

MAD

PROJECT ID:
WITH: N/A

5627-00-71/72

COUNTY:

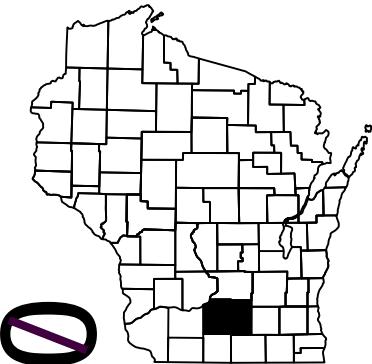
DANE

FEBRUARY 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 138



03

DESIGN DESIGNATION

A.A.D.T.	2026	=	305
A.A.D.T.	2046	=	330
T.		=	5%
DESIGN SPEED		=	30 MPH
D.H.V.	(2046)	=	30
DD		=	50/50
ESALS		=	32,000

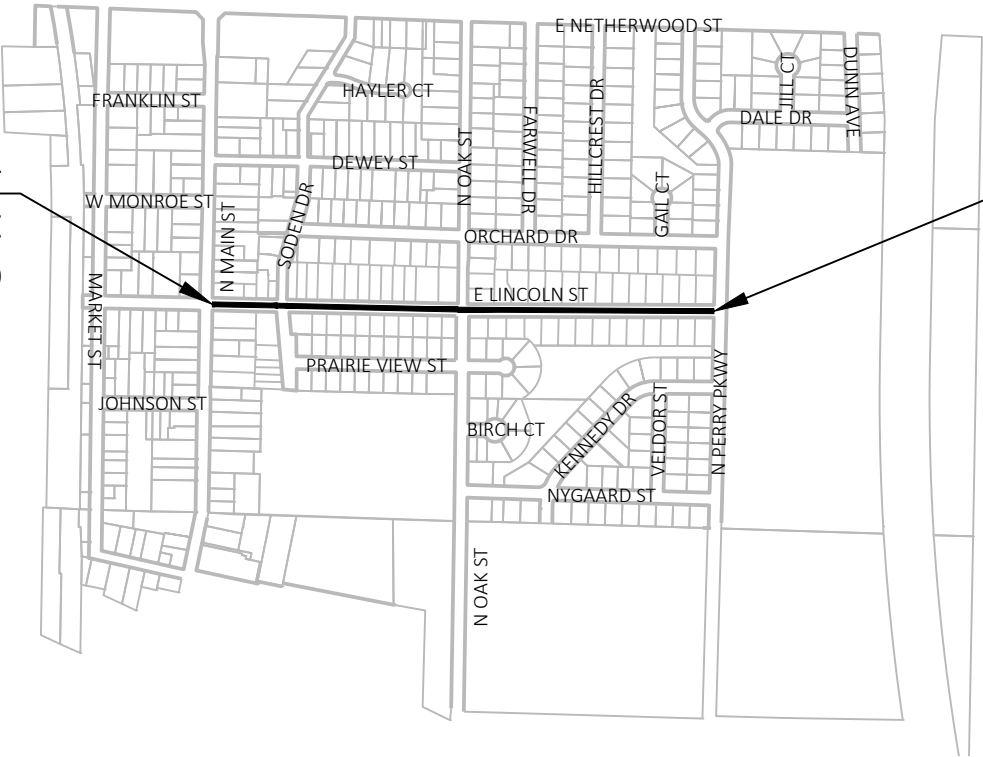
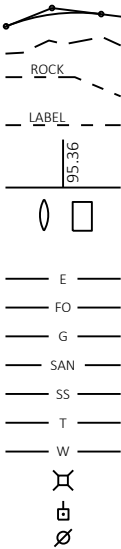
CONVENTIONAL SYMBOLS

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	



BEGIN PROJECT
STA 2+71.54
Y = 430766.337
X = 821396.909

END PROJECT
STA 29+17.46
Y = 430730.041
X = 824042.101

LAYOUT
SCALE 0 1000'
TOTAL NET LENGTH OF CENTERLINE = 0.501 MILES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

VILLAGE OF OREGON, E LINCOLN STREET
N MAIN STREET TO N PERRY PARKWAY
LOCAL STREET
DANE COUNTY

STATE PROJECT NUMBER	STATE PROJECT NUMBER
5627-00-71	5627-00-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5627-00-71	WISC 2026199	1
5627-00-72		

ACCEPTED FOR
VILLAGE OF OREGON
Date 10/24/2025 *Lauren Striegl*
(DIRECTOR OF PUBLIC WORKS)

ORIGINAL PLANS PREPARED BY

DATE: 10/24/2025 *Cory L. Horton*
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor JOHN SCHULZ, PLS
Designer RUEKERT-MIELKE
Project Manager LORRAINE BETZEL, PE
Regional Examiner SW REGION
Regional Supervisor KYLE HEMP, PE

APPROVED FOR THE DEPARTMENT
DATE: 10/27/25 *Lorraine Betzel*
(Signature)

E

2	GENERAL NOTES THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE. CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 115 LBS/SY/IN, AND DOES NOT INCLUDES COSTS OF TACK COAT. BASE AGGREGATE WEIGHT CALCULATIONS ARE BASED ON 1.5 TONS/CY. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER. RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS AND PROPERTY IRONS. REMOVAL OF ANY SURVEY MARKER OR PROPERTY IRON IS TO BE WITH THE APPROVAL OF THE ENGINEER. TOPSOIL SHALL BE PLACED FLUSH WITH THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS. WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER. EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED. PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER. THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE. PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED. THE CONTRACTOR'S PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE. SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.			WISCONSIN DNR LIAISON ERIC HEGGELUND SOUTH CENTRAL REGION 3911 FISH HATCHERY ROAD FITCHBURG, WI 53711 PHONE: (920) 228-7927 EMAIL: eric.heggelund@wisconsin.gov WISDOT PROJECT MANAGER LORRAINE BETZEL, PE SOUTHWEST REGION 2101 WRIGHT STREET MADISON, WI 53704 PHONE: (608) 246-3279 EMAIL: lorraine.betzel@dot.wi.gov		
				VILLAGE OF OREGON CONTACT LAUREN STRIEGL, PE DIRECTOR OF PUBLIC WORKS 101 ALPINE PKWY. OREGON, WI 53575 PHONE: (608) 835-6285 EMAIL: lstriegl@vil.oregonwi.gov DESIGN PROJECT LEADER CORY HORTON, PE RUEKERT & MIELKE, INC. 4630 S. BILTMORE LANE MADISON, WI 53718 PHONE: (608) 819-2600 EMAIL: chorton@ruekert-mielke.com		
				UTILITIES CONTACTS ALLIANT ENERGY - ELECTRIC DAN TREINEN ENGINEERING TECHNICIAN 2147 COUNTY HWY PB VERONA, WI 53593-9225 PHONE: (608) 877-1650 EMAIL: dantreinen@alliantenergy.com FRONTIER COMMUNICATIONS CHRIS BLUMER LOCAL MANAGER 451 BROADWAY ROAD SUN PRAIRIE, WI 53590 PHONE: (608) 622-3807 EMAIL: christopher.blumer@ftr.com ALLIANT ENERGY - GAS DAN TREINEN ENGINEERING TECHNICIAN 2147 COUNTY HWY PB VERONA, WI 53593-9225 PHONE: (608) 877-1650 EMAIL: dantreinen@alliantenergy.com VILLAGE OF OREGON PUBLIC WORKS - WATER & SEWER DON GRAY WATER UTILITY & SEWER COLLECTIONS MANAGER 101 ALPINE PKWY. OREGON, WI 53575 PHONE: (608) 835-6294 EMAIL: owd@vil.oregon.wi.us CHARTER COMMUNICATIONS NICK THUNBERG COMMUNICATIONS 1348 PLAINFIELD AVE. JANESVILLE, WI 53545 PHONE: (608) 373-7506 EMAIL: nick.thunberg@charter.com TDS TELECOM ERIC DEATRICK TDS TELECOM 525 JUNCTION ROAD MADISON, WI 53717 PHONE: (717) 524-6096 EMAIL: eric.deatrack@tdstelecom.com		
				ORDER OF SECTION 2 DETAIL SHEETS GENERAL NOTES PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS INTERSECTIONS EROSION CONTROL AND DRAINAGE STORM SEWER AND UTILITIES PAVEMENT MARKING TRAFFIC CONTROL AND CONSTRUCTION STAGING ALIGNMENT DETAILS DIGGERSHOTLINE Dial 811 or (800)242-8511 www.DiggersHotline.com		
PROJECT NO: 5627-00-71/72		HWY: E LINCOLN ST.	COUNTY: DANE	GENERAL NOTES	SHEET	E

GENERAL WATER MAIN AND SANITARY SEWER CONSTRUCTION SEQUENCE:

1. INSTALL TRAFFIC CONTROL MEASURES.
2. INSTALL AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO ANY LAND DISTURBING ACTIVITIES, AS SHOWN ON DRAWINGS AND DIRECTED BY ENGINEER.
3. STAGE WORK CONSTRUCTION BY WORK LOCATION AND CONSTRUCTION STAGE.
4. BEGIN CONSTRUCTION ACTIVITIES AS SHOWN ON DRAWINGS AND SPECIFICATIONS.
5. COMPLETE SANITARY SEWER WORK.
6. COMPLETE WATER MAIN WORK.
7. INSTALL OR ADJUST EROSION CONTROL MEASURES IN NEW FACILITIES. INSTALL ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY.
8. STABILIZE NEWLY GRADED AREAS WITHIN 7 DAYS OF BEING INACTIVE.
9. COMPLETE FINAL RESTORATION INCLUDING BUT NOT LIMITED TO: TOPSOIL, SEED, FERTILIZER AND MULCH.
10. REMOVE EROSION AND SEDIMENT CONTROL DEVICES AFTER 80% OF VEGETATION HAS BEEN ESTABLISHED IN ALL RESTORED AREAS. RESTORE DISTURBED AREAS AROUND REMOVED DEVICES, CLEAN OUT STORM WATER STRUCTURES, AND CLEAN SITE.

GENERAL SANITARY SEWER CONSTRUCTION NOTES:

1. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF CONNECTION POINTS INCLUDING LATERALS. NOTIFY ENGINEER OF ANY DISCREPANCIES. CONTRACTOR SHALL ALSO DETERMINE IF LATERALS ARE ACTIVE OR INACTIVE AND REPLACE ALL ACTIVE LATERALS.
2. PROPOSED SANITARY SEWER LATERALS SHALL MAINTAIN MINIMUM OF 6" CLEARANCE ABOVE OR 18" BELOW EXISTING OR PROPOSED WATER MAIN.
3. LOCATOR BOXES FOR SEWER LATERALS SHALL BE UNLESS OTHERWISE SHOWN OR DIRECTED BY ENGINEER. IF BOX IS NOT LOCATED SHORT OF SIDEWALK AT PROPERTY LINE, DETECTOR WIRE SHALL BE PLACED WITH NEW LATERAL TO PROPERTY LINE AND LOOP BACK TO LOCATOR BOX.
4. NEW 6" LATERALS SHALL BE CONNECTED TO EXISTING 4" LATERALS, IF PRESENT, AT PROPERTY LINE WITH FACTORY FITTING.
5. WHERE SANITARY LATERALS CONFLICT WITH WATERMAIN, INSTALL A RISER AT THE MAIN TO AVOID ANY CONFLICT.

GENERAL WATER MAIN CONSTRUCTION NOTES:

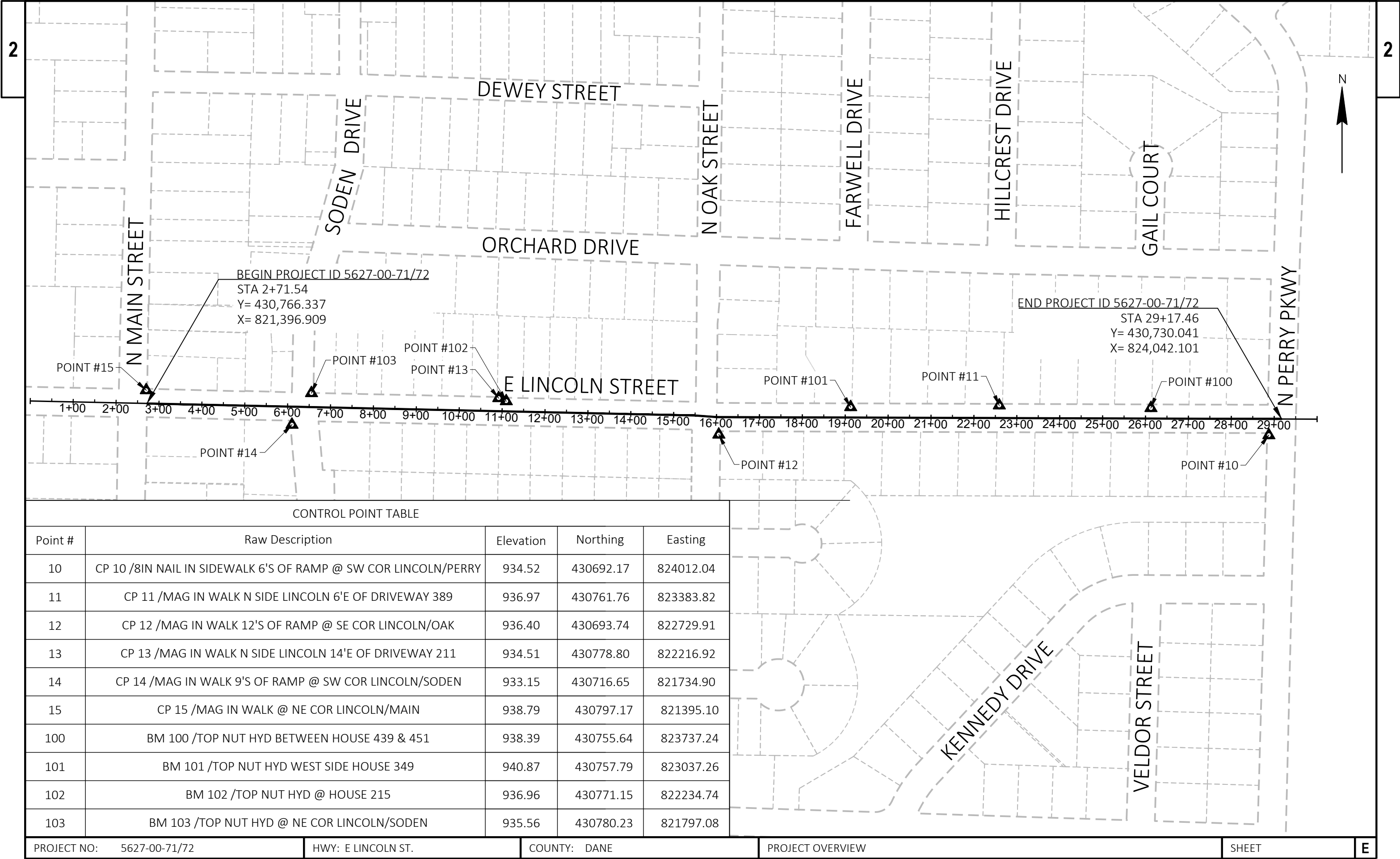
1. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF CONNECTION POINTS INCLUDING SERVICES. NOTIFY ENGINEER OF ANY DISCREPANCIES.
2. WATER MAIN BURY DEPTH TO TOP OF PIPE SHALL BE 6.5' MINIMUM.
3. ALL WATER MAIN SYSTEM PIPES (MAINS, HYDRANT LEADS, SERVICES, STUBS, ETC.) HAVING FIVE (5) FEET OR LESS OF COVER, WHERE WATER PIPE CROSSES BELOW EXISTING OR PROPOSED STORM SEWER PIPE, WHERE WATER PIPE PASSES WITHIN FOUR (4) FEET OF AN UNDERGROUND STRUCTURE WHICH MAY EXPERIENCE FREEZING TEMPERATURES, OR ORDERED BY THE VILLAGE ENGINEER. INSULATION FOR WATER MAIN SHALL BE 2 INCHES THICK BY 4 FEET WIDE AND 8 FEET LONG. INSULATION FOR WATER SERVICES SHALL BE 4 INCHES THICK BY 2 FEET WIDE AND 8 FEET LONG.
4. ALL WATER SERVICE AND STORM SEWER CROSSING SHALL BE INSULATED WITH A 2"x2'x8' SHEET OF POLYSTYRENE INSULATION.
5. VILLAGE OF OREGON PERSONNEL WILL OPERATE ALL WATER MAIN VALVES IN CONJUNCTION WITH THIS PROJECT. CONTRACTOR SHALL NOTIFY CWL A MINIMUM OF 24 HOURS PRIOR TO ANY VALVES BEING OPERATED.
6. CURB STOPS SHALL BE CENTERED WITHIN THE TERRACE UNLESS OTHERWISE SHOWN OR AS DIRECTED BY VILLAGE.
7. FINAL GRADE ON ALL VALVE BOXES SHALL BE 0.25" BELOW FINISH GRADE.
8. WATER SERVICE CURB STOPS LOCATED WITHIN CONCRETE DRIVEWAY APRON SHALL BE INSTALLED WITH FROST SLEEVE. FROST SLEEVE SHALL BE FURNISHED BY VILLAGE.
9. HYDRANT VALVES SHALL BE LOCATED 2' FROM FLAG OF CURB AND HYDRANT SHALL BE SET BACK FROM BACK OF CURB 2' OR 2' FROM SIDEWALK UNLESS OTHERWISE SHOWN OR AS DIRECTED BY VILLAGE. MEASUREMENT IS TO NEAREST PORTION OF VALVE BOX OR HYDRANT.

GENERAL STORM SEWER CONSTRUCTION NOTES:

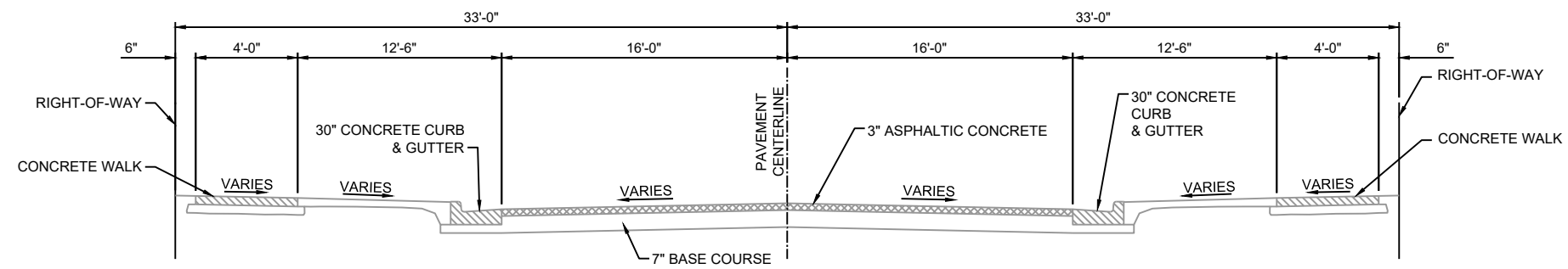
1. CLEANOUTS SHALL CONSIST OF A 90-DEGREE BEND AND 8-INCH RISER TO THE SURFACE, CAPPED WITH A CAST IRON COVER AT GRADE. RISERS, CLEANOUTS, CAST IRON COVERS, AND TRACER WIRE ARE INCIDENTAL TO THE PIPE UNDERDRAIN UNPERFORATED (8-INCH) BID ITEM.
2. ALL IDENTIFIED AND FOUND SUMP PUMP PIPES SHALL BE CONNECTED TO THE PIPE UNPERFORATED UNDERDRAIN (8-INCH) IN A SOIL-TIGHT MANNER. ALL SUMP PUMP CONFECTIONS MADE ARE INCIDENTAL TO THE PIPE UNDERDRAIN UNPERFORATED (8-INCH) BID ITEM. BELOW ARE ALL KNOWN SUMP PUMP PIPE LOCATIONS:
 - 163 E LINCOLN ST
 - 215 E LINCOLN ST
 - 216 E LINCOLN ST
 - 354 N MAIN ST (2)
 - 171 E LINCOLN ST
 - 187 E LINCOLN ST
 - 223 E LINCOLN ST
 - 439 E LINCOLN ST

ANY SUMP PUMP CONNECTION NOT LISTED BUT FOUND DURNING CONSTRUCTION SHALL BE CONNECTED.

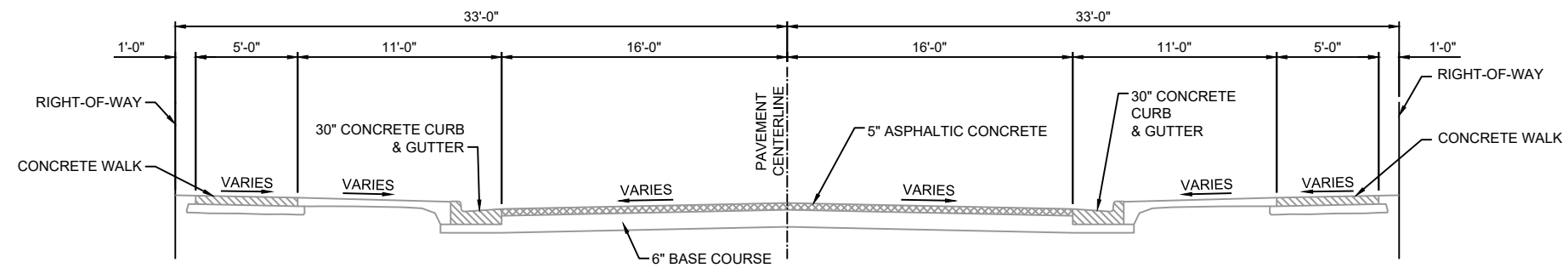
3. THE HORIZONTAL LOCATION OF THE UNPERFORATED UNDERDRAIN (8-INCH) PIPE IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES.



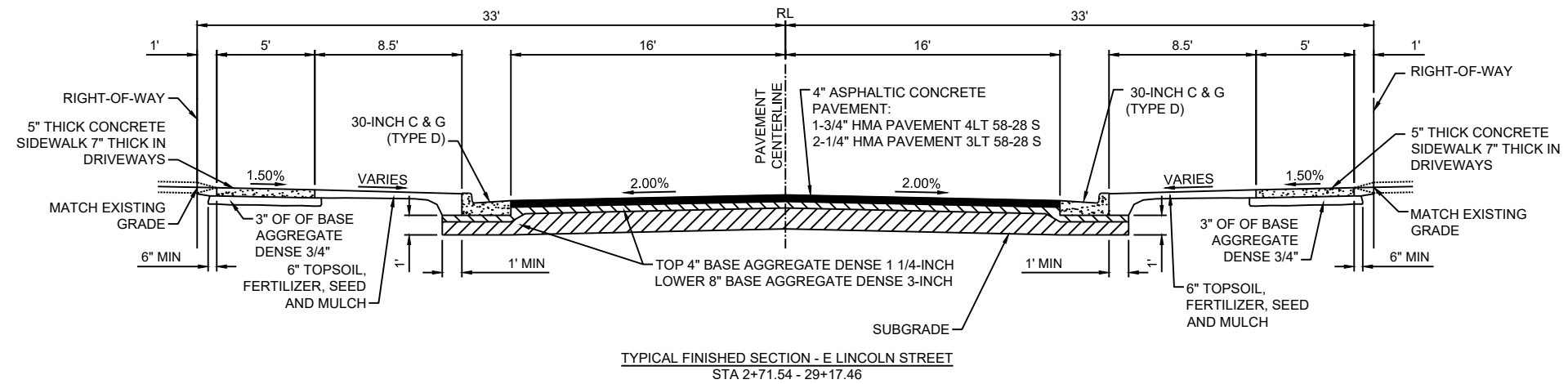
CONTROL POINT TABLE				
Point #	Raw Description	Elevation	Northing	Easting
10	CP 10 /8IN NAIL IN SIDEWALK 6'S OF RAMP @ SW COR LINCOLN/PERRY	934.52	430692.17	824012.04
11	CP 11 /MAG IN WALK N SIDE LINCOLN 6'E OF DRIVEWAY 389	936.97	430761.76	823383.82
12	CP 12 /MAG IN WALK 12'S OF RAMP @ SE COR LINCOLN/OAK	936.40	430693.74	822729.91
13	CP 13 /MAG IN WALK N SIDE LINCOLN 14'E OF DRIVEWAY 211	934.51	430778.80	822216.92
14	CP 14 /MAG IN WALK 9'S OF RAMP @ SW COR LINCOLN/SODEN	933.15	430716.65	821734.90
15	CP 15 /MAG IN WALK @ NE COR LINCOLN/MAIN	938.79	430797.17	821395.10
100	BM 100 /TOP NUT HYD BETWEEN HOUSE 439 & 451	938.39	430755.64	823737.24
101	BM 101 /TOP NUT HYD WEST SIDE HOUSE 349	940.87	430757.79	823037.26
102	BM 102 /TOP NUT HYD @ HOUSE 215	936.96	430771.15	822234.74
103	BM 103 /TOP NUT HYD @ NE COR LINCOLN/SODEN	935.56	430780.23	821797.08

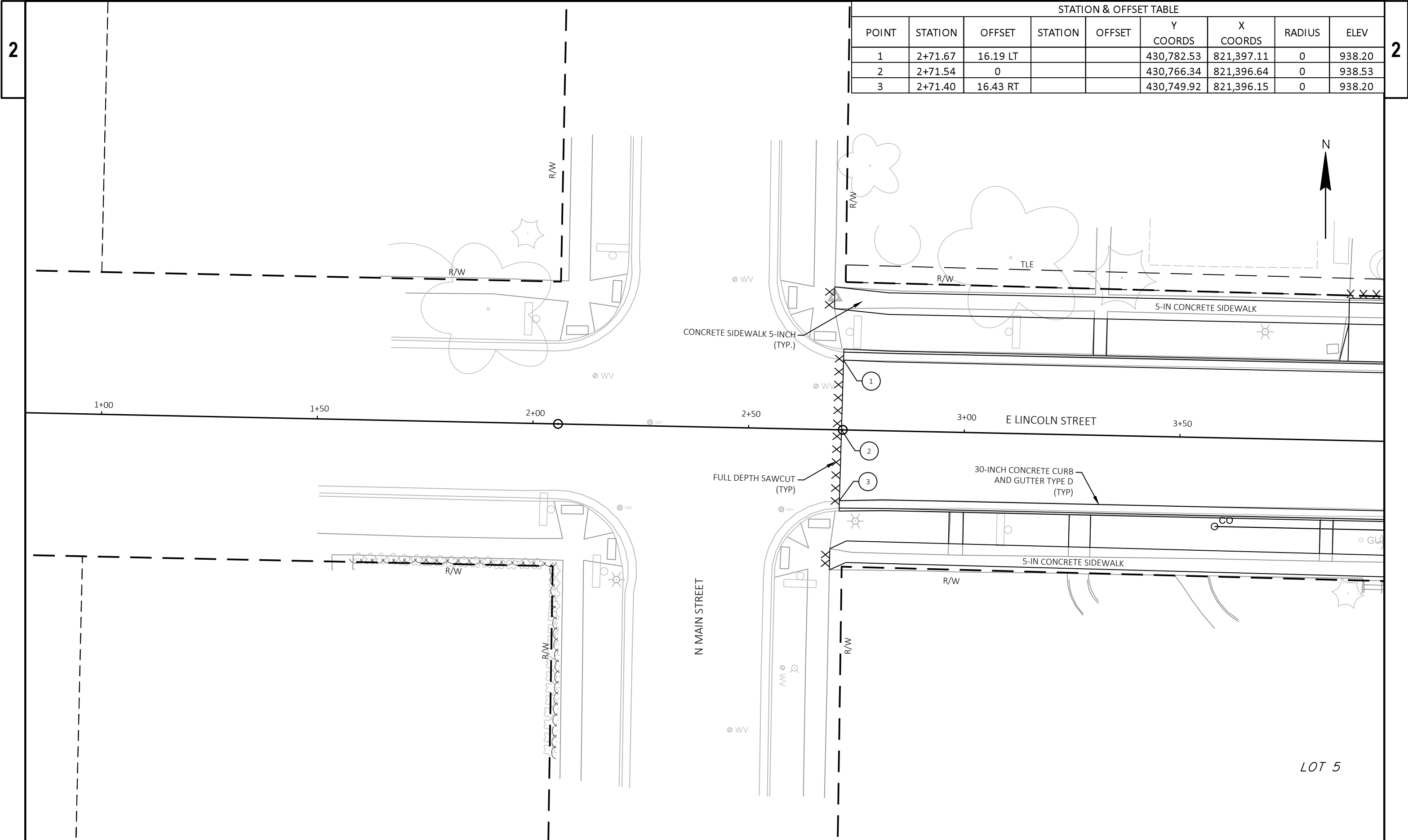


TYPICAL EXISTING SECTION - E LINCOLN STREET
STA 2+72 - 15+75

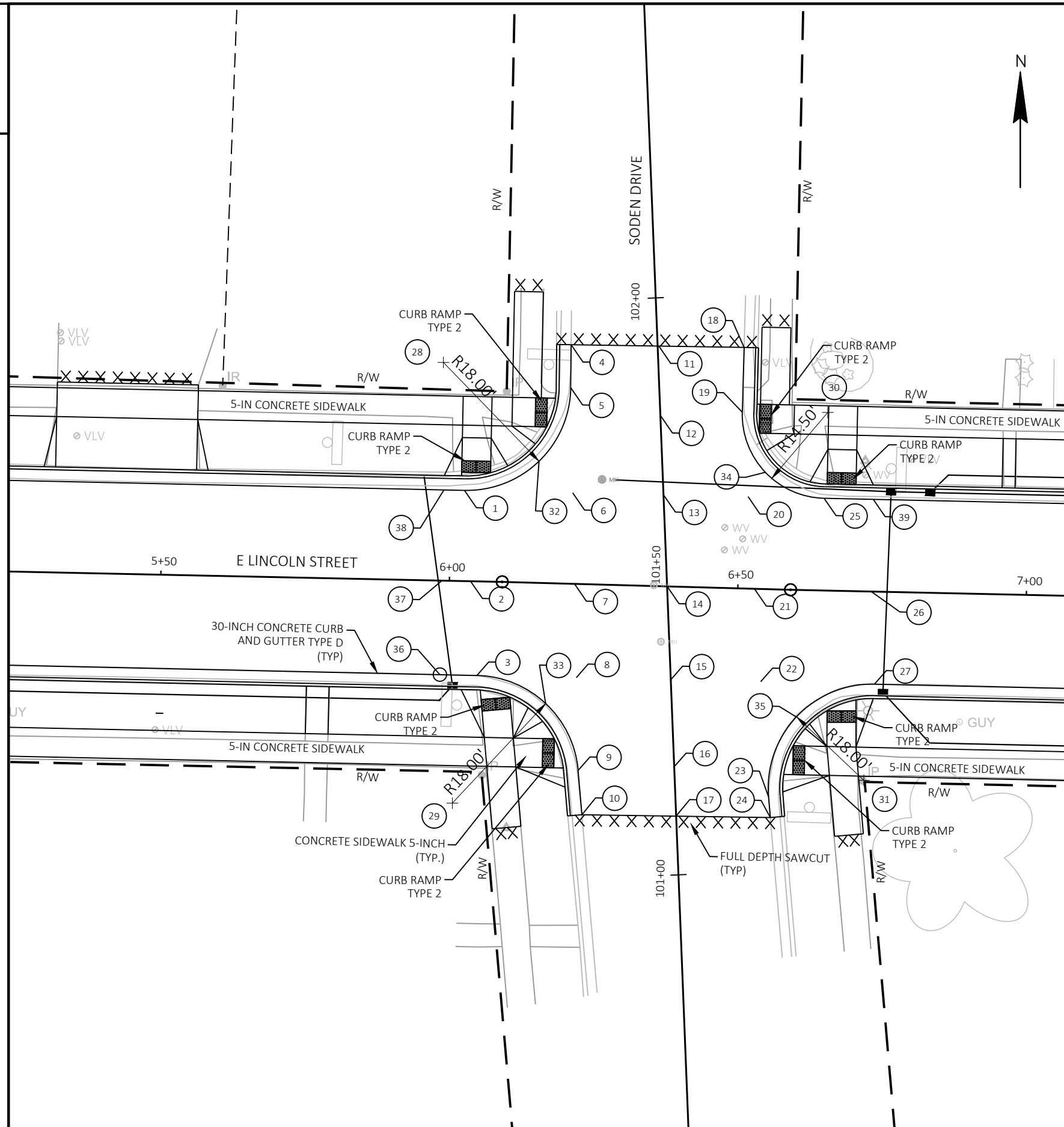


TYPICAL EXISTING SECTION - E LINCOLN STREET
STA 15+75 - 29+17.46

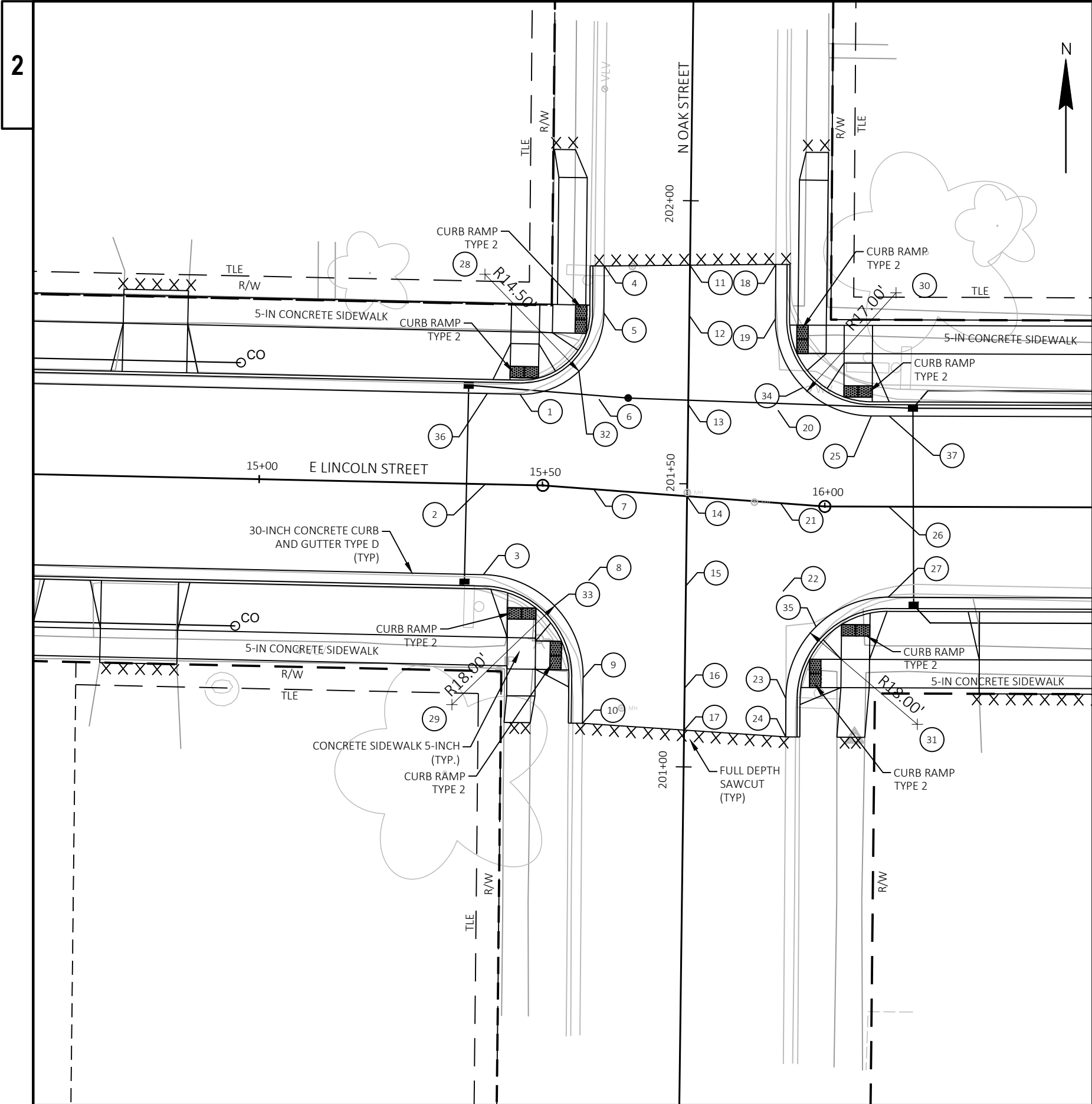




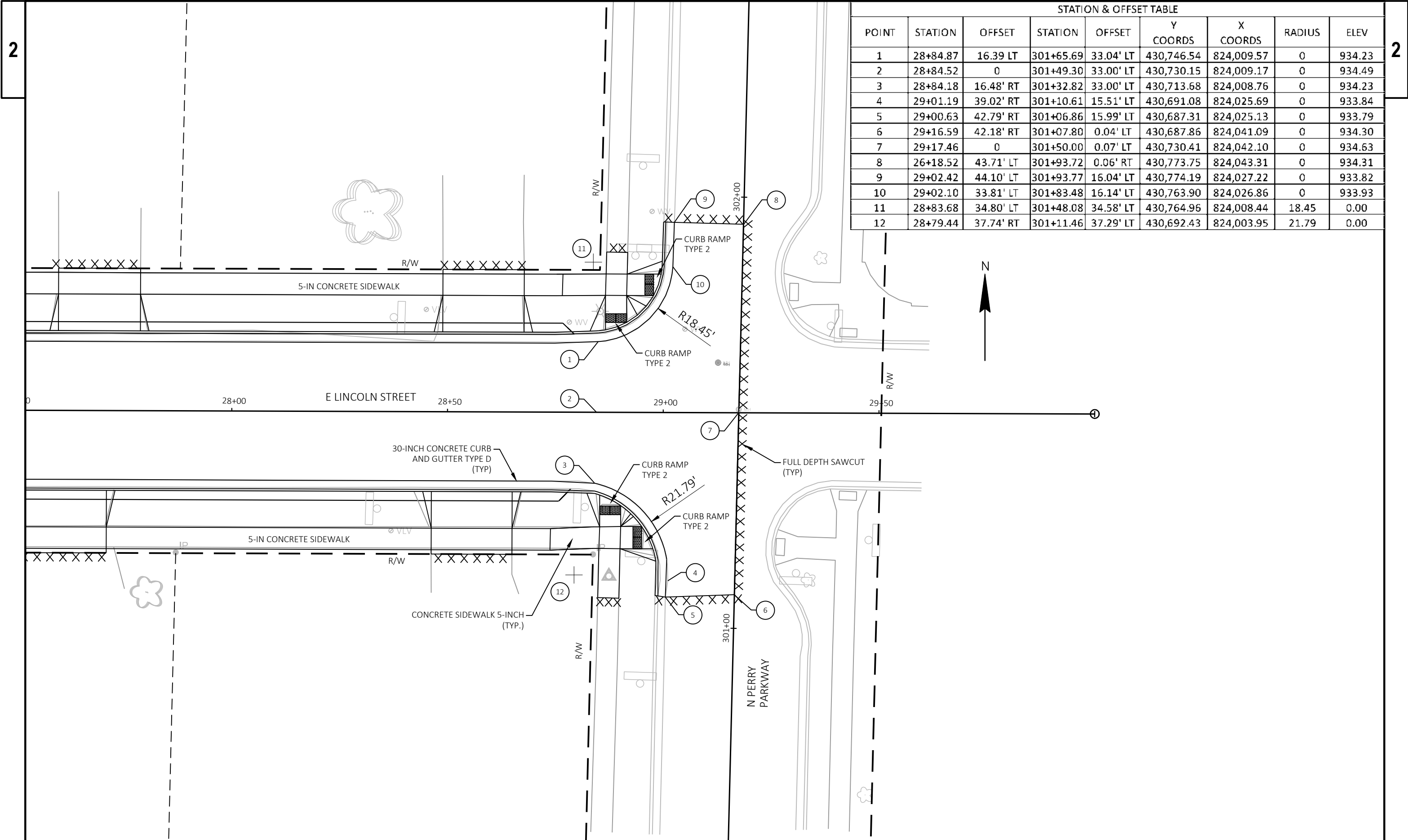
STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
1	2+71.67	16.19 LT			430,782.53	821,397.11	0	938.20
2	2+71.54	0			430,766.34	821,396.64	0	938.53
3	2+71.40	16.43 RT			430,749.92	821,396.15	0	938.20



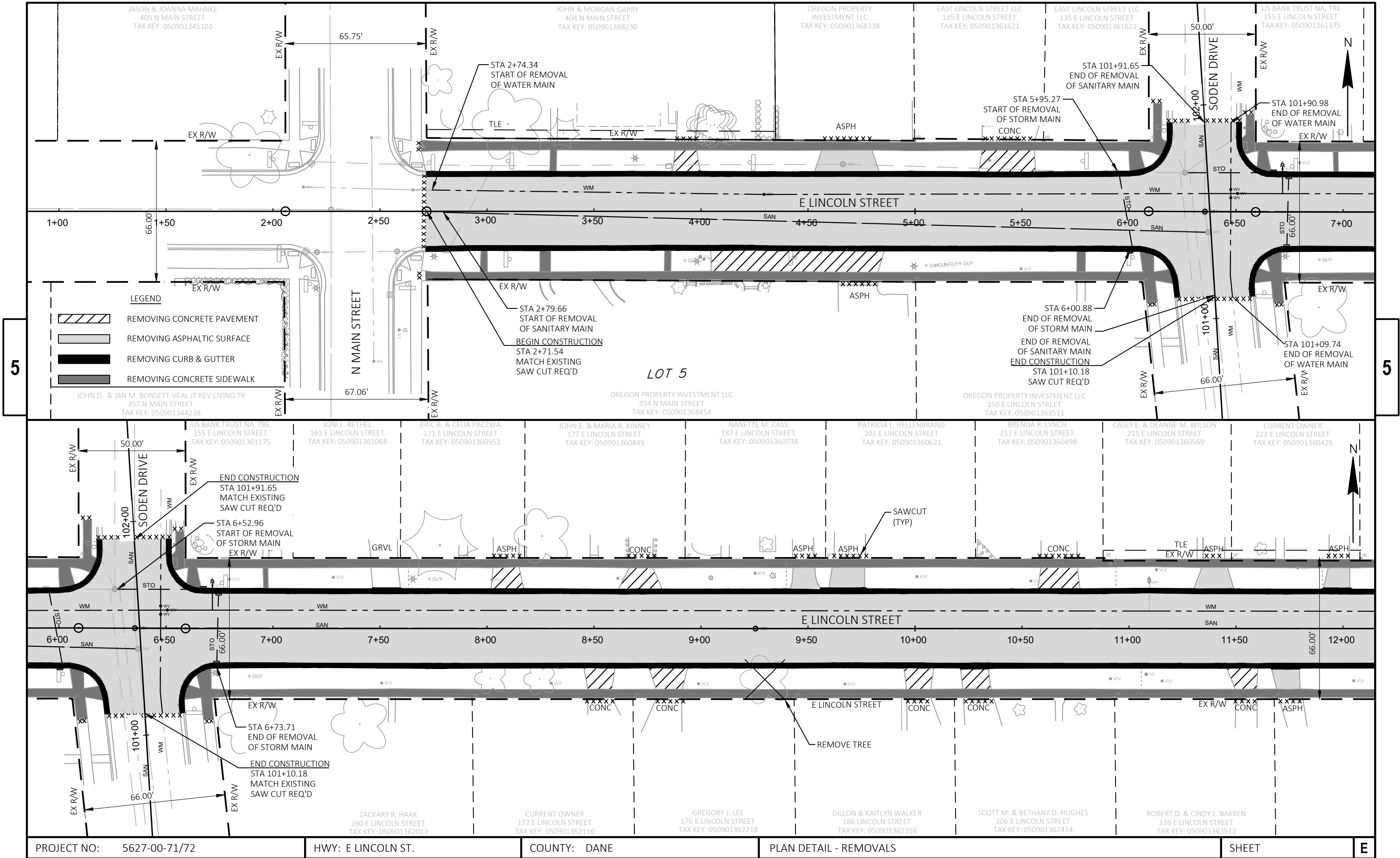
STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
1	6+02.29	15.70 LT	101+68.09	34.42 LT	430,775.08	821,727.65	0	932.56
2	6+03.67	0	101+52.34	33.98 LT	430,759.36	821,728.70	0	932.80
3	6+05.11	16.31 RT	101+35.97	33.54 LT	430,743.03	821,729.79	0	932.33
4	6+19.97	41.38 LT	101+92.58	14.96 LT	430,800.32	821,746.12	0	932.90
5	6+20.09	33.95 LT	101+85.15	15.34 LT	430,792.88	821,746.04	0	932.83
6	6+20.94	15.75 LT	101+66.84	15.70 LT	430,774.67	821,746.39	0	932.67
7	6+21.68	0	101+51.07	16.02 LT	430,758.90	821,746.70	0	932.68
8	6+22.44	16.24 RT	101+34.82	16.34 LT	430,742.65	821,747.02	0	932.51
9	6+23.19	32.31 RT	101+18.84	16.66 LT	430,726.57	821,747.33	0	932.52
10	6+24.06	39.94 RT	101+11.16	16.30 LT	430,718.91	821,747.98	0	932.63
11	6+35.16	41.57 LT	101+91.66	0	430,800.08	821,761.31	0	933.28
12	6+35.79	29.52 LT	101+79.68	0	430,788.03	821,761.61	0	933.07
13	6+36.68	15.84 LT	101+65.98	0	430,774.33	821,762.12	0	932.84
14	6+37.73	0	101+50.10	0	430,758.46	821,762.75	0	932.56
15	6+38.81	16.15 RT	101+33.92	0	430,742.29	821,763.38	0	932.70
16	6+39.82	31.20 RT	101+18.84	0	430,727.22	821,763.98	0	932.82
17	6+40.39	39.73 RT	101+10.28	0	430,718.97	821,764.31	0	932.89
18	6+49.95	41.74 LT	101+90.84	14.96 RT	430,799.86	821,776.10	0	932.89
19	6+49.94	30.50 LT	101+79.62	14.21 RT	430,788.62	821,775.78	0	932.62
20	6+51.34	15.92 LT	101+64.98	14.63 RT	430,774.00	821,776.78	0	932.49
21	6+52.87	0	101+48.99	15.10 RT	430,458.05	821,777.87	0	932.46
22	6+54.41	16.07 RT	101+32.86	15.57 RT	430,741.95	821,778.97	0	932.41
23	6+56.32	35.97 RT	101+12.87	16.15 RT	430,722.00	821,780.34	0	932.57
24	6+56.72	39.53 RT	101+09.30	16.28 RT	430,718.44	821,780.62	0	932.63
25	6+64.60	15.96 LT	101+64.17	27.79 RT	430,773.72	821,789.96	0	932.28
26	6+73.12	0	101+47.72	35.32 RT	430,757.57	821,798.12	0	932.45
27	6+74.02	16.04 RT	101+31.66	35.23 RT	430,741.52	821,798.67	0	932.13
28	5+98.18	37.79 LT	101+90.39	37.19 LT	430,797.26	821,724.00	18.0'	
29	6+01.32	38.50 RT	101+14.05	38.65 LT	430,720.92	821,725.24	18.0'	
30	6+64.90	30.88 LT	101+79.00	29.01 RT	430,788.58	821,790.59	14.5'	
31	6+72.56	32.72 RT	101+15.10	32.75 RT	430,724.87	821,796.84	18.0'	
32	6+14.96	21.07 RT	101+72.54	21.32 LT	430,780.14	821,740.56	0	932.63
33	6+17.26	20.87 RT	101+30.54	21.82 LT	430,738.16	821,741.71	0	932.45
34	6+54.21	20.21 LT	101+69.07	17.79 RT	430,778.22	821,779.77	0	932.46
35	6+60.63	22.01 RT	101+26.52	21.50 RT	430,735.88	821,785.18	0	932.31
36	5+98.70	16.30 RT	101+36.27	39.94 LT	430,743.17	821,723.38	0	932.28
37	5+98.73	0	101+52.53	38.92 LT	430,759.46	821,723.75	0	932.836
38	5+98.73	15.70 LT	101+68.21	37.98 LT	430,775.16	821,724.08	0	932.522
39	6+73.12	15.96 LT	101+63.65	36.29 RT	430,773.53	821,798.48	0	932.13

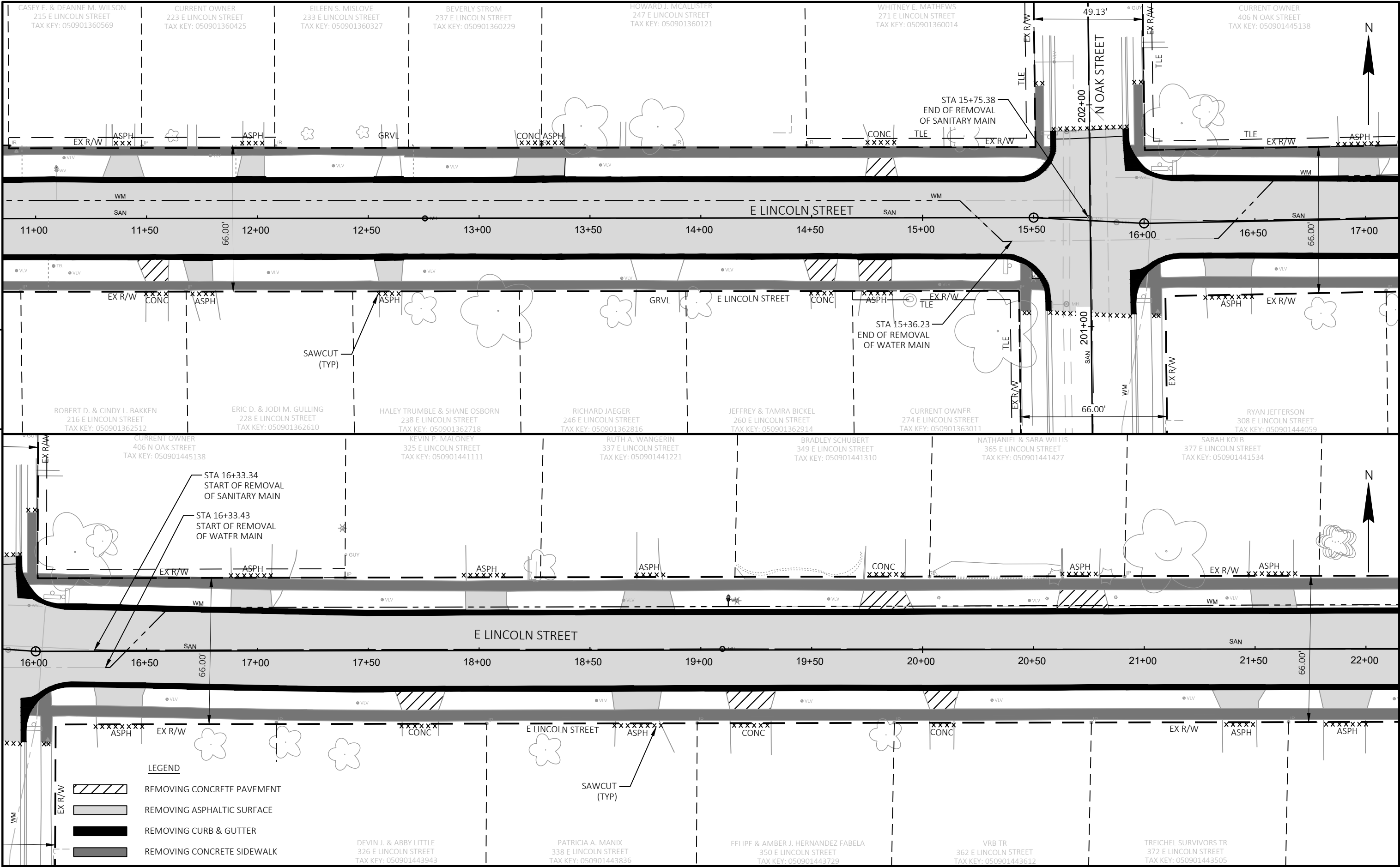


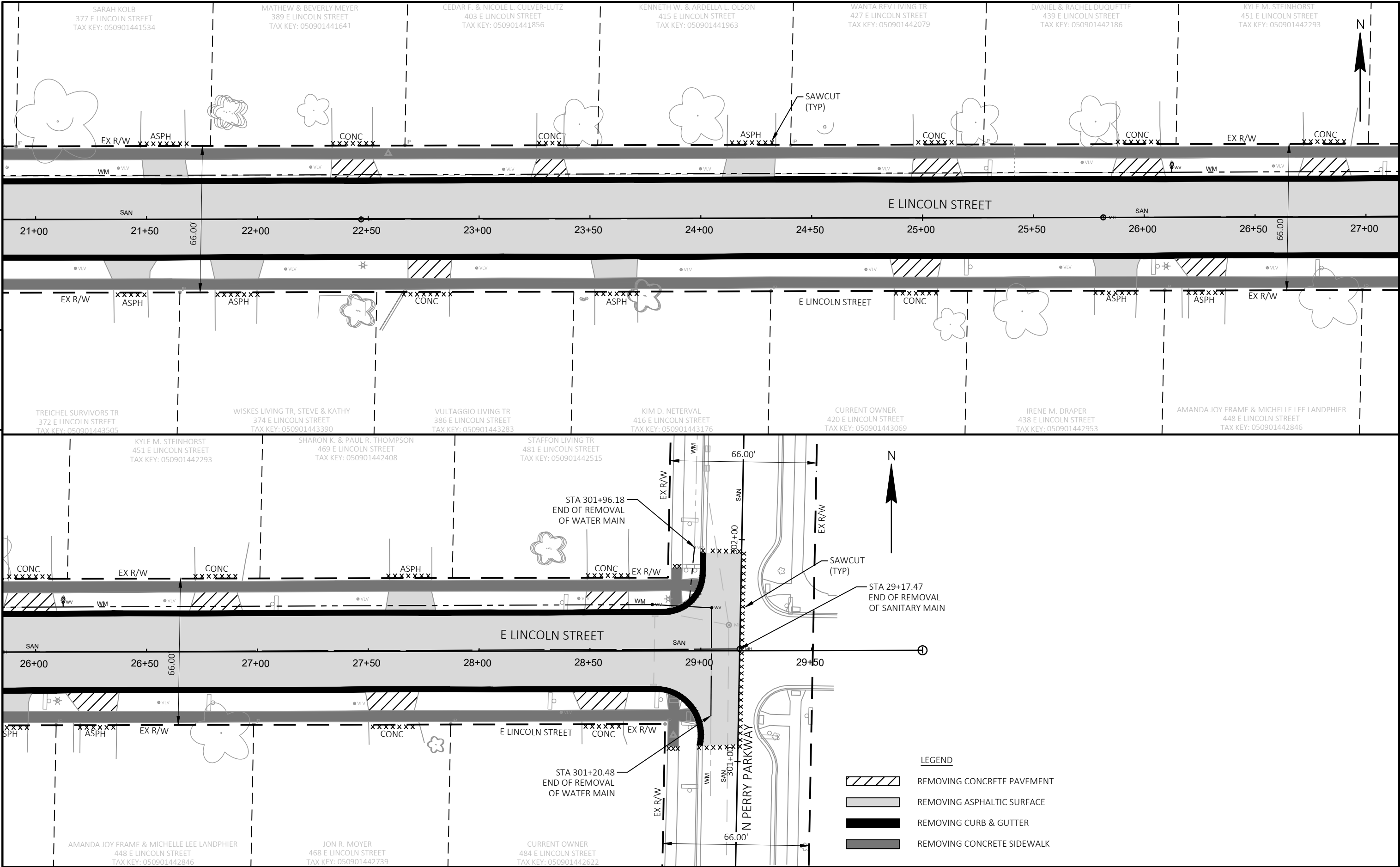
STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
1	15+45.69	16.00 LT	201+65.54	29.74 LT	430,754.39	822,670.84	0	936.27
2	15+39.94	0	201+49.50	32.64 LT	430,738.52	822,664.73	0	936.35
3	15+39.94	16.00 RT	201+33.50	35.79 LT	430,722.52	822,664.38	0	936.03
4	15+58.01	39.45 LT	201+88.38	15.15 LT	430,777.04	822,685.72	0	936.48
5	15+58.57	31.19 LT	201+80.11	15.10 LT	430,768.77	822,685.65	0	936.67
6	15+58.83	15.93 LT	201+64.86	15.78 LT	430,753.52	822,684.79	0	936.49
7	15+59.12	0	201+48.94	16.48 LT	430,737.62	822,683.88	0	936.43
8	15+59.40	16.16 RT	201+32.80	17.20 LT	430,721.48	822,682.96	0	936.16
9	15+59.70	33.37 RT	201+15.61	17.96 LT	430,704.30	822,681.98	0	936.20
10	15+60.20	41.39 RT	201+07.48	17.95 LT	430,696.27	822,681.88	0	935.80
11	15+73.11	40.72 LT	201+88.62	0	430,777.18	822,700.87	0	937.05
12	15+73.71	31.78 LT	201+79.66	0	430,768.22	822,700.80	0	936.92
13	15+74.66	16.13 LT	201+63.98	0	430,752.55	822,700.58	0	936.71
14	15+75.62	0	201+47.80	0	430,736.37	822,700.36	0	936.50
15	15+76.58	15.84 RT	201+31.96	0	430,720.53	822,700.15	0	936.39
16	15+77.70	33.86 RT	201+13.90	0	430,702.47	822,699.92	0	936.28
17	15+78.20	41.25 RT	201+06.50	0	430,695.07	822,699.92	0	936.24
18	15+88.19	41.92 LT	201+89.05	15.15 RT	430,777.32	822,716.00	0	936.69
19	15+88.83	32.36 LT	201+79.41	15.18 RT	430,767.68	822,715.93	0	936.73
20	15+90.49	16.33 LT	201+63.30	15.84 RT	430,751.57	822,716.39	0	936.55
21	15+92.19	0	201+46.90	16.51 RT	430,735.16	822,716.84	0	936.56
22	15+93.76	15.51 RT	201+31.32	17.14 RT	430,719.57	822,717.27	0	936.25
23	15+95.69	34.36 RT	201+12.39	17.90 RT	430,700.63	822,717.80	0	935.94
24	15+96.16	41.11 RT	201+05.63	17.95 RT	430,693.87	822,717.76	0	935.66
25	16+08.17	16.00 LT	201+62.49	32.35 RT	430,750.55	822,732.88	0	936.26
26	16+11.33	0	201+46.42	35.65 RT	430,734.54	822,735.98	0	936.64
27	16+11.26	16.00 RT	201+30.42	35.73 RT	430,718.54	822,735.86	0	936.28
28	15+39.05	37.05 LT	201+86.65	36.19 LT	430,775.58	822,664.66	14.5'	
29	15+34.90	39.06 RT	201+10.58	41.04 LT	430,699.57	822,658.84	18.0'	
30	16+12.46	37.77 LT	201+84.31	36.43 RT	430,772.31	822,737.24	17.0'	
31	16+16.49	38.43 RT	201+08.14	41.17 RT	430,696.09	822,741.00	18.0'	
32	15+54.94	20.60 LT	201+69.67	19.37 LT	430,758.48	822,681.25	0	936.48
33	15+53.72	21.05 RT	201+28.17	23.17 LT	430,717.03	822,676.93	0	936.08
34	15+94.64	20.68 LT	201+67.29	20.26 RT	430,755.59	822,720.85	0	936.52
35	15+98.54	21.36 RT	201+25.05	23.07 RT	430,713.32	822,723.12	0	936.11
36	15+39.94	16.00 LT	201+65.49	35.49 LT	430,754.51	822,665.08	0	936.03
37	16+11.33	16.00 LT	201+62.42	35.51 RT	430,750.54	822,736.03	0	936.24



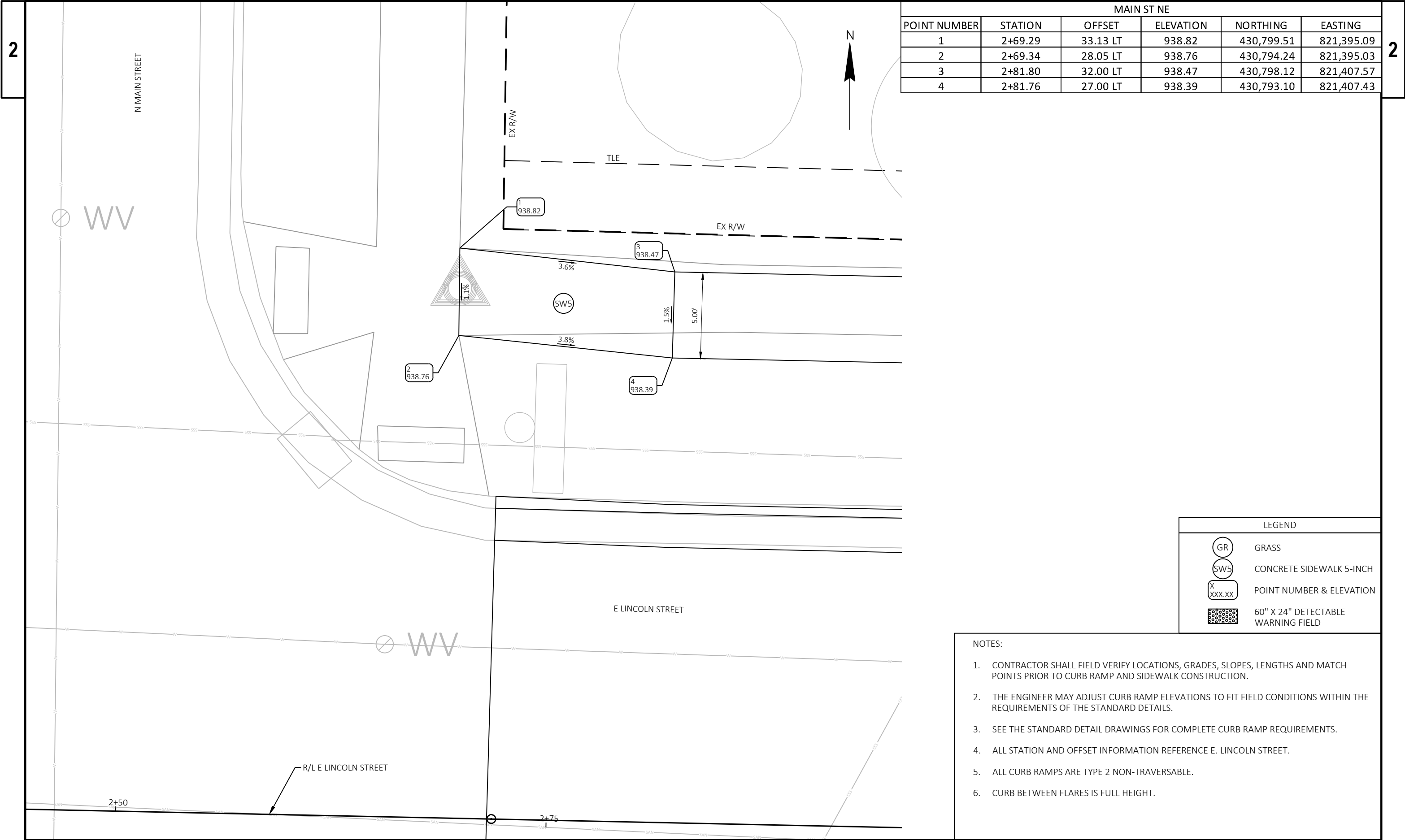
STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
1	28+84.87	16.39 LT	301+65.69	33.04' LT	430,746.54	824,009.57	0	934.23
2	28+84.52	0	301+49.30	33.00' LT	430,730.15	824,009.17	0	934.49
3	28+84.18	16.48' RT	301+32.82	33.00' LT	430,713.68	824,008.76	0	934.23
4	29+01.19	39.02' RT	301+10.61	15.51' LT	430,691.08	824,025.69	0	933.84
5	29+00.63	42.79' RT	301+06.86	15.99' LT	430,687.31	824,025.13	0	933.79
6	29+16.59	42.18' RT	301+07.80	0.04' LT	430,687.86	824,041.09	0	934.30
7	29+17.46	0	301+50.00	0.07' LT	430,730.41	824,042.10	0	934.63
8	26+18.52	43.71' LT	301+93.72	0.06' RT	430,773.75	824,043.31	0	934.31
9	29+02.42	44.10' LT	301+93.77	16.04' LT	430,774.19	824,027.22	0	933.82
10	29+02.10	33.81' LT	301+83.48	16.14' LT	430,763.90	824,026.86	0	933.93
11	28+83.68	34.80' LT	301+48.08	34.58' LT	430,764.96	824,008.44	18.45	0.00
12	28+79.44	37.74' RT	301+11.46	37.29' LT	430,692.43	824,003.95	21.79	0.00







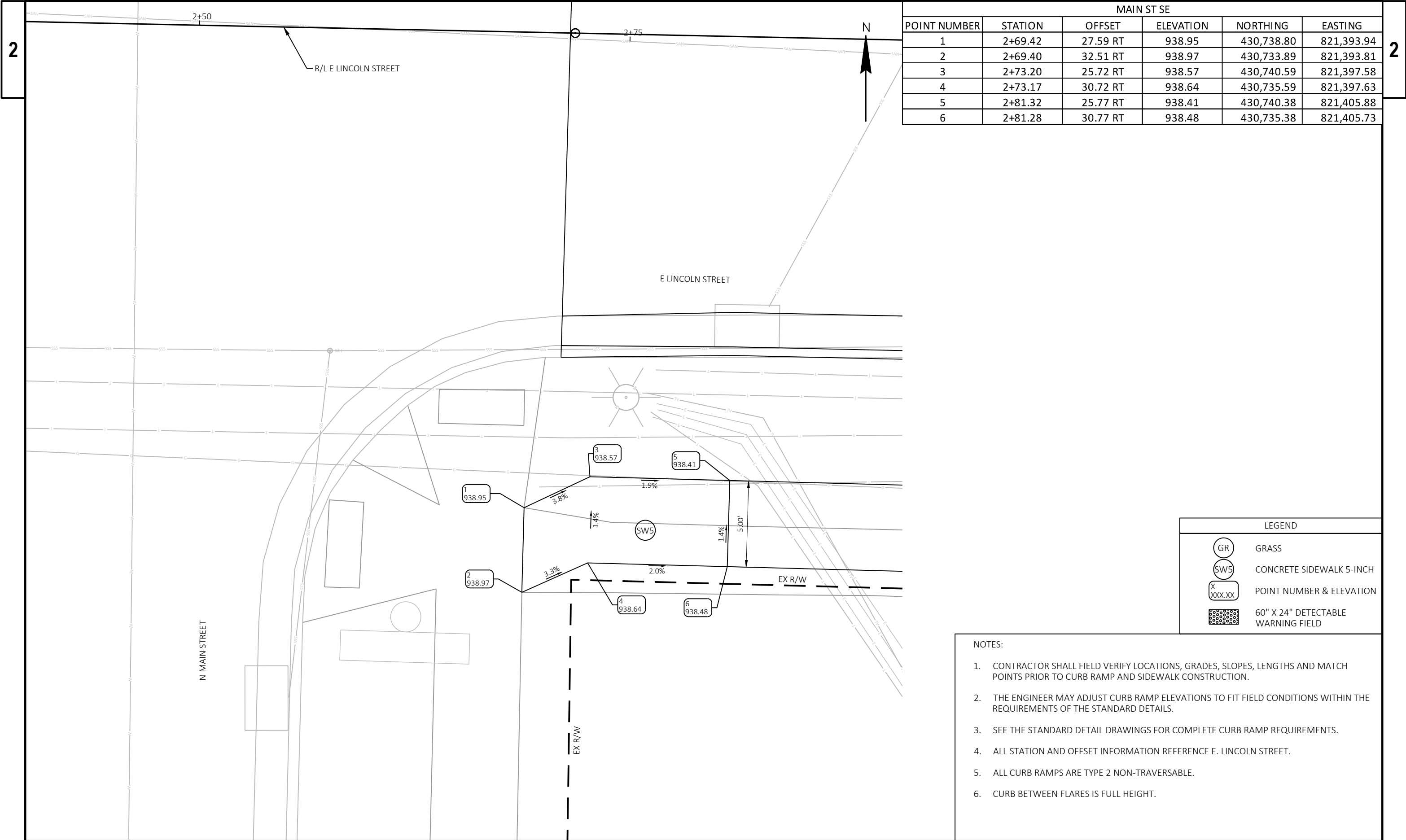
PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PLAN DETAIL - REMOVALS	SHEET	E
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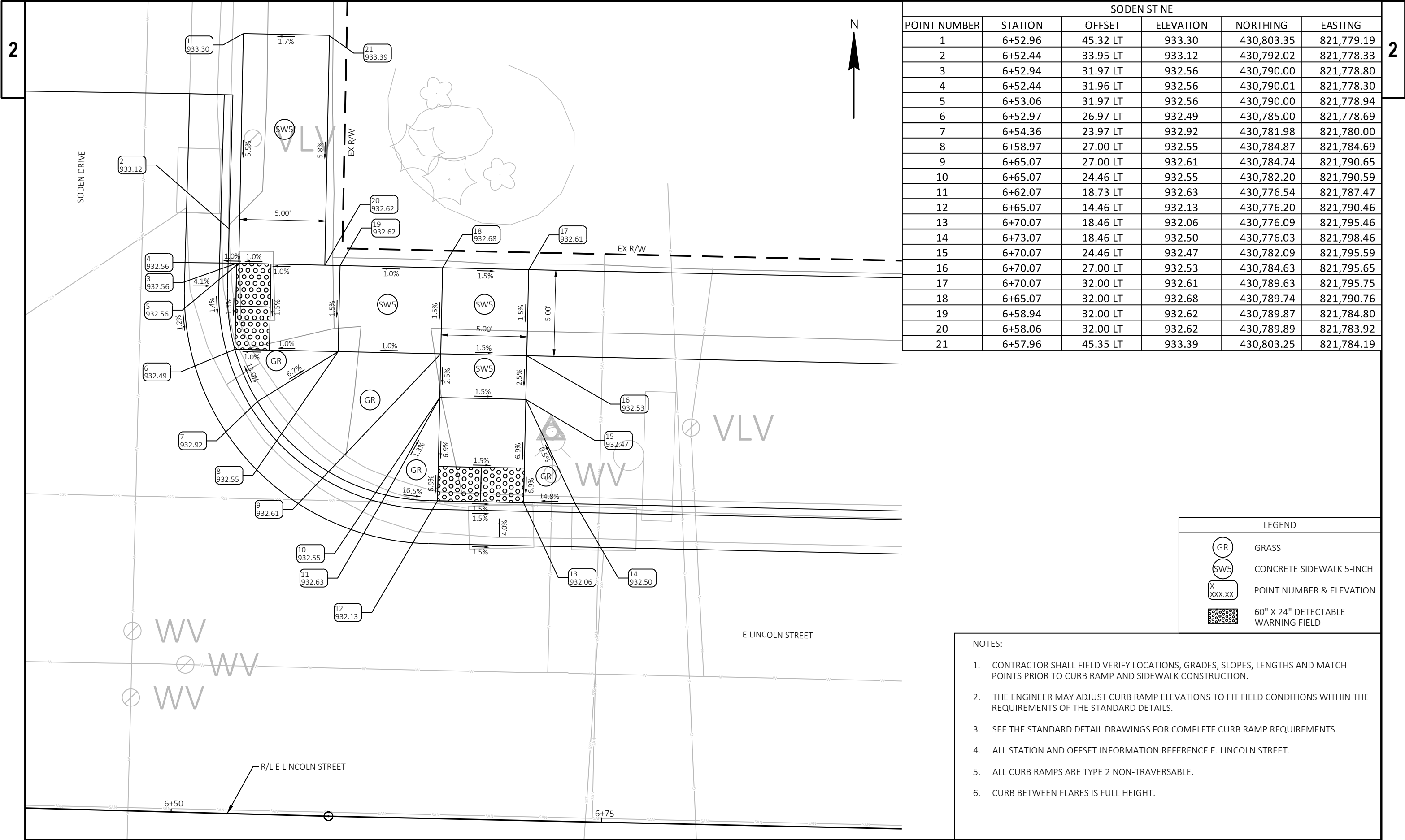


MAIN ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	2+69.29	33.13 LT	938.82	430,799.51	821,395.09
2	2+69.34	28.05 LT	938.76	430,794.24	821,395.03
3	2+81.80	32.00 LT	938.47	430,798.12	821,407.57
4	2+81.76	27.00 LT	938.39	430,793.10	821,407.43

LEGEND	
	GRASS
	CONCRETE SIDEWALK 5-INCH
	POINT NUMBER & ELEVATION
	60" X 24" DETECTABLE WARNING FIELD

- NOTES:
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE E. LINCOLN STREET.
 - ALL CURB RAMPS ARE TYPE 2 NON-TRAVERSABLE.
 - CURB BETWEEN FLARES IS FULL HEIGHT.

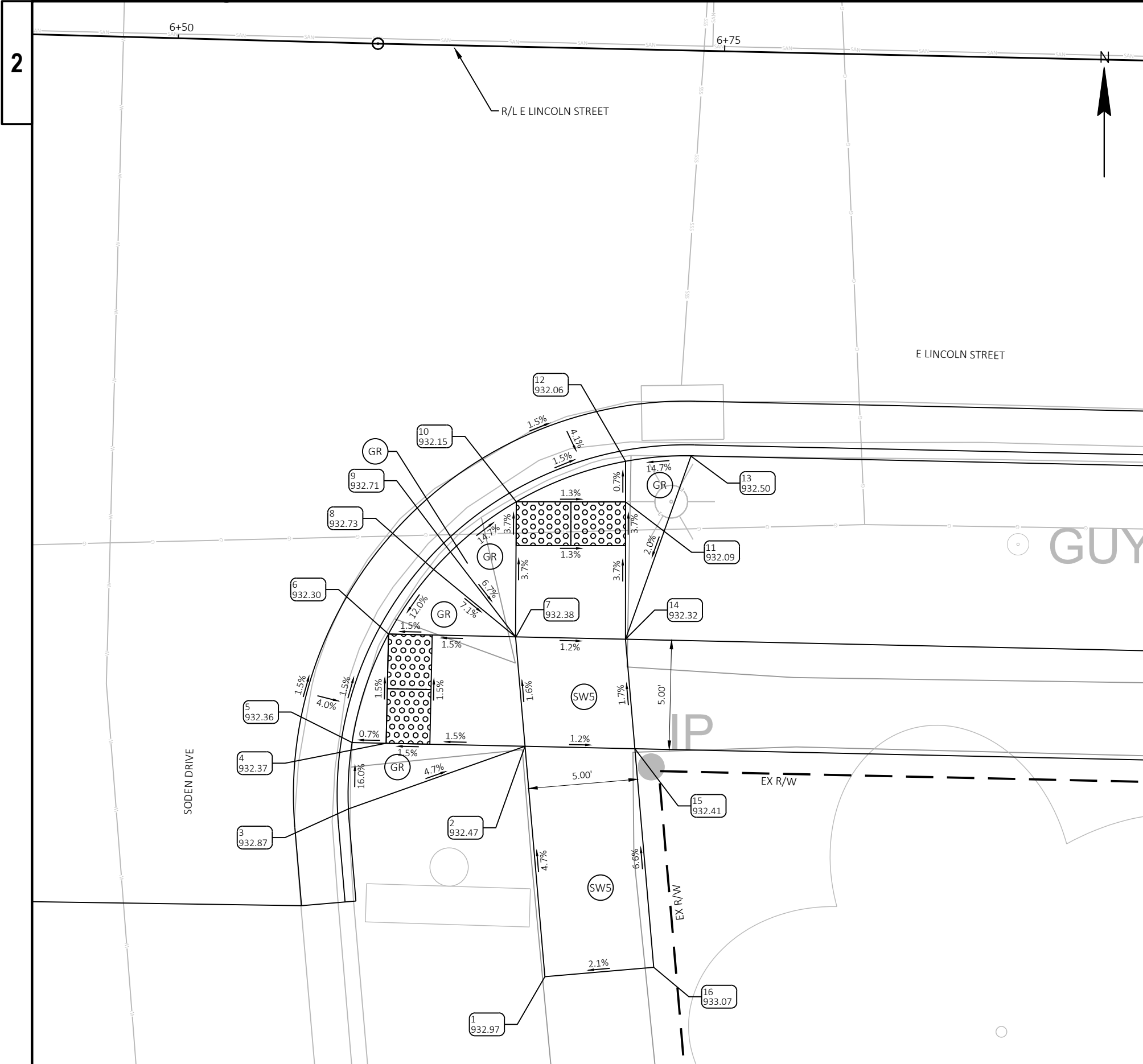




SODEN ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	6+52.96	45.32 LT	933.30	430,803.35	821,779.19
2	6+52.44	33.95 LT	933.12	430,792.02	821,778.33
3	6+52.94	31.97 LT	932.56	430,790.00	821,778.80
4	6+52.44	31.96 LT	932.56	430,790.01	821,778.30
5	6+53.06	31.97 LT	932.56	430,790.00	821,778.94
6	6+52.97	26.97 LT	932.49	430,785.00	821,778.69
7	6+54.36	23.97 LT	932.92	430,781.98	821,780.00
8	6+58.97	27.00 LT	932.55	430,784.87	821,784.69
9	6+65.07	27.00 LT	932.61	430,784.74	821,790.65
10	6+65.07	24.46 LT	932.55	430,782.20	821,790.59
11	6+62.07	18.73 LT	932.63	430,776.54	821,787.47
12	6+65.07	14.46 LT	932.13	430,776.20	821,790.46
13	6+70.07	18.46 LT	932.06	430,776.09	821,795.46
14	6+73.07	18.46 LT	932.50	430,776.03	821,798.46
15	6+70.07	24.46 LT	932.47	430,782.09	821,795.59
16	6+70.07	27.00 LT	932.53	430,784.63	821,795.65
17	6+70.07	32.00 LT	932.61	430,789.63	821,795.75
18	6+65.07	32.00 LT	932.68	430,789.74	821,790.76
19	6+58.94	32.00 LT	932.62	430,789.87	821,784.80
20	6+58.06	32.00 LT	932.62	430,789.89	821,783.92
21	6+57.96	45.35 LT	933.39	430,803.25	821,784.19

LEGEND	
GR	GRASS
SW5	CONCRETE SIDEWALK 5-INCH
X XXX.XX	POINT NUMBER & ELEVATION
	60" X 24" DETECTABLE WARNING FIELD

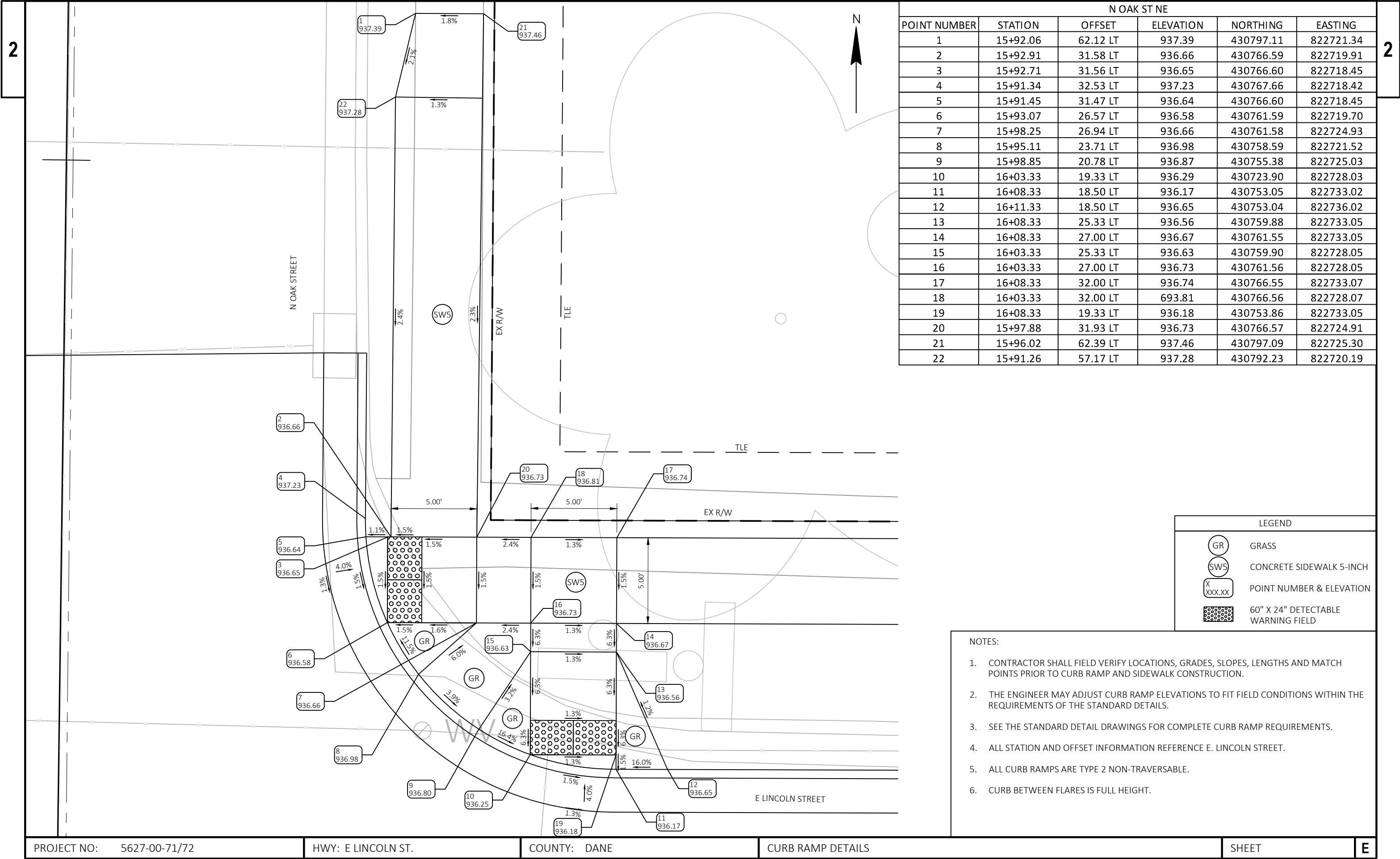
- NOTES:
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE E. LINCOLN STREET.
 - ALL CURB RAMPS ARE TYPE 2 NON-TRAVERSABLE.
 - CURB BETWEEN FLARES IS FULL HEIGHT.



SODEN ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	6+67.71	42.52 RT	932.97	430,715.18	821,791.76
2	6+66.57	32.00 RT	932.47	430,725.72	821,790.85
3	6+58.74	35.08 RT	932.87	430,722.86	821,782.77
4	6+60.21	32.00 RT	932.37	430,725.86	821,784.49
5	6+58.83	32.00 RT	932.36	430,725.90	821,782.95
6	6+60.21	27.00 RT	932.30	430,730.86	821,784.60
7	6+66.03	27.00 RT	932.38	430,730.73	821,790.43
8	6+62.21	24.00 RT	932.73	430,733.82	821,786.67
9	6+62.96	23.18 RT	932.71	430,734.62	821,786.67
10	6+65.92	20.82 RT	932.15	430,736.91	821,790.45
11	6+70.92	20.72 RT	932.09	430,736.91	821,795.45
12	6+70.88	18.86 RT	932.06	430,738.76	821,795.45
13	6+73.87	18.54 RT	932.50	430,739.00	821,798.44
14	6+71.05	27.00 RT	932.32	430,730.62	821,795.44
15	6+71.60	32.00 RT	932.41	430,725.61	821,795.88
16	6+72.68	41.98 RT	933.07	430,715.61	821,796.74

LEGEND	
	GRASS
	CONCRETE SIDEWALK 5-INCH
	POINT NUMBER & ELEVATION
	60" X 24" DETECTABLE WARNING FIELD

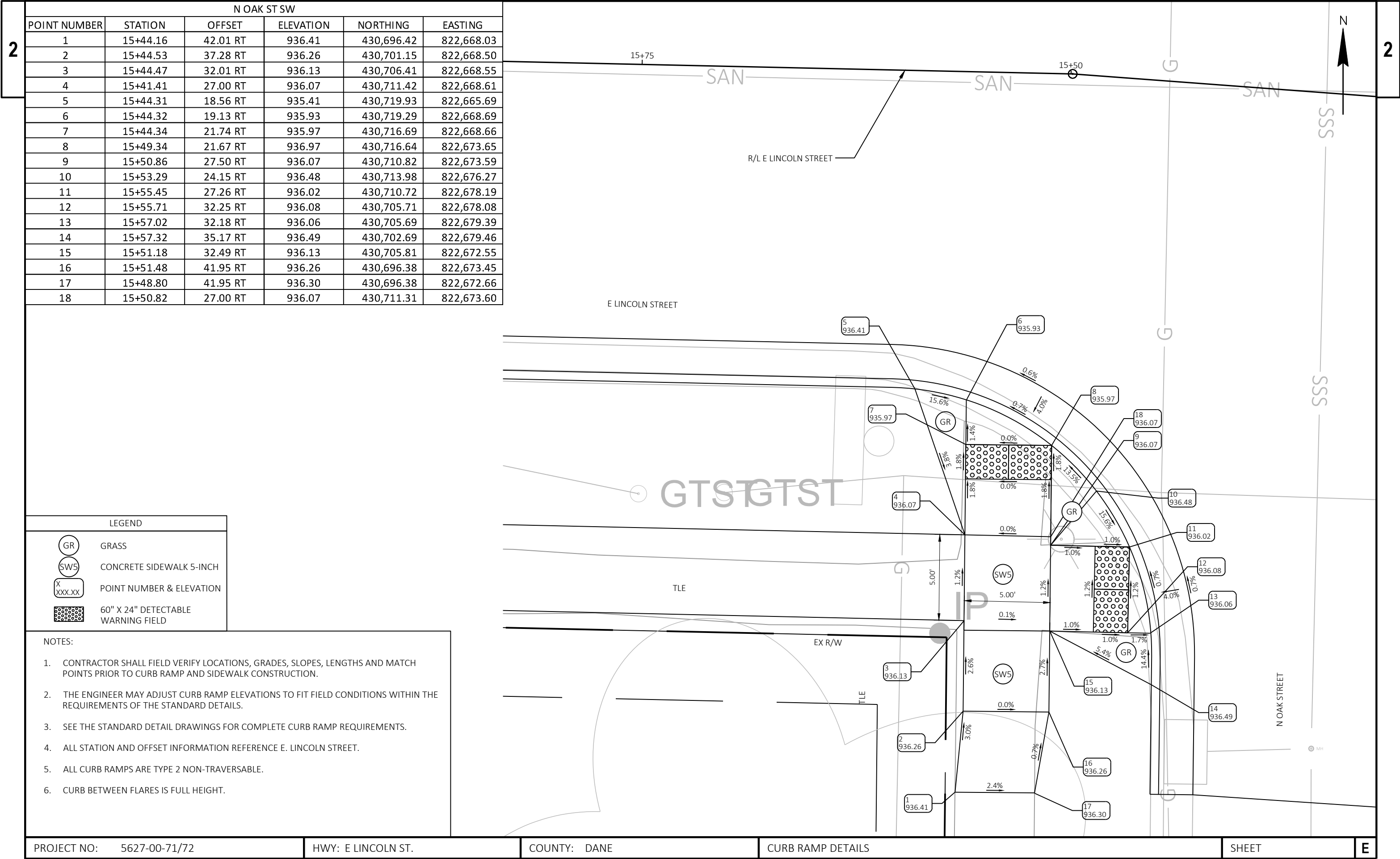
- NOTES:
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE E. LINCOLN STREET.
 - ALL CURB RAMP ARE TYPE 2 NON-TRAVERSABLE.
 - CURB BETWEEN FLARES IS FULL HEIGHT.



N OAK ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	15+92.06	62.12 LT	937.39	430797.11	822721.34
2	15+92.91	31.58 LT	936.66	430766.59	822719.91
3	15+92.71	31.56 LT	936.65	430766.60	822718.45
4	15+91.34	32.53 LT	937.23	430767.66	822718.42
5	15+91.45	31.47 LT	936.64	430766.60	822718.45
6	15+93.07	26.57 LT	936.58	430761.59	822719.70
7	15+98.25	26.94 LT	936.66	430761.58	822724.93
8	15+95.11	23.71 LT	936.98	430758.59	822721.52
9	15+98.85	20.78 LT	936.87	430755.38	822725.03
10	16+03.33	19.33 LT	936.29	430723.90	822728.03
11	16+08.33	18.50 LT	936.17	430753.05	822733.02
12	16+11.33	18.50 LT	936.65	430753.04	822736.02
13	16+08.33	25.33 LT	936.56	430759.88	822733.05
14	16+08.33	27.00 LT	936.67	430761.55	822733.05
15	16+03.33	25.33 LT	936.63	430759.90	822728.05
16	16+03.33	27.00 LT	936.73	430761.56	822728.05
17	16+08.33	32.00 LT	936.74	430766.55	822733.07
18	16+03.33	32.00 LT	693.81	430766.56	822728.07
19	16+08.33	19.33 LT	936.18	430753.86	822733.05
20	15+97.88	31.93 LT	936.73	430766.57	822724.91
21	15+96.02	62.39 LT	937.46	430797.09	822725.30
22	15+91.26	57.17 LT	937.28	430792.23	822720.19

LEGEND	
	GRASS
	CONCRETE SIDEWALK 5-INCH
	POINT NUMBER & ELEVATION
	60" X 24" DETECTABLE WARNING FIELD

- NOTES:
- CONTRACTOR SHALL FIELD VERIFY LOCATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE E. LINCOLN STREET.
 - ALL CURB RAMP ARE TYPE 2 NON-TRAVERSABLE.
 - CURB BETWEEN FLARES IS FULL HEIGHT.



PROJECT NO: 5627-00-71/72

HWY: E LINCOLN ST.

COUNTY: DANE

CURB RAMP DETAILS

SHEET

E

FILE NAME : C:\USERS\GDEPREY\DC\ACCDOS\RUEKERT & MIELKE, INC.\8113 - VILLAGE OF OREGON - LINCOLN STREET RECONSTRUCTION\PROJECT FILES\DWG\SHEETSPLAN\021301-CR.DWG

LAYOUT NAME - 09

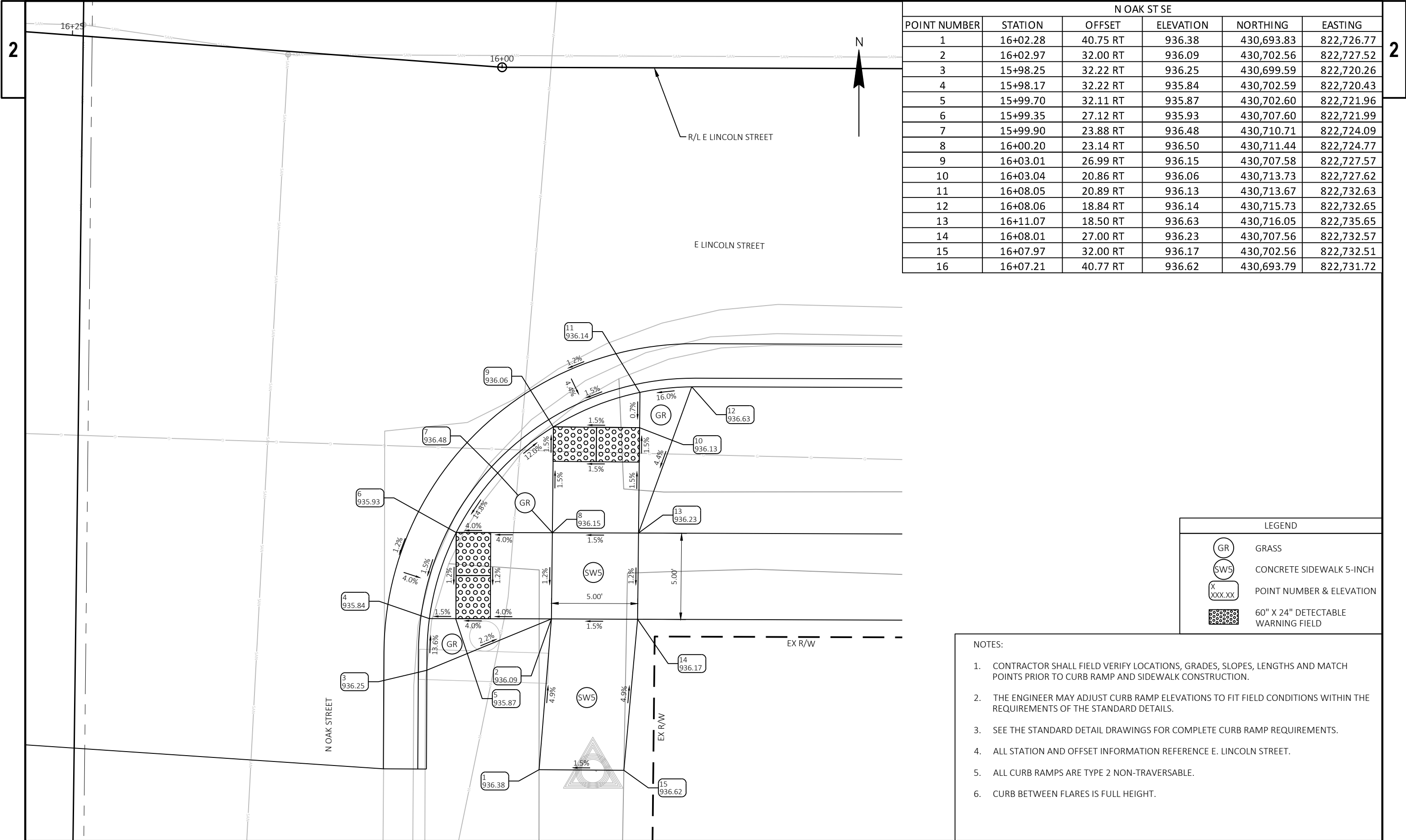
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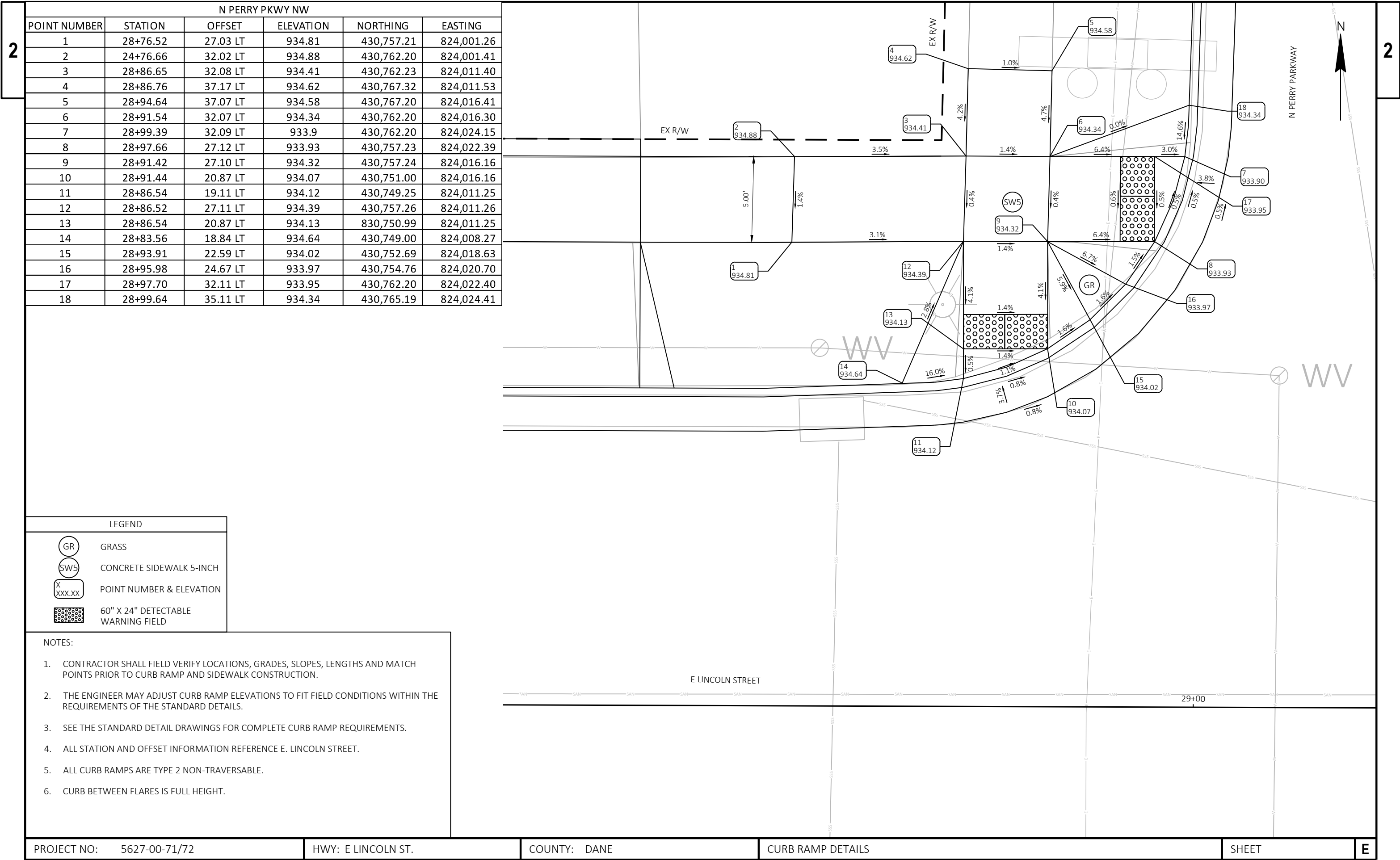
PLOT BY : GENE DEPREY

PLOT NAME :

PLOT SCALE : 1 IN:5 FT

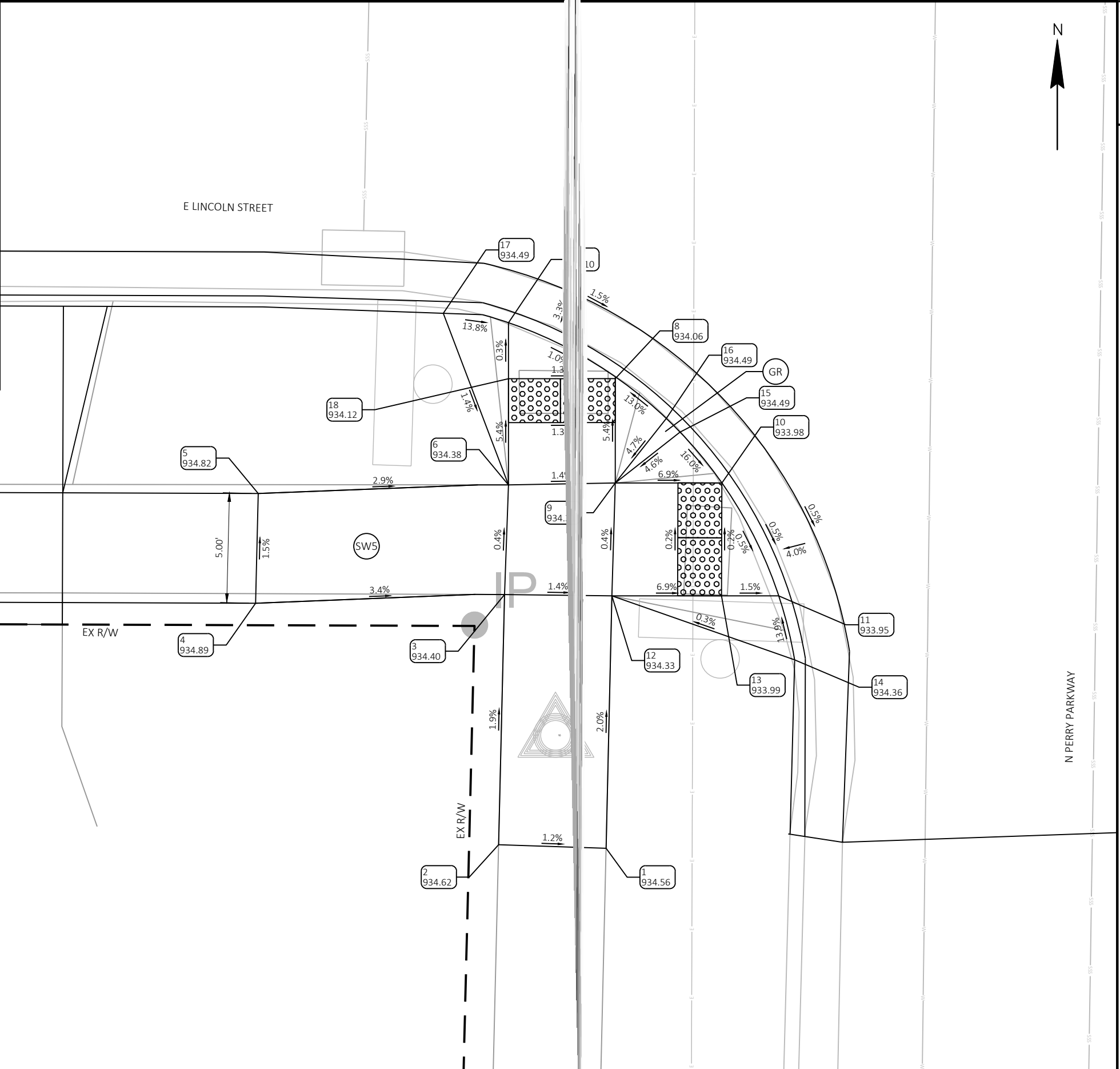
WISDOT/CADDs SHEET 42





2

N PERRY PKWY SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	28+89.86	43.11 RT	934.56	430,687.03	824,014.35
2	28+84.96	42.96 RT	934.62	430,687.19	824,009.45
3	28+85.19	31.56 RT	934.40	430,698.59	824,009.73
4	28+73.84	32.00 RT	934.89	430,698.19	823,998.38
5	28+73.95	27.00 RT	934.82	430,703.19	823,998.50
6	28+85.35	26.57 RT	934.38	430,703.58	824,009.90
7	28+85.33	19.32 RT	934.13	430,710.83	824,009.90
8	28+90.20	21.71 RT	934.06	430,708.42	824,014.77
9	28+90.22	26.47 RT	934.31	430,703.67	824,014.77
10	28+95.07	26.45 RT	933.98	430,703.67	824,019.63
11	28+97.68	31.58 RT	933.95	430,698.53	824,022.22
12	28+90.08	31.61 RT	934.33	430,698.53	824,014.62
13	28+95.09	31.59 RT	933.99	430,698.53	824,019.61
14	28+98.42	34.53 RT	934.36	430,695.62	824,022.94
15	28+93.16	24.14 RT	934.49	430,705.99	824,017.72
16	28+92.53	23.52 RT	934.49	430,706.61	824,017.10
17	28+82.35	18.76 RT	934.49	430,711.40	824,006.93
18	28+85.33	21.73 RT	934.12	430,708.42	824,009.90



LEGEND

GR

GRASS

SW5

CONCRETE SIDEWALK 5-INCH

X
XXX.XX

POINT NUMBER & ELEVATION

[Pattern]

60" X 24" DETECTABLE WARNING FIELD

- NOTES:
1.

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

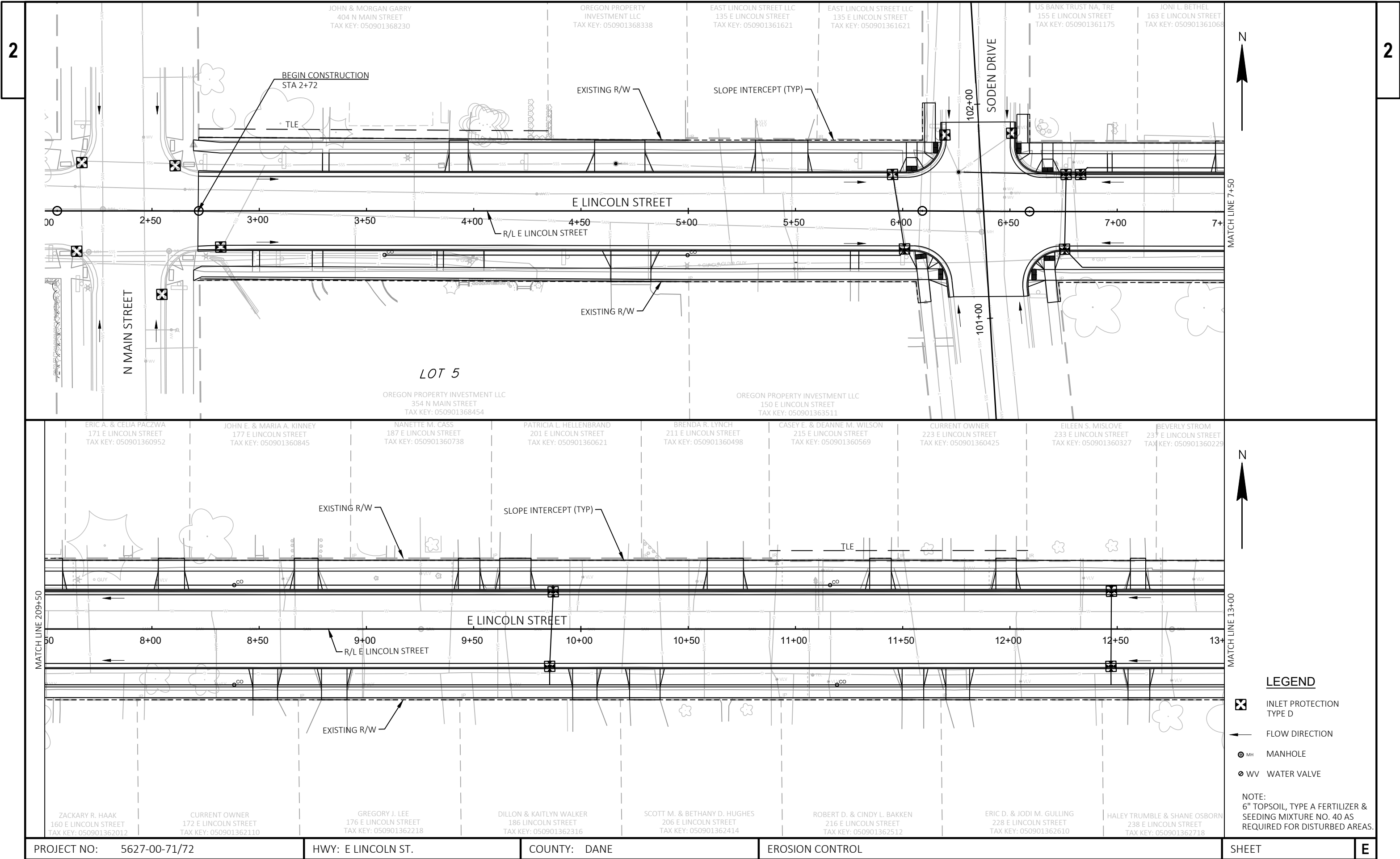
THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
3.

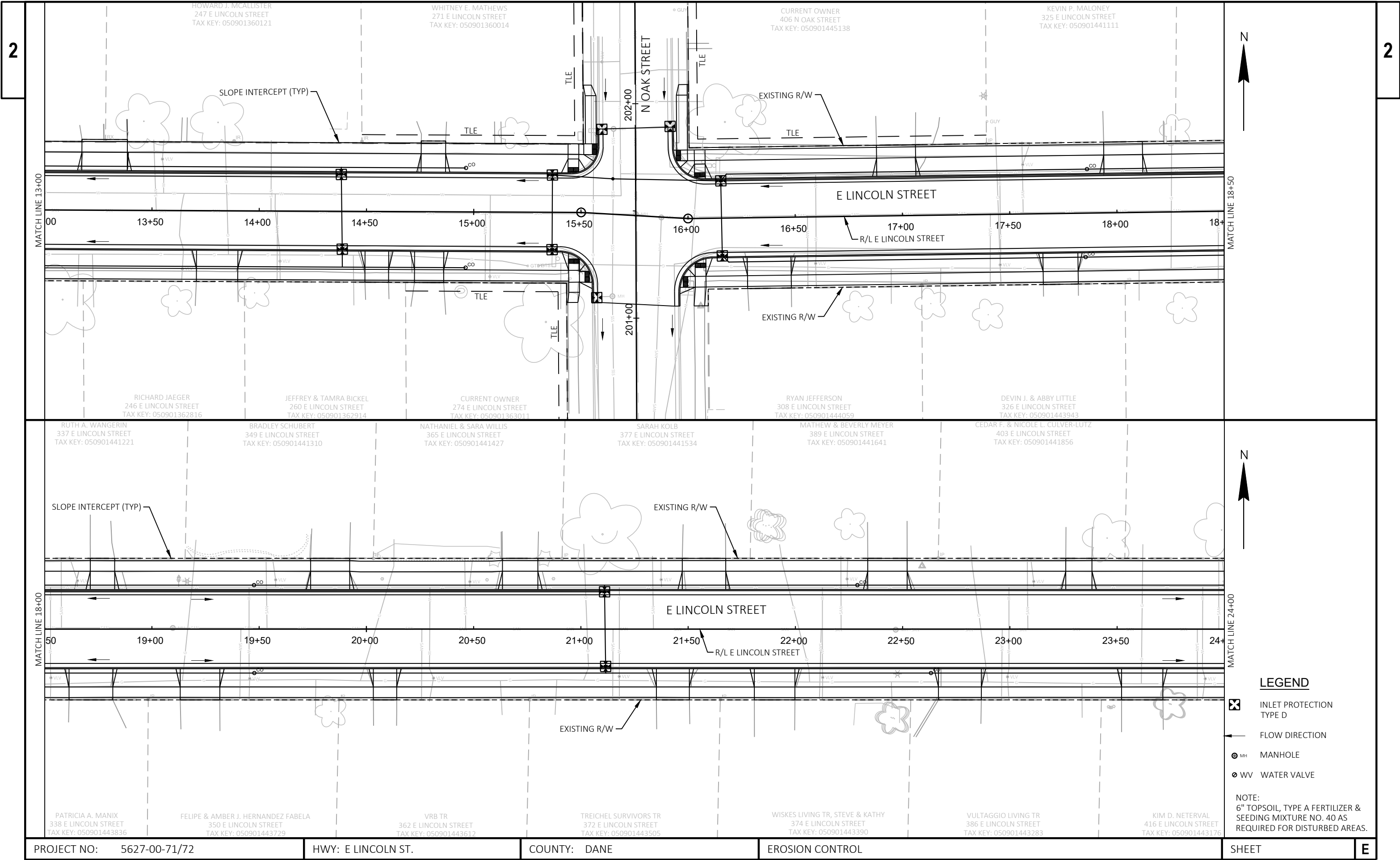
SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

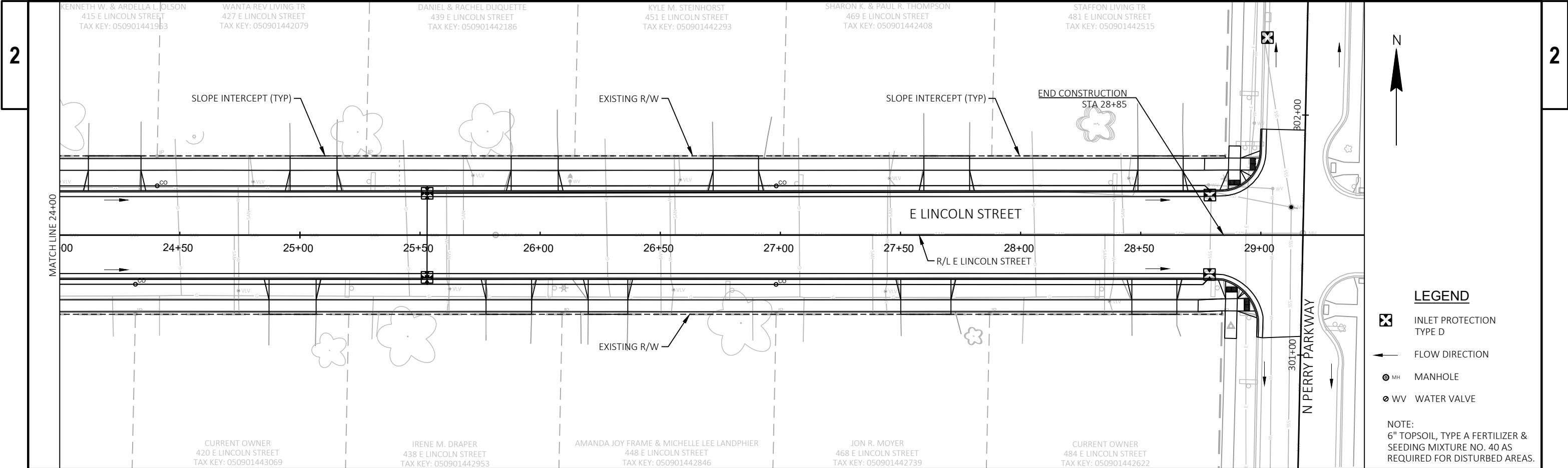
ALL STATION AND OFFSET INFORMATION REFERENCE E. LINCOLN STREET.
5.

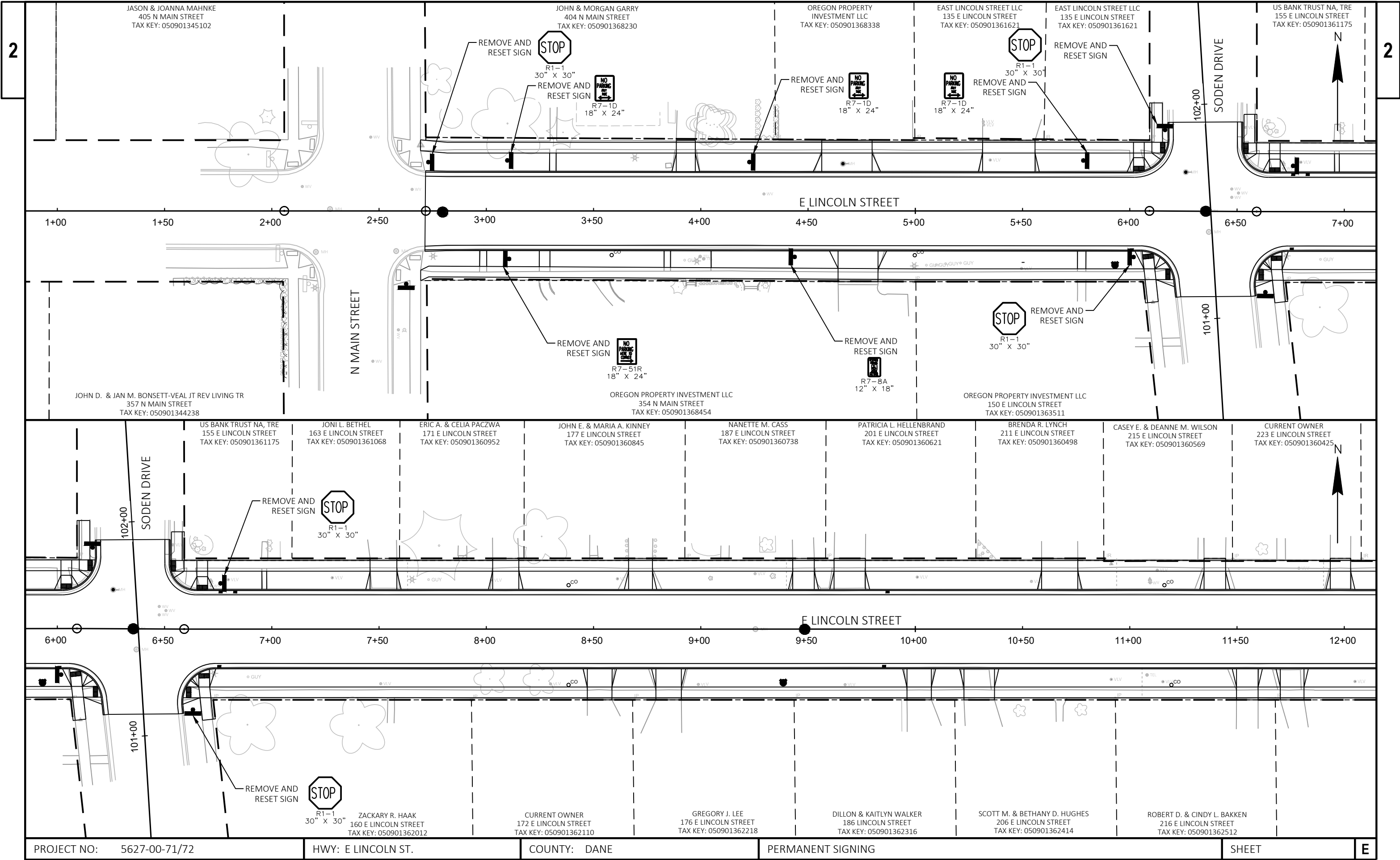
ALL CURB RAMPS ARE TYPE 2 NON-TRAVERSABLE.
6.

CURB BETWEEN FLARES IS FULL HEIGHT.

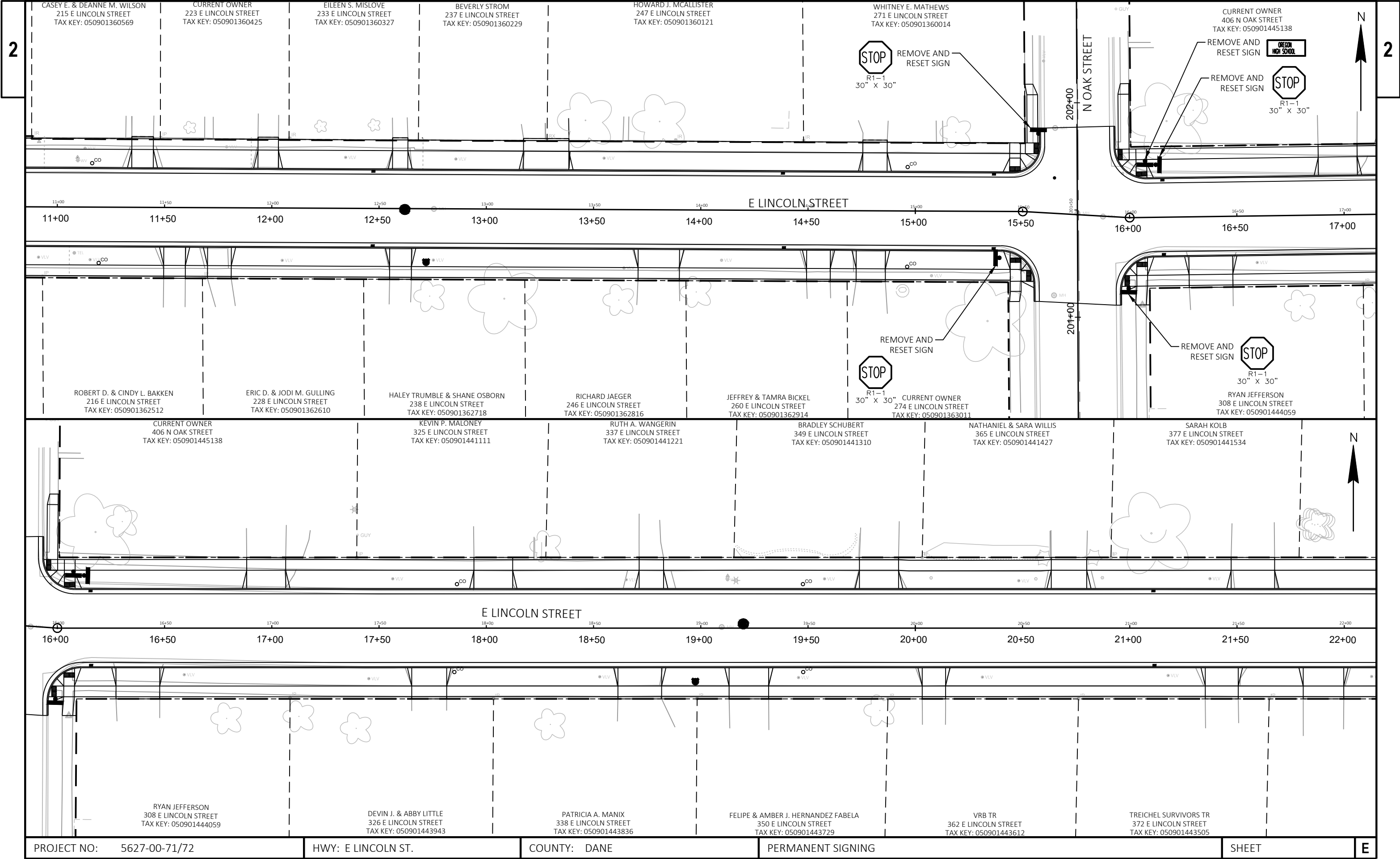




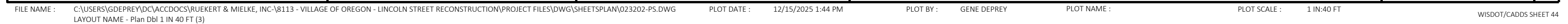


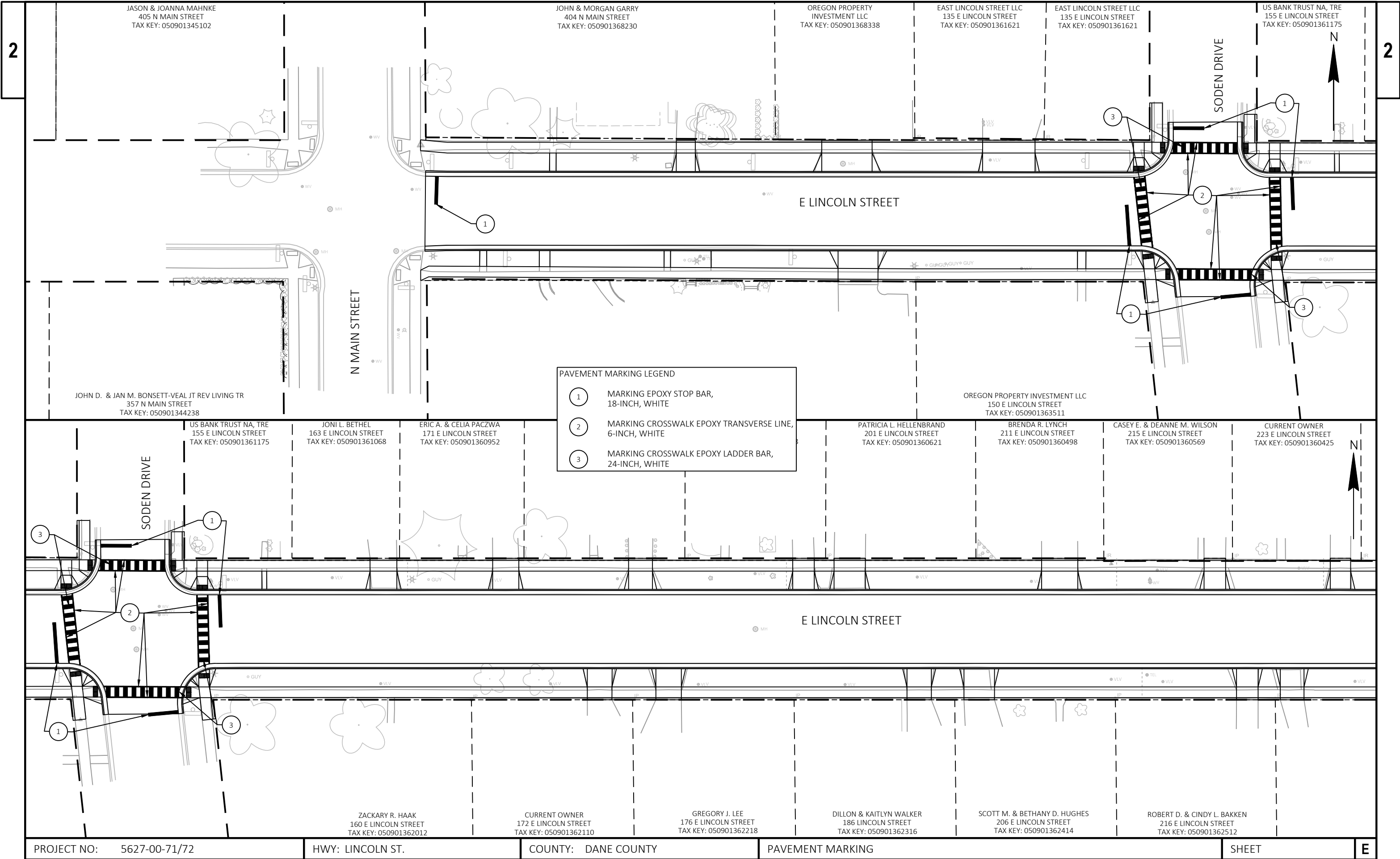


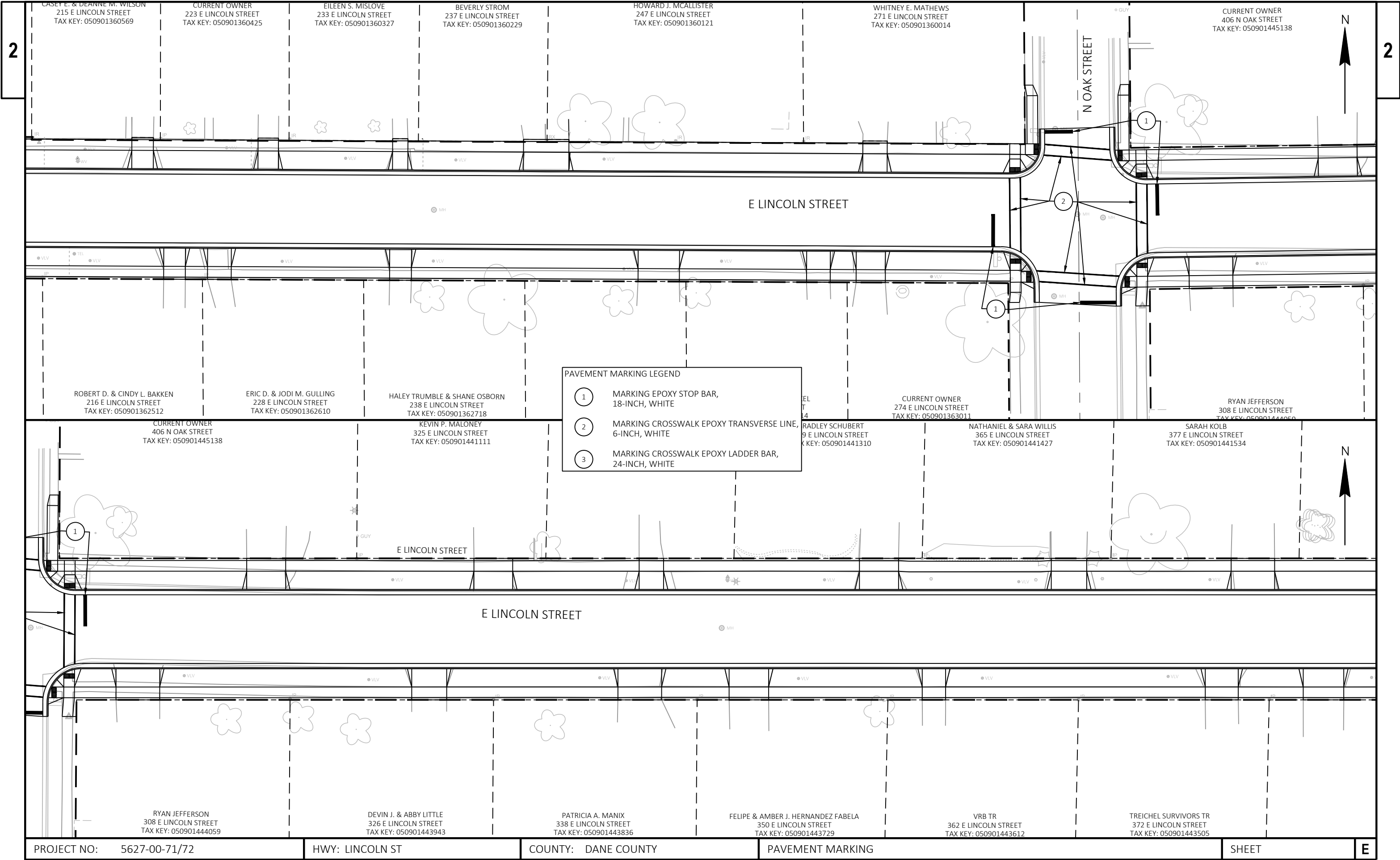
PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PERMANENT SIGNING	SHEET E
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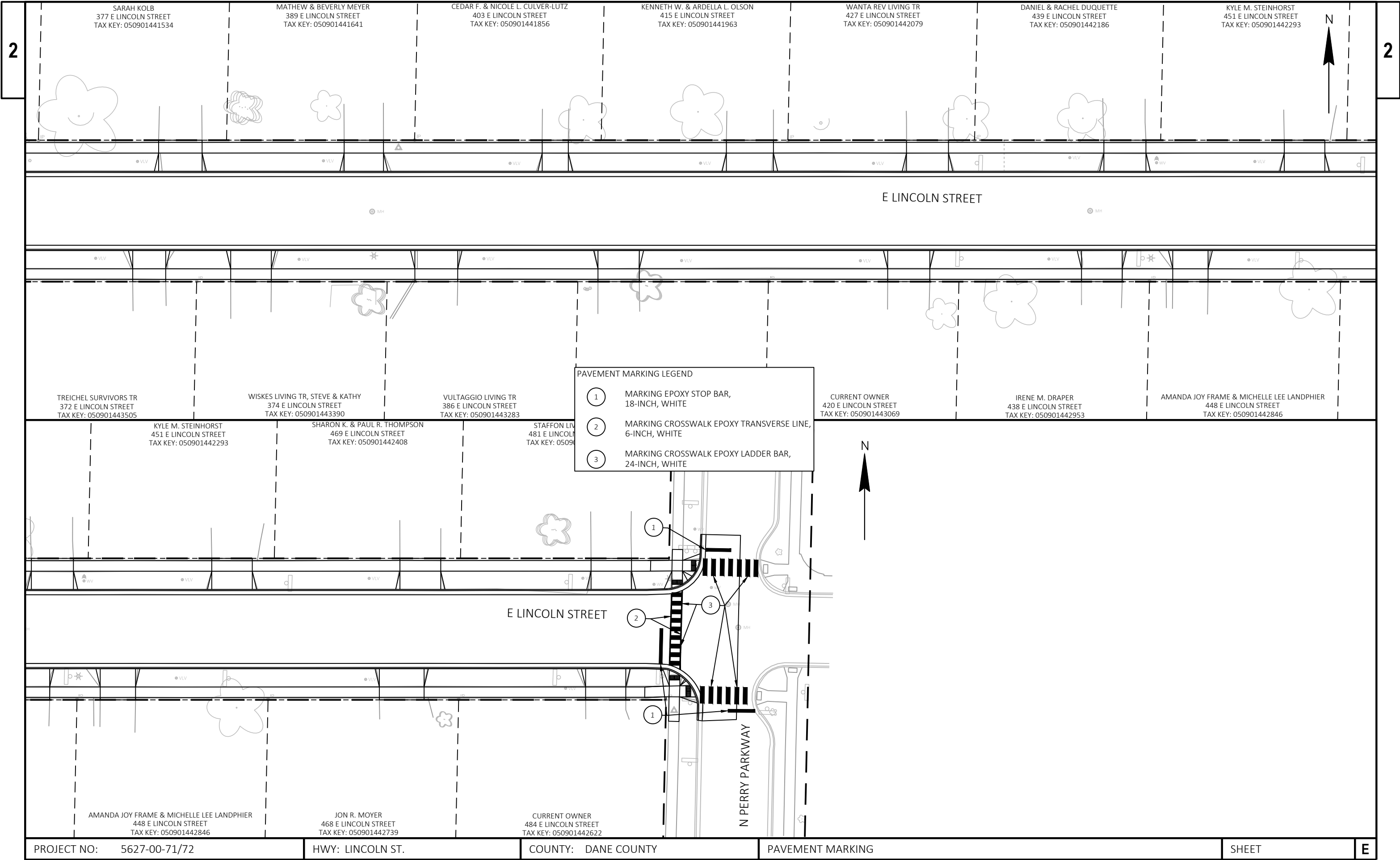


PROJECT NO:	5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PERMANENT SIGNING	SHEET	E
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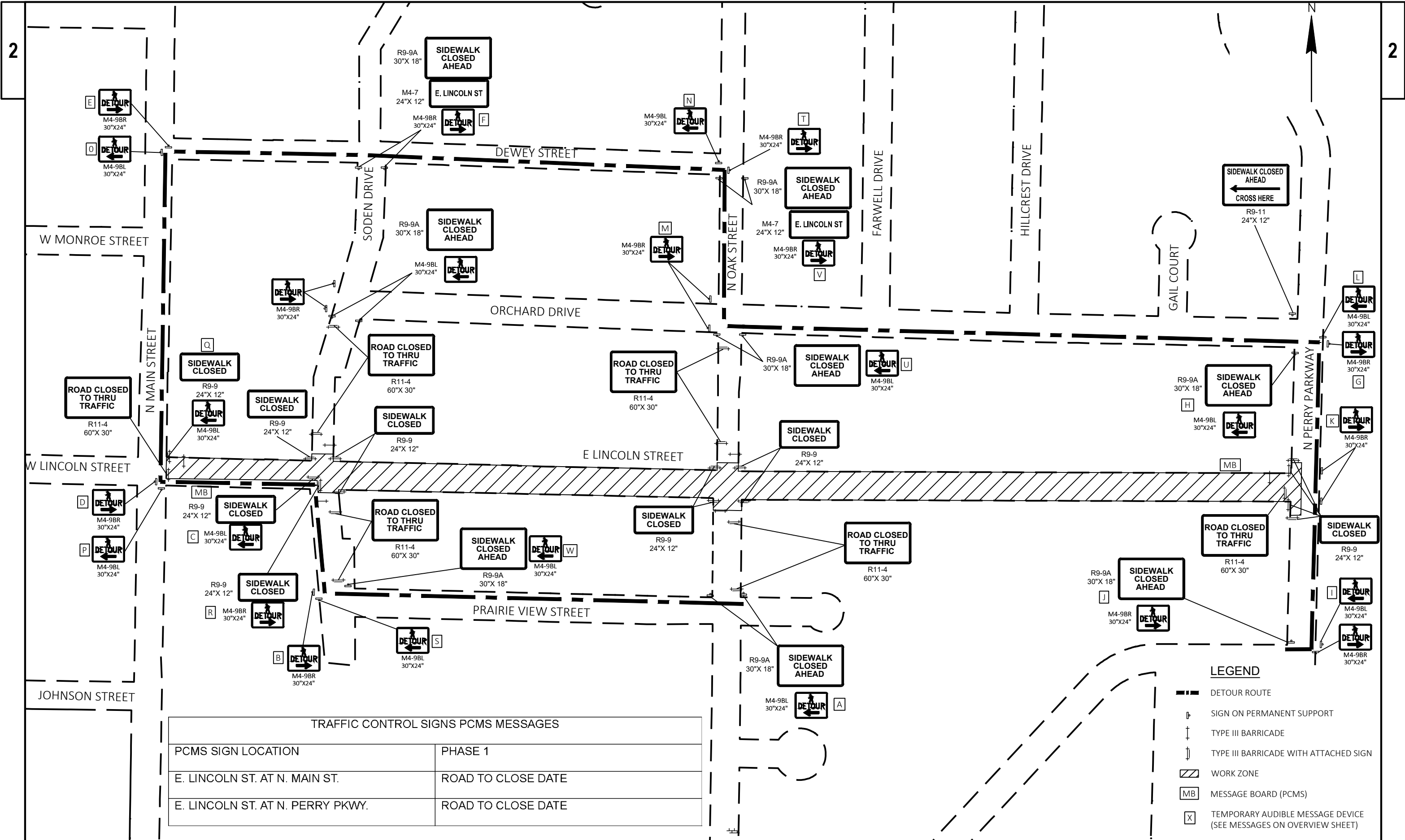


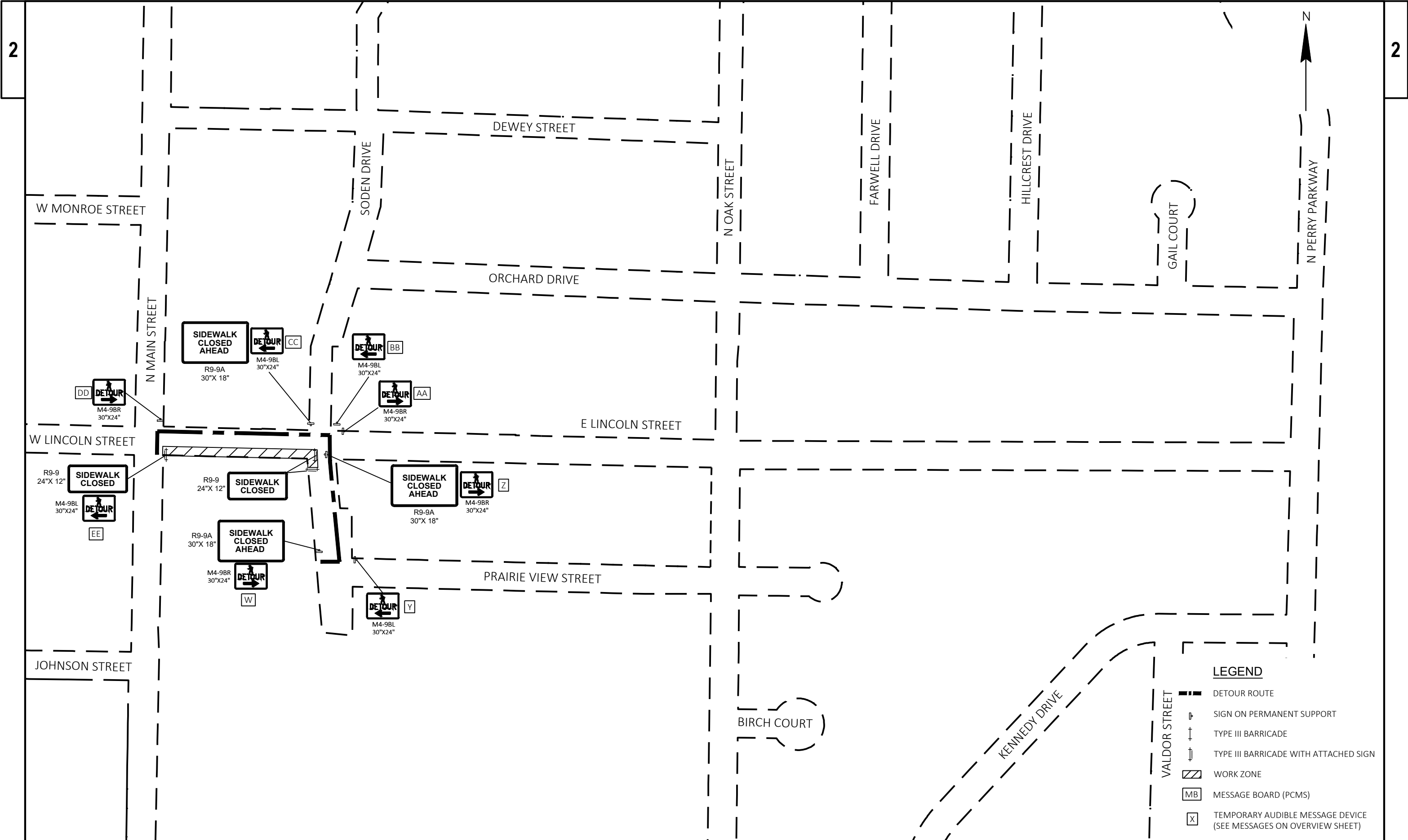


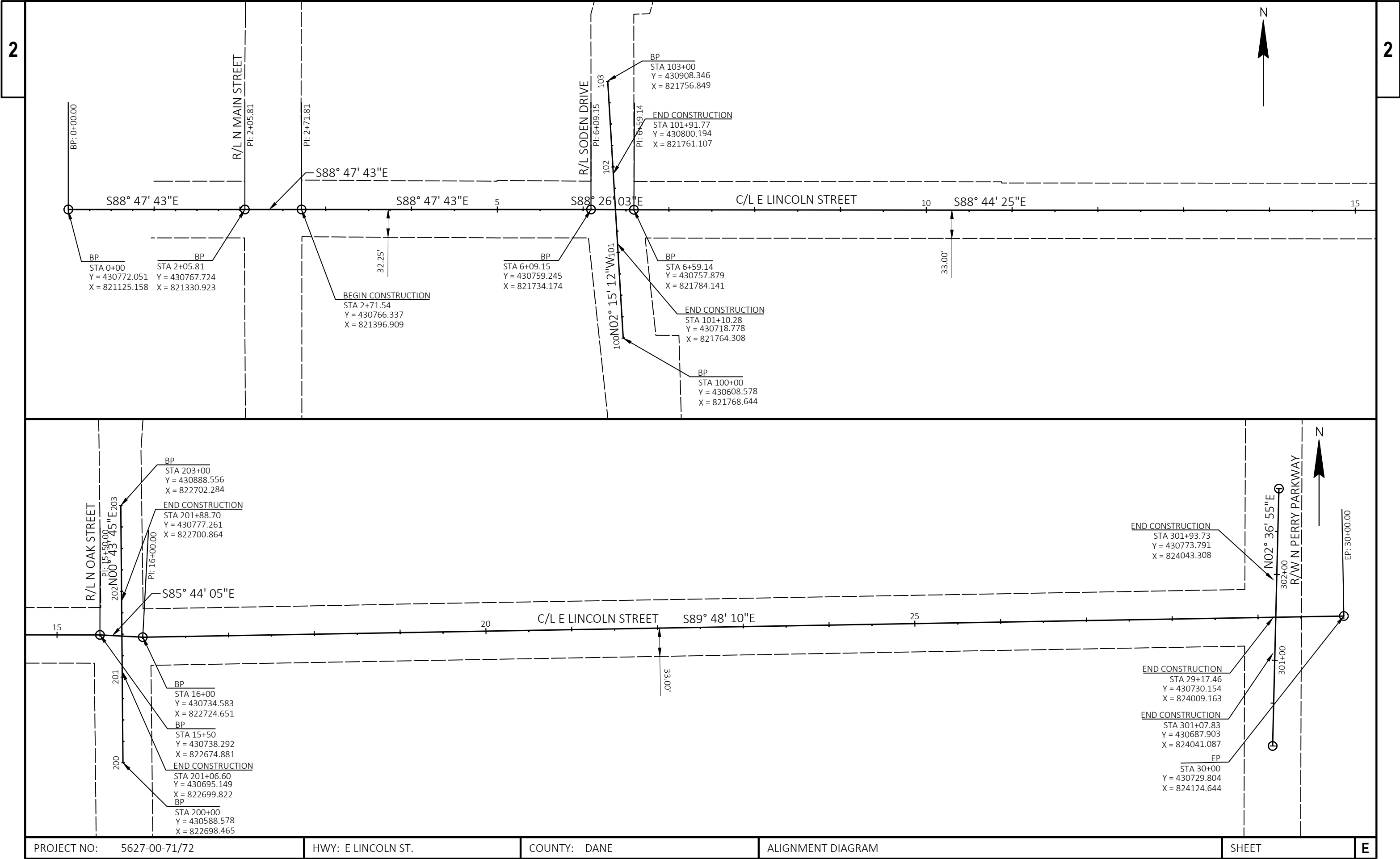




2	TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGES			TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGES			TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGES			2				
	A. ATTENTION NORTHBOUND NORTH OAK STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH OAK STREET AND PRAIRIE VIEW STREET EAST LINCOLN STREET NORTHBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE WEST ON PRAIRIE VIEW STREET AND FOLLOW DETOUR FOR ACCESS NORTH OF EAST LINCOLN STREET			O. ATTENTION WESTBOUND DEWEY STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH MAIN STREET AND DEWEY STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE SOUTH ON NORTH MAIN STREET AND FOLLOW DETOUR FOR ACCESS TO EAST LINCOLN STREET OR SOUTH OF EAST LINCOLN STREET			DD. ATTENTION NORTHBOUND NORTH MAIN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH MAIN STREET AND EAST LINCOLN STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND SODEN DRIVE CONTINUE EAST ON EAST LINCOLN STREET AND FOLLOW DETOURS FOR ACCESS TO SODEN DRIVE							
	B. ATTENTION WESTBOUND PRAIRIE VIEW STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND PRAIRIE VIEW STREET EAST LINCOLN STREET NORTHBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE NORTH ON SODEN DRIVE AND FOLLOW DETOUR FOR ACCESS NORTH OF EAST LINCOLN STREET			P. ATTENTION SOUTHBOUND NORTH MAIN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH MAIN STREET AND EAST LINCOLN STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE EAST ON EAST LINCOLN STREET AND FOLLOW DETOUR FOR ACCESS SOUTH OF EAST LINCOLN STREET			EE. ATTENTION EASTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH MAIN STREET AND EAST LINCOLN STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND SODEN DRIVE CROSS EAST LINCOLN STREET HERE AND FOLLOW DETOUR FOR ACCESS TO SODEN DRIVE							
	C. ATTENTION NORTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND EAST LINCOLN STREET EAST LINCOLN STREET NORTHBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE WEST ON EAST LINCOLN STREET AND FOLLOW DETOUR FOR ACCESS NORTH OF EAST LINCOLN STREET			Q. ATTENTION EASTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF EAST LINCOLN STREET AND NORTH MAIN STREET EAST LINCOLN STREET EASTBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE NORTH ON NORTH MAIN STREET AND FOLLOW DETOUR FOR ACCESS TO NORTH PERRY PARKWAY OR NORTH OF EAST LINCOLN STREET			GENERAL NOTES FOR TRAFFIC CONTROL							
	D. ATTENTION WESTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF EAST LINCOLN STREET AND NORTH MAIN STREET EAST LINCOLN STREET NORTHBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE NORTH ON NORTH MAIN STREET AND FOLLOW DETOUR FOR ACCESS NORTH OF EAST LINCOLN STREET			R. ATTENTION EASTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF EAST LINCOLN STREET AND SODEN DRIVE EAST LINCOLN STREET EASTBOUND SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE SOUTH ON SODEN DRIVE AND FOLLOW DETOUR FOR ACCESS SOUTH OF EAST LINCOLN STREET			1. ADJUST THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.							
	E. ATTENTION NORTHBOUND NORTH MAIN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH MAIN STREET AND DEWEY STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE EAST ON DEWEY STREET AND FOLLOW DETOUR FOR ACCESS NORTH OF EAST LINCOLN STREET OR NORTH PERRY PARKWAY			S. ATTENTION SOUTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF PRAIRIE VIEW STREET AND SODEN DRIVE EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE EAST ON PRAIRIE VIEW STREET A FOR ACCESS TO NORTH OAKS STREET SOUTH OF EAST LINCOLN STREET			2. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.							
	F. ATTENTION SOUTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF DEWEY STREET AND SODEN DRIVE EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE WEST ON DEWEY STREET AND FOLLOW DETOUR FOR ACCESS SOUTH OF EAST LINCOLN STREET			T. ATTENTION EASTBOUND DEWEY STREET PEDESTRIANS YOU ARE AT THE INTERSECTION DEWEY STREET AND NORTH OAK STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH MAIN STREET AND NORTH PERRY PARKWAY CONTINUE SOUTH ON NORTH OAK STREET FOR ACCESS TO NORTH PERRY PARKWAY			3. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.							
	G. ATTENTION EASTBOUND ORCHARD DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION NORTH PERRY PARKWAY AND ORCHARD DRIVE NORTH PERRY PARKWAY WEST SIDEWALK IS CLOSED AT EAST LINCOLN STREET CONTINUE SOUTH ON NORTH PERRY PARKWAY FOR ACCESS TO KENNEDY DRIVE			U. ATTENTION SOUTHBOUND NORTH OAK STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH OAK STREET AND ORCHARD DRIVE EAST LINCOLN STREET SIDEWALK IS CLOSED FROM NORTH MAIN STREET TO NORTH PERRY PARKWAY CONTINUE EAST ON ORCHARD STREET FOR ACCESS TO NORTH PERRY PARKWAY			4. ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE “A” (LOW INTENSITY FLASHING) LIGHTS.							
	H. ATTENTION SOUTHBOUND NORTH PERRY PARKWAY PEDESTRIANS YOU ARE AT THE INTERSECTION NORTH PERRY PARKWAY AND ORCHARD DRIVE NORTH PERRY PARKWAY WEST SIDEWALK IS CLOSED AT EAST LINCOLN STREET CROSS NORTH PERRY PARKWAY HERE AND FOLLOW DETOUR FOR ACCESS TO KENNEDY DRIVE			V. ATTENTION SOUTHBOUND NORTH OAK STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH OAK STREET AND DEWEY STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH PERRY PARKWAY AND NORTH MAIN STREET CONTINUE WEST ON DEWEY STREET AND FOLLOW THE DETOUR FOR ACCESS SOUTH OF EAST LINCOLN STREET CONTINUE STRAIGHT FOR ACCESS TO NORTH PERRY PARKWAY			5. “WO” SIGNS ARE THE SAME AS “W” SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.							
	I. ATTENTION EASTBOUND KENNEDY DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH PERRY PARKWAY AND KENNEDY DRIVE EAST LINCOLN STREET WEST SIDEWALK IS CLOSED AT EAST LINCOLN STREET CONTINUE NORTH ON NORTH PERRY PARKWAY FOR ACCESS TO ORCHARD STREET			W. ATTENTION NORTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND PRAIRIE VIEW STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED FROM SODEN DRIVE TO NORTH MAIN STREET CROSS HERE TO CONTINUE NORTH ON SODEN DRIVE AND FOLLOW DETOUR FOR ACCESS TO NORTH OF EAST LINCOLN STREET			6. BARRICADE STRIPES SHALL BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.							
J. ATTENTION NORTHBOUND NORTH PERRY PARKWAY PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH PERRY PARKWAY AND KENNEDY DRIVE THE WEST SIDEWALK IS CLOSED AT EAST LINCOLN STREET CROSS NORTH PERRY PARKWAY HERE AND FOLLOW THE DETOUR FOR ACCESS TO ORCHARD DRIVE			Y. ATTENTION EASTBOUND PRAIRIE VIEW STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF PRAIRIE VIEW STREET AND SODEN DRIVE EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED BETWEEN SODEN DRIVE AND NORTH MAIN STREET CONTINUE NORTH ON SODEN DRIVE FOR ACCESS NORTH OF EAST LINCOLN STREET			7. ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50 FEET, UNLESS OTHERWISE NOTED.								
K. ATTENTION WESTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF EAST LINCOLN STREET AND NORTH PERRY PARKWAY EAST LINCOLN STREET WESTBOUND SIDEWALK IS CLOSED FROM NORTH PERRY PARKWAY TO NORTH MAIN STREET CONTINUE NORTH ON NORTH PERRY PARKWAY AND FOLLOW DETOUR FOR ACCESS TO NORTH MAIN STREET			Z. ATTENTION WESTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND EAST LINCOLN STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED FROM SODEN DRIVE TO NORTH MAIN STREET CROSS HERE TO CONTINUE WEST ON SODEN DRIVE AND FOLLOW DETOUR FOR ACCESS TO NORTH MAIN STREET			8. PERMANENT SIGNING AND PAVEMENT MARKING PLACED IN EARLIER STAGES SHALL NOT CONFLICT WITH TRAFFIC CONTROL FOR SUBSEQUENT STAGES.								
L. ATTENTION NORTHBOUND NORTH PERRY PARKWAY PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH PERRY PARKWAY AND ORCHARD DRIVE EAST LINCOLN STREET WESTBOUND SIDEWALK IS CLOSED FROM NORTH PERRY PARKWAY TO NORTH MAIN STREET CONTINUE WEST ON ORCHARD DRIVE AND FOLLOW THE DETOUR FOR ACCESS TO NORTH MAIN STREET			AA. ATTENTION EASTBOUND EAST LINCOLN STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND EAST LINCOLN STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED FROM TO NORTH MAIN STREET TO SODEN DRIVE CROSS EAST LINCOLN STREET HERE TO CONTINUE ON SODEN DRIVE			9. FOR SIGNS MOUNTED ON PORTABLE OR TEMPORARY SIGN SUPPORTS, PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.								
M. ATTENTION WESTBOUND ORCHARD DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF ORCHARD DRIVE AND NORTH OAKS STREET EAST LINCOLN STREET WESTBOUND SIDEWALK IS CLOSED FROM NORTH PERRY STREET TO MAIN STREET CONTINUE NORTH ON NORTH OAKS STREET AND FOLLOW DETOUR FOR ACCESS TO NORTH MAIN STREET			BB. ATTENTION NORTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND EAST LINCOLN STREET EAST LINCOLN STREET SOTH SIDEWALK IS CLOSED FROM SODEN DRIVE TO NORTH MAIN STREET CONTINUE WEST ON EAST LINCOLN STREET FOR ACCESS TO NORTH MAIN STREET			10. ELIMINATE DROP-OFFS OF 2 INCHES OR MORE WITHIN 10 FEET OR LESS FROM THE EDGE OF THE N BIRD ST TRAVELED WAY BEFORE THE END OF OPERATIONS ON THAT DAY. COMPACTED MATERIAL PLACED TO A TEMPORARY 3:1 OR FLATTER SLOPE FROM THE SURFACE OF THE PAVEMENT EDGE IS ACCEPTABLE.								
N. ATTENTION NORTHBOUND NORTH OAK STREET PEDESTRIANS YOU ARE AT THE INTERSECTION OF NORTH OAK STREET AND DEWEY STREET EAST LINCOLN STREET SIDEWALK IS CLOSED BETWEEN NORTH PERRY PARKWAY AND NORTH MAIN STREET CONTINUE WEST ON DEWEY STREET AND FOLLOW DETOUR FOR ACCESS TO NORTH MAIN STREET OR SOUTH OF EAST LINCOLN STREET			CC. ATTENTION SOUTHBOUND SODEN DRIVE PEDESTRIANS YOU ARE AT THE INTERSECTION OF SODEN DRIVE AND EAST LINCOLN STREET EAST LINCOLN STREET SOUTH SIDEWALK IS CLOSED FROM SODEN DRIVE TO NORTH MAIN STREET CROSS SODEN DRIVE HERE AND FOLLOW DETOUR FOR ACCESS TO SODEN DRIVE			11. MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES.								
PROJECT NO: 5627-00-71/72			HWY: E LINCOLN ST.			COUNTY: DANE			TRAFFIC CONTROL: OVERVIEW			SHEET		E







Estimate Of Quantities

5627-00-71					5627-00-72	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0120	Clearing	ID	24.000	24.000	
0004	201.0220	Grubbing	ID	24.000	24.000	
0006	204.0100	Removing Concrete Pavement	SY	596.000	596.000	
0008	204.0110	Removing Asphaltic Surface	SY	19,960.000	19,960.000	
0010	204.0150	Removing Curb & Gutter	LF	5,310.000	5,310.000	
0012	204.0155	Removing Concrete Sidewalk	SY	2,656.000	2,656.000	
0014	204.0215	Removing Catch Basins	EACH	4.000	4.000	
0016	204.0245	Removing Storm Sewer (size) 01. 12-inch through 18-inch	LF	120.000	120.000	
0018	205.0100	Excavation Common	CY	6,000.000	6,000.000	
0020	213.0100	Finishing Roadway (project) 01. 5627-00-71	EACH	1.000	1.000	
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	740.000	740.000	
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,210.000	2,210.000	
0026	305.0130	Base Aggregate Dense 3-Inch	TON	4,650.000	4,650.000	
0028	311.0115	Breaker Run	CY	1,603.000	1,603.000	
0030	416.0610	Drilled Tie Bars	EACH	24.000	24.000	
0032	455.0605	Tack Coat	GAL	497.000	497.000	
0034	460.2000	Incentive Density HMA Pavement	DOL	1,390.000	1,390.000	
0036	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,216.000	1,216.000	
0038	460.5224	HMA Pavement 4 LT 58-28 S	TON	945.000	945.000	
0040	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	40.000	40.000	
0042	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,310.000	5,310.000	
0044	602.0410	Concrete Sidewalk 5-Inch	SF	22,840.000	22,840.000	
0046	602.0420	Concrete Sidewalk 7-Inch	SF	4,221.000	4,221.000	
0048	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	180.000	180.000	
0050	602.0815	Concrete Driveway 7-Inch	SY	886.000	886.000	
0052	608.0515	Storm Sewer Pipe Reinforced Concrete Class V 15-Inch	LF	1,943.000	1,943.000	
0054	608.0518	Storm Sewer Pipe Reinforced Concrete Class V 18-Inch	LF	48.000	48.000	
0056	611.0530	Manhole Covers Type J	EACH	8.000	1.000	7.000
0058	611.0624	Inlet Covers Type H	EACH	18.000	18.000	
0060	611.1230	Catch Basins 2x3-FT	EACH	18.000	18.000	
0062	611.2066	Manholes 6x6-FT	EACH	1.000	1.000	
0064	611.8105	Adjusting Catch Basin Covers	EACH	27.000	27.000	
0066	611.8110	Adjusting Manhole Covers	EACH	6.000	6.000	
0068	612.0208	Pipe Underdrain Unperforated 8-Inch	LF	4,416.000	4,416.000	
0070	619.1000	Mobilization	EACH	1.000	0.550	0.450
0072	624.0100	Water	MGAL	137.100	137.100	
0074	625.0100	Topsoil	SY	4,790.000	4,790.000	
0076	627.0200	Mulching	SY	4,790.000	4,790.000	
0078	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000	
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000	
0082	628.7020	Inlet Protection Type D	EACH	31.000	31.000	
0084	628.7560	Tracking Pads	EACH	3.000	3.000	
0086	629.0205	Fertilizer Type A	CWT	301.000	301.000	
0088	630.0140	Seeding Mixture No. 40	LB	161.000	161.000	
0090	630.0500	Seed Water	MGAL	100.000	100.000	
0092	638.2102	Moving Signs Type II	EACH	27.000	27.000	
0094	643.0300	Traffic Control Drums	DAY	6,260.000	6,260.000	
0096	643.0420	Traffic Control Barricades Type III	DAY	3,690.000	3,690.000	
0098	643.0705	Traffic Control Warning Lights Type A	DAY	732.000	732.000	

Estimate Of Quantities

				5627-00-71	5627-00-72
Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	8,792.000	8,792.000
0102	643.1000	Traffic Control Signs Fixed Message	SF	8.000	8.000
0104	643.1050	Traffic Control Signs PCMS	DAY	20.000	20.000
0106	643.5000	Traffic Control	EACH	1.000	1.000
0108	644.1900.S	Temporary Audible Message Devices	DAY	3,618.000	3,618.000
0110	646.6105	Marking Stop Line Paint 18-Inch	LF	198.000	198.000
0112	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	790.000	790.000
0114	646.7505	Marking Crosswalk Paint Block Style 24-Inch	LF	930.000	930.000
0116	650.4000	Construction Staking Storm Sewer	EACH	19.000	19.000
0118	650.4500	Construction Staking Subgrade	LF	2,796.000	2,796.000
0120	650.5000	Construction Staking Base	LF	2,796.000	2,796.000
0122	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,310.000	5,310.000
0124	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0126	650.9500	Construction Staking Sidewalk (project) 01. 5627-00-71	EACH	1.000	1.000
0128	650.9911	Construction Staking Supplemental Control (project) 01. 5627-00-71	EACH	1.000	1.000
0130	650.9911	Construction Staking Supplemental Control (project) 02. 5627-00-72	EACH	1.000	1.000
0132	690.0150	Sawing Asphalt	LF	493.000	493.000
0134	690.0250	Sawing Concrete	LF	459.000	459.000
0136	740.0440	Incentive IRI Ride	DOL	1,000.000	1,000.000
0138	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0140	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,320.000	1,320.000
0142	SPV.0060	Special 01. Hydrant Assembly	EACH	7.000	7.000
0144	SPV.0060	Special 02. Water Valve 8-Inch	EACH	11.000	11.000
0146	SPV.0060	Special 03. 1-Inch Curb Stop and Box	EACH	12.000	12.000
0148	SPV.0060	Special 04. 1-Inch Tap and Corporation Valve	EACH	52.000	52.000
0150	SPV.0060	Special 05. Adjust Sanitary Manhole	EACH	9.000	9.000
0152	SPV.0060	Special 07. Adjust Water Valve Box	EACH	24.000	24.000
0154	SPV.0060	Special 08. Water Main Vertical Offset	EACH	2.000	2.000
0156	SPV.0060	Special 09. Storm Main Crossing	EACH	11.000	11.000
0158	SPV.0060	Special 10. External Sanitary Manhole Seal	EACH	7.000	7.000
0160	SPV.0060	Special 11. Manhole Sanitary 4FT	EACH	7.000	7.000
0162	SPV.0060	Special 12. Connect to Existing Water Main	EACH	7.000	7.000
0164	SPV.0060	Special 13. Connect to Existing Sanitary Sewer	EACH	6.000	6.000
0166	SPV.0060	Special 14. Construction Staking Sanitary Sewer System	EACH	1.000	1.000
0168	SPV.0060	Special 15. Construction Staking Water Main System	EACH	1.000	1.000
0170	SPV.0060	Special 16. Remove Sanitary Manholes	EACH	10.000	10.000
0172	SPV.0090	Special 01. 8-Inch Ductile Iron Water Main	LF	2,706.000	2,706.000
0174	SPV.0090	Special 02. 6-Inch Ductile Iron Hydrant Lead	LF	110.000	110.000
0176	SPV.0090	Special 03. 1-Inch Water Service Pipe	LF	1,242.000	1,242.000
0178	SPV.0090	Special 04. Sanitary Sewer Lateral	LF	1,540.000	1,540.000
0180	SPV.0090	Special 05. Sanitary Sewer PVC, 8-Inch	LF	368.000	368.000
0182	SPV.0090	Special 06. Sanitary Sewer PVC, 10-Inch	LF	980.000	980.000
0184	SPV.0090	Special 07. Sanitary Sewer PVC, 12-Inch	LF	1,293.000	1,293.000
0186	SPV.0090	Special 08. Remove Existing Sanitary Sewer Main	LF	2,655.000	2,655.000
0188	SPV.0090	Special 09. Remove Existing Water Main	LF	2,770.000	2,770.000

5627-00-71 5627-00-72

619.1000 MOBILIZATION				
STATION	TO	STATION	PROJECT	EACH
2+72	-	29+17	5627-00-71	0.55
2+72	-	29+17	5627-00-72	0.45
TOTAL				1

		201.0120 CLEARING		201.0220 GRUBBING	
STATION	OFFSET	LOCATION	ID	ID	REMARKS
9+30	23.8 RT	E. LINCOLN STREET	24	24	24- INCH DIAMETER TREE
5627-00-71 TOTAL			24	24	

				204.0100 REMOVING CONCRETE PAVEMENT		602.0815 CONCRETE DRIVEWAY 7-INCH	
STATION	TO	STATION	LOCATION	OFFSET	SY	SY	
2+72	-	7+00	E. LINCOLN STREET	LT	41	76	
2+72	-	7+00	E. LINCOLN STREET	RT	86	7	
7+00	-	12+00	E. LINCOLN STREET	LT	53	100	
7+00	-	12+00	E. LINCOLN STREET	RT	72	89	
12+00	-	17+00	E. LINCOLN STREET	LT	12	60	
12+00	-	17+00	E. LINCOLN STREET	RT	49	86	
17+00	-	22+00	E. LINCOLN STREET	LT	61	100	
17+00	-	22+00	E. LINCOLN STREET	RT	50	110	
22+00	-	27+00	E. LINCOLN STREET	LT	75	120	
22+00	-	27+00	E. LINCOLN STREET	RT	60	99	
27+00	-	29+17	E. LINCOLN STREET	LT	18	20	
27+00	-	29+17	E. LINCOLN STREET	RT	21	20	
5627-00-71 TOTAL					596	886	

					204.0150	601.0411	650.5500
					REMOVING	CONCRETE	
					CURB &	CURB & GUTTER	CONSTRUCTION STAKING
					GUTTER	30-INCH TYPE D	GUTTER AND CURB & GUTTER
STATION	TO	STATION	LOCATION	OFFSET	LF	LF	LF
2+72	-	7+00	E. LINCOLN STREET	LT	540	540	540
2+72	-	7+00	E. LINCOLN STREET	RT	530	530	530
7+00	-	12+00	E. LINCOLN STREET	LT	500	500	500
7+00	-	12+00	E. LINCOLN STREET	RT	500	500	500
12+00	-	17+00	E. LINCOLN STREET	LT	500	500	500
12+00	-	17+00	E. LINCOLN STREET	RT	500	500	500
17+00	-	22+00	E. LINCOLN STREET	LT	500	500	500
17+00	-	22+00	E. LINCOLN STREET	RT	500	500	500
22+00	-	27+00	E. LINCOLN STREET	LT	500	500	500
22+00	-	27+00	E. LINCOLN STREET	RT	500	500	500
27+00	-	29+17	E. LINCOLN STREET	LT	120	120	120
27+00	-	29+17	E. LINCOLN STREET	RT	120	120	120
5627-00-71 TOTAL					5,310	5,310	5,310

					204.0215	204.0245
					REMOVING	REMOVING STORM SEWER (SIZE)
					CATCH BASINS	01. 12-INCH THROUGH 18-INCH
STATION	TO	STATION	LOCATION		EACH	LF
5+95, 18.2'LT	-	6+01, 18.1'RT	-	-	-	35
-	-	6+01	18.1'RT	1	-	-
6+26, 18.2'LT	-	6+69, 17.2'LT	-	-	-	43
-	-	6+69	17.2'LT	1	-	-
6+69, 17.2'LT	-	6+75, 17.1'LT	-	-	-	6
-	-	6+75	17.1'LT	1	-	-
17+00	-	6+74	16.8'RT	1	-	-
6+75, 17.1'LT	-	6+74, 16.8'RT	-	-	-	36
5627-00-71 TOTAL					4	120

					204.0155	416.0610	602.0410	602.0420	602.0515	650.9000	650.9500
					REMOVING	DRILLED TIE	CONCRETE	CONCRETE	CURB RAMP	CONSTRUCTION	CONSTRUCTION
					CONCRETE	BARS	SIDEWALK	SIDEWALK	DETECTABLE WARNING	STAKING CURB RAMPS	STAKING SIDEWALK
					SIDEWALK		5-INCH	7-INCH	FIELD NATURAL PATINA		(PROJECT)
STATION	TO	STATION	LOCATION	OFFSET	SY	EACH	SF	SF	SF	EACH	EACH
2+72	-	7+00	E. LINCOLN STREET	LT	260	6	2450	350	40	4	-
2+72	-	7+00	E. LINCOLN STREET	RT	250	6	2750	93	40	4	-
7+00	-	12+00	E. LINCOLN STREET	LT	220	-	2040	460	-	-	-
7+00	-	12+00	E. LINCOLN STREET	RT	220	-	2100	400	-	-	-
12+00	-	17+00	E. LINCOLN STREET	LT	270	4	2470	280	40	4	-
12+00	-	17+00	E. LINCOLN STREET	RT	230	4	2130	400	40	4	-
17+00	-	22+00	E. LINCOLN STREET	LT	270	-	2020	490	-	-	-
17+00	-	22+00	E. LINCOLN STREET	RT	270	-	1980	520	-	-	-
22+00	-	27+00	E. LINCOLN STREET	LT	270	-	1940	560	-	-	-
22+00	-	27+00	E. LINCOLN STREET	RT	270	-	2020	480	-	-	-
27+00	-	29+17	E. LINCOLN STREET	LT	62	2	460	94	10	2	-
27+00	-	29+17	E. LINCOLN STREET	RT	64	2	480	94	10	2	-
Undistributed											1
5627-00-71 TOTAL					2,656	24	22,840	4,221	180	20	1

					213.0100	305.0110	305.0120	305.0130	311.0115	624.0100	650.4500	650.5000
					BASE AGGREGATE DENSE	BASE AGGREGATE DENSE	BASE AGGREGATE	BASE AGGREGATE	BREAKER RUN	WATER	CONSTRUCTION STAKING	CONSTRUCTION STAKING
					3/4-INCH	1 1/4-INCH	DENSE 3-INCH	DENSE 3-INCH			SUBGRADE	BASE
STATION	TO	STATION	LOCATION	EACH	TON	TON	TON	TON	CY	MGAL	LF	LF
2+72	-	7+00	E. LINCOLN STREET	-	120	440	970	970	330	28	575	575
7+00	-	12+00	E. LINCOLN STREET	-	110	410	840	840	290	25	500	500
12+00	-	17+00	E. LINCOLN STREET	-	120	430	920	920	320	27	549	549
17+00	-	22+00	E. LINCOLN STREET	-	130	410	840	840	290	25	500	500
22+00	-	27+00	E. LINCOLN STREET	-	130	410	840	840	290	25	500	500
27+00	-	29+17	E. LINCOLN STREET	-	30	110	240	240	83	7.1	172	172
Undistributed				1	100	-	-	-	-	-	-	-
5627-00-71 TOTAL				1	740	2,210	4,650	4,650	1,603	137.1	2,796	2,796

				204.0110	455.0605	460.5223	460.5224	465.0120
				REMOVING ASPHALTIC SURFACE	TACK COAT	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
STATION	TO	STATION	LOCATION	SY	GAL	TON	TON	TON
2+72	-	7+00	E. LINCOLN STREET	4180	104	254	198	-
7+00	-	12+00	E. LINCOLN STREET	3580	89	218	169	-
12+00	-	17+00	E. LINCOLN STREET	4010	99	243	189	-
17+00	-	22+00	E. LINCOLN STREET	3560	89	218	169	-
22+00	-	27+00	E. LINCOLN STREET	3560	89	218	169	-
27+00	-	29+17	E. LINCOLN STREET	1070	27	65	51	-
Undistributed				-	-	-	-	40
5627-00-71 TOTAL				19,960	497	1,216	945	40

				646.6105	646.7405	646.7505
				MARKING STOP LINE PAINT 18-INCH	MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH	CROSSWALK PAINT BLOCK STYLE 24-INCH
STATION	TO	STATION	LOCATION	LF	LF	LF
2+72	-	7+00	E. LINCOLN STREET	90	298	360
7+00	-	12+00	E. LINCOLN STREET	-	-	-
12+00	-	17+00	E. LINCOLN STREET	72	306	375
17+00	-	22+00	E. LINCOLN STREET	-	-	-
22+00	-	27+00	E. LINCOLN STREET	-	-	-
27+00	-	29+17	E. LINCOLN STREET	36	186	195
5627-00-71 TOTAL				198	790	930

				690.0150	690.0250
				SAWING ASPHALT	SAWING CONCRETE
STATION	TO	STATION	LOCATION	LF	LF
2+72	-	7+00	E. LINCOLN STREET	119	114
7+00	-	12+00	E. LINCOLN STREET	65	99
12+00	-	17+00	E. LINCOLN STREET	132	79
17+00	-	22+00	E. LINCOLN STREET	99	102
22+00	-	27+00	E. LINCOLN STREET	79	127
27+00	-	29+17	E. LINCOLN STREET	118	52
5627-00-71 TOTAL				493	459

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1)		EXPANDED EBS BACKFILL	UNEXPANDED FILL	EXPANDED FILL (3)	MASS ORDINATE +/- (4)	COMMENT
			CUT (CY)	EBS EXCAVATION (2)	FACTOR 1.30		FACTOR 1.25		
DIVISION 1	2+71.54/6+73.12	N MAIN TO SODEN	820	260	0	20	25	1,055	
DIVISION 1	6+73.12/16+11.33	SODEN TO N OAK	1,450	580	0	57	71	1,959	
DIVISION 1	16+11.33/29+17.46	N OAK TO N PERRY	2,100	790	0	33	41	2,849	
GRAND TOTAL			4,370	1,630	0	110	138	5,863	
TOTAL COMMON EXC			6,000						

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BREAKER RUN.

(3) EXPANDED FILL FACTOR = X.6X

DEPENDING ON SELECTIONS:

OR

EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS) * FILL FACTOR

OR

EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH) * FILL FACTOR

OR

EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

(4) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

LOCATION	643.0300		643.0420		643.0705		643.0900		643.1000		643.1050		644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES	
	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS FIXED MESSAGE		TRAFFIC CONTROL SIGNS PCMS			
	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	SF	EACH	DAY	EACH	DAY
E. LINCOLN ST/N. MAIN ST	12	1464	3	366	1	122	7	854	-	-	1	10	5	610
E. LINCOLN ST/SODEN DR	13	1586	11	1342	2	244	25	3050	2	4	-	-	7	854
E. LINCOLN ST/N. OAKS ST	13	1586	10	1220	2	244	22	2684	2	4	-	-	10	1220
E. LINCOLN ST/PERRY PKWY	12	1464	6	732	1	122	17	2074	-	-	1	10	7	854
TOTAL STAGE 1	50	6100	30	3660	6	732	71	8662	4	8	2	20	29	3538
E. LINCOLN ST/N. MAIN ST	8	80	1	10	-	-	3	30	-	-	-	-	2	20
E. LINCOLN ST/SODEN DR	8	80	2	20	-	-	10	100	-	-	-	-	6	60
E. LINCOLN ST/N. OAKS ST	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E. LINCOLN ST/PERRY PKWY	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL STAGE 2	16	160	3	30	0	0	13	130	0	0	0	0	8	80
5627-00-71 TOTAL	66	6260	33	3690	6	732	84	8792	4	8	2	20	37	3618

STATION	TO	STATION	LOCATION	625.0100	627.0200	628.1905	628.1910 MOBILIZATIONS	628.7020	628.7560	629.0205	630.0140	630.0500
				TOPSOIL	MULCHING	MOBILIZATIONS EROSION CONTROL	EMERGENCY EROSION CONTROL	INLET PROTECTION TYPE D	TRACKING PADS	FERTILIZER TYPE A	SEEDING MIXTURE NO. 40	SEED WATER
				SY	SY	EACH	EACH	EA	EA	CWT	LBS	MGAL
2+72	-	7+00	E. LINCOLN STREET	1050	1050	-	-	12	1	66	28	-
7+00	-	12+00	E. LINCOLN STREET	990	990	-	-	4	-	62	27	-
12+00	-	17+00	E. LINCOLN STREET	880	880	-	-	9	1	55	24	-
17+00	-	22+00	E. LINCOLN STREET	850	850	-	-	2	-	54	23	-
22+00	-	27+00	E. LINCOLN STREET	860	860	-	-	2	-	54	23	-
27+00	-	29+17	E. LINCOLN STREET	160	160	-	-	2	1	10	4	-
Undistributed				-	-	1	3	-	-	-	32	100
5627-00-71 TOTAL				4,790	4,790	1	3	31	3	301	161	100

		611.0530	611.0624	611.2066	611.1230	611.8105	611.8110	650.4000					
		MANHOLE COVERS TYPE J*****	INLET COVERS TYPE H	MANHOLES 6X6-FT	CATCH BASIN 2X3-FT	ADJUSTING CATCH BASIN COVERS	ADJUSTING MANHOLE COVERS	CONSTRUCTION STAKING STORM SEWER					
STATION	OFFSET*	STRUCTURE	EACH	EACH	EACH	EACH	EACH	EACH	RIM**	INVERT***	SUMP	DEPTH****	
									ELEVATION	ELEVATION	ELEVATION	FT	
4+66	22.0 LT	EX-MH-1	-	-	-	-	1	-	933.43	929.40	-	-	
5+95	18.2 LT	EX-CB-4-1	-	-	-	-	1	-	932.46	929.77	-	-	
6+01	18.1 RT	CB-19	-	1	-	1	1	-	932.20	929.56	926.56	4.64	
6+18	35.4 LT	EX-CB-6	-	-	-	-	1	-	932.56	928.64	-	-	
6+52	36.5 LT	EX-CB-7	-	-	-	-	1	-	932.62	929.32	-	-	
6+26	18.2 LT	EX-MH-2	-	-	-	-	1	-	932.84	928.39	-	-	
6+76	17.4 LT	CB-1	-	1	-	1	1	-	932.15	928.88	925.88	5.27	
6+83	17.3 LT	CB-2	-	1	-	1	1	-	932.22	928.91	925.91	5.31	
6+76	17.4 RT	CB-18	-	1	-	1	1	-	932.15	929.34	926.34	4.81	
9+85	17.4 RT	CB-4	-	1	-	1	1	-	933.74	929.96	926.96	5.78	
9+87	17.4 LT	CB-3	-	1	-	1	1	-	933.74	929.86	926.86	5.88	
12+47	17.4 RT	CB-6	-	1	-	1	1	-	934.82	931.14	928.14	5.68	
12+47	17.4 LT	CB-5	-	1	-	1	1	-	934.82	930.90	927.90	5.92	
14+38	17.4 LT	CB-7	-	1	-	1	1	-	935.61	931.83	928.83	5.78	
14+39	17.4 RT	CB-8	-	1	-	1	1	-	935.61	931.97	928.97	5.64	
15+37	17.4 LT	CB-9	-	1	-	1	1	-	936.01	932.50	929.50	5.51	
15+37	17.4 RT	CB-10	-	1	-	1	1	-	936.01	932.57	929.57	5.44	
15+63	16.5 LT	MH-11	1	-	1	-	1	1	936.56	931.09	931.09	4.47	
15+57	39.3 LT	EX-CB-14	-	-	-	-	1	-	936.39	932.64	-	-	
15+59	38.9 RT	EX-CB-16	-	-	-	-	1	-	935.86	932.08	-	-	
15+63	39.7 LT	EX-MH-4	-	-	-	-	1	-	936.53	931.19	-	-	
15+67	38.2 RT	EX-MH-5	-	-	-	-	1	-	936.07	930.84	-	-	
15+89	42.4 RT	EX-CB-15	-	-	-	-	1	-	936.59	933.02	-	-	
16+16	17.4 LT	CB-12	-	1	-	1	1	-	936.34	931.80	928.80	6.54	
16+16	17.4 RT	CB-13	-	1	-	1	1	-	936.34	931.87	928.87	6.47	
21+11	17.4 LT	CB-14	-	1	-	1	1	-	936.81	932.79	929.79	6.02	
21+12	17.4 RT	CB-15	-	1	-	1	1	-	936.81	932.86	929.86	5.95	
25+53	17.4 RT	CB-17	-	1	-	1	1	-	935.34	931.96	928.96	5.38	
25+53	17.4 LT	CB-16	-	1	-	1	1	-	935.34	931.82	928.82	5.52	
28+79	17.7 RT	EX-CB-12	-	-	-	-	1	-	934.32	931.46	-	-	
28+79	18.1 LT	EX-CB-13	-	-	-	-	1	-	934.23	931.17	-	-	
29+13	11.6 LT	EX-MH-3	-	-	-	-	1	1	934.46	930.86	-	-	
5627-00-71 TOTAL			1	18	1	18	27	6	19				

REMARKS:

*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - ADJUSTMENT (ADJUSTMENT HEIGHT IS 6 INCHES UNLESS OTHERWISE NOTED)

*****ADDITIONAL QUANTITIES SHOWN ELSEWEHRE

		608.0515	608.0518	612.0208	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
		STORM SEWER PIPE REINFORCED CONCRETE CLASS V 15-INCH *	STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH *	PIPE UNDERDRAIN UNPERFORATED 8-INCH *			
STRUCTURE	STRUCTURE	LF	LF	LF			
CO-2	- CB-19	-	-	216	932.93	930.10	0.0118
CB-19	- EX-CB-4-1	37	-	-	929.56	929.24	0.0086
CB-18	- CB-1	35	-	-	929.34	929.12	0.0063
CB-1	- EX-MH-2	-	48	-	928.88	928.64	0.0050
CB-2	- CB-1	7	-	-	928.91	928.88	0.0050
CB-3	- CB-2	304	-	-	929.86	928.91	0.0031
CB-3	CB-2	-	-	305	931.37	929.98	0.0046
CB-4	- CB-18	-	-	307	931.34	930.00	0.0040
CB-4	- CB-3	35	-	-	929.96	929.86	0.0028
CB-6	- CB-4	-	-	262	932.60	931.34	0.0048
CB-5	- CB-3	260	-	-	930.90	929.86	0.0040
CB-5	- CB-3	-	-	260	932.46	931.37	0.0042
CB-6	- CB-5	35	-	-	931.14	931.00	0.0040
CB-8	- CB-6	-	-	192	933.37	932.60	0.0040
CB-7	- CB-5	191	-	-	931.83	931.44	0.0020
CB-7	- CB-5	-	-	191	933.17	932.46	0.0037
CB-8	- CB-7	-	-	35	931.83	931.97	0.0040
CO-8	- CB-8	-	-	57	933.60	933.37	0.0040
CO-5	- CB-7	-	-	57	933.45	933.17	0.0040
CB-10	- CB-9	35	-	-	932.57	932.50	0.0020
CB-9	- MH-11	28	-	-	932.50	931.66	0.0296
CB-12	- MH-11	50	-	-	931.80	931.66	0.0027
CB-13	- CB-12	35	-	-	931.87	931.80	0.0020
CB-14	CB-12	495	-	-	932.79	931.80	0.0020
CB-14	CB-12	-	-	496	934.48	933.50	0.0020
CB-15	CB-13	-	-	496	934.45	933.46	0.0020
CB-15	- CB-14	35	-	-	932.86	932.79	0.0020
CB-14	CB-16	-	-	444	934.48	932.99	0.0034
CB-15	- CB-17	-	-	443	934.45	932.97	0.0034
CB-17	- CB-16	35	-	-	931.96	931.82	0.0040
CB-16	- EX-CB-13	326	-	-	931.82	931.17	0.0020
CB-16	- EX-CB-13	-	-	328	932.99	931.93	0.0033
CB-17	- EX-CB-12	-	-	328	932.97	931.76	0.0037
5627-00-71 TOTAL		1,943	48	4,416			

REMARKS:
* INCLUDES TRACER WIRE AND WARNING TAPE

	SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04	SPV.0060.07	SPV.0060.08	SPV.0060.09	SPV.0060.12	SPV.0060.15	SPV.0090.01	SPV.0090.02	SPV.0090.03	SPV.0090.09
	HYDRANT ASSEMBLY	WATER VALVE 8-INCH	1-INCH CURB STOP AND BOX	1-INCH TAP AND CORPORATION VALVE	ADJUST WATER VALVE BOX	WATER MAIN VERTICAL OFFSET	STORM MAIN CROSSING	CONNECT TO EXISTING WATER MAIN	CONSTRUCTION STAKING WATER MAIN SYSTEM	8-INCH DUCTILE IRON WATER MAIN	6-INCH DUCTILE IRON HYDRANT LEAD	1-INCH WATER SERVICE PIPE	REMOVE EXISTING WATER MAIN
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF
PROJECT	7	11	12	52	24	2	11	7	1	2706	110	1242	2770
5627-00-72 TOTAL	7	11	12	52	24	2	11	7	1	2,706	110	1,242	2,770

	SPV.0060.05	SPV.0060.10	SPV.0060.11	SPV.0060.13	SPV.0060.14	SPV.0060.16	SPV.0090.04	SPV.0090.05	SPV.0090.06	SPV.0090.07	SPV.0090.08	611.0530
	ADJUST SANITARY MANHOLE	EXTERNAL SANITARY MANHOLE SEAL	MANHOLE SANITARY 4 FT	CONNECT TO EXISTING SANITARY SEWER	CONSTRUCTION STAKING SANITARY SEWER SYSTEM	REMOVE SANITARY MANHOLES	SANITARY SEWER LATERAL	SANITARY SEWER PVC, 8-INCH	SANITARY SEWER PVC, 10-INCH	SANITARY SEWER PVC, 12-INCH	REMOVE EXISTING SANITARY SEWER MAIN	MANHOLE COVERS TYPE J*
LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	EACH
PROJECT	9	7	7	6	1	10	1540	368	980	1293	2655	7
5627-00-72 TOTAL	9	7	7	6	1	10	1,540	368	980	1,293	2,655	7

REMARKS:
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

638.2102 MOVING SIGNS TYPE II				
STATION	TO	STATION	LOCATION	EACH
2+72	-	7+00	E. LINCOLN STREET	10
7+00	-	12+00	E. LINCOLN STREET	-
12+00	-	17+00	E. LINCOLN STREET	5
17+00	-	22+00	E. LINCOLN STREET	-
22+00	-	27+00	E. LINCOLN STREET	4
27+00	-	29+17	E. LINCOLN STREET	8
5627-00-71 TOTAL				27

R/W PROJECT NUMBER: 8113-10063 **EXHIBIT NUMBER: 03**

TLE ACQUISITION EXHIBIT
EAST LINCOLN STREET

VILLAGE OF OREGON DANE COUNTY

SE-SW 1/4 AND THE SW-SE 1/4 SECTION 01, T 05, R 09 E

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
04	WHITNEY E MATHEWS	TLE	1,143.88
05	Current Owner	TLE	747.31
06	Current Owner	TLE	860.95

UTILITY INTERESTS REQUIRED

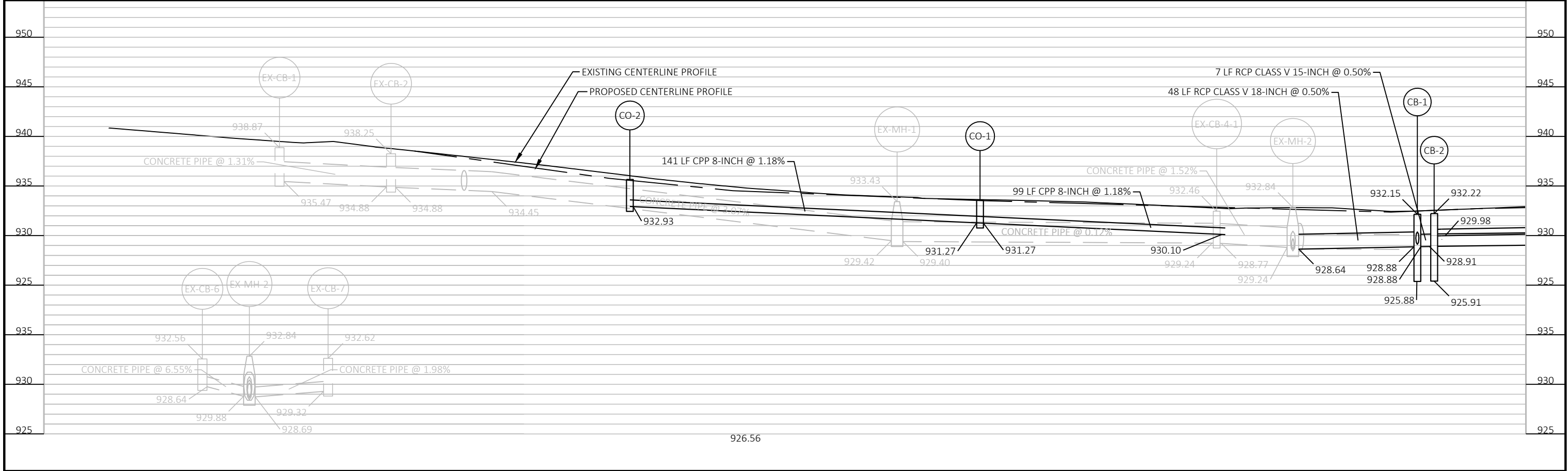
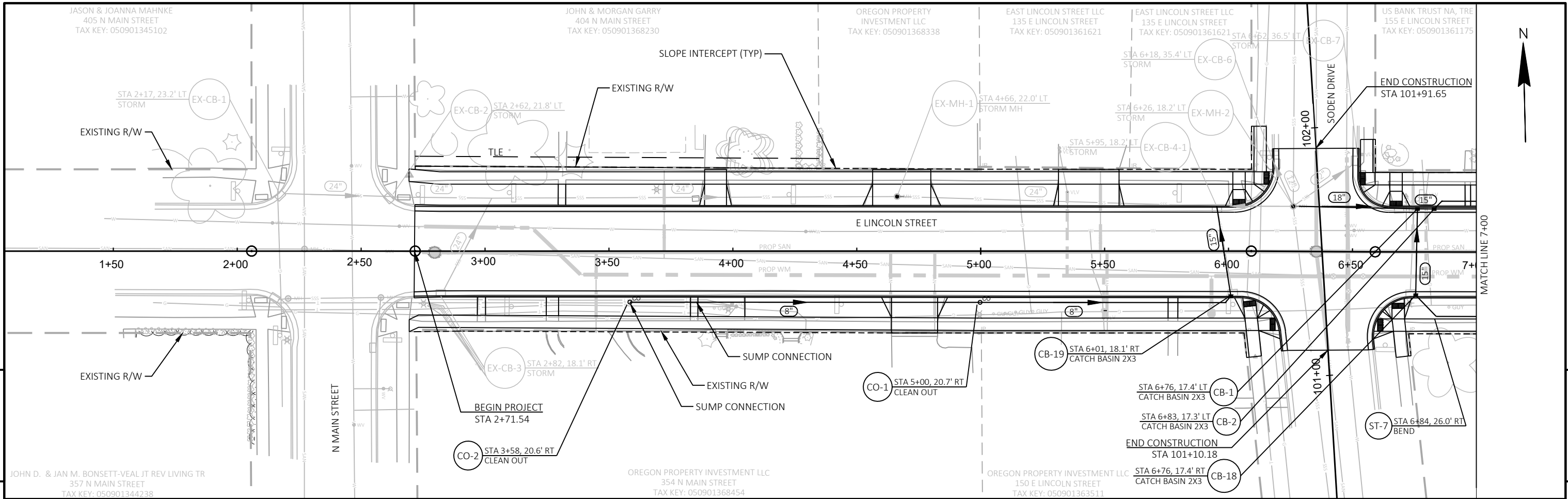
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
NO RECORDED EASEMENTS FOUND		

THIS MAP IS APPROVED FOR THE VILLAGE OF OREGON

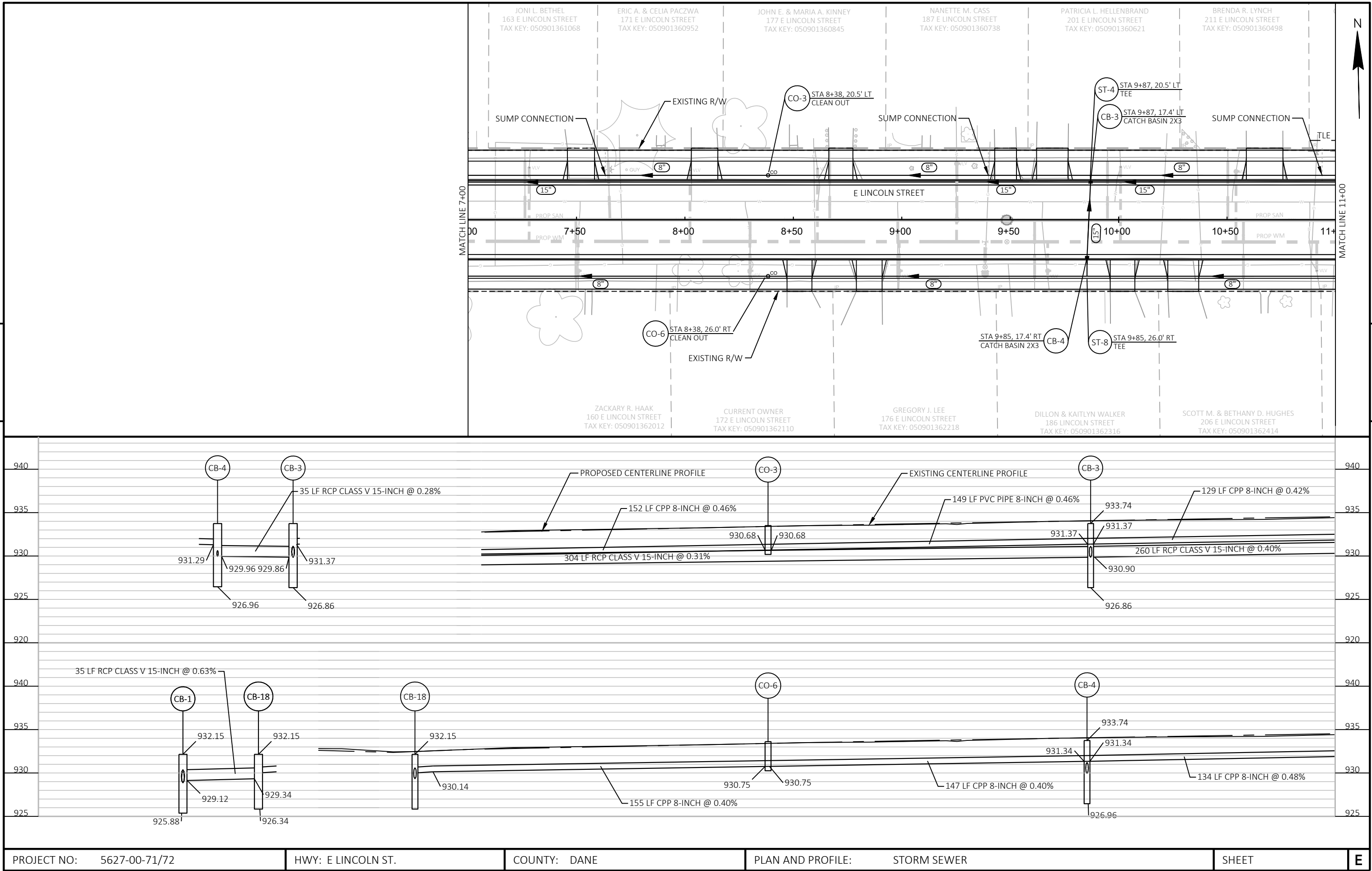
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PRINT NAME: _____

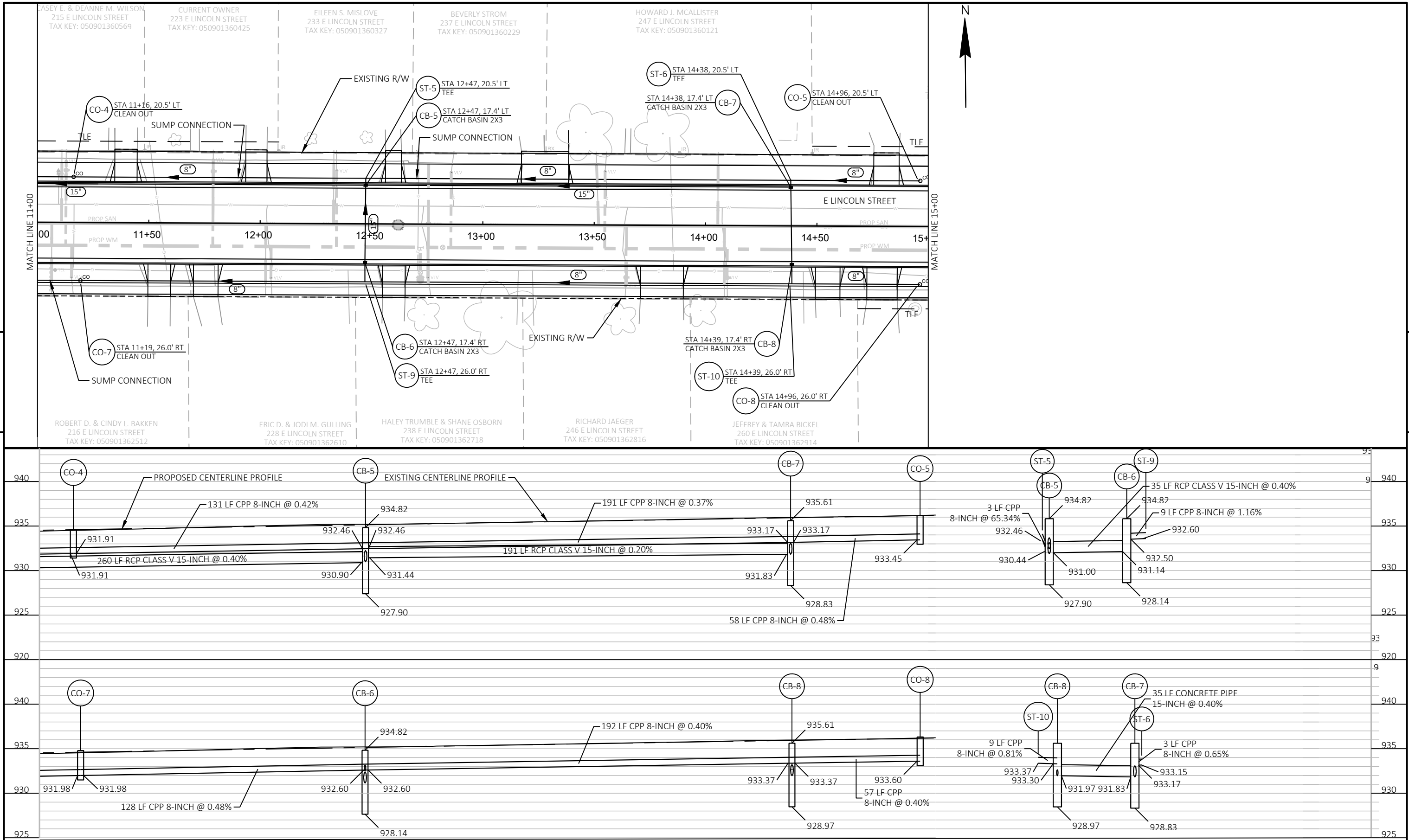
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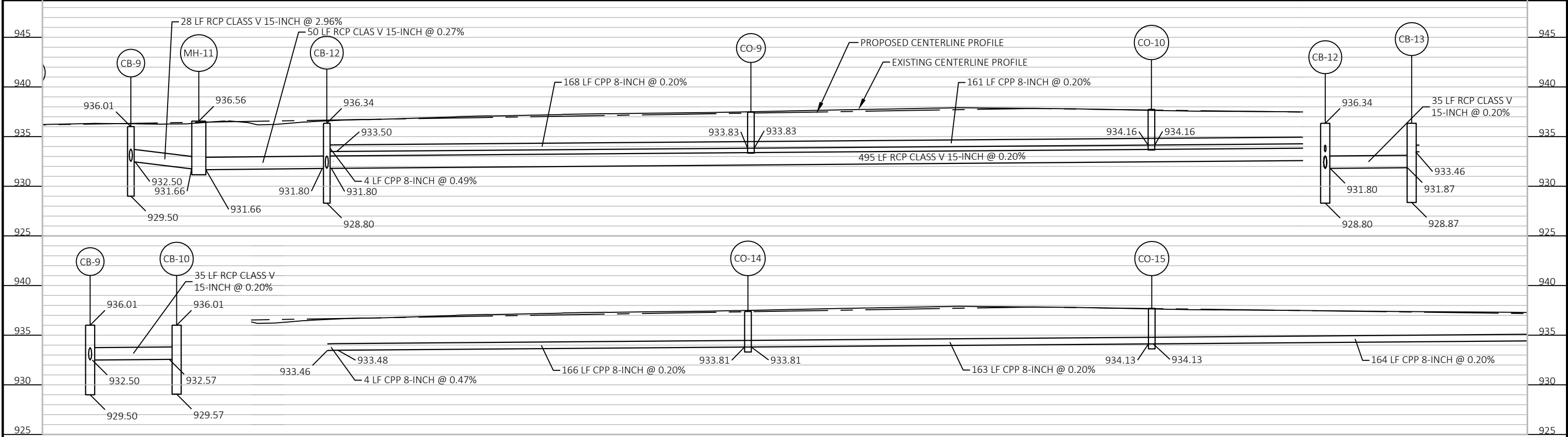
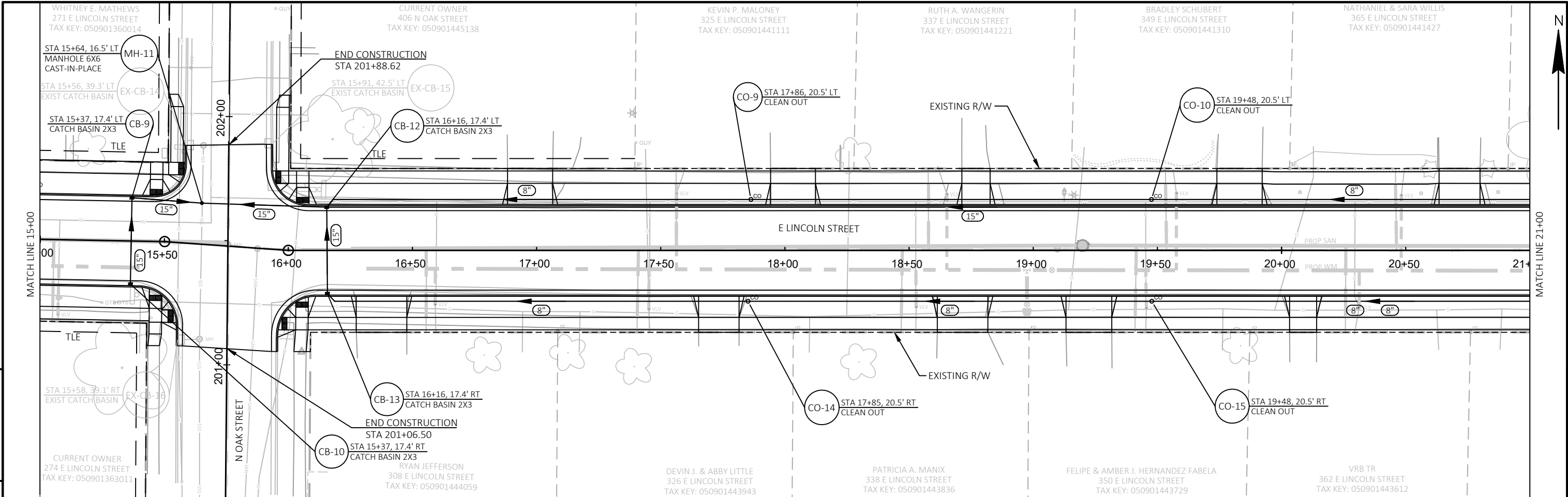
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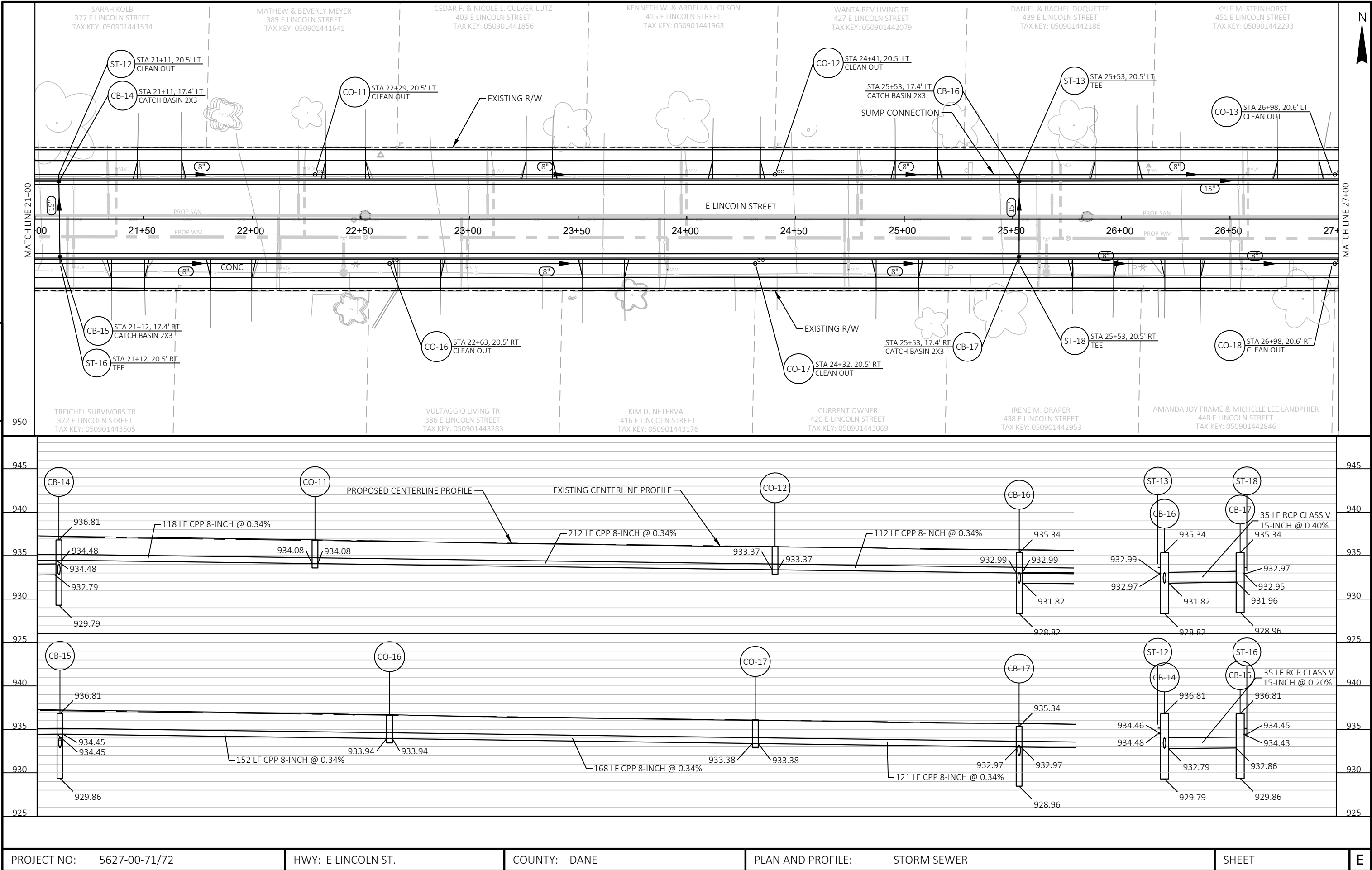
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PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PLAN AND PROFILE: STORM SEWER	SHEET E
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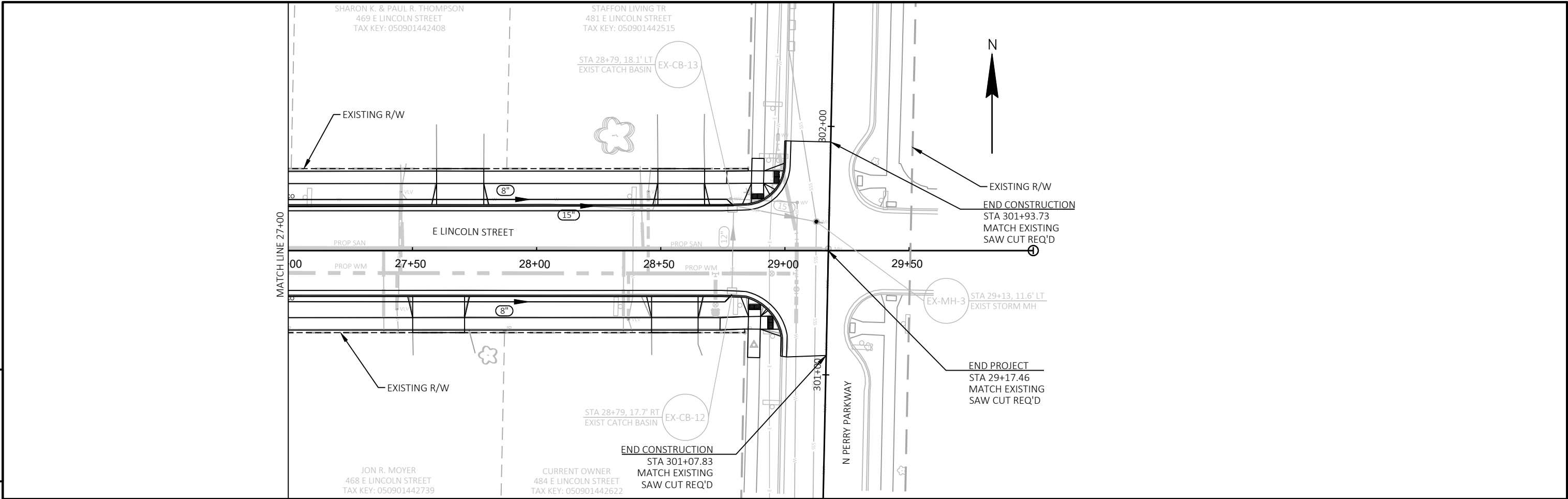


PROJECT NO:	5627-00-71/72	HWY:	E LINCOLN ST.	COUNTY:	DANE	PLAN AND PROFILE:	STORM SEWER	SHEET	5
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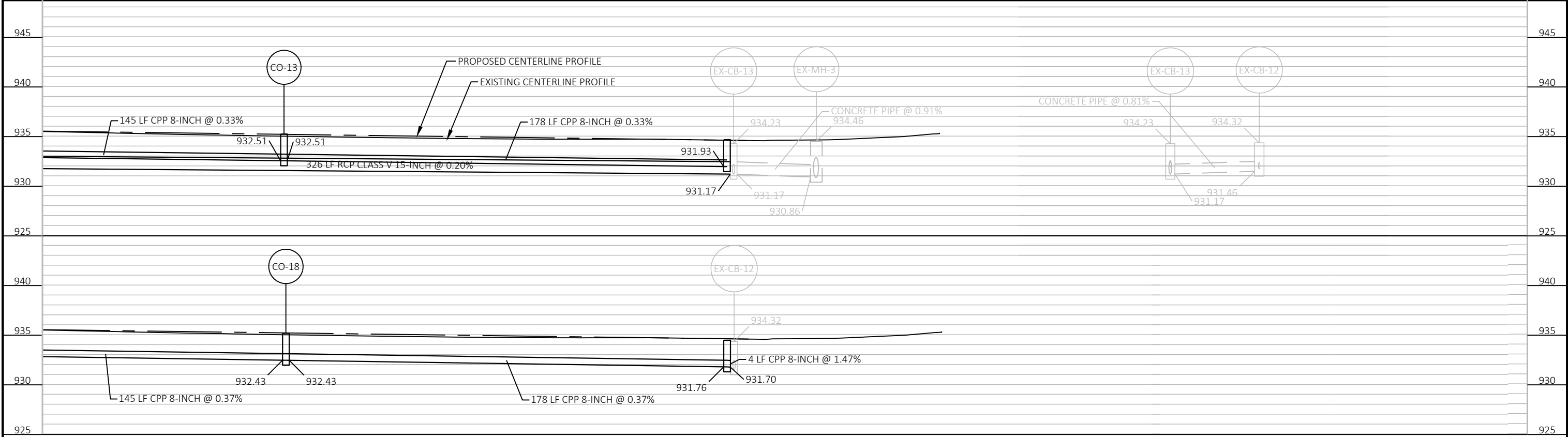


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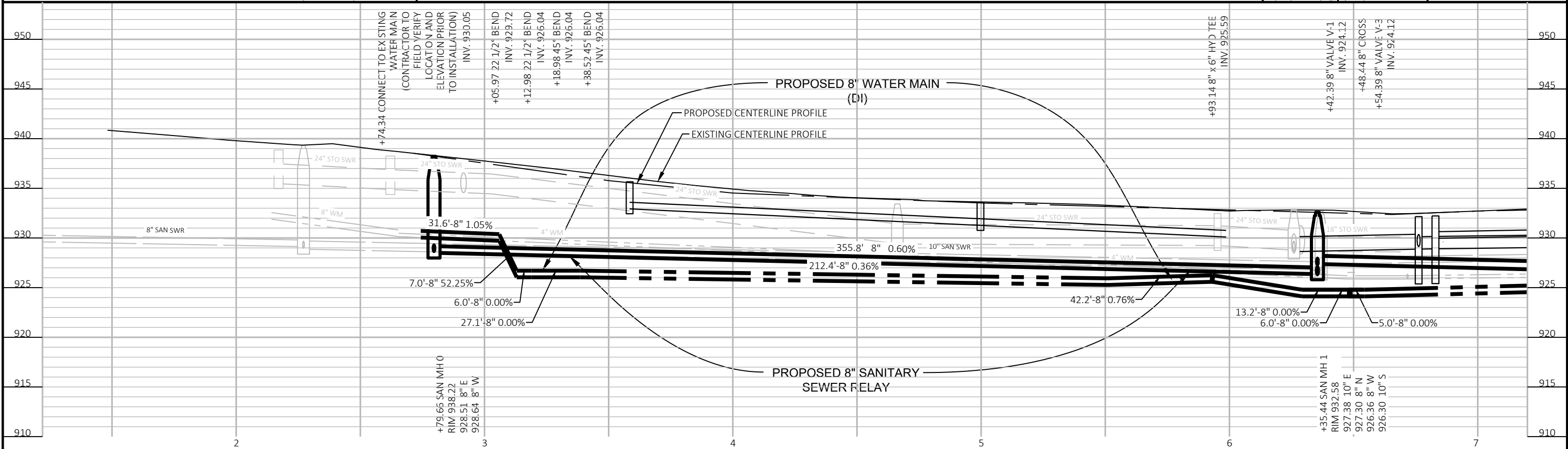
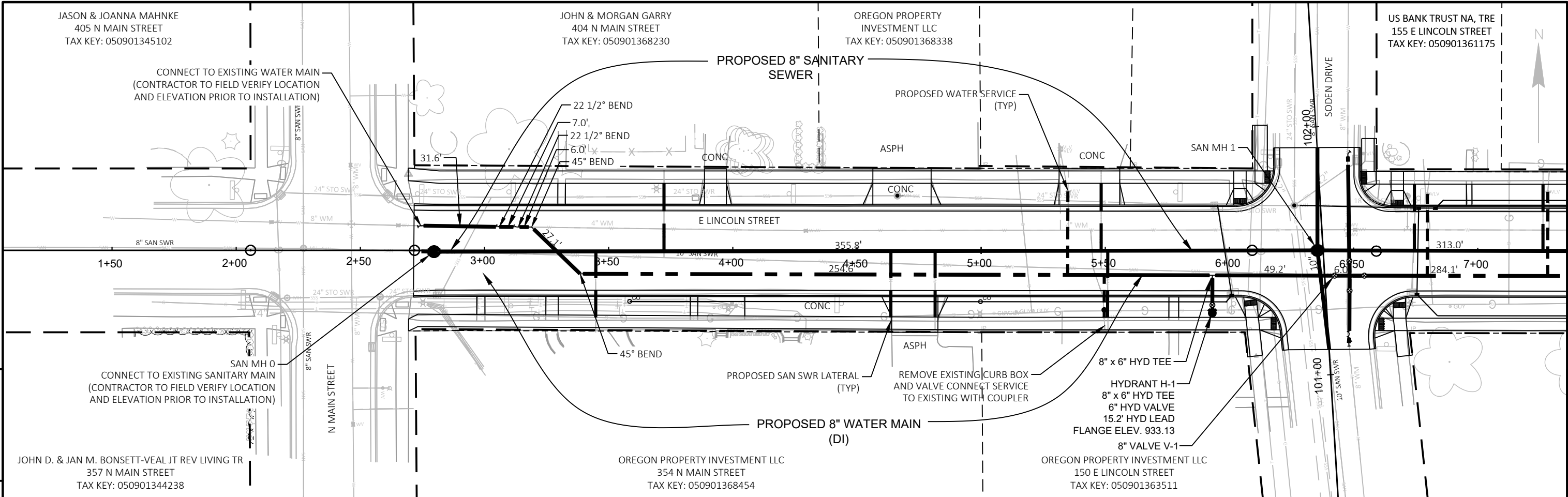
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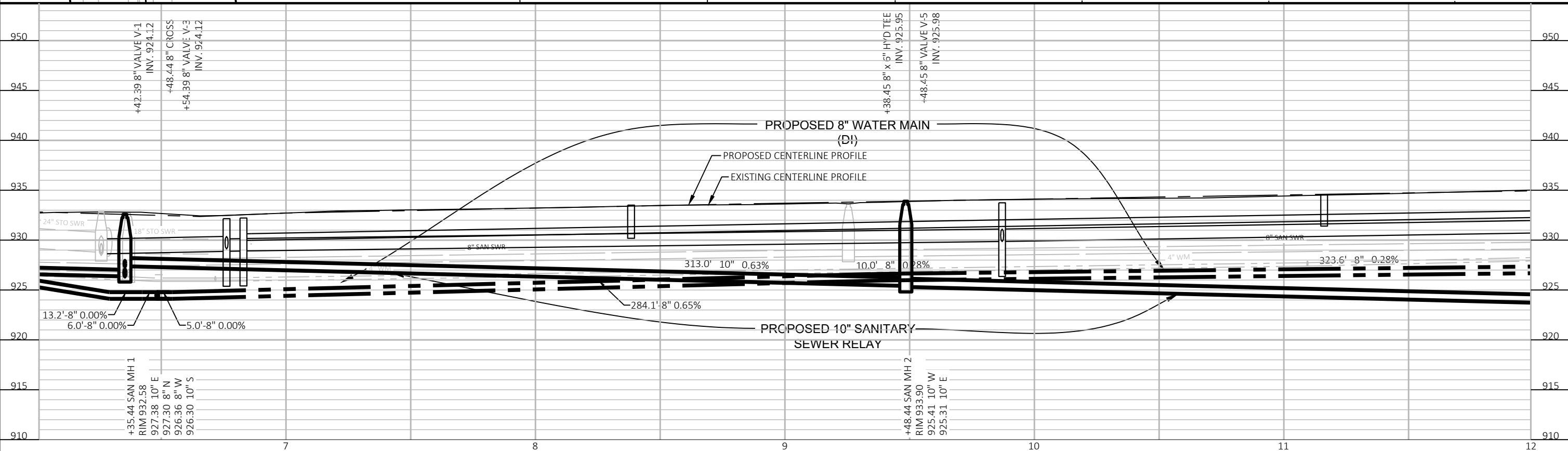
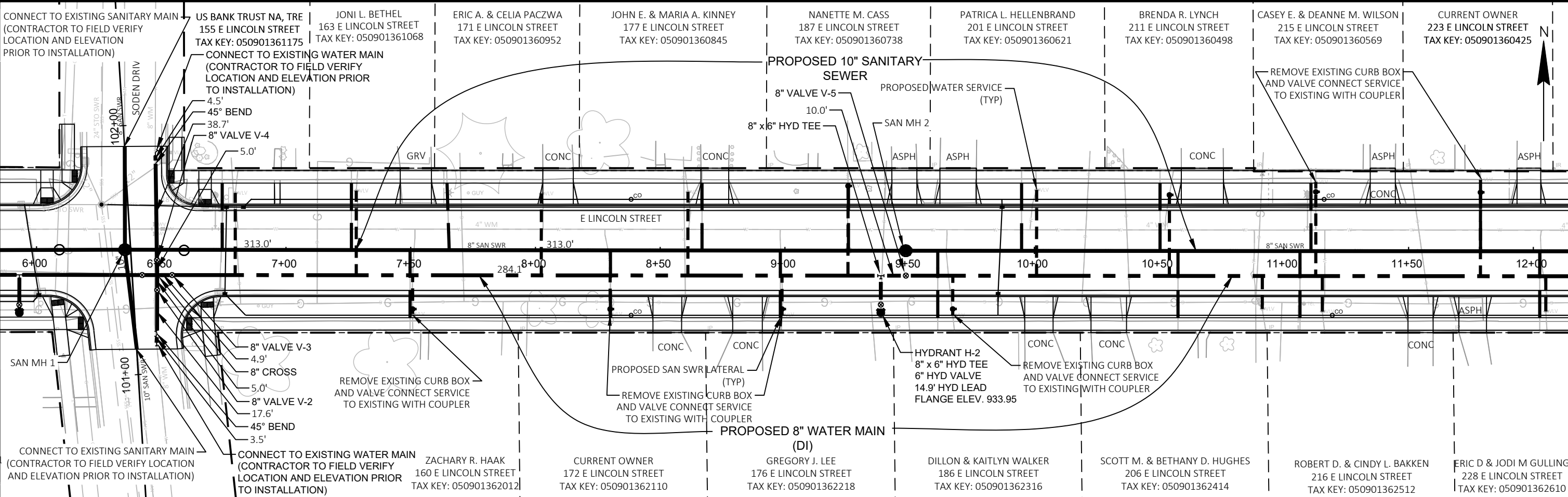
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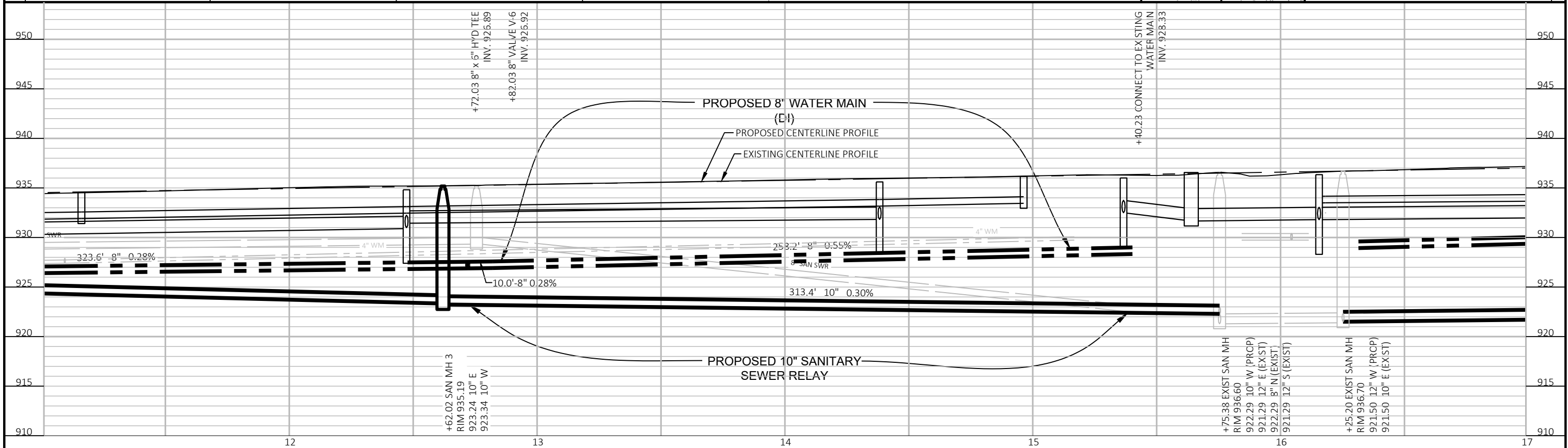
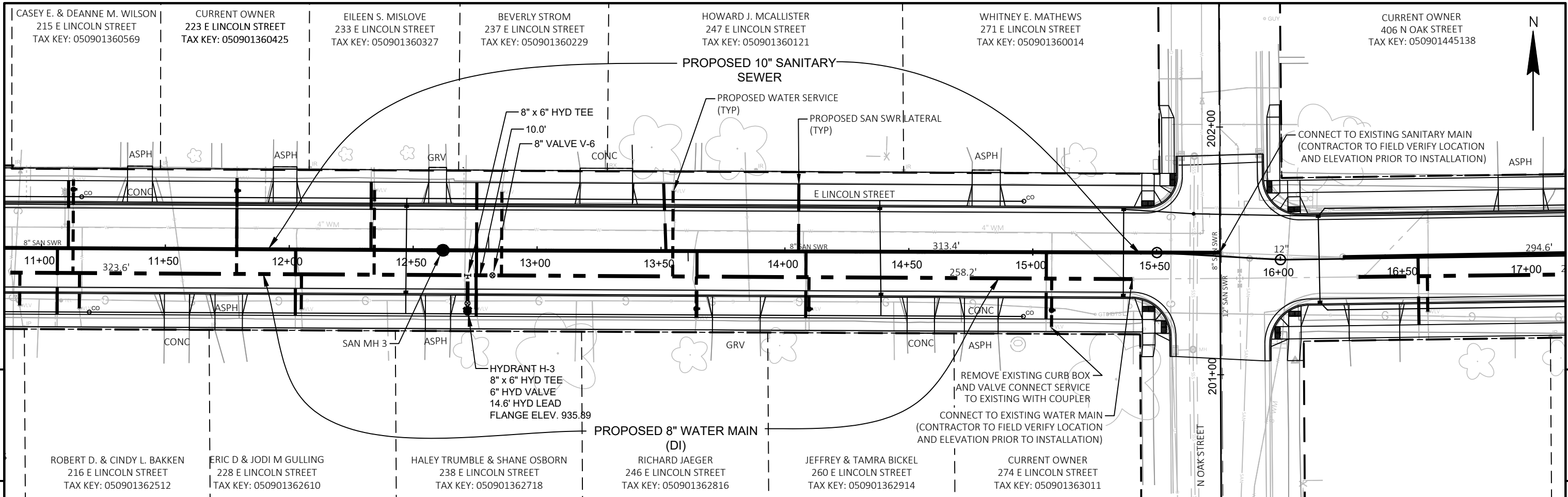
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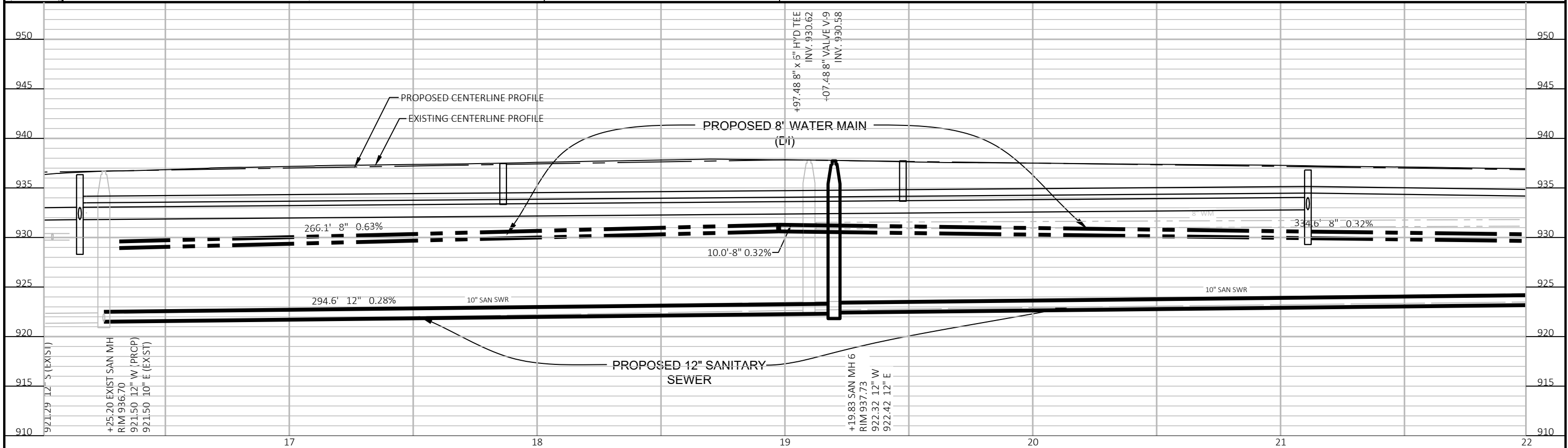
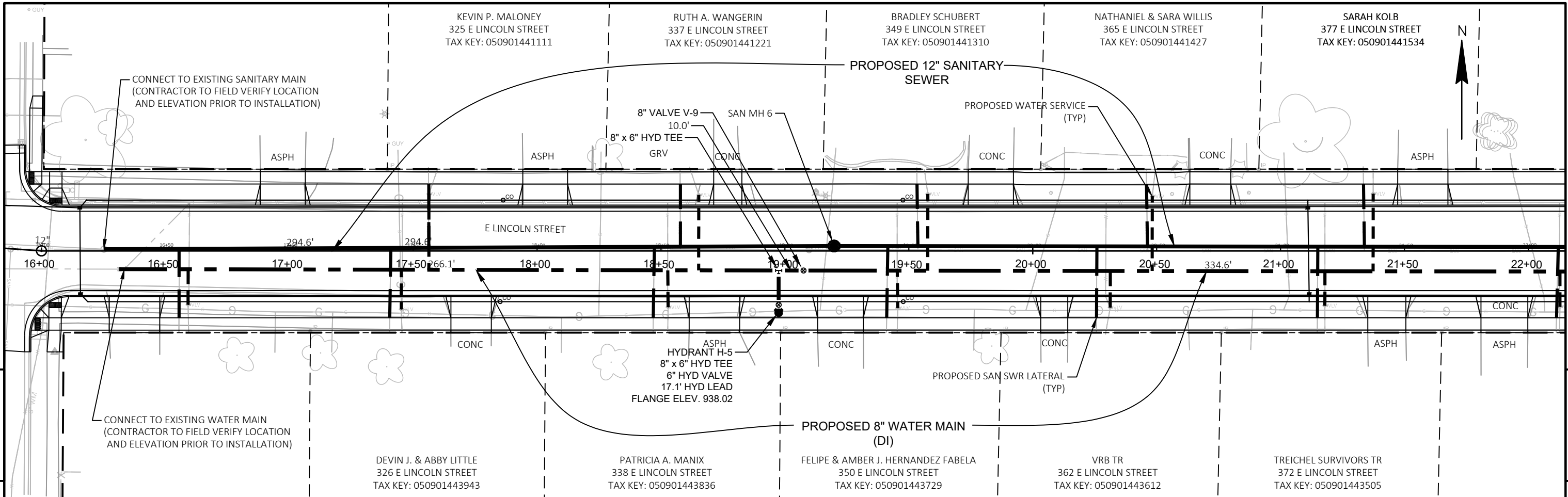
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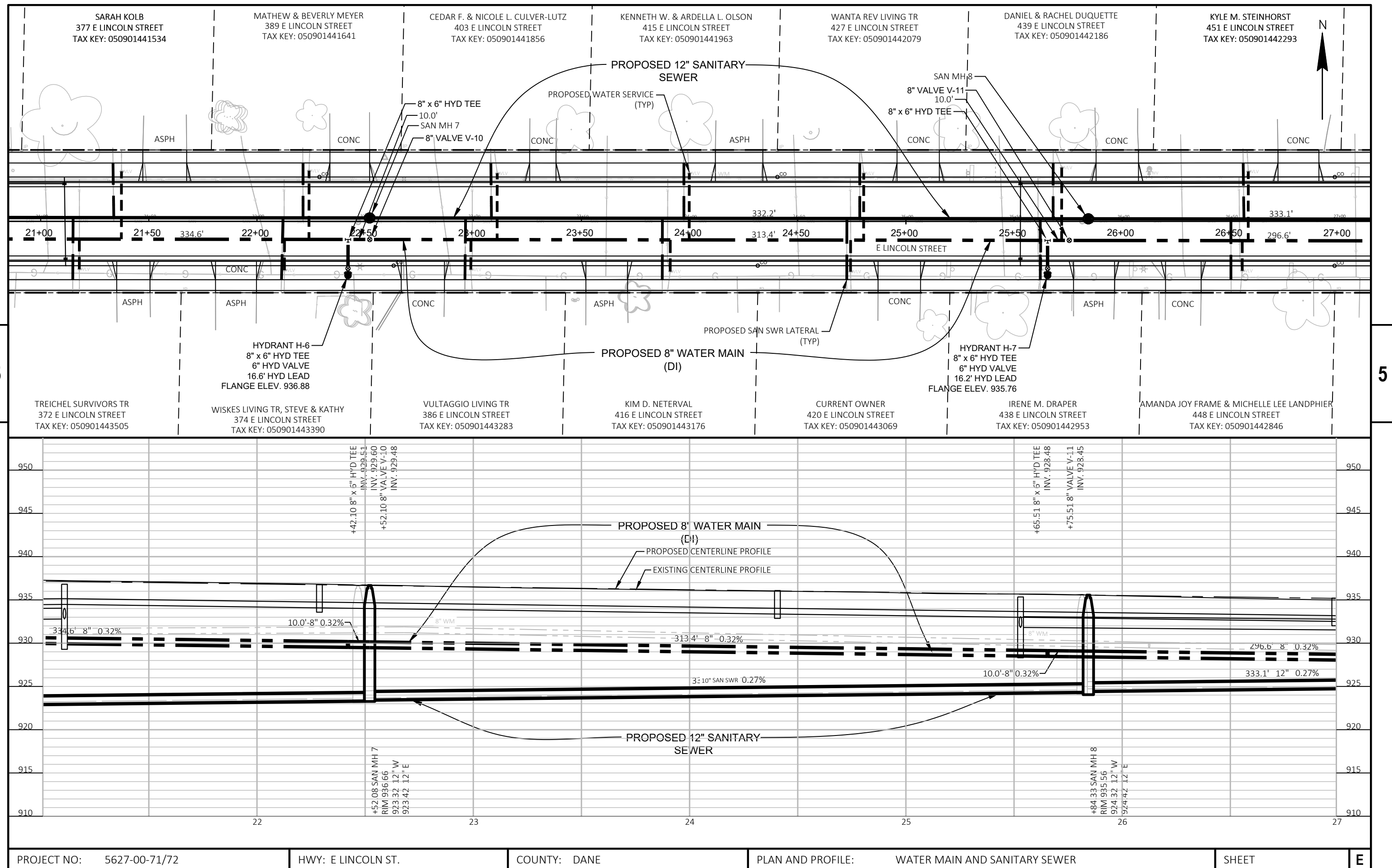
PROJECT NO:	5627-00-71/72	HWY:	E LINCOLN ST.	COUNTY:	DANE	PLAN AND PROFILE:	WATER MAIN AND SANITARY SEWER	SHEET	E
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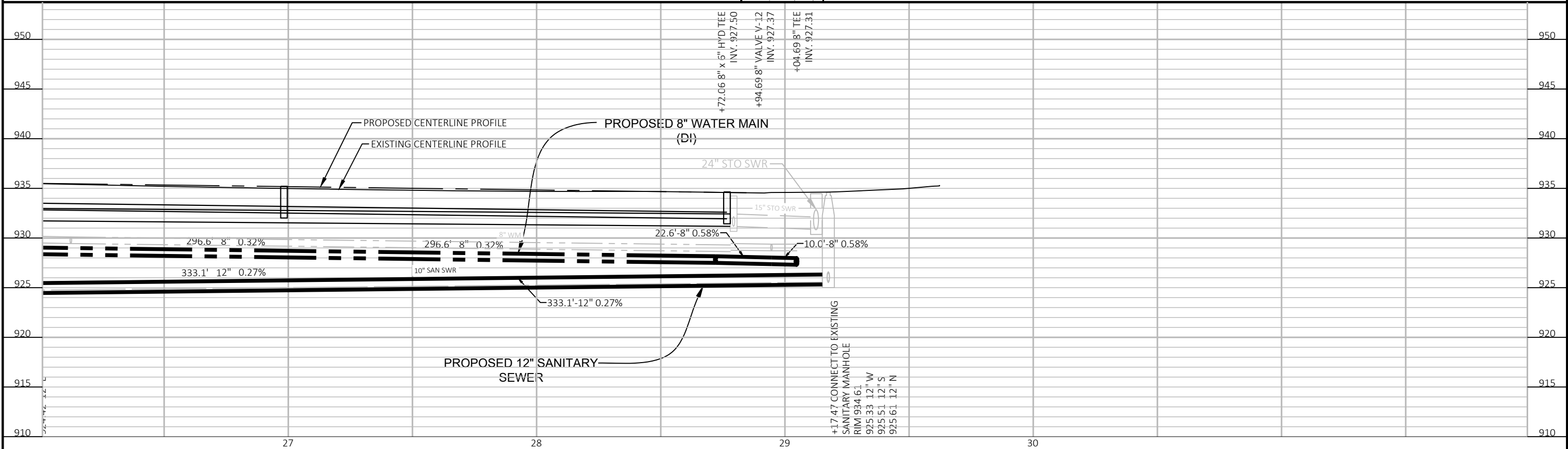
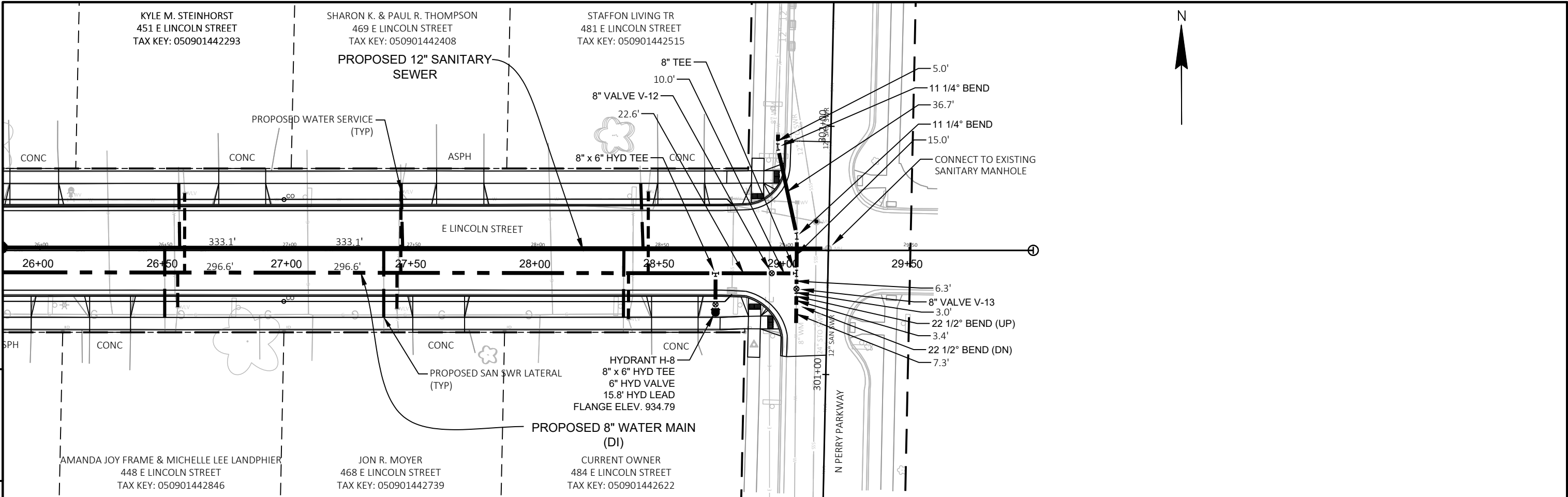


PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PLAN AND PROFILE: WATER MAIN AND SANITARY SEWER	SHEET 5
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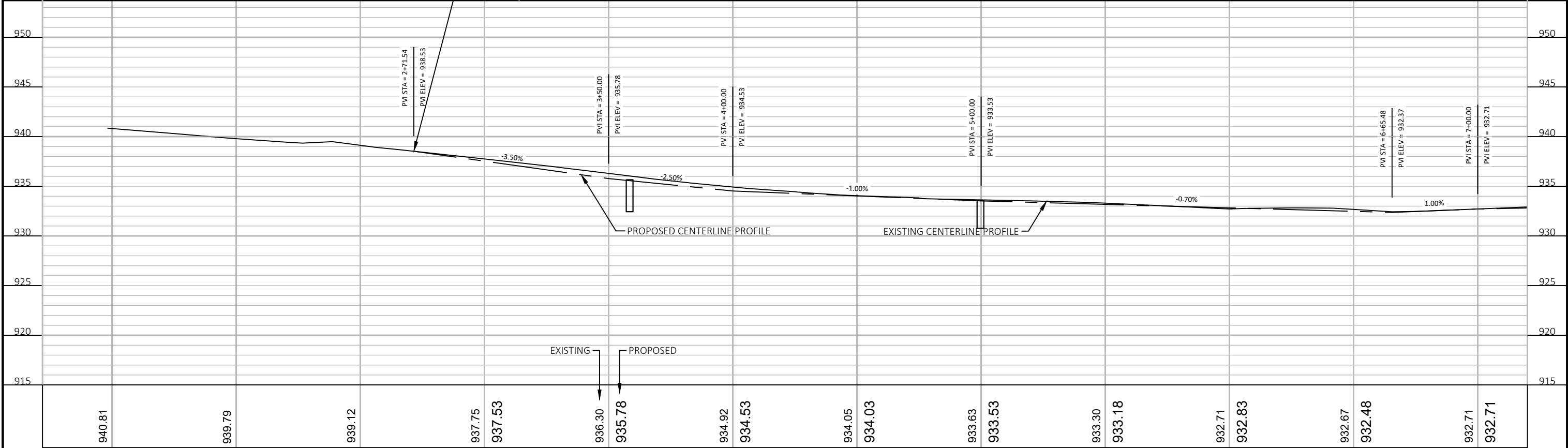
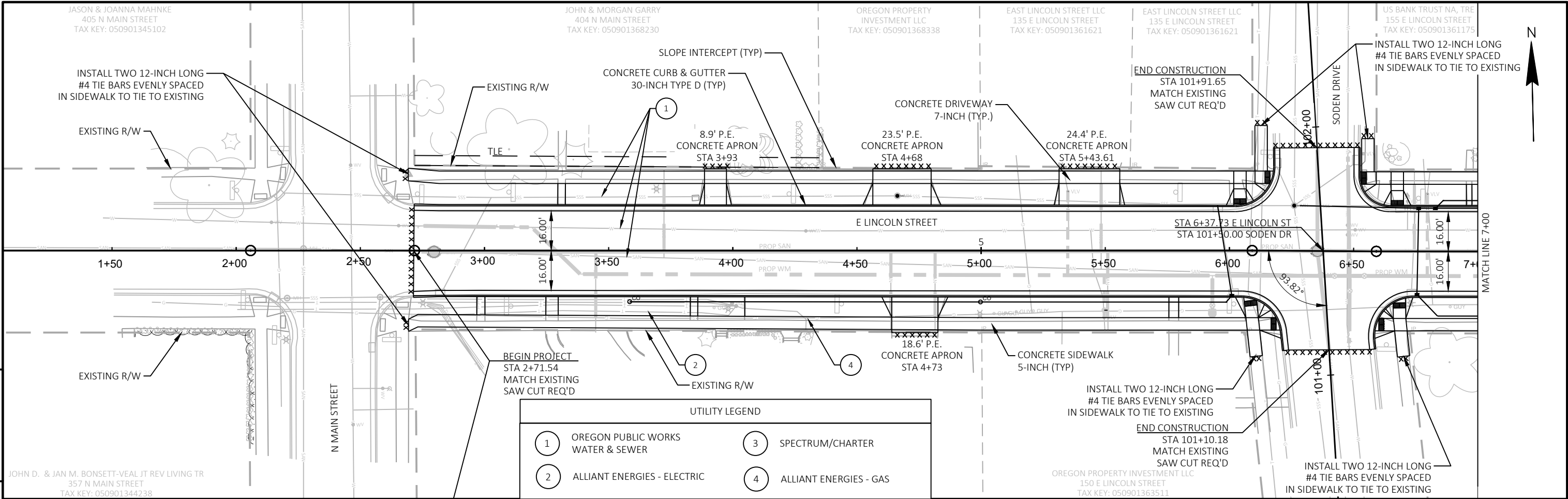


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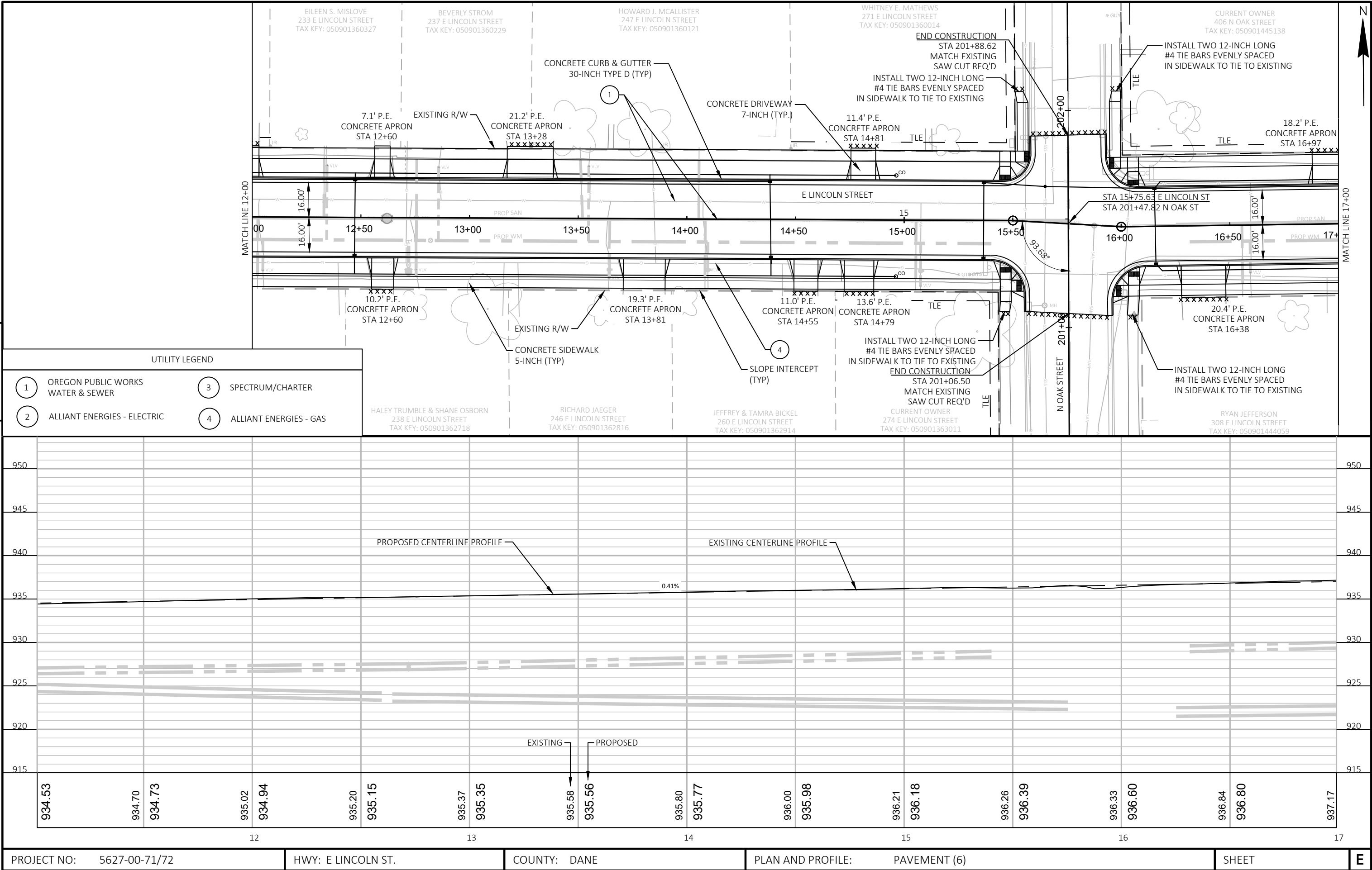


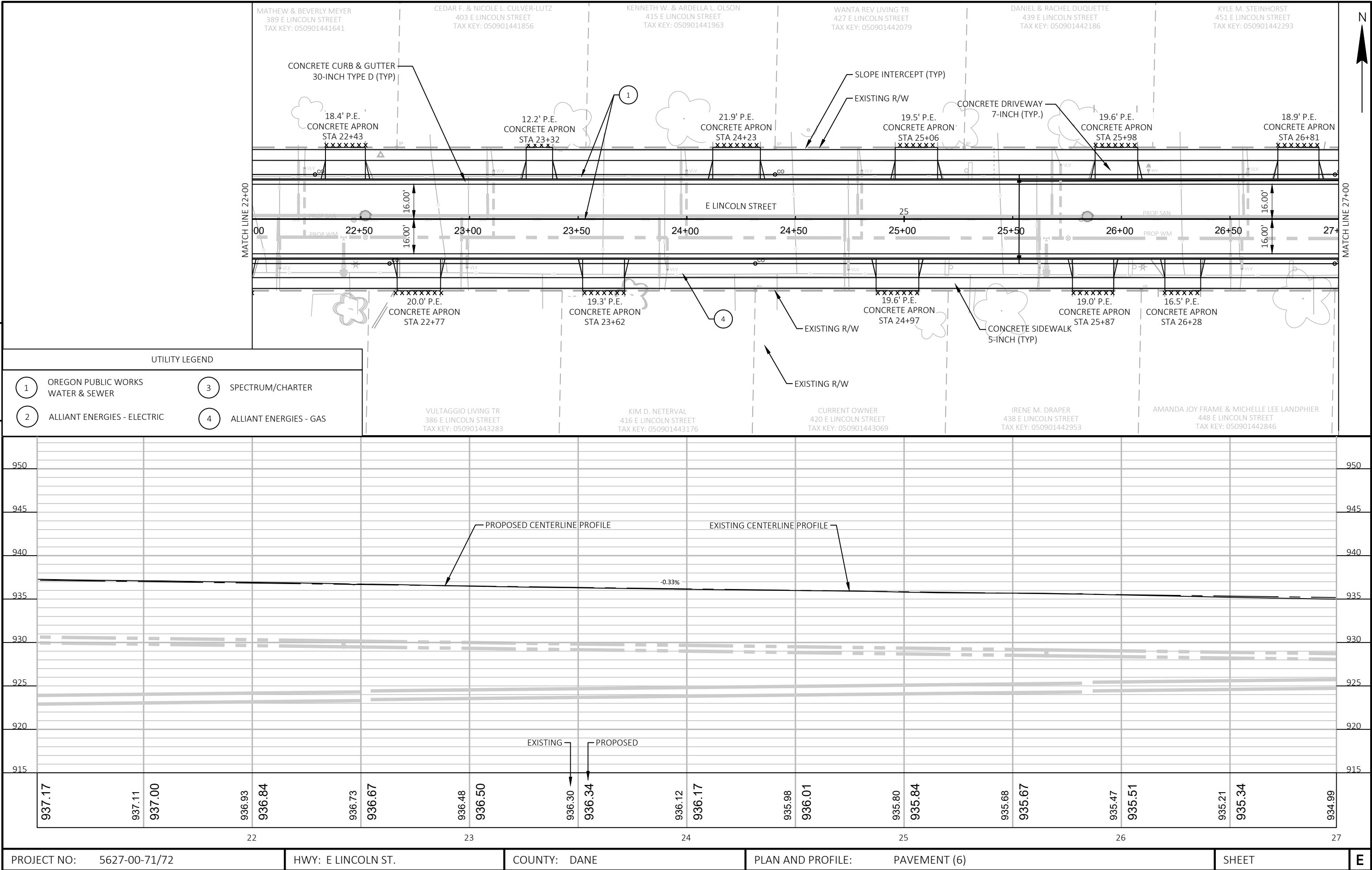


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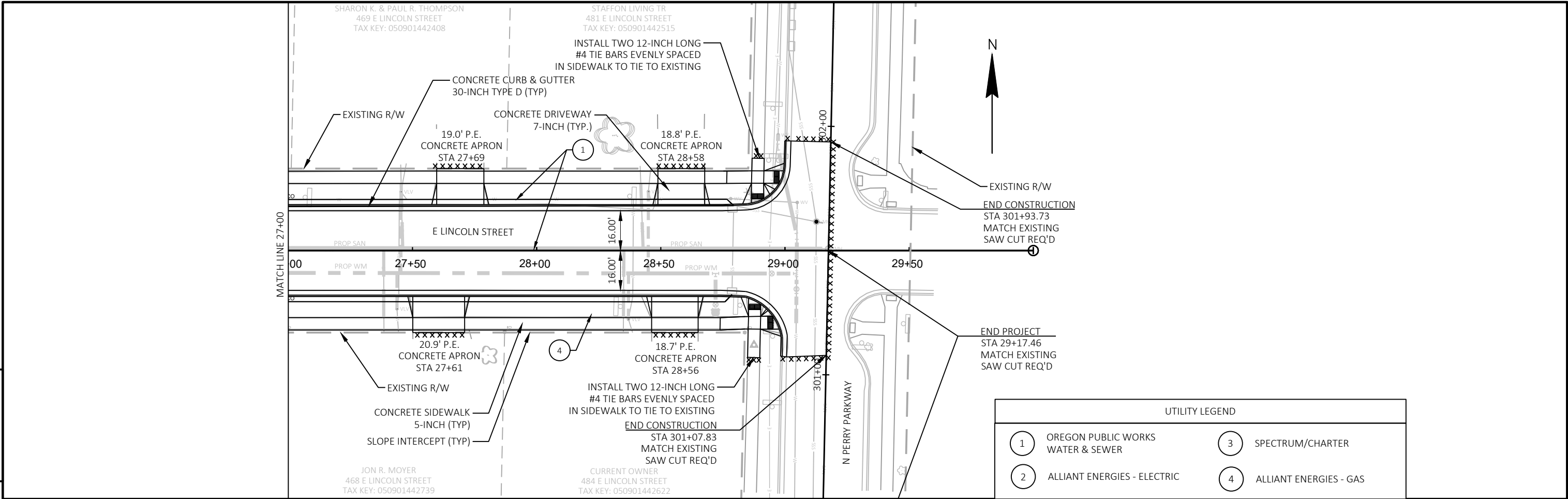


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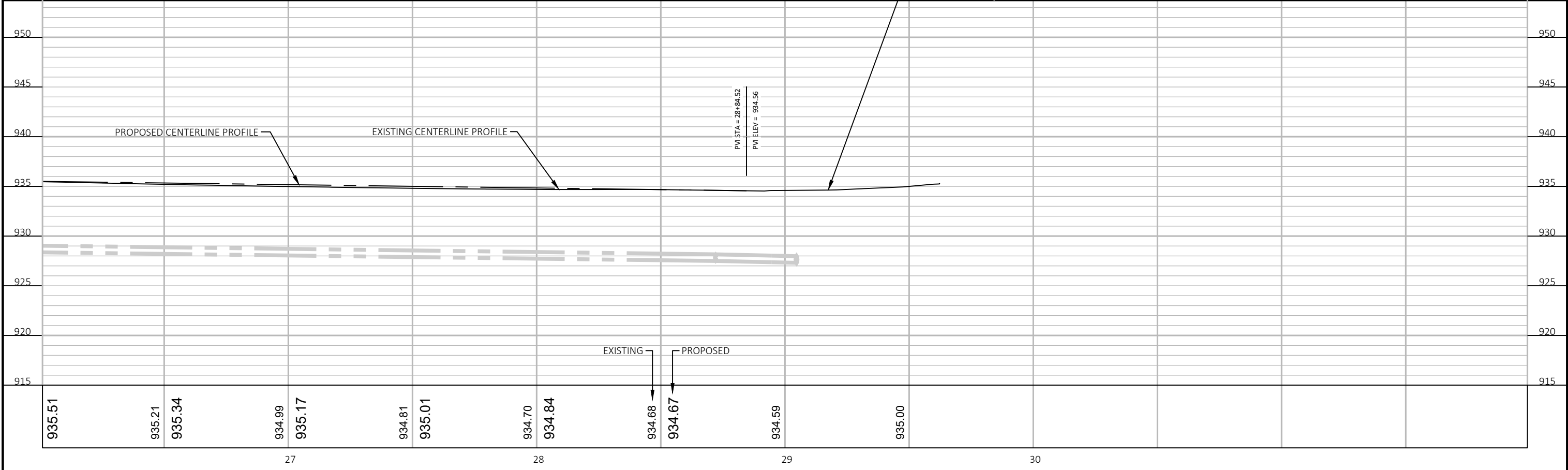




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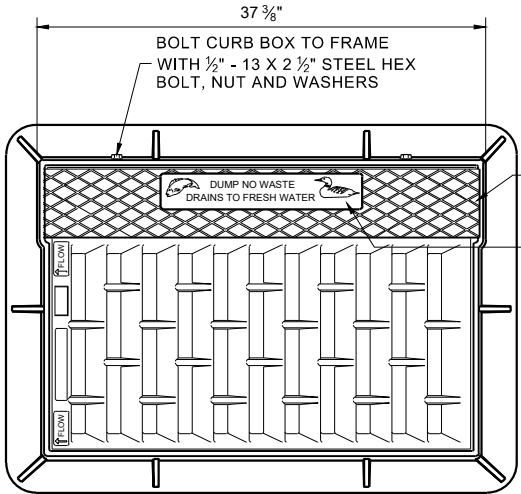
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PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	PLAN AND PROFILE: PAVEMENT (6)	SHEET	E
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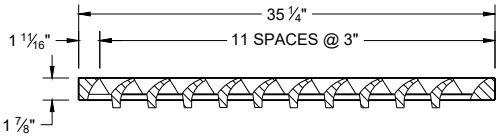
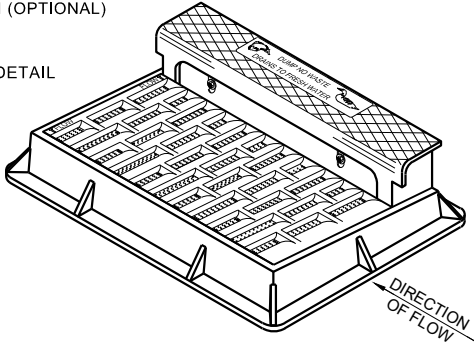
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B10-03	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
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
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

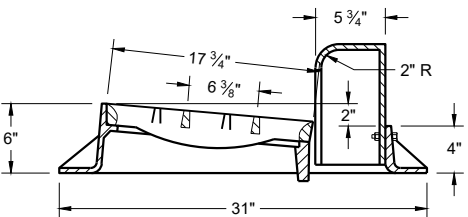
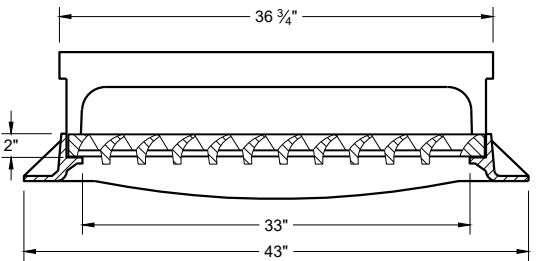
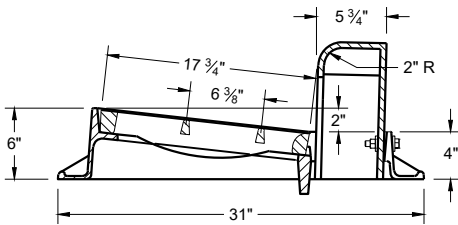
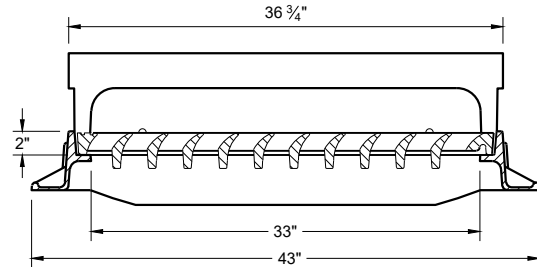


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL

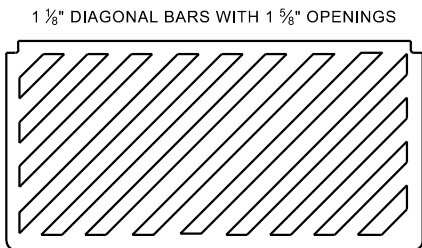


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

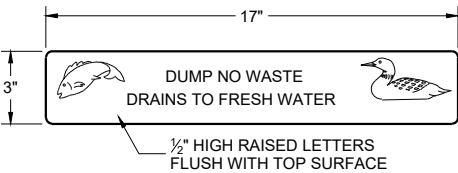


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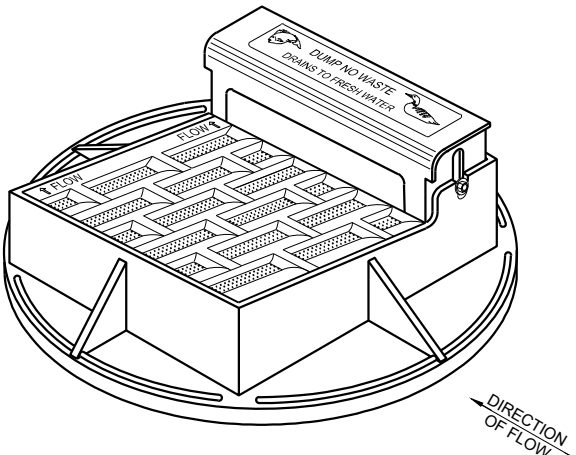
NOTE: EITHER CASTING IS ACCEPTABLE



SPECIAL GRATE FOR TYPE "H" COVER
(MEASURES 35" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

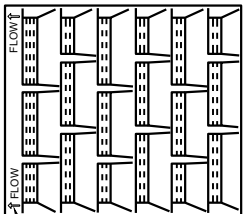


LOGO DETAIL

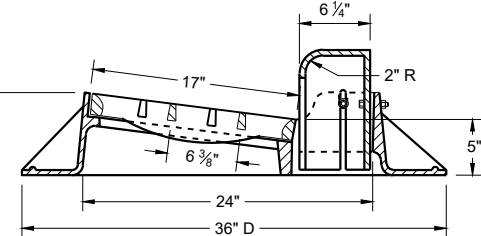
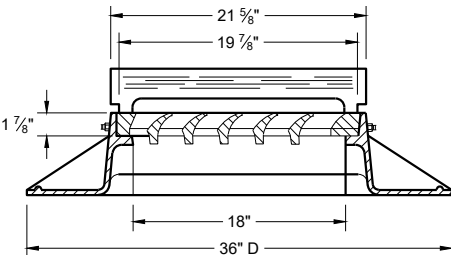
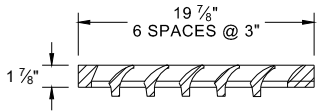


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

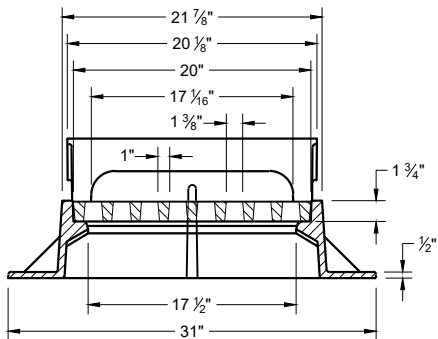
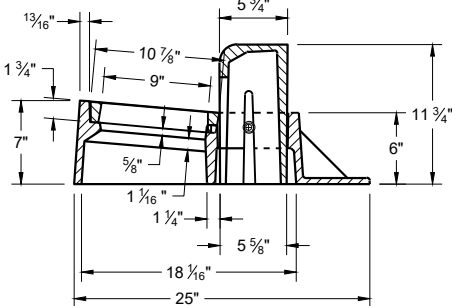
NOTE: EITHER CASTING IS ACCEPTABLE



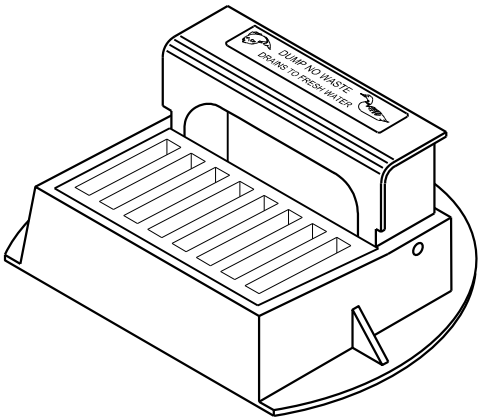
DIRECTION OF FLOW ARROWS



TYPE "A"



TYPE "Z"



**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

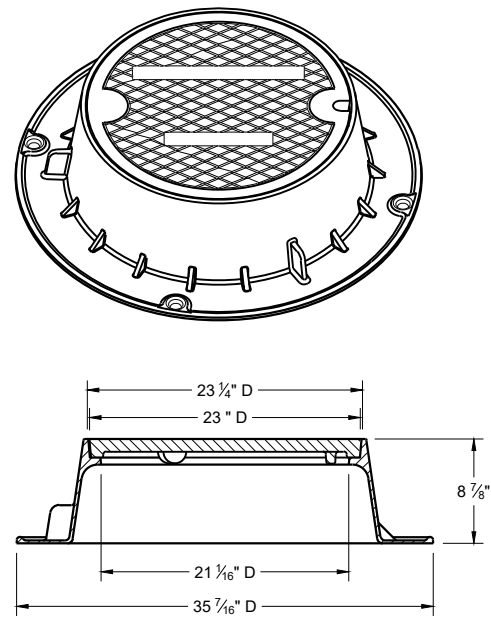
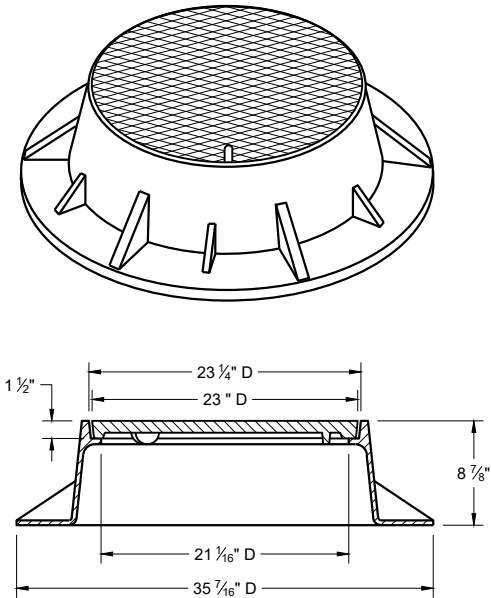
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

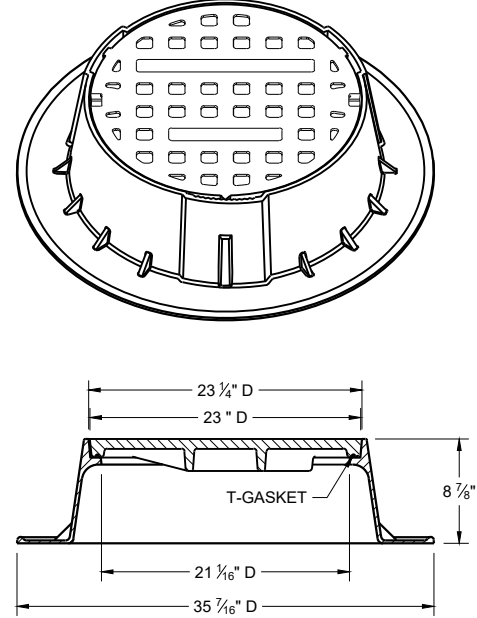
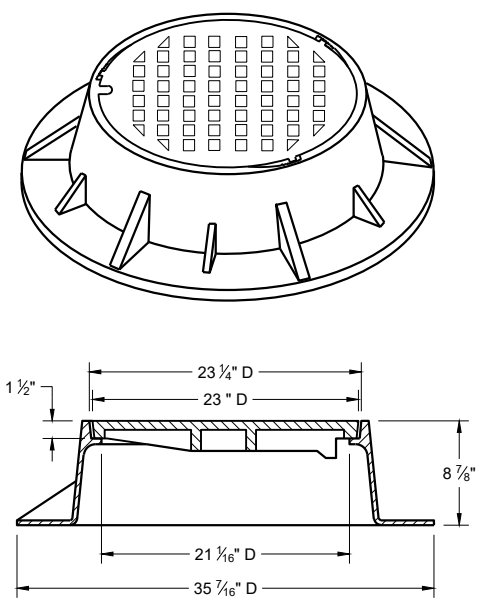
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "J"

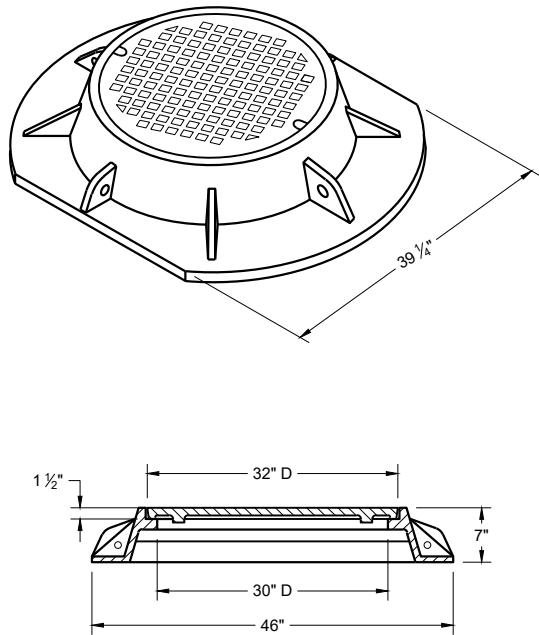
NOTE: EITHER CASTING IS ACCEPTABLE



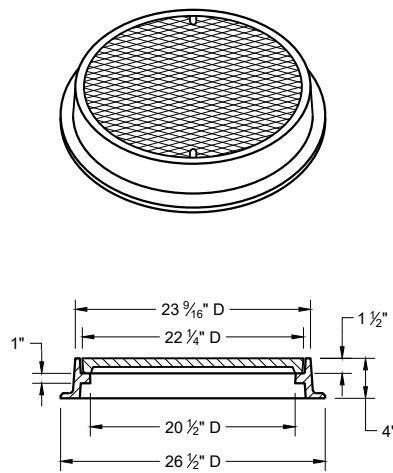
TYPE "J" SPECIAL

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

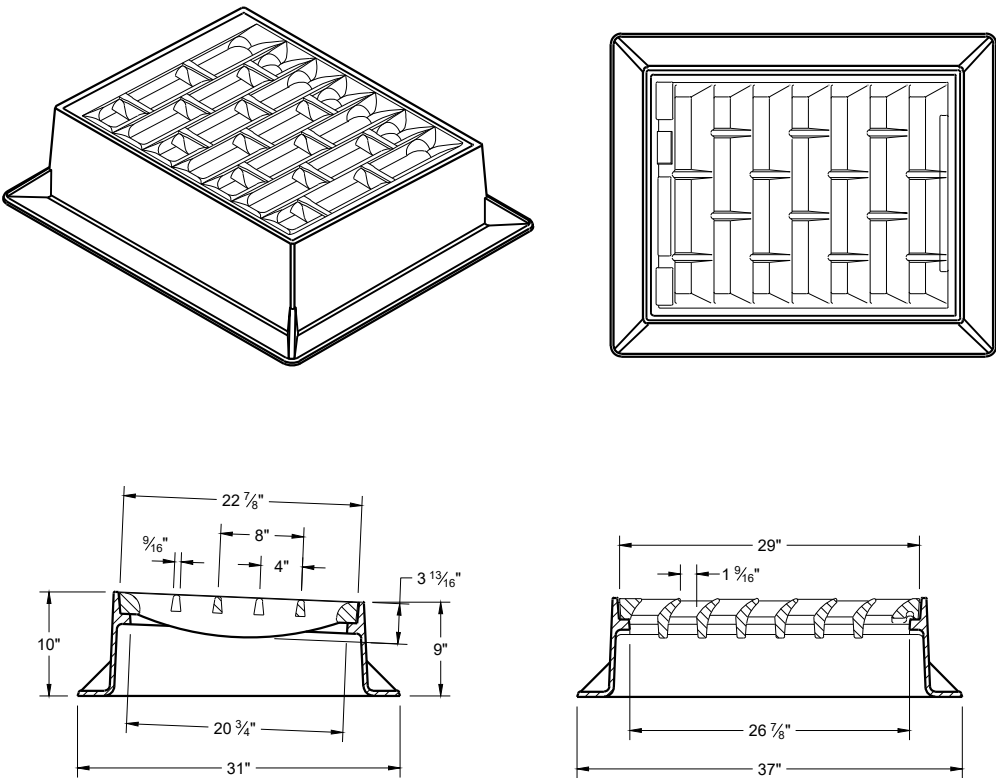
NOTE: EITHER CASTING IS ACCEPTABLE



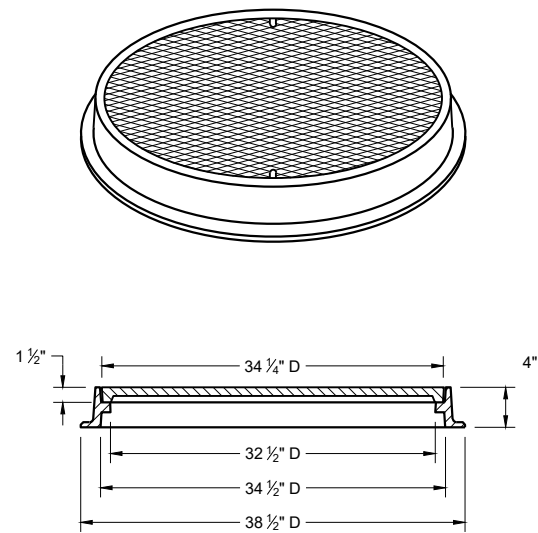
TYPE "K"



TYPE "L"



INLET COVER TYPE "BW"

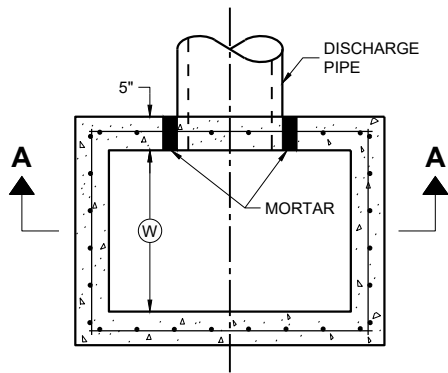


TYPE "M"

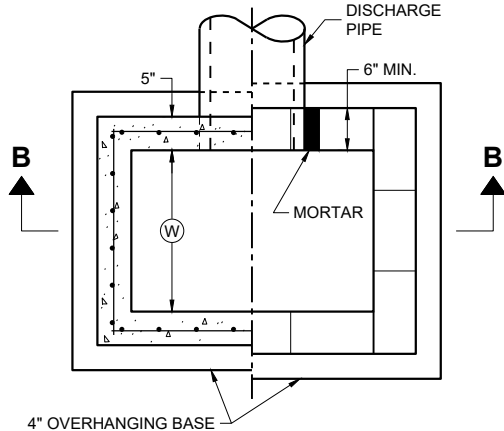
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

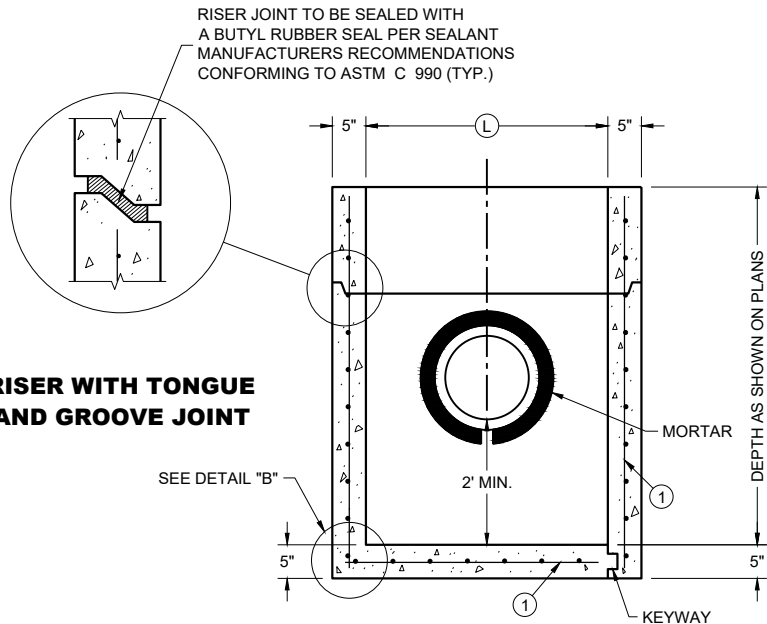
APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW

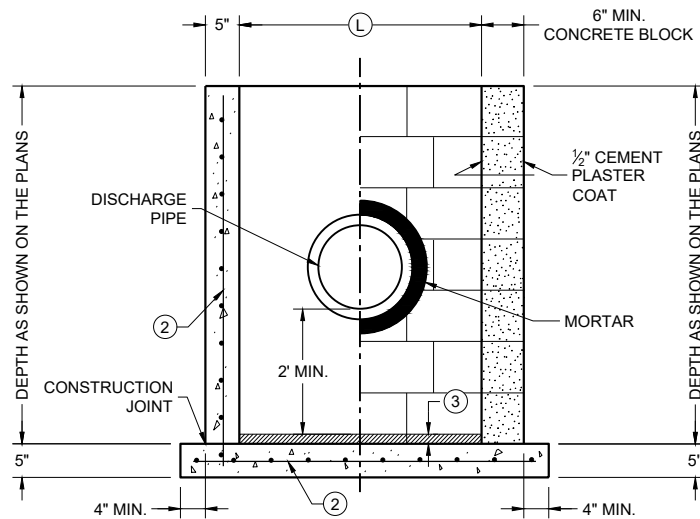


PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

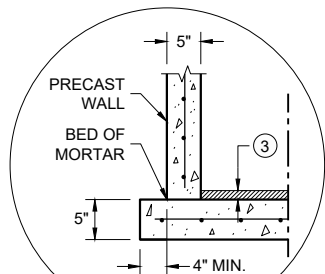
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

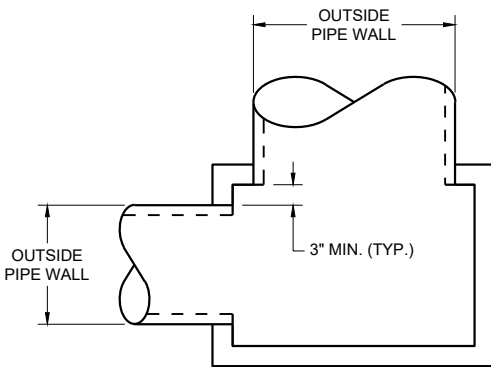
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- ① FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- ③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

PIPE MATRIX

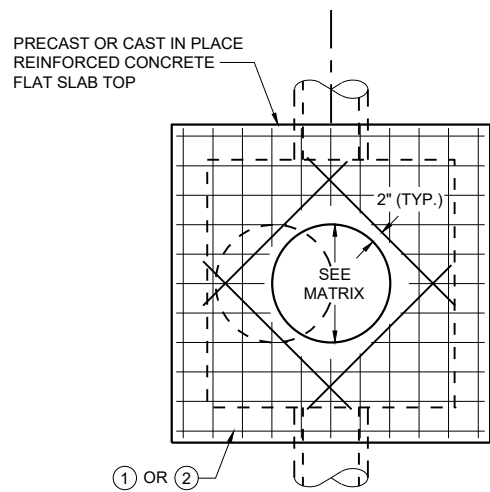
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W) (IN)	LENGTH (L) (IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

CATCH BASINS 2 X 3-FT AND 2.5 X 3-FT

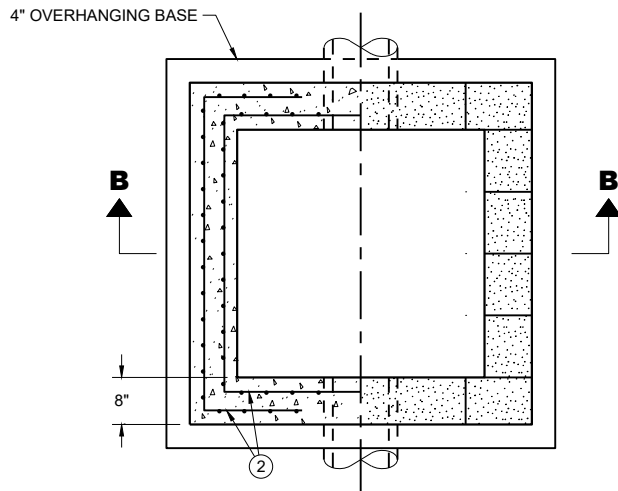
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 /S/ RODNEY TAYLOR
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

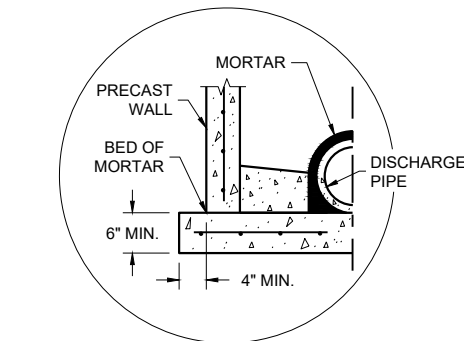
CATCH BASINS 2X3-FT AND 2.5X3-FT



PLAN VIEW
CIRCULAR OPENING

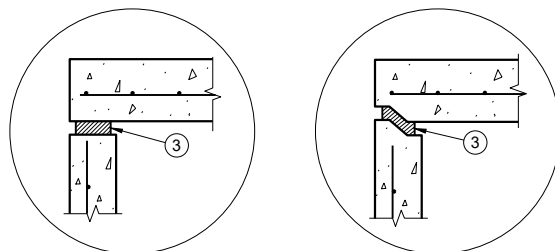


SECTION A - A
PLAN VIEW



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

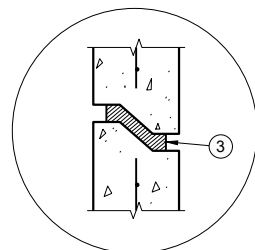
DETAIL "A"



TOP WITH PLAIN
END JOINT

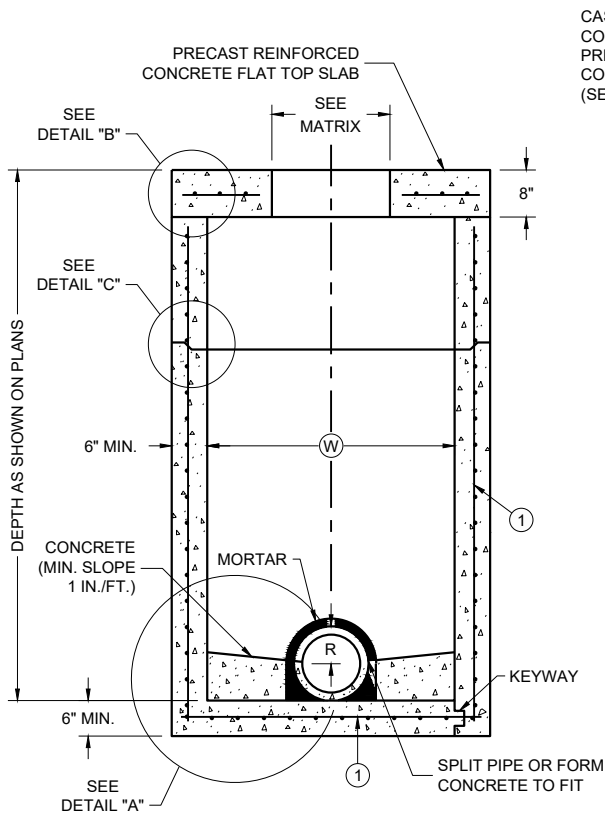
TOP WITH TONGUE
AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE
AND GROOVE JOINT

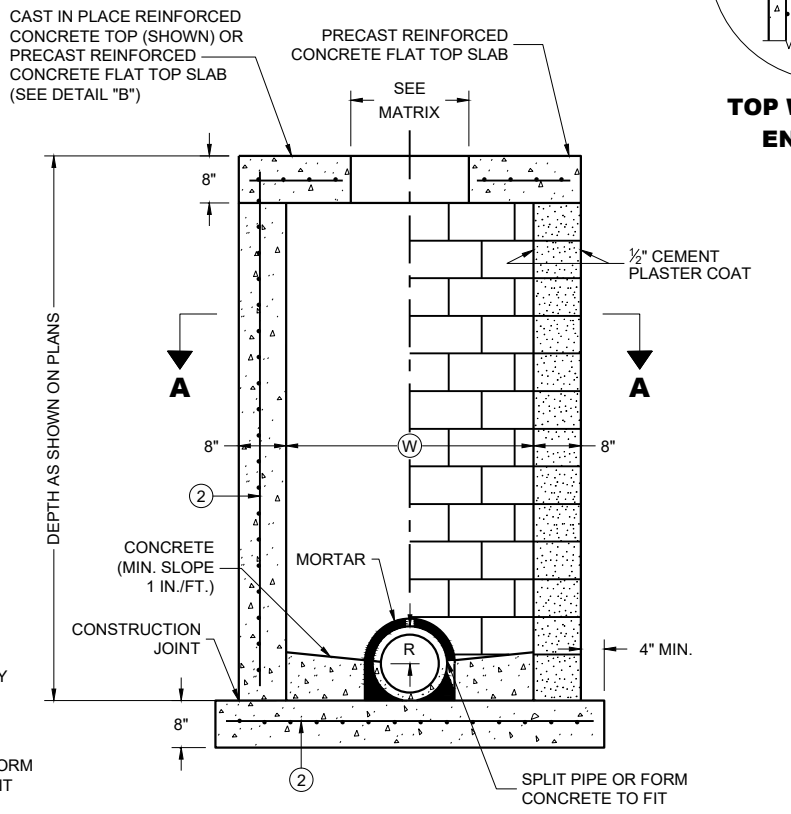
DETAIL "C"



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

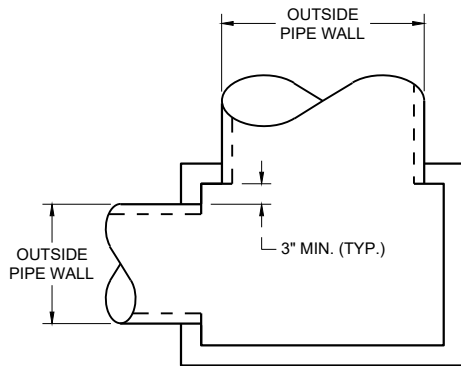
SQUARE MANHOLES WITH FLAT TOP



CAST IN PLACE
REINFORCED
CONCRETE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE

MANHOLES 3 X 3-FT, 4 X 4 -FT, 5 X 5-FT AND 6 X 6-FT



DETAIL "D"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C913.

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

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

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

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

- 1 FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- 2 CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- 3 JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

MANHOLE COVER
OPENING MATRIX

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

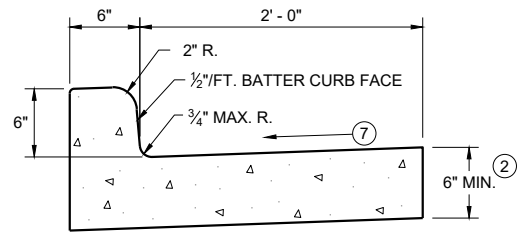
PIPE MATRIX

MANHOLE SIZE WxW-FT	MAXIMUM INSIDE PIPE DIAMETER (IN)
3 X 3 FT	24
4 X 4 FT	30
5 X 5 FT	42
6 X 6 FT	54

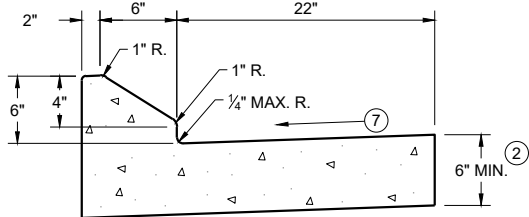
MANHOLES
3 X 3 -FT, 4 X 4-FT
5 X 5-FT AND 6 X 6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

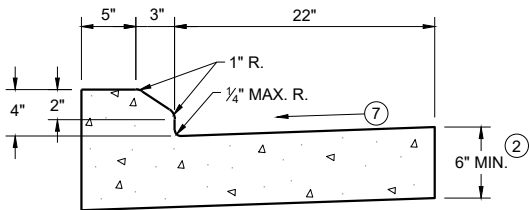
APPROVED
December 2023 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
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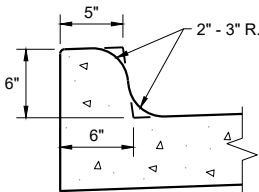
TYPES A^① & D



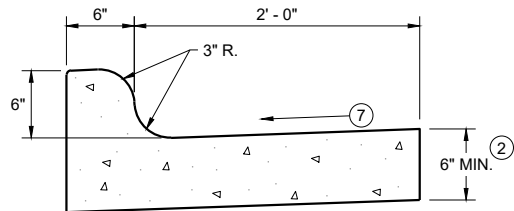
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

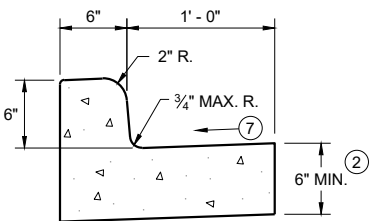


TYPES K^① & L
(OPTIONAL CURB SHAPE)



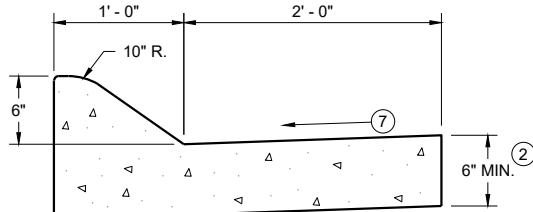
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

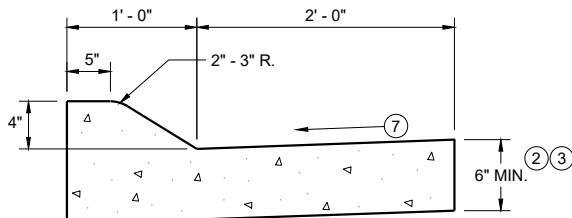


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

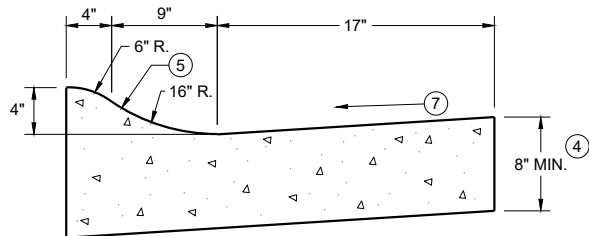


6" SLOPED CURB TYPES A^① & D



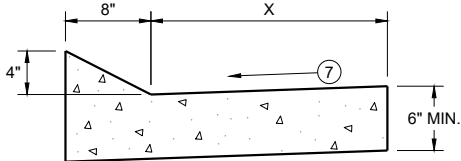
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

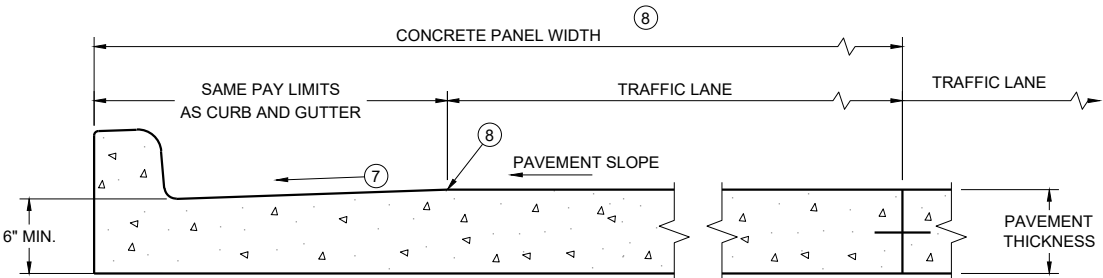


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

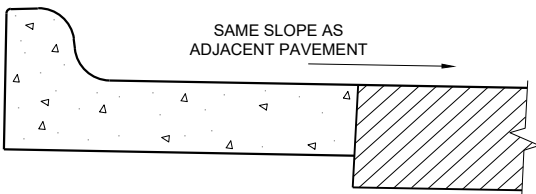
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

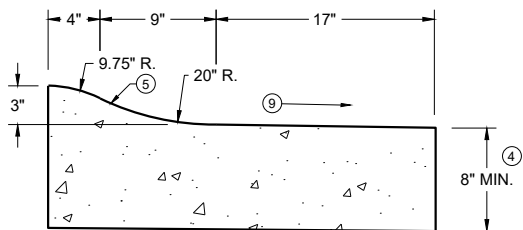


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

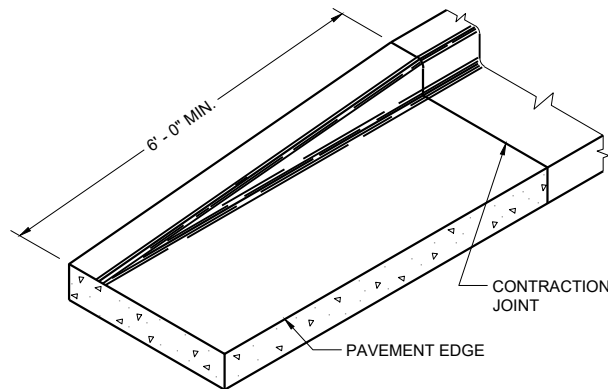
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

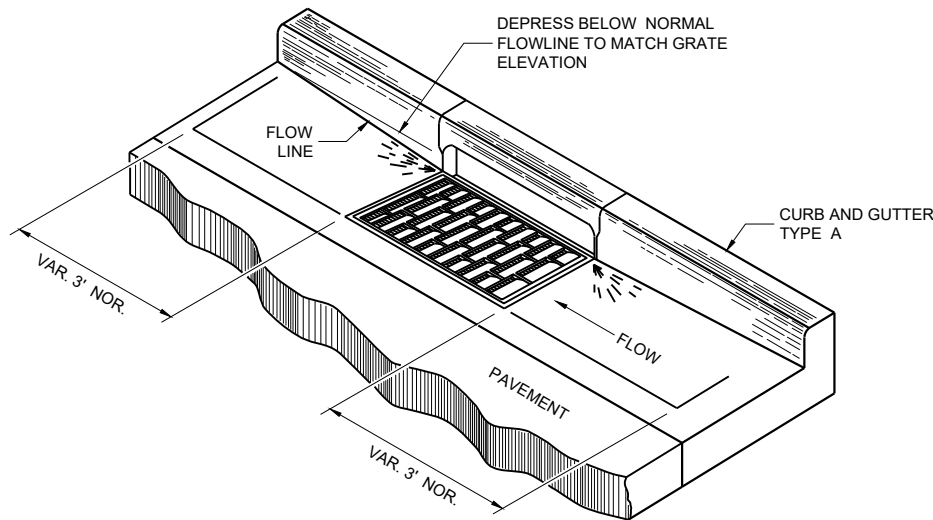
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

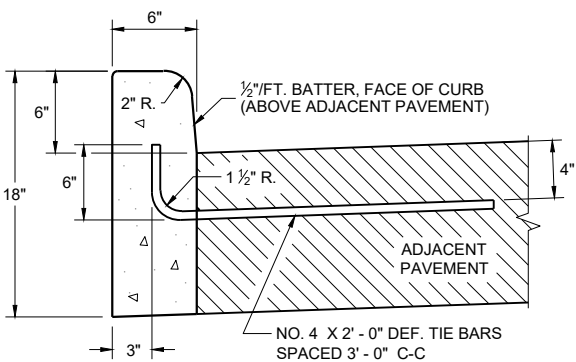


END SECTION CURB AND GUTTER

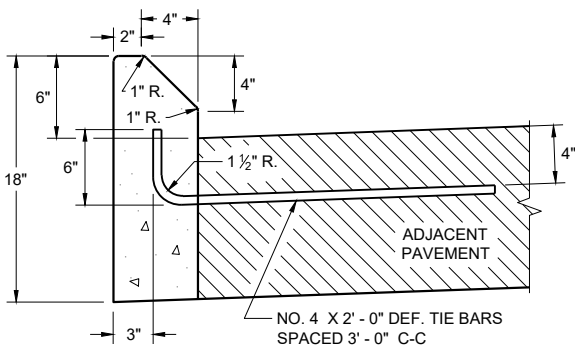


DETAIL OF CURB AND GUTTER AT INLETS

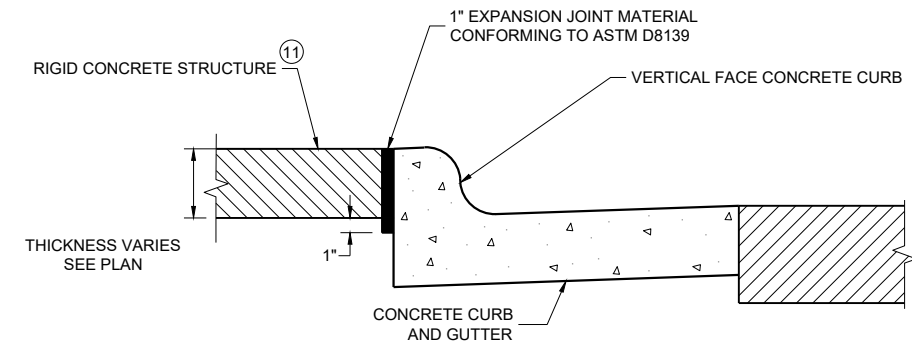
(TYPICAL H INLET COVER SHOWN)



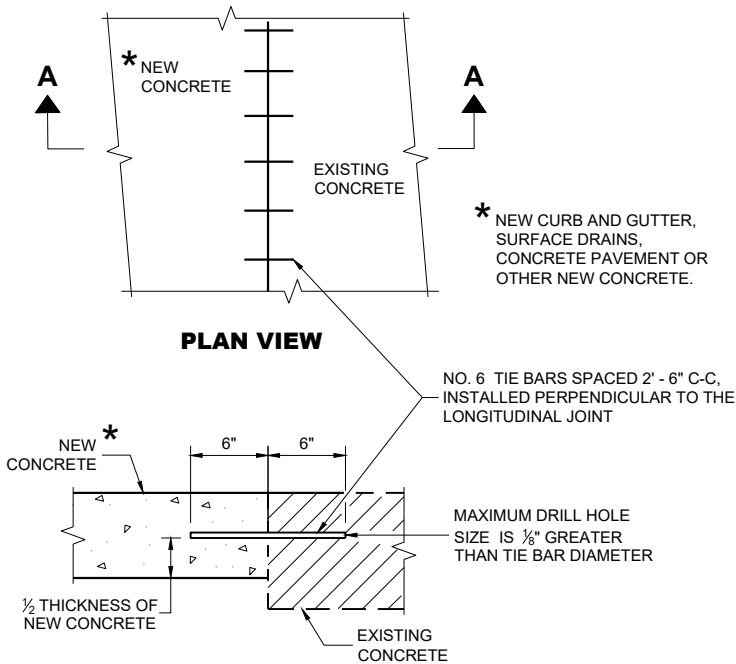
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

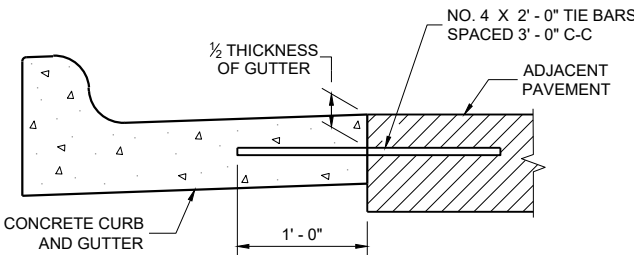
GENERAL NOTES

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

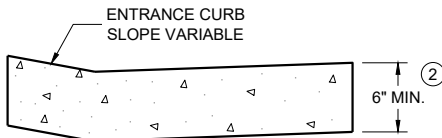
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



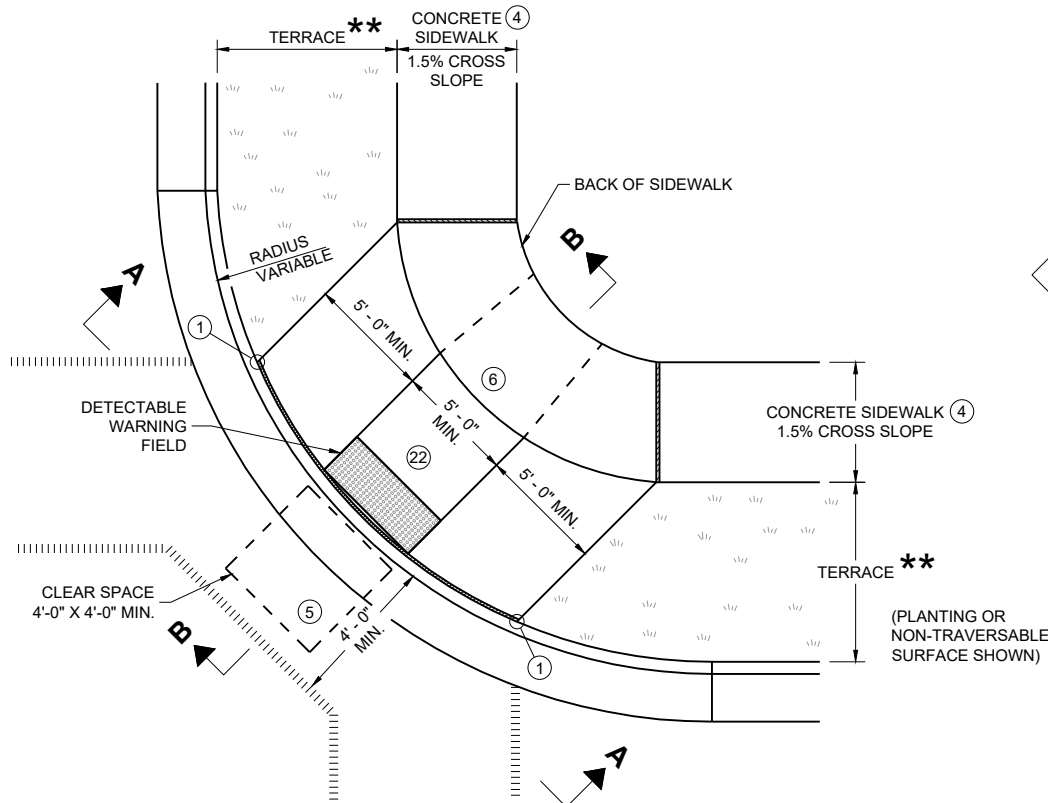
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

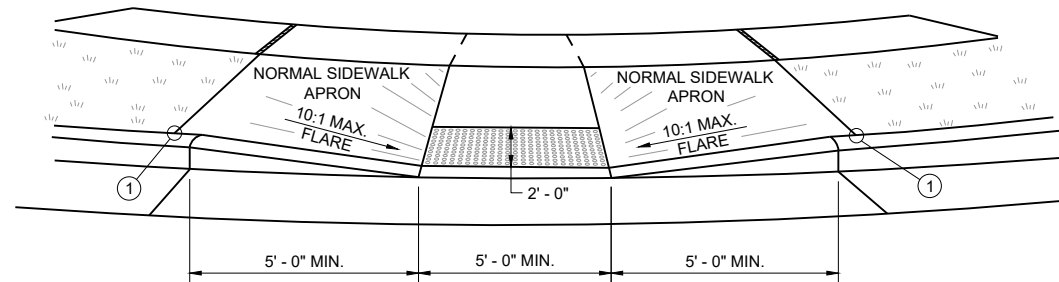
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

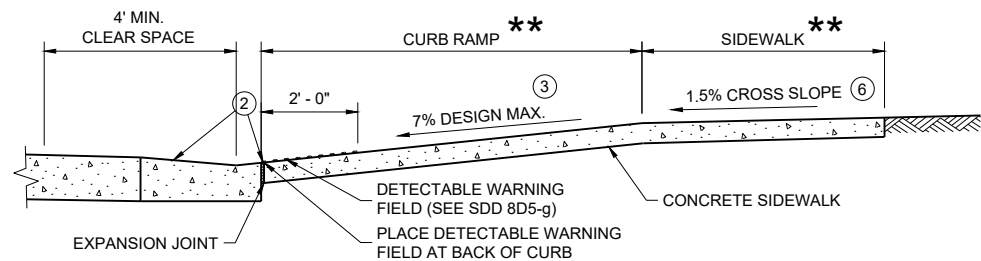
FHWA



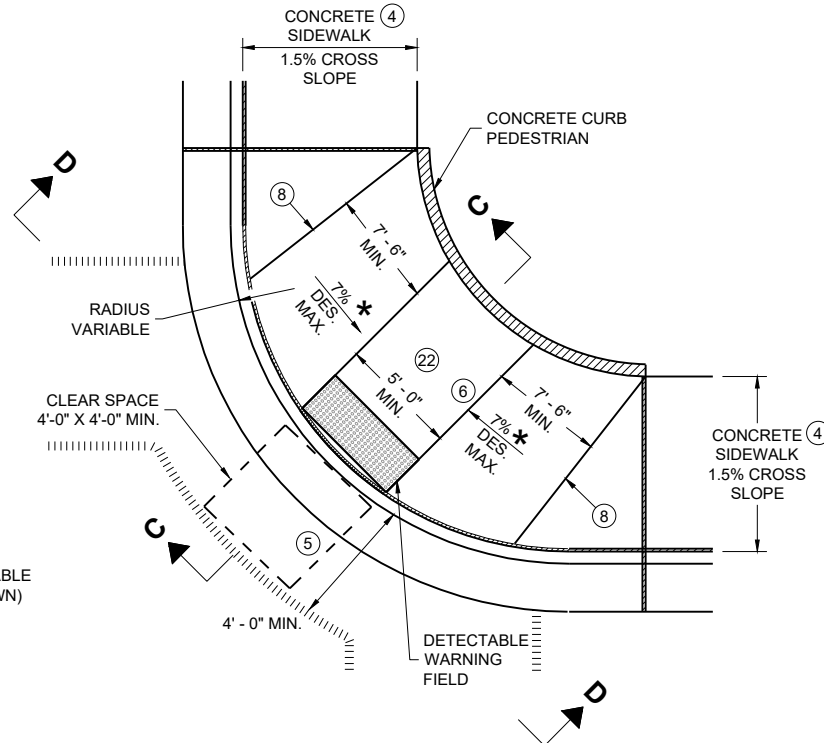
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



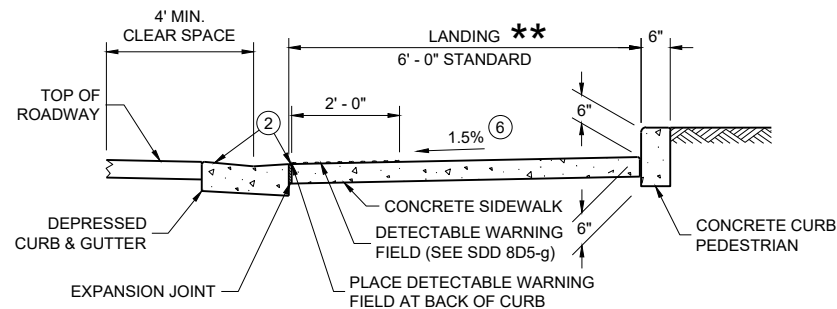
VIEW A - A FOR TYPE 1



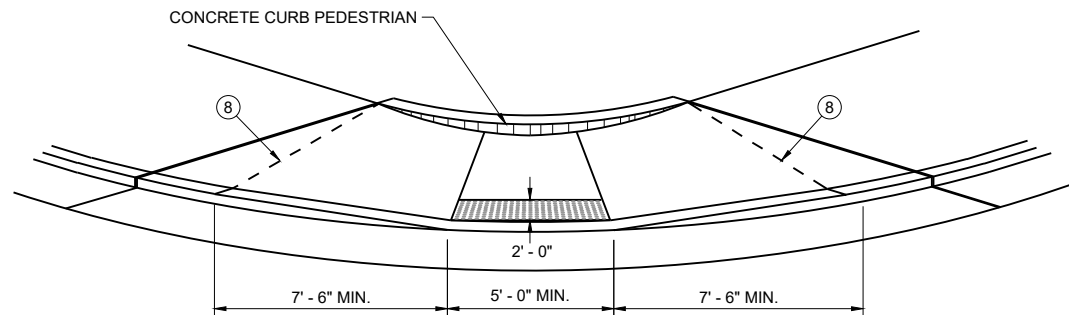
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

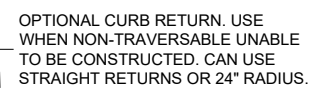
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11%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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

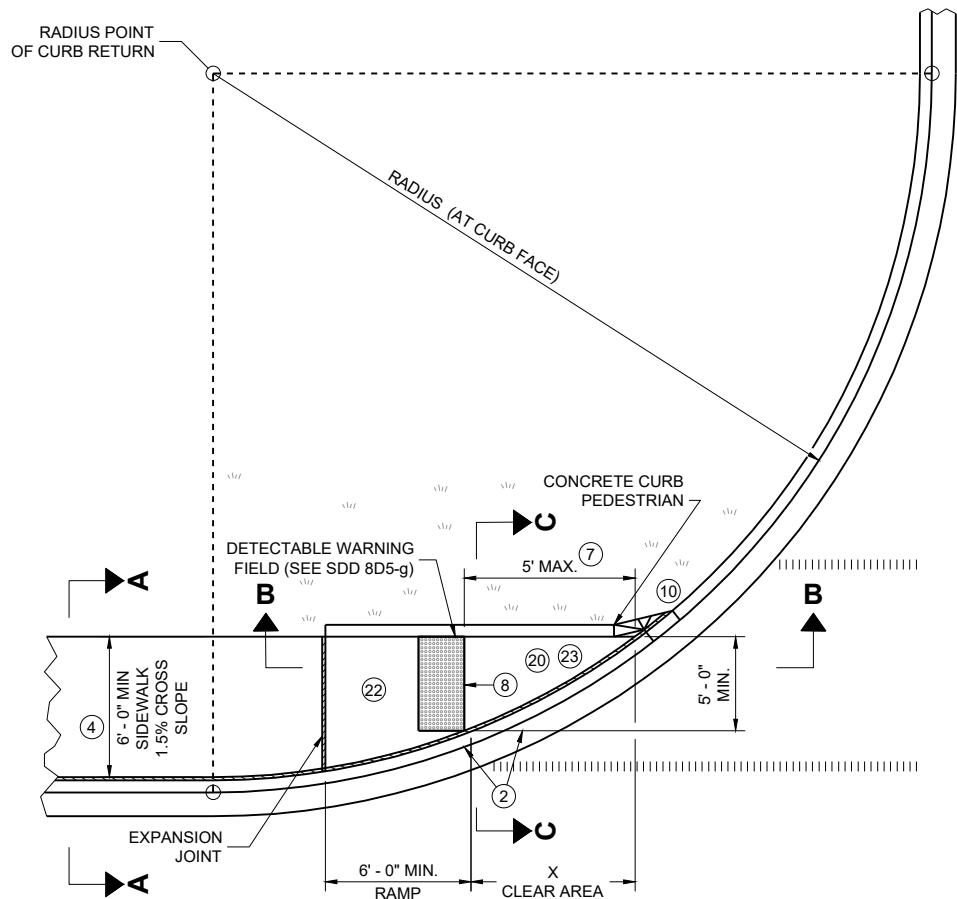


	1/2" EXPANSION JOINT SIDEWALK
	CONTRACTION JOINT SIDEWALK
	PAVEMENT MARKING CROSSWALK (WHITE)
	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
	WIDTH SHOWN ELSEWHERE IN THE PLANS
	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

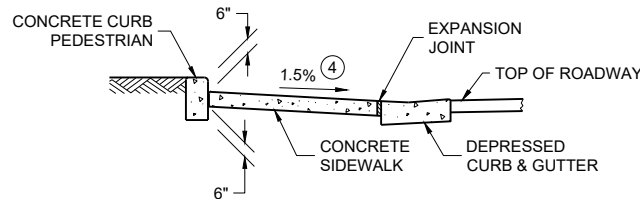
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

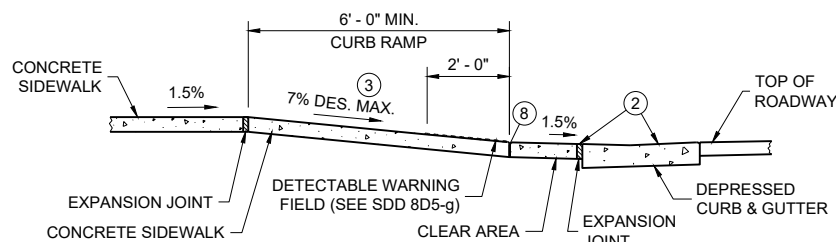
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ㉒ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉓ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

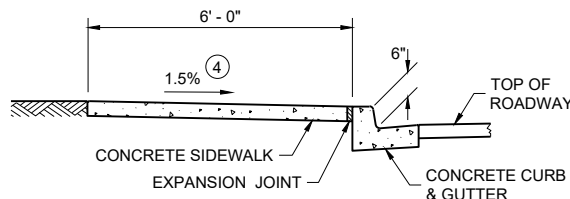


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

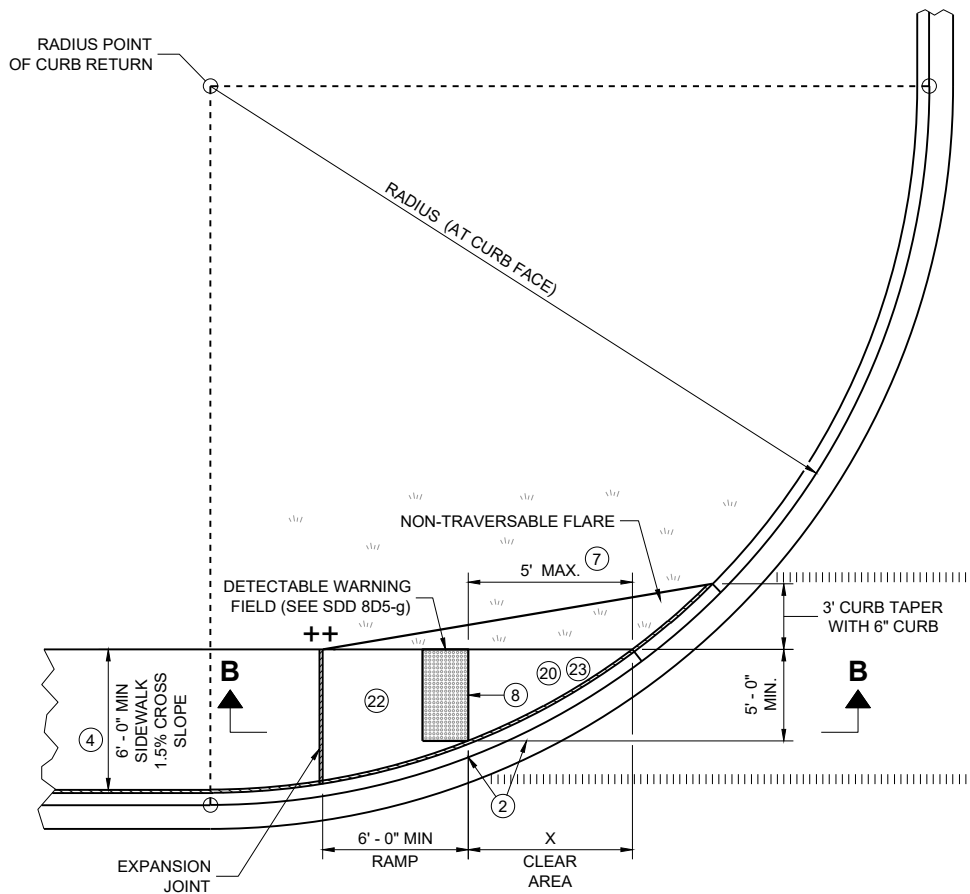
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



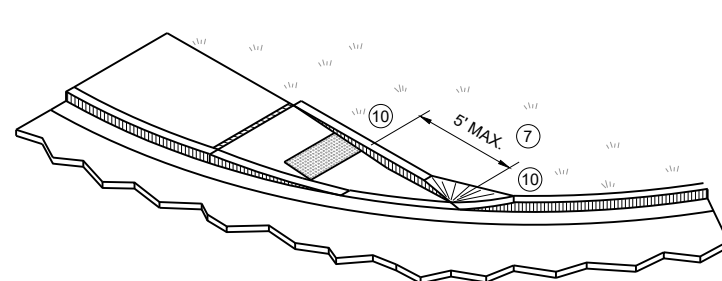
SECTION A - A FOR TYPE 4A



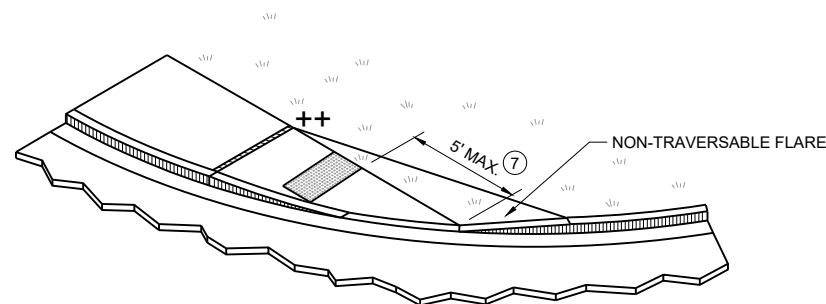
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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



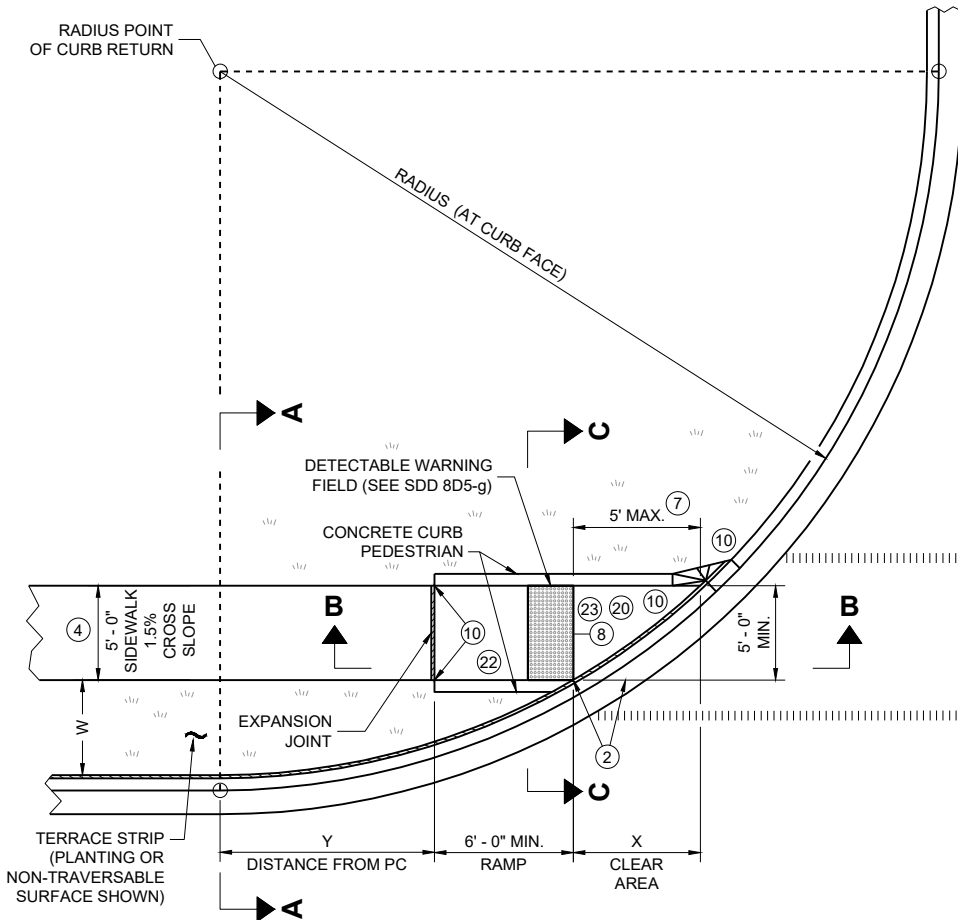
ISOMETRIC VIEW FOR TYPE 4A



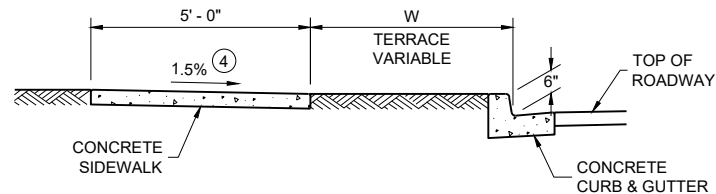
ISOMETRIC VIEW FOR TYPE 4A1

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

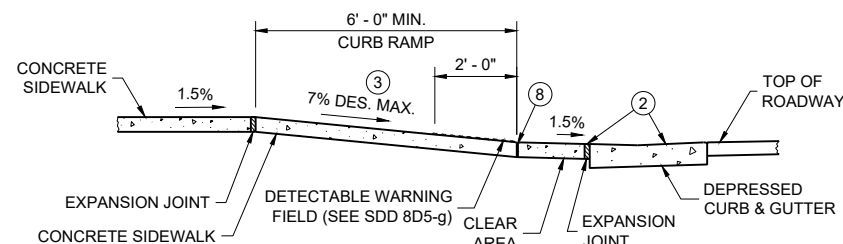
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



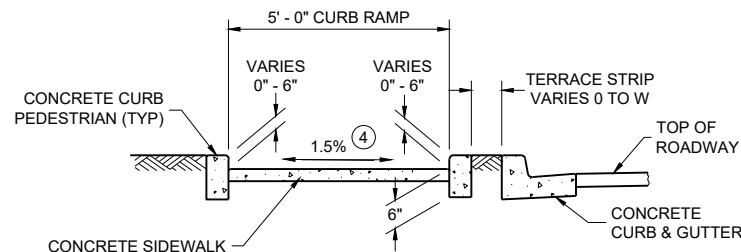
SECTION A - A FOR TYPE 4B



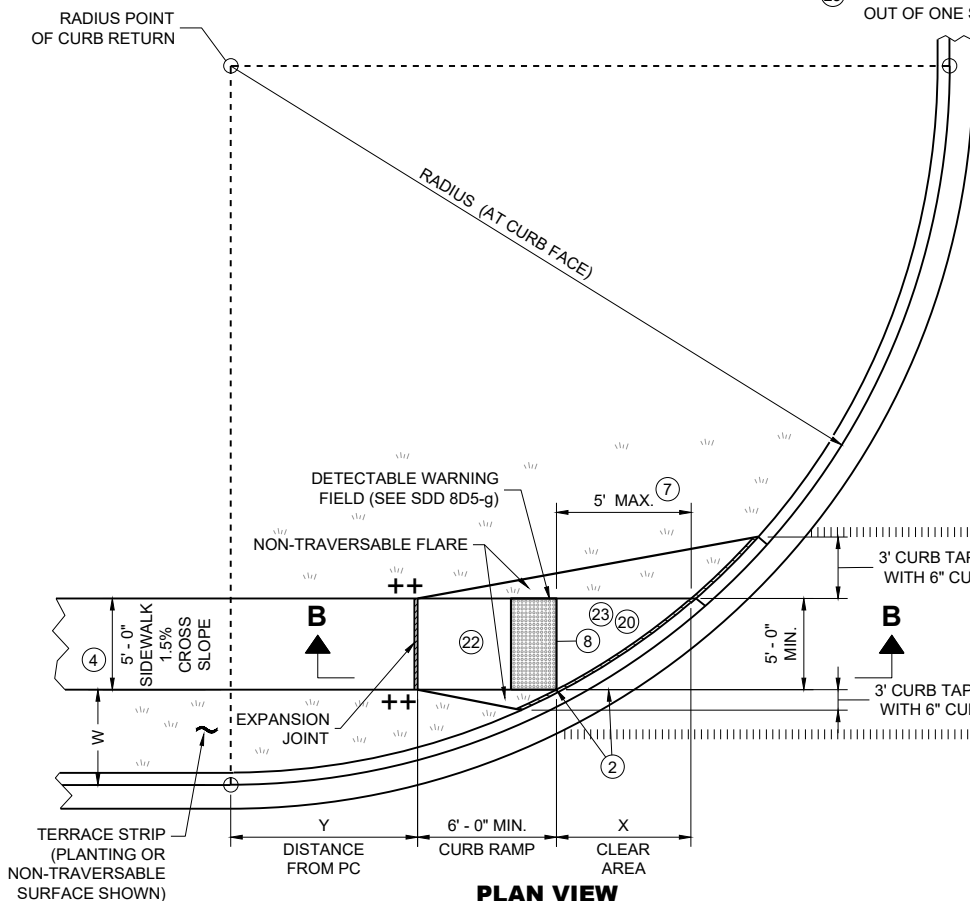
SECTION B - B FOR
TYPE 4B AND TYPE 4B1

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 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"

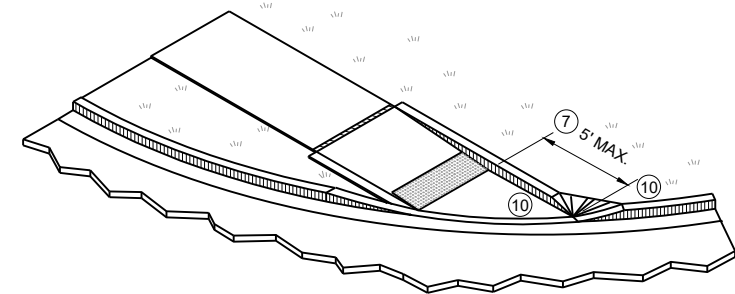
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



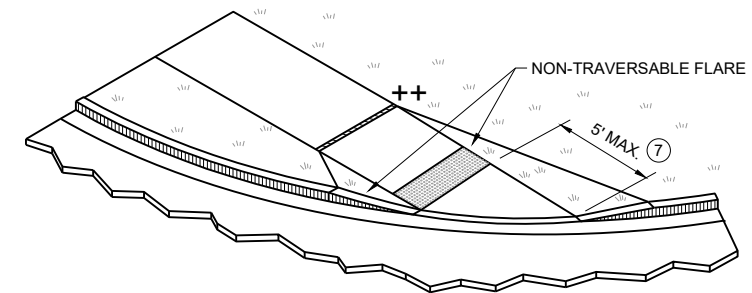
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

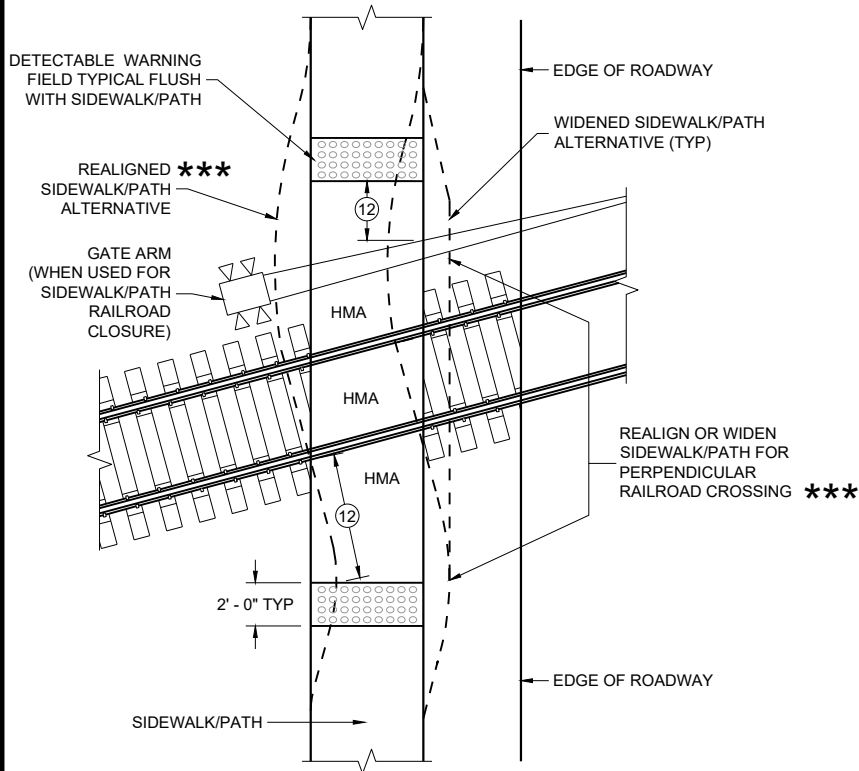
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

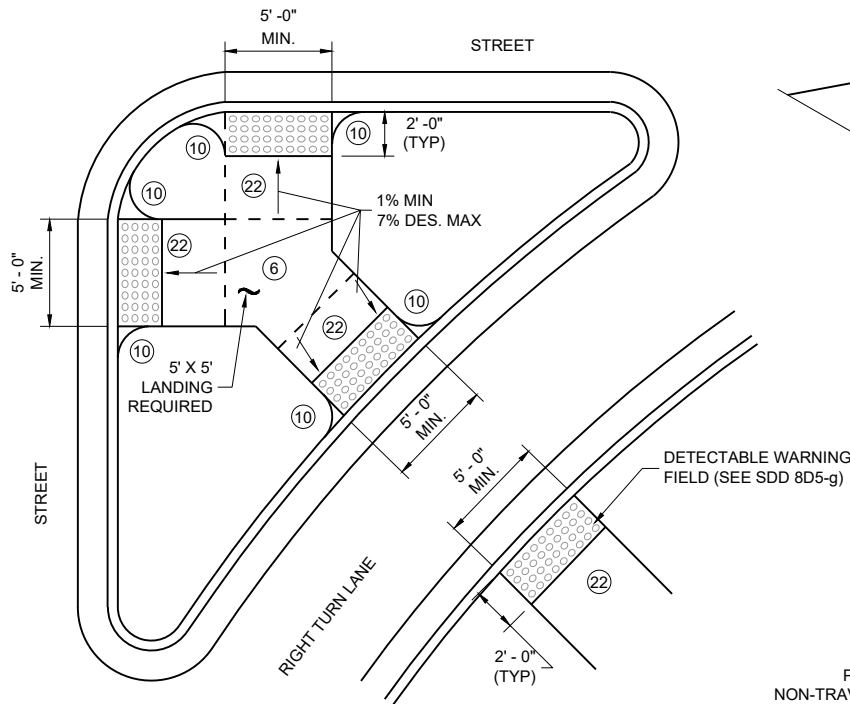
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

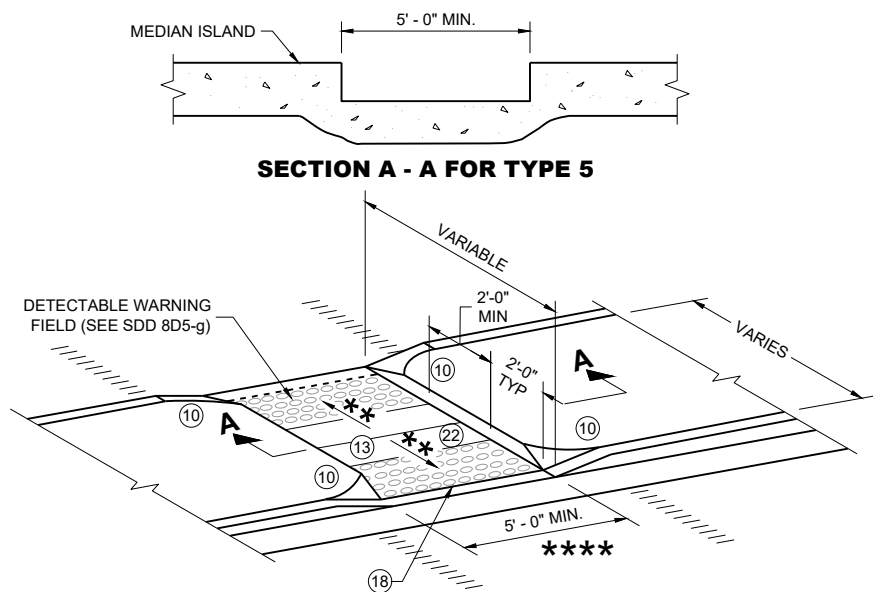


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

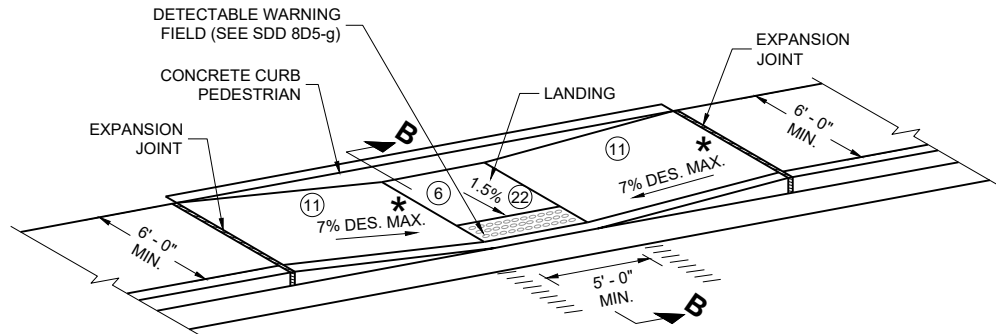


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

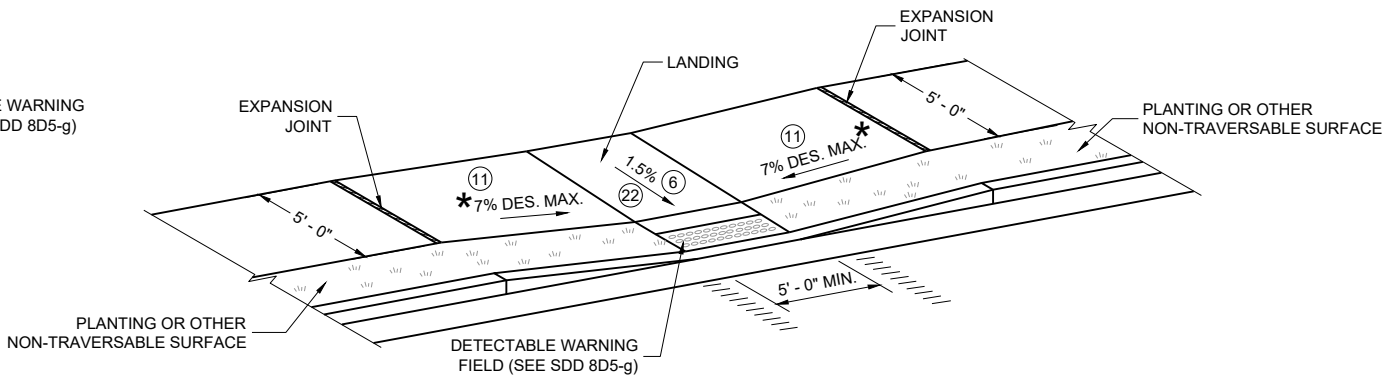
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

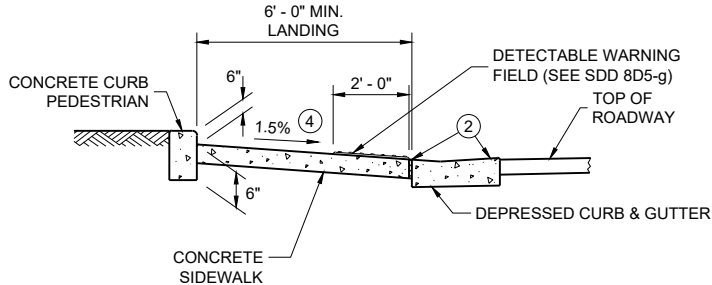
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

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

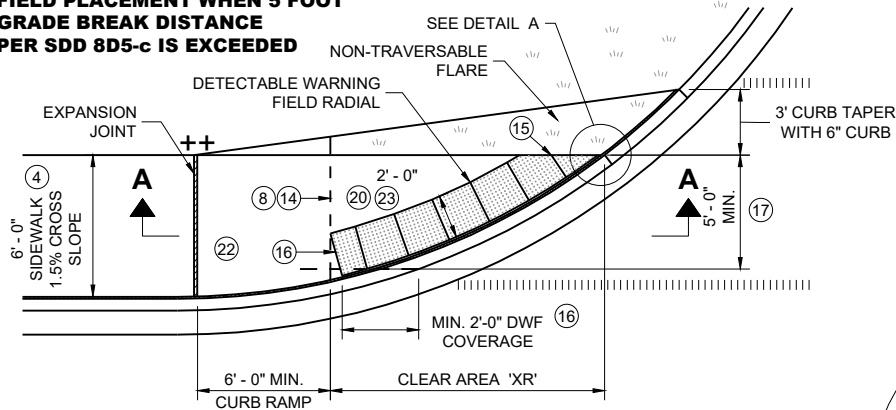


SECTION B - B FOR TYPE 7A

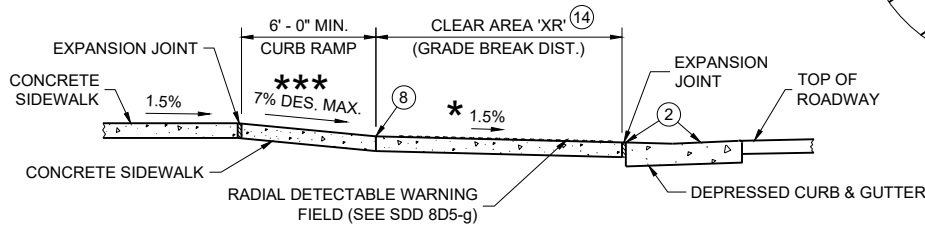
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

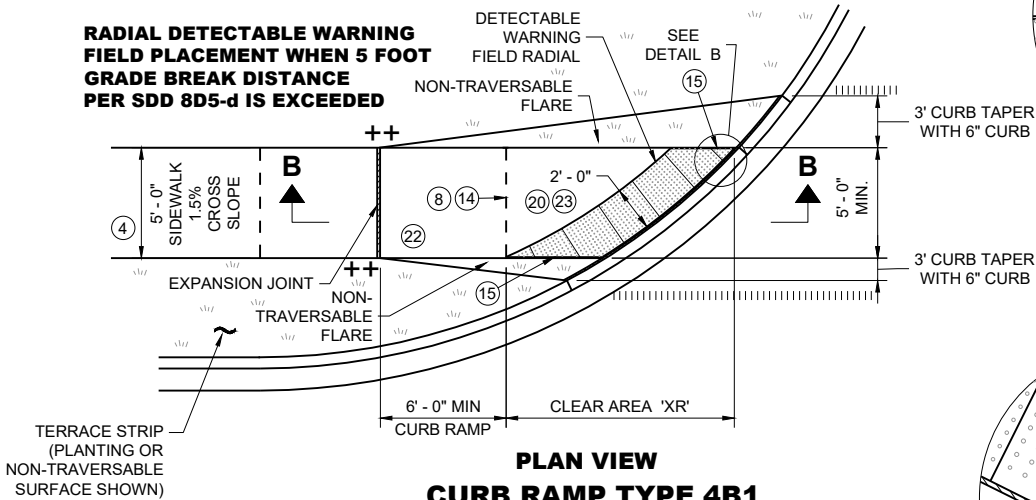


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

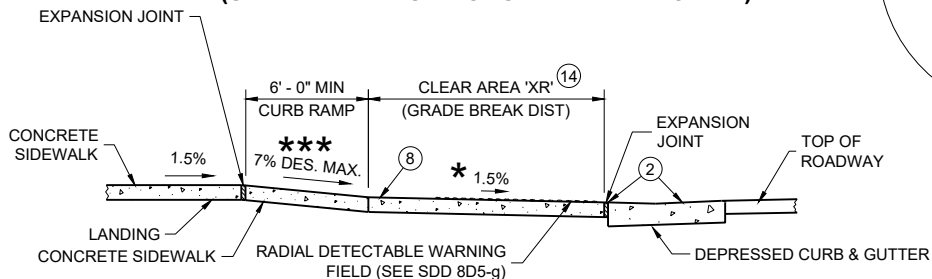


SECTION A - A FOR TYPE 4A1

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

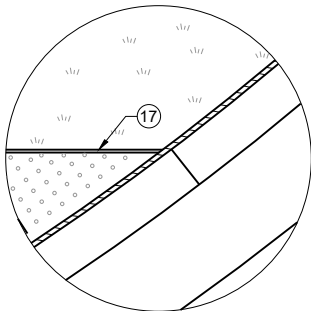


**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

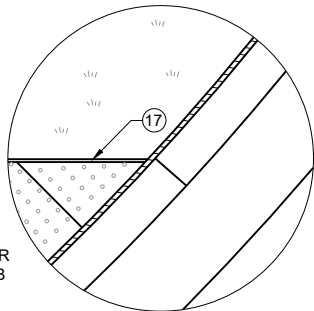


SECTION B - B FOR TYPE 4B1

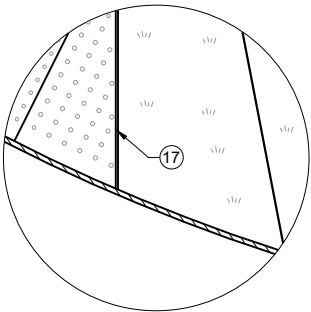
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ** WIDTH SHOWN ELSEWHERE IN THE PLANS
 - *** MAXIMUM 8.3%
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

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

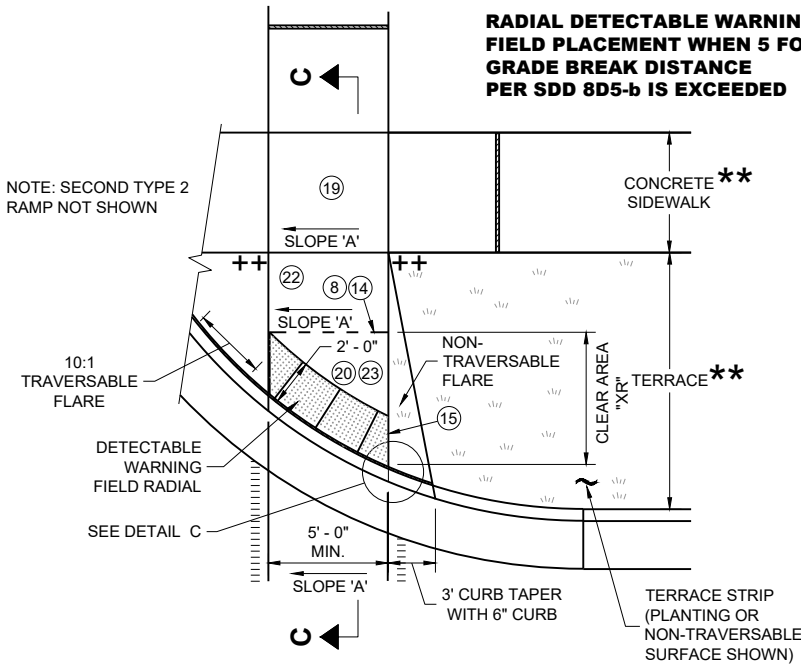
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

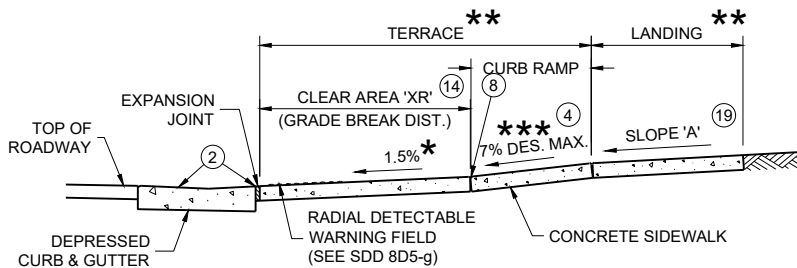
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 19 WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- 20 MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- 23 THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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



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



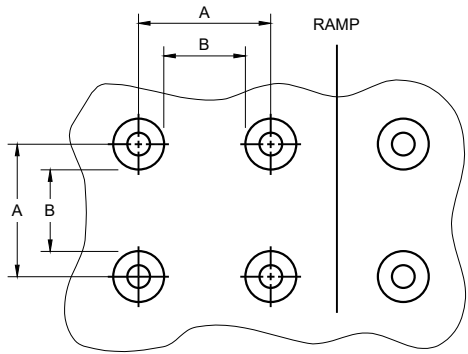
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

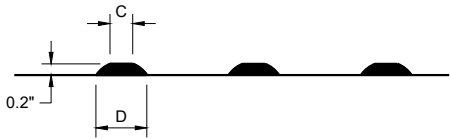
STATE OF WISCONSIN
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

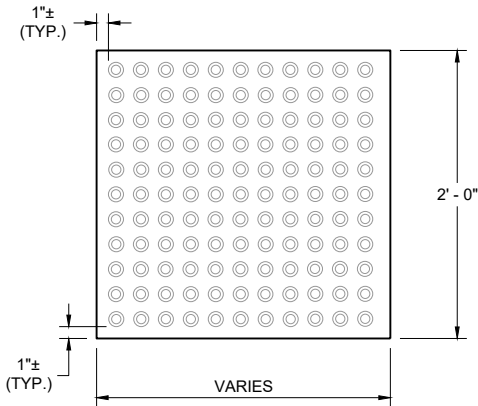


PLAN VIEW

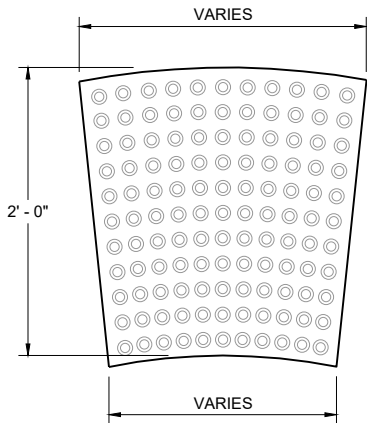


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

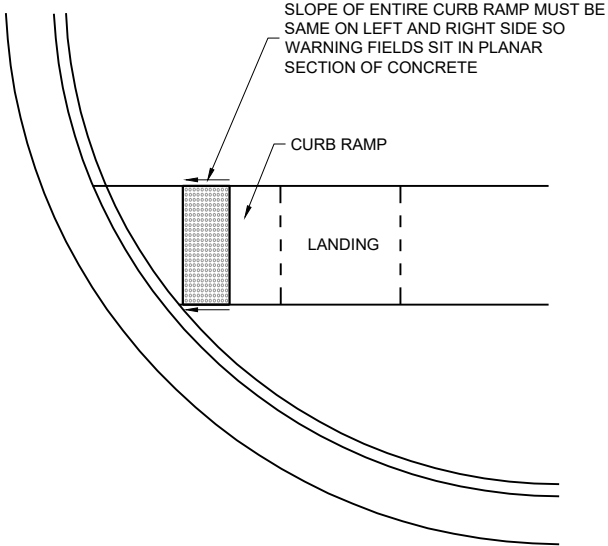


RECTANGULAR
PLATES

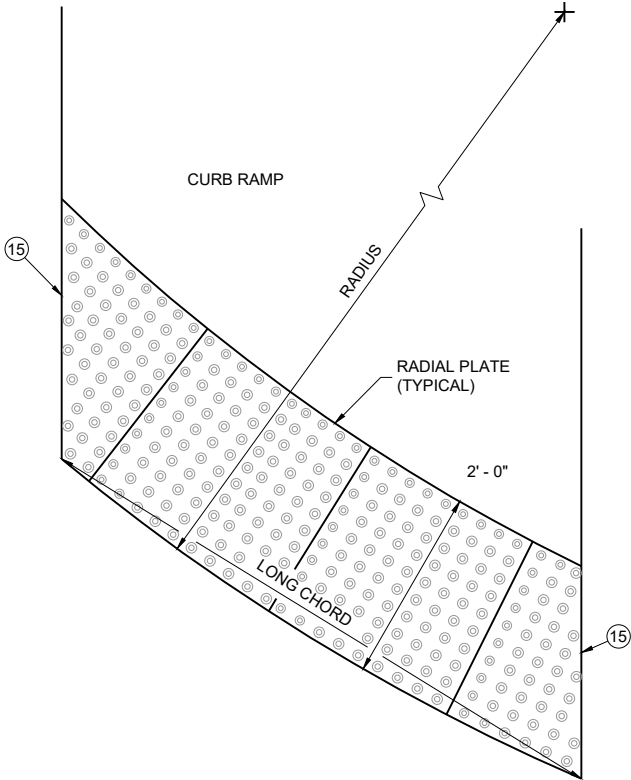


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

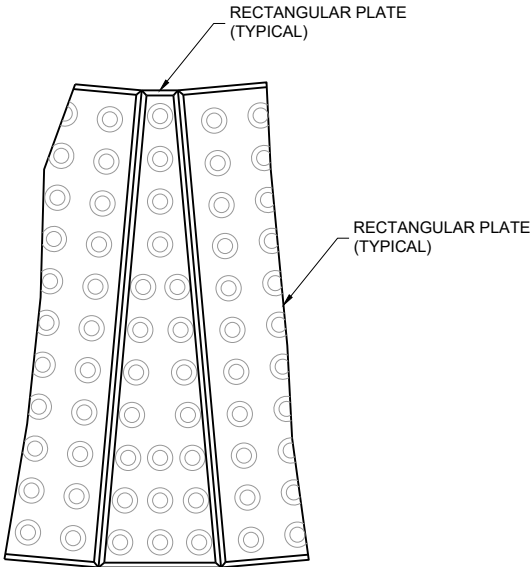
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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 inch DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



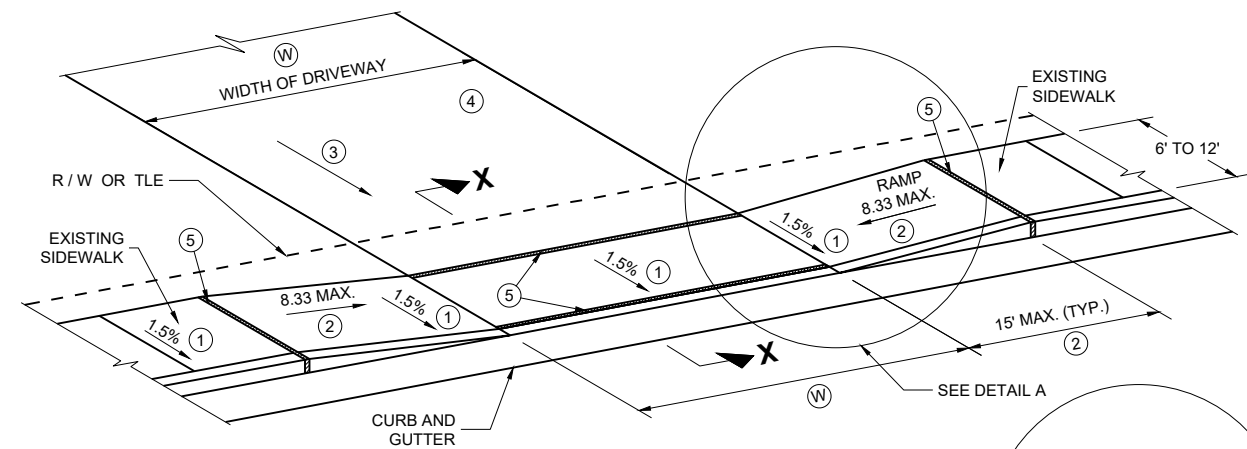
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

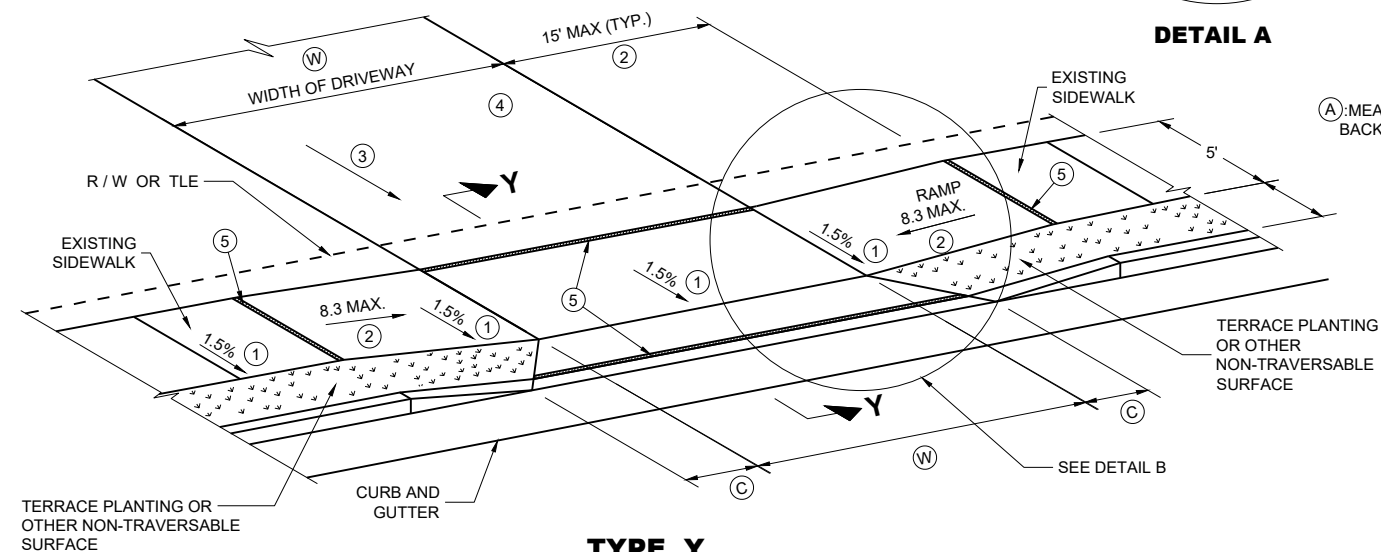
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

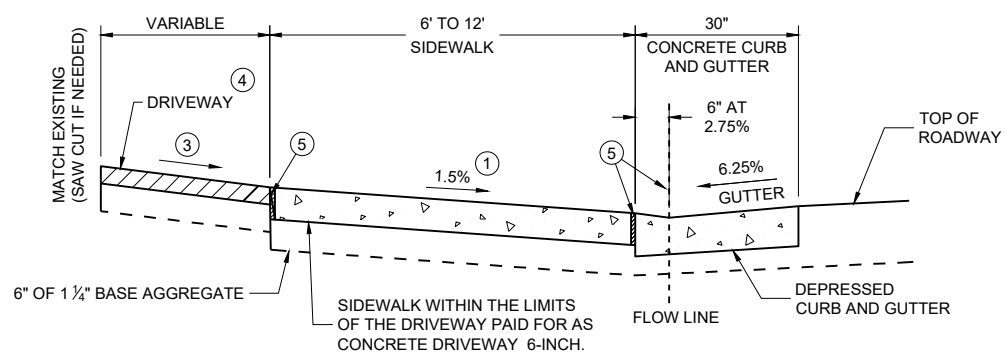
- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

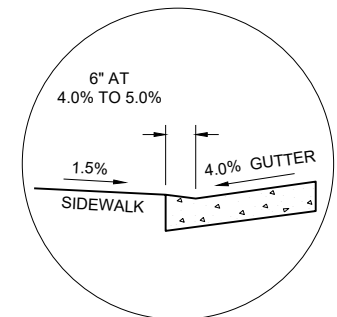
- ④ DRIVEWAY TYPES
- * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - * 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - * 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ 1/2" EXPANSION JOINT FILLER

- ⑥ DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



SECTION X - X



SECTION X - X
4% GUTTER SLOPE

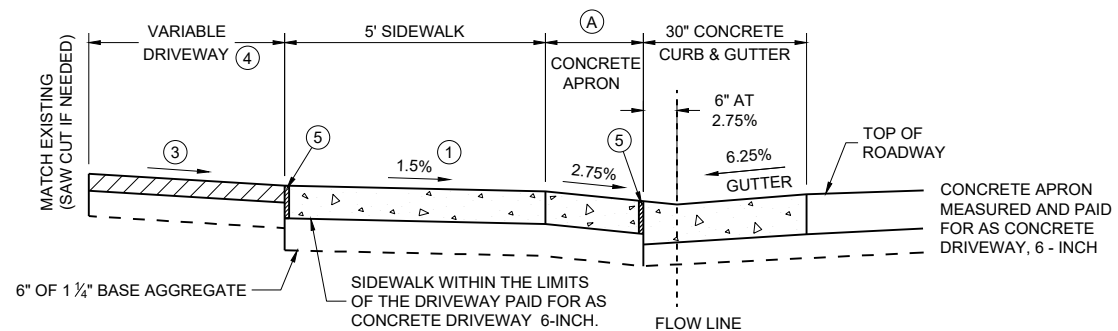
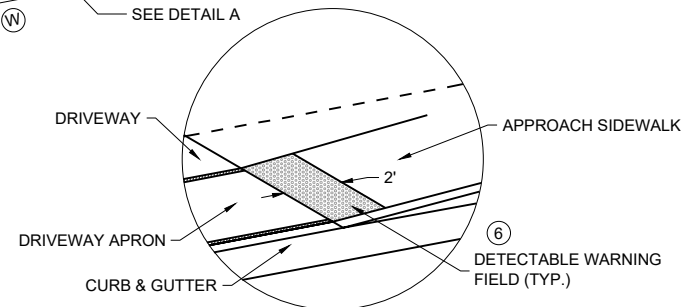
TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

16' MIN. - 35' MAX. COMMERCIAL (CE)

Ⓐ: MEASURE FROM
BACK OF CURB

DETAIL A

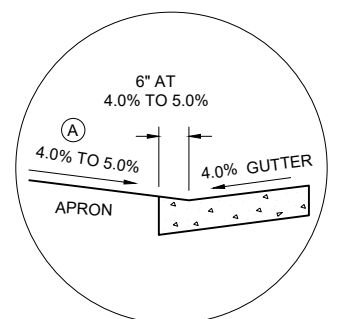


NOTE: SIDEWALK MAY BE DEPRESSURED IN DRIVEWAY AREAS

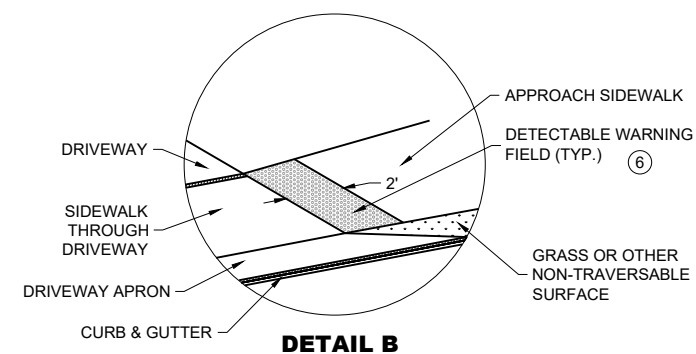
SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)



SECTION Y - Y
4% GUTTER SLOPE



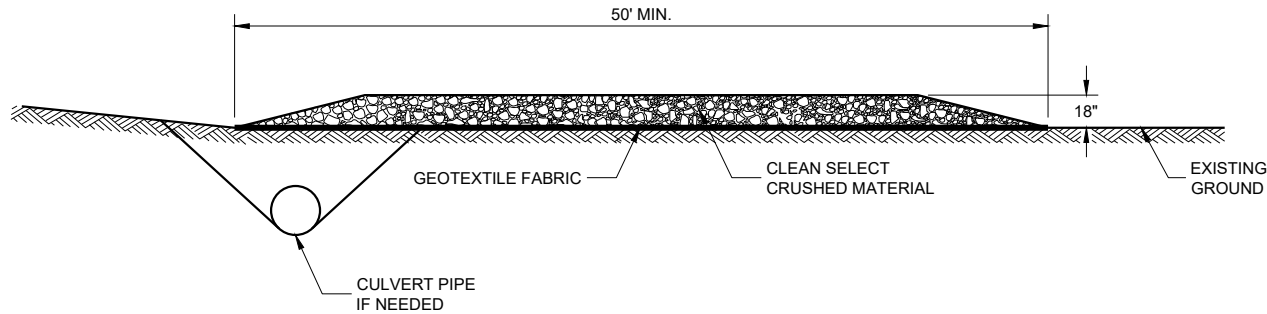
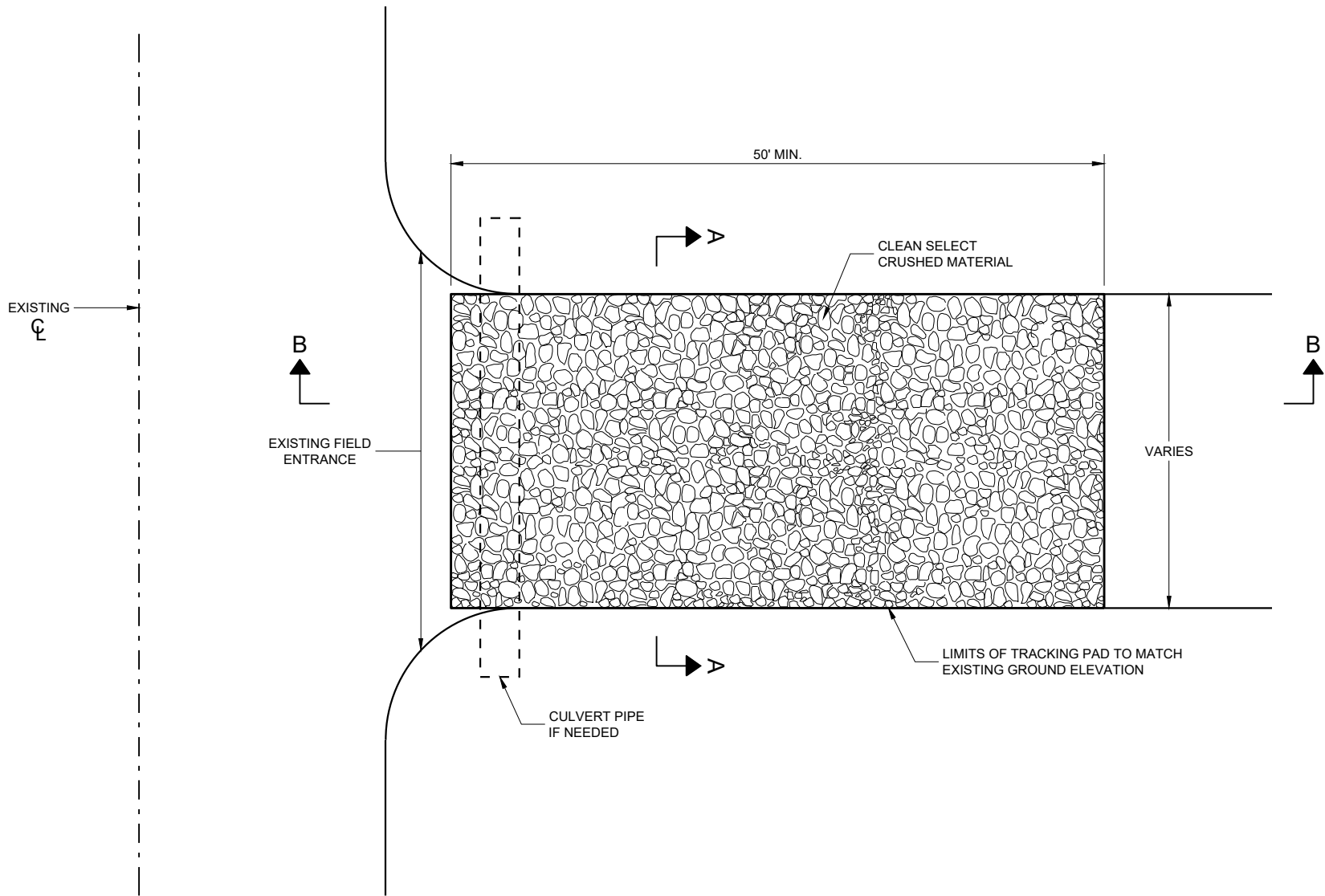
DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE

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SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

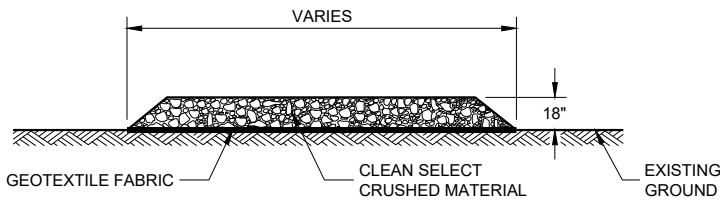
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011

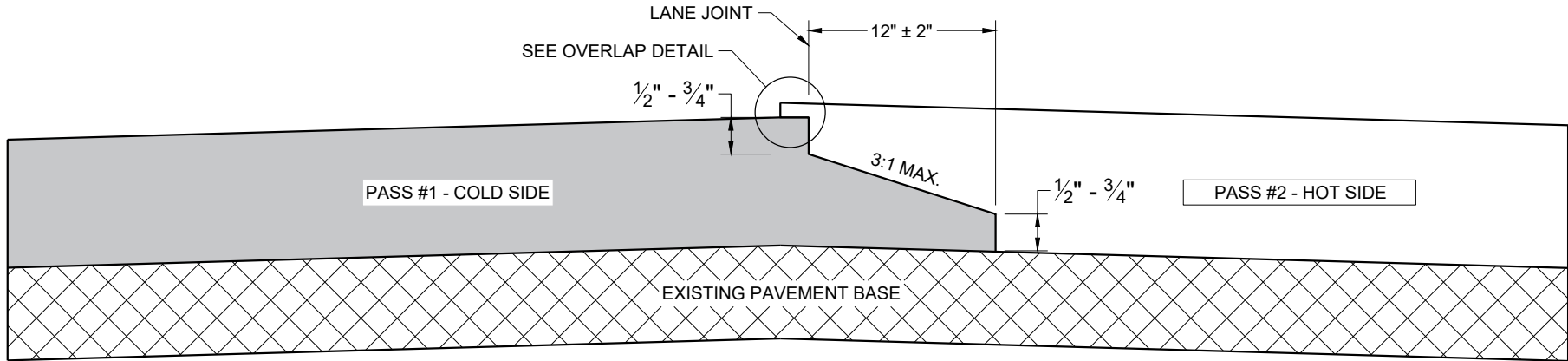
DATE

FHWA

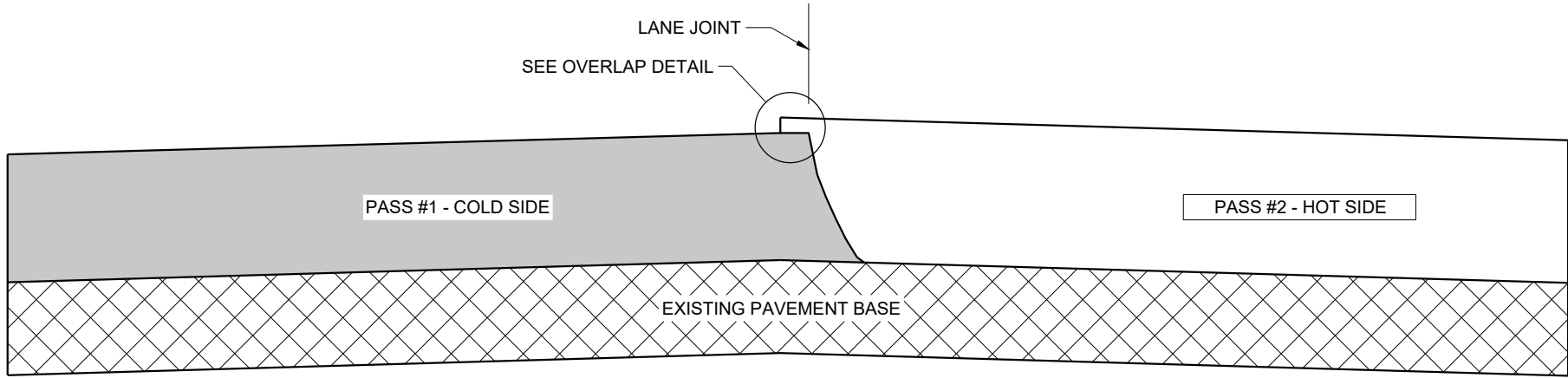
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT

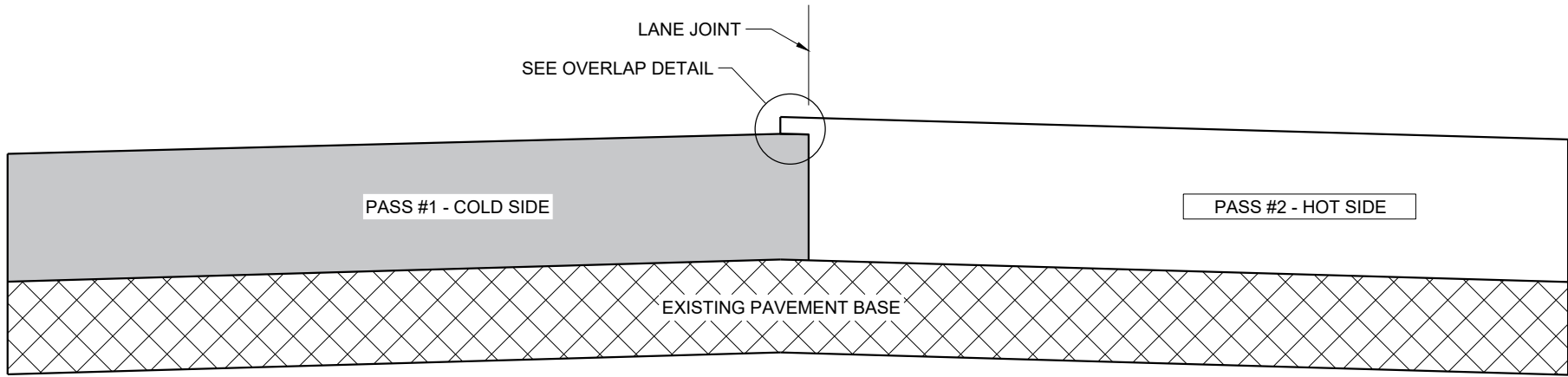
ENGINEER



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

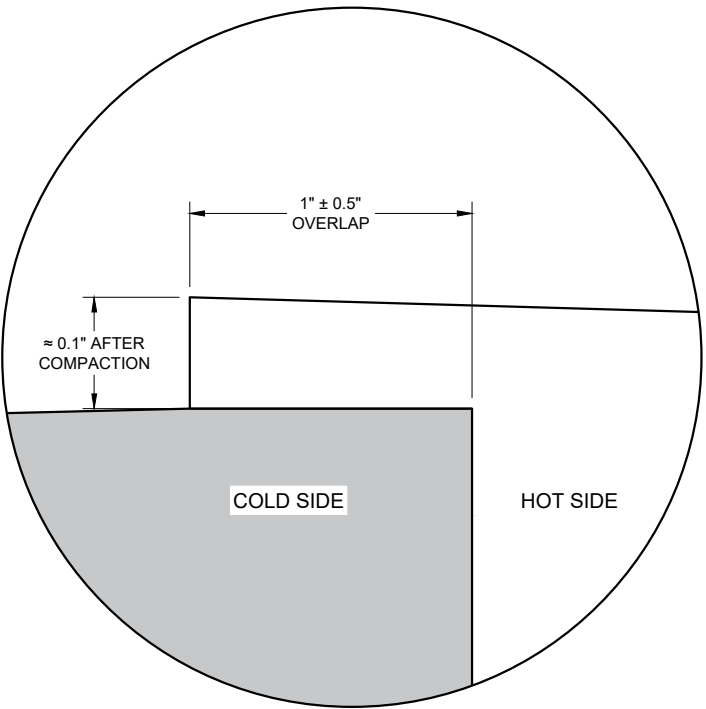
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



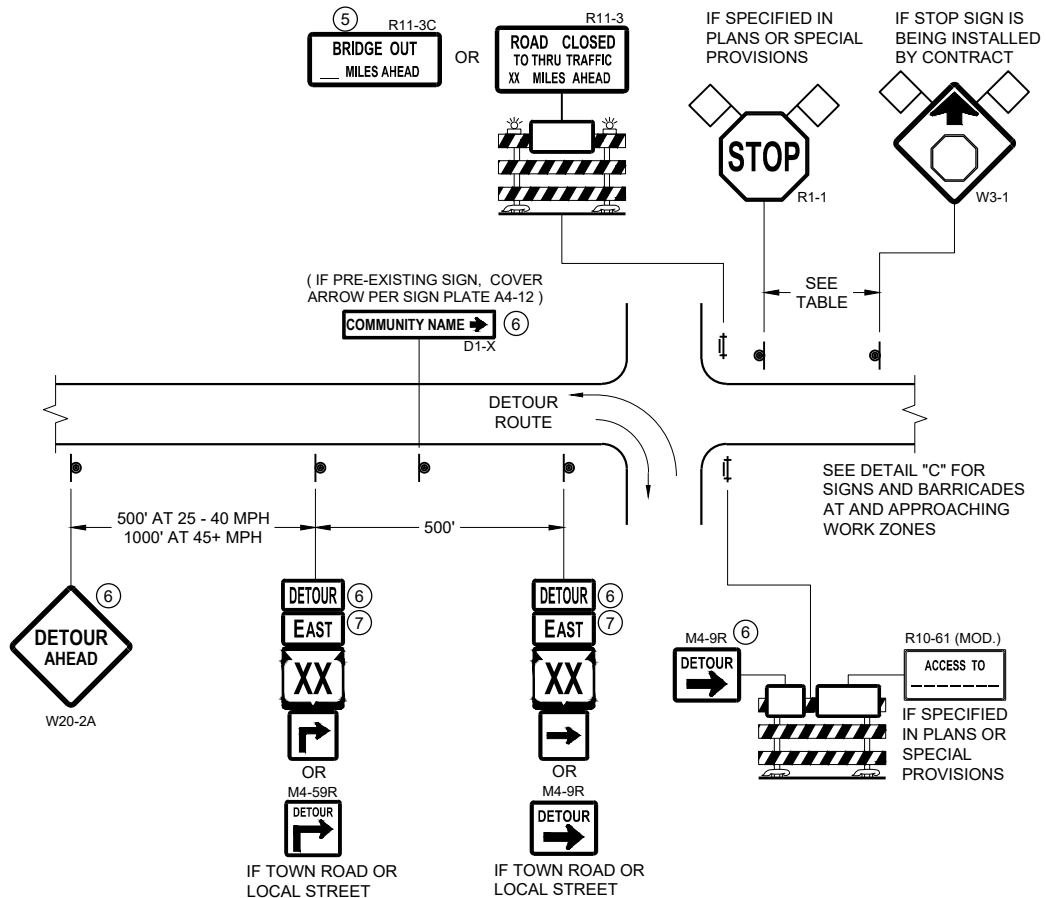
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

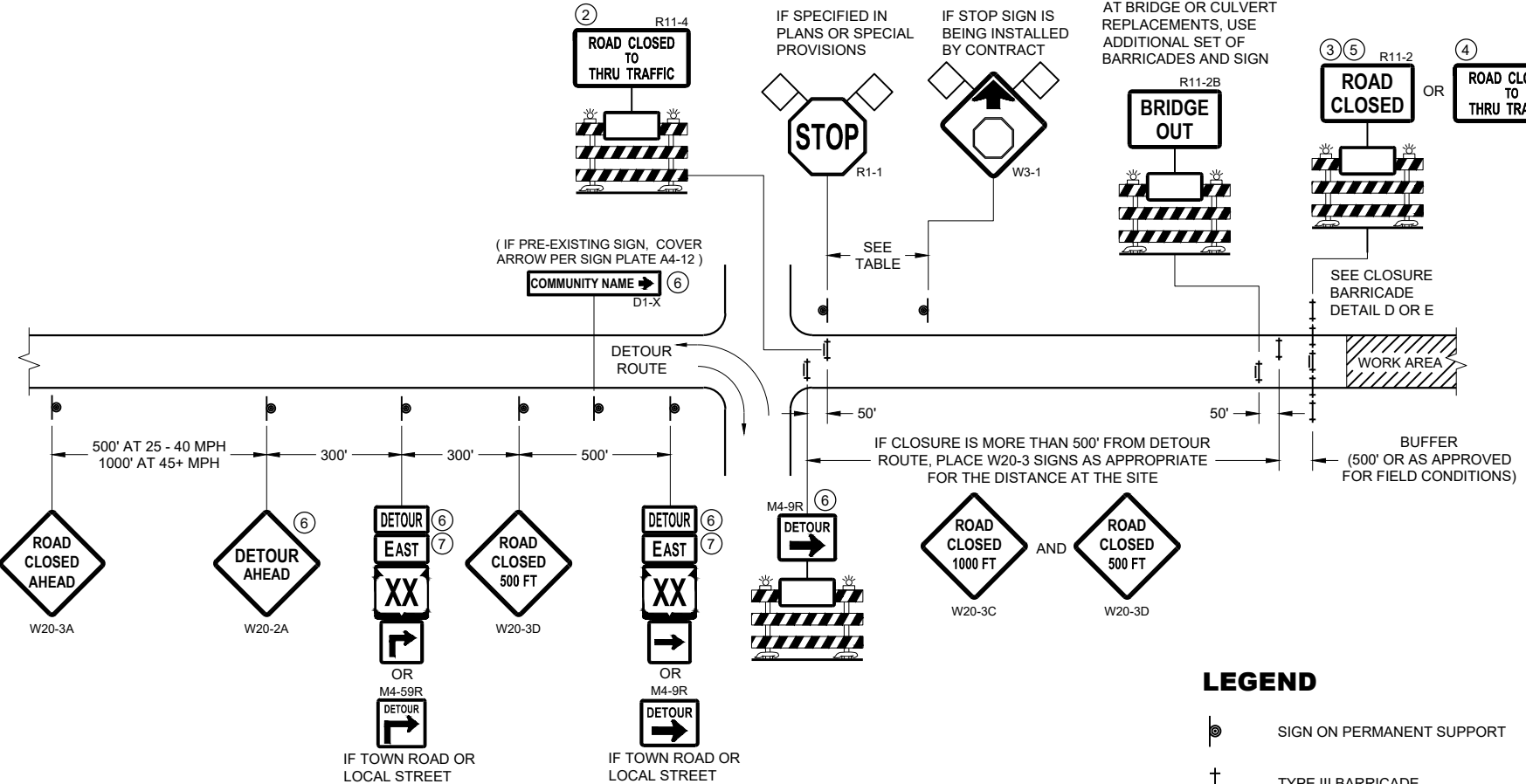
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APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER

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



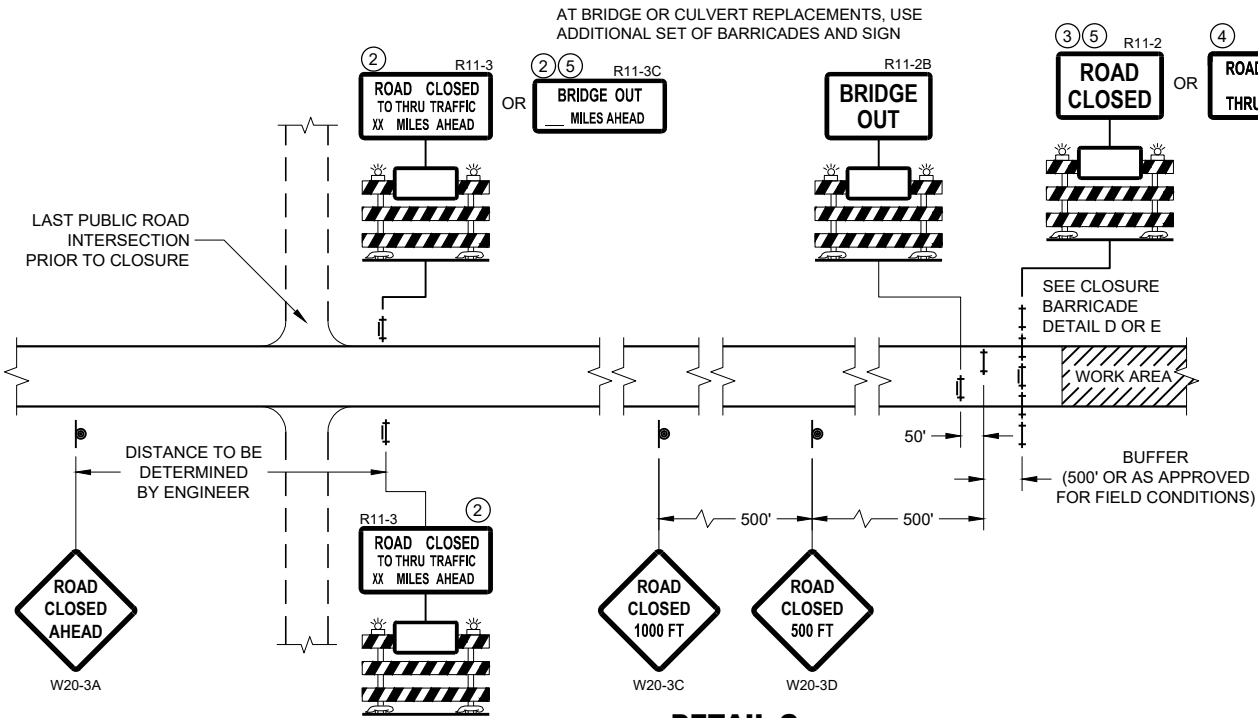
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

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

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



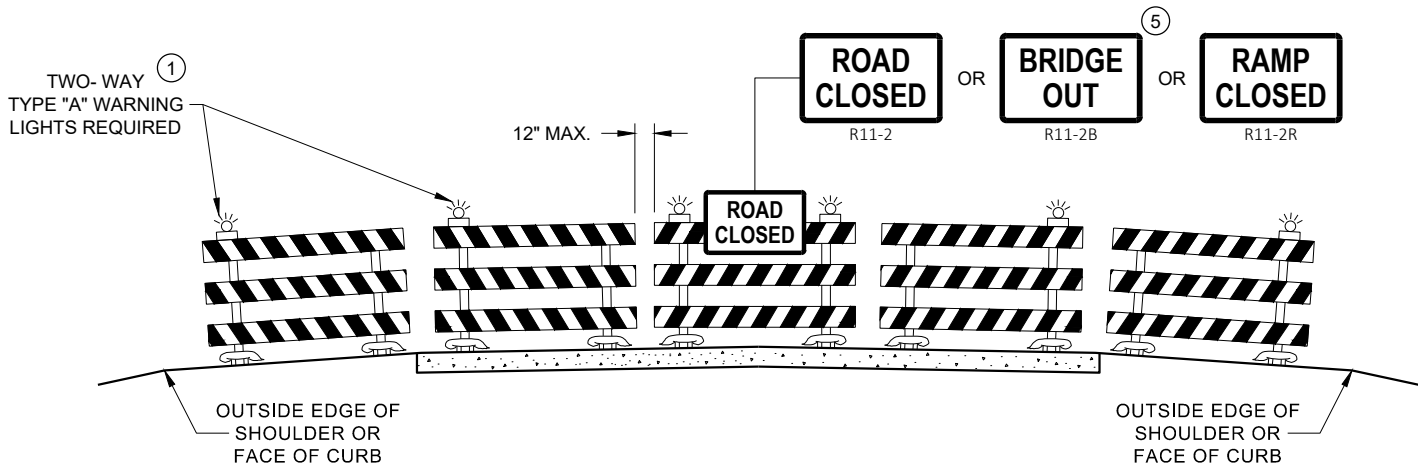
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

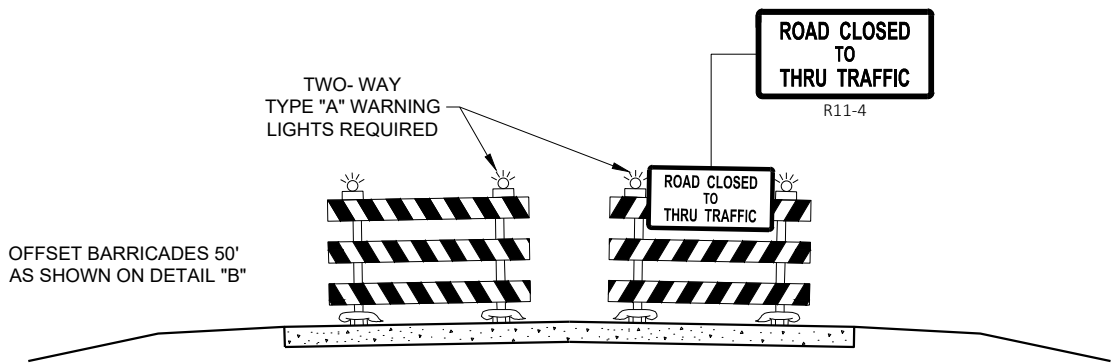
STATE OF WISCONSIN
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APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

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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"

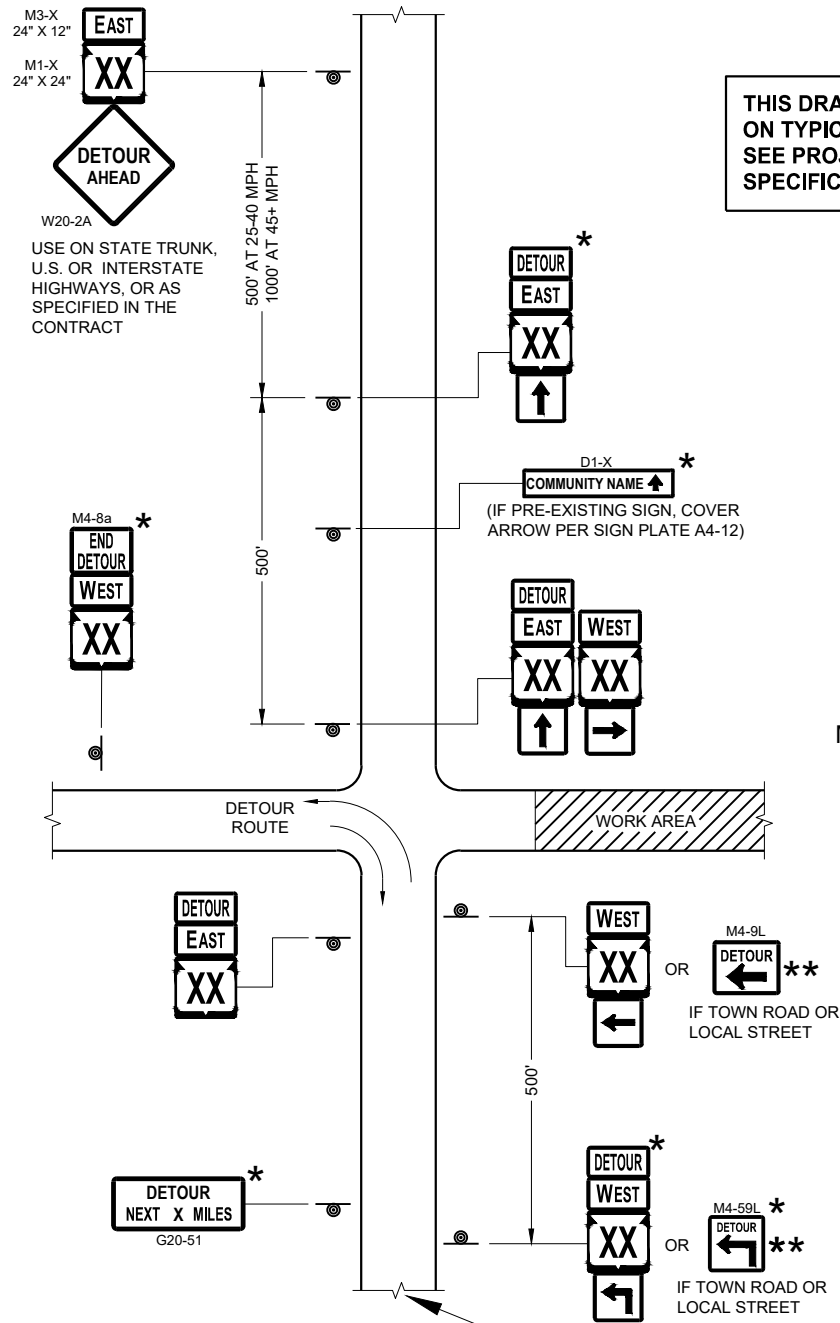
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS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

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

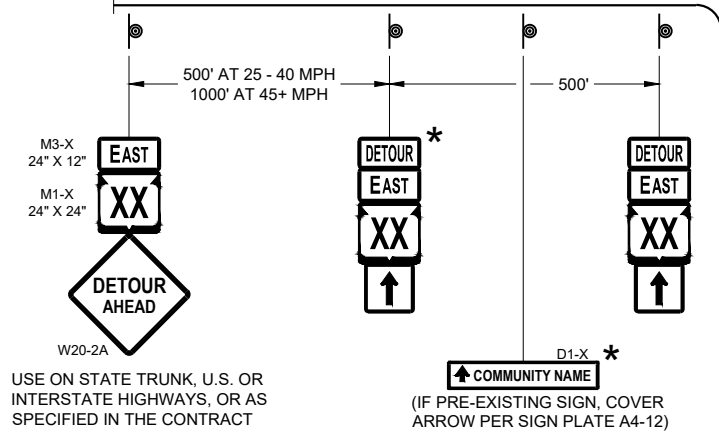
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SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

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

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST M4 - 8
- DETOUR WEST M3 - X
- DETOUR AHEAD M1 - 4 OR M1 - 6 OR M1 - 5A
- DETOUR NEXT X MILES M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

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

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

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

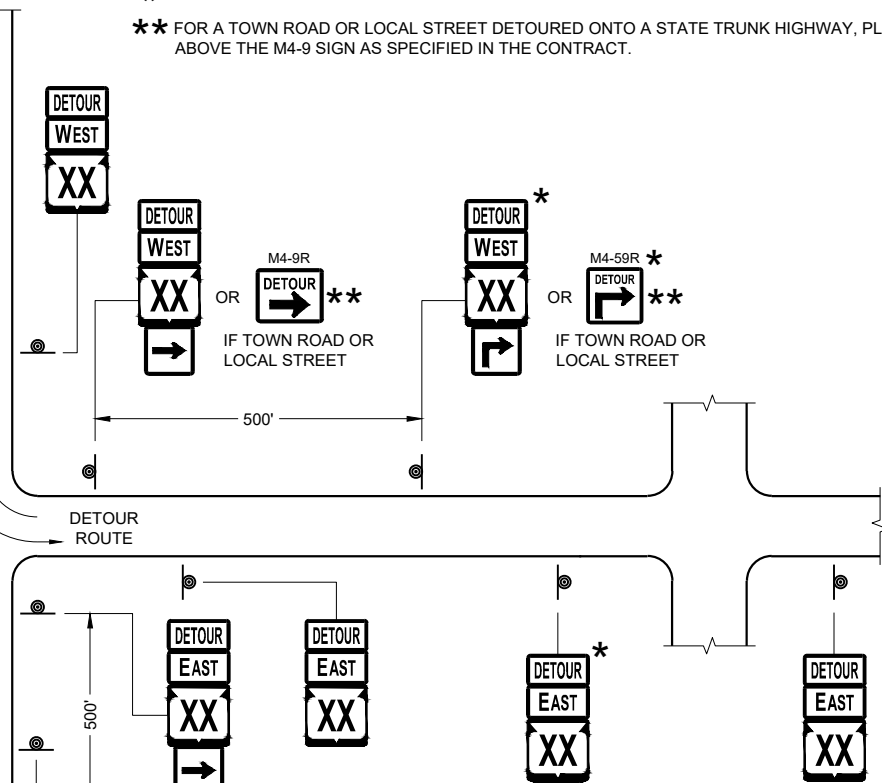
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-9R 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.

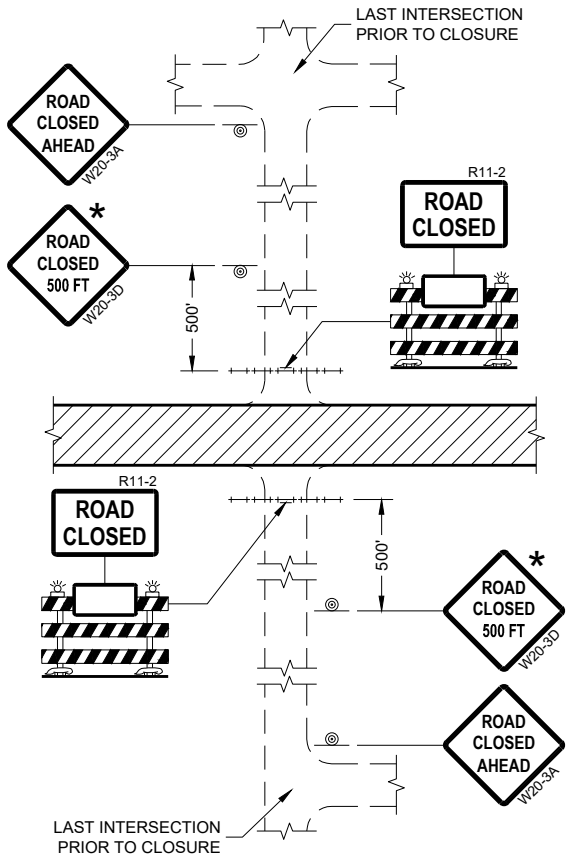


PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

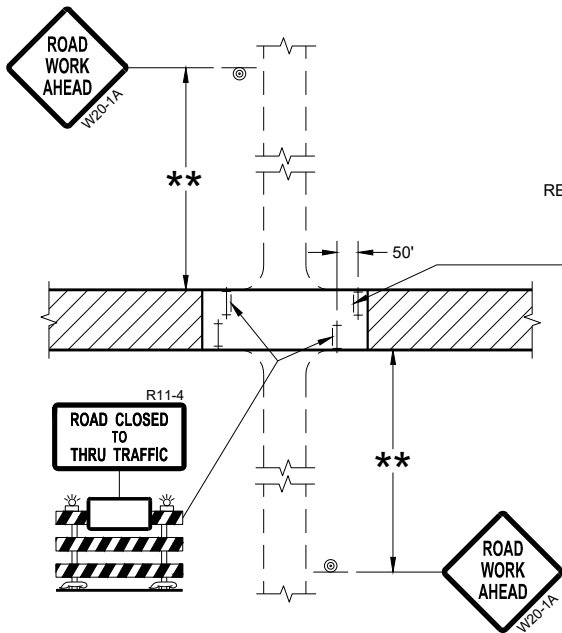
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

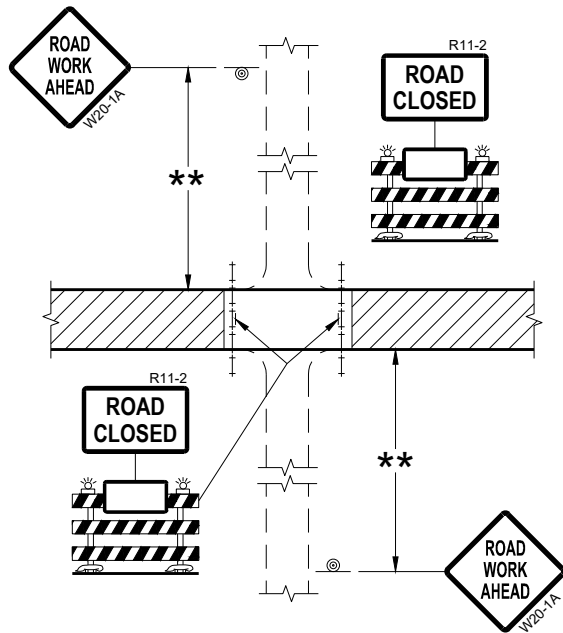
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



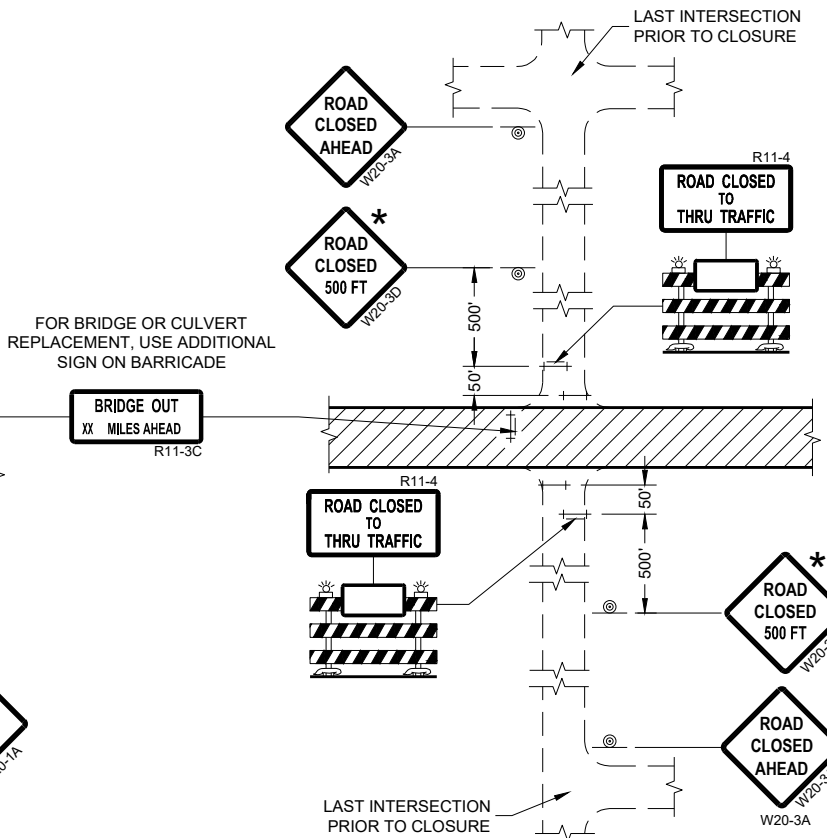
DETAIL 1
(NO ACCESS TO PROJECT)



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

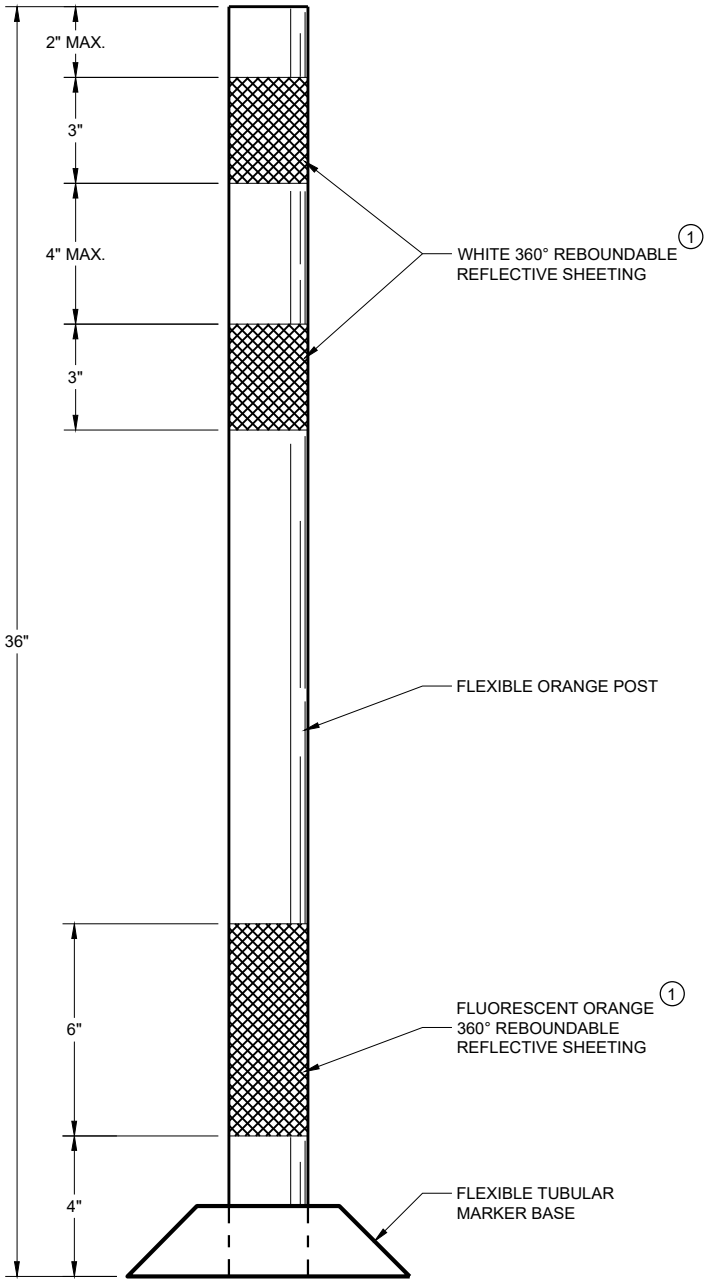
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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.

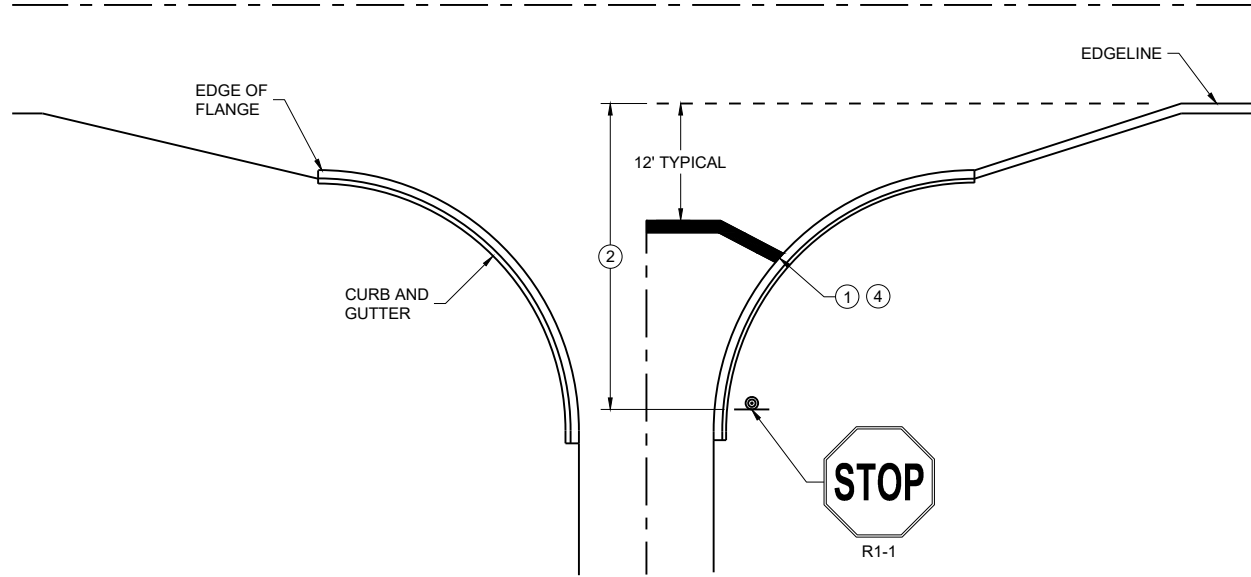
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

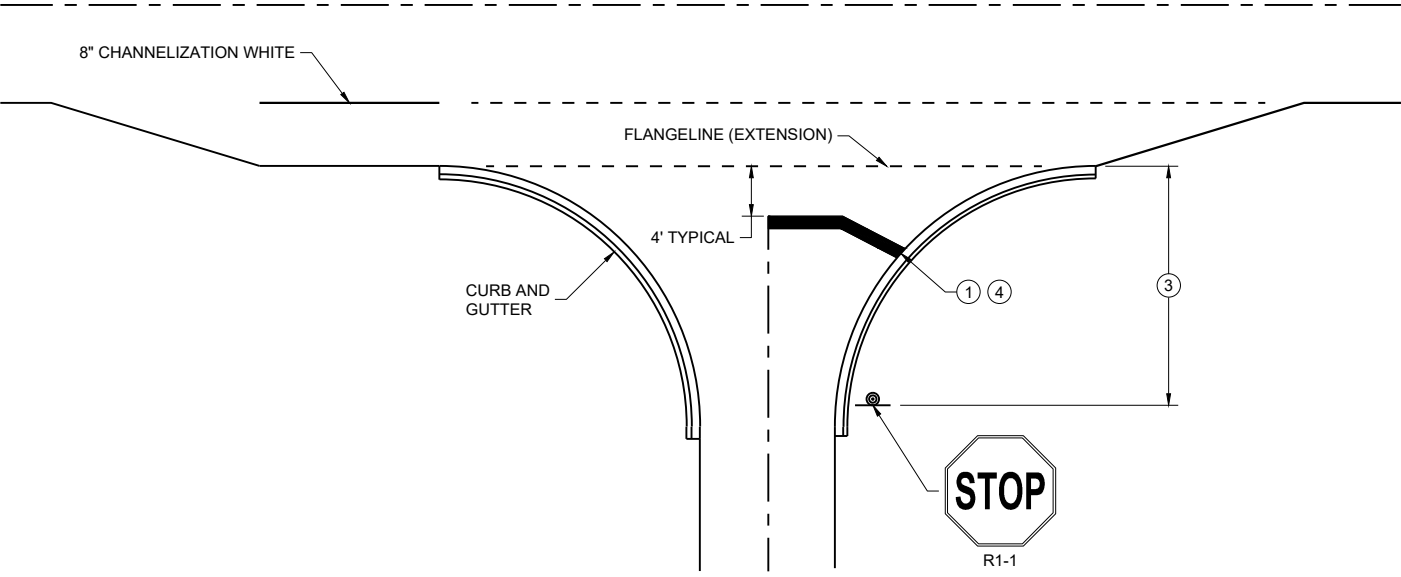
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

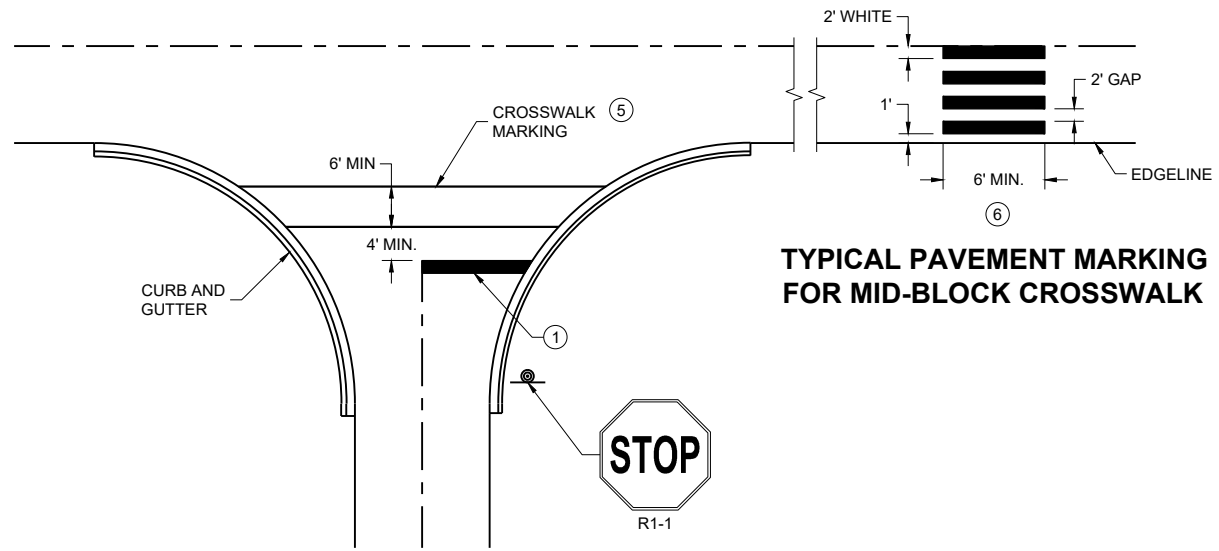
FHWA



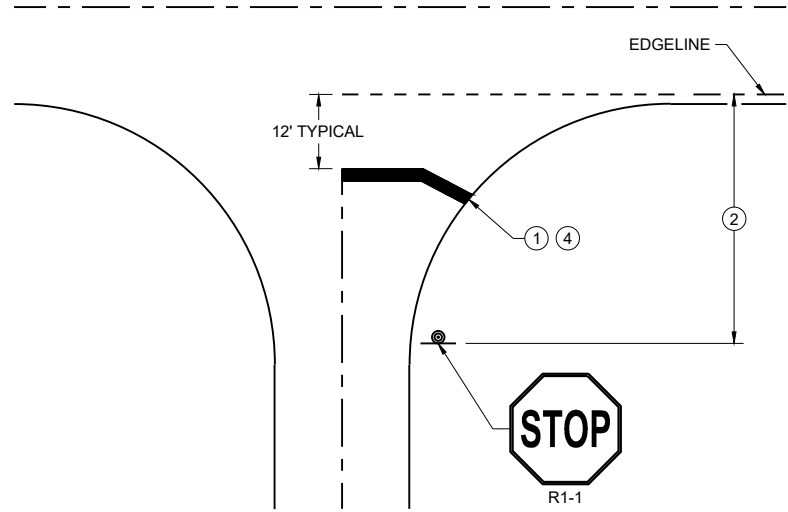
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

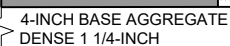
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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



LEGEND

TEMPORARY PEDESTRIAN BARRICADE

AUDIBLE MESSAGE DEVICE

TEMPORARY SIGN SUPPORT

WORK AREA

GENERAL NOTES

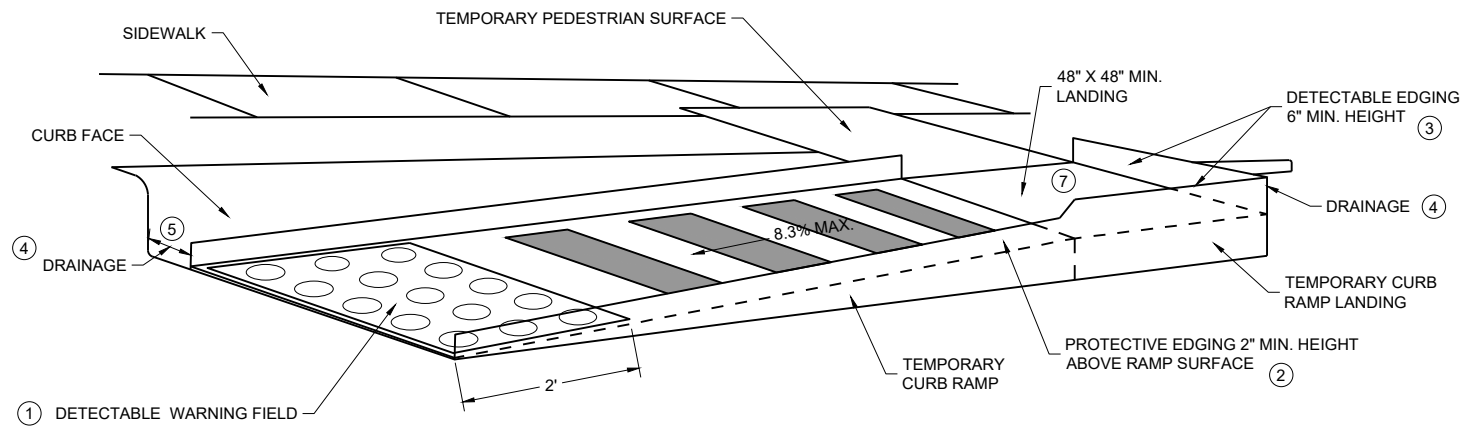
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- 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.
 - ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

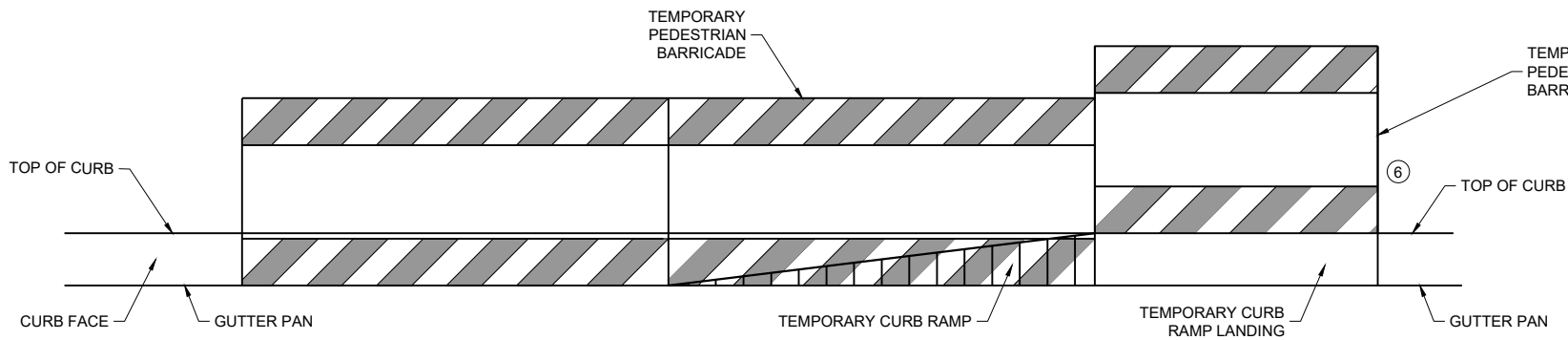


**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

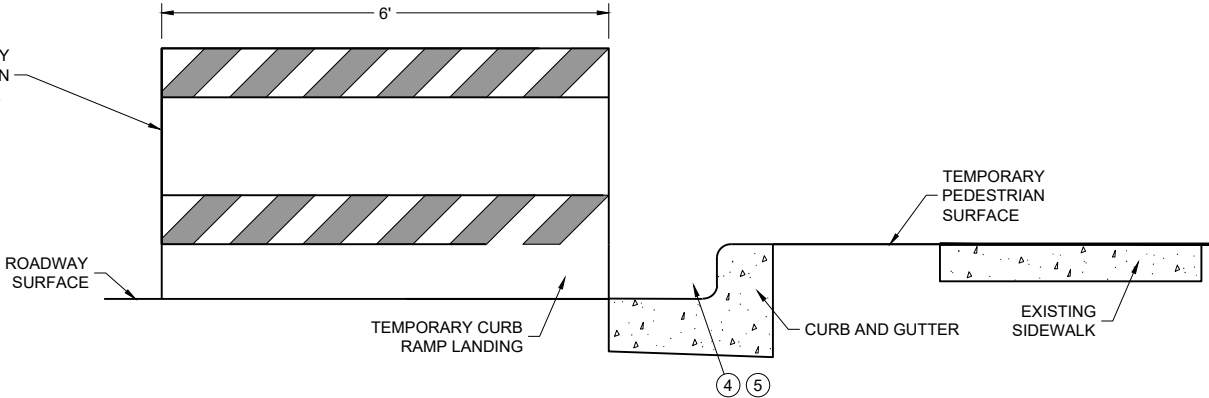


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

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

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

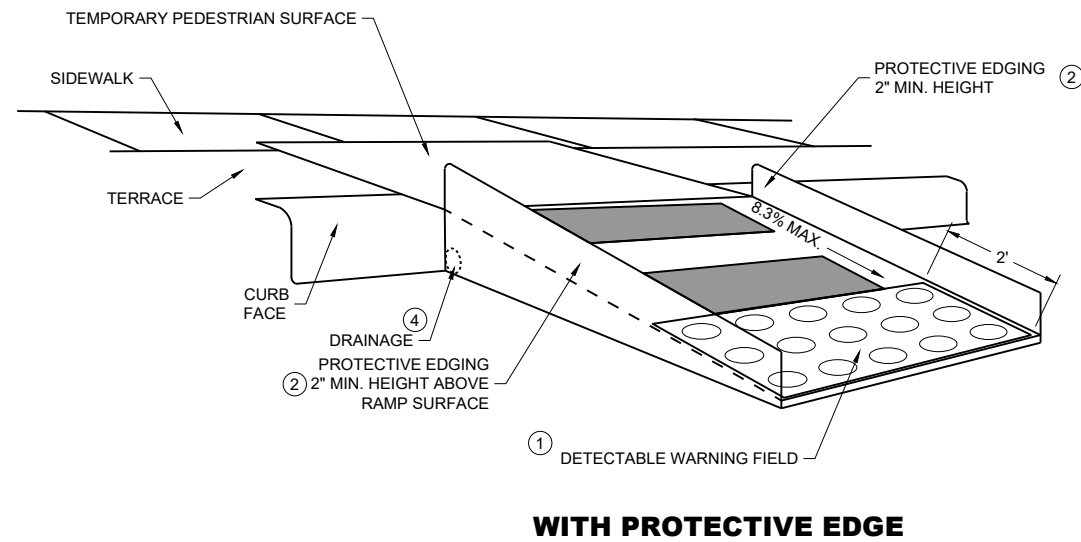
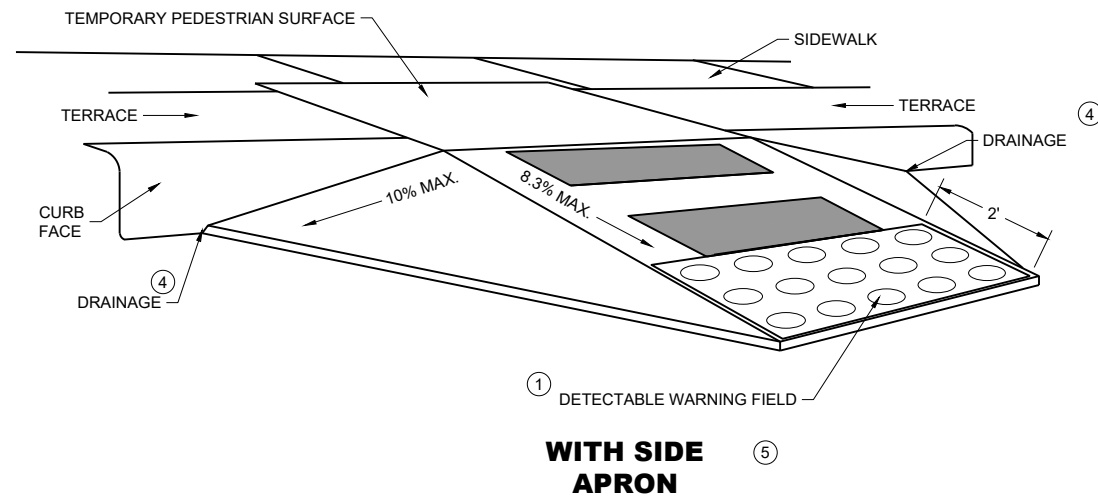
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

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

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1:48 (2.1%) MAX. CROSS-SLOPE.

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

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

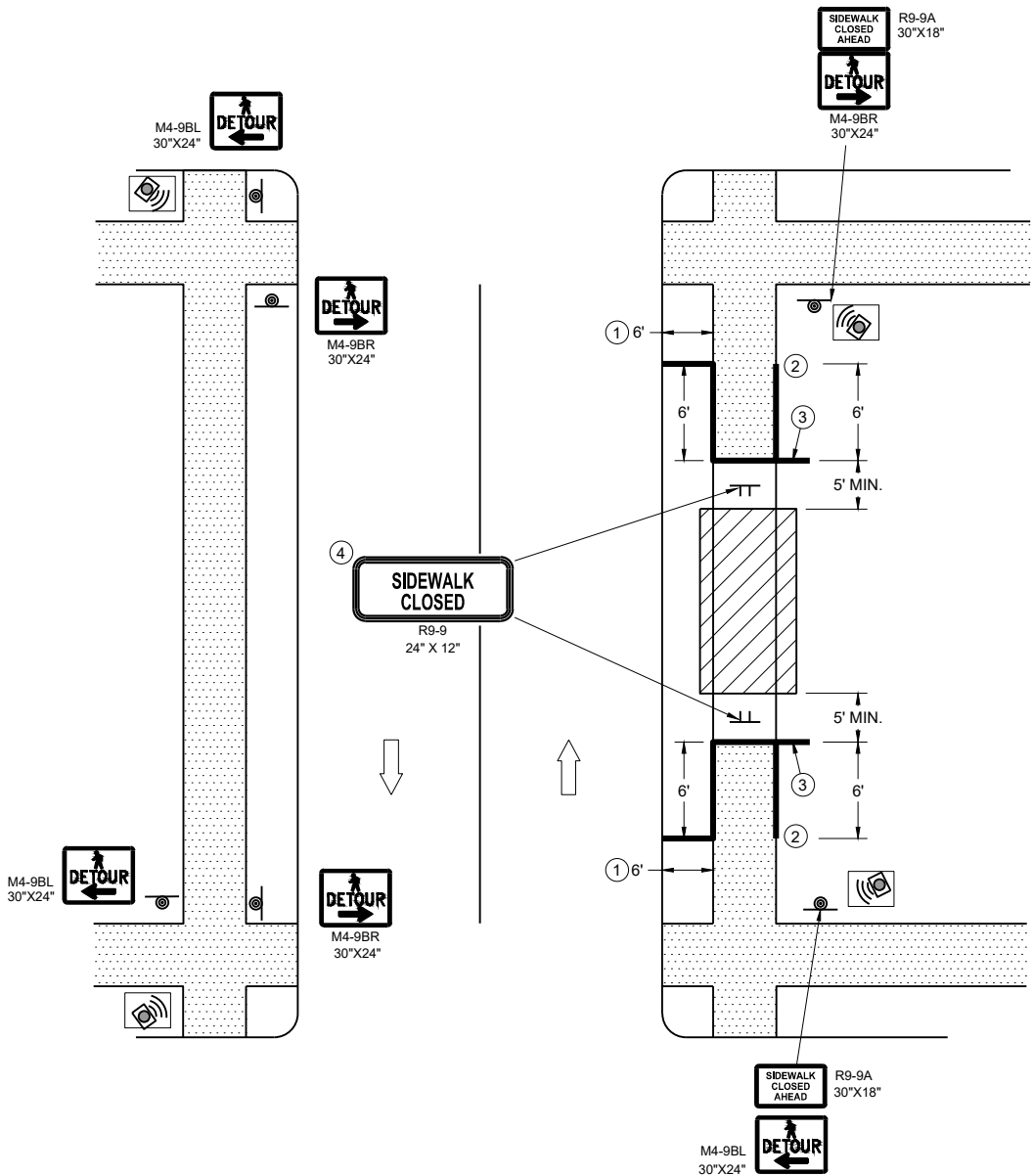
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

LEGEND

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

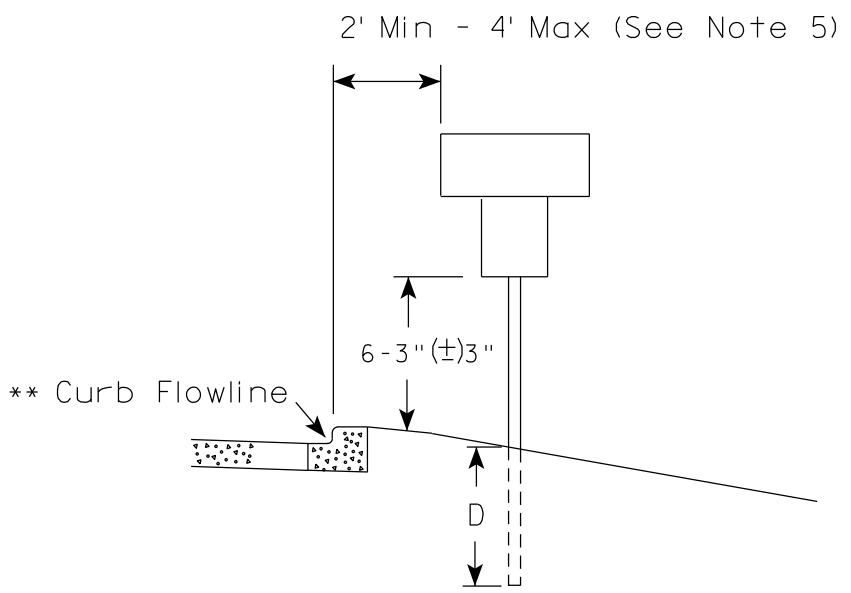
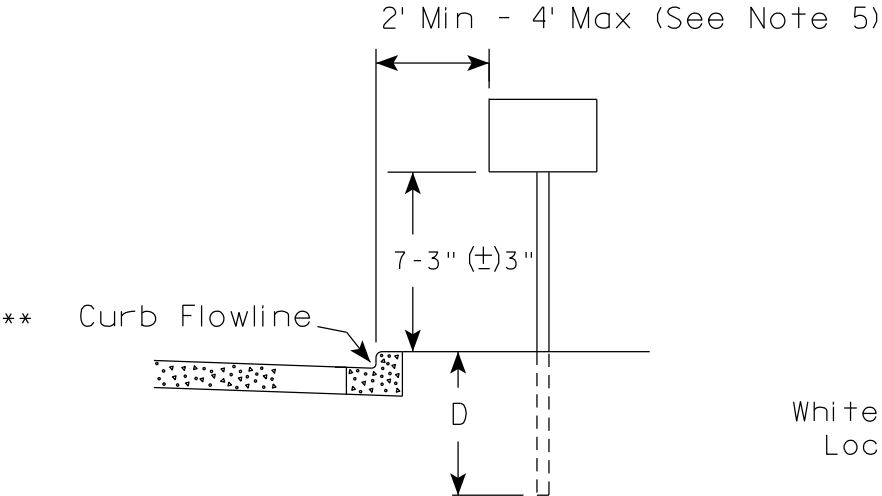


SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

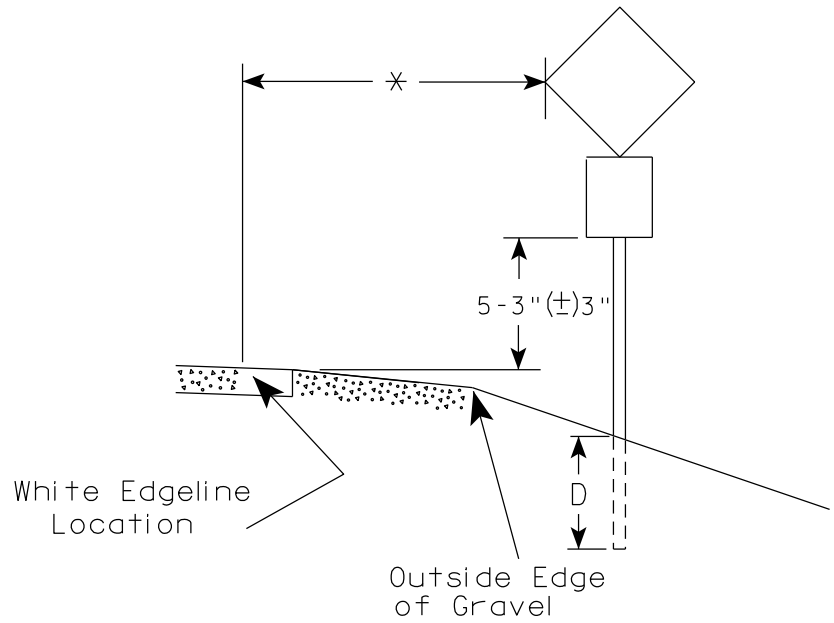
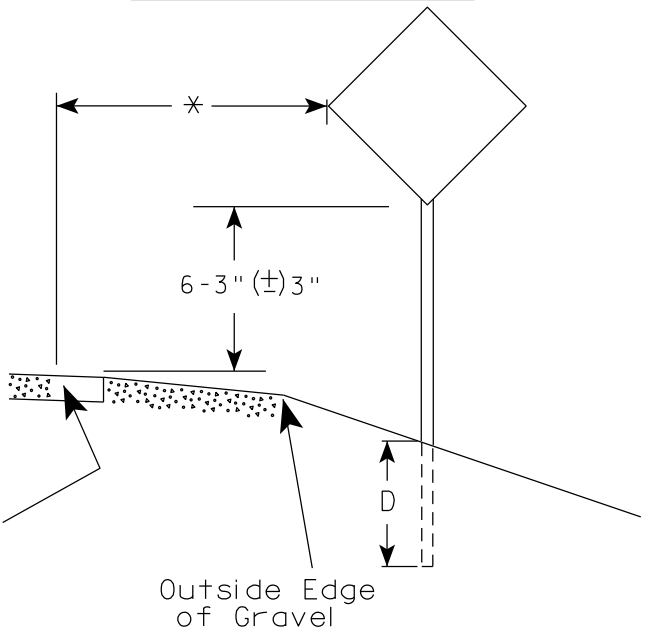
GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- 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.

URBAN AREA



RURAL AREA (See Note 2)



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

GENERAL NOTES

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

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

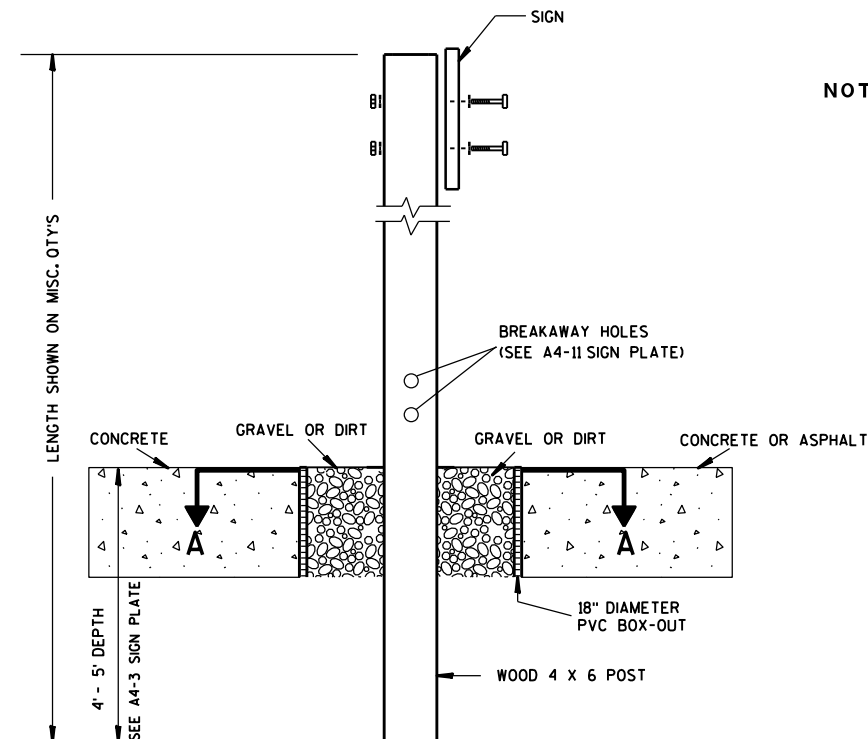
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED 
for State Traffic Engineer

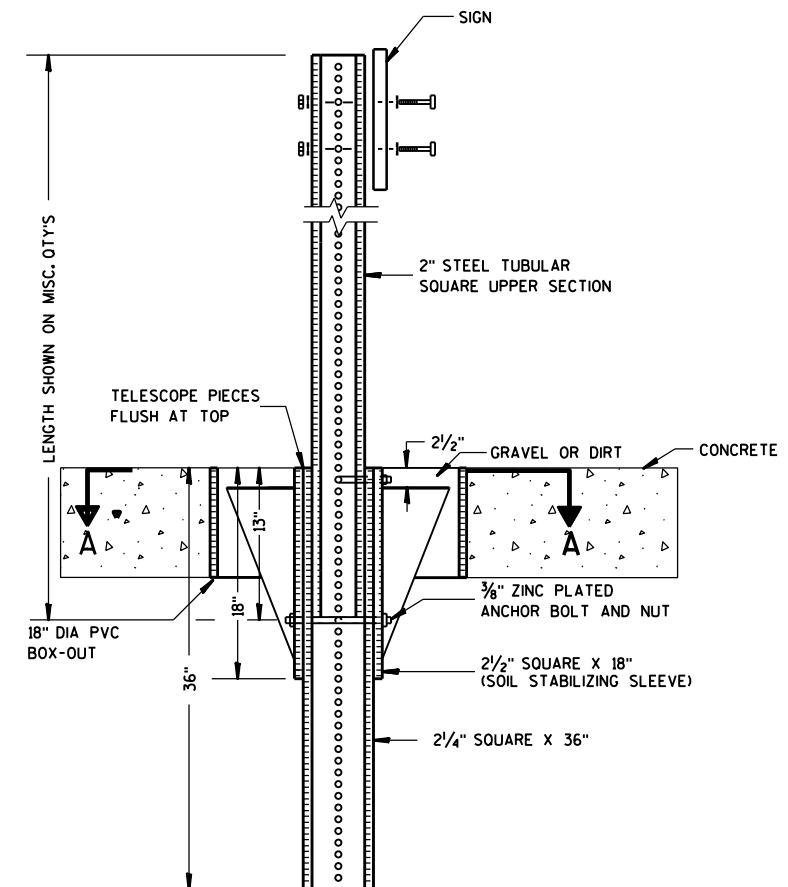
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

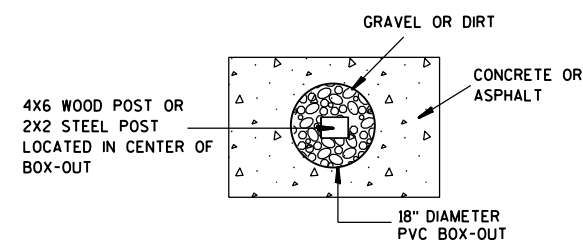
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

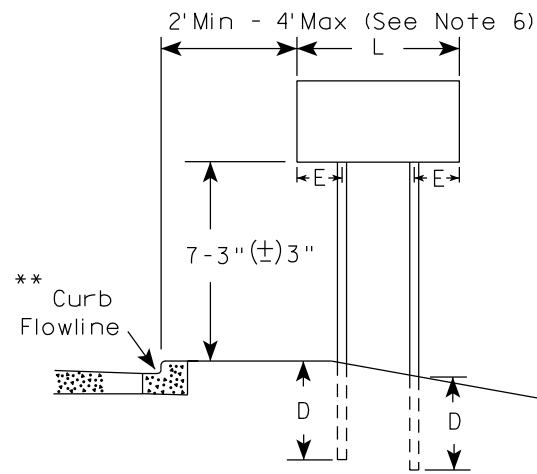
SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

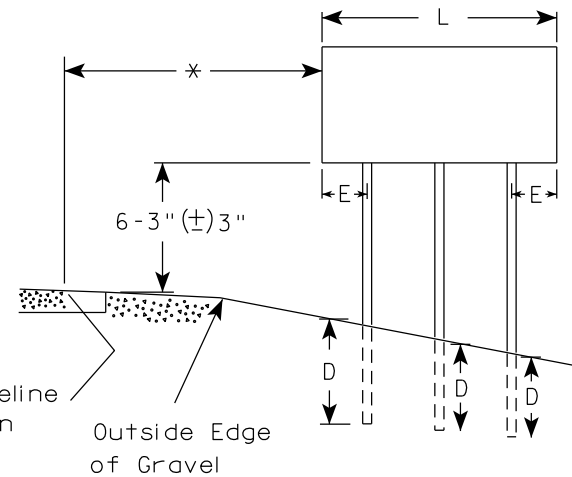
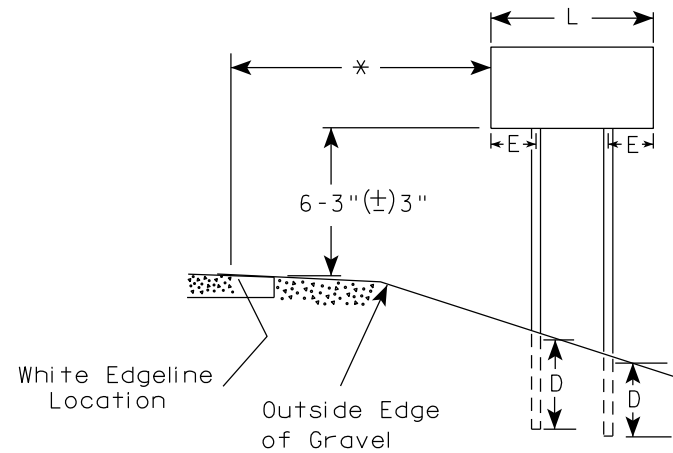
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

URBAN AREA



RURAL AREA (See Note 3)



GENERAL NOTES

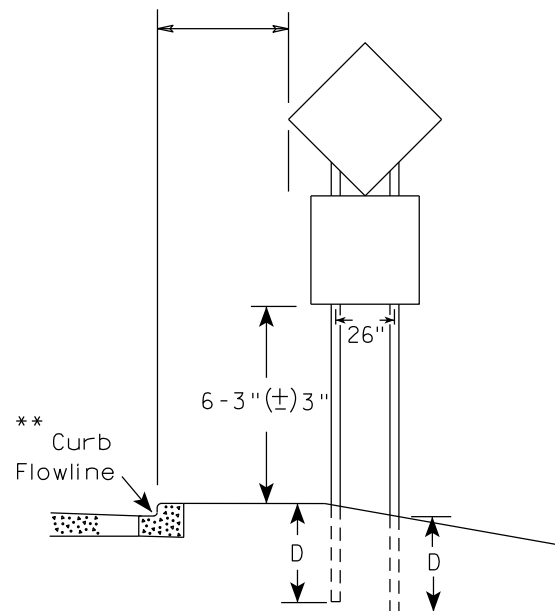
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3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

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

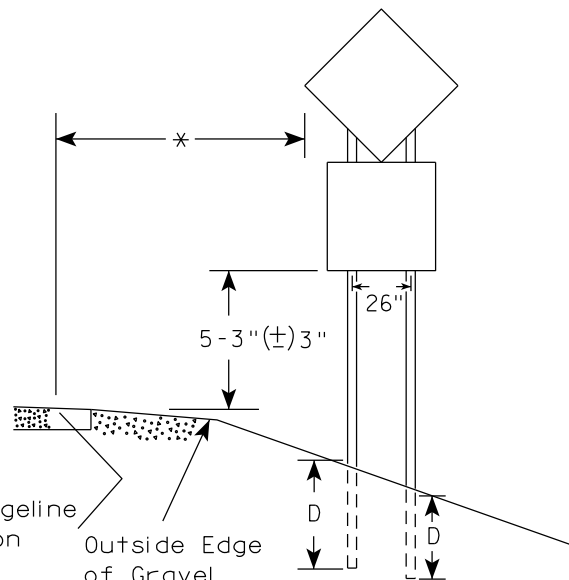
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

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

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

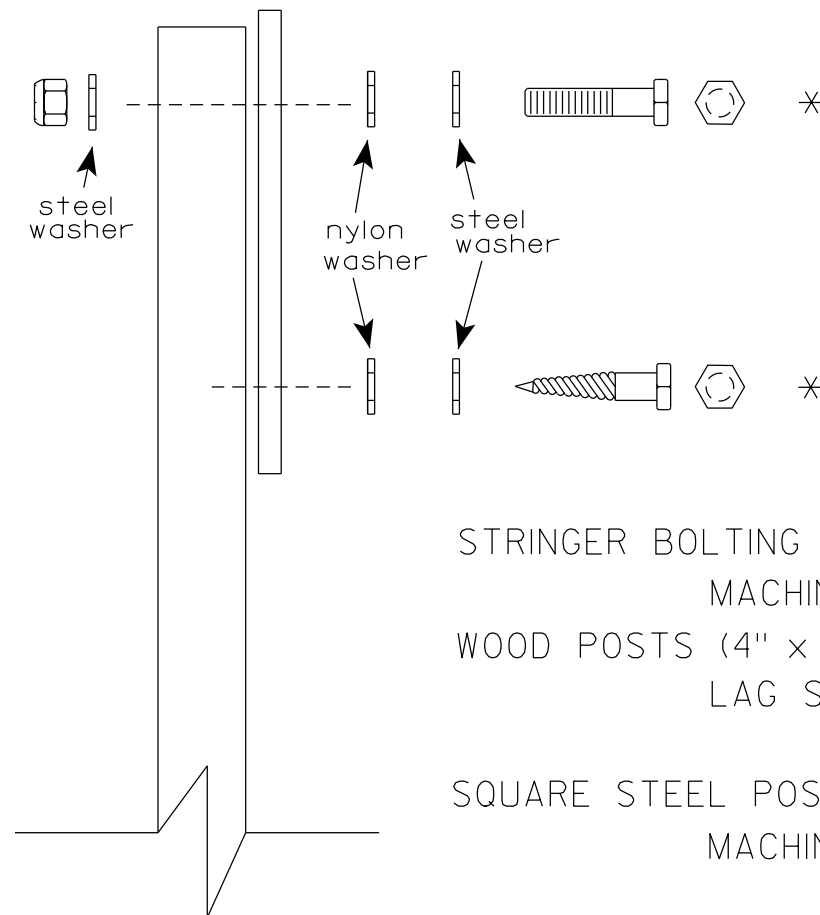
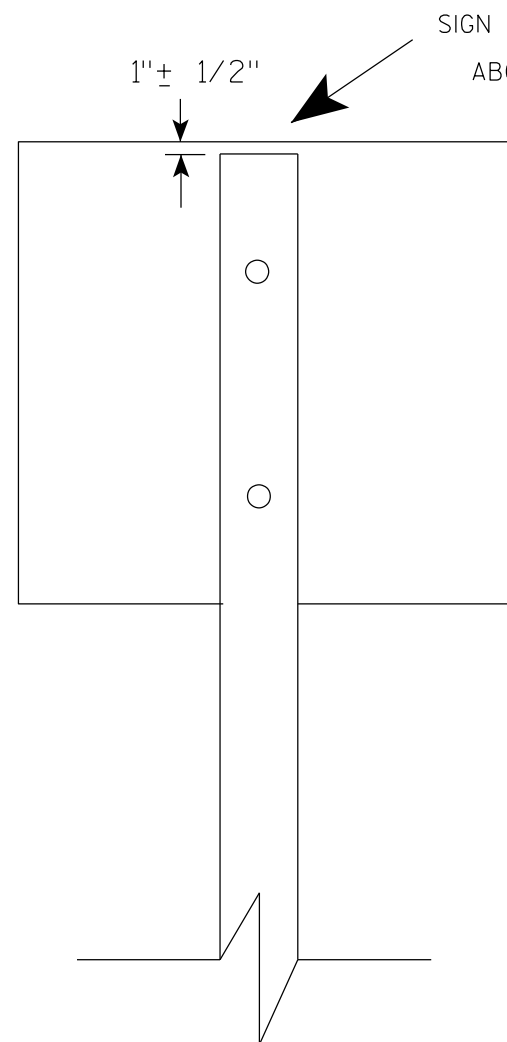
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



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

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

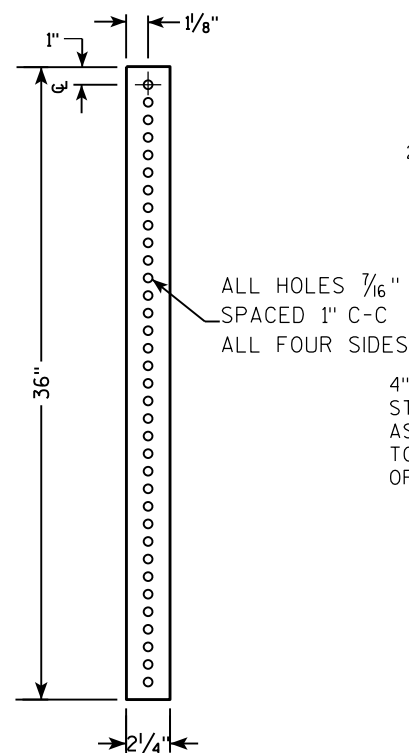
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

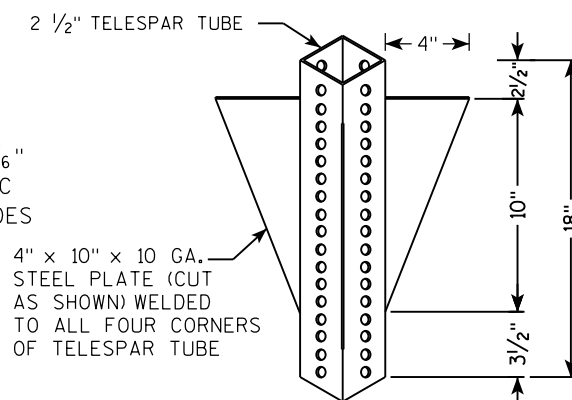
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



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



TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. Q'TYS
- Top section height: 36"
- Section below top: 18"
- Section below that: 12"

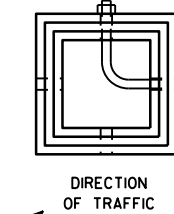
End View Dimensions:

- Top section width: 2"
- Section below top: 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- Bottom section width: 2 1/4" SQUARE X 36"

Labels and Specifications:

- SIGN
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES 7/16" SPACED 1" C-C
- ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- TELESCOPE PIECES FLUSH AT TOP
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:

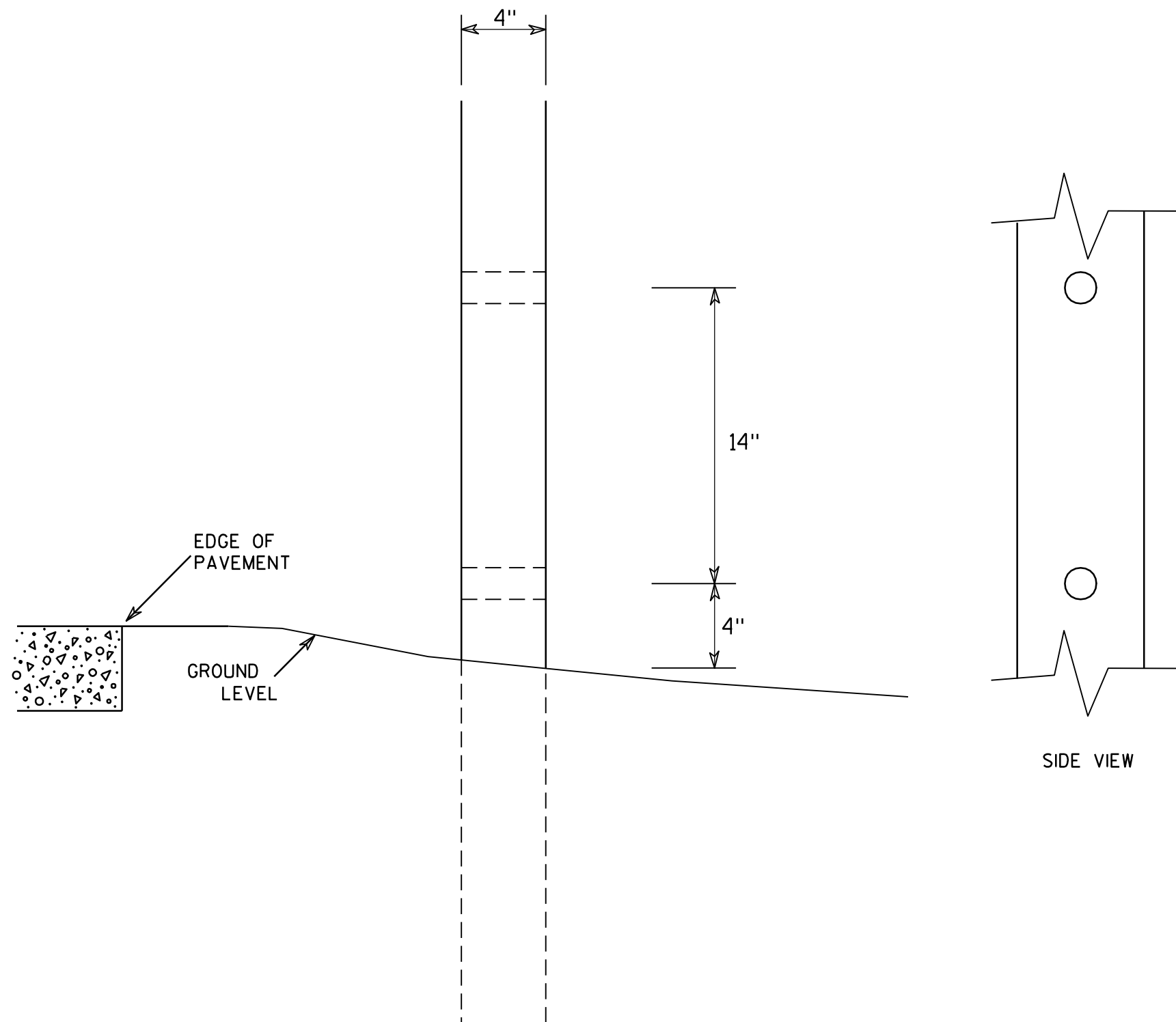
HWY:

COUNTY:

SHEET NO:

E

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

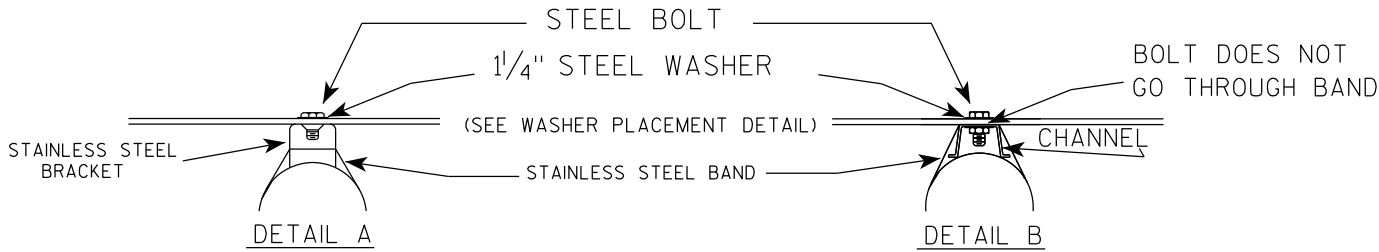
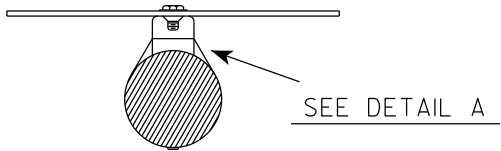
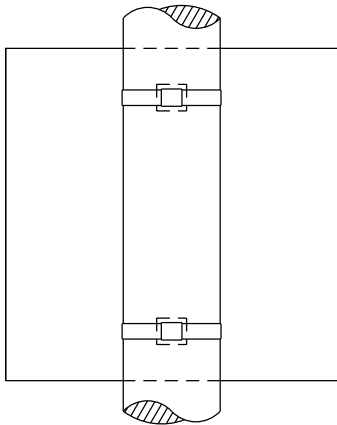
COUNTY:

SHEET NO:

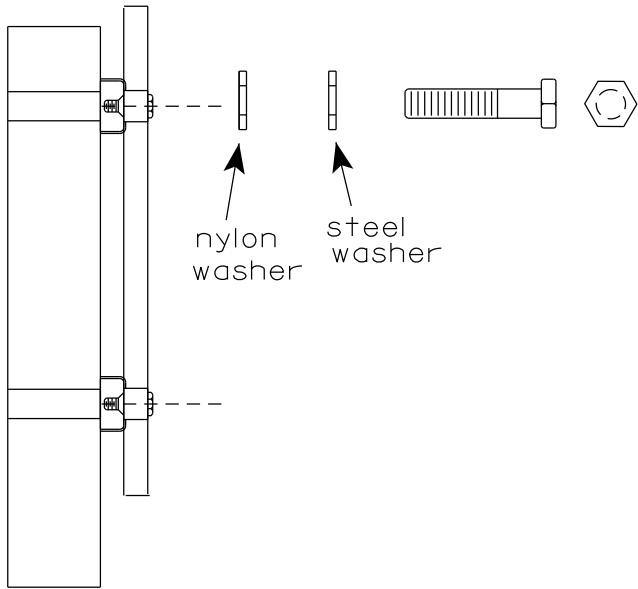
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

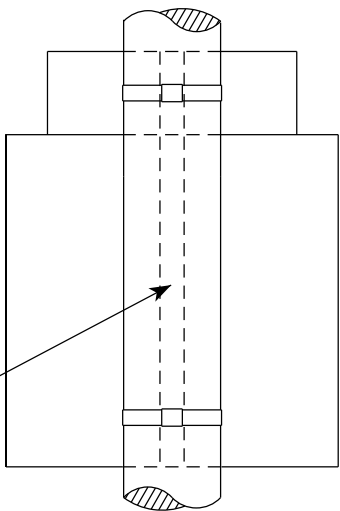


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

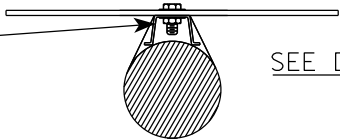
GENERAL NOTES

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



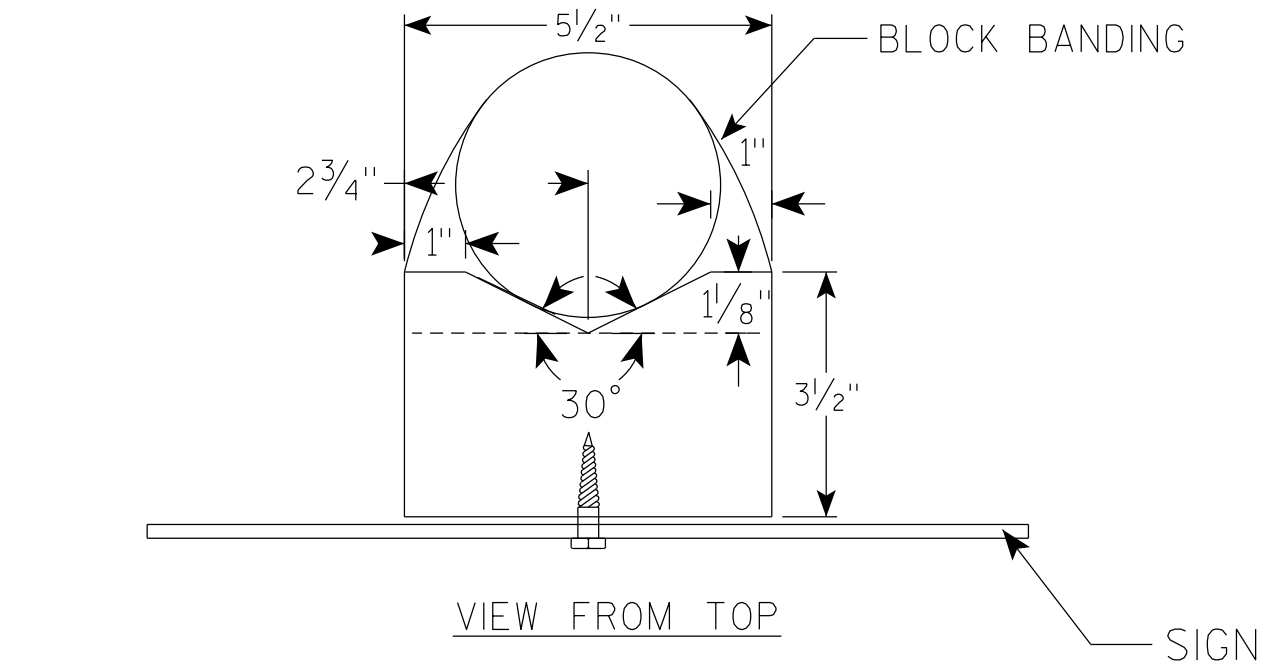
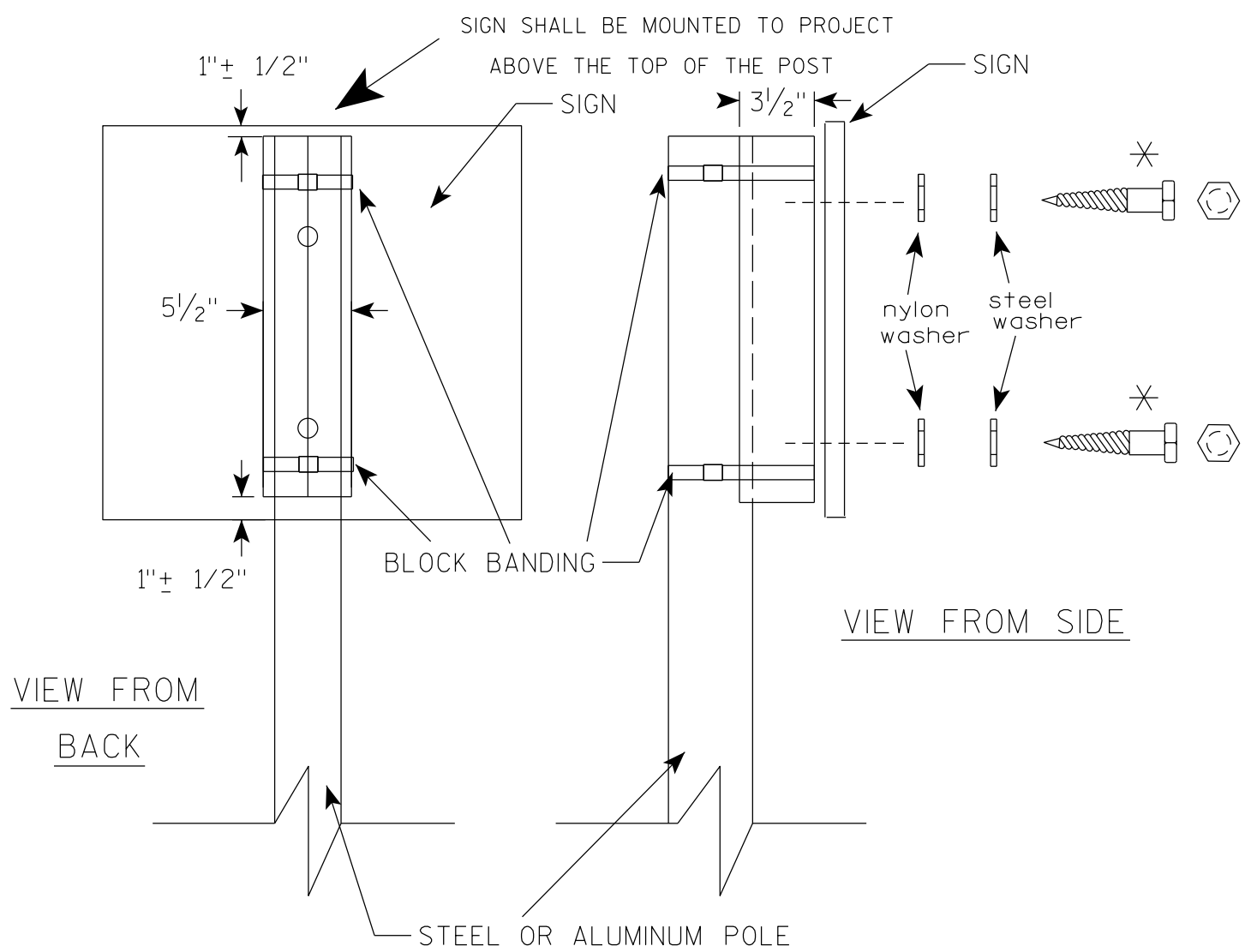
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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



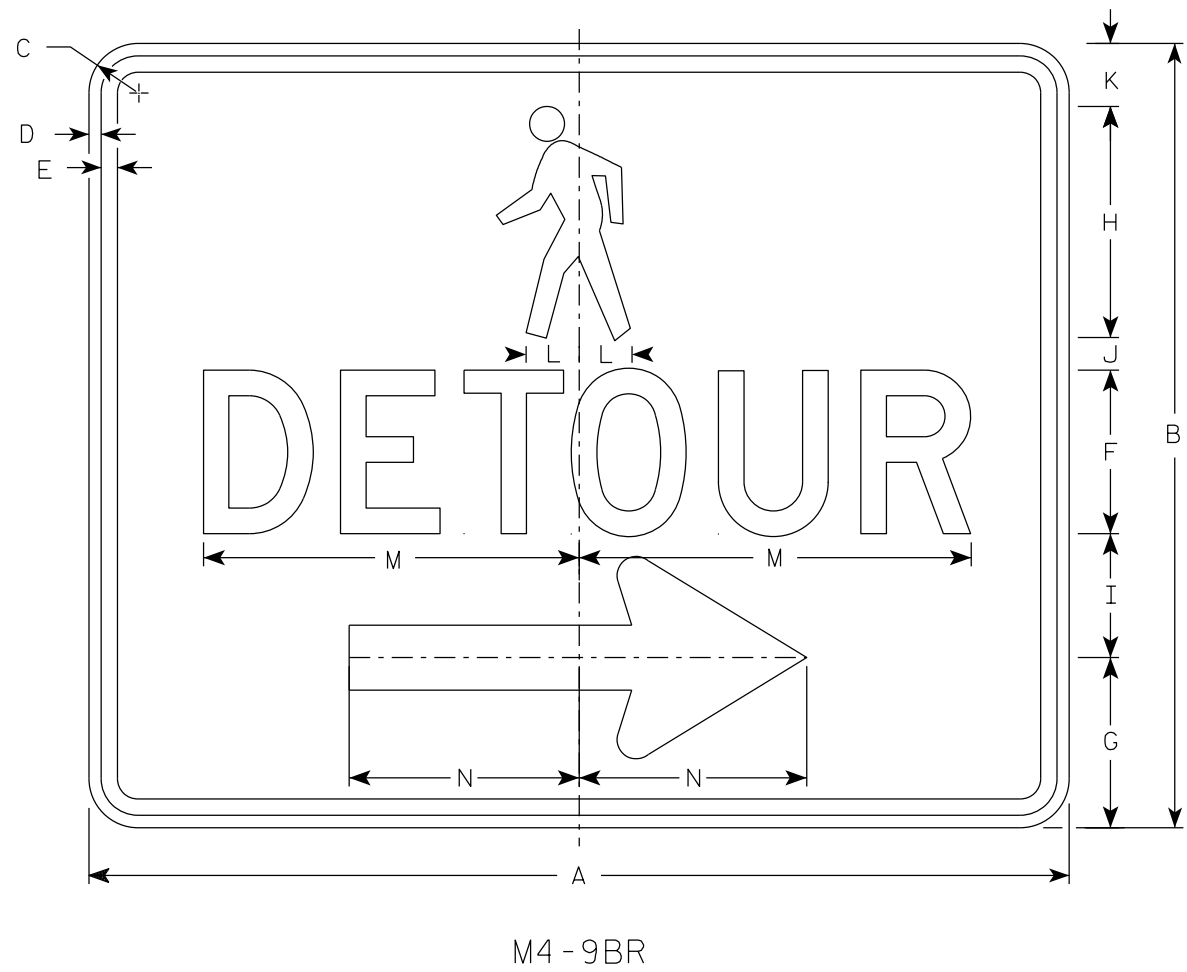
GENERAL NOTES

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

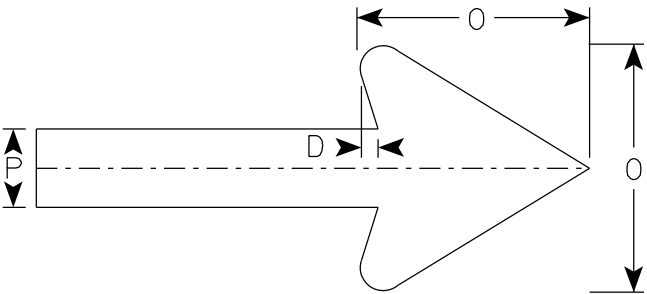
7



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																											

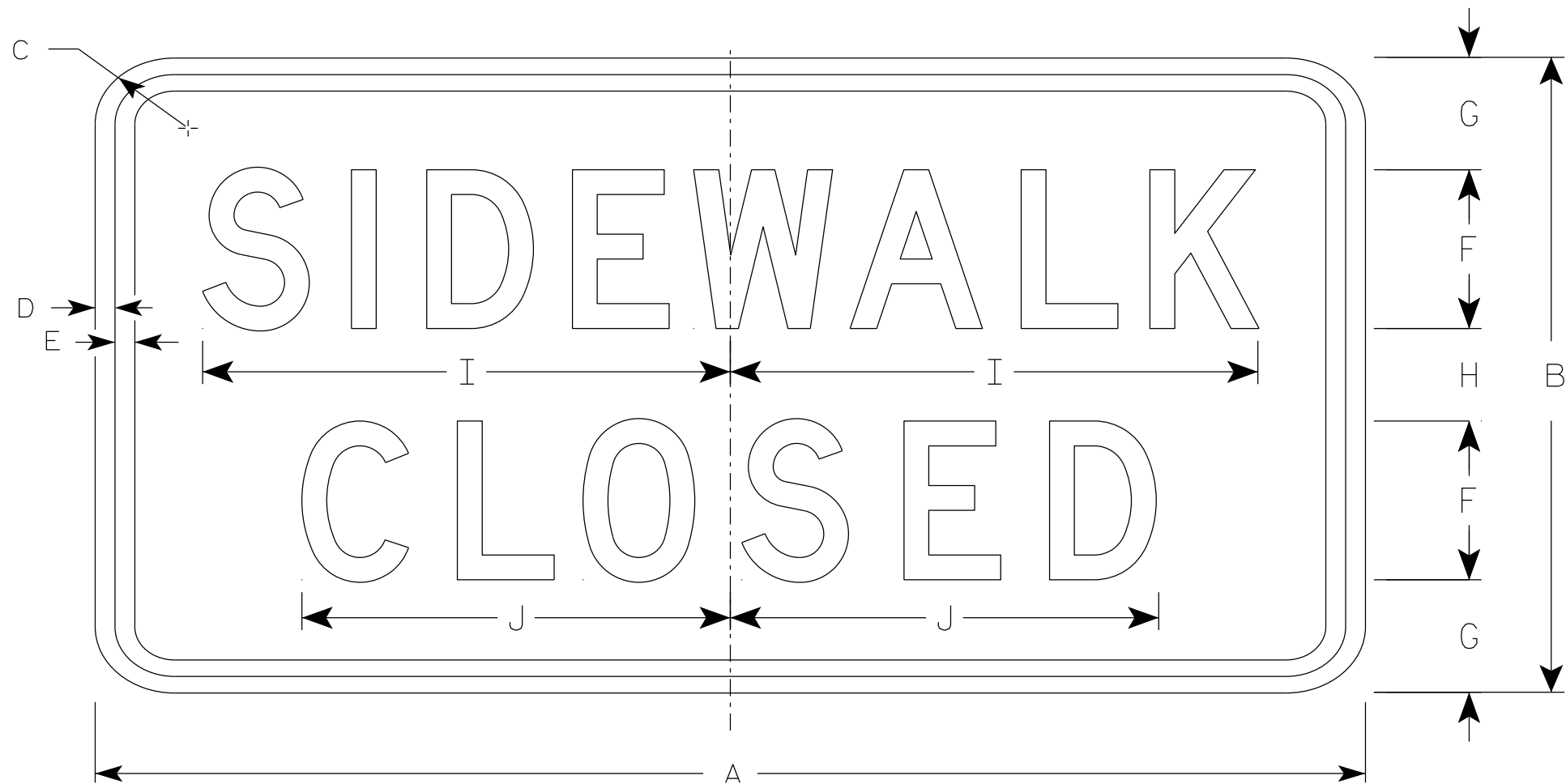
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

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:

E

STANDARD SIGN
R9-9

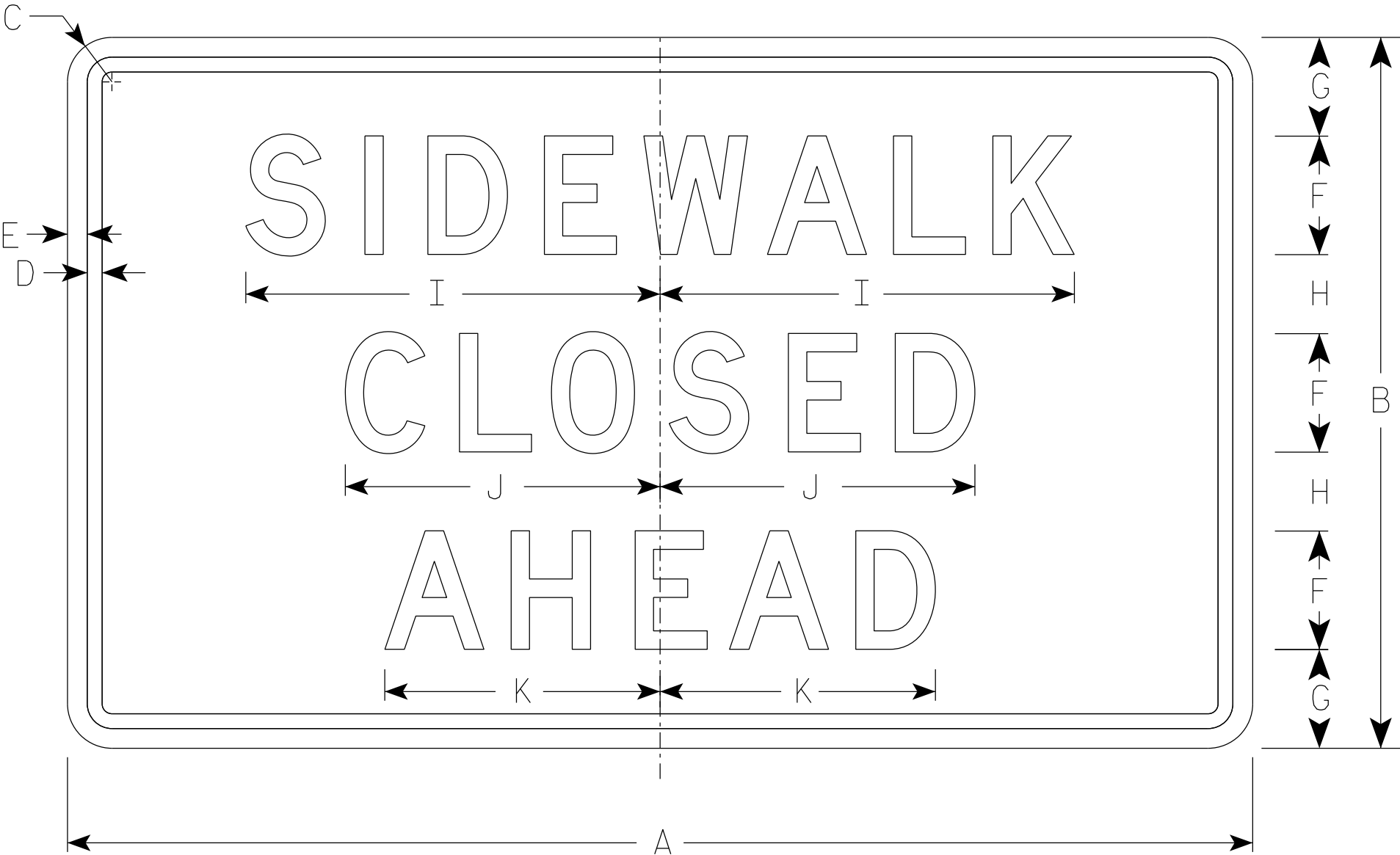
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

NOTES

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



R9-9A

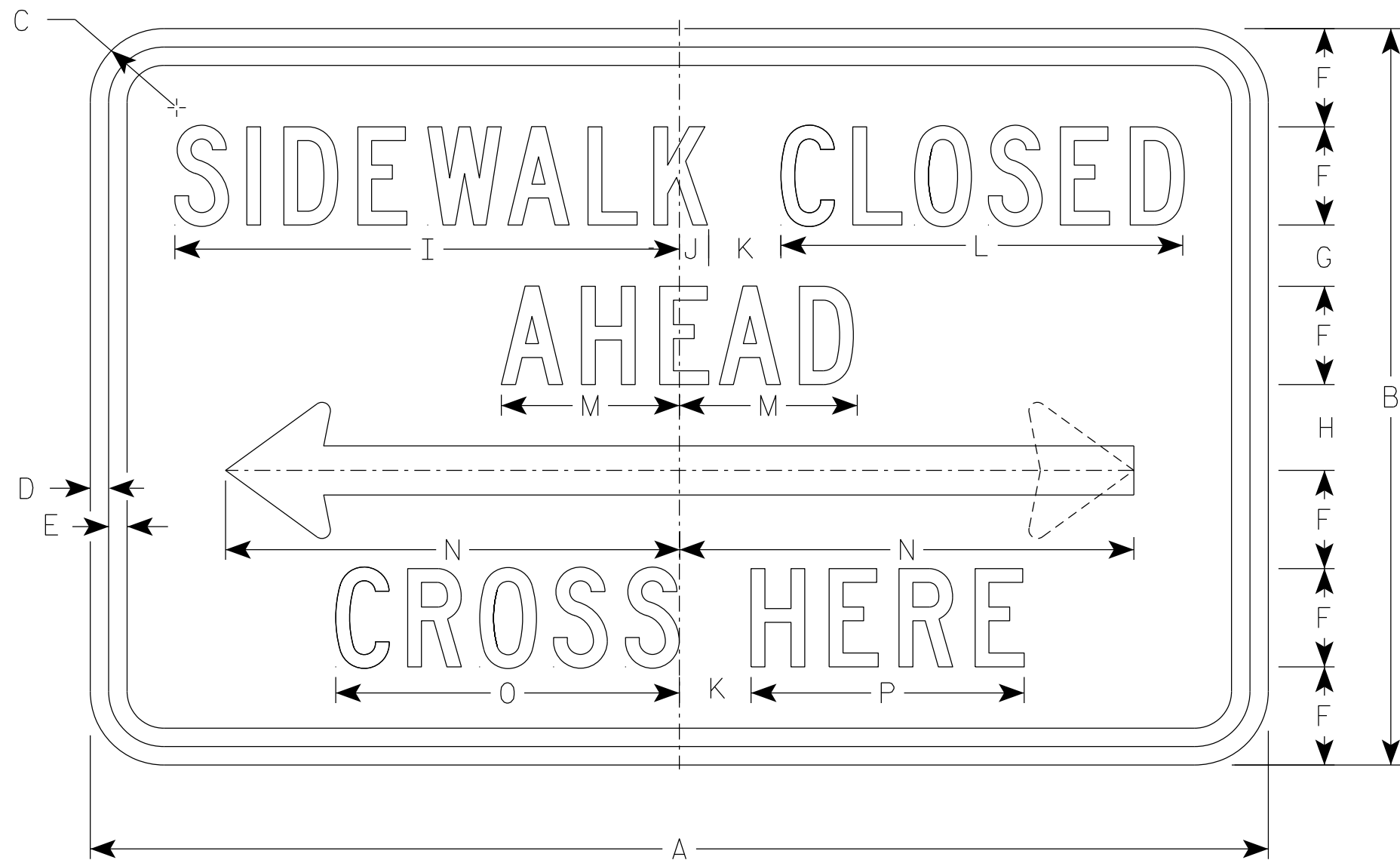
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

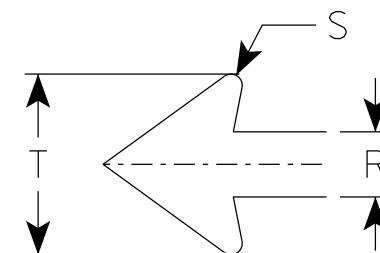
DATE 1/24/24 PLATE NO. R9-9A.2



R9-11

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C except Size 1 is Series D
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
- 5. R9-11 D (double arrow)
R9-11 L (left arrow)
R9-11 R (right arrow)



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	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/2	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

PROJECT NO:

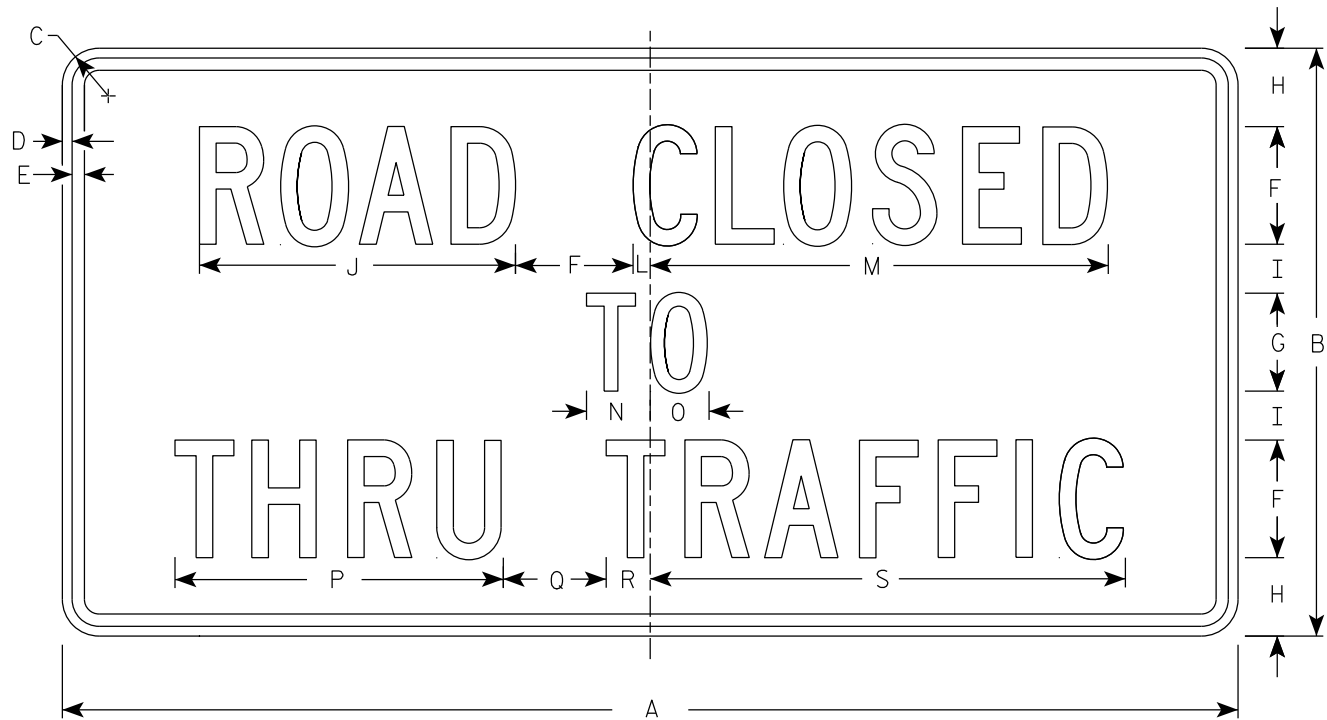
HWY:

COUNTY:

SHEET NO:

E

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:

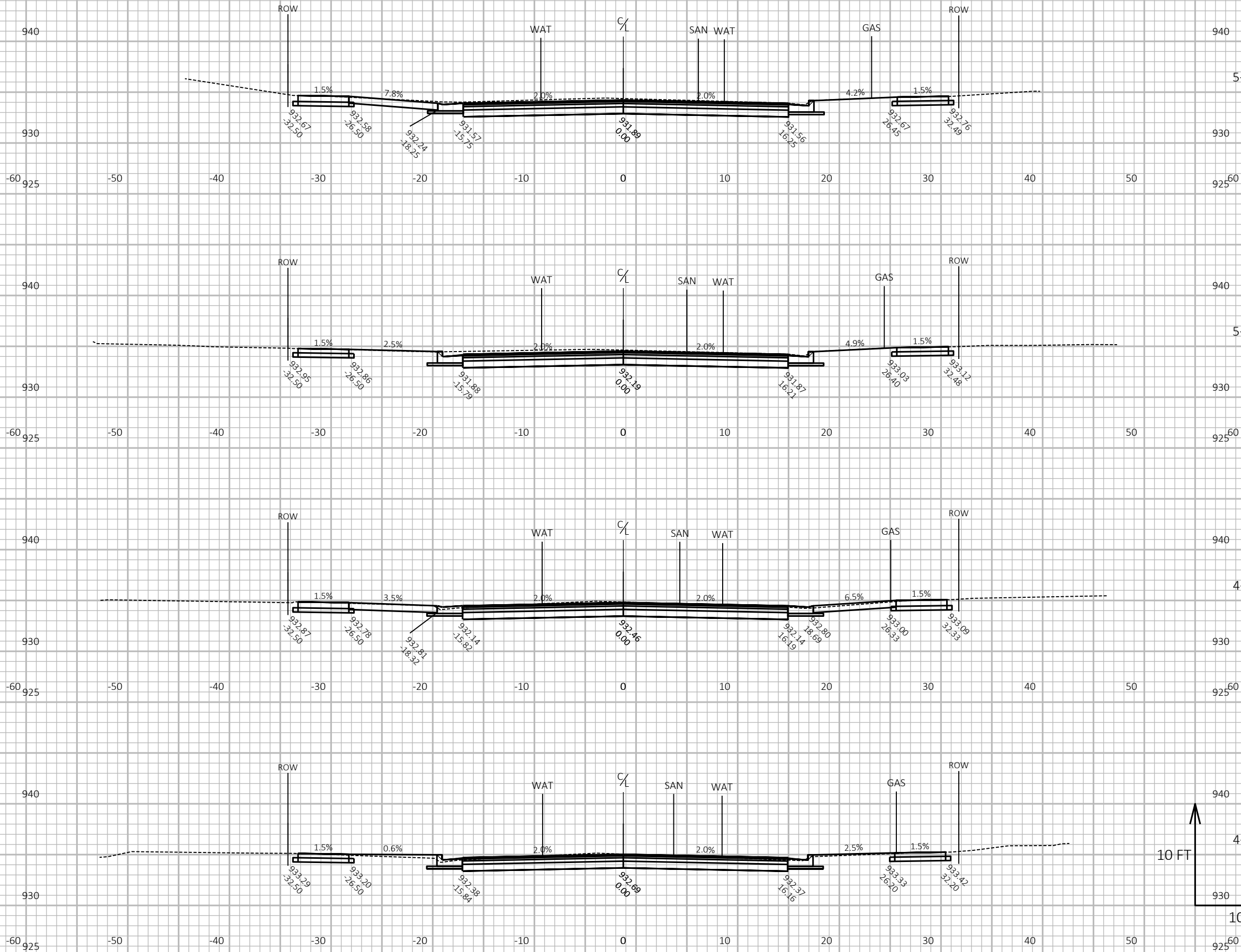
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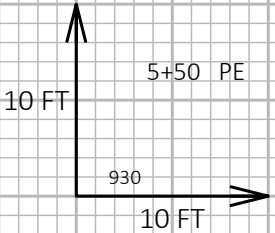
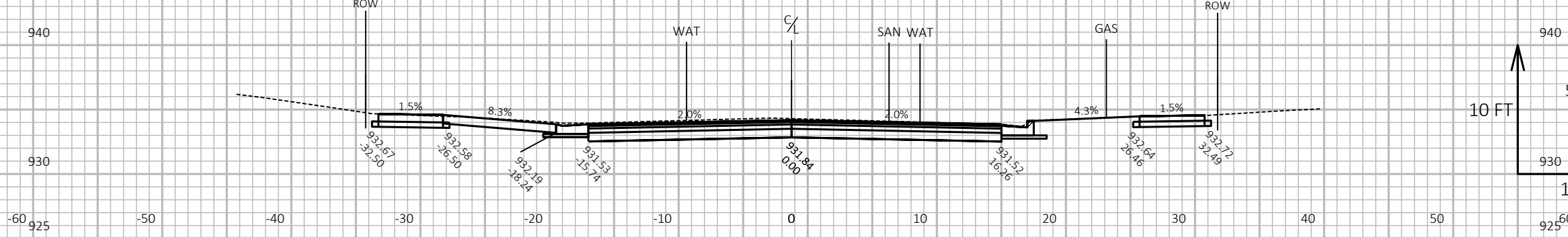
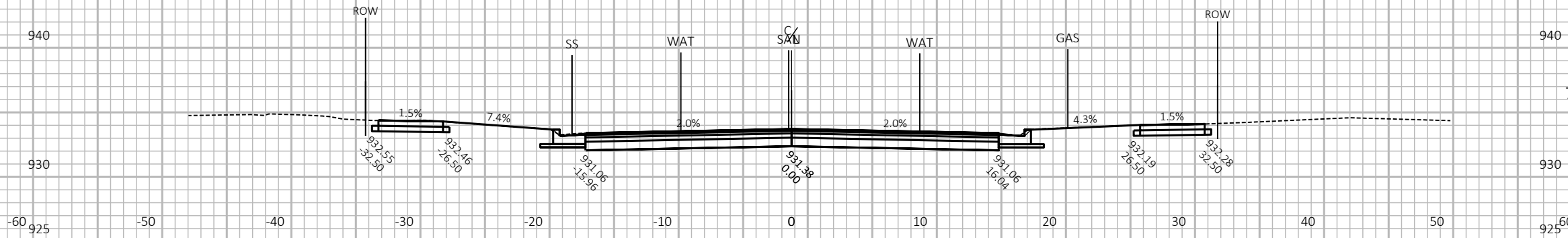
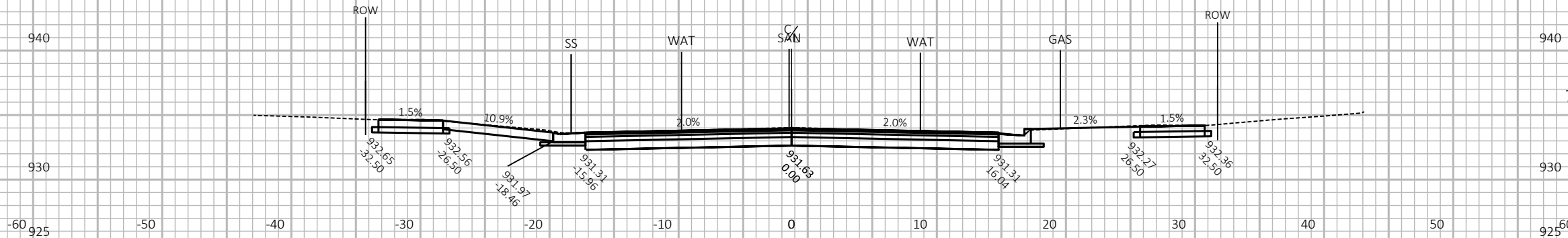
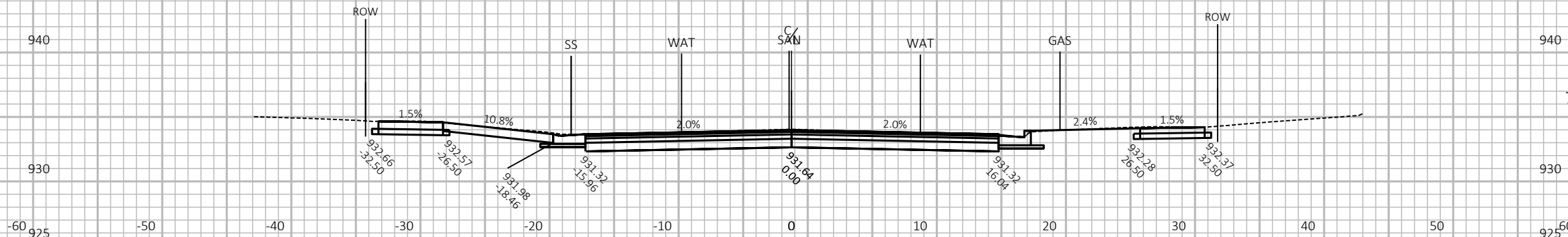
COUNTY:

SHEET NO:

E

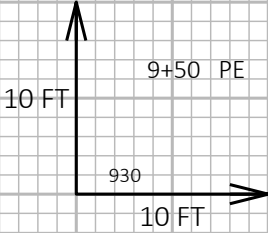


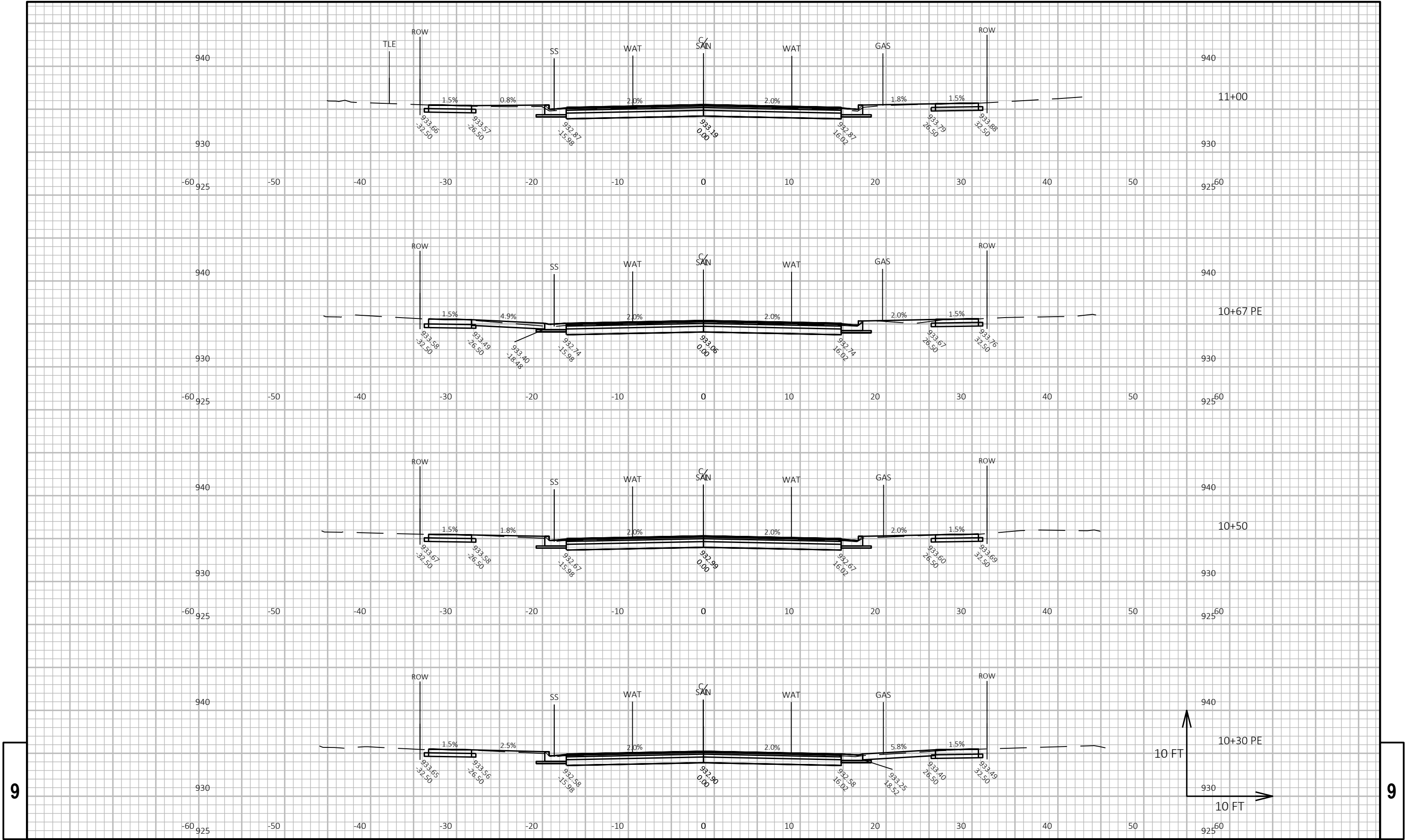


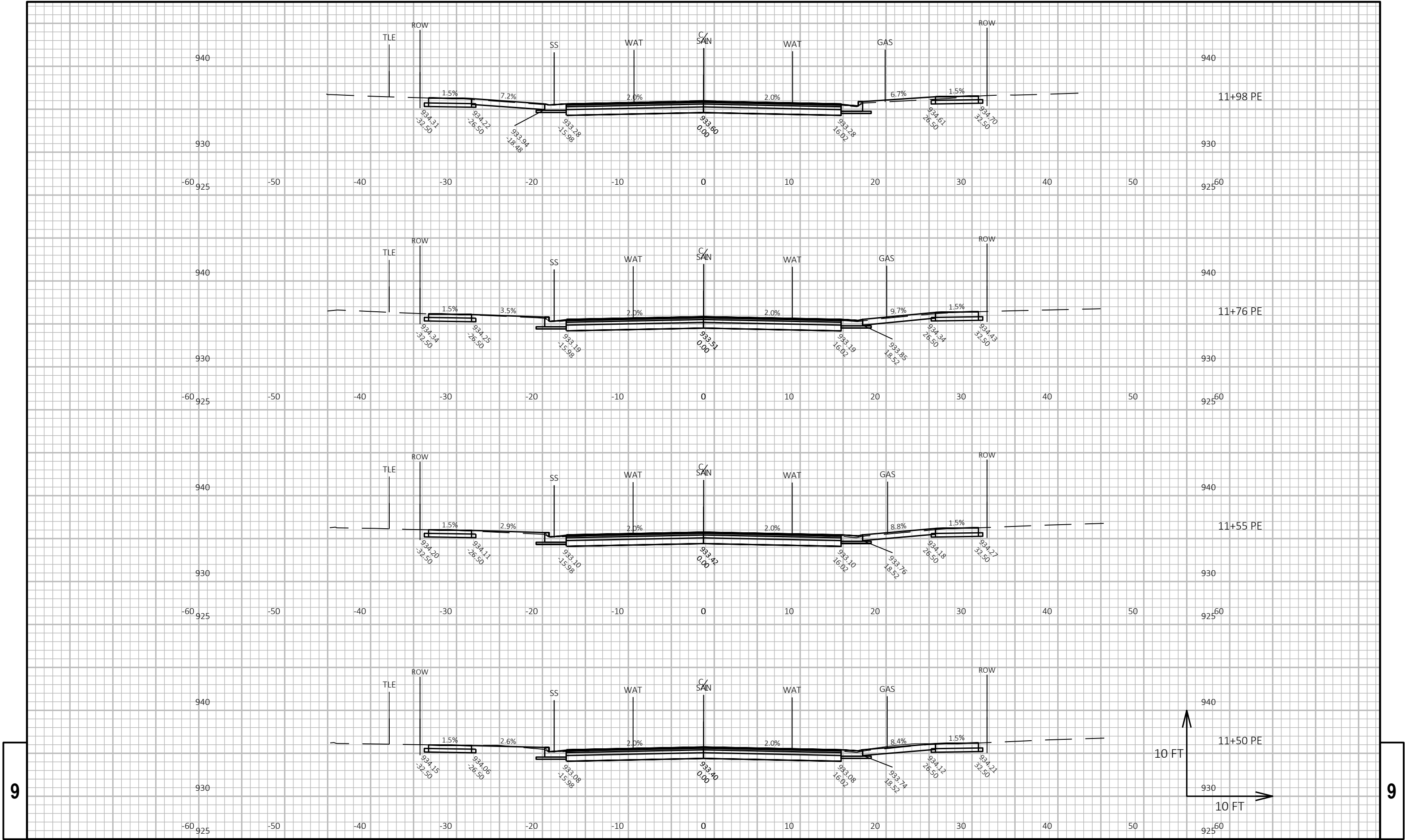












PROJECT NO: 5627-00-71/72

HWY: E LINCOLN ST.

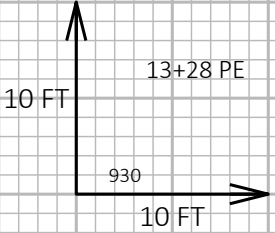
COUNTY: DANE

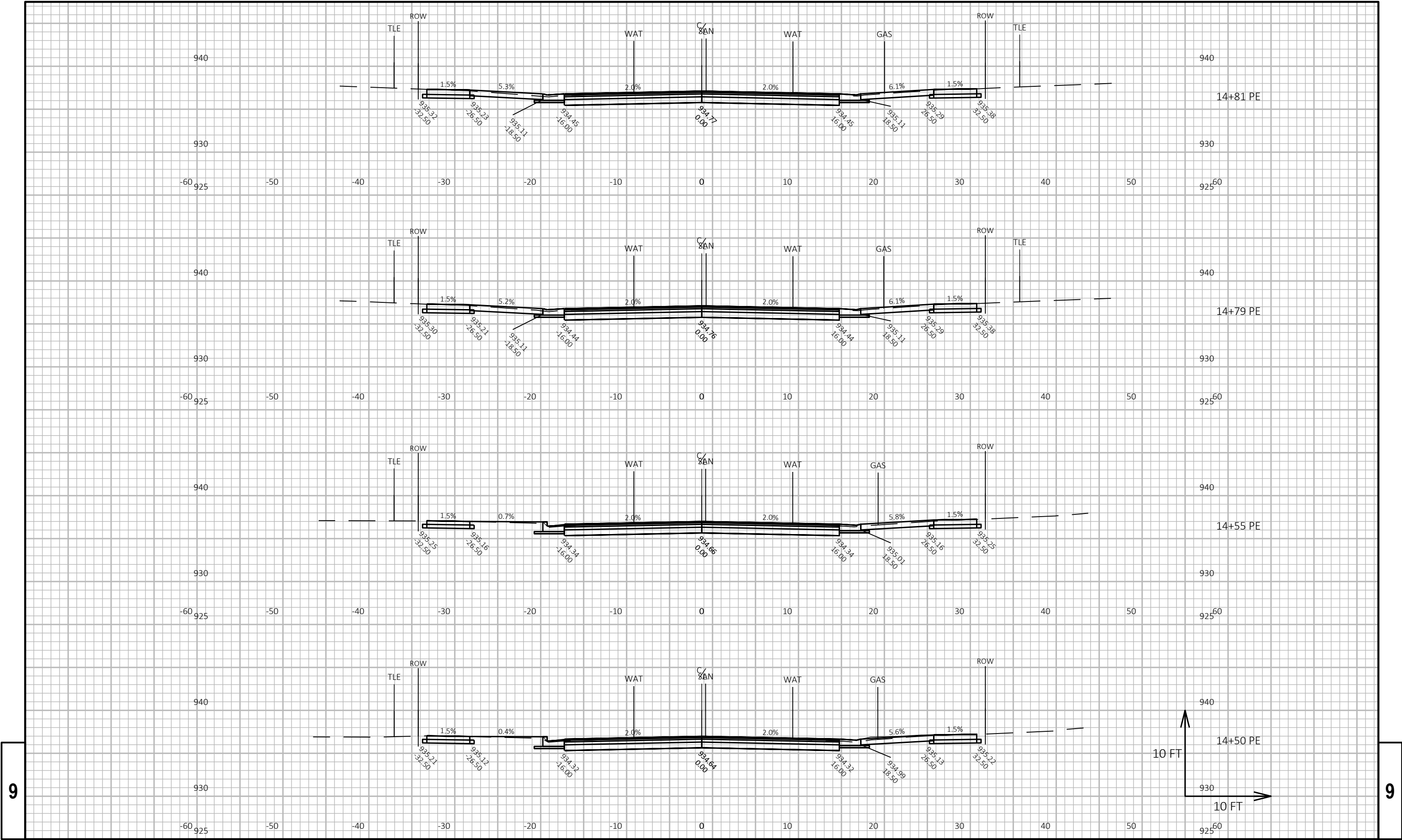
CROSS SECTIONS: LINCOLN STREET

SHEET

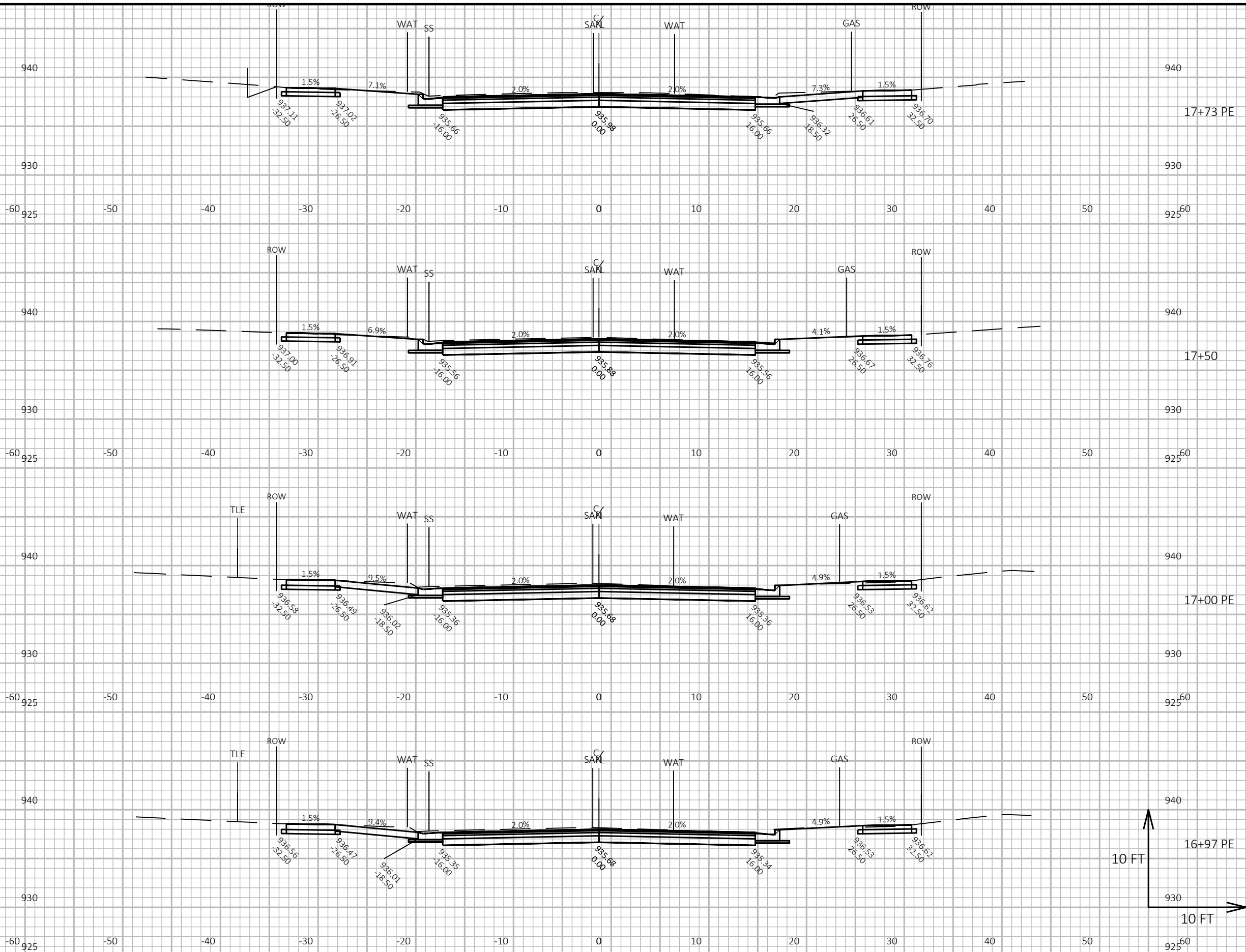
E











9

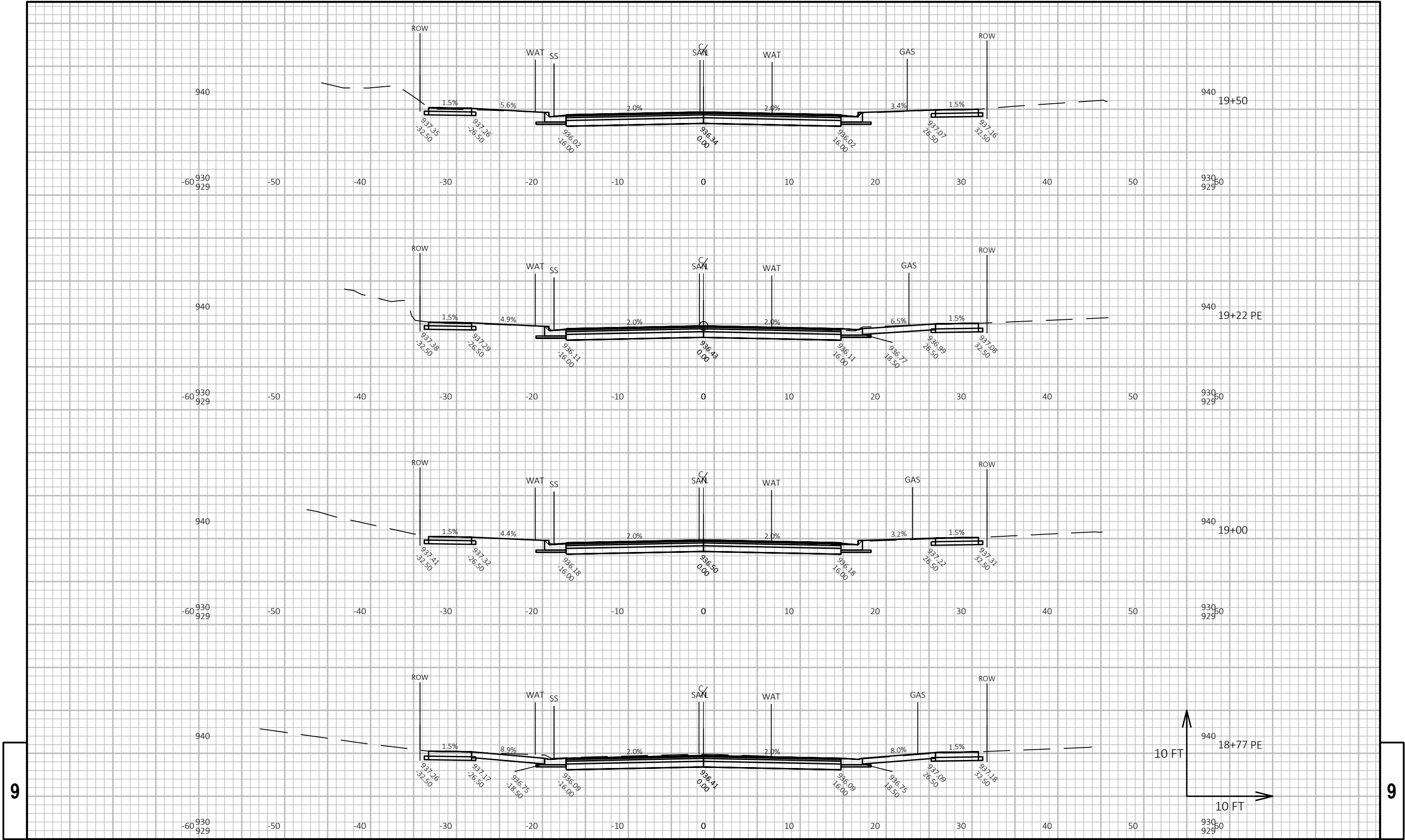
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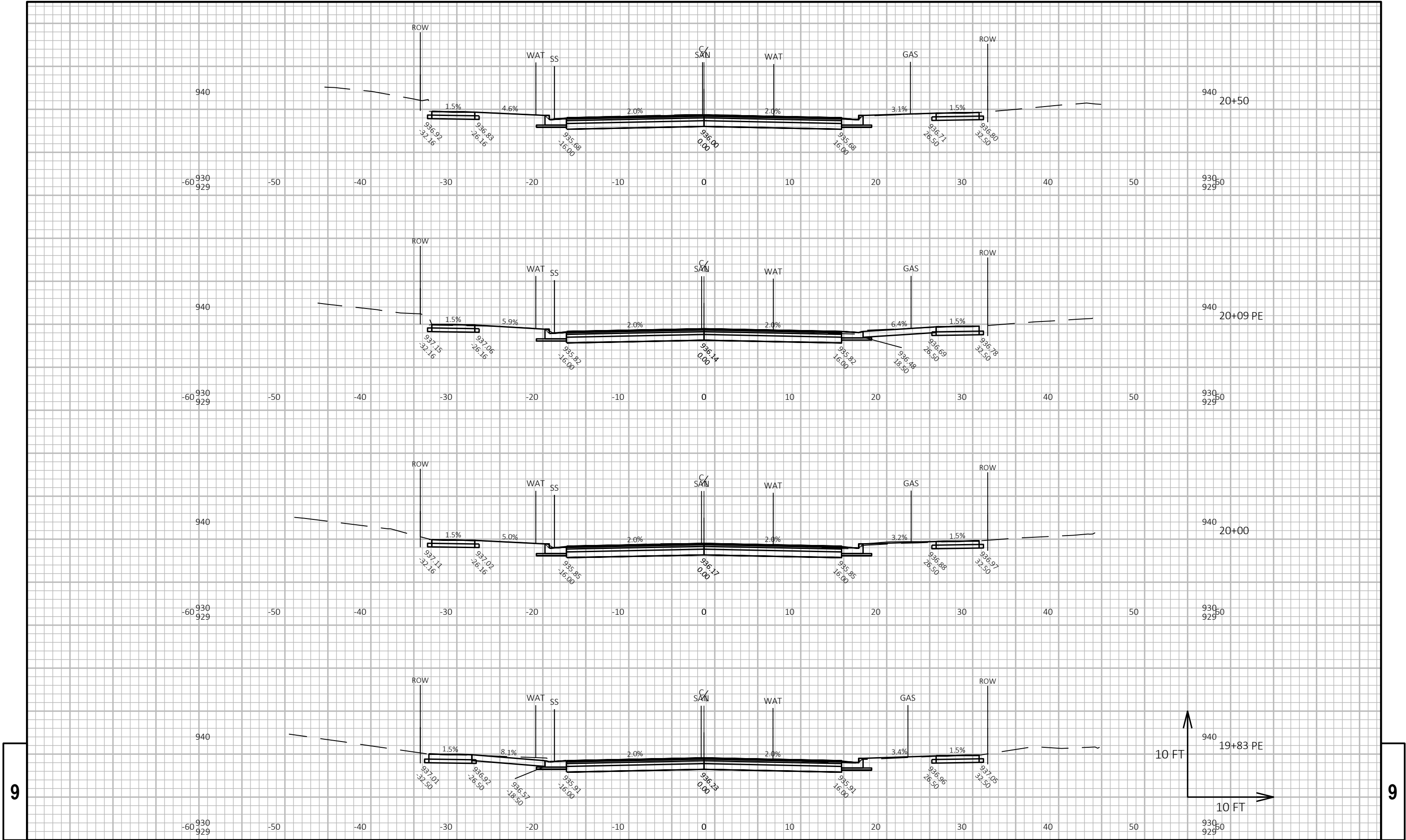


9

9

PROJECT NO: 5627-00-71/72	HWY: E LINCOLN ST.	COUNTY: DANE	CROSS SECTIONS: LINCOLN STREET	SHEET	E
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PROJECT NO: 5627-00-71/72

HWY: E LINCOLN ST.

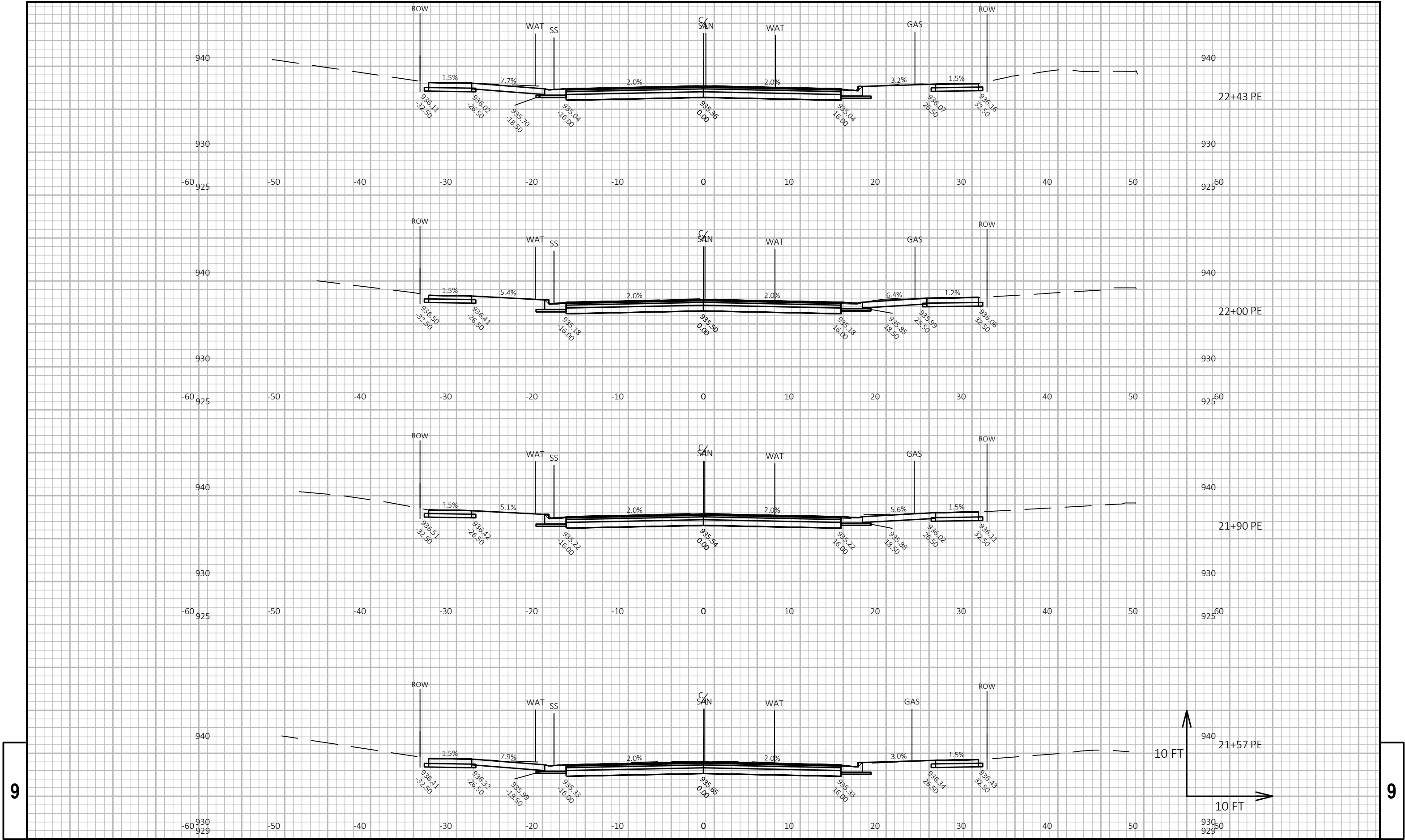
COUNTY: DANE

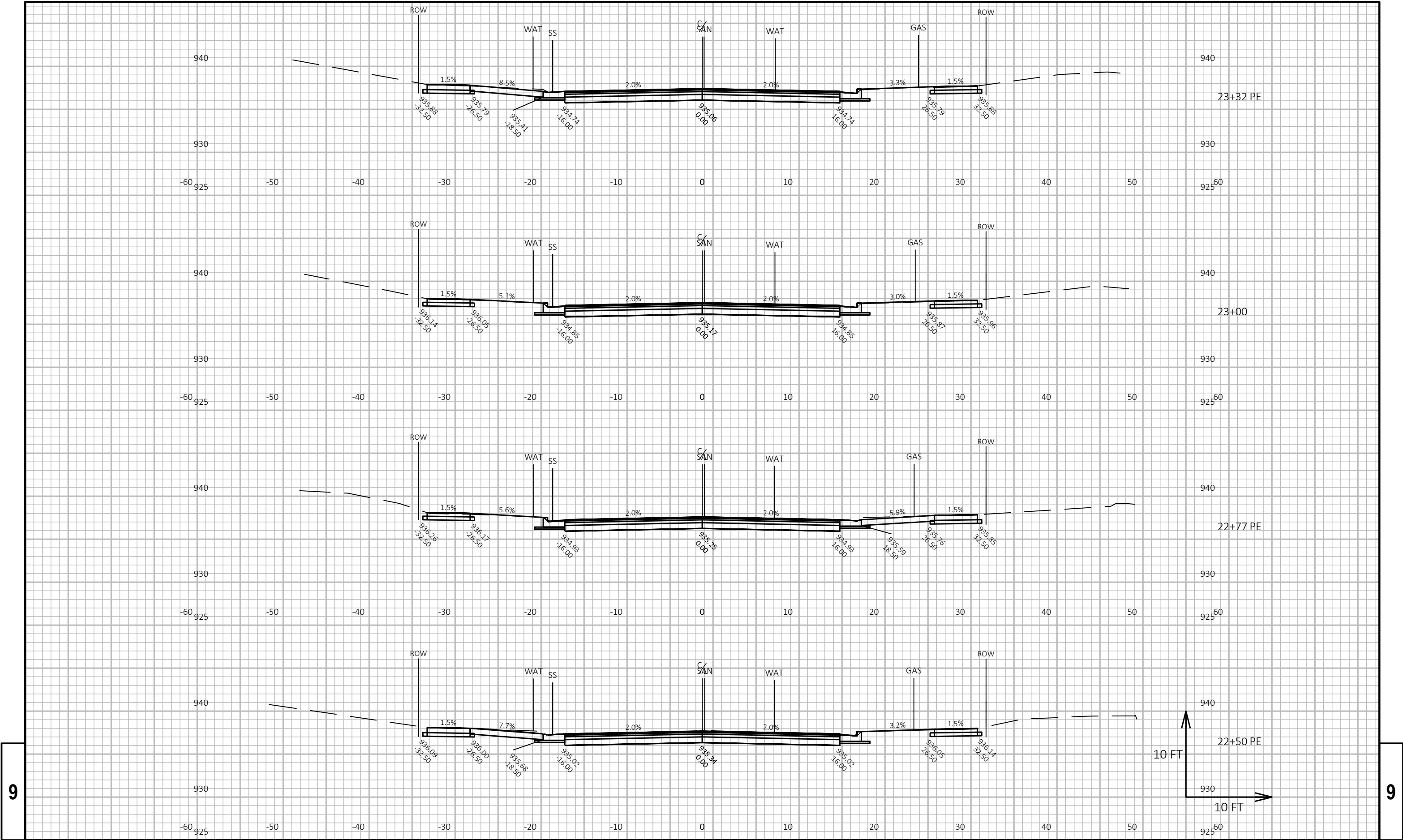
CROSS SECTIONS: LINCOLN STREET

SHEET

E

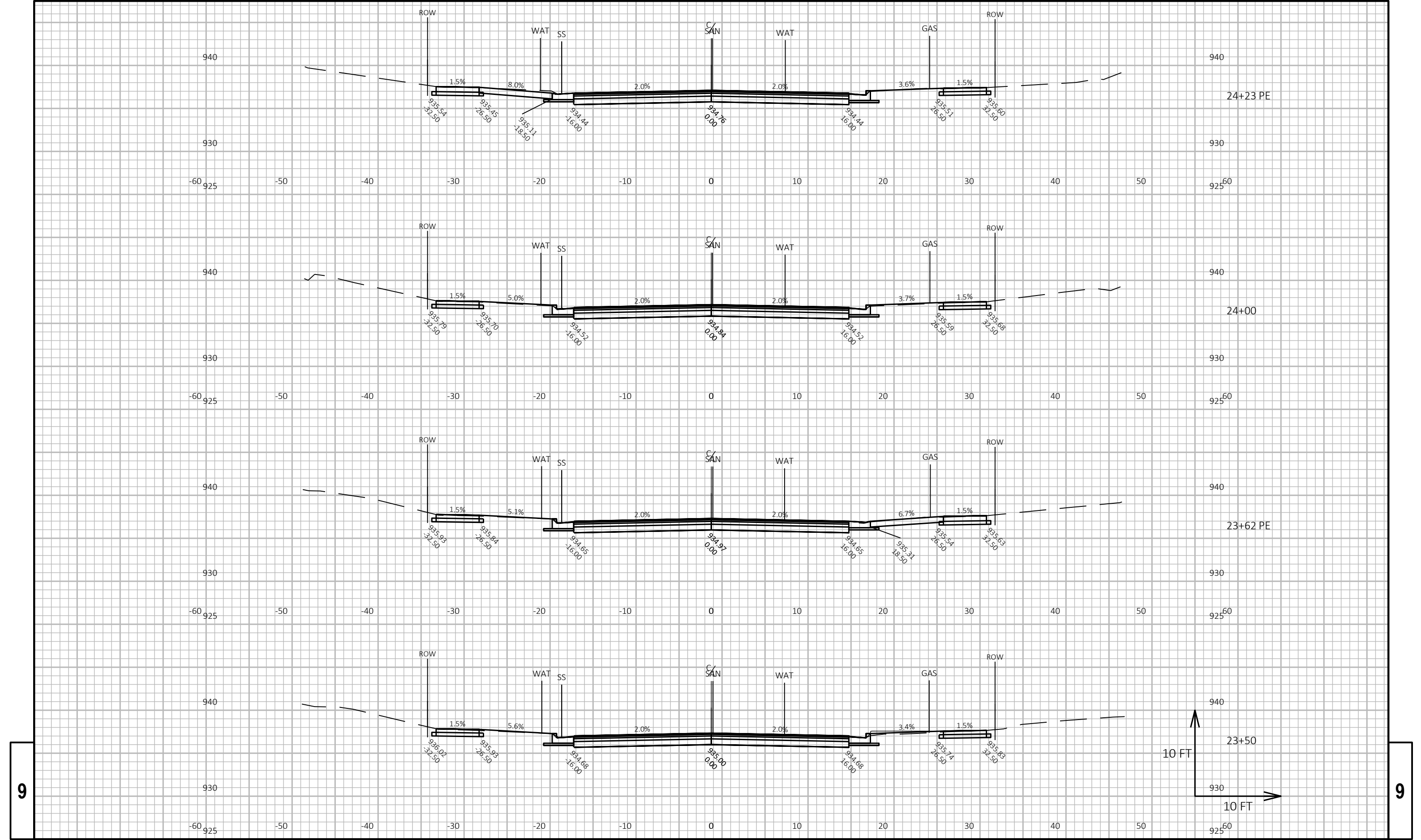






9

9



PROJECT NO: 5627-00-71/72

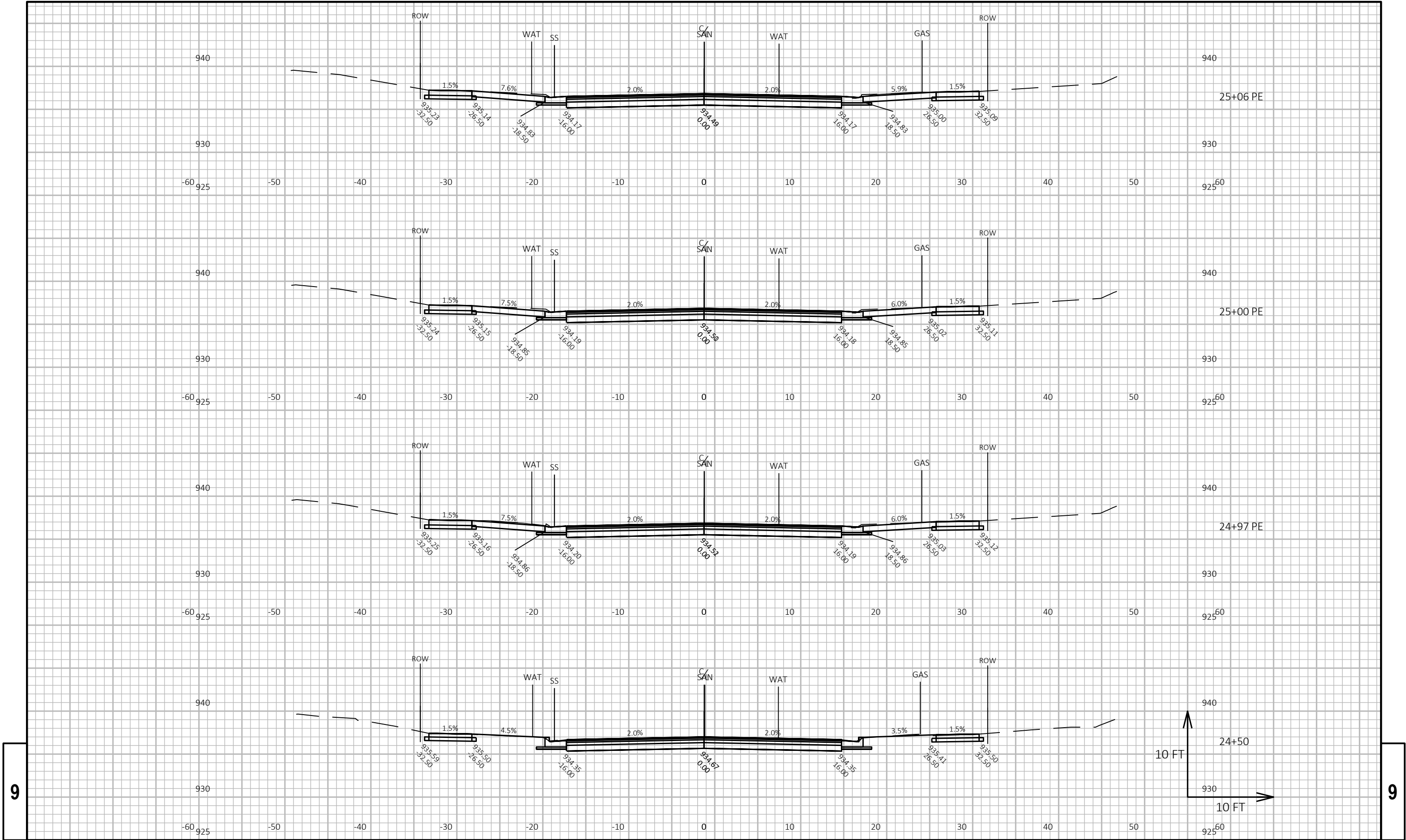
HWY: E LINCOLN ST.

COUNTY: DANE

CROSS SECTIONS: LINCOLN STREET

SHEET

E



PROJECT NO: 5627-00-71/72

HWY: E LINCOLN ST.

COUNTY: DANE

CROSS SECTIONS: LINCOLN STREET

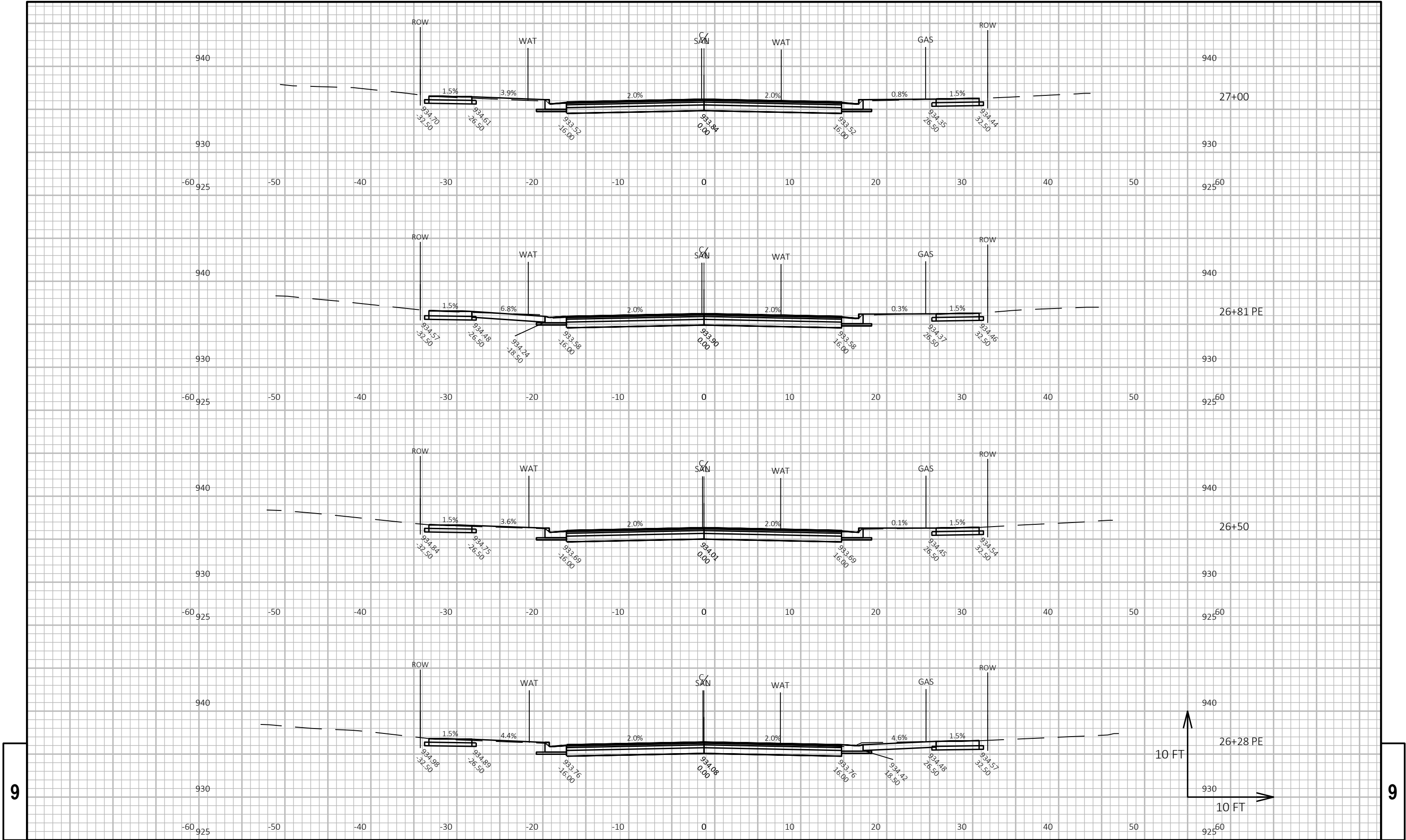
SHEET

E



9

9



PROJECT NO: 5627-00-71/72

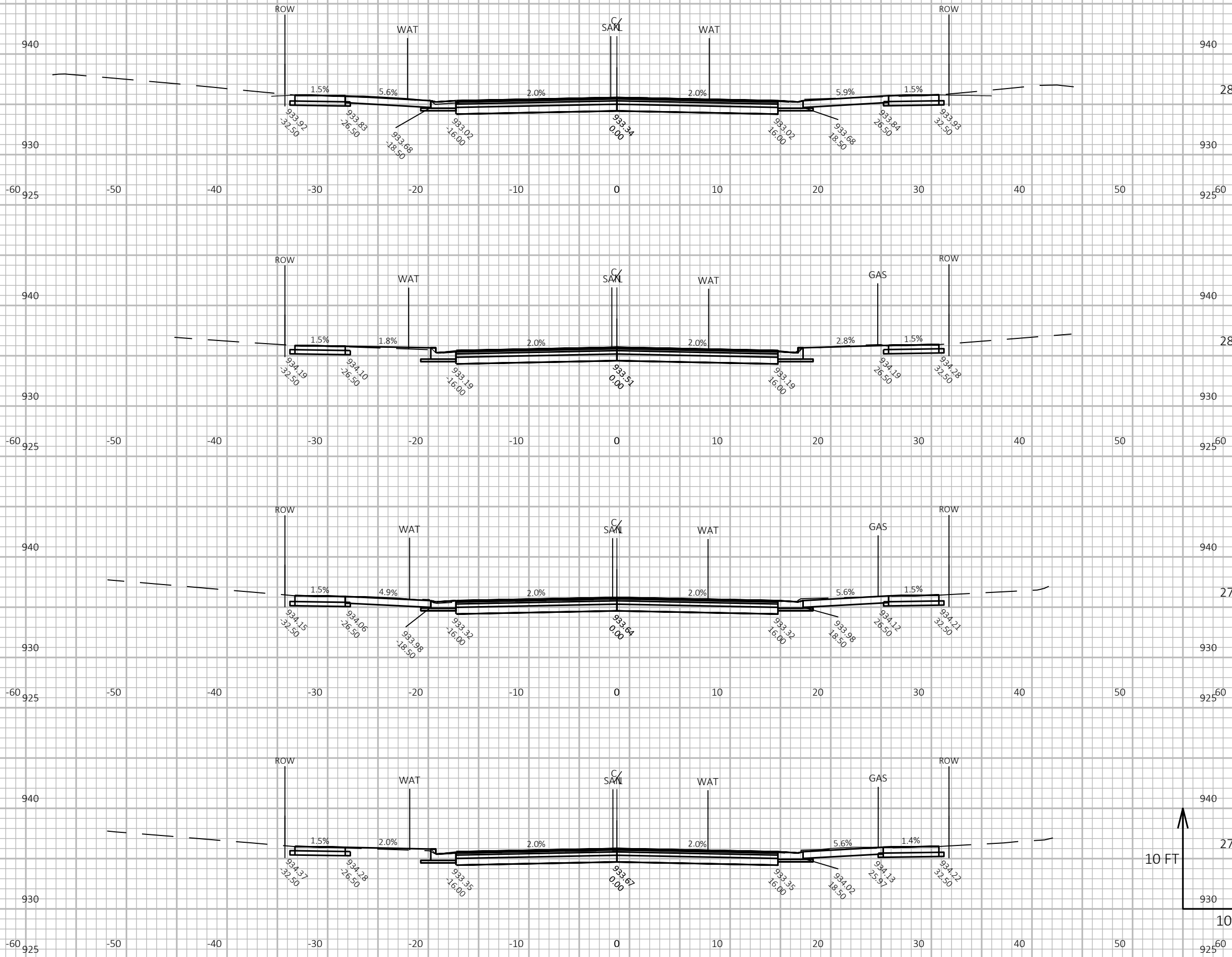
HWY: E LINCOLN ST.

COUNTY: DANE

CROSS SECTIONS: LINCOLN STREET

SHEET

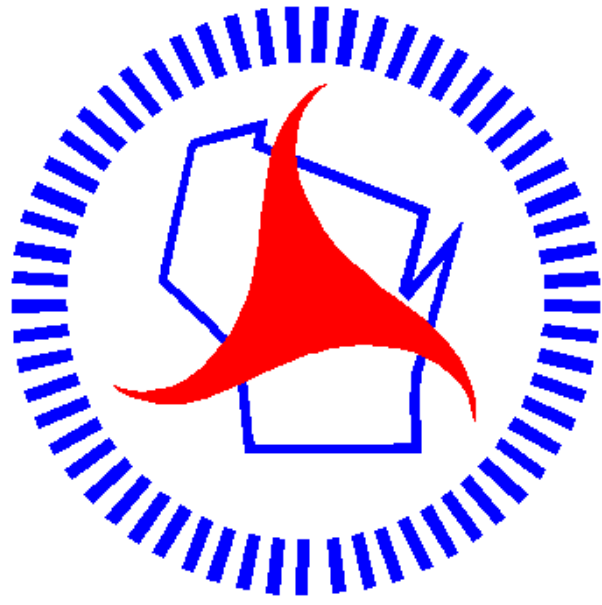
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Notes



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