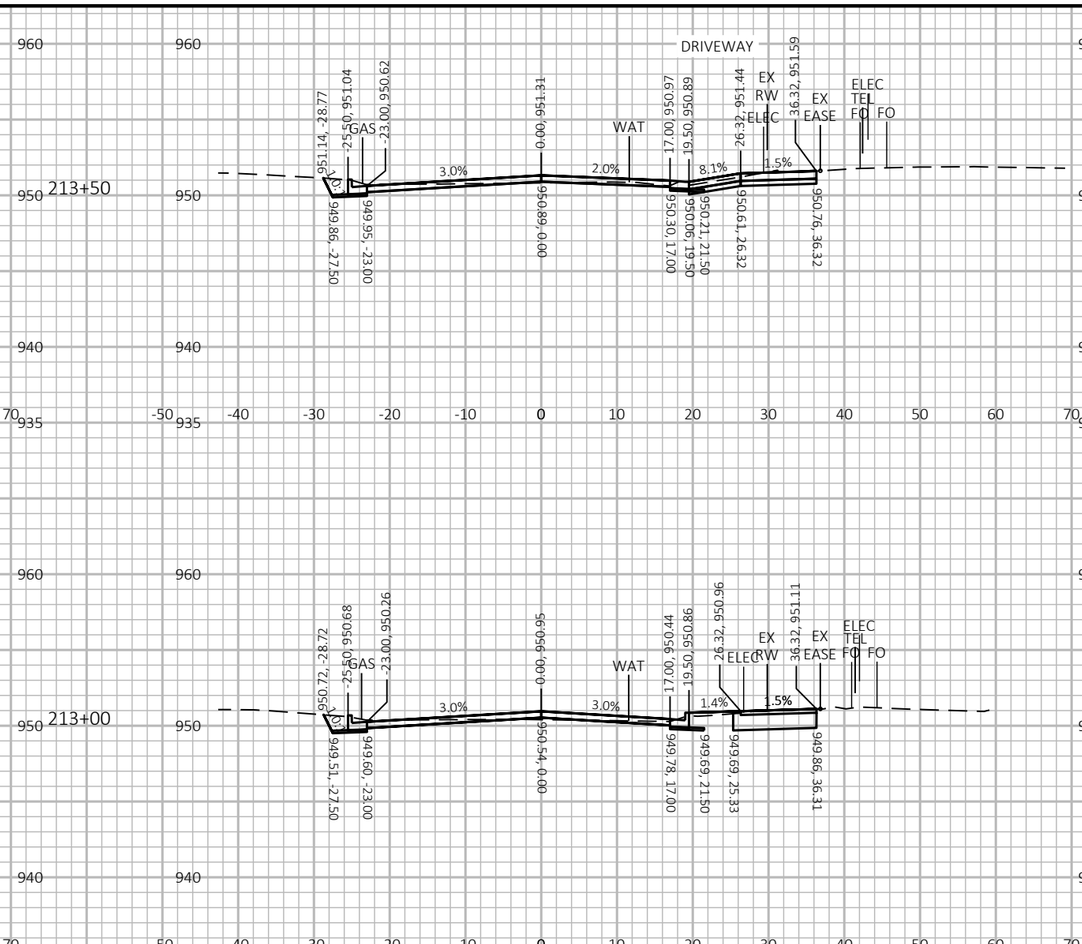
PLOT BY : NATHAN COOK

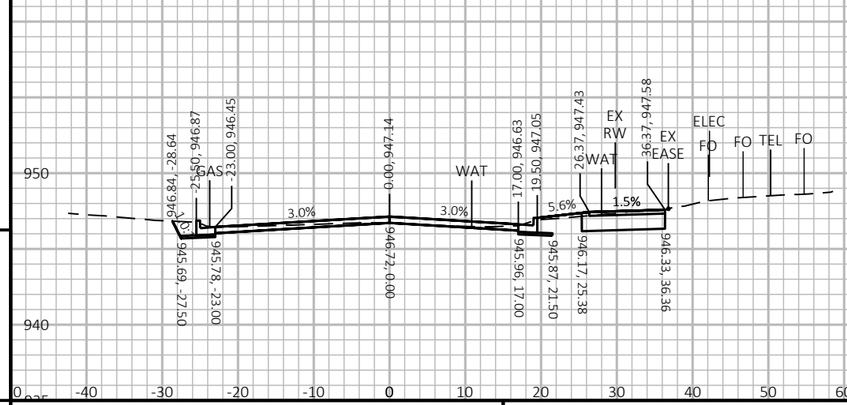
PLOT NAME :

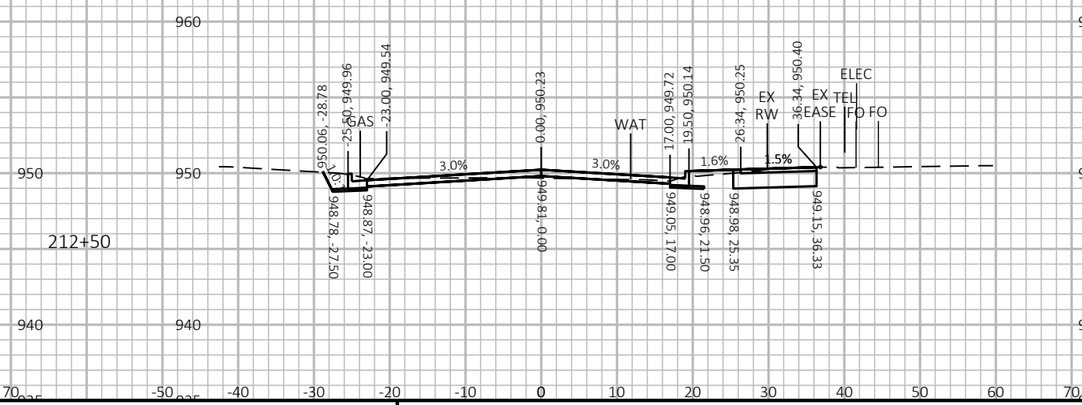
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

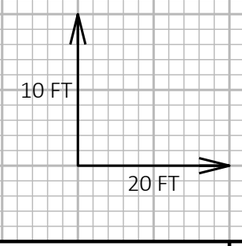
WISDOT/CADDS SHEET 49











9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 231	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090205-xs

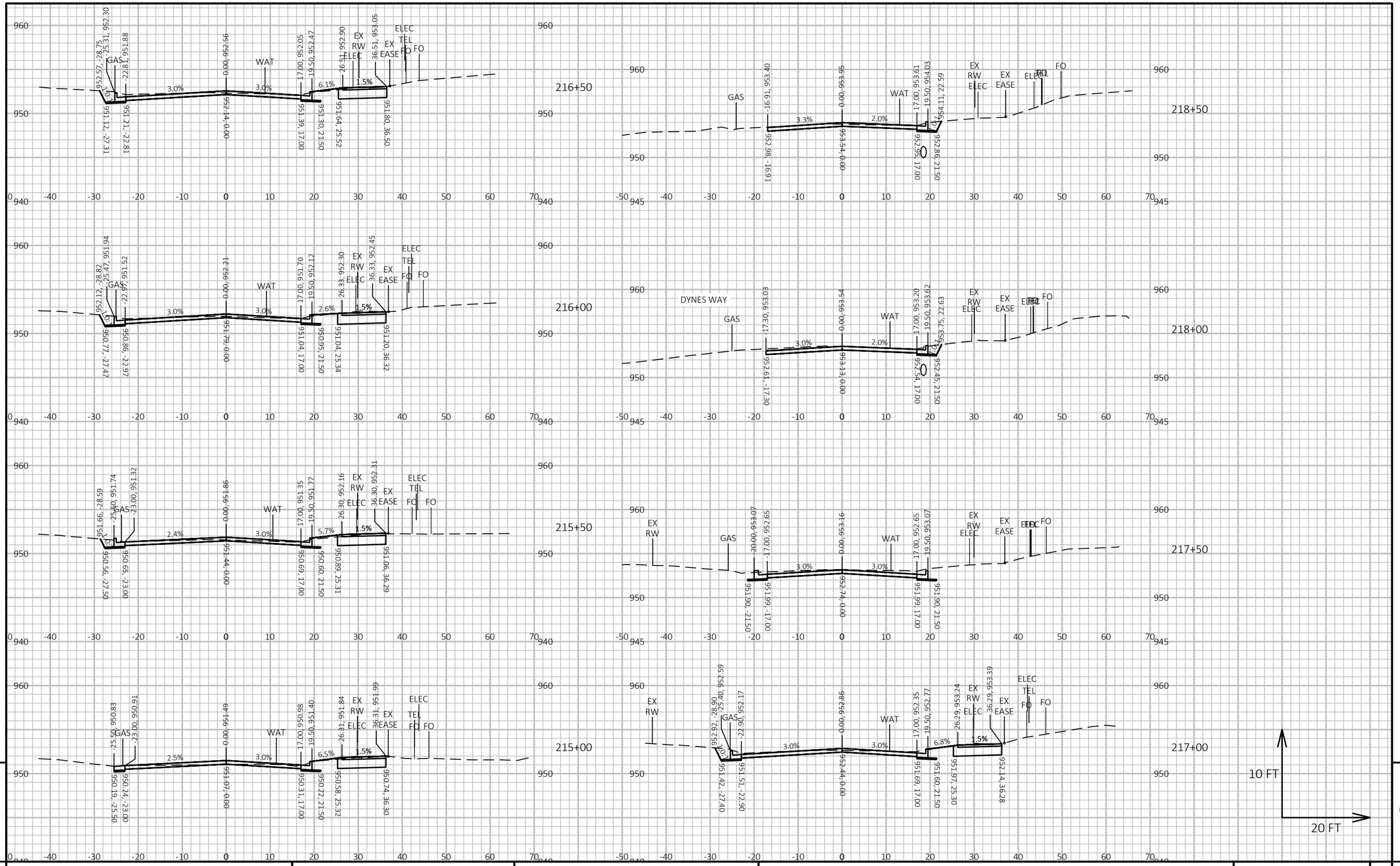
PLOT DATE : 8/28/2024 9:41 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 232	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090206-xs

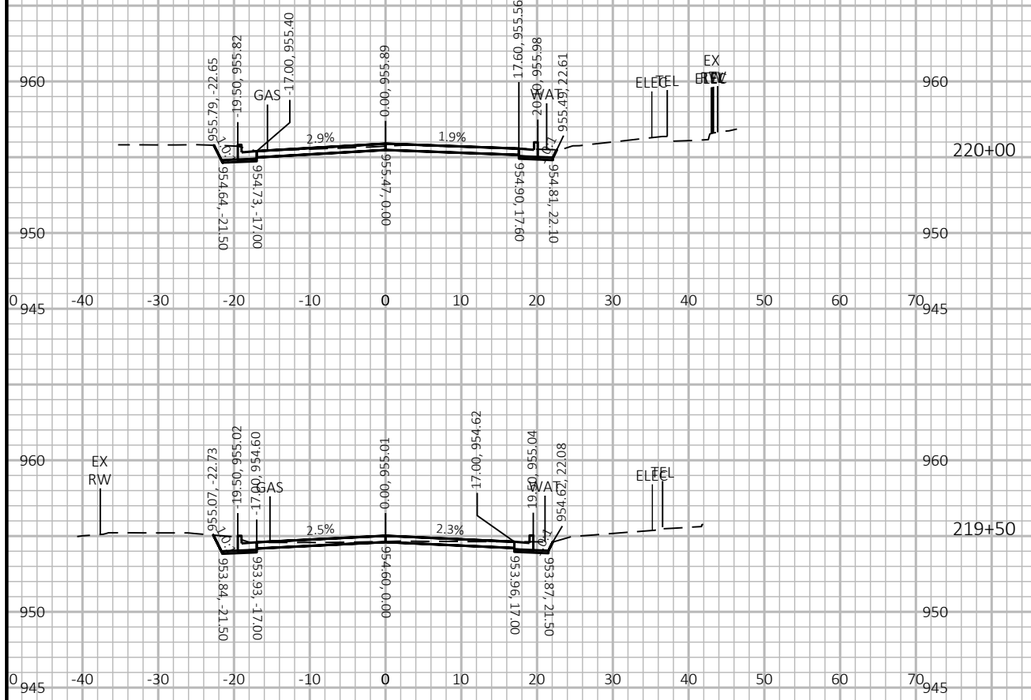
PLOT DATE : 8/28/2024 9:41 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 3996-00-31	HWY: N THOMPSON RD	COUNTY: DANE	CROSS SECTIONS: ST ALBERT THE GREAT DR	SHEET 233	E

FILE NAME : G:\00\00036\00036334\CADD\C3D\39960030\SHEETS\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 8/28/2024 9:41 AM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov