

MAD

PROJECT ID: 5570-01-73

WITH: N/A

COUNTY: ROCK

APRIL 2025

ORDER OF SHEETS

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

TOTAL SHEETS = 176

06

N

DESIGN DESIGNATION

A.A.D.T.	2028	=	13,100
A.A.D.T.	2048	=	13,100
D.H.V.		=	2240
D.D.		=	59/41
T.		=	8.1%
DESIGN SPEED		=	30 MPH
ESALS		=	2,200,000

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT (Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE (To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

ROCK

LABEL

95.36

E

FO

G

SAN

SS

T

W

CAUTION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF BELOIT, STATE STREET

IL STATE LINE TO USH 51

STH 213

ROCK COUNTY

STATE PROJECT NUMBER

5570-01-73

R-12-E

T-1-N

END PROJECT

STA 19+10

X = 489,786.542

Y = 201,925.283

BEGIN PROJECT

STA 10+00

X = 489,619.873

Y = 201,030.451

WISCONSIN ILLINOIS

81

51

213

WISCONSIN ILLINOIS

R-12-E

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.172 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK 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 WISCONSIN 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5570-01-73	WISC 2025413	1

ORIGINAL PLANS DEVELOPED BY WISDOT SW REGION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	BATTERMAN
Designer	JOSHUA WELLNITZ
Project Manager	CHRIS HAZARD, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JIM SIMPSON, P.E., P.L.S.

APPROVED FOR THE DEPARTMENT

Chris Hazard

DATE:

(Signature)

E

LIST OF STADARD ABBREVIATIONS

AADT	ANNUAL AVERAGE DAILY TRAFFIC	PE	PRIVATE ENTRANCE
BAD	BASE AGGREGATE DENSE	PI	POINT OF INTERSECTION
BM	BENCH MARK	PLE	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	PT	POINT OF TANGENCY
CP	CONTROL POINT	R	RADIUS
CE	COMMERCIAL ENTRANCE	RR	RAILROAD
DHV	DESIGN HOUR VOLUME	RT	RIGHT
DWF	DETECTABLE WARNING FIELD	R/L	REFERENCE LINE
DWY	DRIVEWAY	R/W	RIGHT-OF-WAY
EL	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ESALS	EQUIVALENT SINGLE AXLE LOADS	SE	SUPER ELEVATION
FERT	FERTILIZE	SS	STORM SEWER
HP	HIGH POINT	STA	STATION
IP	IRON PIPE OR PIN	STH	STATE TRUNK HIGHWAYS
LT	LEFT	SW	SIDEWALK
L	LENGTH OF CURVE	T	TANGENT
LP	LOW POINT	TEMP	TEMPORARY
MH	MANHOLE	TLE	TEMPORARY LIMITED EASEMENT
MAX	MAXIMUM	TYP	TYPICAL
NC	NORMAL CROWN	USH	UNITED STATES HIGHWAY
PC	POINT OF CURVATURE	VAR	VARIABLE

BORING LOGS SUMMARY						
BORING NUMBER	STA	EXISTING ASPHALT DEPTH	LAYER 2 DEPTH (MATERIAL)	LAYER 3 DEPTH (MATERIAL)	LAYER 4 (MATERIAL)	COMMENTS
B-1	10+58, 4' LT	4-INCH	4-INCHES (BRICK FILL)	7-INCH (PCC)	45-INCH (SAND, CLAY, GRAVEL)	
B-2	13+15, 21' RT	3.5-INCH	9-INCH (PCC)	10-INCH (SAND AND CLAY)	12-INCH (SAND, CLAY), 24-INCH (LEAN CLAY)	SOME BRICK FILL LAYER 4
B-3	15+11, 16' RT	4-INCH	9-INCH (PCC)	12-INCH (SAND)	36-INCH (LEAN CLAY)	
B-4	17+73, 22' RT	4-INCH	7-INCH (PCC)	49-INCH (SAND AND CLAY)		
B-5	18+63, 20' LT	4-INCH	7-INCH (PCC)	13-INCH (SAND)	36-INCH (SAND AND CLAY)	
B-6	17+31, 7' LT	4-INCH	7-INCH (PCC)	12-INCH (SAND)	36-INCH (SAND AND CLAY)	
B-7	15+46, 17' LT	3-INCH	8-INCH (PCC)	48-INCH (SAND, CLAY, GRAVEL)		
B-8	10+65, 14' LT	3-INCH	10-INCH (PCC)	9-INCH (SAND, CLAY, GRAVEL)	36-INCH (LEAN CLAY)	

WISCONSIN DOT DESIGN CONTACTS

PROJECT MANAGER

WISDOT

CHRIS HAZARD
2101 WRIGHT ST
MADISON, WI 53704
PHONE: (608) 245-2652
EMAIL: CHRISTOPHER.HAZARD@DOT.WI.GOV

PROJECT DESIGNER

WISDOT

JOSHUA WELLNITZ
2101 WRIGHT ST
MADISON, WI 53704
PHONE: (608) 266-0214
EMAIL: JOSHUA.WELLNITZ@DOT.WI.GOV

WISCONSIN DOT RAILROAD CONTACT

RAILROAD COORDINATOR

WISDOT

TERI BECKMAN
2101 WRIGHT ST
MADISON, WI 53704
PHONE: (608) 733-1923
EMAIL: TERI.BECKMAN@DOT.WI.GOV

WISCONSIN DNR CONTACT

DOT LIAISON

WISCONSIN DNR

SHELLEY NELSON
3911 FISH HATCHERY RD
MADISON, WI 53711
PHONE: (608) 444-2835
EMAIL: SHELLEY.NELSON@WISCONSIN.GOV

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- RAILROAD DETAILS
- CURB RAMP DETAILS
- PERMANENT SIGNING AND MARKING
- LIGHTING PLAN
- TRAFFIC CONTROL
- PEDESTRIAN ACCOMMODATIONS
- DETOUR PLAN

UTILITY CONTACTS

ALLIANT ENERGY

ELECTRICITY AND GAS/PETROLEUM
NICHOLAS DACHNIWSKYJ
935 WBR TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566
nicholasdachniwskyj@alliantenergy.com

AT&T WISCONSIN

COMMUNICATIONS

GARRETT BARTH
70 E DIVISION STREET
FOND DU LAC, WI 54935
(920) 957-0327
GB1789@att.com

CITY OF BELOIT

WATER

MIKE TINDER
2400 SPRINGBROOK CT
BELOIT, WI 53511
(608) 364-5725
TinderM@beloitwi.gov

CITY OF BELOIT

SEWER

CLIFF STENULSON
2400 SPRINGBROOK CT
BELOIT, WI 53511
(608) 364-5724
StenulsonC@beloitwi.gov

EVERSTREAM

COMMUNICATIONS

GINO ESPOSITO
324 E. WISCONSIN AVE
MILWAUKEE, WI 53202
(224) 423-2909
GEsposito@Everstream.net

METRO FIBERNET, LLC

COMMUNICATIONS

BILL FRANK
3701 COMMUNICATIONS WAY
EVANSVILLE, IN 47715
(309) 838-4941
Bill.frank@metronet.com

ROCK ENERGY COOPERATIVE

ELECTRICITY

AARON RECHLIN
2815 KENNEDY RD
JANESVILLE, WI 53547
(608) 752-4550
AaronR@rock.coop

SPECTRUM

COMMUNICATIONS

TOMMY ROWE
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 206-5741
Tommy.rowe@charter.com

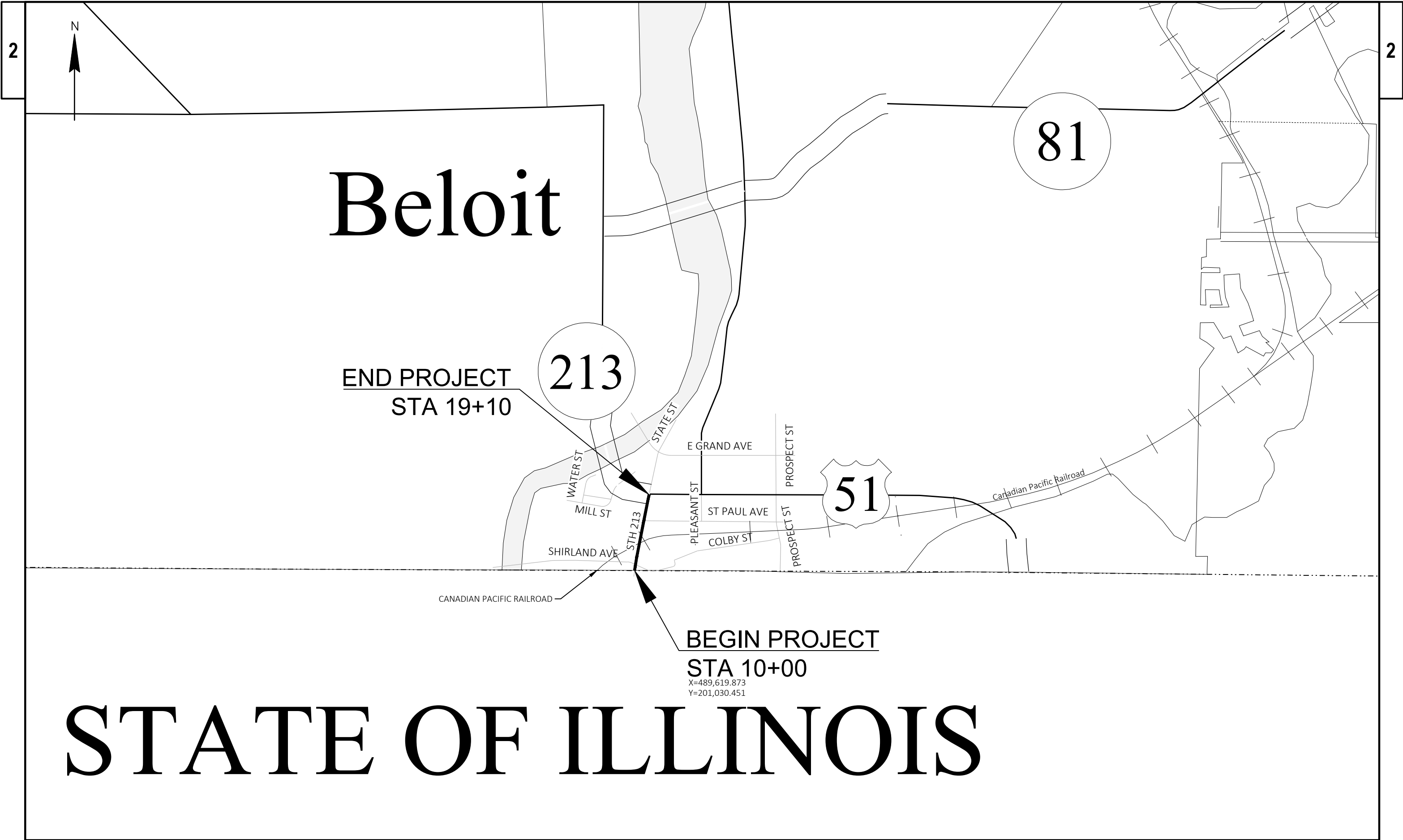
WINDSTREAM KDL, LLC

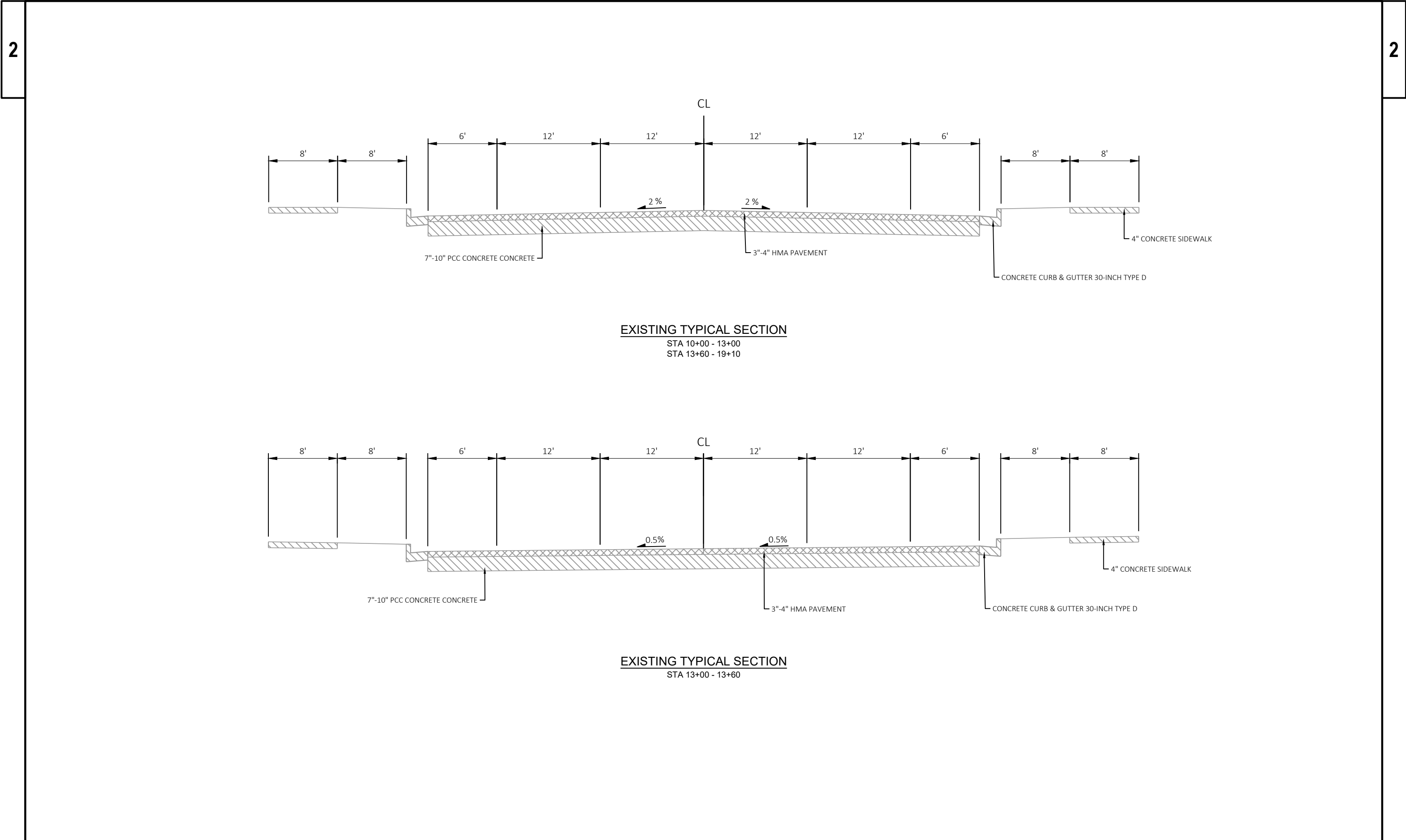
COMMUNICATIONS

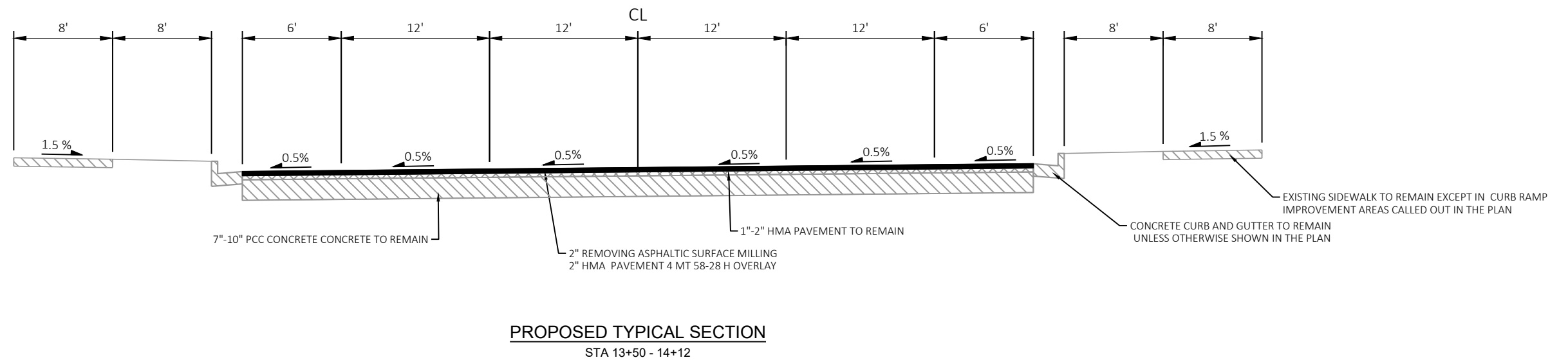
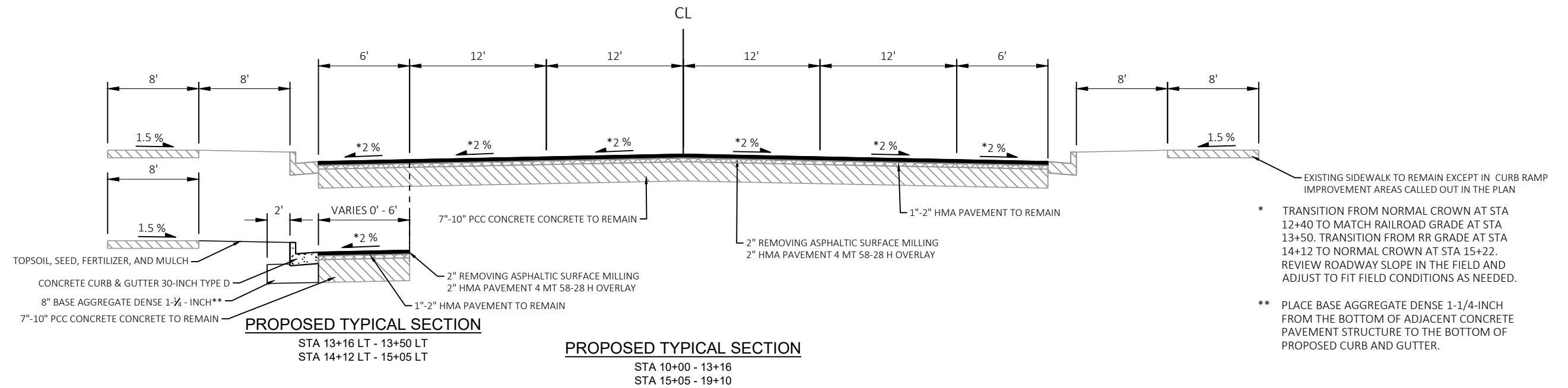
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
(920) 410-6902
Lori.Ketter@windstream.com

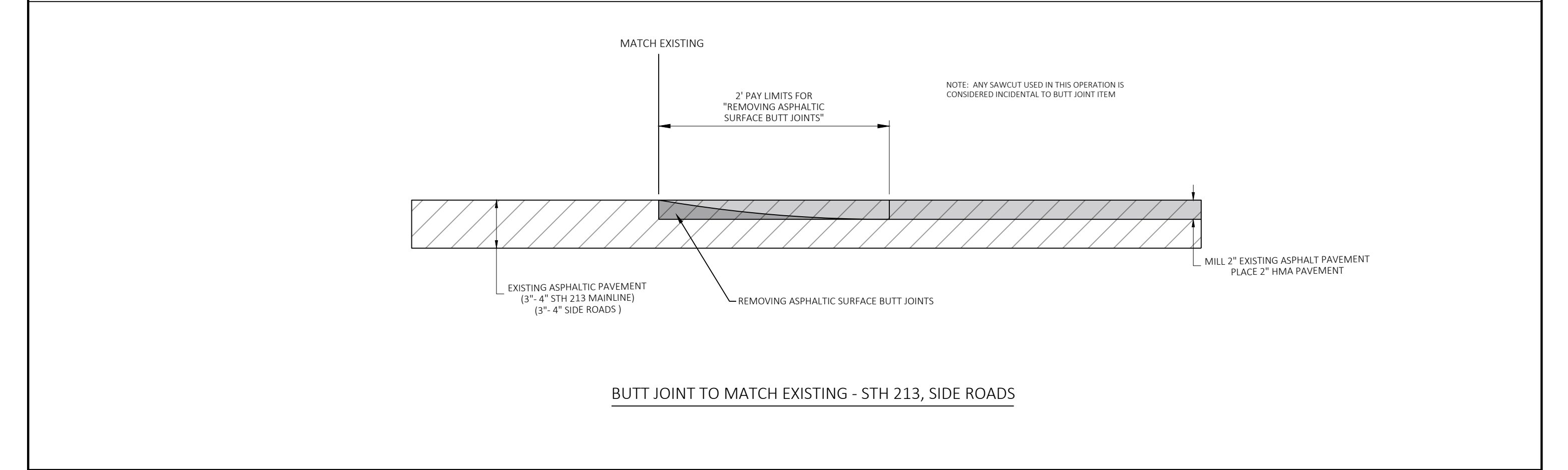
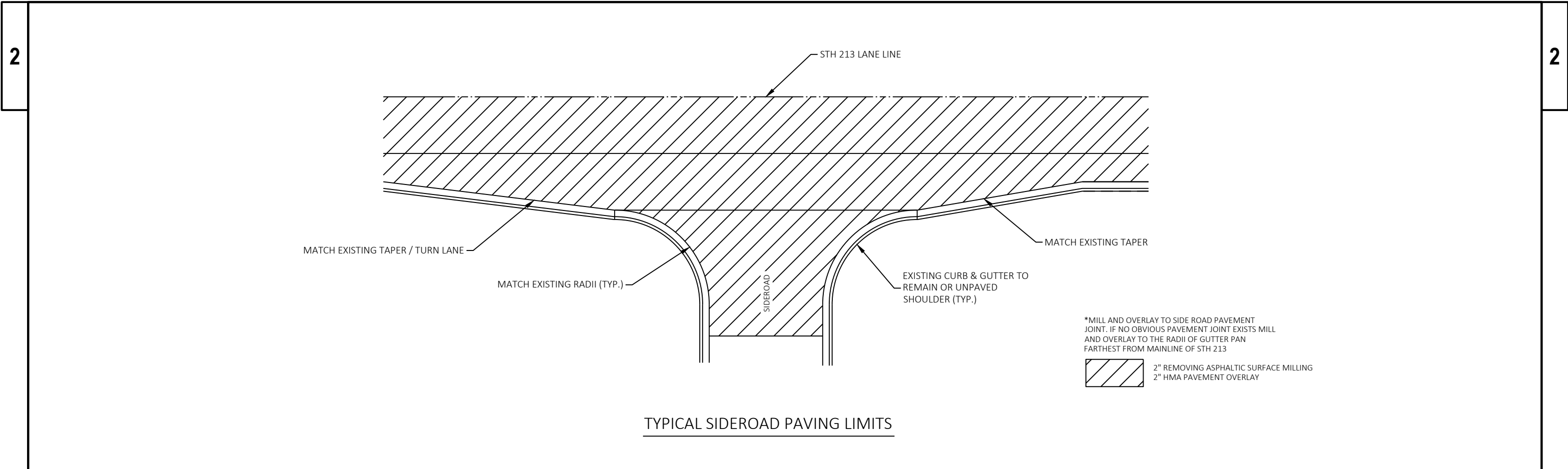
GENERAL NOTES

- MATCH EXISTING SIDE ROAD GEOMETRICS AND OVERLAY EXISTING TAPERS.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
- EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER NEEDED.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- ASPHALTIC SURFACE/HMA CALCULATIONS ARE BASED ON 112 LBS/SY/IN.
- APPLY TACK COAT AT A RATE OF .07 GAL/SY TO MILLED PAVEMENT SURFACES.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- THE CONTRACTORS PAVING OPERATION SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITH THE DRIVING, TURNING, PASSING, OR PARKING LANE.
- DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SEEDED, FERTILIZED, AND MULCHED AS DIRECTED BY THE ENGINEER. ALL OTHER DISTURBED AREAS SHALL BE SEEDED, FERTILIZED AND MULCHED AT THE CONTRACTORS EXPENSE.
- EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND, UNLESS OTHERWISE SHOWN IN THE PLAN AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.
- MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT, SUCH AS DRIVEWAYS, SIDEWALKS, PEDESTRIAN RAMPS, SIDE STREETS OR INLETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE PROJECT ENGINEER, OR AS SHOWN ON THE PLANS.
- OUTSIDE OF CURB RAMP OPENING LOCATIONS, CONSTRUCT INSIDE EDGE OF SIDEWALK 1/2-INCH HIGHER THAN THE TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.



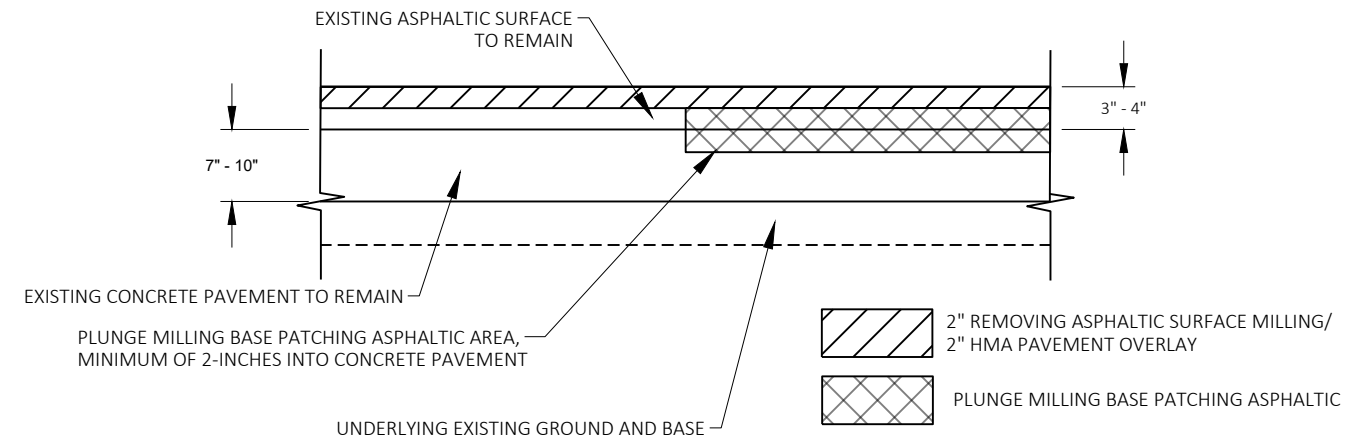






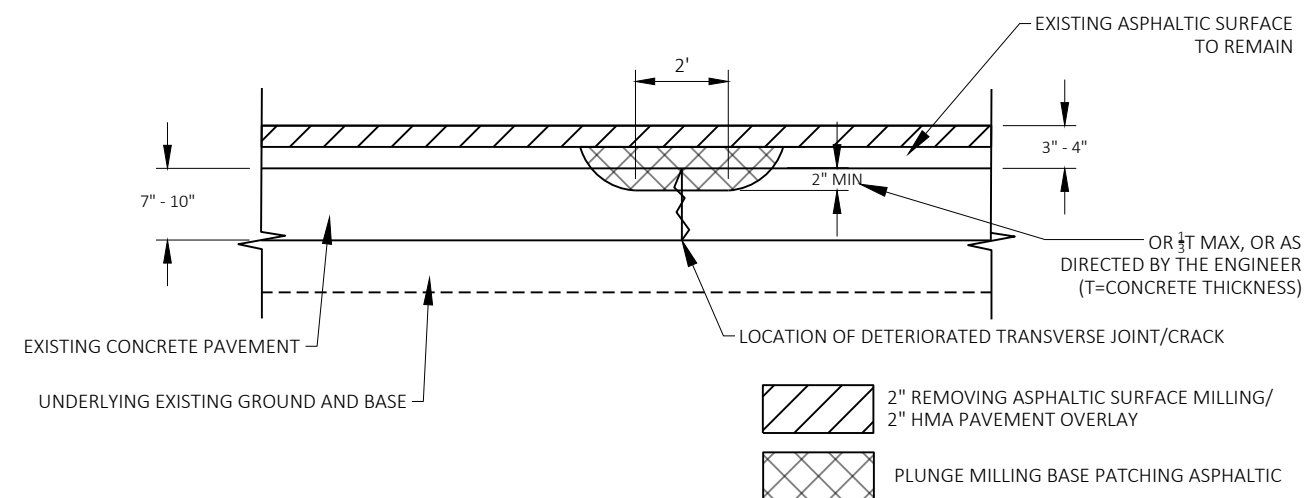
2

2 |



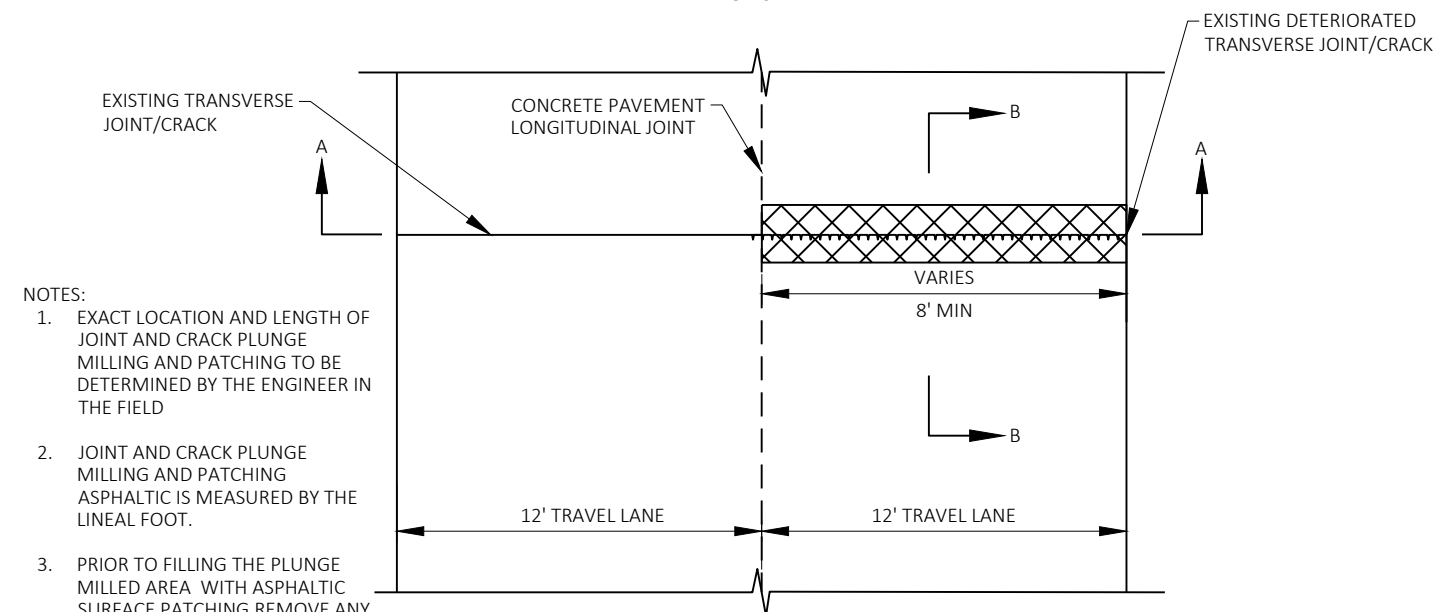
JOINT AND CRACK PLUNGE MILLING AND PATCHING

SECTION A-A



JOINT AND CRACK PLUNGE MILLING AND PATCHING

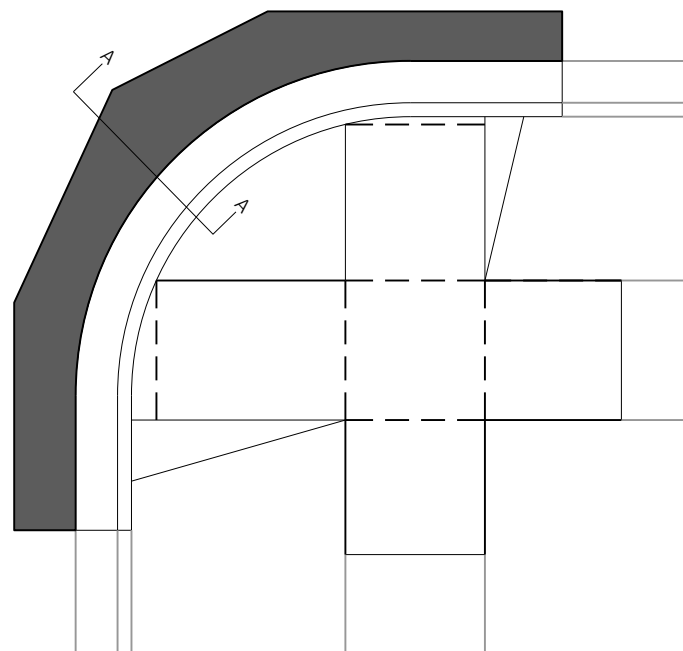
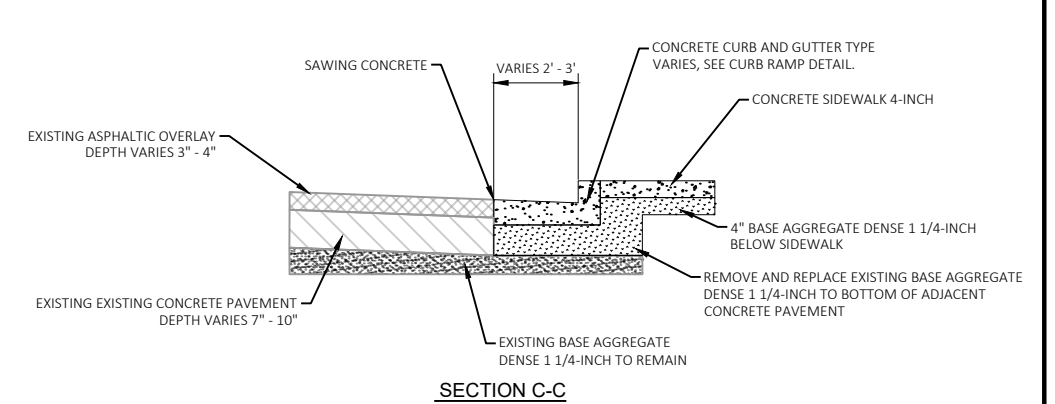
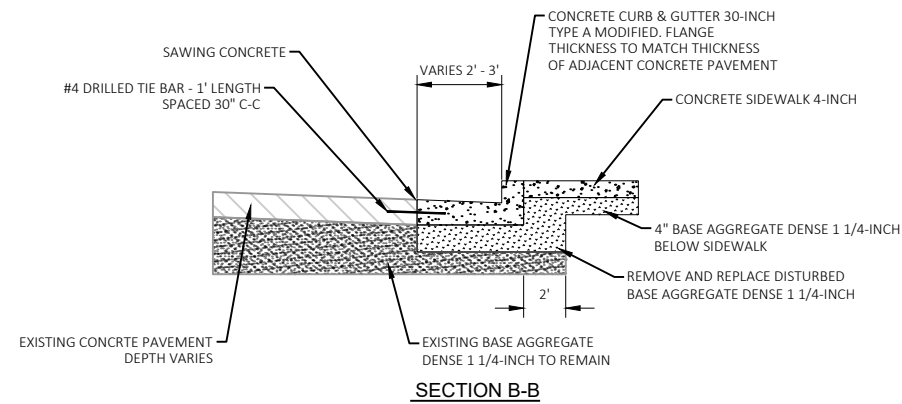
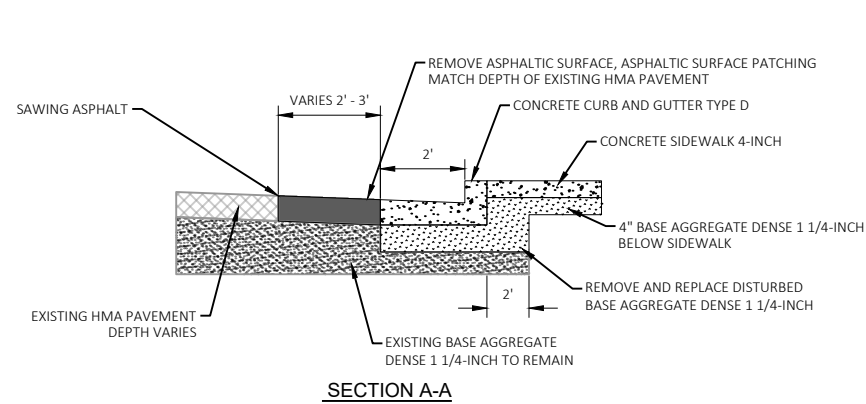
SECTION B-B



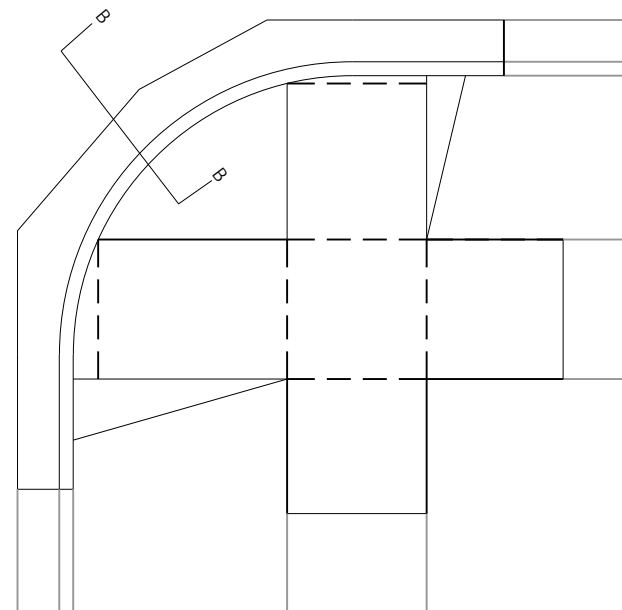
- NOTES:
1. EXACT LOCATION AND LENGTH OF JOINT AND CRACK PLUNGE MILLING AND PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD
 2. JOINT AND CRACK PLUNGE MILLING AND PATCHING ASPHALTIC IS MEASURED BY THE LINEAL FOOT.
 3. PRIOR TO FILLING THE PLUNGE MILLED AREA WITH ASPHALTIC SURFACE PATCHING REMOVE ANY LOSE DEBRIS. THIS OPERATION IS INCIDENTAL TO CONSTRUCTION.

JOINT AND CRACK PLUNGE MILLING AND PATCHING

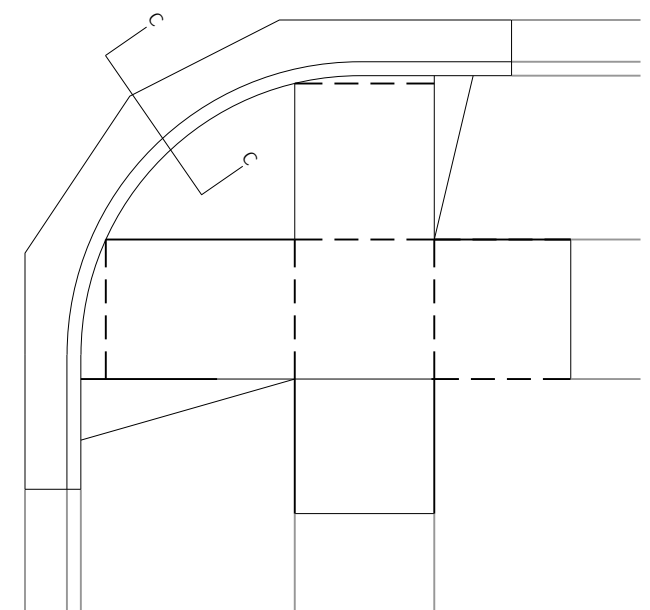
PLAN VIEW



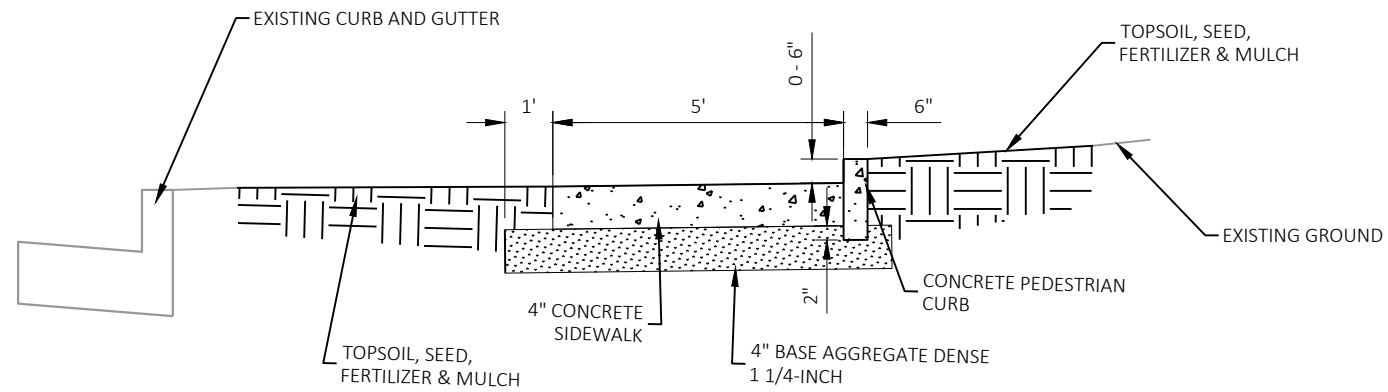
- NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
 2. INSTALL TWO DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB AND GUTTER.



- NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
 2. INSTALL TWO DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB AND GUTTER.
 3. INSTALL DRILLED TIE BARS SPACED AT 30" C-C ALONG THE ENTIRE LENGTH OF NEW CURB AND GUTTER



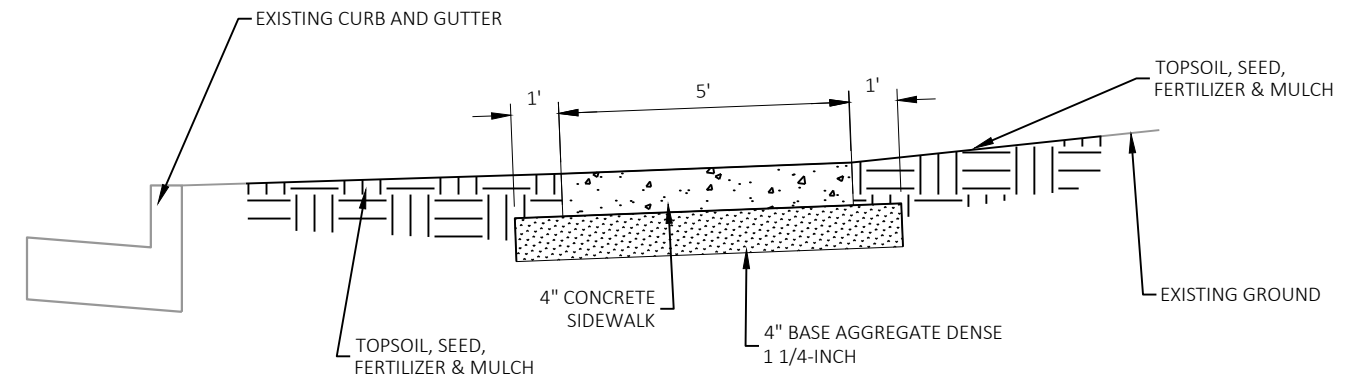
- NOTES:
1. SEE CURB RAMP DETAILS FOR GUTTER PAN SLOPES.
 2. INSTALL TWO DRILLED TIE BARS AT EACH CONNECTION TO EXISTING CURB AND GUTTER.



TYPICAL PEDESTRIAN CURB SECTION

NOTES:

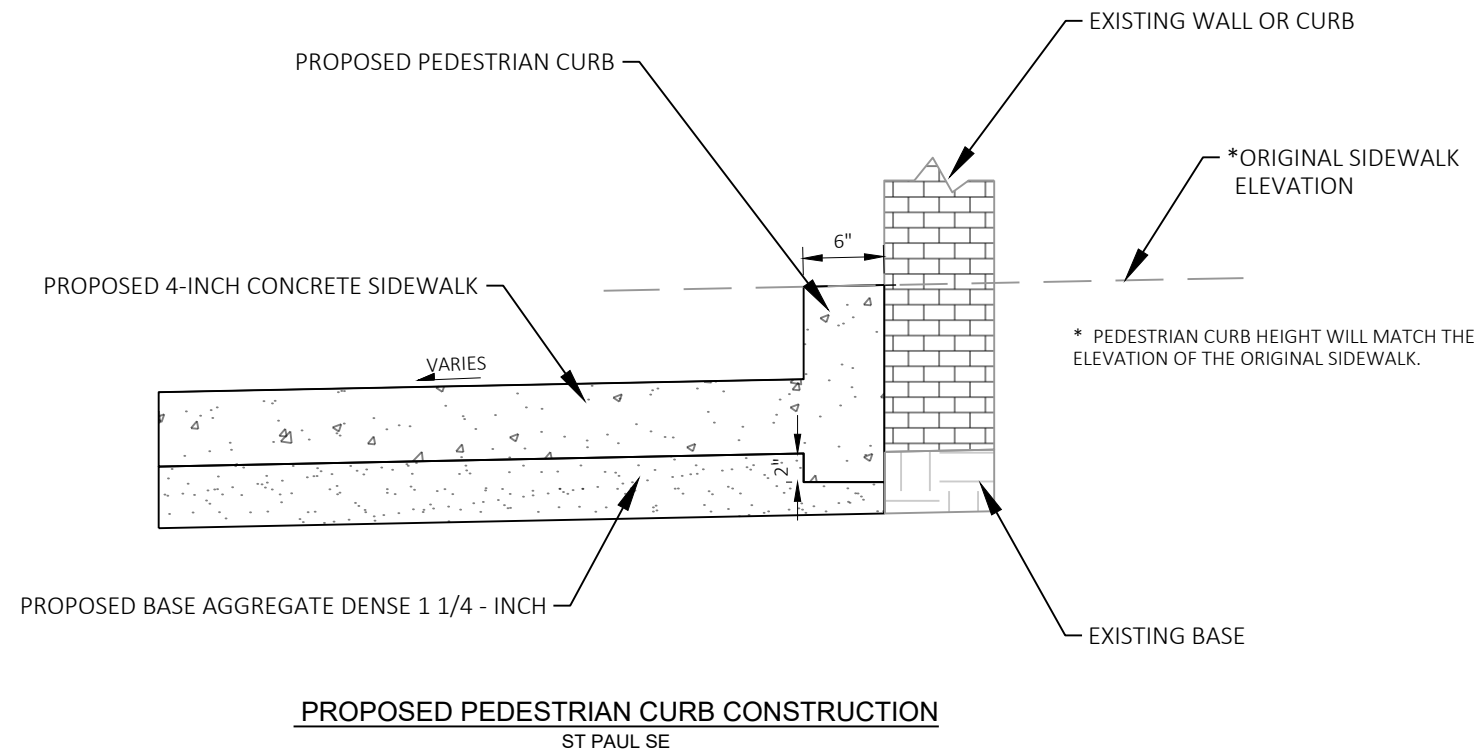
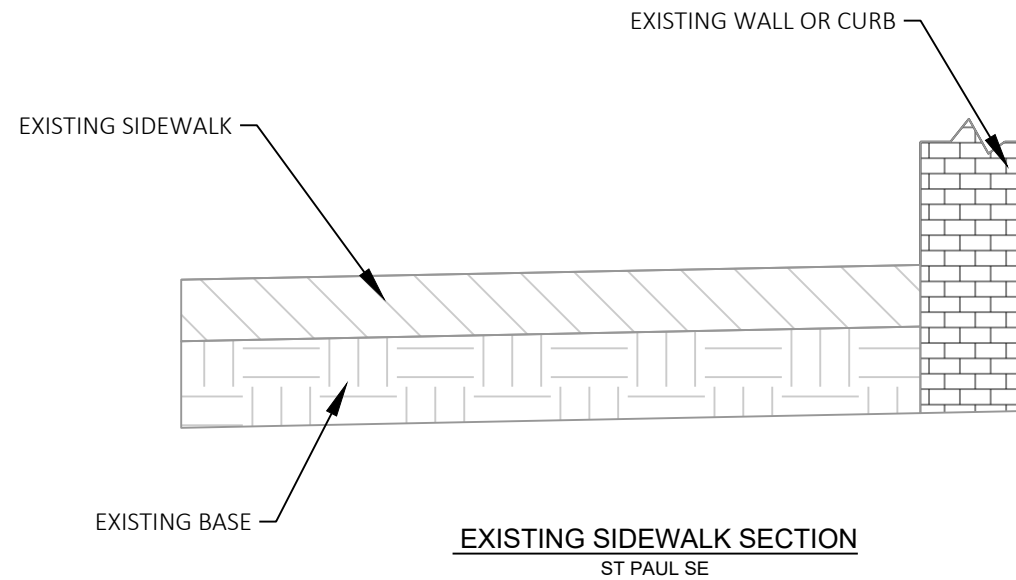
1. PAYMENT FOR ALL TOPSOIL, SEED, FERTILIZER, AND MULCH SHALL BE PAID FOR UNDER GRADING, SHAPING, & FINISHING SPECIAL ITEMS.
2. THE HEIGHT OF THE CURB SHALL VARY BETWEEN 0 INCHES AND 6 INCHES BASED ON THE CURB RAMP DETAIL ELEVATIONS.
3. THE PEDESTRIAN CURB MAY BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK OR IT CAN BE POURED SEPARATELY. WHEN POURED SEPARATELY EXPANSION FELT IS REQUIRED BETWEEN THE CONCRETE SIDEWALK AND CONCRETE PEDESTRIAN CURB.



TYPICAL SIDEWALK SECTION

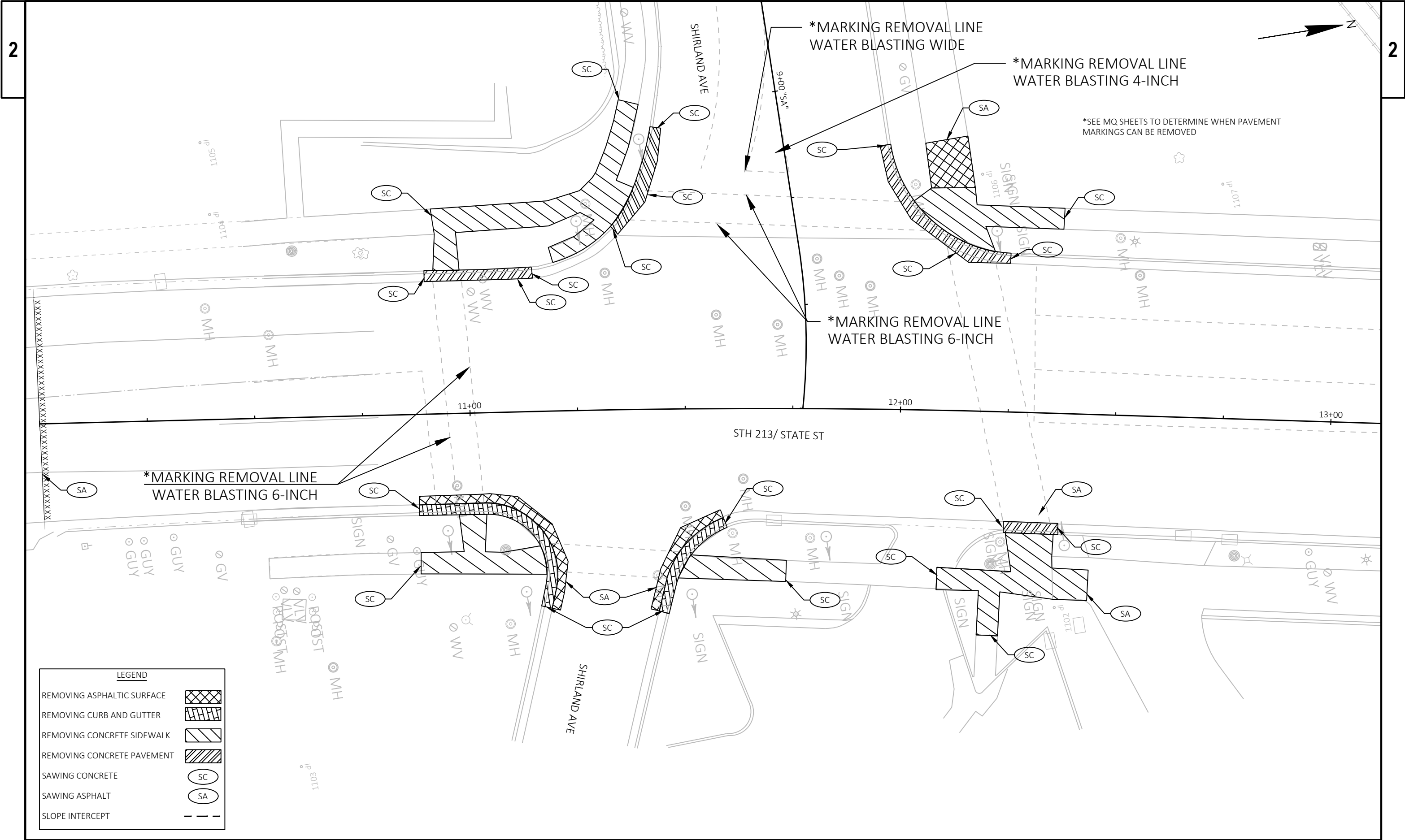
NOTES:

1. PAYMENT FOR ALL TOPSOIL, SEED, FERTILIZER, AND MULCH SHALL BE PAID FOR UNDER GRADING, SHAPING, & FINISHING SPECIAL ITEMS.

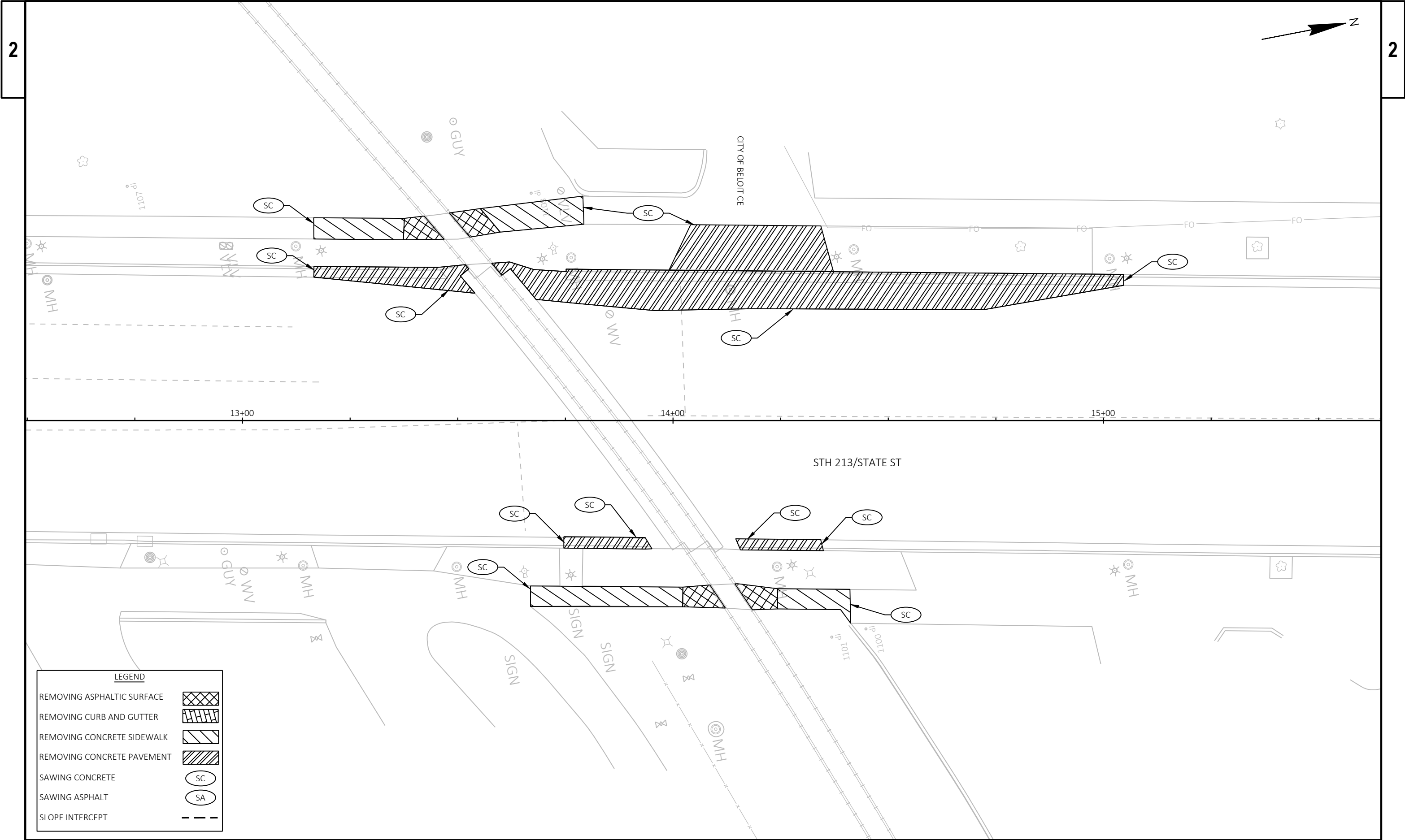


NOTES:

1. EXISTING WALL OR CURB THAT IS DAMAGED BY THE CONTRACTORS OPERATIONS SHALL BE REPLACED OR FIXED BY THE CONTRACTOR AT NO COST TO THE STATE.
2. THE HEIGHT OF THE PROPOSED PEDESTRIAN CURB WILL CHANGE BASED ON THE ELEVATION OF THE PROPOSED SIDEWALK.
3. SEE CURB RAMP DETAILS - ST PAUL SE FOR ADDITIONAL DETAILS REGARDING SIDEWALK AND PEDESTRIAN CURB LAYOUT.
4. THIS DETAIL IS FOR REFERENCE ONLY AND MAY NOT SHOW ALL REQUIRED MATERIALS TO CONSTRUCT PEDESTRIAN CURB ACCORDING TO WISDOT SPECIFICATION.



LEGEND	
REMOVING ASPHALTIC SURFACE	
REMOVING CURB AND GUTTER	
REMOVING CONCRETE SIDEWALK	
REMOVING CONCRETE PAVEMENT	
SAWING CONCRETE	
SAWING ASPHALT	
SLOPE INTERCEPT	

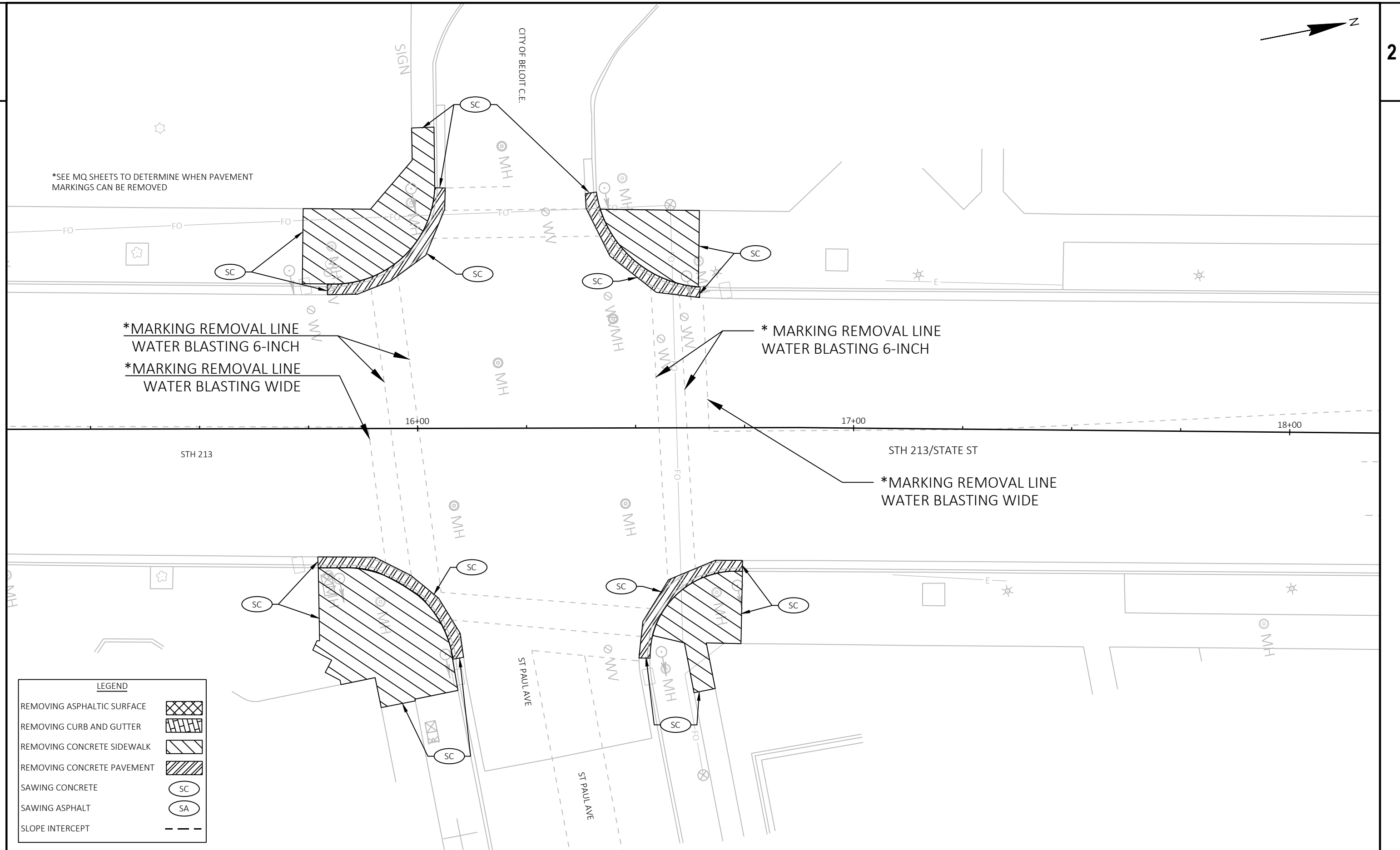


LEGEND

REMOVING ASPHALTIC SURFACE	
REMOVING CURB AND GUTTER	
REMOVING CONCRETE SIDEWALK	
REMOVING CONCRETE PAVEMENT	
SAWING CONCRETE	
SAWING ASPHALT	
SLOPE INTERCEPT	

2

2



PROJECT NO:	5570-01-73
-------------	------------

HWY: STH 213

COUNTY: ROCK

REMOVAL DETAILS

SHEET	13	E
-------	----	---

FILE NAME : N:\PDS\C3D\55700103\SHEETSPLAN\021006-CD.DWG
LAYOUT NAME - 03

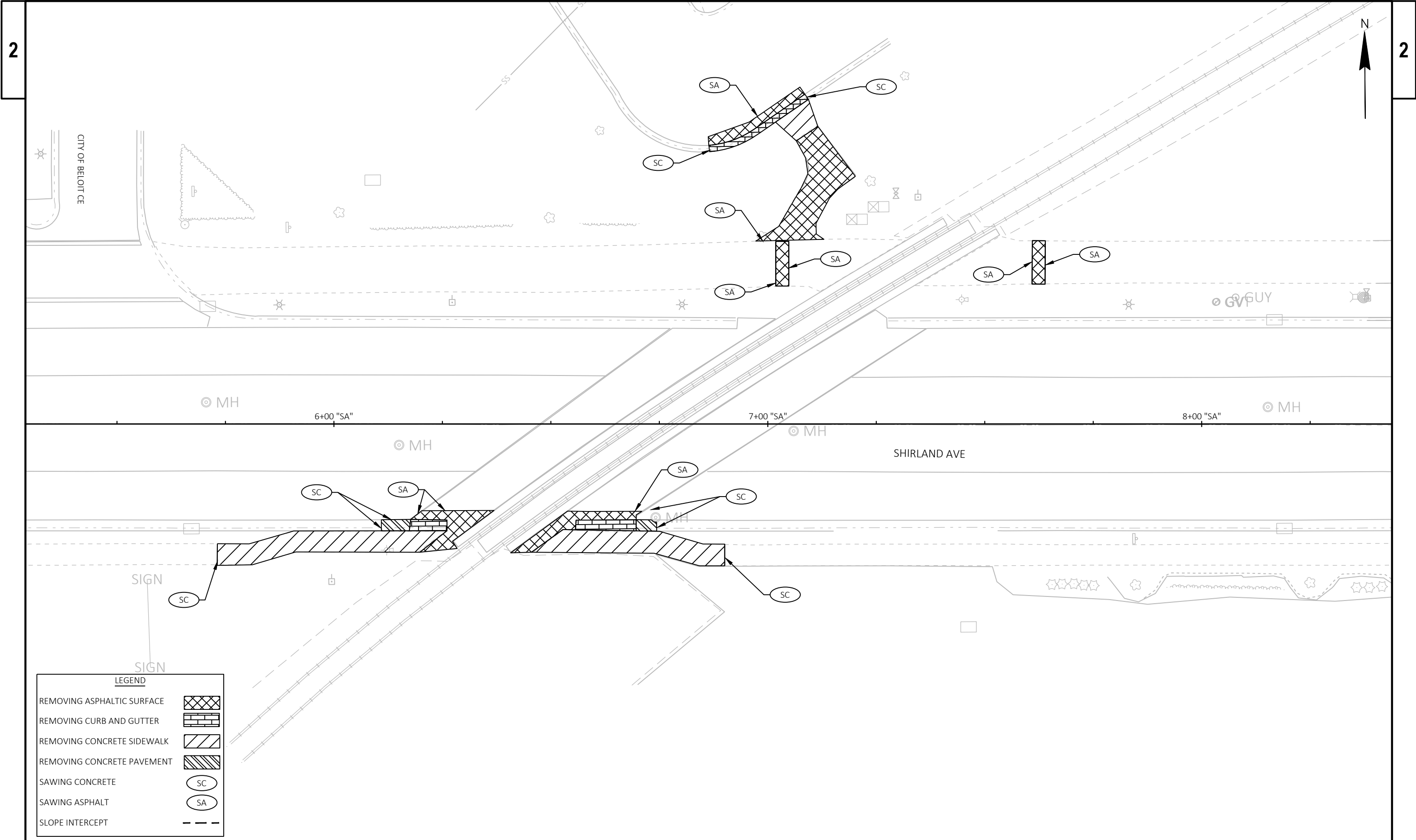
PLOT DATE : 10/24/2024 11:11 AM

PLOT BY : WELLNITZ, JOSHUA M

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



LEGEND

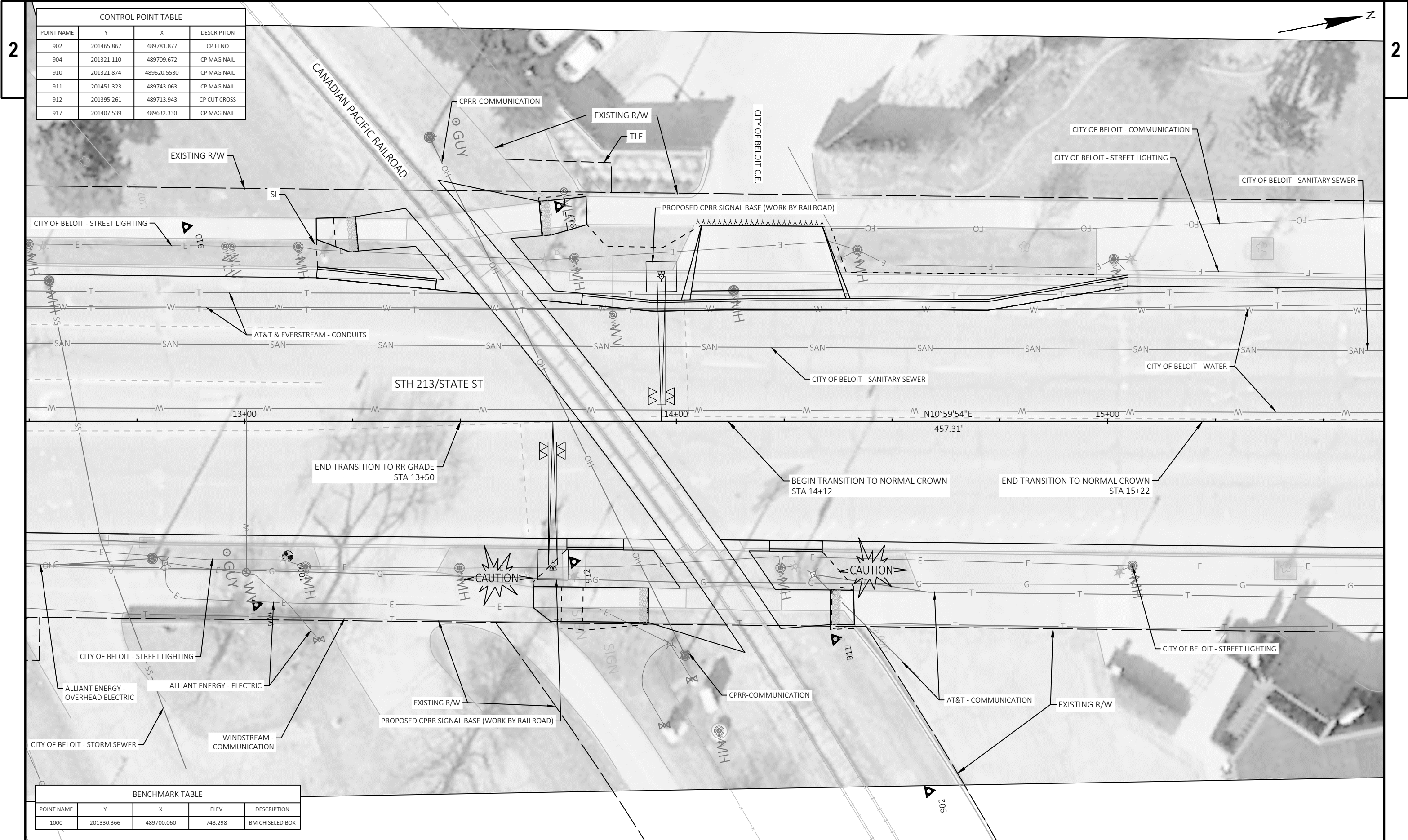
REMOVING ASPHALTIC SURFACE	
REMOVING CURB AND GUTTER	
REMOVING CONCRETE SIDEWALK	
REMOVING CONCRETE PAVEMENT	
SAWING CONCRETE	
SAWING ASPHALT	
SLOPE INTERCEPT	



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
904	201321.110	489709.672	CP MAG NAIL
905	2011954.224	489682.009	CP MAG NAIL
906	201127.092	489669.719	CP MAG NAIL
907	201148.130	489589.2850	CP MAG NAIL
908	201181.0310	489556.8930	CP MAG NAIL
909	201245.902	489581.060	CP MAG NAIL
910	201321.874	489620.5530	CP MAG NAIL

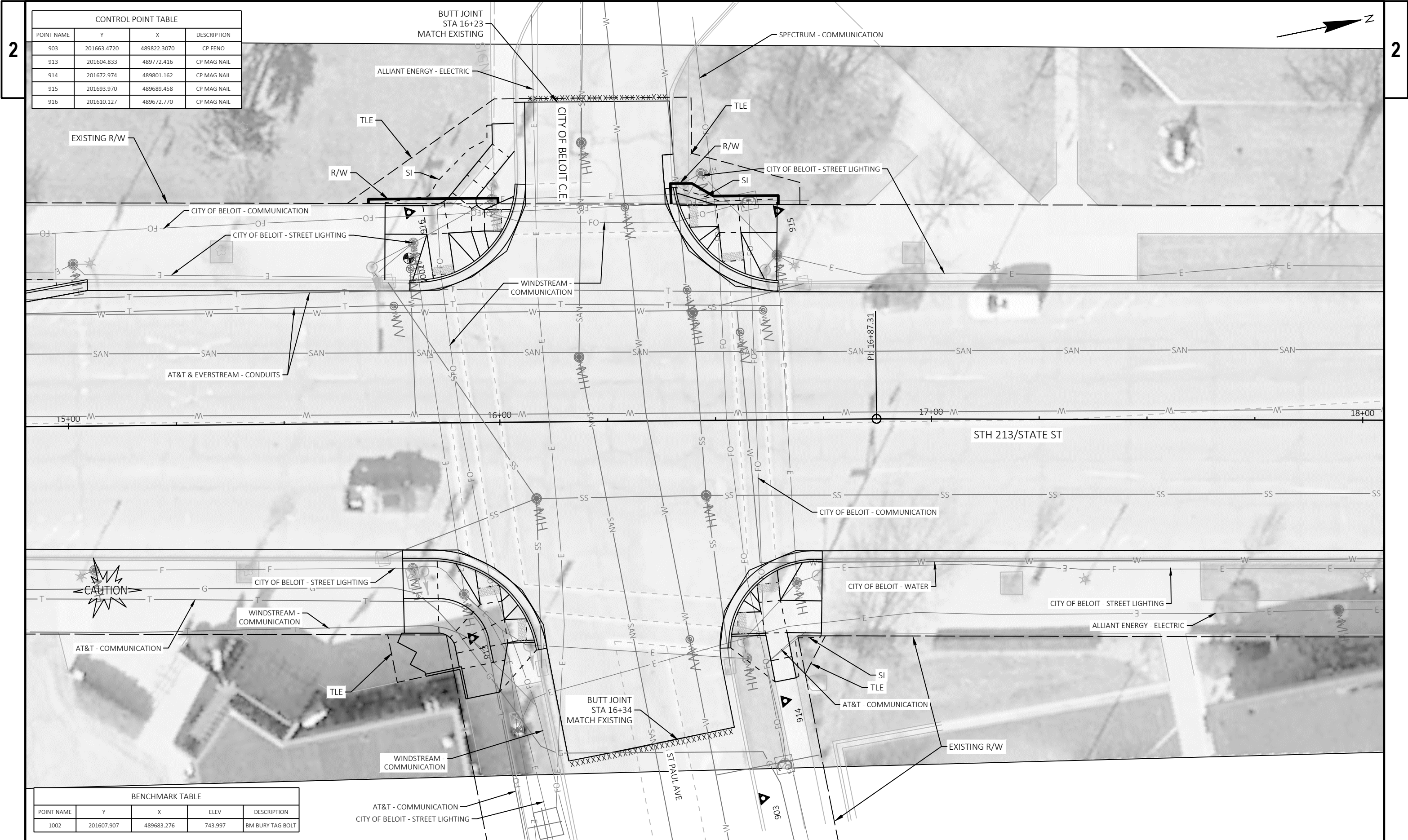
PI STA = 11+74.26
Y = 201203.101
X = 489643.535
DELTA = 3°11'40" RT
D = 2°51'53"
T = 55.77'
L = 111.51'
R = 2000.00'
PC STA = 11+18.49
Y = 201147.849
X = 489635.962
PT STA = 12+30.00
Y = 201257.845
X = 489654.174
DB = N07°48'14"E
DA = N10°59'54"E

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1001	201120.917	489681.735	743.458	BM EAST BOLT HYDRANT



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
902	201465.867	489781.877	CP FENO
904	201321.110	489709.672	CP MAG NAIL
910	201321.874	489620.5530	CP MAG NAIL
911	201451.323	489743.063	CP MAG NAIL
912	201395.261	489713.943	CP CUT CROSS
917	201407.539	489632.330	CP MAG NAIL

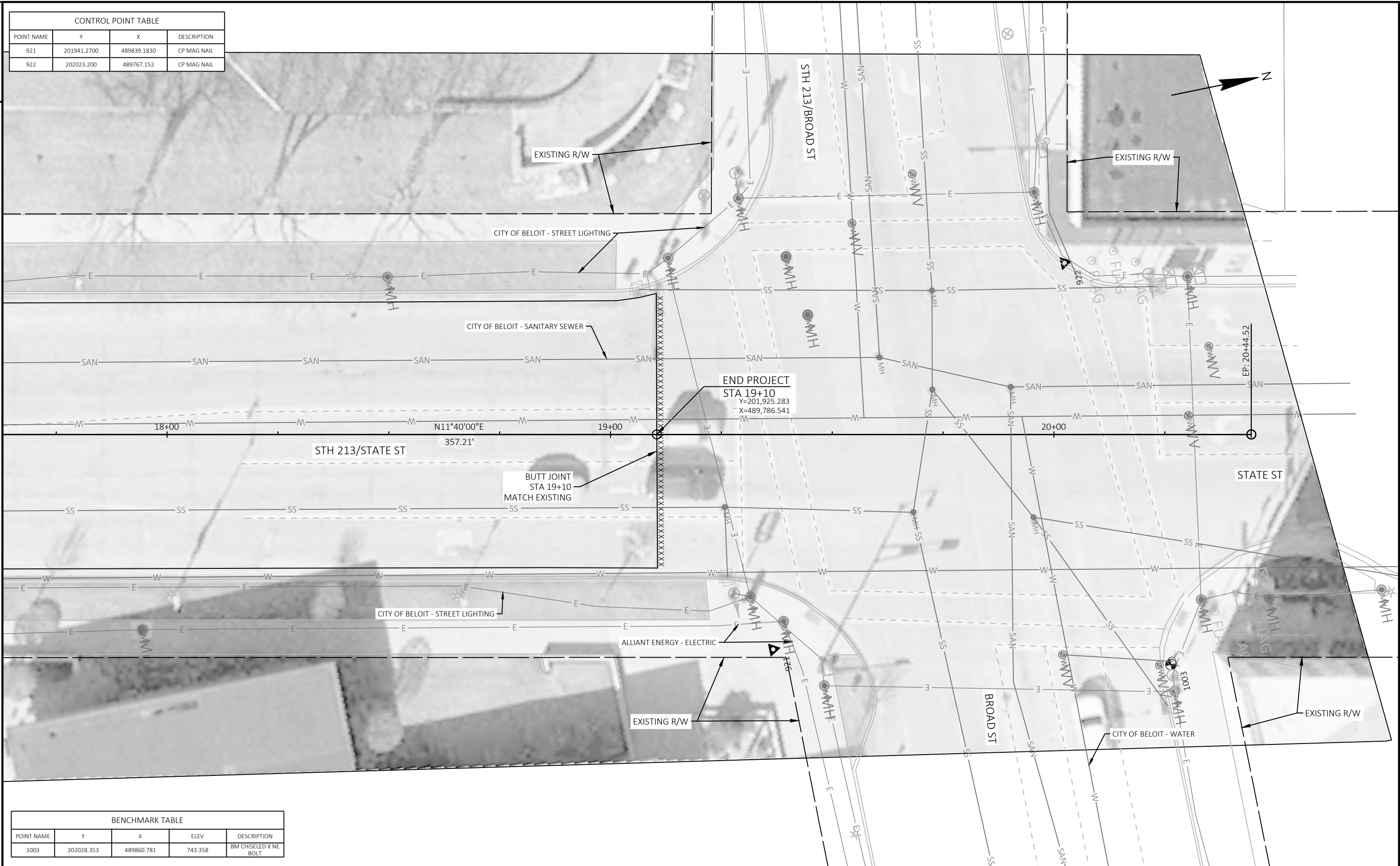
BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1000	201330.366	489700.060	743.298	BM CHISELED BOX



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
903	201663.4720	489822.3070	CP FENO
913	201604.833	489772.416	CP MAG NAIL
914	201672.974	489801.162	CP MAG NAIL
915	201693.970	489689.458	CP MAG NAIL
916	201610.127	489672.770	CP MAG NAIL

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1002	201607.907	489683.276	743.997	BM BURY TAG BOLT

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
921	201941.2700	489839.1830	CP MAG NAIL
922	202023.200	489767.152	CP MAG NAIL



BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1003	202028.353	489860.781	743.358	BM CHISELED X NE BOLT

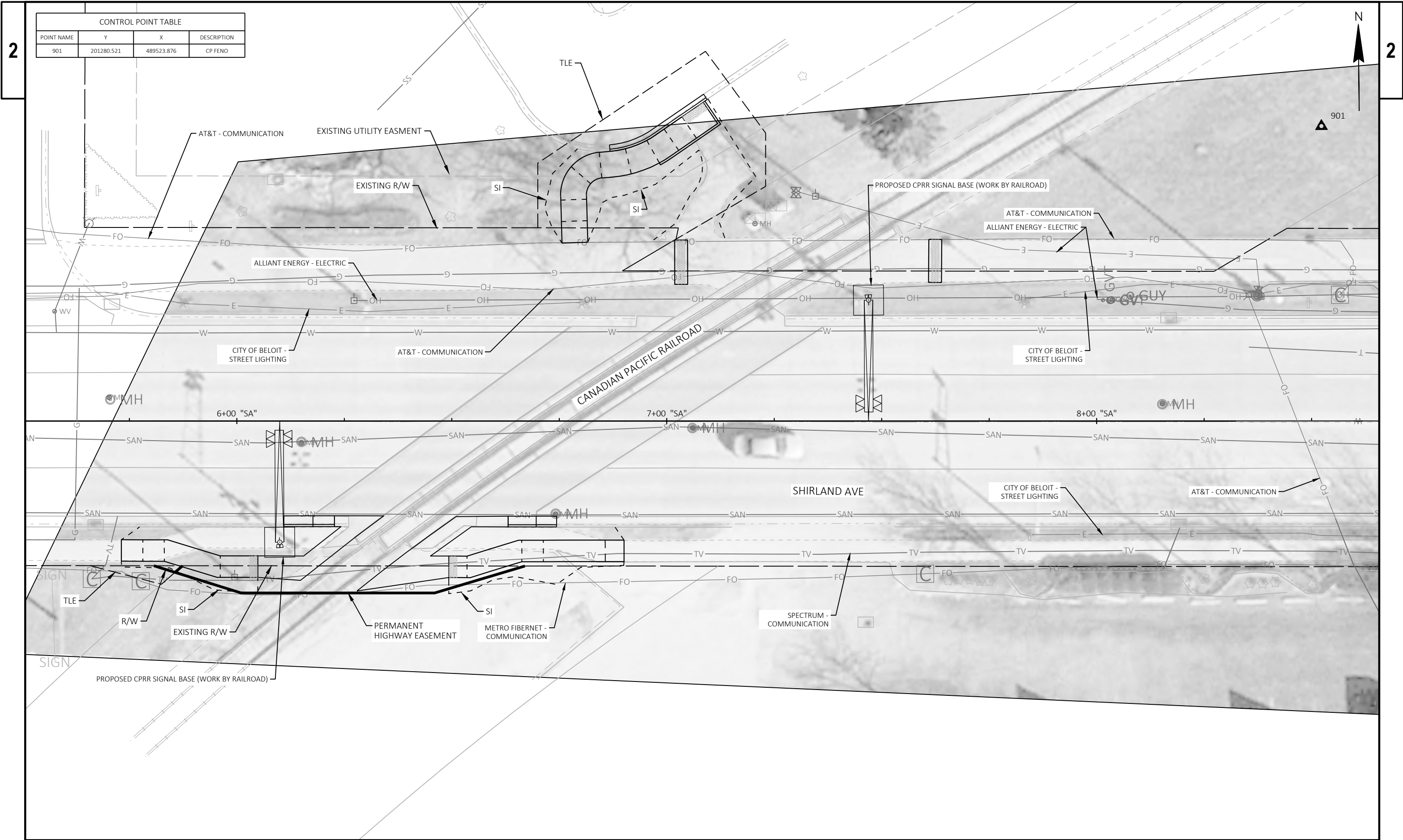
PROJECT NO: 5570-01-73

HWY: STH 213

COUNTY: ROCK

PLAN DETAIL - UTILITIES SHOWN

SHEET



CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
901	201280.521	489523.876	CP FENO

2

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
904	201321.110	489709.672	CP MAG NAIL
905	2011954.224	489682.009	CP MAG NAIL
906	201127.092	489669.719	CP MAG NAIL
907	201148.130	489589.2850	CP MAG NAIL
908	201181.0310	489556.8930	CP MAG NAIL
909	201245.902	489581.060	CP MAG NAIL
910	201321.874	489620.5530	CP MAG NAIL

2



BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1001	201120.917	489681.735	743.458	BM EAST BOLT HYDRANT

PROJECT NO: 5570-01-73

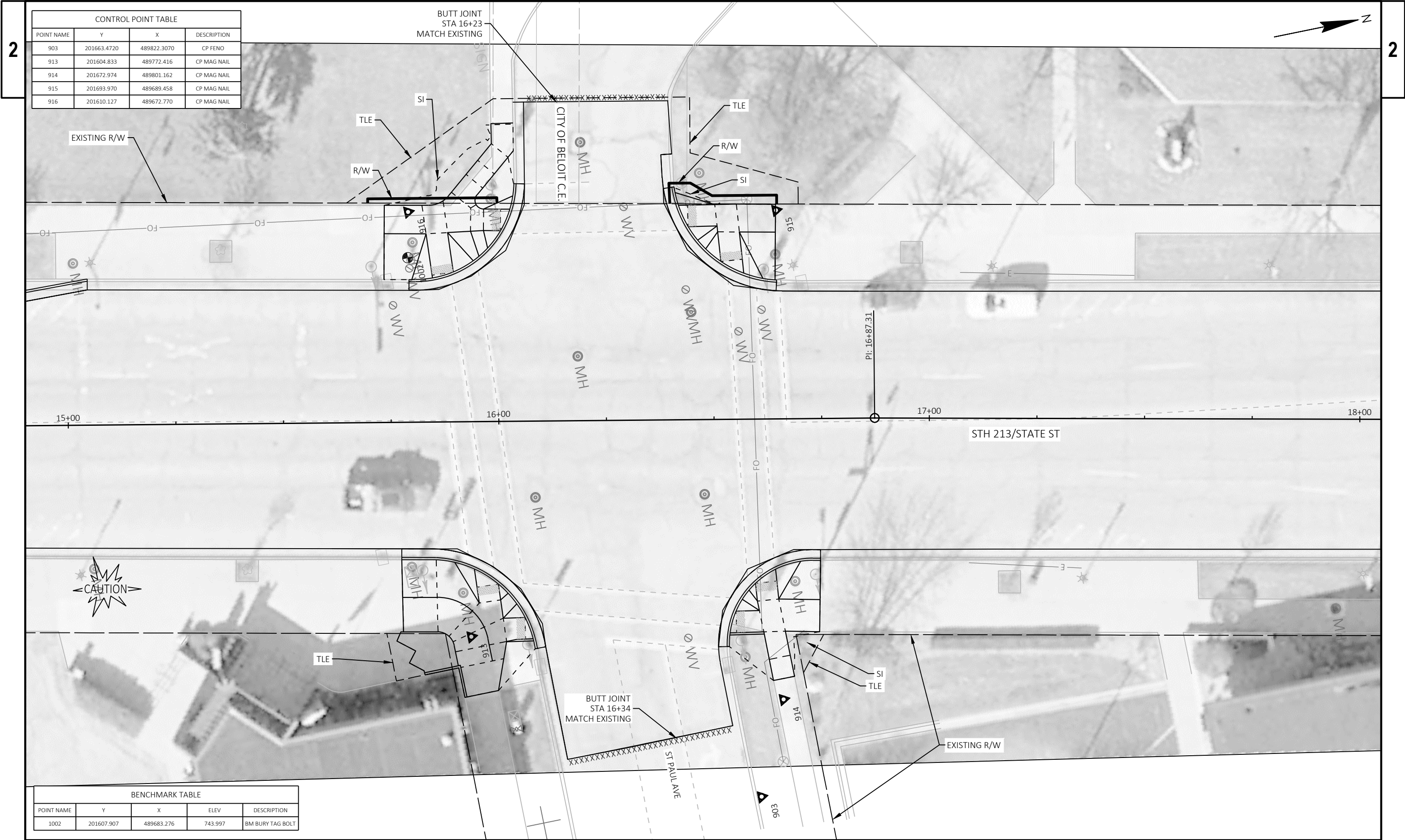
HWY: STH 213

COUNTY: ROCK

PLAN DETAIL - NO UTILITIES SHOWN

SHEET 20

E



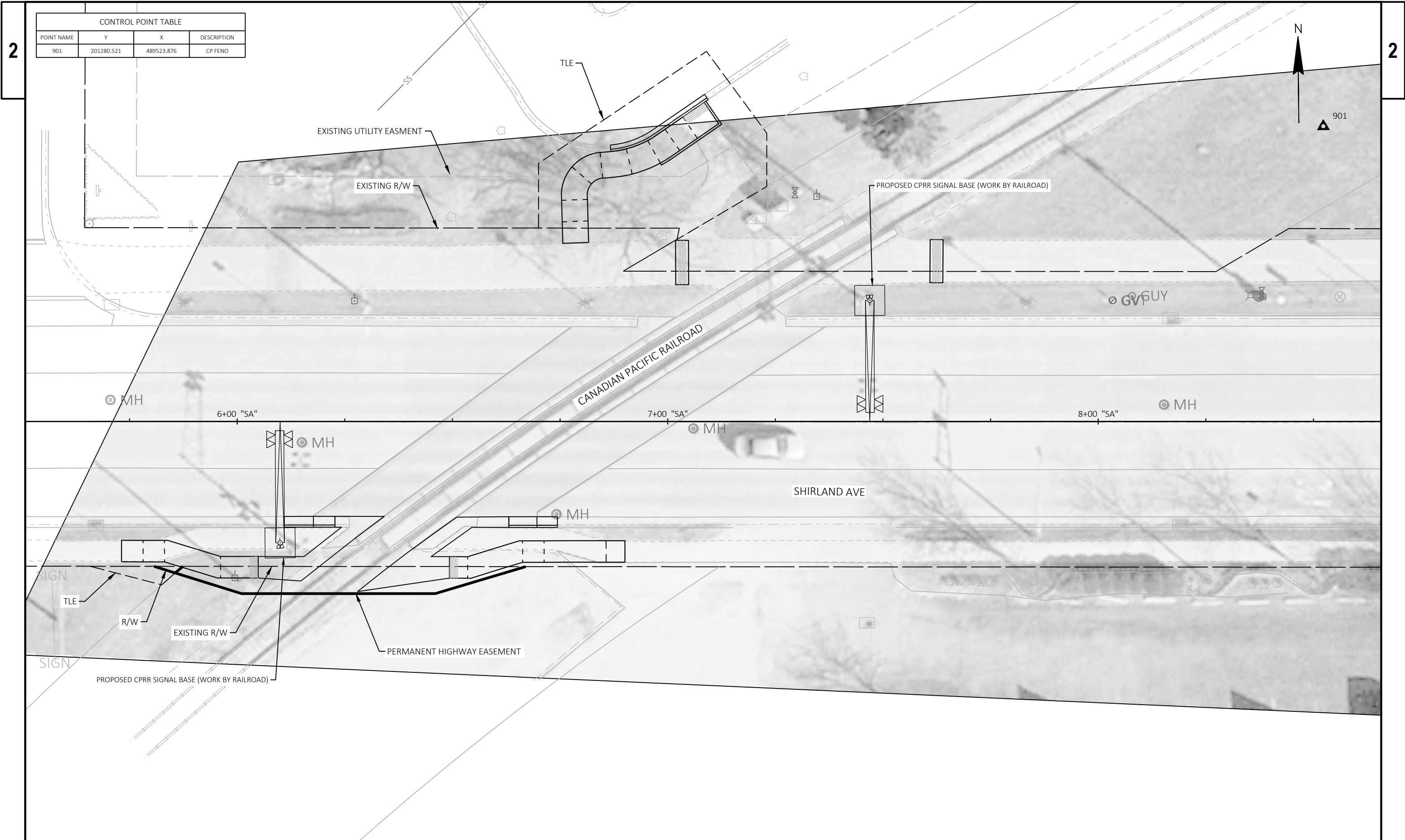
CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
903	201663.4720	489822.3070	CP FENO
913	201604.833	489772.416	CP MAG NAIL
914	201672.974	489801.162	CP MAG NAIL
915	201693.970	489689.458	CP MAG NAIL
916	201610.127	489672.770	CP MAG NAIL

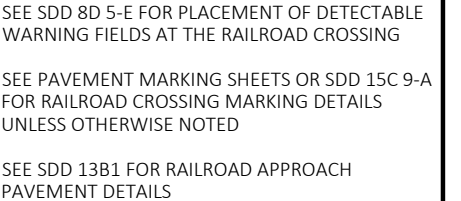
BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1002	201607.907	489683.276	743.997	BM BURY TAG BOLT

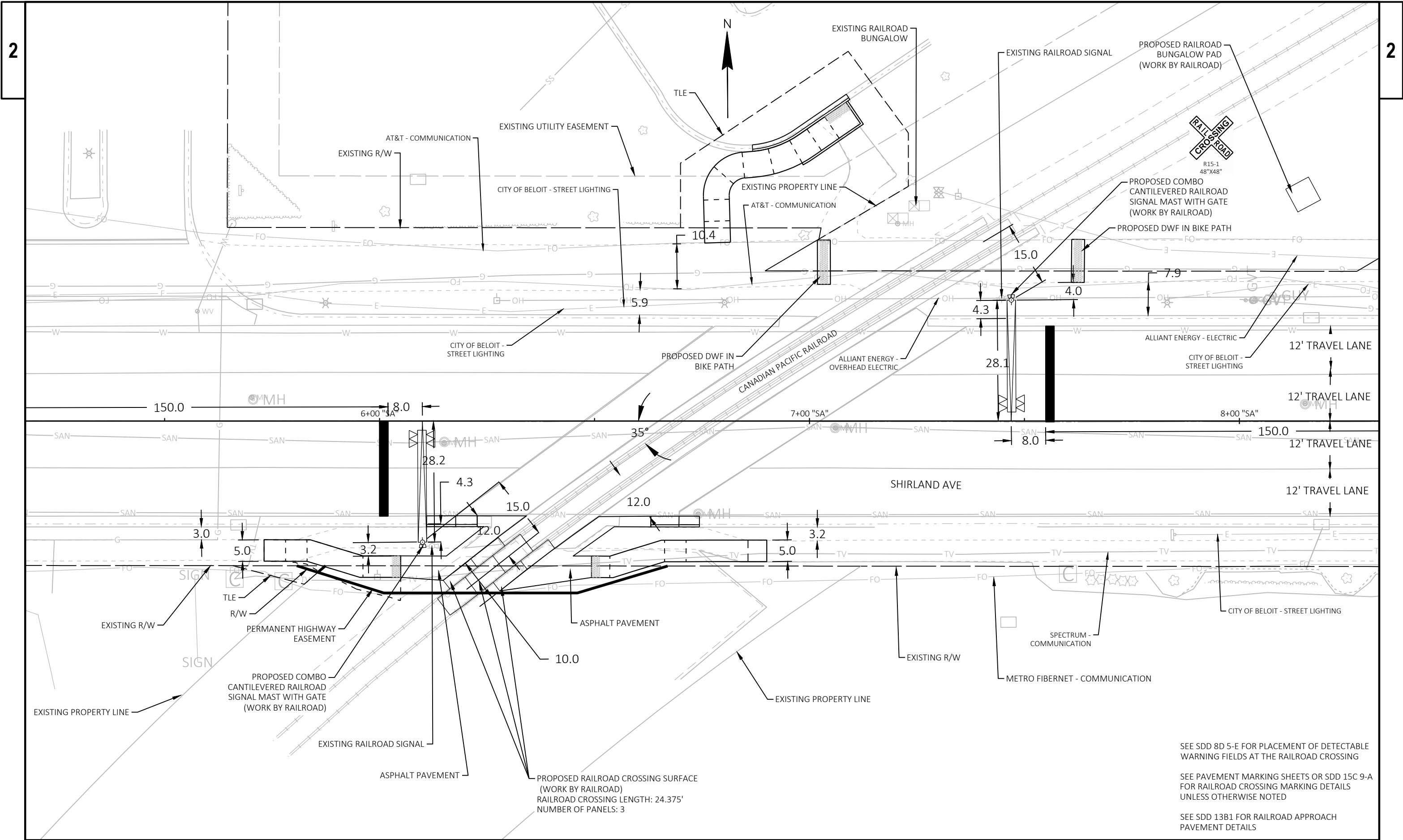
CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
921	201941.2700	489839.1830	CP MAG NAIL
922	202023.200	489767.152	CP MAG NAIL



BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1003	202028.353	489860.781	743.358	BM CHISELED X NE BOLT



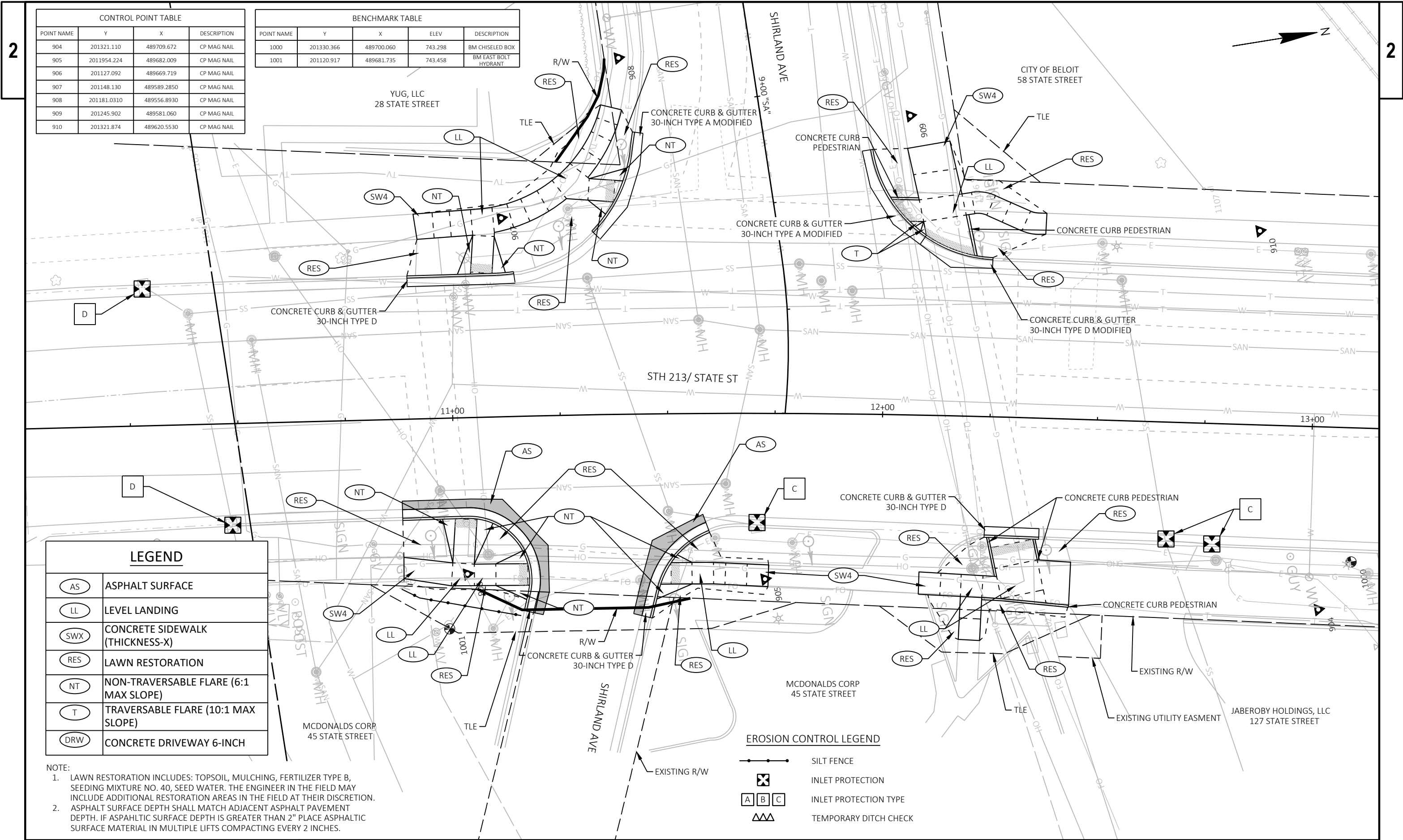




SEE SDD 8D 5-E FOR PLACEMENT OF DETECTABLE WARNING FIELDS AT THE RAILROAD CROSSING

SEE PAVEMENT MARKING SHEETS OR SDD 15C 9-A FOR RAILROAD CROSSING MARKING DETAILS UNLESS OTHERWISE NOTED

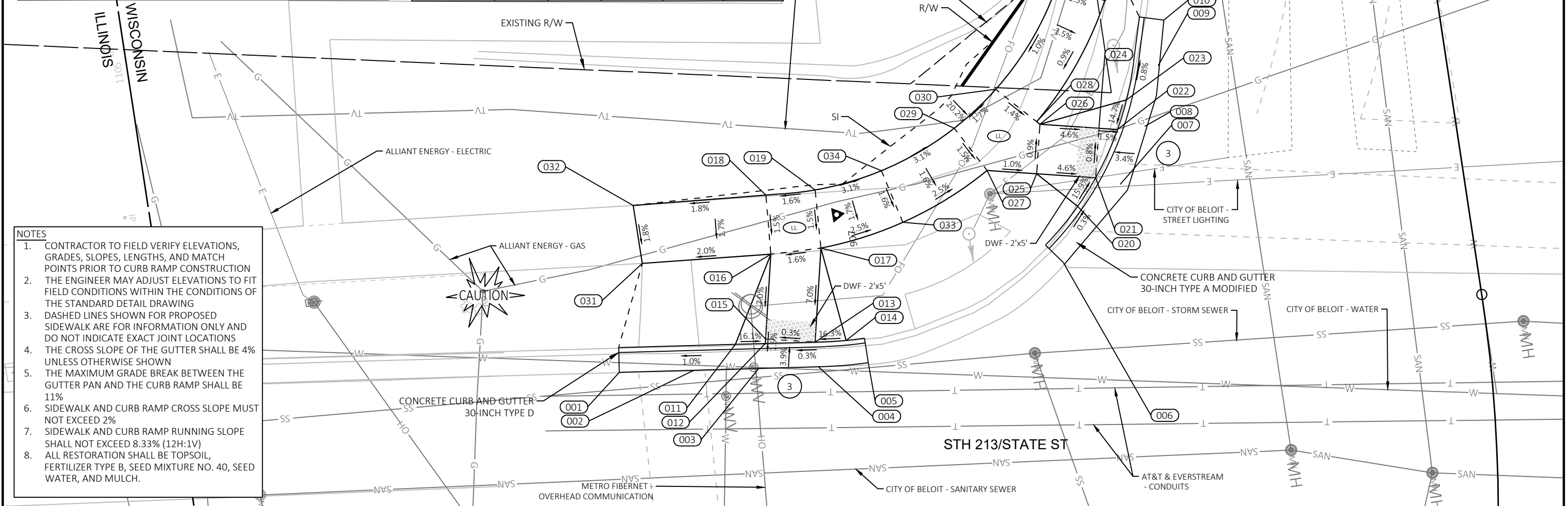
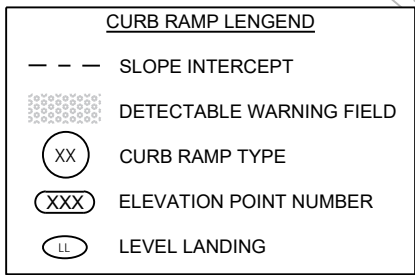
SEE SDD 13B1 FOR RAILROAD APPROACH PAVEMENT DETAILS



2

Shirland-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
001	10+90.14	30.83' LT	742.18	201123.94	489601.56
002	10+97.70	30.87' LT	742.29	201131.43	489602.55
003	11+04.22	30.90' LT	742.32	201137.90	489603.41
004	11+10.24	30.93' LT	742.35	201143.87	489604.19
005	11+15.27	31.22' LT	742.35	201148.89	489604.59
006	11+34.84	40.95' LT	742.22	201169.93	489597.72
007	11+40.58	48.76' LT	742.21	201176.86	489590.85
008	11+43.04	54.57' LT	742.13	201180.22	489585.48
009	11+44.42	60.67' LT	742.06	201182.52	489579.65
010	11+45.04	65.29' LT	742.04	201183.84	489575.18
011	11+01.92	33.39' LT	742.73	201135.97	489600.63
012	11+04.94	33.41' LT	742.25	201138.95	489601.02
013	11+09.96	33.43' LT	742.27	201143.93	489601.68
014	11+13.10	33.52' LT	742.78	201147.06	489602.02
015	11+04.97	33.86' LT	742.25	201139.05	489600.58
016	11+05.71	42.40' LT	742.85	201140.94	489592.21
017	11+10.77	42.90' LT	742.93	201146.02	489592.41
018	11+05.35	48.38' LT	742.94	201141.39	489586.24
019	11+10.33	48.79' LT	743.02	201146.38	489586.52

Shirland-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
020	11+36.35	46.59' LT	742.68	201172.27	489592.36
021	11+38.16	49.46' LT	742.13	201174.52	489589.80
022	11+40.37	54.29' LT	742.07	201177.46	489585.35
023	11+41.29	57.28' LT	742.53	201178.84	489582.53
024	11+38.55	54.44' LT	742.09	201175.64	489584.92
025	11+32.35	49.95' LT	742.41	201168.70	489588.45
026	11+32.76	54.93' LT	742.37	201169.82	489583.58
027	11+27.49	50.37' LT	742.46	201163.82	489587.33
028	11+32.44	55.20' LT	742.37	201169.53	489583.27
029	11+24.33	54.70' LT	742.54	201161.22	489582.60
030	11+28.47	58.54' LT	742.45	201165.97	489579.38
031	10+92.72	41.78' LT	742.60	201127.98	489591.07
032	10+91.94	47.65' LT	742.70	201128.01	489585.15
033	11+19.09	45.31' LT	742.71	201154.60	489591.16
034	11+17.05	50.58' LT	742.81	201153.29	489585.66
035	11+39.27	67.32' LT	742.50	201178.25	489572.30
036	11+34.67	69.04' LT	742.58	201173.79	489569.90
037	11+35.57	72.04' LT	742.70	201175.14	489567.07
038	11+40.27	70.80' LT	742.53	201179.79	489569.00



NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

PROJECT NO: 5570-01-73

HWY: STH 213

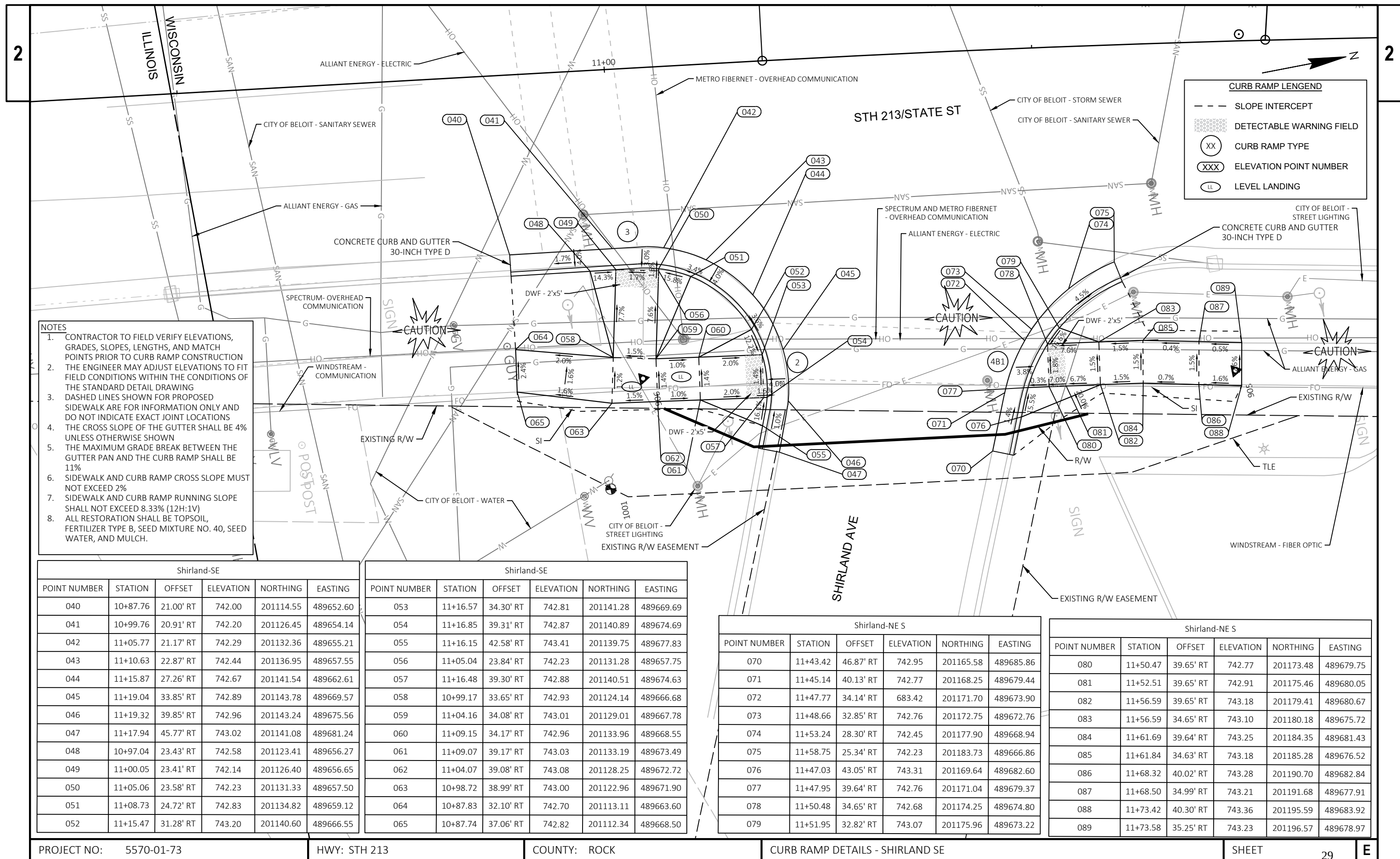
COUNTY: ROCK

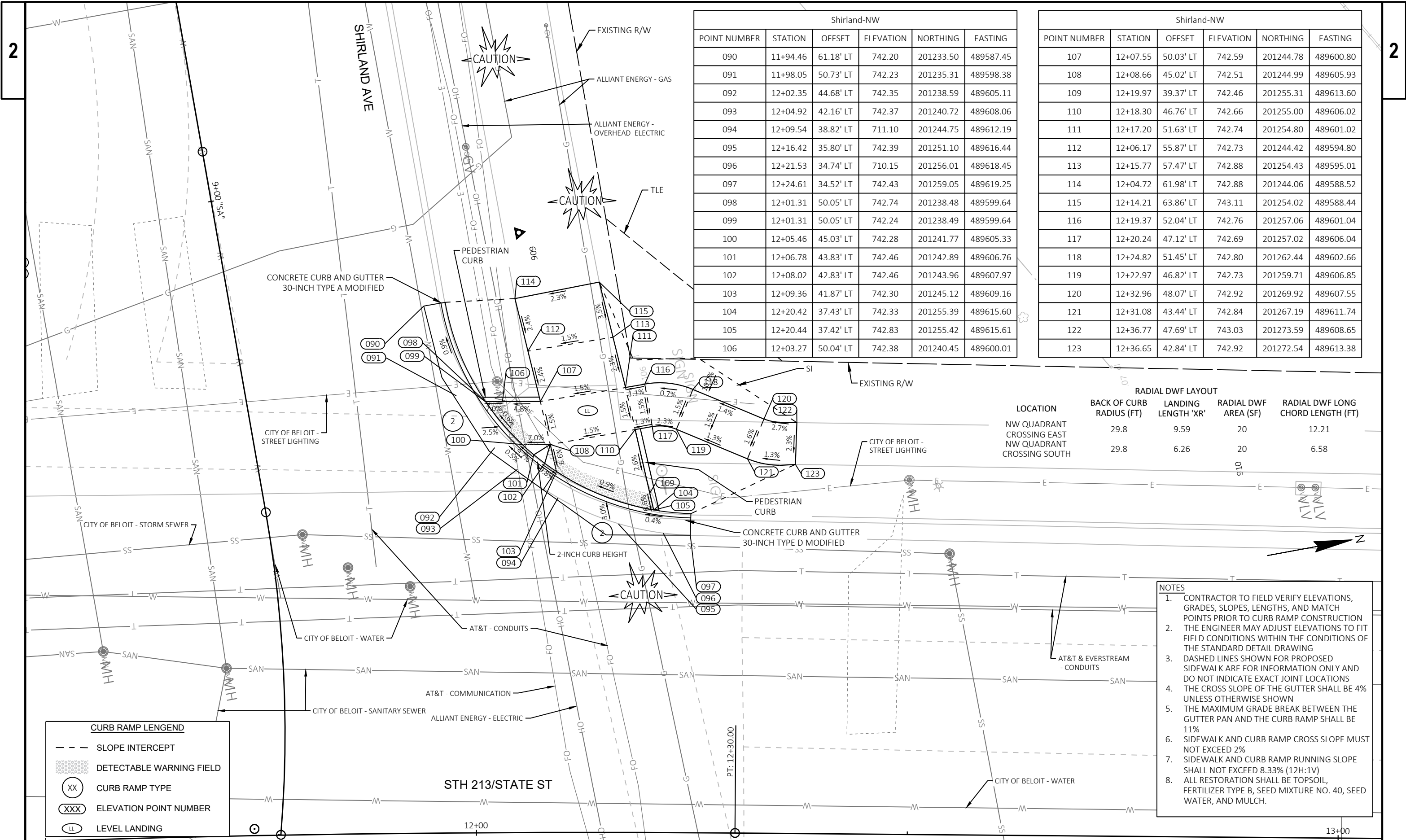
CURB RAMP DETAILS - SHIRLAND SW

SHEET

28

--	--





Shirland-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
090	11+94.46	61.18' LT	742.20	201233.50	489587.45
091	11+98.05	50.73' LT	742.23	201235.31	489598.38
092	12+02.35	44.68' LT	742.35	201238.59	489605.11
093	12+04.92	42.16' LT	742.37	201240.72	489608.06
094	12+09.54	38.82' LT	711.10	201244.75	489612.19
095	12+16.42	35.80' LT	742.39	201251.10	489616.44
096	12+21.53	34.74' LT	710.15	201256.01	489618.45
097	12+24.61	34.52' LT	742.43	201259.05	489619.25
098	12+01.31	50.05' LT	742.74	201238.48	489599.64
099	12+01.31	50.05' LT	742.24	201238.49	489599.64
100	12+05.46	45.03' LT	742.28	201241.77	489605.33
101	12+06.78	43.83' LT	742.46	201242.89	489606.76
102	12+08.02	42.83' LT	742.46	201243.96	489607.97
103	12+09.36	41.87' LT	742.30	201245.12	489609.16
104	12+20.42	37.43' LT	742.33	201255.39	489615.60
105	12+20.44	37.42' LT	742.83	201255.42	489615.61
106	12+03.27	50.04' LT	742.38	201240.45	489600.01

Shirland-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
107	12+07.55	50.03' LT	742.59	201244.78	489600.80
108	12+08.66	45.02' LT	742.51	201244.99	489605.93
109	12+19.97	39.37' LT	742.46	201255.31	489613.60
110	12+18.30	46.76' LT	742.66	201255.00	489606.02
111	12+17.20	51.63' LT	742.74	201254.80	489601.02
112	12+06.17	55.87' LT	742.73	201244.42	489594.80
113	12+15.77	57.47' LT	742.88	201254.43	489595.01
114	12+04.72	61.98' LT	742.88	201244.06	489588.52
115	12+14.21	63.86' LT	743.11	201254.02	489588.44
116	12+19.37	52.04' LT	742.76	201257.06	489601.04
117	12+20.24	47.12' LT	742.69	201257.02	489606.04
118	12+24.82	51.45' LT	742.80	201262.44	489602.66
119	12+22.97	46.82' LT	742.73	201259.71	489606.85
120	12+32.96	48.07' LT	742.92	201269.92	489607.55
121	12+31.08	43.44' LT	742.84	201267.19	489611.74
122	12+36.77	47.69' LT	743.03	201273.59	489608.65
123	12+36.65	42.84' LT	742.92	201272.54	489613.38

LOCATION	RADIAL DWF LAYOUT			
	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL DWF AREA (SF)	RADIAL DWF LONG CHORD LENGTH (FT)
NW QUADRANT CROSSING EAST	29.8	9.59	20	12.21
NW QUADRANT CROSSING SOUTH	29.8	6.26	20	6.58

CURB RAMP LENGEND

SLOPE INTERCEPT

DETECTABLE WARNING FIELD

XX

CURB RAMP TYPE

XXX

ELEVATION POINT NUMBER

LL

LEVEL LANDING

- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4.

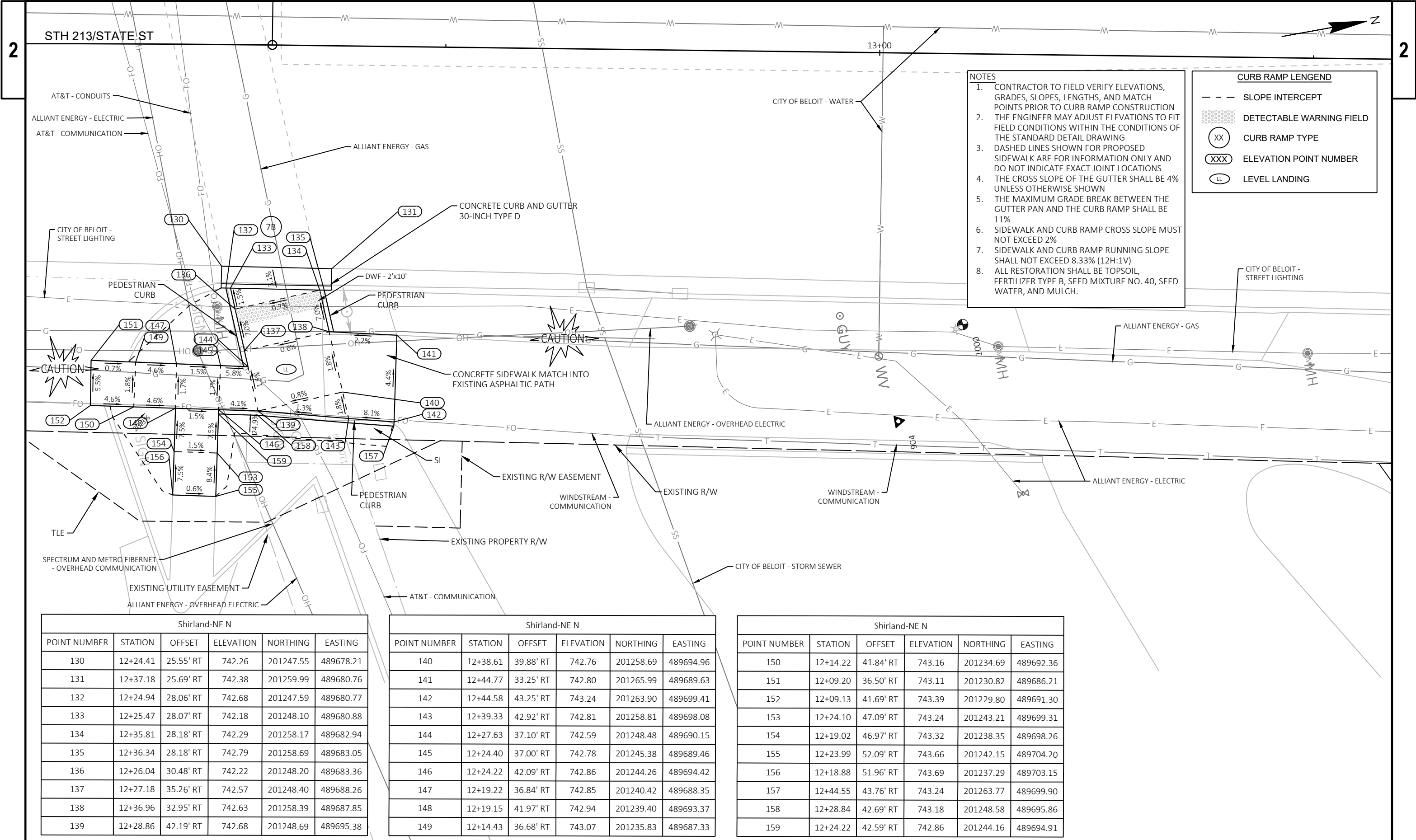
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6.

SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.



- NOTES**
- 1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 - 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 - 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 - 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 - 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 - 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 - 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 - 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

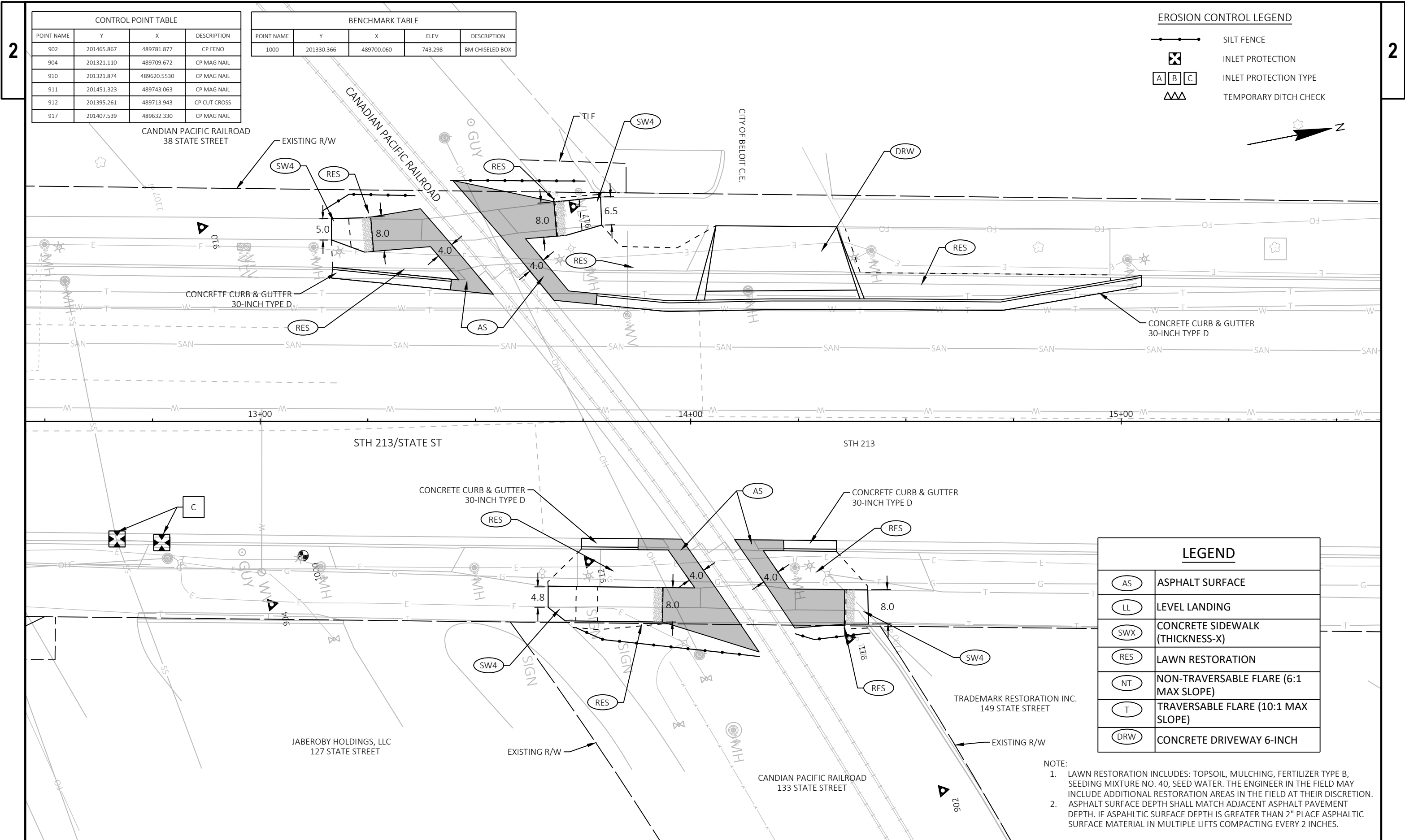
CURB RAMP LENGEND

- SLOPE INTERCEPT
- [Pattern] DETECTABLE WARNING FIELD
- (XX) CURB RAMP TYPE
- (XXX) ELEVATION POINT NUMBER
- (LL) LEVEL LANDING

Shirland-NE N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
130	12+24.41	25.55' RT	742.26	201247.55	489678.21
131	12+37.18	25.69' RT	742.38	201259.99	489680.76
132	12+24.94	28.06' RT	742.68	201247.59	489680.77
133	12+25.47	28.07' RT	742.18	201248.10	489680.88
134	12+35.81	28.18' RT	742.29	201258.17	489682.94
135	12+36.34	28.18' RT	742.79	201258.69	489683.05
136	12+26.04	30.48' RT	742.22	201248.20	489683.36
137	12+27.18	35.26' RT	742.57	201248.40	489688.26
138	12+36.96	32.95' RT	742.63	201258.39	489687.85
139	12+28.86	42.19' RT	742.68	201248.69	489695.38

Shirland-NE N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
140	12+38.61	39.88' RT	742.76	201258.69	489694.96
141	12+44.77	33.25' RT	742.80	201265.99	489689.63
142	12+44.58	43.25' RT	743.24	201263.90	489699.41
143	12+39.33	42.92' RT	742.81	201258.81	489698.08
144	12+27.63	37.10' RT	742.59	201248.48	489690.15
145	12+24.40	37.00' RT	742.78	201245.38	489689.46
146	12+24.22	42.09' RT	742.86	201244.26	489694.42
147	12+19.22	36.84' RT	742.85	201240.42	489688.35
148	12+19.15	41.97' RT	742.94	201239.40	489693.37
149	12+14.43	36.68' RT	743.07	201235.83	489687.33

Shirland-NE N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	12+14.22	41.84' RT	743.16	201234.69	489692.36
151	12+09.20	36.50' RT	743.11	201230.82	489686.21
152	12+09.13	41.69' RT	743.39	201229.80	489691.30
153	12+24.10	47.09' RT	743.24	201243.21	489699.31
154	12+19.02	46.97' RT	743.32	201238.35	489698.26
155	12+23.99	52.09' RT	743.66	201242.15	489704.20
156	12+18.88	51.96' RT	743.69	201237.29	489703.15
157	12+44.55	43.76' RT	743.24	201263.77	489699.90
158	12+28.84	42.69' RT	743.18	201248.58	489695.86
159	12+24.22	42.59' RT	742.86	201244.16	489694.91

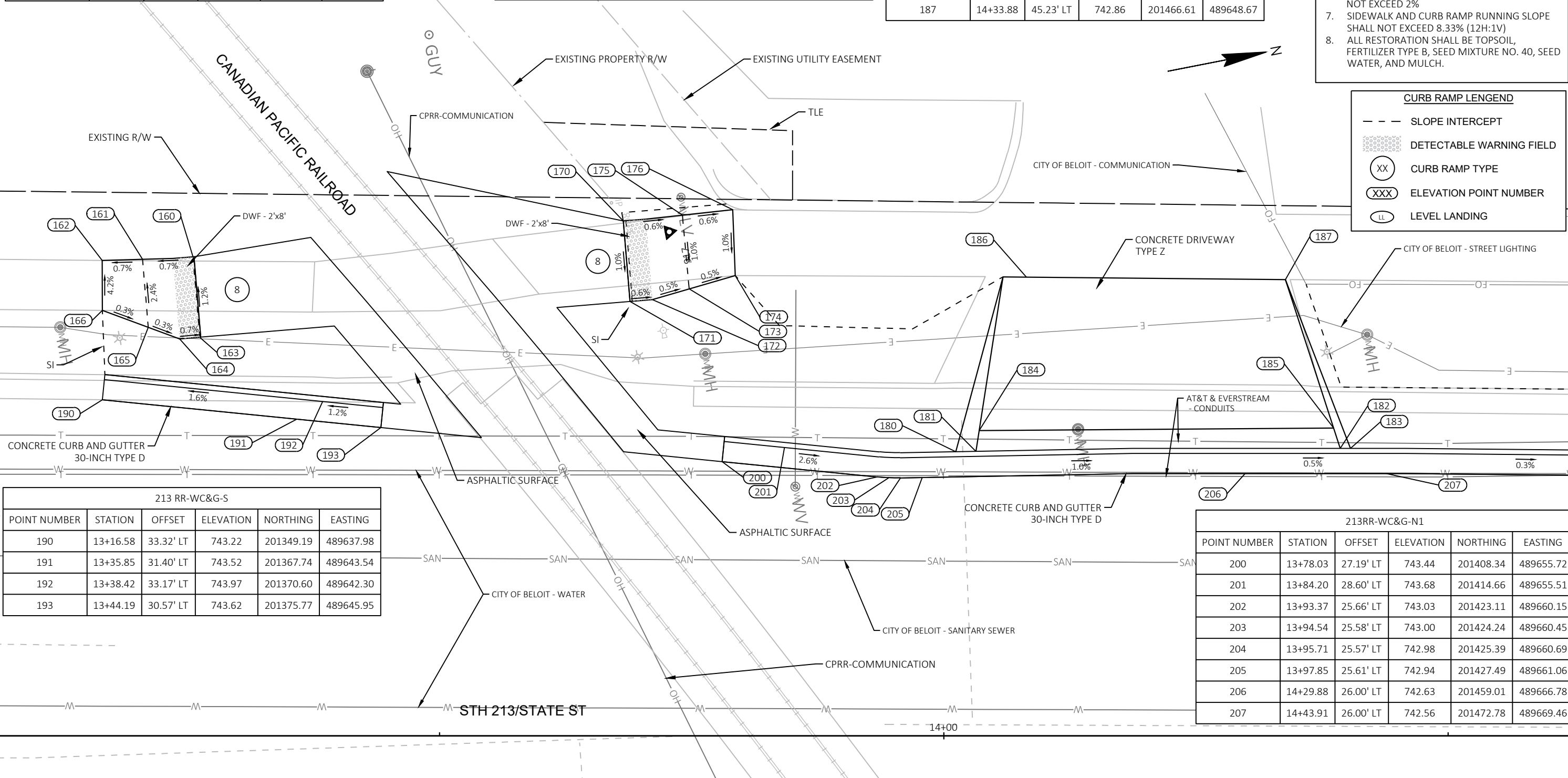


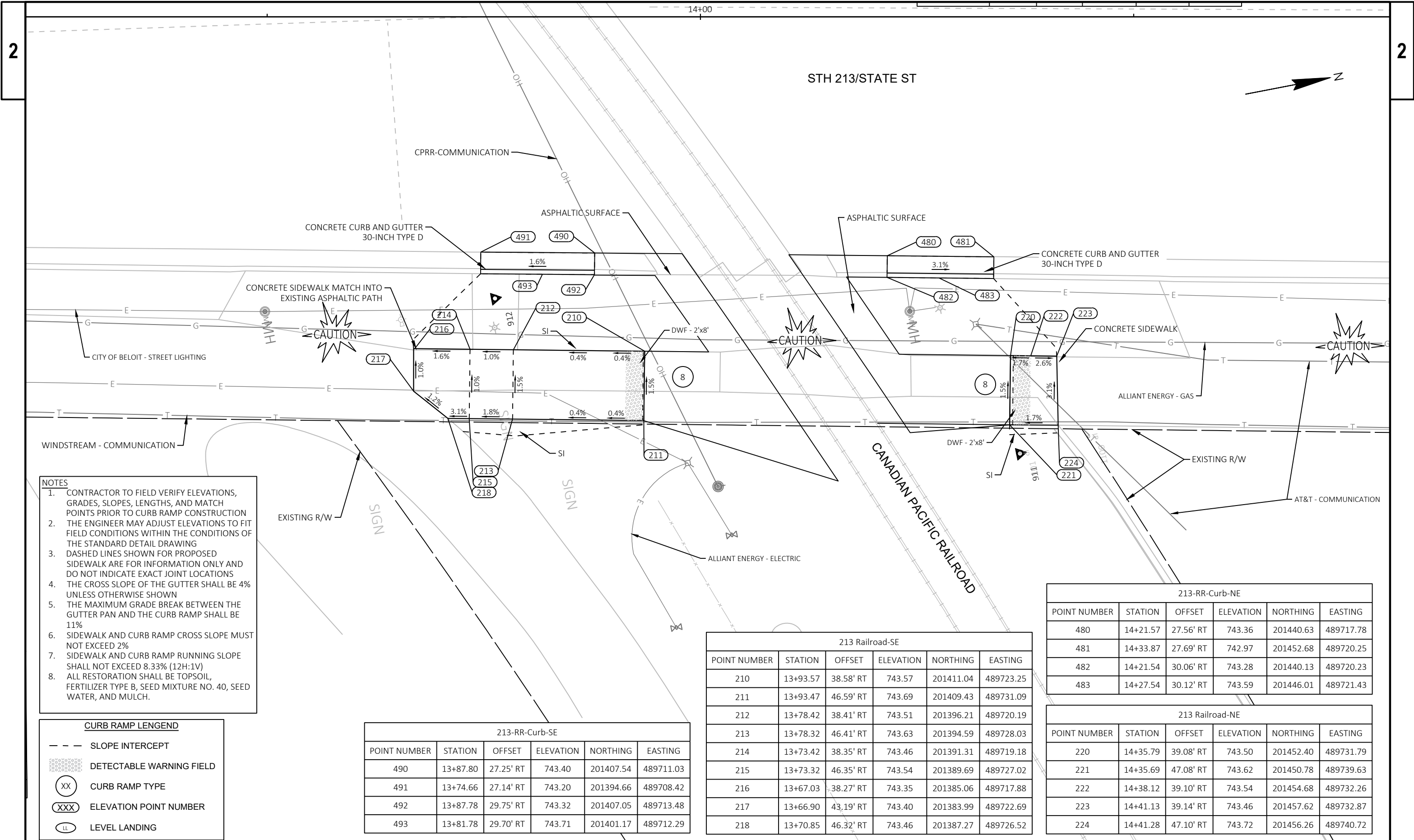
213 Railroad-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
160	13+25.56	47.49' LT	743.48	201360.71	489625.79
161	13+20.55	47.24' LT	743.44	201355.74	489625.07
162	13+16.55	47.13' LT	743.42	201351.80	489624.42
163	13+26.22	39.52' LT	743.58	201359.84	489633.74
164	13+24.23	39.35' LT	743.59	201357.85	489633.52
165	13+21.13	40.50' LT	743.61	201355.02	489631.80
166	13+16.57	42.18' LT	743.62	201350.87	489629.28

213 Railroad-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
170	13+68.23	51.04' LT	743.74	201403.27	489630.44
171	13+68.89	43.07' LT	743.66	201402.40	489638.39
172	13+71.10	43.26' LT	743.65	201404.61	489638.63
173	13+74.75	44.31' LT	743.63	201408.39	489638.29
174	13+79.32	45.64' LT	743.61	201413.12	489637.86
175	13+74.09	51.62' LT	743.70	201409.13	489630.99
176	13+79.07	52.17' LT	743.67	201414.13	489631.41

Police DW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
180	14+01.19	28.17' LT	743.30	201431.27	489659.18
181	14+03.19	28.21' LT	742.77	201433.24	489659.52
182	14+39.31	28.50' LT	742.50	201468.75	489666.13
183	14+40.32	28.50' LT	743.00	201469.74	489666.32
184	14+03.51	30.26' LT	742.85	201433.94	489657.57
185	14+38.66	30.52' LT	742.59	201468.49	489664.02
186	14+08.19	45.48' LT	743.01	201441.44	489643.52
187	14+33.88	45.23' LT	742.86	201466.61	489648.67

- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.





- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

CURB RAMP LENGEND

- SLOPE INTERCEPT
- [Pattern] DETECTABLE WARNING FIELD
- (XX) CURB RAMP TYPE
- (XXX) ELEVATION POINT NUMBER
- (LL) LEVEL LANDING

213-RR-Curb-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
490	13+87.80	27.25' RT	743.40	201407.54	489711.03
491	13+74.66	27.14' RT	743.20	201394.66	489708.42
492	13+87.78	29.75' RT	743.32	201407.05	489713.48
493	13+81.78	29.70' RT	743.71	201401.17	489712.29

213 Railroad-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
210	13+93.57	38.58' RT	743.57	201411.04	489723.25
211	13+93.47	46.59' RT	743.69	201409.43	489731.09
212	13+78.42	38.41' RT	743.51	201396.21	489720.19
213	13+78.32	46.41' RT	743.63	201394.59	489728.03
214	13+73.42	38.35' RT	743.46	201391.31	489719.18
215	13+73.32	46.35' RT	743.54	201389.69	489727.02
216	13+67.03	38.27' RT	743.35	201385.06	489717.88
217	13+66.90	43.19' RT	743.40	201383.99	489722.69
218	13+70.85	46.32' RT	743.46	201387.27	489726.52

213-RR-Curb-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
480	14+21.57	27.56' RT	743.36	201440.63	489717.78
481	14+33.87	27.69' RT	742.97	201452.68	489720.25
482	14+21.54	30.06' RT	743.28	201440.13	489720.23
483	14+27.54	30.12' RT	743.59	201446.01	489721.43

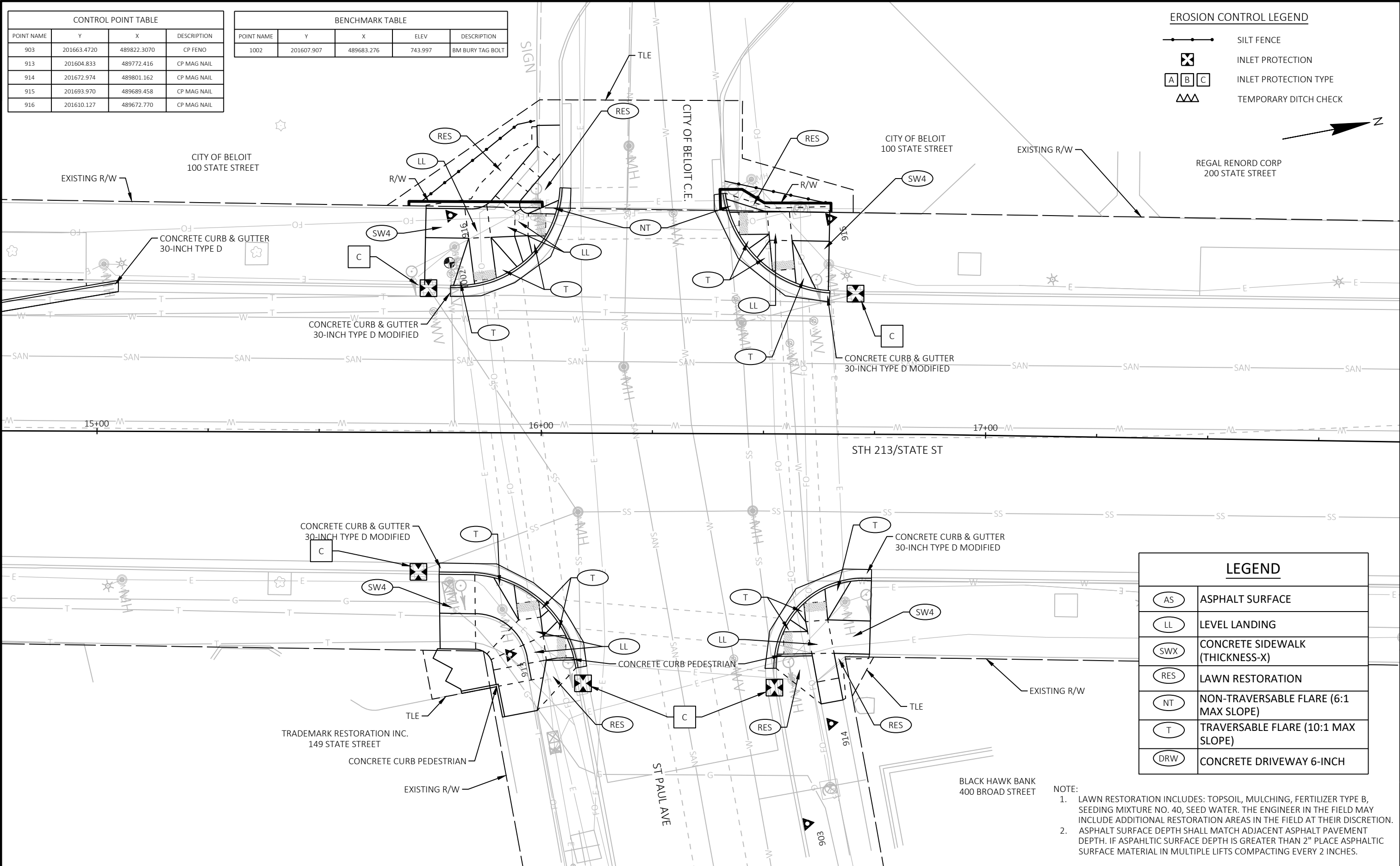
213 Railroad-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
220	14+35.79	39.08' RT	743.50	201452.40	489731.79
221	14+35.69	47.08' RT	743.62	201450.78	489739.63
222	14+38.12	39.10' RT	743.54	201454.68	489732.26
223	14+41.13	39.14' RT	743.46	201457.62	489732.87
224	14+41.28	47.10' RT	743.72	201456.26	489740.72

CONTROL POINT TABLE			
POINT NAME	Y	X	DESCRIPTION
903	201663.4720	489822.3070	CP FENO
913	201604.833	489772.416	CP MAG NAIL
914	201672.974	489801.162	CP MAG NAIL
915	201693.970	489689.458	CP MAG NAIL
916	201610.127	489672.770	CP MAG NAIL

BENCHMARK TABLE				
POINT NAME	Y	X	ELEV	DESCRIPTION
1002	201607.907	489683.276	743.997	BM BURY TAG BOLT

EROSION CONTROL LEGEND

- SILT FENCE
- INLET PROTECTION
- INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK



LEGEND	
	ASPHALT SURFACE
	LEVEL LANDING
	CONCRETE SIDEWALK (THICKNESS-X)
	LAWN RESTORATION
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	TRAVERSABLE FLARE (10:1 MAX SLOPE)
	CONCRETE DRIVEWAY 6-INCH

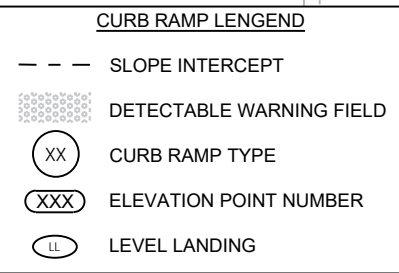
- NOTE:
- LAWN RESTORATION INCLUDES: TOPSOIL, MULCHING, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40, SEED WATER. THE ENGINEER IN THE FIELD MAY INCLUDE ADDITIONAL RESTORATION AREAS IN THE FIELD AT THEIR DISCRETION.
 - ASPHALT SURFACE DEPTH SHALL MATCH ADJACENT ASPHALT PAVEMENT DEPTH. IF ASPAHLTIC SURFACE DEPTH IS GREATER THAN 2" PLACE ASPAHLTIC SURFACE MATERIAL IN MULTIPLE LIFTS COMPACTING EVERY 2 INCHES.

2

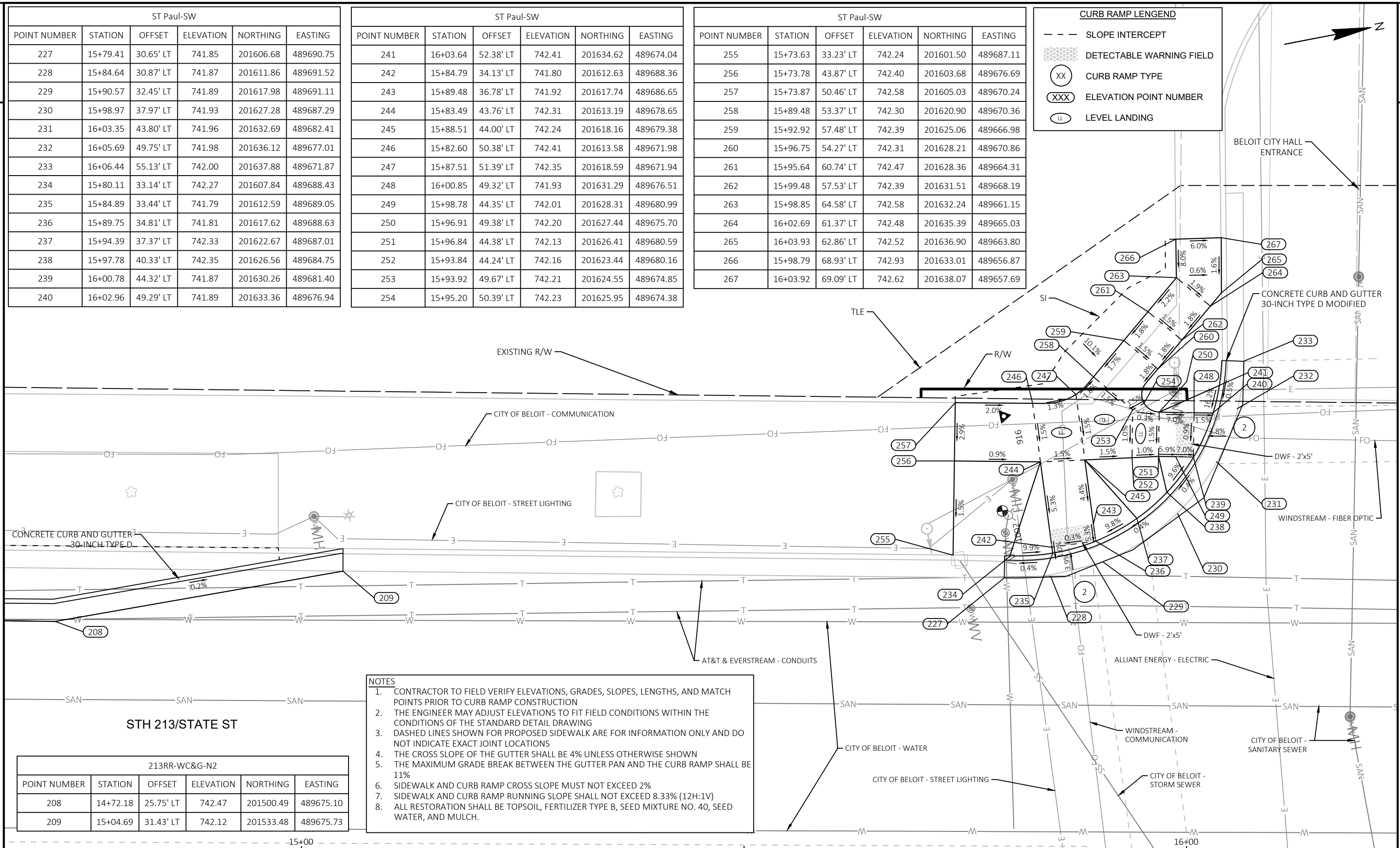
ST Paul-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
227	15+79.41	30.65' LT	741.85	201606.68	489690.75
228	15+84.64	30.87' LT	741.87	201611.86	489691.52
229	15+90.57	32.45' LT	741.89	201617.98	489691.11
230	15+98.97	37.97' LT	741.93	201627.28	489687.29
231	16+03.35	43.80' LT	741.96	201632.69	489682.41
232	16+05.69	49.75' LT	741.98	201636.12	489677.01
233	16+06.44	55.13' LT	742.00	201637.88	489671.87
234	15+80.11	33.14' LT	742.27	201607.84	489688.43
235	15+84.89	33.44' LT	741.79	201612.59	489689.05
236	15+89.75	34.81' LT	741.81	201617.62	489688.63
237	15+94.39	37.37' LT	742.33	201622.67	489687.01
238	15+97.78	40.33' LT	742.35	201626.56	489684.75
239	16+00.78	44.32' LT	741.87	201630.26	489681.40
240	16+02.96	49.29' LT	741.89	201633.36	489676.94

ST Paul-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
241	16+03.64	52.38' LT	742.41	201634.62	489674.04
242	15+84.79	34.13' LT	741.80	201612.63	489688.36
243	15+89.48	36.78' LT	741.92	201617.74	489686.65
244	15+83.49	43.76' LT	742.31	201613.19	489678.65
245	15+88.51	44.00' LT	742.24	201618.16	489679.38
246	15+82.60	50.38' LT	742.41	201613.58	489671.98
247	15+87.51	51.39' LT	742.35	201618.59	489671.94
248	16+00.85	49.32' LT	741.93	201631.29	489676.51
249	15+98.78	44.35' LT	742.01	201628.31	489680.99
250	15+96.91	49.38' LT	742.20	201627.44	489675.70
251	15+96.84	44.38' LT	742.13	201626.41	489680.59
252	15+93.84	44.24' LT	742.16	201623.44	489680.16
253	15+93.92	49.67' LT	742.21	201624.55	489674.85
254	15+95.20	50.39' LT	742.23	201625.95	489674.38

ST Paul-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
255	15+73.63	33.23' LT	742.24	201601.50	489687.11
256	15+73.78	43.87' LT	742.40	201603.68	489676.69
257	15+73.87	50.46' LT	742.58	201605.03	489670.24
258	15+89.48	53.37' LT	742.30	201620.90	489670.36
259	15+92.92	57.48' LT	742.39	201625.06	489666.98
260	15+96.75	54.27' LT	742.31	201628.21	489670.86
261	15+95.64	60.74' LT	742.47	201628.36	489664.31
262	15+99.48	57.53' LT	742.39	201631.51	489668.19
263	15+98.85	64.58' LT	742.58	201632.24	489661.15
264	16+02.69	61.37' LT	742.48	201635.39	489665.03
265	16+03.93	62.86' LT	742.52	201636.90	489663.80
266	15+98.79	68.93' LT	742.93	201633.01	489656.87
267	16+03.92	69.09' LT	742.62	201638.07	489657.69



2



PROJECT NO: 5570-01-73

HWY: STH 213

COUNTY: ROCK

CURB RAMP DETAILS - STPAUL SW

SHEET	36	E
-------	----	----------

E

- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

ST PAUL-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
280	15+77.18	29.38' RT	741.65	201593.04	489749.25
281	15+83.93	29.45' RT	741.61	201599.65	489750.60
282	15+93.10	31.15' RT	741.54	201608.33	489754.03
283	15+99.54	34.61' RT	740.92	201613.99	489758.64
284	16+08.17	45.06' RT	741.40	201620.47	489770.55
285	16+10.14	51.02' RT	741.36	201621.27	489776.78
286	16+10.42	52.45' RT	741.35	201621.26	489778.24
287	15+77.16	31.88' RT	742.07	201592.54	489751.70
288	15+85.16	31.99' RT	741.93	201600.37	489753.34
289	15+89.45	32.64' RT	741.90	201604.46	489754.79
290	15+94.06	34.45' RT	741.45	201608.64	489757.44
291	15+99.54	37.79' RT	741.40	201613.39	489761.77
292	16+01.79	39.95' RT	741.71	201615.18	489764.32
293	16+03.77	42.43' RT	741.68	201616.65	489767.13
294	16+05.66	45.61' RT	741.33	201617.90	489770.61
295	16+07.48	50.57' RT	741.29	201618.74	489775.83
296	16+07.48	50.57' RT	741.29	201618.74	489775.83
297	15+94.59	38.47' RT	741.48	201608.40	489761.49
298	16+05.76	50.61' RT	741.31	201617.05	489775.54
299	15+95.08	42.14' RT	741.74	201608.18	489765.19
300	16+00.04	41.46' RT	741.66	201613.17	489765.46

ST PAUL-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	15+93.39	43.97' RT	741.78	201606.17	489766.66
302	15+96.14	47.77' RT	741.75	201608.14	489770.91
303	16+00.61	45.72' RT	741.68	201612.93	489769.76
304	16+01.33	51.20' RT	741.63	201612.58	489775.28
305	15+97.29	51.91' RT	741.69	201608.48	489775.20
306	15+77.30	40.67' RT	742.31	201591.01	489760.36
307	15+85.28	40.76' RT	742.02	201598.82	489761.97
308	16+00.65	55.12' RT	741.79	201611.17	489778.99
309	15+98.02	55.63' RT	741.83	201608.49	489778.99
310	15+99.36	62.50' RT	742.36	201608.49	489785.99
311	15+77.44	48.67' RT	742.47	201589.61	489768.24
312	15+85.44	48.77' RT	742.10	201597.45	489769.86
313	15+87.85	49.74' RT	741.93	201599.63	489771.27
314	15+88.87	51.10' RT	741.89	201600.37	489772.80
315	15+89.43	53.44' RT	741.83	201600.47	489775.20
316	15+90.06	56.67' RT	741.93	201600.48	489778.50
317	15+90.65	57.07' RT	741.96	201600.98	489779.00
318	15+92.03	63.93' RT	742.46	201601.03	489786.00
319	15+82.22	58.24' RT	742.47	201592.48	489778.54
320	15+90.55	56.58' RT	741.95	201600.98	489778.50
321	15+92.03	63.93' RT	742.46	201601.03	489786.00

CURB RAMP LENGEND

SLOPE INTERCEPT

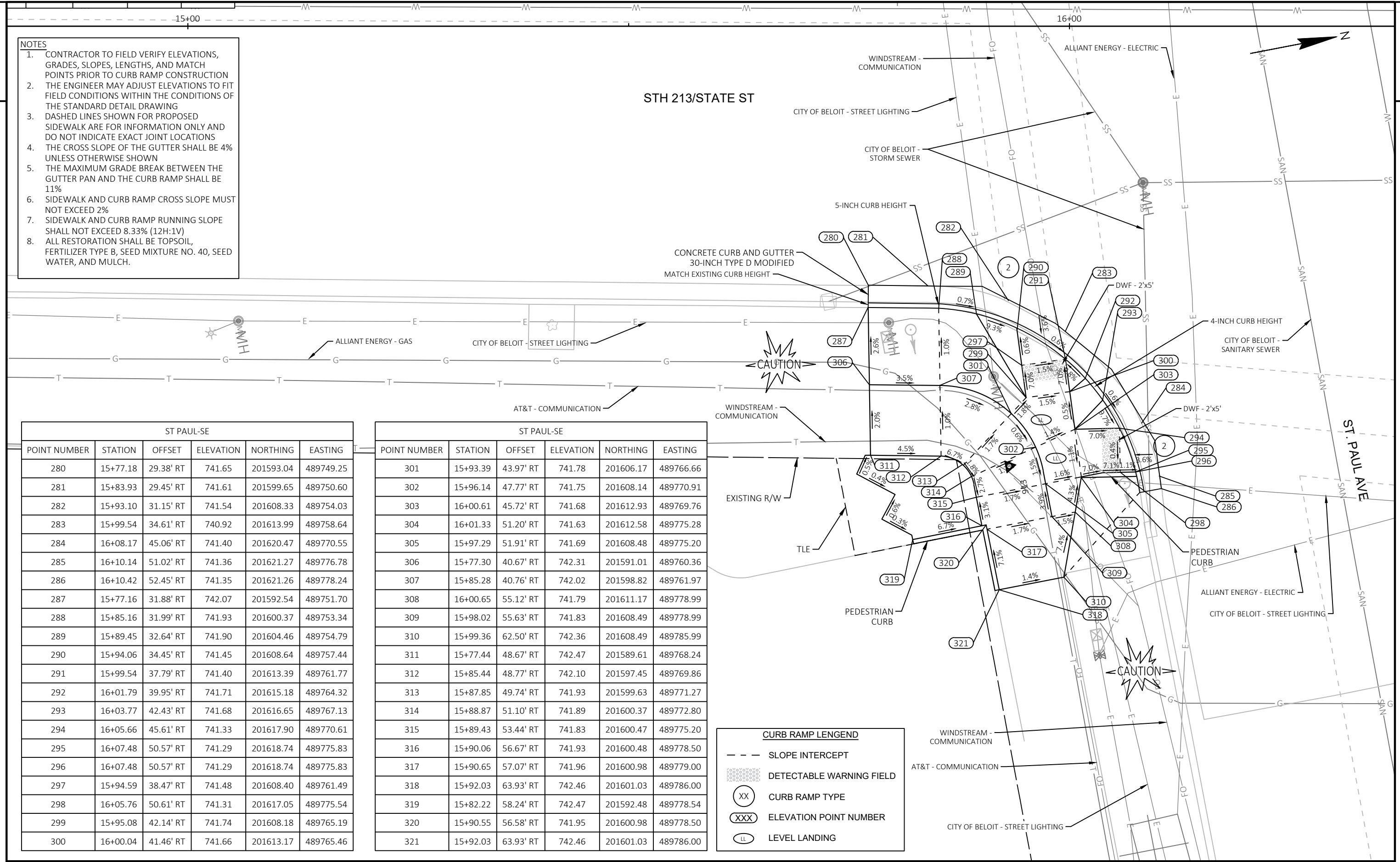
DETECTABLE WARNING FIELD

XX

XXX

LL

STH 213/STATE ST



PROJECT NO: 5570-01-73

HWY: STH 213

COUNTY: ROCK

CURB RAMP DETAILS - STPAUL NW

SHEET

38

E

FILE NAME : N:\PDS\C3D\55700103\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 09-STPAUL-NW

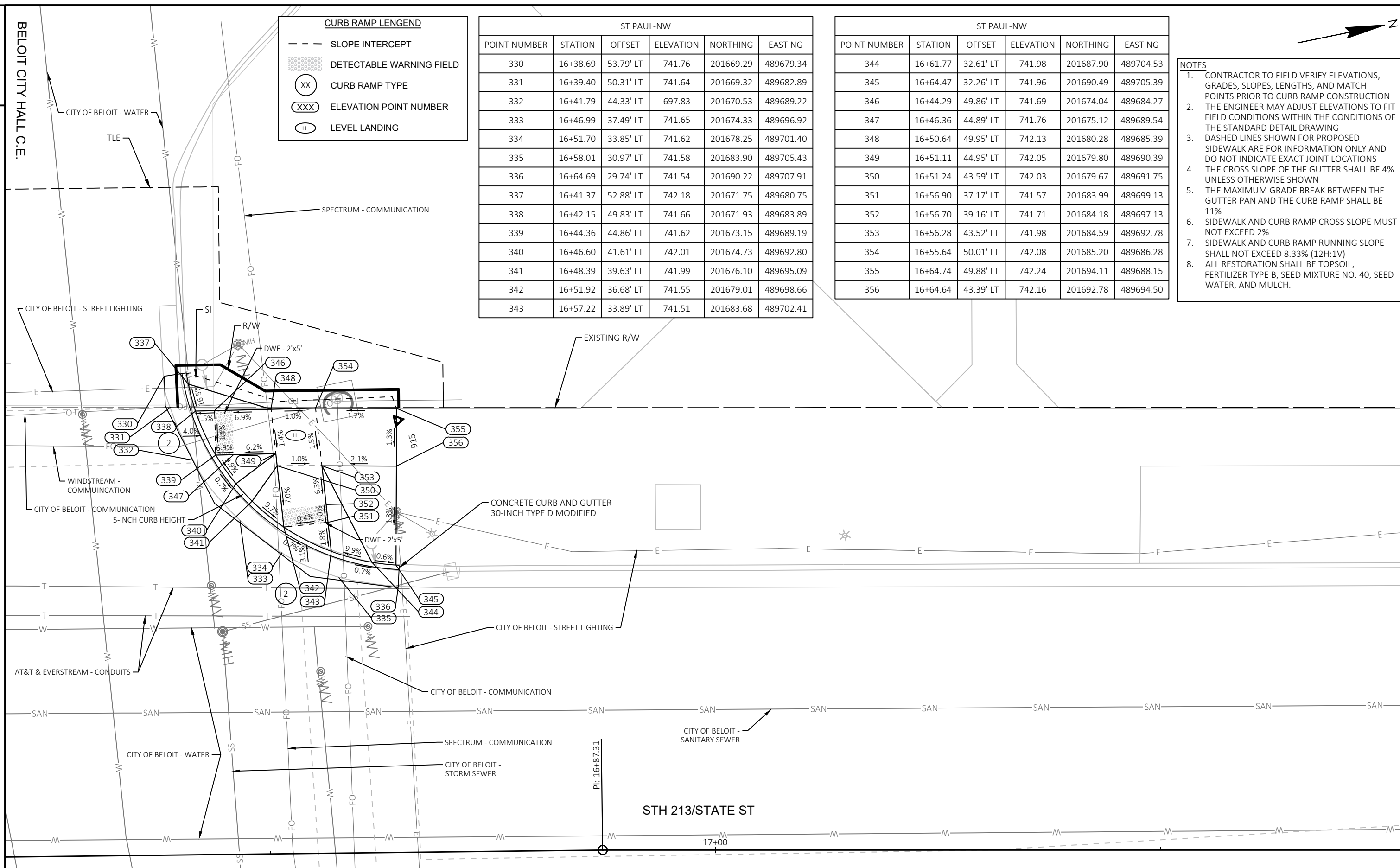
PLOT DATE : 10/24/2024 2:15 PM

PLOT BY : WELLNITZ, JOSHUA M

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

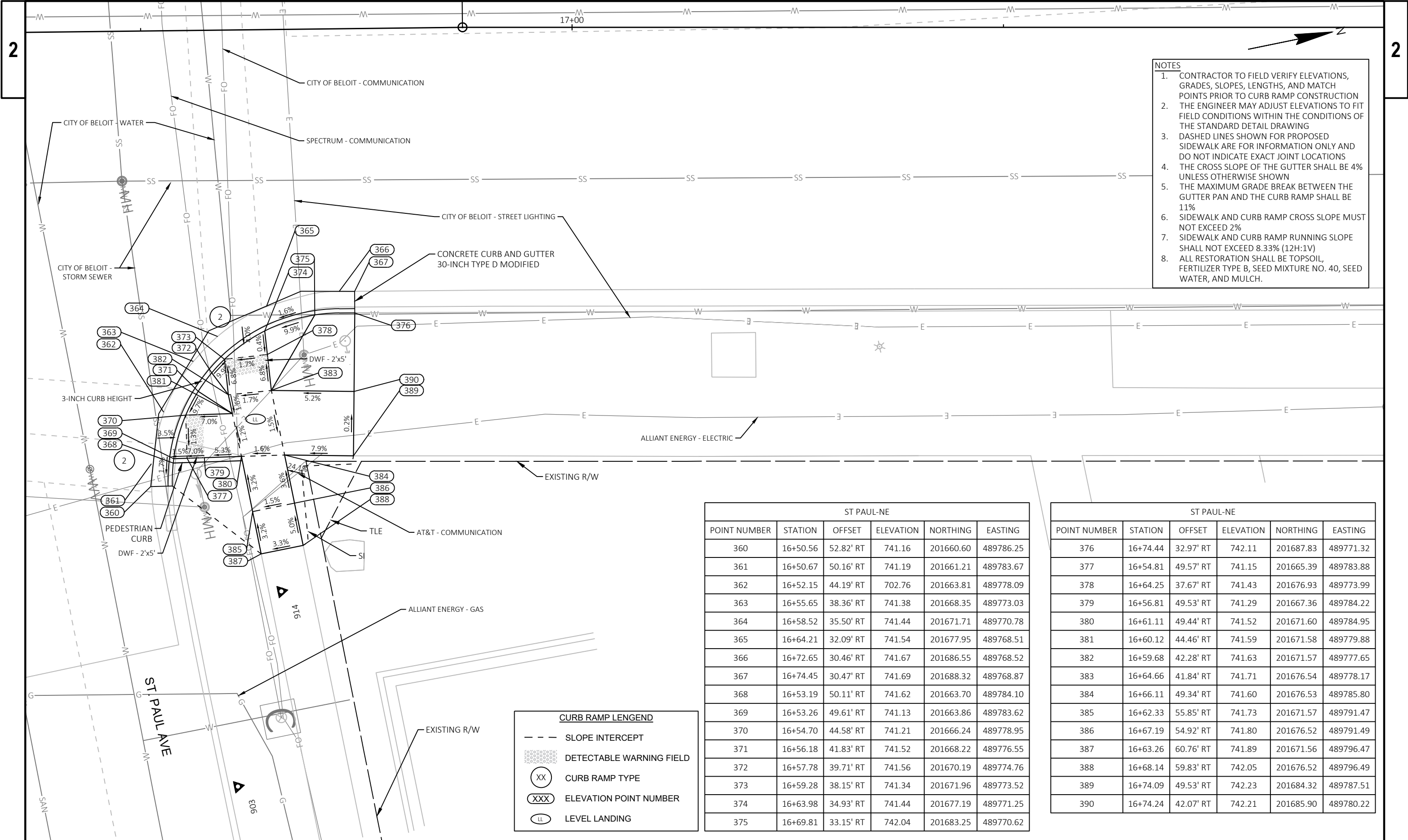
WISDOT/CADDS SHEET 42



ST PAUL-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
330	16+38.69	53.79' LT	741.76	201669.29	489679.34
331	16+39.40	50.31' LT	741.64	201669.32	489682.89
332	16+41.79	44.33' LT	697.83	201670.53	489689.22
333	16+46.99	37.49' LT	741.65	201674.33	489696.92
334	16+51.70	33.85' LT	741.62	201678.25	489701.40
335	16+58.01	30.97' LT	741.58	201683.90	489705.43
336	16+64.69	29.74' LT	741.54	201690.22	489707.91
337	16+41.37	52.88' LT	742.18	201671.75	489680.75
338	16+42.15	49.83' LT	741.66	201671.93	489683.89
339	16+44.36	44.86' LT	741.62	201673.15	489689.19
340	16+46.60	41.61' LT	742.01	201674.73	489692.80
341	16+48.39	39.63' LT	741.99	201676.10	489695.09
342	16+51.92	36.68' LT	741.55	201679.01	489698.66
343	16+57.22	33.89' LT	741.51	201683.68	489702.41

ST PAUL-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
344	16+61.77	32.61' LT	741.98	201687.90	489704.53
345	16+64.47	32.26' LT	741.96	201690.49	489705.39
346	16+44.29	49.86' LT	741.69	201674.04	489684.27
347	16+46.36	44.89' LT	741.76	201675.12	489689.54
348	16+50.64	49.95' LT	742.13	201680.28	489685.39
349	16+51.11	44.95' LT	742.05	201679.80	489690.39
350	16+51.24	43.59' LT	742.03	201679.67	489691.75
351	16+56.90	37.17' LT	741.57	201683.99	489699.13
352	16+56.70	39.16' LT	741.71	201684.18	489697.13
353	16+56.28	43.52' LT	741.98	201684.59	489692.78
354	16+55.64	50.01' LT	742.08	201685.20	489686.28
355	16+64.74	49.88' LT	742.24	201694.11	489688.15
356	16+64.64	43.39' LT	742.16	201692.78	489694.50

- | NOTES | |
|-------|--|
| 1. | CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION |
| 2. | THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING |
| 3. | DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS |
| 4. | THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN |
| 5. | THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11% |
| 6. | SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2% |
| 7. | SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) |
| 8. | ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH. |



- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING.
 2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
 3. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
 4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%.
 5. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%.
 6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
 7. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

ST PAUL-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
360	16+50.56	52.82' RT	741.16	201660.60	489786.25
361	16+50.67	50.16' RT	741.19	201661.21	489783.67
362	16+52.15	44.19' RT	702.76	201663.81	489778.09
363	16+55.65	38.36' RT	741.38	201668.35	489773.03
364	16+58.52	35.50' RT	741.44	201671.71	489770.78
365	16+64.21	32.09' RT	741.54	201677.95	489768.51
366	16+72.65	30.46' RT	741.67	201686.55	489768.52
367	16+74.45	30.47' RT	741.69	201688.32	489768.87
368	16+53.19	50.11' RT	741.62	201663.70	489784.10
369	16+53.26	49.61' RT	741.13	201663.86	489783.62
370	16+54.70	44.58' RT	741.21	201666.24	489778.95
371	16+56.18	41.83' RT	741.52	201668.22	489776.55
372	16+57.78	39.71' RT	741.56	201670.19	489774.76
373	16+59.28	38.15' RT	741.34	201671.96	489773.52
374	16+63.98	34.93' RT	741.44	201677.19	489771.25
375	16+69.81	33.15' RT	742.04	201683.25	489770.62

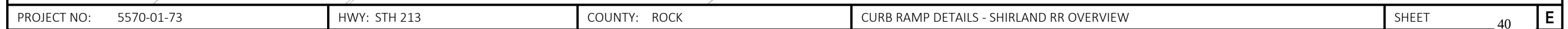
ST PAUL-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
376	16+74.44	32.97' RT	742.11	201687.83	489771.32
377	16+54.81	49.57' RT	741.15	201665.39	489783.88
378	16+64.25	37.67' RT	741.43	201676.93	489773.99
379	16+56.81	49.53' RT	741.29	201667.36	489784.22
380	16+61.11	49.44' RT	741.52	201671.60	489784.95
381	16+60.12	44.46' RT	741.59	201671.58	489779.88
382	16+59.68	42.28' RT	741.63	201671.57	489777.65
383	16+64.66	41.84' RT	741.71	201676.54	489778.17
384	16+66.11	49.34' RT	741.60	201676.53	489785.80
385	16+62.33	55.85' RT	741.73	201671.57	489791.47
386	16+67.19	54.92' RT	741.80	201676.52	489791.49
387	16+63.26	60.76' RT	741.89	201671.56	489796.47
388	16+68.14	59.83' RT	742.05	201676.52	489796.49
389	16+74.09	49.53' RT	742.23	201684.32	489787.51
390	16+74.24	42.07' RT	742.21	201685.90	489780.22

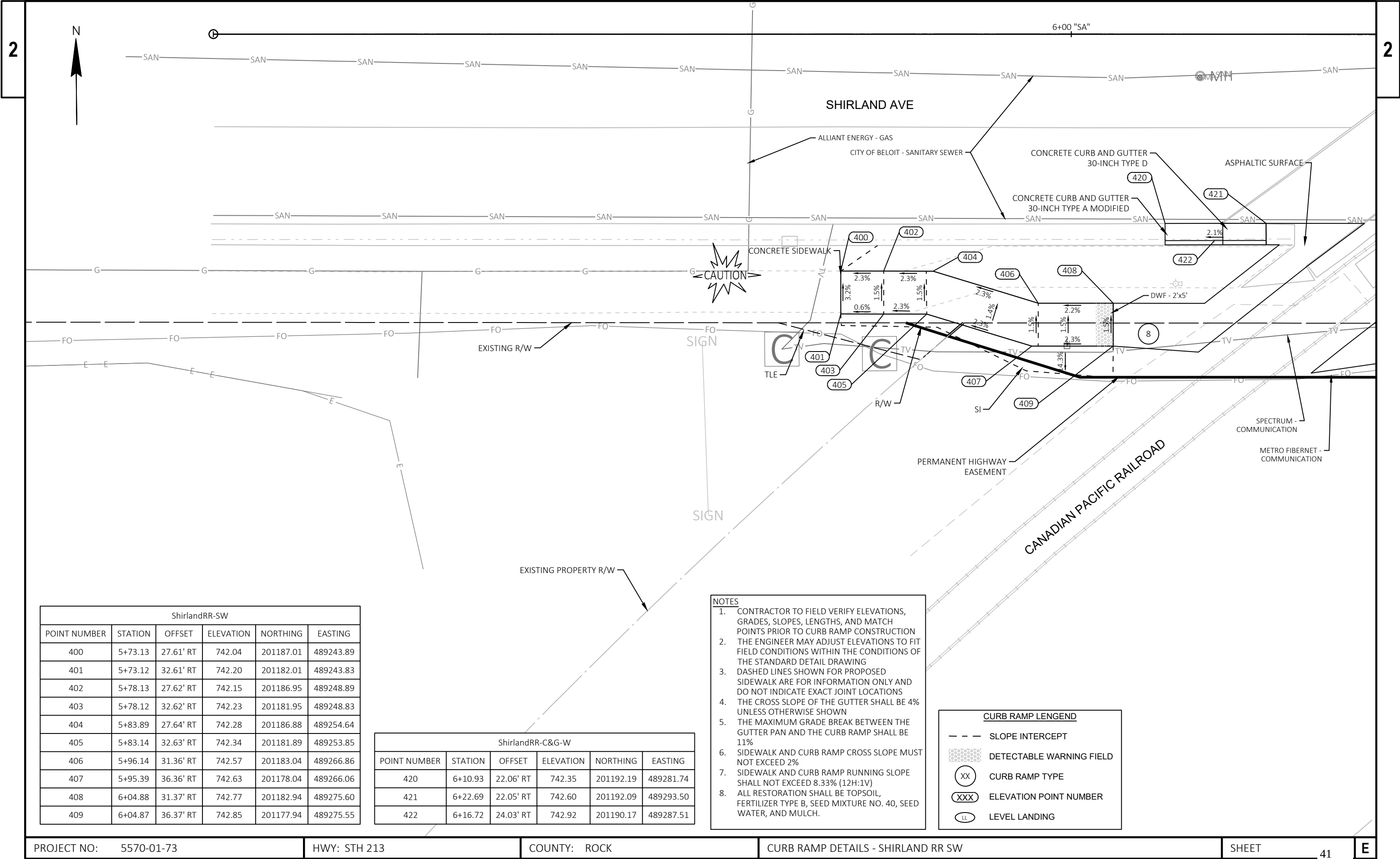
CURB RAMP LENGEND

- SLOPE INTERCEPT
- DETECTABLE WARNING FIELD
- XX CURB RAMP TYPE
- XXX ELEVATION POINT NUMBER
- LL LEVEL LANDING

EROSION CONTROL LEGEND

	SILT FENCE
	INLET PROTECTION
	INLET PROTECTION TYPE
	TEMPORARY DITCH CHECK





ShirlandRR-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	5+73.13	27.61' RT	742.04	201187.01	489243.89
401	5+73.12	32.61' RT	742.20	201182.01	489243.83
402	5+78.13	27.62' RT	742.15	201186.95	489248.89
403	5+78.12	32.62' RT	742.23	201181.95	489248.83
404	5+83.89	27.64' RT	742.28	201186.88	489254.64
405	5+83.14	32.63' RT	742.34	201181.89	489253.85
406	5+96.14	31.36' RT	742.57	201183.04	489266.86
407	5+95.39	36.36' RT	742.63	201178.04	489266.06
408	6+04.88	31.37' RT	742.77	201182.94	489275.60
409	6+04.87	36.37' RT	742.85	201177.94	489275.55

ShirlandRR-C&G-W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	6+10.93	22.06' RT	742.35	201192.19	489281.74
421	6+22.69	22.05' RT	742.60	201192.09	489293.50
422	6+16.72	24.03' RT	742.92	201190.17	489287.51

- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
4.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
5.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
6.

SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
7.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
8.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

CURB RAMP LENGEND

-- --

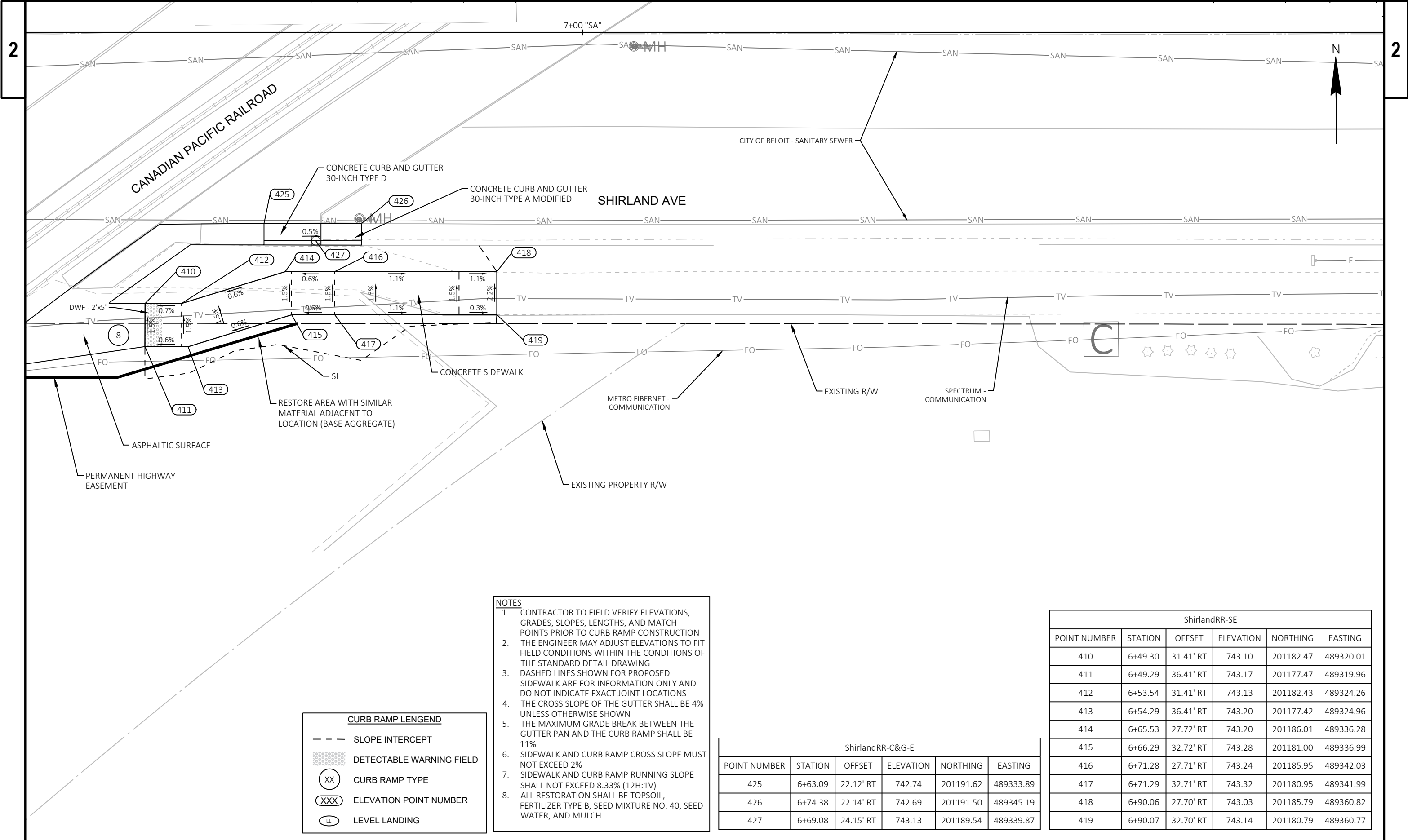
SLOPE INTERCEPT

DETECTABLE WARNING FIELD

CURB RAMP TYPE

ELEVATION POINT NUMBER

LEVEL LANDING



- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

CURB RAMP LENGEND	
---	SLOPE INTERCEPT
[Pattern]	DETECTABLE WARNING FIELD
(XX)	CURB RAMP TYPE
(XXX)	ELEVATION POINT NUMBER
(LL)	LEVEL LANDING

ShirlandRR-C&G-E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
425	6+63.09	22.12' RT	742.74	201191.62	489333.89
426	6+74.38	22.14' RT	742.69	201191.50	489345.19
427	6+69.08	24.15' RT	743.13	201189.54	489339.87

ShirlandRR-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
410	6+49.30	31.41' RT	743.10	201182.47	489320.01
411	6+49.29	36.41' RT	743.17	201177.47	489319.96
412	6+53.54	31.41' RT	743.13	201182.43	489324.26
413	6+54.29	36.41' RT	743.20	201177.42	489324.96
414	6+65.53	27.72' RT	743.20	201186.01	489336.28
415	6+66.29	32.72' RT	743.28	201181.00	489336.99
416	6+71.28	27.71' RT	743.24	201185.95	489342.03
417	6+71.29	32.71' RT	743.32	201180.95	489341.99
418	6+90.06	27.70' RT	743.03	201185.79	489360.82
419	6+90.07	32.70' RT	743.14	201180.79	489360.77

CURB RAMP LENGEND

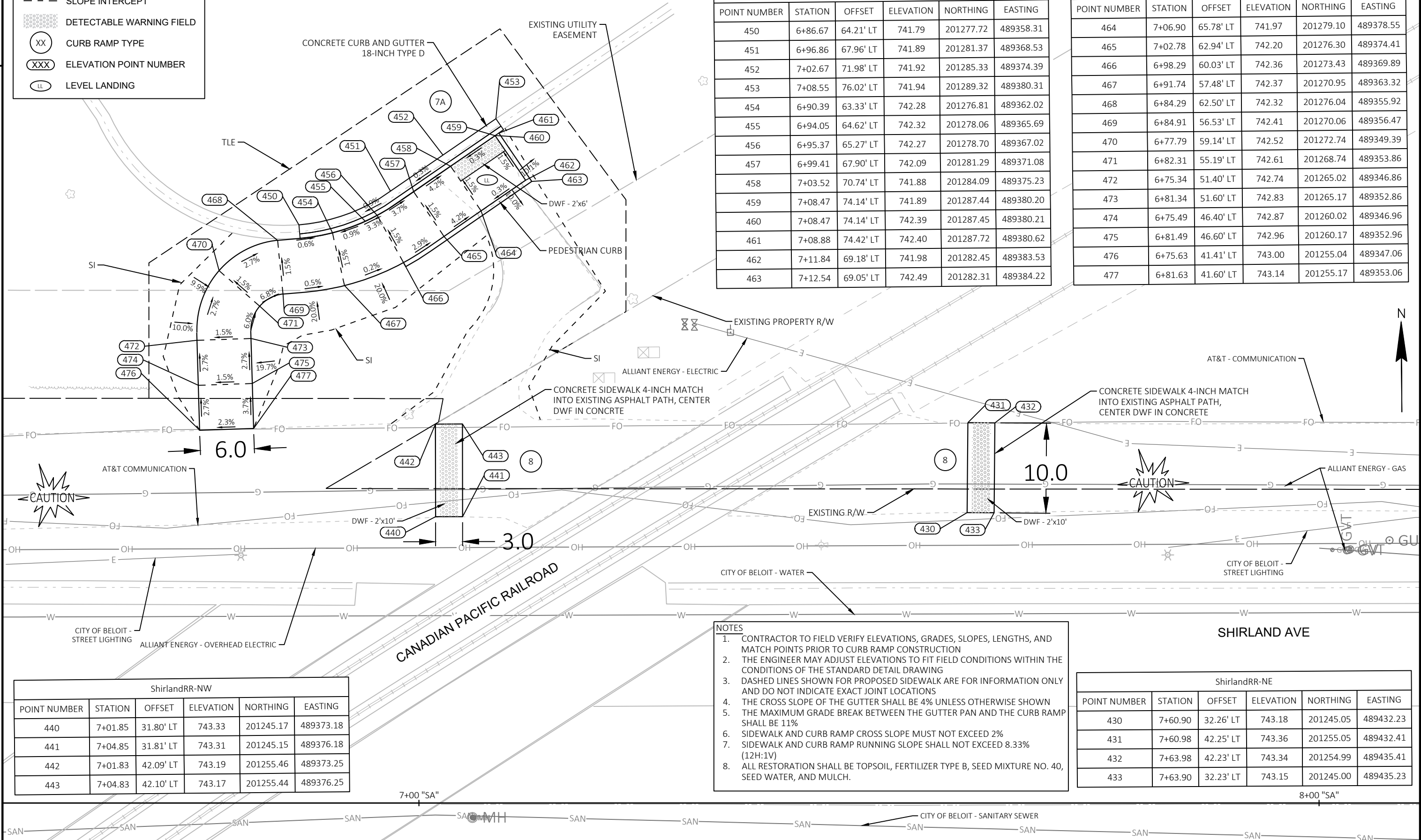
--- SLOPE INTERCEPT

[Pattern] DETECTABLE WARNING FIELD

(XX) CURB RAMP TYPE

(XXX) ELEVATION POINT NUMBER

(LL) LEVEL LANDING



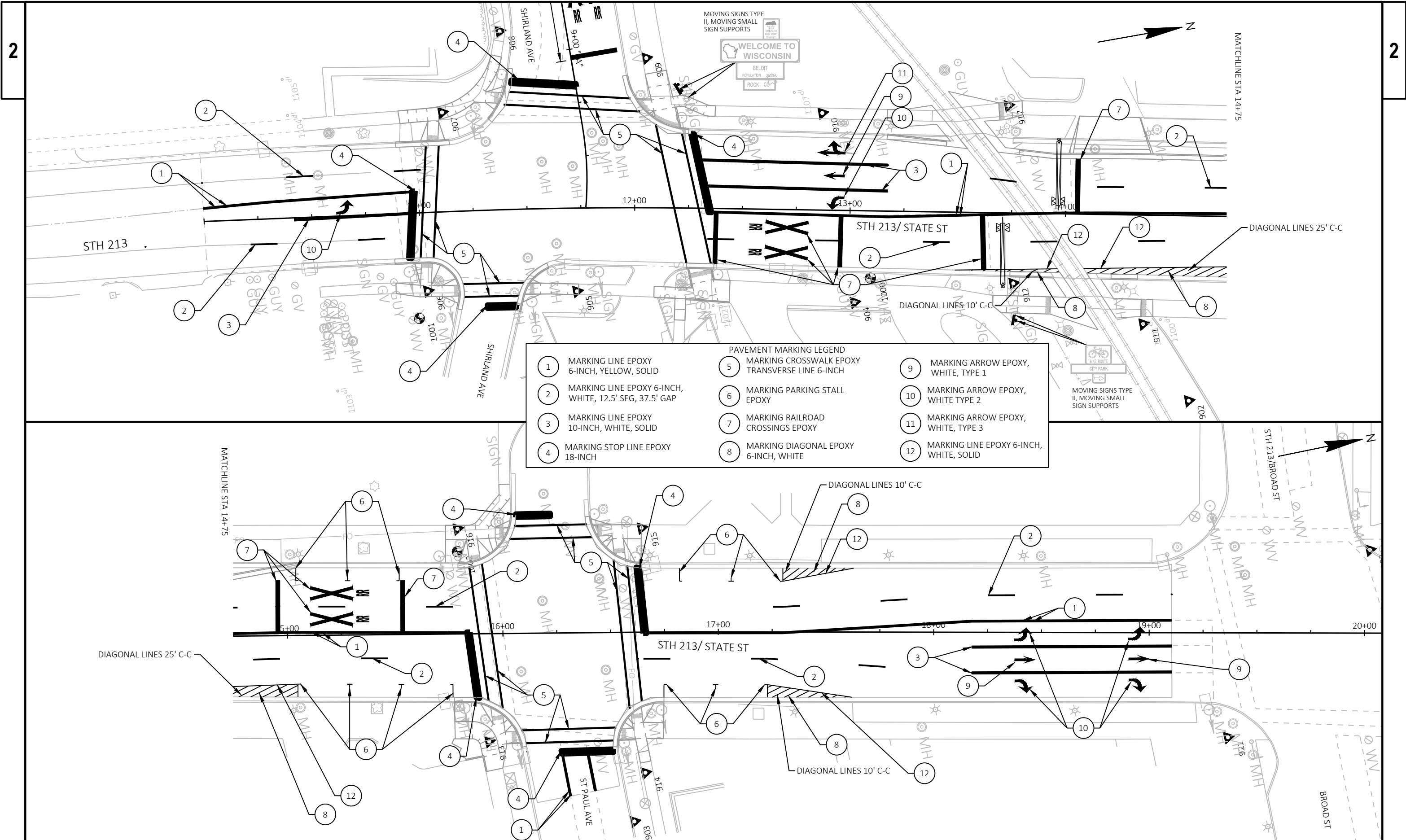
BeloitHall-S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	6+86.67	64.21' LT	741.79	201277.72	489358.31
451	6+96.86	67.96' LT	741.89	201281.37	489368.53
452	7+02.67	71.98' LT	741.92	201285.33	489374.39
453	7+08.55	76.02' LT	741.94	201289.32	489380.31
454	6+90.39	63.33' LT	742.28	201276.81	489362.02
455	6+94.05	64.62' LT	742.32	201278.06	489365.69
456	6+95.37	65.27' LT	742.27	201278.70	489367.02
457	6+99.41	67.90' LT	742.09	201281.29	489371.08
458	7+03.52	70.74' LT	741.88	201284.09	489375.23
459	7+08.47	74.14' LT	741.89	201287.44	489380.20
460	7+08.47	74.14' LT	742.39	201287.45	489380.21
461	7+08.88	74.42' LT	742.40	201287.72	489380.62
462	7+11.84	69.18' LT	741.98	201282.45	489383.53
463	7+12.54	69.05' LT	742.49	201282.31	489384.22

BeloitHall-S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
464	7+06.90	65.78' LT	741.97	201279.10	489378.55
465	7+02.78	62.94' LT	742.20	201276.30	489374.41
466	6+98.29	60.03' LT	742.36	201273.43	489369.89
467	6+91.74	57.48' LT	742.37	201270.95	489363.32
468	6+84.29	62.50' LT	742.32	201276.04	489355.92
469	6+84.91	56.53' LT	742.41	201270.06	489356.47
470	6+77.79	59.14' LT	742.52	201272.74	489349.39
471	6+82.31	55.19' LT	742.61	201268.74	489353.86
472	6+75.34	51.40' LT	742.74	201265.02	489346.86
473	6+81.34	51.60' LT	742.83	201265.17	489352.86
474	6+75.49	46.40' LT	742.87	201260.02	489346.96
475	6+81.49	46.60' LT	742.96	201260.17	489352.96
476	6+75.63	41.41' LT	743.00	201255.04	489347.06
477	6+81.63	41.60' LT	743.14	201255.17	489353.06

ShirlandRR-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
440	7+01.85	31.80' LT	743.33	201245.17	489373.18
441	7+04.85	31.81' LT	743.31	201245.15	489376.18
442	7+01.83	42.09' LT	743.19	201255.46	489373.25
443	7+04.83	42.10' LT	743.17	201255.44	489376.25

- NOTES**
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWING
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS
 4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN
 5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND THE CURB RAMP SHALL BE 11%
 6. SIDEWALK AND CURB RAMP CROSS SLOPE MUST NOT EXCEED 2%
 7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V)
 8. ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND MULCH.

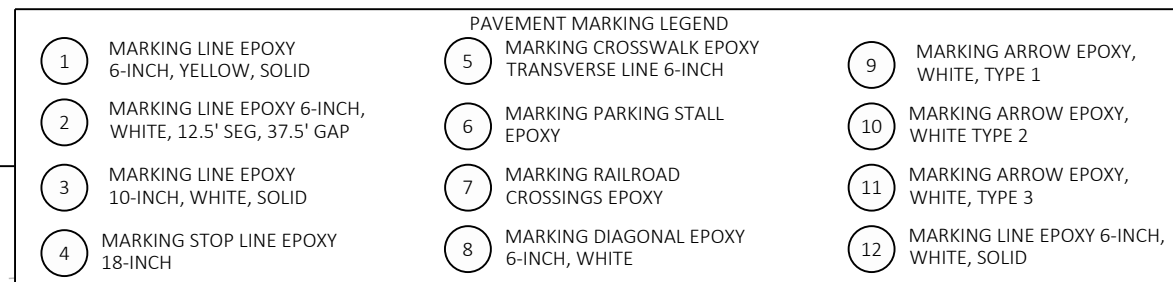
ShirlandRR-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
430	7+60.90	32.26' LT	743.18	201245.05	489432.23
431	7+60.98	42.25' LT	743.36	201255.05	489432.41
432	7+63.98	42.23' LT	743.34	201254.99	489435.41
433	7+63.90	32.23' LT	743.15	201245.00	489435.23

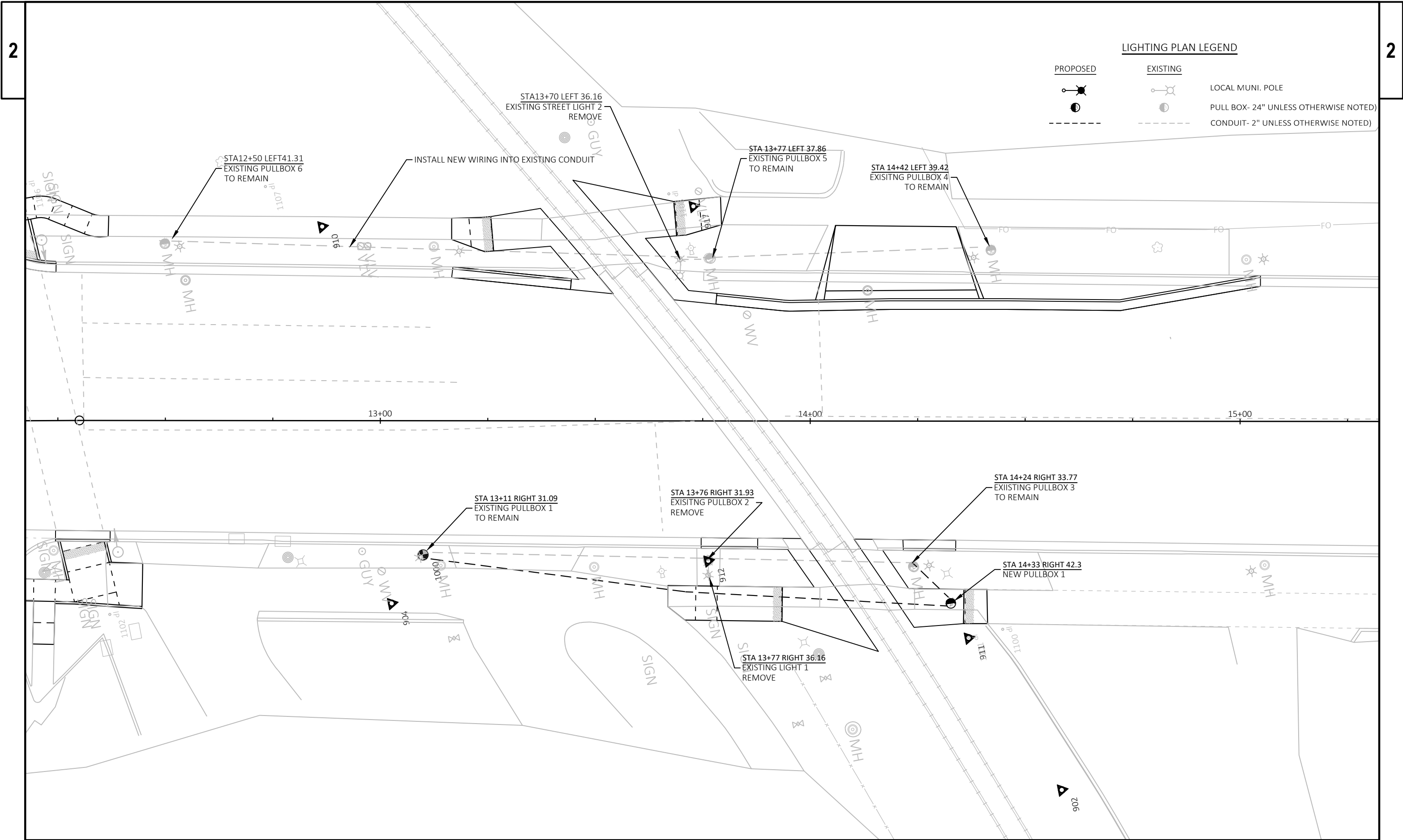


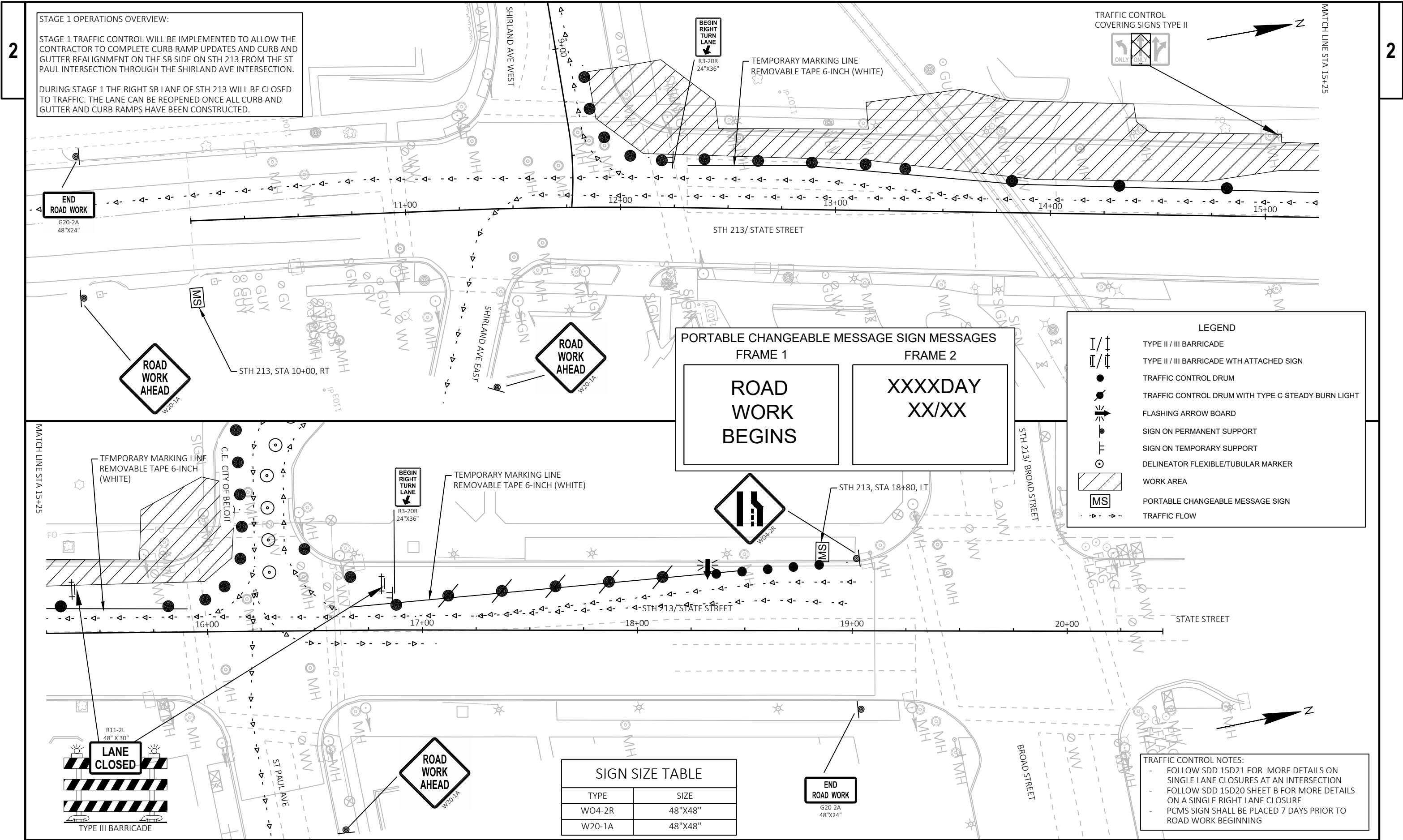
PAVEMENT MARKING LEGEND					
1	MARKING LINE EPOXY 6-INCH, YELLOW, SOLID	5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	9	MARKING ARROW EPOXY, WHITE, TYPE 1
2	MARKING LINE EPOXY 6-INCH, WHITE, 12.5' SEG, 37.5' GAP	6	MARKING PARKING STALL EPOXY	10	MARKING ARROW EPOXY, WHITE TYPE 2
3	MARKING LINE EPOXY 10-INCH, WHITE, SOLID	7	MARKING RAILROAD CROSSINGS EPOXY	11	MARKING ARROW EPOXY, WHITE, TYPE 3
4	MARKING STOP LINE EPOXY 18-INCH	8	MARKING DIAGONAL EPOXY 6-INCH, WHITE	12	MARKING LINE EPOXY 6-INCH, WHITE, SOLID

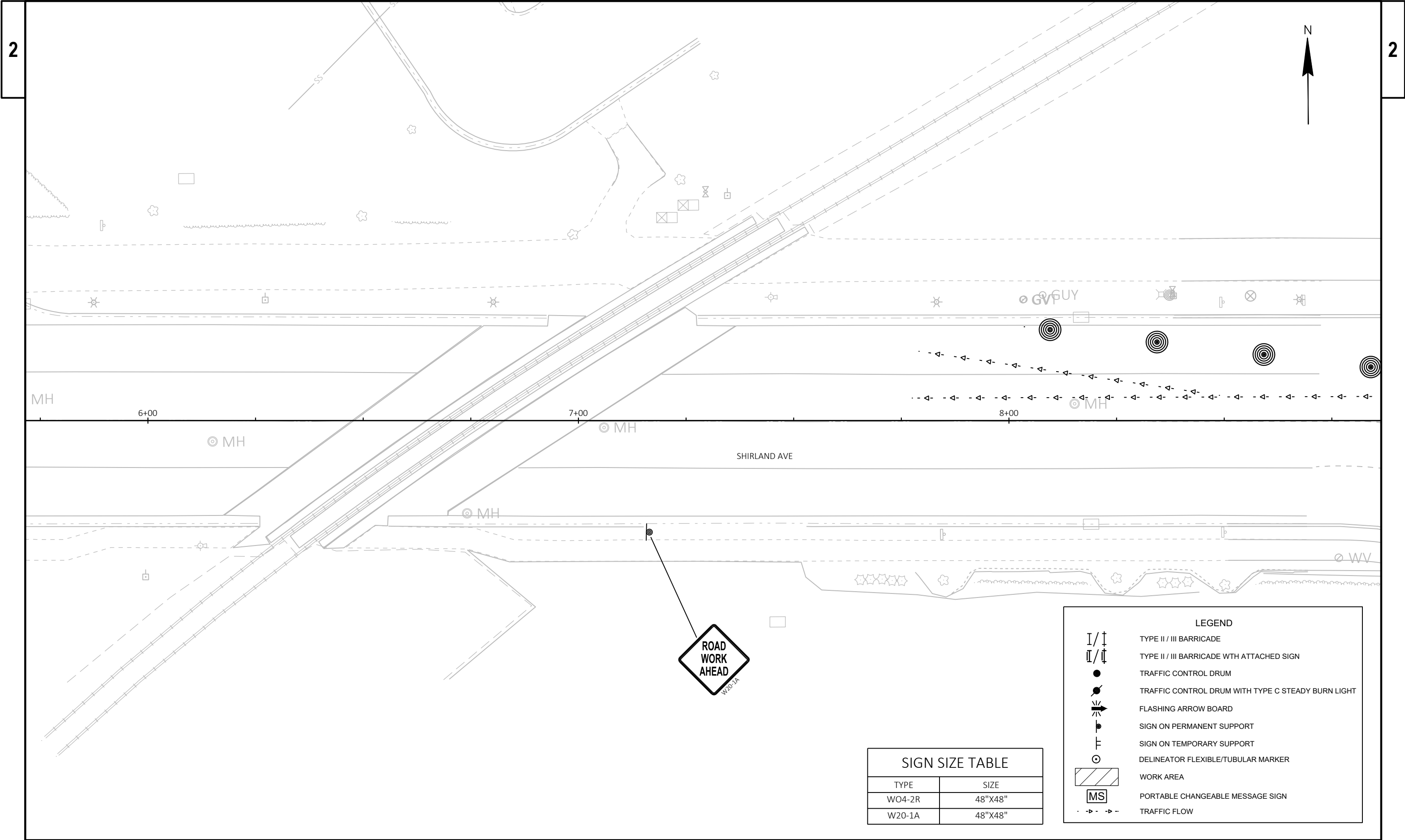
2

2 |





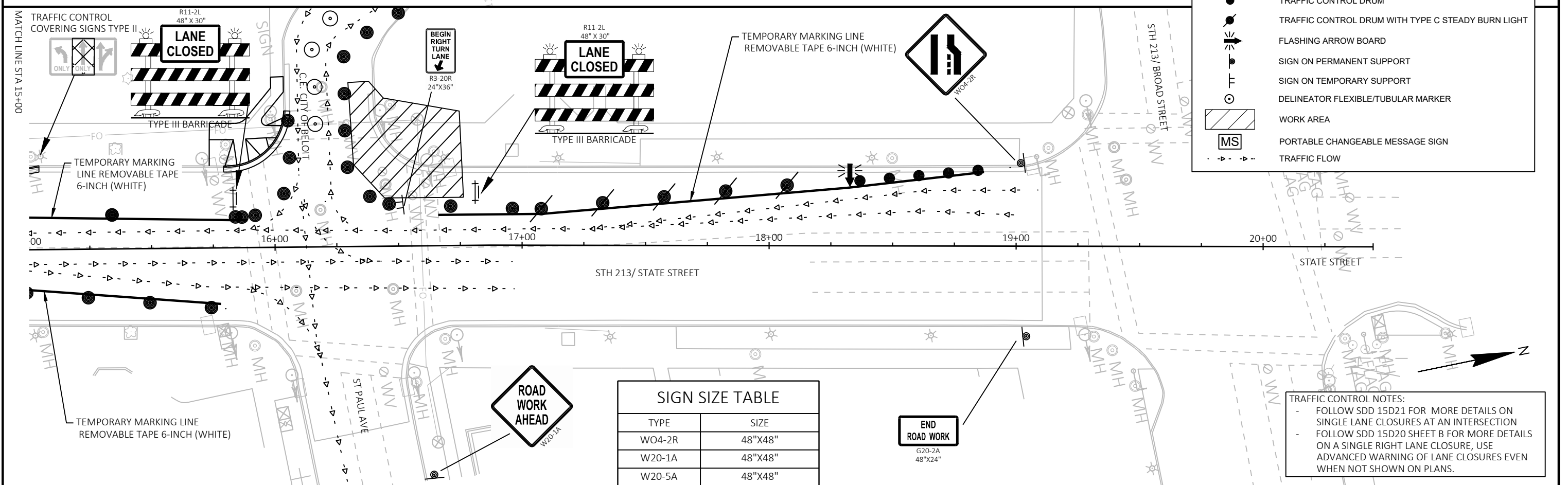
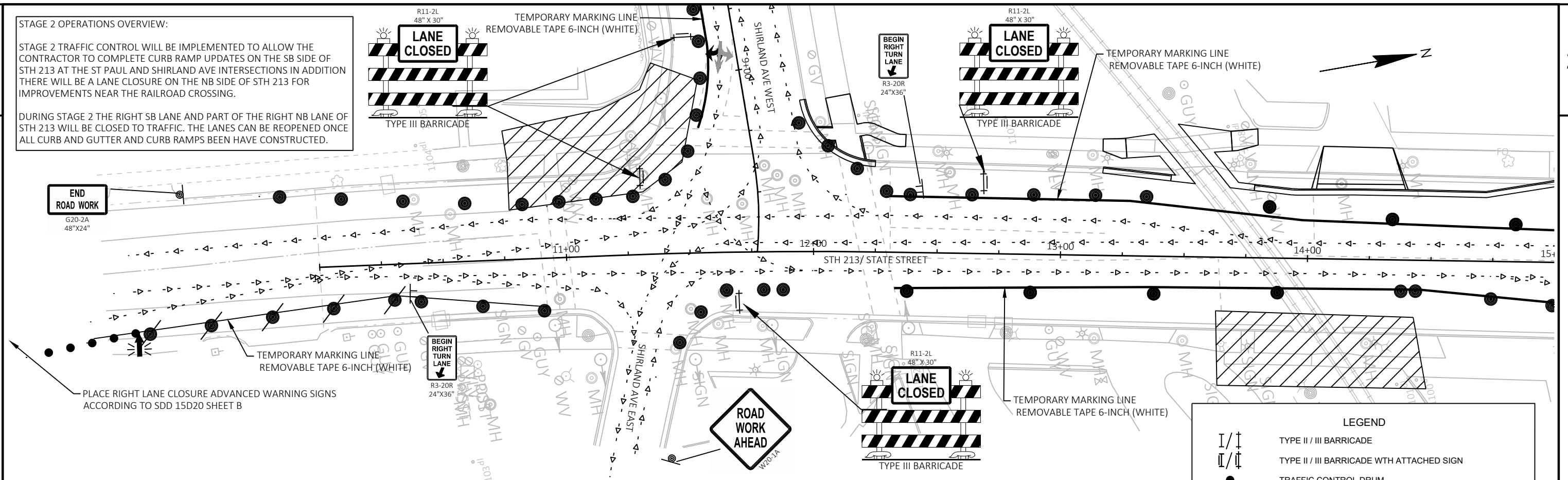




STAGE 2 OPERATIONS OVERVIEW:

STAGE 2 TRAFFIC CONTROL WILL BE IMPLEMENTED TO ALLOW THE CONTRACTOR TO COMPLETE CURB RAMP UPDATES ON THE SB SIDE OF STH 213 AT THE ST PAUL AND SHIRLAND AVE INTERSECTIONS IN ADDITION THERE WILL BE A LANE CLOSURE ON THE NB SIDE OF STH 213 FOR IMPROVEMENTS NEAR THE RAILROAD CROSSING.

DURING STAGE 2 THE RIGHT SB LANE AND PART OF THE RIGHT NB LANE OF STH 213 WILL BE CLOSED TO TRAFFIC. THE LANES CAN BE REOPENED ONCE ALL CURB AND GUTTER AND CURB RAMP BEEN HAVE CONSTRUCTED.

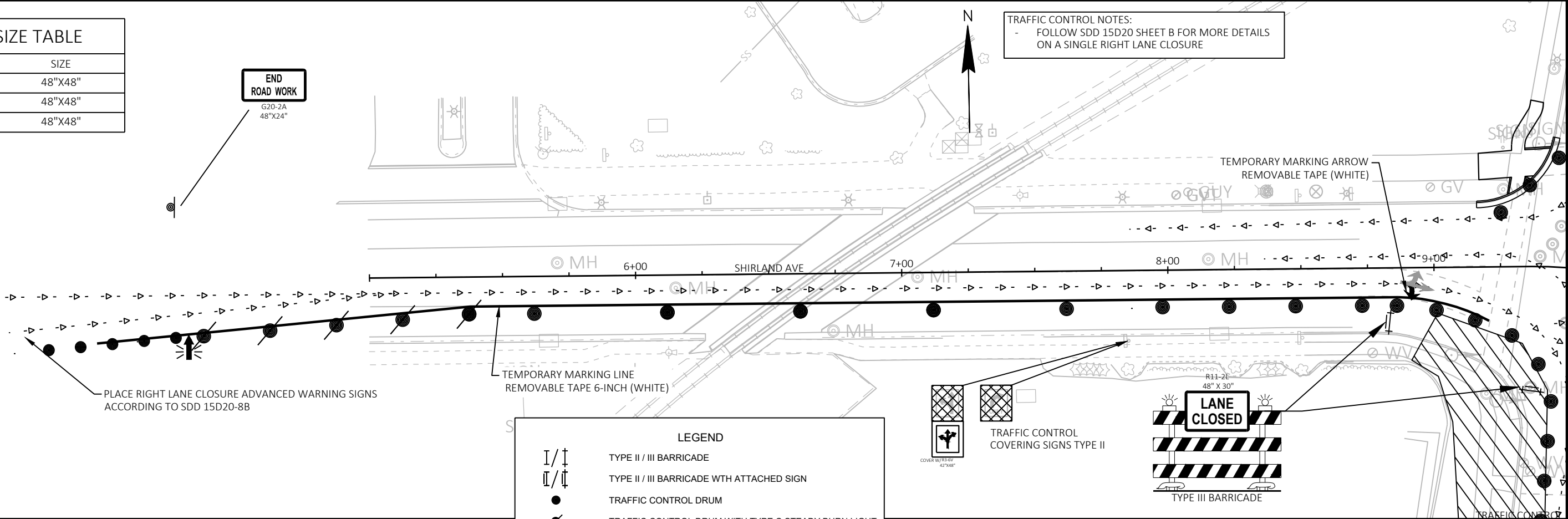


SIGN SIZE TABLE	
TYPE	SIZE
WO4-2R	48"X48"
W20-1A	48"X48"
W20-5A	48"X48"

END
ROAD WORK

G20-2A
48"X24"

TRAFFIC CONTROL NOTES:
- FOLLOW SDD 15D20 SHEET B FOR MORE DETAILS
ON A SINGLE RIGHT LANE CLOSURE



LEGEND

I / I

I / I

●

●

⚡

→

●

⊕

▨

MS

· - - -

TYPE II / III BARRICADE
TYPE II / III BARRICADE WITH ATTACHED SIGN
TRAFFIC CONTROL DRUM
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
FLASHING ARROW BOARD
SIGN ON PERMANENT SUPPORT
SIGN ON TEMPORARY SUPPORT
DELINEATOR FLEXIBLE/TUBULAR MARKER
WORK AREA
PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC FLOW



TRAFFIC CONTROL
COVERING SIGNS TYPE II



TYPE III BARRICADE

TRAFFIC CONTROL
COVERING SIGNS TYPE II

STAGE 3 OPERATIONS OVERVIEW:

STAGE 3 TRAFFIC CONTROL WILL BE IMPLEMENTED TO ALLOW THE CONTRACTOR TO COMPLETE CURB RAMP UPDATES ON THE NB SIDE OF STH 213 AT THE ST PAUL AND SHIRLAND AVE INTERSECTIONS. IN ADDITION THERE WILL BE A LANE CLOSURE ON THE EB SIDE OF SHIRLAND AVE FOR IMPROVEMENTS NEAR THE SHIRLAND AVE RAILROAD CROSSING.

DURING STAGE 3 THE RIGHT NB LANE AND PART OF THE RIGHT SB LANE OF STH 213 WILL BE CLOSED TO TRAFFIC AS WELL AS THE RIGHT EB LANE OF SHIRLAND AVE. THE LANES CAN BE REOPENED ONCE ALL CURB AND GUTTER AND CURB RAMP BEEN HAVE CONSTRUCTED.

END
ROAD WORK

G20-2A
48"x24"

PLACE RIGHT LANE CLOSURE
ADVANCED WARNING SIGNS
ACCORDING TO SDD 15D20 SHEET B

TRAFFIC CONTROL NOTES:

- FOLLOW SDD 15D21 FOR MORE DETAILS ON SINGLE LANE CLOSURES AT AN INTERSECTION
- FOLLOW SDD 15D20 SHEET B FOR MORE DETAILS ON A SINGLE RIGHT LANE CLOSURE, ADVANCED WARNING SIGNS SHOULD BE INSTALLED AS SHOWN ON SDD
- SHIRLAND AVE EAST WILL BECOME A ONE WAY ROADWAY TEMPORARILY TO ACCOMMODATE CURB RAMP CONSTRUCTION

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING ARROW
REMOVABLE TAPE (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

BAG SIGNAL HEAD
FOR SHIRLAND AVE
EAST WB TRAFFIC

BEGIN
RIGHT
TURN
LANE

R3-20R
24"x36"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

MATCH LINE STA 14+25

MATCH LINE STA 14+25

TRAFFIC CONTROL
COVERING SIGNS TYPE II



R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

R3-6T
42"x48"

LANE
CLOSED

TYPE III BARRICADE

BEGIN
RIGHT
TURN
LANE

R3-20R
24"x36"

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

R3-2
24"x24"

LANE
CLOSED

TYPE III BARRICADE

PLACE RIGHT LANE CLOSURE
ADVANCED WARNING SIGNS
ACCORDING TO SDD 15D20 SHEET B

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

I/I
II/II

●

●

●

●

●

●

●

●

●

●

●

●

●

●

●

●

●

●

●

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC FLOW

SIGN SIZE TABLE

TYPE	SIZE
WO4-2R	48"x48"
W20-1A	48"x48"
W20-5A	48"x48"

TRAFFIC CONTROL NOTES CONT:

- TRAFFIC WILL NOT BE ALLOWED TO TURN ONTO ST PAUL AVE FROM STH 213 DURING STAGE 3.

R11-2L
48" X 30"

LANE
CLOSED

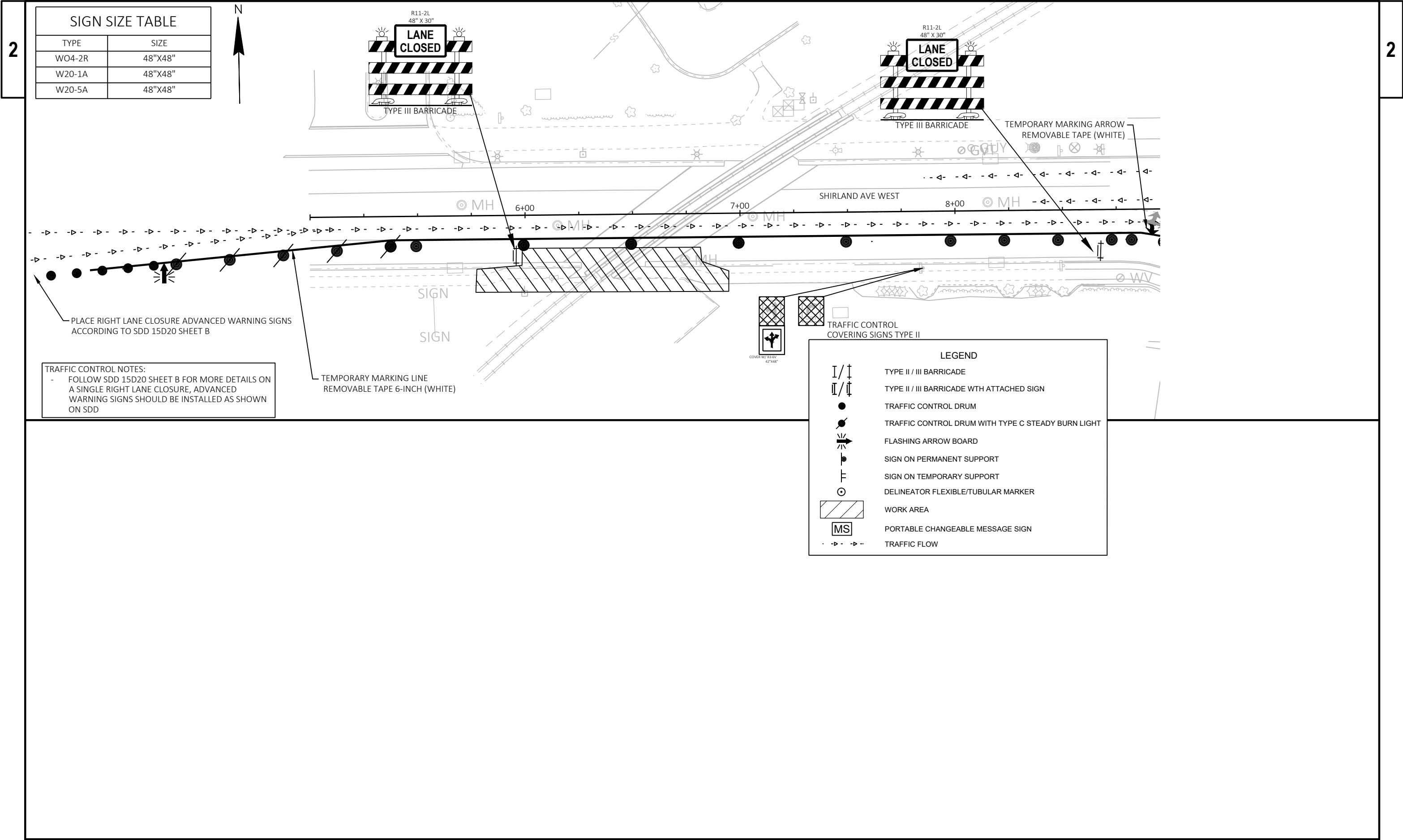
TYPE III BARRICADE

ROAD
WORK
AHEAD

W20-1A

END
ROAD WORK

G20-2A
48"x24"



SIGN SIZE TABLE	
TYPE	SIZE
W04-2R	48"X48"
W20-1A	48"X48"
W20-5A	48"X48"

TRAFFIC CONTROL NOTES:

- FOLLOW SDD 15D20 SHEET B FOR MORE DETAILS ON A SINGLE RIGHT LANE CLOSURE, ADVANCED WARNING SIGNS SHOULD BE INSTALLED AS SHOWN ON SDD

STAGE 4 OPERATIONS OVERVIEW:

STAGE 4 TRAFFIC CONTROL WILL BE IMPLEMENTED TO ALLOW THE CONTRACTOR TO COMPLETE CURB RAMP UPDATES ON THE NB SIDE OF STH 213 AT THE ST PAUL AND SHIRLAND AVE INTERSECTIONS. IN ADDITION THERE WILL BE A LANE CLOSURE ON THE WB TURN LANE OF ST PAUL AVE.

DURING STAGE 3 THE RIGHT NB LANE OF STH 213 AND THE WB RIGHT TURN OF ST PAUL AVE WILL BE CLOSED TO TRAFFIC. THE LANES CAN BE REOPENED ONCE ALL CURB AND GUTTER AND CURB RAMP HAVE BEEN CONSTRUCTED.

TRAFFIC CONTROL NOTES:

- FOLLOW SDD 15D21 FOR MORE DETAILS ON SINGLE LANE CLOSURES AT AN INTERSECTION
- FOLLOW SDD 15D20 SHEET B FOR MORE DETAILS ON A SINGLE RIGHT LANE CLOSURE, ADVANCED WARNING SIGNS SHOULD BE INSTALLED AS SHOWN ON SDD

PLACE RIGHT LANE CLOSURE
ADVANCED WARNING SIGNS
ACCORDING TO SDD 15D20 SHEET B

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

BEGIN
RIGHT
TURN
LANE
R3-20R
24"x36"

ROAD
WORK
AHEAD

LANE
CLOSED

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- PORTABLE CHANGEABLE MESSAGE SIGN
- TRAFFIC FLOW

MATCH LINE STA 14+25

ROAD
WORK
AHEAD

NO
PARKING
HERE TO
CORNER
R7-51L
18"x24"

ROAD
WORK
AHEAD

LANE
CLOSED

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

LANE
CLOSED

TYPE III BARRICADE

SIGN SIZE TABLE

TYPE	SIZE
W04-2R	48"x48"
W20-1A	48"x48"
W20-5A	48"x48"

END
ROAD WORK
G20-2A
48"x24"

TRAFFIC CONTROL NOTES CONT:

- TRAFFIC WILL NOT BE ALLOWED TO TURN ONTO ST PAUL AVE FROM STH 213 DURING STAGE 3.

PROJECT NO: 5570-01-73

HWY: STH 213

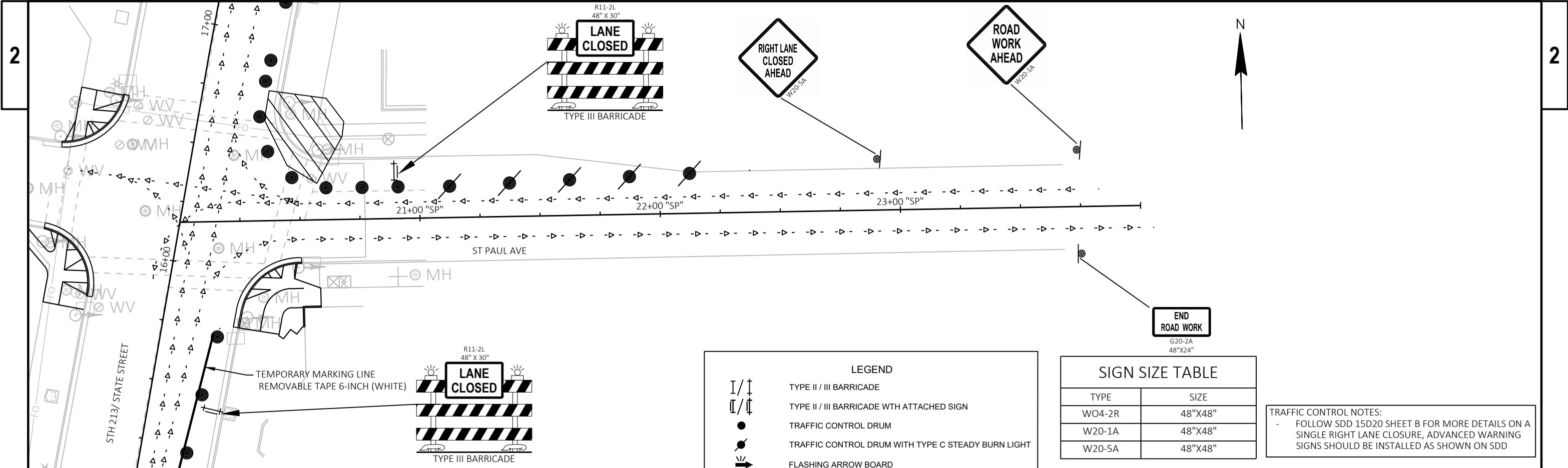
COUNTY: ROCK

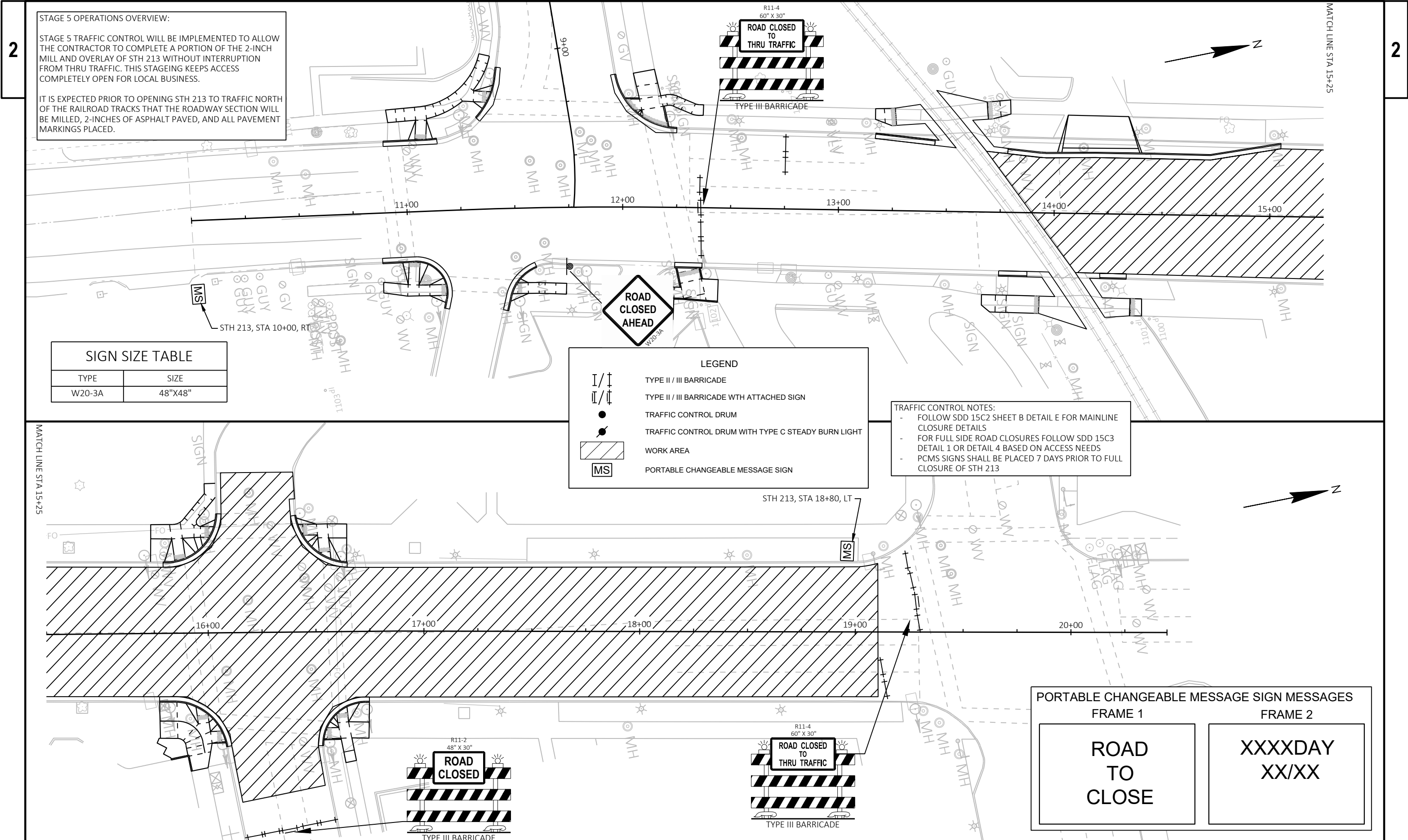
TRAFFIC CONTROL - STAGE 4

SHEET

53

E





STAGE 5 OPERATIONS OVERVIEW:

STAGE 5 TRAFFIC CONTROL WILL BE IMPLEMENTED TO ALLOW THE CONTRACTOR TO COMPLETE A PORTION OF THE 2-INCH MILL AND OVERLAY OF STH 213 WITHOUT INTERRUPTION FROM THRU TRAFFIC. THIS STAGEING KEEPS ACCESS COMPLETELY OPEN FOR LOCAL BUSINESS.

IT IS EXPECTED PRIOR TO OPENING STH 213 TO TRAFFIC NORTH OF THE RAILROAD TRACKS THAT THE ROADWAY SECTION WILL BE MILLED, 2-INCHES OF ASPHALT PAVED, AND ALL PAVEMENT MARKINGS PLACED.

SIGN SIZE TABLE	
TYPE	SIZE
W20-3A	48"X48"

LEGEND

I/I

TYPE II / III BARRICADE

I/I

TYPE II / III BARRICADE WTH ATTACHED SIGN

●

TRAFFIC CONTROL DRUM

●

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

WORK AREA

MS

PORTABLE CHANGEABLE MESSAGE SIGN

TRAFFIC CONTROL NOTES:

- FOLLOW SDD 15C2 SHEET B DETAIL E FOR MAINLINE CLOSURE DETAILS
- FOR FULL SIDE ROAD CLOSURES FOLLOW SDD 15C3 DETAIL 1 OR DETAIL 4 BASED ON ACCESS NEEDS
- PCMS SIGNS SHALL BE PLACED 7 DAYS PRIOR TO FULL CLOSURE OF STH 213

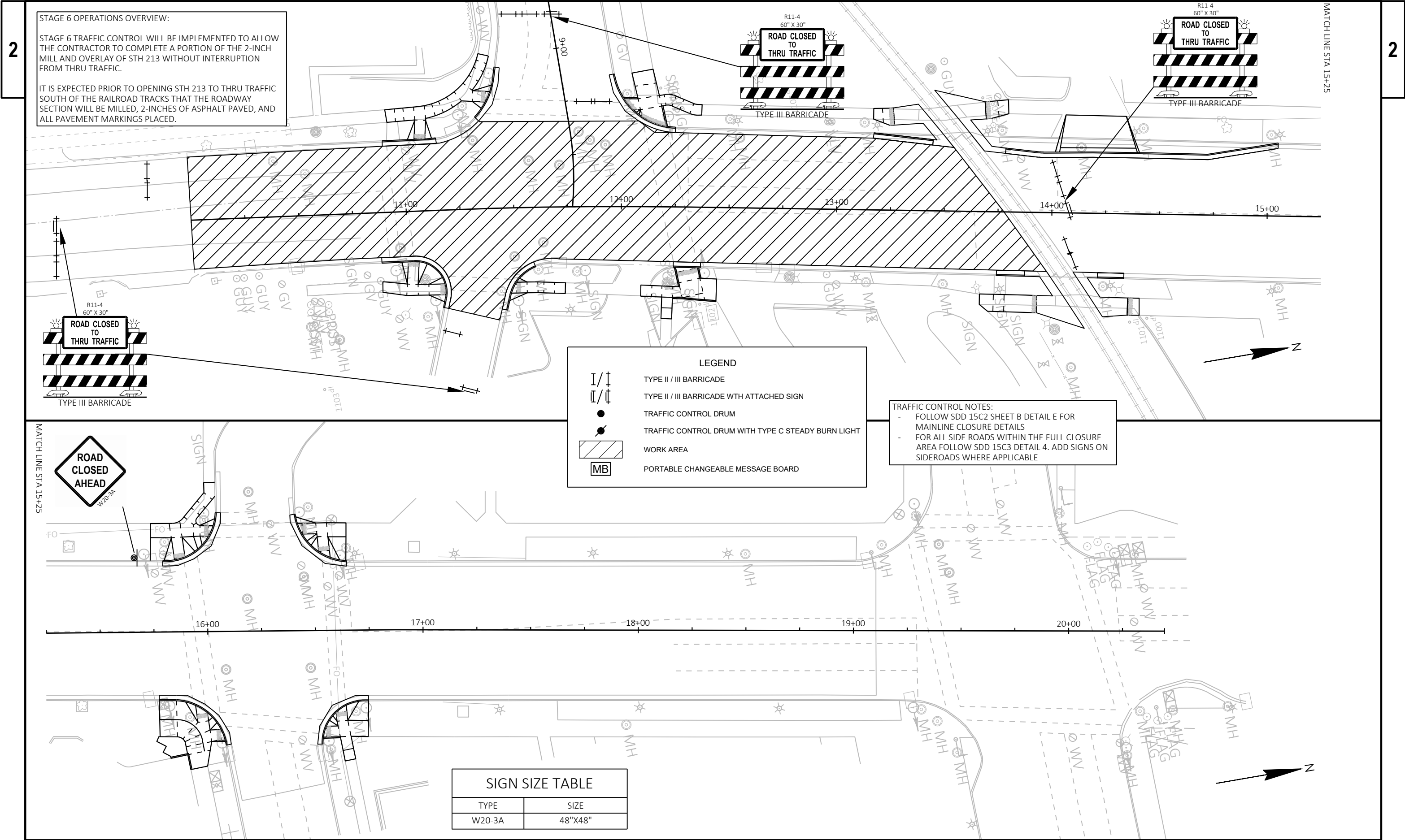
PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES

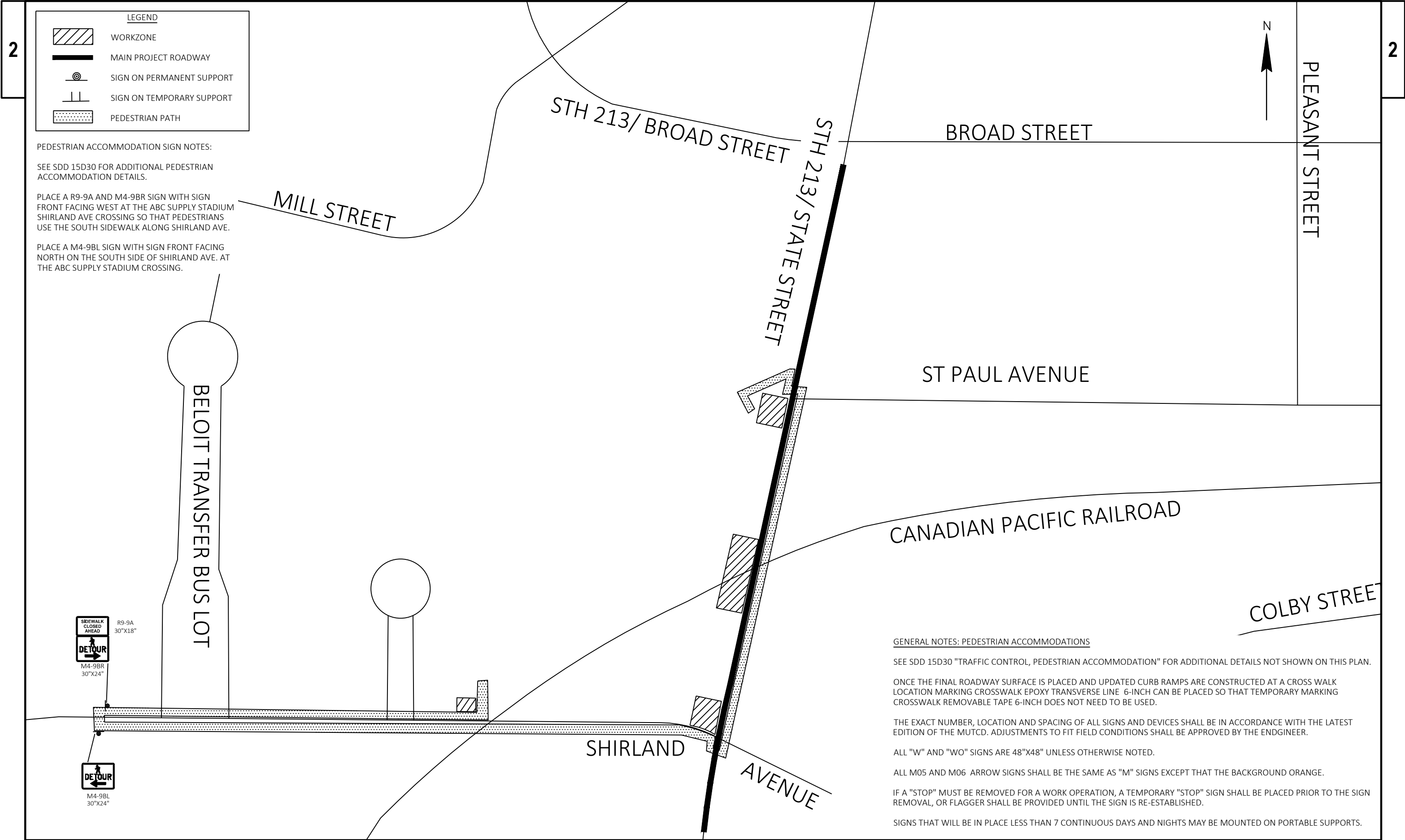
FRAME 1

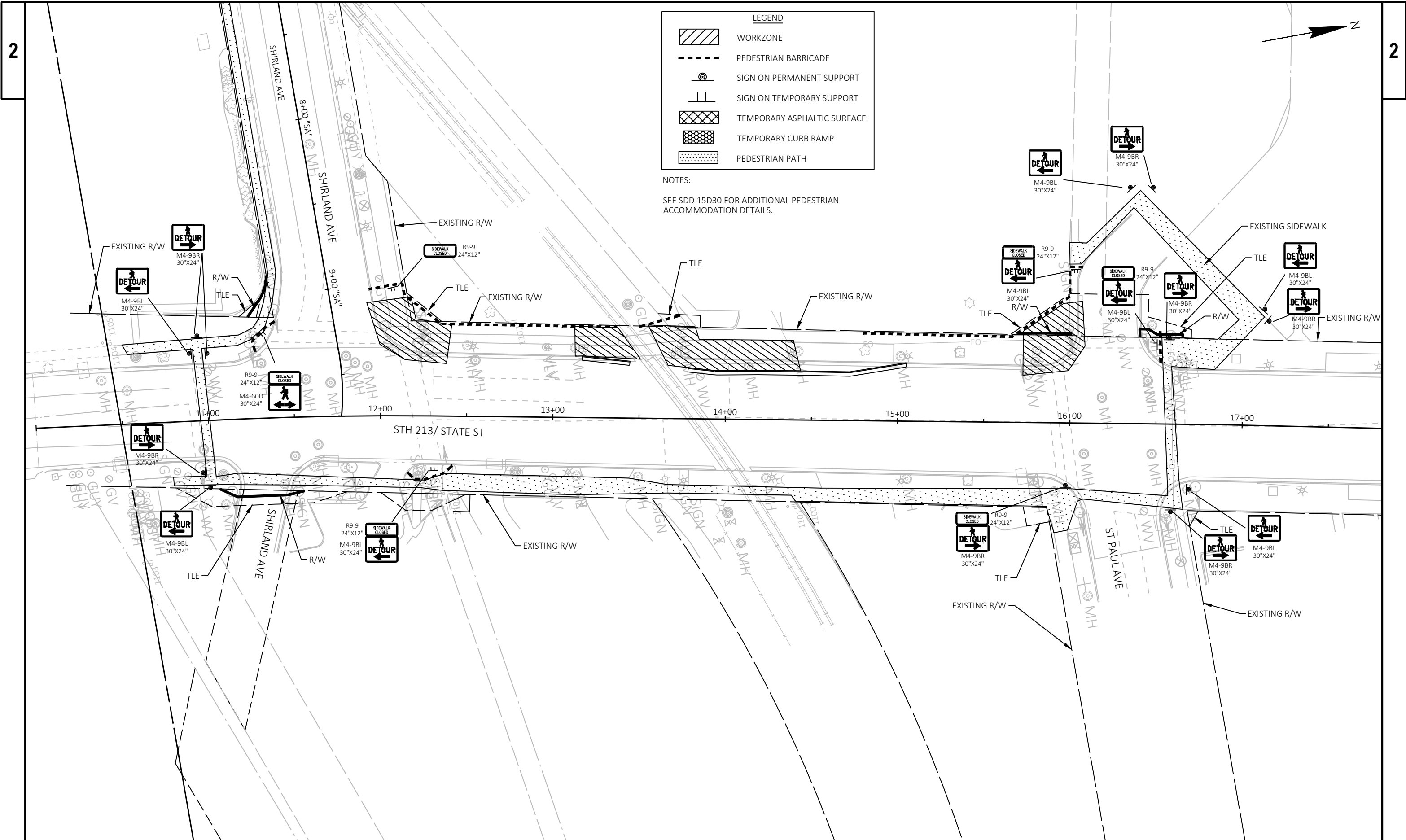
ROAD
TO
CLOSE

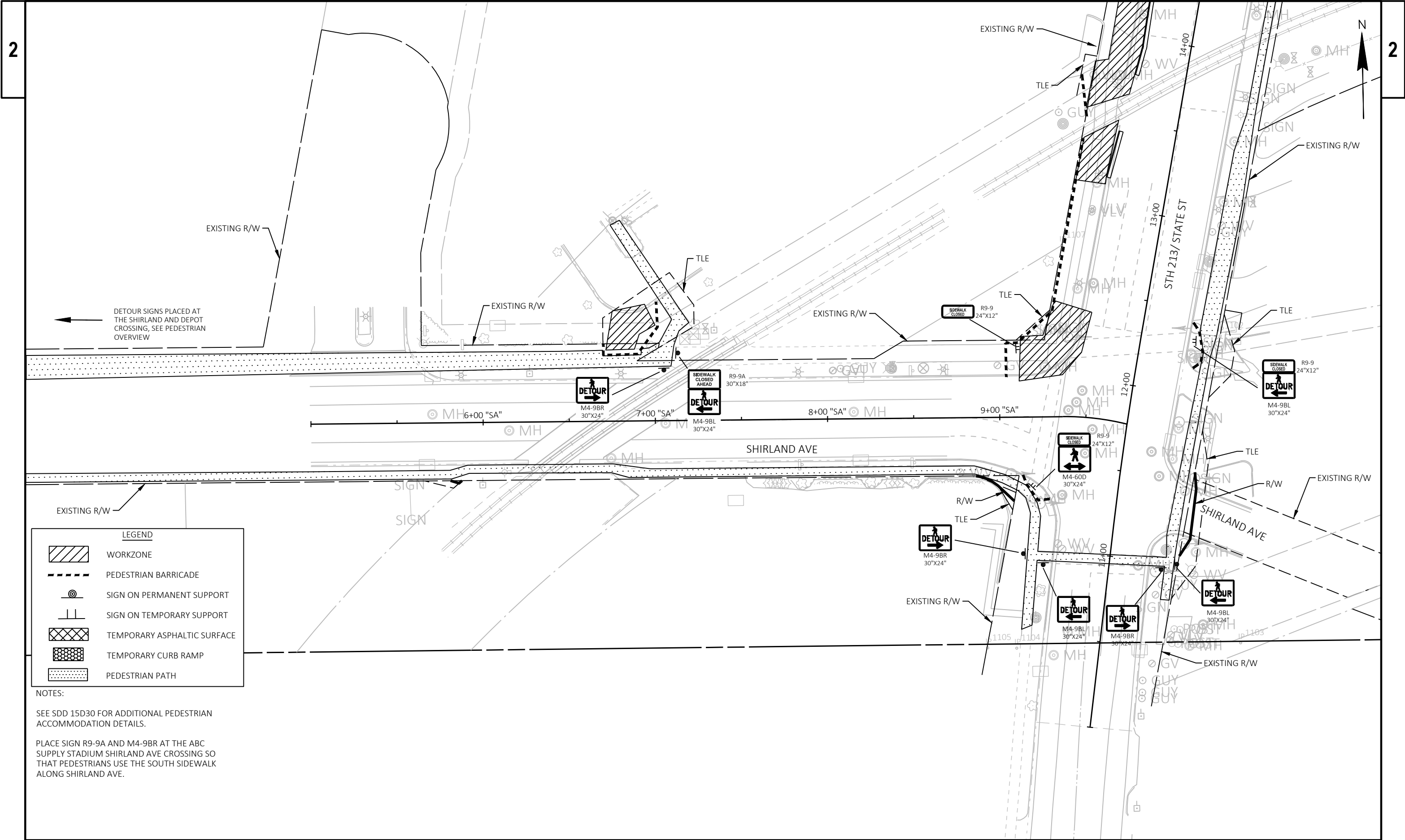
FRAME 2

XXXXDAY
XX/XX





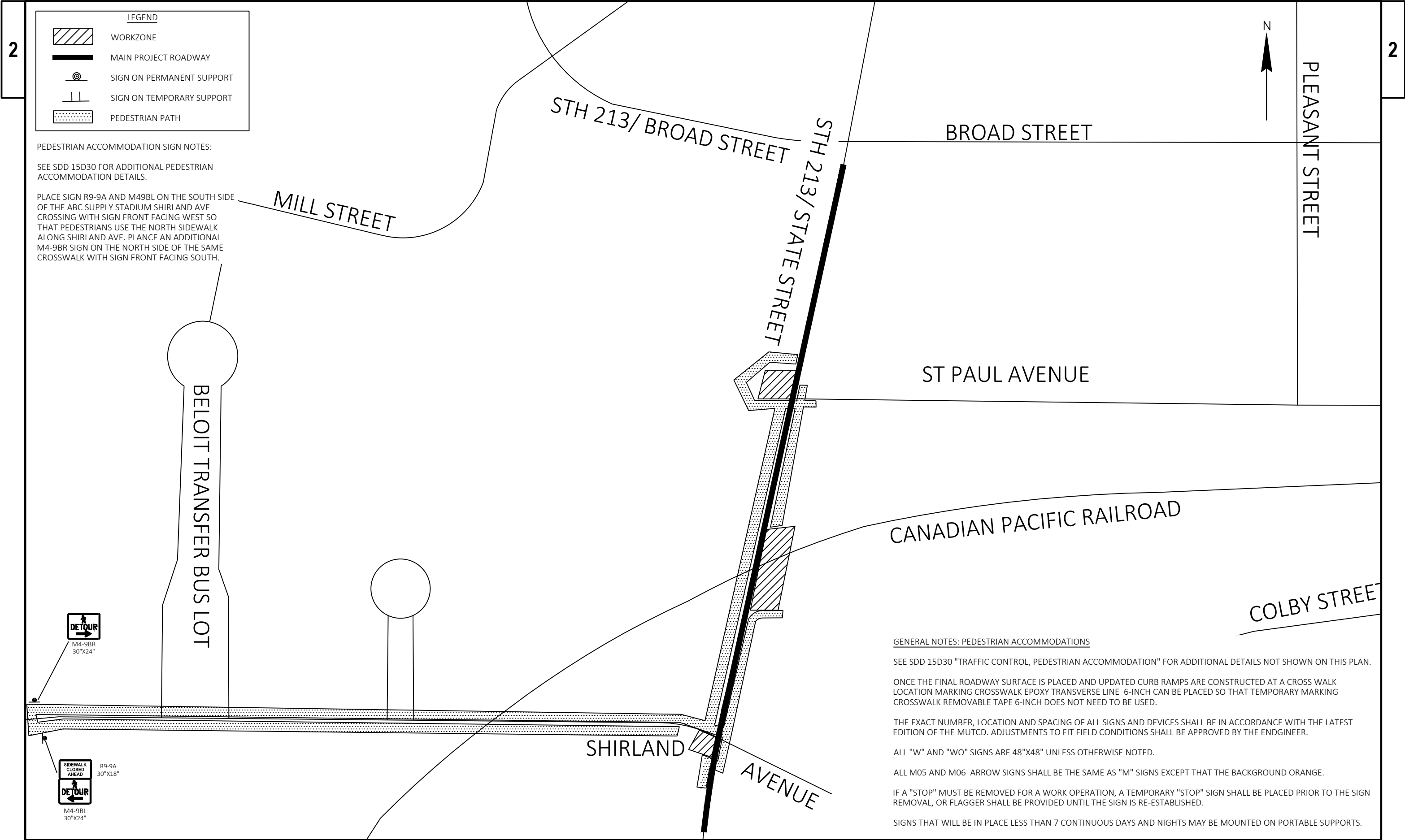


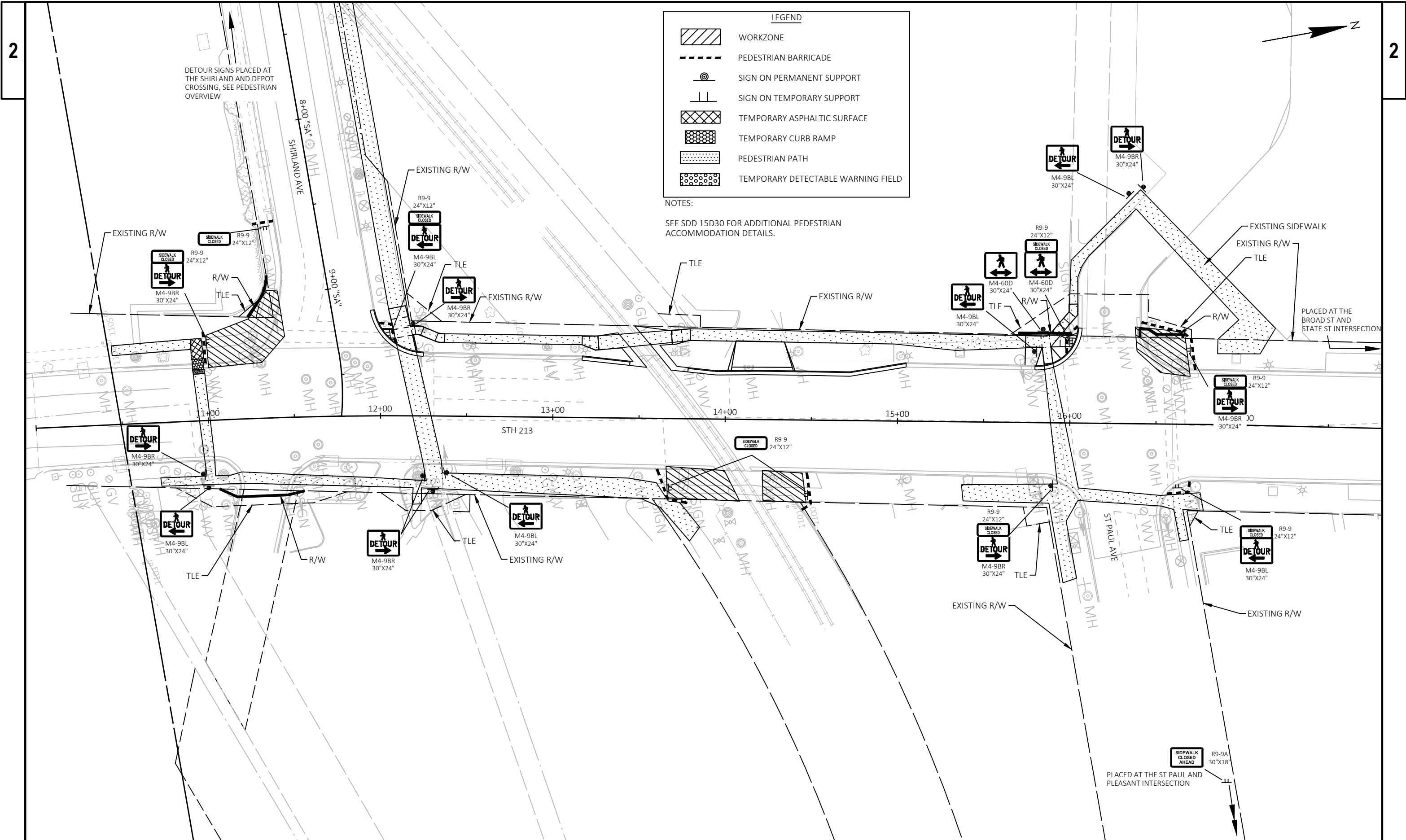


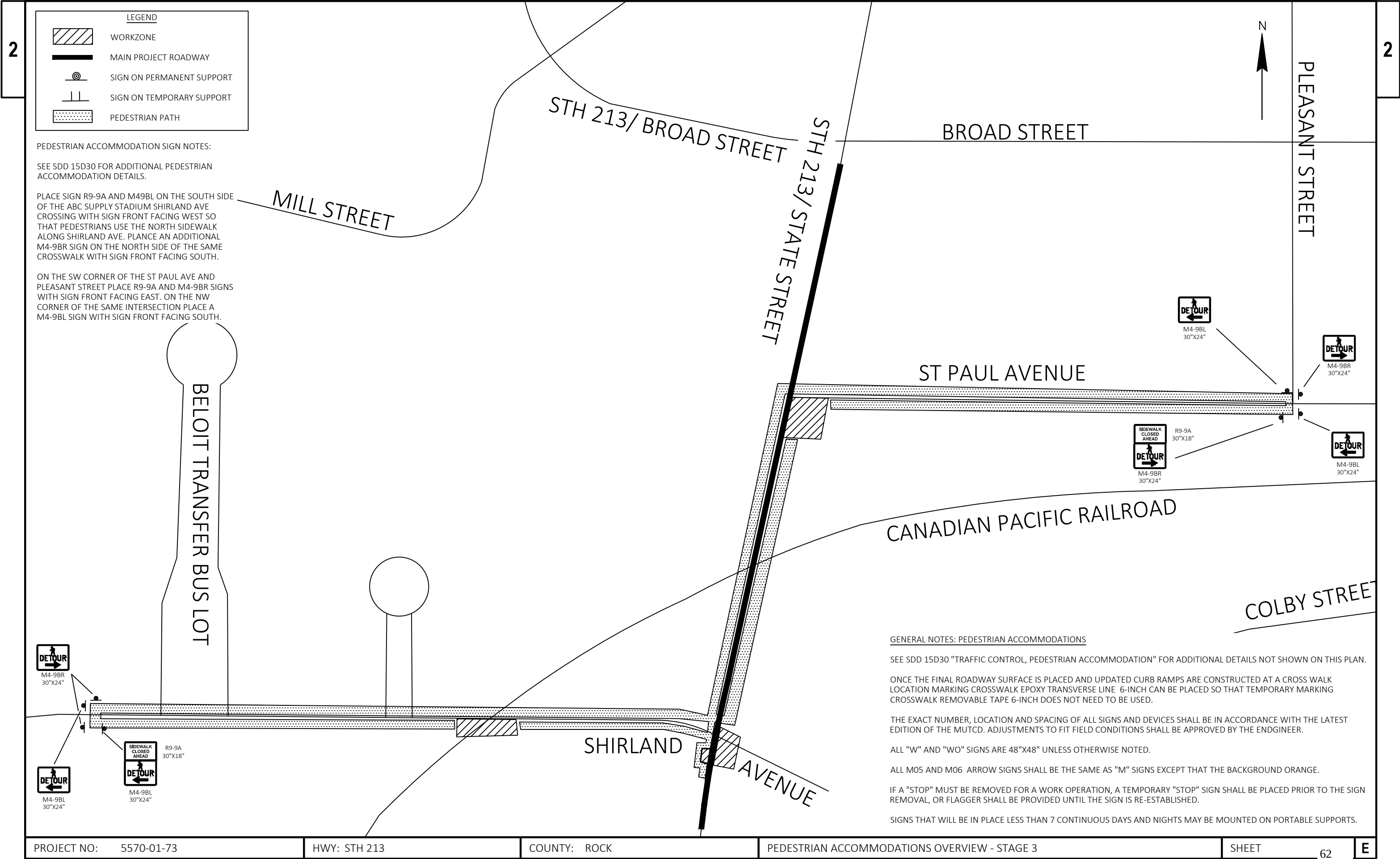
NOTES:

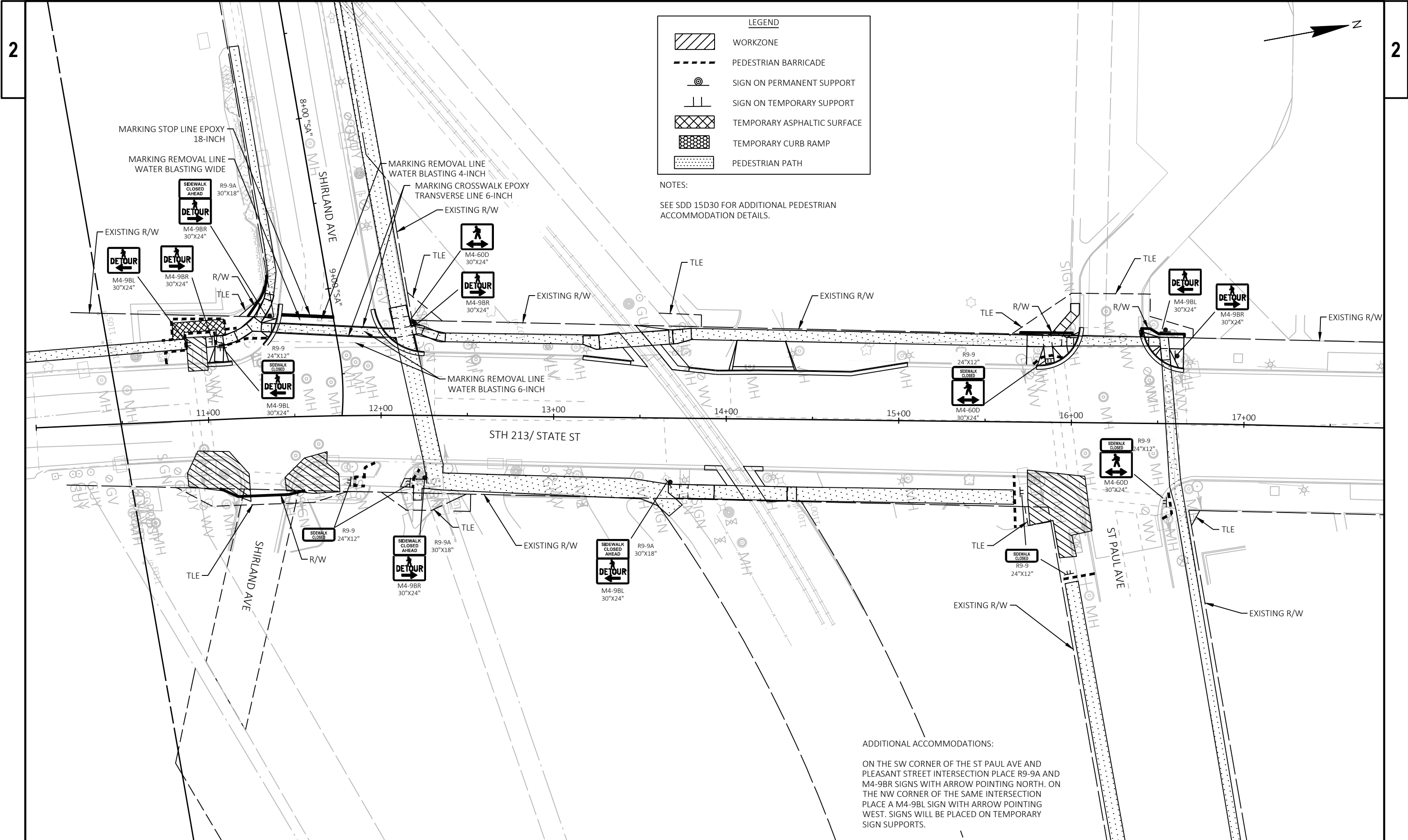
SEE SDD 15D30 FOR ADDITIONAL PEDESTRIAN ACCOMMODATION DETAILS.

PLACE SIGN R9-9A AND M4-9BR AT THE ABC SUPPLY STADIUM SHIRLAND AVE CROSSING SO THAT PEDESTRIANS USE THE SOUTH SIDEWALK ALONG SHIRLAND AVE.







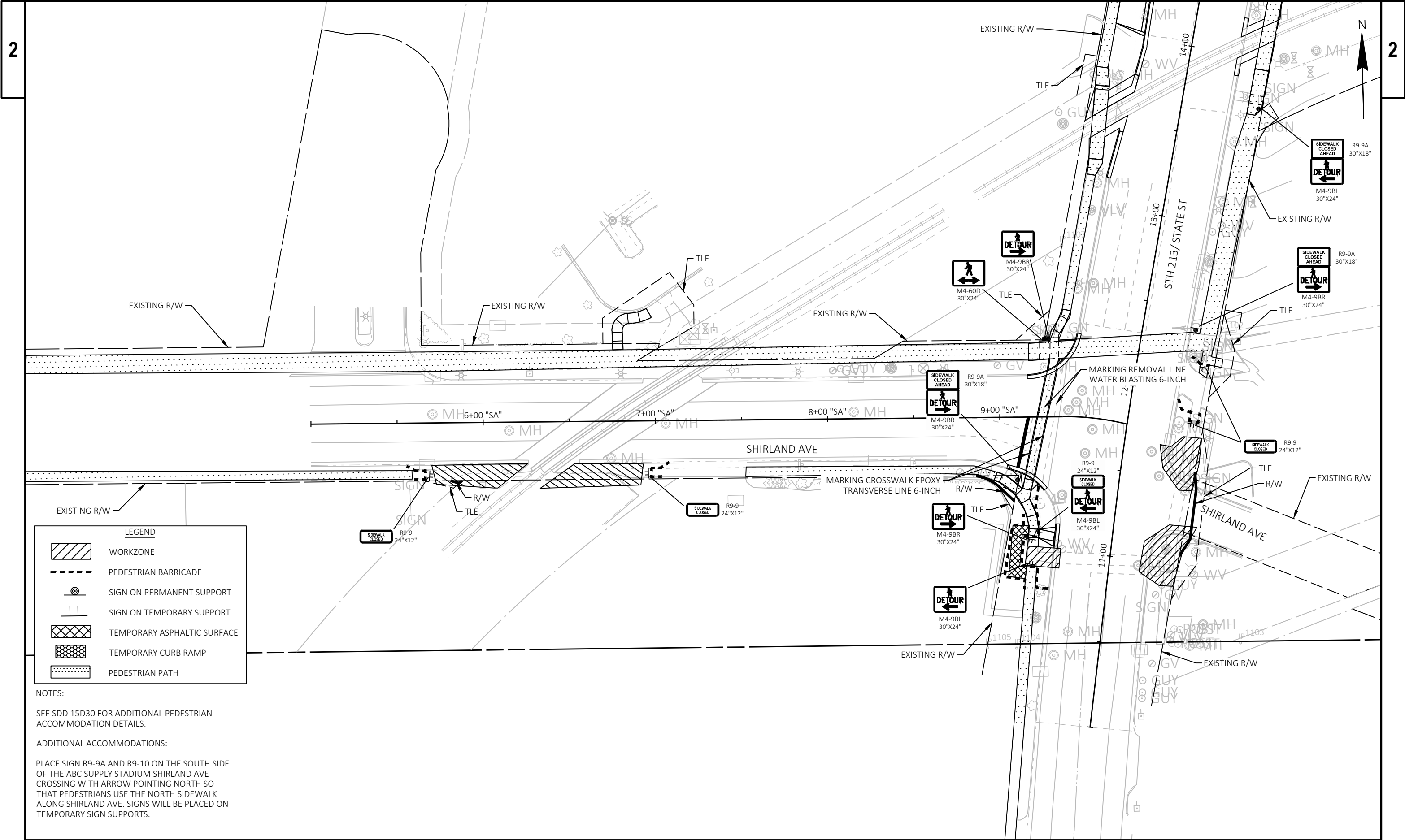


LEGEND

- WORKZONE
- PEDESTRIAN BARRICADE
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY ASPHALTIC SURFACE
- TEMPORARY CURB RAMP
- PEDESTRIAN PATH

NOTES:
SEE SDD 15D30 FOR ADDITIONAL PEDESTRIAN ACCOMMODATION DETAILS.

ADDITIONAL ACCOMMODATIONS:
ON THE SW CORNER OF THE ST PAUL AVE AND PLEASANT STREET INTERSECTION PLACE R9-9A AND M4-9BR SIGNS WITH ARROW POINTING NORTH. ON THE NW CORNER OF THE SAME INTERSECTION PLACE A M4-9BL SIGN WITH ARROW POINTING WEST. SIGNS WILL BE PLACED ON TEMPORARY SIGN SUPPORTS.

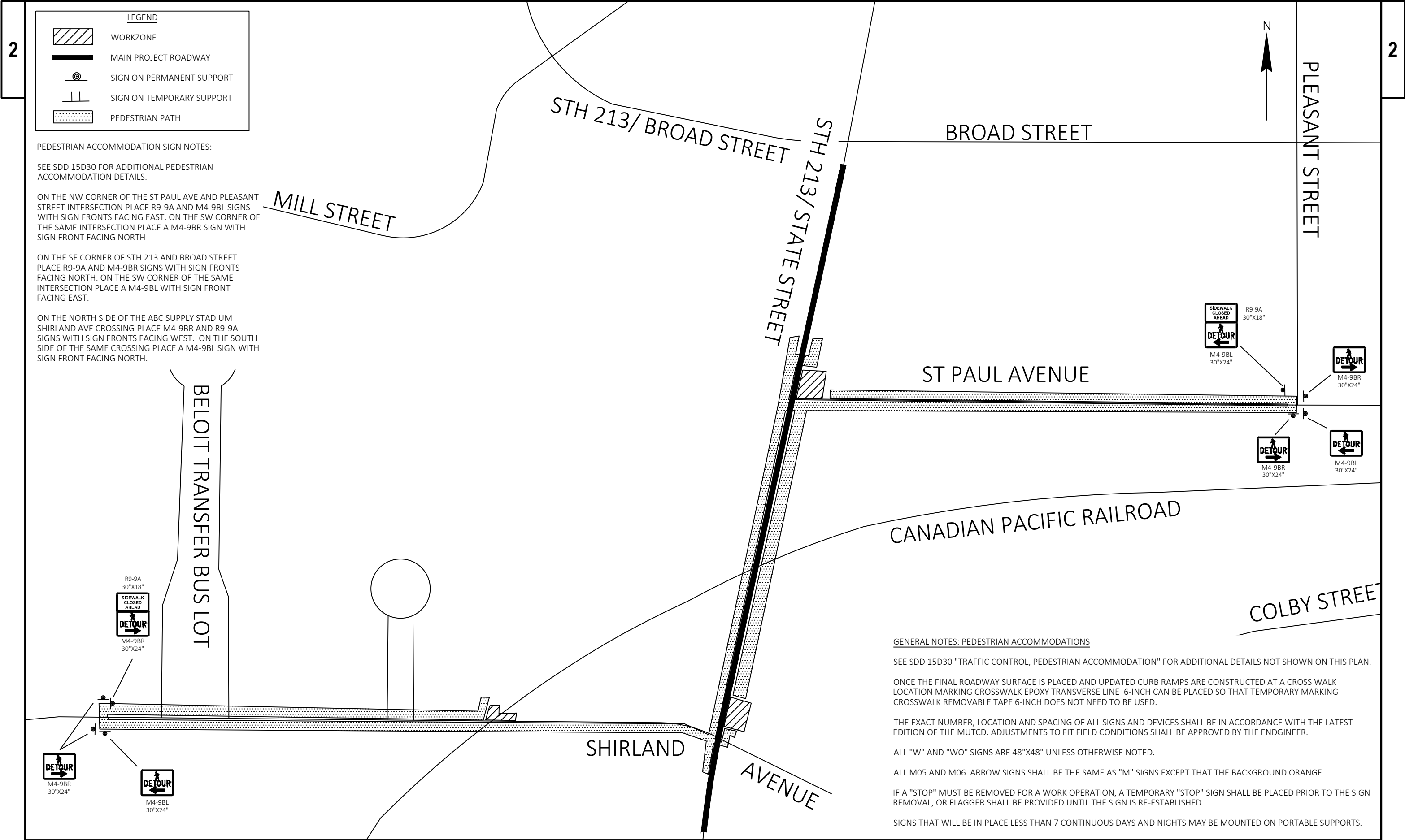


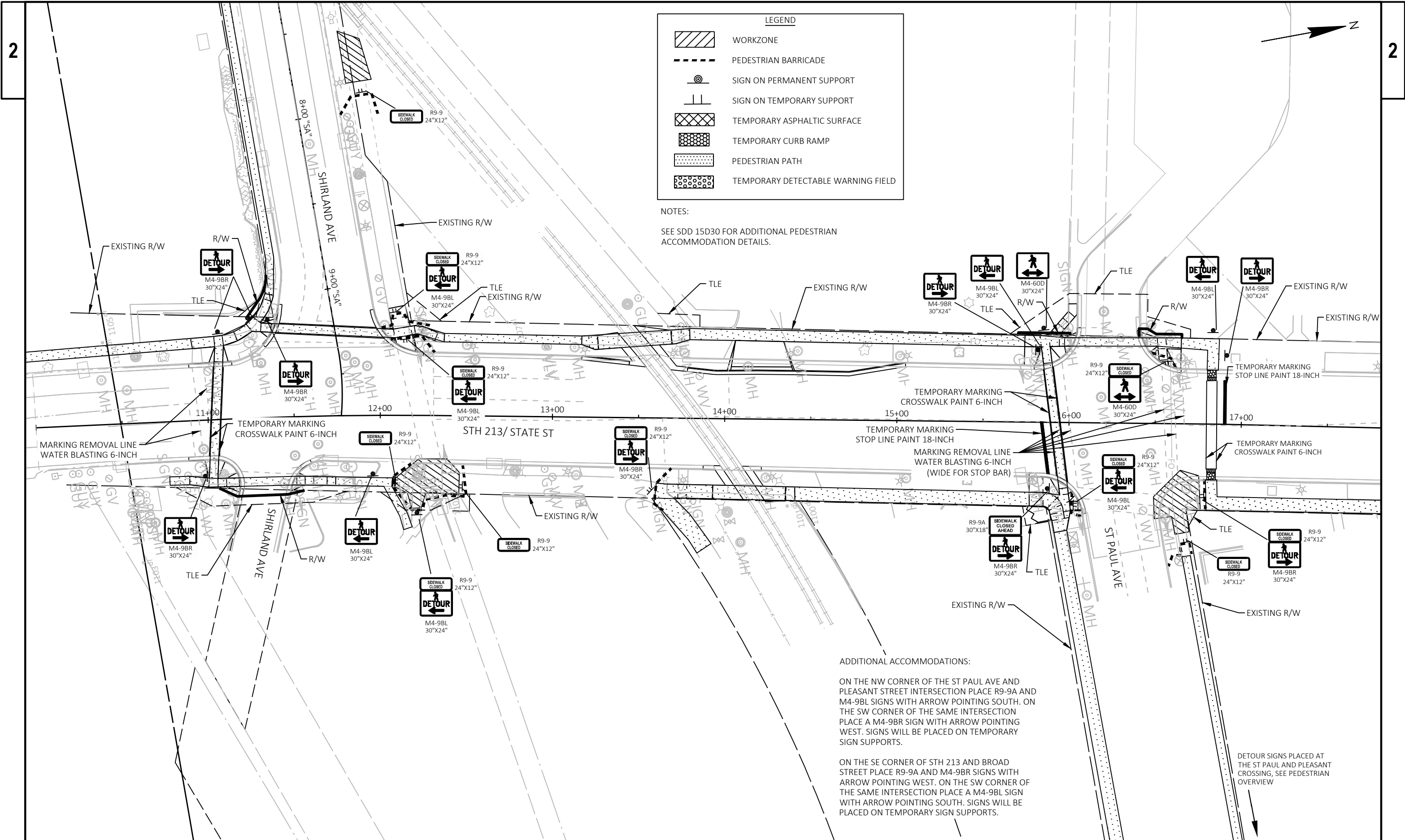
NOTES:

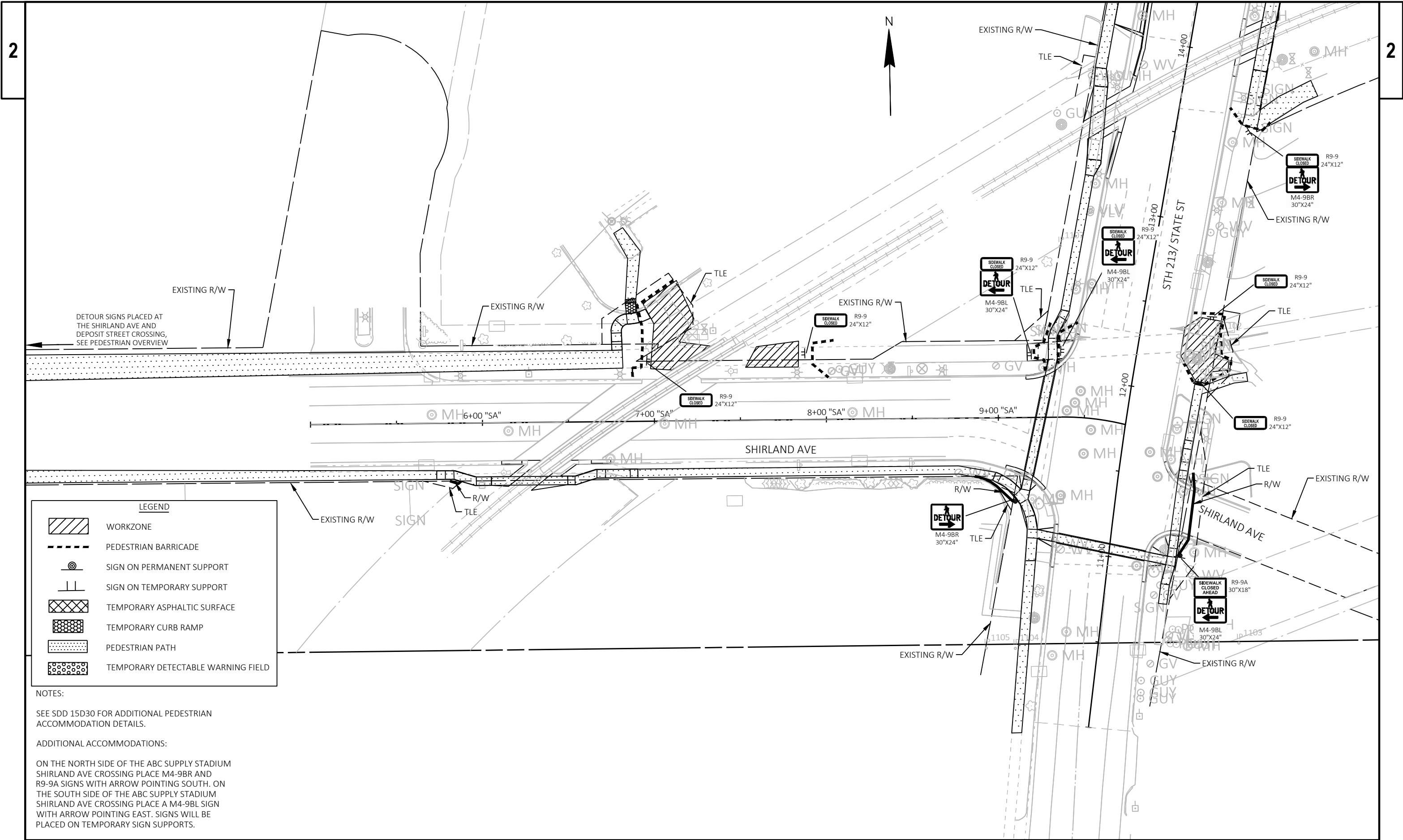
SEE SDD 15D30 FOR ADDITIONAL PEDESTRIAN ACCOMMODATION DETAILS.

ADDITIONAL ACCOMMODATIONS:

PLACE SIGN R9-9A AND R9-10 ON THE SOUTH SIDE OF THE ABC SUPPLY STADIUM SHIRLAND AVE CROSSING WITH ARROW POINTING NORTH SO THAT PEDESTRIANS USE THE NORTH SIDEWALK ALONG SHIRLAND AVE. SIGNS WILL BE PLACED ON TEMPORARY SIGN SUPPORTS.





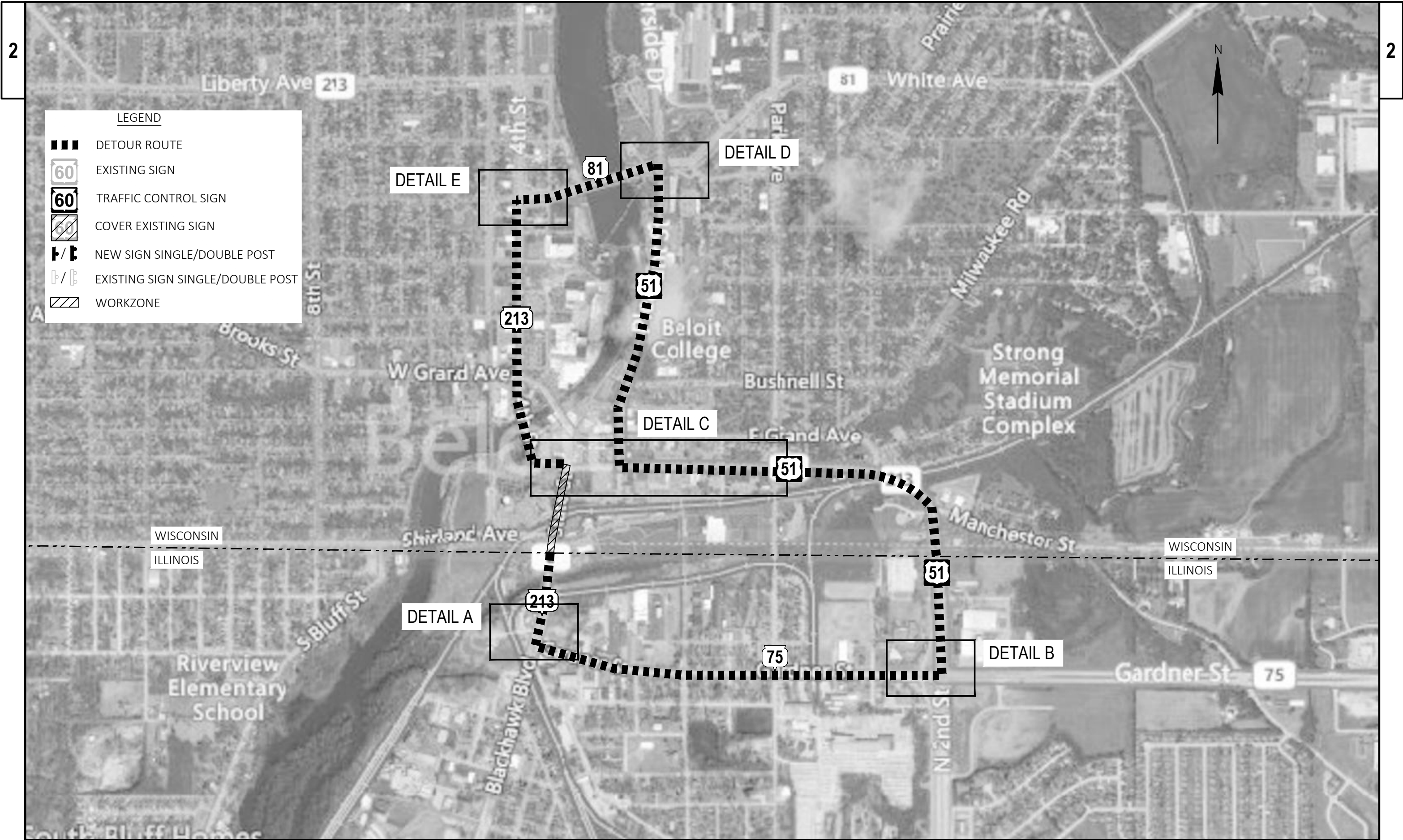


NOTES:

SEE SDD 15D30 FOR ADDITIONAL PEDESTRIAN ACCOMMODATION DETAILS.

ADDITIONAL ACCOMMODATIONS:

ON THE NORTH SIDE OF THE ABC SUPPLY STADIUM SHIRLAND AVE CROSSING PLACE M4-9BR AND R9-9A SIGNS WITH ARROW POINTING SOUTH. ON THE SOUTH SIDE OF THE ABC SUPPLY STADIUM SHIRLAND AVE CROSSING PLACE A M4-9BL SIGN WITH ARROW POINTING EAST. SIGNS WILL BE PLACED ON TEMPORARY SIGN SUPPORTS.

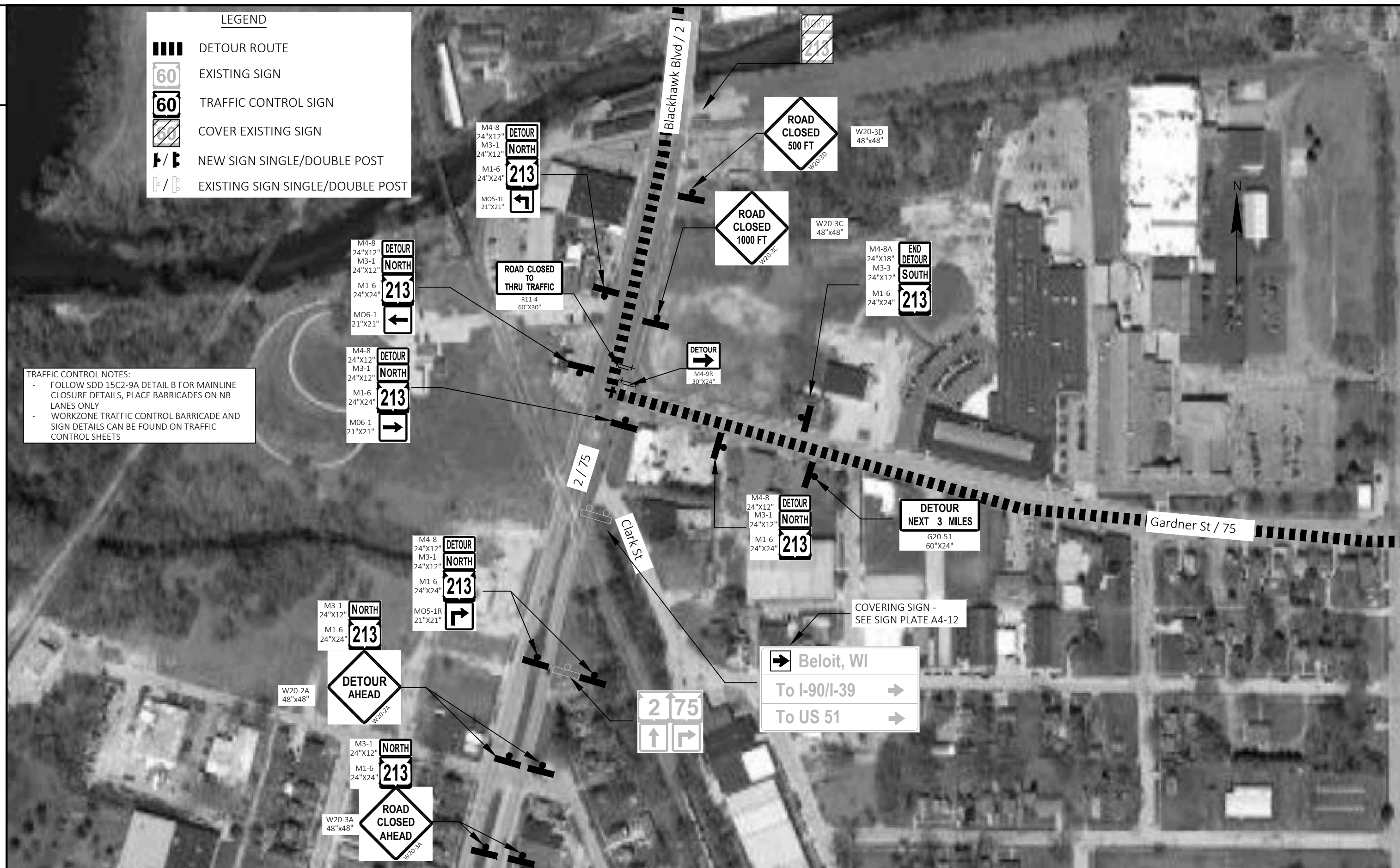


LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST

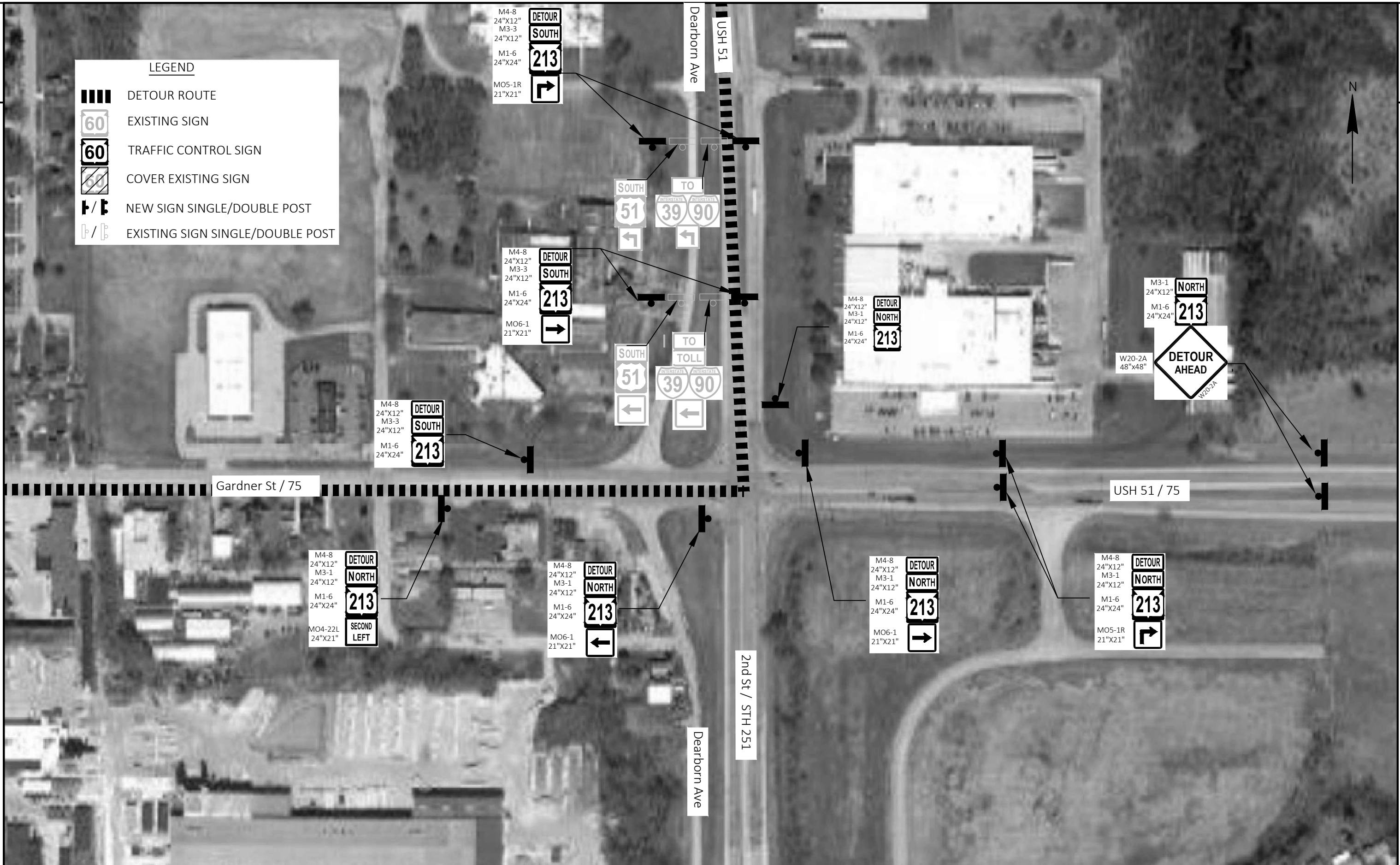
TRAFFIC CONTROL NOTES:

- FOLLOW SDD 15C2-9A DETAIL B FOR MAINLINE CLOSURE DETAILS, PLACE BARRICADES ON NB LANES ONLY
- WORKZONE TRAFFIC CONTROL BARRICADE AND SIGN DETAILS CAN BE FOUND ON TRAFFIC CONTROL SHEETS



LEGEND

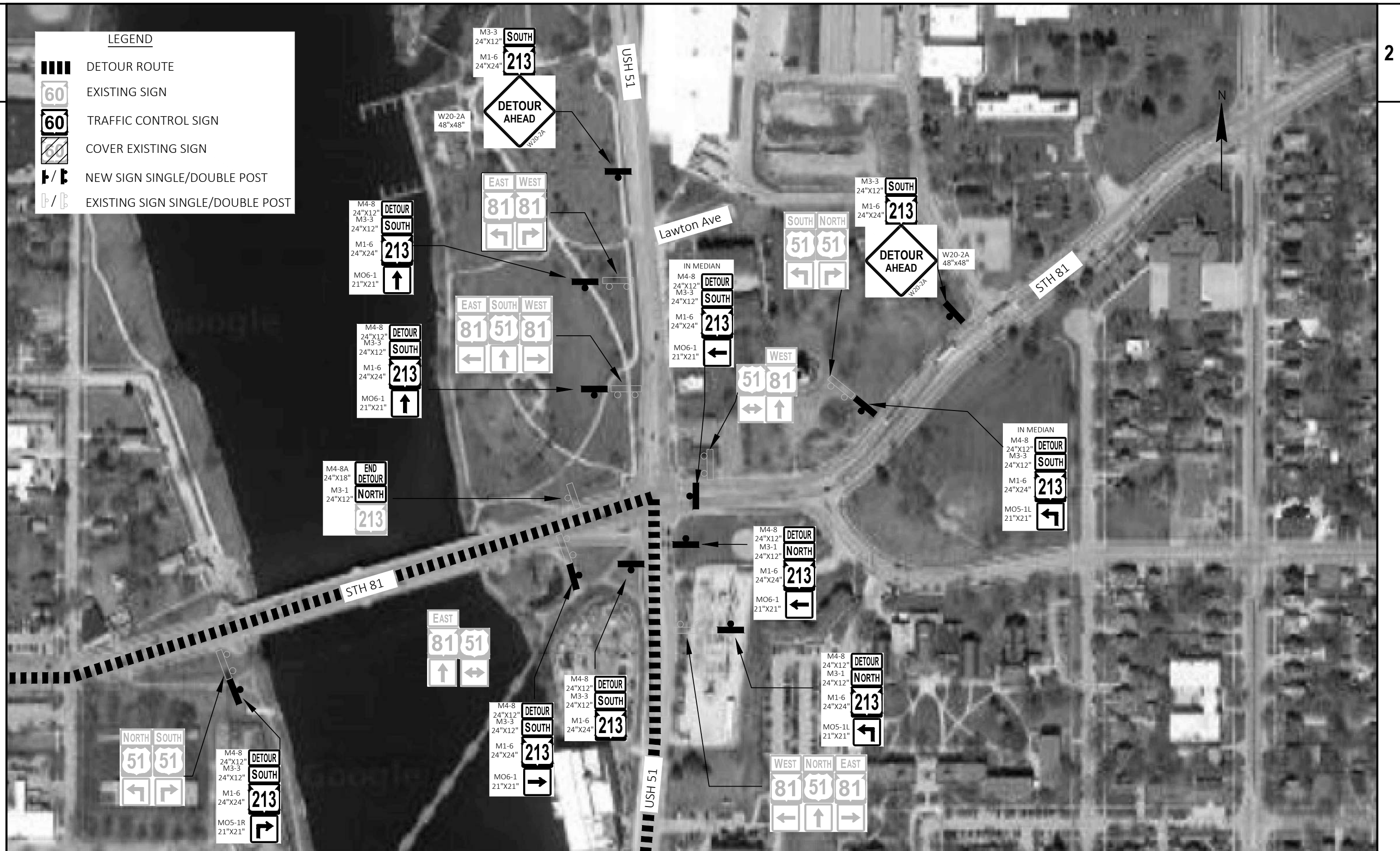
- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST





LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST



PROJECT NO: 5570-01-73

HWY: STH 213

COUNTY: ROCK

DETOUR PLAN - DETAIL D

SHEET

72

E

FILE NAME : N:\PDS\C3D\55700103\SHEETPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL D

PLOT DATE : 9/5/2024 4:00 PM

PLOT BY : WELLNITZ, JOSHUA M

PLOT NAME :

PLOT SCALE : 1 IN: 200 FT

WISDOT/CADDs SHEET 42

LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST



Estimate Of Quantities

5570-01-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	135.000	135.000
0004	204.0110	Removing Asphaltic Surface	SY	200.000	200.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	64.000	64.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	6,305.000	6,305.000
0010	204.0150	Removing Curb & Gutter	LF	580.000	580.000
0012	204.0155	Removing Concrete Sidewalk	SY	480.000	480.000
0014	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0016	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5570-01-73	EACH	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 5570-01-73	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	210.000	210.000
0022	416.0610	Drilled Tie Bars	EACH	80.000	80.000
0024	455.0605	Tack Coat	GAL	431.000	431.000
0026	460.2000	Incentive Density HMA Pavement	DOL	460.000	460.000
0028	460.6424	HMA Pavement 4 MT 58-28 H	TON	706.000	706.000
0030	465.0105	Asphaltic Surface	TON	39.000	39.000
0032	465.0110	Asphaltic Surface Patching	TON	10.000	10.000
0034	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	26.000	26.000
0036	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	303.000	303.000
0038	601.0600	Concrete Curb Pedestrian	LF	119.000	119.000
0040	602.0405	Concrete Sidewalk 4-Inch	SF	4,500.000	4,500.000
0042	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	286.000	286.000
0044	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	30.000	30.000
0046	602.0810	Concrete Driveway 6-Inch	SY	63.000	63.000
0048	611.8110	Adjusting Manhole Covers	EACH	21.000	21.000
0050	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5570-01-03	EACH	1.000	1.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	624.0100	Water	MGAL	2.100	2.100
0056	628.1504	Silt Fence	LF	270.000	270.000
0058	628.1520	Silt Fence Maintenance	LF	270.000	270.000
0060	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0062	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0064	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0066	628.7020	Inlet Protection Type D	EACH	2.000	2.000
0068	638.2102	Moving Signs Type II	EACH	7.000	7.000
0070	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0072	642.5001	Field Office Type B	EACH	1.000	1.000
0074	643.0300	Traffic Control Drums	DAY	2,624.000	2,624.000
0076	643.0420	Traffic Control Barricades Type III	DAY	340.000	340.000
0078	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	14.000	14.000
0080	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	14.000	14.000
0082	643.0705	Traffic Control Warning Lights Type A	DAY	611.000	611.000
0084	643.0715	Traffic Control Warning Lights Type C	DAY	400.000	400.000
0086	643.0800	Traffic Control Arrow Boards	DAY	72.000	72.000
0088	643.0900	Traffic Control Signs	DAY	3,404.000	3,404.000
0090	643.0920	Traffic Control Covering Signs Type II	EACH	9.000	9.000
0092	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0094	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	1,800.000	1,800.000
0096	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	476.000	476.000
0098	643.3550	Temporary Marking Arrow Removable Tape	EACH	1.000	1.000

Estimate Of Quantities

5570-01-73

Line	Item	Item Description	Unit	Total	Qty
0100	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	86.000	86.000
0102	643.5000	Traffic Control	EACH	1.000	1.000
0104	644.1410	Temporary Pedestrian Surface Asphalt	SF	300.000	300.000
0106	644.1601	Temporary Pedestrian Curb Ramp	DAY	32.000	32.000
0108	644.1605	Temporary Pedestrian Detectable Warning Field	SF	40.000	40.000
0110	644.1810	Temporary Pedestrian Barricade	LF	1,344.000	1,344.000
0112	646.2020	Marking Line Epoxy 6-Inch	LF	1,941.000	1,941.000
0114	646.4020	Marking Line Epoxy 10-Inch	LF	430.000	430.000
0116	646.5020	Marking Arrow Epoxy	EACH	10.000	10.000
0118	646.5320	Marking Railroad Crossing Epoxy	EACH	8.000	8.000
0120	646.6120	Marking Stop Line Epoxy 18-Inch	LF	215.000	215.000
0122	646.7020	Marking Diagonal Epoxy 6-Inch	LF	63.000	63.000
0124	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	830.000	830.000
0126	646.8320	Marking Parking Stall Epoxy	LF	80.000	80.000
0128	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	15.000	15.000
0130	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	517.000	517.000
0132	646.9210	Marking Removal Line Water Blasting Wide	LF	93.000	93.000
0134	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	670.000	670.000
0136	650.8000	Construction Staking Resurfacing Reference	LF	910.000	910.000
0138	650.8501	Construction Staking Electrical Installations (project) 01. 5570-01-73	EACH	1.000	1.000
0140	650.9000	Construction Staking Curb Ramps	EACH	25.000	25.000
0142	650.9500	Construction Staking Sidewalk (project) 01. 5570-01-73	EACH	1.000	1.000
0144	650.9911	Construction Staking Supplemental Control (project) 01. 5570-01-73	EACH	1.000	1.000
0146	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	123.000	123.000
0148	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0150	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	1.000	1.000
0152	653.0905	Removing Pull Boxes	EACH	1.000	1.000
0154	655.0610	Electrical Wire Lighting 12 AWG	LF	1,137.000	1,137.000
0156	690.0150	Sawing Asphalt	LF	240.000	240.000
0158	690.0250	Sawing Concrete	LF	790.000	790.000
0160	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0162	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0164	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	10.000	10.000
0166	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	14.000	14.000
0168	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	14.000	14.000
0170	SPV.0060	Special 04. Bagging Signal Head	EACH	3.000	3.000
0172	SPV.0060	Special 05. Salvage Street Light STA 13+70 LT	EACH	1.000	1.000
0174	SPV.0060	Special 06. Salvage Street Light STA 13+77 RT	EACH	1.000	1.000
0176	SPV.0060	Special 07. Grading, Shaping, & Finishing Curb Ramps One Ramp	EACH	9.000	9.000
0178	SPV.0060	Special 08. Grading, Shaping, & Finishing Curb Ramps Two Ramps	EACH	8.000	8.000
0180	SPV.0060	Special 09. Grading, Shaping, & Finishing Driveways	EACH	1.000	1.000
0182	SPV.0090	Special 01. Joint and Crack Plunge Milling and Patching	LF	480.000	480.000
0184	SPV.0090	Special 02. Concrete Curb & Gutter 30-Inch Type A Modified	LF	63.000	63.000
0186	SPV.0090	Special 03. Concrete Curb & Gutter 30-Inch Type D Modified	LF	159.000	159.000

3

3

REMOVALS

CATEGORY	STATION	TO	STATION	INTERSECTION	QUADRANT	204.0100	204.0110	204.0150	204.0155	204.0195	690.0150	690.0250	REMARKS
						REMOVING CONCRETE PAVEMENT SY	REMOVING ASPHALTIC SURFACE SY	REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY	REMOVING CONCRETE BASES EACH	SAWING ASPHALT LF	SAWING CONCRETE LF	
0010	10+88	-	11+17	SHIRLAND	SW	-	6	50	54	-	-	75	
0010	10+92	-	11+41	SHIRLAND	SE	-	12	46	23	-	58	10	
0010	11+47	-	12+45	SHIRLAND	NW	-	13	40	28	-	10	55	
0010	12+05	-	12+37	SHIRLAND	NE	-	7	39	54	-	45	45	
0010	13+17	-	13+29	STH 213 RRX	SW	8	12	28	12	-	-	46	
0010	13+67	-	13+96	STH 213 RRX	SE	-	5	20	18	1	10	22	LIGHT POLE CONCRETE BASE RT
0010	13+67	-	13+79	STH 213 RRX	NW	-	5	-	15	1	-	7	LIGHT POLE CONCRETE BASE LT
0010	14+33	-	14+41	STH 213 RRX	NE	-	5	18	9	-	-	30	
0010	14+00	-	14+40			127	87	129	-	-	-	170	BPD DRIVEWAY
0010	15+74	-	16+04	ST PAUL	SW	-	-	38	62	-	-	70	
0010	15+85	-	16+08	ST PAUL	SE	-	-	42	82	-	-	106	
0010	16+41	-	16+65	ST PAUL	NW	-	-	36	32	-	-	62	
0010	16+53	-	16+74	ST PAUL	NE	-	-	34	35	-	-	64	
0010	5+73 "SA"	-	6+05 "SA"	SHIRLAND RRX	SW	-	8	15	27	-	16	15	
0010	6+49 "SA"	-	6+90 "SA"	SHIRLAND RRX	SE	-	8	19	24	-	17	10	
0010	7+02 "SA"	-	7+05 "SA"	SHIRLAND RRX	NW	-	4	-	-	-	36	-	
0010	7+61 "SA"	-	7+64 "SA"	SHIRLAND RRX	NE	-	4	-	-	-	20	-	
0010	6+86 "SA"	-	7+20 "SA"			-	24	26	5	-	28	3	CITY OF BELOIT CR
TOTAL 0010						135	200	580	480	2	240	790	

MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0115	204.0120	SPV.0090.01
					REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE MILLING SY	SPECIAL (01. JOINT AND CRACK PLUNGE MILLING AND PATCHING) LF
0010	10+00	-	13+75	MAINLINE SOUTH	12	2,345	240
0010	11+18	-	11+34	SHILAND AVE RT	17	15	-
0010	11+34	-	12+08	SHIRLAND AVE LT	5	80	-
0010	13+75	-	19+10	MAINLINE NORTH	14	3,290	240
0010	16+06	-	16+40	CITY OF BELOIT DRW	7	195	-
0010	16+15	-	16+54	ST PAUL	9	225	-
TOTAL 0010					64	6,150	480
0020	15+04	-	15+77	STH 213 NB PARKING S	-	50	-
0020	15+04	-	15+56	STH 213 SB PARKING S	-	30	-
0020	16+75	-	17+23	STH 213 NB PARKING N	-	45	-
0020	16+82	-	17+30	STH 213 SB PARKING N	-	30	-
TOTAL 0020					0	155	0
PROJECT TOTAL					64	6305	480

BASE AGGREGATE

					305.0120 BASE AGGREGATE DENSE 1 1/4- INCH TON	624.0100 WATER MGAL		
CATEGORY	STATION	TO	STATION	LOCATION			REMARKS	
0010	10+50	-	16+75	STH 213	187	2.0	CURB RAMP IMPROVEMENTS	
0010	5+70 "SA"	-	7+70 "SA"	SHIRLAND AVE	23	0.1	CURB RAMP IMPROVEMENTS	
TOTAL 0010					210	2.1		

CONCRETE ITEMS

						416.0610	601.0407	601.0411	601.0600	602.0405	602.0515	602.0615 CURB RAMP DETECTABLE WARNING FIELD	602.0810	SPV.0090.02	SPV.0090.03
						DRILLED TIE BARS EACH	CONCRETE CURB & GUTTER 18- INCH TYPE D LF	CONCRETE CURB & GUTTER 30- INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF	CONCRETE SIDEWALK 4- INCH SF	CONCRETE WARNING FIELD NATURAL PATINA SF	RADIAL NATURAL PATINA SF	CONCRETE DRIVEWAY 6- INCH SY	SPECIAL (02. CONCRETE CURB & GUTTER 30- INCH TYPE A MODIFIED) LF	SPECIAL (03. CONCRETE CURB & GUTTER 30- INCH TYPE D MODIFIED) LF
CATEGORY	STATION	TO	STATION	INTERSECTION	QUADRANT										
0010	10+88	-	11+17	SHIRLAND	SW	18	-	25	-	440	20	-	-	26	-
0010	10+92	-	11+41	SHIRLAND	SE	4	-	46	-	260	20	-	-	-	-
0010	11+47	-	12+45	SHIRLAND	NW	14	-	-	17	375	-	30	-	25	17
0010	12+05	-	12+37	SHIRLAND	NE	8	-	40	34	500	30	-	-	-	-
0010	13+17	-	13+29	STH 213 RRX	SW	2	-	28	-	64	16	-	-	-	-
0010	13+67	-	13+96	STH 213 RRX	SE	2	-	12	-	207	16	-	-	-	-
0010	13+67	-	13+79	STH 213 RRX	NW	-	-	-	-	80	16	-	-	-	-
0010	14+33	-	14+41	STH 213 RRX	NE	2	-	13	-	44	16	-	-	-	-
0010	14+00	-	14+40	BPD DRIVEWAY	-	2	-	127	-	-	-	-	63	-	-
0010	15+74	-	16+04	ST PAUL	SW	4	-	-	16	530	20	-	-	-	38
0010	15+85	-	16+08	ST PAUL	SE	4	-	-	21	649	20	-	-	-	34
0010	16+41	-	16+65	ST PAUL	NW	4	-	-	-	297	20	-	-	-	36
0010	16+53	-	16+74	ST PAUL	NE	4	-	-	8	324	20	-	-	-	34
0010	5+73 "SA"	-	6+05 "SA"	SHIRLAND RRX	SW	4	-	5	-	162	10	-	-	7	-
0010	6+49 "SA"	-	6+90 "SA"	SHIRLAND RRX	SE	4	-	7	-	207	10	-	-	5	-
0010	7+02 "SA"	-	7+05 "SA"	SHIRLAND RRX	NW	-	-	-	-	30	20	-	-	-	-
0010	7+61 "SA"	-	7+64 "SA"	SHIRLAND RRX	NE	-	-	-	-	30	20	-	-	-	-
0010	6+86 "SA"	-	7+20 "SA"	CITY OF BELOIT CR	-	4	26	-	23	301	12	-	-	-	-
TOTAL 0010						80	26	303	119	4,500	286	30	63	63	159

ASPHALT ITEMS

					455.0605	460.6424	465.0105	*
					TACK COAT	HMA PAVEMENT	ASPHALTIC	465.0110
					GAL	4 MT 58-28 H	SURFACE	ASPHALTIC
CATEGORY	STATION	TO	STATION	LOCATION		TON	TON	SURFACE
								PATCHING
								TON
0010	10+00	-	13+75	MAINLINE SOUTH	164	263	11	4
0010	11+18	-	11+34	SHIRLAND AVE W	1	2	-	-
0010	11+34	-	12+08	SHIRLAND AVE E	6	9	5	-
0010	13+75	-	19+10	MAINLINE NORTH	230	368	12	6
0010	16+06	-	16+40	CITY OF BELOIT DRW	14	22	-	-
0010	16+15	-	16+54	ST PAUL	16	25	-	-
0010	5+73"SA"	-	6+90"SA"	SHIRLAND AVE RRX	-	-	10	-
0010	6+86"SA"	-	7+20"SA"	CITY OF BELOIT CR	-	-	1	-
TOTAL 0010					431	689	39	10
0020	15+04	-	15+77	STH 213 NB PARKING S	-	6	-	-
0020	15+04	-	15+56	STH 213 SB PARKING S	-	3	-	-
0020	16+75	-	17+23	STH 213 NB PARKING N	-	5	-	-
0020	16+82	-	17+30	STH 213 SB PARKING N	-	3	-	-
TOTAL 0020					0	17	0	0
PROJECT TOTAL					431	706	39	10

* PATCHING USED FOR AREAS OF LOSE MATERIAL REMOVED UNDER PREPARE FOUNDATION FOR ASPHALTIC PAVING

UTILITY ADJUSTMENTS

		611.8110		SPV.0060.01	
		ADJUSTING		SPECIAL (01.	
		MANHOLE		ADJUSTING	
		COVERS		WATER VALVE	
		EACH		BOXES)	
		EACH		EACH	
CATEGORY	STATION	LOCATION			REMARKS
0010	10+39	26' LT	1	-	SS MH
0010	11+28	48' LT	1	-	ELEC MH
0010	11+32	32' LT	1	-	SS MH
0010	11+50	23' RT	1	-	SS MH
0010	11+80	35' LT	1	-	SS MH
0010	12+24	30' RT	1	-	ELEC MH
0010	12+55	33' LT	1	-	SS MH
0010	15+80	41' LT	1	-	ELEC MH
0010	15+80	34' RT	1	-	ELEC MH
0010	15+91	40' RT	1	-	ELEC MH
0010	16+08	18' RT	1	-	SS MH
0010	16+45	25' LT	1	-	SS MH
0010	16+47	17' RT	1	-	SS MH
0010	16+67	38' RT	1	-	ELEC MH
TOTAL 0010			14	0	
0030	10+53	19' LT	1	-	SAN MH
0030	10+97	17' RT	1	-	SAN MH
0030	11+01	28' LT	-	1	WATER VALVE
0030	11+04	31' LT	-	1	WATER VALVE
0030	11+57	21' LT	1	-	SAN MH
0030	11+64	17' RT	1	-	SAN MH
0030	11+71	20' LT	1	-	SAN MH
0030	13+85	25' LT	-	1	WATER VALVE
0030	15+76	27' LT	-	1	WATER VALVE
0030	15+80	36' LT	-	1	WATER VALVE
0030	16+19	15' LT	1	-	SAN MH
0030	16+20	65' LT	1	-	SAN MH
0030	16+29	50' LT	-	1	WATER VALVE
0030	16+43	51' RT	-	1	WATER VALVE
0030	16+44	30' LT	-	1	WATER VALVE
0030	16+56	20' LT	-	1	WATER VALVE
0030	16+61	25' LT	-	1	WATER VALVE
TOTAL 0030			7	10	
PROJECT TOTAL			21	10	

EROSION CONTROL							
		628.1504	628.1520	628.1905	628.1910	628.7015	628.7020
				MOBILIZATIONS	EMERGENCY	INLET	INLET
		SILT FENCE	SILT FENCE	EROSION	EROSION	PROTECTION	PROTECTION
		LF	MAINTENANCE	CONTROL	CONTROL	TYPE C	TYPE D
CATEGORY	INTERSECTION	LF	LF	EACH	EACH	EACH	EACH
0010	SHIRLAND AVE INT	29	29	-	-	3	2
0010	STH 213 RRX	114	114	-	-	-	-
0010	ST PAUL AVE	56	56	-	-	5	-
0010	SHIRLAND AVE RRX	34	34	-	-	3	-
0010	CITY OF BELOIT CR	37	37	-	-	-	-
0010	UNDISTRIBUTED	-	-	4	4	-	-
TOTAL 0010		270	270	4	4	11	2

PERMANENT SIGNING							
					638.2102	638.4000	
					MOVING SIGNS	MOVING SMALL	
					TYPE II	SIGN SUPPORTS	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH	
0010	12+18	-	12+24	STH 213 LT	4	2	
0010	13+78	-	13+78	STH 213 RT	3	1	
TOTAL 0010					7	3	

TRAFFIC CONTROL																					
			643.0300	643.0420		643.0500		643.0600	643.0705		643.0715		643.0800		*	643.0900	**	643.0920	643.1050		SPV.0060.04
			TRAFFIC CONTROL	TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL	TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL			TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL	TRAFFIC CONTROL SIGNS	PCMS		SPECIAL (04.
			DRUMS	BARRICADES TYPE III		FLEXIBLE TUBULAR MARKER POSTS		FLEXIBLE TUBULAR MARKER BASES	WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		ARROW BOARDS				COVERING SIGNS TYPE II				BAGGING SIGNAL HEAD)
CATEGORY	LOCATION	ESTIMATED DURATION DAYS	EACH	DAY	EACH	DAY	EACH	EACH	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	EACH	DAY	EACH	REMARKS
0010	DETOUR	14	-	-	2	28	-	-	4	56	-	-	-	-	187	2,618	7	-	-	-	"ROAD WORK BEGINS XXXXDAY XX/XX" "ROAD TO CLOSE XXXXDAY XX/XX"
0010	PCMS PRIOR TO ROAD WORK	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	
0010	PCMS PRIOR TO CLOSURE	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	
0010	STAGE 1 TRAFFIC CONTROL	10	40	400	2	20	7	7	4	40	5	50	1	10	13	130	1	-	-	-	
0010	STAGE 2 TRAFFIC CONTROL	8	99	792	6	48	7	7	12	96	15	120	3	24	23	184	1	-	-	-	
0010	STAGE 3 TRAFFIC CONTROL	10	108	1,080	9	90	-	-	18	180	15	150	3	30	29	290	-	-	-	3	
0010	STAGE 4 TRAFFIC CONTROL	8	44	352	3	24	-	-	6	48	10	80	1	8	16	128	-	-	-	-	
0010	STAGE 5 TRAFFIC CONTROL	5	-	-	17	85	-	-	25	125	-	-	-	-	6	30	-	-	-	-	
0010	STAGE 6 TRAFFIC CONTROL	3	-	-	15	45	-	-	22	66	-	-	-	-	8	24	-	-	-	-	
TOTAL 0010			291	2,624	54	340	14	14	91	611	45	400	8	72	282	3,404	9	4	28	3	

* BID ITEM IS LOCATED ON ADDITIONAL MQ SECTION
** ONE CYCLE FOR TRAFIC CONTROL COVERING SIGNS TYPE II

3

PEDESTRIAN ACCOMMODATIONS

*

643.0900

644.1410
TEMPORARY
PEDESTRIAN
SURFACE
ASPHALT

644.1601

TEMPORARY PEDESTRIAN CURB
RAMP

644.1605
TEMPORARY
PEDESTRIAN
DETECTABLE
WARNING FIELD

644.1810
TEMPORARY
PEDESTRIAN
BARRICADE

			TRAFFIC CONTROL SIGNS		ASPHALT	RAMP		WARNING FIELD	BARRICADE
CATEGORY	STAGE	ESTIMATED DURATION DAYS	EACH	DAY	SF	EACH	DAY	SF	LF
0010	STAGE 1	10	29	290	-	-	-	-	462
0010	STAGE 2	8	26	208	75	1	8	10	186
0010	STAGE 3	10	34	340	225	-	-	-	318
0010	STAGE 4	8	41	328	-	3	24	30	378
TOTAL 0010			130	1,166	300	4	32	40	1,344

* BID ITEM IS LOCATED ON ADDITIONAL MQ SECTION

3

TEMPORARY PAVEMENT MARKING

643.3180

643.3305

643.3550
TEMPORARY
MARKING
ARROW
REMOVABLE
TAPE
EACH

643.3805

TEMPORARY
MARKING STOP
LINE PAINT 18-
INCH

CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	LF	REMARKS
0010	12+30	-	18+50	STH 213	542	-	-	-	STAGE 1 TRAFFIC CONTROL
0010	9+00	-	18+50	STH213/ SHIRLAND AVE	1258	-	1	-	STAGE 2-4 TRAFFIC CONTROL
0010	11+00	-	11+10	STH 213/ SHIRLAND SOUTH	-	104	-	-	POST STAGE 3 CURB RAMPS
0010	15+85	-	16+00	STH 213/ ST PAUL SOUTH	-	129	-	30	POST STAGE 3 CURB RAMPS
0010	16+54	-	16+66	STH 213/ ST PAUL NORTH	-	139	-	31	POST STAGE 4 CURB RAMPS
0010	16+80	-	16+91	STH 213/ ST PAUL NORTH	-	104	-	25	POST STAGE 3 CURB RAMPS
				TOTAL 0010	1,800	476	1	86	

PAVEMENT MARKING

					646.2020	646.2020	646.4020	646.5020	646.5320	646.6120	646.7020	646.7420 MARKING CROSSWALK	646.8320		
					MARKING LINE EPOXY 6-INCH WHITE LF	MARKING LINE EPOXY 6-INCH YELLOW LF	MARKING LINE EPOXY 10-INCH WHITE LF	MARKING ARROW EPOXY WHITE EACH	MARKING RAILROAD CROSSING EPOXY WHITE EACH	MARKING STOP LINE EPOXY 18- INCH WHITE LF	MARKING DIAGONAL EPOXY 6-INCH WHITE LF	646.7420 EPOXY TRANSVERSE LINE 6-INCH WHITE LF	MARKING PARKING STALL EPOXY WHITE LF		
CATEGORY	STATION	TO	STATION	LOCATION										REMARKS	
0010	10+00	-	19+10	STH 213 CL	-	1,378	-	-	-	-	-	-	-	CENTER LINE	
0010	10+00	-	19+10	STH 213 NB	151	-	-	-	-	-	-	-	-	LANE LINE	
0010	10+00	-	19+10	STH 213 SB	155	-	-	-	-	-	-	-	-	LANE LINE	
0010	10+42	-	13+17	SHIRLAND AVE INTERSECTION	-	40	226	4	-	113	-	410	-		
0010	12+36	-	15+55	STH 213 RAILROAD	-	-	-	-	4	-	-	-	-		
0010	13+50	-	15+04	STH 213 NB	144	-	-	-	-	-	35	-	-	DIAGONAL MARKING	
0010	15+83	-	16+66	ST PAUL AVE INTERSECTION	-	-	18	-	-	102	-	420	-		
0010	17+23	-	17+62	STH 213 NB	40	-	-	-	-	-	16	-	-	DIAGONAL MARKING	
0010	17+30	-	17+63	STH 213 SB	33	-	-	-	-	-	12	-	-	DIAGONAL MARKING	
0010	18+18	-	19+10	BROAD ST INTERSECTION	-	-	186	6	-	-	-	-	-		
0010	5+00"SA"	-	9+00"SA"	SHIRLAND AVE RAILROAD	-	-	-	-	4	-	-	-	-		
TOTAL 0010					1,941		430	10	8	215	63	830	0		
0020	15+04	-	15+77	STH 213 NB PARKING S	-	-	-	-	-	-	-	-	23		
0020	15+04	-	15+56	STH 213 SB PARKING S	-	-	-	-	-	-	-	-	19		
0020	16+75	-	17+23	STH 213 NB PARKING N	-	-	-	-	-	-	-	-	19		
0020	16+82	-	17+30	STH 213 SB PARKING N	-	-	-	-	-	-	-	-	19		
TOTAL 0020					0		0	0	0	0	0	0	80		
PROJECT TOTAL					1941		430	10	8	215	63	830	80		

PAVEMENT MARKING REMOVAL

					646.9010	646.9012	646.9210		
					MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	MARKING REMOVAL LINE WATER BLASTING WIDE LF		
CATEGORY	STATION	TO	STATION	LOCATION				REMARKS	
0010	10+92	-	11+02	STH 213/ SHIRLAND SOUTH	-	104	-	POST STAGE 3	
0010	11+40	-	12+02	STH 213/ SHIRLAND WEST	15	136	31	POST STAGE 2	
0010	15+89	-	16+06	STH 213/ ST PAUL SOUTH	-	138	31	POST STAGE 3	
0010	16+54	-	16+66	STH 213/ ST PAUL NORTH	-	139	31	POST STAGE 3	
TOTAL 0010					15	517	93		

3

3

STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	10+00	-	19+10	STH 213	670	910	25
				TOTAL 0010	670	910	25

ELECTRICAL

CATEGORY	STATION	TO	STATION	LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2- INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	653.0164 PULL BOXES NON- CONDUCTIVE 24X42-INCH EACH	653.0905 REMOVING PULL BOXES EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	SPV.0060.05 SPECIAL (05. SALVAGE STREET LIGHT STA 13+70 LT) EACH	SPV.0060.06 SPECIAL (06. SALVAGE STREET LIGHT STA 13+77 RT) EACH	REMARKS
0010	12+50	-	14+42	LT	-	-	-	-	639	-	-	FROM PB4 TO PB5 TO PB6
0010	13+11	-	14+24	RT	123	-	-	-	498	-	-	FROM PB1 TO NEW PB1 TO PB 3
0010	13+11	-	13+11	RT	-	1	-	-	-	-	-	INSTALL INTO PB1
0010	13+70	-	13+70	LT	-	-	-	-	-	1	-	
0010	13+77	-	13+77	RT	-	-	-	1	-	-	1	
0010	14+24	-	14+24	RT	-	1	-	-	-	-	-	INSTALL INTO PB3
0010	14+33	-	14+33	RT	-	-	1	-	-	-	-	NEW PB1
				TOTAL 0010	123	2	1	1	1,137	1	1	

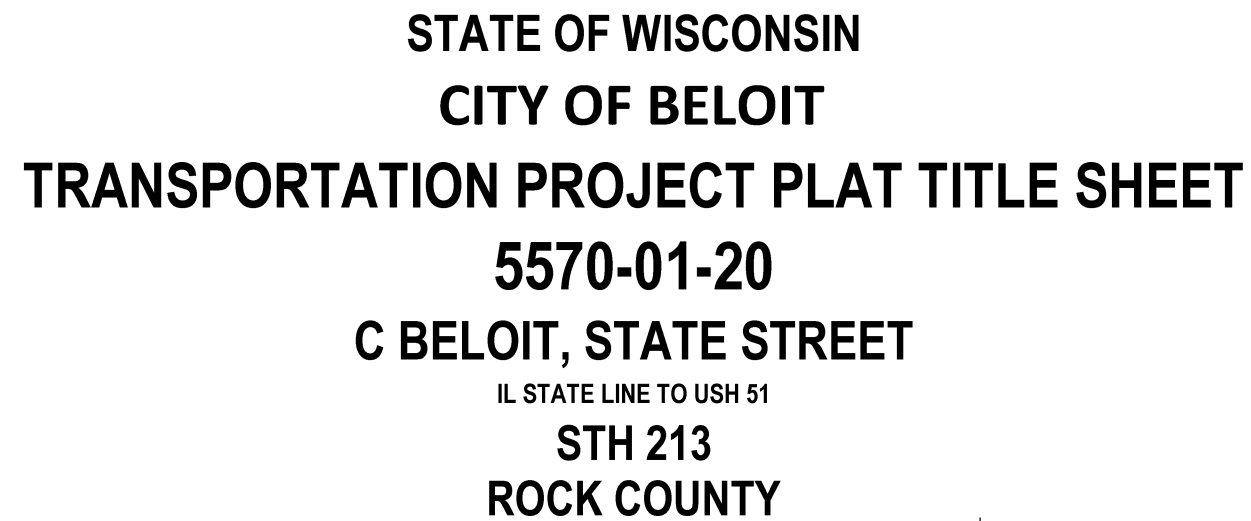
MONUMNET VERIFICATION

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.02 SPECIAL (02. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.03 SPECIAL (03. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH
0010	10+50	-	16+75		11	11
0010	5+60 "SA"	-	7+15 "SA"		3	3
				TOTAL 0010	14	14

RESTORATION								
CATEGORY	STATION	TO	STATION	INTERSECTION	QUADRANT	SPV.0060.07	SPV.0060.08	SPV.0060.09
						SPECIAL (07. GRADING, SHAPING, & FINISHING CURB RAMPS ONE RAMP)	SPECIAL (08. GRADING, SHAPING, & FINISHING CURB RAMPS TWO RAMPS)	SPECIAL (09. GRADING, SHAPING, & FINISHING DRIVEWAYS)
						EACH	EACH	EACH
0010	10+88	-	11+17	SHIRLAND	SW	-	1	-
0010	10+92	-	11+41	SHIRLAND	SE	-	1	-
0010	11+47	-	12+45	SHIRLAND	NW	-	1	-
0010	12+05	-	12+37	SHIRLAND	NE	-	1	-
0010	13+17	-	13+29	STH 213 RRX	SW	1	-	-
0010	13+67	-	13+96	STH 213 RRX	SE	1	-	-
0010	13+67	-	13+79	STH 213 RRX	NW	1	-	-
0010	14+33	-	14+41	STH 213 RRX	NE	1	-	-
0010	14+00	-	14+40	BPD DRIVEWAY AND CURB REALIGNMENT	-	-	-	1
0010	15+74	-	16+04	ST PAUL	SW	-	1	-
0010	15+85	-	16+08	ST PAUL	SE	-	1	-
0010	16+41	-	16+65	ST PAUL	NW	-	1	-
0010	16+53	-	16+74	ST PAUL	NE	-	1	-
0010	5+73 "SA"	-	6+05"SA"	SHIRLAND RRX	SW	1	-	-
0010	6+49"SA"	-	6+90"SA"	SHIRLAND RRX	SE	1	-	-
0010	7+02"SA"	-	7+05"SA"	SHIRLAND RRX	NW	1	-	-
0010	7+61"SA"	-	7+64"SA"	SHIRLAND RRX	NE	1	-	-
0010	6+86"SA"	-	7+20"SA"	CITY OF BELOIT CR	-	1	-	-
TOTAL 0010						9	8	1

INTERSECTION	QUADRANT	EXCAVATION			FERTILIZER		SEEDING MIXTURE	
		COMMON	TOPSOIL	MULCHING	TYPE B	NO. 40	SEED WATER	
		CY	SY	SY	CWT	LB	MGAL	
SHIRLAND	SW	10	79	79	0.05	1.4	1.8	
SHIRLAND	SE	4	25	25	0.02	0.5	0.6	
SHIRLAND	NW	7	31	31	0.02	0.6	0.7	
SHIRLAND	NE	14	29	29	0.02	0.5	0.7	
STH 213 RRX	SW	1	20	20	0.01	0.4	0.4	
STH 213 RRX	SE	4	40	40	0.03	0.7	0.9	
STH 213 RRX	NW	2	8	8	0.00	0.1	0.2	
STH 213 RRX	NE	1	20	20	0.01	0.4	0.4	
BPD DRIVEWAY AND CURB REALIGNMENT		0	108	108	0.07	1.9	2.4	
ST PAUL	SW	11	18	18	0.01	0.3	0.4	
ST PAUL	SE	19	9	9	0.01	0.2	0.2	
ST PAUL	NW	5	9	9	0.01	0.2	0.2	
ST PAUL	NE	8	7	7	0.00	0.1	0.2	
SHIRLAND RRX	SW	1	30	30	0.02	0.5	0.7	
SHIRLAND RRX	SE	3	17	17	0.01	0.3	0.4	
SHIRLAND RRX	NW	1	9	9	0.01	0.2	0.2	
SHIRLAND RRX	NE	1	9	9	0.01	0.2	0.2	
CITY OF BELOIT CR	-	11	56	56	0.04	1.0	1.3	
TOTAL		103	524	524	0.35	9.5	11.9	

NOTE: QUANTITIES LISTED IN THE TABLE ABOVE ARE RELATED TO GRADING SHAPING AND FINISHING BID ITEMS BUT ARE FOR CONTRACTORS INFORMATIONAL PURPOSES ONLY



STH 213
ROCK COUNTY

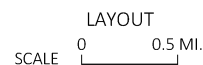
SECTION LINE	- - - - -	CORNER SYMBOL		R/W MONUMENT (TO BE SET)	
QUARTER LINE	- - - - -			NON-MONUMENTED R/W POINT	
SIXTEENTH LINE	- - - - -	SECTION CORNER MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	
NEW REFERENCE LINE		GEODETTIC SURVEY MONUMENT			
NEW R/W LINE	- - - - -	SIXTEENTH CORNER MONUMENT			
EXISTING R/W OR HE LINE	- - - - - P.L.	SIGN		OFF-PREMISE SIGN	
PROPERTY LINE	- - - - -				
LOT, TIE & OTHER MINOR LINES	- - - - -				
SLOPE INTERCEPT	- - - - -				
CORPORATE LIMITS		ELECTRIC POLE		<u>COMPENSABLE</u>	<u>NON-COMPENSABLE</u>
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	- - - - - W (TYPE)	TELEPHONE POLE			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
TEMPORARY LIMITED EASEMENT AREA		ACCESS RESTRICTED BY ACQUISITION			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		NO ACCESS (BY STATUTORY AUTHORITY)			
TRANSMISSION STRUCTURES		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
BUILDING		NO ACCESS (NEW HIGHWAY)			
BRIDGE		PARCEL NUMBER		UTILITY NUMBER	
CULVERT		PARALLEL OFFSETS			

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

CURVE DATA ABBREVIATIONS	
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

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



70-01-20 4.01

TRANSPORTATION PROJECT PLAT NO: 5570-01-20 - 4.01 AMENDMENT NO: 1

ADDS PARCEL NO. 8 TO TRANSPORTATION PROJECT PLAT 5570-01-20-4.01 RECORDED AS DOCUMENT NO. 2249675

THAT PART OF LOTS 103 AND 107-111 OF GOODHUE'S SUBDIVISION; AND LOTS 1 AND 3 OF A CSM RECORDED IN V. 5, PP. 45-47 AS DOC. NO. 832766; AND LOT 1 OF A CSM RECORDED IN V. 8, P. 147 AS DOC. NO. 896737; AND LOT 1 OF A CSM RECORDED IN V. 6, PP. 170-182 AS DOC. NO. 858234; AND LOT 1 OF A CSM RECORDED IN V. 10, P. 176 AS DOC. NO. 934630; AND LOT 1 OF A CSM RECORDED IN V. 11, PP. 301-302 AS DOC. NO. 976325; ALL LOCATED IN SECTION 35, T1N, R12E, CITY OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER FOR STH 213, ROCK COUNTY, CITY OF BELOIT, STATE STREET, IL STATE LINE TO USH 51

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

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 213 ESTABLISHED FROM PLAT OF GOODHUE'S SUBDIVISION, LOTS 101-03; CSM RECORDED IN V. 5, P. 45 AS DOC. NO. 832766; CSM RECORDED IN V. 8, P. 147 AS DOC. NO. 896737; CSM RECORDED IN V. 6, P. 179 AS DOC. NO. 838234; CSM RECORDED IN V. 10, P. 176 AS DOC. NO. 934630; CSM RECORDED IN V. 11, P. 310 AS DOC. NO. 976325, AND THE FINAL PLAT OF RIVERBEND, RECORDED IN V. 32, P. 870-872 AS DOC. NO. 1887635.

EXISTING RIGHT-OF-WAY FOR SHIRLAND AVE ESTABLISHED FROM PLAT OF GOODHUE'S SUBDIVISION, LOTS 103-111; CSM RECORDED IN V. 5, P. 45 AS DOC. NO. 832766; AND THE FINAL PLAT OF RIVERBEND, RECORDED IN V. 32, P. 870-872 AS DOC. NO. 1887635.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

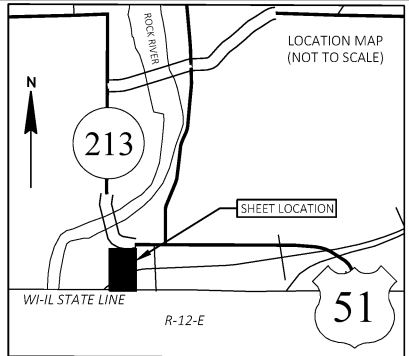
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W SF REQUIRED			TLE SF	HE SF
			NEW	EXISTING	TOTAL		
1	YUG, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	146	--	146	28	--
2	JAI SHIV LLC	FEE/TLE	5	--	5	41	--
3	CITY OF BELOIT	FEE/TLE	104	--	104	3440	--
4	BLACKHAWK STATE BANK	TLE	--	--	--	29	--
5	PH INVESTMENT GROUP LLC	TLE	--	--	--	131	--
6	JABEROBY HOLDINGS, LLC	TLE	--	--	--	25	--
7	MCDONALD'S CORPORATION, A DELAWARE CORPORATION	FEE/TLE	138	--	138	800	--
8	IOWA CHICAGO & EASTERN RAILROAD CORPORATION	HE	--	--	--	--	409

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ROCK COUNTY, AS SHEET 2 OF 3 OF DOCUMENT #2249675.



200 CITY OF BELOIT
PERPETUAL SIDEWALK EASEMENT
DOC 1924813 - PARCEL 1

202 CITY OF BELOIT
PERMANENT LIMITED EASEMENT
DOC 1910057 - PARCEL 6

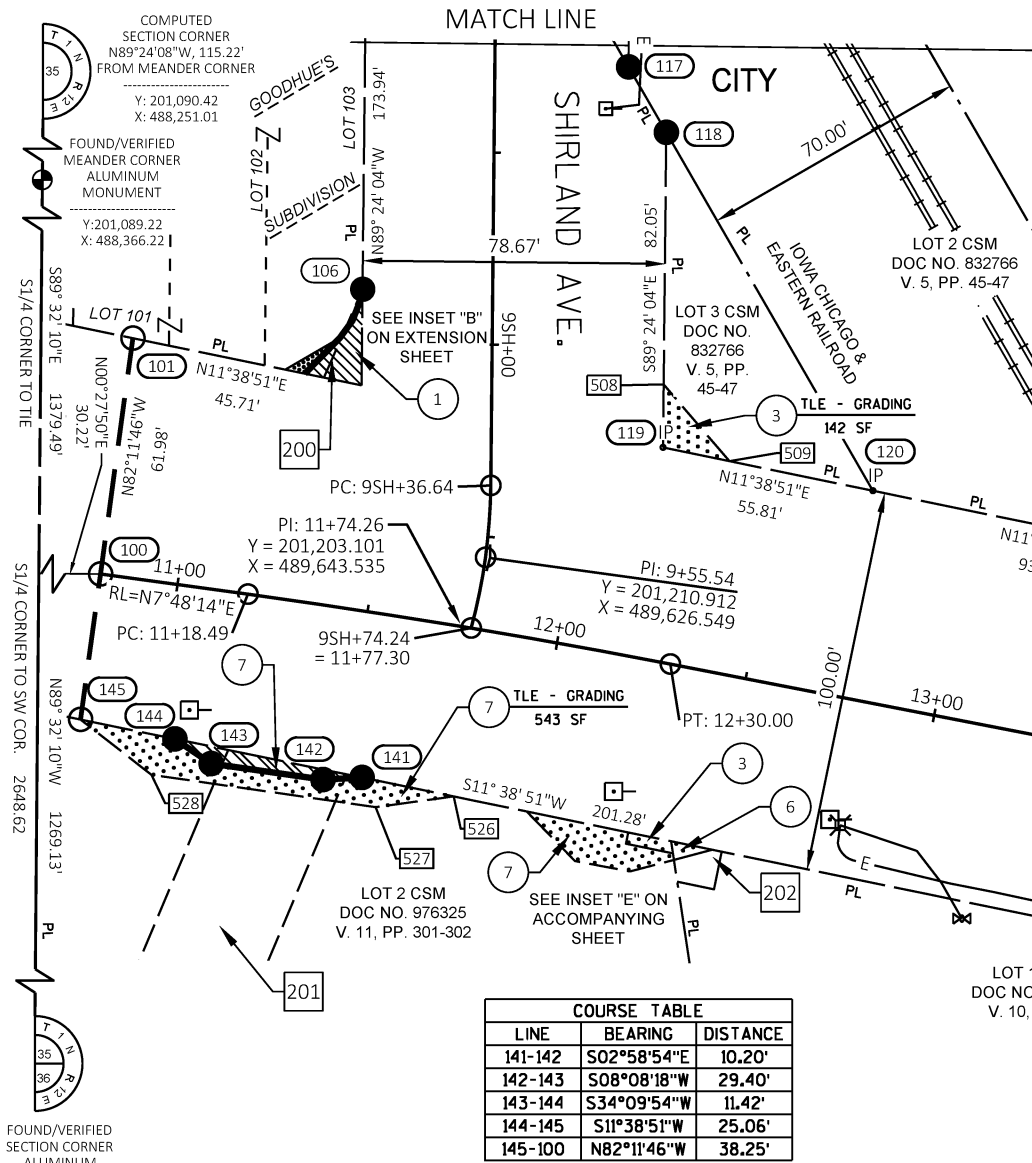
201 MCDONALD'S CORPORATION
RECIPROCAL DRIVEWAY EASEMENT
DOC 979783A - PARCEL 7

TLE STATION & OFFSET TABLE		
TLE POINT	STATION	OFFSET
500	11+20.14	-59.26'
501	5SH+82.44	37.95'
502	5SH+65.82	33.64'
503	6SH+70.00	-44.95'
504	6SH+70.00	-60.00'
505	7SH+09.00	-86.00'
506	7SH+23.00	-67.00'
507	7SH+23.00	-54.59'
508	12+14.95	-71.25'
509	12+35.03	-54.82'

TLE STATION & OFFSET TABLE		
TLE POINT	STATION	OFFSET
510	13+60.29	-60.82'
511	13+85.00	-60.00'
512	13+85.00	-53.12'
513	15+65.09	-51.08'
514	15+99.34	-75.00'
515	16+45.00	-75.00'
516	16+45.00	-62.00'
517	16+70.00	-55.00'
518	16+70.00	-49.89'
519	15+88.71	57.45'

TLE STATION & OFFSET TABLE		
TLE POINT	STATION	OFFSET
520	15+75.67	60.05'
521	15+79.98	49.10'
522	12+49.93	45.36'
523	12+30.00	55.00'
524	12+15.00	55.00'
525	11+99.98	44.58'
526	11+80.09	43.97'
527	11+60.00	50.00'
528	11+00.00	50.00'

SEE EXTENSION SHEET FOR RW STATION AND OFFSETS AND ENLARGEMENTS.



COURSE TABLE		
LINE	BEARING	DISTANCE
141-142	S02°58'54"E	10.20'
142-143	S08°08'18"W	29.40'
143-144	S34°09'54"W	11.42'
144-145	S11°38'51"W	25.06'
145-100	N82°11'46"W	38.25'

UTILITY INTERESTS REQUIRED				
UTILITY *	OWNER(S)	PARCEL	INTEREST REQUIRED	EASEMENT
80	ALLIANT ENERGY - ELECTRIC	3, 7	RELEASE OF RIGHTS	PARCEL 3 - DOC. #1887635 PARCEL 3, 7 - DOC. #1771195

2272664
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
10/24/2024 09:03 AM
REC FEE: 25.00
TPP-E243
PAGES: 2

The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5570-01-20 - 4.01
AMENDMENT NO: 1 SHEET 1 OF 2

COURSE TABLE		
LINE	BEARING	DISTANCE
114-115	S11°38'51"W	2.66'
115-116	S60°02'06"W	14.53'
117-118	N60°02'06"E	19.67'

IP STATION & OFFSET TABLE		
IP POINT	STATION	OFFSET
1000	10+99.27	-377.52'
1001	12+73.20	-54.44'
1002	13+67.04	-52.82'
1003	14+44.80	48.43'
1004	14+36.87	50.33'
1005	12+37.11	45.11'



ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
© MSA Professional Services, Inc.

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



SIGNATURE: *Bradley L. Tisdale* DATE: 10/21/2024
PRINT NAME: BRADLEY L. TISDALE
REGISTRATION NUMBER: S-2824

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF BELOIT
SIGNATURE: *Marcy J. Granger* DATE: 10/21/2024
PRINT NAME: MARCY J. GRANGER

TRANSPORTATION PROJECT PLAT NO: 5570-01-20 - 4.01 AMENDMENT NO: 1
EXTENSION SHEET

RELOCATION ORDER FOR STH 213, ROCK COUNTY, CITY OF BELOIT, STATE STREET, IL STATE LINE TO USH 51

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN ROCK COUNTY, AS SHEET 2 OF 3 OF THIS DOCUMENT.

CURVE	LENGTH	RADIUIS	DELTA	CHORD BEARING	CHORD LENGTH
108-109	2.37'	810.90'	00°10'03"	S49°53'11"W	2.37'
109-501	4.19'	810.90'	00°17'46"	S49°39'17"W	4.19'

COURSE TABLE		
LINE	BEARING	DISTANCE
102-103	N45°32'01"W	13.00'
103-104	N53°46'09"W	5.60'
104-105	N68°36'27"W	5.60'
105-106	N78°32'22"W	3.00'
146-147	S73°54'12"W	21.92'
147-148	N89°26'42"W	45.00'
148-109	N72°08'12"W	16.12'
109-110	N71°53'43"W	5.14'
122-123	N78°58'20"W	0.98'
123-124	N10°59'54"E	30.00'

COURSE TABLE		
LINE	BEARING	DISTANCE
124-125	S81°51'05"E	1.32'
126-127	N81°07'42"W	4.77'
127-128	N10°59'54"E	5.00'
128-129	N41°57'43"E	5.83'
129-130	N10°59'54"E	15.00'
130-131	S78°58'45"E	2.05'
131-132	N11°38'51"E	10.01'
134-135	S11°38'51"W	6.42'
135-136	S89°37'02"E	9.06'

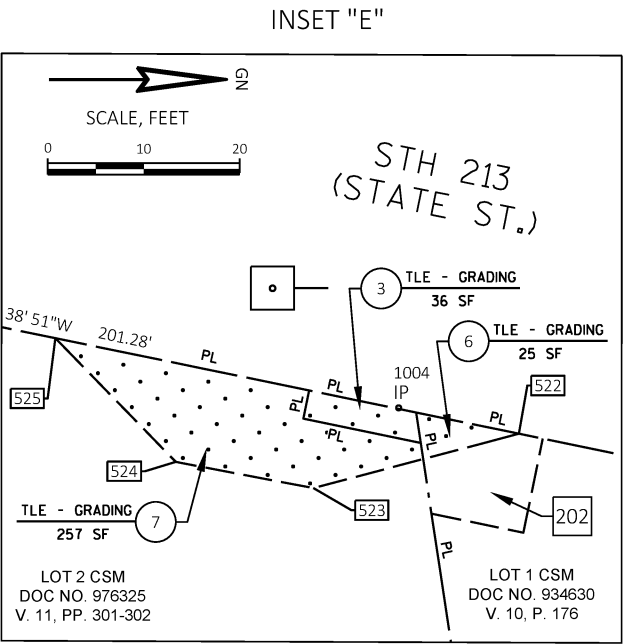
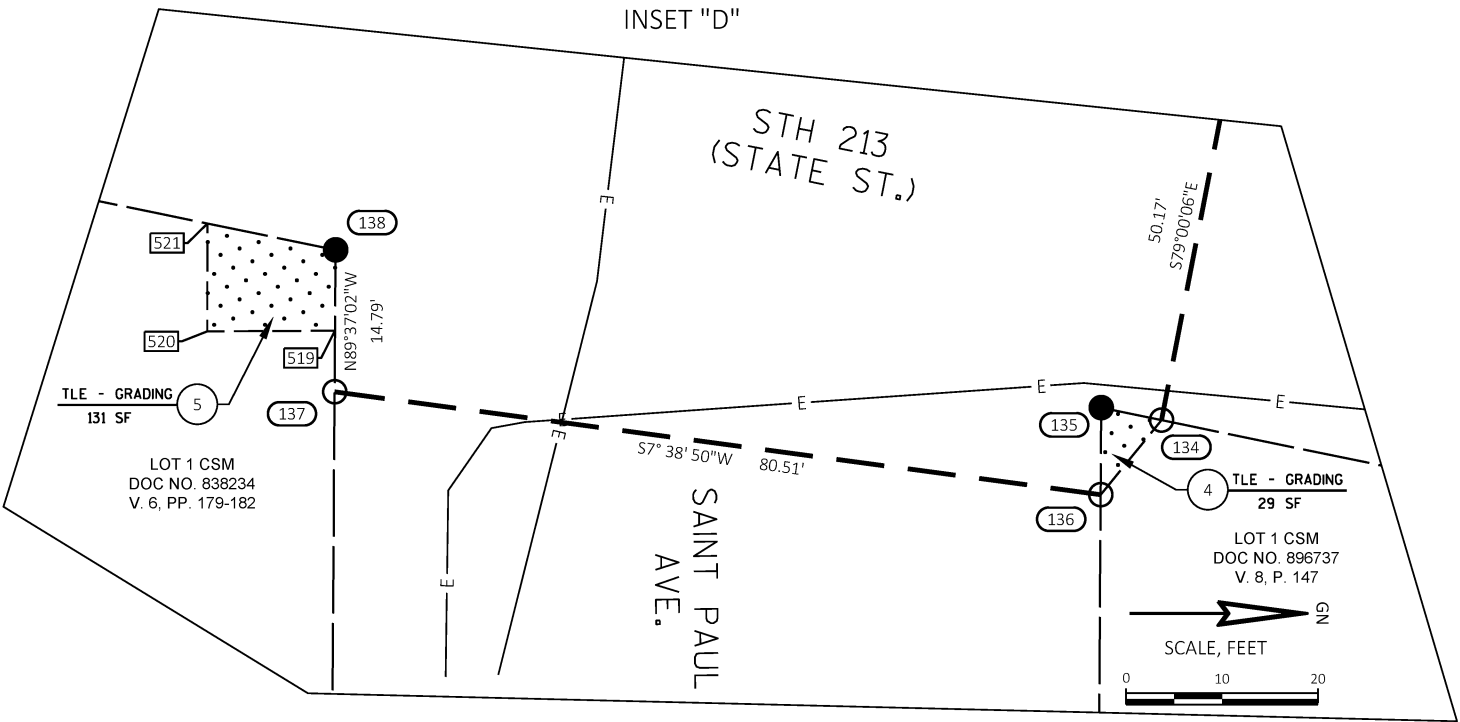
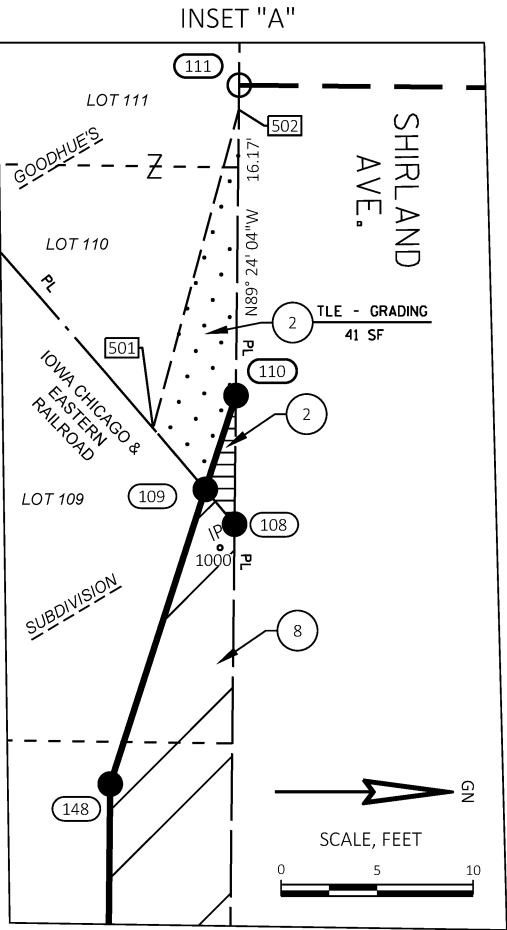
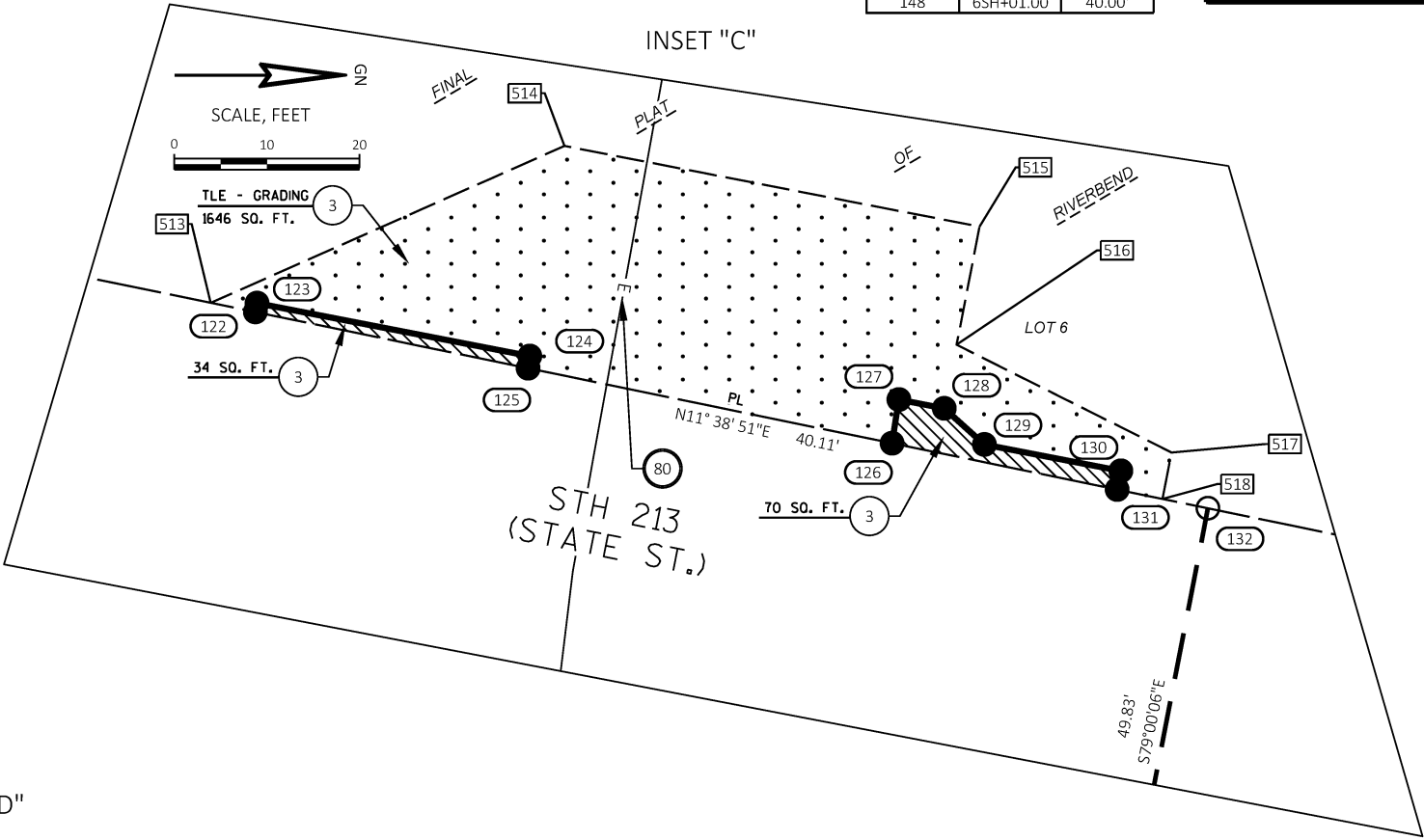
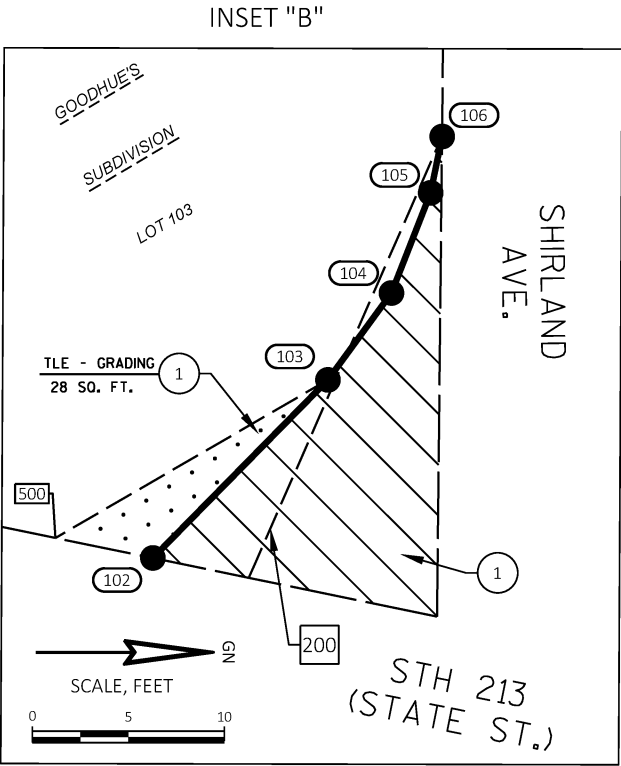
R/W STATION & OFFSET TABLE		
RW POINT	STATION	OFFSET
100	10+79.75	0.00'
101	10+79.75	-61.98'
102	11+25.16	-58.93'
103	11+32.63	-69.40'
104	11+35.17	-74.34'
105	11+36.39	-79.79'
106	11+36.55	-82.79'
107	7SH+11.95	33.75'
108	5SH+87.41	33.66'
109	5SH+85.61	35.20'
110	5SH+80.71	33.65'
111	5SH+64.54	33.64'

R/W STATION & OFFSET TABLE		
RW POINT	STATION	OFFSET
112	5SH+64.54	0.00'
113	5SH+64.54	-45.03'
114	7SH+02.69	-44.93'
115	7SH+02.18	-42.31'
116	6SH+89.66	-34.93'
117	8SH+27.32	-34.83'
118	8SH+44.26	-44.82'
119	12+17.71	-55.06'
120	12+73.20	-54.44'
121	13+66.80	-53.33'
122	15+70.00	-51.02'
123	15+70.00	-52.00'

R/W STATION & OFFSET TABLE		
RW POINT	STATION	OFFSET
124	16+00.00	-52.00'
125	16+00.07	-50.68'
126	16+40.18	-50.23'
127	16+40.00	-55.00'
128	16+45.00	-55.00'
129	16+50.00	-52.00'
130	16+65.00	-52.00'
131	16+65.00	-49.95'
132	16+75.00	-49.83'
133	16+75.00	0.00'
134	16+75.00	50.17'
135	16+68.59	50.10'

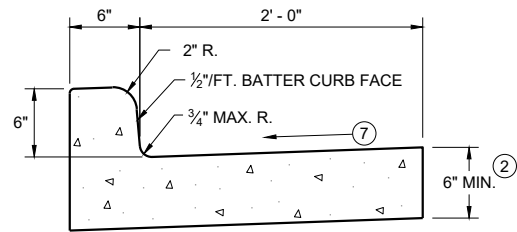
R/W STATION & OFFSET TABLE		
RW POINT	STATION	OFFSET
136	16+70.26	59.01'
137	15+89.89	63.72'
138	15+87.16	49.18'
139	14+44.02	47.56'
140	13+58.10	46.58'
141	11+55.21	42.93'
142	11+45.00	45.00'
143	11+15.00	45.00'
144	11+04.76	39.93'
145	10+79.75	38.25'
146	6SH+67.00	33.72'
147	6SH+46.00	40.00'
148	6SH+01.00	40.00'

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5570-01-20 - 4.01
AMENDMENT NO: 1 SHEET 2 OF 2

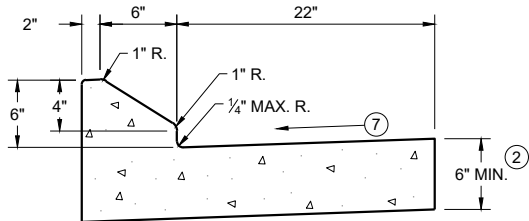


Standard Detail Drawing List

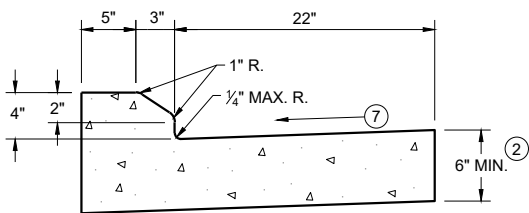
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



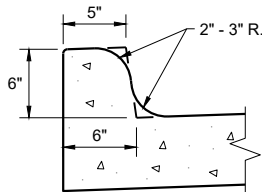
TYPES A^① & D



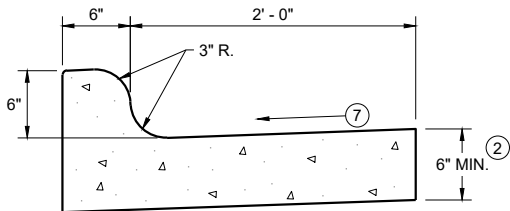
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

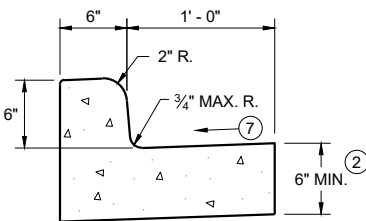


TYPES K^① & L
(OPTIONAL CURB SHAPE)



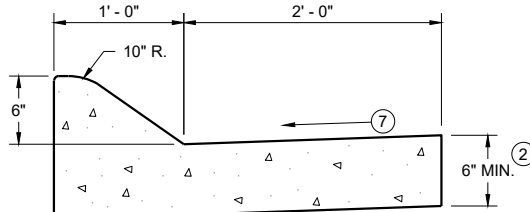
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

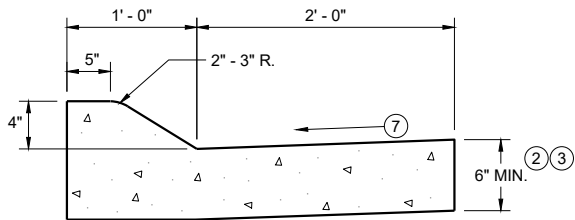


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

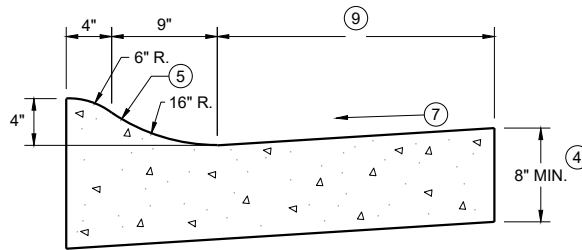


6" SLOPED CURB TYPES A^① & D



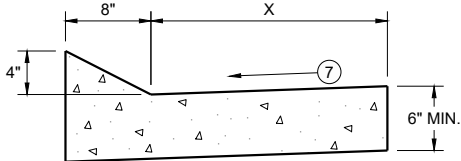
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

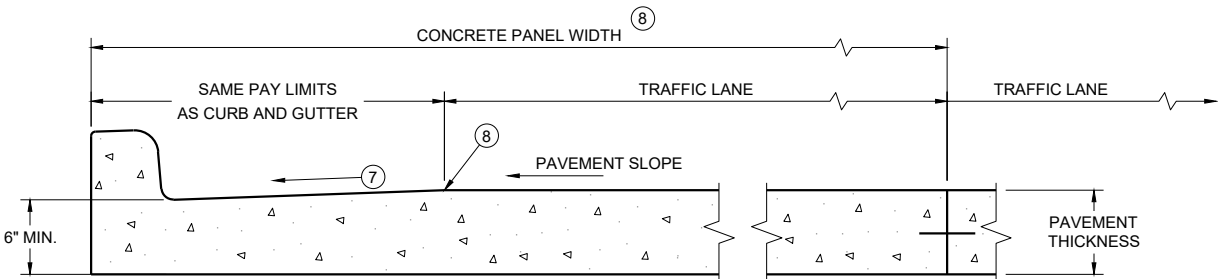


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

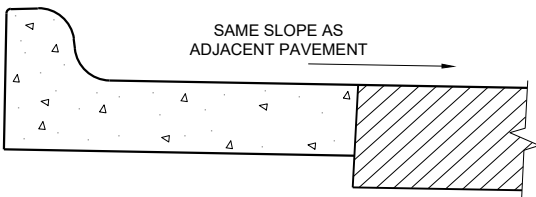
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

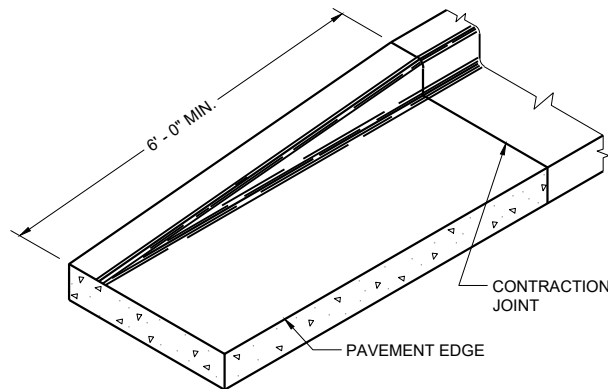
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

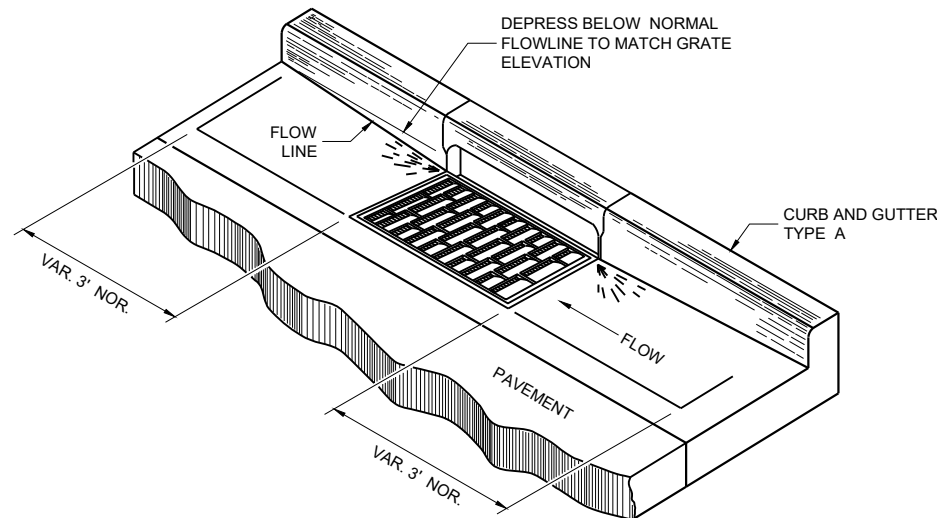
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

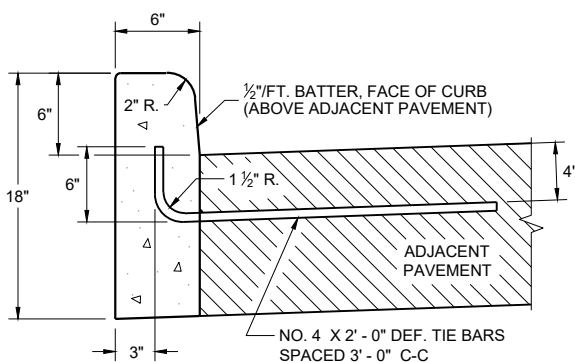


END SECTION CURB AND GUTTER

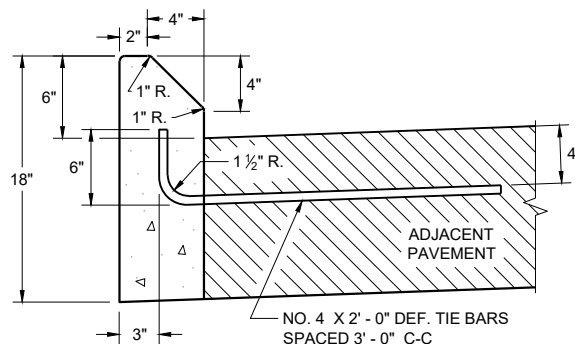


DETAIL OF CURB AND GUTTER AT INLETS

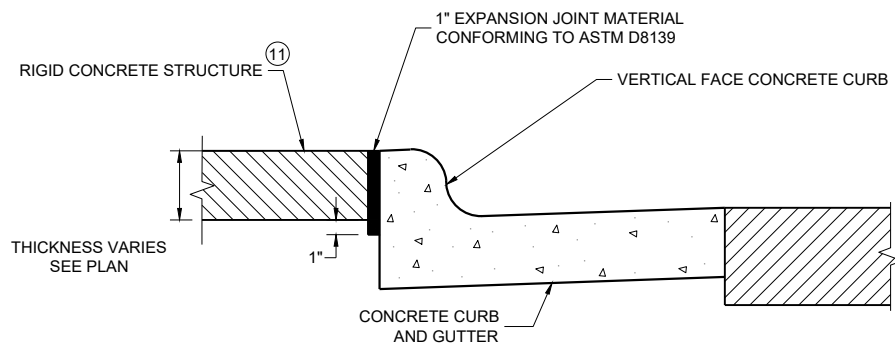
(TYPICAL H INLET COVER SHOWN)



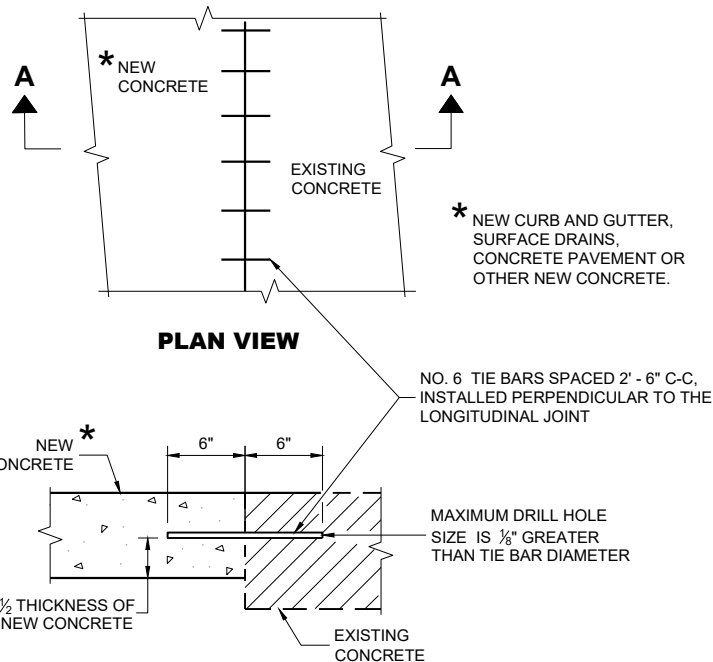
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

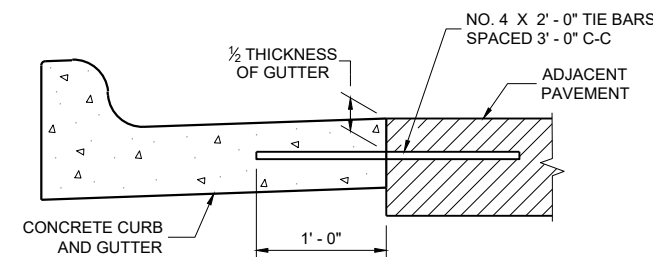
GENERAL NOTES

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

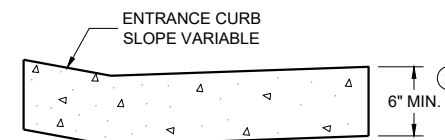
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

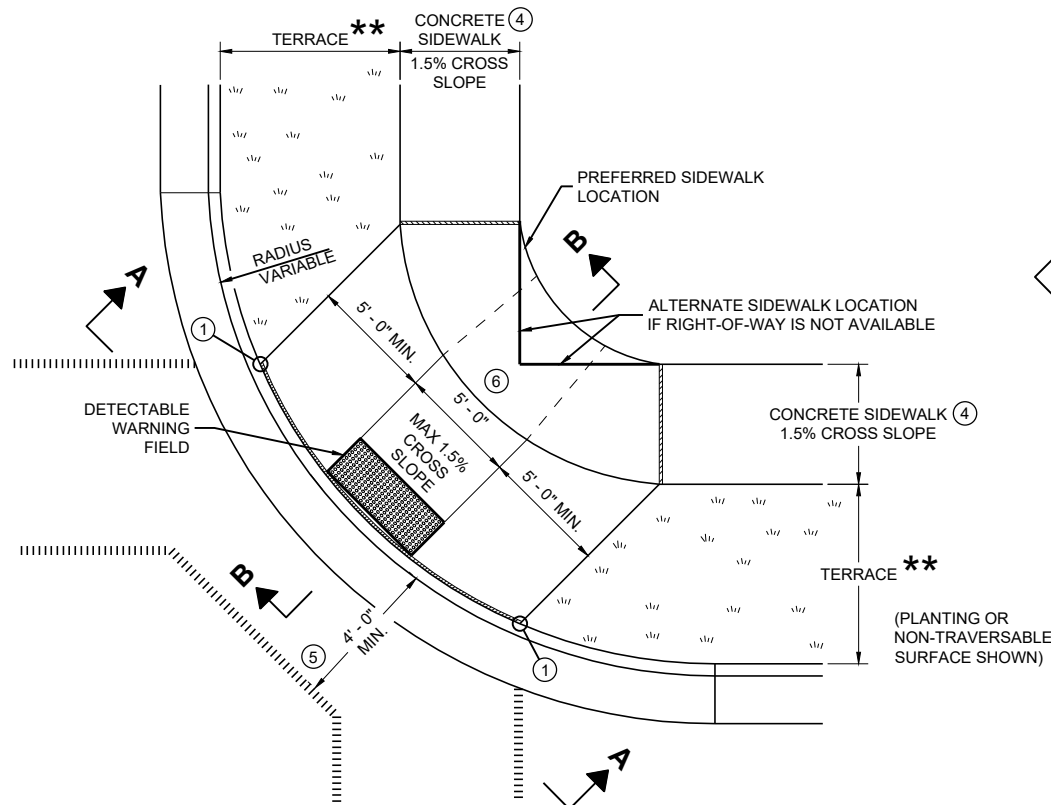


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

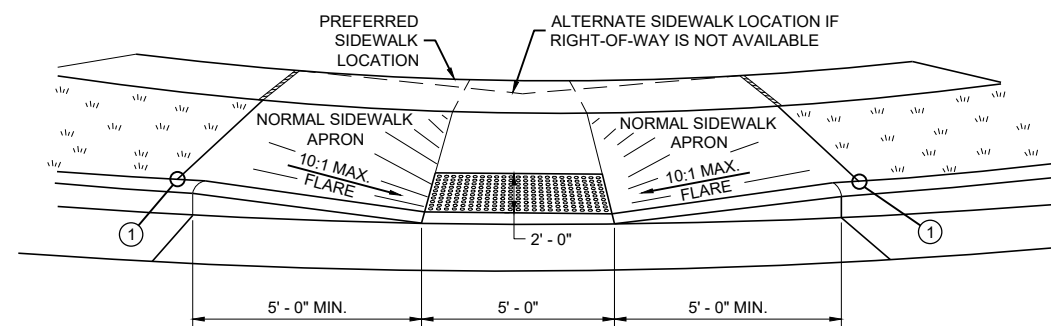
CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

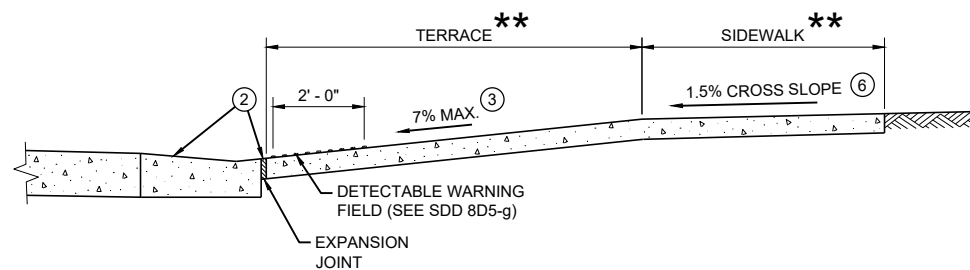


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

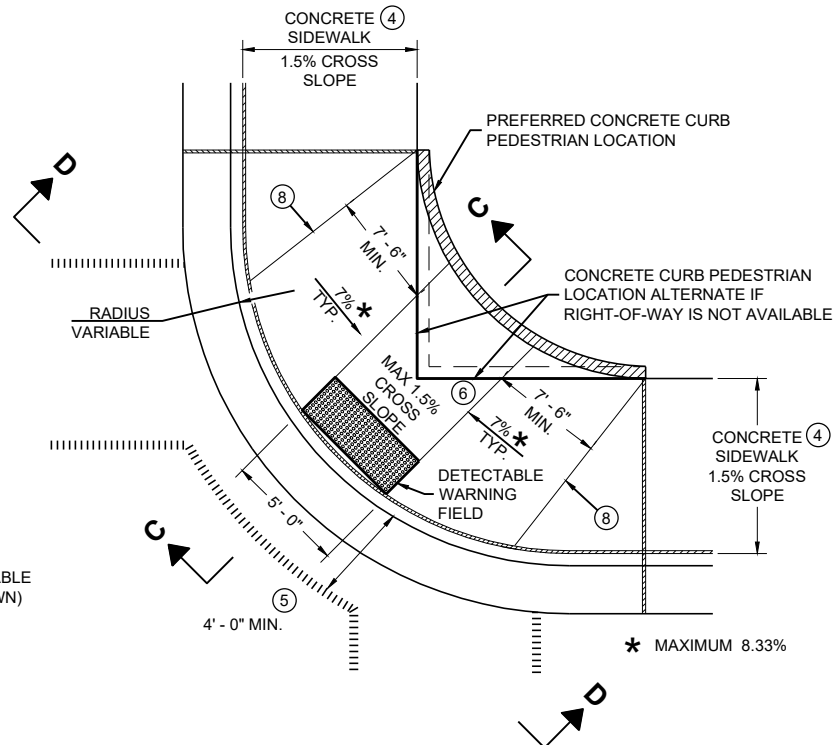


VIEW A - A FOR TYPE 1

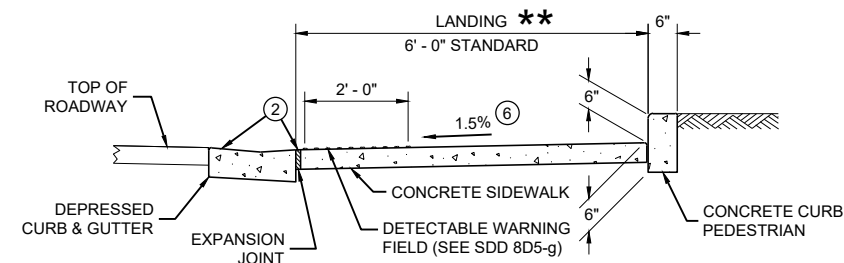
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



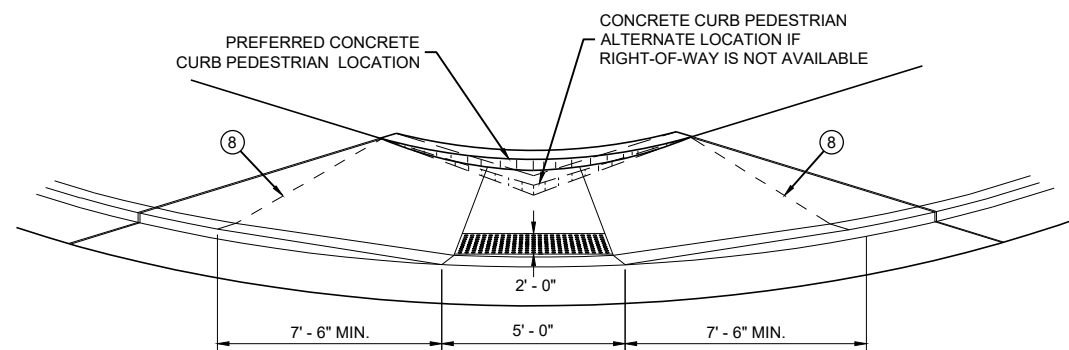
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

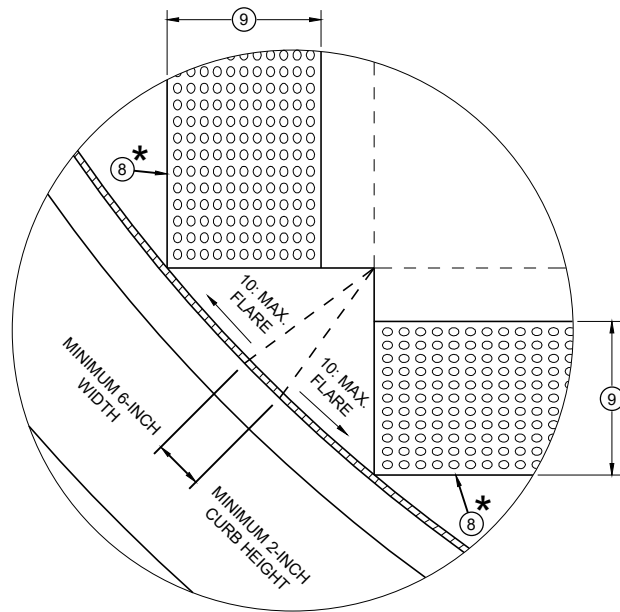
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - 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

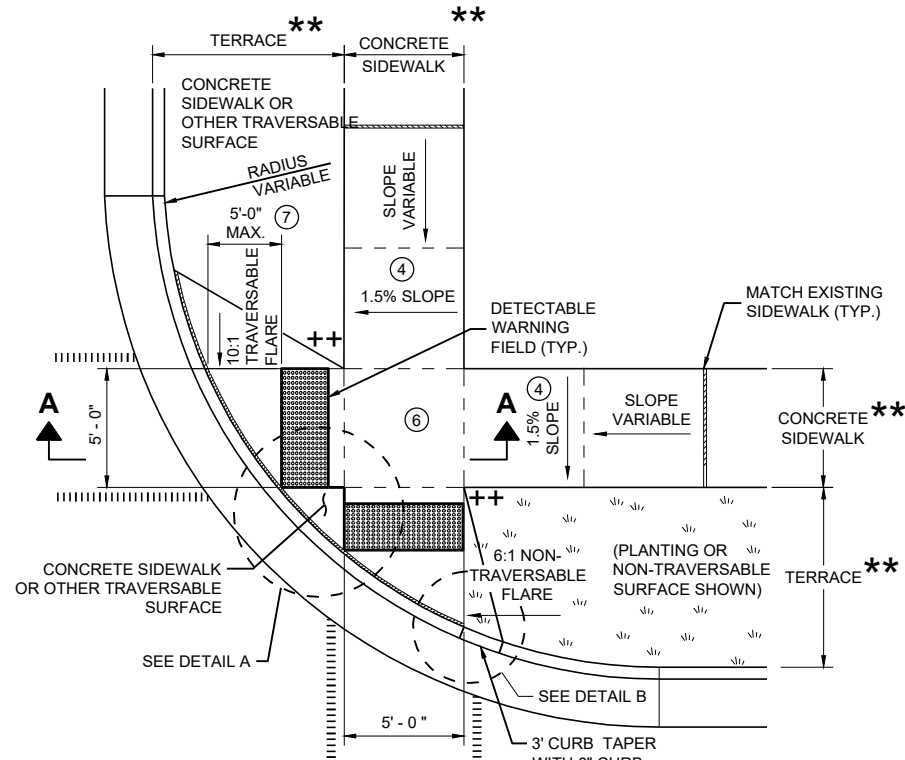
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

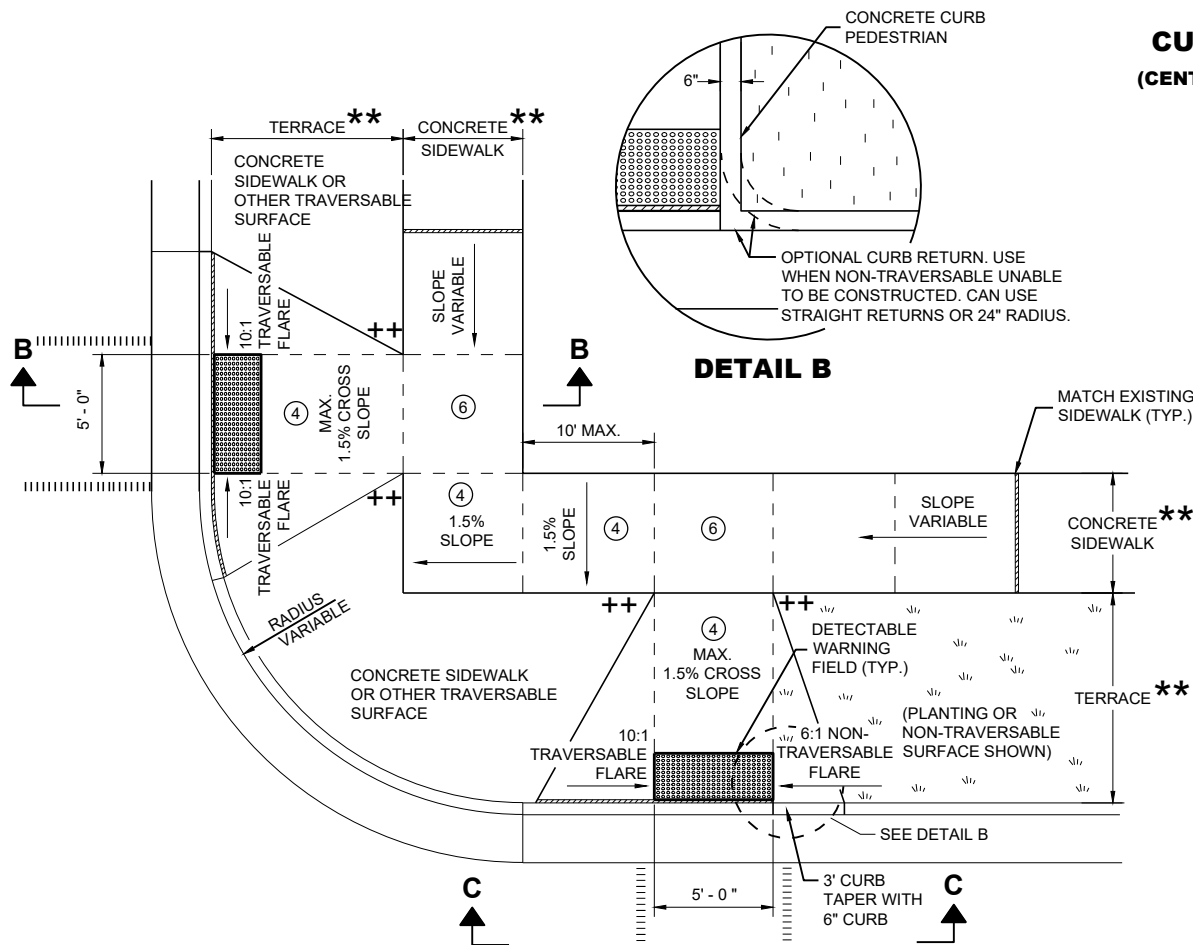
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



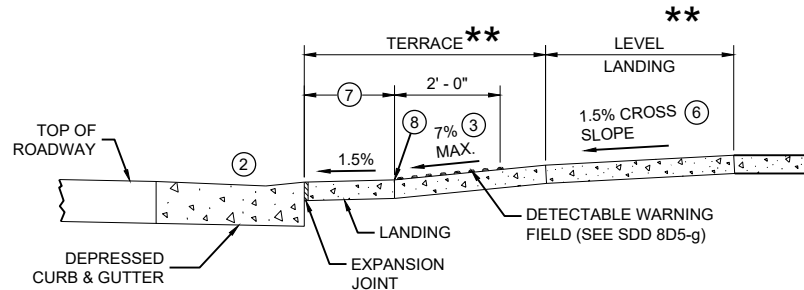
DETAIL A



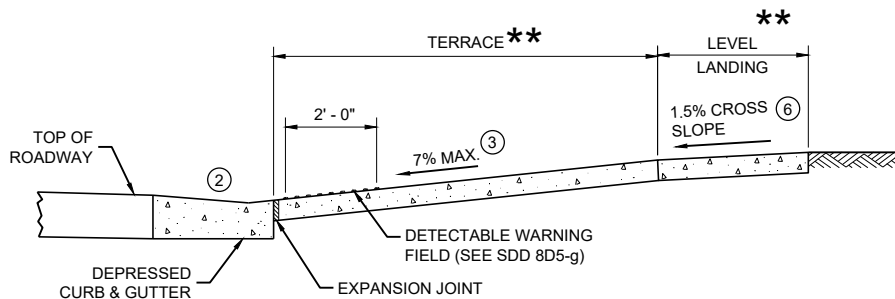
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



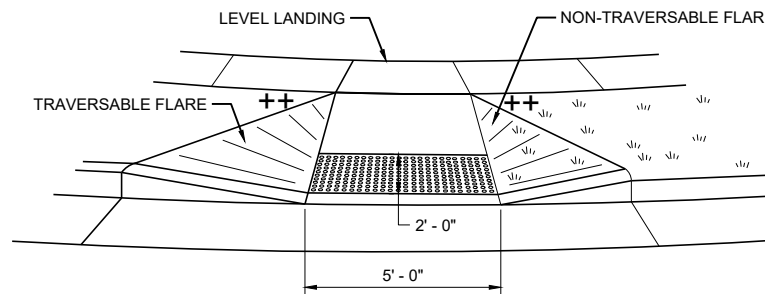
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

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.
- 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 1/4 - 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.
 - AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - 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.

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

★★ WIDTH SHOWN ELSEWHERE
IN THE PLANS

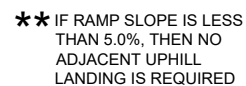
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

INTERMEDIATE RADII CAN BE INTERPOLATED



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 $\frac{1}{4}$ - 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 $\pm 0.5\%$ 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.

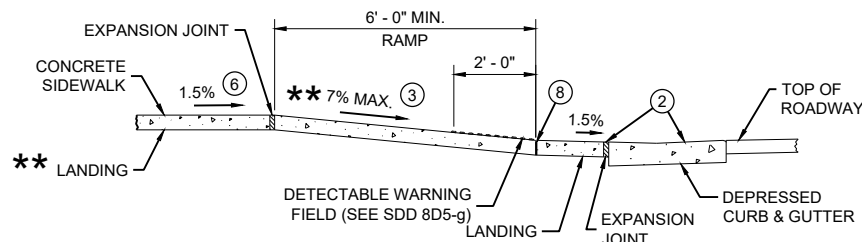
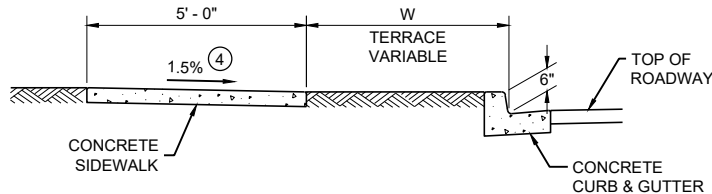
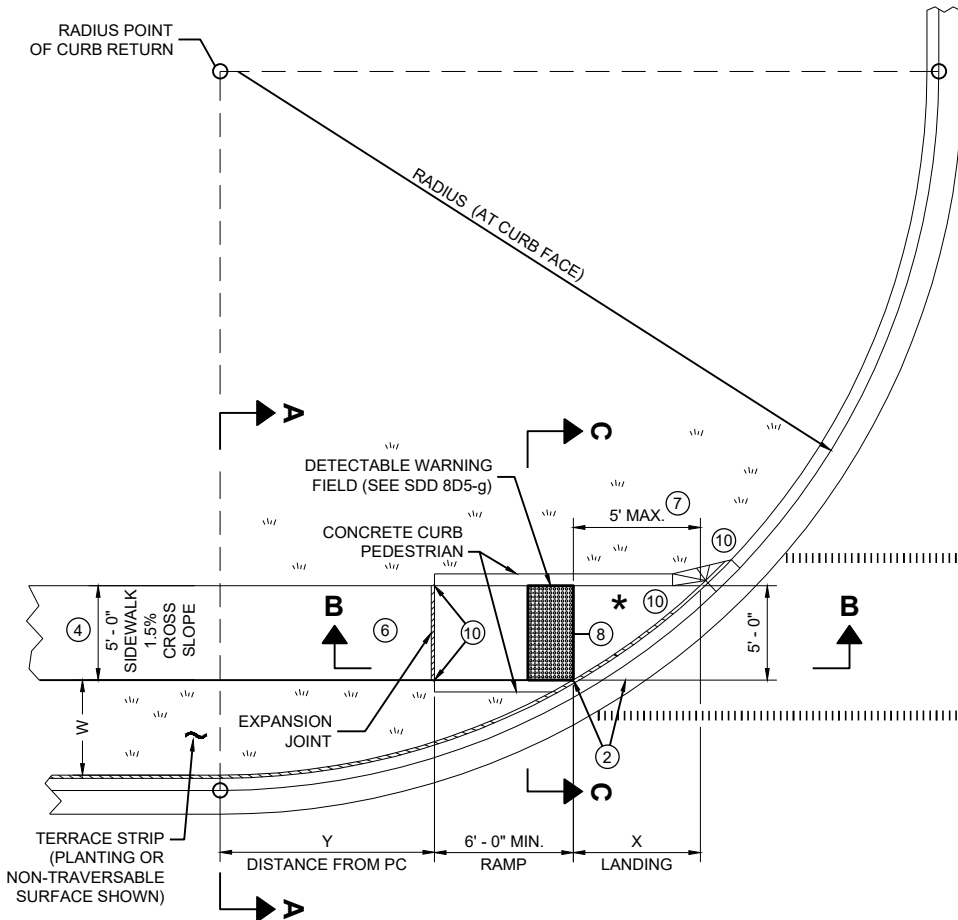
LEGEND

- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |



CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

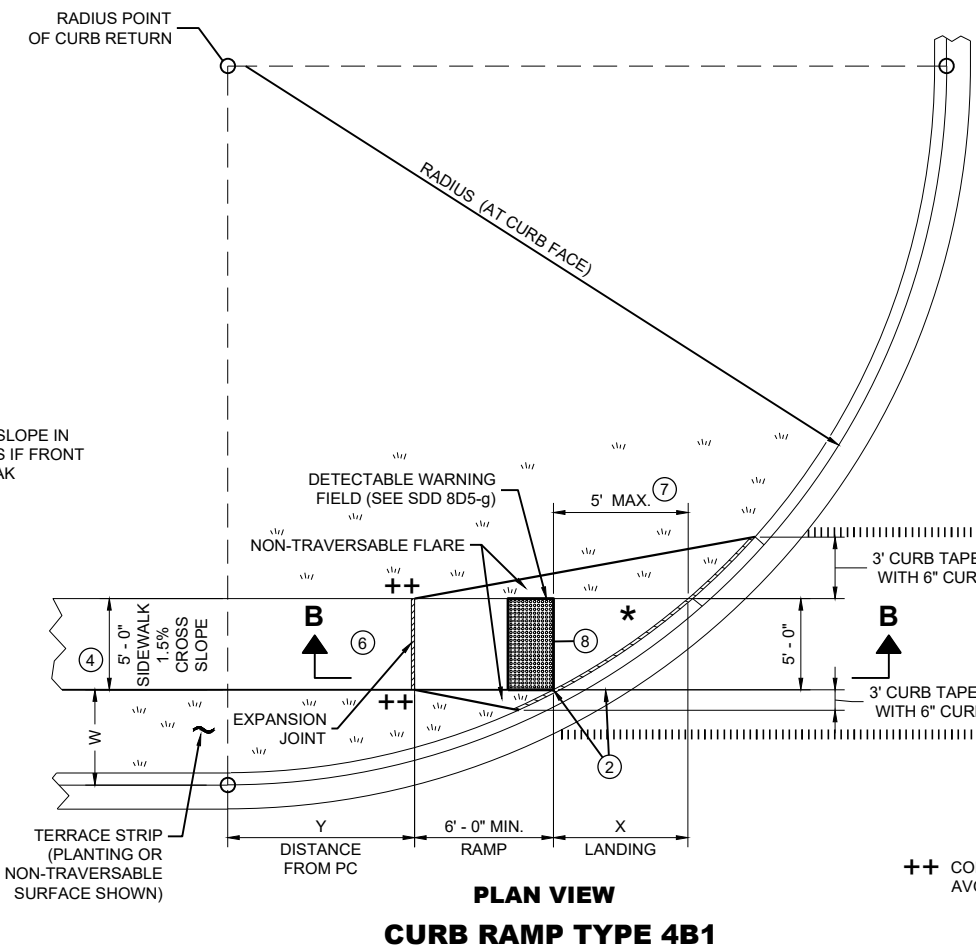
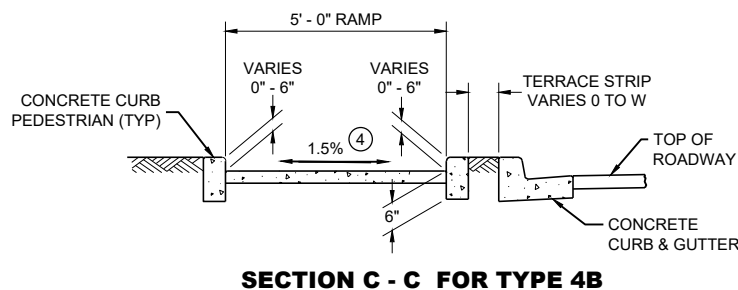


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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



++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

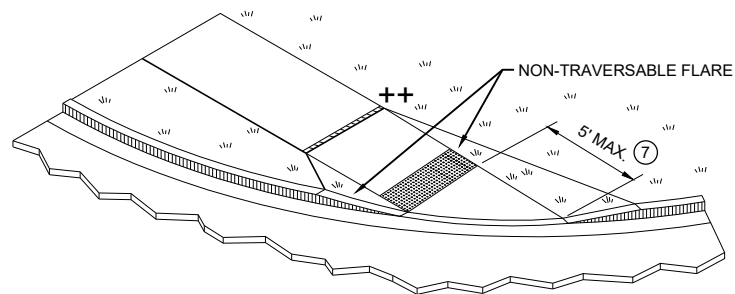
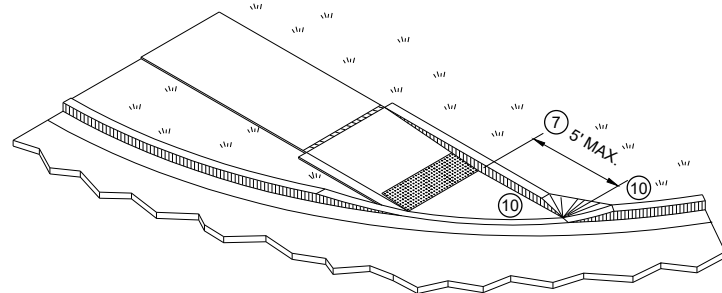
GENERAL NOTES

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.

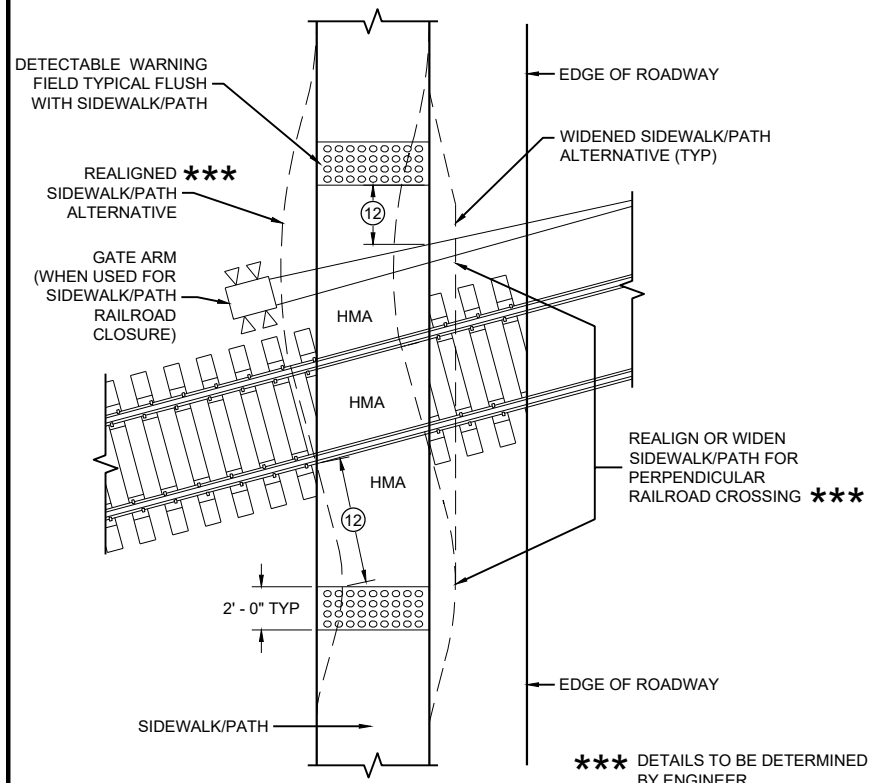
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- 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 1/4" 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



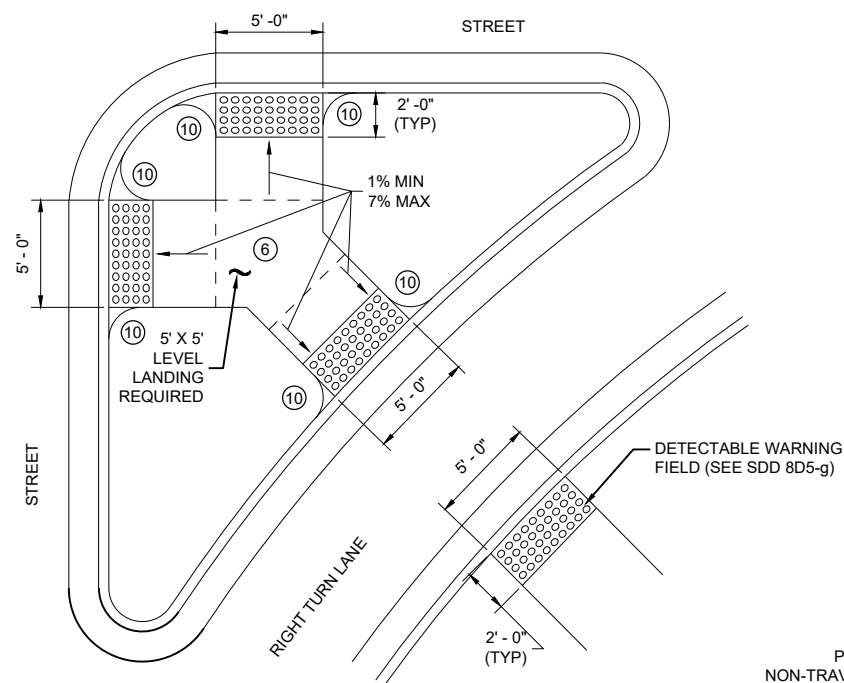
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

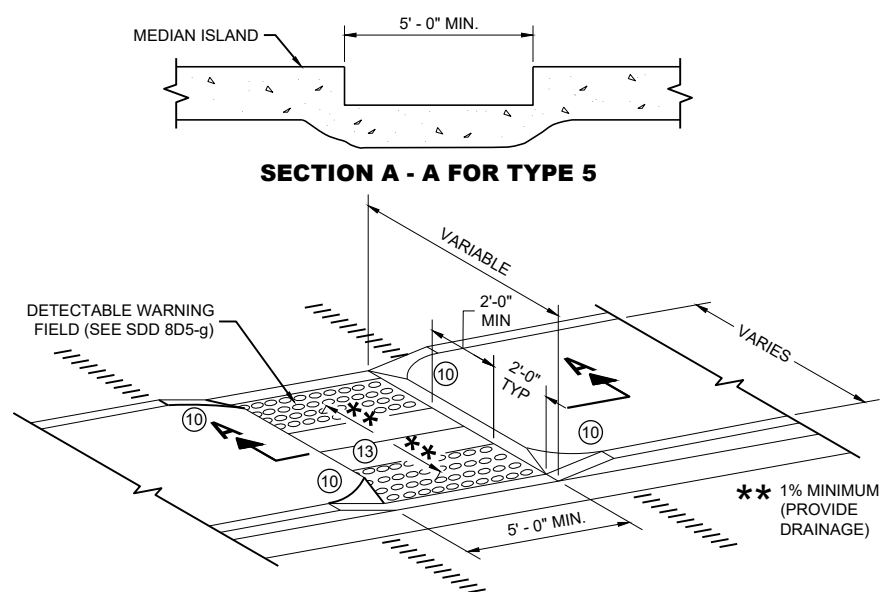
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

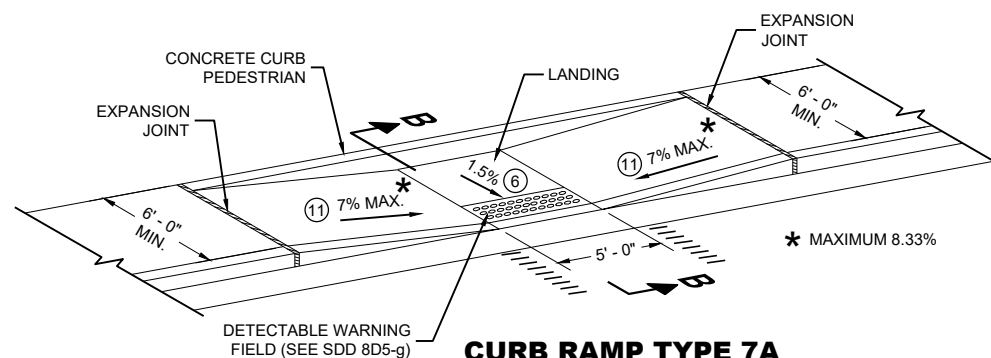
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



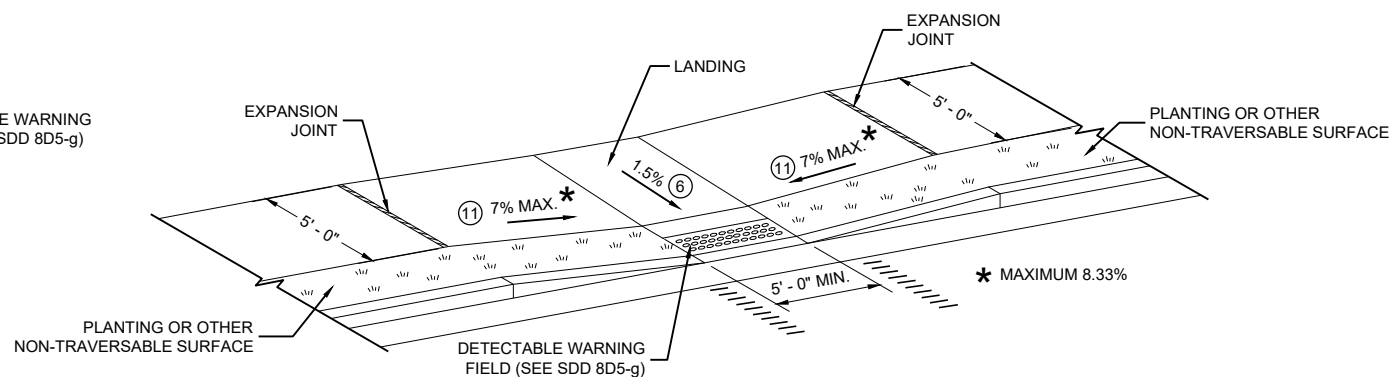
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

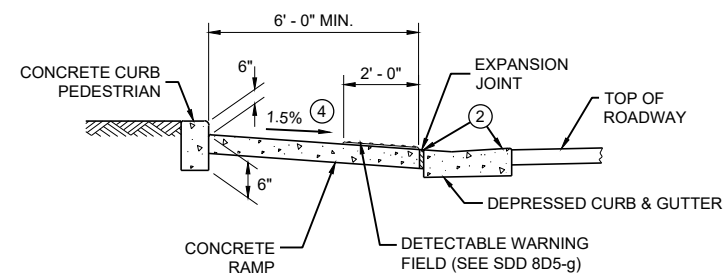
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 1/8 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 $\pm 0.5\%$ 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 $\pm 0.1'$ 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 STREET-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

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

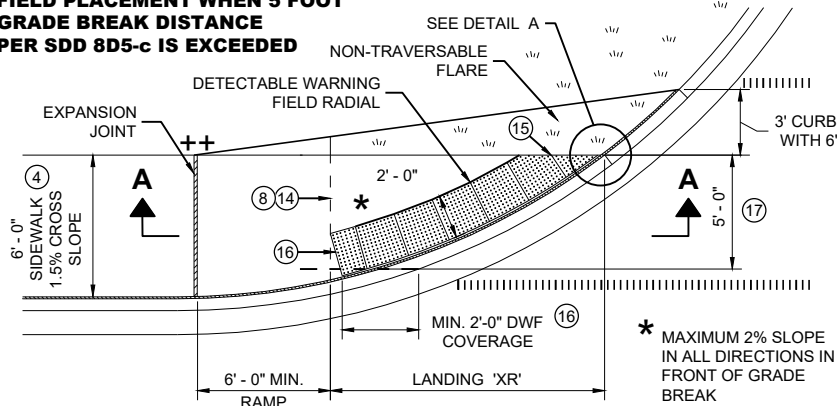


SECTION B - B FOR TYPE 7A

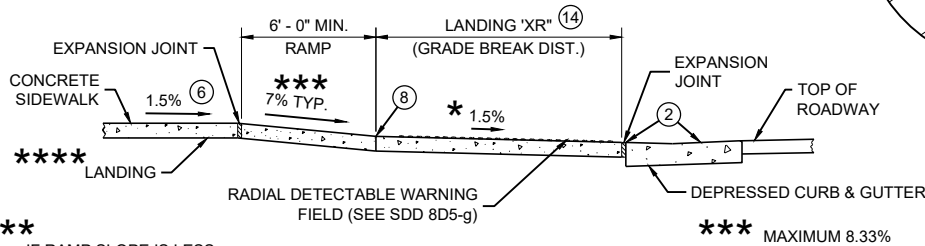
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

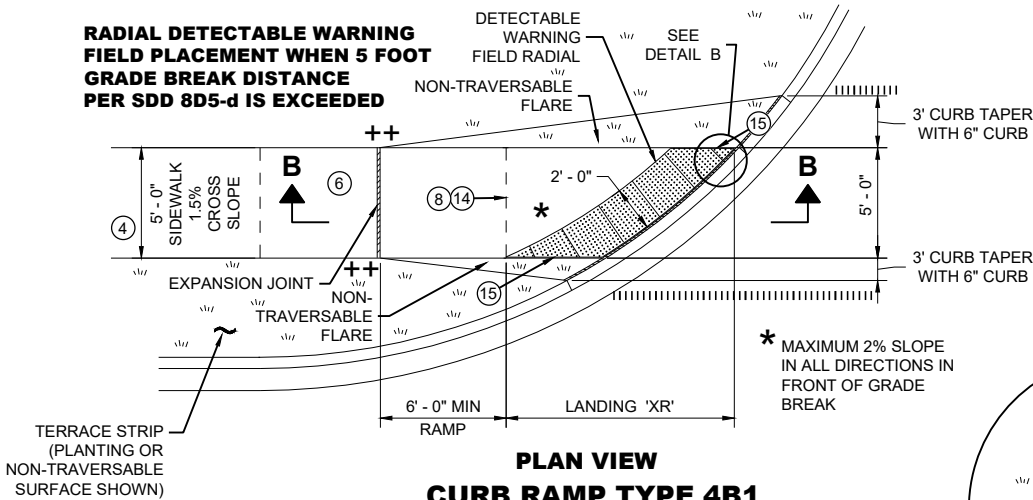


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

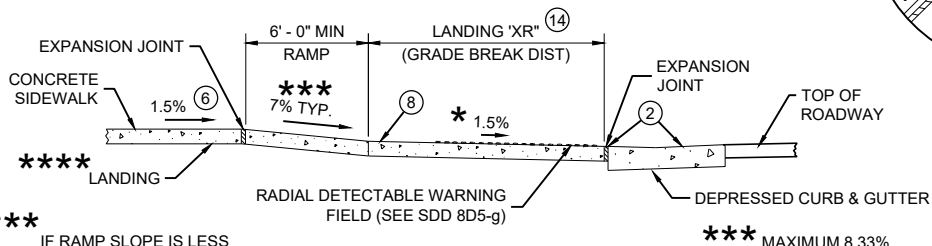


SECTION A - A FOR TYPE 4A1

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



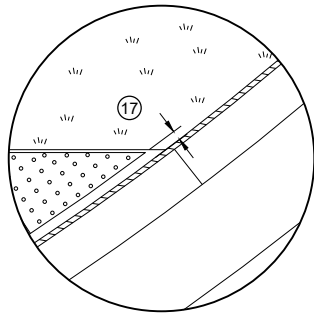
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



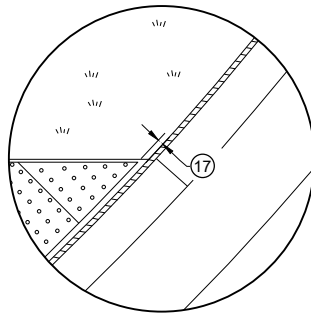
SECTION B - B FOR TYPE 4B1

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



DETAIL A



DETAIL B

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.

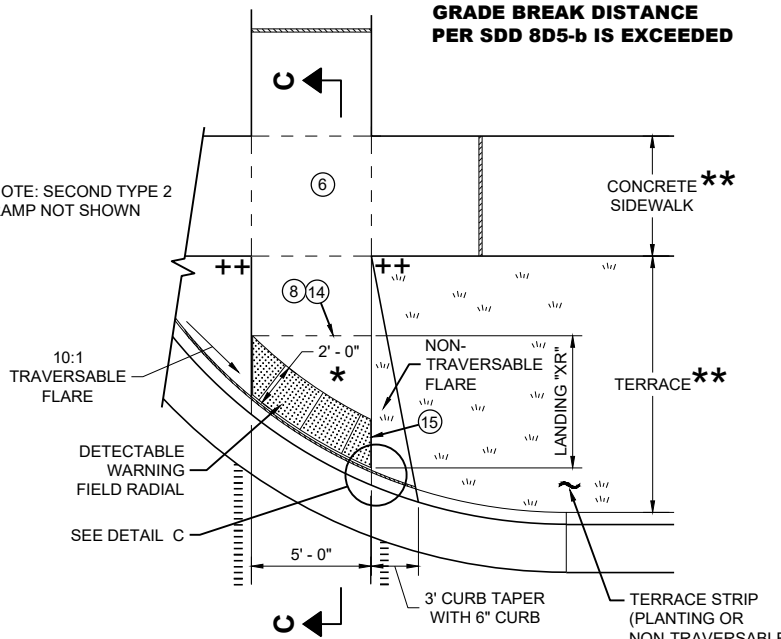
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

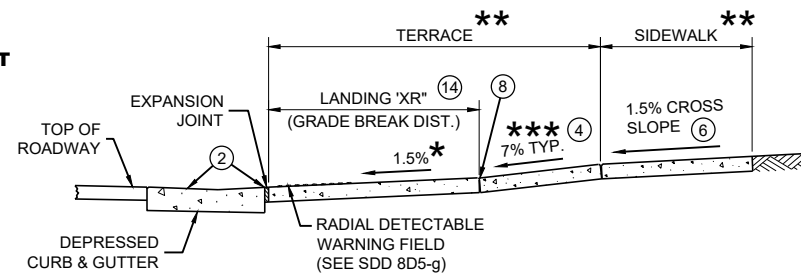
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/2" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 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.
- 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-b IS EXCEEDED**

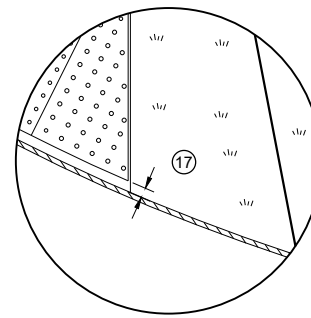
NOTE: SECOND TYPE 2 RAMP NOT SHOWN



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



SECTION C - C FOR TYPE 2



DETAIL C

*** MAXIMUM 2% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE
BREAK

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

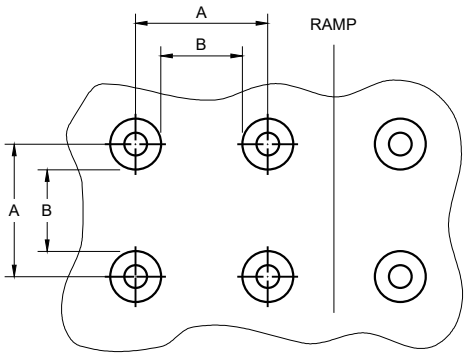
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

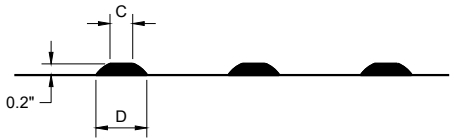
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

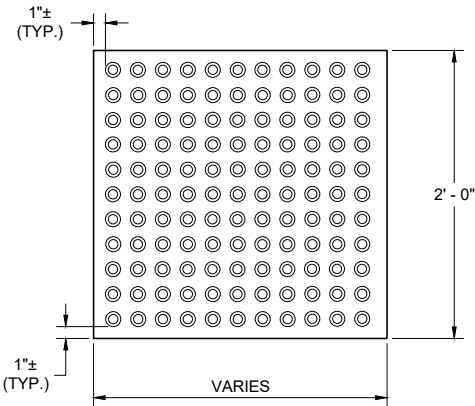


PLAN VIEW

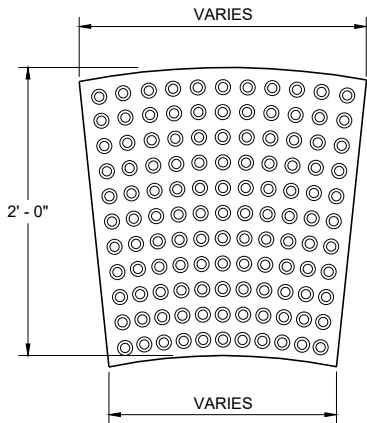


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

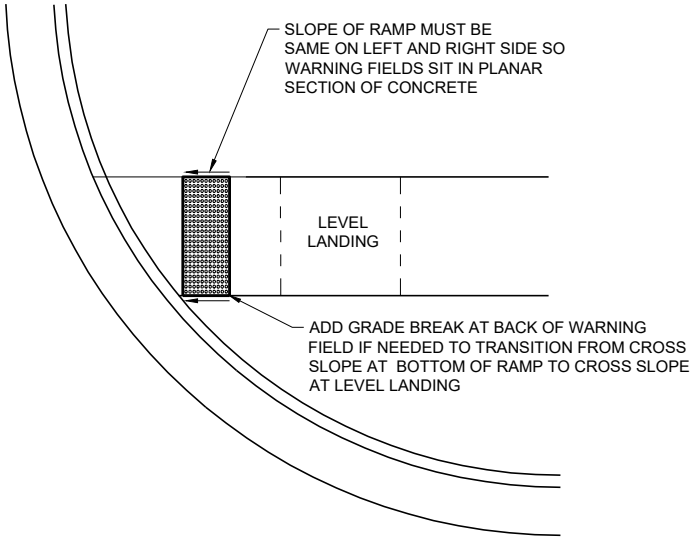


RECTANGULAR
PLATES

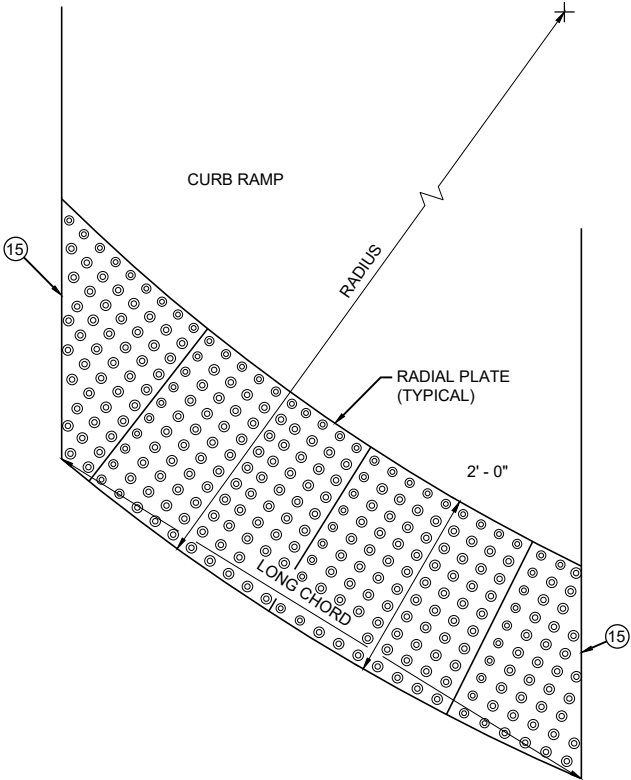


RADIAL
PLATES

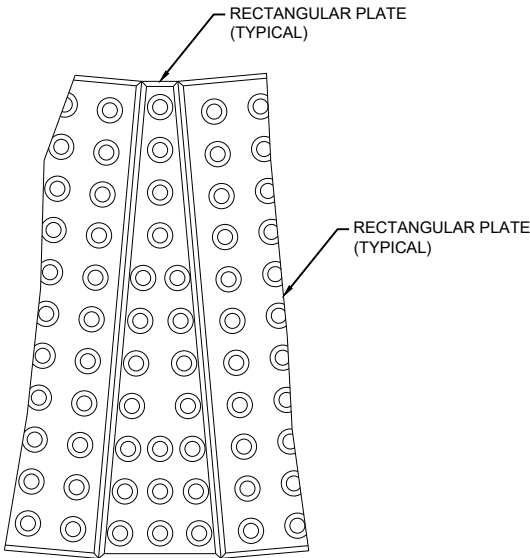
PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

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.

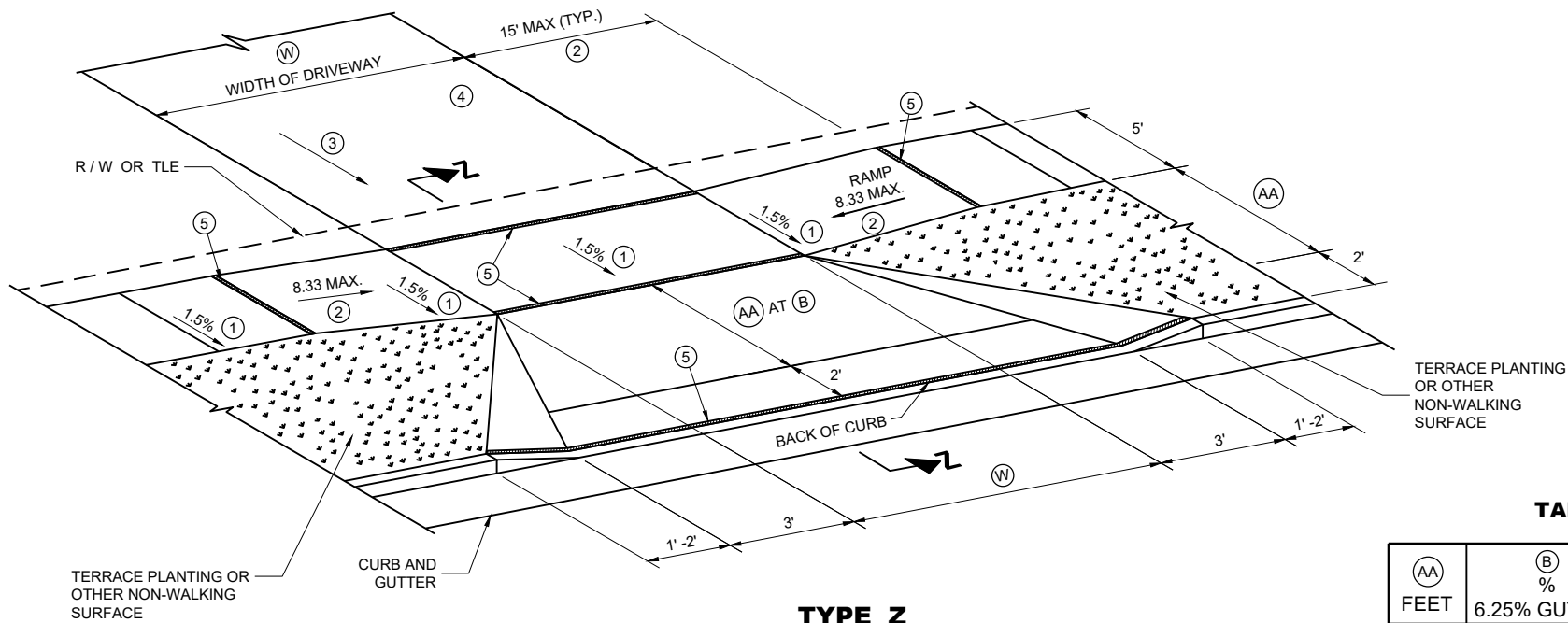
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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 1/8\"/>

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

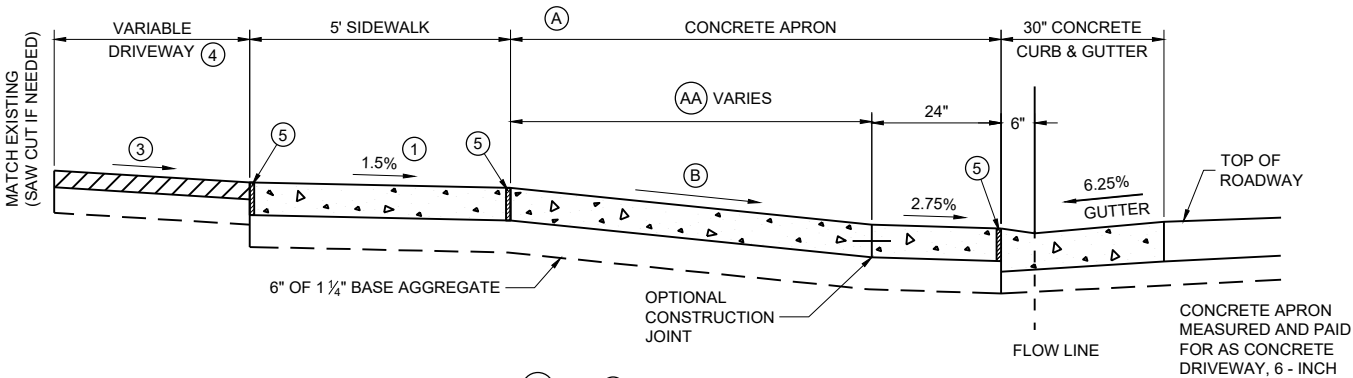


TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

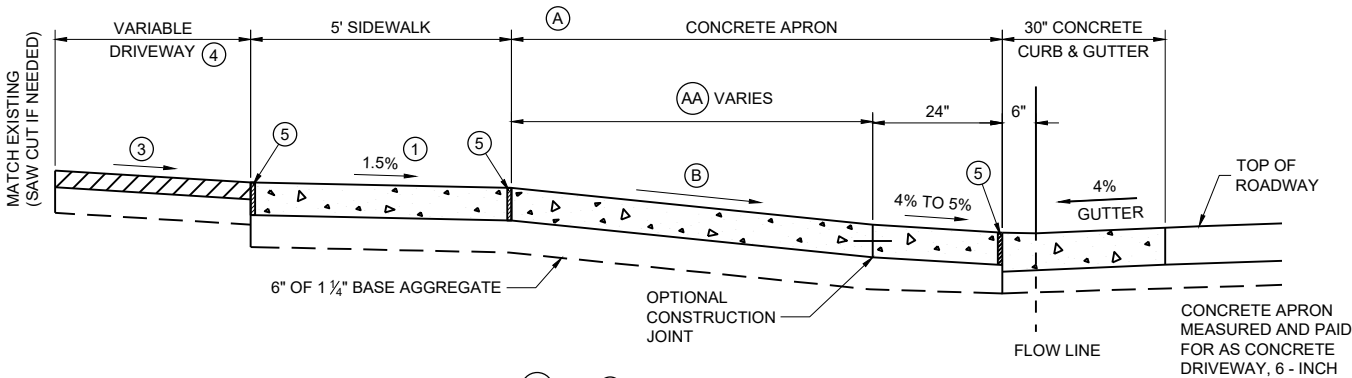
TABLE Z

(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)



6.25% GUTTER SLOPE



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)

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.

- CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 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.
- 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
- 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.)
- ½" EXPANSION JOINT FILLER.

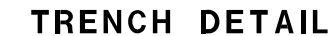
**DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

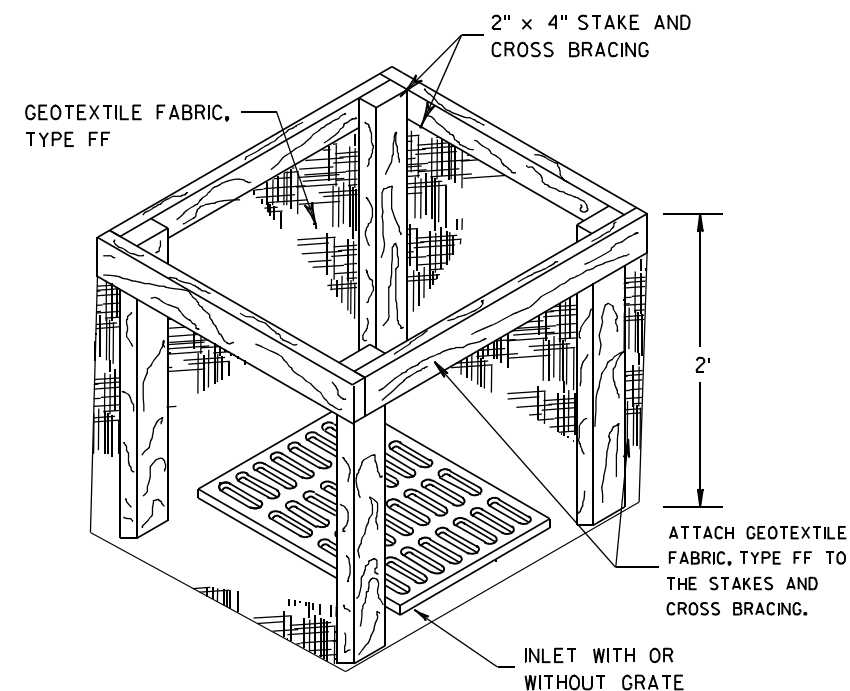
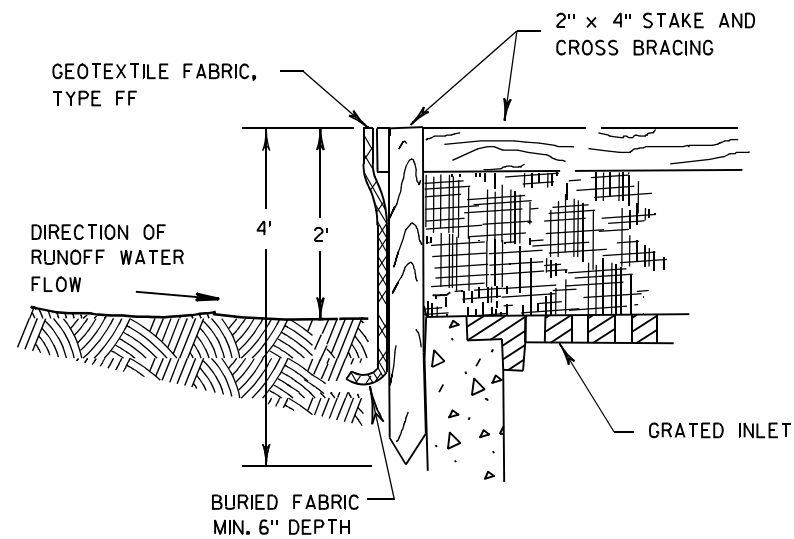
APPROVED
4-29-05
DATE

/S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT

99

ENGINEER

FHWA



INLET PROTECTION, TYPE A

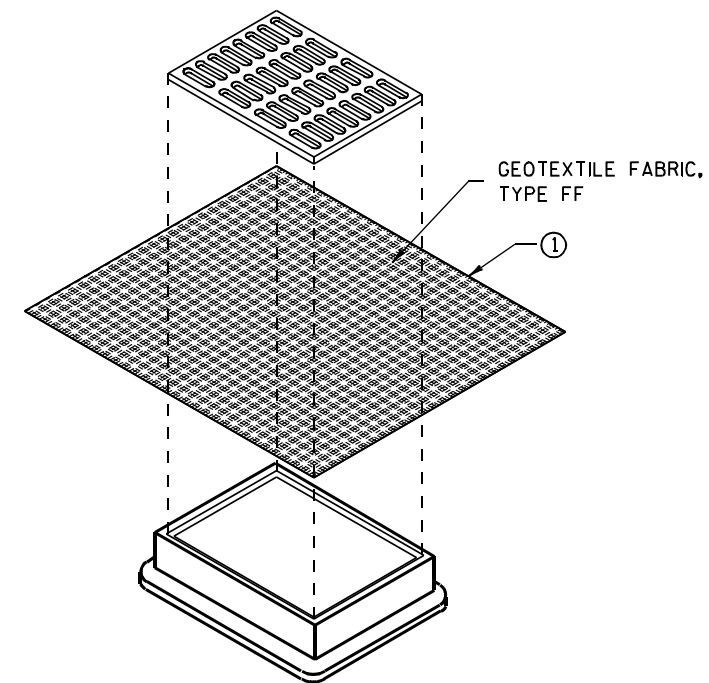
GENERAL NOTES

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

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

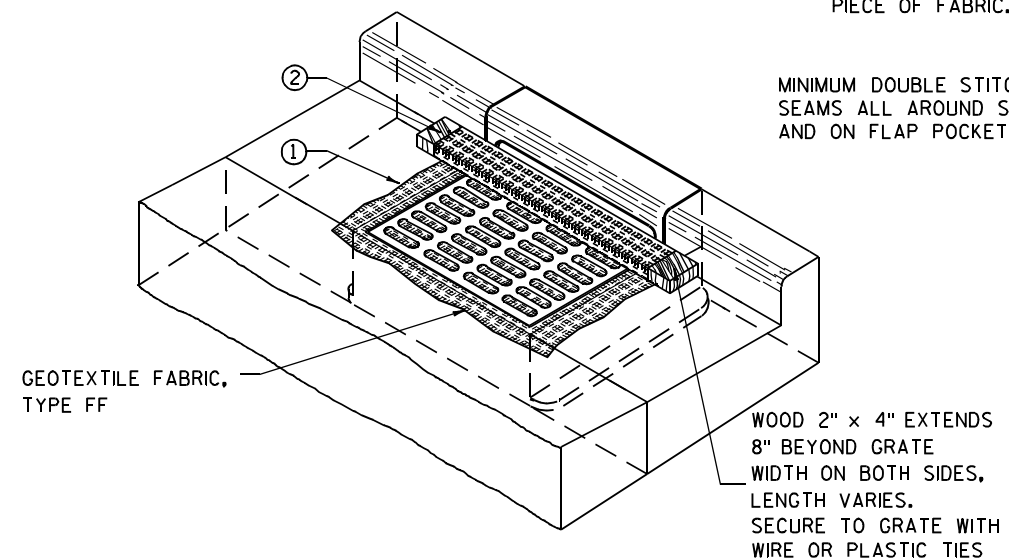
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

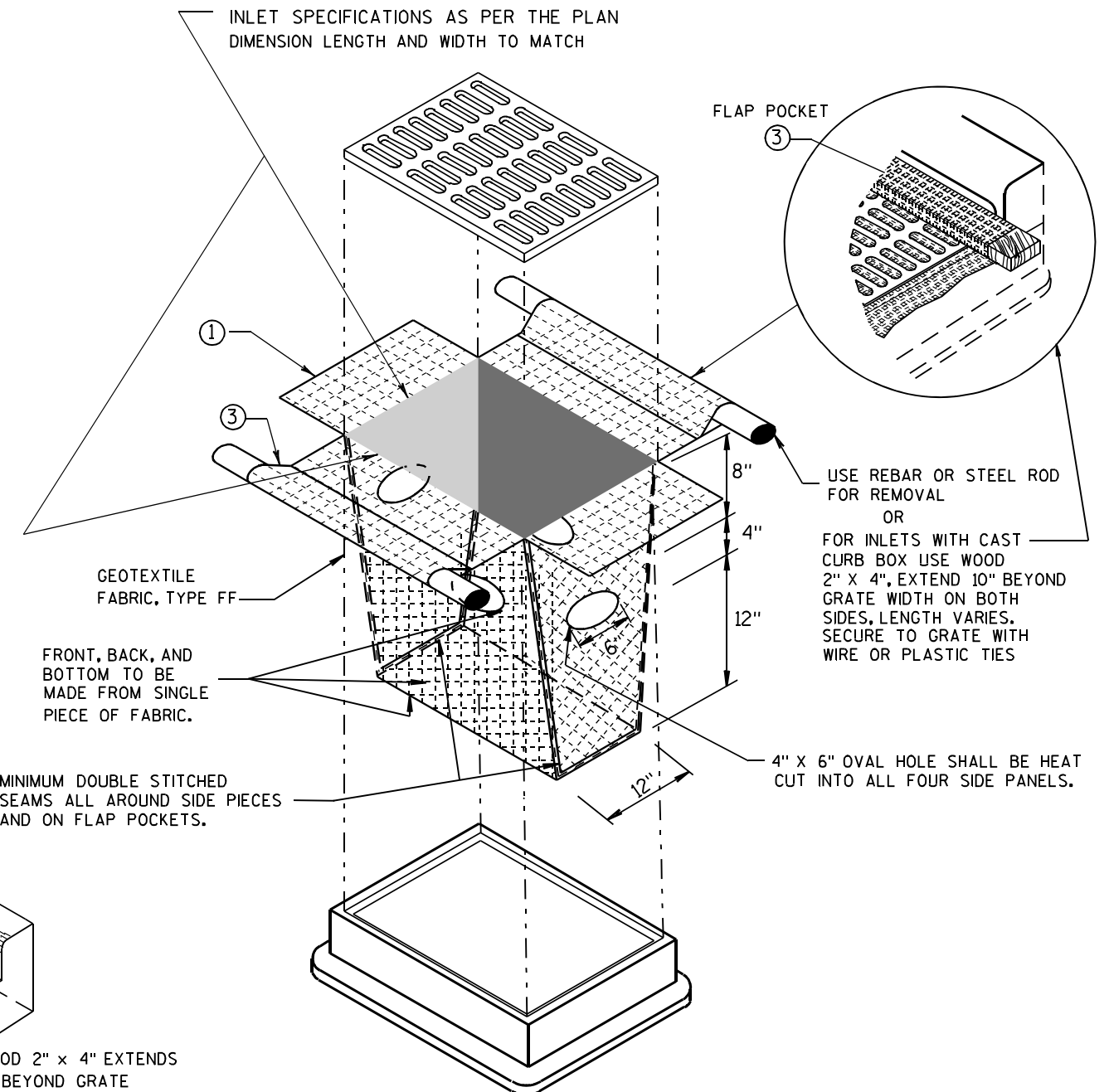
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



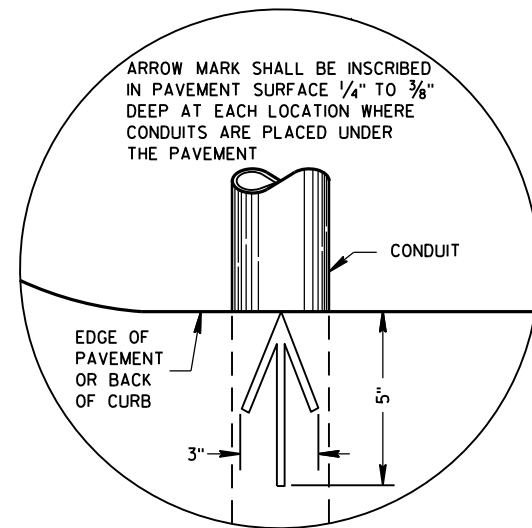
INLET PROTECTION, TYPE D

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

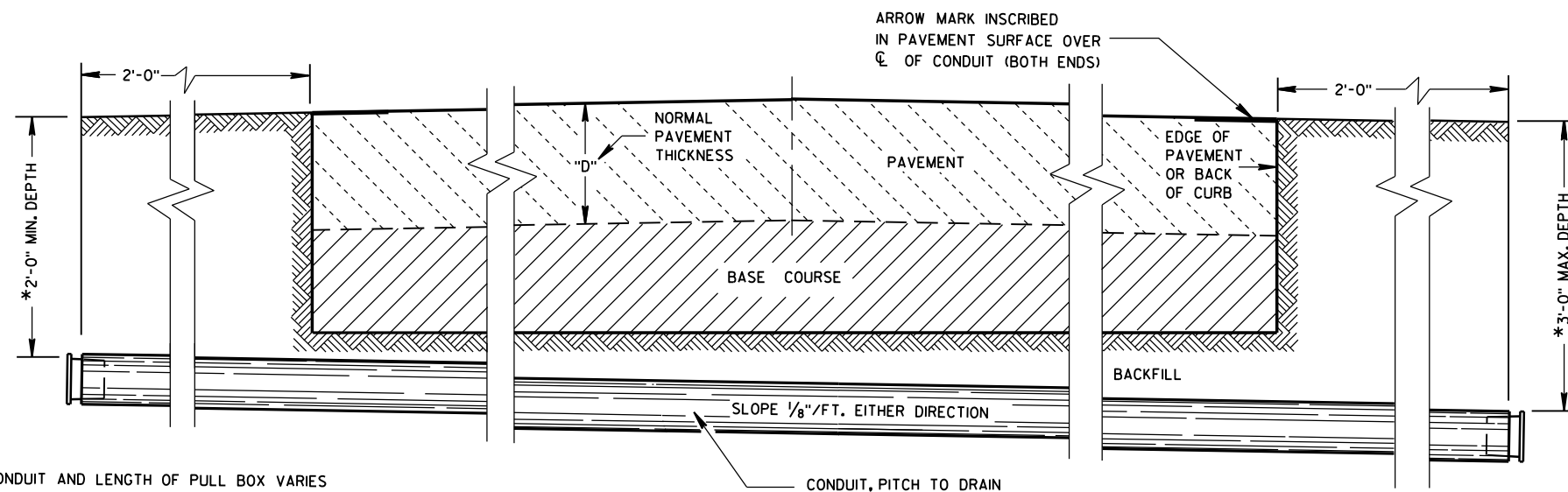
INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connors
DATE
100
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

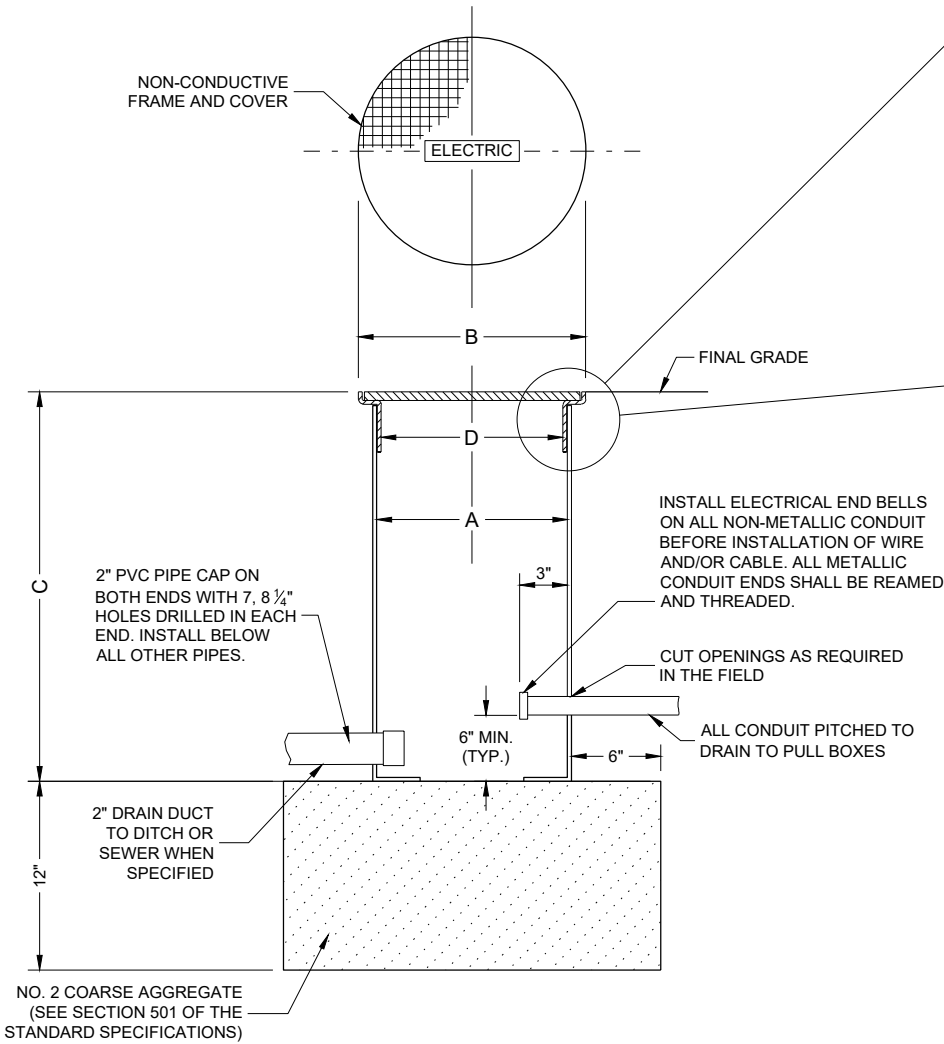
APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 101
FHWA

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

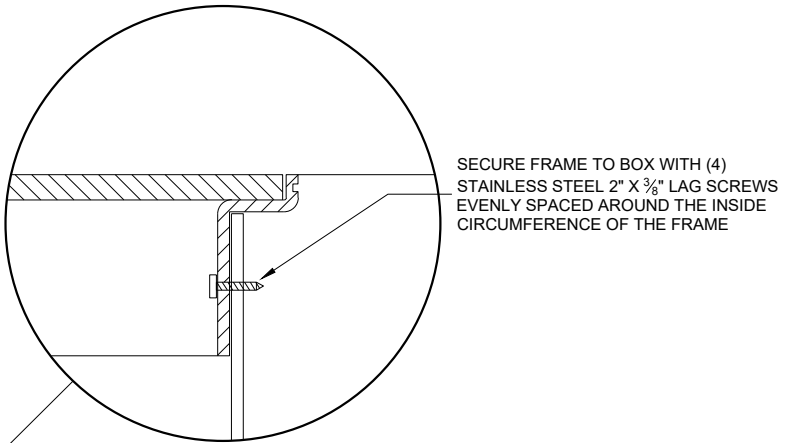
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS*			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

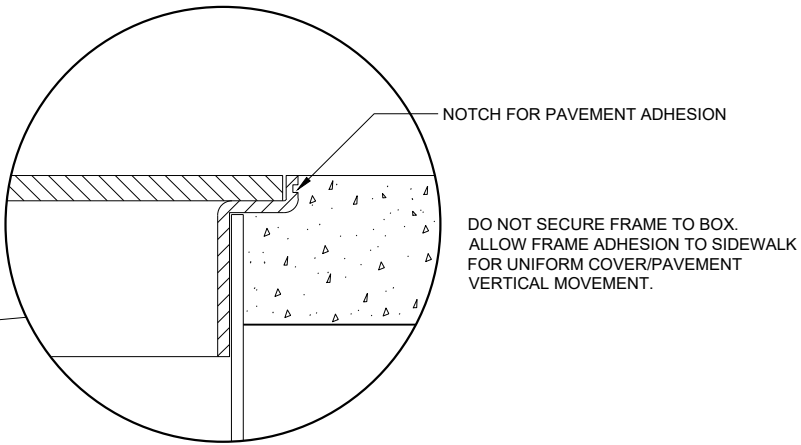
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



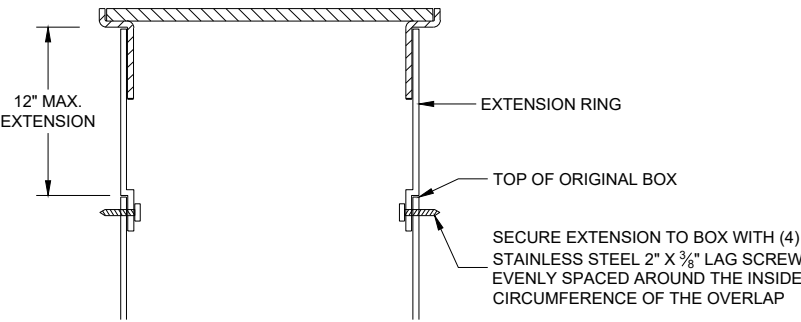
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD
OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DISCONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

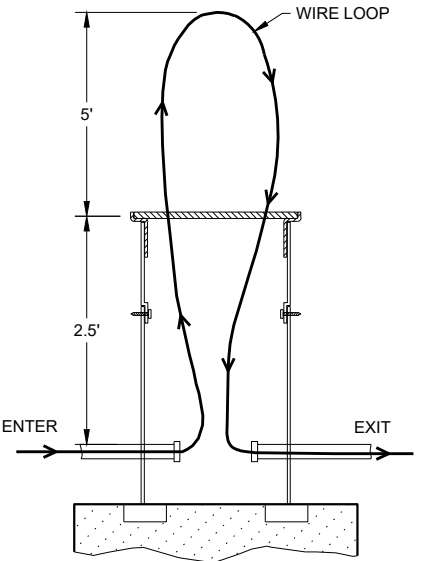
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR
WIRE/CABLE IN THE PULL BOX

PULL BOXES
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Ahmet Demirebilek
DATE STATE ELECTRICAL ENGI 102

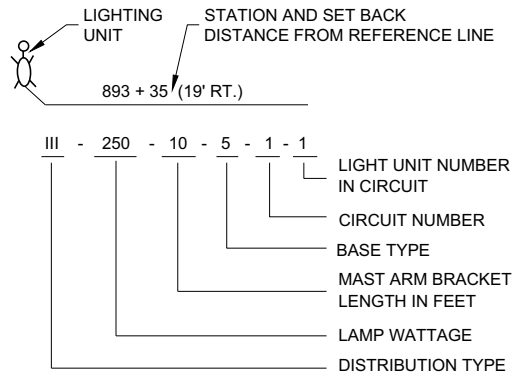
FHWA

GENERAL NOTES

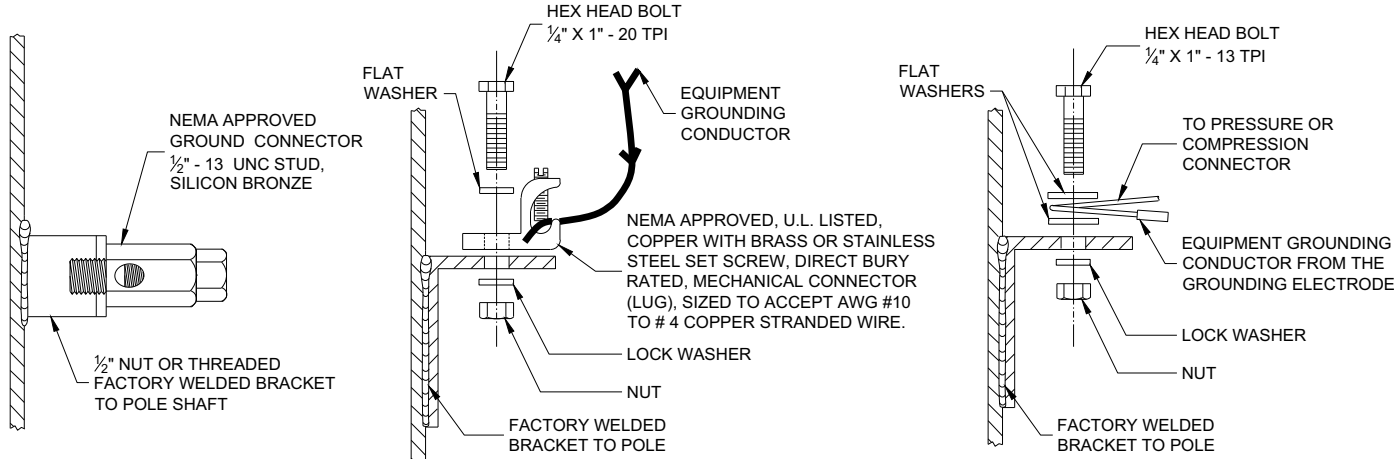
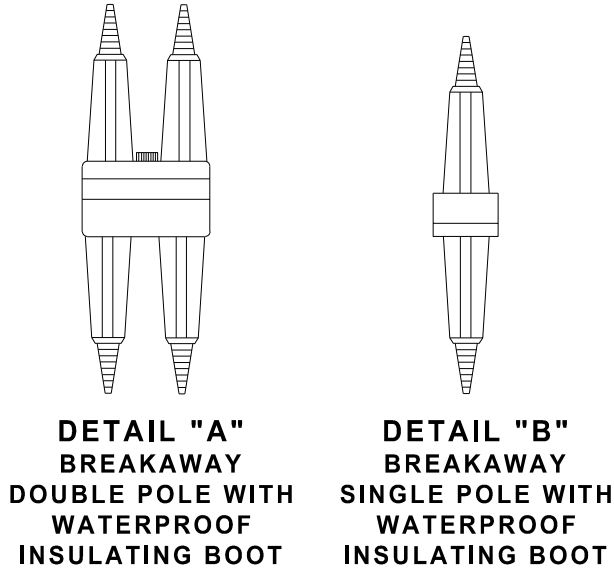
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



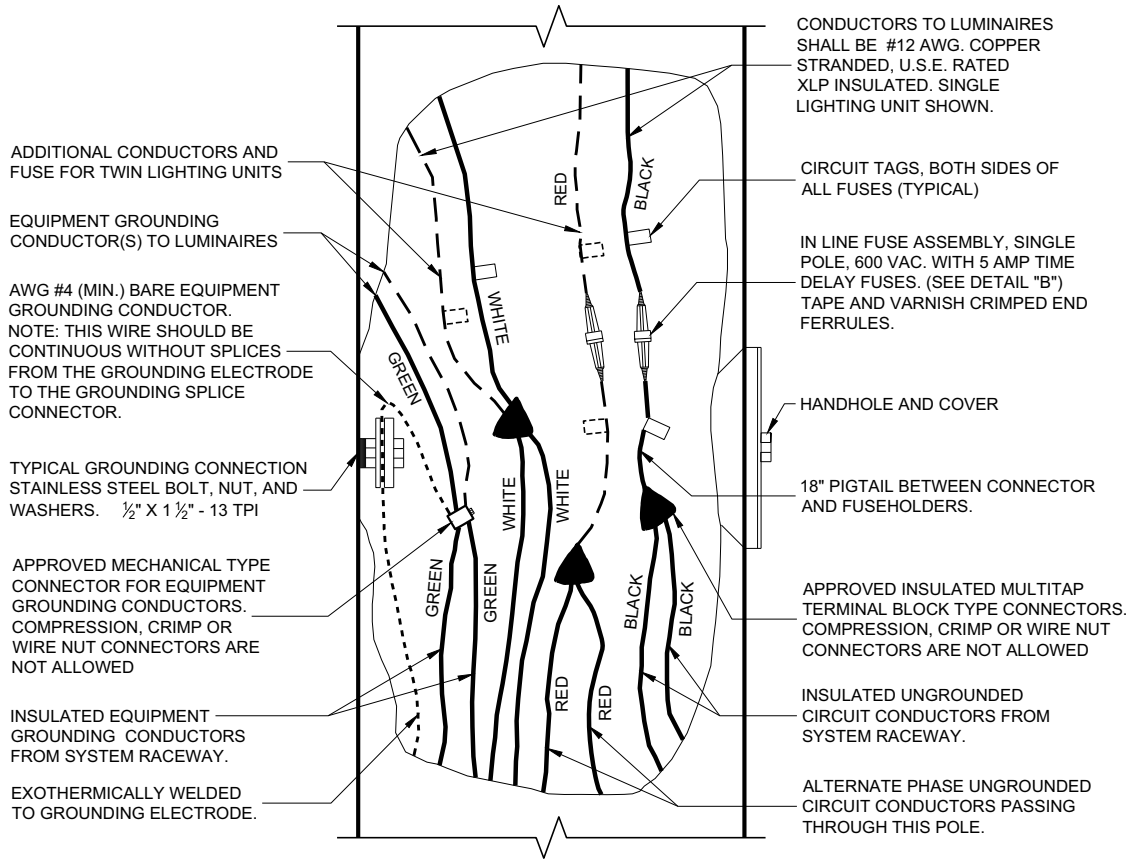
LIGHTING UNIT CODE
(TYPICAL)



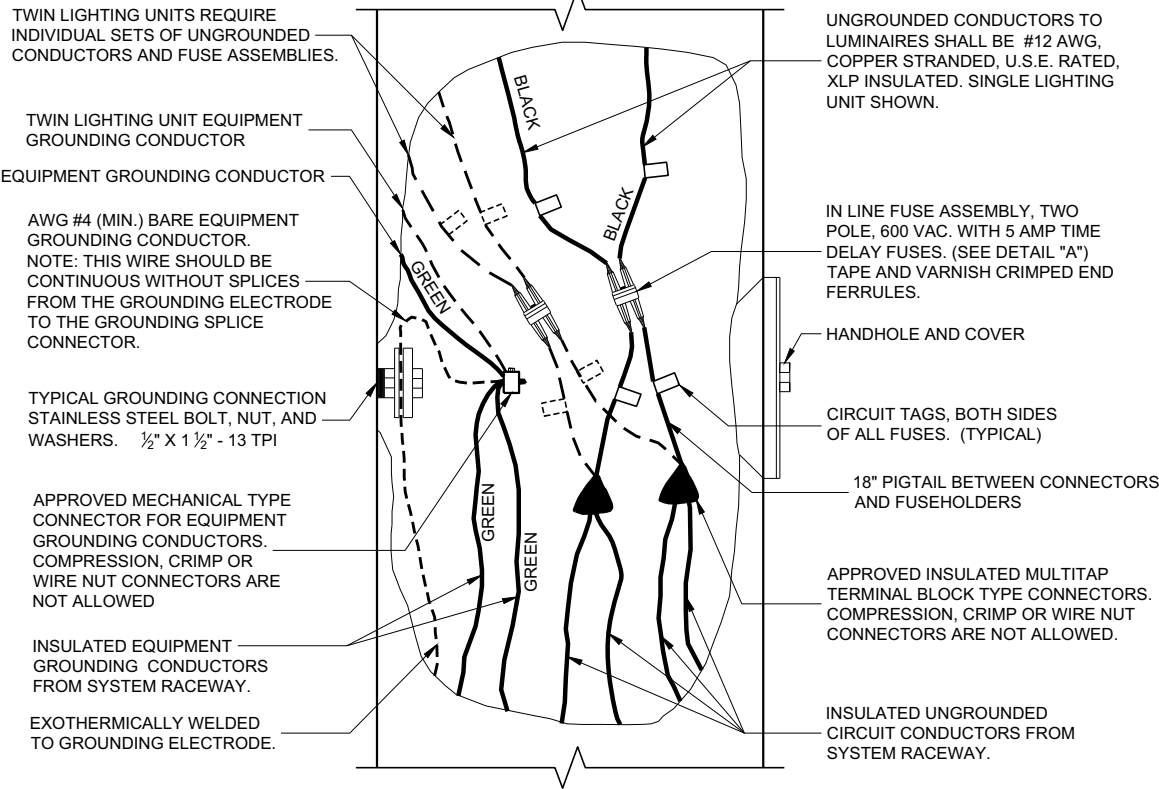
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

6

SDD 09E03 - 06



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH GROUNDING CONDUCTOR AND
EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR

6

SDD 09E03 - 06

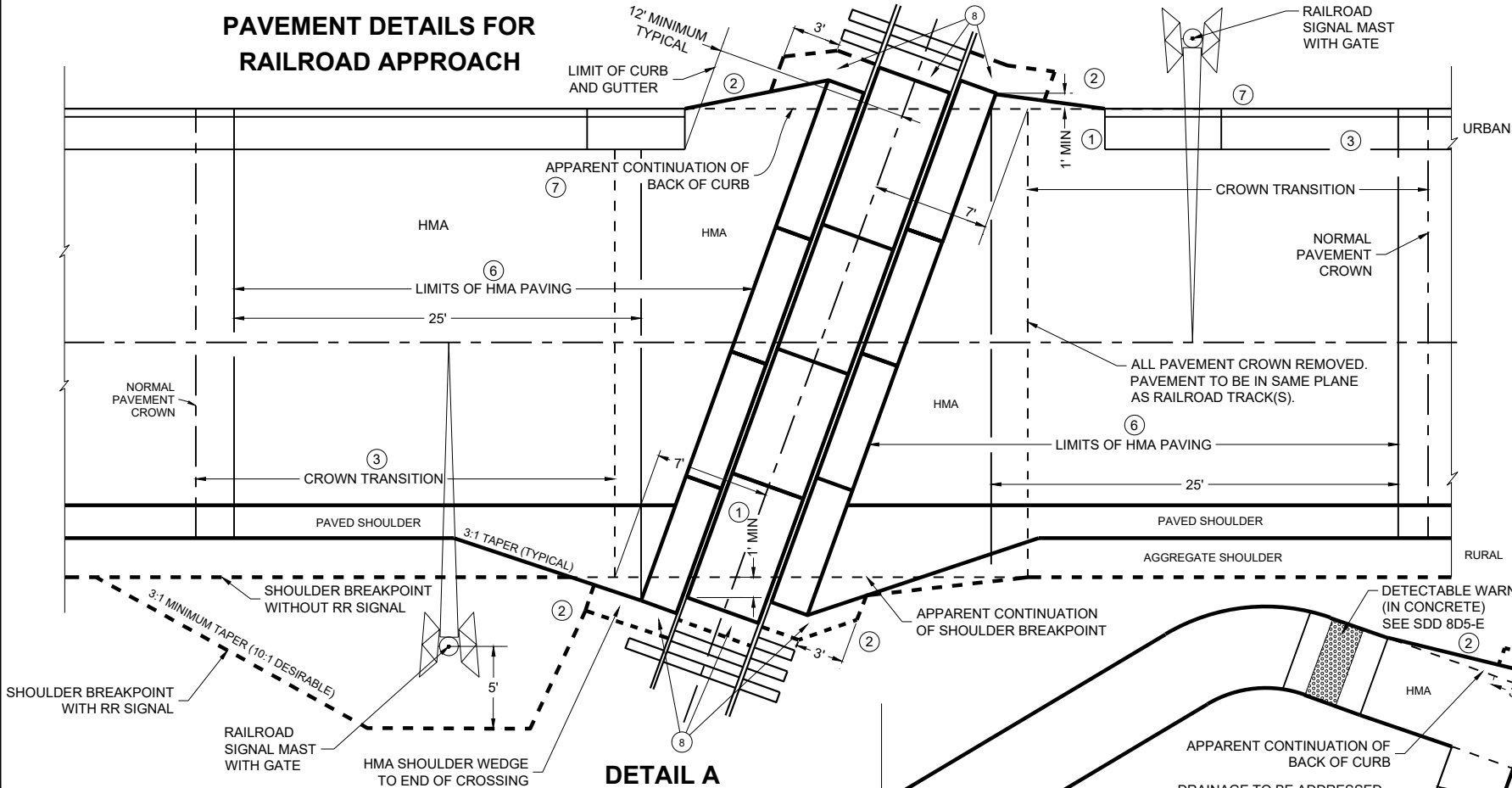
NON - FREEWAY LIGHTING UNIT
POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGI 103

FHWA

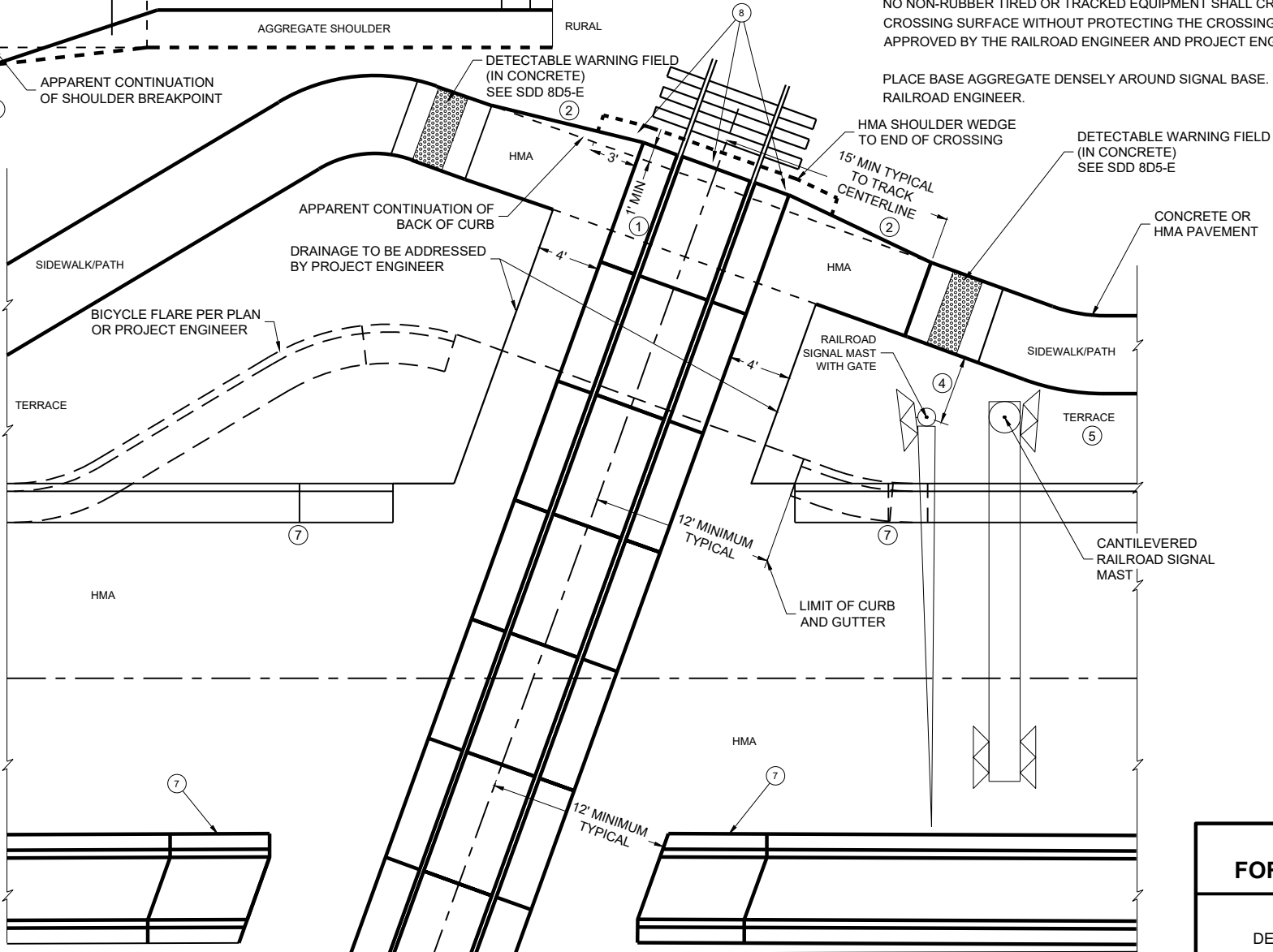
PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

- 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
- HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
- CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
- NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
- TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
- 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
- REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
- IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.

PAVEMENT DETAILS FOR RAILROAD APPROACH

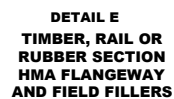
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

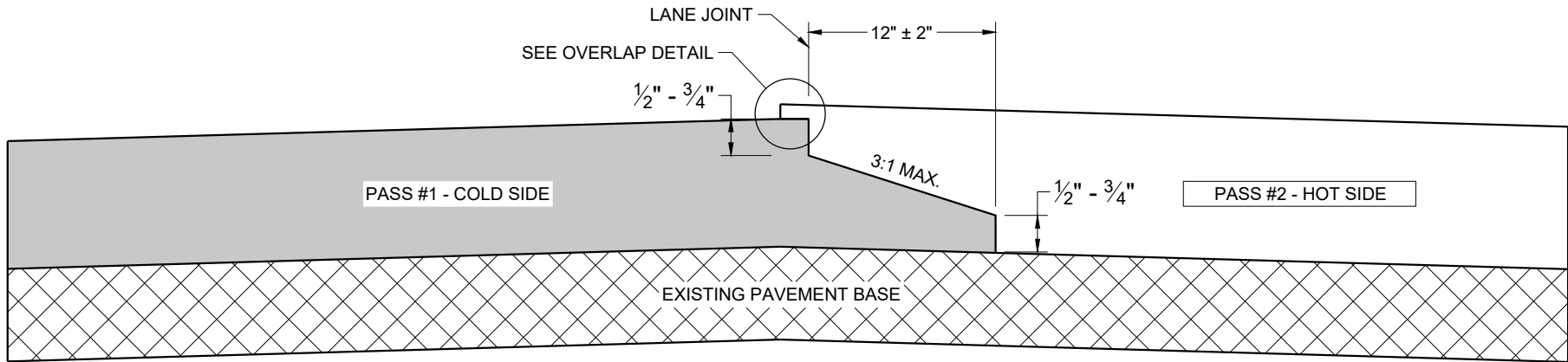
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING
AND SAFETY SUPERVISOR

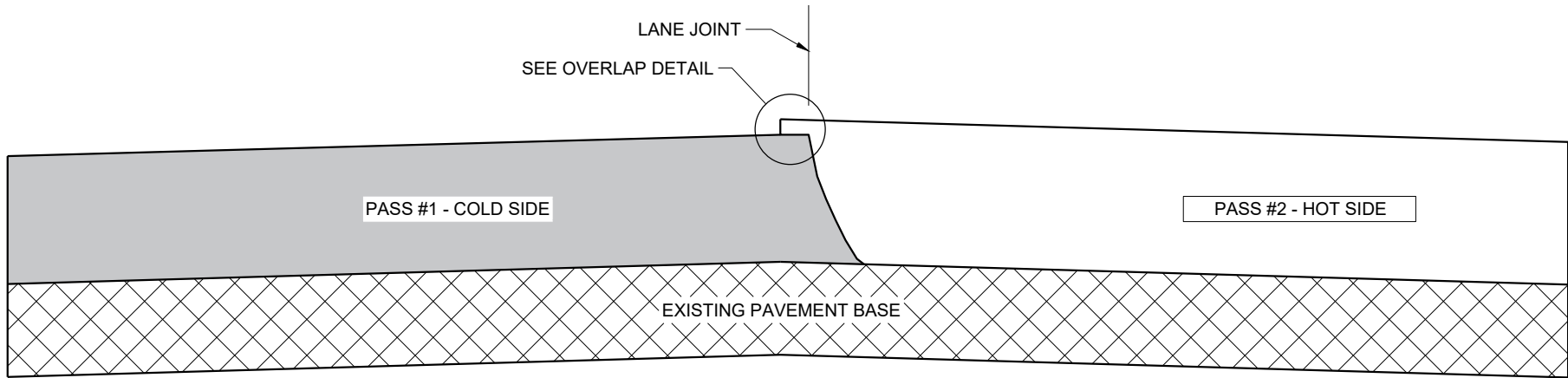
FHWA



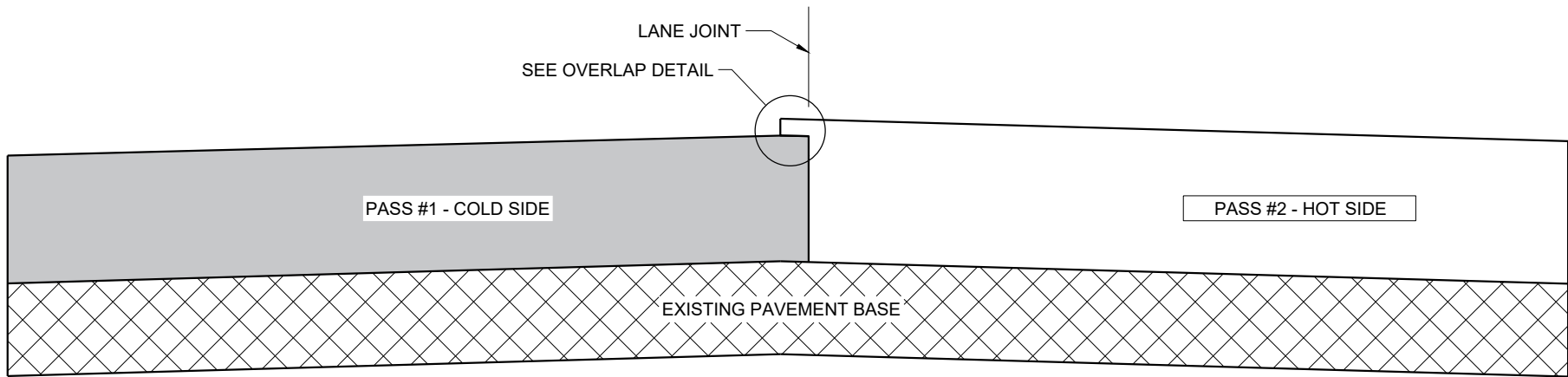
- ⑧ IF METAL END PLATES ARE NOT INSTALLED THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.
- ⑨ MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.
- ⑩ TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.
- ⑪ GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.
- ⑫ TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.
- ⑬ IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.
- ⑭ HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.
- ⑮ GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.
- ⑯ IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.
- ⑰ PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

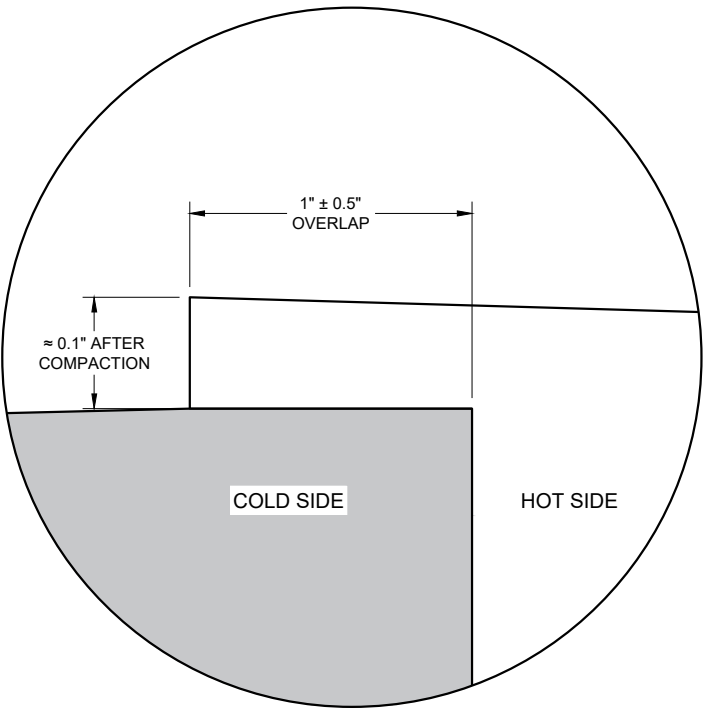
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



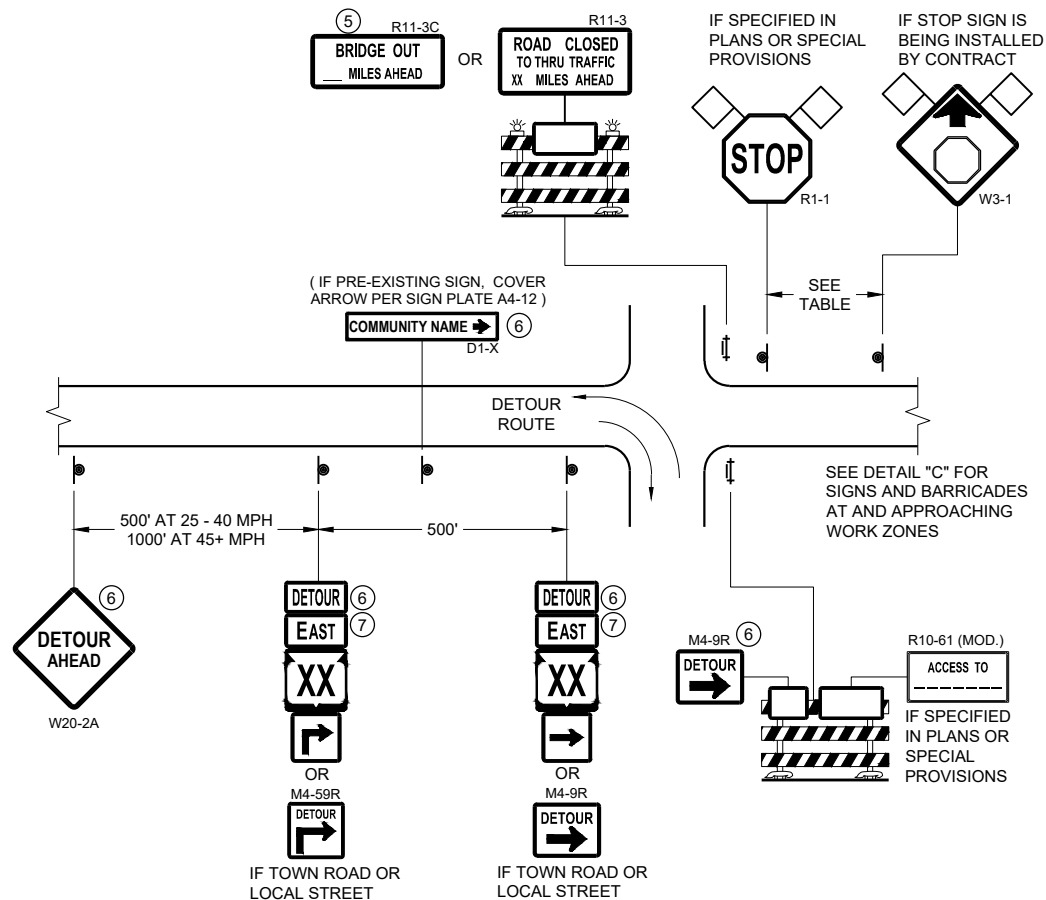
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

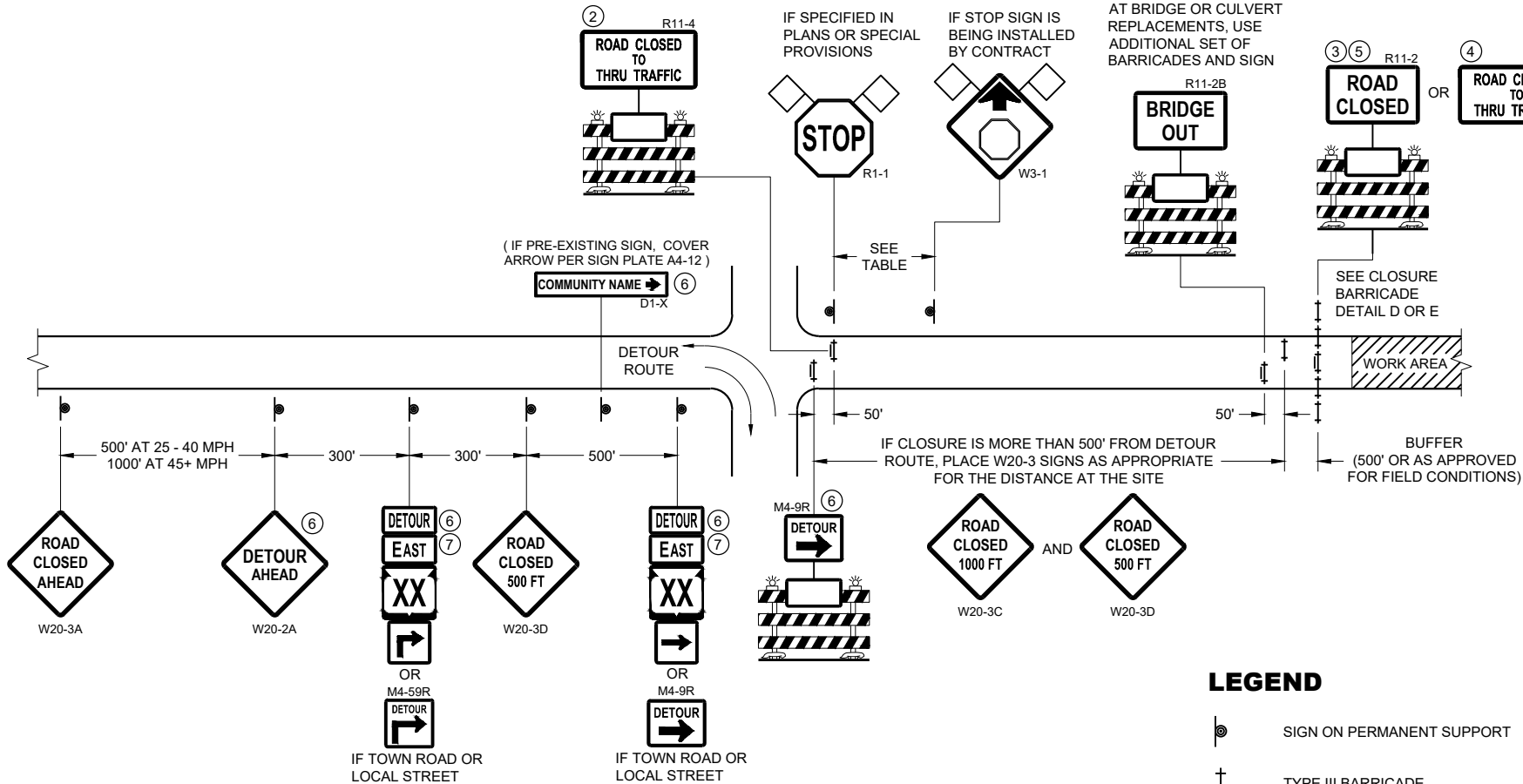
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 106

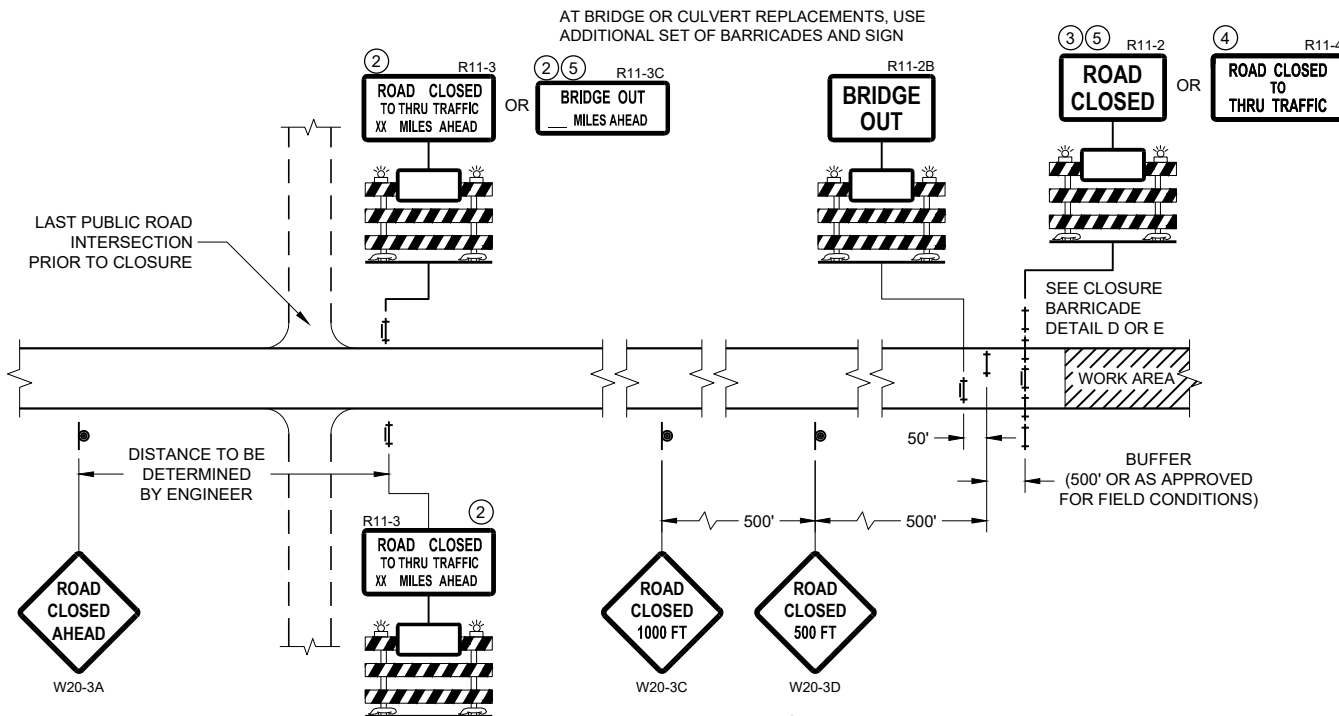
FHWA



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)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

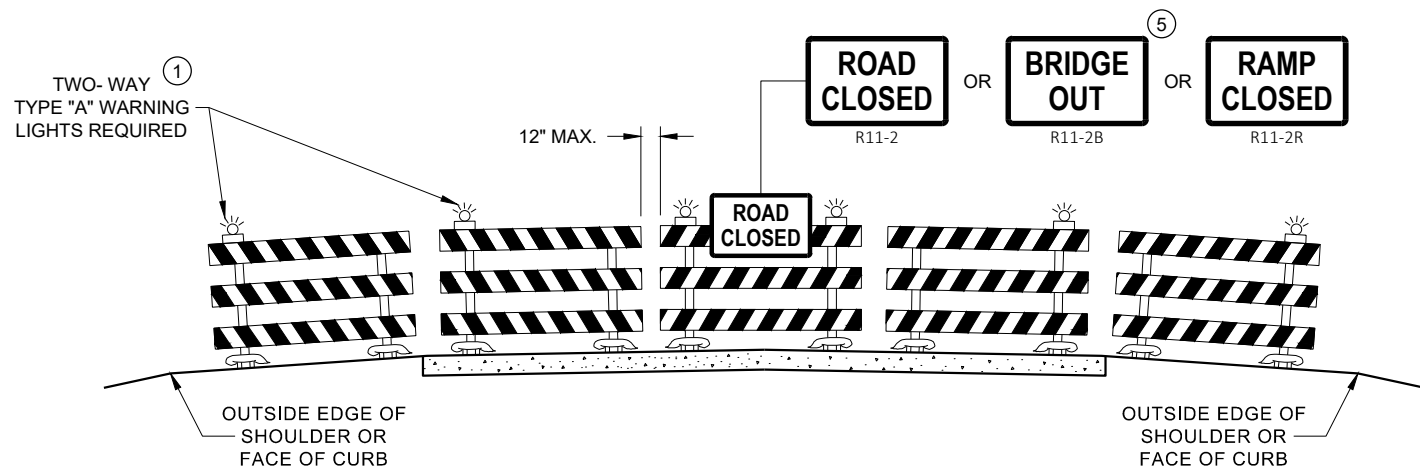
LEGEND

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

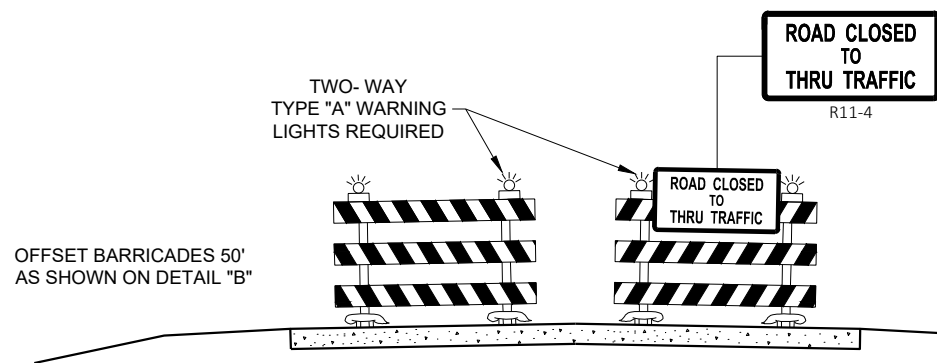
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 107
FHWA



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:

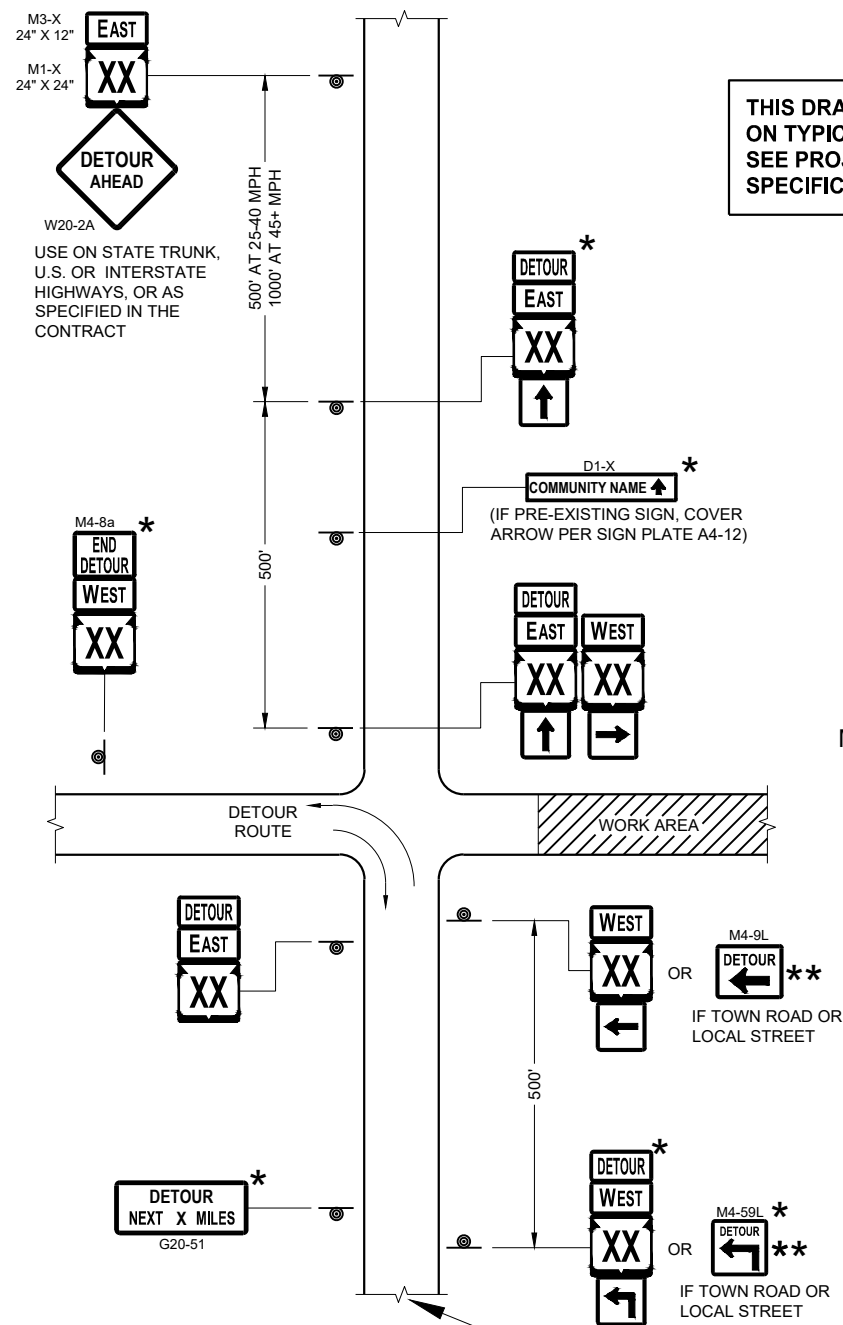
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 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

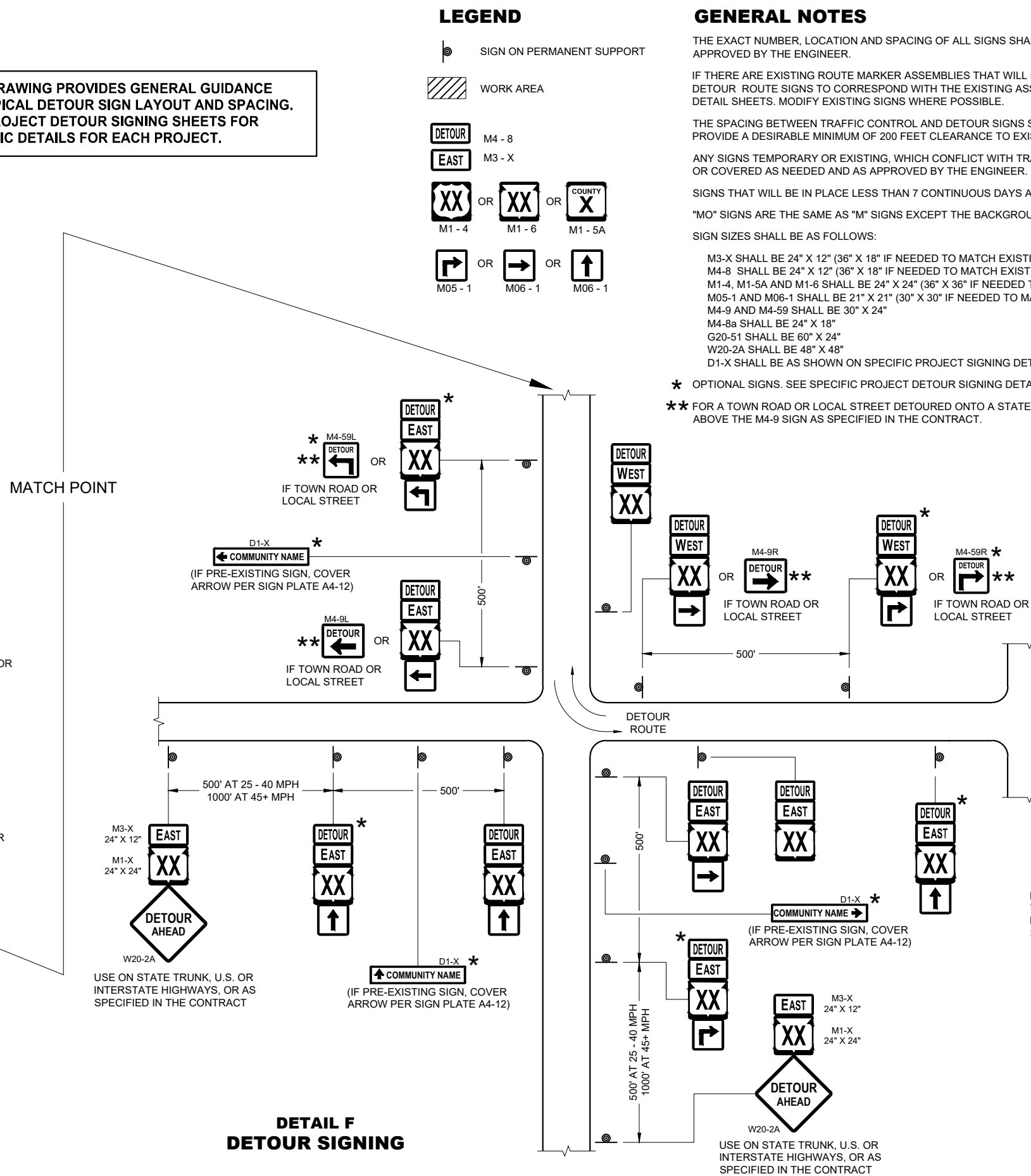
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 108
FHWA



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

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

SDD 15C02 - 09c



DETAIL F DETOUR SIGNING

GENERAL NOTES

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

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

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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

PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

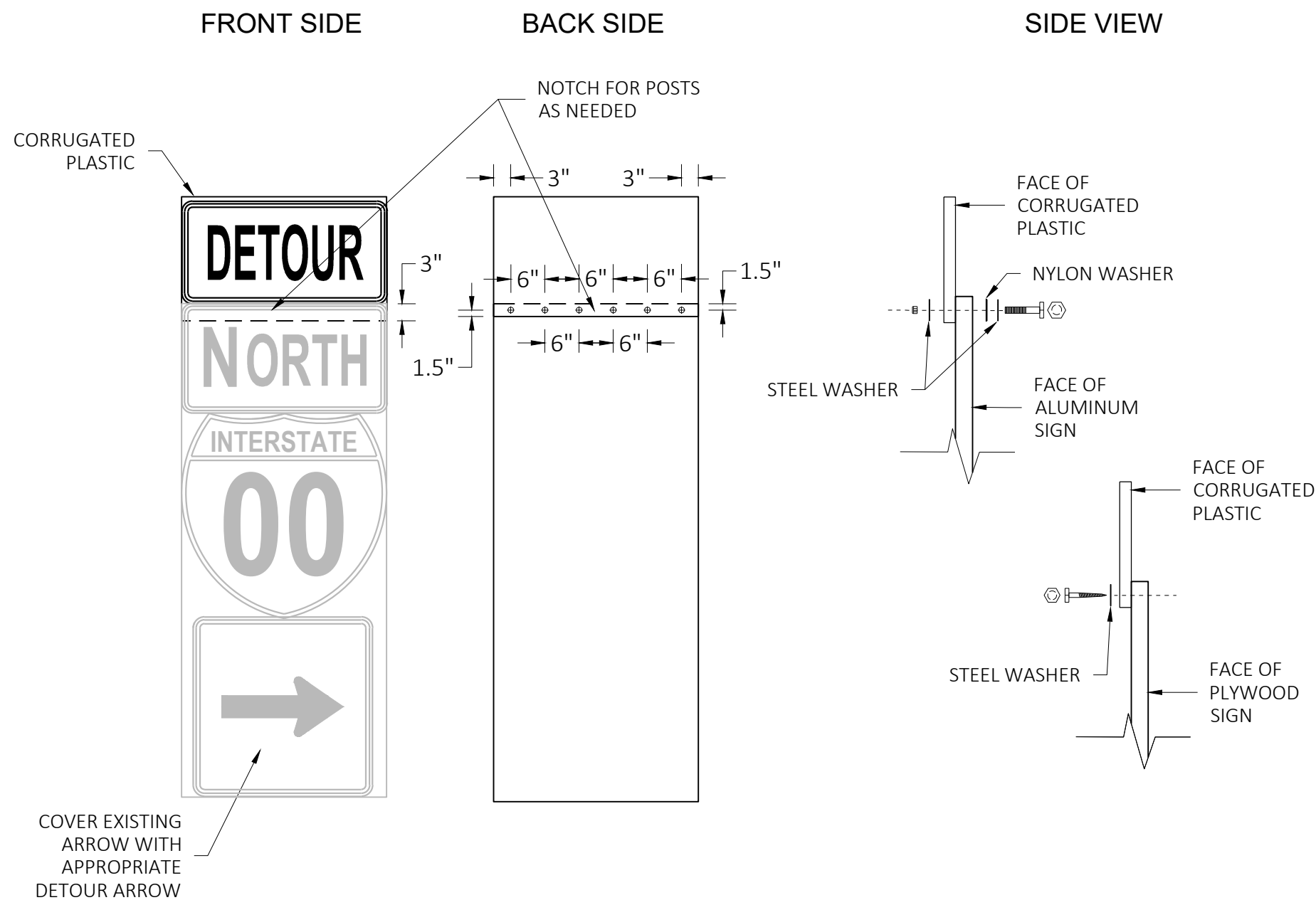
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
 DATE WORK ZONE ENGINEER 109

FHWA

SDD15C02 - 09c



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

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

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

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

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:

LAG SCREWS - 5/16" x 1"

ALUMINUM SIGNS:

MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS

WASHERS:

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

1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

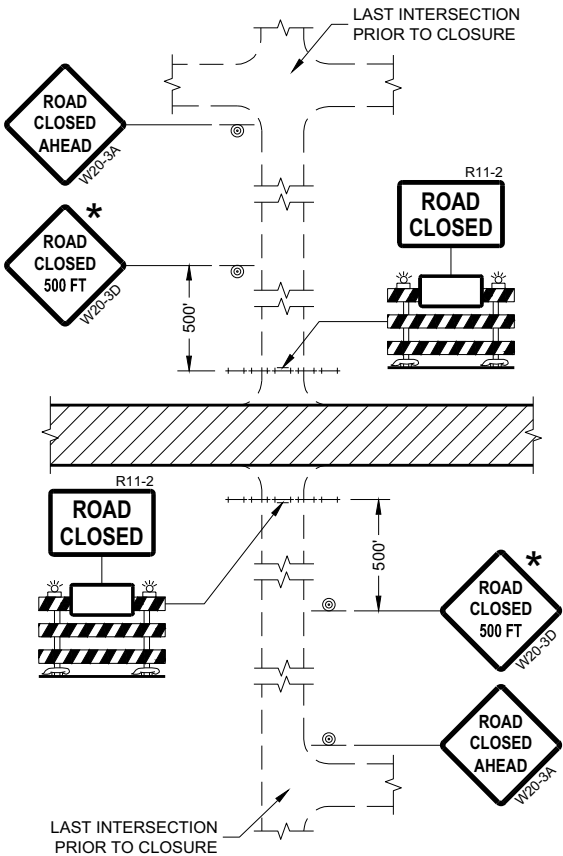
APPROVED

May 2023
DATE

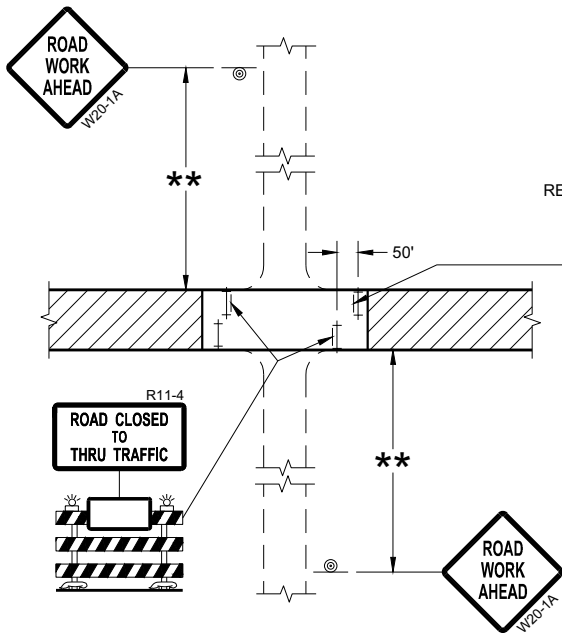
/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

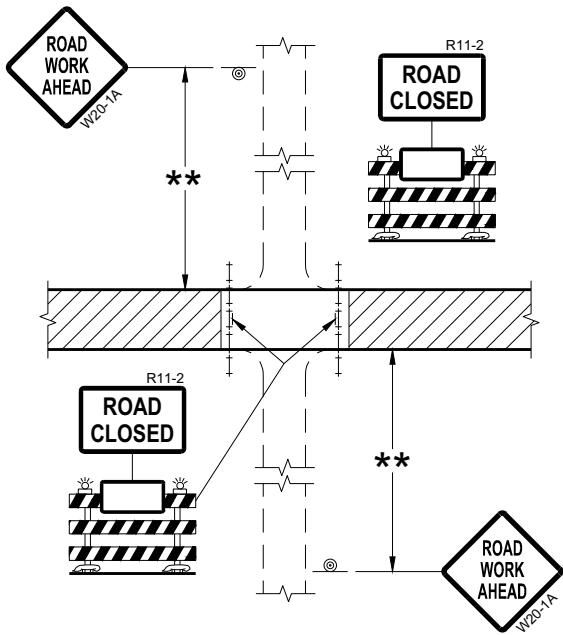
110



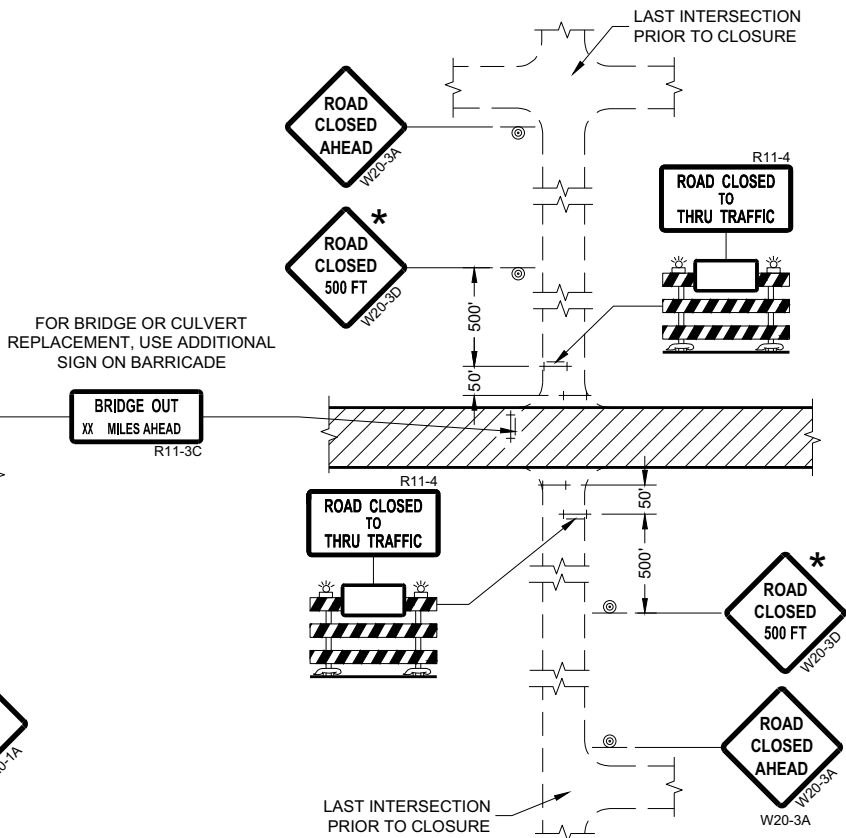
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT 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.

LEGEND

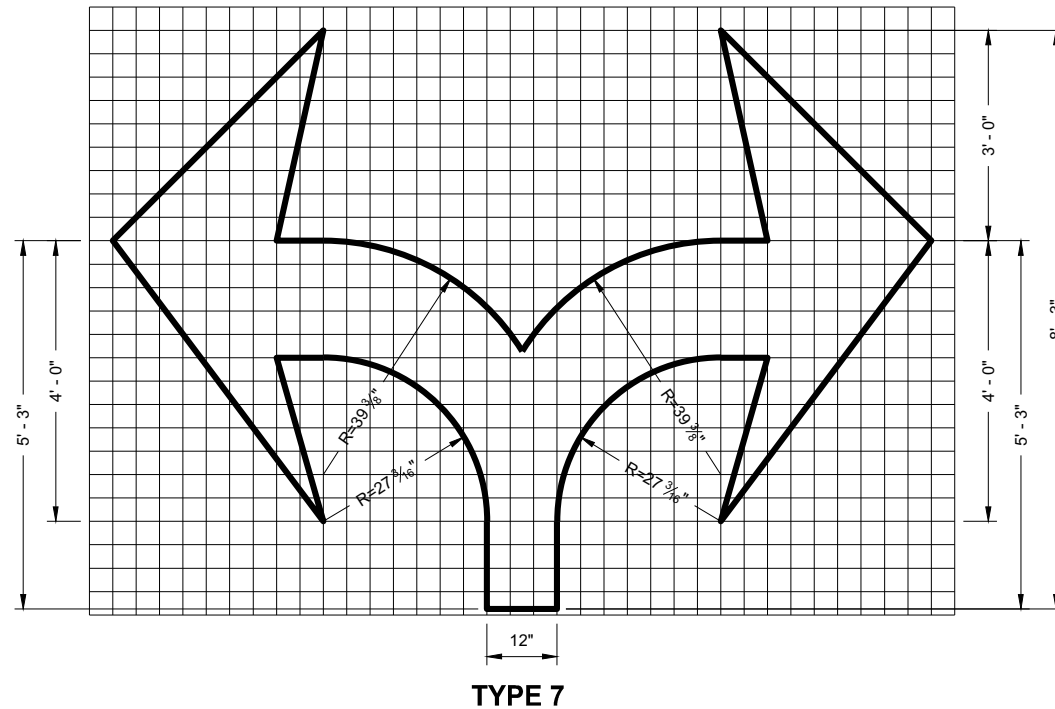
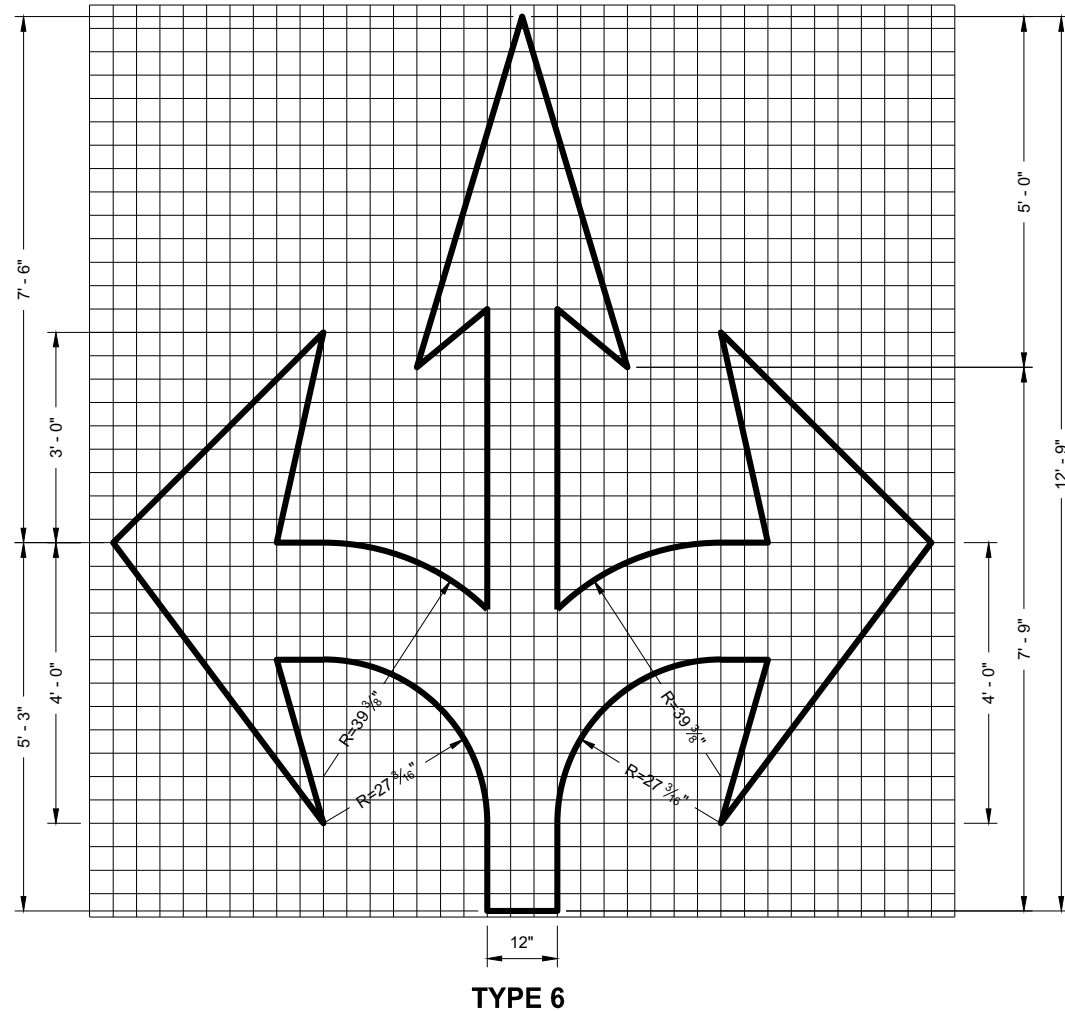
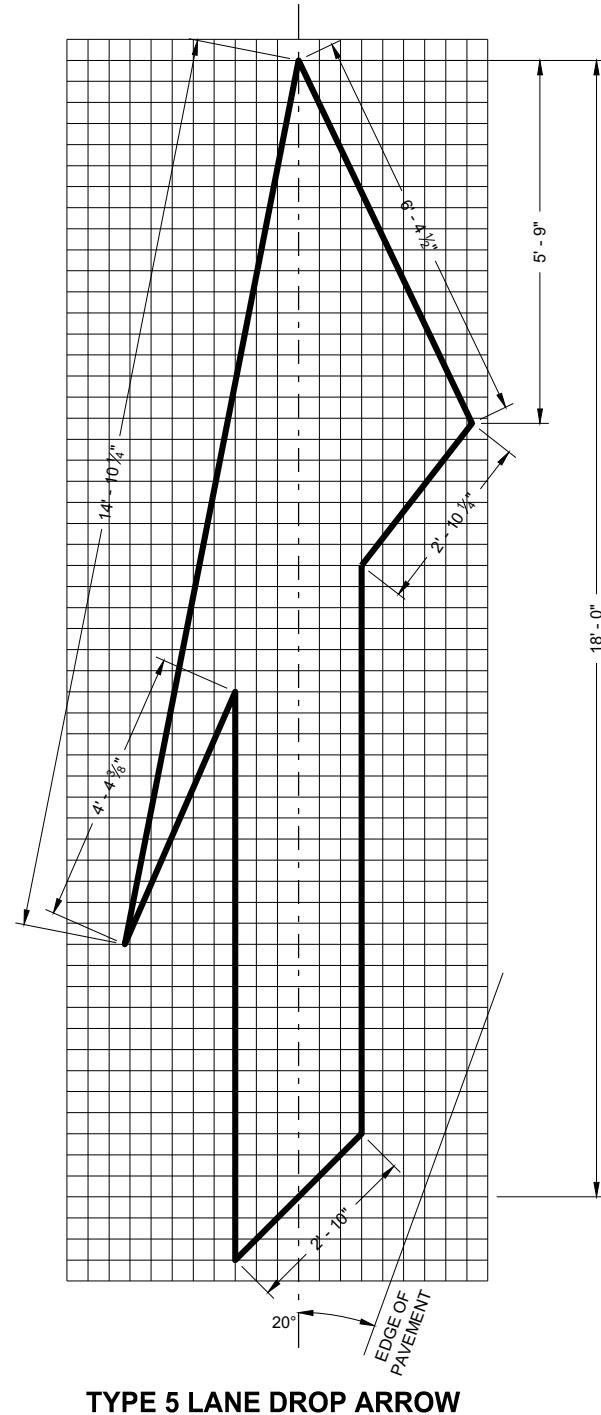
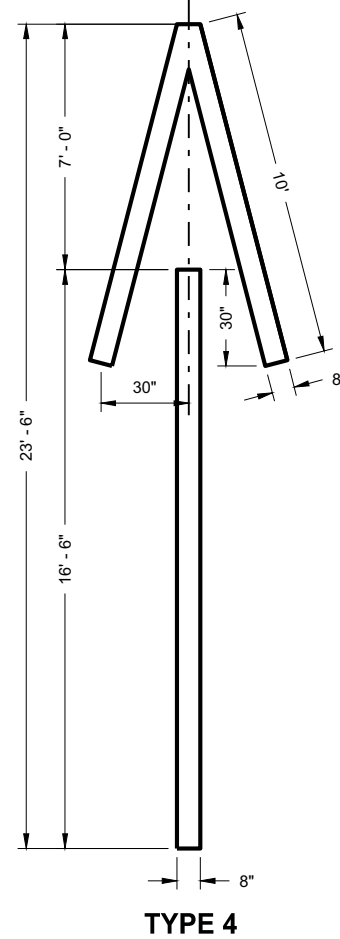
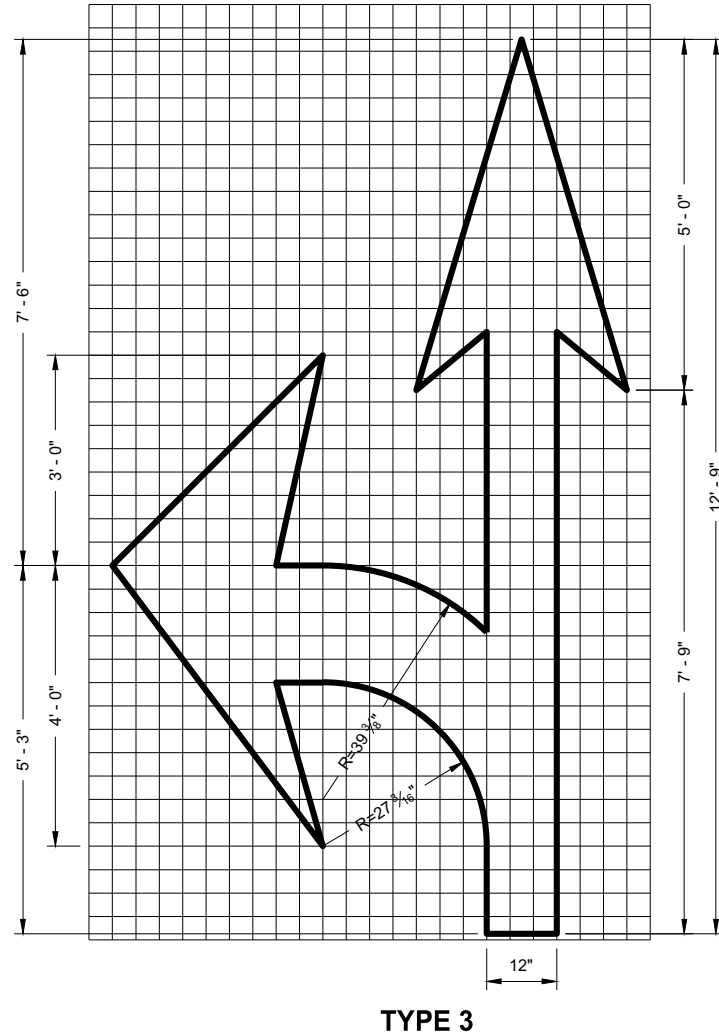
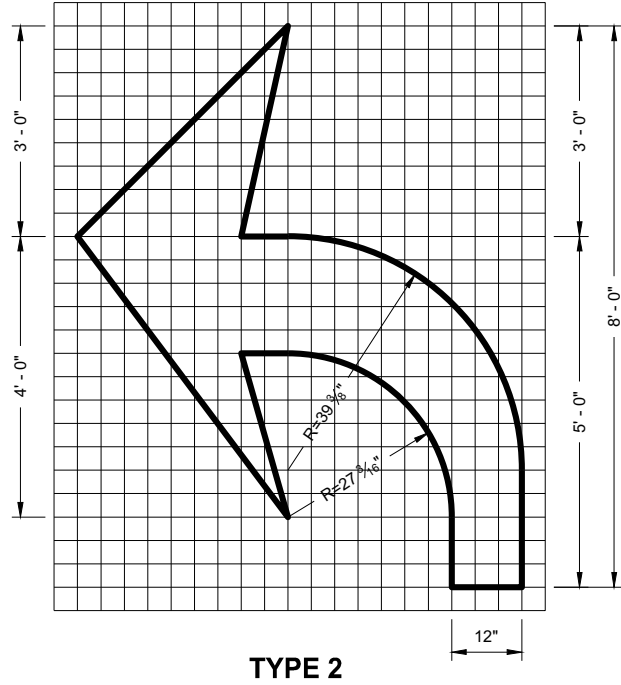
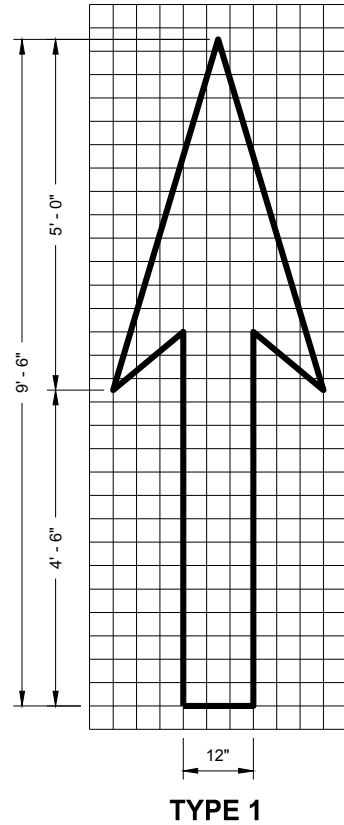
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 111

FHWA



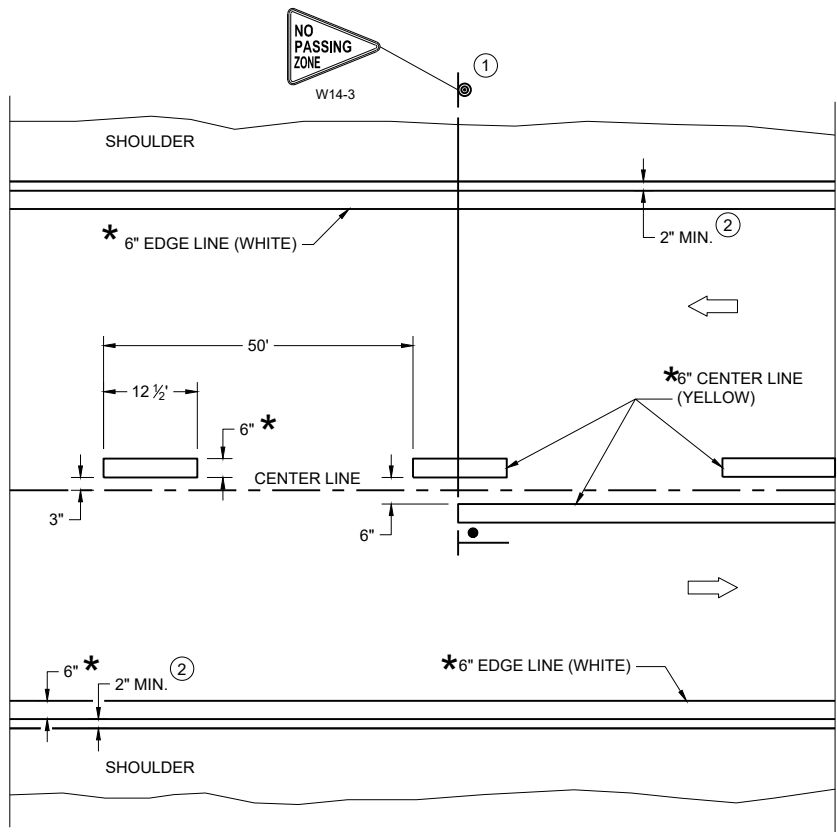
GENERAL NOTES

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.

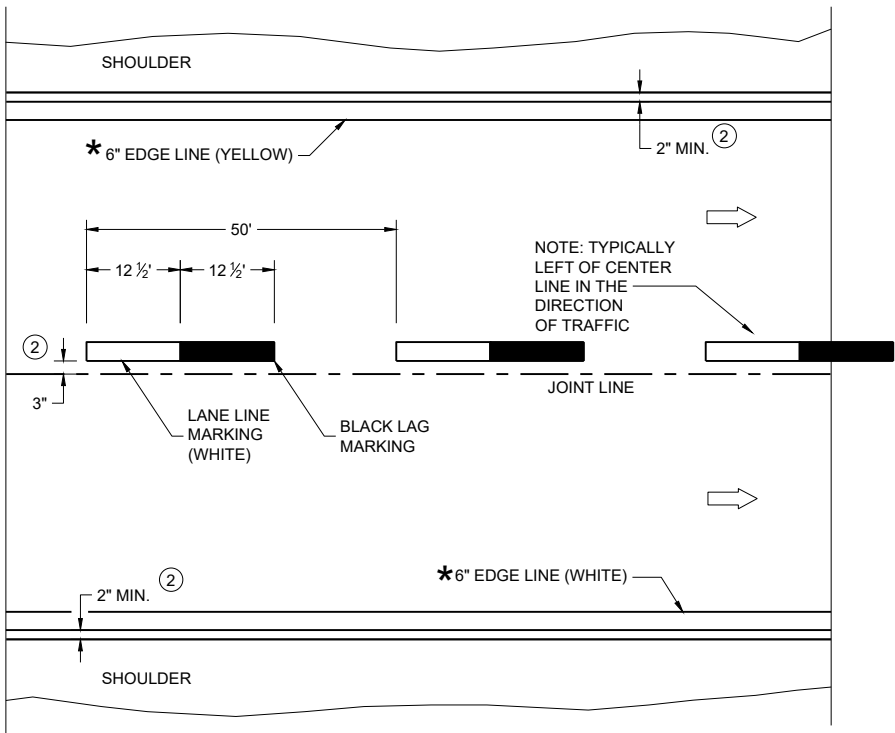
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP ENGINEER 112
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

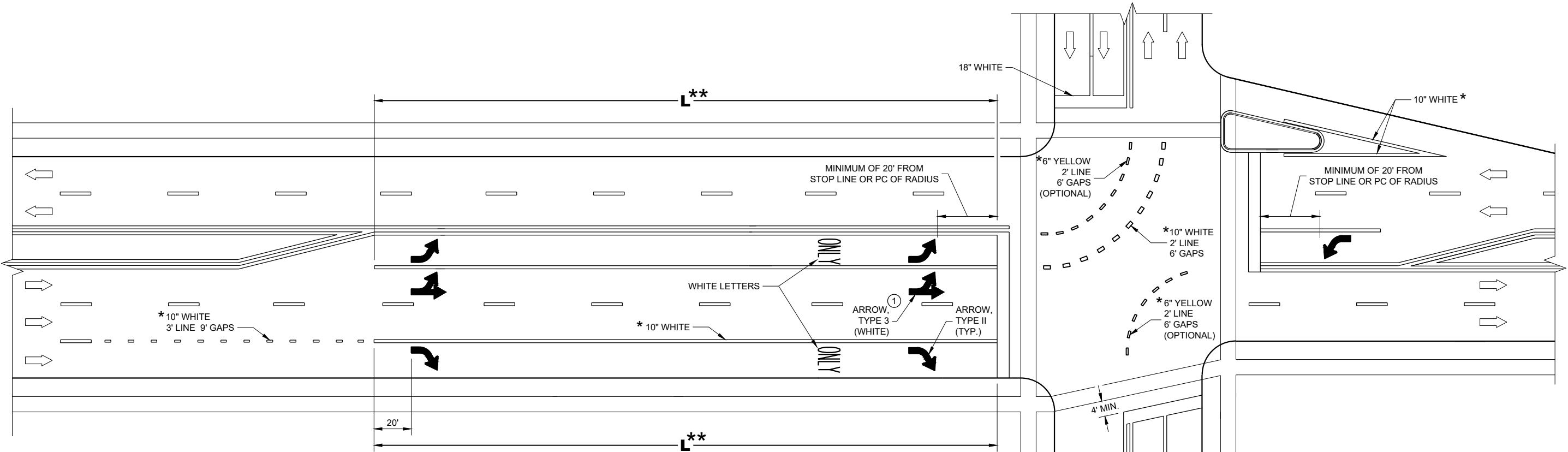
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

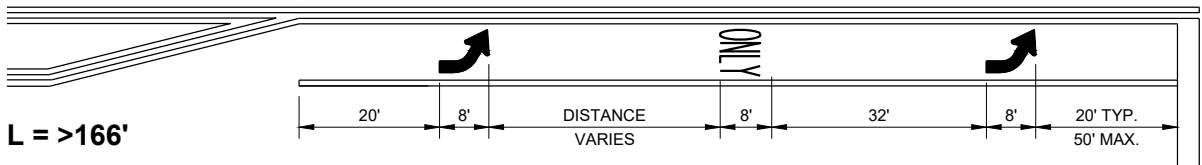
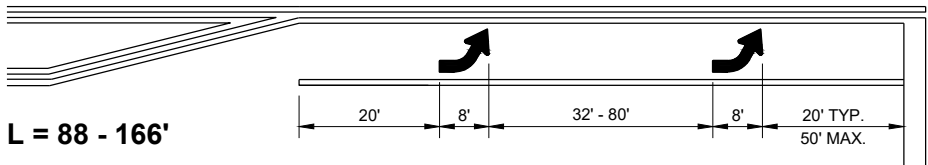
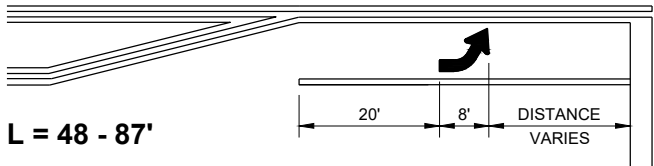
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 113	



TURN LANE OPTIONS

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



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

GENERAL NOTES

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

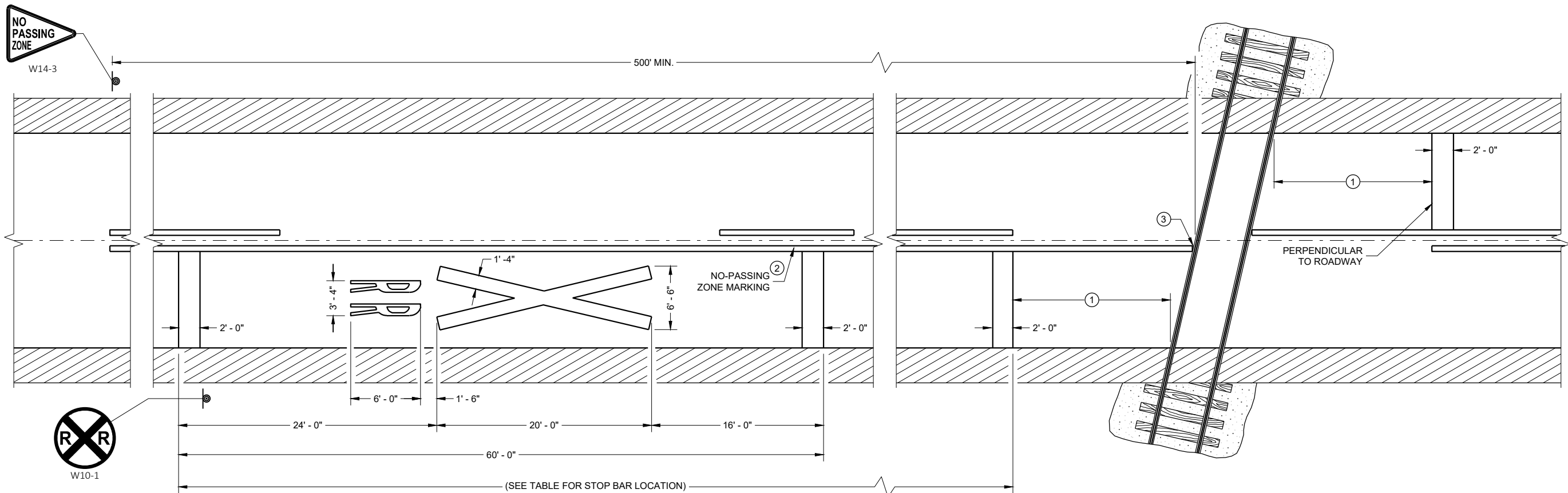
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 114



PAVEMENT MARKING

LEGEND

 SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

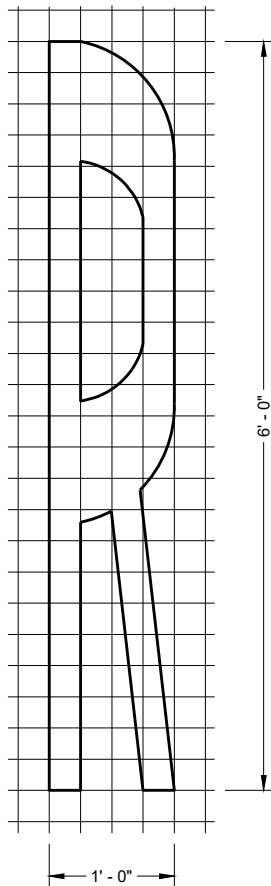
- 1 PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
- 2 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- 3 FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

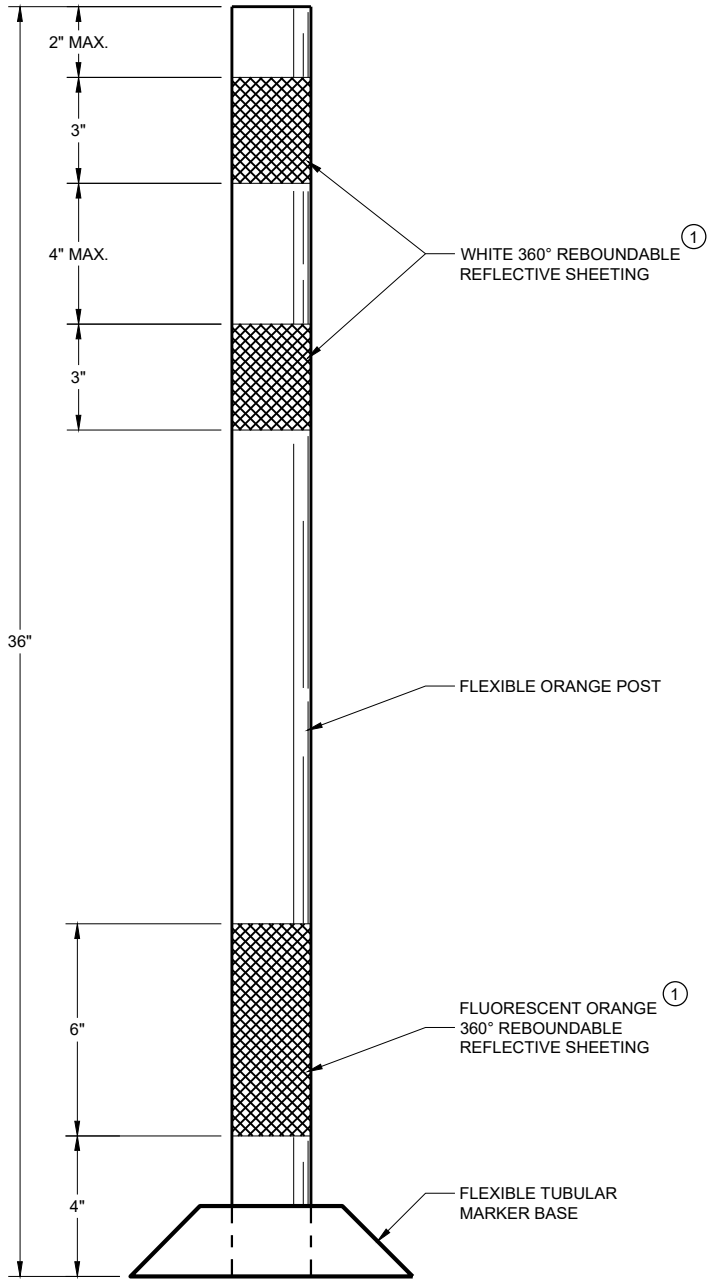
* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF 115
ENGINEER
FHWA



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

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

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

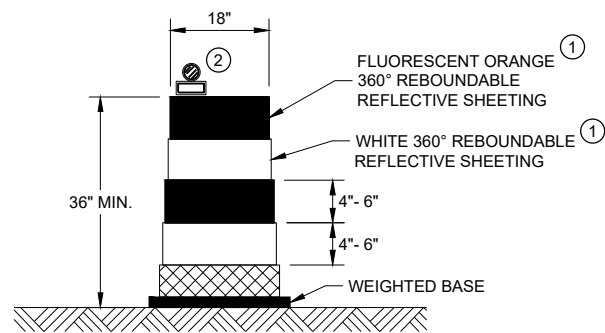
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

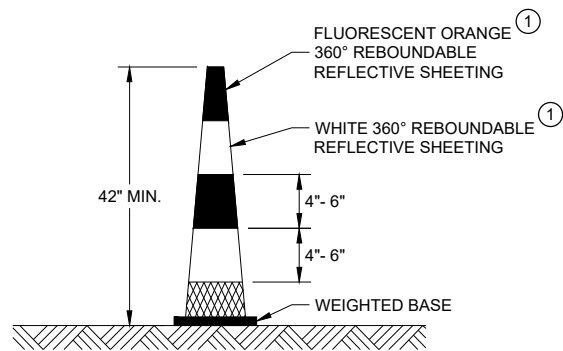
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 116

FHWA



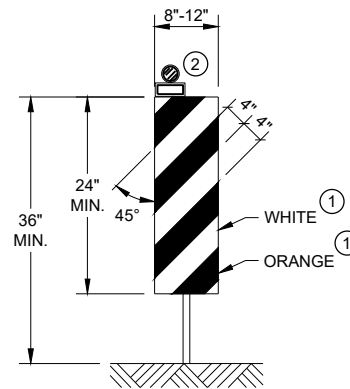
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



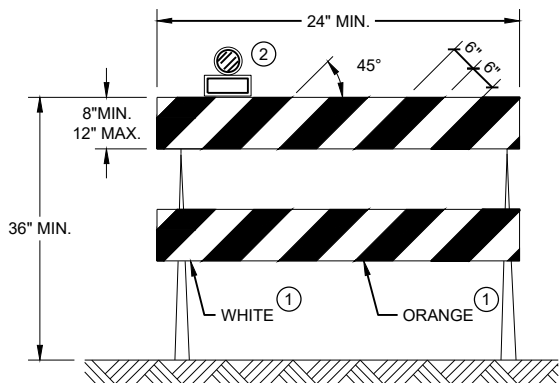
42" CONE

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



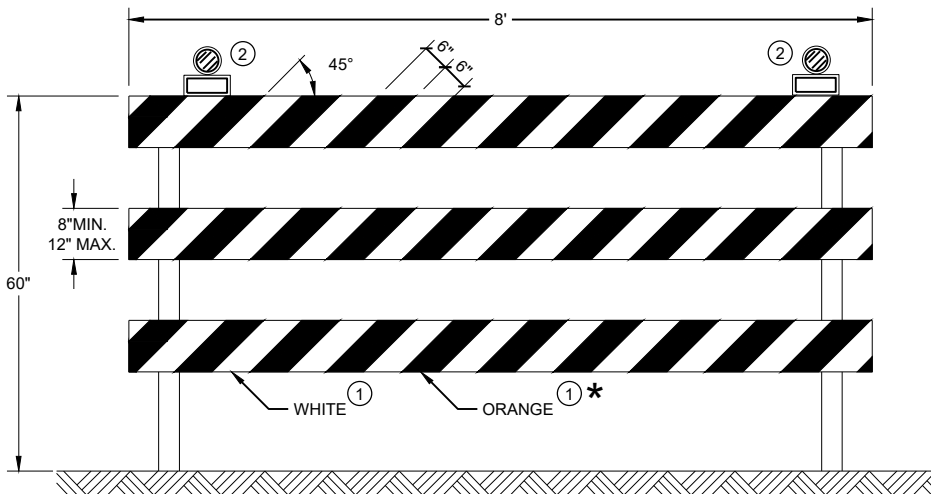
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 117
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

- 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.

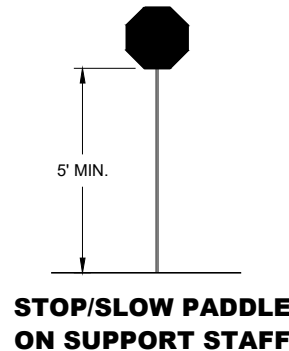
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

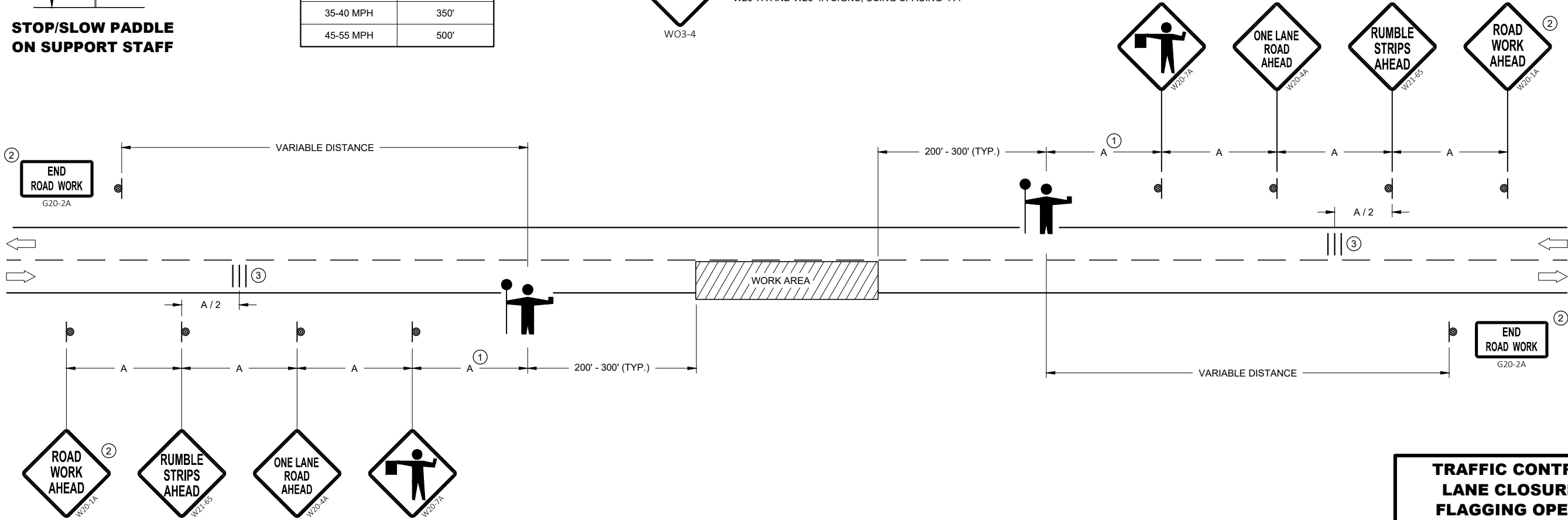


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 118

FHWA

	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL CONE 42-INCH
	TRAFFIC CONTROL DRUM
	TEMPORARY PORTABLE RUMBLE STRIP ARRAY
	DIRECTION OF TRAFFIC
	WORK AREA
AFAD	AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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.

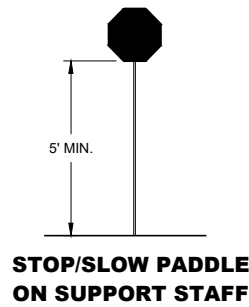
IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS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

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.

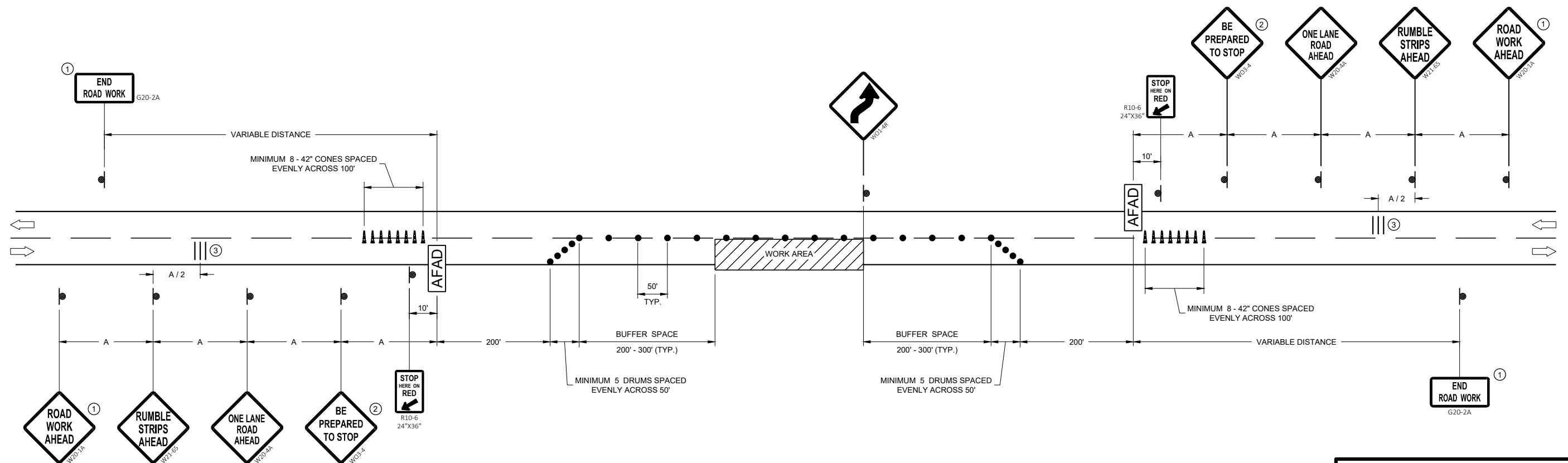
① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE W03-4 SIGNS WITH W20-7A SIGNS.

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- 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.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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

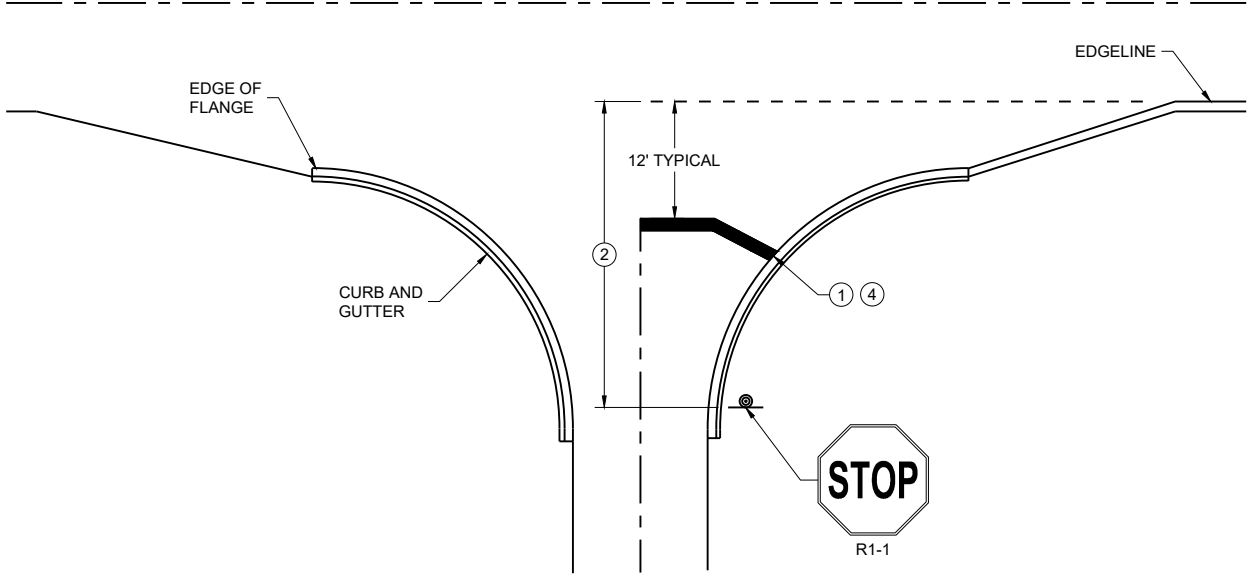


TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

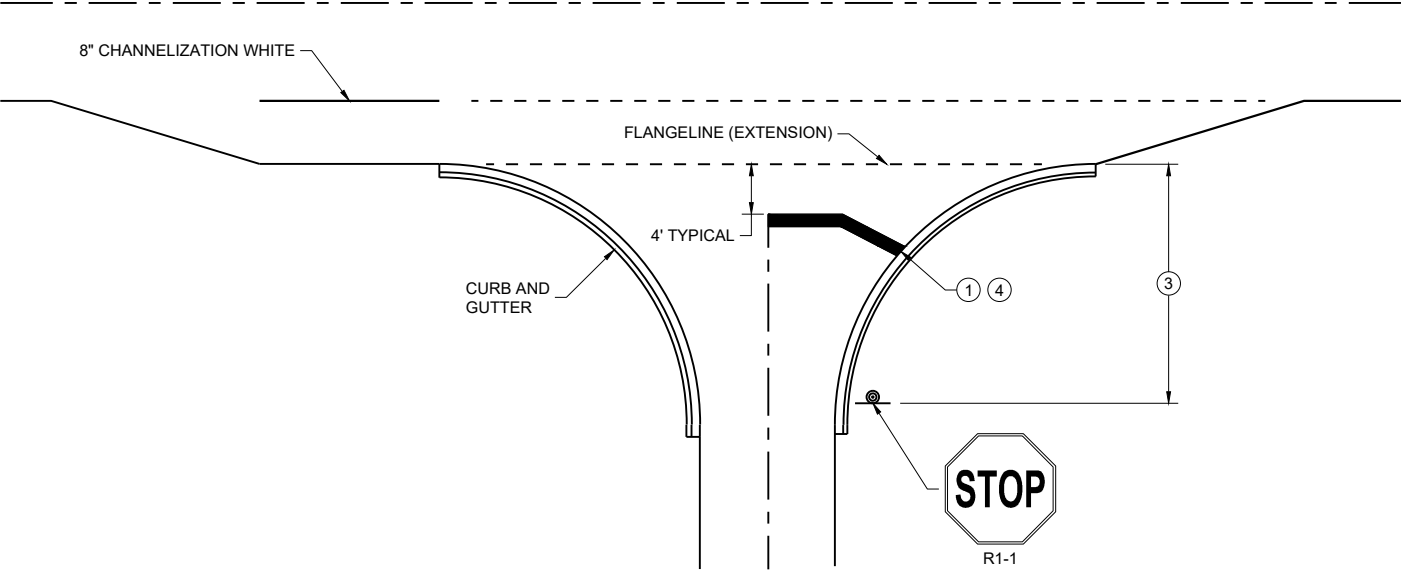
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 119

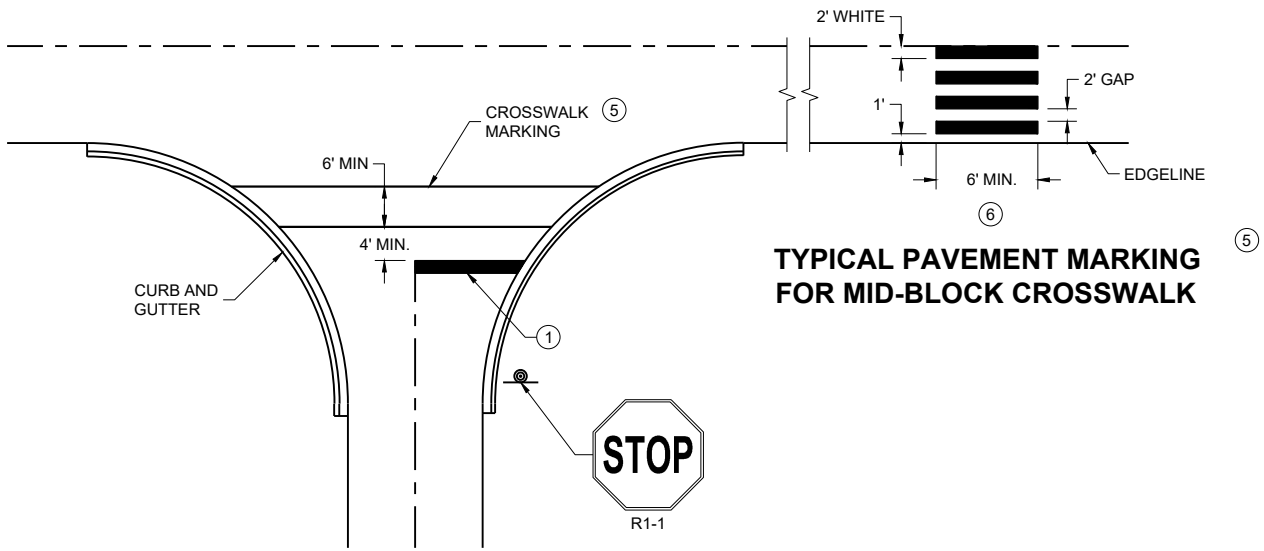
FHWA



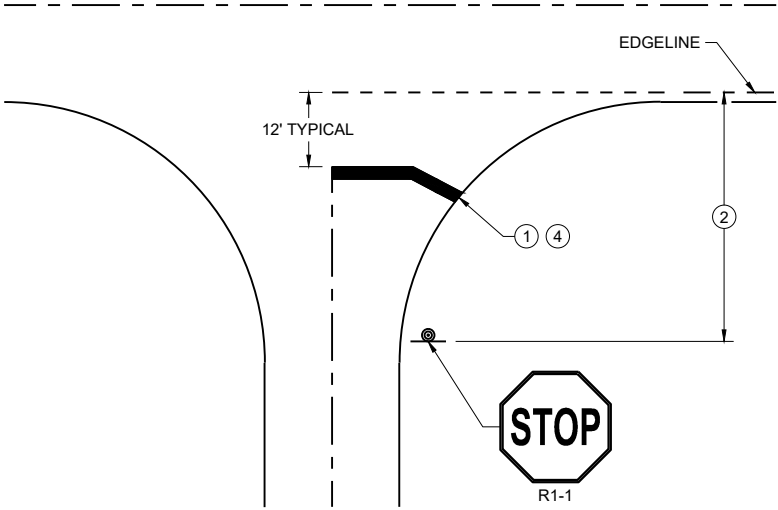
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

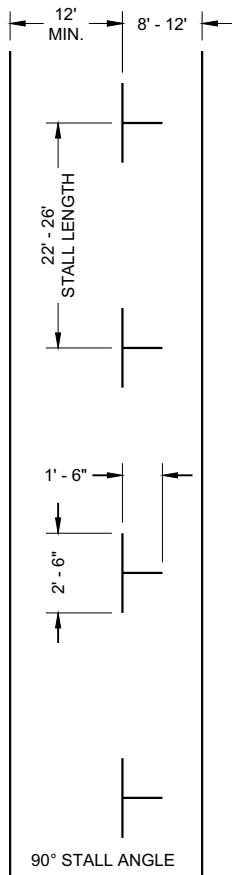
- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- 3 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

STOP LINE AND CROSSWALK PAVEMENT MARKING

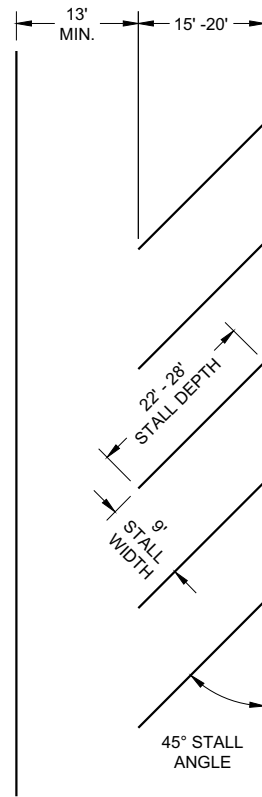
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

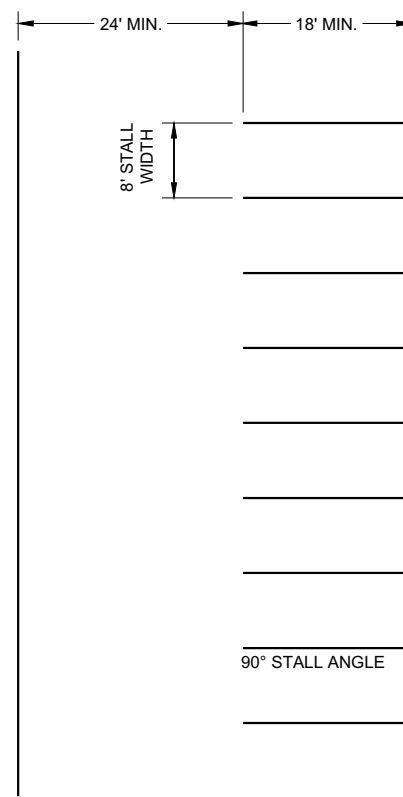
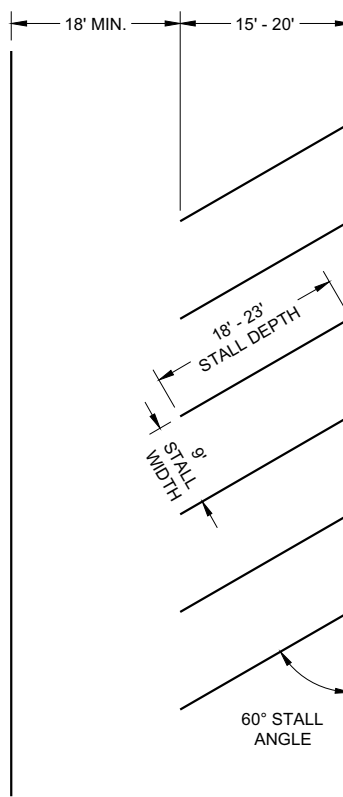


PARALLEL PARKING



ANGLED PARKING

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



PARKING LOTS

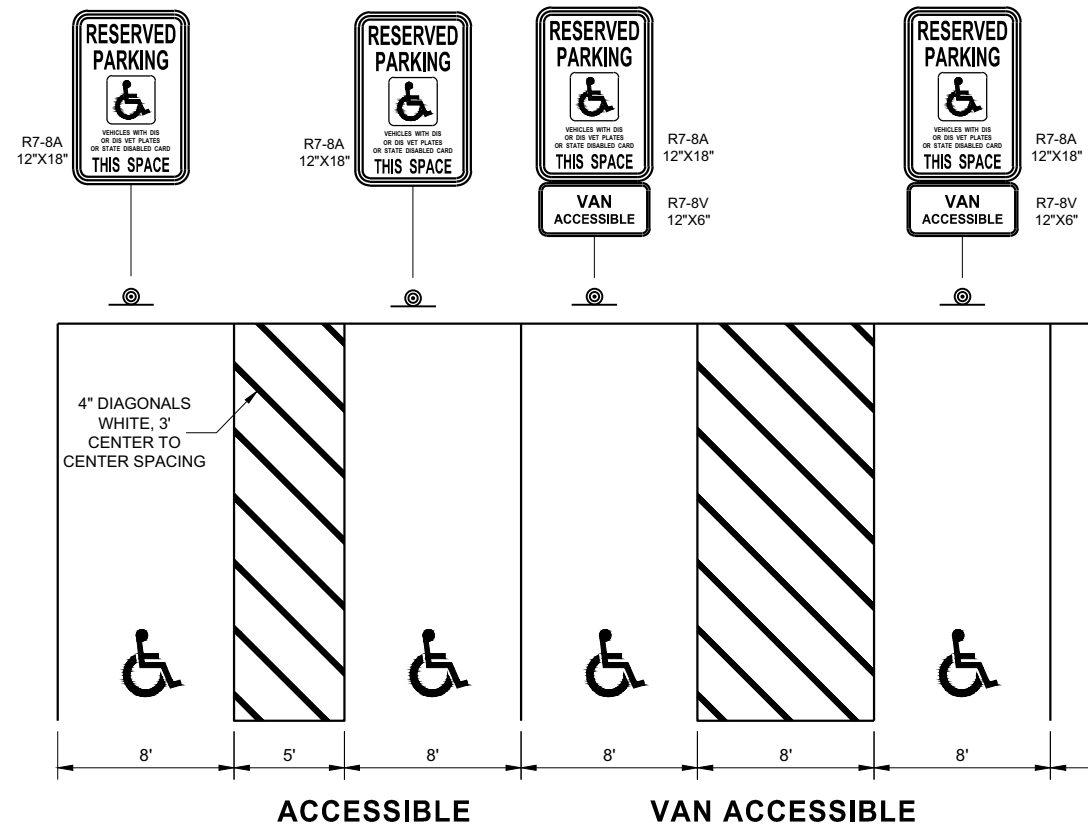
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 121
FHWA

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.

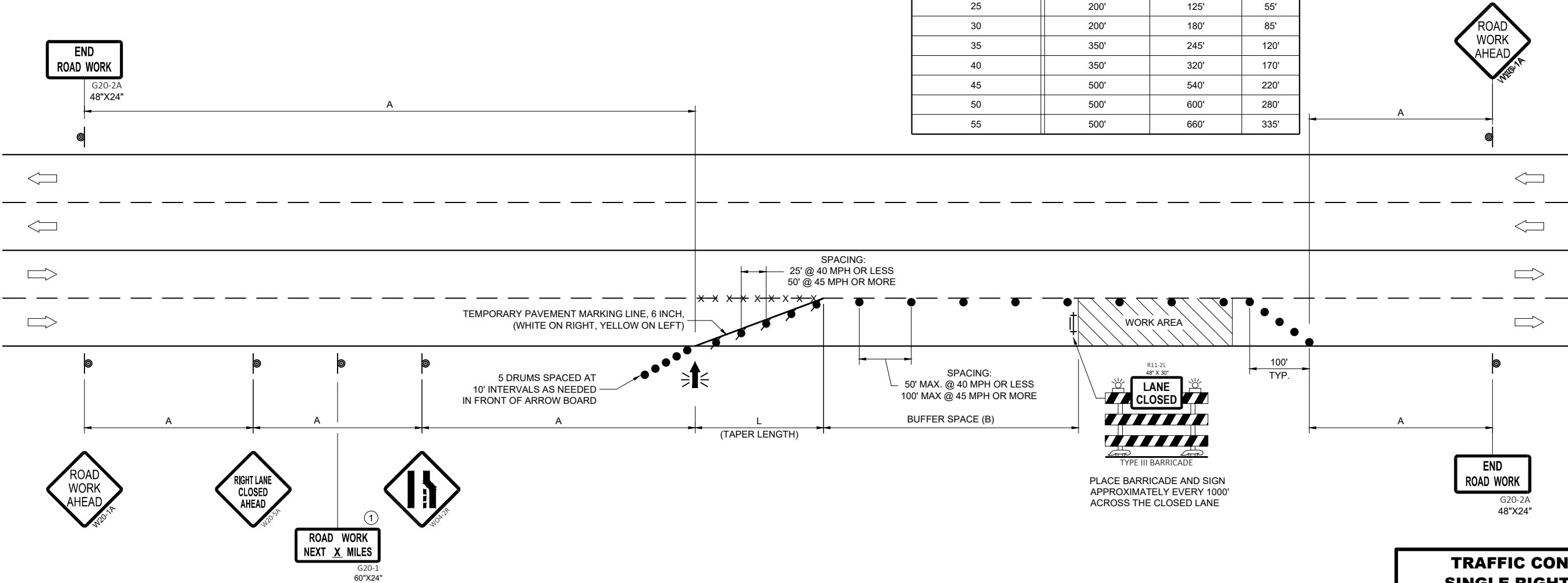
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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'

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

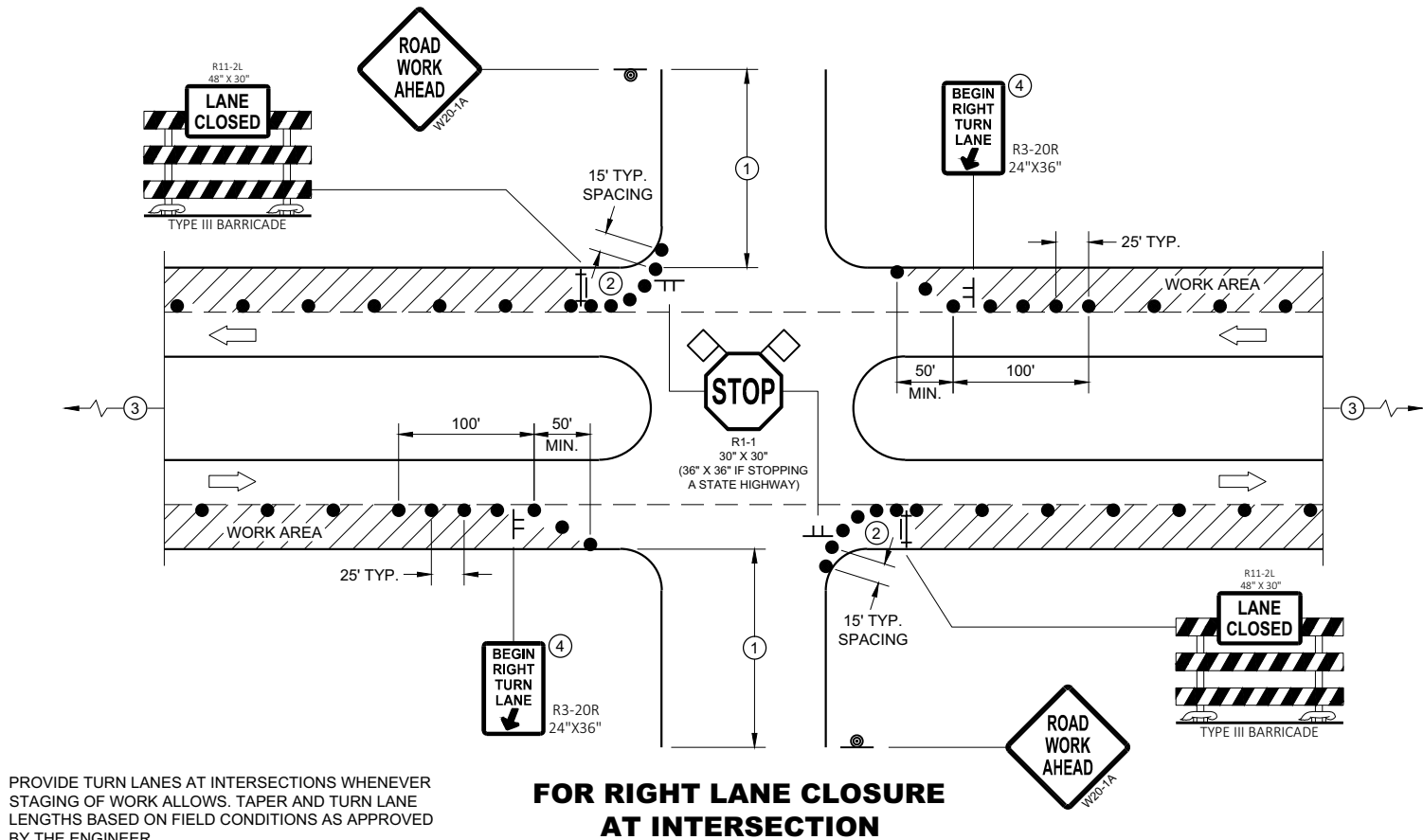


**TRAFFIC CONTROL,
SINGLE RIGHT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



GENERAL NOTES

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

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

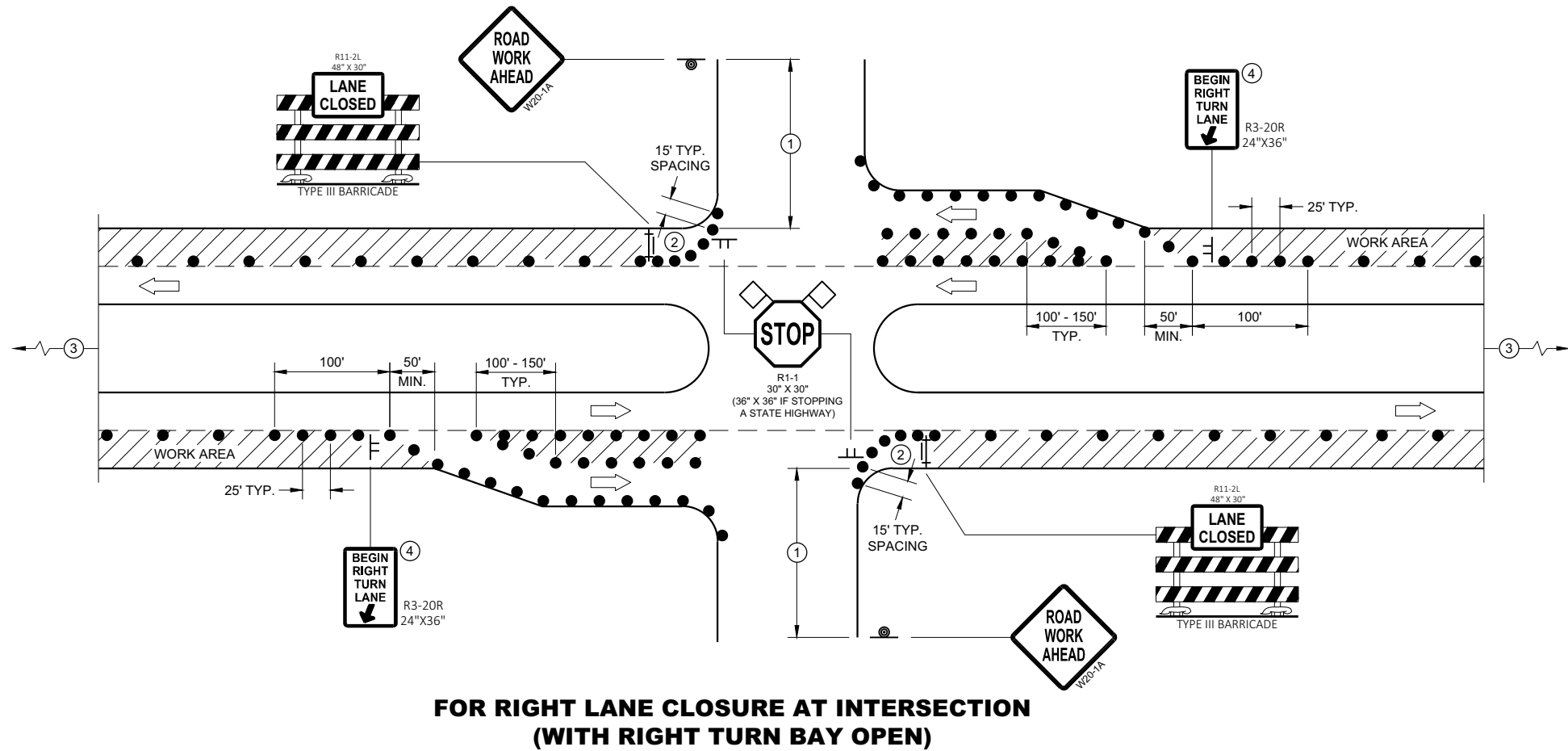
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

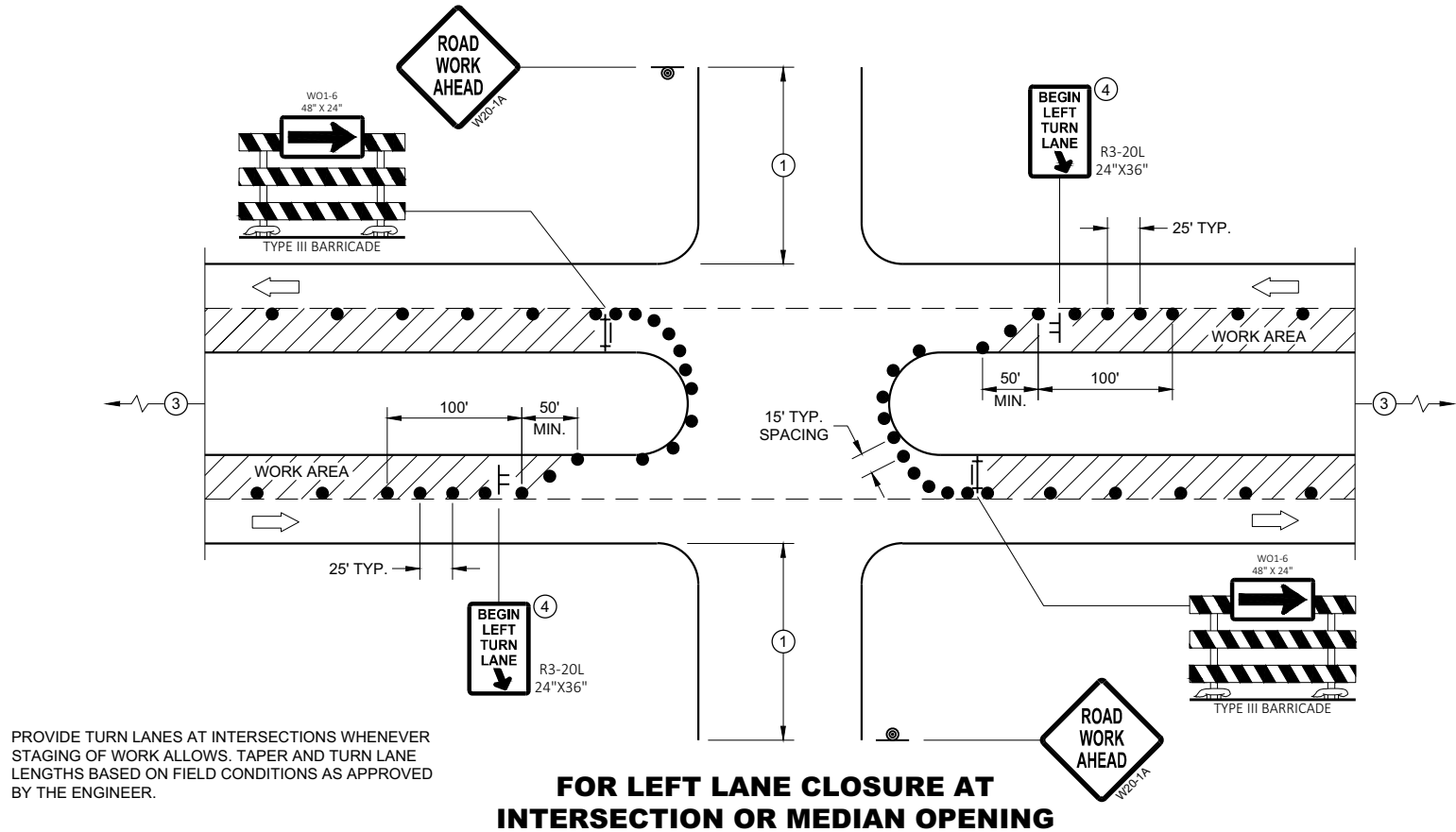


LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 123



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

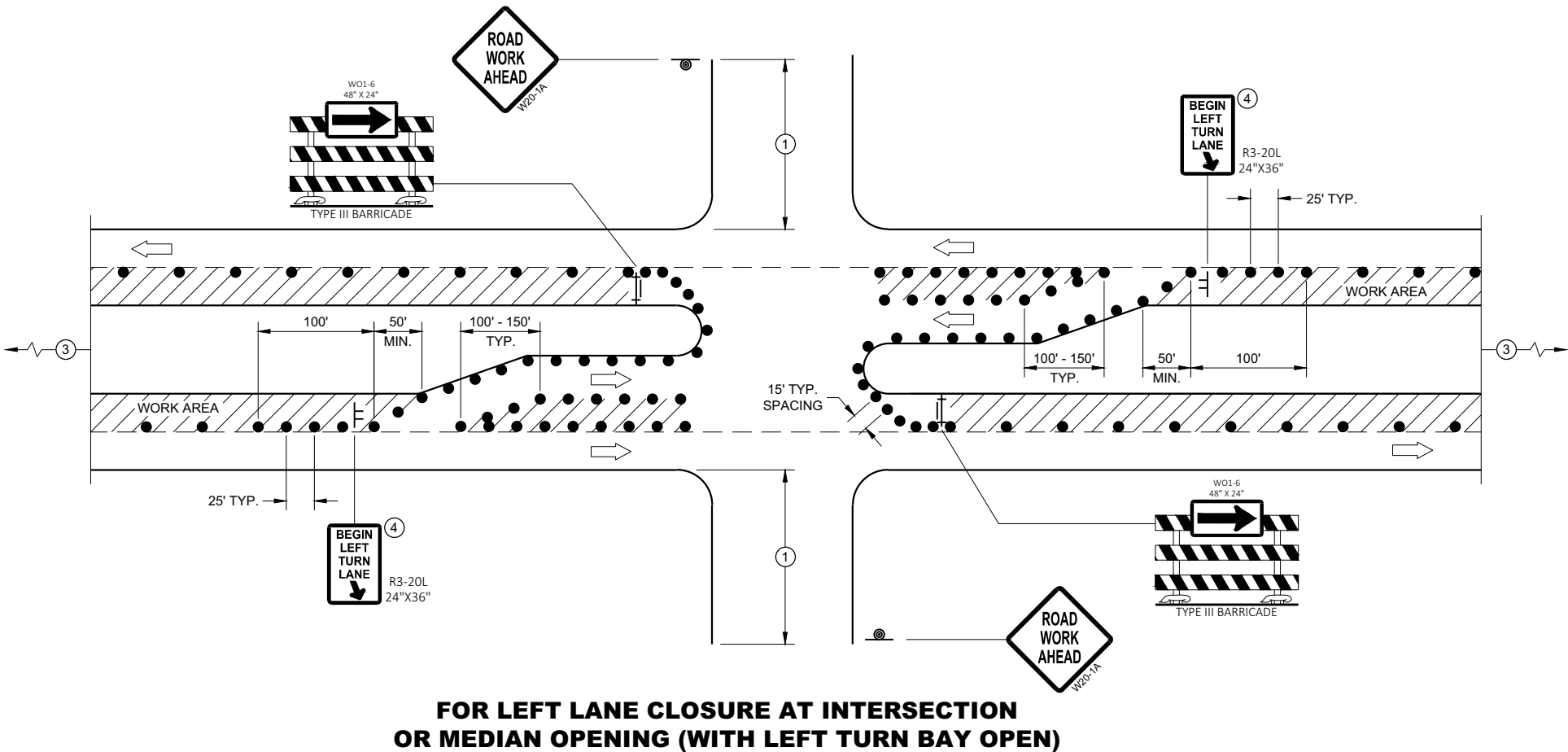
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- ⊥ SIGN ON TEMPORARY SUPPORT
- ⊙ SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- ➡ DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 124
FHWA	

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

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

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

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

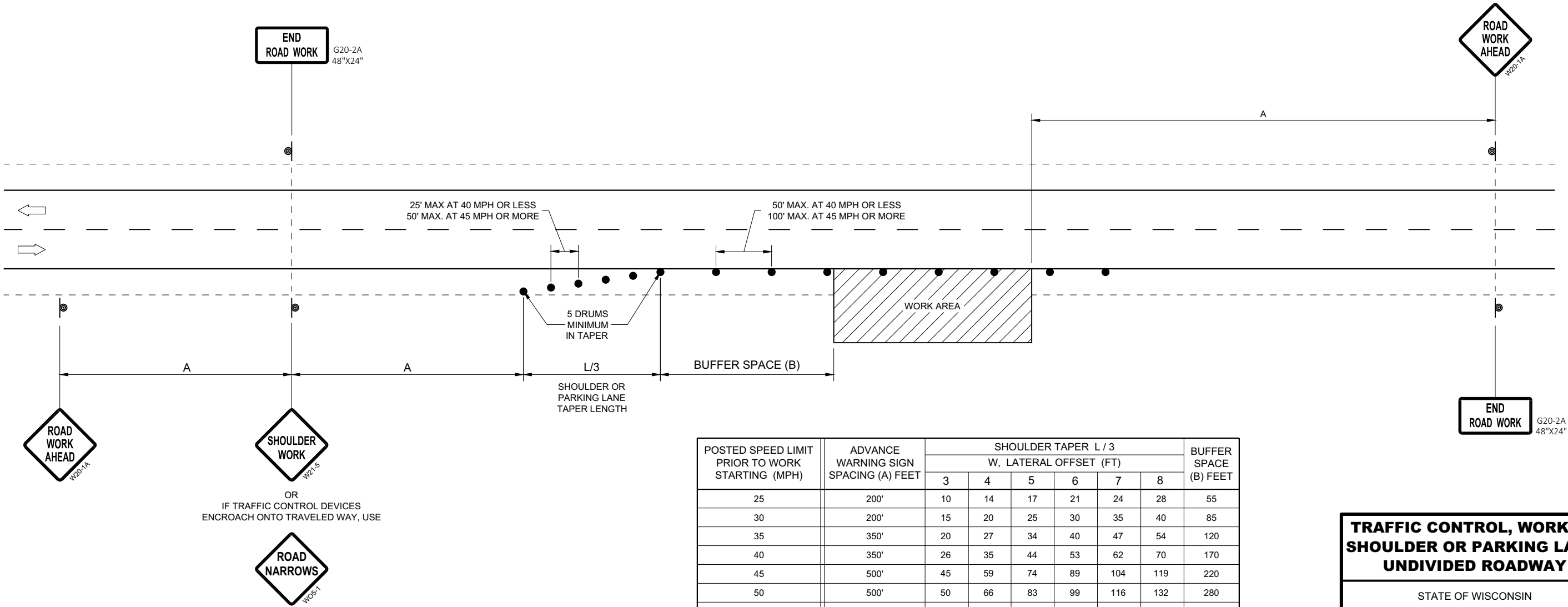
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

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

6



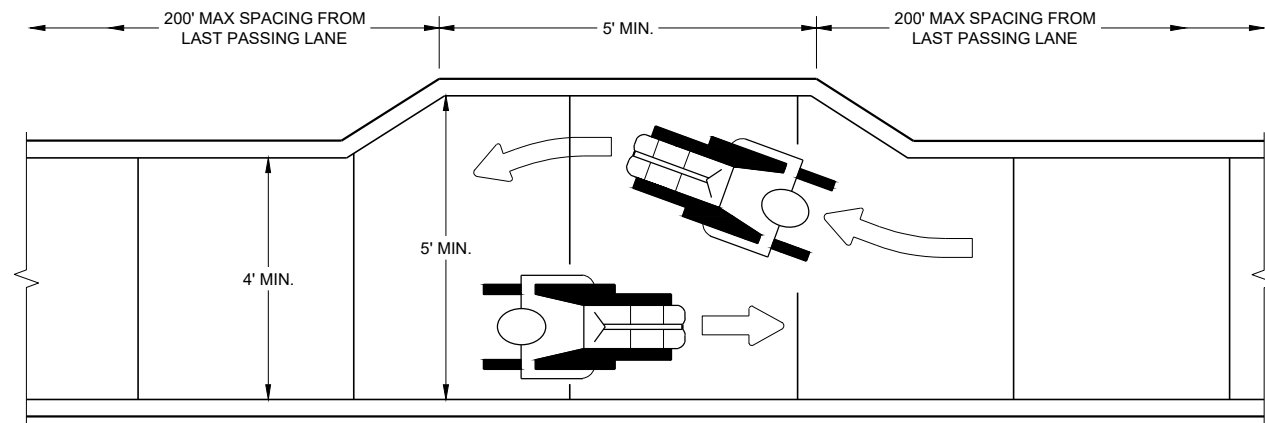
POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45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

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

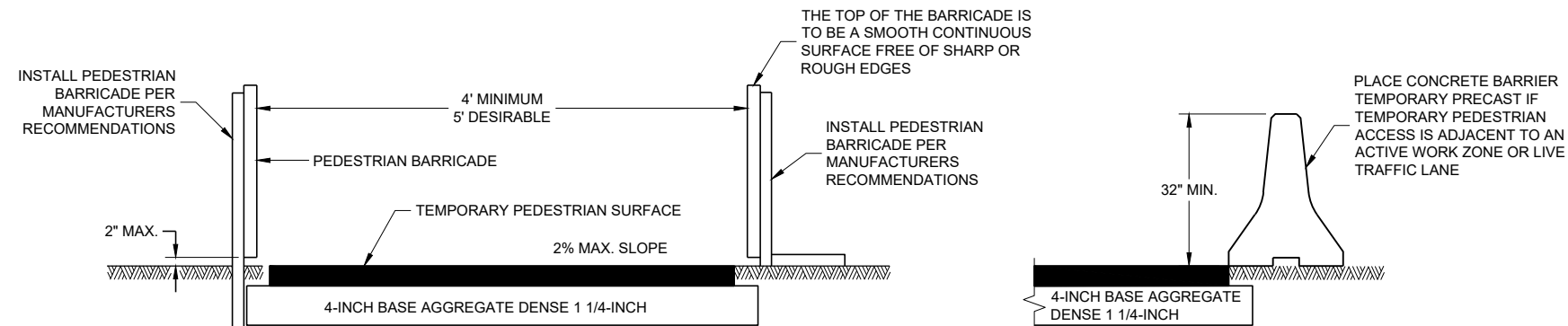
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER 125
FHWA

6



NARROW SIDEWALK PASSING DETAIL



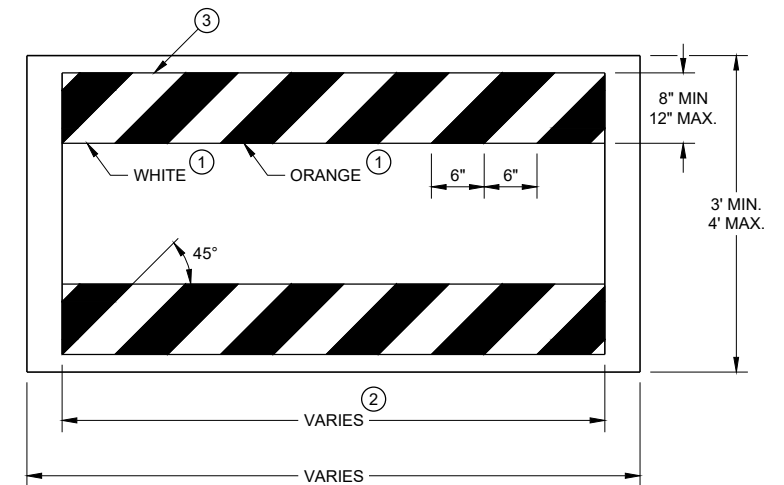
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

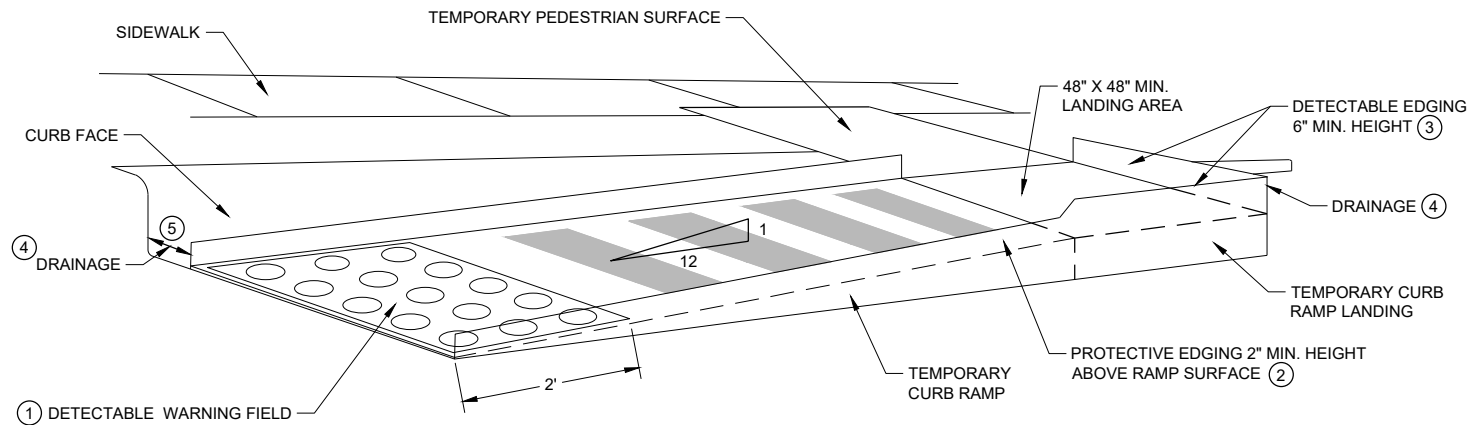
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

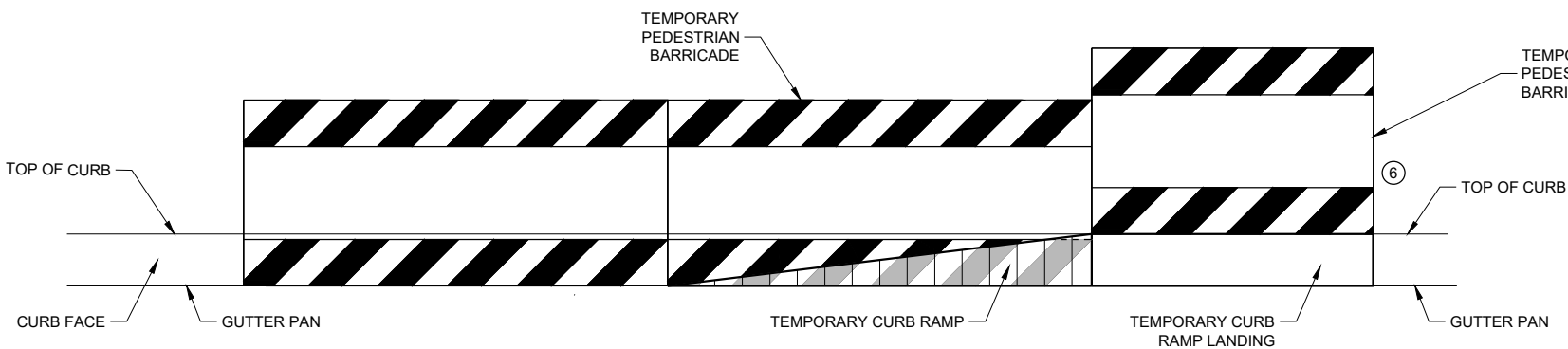
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



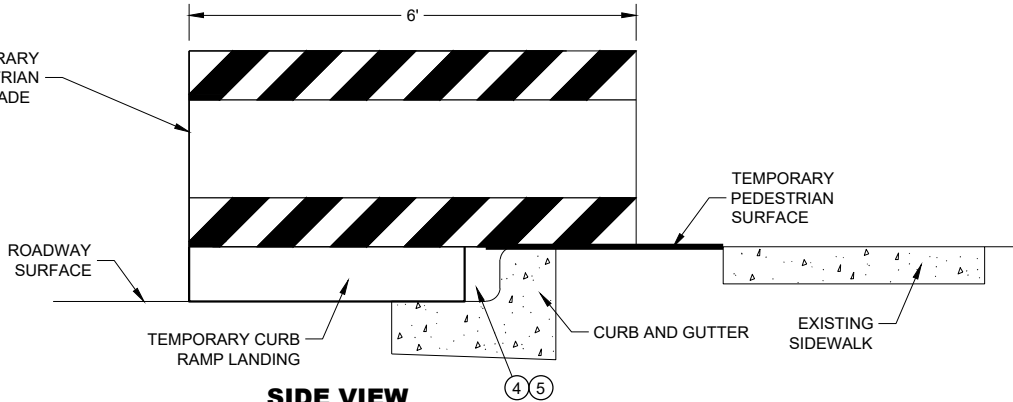
TEMPORARY PEDESTRIAN BARRICADE*



PERSPECTIVE VIEW



FRONT VIEW



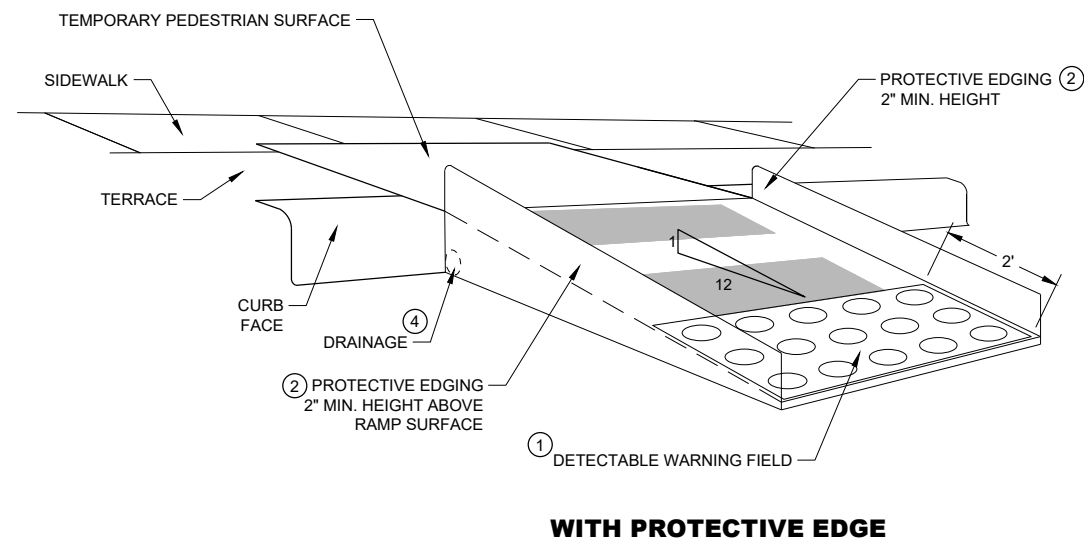
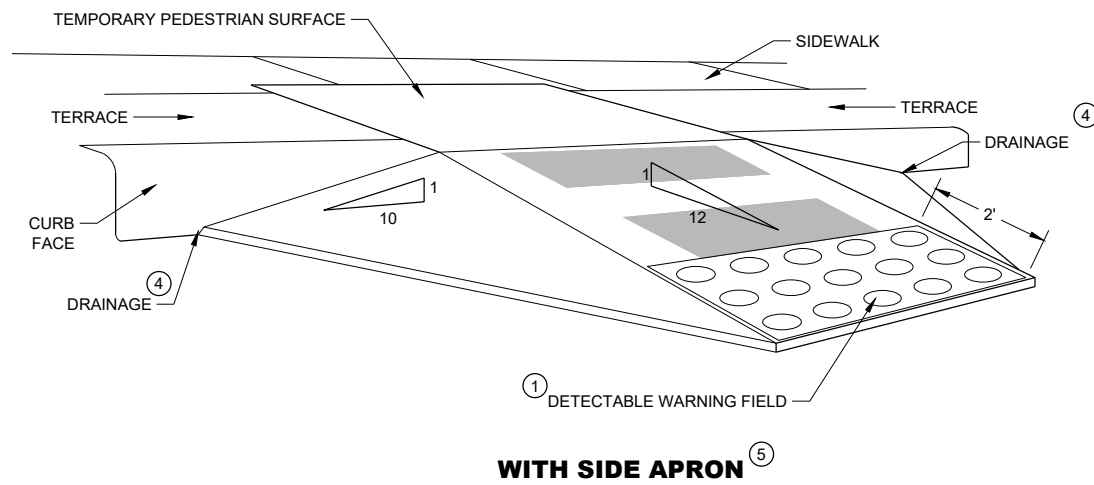
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

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



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

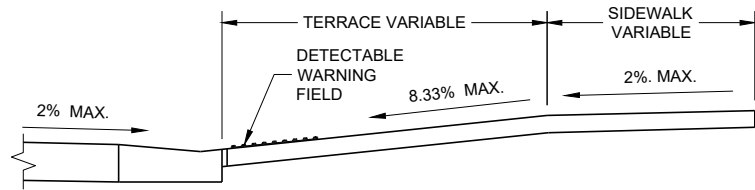
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

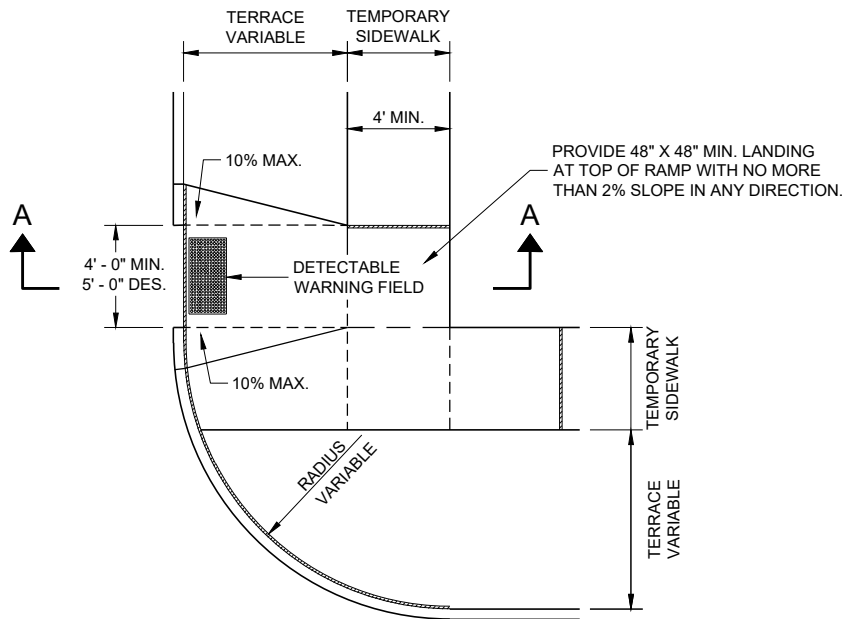
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 128



SECTION A - A



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

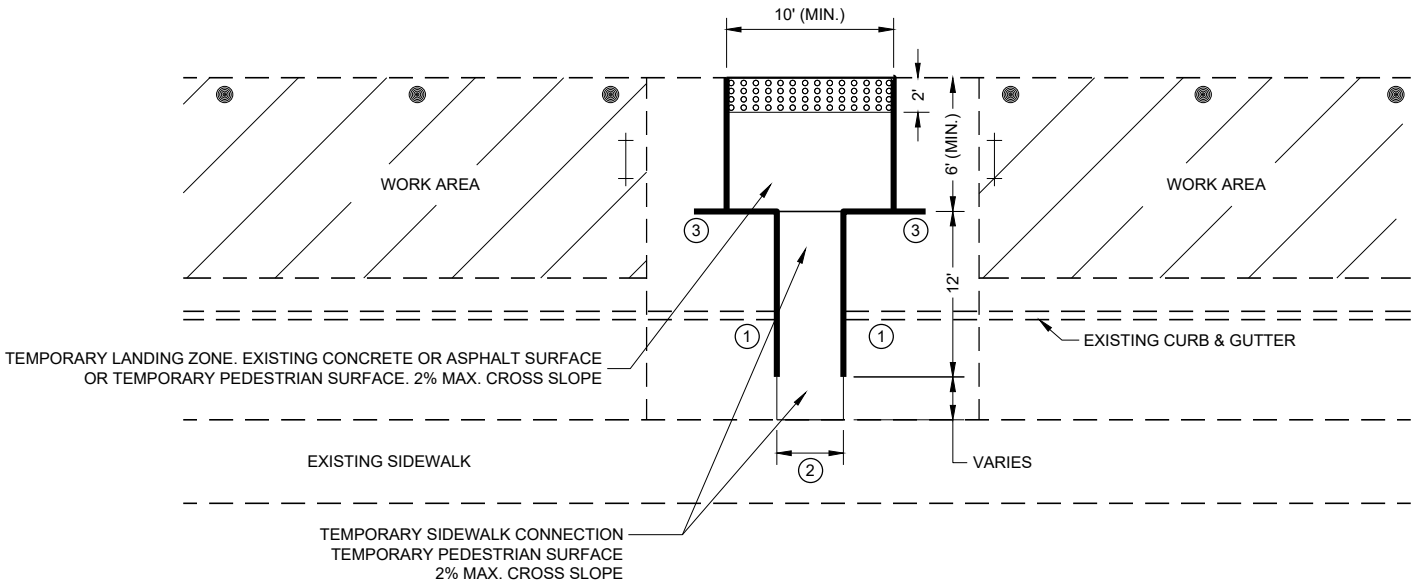
GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
 - ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
 - ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

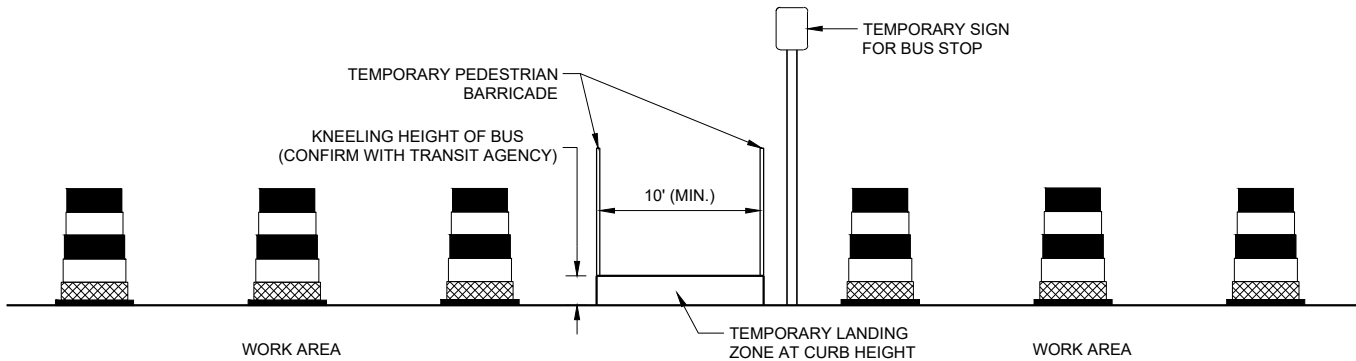
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 129
FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMP OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA

LEGEND

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

GENERAL NOTES

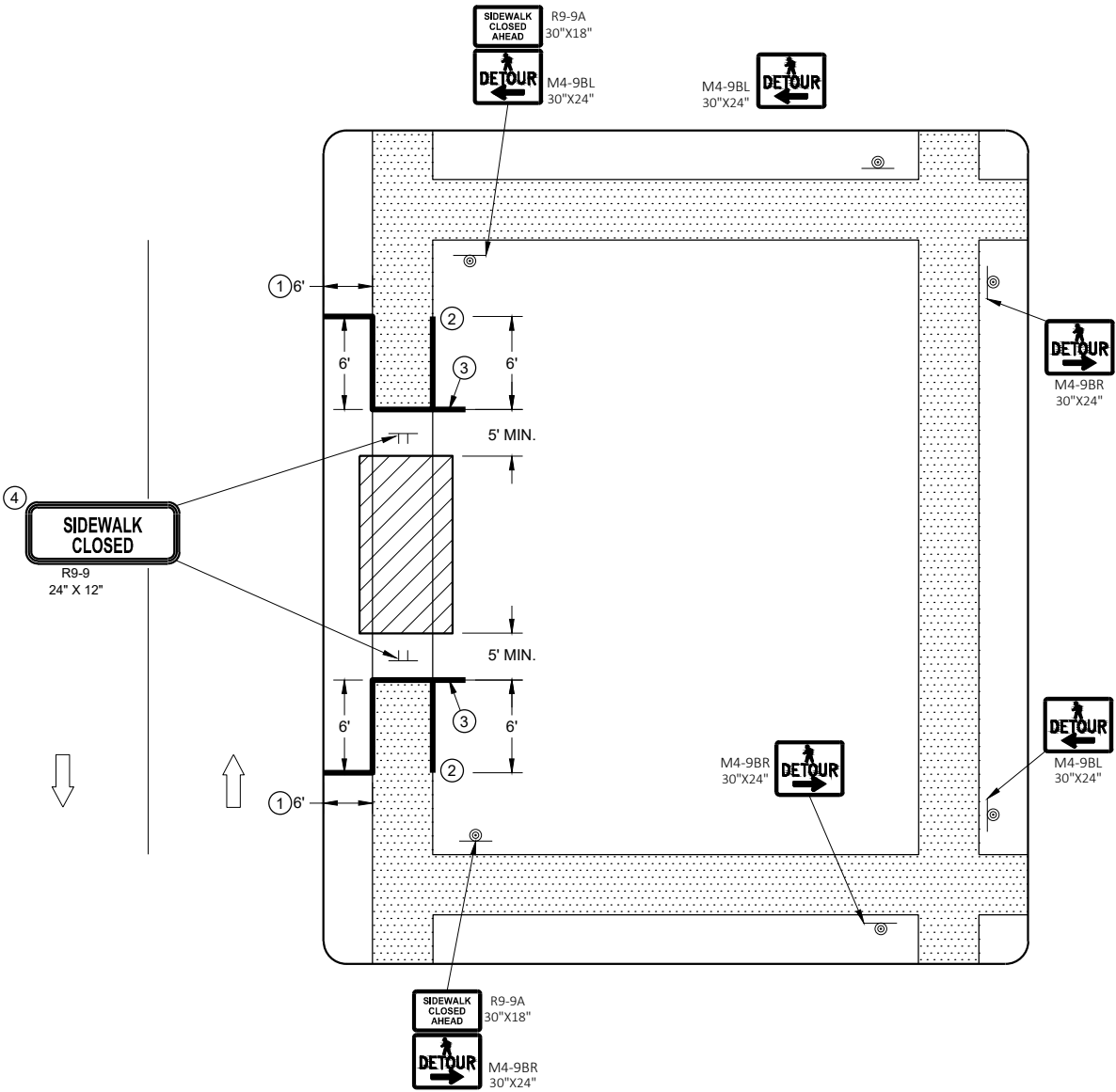
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

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

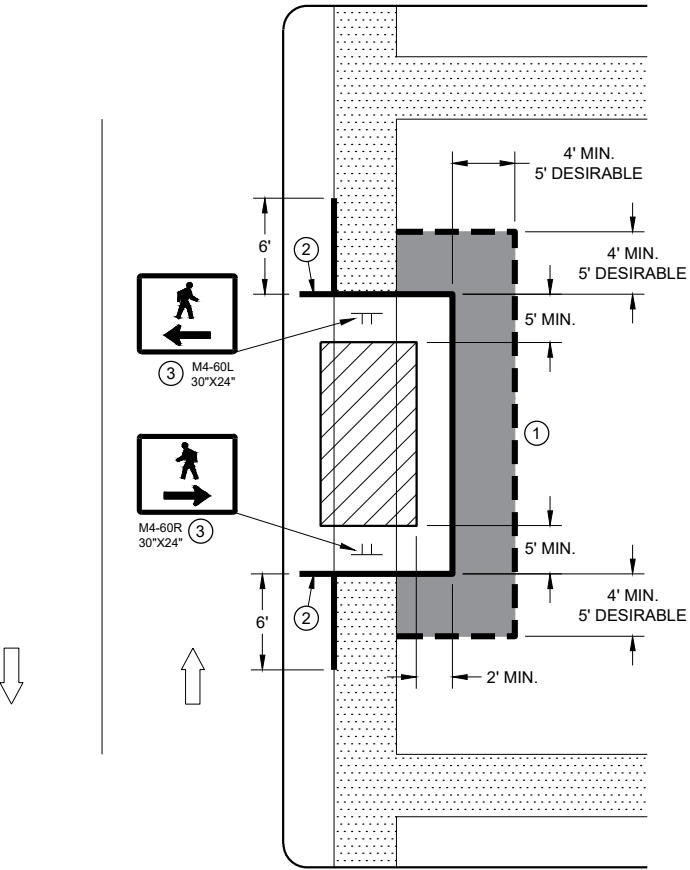
GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ①

USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ②

IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③

MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



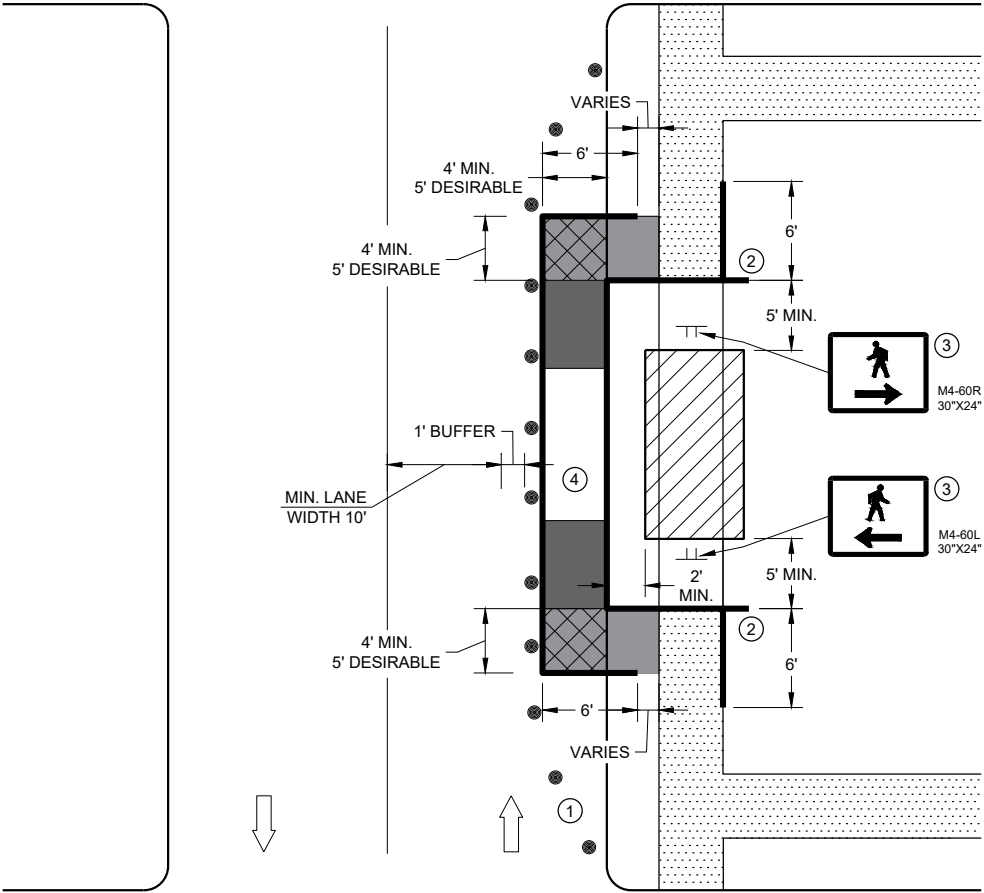
SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

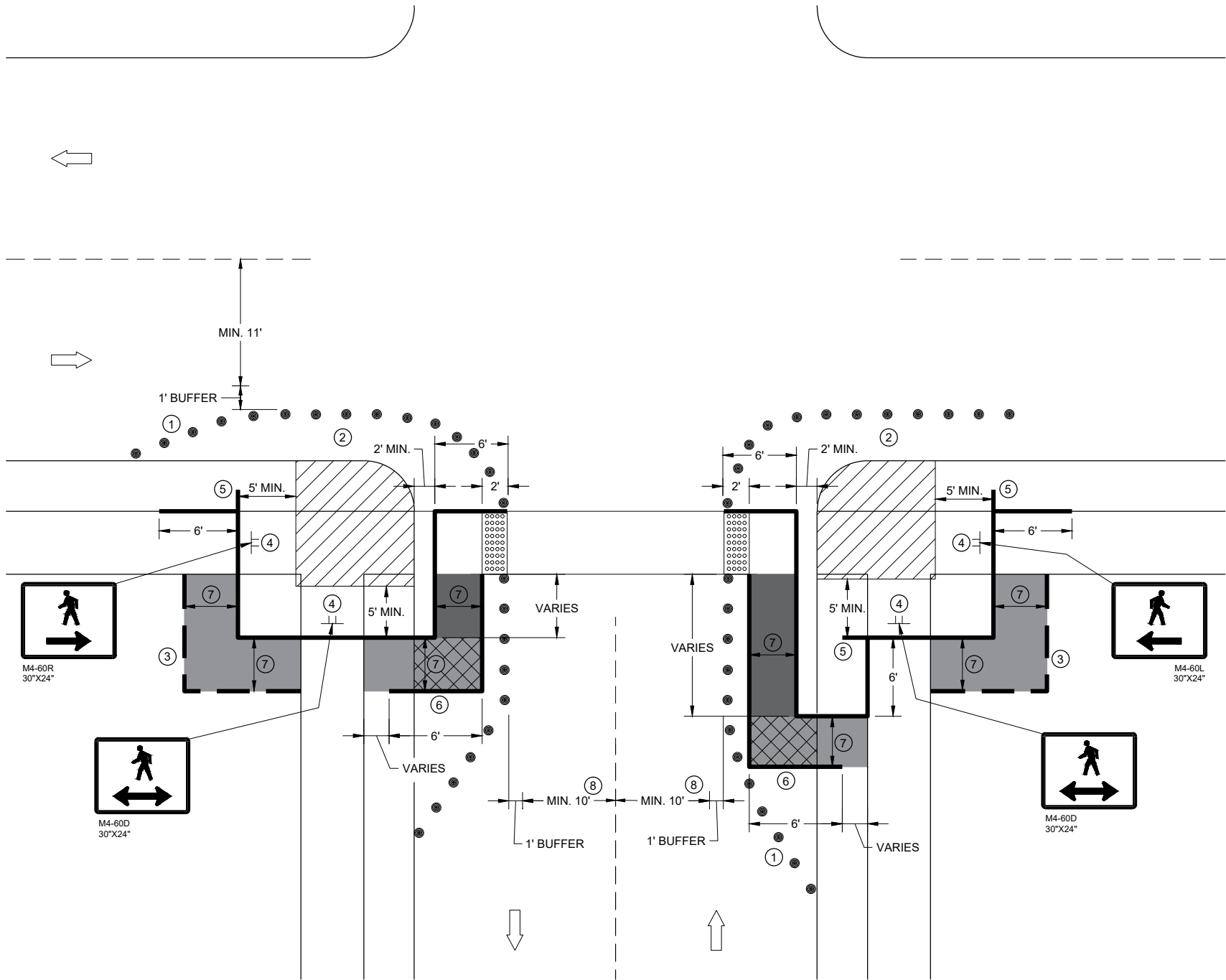
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

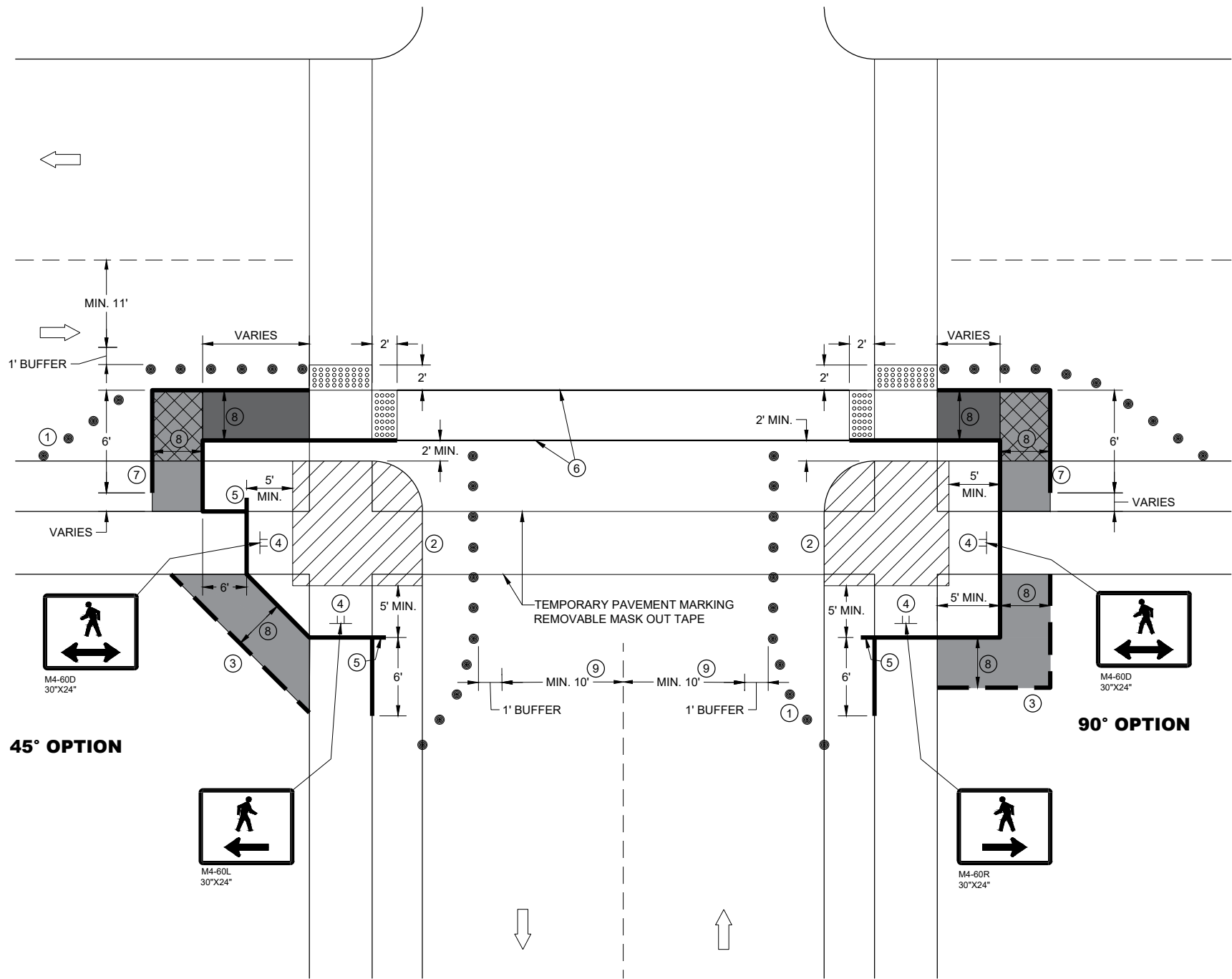
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

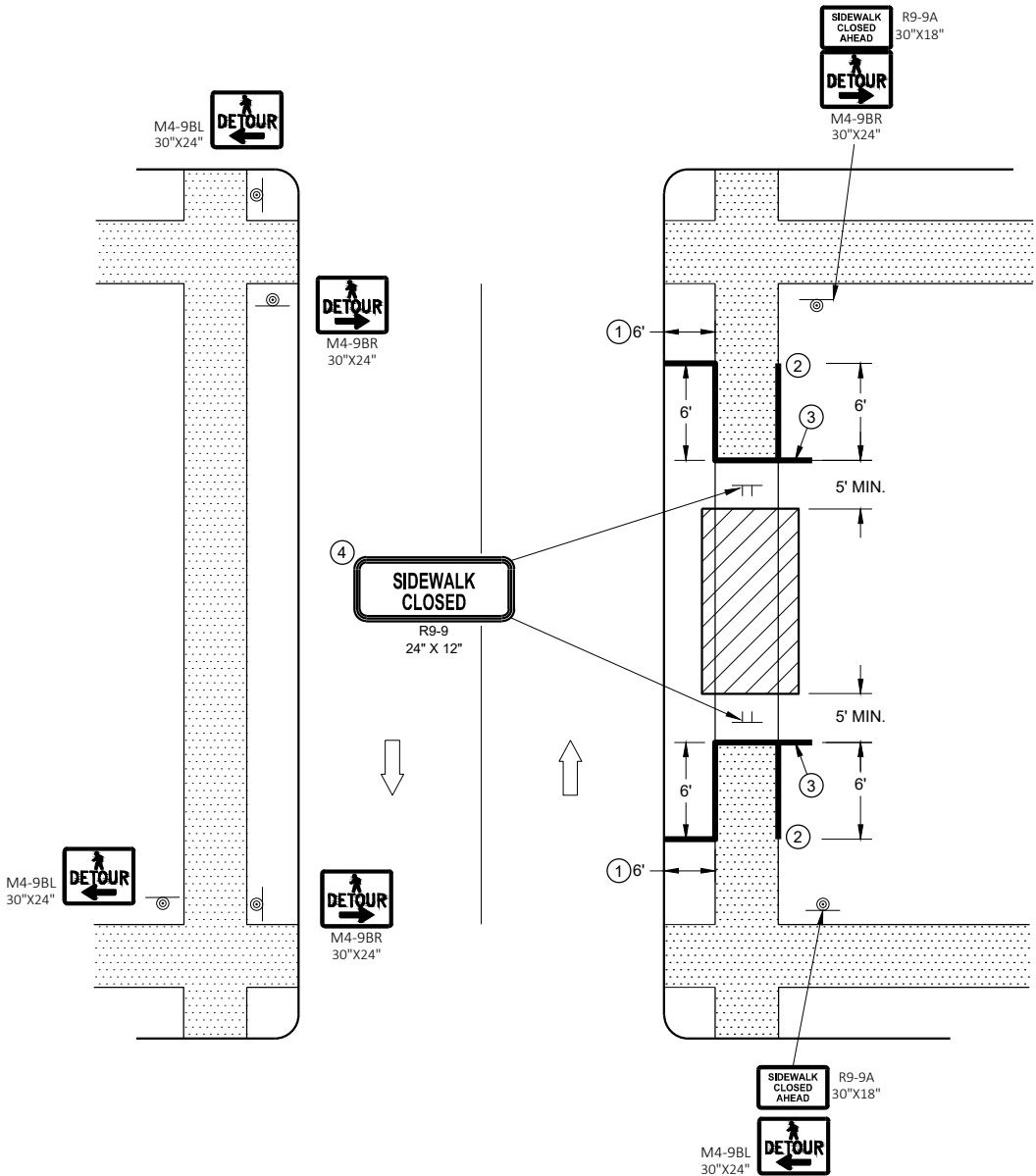
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

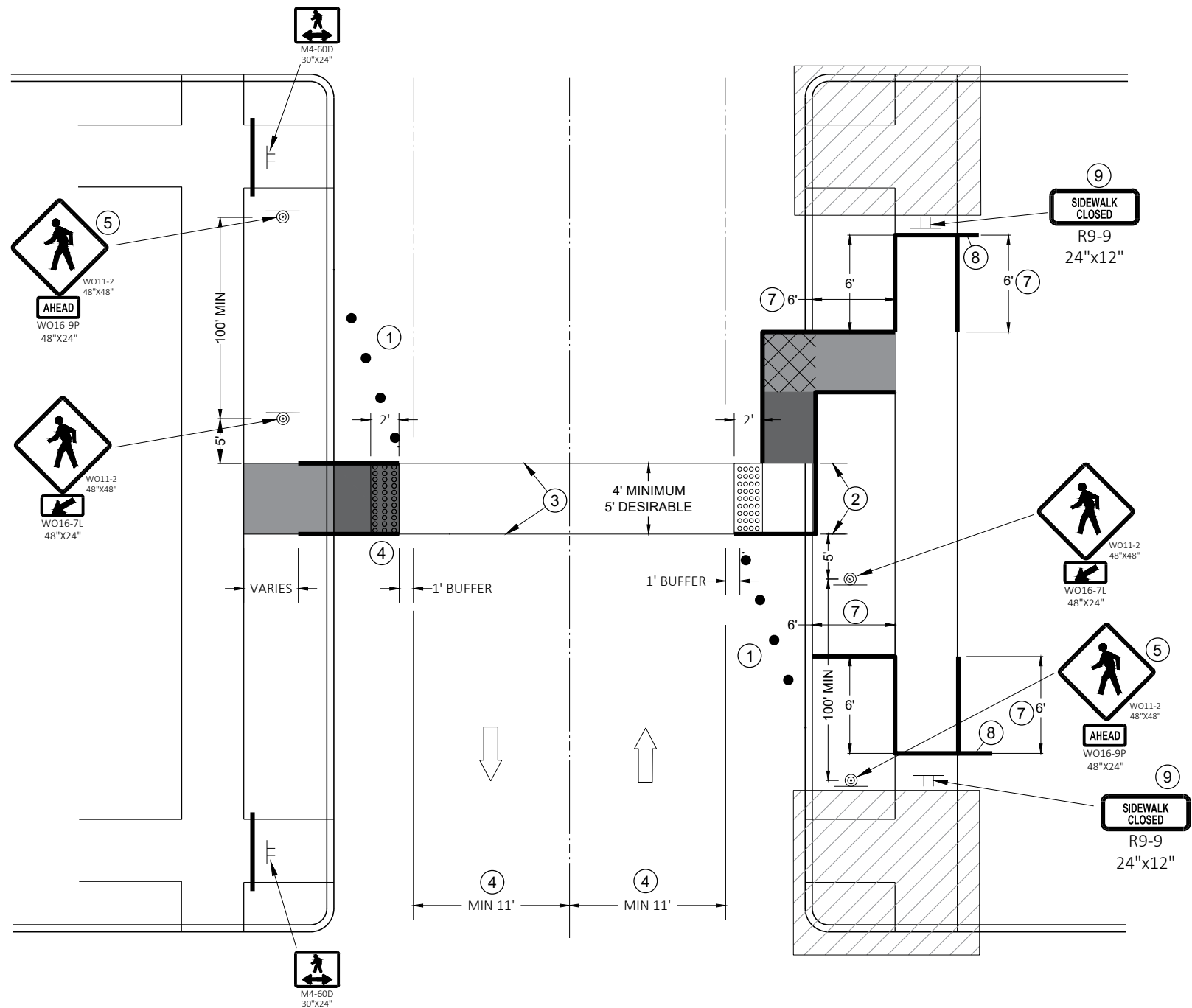
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

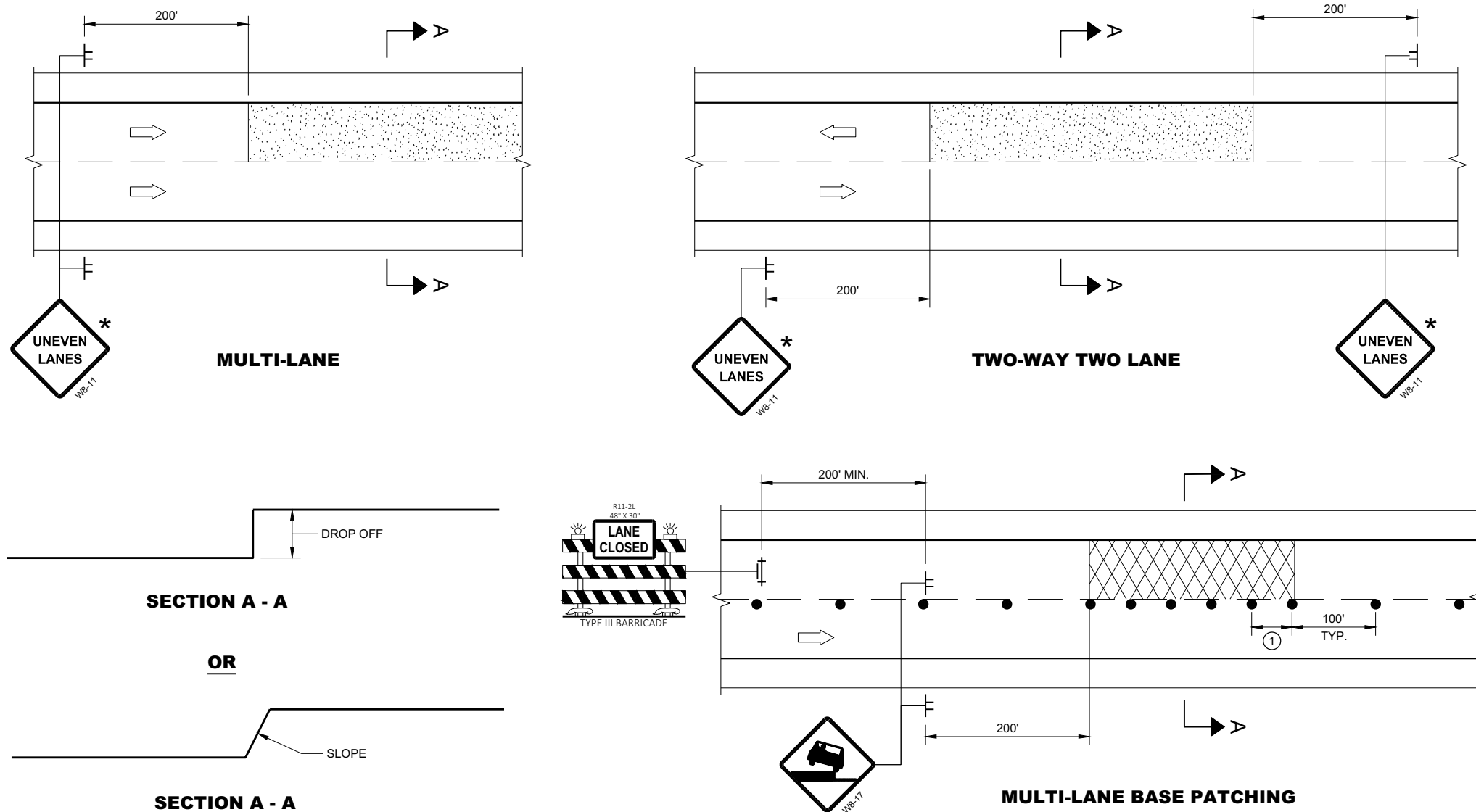
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- ▨ WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- ➡ DIRECTION OF TRAFFIC



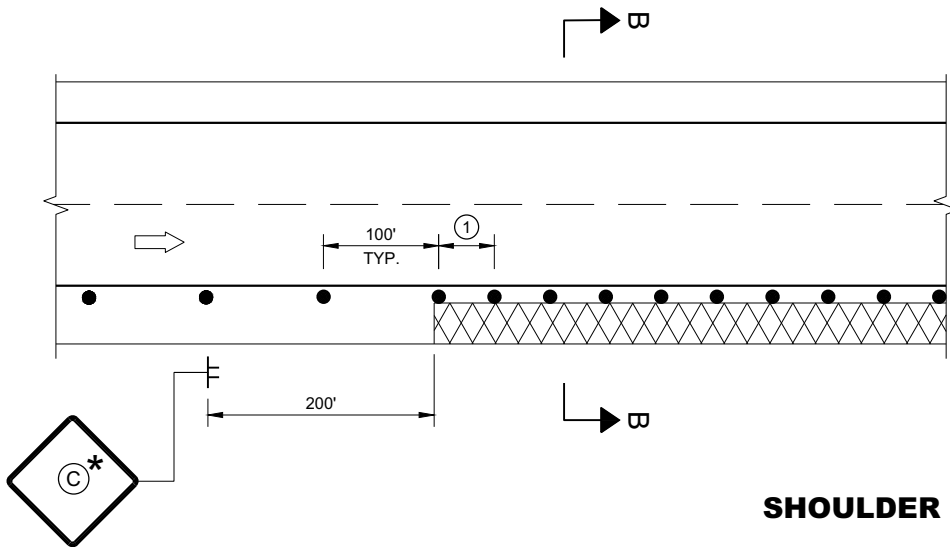
ADJACENT LANE DROP-OFFS

GENERAL NOTES

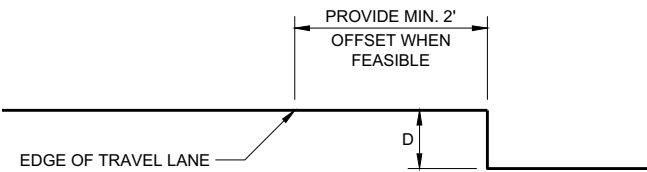
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

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



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 138

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

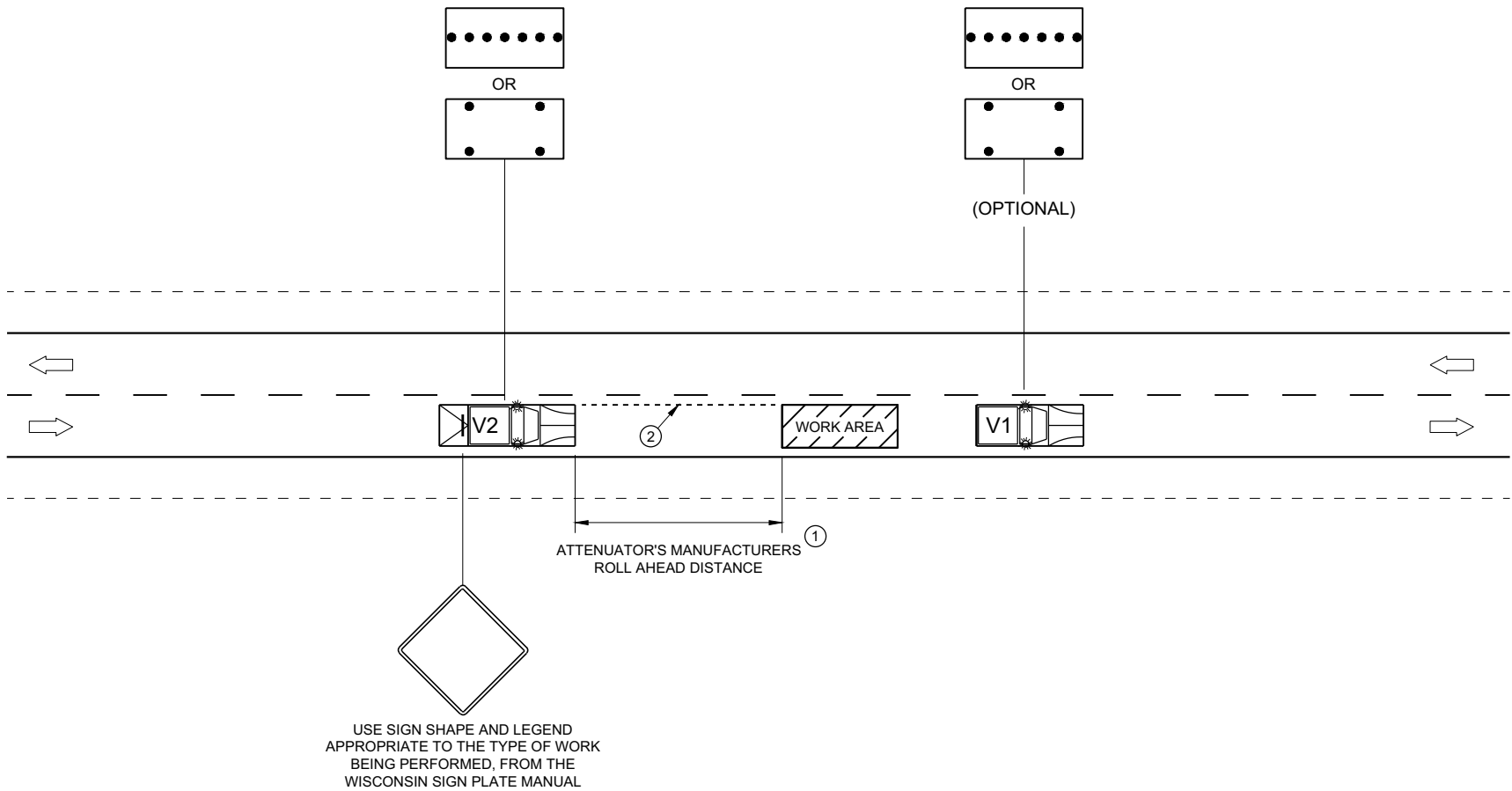
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- ①

DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ②

ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.

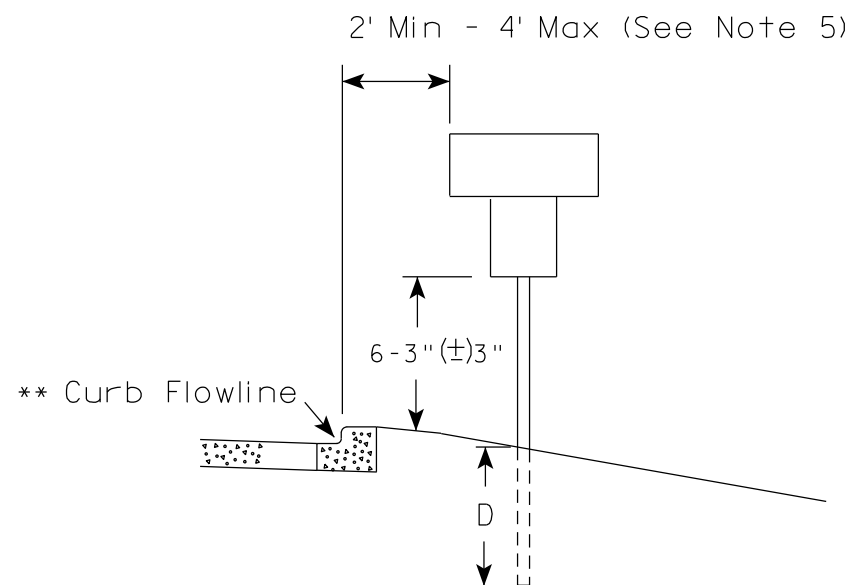
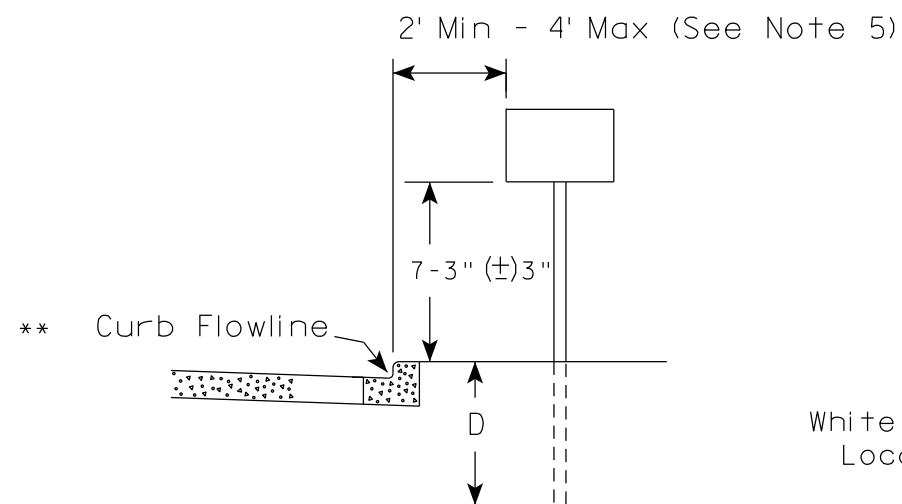


TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

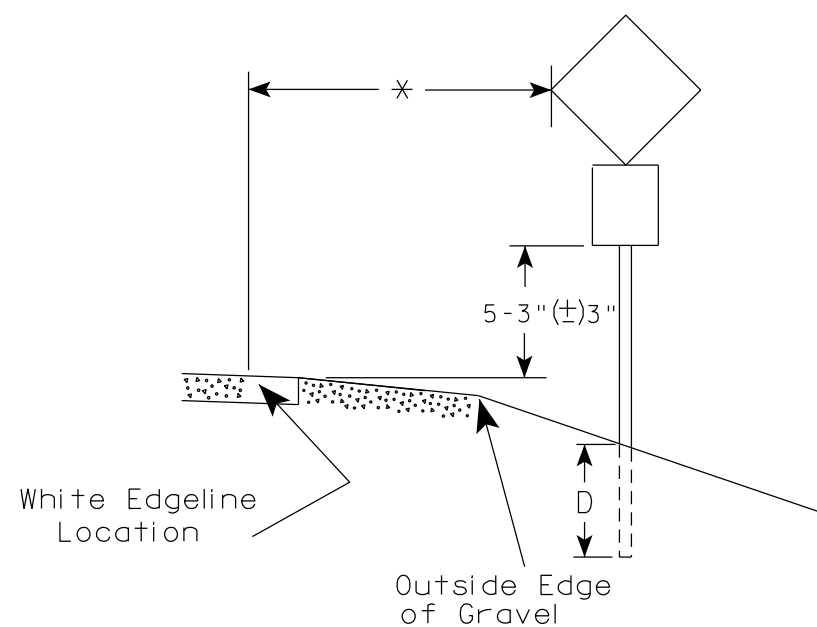
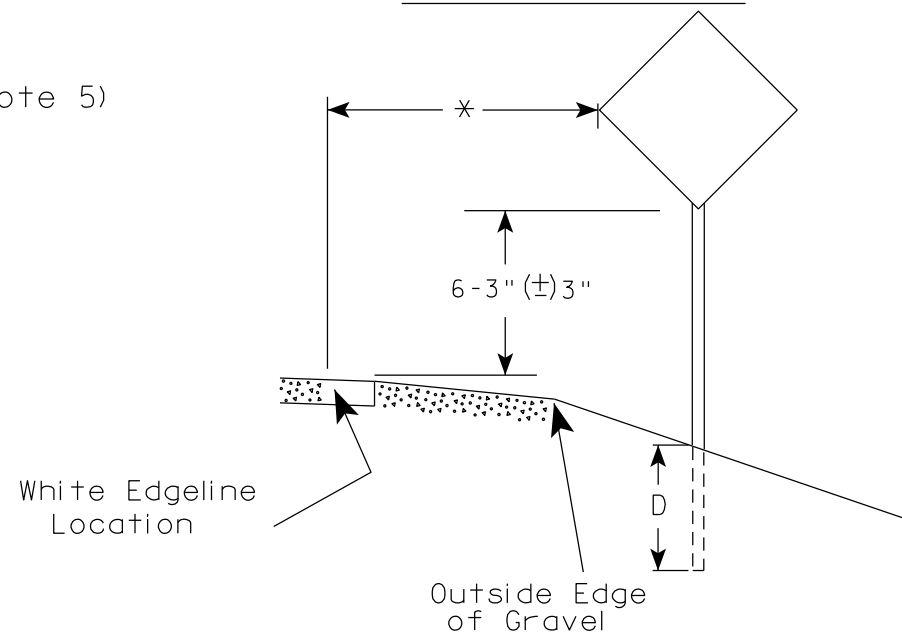
APPROVED
February 2021 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 139
FHWA

URBAN AREA



* * 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.

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

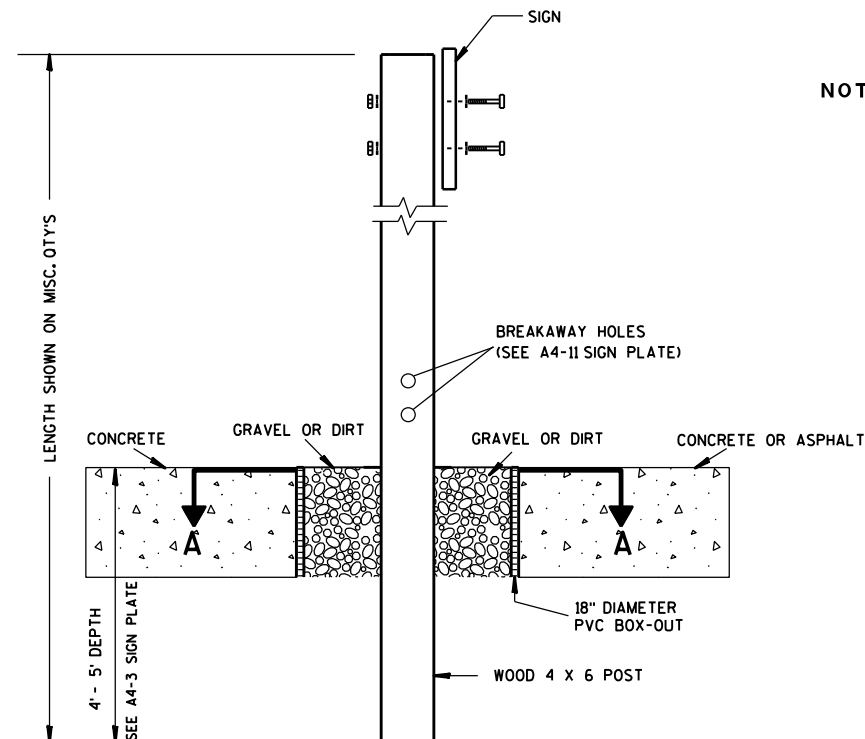
HWY:

COUNTY:

SHEET NO:

140

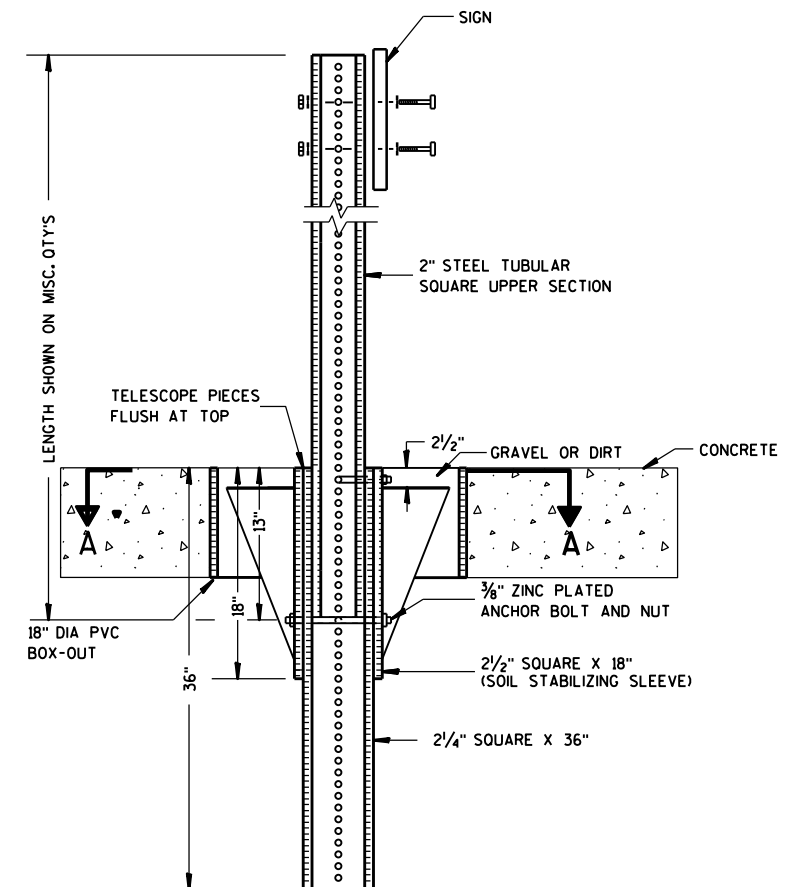
E



ELEVATION VIEW

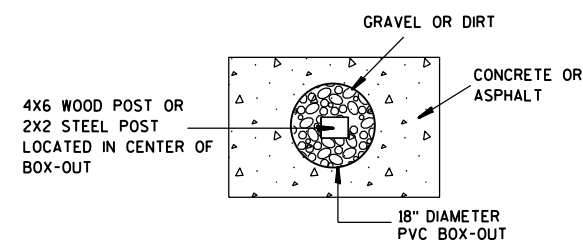
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 141 A4-3B.1

PROJECT NO:

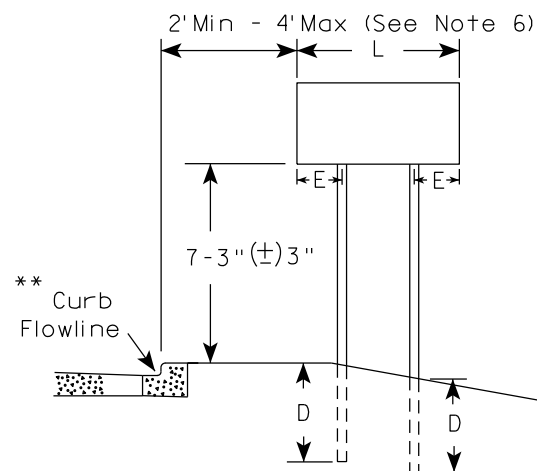
HWY:

COUNTY:

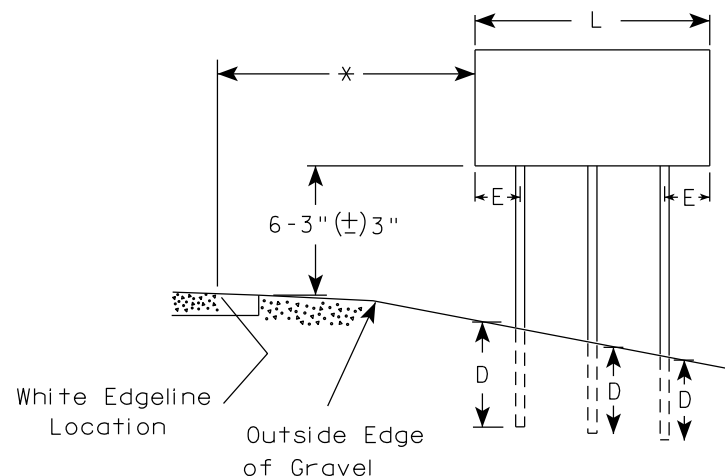
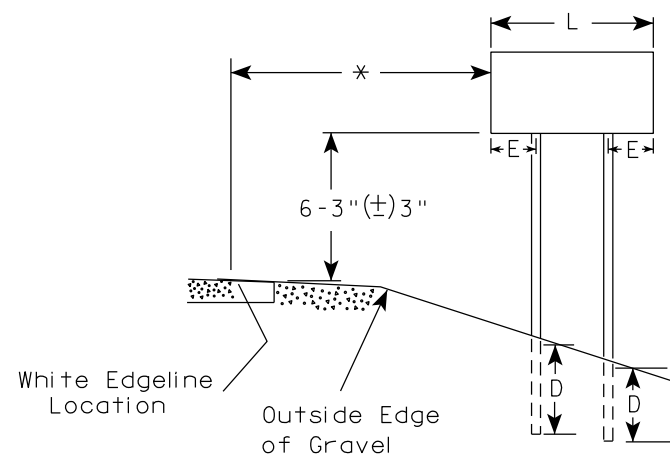
SHEET NO:

E

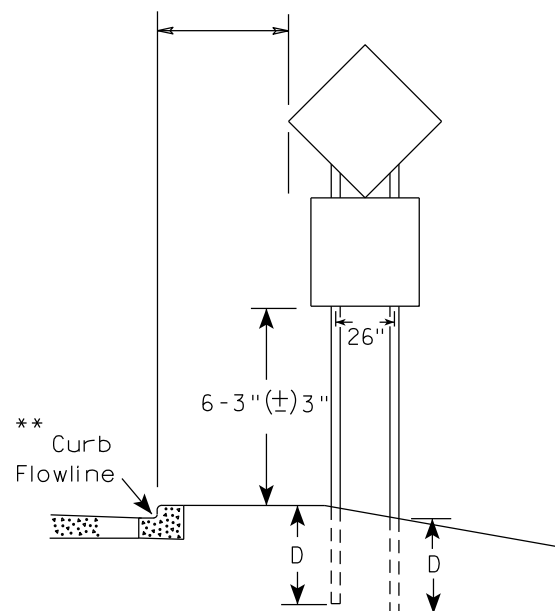
URBAN AREA



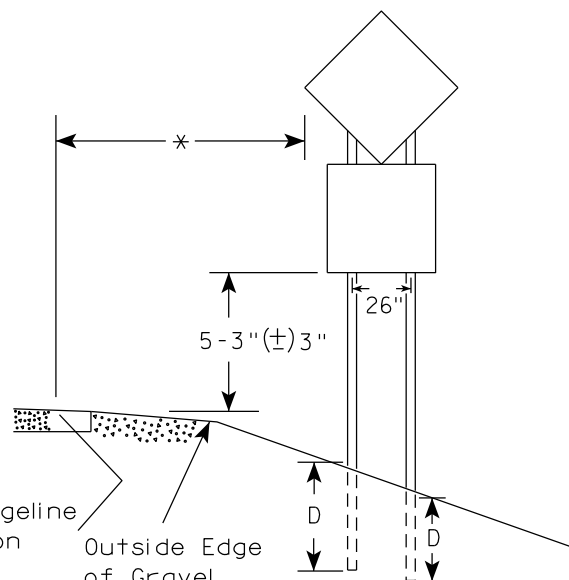
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

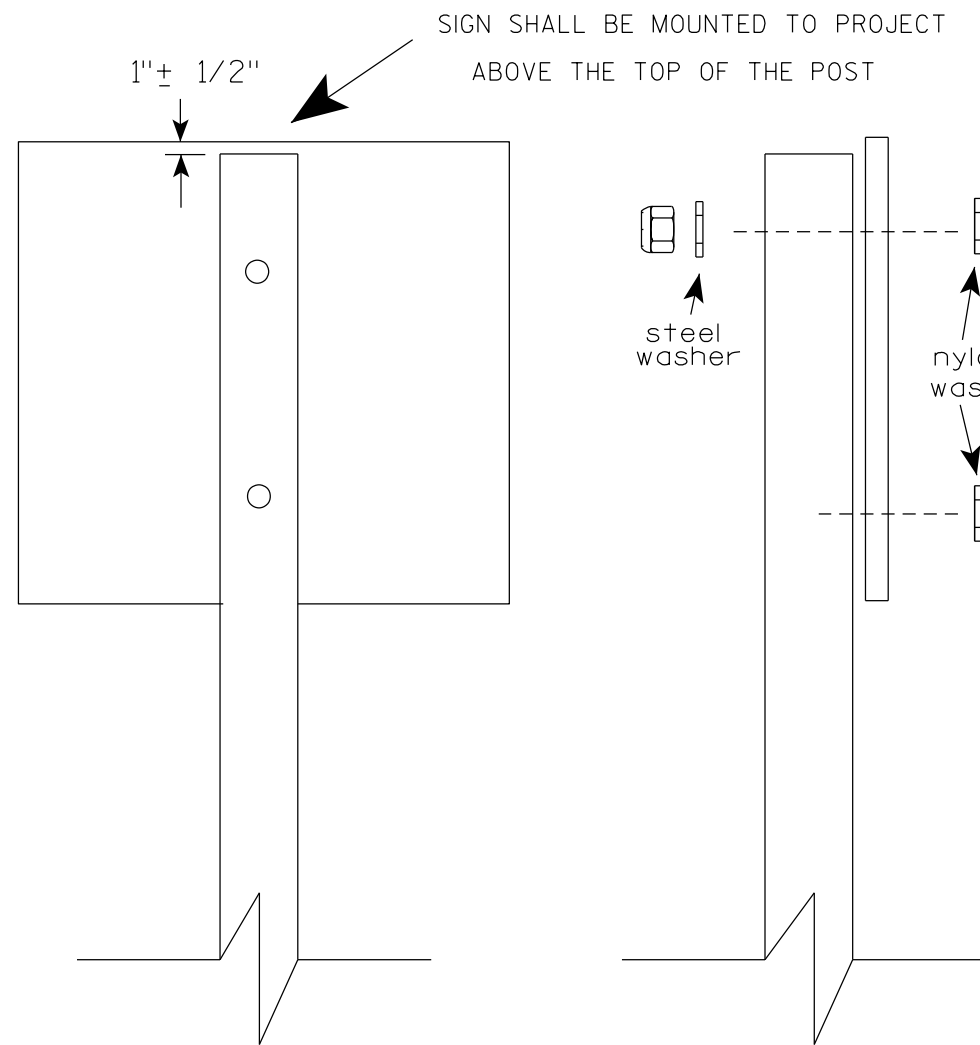
GENERAL NOTES

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



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

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

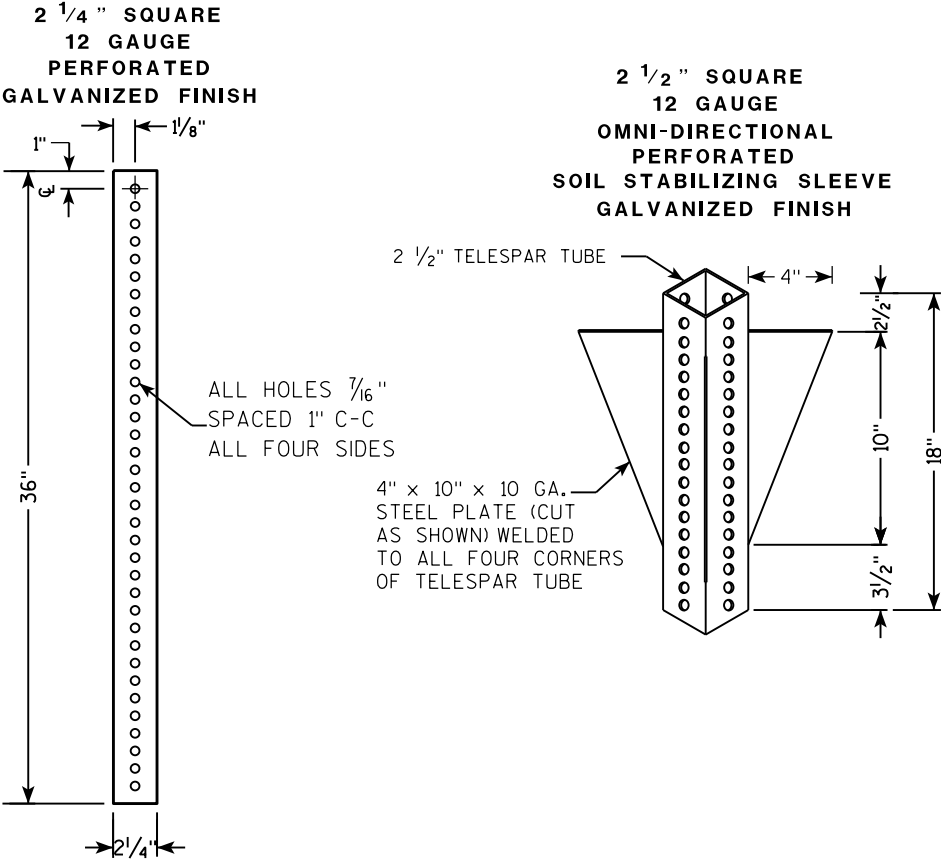
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

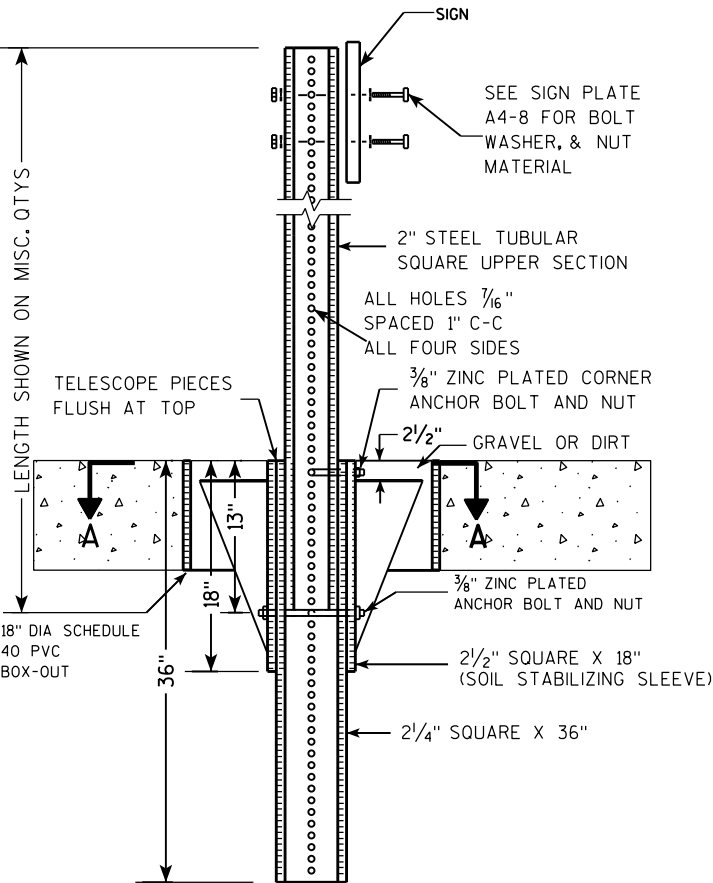
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

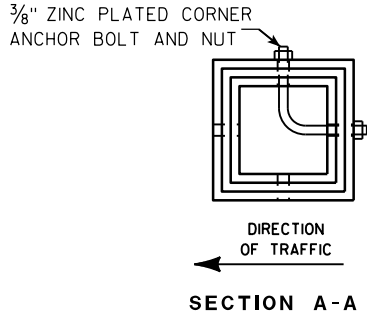
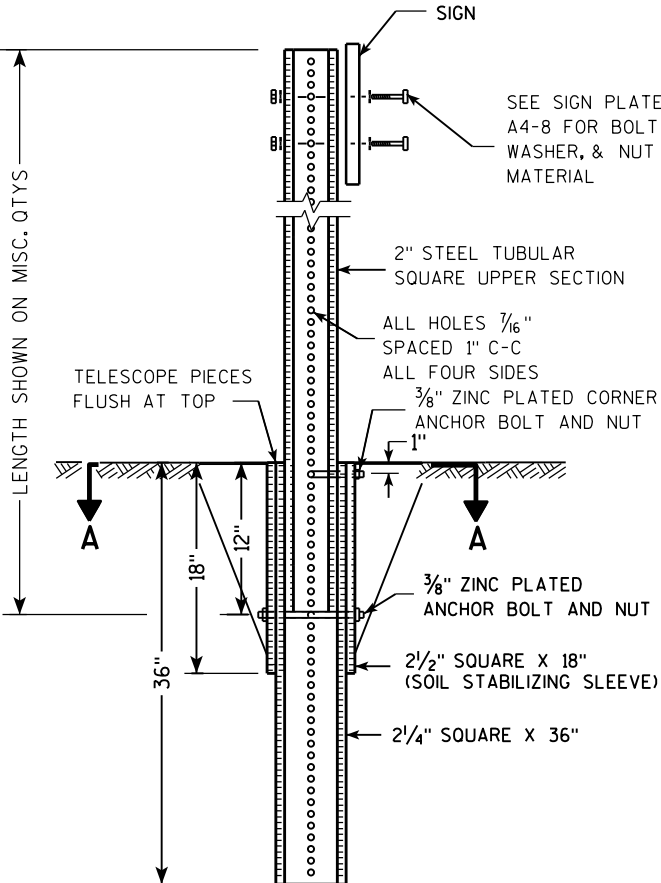
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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)



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

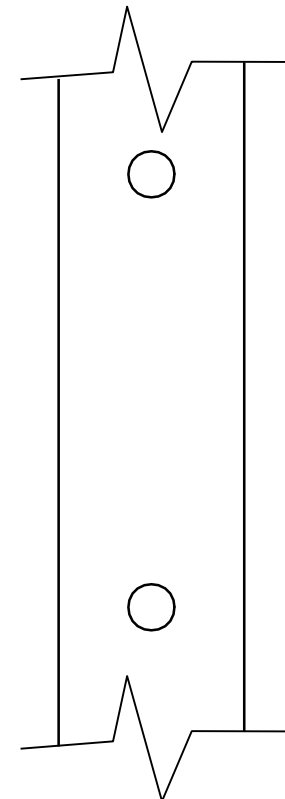
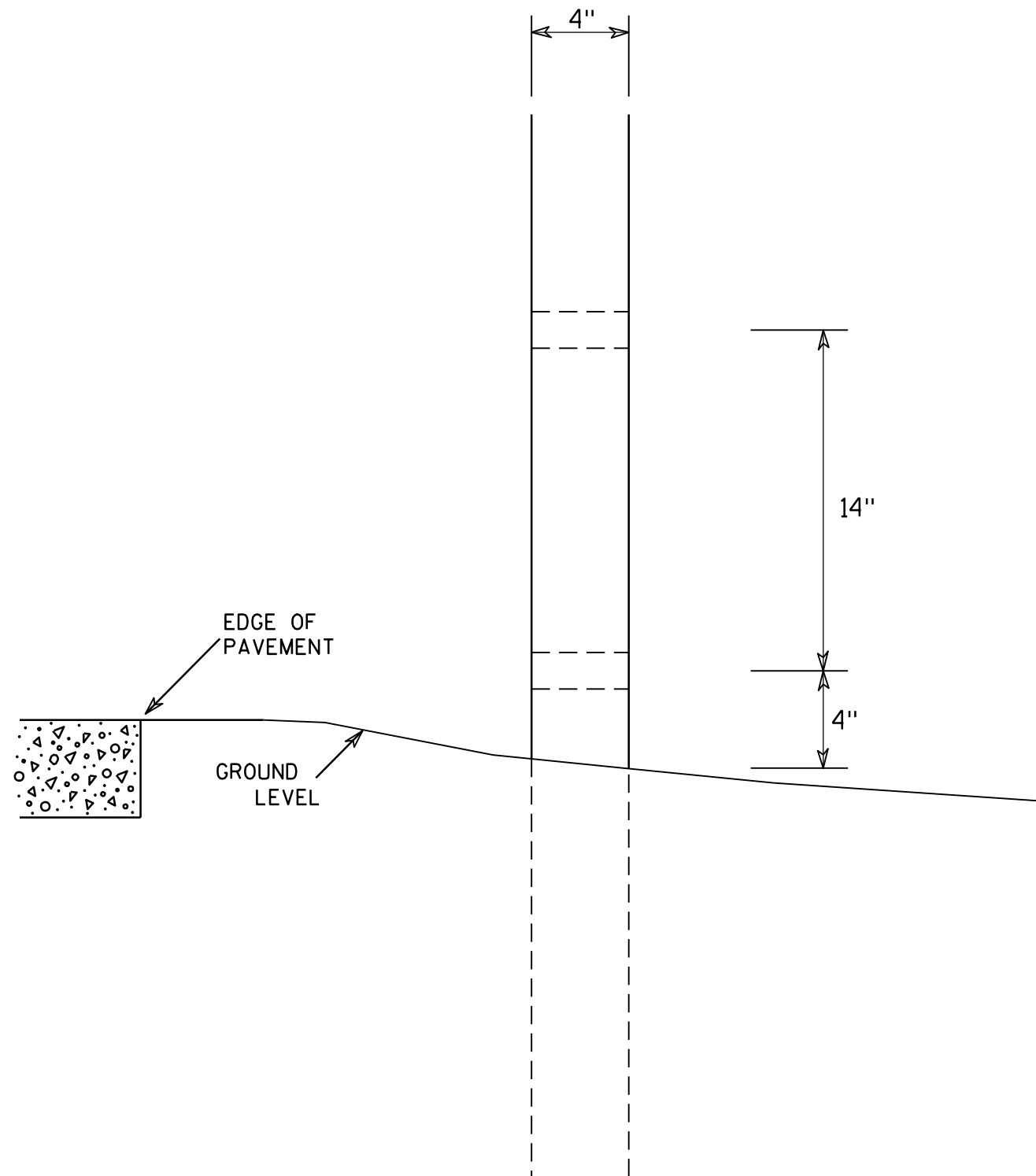
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 144 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

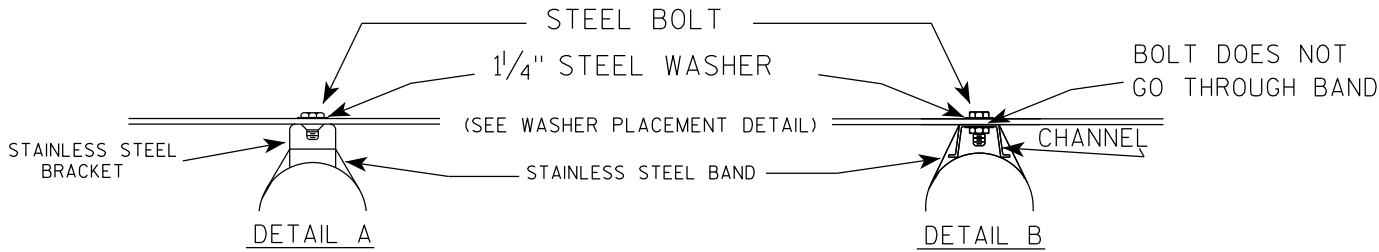
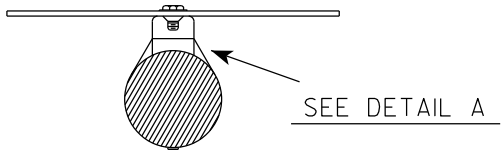
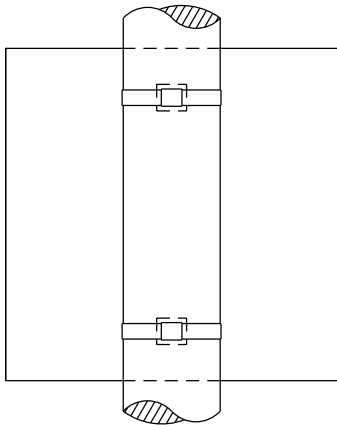
COUNTY:

SHEET NO: 145

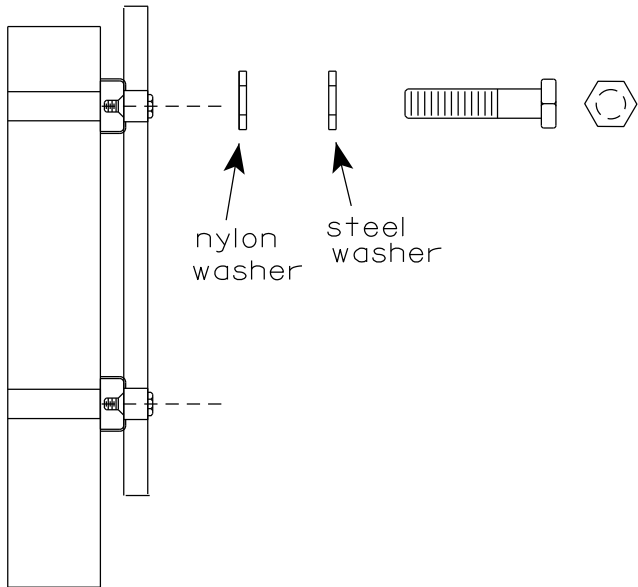
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

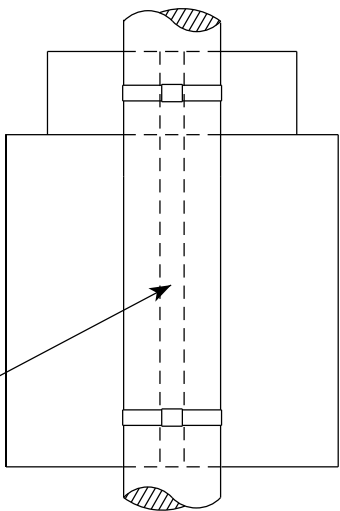


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

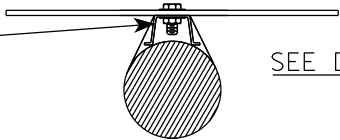
GENERAL NOTES

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

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

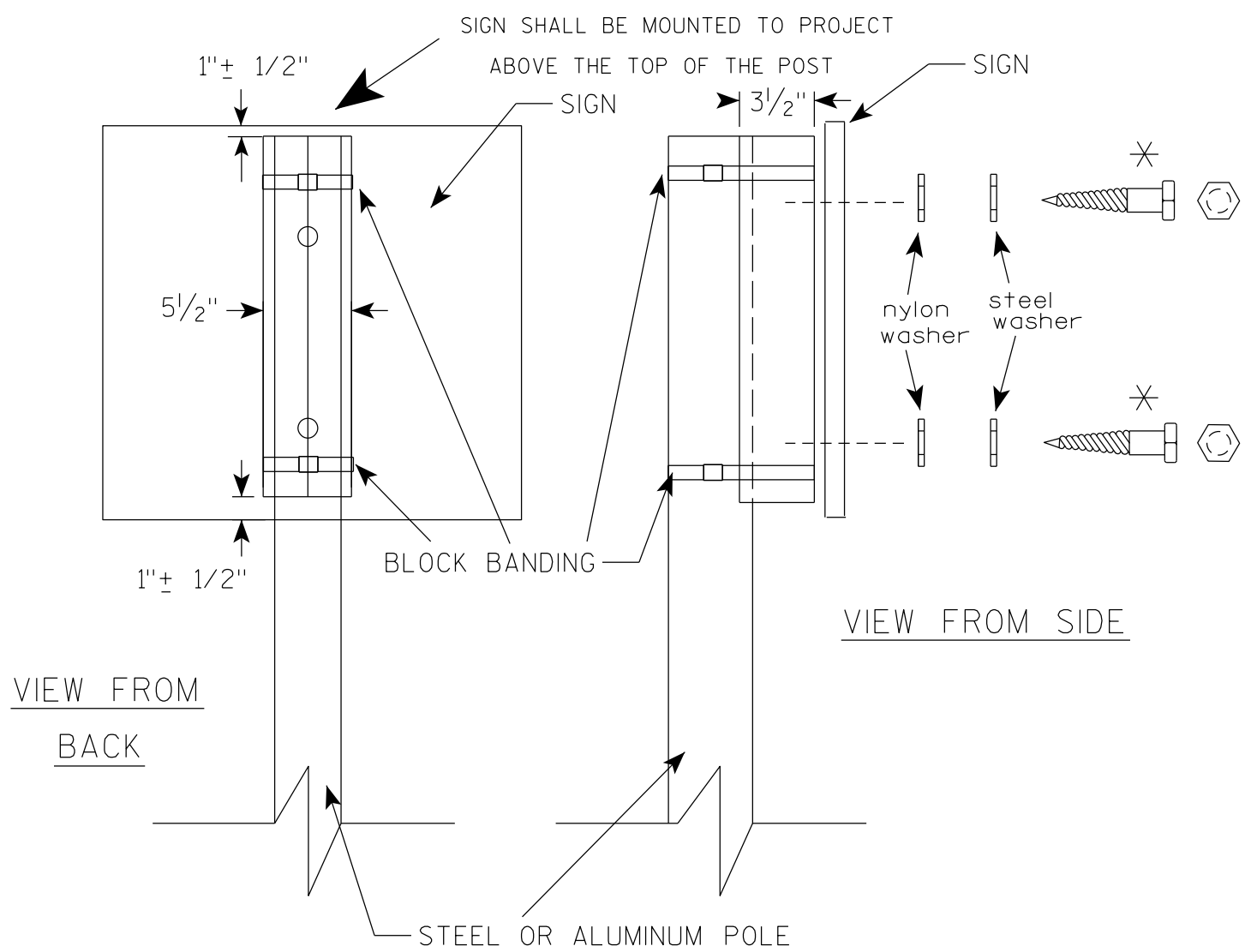


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

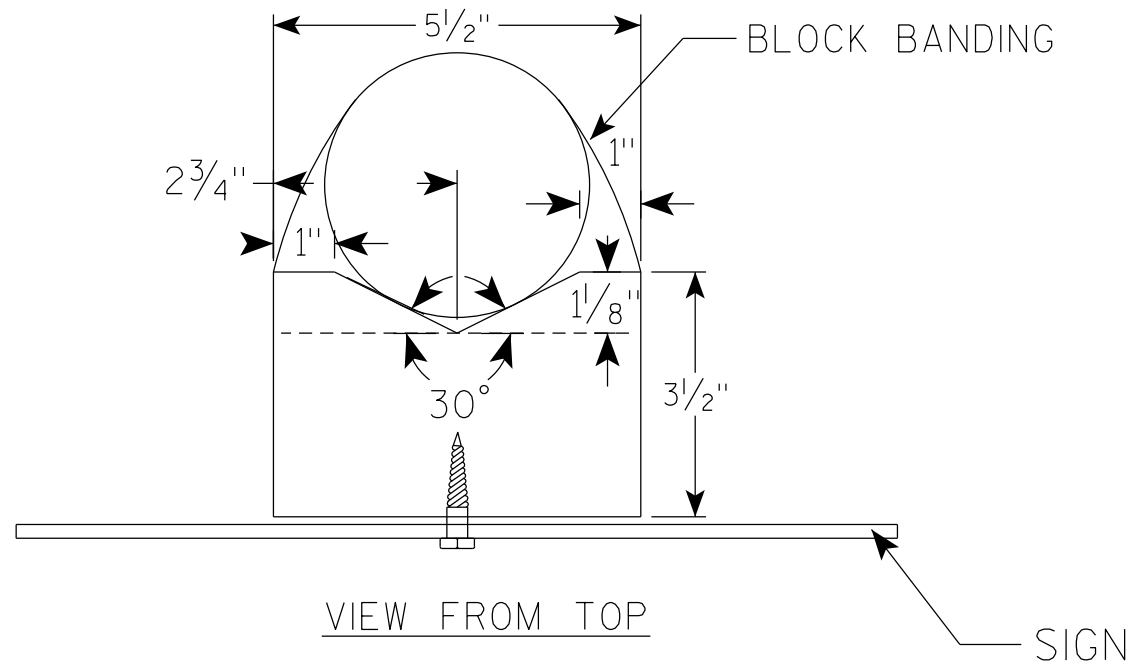
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 147

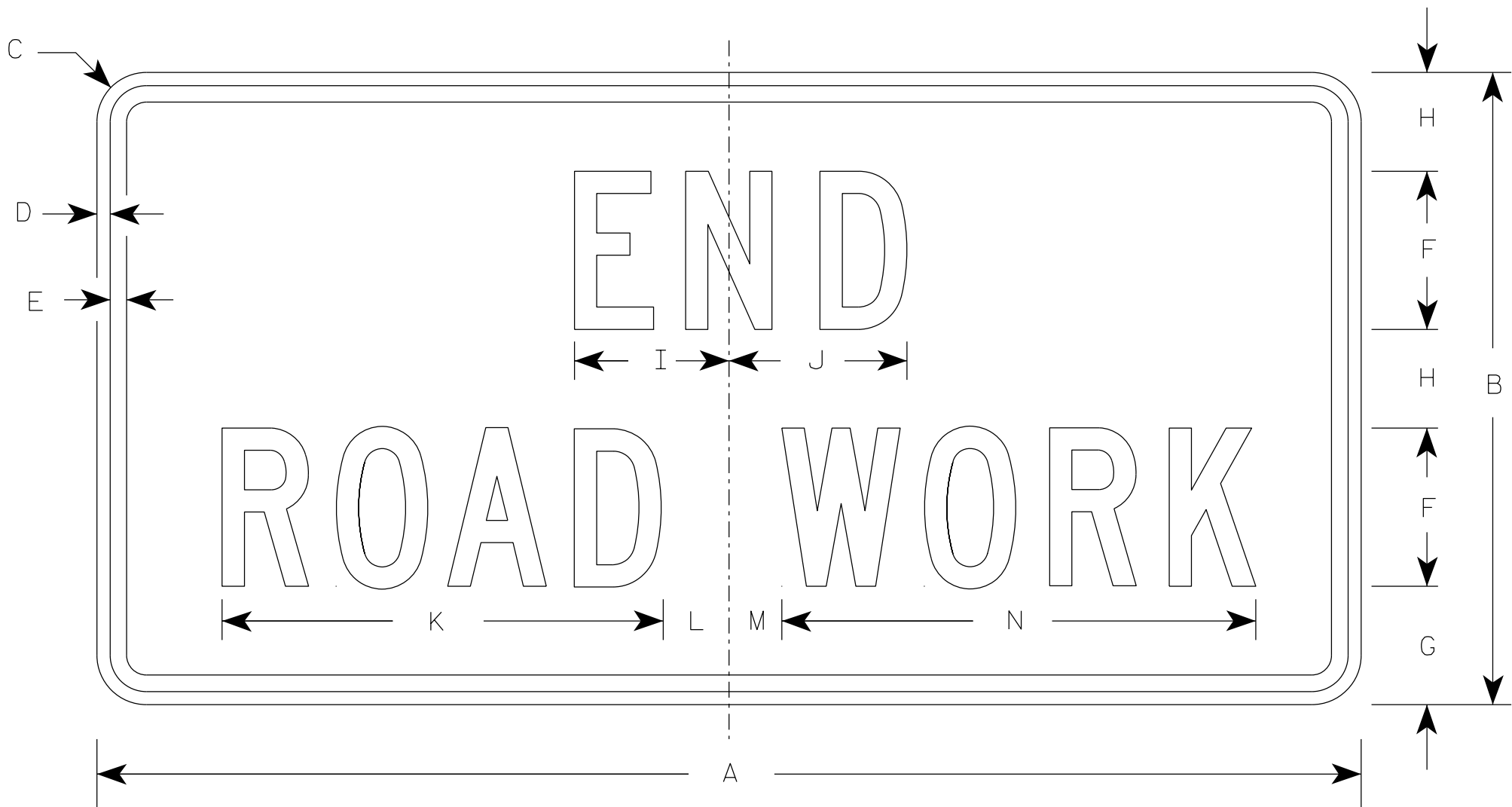
E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

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

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 148

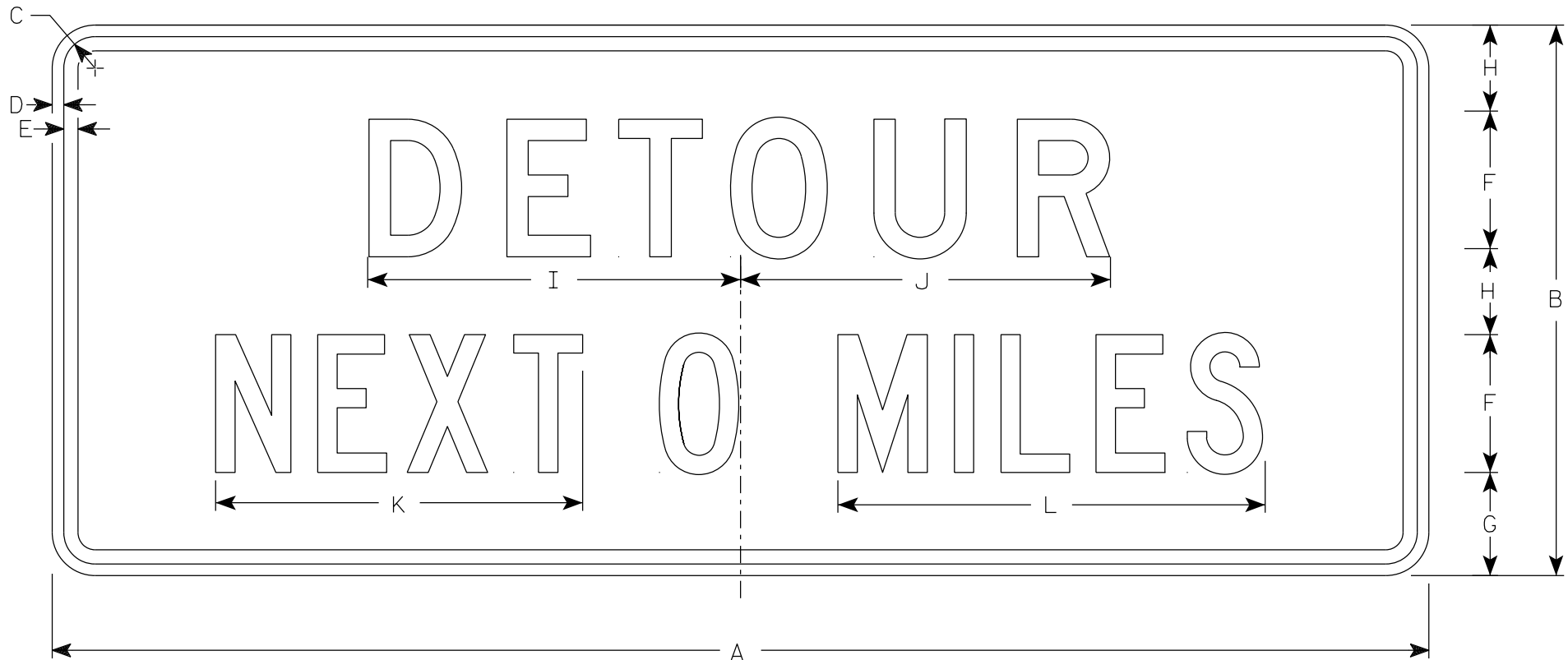
E

7

7

NOTES

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



G20-51

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

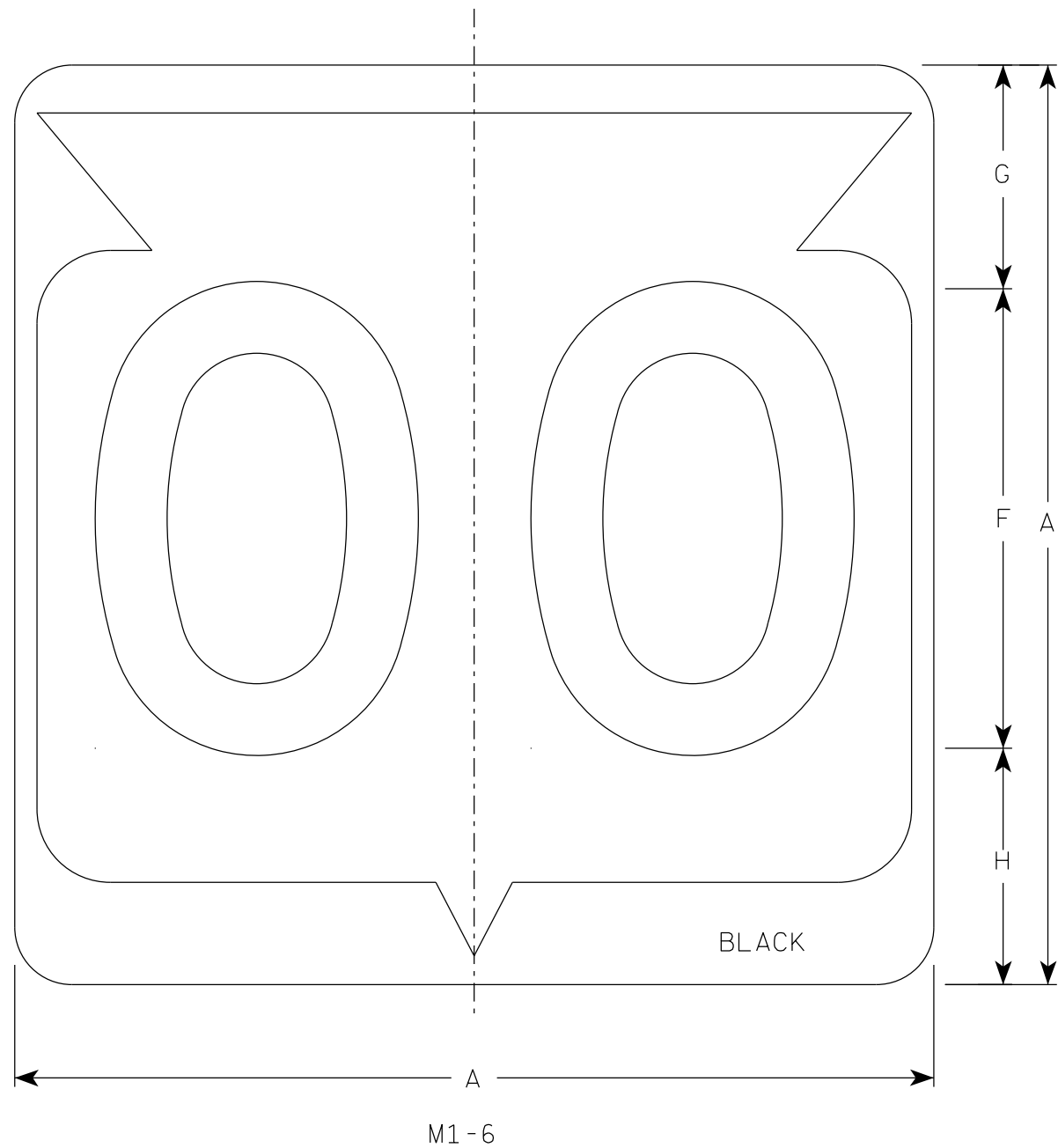
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
State Traffic Engineer

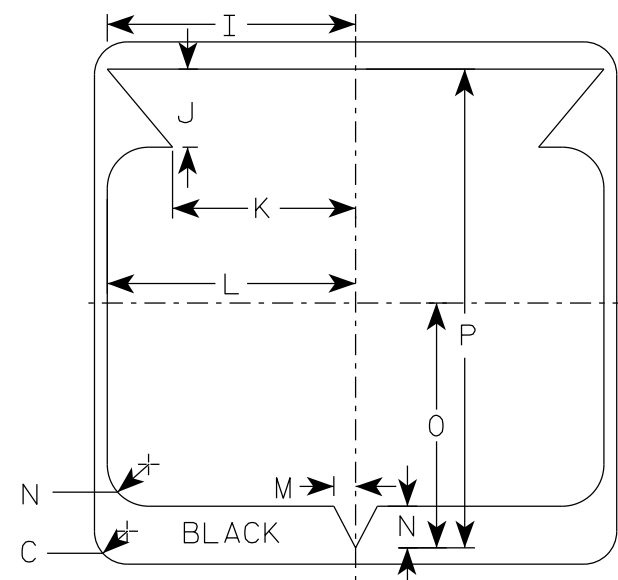
DATE 1/26/2023 PLATE NO. G20-51.3

7



NOTES

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



7

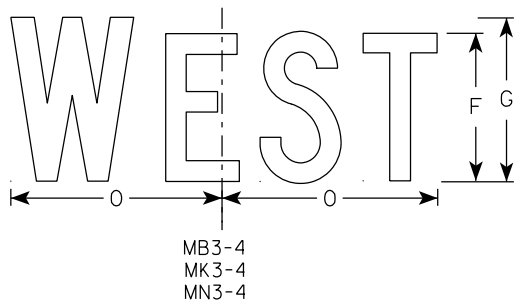
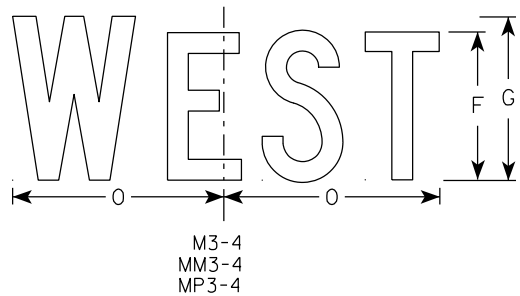
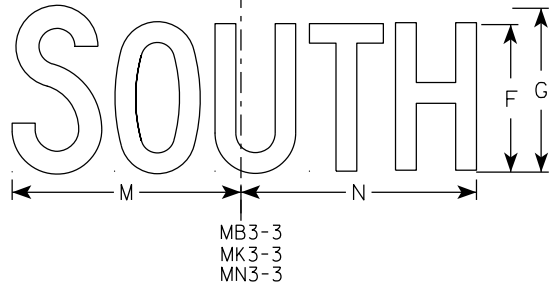
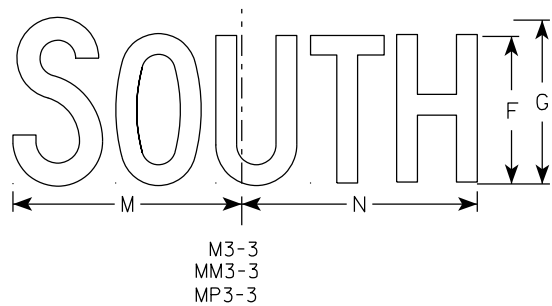
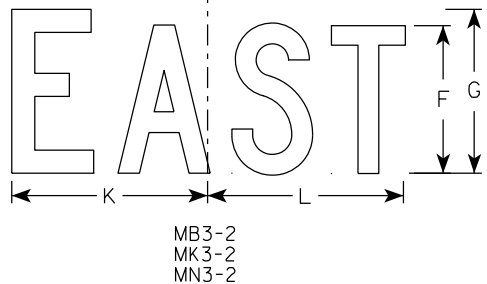
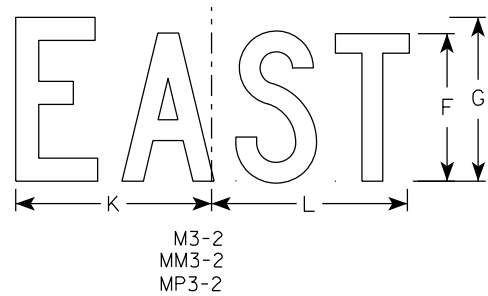
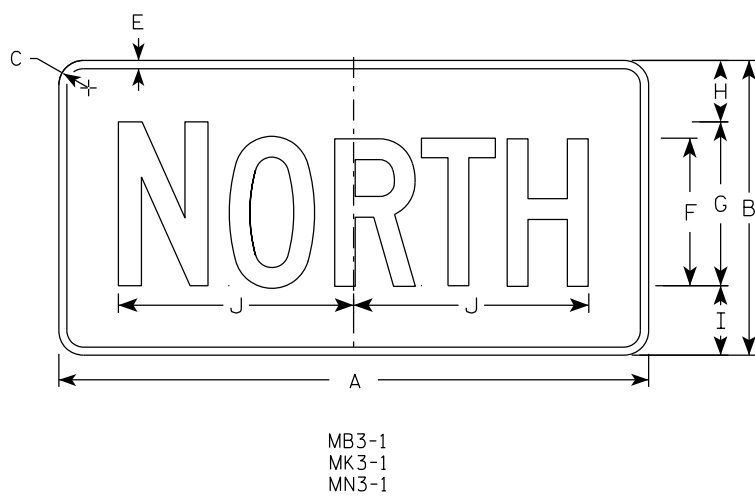
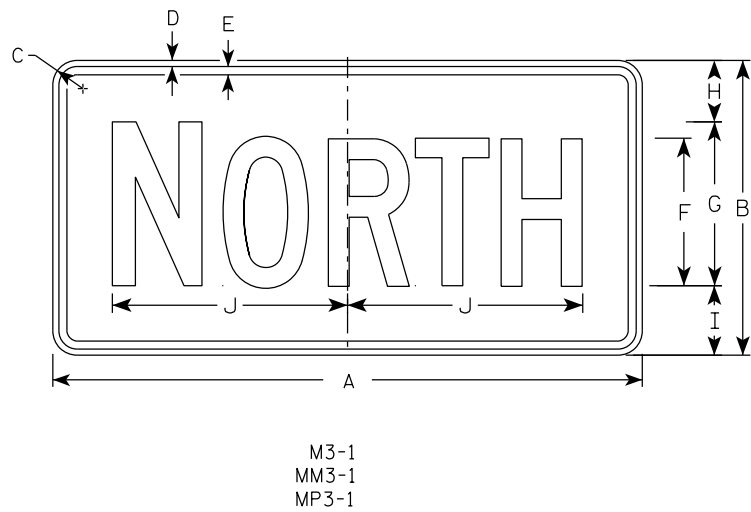
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8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

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

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

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 151	E
-------------	------	---------	---------------	---

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

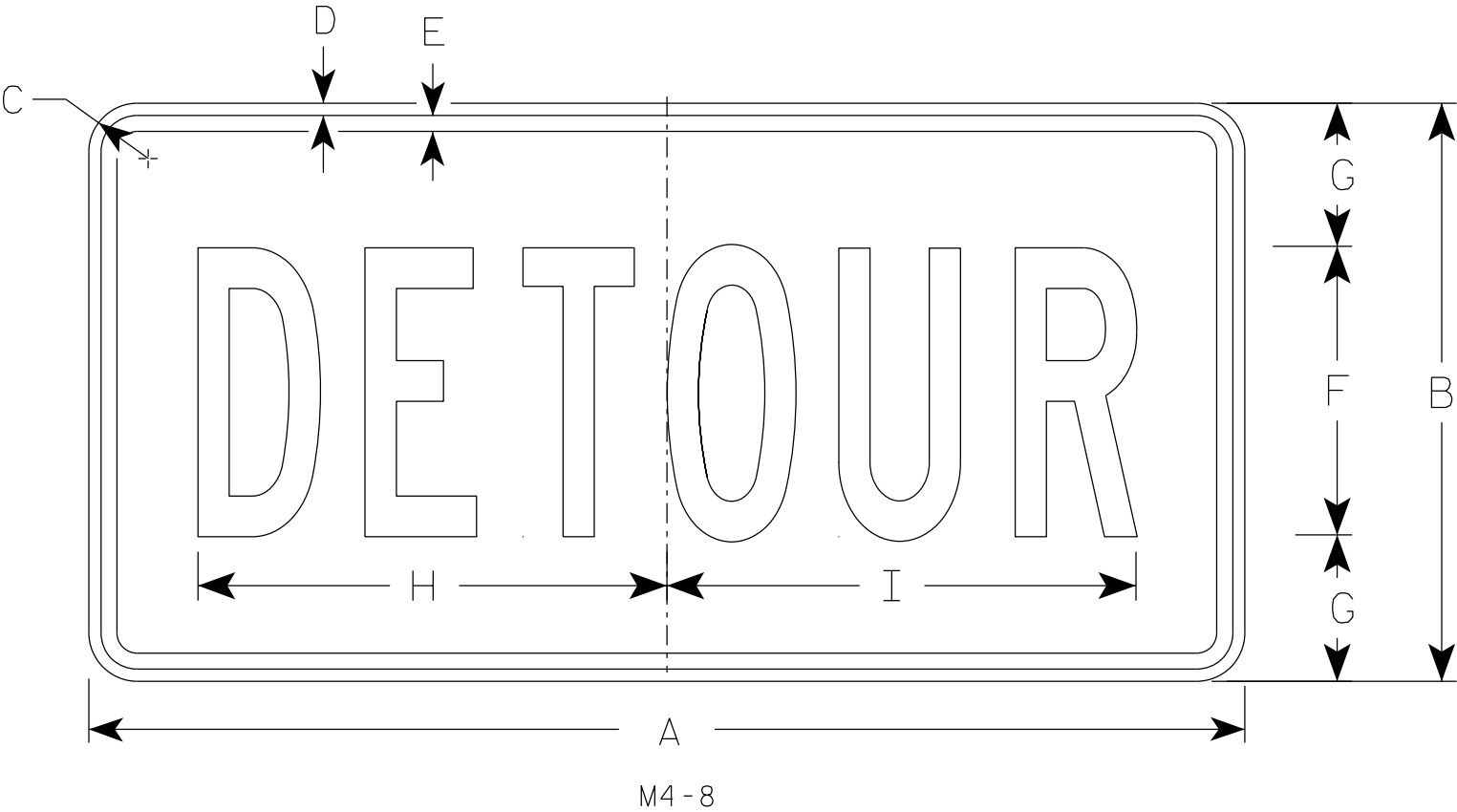
DATE 2/8/2023 PLATE NO. M3-1.15

7

7

NOTES

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



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

STANDARD SIGN

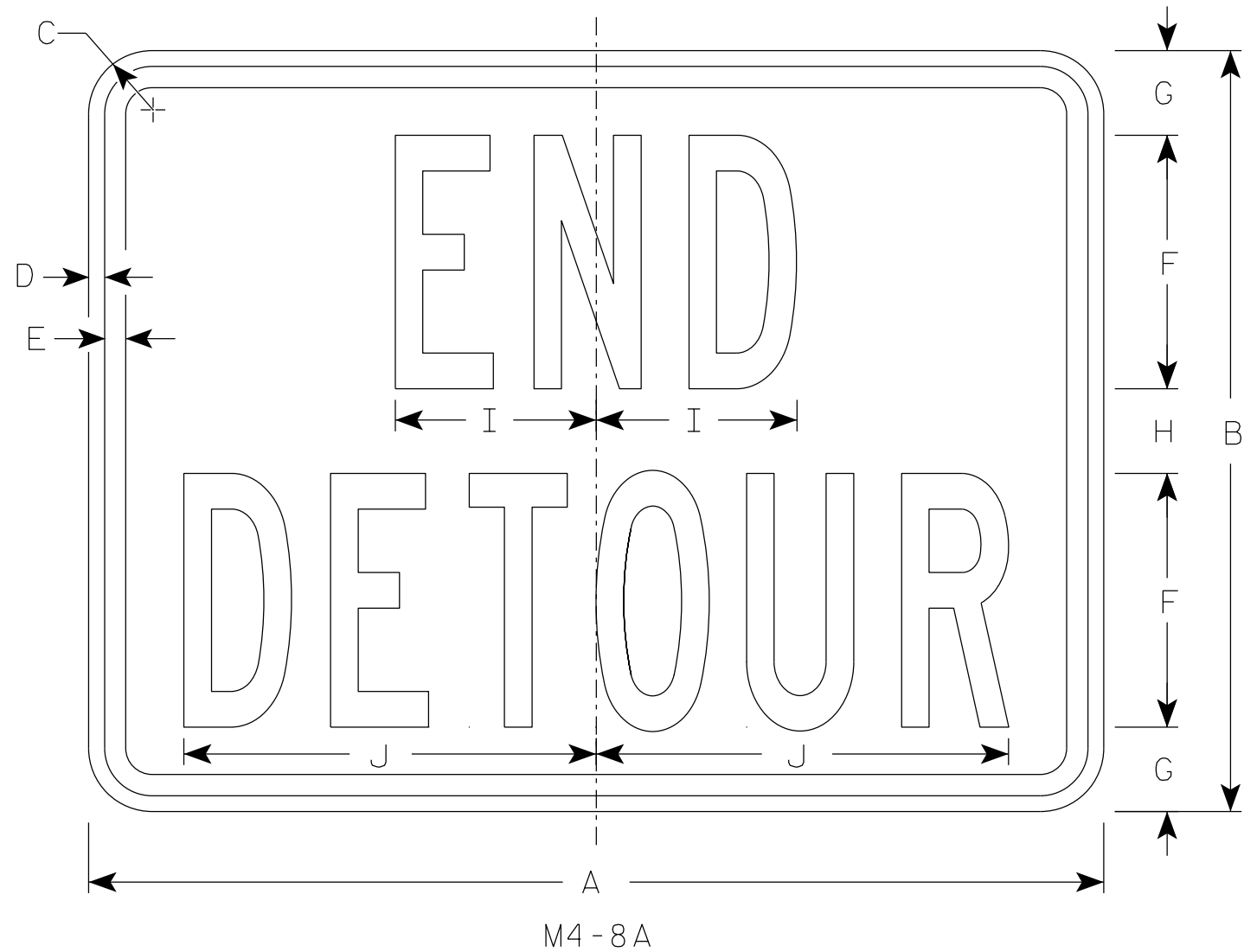
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

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

STANDARD SIGN

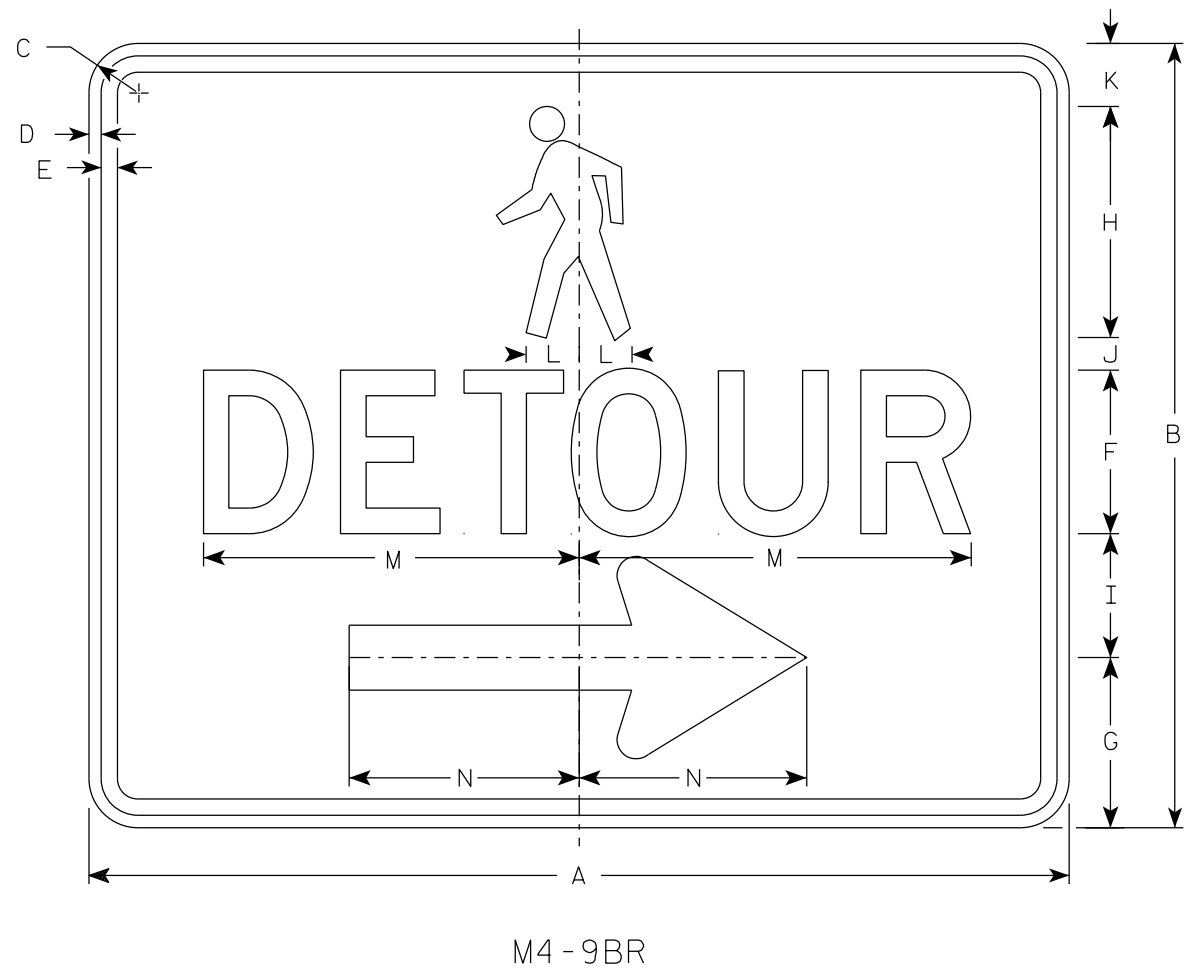
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

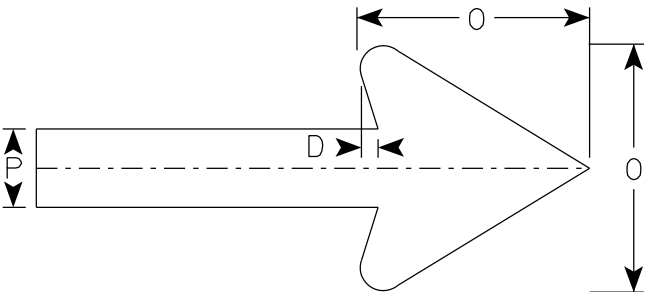
DATE 2/9/2023 PLATE NO. M4-8A.4

7



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

7

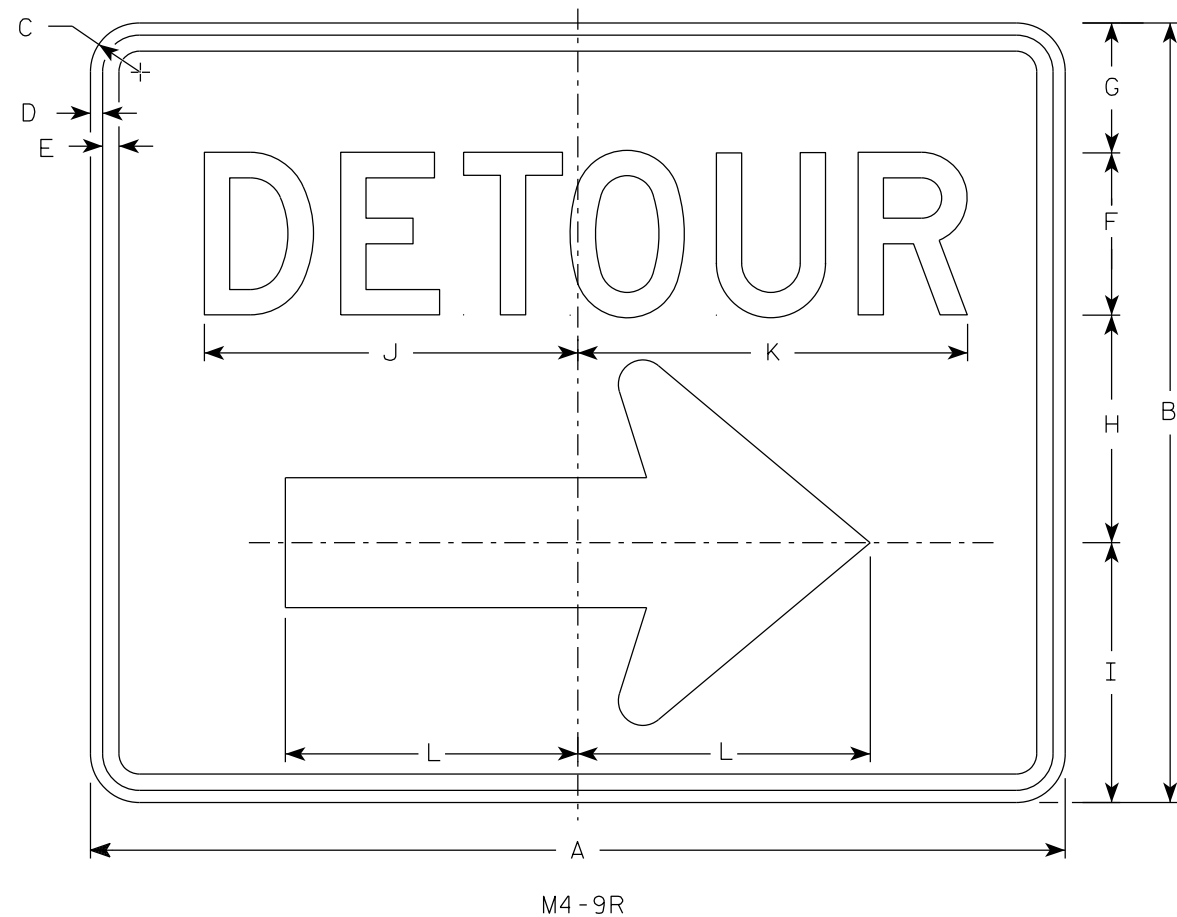
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4			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

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

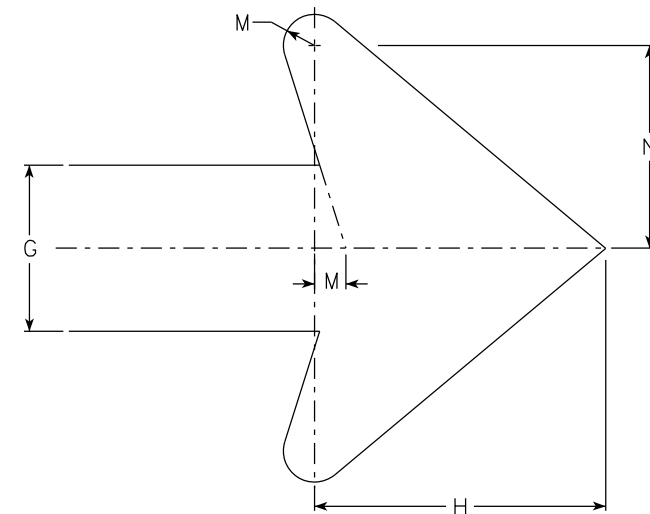
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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



NOTES

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



Arrow Detail

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

STANDARD SIGN M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

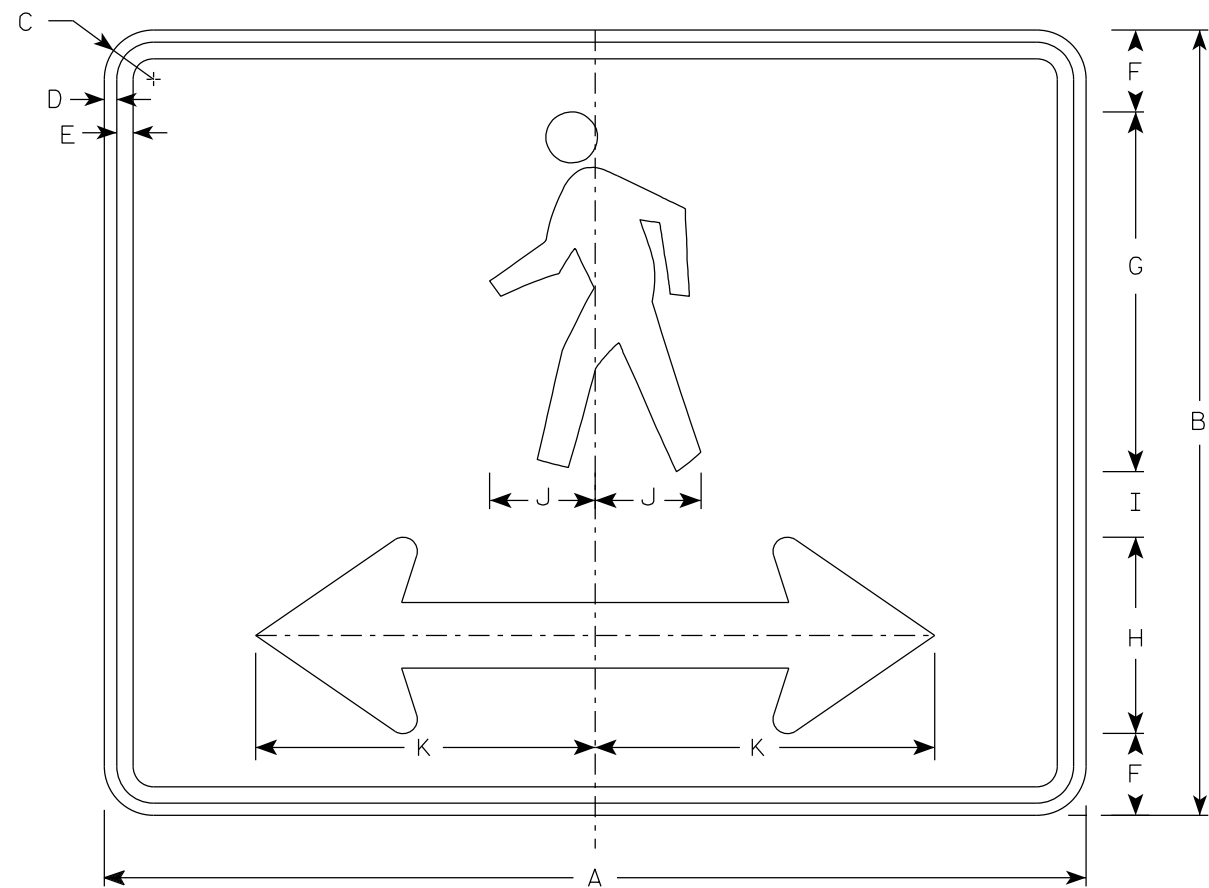
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 155 **E**

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 42

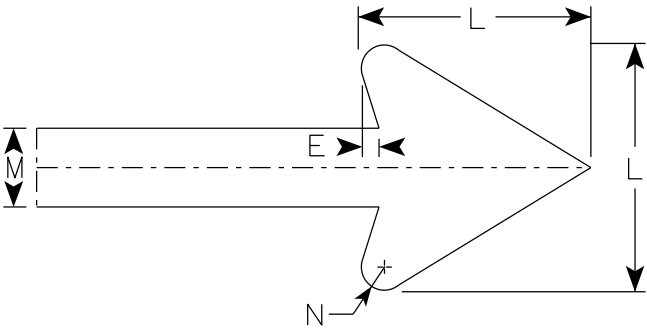
7



M4-60D

NOTES

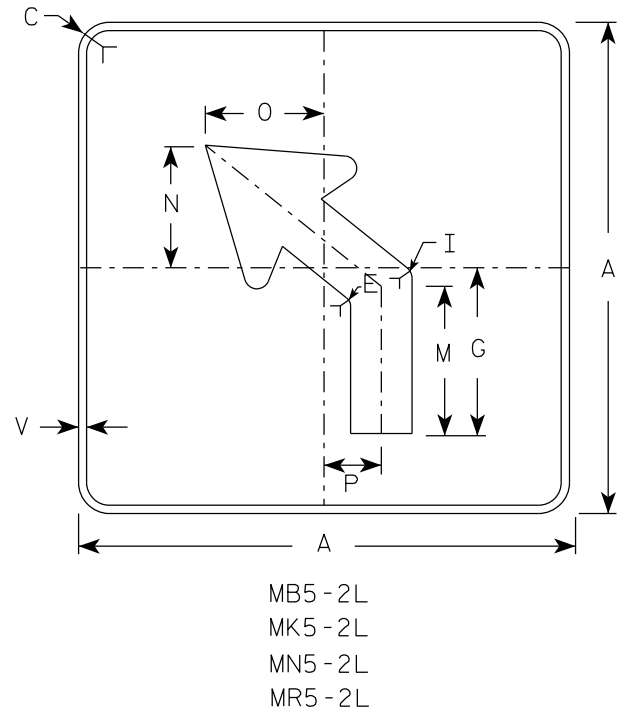
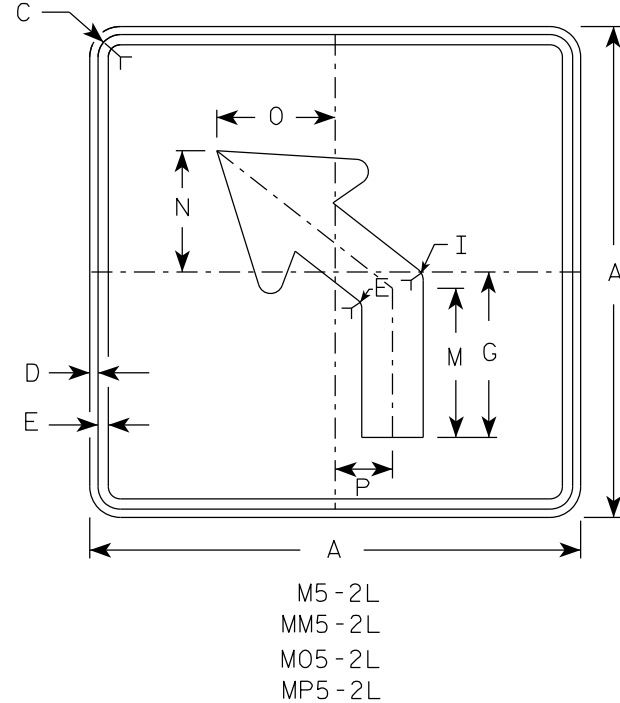
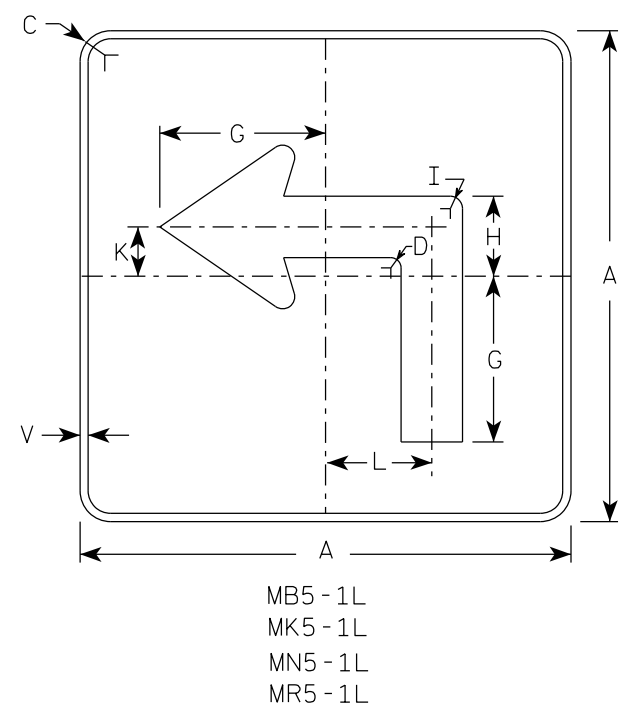
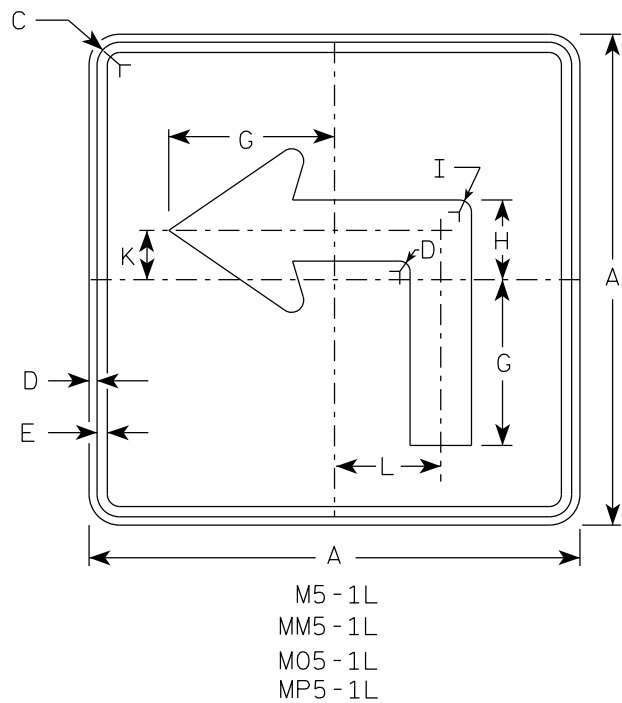
- 1. Sign is Type II- Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

7

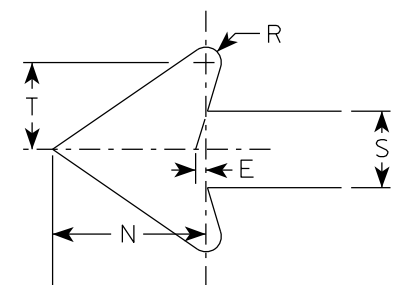
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																							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



NOTES

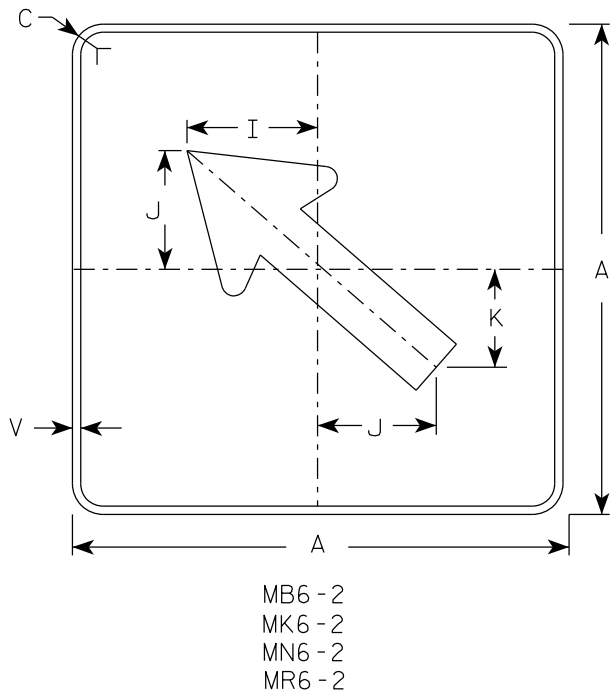
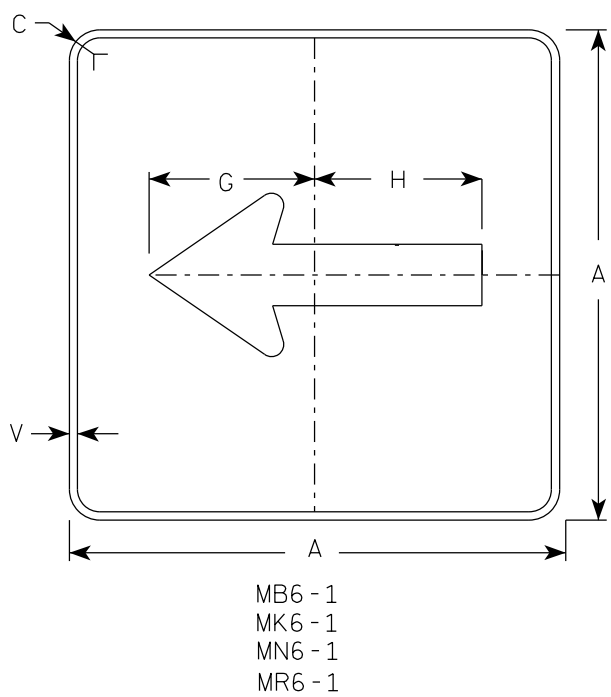
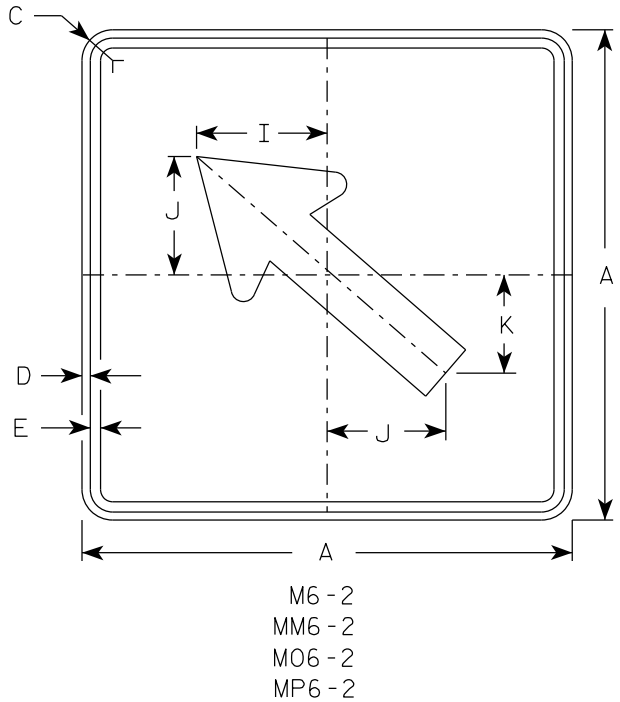
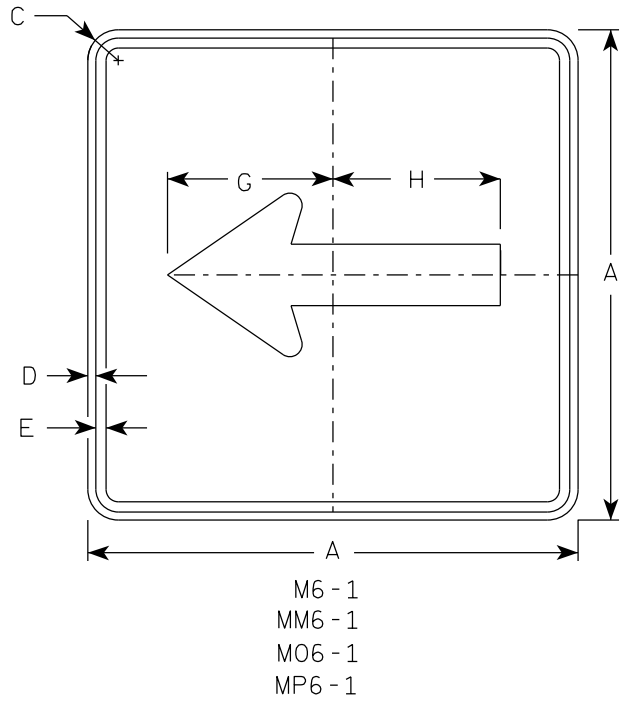
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|
| M5-1 and | M5-2 | Background - White |
| | | Message - Black |
| MB5-1 and | MB5-2 | Background - Blue |
| | | Message - White |
| MK5-1 and | MK5-2 | Background - Green |
| | | Message - White |
| MM5-1 and | MM5-2 | Background - White |
| | | Message - Green |
| MN5-1 and | MN5-2 | Background - Brown |
| | | Message - White |
| M05-1 and | M05-2 | Background - Orange - Type F Reflective |
| | | Message - Black |
| MP5-1 and | MP5-2 | Background - White |
| | | Message - Blue |
| MR5-1 and | MR5-2 | Background - Brown |
| | | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL

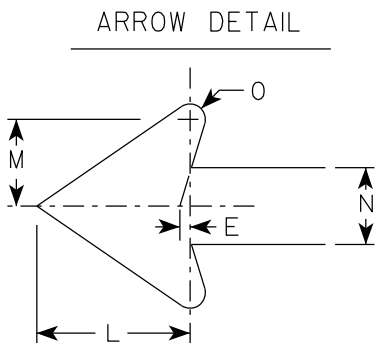


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 157	E
-------------	------	---------	---------------	---



- NOTES
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 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.
 - M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow



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

PROJECT NO:

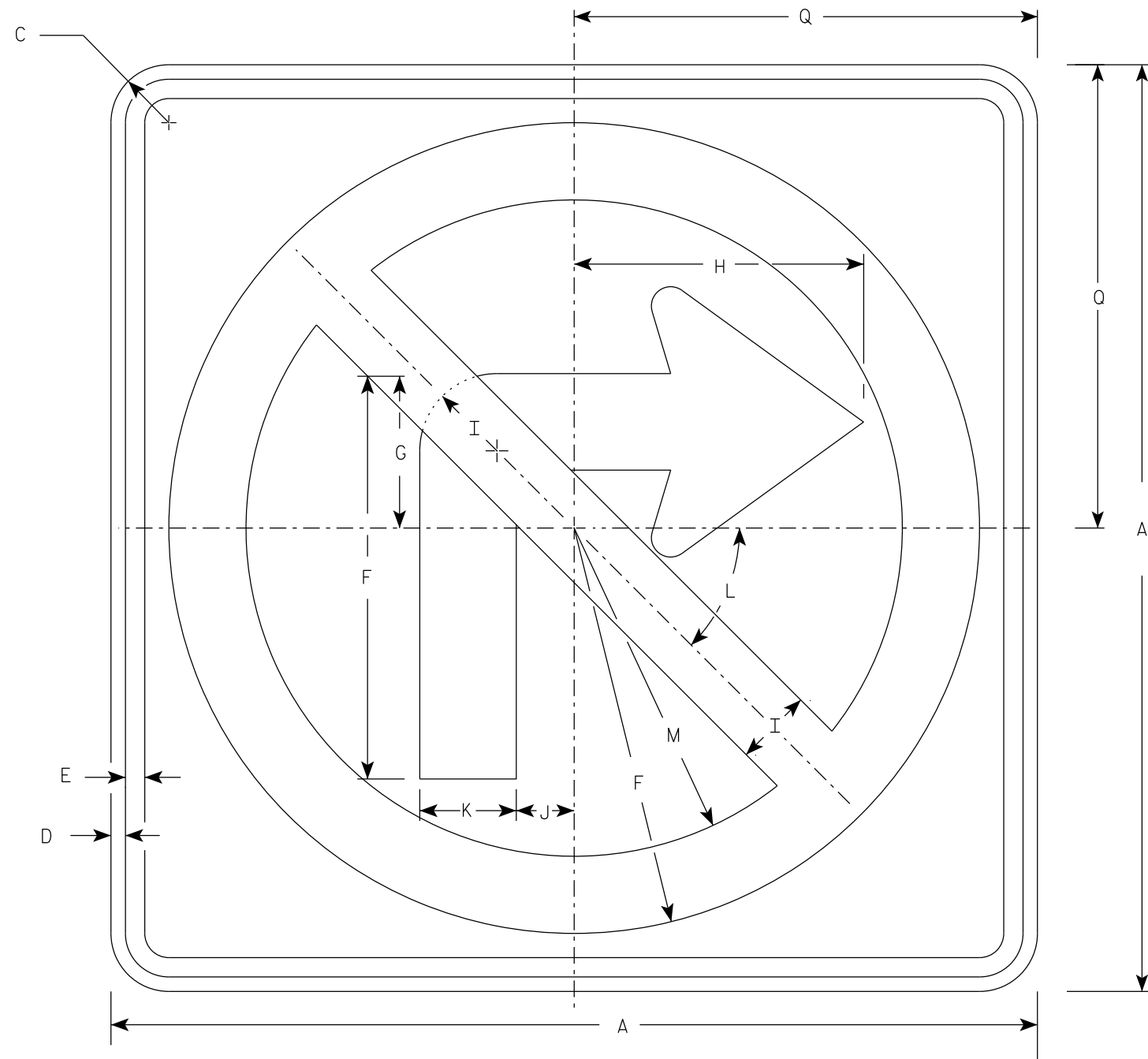
HWY:

COUNTY:

SHEET NO: 158

E

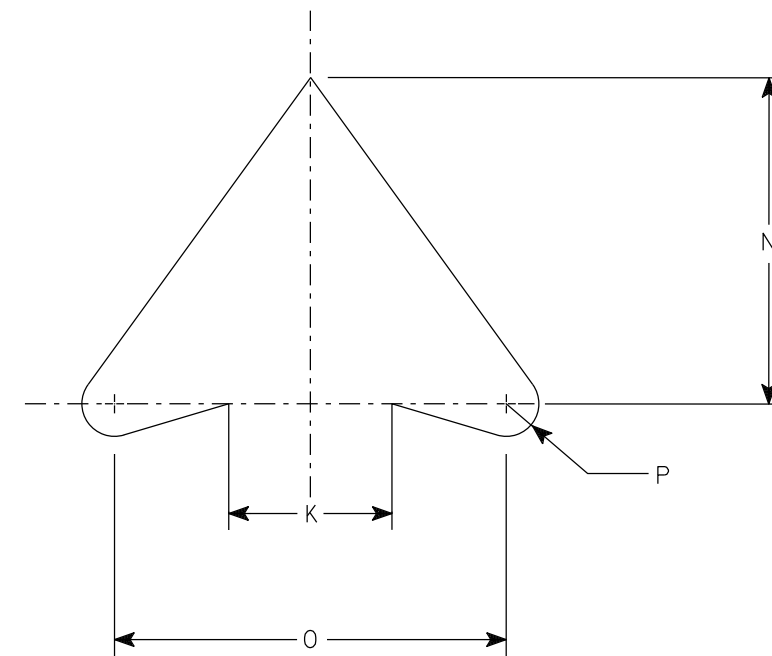
7



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.

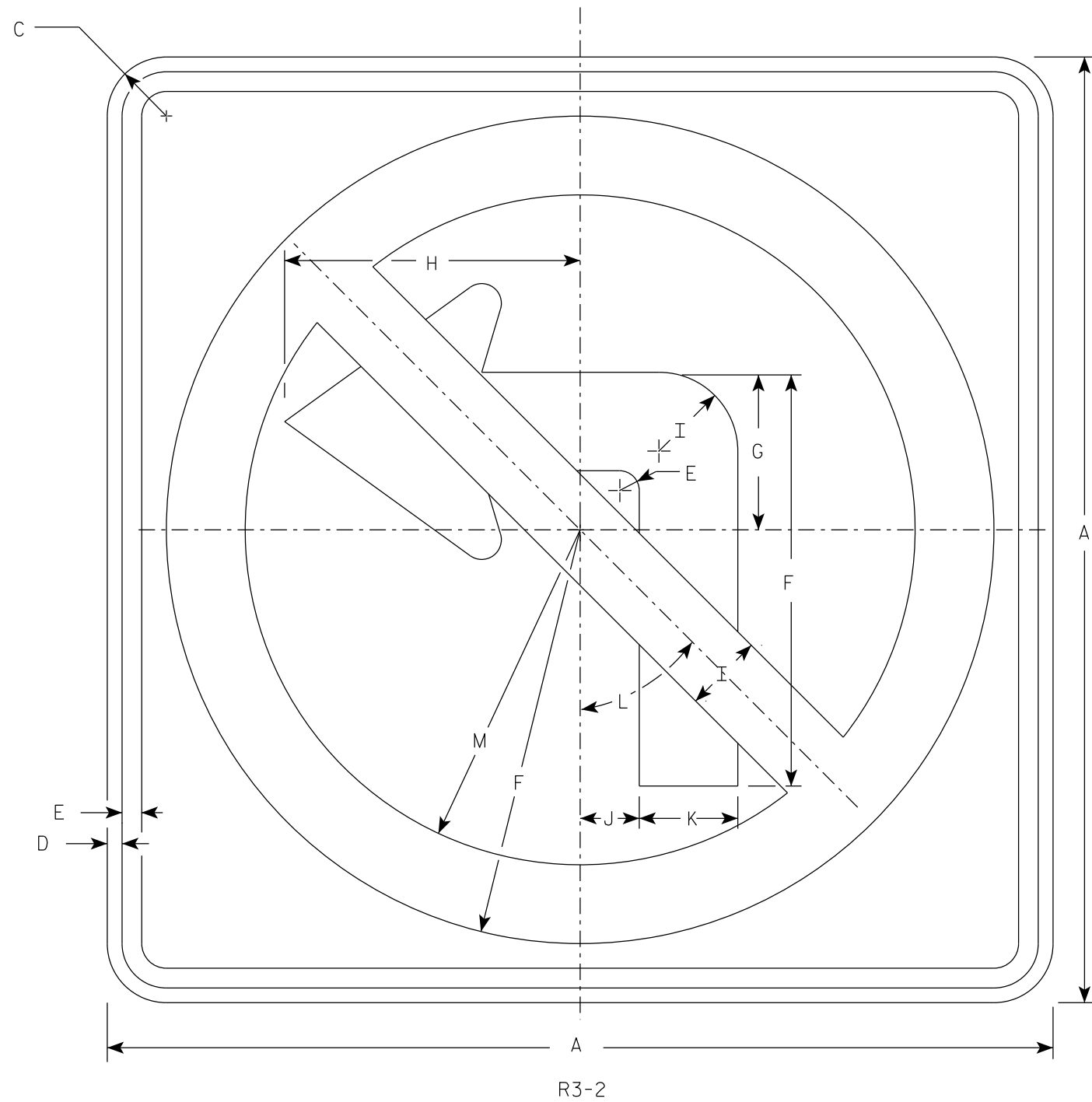


ARROW DETAIL

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 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

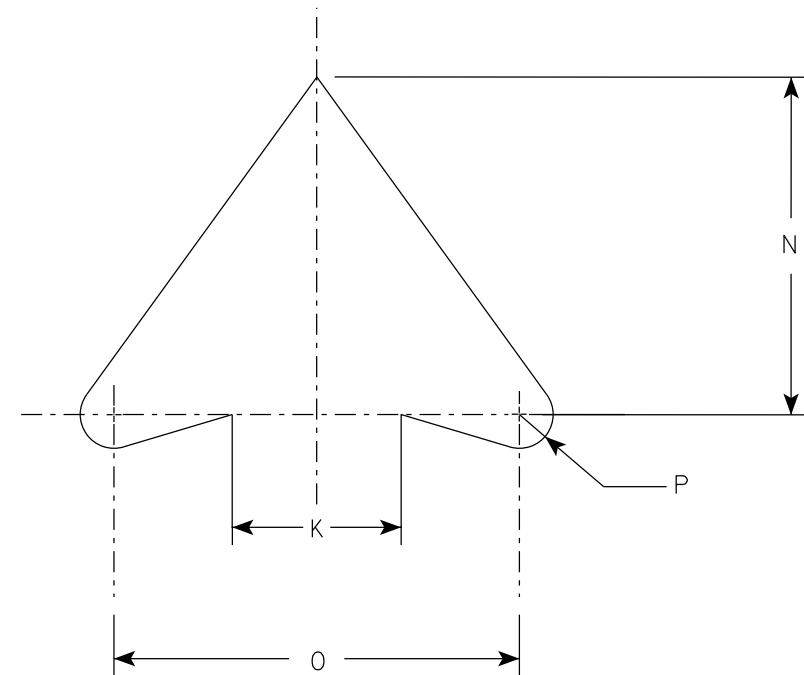
PROJECT NO:		HWY:		COUNTY:		SHEET NO: 159		E
-------------	--	------	--	---------	--	---------------	--	---

7



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 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

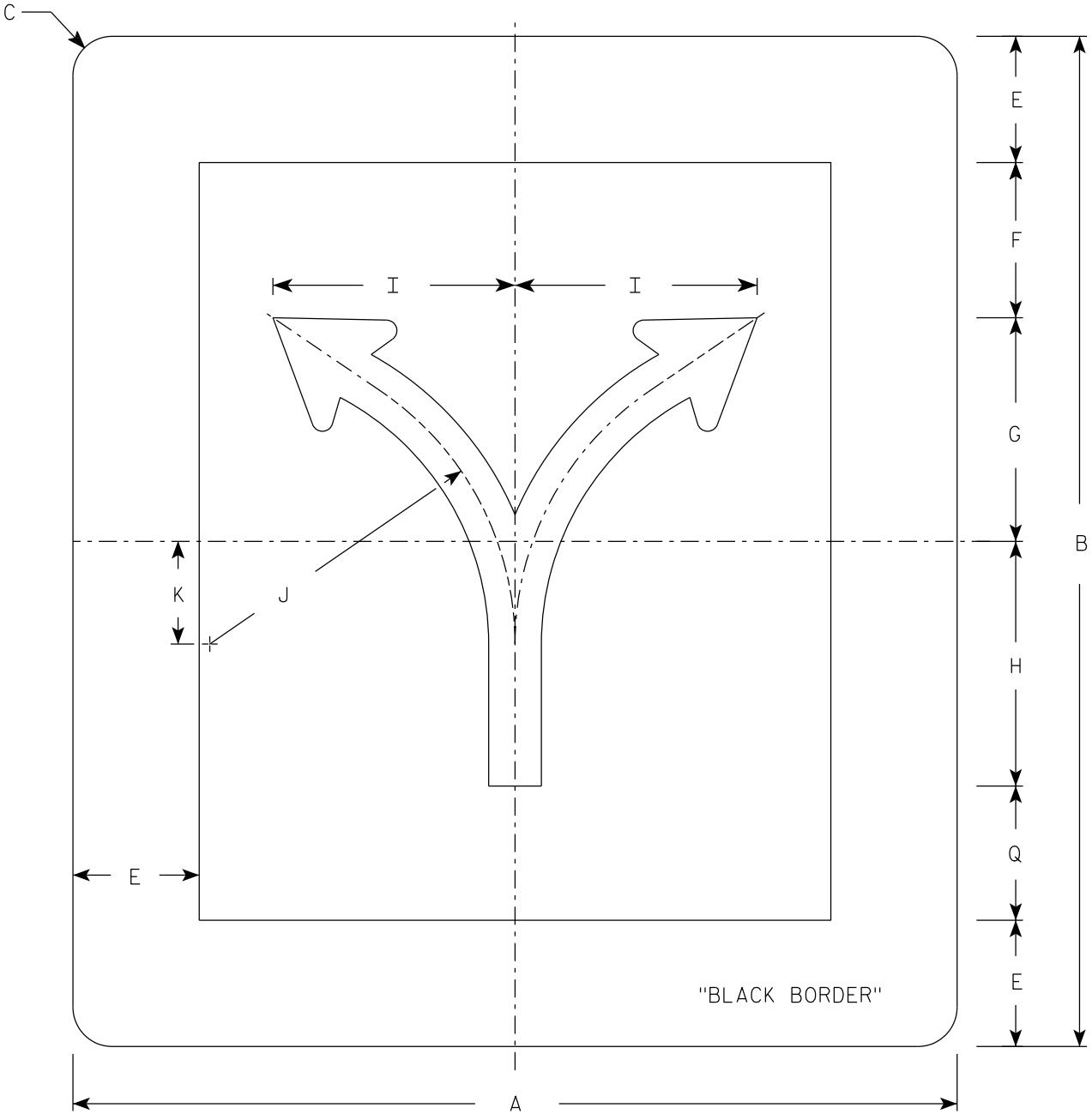
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 160

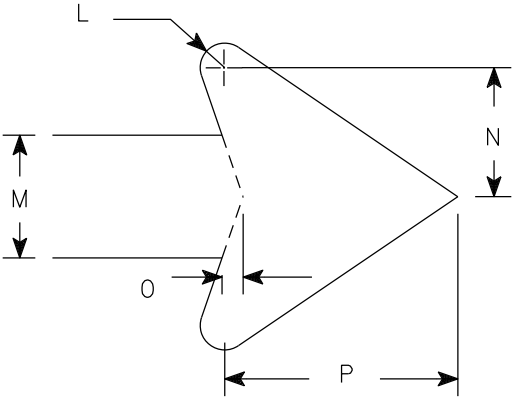
E



R3-6T

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. The 6" border is non-reflective black.



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	42	48	1 7⁄8		6	7 3⁄8	10 5⁄8	11 5⁄8	11 1⁄2	14 1⁄2	4 7⁄8	1⁄2	2 1⁄2	2 5⁄8	3⁄8	4 3⁄4	6 3⁄8										14.0
2M	42	48	1 7⁄8		6	7 3⁄8	10 5⁄8	11 5⁄8	11 1⁄2	14 1⁄2	4 7⁄8	1⁄2	2 1⁄2	2 5⁄8	3⁄8	4 3⁄4	6 3⁄8										14.0
3																											
4																											
5																											

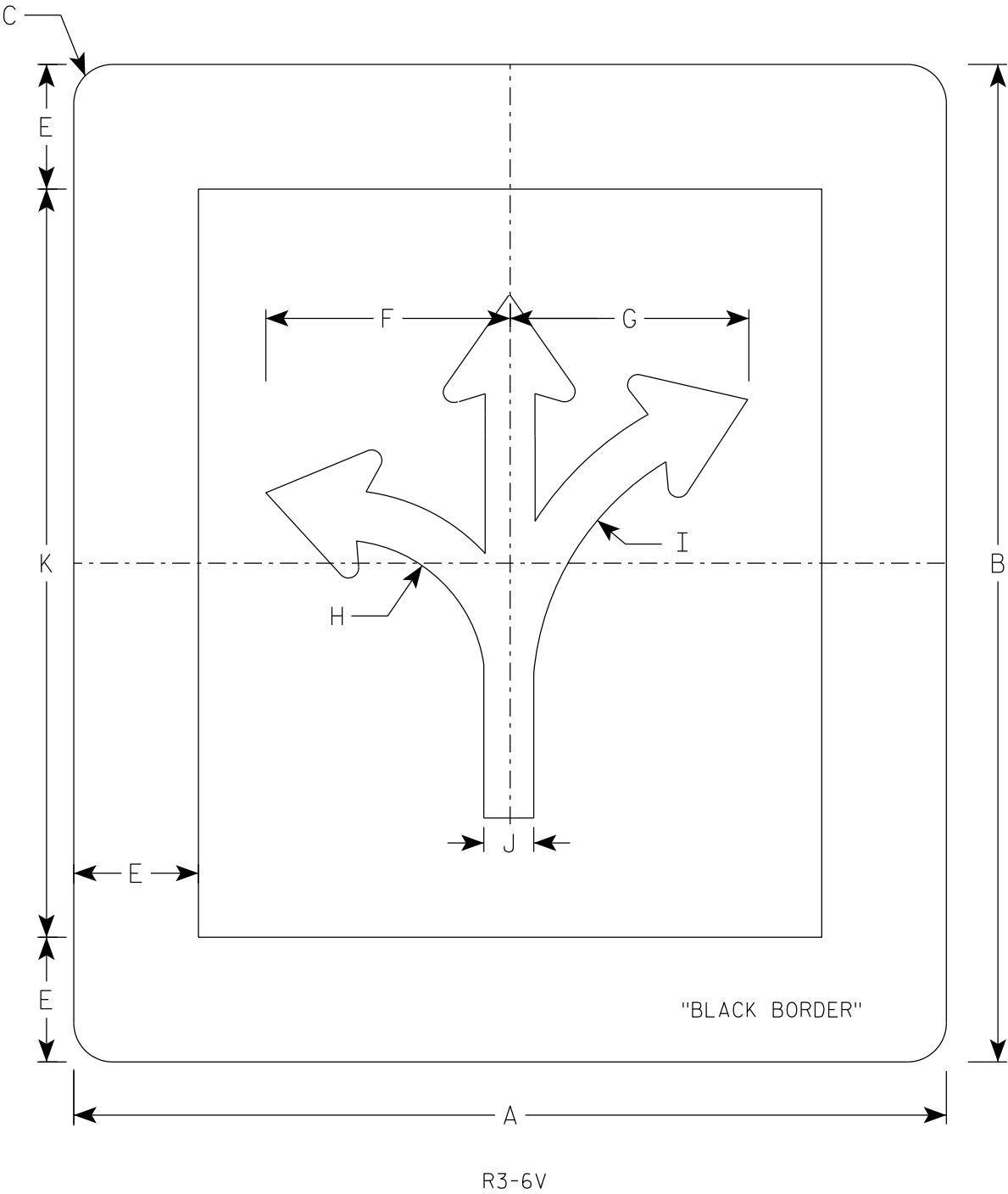
STANDARD SIGN
R3-6T

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-6T.7

7



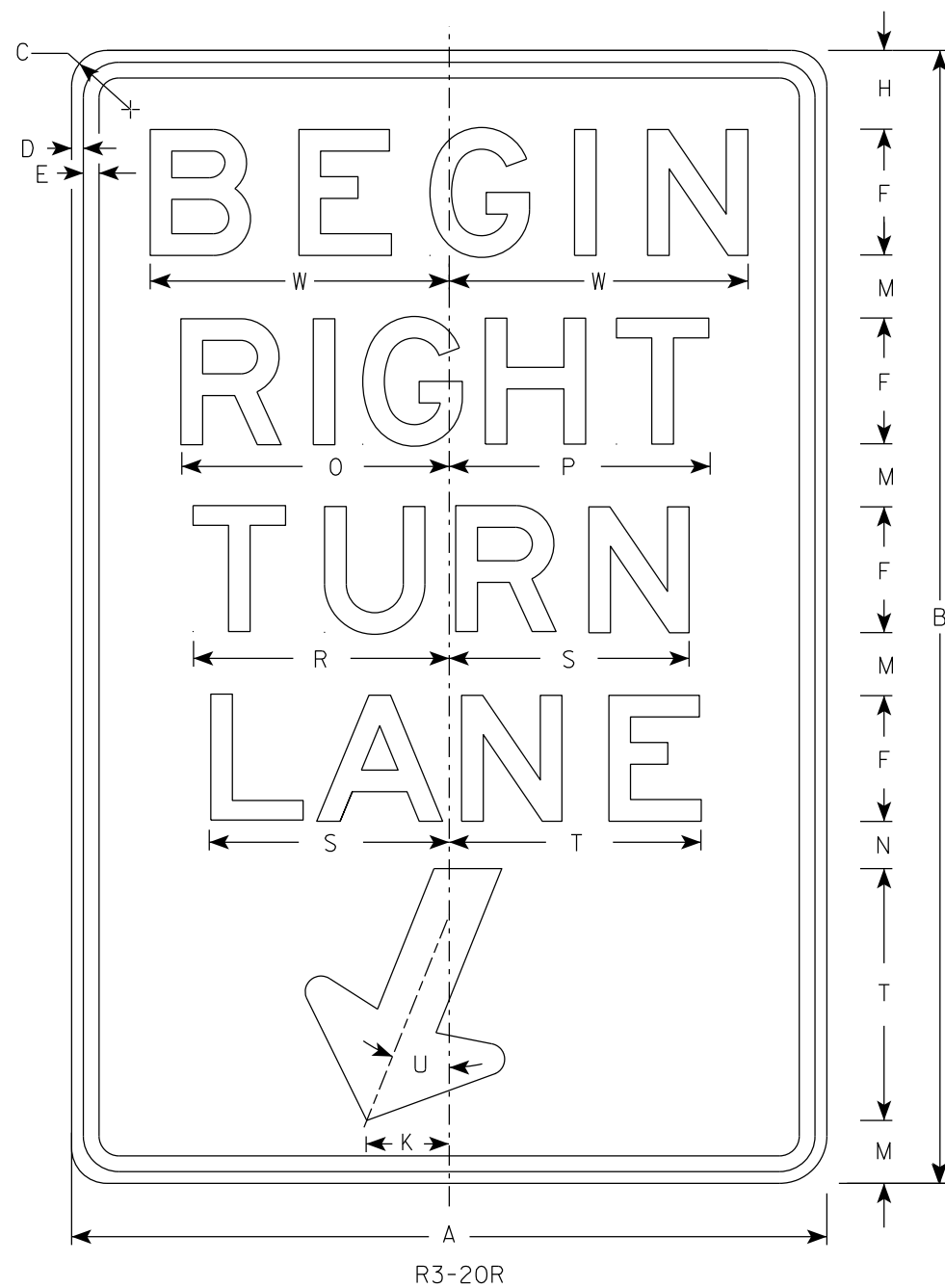
NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. The 6" border is non-reflective black.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48	1 7/8		6	11 3/4	11 1/2	7	13 1/4	2 3/8	36																14.0
2M	42	48	1 7/8		6	11 3/4	11 1/2	7	13 1/4	2 3/8	36																14.0
3																											
4																											
5																											

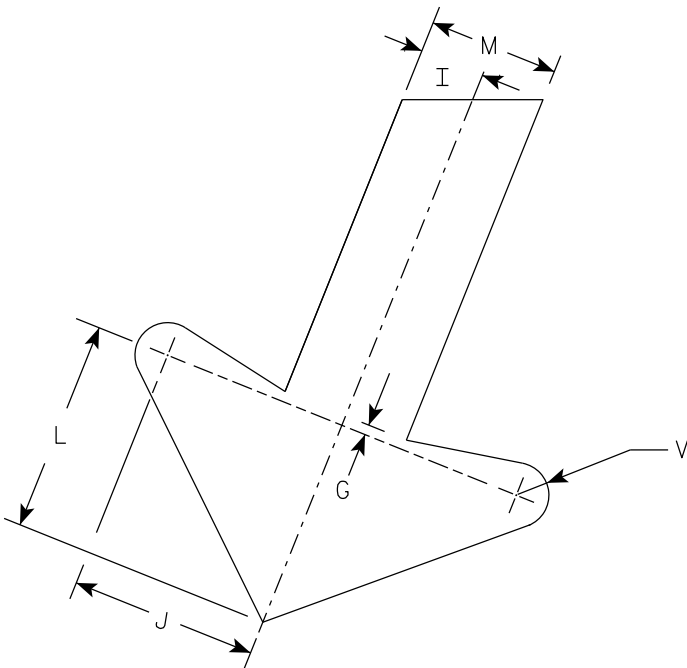
7



R3-20R

NOTES

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



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

PROJECT NO:

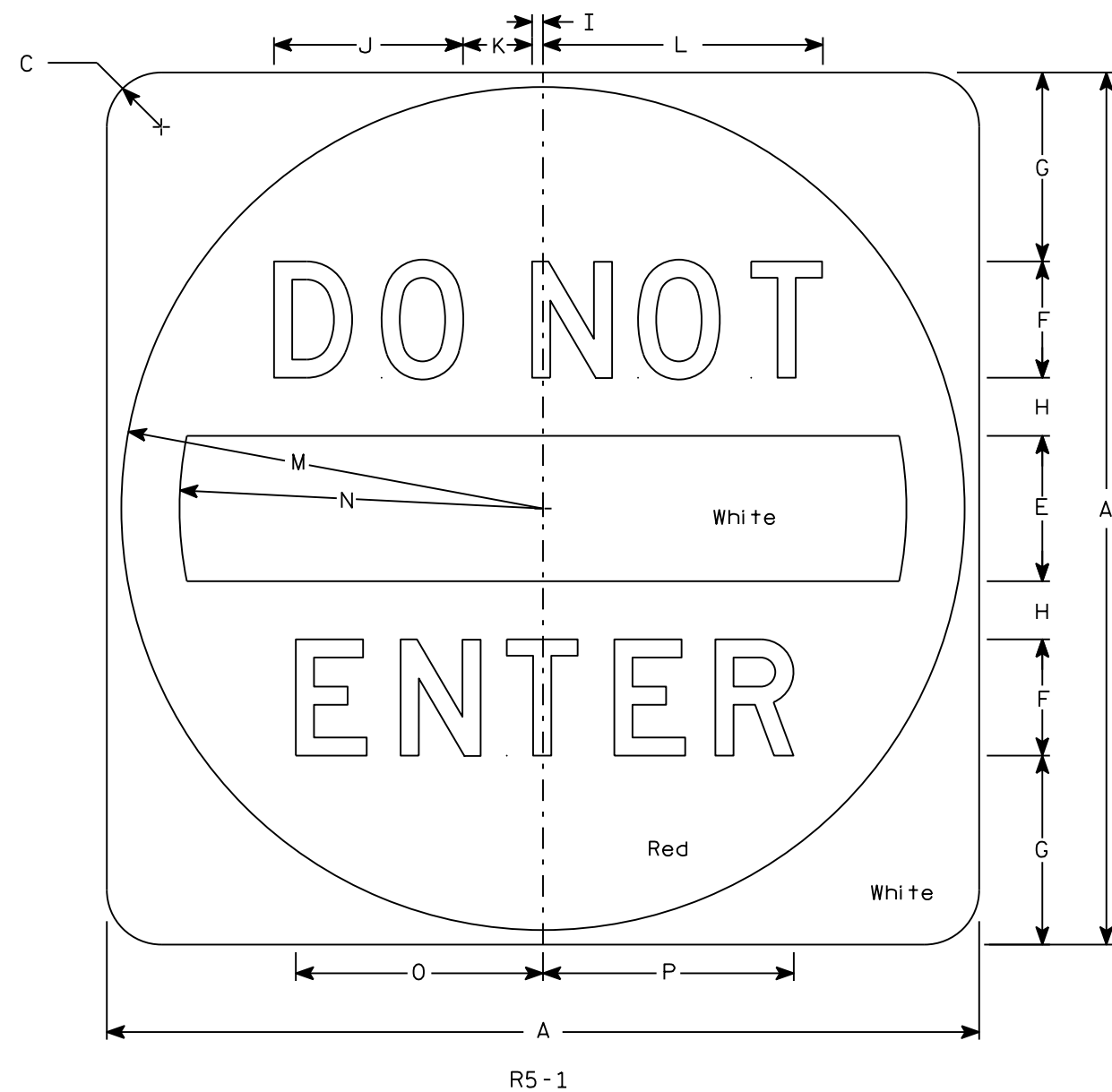
HWY:

COUNTY:

SHEET NO: 163

E

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7⁄8		5	4	6 1⁄2	2	3⁄8	6 1⁄2	2 3⁄8	9 5⁄8	14 1⁄2	12 1⁄2	8 1⁄2	8 5⁄8											6.25
2M	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
3	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
4	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
5	48		3		8	6	11	3	5⁄8	9 3⁄4	3 5⁄8	14 1⁄2	23 1⁄2	20	12 3⁄4	12 7⁄8											16.0

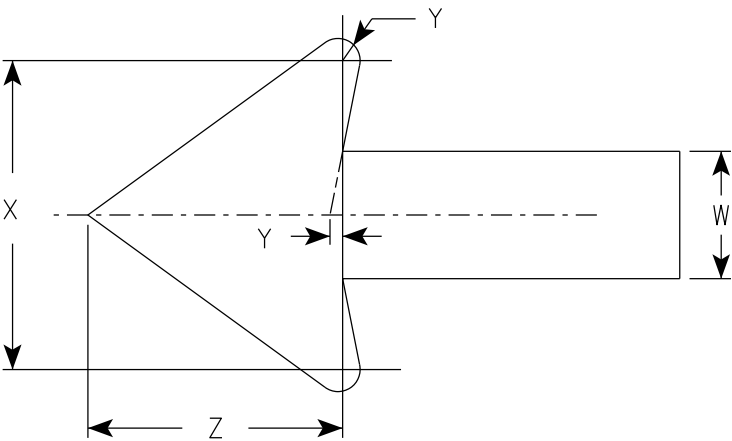
STANDARD SIGN R5-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16



R7-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
Line 2 is Series B.
4. R7-51D (double arrow)
R7-51R (right arrow)
R7-51L (left 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 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 165

E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R751.dgn

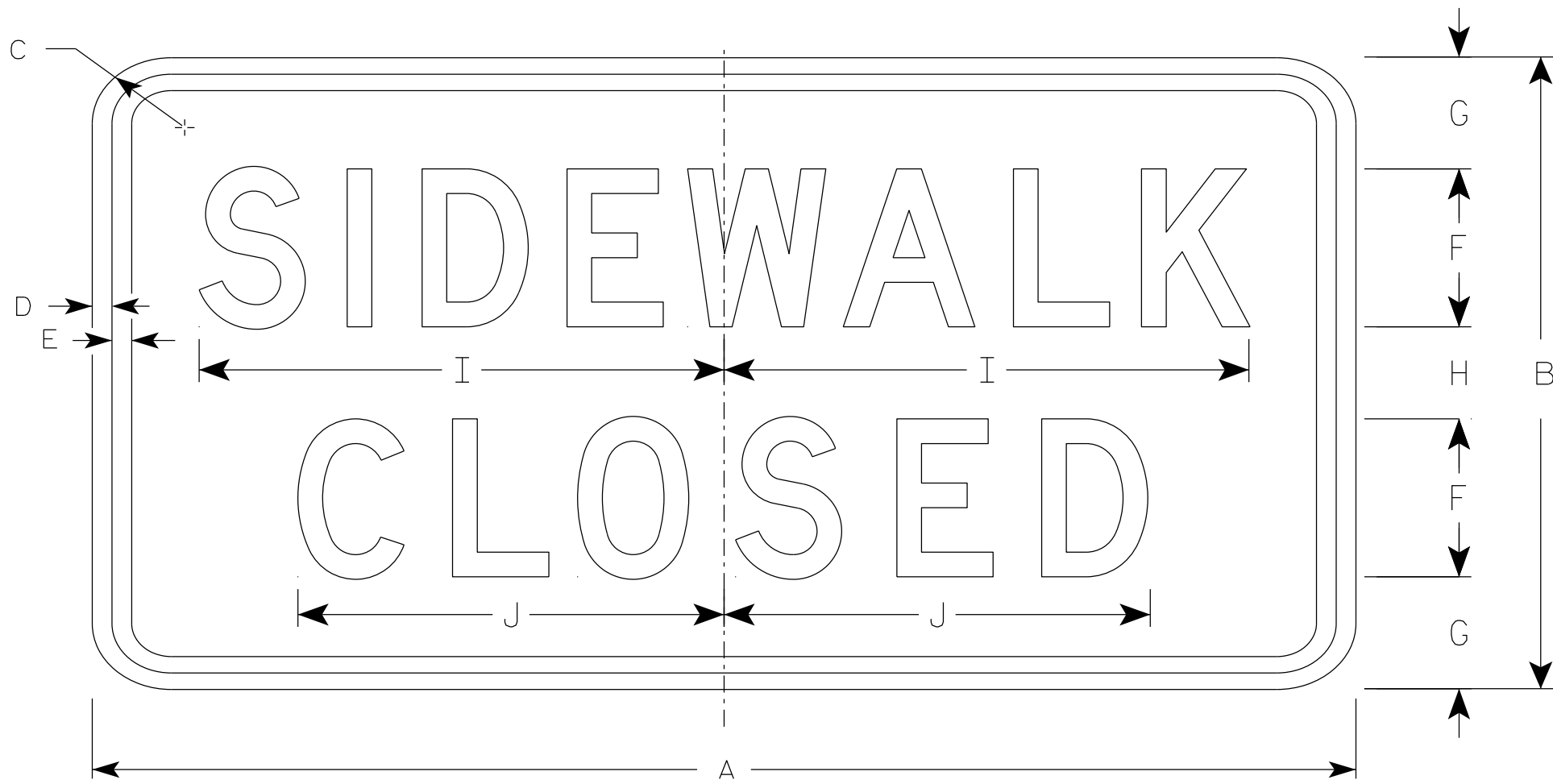
PLOT DATE : 9-NOV 2023 3:11

PLOT BY : mscj9h

PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$WISDOT/CADDs SHEET 42

7



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.

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 166

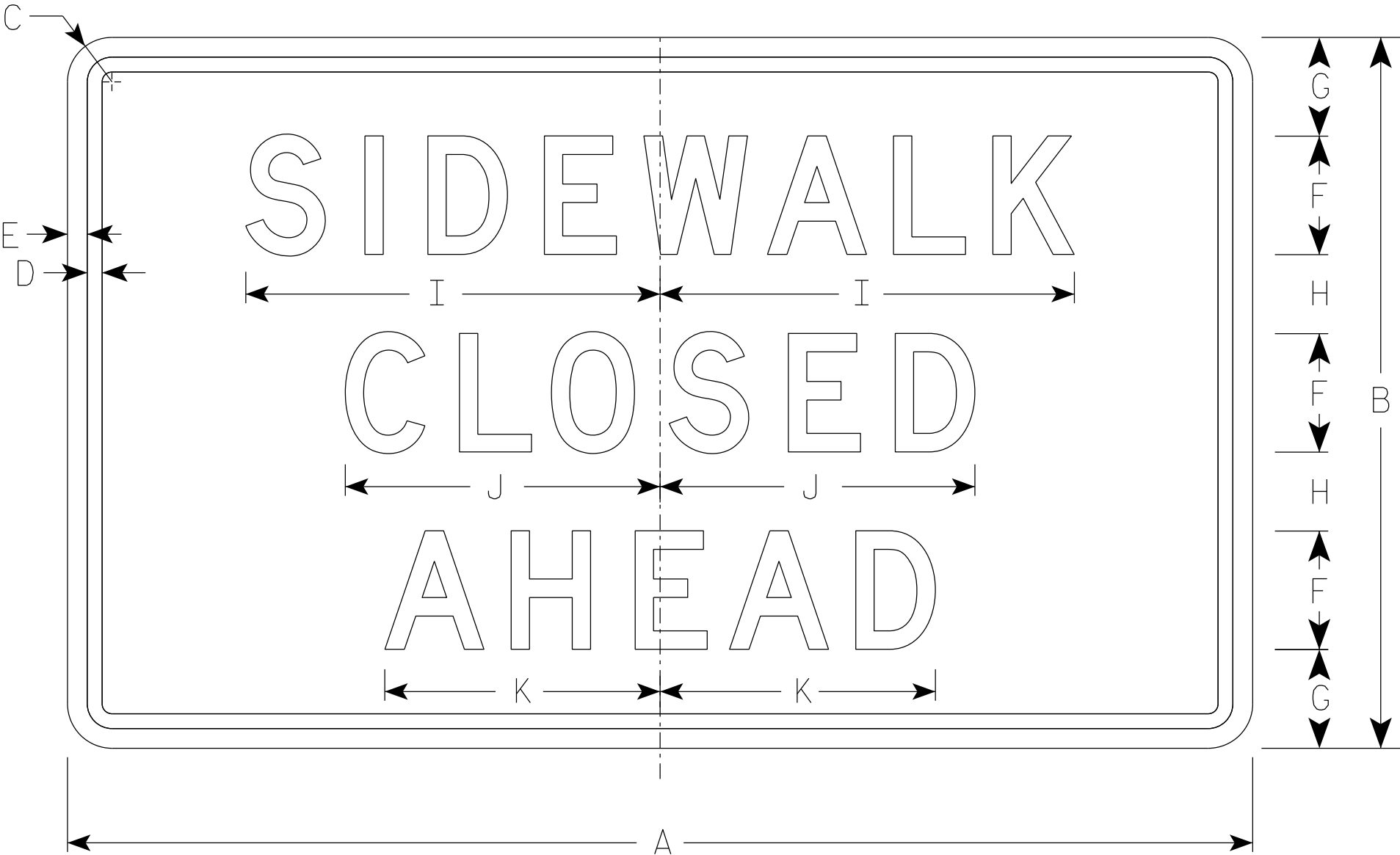
E

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 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

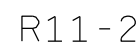
PROJECT NO:

HWY:

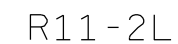
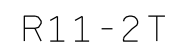
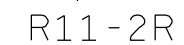
COUNTY:

SHEET NO: 167

E



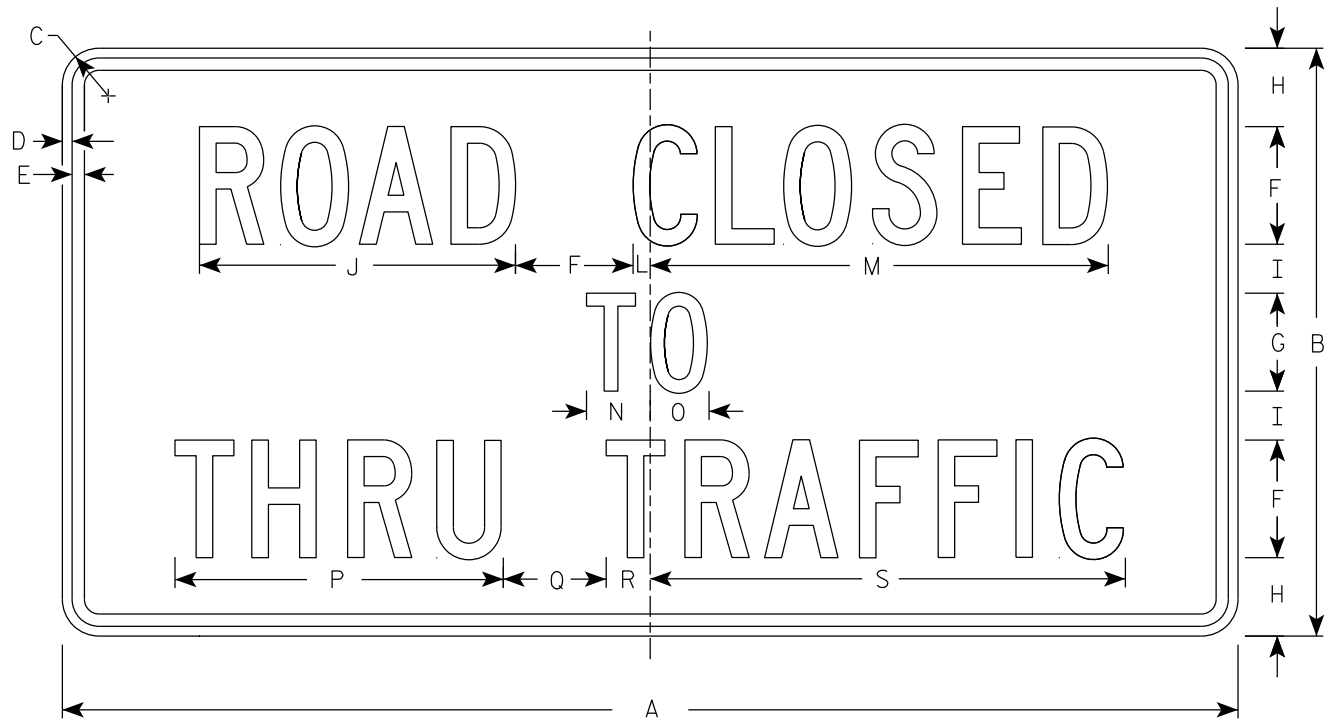
1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : \$\$.plot\$scale\$. 168 WISDOT/CAPDS SHEET 42

7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	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																											

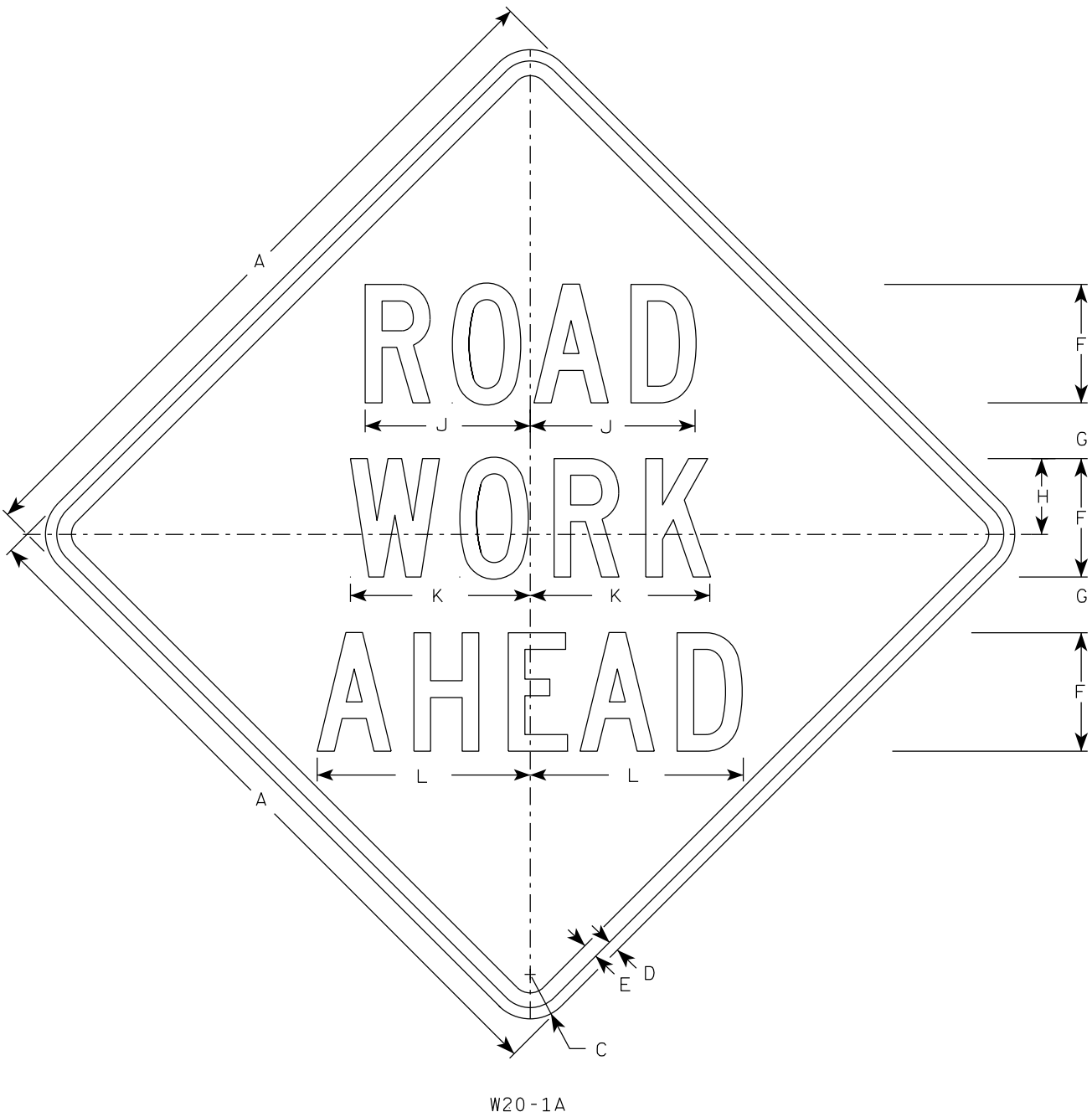
PROJECT NO:

HWY:

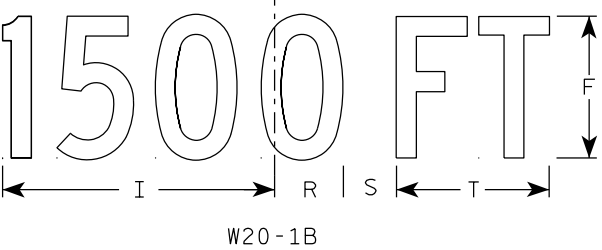
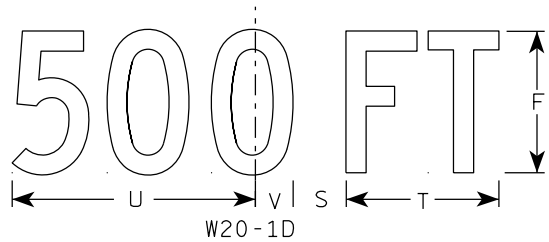
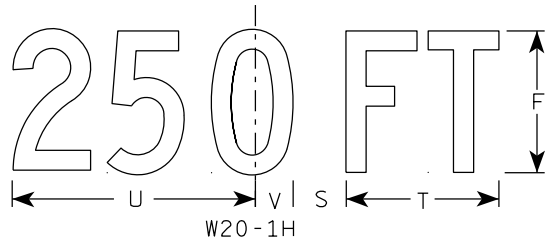
COUNTY:

SHEET NO: 169

E

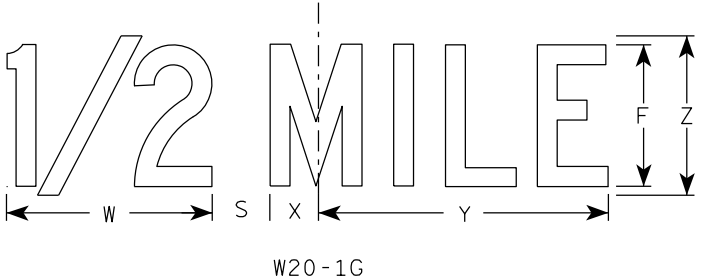


W20-1A

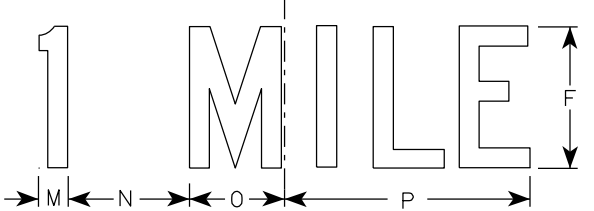


W20-1B

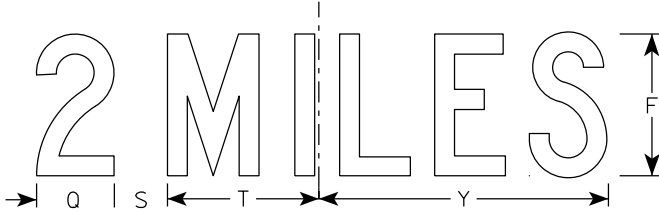
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

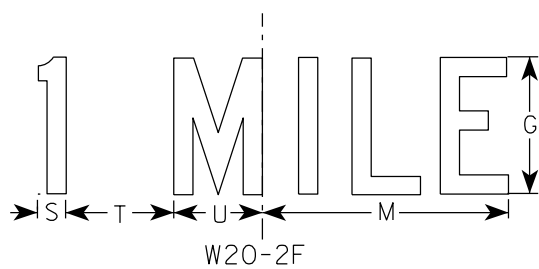
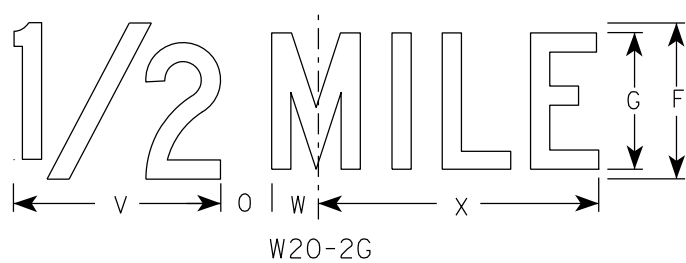
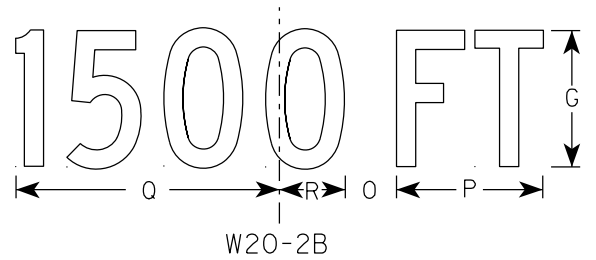
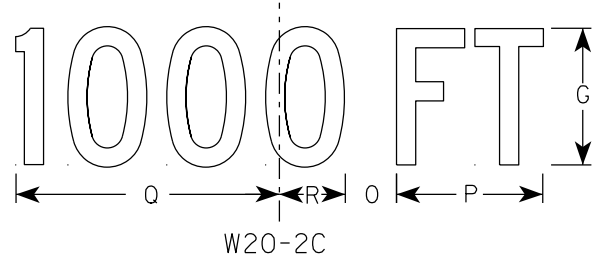
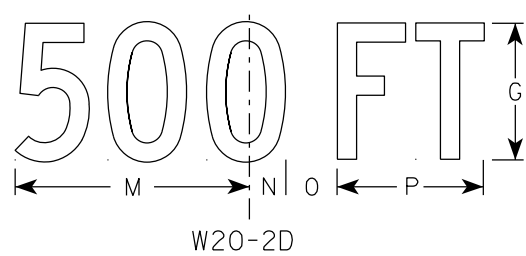
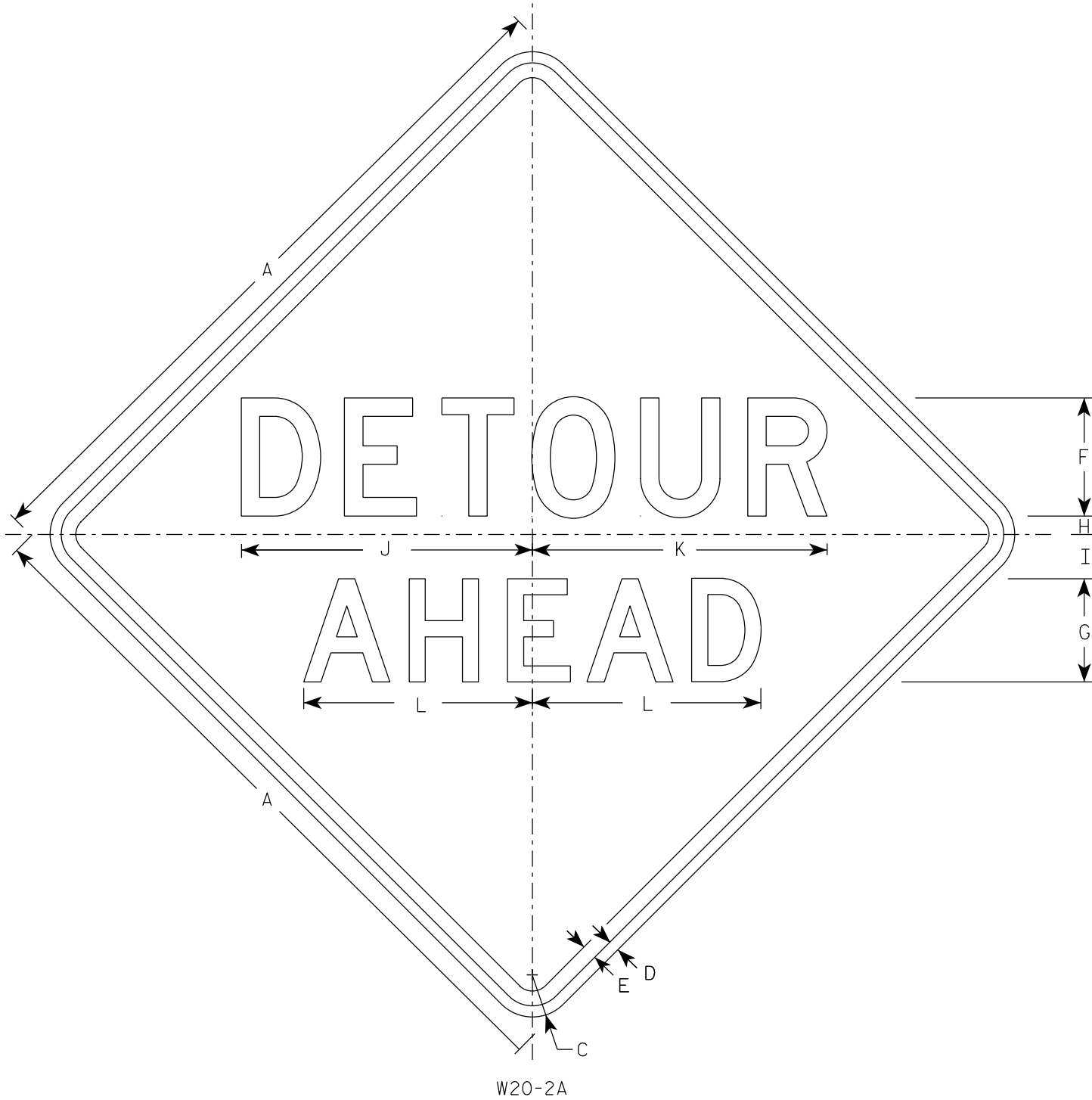
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



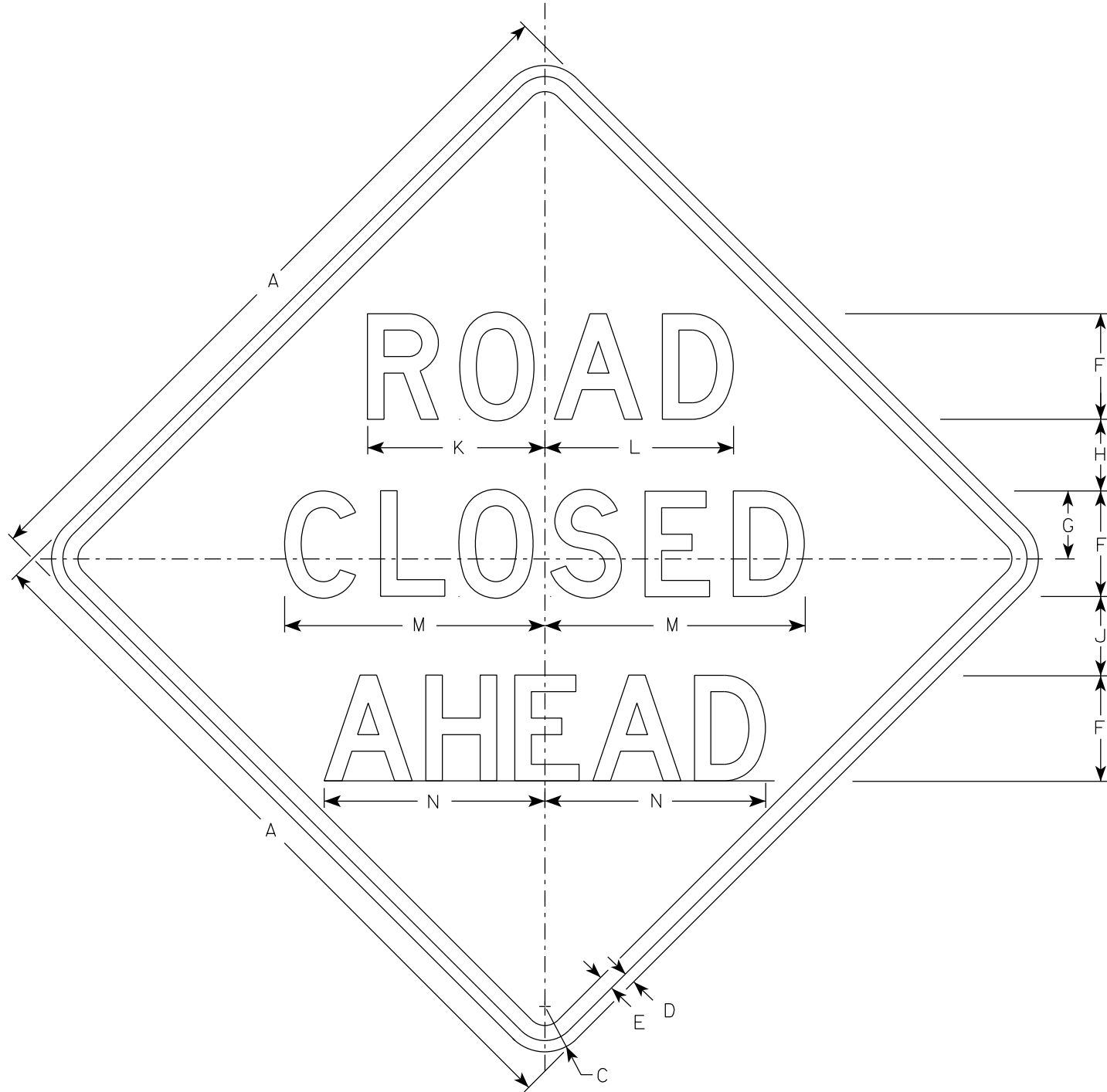
NOTES

- Sign is Type II - Type F Reflective
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- 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.
- Line 1 is Series D.
Line 2 is Series D for AHEAD and Series C for all other distances.

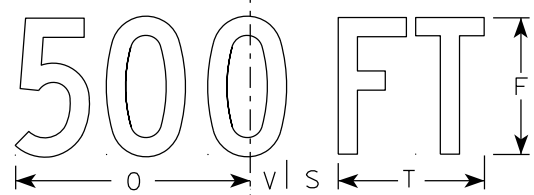
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	w	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8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

STANDARD SIGN W20-2A,B,C,D,F & G	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 1/10/2024	PLATE NO. W20-2.7

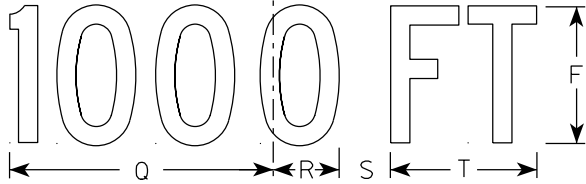
7



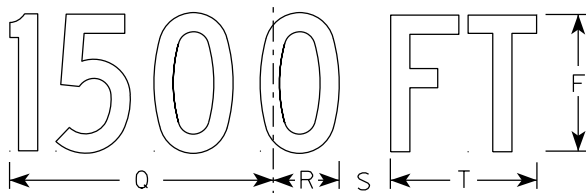
W20-3A



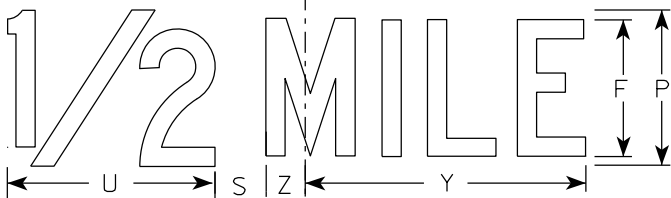
W20-3D



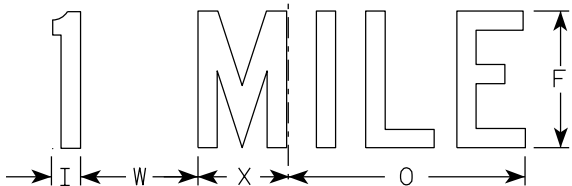
W20-3C



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.

7

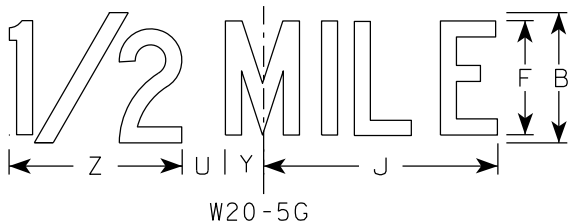
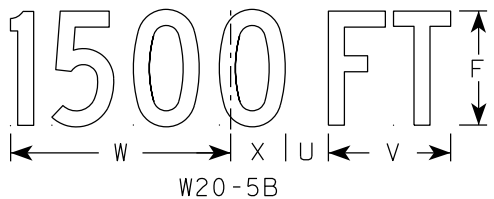
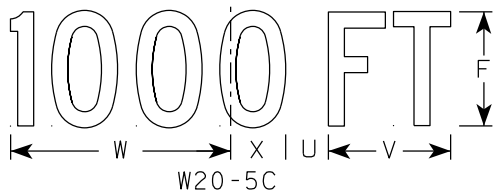
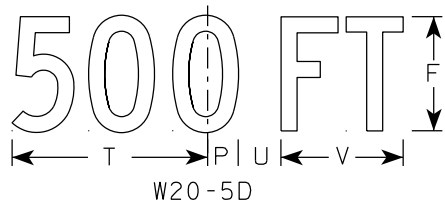
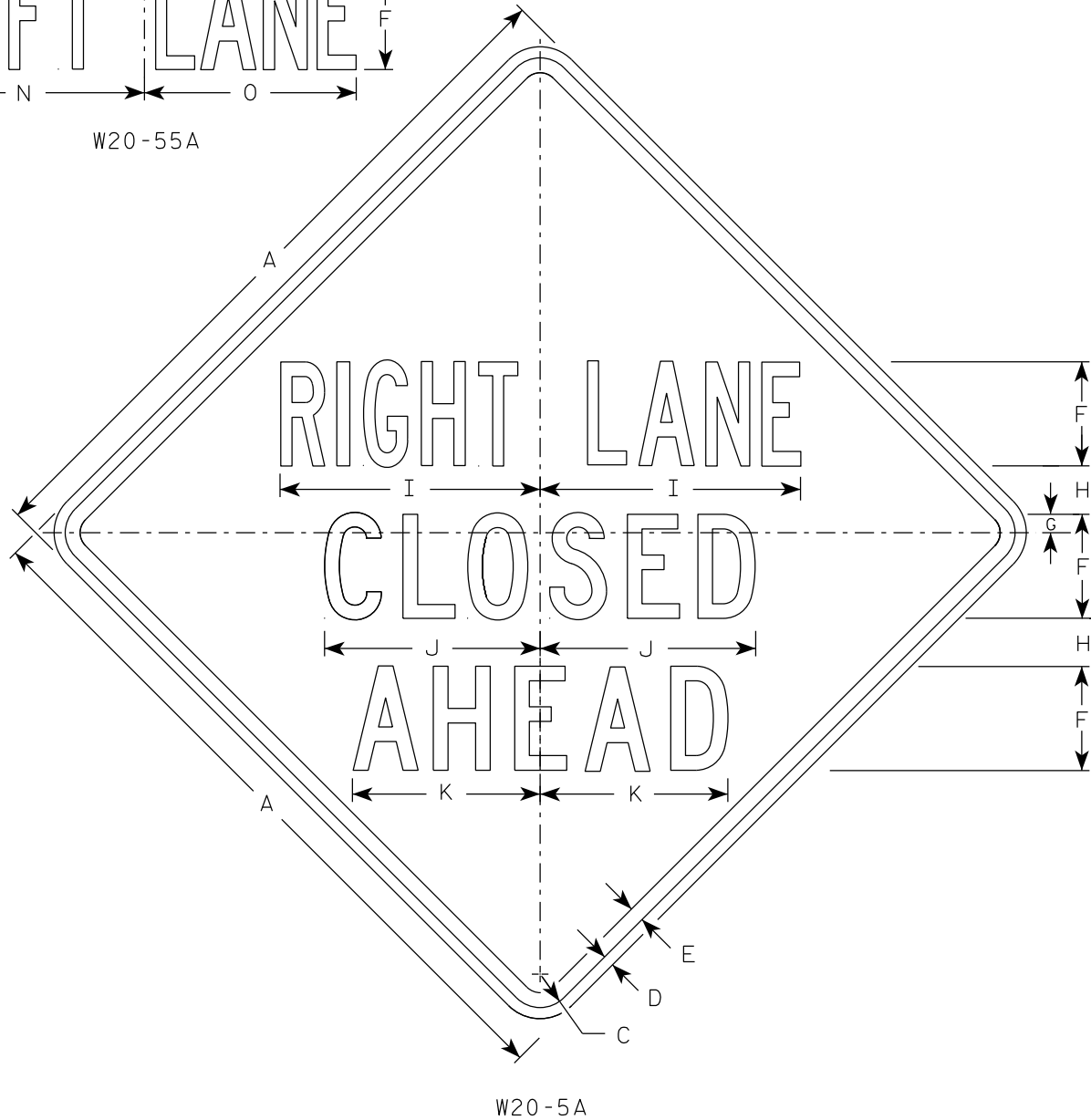
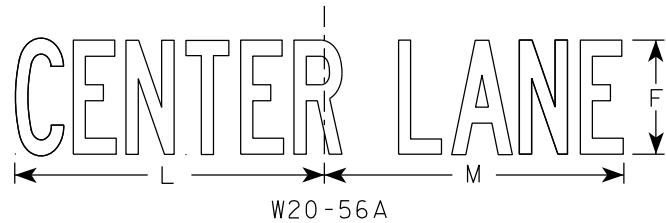
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10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



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. " _____ LANE" is Series B.
All other copy is Series C.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN

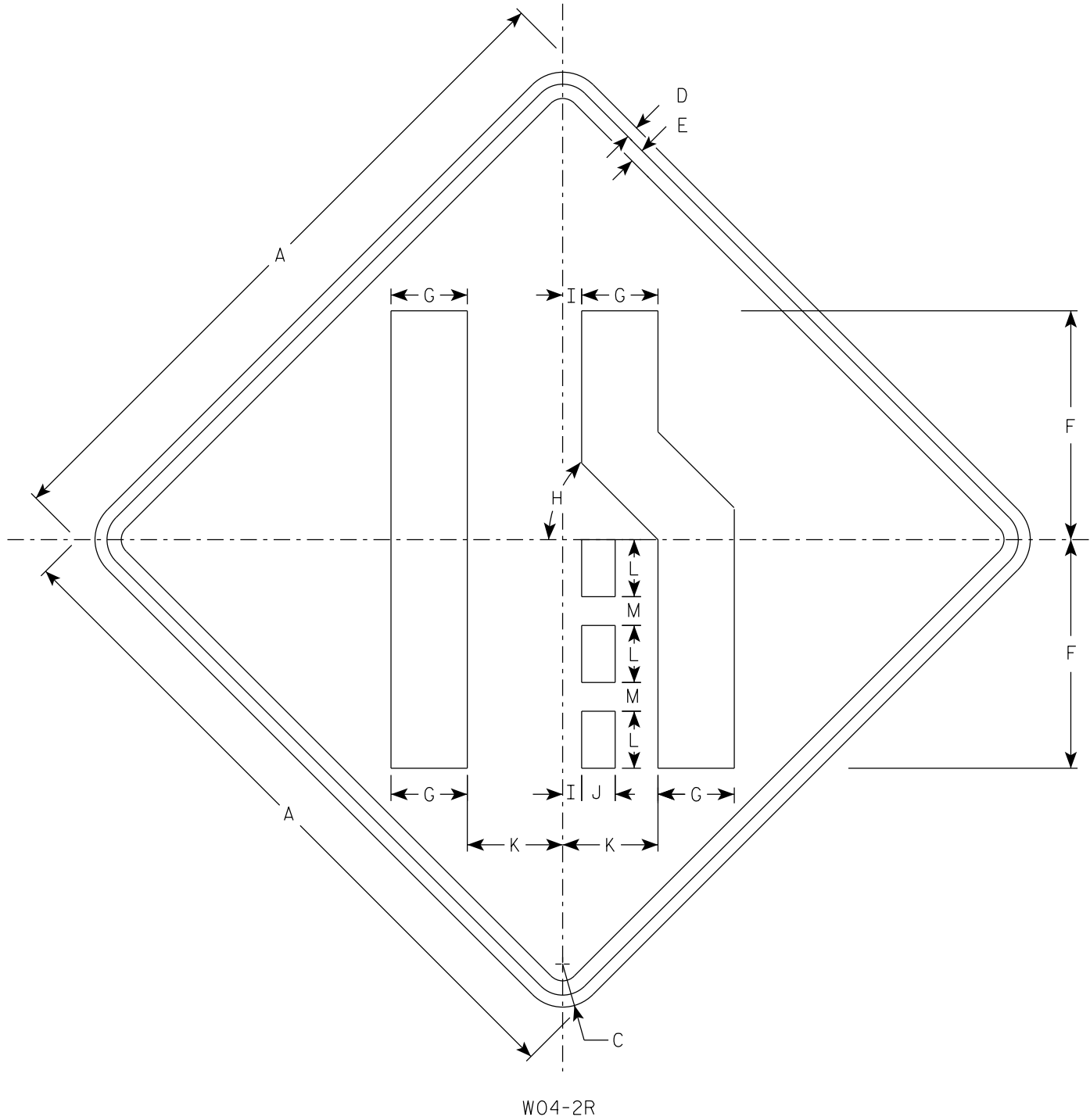
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

7



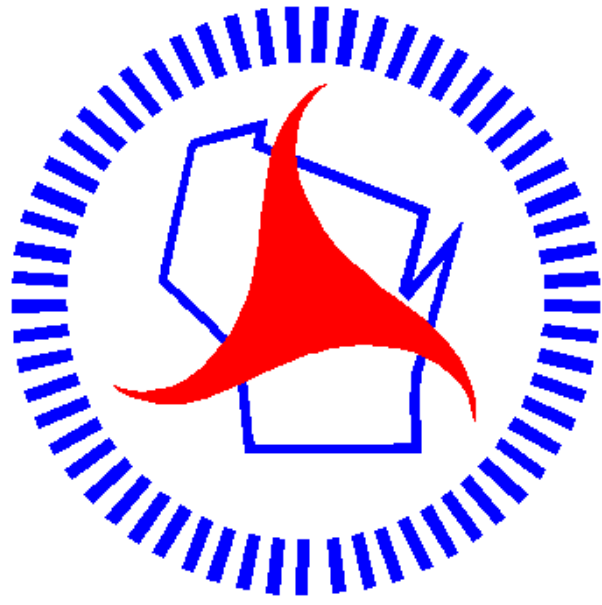
NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>